AERODROME CHART ICAO

RWY	QFU	THR	bearing strength
07	068°	N 41°48'02.22" E 012°14'12.55"	45.000 kg SIWL
25	248°	N 41°48'34.66" E 012°16'10.11"	
16R	161°	N 41°48'55.86" E 012°13'34.90"	45.000 kg SIWL
34L	341°	N 41°47'05.03" E 012°14'21.31"	
16L	161°	N 41°50'45.57" E 012°15'41.34"	45.000 kg SIWL
34R	341°	N 41°48'44.72" E 012°16'31.93"	

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

TWR	AD ELEV 15
118.70 *	APRON ELEV 8
GND 121.90	

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

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

ROMA / FIUMICINO

L I R F | 41°48'01" N 012°14'20" E

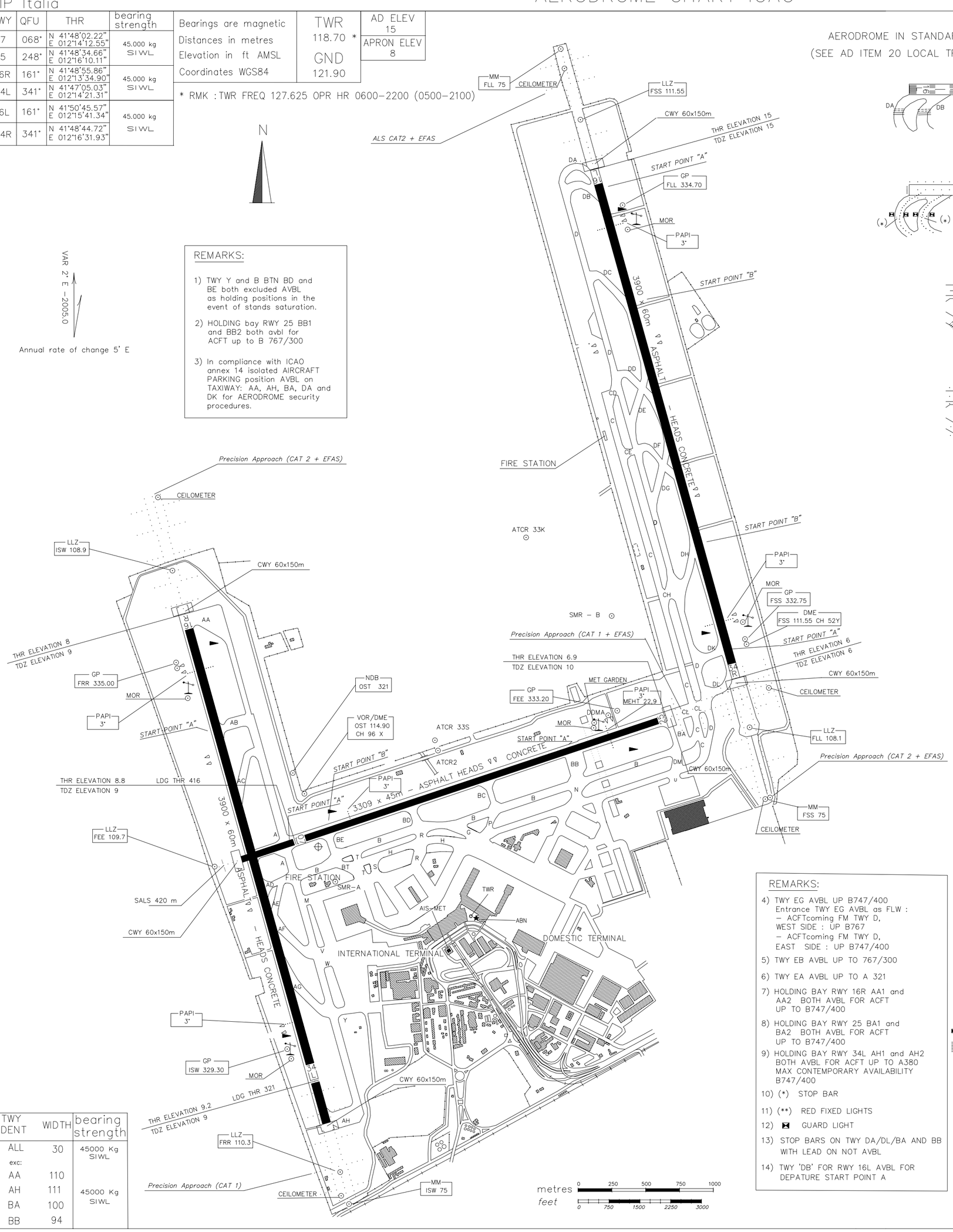
N

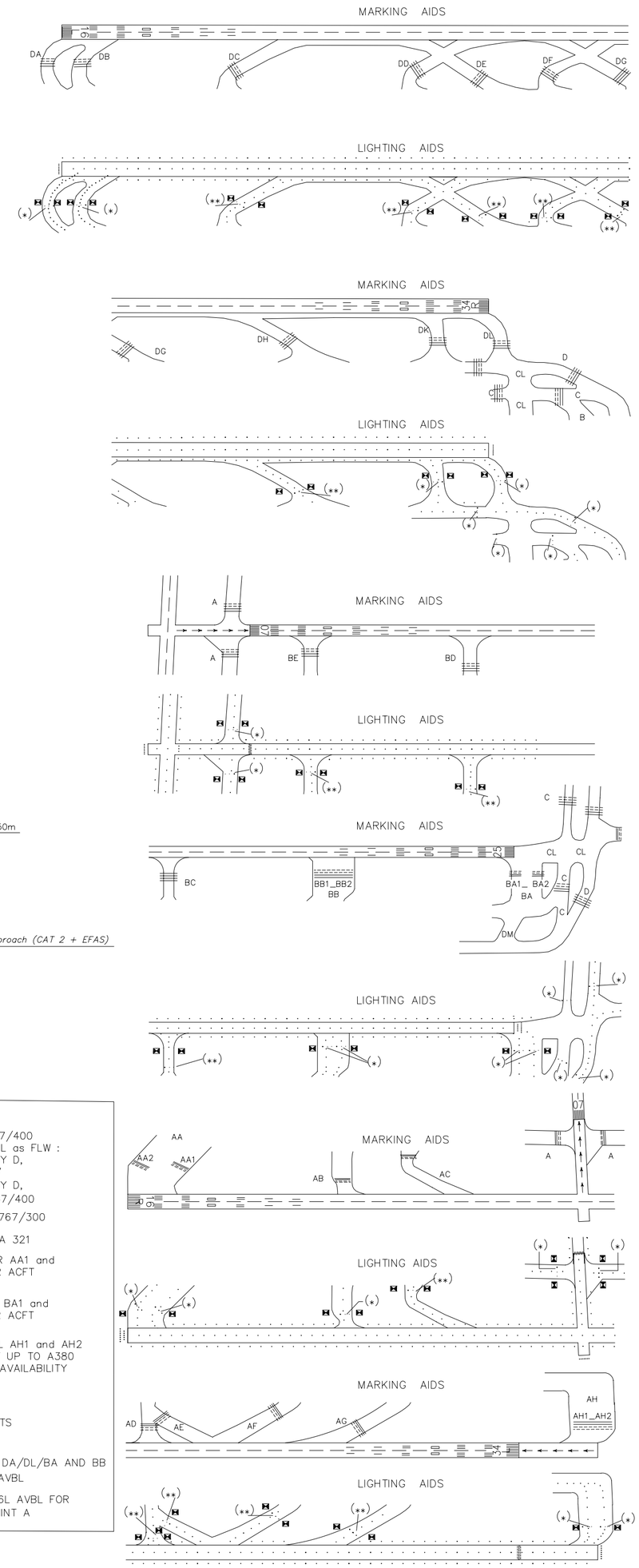
VAR 2° E - 2005.0

Annual rate of change 5' E

REMARKS:

1) TWY Y and B BTN BD and BE both excluded AVBL as holding positions in the event of stands saturation.
2) HOLDING bay RWY 25 BB1 and BB2 both avbl for ACFT up to B 767/300
3) In compliance with ICAO annex 14 isolated AIRCRAFT PARKING position AVBL on TAXIWAY: AA, AH, BA, DA and DK for AERODROME security procedures.





REMARKS:

4) TWY EG AVBL UP B747/400
Entrance TWY EG AVBL as FLW :
- ACFTcoming FM TWY D, WEST SIDE : UP B767
- ACFTcoming FM TWY D, EAST SIDE : UP B747/400
5) TWY EB AVBL UP TO 767/300
6) TWY EA AVBL UP TO A 321
7) HOLDING BAY RWY 16R AA1 and AA2 BOTH AVBL FOR ACFT UP TO B747/400
8) HOLDING BAY RWY 25 BA1 and BA2 BOTH AVBL FOR ACFT UP TO B747/400
9) HOLDING BAY RWY 34L AH1 and AH2 BOTH AVBL FOR ACFT UP TO A380 MAX CONTEMPORARY AVAILABILITY B747/400
10) (*) STOP BAR
11) (**) RED FIXED LIGHTS
12) GUARD LIGHT
13) STOP BARS ON TWY DA/DL/BA AND BB WITH LEAD ON NOT AVBL
14) TWY 'DB' FOR RWY 16L AVBL FOR DEPATURE START POINT A

TWY IDENT	WIDTH	bearing strength
ALL	30	45000 Kg SIWL
exc:		
AA	110	
AH	111	45000 Kg SIWL
BA	100	
BB	94	

CHANGE: TWY AH width

Data provided by AdR

AERODROME CHART ICAO

RWY	QFU	THR	bearing strength
07	068°	N 41°48'02.22" E 012°14'12.55"	45.000 kg SIWL
25	248°	N 41°48'34.66" E 012°16'10.11"	
16R	161°	N 41°48'55.86" E 012°13'34.90"	45.000 kg SIWL
34L	341°	N 41°47'05.03" E 012°14'21.31"	
16C	161°	N 41°50'15.28" E 012°15'42.37"	45.000 kg SIWL
34C	341°	N 41°48'42.48" E 012°16'21.21"	
16L	161°	N 41°50'45.57" E 012°15'41.34"	45.000 kg SIWL
34R	341°	N 41°48'44.72 E 012°16'31.93"	

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

TWR 118.70 *
GND 121.90

AD ELEV 15
APRON ELEV 8

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

ROMA / FIUMICINO

LIRF 41°48'01" N 012°14'20" E

AERODROME CONFIGURATION WITH RWY16C/34C
(SEE AD ITEM 20 LOCAL TRAFFIC REGULATIONS)

N

VAR 2° E - 2005.0

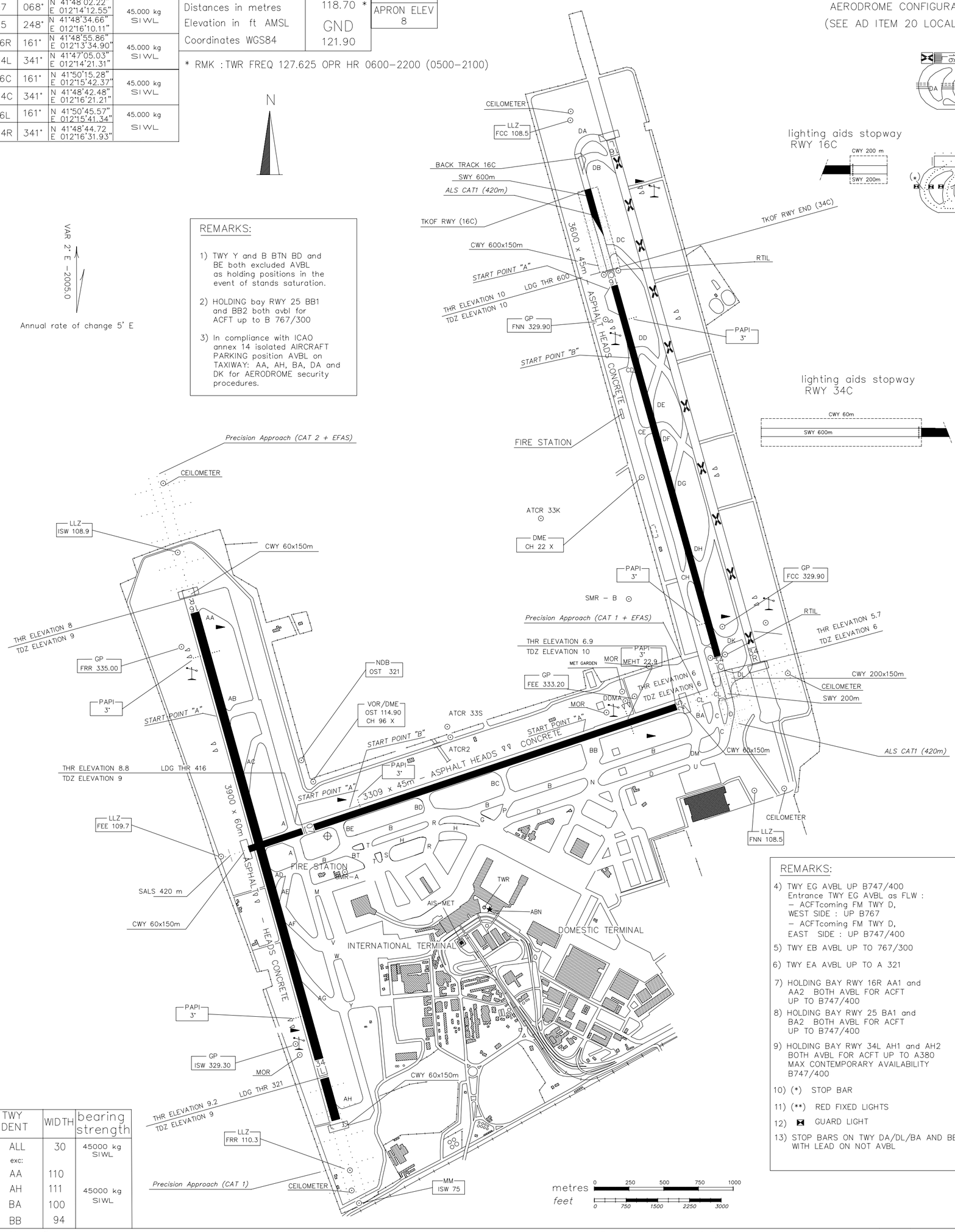
Annual rate of change 5' E

REMARKS:

1) TWY Y and B BTN BD and BE both excluded AVBL as holding positions in the event of stands saturation.

2) HOLDING bay RWY 25 BB1 and BB2 both avbl for ACFT up to B 767/300

3) In compliance with ICAO annex 14 isolated AIRCRAFT PARKING position AVBL on TAXIWAY: AA, AH, BA, DA and DK for AEROPORT security procedures.



REMARKS:

4) TWY EG AVBL UP B747/400
Entrance TWY EG AVBL as FLW :
- ACFTcoming FM TWY D, WEST SIDE : UP B767
- ACFTcoming FM TWY D, EAST SIDE : UP B747/400

5) TWY EB AVBL UP TO 767/300

6) TWY EA AVBL UP TO A 321

7) HOLDING BAY RWY 16R AA1 and AA2 BOTH AVBL FOR ACFT UP TO B747/400

8) HOLDING BAY RWY 25 BA1 and BA2 BOTH AVBL FOR ACFT UP TO B747/400

9) HOLDING BAY RWY 34L AH1 and AH2 BOTH AVBL FOR ACFT UP TO A380 MAX CONTEMPORARY AVAILABILITY B747/400

10) (*) STOP BAR

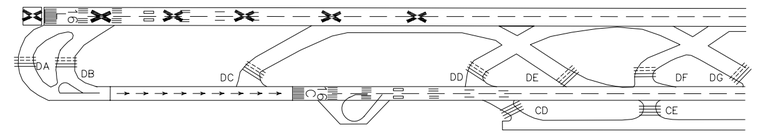
11) (**) RED FIXED LIGHTS

12) GUARD LIGHT

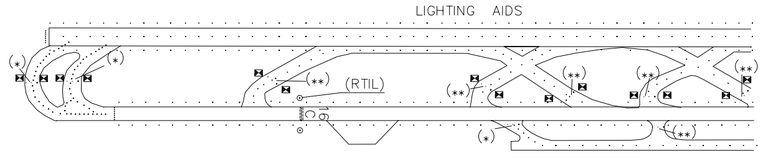
13) STOP BARS ON TWY DA/DL/BA AND BB WITH LEAD ON NOT AVBL

TWY IDENT	WIDTH	bearing strength
ALL	30	45000 kg SIWL
exc:		
AA	110	
AH	111	45000 kg SIWL
BA	100	
BB	94	

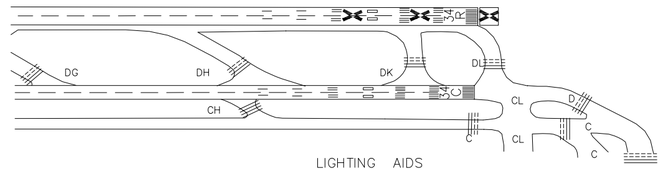
MARKING AIDS



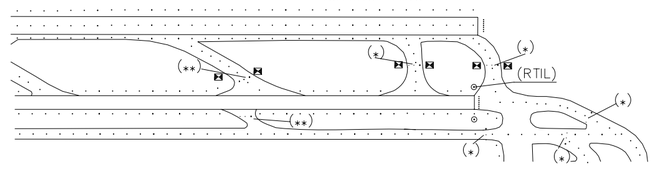
LIGHTING AIDS



MARKING AIDS



LIGHTING AIDS



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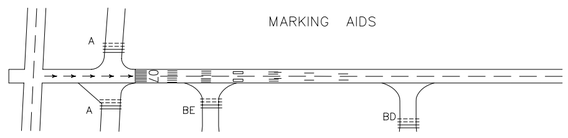
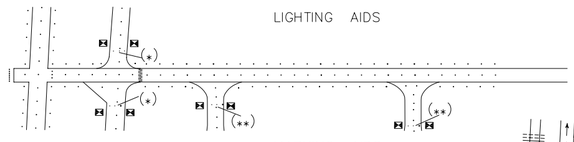


LIGHTING AIDS



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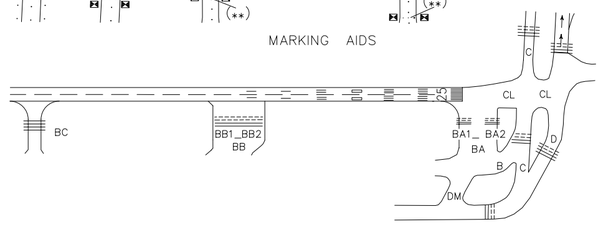
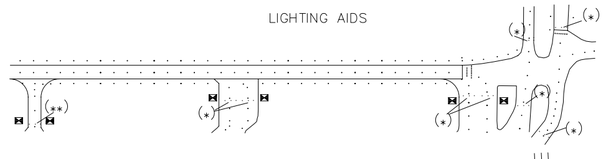


LIGHTING AIDS



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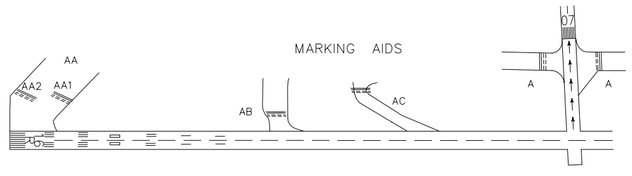

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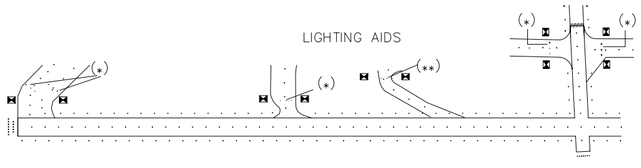

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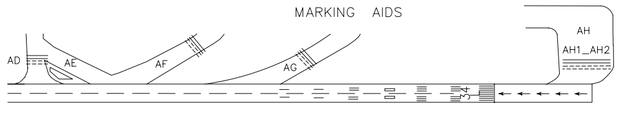
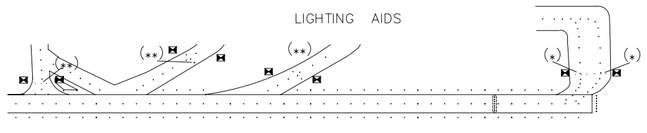


LIGHTING AIDS



CHANGE: TWY AH width

Bearings are magnetic Distances in metres Elevation inFT AMSL Coordinates WGS 84	TWR 118.70 ** GND 121.90

APRON	
lighting	bearing strength
Edge: Orange	45000 Kg SIWL

**REMARK: TWR FREQ 127.625 OPR 0600-2200 (0500-2100)

AD ELEV 15	ROMA / FIUMICINO	
APRON ELEV 8	L I R F	41°48'01" N 012°14'20" E

CHANGE: Pier C WIP area

INTERMEDIATE HOLDING POSITION AND LINK

IHP/LINK	N	E
A1	41°47'27.13"	012°14'23.88"
L2	41°47'33.52"	012°14'24.01"
D1	41°48'07.04"	012°15'20.07"
D2	TBD	TBD
D3	41°48'18.33"	012°16'01.00"
DM1	41°48'24.46"	012°16'13.74"
P1	TBD	TBD
B3	TBD	TBD
B4	TBD	TBD
G1	TBD	TBD
R2	TBD	TBD
T2	TBD	TBD
BT1	TBD	TBD
M1	TBD	TBD

1) (*) STOP BAR

2) (**) RED FIXED LIGHTS

3) GUARD LIGHT

4) A1 Intermediate Holding Position (nr. 3 yellow lights and dashed yellow line)

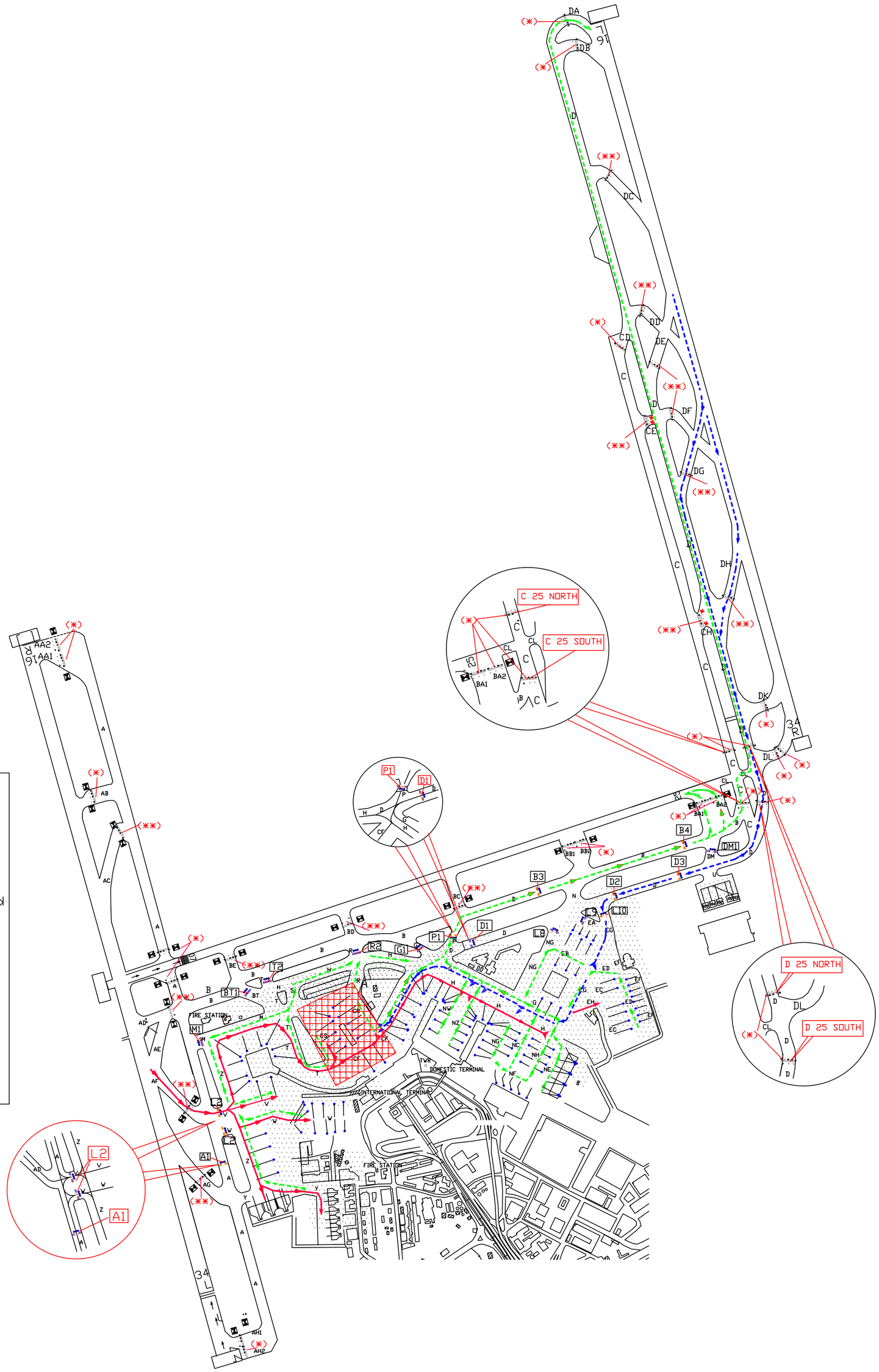
5) Landing Aircraft Routings 16R

6) Landing Aircraft Routings 16L

7) Departing Aircraft Routings

8) Apron Area

9) WIP for updated charts see AIP SUP and Notams in force

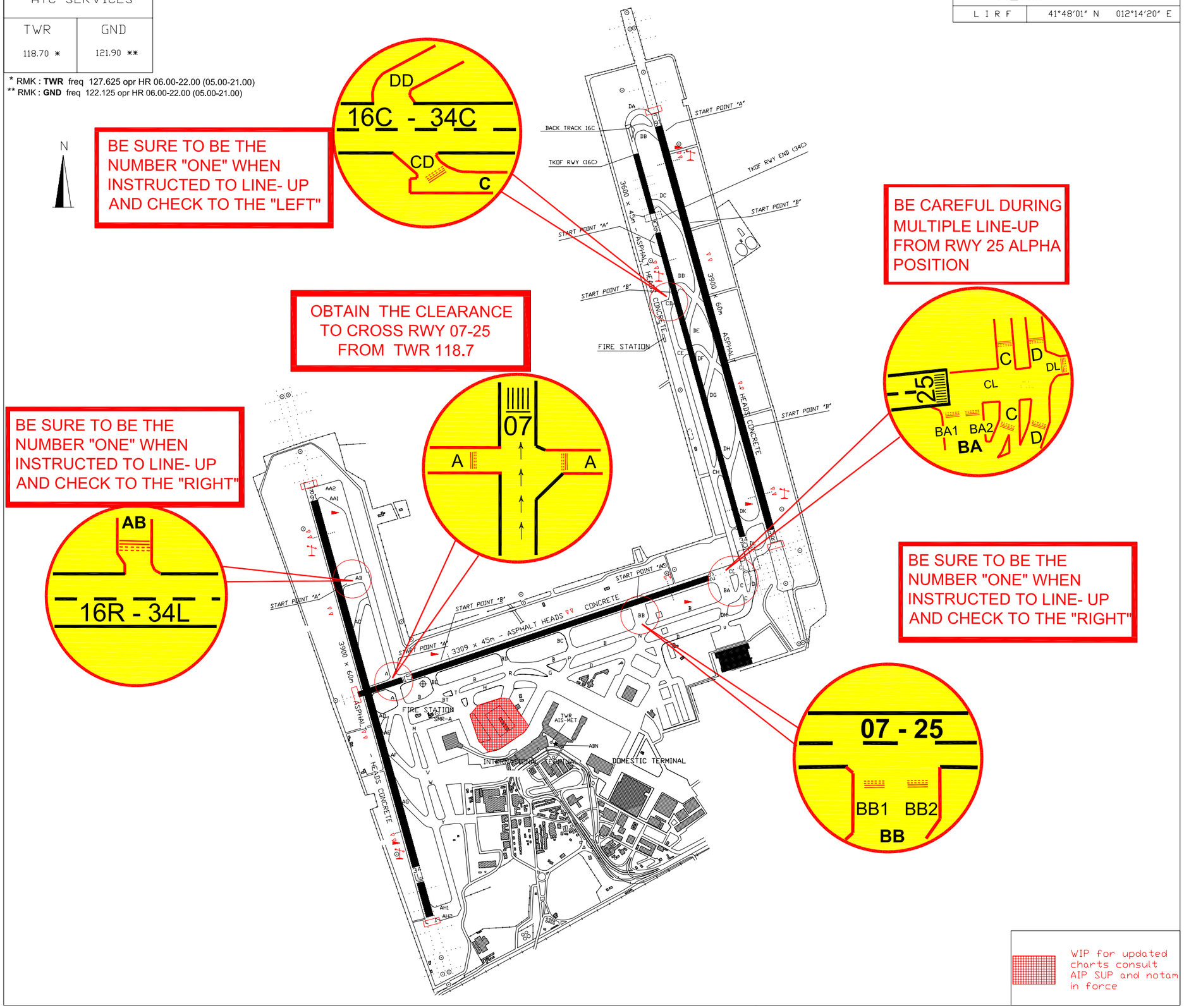


ATC SERVICES	
TWR	GND
118.70 *	121.90 **

* RMK : **TWR** freq 127.625 opr HR 06.00-22.00 (05.00-21.00)
** RMK : **GND** freq 122.125 opr HR 06.00-22.00 (05.00-21.00)

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

CHANGE: Updated chart



WIP for updated charts consult AIP SUP and notam in force

AIRCRAFT PARKING DOCKING CHART

Bearings are magnetic Distances in metres Elevation in ft AMSL Coordinates WGS84	TWR 118.70 * GND 121.90 **

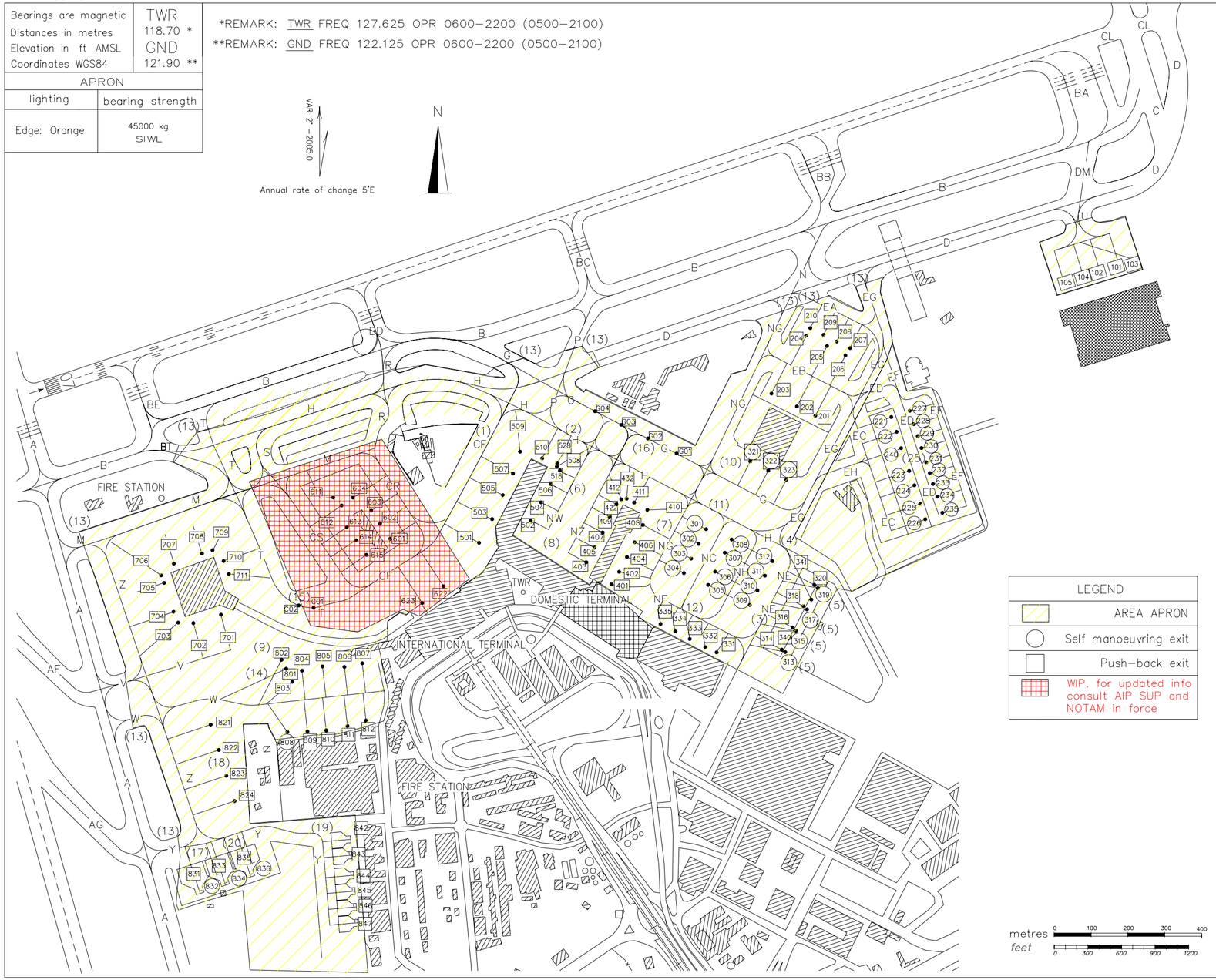
APRON	
lighting	bearing strength
Edge: Orange	45000 kg SIWL

