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TAKE OFF

TKOF MINIMA			
RWY	B	C	D
07	0–200	0–200	0–250
25	0–125	0–125	0–150
16L	0–75	0–75	0–75
34R	0–125	0–125	0–150
16C	0–250 1	0–250 1	0–300 1
34C	0–250 1	0–250 1	0–300 1
16R	0–75	0–75	0–75
34L	0–125	0–125	0–150

1 (0700–2000 LT only by ATC).

ILS + DME 16 L

CAT3B	B		C		D	
CAT 2 1	RA 97	(100) R300	RA 97	(100) R300	RA 97	(100) R300
CAT 1 1	220	(200) R550	220	(200) R550	220	(200) R550
GP U/S DME 1	420	(410) R1000	420	(410) R1000	420	(410) R1400
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

1 M/A climb gradient Mnm 4.3%.

ILSDME 16 C

	B		C		D	
CAT 1 1	210	(200) R700	210	(200) R800	220	(210) R800
GP U/S 2	----	----	----	----	----	----
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

1 M/A climb gradient Mnm 4.3%. 2 See LLZDME 16 C.

ILS 16 R ZULU

CAT3B	B		C		D	
CAT 2	RA 102	(100) R300	RA 108	(105) R300	RA 123	(119) R300
CAT 1	210	(200) R550	210	(210) R600	220	(220) R600
GP U/S	400	(400) R1000	400	(400) R1000	400	(400) R1400
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

ILS 16 R YANKEE

CAT3B	B		C		D	
CAT 2	RA 102	(100) R300	RA 108	(105) R300	RA 123	(119) R300
CAT 1	210	(200) R550	210	(210) R600	220	(220) R600
GP U/S	400	(400) R1000	400	(400) R1000	400	(400) R1400
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

ILSDME 25

	B		C		D	
CAT 1	210	(200) R550	210	(200) R550	210	(210) R600
GP U/S	400	(400) R1000	400	(400) R1000	400	(400) R1400
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

Changes : ILS + DME 16L (title), Check–list.

ILS + DME 34 L YANKEE or ZULU

	B		C		D	
CAT 1	210	(200) R550	210	(200) R550	210	(200) R550
GP U/S DME	410	(410) R1000	410	(410) R1000	410	(410) R1400
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

ILSDME 34 C YANKEE or ZULU

	B		C		D	
CAT 1	210	(200) R700	210	(200) R700	210	(200) R700
GP U/S	420	(420) R1300	420	(420) R1400	420	(420) R1600
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

ILSDME 34 R YANKEE or ZULU

	B		C		D	
CAT 1	210	(200) R550	210	(200) R550	210	(200) R550
GP U/S	420	(420) R1000	420	(420) R1000	420	(420) R1400
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

LLZDME 16 C

	B		C		D	
LLZ DME [1]	420	(410) R1300	420	(410) R1400	420	(410) R1600
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

[1] M/A climb gradient Mnm 4.3%.

VORDME 07

	B		C		D	
VOR DME	400	(400) R1300	400	(400) R1400	400	(400) R1600
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

VORDME 16 R NDB + DME 16 R

	B		C		D	
VOR DME	400	(400) R1000	400	(400) R1000	400	(400) R1400
NDB DME	400	(400) R1000	400	(400) R1000	400	(400) R1400
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

VORDME 25 NDB + DME 25

	B		C		D	
VOR DME	550	(550) R1200	550	(550) R1200	550	(550) R1600
NDB DME	600	(600) R1200	600	(600) R1200	600	(600) R1600
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

VORDME 34 L NDB + DME 34 L

	B		C		D	
VOR DME	450	(450) R1000	450	(450) R1000	450	(450) R1400
NDB DME	450	(450) R1000	450	(450) R1000	450	(450) R1400
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

L 16 L

	B		C		D	
L [1]	650	(640) R1200	650	(640) R1200	650	(640) R1600
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

[1] M/A climb gradient Mnm 4.3%.

 Changes : NIL.

AD HOURS

H24

ATIS

- 114.900 (RWY 16R/34L).
- 120.175 (RWYs 16L/34R, 16C/34C, 07/25).

SPEED RESTRICTIONS

NIL

NOISE ABATEMENT

Visual traffic pattern

In order to reduce the noise over AD, ACFT shall comply with the following procedures :

- RWY 34R and 25 : When weather conditions allow, overfly Ostia town at height not loer than 2000 ft AAL.
- RWY 34L : When weather conditions allow, fly down wind leg East of the AD and at a height not lower than 2000ft AAL,. start base turn over the shore so as to complete it at 1500ft AAL, or about 6NM from THR.
  When traffic conditions allow and if pilots agrees, ATC will may authorize ACFT to fly down wind leg East of AD at a height not lower than 1000ft AAL and to make base turn NW of Ostia avoiding to overfly the town.

TAXI PROCEDURES

Use of TWYs

- Traffic must request and obtain permission to cross RWY 07/25 by TWR on 118.700.

- TWY EB AVBL up to B767-300.
- TWY EA AVBL up to A321.
- TWY EG AVBL up to B747-400.
- TWY H (BTN EG and D) AVBL up to B747-300.

- Holding bay BB1 and BB2 (RWY 25) AVBL for ACFT up to B767-300.
- Holding bay AA1 and AA2 (RWY 16R) AVBL for ACFT up to B747-400.
- Holding bay AH1 and AH2 (RWY34L) AVBL for ACFT up to B747-400.
- Holding bay BA1 and BA2 (RWY 25) AVBL for ACFT up to B747-400.

- ACFT to AZ technical area must stop engines and be towed from TWY NE.
-

Landing on RWY 16L/34R.

- Before using TWY D, pilots must obtain a specific authorization from the TWR.
- Pilots must report «Runway vacated»
- When RWY 25 in use for landing operations, pilots using TWY D or C must request specific authorization to cross the stop bar when switched on.
- Pilots vacating RWY 34R through rapid exits DF and DD must run up until intersecting TWY D.

Changes: NIL.

Landing on RWY 16R

- ACFT shall vacate the RWY not before TWY AF.

Landing on RWY 34L

- If not able to vacate RWY at TWY AE or AD, and not authorized by ATC to vacate on RWY 07/25, must continue taxiing on RWY and vacate at TWY AC or AB or AA. In addition, to reduce minimum RWY occupancy pilots must maintain adequate speed.
- ACFT vacating RWY via AE or AD, if authorized by ATC, shall hold short at IHP AD1.
- After having reported RWY vacated, ACFT must maintain radio contact with TWR, and continue taxiing till stop bar before RWY 07/25 where it receive the clearance to cross RWY. ATC clearance will be followed by the turning-off of the stop-bar. When RWY 07/25 is vacated pilots must maintain the position on TWY A before TWY B and will be instructed to contact GND to continue taxiing.
- Reverse thrust above idle shall not be used on RWY 34L unless required for safety reasons.

LVP CONDITIONS:

1. General

ILS CAT2/3 operations AVBL only on RWY 16R and 16L. These operations are allowed only to national and international operators authorized by the relevant Authority of the State of registration of the ACFT, when aerodrome LVP are operative.

2. Use of LINKS and Intermediate Holding Positions (IHP)

- RWY 16 R : IHP A1 (TWY A), LINK 2 (TWY W and V), M1 (TWY M).
- RWYs 16 L and 25: IHP P1 (TWY P), DI-D2-D3 (TWY D), DM1 (TWY DM), B3-B4 (TWY B).

Taxiing ACFT approaching a LINK or an IHP must stop and obtain specific authorization from TWR to continue.

3. CAT 2/3 operations

- <u>RWY 16R</u> :
  ACFT must vacate RWY on TWY AF, reaching the apron via LINK 2 (L2); if unable, they must use TWYs AG or AH and report when reaching IHP A1, where, if RVR is less than 400 m, they must wait for the follow-me to be led to the PRKG area.
  ACFT vacating RWY 16R must inform TWR when the sensitive areas are vacated (identified by the code/colour of centre-line lights). When RVR is less than 400 m ACFT must report to have reached and then vacated LINK 2 (L2). The second ACFT must wait on the RWY before TWY AF if the preceding landed ACFT has not yet reached LINK 2 (L2).
- <u>RWY 16L</u> :
  ACFT must vacate RWY on TWY DG. If unable, they must use TWY DH and report when reaching stop bar D 25 NORTH. TWR instruction must be followed to the IHP D2, unless RVR is less than 150 m, then they must wait for the follow-me to be led to the PRKG area.
  If unable to vacate RWY via DG or DH, ACFT must vacate RWY on TWY DL. Pilots inform TWR that they have reached stop bar DL and wait to be authorized to proceed via TWY D.
  ACFT vacating RWY 16L must inform TWR when the sensitive areas are vacated (identified by the code/colour of centre-line lights).

Changes: IHP..

4. ACFT movements on the manoeuvering area

- Visibility conditions 2 **(RVR below 1500 m):**

ACFT movement and separation will be visual, according to TWR instuctions and information, following preferential routes.

RWY stop-bars will be switched on.

- Visibility conditions 3 **(RVR less than 400 m):**

Ground movements, depending if SMR is AVBL or not, will be according to the following modes:

a) In order to insure a longitudinal separation on the ground between taxiing ACFT, Intermediate Holding Points (IHP) have been arranged on TWYs D,B,DM,P and A as follows:
- TWY D: D1, D2 and D3.
- TWY DM: DM1
- TWY A: A1
- TWY B : B3 and B4.
- TWY P : P1.

b) In these conditions two cases can be identified:
- **With SMR operative**
  In case of RVR values below 400 m, separation of the ACFT shall take place according to the prearranged taxiing routes and using Intermediate Holding Points.
- **With SMR inoperative**
  In case of RVR values between 400 m excluded and 150 m included, ACFT movement will take place using not adjacent Intermediate Holding Points (IHP) according to TWR instructions.

5. ACFT movement on the apron

- In case of RVR values between 400 m excluded and 150 m included, ACFT movements shall take place according to the information and the sequences given by the TWR using prearranged taxing routes to prevent traffic conflicts. Follow-me will be guaranteed if requested by the pilot in command.
  In case of RVR below 150 m, follow-me will be compulsory
- Reference RVR points for the Apron movements :
  a) West area (nearby LINK 2) RVR point STOP-END RWY 16R, if not AVBL, TDZ 34L must be used.
  b) East area (nearby LINK 7) MID 25, if not AVBL, TDZ 25 must be used.

6. CONTINGENCY

- **ACFT lost on manoeuvering area:**

a) All operations must be suspended at once;
b)Taxiing traffic shall be instructed to report and maintain his position and informed about the last position reported/known of the lost traffic;
c) Approaching traffic shall be instructed to perform missed APCH procedure;
d) ATC will instruct a follow-me for the search of the lost traffic, giving all information AVBL about all traffics on movement area.

- **Radio failure on manoeuvering area:**

ACFT will vacate the RWY and sensitive area on the appropriate TWY and it will wait for the follow-me.

Changes: NIL.

7. Taxi preferential routes.

LDG RWY 16 L (RVR between 1500 m and 400 m)

Stands	Taxi routes
201 to 206	DG or DH - D - LINK 10 - EG - EB
207 to 210	DG or DH - D - LINK 10 - EG - EA
221 to 226, 240	DG or DH - D - LINK 10 - EG - EC
227 tro 235	DG or DH - D - LINK 10 - EG - EF
301 to 320, 331 to 334, 402 to 412, 432, 502, 504, 506, 508, 518, 528, 510	DG or DH - D - LINK10 - EG - H
321 to 323	DG or DH - D - LINK 10 - EG - G
509, 507, 505, 503, 501, 622, 623	DG or DH - D - LINK 10 - EG - H - CF
710 and 711	DG or DH - D - LINK 10 - EG - H - CF - T
601 to 604	DG or DH - D - LINK 10 - EG - H - CF - CR
611	DG or DH - D - LINK 10 - EG - H - CF - CR - M
612 to 615	DG or DH - D - LINK 10 - EG - H - CF - CS
701, 702	DG or DH - D - LINK 10 - EG - H - CF - T - M - Z - V
707 to 709	DG or DH - D - LINK 10 - EG - H - CF - T - M
703 to 706, 821 to 824	DG or DH - D - LINK 10 - EG - H - CF - T - M - Z
801 to 812	DG or DH - D - LINK 10 - EG - H - CF - T - M - Z - W
831 to 836, 842 to 847	DG or DH - D - LINK 10 - EG - H - CF - T - M - Z - Y

LDG RWY 16R (RVR values less than 550 and up to 400 m)

Stands	Taxi routes
842 to 847, 831 to 836	AF - LINK 2 - Z - Y
821 to 824	AF - LINK 2 - Z
801 to 812	AF - LINK 2 - Z - W
701, 702	AF - LINK 2 - V
703 to 705	AF - LINK 2 - V - Z
706 to 708	AF - LINK 2 - V - Z - M
709 to 711	AF - LINK 2 - V - Z - M - T
801 to 812	AF - LINK 2 - W
611	AF - LINK 2 - V - Z - M
612 to 615	AF - LINK 2 - V - Z - M - CS
601 to 604	AF - LINK 2 - V - Z - M - T - CF - CR
622, 623, 501, 503, 505, 507, 509	AF - LINK 2 - V - Z - M - T - CF
510, 508, 518, 528, 301 to 340, 402 to 432	AF - LINK 2 - V - Z - M - T - CF - H
201 to 210, 221 to 240	AF - LINK 2 - V - Z - M - T - CF - H - EG

Changes: NIL.

PARKING PROCEDURES

Parking restrictions

- Marshalling service not provided. If necessary, request a marshaller to GND 121.9.

- Contingency PRKG position on TWY T AVBL as follows:
  a) C01 entrance with follow-me from TWY CF or CS and marshalling.
  b) C02 entrance with follow-me from TWY T abeam 711 and marshalling.
- Contingency PRKG position on TWY G AVBL as follows: G01, G02, G03 and G04 entrance with follow-me from intersection TWY G and D and marshalling.
-
- Entrance stands 403,405,407,409,412 and 422 only via TWY NZ.
- Entrance stands 502,504,506 and 518 only via TWY NW.
- Entrance stands 301 to 312, 331 to 334 and 402, 404, 406, 408 should follow anti-clock-wise direction.

- Stands 314, 316, 318 and 320 : B767/200 should entry only via TWY H, direction NE.
- Stands 313 to 320 are only 4 positions: odd stands up to A321 - even stands up to A300.
- Stands 321-323: up to MD80 entrance self manoeuvring.
- Stands 331 to 334: entrance to adjacent stands not allowed at the same time.
- Stand 340: Wide-body ACFT, entrance must be towed from marked point on TWY H.
- Stand 341 : Wide-body ACFT, entrance self-manoeuvring.
- Stands 821 to 824 B747: entrance via TWY W, or TWY Y subject TWR discretion.
- Stands 831, 833 and 835 :
  a) ACFT up to A300-600 and B747-400
  b) B747 entrance TWY Y
- Stands 832, 834 and 836 according to 833 and 835 : ACFT up to A321 or B737-900.

Docking system

- VDGS (Visual Docking Guidance System) available at stands 401 to 412, 422, 432, 501 to 510, 518, 622, 623, 701 to 711, 806, 807.
- Self parking system is used on all other stands. Pilot should follow lead in line and alignement r until eyeline coincides with STOP line on left hand side.

OTHER INFORMATION

STARs

- No STAR text published.
- STARs RWY 34L and 34R :
  In the event of PRA locator failure, IAF PRA is replaced from RATIR. ELITO-PRA route can be flown B-RNAV, with the same MEA.

Rome TMA

Normal clearance limits : TAQ NDB/VOR, CMP NDB/VOR or ROM VOR.

Caution

Approaches to RWYs 16L/R/C may be confused due to sunbeam reflections into mirrors of a solar station positioned 6 NM SSW of CMP.

Changes: NIL

Preferential RWY system

RWY use will be selected by ATC, according to the following wind components :
- MAX 25 kt cross wind component.
- MAX 20 kt cross wind component (when RWY wet).
- MAX 10 kt steady and mesured tail wind component.

RWY 16L/34R is normally used for landing.

RWY closure

RWY 16L/34R closed every SUN 2230-0030 (summer 2130-2330).
RWY 16R/34L closed every SAT 2230-0030 (summer 2130-2330).

Parallel ILS approaches to RWYs 16L/R or 16C/R or 34L/R or 34L/C

- Dependent parallel approaches may be conducted to parallel RWYs provided that :
  1. Radar service is operative .
  2. ILS are operative on both RWYs and the ACFT are making ILS approach.
  3. ACFT are advised that approaches are in use to both RWYs.
- Separation :
  1. A minimum of 1000ft or 5NM will be provided during turn on to parallel LLZ courses.
  2. A minimum of 3NM BTN ACFT on the same localizer course or BTN ACFT on adjacent LLZ course.

Use of radar

Radar service will terminate when one of the following occurs :
1. Visual separation is applied.
2. The ACFT reports the APCH lights or RWY in sight.
3. The ACFT has been instructed to contact FIUMICINO TWR.

«Land after» on RWYs 16L/34R.

1. When two successive ACFT are in sequence to land, the second one may be allowed to land before the first one has vacated the RWY in use, provided that :
   - it is during daylight hours, the RWY is dry and free of any kind of precipitation.
   - the second ACFT has been informed and will be able to see the first ACFT continuously until it has vacated the RWY.
2. Instead of usual instruction «clear to land», ATC will provide the following :
   «Land after preceding .. (first ACFT type and name of company)»
3. Responsibilisity for ensuring adequate separation BTN the two ACFT rests with the pilot of the second ACFT including respect of prescribed wake turbulence separation.

ATS communications all final approaches

Roma Arrivals : 125.500 - 127.950 (ATC)
Roma Director : 131.250 0600-2200 (summer 0500-2100) - 119.200 (ATC)
TWR Fiume
-118.700
- 127.625 (ATC): RWYs 16L/34R and 16C/34C 0600/2200 (summer 0500/2100).
- 122.125 (ATC): 0600/2200 (summer 0500/2100).
GND Fiume
-121.900
- 122.125: 0600/2200 (summer 0500-2100)

Changes: TWR FREQ added

Minimum RWY occupency time

- Pilots are requested to strictly comply with ATC instructions.
- Use of rapid exit TWY enable ATC to apply the minimum spacing of final approach and to minimize occurence of go-around.
- Remark : required exit point for RWY 16R is rapid exit TWY AF (AD not usable).

Ponza VORTAC

During PNZ VORTAC unserviceability, radials from PNZ VOR have to be extended as bearings from PNZ NDB with same values.

Campagnano holding pattern

- MHA over Campagnano (CMP) raised to **6000** in turbulence conditions.
- In case of unserviceability, hold on R018 OST between DME 20 and DME 24, RT, MHA **4000**.

Tarquinia holding pattern

- In case unserviceability hold on R317 OST between DME 33 and DME 37, LT, MHA **FL80**.
- **MAX IAS 210** up to Transition Level.

COMMUNICATION FAILURE

ICAO STANDARD and in addition :

Designed radio aid is : TAQ NDB/VOR, CMP NDB/VOR or ROM VOR.

When parallel ILS approaches are in progress for RWYs 16C and 16R, or 16L and 16R, ACFT experiencing radio failure arriving from TAQ must land on RWY 16R ; from CMP must land on RWY 16L or 16C.

ADDITIONAL COMPANY INFO

Company frequency

131.900 : Charlie Flume (SELCAL).
131.900 : Coordinamento Operativo.
131.850 : Maintenance.
131.750 : Centro Operativo di Scalo.
131.625 : Aeroporti di Roma (AR).

CAUTION

On approach chart L 16 L, MSA value and DME distance circles are based on different radio aids.

SAFEGATE Stands

In order to avoid activation of “TOO FAR” indication which would require push-back, approach to gate shall be carried out at low speed.

Changes: NIL

RVR Reading

Transmissometer position from THR :

RWY	TDZ	MID	END
07 ❶	-	1373 m (4505 ft)	2503 m (8212 ft)
16R	365 m (1198 ft)	1100 m (3609 ft)	2250 m (7382 ft)
16L	400 m (1312 ft)	1350 m (4429 ft)	2250 m (7382 ft)
25	390 m (1280 ft)	1520 m (4987 ft)	-
34R	325 m (1066 ft)	1650 m (5414 ft)	2550 m (8367 ft)
34L ❶	DISPL THR	1329 m (4360 ft)	2479 m (8134 ft)

❶ From DISPL THR.

Changes: NIL

GENERAL

DURING RWY 16L/34R CLOSURE, ACTUAL TWY D WILL BE UPGRADED TO RWY 16C/34C

RWY PREFERENTIAL USE

- RWYs will be normally used as follows :
  - main RWY for ARR: RWY 16C
  - main RWY for DEP : RWY 25
- RWY use will be selected by ATC, according to the followIng wind components :
  - MAX 25 kt cross wind component.
  - MAX 20 kt cross wind component (when RWY wet)
  - MAX 10 kt steady and mesured tail wind component.

- In presence of contamination and/or heavy rain, ACFT operations are regulated as follows:
  - TKOF not allowed
  - LDG not allowed with cross wind component exceeding 15 kt.
  - LDG not allowed to ACFT with reduced performances due to failure
  - Operations not allowed to ACFT with wingspan greater than 52m.

TWY use

Taxi on TWY C between CL and CD during the presence on RWYs 16C/34C of an ACFT in TKOF rolling or in final APCH, is permitted only at CAT C ACFT (or minor) and if the RVR is equal or more than 1000 m and ceiling is equal or more than 500 ft.

RWY 16C UTILISATION

Landing OPS

- RWY 16C is qualified for landing up to B747/400 ACFT type.

«Land after» on RWY 16C

1. When two successive ACFT are in sequence to land, the second one may be allowed to land before the first one has vacated the RWY in use, provided that :
   - it is during daylight hours, the RWY is dry and free of any kind of precipitation.
   - the second ACFT has been informed and will be able to see the first ACFT continuously until it has vacated the RWY.
2. Instead of usual instruction «clear to land», ATC will provide the following :
   «Land after preceding .. (first ACFT type and name of company)»
3. Responsibilisity for ensuring adequate separation BTN the two ACFT rests with the pilot of the second ACFT including respect of prescribed wake turbulence separation.
4. Visibility must be more than 5 Km.
5. ACFT taxiing to vcate the RWY shall maintain adequate speed as far as practicable to guarantee minimum RWY occupancy.

Changes: RWY preferential use, Land after on RWY 16C added.

TWY restrcitions

CD, CE and CH junctions are not available.
RWY 16C will be considered cleared when landing traffic has crossed ICAO RWY end signals. ACFT shall proceed straight on along TWY D.

Take-Off operations

- RWY 16C is qualified for TKOF up to B747/400 ACFT type.
- ACFT unable to TKOF from PSN 16C-A and 16C-B can perform back-track on the appropriate bay marked with ICAO signals only if the RVR is higher than or equal to 1000 m.

RWY 34C UTILISATION

Landing operations

- **Caution : No instrument approach procedure available on RWY 34C**

- Higher than CAT C ACFT landing will be performed only in contingency and with ATC coordination.
- ACFT unable to vacate RWY from exit TWY CD and/or needing a higher distance, must inform immediately ATC to eventually land on 34L.

Take-Off operations.

- RWY 34C is qualified for TKOF up to B747/400 ACFT type.
- In case of Take-Off or landing operations on RWY 34C, the holding point for TKOF is on TWY D Between DM and C.
- When only TKOF OPS are in progress on RWY 34 C, the sign «D25 SOUTH APPROACH » is AVBL as holding point on ATC discretion.

Changes: Landing and take-off operations.

INTENTIONALLY

LEFT

BLANK

ATIS

121.850

START-UP PROCEDURES

CLR:	Fiume planning	121.800	0600-2200 (summer 0500-2100)
		121.900	2200-0600 (summer 2100-0500)
APRON:	Fiume Apron	122.125	0600-2200 (summer 0500-2100)
	Fiume Ramp	121.725	
	West Apron area	121.900	

Apron Management service (AMS)

Pilot shall require push-back and taxi clearance on FREQ :
- 122.125 0600-2200 (summer 0500-210)
- 121.900 (H24) according to ATC instructions

Prior to request start-up clearance, pilot must report «READY TO MOVE» on FREQ 121.725.
(Ready to move means : handling operations completed, doors closed, loading bridge retracted, ready to push-back or taxi)

Only when released to ATC by FREQ 121.725, flight will be cleared to start-up.

- In order to expedite pre-flight operations, ACFT using RWY 25 (and by ATC discretion, RWY 16R/34L) will be assigned by FIUME PLANNING a complete ATC clearance with the start-up clearance.
- To reduce communication load, take-off time will be given on pilot's request only.

TAXI PROCEDURES

- ACFT shall request push back and taxi clearance from GND.
- Marshalling service available in exceptional cases only.

Parking procedures

- Clearance to parallel service road is minimum 4m. Follow accurately yellow taxi center-line.

