

RWY	QFU	THR	Bearings strength
07	067°	N 41°48'02.22" E 012°14'12.55"	PCN 120/F/A/W/T
25	247°	N 41°48'34.66" E 012°16'10.11"	PCN 120/F/A/W/T
16R	160°	N 41°48'55.86" E 012°13'34.91"	PCN 120/F/A/W/T
34L	340°	N 41°46'55.18" E 012°14'25.45"	PCN 120/F/A/W/T
16L	160°	N 41°50'45.49" E 012°15'41.38"	PCN 120/F/A/W/T
34R	340°	N 41°48'44.80" E 012°16'31.89"	PCN 120/F/A/W/T

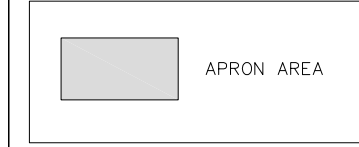
Bearings are magnetic
Distances in metres
Elevation in ft AMSL
Coordinates WGS84

AD ELEV 14
APRON ELEV 6

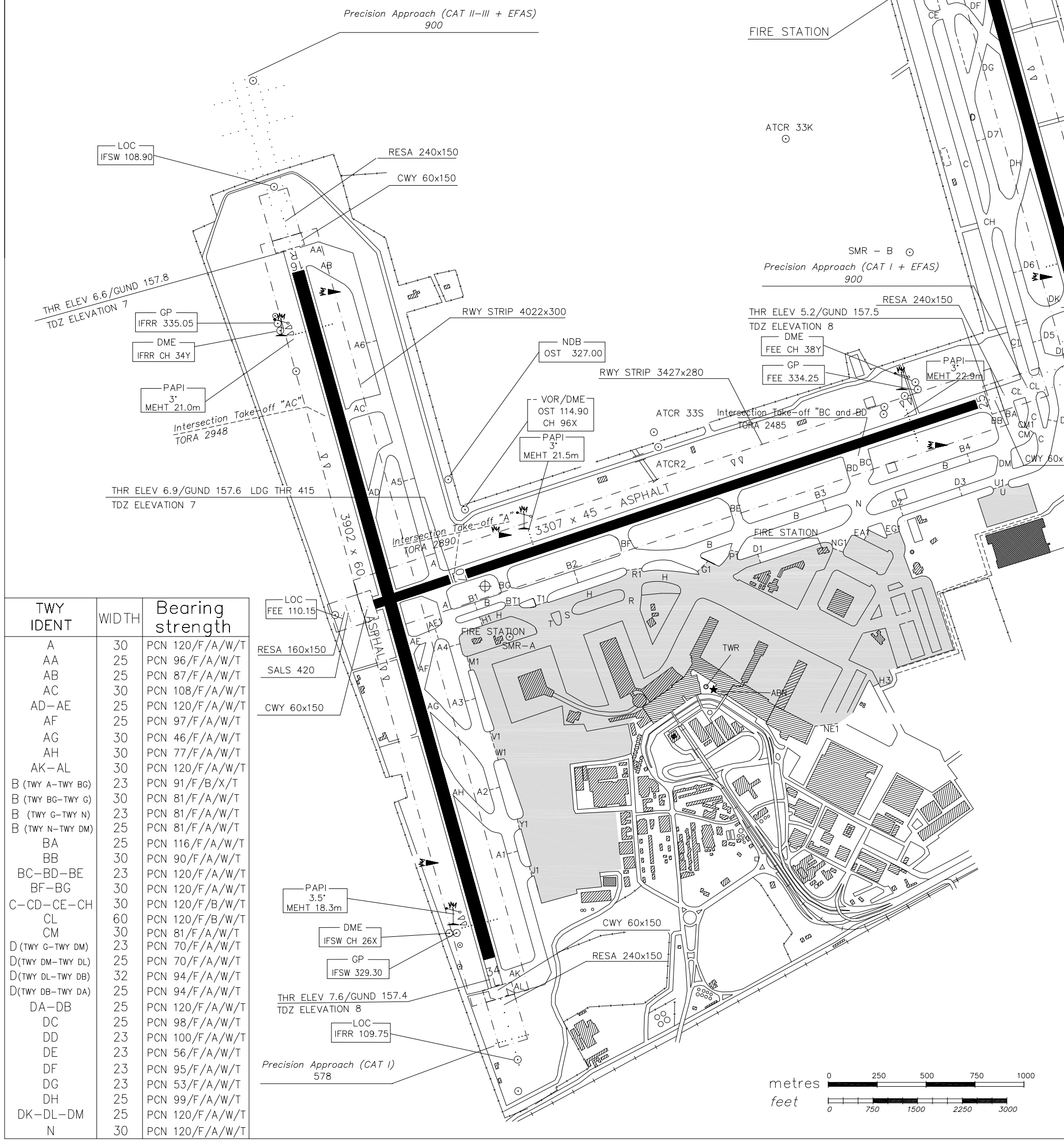
TWR 118.700*
GND 121.900**
ATIS 126.125
Fume Arrival Information (121.850)
Fume Departure Information

RMK-ATC DISCRETION:
*TWR FREQ 127.625 OPR HR 0600-2200 (0500-2100)
**GND FREQ 122.125 OPR HR 0600-2200 (0500-2100)

