

CHANGES: Chart redrawn.

**LIRF/FCO**  
FIUMICINO

**JEPPESEN**

**ROME, ITALY**

6 MAY 05

10-2

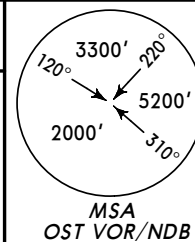
Eff 12 May

**STAR**

ATIS  
114.9

Apt Elev  
14'

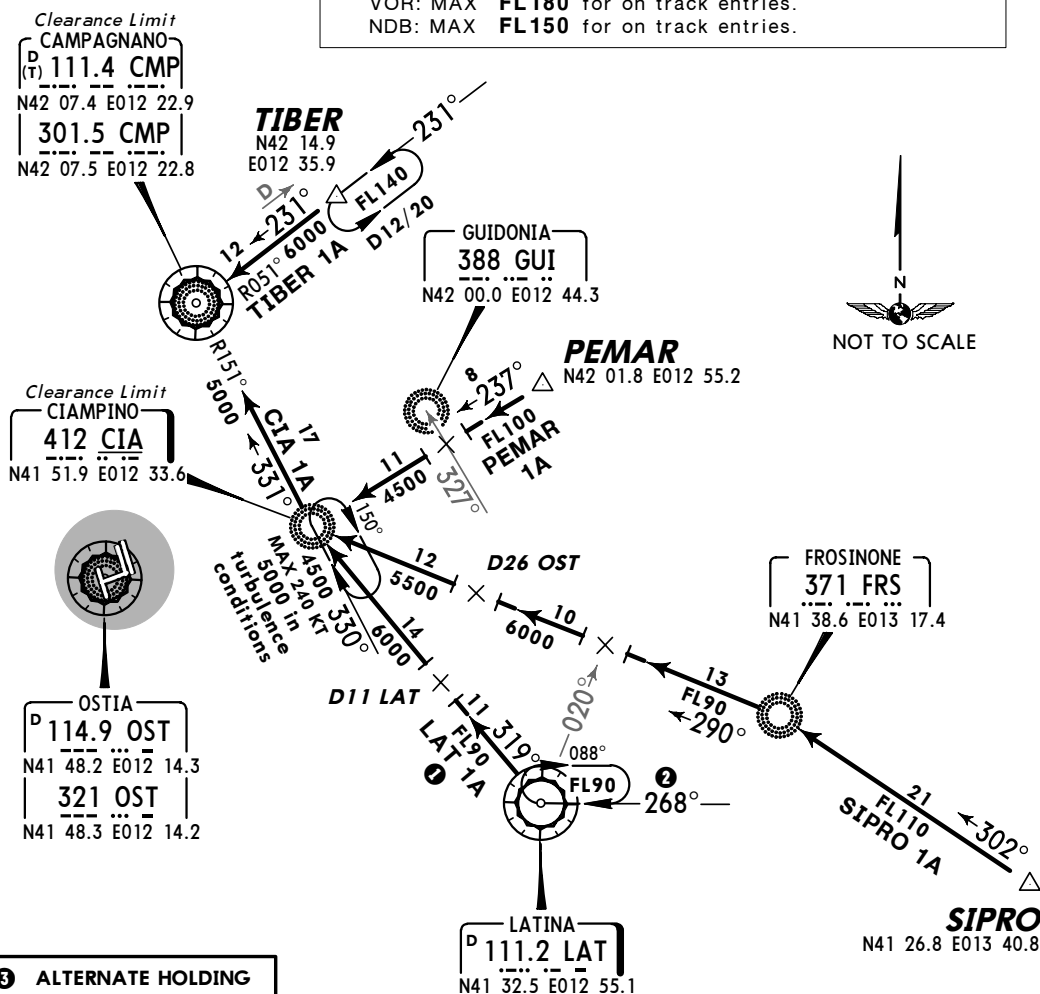
Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'



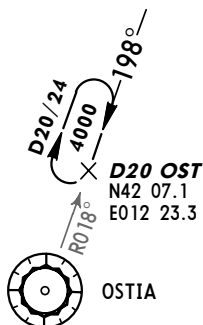
**CIA 1A, LAT 1A, PEMAR 1A [PEMA1A]  
SIPRO 1A [SIPR1A], TIBER 1A [TIBE1A]**

**ARRIVALS  
FROM EAST & SOUTHEAST**

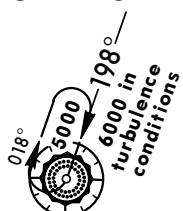
- 1 In order to grant military activity within Latina CTR STAR LAT 1A may be planned by flights:
  - departing from airports within Rome FIR
  - from other FIR on weekends
  - from other FIR from MON to FRI at or above **FL200**.
- 2 MAX **FL120** for omnidirectional entries.  
VOR: MAX **FL180** for on track entries.  
NDB: MAX **FL150** for on track entries.



**3 ALTERNATE HOLDING**  
To be used when CMP u/s



**HOLDING OVER CMP 3**



**SPEED CONTROL PROCEDURES**

Arriving aircraft reduce speed (unless otherwise instructed by ATC) to:

A: 250 KT within area defined by following points: GILIO-BIBEK-RINAD-BOL-GITOD-VELIM-FRS-CIRCE-ESINO-VALMA-GILIO.

B: 230 KT within area defined by following points: TAQ-TIBER-PEMAR-CIA-PRA-ELVIN-LUNAK-TAQ.

**LIRF/FCO**  
FIUMICINO

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**ROME, ITALY**

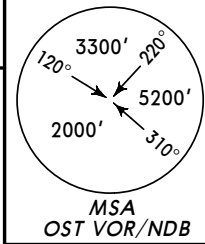
6 MAY 05 **(10-2A)** Eff 12 May

**STAR**

ATIS  
114.9

Apt Elev  
14'

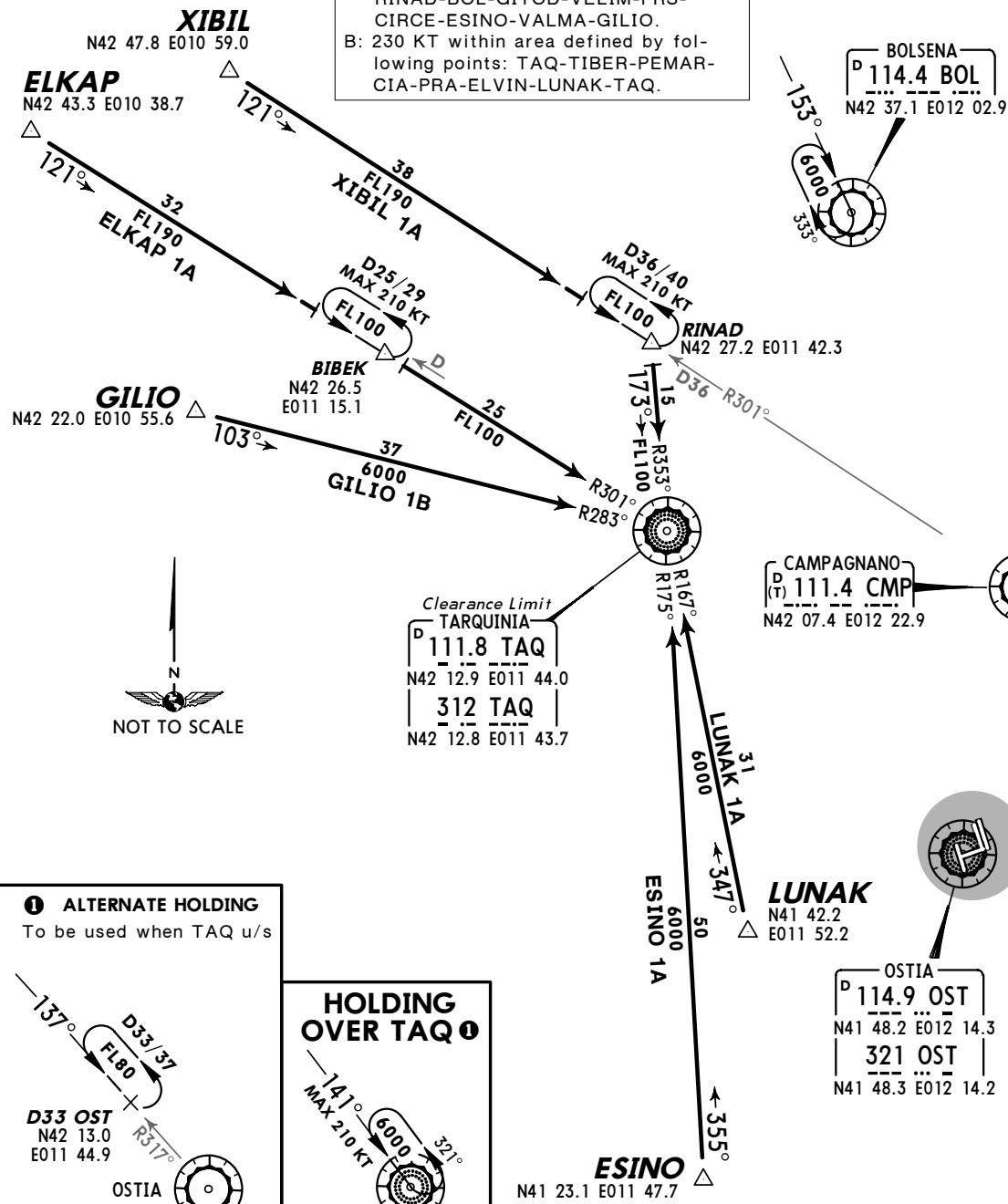
Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'



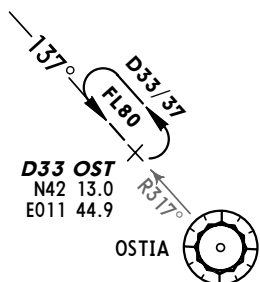
**ELKAP 1A [ELKA1A], ESINO 1A [ESIN1A]**  
**GILIO 1B [GILI1B], LUNAK 1A [LUNA1A]**  
**XIBIL 1A [XIBI1A]**

**ARRIVALS**  
FROM SOUTH & NORTHWEST

**SPEED CONTROL PROCEDURES**  
Arriving aircraft reduce speed (unless otherwise instructed by ATC) to:  
A: 250 KT within area defined by following points: GILIO-BIBEK-RINAD-BOL-GITOD-VELIM-FRS-CIRCE-ESINO-VALMA-GILIO.  
B: 230 KT within area defined by following points: TAQ-TIBER-PEMAR-CIA-PRA-ELVIN-LUNAK-TAQ.



**ALTERNATE HOLDING**  
To be used when TAQ u/s



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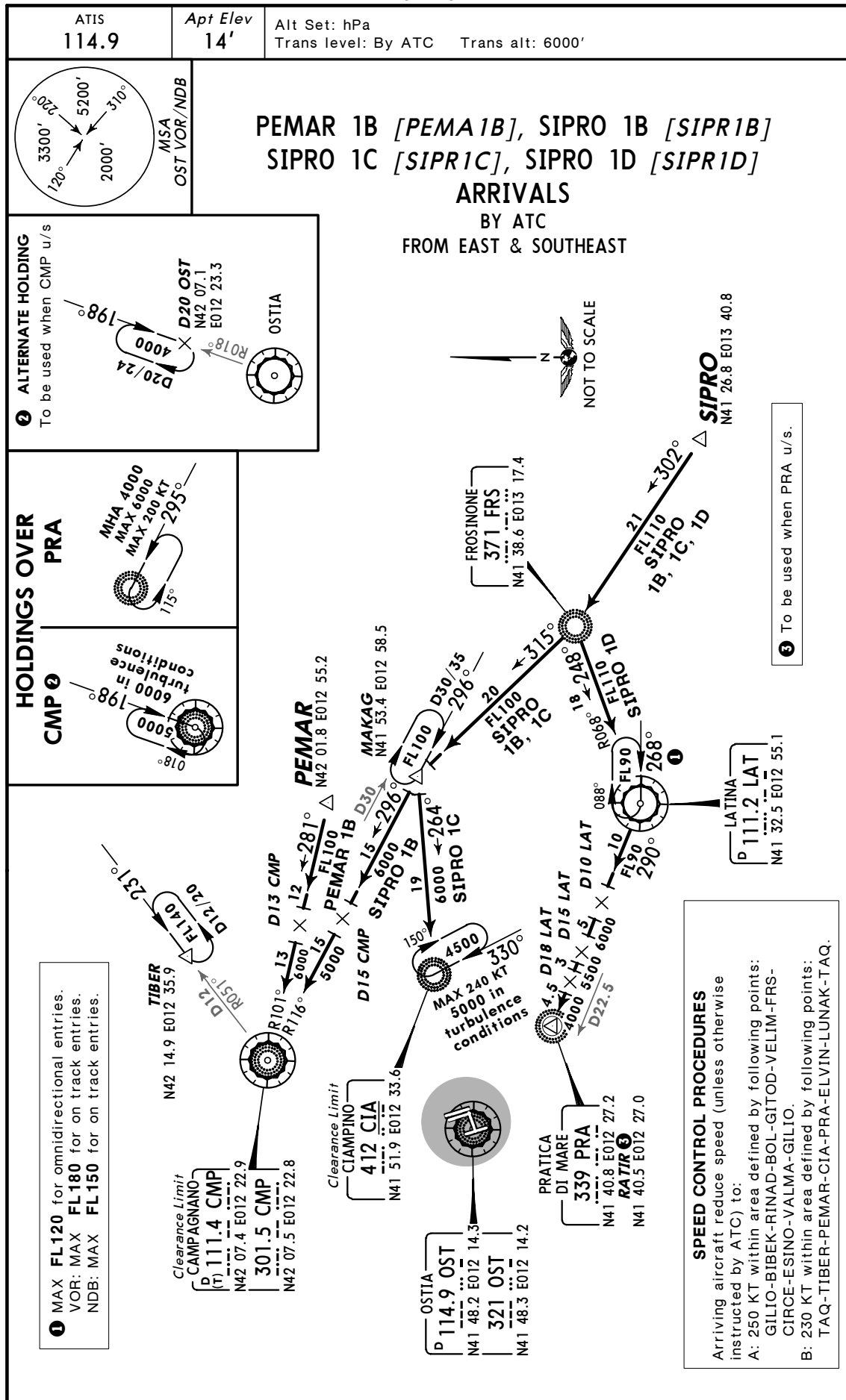
ROME, ITALY

6 MAY 05

10-2B

Eff 12 May

STAR



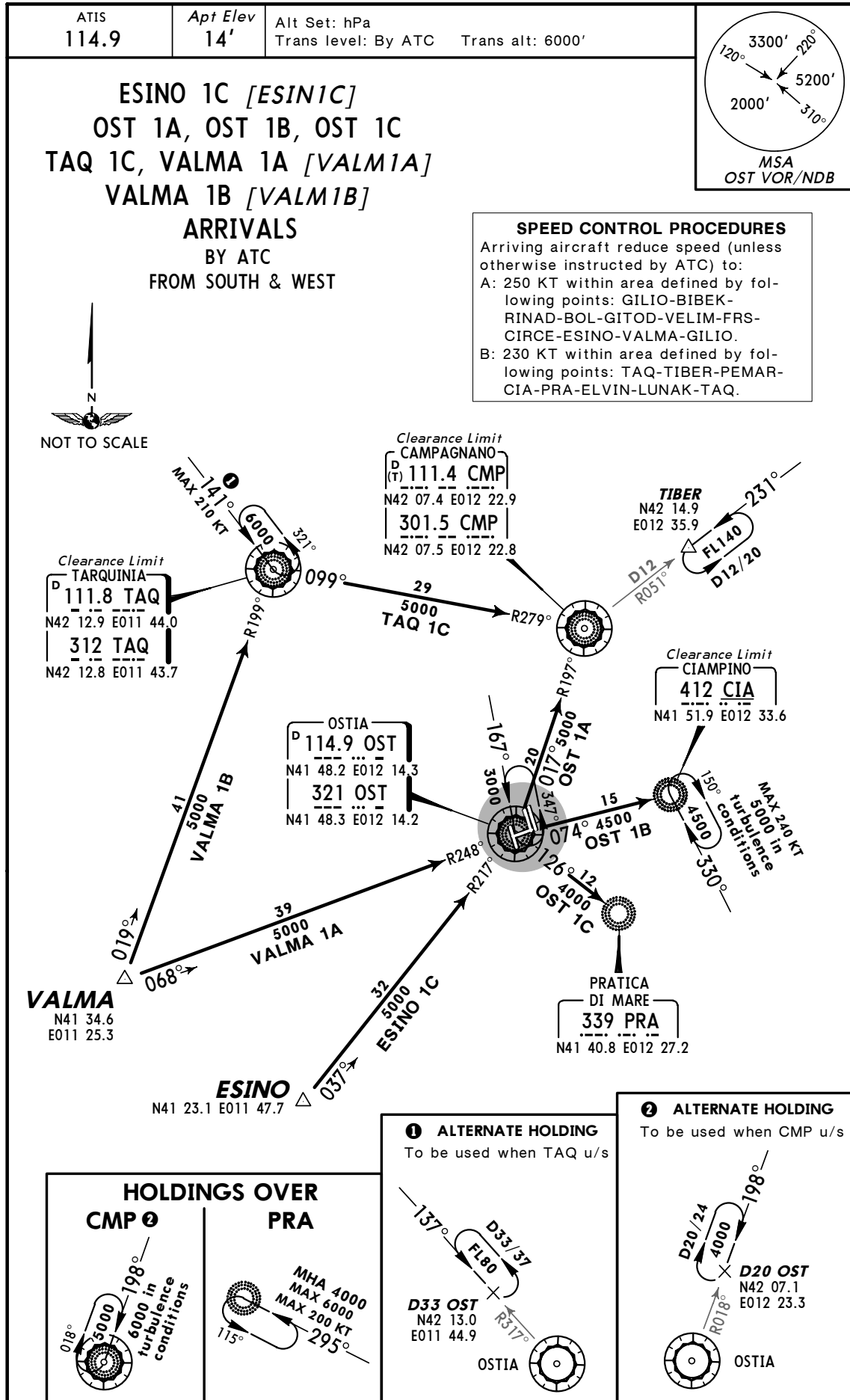
LIRF/FCO  
FIUMICINO

JEPPESEN

ROME, ITALY

6 MAY 05 **10-2C** Eff 12 May

**STAR**



LIRF/FCO  
FIUMICINO

JEPPESEN

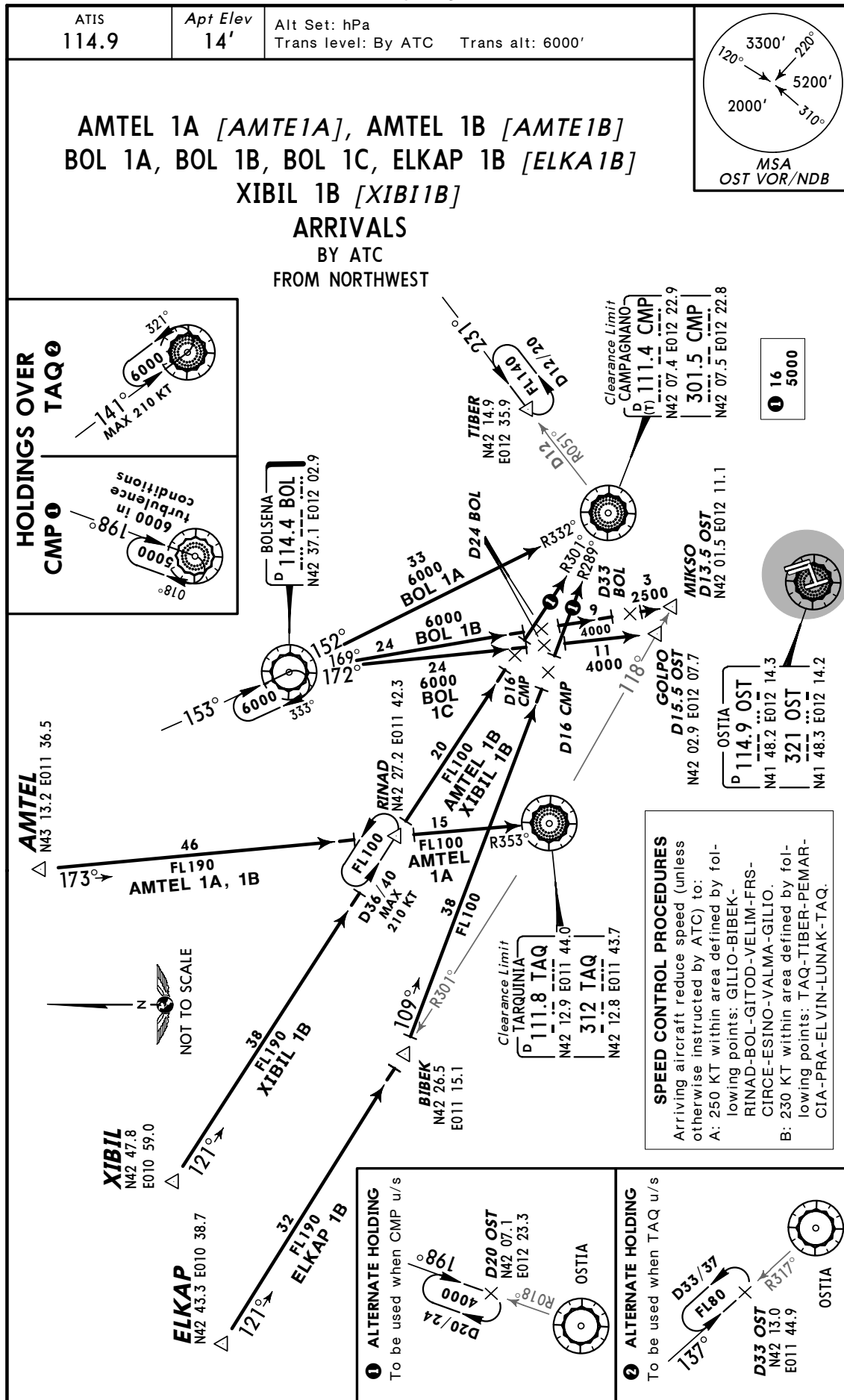
ROME, ITALY

6 MAY 05

10-2D

Eff 12 May

STAR



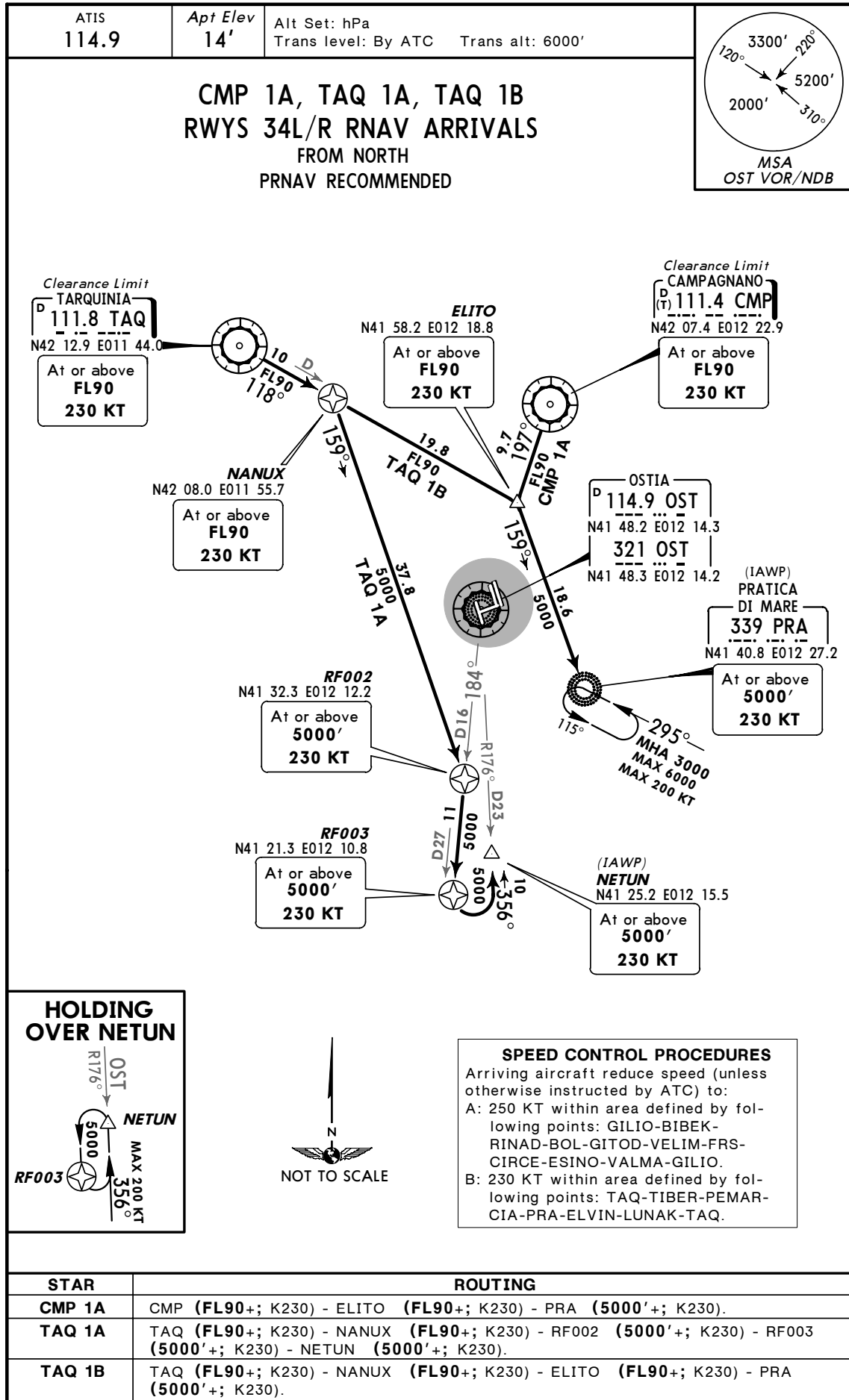
LIRF/FCO  
FIUMICINO

JEPPESEN

6 MAY 05 10-2F Eff 12 May

ROME, ITALY

RNAV STAR



LIRF/FCO  
FIUMICINO

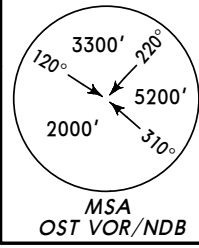
JEPPESEN

ROME, ITALY

6 MAY 05 **10-2G** Eff 12 May

**RNAV STAR**

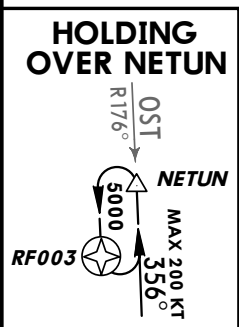
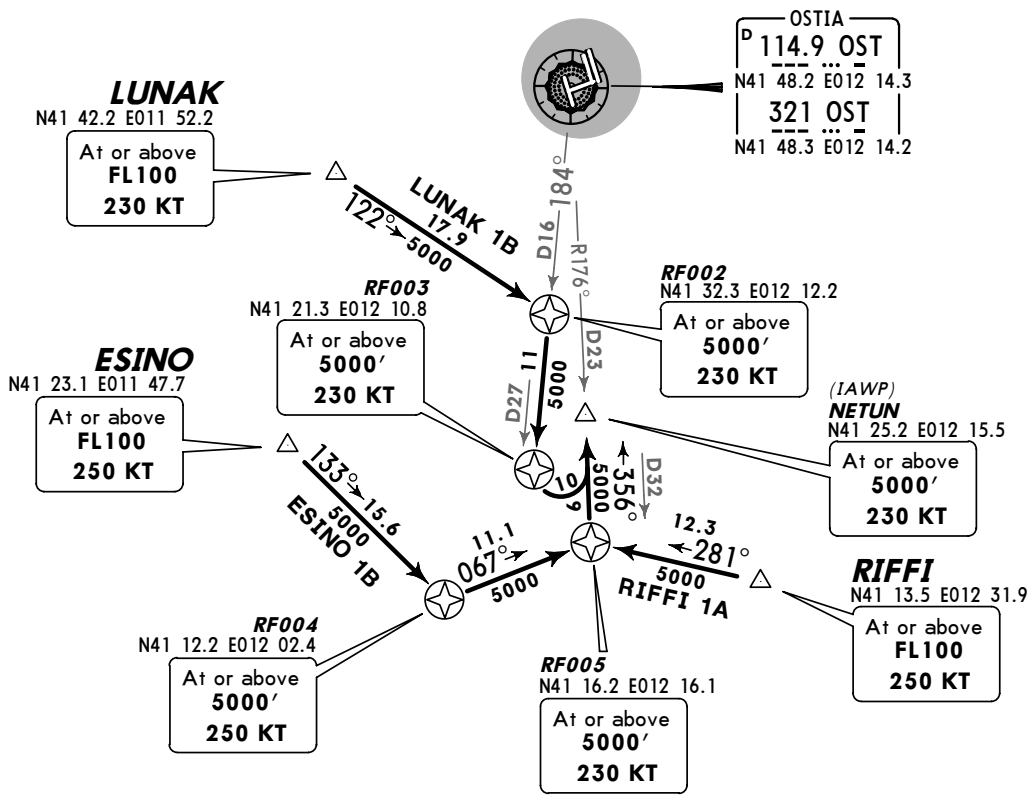
ATIS 114.9	Apt Elev 14'	Alt Set: hPa Trans level: By ATC	Trans alt: 6000'
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ESINO 1B [ESIN1B], RIFFI 1A [RIFI1A]  
BY ATC

