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LIRF/FCO SJEPPESEN ROME, ITALY FIUMICINO 4 MAY 07 10-1P Eff 10 May AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS Arrival 114.9 (RWY 16R/34L)

120.17 (RWYs 16L/34R, 16C/34C and 07/25)

ATIS Departure 121.85

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. **GENERAL**

When RVR value on TDZ RWY 25 is less than 400m LVP will be activated.

Departing ACFT must taxi only via TWY D - Link 7 - D - DM - BA, using IHP D1 and DM1, if necessary.

Departing ACFT from RWY 25 will be led by a follow-me car from the parking area to Link 7 to reach TWY D.

- The clearance given on frequency to proceed to a specific IHP is the clearance limit for the pilot.
- Pilots must report their positions.

ACFT performing a rejected take-off, will vacate RWY on the first available TWY informing Tower about TWY used and will wait for follow-me car. Start point A can not be used.

1.2.2. REFERENCE POINTS

During LVP following IHP are available:

- D1 on TWY D (East direction)
- DM1 on TWY DM
- A1 on TWY A (North direction)

1.2.3. MOVEMENTS ON MANEUVERING AREA

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

- With SMR

In case of RVR values below 400m, separation of ACFT shall take place according to the prearranged taxiing routes and using IHP.

- Without SMR

In case of RVR values between 400m excluded and 150m included, ACFT movements will take place using not adjacent IHP according to Tower instructions.

1.2.4. MOVEMENTS ON APRON

In case of RVR values between 400m excluded and 150m included, ACFT movements shall take place according to information and sequences given by Tower using prearranged taxiing routes to prevent traffic conflicts.

Follow-me assistance will be guaranteed if requested by the pilot.

In case of RVR below 150m follow-me car assistance will be compulsory.

1.3. RUNWAY OPERATIONS

PREFERENTIAL RUNWAY USE

The runway preferential system will be used as long as:

- Prejudicial operational limitations on the RWYs are not present.
- RWYs are clear of water, slush or ice and breaking action is not less than "medium".
- Departing and landing tracks are not affected by significant meteorological phenomena.

In any case pilots may request permission to use a different RWY if the selected one is not suitable for the operation desired, but ACFT may then subject to delay.

During departures peak time RWYs could be used according to the following criteria called "RWY operation mode D":

RWYs for take-off:

- RWY 25 for traffics following OST R-217 and R-269.
- RWY 34L for traffics following OST R-290.

RWYs for landing:

- RWY 34R.

CHANGES: Low Visibility Procedures.

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ROME, ITALY AIRPORT BRIEFING

1. GENERAL

1.4. TAXI PROCEDURES

Twy DB available for departures from take-off position 16L-A.

Twy A traffic must obtain permission from Tower to cross rwy 07/25.

ACFT must follow accurately TWY centerline.

Due to reduced clearance on TWY H between NZ and CF B747 to taxi with caution. TWY H between EG and D (abeam stand 509) available up to B747-300.

TWY EG available up to B747-400.

Entering as follows:

- ACFT coming from TWY D West side up to B767.
- ACFT coming from TWY D East side up to B747-400.

1.5. PARKING INFORMATION

1.5.1. GENERAL

Marshaller available in exceptional cases only.

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

TWY B btn TWYs BD and BE (both excluded) and TWY Y available as holding positions in the event of stand saturation.

Stands 221 and 222 start-up point abeam stand 221.

Stands 221 thru 225 and stand 240 exit via TWY ED.

Stands 223, 224 and 225 start-up point abeam stand 223.

Stands 227 thru 234 entrance only via TWY EF, exit via TWY ED.

Taxi to/from stands 301 thru 312, 402, 404, 406, 408 and 331 thru 334 only anticlockwise.

Stands 313 thru 320 are only four positions: odd numbers up to A321 self-maneuvering, even numbers up to A300 exit push-back.

Stands 321, 322 and 323 are self-maneuvering up to ATR 42.

ACFT up to MD80 entrance self-maneuvering, exit push-back.

Stands 331 thru 334: taxiing to/from such adjacent stands not allowed at same time.

ACFT taxiing to/from stand 340 will be towed from/to the indicated point on TWY H.

Visual docking guidance system is avbl at stands 401 thru 412, 422, 432, 501 thru 510, 518, 602, 603, 701 thru 711, 806 and 807.

Exit from stand 403 with push-back heading Southwest via TWY NZ, start-up on TWY $\rm H.$

Exit from stands 405, 407, 409, 422, 502, 504, 506 and 518 push-back heading Northeast, start-up abeam stand 422.

Following stands are push-back:

C01, C02, G01 thru G04, 101 thru 105,

201 thru 210, 314, 316, 318, 320, 340

402 thru 412, 422, 432, 501 thru 510, 518, 528

601 thru 605, 611 thru 615, 622, 623

CHANGES: TWY I renamed H. General

701 thru 711, 801 thru 807, 809 thru 812

821 thru 824, 831, 833, 835, 842 thru 847.

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ROME, ITALY AIRPORT BRIEFING

1. GENERAL

B747-400 taxi to/from stands 622 and 623 via TWYs CF, CR or T.

Entrance and exit procedure from/to stand 802 for B747 towed/push-back respectively from/to start-up point on TWY W near stand 821.

Stands 821 thru 824 B747 entrance via TWY V or W, or TWY Y subject to Tower discretion.

Stands 831, 833 and 835 B747 entrance via TWY Y, exit start-up point on TWY Z abeam stand 823, Tower discretion on TWY A by marshalling.

Stands 831 thru 836, except B747, start-up point on TWY Y abeam stand 831 or TWY Z abeam stand 823.

Stands 831, 833 and 835 AN124 exit via TWY Y, coordination with Tower and marshalling compulsory. Start-up on TWY Z subject to Tower discretion.

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

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

Stand C01 entrance with follow me from TWYs CF and CS and marshalling, exit with push-back if stand C02 is occupied.

Stand C02 entrance with follow me from TWY CT abeam stand 711 and marshalling, exit with push-back if stand C01 is occupied.

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

1.5.2. USE OF APU

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

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

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

In these cases company representative must require permission to keep APU on to administrative office (UCT) phone number 0665953411.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

RWYs 34L and 34R right-hand circuit.

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

Arriving ACFT under radar control shall reduce speed (unless otherwise instructed by ATC) to:

- 250 KT within area defined by following points:
- GILIO BIBEK RINAD BOL GITOD VELIM FRS CIRCE ESINO VALMA GILIO.
- 230 KT within area defined by following points:
- TAQ TIBER PEMAR CIA PRA ELVIN LUNAK TAQ.

Speed adjustment under radar control:

- 210 KT starting the turn to intercept LOC or appropriate VOR radial or NDB reading (in case of VOR DME or NDB DME final approaches) or at a distance of 12 NM from rwy threshold in case of straight-in approach.
- 180 KT completing the intercepting turn or at a distance of 8 NM from RWY THR in case of straight-in approach.
- 160 KT at a distance of 4 NM from RWY THR.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

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

- RWY 34L:

When meteorological conditions allow perform downwind leg east of the APT and not lower than 2000', start base turn over the shore so as to complete it at 1500' at about 6 NM from THR.

When traffic conditions allow and pilot agrees, ATC may authorize to perform the downwind leg East of APT not lower than 1000' and to start base turn Northwest of OSTIA avoiding to overfly the town itself.

RWYs 16R or 25:

When meteorological conditions allow overfly the town of OSTIA not lower than 2000° .

2.2.2. REVERSE THRUST

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

2.3. CAT II/III OPERATIONS

2.3.1. GENERAL

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

2.3.2. PROCEDURE

- RWY 16R must be used.
- RWY holding posn for take-off is TWY AA.
- ACFT landing on RWY 16R must vacate RWY on TWY AD, reaching the apron via Link
 If unable to vacate on TWY AD, they must use TWY AE or AF and report when reaching Intermediate Holding Position (IHP) A1, where, if RVR is less than 400m, they must wait for follow-me car to to be led to the parking area.
- ACFT vacating RWY 16R must inform Tower when sensitive areas are vacated.

 When RVR is less than 400m pilot must report to have reached and then vacated

 Link 2. If the preceding landing ACFT has not made those reports, the second ACFT

 will be instructed to wait on RWY before TWY AD.

2.4. RUNWAY OPERATIONS

2.4.1. PREFERENTIAL RUNWAY USE

Main RWY for landing is RWY 16L/34R.

2.4.2. PARTICULAR RULES

RWY 16L/34R

- Pilots must report "runway vacated".
- Pilots using TWY D or C must request specific authorization approaching "stopbars", to cross extension of RWY head 25.
- Pilots vacating RWY 34R through high speed turn-offs DF or DD must run them up till intersecting TWY D.
- Reverse thrust above idle shall not be used on RWY 16L/34R unless required for safety reasons.

CHANGES: None.

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ROME, ITALY AIRPORT BRIEFING

2. ARRIVAL

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

- The 'Land after' procedure follows the same criteria as for RWY 16L, in addition VIS must be higher than or equal 5km.
- During 'Land after' procedure the ACFT taxiing to vacate shall maintain adequate speed as far as practicable to guarantee minimum occupancy time.
- CD, CE and CH junctions not available.
- RWY must be considered cleared when landing traffic has crossed runway end signals. ACFT shall proceed straight on along TWY D.

<u>RWY 16F</u>

- ACFT landing on RWY 16R shall vacate RWY not before intersection AD.
- Reverse thrust above idle shall not be used on RWY 16R unless required for safety reasons.

RWY 34L

- ACFT that are not able to vacate RWY at TWY AC, if not authorized by ATC to vacate on RWY 07/25 when not in use, must continue taxiing on RWY and vacate at TWY AB or AA. In addition, to reduce minimum runway occupancy pilots must maintain adequate speed.
- After having reported "runway vacated", ACFT must maintain radio contact with Tower and continue taxiing till stop-bar before RWY 07/25 where it will receive clearance to cross RWY. ATC clearance will be followed by the turning-off of the red stop-bar. When RWY 07/25 is vacated pilots must maintain the position on TWY A before intersection with TWY B and will be instructed to contact Ground to continue taxiing.
- Reverse thrust above idle shall not be used on RWY 34L unless required for safety reasons.

<u>RWY 34C</u> - (Qualified for landing operations up to ACFT Class C, higher by ATC) ACFT unable to vacate RWY via TWY CD 7677'/2340m after THR and/or needing a higher distance must inform ATC immediately to eventually land on RWY 34L.

2.4.3. REDUCED SEPARATION PROCEDURES

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

<u>Landing RWY16L/C, 34R:</u> ACFT may be allowed to land before RWY is vacated by the preceding ACFT. RWY must be dry. Succeeding ACFT must be warned and able to see the preceding one continuously until it is clear of RWY. ATC will instruct "Land after. . . . (preceding ACFT type)".

2.4.4. RWY UTILIZATION PROCEDURE

In order to maximize airport capacity following procedures are applied:

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

2.4.5. PARALLEL ILS APPROACHES TO

RWYS 16C AND 16R OR 16L AND 16R OR 34L AND 34R

Conditions:

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

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ROME, ITALY AIRPORT BRIEFING

2. ARRIVAL

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2.4.6. RADAR CONTROL SERVICE

Radar monitoring will terminate when one of the following occurs:

- Visual separation is applied.
- ACFT reports approach lights or RWY in sight.
- ACFT has been instructed to contact Tower.

2.5. TAXI PROCEDURES

2.5.1. PREFERENTIAL TAXI ROUTES

Taxi routes with RVR values between 1500m and 400m:

ACFT should vacate RWY 16L on intersection DH and proceed:

- to stands 101 thru 105 via TWY D U
- all other ACFT proceed via D Link 10 EG and:
- via TWY EB to stands 201 thru 206
- via TWY EA to stands 207 thru 210
- via TWY H to stands 301 thru 320, 331 thru 333, 402 thru 412, 502, 504, 506, 508, 510, 518 and 528
- via TWY G to stands 321 and 323
- via TWYs H CF to stands 501, 503, 505, 507, 509, 622 and 623
- via TWYs H CF CR to stands 601 thru 607
- via TWYs H CF CS M to stand 608
- via TWYs H CF CS to stands 609 thru 615
- via TWYs H CF T M to stands 701 thru 709, 801 thru 812, 821 thru 824, 831 thru 836 and 842 thru 847
- via TWYs H CF T to stands 710 and 711

ACFT landing on RWY 16R RVR below 550m up to 400m must proceed via AD -Link 2 - Z.

Taxi routes with RVR below 400m:

Taxi routes after landing on RWY 16R:

ACFT must vacate the RWY on intersection AD and proceed via Link 2

- to stands 101 thru 105 via TWYs V Z M R H Link 7 D U
- to stands 201 thru 210 and 221 thru 240 via TWYs V Z M T CF H EG
- to stands 301 thru 340, 402 thru 432, 508, 510, 518 and 528 via TWYs V Z M T CF H
- to stands 501, 503, 505, 507, 509, 622 and 623 via TWYs V Z M T CF
- to stands 601 thru 607 via TWYs V Z M T CF CR
- to stands 608 and 706 thru 708 via TWYs V Z M
- to stands 609 thru 615 via TWYs V Z M T CS
- to stands 701 and 702 via TWY V
- to stands 703 thru 705 via TWYs V Z
- to stands 709 thru 711 via TWYs V Z M T
- to stands 801 thru 812 via TWY W
- to stands 821 thru 824 via TWY Z

CHANGES: Taxi procedures.