- Stands 301 to 312, 331 to 334 and 402, 404, 406, 408 : exit should follow anti-clock-wise direction.
- Stands 314,316,318 and 320 : B767-200 should exit only via TWY NE and H.
- Stands 321-323: up to ATR 42, exit self manoeuvring, up to MD80, exit by push-back.
- Stands 331 to 334: exit ops to adjacent stands not allowed at the same time.
- Stand 340: ACFT shall exit by by push-back to marked point on TWY H.
- Stand 341 : ACFT Wide-body exit push-back on start-up point abeam stand 312.
- Stand 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.
- Stand 502 exit push-back on TWY H abeam stand 528.
- Stands 503,505,507 and 509 : B777 should use TWY CF and D. Start-up abeam stand 507.
- Stands 504 and 506 exit push-back on TWY NW abeam stand 506.
- Stand 508 and 518 exit push-back on TWY NW abeam stand 518.
- Stand 802: ACFT from B767 to B747 shall exit by push-back to start-up point on TWY W near stand 821.
- Stands 806,807,811 and 812 : start-up abeam 805.

Changes: Parking procedures

- Stands 831, 833 and 835 ACFT B747 exit start up point on TWY Z abeam stand 823, TWR discretion on TWY A by marshalling.
- Stands from 831 to 836, except B747, start up point on TWY Y abeam stand 831 or TWY Z abeam stand 823.
- Stands 844 to 847 start up point on TWY Y abeam stand 844; stands 842 and 843 start up point on TWY Y abeam before vehicle service road looking to stand 836.

- Contingency PRKG position on TWY T AVBL as follows:
  - C01 exit with push back if C02 is occupied
  - C02 exit with push back if C01 is occupied.
- Contingency PRKG position on TWY G AVBL as follows:
  G01,G02,G03 and G04 : exit self manoeuvring and supervision of marshaller.

Taxi procedures

- Departing ACFT on RWY 16L/34R shall obtain specific clearance by TWR before using TWY D.
- Traffic must request and obtain permission to cross RWY 07/25 by TWR on 118.700.
- ACFT to AZ technical area must stop engines and be towed from TWY NE.

- Holding bay BB1 and BB2 (RWY 25) AVBL for ACFT up to B767-300.
- Holding bay BA2 (RWY 25) is not AVBL in case of RWY 25 in use for LDG.

- TWE EB AVBL up to B767-300.
- TWY EA AVBL up to A321.
- TWY DB for RWY 16L is AVBL for departures from start point A.
- TWY H (BTN EG and D) AVBL up to B747-300.

Minimum RWY occupency time

- Pilots are requested to strictly comply with ATC instructions.
- On receipt of line-up clearance, pilots should ensure (in accordance with safety and standard operating procedures) that they are able to taxi and correctly position the ACFT at authorized holding position, and line up on RWY as soon as the preceding ACFT has started its TKOF rol/landing run.
- Whenever possible, cockpit checks should be completed prior to line up, and any checks requiring completing while on the RWY should be kept to the minimum required.
- Pilots should ensure they are able to start the TKOF roll immediatly after TKOF clearance is issued.
- Pilots unable to comply should notify ATC as soon as possible once transfered to TWR.

LVP conditions:

1. Holding positions

- Holding positions CAT 2/3

RWY 16R : AA1, AA2 and on TWY A on crossing of RWY 07/25.
RWY 16L : DA and on TWY C and D on crossing of RWY 07/25 (C25 North and South, D25 North and South).
RWY 25 : BA1, BA2 and on TWY A on crossing of RWY 07/25.

- Intermediate Holding Positions (IHP):

RWY 16R : A1 (TWY A), LINK 2 (TWY V and W), M1 (TWY M).
RWY 16L and 25 : P1 (TWY P), D1-D2-D3 (TWY D), DM1 (TWY DM), B3-B4 (TWY B).

2. Use of links and Intermediate Holding Positions (IHP)

Taxiing ACFT approaching a LINK or an IHP must stop and obtain specific authorization from TWR to continue.

Changes: NIL.

3. Low Visibility Take-off operations (LVTO) RWY 25 and 16L.

RWY 25 :

- When RVR value on TDZ 25 is less than 400 m, LVTO will be activated. Departing ACFT must taxi only via TWY P - IHP P1 - B - BA, using the IHP B3 and B4 if necessary.
- Departing ACFT from RWY 25 will be led on request by a follow-me from the parking area to IHP P1 to reach TWY B.
  Following TWR instructions, ACFT will proceed via TWY B - IHP B3 and B4 - BA.
- ACFT performing a rejected take-off, will vacate the RWY on the first AVBL TWY informing the TWR about the TWY used and will wait for the follow-me.
- If CAT 2/3 approaching and landing procedures are not AVBL, LVTO are allowed anyway, provided that LVP have been prepared and activated for departures with RVR values less than 400 m on TDZ or MID.
- Take-off PSN 25-A can not be used.

RWY 16L:

- In case of RWY 25 not AVBL, If RVR value on TDZ 16L is less than 400m, LVTO will be activated.
- If RWY is used only for Take-off operations, departing ACFT shall taxi via D1 - D - DA (using if necessary IHP D2 - D3 and stop bar D25 South).
- If RWY is used for landing and Take-off operations, departing ACFT shall taxi via P - IHP P1 - B - C and shall hold at stop bar C25 South before being instructed to taxi via TWY CL - D - DA, in order to be separated from arriving ACFT.
- ACFT performing a rejected take-off, will vacate the RWY on the first AVBL TWY informing the TWR about the TWY used and after having reported RWY vacated will stand by for TWR instructions.
- All Take-off PSN cannot be used.

Remarks :

- The clearance given on FREQ to proceed to a specific IHP is for the pilot his clearance limit.
- Pilot must report their position.

4. ACFT movements on the manoeuvering area

- Visibility conditions 2 **(RVR below 1500 m):**
  a) ACFT movement and separation will be visual, according to TWR instuctions and information, following preferential routes.
  b) RWY stop-bars will be switched on.
- Visibility conditions 3 **(RVR less than 400 m):**
  Ground movements, depending if SMR is AVBL or not, will be according to the following modes:
  In order to insure a longitudinal separation on the ground between taxiing ACFT, Intermediate Holding Points (IHP) have been arranged on TWYs D,B,DM,P and A as follows: - TWY D: D1, D2 and D3.
  - TWY DM: DM1
  - TWY A: A1
  - TWY B : B3 and B4.
  - TWY P : P1.

  In these conditions two cases can be identified:
  - **With SMR operative**
    In case of RVR values below 400 m, separation of the ACFT shall take place according to the prearranged taxiing routes and using Intermediate Holding Points.

Changes: NIL

- **With SMR inoperative**
  In case of RVR values between 400 m excluded and 150 m included, ACFT movement will take place using not adjacent Intermediate Holding Points according to TWR instructions.

5. ACFT movement on the apron

- When RVR values between 400 m excluded and 150 m included, ACFT movements shall take place according to the information and the sequences given by the TWR using prearranged taxing routes to prevent traffic conflicts. Follow-me will be guaranteed if requested by the pilot in command. (In case of RVR below 150 m, follow-me will be compulsory
- The reference RVR points for the Apron movements are:
  a) West area (nearby LINK 2) RVR point STOP-END RWY 16R. If not AVBL, TDZ 34L must be used.
  b) East area (nearby LINK 7) MID 25. If not AVBL, TDZ 25 must be used.

6. Contingency

ACFT lost on manoeuvering area:

- All operations must be suspended at once;
- Taxiing traffic shall be instructed to report and maintain his position and informed about the last position reported/known of the lost traffic;
- Approaching traffic shall be instructed to perform missed APCH procedure;
- ATC will instruct a follow-me for the search of the lost traffic, giving all information AVBL about all traffics on movement area.

Radio failure on manoeuvering area:

Whenever an ACFT operating on manoeuvering area experiences a radio failure it will continue on taxi route assigned, avoiding every deviation, until reaching his clearance limit position, where it will wait the follow-me.

7. Taxi preferential routes for Take-off RWY 25
(RVR values between 1000 m and 400 m)

Stands	Taxi routes
201 to 210, 301 to 323, 402,404,406,408,410,331 to 334,340	NG - N - B - BA
221 to 226	EG - G - NG - N - B - BA
403,405,407,409,411,412,502,504,506,508,518,528	NZ - G - P- IHP P1 - B- BA
510	H - P - IHP P1 - B - BA
501,503,505,507,509	CF - CR - R - R2 - B
601 to 604	CR - R - R2 - B
611	M - R - R2 - B
612 to 615	CS - S - H - R - R2 - B
622, 623, 709 to 711	T - T2 - B
706 to 708	M - M1 - A - B
703 to 705	Z - M - M1 - A - B
701, 702	V - LINK 2 - A - B
801 to 812	W - LINK 2 - A - B
821 to 824	Z - Y - LINK 1 - A - B
831 to 836, 842 to 847	Y - LINK 1 A - B

Remark : In case RWY 16R is used for landing, ACFT outgoing from LINK 2 will be instructed to taxi via Z - V - M1 - A- B.

Changes: NIL.

8 . Taxi preferential routes for take-off (RVR values below 400 m).

Take-off RWY 16L (when RWY usable also for landing)

Stands	Taxi routes
201 to 210	NG - G - P - IHP P1 - B - C - CL - D - DA
221 to 240	EG - G - P - IHP P1 - B - C- CL - D- DA
301 to 323, 331 to 334, 340, 402,404,406,408,410	G - P - IHP P1 - B - C - CL - D - DA
403,405,407,409,411,412,502,504,506,508,510,518,528	G - P - IHP P1 - B - C - CL - D - DA
501,503,505,507,509,622,623	CF - P - IHP P1 - B - C - CL - D - DA
601 to 604	CR - R - H - P - IHP P1 - B - C - CL - D - DA
611, 706 to 708	M - R - H - P - IHP P1 - B - C - CL - D - DA
612 to 615	CS - S - H - P - IHP P1 - B - C - CL - D - DA
709 to 711	T - M - R - H - P - IHP P1 - B - C - CL - D - DA
703 to 705, 821 to 824	Z - M - R - H - P - IHP P1 - B - C - CL - D - DA
701, 702	V - Z - M - R - H - P - IHP P1 - B - C - CL - D - DA
801 to 812	W - Z - M - R - H - P -IHP P1 - B - C - CL - D - DA
831 to 836, 842 to 847	Y - Z - M - R - H - P -IHP P1 - B - C - CL - D - DA

Take-off RWY 16L (when RWY usable only for take-off)

Stands	Taxi routes
201 to 210	NG - G - P - D - IHP D1 - D - DA
221 to 240	EG - G - P - D - IHP D1 - D - DA
301 to 323, 331 to 334, 340, 402,404,406,408,410	G - P - D - IHP D1 - D - DA
403,405,407,409,411,412,502,504,506,508,510,518,528	G - P - D - IHP D1 - D - DA
501,503,505,507,509,622,623	CF - P - D - IHP D1 - D - DA
601 to 604	CR - R - H - D - IHP D1 - D - DA
611, 706 to 708	M - R - H - D - IHP D1 - D - DA
612 to 615	CS - S - H - D - IHP D1 - D - DA
709 to 711	T - M - R - H - D - IHP D1 - D - DA
703 to 705, 821 to 824	Z - M - R - H - D - IHP D1 - D - DA
701, 702	V - Z - M - R - H - D - IHP D1 - D - DA
801 to 812	W - Z - M - R - H - D - IHP D1 - D - DA
831 to 836, 842 to 847	Y - Z - M - R - H - D - IHP D1 - D - DA

Changes: NIL

Take-off RWY 25

Stands	Taxi routes
201 to 210	NG - G - P - IHP P1 - B - BA
221 to 240	EG - G - P - IHP P1 - B - BA
301 to 340, 402 to 412, 422,432,502,504,506,508,518,528	G - P - IHP P1 - B - BA
501,503,505,507,509,622,623	CF - P - IHP P1 - B - BA
510	P - IHP P1 - B - BA
601 to 604	CR - R - H - P - IHP P1 - B - BA
611, 706 to 708	M - R - H - P - IHP P1 - B - BA
612 to 615	CS - M - R - H - P - IHP P1 - B - BA
709 to 711	T - M - R - H - P - IHP P1 - B - BA
703 to 705, 821 to 824	Z - M - R - H - P - IHP P1 - B - BA
701, 702	V - Z - M - R - H - P - IHP P1 - B - BA
801 to 812	W - Z - M - R - H - P - IHP P1 - B - BA
831 to 836, 842 to 847	Y - Z - M - R - H - P - IHP P1 - B - BA

NOISE ABATEMENT

- All RWYs except 25 : apply Noise Abatement TKOF technique as per Airplanes Operations Manual.
- CHAPTER 2 ACFT shall TKOF only from RWYs 25 or 16L/34R.
- RWY 16R/34L may be used only in case of technical or safety reasons.

OTHER INFORMATION

Preferential RWY system

- RWY preferential use will be selected by ATC, according to following wind component:
  - MAX 25 kt cross wind component.
  - MAX 20 kt cross wind component (when RWY wet).
  - MAX 10 kt steady and mesured tail wind component.
- RWY 25 is normally used for Take-off.

During peak time, , RWYs could be used according to the following criteria called «RWY operation mode D»

- RWY 25 for traffic following R217 and R269 OST.
- rwy 34L for traffic following R290 OCT.

RWY closure

RWY 16L/34R closed every SUN 2230-0030 (summer 2130-2330).
RWY 16R/34L closed every SAT 2230-0030 (summer 2130-2330).

Changes: NIL.

«TKOF after» on RWY 25

- An ACFT may be allowed to TKOF right after a previoustly departed ACFT, with reduction of Mnm standard separation, if it is able to maintain visually the initial separation from the preceding ACFT.
- ATC will provide a warning to the second ACFT which will contain :
  - TKOF after instruction instead of the usual clearance for TKOF,
  - Company and type of preceding ACFT,
  - assigned radial.

  Example: «TKOF after preceding ALITALIA B777 that will follow R125».
  Responsibility for ensuring adequate separation between the two ACFT rests with the pilot of the second ACFT, until he starts the turn to join the assignated SID or he is under radar control, whichever comes first. Wake turbulence prescribed separations must always be observed.
- The above procedure may be used during day-light hours only provided that :
  - Visibility is not less than 5 km and ceiling not below 3500,
  - The SIDs of the two successive ACFT are not using the same OST VOR radial,
  - The second ACFT complies with the **MAX IAS 250** speed restriction,
  - The proceding ACFT is faster or belongs to the same ACFT category of the following one.
  -

Particular rules

- Take-Off RWY 16R

  a) When RWY 25 in use, departing ACFT from RWY 16R will be instructed to taxi initially to holding position 07A, before being instructed by TWR to cross RWY 07/25.
  b) TWR clearance AND turning-off of the stop-bar red light must be both accomplished before proceeding to RWY crossing.

- Take-Off RWY 34L

  ACFT must hold short at AH3 holding position unless otherwise instructed by ATC.

- Take-Off RWY 16L/34R

  Before using TWY D, pilot must obtain a specific authorization from the TWR.

Take-Off RWY 34 L/R

Join or/and cross R291 OST at **4000 MAX**.

COMMUNICATION FAILURE

ICAO STANDARD

ADDITIONAL COMPANY INFO

Company frequency

131.900 : Charlie Flume (SELCAL).
131.900 : Coordinamento Operativo.
131.850 : Maintenance.
131.750 : Centro Operativo di Scalo.
131.625 : Aeroporti di Roma (AR).

Changes: Hold point AF3 renamed AH3.

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RNAV WAYPOINTS 1

IDENT	COORDINATES
ESINO	N41 23.1 E011 47.7
LUNAK	N41 32.5 E012 55.1
RF402	N41 32.3 E012 12.2
RF403	N41 21.3 E012 10.8
RF404	N41 12.2 E012 02.4
RF405	N41 16.2 E012 16.1
RF406	N41 57.6 E012 04.2
RF407	N42 32.6 E011 31.0

Changes: All revised.

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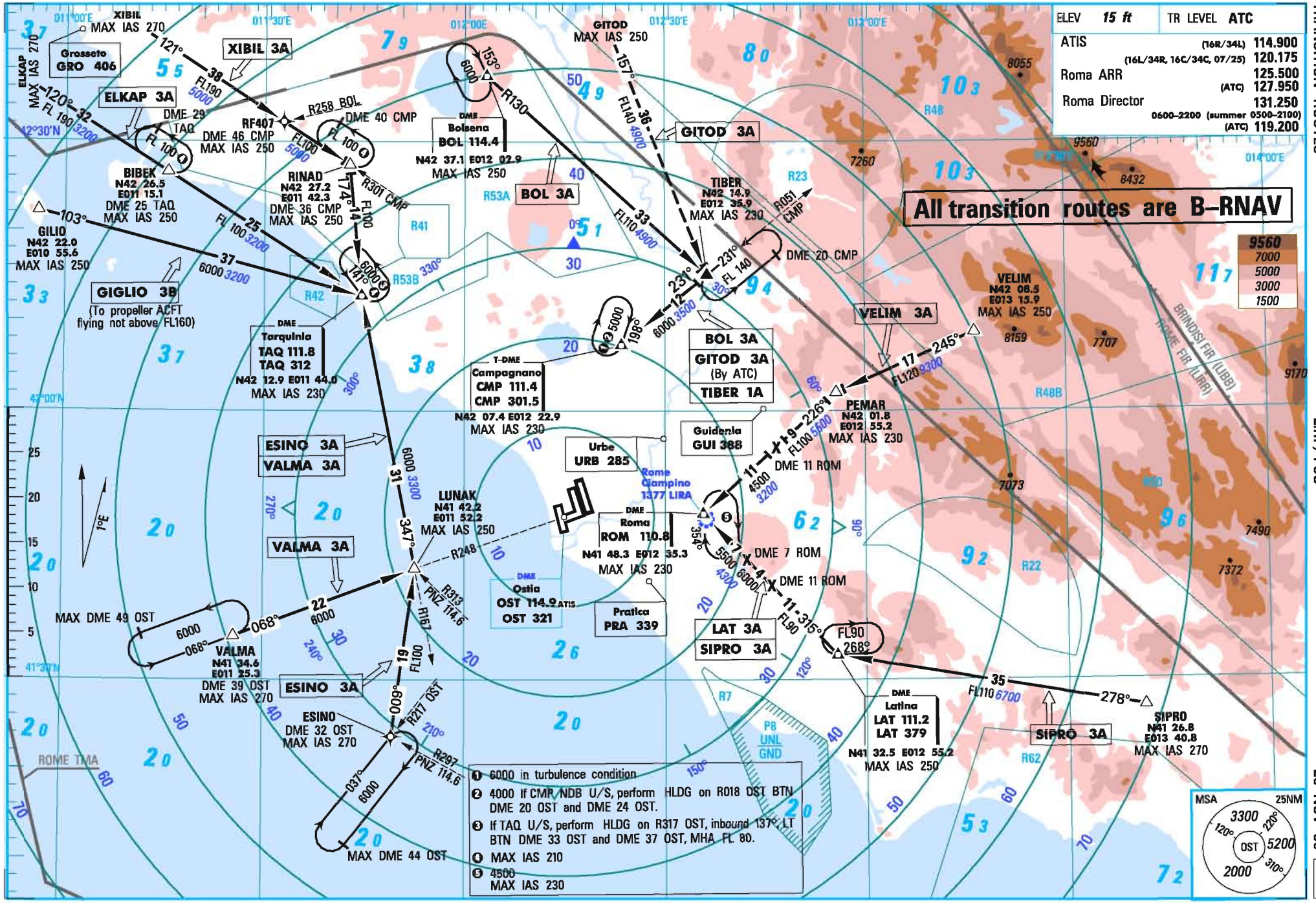
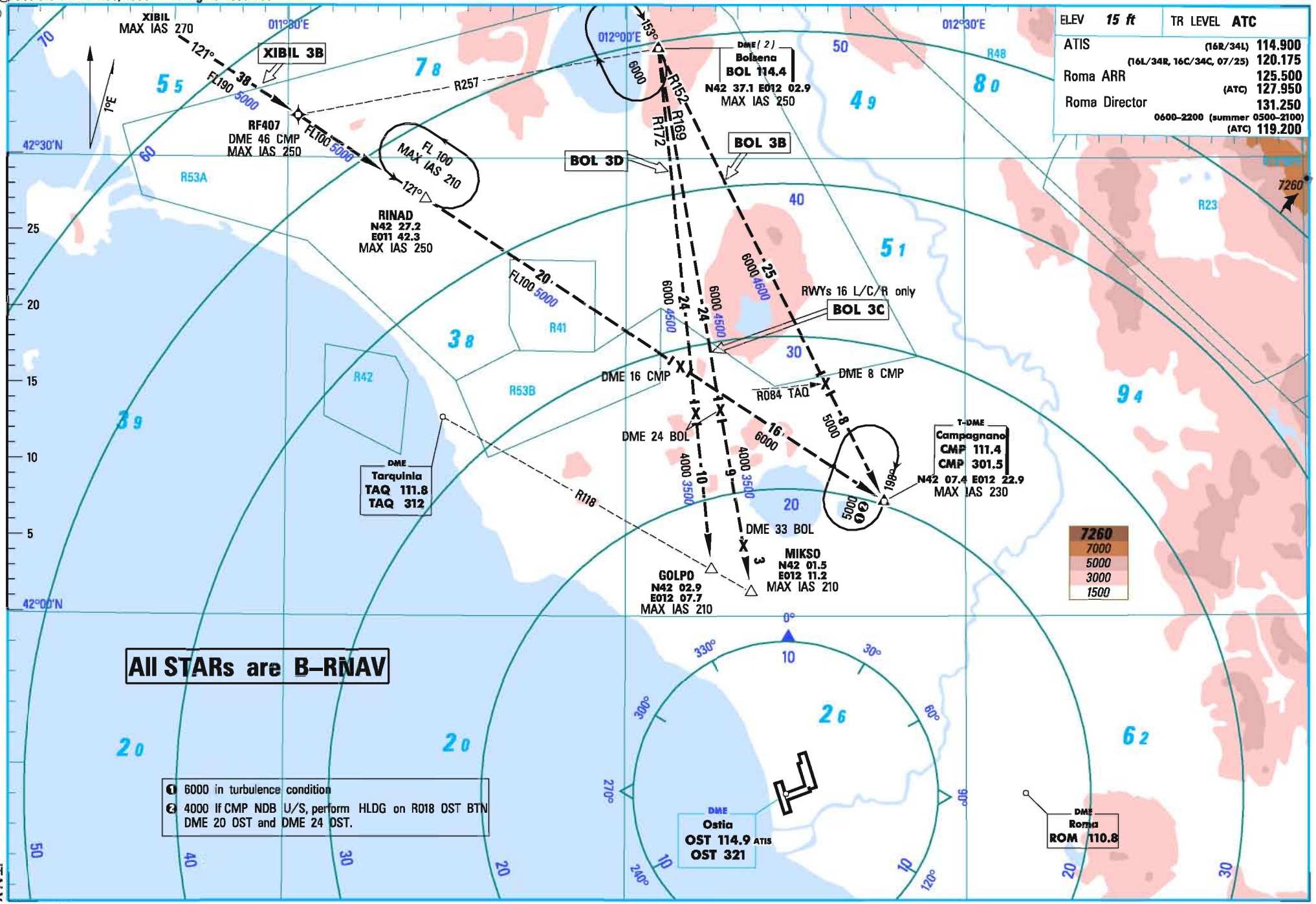


Changes: GITOD 3A (By ATC)