ROMA / FIUMICINO
LIRF 41°48'01" N 012°14'20" E

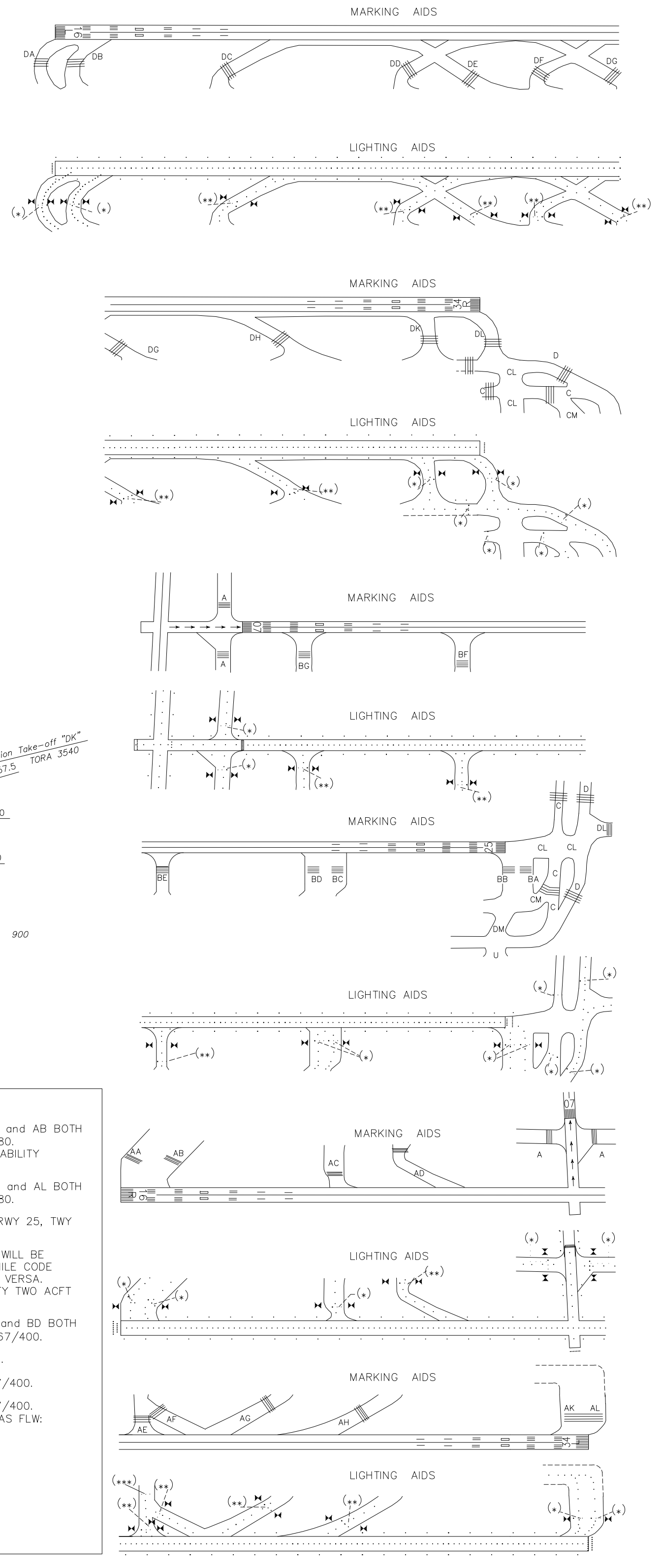
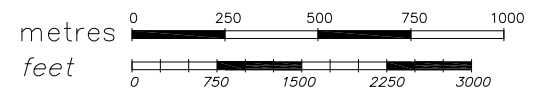


Annual rate of change 7° E



TWY IDENT	WIDTH	Bearing strength
A	30	PCN 120/F/A/W/T
AA	25	PCN 96/F/A/W/T
AB	25	PCN 87/F/A/W/T
AC	30	PCN 108/F/A/W/T
AD-AE	25	PCN 120/F/A/W/T
AF	25	PCN 97/F/A/W/T
AG	30	PCN 46/F/A/W/T
AH	30	PCN 77/F/A/W/T
AK-AL	30	PCN 120/F/A/W/T
B (TWY A-TWY BG)	23	PCN 91/F/B/X/T
B (TWY BG-TWY G)	30	PCN 81/F/A/W/T
B (TWY G-TWY N)	23	PCN 81/F/A/W/T
B (TWY N-TWY DM)	25	PCN 81/F/A/W/T
BA	25	PCN 116/F/A/W/T
BB	30	PCN 90/F/A/W/T
BC-BD-BE	23	PCN 120/F/A/W/T
BF-BG	30	PCN 120/F/A/W/T
C-CD-CE-CH	30	PCN 120/F/B/W/T
CL	60	PCN 120/F/B/W/T
CM	30	PCN 81/F/A/W/T
D (TWY G-TWY DM)	23	PCN 70/F/A/W/T
D (TWY DM-TWY DL)	25	PCN 70/F/A/W/T
D (TWY DL-TWY DB)	32	PCN 94/F/A/W/T
D (TWY DB-TWY DA)	25	PCN 94/F/A/W/T
DA-DB	25	PCN 120/F/A/W/T
DC	25	PCN 98/F/A/W/T
DD	23	PCN 100/F/A/W/T
DE	23	PCN 56/F/A/W/T
DF	23	PCN 95/F/A/W/T
DG	23	PCN 53/F/A/W/T
DH	25	PCN 99/F/A/W/T
DK-DL-DM	25	PCN 120/F/A/W/T
N	30	PCN 120/F/A/W/T

- REMARKS:
- HOLDING BAY RWY 16R AA and AB BOTH AVBL FOR ACFT UP TO A380. MAX CONTEMPORARY AVAILABILITY B747/400 WITH A380.
 - HOLDING BAY RWY 34L AK and AL BOTH AVBL FOR ACFT UP TO A380.
 - DURING APPROACHES ON RWY 25, TWY BA NOT AVAILABLE.
 - HOLDING BAY RWY 25 BA WILL BE RESTRICTED TO CODE D WHILE CODE F IS ON TWY BB AND VICE VERSA. CONTEMPORARY AVAILABILITY TWO ACFT CODE E.
 - HOLDING BAY RWY 25 BC and BD BOTH AVBL FOR ACFT UP TO B767/400.
 - TWY EA AVBL UP TO A321.
 - TWY EB AVBL UP TO B767/400.
 - TWY EG AVBL UP TO B747/400. ENTRANCE TWY EG AVBL AS FLW:
- ACFT COMING FM TWY D, WEST SIDE: UP B767
- ACFT COMING FM TWY D, EST SIDE: UP B747/400
 - STOP BAR
 - (**) NO ENTRY BAR
 - (***) IHP