- to stands 831 thru 836 and 842 thru 847 via TWYs Z - Y

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ROME, ITALY AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

3.1.1. PRE-FLIGHT OPERATIONS

In order to expedite pre-flight operations, departing pilots using RWY 25 and at ATC discretion RWY 16R/34L will be assigned by FIUME Tower and ATC clearance together with the start-up engine clearance, as follows:

 - Contents of ATC clearance: The ATC clearance in addition to the route shall contain assigned SID, initial climb level and ROME ACC frequency.

ROME ACC, after take-off, may assign cruising levels other than those requested by PLN, according to traffic situation. Specific requirements of long range flights shall be notified to FIUME Tower.

<u>Remark:</u> The start-up request implies the commitment of pilots to reach holding position within 20 minutes.

 When requesting start-up clearance, pilot shall transmit to FIUME Tower following data: Flight number, Destination, Parking position, Acknowledgement of ATIS message.

Remark: ATIS message after normal information shall contain also notice of delays.

- Individual SSR code shall be assigned before take-off.
- ATIS message "ATC clearance not provided with start-up clearance" means that RWYs in use for take-off are 07, 16L or 34R, and/or FIUME Tower is not able to assign ATC clearance with start-up clearance.

3.1.2. START-UP & PUSH-BACK PROCEDURES

Prior to request start-up clearance pilot must report "Ready to move" to FIUME Ramp. The term "Ready to move" means:

- Handling ops completed.
- Doors closed.
- Loading bridge retracted.
- Ready for push-back or taxi.

IFR departing ACFT shall request start-up clearance 5 minutes prior to start engines on Tower freq.

Only when released by FIUME Ramp start-up clearance will be issued from FIUME Planning (0600-2200 LT) or FIUME Ground.

Pilot shall request push-back and taxi clearance from FIUME Apron (0600-2200 LT) and/or FIUME Ground.

Engine tests are limited to one at a time and for not more than 5 minutes. Prior authorization must be obtained through company frequency from the administrative office.

Acft using push-back shall in case the auxiliary power unit is out of service, start at the stand not more than two engines and initiate the normal push-back procedure.

3.1.3. PREFERENTIAL TAXI ROUTES

Taxi routes with RVR values between 1500m and 400m:

For take-off RWY 25:

With RVR between 1000m and 400m RWY 25 is the only RWY used for departures.

- from stands 101 thru 105 via TWYs U D N B
- from stands 201 thru 210 via TWYs NG G P Link 6 B
- from stands 221 thru 226 via TWYs EG G P Link 6 B
- from stands 301 thru 323, 331 thru 334, 340, 402, 404, 406, 408 and 410 via TWYs NG G P Link 6 B
- from stands 501, 503, 505, 507 and 509 via TWYs CF CR R1 R B
- from stands 502, 504, 506, 508, 518 and 528 via TWYs G P Link 6 B
- from stand 510 via TWYs H P Link 6 B
- from stands 601 thru 607 via TWYs CR R1 R B
- from stand 608 via TWYs M R1 R B
- from stands 609 thru 615 via TWYs CS S H R R1 B
- from stands 622, 623 and 709 thru 711 via TWYs T T1 B

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3. DEPARTURE

- from stands 701 and 702 via TWYs V Link 2 A B
- from stands 703 thru 705 via TWYs Z M M1 A B
- from stands 706 thru 708 via TWYs M M1 A B
- from stands 801 thru 812 via TWYs W Link 2 A B
- from stands 821 thru 824 via TWYs Z Y Link 1 A B
- from stands 831 thru 836 via TWYs Y Link 1 A B
- from stands 842 thru 847 via TWYs Y Link 1 A B

In case RWY 16R is contemporary used for landings, ACFT outgoing from Link 2 will be instructed to taxi via I - V - Link 3 - A - B.

Taxi routes with RVR below 400m:

For take-off RWY 25

- from stands 101 thru 105 via TWYs U DM BA
- all other ACFT must join Link 7 and continue via TWYs D DM BA
- from stands 201 thru 210 via TWYs NG G D Link 7
- from stands 221 thru 240 via TWYs EG G D Link 7
- from stands 300, 402, 404, 406 and 408 via TWYs NC G D Link 7
- from stands 403, 405, 407, 409 thru 412, 422, 432, 502, 504, 506, 508, 518 and 528 via TWYs G D Link 7
- from stands 501, 503, 505, 507, 509, 622 and 623 via TWYs CF D Link 7
- from stand 510 via TWYs P D Link 7
- from stands 601 thru 607 via TWYs CR R H D Link 7
- from stands 608 via TWYs M R H D Link 7
- from stands 609 thru 615 via TWYs CS M R H D Link 7
- from stands 701 and 702 via TWYs V Z M R H D Link 7
- from stands 703 thru 705 and 821 thru 824 via TWYs Z M R H D Link 7
- from stands 709 thru 711 via TWYs T M R H D Link 7
- from stands 801 thru 812 via TWYs W Z M R H D Link 7
- from stands 831 thru 836 and 841 thru 847 via TWYs Y Z M R H D Link 7

3.2. SPEED RESTRICTIONS

MAX 250 KT until crossing FL 100.

If unable to comply advise ATC when requesting start-up clearance.

ATC removes limitation by the phrase: "NO ATC RESTRICTION ON SPEED".

3.3. NOISE ABATEMENT

During the initial climb phase, pilots shall maintain the following parameters:

a) up to 1500' QFE

- take-off power;

-take-off flap;

-climb at $V_2 + 10/20$ KT or as limited by body angle;

b) at 1500' QFE

-reduce thrust and climb at V $_2$ + 10/20 KT until reaching

3000 QFE;

c) at 3000' QFE

-accelerate smoothly to enroute climb speed with flap

3.4. RUNWAY OPERATIONS

3.4.1. PREFERENTIAL RUNWAY USE

Main RWY for take-off is RWY 25.

If RWY 25 is not sufficient for departing ACFT, pilots may request RWY 16R/34L (0500-2200 LT) or RWY 16L/34R (2200-0500 LT).

In order to minimize delays and keep TWYs as clear as possible, intermediate takeoff points. A and B are established to be used on pilot's request, or assigned by Tower previous pilot's agreement.

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3. DEPARTURE

3.4.2. PARTICULAR RULES

ACFT provided with Noise Certificate complying with requirements of Chapter 2, Volume 1, ICAO Annex 16, will take-off only from RWY 25 or RWY 16L/34R. RWY 16R/34L may be used only in case of technical or safety reasons. Take-off RWY 16C/34C not allowed in presence of contamination and/or heavy rain.

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

- ACFT unable to take-off at A or B intermediate points, can perform back-track on the appropriate bay marked with ICAO signals only if RVR is mim 1000m.

RWY 16R

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

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

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

3.4.3. REDUCED SEPARATION PROCEDURES

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

Take off RWY 25: ACFT able to maintain initial separation visually may be allowed to take-off right after a previously departed ACFT. VIS must not be less than 5 km and ceiling not below 3500'. Different departure radials must be assigned to the ACFT. Preceding ACFT must be faster or belong to the same speed category than succeeding one, that shall comply with speed restriction of MAX 250 KT. ATC will instruct "Take-off after....(preceding ACFT with company name, ACFT type) that will follow radial. . . . ".

3.4.4. RWY UTILIZATION PROCEDURE

In order to maximize airport capacity following procedures are applied:

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

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ROME, ITAL'

LIRF/FCO 19 JAN 07 (10-1R) RADAR MINIMUM ALTITUDES FIUMÍCINO Alt Set: hPa Trans level: By ATC ROMA *ROMA ROMA 1. Altitudes are based on Rome QNH Arrival Director Departure Apt Elev 2. Minimum altitudes provide 1000' obstacle clearance (APP) (APP) within 3 NM from aircraft position until 20 NM from radar 15' 130.9 125.5 131.25 antenna and within 5 NM from aircraft position beyond 20 NM from radar antenna DME/NDB $\triangleleft_{\stackrel{>}{\approx}}$ DME/ 2000 VOR 4000 50 0009 IA_DME/NDE 6 __ 0ST PRATICA PRA URB NI 4000 3000 4000 ROME LIRR FIR(G)

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CHANGES: Communications.

CHANGES: Taxiway designation.

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MALERPESEN ROME, ITALY (10-2)16 MAR 07

ATIS 114.9 (RWYs 16R/34L) 15' 120.17 (RWYs 16L/34R, 16C/34C, 07/25)

LIRF/FCO

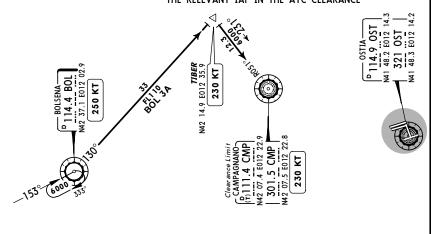
FIUMÍCINO

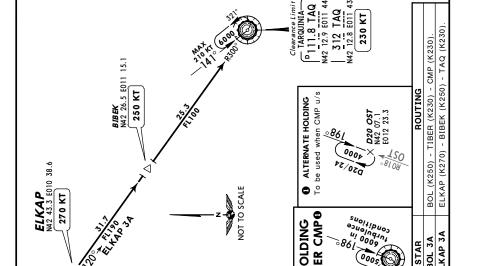
Apt Elev

Alt Set: hPa Trans level: By ATC Trans alt: 6000' For all routes not specifically B-RNAV, reported MEAs are referred to conventional navigation. For B-RNAV navigation (overlay) radar minima apply (refer to 10-1R).

BOL 3A, ELKAP 3A [ELKA3A] **ARRIVALS**

B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL ACCORDING TO THE RWY IN USE THESE ROUTES ARE TO BE CONSIDERED COMPULSORY STAR IF THE ENDING POINT IS ALSO AN IAF OR TRANSITION IF FOLLOWED BY A STAR TO THE RELEVANT IAF IN THE ATC CLEARANCE



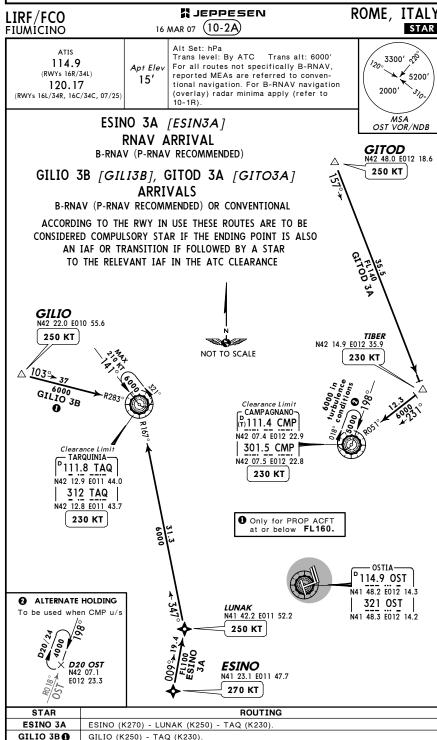


CHANGES: ATIS.

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GITOD (K250) - TIBER (K230) - CMP (K230)

ROME, ITALY **MALERPESEN** LIRF/FCO FIUMICINO (10-2B)16 MAR 07

Alt Set: hPa Trans level: By ATC Trans alt: 6000' ATIS For all routes not specifically B-RNAV, reported MEAs 114.9 Apt Elev are referred to conventional navigation. For B-RNAV na-(RWYs 16R/34L) vigation (overlay) radar minima apply (refer to 10-1R). 120.17 (RWYs 16L/34R, 16C/34C, 07/25)

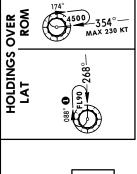
LAT 3A, SIPRO 3A [SIPR3A] VALMA 3A [VALM3A]

ARRIVALS B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL ACCORDING TO THE RWY IN USE THESE ROUTES ARE TO BE CONSIDERED COMPULSORY STAR IF THE ENDING POINT IS ALSO AN IAF OR TRANSITION IF FOLLOWED BY A STAR TO

THE RELEVANT IAF IN THE ATC CLEARANCE

SIPRO N41 26.8 E013 40.8 270 KT

SIPRO 3A



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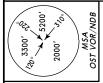
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*JEPPESEN LIRF/FCO FIUMICINO 16 MAR 07 (10-2C)

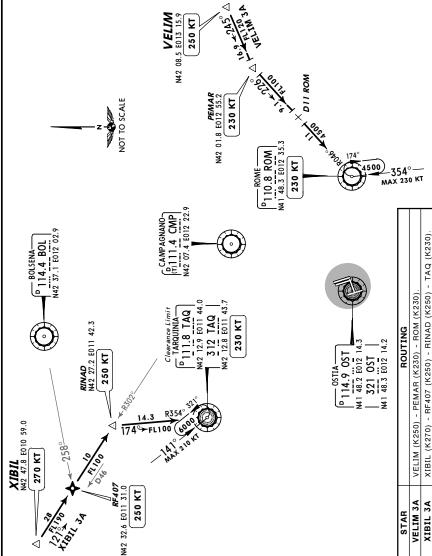
ROME, ITALY

Alt Set: hPa Trans level: By ATC Trans alt: 6000' ATIS For all routes not specifically B-RNAV, reported MEAs 114.9 Apt Elev are referred to conventional navigation. For B-RNAV na-(RWYs 16R/34L) vigation (overlay) radar minima apply (refer to 10-1R). 120.17 (RWYs 16L/34R, 16C/34C, 07/25)



VELIM 3A [VELI3A], XIBIL 3A [XIBI3A]