LUNAK 1B [LUNA1B]

RWYS 34L/R RNAV ARRIVALS  
FROM EAST & WEST  
PRNAV RECOMMENDED



**SPEED CONTROL PROCEDURES**  
 Arriving aircraft reduce speed (unless otherwise instructed by ATC) to:  
 A: 250 KT within area defined by following points: GILIO-BIBEK-RINAD-BOL-GITOD-VELIM-FRS-CIRCE-ESINO-VALMA-GILIO.  
 B: 230 KT within area defined by following points: TAQ-TIBER-PEMARCIA-PRA-ELVIN-LUNAK-TAQ.

STAR	ROUTING
ESINO 1B	ESINO (FL100+; K250) - RF004 (5000'+; K250) - RF005 (5000'+; K230) - NETUN (5000'+; K230).
LUNAK 1B	LUNAK (FL100+; K230) - RF002 (5000'+; K230) - RF003 (5000'+; K230) - NETUN (5000'+; K230).
RIFFI 1A	RIFFI (FL100+; K250) - RF005 (5000'+; K230) - NETUN (5000'+; K230).



**LIRF/FCO**  
FIUMICINO

**JEPPESEN**

6 MAY 05

10-3

Eff 12 May

**ROME, ITALY**

**SID**

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

**LIRF/FCO**  
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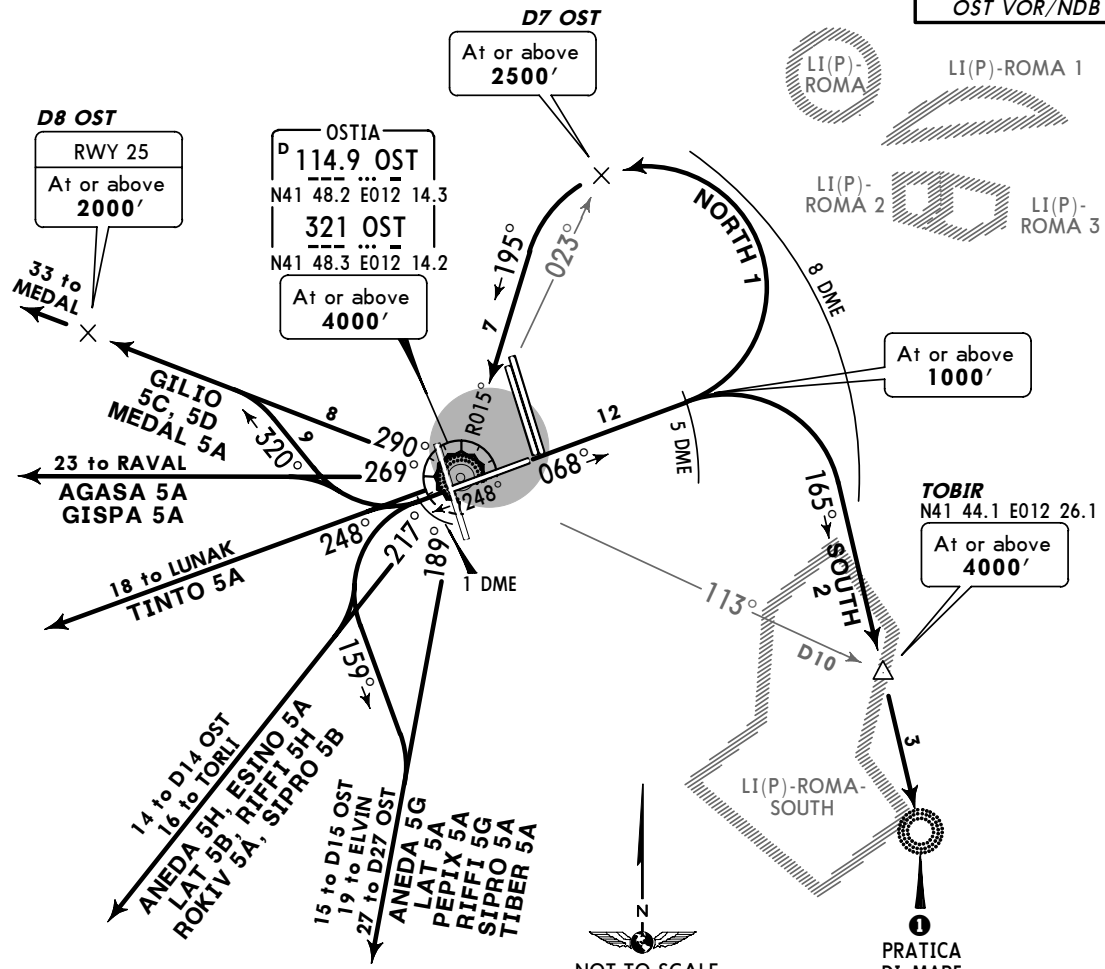
**ROME, ITALY**

6 MAY 05 **10-3B** Eff 12 May

**SID**

ROME Radar (Departure) <b>130.9</b> <b>133.3</b>	Apt Elev <b>14'</b>	Trans level: By ATC Trans alt: 6000' <b>1.</b> Unless otherwise instructed contact ROME Radar when passing 1000'. <b>2.</b> SIDs include noise abatement routings. <b>3.</b> SIDs will be supplemented by altitude and/or flight level restrictions.	<p>MSA OST VOR/NDB</p>
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**RWYS 07, 25 INITIAL CLIMB PROCEDURES**



**1** If PRA unserviceable, SIDs via PRA will be suspended and replaced by detailed ATC clearance.

**Rwy 25:** 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

**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".

RWY		INITIAL CLIMB
07	NORTH 1	On 068° track, at OST 5 DME turn LEFT (remain within OST 8 DME), intercept OST R-015 inbound to OST.
	SOUTH 2 <b>1</b>	On 068° track, at OST 5 DME turn RIGHT (remain within OST 8 DME) to PRA, then as cleared by ATC.
25		On runway heading to OST 1 DME.
SID		ROUTING
AGASA 5A, GISPA 5A		Intercept OST R-269.
ANEDA 5G, LAT 5A, PEPIX 5A, RIFFI 5G, SIPRO 5A, TIBER 5A		Intercept OST R-189.
ANEDA 5H, ESINO 5A, LAT 5B, RIFFI 5H, ROKIV 5A, SIPRO 5B		Intercept OST R-217.
GILIO 5C, 5D, MEDAL 5A		Intercept OST R-290.
TINTO 5A		Intercept OST R-248.

CHANGES: SIDs completely revised; chart redrawn.

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ROME, ITALY

6 MAY 05

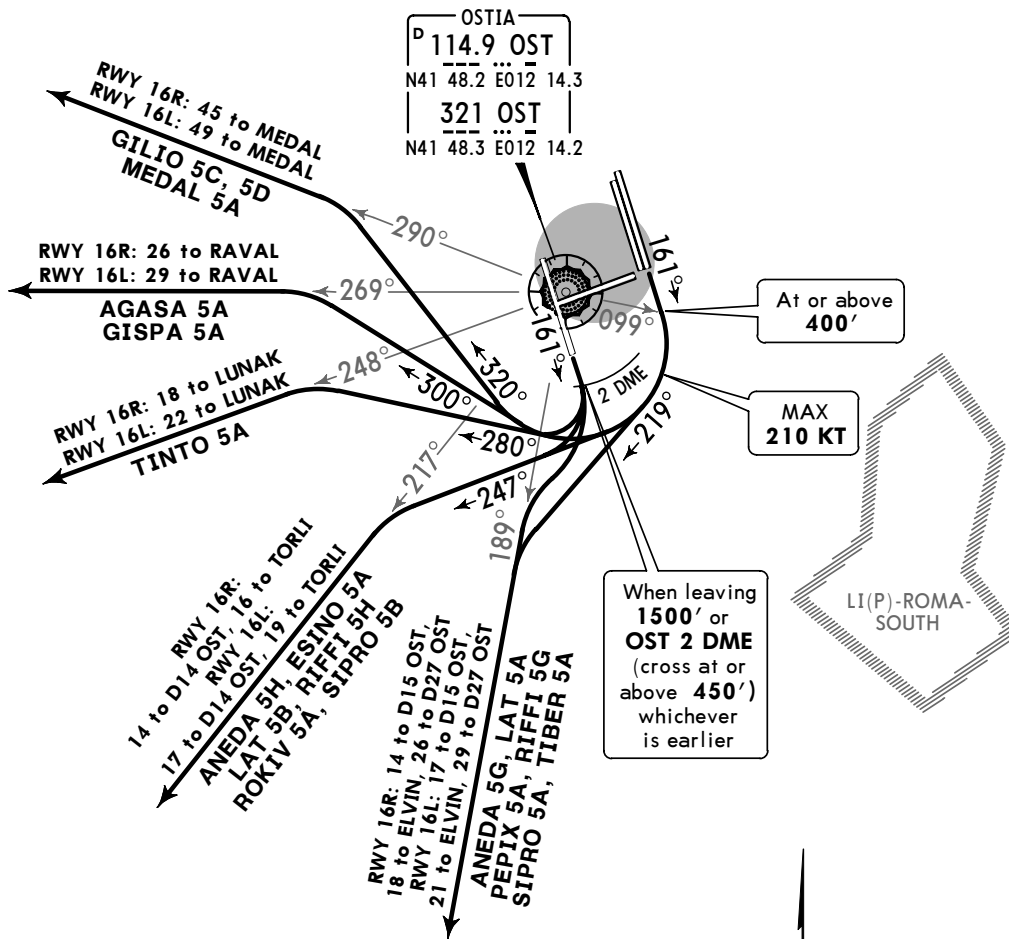
10-3C

Eff 12 May

SID

ROME Radar (Departure) 130.9 133.3	Apt Elev 14'	Trans level: By ATC Trans alt: 6000' 1. Unless otherwise instructed contact ROME Radar when passing 1000'. 2. SIDs include noise abatement routings. 3. SIDs will be supplemented by altitude and/or flight level restrictions.	<p>MSA OST VOR/NDP</p>
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RWYS 16L/R INITIAL CLIMB PROCEDURES



**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".



RWY	INITIAL CLIMB
16L	When crossing OST R-099 turn RIGHT.
16R	On runway heading until leaving 1500' or OST 2 DME, whichever is earlier.
SID	ROUTING
AGASA 5A, GISPA 5A	Intercept OST R-269.
ANEDA 5G, LAT 5A, PEPIX 5A, RIFFI 5G, SIPRO 5A, TIBER 5A	Intercept OST R-189.
ANEDA 5H, ESINO 5A, LAT 5B, RIFFI 5H, ROKIV 5A, SIPRO 5B	Intercept OST R-217.
GILIO 5C, 5D, MEDAL 5A	Intercept OST R-290.
TINTO 5A	Intercept OST R-248.

**LIRF/FCO**  
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**JEPPESEN**

**ROME, ITALY**

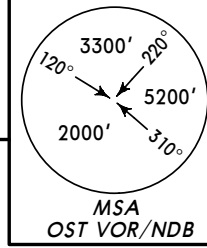
6 MAY 05

**10-3D**

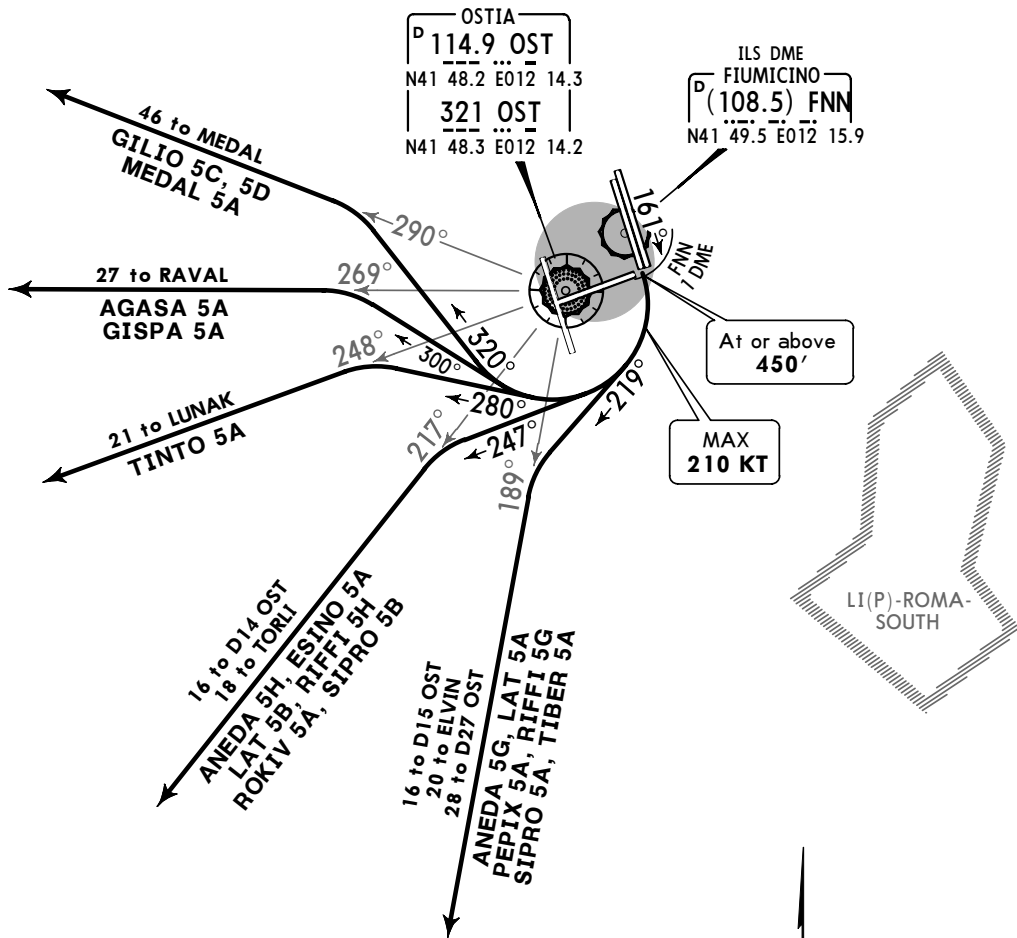
**Eff 12 May**

**SID**

ROME Radar (Departure) <b>130.9</b> <b>133.3</b>	Apt Elev <b>14'</b>	Trans level: By ATC    Trans alt: 6000' 1. Unless otherwise instructed contact ROME Radar when passing 1000'.    2. SIDs include noise abatement routings.    3. SIDs will be supplemented by altitude and/or flight level restrictions.
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**RWY 16C INITIAL CLIMB PROCEDURES**



**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".

**INITIAL CLIMB**

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

SID	ROUTING
<b>AGASA 5A, GISPA 5A</b>	Intercept OST R-269.
<b>ANEDA 5G, LAT 5A, PEPIX 5A, RIFFI 5G, SIPRO 5A, TIBER 5A</b>	Intercept OST R-189.
<b>ANEDA 5H, ESINO 5A, LAT 5B, RIFFI 5H, ROKIV 5A, SIPRO 5B</b>	Intercept OST R-217.
<b>GILIO 5C, 5D, MEDAL 5A</b>	Intercept OST R-290.
<b>TINTO 5A</b>	Intercept OST R-248.

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FIUMICINO

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ROME, ITALY

6 MAY 05

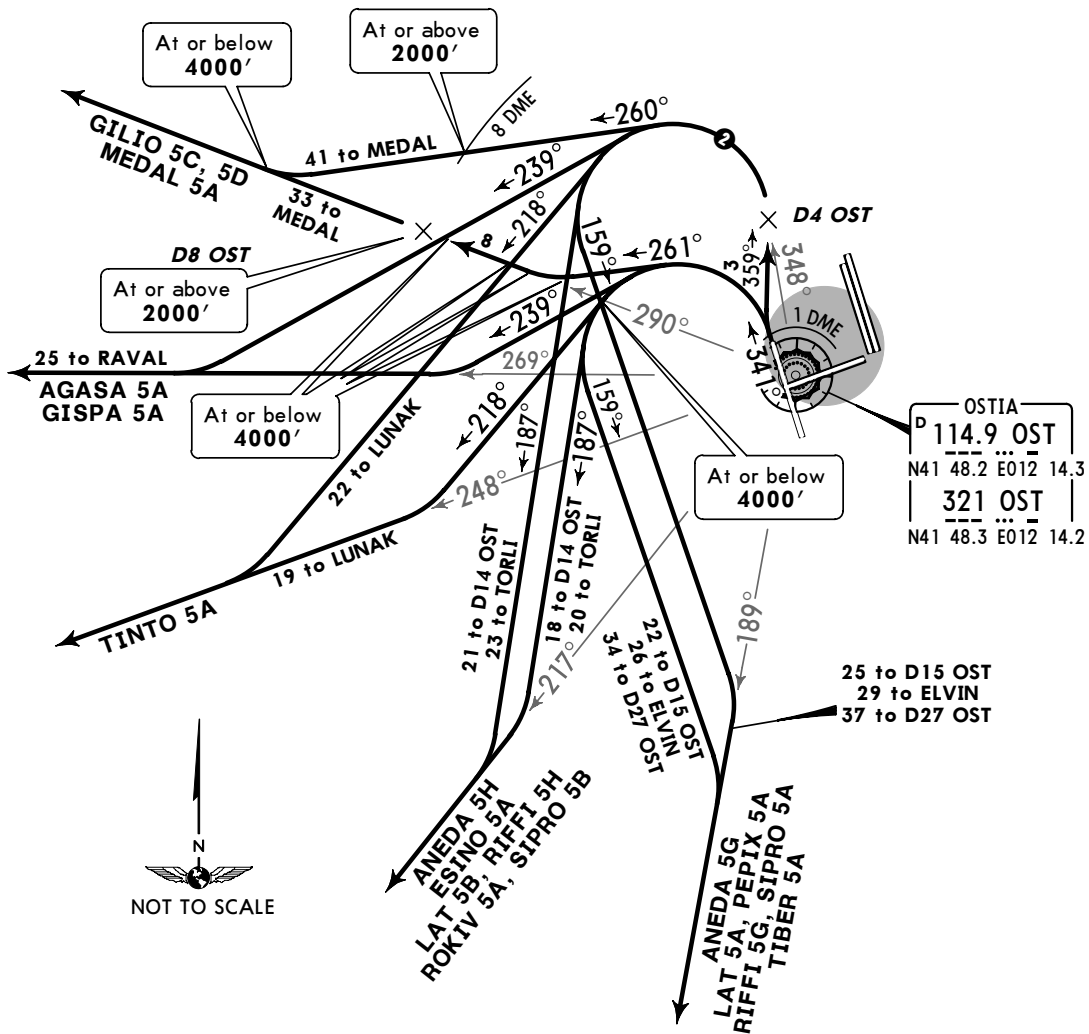
10-3E

Eff 12 May

SID

ROME Radar (Departure) 130.9 133.3	Apt Elev 14'	Trans level: By ATC    Trans alt: 6000' 1. Unless otherwise instructed contact ROME Radar when passing 1000'.    2. SIDs include noise abatement routings.    3. SIDs will be supplemented by altitude and/or flight level restrictions.	<p>MSA OST VOR/NDB</p>
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**RWY 34L INITIAL CLIMB PROCEDURES**



NOT TO SCALE

**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".

- ❶ If unable to comply, advise TWR of usage ALTERNATE procedure when requesting start-up clearance.
- ❷ Applicable if unable to comply with standard procedure runway 34L.

**INITIAL CLIMB**

❶	On runway heading to OST 1 DME, turn LEFT.
<b>ALTERNATE</b>	
❷	On runway heading to OST 1 DME, turn RIGHT, 359° track to D4 OST, turn LEFT.

SID	ROUTING
AGASA 5A, GISPA 5A	Intercept OST R-269.
ANEDA 5G, LAT 5A, PEPIX 5A, RIFFI 5G, SIPRO 5A, TIBER 5A	Intercept OST R-189.
ANEDA 5H, ESINO 5A, LAT 5B, RIFFI 5H, ROKIV 5A, SIPRO 5B	Intercept OST R-217.
GILIO 5C, 5D, MEDAL 5A	Intercept OST R-290.
TINTO 5A	Intercept OST R-248.

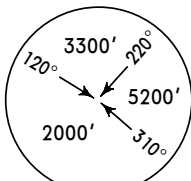
**LIRF/FCO**  
**FIUMICINO**

**JEPPESEN**

**ROME, ITALY**

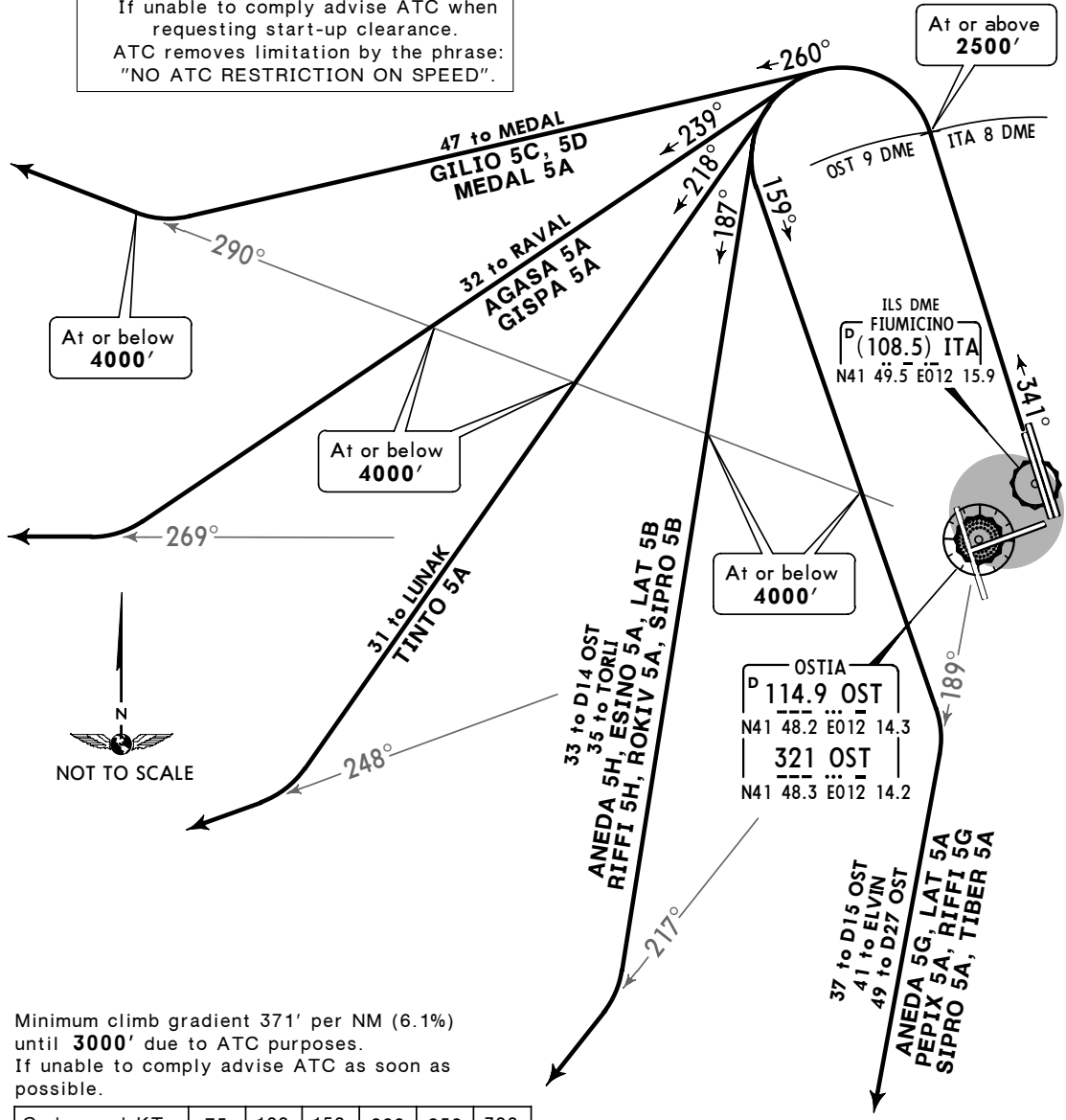
6 MAY 05 **10-3F** Eff 12 May

**SID**

ROME Radar (Departure) <b>130.9</b> <b>133.3</b>	<i>Apt Elev</i> <b>14'</b>	Trans level: By ATC Trans alt: 6000' <b>1.</b> Unless otherwise instructed contact ROME Radar when passing 1000'. <b>2.</b> SIDs include noise abatement routings. <b>3.</b> SIDs will be supplemented by altitude and/or flight level restrictions.	 <p>MSA OST VOR/NDB</p>
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**RWY 34C INITIAL CLIMB PROCEDURES**

**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".



Minimum climb gradient 371' per NM (6.1%) until 3000' due to ATC purposes.  
If unable to comply advise ATC as soon as possible.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853

**INITIAL CLIMB**

On 341° track to ITA 8 DME/OST 9 DME, turn LEFT.