*REMARK: TWR FREQ 127.625 OPR 0600–2200 (0500–2100)

**REMARK: GND FREQ 122.125 OPR 0600–2200 (0500–2100)

AD ELEV 15	ROMA / FIUMICINO	
APRON ELEV 8	L I R F	41°48'01"N 012°14'20"E

CHANGE: Stands 331, 332, 333, 334, 335, 341 new COORD



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"	504	41°47'53.52"	012°15'11.24"	221	41°48'01.91"	012°15'51.37"
802	41°47'38.60"	012°14'41.12"	505	41°47'53.87"	012°15'06.46"	222	41°48'00.59"	012°15'52.03"
803	41°47'37.41"	012°14'42.02"	506	41°47'55.14"	012°15'12.28"	223	41°47'57.23"	012°15'53.67"
804	41°47'38.04"	012°14'43.74"	507	41°47'56.05"	012°15'07.81"	224	41°47'55.90"	012°15'54.32"
805	41°47'38.47"	012°14'46.14"	508	41°47'56.77"	012°15'13.02"	225	41°47'54.34"	012°15'55.09"
806	41°47'38.46"	012°14'48.74"	509	41°47'57.98"	012°15'08.60"	226	41°47'53.03"	012°15'55.74"
807	41°47'38.87"	012°14'50.84"	510	41°47'57.37"	012°15'11.23"	227	41°48'02.48"	012°15'54.57"
808	41°47'32.59"	012°14'42.25"	518	41°47'56.50"	012°15'13.50"	228	41°48'01.56"	012°15'55.03"
809	41°47'32.69"	012°14'46.79"	528	41°47'57.04"	012°15'12.96"	229	41°48'00.41"	012°15'55.59"
810	41°47'32.97"	012°14'50.09"	401	41°47'46.27"	012°15'20.02"	230	41°47'59.50"	012°15'56.04"
811	41°47'33.35"	012°14'49.29"	402	41°47'47.61"	012°15'20.85"	231	41°47'57.79"	012°15'56.87"
812	41°47'33.82"	012°14'51.46"	403	41°47'48.41"	012°15'16.79"	232	41°47'56.88"	012°15'57.32"
821	41°47'32.99"	012°14'33.07"	404	41°47'48.96"	012°15'21.66"	233	41°47'55.97"	012°15'57.77"
822	41°47'30.78"	012°14'34.14"	405	41°47'49.74"	012°15'17.62"	234	41°47'54.81"	012°15'58.34"
823	41°47'28.57"	012°14'35.22"	406	41°47'50.28"	012°15'22.53"	235	41°47'53.97"	012°15'59.04"
824	41°47'26.36"	012°14'36.29"	407	41°47'51.11"	012°15'18.51"			
831	41°47'18.39"	012°14'32.08"	408	41°47'51.80"	012°15'23.48"	101	41°48'15.83"	012°16'19.26"
832	41°47'19.55"	012°14'34.18"	409	41°47'52.50"	012°15'19.34"	102	41°48'15.36"	012°16'18.07"
833	41°47'19.20"	012°14'35.03"	410	41°47'53.17"	012°15'23.98"	103	TBD	TBD
834	41°47'20.12"	012°14'36.25"	411	41°47'53.82"	012°15'22.24"	104	41°48'14.43"	012°16'15.02"
835	41°47'20.00"	012°14'37.98"	412	41°47'54.04"	012°15'20.46"	105	41°48'14.29"	012°16'13.65"
836	41°47'20.69"	012°14'38.32"	422	41°47'53.67"	012°15'20.07"	C01	WIP, for updated info consult AIP SUP and NOTAM in force	
			432	41°47'54.38"	012°15'20.59"	C02		
842	41°47'23.13"	012°14'49.54"	301	41°47'51.66"	012°15'30.79"	G1		
843	41°47'21.69"	012°14'49.77"	302	41°47'50.35"	012°15'29.97"	G2		
844	41°47'19.98"	012°14'50.03"	303	41°47'49.04"	012°15'29.15"	G3		
845	41°47'18.53"	012°14'50.26"	304	41°47'47.74"	012°15'28.32"	G4		
846	41°47'17.09"	012°14'50.49"	305	41°47'46.77"	012°15'31.23"			
847	41°47'15.65"	012°14'50.72"	306	41°47'47.94"	012°15'31.99"			
			307	41°47'49.64"	012°15'33.07"			
701	41°47'42.61"	012°14'33.94"	308	41°47'50.82"	012°15'33.82"			
702	41°47'41.85"	012°14'30.70"	309	41°47'45.11"	012°15'36.23"			
703	41°47'42.89"	012°14'28.65"	310	41°47'46.42"	012°15'37.06"			
704	41°47'42.89"	012°14'27.80"	311	41°47'47.72"	012°15'37.88"			
705	41°47'45.25"	012°14'26.62"	312	41°47'49.03"	012°15'38.71"			
706	41°47'46.80"	012°14'25.52"	313	41°47'41.26"	012°15'40.13"			
707	41°47'47.48"	012°14'27.98"	314	41°47'41.06"	012°15'40.57"			
708	41°47'48.36"	012°14'31.15"	315	41°47'43.24"	012°15'41.32"			
709	41°47'49.28"	012°14'33.35"	316	41°47'42.96"	012°15'41.76"			
710	41°47'47.25"	012°14'34.10"	317	41°47'45.15"	012°15'42.52"			
711	41°47'45.80"	012°14'35.47"	318	41°47'44.87"	012°15'42.96"			
			319	41°47'47.05"	012°15'43.72"			
601	WIP for updated info consult AIP SUP and NOTAM in force		320	41°47'46.77"	012°15'44.16"			
602			321	41°47'57.75"	012°15'35.74"			
603			322	41°47'56.99"	012°15'37.89"			
604			323	41°47'56.23"	012°15'40.04"			
			331	41°47'40.98"	012°15'33.72"			
			332	41°47'41.51"	012°15'32.07"			
611			333	41°47'42.25"	012°15'30.08"			
612			334	41°47'42.25"	012°15'27.98"			
613			335	41°47'43.72"	012°15'25.76"			
614			340	41°47'42.78"	012°15'41.44"			
615			341	41°47'46.03"	012°15'43.71"			
			201	41°48'01.96"	012°15'43.22"			
			202	41°48'02.73"	012°15'41.02"			
622			203	41°48'03.60"	012°15'38.50"			
623			204	41°48'09.00"	012°15'41.83"			
			205	41°48'08.13"	012°15'44.35"			
			206	41°48'07.37"	012°15'46.55"			
			207	41°48'08.03"	012°15'47.06"			
501	41°47'49.82"	012°15'04.08"	208	41°48'08.58"	012°15'45.47"			
502	41°47'51.88"	012°15'10.25"	209	41°48'09.13"	012°15'43.88"			
503	41°47'51.70"	012°15'05.09"	210	41°48'09.67"	012°15'42.30"			

REMARKS

Marshall service available in exceptional circumstances only.

A self parking system is used on all stands.

Pilots should follow lead in line and alignment until eyeline coincides with STOP line on left hand side.

(1) Clearance to parallel service road is minimum 4.5M. ACFT must follow accurately yellow taxi center-line.

(2) Due to reduced clearance on TWY “H” between “NZ” and “CF” ACFT B747 to taxi with caution.

(3) Stands 340: ACFT Wide-body entrance and exit procedures → towed/push-back respectively from/to marked point on TWY “H”.

Stand 341: ACFT Wide-body entrance self manoeuvring and exit push-back on start-up point abeam stand 312

(4) Visual Docking guidance system available at 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 422, 432, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 518, 622, 623, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 806, 807.

(5) Stands 313 to 320 are only four positions: odd numbers up to A321 self manoeuvring, even numbers up to A300 exit Push Back.

(6) Stands 502, 504, 506, 518 entrance only via TWY NW. Stands 502 exit Push-back on TWY H abeam stand 528. Stands 504, 506 exit push-back on TWY NW abeam stand 506. Stands 508, 518 exit push-back on TWY NW abeam stand 518

(7) Entrance and exit procedure stands from 301 to 312, 402, 404, 406, 408 and 331 to 334 only counter anti-clockwise.

(8) Stands 403, 405, 407, 409, 422, 412 entrance only via TWY NZ. Stands 403 and 412 exit Push-back on TWY H abeam stand 432. Stands 405, 407 exit push-back on TWY NZ abeam stand 409. Stands 409, 422 exit push-back on TWY NZ abeam stand 422

(9) Stand 802 ACFT from B767 up to B747, entrance and exit procedure: towed/push back respectively from/to start up point on TWY W near stand 821.

(10) 321, 322, 323 ACFT up to ATR42 entrance/exit self manoeuvring, ACFT up to MD80 entrance self manoeuvring exit push back.

(11) TWY “H” between “EG” and “D” (abeam stand 509) available up to B747/300.

(12) Stands 331, 332, 333, 334: entrance/exit operations to/from such adjacent stands not allowed at same time.

(13) APRON AREA limits are following:

A)	LINK 1	ON TWY	Y	NEXT TO TWY “A”
B)	LINK 2 (2 pos.)	ON TWY	W and V	NEXT TO TWY “A”
C)	MIKE 1	ON TWY	M	NEXT TO TWY “A”
D)	BRAVO TANGO 2	ON TWY	BT	NEXT TO TWY “B”
E)	TANGO 2	ON TWY	T	NEXT TO TWY “B”
F)	ROMEO 2	ON TWY	R	NEXT TO TWY “B”
G)	GOLF 1	ON TWY	G	NEXT TO TWY “B”
H)	PAPA 1	ON TWY	P	NEXT TO TWY “D”
I)	DELTA 1	ON TWY	D	NEXT TO TWY “P”
J)	LINK 8	ON APRON TWY	NG	NEXT TO TWY “D”
K)	LINK 9	ON APRON TWY	EA	NEXT TO TWY “D”
L)	LINK 10	ON APRON TWY	EG	NEXT TO TWY “D”
O)	LINK 11	ON APRON TWY	I	NEXT TO ENGINE TEST AREA
P)	LINK 12	ON APRON TWY	NF	NEXT TO TECHNICAL AREA

Above mentioned links are identified by dotted yellow line and identification number painted on ground plus vertical tables.

(14) Stand 801 tank truck refuelling; stand 803 pit left side only.

(15) New contingency parking position on TWY “T” available as follows: C01 entrance with follow-me from TWY CF or CS and marshalling, exit with push back if C02 is occupied, tank truck refuelling; C02 entrance with follow-me from TWY “T” abeam 711 and marshalling, exit with push back if C01 is occupied, tank truck refuelling.

(16) New contingency parking position on TWY “G” a as follows: G01, G02, G03, G04 entrance with follow-me from intersection TWY “G” and “D” and marshalling, exit self manoeuvring and supervision of marshaller if no aircraft behind, if aircraft behind tow and start up on TWY” H”, all stand tank truck refuelling.

(17) Stands 831, 833 and 835 aircraft up to AB340-600 and B747-400; stands 832, 834 and 836 according to 833 and 835 aircraft up to AB321 or B737-900. Stands 831, 833 and 835 aircraft B747 entrance TWY “Y”, exit start-up point on TWY “Z” abeam stand 823, TWR discretion on TWY “A” by marshalling. Stands from 831 to 836, except aircraft B747, start-up point on TWY “Y” abeam stand 831 or TWY “Z” abeam stand 823.

(18) Stands 821, 822, 823, 824 B747 entrance via TWY “V” or” W”, or TWY “Y” subject TWR discretion.

(19) 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” abeam before vehicle service road looking to stand 836.

(20) Stands 831, 833 and 835 aircraft AN124 exit via TWY “Y”, coordination with TWR and marshalling compulsory; start-up on ”Z” subject TWR discretion.

DOC 8168 4 ED. AMD 13

CHANGE: NEW AD SECTION

ROTTE DI COLLEGAMENTO PER ROMA FIUMICINO
LINK ROUTES TO ROMA FIUMICINO

STAR CONVENTIONAL AND B–RNAV

REMARKS:

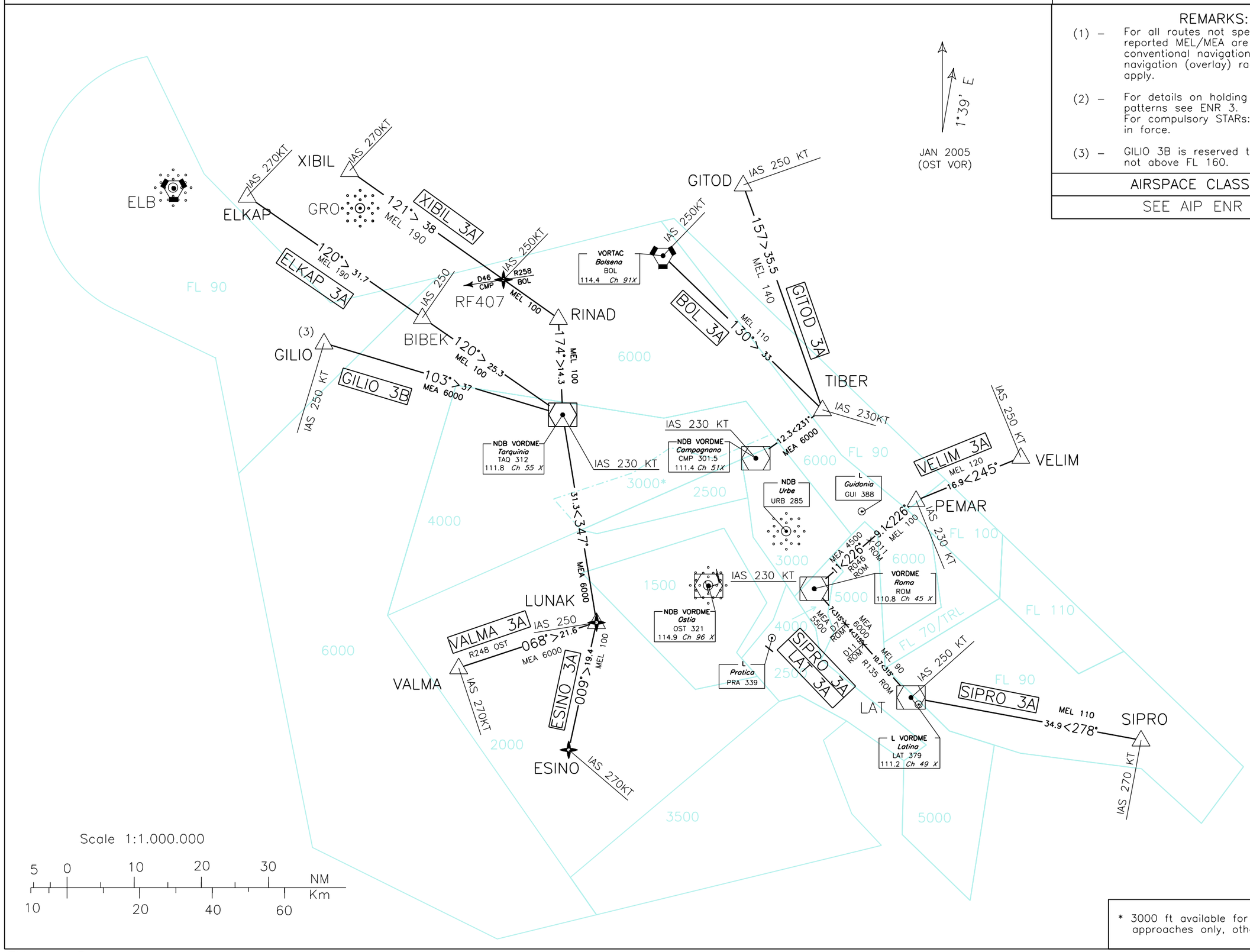
(1) – For all routes not specifically BRNAV, reported MEL/MEA are referred to conventional navigation. For BRNAV navigation (overlay) radar minima (MRVA) apply.

(2) – For details on holding patterns see ENR 3. For compulsory STARs: see IACs in force.

(3) – GILIO 3B is reserved to propeller acft flying not above FL 160.

AIRSPACE CLASSIFICATION

SEE AIP ENR 1.4



* 3000 ft available for Fiumicino RWY 16L/R approaches only, otherwise 4000 FT.

LINK ROUTES Roma Fiumicino

Sulla base della RWY in uso, le seguenti rotte sono da considerarsi STAR obbligatorie se il punto finale è anche uno IAF, LINK ROUTES se seguite, in una autorizzazione ATC, da una STAR per lo IAF.
According to the RWY in use, following routes are to be considered compulsory STAR if the ending point is also an IAF or LINK ROUTES if followed in the ATC Clearance by a STAR to the relevant IAF.

GILIO 3B
GILIO – TAQ VOR/DME.
MEA: GILIO – TAQ VOR/DME: 6000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	GILIO	-	-	-	250	-	-	B-RNAV(1) or Conventional
TF	TAQ	103°	-	-	230	-	-	B-RNAV(1) or Conventional

Remark: RESERVED FOR PROPELLER ACFT FLYING NOT ABOVE FL 160
(1) P-RNAV recommended

ELKAP 3A
ELKAP – BIBEK – TAQ VOR/DME.
MEL: ELKAP – BIBEK: FL190; BIBEK – TAQ VOR/DME: FL 100

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ELKAP	-	-	-	270	-	-	B-RNAV(1) or Conventional
TF	BIBEK	120°	-	-	250	-	-	B-RNAV(1) or Conventional
TF	TAQ	120°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

XIBIL 3A
XIBIL – RF407 – RINAD – TAQ VOR/DME.
MEL: XIBIL – RF407(2): FL190; RF407(2) – RINAD – TAQ VOR/DME: FL 100

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	XIBIL	-	-	-	270	-	-	B-RNAV(1) or Conventional
TF	RF407	121°	-	-	250	-	-	B-RNAV(1) or Conventional
TF	RINAD	121°	R	-	250	-	-	B-RNAV(1) or Conventional
TF	TAQ	174°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended
(2) For conventional navigation performance RF407 is replaced by RDL 302/D46 CMP VOR/DME or INT RDL 258 BOL VOR/RDL 302 CMP VOR

ESINO 3A
ESINO – LUNAK – TAQ VOR/DME.
MEL/MEA: ESINO – LUNAK: FL 100; LUNAK – TAQ VOR/DME: 6000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ESINO	-	-	-	270	-	-	B-RNAV(1)
TF	LUNAK	009°	L	-	250	-	-	B-RNAV(1)
TF	TAQ	347°	-	-	230	-	-	B-RNAV(1)

(1) P-RNAV recommended

VALMA 3A
VALMA – LUNAK – TAQ VOR/DME.
MEA: VALMA – TAQ VOR/DME: 6000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	VALMA	-	-	-	270	-	-	B-RNAV(1) or Conventional
TF	LUNAK	068°	L	-	250	-	-	B-RNAV(1) or Conventional
TF	TAQ	347°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

BOL 3A
BOL VORTAC – TIBER – CMP VOR/DME.
MEL/MEA: BOL VORTAC – TIBER: FL 110; TIBER – CMP VOR/DME: 6000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	BOL	-	-	-	250	-	-	B-RNAV(1) or Conventional
TF	TIBER	130°	R	-	230	-	-	B-RNAV(1) or Conventional
TF	CMP	231°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

GITOD 3A
GITOD – TIBER – CMP VOR/DME.
MEL/MEA: GITOD – TIBER: FL 140; TIBER – CMP VOR/DME: 6000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	GITOD	-	-	-	250	-	-	B-RNAV(1) or Conventional
TF	TIBER	157°	R	-	230	-	-	B-RNAV(1) or Conventional
TF	CMP	231°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

VELIM 3A
VELIM – PEMAR – ROM VOR/DME.
MEL/MEA: VELIM – PEMAR: FL 120; PEMAR – RDL 046/D11 ROM VOR/DME: FL 100; RDL 046/D11 ROM VOR/DME – ROM VOR/DME: 4500 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	VELIM	-	-	-	250	-	-	B-RNAV(1) or Conventional
TF	PEMAR	245°	L	-	230	-	-	B-RNAV(1) or Conventional
TF	ROM	226°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

SIPRO 3A
SIPRO – LAT VOR/DME – ROM VOR/DME.
MEL/MEA: SIPRO – LAT VOR/DME: FL 110; LAT VOR/DME – RDL 135/D11 ROM VOR/DME: FL 90; RDL 135/D11 ROM VOR/DME – RDL 135/D7 ROM VOR/DME: 6000 FT; RDL 135/D7 ROM VOR/DME – ROM VOR/DME: 5500 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	SIPRO	-	-	-	270	-	-	B-RNAV(1) or Conventional
TF	LAT	278°	R	-	250	-	-	B-RNAV(1) or Conventional
TF	ROM	315°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

LAT 3A
LAT VOR/DME – ROM VOR/DME.
MEL/MEA: LAT VOR/DME – RDL 135/D11 ROM VOR/DME: FL 90; RDL 135/D11 ROM VOR/DME – RDL 135/D7 ROM VOR/DME: 6000 FT; RDL 135/D7 ROM VOR/DME – ROM VOR/DME: 5500 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	LAT	-	-	-	250	-	-	B-RNAV(1) or Conventional
TF	ROM	315°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

NOTA: Le tabelle sopra riportate vengono fornita a carattere sperimentale e solo per scopi di codifica dei dati.
REMARK: The above tables are provided on trial basis and for data coding purposes only.

REF: Guidance Material for the Design of Terminal Procedures for Area Navigation, EUROCONTROL, ed. 3.0 03/2003

Waypoints Table formatted according ARINC 424 standards

Waypoint	Latitude	Longitude
BIBEK	N42262752	E011150545
BOL	N42370627	E012025542
CMP	N42072549	E012225319
ELKAP	N42431579	E010383880
ESINO	N41230499	E011474100
GILIO	N42215999	E010553400
GITOD	N42480125	E012183852
LAT	N41322794	E012550445
LUNAK	N41421170	E011521371
PEMAR	N42014701	E012551000
RF407	N42323856	E011310034
RINAD	N42271170	E011422060
ROM	N41481650	E012351710
SIPRO	N41264567	E013404990
TAQ	N42125419	E011435735
TIBER	N42145595	E012355640
VALMA	N41343801	E011251700
VELIM	N42083231	E013155457
XIBIL	N42474919	E010590208

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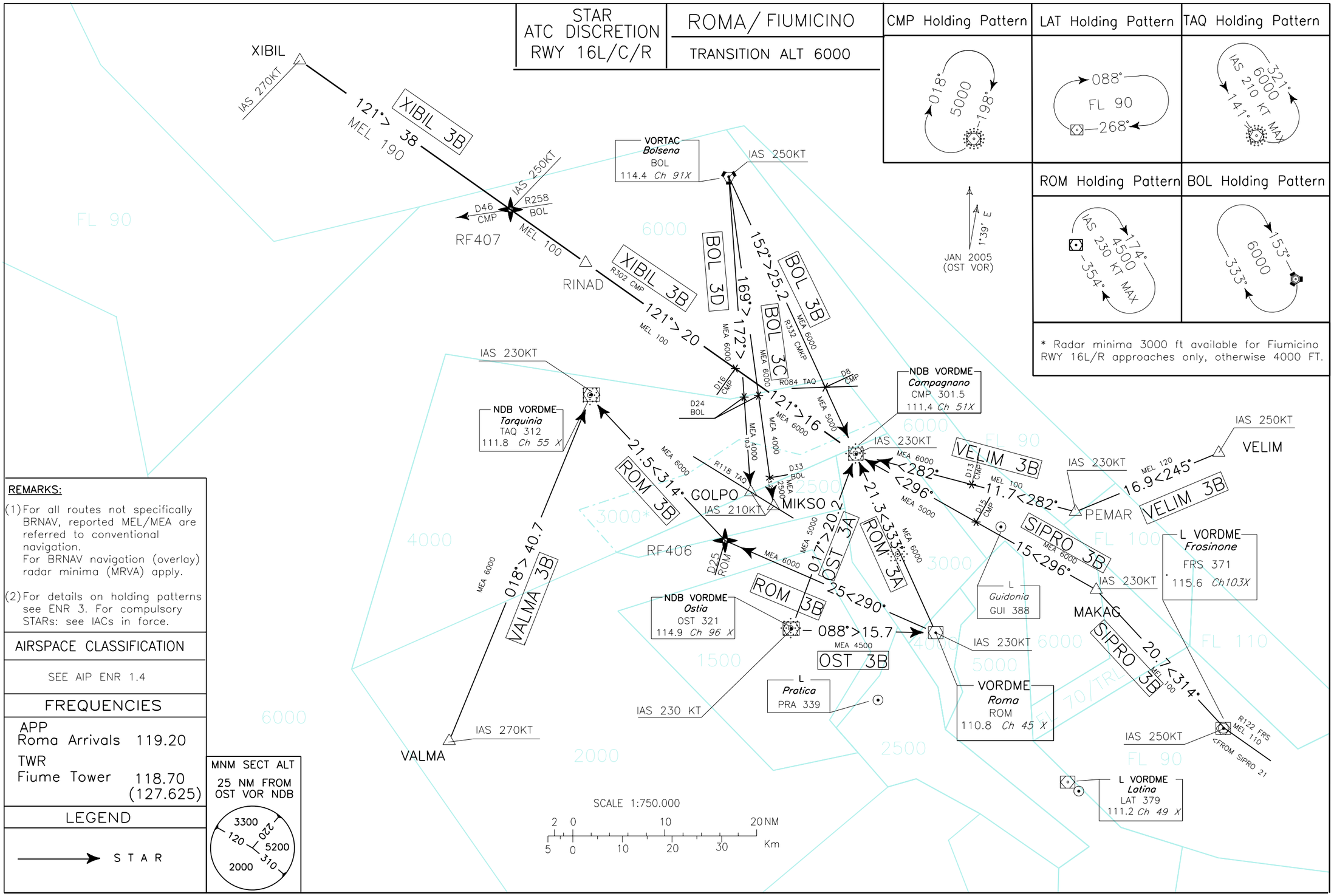
CHANGE: NEW AD SECTION

STAR ATC DISCRETION RWY 16L/C/R	ROMA/ FIUMICINO
	TRANSITION ALT 6000



REMARKS:

(1) For all routes not specifically BRNAV, reported MEL/MEA are referred to conventional navigation.
For BRNAV navigation (overlay) radar minima (MRVA) apply.

(2) For details on holding patterns see ENR 3. For compulsory STARs: see IACs in force.

AIRSPACE CLASSIFICATION
SEE AIP ENR 1.4

FREQUENCIES	
APP Roma Arrivals	119.20
TWR Fiume Tower	118.70 (127.625)

LEGEND
→ STAR

MNM SECT ALT
25 NM FROM OST VOR NDB
3300 220 120 5200 310 2000

STAR RWY16 (ATC Discretion)

In aggiunta alle LINK ROUTES, quando le RWYs 16 sono in uso, sono disponibili a discrezione ATC solo le seguenti STAR.
In addition to the LINK ROUTES, when RWYs 16 are in use, only following STAR are available at ATC discretion.

XIBIL 3B
XIBIL – RF407 – RINAD – CMP VOR/DME.
MEL/MEA: XIBIL – RF407[(2)]: FL 190; RF407[(2)] – RINAD – RDL 301/D16 CMP VOR/DME: FL 100; RDL 301/D16 CMP VOR/DME – CMP VOR/DME: 6000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	XIBIL	-	-	-	270	-	-	B-RNAV[(1)] or Conventional
TF	RF407	121°	-	-	250	-	-	B-RNAV[(1)] or Conventional
TF	RINAD	121°	-	-	250	-	-	B-RNAV[(1)] or Conventional
HM	CMP	121°	-	-	230	-	-	B-RNAV[(1)] or Conventional

[(1)] P-RNAV recommended
[(2)] For conventional navigation performance RF407 is replaced by RDL 302/D46 CMP VOR/DME or INT RDL 258 BOL VOR/RDL 302 CMP VOR

VALMA 3B
VALMA – TAQ VOR/DME.
MEA: VALMA – TAQ VOR/DME: 6000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	VALMA	-	-	-	270	-	-	B-RNAV[(1)] or Conventional
HM	TAQ	018°	-	-	230	-	-	B-RNAV[(1)] or Conventional

[(1)] P-RNAV recommended

VELIM 3B
VELIM – PEMAR – CMP VOR/DME.
MEL/MEA: VELIM – PEMAR: FL 120; PEMAR – RDL 101/D13 CMP VOR/DME: FL 100; RDL 101/D13 CMP VOR/DME – CMP VOR/DME: 6000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	VELIM	-	-	-	250	-	-	B-RNAV[(1)] or Conventional
TF	PEMAR	245°	R	-	230	-	-	B-RNAV[(1)] or Conventional
HM	CMP	282°	-	-	230	-	-	B-RNAV[(1)] or Conventional

[(1)] P-RNAV recommended

ROM 3A
ROM VOR/DME – CMP VOR/DME.
MEA: ROM VOR/DME – CMP VOR/DME: 6000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ROM	-	-	-	230	-	-	B-RNAV[(1)] or Conventional
HM	CMP	333°	-	-	230	-	-	B-RNAV[(1)] or Conventional

[(1)] P-RNAV recommended

ROM 3B
ROM VOR/DME – RF406[(2)] – TAQ VOR/DME.
MEA: ROM VOR/DME – RF406[(2)] – TAQ VOR/DME: 6000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ROM	-	-	-	230	-	-	B-RNAV[(1)] or Conventional
TF	RF406	290°	R	-	230	-	-	B-RNAV[(1)] or Conventional
HM	TAQ	314°	-	-	230	-	-	B-RNAV[(1)] or Conventional

[(1)] P-RNAV recommended
[(2)] For conventional navigation performance RF406 is replaced by RDL 290/D25 ROM VOR/DME

BOL 3B
BOL VORTAC – CMP VOR/DME.
MEA: BOL VORTAC – RDL 332/D8 CMP VOR/DME: 6000 FT; RDL 332/D8 CMP VOR/DME – CMP VOR/DME: 5000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	BOL	-	-	-	250	-	-	B-RNAV[(1)] or Conventional
HM	CMP	152°	-	-	230	-	-	B-RNAV[(1)] or Conventional

[(1)] P-RNAV recommended

BOL 3C
BOL VORTAC – MIKSO.
MEA: BOL VORTAC – RDL 169/D24 BOL VORTAC: 6000 FT; RDL 169/D24 BOL VORTAC – RDL 169/D33 BOL VORTAC: 4000 FT; RDL 169/D33 BOL VORTAC – MIKSO: 2500FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	BOL	-	-	-	250	-	-	B-RNAV[(1)] or Conventional
TF	MIKSO	169°	-	-	210	-	-	B-RNAV[(1)] or Conventional

[(1)] P-RNAV recommended

BOL 3D
BOL VORTAC – GOLPO.
MEA: BOL VORTAC– RDL 172/D24 BOL VORTAC: 6000 FT; RDL 172/D24 BOL VORTAC – GOLPO: 4000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	BOL	-	-	-	250	-	-	B-RNAV[(1)] or Conventional
TF	GOLPO	172°	-	-	210	-	-	B-RNAV[(1)] or Conventional

[(1)] P-RNAV recommended

OST 3A
OST VOR/DME – CMP VOR/DME.
MEA: OST VOR/DME – CMP VOR/DME: 5000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	OST	-	-	-	230	-	-	B-RNAV(1) or Conventional
HM	CMP	017°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

OST 3B
OST VOR/DME – ROM VOR/DME.
MEA: OST VOR/DME – ROM VOR/DME: 4500 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	OST	-	-	-	230	-	-	B-RNAV(1) or Conventional
HM	ROM	088°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

SIPRO 3B
SIPRO – FRS VOR/DME – MAKAG – CMP VOR/DME.
MEL/MEA: SIPRO – FRS VOR/DME: FL 110 ; FRS VOR/DME – MAKAG: FL 100; MAKAG – RDL 116/D15 CMP VOR/DME: 6000 FT; RDL 116/D15 CMP VOR/DME – CMP VOR/DME: 5000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	SIPRO	-	-	-	270	-	-	B-RNAV(1) or Conventional
TF	FRS	302°	R	-	250	-	-	B-RNAV(1) or Conventional
TF	MAKAG	314°	L	-	230	-	-	B-RNAV(1) or Conventional
HM	CMP	296°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

NOTA: Le tabelle sopra riportate vengono fornita a carattere sperimentale e solo per scopi di codifica dei dati.
REMARK: The above tables are provided on trial basis and for data coding purposes only.