B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL ACCORDING TO THE RWY IN USE THESE ROUTES ARE TO BE CONSIDERED COMPULSORY STAR IF THE ENDING POINT IS ALSO AN IAF OR TRANSITION IF FOLLOWED BY A STAR TO THE RELEVANT IAF IN THE ATC CLEARANCE



ROME, ITALY M JEPPESEN LIRF/FCO 16 MAR 07 (10-2D) STAR FIUMÍCINO Alt Set: hPa ATIS Trans level: By ATC Trans alt: 6000 3300' N 114.9 Apt Elev For all routes not specifically B-RNAV, (RWYs 16R/34L) reported MEAs are referred to conven-5200 tional navigation. For B-RNAV navigation 120.17 2000' (overlay) radar minima apply (refer to (RWYs 16L/34R, 16C/34C, 07/25) 10-1R). BOL 3B, BOL 3C, BOL 3D, CMP 3A MSA OST VOR/NDB RWYS 07, 16L/C/R, 25, 34L/C/R ARRIVALS HOLDING B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL OVER CMPO ALTERNATE HOLDING OVER RATIR - BOLSENA -To be used when PRA u/s 114.4 BOL N42 37.1 E012 02.9 250 KT ALTERNATE HOLDING To be used when CMP u/s D20 OST - TARQUINIA-111.8 TAQ E012 23.3 N42 12.9 E011 44.0 -084°> D24 BOL D24 BOL CAMPAGNANO~ (T)111.4 CMP N42 07.4 E012 22.9 301.5 CMP D33 BOL N42 07.5 E012 22.8 **GOLPO** N42 02.9 E012 07.7 230 KT 210 KT **ELITO** N41 58.3 E012 18.8 *MIKSO* N42 01.5 E012 11.1 230 KT 210 KT - OSTIA -PRATICA 114.9 OST - DI MARE-N41 48.2 E012 14.3 NOT TO SCALE 339 PRA 321 OST N41 40.8 E012 27.2 N41 48.3 E012 14.2 200 KT **RATIR** N41 40.5 E012 27.0 2 To be used when PRA u/s. Segment ELITO - PRA can be flown B-RNAV with the same MEA. STAR RWY ROUTING BOL 3B By ATC 07, 16L/C/R, 25 BOL (K250) - CMP (K230) BOL 3C By ATC 16L/C/R BOL (K250) - MIKSO (K210) BOL 3D By ATC BOL (K250) - GOLPO (K210)

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CMP (K230) - ELITO (K230) - PRA (K200)

34L/C/R

CMP 3A

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ROME, ITALY

M JEPPESEN LIRF/FCO 16 MAR 07 (10-2E) FIUMÍCINO

ATIS Alt Set: hPa Trans level: By ATC Trans alt: 6000 Apt Elev For all routes not specifically B-RNAV, reported MEAs are re-114.9 (RWY 34L) 15' ferred to conventional navigation. For B-RNAV navigation 120.17 (RWYs 34C/R) (overlay) radar minima apply (refer to 10-1R).

ESINO 3B [ESIN3B], LUNAK 3A [LUNA3A] RWYS 34L/C/R RNAV ARRIVALS **B-RNAV (P-RNAV RECOMMENDED)**

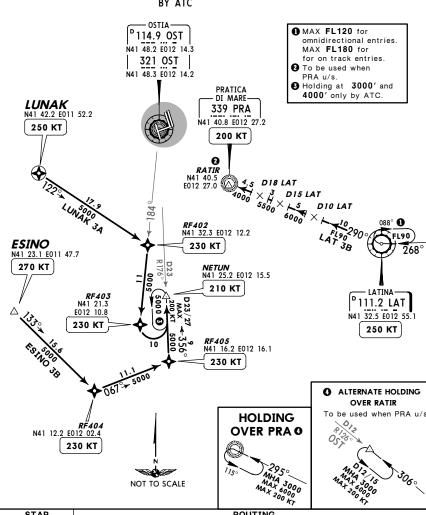
LAT 3B

RWYS 34L/C/R ARRIVAL B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL



3300' %

BY ATC



ROUTING STAR **ESINO 3B** ESINO (K270) - RF404 (K230) - RF405 (K230) - NETUN (K210) LAT 3B LAT (K250) - PRA (K200) LUNAK (K250) - RF402 (K230) - RF403 (K230) - NETUN (K210). LUNAK 3A

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JEPPESEN JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008 ROME, ITALY M JEPPESEN LIRF/FCO 16 MAR 07 (10-2F) FIUMÍCINO ATIS Alt Set: hPa Trans level: By ATC Trans alt: 6000' For all routes not specifically B-RNAV, reported MEAs 114.9 Apt Elev are referred to conventional navigation. For B-RNAV na-(RWYs 16R/34L) vigation (overlay) radar minima apply (refer to 10-1R). 120.17 (RWYs 16L/34R, 16C/34C, 07/25) OST 3A, OST 3B, OST 3C, ROM 3A, ROM 3B 3300' RWYS 07, 16L/C/R, 25, 34L/C/R ARRIVALS B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL 20001 RIFFI 3A [RIFI3A] RWYS 34L/C/R RNAV ARRIVAL MSA OST VOR/NDB B-RNAV (P-RNAV RECOMMENDED) ALTERNATE HOLDING BY ATC To be used when CMP u/s CAMPAGNANO-ഏ111.4 CMP N42 07.4 E012 22.9 D20 OST 301.5 CMP — TARQUINIA— N42 07.1 D111.8 TAQ E012 23.3 N42 07.5 E012 22.8 N42 12.9 E011 44.0 230 KT 312 TAQ N42 12.8 E011 43.7 230 KT **RF406** N41 57.6 E012 04.2 230 KT 4500 114.9 OST 2 RWYs 34L/C/R: ^D110.8 ROM STAR ROM 3A N41 48.2 E012 14.3 reserved for N41 48.3 E012 35.3 321 OST COMM FAILURE. N41 48.3 E012 14.2 230 KT 3 To be used RATIR ? when PRA u/s. N41 40.5 230 KT 6 Holding at E012 27.0 3000' and 4000' only by ATC. **NETUN** N41 25.2 E012 15.5 **PRATICA** - DI MARE-339 PRA 210 KT N41 40.8 E012 27.2 **4** ALTERNATE HOLDING 200 KT OVER RATIR To be used when PRA u/s NOT TO SCALE **RF405** N41 16.2 E012 16.1 230 KT N41 13.5 E012 31.9 STAR RWY ROUTING OST 3A 07, 16L/C/R OST (K230) - CMP (K230)

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OST (K230) - ROM (K230)

OST (K230) - PRA (K200)

ROM (K230) - CMP (K230)

RIFFI (K230) - RF405 (K230) - NETUN (K210)

ROM (K230) - RF406 (K230) - TAQ (K230).

25, 34L/C/R

34L/C/R

16L/C/R, 34L/C/R

16L/C/R

OST 3B

OST 3C

RIFFI 3A

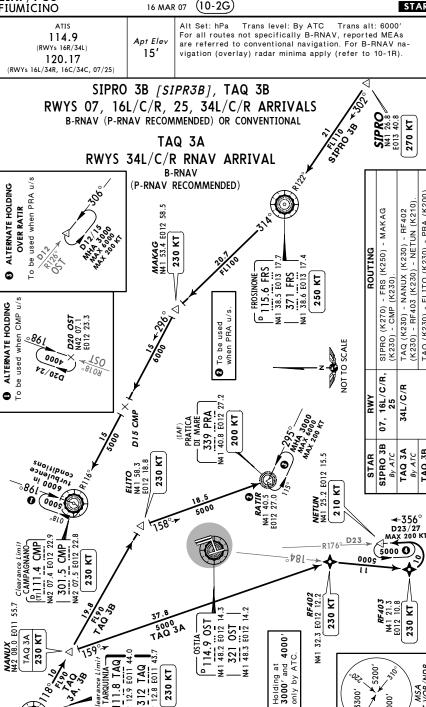
ROM 3A @

ROM 3B

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MJEPPESEN ROME, ITALY LIRF/FCO FIUMICINO 16 MAR 07 (10-2G)



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ROME, ITALY M JEPPESEN LIRF/FCO 16 MAR 07 (10-2H) FIUMICINO STAR Alt Set: hPa ATIS /_{120°} 3300′ 🔊 Trans level: By ATC Trans alt: 6000 114.9 Apt Elev For all routes not specifically B-RNAV, (RWYs 16R/34L) reported MEAs are referred to conventional navigation. For B-RNAV navigation 120.17 2000' (overlay) radar minima apply (refer to (RWYs 16L/34R, 16C/34C) MSA OST VOR/NDB TIBER 3A [TIBE3A], VALMA 3B [VALM3B] RWYS 34L/C/R, 16L/C/R ARRIVALS B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL BY ATC **TIBER**N42 14.9 E012 35.9 250 KT Clearance Limit
— TARQUINIA— 111.8 TAQ N42 12.9 E011 44.0 312 TAQ N42 12.8 E011 43.7 230 KT D15 ROM X - OSTIA -^D114.9 OST N41 48.2 E012 14.3 321 OST N41 48.3 E012 14.2 D110.8 ROM N41 48.3 E012 35.3 230 KT **VALMA** 018 N41 34.6 E011 25.3 270 KT NOT TO SCALE ROUTING STAR RWY TIBER 3A 34L/C/R TIBER (K250) - ROM (K230)

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VALMA (K270) - TAQ (K230)

16L/C/R

VALMA 3B

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LIRF/FCO JEPPESEN ROME, ITALY
FIUMICINO 29 JUL 05 10-3 Eff 4 Aug SID

SID DESIGNATION	REFER TO CHART
RWYS 07, 25 INITIAL CLIMB PROCEDURES	10-3B
RWYS 16L/R INITIAL CLIMB PROCEDURES	10-3C
RWY 16C INITIAL CLIMB PROCEDURES	10-3D
RWY 34L INITIAL CLIMB PROCEDURES	10-3E
RWY 34C INITIAL CLIMB PROCEDURES	10-3F
RWY 34R INITIAL CLIMB PROCEDURES	10-3G
ANEDA 5G, 5H, TIBER 5A, 5B	10-3H
LAT 5A, 5B, SIPRO 5A, 5B	10-3J
PEPIX 5A, 5B, RIFFI 5G, 5H	10-3K
ESINO 5A, TINTO 5A	10-3L
AGASA 5A, GILIO 5C, 5D, GISPA 5A, MEDAL 5A	10-3M

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ROME, ITALY I JEPPESEN LIRF/FCO 19 JAN 07 (10-3B) FIUMÍCINO Trans level: By ATC Trans alt: 6000' ROMA Departure (APP) Apt Elev 1. SIDs include noise abatement routings. 3300' 130.9 15' 2. SIDs will be supplemented by altitude 1200 and/or flight level restrictions. 5200' 2000' RWYS 07, 25 INITIAL CLIMB PROCEDURES MSA OST VOR/NDB D7 OST At or above 2500' D8 OST D 114.9 OST **RWY 25** At or above N41 48.2 E012 14.3 2000' 321 OST N41 48.3 E012 14.2 At or above 4000' At or above 1000' AGASA 5A **TOBIR** N41 44.1 E012 26.1 GISPA 5A At or above 4000' NOT TO SCALE PRATICA DI MARE-339 PRA 1 If PRA unserviceable, SIDs via PRA N41 40.8 E012 27.2 will be suspended and replaced by detailed ATC clearance. SPEED CONTROL PROCEDURE MAX 250 KT until crossing FL100 Rwy 25: Suggested minimum climb gradient If unable to comply advise ATC when 410' per NM until passing 500'. requesting start-up clearance. Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 ATC removes limitation by the phrase: "NO ATC RESTRICTION ON SPEED". 410' per NM 513 | 683 | 1025 | 1367 | 1708 | 2050 RWY INITIAL CLIMB NORTH 1 On 068° track, at OST 5 DME turn LEFT (remain within OST 8 DME), intercept OST R-015 inbound to OST. SOUTH 2 On 068° track, at OST 5 DME turn RIGHT (remain within OST 8 DME) to PRA, then as cleared by ATC. 25 On runway heading to OST 1 DME SID ROUTING AGASA 5A, GISPA 5A Intercept OST R-269 ANEDA 5G, LAT 5A, PEPIX 5A, Intercept OST R-189 RIFFI 5G, SIPRO 5A, TIBER 5A ANEDA 5H, ESINO 5A, LAT 5B, Intercept OST R-217. PEPIX 5B, RIFFI 5H, SIPRO 5B, TIBER 5B GILIO 5C, 5D, MEDAL 5A Intercept OST R-290 TINTO 5A Intercept OST R-248

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JEPPESEN ROME, ITALY

19 JAN 07 (10-3C) SID

ROMA Departure (APP)

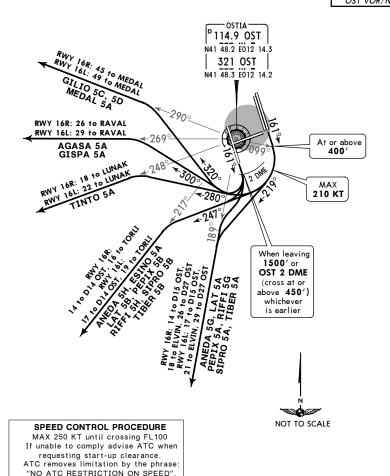
LIRF/FCO

FIUMÍCINO

Apt Elev 15' Trans level: By ATC Trans alt: 6000'
1. SIDs include noise abatement routings.
2. SIDs will be supplemented by altitude and/or flight level restrictions.