SID	ROUTING
AGASA 5A, GISPA 5A	Intercept OST R-269.
ANEDA 5G, LAT 5A, PEPIX 5A, RIFFI 5G, SIPRO 5A, TIBER 5A	Intercept OST R-189.
ANEDA 5H, ESINO 5A, LAT 5B, RIFFI 5H, ROKIV 5A, SIPRO 5B	Intercept OST R-217.
GILIO 5C, 5D, MEDAL 5A	Intercept OST R-290.
TINTO 5A	Intercept OST R-248.

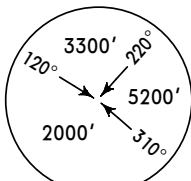
**LIRF/FCO**  
**FIUMICINO**

**JEPPESEN**

**ROME, ITALY**

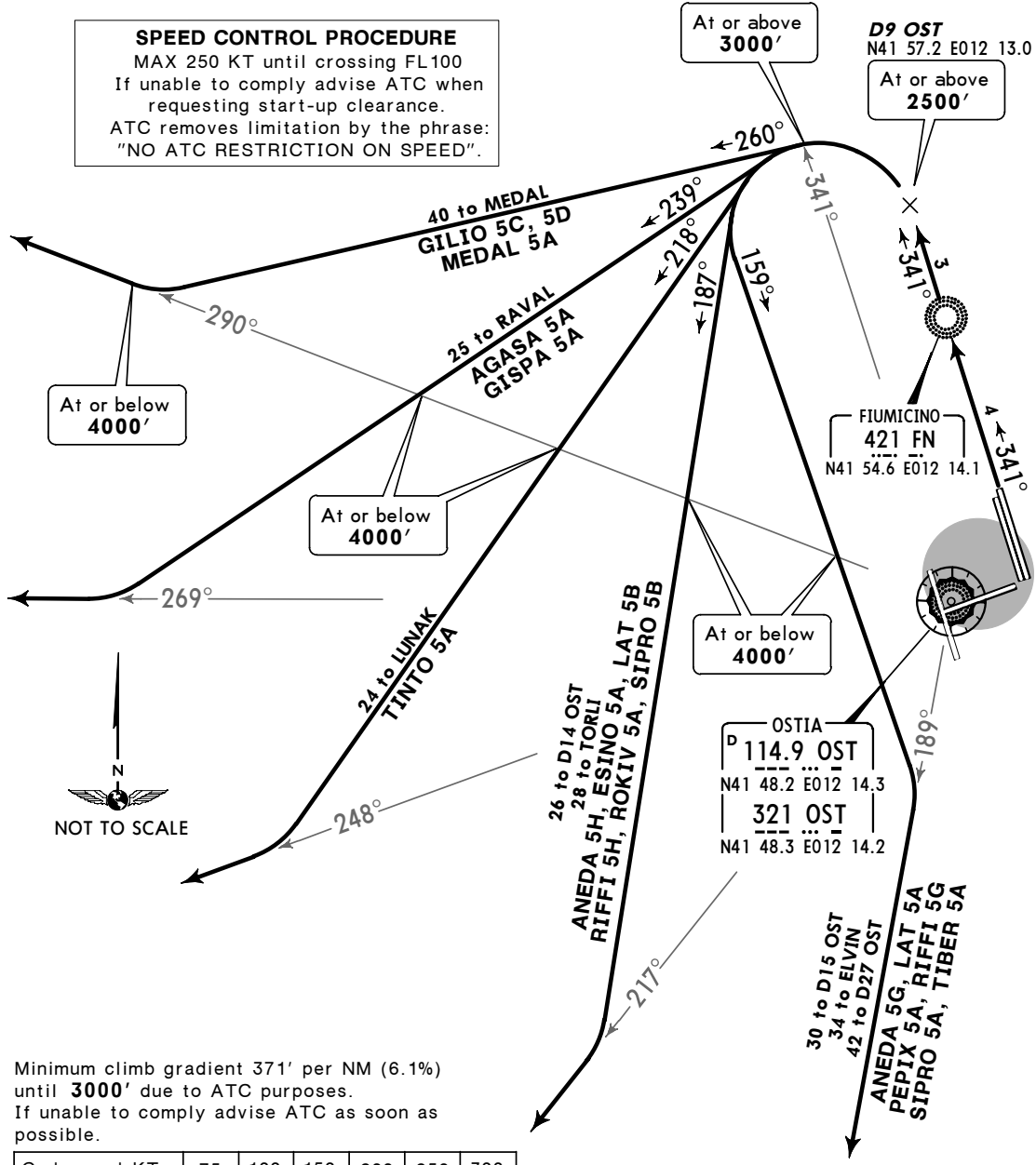
6 MAY 05 **10-3G** Eff 12 May

**SID**

ROME Radar (Departure) <b>130.9</b> <b>133.3</b>	<i>Apt Elev</i> <b>14'</b>	Trans level: By ATC Trans alt: 6000' <b>1.</b> Unless otherwise instructed contact ROME Radar when passing 1000'. <b>2.</b> SIDs include noise abatement routings. <b>3.</b> SIDs will be supplemented by altitude and/or flight level restrictions.	
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**RWY 34R INITIAL CLIMB PROCEDURES**

**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".



Minimum climb gradient 371' per NM (6.1%) until **3000'** due to ATC purposes.  
If unable to comply advise ATC as soon as possible.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853

**INITIAL CLIMB**

Intercept 341° bearing via FN to D9 OST, turn LEFT.

SID	ROUTING
<b>AGASA 5A, GISPA 5A</b>	Intercept OST R-269.
<b>ANEDA 5G, LAT 5A, PEPIX 5A, RIFFI 5G, SIPRO 5A, TIBER 5A</b>	Intercept OST R-189.
<b>ANEDA 5H, ESINO 5A, LAT 5B, RIFFI 5H, ROKIV 5A, SIPRO 5B</b>	Intercept OST R-217.
<b>GILIO 5C, 5D, MEDAL 5A</b>	Intercept OST R-290.
<b>TINTO 5A</b>	Intercept OST R-248.

**LIRF/FCO**  
**FIUMICINO**

**JEPPESEN**

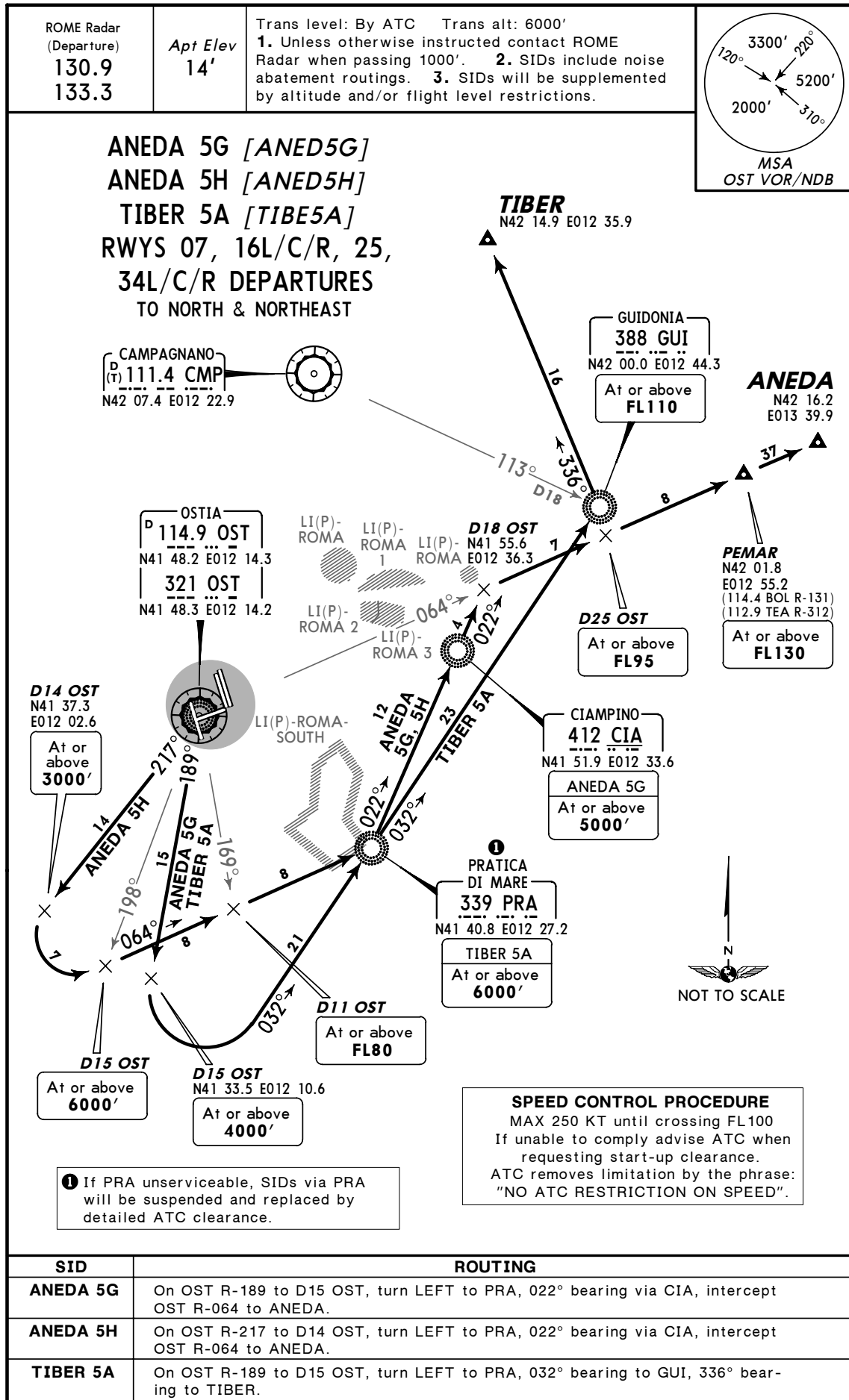
**ROME, ITALY**

6 MAY 05

**10-3H**

**Eff 12 May**

**SID**





LIRF/FCO  
FIUMICINO

JEPPESEN

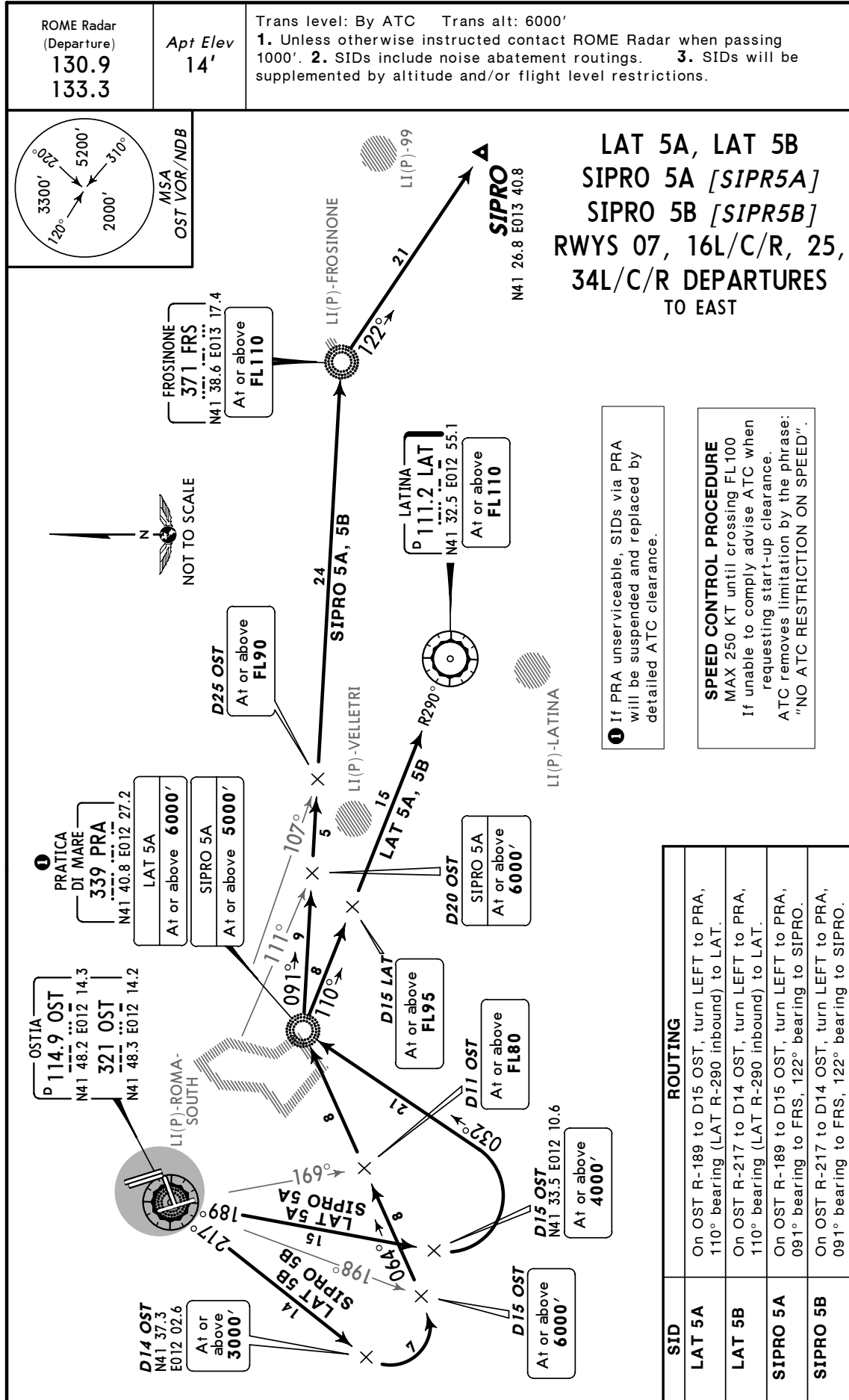
ROME, ITALY

6 MAY 05

10-3J

Eff 12 May

SID



LIRF/FCO  
FIUMICINO

JEPPESEN

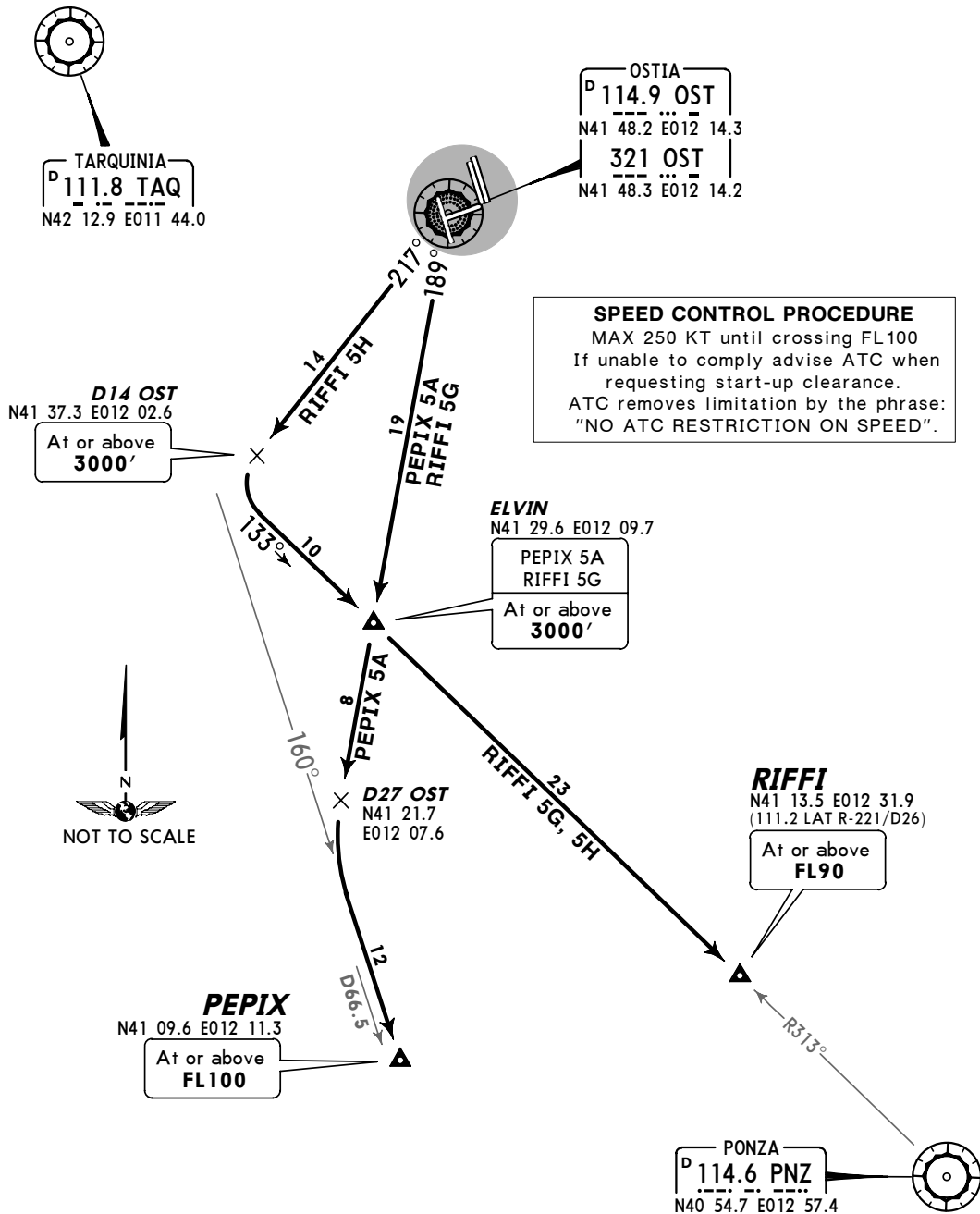
ROME, ITALY

6 MAY 05 10-3K Eff 12 May

SID

ROME Radar (Departure) 130.9 133.3	Apt Elev 14'	Trans level: By ATC Trans alt: 6000' 1. Unless otherwise instructed contact ROME Radar when passing 1000'. 2. SIDs include noise abatement routings. 3. SIDs will be supplemented by altitude and/or flight level restrictions.	<p>MSA OST VOR/NDB</p>
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**PEPIX 5A [PEPI5A]**  
**RIFFI 5G [RIFI5G], RIFFI 5H [RIFI5H]**  
**RWYS 07, 16L/C/R, 25, 34L/C/R DEPARTURES**  
**TO SOUTHEAST**



SID	ROUTING
PEPIX 5A	On OST R-189 to D27 OST, turn LEFT, intercept TAQ R-160 to PEPIX.
RIFFI 5G	On OST R-189 to ELVIN, turn LEFT, intercept PNZ R-313 inbound to RIFFI.
RIFFI 5H	On OST R-217 to D14 OST, turn LEFT, intercept PNZ R-313 inbound to RIFFI.

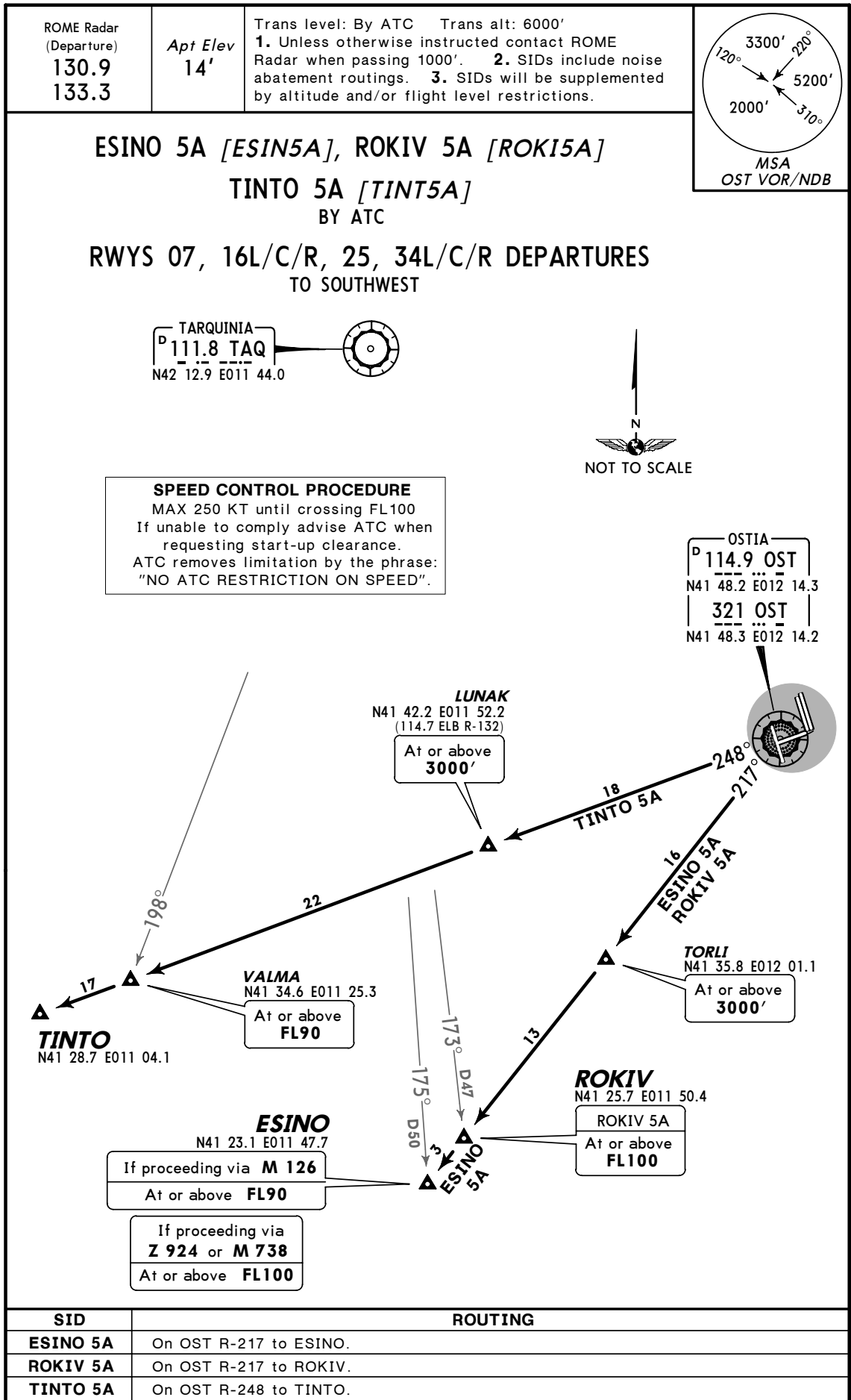
**LIRF/FCO**  
FIUMICINO

**JEPPESEN**

**ROME, ITALY**

6 MAY 05 **10-3L** Eff 12 May

**SID**



**LIRF/FCO**  
**FIUMICINO**

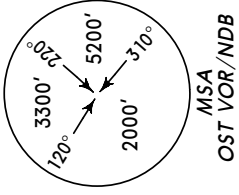


**ROME, ITALY**

6 MAY 05 **10-3M** Eff 12 May

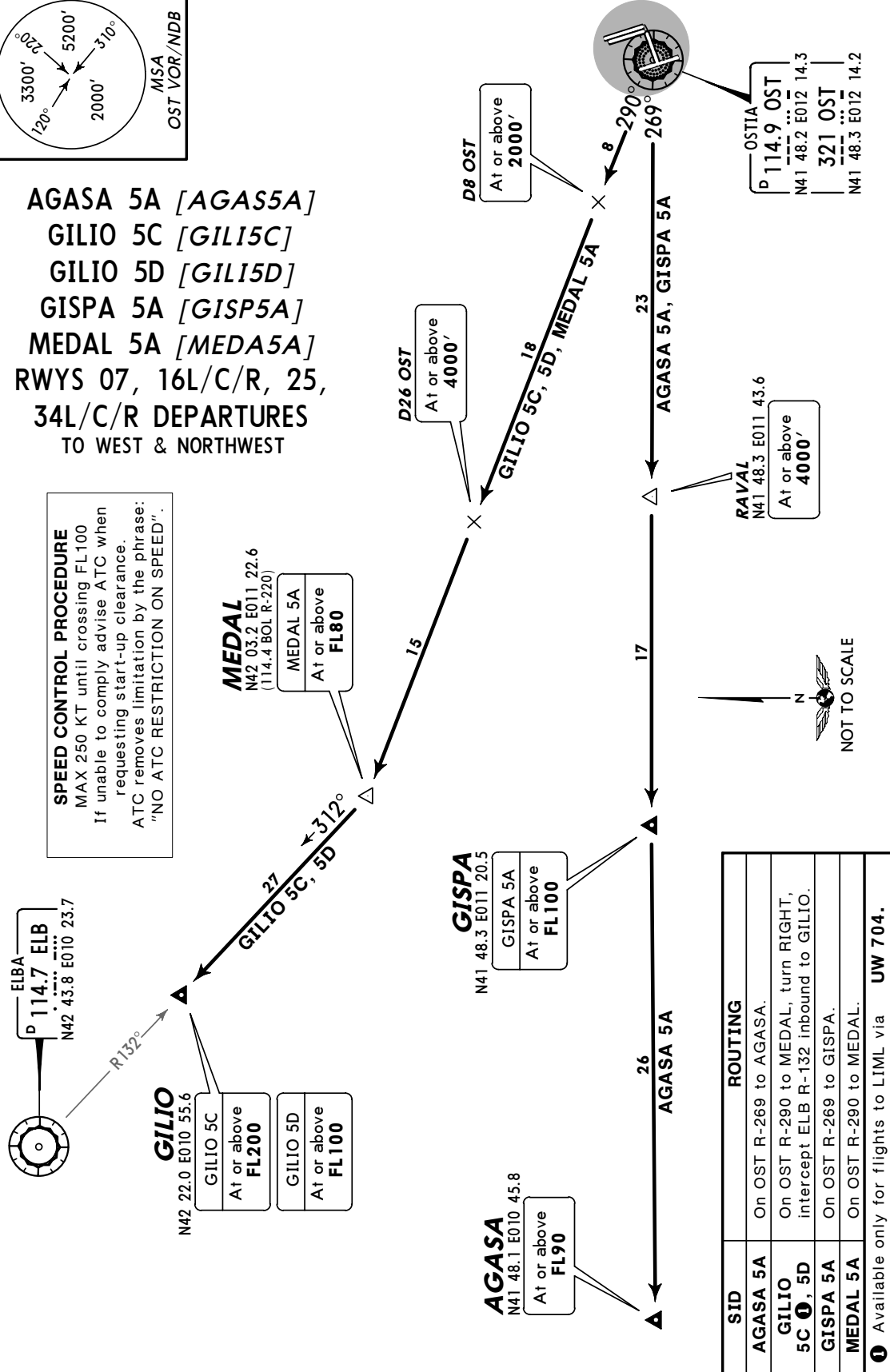
**SID**

ROME Radar (Departure) <b>130.9</b> <b>133.3</b>	<i>Apt Elev</i> <b>14'</b>	Trans level: By ATC Trans alt: 6000' <b>1.</b> Unless otherwise instructed contact ROME Radar when passing 1000'. <b>2.</b> SIDs include noise abatement routings. <b>3.</b> SIDs will be supplemented by altitude and/or flight level restrictions.
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**AGASA 5A [AGAS5A]**  
**GILIO 5C [GILI5C]**  
**GILIO 5D [GILI5D]**  
**GISPA 5A [GISP5A]**  
**MEDAL 5A [MEDA5A]**  
**RWYS 07, 16L/C/R, 25,**  
**34L/C/R DEPARTURES**  
**TO WEST & NORTHWEST**