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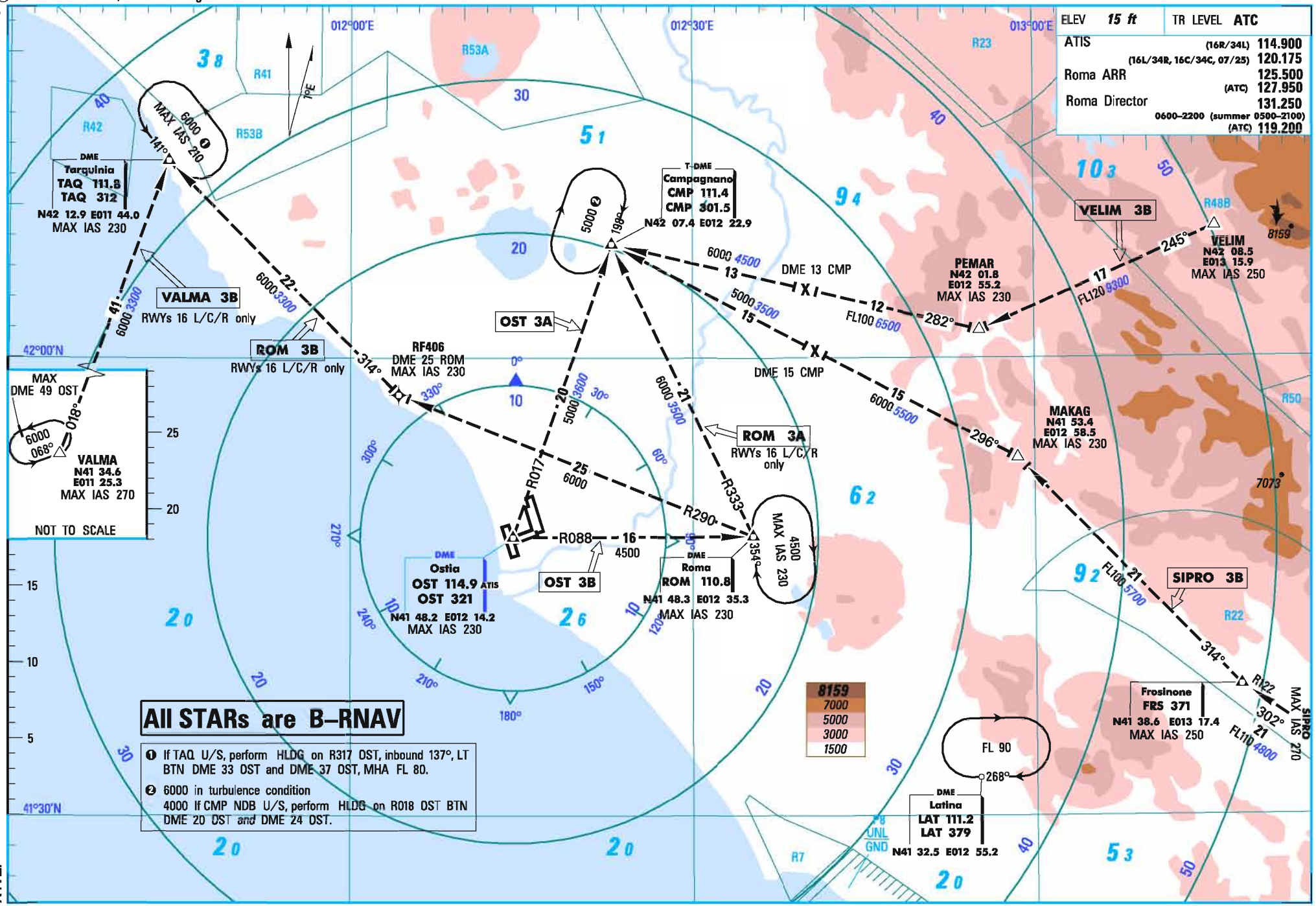
Changes: NIL



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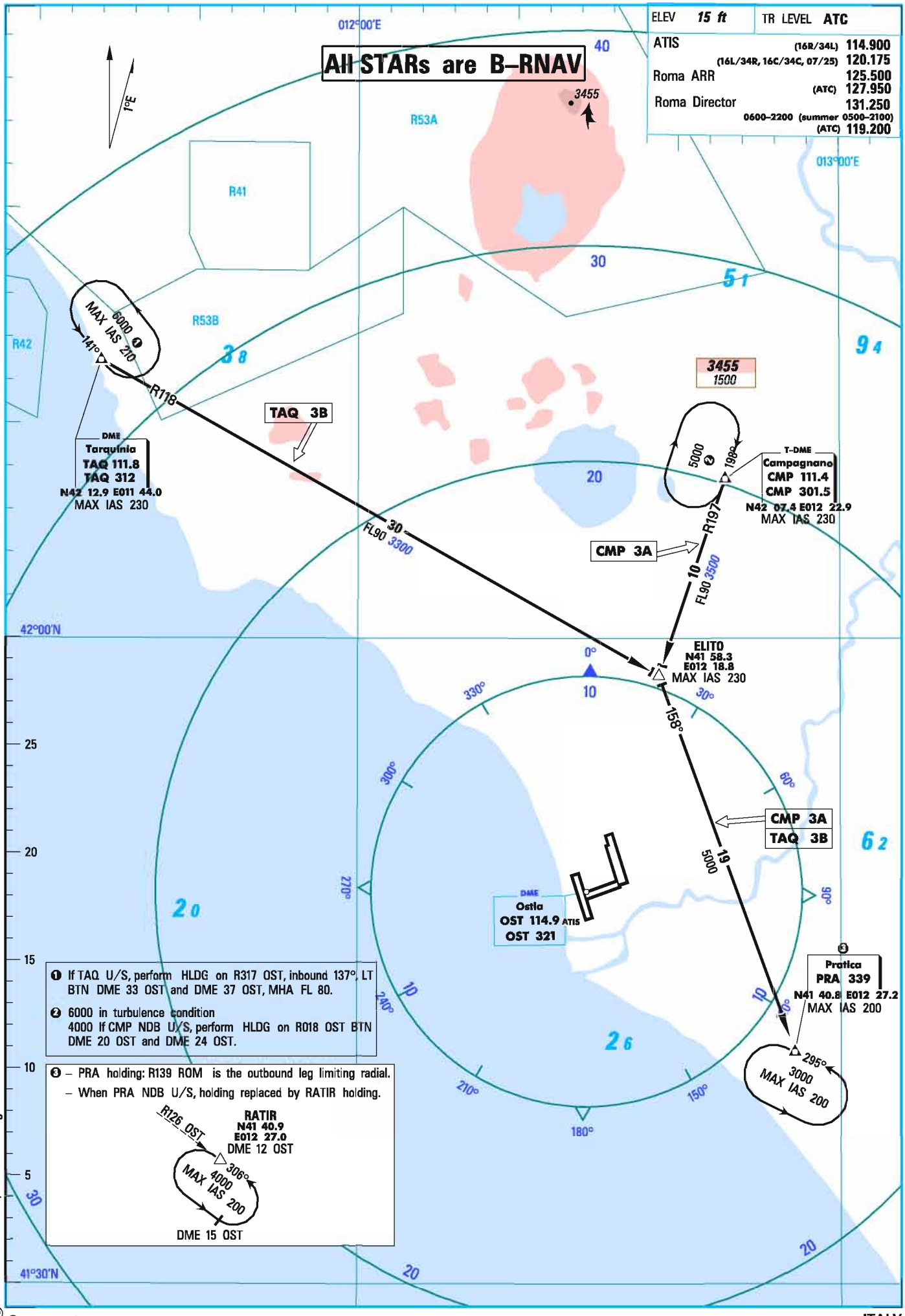
Changes: ATIS FREQ (120.175 iso 121.175)

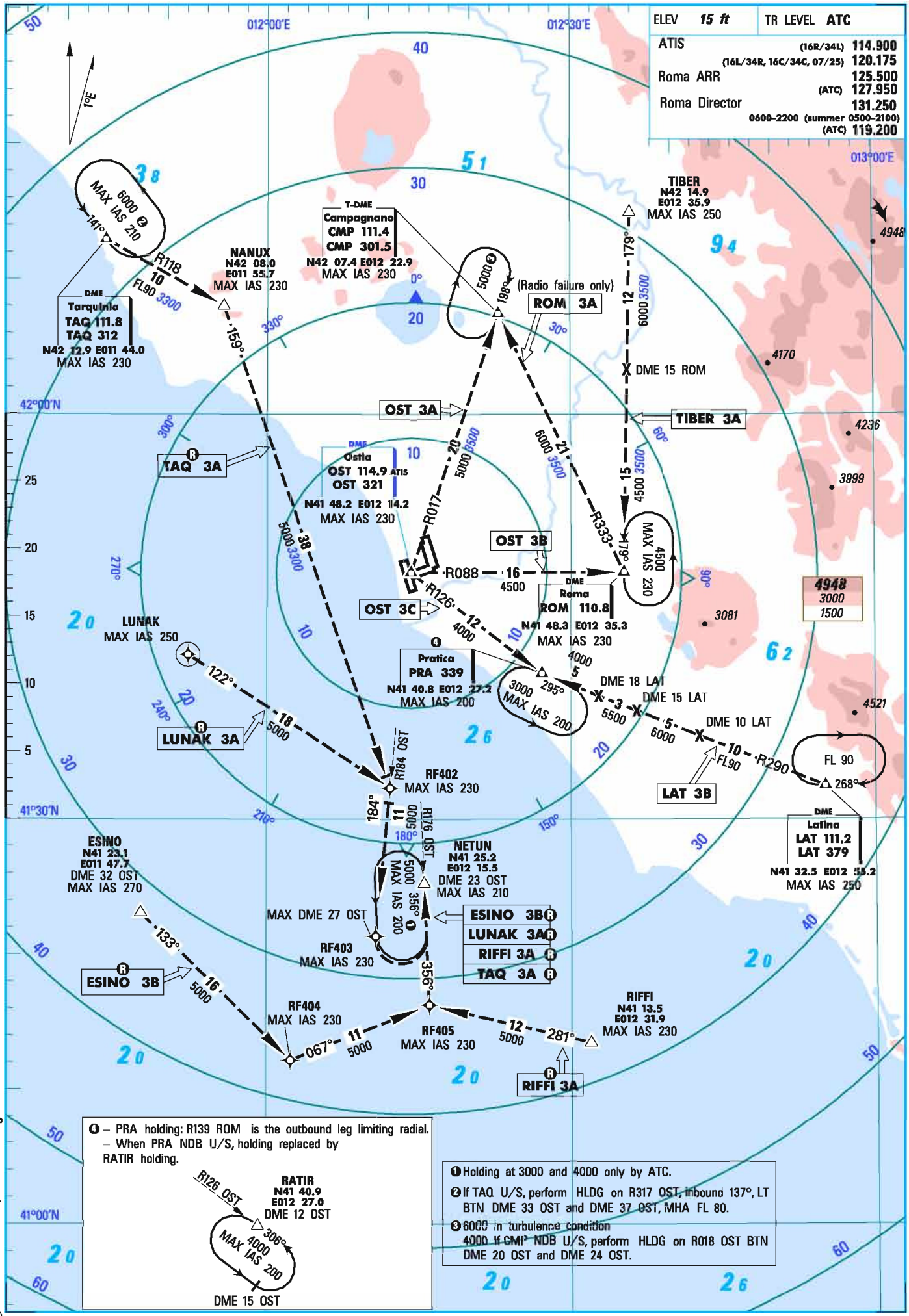


❶ If TAQ U/S, perform HLDG on R317 OST, inbound 137°, LT BTN DME 33 OST and DME 37 OST, MHA FL 80.

❷ 6000 in turbulence condition
4000 If CMP NDB U/S, perform HLDG on R018 OST BTN DME 20 OST and DME 24 OST.

❸ – PRA holding: R139 ROM is the outbound leg limiting radial.
– When PRA NDB U/S, holding replaced by RATIR holding.

Changes: ATIS FREQ (120.175 iso 121.175)



Changes: ATIS FREQ (120.175 iso 121.175)

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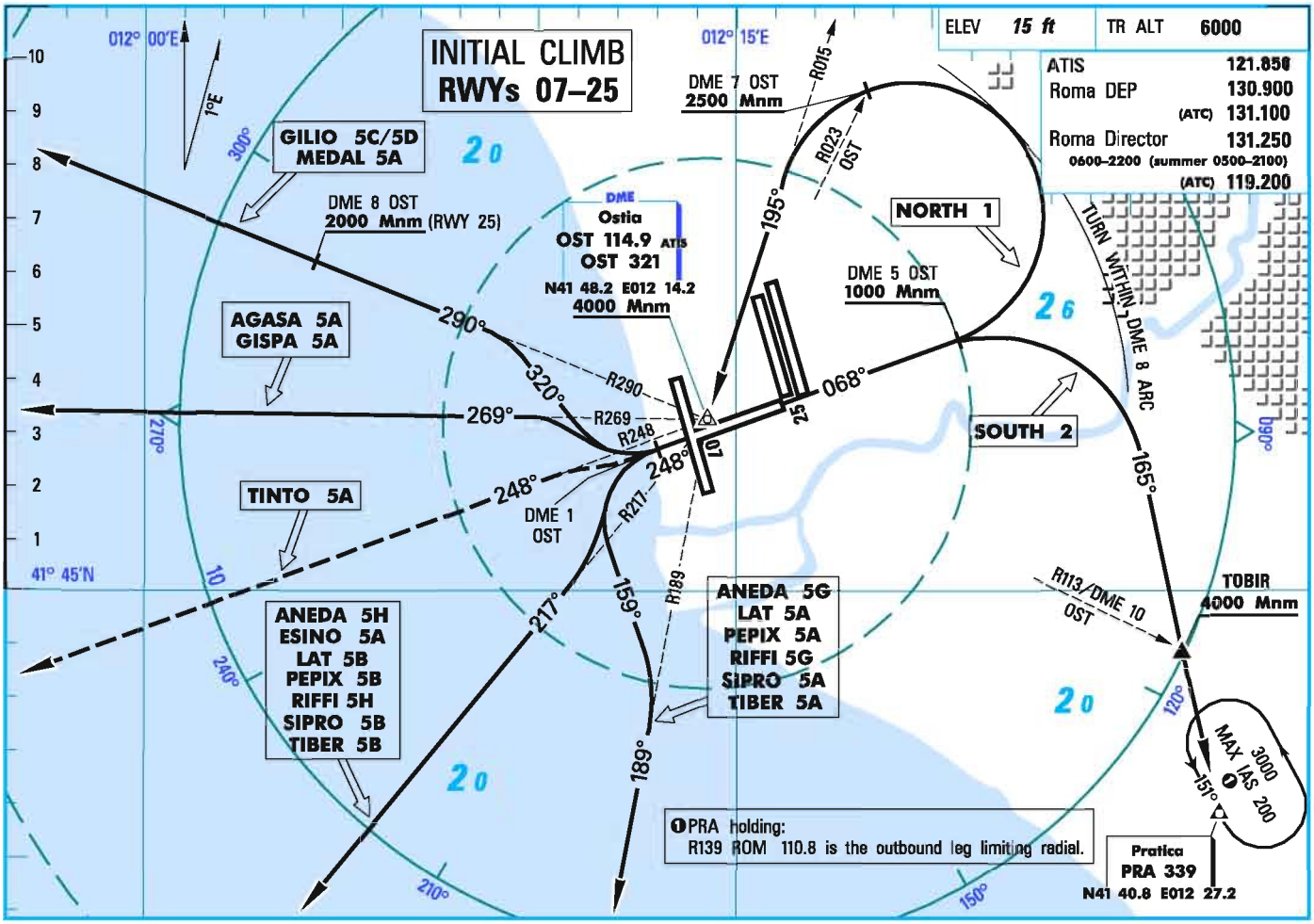