3300' 5200' 2000' 5200' 2000' 5700'

RWYS 16L/R INITIAL CLIMB PROCEDURES



RWY	INITIAL CLIMB			
16L	When crossing OST R-099 turn RIGHT.			
16R	On runway heading until leaving 15	00 ' or OST 2 DME, whichever is earlier.		
SID		ROUTING		
AGASA 5A, GISPA 5A		Intercept OST R-269.		
ANEDA 5G, LAT 5A, PEPIX 5A, RIFFI 5G, SIPRO 5A, TIBER 5A		Intercept OST R-189.		
ANEDA 5H, ESINO 5A, LAT 5B, PEPIX 5B, RIFFI 5H, SIPRO 5B, TIBER 5B		Intercept OST R-217.		
GILIO 5C, 5D, MEDAL 5A		Intercept OST R-290.		
TINTO 5A		Intercept OST R-248.		

CHANGES: Communications.

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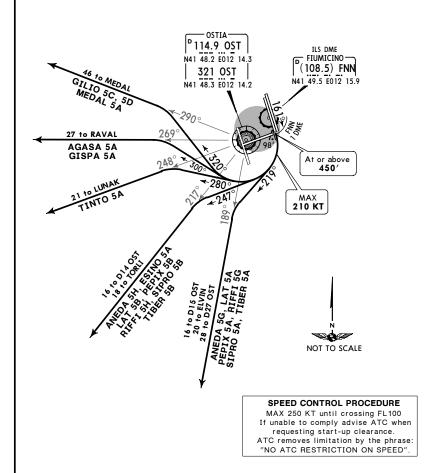
LIRF/FCO SID ROME, ITALY FIUMICINO 19 JAN 07 (10-3D) SID

ROMA Departure (APP)
130.9

Apt Elev
15'
Trans level: By ATC Trans alt: 6000'
1. SIDs include noise abatement routings.
2. SIDs will be supplemented by altitude and/or flight level restrictions.

RWY 16C INITIAL CLIMB PROCEDURES





Warning: Close-in obstacle 98' terrain, 2.3NM (4247m) from THR, 0.2NM (355m) RIGHT of RCL.

INITIAL CLIMB

On runway heading to FNN 1 DME (1 NM from THR 34C) turn RIGHT.

On runway heading to FNN I DME (I NM from THR 34C) turn RIGHT.			
SID	ROUTING		
AGASA 5A, GISPA 5A	Intercept OST R-269.		
ANEDA 5G, LAT 5A, PEPIX 5A, RIFFI 5G, SIPRO 5A, TIBER 5A	Intercept OST R-189.		
ANEDA 5H, ESINO 5A, LAT 5B, PEPIX 5B, RIFFI 5H, SIPRO 5B, TIBER 5B	Intercept OST R-217.		
GILIO 5C, 5D, MEDAL 5A	Intercept OST R-290.		
TINTO 5A	Intercept OST R-248.		

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ROME, ITALY I JEPPESEN LIRF/FCO 19 JAN 07 (10-3E) FIUMÍCINO Trans level: By ATC Trans alt: 6000' ROMA Departure (APP) Apt Elev 3300' % 1. SIDs include noise abatement routings 130.9 15' 2. SIDs will be supplemented by altitude and/or flight level restrictions. 5200 2000 RWY 34L INITIAL CLIMB PROCEDURES MSA OST VOR/NDB At or above At or below 2000' 4000' MEDA D4 OST D8 OST At or above 2000' 25 to RAVAL AGASA 5A OSTIA-GISPA 5A At or below 114.9 OST 4000' N41 48.2 E012 14.3 At or below 4000' 321 OST N41 48.3 E012 14.2 189 25 to D15 OST 29 to ELVIN 37 to D27 OST NOT TO SCALE SPEED CONTROL PROCEDURE MAX 250 KT until crossing FL100 1 If unable to comply, advise TWR of If unable to comply advise ATC when usage ALTERNATE procedure when requesting start-up clearance. requesting start-up clearance. ATC removes limitation by the phrase 2 Applicable if unable to comply with "NO ATC RESTRICTION ON SPEED". standard procedure runway 34L. **INITIAL CLIMB** 0 On runway heading to OST 1 DME, turn LEFT ALTERNATE On runway heading to OST 1 DME, turn RIGHT, 359° track to D4 OST, turn LEFT. ROUTING SID AGASA 5A, GISPA 5A Intercept OST R-269. ANEDA 5G, LAT 5A, PEPIX 5A, Intercept OST R-189. RIFFI 5G, SIPRO 5A, TIBER 5A ANEDA 5H, ESINO 5A, LAT 5B, Intercept OST R-217. PEPIX 5B, RIFFI 5H, SIPRO 5B, TIBER 5B GILIO 5C, 5D, MEDAL 5A Intercept OST R-290.

Intercept OST R-248.

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TINTO 5A

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ROME, ITALY Na Jeppesen LIRF/FCO 19 JAN 07 (10-3F) FIUMÍCINO Trans level: By ATC Trans alt: 6000' ROMA Departure (APP) Apt Elev 1. SIDs include noise abatement routings. 3300' 130.9 15' 1200 2. SIDs will be supplemented by altitude and/or flight level restrictions. 5200 2000' RWY 34C INITIAL CLIMB PROCEDURES MSAOST VOR/NDB SPEED CONTROL PROCEDURE MAX 250 KT until crossing FL100 If unable to comply advise ATC when At or above requesting start-up clearance. 2500' ATC removes limitation by the phrase "NO ATC RESTRICTION ON SPEED" FNN 8 DME ILS DME FIUMICINO -At or below (108.5) FNN 4000' N41 49.5 E012 15.9 At or below 4000' 4000 D114.9 OST N41 48.2 E012 14.3 321 OST NOT TO SCALE N41 48.3 E012 14.2 Minimum climb gradient 371' per NM (6.1%) until 3000' due to ATC purposes. If unable to comply advise ATC as soon as possible. 75 | 100 | 150 | 200 | 250 | 300 Gnd speed-KT 463 | 618 | 927 | 1235 | 1544 | 1853 371' per NM INITIAL CLIMB On 341° track to FNN 8 DME/OST 9 DME, turn LEFT. ROUTING SID AGASA 5A, GISPA 5A Intercept OST R-269 ANEDA 5G, LAT 5A, PEPIX 5A, Intercept OST R-189 RIFFI 5G, SIPRO 5A, TIBER 5A ANEDA 5H, ESINO 5A, LAT 5B, Intercept OST R-217 PEPIX 5B, RIFFI 5H, SIPRO 5B, TIBER 5B GILIO 5C, 5D, MEDAL 5A Intercept OST R-290 TINTO 5A Intercept OST R-248

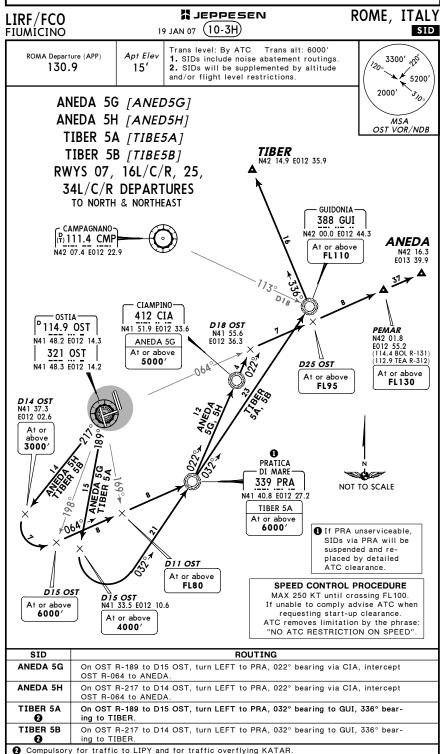
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ROME, ITALY I JEPPESEN LIRF/FCO 19 JAN 07 (10-3G) SID FIUMÍCINO Trans level: By ATC Trans alt: 6000 ROMA Departure (APP) Apt Elev 3300' % 1. SIDs include noise abatement routings 130.9 15' 2. SIDs will be supplemented by altitude and/or flight level restrictions. 5200 2000' RWY 34R INITIAL CLIMB PROCEDURES MSA OST VOR/NDB At or above **D9 OST** N41 57.2 E012 13.0 SPEED CONTROL PROCEDURE 3000' MAX 250 KT until crossing FL100 If unable to comply advise ATC when At or above 2500' requesting start-up clearance. ATC removes limitation by the phrase "NO ATC RESTRICTION ON SPEED" At or below **FIUMICINO** 4000 421 FN N41 54.6 E012 14. At or below 4000' LAT 5B 5B, TIBER At or below 4000' D 114.9 OST N41 48.2 E012 14.3 321 OST NOT TO SCALE N41 48.3 E012 14.2 Minimum climb gradient 371' per NM (6.1%) until 3000' due to ATC purposes. If unable to comply advise ATC as soon as possible. Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 463 618 927 1235 1544 1853 371' per NM INITIAL CLIMB Intercept 341° bearing via FN to D9 OST, turn LEFT SID ROUTING AGASA 5A, GISPA 5A Intercept OST R-269. ANEDA 5G, LAT 5A, PEPIX 5A, Intercept OST R-189. RIFFI 5G, SIPRO 5A, TIBER 5A ANEDA 5H, ESINO 5A, LAT 5B, Intercept OST R-217. PEPIX 5B, RIFFI 5H, SIPRO 5B, TIBER 5B GILIO 5C, 5D, MEDAL 5A Intercept OST R-290. Intercent OST R-248

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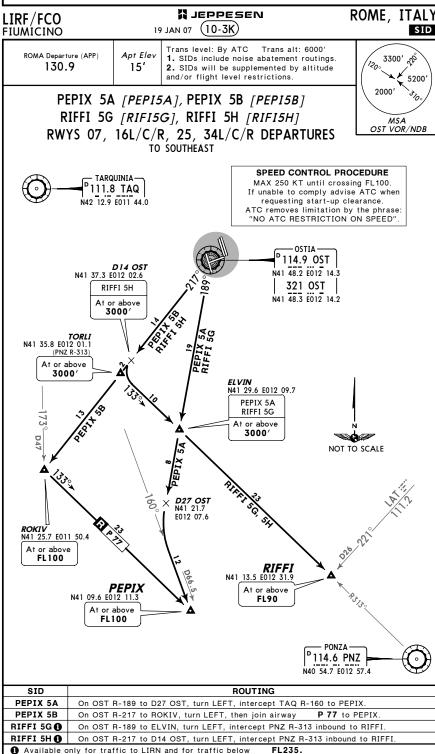
ROME, ITALY **MULTIPLE SEN** LIRF/FCO 19 JAN 07 (10-3J) FIUMÍCINO Trans level: By ATC Trans alt: 6000 ROMA Departure (APP) Apt Elev 1. SIDs include noise abatement routings. 15' 130.9 supplemented by altitude and/or flight level restrictions. LAT 5A, LAT 5B SIPRO 5A [SIPR5A] SIPRO 5B [SIPR5B] RWYS 07, 16L/C/R, 25, 34L/C/R DEPARTURES TO EAST AVAILABLE ONLY FOR At or above FL110 TRAFFIC TO LIB* SIDs via PRA replaced by P 111.2 LATINA — 111.2 LATINA — N41 32.5 E012 unserviceable, Se suspended and red ATC clearance At or above FL90 LAT 5A At or above 6000 1070 On OST R-189 to D15 OST, turn LEFT to PRA, 110° bearing (LAT R-290 inbound) to LAT.
On OST R-217 to D14 OST, turn LEFT to PRA, 110° bearing (LAT R-290 inbound) to LAT.
On OST R-189 to D15 OST, turn LEFT to PRA, 091° bearing to FRS, 122° bearing to SIPRO.
On OST R-17 to D14 OST, turn LEFT to PRA, 091° bearing to FRS, 122° bearing to SIPRO. 15 OST 1 33.5 E012 At or above 4000′ or above 6000′ SIPRO 5A SIPRO 5B SID LAT 5A 2B ΓĀΤ

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ROME, ITALY M JEPPESEN LIRF/FCO 19 JAN 07 (10-3L) FIUMICINO SID Trans level: By ATC Trans alt: 6000 ROMA Departure (APP) Apt Elev 3300' % 1. SIDs include noise abatement routings 130.9 2. SIDs will be supplemented by altitude and/or flight level restrictions. 5200 2000 ESINO 5A [ESIN5A] TINTO 5A [TINT5A] MSA OST VOR/NDB RWYS 07, 16L/C/R, 25, 34L/C/R DEPARTURES - TARQUINIA-D111.8 TAQ N42 12.9 E011 44.0 NOT TO SCALE SPEED CONTROL PROCEDURE MAX 250 KT until crossing FL100. If unable to comply advise ATC when - OSTIA requesting start-up clearance. 114.9 OST ATC removes limitation by the phrase "NO ATC RESTRICTION ON SPEED" N41 48.2 E012 14.3 321 OST N41 48.3 E012 14.2 LUNAK N41 42.2 E011 52.2 (114.7 ELB R-132) At or above 3000' N41 35.8 E012 01.1 (114.6 PNZ R-313) At or above 3000 At or above **TINTO** N41 28.7 E011 04.1 FL90 175° D50 **ESINO** N41 23.1 E011 47.7 N41 25.7 E011 50.4 If proceeding via M 126 At or above FL90 If proceeding via Z 924 or M 738 At or above FL100 ROUTING SID **ESINO 5A** On OST R-217 to ESINO

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TINTO 5A

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On OST R-248 to TINTO

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AGASA N41 48.1 E010 At or above FL90 turn RIGHT, i d to GILIO.

