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JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

Trip Kit Index
Airport Information For LIRF
Terminal Charts For LIRF
Revision Letter For Cycle 02-2025
Change Notices
Notebook

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General Information

Location: ROME ITA
ICAO/IATA: LIRF / FCO
Lat/Long: N41° 48.02', E012° 14.33'
Elevation: 14 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0556 Z
Sunset: 1653 Z

Runway Information

Runway: 07
Length x Width: 10466 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 7 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 978 ft

Runway: 16L
Length x Width: 12802 ft x 197 ft
Surface Type: bitu
TDZ-Elev: 14 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 16R
Length x Width: 12802 ft x 197 ft
Surface Type: bitu
TDZ-Elev: 7 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25
Length x Width: 10466 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 8 ft

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Lighting: Edge, ALS, Centerline

Runway: 34L
Length x Width: 12802 ft x 197 ft
Surface Type: bitu
TDZ-Elev: 8 ft
Lighting: Edge, ALS, Centerline

Runway: 34R
Length x Width: 12802 ft x 197 ft
Surface Type: bitu
TDZ-Elev: 6 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 121.850 Departure Service
ATIS: 126.125 Arrival Service
Fiume Tower: 118.700
Fiume Tower: 123.725
Fiume Tower: 127.625
Fiume Ground: 121.675
Fiume Ground: 121.900
Fiume Ground: 122.125
Fiume Ramp/Taxi: 121.725
Fiume Clearance Delivery: 121.900
Fiume Clearance Delivery: 121.800
Rome Arrival: 125.500 RCO
Rome Arrival: 127.950 RCO
Rome Departure: 131.100 RCO
Rome Departure: 130.900 RCO
Rome Direct (Approach Control Radar): 119.200 RCO
Rome Direct (Approach Control Radar): 131.250 RCO

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1. GENERAL

1.1. ATIS

D-ATIS Arrival 126.125
Departure 121.850 (by ATC)

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

LVP will be in force:

- RVR is lower than 550m;
- When ceiling is below 200' according to the meteorological local report;
- When deterioration of weather conditions recommends so.

Pilots will be informed by D-ATIS and/or ATIS and/or RTF when LVP in force.

TWR may activate LVP:

- If a pilot report indicates a bad weather condition;
- If there is an explicit request to activate LVP or to perform a CAT II/III APCH with marginal values of RVR/cloud base (except the approaches required for training).

In order not to penalize the traffic sequence, the activation of the LVP may also take place on pilot request for the specific flight.

The message "LVP in Progress" will be communicated by ATC to the concerned flight only.

RWYs 16L, 16R and 25 are suitable for LVTO.

CAT II/III approaches and landings for training purposes are only authorized during LVP conditions.

1.2.2. GROUND MOVEMENT

With RVR equal to or less than 75m, no taxi operation is permitted. ACFT shall maintain position waiting for visibility conditions improvement.

1.2.2.1. ARRIVING ACFT

RWY 16L:
Vacate RWY at TWY DG, if unable at TWY DH.

Proceed to intermediate holding position D7 (or D6 if vacating via TWY DH) and report when reaching. Follow Tower instructions until reaching intermediate holding position EG1 where, if VIS is less than 150m, they will need to wait for Follow-me car to be escorted to parking stand.

If unable to use TWY DG or DH, vacate RWY via TWY DL. Report to Tower when reached intermediate holding position DL1 and wait until turned off and comply with instructions to continue taxiing via TWY D.

RWY 16R:
Vacate RWY at TWY AG and enter apron via intermediate holding positions V1, W1 or J1, report reaching intermediate holding position A2, if entering the apron via J1.

If unable vacate:

- at TWY AH, report reaching intermediate holding position A2, if entering the apron via V1 or W1; or
- at TWY AK or AL, report reaching intermediate holding position A1, if entering the apron via V1 or W1 for further instructions.

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1. GENERAL

1.2.2.2. DEPARTING ACFT

RWY 16L:
RWY to be used in case of RWY 25 and 16R unavailability or for operational reasons.

If RWY is used for take-off only, ACFT shall taxi via intermediate holding position D1 to TWYs D and DA.

If RWY is used for mixed operations (departures and arrivals), ACFT shall taxi via TWYs P, B and CM until reaching stop bar CM1 for further instructions.

TWY DB shall not be used.

RWY 16R:
RWY to be used in case of RWY 25 unavailability or for operational reasons.

ACFT shall taxi via TWYs M, A, AA/AB or H, A, AA/AB or J, A, AA/AB.

TWY AC shall not be used.

RWY 25:
ACFT shall taxi via TWYs T or P, B and BA.
TWYs BC and BD shall not be used.

1.2.2.3. MANDATORY REPORTS

In reduced visibility conditions all pilots shall report to TWR:

- Reaching stop bar, unless otherwise instructed by TWR;
- When ILS-sensitive area has been vacated as identified by the end of green/yellow color-coded TWY centerline lights;
- Reaching the parking stand.

1.2.2.4. CONTINGENCIES

Surface Movement Radar (SMR) out of service and/or
Total Failure of RWY Stop Bars
Whenever conditions are such that all or part of the maneuvering area cannot be visually monitored from TWR, only one ACFT movement at a time is allowed and Follow-me is mandatory.

1.3. RWY OPERATIONS

1.3.1. PREFERENTIAL RWY USE

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

Between 2300-0600LT RWY 16R/34L closed to all operations except for operational, meteorological or safety reasons which will be managed tactically and during RWY 16L/34R published closure times.

1.3.2. REDUCED RWY SEPARATION MINIMA (RRSM)

RRSM between ACFT using the same RWY may only be applied during DAY according to specific regulations described below, provided that all of the following conditions are met:

- Wake turbulence separation minima shall be applied;
- VIS shall be at least 5km and ceiling not lower than 1000';
- Tailwind component shall not exceed 5 KT;
- Tower surveillance system must be available;
- Braking action shall not be adversely affected by RWY contaminants such as ice, slush, snow and water.

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1. GENERAL

1.3.2.1. ARRIVAL

ACFT may be cleared for Landing with RRSM on a RWY temporarily occupied by another ACFT in following conditions only:

Landing following a landing on RWY16L/34R or RWY16R/34L:
The preceding landing ACFT has vacated the RWY or it is in motion at a distance of 7874'/2400m at least from the THR and will vacate the RWY without backtracking.

Landing following a take-off on RWY16R/34L, RWY16L or RWY25:
The departing ACFT has taken off and it is at a distance of 7874'/2400m at least from THR. ACFT will be advised of RRSM procedure in progress through use of the ATIS.

1.3.2.2. DEPARTURE

Take-off with RRSM may be allowed from RWY 25 only when the preceeding departing ACFT is airborne, it has at least passed a point distant 7874'/2400m from the line-up position of the succeeding ACFT and the above two ACFT are cleared for distinct initial climb procedures.

1.4. TAXI PROCEDURES

For wingspan restrictions refer to 10-9 charts.

TWYs BA and BB not available during code F ACFT take-off and landing on RWY25.

TWY G between TWYs EG and NG available up to ACFT code letter D.

Taxi with CAUTION on area in proximity of intersection TWY D and apron TWY NG due to presence of fire station building reducing visibility.

ACFT crossing RWY 07:

- Taxiing on TWY A, taxiing on TWY A, hold at IHP A4 or A5 and wait for ATC instruction.
- Taxiing on TWY B, hold at intermediate holding position B1 and wait for ATC instruction.

Within the apron area it is prescribed to use the minimum thrust necessary to move the ACFT to prevent jet blast on infrastructure, passengers, vehicles and ramp personnel.

1.5. PARKING INFORMATION

1.5.1. GENERAL

Follow-me service is on pilots request only for contingency reasons.

Stands 101 thru 105, 223, 224, 307 thru 317, 601 thru 608, 613, 614, 704 thru 706 and 842 thru 847 are out of ATC operator's sight. Pilots shall confirm to Ground when parking maneuvers have been completed.

A self-parking system is used on stands 221 thru 238, 399. Marshall service is provided by the aerodrome operator only for contingency reasons.

Visual docking guidance system available at stands 301 thru 318, 401 thru 412, 501, 502, 503, 505, 507, 509, 601 thru 614, 701 thru 711, 801, 804 thru 815, 824thru 829, 831, 833, 835 and 901thru909.

A pilot shall not enter the stand area unless the docking system first is showing the vertical running arrows.

In the event the A-VDGS in not showing the vertical running arrows, flight crew should:

- hold position on the TWY centerline;
- inform ground handling operator and ATC they are awaiting stand entry guidance.

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1. GENERAL

Marshall service is mandatory on stands not equipped with Visual Docking Guidance System (VDGS) and provided by the ground handling operator.

Stands 301 thru 306 entrance only via TWY NC.

Stand 307 entrance only via TWY H.

Stands 308 thru 313 entrance only via TWY NH.

Stands 314 thru 318 entrance only via TWY NE.

Stand 399 entrance only with Follow-me from IHP H2, exit push-back on TWY H ABEAM stand 308.

Stands 401 thru 405 entrance only via TWY NZ.

Stand 406 entrance only via TWY H.

Stands 407 thru 412 entrance only via TWY NG.

Stand 502 entrance only via TWY NW and exit push-back on TWY H.

On stands 101 thru 210, 314 thru 318, 399, 803 thru 805, 820thru 823 and 832, 834, 836 and 842 thru 847 push-back required.

Stands 809, 811 and 813 ACFT code letter E entrance procedure under tow from IHP W2 on TWY W abeam stand 820. Exit procedure code letter E push-back up to start-up point on TWY W ABEAM stand 820.

Stands 820 thru 823 ACFT code letter E entrance via TWY V or W, or TWY Y subject to Tower discretion.

Stand 607 exit start-up point available on apron TWY M, stands 608 and 609 exit start-up point available on apron TWY M.

Stand 835 exit start-up point on TWY Z abeam stand 823.

Stands 831 thru 836, except stand 835, start-up point on TWY Y.

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

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

1.5.2. USE OF APU

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

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

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

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

1.6. OTHER INFORMATION

Birds in vicinity of APT.

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

- 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 12NM from THR in case of straight-in approach.
- 180 KT completing the intercepting turn or at a distance of 8NM from THR in case of straight-in approach.
- 160 KT at a distance of 4NM from THR.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

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

- RWY 34L:

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

  When traffic conditions allow and pilot agrees, ATC may authorize to perform the downwind leg East of APT not lower than 1000' and to start turn North-west of OSTIA avoiding to overfly the town itself.
- RWYs 34R or 25:

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

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

2.4.1. PREFERENTIAL RWY USE

Main RWY for landing is RWY 16L.

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

2.4.2. PARTICULAR RULES

2.4.2.1. RWY 16L/34R

Pilots must report "RWY vacated".

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

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

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

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

2.4.2.2. RWY 16R

ACFT landing on RWY 16R shall not vacate on RWY 07 and the required exit points are rapid exit TWY AG or AH (AE not usable).

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

Traffic vacating via TWY AH shall not turn Right on TWY A towards apron TWY J.

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2. ARRIVAL

2.4.2.3. RWY 34L

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

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

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

2.4.3. MINIMUM RWY OCCUPANCY TIME

In order to maximize APT capacity following procedures are applied:

- Pilots are requested to strictly comply with ATC instructions.
- Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to Tower.

ATC is allowed to guide ACFT on final approach using minimum radar separation or separation minimum according to wake turbulence category if:

- RWY in use for landing is RWY16L or RWY34R;
- All ACFT exit the RWY at the fastest speed commensurate with safety and standard operating procedures using the most suitable rapid exit TWY among those described below;
- Rapid exit for RWY in use are available. An extended RWY occupancy may result in the subsequent ACFT being instructed to go around.

In order to reduce RWY occupancy time, the following procedures are applied:

- Pilots shall pre-plan their landing and roll out using the distances RWY THR indicated in the table below, to target the rapid exit TWY, that provides for a safe and expeditious exit reducing delays and maximizing utilization at all times.
- Tactical requests to extend the landing roll to shorten ground taxi and exit nearer to parking stands shall not be made to ATC.
- Pilots unable to vacate the RWY via the suitable rapid exit TWY as defined below shall notify continue to the next exit avoiding to reduced speed.

EXIT	DE (30°)	DG (30°)	DH(30°)	
RWY 16L	1176m Light	1766m Medium	2516m Medium-heavy	
EXIT	AG (30°)		AH (30°)	
RWY 16R	1991m Light-medium		2455m Medium-heavy	
EXIT	DF (30°)	DD (30°)	DC (30°)	
RWY 34R	1173m Light-medium	1765m Medium	2516m Heavy	
EXIT	AF (30°)	AE (90°)	AD (30°)	AC (30°)
RWY 34L	1283m Light-medium	1667m Light-medium	2150m Medium-heavy	2875m Heavy

Distance corresponding to the beginning of marking of centerline rapid exit TWY (ref ICAO Doc 9157 part 2).

In order to reduce delays and maximize RWY utilization, the required exit point for RWY 16R is rapid exit TWY AG (AE not usable). TWY AE is not a rapid exit TWY.

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2. ARRIVAL

2.4.4. PARALLEL ILS APPROACHES TO RWYS 16L AND 16R OR 34L AND 34R

2.4.4.1. CONDITIONS

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

2.5. COMMUNICATION FAILURE

In the event of radio failure the following will apply:

a) If the pilot has received and confirmed the ATC clearance the reporting point designated to descend for landing is the IAF linked to the assigned STAR.

b) If the pilot has not received and confirmed the ATC clearance to follow a STAR the reporting points designated to descend for landing is VOR "CMP".

ACFT entering via VOR "CMP" will carry out an approach for RWY 16L followed by circling in case of not compatible wind with the landing direction.

2.6. TAXI PROCEDURES

Preferential use of TWY to enter/exit in apron:

<table>
<tr><th>Arriving Traffic</th><th>RWY 16L/34R</th><th>RWY 16R/34L</th></tr>
<tr><td>100</td><td>TWY D - U</td><td>TWY A - H - BT - B - DM - U</td></tr>
<tr><td>200</td><td rowspan="4">TWY D - EG</td><td rowspan="5">TWY A - H</td></tr>
<tr><td>300</td></tr>
<tr><td>400</td></tr>
<tr><td>500 even</td></tr>
<tr><td>500 odd</td><td>TWY D - CF</td></tr>
<tr><td>600</td><td rowspan="3">TWY D - H</td><td rowspan="2">TWY A - M/V</td></tr>
<tr><td>700</td></tr>
<tr><td>800</td><td>TWY A - V/W/Y</td></tr>
<tr><td>900</td><td>TWY A - J</td></tr>
</table>

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3. DEPARTURE

3.1. DATALINK DEPARTURE CLEARANCE SERVICE (D-DCL)

3.1.1. MESSAGE CONTENT

The login ID of the ground system for the provision of D-DCL service is LIRF.

The departure clearance uplink (CLD) message format includes:

- APT of destination as clearance limit;
- Departure RWY in use;
- SID (containing the first part of LIRF SID);
- SSR code;
- Next ATC RTF frequency;
- Current departure ATIS designator letter.

Free text field will contain:

- TSE with the second part SID;
- Initial altitude;
- CTOT, if present;
- Any other relevant information.

NOTE: Due to technical limitation the first SID portion will be transmitted in standard SID field, the second SID portion will be transmitted in the Free text field.

Any revision to the clearance either requested by the pilot or issued by ATC will be made through voice communications.

3.1.2. DCL VIA DATALINK PROCEDURES

DCL request is initiated by pilots by sending a request for departure clearance downlink message (RCD) and shall be made no earlier than 25 minutes before Estimated Off-Block Time (EOBT). If a different RWY from the one in use for take-off is necessary, pilots should advise by using the RMK (free text) field of the RCD, e.g: REQ 16R.

ATC will reply with CLD message within 5 minutes of receipt of the RCD message. If no CLD message is received, pilot has to call on Delivery frequency to verify request.

Pilot shall respond with a departure clearance read-back downlink message (CDA) within 5 minutes of receipt of CLD message. Failure to comply may result in a "revert to voice procedures" message being sent.

ATC will reject the DCL request and send a "revert to voice procedures" message to the pilot if the following occurs:

- RCD message does not comply with ED-85A or have inaccurate flight data (eg. different callsign/APT of destination from flight plan, EOBT);
- When required by ATC.

Upon receipt of any "revert to voice procedures" message, pilot shall cancel any previously received clearance (if any) and follow the existing voice procedures for clearance request. Any clearance revision received from the Tower via RTF always overrides the one received via DCL.

Pilot shall monitor the Clearance Delivery frequency once the DCL process is initiated. In the event of any issues encountered, ATC will revert to voice procedures.

Pilots who have obtained departure clearance via datalink, shall then follow A-CDM procedure, in particular:

- Departing traffic must be "READY" within TOBT +5 minutes and must contact ADR Flight Control Unit on frequency 121.725 to obtain the ARDT message;
- Once the ARDT message has been received, departing traffic shall monitor ATC frequency "FIUME Delivery" in order to receive the start-up approval according to TSAT and current traffic situation.

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3. DEPARTURE

3.2. APT COLLABORATION DECISION MAKING (A-CDM) PROCEDURE

3.2.1. GENERAL

APT CDM procedure coordinates the turn-round process and is incorporated into the European Air Traffic Flow and Capacity Management (ATFCM). The procedure starts at EOBT -3h and is applied to all the operations until take-off. A-CDM milestone approach is mainly based on TOBT and TSAT.

TOBT (Target Off-Block Time)
Estimated time, calculated by an ACFT Operator/Ground Handler (AO/GH), when an ACFT will be "READY".

TSAT (Target Start-up Approval Time)
Calculated time at which start-up clearance can be expected at the latest. TSAT includes all relevant parameters such as CTOT, variable taxiing time etc.

3.2.2. MILESTONES

EOBT (Estimated Off-Block Time) -3h (M1)
ATC flight plans will be checked against their APT slot - Scheduled Off-Block Time (SOBT); other check include the destination APT and the ACFT type. If they do not correspond the flight will not enter the pre-departure sequence and an alert is risen on the local A-CDM platform. AO/GH must take the appropriate actions to solve the alerts as earliest as possible.

EOBT -2h (M2)
TOBT is the time when the ACFT is planned to be "ready to move".

At FIR entry (for turnaround flights) or at EOBT -2h, the system will automatically generate a TOBT as follows:

- TOBT = ELTD[1] + EXIT[2] + MTT[3] - for inbound flights not yet landed;
- TOBT = ALDT[4] + EXIT + MTT - for flights already landed;
- TOBT = AIBT[5] + MTT - for ACFT at the parking stand.

1. Estimated Landing Time
2. Estimated Taxi In Time
3. Minimum Turn-round Time
4. Actual Landing Time
5. Actual In-Block Time

Flights not subject to turnaround or ACFT with a ground time greater than 2 hours will enter the pre-departure sequence with a TOBT = EOBT.

In both cases the AO/GH can input a manual TOBT that should comply with following rules:

- TOBT greater than Actual time +3';
- TOBT greater than ALDT + EXIT + RTT[6] - for flights already landed;
- TOBT greater than AIBT + RTT - for ACFT at the parking stand.

6. Reduced Turn-round Time

This rule applies only for flights without CTOT, for regular flights the rule to apply is TOBT + EXOT is less than CTOT.

At EOBT -2h a T-DPI-t message will be sent to NMOC containing the TTOT.

EOBT -40': TSAT issue time (M9)
At EOBT -40' TBOT is confirmed and TSAT is issued.

TBOT must be updated by AO/GH for any change.

TBOT can be updated as often as desired until TSAT issue time, after that TOBT may be updated up to a maximum of 3 times, then the flight will lose priority in the pre-departure sequence.

At EOBT -40', a T-DPI-s message will be sent to NMOC containing TOBT, TTOT, TSAT.

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3. DEPARTURE

ARDT (Actual Ready Time) (M12)
Departing traffic must be "READY" within TOBT +5' and must contact ADR Flight Control Unit on frequency 121.725 MHz to obtain the ARDT.

ADR Flight Control Unit, after the check of "READY" status with the cameras, will issue the ARDT and will provide the pilot with the current TSAT.

If the ACFT is not "READY" within TOBT +5', TOBT will be automatically deleted by A-CDM platform. A new TOBT must be inserted in the platform within 5 minutes, otherwise a Flight Suspension message (FLS) will be triggered by NMOC with the comment "SUSPENDED BY DEPARTURE APT. PLEASE SEND DLA/CHG OR UPDATE TOBT OF THE FLIGHT". (e.g TOBT=1000, no ARDT within 1005, no TOBT update = FLS at 1010).

To de-suspend the flight the EOBT must be updated.

If the flight is subject to a CTOT, at ARDT a DPI message will be sent to NMOC in order to try to get a CTOT improvement.

There is no need to request a REA message to get a CTOT improvement.

ASAT and APBT (M14/ M15)
Once the ARDT has been obtained, departing traffic shall monitor ATC frequency "FIUME Delivery" in order to receive the ATC Clearance according to TSAT and current traffic situation.

If TSAT is changed, pilot will be informed there of by the handling agent or by the ACFT operator via other internal reporting channels. Pilots should refrain from asking TSAT updates to ATC to avoid frequency congestion.

Departing traffic must leave the stand within ASAT +5'.

At AOBT an A-DPI message will be sent to NMOC containing latest TTOT.

If a different RWY from the one in use for take-off is necessary, pilots should advice FIUME Delivery 20 minutes before TOBT.

If traffic is unable to leave the stand ASAT +5', or must return to the stand, it must inform ATC on the appropriate frequency. ATC will remove the flight from the pre-departure sequence and a C-DPI message will be sent to NMOC, that in turn issues a FLS with the comment "SUSPENDED BY DEPARTURE APT. PLEASE SEND DLA/CHG OR UPDATE TOBT OF THE FLIGHT". In this case the process has to be started over with a new TOBT.

3.2.3. TOBT: RULES AND RESPONSIBILITIES

Responsibility for TOBT
AO/GH is responsible of correct update and coherence of TOBT.

AO/GH must notify the MTT/RTT and subsequent changes for each ACFT type, to ADR via email: cdm@adr.it.

TOBT Correction/Deletion
If TOBT is changed the new TOBT must be at least 3 minutes later than the present time.

If TOBT can no longer be met it must be updated as soon as possible, preventing it from expiring.

TOBT Input
TOBT can be put into A-CDM platform available for all registered users through a web platform.

An account to access A-CDM platform can be obtained via email to cdm@adr.it.

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3. DEPARTURE

3.2.4. A-CDM PROCEDURE SUSPENSION

In case of A-CDM system failure the procedure will be suspended and:

- "A-CDM out of service" will be announced via ATIS;
- A NOTAM will be issued if the suspension lasts more than 12 hours;
- AO/GH will be informed by Aerodrome Operator ADR;
- A standard taxi time scheme will be adopted;
- REA messages can be asked to ATC to request a CTOT improvement.

Operations will follow "NON A-CDM DEPARTURES PROCEDURES" (see below).

3.2.5. NON A-CDM DEPARTURE PROCEDURES - FAILURE OR SUSPENSION

When "READY" all departing ACFT must contact ADR Flight Control Unit on frequency 121.725 MHz, in order to obtain ARDT and be released to TWR.

ATC will manage departure sequence according EOBT/ARDT.

3.2.6. COORDINATION WITH THE NMOC

A direct connection with the Network Manager Operation Center (NMOC) enables a permanent and fully automatic data exchange th rough Departure Planning Info (DPI) and Arrival Planning Info (API) messages . This data transfer will enable highly accurate early predictions of traffic, landing and departure times. Furthermore, this will allow more accurate and efficient calculation of CTOT due to the use of local target take-off times. The following is the complete set of messages exchanged:

- Flight Update Message (FUM);
- General Arrival Planning Information (G-API);
- Predicted Departure Planning Information (P-DPI);
- Early Departure Planning Information (E-DPI);
- Target Departure Planning Information (T-DPI);
- ATC Departure Planning Information (A-DPI);
- Cancel Departure Planning Information (C-DPI).

3.2.7. EMAIL CONTACTS

ENAV: acdm.lirf@enav.it

ADR: cdm@adr.it

3.3. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.3.1. PRE-FLIGHT OPERATIONS

In order to expedite operations, TWR will assign, together with the start-up engine clearance, an ATC clearance including:

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

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

3.3.2. PROCEDURES

3.3.2.1. START-UP

Prior to request start-up clearance pilot must report "Ready" on FIUME Ramp.

The term "Ready" means:

- ACFT doors and holds closed;
- ACFT safety areas clear of vehicles, equipment, obstacles and ground personnel;
- ACFT fully ready for taxiing;
- Compulsory documentation has been provided to the handler;
- Push-back tractor has been connected (applicable only for nose-in stands).

Start-up will be provided only after ATC has received "READY" communication by APT operator.

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3. DEPARTURE

3.3.2.2. PUSH-BACK AND TAXIING

Pilot shall request push-back and taxi clearance from FIUME Ground.

After start-up and departure clearance from FIUME Delivery, ACFT that requires push-back will be instructed to monitor Ground frequency.

3.3.3. TAXI PROCEDURES

Preferential use of TWY exit apron:

Departing Traffic	RWY 25	RWY 16R/34L
100	TWY U - DM	TWY DM - B - A
200	TWY NG - N - B	TWY N - B - A
300		TWY G - B - A
400	TWY NG - N - B/P - B	
500 even	TWY NG - N - B	
500 odd	TWY P - B	
600	TWY R - B	TWY R/T - B - A
700	TWY T - B	TWY V/M - B
800	TWY V/W/Y - A - H - BT - B	TWY V/W/Y - A
900	TWY J - A - H - BT - B	TWY J - A

3.4. RWY OPERATIONS

3.4.1. PREFERENTIAL RWY USE

Main RWY for take-off is RWY 25.

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

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

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.

RWY 16R:

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

3.4.3. MINIMUM RWY OCCUPANCY TIME

In order to maximize APT capacity following procedures are applied:

- Pilots are requested to strictly comply with ATC instructions.
  On receipt of line-up clearance pilots should ensure that they are able to taxi and correctly position the ACFT at authorized holding position and line-up on the RWY as soon as the preceding ACFT has started its take-off roll or landing run.
- Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion while on the RWY should be kept to the MIM required.

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3. DEPARTURE

- 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 TWR.
- When instructed by FIUME Ground to "standby FIUME TWR", pilots shall select the FIUME TWR frequency, maintain listening watch and wait for the tower to initiate communications soon.

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LIRF/FCO
FIUMICINO

JEPPESEN
1 SEP 23
Eff 7 Sep
10-1R

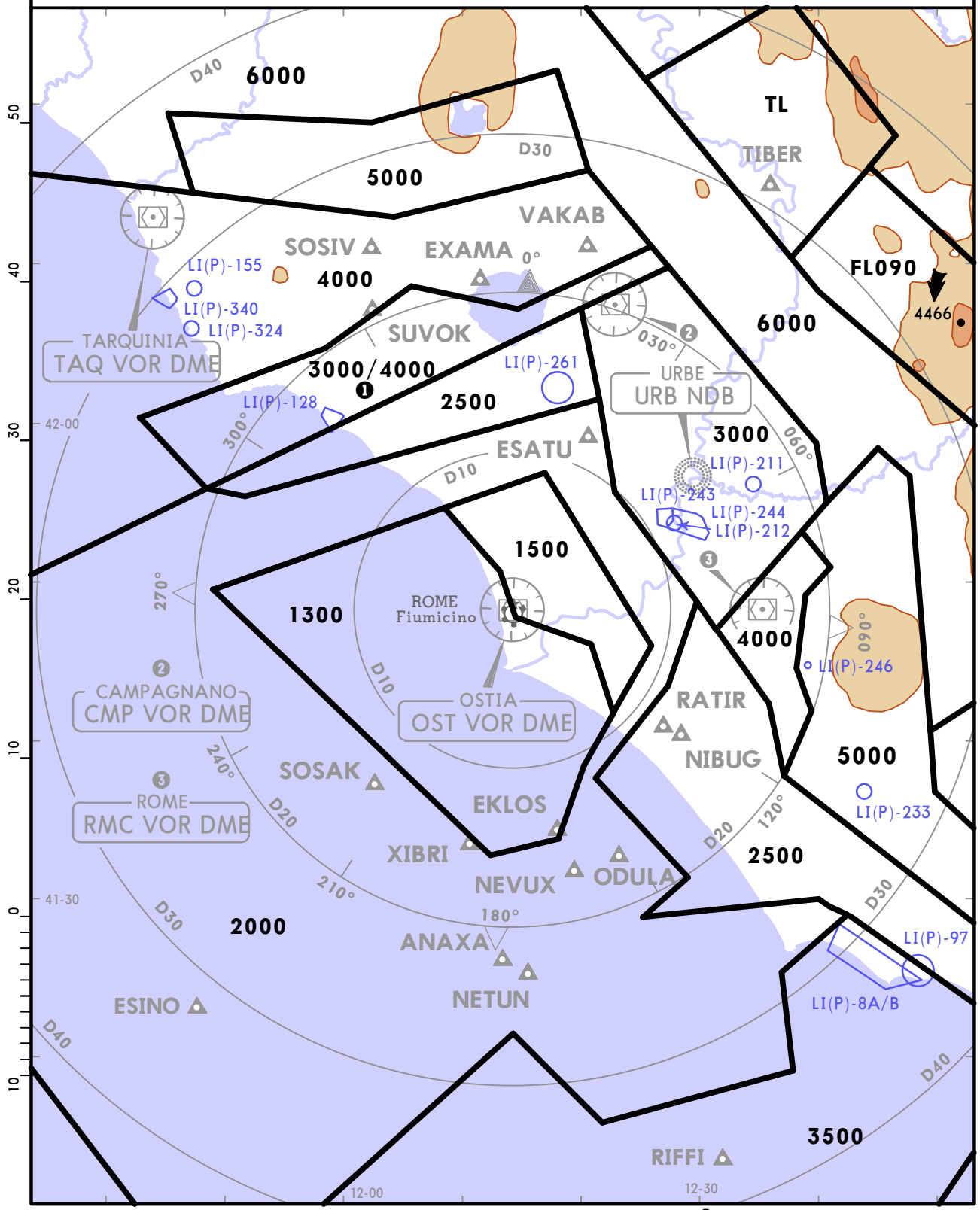
ROME, ITALY
RADAR MINIMUM ALTITUDES

Apt Elev
14

Alt Set: hPa
Trans level: By ATC
Trans alt: 6000
1. Chart only to be used for cross-checking of altitudes/levels assigned by ATC.
2. Minimum altitudes provide at least 1000 clearance over the highest obstacle.

❶ 3000 available for RADAR vectoring to LIRF approaches with heading between 090° - 268° clockwise, otherwise 4000.

6000
4000
2000
CONTOUR INTERVALS



CHANGES: Chart completely revised.

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RNAV STAR DESIGNATION	REFER TO CHART
LAT 3A, MOPUV 3A, RITEB 3A	10-2B
ESINO 3A, VALMA 3A	10-2C
ELKAP 3A, GILIO 3A, XIBIL 3A	10-2D
LAT 3B, MOPUV 3B	10-2E
LAT 3E, MOPUV 3E	10-2F
RIFFI 3B, RITEB 3B	10-2G
ESINO 3B, VALMA 3B	10-2H
ELKAP 3B, GILIO 3B, XIBIL 3B	10-2J
LAT 3C, MOPUV 3C, RITEB 3C	10-2K
ESINO 3C, VALMA 3C	10-2L
ELKAP 3C, GILIO 3C, XIBIL 3C	10-2M
RITEB 3D	10-2N
LAT 3D, MOPUV 3D, RIFFI 3D	10-2P
ESINO 3D, VALMA 3D	10-2Q
ELKAP 3D, GILIO 3D, XIBIL 3D	10-2S
RITEB 2K	10-2U
ESINO 2T	10-2V

STAR DESIGNATION	REFER TO CHART
RITEB 3P	10-2V1
LAT 3P, MOPUV 3P	10-2V2
ESINO 3P	10-2V3
VALMA 3P	10-2V4
ELKAP 3P, GILIO 3P	10-2V5
XIBIL 3P	10-2V6
RITEB 3R	10-2W
LAT 3R, MOPUV 3R	10-2X
ESINO 2N, RIFFI 2N	10-2X1
VALMA 2N	10-2X2
ELKAP 3R, GILIO 3R, XIBIL 3R	10-2X3
RITEB 3T	10-2X4
LAT 3K, MOPUV 3K	10-2X5
VALMA 3T	10-2X6
ELKAP 3T, GILIO 3T, XIBIL 3T	10-2X7

CHANGES: STARs renumbered.

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CHANGES: ATIS.

LIRF/FCO
FIUMICINO

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV 1

LAT 3A [LAT3A]
MOPUV 3A [MOPU3A]
RITEB 3A [RITE3A]
RNAV ARRIVALS
(RWYS 16L/R)

❶ Waypoint distance only for RNAV system without RNAV holding functionality.
❷ Only for direct routing to EXAMA.

CONTOUR INTERVALS: 10000, 8000, 6000, 4000, 2000

MAX 220 KT
MAX FL200
MHA FL110

RITEB
MAX 250 KT
FL190
FL150

5 NM
❶ 7 NM
RNAV
161°
341°
146°
15.5
FL100
RITEB 3A

RNAV
MAX 230 KT
MHA FL100
5 NM
❶ 7 NM
326°
RAVUX

RF444
MAX 220 KT
RF446
MAX 210 KT
RF443
MAX
220 KT
RF447
MAX 210 KT
RF442
MAX
220 KT
RF448
MAX 210 KT
7.0
249°
6000
5.0
159°
8.0
FL090
LIGBU
MAX 230 KT
8.9
ESALU
MAX 220 KT
By ATC
4000
VAKAB
MAX
220 KT
FL090
6000
❷ FL090
5000
EXAMA
At 200 KT
4.3
339°
URUXO
MAX 220 KT
ARP

RNAV
MAX 230 KT
MHA FL130
6 NM
❶ 8.2 NM
MOPUV
MAX 250 KT
056°
7.6
FL130
MOPUV 3A
236°
DESUK
MAX 230 KT
FL160
16.1
FL110
242°

13.7
340°
TUVEL
LAT 3A
MAX 230 KT
8.0
312°
ROME
Ciampino
LIRA
11.0
RF412
ROME
D 110.8 RMC
PRATICA DI MARE
LIRE
RF414
10.7
FL090
LAT 3A
314°
087°
5 NM
7 NM ❶
RNAV
267°
MAX 230 KT
MHA FL090
LATINA
D 111.2 LAT
MAX 250 KT
FL160

8068
5800
42-30
42-00
41-30
12-00
12-30
13-00

EXAMA
RNAV
159°
339°
3 NM
4 NM ❶
MAX 190 KT
MHA 4000
By ATC below 6000

VAKAB
RNAV
4 NM
5.5 NM ❶
069°
249°
MAX 210 KT
MHA 6000

STAR	ROUTING
LAT 3A	LAT (K250-; FL160-) - RF414 - RMC - TUVEL (K230-) - URUXO (K220-) - VAKAB (K220-; FL090-; 6000+/5000+❷) - RF442 (K220-) - RF443 (K220-) - RF444 (K220-) - RF446 (K210-) RF447 (K210-) - RF448 (K210-) - EXAMA (K200).
MOPUV 3A	MOPUV (K250-) - DESUK (K230-; FL160-) RF412 - RMC - TUVEL - URUXO (K220-) - VAKAB (K220-; FL090-; 6000+/5000+❷) - RF442 (K220-) - RF443 (K220-) - RF444 (K220-) - RF446 (K210-) - RF447 (K210-) - RF448 (K210-) - EXAMA (K200).
RITEB 3A	RITEB (K250-; FL190-; FL150+) - RAVUX - LIGBU (K230-) - ESALU (K220-) - VAKAB (K220-; FL090-; 6000+/5000+❷) - RF442 (K220-) - RF443 (K220-) - RF444 (K220-) - RF446 (K210-) - RF447 (K210-) - RF448 (K210-) - EXAMA (K200).

26 JAN 24
10-2B
JEPPESEN
ROME, ITALY
RNAV STAR

LAT 3A [LAT3A]
MOPUV 3A [MOPU3A]
RITEB 3A [RITE3A]
RNAV ARRIVALS
(RWYS 16L/R)

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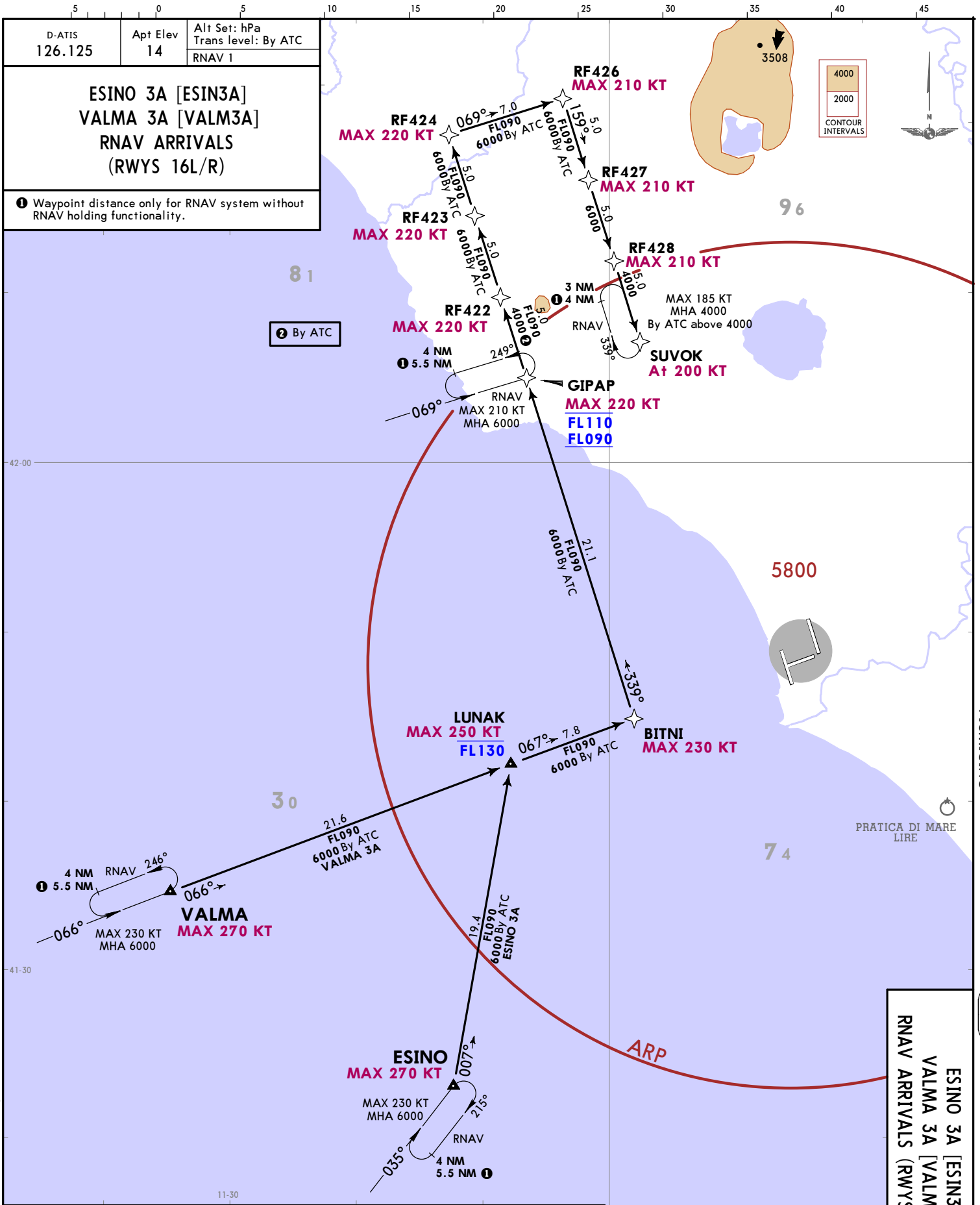
D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV 1

ESINO 3A [ESIN3A]
VALMA 3A [VALM3A]
RNAV ARRIVALS
(RWYS 16L/R)

❶ Waypoint distance only for RNAV system without RNAV holding functionality.



STAR	ROUTING
ESINO 3A	ESINO (K270-) - LUNAK (K250-; FL130-) - BITNI (K230-) - GIPAP (K220-; FL110-; FL090+) - RF422 (K220-) - RF423 (K220-) - RF424 (K220-) - RF426 (K210-) - RF427 (K210-) - RF428 (K210-) - SUVOK (K200).
VALMA 3A	VALMA (K270-) - LUNAK (K250-; FL130-) - BITNI (K230-) - GIPAP (K220-; FL110-; FL090+) - RF422 (K220-) - RF423 (K220-) - RF424 (K220-) - RF426 (K210-) - RF427 (K210-) - RF428 (K210-) - SUVOK (K200).

LIRF/FCO
FIUMICINO

ESINO 3A [ESIN3A]
VALMA 3A [VALM3A]
RNAV ARRIVALS (RWYS 16L/R)

JEPPESEN
26 JAN 24
10-2C

ROME, ITALY
RNAV STAR

CHANGES: ATIS.

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JEPPESEN
26 JAN 24 (10-2D)

ROME, ITALY
RNAV STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV 1

ELKAP 3A [ELKA3A]
GILIO 3A [GILI3A]
XIBIL 3A [XIBI3A]
RNAV ARRIVALS
(RWYS 16L/R)

❶ Waypoint distance only for RNAV system without RNAV holding functionality.

❷ By ATC

ELKAP
MAX 270 KT
MAX 240 KT
MHA FL190
090°
8 NM
10.8 NM ❶
RNAV
270°
119°
31.8
FL190
ELKAP 3A

XIBIL
MAX 270 KT
8 NM
10.8 NM ❶
RNAV ❷
120°
300°
MAX 240 KT
MHA FL190
119°
28.0
FL190
XIBIL 3A

GROSSETO LIRS

6000
4000
2000
CONTOUR INTERVALS

5654

IPLEK
158°→8.9
6000By ATC
FL090

GOPOL
FL170
FL150
ELKAP 3A
XIBIL 3A:
MAX 250 KT

BIBEK
096°
14.9
FL090

GILIO
MAX 250 KT
070°
1.51
090LF
A3 LI G

5 NM
❶ 7 NM
RNAV
276°
MAX 230 KT
MHA 6000
9.0
FL090
6000By ATC

GIXOM
MAX 230 KT
159°
FL090
6000By ATC
13.5

RF424
MAX 220 KT
960°
0.7
090LF
AyB

RF426
MAX 210 KT
159°
5.0
FL090
6000 ❷

RF427
MAX 210 KT
5.0
6000

RF423
MAX 220 KT
5.0
FL090
6000 ❷

RF428
MAX 210 KT
5.0
4000

RF422
MAX 220 KT
5.0
FL090
4000 ❷
339°

3 NM
❶ 4 NM

SUVOK
At 200 KT
339°
MAX 185 KT
MHA 4000
By ATC above 4000
RNAV

USIRU
MAX 220 KT
960°
0.7
090LF
AyB

GIPAP
MAX 220 KT
FL110
FL090

GIPAP
RNAV
4 NM
❶ 5.5 NM
042°
960°
MAX 210 KT
MHA 6000

ARP

5800

ROME
Ciampino
LIRA

STAR	ROUTING
ELKAP 3A	ELKAP (K270-) - BIBEK - GOPOL (K250-; FL170-; FL150+) - GIXOM (K230-) - USIRU (K220-) - GIPAP (K220-; FL110-; FL090+) - RF422 (K220-) - RF423 (K220-) - RF424 (K220-) - RF426 (K210-) - RF427 (K210-) - RF428 (K210-) - SUVOK (K200).
GILIO 3A	GILIO (K250-) - BIBEK - GOPOL (FL170-; FL150+) - GIXOM (K230-) - USIRU (K220-) - GIPAP (K220-; FL110-; FL090+) - RF422 (K220-) - RF423 (K220-) - RF424 (K220-) - RF426 (K210-) - RF427 (K210-) - RF428 (K210-) - SUVOK (K200).
XIBIL 3A	XIBIL (K270-) - IPLEK - GOPOL (K250-; FL170-; FL150+) - GIXOM (K230-) - USIRU (K220-) - GIPAP (K220-; FL110-; FL090+) - RF422 (K220-) - RF423 (K220-) - RF424 (K220-) - RF426 (K210-) - RF427 (K210-) - RF428 (K210-) - SUVOK (K200).

CHANGES: ATIS.

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D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV 1

LAT 3B [LAT3B]
MOPUV 3B [MOPU3B]
RNAV ARRIVALS
(RWYS 16L/R)
BY ATC

ⓘ Waypoint distance only for RNAV system without RNAV holding functionality.

RF424
MAX 220 KT

RF426
MAX 210 KT

RF427
MAX 210 KT

RF423
MAX 220 KT

RF428
MAX 210 KT

RF422
MAX 220 KT

ARP

3 NM
ⓘ 4 NM

RNAV
MAX 185 KT
MHA 4000
By ATC above 4000

SUVOK
At 200 KT

GIPAP
MAX 220 KT

4 NM
ⓘ 5.5 NM

RNAV
MAX 210 KT
MHA 6000

ⓘ By ATC

LEDSA

EKRAX
LAT 3B:
MAX 230 KT

GOKBA

ROME
D 110.8 RMC

ROME
Ciampino
LIRA

RF412

MOPUV
MAX
250 KT

6 NM
ⓘ 8.2 NM

RNAV
MAX 230 KT
MHA FL130

DESUK
MAX 230 KT

RF414

PRATICA DI MARE
LIRE

LATINA
D 111.2 LAT
MAX 250 KT

5 NM
7 NM ⓘ

RNAV
MAX 230 KT
MHA FL090

CONTOUR INTERVALS
10000
8000
6000
4000
2000

5800

8068

STAR	ROUTING
LAT 3B	LAT (K250-) - RF414 - RMC - GOKBA - EKRAX (K230-) - LEDSA - GIPAP (K220-) - RF422 (K220-) - RF423 (K220-)- RF424 (K220-) - RF426 (K210-) - RF427 (K210-) - RF428 (K210-) - SUVOK (K200).
MOPUV 3B	MOPUV (K250-) - DESUK (K230-) - RF412 - RMC - GOKBA - EKRAX - LEDSA - GIPAP (K220-) - RF422 (K220-) - RF423 (K220-) - RF424 (K220-) - RF426 (K210-) - RF427 (K210-) - RF428 (K210-) - SUVOK (K200).

CHANGES: ATIS.

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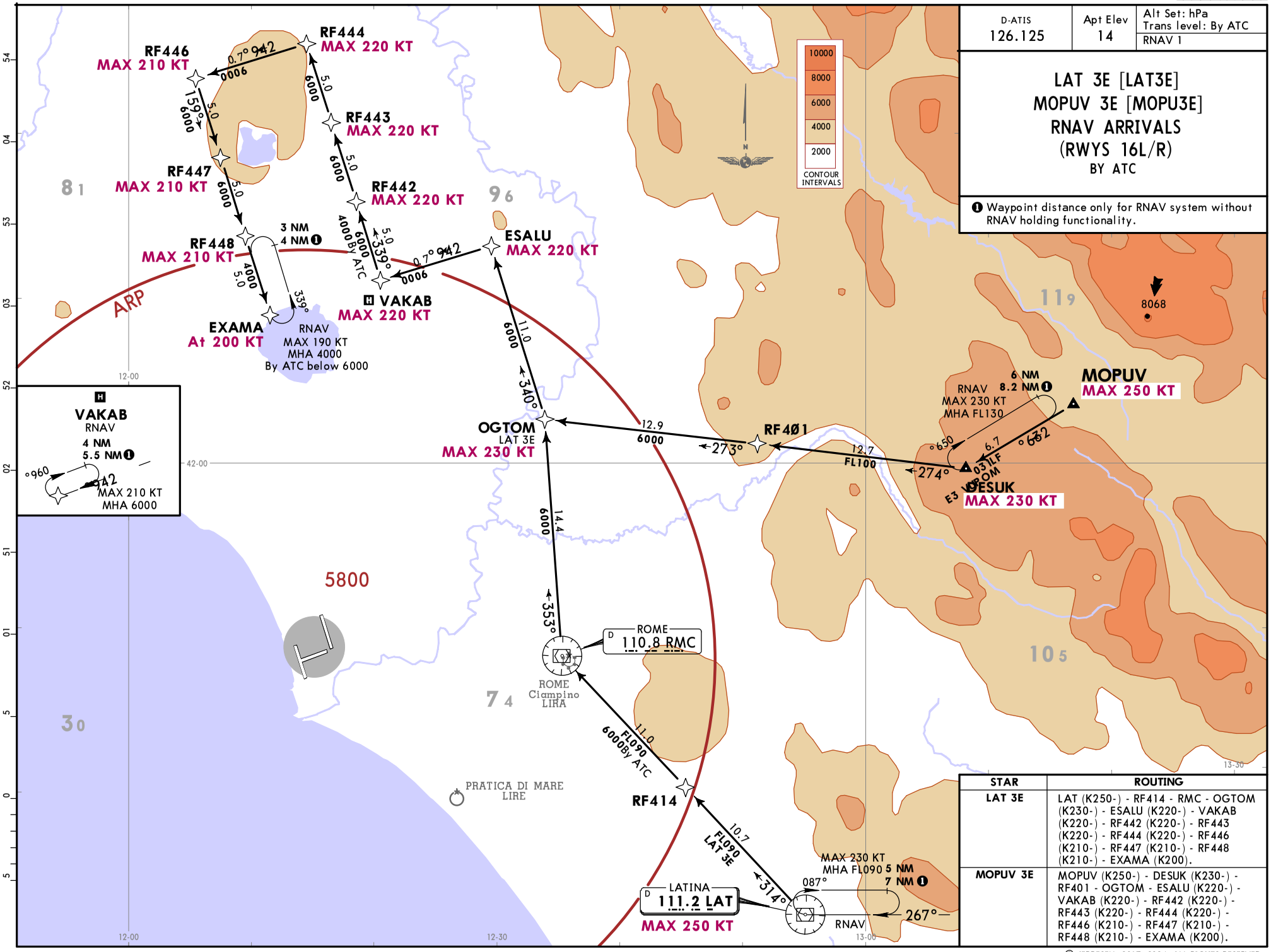
JEPPESEN
26 JAN 24
10-2F

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV 1

LAT 3E [LAT3E]
MOPUV 3E [MOPU3E]
RNAV ARRIVALS
(RWYS 16L/R)
BY ATC

❶ Waypoint distance only for RNAV system without RNAV holding functionality.



STAR	ROUTING
LAT 3E	LAT (K250-) - RF414 - RMC - OGTOM (K230-) - ESALU (K220-) - VAKAB (K220-) - RF442 (K220-) - RF443 (K220-) - RF444 (K220-) - RF446 (K210-) - RF447 (K210-) - RF448 (K210-) - EXAMA (K200).
MOPUV 3E	MOPUV (K250-) - DESUK (K230-) - RF401 - OGTOM - ESALU (K220-) - VAKAB (K220-) - RF442 (K220-) - RF443 (K220-) - RF444 (K220-) - RF446 (K210-) - RF447 (K210-) - RF448 (K210-) - EXAMA (K200).

CHANGES: ATIS.

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CHANGES: ATIS.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV 1

RIFFI 3B [RIFI3B]
RITEB 3B [RITE3B]
RNAV ARRIVALS
(RWYS 16L/R)
BY ATC

❶ Waypoint distance only for RNAV system without RNAV holding functionality.