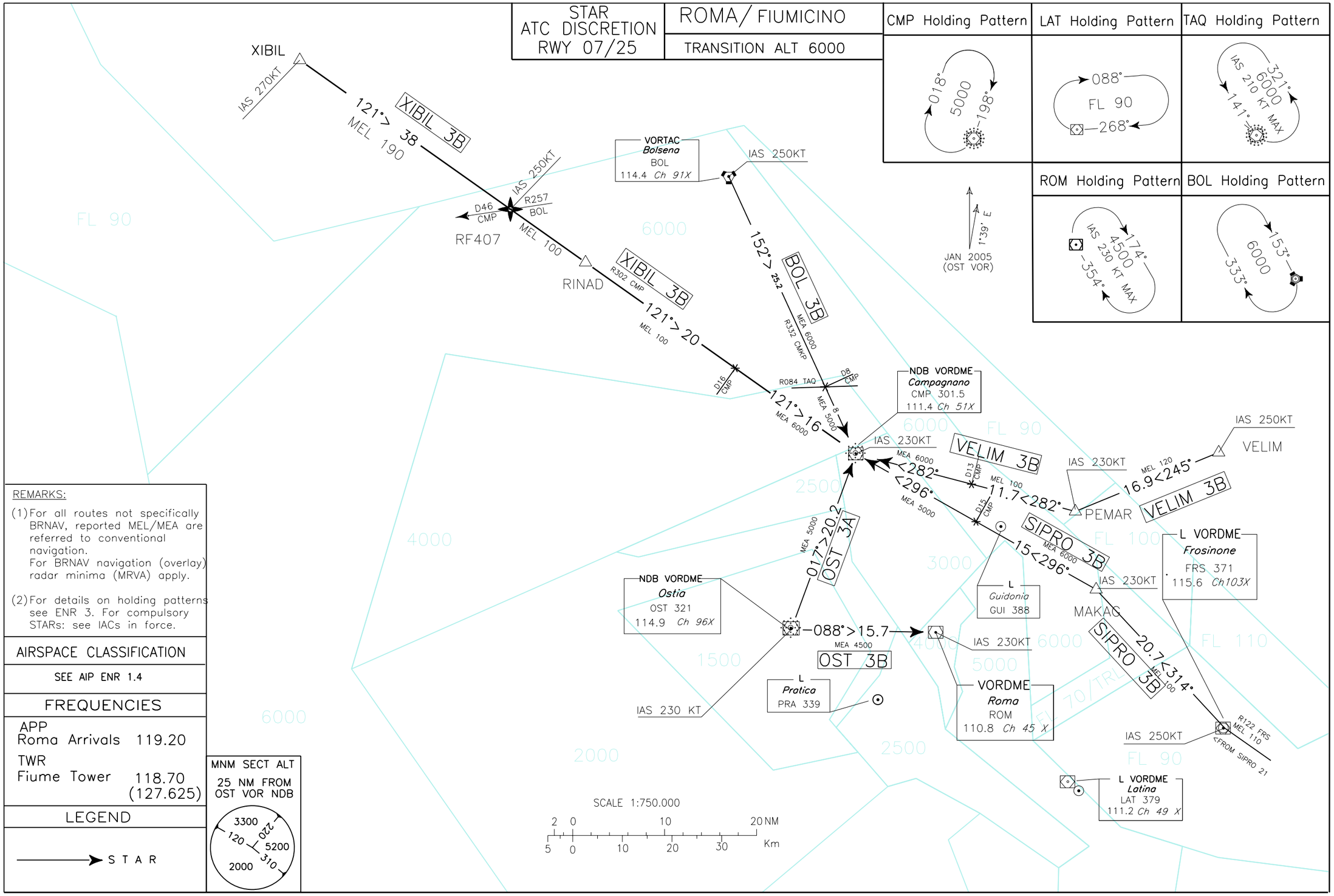
REF: Guidance Material for the Design of Terminal Procedures for Area Navigation, EUROCONTROL, ed. 3.0 03/2003

Waypoints Table formatted according ARINC 424 standards

Waypoint	Latitude	Longitude
BOL	N42370627	E012025542
CMP	N42072549	E012225319
FRS	N41383184	E013174184
GOLPO	N42025666	E012074131
MAKAG	N41532587	E012582907
MIKSO	N42012774	E012111158
OST	N41481375	E012141503
PEMAR	N42014701	E012551000
RF406	N41573425	E012041284
RF407	N42323856	E011310034
RINAD	N42271170	E011422060
ROM	N41481650	E012351710
SIPRO	N41264567	E013404990
TAQ	N42125419	E011435735
VALMA	N41343801	E011251700
VELIM	N42083231	E013155457
XIBIL	N42474919	E010590208

CHANGE: NEW AD SECTION

STAR ATC DISCRETION RWY 07/25	ROMA/ FIUMICINO
	TRANSITION ALT 6000



REMARKS:

(1) For all routes not specifically BRNAV, reported MEL/MEA are referred to conventional navigation.
For BRNAV navigation (overlay) radar minima (MRVA) apply.

(2) For details on holding patterns see ENR 3. For compulsory STARs: see IACs in force.

AIRSPACE CLASSIFICATION
SEE AIP ENR 1.4

FREQUENCIES	
APP Roma Arrivals	119.20
TWR Fiume Tower	118.70 (127.625)

LEGEND

→ S T A R

MNM SECT ALT
25 NM FROM OST VOR NDB

3300 220 5200 120 310 2000

STAR RWY07/25 (ATC Discretion)

In aggiunta alle LINK ROUTES, quando le RWYs 07/25 sono in uso, sono disponibili a discrezione ATC solo le seguenti STAR.
In addition to the LINK ROUTES, when RWYs 07/25 are in use, only following STAR are available at ATC discretion.

XIBIL 3B
XIBIL – RF407 – RINAD – CMP VOR/DME.
MEL/MEA: XIBIL – RF407[(2)]: FL 190; RF407[(2)] – RINAD – RDL 301/D16 CMP VOR/DME: FL 100; RDL 301/D16 CMP VOR/DME – CMP VOR/DME: 6000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	XIBIL	-	-	-	270	-	-	B-RNAV[(1)] or Conventional
TF	RF407	121°	-	-	250	-	-	B-RNAV[(1)] or Conventional
TF	RINAD	121°	-	-	250	-	-	B-RNAV[(1)] or Conventional
HM	CMP	121°	-	-	230	-	-	B-RNAV[(1)] or Conventional

[(1)] P-RNAV recommended
[(2)] For conventional navigation performance RF407 is replaced by RDL 302/D46 CMP VOR/DME or INT RDL 258 BOL VOR/RDL 302 CMP VOR

VELIM 3B
VELIM – PEMAR – CMP VOR/DME.
MEL/MEA: VELIM – PEMAR: FL 120; PEMAR – RDL 101/D13 CMP VOR/DME: FL 100; RDL 101/D13 CMP VOR/DME – CMP VOR/DME: 6000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	VELIM	-	-	-	250	-	-	B-RNAV[(1)] or Conventional
TF	PEMAR	245°	R	-	230	-	-	B-RNAV[(1)] or Conventional
HM	CMP	282°	-	-	230	-	-	B-RNAV[(1)] or Conventional

[(1)] P-RNAV recommended

BOL 3B
BOL VORTAC – CMP VOR/DME.
MEA: BOL VORTAC – RDL 332/D8 CMP VOR/DME: 6000 FT; RDL 332/D8 CMP VOR/DME – CMP VOR/DME: 5000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	BOL	-	-	-	250	-	-	B-RNAV[(1)] or Conventional
HM	CMP	152°	-	-	230	-	-	B-RNAV[(1)] or Conventional

[(1)] P-RNAV recommended

OST 3A
OST VOR/DME – CMP VOR/DME.
MEA: OST VOR/DME – CMP VOR/DME: 5000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	OST	-	-	-	230	-	-	B-RNAV[(1)] or Conventional
HM	CMP	017°	-	-	230	-	-	B-RNAV[(1)] or Conventional

[(1)] P-RNAV recommended

OST 3B
OST VOR/DME – ROM VOR/DME.
MEA: OST VOR/DME – ROM VOR/DME: 4500 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	OST	-	-	-	230	-	-	B-RNAV(1) or Conventional
HM	ROM	088°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

SIPRO 3B
SIPRO – FRS VOR/DME – MAKAG – CMP VOR/DME.
MEL/MEA: SIPRO – FRS VOR/DME: FL 110 ; FRS VOR/DME – MAKAG: FL 100; MAKAG – RDL 116/D15 CMP VOR/DME: 6000 FT; RDL 116/D15 CMP VOR/DME – CMP VOR/DME: 5000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	SIPRO	-	-	-	270	-	-	B-RNAV(1) or Conventional
TF	FRS	302°	R	-	250	-	-	B-RNAV(1) or Conventional
TF	MAKAG	314°	L	-	230	-	-	B-RNAV(1) or Conventional
HM	CMP	296°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

NOTA: Le tabelle sopra riportate vengono fornita a carattere sperimentale e solo per scopi di codifica dei dati.
REMARK: The above tables are provided on trial basis and for data coding purposes only.

REF: Guidance Material for the Design of Terminal Procedures for Area Navigation, EUROCONTROL, ed. 3.0 03/2003

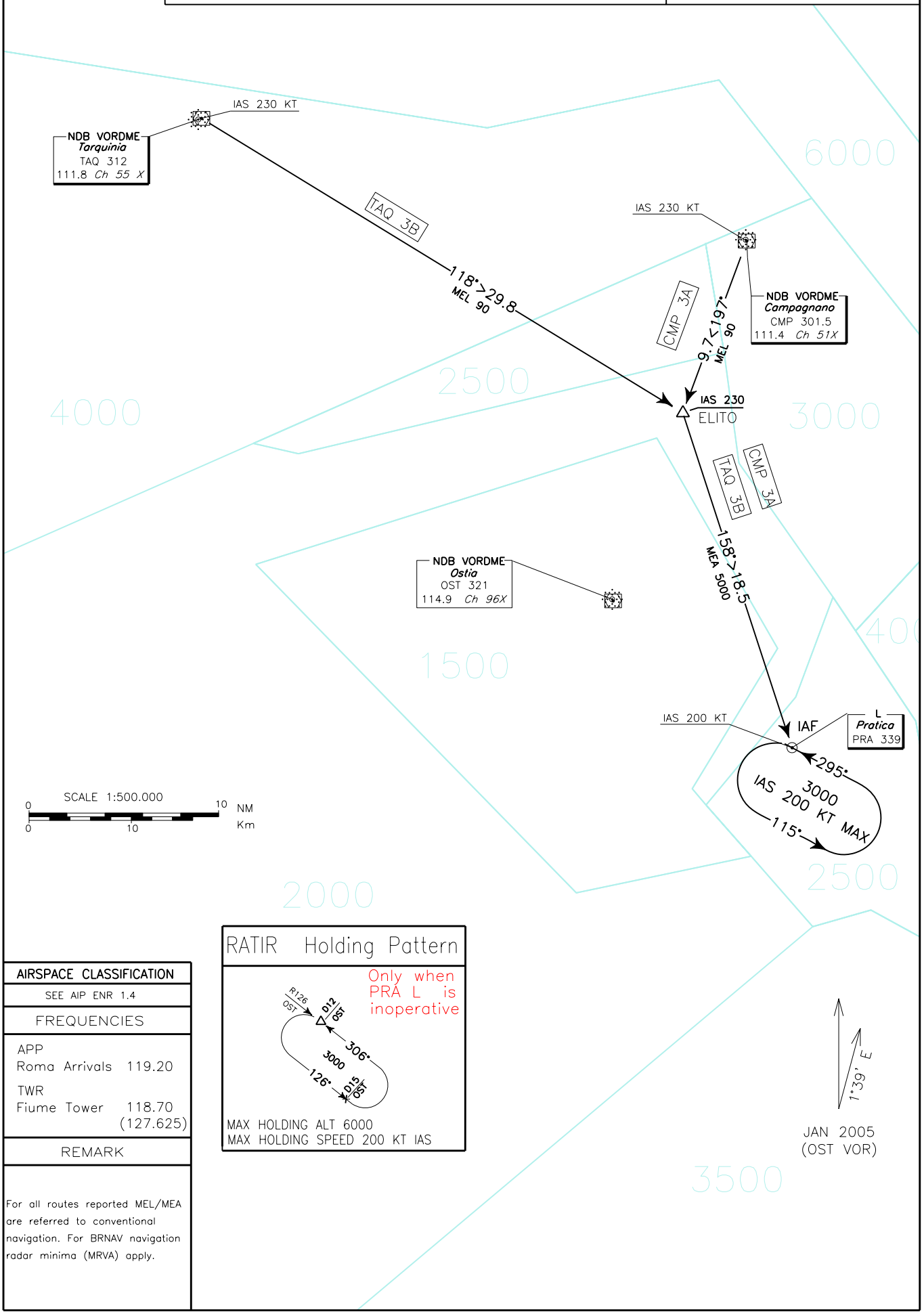
Waypoints Table formatted according ARINC 424 standards

Waypoint	Latitude	Longitude
BOL	N42370627	E012025542
CMP	N42072549	E012225319
FRS	N41383184	E013174184
MAKAG	N41532587	E012582907
OST	N41481375	E012141503
PEMAR	N42014701	E012551000
RF407	N42323856	E011310034
RINAD	N42271170	E011422060
ROM	N41481650	E012351710
SIPRO	N41264567	E013404990
VELIM	N42083231	E013155457
XIBIL	N42474919	E010590208

STAR RWY 34L/C/R

ROMA/FIUMICINO

TRANSITION ALT 6000



CHANGE: NEW AD SECTION

RATIR Holding Pattern

Only when PRA L is inoperative

R126 OST
D12 OST
306°
3000
126°
D15 OST

MAX HOLDING ALT 6000
MAX HOLDING SPEED 200 KT IAS

JAN 2005
(OST VOR)

AIRSPACE CLASSIFICATION
SEE AIP ENR 1.4
FREQUENCIES
APP Roma Arrivals 119.20 TWR Fiume Tower 118.70 (127.625)
REMARK
For all routes reported MEL/MEA are referred to conventional navigation. For BRNAV navigation radar minima (MRVA) apply.

Successivamente alle LINK ROUTES, quando le RWYs 34 sono in uso, sono disponibili le seguenti STAR:
Following to the LINK ROUTES, when RWYs 34 are in use, following STAR are available:

TAQ 3B
TAQ VOR/DME – ELITO – PRA L.
MEL/MEA: TAQ VOR/DME – ELITO: FL90; ELITO – PRA L[(2)] : 5000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	TAQ	-	-	-	230	-	-	B-RNAV[(1)] or Conventional
TF	ELITO	118°	R	-	230	-	-	B-RNAV[(1)] or Conventional
HM	PRA	158°	-	-	200	-	-	B-RNAV[(1)] or Conventional

[(1)] P-RNAV recommended
[(2)] RMK: PRA L HOLDING PATTERN INBOUND TRACK 295°, LEFT TURN

CMP 3A
CMP VOR/DME – ELITO – PRA L.
MEL/MEA: CMP VOR/DME – ELITO: FL90; ELITO – PRA L[(2)] : 5000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	CMP	-	-	-	230	-	-	B-RNAV[(1)] or Conventional
TF	ELITO	197°	L	-	230	-	-	B-RNAV[(1)] or Conventional
HM	PRA	158°	-	-	200	-	-	B-RNAV[(1)] or Conventional

[(1)] P-RNAV recommended
[(2)] RMK: PRA L HOLDING PATTERN INBOUND TRACK 295°, LEFT TURN

NOTA: Le tabelle sopra riportate vengono fornite a carattere sperimentale e solo per scopi di codifica dei dati.
REMARK: The above tables are provided on trial basis and for data coding purposes only.

REF: Guidance Material for the Design of Terminal Procedures for Area Navigation, EUROCONTROL, ed. 3.0 03/2003

Waypoints Table formatted according ARINC 424 standards

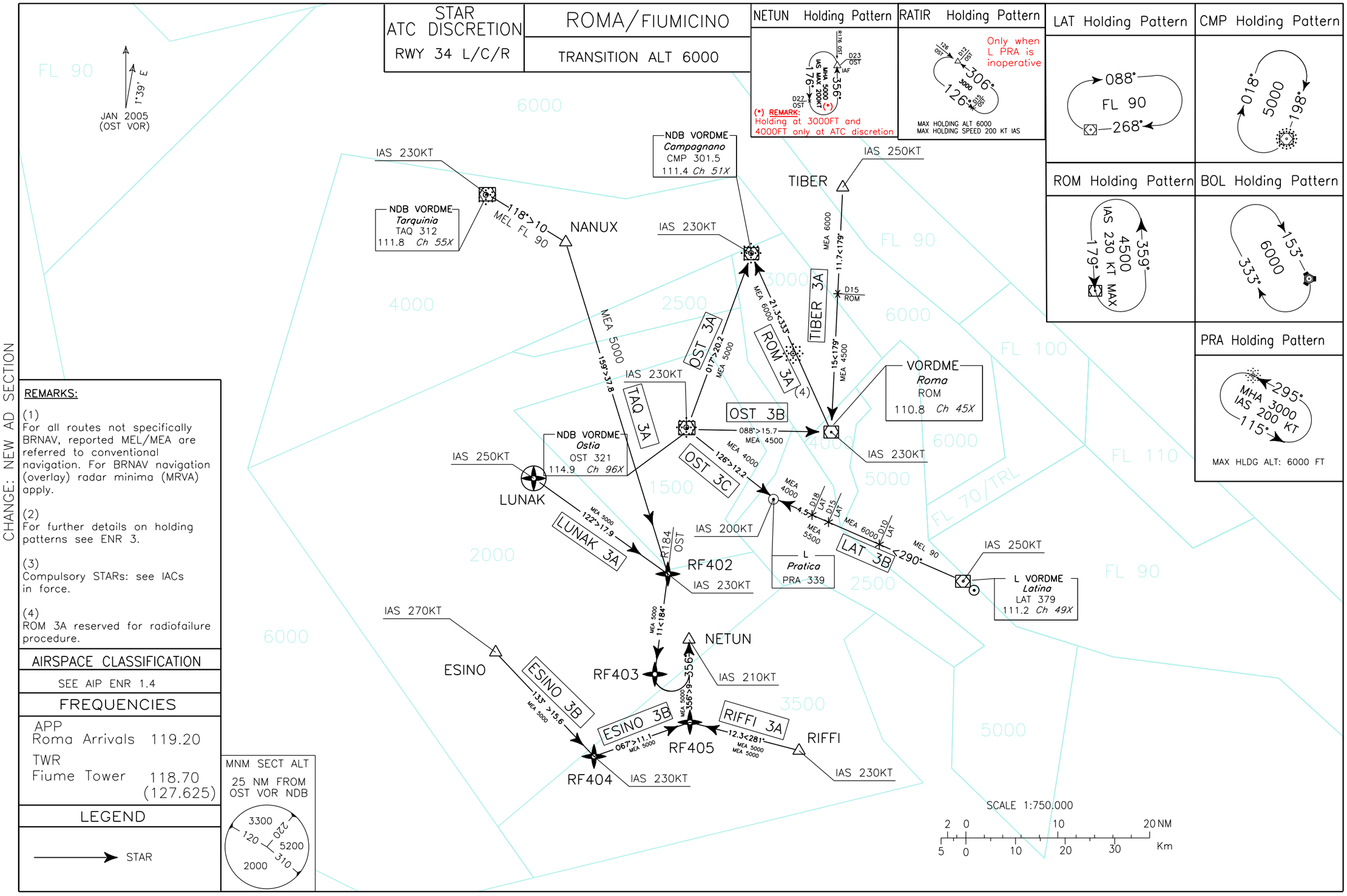
Waypoint	Latitude	Longitude
CMP	N42072549	E012225319
ELITO	N41581539	E012184502
PRA	N41404700	E012271000
RATIR	N41405440	E012265722
TAQ	N42125419	E011435735

CHANGE: NEW AD SECTION

STAR ATC DISCRETION RWY 34 L/C/R

ROMA/FIUMICINO

TRANSITION ALT 6000



REMARKS:

(1)
For all routes not specifically BRNAV, reported MEL/MEA are referred to conventional navigation. For BRNAV navigation (overlay) radar minima (MRVA) apply.

(2)
For further details on holding patterns see ENR 3.

(3)
Compulsory STARs: see IACs in force.

(4)
ROM 3A reserved for radiofailure procedure.

AIRSPACE CLASSIFICATION

SEE AIP ENR 1.4

FREQUENCIES

APP		
Roma Arrivals	119.20	
TWR		
Fiume Tower	118.70	(127.625)

LEGEND

→ STAR

MNM SECT ALT
25 NM FROM OST VOR NDB
3300 220 120 5200 2000 310

STAR RWY34 (ATC Discretion)

In aggiunta alle LINK ROUTES, quando le RWYs 34 sono in uso, sono disponibili a discrezione ATC solo le seguenti STAR.
In addition to the LINK ROUTES, when RWYs 34 are in use, only following STAR are available at ATC discretion.

LAT 3B
LAT VOR/DME – PRA L.
MEL/MEA: LAT VOR/DME – RDL 290/D10 LAT VOR/DME: FL 90 ; RDL 290/D10 LAT VOR/DME – RDL 290/D15 LAT VOR/DME: 6000 FT; RDL 290/D15 LAT VOR/DME – RDL 290/D18 LAT VOR/DME: 5500 FT; RDL 290/D18 LAT VOR/DME – PRA L: 4000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	LAT	-	-	-	250	-	-	B-RNAV(1) or Conventional
HM	PRA	290°	-	-	200	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

TIBER 3A
TIBER – ROM VOR/DME.
MEA: TIBER – RDL 359/D15 ROM VOR/DME: 6000 FT ; RDL 359/D15 ROM VOR/DME – ROM VORDME: 4500FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	TIBER	-	-	-	250	-	-	B-RNAV(1) or Conventional
HM	ROM	179°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

TAQ 3A
TAQ VOR/DME – NANUX – RF402 – RF 403 – NETUN.
MEL/MEA: TAQ VOR/DME – NANUX: FL 90; NANUX – RF402 – RF 403 – NETUN: 5000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	TAQ	-	-	-	230	-	-	B-RNAV(1)
TF	NANUX	118°	R	-	230	-	-	B-RNAV(1)
TF	RF402	159°	R	-	230	-	-	B-RNAV(1)
TF	RF403	184°	L	-	230	-	-	B-RNAV(1)
HM	NETUN	356°	-	-	210	-	-	B-RNAV(1)

(1) P-RNAV recommended

LUNAK 3A
LUNAK – RF402 – RF403 – NETUN.
MEL/MEA: LUNAK – RF402: FL 100; RF402 – RF 403 – NETUN: 5000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	LUNAK(2)	-	-	-	250	-	-	B-RNAV(1)
TF	RF402	122°	R	-	230	-	-	B-RNAV(1)
TF	RF403	184°	L	-	230	-	-	B-RNAV(1)
HM	NETUN	356°	-	-	210	-	-	B-RNAV(1)

(1) P-RNAV recommended
(2) For ATC reasons WPT LUNAK must be coded as FLY-OVER

RIFFI 3A
RIFFI – RF405 – NETUN.
MEA: RIFFI – RF405 – NETUN: 5000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	RIFFI	-	-	-	230	-	-	B-RNAV(1)
TF	RF405	281°	R	-	230	-	-	B-RNAV(1)
HM	NETUN	356°	-	-	210	-	-	B-RNAV(1)

(1) P-RNAV recommended

ESINO 3B
ESINO – RF404 – RF405 – NETUN.
MEA: ESINO – RF404 – RF405 – NETUN: 5000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ESINO	-	-	-	270	-	-	B-RNAV(1)
TF	RF404	133°	L	-	230	-	-	B-RNAV(1)
TF	RF405	067°	L	-	230	-	-	B-RNAV(1)
HM	NETUN	356°	-	-	210	-	-	B-RNAV(1)

(1) P-RNAV recommended

OST 3A
OST VOR/DME – CMP VOR/DME.
MEA: OST VOR/DME – CMP VOR/DME: 5000FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	OST	-	-	-	230	-	-	B-RNAV(1) or Conventional
HM	CMP	017°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

OST 3B
OST VOR/DME – ROM VOR/DME.
MEA: OST VOR/DME – ROM VOR/DME: 4500FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	OST	-	-	-	230	-	-	B-RNAV(1) or Conventional
HM	ROM	088°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

OST 3C
OST VOR/DME – PRA L.
MEA: OST VOR/DME – PRA L: 4000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	OST	-	-	-	230	-	-	B-RNAV(1) or Conventional
HM	PRA	126°	-	-	200	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

ROM 3A
ROM VOR/DME – CMP VOR/DME.
MEA: ROM VOR/DME – CMP VOR/DME: 6000 FT

Path Terminator	Waypoint Name	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ROM	-	-	-	230	-	-	B-RNAV(1) or Conventional
HM	CMP	333°	-	-	230	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended

NOTA: Le tabelle sopra riportate vengono fornita a carattere sperimentale e solo per scopi di codifica dei dati.
REMARK: The above tables are provided on trial basis and for data coding purposes only.

REF: Guidance Material for the Design of Terminal Procedures for Area Navigation, EUROCONTROL, ed. 3.0 03/2003

Waypoints Table formatted according ARINC 424 standards

Waypoint	Latitude	Longitude
CMP	N42072549	E012225319
ESINO	N41230499	E011474100
LAT	N41322794	E012550445
LUNAK	N41421170	E011521371
NANUX	N42075952	E011554037
NETUN	N41251431	E012153290
OST	N41481375	E012141503
PRA	N41404700	E012271000
RATIR	N41405440	E012265722
RF402	N41321780	E012121102
RF403	N41212054	E012104635
RF404	N41121034	E012022435
RF405	N41161451	E012160313
RIFFI	N41132800	E012315600
ROM	N41481650	E012351710
TAQ	N42125419	E011435735
TIBER	N42145595	E012355640

Intenzionalmente bianca

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SCALE 1:250.000
0 5 NM
0 5 Km

APP	Roma Arrivals / Roma Director	119.20
TWR	Fiume Tower	118.70(127.625)
GND	Fiume Ground	121.90
FIS	Roma Info	125.75

AD ELEV 15

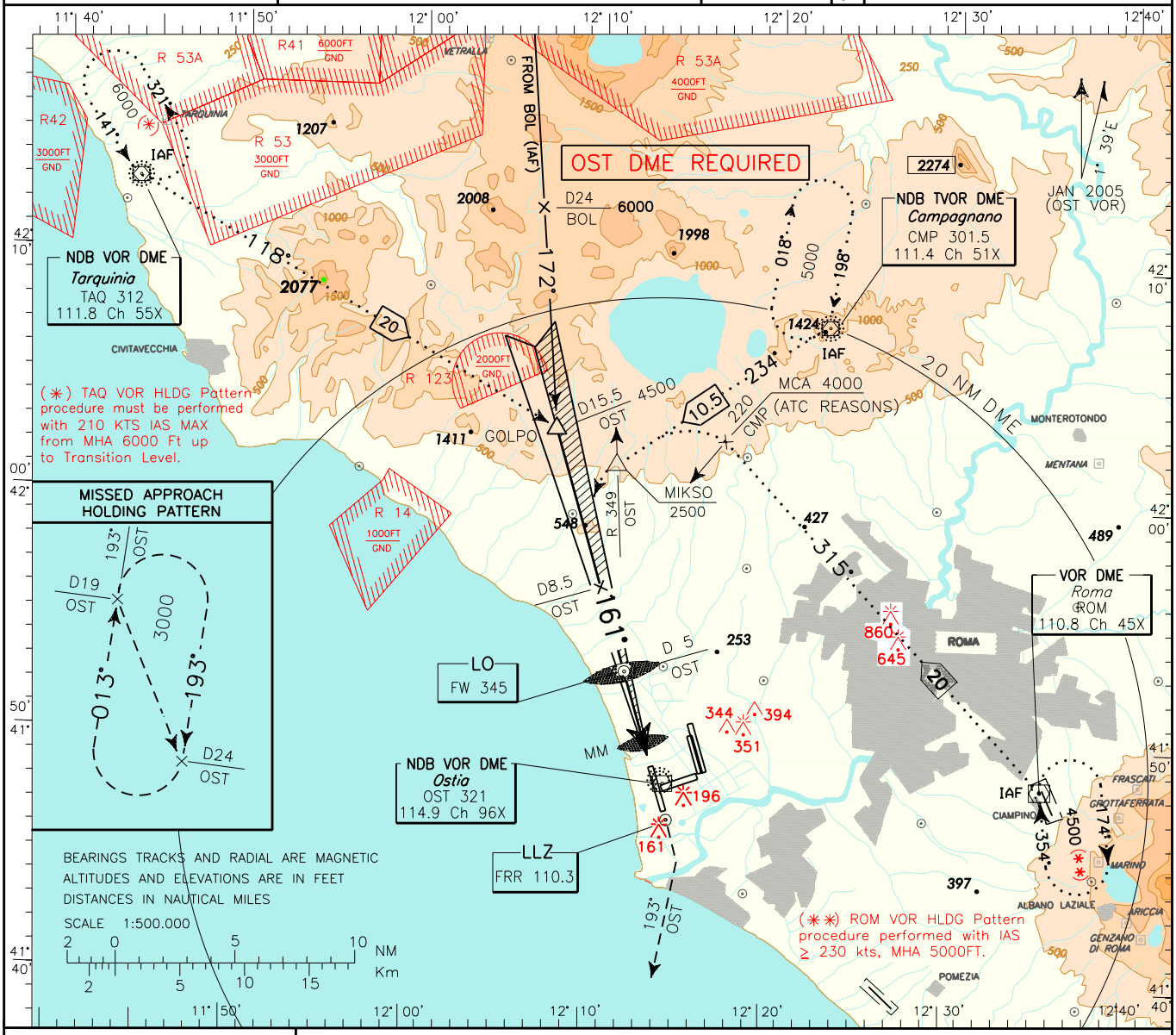
LIRF

ROMA/ FIUMICINO

CHANGE: NEW AD SECTION

AIRSPACE CLASSIFICATION		TRANSITION ALT 6000 FT
See AIP ENR 1.4	(1)(2)(3) Overflying interdicted at or below 3500 Ft (See AIP ENR 5.6.1–9)	Bearings are magnetic Elev and Alt in Ft AMSL
VFR Sectors–ALT or FL reported are the MAX usable within ROMA TMA	(4) Overflying interdicted at or below 1500Ft (See ENR 5.6.1)	Railroad
	(5) Overflying interdicted below 1500 Ft (See ENR 5.6.2–27)	Power line

ATIS "OST" 114.90	APP *Roma Arrivals* / *Roma Director* 119.20	TWR *Fiume Tower* 118.70 (127.625) / GND *Fiume Ground* 121.90	AD ELEV 15	LIRF	ROMA/ FIUMICINO ILS Z RWY 16R



DOC. 8168 ED.4–1993 AM.12

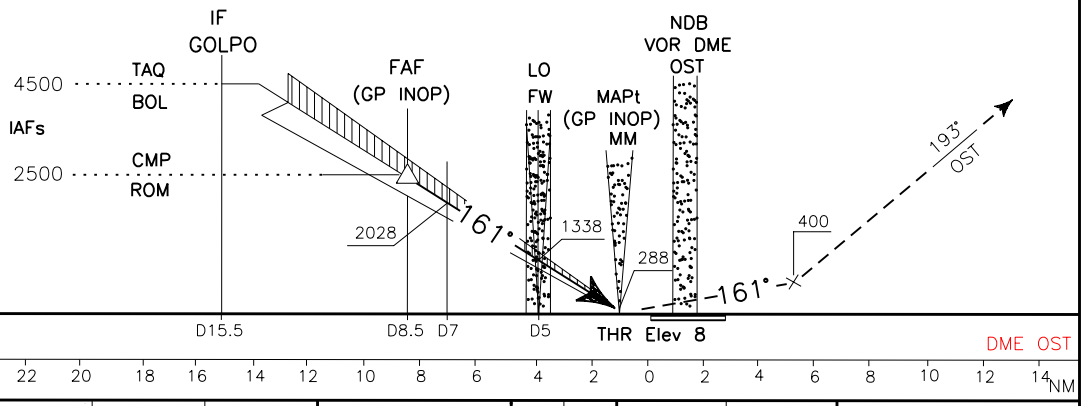
CHANGE: NEW AD SECTION

TRANSITION ALT 6000

MISSED APPROACH: Climb to 400 Ft on track 161°, then turn right to join RDL QDR 193 OST VOR NDB continue climb to 3000 Ft, cross 2000 Ft not further then 9 NM OST DME, hold between 19 and 24 NM OST DME.