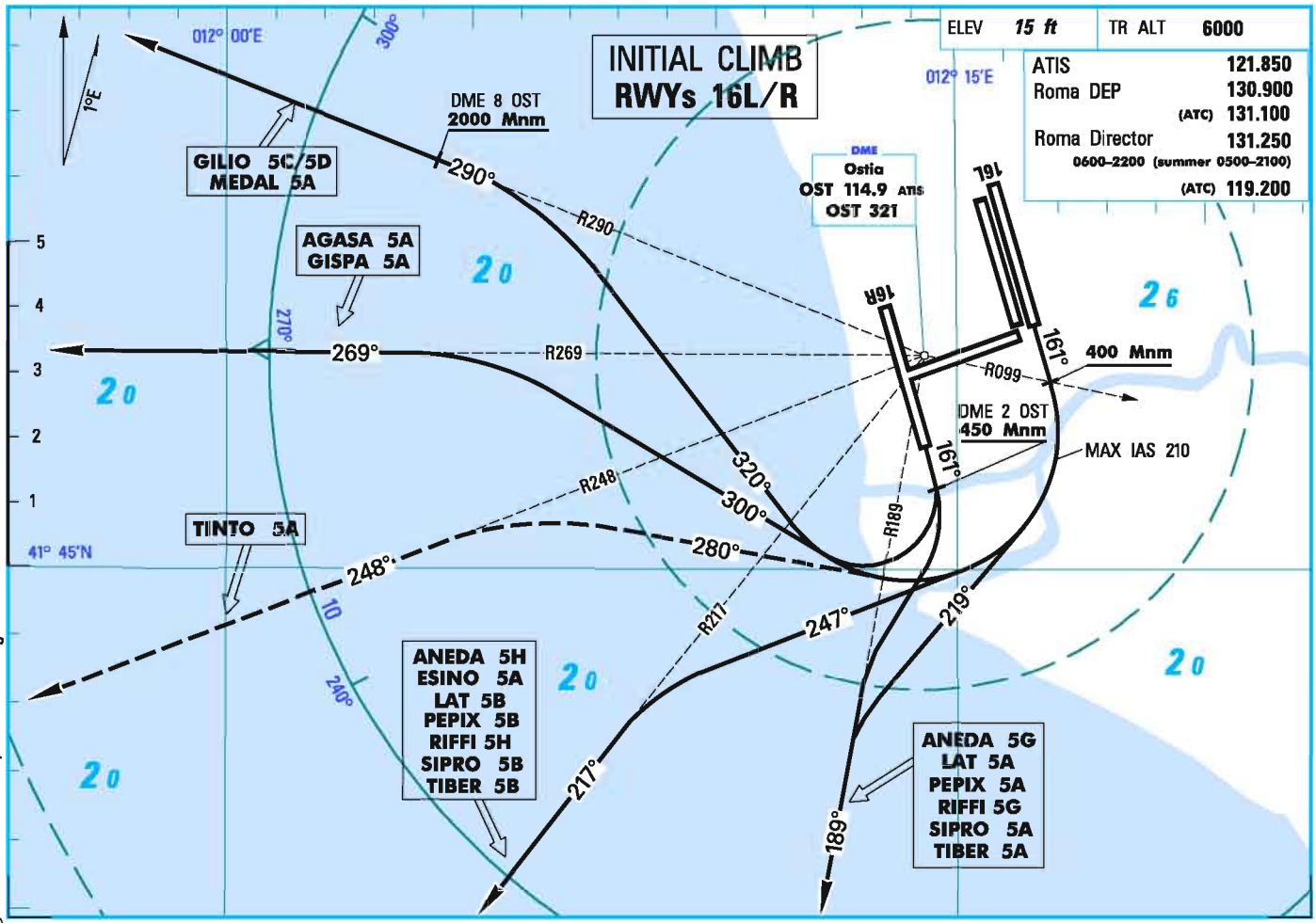

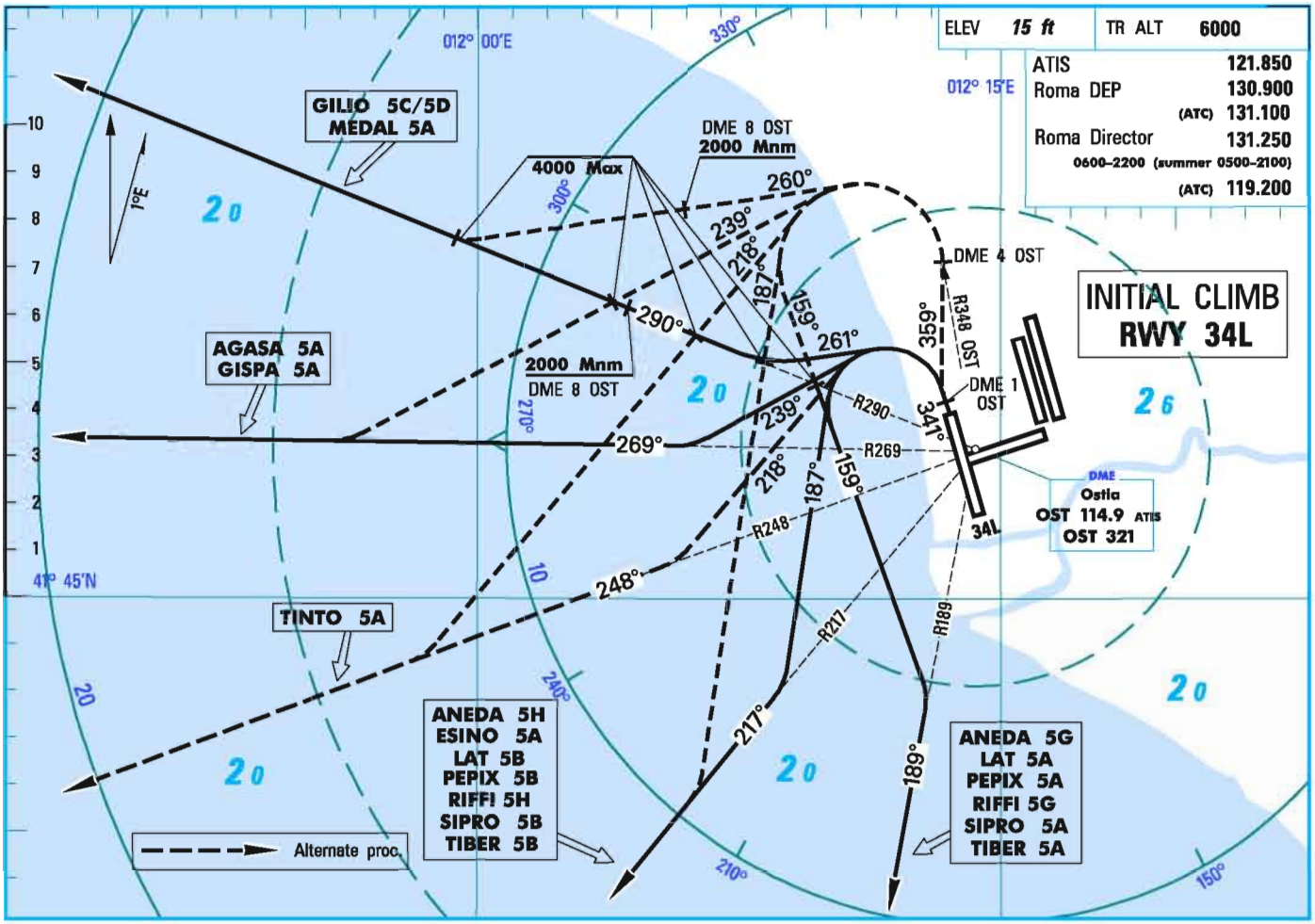

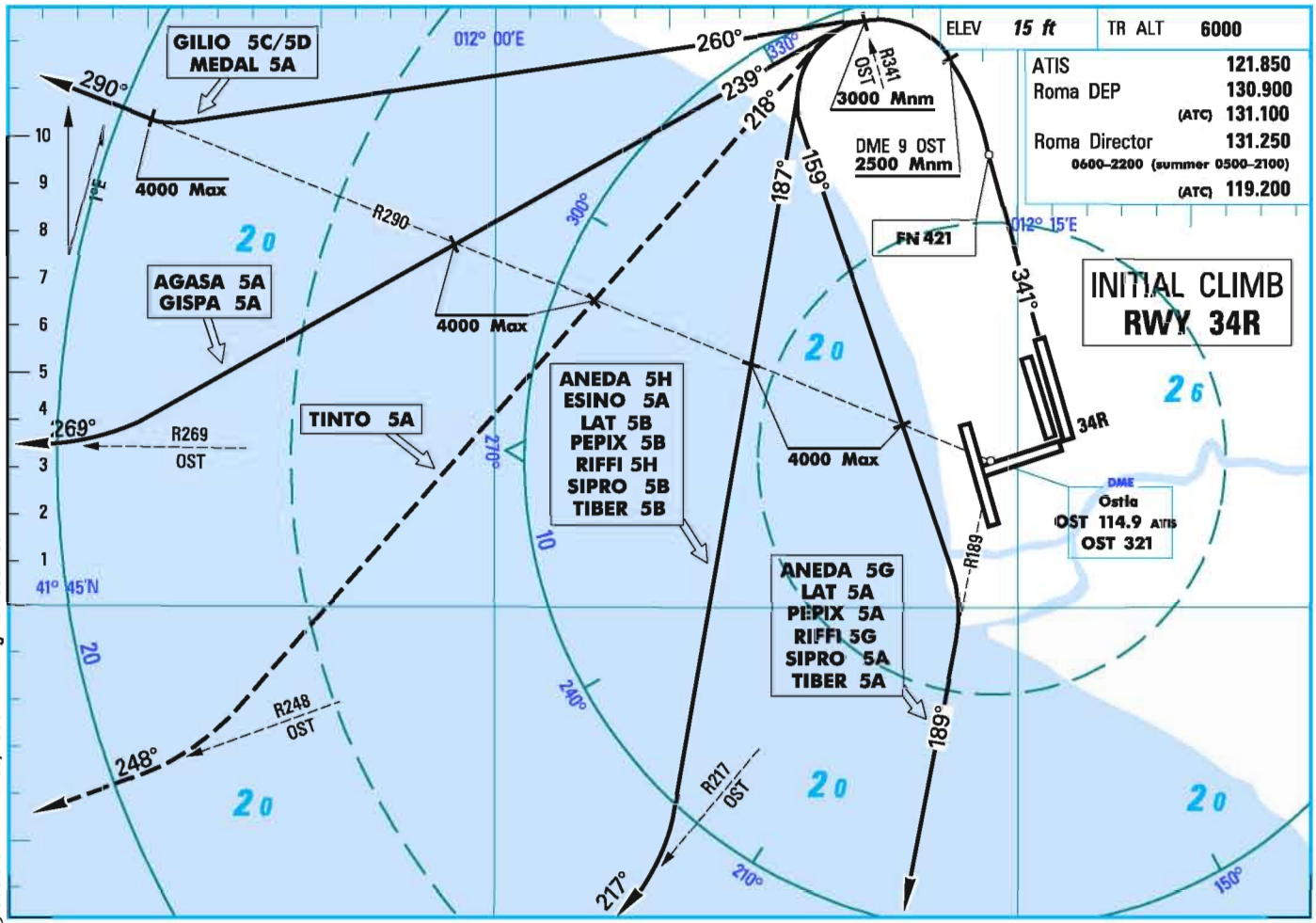

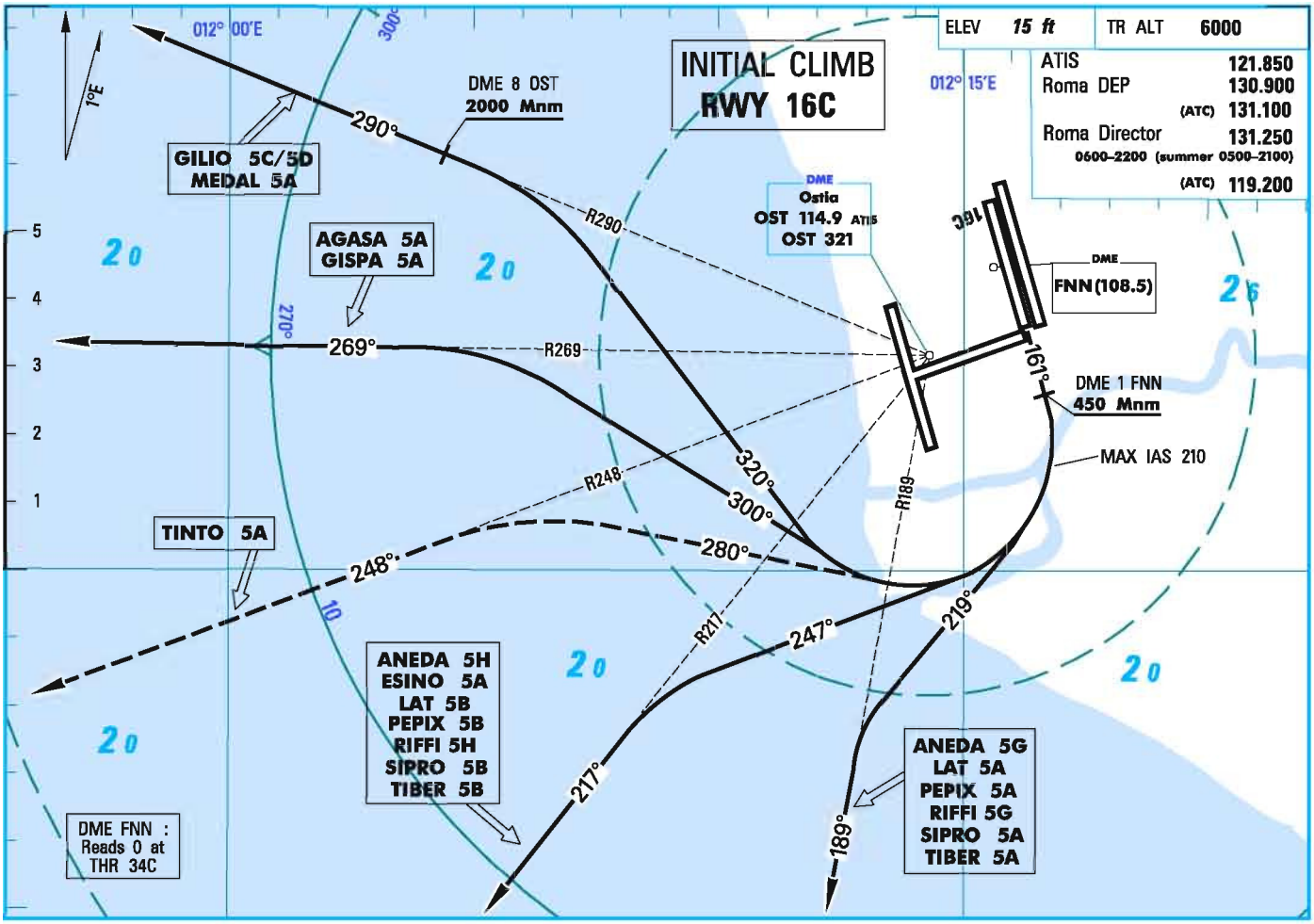

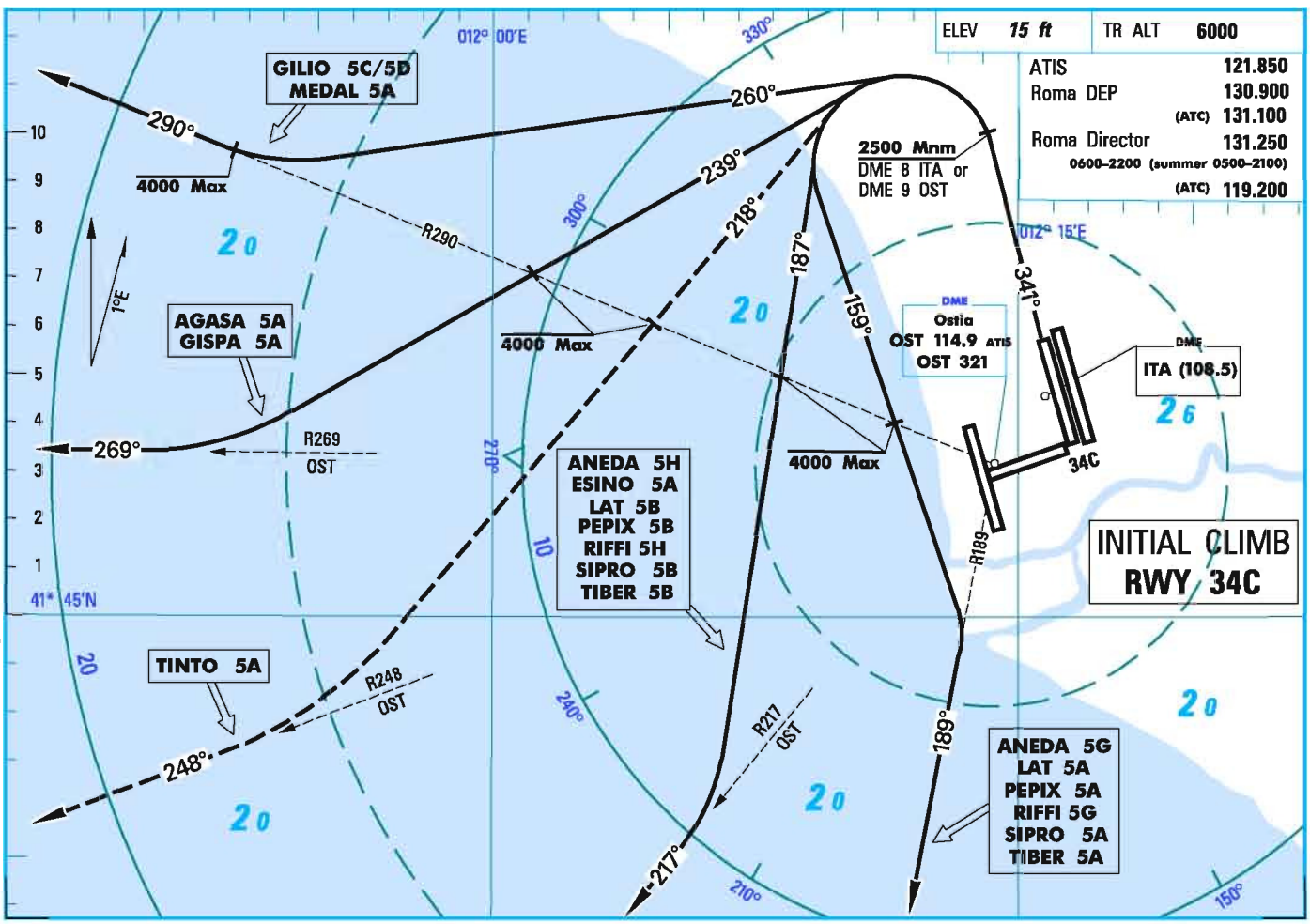

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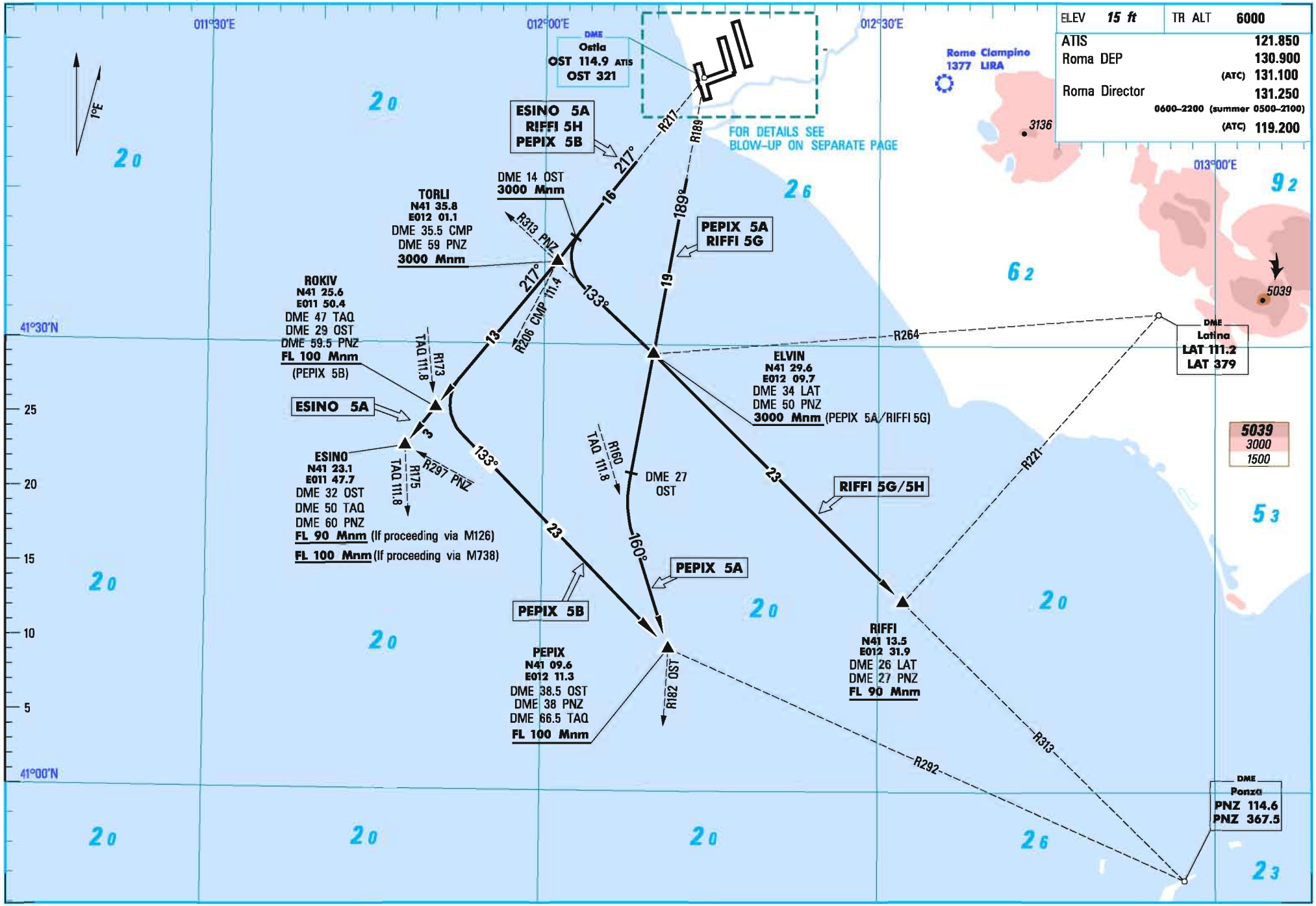
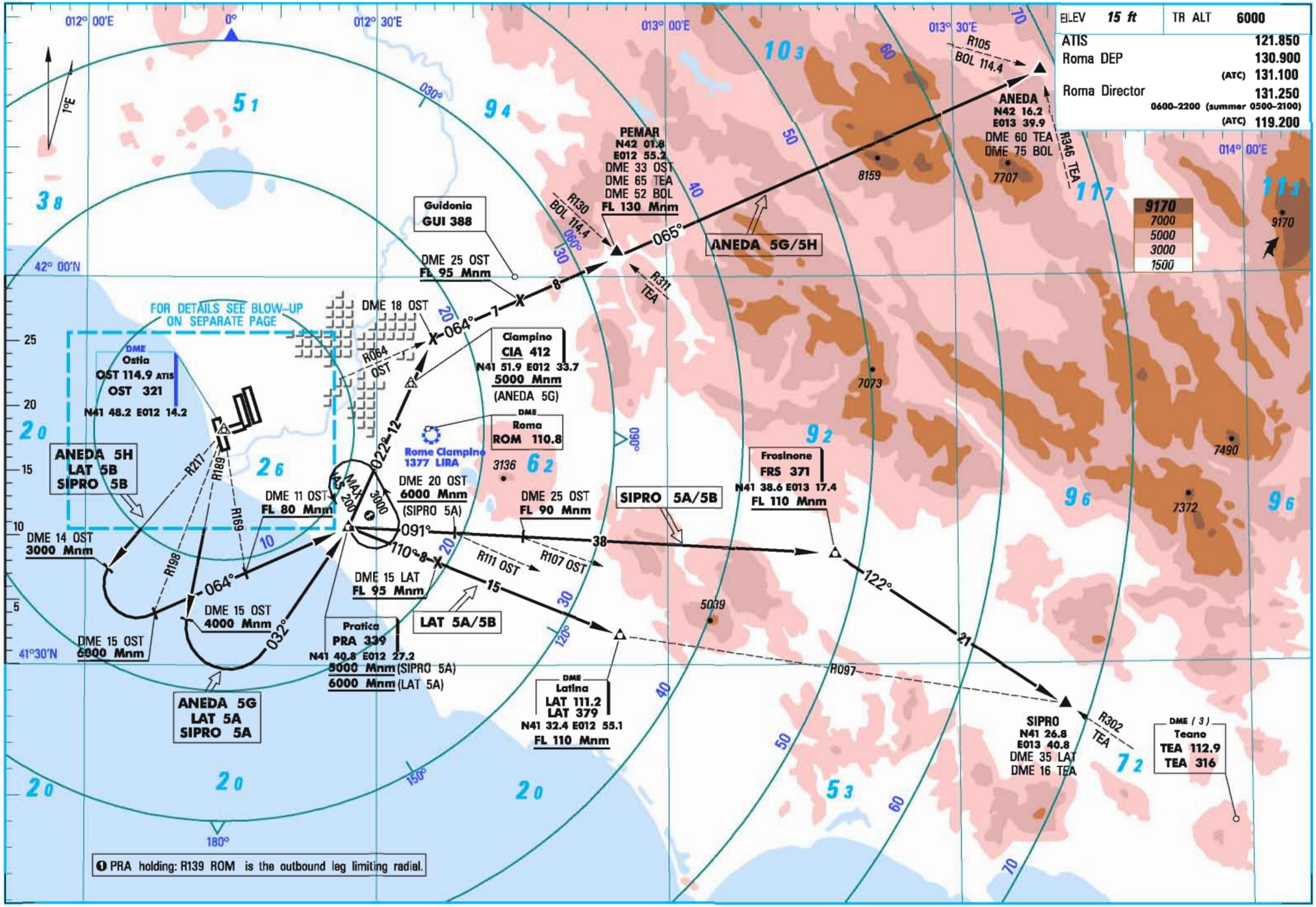


Changes: ATIS



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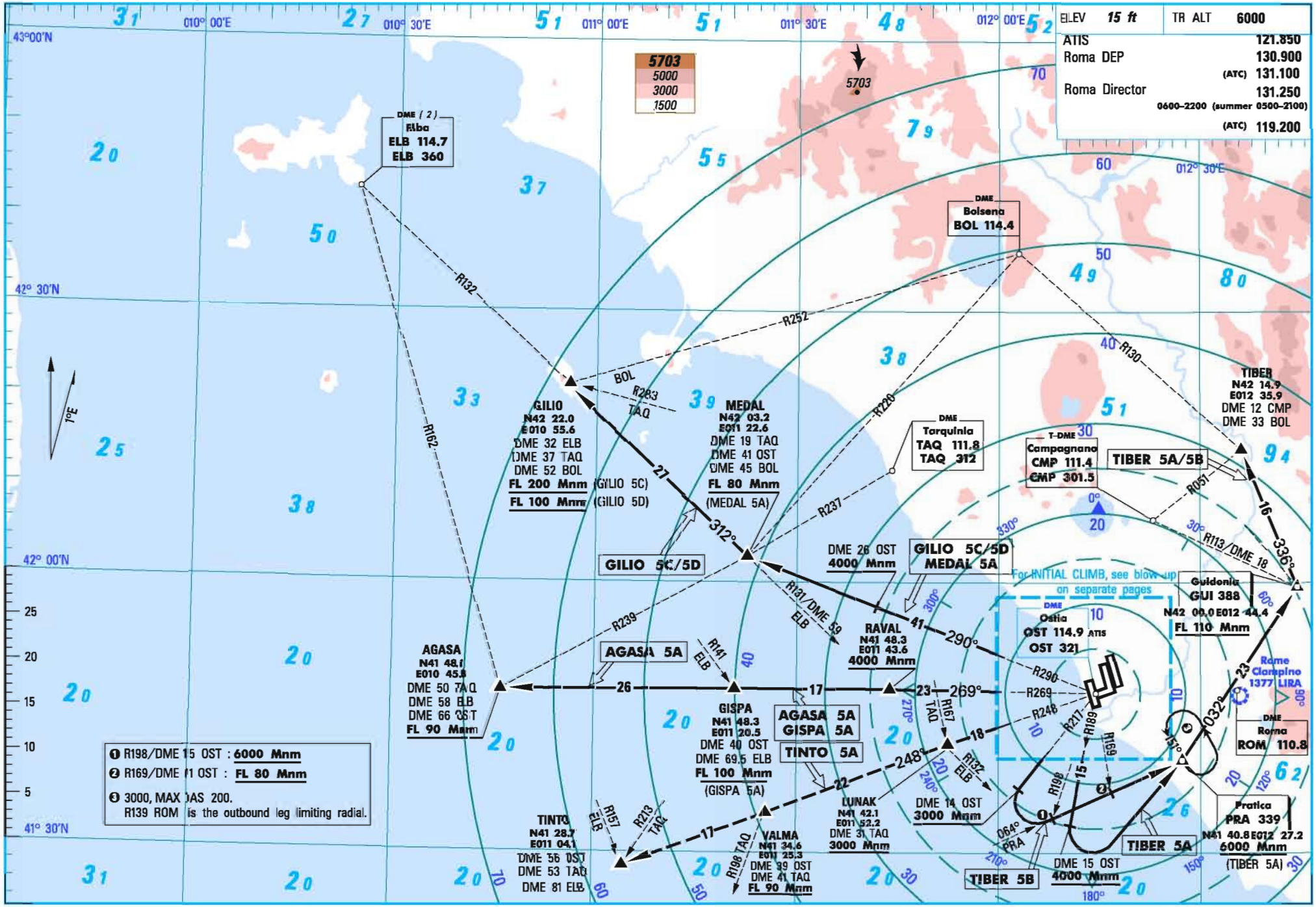
Changes: ATIS



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INITIAL CLIMB RWY 07/25 1

ALL SIDs

- INITIAL CLIMB are based on use of OST VOR radials, therefore a quick establishement on the assigned radial is essential.
- INITIAL CLIMB are also Mnm Noise Abatement Routings.
- Unless otherwise instructed contact ROME radar when passing 1000 ft.
- Mnm climb gradient according to SID text. For corresponding rate of climb (ft/min) see table below.

Climb Gradient		GS - kt				
%	ft/NM	150	180	210	240	270
6.8	413	1100	1300	1500	1700	1900

RWY 07 (068°)

INITIAL CLIMB	*ROUTING*	*Climb restrictions*
NORTH 1 ❶	On 068° to DME 5 OST, LT (remain within DME 8 OST) on 195° (R015 OST) to OST, and join assigned SID	Cross DME 5 OST at **1000 Mnm**, DME 7 OST at **2500 Mnm**, OST at **4000 Mnm**.
SOUTH 2 ❶	On 068° to DME 5 OST, RT (remain within DME 8 OST) to PRA, then according to ATC clearance.	Cross DME 5 OST at **1000 Mnm**, TOBIR at **4000 Mnm**.

RWY 25 (248°)

INITIAL CLIMB	*ROUTING*	*Climb restrictions*
❷	On 248° to DME 1 OST, then join assigned SID.	NIL

❶ For noise abatement purposes, pilots shall comply with indicated MCA and remain within DME 8 OST in turn.
❷ Mnm climb gradient 6.8% (413 ft/NM) up to **500**.

Changes: Renumbered.

INITIAL CLIMB RWY 16L/34R 2

ALL SIDs

- INITIAL CLIMB are based on use of OST VOR radials, therefore a quick establishement on the assigned radial is essential.
- INITIAL CLIMB are also Mnm Noise Abatement Routings.
- Unless otherwise instructed contact ROME radar when passing 1000 ft.
- Mnm climb gradient according to SID text. For corresponding rate of climb (ft/min) see table below.

Climb Gradient		GS - kt				
%	ft/NM	150	180	210	240	270
6.1	370	1000	1200	1300	1500	1700

RWY 16L (161°)

INITIAL CLIMB	*ROUTING*	*Climb restrictions*
❶	On 161° to cross R099 OST, RT to join assigned SID.	Cross R099 OST at **400 Mnm.**

RWY 34R (341°)

INITIAL CLIMB	*ROUTING*	*Climb restrictions*
❷	On 341° to DME 9 OST. LT to join assigned SID.	Cross DME 9 OST at **2500 Mnm**, R341 OST at **3000 Mnm**, join/cross R290 OST at **4000 Max**.

❶ **MAX IAS 210** during first turn.
❷ Mnm climb gradient 6.1% (370 ft/NM) until **3000**.
Pilots unable to comply with this gradient shall advise ATC as soon as possible and require an amended clearance and/or a suitable RWY for TKOF.

Changes: Renumbered.

INITIAL CLIMB RWY 16R/34L 3

ALL SIDs

- INITIAL CLIMB are based on use of OST VOR radials, therefore a quick establishement on the assigned radial is essential.
- INITIAL CLIMB are also Mnm Noise Routings.
- Unless otherwise instructed contact ROME radar when passing 1000 ft.

RWY 16R (161°)

INITIAL CLIMB	*ROUTING*	*Climb restrictions*
	On 161° to DME 2 OST or **1500** (whichever comes first), RT to join assigned SID.	Cross DME 2 OST at **450 Mnm**.

RWY 34L (341°)

INITIAL CLIMB	*ROUTING*	*Climb restrictions*
NORMAL PROCEDURE ❶	On 341° to DME 1 OST, LT and join assigned SID.	NIL
ALTERNATE PROCEDURE	On 341° to DME 1 OST, RT on 359° until R348/DME 4 OST, LT to join assigned SID.	Join/cross R290 OST at **4000 Max**.

❶ If unable to comply advise Fiume TWR when requesting start-up clearance in order to carry out ALTERNATE PROCEDURE.

Changes: Renumbered.

INITIAL CLIMB RWY 16C/34C 4

ALL SIDs

- INITIAL CLIMB are based on use of OST VOR radials, therefore a quick establishement on the assigned radial is essential.
- INITIAL CLIMB are also Mnm Noise Routings.
- Unless otherwise instructed contact ROME radar when passing 1000 ft.
- Mnm climb gradient according to SID text. For corresponding rate of climb (ft/min) see table below.

Climb Gradient		GS - kt				
%	ft/NM	150	180	210	240	270
6.1	370	1000	1200	1300	1500	1700

RWY 16C (161°)

INITIAL CLIMB	*ROUTING*	*Climb restrictions*
❶	On 161° to DME 1 FNN (1 NM from THR 34C), RT to join assigned SID.	Cross DME 1 FNN at **450Mnm**.

RWY 34C (341°)

INITIAL CLIMB	*ROUTING*	*Climb restrictions*
❷	On 341° to DME 9 OST or DME 8 ITA, LT to join assigned SID.	Cross DME 9 OST or DME 8 ITA at **2500 Mnm**, Join/crossR290 OST at **4000 Max**.

❶ **MAX IAS 210** during first turn.
❷ Mnm climb gradient 6.1% (370 ft/NM) until **3000**.

Changes: Renumbered.