8000
6000
4000
2000
CONTOUR INTERVALS

RITEB
MAX 250 KT
5 NM
❶ 7 NM
RNAV
MAX 220 KT
MAX FL200
MHA FL110
161°
341°
249°
30.1
FL090
RITEB 3B

IPLEK
158°
8.9
FL090

GOPOL
MAX 230 KT
MHA 6000
096°
5 NM
❶ 7 NM
RNAV
276°
9.0
FL090

❷ By ATC

RF424
MAX 220 KT
7.0
069°
FL090
6000❷

RF426
MAX 210 KT
FL090
6000❷
5.0
159°

RF427
MAX 210 KT
5.0
6000

RF428
MAX 210 KT
5.0
4000

RF423
MAX
220 KT
5.0
FL090
6000❷

GIXOM
MAX 230 KT
159°
13.5
FL090
6000By ATC

RF422
MAX 220 KT
5.0
FL090
4000❷

3 NM
❶ 4 NM
MAX 185 KT
MHA 4000
By ATC above 4000
RNAV
339°

SUVOK
At 200 KT

GIPAP
MAX 220 KT

USIRU
MAX 220 KT
7.0
069°
FL090
6000❷

6000 By ATC
FL090
6.5

LEDSA

14.6
FL090
6000By ATC
339°

BITNI
MAX 230 KT

16.3
FL090
6000By ATC
336°

ELVIN

23.3
FL090
6000By ATC
RIFFI 3B
311°

RIFFI

H
GIPAP
RNAV
4 NM
❶ 5.5 NM
249°
069°
MAX 210 KT
MHA 6000

5800
ARP
ROME
Ciampino
LIRA
PRATICA DI MARE
LIRE

STAR	ROUTING
RIFFI 3B	RIFFI - ELVIN - BITNI (K230-) - LEDSA - GIPAP (K220-) - RF422 (K220-) - RF423 (K220-) - RF424 (K220-) - RF426 (K210-) - RF427 (K210-) - RF428 (K210-) - SUVOK (K200).
RITEB 3B	RITEB (K250-) - IPLEK - GOPOL - GIXOM (K230-) - USIRU (K220-) - GIPAP (K220-) - RF422 (K220-) - RF423 (K220-) - RF424 (K220-) - RF426 (K210-) - RF427 (K210-) - RF428 (K210-) - SUVOK (K200).

LIRF/FCO
FIUMICINO

RIFFI 3B [RIFI3B]
RITEB 3B [RITE3B]
RNAV ARRIVALS (RWYS 16L/R)
BY ATC

26 JAN 24
JEPPESEN
10-2G

ROME, ITALY
RNAV STAR

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JEPPESEN
26 JAN 24
10-2H

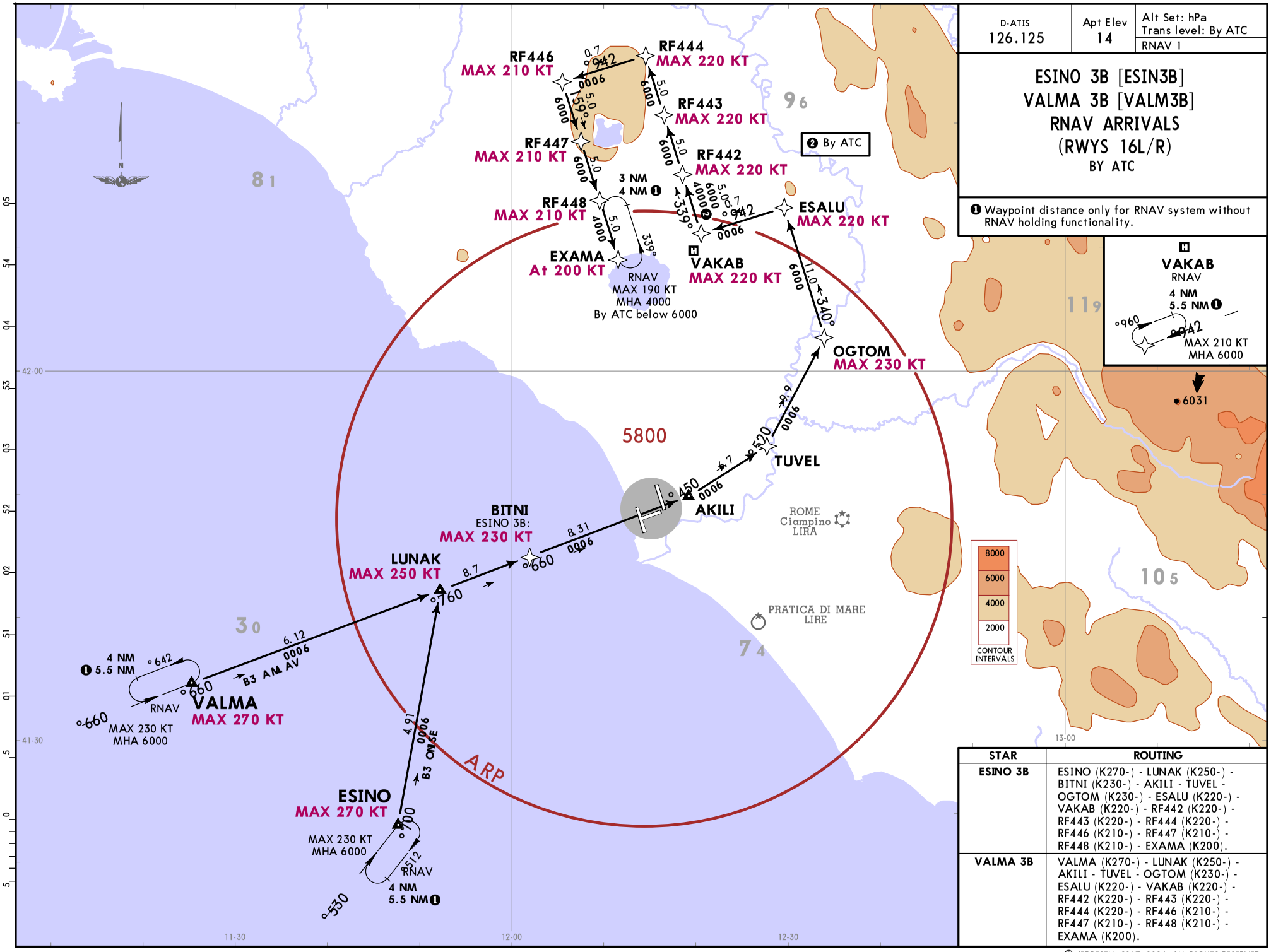
ROME, ITALY

RNAV STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV 1

ESINO 3B [ESIN3B]
VALMA 3B [VALM3B]
RNAV ARRIVALS
(RWYS 16L/R)
BY ATC

❶ Waypoint distance only for RNAV system without RNAV holding functionality.



STAR	ROUTING
ESINO 3B	ESINO (K270-) - LUNAK (K250-) - BITNI (K230-) - AKILI - TUVEL - OGTOM (K230-) - ESALU (K220-) - VAKAB (K220-) - RF442 (K220-) - RF443 (K220-) - RF444 (K220-) - RF446 (K210-) - RF447 (K210-) - RF448 (K210-) - EXAMA (K200).
VALMA 3B	VALMA (K270-) - LUNAK (K250-) - AKILI - TUVEL - OGTOM (K230-) - ESALU (K220-) - VAKAB (K220-) - RF442 (K220-) - RF443 (K220-) - RF444 (K220-) - RF446 (K210-) - RF447 (K210-) - RF448 (K210-) - EXAMA (K200).

CHANGES: ATIS.

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D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV 1

ELKAP 3B [ELKA3B]
GILIO 3B [GILI3B]
XIBIL 3B [XIBI3B]
RNAV ARRIVALS
(RWYS 16L/R)
BY ATC

❶ Waypoint distance only for RNAV system without RNAV holding functionality.

❷ By ATC

GROSSETO LIRS

ELKAP
MAX 270 KT

XIBIL
MAX 270 KT

IPLEK

GOPOL
ELKAP 3B
XIBIL 3B:
MAX 250 KT

BIBEK

GILIO
MAX 250 KT

RAVUX

RF444
MAX 220 KT

RF446
MAX 210 KT

RF443
MAX 220 KT

LIGBU
MAX 230 KT

RF447
MAX 210 KT

RF442
MAX 220 KT

RF448
MAX 210 KT

EXAMA
At 200 KT

VAKAB
MAX 220 KT

ESALU
MAX 220 KT

STAR	ROUTING
ELKAP 3B	ELKAP (K270-) - BIBEK - GOPOL (K250-) - RAVUX - LIGBU (K230-) - ESALU (K220-) - VAKAB (K220-) - RF442 (K220-) - RF443 (K220-) - RF444 (K220-) - RF446 (K210-) - RF447 (K210-) - RF448 (K210-) - EXAMA (K200).
GILIO 3B	GILIO (K250-) - BIBEK - GOPOL - RAVUX - LIGBU (K230-) - ESALU (K220-) - VAKAB (K220-) - RF442 (K220-) - RF443 (K220-) - RF444 (K220-) - RF446 (K210-) - RF447 (K210-) - RF448 (K210-) - EXAMA (K200).
XIBIL 3B	XIBIL (K270-) - IPLEK - GOPOL (K250-) - RAVUX - LIGBU (K230-) - ESALU (K220-) - VAKAB (K220-) - RF442 (K220-) - RF443 (K220-) - RF444 (K220-) - RF446 (K210-) - RF447 (K210-) - RF448 (K210-) - EXAMA (K200).

CHANGES: ATIS.

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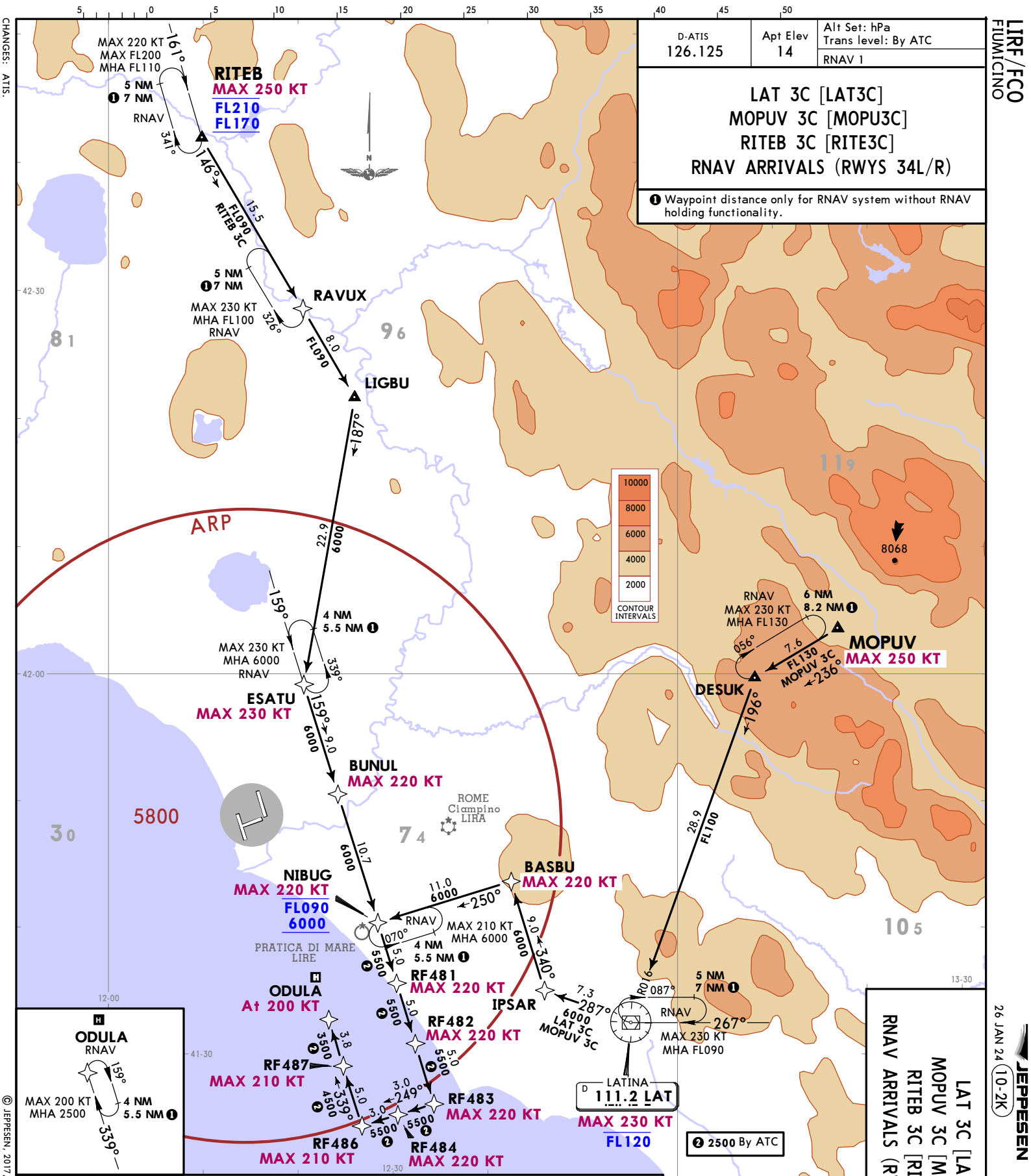
CHANGES: ATIS.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV 1

LAT 3C [LAT3C]
MOPUV 3C [MOPU3C]
RITEB 3C [RITE3C]
RNAV ARRIVALS (RWYS 34L/R)

❶ Waypoint distance only for RNAV system without RNAV holding functionality.



STAR	ROUTING
LAT 3C	LAT (K230-; FL120-) - IPSAR - BASBU (K220-) - NIBUG (K220-; FL090-; 6000+) - RF481(K220-) - RF482 (K220-) - RF483 (K220-) - RF484 (K220-)- RF486 (K210-) - RF487 (K210-) - ODULA (K200).
MOPUV 3C	MOPUV (K250-) - DESUK - LAT (K230-; FL120-) - IPSAR - BASBU (K220-) - NIBUG (K220-; FL090-; 6000+) - RF481(K220-) - RF482 (K220-) - RF483 (K220-) - RF484 (K220-)- RF486 (K210-) - RF487 (K210-) - ODULA (K200).
RITEB 3C	RITEB (K250-; FL210-; FL170+) - RAVUX - LIGBU - ESATU (K230-) - BUNUL (K220-) - NIBUG (K220-; FL090-; 6000+) - RF481 (K220-) - RF482 (K220-) - RF483 (K220-) - RF484 (K220-) -RF486 (K210-) - RF487 (K210-) - ODULA (K200).

LAT 3C [LAT3C]
MOPUV 3C [MOPU3C]
RITEB 3C [RITE3C]
RNAV ARRIVALS (RWYS 34L/R)

26 JAN 24 (10-2K)
JEPPESEN ROME, ITALY
RNAV STAR

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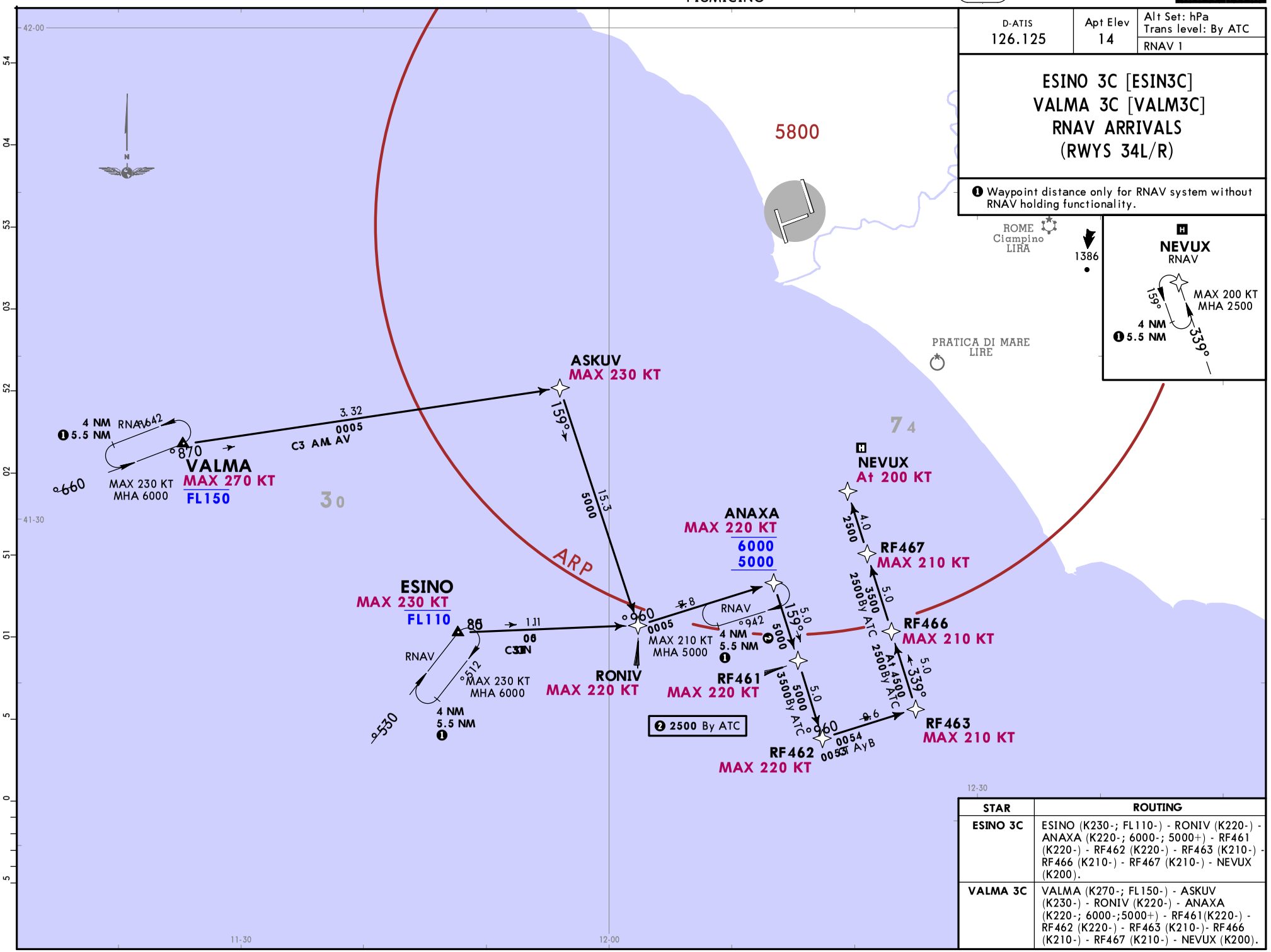
D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV 1

ESINO 3C [ESIN3C]
VALMA 3C [VALM3C]
RNAV ARRIVALS
(RWYS 34L/R)

❶ Waypoint distance only for RNAV system without RNAV holding functionality.



STAR	ROUTING
ESINO 3C	ESINO (K230-; FL110-) - RONIV (K220-) - ANAXA (K220-; 6000-; 5000+) - RF461 (K220-) - RF462 (K220-) - RF463 (K210-) - RF466 (K210-) - RF467 (K210-) - NEVUX (K200).
VALMA 3C	VALMA (K270-; FL150-) - ASKUV (K230-) - RONIV (K220-) - ANAXA (K220-; 6000-;5000+) - RF461(K220-) - RF462 (K220-) - RF463 (K210-)- RF466 (K210-) - RF467 (K210-) - NEVUX (K200).

CHANGES: ATIS.

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JEPPESEN
26 JAN 24 (10-2M)

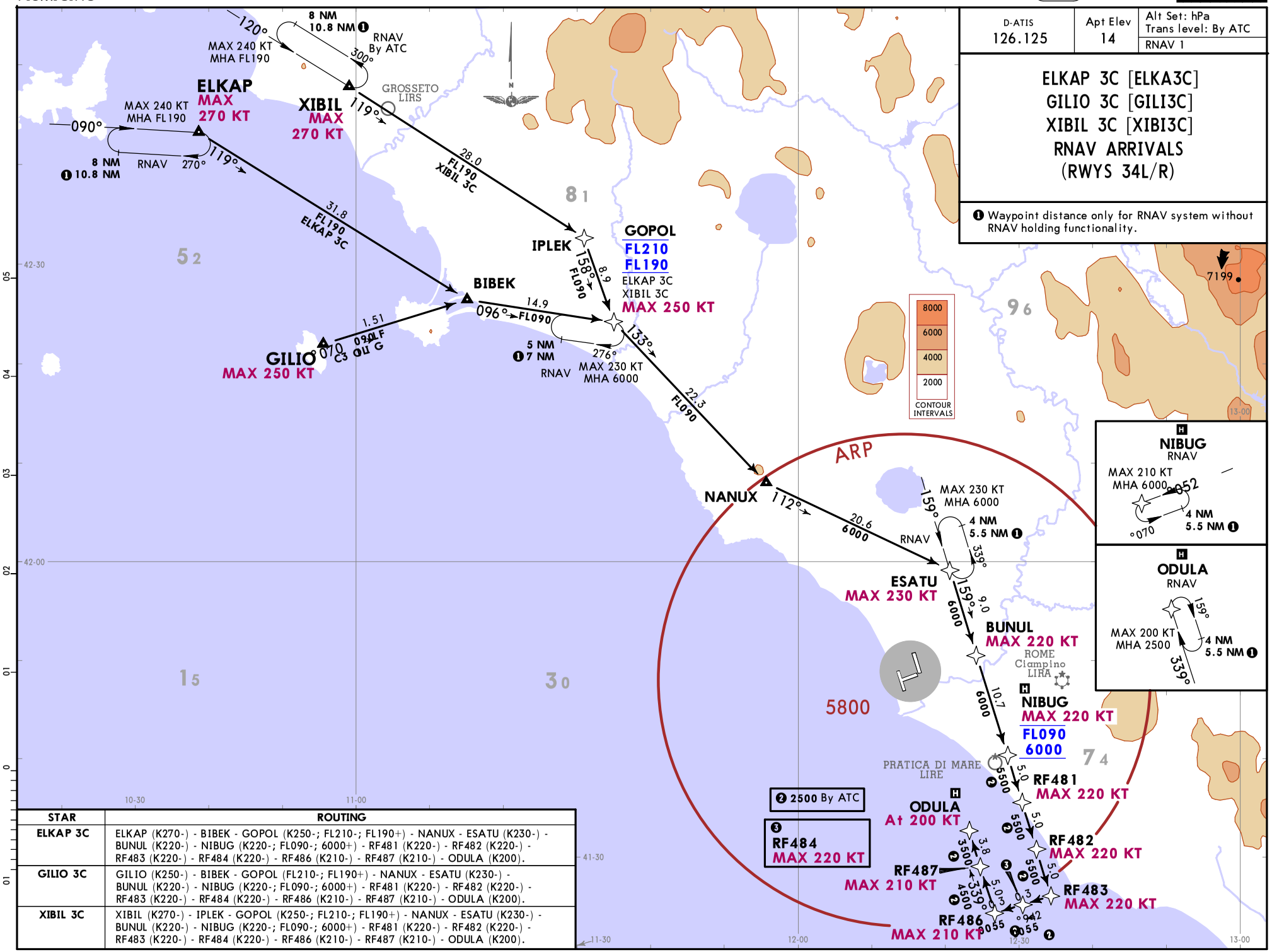
ROME, ITALY

RNAV STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV 1

ELKAP 3C [ELKA3C]
GILIO 3C [GILI3C]
XIBIL 3C [XIBI3C]
RNAV ARRIVALS
(RWYS 34L/R)

❶ Waypoint distance only for RNAV system without RNAV holding functionality.



STAR	ROUTING
ELKAP 3C	ELKAP (K270-) - BIBEK - GOPOL (K250-; FL210-; FL190+) - NANUX - ESATU (K230-) - BUNUL (K220-) - NIBUG (K220-; FL090-; 6000+) - RF481 (K220-) - RF482 (K220-) - RF483 (K220-) - RF484 (K220-) - RF486 (K210-) - RF487 (K210-) - ODULA (K200).
GILIO 3C	GILIO (K250-) - BIBEK - GOPOL (FL210-; FL190+) - NANUX - ESATU (K230-) - BUNUL (K220-) - NIBUG (K220-; FL090-; 6000+) - RF481 (K220-) - RF482 (K220-) - RF483 (K220-) - RF484 (K220-) - RF486 (K210-) - RF487 (K210-) - ODULA (K200).
XIBIL 3C	XIBIL (K270-) - IPLEK - GOPOL (K250-; FL210-; FL190+) - NANUX - ESATU (K230-) - BUNUL (K220-) - NIBUG (K220-; FL090-; 6000+) - RF481 (K220-) - RF482 (K220-) - RF483 (K220-) - RF484 (K220-) - RF486 (K210-) - RF487 (K210-) - ODULA (K200).

CHANGES: ATIS.

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CHANGES: ATIS.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV 1

RITEB 3D [RITE3D]
RNAV ARRIVALS (RWYS 34L/R)
BY ATC

❶ Waypoint distance only for RNAV system without RNAV holding functionality.

RNAV 161° 5 NM ❶ 7 NM MAX 220 KT MAX FL200 MHA FL110 341° 249°

RITEB MAX 250 KT

30.1 FLT10

IPLEK

158° 8.9 6000

MAX 230 KT MHA 6000

096°

GOPOL

5 NM ❶ 7 NM RNAV 276°

48.7 6000

ASKUV MAX 230 KT

159° 15.3 5000

RONIV MAX 220 KT

069° 8.7 5000

ANAXA MAX 220 KT

159° 5.0 5000

RF461 MAX 220 KT

5.0 5000

RF462 MAX 220 KT

6.0 069° 4500

RF463 MAX 210 KT

At 4500 5.0 339°

RF466 MAX 210 KT

5.0 3500

RF467 MAX 210 KT

4.0 2500

NEVUX At 200 KT

❷ 2500 By ATC
❸ 3500 By ATC

ROUTING

RITEB (K250-) - IPLEK - GOPOL - ASKUV (K230-) - RONIV (K220-) - ANAXA (K220-) - RF461 (K220-) - RF462 (K220-) - RF463 (K210-) - RF466 (K210-) - RF467 (K210-) - NEVUX (K200).

8000 6000 4000 2000 CONTOUR INTERVALS

7199

ARP

5800

ROME Ciampino LIRA

PRATICA DI MARE LIRE

ANAXA RNAV
069° 249° MAX 210 KT MHA 5000 4 NM 5.5 NM ❶

NEVUX RNAV
159° 339° MAX 200 KT MHA 2500 4 NM ❶ 5.5 NM

LIRF/FCO FIUMICINO

26 JAN 24 (10-2N)

JEPPESEN

RITEB 3D [RITE3D] RNAV ARRIVALS (RWYS 34L/R) BY ATC

ROME, ITALY RNAV STAR

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JEPPESEN
26 JAN 24 (10-2P)

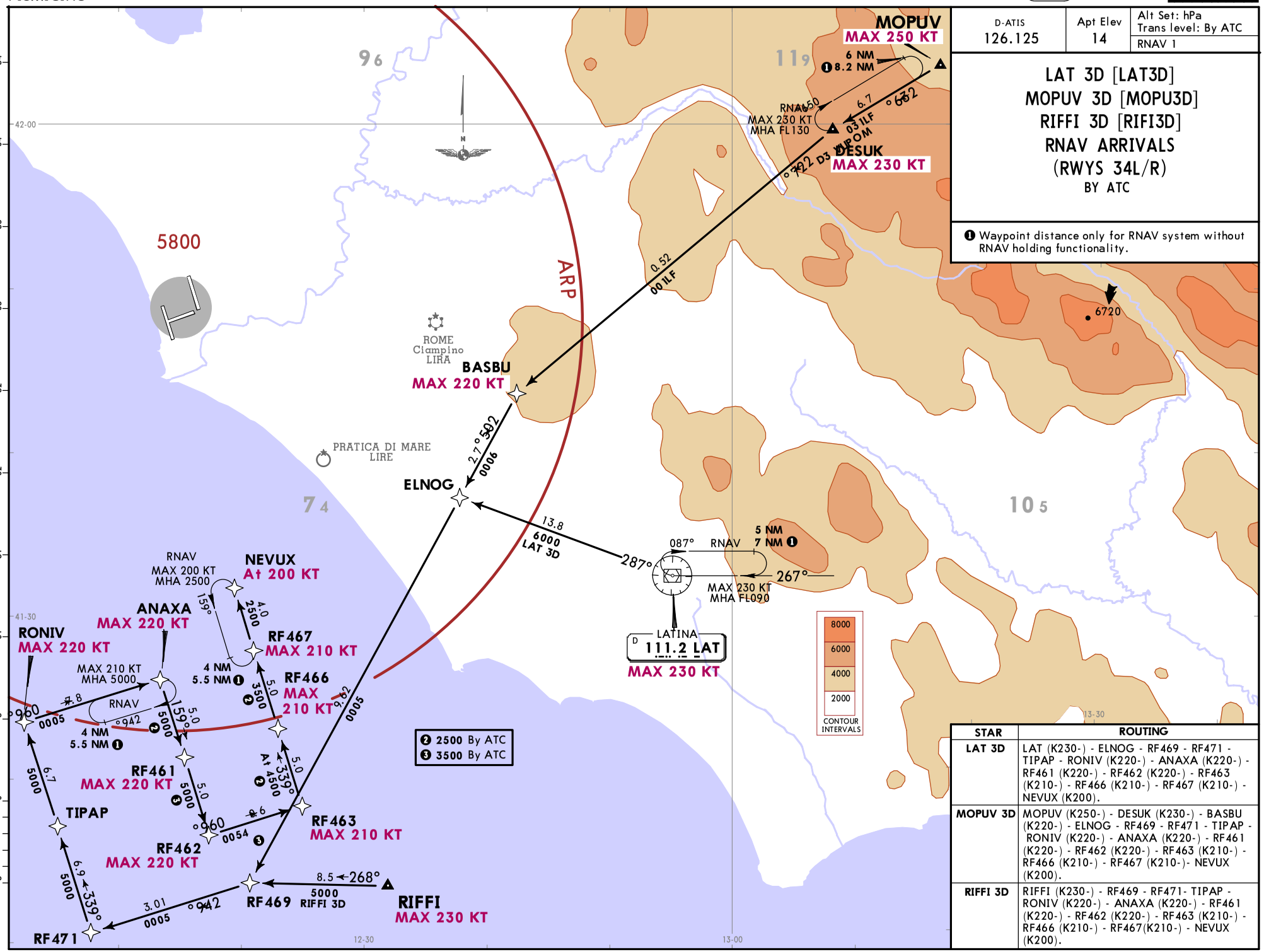
ROME, ITALY

RNAV STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV 1

LAT 3D [LAT3D]
MOPUV 3D [MOPU3D]
RIFFI 3D [RIFI3D]
RNAV ARRIVALS
(RWYS 34L/R)
BY ATC

❶ Waypoint distance only for RNAV system without RNAV holding functionality.



STAR	ROUTING
LAT 3D	LAT (K230-) - ELNOG - RF469 - RF471 - TIPAP - RONIV (K220-) - ANAXA (K220-) - RF461 (K220-) - RF462 (K220-) - RF463 (K210-) - RF466 (K210-) - RF467 (K210-) - NEVUX (K200).
MOPUV 3D	MOPUV (K250-) - DESUK (K230-) - BASBU (K220-) - ELNOG - RF469 - RF471 - TIPAP - RONIV (K220-) - ANAXA (K220-) - RF461 (K220-) - RF462 (K220-) - RF463 (K210-) - RF466 (K210-) - RF467 (K210-)- NEVUX (K200).
RIFFI 3D	RIFFI (K230-) - RF469 - RF471- TIPAP - RONIV (K220-) - ANAXA (K220-) - RF461 (K220-) - RF462 (K220-) - RF463 (K210-) - RF466 (K210-) - RF467(K210-) - NEVUX (K200).

CHANGES: ATIS.

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D-ATIS	Apt Elev	Alt Set: hPa
126.125	14	Trans level: By ATC
		RNAV 1

ESINO 3D [ESIN3D]
VALMA 3D [VALM3D]
RNAV ARRIVALS
(RWYS 34L/R)
BY ATC

❶ Waypoint distance only for RNAV system without RNAV holding functionality.

OSTIA
D 114.9 OST
MAX 230 KT

BUNUL
MAX 220 KT

LUNAK
MAX 250 KT

VALMA
MAX 270 KT

ESINO
MAX 270 KT

NIBUG
MAX 220 KT

RF481
MAX 220 KT

ODULA
At 200 KT

RF482
MAX 220 KT

RF487
MAX 210 KT

RF483
MAX 220 KT

RF486
MAX 210 KT

RF484
MAX 220 KT

ROME
Ciampino
LIRA

PRATICA DI MARE
LIRE

3284

ARP

MAX 210 KT
MHA 6000

MAX 200 KT
MHA 2500

MAX 230 KT
MHA 6000

4 NM
5.5 NM ❶

RNAV

❷ 2500 By ATC

CONTOUR INTERVALS
4000
2000

STAR	ROUTING
ESINO 3D	ESINO (K270-) - LUNAK (K250-) - OST (K230-) - BUNUL (K220-) - NIBUG (K220-) - RF481(K220-) - RF482 (K220-) - RF483 (K220-) - RF484 (K220-) - RF486 (K210-) - RF487 (K210-) - ODULA (K200).
VALMA 3D	VALMA (K270-) - LUNAK (K250-) - OST (K230-) - BUNUL (K220-) - NIBUG (K220-) - RF481(K220-) - RF482 (K220-) - RF483 (K220-) - RF484 (K220-) - RF486 (K210-) - RF487 (K210-) - ODULA (K200).

CHANGES: ATIS.

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JEPPESEN
26 JAN 24 (10-2S)

ROME, ITALY

RNAV STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV 1

ELKAP 3D [ELKA3D]
GILIO 3D [GILI3D]
XIBIL 3D [XIBI3D]
RNAV ARRIVALS
(RWYS 34L/R)
BY ATC

❶ Waypoint distance only for RNAV system without RNAV holding functionality.

ELKAP
MAX
270 KT

MAX 240 KT
MHA FL190

090°
8 NM
❶ 10.8 NM
RNAV
270°
119°
31.8
FL190
ELKAP 3D

XIBIL
MAX
270 KT

119°
28.0
FL190
XIBIL 3D

GROSSETO
LIRS

IPLEK

158°
8.9
6000

GOPOL
ELKAP 3D
XIBIL 3D
MAX 250 KT

BIBEK

14.9
096°
6000

5 NM
❶ 7 NM
276°
RNAV
MAX 230 KT
MHA 6000

GILIO
MAX 250 KT

1.51
070°
D3
090
LF
OLI G

48.7
6000

ASKUV
MAX 230 KT

159°
15.3
5000

RONIV
MAX 220 KT

ANAXA
MAX 220 KT

RF461
MAX 220 KT

RF462
MAX 220 KT

RF463
MAX 210 KT

RF466
MAX 210 KT

RF467
MAX 210 KT

NEVUX
At 200 KT

ARP

5800

ROME
Ciampino
LIRA

PRATICA DI MARE
LIRE

6169

CONTOUR INTERVALS
8000
6000
4000
2000

❷ 2500 By ATC
❸ 3500 By ATC

XIBIL
RNAV
8 NM
❶ 10.8 NM
120°
300°
MAX 240 KT
MHA FL190
By ATC

ANAXA
RNAV
960
942
4 NM
❶ 5.5 NM
MAX 210 KT
MHA 5000

NEVUX
RNAV
159°
339°
4 NM
❶ 5.5 NM
MAX 200 KT
MHA 2500

STAR	ROUTING
ELKAP 3D	ELKAP (K270-) - BIBEK - GOPOL (K250-) - ASKUV (K230-) - RONIV (K220-) - ANAXA (K220-)- RF461 (K220-) - RF462 (K220-) - RF463 (K210-) - RF466 (K210-) - RF467 (K210-) - NEVUX (K200).
GILIO 3D	GILIO (K250-) - BIBEK - GOPOL - ASKUV (K230-) - RONIV (K220-) - ANAXA (K220-) - F461 (K220-) - RF462 (K220-) - RF463 (K210-) - RF466 (K210-) - RF467 (K210-) - NEVUX (K200).
XIBIL 3D	XIBIL (K270-) - IPLEK - GOPOL (K250-) - ASKUV (K230-) - RONIV (K220-) - ANAXA (K220-) - RF461 - (K220-) - RF462 (K220-) - RF463 (K210-) - RF466 (K210-) - RF467 (K210-) - NEVUX (K200).

CHANGES: ATIS.

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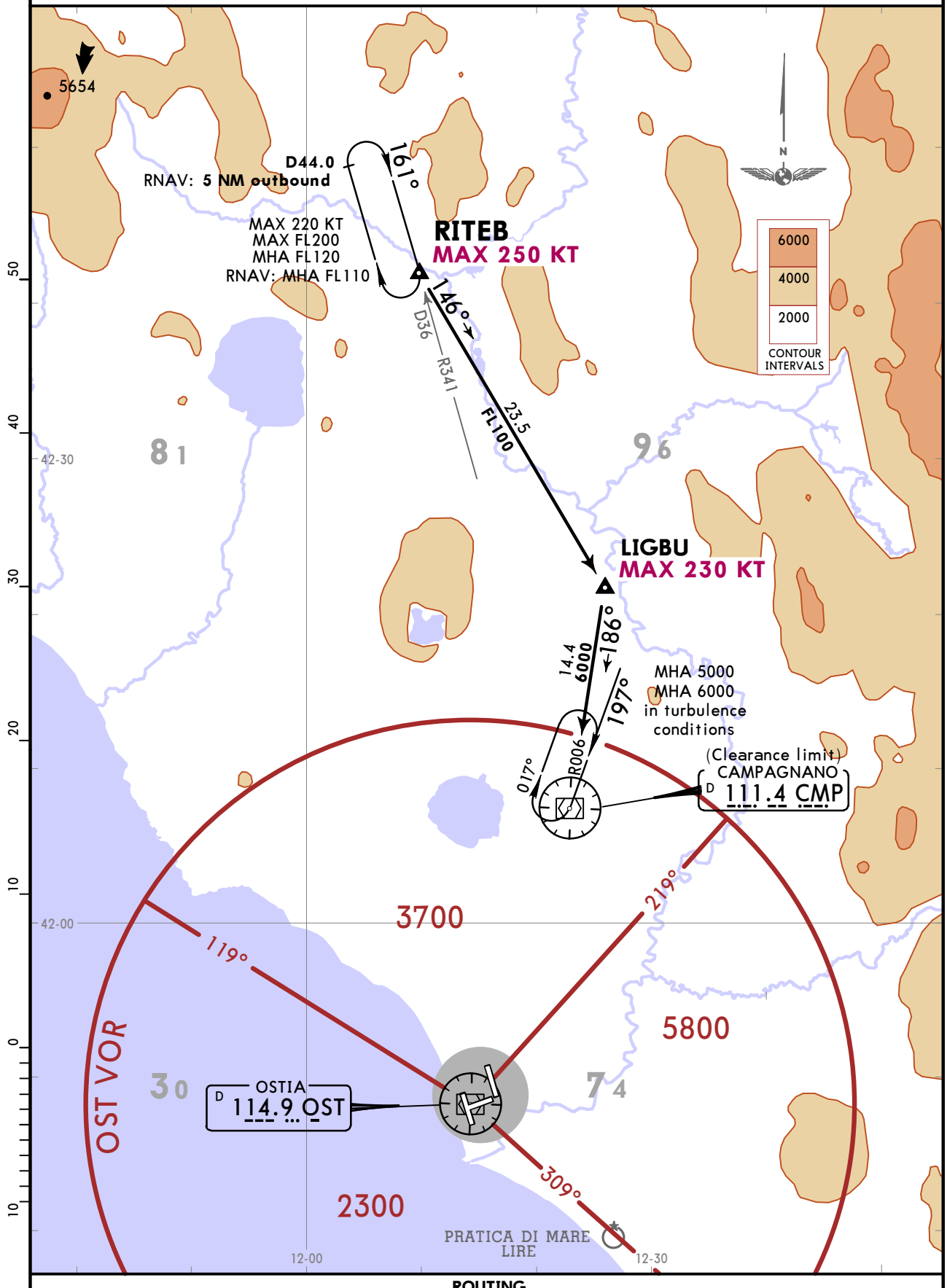
D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV 1

RITEB 2K [RITE2K]
RNAV ARRIVAL (RWYS 07, 25)
TO CMP



ROUTING

RITEB (K250-) - LIGBU (K230-) - CMP.

CHANGES: ATIS.

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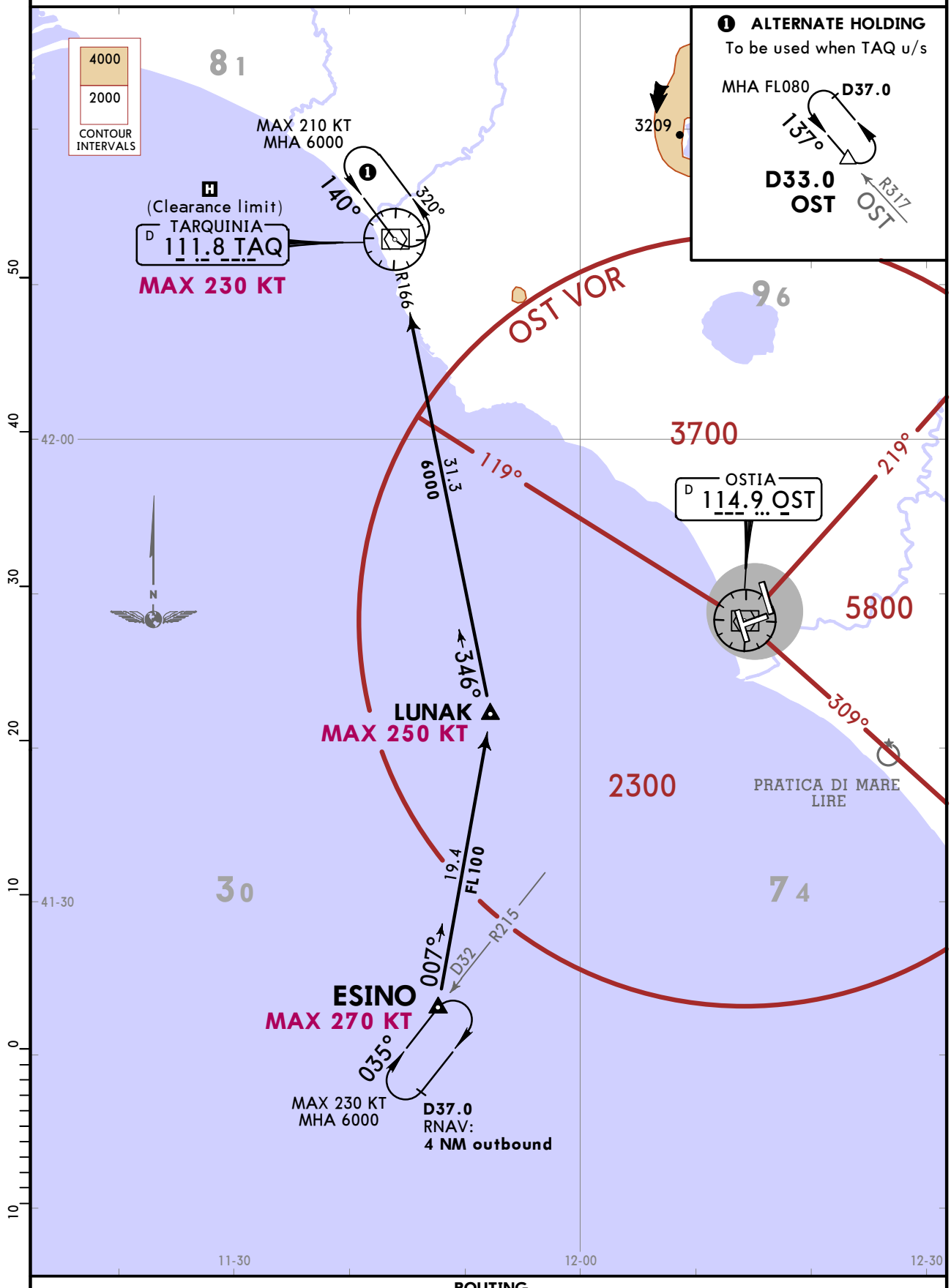
D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV 1

ESINO 2T [ESIN2T]
RNAV ARRIVAL (RWYS 07, 25)
TO TAQ



ROUTING

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

CHANGES: ATIS.

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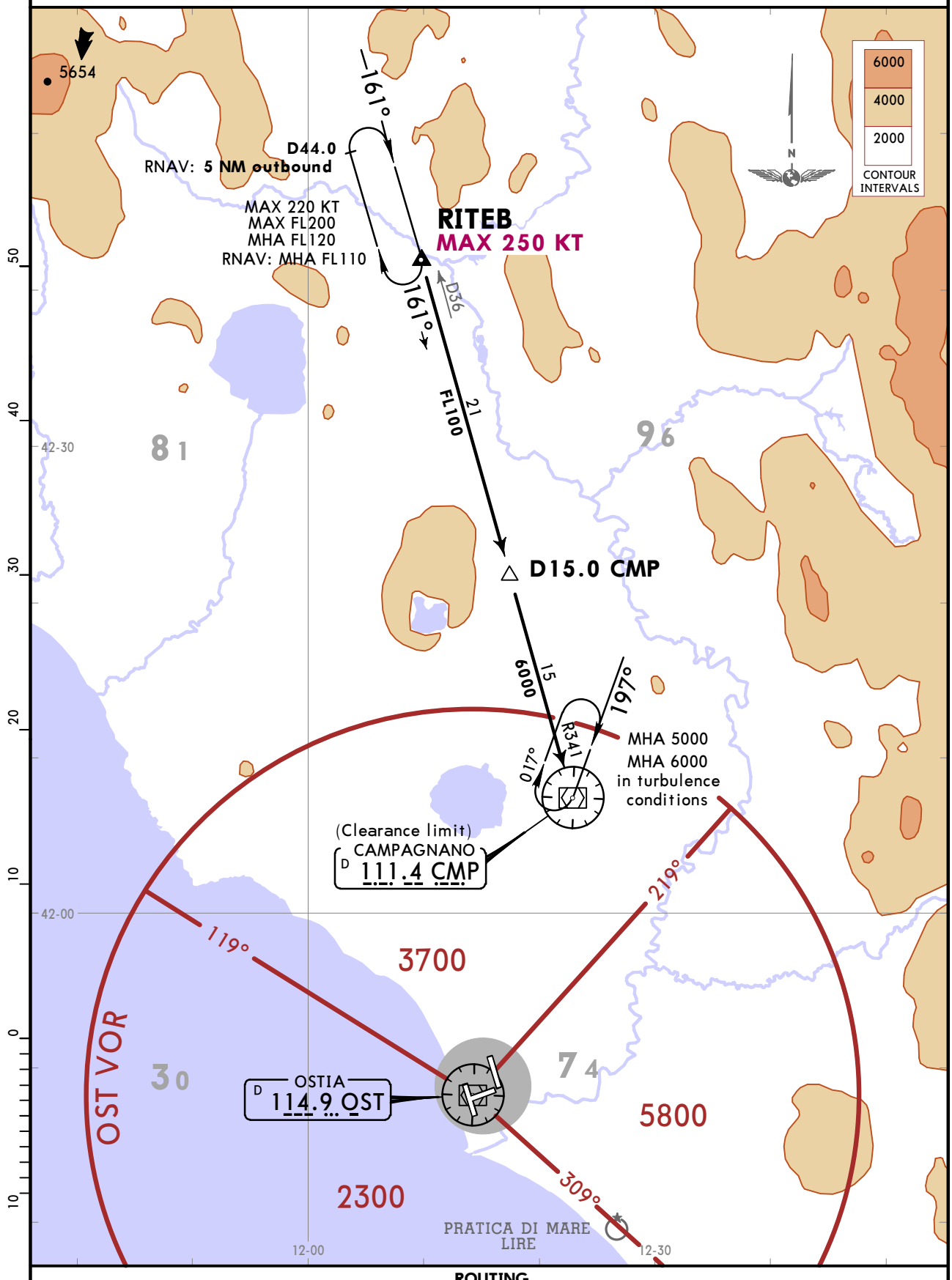
D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	

RITEB 3P [RITE3P]
ARRIVAL
(RWYS 16L/R)
BY ATC



ROUTING

Intercept CMP R341 inbound to CMP.

CHANGES: ATIS.

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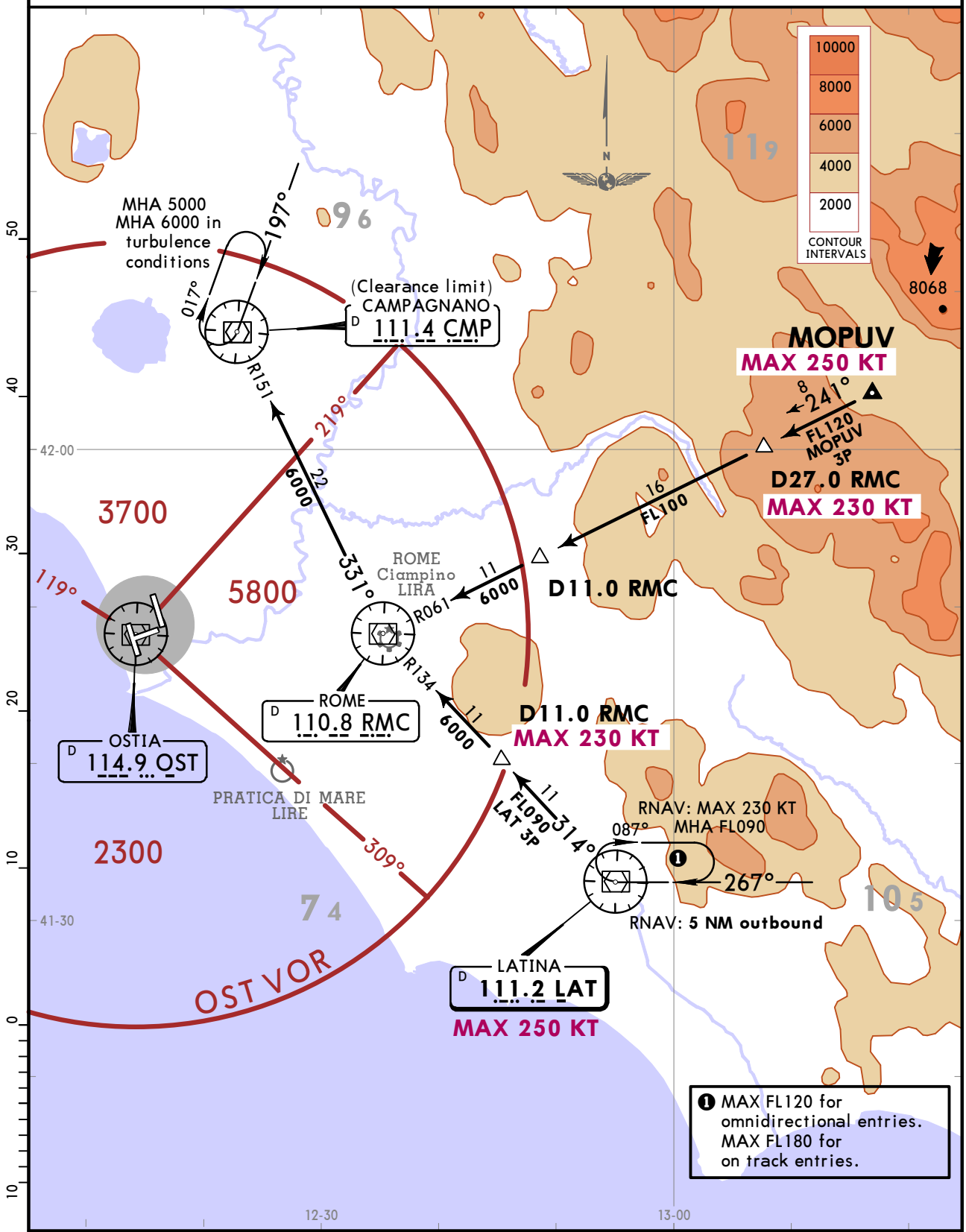
D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	

LAT 3P [LAT3P]
MOPUV 3P [MOPU3P]
ARRIVALS (RWYS 16L/R)
BY ATC



STAR	ROUTING
LAT 3P	Intercept RMC R134 inbound to RMC, intercept CMP R151 inbound to CMP.
MOPUV 3P	Intercept RMC R061 inbound to RMC, turn RIGHT, intercept CMP R151 inbound to CMP.