RDH	17.50 M
GP	3°
GP INOP	5.2 %

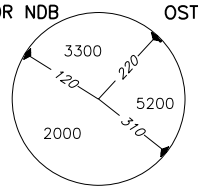
✳



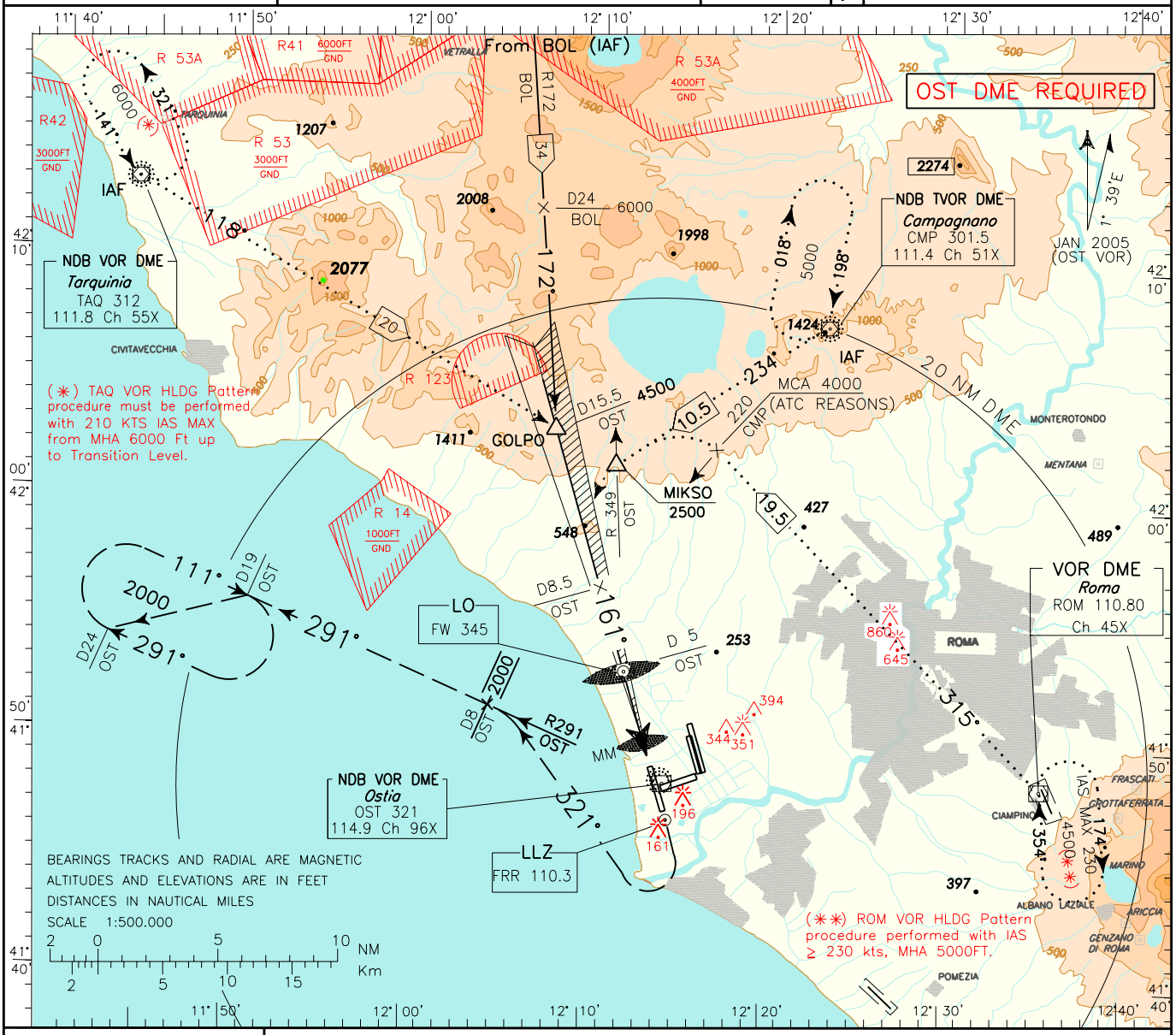
OCA(OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	190 (182)	200 (192)	210 (202)	220 (212)
	ILS CAT II	83 (75)	100 (92)	112 (104)	126 (118)
	LLZ	400 (392)			
CIRCLING		800 (785)		900 (885)	

FT per MIN	GS	FAF–OM 3.5 NM	OM–MM 3.3 NM
420	80	2 : 37	2 : 28
525	100	2 : 06	1 : 59
630	120	1 : 45	1 : 39
735	140	1 : 30	1 : 25
845	160	1 : 18	1 : 14

MNM SECT ALT



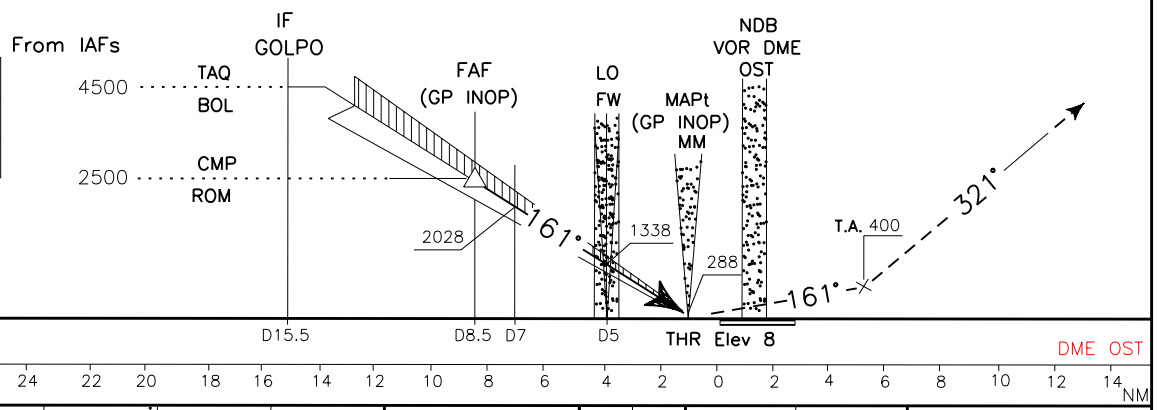
ATIS "OST" 114.90	APP *Roma Arrivals* *Roma Director* 119.20	TWR *Fiume Tower* 118.70 (127.625) GND *Fiume Ground* 121.90	AD ELEV 15	LIRF	ROMA/FIUMICINO ATC DISCRECTION ONLY ILS Y RWY 16R



TRANSITION ALT 6000

MISSED APPROACH: Proceed on track 161° climbing to 2000 Ft, crossing 400 Ft turn right (IAS MAX 200 KT) on track 321° to intercept and follow RDL 291 OST VOR.Cross point RDL 291/D8 OST VORDME at 2000 Ft steady.Hold on RDL 291 OST VORDME between 19 and 24 NM OST DME at 2000 Ft.

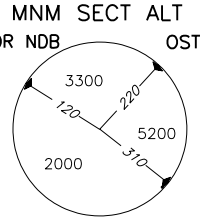
RDH	17.50 M
GP	3°
GP INOP	5.2 %



OCA(OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	190 (182)	200 (192)	210 (202)	220 (212)
	ILS CAT II	83 (75)	100 (92)	112 (104)	126 (118)
	LLZ	400 (392)			
CIRCLING		800 (785)		900 (885)	

FT per MIN	GS	FAF—OM 3.5 NM	OM—MM 3.3 NM
420	80	2 : 37	2 : 28
525	100	2 : 06	1 : 59
630	120	1 : 45	1 : 39
735	140	1 : 30	1 : 25
845	160	1 : 18	1 : 14

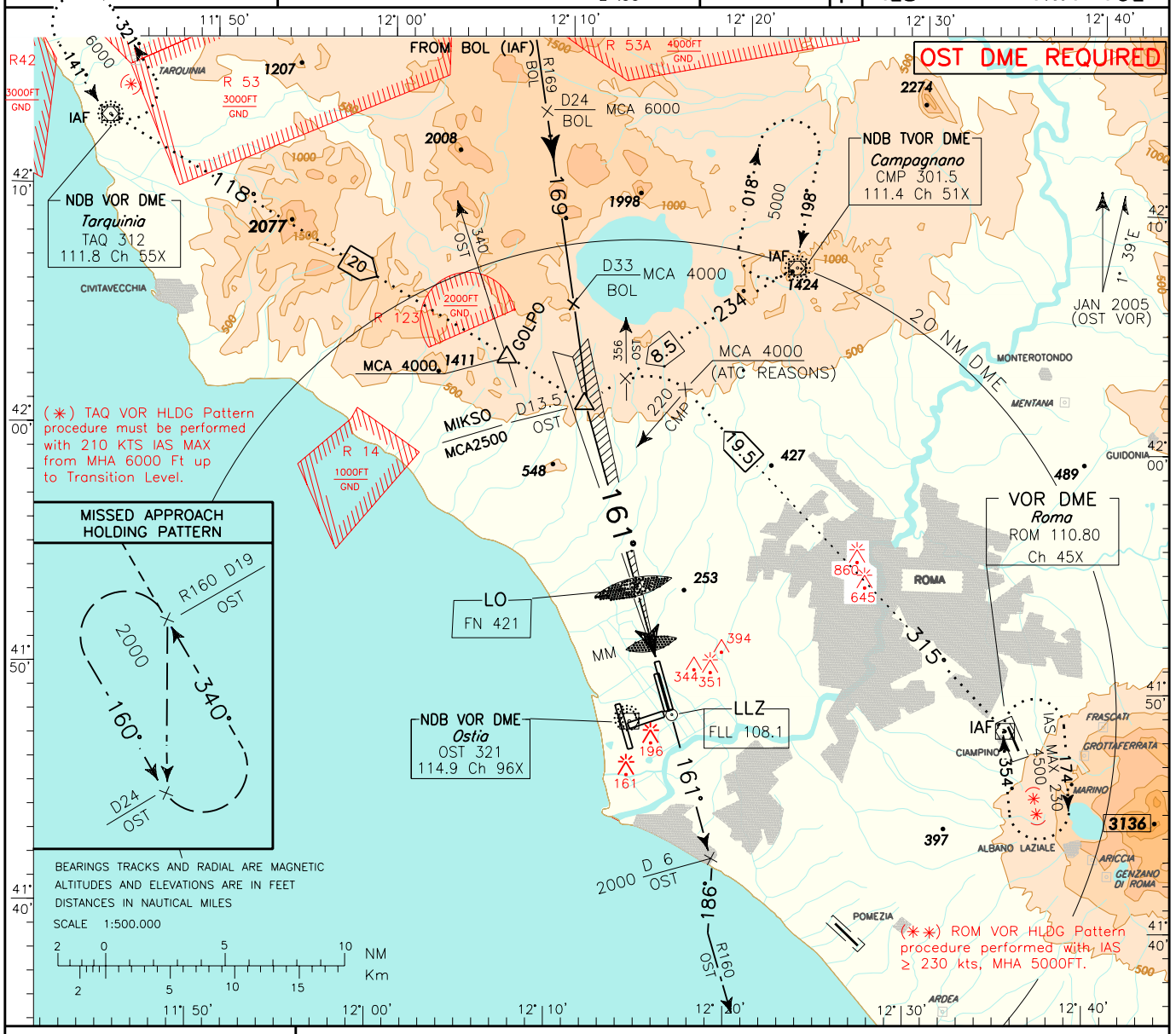
MNM SECT ALT



DOC. 8168 ED.4—1993 AM.12

CHANGE: NEW AD SECTION

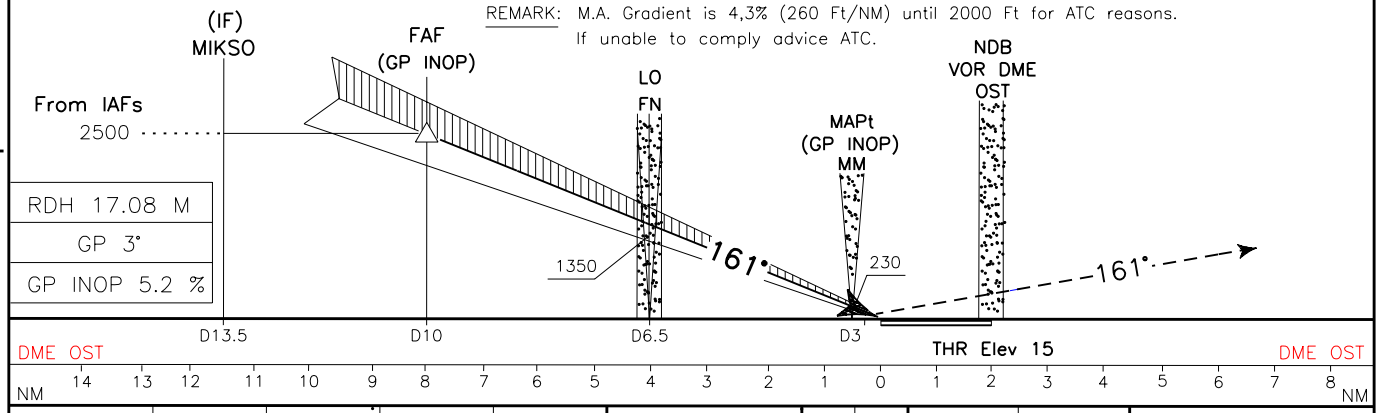
ATIS 120.175	APP *Roma Arrivals* / *Roma Director* 119.20	TWR *Fiume Tower* 118.70 (127.625) / GND *Fiume Ground* 121.90	AD ELEV 15	LIRF	ROMA/FIUMICINO ILS RWY 16L



TRANSITION ALT 6000

MISSED APPROACH: Proceed on RWY heading 161, climb to 2000 FT, at D6 OST DME to be reached at 2000 Ft turn right heading 186 to join RDL QDR 160 OST VOR NDB; hold between 19 and 24 NM OST DME – IAS ≤185 KT during turn.

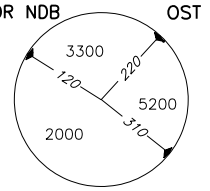
REMARK: M.A. Gradient is 4,3% (260 Ft/NM) until 2000 Ft for ATC reasons. If unable to comply advice ATC.



OCA(OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	179 (164)	189 (174)	204 (189)	214 (199)
	ILS CAT II	84 (69)	94 (79)	99 (84)	114 (99)
	LLZ	420 (405)			
CIRCLING		800 (785)		900 (885)	

FT per MIN	GS	FAF–OM 4 NM	OM–MM 3.5 NM
420	80	3 : 00	2 : 37
525	100	2 : 24	2 : 06
630	120	2 : 00	1 : 45
735	140	1 : 43	1 : 30
845	160	1 : 30	1 : 18

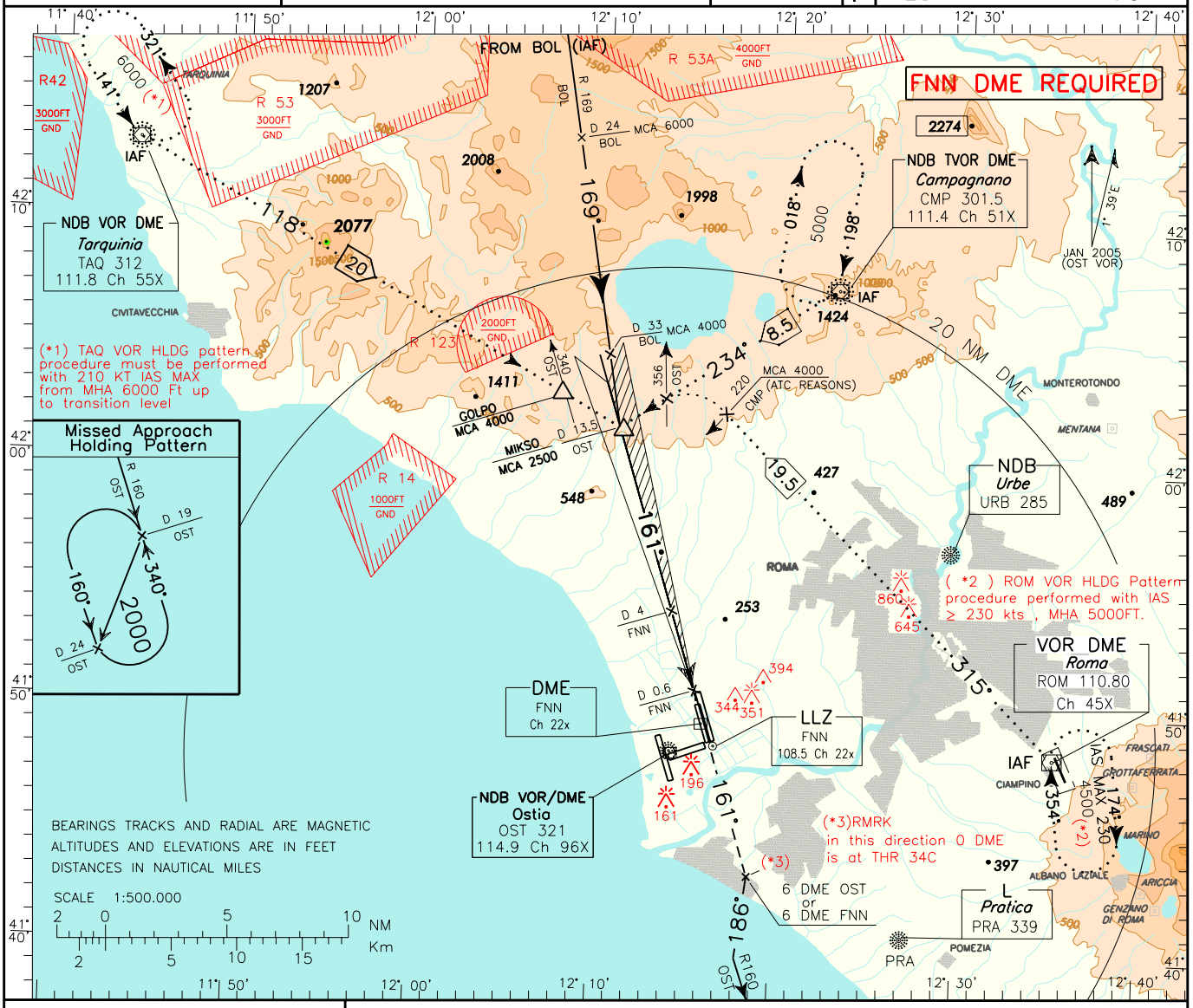
MNM SECT ALT



DOC. 8168 ED.4–1993 AM.12

CHANGE: NEW AD SECTION

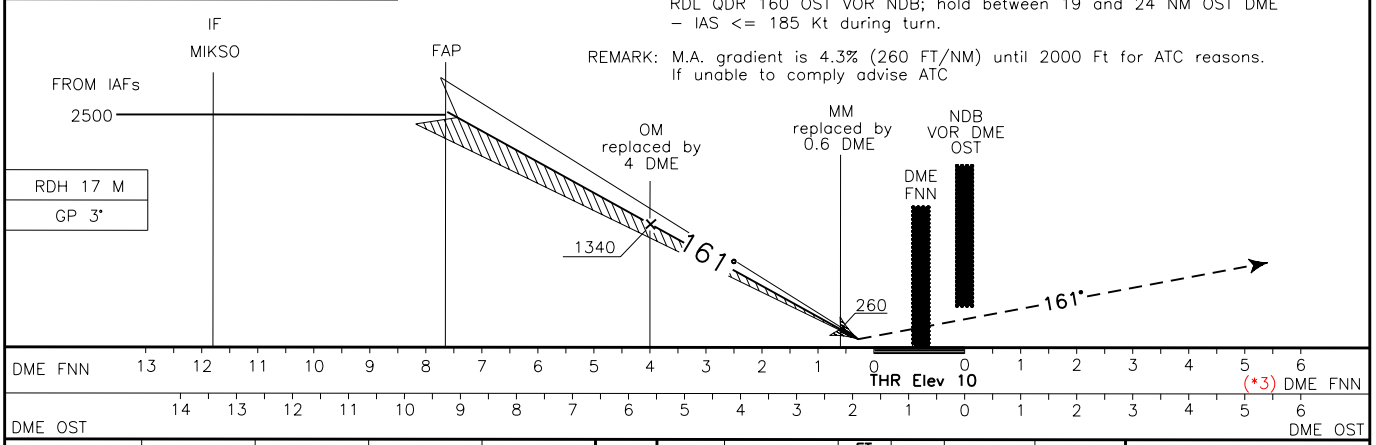
ATIS 120.175	APP *Roma Arrivals* / *Roma Director* 119.20	TWR *Fiume Tower* 118.70 (127.625) / *Fiume Ground* 121.90	AD ELEV 15	LIRF	ROMA/ FIUMICINO ILS RWY 16C



TRANSITION ALT 6000

MISSED APPROACH: Proceed on RWY heading 161, climb to 2000 Ft, at D6 OST DME or D6 FNN DME to be reached at 2000 Ft turn right heading 186 to join RDL QDR 160 OST VOR NDB; hold between 19 and 24 NM OST DME – IAS <= 185 Kt during turn.

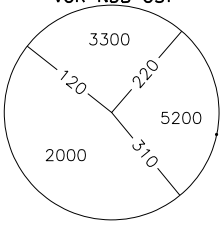
REMARK: M.A. gradient is 4.3% (260 FT/NM) until 2000 Ft for ATC reasons. If unable to comply advise ATC



OCA(OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS Cat I	179(169)	189(179)	204(194)	214(204)
CIRCLING		800(785)		900(885)	

DIST	ILS	FT per MIN	GS	FAP–D4 3.65 NM	D4–D0.6 3.4 NM
7 DME	2300(2290)	425	80	2:44	2:33
6 DME	1980(1970)	530	100	2:11	2:02
5 DME	1660(1650)	635	120	1:50	1:42
4 DME	1340(1330)	740	140	1:34	1:27
3 DME	1020(1010)	850	160	1:22	1:17
2 DME	710(700)	955	180	1:13	1:08
1 DME	390(380)				

MNM SECT ALT
VOR NDB OST



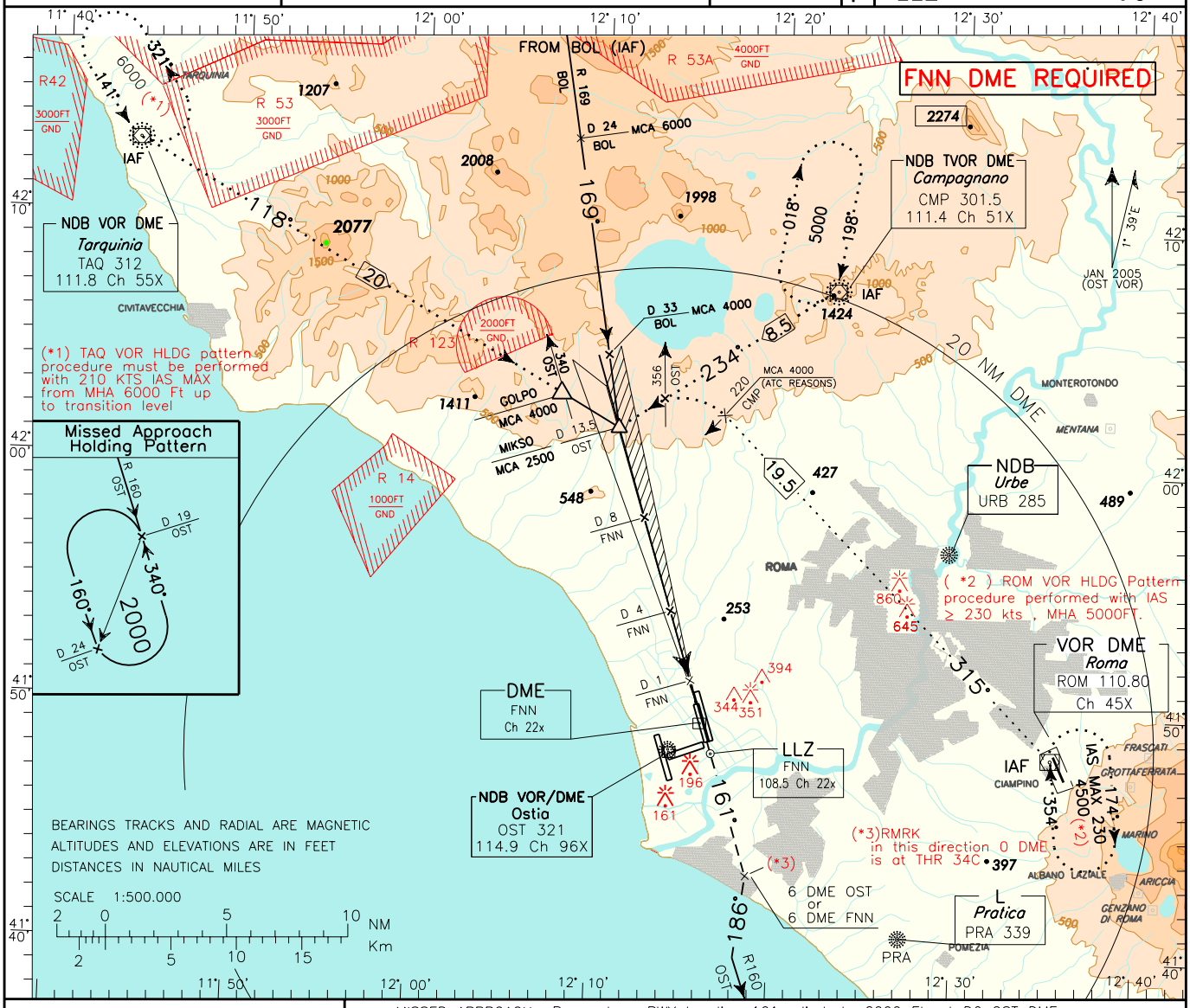
DOC 8168 ED. 4 1993 AMD. 12

CHANGE: NEW AD SECTION

ATIS 120.175	APP *Roma Arrivals* *Roma Director* 119.20	TWR *Fiume Tower* 118.70 (127.625) *Fiume Ground* 121.90	AD ELEV 15	LIRF	ROMA/ LLZ	FIUMICINO RWY 16C

DOC 8168 ED. 4 1993 AMD. 12

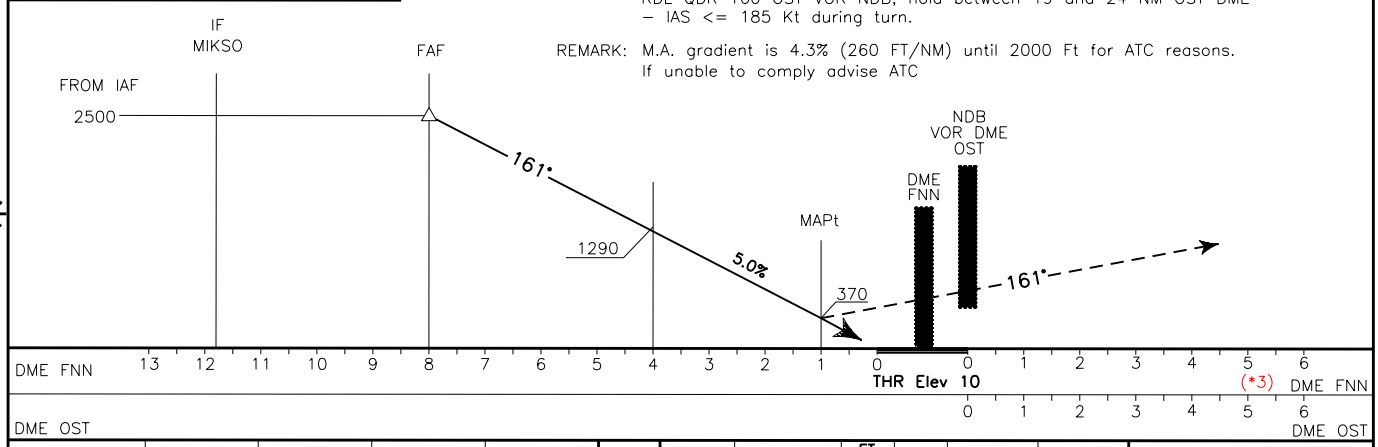
CHANGE: NEW AD SECTION



TRANSITION ALT 6000

MISSED APPROACH: Proceed on RWY heading 161, climb to 2000 Ft, at D6 OST DME or D6 FNN DME to be reached at 2000 Ft turn right heading 186 to join RDL QDR 160 OST VOR NDB; hold between 19 and 24 NM OST DME – IAS <= 185 Kt during turn.