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JEPPESEN

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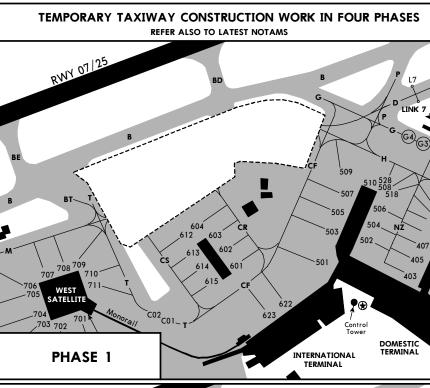
LIRF/FCO

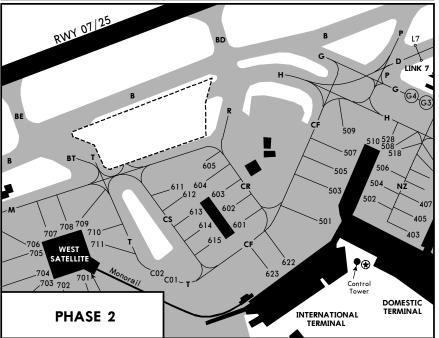
A MAY 07 10-8

Eff 10 May

ROME, ITALY

FIUMICINO





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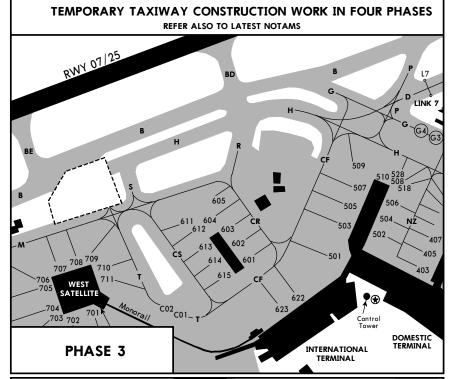
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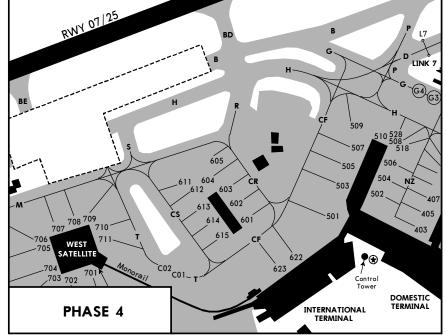
JEPPSEN

JeppView 3.5.2.0

LIRF/FCO SJEPPESEN
4 MAY 07 (10-8A) Eff 10 May

ROME, ITALY FIUMICINO





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CHANGES: New work phases.

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JEPPESEN Licensed to Elefant air. Printed on 15 Jun 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008 LIRF/FCO ROME, ITALY M JEPPESEN Apt Elev 15' N41 48.0 E012 14.3 (10-9)28 SEP 07 **FIUMICINO** ROMA Departure ATIS Departure FIUME Planning (Cpt) Ground 121.8 (0600-2200) 121.85 $|1\overline{2}1.9|_{(2200-0600)}$ $|121.9|_{122.12}$ 121.9 121.72 118.7 127.62 130.9 了₉₅, 12-16.6 12-16 12-15 12-16 12-17 - 41-48.9 41-51 Taxiway D - 41-48.7 **HS4** (16L-A 41-48.5 16C-A Taxiway D 1-50 (16C-B 12-13 CD 4 RUNWAY INCURSION HOTSPOTS
(For information only, not to be construed as A 164' ATC instructions.) CE Trees Be sure to be the number "one" when 11,811'3600m up to 75' HS1 instructed to line-up and check to the 0 "RIGHT". **HS2** Obtain the clearance to cross RWY 07/25 from TWR. 34R-B (16R) Be sure to be the number "one" when instructed to line-up and check to the "LEFT". Be careful during multiple line-up from Rwy 25 Alpha position. Elev 8 Holding bays Holding bays identified as identified as BB1 and BB2 up to B767-300. AA1 and AA2. (25A) 16R-A 07A) VOR EF I V...
ED Holding bays on East
EH side of twy BA identified - 41-48 61′ EC as BA1 and BA2. Λ C as BA1 and BA2. Holding position BA2 Λ^{72} not available when rwy 25 is in use for landing. For AIRPORT BRIEFING refer to 10-1P pages FOR PARKING POSITIONS SEE 10-9B 41-47 Holding bays identified as **LEGEND** Elev 8' AF1 and AF2. Taxiway (07A) Take-off position 2000 3000 4000 RUNWAY INCURSION 500 HOTSPOTS

CHANGES: None.

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JEPP SEN

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LIRF/FCO

JEPPESEN

ROME, ITALY

			28	SEP 07 (1	[0-9A)			FIUM	ICIN
			ADDI1	IONAL RUN	WAY IN	FORMATION	CADIFIENCTII	c	
	1					— LANDING	SABLE LENGTH BEYOND —	\$ 	
<u>RWY</u> 07	LUIDI CI (II	F) ALC	DADI 1 /2	. 00)		Threshold	Glide Slope	TAKE-OFF	WIDTI
57 25	HIRL CL (12		PAPI-L (3 SFL F	PAPI (3.0°)	RVR	9491' 2893m	9754' 2973m	0	148' 45m
TAKE	-OFF RUN AV	AILABLE							
RWY From	<u>07:</u> rwy head		10,856'	(3309m)		<u>/ 25:</u> n rwy head	10),856' (3309m)	
	point ALPHA		9482'	(2890m)		point ALPHA		8612' (2625m)	
	point BRAVO) (07-В)	8366	(2550m)			===:	ı	
6L 34R	HIRL CL (15m	white) HIALS	S-II SFL TD	Z PAPI (3.0°) ② RVR		11,729′ <i>3575m</i> 11,737′ <i>3577m</i>	•	197' 60m
RWY	16L: HST-DE, 34R: HST-DF,						<u>,, , , , , , , , , , , , , , , , , , ,</u>		
	-OFF RUN AV								
RWY	16L:		10 705'	(7000)		<u>/ 34R:</u>	1/	705/ (7000)	
From	rwy head point ALPHA	(16L-A)	12,795′ 12,467′	(3900m) (3800m)	Fron	n rwy head point ALPHA	(34R-A) 12	2,795' (3900m) 2,139' (3700m)	
	<u> </u>			, ,		point BRAVO		9678' (2950m)	
6C O		HIALS REI			R∨R	9843' 3000m	8666' 2641m	0	148′
_	-	HIALS REI			D:		8729' 2661m	9843' 3000m	45m
	equently rwy				wy D mi	ght be used as	rwy.		
TAKE	-OFF RUN AV								
RWY From	16C: rwy head		11 811'	(3600m)					
	point ALPHA		11,811' 9350'						
	point BRAVO	, ,		(2340m)			ı		
5R	HIRL CL(15m						11,688' 3562m		197
	AD & AE	white) HIALS	PAPI-L (3.0°)	RVR	11,742° 3579m	10,565' <i>3220m</i>		60m
AR-OF		R. 25. 34L/	R	TAI	KE-OFF		·wvs		
IAR-OF	PS Rwys 16L/I LVP must b					All R in Force	wys		
A	Rwys 16L/i					All R	wys		
A C H	Rwys 16L/F LVP must b Approved Operators HIRL, CL	be in Force	•	LVP m	nust be i	All R in Force CLM (DAY only)	RCLM (DAY or		
A C H & m	Rwys 16L/I LVP must be	be in Force	•		nust be i	All R in Force		nly) Nil (DAY	
A C H & m	Rwys 16L/F LVP must b Approved Operators HIRL, CL	be in Force	? req	LVP m	nust be i	All R in Force CLM (DAY only)	RCLM (DAY or		only)

Operators applying U.S. Ops Specs: CL required below Suum; approved guidance system required below 150m.

12-17

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LIRF/FCO ROME, ITALY **MJEPPESEN** 31 AUG 07 (10-9B) **FIUMICINO** 12-15.7 12-16.3 12-14.2 12-14.3 12-14.4 12-14.6 12-14.7 12-14.8 12-14.9 12-15.1 12-15.4 12-15.6 12-15.8 12-15.9 12-15.5 12-14.5 41-48.3 DM1 D D 41-48.4 LINK 10 EG PLINK 9 - 41-48.2 RWY 07 | 25 104103102101, 210 209 208 207 204 205 206 **4**1-48.1 HS2 | 12-16 12-16.1 41-48. 227 203 228 202 221 201 229 $_{\mathsf{ARP}} \oplus$ 230 41-48 -ED 231 NĠ 321 232 322 507 605 235 225 -41-47.9 41-47.9 - 4 604 _226 603 409 612 AC 708 709 303 NC 307 710 306 NH -320 319 304 403 311 - 41-47.8 41-47.8 318 310 401 623 316 703 702 Control 334 1 333 314340 41-47.7 AD 41-47.7 DOMESTIC TERMINAL 332 WEST 331 SATELLITE INTERNATIONAL TERMINAL LINK 2 802 801 804 805 806 AIS+MET 803 NATIONAL TERMINAL 41-47.6 808 809 810 811 LINK 2 821 LEGEND A, CF Taxiway Intermediate Holding Position L2, M1 during Low Visibility Procedures. RUNWAY INCURSION HOTSPOTS - 41-47.4 41-47.4 **○**—**HS2** See 10-9 for description of Hot Spots RNN 16R/34L - 41-47.3 41-47.3 -- 41-47.2 41-47.2 12-16 12-15 12-14.4 12-14.7 12-14.9 12-15.1 12-15.4 12-15.6 12-15.7 12-15.9 12-16.1 12-14.2 12-14.6 12-14.8 12-15.2 12-15.3 12-15.8

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CHANGES: Stands.

LIRF/FCO

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X JEPPESEN31 AUG 07 (10-9C)

ROME, ITALY FIUMICINO

INS COORDINATES					
STAND No. COORDINATES		STAND No.	COORDINATES		
101 thru 103	N41 48.3 E012 16.3	506	N41 47.9 E012 15.2		
104	N41 48.2 E012 16.3	507	N41 47.9 E012 15.1		
105	N41 48.2 E012 16.2	508	N41 47.9 E012 15.2		
201, 202	N41 48.0 E012 15.7	509	N41 48.0 E012 15.1		
203	N41 48.1 E012 15.6	510	N41 48.0 E012 15.2		
204	N41 48.2 E012 15.7	518	N41 47.9 E012 15.2		
205	N41 48.1 E012 15.7	528	N41 48.0 E012 15.2		
206 thru 208	N41 48.1 E012 15.8	601	N41 47.8 E012 14.9		
209, 210	N41 48.2 E012 15.7	602, 603	N41 47.9 E012 14.9		
221 thru 223	N41 48.0 E012 15.9	604, 605	N41 47.9 E012 14.8		
224 thru 226	N41 47.9 E012 15.9	611, 612	N41 47.9 E012 14.8		
227 thru 231	N41 48.0 E012 15.9	613 thru 615	N41 47.8 E012 14.8		
232 thru 235	N41 47.9 E012 16.0	622	N41 47.8 E012 15.0		
301	N41 47.9 E012 15.5	623	N41 47.7 E012 15.0		
302 thru 306	N41 47.8 E012 15.5	701	N41 47.7 E012 14.6		
307 thru 312	N41 47.8 E012 15.6	702 thru 704	N41 47.7 E012 14.5		
313 thru 316	N41 47.7 E012 15.7	705, 706	N41 47.8 E012 14.4		
317	N41 47.8 E012 15.7	707, 708	N41 47.8 E012 14.5		
318	N41 47.7 E012 15.7	709 thru 711	N41 47.8 E012 14.6		
319, 320	N41 47.8 E012 15.7	801 thru 804	N41 47.6 E012 14.7		
321	N41 48.0 E012 15.6	805 thru 807	N41 47.6 E012 14.8		
322	N41 47.9 E012 15.6	808	N41 47.5 E012 14.7		
323	N41 47.9 E012 15.7	809, 810	N41 47.5 E012 14.8		
331	N41 47.7 E012 15.6	811	N41 47.6 E012 14.8		
332 thru 334	N41 47.7 E012 15.5	812	N41 47.6 E012 14.9		
340	N41 47.7 E012 15.7	821 thru 823	N41 47.5 E012 14.6		
401 thru 403	N41 47.8 E012 15.3	824	N41 47.4 E012 14.6		
404	N41 47.8 E012 15.4	831	N41 47.3 E012 14.5		
405	N41 47.8 E012 15.3	832 thru 836	N41 47.3 E012 14.6		
406	N41 47.8 E012 15.3	842, 843	N41 47.4 E012 14.8		
407 408 409 410, 411 412, 422, 432	N41 47.9 E012 15.3 N41 47.9 E012 15.4 N41 47.9 E012 15.3 N41 47.9 E012 15.4 N41 47.9 E012 15.3	844 thru 847 C01, C02 G1, G2 G3, G4	N41 47.3 E012 14.8 N41 47.7 E012 14.7 N41 48.0 E012 15.4 N41 48.0 E012 15.3		
501 502 503 504 505	N41 47.8 E012 15.1 N41 47.9 E012 15.2 N41 47.9 E012 15.1 N41 47.9 E012 15.2 N41 47.9 E012 15.1				

JEPPESEN JeppView 3.5.2.0

LIRF/FCO

M JEPPESEN

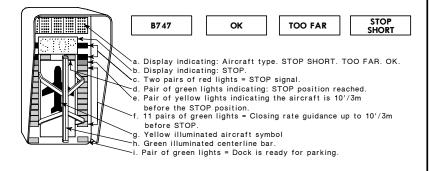
4 NOV 05 (10-9D)

ROME, ITALY **FIUMICINO**

VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

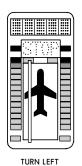
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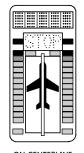
The system is based on a centerline indicator (azimuth guidance bar) in relation to an illuminated aircraft symbol and a stopping position indicator consisting of a display unit at the wall of the terminal building, in front of the cockpit.