**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
<b>AGASA 5A</b>	On OST R-269 to AGASA.
<b>GILIO 5C, 5D</b>	On OST R-290 to MEDAL, turn RIGHT, intercept ELB R-132 inbound to GILIO.
<b>GISPA 5A</b>	On OST R-269 to GISPA.
<b>MEDAL 5A</b>	On OST R-290 to MEDAL.
Available only for flights to LIML via <b>UW 704</b> .	

CHANGES: SIDs completely revised; chart redrawn.

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 NOISE ABATEMENT PROCEDURES
 

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**SUMMER: LT minus 2 HOURS = UTC(Z)**  
**WINTER: LT minus 1 HOUR = UTC(Z)**

### RUNWAY USAGE

Take-offs and landings will use different runways selected by ATC, preferably a runway provided with ILS for landings.

Runway 25 is used mainly for take-offs and runways 16L/34R mainly for landings, if crosswind component does not exceed 20 KT and tailwind component does not exceed 7 KT and if:

- prejudicial operational limitations not present,
  - runways are clear of water, slush or ice and braking action is not less than 'medium' and
  - departing and landing tracks are not affected by significant meteorological phenomena.
- If runway 25 is not sufficient for departing aircraft pilots may request runways 16R/34L between 0600-2300LT and runways 16L/34R between 2300-0600LT.

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

Aircraft licensed according to ICAO Annex 16, Volume I, Chapter 2 may take-off only from runways 25 or 16L/34R, except in case of technical or safety reasons.

### ARRIVALS

Pilots shall conduct their flight at a speed which permits operation of the aircraft in clean configuration until reaching 12nm from touchdown. Recommended speed is 210 KT  $\pm$  10 KT or the aircraft's minimum performance speed if higher than above.

Subsequent portion of the approach, either instrument or visual, shall be flown with properly set slope to achieve, if possible, a continuous descent, the interception of approach path not below 3000' AAL and aircraft to be established not beyond the OM or equivalent position.

Execution technique must be performed with aircraft deceleration action and aerodynamic configuration change so as to achieve final speed and configuration at the OM, FAF or equivalent position.

Compliance with the above procedure is recommended provided that it is compatible with ATC instructions and weather conditions are favourable.

Non-compliance is allowed in case of precision approach CAT II and CAT III.

No instrument or visual approach shall be made at an angle less than the ILS glide path or less than 3° if no ILS is available.

Aircraft executing a visual approach shall intercept descent path at not lower than 1000' AAL.

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

**Runway 34L:**

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

When traffic conditions allow and pilot agrees, ATC may authorize to perform the downwind leg east of the airport not lower than 1000' and to start base turn northwest of Ostia avoiding to overfly the town itself.

**Runways 16R or 25:**

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

cont'd



5 NOV 99

10-4A

**NOISE**ROME, ITALY  
FIUMICINO

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**NOISE ABATEMENT PROCEDURES**

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**DEPARTURES**

Compliance with the procedures below shall not be required in adverse weather conditions or for safety reasons.

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

- Take-off to 1500' AAL
- Take-off power.
  - Take-off flaps.
  - Climb at  $V_2 + 10$  to 20 KT IAS (or as limited by body angle).
- At 1500' AAL
- Reduce thrust and climb at  $V_2 + 10$  to 20 KT IAS until reaching 3000' AAL.
- At 3000' AAL
- Accelerate smoothly to enroute climb speed with flap retraction.

**SPEED RESTRICTION**

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

**REVERSE THRUST**

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

**LIRF/FCO**

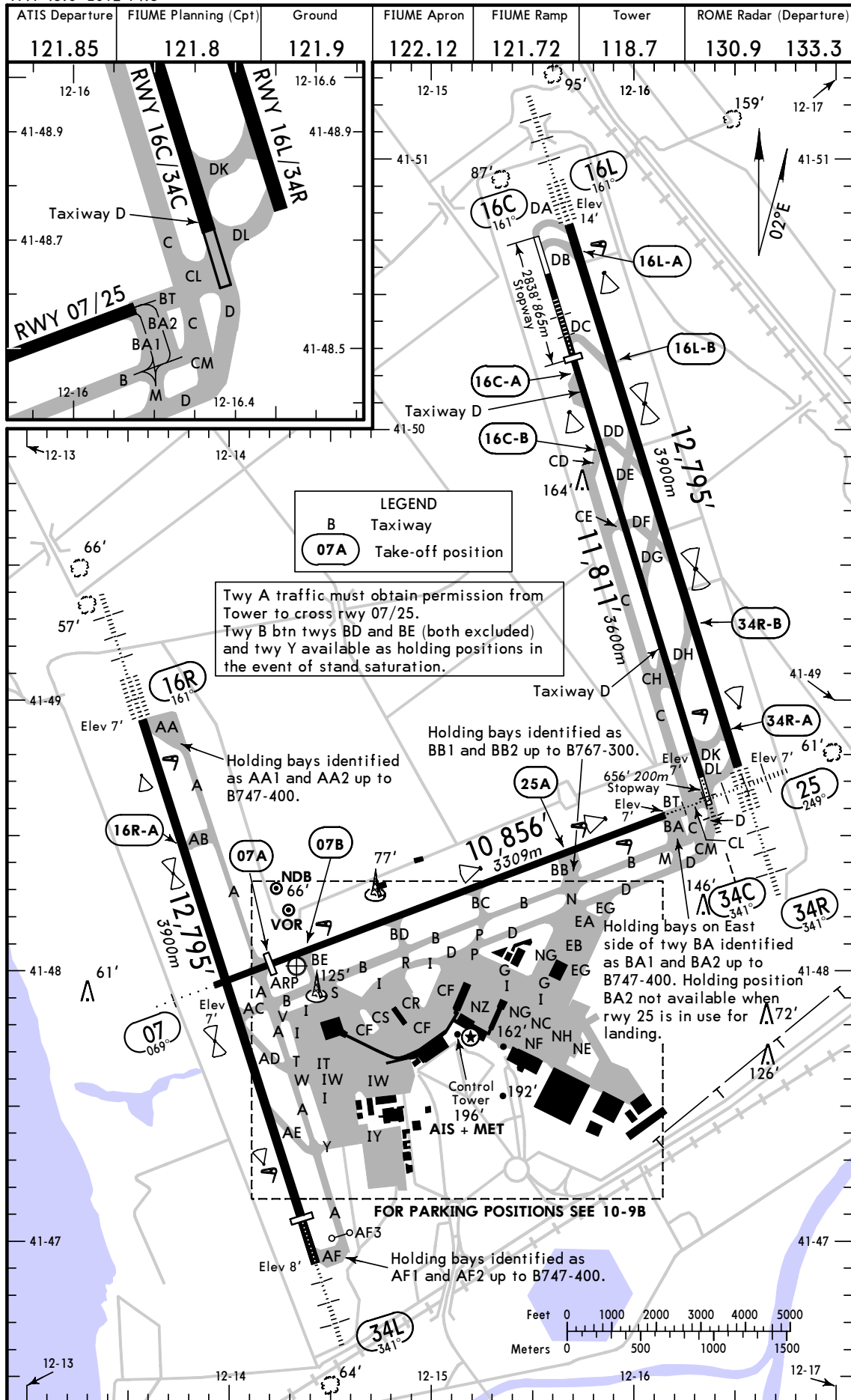
Apt Elev 14'  
N41 48.0 E012 14.3



29 APR 05 (10-9) Eff 12 May

**ROME, ITALY**

**FIUMICINO**



CHANGES: Variation. Rwy bearings.

LIRF/FCO

 JEPPESEN

29 APR 05 (10-9A1) Eff 12 May

ROME, ITALY

FIUMICINO

### LOW VISIBILITY PROCEDURE

During LVP intersections of rwy 16R must be used as follows:

- a) Rwy holding posn for take-off is Twy AA.
- b) Twys AB and AC are not usable.
- c) Pilots landing on rwy 16R must vacate the rwy not before Twy AD.
- d) Pilots vacating rwy 16R must report when on Twy A as soon as possible.

### RWY UTILIZATION PROCEDURE

In order to maximize airport capacity following procedures are applied:

- In order to reduce delay and maximize rwy utilization, the required exit point for rwy 16R is HST-AD (AC is not usable).
- Minimum take-off rwy occupancy time: on receipt of line-up clearance pilots should ensure that they are able to taxi into the correct position at the hold and line-up on the rwy as soon as the preceding acft has commenced its take-off roll or landing run.
- Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion whilst on the runway should be kept to the minimum required.
- Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued.
- Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to Tower.

### PARALLEL ILS APPROACHES TO RWYS 16C & 16R OR 16L & 16R OR 34L & 34R

Conditions:

1. Radar service is operative.
2. ILS are operative on both rwys and acft are making ILS apchs.
3. Acft will be advised that approaches are conducted to both rwys.

### RADAR CONTROL SERVICE

Radar monitoring will terminate when one of the following occurs:

- visual separation is applied.
- the acft reports the approach lights or rwy in sight.
- the acft has been instructed to contact Tower.

### ARRIVAL INFO

Speed adjustment under radar control:

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



LIRF/FCO

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29 APR 05 (10-9A) Eff 12 May

ROME, ITALY  
FIUMICINO

GENERAL								
Rwys 16L & 16R are approved for CAT II operations, special aircrew & acft certification required.								
Birds in vicinity of airport.								
Rwys 34L & 34R right-hand circuit.								
ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
07	HIRL	CL	ALS	PAPI-L (3.0°)	9491'	2893m	①	148' 45m
25	HIRL	CL	HIALS	SFL PAPI (3.0°)	RVR	9754' 2973m		
<b>① TAKE-OFF RUN AVAILABLE</b> RWY 07: From rwy head 10,856' (3309m) point ALPHA (07-A) 9482' (2890m) point BRAVO (07-B) 8366' (2550m) RWY 25: From rwy head 10,856' (3309m) point ALPHA (25-A) 8612' (2625m)								
16L	HIRL	CL (30m white)	HIALS-II	SFL TDZ PAPI (3.0°)	② RVR	11,729' 3575m	③	197' 60m
34R	HIRL	CL	HIALS	PAPI-L (3.0°)		11,720' 3572m		
<b>② RWY 16L:</b> HST-DE, DG & DH. RWY 34R: HST-DF, DD & DC.								
<b>③ TAKE-OFF RUN AVAILABLE</b> RWY 16L: From rwy head 12,795' (3900m) point ALPHA (16L-A) 12,467' (3800m) point BRAVO (16L-B) 9678' (2950m) RWY 34R: From rwy head 12,795' (3900m) point ALPHA (34R-A) 12,139' (3700m) point BRAVO (34R-B) 9678' (2950m)								
16C	HIRL	CL	HIALS	PAPI-L (3.0°)	④ RVR	8666' 2641m	⑤	148' 45m
34C	HIRL	CL	HIALS	PAPI-L (3.0°)		9843' 3000m		
<b>④ Rwy 16C/34C used as twy D. Under special circumstances Twy D might be used as rwy. Consequently rwy 16L/34R will be closed.</b>								
<b>⑤ TAKE-OFF RUN AVAILABLE</b> RWY 16C: From rwy head 11,811' (3600m) point ALPHA (16C-A) 9350' (2850m) point BRAVO (16C-B) 7677' (2340m)								
16R	HIRL	CL (30m white)	HIALS-II	SFL TDZ PAPI (3.0°)	⑥ RVR	11,688' 3562m	⑦	197' 60m
34L	HIRL	CL (30m white)	HIALS	PAPI-L (3.0°)		11,742' 3579m		
<b>⑥ HST-AD &amp; AE</b>								
<b>⑦ TAKE-OFF RUN AVAILABLE</b> RWY 16R: From rwy head 12,795' (3900m) point ALPHA (16R-A) 9843' (3000m)								
JAR-OPS								
TAKE-OFF ①								
	Rwys 16L/R, 25, 34L/R	LVP must be in Force			All Rwys			
	LVP must be in Force	LVP must be in Force		LVP must be in Force		LVP must be in Force		
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)			
A								
B	150m	200m	250m	400m	500m			
C								
D	200m	250m	300m					
① Operators applying U.S. Ops Specs: CL required below 300m.								

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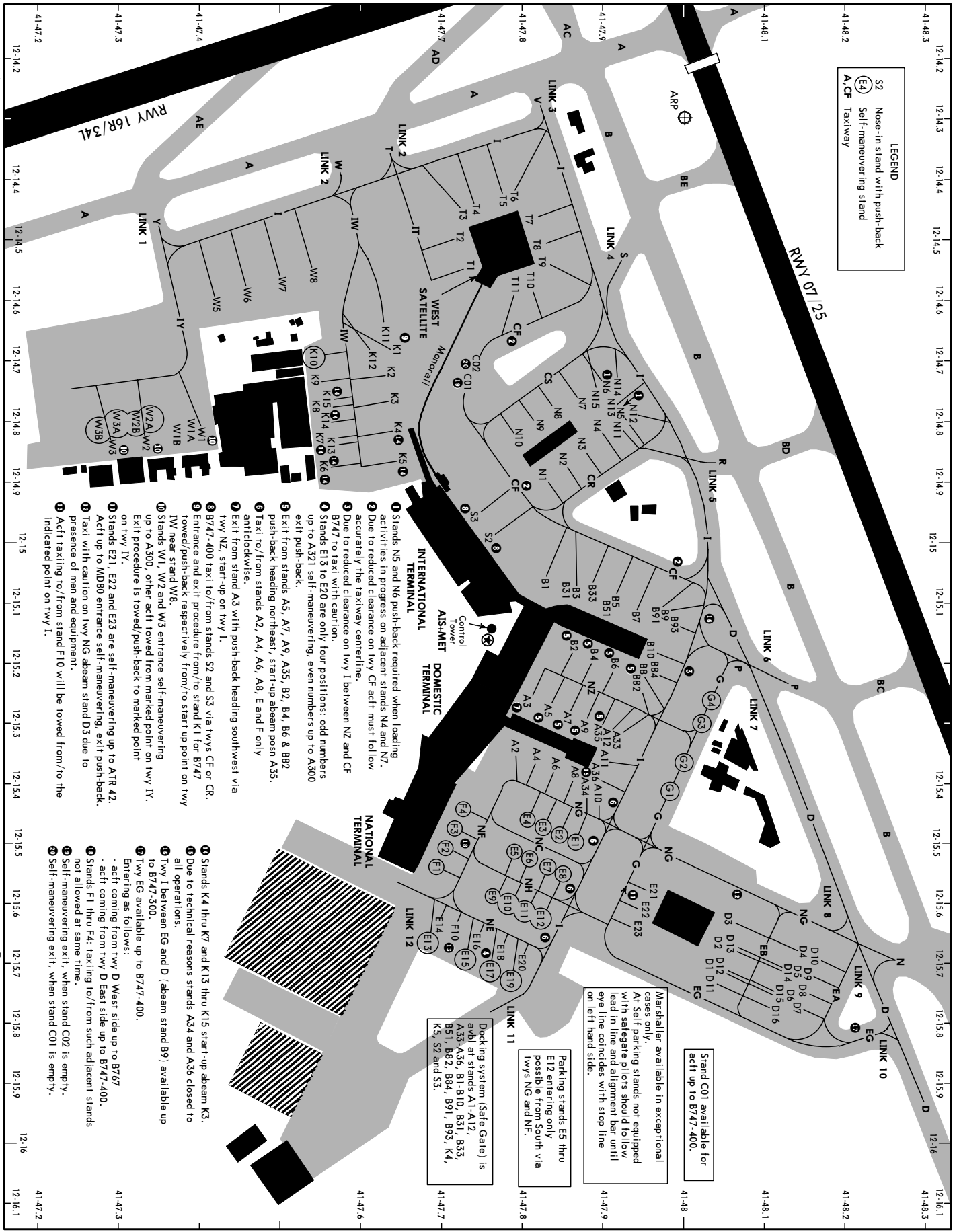
Notice: After 26/05/2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

**LEGEND**

S2 Nose-in stand with push-back

E4 Self-manuevering stand

A,CF Taxiway



- 1 Stands N5 and N6 push-back required when loading activities in progress on adjacent stands N4 and N7.
- 2 Due to reduced clearance on twy CF acft must follow accurately the taxiway centerline.
- 3 Due to reduced clearance on twy I between NZ and CF B747 to taxi with caution.
- 4 Stands E13 to E20 are only four positions: odd numbers up to A321 self-manuevering, even numbers up to A300 exit push-back.
- 5 Exit from stands A5, A7, A9, A35, B2, B4, B6 & B82 push-back heading northeast, start-up abeam post A35.
- 6 Taxi to/from stands A2, A4, A6, A8, E and F only anticlockwise.
- 7 Exit from stand A3 with push-back heading southwest via twy NZ, start-up on twy I.
- 8 B747-400 taxi to/from stands S2 and S3 via twys CF or CR.
- 9 Entrance and exit procedure from/to stand K1 for B747 towed/push-back respectively from/to start up point on twy IW near stand W8.
- 10 Stands W1, W2 and W3 entrance self-manuevering exit procedure is towed/push-back to marked point on twy IY.
- 11 Stands E21, E22 and E23 are self-manuevering up to ATR 42.
- 12 Act up to MD80 entrance self-manuevering, exit push-back.
- 13 Taxi with caution on twy NG abeam stand D3 due to presence of men and equipment.
- 14 Act taxiing to/from stand F10 will be towed from/to the indicated point on twy I.

Docking system (Safe Gate) is available at stands A1-A12, A33-A36, B1-B10, B31, B33, B31, B62, B64, B91, B93, K4, K5, S2 and S3.

Parking stands E5 thru E12 entering only possible from South via twys NG and NF.

Marshaller available in exceptional cases only. At Self parking stands not equipped with safe gate pilots should follow lead in line and alignment bar until eye line coincides with stop line on left hand side.

Stand C01 available for acft up to B747-400.

CHANGES: Stands, Notes.

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**PREFERENTIAL RUNWAY USE**

**GENERAL**

Runways will normally be used as follows:  
 - Main runway for take-off is rwy 25; main runway for landing is rwy 16L/34R.  
 - If rwy 25 is not sufficient for departing aircraft, pilots may request rwy 16R/34L (0600-2300 LT) and rwy 16L/34R (2300-0600 LT).  
 In order to minimize delays and keep taxiways as clear as possible, intermediate take-off points A and B are established to be used on pilot's request, or assigned by tower previous pilot's agreement.

**PARTICULAR RULES**

**Take-off**

Aircraft 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**

1. Aircraft departing from rwy 16R when rwy 25 is in use will be instructed from GROUND to taxi initially to holding position 07A and wait out of rwy 07/25.
2. At holding position 07A the pilot will be instructed to contact TOWER to receive the clearance to cross rwy 07/25.
3. The turning off of the stop bar red lights, plus ATC authorization means that aircraft can proceed.

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

1. Aircraft unable to take off at A or B intermediate points, can perform back-track and line up on the appropriate bay marked with ICAO signals.
2. Take-off not allowed during 0600-2300 LT.

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

1. Two holding points for take-off rwy 34C are available: the first on twy D between M and CM to be used for rwy 34C take-off and landing operations; the second is on twy C between CL and CM to be used for rwy 34C take-off operations.

**Landing**

**Rwy 16L/34R**

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

**Rwy 16R**

1. Aircraft landing on rwy 16R shall vacate the runway not before intersection AD.
2. Reverse thrust above idle shall not be used on rwy 16R unless required for safety reasons.

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

1. The 'land after' procedure follows the same criteria as for rwy 16L, in addition VIS must not be less than 5km.
2. Aircraft performing 'land after' procedure shall maintain adequate speed as far as practicable while taxiing to guarantee minimum occupancy.
3. CD, CE and CH junctions not available.
4. Rwy must be considered cleared when landing traffic has crossed runway end signals. Aircraft shall proceed straight on along twy D.

**Rwy 34L**

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

**Rwy 34C - (Qualified for landing operations up to B747-400)**

1. Pilots must be aware that no exit to taxiway C is available after intersection CD. After this point rwy is suitable for aircraft manoeuvring only for safety reasons as in such case rwy occupancy will significantly affect airport operations. In case the above runway configuration does not meet the pilot's requirements, ATC must be advised as soon as possible for re-routing to rwy 34L.
2. It is not allowed the contemporaneous presence of an aircraft on rwy 34C and an aircraft taxiing on twy C in the segment between CD and the crossing of intersection M with twy D or B.

**STAND No.**

**INS COORDINATES**

**STAND No.**

**COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
A2, A3	N41 47.8 E012 15.3	D15, D16	N41 48.1 E012 15.8
A4	N41 47.8 E012 15.4	E1	N41 47.9 E012 15.5
A5	N41 47.8 E012 15.3	E2 thru E7	N41 47.8 E012 15.5
A6	N41 47.8 E012 15.4	E8 thru E12	N41 47.8 E012 15.6
A7	N41 47.9 E012 15.3	E13 thru E16	N41 47.7 E012 15.7
A8	N41 47.9 E012 15.4	E17 thru E20	N41 47.8 E012 15.7
A9	N41 47.9 E012 15.3	E21, E22	N41 48.0 E012 15.6
A10, A11	N41 47.9 E012 15.4	E23	N41 47.9 E012 15.6
A12, A33	N41 47.9 E012 15.3	F1	N41 47.7 E012 15.6
A34	N41 47.9 E012 15.4	F2 thru F4	N41 47.7 E012 15.5
A35	N41 47.9 E012 15.3	F10	N41 47.7 E012 15.7
A36	N41 47.9 E012 15.4	G1, G2	N41 48.0 E012 15.4
B1	N41 47.8 E012 15.1	G3, G4	N41 48.0 E012 15.3
B2	N41 47.9 E012 15.2	K1, K2	N41 47.6 E012 14.7
B3	N41 47.9 E012 15.1	K3, K4	N41 47.6 E012 14.8
B4	N41 47.9 E012 15.2	K5	N41 47.7 E012 14.9
B5	N41 47.9 E012 15.1	K6	N41 47.6 E012 14.9
B6	N41 47.9 E012 15.2	K7, K8	N41 47.5 E012 14.8
B7	N41 47.9 E012 15.1	K9, K10	N41 47.5 E012 14.7
B8	N41 48.0 E012 15.2	K11, K12	N41 47.6 E012 14.7
B9	N41 48.0 E012 15.1	K13, K14	N41 47.6 E012 14.8
B10	N41 48.0 E012 15.2	K15	N41 47.5 E012 14.8
B31	N41 47.9 E012 15.1	N1, N2	N41 47.8 E012 14.9
B33, B51	N41 47.9 E012 15.1	N3 thru N7	N41 47.9 E012 14.8
B82	N41 47.9 E012 15.2	N8 thru N10	N41 47.8 E012 14.8
B84	N41 48.0 E012 15.2	N11 thru N15	N41 47.9 E012 14.8
B91, B93	N41 48.0 E012 15.1	S2	N41 47.8 E012 15.0
C01, C02	N41 47.7 E012 14.7	S3	N41 47.7 E012 15.0
D1, D2	N41 48.0 E012 15.7	T1 thru T4	N41 47.7 E012 14.5
D3	N41 48.1 E012 15.6	T5, T6	N41 47.8 E012 14.4
D4, D5	N41 48.1 E012 15.7	T7 thru T9	N41 47.8 E012 14.5
D6 thru D8	N41 48.1 E012 15.8	T10, T11	N41 47.8 E012 14.6
D9, D10	N41 48.2 E012 15.7	W1, W1A/B	N41 47.4 E012 14.8
D11, D12	N41 48.0 E012 15.7	W2 thru W3B	N41 47.3 E012 14.8
D13, D14	N41 48.1 E012 15.7	W5	N41 47.4 E012 14.6
		W6 thru W8	N41 47.5 E012 14.6

**REDUCED SEPARATION PROCEDURES**

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

**Landing Rwy16C/L, 34R:** Aircraft may be allowed to land before the runway is vacated by the preceding aircraft. Rwy must be dry. Succeeding aircraft must be warned and able to see the preceding one continuously until it is clear of rwy. ATC will instruct: "Land after... (preceding aircraft type)".