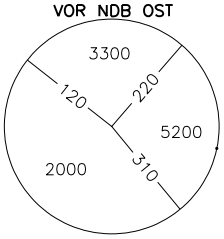
REMARK: M.A. gradient is 4.3% (260 FT/NM) until 2000 Ft for ATC reasons. If unable to comply advise ATC



OCA(OCH)		A	B	C	D
STRAIGHT IN APPROACH	LLZ	420(410)			
CIRCLING		800(785)		900(885)	

DIST	LLZ+DME	FT per MIN	GS	FAF–D4 4 NM	D4–MAPt 3 NM
7 DME	2200(2190)	405	80	3:00	2:15
6 DME	1890(1880)	510	100	2:24	1:48
5 DME	1590(1580)	610	120	2:00	1:30
4 DME	1290(1280)	710	140	1:43	1:17
3 DME	980(970)	815	160	1:30	1:08
2 DME	680(670)	915	180	1:20	1:00
1 DME	370(360)				

MNM SECT ALT
VOR NDB OST

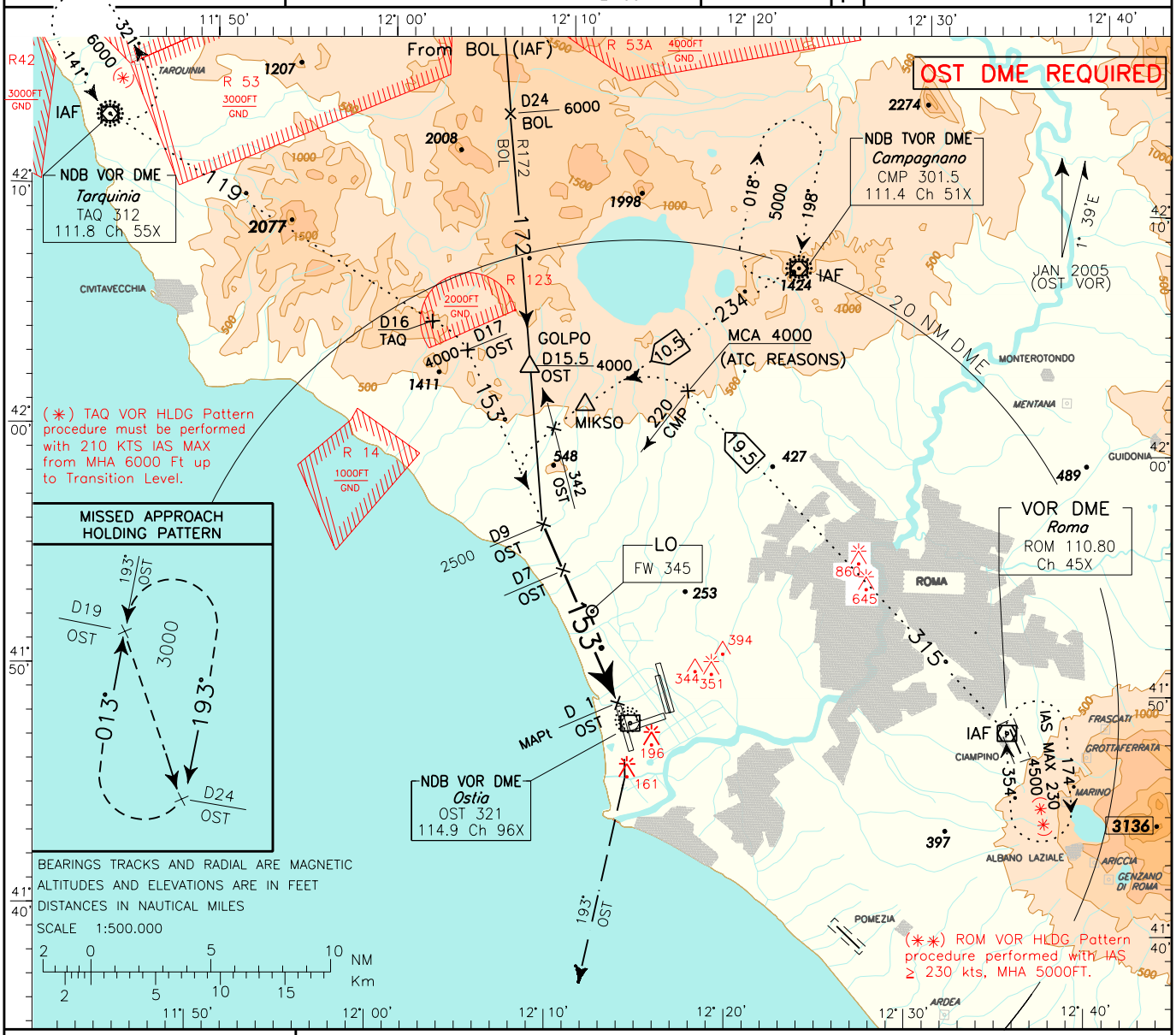


ATIS "OST" 114.90

REMARK:
Final track off set 7°56' from RWY center line.
RWY center line intercepted 2030M before THR 16R

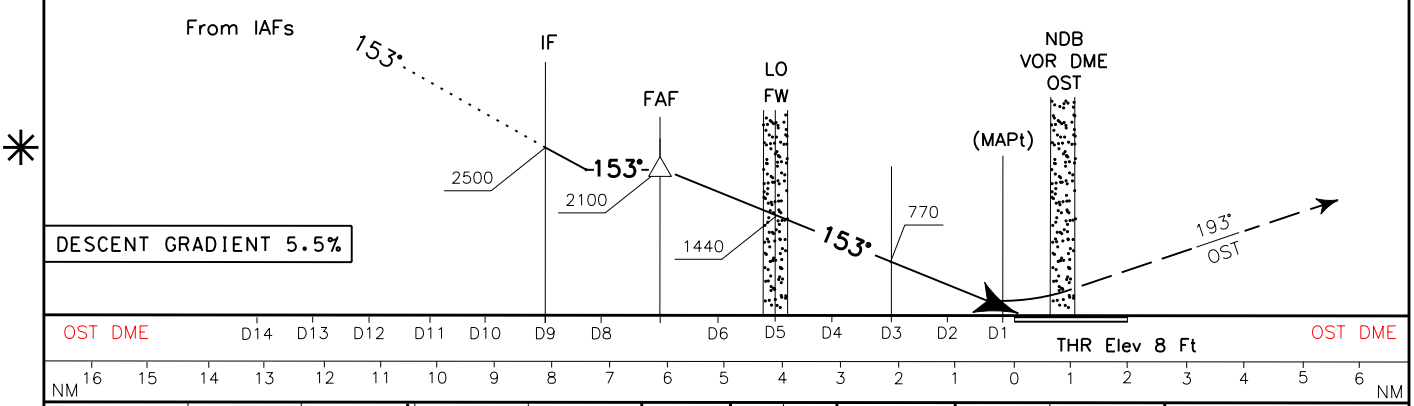
APP	TWR	AD ELEV	LIRF
Roma Arrivals / *Roma Director* 119.20	*Fiume Tower* 118.70 (127.625) / *Fiume Ground* 121.90	15	

ROMA/FIUMICINO
VOR or NDB RWY 16R



TRANSITION ALT 6000

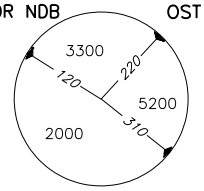
MISSED APPROACH: Turn right to join RDL QDR 193 OST VOR NDB climbing to 3000 Ft, cross 2000 Ft no further then 9 NM OST DME; hold between 19 and 24 NM OST DME.



OCA(OCH)		A	B	C	D
STRAIGHT IN APPROACH	VOR	400 (392)			
	NDB	400 (392)			
CIRCLING		800 (785)		900 (885)	

FT per MIN	GS	FAF–MAP 6 NM	DIST	ALT (HGT)
445	80	4 : 30	6 DME	1766(1758)
555	100	3 : 36	5 DME	1432(1424)
670	120	3 : 00	4 DME	1098(1090)
780	140	2 : 34	3 DME	764 (756)
890	160	2 : 15	2 DME	430 (422)

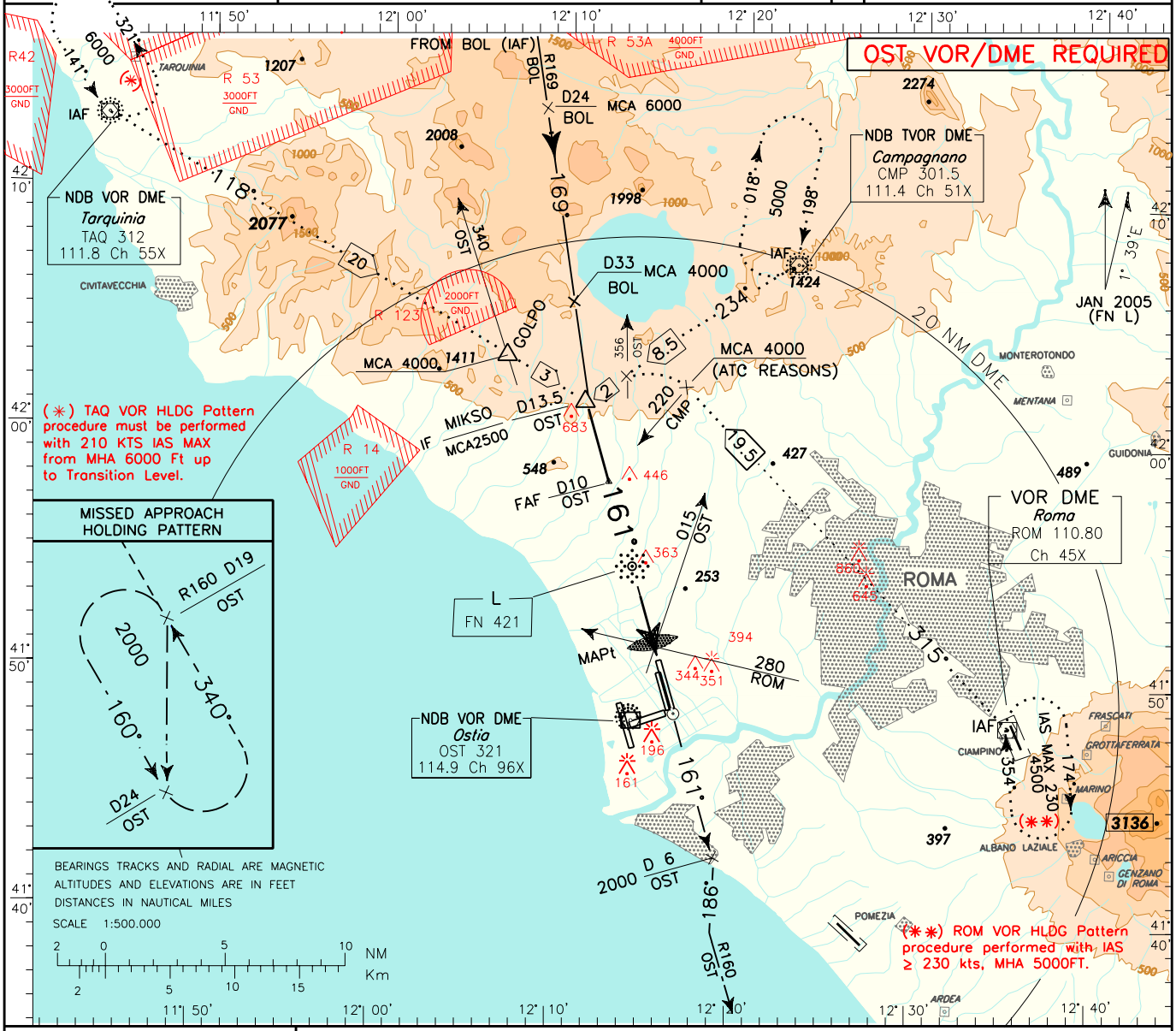
MNM SECT ALT
VOR NDB OST



DOC. 8168 ED.4–1993 AM.12

CHANGE: NEW AD SECTION

ATIS 120.175	APP Roma Arrivals / Roma Director 119.20	TWR Fiume Tower 118.70 (127.625) / GND Fiume Ground 121.90	AD ELEV 15	LIRF	ROMA/FIUMICINO L RWY 16L



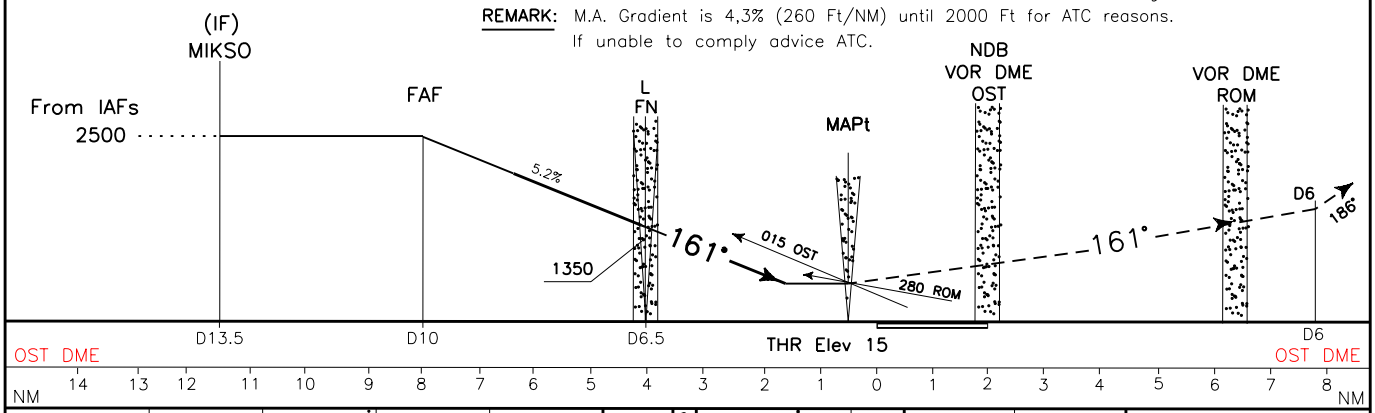
DOC. 8168 ED.4–1993 AM.14

CHANGE: NEW AD SECTION

TRANSITION ALT 6000

MISSED APPROACH: Proceed on RWY heading 161, climb to 2000 FT, at D6 OST DME to be reached at 2000 Ft turn right heading 186 to join RDL QDR 160 OST VOR NDB; hold between 19 and 24 NM OST DME – IAS ≤185 KT during turn.

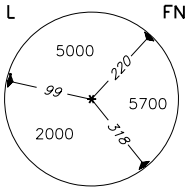
REMARK: M.A. Gradient is 4,3% (260 Ft/NM) until 2000 Ft for ATC reasons. If unable to comply advice ATC.



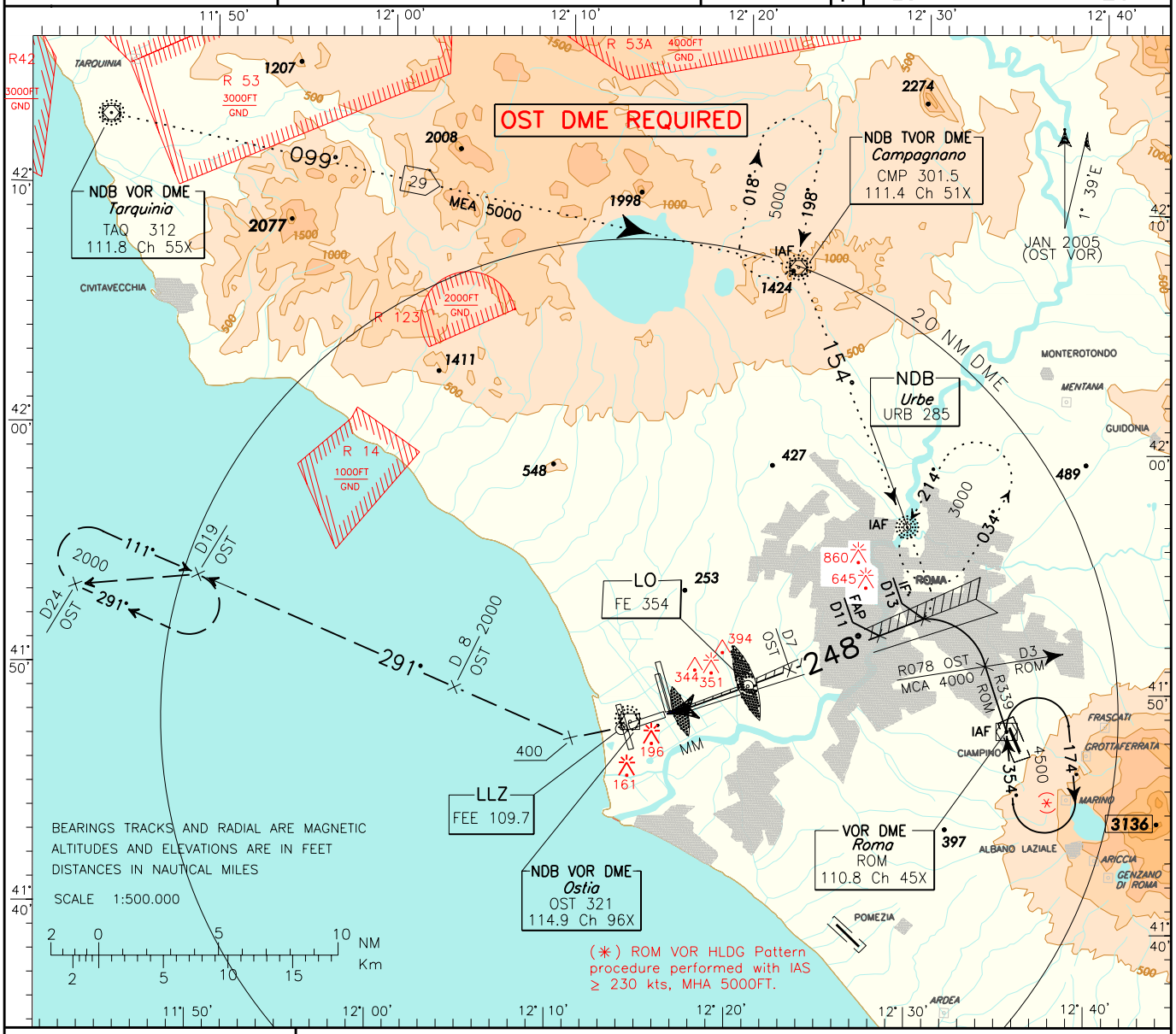
OCA(OCH)	A	B	C	D
STRAIGHT IN APPROACH				
L	650 (635)			
CIRCLING	800 (785)		900 (885)	

OST DME	ALT(HGT)	FT per MIN	GS	FAF–MAPt 7.2 NM	MAPt–THR 0.5 NM
9	2182(2167)	425	80	5 : 24	0 : 23
8	1864(1849)	531	100	4 : 19	0 : 18
7	1546(1531)	637	120	3 : 36	0 : 15
6	1228(1213)	743	140	3 : 05	0 : 13
5	910(895)	849	160	2 : 42	0 : 11

MNM SECT ALT



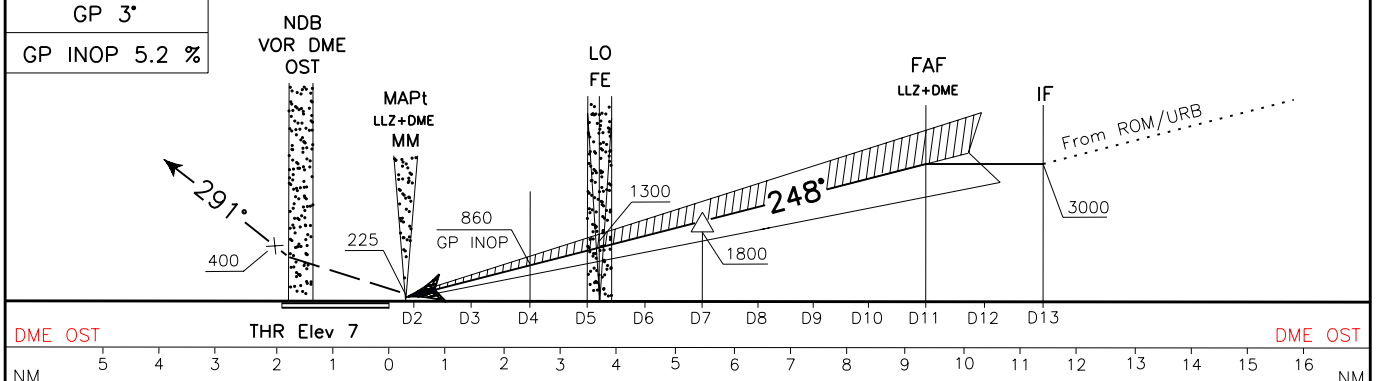
ATIS 120.175	APP *Roma Arrivals* / *Roma Director* 119.20	TWR *Fiume Tower* 118.70 (127.625) / GND *Fiume Ground* 121.90	AD ELEV 15	LIRF	ROMA/FIUMICINO ILS RWY 25



TRANSITION ALT 6000
RDH 17.70 M
GP 3°
GP INOP 5.2 %

MISSED APPROACH: Climb to 400 Ft on heading 249° then turn right on RDL QDR 291 OST VOR NDB and climb to 2000 Ft within 8 NM OST DME. Hold on RDL QDR 291 OST VOR NDB between 19 and 24 NM OST DME. Right turns.

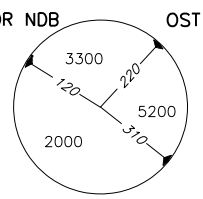
✳



OCA(OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS CAT. I	180 (173)	190 (183)	200 (193)	210 (203)
	LLZ	400 (393)			
CIRCLING		800 (785)		900 (885)	

FT per MIN	GS	FAF–OM 1.6 NM	OM–MM 3.4 NM
420	80	1 : 12	2 : 33
525	100	0 : 58	2 : 02
630	120	0 : 48	1 : 42
735	140	0 : 41	1 : 27
845	160	0 : 36	1 : 17

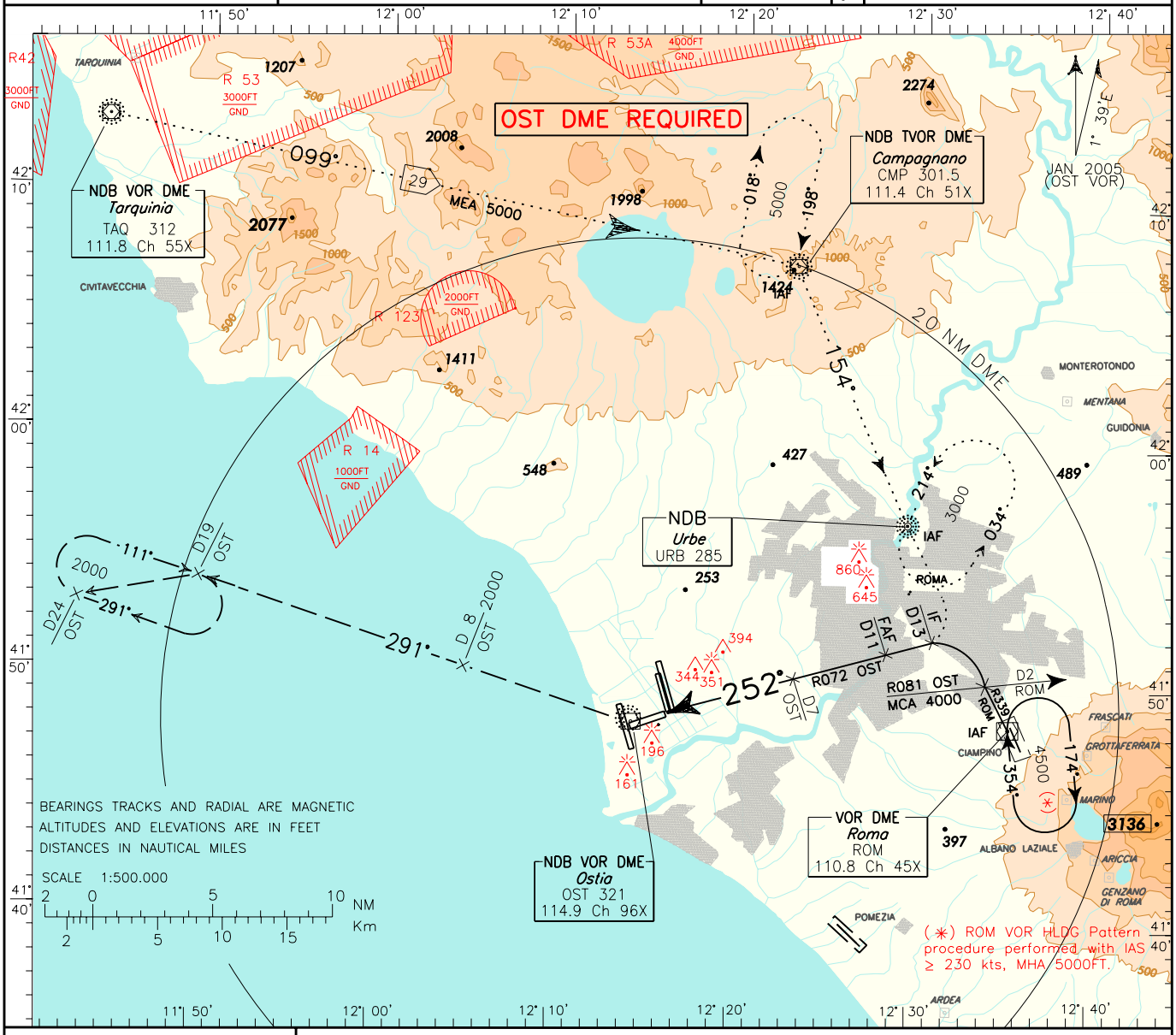
MNM SECT ALT



DOC. 8168 ED.4–1993 AM.12

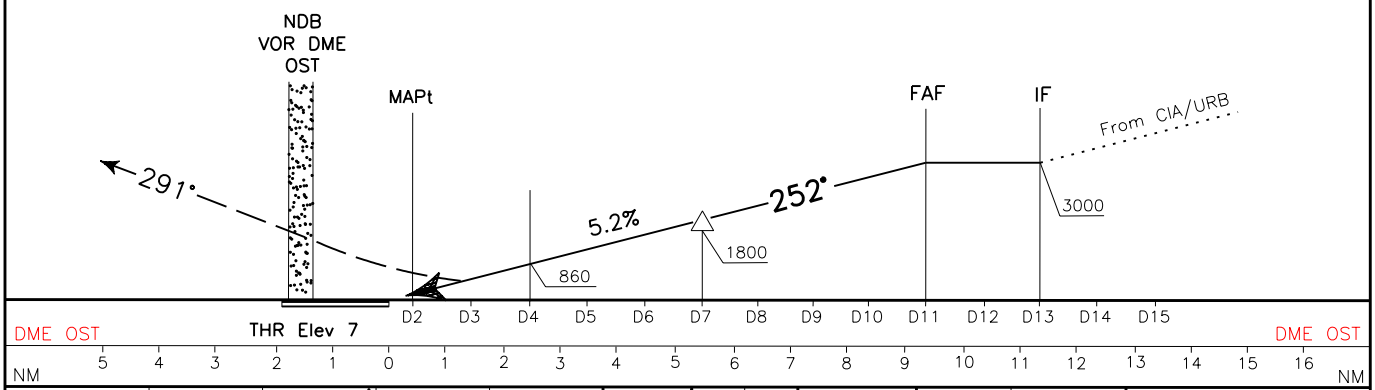
CHANGE: NEW AD SECTION

ATIS 120.175	APP *Roma Arrivals* / *Roma Director* 119.20	TWR *Fiume Tower* 118.70 (127.625) / GND *Fiume Ground* 121.90	AD ELEV 15	LIRF	ROMA/FIUMICINO VOR or NDB RWY 25



TRANSITION ALT 6000

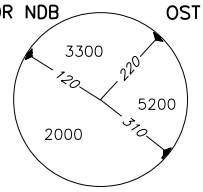
MISSED APPROACH: Turn right to join RDL QDR 291 OST VOR NDB and climb to 2000 Ft within 8 NM OST DME. Hold on RDL QDR 291 OST VOR NDB between 19 and 24 NM OST DME. Right turns.



OCA(OCH)		A	B	C	D
STRAIGHT IN APPROACH	VOR	550 (543)			
	NDB	600 (593)			
CIRCLING		800 (785)		900 (885)	

FT per MIN	GS	FAF–MAP 5 NM	DIST	ALT (HGT)
420	80	3 : 45	6 DME	1490(1483)
525	100	3 : 00	5 DME	1170(1163)
630	120	2 : 30	4 DME	860 (843)
735	140	2 : 08	3 DME	540 (533)
845	160	1 : 52	2 DME	220 (213)

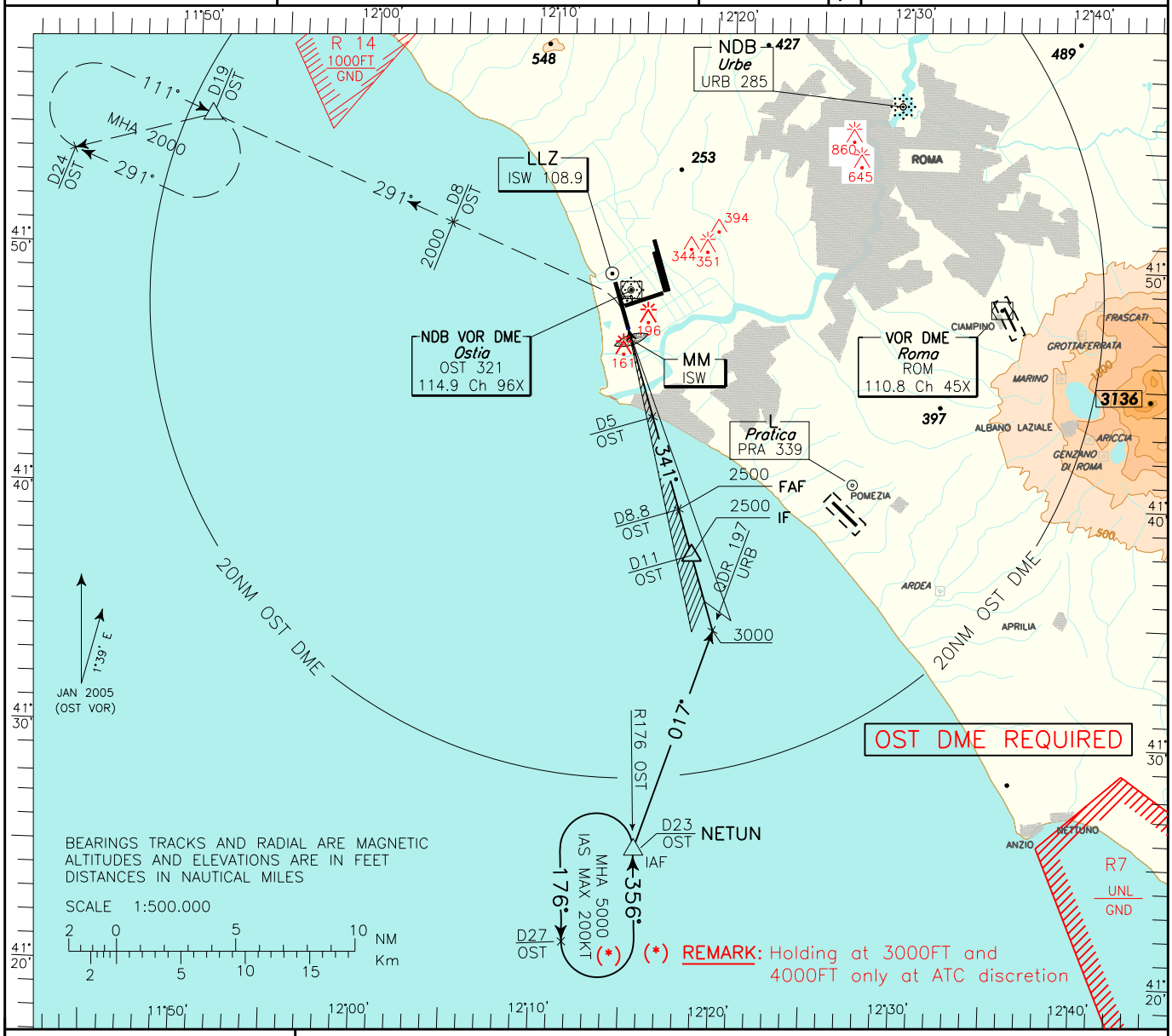
MNM SECT ALT



DOC. 8168 ED.4–1993 AM.12

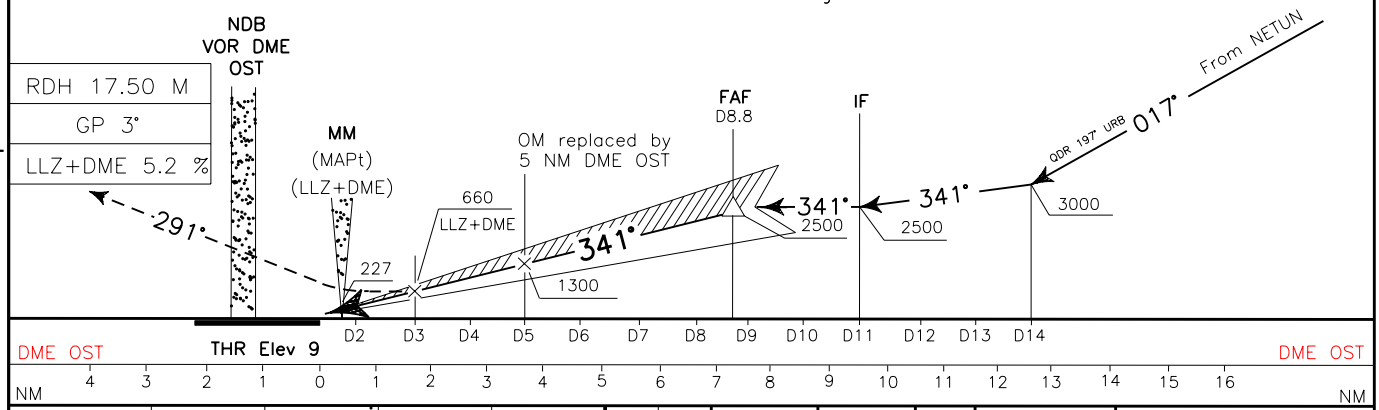
CHANGE: NEW AD SECTOR

ATIS "OST" 114.90	APP *Roma Arrivals* / *Roma Director* 119.20	TWR *Fiume Tower* 118.70 (127.625) / GND *Fiume Ground* 121.90	AD ELEV 15	LIRF	ROMA/FIUMICINO ILS Z RWY 34L



TRANSITION ALT 6000

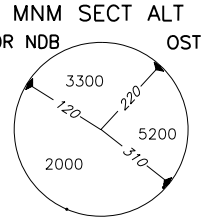
MISSED APPROACH: Turn left to join RDL QDR 291 OST VOR NDB and climb to 2000 Ft within 8 NM OST DME. Hold on RDL QDR 291 OST VOR NDB between 19 and 24 NM OST DME. Right turns.