CHANGES: ATIS.

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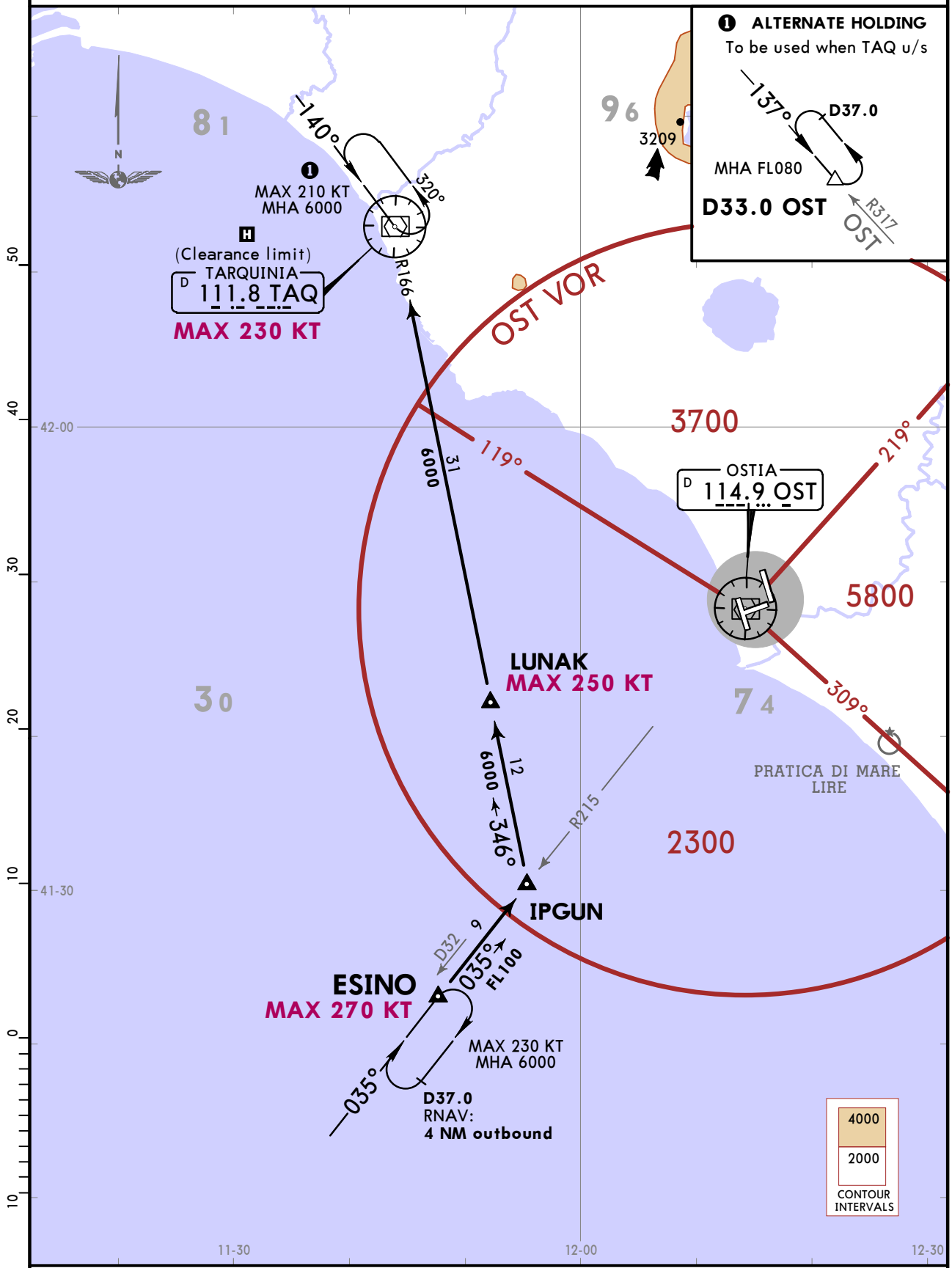
D-ATIS	Apt Elev	
126.125	14	Alt Set: hPa Trans level: By ATC

ESINO 3P [ESIN3P]
ARRIVAL (RWYS 16L/R)
BY ATC



ROUTING

Intercept OST R215 inbound to IPGUN, turn LEFT, intercept TAQ R166 inbound to TAQ.

CHANGES: ATIS.

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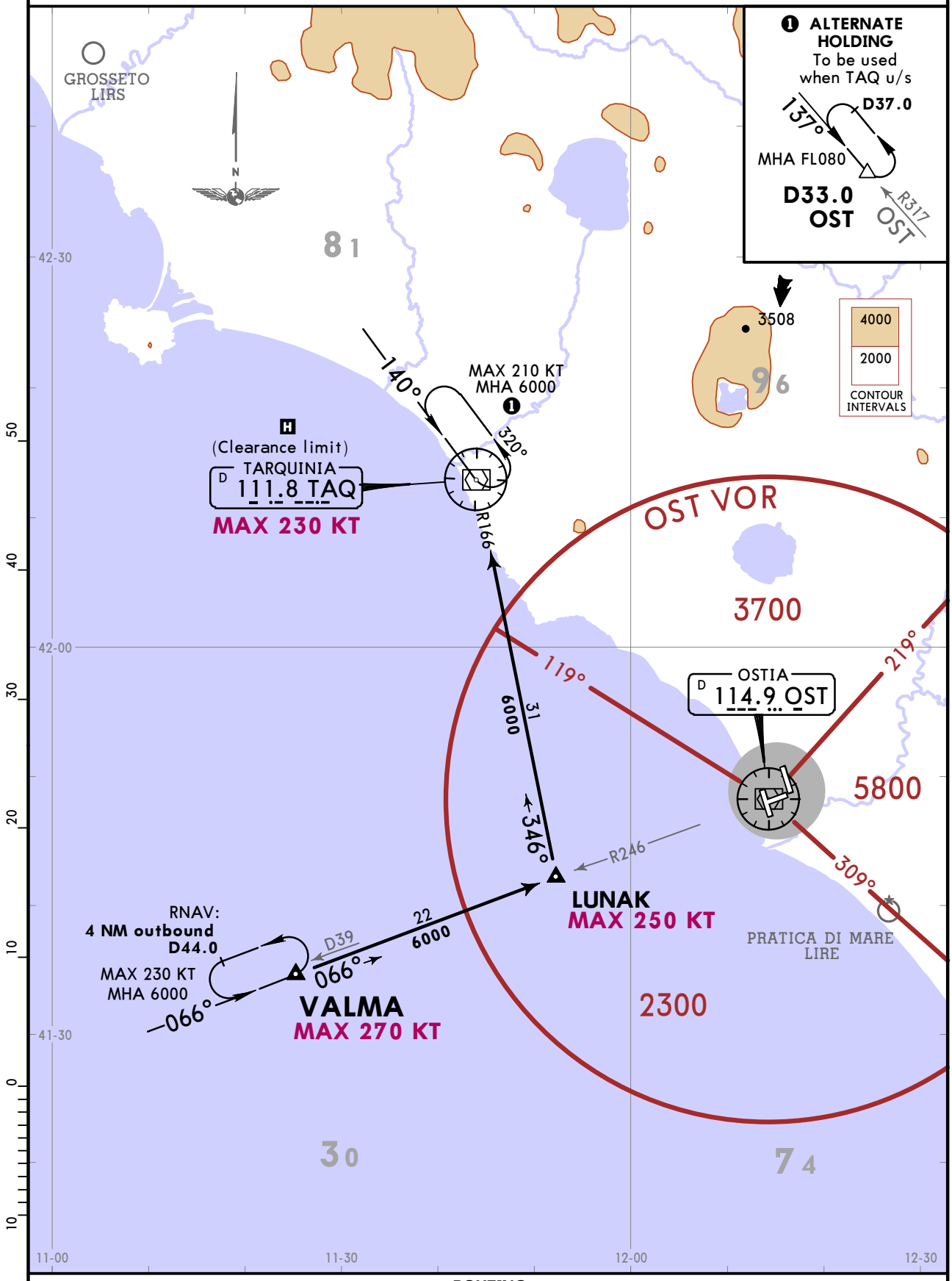
D-ATIS	Apt Elev	
126.125	14	Alt Set: hPa Trans level: By ATC

VALMA 3P [VALM3P]
ARRIVAL (RWYS 16L/R)
BY ATC



ROUTING

Intercept OST R246 inbound to LUNAK, turn LEFT, intercept TAQ R166 inbound to TAQ.

CHANGES: ATIS.

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ELKAP 3P [ELKA3P]
GILIO 3P [GILI3P]
ARRIVALS (RWYS 16L/R)
BY ATC

D-ATIS	Apt Elev	Alt Set: hPa
126.125	14	Trans level: By ATC

1 ALTERNATE HOLDING
To be used when TAQ u/s

D37.0 MHA FL080
R317 OST
137°
D33.0 OST

ELKAP
MAX 270 KT
119°
32
FL190
ELKAP 3P

BIBEK
MAX 250 KT
25
6000

GILIO
MAX 250 KT
101°
37
6000
GILIO 3P

MAX 210 KT
MHA 6000
1
320°
140°
R299
R281

(Clearance limit)
D TARQUINIA
111.8 TAQ

MAX 230 KT

OST VOR
119°
309°
3700
5800
2300

D OSTIA
114.9 OST

ROME
Ciampino
LIRA

PRATICA DI MARE
LIRE

GROSSETO
LIRS

3508

CONTOUR INTERVALS
4000
2000

STAR	ROUTING
ELKAP 3P	Intercept TAQ R299 inbound to TAQ.
GILIO 3P 2	Intercept TAQ R281 inbound to TAQ.

2 Only for PROP ACFT at or below FL170.

CHANGES: ATIS.

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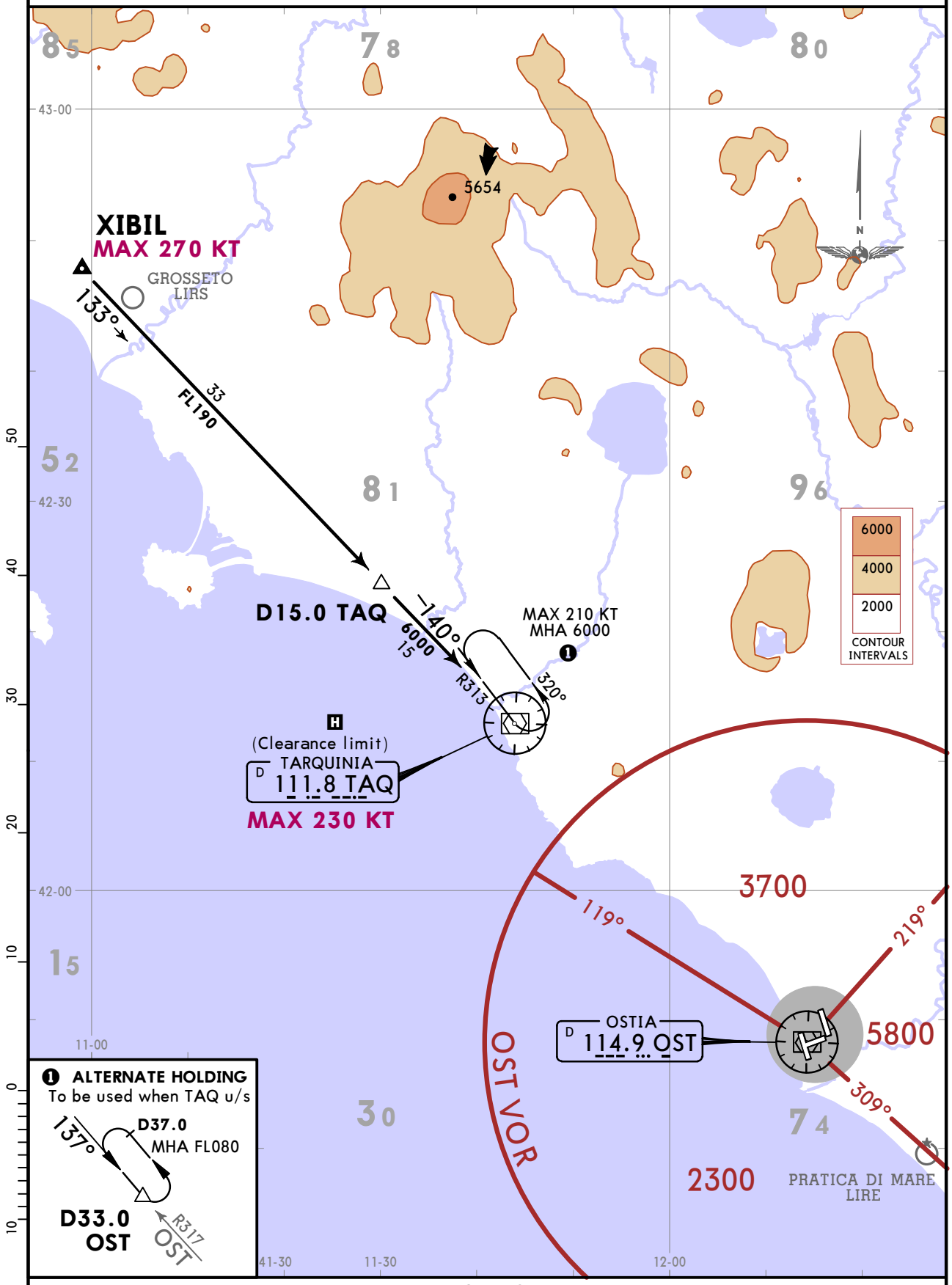
D-ATIS	Apt Elev	
126.125	14	Alt Set: hPa Trans level: By ATC

XIBIL 3P [XIBI3P]
ARRIVAL (RWYS 16L/R)
BY ATC



ROUTING

Intercept TAQ R313 inbound to TAQ.

CHANGES: ATIS.

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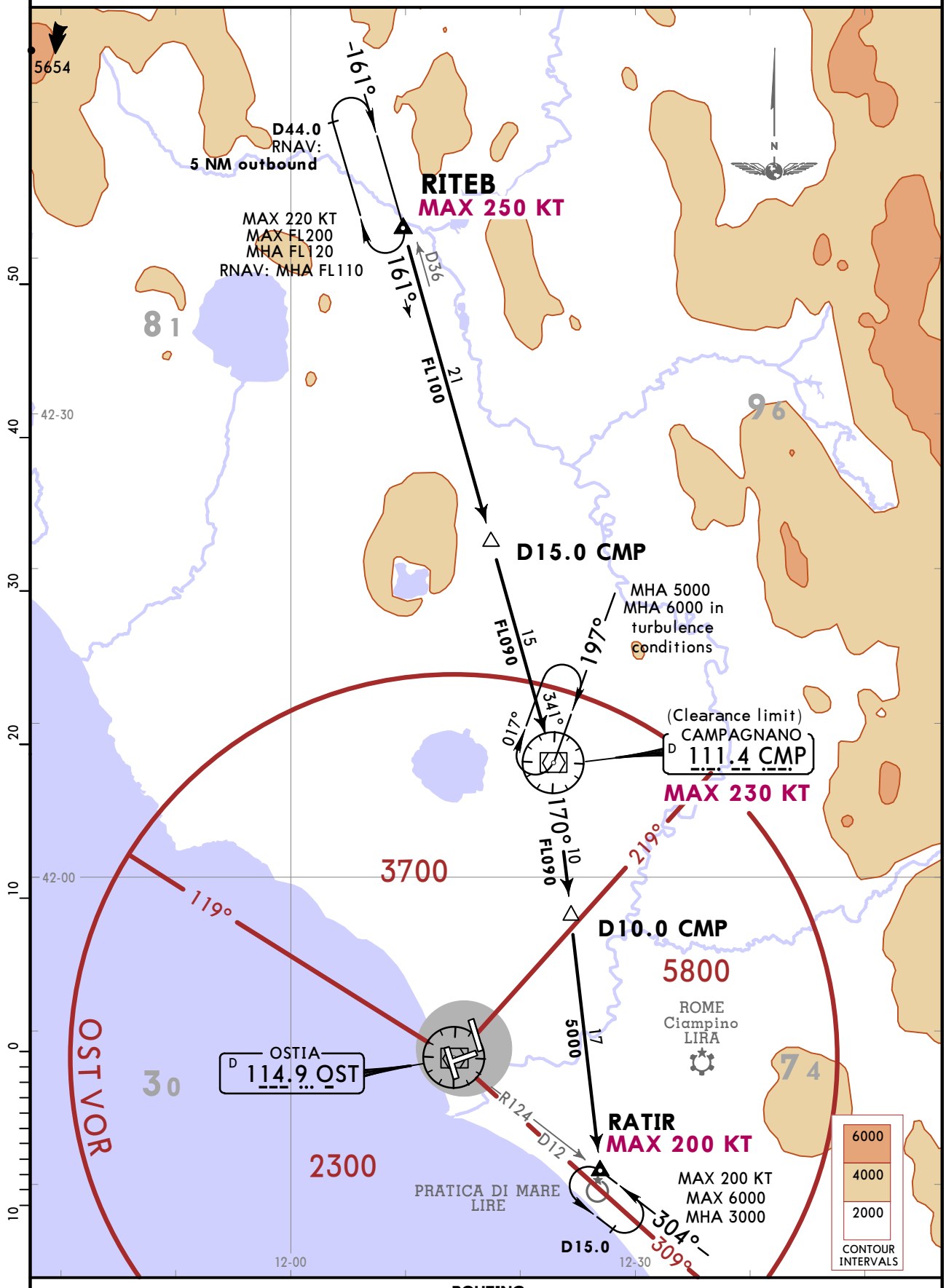
D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	

RITEB 3R [RITE3R]
ARRIVAL (RWYS 34L/R)
BY ATC



ROUTING

Intercept CMP R341 inbound to CMP, turn RIGHT, CMP R170 to RATIR.

CHANGES: ATIS.

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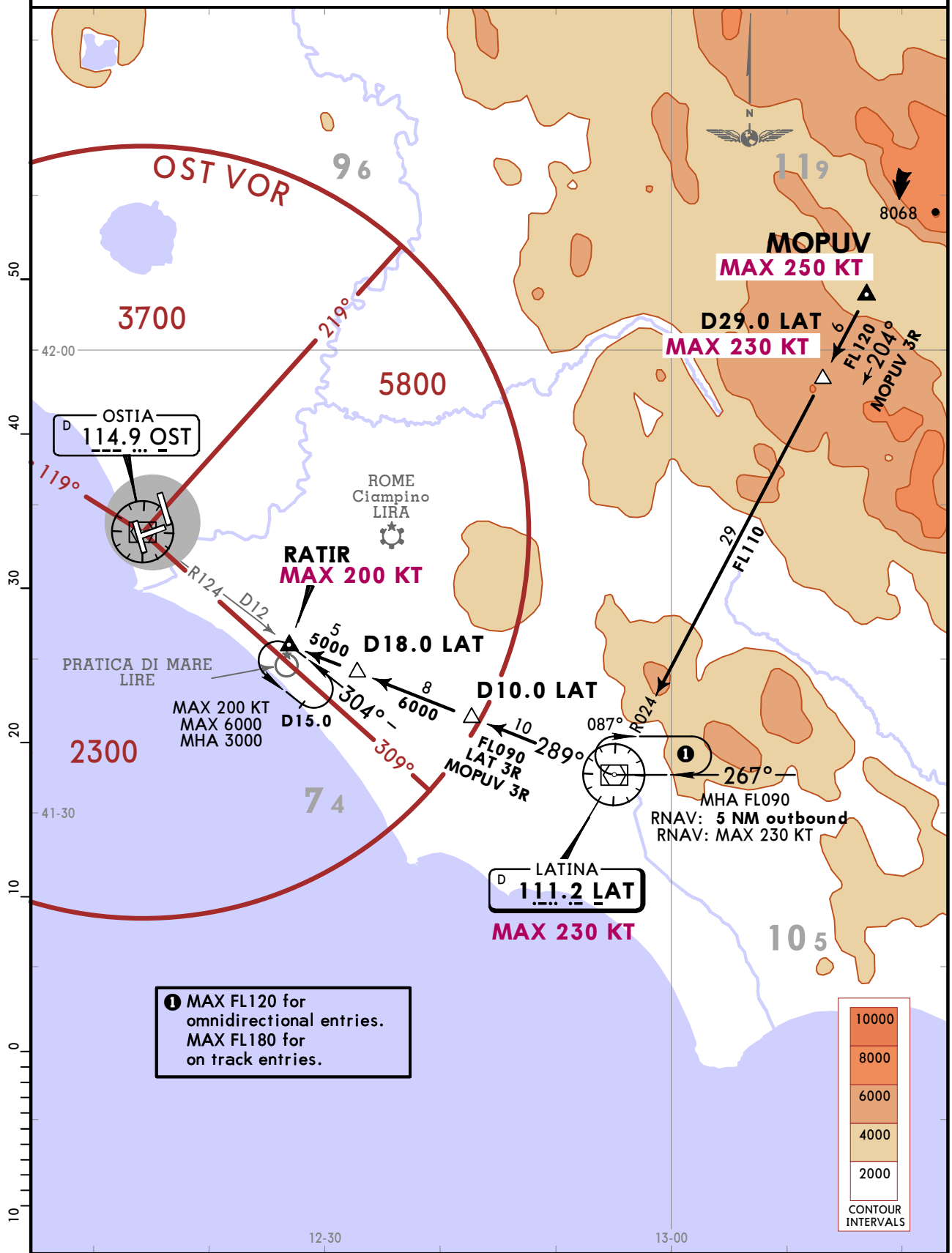
D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV-1/Conventional

LAT 3R [LAT3R], MOPUV 3R [MOPU3R] ARRIVALS (RWYS 34L/R)

BY ATC



STAR	ROUTING
LAT 3R	On LAT R289 to RATIR.
MOPUV 3R	Intercept LAT R024 inbound to LAT, turn RIGHT, LAT R289 to RATIR.

CHANGES: ATIS.

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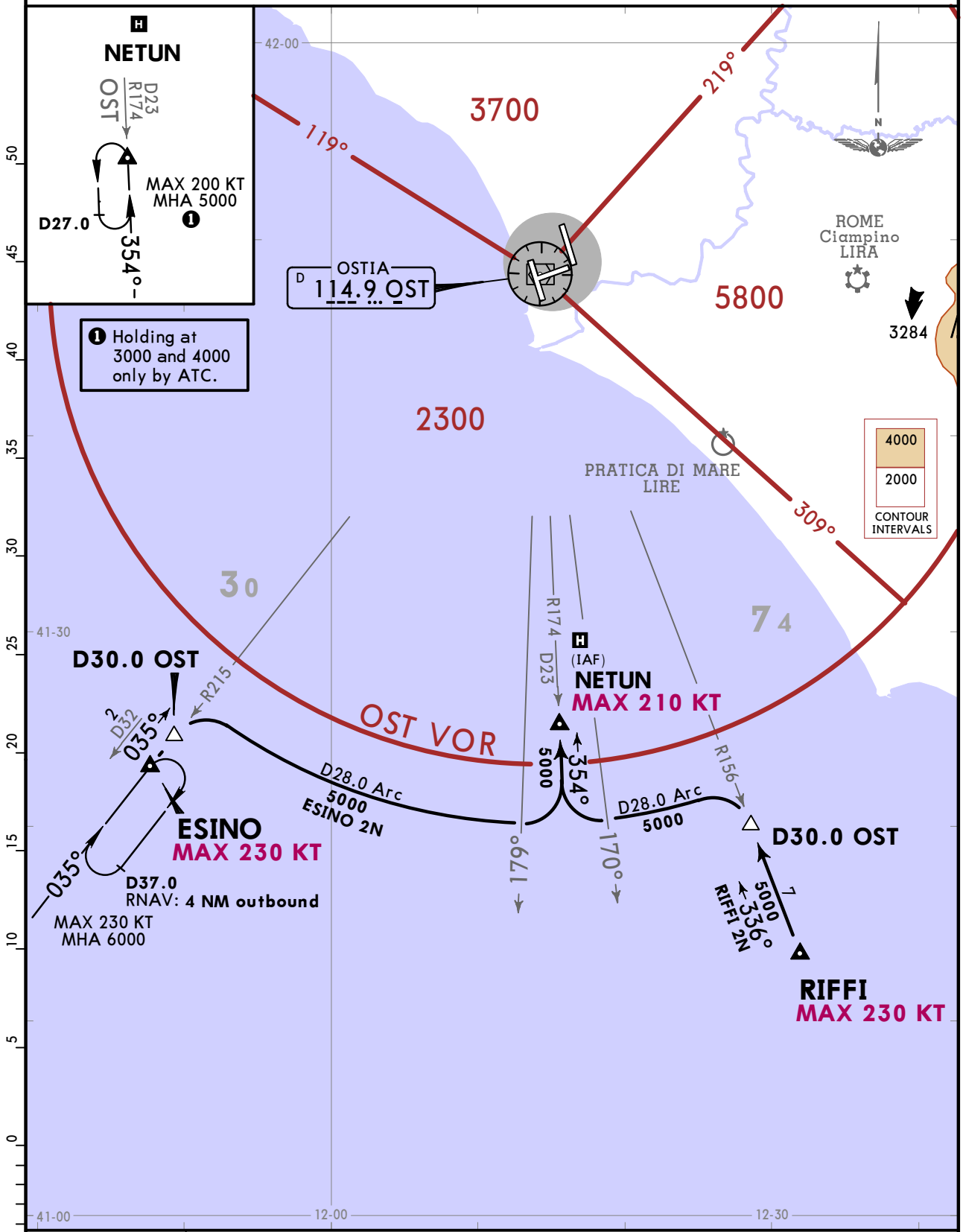
D-ATIS	Apt Elev	
126.125	14	Alt Set: hPa Trans level: By ATC

ESINO 2N [ESIN2N], RIFFI 2N [RIFI2N]
ARRIVALS (RWYS 34L/R)
BY ATC



STAR	ROUTING
ESINO 2N	Intercept OST R215 inbound to D30.0 OST, turn RIGHT, along D28.0 OST Arc, when passing OST R179 turn LEFT, intercept OST R174 inbound to NETUN.
RIFFI 2N	Intercept OST R156 inbound to D30.0 OST, turn LEFT, along D28.0 OST Arc, when passing OST R170 turn RIGHT, intercept OST R174 inbound to NETUN.

CHANGES: ATIS.

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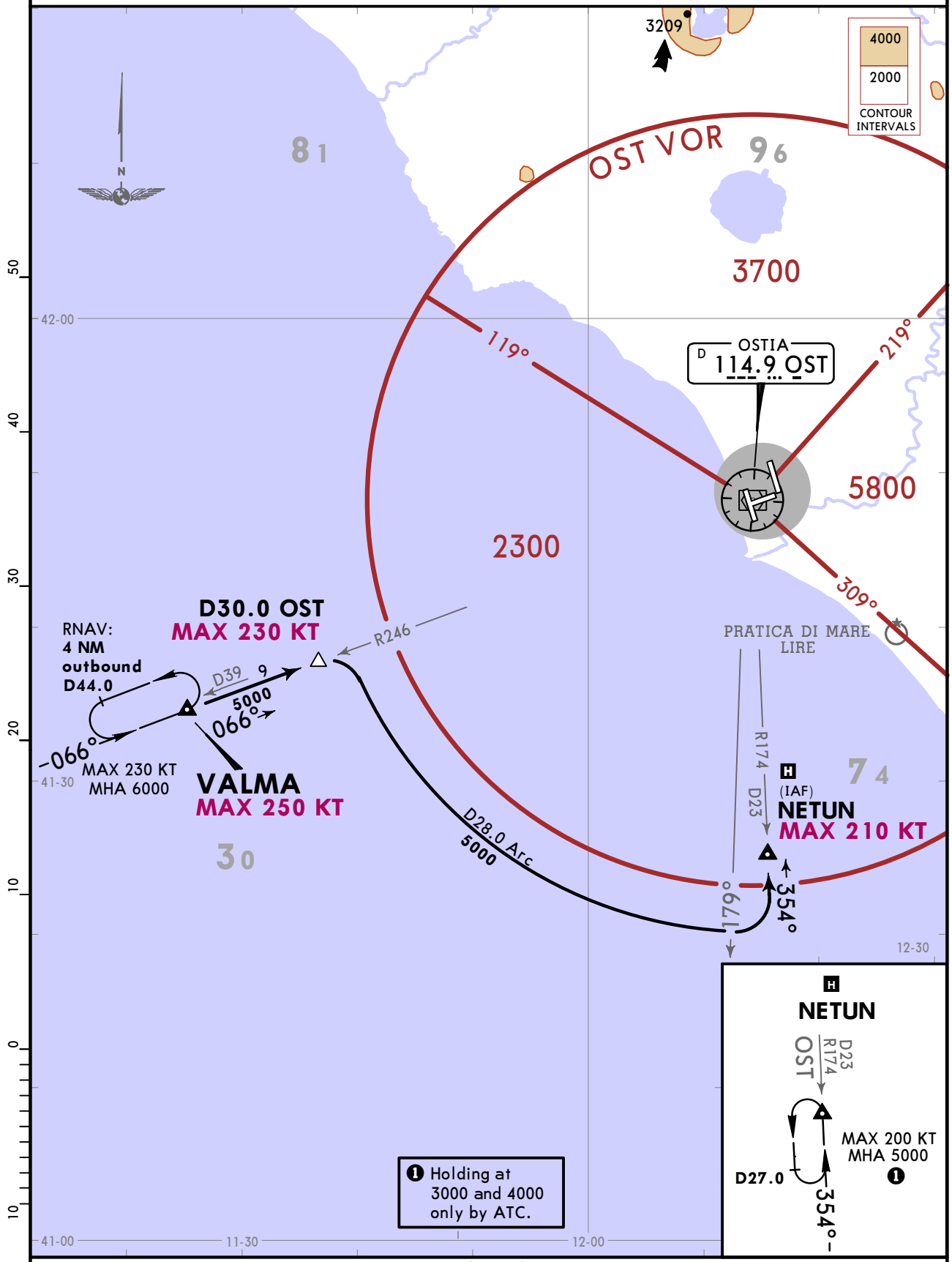
D-ATIS	Apt Elev	
126.125	14	Alt Set: hPa Trans level: By ATC

VALMA 2N [VALM2N]
ARRIVAL (RWYS 34L/R)
BY ATC



ROUTING

Intercept OST R246 inbound to D30.0 OST, turn RIGHT, along D28.0 OST Arc, when passing OST R179 turn LEFT, intercept OST R174 inbound to NETUN.

CHANGES: ATIS.

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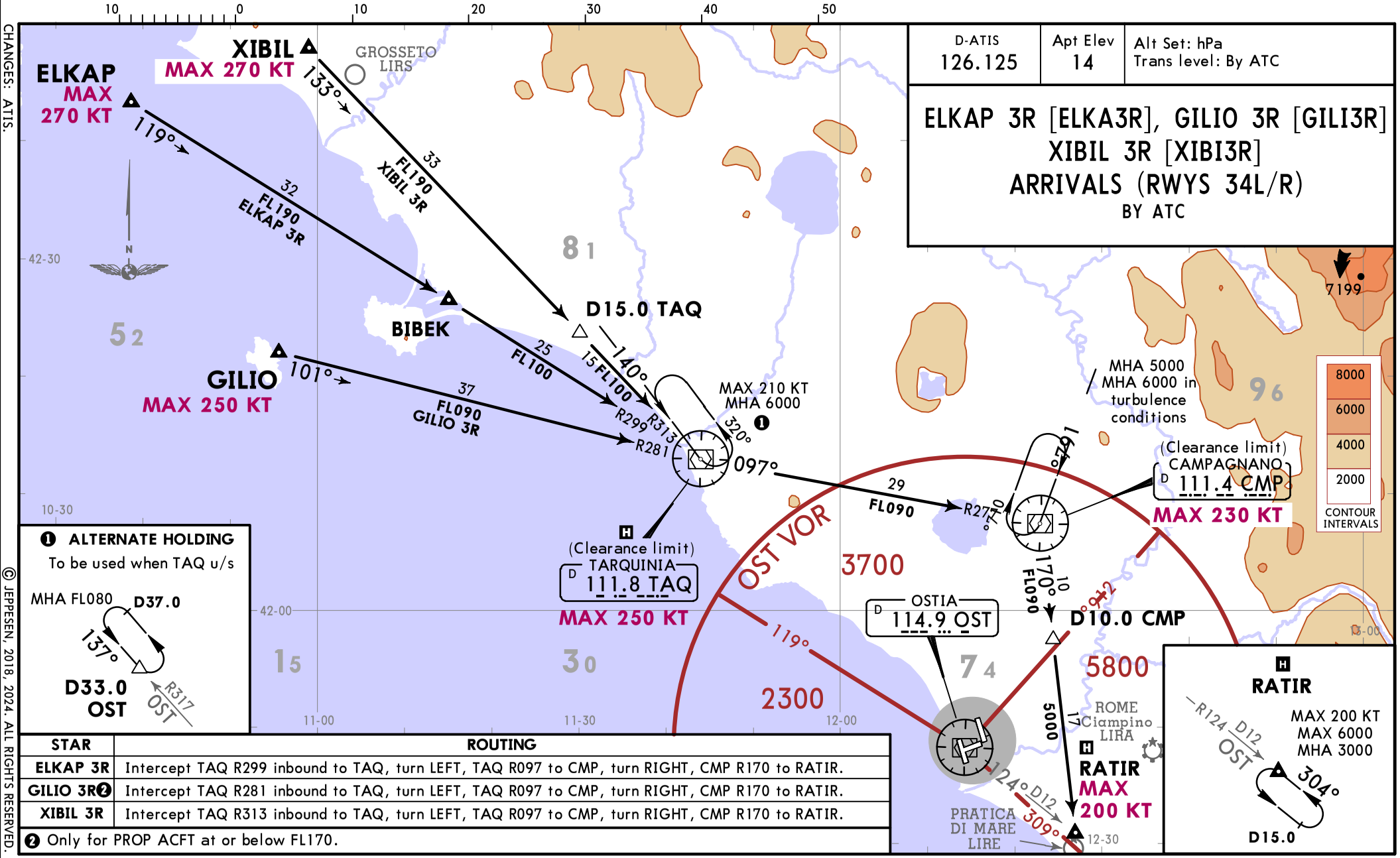
ELKAP 3R [ELKA3R], GILIO 3R [GILI3R]
XIBIL 3R [XIBI3R]
ARRIVALS (RWYS 34L/R)
BY ATC

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	



❶ ALTERNATE HOLDING
To be used when TAQ u/s

STAR	ROUTING
ELKAP 3R	Intercept TAQ R299 inbound to TAQ, turn LEFT, TAQ R097 to CMP, turn RIGHT, CMP R170 to RATIR.
GILIO 3R❷	Intercept TAQ R281 inbound to TAQ, turn LEFT, TAQ R097 to CMP, turn RIGHT, CMP R170 to RATIR.
XIBIL 3R	Intercept TAQ R313 inbound to TAQ, turn LEFT, TAQ R097 to CMP, turn RIGHT, CMP R170 to RATIR.

❷ Only for PROP ACFT at or below FL170.

JEPPESEN
26 JAN 24
10-2X3

ROME, ITALY

STAR

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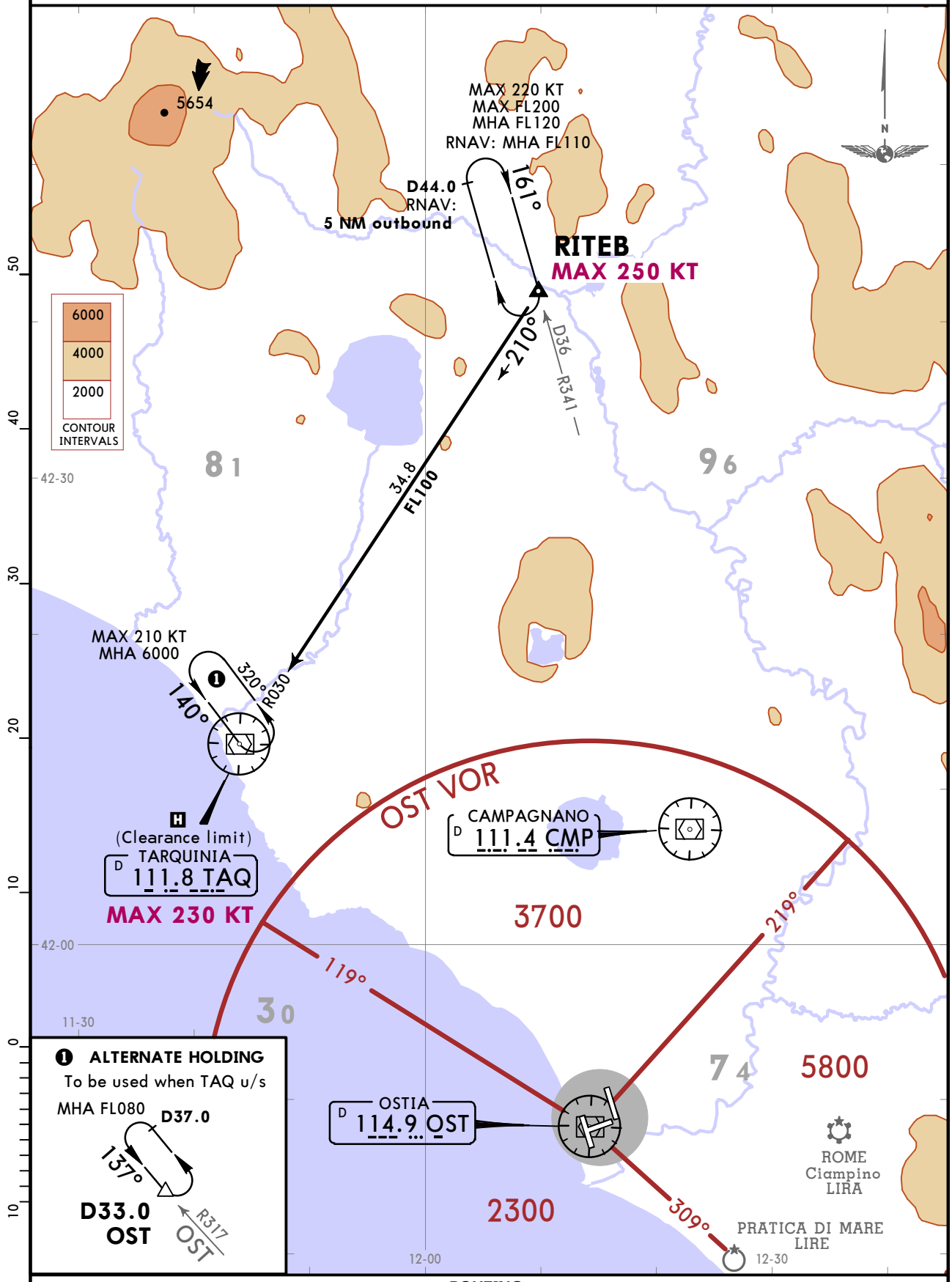
D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV-1/Conventional

RITEB 3T [RITE3T]
ARRIVAL (RWYS 07, 25)
TO TAQ



ROUTING

Intercept TAQ R030 inbound to TAQ.

CHANGES: ATIS.

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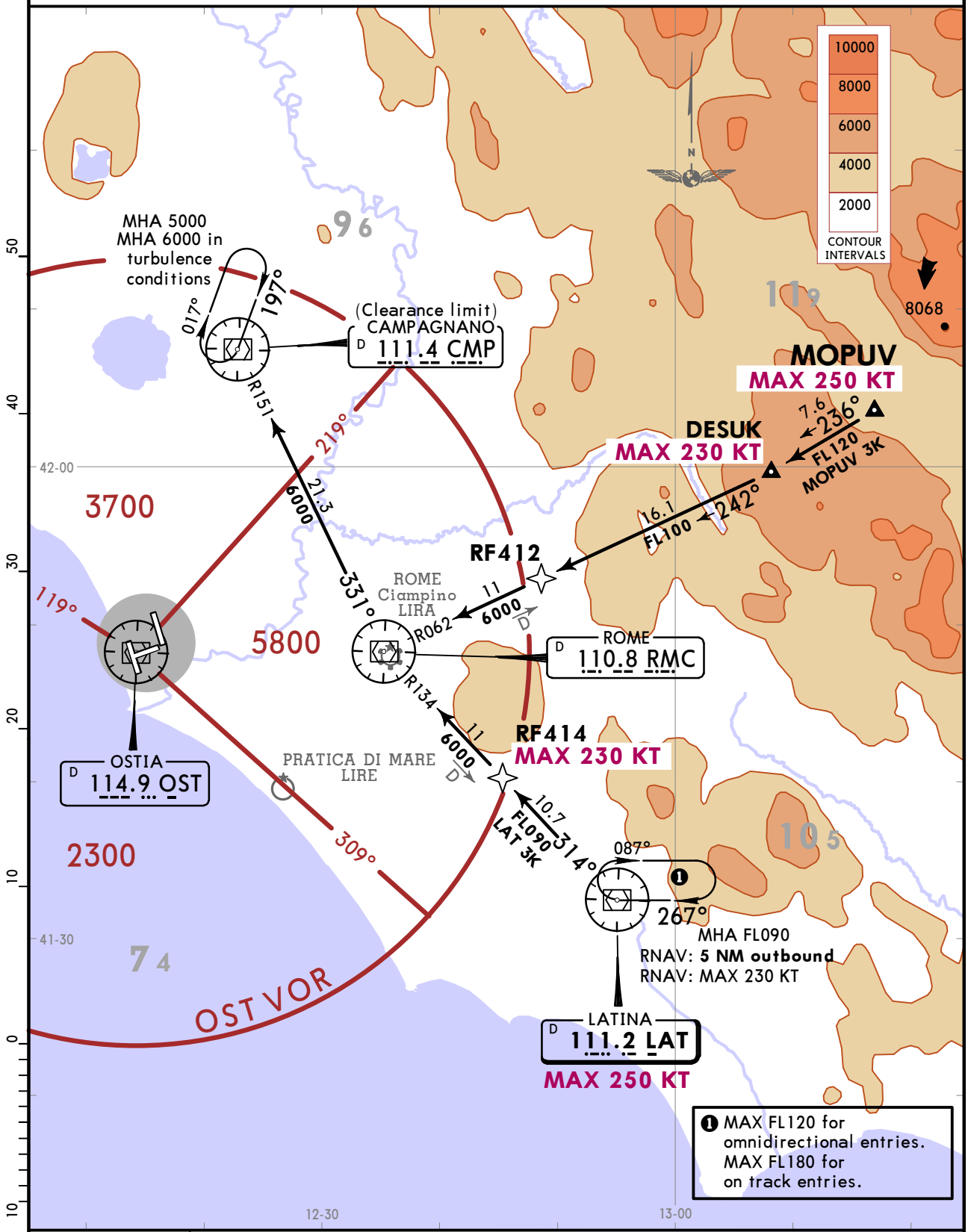
D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV-1/Conventional

LAT 3K [LAT3K]
MOPUV 3K [MOPU3K]
ARRIVALS (RWYS 07, 25)
TO CMP



STAR	ROUTING
LAT 3K	Intercept RMC R134 inbound to RMC, intercept CMP R151 inbound to CMP.
MOPUV 3K	On 236° track to DESUK, intercept RMC R062 inbound to RMC, turn RIGHT, intercept CMP R151 inbound to CMP.

CHANGES: ATIS.

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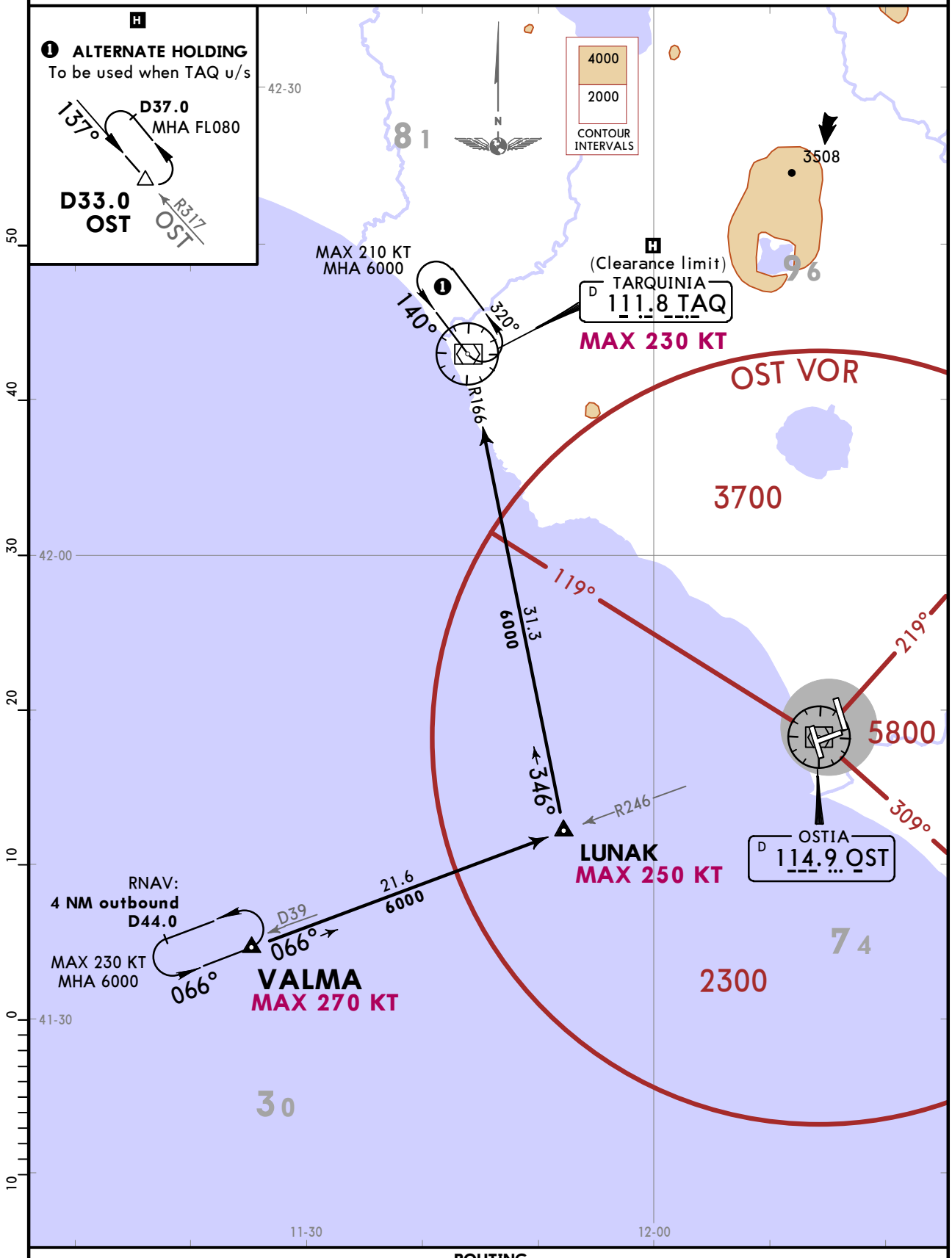
D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
126.125	14	RNAV-1/Conventional

VALMA 3T [VALM3T]
ARRIVAL
(RWYS 07, 25)
TO TAQ



ROUTING

Intercept OST R246 inbound to LUNAK, turn RIGHT, intercept TAQ R166 inbound to TAQ.

CHANGES: ATIS.

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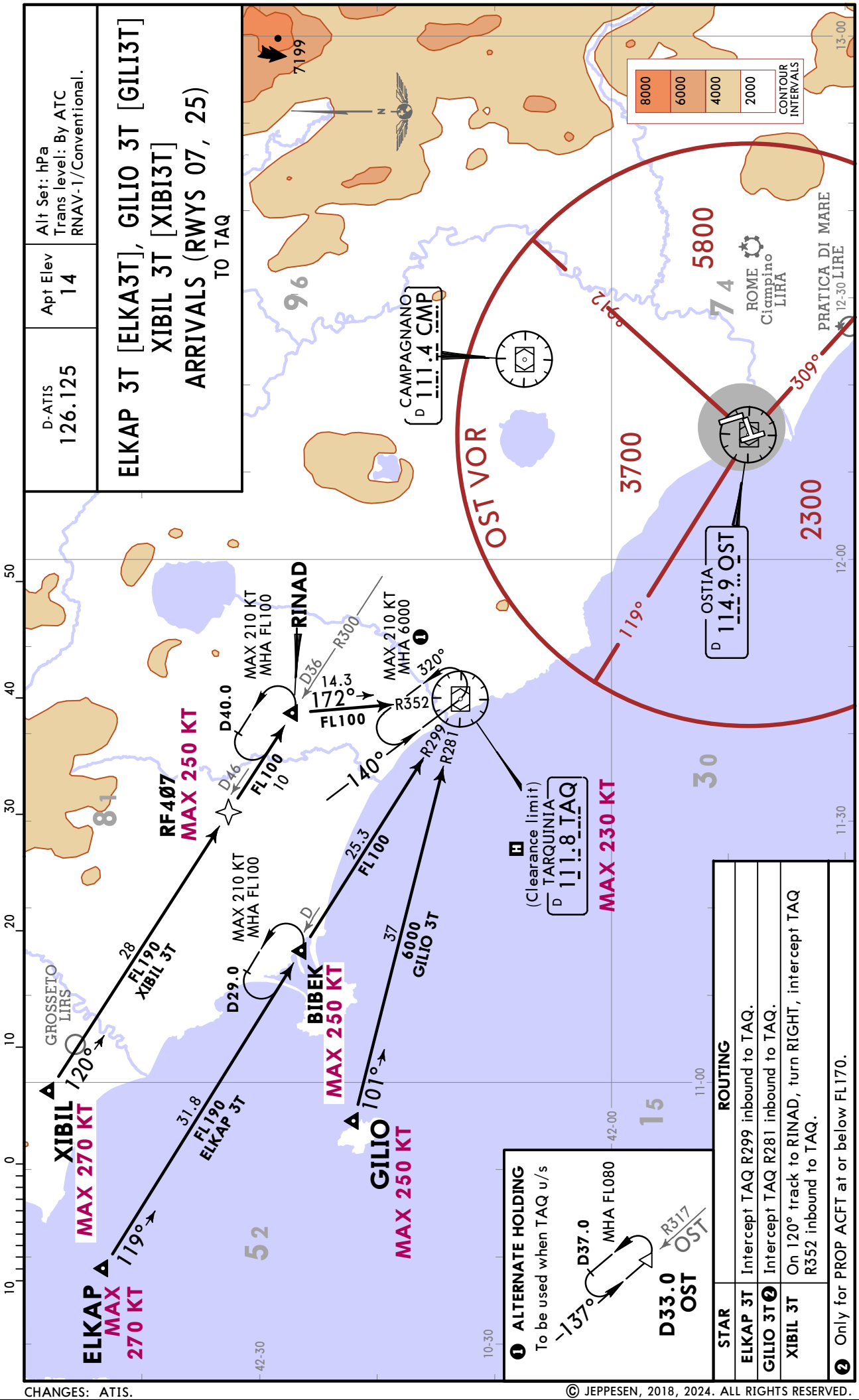
ELKAP 3T [ELKA3T], GILIO 3T [GILI3T]
XIBIL 3T [XIBI3T]
ARRIVALS (RWYS 07, 25)
TO TAQ

D-ATIS 126.125 | Apt Elev 14 | Alt Set: hPa, Trans level: By ATC, RNAV-1/Conventional.