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

LIRF/FCO



31 OCT 03

10-9D

ROME, ITALY  
FIUMICINO

## START-UP & PUSH BACK PROCEDURES

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

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

IFR departing acft shall request start-up clearance 5 minutes prior to start engines. Only when released by Fiume RAMP start-up clearance will be issued from Fiume PLANNING (0700-2300 LT) or Fiume GROUND (2300-0700 LT).

Pilot shall request push-back and taxi clearance from Fiume APRON (0700-2300 LT) and/or Fiume GROUND.

Engine tests are limited to one at a time and for not more than 5 minutes. Engine tests can be performed on all stands with the exception of K1-K5, W5-W8 and all B, F, S, T-stands. Prior authorization must be obtained through company frequency from the Traffic Office.

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

### USE OF AUXILIARY POWER UNIT (APU)

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

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

If acft is not equipped with connection for electrical power or air conditioning or mobile ground power is not available, or (only for wide bodies) the outside temperature is too high or too low, pilots may use APU for the time strictly needed for departure and arrival procedure from to assigned gate. In these cases company representative must require permission to keep APU on to administrative office (U.C.T.A) telephon number 0665953411).

### PRE-FLIGHT OPERATIONS

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

- a. Contents of ATC clearance:** The ATC clearance in addition to the route shall contain the assigned SID, the initial climb level and ROME ACC frequency. ROME ACC, after take-off, may assign cruising levels other than those requested by PLN, according to the traffic situation. Specific requirements of long range flights shall be notified to Fiume TOWER.  
**Remark:** The start-up request implies the commitment of pilots to reach the holding position within 20 minutes time.
- b.** When requesting the start-up clearance, the pilot shall transmit to Fiume TOWER the following data: Flight number, Destination, Parking position, Acknowledgement of ATIS message.  
**Remark:** ATIS message after the normal information shall contain also notice of delays.
- c.** Individual SSR code shall be assigned before take-off.
- d.** ATIS message: "ATC clearance not provided with start-up clearance" means that rwys in use for take-off are 07, 16L or 34R, and/or Fiume TOWER is not able to assign ATC clearance with start-up clearance.

LIRF/FCO

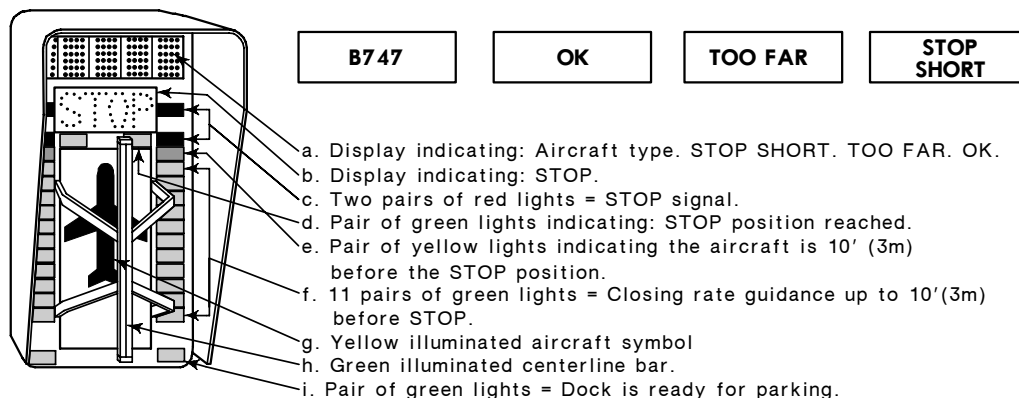
JEPPESEN  
31 OCT 03 10-9E

ROME, ITALY  
FIUMICINO

### VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

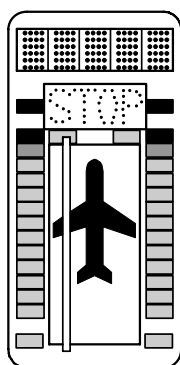
#### A. DESCRIPTION

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

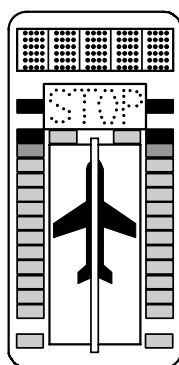


#### B. DOCKING

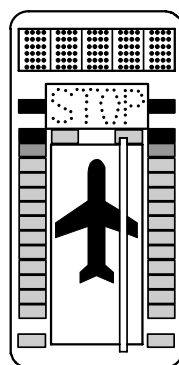
1. Follow the taxi-in line to the respective gate and watch for centerline guidance.
2. Check correct acft type is flashing.
3. Check pair of green lights are lit = ready for docking.
4. The nose wheel will activate a sensor every 3'(1m) the last 40'(12m) to STOP and light the corresponding pair of yellow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



TURN LEFT



ON CENTERLINE



TURN RIGHT

LIRF

JEPPESEN  
2 MAR 01 10-9F

ROME, ITALY  
FIUMICINO

**VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK Type 3)**

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

Follow the lead-in line.

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

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

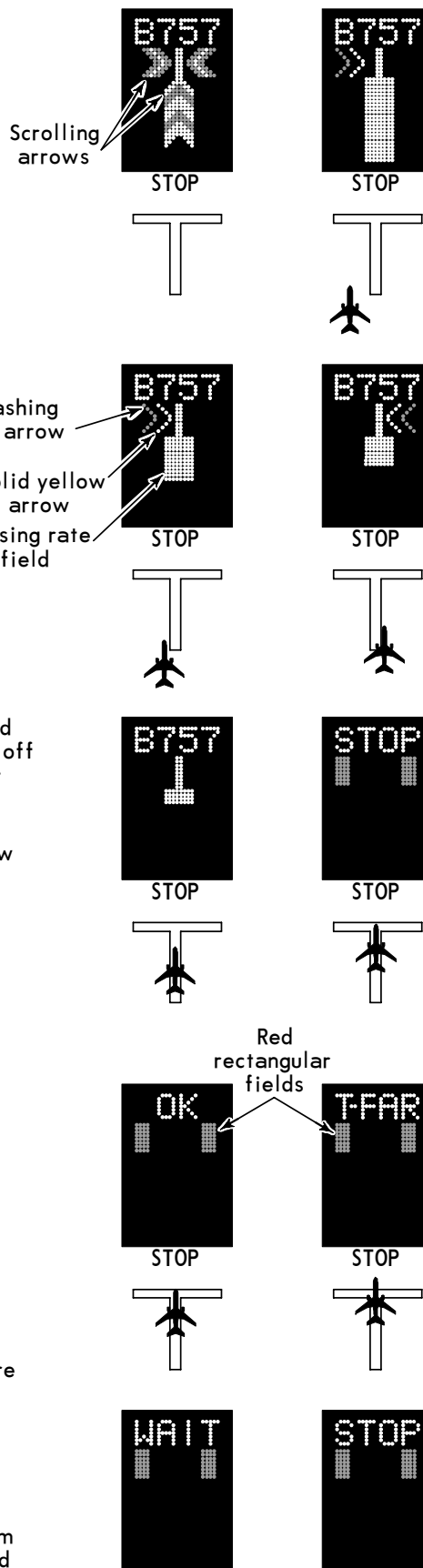
39'/12m from the stop-position the closing rate field starts the indication of "Distance to go" by turning off one row of LEDs for each one half meter the aircraft advances towards the stop-position.

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

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

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

The aircraft must be verified at least 39'/12m before the correct stop position. If this does not occur, the system displays "STOP" with two red, rectangular fields being lit in the azimuth guidance area of the display. While the aircraft is stopped, the system will attempt to verify it. If successful, the docking procedure will continue. If an unverified object is found in the scanning area during docking, the system will show "WAIT". When the object has disappeared the procedure will be resumed.



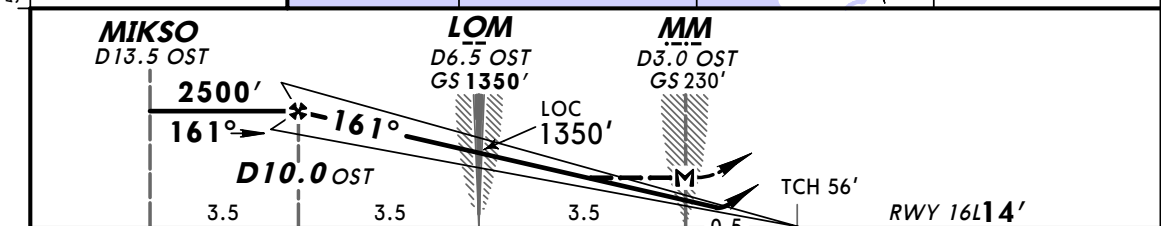
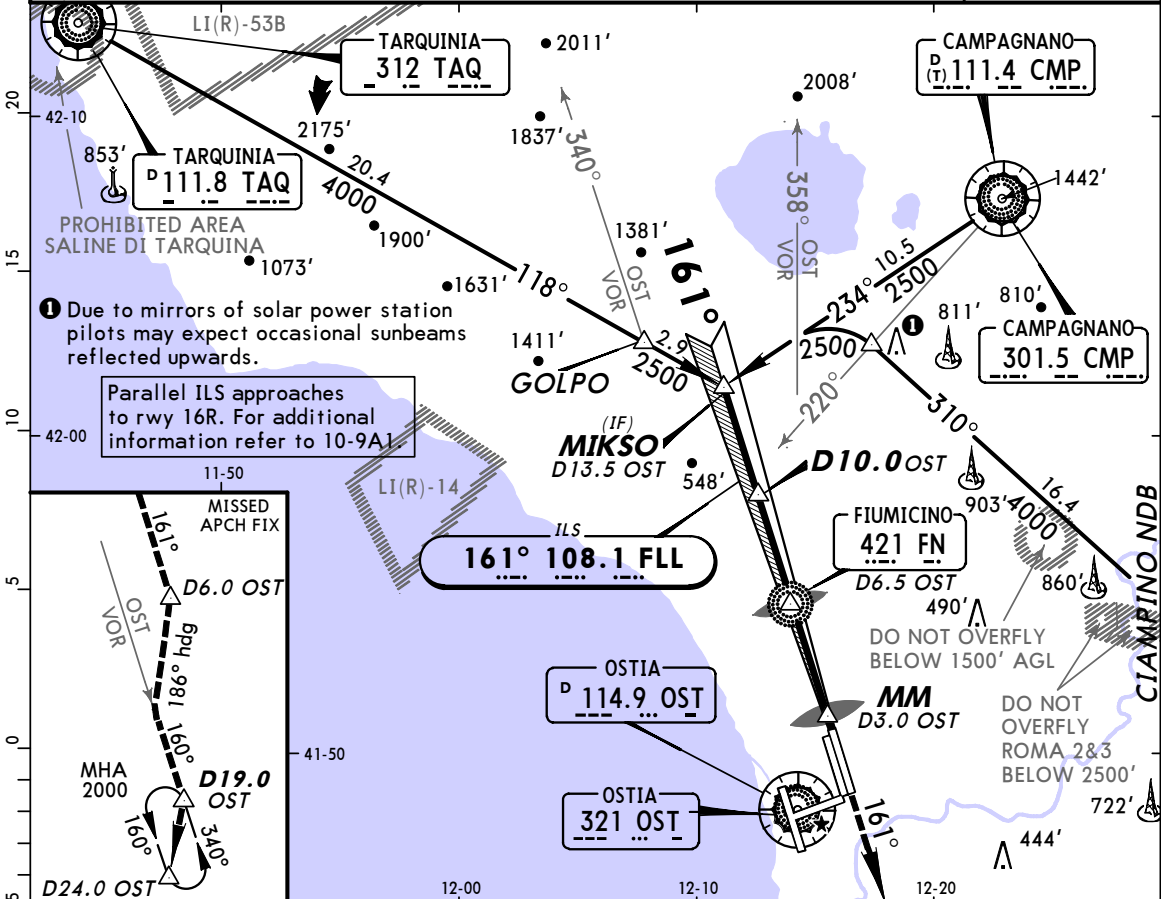
**LIR/FCO**  
**FIUMICINO**

29 APR 05  
Eff 12 May **11-1**

**MISSED APCH CLIMB**  
**GRAD MIM 4.3%**

**ROME, ITALY**  
**ILS Rwy 16L**

ATIS Arrival <b>114.9</b>		*ROME Arrivals (R) <b>119.2</b>		FIUME Tower <b>118.7</b>		Ground <b>121.9</b>	
LOC FLL <b>108.1</b>	Final Apch Crs <b>161°</b>	GS LOM <b>1350'</b> (1336')	ILS DA(H) <b>214'</b> (200')	Apt Elev <b>14'</b> RWY <b>14'</b>			
<b>MISSED APCH:</b> Climb on 161° to reach D6.0 OST at 2000', then turn RIGHT (MAX IAS 185 KT) onto heading 186° to join R-160 OST (160° from OST NDB) to D19.0 OST and hold.							MSA OST VOR/NDB
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 6000'	
LOC coverage reduced to 18 NM.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS 2000' on 161° D6.0 OST
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	
MAP at MM/D3.0 OST							

<b>JAR-OPS</b>				STRAIGHT-IN LANDING RWY 16L Missed apch climb gradient mim 4.3%		CIRCLE-TO-LAND	
ILS DA(H) <b>214'</b> (200')		LOC (GS out) with OST DME MDA(H) <b>420'</b> (406')					
FULL		ALS out		ALS out		Max Kts	MDA(H) VIS
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m	100	800' (786')	1500m
B					135	800' (786')	1600m
C					180	900' (886')	2400m
D					205	900' (886')	3600m

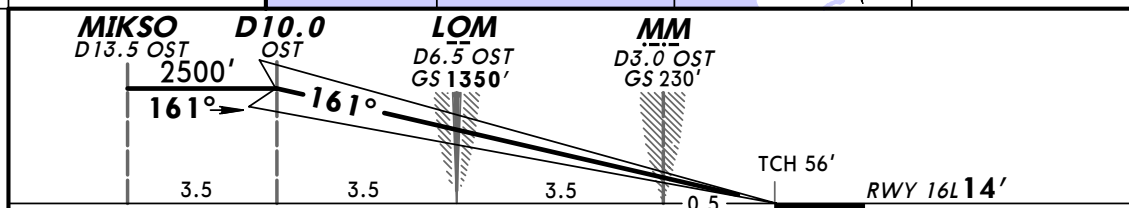
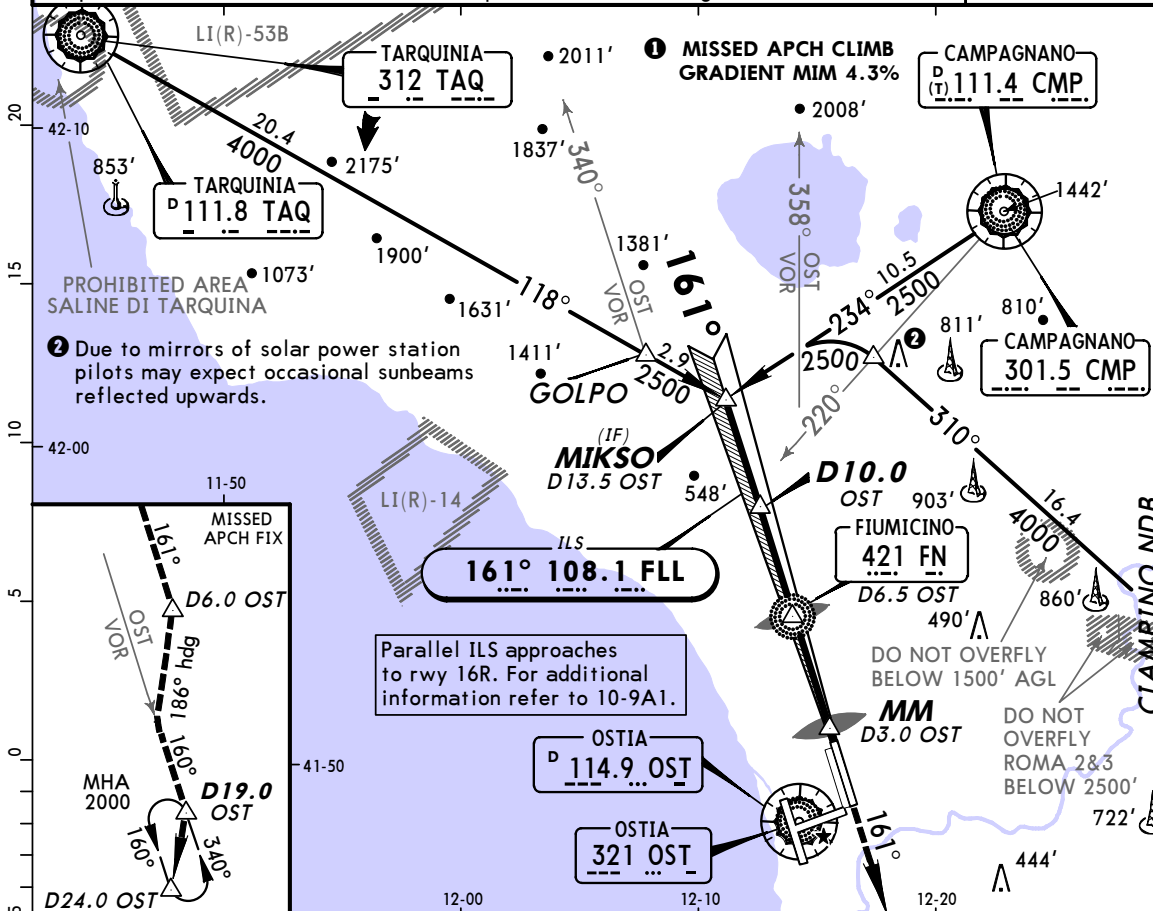
**1** Climb gradient up to 2000'.  
CHANGES: Note. Bearings. Minimums.

LIR/FCO  
FIUMICINO

29 APR 05  
Eff 12 May  
**JEPPESEN**  
11-1A

ROME, ITALY  
CAT II ILS Rwy 16L

ATIS Arrival <b>114.9</b>		*ROME Arrivals (R) <b>119.2</b>		FIUME Tower <b>118.7</b>		Ground <b>121.9</b>	
LOC FLL <b>108.1</b>	Final Apch Crs <b>161°</b>	GS LOM <b>1350'</b> (1336')	CAT II ILS RA 97' DA(H) 114' (100')		Apt Elev <b>14'</b> RWY <b>14'</b>	<p>MSA OST VOR/NDB</p>	
<p><b>MISSED APCH:</b> Climb on 161° to reach D6.0 OST at 2000', then turn RIGHT (MAX IAS 185 KT) onto heading 186° to join R-160 OST (160° from OST NDB) to D19.0 OST and hold.</p>							
<p>Alt Set: hPa    Rwy Elev: 1 hPa    Trans level: By ATC    Trans alt: 6000'</p> <p>1. Special Aircrew &amp; Acft Certification Required. 2. LOC coverage reduced to 18 NM.</p>							



Gnd speed-Kts	70	90	100	120	140	160		<b>2000'</b> on <b>161°</b> <b>D6.0</b> OST
GS	3.00°	377	485	539	647	755		

**JAR-OPS** STRAIGHT-IN LANDING RWY 16L  
**CAT II ILS**  
 Missed apch climb gradient mim 4.3% **1**  
 ABCD  
**RA 97'**  
 DA(H) **114'** (100')

**PANS OPS 4**  
 RVR **350m**

**1** Climb gradient up to 2000'.



**LIR/FCO**  
**FIUMICINO**

**JEPPesen**

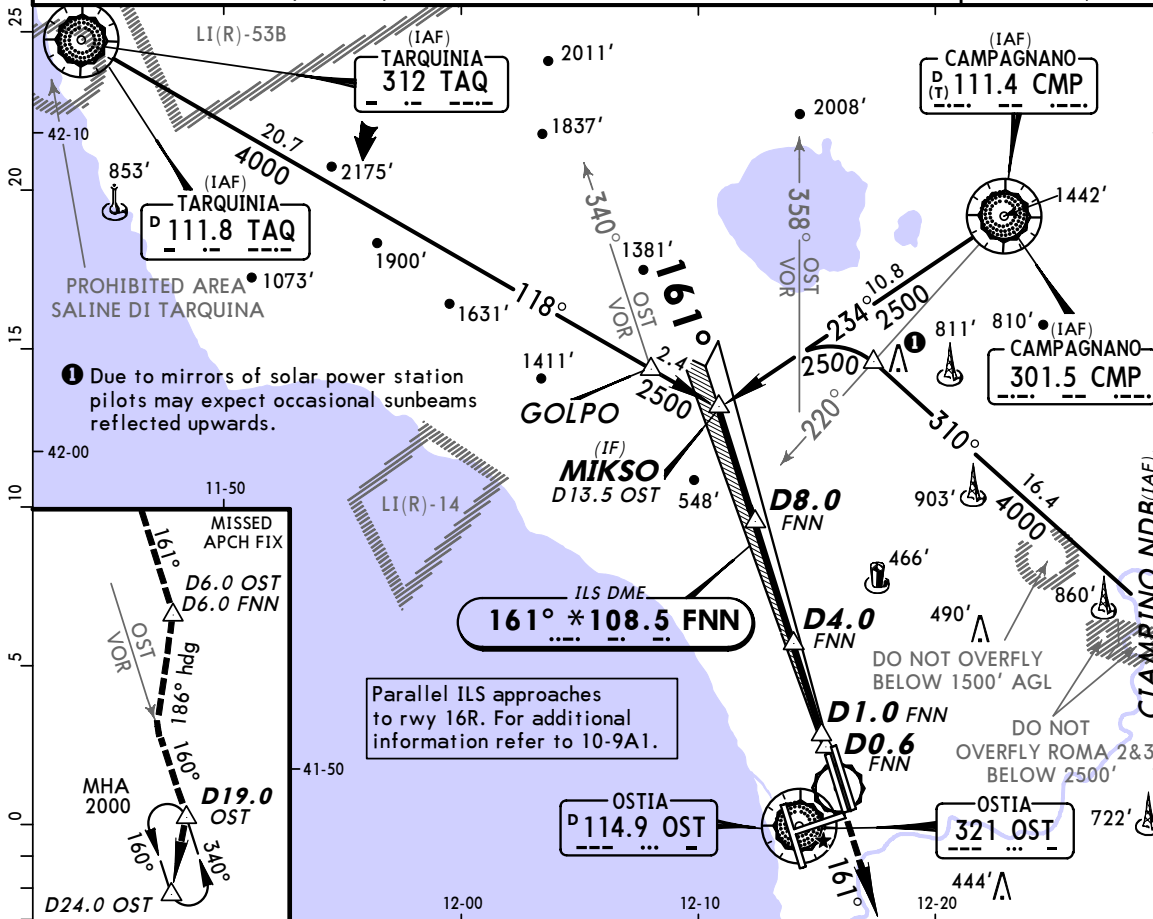
29 APR 05  
Eff 12 May

(11-2)

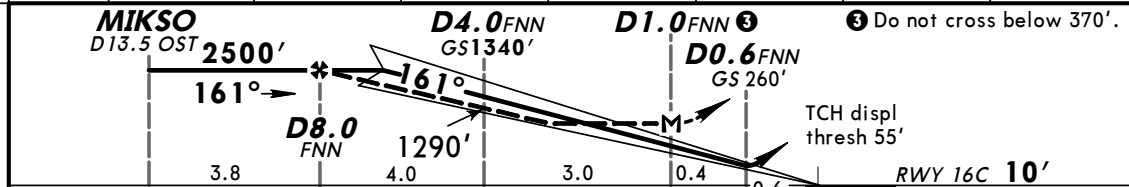
MISSED APCH CLIMB  
GRAD MIM 4.3%

**ROME, ITALY**  
**ILS DME Rwy 16C**

ATIS Arrival <b>114.9</b>		*ROME Arrivals (R) <b>119.2</b>		FIUME Tower <b>118.7</b>		Ground <b>121.9</b>	
LOC FNN <b>*108.5</b>	Final Apch Crs <b>161°</b>	GS D4.0 FNN <b>1340' (1330')</b>	ILS DA(H) Refer to Minimums	Apt Elev <b>14'</b>	RWY <b>10'</b>		
<b>MISSED APCH:</b> Climb on 161° to reach D6.0 OST/FNN at 2000', then turn RIGHT (MAX IAS 185 KT) onto heading 186° to join R-160 OST (160° from OST NDB) to D19.0 OST and hold.							
Alt Set: hPa    Rwy Elev: 0 hPa    Trans level: By ATC    Trans alt: 6000' ILS DME reads zero at rwy 16C displ threshold.							
MSA OST VOR/NDB							



LOC (GS out)	FNN DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2200'	1890'	1590'	1290'	980'	680'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	2000'	on 161°
ILS GS	3.00°	377	485	539	647	755	862	PAPI		
LOC Descent Gradient	5.0%	354	456	506	608	709	810	MAP at D1.0 FNN		

<b>JAR-OPS</b>				STRAIGHT-IN LANDING RWY 16C			CIRCLE-TO-LAND		
Missed apch climb gradient mim 4.3%				ILS			LOC (GS out)		
DA(H) A: 250' (240') C: 270' (260')		B: 260' (250') D: 280' (270')		FULL			ALS out		
A		B		RVR 1200m		RVR 1500m		Max Kts	
B		C		RVR 1300m		RVR 1800m		800' (786')	
C		D		RVR 1400m		RVR 2000m		1500m	
D				RVR 1600m				135	
								180	
								205	
								800' (886')	
								2400m	
								900' (886')	
								3600m	

1 Climb gradient up to 2000'.

CHANGES: Bearings. Note.