ATC SERVICES

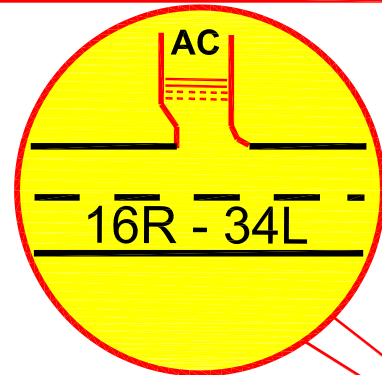
TWR
118.700*
GND
121.900**
ATIS
126.125
Flume Arrival Information
121.850
Flume Departure Information

RMK-ATC DISCRETION
*TWR FREQ 127.625 DPR HR 0600-2200 (0500-2100)
**GND FREQ 122.125 DPR HR 0600-2200 (0500-2100)

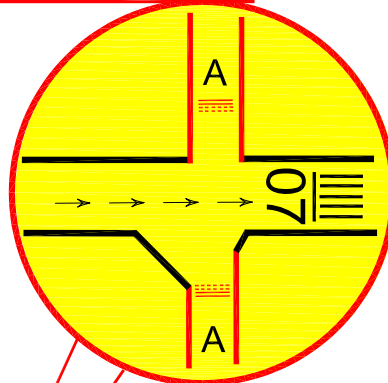
ROMA / FIUMICINO

L I R F 41°48'01" N 012°14'20" E

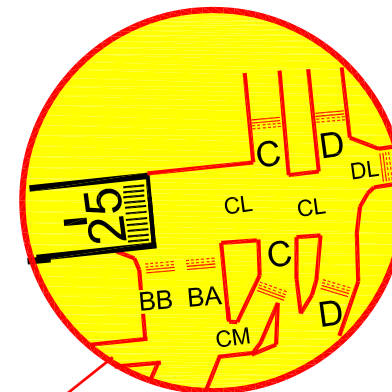
BE SURE TO BE THE NUMBER "ONE" WHEN LINING-UP AND CHECK TO THE "RIGHT"



OBTAIN THE CLEARANCE TO CROSS RWY 07-25 FROM TWR 118.700

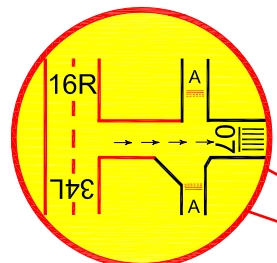


BEWARE OF INTERSECTION TAKE-OFF FM BC AND BD WHEN LINING-UP

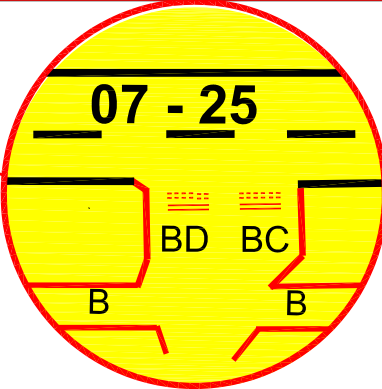


DEPARTING TRAFFIC FROM RWY 25 SHALL NOT ENTER VIA "TWY CM"

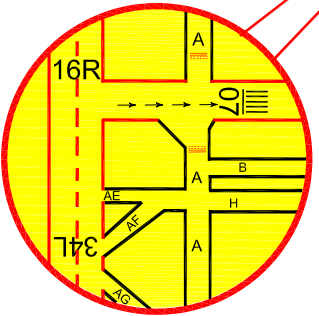
BE SURE TO BE THE NUMBER "ONE" WHEN LINING-UP AND CHECK TO THE "RIGHT"



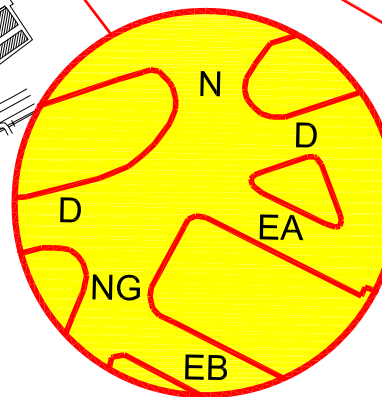
LANDING TRAFFIC ON RWY 16R-34L SHALL NOT VACATE ON RWY 07



BE SURE TO HAVE THE RIGHT OF WAY BEFORE CROSSING TWY "DELTA"