STAR	ROUTING
ELKAP 3T	Intercept TAQ R299 inbound to TAQ.
GILIO 3T ❷	Intercept TAQ R281 inbound to TAQ.
XIBIL 3T	On 120° track to RINAD, turn RIGHT, intercept TAQ R352 inbound to TAQ.

❶ ALTERNATE HOLDING
To be used when TAQ u/s

❷ Only for PROP ACFT at or below FL170.

CHANGES: ATIS.

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INITIAL CLIMB	REFER TO CHART
OST 1E	10-3B
OST 1D, RATIR 1D	10-3C
SOSAK 5A, 5D, XIBRI 5A	10-3C1
NENIG 5A, SOSIV 5A, 6R, XENOL 5A	10-3D
EKLOS 8R, SOSAK 9R	10-3E
NENIG 7L, SOSIV 7L, XENOL 8L, 7R	10-3F
SOSAK 9B, XIBRI 8B	10-3G
NENIG 6W, SOSIV 6W, XENOL 6W	10-3G1
NENIG 8K, SOSIV 7B, 8K, 7Q, XENOL 7K	10-3H
NENIG 8B, XENOL 7B	10-3J
SOSAK 9C, XIBRI 8C	10-3K
NENIG 7J, SOSIV 7C, 8J, XENOL 7J	10-3L
NENIG 8C, XENOL 7C	10-3M
EKLOS 8M, NENIG 7M SOSAK 9M, XENOL 7M	10-3N
NENIG 6Y, SOSAK 7Y SOSIV 7Y, 6Z, XENOL 7Y	10-3P
EKLOS 8X, SOSAK 5X	10-3Q
NENIG 7X, SOSIV 7X, XENOL 7X	10-3S

SID DESIGNATION	REFER TO CHART
TIBER 6A, 9B, 7C, 5R	10-3T
OKUNO 6A, 9B, 7C, 5R	10-3U
SIPRO 6A, 5B, 9C, 5R	10-3V
RIFFI 9G, 9H	10-3W
PEPIX 9A, 9B, ROTUN 8A, 8B	10-3X
ESINO 7H, KONUT 8A	10-3X1
GILIO 9G, GISPA 1A NEMBO 7A, PODOX 9E	10-3X2
SOVAN 7A	10-3X3

OMNI DEP DESIGNATION	REFER TO CHART
OMNI DEP AREA RWY 16R	10-3X4
OMNI DEP AREA RWY 25	10-3X5
OMNI DEP AREA RWY 34L	10-3X6

CHANGES: SIDs renumbered.

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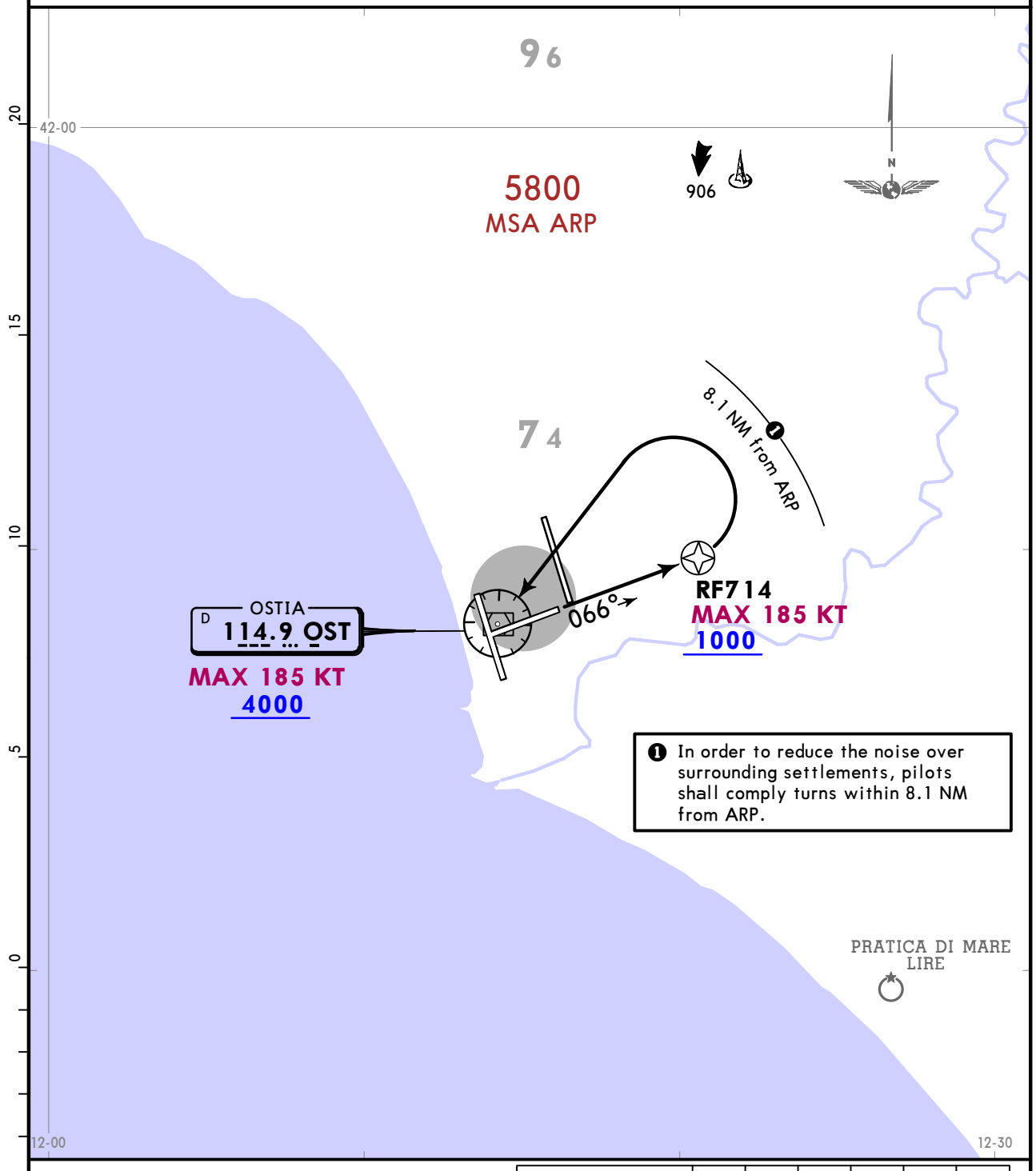
ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000 RNAV 1. 1. SIDs include noise abatement routings. 2. WARNING: Close-in obstacles.

OST 1E
RNAV INITIAL CLIMB
(RWY 07)

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



Suggested minimum climb gradient
300 FT/NM until passing 4000.

Gnd speed-KT	75	100	150	200	250	300
300 FT/NM	375	500	750	1000	1250	1500

INITIAL CLIMB/ROUTING

(410+) - RF714 (K185-; 1000+) - OST (K185-; 4000+).

CHANGES: RNAV initial climb established, initial climb transferred.

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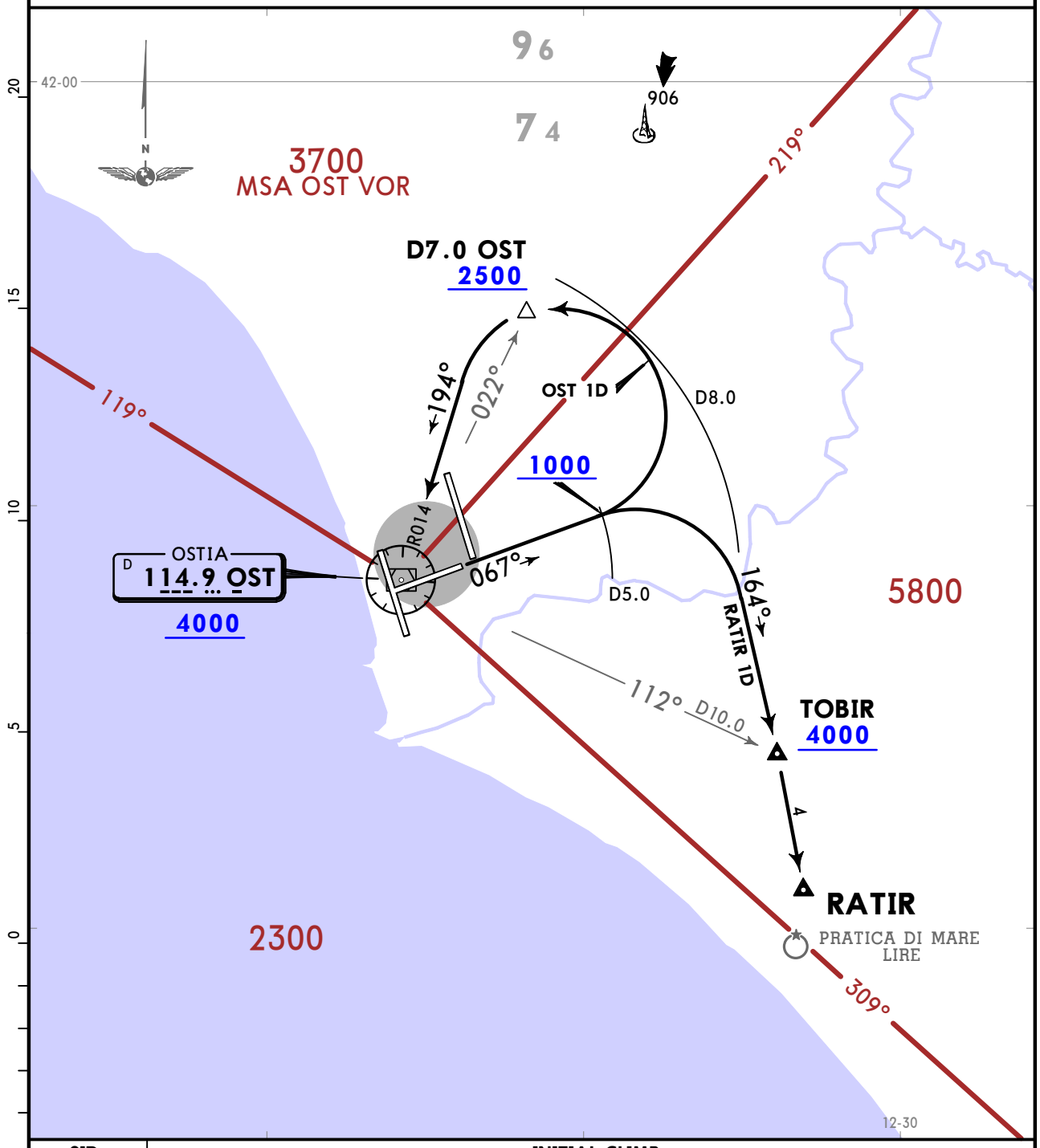
ROMA Departure (APP)	Apt Elev	
130.9	14	Trans alt: 6000 SIDs include noise abatement routings.

OST 1D [OST1D], RATIR 1D [RATI1D]
INITIAL CLIMB
(RWY 07)

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



SID	INITIAL CLIMB
OST 1D	Climb on 067° track, at D5.0 OST turn LEFT (remain within D8.0 OST), intercept OST R014 inbound to OST, then as cleared by ATC.
RATIR 1D	Climb on 067° track, at D5.0 OST turn RIGHT (remain within D8.0 OST) to RATIR, then as cleared by ATC.

CHANGES: Chart reindexed.

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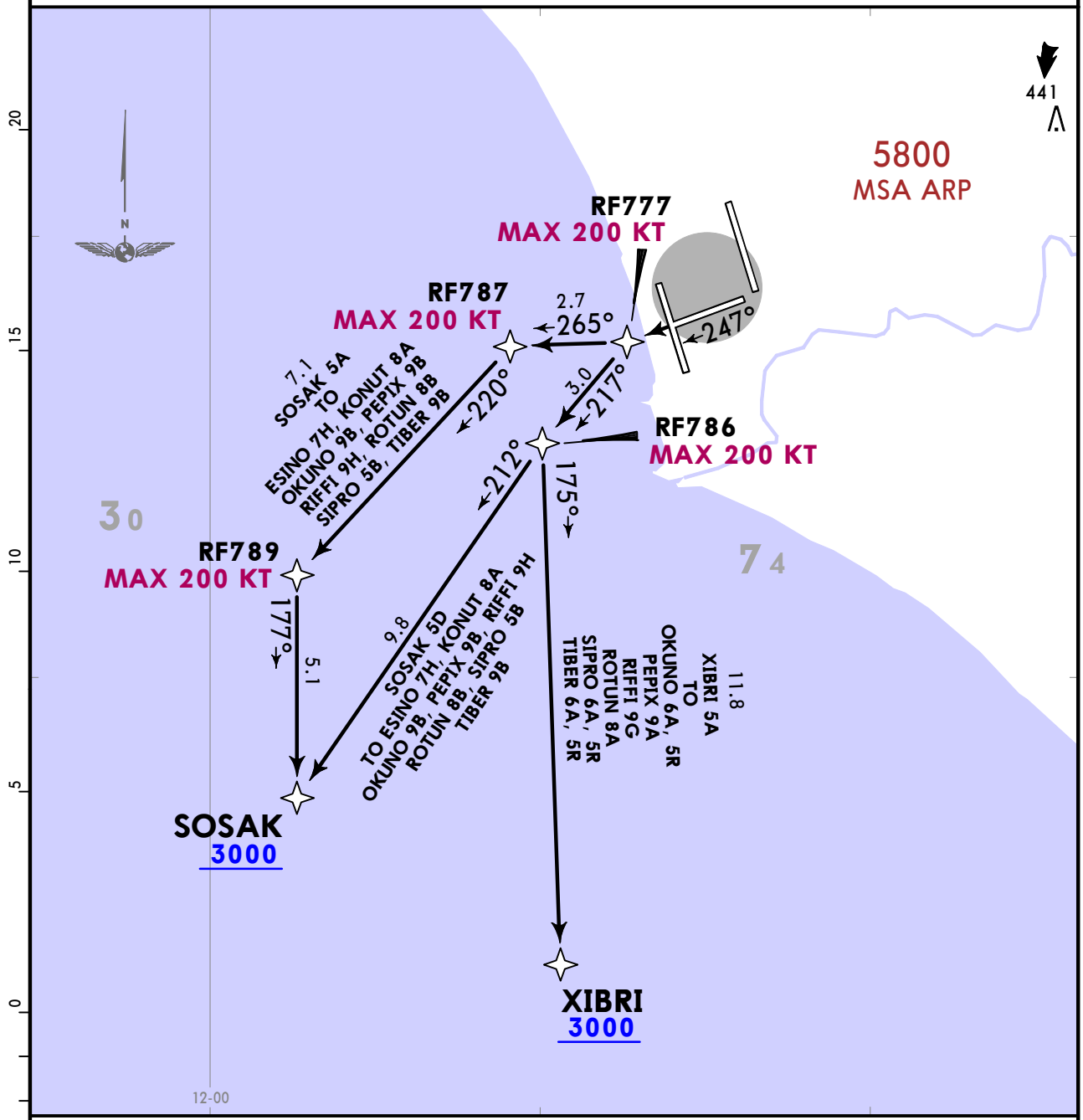
ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000
		RNAV 1.
		1. SIDs include noise abatement routings. 2. Non RNAV 1 equipped ACFT shall inform FIUMICINO Tower at start-up. 3. WARNING: Close-in obstacles.

SOSAK 5A [SOSA5A], SOSAK 5D [SOSA5D], XIBRI 5A [XIBR5A]
RNAV INITIAL CLIMB
(RWY 25)

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



Suggested minimum climb gradient
7.0% (425 FT/NM) until passing 500.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	INITIAL CLIMB/ROUTING
SOSAK 5A	(410+) - RF777 (K200-) - RF787 (K200-) - RF789 (K200-) - SOSAK (3000+).
SOSAK 5D By ATC	(410+) - RF777 (K200-) - RF786 (K200-) - SOSAK (3000+).
XIBRI 5A	(410+) - RF777 (K200-) - RF786 (K200-) - XIBRI (3000+).

CHANGES: New chart (chart reindexed).

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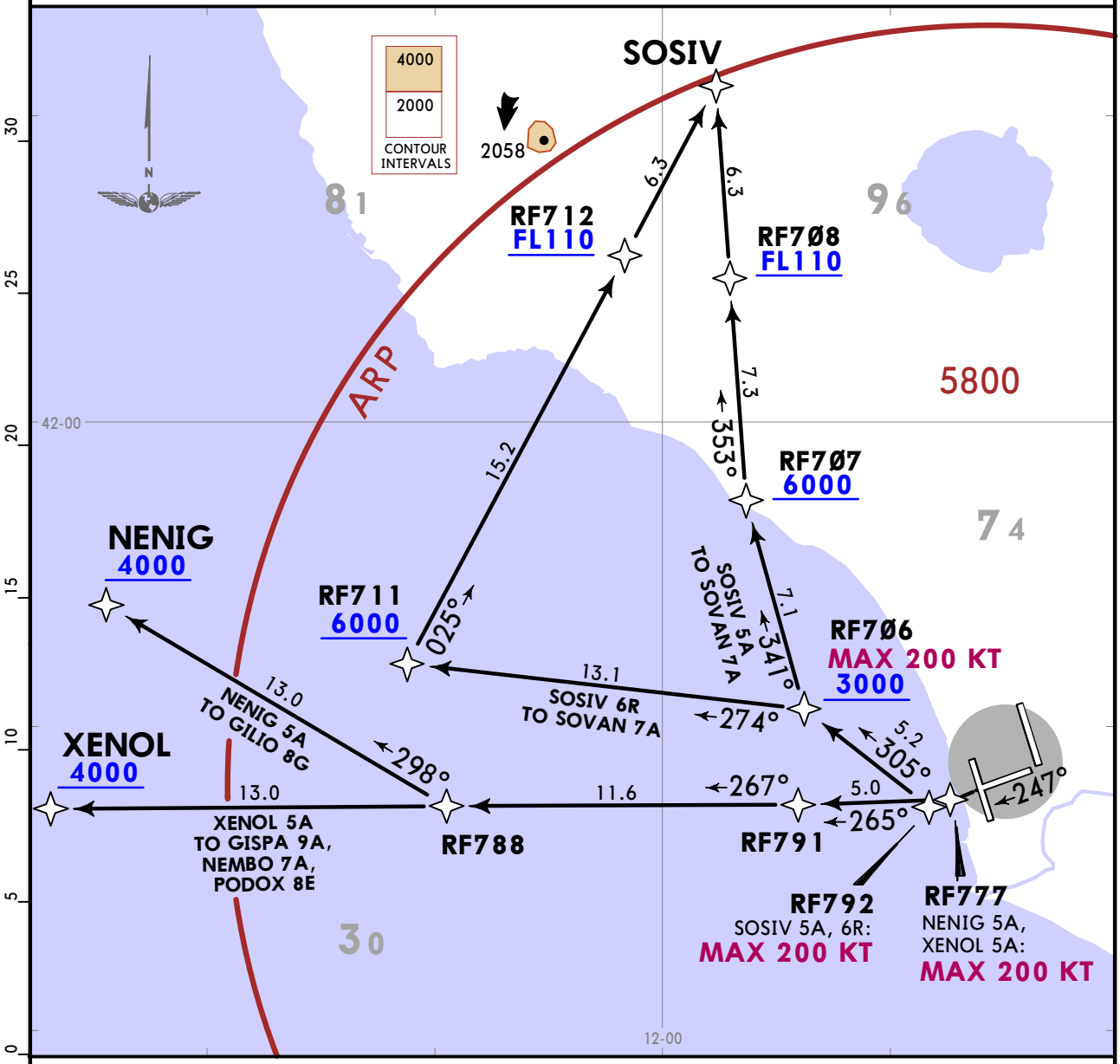
ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000 1. RNAV 1. 2. SIDs include noise abatement routings. 3. Non RNAV-1 equipped ACFT shall inform Fiumicino Tower at start-up. 4. EXPECT close-in obstacles.

NENIG 5A [NENI5A]
SOSIV 5A [SOSI5A], SOSIV 6R [SOSI6R]
XENOL 5A [XENO5A]
RWY 25 RNAV INITIAL CLIMB

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



Suggested minimum climb gradient
425 per NM (7.0%) until passing 500.

Gnd speed-KT	75	100	150	200	250	300
425 per NM	531	708	1063	1417	1771	2125

SID	INITIAL CLIMB/ROUTING
NENIG 5A	(410+) - RF777 (K200-) - RF791 - RF788 - NENIG (4000+).
SOSIV 5A	(410+) - RF792 (K200-) - RF706 (K200-; 3000+) - RF707 (6000+) - RF708 (FL110+) - SOSIV.
SOSIV 6R By ATC	(410+) - RF792 (K200-) - RF706 (K200-; 3000+) - RF711 (6000+) - RF712 (FL110+) - SOSIV.
XENOL 5A	(410+) - RF777 (K200-) - RF791 - RF788 - XENOL (4000+).

CHANGES: Note 4 added.

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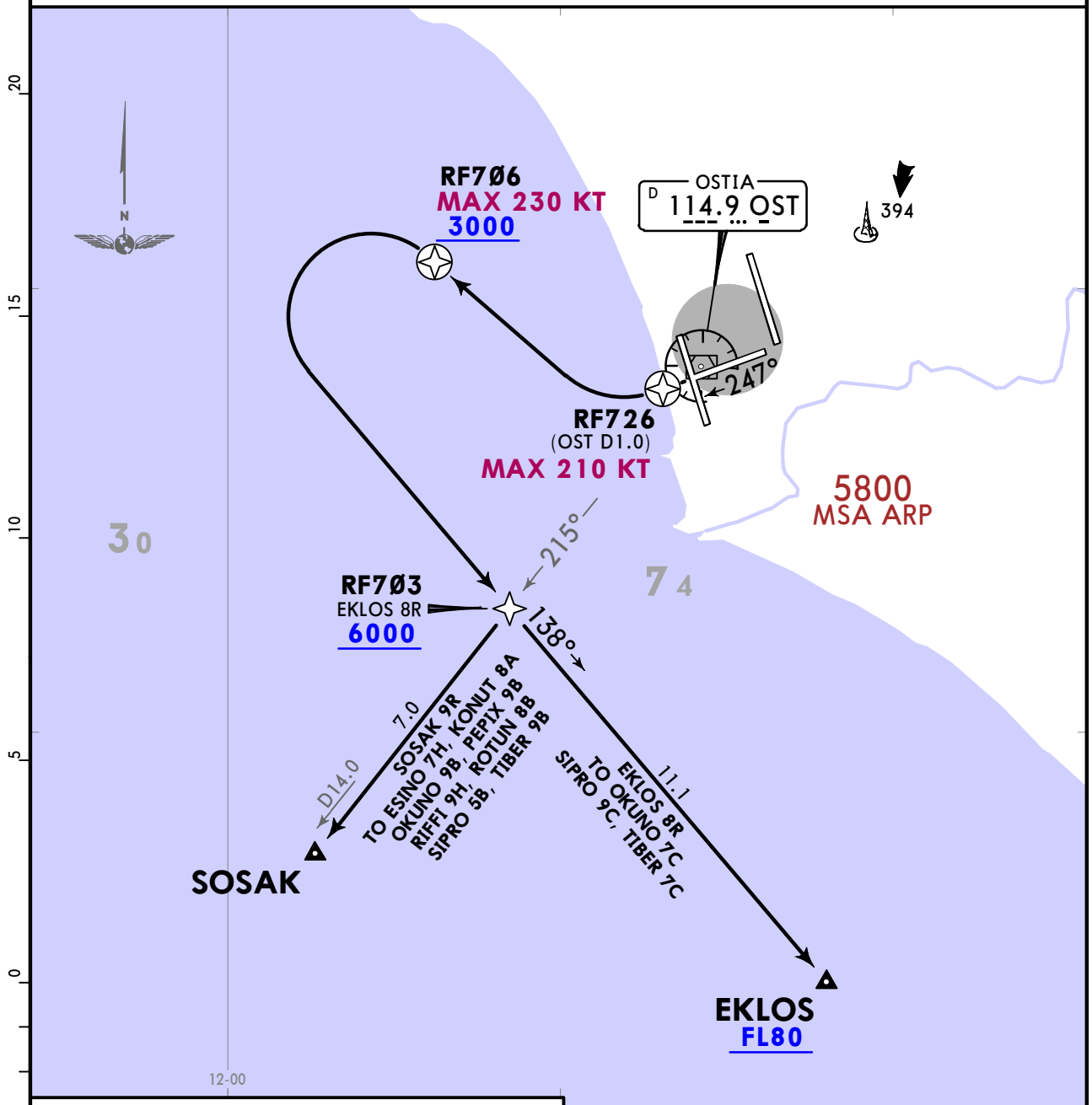
ROMA Departure (APP)	Apt Elev	
130.9	14	Trans alt: 6000 1. RNAV-1. 2. SIDs include noise abatement routings. 3. Non RNAV-1 equipped ACFT shall inform Fiumicino Tower at start-up. 4. EXPECT close-in obstacles.

EKLOS 8R [EKLO8R], SOSAK 9R [SOSA9R]
RWY 25 RNAV INITIAL CLIMB
BY ATC

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



Suggested minimum climb gradient
410 per NM until passing 500.

Gnd speed-KT	75	100	150	200	250	300
410 per NM	513	683	1025	1367	1708	2050

SID	INITIAL CLIMB/ROUTING
EKLOS 8R	(410+) - RF726 (K210-) - RF706 (K230-; 3000+) - RF703 (6000+) - EKLOS (FL80+).
SOSAK 9R	(410+) - RF726 (K210-) - RF706 (K230-; 3000+) - RF703 - SOSAK.

CHANGES: Note 4 added.

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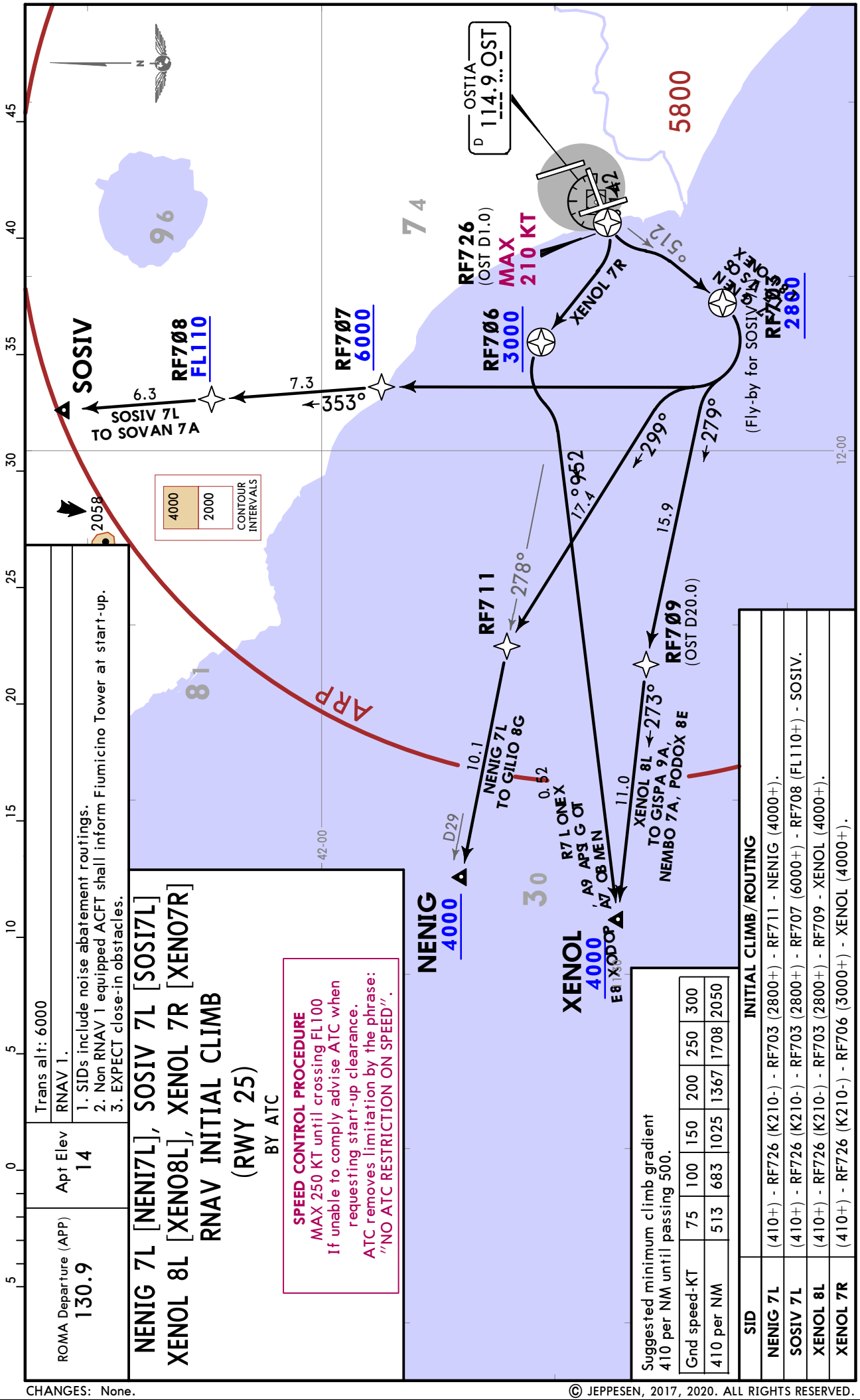

ROMA Departure (APP)
130.9

Apt Elev
14

Trans alt: 6000
RNAV 1.

1. SIDs include noise abatement routings.
2. Non RNAV 1 equipped ACFT shall inform Fiumicino Tower at start-up.
3. EXPECT close-in obstacles.

NENIG 7L [NENI7L], SOSIV 7L [SOSI7L]
XENOL 8L [XENO8L], XENOL 7R [XENO7R]
RNAV INITIAL CLIMB
(RWY 25)
BY ATC

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

Suggested minimum climb gradient
410 per NM until passing 500.

Gnd speed-KT	75	100	150	200	250	300
410 per NM	513	683	1025	1367	1708	2050

SID	INITIAL CLIMB/ROUTING
NENIG 7L	(410+) - RF726 (K210-) - RF703 (2800+) - RF711 - NENIG (4000+).
SOSIV 7L	(410+) - RF726 (K210-) - RF703 (2800+) - RF707 (6000+) - RF708 (FL110+) - SOSIV.
XENOL 8L	(410+) - RF726 (K210-) - RF703 (2800+) - RF709 - XENOL (4000+).
XENOL 7R	(410+) - RF726 (K210-) - RF706 (3000+) - XENOL (4000+).

CHANGES: None.

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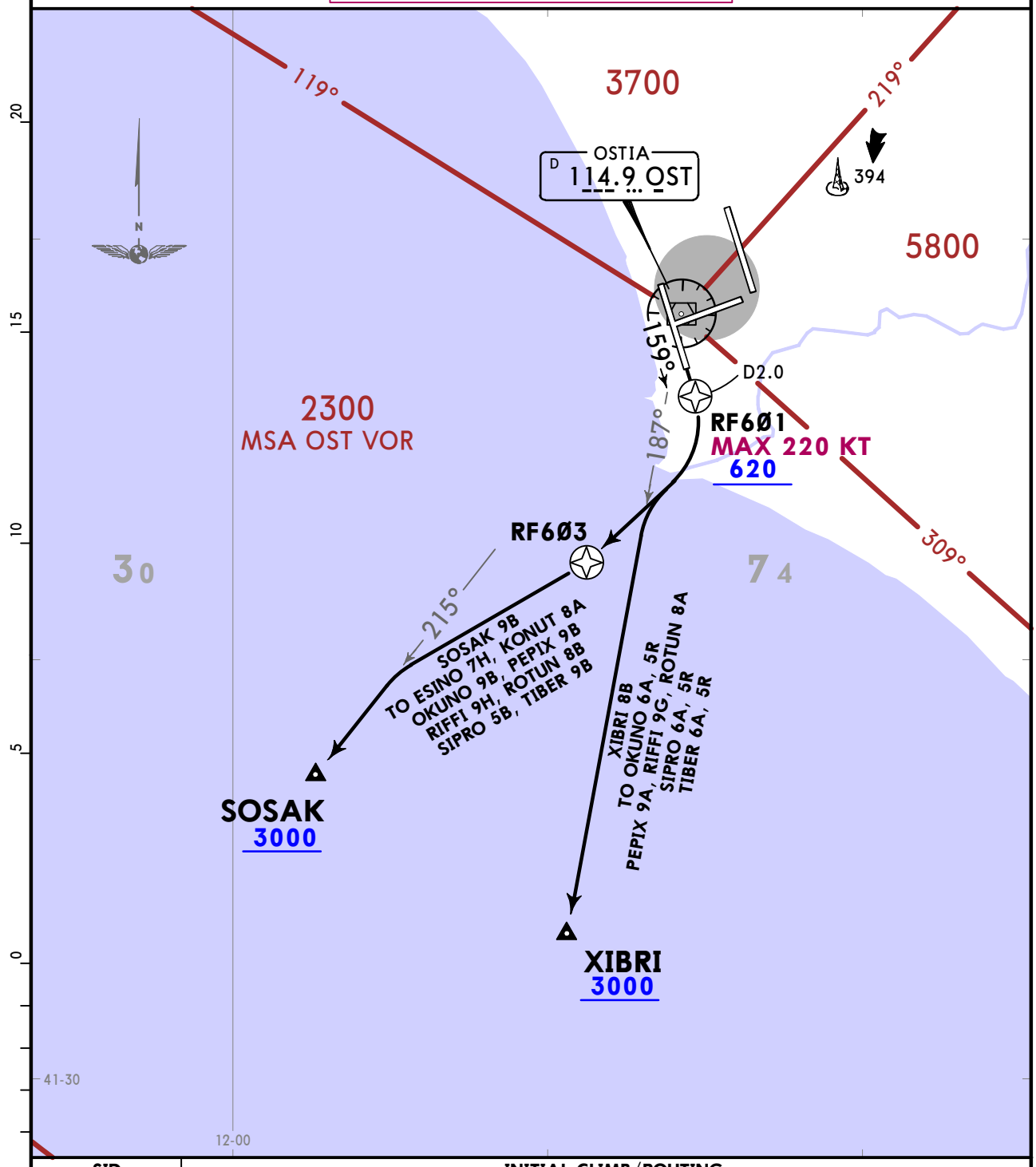
ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000 RNAV 1/Conventional. 1. SIDs include noise abatement routings. 2. Non RNAV 1 equipped ACFT shall inform Fiumicino Tower at start-up.

SOSAK 9B [SOSA9B], XIBRI 8B [XIBR8B]
INITIAL CLIMB PROCEDURES
(RWY 16R)

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



SID	INITIAL CLIMB/ROUTING
SOSAK 9B	Climb on runway heading to D2.0 OST, turn RIGHT, intercept OST R215 to SOSAK. **RNAV:** (410+) - RF601 (K220-;620+) - RF603 - SOSAK (3000+).
XIBRI 8B	Climb on runway heading to D2.0 OST, turn RIGHT, intercept OST R187 to XIBRI. **RNAV:** (410+) - RF601 (K220-;620+) - XIBRI (3000+).

CHANGES: Reissue.

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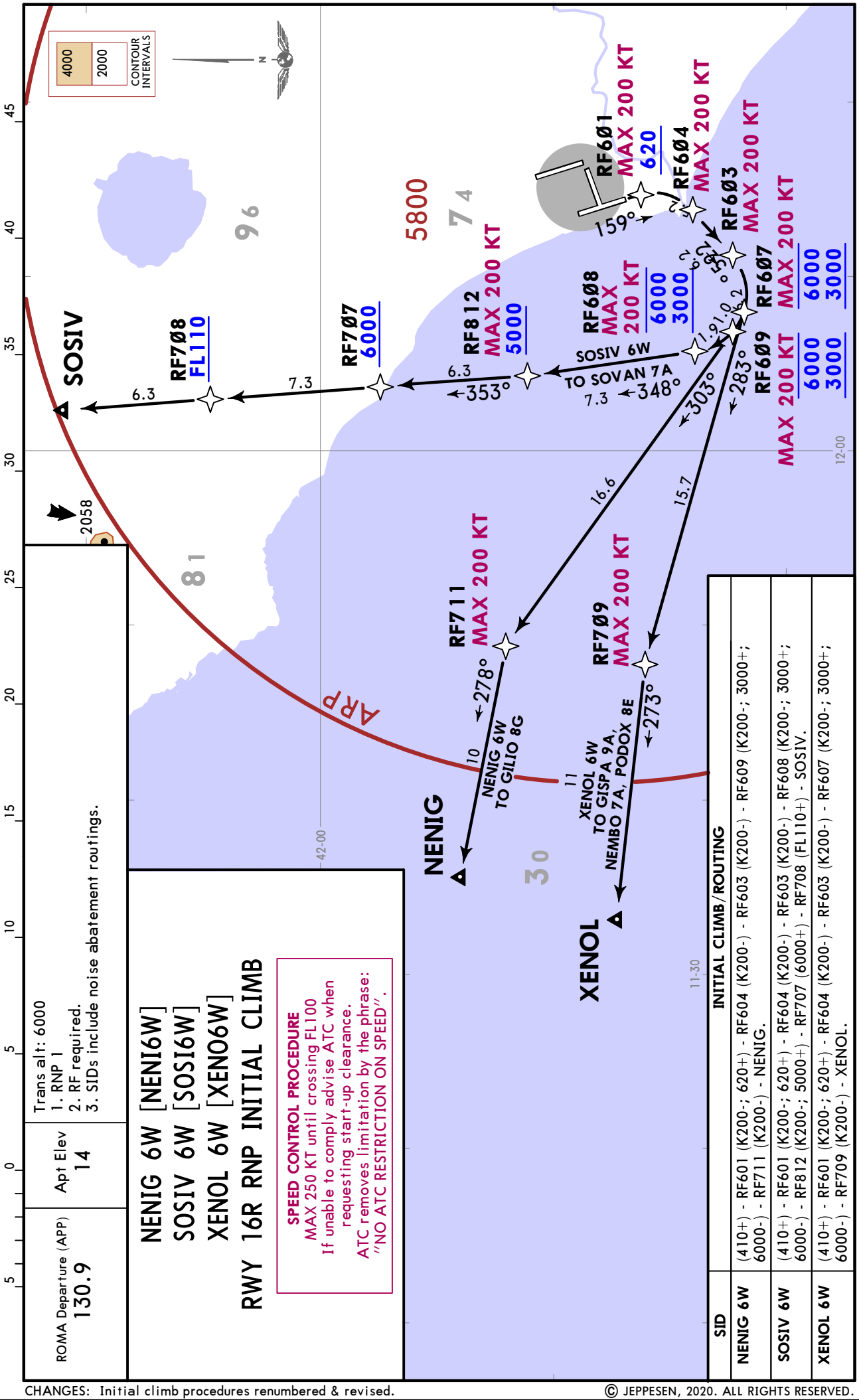

ROMA Departure (APP) 130.9

Apt Elev 14

Trans alt: 6000
1. RNP 1
2. RF required.
3. SIDs include noise abatement routings.

NENIG 6W [NENI6W]
SOSIV 6W [SOSI6W]
XENOL 6W [XENO6W]
RWY 16R RNP INITIAL CLIMB

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

SID	INITIAL CLIMB/ROUTING
NENIG 6W	(410+) - RF601 (K200-; 620+) - RF604 (K200-) - RF603 (K200-) - RF609 (K200-; 3000+; 6000-) - RF711 (K200-) - NENIG.
SOSIV 6W	(410+) - RF601 (K200-; 620+) - RF604 (K200-) - RF603 (K200-) - RF608 (K200-; 3000+; 6000-) - RF812 (K200-; 5000+) - RF707 (6000+) - RF708 (FL110+) - SOSIV.
XENOL 6W	(410+) - RF601 (K200-; 620+) - RF604 (K200-) - RF603 (K200-) - RF607 (K200-; 3000+; 6000-) - RF709 (K200-) - XENOL.

CHANGES: Initial climb procedures renumbered & revised.

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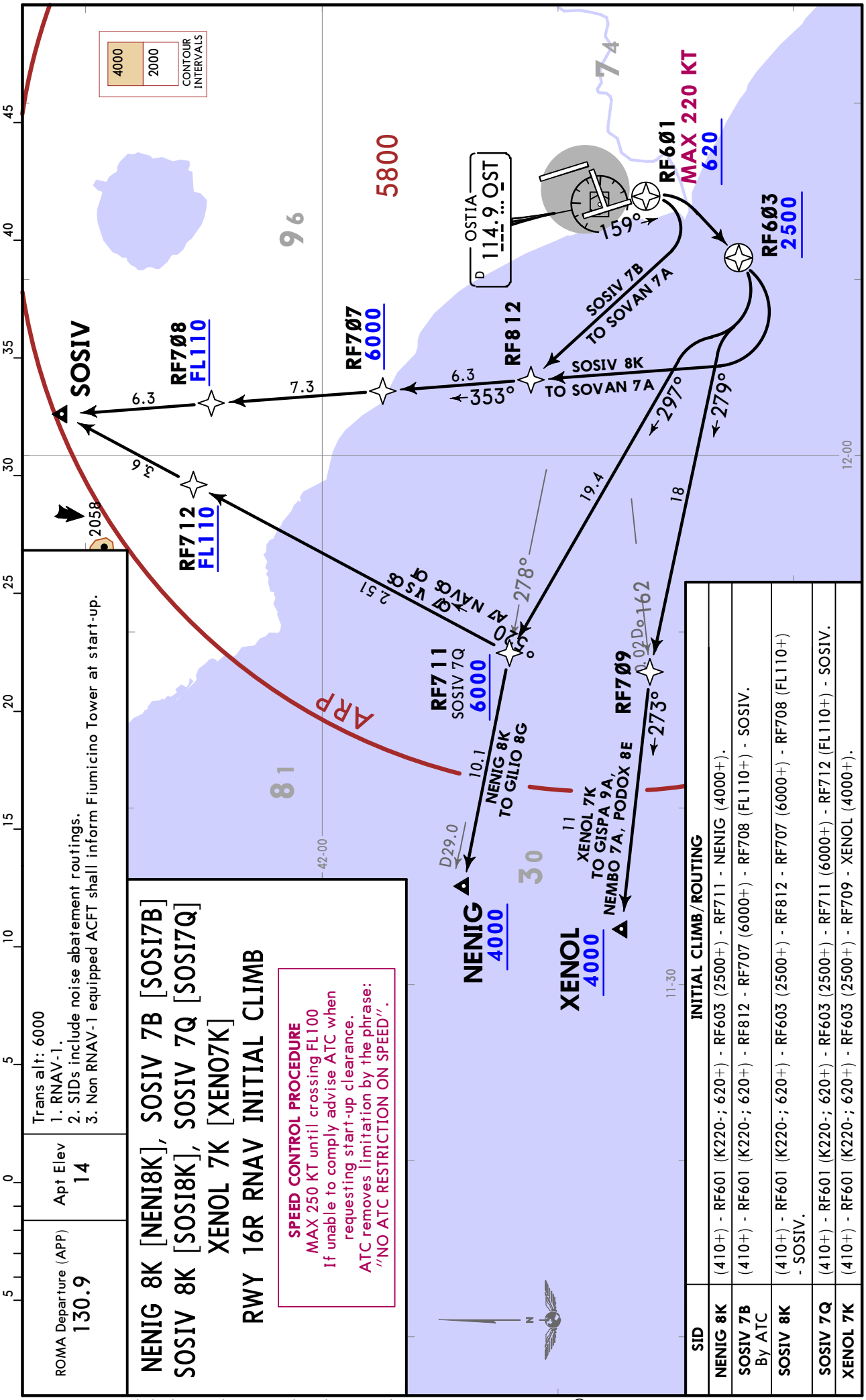
LIRF/FCO
FIUMICINO

JEPPESEN
15 MAY 20 (10-3H) Eff 21 May

ROME, ITALY
RNAV SID



ROMA Departure (APP) 130.9

Apt Elev 14

Trans alt: 6000
1. RNAV-1.
2. SIDs include noise abatement routings.
3. Non RNAV-1 equipped ACFT shall inform Fiumicino Tower at start-up.

NENIG 8K [NENI8K], SOSIV 7B [SOSI7B]
SOSIV 8K [SOSI8K], SOSIV 7Q [SOSI7Q]
XENOL 7K [XENO7K]
RWY 16R RNAV INITIAL CLIMB

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

SID	INITIAL CLIMB/ROUTING
NENIG 8K	(410+) - RF601 (K220-; 620+) - RF603 (2500+) - RF711 - NENIG (4000+).
SOSIV 7B By ATC	(410+) - RF601 (K220-; 620+) - RF812 - RF707 (6000+) - RF708 (FL110+) - SOSIV.
SOSIV 8K	(410+) - RF601 (K220-; 620+) - RF603 (2500+) - RF812 - RF707 (6000+) - RF708 (FL110+) - SOSIV.
SOSIV 7Q	(410+) - RF601 (K220-; 620+) - RF603 (2500+) - RF711 (6000+) - RF712 (FL110+) - SOSIV.
XENOL 7K	(410+) - RF601 (K220-; 620+) - RF603 (2500+) - RF709 - XENOL (4000+).

CHANGES: Initial climb procedures renumbered & revised.

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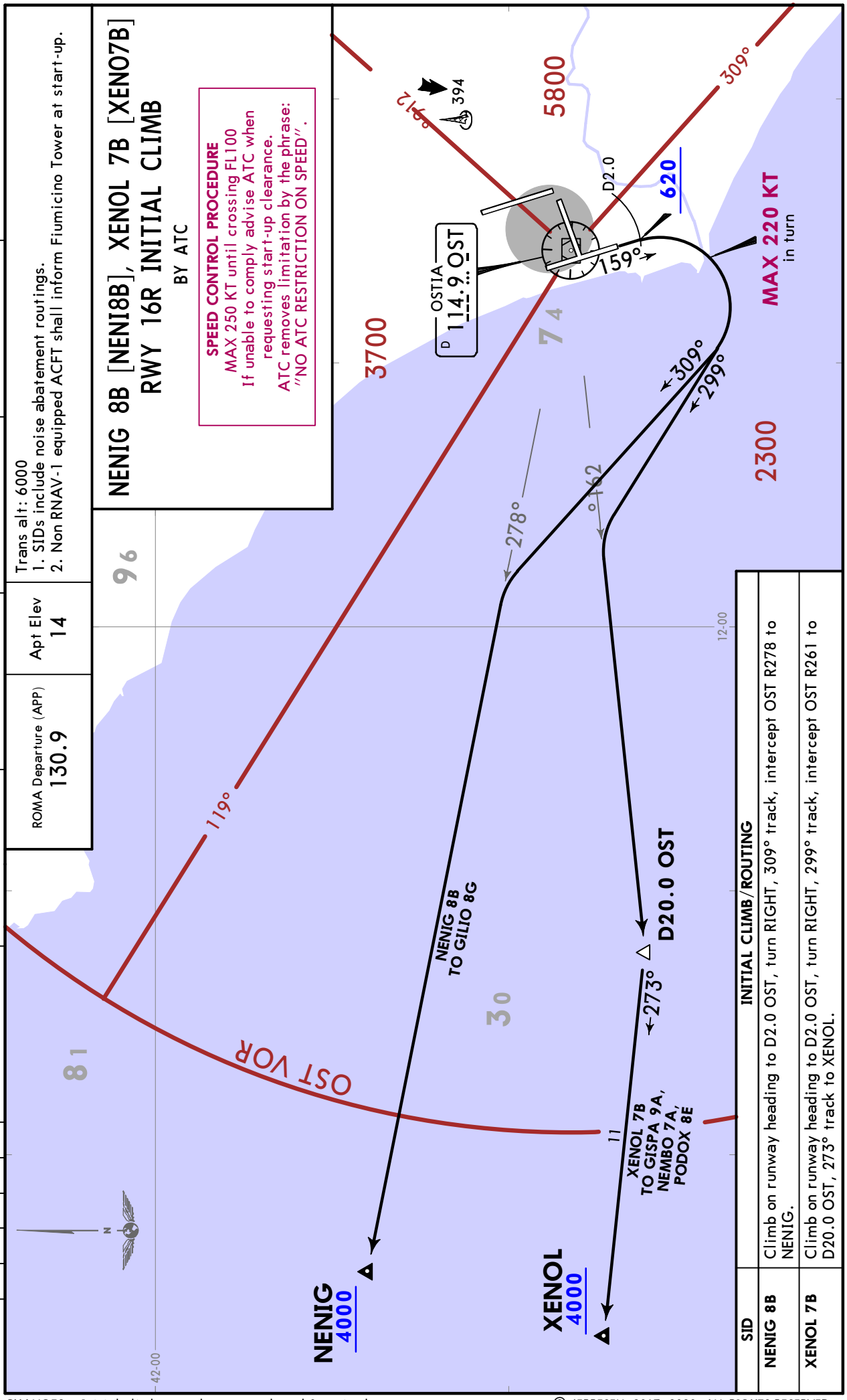
NENIG 8B [NENI8B], XENOL 7B [XENO7B]
RWY 16R INITIAL CLIMB
BY ATC

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

Trans alt: 6000
1. SIDs include noise abatement routings.
2. Non RNAV-1 equipped ACFT shall inform Fiumicino Tower at start-up.

ROMA Departure (APP) 130.9	Apt Elev 14



SID	INITIAL CLIMB/ROUTING
NENIG 8B	Climb on runway heading to D2.0 OST, turn RIGHT, 309° track, intercept OST R278 to NENIG.
XENOL 7B	Climb on runway heading to D2.0 OST, turn RIGHT, 299° track, intercept OST R261 to D20.0 OST, 273° track to XENOL.

CHANGES: Initial climb procedures renumbered & revised.