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PANS OPS 4

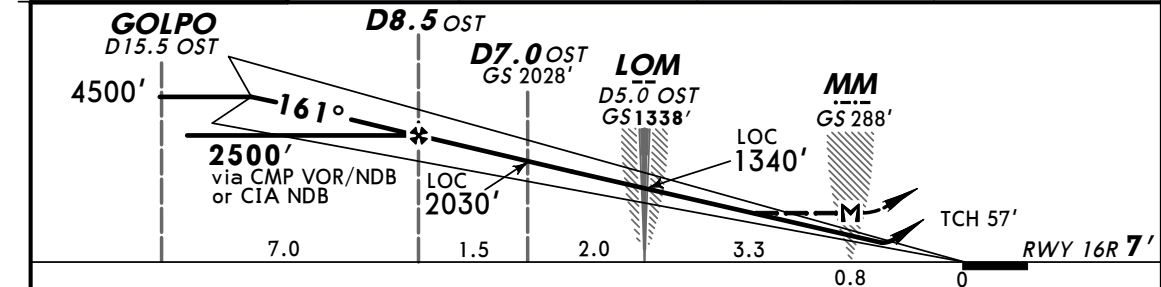
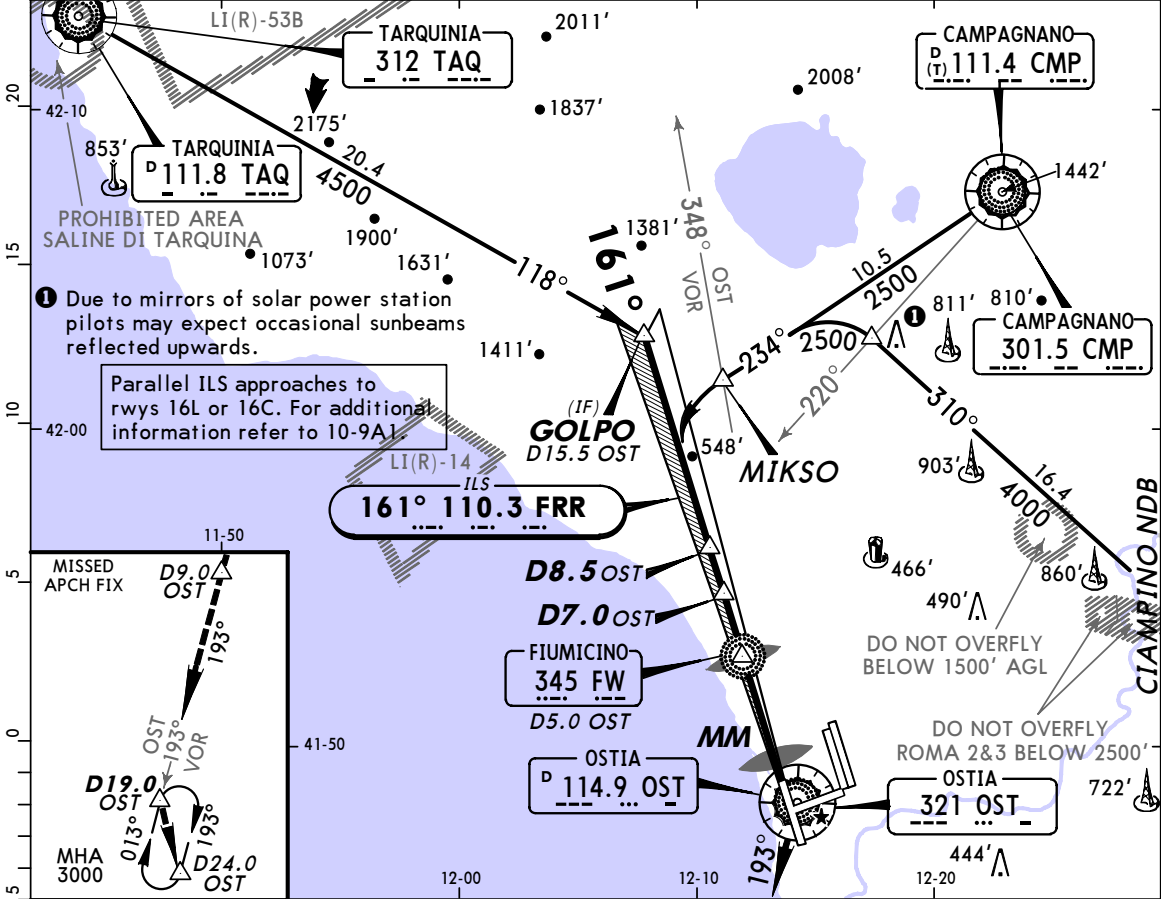
**LIR/FCO**  
**FIUMICINO**



29 APR 05 **(11-3)** Eff 12 May

**ROME, ITALY**  
**ILS Rwy 16R**

ATIS Arrival <b>114.9</b>		*ROME Arrivals (R) <b>119.2</b>		FIUME Tower <b>118.7</b>		Ground <b>121.9</b>	
LOC FRR <b>110.3</b>	Final Apch Crs <b>161°</b>	GS LOM <b>1338'</b> (1331')	ILS DA(H) Refer to Minimums		Apt Elev <b>14'</b> RWY <b>7'</b>		
<b>MISSED APCH:</b> Climb on 161° to 400', then turn RIGHT onto R-193 OST (193° from OST NDB) climbing to 3000'. Cross 2000' within D9.0 OST. Continue to D19.0 OST and hold.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI 400' on 161°
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	
MAP at MM							

<b>JAR-OPS</b>				STRAIGHT-IN LANDING RWY 16R		CIRCLE-TO-LAND	
DA(H) C: <b>210'</b> (203') AB: <b>207'</b> (200') D: <b>220'</b> (213')		LOC (GS out) with OST DME MDA(H) <b>400'</b> (393')					
	FULL	ALS out		MM out	ALS out	Max Kts.	MDA(H) VIS
A	RVR 550m		RVR 900m		RVR 1500m	100	800' (786') 1500m
B						135	800' (786') 1600m
C	RVR 600m	RVR 1000m	RVR 1000m	NOT AUTH	RVR 1800m	180	900' (886') 2400m
D			RVR 1400m		RVR 2000m	205	900' (886') 3600m

CHANGES: Bearings. Minimums.

**LIR/FCO**  
**FIUMICINO**



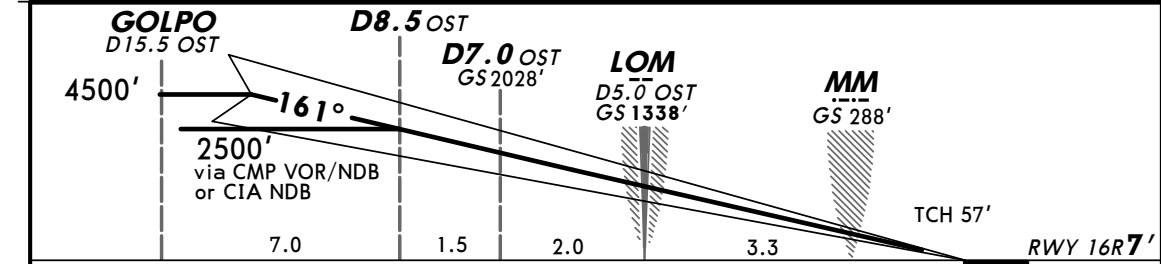
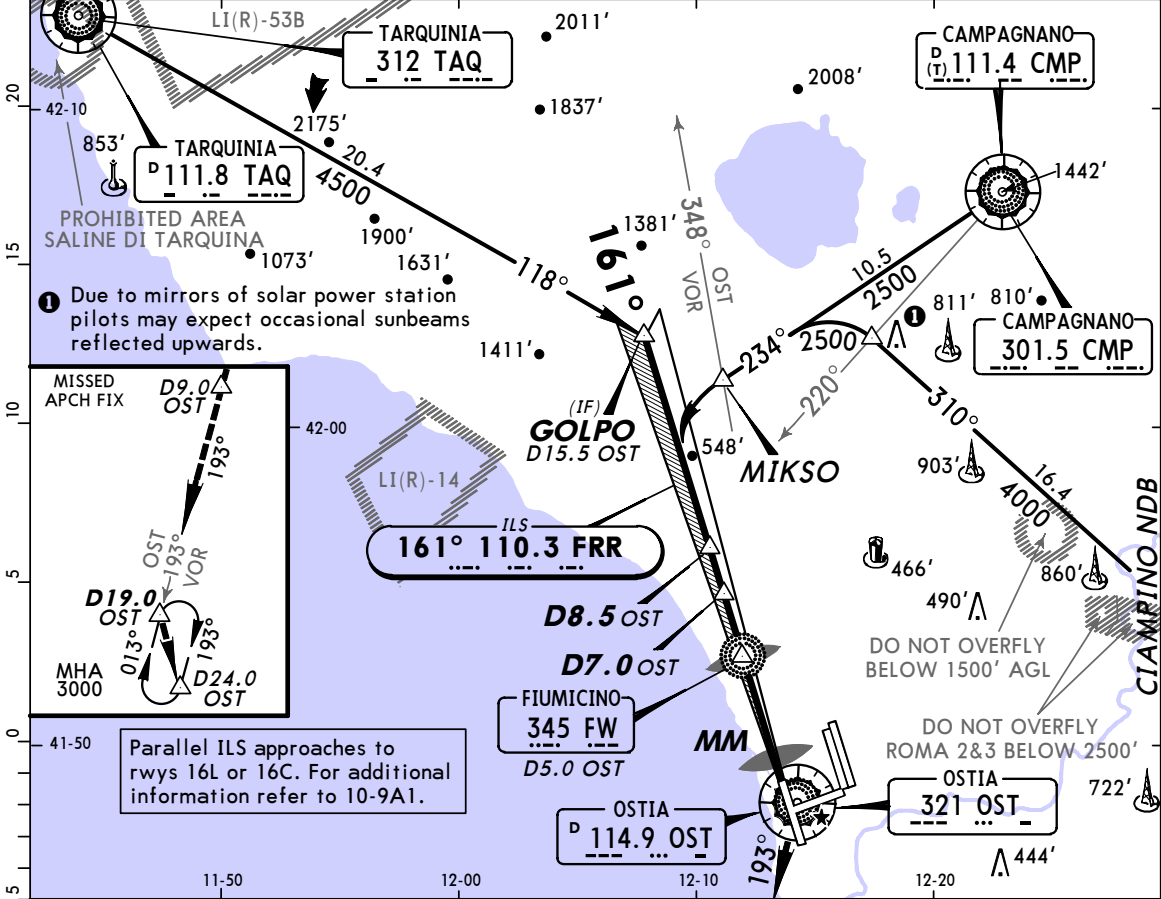
29 APR 05

**11-3A**

Eff 12 May

**ROME, ITALY**  
**CAT II ILS Rwy 16R**

ATIS Arrival <b>114.9</b>		*ROME Arrivals (R) <b>119.2</b>		FIUME Tower <b>118.7</b>		Ground <b>121.9</b>	
LOC FRR <b>110.3</b>	Final Apch Crs <b>161°</b>	GS LOM <b>1338'</b> (1331')	CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev <b>14'</b> RWY <b>7'</b>		<p>MSA OST VOR/NDB</p>
<p><b>MISSED APCH:</b> Climb on 161° to 400', then turn RIGHT onto R-193 OST (193° from OST NDB) climbing to 3000'. Cross 2000' within D9.0 OST. Continue to D19.0 OST and hold.</p>							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'	



JAR-OPS							STRAIGHT-IN LANDING RWY 16R	
CAT II ILS								
AB		C			D			
RA 102'		RA 108'			RA 123'			
DA(H) 107' (100')		DA(H) 112' (105')			DA(H) 126' (119')			

RVR **350m**

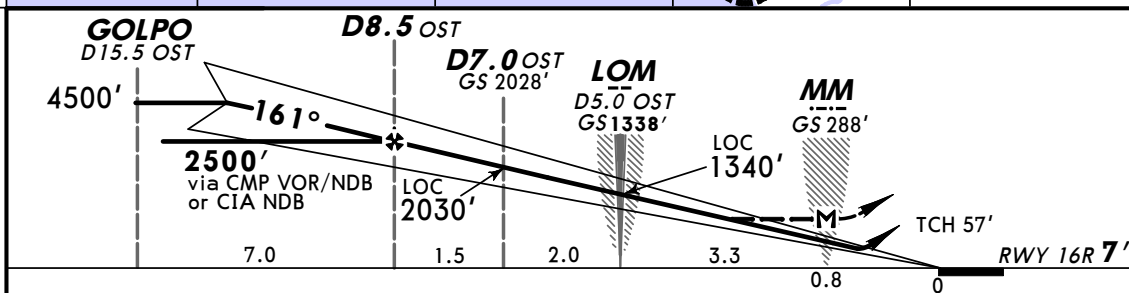
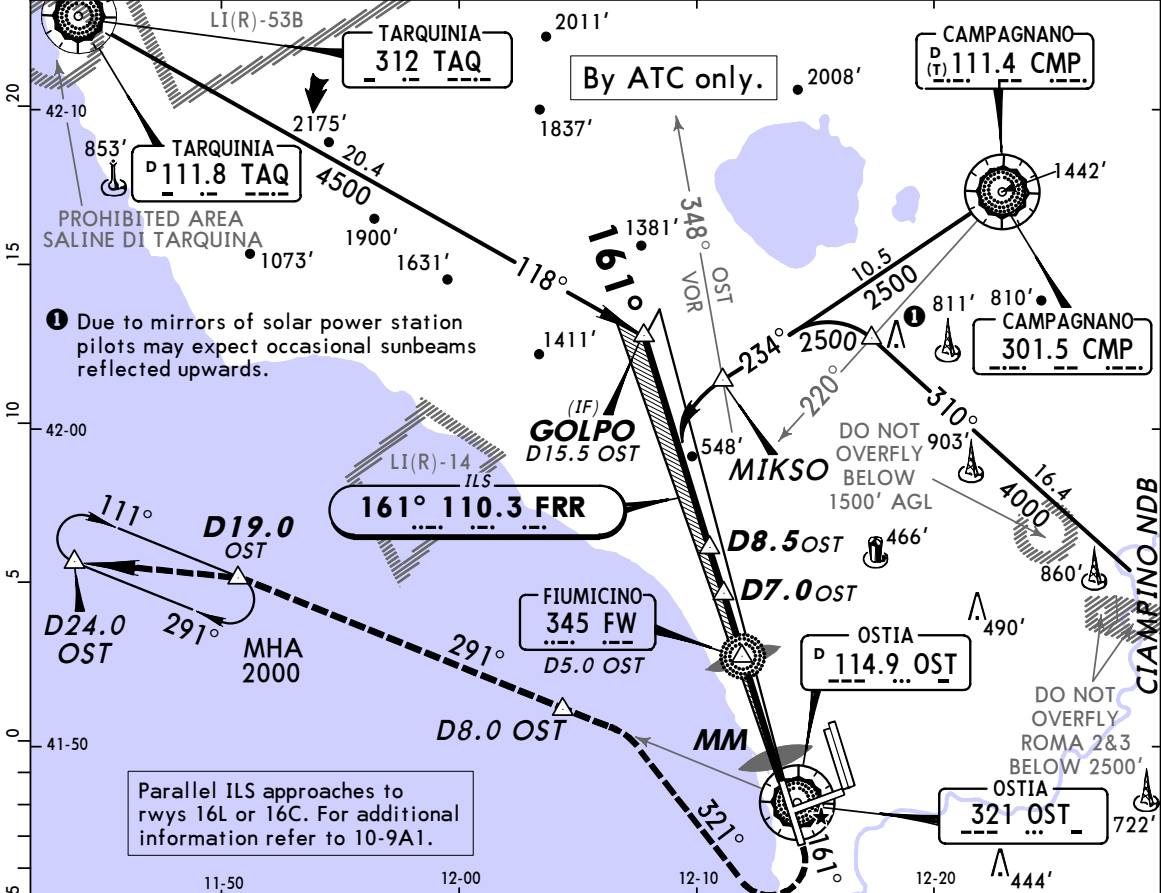
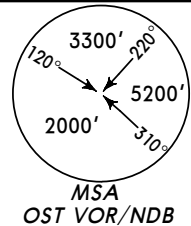
**LIR/FCO**  
**FIUMICINO**



**ROME, ITALY**

6 MAY 05 **(11-3B)** Eff 12 May **ILS-Quebec Rwy 16R**

ATIS Arrival <b>114.9</b>		*ROME Arrivals (R) <b>119.2</b>		FIUME Tower <b>118.7</b>		Ground <b>121.9</b>	
LOC FRR <b>110.3</b>	Final Apch Crs <b>161°</b>	GS LOM <b>1338' (1331')</b>	ILS DA(H) Refer to Minimums		Apt Elev <b>14'</b>	RWY <b>7'</b>	
<b>MISSED APCH:</b> Climb on 161° to 2000', crossing 400' turn RIGHT (MAX IAS 200 KT) on track 321° to intercept and follow R-291 OST. Cross 2000' within D8.0 OST. Continue to D19.0 OST and hold.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI 400' on 161°
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	
MAP at MM							

<b>JAR-OPS</b>				STRAIGHT-IN LANDING RWY 16R		CIRCLE-TO-LAND	
DA(H)		ILS C: <b>210' (203')</b>		LOC (GS out) with OST DME			
AB: <b>207' (200')</b> D: <b>220' (213')</b>				MDA(H) <b>400' (393')</b>			
	FULL	ALS out		MM out	ALS out	Max Kts.	MDA(H) VIS
A	RVR 550m		RVR 900m		RVR 1500m	100	800' (786') 1500m
B						135	800' (786') 1600m
C		RVR 1000m	RVR 1000m	NOT AUTH	RVR 1800m	180	900' (886') 2400m
D	RVR 600m		RVR 1400m		RVR 2000m	205	900' (886') 3600m

PANS OPS 4

CHANGES: New procedure.

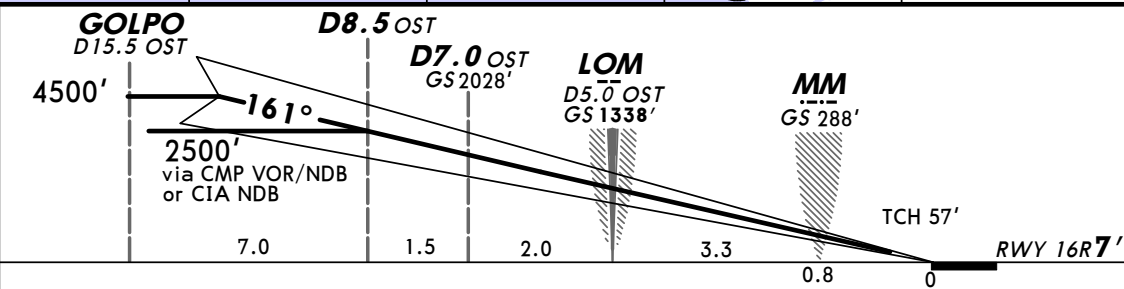
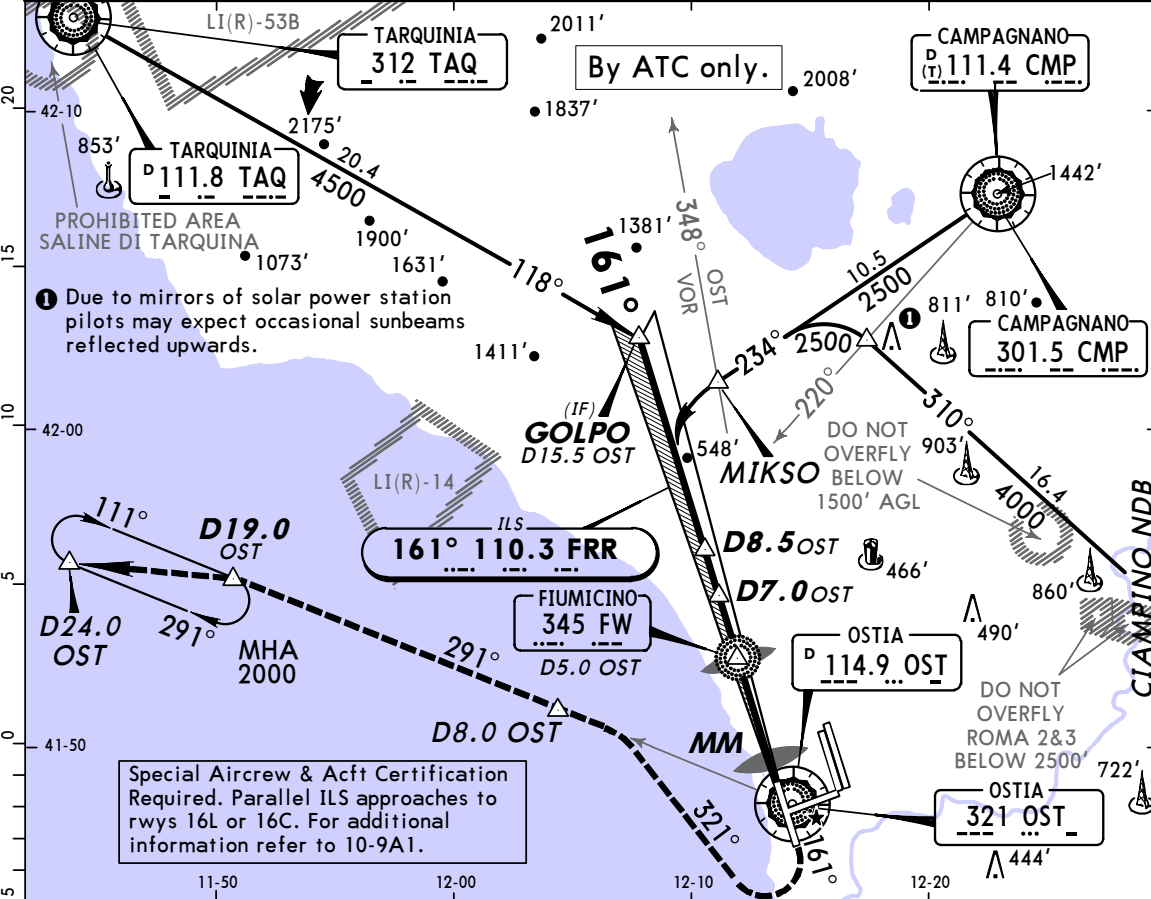
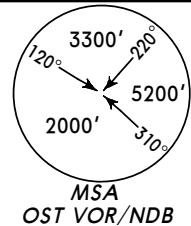
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**LIR/FCO**  
FIUMICINO

6 MAY 05  
**Eff 12 May** **JEPPESEN**  
**11-3C** **CAT II ILS-Quebec Rwy 16R**

**ROME, ITALY**

ATIS Arrival <b>114.9</b>		*ROME Arrivals (R) <b>119.2</b>		FIUME Tower <b>118.7</b>		Ground <b>121.9</b>	
LOC FRR <b>110.3</b>	Final Apch Crs <b>161°</b>	GS LOM <b>1338' (1331')</b>	CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev <b>14'</b>	RWY <b>7'</b>	
<b>MISSED APCH:</b> Climb on 161° to 2000', crossing 400' turn RIGHT (MAX IAS 200 KT) on track 321° to intercept and follow R-291 OST. Cross 2000' within D8.0 OST. Continue to D19.0 OST and hold.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI 400' on 161°
GS	3.00°	377	485	539	647	755	

JAR-OPS STRAIGHT-IN LANDING RWY 16R CAT II ILS		
AB RA 102' DA(H) 107' (100')	C RA 108' DA(H) 112' (105')	D RA 123' DA(H) 126' (119')