IF INSTRUCTED TO TAXI VIA A-B HOLD SHORT TWY B



CHANGE: New pier



Bearings are magnetic

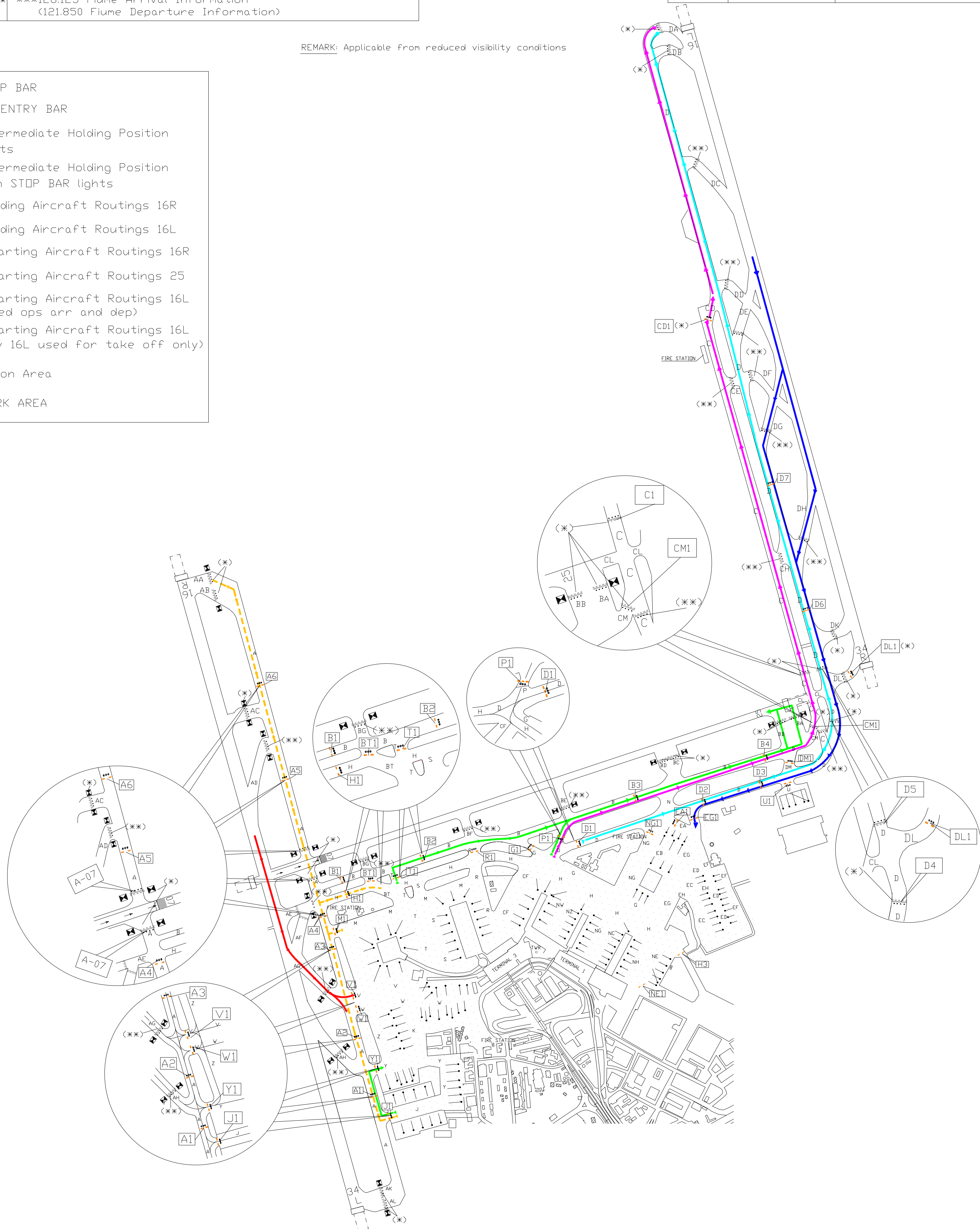
TWR *	118.700	*ATC DISCRETION: TWR FREQ 127.625 DPR 0600-2200 (0500-2100)
GND **	121.900	**ATC DISCRETION: GND FREQ 122.125 DPR 0600-2200 (0500-2100)
ATIS ***	126.125	***126.125 Fiume Arrival Information
	121.850	(121.850 Fiume Departure Information)

AD ELEV	14	ROMA / FIUMICINO	
APRON ELEV	6	L I R F	41°48'01" N 012°14'20" E

REMARK: Applicable from reduced visibility conditions

- 1) (*) STOP BAR
- 2) (**) NO ENTRY BAR
- 3) [A1] Intermediate Holding Position lights