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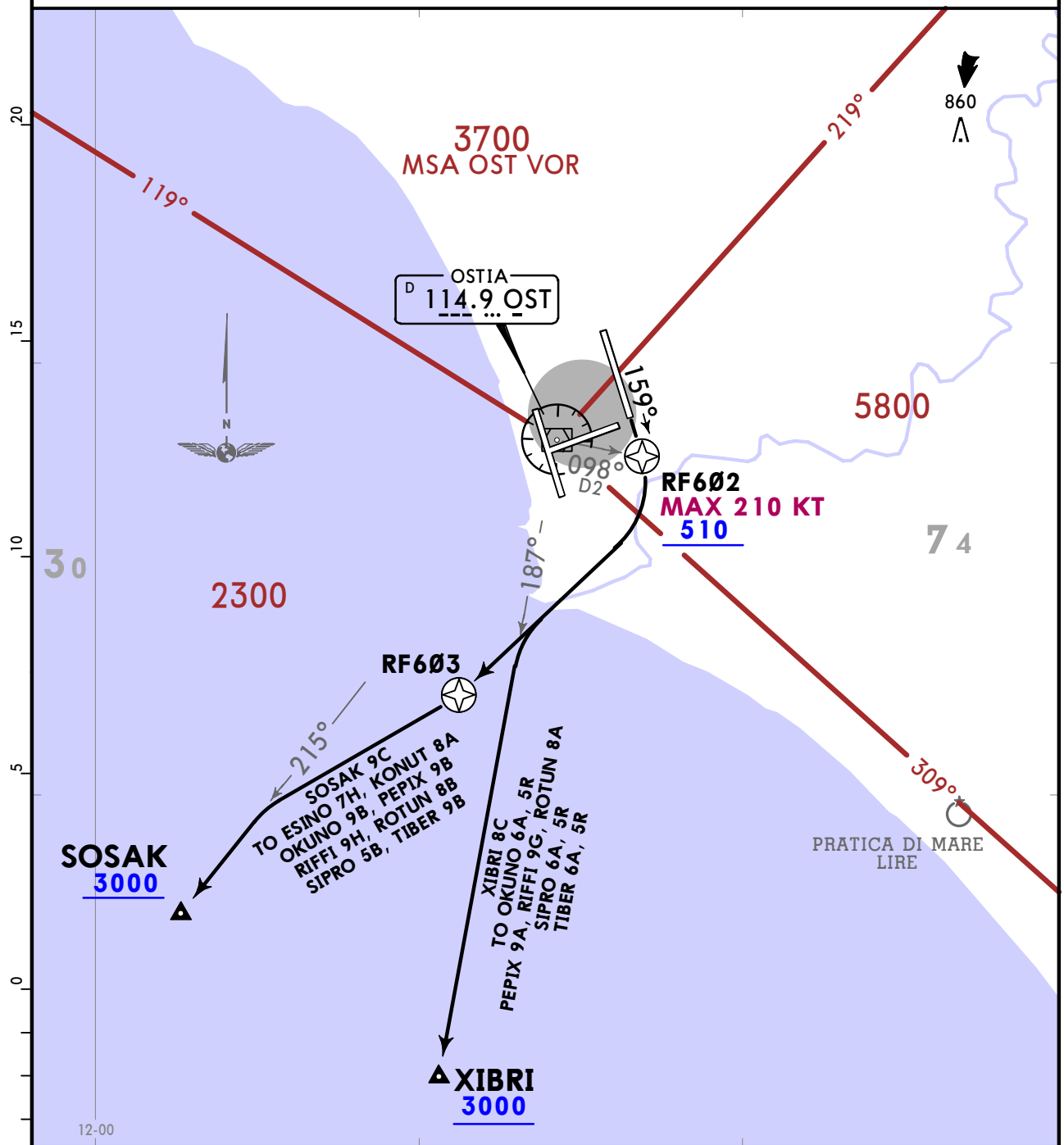
ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000 1. RNAV-1/Conventional. 2. SIDs include noise abatement routings. 3. Non RNAV-1 equipped ACFT shall inform Fiumicino Tower at start-up.

SOSAK 9C [SOSA9C], XIBRI 8C [XIBR8C]
RWY 16L INITIAL CLIMB

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



SID	INITIAL CLIMB/ROUTING
SOSAK 9C	Climb on runway heading, when passing OST R098, turn RIGHT, intercept OST R215 to SOSAK. **RNAV:** (410+) - RF602 (K210-;510+) - RF603 - SOSAK (3000+).
XIBRI 8C	Climb on runway heading, when passing OST R098, turn RIGHT, intercept OST R187 to XIBRI. **RNAV:** (410+) - RF602 (K210-;510+) - XIBRI (3000+).

CHANGES: Initial climb procedures renumbered & revised.

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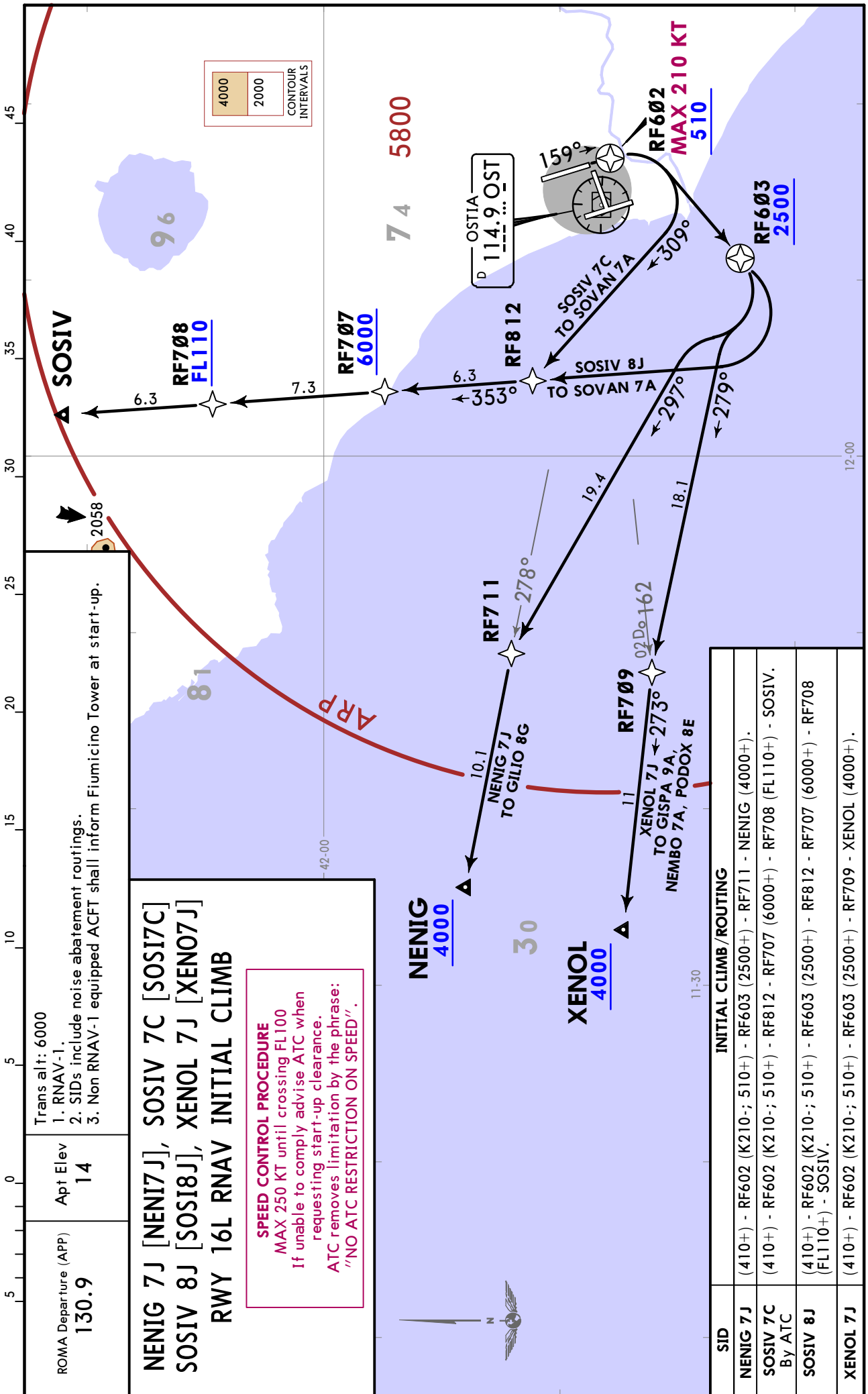
LIRF/FCO
FIUMICINO

JEPPESEN
15 MAY 20 | 10-3L | Eff 21 May

ROME, ~~ITALY~~
RNAV SID



ROMA Departure (APP)
130.9

Apt Elev
14

Trans alt: 6000
1. RNAV-1.
2. SIDs include noise abatement routings.
3. Non RNAV-1 equipped ACFT shall inform Fiumicino Tower at start-up.

NENIG 7J [NENI7J], SOSIV 7C [SOSI7C]
SOSIV 8J [SOSI8J], XENOL 7J [XENO7J]
RWY 16L RNAV INITIAL CLIMB

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

SID	INITIAL CLIMB/ROUTING
NENIG 7J	(410+) - RF602 (K210-; 510+) - RF603 (2500+) - RF711 - NENIG (4000+).
SOSIV 7C By ATC	(410+) - RF602 (K210-; 510+) - RF812 - RF707 (6000+) - RF708 (FL110+) - SOSIV.
SOSIV 8J	(410+) - RF602 (K210-; 510+) - RF603 (2500+) - RF812 - RF707 (6000+) - RF708 (FL110+) - SOSIV.
XENOL 7J	(410+) - RF602 (K210-; 510+) - RF603 (2500+) - RF709 - XENOL (4000+).

CHANGES: Initial climb procedures renumbered & revised.

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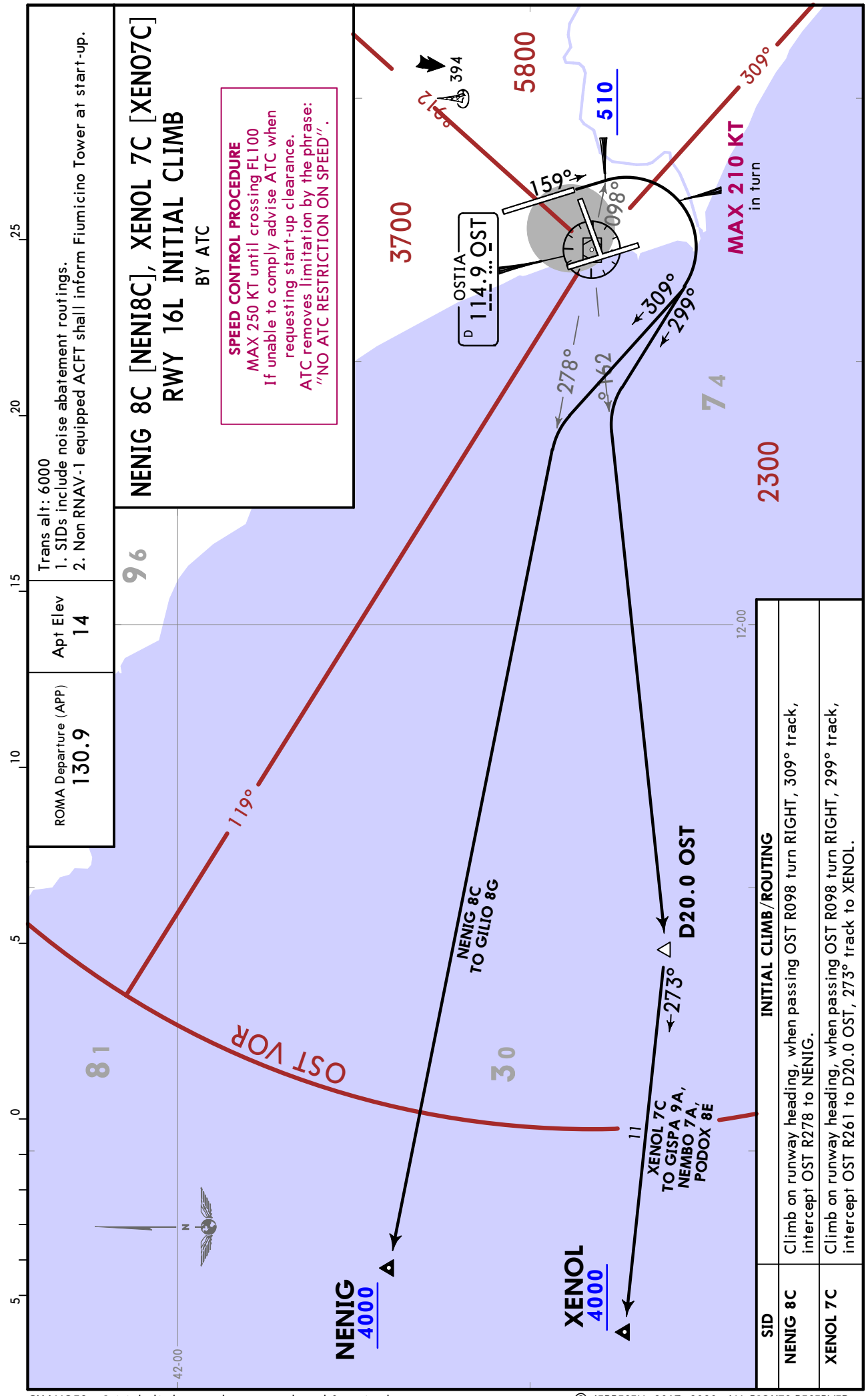
NENIG 8C [NENI8C], XENOL 7C [XENO7C]
RWY 16L INITIAL CLIMB
BY ATC

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

Trans alt: 6000
1. SIDs include noise abatement routings.
2. Non RNAV-1 equipped ACFT shall inform Fiumicino Tower at start-up.

ROMA Departure (APP)	Apt Elev
130.9	14



SID	INITIAL CLIMB/ROUTING
NENIG 8C	Climb on runway heading, when passing OST R098 turn RIGHT, 309° track, intercept OST R278 to NENIG.
XENOL 7C	Climb on runway heading, when passing OST R098 turn RIGHT, 299° track, intercept OST R261 to D20.0 OST, 273° track to XENOL.

CHANGES: Initial climb procedures renumbered & revised.

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JEPPESEN
30 OCT 20 (10-3N) Eff 5 Nov

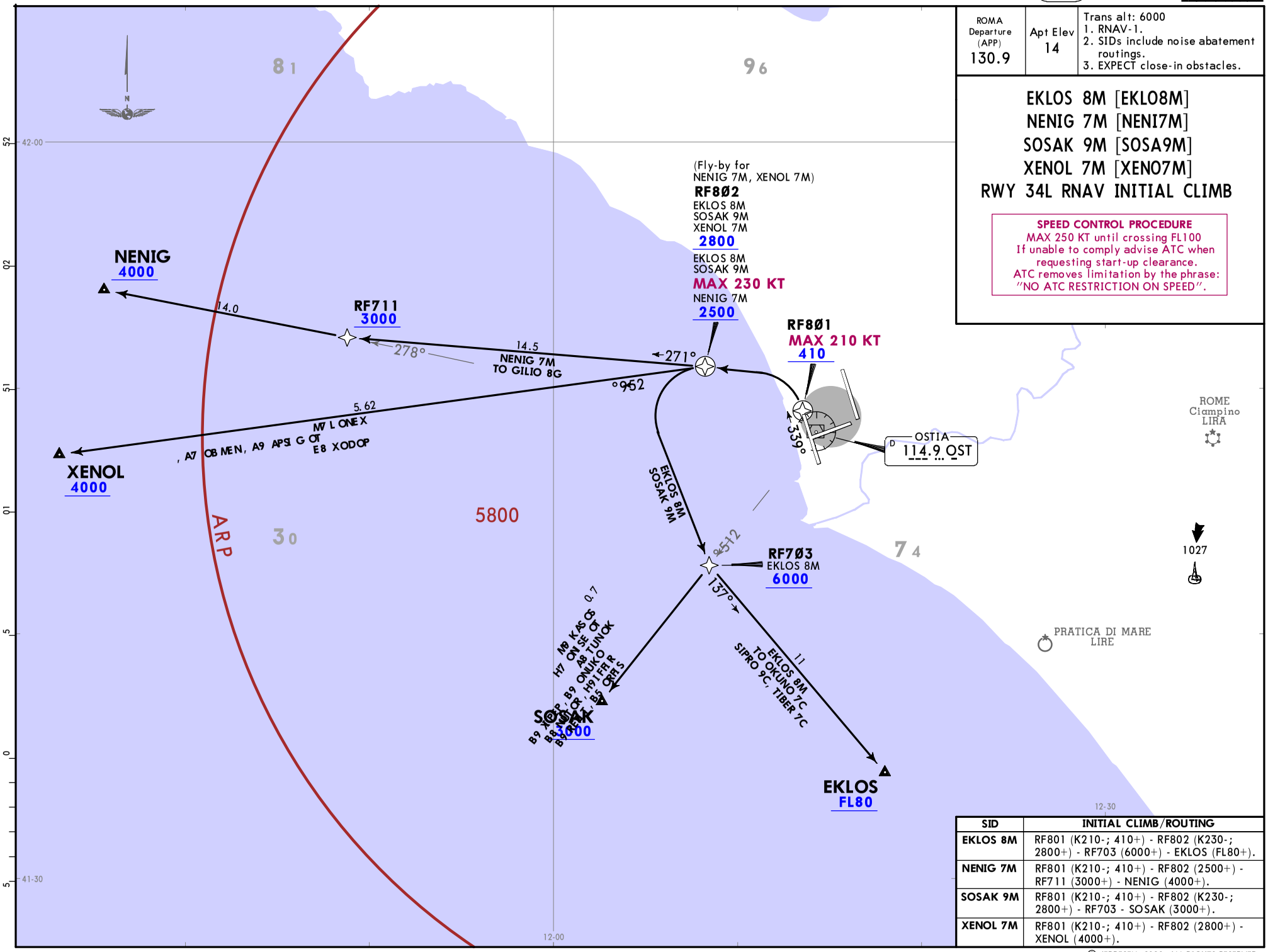
ROME, ITALY

RNAV SID

ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000 1. RNAV-1. 2. SIDs include noise abatement routings. 3. EXPECT close-in obstacles.

EKLOS 8M [EKLO8M]
NENIG 7M [NENI7M]
SOSAK 9M [SOSA9M]
XENOL 7M [XENO7M]
RWY 34L RNAV INITIAL CLIMB

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



SID	INITIAL CLIMB/ROUTING
EKLOS 8M	RF801 (K210-; 410+) - RF802 (K230-; 2800+) - RF703 (6000+) - EKLOS (FL80+).
NENIG 7M	RF801 (K210-; 410+) - RF802 (2500+) - RF711 (3000+) - NENIG (4000+).
SOSAK 9M	RF801 (K210-; 410+) - RF802 (K230-; 2800+) - RF703 - SOSAK (3000+).
XENOL 7M	RF801 (K210-; 410+) - RF802 (2800+) - XENOL (4000+).

CHANGES: Note 3 added.

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JEPPESEN
30 OCT 20 | 10-3P | Eff 5 Nov

ROME, ITALY

SID

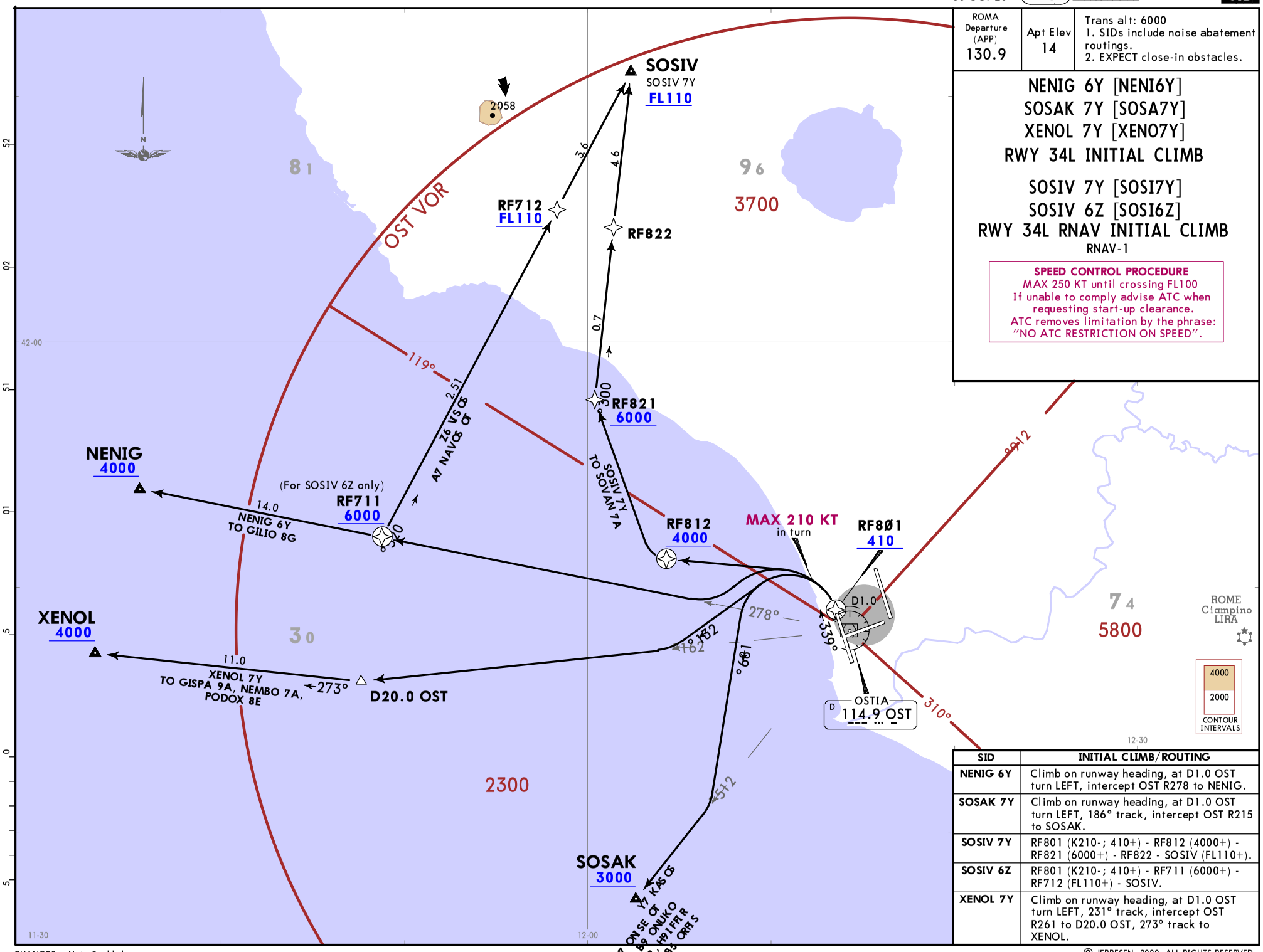
ROMA Departure (APP)	Apt Elev	Trans alt: 6000
130.9	14	1. SIDs include noise abatement routings. 2. EXPECT close-in obstacles.

NENIG 6Y [NENI6Y]
SOSAK 7Y [SOSA7Y]
XENOL 7Y [XENO7Y]
RWY 34L INITIAL CLIMB

SOSIV 7Y [SOSI7Y]
SOSIV 6Z [SOSI6Z]
RWY 34L RNAV INITIAL CLIMB

RNAV-1

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



SID	INITIAL CLIMB/ROUTING
NENIG 6Y	Climb on runway heading, at D1.0 OST turn LEFT, intercept OST R278 to NENIG.
SOSAK 7Y	Climb on runway heading, at D1.0 OST turn LEFT, 186° track, intercept OST R215 to SOSAK.
SOSIV 7Y	RF801 (K210-; 410+) - RF812 (4000+) - RF821 (6000+) - RF822 - SOSIV (FL110+).
SOSIV 6Z	RF801 (K210-; 410+) - RF711 (6000+) - RF712 (FL110+) - SOSIV.
XENOL 7Y	Climb on runway heading, at D1.0 OST turn LEFT, 231° track, intercept OST R261 to D20.0 OST, 273° track to XENOL.

CHANGES: Note 2 added.

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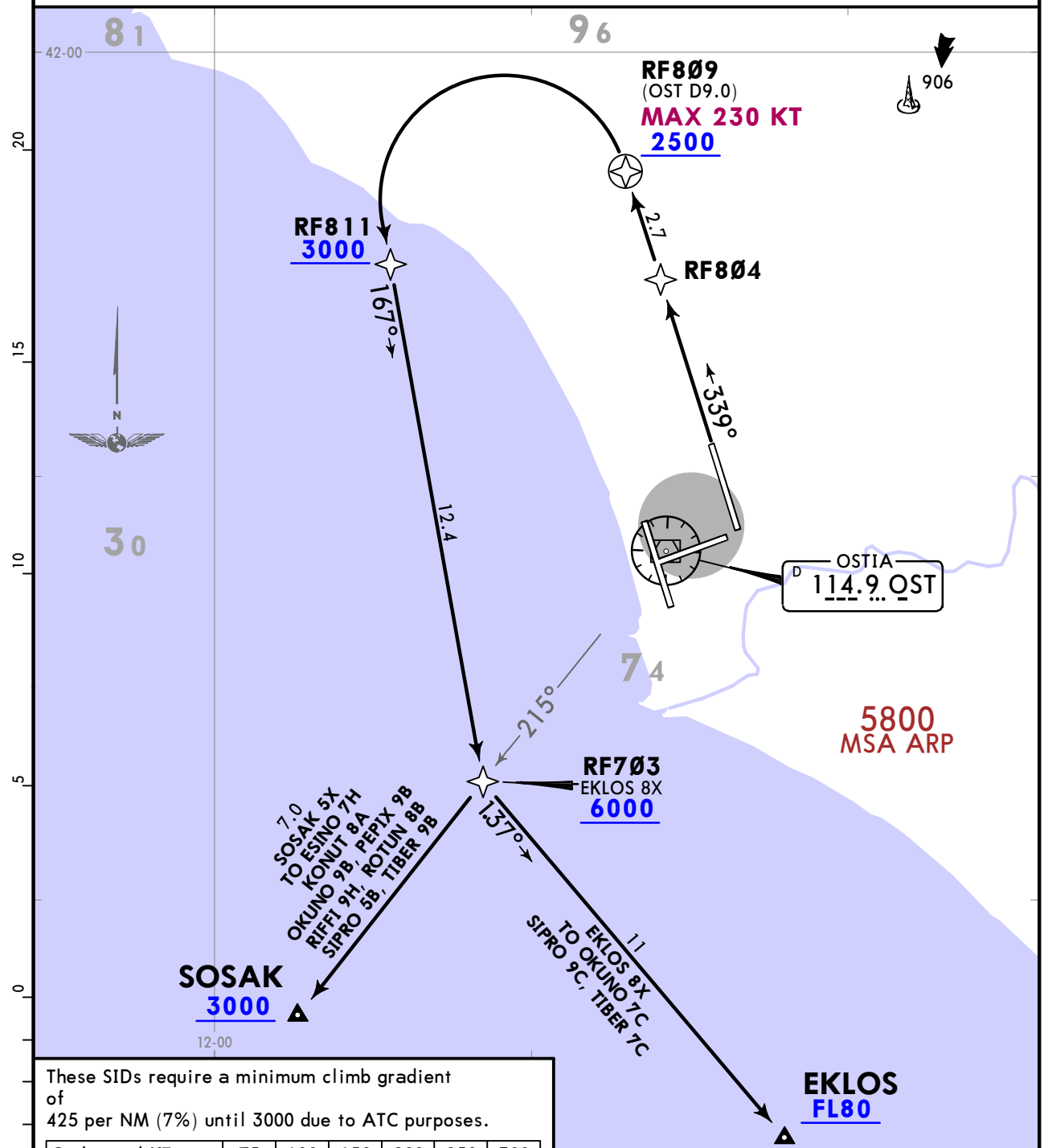
ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000 1. RNAV-1. 2. SIDs include noise abatement routings. 3. EXPECT close-in obstacles.

EKLOS 8X [EKLO8X]
SOSAK 5X [SOSA5X]
RWY 34R RNAV INITIAL CLIMB

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



These SIDs require a minimum climb gradient of
425 per NM (7%) until 3000 due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
425 per NM	531	708	1063	1417	1771	2125

If unable to comply advise ATC as soon as possible.

SID	INITIAL CLIMB/ROUTING
EKLOS 8X	(420+) - RF804 - RF809 (K230-; 2500+) - RF811 (3000+) - RF703 (6000+) - EKLOS (FL80+).
SOSAK 5X	(420+) - RF804 - RF809 (K230-; 2500+) - RF811 (3000+) - RF703 - SOSAK (3000+).

CHANGES: Note 3 added.

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CHANGES: None.

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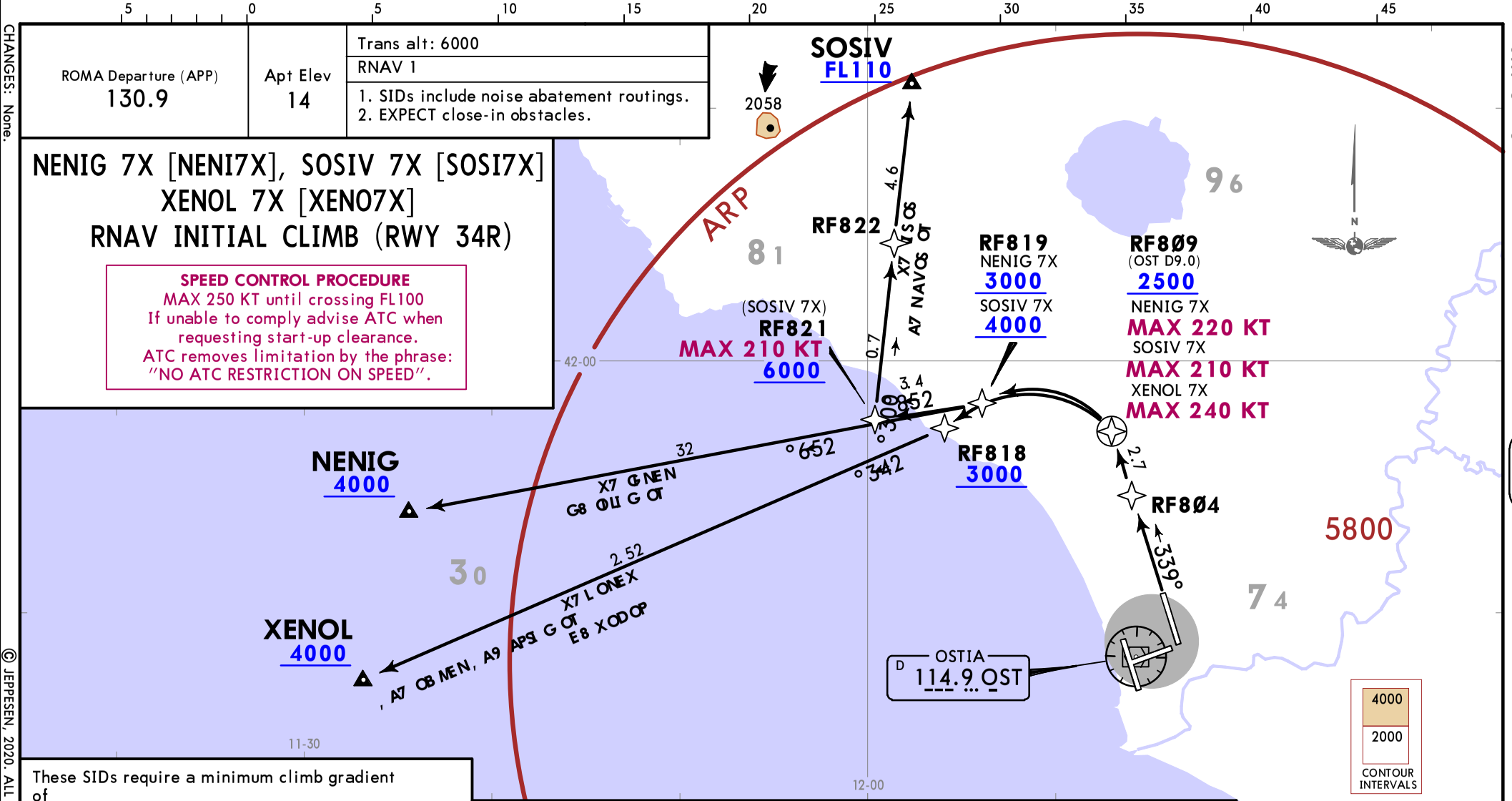
ROMA Departure (APP)	Apt Elev	Trans alt: 6000
130.9	14	RNAV 1
		1. SIDs include noise abatement routings. 2. EXPECT close-in obstacles.

NENIG 7X [NENI7X], SOSIV 7X [SOSI7X]
XENOL 7X [XENO7X]
RNAV INITIAL CLIMB (RWY 34R)

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



These SIDs require a minimum climb gradient of
7% until 3000 due to ATC purposes.

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

If unable to comply advise ATC as soon as possible.

SID	INITIAL CLIMB/ROUTING
NENIG 7X	(420+) - RF804 - RF809 (K220-; 2500+) - RF819 (3000+) - NENIG (4000+).
SOSIV 7X	(420+) - RF804 - RF809 (K210-; 2500+) - RF819 (4000+) - RF821 (K210-; 6000+) - RF822 - SOSIV (FL110+).
XENOL 7X	(420+) - RF804 - RF809 (K240-; 2500+) - RF818 (3000+) - XENOL (4000+).

LIRF/FCO
FIUMICINO

JEPPESEN
5 AUG 22
10-3S
Eff 11 Aug

ROME, ITALY
RNAV SID

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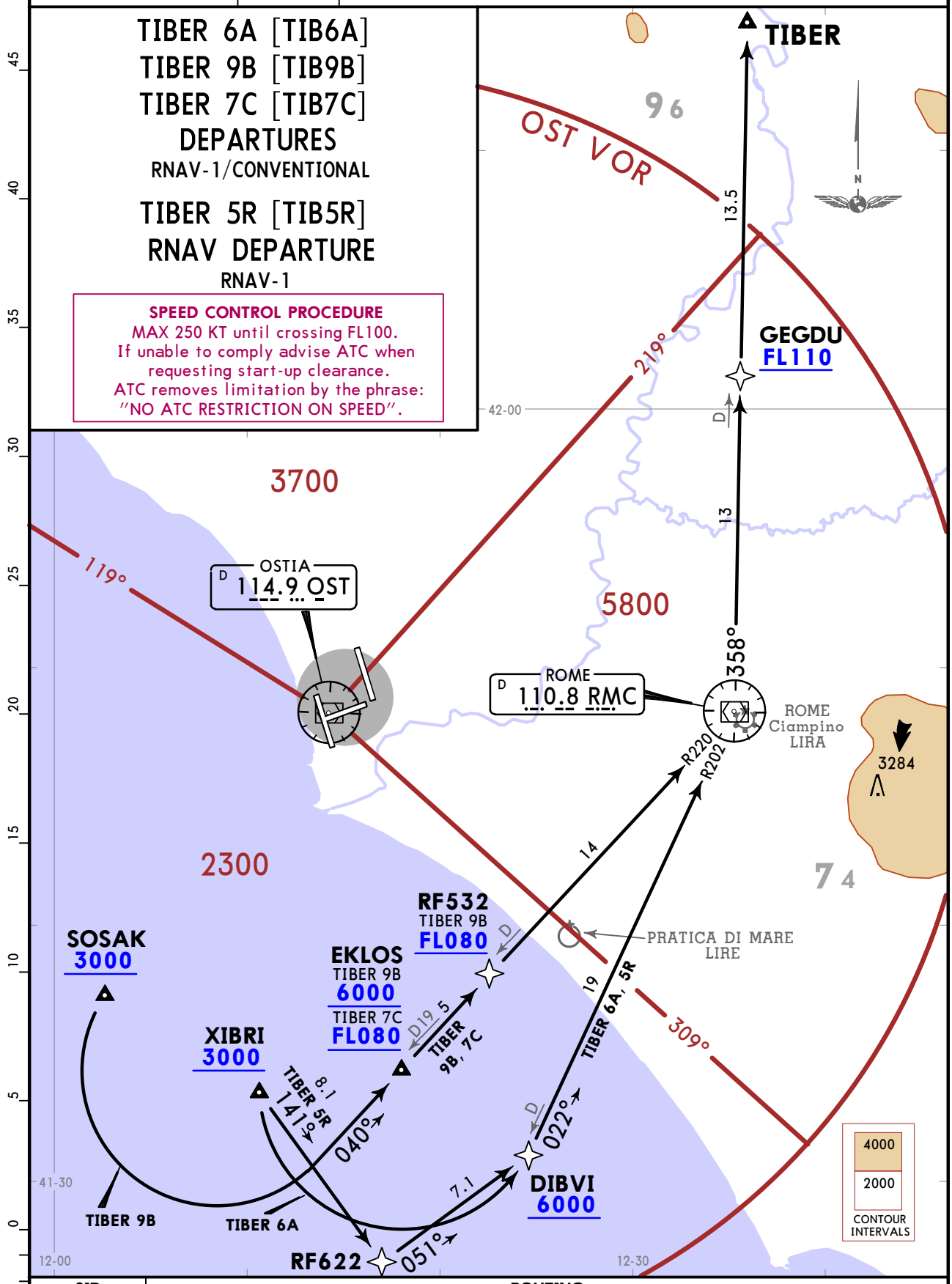
ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000 SIDs include noise abatement routings.

TIBER 6A [TIB6A]
TIBER 9B [TIB9B]
TIBER 7C [TIB7C]
DEPARTURES
RNAV-1/CONVENTIONAL

TIBER 5R [TIB5R]
RNAV DEPARTURE
RNAV-1

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



SID	ROUTING
TIBER 6A By ATC	At XIBRI turn LEFT, intercept RMC R202 inbound to RMC, RMC R358 to TIBER. **RNAV:** XIBRI (3000+) - DIBVI (6000+) - RMC - GEGDU (FL110+) - TIBER.
TIBER 9B	At SOSAK turn LEFT, intercept RMC R220 inbound to RMC, RMC R358 to TIBER. **RNAV:** SOSAK (3000+) - EKLOS (6000+) - RF532(FL080+) - RMC - GEGDU (FL110+) - TIBER.
TIBER 7C	At EKLOS intercept RMC R220 inbound to RMC, RMC R358 to TIBER. **RNAV:** EKLOS (FL080+) - RMC - GEGDU (FL110+) - TIBER.
TIBER 5R	XIBRI (3000+) - RF622 - DIBVI (6000+) - RMC - GEGDU (FL110+) - TIBER.

CHANGES: ROM VORDME replaced by RMC.

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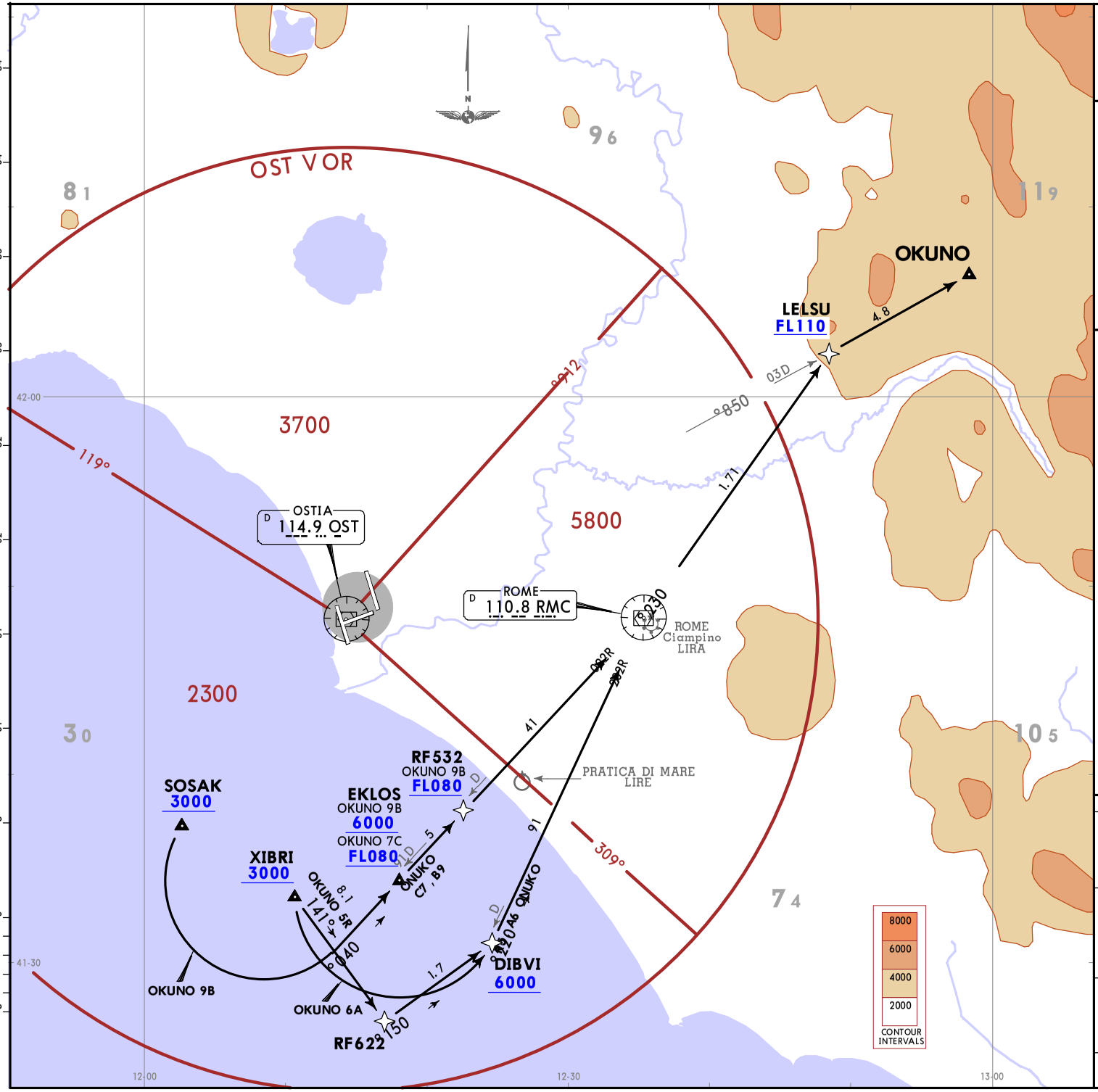

ROMA Departure (APP)	Apt Elev	
130.9	14	Trans alt: 6000 1. SIDs include noise abatement routings. 2. SIDs will be supplemented by altitude and/or flight level restrictions.

OKUNO 6A [OKU6A]
OKUNO 9B [OKU9B]
OKUNO 7C [OKU7C]
DEPARTURES
RNAV-1/CONVENTIONAL

OKUNO 5R [OKU5R]
RNAV DEPARTURE
RNAV-1

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

SID	ROUTING
OKUNO 6A By ATC	At XIBRI turn LEFT, intercept RMC R202 inbound to RMC, RMC R032, intercept OST R058 to OKUNO. **RNAV**: XIBRI (3000+) - DIBVI (6000+) - RMC - LELSU (FL110+) - OKUNO.
OKUNO 9B	At SOSAK turn LEFT, intercept RMC R220 inbound to RMC, RMC R032, intercept OST R058 to OKUNO. **RNAV**: SOSAK (3000+) - EKLOS (6000+) - RF532 (FL080+) - RMC - LELSU (FL110+) - OKUNO.
OKUNO 7C	At EKLOS intercept RMC R220 inbound to RMC, RMC R032, intercept OST R058 to OKUNO. **RNAV**: EKLOS (FL080+) - RMC - LELSU (FL110+) - OKUNO.
OKUNO 5R	XIBRI (3000+) - RF622 - DIBVI (6000+) - RMC - LELSU (FL110+) - OKUNO.

CHANGES: ROM VORDME replaced by RMC.

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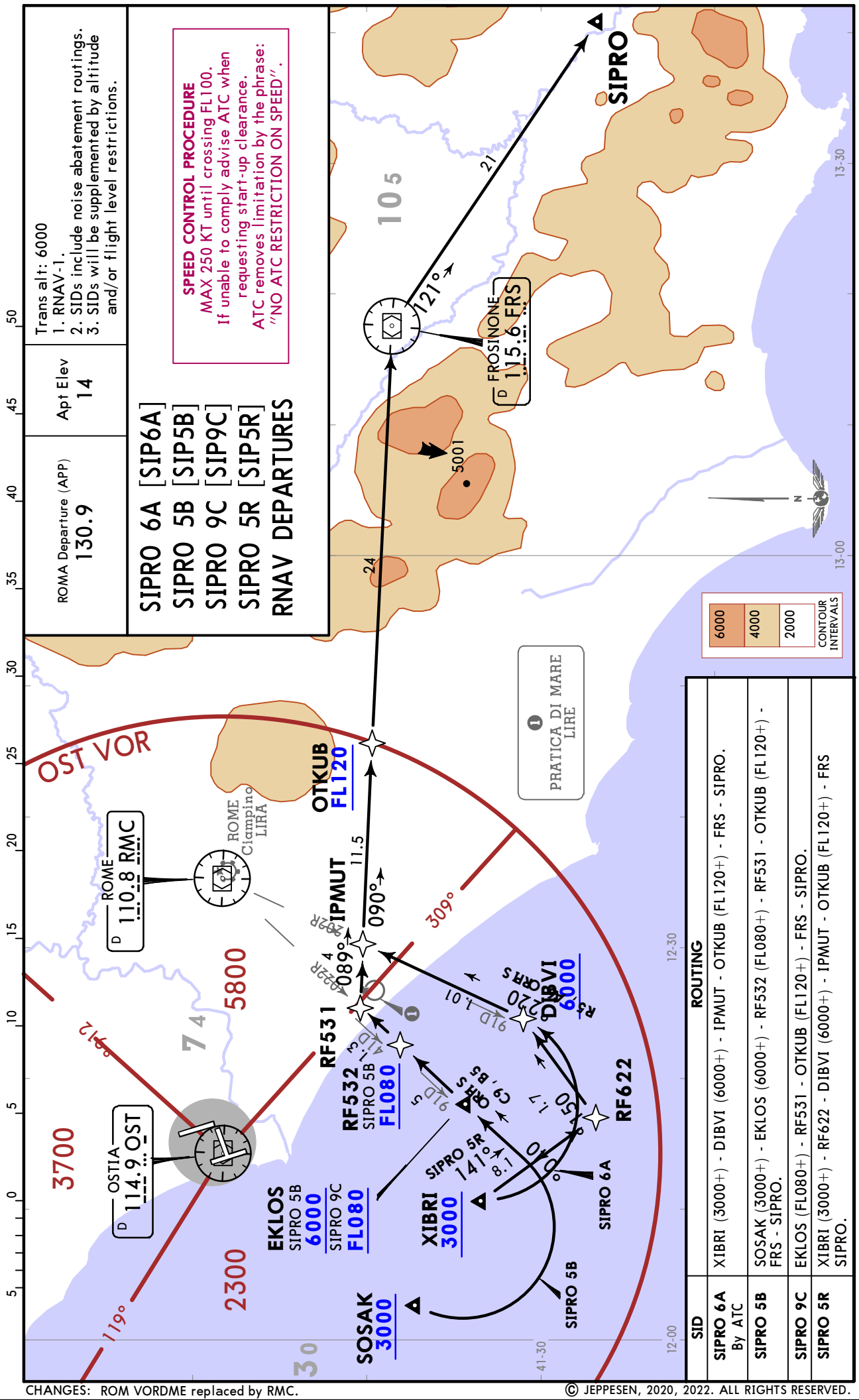
LIRF/FCO
FIUMICINO

JEPPESEN
5 AUG 22 (10-3V) Eff 11 Aug

ROME, ITALY
RNAV SID



CHANGES: ROM VORDME replaced by RMC.

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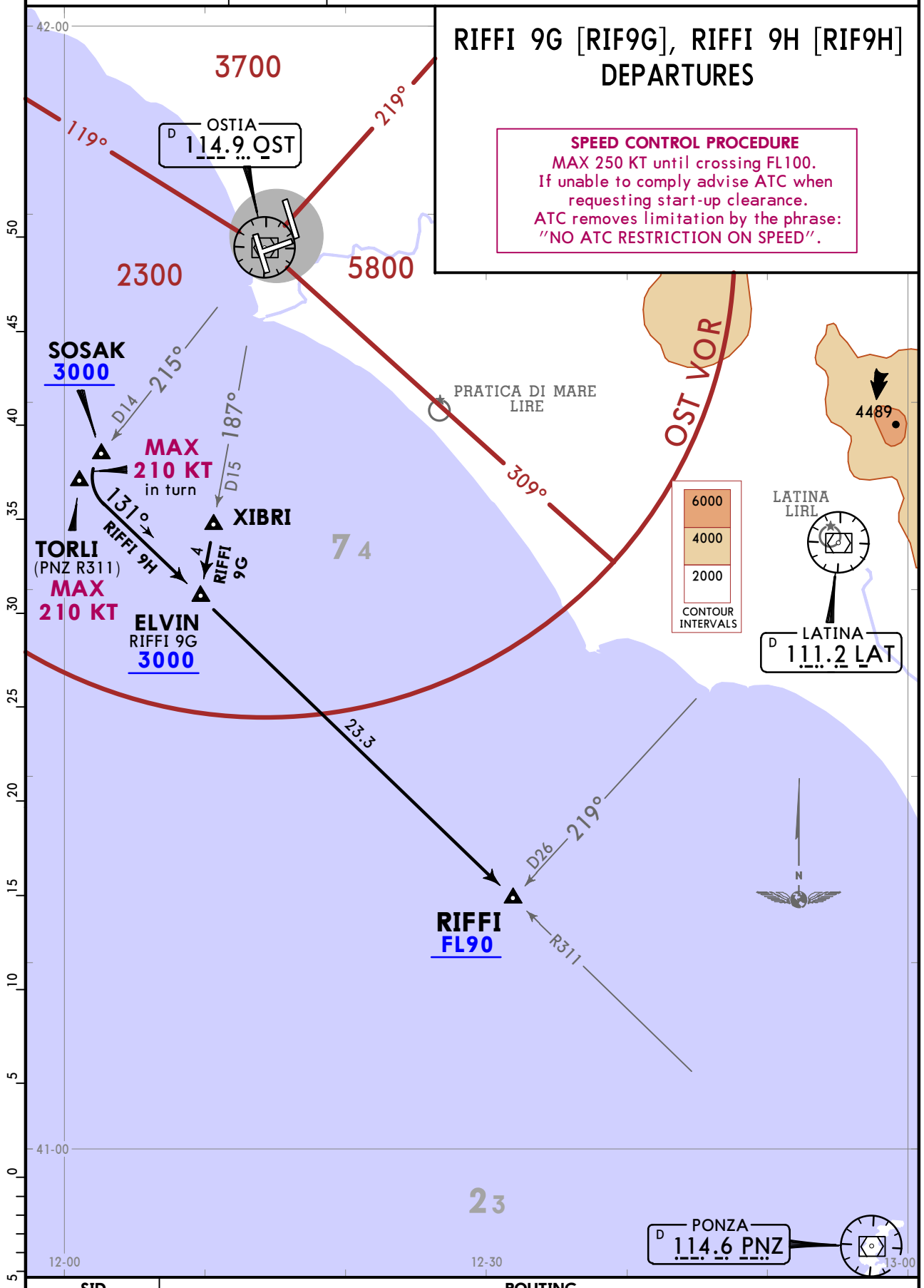
ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000 1. RNAV-1/Conventional. 2. SIDs include noise abatement routings. 3. SIDs will be supplemented by altitude and/or flight level restrictions.