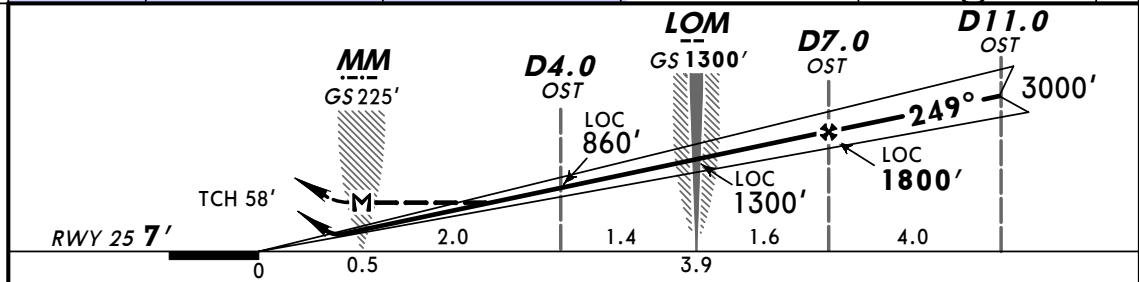
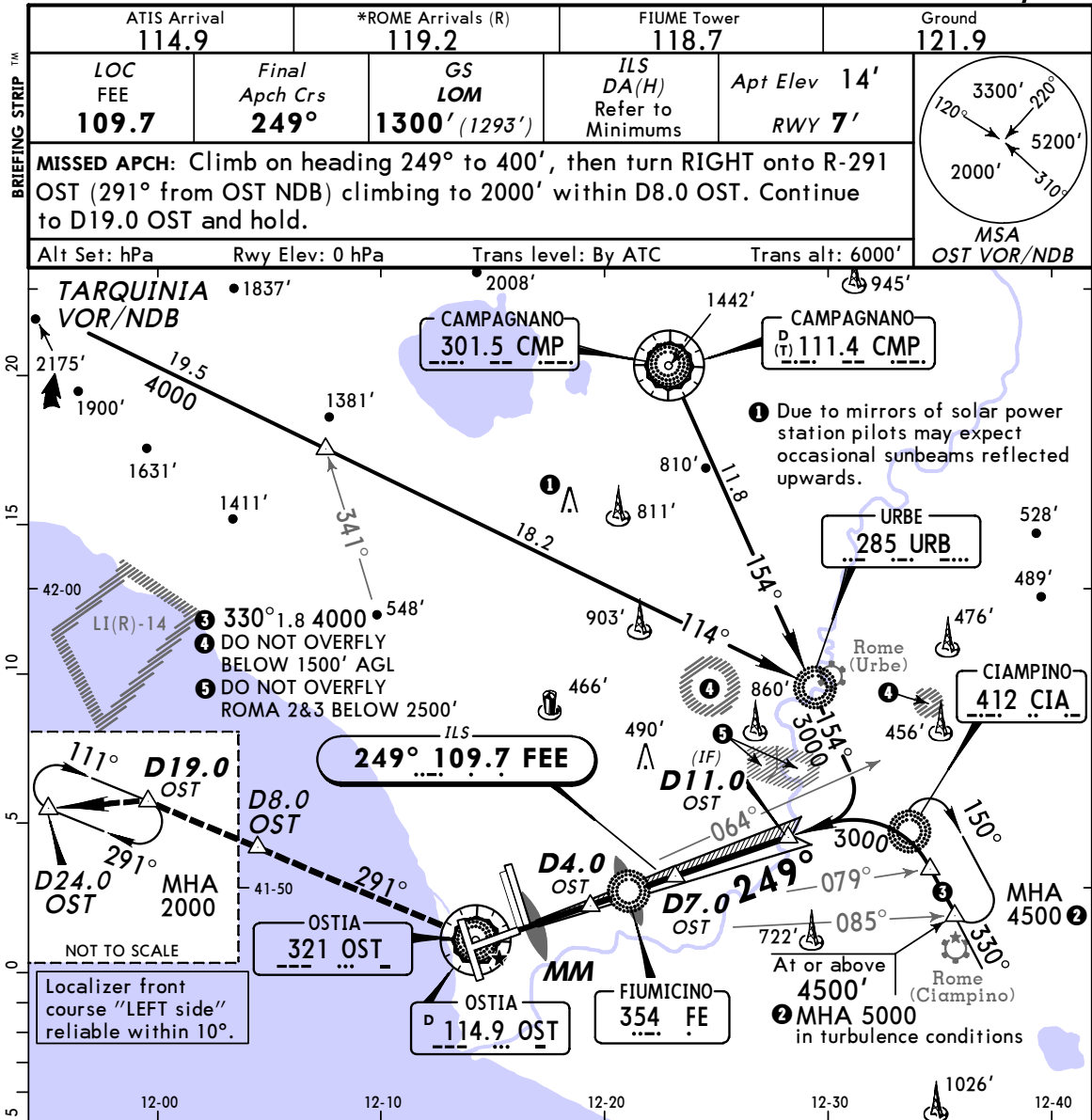
RVR 350m

PANS OPS 4

**LIR/FCO**  
**FIUMICINO**

**JEPPESEN**  
29 APR 05 **(11-4)** **Eff 12 May**

**ROME, ITALY**  
**ILS Rwy 25**



Gnd speed-Kts	70	90	100	120	140	160	HIALS 400' on 249° PAPI PAPI
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	
MAP at MM							

PANS OPS 4	STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND	
	ILS		LOC (GS out) with OST DME			
	FULL	ALS out	MM out	ALS out	MDA(H)	VIS
A			RVR 900m		800' (786')	1500m
B	RVR 550m			RVR 1500m	800' (786')	1600m
C		RVR 1000m	RVR 1000m	RVR 1800m	900' (886')	2400m
D	RVR 600m		RVR 1400m	RVR 2000m	900' (886')	3600m

CHANGES: Bearings. Minimums.

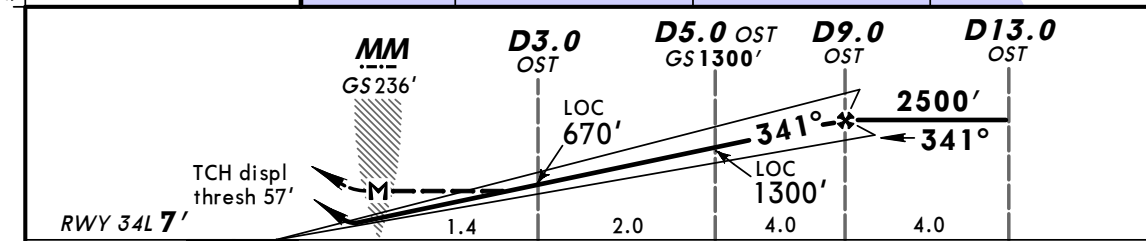
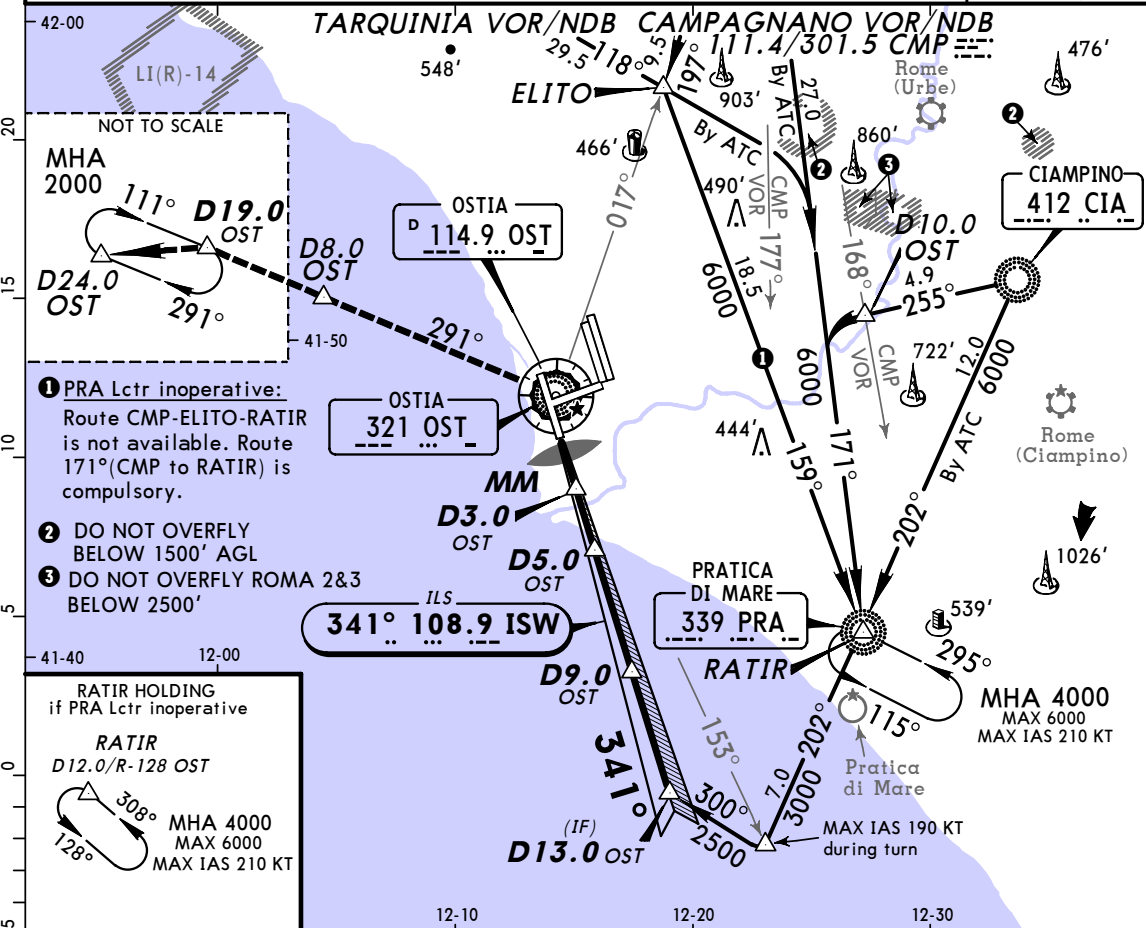
**LIR/FCO**  
**FIUMICINO**



29 APR 05 (11-5) Eff 12 May

**ROME, ITALY**  
**ILS DME Rwy 34L**

ATIS Arrival <b>114.9</b>		*ROME Arrivals (R) <b>119.2</b>		FIUME Tower <b>118.7</b>		Ground <b>121.9</b>	
LOC ISW <b>108.9</b>	Final Apch Crs <b>341°</b>	GS <b>D5.0 OST</b> 1300' (1293')	ILS DA(H) <b>207' (200')</b>	Apt Elev <b>14'</b> RWY <b>7'</b>			
<b>MISSED APCH:</b> Turn LEFT onto R-291 OST (291° from OST NDB) and climb to 2000' within D8.0 OST, then continue to D19.0 OST and hold.							MSA OST VOR/NDB
Alt Set: hPa    Rwy Elev: 0 hPa    Trans level: By ATC    Trans alt: 6000' Parallel ILS approaches to rwy 34R. For additional information refer to 10-9A1.							



GS	70	90	100	120	140	160	HIALS PAPI 2000' OST on 114.9 LT R-291
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	
MAP at MM							

PANS OPS	STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND			
	ILS		LOC (GS out)					
	DA(H) <b>207' (200')</b>		MDA(H) <b>410' (403')</b>					
	FULL	ALS out	MM out	ALS out	Max Kts	MDA(H)	VIS	
	A		RVR 900m		100	800' (786')	1500m	
B				135	800' (786')	1600m		
C	RVR 550m	RVR 1000m	RVR 1000m	NOT AUTH	180	900' (886')	2400m	
D			RVR 1400m		205	900' (886')	3600m	

CHANGES: Bearings. Minimums.

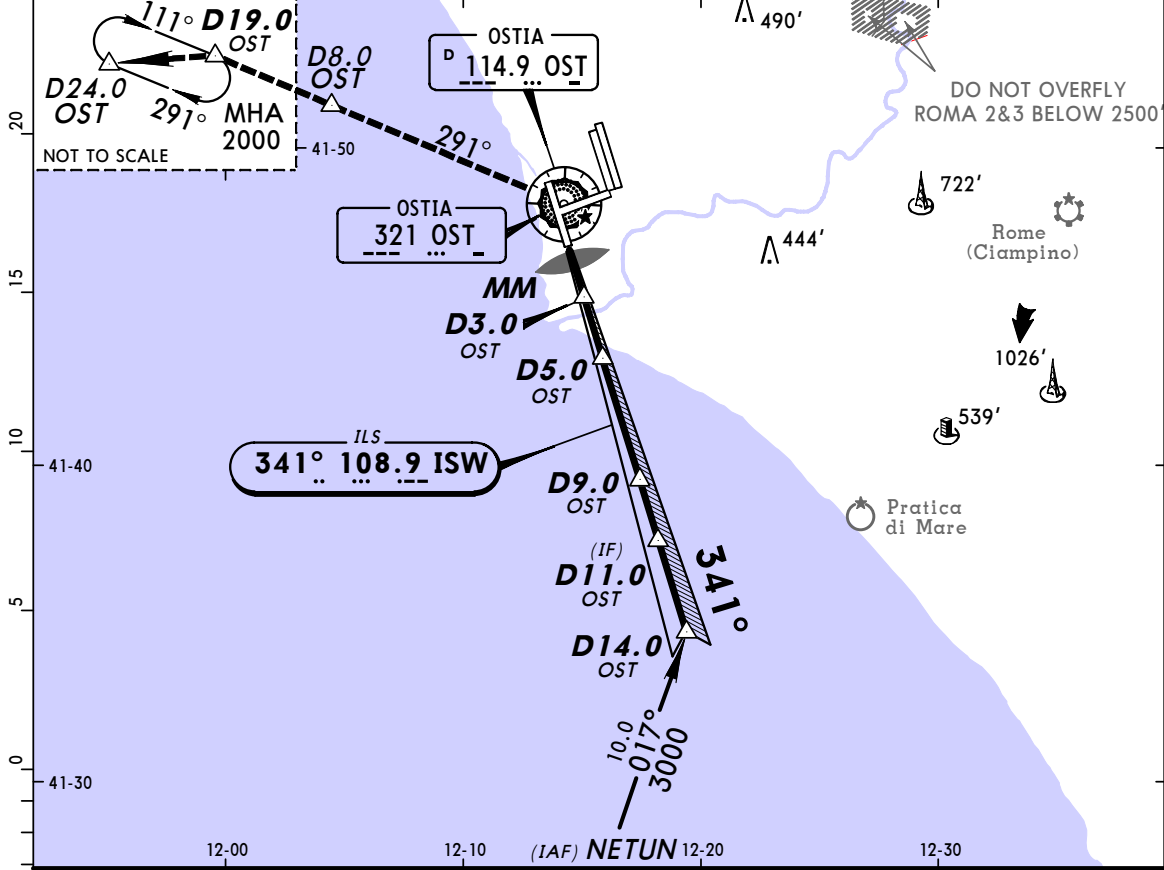
**LIR/FCO**  
**FIUMICINO**



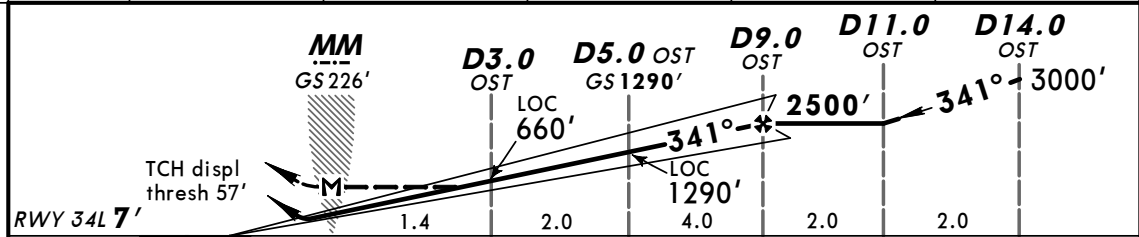
29 APR 05 **11-6** Eff 12 May

**ROME, ITALY**  
**ILS-Zulu Rwy 34L**

ATIS Arrival <b>114.9</b>		*ROME Arrivals (R) <b>119.2</b>		FIUME Tower <b>118.7</b>		Ground <b>121.9</b>	
LOC ISW <b>108.9</b>	Final Apch Crs <b>341°</b>	GS <b>D5.0 OST</b> 1290' (1283')	ILS DA(H) <b>207' (200')</b>	Apt Elev <b>14'</b> RWY <b>7'</b>			
<b>MISSED APCH:</b> Turn LEFT onto R-291 OST (291° from OST NDB) and climb to 2000' within D8.0 OST, then continue to D19.0 OST and hold.							MSA OST VOR/NDB
Alt Set: hPa    Rwy Elev: 0 hPa    Trans level: By ATC    Trans alt: 6000' Parallel ILS approaches to rwy 34R. For additional information refer to 10-9A1.							



LOC (GS out)	OST DME	2.0	3.0	4.0	5.0
	ALTITUDE	340'	660'	980'	1290'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2000' OST on 114.9 LT on R-291
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	
MAP at MM							

PANS OPS 4	JAR-OPS STRAIGHT-IN LANDING RWY 34L ILS				CIRCLE-TO-LAND			
	DA(H) <b>207' (200')</b>		LOC (GS out) with OST DME		MDA(H) <b>410' (403')</b>		Max Kts	
	FULL	ALS out	MM out	ALS out	MDA(H)		VIS	
	A		RVR 900m		100	800' (786')	1500m	
	B	RVR 550m	RVR 1000m	RVR 1000m	135	800' (786')	1600m	
C			RVR 1400m	180	900' (886')	2400m		
D				205	900' (886')	3600m		

CHANGES: New procedure.



**LIR/FCO**  
**FIUMICINO**

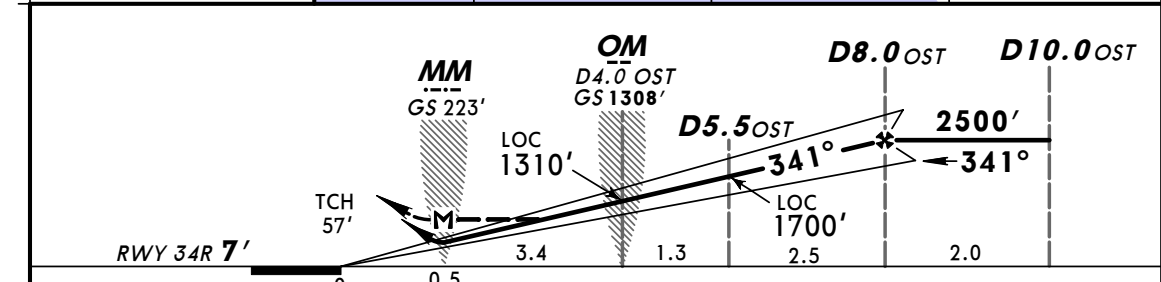
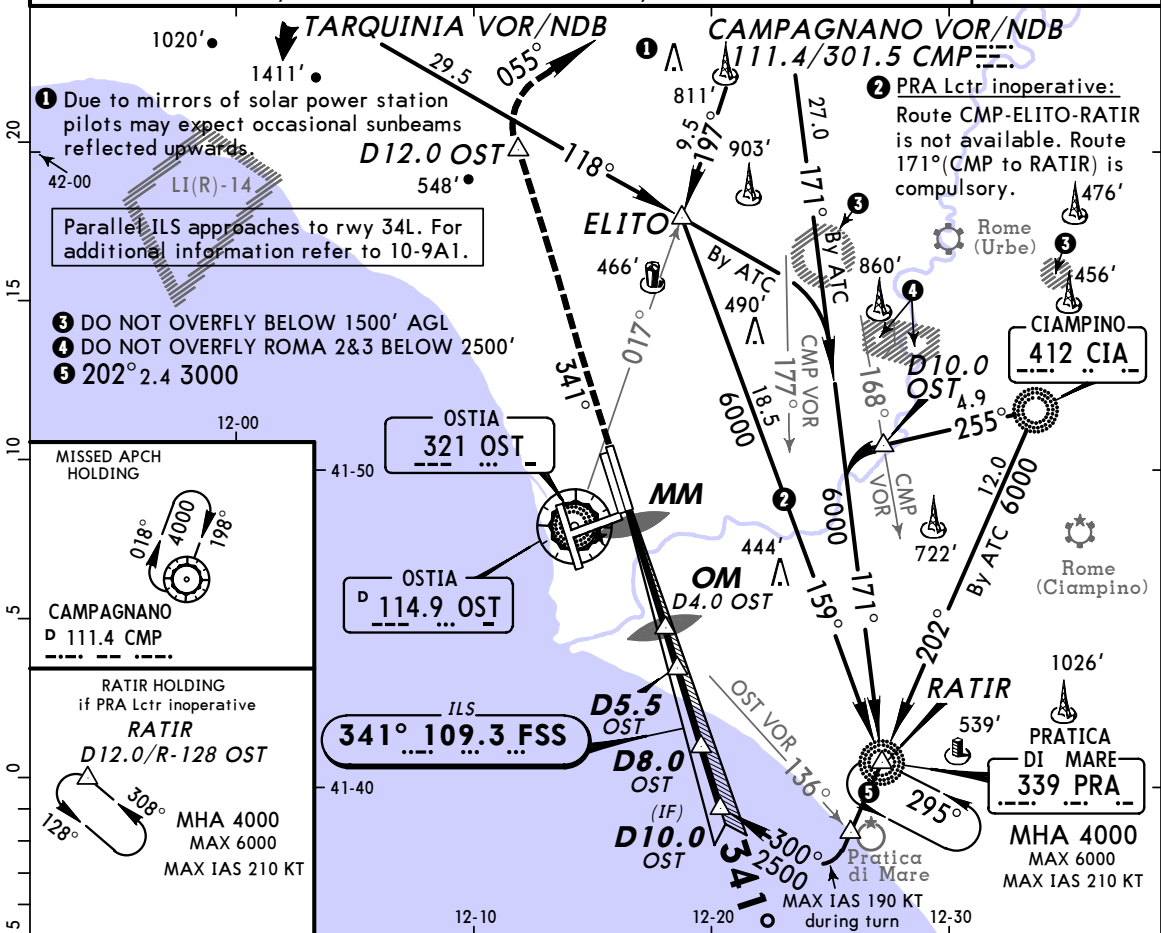
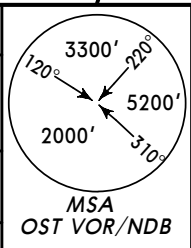
**JEPPESEN**  
29 APR 05 **11-7** Eff 12 May

**ROME, ITALY**  
**ILS Rwy 34R**

ATIS Arrival <b>114.9</b>		*ROME Arrivals (R) <b>119.2</b>		FIUME Tower <b>118.7</b>		Ground <b>121.9</b>	
LOC FSS <b>109.3</b>	Final Apch Crs <b>341°</b>	GS OM <b>1308' (1301')</b>	ILS DA(H) <b>207' (200')</b>	Apt Elev <b>14'</b> RWY <b>7'</b>			

**MISSED APCH:** Climb on 341° 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'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	MIM 2000' on 341°	D12.0 OST
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862			

PANS OPS 4	<b>JAR-OPS</b>				STRAIGHT-IN LANDING RWY 34R		CIRCLE-TO-LAND	
	ILS		LOC (GS out) with OST DME					
	DA(H) <b>207' (200')</b>		MDA(H) <b>420' (413')</b>					
	FULL	ALS out	MM out	ALS out	Max Kts	MDA(H)	VIS	
	A		RVR 900m		100	800' (786')	1500m	
B				135	800' (786')	1600m		
C	RVR 550m	RVR 1000m	RVR 1000m	180	900' (886')	2400m		
D			RVR 1400m	205	900' (886')	3600m		

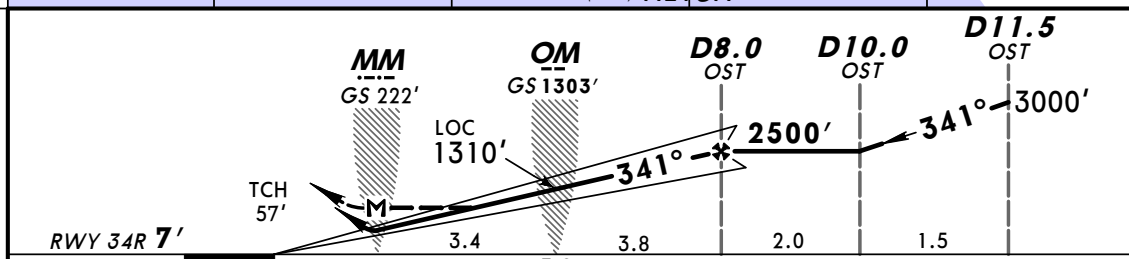
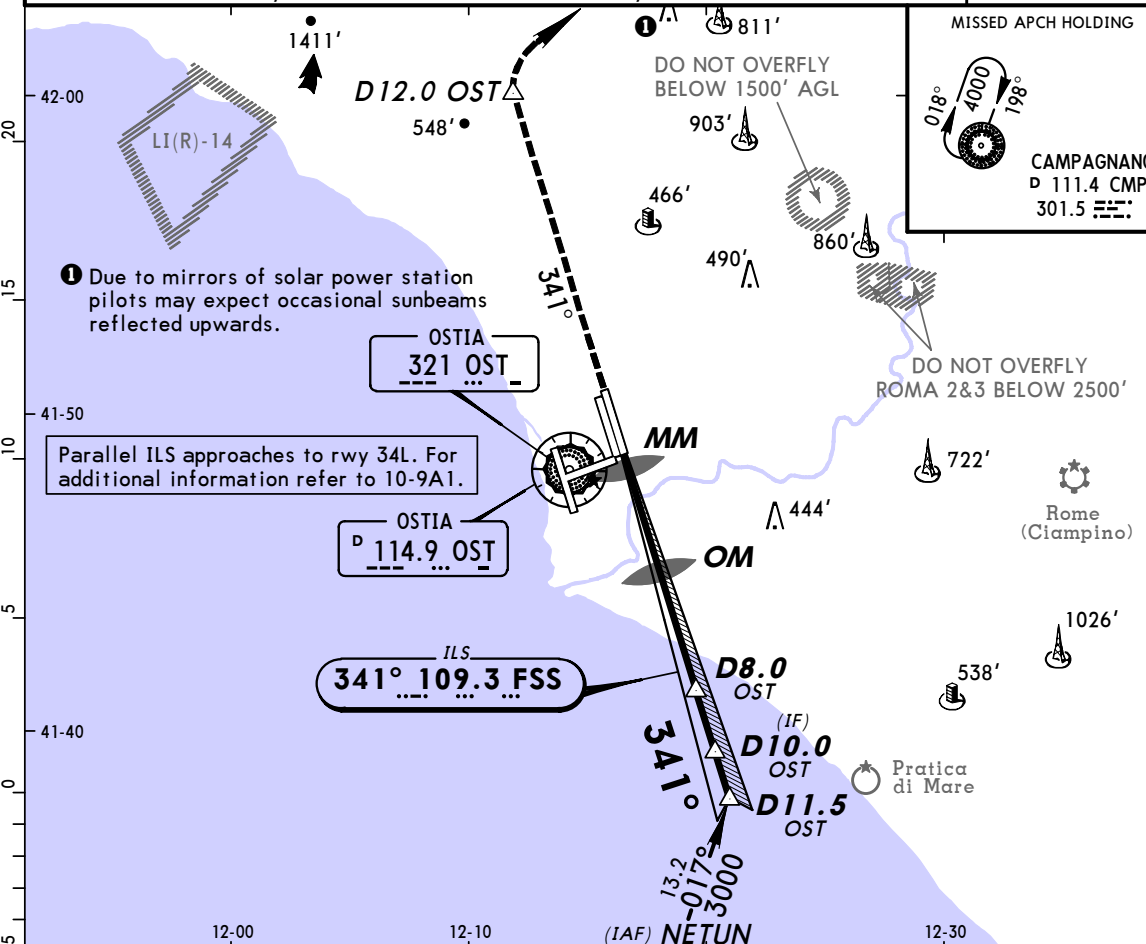
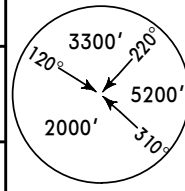
CHANGES: Bearings. Minimums.