- 4) [A1](*) Intermediate Holding Position with STOP BAR lights
- 5) → Landing Aircraft Routings 16R
- 6) → Landing Aircraft Routings 16L
- 7) → Departing Aircraft Routings 16R
- 8) → Departing Aircraft Routings 25
- 9) → Departing Aircraft Routings 16L (mixed ops arr and dep)
- 10) → Departing Aircraft Routings 16L (Rwy 16L used for take off only)
- 11) [] Apron Area
- 12) [] WORK AREA

CHANGE: STANDS 401, 410, 411 and 412 new position. STANDS 422 and 432 withdrawn



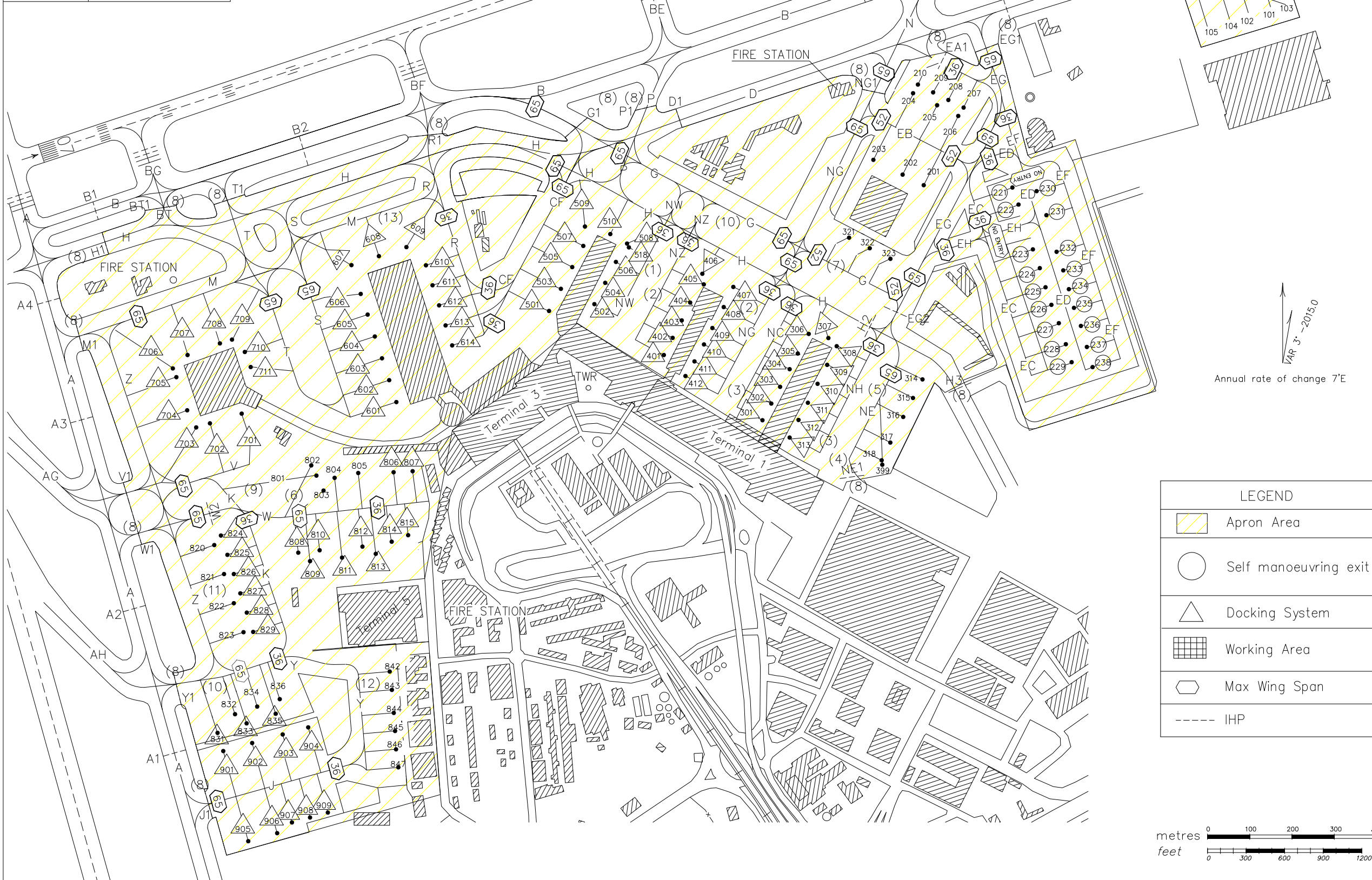
Bearings are magnetic
 Distances in metres
 Elevation in ft AMSL
 Coordinates WGS84