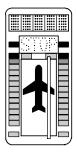


B. DOCKING

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







ON CENTERLINE

TURN RIGHT

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M JEPPESEN 4 NOV 05 (10-9E)

ROME, ITALY FIUMICINO

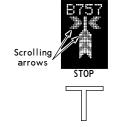
VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK Type 3)

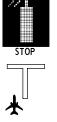
Check that the correct aircraft type is displayed. The scrolling arrows indicate that the system is activated.

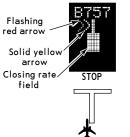
Follow the lead-in line.

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

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









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

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







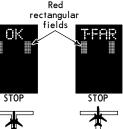


When the aircraft is correctly parked "OK" will be displayed after a few seconds.

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

The aircraft must be verified at least 39'/12m before the correct stop position. If this does not occur, the

system displays "STOP" with two red, rectangular fields being lit in the azimuth guidance area of the display. While the aircraft is stopped, the system will attempt to verify it. If successful, the docking procedure will continue. If an unverified object is found in the scanning area during docking, the system







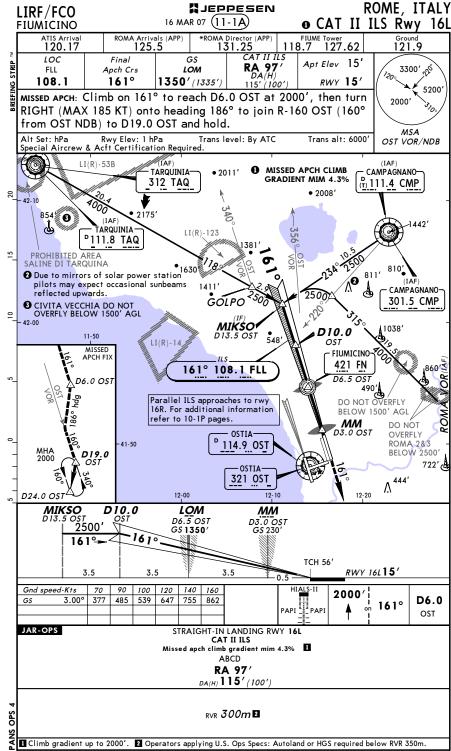
MJEPPESEN. ROME. ITALY LIRF/FCO MISSED APCH CLIMB 16 MAR 07 (11-1) ILS Rwy 16L FIUMÍCINO GRAD MIM 4.3% ATIS Arriva 120.17 ROMA Arrivals (APP) 125.5 *ROMA Director (APP) 118.7 127.62 Ground 121.9 LOC Final GS ILS Apt Elev 15' 3300' Apch Crs LOM FII DA(H) 108.1 161° 1350′ (1335′) **215**′ (200′) 5200 MISSED APCH: Climb on 161° to reach D6.0 OST at 2000', then turn 2000' RIGHT (MAX 185 KT) onto heading 186° to join R-160 OST (160° from OST NDB) to D19.0 OST and hold. MSA Rwy Elev: 1 hPa Alt Set: hPa Trans level: By ATC Trans alt: 6000' OST VOR/NDB LOC: DME REQUIRED. (IAF) 1 Due to mirrors of solar power station • 2011' pilots may expect occasional sunbeams 312 TAQ reflected upwards. CAMPAGNANO-2008′ 42-10 ரி 111.4 CMP 2175 TARQUINIA TOO 854 1442 d LI(R)-123 D111.8 TAQ PROHIBITED AREA SALINE DI TARQUINA **O** CIVITA VECCHIA DO NOT ΛO OVERFLY BELOW 1500' AGL CAMPAGNANO-301.5 CMP GOĪPO Parallel ILS approaches to rwy 16R. For additional information refer to 10-1P pages. 42-00 MIKSO 11-50 LI(R)-14 MISSED APCH FIX 466' 161° 108.1 FLL D6.0 OS 490 FIUMICINO~ DO NOT OVERFLY 421 FN BELOW 1500' AGL D6.5 OST мм DO NOT · OSTIA D3.0 OST D 114.9 OST OVERFLY **ROMA 2&3** 41-50 MHA BELOW 2500' D19.0 2000 722' OST 321 OST 444' 12-20 D24.0 OST 12-10 LOM ММ **MIKSO** D6.5 OST D3.0 OST GS 1350 GS 230' 2500' 1350 **D10**'.0 OST TCH 56' 3.5 RWY 16L15' Gnd speed-Kts 90 100 120 140 160 2000 ILS GS 3.00° or D6.0 539 647 755 485 862 161° LOC Descent Gradient 5.2% PAPI 🔡 PAPI OST MAP at MM/D3.0 OST JAR-OPS STRAIGHT-IN LANDING RWY 16L CIRCLE-TO-LAND Missed apch climb gradient mim 4.3% LOC (GS out) ILS with OST DME DA(H) 215' (200') MDA(H) 420' (405') FULL ALS out RVR 900m 800' (785') 1500m RVR 1500m 800' (785') 1600m RVR 550m RVR 1000m RVR 1000m RVR 1800m 900' (885') 2400m RVR 1400m RVR 2000m 900' (885') 3600m Climb gradient up to 2000'

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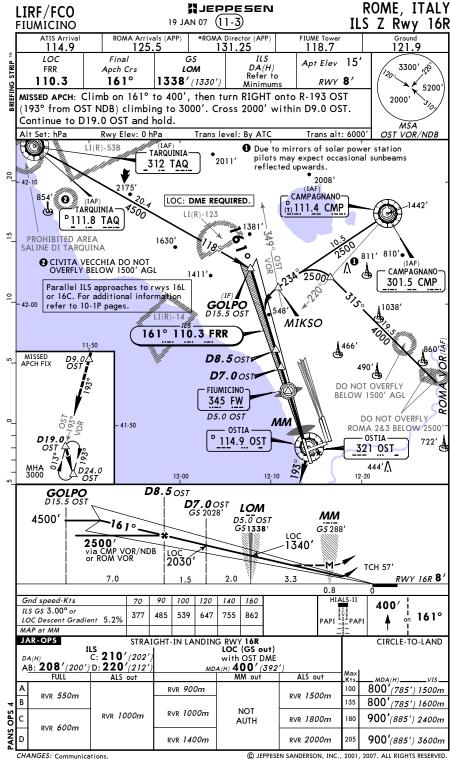
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ROME, ITALY JEPPESEN LIRF/FCO 16 MAR 07 (11-2) MISSED APCH CLIMB ILS Rwv 16C FIUMICINO **GRAD MIM 4.3%** ATIS Arriva ROMA Arrivals (APP) *ROMA Director (APP) FIUME Tower Ground 121.9 120.17 125.5 131.25 118.7 127.62 ILS LOC Final GS Apt Elev 15 DA(H) D4.0 FNN FNN Apch Crs 3300' Refer to 161° ***108.5** 1340' (1330' RWY 10' Minimums 5200 MISSED APCH: Climb on 161° to reach D6.0 OST/FNN at 2000', then turn 2000' RIGHT (MAX 185 KT) onto heading 186° to join R-160 OST (160° from OST NDB) to D19.0 OST and hold. Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC 1. DME REQUIRED. 2. ILS DME reads zero at rwy 16C displ threshold. Trans alt: 6000 MSA OST VOR/NDB LI(R)-53B (ÍAF) (IAF) CAMPAGNANO – • 2011 TARQUÍNIA-D 111.4 CMP 312 TAQ • 2008 42-10 1000 854 OS (IAF) 1442 ARQUÍNIA-9 LI(R)-123 D 111.8 TAQ PROHIBITED AREA 811' 810' (IAF) CAMP' SALINE DI TARQUINA - CAMPAGNANO-**1** CIVITA VECCHIA DO NOT OVERFLY BELOW 1500' AGL 301.5 CMP GOLPO 2 Due to mirrors of solar power station 42-00 pilots may expect occasional sunbeams 1038 reflected upwards. MIKSO/ 11-50 D13.5 OST 548 *D8.0* LI(R)-14 MISSED APCH FI 466 D6.0 OST ♨ ILS DME D6.0 FNN 161° *108.5 FNN D4.0 490'A DO NOT OVERFLY BELOW 1500' AGL ROM, Parallel ILS approaches to rwy 16R. **D1.0** FNN DO NOT For additional information refer to D0.6 OVERFLY ROMA 2&3 41-50 10-1P pages. BELOW 2500' MHA D19.0 OSTIA-OSTIA-2000 722' OST D114.9 OST 321 OST 444′∆ 12-20 D24.0 OST 12-00 12-10 LOC FNN DME 6.0 5.0 4.0 3.0 2.0 (GS out) ALTITUDE 2200 1890 1590 1290 980 680 **MIKSO** D13.5 OST D4.0FNN D1.0FNN® 3 Do not cross below 370' OST 2500 GS1340' DO.6FNN GS 260' 161°- TCH displ D8.0 thresh 55 1290 RWY 16C 10' Gnd speed-Kts 90 | 100 | 120 | 140 | 160 2000 3.00° 377 485 539 647 755 862 ILS GS on 161° LOC Descent Gradient 5.0% 354 456 506 608 709 810 MAP at D1.0 FNN JAR-OPS STRAIGHT-IN LANDING RWY 16C CIRCLE-TO-LAND Missed apch climb gradient mim 4.3% LOC (GS out) DA(H) ABC: 210'(200') D: 214'(204' MDA(H) 420'(410') ALS out RVR 1200m 100 800' (785') 1500m RVR 1500m RVR 1300m 800' (785')1600m RVR 700m RVR 1000m RVR 1400m RVR 1800m 900' (885' 2400m RVR 2000m 900' (885' RVR 1600m 3600m Climb gradient up to 2000'

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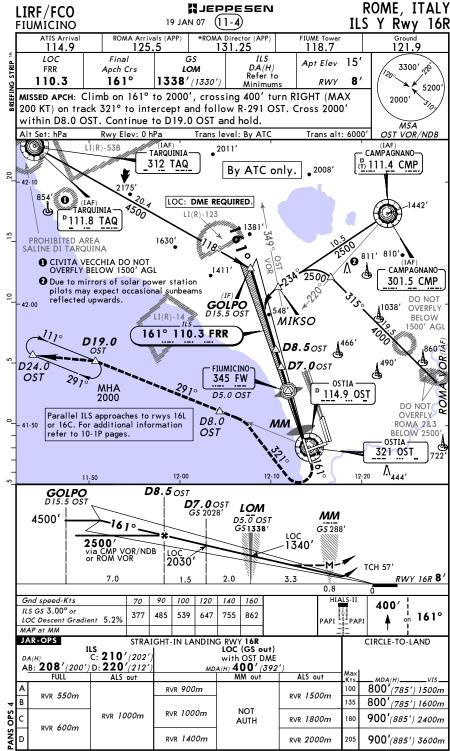
ROME, ITALY MJEPPESEN. LIRF/FCO 19 JAN 07 (11-3A) CAT II ILS Z Rwy 16R FIUMÍCINO ATIS Arrival *ROMA Director (APP) FIUME Tower ROMA Arrivals (APP) 114.9 125.5 131.25 CAT II ILS LOC Final GS Apt Elev 15' RA/DA(H) 3300' FRR Apch Crs LOM Refer to 110.3 161° 1338' (1330') RWY 8' Minimums 5200 MISSED APCH: Climb on 161° to 400', then turn RIGHT onto R-193 OST 2000' (193° from OST NDB) climbing to 3000'. Cross 2000' within D9.0 OST. Continue to D19.0 OST and hold. MSA Alt Set: hPa Rwv Elev: 0 hPa Trans level: By ATC Trans alt: 6000' OST VOR/NDB (IAF) TARQUINIA-2011′ CAMPAGNANO— 312 TAQ (F) 111.4 CMP 2008 42-10 1500 • Due to mirrors of solar power station pilots may expect occasional sunbeams 854 reflected upwards. **(0)** 4 1442 LI(R)-123 TARQUINIA-D111.8 TAQ 1630 811' 810' PROHIBITED AREA SALINE DI TARQUINA 2 CIVITA VECCHIA DO NOT OVERFLY BELOW 1500' AGL CAMPAGNANO Φ 1411'• 301.5 CMP MISSED D9.0△ APCH FIX 42-00 GOLPO 1038 **MIKSO** LI(R)-14 161° 110.3 FRR **∆**466′ 490′ **D8.5**05T DO NOT OVERFLY **D7.0** OST BELOW 1500' AGL FIUMICINO-DO NOT OVERFLY 345 FW - 41-50 ROMA 2&3 BELOW 2500' D5.0 OST Special Aircrew & Acft Certification - OSTIA – 722' Required. Parallel ILS approaches to 321 OST_ rwys 16L or 16C. For additional D 114.9 OST information refer to 10-1P pages. **∆**444′ 12-00 12-10 12-20 11-50 **GOLPO D8.5** OST D15.5 OST **D7.0** OST LOM ММ 4500' D5.0 OST 1610 GS 288' GS 1338 via CMP VOR/NDB or ROM VOR TCH 57 1.5 2.0 RWY 16R8 7.0 3.3 0.8 70 90 100 120 140 160 Gnd speed-Kts 400' GS 3.00° 377 485 539 647 755 862 161° PAPI PAPI on JAR-OPS STRAIGHT-IN LANDING RWY 16R CAT II ILS RA 102' RA 107' RA 121' DA(H) 108'(100') DA(H) 112'(104' DA(H) 126'(118') RVR 300m ■ ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