OCA(OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	170 (161)	180 (171)	190 (181)	200 (191)
	LLZ+DME	410 (401)			
CIRCLING		800 (785)		900 (885)	

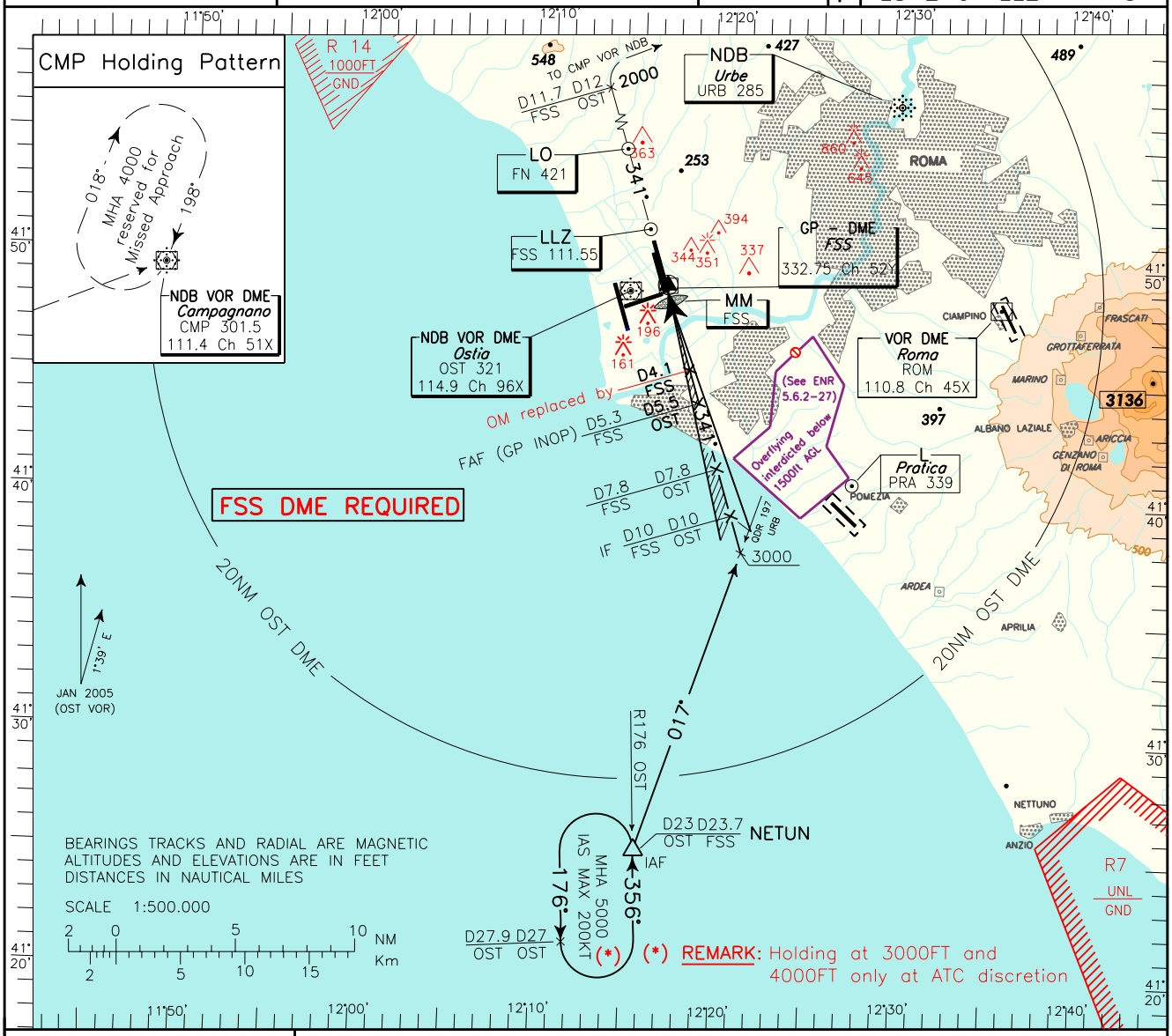
FT per MIN	GS	D5–MAPt 3.4 NM	MAPt–THR 0.5 NM	DME OST	ALT (HEIGHT)
				5	1300 (1291)
420	80	2 : 32	0 : 23	4	980 (971)
530	100	2 : 01	0 : 18	3	660 (651)
635	120	1 : 41	0 : 15	2	340 (331)
745	140	1 : 27	0 : 13	–	–
850	160	1 : 16	0 : 11	–	–

MNM SECT ALT



DOC. 8168 ED.4–1993 AM.12
CHANGE: NEW AD SECTION

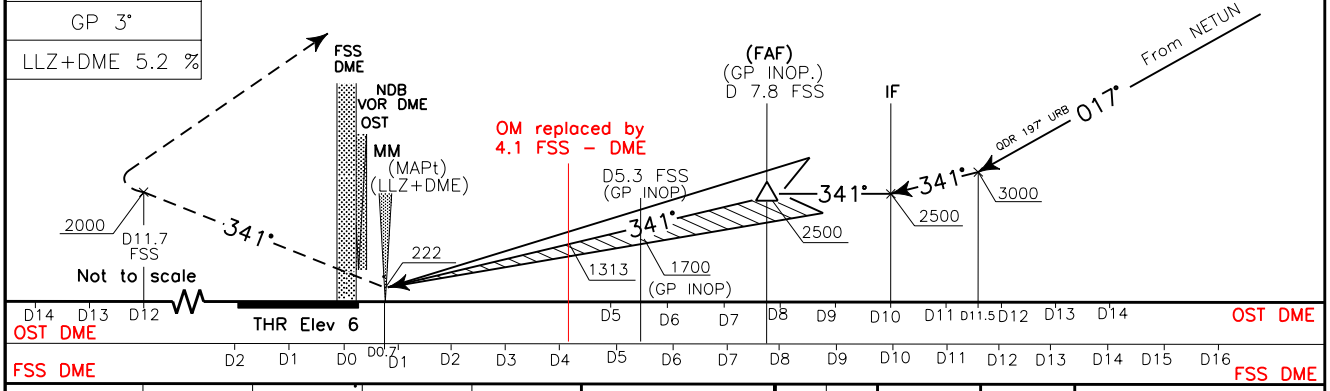
ATIS 120.175	APP Roma Arrivals 119.20 Roma Director	TWR Fiume Tower 118.70 (127.625) GND Fiume Ground 121.90	AD ELEV 15	LIRF	ROMA/FIUMICINO ILS Z or LLZ RWY 34R



TRANSITION ALT 6000

MISSED APPROACH: Proceed on track 341° climbing to 4000 FT. Cross D12 OST DME at 2000 FT or above, then turn right to CMP VOR NDB, to be reached at 4000 FT.

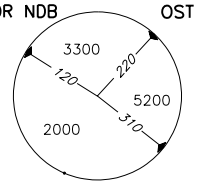
RDH 17.50 M
GP 3°
LLZ+DME 5.2 %



OCA(OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	170 (164)	180 (174)	190 (184)	200 (194)
	LLZ+DME	420 (414)			
CIRCLING		800 (785)		900 (885)	

FT per MIN	GS	FAF – D4.1 3.4 NM	D4.1 – MM 0.5 NM
420	80	2 : 33	0 : 22
530	100	2 : 02	0 : 18
635	120	1 : 42	0 : 15
745	140	1 : 27	0 : 13
850	160	1 : 16	0 : 11

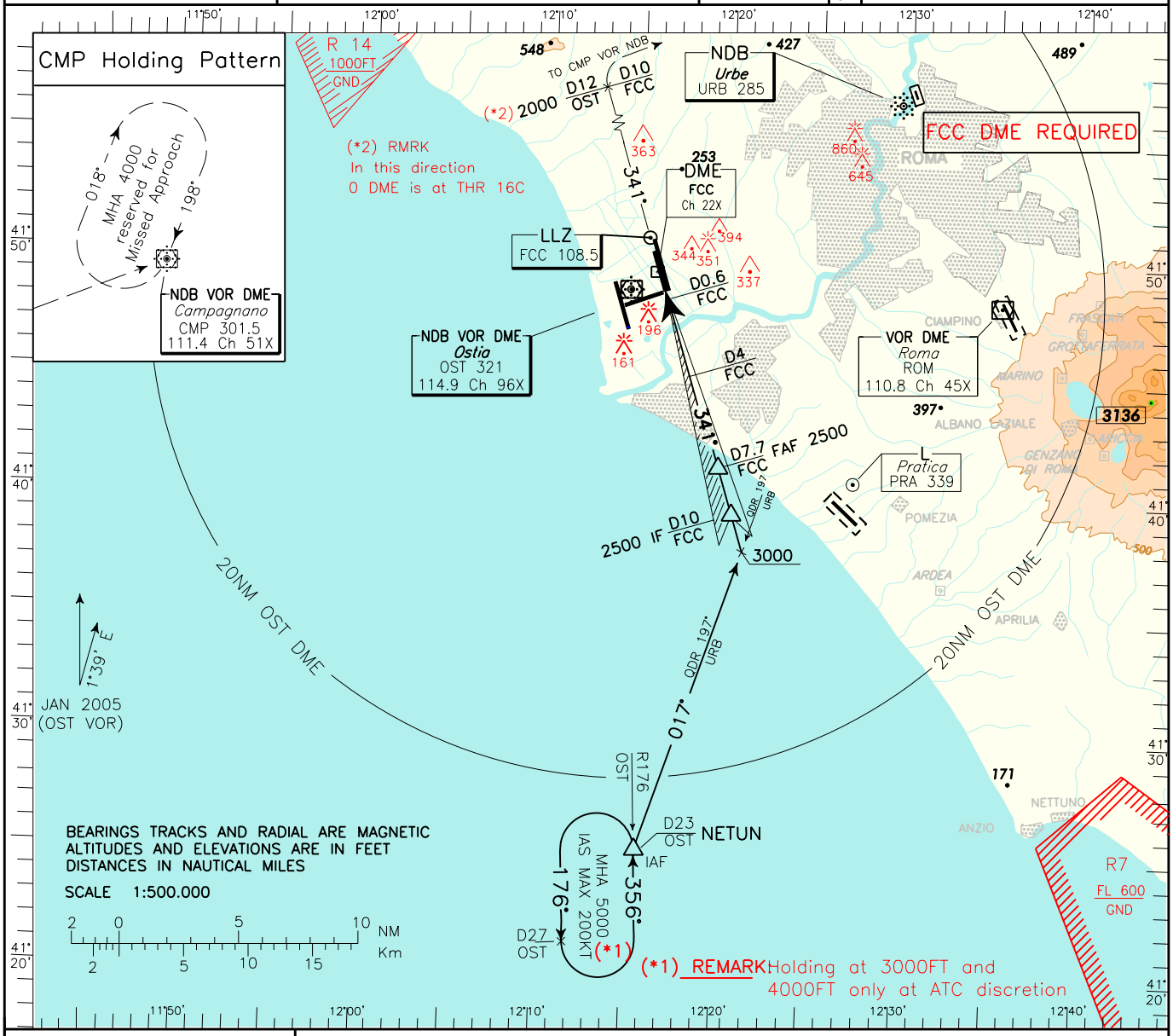
MNM SECT ALT



DOC. 8168 ED.4–1993 AM.12

CHANGE: NEW AD SECTION

ATIS 120.175	APP *Roma Arrivals* / *Roma Director* 119.20	TWR *Fiume Tower* 118.70 (127.625) / GND *Fiume Ground* 121.90	AD ELEV 15	LIRF	ROMA/FIUMICINO ILS Z RWY 34C



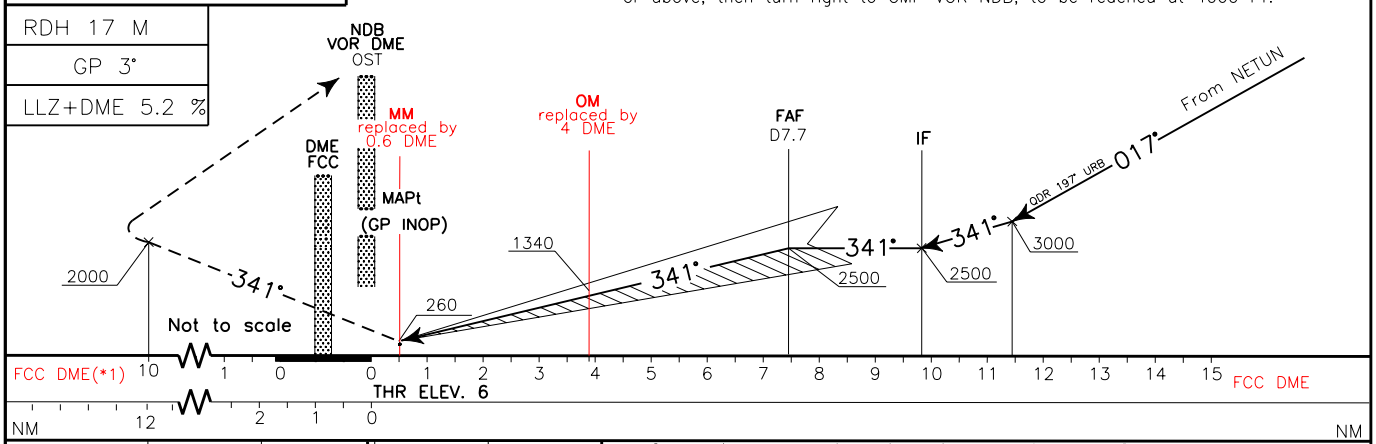
DOC. 8168 ED.4–1993 AM.12

CHANGE: NEW AD SECTION

TRANSITION ALT 6000

MISSED APPROACH: Proceed on track 341° climbing to 4000 FT. Cross D12 OST DME at 2000 FT or above, then turn right to CMP VOR NDB, to be reached at 4000 FT.

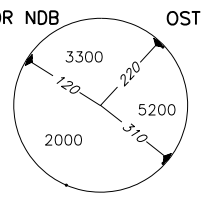
RDH 17 M
GP 3°
LLZ+DME 5.2 %



OCA(OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	200 (194)			
	LLZ	420 (414)			
CIRCLING		800 (785)		900 (885)	

DIST	ILS	FT per MIN	GS	FAF–D4 3.65 NM	D4–D0.6 3.4 NM
7 DME	2290(2284)	425	80	2:44	2:33
6 DME	1980(1974)	530	100	2:11	2:02
5 DME	1660(1654)	635	120	1:50	1:42
4 DME	1340(1334)	740	140	1:34	1:27
3 DME	1020(1014)	850	160	1:22	1:17
2 DME	700(694)	955	180	1:13	1:08
1 DME	390(384)				

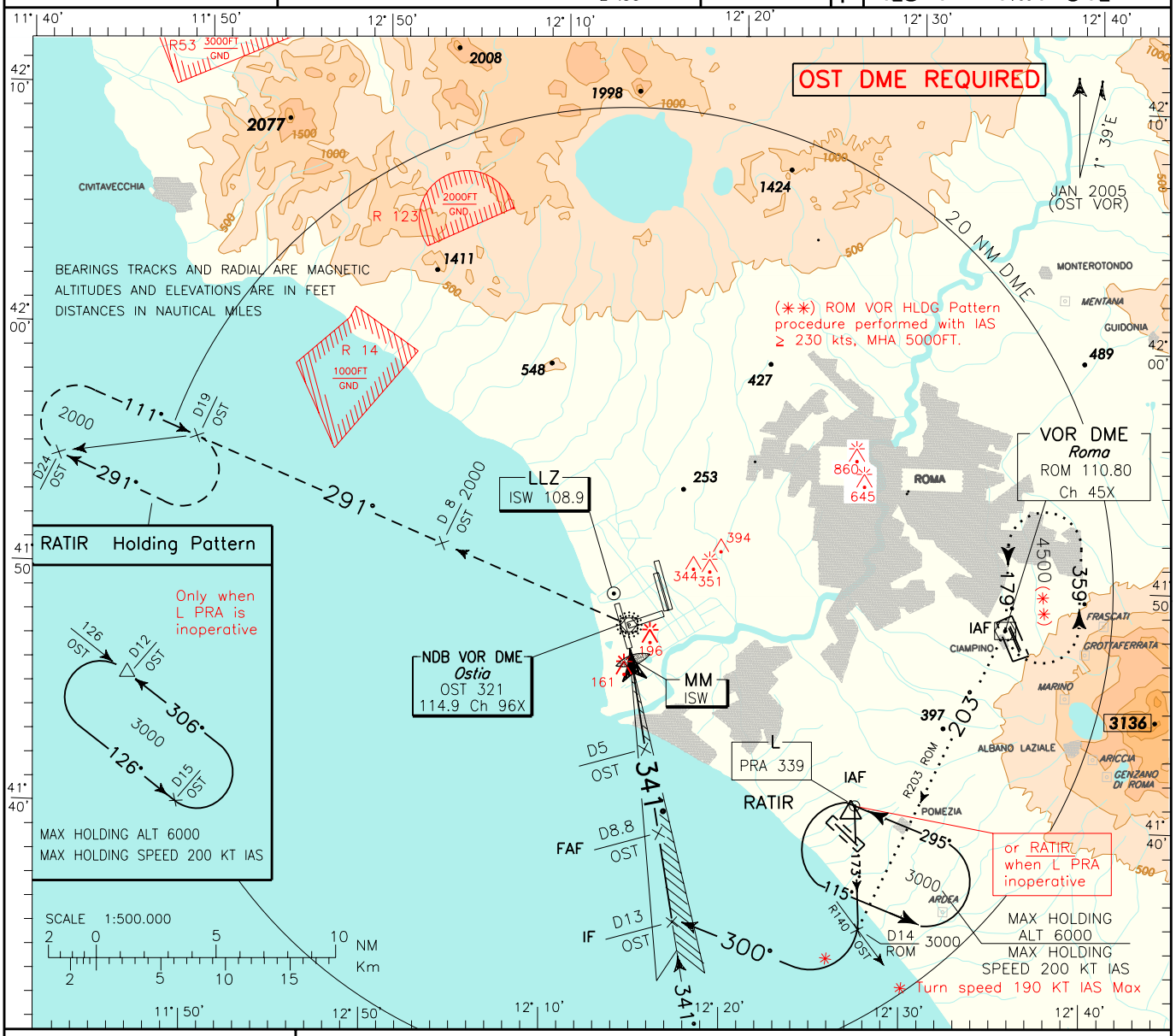
MNM SECT ALT



ATIS "OST" 114.90	APP *Roma Arrivals* / *Roma Director* 119.20	TWR *Fiume Tower* 118.70 (127.625) / GND *Fiume Ground* 121.90	AD ELEV 15	LIRF	ROMA/FIUMICINO ILS Y RWY 34L

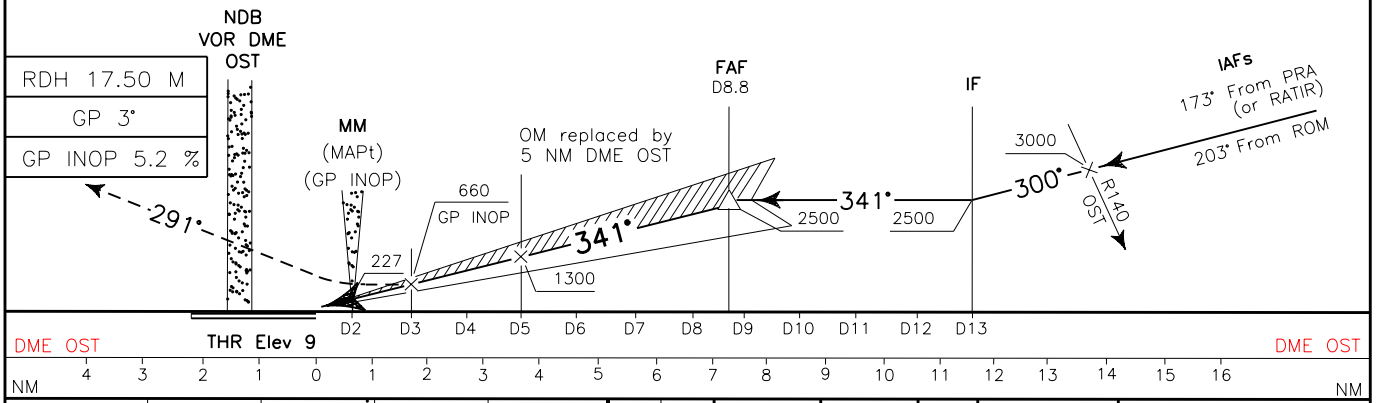
DOC. 8168 ED.4–1993 AM.12

CHANGE: NEW AD SECTION



TRANSITION ALT 6000

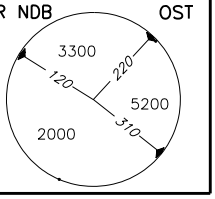
MISSED APPROACH: Turn left to join RDL QDR 291 OST VOR NDB and climb to 2000 Ft within 8 NM OST DME. Hold on RDL QDR 291 OST VOR NDB between 19 and 24 NM OST DME. Right turns.



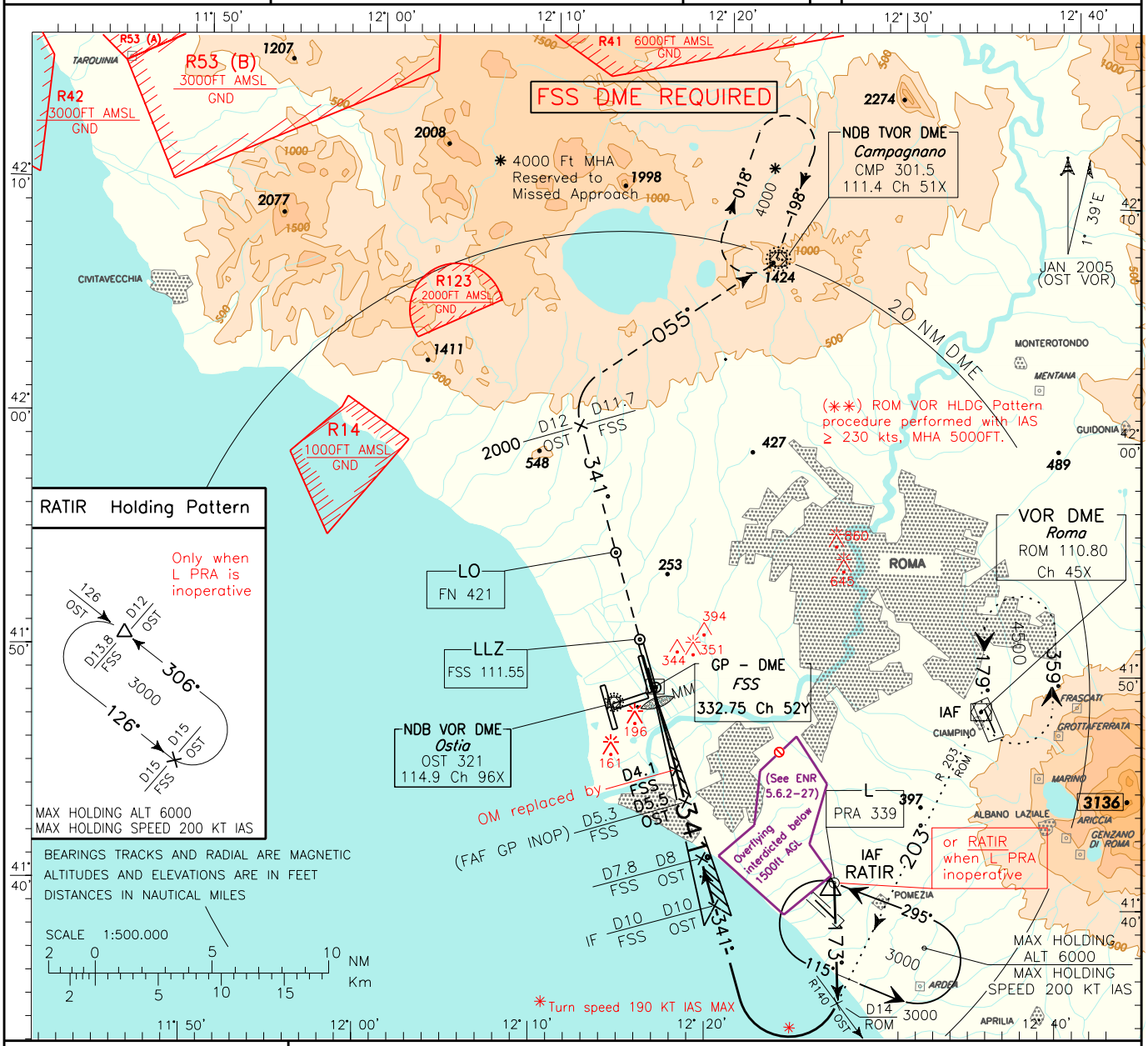
OCA(OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	170 (161)	180 (171)	190 (181)	200 (191)
	LLZ	410 (401)			
CIRCLING		800 (785)		900 (885)	

FT per MIN	GS	D5–MAPt 3.4 NM	MAPt–THR 0.5 NM	DME OST	ALT (HEIGHT)
				5	1300 (1291)
420	80	2 : 32	0 : 23	4	980 (971)
530	100	2 : 01	0 : 18	3	660 (651)
635	120	1 : 41	0 : 15	2	340 (331)
745	140	1 : 27	0 : 13	–	–
850	160	1 : 16	0 : 11	–	–

MNM SECT ALT



ATIS 120.175	APP Roma Arrivals / Roma Director 119.20	TWR Fiume Tower 118.70 (127.625) / GND Fiume Ground 121.90	AD ELEV 15	LIRF	ROMA/FIUMICINO ILS Y or LLZ RWY 34R



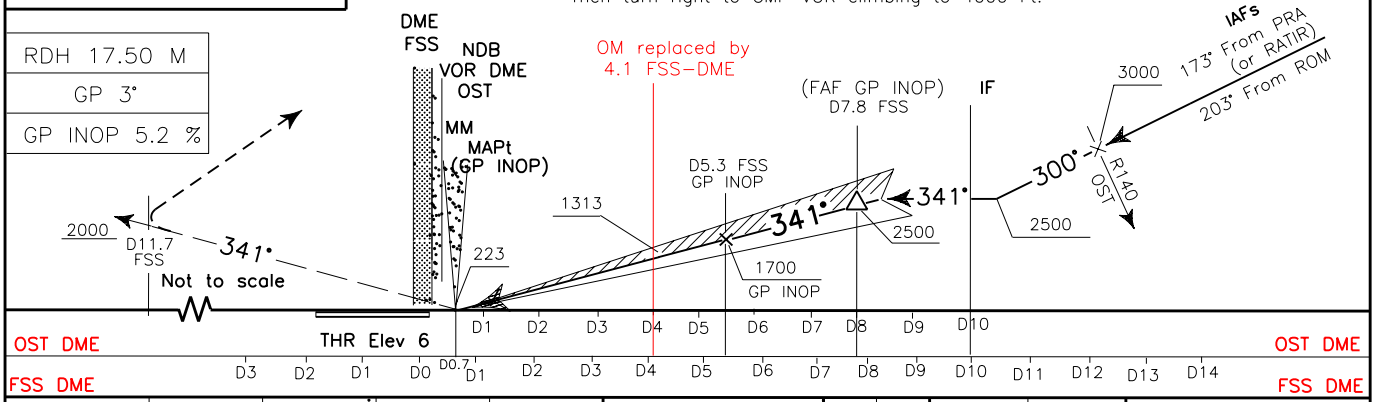
DOC. 8168 ED.4–1993 AM.12

CHANGE: NEW AD SECTION

TRANSITION ALT 6000

MISSED APPROACH: Proceed on track 341°, cross D12 OST DME at 2000 or above. Then turn right to CMP VOR climbing to 4000 Ft.

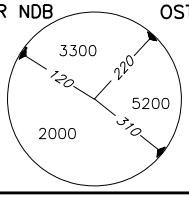
RDH 17.50 M
GP 3°
GP INOP 5.2 %



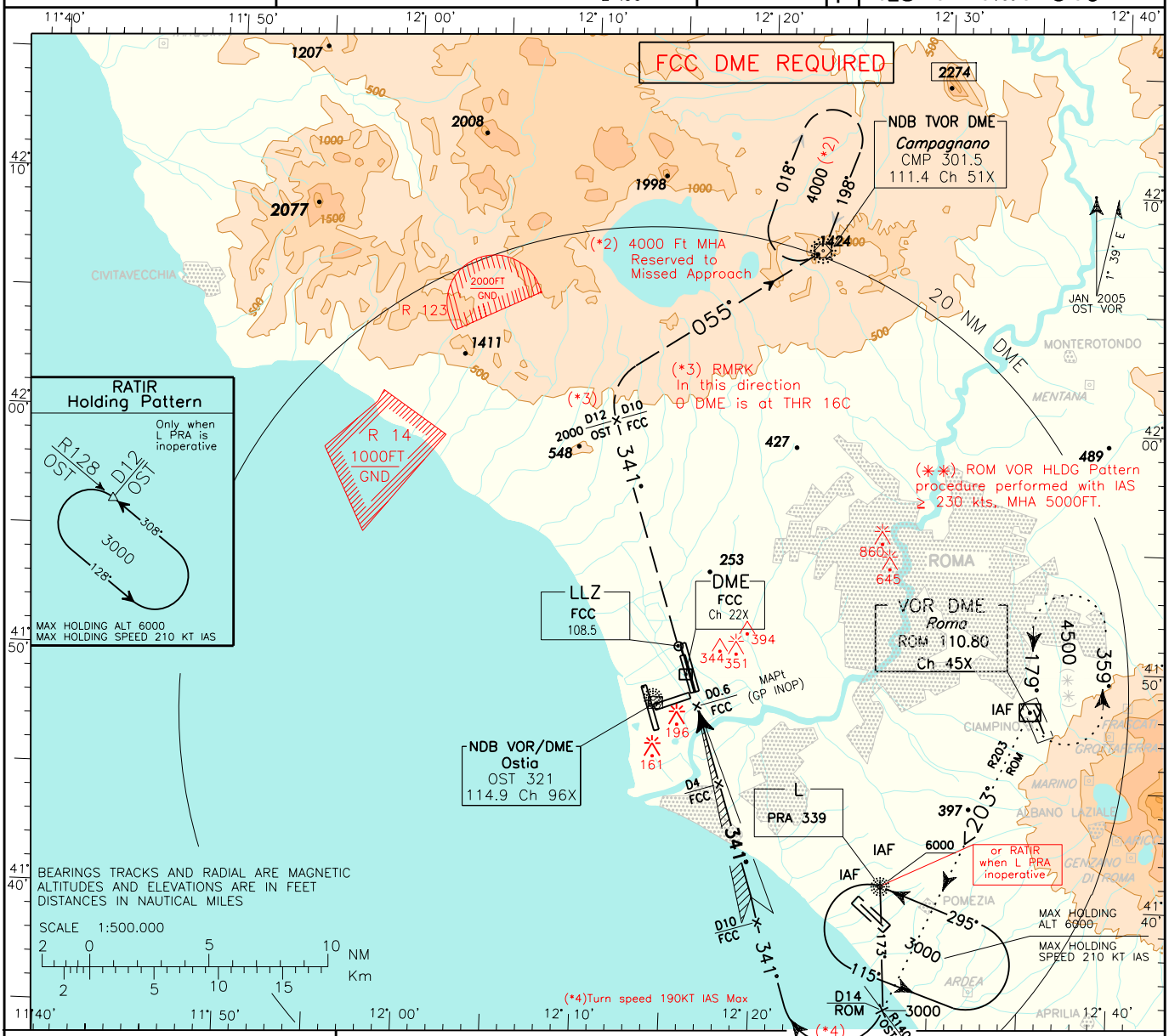
OCA(OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I	170 (164)	180 (174)	190 (184)	200 (194)
	LLZ	420 (414)			
CIRCLING		800 (785)		900 (885)	

FT per MIN	GS	FAF–D4.1 3.8 NM	D4.1–MM 3.4 NM
420	80	2 : 50	2 : 32
525	100	2 : 16	2 : 02
630	120	1 : 53	1 : 42
735	140	1 : 37	1 : 27
845	160	1 : 25	1 : 16

MNM SECT ALT

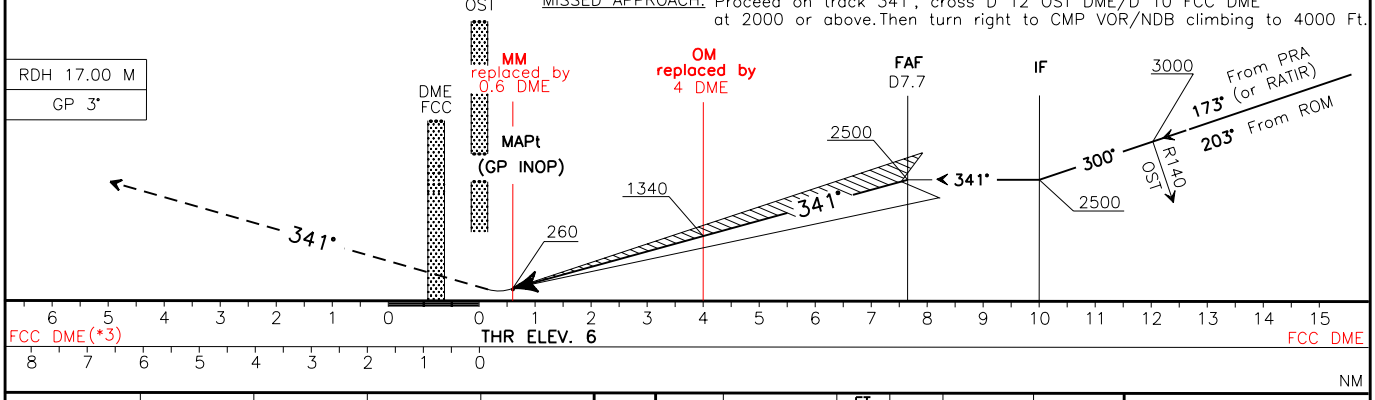


ATIS 120.175	APP *Roma Arrivals* *Roma Director* 119.20	TWR *Fiume Tower* 118.70 (127.625) *Fiume Ground* 121.90	AD ELEV 15	LIRF	ROMA/ FIUMICINO ILS Y RWY 34C



TRANSITION ALT 6000

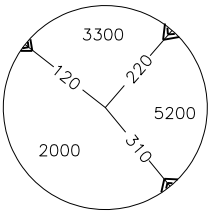
MISSED APPROACH: Proceed on track 341°, cross D 12 OST DME/D 10 FCC DME at 2000 or above. Then turn right to CMP VOR/NDB climbing to 4000 Ft.