ALL RWYs

SID	*ROUTING*	*Climb restrictions*
AGASA 5A	After INITIAL CLIMB, intercept R269 OST via RAVAL, GISPA to AGASA.	Cross RAVAL at **4000 Mnm**, AGASA at **FL 90 Mnm**.
ANEDA 5G	After INITIAL CLIMB, intercept R189 OST until DME 15 OST, LT to PRA, then 022° via CIA to join R064 OST to ANEDA.	Cross DME 15 OST at **4000 Mnm**, CIA at **5000 Mnm**, DME 25 OST at **FL 95 Mnm,** PEMAR at **FL 130 Mnm.**
ANEDA 5H	After INITIAL CLIMB, intercept R217 OST until DME 14 OST, LT to PRA, then 022° via CIA to join R064 OST to ANEDA.	Cross DME 14 OST at **3000 Mnm**, R198/DME 15 OST at **6000 Mnm**, R169/DME 11 OST at **FL 80 Mnm**, DME 25 OST at **FL 95 Mnm**. PEMAR at **FL 130 Mnm**.
ESINO 5A	After INITIAL CLIMB, intercept R217 OST to ESINO .	Cross TORLI at **3000 Mnm**, ESINO at **FL90 Mnm** (for AWY M126) or **FL100 Mnm** (for AWY M738).
GILIO 5C ❺	After INITIAL CLIMB, intercept R290 OST to MEDAL, RT on 312° (R132 ELB) to GILIO.	Cross DME 8 OST at **2000 Mnm**, DME 26 OST at **4000 Mnm**, GILIO at **FL 200 Mnm**.
GILIO 5D	After INITIAL CLIMB, intercept R290 OST to MEDAL, RT on 312° (R132 ELB) to GILIO.	Cross DME 8 OST at **2000 Mnm**, DME 26 OST at **4000 Mnm**, GILIO at **FL 100 Mnm**.

❺ Available only for traffic bound to LIML via UW 704.

Changes: Renumbered.

All RWYs (Cont'd)

SID	*ROUTING*	*Climb restrictions*
GISPA 5A	After INITIAL CLIMB, intercept R269 OST via RAVAL to GISPA.	Cross RAVAL at **4000 Mnm**, GISPA at **FL 100 Mnm**.
LAT 5A	After INITIAL CLIMB, intercept R189 OST until DME 15 OST, LT to PRA, then 110° to LAT.	Cross DME 15 OST at **4000 Mnm**, PRA at **6000 Mnm**, DME 15 LAT at **FL 95 Mnm**, LAT at **FL 110 Mnm**.
LAT 5B	After INITIAL CLIMB, intercept R217 OST until DME 14 OST, LT to PRA, then 110° to LAT.	Cross DME 14 OST at **3000 Mnm**, R198/DME 15 OST at **6000 Mnm**, DME 11 OST at **FL 80 Mnm**, DME 15 LAT at **FL 95 Mnm**, LAT at **FL 110 Mnm**.
MEDAL 5A	After INITIAL CLIMB, intercept R290 OST to MEDAL.	Cross DME 8 OST at **2000 Mnm**, DME 26 OST at **4000 Mnm**, MEDAL at **FL 80 Mnm**.
PEPIX 5A	After INITIAL CLIMB, intercept R189 OST to DME 27 OST via ELVIN, LT to intercept R160 TAQ to PEPIX.	Cross ELVIN at **3000 Mnm**, PEPIX at **FL 100 Mnm**.
PEPIX 5B	After INITIAL CLIMB, intercept R217 OST to ROKIV, LT on 133° to PEPIX .	Cross TORLI at **3000 Mnm**, ROKIV at **FL 100 Mnm**. PEPIX at **FL 100 Mnm**.
RIFFI 5G	After INITIAL CLIMB, intercept R189 OST to ELVIN, LT on 133° (R313 PNZ) to RIFFI.	Cross ELVIN at **3000 Mnm**, RIFFI at **FL 90 Mnm.**
RIFFI 5H	After INITIAL CLIMB, intercept R217 OST to DME 14 OST, LT on 133° (R313 PNZ) to RIFFI.	Cross DME 14 OST at **3000 Mnm**, RIFFI at **FL 90 Mnm.**

Changes: Renumbered.

All RWYs (Cont'd)

SID	*ROUTING*	*Climb restrictions*
SIPRO 5A	After INITIAL CLIMB, intercept R189 OST until DME 15 OST, LT to PRA, then 091° to FRS, on 122° to SIPRO.	Cross DME 15 OST at **4000 Mnm**, PRA at **5000 Mnm**, DME 20 OST at **6000 Mnm**, DME 25 OST at **FL 90 Mnm**, FRS at **FL 110 Mnm**.
SIPRO 5B	After INITIAL CLIMB, intercept R217 OST until DME 14 OST, LT to PRA, then 091° to FRS, on 122° to SIPRO.	Cross DME 14 OST at **3000 Mnm**, R198/DME 15 OST at **6000 Mnm**, R169/DME 11 OST at **FL 80 Mnm**, DME 25 OST at **FL 90 Mnm**, FRS at **FL 110 Mnm**.
TIBER 5A	After INITIAL CLIMB, intercept R189 OST until DME 15 OST, then LT to PRA, to be left on 032° to GUI. LT on 336° to TIBER.	Cross DME 15 OST at **4000 Mnm**, PRA at **6000 Mnm**, GUI at **FL 110 Mnm**.
TIBER 5B	After INITIAL CLIMB, intercept R217 OST until DME 14 OST, LT on 064° to PRA, LT on 032° to GUI, LT on 336° from GUI to TIBER.	Cross DME 14 OST at **3000 Mnm**, R198/DME 15 OST at **6000 Mnm**, R169/DME 11 OST at **FL 80 Mnm**, GUI at **FL 110 Mnm**.
TINTO 5A ❶	After INITIAL CLIMB, intercept R248 OST via VALMA, LUNAK to TINTO.	Cross LUNAK at **3000 Mnm**, VALMA at **FL 90 Mnm**.

❶ By ATC discretion only.

Changes: Renumbered.

INTENTIONNALLY

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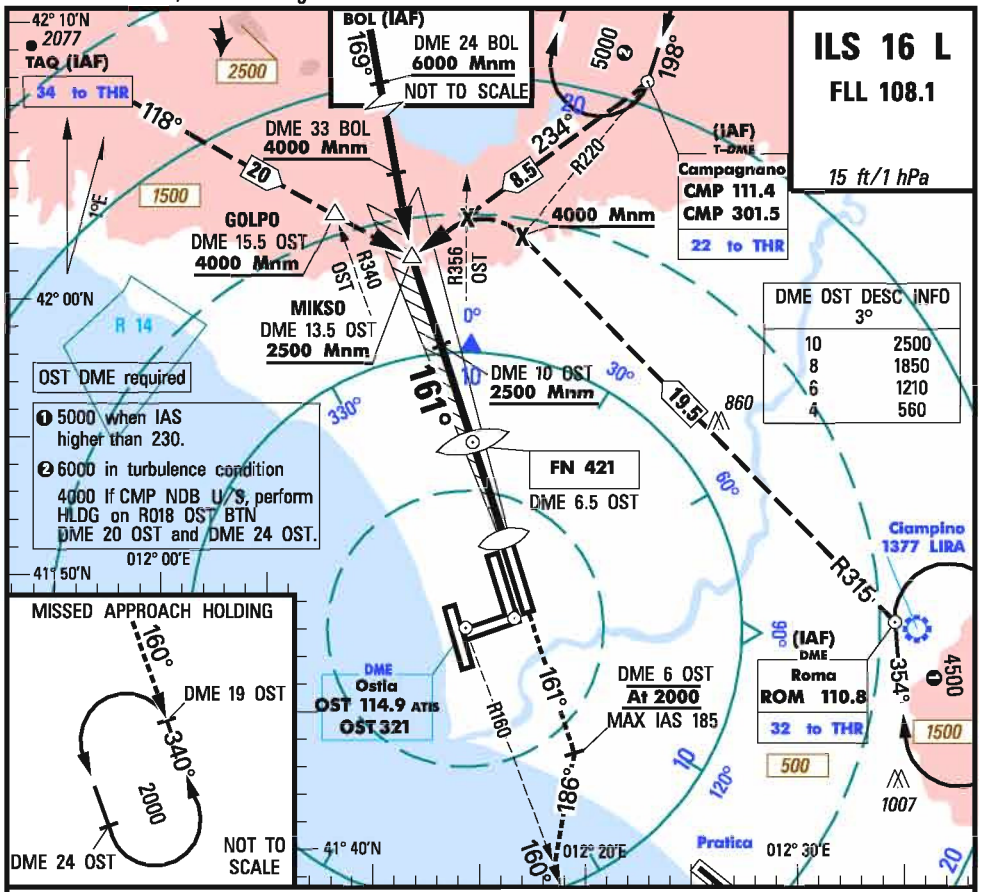


CAT3B	B		C		D	
CAT 2 ❶	RA 97	(100) R300	RA 97	(100) R300	RA 97	(100) R300
CAT 1 ❶	220	(200) R550	220	(200) R550	220	(200) R550
GP U/S ❶	420	(410) R1000	420	(410) R1000	420	(410) R1400
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

❶ M/A climb gradient Mnm 4.3%.

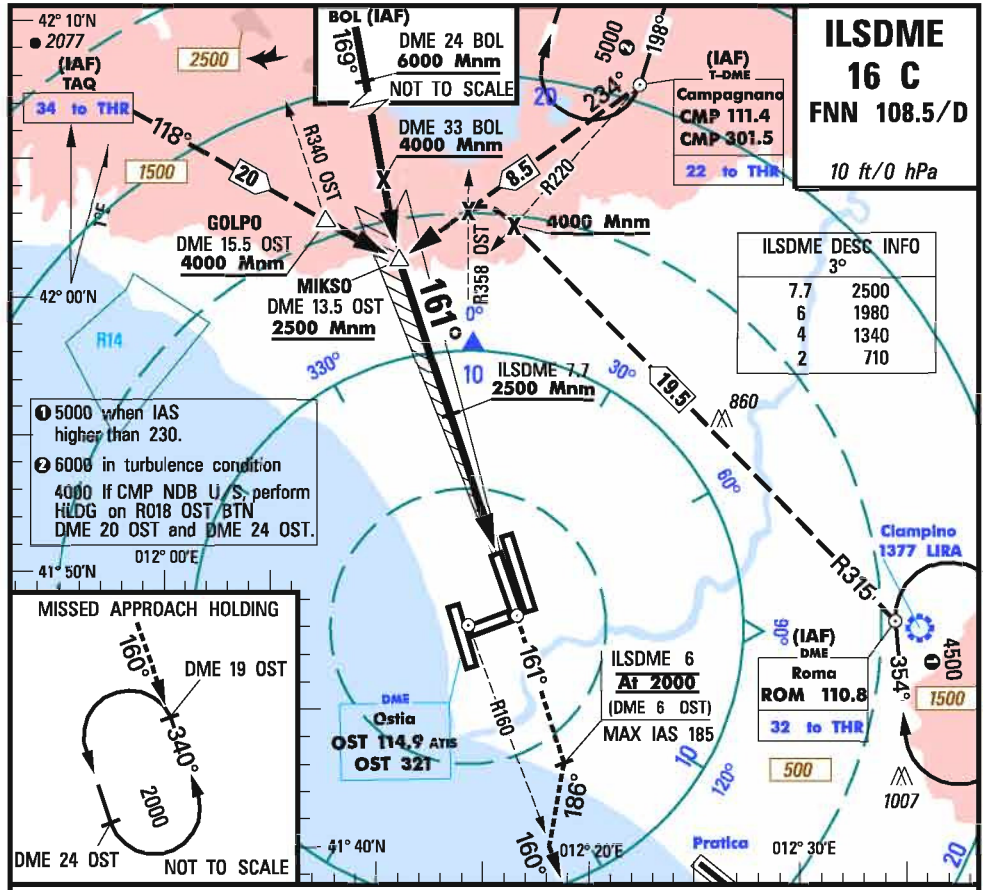
ATIS	120.175
APP:	
Roma Arrivals ❸	125.500
Roma Director ❸	131.250
TWR: Fiume ❸	118.700
GND: Fiume ❸	121.900
❸ See Arrival info.	

OM–MAPt	GS	120	140	160
3°	Time	1'45	1'30	1'19
5.2%	FPM	650	750	850

TR LEVEL	ATC
TR ALT	6000

MSA 25NM: 3300 (120°–220°), OST 5200 (220°–310°), 2000 (310°–120°)

Changes: ATIS FREQ.



	B		C		D	
CAT 1 ❶	210	(200) R700	210	(200) R800	220	(210) R800
GP U/S ❷	----	----	----	----	----	----
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

❶ M/A climb gradient Mnm 4.3%. ❷ See LLZDME 16 C.

ATIS	120.175
APP:	
Roma Arrivals ❸	125.500
Roma Director ❸	131.250
TWR: Fiume ❸	118.700
GND: Fiume ❸	121.900
❸ See Arrival info.	

FAF–MAPt	GS	120	140	160
3°	Time	3'51	3'18	2'53
5.2%	fpm	650	750	850

TR LEVEL	ATC
TR ALT	6000

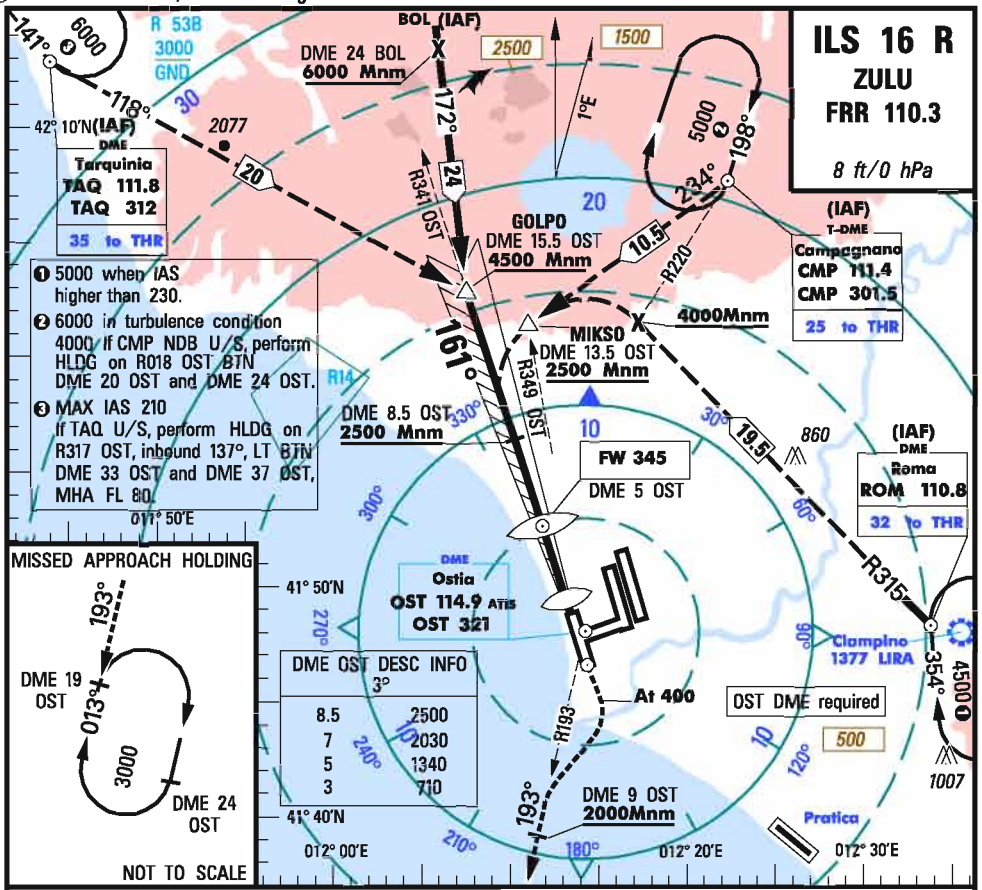
MSA 25NM: 3300 (120°–220°), OST 5200 (220°–310°), 2000 (310°–120°)

Changes: ATIS FREQ.

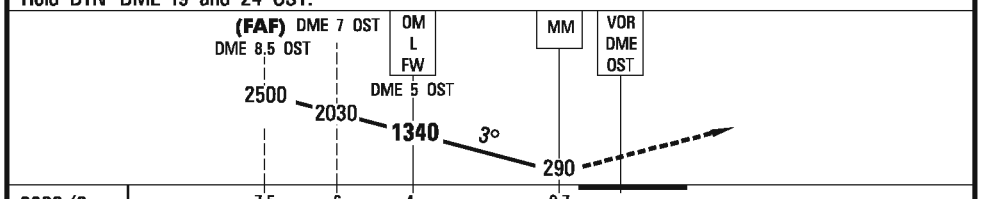
ILS 16 R ZULU

FRR 110.3

8 ft/0 hPa



On 161°. At 400, RT on R193 OST to 3000. Cross DME 9 OST at 2000 Mnm.
Hold BTN DME 19 and 24 OST.



3900/0

CAT3B	B		C		D	
CAT 2	RA 102	(100) R300	RA 108	(105) R300	RA 123	(119) R300
CAT 1	210	(200) R550	210	(210) R600	220	(220) R600
GP U/S	400	(400) R1000	400	(400) R1000	400	(400) R1400
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

ATIS 114.900
APP:
Roma Arrivals ❹ 125.500
Roma Director ❹ 131.250
TWR: Fiume ❹ 118.700
GND: Fiume ❹ 121.900
❹ See Arrival Info.

OM–MAPT	GS	120	140	160
3°	Time	1'42	1'27	1'17
5.2%	fpm	650	750	850

TR LEVEL ATC
TR ALT 6000

MSA 25NM
3300
120° 220°
OST 5200
310°
2000

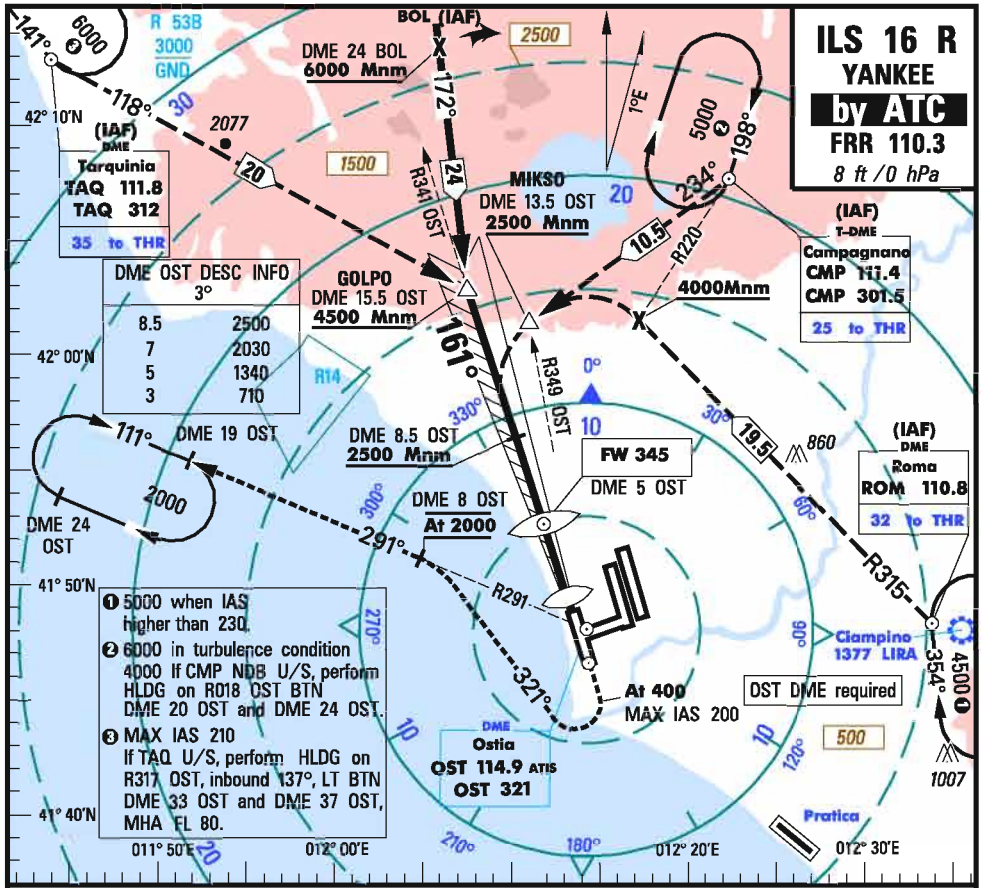
Changes: NIL

ITALY

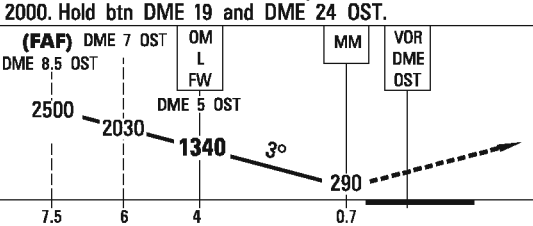
ILS 16 R YANKEE by ATC

FRR 110.3

8 ft/0 hPa



On 161° . At 400, RT (MAX IAS 200) on 321° to intercept R291 OST to 2000.
Cross DME 8 OST at 2000. Hold btn DME 19 and DME 24 OST.



3900/0

CAT3B	B		C		D	
CAT 2	RA 102	(100) R300	RA 108	(105) R300	RA 123	(119) R300
CAT 1	210	(200) R550	210	(210) R600	220	(220) R600
GP U/S	400	(400) R1000	400	(400) R1000	400	(400) R1400
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

ATIS 114.900
APP:
Roma Arrivals ❹ 125.500
Roma Director ❹ 131.250
TWR: Fiume ❹ 118.700
GND: Fiume ❹ 121.900
❹ See Arrival Info.

OM–MAPT	GS	120	140	160
3°	Time	1'42	1'27	1'17
5.2%	fpm	650	750	850

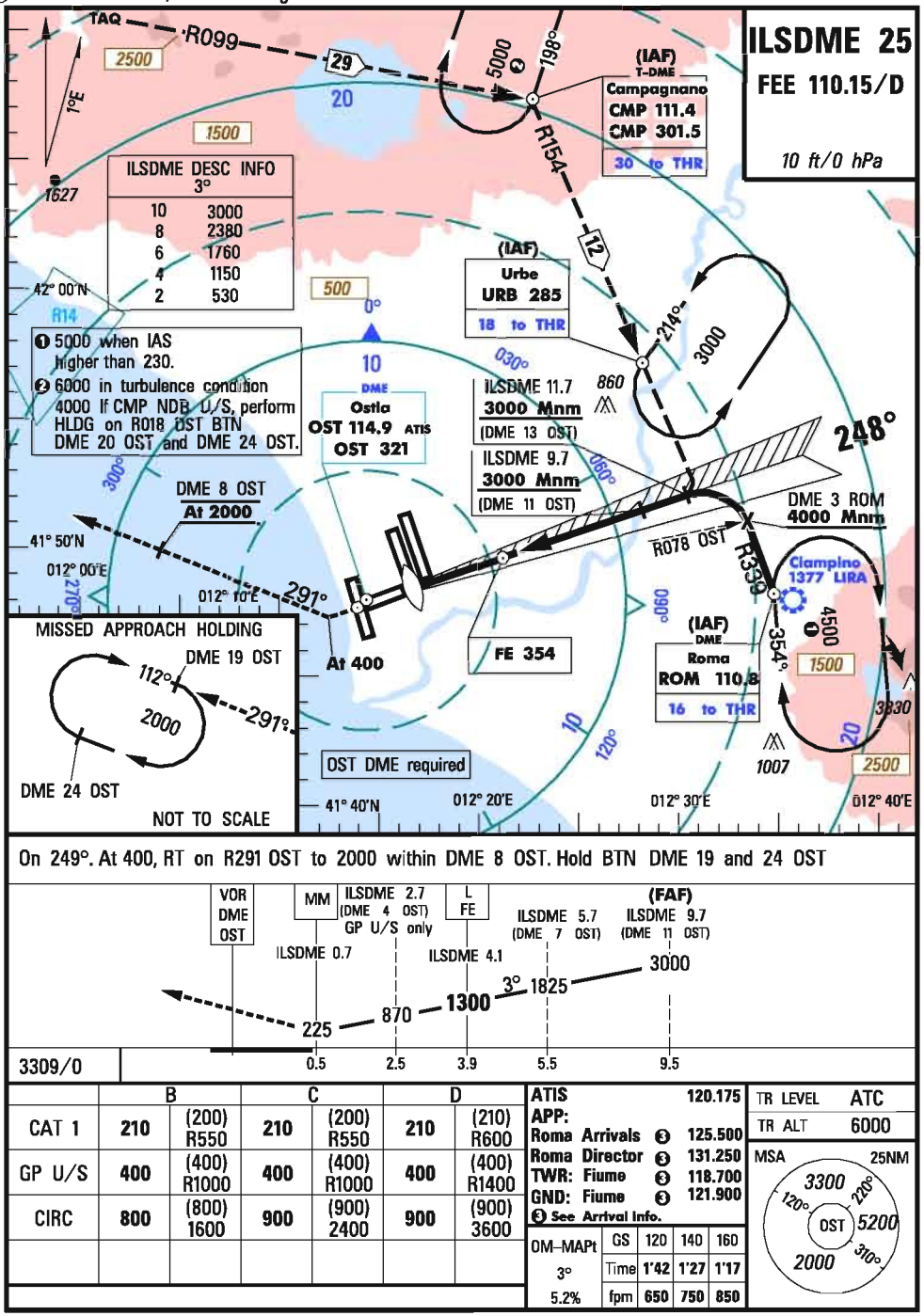
TR LEVEL ATC
TR ALT 6000

MSA 25NM
3300
120° 220°
OST 5200
310°
2000

Changes: NIL

LIRF/FCO

ROME Fiumicino
31 JUL 08
v16



On 249°. At 400, RT on R291 OST to 2000 within DME 8 OST. Hold BTN DME 19 and 24 OST

3309/0

	B		C		D	
CAT 1	210	(200) R550	210	(200) R550	210	(210) R600
GP U/S	400	(400) R1000	400	(400) R1000	400	(400) R1400
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

ATIS	120.175
APP:	
Roma Arrivals ❸	125.500
Roma Director ❸	131.250
TWR: Fiume ❸	118.700
GND: Fiume ❸	121.900
❸ See Arrival Info.	