TWR *
 118.700
 GND **
 121.900
 ATIS ***
 126.125
 121.850

RMK: *ATC DISCRETION: TWR FREQ 127.625 OPR 0600-2200 (0500-2100)
 **ATC DISCRETION: GND FREQ 122.125 OPR 0600-2200 (0500-2100)
 ***126.125 Fiume Arrival Information
 (121.850 Fiume Departure Information)

AD ELEV 14	ROMA / FIUMICINO	
APRON ELEV 6	LIRF	41°48'01"N 012°14'20"E

APRON		APRON	
	bearing strength		bearing strength
Apron 100	PCN 140/R/D/W/T	Apron 200	PCN 140/R/D/W/T
Apron 300	PCN 120/R/C/W/T	Apron 400	PCN 140/R/D/W/T
Apron 500	PCN 140/R/D/W/T	Apron 600	PCN 140/R/D/W/T
Apron 700	PCN 140/R/D/W/T	Apron 800	PCN 76/R/B/W/T
Apron 900	PCN 120/R/B/W/T		



POINTS ON PARKING AREA			POINTS ON PARKING AREA			POINTS ON PARKING AREA		
STANDS	N	E	STANDS	N	E	STANDS	N	E
801	41°47'38.22"	012°14'41.50"	701	41°47'42.61"	012°14'33.94"	301	41°47'43.80"	012°15'27.31"
802	41°47'38.60"	012°14'41.12"	702	41°47'41.85"	012°14'30.70"	302	41°47'45.12"	012°15'28.14"
803	41°47'37.41"	012°14'42.02"	703	41°47'41.37"	012°14'28.80"	303	41°47'46.44"	012°15'28.97"
804	41°47'38.04"	012°14'43.74"	704	41°47'42.89"	012°14'27.80"	304	41°47'47.76"	012°15'29.80"
805	41°47'38.47"	012°14'46.14"	705	41°47'45.25"	012°14'26.62"	305	41°47'49.08"	012°15'30.63"
806	41°47'38.46"	012°14'48.74"	706	41°47'46.80"	012°14'25.52"	306	41°47'50.40"	012°15'31.45"
807	41°47'38.87"	012°14'50.84"	707	41°47'47.48"	012°14'27.98"	307	41°47'50.22"	012°15'33.41"
808	41°47'31.54"	012°14'41.47"	708	41°47'48.36"	012°14'31.15"	308	41°47'49.08"	012°15'34.92"
809	41°47'30.95"	012°14'42.34"	709	41°47'49.28"	012°14'33.35"	309	41°47'47.76"	012°15'34.09"
810	41°47'31.82"	012°14'43.38"	710	41°47'47.25"	012°14'34.10"	310	41°47'46.44"	012°15'33.26"
811	41°47'32.11"	012°14'45.29"	711	41°47'45.80"	012°14'35.47"	311	41°47'45.12"	012°15'32.43"
812	41°47'32.40"	012°14'47.20"				312	41°47'43.80"	012°15'31.60"
813	41°47'31.89"	012°14'48.62"				313	41°47'42.46"	012°15'30.83"
814	41°47'32.68"	012°14'49.11"	601	41°47'44.05"	012°14'49.52"	314	41°47'46.62"	012°15'43.97"
815	41°47'33.42"	012°14'50.96"	602	41°47'45.16"	012°14'48.21"	315	41°47'45.05"	012°15'42.98"
			603	41°47'46.58"	012°14'47.38"	316	41°47'43.73"	012°15'42.15"
820	41°47'32.99"	012°14'33.07"	604	41°47'47.83"	012°14'46.76"	317	41°47'42.17"	012°15'41.17"
821	41°47'30.78"	012°14'34.14"	605	41°47'49.21"	012°14'46.08"	318	41°47'40.85"	012°15'40.34"
822	41°47'28.57"	012°14'35.22"	606	41°47'51.13"	012°14'46.24"	321	41°47'57.75"	012°15'35.74"
823	41°47'26.36"	012°14'36.29"	607	41°47'52.78"	012°14'45.63"	322	41°47'56.99"	012°15'37.89"
824	41°47'34.05"	012°14'34.48"	608	41°47'53.77"	012°14'47.85"	323	41°47'56.23"	012°15'40.04"
825	41°47'32.69"	012°14'35.15"	609	41°47'54.35"	012°14'50.34"	399	41°47'40.51"	012°15'40.24"
826	41°47'31.32"	012°14'35.81"	610	41°47'53.05"	012°14'53.07"			
827	41°47'29.44"	012°14'36.72"	611	41°47'51.67"	012°14'53.76"			
828	41°47'28.07"	012°14'37.38"	612	41°47'50.10"	012°14'53.77"			
829	41°47'26.70"	012°14'38.04"	613	41°47'48.68"	012°14'54.27"			
			614	41°47'47.33"	012°14'55.13"			
831	41°47'18.39"	012°14'32.08"				201	41°48'01.96"	012°15'43.22"
832	41°47'19.55"	012°14'34.18"				202	41°48'02.73"	012°15'41.02"
833	41°47'19.20"	012°14'35.03"				203	41°48'03.60"	012°15'38.50"
834	41°47'20.12"	012°14'36.25"				204	41°48'09.00"	012°15'41.83"
835	41°47'20.00"	012°14'37.98"				205	41°48'08.13"	012°15'44.35"
836	41°47'20.69"	012°14'38.32"				206	41°48'07.37"	012°15'46.55"
						207	41°48'08.03"	012°15'47.06"
842	41°47'23.13"	012°14'49.54"				208	41°48'08.58"	012°15'45.47"
843	41°47'21.69"	012°14'49.77"				209	41°48'09.13"	012°15'43.88"
844	41°47'19.98"	012°14'50.03"	501	41°47'50.16"	012°15'03.35"	210	41°48'09.67"	012°15'42.30"
845	41°47'18.53"	012°14'50.26"	502	41°47'51.88"	012°15'10.25"	221	41°48'01.91"	012°15'51.37"
846	41°47'17.09"	012°14'50.49"	503	41°47'51.70"	012°15'05.09"	222	41°48'00.59"	012°15'52.03"
847	41°47'15.65"	012°14'50.72"	504	41°47'53.52"	012°15'11.24"	223	41°47'57.23"	012°15'53.67"
			505	41°47'53.87"	012°15'06.46"	224	41°47'55.90"	012°15'54.32"
901	41°47'17.20"	012°14'32.93"	506	41°47'55.14"	012°15'12.28"	225	41°47'54.34"	012°15'55.09"
902	41°47'17.94"	012°14'36.12"	507	41°47'56.05"	012°15'07.81"	226	41°47'53.03"	012°15'55.74"
903	41°47'18.69"	012°14'39.30"	508	41°47'56.77"	012°15'13.02"	227	41°47'51.45"	012°15'56.33"
904	41°47'19.32"	012°14'42.41"	509	41°47'57.98"	012°15'08.60"	228	41°47'50.11"	012°15'56.98"
905	41°47'10.06"	012°14'35.92"	510	41°47'57.37"	012°15'11.23"	229	41°47'48.74"	012°15'57.66"
906	41°47'10.88"	012°14'38.98"	518	41°47'56.50"	012°15'13.50"	230	41°48'01.80"	012°15'54.93"
907	41°47'12.32"	012°14'41.01"				231	41°48'00.12"	012°15'55.74"
908	41°47'12.76"	012°14'42.87"				232	41°47'57.64"	012°15'56.97"
909	41°47'13.20"	012°14'44.73"				233	41°47'56.27"	012°15'57.65"
			401	TBD	TBD	234	41°47'54.69"	012°15'58.42"
			402	TBD	TBD	235	41°47'53.36"	012°15'59.12"
			403	TBD	TBD	236	41°47'51.75"	012°15'59.95"
			404	TBD	TBD	237	41°47'50.45"	012°16'00.58"
			405	TBD	TBD	238	41°47'49.16"	012°16'01.22"
			406	TBD	TBD			
			407	TBD	TBD			
			408	TBD	TBD			
			409	TBD	TBD	101	41°48'15.83"	012°16'19.26"
			410	TBD	TBD	102	41°48'14.93"	012°16'16.27"
			411	TBD	TBD	103	41°48'15.68"	012°16'18.77"
			412	TBD	TBD	104	41°48'14.43"	012°16'15.02"
						105	41°48'14.29"	012°16'13.65"

CHANGE: STANDS from 401 to 412 new position. STANDS 422 and 432 withdrawn. NO-ENTRY marking on apron TWYs EF AND EH