OCA(OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS Cat I	200 (194)			
	LLZ	420 (414)			
CIRCLING		800 (785)		900 (885)	

DIST	ILS	FT per MIN	GS	FAF–D4 3.65 NM	D4–D0.6 3.4 NM
7 DME	2290(2284)	425	80	2:44	2:33
6 DME	1980(1974)	530	100	2:11	2:02
5 DME	1660(1654)	635	120	1:50	1:42
4 DME	1340(1334)	740	140	1:34	1:27
3 DME	1020(1014)	850	160	1:22	1:17
2 DME	700(694)	955	180	1:13	1:08
1 DME	390(384)				

MNM SECT ALT
VOR NDB OST

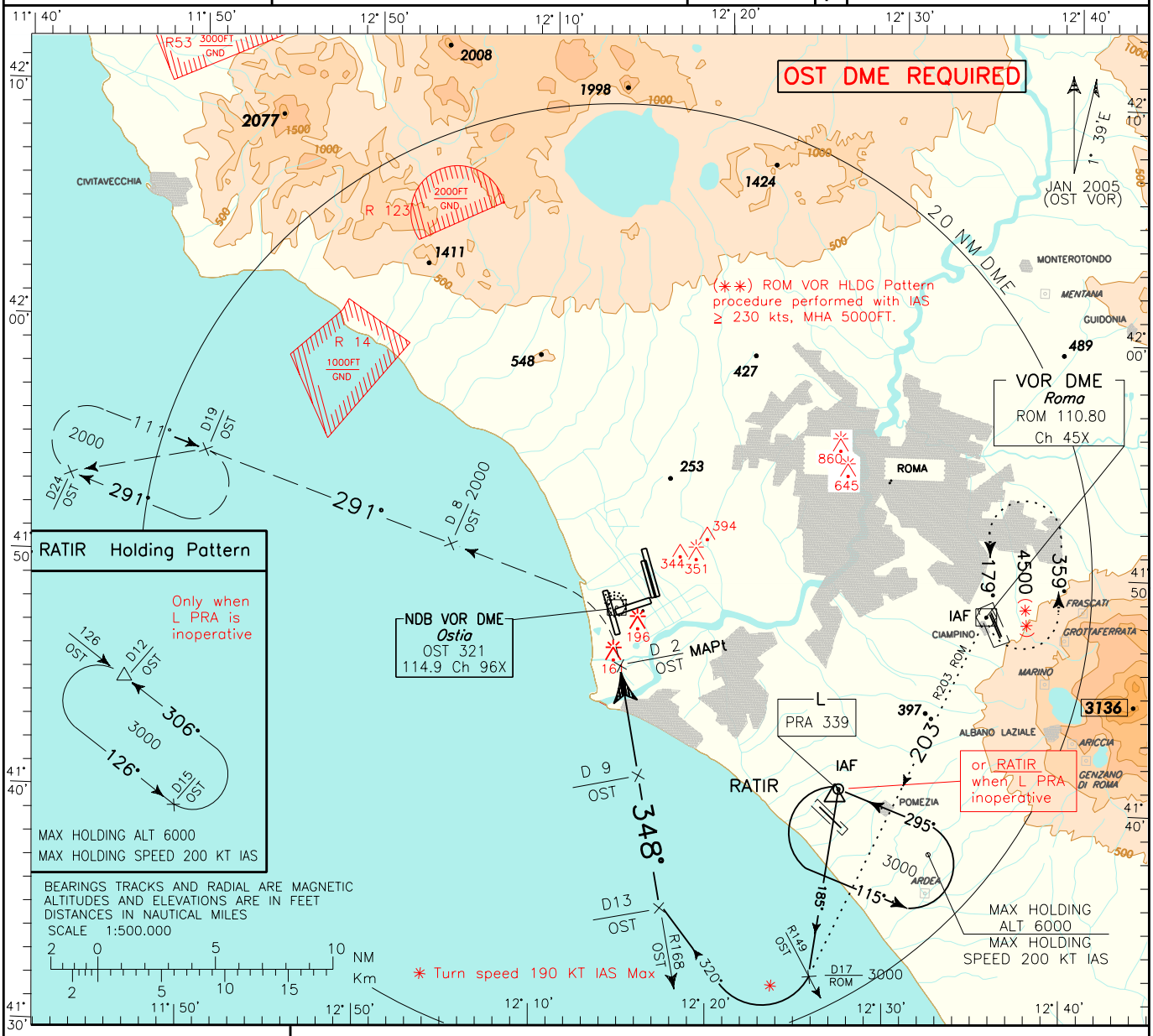


DOC 8168 ED. 4 1993 AMD. 12

CHANGE: NEW AD SECTION

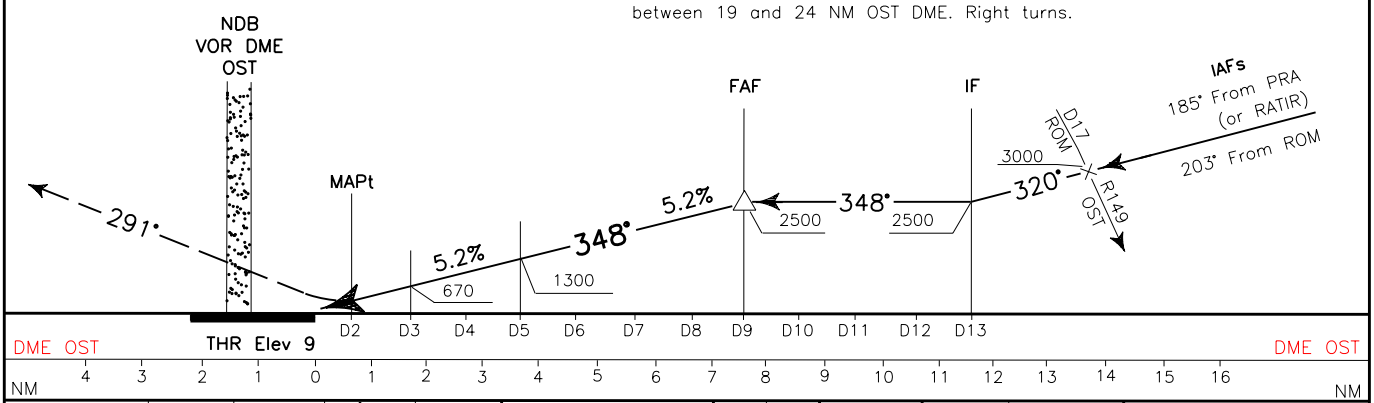
ATIS "OST" 114.90	APP Roma Arrivals Roma Director 119.20	TWR Fiume Tower 118.70 (127.625) GND Fiume Ground 121.90	AD ELEV 15	LIRF	ROMA/FIUMICINO VOR or NDB RWY 34L

REMARK: Final approach track off set 7° from RWY center line. RWY center line intercepted 1931m before THR 34L



TRANSITION ALT 6000

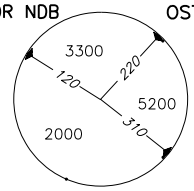
MISSED APPROACH: At 2NM OST DME turn left to join RDL QDR 291 OST VOR NDB and climb to 2000 Ft within 8 NM OST DME. Hold on RDL QDR 291 OST VOR NDB between 19 and 24 NM OST DME. Right turns.



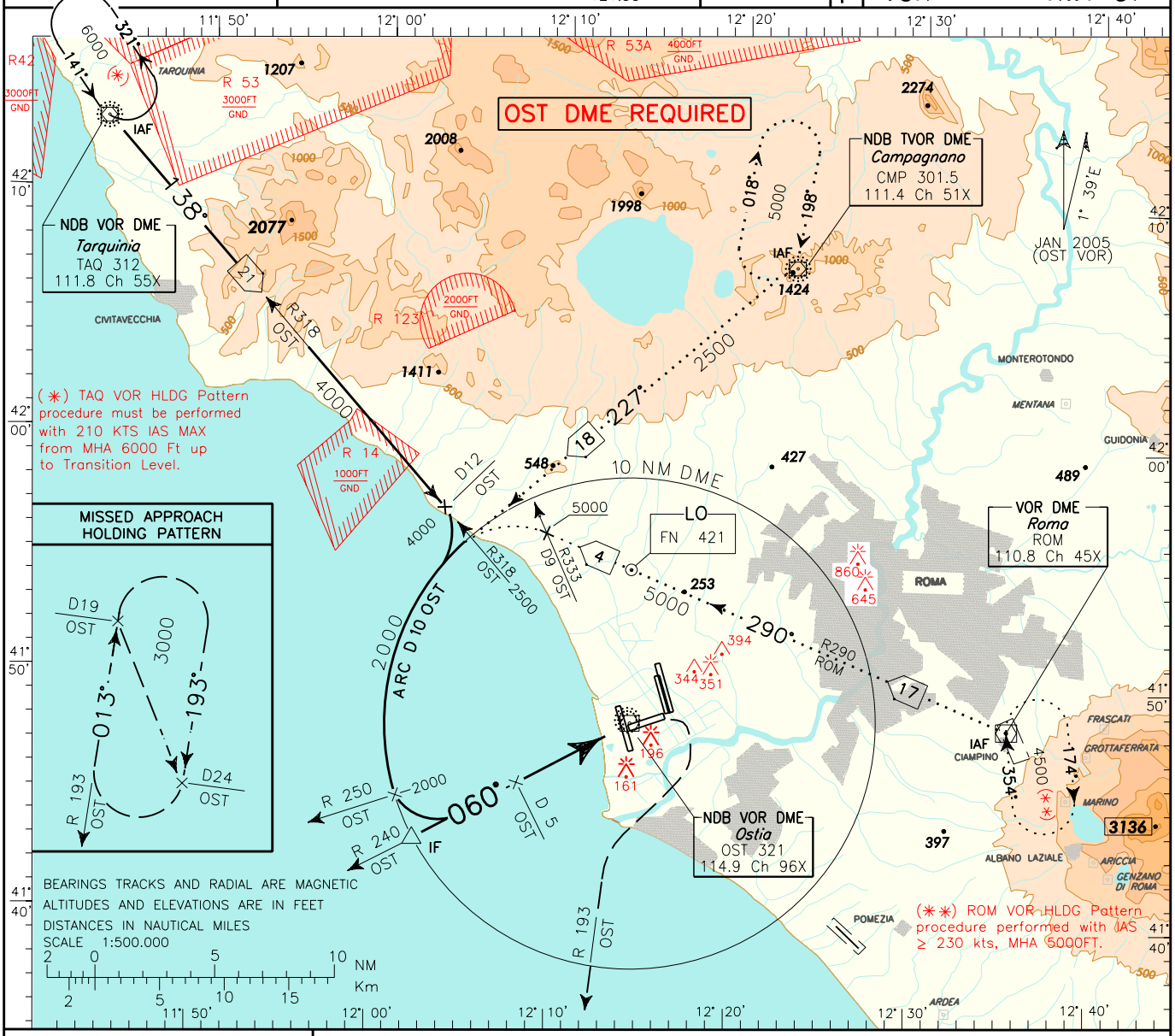
OCA(OCH)		A	B	C	D
STRAIGHT IN APPROACH	VOR	450(441)			
	NDB	450(441)			
CIRCLING		800 (785)		900 (885)	

FT per MIN	GS	FAF–MAP 7 NM	DIST	ALT (HGT)
405	80	5 : 15	6 DME	1615(1606)
505	100	4 : 12	5 DME	1300(1291)
610	120	3 : 30	4 DME	985 (976)
710	140	3 : 00	3 DME	670 (661)
810	160	2 : 37	2 DME	355 (346)

MNM SECT ALT VOR NDB OST



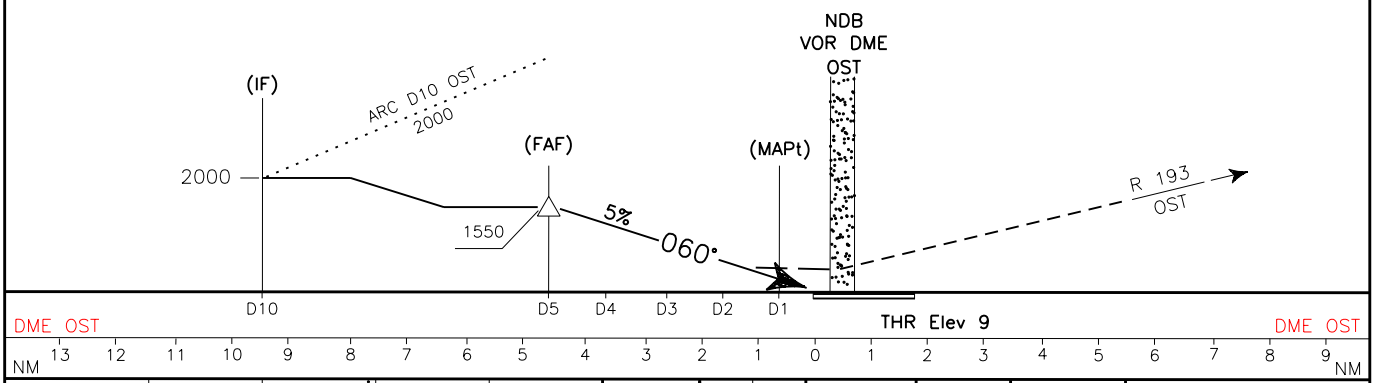
ATIS 120.175	APP *Roma Arrivals* / *Roma Director* 119.20	TWR *Fiume Tower* 118.70 (127.625) / GND *Fiume Ground* 121.90	AD ELEV 15	LIRF	ROMA/FIUMICINO VOR RWY 07



TRANSITION ALT 6000

MISSED APPROACH: 1 NM before OST VOR DME climb to 500 Ft on track 060°, then turn right on RDL 193 climbing to 2000 Ft, within 9 OST DME then continue climbing to 3000 Ft. Hold on RDL 193 OST VOR DME between 19 and 24 NM, right turn. IAS ≤ 200 Kt during turn.

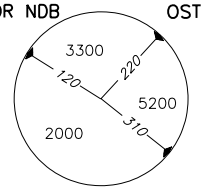
✳



OCA(OCH)		A	B	C	D
STRAIGHT IN APPROACH	VOR	400 (391)			
CIRCLING		800 (785)		900 (885)	

FT per MIN	GS	FAF–MAP 4 NM	DIST	ALT (HGT)
405	80	3 : 00	5 DME	1550(1541)
505	100	2 : 24	4 DME	1250(1241)
610	120	2 : 00	3 DME	950 (941)
710	140	1 : 43	2 DME	650 (641)
810	160	1 : 30	1 DME	350 (341)

MNM SECT ALT



DOC. 8168 ED.4–1993 AM.12

CHANGE: NEW AD SECTION

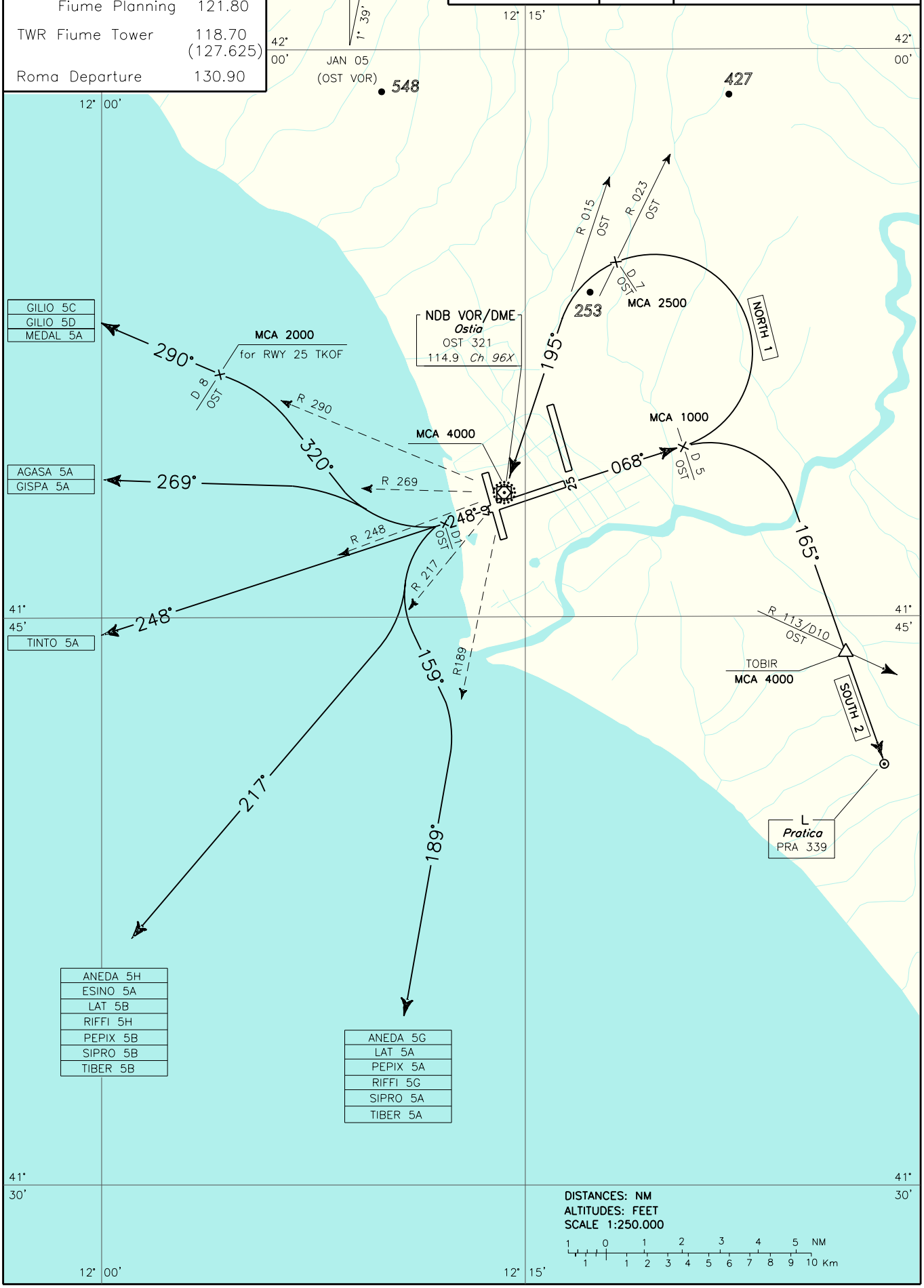
FREQUENCIES		
GND	Fiume Ground	121.90 (122.125)
	Fiume Planning	121.80
TWR	Fiume Tower	118.70 (127.625)
	Roma Departure	130.90

INITIAL CLIMB PROCEDURES

RWY 07/25

ROMA/FIUMICINO

TRANSITION ALT 6000



CHANGE: NEW AD SECTION

PROCEDURE PER LA DIMINUZIONE DEL RUMORE

Le rotte di partenza comprendono le procedure per la diminuzione del rumore.

RWY 25
Dopo il decollo mantenere prua pista (248°) fino a 1NM OST DME indi seguire la SID assegnata.

RWY 07
Salire con rotta 068° attraversando 5NM OST DME a 1000FT o più, quindi:

a) **NORD 1:** Virare a sinistra per intercettare e seguire RDL015 OST VOR per OST VOR e inserirsi sulle appropriate RDL VOR delle SID.

NOISE ABATEMENT PROCEDURES

Departure tracks include Noise Abatement Routeing.

RWY 25
After take-off maintain RWY heading (248°) until 1NM OST DME then join the assigned SID.

RWY 07
After take-off climb on track 068° to cross 5NM OST DME at 1000FT or above, then:

a) **NORTH 1:** Turn left to intercept and follow RDL015 OST VOR bound to OST VOR and join the appropriate VOR RDL of SID.

MCA: INT RDL 023/7NM OST VOR/DME 2500FT, OST VOR 4000FT

b) **SUD 2:** Virare a destra per PRA L quindi procedere secondo la autorizzazione ATC.

b) **SOUTH 2:** Turn right to PRA L, then proceed according to ATC detailed clearance.

MCA: TOBIR 4000 FT

NOTE

1) Allo scopo di ridurre il rumore nelle vicinanze dell'aeroporto, i piloti dovranno attenersi alle MCA descritte e, quando è in uso RWY 07, dovranno contenere le virate entro 8NM OST DME.

2) I piloti devono adottare un gradiente minimo di salita conforme alle prescrizioni dell'Annesso 6-ICAO per un sicuro sorvolo degli ostacoli. Tale gradiente deve essere mantenuto in ogni circostanza prevedibile.
Gradiente minimo di salita consigliato per RWY 25: 410 FT/NM fino ad attraversare 500FT.

REMARKS

1) In order to reduce the noise over surrounding settlements, pilots shall comply with the above MCA and, when RWY 07 is used, shall contain turns within 8NM OST DME.

2) Pilots shall adopt a minimum climb gradient in accordance with ICAO-Annex 6 provisions for a safe obstacles overflying. Such climb gradient shall be maintained in any foreseeable circumstance.

Minimum suggested climb gradient for RWY 25: 410 FT/NM until passing 500FT.

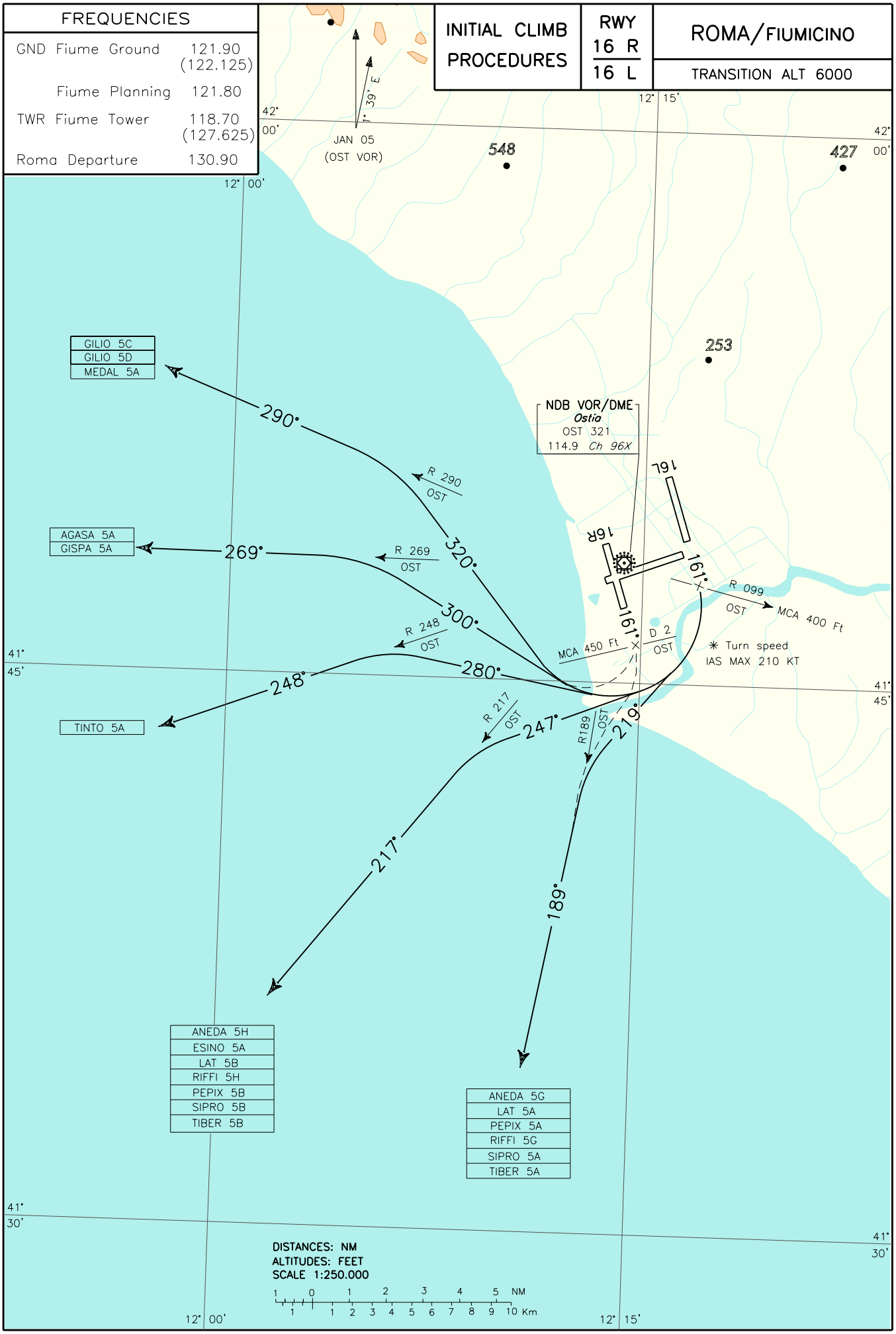
FREQUENCIES		
GND	Fiume Ground	121.90 (122.125)
	Fiume Planning	121.80
TWR	Fiume Tower	118.70 (127.625)
	Roma Departure	130.90

INITIAL CLIMB PROCEDURES

RWY 16 R / 16 L

ROMA/FIUMICINO

TRANSITION ALT 6000



CHANGE: NEW AD SECTION

PROCEDURE PER LA DIMINUZIONE DEL RUMORE

a) RWY 16R (161°) – Applicare la tecnica dell'abbattimento del rumore.

b) RWY 16L (161°) – Applicare la tecnica dell'abbattimento del rumore.

NOTA
I piloti devono adottare un gradiente minimo di salita conforme alle prescrizioni dell' Annesso 6-ICAO per un sicuro sorvolo degli ostacoli. Tale gradiente deve essere mantenuto in ogni circostanza prevedibile.

RWY 16R
Dopo il decollo mantenere prua pista fino a 2NM OST DME MCA 450FT o, lasciando 1500FT AMSL, quale delle due condizioni si verifichi prima, indi virare e seguire le appropriate RDL VOR o la SID assegnata.

RWY 16L
Dopo il decollo iniziare la virata a destra attraversando la RDL/QDR100 OST VOR/NDB MCA 400FT.
Velocità massima in virata 210 KT IAS.

NOISE ABATEMENT PROCEDURES

a) RWY 16R (161°) – Apply noise abatement technique.

b) RWY 16L (161°) – Apply noise abatement technique.

REMARK
Pilots shall adopt a minimum climb gradient in accordance with ICAO-Annex 6 provisions for a safe obstacles overflying. Such climb gradient shall be maintained in any foreseeable circumstance.

RWY 16R
After take-off maintain RWY heading up to 2NM OST DME MCA 450FT or leaving 1500FT AMSL which of the two conditions come first, then turn to join the appropriate VOR RDL or assigned SID.

RWY 16L
After take-off start right turn crossing RDL/QDR100 OST VOR/NDB MCA 400FT.
Turn speed 210 KT IAS MAX.

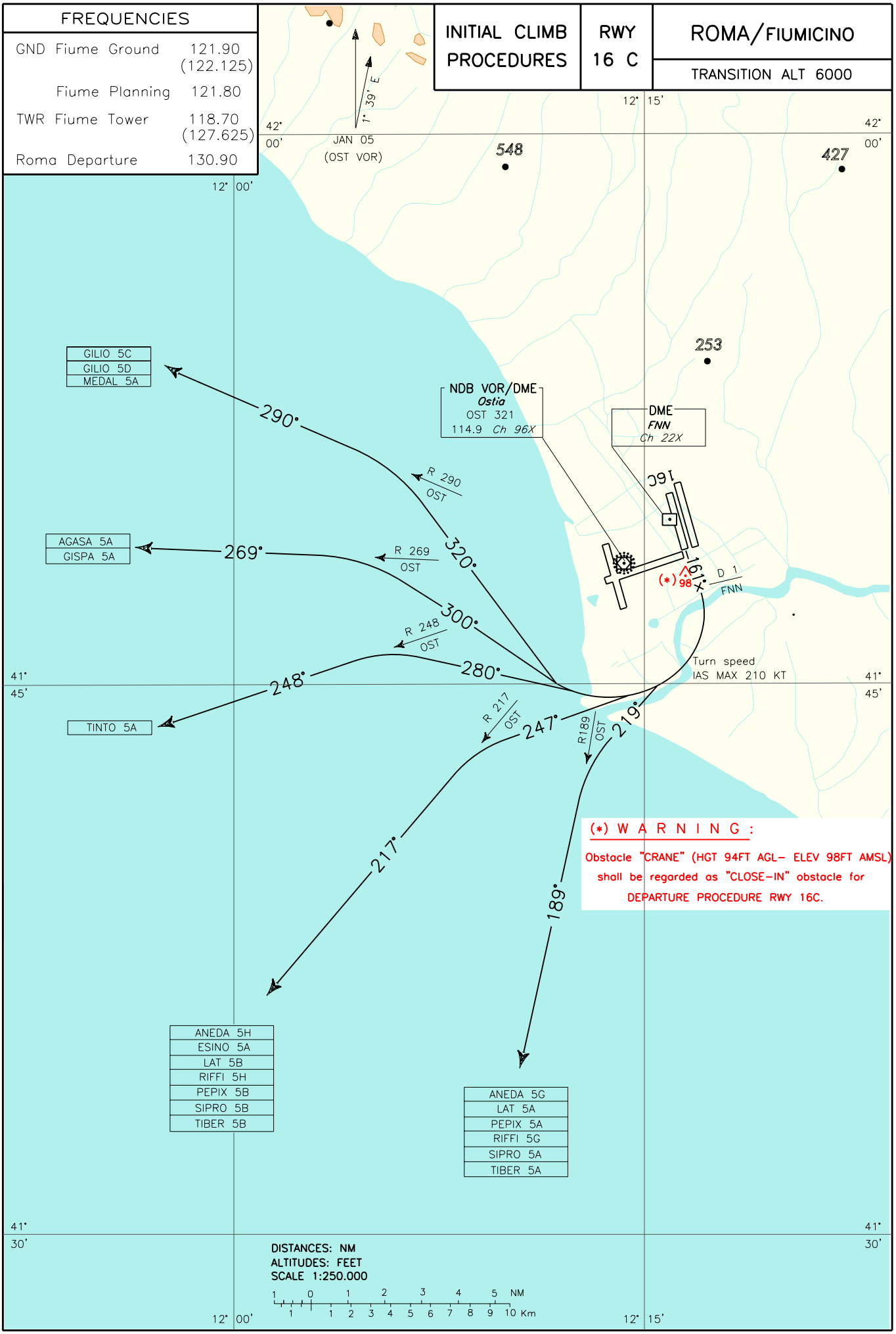
FREQUENCIES		
GND	Fiume Ground	121.90 (122.125)
	Fiume Planning	121.80
TWR	Fiume Tower	118.70 (127.625)
	Roma Departure	130.90

INITIAL CLIMB PROCEDURES

RWY 16 C

ROMA/FIUMICINO

TRANSITION ALT 6000



CHANGE: NEW AD SECTION

PROCEDURE DI SALITA INIZIALE

RWY 16C

Dopo il decollo mantenere prua pista fino a 1NM FNN DME (1NM da THR 34C), quindi virare a destra per inserirsi sulla SID assegnata.
Velocità massima durante la virata 210 KT IAS.

MCA: 1NM FNN DME 450FT

NOTA

I piloti devono adottare un gradiente minimo di salita conforme alle prescrizioni dell' Annesso 6-ICAO per un sicuro sorvolo degli ostacoli. Tale gradiente deve essere mantenuto in ogni circostanza prevedibile.