OM–MAPt	GS	120	140	160
3°	Time	1'42	1'27	1'17
5.2%	fpm	650	750	850

TR LEVEL	ATC
TR ALT	6000

MSA 25NM

Changes: New ILSDME, THR ELEV.

ITALY

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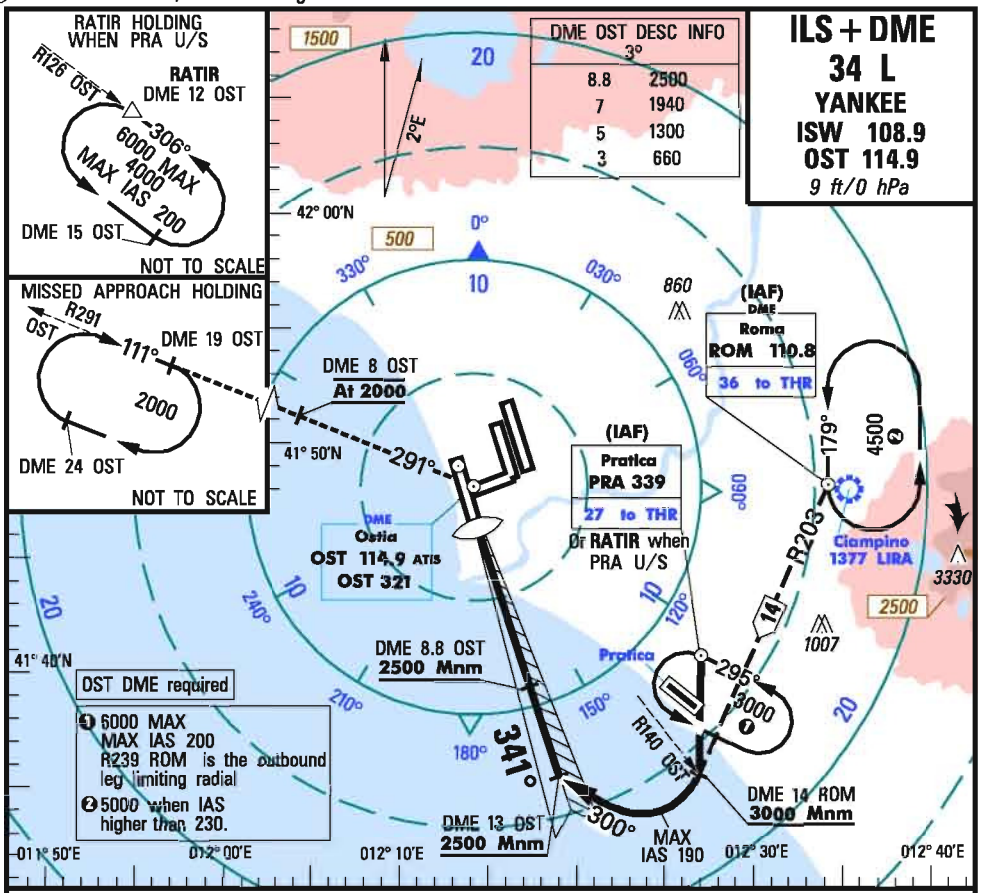
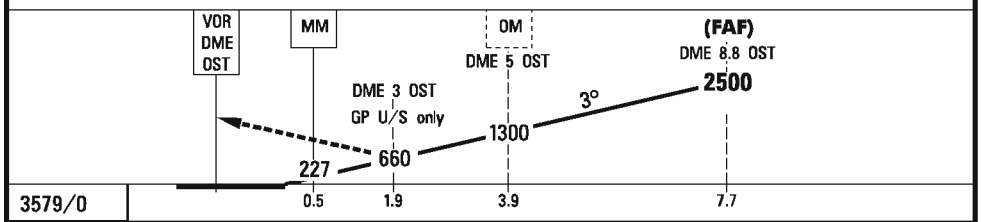
ILS + DME 34 L YANKEE

ISW 108.9
OST 114.9
9 ft/0 hPa



LT on R291 OST to 2000 within DME 8 OST. Hold BTN DME 19 and 24 OST.



3579/0

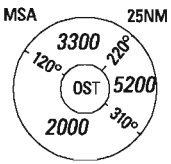
	B		C		D	
CAT 1	210	(200) R550	210	(200) R550	210	(200) R550
GP U/S DME	410	(410) R1000	410	(410) R1000	410	(410) R1400
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

ATIS			114.900	
APP:				
Roma Arrivals	3		125.500	
Roma Director	3		131.250	
TWR: Fiume	3		118.700	
GND: Fiume	3		121.900	
3 See Arrival info.				

FAF–MAPt	GS	120	140	160
3°	Time	2'54	2'29	2'10
5.2%	fpm	650	750	850

TR LEVEL	ATC
TR ALT	6000

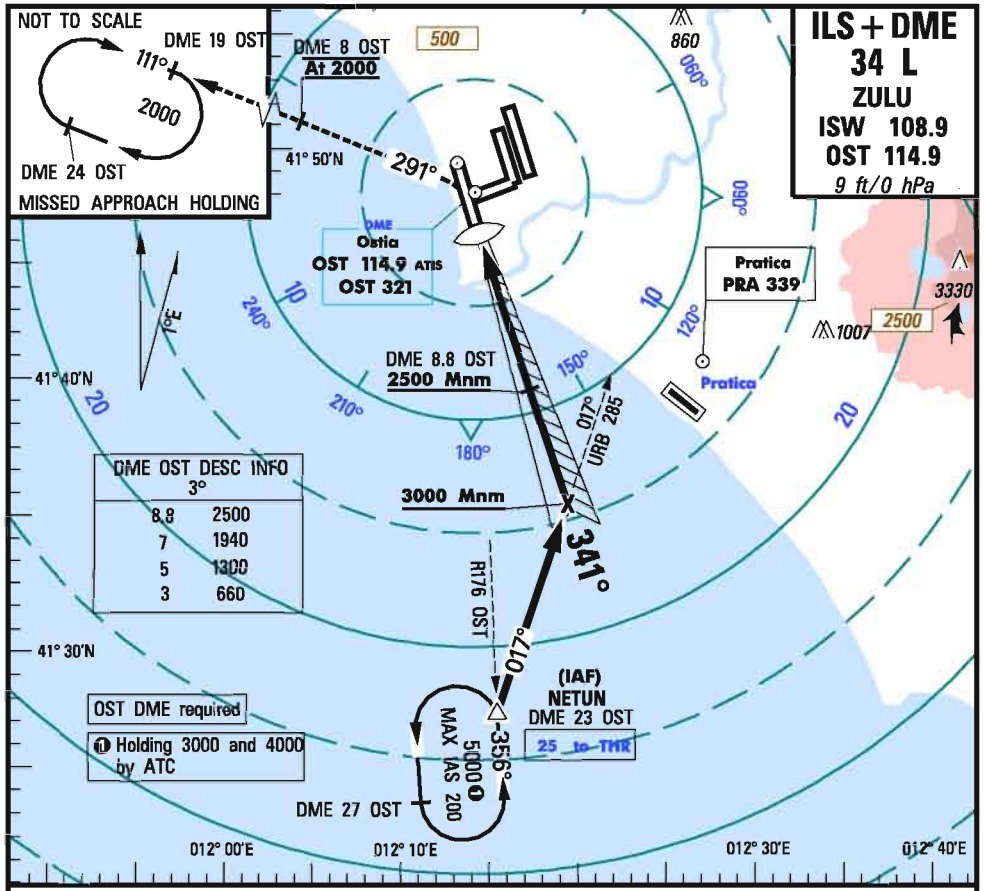
MSA 25NM



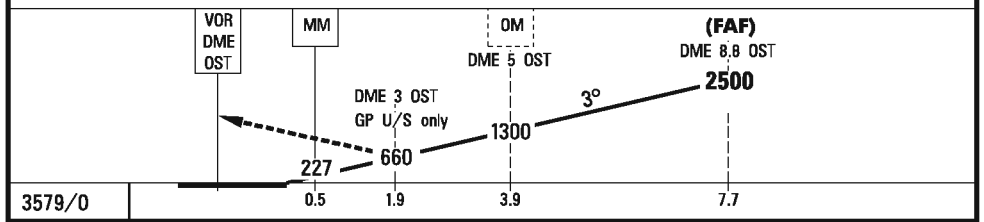
Changes: NIL.

ILS + DME 34 L ZULU

ISW 108.9
OST 114.9
9 ft/0 hPa



LT on R291 OST to 2000 within DME 8 OST. Hold BTN DME 19 and 24 OST.



3579/0

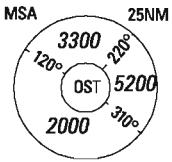
	B		C		D	
CAT 1	210	(200) R550	210	(200) R550	210	(200) R550
GP U/S DME	410	(410) R1000	410	(410) R1000	410	(410) R1400
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

ATIS			114.900	
APP:				
Roma Arrivals	2		125.500	
Roma Director	2		131.250	
TWR: Fiume	2		118.700	
GND: Fiume	2		121.900	
2 See Arrival info.				

FAF–MAPt	GS	120	140	160
3°	Time	2'54	2'29	2'10
5.2%	fpm	650	750	850

TR LEVEL	ATC
TR ALT	6000

MSA 25NM

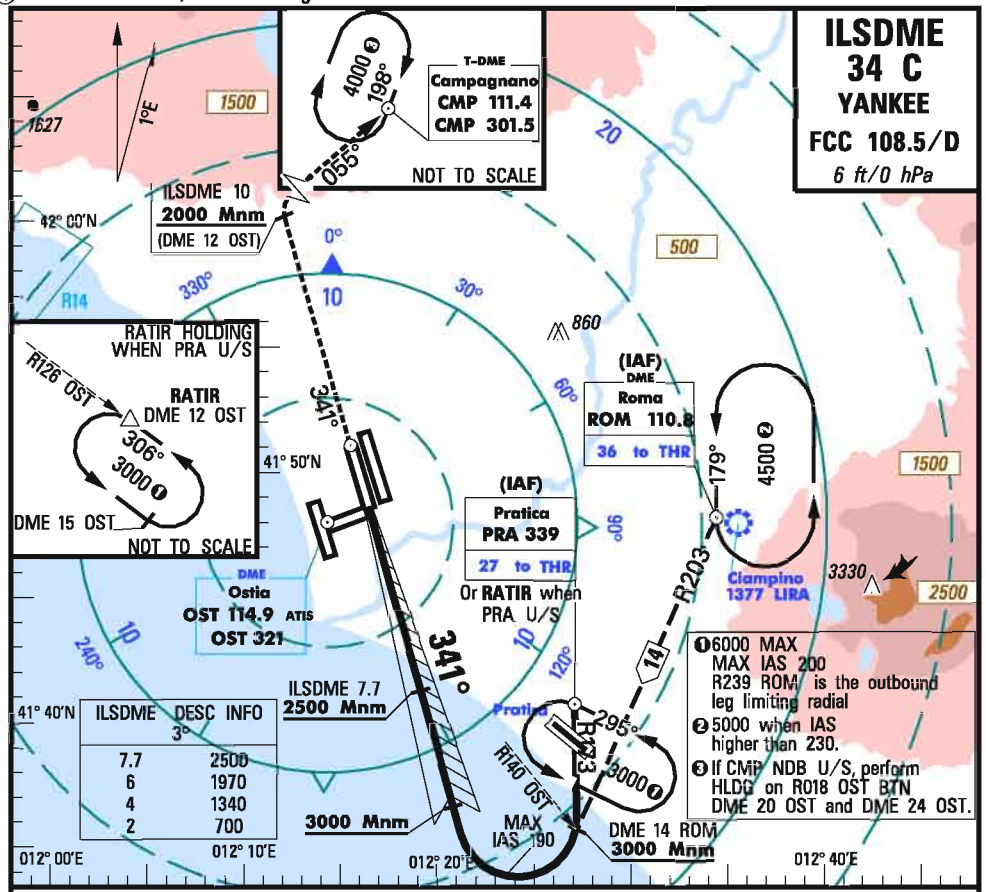


Changes: NIL.

ILSDME 34 C YANKEE

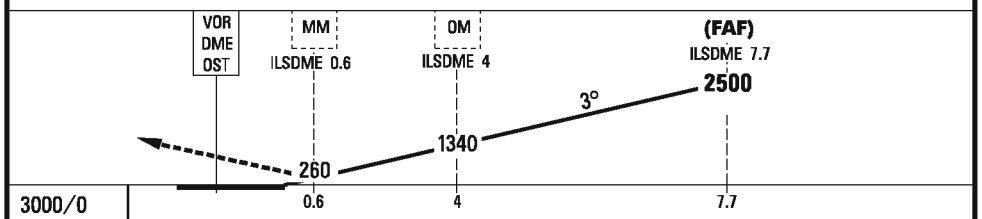
FCC 108.5/D

6 ft/0 hPa



ILSDME	DESC INFO 3°
7.7	2500
6	1970
4	1340
2	700

On 341° to DME 12 OST (ILSDME 10) (cross at 2000 Mnm), RT to CMP to 4000 and hold.



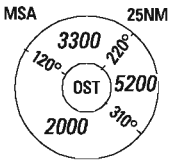
	B		C		D	
CAT 1	210	(200) R700	210	(200) R700	210	(200) R700
GP U/S	420	(420) R1300	420	(420) R1400	420	(420) R1600
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

ATIS	120.175
APP:	
Roma Arrivals ❹	125.500
Roma Director ❹	131.250
TWR: Fiume ❹	118.700
GND: Fiume ❹	121.900
❹ See Arrival Info.	

FAF–MAPt	GS	120	140	160
3°	Time	3'33	3'03	2'40
5.2%	fpm	650	750	850

TR LEVEL	ATC
TR ALT	6000

MSA 25NM

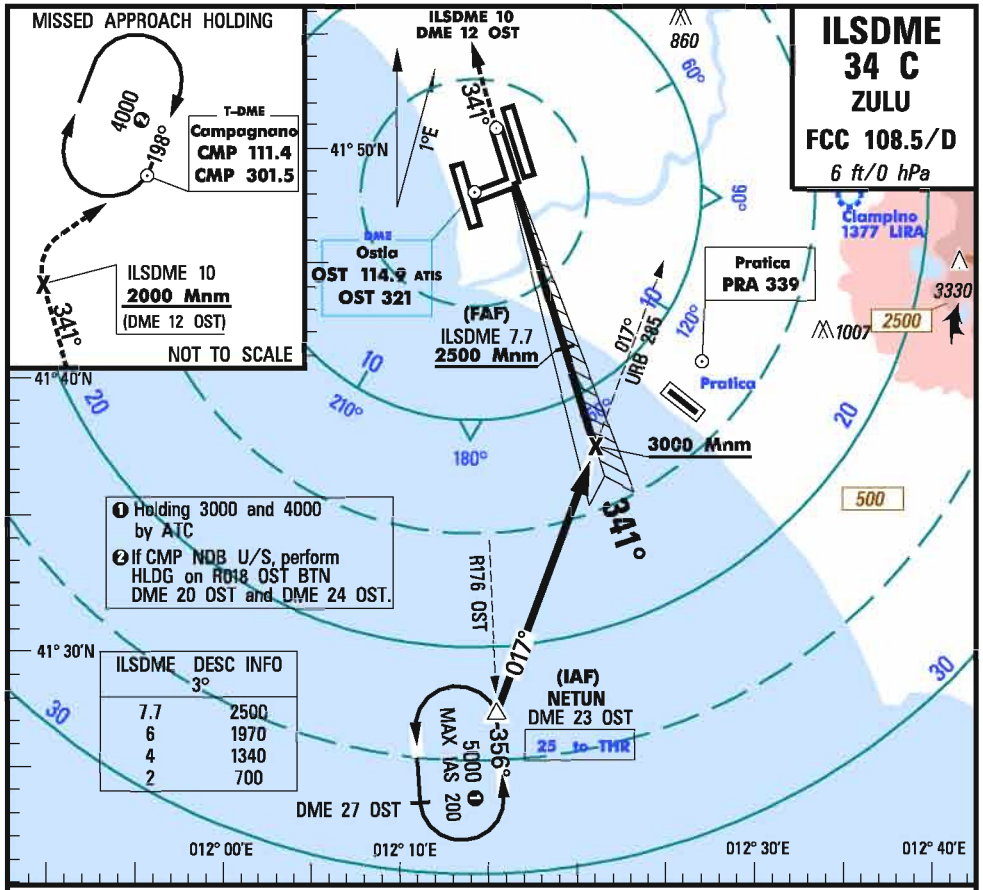


Changes: ATIS FREQ.

ILSDME 34 C ZULU

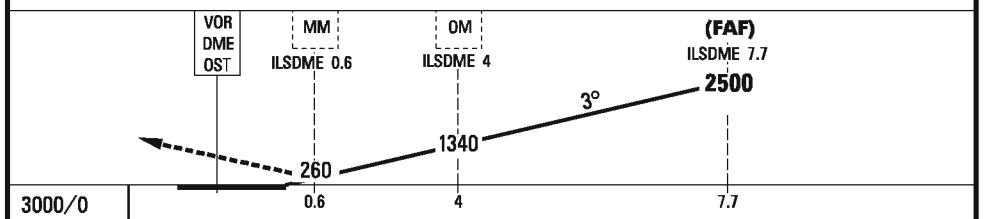
FCC 108.5/D

6 ft/0 hPa



ILSDME	DESC INFO 3°
7.7	2500
6	1970
4	1340
2	700

On 341° to DME 12 OST (ILSDME 10) (cross at 2000 Mnm), RT to CMP to 4000 and hold.



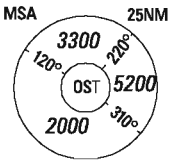
	B		C		D	
CAT 1	210	(200) R700	210	(200) R700	210	(200) R700
GP U/S	420	(420) R1300	420	(420) R1400	420	(420) R1600
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

ATIS	120.175
APP:	
Roma Arrivals ❸	125.500
Roma Director ❸	131.250
TWR: Fiume ❸	118.700
GND: Fiume ❸	121.900
❸ See Arrival Info.	

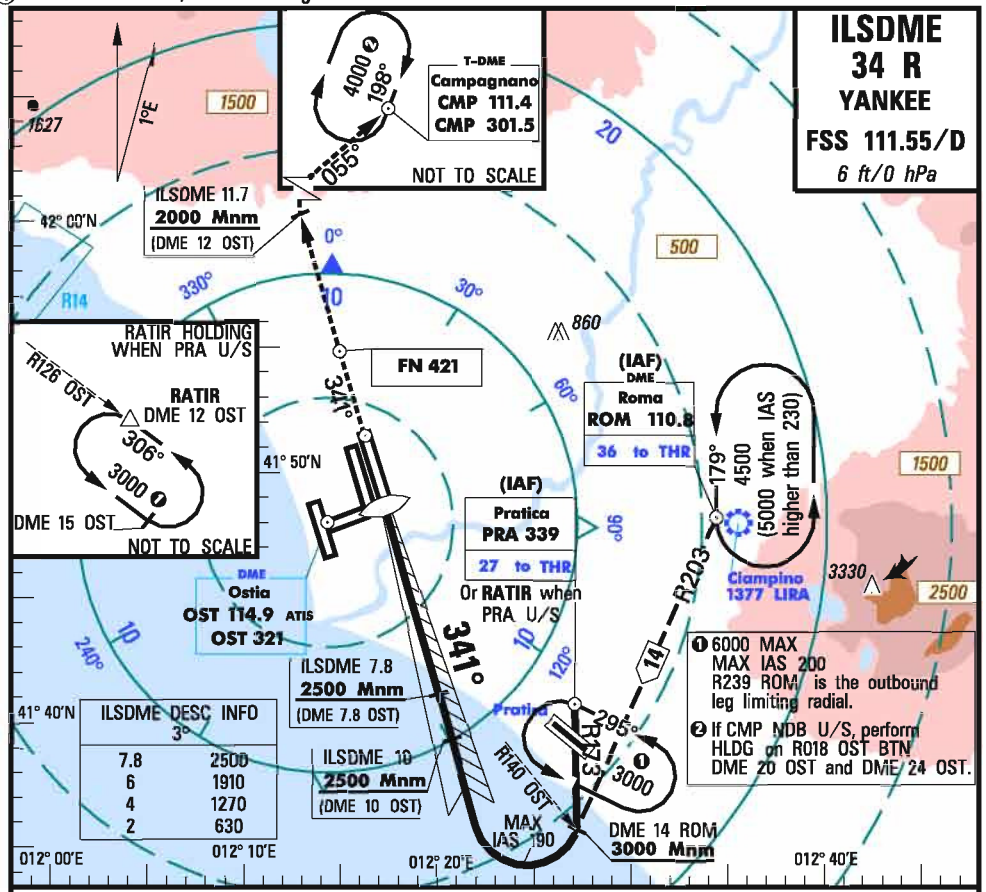
FAF–MAPt	GS	120	140	160
3°	Time	3'33	3'03	2'40
5.2%	fpm	650	750	850

TR LEVEL	ATC
TR ALT	6000

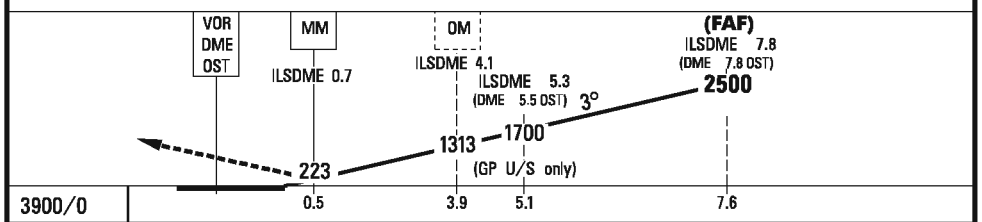
MSA 25NM



Changes: ATIS FREQ.



On 341° to ILSDME 11.7 (DME 12 OST) (cross at 2000 Mnm), RT to CMP to 4000 and hold.



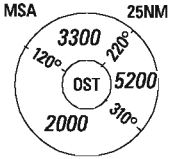
	B		C		D	
CAT 1	210	(200) R550	210	(200) R550	210	(200) R550
GP U/S	420	(420) R1000	420	(420) R1000	420	(420) R1400
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

ATIS	120.175
APP:	
Roma Arrivals	❸ 125.500
Roma Director	❸ 131.250
TWR: Fiume	❸ 118.700
GND: Fiume	❸ 121.900
❸ See Arrival Info.	