RIFFI 9G [RIF9G], RIFFI 9H [RIF9H] DEPARTURES

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



SID	ROUTING
RIFFI 9G	On OST R187 via XIBRI to ELVIN, turn LEFT, intercept PNZ R311 inbound to RIFFI.
RIFFI 9H	At SOSAK turn LEFT, intercept PNZ R311 inbound to RIFFI. **RNAV**: SOSAK (3000+) - TORLI (K210-) - RIFFI (FL90+).

CHANGES: SIDs renumbered & revised; chart reindexed.

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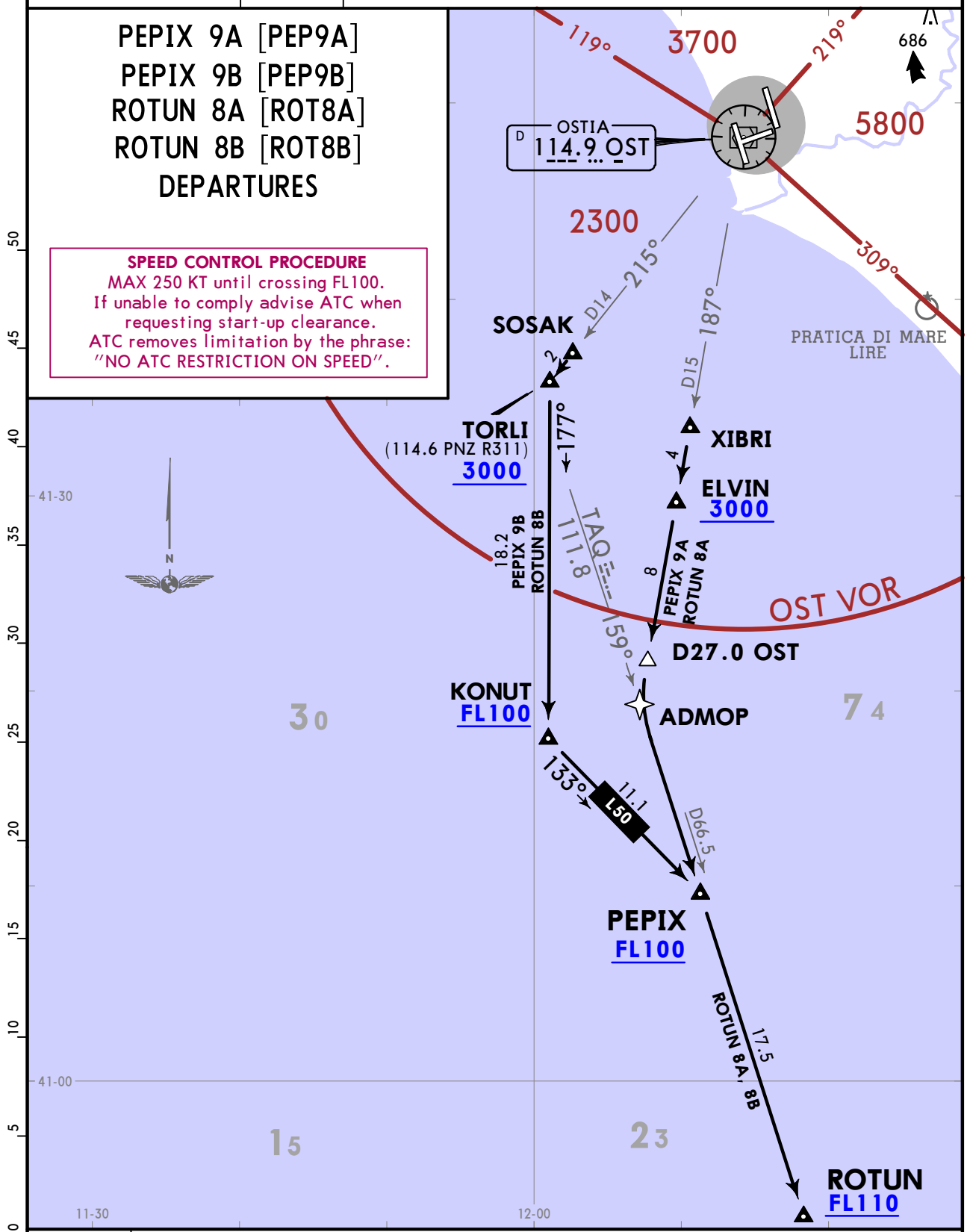
ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000 1. RNAV-1/Conventional. 2. SIDs include noise abatement routings. 3. SIDs will be supplemented by altitude and/or flight level restrictions.

PEPIX 9A [PEP9A]
PEPIX 9B [PEP9B]
ROTUN 8A [ROT8A]
ROTUN 8B [ROT8B]
DEPARTURES

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



SID	ROUTING
PEPIX 9A	On OST R187 via XIBRI and ELVIN to D27.0 OST, turn LEFT, intercept TAQ R159 to PEPIX. **RNAV:** XIBRI - ELVIN (3000+) - ADMOP - PEPIX (FL100+).
PEPIX 9B	On OST R215 via SOSAK to TORLI, turn LEFT, 177° track to KONUT, turn LEFT, join airway L-50 to PEPIX.
ROTUN 8A	On OST R187 via XIBRI and ELVIN to D27.0 OST, turn LEFT, intercept TAQ R159 via PEPIX to ROTUN.
ROTUN 8B	On OST R215 via SOSAK to TORLI, turn LEFT, 177° track to KONUT, turn LEFT, join airway L-50 to PEPIX, turn RIGHT, intercept TAQ R159 to ROTUN.

CHANGES: SIDs renumbered & revised; chart reindexed.

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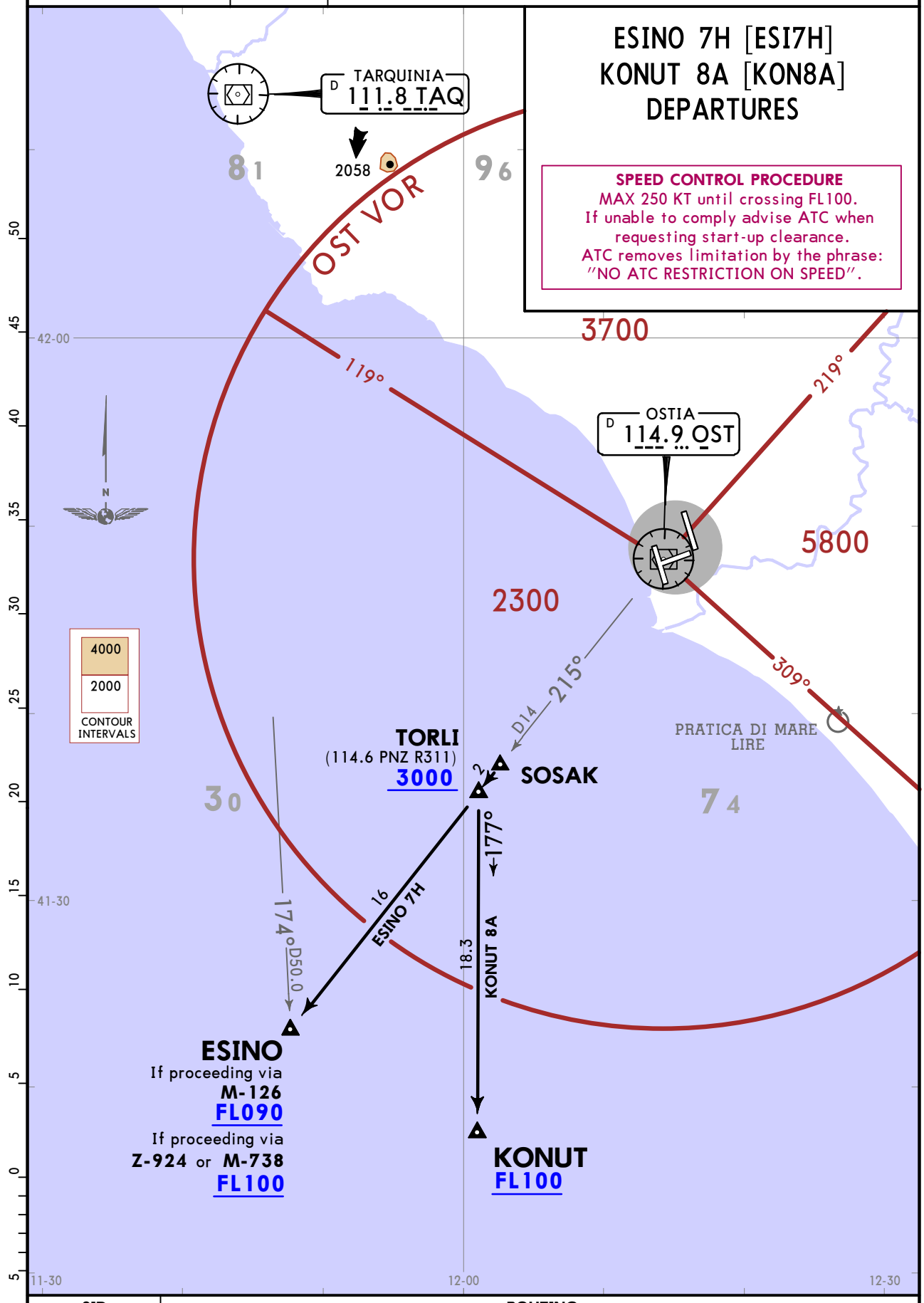
ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000 1. RNAV-1/Conventional. 2. SIDs include noise abatement routings. 3. SIDs will be supplemented by altitude and/or flight level restrictions.

ESINO 7H [ESI7H]
KONUT 8A [KON8A]
DEPARTURES

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



SID	ROUTING
ESINO 7H	On OST R215 via TORLI to ESINO.
KONUT 8A	On OST R215 to TORLI, turn LEFT, 177° track to KONUT.

CHANGES: None.

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GILIO 9G [GIL9G] DEPARTURE

RNAV-1/CONVENTIONAL

GISPA 1A [GIS1A], NEMBO 7A [NEM7A], PODOX 9E [POD9E] RNAV DEPARTURES

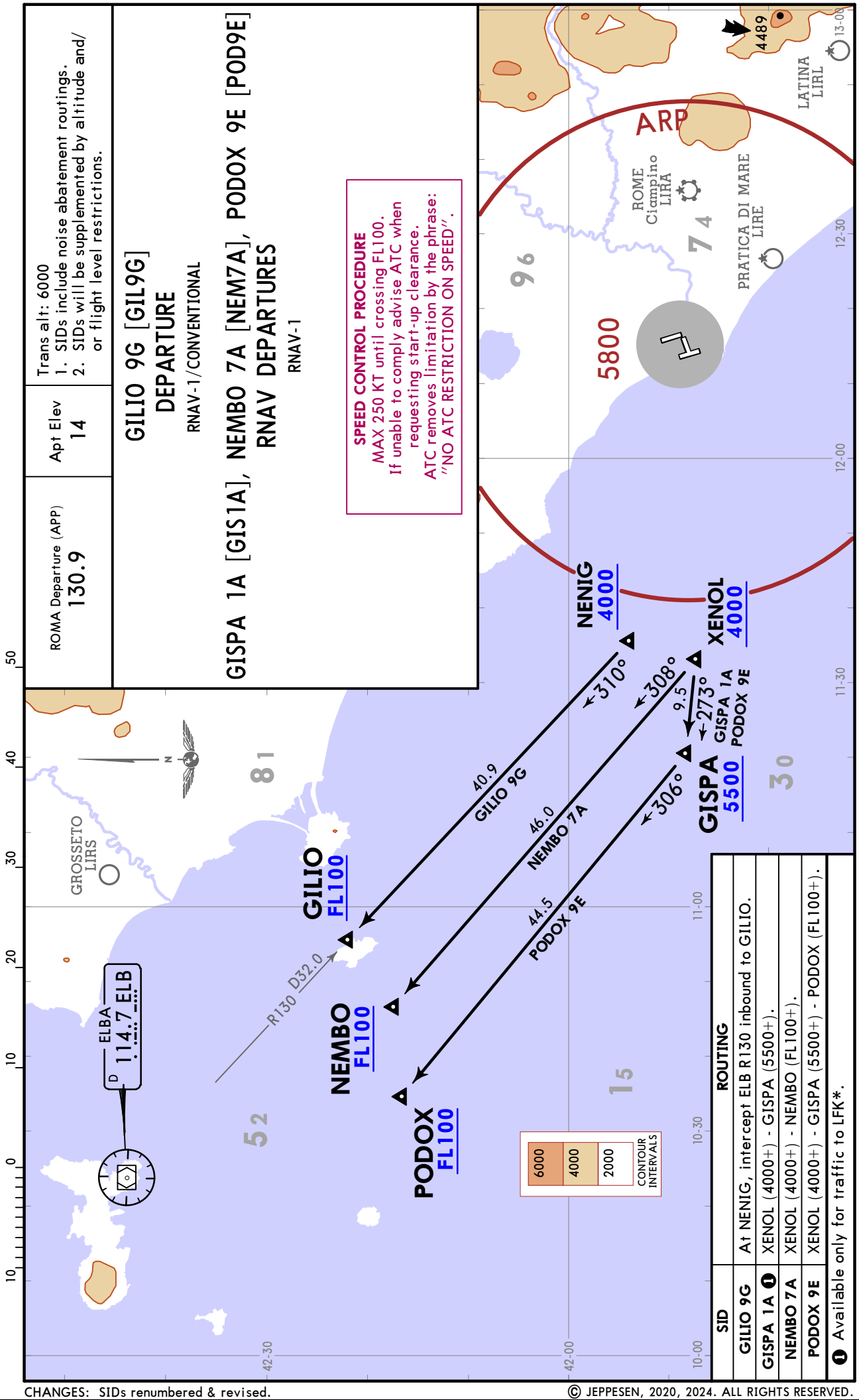
RNAV-1

ROMA Departure (APP) 130.9

Apt Elev 14

Trans alt: 6000
1. SIDs include noise abatement routings.
2. SIDs will be supplemented by altitude and/or flight level restrictions.

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



SID	ROUTING
GILIO 9G	At NENIG, intercept ELB R130 inbound to GILIO.
GISPA 1A ❶	XENOL (4000+) - GISPA (5500+).
NEMBO 7A	XENOL (4000+) - NEMBO (FL100+).
PODOX 9E	XENOL (4000+) - GISPA (5500+) - PODOX (FL100+).

❶ Available only for traffic to LFK*.

CHANGES: SIDs renumbered & revised.

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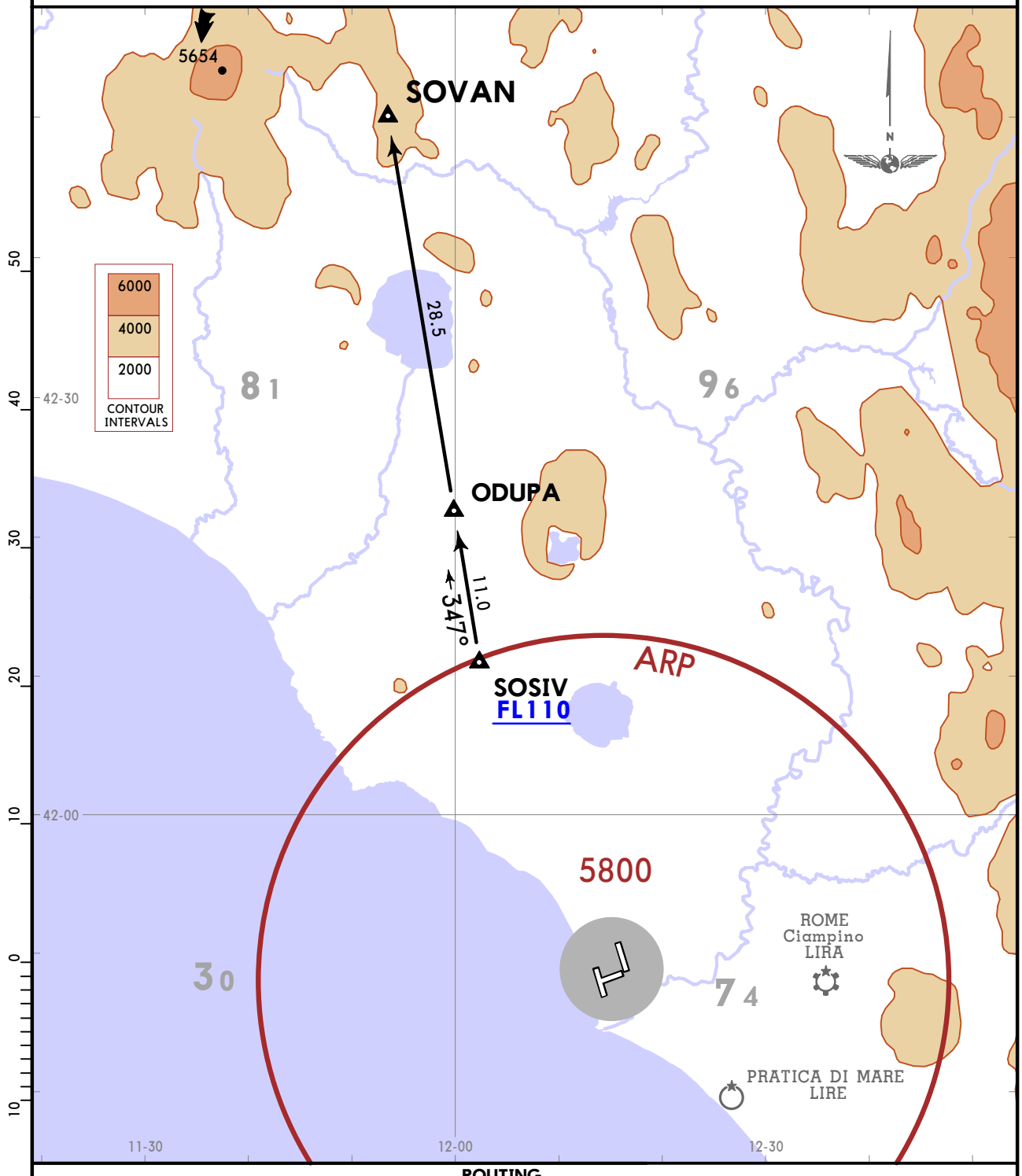
ROMA Departure (APP) 130.9	Apt Elev 14	Trans alt: 6000 1. RNAV-1. 2. SIDs include noise abatement routings. 3. SIDs will be supplemented by altitude and/or flight level restrictions.

SOVAN 7A [SOV7A]
RNAV DEPARTURE

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



ROUTING

SOSIV (FL110+) - ODUPA - SOVAN.

CHANGES: RNAV SID renumbered & revised; chart reindexed.

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LIRF/FCO
FIUMICINO

JEPPESEN
15 MAY 20 (10-3X4) Eff 21 May

ROME, ITALY
DEPARTURE

RWY 16R OMNIDIRECTIONAL DEPARTURE AREA

ROMA Departure (APP) 130.9

Apt Elev 14

Trans alt: 6000
1. Centre of Turn Area: DER (N41 46.9 E012 14.4)
2. Before take-off pilot shall report to the controller the expected manoeuvre after reaching the turn altitude.
3. To be used only on pilot request in case of bad weather conditions preventing the use of the prescribed noise abatement departure routes.
4. Do not turn before DER.

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

CENTRE OF TURN AREA

3284

This departure requires a minimum climb gradient of 300 per NM (5.0%)

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Initial climb clearance 4000

ROUTING

Climb on runway heading to 500, turn at own discretion remaining in the sector between 138° and 310°. When reaching 1300, EXPECT RADAR vectoring from Rome ACC according to the planning.

CONTOUR INTERVALS 4000 2000

No altitude published outside of turn area

PRATICA DI MARE 12-30

LIRE

318°

138°

310°

130°

CENTRE OF TURN AREA

1500

5.0 NM from the Centre of the Turn Area

3100

74

30

12.00

25 20 15 10 5 0 5

CHANGES: Chart reindexed.

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RWY 25 OMNIDIRECTIONAL DEPARTURE AREA

ROMA Departure (APP) 130.9

Apt Elev 14

Trans alt: 6000
1. Centre of Turn Area: DER (N41 47.9 E012 13.9)
2. Before take-off pilot shall report to the controller the expected manoeuvre after reaching the turn altitude.
3. To be used only on pilot request in case of bad weather conditions preventing the use of the prescribed noise abatement departure routes.
4. Do not turn before DER.
5. EXPECT close-in obstacles.

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

CENTRE OF TURN AREA

3284

This departure requires a minimum climb gradient of 300 per NM (5.0%)

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Initial climb clearance 4000

ROUTING

Climb on runway heading to 500, turn at own discretion remaining in the sector between 190° and 310°. When reaching 1300, EXPECT RADAR vectoring from Rome ACC according to the planning.

CONTOUR INTERVALS 4000 2000

No altitude published outside of turn area

PRATICA DI MARE 12-30

CENTRE OF TURN AREA

1500

3300

5.0 NM from the Centre of the Turn Area

130°

310°

160°

010°

74

30

12.00

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RWY 34L OMNIDIRECTIONAL DEPARTURE AREA

ROMA Departure (APP) 130.9

Apt Elev 14

Trans alt: 6000
1. Centre of Turn Area: DER (N41 49.0 E012 13.6)
2. Before take-off pilot shall report to the controller the expected manoeuvre after reaching the turn altitude.
3. To be used only on pilot request in case of bad weather conditions preventing the use of the prescribed noise abatement departure routes.
4. Do not turn before DER.
5. EXPECT close-in obstacles.

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

CENTRE OF TURN AREA

3284

This departure requires a minimum climb gradient of 300 per NM (5.0%)

Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Initial climb clearance 4000

ROUTING

Climb on runway heading to 500, turn at own discretion remaining in the sector between 190° and 360°. When reaching 1500, EXPECT RADAR vectoring from Rome ACC according to the planning.

CONTOUR INTERVALS 4000 2000

No altitude published outside of turn area

PRATICA DI MARE 12-30
LIRE

180°
063°
160°
010°

CENTRE OF TURN AREA

1700

5.0 NM from the Centre of the Turn Area

4000

30

74

12.00

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D-ATIS Departure	DATA Comm ACARS: D-ATIS D-DCL	FIUME Delivery	Ground	
121.850 (By ATC)		121.8 (0700-2300LT) 121.9 (2300-0700LT)	121.9	121.675 (By ATC) 122.125 (By ATC)

Tower	Rwys 16L, 34R	ROMA Departure
118.7	127.625	130.9

CHANGES: Rwy length.

LIRF/FCO
Apt Elev 14'
N41 48.0 E012 14.3

LEGEND
- HS1 HOT SPOT See 10-9A for description.
- Ground competence sectors
- No entry
- A, B Taxiway
- B5 Holding Position
- Construction area

Holding bays AA and AB avlb for ACFT with MAX CODE letter F MAX contemporary availability ACFT CODE letter E with CODE letter F.

Holding bays identified as BA and BB. Twy BA not available when rwy 25 is in use for landing.

Holding bays identified as BC and BD up to B767-400.

Holding bays identified as AK and AL.

FOR DETAILS SEE PARKING STANDS

FOR DETAILS SEE PARKING STANDS

Tower- 127.625

Tower- 118.7

Ground - 121.9
FIUME Ramp - 121.725

Ground- 121.9

Control Tower

VOR

ARP

12,802' 3902m

10,466' 3190m

16L 159°
16R 159°
34L 339°
34R 339°
07 067°
25 247°

Elev 14'
Elev 7'
Elev 8'
Elev 6'
Elev 5'

Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

ROME, ITALY
FIUMICINO

22 NOV 24
10-9
Eff 28 Nov

JEPPESEN

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
07	❶HIRL (60m) ❶CL (❷) ❸HIALS PAPI-L (3.0°)	9488′ 2892m		❻	148′ 45m
25	❶HIRL (60m) ❶CL (15m) ❹HIALS SFL ❺ RVR		9372′ 2857m		

❶ LED lights
❷ 981′(299m): 60m spacing, 9485′(2891m): 15m spacing
❸ length 420m
❹ length 900m
❺ PAPI (3.0°)
❻ TAKE-OFF RUN AVAILABLE
RWY 07:
From twy A int 9787′ (2983m)
RWY 25:
From rwy head 10,466′ (3190m)
twy BC int 8199′ (2499m)
twy BD int 7972′ (2430m)

16L 34R	❼HIRL (60m) ❼CL (15m) ❽HIALS-II SFL ❼TDZ RVR PAPI (3.0°) ❾		11,769′ 3587m 11,744′ 3580m	❿	197′ 60m

❼ LED lights
❽ length 900m
❾ RWY 16L: HST-DE, DG & DH.
RWY 34R: HST-DF, DD & DC.
❿ TAKE-OFF RUN AVAILABLE
RWY 16L:
From rwy head 12,802′ (3902m)
twy DB int 11,877′ (3620m)
RWY 34R:
From rwy head 12,802′ (3902m)
twy DK int 11,614′ (3540m)

16R	⓫HIRL (60m) ⓫CL (15m) ⓬HIALS-II SFL ⓫TDZ PAPI (3.0°) ⓭ RVR		11,708′ 3569m	⓰	197′ 60m
34L	⓫HIRL (60m) ⓫CL (15m) ⓮HIALS PAPI (3.5°) ⓯ RVR		11,769′ 3587m		

⓫ LED lights
⓬ length 900m
⓭ HST-AG & AH
⓮ length 578m
⓯ HST-AF & AD
⓰ TAKE-OFF RUN AVAILABLE
RWY 16R:
From rwy head 12,802′ (3902m)
twy AC int 9672′ (2948m)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Be sure to be the number "one" when instructed to line-up and check to the "RIGHT".

HS2 Obtain the clearance to cross RWY 07/25 from TWR.

HS3 Beware on intersection take-off from Twys BC and BD when lining-up.
Departing traffic from RWY 25 shall not enter via Twy CM.

HS4 Landing traffic on RWY 16R/34L shall not vacate on RWY 07.

HS5 Be sure to have the right of way before crossing Twy D.

HS6 If instructed to taxi via A-B hold short Twy B.

Std/State — TAKE-OFF RWY 07, 16L, 16R, 25

Low Visibility Procedures required / Approval for Low Visibility Take-off required				RCLM or RL or CL		RL or CL		Adequate Vis Ref	
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
		DAY	NIGHT						
1 R125m	R150m	R300m		R/V400m		R/V500m		NA	

1 RWY 16L, 16R: R75m with approved lateral guidance system.

Std/State — TAKE-OFF RWY 34L, 34R

Low Visibility Procedures required / Approval for Low Visibility Take-off required				RCLM or RL or CL		RL or CL		Adequate Vis Ref	
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
		DAY	NIGHT						
R550m									NA

CHANGES: Usable lengths.

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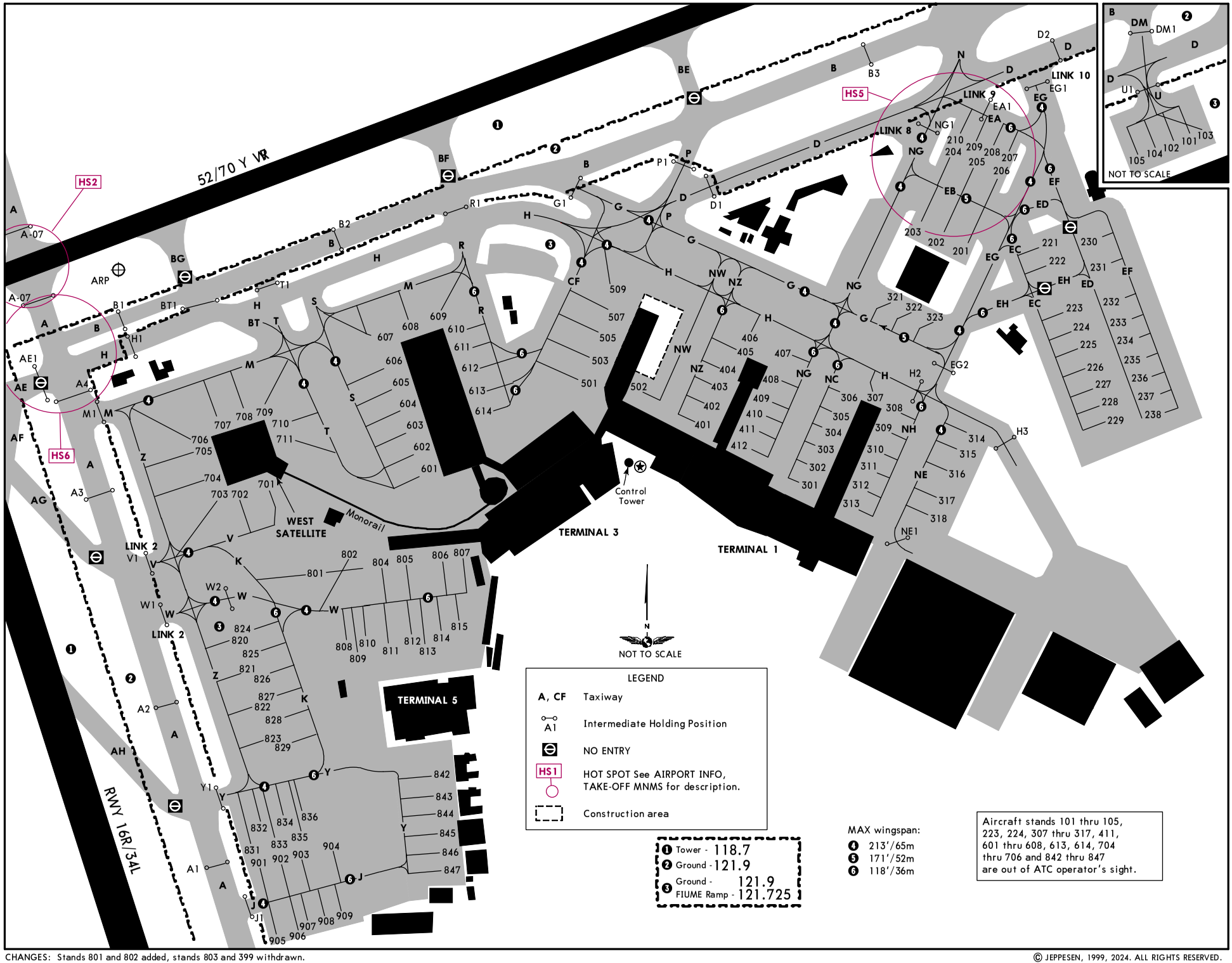

CHANGES: Stands 801 and 802 added, stands 803 and 399 withdrawn.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101	N41 48.3 E012 16.3	509	N41 48.0 E012 15.1
102	N41 48.2 E012 16.3	601	N41 47.7 E012 14.8
103	N41 48.3 E012 16.3	602 thru 605	N41 47.8 E012 14.8
104	N41 48.2 E012 16.3	606 thru 609	N41 47.9 E012 14.8
105	N41 48.2 E012 16.2	610, 611	N41 47.9 E012 14.9
201, 202	N41 48.0 E012 15.7	612 thru 614	N41 47.8 E012 14.9
203	N41 48.1 E012 15.6	701	N41 47.7 E012 14.6
204	N41 48.2 E012 15.7	702 thru 704	N41 47.7 E012 14.5
205	N41 48.1 E012 15.7	705, 706	N41 47.8 E012 14.4
206 thru 208	N41 48.1 E012 15.8	707, 708	N41 47.8 E012 14.5
209, 210	N41 48.2 E012 15.7	709 thru 711	N41 47.8 E012 14.6
221 thru 223	N41 48.0 E012 15.9	801 thru 804	N41 47.6 E012 14.7
224 thru 227	N41 47.9 E012 15.9	805 thru 807	N41 47.6 E012 14.8
228	N41 47.8 E012 15.9	808 thru 810	N41 47.5 E012 14.7
229	N41 47.8 E012 16.0	811 thru 814	N41 47.5 E012 14.8
230 thru 232	N41 48.0 E012 15.9	815	N41 47.6 E012 14.8
233 thru 236	N41 47.9 E012 16.0	820 thru 822	N41 47.5 E012 14.6
237, 238	N41 47.8 E012 16.0	823	N41 47.4 E012 14.6
301	N41 47.7 E012 15.5	824	N41 47.6 E012 14.6
302 thru 306	N41 47.8 E012 15.5	825 thru 828	N41 47.5 E012 14.6
307 thru 311	N41 47.8 E012 15.6	829	N41 47.4 E012 14.6
312, 313	N41 47.7 E012 15.5	831	N41 47.3 E012 14.5
314, 315	N41 47.8 E012 15.7	832 thru 836	N41 47.3 E012 14.6
316 thru 318	N41 47.7 E012 15.7	842, 843	N41 47.4 E012 14.8
321	N41 48.0 E012 15.6	844 thru 847	N41 47.3 E012 14.8
322	N41 47.9 E012 15.6	901	N41 47.3 E012 14.5
323	N41 47.9 E012 15.7	902	N41 47.3 E012 14.6
401, 402	N41 47.8 E012 15.3	903, 904	N41 47.3 E012 14.7
403 thru 406	N41 47.9 E012 15.3	905, 906	N41 47.2 E012 14.6
407, 408	N41 47.9 E012 15.4	907 thru 909	N41 47.2 E012 14.7
409, 410	N41 47.8 E012 15.4		
411, 412	N41 47.8 E012 15.3		
501	N41 47.8 E012 15.1		
502	N41 47.9 E012 15.2		
503, 505, 507	N41 47.9 E012 15.1		

CHANGES: Stand 399 withdrawn, new stands 801 and 802.

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D-ATIS Departure	DATA Comm ACARS: D-ATIS D-DCL	FIUME Delivery	Ground		
121.850 (By ATC)		121.8 (0700-2300LT) 121.9 (2300-0700LT)	121.9	121.675 (By ATC)	122.125 (By ATC)

Tower	Rwys 16L, 34R	ROMA Departure
118.7	127.625	130.9

CHANGES: Construction area.

LEGEND

- CENTERLINE LIGHTS LOW VISIBILITY DEP TAXI ROUTE RWY 16L (MIXED OPS ARR AND DEP)
- LOW VISIBILITY DEP TAXI ROUTE RWY 16L (RWY 16L USED FOR TAKE-OFF ONLY)
- LOW VISIBILITY DEP TAXI ROUTE RWY 16R
- LOW VISIBILITY DEP TAXI ROUTE RWY 25
- LOW VISIBILITY ARR TAXI ROUTE RWY 16L
- LOW VISIBILITY ARR TAXI ROUTE RWY 16R
- NO ENTRY
- YELLOW LIGHTS
- RWY GUARD LIGHTS
- Ground competence sectors
- HS1 HOT SPOT See 10-9A for description
- Construction area

RWY 16L/34R
Tower- 127.625
RWY 07/25
Tower- 118.7
RWY 16R/34L
Ground - 121.9
Ground- 121.9
FIUME Ramp - 121.725
Control Tower
fire station
Holding bays identified as AA and AB.
Holding bays identified as BA and BB. Twy BA not available when rwy 25 is in use for landing.
Holding bays identified as BC and BD up to B767-400.
Holding bays identified as AK and AL.
HS1
HS2
HS3
HS4
HS5
HS6

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LIRF/FCO FIUMICINO — ROME, ITALY

JEPPESEN 2 AUG 24 (11-1) Eff 8 Aug

ILS X or LOC X Rwy 16L

D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7 127.625	121.9

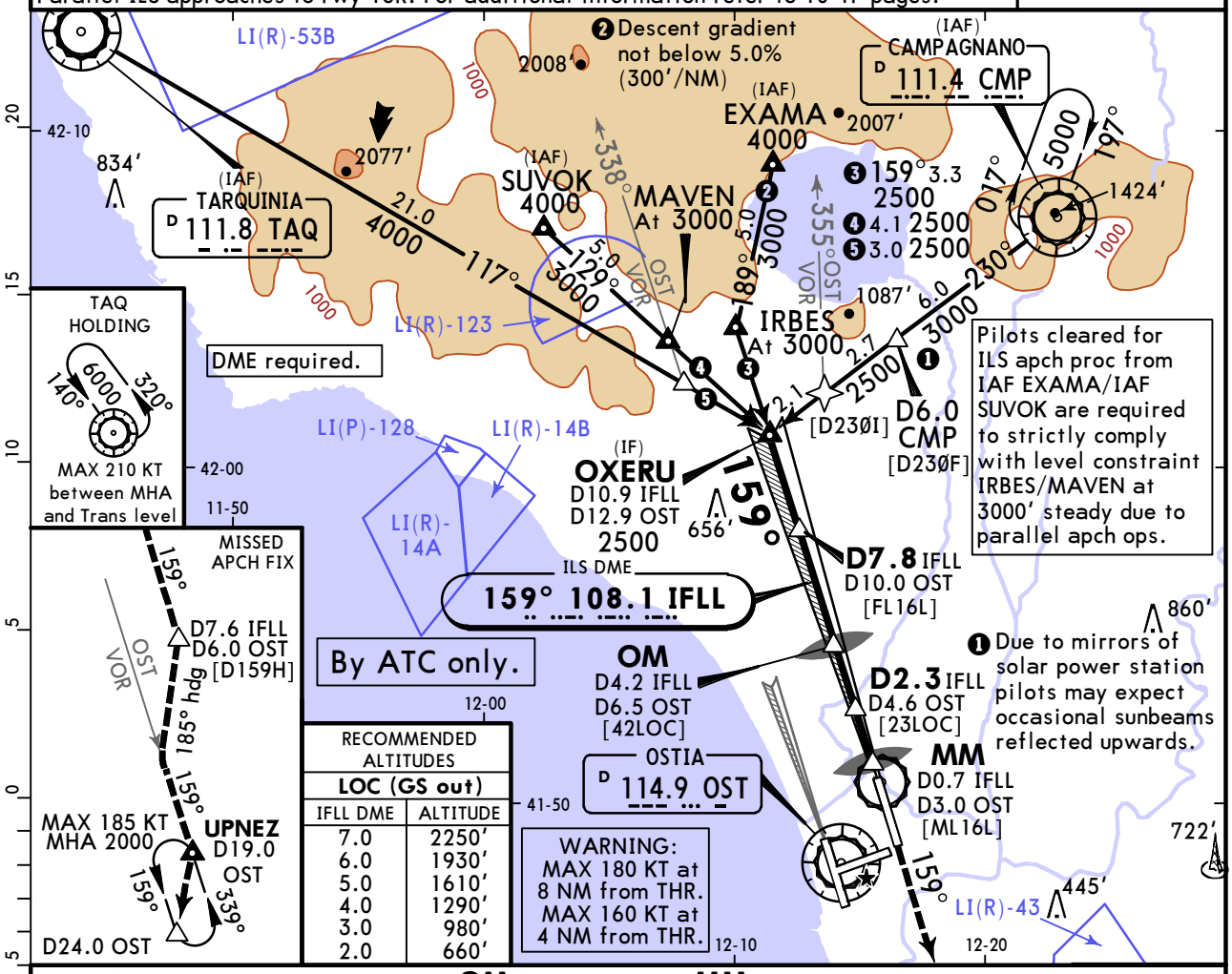
BRIEFING STRIP ™

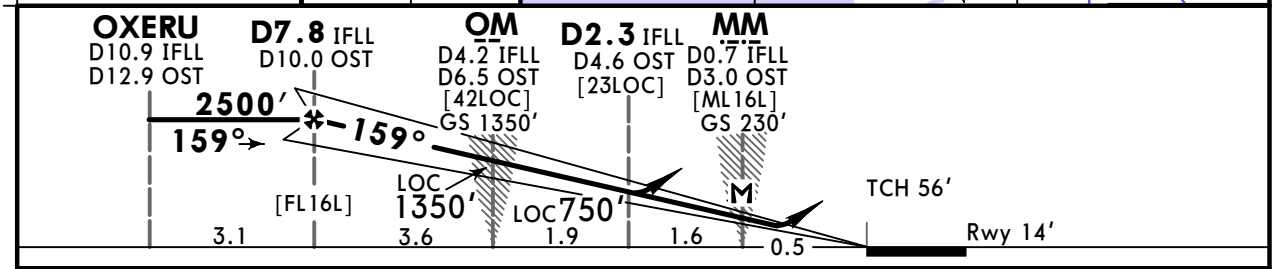
LOC IFLL	Final Apch Crs	D7.8 IFLL	ILS DA(H)	Apt Elev 14'
108.1	159°	2500' (2486')	214' (200')	Rwy 14'

MISSED APCH: Climb on 159° to reach D7.6 IFLL/D6.0 OST at 2000', then turn RIGHT onto heading 185° to join R-159 OST to UPNEZ and hold.
Missed approach requires a minimum climb of 4.3%(260'/NM) to 2000', for ATC reasons.
If unable to comply advice ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'
Parallel ILS approaches to rwy 16R. For additional information refer to 10-1P pages.

MSA
OST VOR
3700 219° 119° 5800 2300 309°





Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.7 IFLL/D3.0 OST							

HIALS-II PAPI PAPI

2000' on 159° D7.6 IFLL D6.0 OST

Std/State STRAIGHT-IN LANDING

	ILS DA(H) 214' (200')			LOC (GS out) CDFA 2 DA/MDA(H) 420' (406')		
		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m	R1200m	R1500m	R1500m
B						
C						R1900m
D						

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	800' (786')	V1500m
135	800' (786')	V1600m
180	900' (886')	V2400m
205	900' (886')	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch, warning.

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LIRF/FCO FIUMICINO

JEPPESEN

2 AUG 24
Eff 8 Aug

11-1A

ROME, ITALY
CAT II/III ILS X Rwy 16L

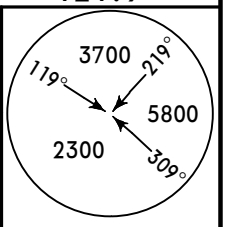
D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7 127.625	121.9

BRIEFING STRIP™

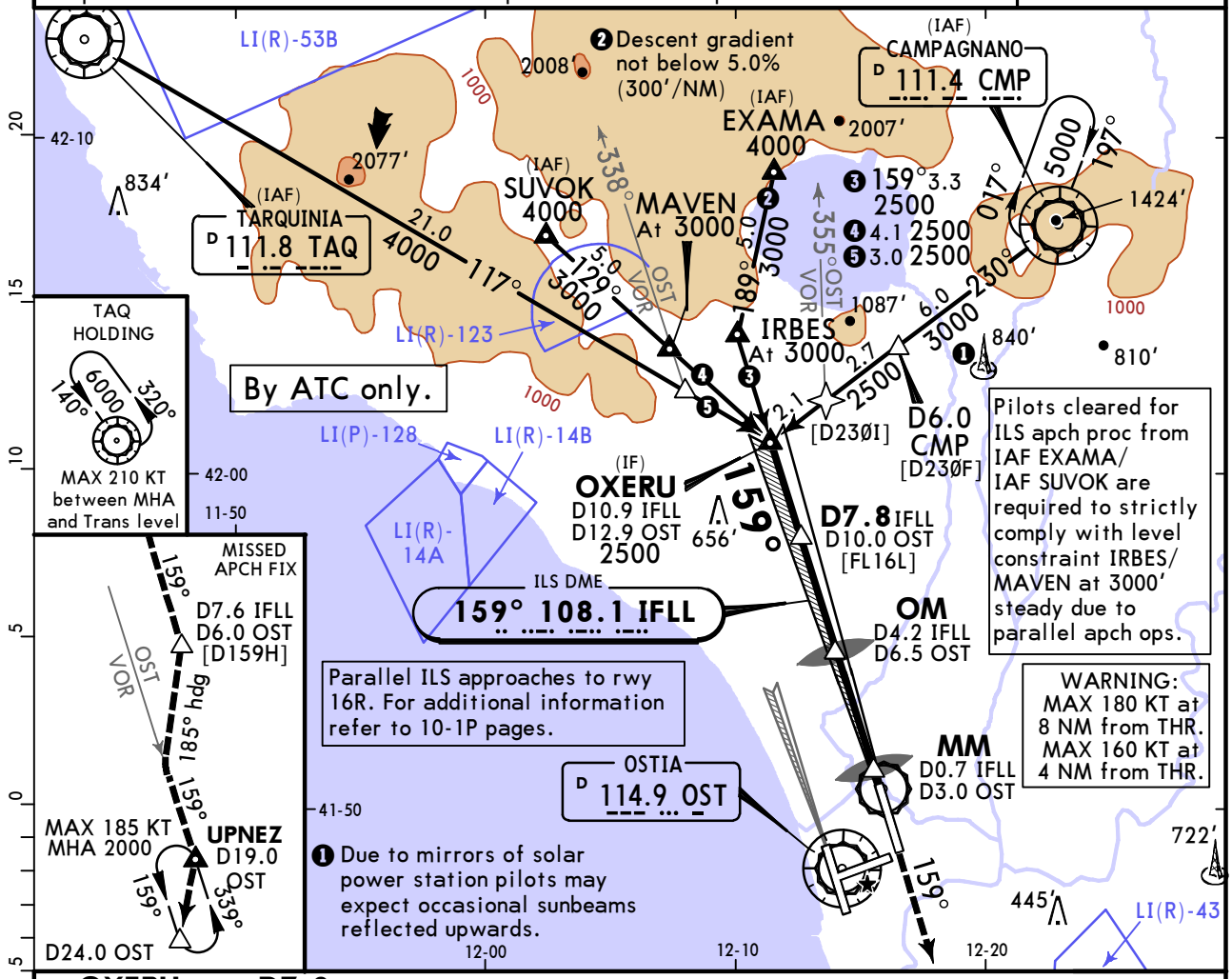
LOC IFLL	Final Apch Crs	D7.8 IFLL	CAT III Refer to Minimums	CAT II ILS	Apt Elev 14′
108.1	159°	2500′ (2486′)		RA 98′ DA(H) 114′ (100′)	Rwy 14′

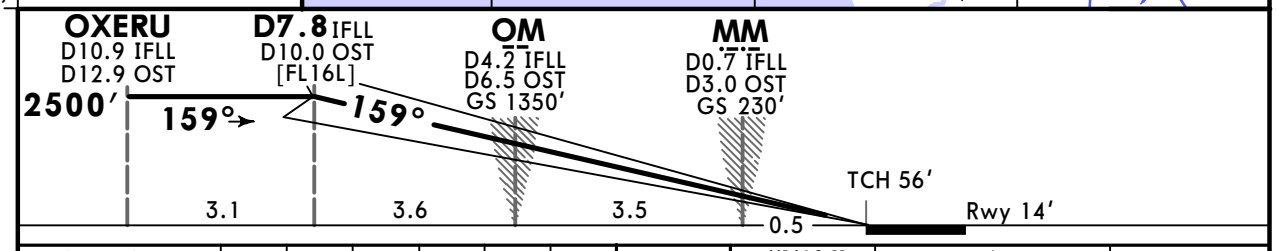
MISSED APCH: Climb on 159° to reach D7.6 IFLL/D6.0 OST at 2000′, then turn RIGHT onto heading 185° to join R-159 OST to UPNEZ and hold.
Missed approach requires a minimum climb of 4.3%(260′/NM) to 2000′, for ATC reasons.
If unable to comply advice ATC.

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



MSA
OST VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI

2000′ on 159°

D7.6 IFLL
D6.0 OST

Std/State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 98′ DA(H) 114′ (100′)
R75m	1 R300m

1 CAT D requires autoland or HUDLS, otherwise: R350m.

PANS OPS

CHANGES: Missed apch, warning.

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LIRF/FCO FIUMICINO

JEPPESEN

2 AUG 24 (11-2) Eff 8 Aug

ROME, ITALY
ILS W or LOC W Rwy 16L

D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7 127.625	121.9

BRIEFING STRIP

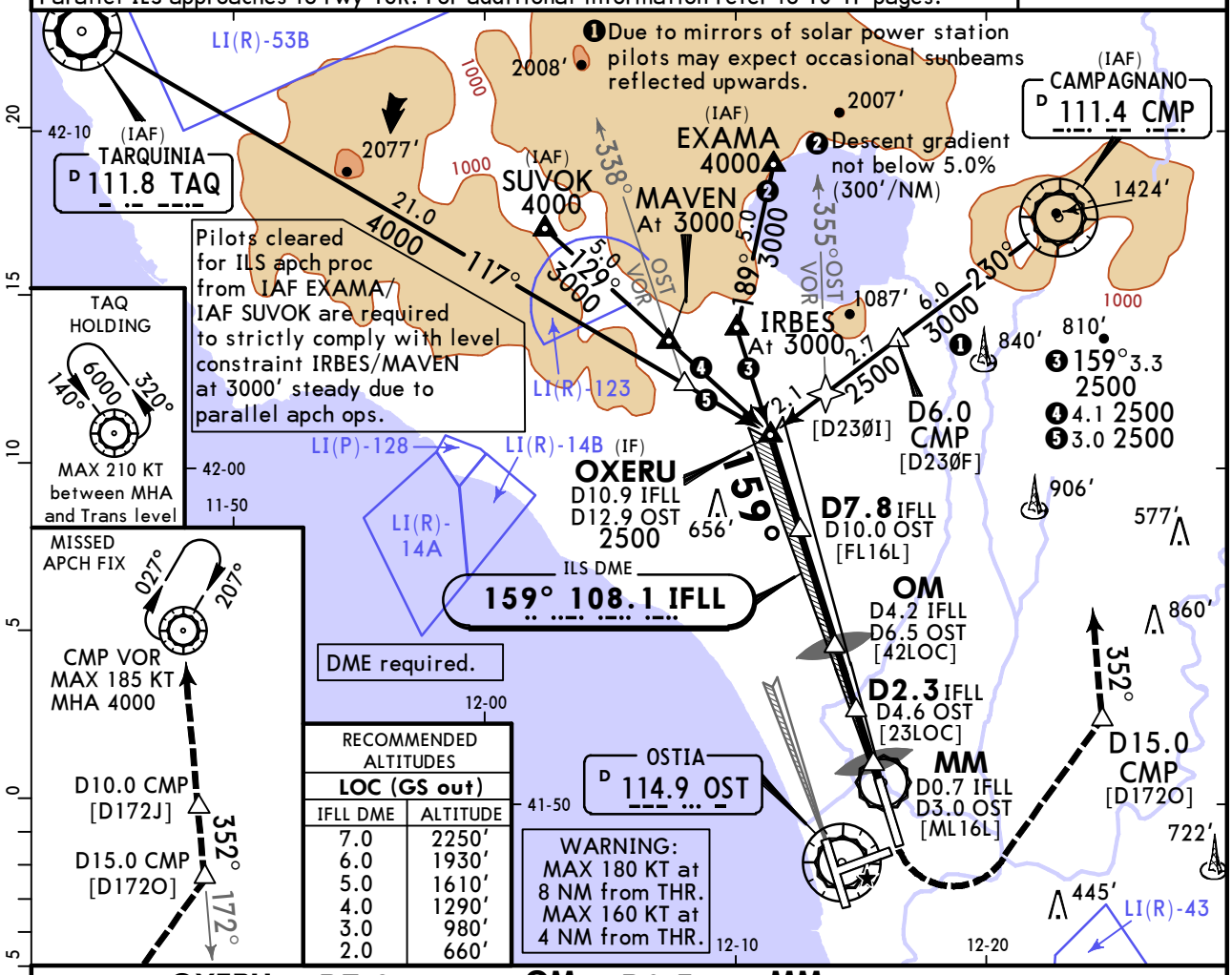
LOC IFLL	Final Apch Crs	D7.8 IFLL	ILS DA(H) Refer to Minimums	Apt Elev 14' Rwy 14'
108.1	159°	2500' (2486')		

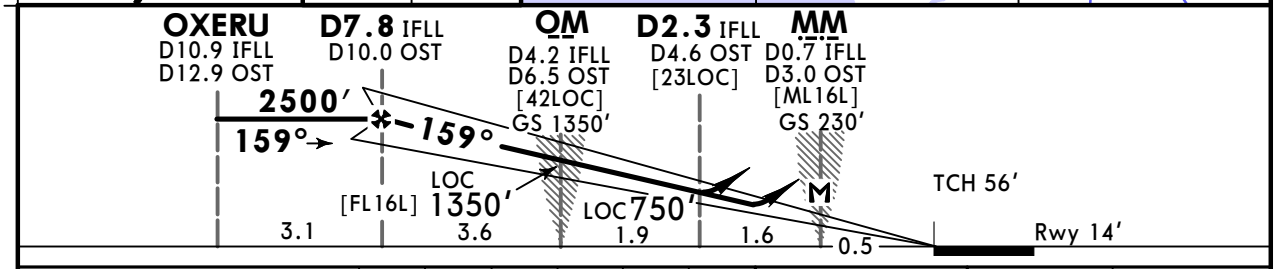
MISSED APCH: Proceed on 159° rwy hdg climbing to 4000'. At 450', not before THR 16L, turn LEFT(MAX 200 KT) to intercept and follow inbound R-172 CMP. Maintain 2000' until D15.0/R-172 CMP, then climb in order to cross D10.0/R-172 CMP between 3000' and 4000'. Proceed to CMP VOR to be reached at 4000'. Missed approach requires a minimum climb of 4.3%(260'/NM) to 2000', for ATC reasons. If unable to comply advice ATC.