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ROME, ITALY MJEPPESEN LIRF/FCO 19 JAN 07 (11-4A) CAT II ILS Y Rwy 16R FIUMÍCINO FIUME Tower 118.7 ATIS Arrival *ROMA Director (APP) ROMA Arrivals (APP) 114.9 125.5 131.25 CAT II ILS RA/DA(H) LOC Final GS Apt Elev 15' 3300' FRR Apch Crs LOM Refer to 110.3 161° 1338' (1330') RWY 8' Minimums 5200 MISSED APCH: Climb on 161° to 2000', crossing 400' turn RIGHT (MAX 2000' 200 KT) on track 321° to intercept and follow R-291 OST. Cross 2000' within D8.0 OST. Continue to D19.0 OST and hold. Alt Set: hPa Rwv Elev: 0 hPa Trans level: By ATC Trans alt: 6000' OST VOR/NDB 2011 CAMPAGNANO-TARQUINIA-312 TAQ (F) 111.4 CMP By ATC only. 2008' 42-10 854 0 TARQUINIA - 4500 1442 LI(R)-123 D111.8 TAQ PROHIBITED AREA SALINE DI TARQUINA 1630' 811' 810'• O CIVITA VECCHIA DO NOT OVERFLY BELOW 1500' AGL CAMPAGNANO T Due to mirrors of solar power station 301.5 CMP pilots may expect occasional sunbeams reflected upwards. 2 DO NOT 42-00 GOLPO 1038' OVERFLY BELOW MIKSO LI(R)-14 1500' AGI **\D8.5**0ST ♣466′ D19.0 161° 110.3 FRR OST **D7.0**0ST FIUMICINO . ₫₄₉₀, 345 FW D24.0 OST ^D 114.9_OST 2000 D5.0 OST DO NOT **OVERFLY** D8.0 OST ROMA 2&3 **—** 41-50 BELOW 2500' 722' Special Aircrew & Acft Certification Required. Parallel ILS approaches to - OSTIA 🚣 321 OST_ rwys 16L or 16C. For additional information refer to 10-1P pages. Λ444′ 11-50 12-00 12-20 12-10 **D8.5** OST **GOLPO** D15.5 OST **D7.0** OST LOM ММ 4500' D5.0 OST 1610 GS 288' GS 1338' via CMP VOR/NDB or ROM VOR TCH 57' 7.0 1.5 RWY 16R8 2.0 0.8 70 90 100 120 140 160 Gnd speed-Kts 400' 3.00° 377 485 539 647 755 862 161° PAPI on PAPI JAR-OPS STRAIGHT-IN LANDING RWY 16R CAT II ILS RA 107' RA 102' RA 121' DA(H) 108'(100') DA(H) 112'(104') DA(H) 126'(118') RVR 300m ■ ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

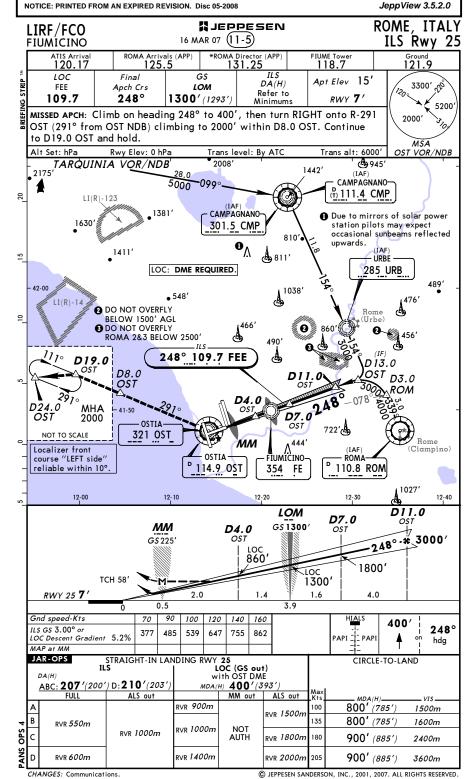
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ROME, ITALY MJEPPESEN. LIRF/FCO 16 MAR 07 (11-6) ILS Z Rwy 34L FIUMÍCINO ROMA Arrivals (APP) 125.5 ATIS Arrival *ROMA Director (APP) 131.25 FIUME Tower Ground 121.9 114.9 LOC Final GS ILS Apt Elev 15' 3300′ 🔊 ISW Apch Crs D5.0 OST DA(H) 108.9 341° 1300′ (1291′) 209'(200') RWY 9' 5200 MISSED APCH: Turn LEFT onto R-291 OST (291° from OST NDB) and climb 2000' to 2000' within D8.0 OST, then continue to D19.0 OST and hold. Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000 Parallel ILS approaches to rwy 34R. For additional information refer to 10-1P pages. OST VOR/NDB 710 D19.0 645 D8.0 P 114.9 OST LOST DO NOT OVERFLY D24.0 ROMA 2&3 BELOW 2500 297° MHA OST 2000 - 41-50 722′ · OSTIA · Λ444′ 321 OST Rome (Ciampino) ММ LOC: DME REQUIRED. D3.0 ₽ OST 1027 D5.0 4 OST 539' 9 341° 108.9 ISW 41-40 D8.8 OST Pratica di Mare (IF D11.0 OST D14.0 41-30 12-00 12-10 (IAF) **NETUN** 12-20 12-30 LOC 2.0 3.0 4.0 5.0 OST DME 340 980' (GS out) ALTITUDE 660' 1300 D11.0 D14.0 D8.8 ММ **D5.0** OST D3.0 341° + 3000' GS 227 GS 1300' OST LOC 2500 660 TCH displ TOC 1300 thresh 57 RWY 34L 9 2.2 2.0 2.0 3.8 TO DISPLACED THRESHOLD 70 90 100 120 140 160 Gnd speed-Kts OST 2000/i ILS GS 3.00° or 539 647 755 862 377 485 on 114.9 LOC Descent Gradient 5.2% PAPI 🚉 LT ! R-291 MAP at MM JAR-OPS STRAIGHT-IN LANDING RWY 34L ILS I LOC (CIRCLE-TO-LAND LOC (GS out) with OST DME DA(H) 209'(200') MDA(H) 410'(401') MM out | ALS out FULL ALS out RVR 900m 800' (785') 1500m RVR 1500m 800' (785') NOT 1600m RVR 550m RVR 1000m RVR 1000m RVR 1800m 900' (885' 2400m RVR 1400m 900' (885') RVR 2000m

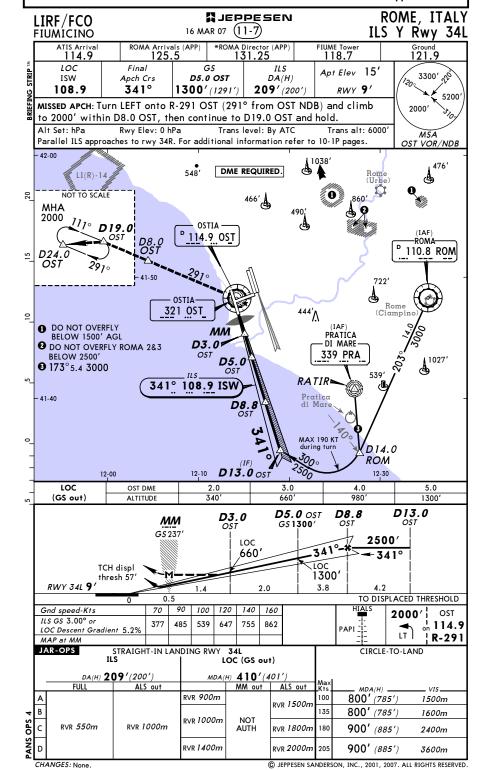
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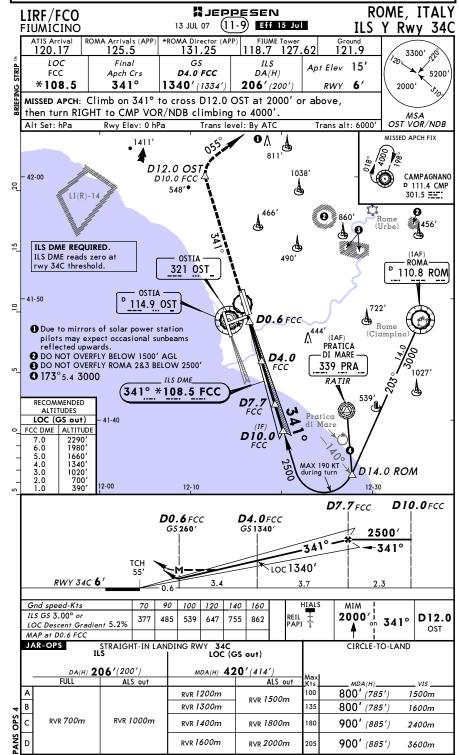
ROME, ITALY MJEPPESEN LIRF/FCO 16 MAR 07 (11-8) ILS Z Rwy 34C FIUMICINO *ROMA Director (APP) 131.25 FIUME Tower 118.7 127.62 ROMA Arrivals (APP) 125.5 ATIS Arrival Ground 121.9 120.17 3300' LOC Final GS Apt Elev 15 FCC Apch Crs D4.0 FCC DA(H) 5200 *108.5 341° 1340′(1334′) 206' (200') RWY 6' 2000 MISSED APCH: Climb on 341° to cross D12.0 OST at 2000' or above, then turn RIGHT to CMP VOR/NDB climbing to 4000'. MSA Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' OST VOR/NDB MISSED APCH HOLDING **1** 811' 1411′ DO NOT OVERFLY D12.0 OS1 BELOW 1500' AGL 42-00 D10.0 FCC 1038′ 0 CAMPAGNANO 548′● LI(R)-14 P 111.4 CMP 301.5 ==:: 466 -URBE -ILS DME REQUIRED. 285 URB ILS DME reads zero at rwy 34C threshold. OSTIA 321 OST DO NOT OVERFLY ROMA 2&3 BELOW 2500' • Due to mirrors of solar power station A 722' DO.6 FCC pilots may expect occasional Φ sunbeams reflected upwards. Rome OSTIA 114.9 OST **D4.0** FCC 1027 D7.7 ILS DME. 341° *108.5 FCC RECOMMENDED 41-40 **D10.0** FCC ALTITUDES LOC (GS out) FCC DME ALTITUDE \$017° 2290 URB NDB 1980' 1660 4.0 1340 3.0 1020' 2.0 700' 12-00 (IAF) NETUN 12-30 1.0 390' 12-10 017° D10.0 URB NDB **D4.0** FCC DO.6FCC 341°-3000 GS 260' GS 1340' 2500' 1340 RWY 34C 6 1.5 2.3 Gnd speed-Kts 70 90 100 120 140 160 ILS GS 3.00° or 2000'i 377 485 539 647 755 862 D12.0 LOC Descent Gradient 5.2% OST MAP at D0.6 FCC STRAIGHT-IN LANDING RWY 34C JAR-OPS CIRCLE-TO-LAND LOC (GS out) DA(H) 206'(200') MDA(H) 420'(414' FULL ALS out ALS out RVR 1200m 800' (785') 1500m RVR 1500m RVR 1300m 800' (785') 1600m RVR 700m RVR 1000m RVR 1800m RVR 1400m 900' (885') 2400m RVR 1600m RVR 2000m 900' (885') 3600m