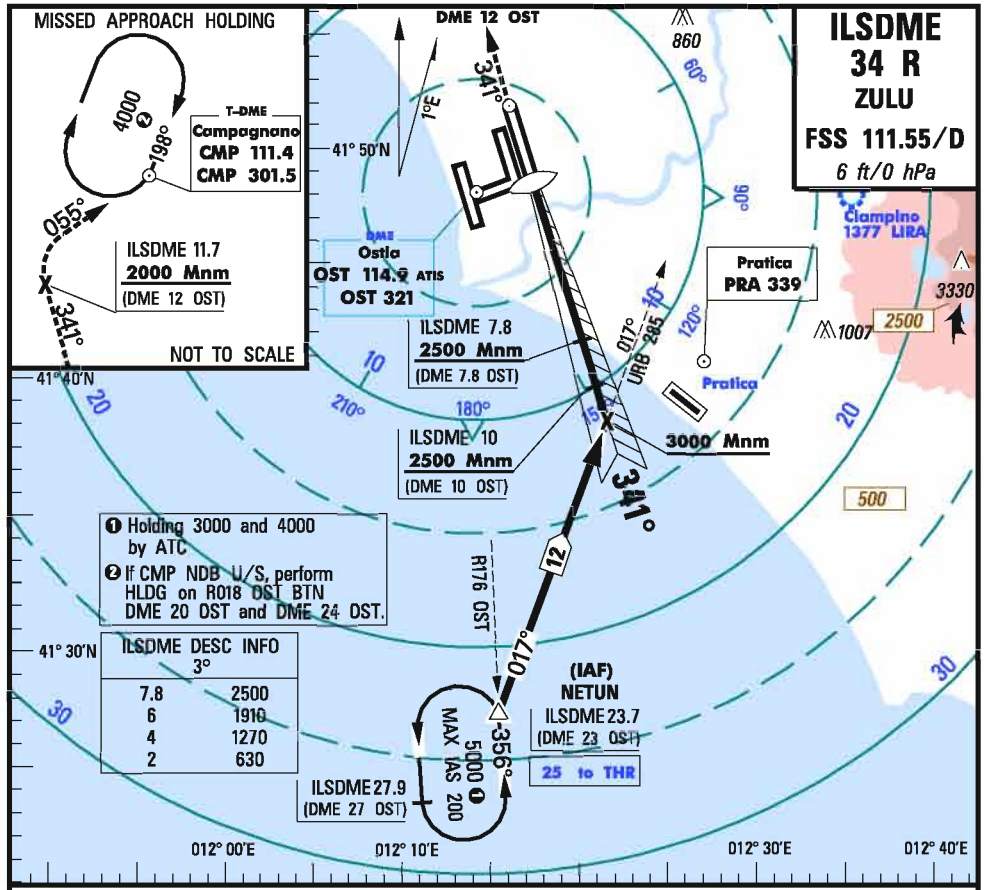
FAF–MAPt	GS	120	140	160
3°	Time	1'42	1'27	1'17
5.2%	fpm	650	750	850

TR LEVEL	ATC
TR ALT	6000

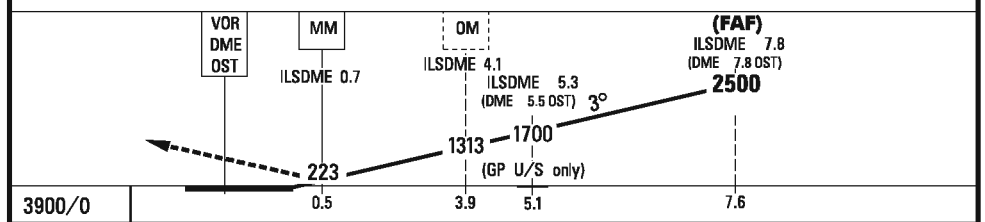
MSA 25NM



Changes: ATIS FREQ.



On 341° to ILSDME 11.7 (DME 12 OST) (cross at 2000 Mnm), RT to CMP to 4000 and hold.



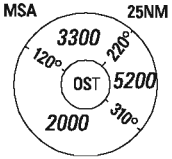
	B		C		D	
CAT 1	210	(200) R550	210	(200) R550	210	(200) R550
GP U/S	420	(420) R1000	420	(420) R1000	420	(420) R1400
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

ATIS	120.175
APP:	
Roma Arrivals	❸ 125.500
Roma Director	❸ 131.250
TWR: Fiume	❸ 118.700
GND: Fiume	❸ 121.900
❸ See Arrival Info.	

FAF–MAPt	GS	120	140	160
3°	Time	3'42	3'10	2'47
5.2%	fpm	650	750	850

TR LEVEL	ATC
TR ALT	6000

MSA 25NM



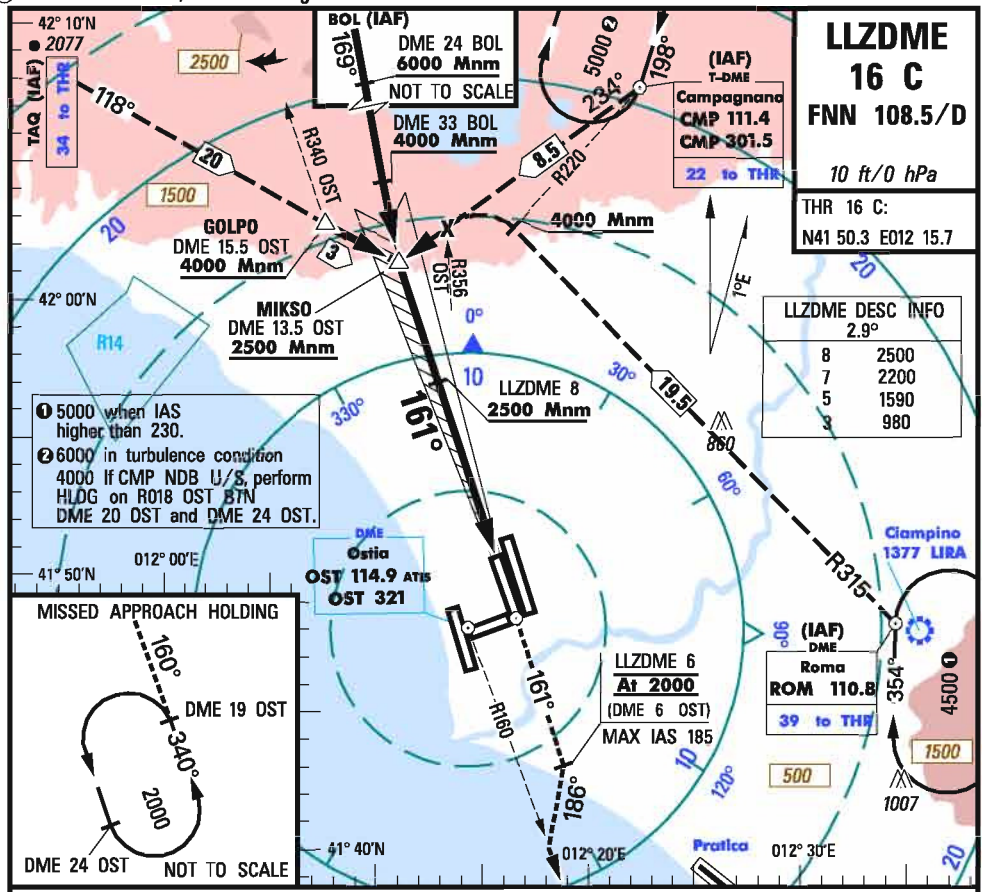
Changes: ATIS FREQ.

LLZDME 16 C

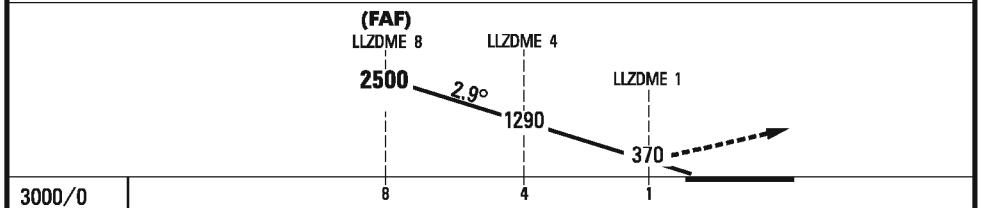
FNN 108.5/D

10 ft/0 hPa

THR 16 C:
N41 50.3 E012 15.7



On 161° to LLZDME 6 (DME 6 OST) (cross at 2000), RT on 186°, intercept R160 OST. Hold BTN DME 19/24 OST. MAX IAS 185 during turn. Mnm climb gradient 4.3% (260 ft/NM) up to 2000. If unable to comply, advise ATC.



3000/0

	B		C		D	
LLZ DME ❶	420	(410) R1300	420	(410) R1400	420	(410) R1600
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

❶ M/A climb gradient Mnm 4.3%.

ATIS 120.175
APP:
Roma Arrivals ❸ 125.500
Roma Director ❸ 131.250
TWR: Fiume ❸ 118.700
GND: Fiume ❸ 121.900
❸ See Arrival info.

TR LEVEL ATC
TR ALT 6000

MSA 25NM
3300 220° 5200 310° 2000 120° OST

FAF–MAPt	GS	120	140	160
2.9°	Time	3'30	3'00	2'38
5.1%	fpm	600	700	800

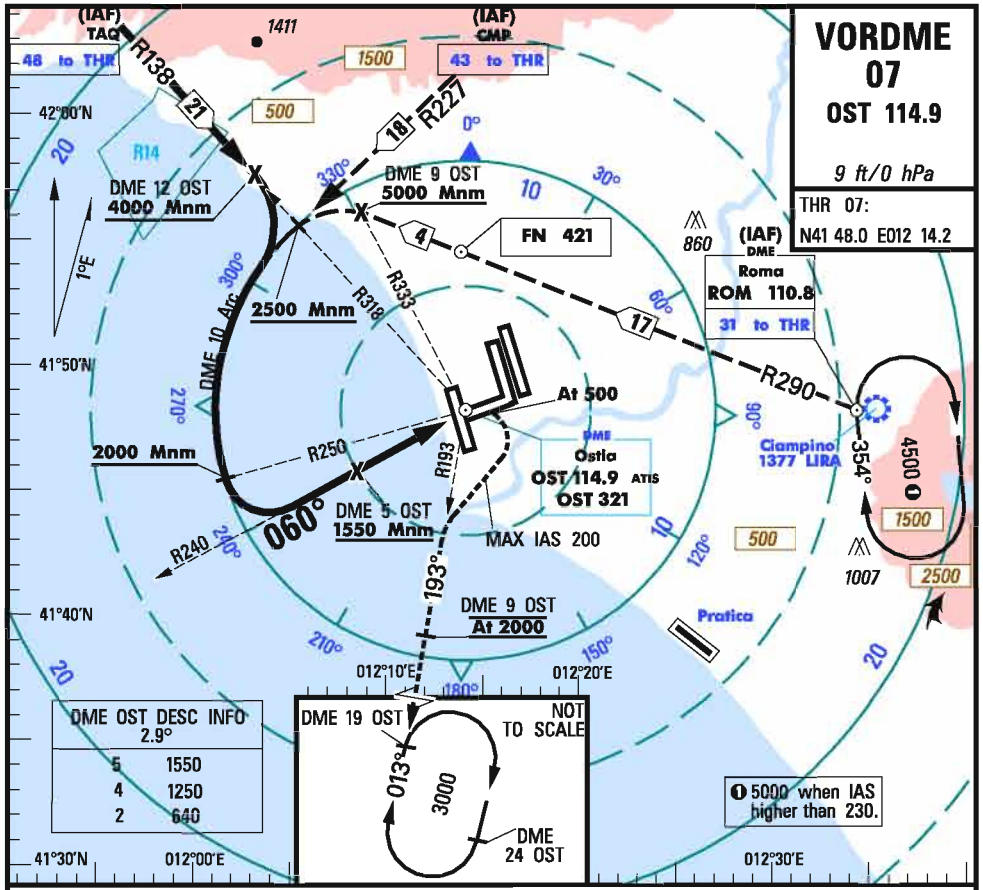
Changes: ATIS FREQ.

VORDME 07

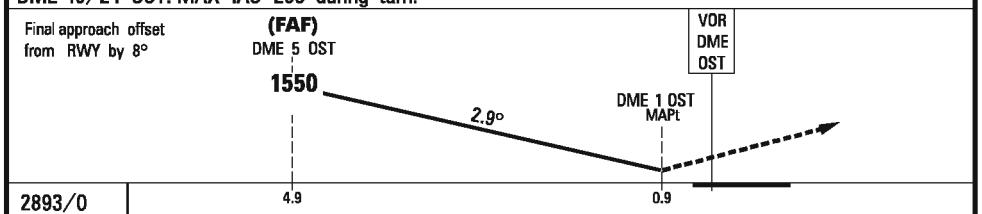
OST 114.9

9 ft/0 hPa

THR 07:
N41 48.0 E012 14.2



On 060° . At 500, RT on R193 OST to 2000, within DME 9 OST, then to 3000. Hold BTN DME 19/24 OST. MAX IAS 200 during turn.



2893/0

	B		C		D	
VOR DME	400	(400) R1300	400	(400) R1400	400	(400) R1600
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

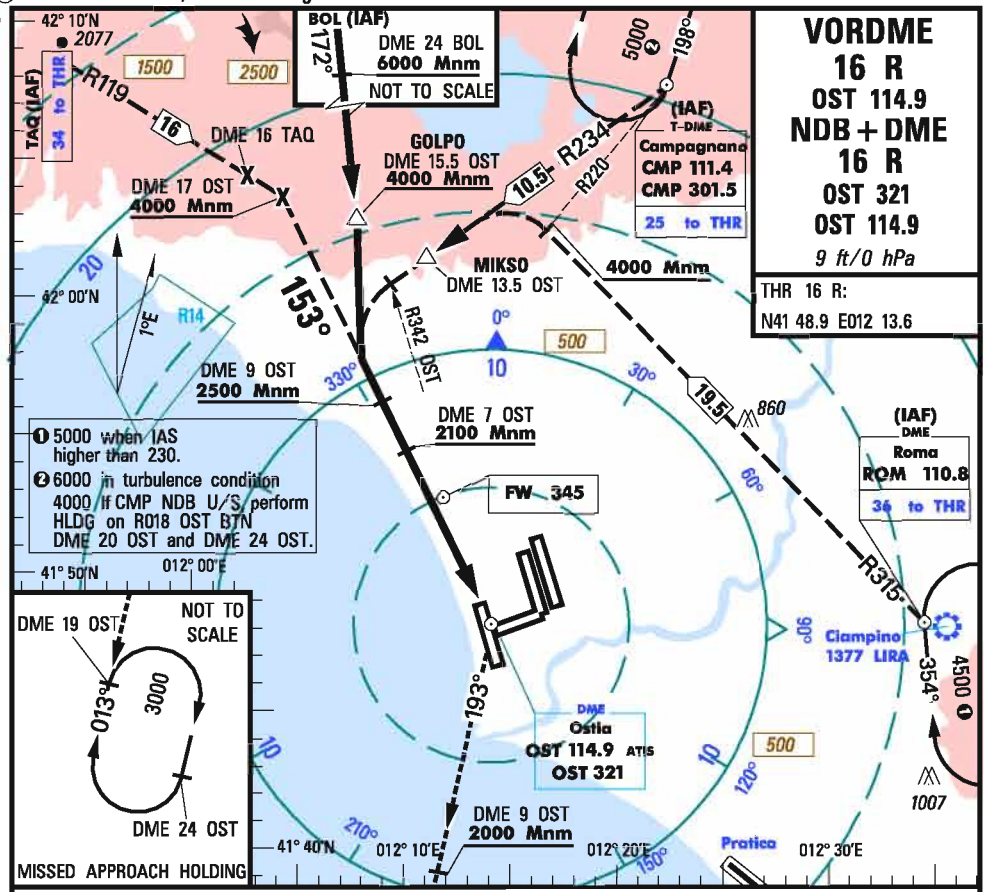
ATIS 120.175
APP:
Roma Arrivals ❷ 125.500
Roma Director ❷ 131.250
TWR: Fiume ❷ 118.700
GND: Fiume ❷ 121.900
❷ See Arrival Info.

TR LEVEL ATC
TR ALT 6000

MSA 25NM
3300 220° 5200 310° 2000 120° OST

FAF–MAPt	GS	120	140	160
2.9°	Time	2'00	1'43	1'30
5%	fpm	600	700	800

Changes: ATIS FREQ.



	B		C		D	
VOR DME	400	(400) R1000	400	(400) R1000	400	(400) R1400
NDB DME	400	(400) R1000	400	(400) R1000	400	(400) R1400
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

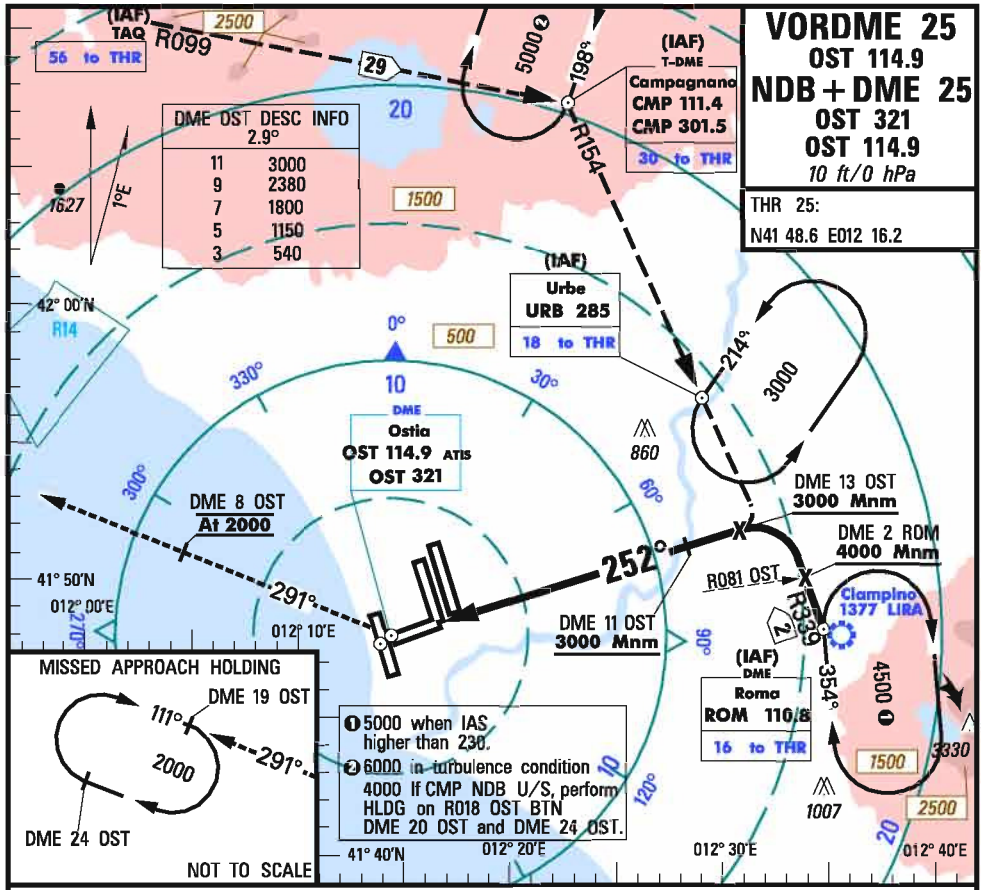
ATIS 114.900
APP:
Roma Arrivals ③ 125.500
Roma Director ③ 131.250
TWR: Fiume ③ 118.700
GND: Fiume ③ 121.900
③ See Arrival Info.

FAF–MAPt	GS	120	140	160
3.1°	Time	3'00	2'34	2'15
5.5%	fpm	650	750	850

TR LEVEL ATC
TR ALT 6000

MSA 25NM
3300 5200 2000
OST

Changes: NIL



	B		C		D	
VOR DME	550	(550) R1200	550	(550) R1200	550	(550) R1600
NDB DME	600	(600) R1200	600	(600) R1200	600	(600) R1600
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

ATIS 120.175
APP:
Roma Arrivals ③ 125.500
Roma Director ③ 131.250
TWR: Fiume ③ 118.700
GND: Fiume ③ 121.900
③ See Arrival Info.

FAF–MAPt	GS	120	140	160
2.9°	Time	4'30	3'51	3'22
5.2%	fpm	600	700	800

TR LEVEL ATC
TR ALT 6000

MSA 25NM
3300 5200 2000
OST

Changes: ATIS FREQ.

VORDME 34 L
OST 114.9
NDB + DME 34 L
OST 321
OST 114.9

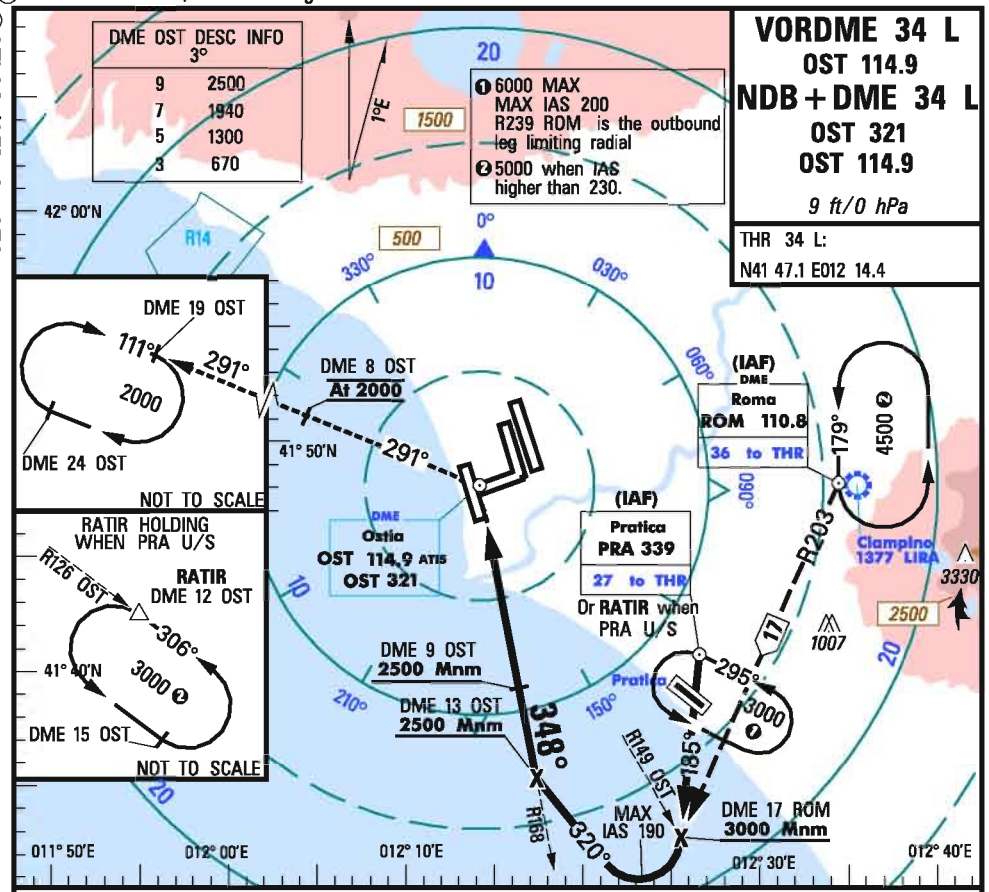
9 ft/0 hPa

THR 34 L:
N41 47.1 E012 14.4

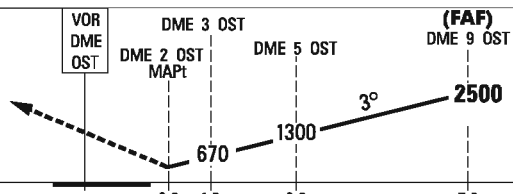
DME OST DESC INFO 3°

9	2500
7	1940
5	1300
3	670

❶ 6000 MAX
MAX IAS 200
R239 ROM is the outbound leg limiting radial
❷ 5000 when IAS higher than 230.



LT on 291°. (cross DME 8 OST at 2000). Hold BTN DME 19/24 OST.



Final approach offset from RWY by 7°

3579/0

	B		C		D	
VOR DME	450	(450) R1000	450	(450) R1000	450	(450) R1400
NDB DME	450	(450) R1000	450	(450) R1000	450	(450) R1400
CIRC	800	(800) 1000	900	(900) 2400	900	(900) 3600

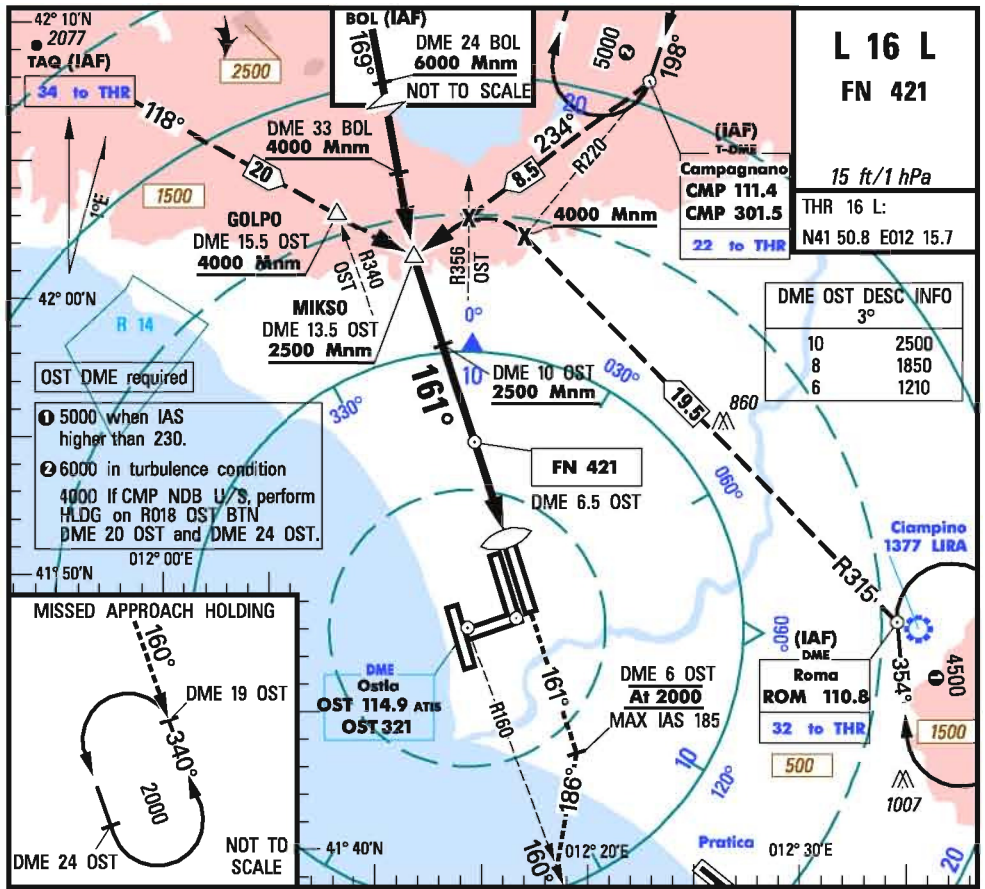
ATIS	114.900
APP:	
Roma Arrivals ❸	125.500
Roma Director ❸	131.250
TWR: Fiume ❸	118.700
GND: Fiume ❸	121.900
❸ See Arrival Info.	