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

Parallel ILS approaches to rwy 16R. For additional information refer to 10-1P pages.

MSA
OST VOR
3700 219° 119° 5800 2300 309°





Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.7 IFLL/D3.0 OST							

HIALS-II
PAPI PAPI

Refer to Missed Apch above

Std/State — STRAIGHT-IN LANDING

	ILS DA(H)	TDZ or CL out	ALS out	LOC (GS out) CDFA DA/MDA(H)	TDZ or CL out	ALS out
A	A: 269' (255') C: 289' (275')	R600m	1 R600m	2 420' (406')	R1200m	R1500m
B	B: 281' (267') D: 300' (286')					
C						R1900m
D		R650m	1 R650m			

CIRCLE-TO-LAND

Max KT	MDA(H)
100	800' (786') V1500m
135	800' (786') V1600m
180	900' (886') V2400m
205	900' (886') V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Warning.

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LIRF/FCO FIUMICINO

JEPPESEN

2 AUG 24
Eff 8 Aug

11-2A

ROME, ITALY
CAT II/III ILS W Rwy 16L

D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7 127.625	121.9

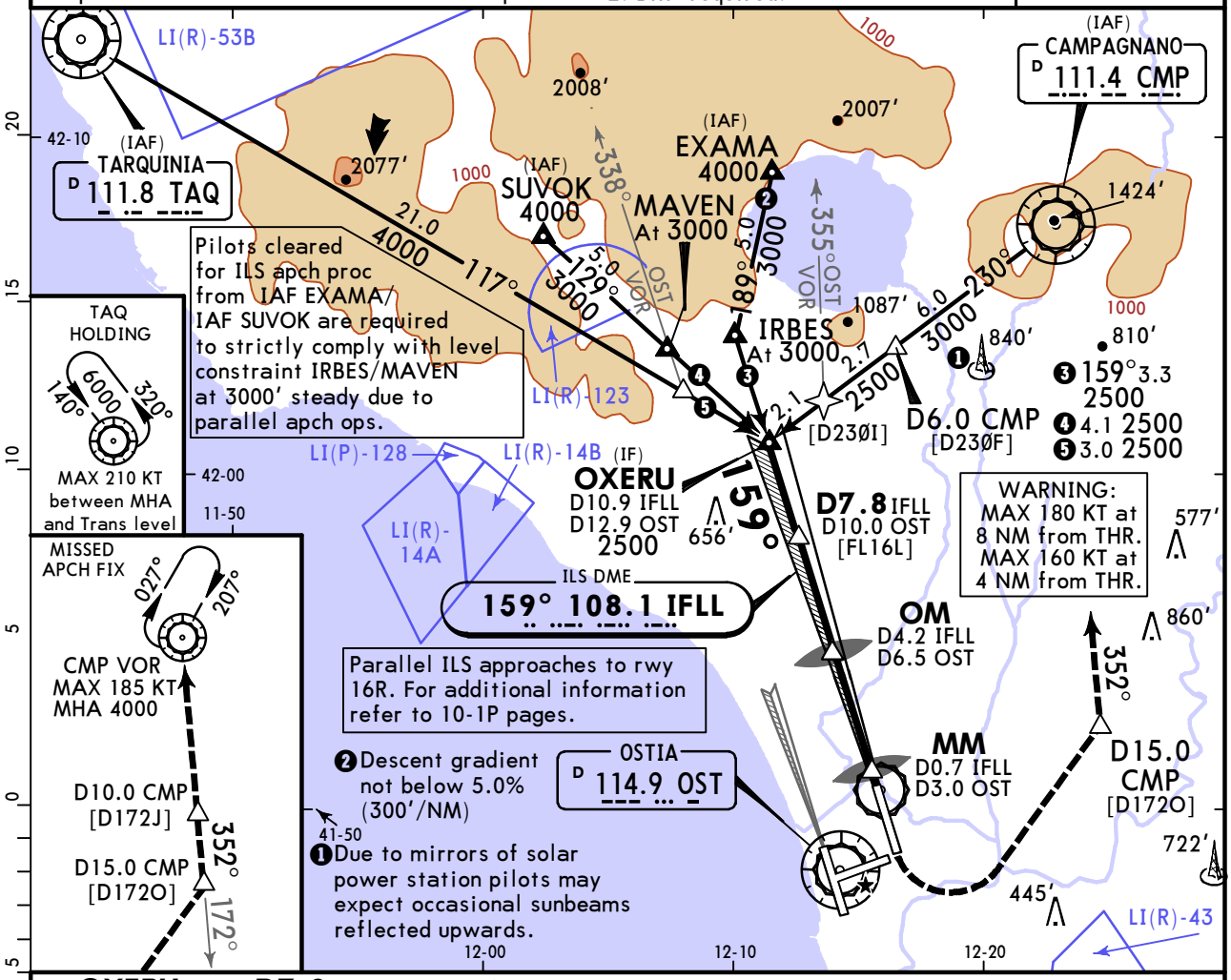
BRIEFING STRIP™

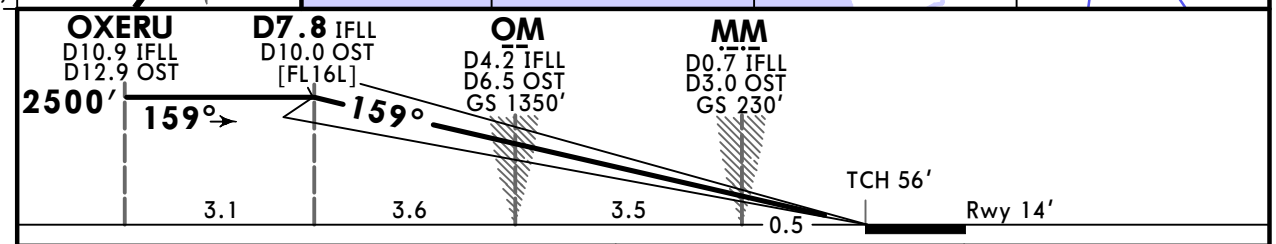
LOC IFLL	Final Apch Crs	D7.8 IFLL	CAT III & II ILS Refer to Minimums	Apt Elev 14′ Rwy 14′
108.1	159°	2500′ (2486′)		

MISSED APCH: Proceed on 159° rwy hdg climbing to 4000′. At 450′, not before THR 16L, turn LEFT(MAX 200 KT) to intercept and follow inbound R-172 CMP. Maintain 2000′ until D15.0/R-172 CMP, then climb in order to cross D10.0/R-172 CMP between 3000′ and 4000′. Proceed to CMP VOR to be reached at 4000′. Missed approach requires a minimum climb of 4.3%(260′/NM) to 2000′, for ATC reasons. If unable to comply advice ATC.

MSA
OST VOR
3700 219° 119° 5800 2300 309°

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





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI

Refer to Missed Apch above

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS			
	A	B	C	D
	RA 150′	RA 159′	RA 163′	RA 176′
	DA(H) 170′(156′)	DA(H) 180′(166′)	DA(H) 185′(171′)	DA(H) 200′(186′)
R75m	R450m			

PANS OPS

CHANGES: Warning.

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LIRF/FCO FIUMICINO

JEPPESEN

2 AUG 24
Eff 8 Aug

11-3

ROME, ITALY
ILS Z or LOC Z Rwy 16R

D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7	121.9

BRIEFING STRIP ™

LOC IFRR	Final Apch Crs	D7.8 IFRR	ILS DA(H) Refer to Minimums	Apt Elev 14' Rwy 7'
109.75	159°	2500' (2493')		

MISSED APCH: Climb on 159° to 400', then turn RIGHT onto R-192 OST climbing to 3000'. Cross 2000' within D9.5 IFRR (D9.0 OST). Continue to IKNIF and hold.

MSA OST VOR: 3700 (119°–219°), 5800 (219°–309°), 2300 (309°–119°)

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

DME required.

LI(R)-53B

2008'

1000

❷ 129° 5.0 4000 (IAF) EXAMA 5000 2007'

42-10

834'

(IAF) TARQUINIA D 111.8 TAQ

2077'

19.7 4000 114°

(IAF) SUVOK 5000

1000

6.1 207° 4000

(IAF) CAMPAGNANO D (T) 111.4 CMP

017° 5000 197°

1424'

WARNING:
Parallel ILS approaches to rwy 16L.
For additional information refer to 10-1P pages.

1087'

6.0 3000 230°

1000

840'

810'

1165'

LI(R)-123

(IF) MAVEN
D15.7 IFRR
D16.3 OST
4000

347° OST VOR

4.7 2500

D6.0 CMP
[D230F]

TAQ HOLDING
140° 6000 320°
MAX 210 KT between MHA and Trans level

LI(P)-128

42-00

LI(R)-14B

LI(R)-14A

906'

577'

ILS DME
159° 109.75 IFRR

[CI16R]

656'

OXERU 2500

❶ Due to mirrors of solar power station pilots may expect occasional sunbeams reflected upwards.

860'

11-50

MISSED APCH FIX
D9.5 IFRR
D9.0 OST

192°

D7.8 IFRR
D8.5 OST
[FI16R]

WARNING:
MAX 180 KT at 8 NM from THR.
MAX 160 KT at 4 NM from THR.

D6.5 IFRR
D7.0 OST
[65LOC]

OM
D4.2 IFRR
D4.9 OST
[42LO2]

MM
[MM16R]

OST 192° VOR

D24.5 IFRR
D24.0 OST

IKNIF
D19.5 IFRR
D19.0 OST

41-50

012° 192°

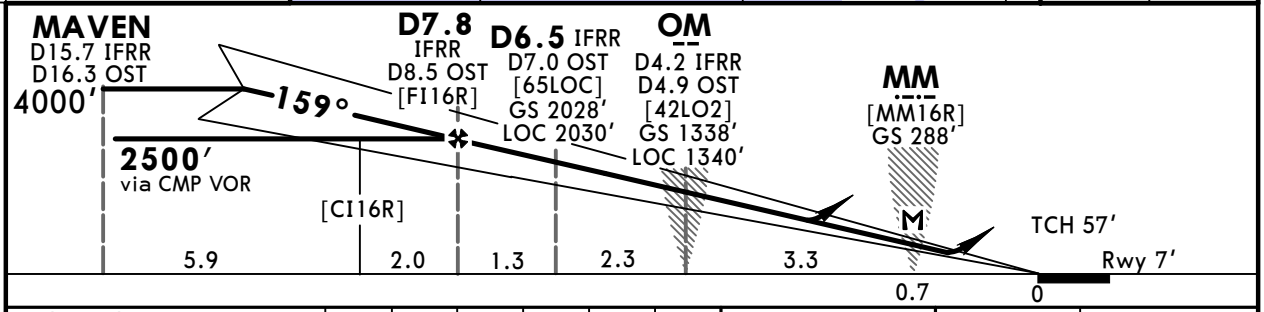
MHA 3000

OSTIA
D 114.9 OST

192°

12-00 12-10 12-20

RECOMMENDED ALTITUDES	
LOC (GS out)	
IFRR DME	ALTITUDE
7.0	2190'
6.0	1870'
5.0	1550'
4.0	1230'
3.0	910'
2.0	590'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM							

HIALS-II
PAPI PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING					CIRCLE-TO-LAND	
ILS			LOC (GS out) CDFA			
C: 210' (203') D: 220' (213')			❷ DA/MDA(H) 400' (393')			
DA(H) AB: 207' (200')	TDZ or CL out	ALS out		TDZ or CL out	ALS out	Max KT / MDA(H)
A	R550m	❶ R550m	R1200m	R1100m	R1500m	100 800' (786') V1500m
B						135 800' (786') V1600m
C					R1800m	180 900' (886') V2400m
D						205 900' (886') V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch, warning.

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LIRF/FCO FIUMICINO

JEPPESEN

2 AUG 24
Eff 8 Aug

11-3A

ROME, ITALY
CAT II/III ILS Z Rwy 16R

D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7	121.9

BRIEFING STRIP™

LOC IFRR	Final Apch Crs	D7.8 IFRR	CAT III & II ILS Refer to Minimums	Apt Elev 14′ Rwy 7′
109.75	159°	2500′ (2493′)		

MISSED APCH: Climb on 159° to 400′, then turn RIGHT onto R-192 OST climbing to 3000′. Cross 2000′ within D9.5 IFRR (D9.0 OST). Continue to IKNIF and hold.

MSA OST VOR: 3700 (119°–219°), 5800 (219°–309°), 2300 (309°–119°)

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

DME required.

LI(R)-53B

2008′

1000

❷ 129° 5.0 4000 (IAF) EXAMA 2007′ 5000

2077′

(IAF) SUVOK 5000

1000

834′

(IAF) TARQUINIA D 111.8 TAQ

19.7 4000 114°

6.1 207° 4000

(IAF) CAMPAGNANO D (T) 111.4 CMP

017° 5000 197°

1424′

1087′

6.0 3000 230°

1000

❶ 840′

810′

1165′

(IF) MAVEN

D15.7 IFRR
D16.3 OST
4000

159°

347° OST VOR

4.7 2500

D6.0 CMP
[D23ØF]

LI(R)-123

LI(P)-128

LI(R)-14A

LI(R)-14B

656′

906′

577′

[CI16R]

OXERU 2500

Special Aircrew & Acft Certification Required.

ILS DME
159° 109.75 IFRR

D7.8 IFRR
D8.5 OST
[FI16R]

D6.5 IFRR
D7.0 OST

OM
D4.2 IFRR
D4.9 OST

MM

WARNING:
MAX 180 KT at 8 NM from THR.
MAX 160 KT at 4 NM from THR.

❶ Due to mirrors of solar power station pilots may expect occasional sunbeams reflected upwards.

WARNING:
Parallel ILS approaches to rwy 16L. For additional information refer to 10-1P pages.

OSTIA D 114.9 OST

LI(R)-43

445′

722′

TAQ HOLDING
140° 6000 320°

MAX 210 KT between MHA and Trans level

MISSED APCH FIX

D9.5 IFRR
D9.0 OST
192°

IKNIF
D19.5 IFRR
D19.0 OST

OST 192° VOR

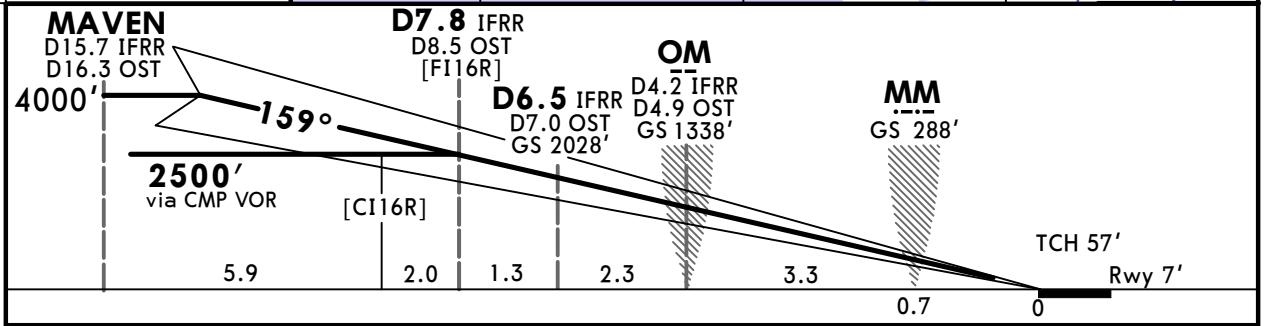
D24.5 IFRR
D24.0 OST

012° 192°

MHA 3000

42-10 | 42-00 | 41-50 | 11-50 | 12-00 | 12-10 | 12-20

20 | 15 | 10 | 5 | 0 | 5



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI

Refer to Missed Apch above

Std/State — STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS	
	AB RA 102′ DA(H) 107′ (100′)	C RA 107′ DA(H) 112′ (105′)
R75m	❶ R300m	

CAT II ILS
D RA 124′ DA(H) 126′ (119′)

PANS OPS

❶ CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Missed apch, warning.

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LIRF/FCO FIUMICINO

JEPPESEN

2 AUG 24
Eff 8 Aug

11-4

ROME, ITALY
ILS Y or LOC Y Rwy 16R

D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7	121.9

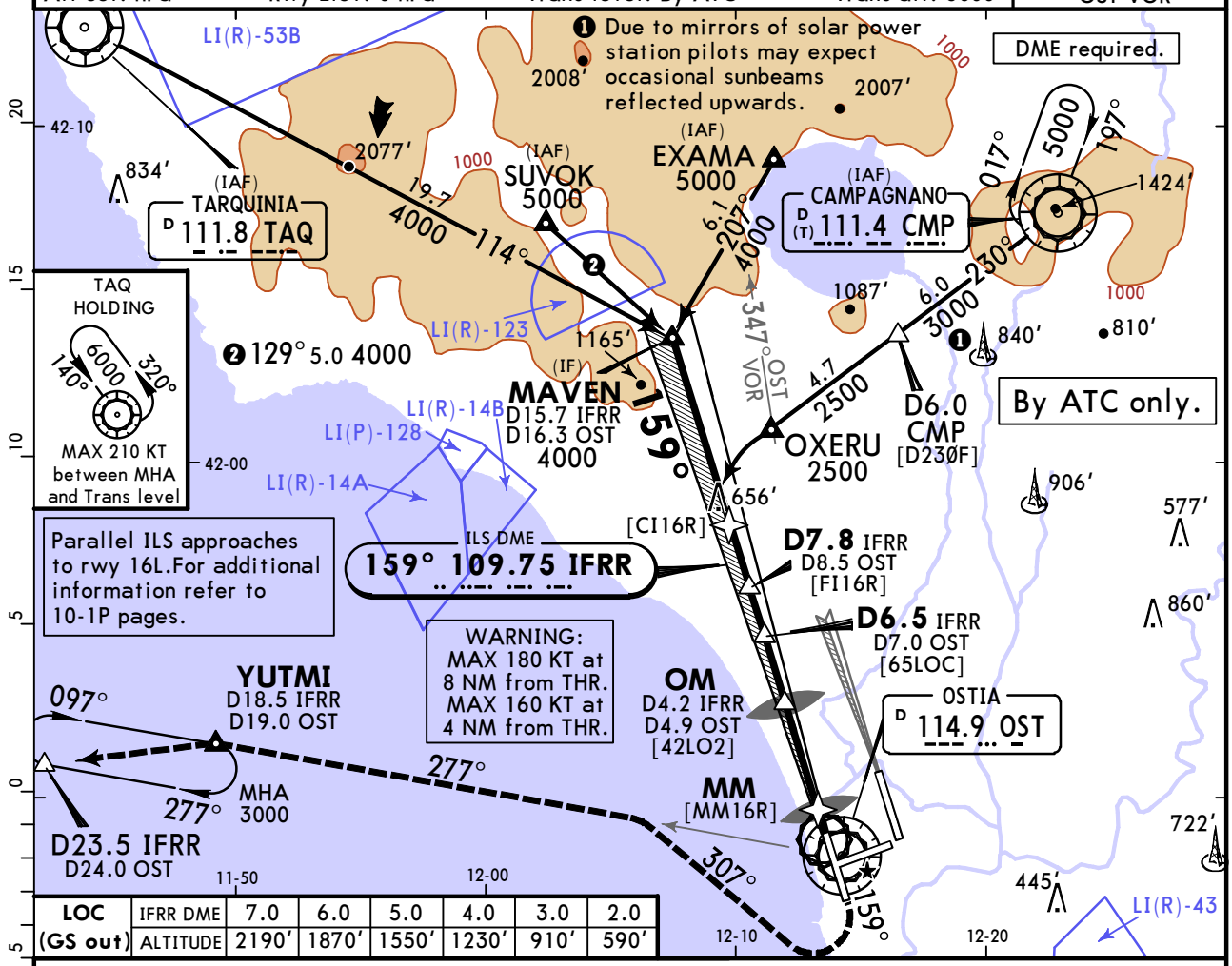
BRIEFING STRIP ™

LOC IFRR	Final Apch Crs	D7.8 IFRR	ILS DA(H) Refer to Minimums	Apt Elev 14' Rwy 7'
109.75	159°	2500' (2493')		

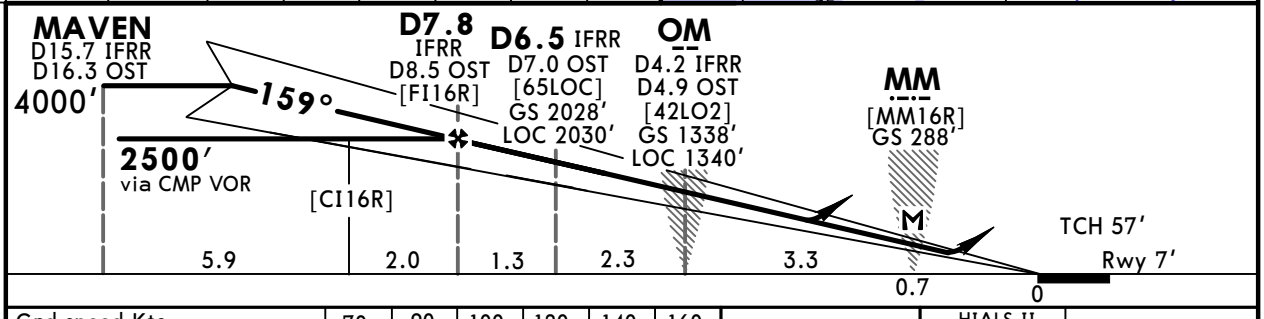
MISSED APCH: Climb on 159° to 3000', crossing 400' turn RIGHT (MAX 200 KT) not before THR16R on track 307° to intercept and follow R-277 OST to YUTMI and hold at 3000'.

MSA OST VOR: 3700 (119°–219°), 5800 (219°–309°), 2300 (309°–119°)

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



LOC (GS out)	IFRR DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2190'	1870'	1550'	1230'	910'	590'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM							

HIALS-II
PAPI PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING

ILS
C: 210' (203')
DA(H) AB: 207' (200') D: 220' (213')

LOC (GS out)
CDFA
2 DA/MDA(H) 400' (393')

CIRCLE-TO-LAND

	TDZ or CL out	ALS out	TDZ or CL out	ALS out	Max KT	MDA(H)
A	R550m	1 R550m	R1200m	R1100m	R1500m	100 800' (786') V1500m
B						135 800' (786') V1600m
C					R1800m	180 900' (886') V2400m
D						205 900' (886') V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch, warning.

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LIRF/FCO FIUMICINO

JEPPESEN

2 AUG 24
Eff 8 Aug

11-4A

ROME, ITALY
CAT II/III ILS Y Rwy 16R

D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7	121.9

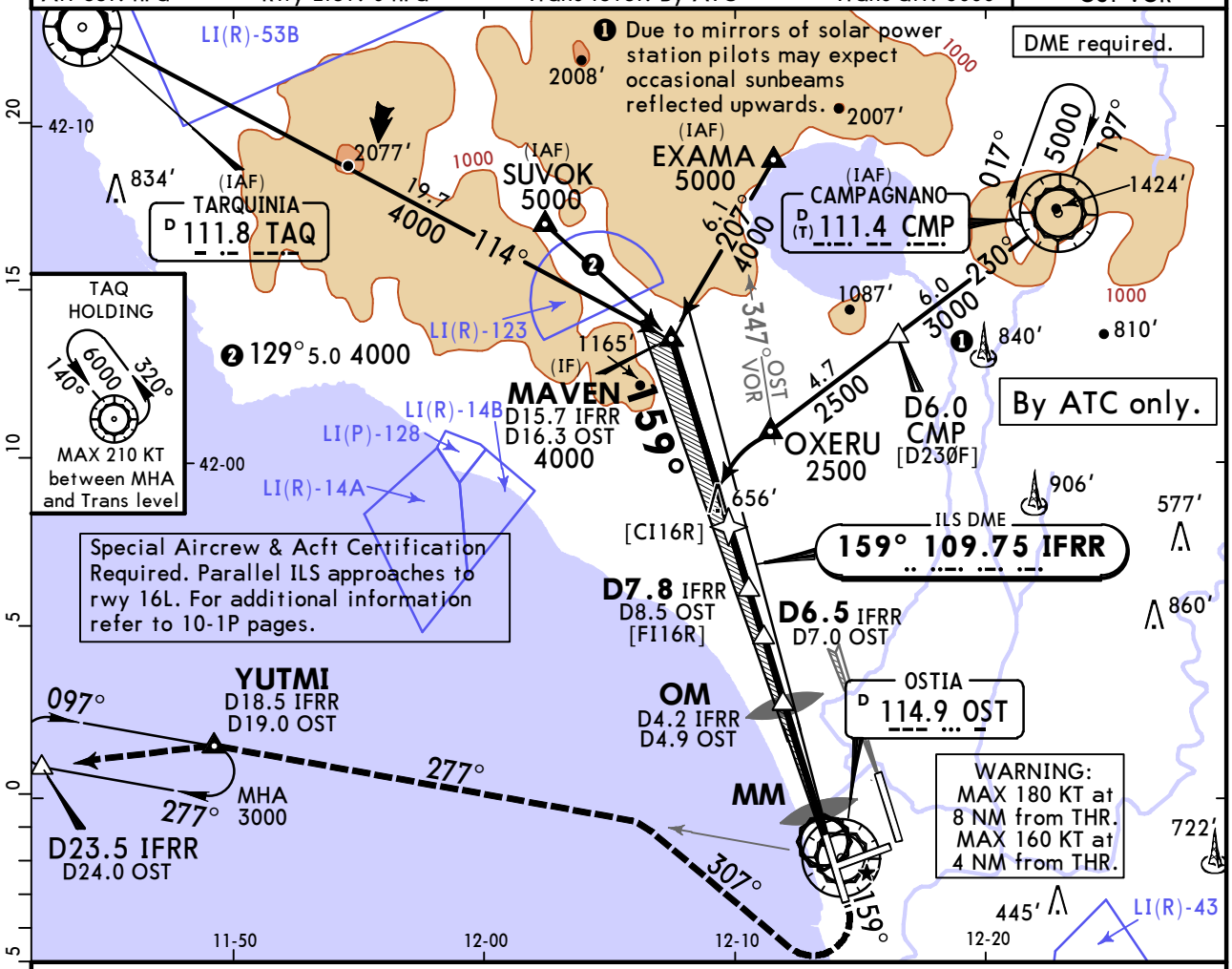
BRIEFING STRIP™

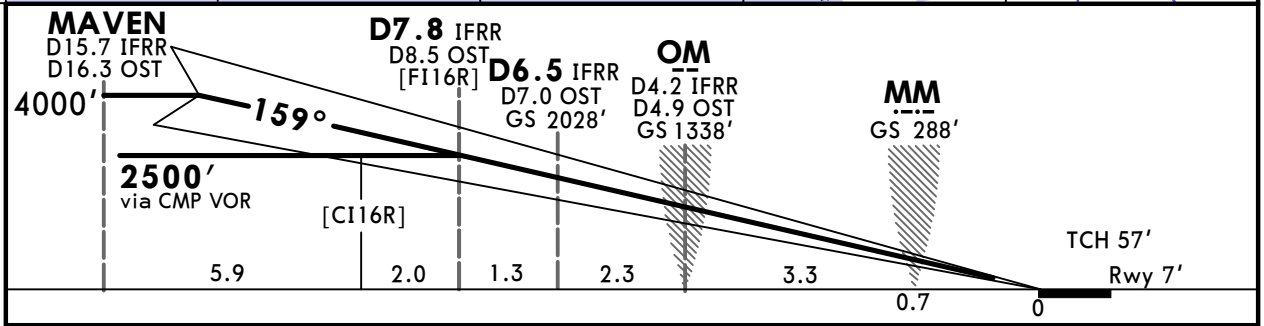
LOC IFRR	Final Apch Crs	D7.8 IFRR	CAT III & II ILS Refer to Minimums	Apt Elev 14′ Rwy 7′
109.75	159°	2500′ (2493′)		

MISSED APCH: Climb on 159° to 3000′, crossing 400′ turn RIGHT (MAX 200 KT) not before THR16R on track 307° to intercept and follow R-277 OST to YUTMI and hold at 3000′.

MSA OST VOR: 3700 (119°–219°), 5800 (219°–309°), 2300 (309°–119°)

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





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI

Refer to Missed Apch above

PANS OPS

Std/State — STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS	
	AB RA 102′ DA(H) 107′ (100′)	C RA 107′ DA(H) 112′ (105′)
R75m	1 R300m	

CAT II ILS
D RA 124′ DA(H) 126′ (119′)

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Missed apch, warning.

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LIRF/FCO FIUMICINO

JEPPESEN

2 AUG 24 (11-5) Eff 8 Aug

ROME, ITALY
ILS or LOC Rwy 25

D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7	121.9

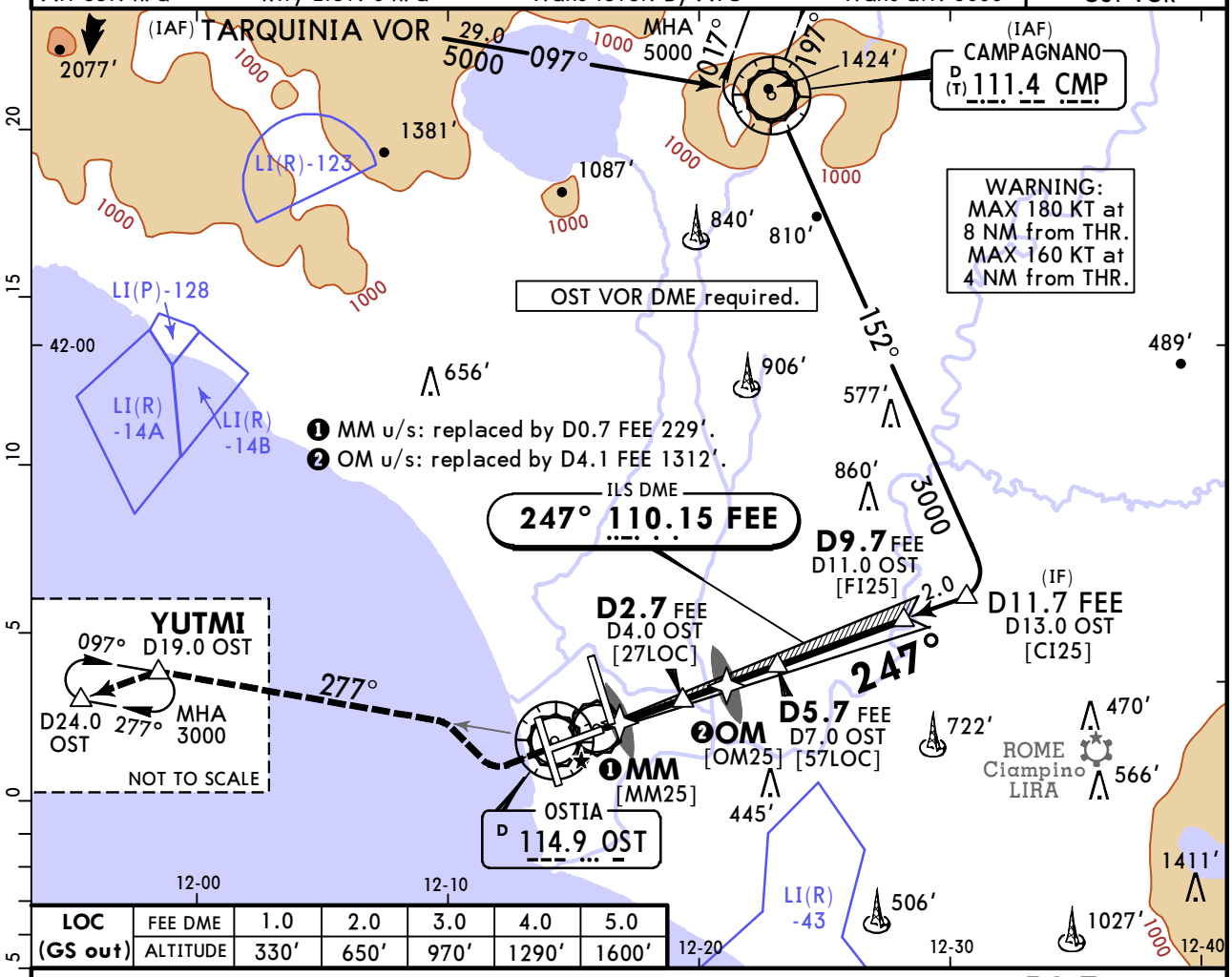
BRIEFING STRIP™

LOC FEE	Final Apch Crs	D9.7 FEE	ILS DA(H)	Apt Elev 14′
110.15	247°	3000′ (2995′)	Refer to Minimums	Rwy 5′

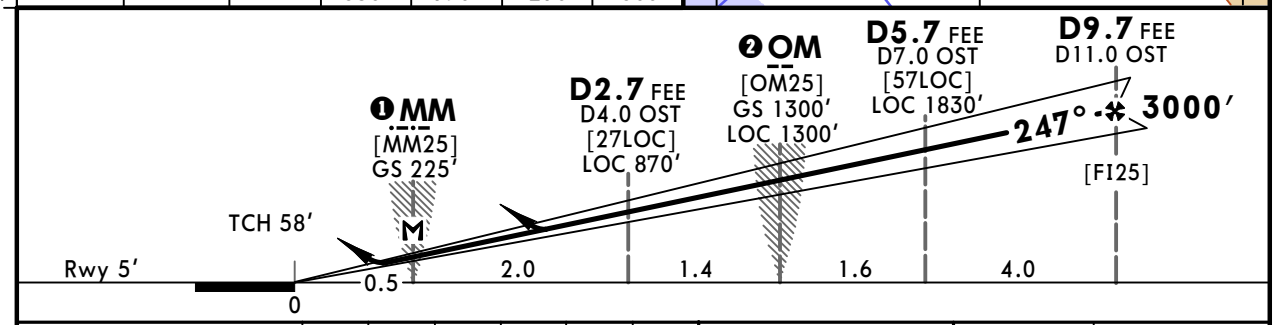
MISSED APCH: Climb on heading 247° to 500′, then turn RIGHT not before THR25 onto R-277 OST climbing to 3000′. Continue to YUTMI and hold at 3000′.

MSA OST VOR: 3700 (119°–219°), 5800 (219°–309°), 2300 (309°–119°)

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



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



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM							

HIALS PAPI PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING

ILS
DA(H) A: 223′ (218′) C: 243′ (238′)
B: 233′ (228′) D: 248′ (243′)

LOC (GS out)
CDFA
❷ DA/MDA(H) 400′ (395′)

CIRCLE-TO-LAND

	ALS out		ALS out
A	❶ R550m	R1200m	R1100m
B			R1500m
C			R1800m
D		R1300m	

Max KT	MDA(H)	
100	800′ (786′)	V1500m
135	800′ (786′)	V1600m
180	900′ (886′)	V2400m
205	900′ (886′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch, warning, new AOM format.

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LIRF/FCO FIUMICINO

JEPPESEN

2 AUG 24 (11-6) Eff 8 Aug

ROME, ITALY ILS or LOC Rwy 34L

D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7	121.9

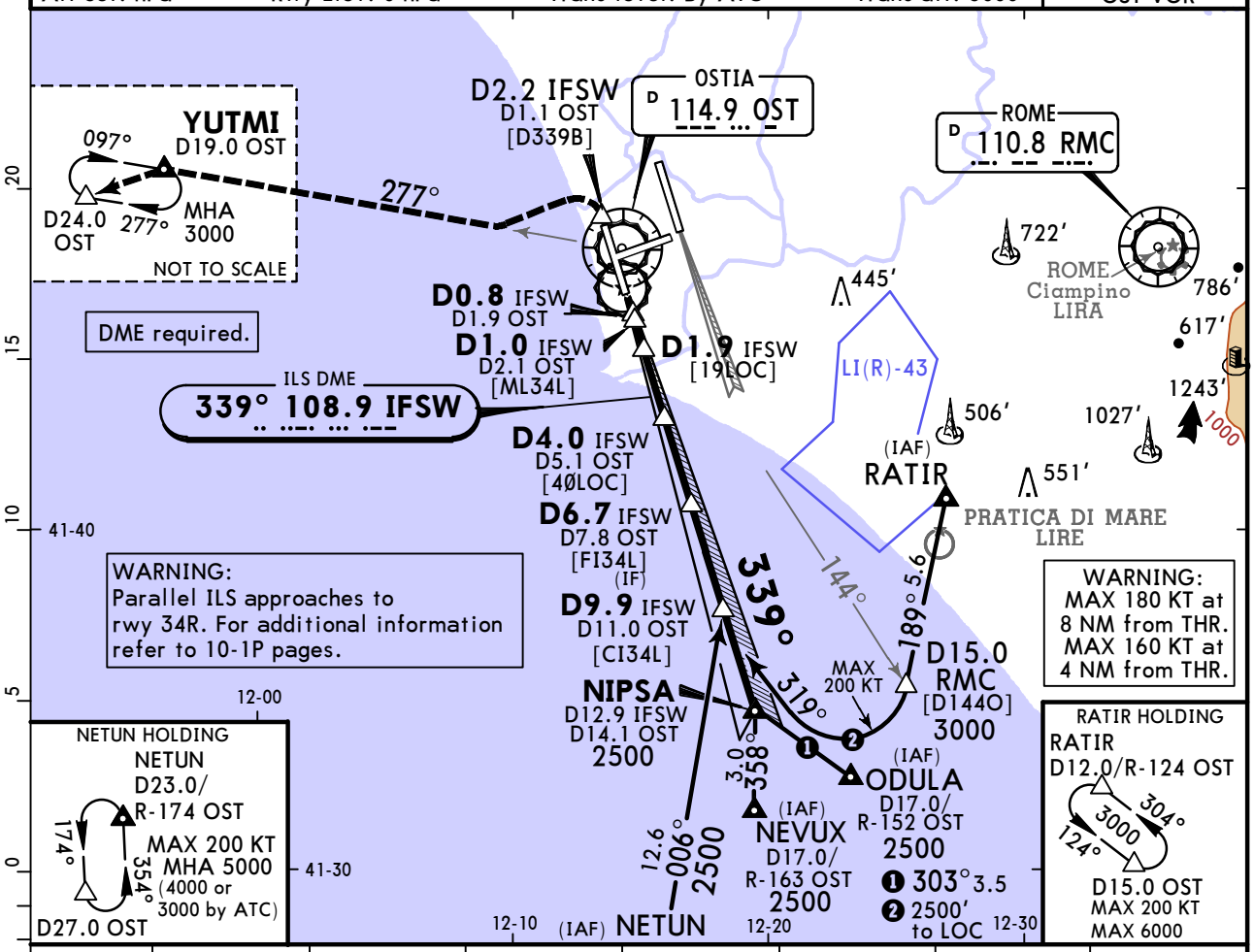
BRIEFING STRIP™

LOC IFSW	Final Apch Crs	D6.7 IFSW	ILS DA(H)	Apt Elev 14'
108.9	339°	2500' (2492')	Refer to Minimums	Rwy 8'

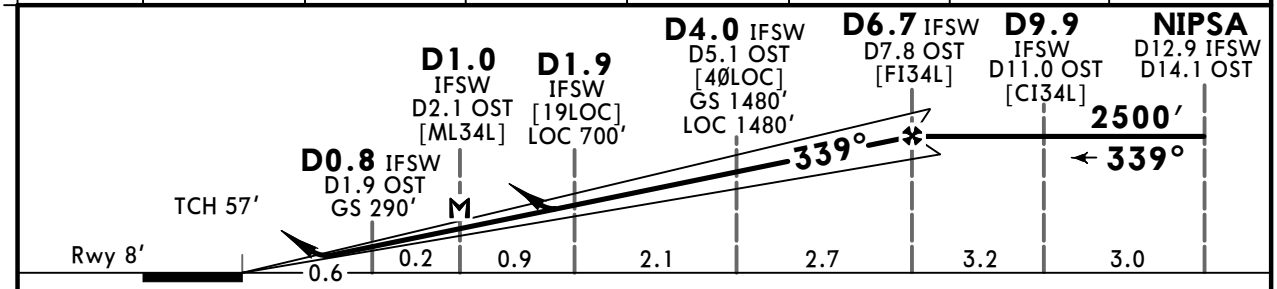
MISSED APCH: Climb to 3000' on track 339°. At D2.2 IFSW (D1.1 OST) turn LEFT (MAX 200 KT) to join R-277 OST direct to YUTMI and hold at 3000'.

MSA OST VOR: 3700 (119°–219°), 5800 (219°–309°), 2300 (309°–119°)

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



LOC (GS out)	IFSW DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	380'	750'	1120'	1490'	1860'	2240'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.50°	434	557	619	743	867	991
MAP at D1.0 IFSW/D2.1 OST							

HIALS: PAPI PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING

ILS DA(H)	C: 214' (206') D: 226' (218')
	AB: 208' (200')

LOC (GS out) CDFA	
1 DA/MDA(H)	400' (386')

	ILS		LOC (GS out)	
		ALS out		ALS out
A	R750m	R1200m	R1400m	R1500m
B				
C				R1800m
D	R800m			

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	800' (786')	V1500m
135	800' (786')	V1600m
180	900' (886')	V2400m
205	900' (886')	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch, warning, new AOM format.

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LIRF/FCO FIUMICINO

JEPPESEN

2 AUG 24 (11-7) Eff 8 Aug

ROME, ITALY
ILS or LOC Rwy 34R

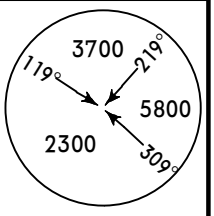
D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7 127.625	121.9

BRIEFING STRIP™

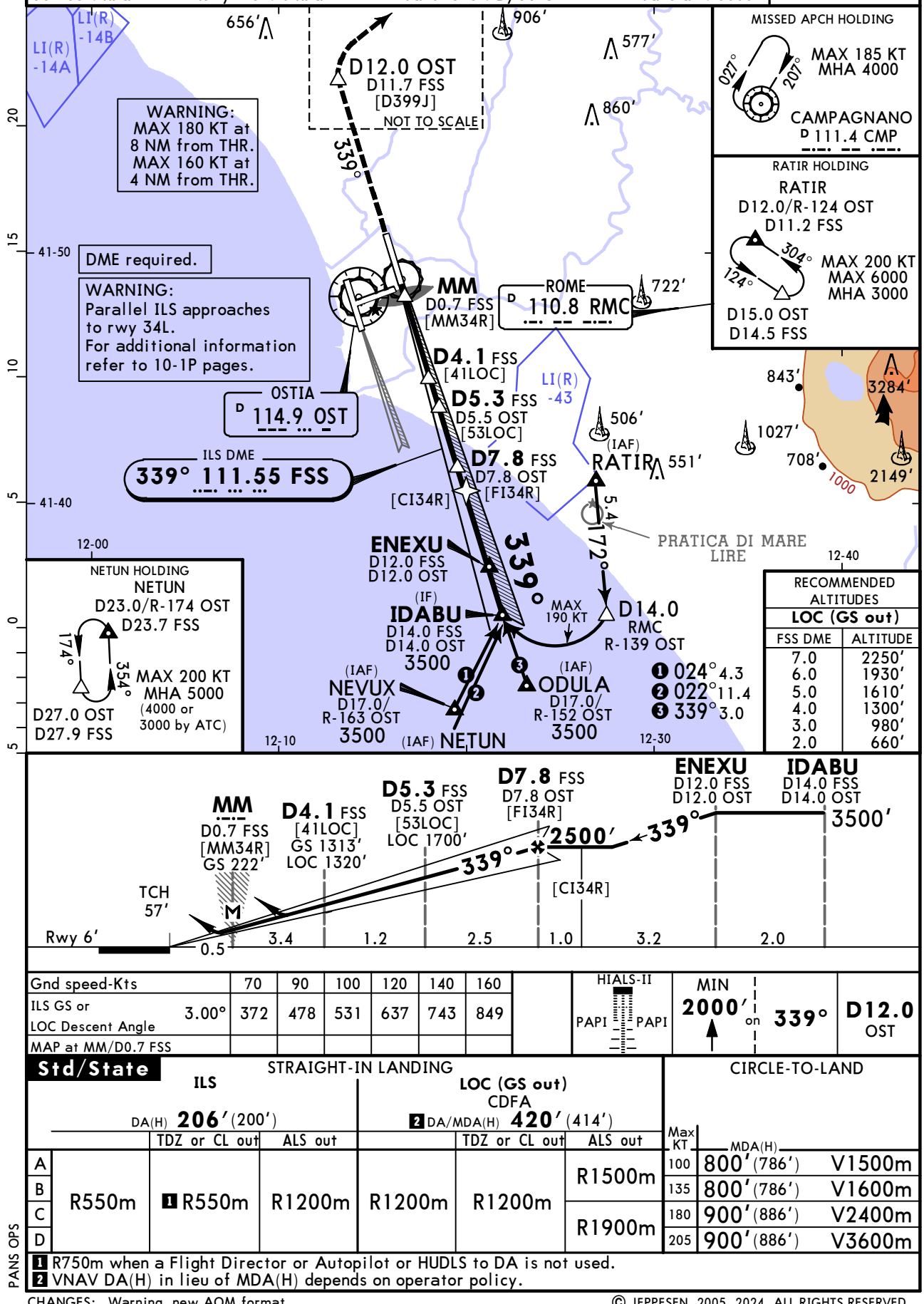
LOC FSS	Final Apch Crs	D7.8 FSS	ILS DA(H)	Apt Elev 14′
111.55	339°	2500′ (2494′)	206′ (200′)	Rwy 6′

MISSED APCH: Climb on 339° to cross D12.0 OST at 2000′ or above, then turn RIGHT to CMP VOR climbing to 4000′.

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



MSA
OST VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
FSS DME	ALTITUDE
7.0	2250′
6.0	1930′
5.0	1610′
4.0	1300′
3.0	980′
2.0	660′

Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.7 FSS							

HIALS-II
PAPI PAPI

MIN 2000′ on 339° D12.0 OST

Std/State — STRAIGHT-IN LANDING

	ILS DA(H) 206′ (200′)			LOC (GS out) CDFA 2 DA/MDA(H) 420′ (414′)		
		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m	R1200m	R1200m	R1500m
B						
C						R1900m
D						

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	800′ (786′)	V1500m
135	800′ (786′)	V1600m
180	900′ (886′)	V2400m
205	900′ (886′)	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Warning, new AOM format.

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LIRF/FCO FIUMICINO

JEPPESEN 30 AUG 24 (12-1) Eff 5 Sep

ROME, ITALY RNP Rwy 07

D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7	121.9

BRIEFING STRIP™

EGNOS	Final Apch Crs	RF782	LPV DA(H)	Apt Elev 14′
Ch 72314 E07A	066°	2000′ (1993′)	260′ (253′)	Rwy 7′

MISSED APCH: Continue rwy heading climbing to 3000′. Over RF725 turn RIGHT (MAX 200 KT) to join and follow track 192° inbound to IKNIF to join holding.

5800 MSA ARP

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

TAQ HOLDING 4.6 NM ❷ 6000 3.0 ❶ 140° 320°
(IAF) TAQ
MAX 210 KT between MHA and Trans level

RNP apch

(IAF) TAQ NOT TO SCALE
LI(R)-123 1411′ 1000
134° 21.4 4000
LI(P)-128
LI(R)-14A
LI(R)-14B
RF784 MAX 210 KT
198° 8.3 3000
RF783 MAX 210 KT
156° 5.0

(IAF) CMP MAX 210 KT NOT TO SCALE
231° 17.9 4000 656′

CMP HOLDING 5.7 NM ❷ 6000 4.0 ❶ 197°
(IAF) CMP
MAX 210 KT

❶ For RNAV system with holding functionality
❷ For RNAV system without holding functionality

WARNING:
MAX 180 KT at 8 NM from THR.
MAX 160 KT at 4 NM from THR.

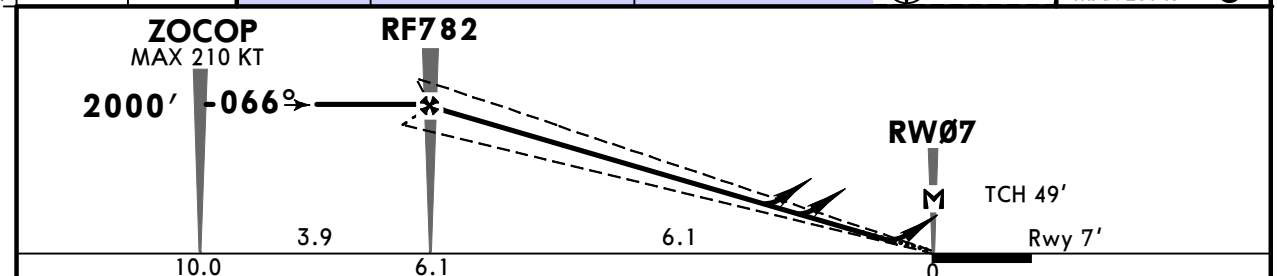
For uncompensated BARO-VNAV systems LNAV/VNAV not authorized:
- below -25°C;
- with non standard angle of descent above +55°C.