**LIR/FCO**  
**FIUMICINO**

**JEPPESEN**  
29 APR 05 **(11-8)** Eff 12 May

**ROME, ITALY**  
**ILS-Zulu Rwy 34R**

ATIS Arrival <b>114.9</b>		*ROME Arrivals (R) <b>119.2</b>		FIUME Tower <b>118.7</b>	Ground <b>121.9</b>
LOC FSS <b>109.3</b>	Final Apch Crs <b>341°</b>	GS OM <b>1303' (1296')</b>	ILS DA(H) <b>207' (200')</b>	Apt Elev <b>14'</b> RWY <b>7'</b>	
<b>MISSED APCH:</b> Climb on 341° to cross D12.0 OST at 2000' or above, then turn RIGHT to CMP VOR/NDB climbing to 4000'.					
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC	
				Trans alt: 6000'	



Gnd speed-Kts	70	90	100	120	140	160	PAPI	MIM 2000' on 341°	D12.0 OST
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862			
MAP at MM									

PANS OPS 4	STRAIGHT-IN LANDING RWY 34R				CIRCLE-TO-LAND		
	ILS		LOC (GS out) with OST DME		Max Kts	MDA(H)	VIS
	DA(H) 207' (200')		MDA(H) 420' (413')				
	FULL	ALS out	MM out	ALS out			
A		RVR 900m		RVR 1500m	100	800' (786')	1500m
B				RVR 1800m	135	800' (786')	1600m
C	RVR 550m	RVR 1000m	RVR 1000m	NOT AUTH	180	900' (886')	2400m
D			RVR 1400m		205	900' (886')	3600m

CHANGES: New procedure.

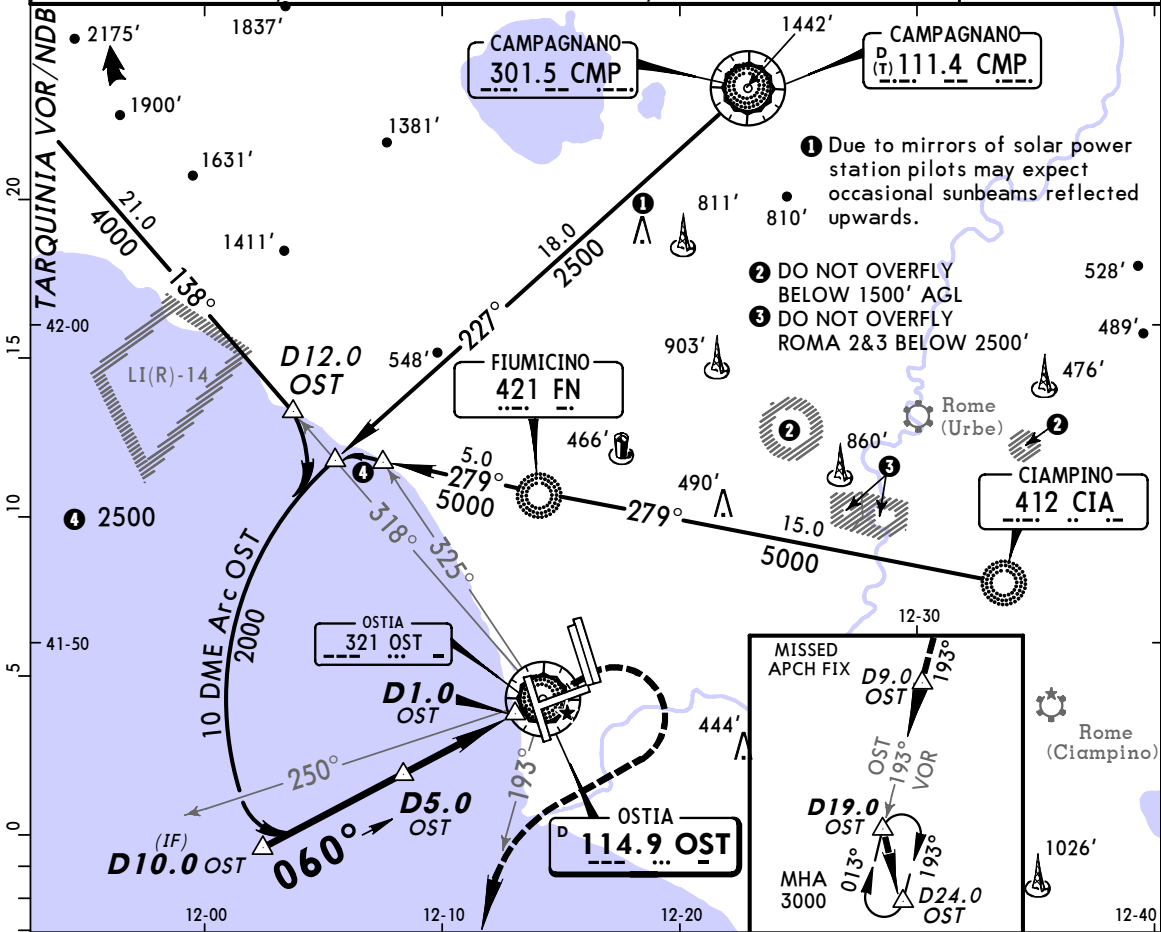
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**LIR/FCO**  
**FIUMICINO**

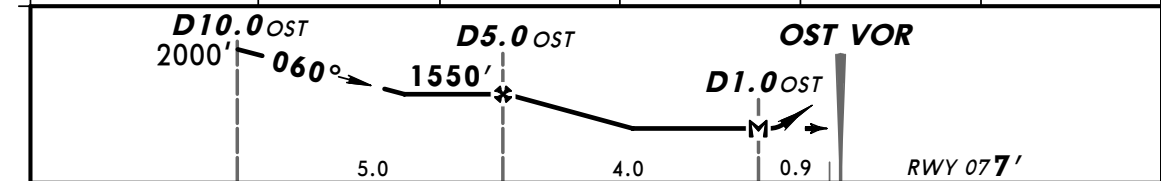
**JEPPESEN**  
29 APR 05 **(13-1)** **Eff 12 May**

**ROME, ITALY**  
**VOR DME Rwy 07**

ATIS Arrival <b>114.9</b>		*ROME Arrivals (R) <b>119.2</b>		FIUME Tower <b>118.7</b>		Ground <b>121.9</b>	
VOR OST <b>114.9</b>	Final Apch Crs <b>060°</b>	Minimum Alt <b>D5.0 OST</b> <b>1550' (1543')</b>	MDA(H) <b>400' (393')</b>	Apt Elev <b>14'</b> RWY <b>7'</b>		<p>MSA OST VOR/NDB</p>	
<p><b>MISSED APCH:</b> Climb to 500' on 060°, then turn RIGHT (MAX IAS 200 KT) climbing on R-193 OST to 2000' within D9.0 OST. Continue climb to 3000' to D19.0 OST and hold.</p>							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'	



OST DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1550'	1250'	950'	650'	350'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 500' on 060°
Descent Gradient 5.0%	354	456	506	608	709	810	
MAP at D1.0 OST							

<b>PANS OPS 4</b>	<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 07		<b>CIRCLE-TO-LAND</b>		
	MDA(H) <b>400' (393')</b>		Max Kts	MDA(H)	VIS
	A	RVR 1300m	100	800' (786')	1500m
	B	RVR 1400m	135	800' (786')	1600m
	C	RVR 1600m	180	900' (886')	2400m
D	RVR 1800m	205	900' (886')	3600m	

CHANGES: Arrival bearing. Minimums.

**LIR/FCO**  
**FIUMICINO**

**JEPPESEN**  
29 APR 05  
Eff 12 May **(13-2)**

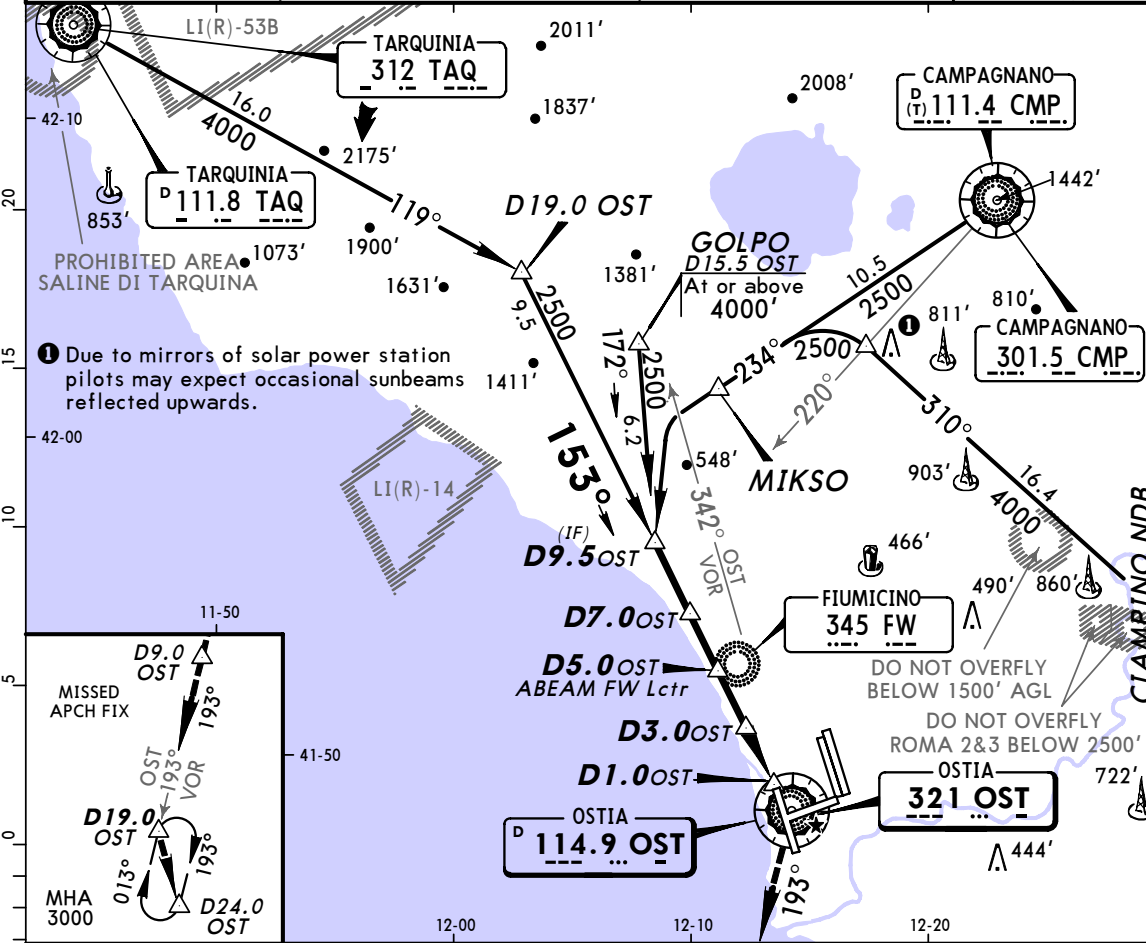
**ROME, ITALY**  
**VOR DME or NDB DME Rwy 16R**

ATIS Arrival <b>114.9</b>		*ROME Arrivals (R) <b>119.2</b>		FIUME Tower <b>118.7</b>		Ground <b>121.9</b>	
VOR OST <b>114.9</b>	NDB OST <b>321</b>	Final Apch Crs <b>153°</b>	Minimum Alt <b>D7.0 OST</b> <b>2100' (2093')</b>	MDA(H) <b>400' (393')</b>	Apt Elev <b>14'</b>	RWY <b>7'</b>	

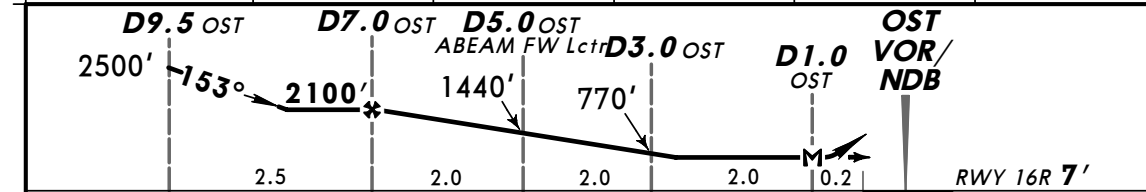
**MISSED APCH:** Turn RIGHT, climb on R-193 OST (193° from OST NDB) climbing to 3000'. Cross 2000' within D9.0 OST. Continue to D19.0 OST and hold.

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

MSA  
OST VOR/NDB



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	HIALS-II PAPI PAPI PAPI 2000' OST on 114.9 RT R-193
Descent Gradient 5.5%	390	501	557	668	780	891	
MAP at D1.0 OST							

<b>PANS OPS 4</b>	<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 16R			<b>CIRCLE-TO-LAND</b>		
	MDA(H) <b>400' (393')</b>					
		ALS out		Max Kts	MDA(H)	VIS
	A	RVR 900m	RVR 1500m	100	800' (786')	1500m
	B	RVR 1000m	RVR 1800m	135	800' (786')	1600m
C	RVR 1000m	RVR 2000m	180	900' (886')	2400m	
D	RVR 1400m		205	900' (886')	3600m	

CHANGES: Bearings. Minimums.

**LIR/FCO**  
**FIUMICINO**

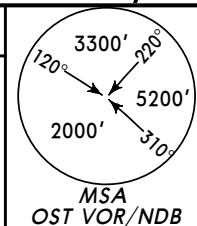
**JEPPESEN**

29 APR 05  
Eff 12 May

(13-3)

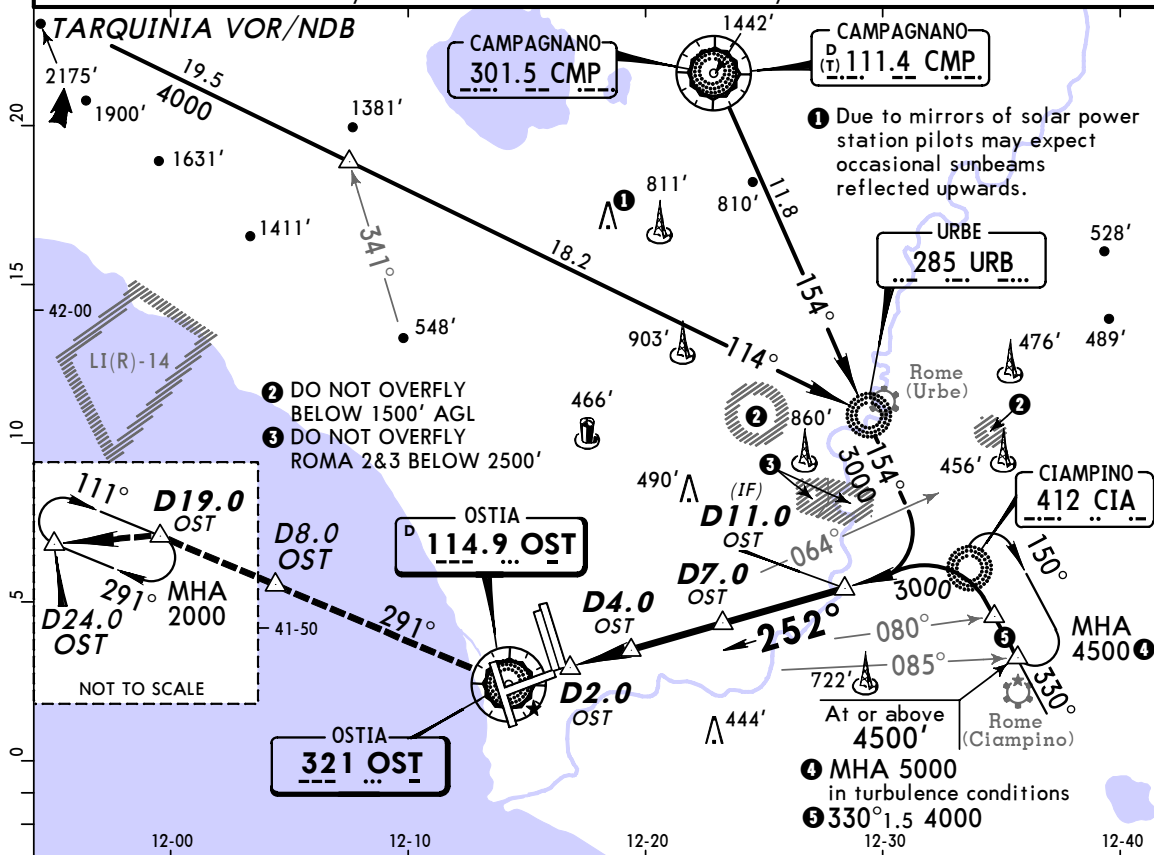
**ROME, ITALY**  
**VOR DME or NDB DME Rwy 25**

ATIS Arrival <b>114.9</b>		*ROME Arrivals (R) <b>119.2</b>		FIUME Tower <b>118.7</b>		Ground <b>121.9</b>	
VOR OST <b>114.9</b>		Final Apch Crs <b>252°</b>		Minimum Alt <b>D7.0 OST</b> <b>1800' (1793')</b>		Apt Elev <b>14'</b> RWY <b>7'</b>	
NDB OST <b>321</b>				VOR DME MDA(H) <b>550' (543')</b>			
				NDB DME MDA(H) <b>600' (593')</b>			

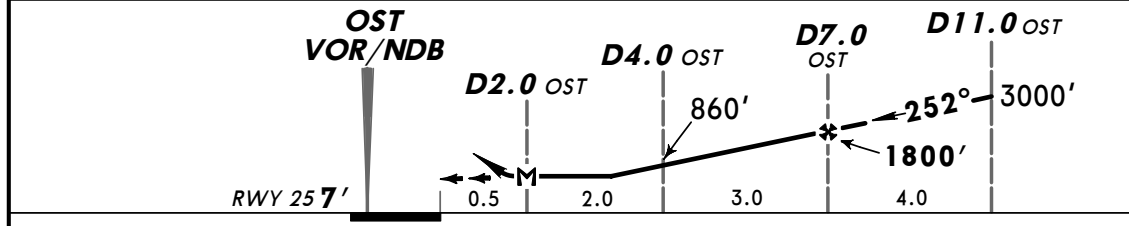


**MISSED APCH:** Turn RIGHT climbing on R-291 OST (291° from OST NDB) to 2000' within D8.0 OST, then continue to D19.0 OST and hold.

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



OST DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	220'	540'	860'	1170'	1490'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 2000' OST on 114.9 R-291 RT
Descent Gradient	5.2%	369	474	527	632	737	
MAP at D2.0 OST							

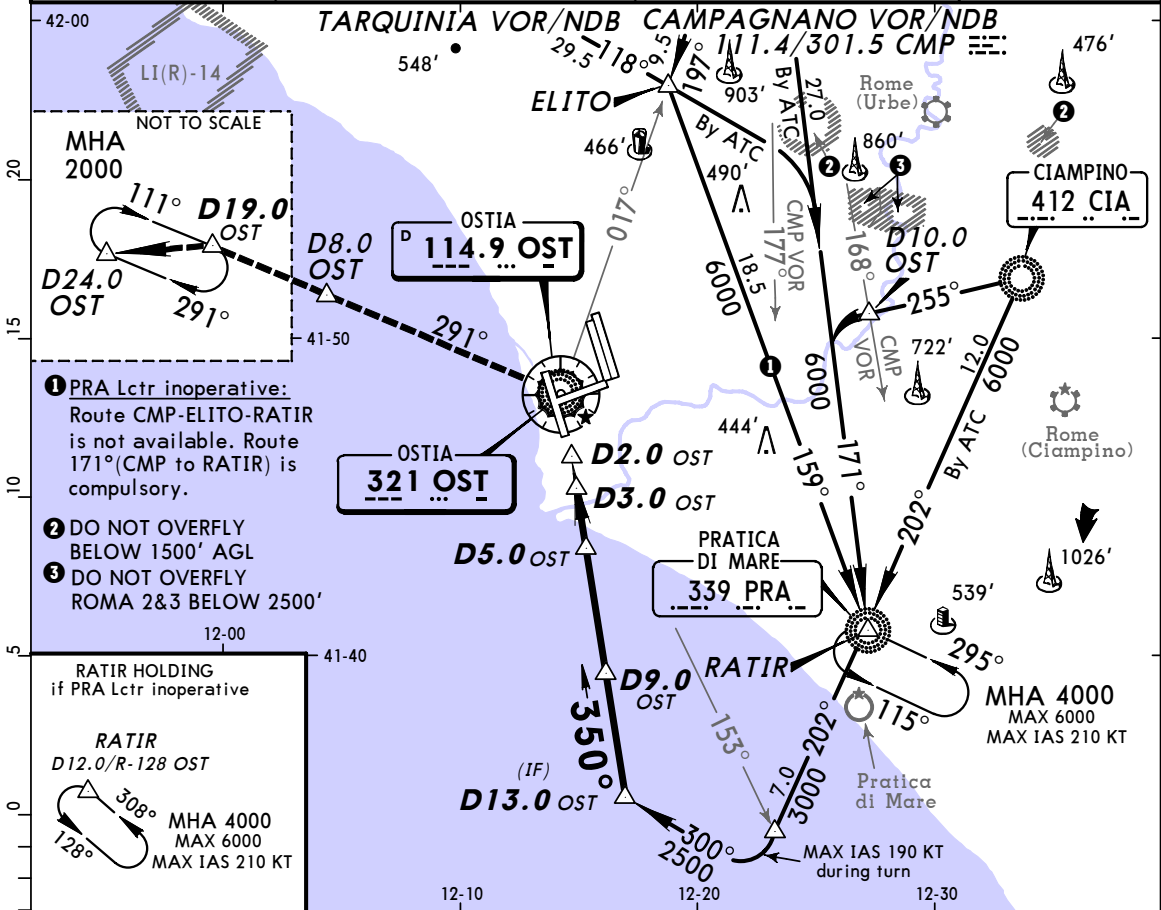
<b>JAR-OPS</b>				STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND	
VOR DME		NDB DME					
MDA(H) <b>550' (543')</b>		MDA(H) <b>600' (593')</b>					
ALS out		ALS out		Max Kts	MDA(H)	VIS	
A	RVR 1000m	RVR 1000m	RVR 1000m	100	800' (786')	1500m	
B	RVR 1200m	RVR 1200m	RVR 1200m	135	800' (786')	1600m	
C	RVR 1500m	RVR 1500m	RVR 1500m	180	900' (886')	2400m	
D	RVR 2000m	RVR 2000m	RVR 2000m	205	900' (886')	3600m	

**LIR/FCO**  
FIUMICINO

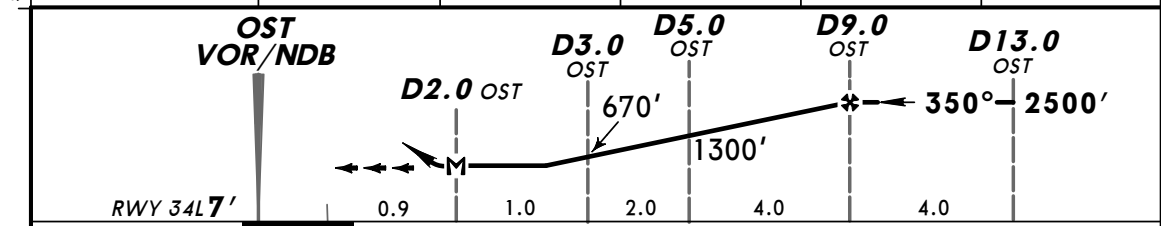
**JEPPESEN**  
29 APR 05  
Eff 12 May **13-4**

**ROME, ITALY**  
**VOR DME or NDB DME Rwy 34L**

ATIS Arrival <b>114.9</b>		*ROME Arrivals (R) <b>119.2</b>		FIUME Tower <b>118.7</b>		Ground <b>121.9</b>
VOR OST <b>114.9</b>	NDB OST <b>321</b>	Final Apch Crs <b>350°</b>	Minimum Alt <b>D9.0 OST</b> 2500' (2493')	MDA(H) <b>450' (443')</b>	Apt Elev <b>14'</b> RWY <b>7'</b>	<p>MSA OST VOR/NDB</p>
<p><b>MISSED APCH:</b> Turn LEFT climbing on R-291 OST (291° from OST NDB to 2000' within D8.0 OST, then continue to D19.0 OST and hold.</p>						
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'



OST DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	360'	670'	990'	1300'	1620'



Gnd speed-Kts	70	90	100	120	140	160	<p><b>2000'</b> OST on <b>114.9</b> LT on <b>R-291</b></p>
Descent Gradient 5.2%	369	474	527	632	737	843	
MAP at D2.0 OST							

<b>PANS OPS 4</b>	<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 34L			CIRCLE-TO-LAND		
	MDA(H) <b>450' (443')</b>					
	ALS out			Max Kts	MDA(H)	VIS
	A	RVR 900m	RVR 1500m	100	800' (786')	1500m
	B	RVR 1000m	RVR 1800m	135	800' (786')	1600m
C	RVR 1400m	RVR 2000m	180	900' (886')	2400m	
D	RVR 1400m	RVR 2000m	205	900' (886')	3600m	