AVVISO: Ostacolo "GRU", posizione 4247M dopo la THR RWY 16C nella direzione di decollo e 355M a destra della RCL (altezza 94 FT AGL – elevazione 98 FT AMSL) deve essere considerato come ostacolo "CLOSE-IN" per le procedure di decollo per RWY 16C.

INITIAL CLIMB PROCEDURES

RWY 16C

After take-off maintain RWY heading until 1NM FNN DME (1NM from THR 34C), then turn right to join the assigned SID.
Turn speed 210 KT IAS MAX.

MCA: 1NM FNN DME 450FT

REMARK

Pilots shall adopt a minimum climb gradient in accordance with ICAO-Annex 6 provisions for a safe obstacles overflying. Such climb gradient shall be maintained in any foreseeable circumstance.

WARNING: Obstacle "CRANE", position 4247M after THR RWY 16C in the direction of take-off and 355M right side RCL (height 94 FT AGL – elevation 98 FT AMSL) shall be regarded as "CLOSE-IN" obstacle for departure procedure RWY 16C.

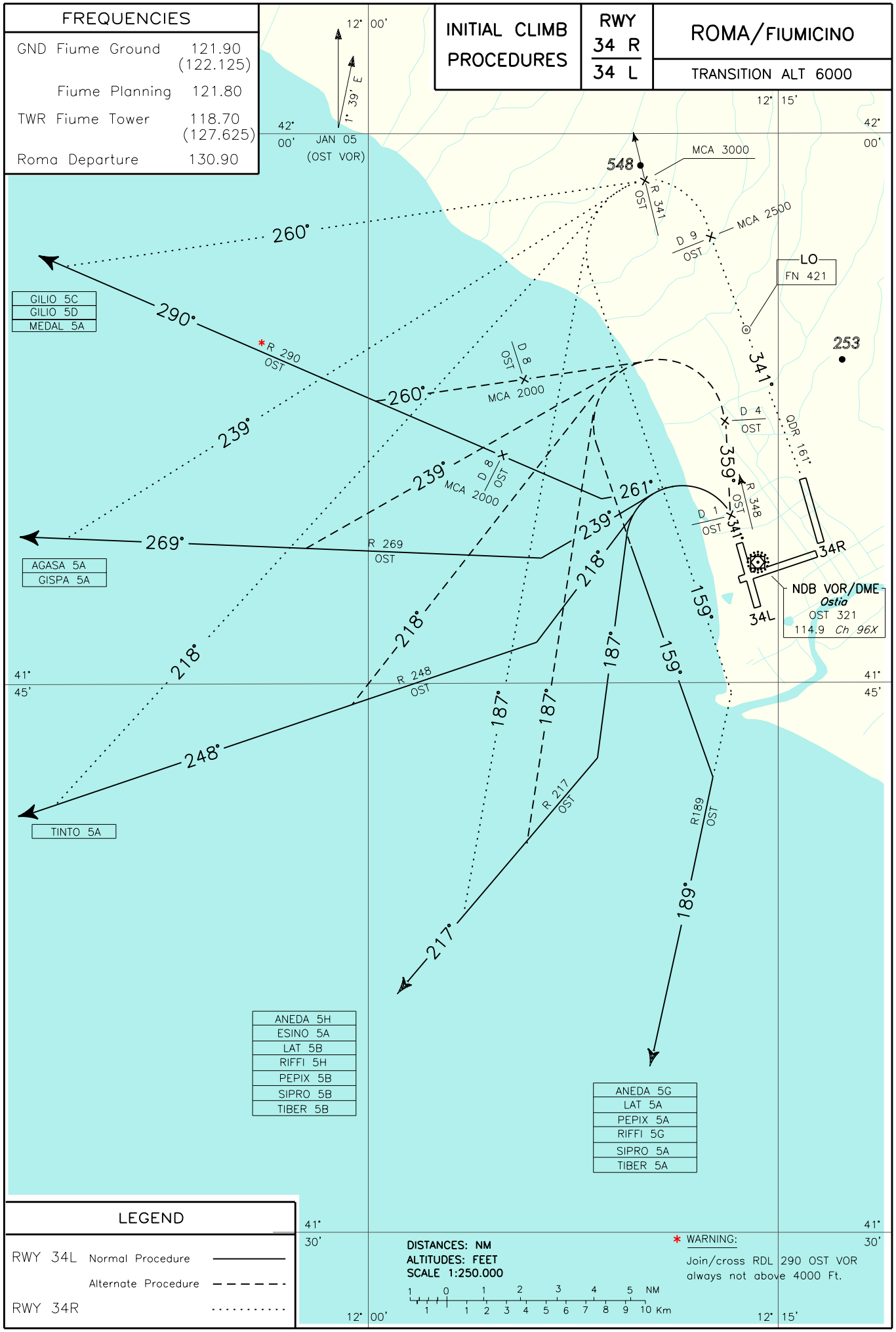
FREQUENCIES		
GND	Fiume Ground	121.90 (122.125)
	Fiume Planning	121.80
TWR	Fiume Tower	118.70 (127.625)
	Roma Departure	130.90

INITIAL CLIMB PROCEDURES

RWY 34 R / 34 L

ROMA/FIUMICINO

TRANSITION ALT 6000



LEGEND

RWY 34L	Normal Procedure	————
	Alternate Procedure	– – – – –
RWY 34R		· · · · · · · · · · ·

CHANGE: NEW AD SECTION

PROCEDURE PER LA DIMINUZIONE DEL RUMORE

Le rotte di partenza comprendono le procedure per la diminuzione del rumore.

RWY 34L
Dopo il decollo mantenere prua pista (341°), quindi;

a) Procedura normale
Iniziare la virata a sinistra a 1NM OST DME quindi seguire la SID assegnata. Applicare la tecnica della diminuzione del rumore.

AVVERTENZA
Se impossibilitati ad effettuare la procedura di cui sopra, avvisare la TWR in fase di richiesta di messa in moto per seguire la procedura alternata.

b) Procedura alternata
A 1NM OST DME virare a destra su rotta 359° sino al punto RDL348/4NM OST VOR/DME, quindi virare a sinistra per seguire la SID assegnata. Applicare la tecnica della diminuzione del rumore.

NOTA
I piloti devono adottare un gradiente minimo di salita conforme alle prescrizioni dell'Annesso 6-ICAO per un sicuro sorvolo degli ostacoli.
Tale gradiente deve essere mantenuto in ogni circostanza prevedibile.

RWY 34R
Dopo il decollo procedere su rotta 341° (QDR161°/341° FN L). A 9NM OST DME virare a sinistra ed inserirsi sulla SID assegnata. Attraversare 9NM OST DME a 2500FT o al di sopra. Attraversare INT RDL341 OST VOR a 3000FT o al di sopra. Inserirsi o attraversare RDL290 OST VOR non al di sopra di 4000FT.
Gradiente minimo di salita richiesto per ragioni ATC: 370 FT/NM (6.1%) fino al 3000FT. I piloti non in grado di mantenere tale gradiente, dovranno avvisare appena possibile l'ATC e chiedere una modifica all'autorizzazione ricevuta e/o l'uso di una pista alternativa per il decollo.

NOISE ABATEMENT PROCEDURES

Departure track include Noise Abatement routeing.

RWY 34L
After take-off maintain runway heading (341°), then:

a) Normal procedure
Start left at 1NM OST DME to join the assigned SID. Apply noise abatement technique.

WARNING
If unable to comply with above procedure, advise TWR when requesting start up clearance in order to carry out alternate procedure.

b) Alternate procedure
At 1NM OST DME turn right on track 359° until point RDL348/4NM OST VOR/DME, then turn left to join the assigned SID.
Apply noise abatement technique.

REMARK
Pilots shall adopt a minimum climb gradient in accordance with ICAO-Annex 6 provisions for a safe obstacle overflying.
Such climb gradient shall be maintained in any foreseeable circumstance.

RWY 34R
After take-off proceed on track 341° (QDR161°/341° FN L). At 9NM OST DME turn left and join the assigned SID. Cross 9NM OST DME at 2500FT or above. Cross INT RDL341 OST VOR at 3000FT or above. Join/cross RDL290 OST VOR not above 4000FT.
Minimum climb gradient required for ATC reasons: 370 FT/NM (6.1%) until 3000FT. 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 take-off.

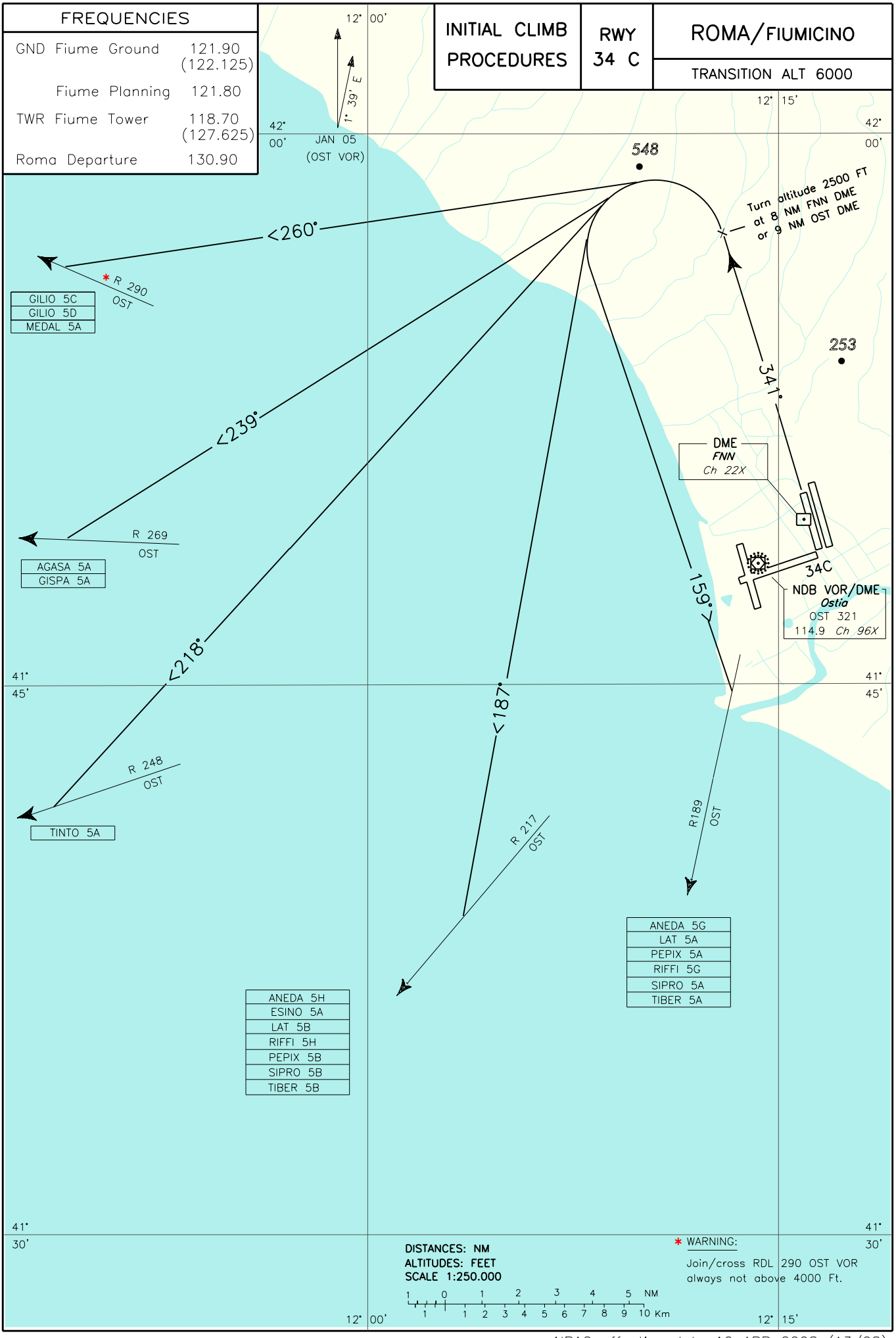
FREQUENCIES		
GND	Fiume Ground	121.90 (122.125)
	Fiume Planning	121.80
TWR	Fiume Tower	118.70 (127.625)
	Roma Departure	130.90

INITIAL CLIMB PROCEDURES

RWY 34 C

ROMA/FIUMICINO

TRANSITION ALT 6000



CHANGE: NEW AD SECTION

PROCEDURE DI SALITA INIZIALE

RWY 34C

Dopo il decollo procedere su rotta 341°.
A 8NM FNN DME o 9NM OST DME a 2500FT o al di sopra, virare a sinistra per inserirsi sulla SID assegnata. Inserirsi/attraversare RDL290 OST VOR non al di sopra di 4000FT.

Minimo gradiente di salita richiesto per motivi ATC: 370 FT/NM (6.1%) fino a 3000FT.
I piloti non in grado di rispettare tale gradiente dovranno avvisare appena possibile l'ATC e chiedere una modifica all'autorizzazione ricevuta e/o l'uso di una pista alternativa per il decollo.

Nota
I piloti devono adottare un gradiente minimo di salita conforme alle prescrizioni dell'Annesso 6-ICAO per un sicuro sorvolo degli ostacoli.
Tale gradiente deve essere mantenuto in ogni circostanza prevedibile.

INITIAL CLIMB PROCEDURES

RWY 34C

After take-off proceed on track 341°.
At 8NM FNN DME or 9NM OST DME at 2500FT or above, turn left and join the assigned SID.
Join/cross RDL290 OST VOR not above 4000FT.

Minimum climb gradient required for ATC reasons: 370 FT/NM (6.1%) until 3000FT.
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 take-off.

Remark
Pilots shall adopt a minimum climb gradient in accordance with ICAO-Annex 6 provisions for a safe obstacle overflying.
Such climb gradient shall be maintained in any foreseeable circumstance.

CHANGE: NEW AD SECTION

SID NORTH & WEST BOUND

ROMA/ FIUMICINO

TRANSITION ALT 6000

DESCRIZIONE DELLE SID

GILIO 5C (disponibile solamente per il traffico diretto a LIML via UW 704)

Seguire RDL 290 OST VOR fino al punto MEDAL, quindi virare a destra su TR 312° (RDL 132 ELB VOR) diretti al punto GILIO.

SID DESCRIPTION

GILIO 5C (available only for traffic bound to LIML via UW 704)

Join RDL 290 OST VOR bound to MEDAL, then turn right on TR 312° (RDL 132 ELB VOR) bound to GILIO.

MCA/MCL: RDL 290/8NM OST VOR/DME 2000FT; RDL 290/26NM OST VOR/DME 4000FT; GILIO FL 200.

GILIO 5D

Seguire RDL 290 OST VOR fino al punto MEDAL, quindi virare a destra su TR 312° (RDL 132 ELB VOR) diretti al punto GILIO.

GILIO 5D

Join RDL 290 OST VOR bound to MEDAL, then turn right on TR 312° (RDL 132 ELB VOR) bound to GILIO.

MCA/MCL: RDL 290/8NM OST VOR/DME 2000FT; RDL 290/26NM OST VOR/DME 4000FT; GILIO FL 100.

MEDAL 5A

Seguire RDL 290 OST VOR fino al punto MEDAL.

MEDAL 5A

Join RDL 290 OST VOR bound to MEDAL.

MCA/MCL: RDL 290/8NM OST VOR/DME 2000FT; RDL 290/26NM OST VOR/DME 4000FT; MEDAL FL 80

AGASA 5A

Seguire RDL 269 OST VOR diretti al punto AGASA.

AGASA 5A

Join RDL 269 OST VOR bound to AGASA.

MCA/MCL: RAVAL 4000 FT; AGASA FL 90

GISPA 5A

Seguire RDL 269 OST VOR diretti al punto GISPA.

GISPA 5A

Join RDL 269 OST VOR bound to GISPA.

MCA/MCL: RAVAL 4000 FT; GISPA FL 100

TINTO 5A (A discrezione ATC)

Seguire RDL 248 OST VOR diretti al punto TINTO.

TINTO 5A (ATC discretion)

Join RDL 248 OST VOR bound to TINTO.

MCA/MCL: LUNAK 3000 FT; VALMA FL 90

TIBER 5A

Seguire RDL 189 OST VOR fino a 15 NM OST DME, quindi virare a sinistra per PRA L, da lasciare su QDR 032° per GUI L. Lasciare GUI L su QDR 336° diretti al punto TIBER.

TIBER 5A

Join RDL 189 OST VOR until 15 NM OST DME, then turn left bound to PRA L, to be left on QDR 032° bound to GUI L. Leave GUI L on QDR 336° bound to TIBER.

MCA/MCL: RDL 189/15 NM OST VOR/DME 4000 FT; PRA L 6000 FT; GUI L FL 110

TIBER 5B

Seguire RDL 217 OST VOR fino a 14 NM OST DME, quindi virare a sinistra per PRA L, da lasciare su QDR 032° per GUI L. Lasciare GUI L su QDR 336° diretti al punto TIBER.

TIBER 5B

Join RDL 217 OST VOR until 14 NM OST DME, then turn left bound to PRA L, to be left on QDR 032° bound to GUI L. Leave GUI L on QDR 336° bound to TIBER.

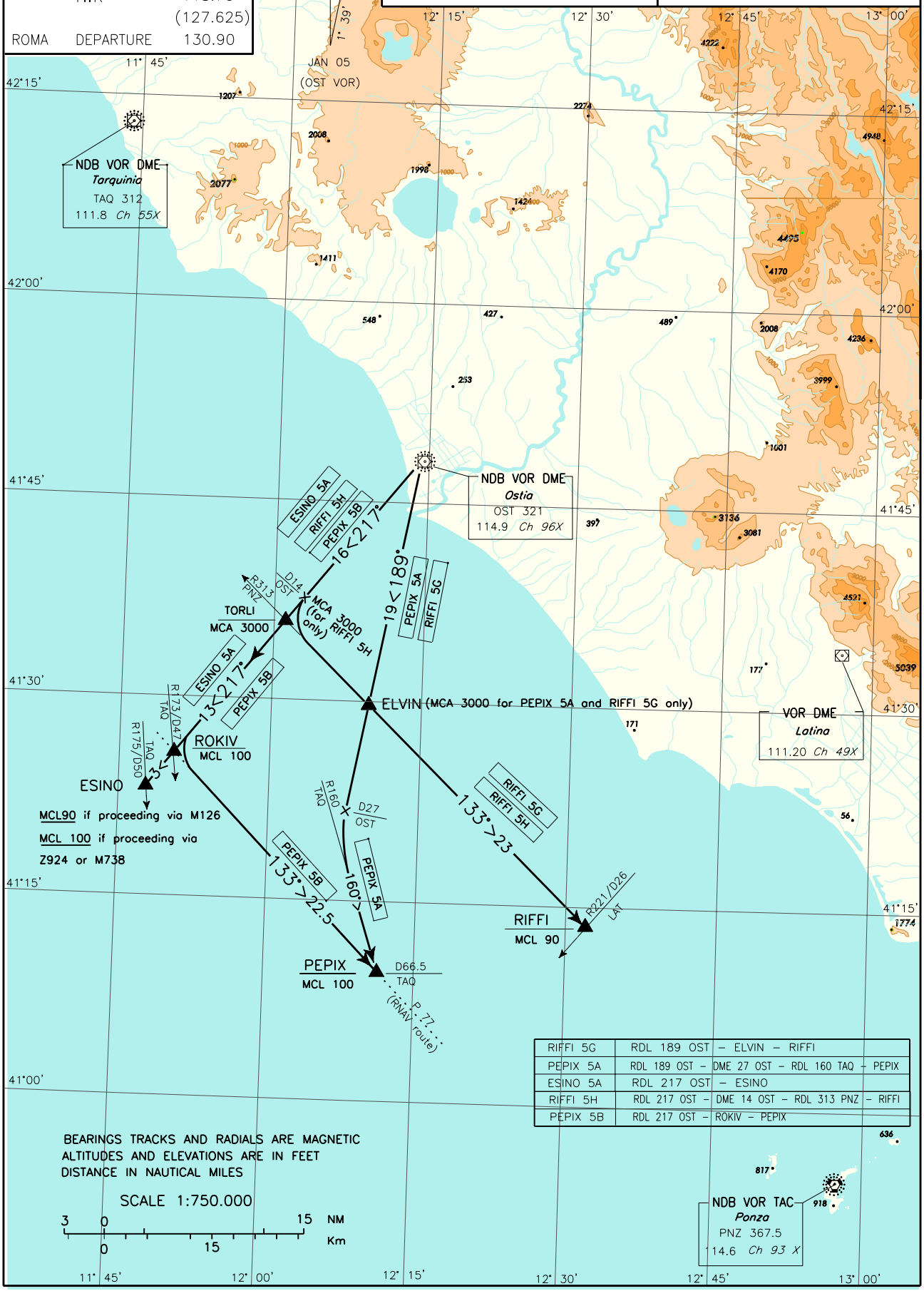
MCA/MCL: RDL 217/14 NM OST VOR/DME 3000 FT; INT QDM 064° PRA L / RDL 198/15 NM OST VOR/DME: 6000 FT; INT QDM 064° PRA L / RDL 169/11 NM OST VOR/DME: FL 80; GUI L: FL 110

FREQUENCIES		
FIUME	GROUND	121.90
	TWR	118.70
		(127.625)
ROMA	DEPARTURE	130.90

SID SOUTH BOUND

ROMA/ FIUMICINO

TRANSITION ALT 6000



RIFFI 5G	RDL 189 OST – ELVIN – RIFFI
PEPIX 5A	RDL 189 OST – DME 27 OST – RDL 160 TAQ – PEPIX
ESINO 5A	RDL 217 OST – ESINO
RIFFI 5H	RDL 217 OST – DME 14 OST – RDL 313 PNZ – RIFFI
PEPIX 5B	RDL 217 OST – ROKIV – PEPIX

BEARINGS TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCE IN NAUTICAL MILES

SCALE 1:750.000

3 0 15 NM
0 15 Km

CHANGE: NEW AD SECTION

DESCRIZIONE SID

ESINO 5A
Seguire RDL 217 OST VOR diretti al punto ESINO.

SID DESCRIPTION

ESINO 5A
Join RDL 217 OST VOR bound to ESINO.

MCA/MCL: TORLI 3000 FT; ESINO FL 90 (se diretti sulla/if proceeding via M126), FL 100 (se diretti sulla/if proceeding via Z924 o/or M738).

PEPIX 5A
Seguire RDL 189 OST VOR fino a 27 NM OST DME, quindi virare a sinistra fino ad intercettare e seguire RDL 160 TAQ VOR diretti al punto PEPIX.

PEPIX 5A
Join RDL 189 OST VOR until 27 NM OST DME, then turn left until joining RDL 160 TAQ VOR bound to PEPIX.

MCA/MCL: ELVIN 3000 FT; PEPIX FL 100

RIFFI 5G
Seguire RDL 189 OST VOR fino al punto ELVIN, quindi virare a sinistra su TR 133° (RDL 313 PNZ VOR) diretti al punto RIFFI.

RIFFI 5G
Join RDL 189 OST VOR bound to ELVIN, then turn left on TR 133° (RDL 313 PNZ VOR) bound to RIFFI.

MCA/MCL: ELVIN 3000 FT; RIFFI FL 90

RIFFI 5H
Seguire RDL 217 OST VOR fino a 14 NM OST DME, quindi virare a sinistra su TR 133° (RDL 313 PNZ VOR) diretti al punto RIFFI.

RIFFI 5H
Join RDL 217 OST VOR until 14 NM OST DME then turn left on TR 133° (RDL 313 PNZ VOR) bound to RIFFI.

MCA/MCL: RDL 217/14 NM OST VOR/DME 3000 FT; RIFFI FL 90

PEPIX 5B
Seguire RDL 217 OST VOR per il punto ROKIV, quindi virare a sinistra fino ad intercettare e seguire la rotta RNAV P77 diretti al punto PEPIX.

PEPIX 5B
Join RDL 217 OST VOR bound to ROKIV, then turn left to join and follow RNAV route P77 to PEPIX.

MCA/MCL: TORLI 3000 FT; ROKIV FL 100

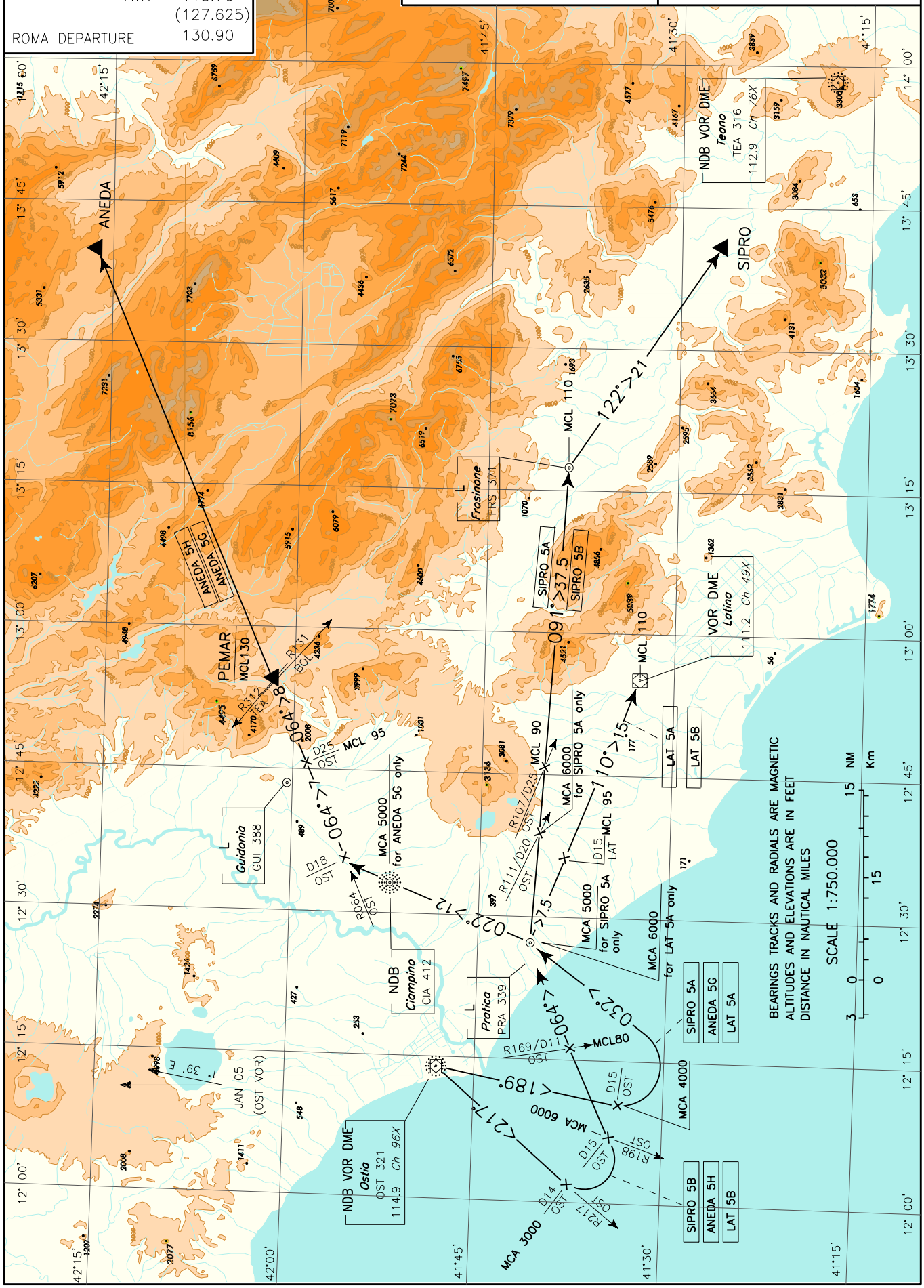
CHANGE: NEW AD SECTION

FREQUENCIES		
FIUME	GROUND	121.90
	TWR	118.70
		(127.625)
ROMA DEPARTURE		130.90

SID EAST BOUND

ROMA/ FIUMICINO

TRANSITION ALT 6000



DESCRIZIONE SID

ANEDA 5G
Seguire RDL 189 OST VOR fino a 15NM OST DME, quindi virare a sinistra per PRA L da lasciare su QDR 022° per CIA NDB, quindi continuare su QDR 022° CIA NDB fino ad intercettare e seguire RDL 064 OST VOR diretti al punto ANEDA.

SID DESCRIPTION

ANEDA 5G
Join RDL 189 OST VOR until 15NM OST DME, then turn left bound to PRA L, to be left on QDR 022° bound to CIA NDB, then proceed on QDR 022° CIA NDB until joining RDL 064 OST VOR bound to ANEDA.

MCA/MCL: RDL 189/15NM OST VOR/DME 4000 FT; CIA NDB 5000 FT; RDL 064/25NM OST VOR/DME FL 95; PEMAR FL 130

ANEDA 5H
Seguire RDL 217 OST VOR fino a 14NM OST DME, quindi virare a sinistra per PRA L da lasciare su QDR 022° per CIA NDB, quindi continuare su QDR 022° CIA NDB fino ad intercettare e seguire RDL 064 OST VOR diretti al punto ANEDA.

ANEDA 5H
Join RDL 217 OST VOR until 14NM OST DME, then turn left bound to PRA L, to be left on QDR 022° bound to CIA NDB, then proceed on QDR 022° CIA NDB until joining RDL 064 OST VOR bound to ANEDA.

MCA/MCL: RDL 217/14NM OST VOR/DME 3000 FT; INT QDM 064° PRA L/RDL 198/15NM OST VOR/DME 6000 FT; INT QDM 064° PRA L/RDL 169/11NM OST VOR/DME FL 80; RDL 064/25NM OST VOR/DME FL 95; PEMAR FL 130

LAT 5A
Seguire RDL 189 OST VOR fino a 15NM OST DME, quindi virare a sinistra per PRA L, da lasciare su QDR 110° (RDL 290 LAT VOR) per LAT VOR.

LAT 5A
Join RDL 189 OST VOR until 15NM OST DME, then turn left bound to PRA L, to be left on QDR 110° (RDL 290 LAT VOR) bound to LAT VOR.

MCA/MCL: RDL 189/15NM OST VOR/DME 4000 FT; PRA L 6000 FT; RDL 290/15NM LAT VOR/DME FL 95; LAT VOR FL 110

LAT 5B
Seguire RDL 217 OST VOR fino a 14NM OST DME, quindi virare a sinistra per PRA L, da lasciare su QDR 110° (RDL 290 LAT VOR) per LAT VOR.

LAT 5B
Join RDL 217 OST VOR until 14 NM OST DME, then turn left bound to PRA L, to be left on QDR 110° (RDL 290 LAT VOR) bound to LAT VOR.

MCA/MCL: RDL 217/14NM OST VOR/DME 3000 FT; INT QDM 064° PRA L/RDL 198/15NM OST VOR/DME 6000 FT; INT QDM 064° PRA L/RDL 169/11NM OST VOR/DME FL 80; RDL 290/15NM LAT VOR/DME FL 95; LAT VOR FL 110

SIPRO 5A
Seguire RDL 189 OST VOR fino a 15NM OST DME, quindi virare a sinistra per PRA L, da lasciare su QDR 091° per FRS L. Lasciare FRS L su QDR 122° diretti al punto SIPRO.

SIPRO 5A
Join RDL 189 OST VOR until 15NM OST DME, then turn left bound to PRA L, to be left on QDR 091° bound to FRS L. Leave FRS L on QDR 122° bound to SIPRO.

MCA/MCL: RDL 189/15NM OST VOR/DME 4000 FT; PRA L 5000 FT; INT QDR 091° PRA L/RDL 111/20NM OST VOR/DME 6000 FT; INT QDR 091° PRA L/RDL 107/25NM OST VOR/DME FL 90; FRS L FL 110

SIPRO 5B
Seguire RDL 217 OST VOR fino a 14NM OST DME, quindi virare a sinistra per PRA L, da lasciare su QDR 091° per FRS L. Lasciare FRS L su QDR 122° diretti al punto SIPRO.

SIPRO 5B
Join RDL 217 OST VOR until 14NM OST DME, then turn left bound to PRA L, to be left on QDR 091° bound to FRS L. Leave FRS L on QDR 122° bound to SIPRO.

MCA/MCL: RDL 217/14NM OST VOR/DME 3000 FT; INT QDM 064° PRA L/RDL 198/15NM OST VOR/DME 6000 FT; INT QDM 064° PRA L/RDL 169/11NM OST VOR/DME FL 80; INT QDR 091° PRA L/RDL 107/25NM OST VOR/DME FL 90; FRS L FL 110