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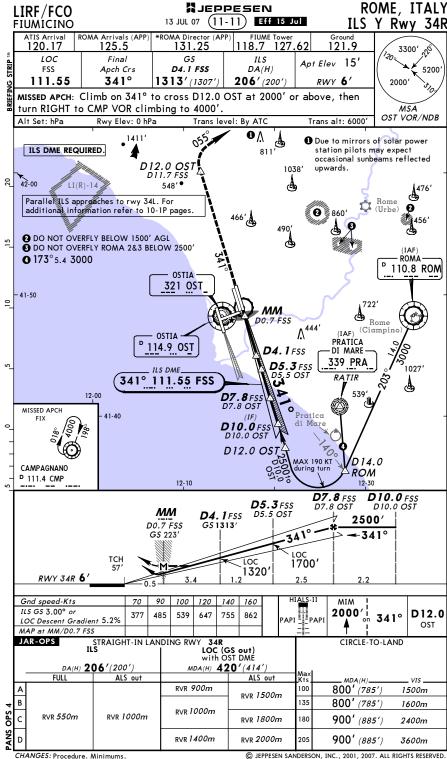
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ROME, ITALY MJEPPESEN LIRF/FCO 13 JUL 07 (11-10) Eff 15 Jul ILS Z Rwy 34R FIUMICINO *ROMA Director (APP) ATIS Arrival ROMA Arrivals (APP) FIUME Tower Ground 121.9 118.7 127.62 125.5 120.17 3300' LOC Final GS Apt Elev 15 Apch Crs D4.1 FSS DA(H) FSS 5200 111.55 341° 1313′ (1307′) 206' (200') RWY 6' 2000 MISSED APCH: Climb on 341° to cross D12.0 OST at 2000' or above, then turn RIGHT to CMP VOR/NDB climbing to 4000'. MSA Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' OST VOR/NDB **1** 811' MISSED APCH FIX 1411′ DO NOT OVERFLY D12.0 OST BELOW 1500' AGL D11.7 FSS 42-00 1038′ 🛦 548′● LI(R)-14 CAMPAGNANO P 111.4 CMP 466 301.5 **∆** • Due to mirrors of solar power station pilots may expect occasional sunbeams reflected upwards. 321 OST DO NOT OVERFLY ROMA 2&3 BELOW 2500' 41-50 **♣** 722′ MM Φ D0.7 FSS $\Lambda^{444'}$ Rome OSTIA 114.9 OST **D4.1** FSS **D5.3** FSS 1027 D5.5 OST ILS DME_ **D7.8** FSS 341° 111.55 FSS D7.8 OST 41-40 D10.0 FSS D10.0 OST. ILS DME REQUIRED. Parallel ILS approaches to rwy 34L. For additional information refer to 10-1P pages. (IAF) NETUN 12-00 **D5.3** FSS D7.8 FSS D10.0 FSS D10.0 OST D10.0 OST 341° - 3000' мм **D4.1** FSS D5.5 OST 2500 GS 1313' GS 222 TOC €LOC 1700 1.21320 RWY 34R 6 Gnd speed-Kts 90 100 120 140 160 ILS GS 3.00° or 341° | D12.0 2000'i 377 485 539 647 755 862 PAPI PAPI LOC Descent Gradient 5.2% MAP at MM/D0.7 FSS STRAIGHT-IN LANDING RWY 34R JAR-OPS CIRCLE-TO-LAND LOC (GS out) with OST DME MDA(H) 420'(414') DA(H) 206'(200') FULL ALS out ALS out RVR 900m 800' (785') 1500m RVR 1500m 800' (785') 1600m RVR 1000m RVR 550m RVR 1000m RVR 1800m 900' (885') 2400m RVR 1400m RVR 2000m 900' (885') 3600m

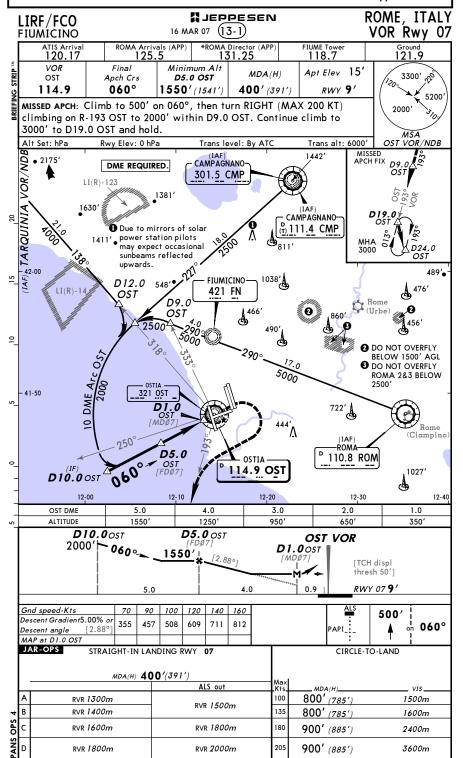
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ROME, ITALY LIRF/FCO 16 MAR 07 (13-2) VOR or NDB Rwy 16R FIUMÍCINO *ROMA Director (APP) 131.25 FIUME Tower ROMA Arrivals (APP) 125.5 ATIS Arrival Ground 121.9 NDB VOR Minimum Alt Final Apt Elev 15 MDA(H)3300′ ്പ Apch Crs OST OST D7.0 OST 114.9 i 321 153° |2100′ (2092′) 400' (392') RWY 8' 5200 MISSED APCH: Turn RIGHT, climb on R-193 OST (193° from OST NDB) 2000' climbing to 3000'. Cross 2000' within D9.0 OST. Continue to D19.0 OST and hold. MSA Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' OST VOR/NDB 2011′ (IAF) TARQUINIA (IAF) 312 TAQ CAMPAGNANO 2008' (F) 111.4 CMP - 42-10 DME REQUIRED. Final approach track offset 2175' 0 D16.0 8° from runway centerline. 1442 TARQUINIA-20 TAQ LI(R)-123 P111.8 TAQ 854' 1381' GOLPO PROHIBITED AREA SALINE DI TARQUINA 1630% **№** 8111′ CAMPAGNANO A D17.0 15 **O**CIVITA VECCHIA OST 1411 301.5 CMP DO NOT OVERFLY BELOW 1500' AGL ์ ์ ซ **3**548 MIKSO LI(R)-14 2 Due to mirrors of solar power station pilots may expect occasional sunbeams **D9.0**05T ຝ reflected upwards. FIUMICINO-D7.0051 11-50 345 FW D9.0 OST D5.0 OST DO NOT OVERFLY ABEAM FW Lctr BELOW 1500' AGL MISSED APCH FIX [50VOR] DO NOT OVERFLY **D3.0**051 ROMA 2&3 BELOW 2500' 41-50 - OSTIA-722' D1.00ST# 321 OST OST OSTIA A 444 114.9 OST MHA 3000 12-10 12-00 OST DME 6.0 5.0 4.0 3.0 2.0 770′ 430 ALTITUDE 1770' 1100' **D7.0** OST **D9.0** OST OST **D5.0** OST ABEAM FW Letr D3.0 OST VOR/ D1.0 2500' ISOVOR1 1530 2100 NDB OST [MA 16R] 1440' 770 [TCH 57'] 2.0 RWY 16R 8' 2.0 2.0 100 120 Gnd speed-Kts 70 90 140 160 2000 OST Descent Gradient 5.50% or 390 502 557 669 780 892 J 114.9 [3.15° Descent angle PAPI = PAPI RT ! R- 193 MAP at D1.0 OST STRAIGHT-IN LANDING RWY 16R CIRCLE-TO-LAND MDA(H) 400'(392' ALS out RVR 900m 100 800' (785') 1500m RVR 1500m 135 800' (785' 1600m RVR 1000m 900' (885' RVR 1800m 2400m RVR 1400m RVR 2000m 900' (885') 3600m © JEPPESEN SANDERSON, INC., 2001, 2007. ALL RIGHTS RESERVED.

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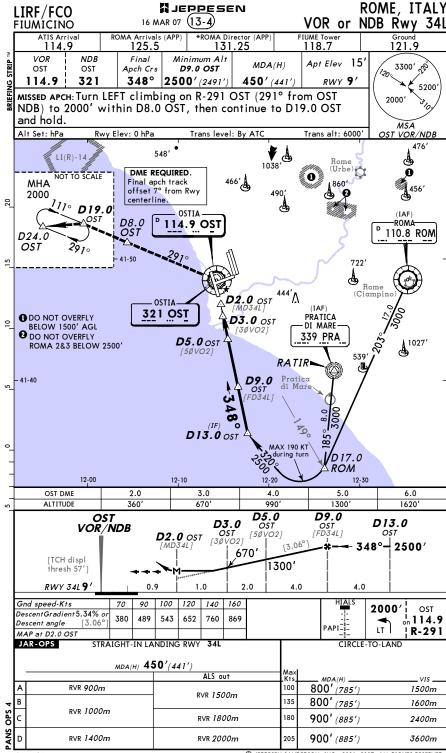
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ROME, ITALY # JEPPESEN LIRF/FCO 16 MAR 07 (13-3) VOR or NDB Rwy 25 FIUMÍCINO ROMA Arrivals (APP) 125.5 *ROMA Director (APP 131.25 FIUME Tower 118.7 Ground 121.9 3300' VOR MDA(H) OST 5200 Final Minimum Alt 114.9 **550'** (543') Apt Elev 15' 2000' Apch Crs D11.0 OST NDB NDB 252° 3000' (2993') RWY 7' MDA(H) OST MSA 321 600' (593') OST VOR/NDB MISSED APCH: Turn RIGHT climbing on R-291 OST (291° from OST NDB) to 2000' within D8.0 OST, then continue to D19.0 OST and hold. Alt Set: hPa Rwy Elev: 0 hPa Trans alt: 6000' Trans level: By ATC TARQUINIA VOR/NDB-29.0 (IAF) - CAMPAGNANO— 5000 2175 LI(R)-123 (F) 111.4 CMP 4 1381 20 CAMPAGNANO-1 Due to mirrors of solar power station pilots may expect 301.5 CMP occasional sunbeams 811 \^**①** reflected upwards. 810' DME REQUIRED. - URBÉ 285 URB 42-00 1038 548 476' 489' Δb LI(R)-14 2 DO NOT OVERFLY BELOW 1500' AGL 466 0 O DO NOT OVERFLY ROMA 2&3 BELOW 2500' לוַם פֿרַ D19.0 - OSTIA D13.0 OST D8.0 114.9 OST OST OST D4.0 D7.00ST D2.0 2000 ROM D24.0 41-50 OST 722' Rome NOT TO SCALE D2.0 (Ciampin - OSTIA (IAF) **321 OST** ROMA 110.8 ROM 12-30 339° 2.0 4000 12-40 12-10 12-00 12-20 OST DME 2.0 3.0 4.0 6.0 ALTITUDE 220 540' 860' 1170' 1490 **OST D11.0** OST **D2.0** OST [40 VOR] **D7.0** OST VOR/NDB ₋₂₅₂°-‡3000′ 860' [TCH 58'] 1800 RWY 25 7 2.0 3.0 4.0 Gnd speed-Kts 70 90 | 100 | 120 | 140 | 160 2000' OST Descent Gradient 5.24% or 372 478 531 637 743 849 ✓ on 114.9 PAPI <u>: :</u> PAPI [3.00° Descent angle ! R-291 RT MAP at D2.0 OST JAR-OPS STRAIGHT-IN LANDING RWY 25 CIRCLE-TO-LAND VOR MDA(H) 550'(543') MDA(H) 600' (593') ALS out ALS out 800' (785') RVR 1000m RVR 1000m 1500m RVR 1500m RVR 1500m 800' (785') 1600m RVR 1200m RVR 1200m 900' (885') 2400m RVR 2000m RVR 2000m RVR 1600m RVR 1600m 900' (885') 3600m

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NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008



Licensed to Elefant air. Printed on 15 Jun 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008 M JEPPESEN LIRF/FCO MISSED APCH CLIMB 15 JUN 07 (16-1) GRAD MIM 4.3% LCTr RWV 16L FIUMÍCINO ATIS Arrival *ROMA Director (APP) 131.25 FIUME Tower 118.7 127.62 ROMA Arrivals (APP) 120.17 125.5 121.9 Lctr Final Minimum Alt MDA(H) Apch Crs D10.0 OST FN Apt Elev 15' 5000' 650' (635') 421 161° 2500' (2485') 5700 MISSED APCH: Climb on 161° to reach D6.0 OST at 2000', then turn 2000' RIGHT (MAX 185 KT) onto heading 186° to join R-160 OST (160° from OST NDB) to D19.0 OST and hold. Alt Set: hPa Apt Elev: 1 hPa OST VOR DME REQUIRED. MSA Trans level: By ATC Trans alt: 6000' FN Lctr (IAF) TARQUINIA-• Due to mirrors of solar power station 2008' pilots may expect occasional sunbeams 312 TAQ reflected upwards. CAMPAGNANO-1998′ - 42-10 (T) 111.4 CMP (IAF) TARQUINIA 4000 1442′ 4 [□]111.8 TAQ LI(R)-123 PROHIBITED AREA 1630' SALINE DI TARQUINA **№** 8111′ **Q** CIVITA VECCHIA DO NOT OVERFLY BELOW 1500' AGL CAMPAGNANO-1411 A 301.5 CMP GOLPO 10 42-00 1038 MIKSO ! 11-50 LI(R)-14, MISSED Ď10.0 APCH FIX OST 466 FIUMICINO-♨ 421 FN 490' D6.0 OST D6.5 OST DO NOT OVERFLY BELOW 1500' AGL ΜМ R-015 OST DO NOT OSTIA-280 ROM OVERFLY ROMA 283 D 114.9 OST 41-50 MHA - OSTIA -BELOW 2500' D19.0 2000 OST 321 OST 12-00 722' 444' OST DME 9.0 8.0 7.0 6.0 5.0 ALTITUDE 2190' 1870' 1550' 1230' 910' D24.0 OST MIKSO D10.0 D13.5 OST FN Lctr ММ D6.5 OST 2500 161°- 1350' APT 15' 3.5 3.5 3.7 HIALS-II Gnd speed-Kts 70 90 100 120 140 160 2000' 5.2% 369 474 527 632 737 843 Descent Gradient D6.0 PAPI 🎹 PAPI on 161° MAP at MM/R-015 OST/R-280 ROM or OST 7.2 6:10 4:48 4:19 3:36 3:05 2:42 D10.0 OST to MAP JAR-OPS STRAIGHT-IN LANDING RWY 16L CIRCLE-TO-LAND Missed apch climb gradient mim 4.3% MDA(H) 650' (635') ALS out _VIS_ 100 800' (785') RVR 1000m 1500m RVR 1500m 800' (785') 1600m RVR 1200m 900' (885') 180 2400m RVR 2000m RVR 1600m 900' (885') 3600m Climb gradient up to 2000'. CHANGES: New procedure.