FAF–MAPt	GS	120	140	160
3°	Time	3'30	3'00	2'38
5.2%	fpm	650	750	850

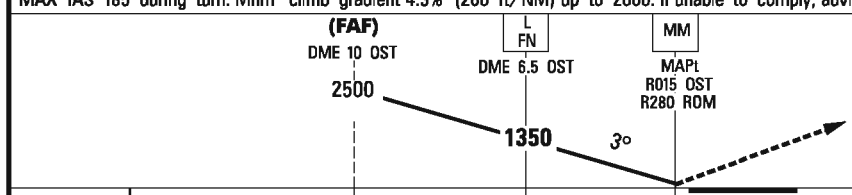
TR LEVEL	ATC
TR ALT	6000

MSA 25NM
3300 120° 220° 5200 OST 310° 2000

Changes: NIL.



On 161° to DME 6 OST (cross at 2000), RT on 186° to intercept R160 OST. Hold BTN DME 19/24 OST.
MAX IAS 185 during turn. Mnm climb gradient 4.3% (260 ft/NM) up to 2000. If unable to comply, advise ATC.



3900/0

	B		C		D	
L ❶	650	(640) R1200	650	(640) R1200	650	(640) R1600
CIRC	800	(800) 1600	900	(900) 2400	900	(900) 3600

❶ M/A climb gradient Mnm 4.3%.

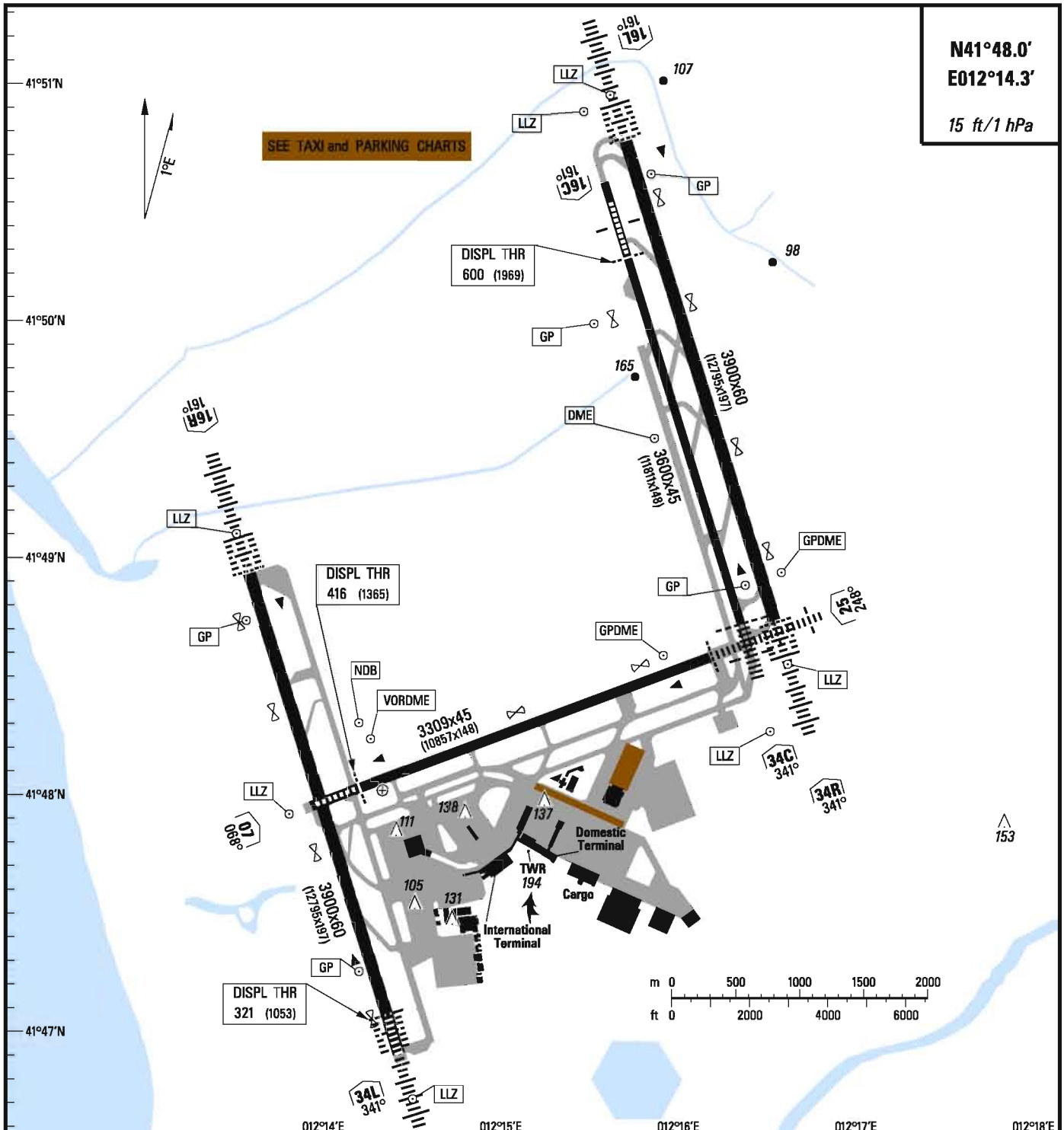
ATIS	120.175
APP:	
Roma Arrivals ❸	125.500
Roma Director ❸	131.250
TWR: Fiume ❸	118.700
GND: Fiume ❸	121.900
❸ See Arrival Info.	

FN–MAPt	GS	120	140	160
3°	Time	1'45	1'30	1'19
5.2%	FPM	650	750	850

TR LEVEL	ATC
TR ALT	6000

MSA 25NM
5000 220° 099° FN 5700 318° 2000

Changes: NIL.



RWY	ELEV	SLOPE %	SUR FACE	LIMITATIONS (m) TORA	LDA	DIMENSIONS (m) SWY	CWY	RVR	LIGHTING RWY	RCL	TDZ	ALS	THR	VISUAL SLOPE
07	9	0.0	A		2893		60		H60	H15		S ❶	H	PL/3°
25	7	0.0	A				60	2	H60	H15		P1F	H	PB/3°
16R	8	0.0	A				60	3	H60	H15	X	P2F	H	PB/3°
34L	9	0.0	A		3579		60	3	H60	H15	X	P1	H	PL/3°
16L	15	−0.1	A				60	3	H60	H15	X	P2F	H	PB/3°
34R	6	+0.1	A				60	3	H60	H15	X	P2F	H	PB/3°
16C	10	0.0	A		3000	200	200	1	H60	❸		S ❶	H	PL/3°
34C	6	0.0	A	3000	3000 ❷	600	600		H60	❸		S ❶	H	PL/3°

TKOF MINIMA RWY	B	C	D
07	0–200	0–200	0–250
25	0–125	0–125	0–150
16L	0–75	0–75	0–75
34R	0–125	0–125	0–150
16C	0–250[1]	0–250[1]	0–300[1]
34C	0–250[1]	0–250[1]	0–300[1]
16R	0–75	0–75	0–75
34L	0–125	0–125	0–150

[1] (0700–2000 LT only by ATC).

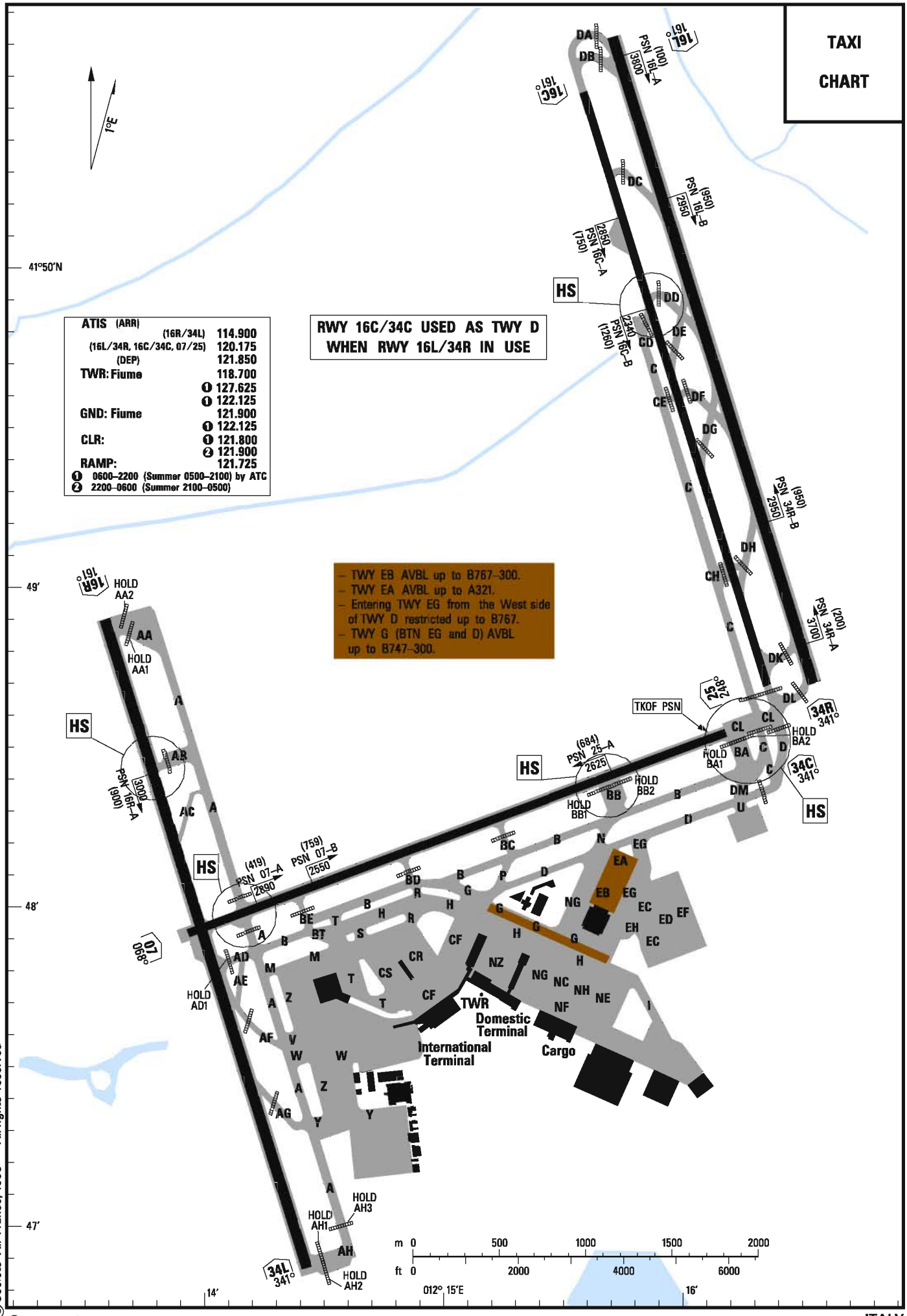
COMPANY INFO

REMARKS:
❶ 420m
❷ No exit AVBL to Twy C after intersection CD At 2340m (See Rwy 16C/34C info)
❸ Green RCLL for taxiing only.

GROUND FREQUENCIES
ATIS (ARR) 114.900
❹ 120.175
(DEP) 121.850
TWR: Fiume 118.700
❶127.625, ❹122.125
GND: Fiume 121.900
122.125
CLR: 121.800 121.900
RAMP: 121.725

❹ See ARR INFO

Changes: GPDME added (RWY 25).

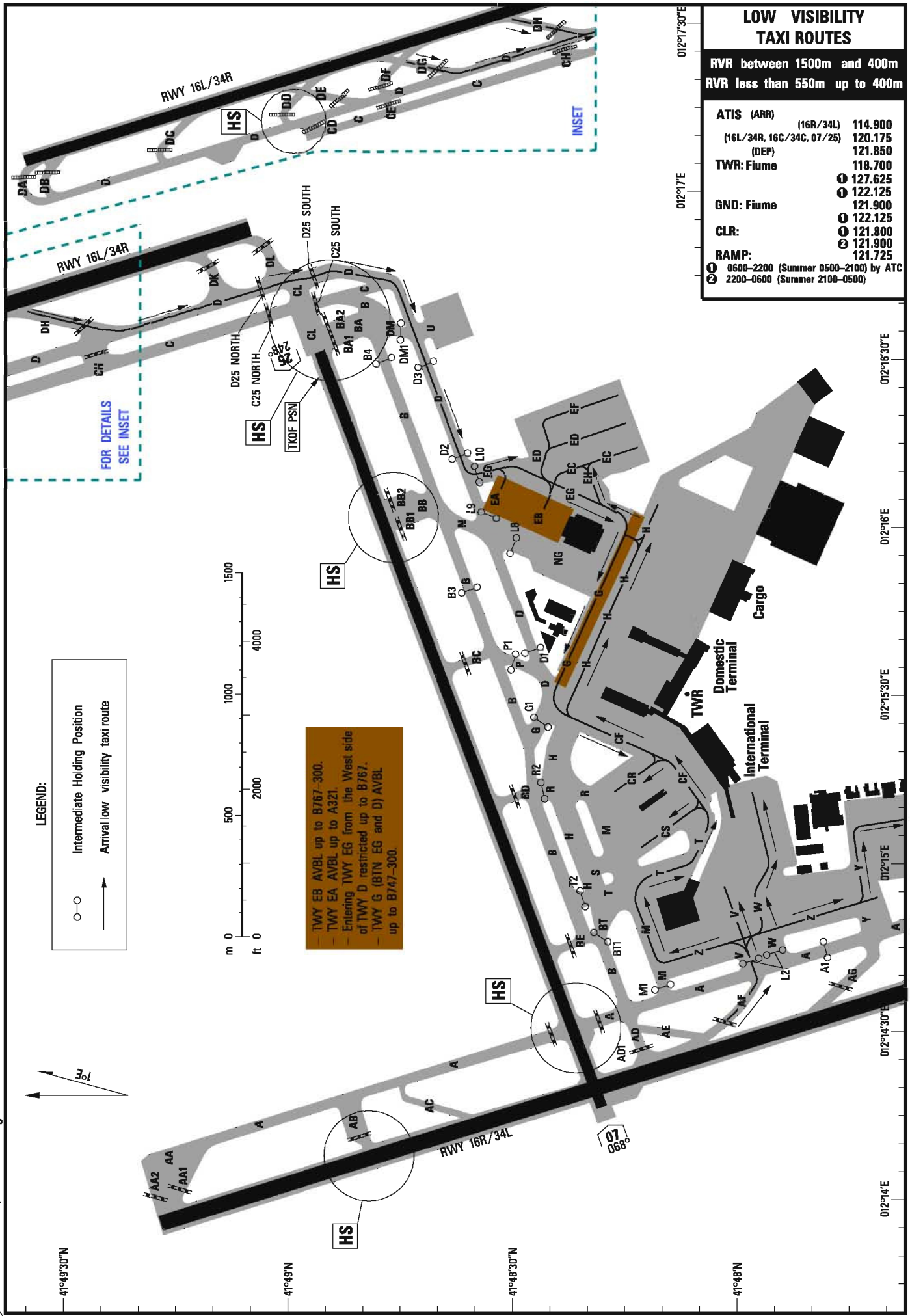


TAXI CHART (LOW VISIBILITY)
LDG RWYs 16L/R

LIRF/FCO

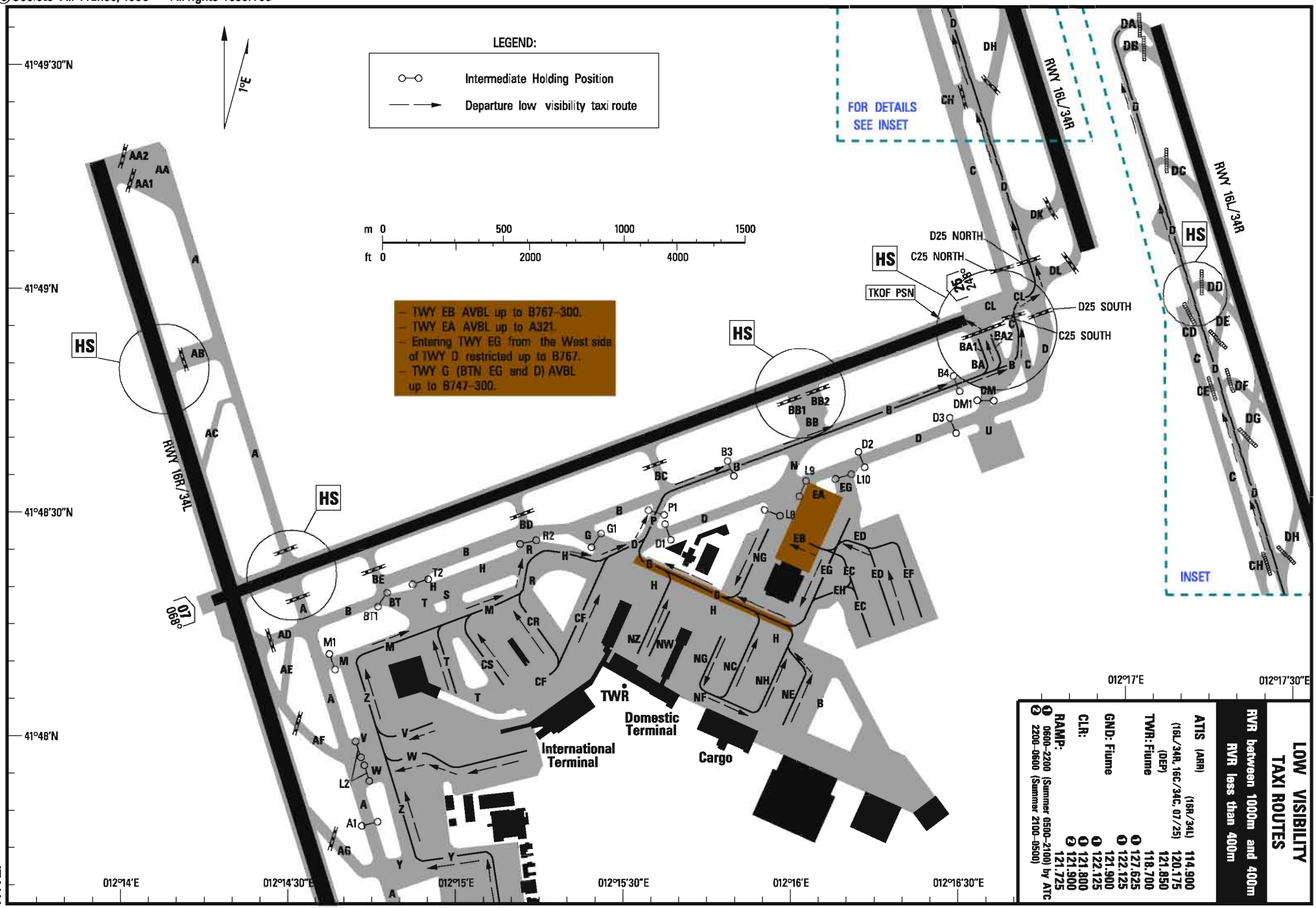
ROME Fiumicino
23 OCT 08

v21



Changes: Routing from H to EC added

ITALY



LOW VISIBILITY TAXI ROUTES

RVR between 1000m and 400m
RVR less than 400m

ATIS (ARR)	114.900
(16R/34L, 16L/34R, 16C/34C, 07/25)	120.175
(DEP)	121.850
TWR: Fiumicino	118.700
❶	127.625
❷	122.125
GND: Fiumicino	121.900
CLR: ❶	122.125
❷	121.800
RAMP: ❶	121.900
❷	121.725

❶ 0600–2200 (Summer 0500–2100) by ATC
❷ 2200–0600 (Summer 2100–0500)

ITALY

Changes: NIL

INS COORDINATES	
C01, C02	N41 47.7 E012 14.7
G1, G2	N41 48.0 E012 15.4
G3, G4	N41 48.0 E012 15.3
201	N41 48.1 E012 15.8
202,203	N41 48.1 E012 15.7
204,210	N41 48.2 E012 15.8
221–223	N41 48.0 E012 15.9
224–226	N41 47.9 E012 15.9
227,228	N41 48.0 E012 15.9
229,230	N41 48.0 E012 15.9
231,232	N41 48.0 E012 16.0
233–235	N41 47.9 E012 16.0
240	N41 48.0 E012 15.9
301–303	N41 47.9 E012 15.5
304	N41 47.9 E012 15.5
305	N41 47.8 E012 15.6
306	N41 47.9 E012 15.6
307,308	N41 47.9 E012 15.6
309,310	N41 47.8 E012 15.7
311,312	N41 47.9 E012 15.7
313,314	N41 47.7 E012 15.7
315–319	N41 47.5 E012 15.7
320–341	N41 47.8 E012 15.8
321–323	N41 48.0 E012 15.7
331	N41 47.7 E012 15.6
332–335	N41 47.7 E012 15.5
340	N41 47.7 E012 15.7
401, 402	N41 47.9 E012 15.4
403	N41 47.9 E012 15.3
404	N41 47.9 E012 15.4
405	N41 47.9 E012 15.3
406	N41 47.9 E012 15.4
407	N41 47.9 E012 15.4
408	N41 47.9 E012 15.4
409	N41 47.9 E012 15.4
410	N41 47.9 E012 15.5
411	N41 47.9 E012 15.4
412,432	N41 47.9 E012 15.4
422	N41 47.9 E012 15.4

INS COORDINATES	
501,503	N41 47.9 E012 15.1
502	N41 47.9 E012 15.2
504,505	N41 48.0 E012 15.2
506	N41 48.0 E012 15.3
507	N41 48.0 E012 15.2
508	N41 47.9 E012 15.3
509	N41 48.0 E012 15.2
510	N41 48.0 E012 15.2
518,528	N41 48.0 E012 15.3
601–603	N41 47.8 E012 14.9
604	N41 47.9 E012 14.8
605, 610	To be surveyed
612–615	N41 47.8 E012 14.8
622	N41 47.7 E012 15.0
623	N41 47.7 E012 14.9
701	N41 47.7 E012 14.6
702–704	N41 47.7 E012 14.5
705–709	N41 47.8 E012 14.5
710,711	N41 47.8 E012 14.6
801–804	N41 47.7 E012 14.7
805,806	N41 47.7 E012 14.8
807,812	N41 47.6 E012 14.9
808,809	N41 47.5 E012 14.7
810,811	N41 47.5 E012 14.8
821,822	N41 47.5 E012 14.6
823,824	N41 47.5 E012 14.7
831	N41 47.3 E012 14.5
832–836	N41 47.3 E012 14.6
842,843	N41 47.4 E012 14.8
844–847	N41 47.3 E012 14.8

- TWY EB AVBL up to B767-300.
- TWY EA AVBL up to A321.
- Entering TWY EG from the West side of TWY D restricted up to B767.
- TWY G (BTN EG and D) AVBL up to B747-300.

ATIS (ARR)	(16R/34L)	114.900
	(16L/34R, 16C/34C, 07/25)	120.175
	(DEP)	121.850
TWR: Fiume		118.700
	❶	127.625
	❶	122.125
GND: Fiume		121.900
	❶	122.125
CLR:		❶ 121.800
		❷ 121.900
RAMP:		121.725

❶ 0600–2200 (Summer 0500–2100) by ATC
❷ 2200–0600 (Summer 2100–0500)

Changes: Stands 801 and 803 added, 820 deleted, LINK 2 revised