	Marshall service is provided by the Aerodrome Operator only for contingency reasons.			
	Marshall service is provided by the Ground Handling Operator on stands not equipped with VDGS.			
	Visual Docking guidance system available at stands: 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313; 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 518; 601, 602, 603, 504, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614; 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711; 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 824, 825, 826, 827, 828, 829, 831, 833, 835, 901, 902, 903, 904, 905, 906, 907, 908, 909.			
	Aircraft stands from 101 to 105, 223, 224, from 307 to 317, 510, from 601 to 608, 613, 614, from 704 to 706 and from 842 to 847 are out of ATC operator's sight. Pilots shall confirm when parking manoeuvres have been completed using ground FREQ 121.900MHz (H24) or 122.125MHz (ATC discretion) 0600-2200 (0500-2100)			
(1)	Stands 502, 504, 506, 518 entrance only via TWY NW. Stands 502 exit Push-back on TWY H abeam stand 508. Stands 504, 506 exit push-back on TWY NW abeam stand 506. Stands 508, 518 exit push-back on TWY NW abeam stand 518.			
(2)	Stands 401, 402, 403, 404, 405 entrance only via TWY NZ. Stands 404, 405, exit push-back on TWY NZ abeam stand 405. Stands 401, 402, 403 exit push-back on TWY NZ abeam stand 403.			
(3)	Stands 301, 302, 303, 304, 305, 306 entrance only via TWY NC. Stands 301 exit Push-back on TWY H abeam stand 307. Stands 308, 309, 310, 311, 312, 313 entrance only via TWY NH. Stands 313 exit push-back on TWY H abeam stand 308.			
(4)	Stands 314, 315, 316, 317, 318 entrance only via TWY NE.			
(5)	Stand 399 entrance only with follow-me from IHP H2, exit Push-back on TWY H abeam stand 308.			
(6)	Stand 802, 809, 811, 813: ACFT code E, entrance procedure under tow from IHP W2 on TWY W abeam stand 820. Stand 802, 809, 811, 813: ACFT code E, exit procedure push back up to start up point on TWY W abeam stand 809.			
(7)	TWY "G" between "EG" and "NG" available up to B767/400.			
(8)	APRON AREA limits are following:			
	A)	J1	ON TWY	J NEXT TO TWY A
	B)	Y1	ON TWY	Y NEXT TO TWY A
	C)	W1	ON TWY	W NEXT TO TWY A
	D)	V1	ON TWY	V NEXT TO TWY A
	E)	M1	ON TWY	M NEXT TO TWY A
	F)	BT1	ON TWY	BT NEXT TO TWY B
	G)	T1	ON TWY	T NEXT TO TWY B
	H)	R1	ON TWY	R NEXT TO TWY B
	I)	G1	ON TWY	G NEXT TO TWY B
	J)	P1	ON TWY	P NEXT TO TWY D
	K)	D1	ON TWY	D NEXT TO TWY P
	L)	NG1	ON APRON TWY	NG NEXT TO TWY D
	O)	EA1	ON APRON TWY	EA NEXT TO TWY D
	P)	EG1	ON APRON TWY	EG NEXT TO TWY D
	Q)	H1	ON APRON TWY	H NEXT TO TWY A
	R)	H3	ON APRON TWY	H NEXT TO ENGINE TEST AREA
S)	NE1	ON APRON TWY	NE NEXT TO TECHNICAL AREA	
T)	U1	ON APRON TWY	U NEXT TO TWY D	
	Above mentioned limits are identified by dashed yellow lines and identification number painted on ground plus signs.			
(9)	Stand 801 tank truck refuelling; stand 803 pit left side only.			
(10)	Stands 831, 833 and 835 aircraft up to A351 and B773; stands 832, 834 and 836 according to 833 and 835 aircraft up to A321 or B739. Stand 835 exit start-up point on TWY Z abeam stand 823. Stands from 831 to 836, except stand 835, start-up point on TWY Y.			
(11)	Stands 820, 821, 822, 823 B747 entrance via TWY V or W, or TWY Y subject TWR discretion.			
(12)	Stands 844, 845, 846 and 847 start-up point on TWY Y abeam stand 844; stands 842 and 843 start-up point on TWY Y close to the stand 836, before vehicle service road crossing TWY Y.			
(13)	Stand 607 exit start-up point available on apron TWY M, stands 608 and 609 exit start-up point available on apron TWY M.			

Intenzionalmente bianca

Intentionally left blank

AD ELEV 14	ROMA / FIUMICINO		
APRON ELEV 6	L I R F	41°48'01" N	012°14'20" E

AERODROME IN STANDARD CONFIGURATION
(SEE AD ITEM 20 LOCAL TRAFFIC REGULATIONS)

* RMK : TWR FREQ 127.625 OPR HR 0600-2200 (0500-2100) (ATC discretion)

** RMK : GROUND 122.125 OPR HR 0600-2200 (0500-2100) (ATC discretion)

ATIS
Arrival: 126.125
(Departure: 121.850)

- TWR - Freq. 118.700/127.625*
MANOEUVRING AREA
SERVICE PROVIDED ATC
 - TWR - Freq. 118.700
MANOEUVRING AREA
SERVICE PROVIDED ATC
 - GROUND Freq. 121.900/122.125**
MANOEUVRING AREA
SERVICE PROVIDED ATC
 - Ground Freq. 121.900/122.125**
FIUME Ramp Freq. 121.725
APRON AREA - SERVICE PROVIDED
- "Orderly Movement of Aircraft on Aprons"
(ref. ENR 1.1 Ground Movement Control
Service and AD2, tab 20, Item 2 Apron)

Landing RWY 16R:

- Do not vacate on RWY 07.
- The required exit points are rapid exit AG or AH (AE not usable)

Push Back:

Pilots of aircraft using Push-Back for leaving their stands shall monitor Ground freq. as instructed and wait for push-back instructions.

Landing RWY 16L/34R:

- Report runway vacated to TWR
- Obtain TWR instruction before joining TWY DELTA.

STANDARD 1 procedure:

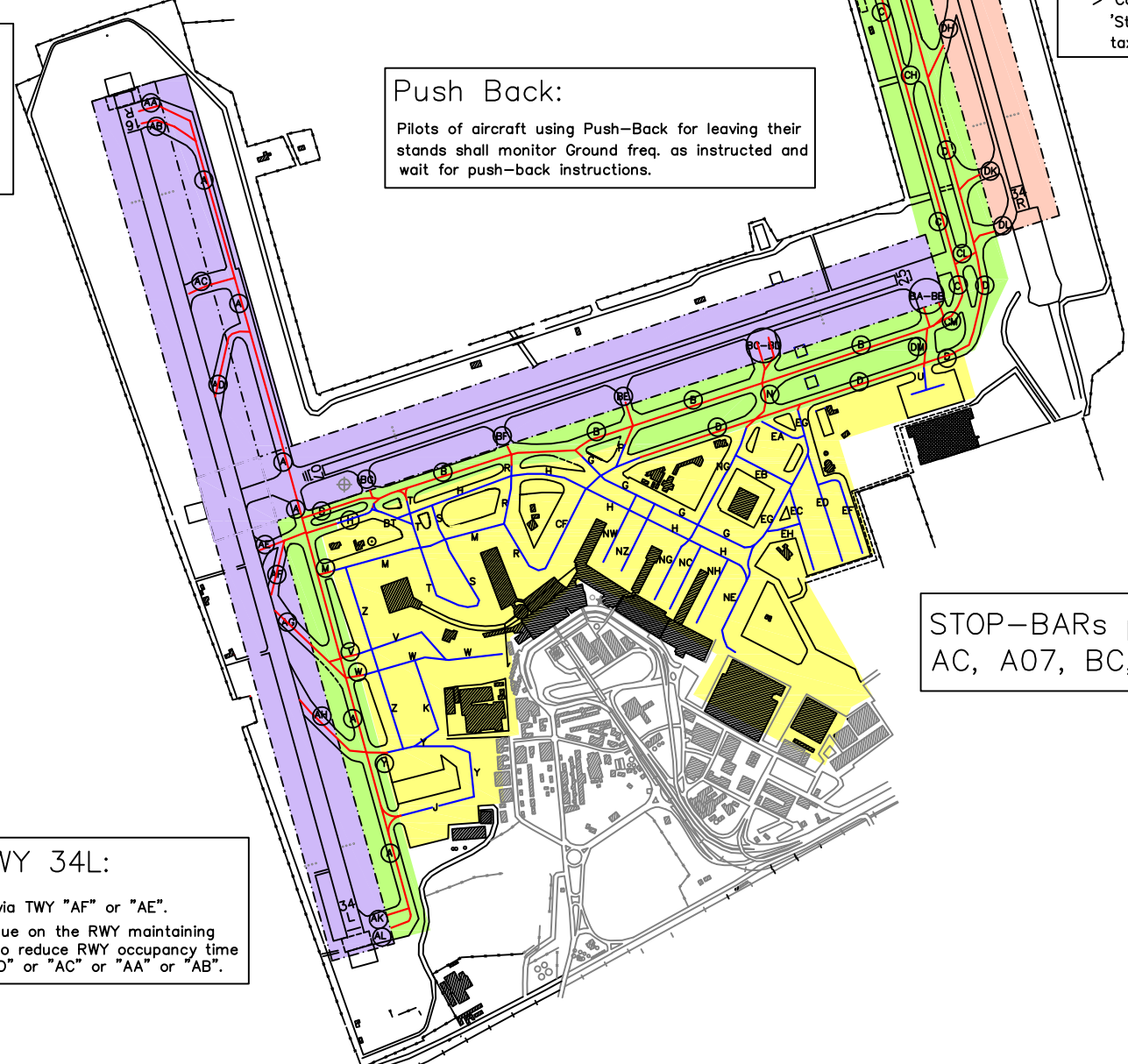
- Aircraft landed on RWY 16L/34R will be instructed as follows:
- > 'Continue standard 1'
- 'Standard 1' means: Monitor on Fiume Ground FREQ 121.900, taxi on DELTA, hold short of TWY EG.

STOP-BARs permanently switched on:
AC, A07, BC, BD, C1, CM1, DB, DK

Landing RWY 34L:

- Vacate the RWY via TWY "AF" or "AE".
If not able continue on the RWY maintaining adequate speed to reduce RWY occupancy time and take TWY "AD" or "AC" or "AA" or "AB".

CHANGE: New pier; new APN TWY NC and NH







VAR 3° E - 2015.0

Annual rate of change 7" E

AD ELEV 14	ROMA / FIUMICINO		AERODROME IN STANDARD CONFIGURATION (SEE AD ITEM 20 LOCAL TRAFFIC REGULATIONS)
APRON ELEV 6	L I R F	41°48'01" N 012°14'20" E	* FREQ 127.625 OPR ATC Discretion HR 0600-2200 (0500-2100) ** FREQ 122.125 OPR ATC Discretion HR 0600-2200 (0500-2100)
TWR 118.700*			
GND 121.900**			
ATIS Arrival 126.125			
ATIS Departure 121.850			

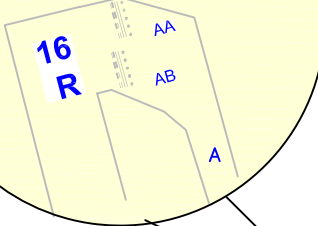
LEGEND RWY and TWY AVBL for ACFT code F operations:

-  RWYS
-  TWYS
-  TWYS FOLLOW-ME mandatory
- Keep outer engines at idle thrust
-  TWYS Not Usable

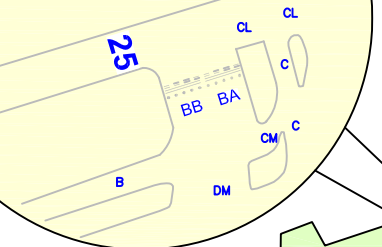
Runway preferential use:

- 16R/34L – PREFERENTIAL RWY
- 16L/34R – Preferential RWY to/from Stand 103

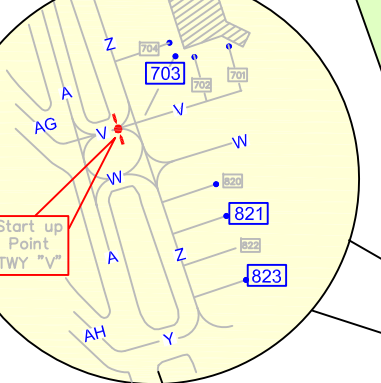
TWY AA will be restricted to "Code E" while "Code F" is on TWY AB and vice-versa



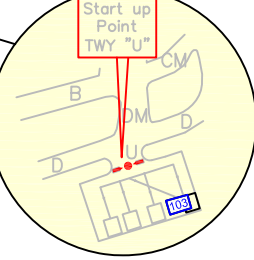
HOLDING BAY RWY 25 TWY BA will be restricted to "Code D" while "Code F" is on TWY BB and vice-versa. Max contemporary availability TWO ACFT "Code E"



Start up Point TWY "V"



Start up Point TWY "U"



CHANGE: New APN TWY NE

- | APRON: | REMARKS |
|--------|---|
| 1- | entry/exit to stands 703, 821 And 823 via IHPs V1 or W1 (see Aircraft Parking Docking Chart) FOLLOW-ME service is mandatory during ingress/egress |
| 2- | entry/exit to stand 103 via TWY "U" (see Aircraft Parking Docking Chart) |
| 4- | entry to stands 607, 609 via IHPs R1, T1 or D1
exit to stand 607 via IHPs R1, T1 or H1
exit to stand 609 via IHPs R1, T1 or H1 (see Aircraft Parking Docking Chart) |

VAR 3° E - 2015.0
Annual rate of change 7' E