RF725
445′
066° RW07
(IF) ZOCOP MAX 210 KT
RF782
EGNOS Ch 72314 E07A
LI(R)-43
192°

NOT TO SCALE IKNIF MAX 200 KT

MISSED APCH HOLDING IKNIF 192° 012° 3000 4.1 ❶ 5.5 NM MAX 230 KT ❷

RECOMMENDED ALTITUDES	
DIST to RW07	ALTITUDE
6.0	1967′
5.0	1649′
4.0	1330′
3.0	1012′
2.0	693′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW07							

HIALS PAPI 3000′ on RWY hdg RF725

Std/State

STRAIGHT-IN LANDING

❶ LPV		LNAV/VNAV		LNAV CDFA	
DA(H) 260′ (253′)		DA(H) A: 332′ (325′) B: 346′ (339′) C: 354′ (347′) D: 365′ (358′)		❷ DA/MDA(H) 480′ (473′)	
	ALS out		ALS out		ALS out
A	R800m	R1300m	R1100m	R1500m	R1500m
B					
C			R1200m	R1600m	R1800m R2200m
D					

CIRCLE-TO-LAND

Max KT	MDA(H)
100	800′ (786′) V1500m
135	800′ (786′) V1600m
180	900′ (886′) V2400m
205	900′ (886′) V3600m

PANS OPS

❶ LPV (VAL 35m) ❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: IKNIF holding distance.

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LIRF/FCO FIUMICINO

JEPPESEN
30 AUG 24 (12-2) Eff 5 Sep

ROME, ITALY RNP Rwy 16L

D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7 127.625	121.9

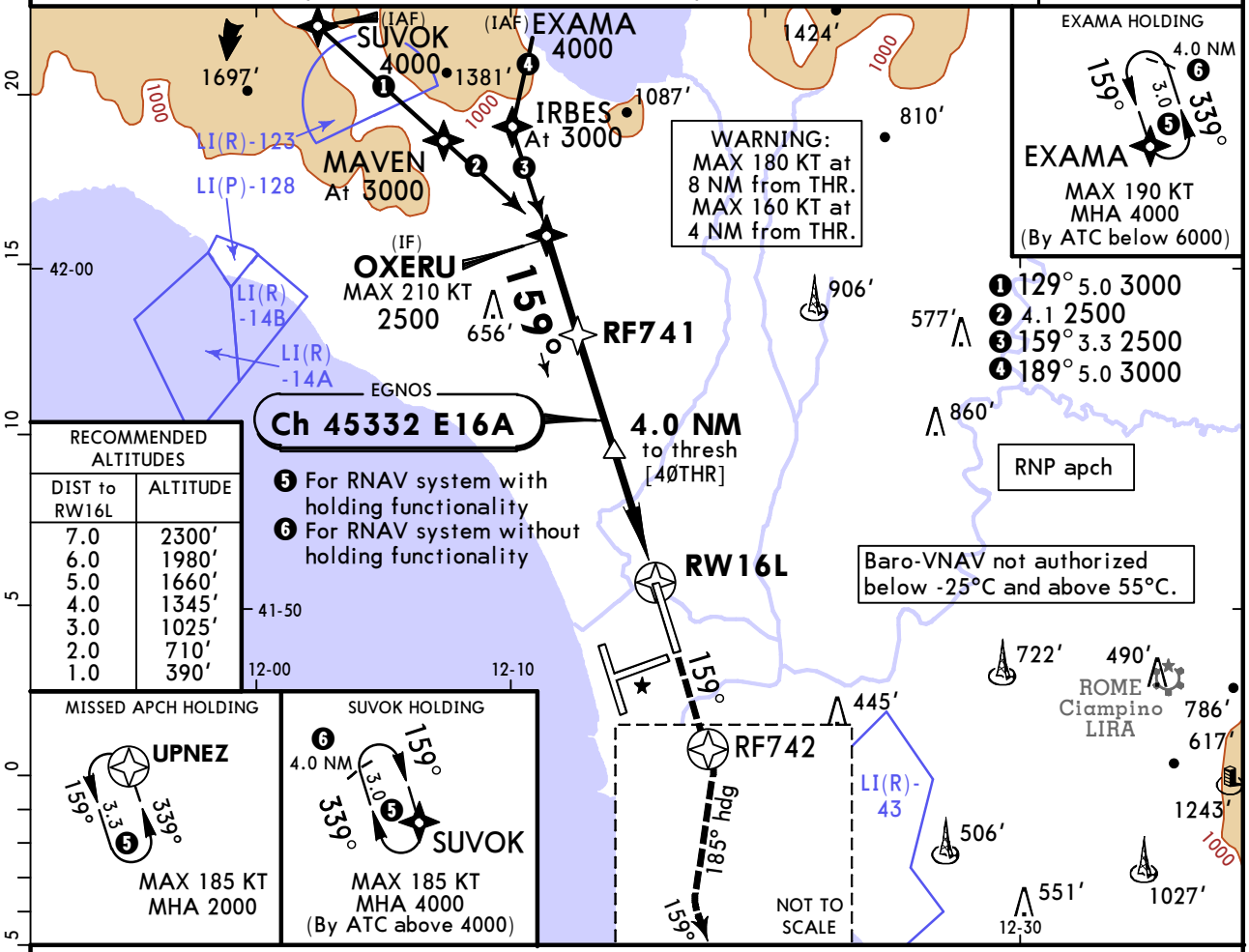
BRIEFING STRIP ™

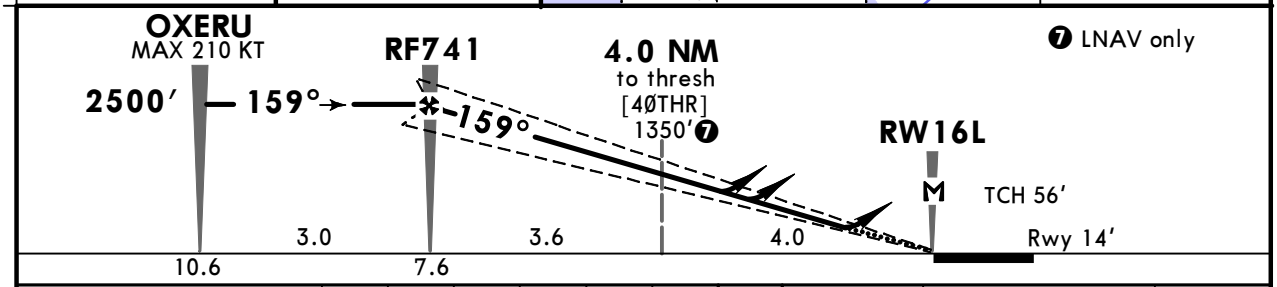
EGNOS	Final Apch Crs	RF741	LPV DA(H) Refer to Minimums	Apt Elev 14′
Ch 45332 E16A	159°	2500′ (2486′)		Rwy 14′

MISSED APCH: Climb on rwy heading 159° to 2000′ to be reached within RF742, turn RIGHT (MAX 185 KT) onto heading 185° to join track 159° to UPNEZ.
Missed approach requires a minimum climb of 4.3%(260′/NM) to 2000′, for ATC reasons.
If unable to comply advice ATC.

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

5800
MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW16L							

HIALS-II PAPI PAPI

MIN 2000′ on RWY hdg 159° RF742

Std/State

STRAIGHT-IN LANDING

	LPV DA(H)	TDZ or CL out	ALS out	LNAV/VNAV DA(H)	ALS out	LNAV CDFA	ALS out
A	290′ (276′)	1 R600m	R1300m	480′ (466′)			
B	300′ (286′)	1 R650m	R1400m	490′ (476′)	R1500m	2 R1500m	R1500m
C	310′ (296′)			500′ (486′)	R2300m	4 R1800m	R2400m
D	320′ (306′)	1 R700m		510′ (496′)			
					2 R1500m	3 DA/MDA(H) 570′ (556′)	

CIRCLE-TO-LAND

Max KT	MDA(H)
100	800′ (786′) V1500m
135	800′ (786′) V1600m
180	900′ (886′) V2400m
205	900′ (886′) V3600m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. 2 TDZ or CL out: R1500m.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 4 TDZ or CL out: R1800m.

PANS OPS

CHANGES: None.

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LIRF/FCO FIUMICINO

JEPPESEN
2 AUG 24 (12-3) Eff 8 Aug

ROME, ITALY
RNP Rwy 16R

D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7	121.9

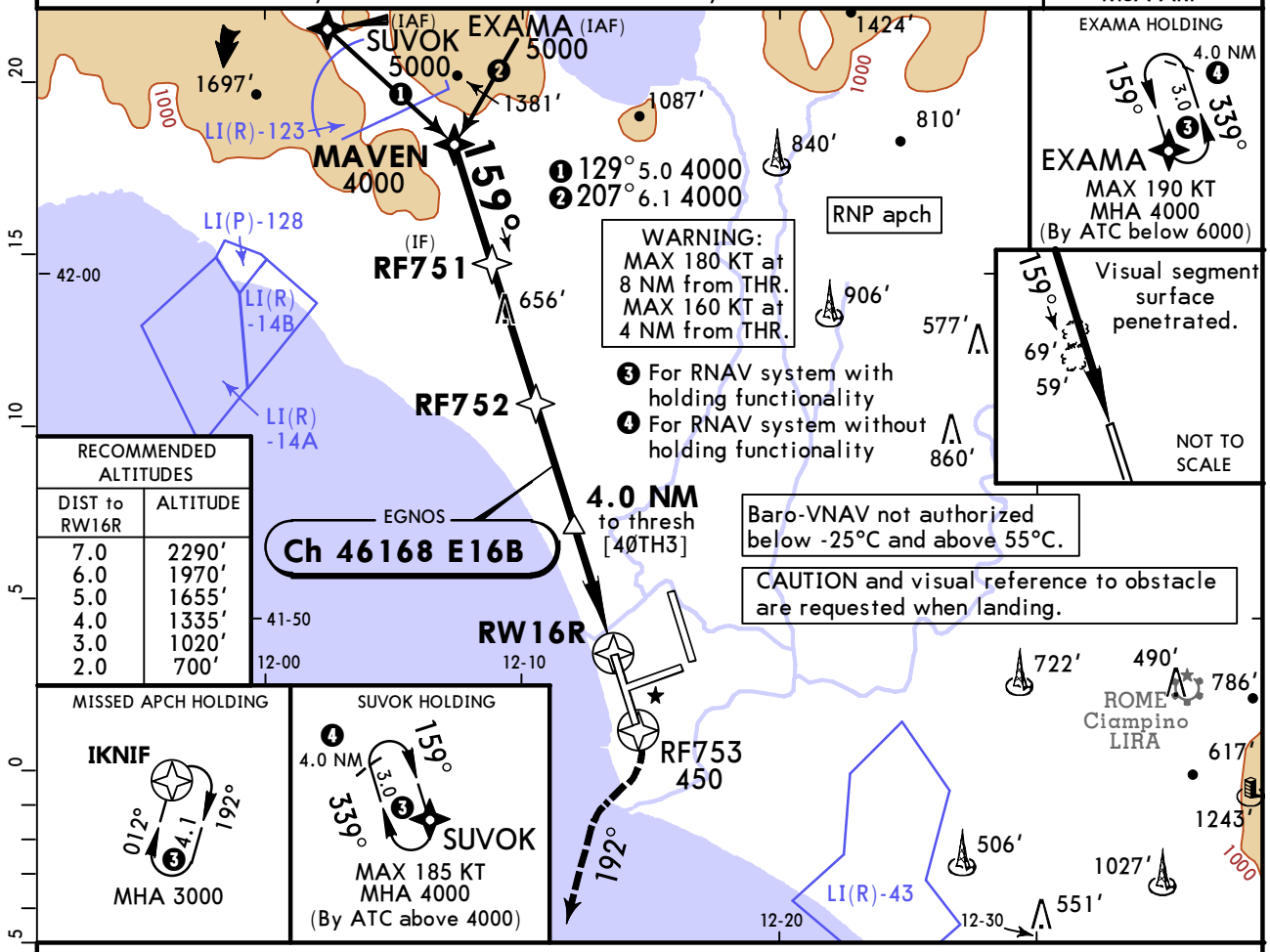
BRIEFING STRIP™

EGNOS	Final Apch Crs	RF752	LPV DA(H) Refer to Minimums	Apt Elev 14′
Ch 46168 E16B	159°	2500′ (2493′)		Rwy 7′

MISSED APCH: Climb on rwy heading 159° to 3000′, at RF753 turn RIGHT on track 192° inbound to IKNIF.

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

5800
MSA ARP



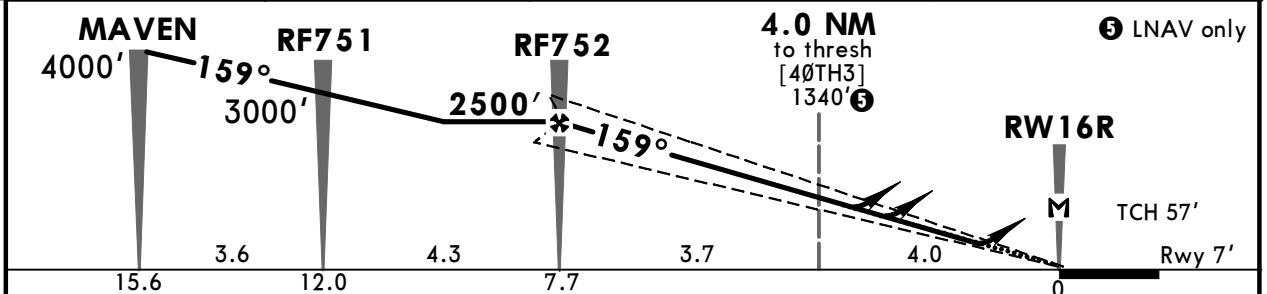
RECOMMENDED ALTITUDES	
DIST to RW16R	ALTITUDE
7.0	2290′
6.0	1970′
5.0	1655′
4.0	1335′
3.0	1020′
2.0	700′

MISSED APCH HOLDING

MHA 3000

SUVOK HOLDING

MAX 185 KT
MHA 4000
(By ATC above 4000)



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW16R							

HIALS-II
PAPI PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING

	LPV DA(H)		LNAV/VNAV DA(H)		LNAV CDFA	
					5 DA/MDA(H)	
A	AB: 260′ (253′)		A: 300′ (293′)		420′ (413′)	
B			B: 310′ (303′)			
C	C: 270′ (263′)		C: 320′ (313′)			
D	D: 280′ (273′)		D: 330′ (323′)			
	TDZ or CL out	ALS out		ALS out		ALS out
A	R600m	1 R600m	2 R650m	R1400m	6 R1200m	R1500m
B			3 R700m			
C		R1300m				R1900m
D			4 R800m	R1500m		

CIRCLE-TO-LAND

Max KT	MDA(H)
100	800′ (786′) V1500m
135	800′ (786′) V1600m
180	900′ (886′) V2400m
205	900′ (886′) V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. 2 TDZ or CL out: 1 R650m. 3 TDZ or CL out: 1 R700m.
4 TDZ or CL out: R800m. 5 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 6 TDZ or CL out: R1200m.

CHANGES: Missed apch, warning, new AOM format.

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LIRF/FCO FIUMICINO

JEPPESEN
2 AUG 24 (12-4) Eff 8 Aug

ROME, ITALY RNP Rwy 25

D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7	121.9

BRIEFING STRIP™

EGNOS	Final Apch Crs	RF781	LPV DA(H) Refer to Minimums	Apt Elev 14'
Ch 55018 E25A	247°	3000' (2995')		Rwy 5'

MISSED APCH: Proceed rwy heading climbing to 3000'. At RF726 turn RIGHT to join and follow track 277° inbound to YUTMI to join holding.

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

5800
MSA ARP

TAQ HOLDING
4.6 NM ❷
140° 6000 3.0 320°
(IAF) TAQ
MAX 210 KT between MHA and Trans level

(IAF) TAQ NOT TO SCALE
097° 29.5 6000
2007'
5.7 NM ❷
4.0
147°
MAX 210 KT
MHA 6000
(IAF) CMP
1424'
922'
1087'
840' 810'
149° 16.1 3000
LI(R)-123
1000

❶ For RNAV system with holding functionality
❷ For RNAV system without holding functionality

RNP apch
LI(P)-128
LI(R)-14A
LI(R)-14B
42-00

WARNING:
MAX 180 KT at 8 NM from THR.
MAX 160 KT at 4 NM from THR.

For uncompensated BARO-VNAV systems LNAV/VNAV not authorized:
- below -25°C;
- with non standard angle of descent above +55°C.

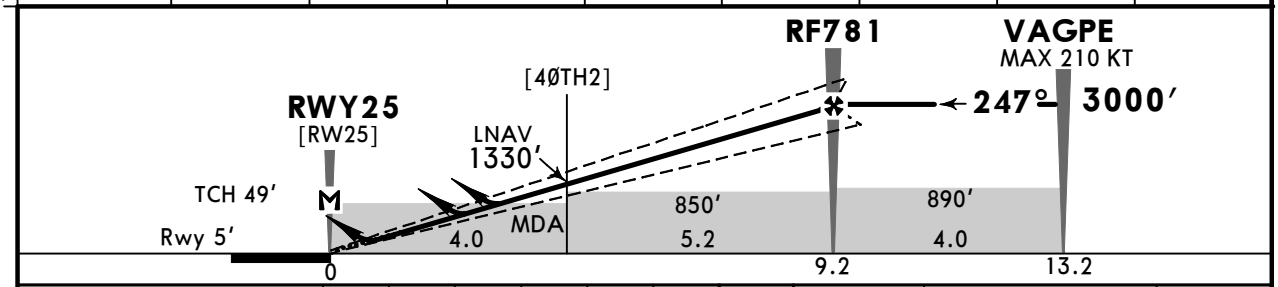
656' 906' 577' 860'
(IF) VAGPE
MAX 210 KT

EGNOS
Ch 55018 E25A
247°
RF781
[4ØTH2]
RF726 770
RWY25 [RW25]
722'
445'
LI(R)-43

097° YUTMI
277° MHA 3000 ❷1 Min
NOT TO SCALE
277°

11-50 12-00 12-10 12-20 12-30

DIST to RWY25	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	696'	1015'	1334'	1635'	1971'	2289'	2608'	2926'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWY25							

HIALS
PAPI PAPI
3000' on RWY hdg
RF726

Std/State

STRAIGHT-IN LANDING

	❶ LPV	LNAV/VNAV	LNAV CDFA
DA(H) A	217' (212')	279' (274')	
DA(H) B	229' (224')	291' (286')	
DA(H) C	237' (232')	299' (294')	
DA(H) D	248' (243')	310' (305')	
❸ DA/MDA(H)			590' (585')

CIRCLE-TO-LAND

	ALS out		ALS out		ALS out	Max KT	MDA(H)
A	❷ R550m	R1200m	❷ R600m	R1300m	R1500m	100	800' (786') V1500m
B			❷ R650m	R1400m		135	800' (786') V1600m
C					R2000m	180	900' (886') V2400m
D		R1300m	❷ R700m		R2400m	205	900' (886') V3600m

PANS OPS

❶ LPV (VAL 35m) ❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch, warning, SMA, new AOM format.

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LIRF/FCO FIUMICINO

JEPPESEN
2 AUG 24 (12-5) Eff 8 Aug

ROME, ITALY RNP Rwy 34L

D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7	121.9

BRIEFING STRIP™

EGNOS	Final Apch Crs	RF763	LPV DA(H) Refer to Minimums	Apt Elev 14'
Ch 48471 E34B	339°	3000' (2992')		Rwy 8'

MISSED APCH: Climb on 339° to cross RF764 at or above 450', then turn LEFT (MAX 210 KT) on track 277° inbound to YUTMI and join holding.

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

5800
MSA ARP

For uncompensated BARO-VNAV systems LNAV/VNAV not authorized:
- below -25°C;
- with non standard angle of descent above +15°C.

RNP apch

097° YUTMI 277°
MHA 277° 3000
NOT TO SCALE ❷ 1 Min

RF764 450
RW34L
4.0 NM to thresh [4ØTH4]
EGNOS Ch 48471 E34B

❶ For RNAV system with holding functionality
❷ For RNAV system without holding functionality

RF763
339°
(IF) OKUBU
MAX 200 KT
3000

4.4 311°
4.0 353°
(IAF) NEVUX 3500
(IAF) ODULA 3500
MAX 200 KT MHA 2500
159° ❶ 4.0 ❷ 5.5 NM 339°

860' 722' 470' 445' 904' 564' 843' 506' 1027' 551' 708'
ROME Ciampino LIRA
PRATICA DI MARE LIRE
2000 1000

41-40 12-00 12-10 41-30 12-20 12-30 12-40

RECOMMENDED ALTITUDES	
DIST to RW34L	ALTITUDE
7.0	2670'
6.0	2300'
5.0	1930'
4.0	1560'
3.0	1180'
2.0	810'
1.0	440'

NEVUX HOLDING
NEVUX 159° ❶ 4.0 339° ❷ 5.5 NM
MAX 200 KT MHA 2500

WARNING:
MAX 180 KT at 8 NM from THR.
MAX 160 KT at 4 NM from THR.

❸ LNAV only

4.0 NM to thresh [4ØTH4] 1550'❸
RW34L
TCH 57'
Rwy 8'
339°
RF763
OKUBU MAX 200 KT
339° 3000'
0 4.0 3.9 7.9 3.8 11.7

Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.50°	434	557	619	743	867	991
MAP at RW34L							

HIALS
PAPI PAPI

Refer to Missed Apch above

Std/State

STRAIGHT-IN LANDING

LPV		LNAV/VNAV		LNAV	
DA(H)	A: 290' (282')	DA(H)	A: 339' (331')	❶ DA/MDA(H)	410' (402')
	B: 300' (292')		B: 351' (343')		
	C: 310' (302')		C: 359' (351')		
	D: 320' (312')		D: 370' (362')		

CIRCLE-TO-LAND

	ALS out		ALS out		ALS out	Max KT	MDA(H)
A	R900m	R1400m	R1100m	R1500m	R1500m	100	800' (786') V1500m
B						135	800' (786') V1600m
C	R1000m		R1200m	R1600m		180	900' (886') V2400m
D			R1300m	R1700m	R1900m	205	900' (886') V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch, notes, LNAV/VNAV established, new AOM format.

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LIRF/FCO FIUMICINO

JEPPESEN
2 AUG 24 (12-6) Eff 8 Aug

ROME, ITALY RNP Rwy 34R

D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7 127.625	121.9

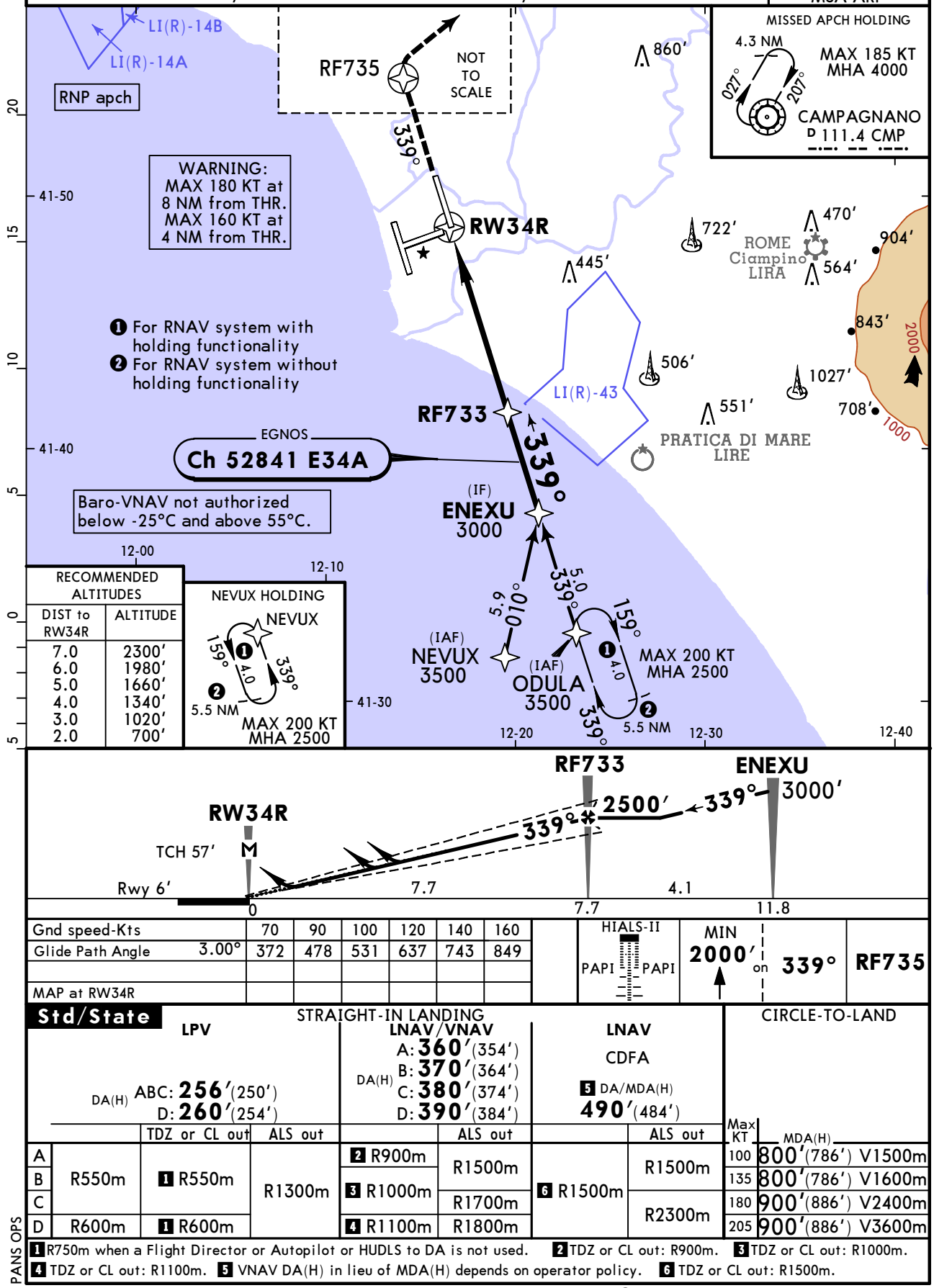
EGNOS	Final Apch Crs	RF733	LPV DA(H) Refer to Minimums	Apt Elev 14′
Ch 52841 E34A	339°	2500′ (2494′)		Rwy 6′

MISSED APCH: Climb on 339° to cross RF735 at 2000′ or above, then turn RIGHT to CMP VOR climbing to 4000′.

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

5800
MSA ARP

BRIEFING STRIP™



RECOMMENDED ALTITUDES	
DIST to RW34R	ALTITUDE
7.0	2300′
6.0	1980′
5.0	1660′
4.0	1340′
3.0	1020′
2.0	700′

NEVUX HOLDING
NEVUX
159°
339°
4.0
5.5 NM
MAX 200 KT
MHA 2500

Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW34R							

HIALS-II
PAPI PAPI
MIN 2000′ on 339°
RF735

Std/State

STRAIGHT-IN LANDING

	LPV			LNAV/VNAV			LNAV	
	DA(H)	TDZ or CL out	ALS out	DA(H)		ALS out	CDFA	ALS out
A	ABC: 256′ (250′)			A: 360′ (354′)	2 R900m	R1500m	5 DA/MDA(H) 490′ (484′)	R1500m
B		1 R550m	R1300m	B: 370′ (364′)	3 R1000m			
C	D: 260′ (254′)			C: 380′ (374′)		R1700m	6 R1500m	R2300m
D		1 R600m		D: 390′ (384′)	4 R1100m	R1800m		

CIRCLE-TO-LAND

Max KT	MDA(H)
100	800′ (786′) V1500m
135	800′ (786′) V1600m
180	900′ (886′) V2400m
205	900′ (886′) V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. 2 TDZ or CL out: R900m. 3 TDZ or CL out: R1000m. 4 TDZ or CL out: R1100m. 5 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 6 TDZ or CL out: R1500m.

CHANGES: Procedure, warning, new AOM format.

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LIRF/FCO FIUMICINO

JEPPESEN
2 AUG 24 (13-1) Eff 8 Aug

ROME, ITALY VOR Rwy 07

D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7	121.9

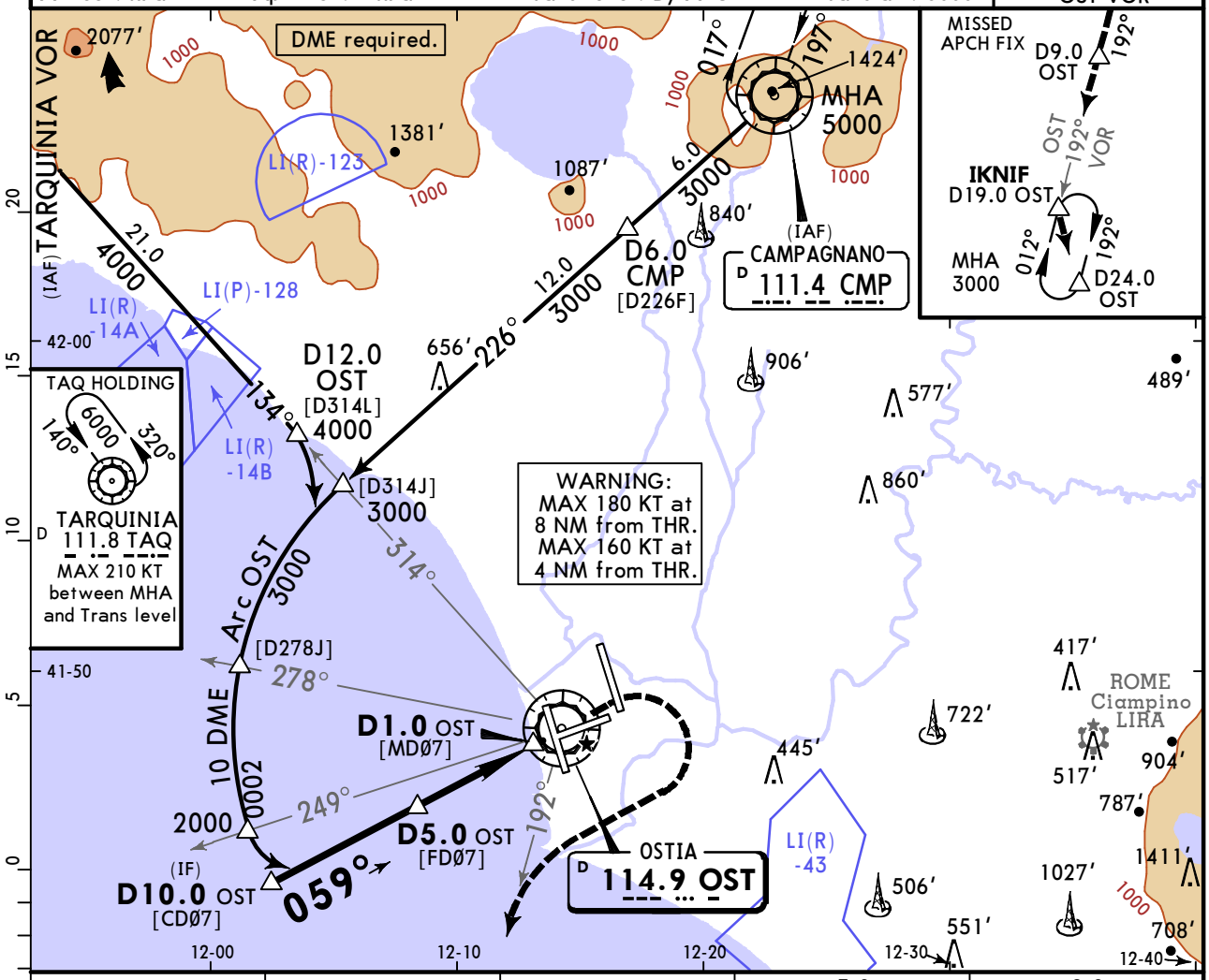
BRIEFING STRIP™

VOR OST	Final Apch Crs	D5.0 OST	DA/MDA(H)	Apt Elev 14′
114.9	059°	1550′ (1536′)	400′ (386′)	

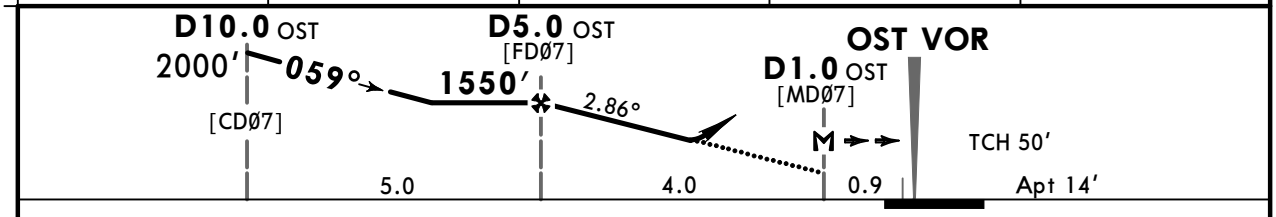
MISSED APCH: Climb to 500′ on 059°, then turn RIGHT (MAX 200 KT) climbing on R-192 OST to 2000′ within D9.0 OST. Continue climb to 3000′ to IKNIF and hold.

MSA OST VOR: 3700 (119°–219°), 5800 (219°–309°), 2300 (309°–119°)

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′



OST DME	5.0	4.0	3.0	2.0
ALTITUDE	1550′	1250′	950′	650′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.86°	354	455	506	607	708	809
MAP at D1.0 OST						

HIALS
PAPI
500′ on 059°

Std/State STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 400′ (386′)

		ALS out
A	R1400m	R1500m
B		
C		R1800m
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	800′ (786′)	V1500m
135	800′ (786′)	V1600m
180	900′ (886′)	V2400m
205	900′ (886′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure, missed apch, warning, new AOM format.

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LIRF/FCO FIUMICINO

JEPPESEN 2 AUG 24 (13-2) Eff 8 Aug

ROME, ITALY VOR Rwy 16R

D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7	121.9

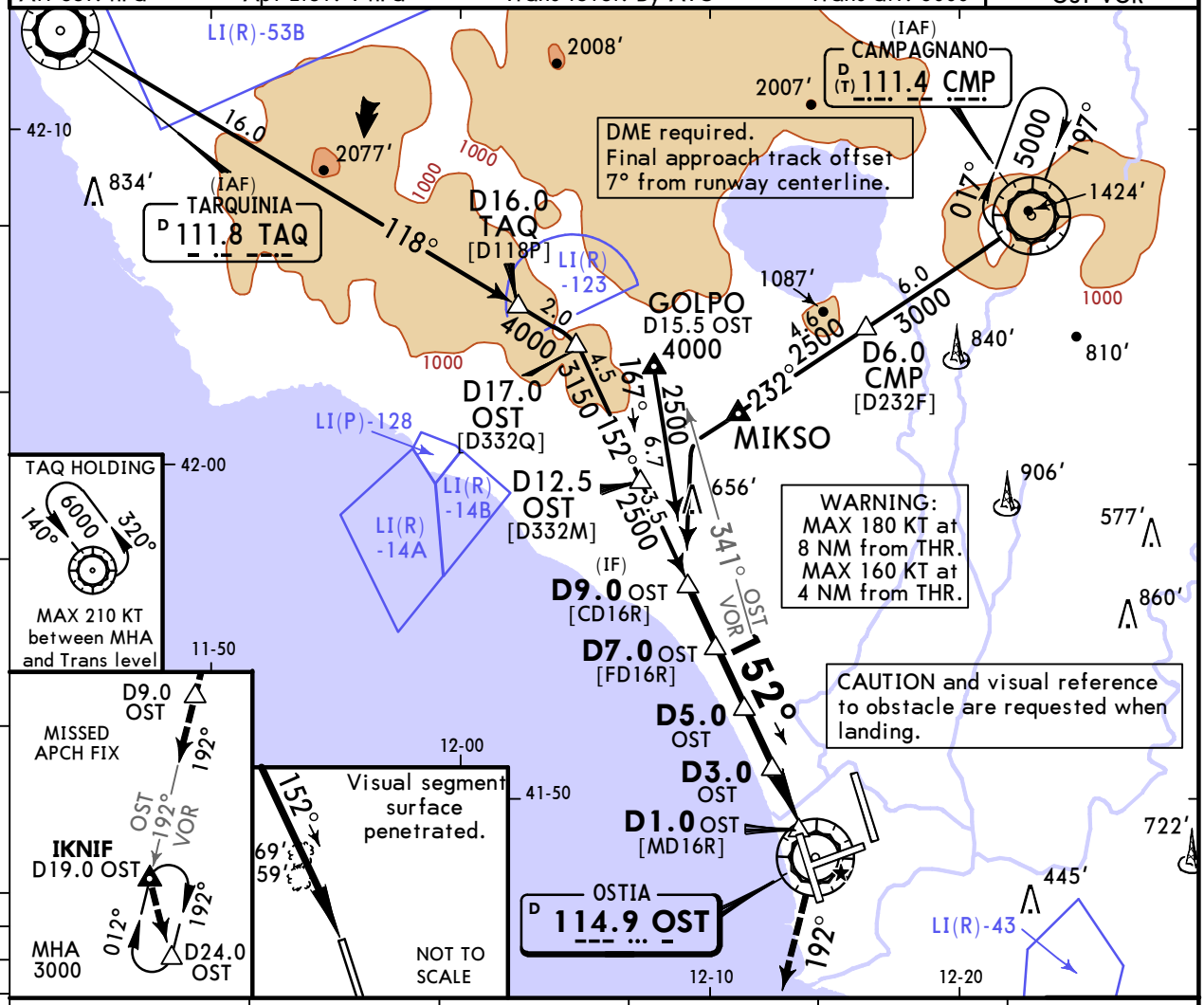
BRIEFING STRIP™

VOR OST	Final Apch Crs	D7.0 OST	DA/MDA(H)	Apt Elev 14′
114.9	152°	2100′ (2086′)	400′ (386′)	

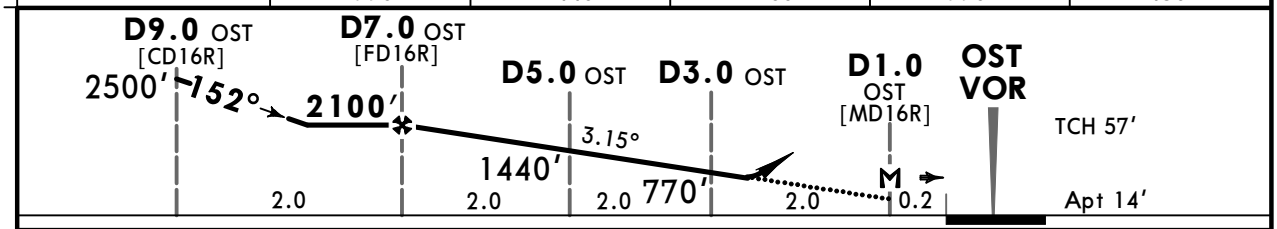
MISSED APCH: Turn RIGHT on R-192 OST climbing to 3000′. Cross 2000′ within D9.0 OST. Continue to IKNIF and hold.

MSA OST VOR: 3700 (219°–309°), 5800 (309°–119°), 2300 (119°–219°)

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′



OST DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1770′	1440′	1100′	770′	430′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.15°	390	502	557	669	780	892
MAP at D1.0 OST							

HIALS-II PAPI PAPI

2000′ RT on OST 114.9 R-192

Std/State

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 400′ (386′)

	TDZ or CL out	ALS out
A	R1100m	R1500m
B		
C	R1100m	R1800m
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	800′ (786′)	V1500m
135	800′ (786′)	V1600m
180	900′ (886′)	V2400m
205	900′ (886′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch, warning, new AOM format.

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LIRF/FCO FIUMICINO

JEPPESEN 2 AUG 24 13-3 Eff 8 Aug

ROME, ITALY VOR Rwy 25

BRIEFING STRIP™

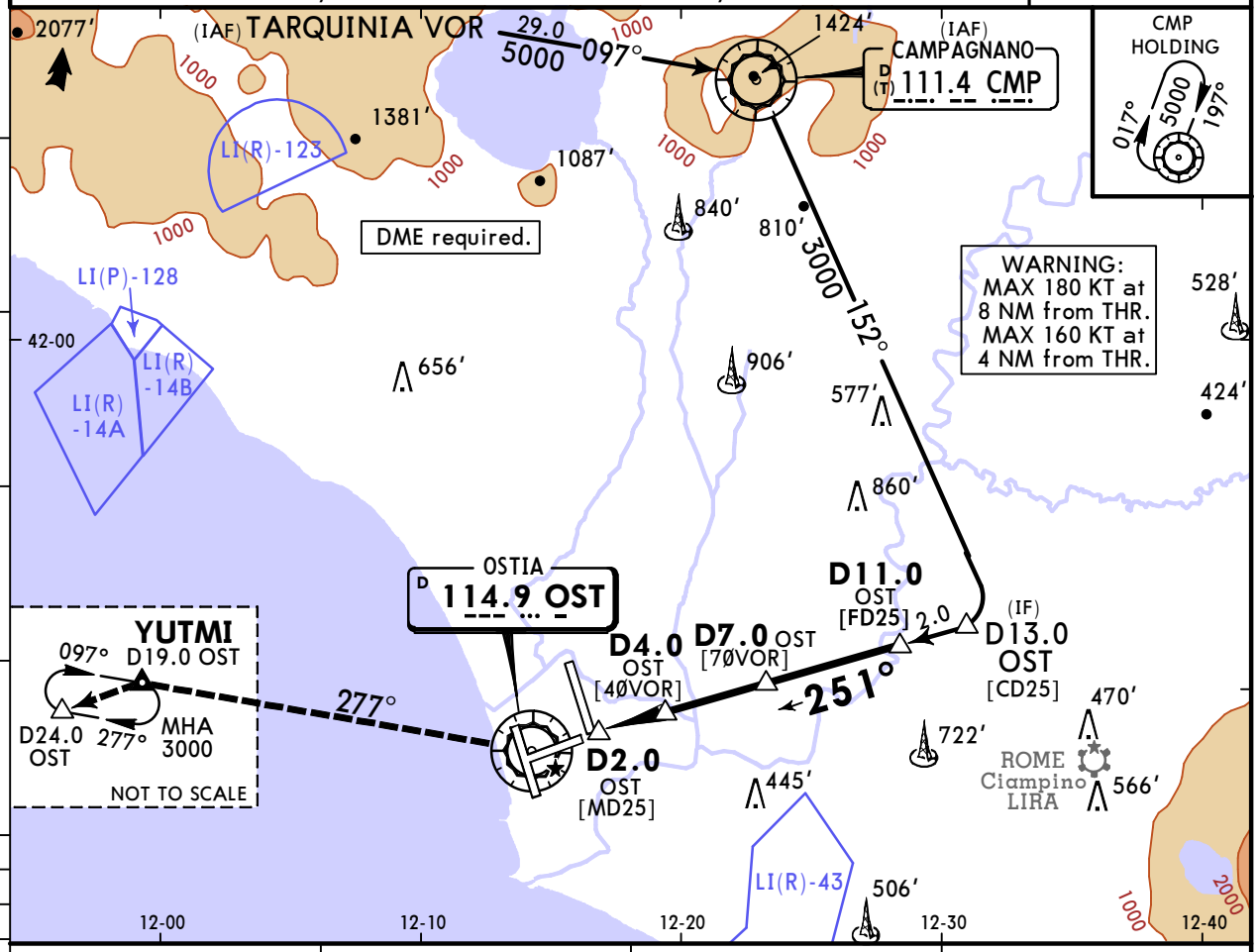
D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7	121.9

VOR OST	Final Apch Crs	D11.0 OST	DA/MDA(H)	Apt Elev 14′ Rwy 5′
114.9	251°	3000′ (2995′)	550′ (545′)	

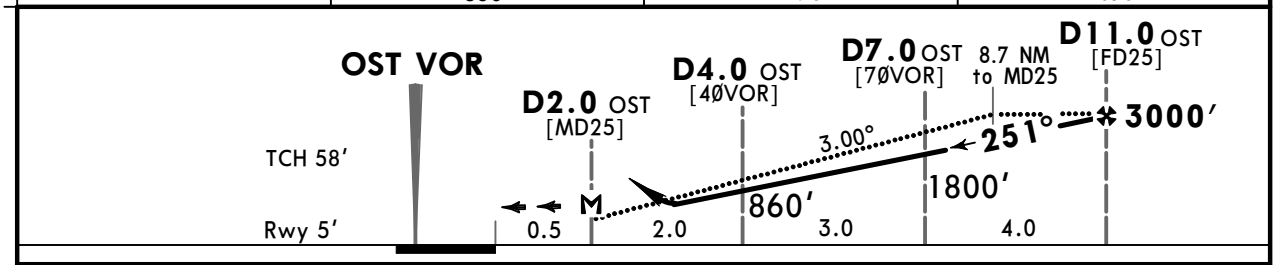
MISSED APCH: Turn RIGHT, not before threshold rwy 25, on R-277 OST climbing to 3000′, then continue to YUTMI and hold.

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

MSA OST VOR
3700 219° 119° 5800 2300 309°



OST DME	4.0	5.0	6.0
ALTITUDE	860′	1170′	1490′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.0 OST							

HIALS PAPI PAPI

Refer to Missed Apch above

Std/State STRAIGHT-IN LANDING CDFA

1 DA/MDA(H) 550′ (545′) — ALS out

A	R1500m	
B		
C	R1800m	R2400m
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	800′ (786′)	V1500m
135	800′ (786′)	V1600m
180	900′ (886′)	V2400m
205	900′ (886′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch, warning, new AOM format.

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LIRF/FCO FIUMICINO

JEPPESEN
2 AUG 24 (13-4) Eff 8 Aug

ROME, ITALY VOR Rwy 34L

D-ATIS Arrival	ROMA Arrivals (APP)	*ROMA Director (APP)	FIUME Tower	Ground
126.125	125.5	131.250	118.7	121.9

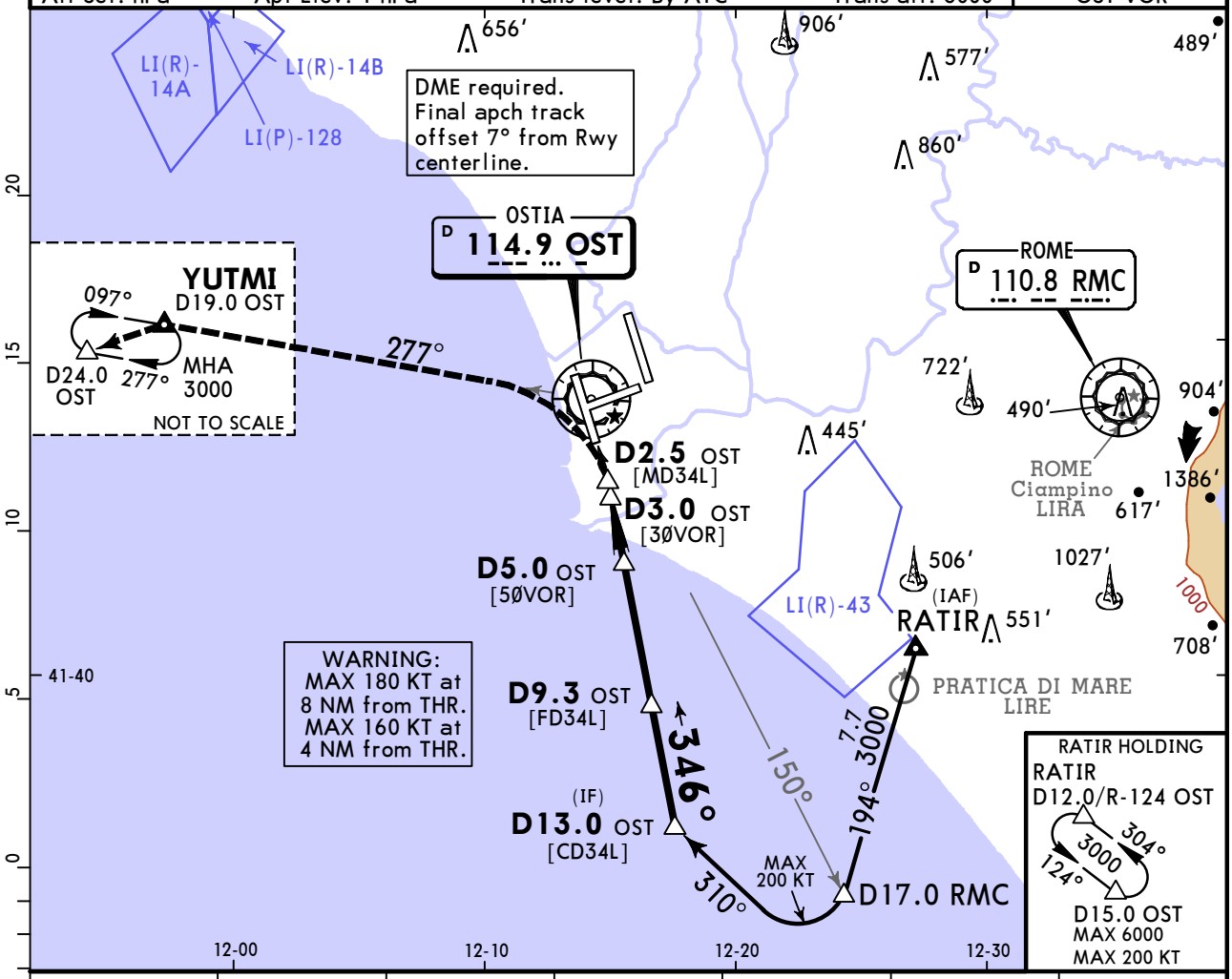
BRIEFING STRIP™

VOR OST	Final Apch Crs	D9.3 OST	DA/MDA(H)	Apt Elev 14′
114.9	346°	3000′ (2986′)	500′ (486′)	

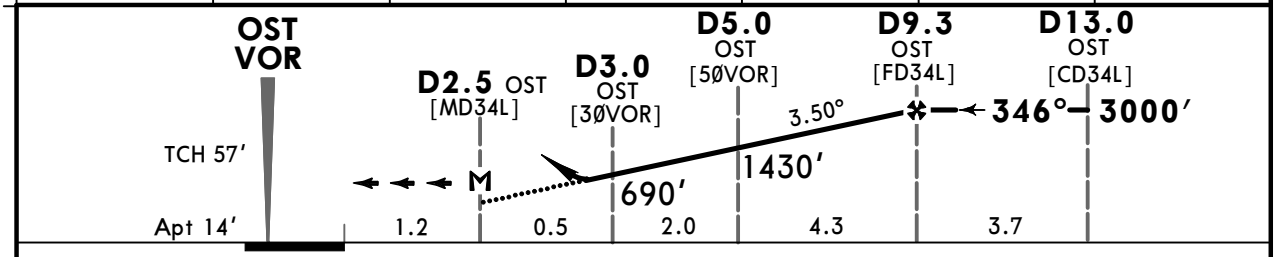
MISSED APCH: Turn LEFT climbing on R-277 OST to 3000′ to YUTMI and hold.

MSA OST VOR: 3700 (119°–219°), 5800 (219°–309°), 2300 (309°–119°)

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′



OST DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	690′	1060′	1430′	1800′	2170′	2540′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.50°	434	557	619	743	867	991
MAP at D2.5 OST						

HIALS
PAPI PAPI
3000′ LT
OST on 114.9 R-277

Std/State STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 500′ (486′)
ALS out

CIRCLE-TO-LAND

		Max KT	MDA(H)	
A	R1500m	100	800′ (786′)	V1500m
B		135	800′ (786′)	V1600m
C	R1800m	180	900′ (886′)	V2400m
D	R2300m	205	900′ (886′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch, warning, new AOM format.

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Chart changes since cycle 01-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ROME, (FIUMICINO - LIRF)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIRF