



LIRF - ROMA FIUMICINO

Pilot briefing

Changes

Version	Changes	Effective date
0.10 thru 1.30	Creation of document	June 2017
1.40	Arrivals and Departures section added Various formatting changes	February 2018
1.50	STARs section added Reordered pages and other formatting changes	September 2018
1.51	Updated SIDs to match new AIRAC cycle Italian AIP link added	October 2018
1.52	Updated SIDs to match new AIRAC cycle Added suggested altitudes on STARs overview	March 2019
1.53	Added Reduced Runway Separation Minima Added high speed exits information	July 2019
1.54	Updated SIDs to match new AIRAC cycle Removed Cleared to Land after procedure	December 2019
1.60	Updated SIDs to match new AIRAC cycle Major formatting changes	May 2020

Charts

You can find Roma Fiumicino charts at the Italian aip website listed below, you will need to sign up with a free account as described in this tutorial: vats.im/it/chartsguide
Italian AIP: vats.im/it/charts

Sceneries

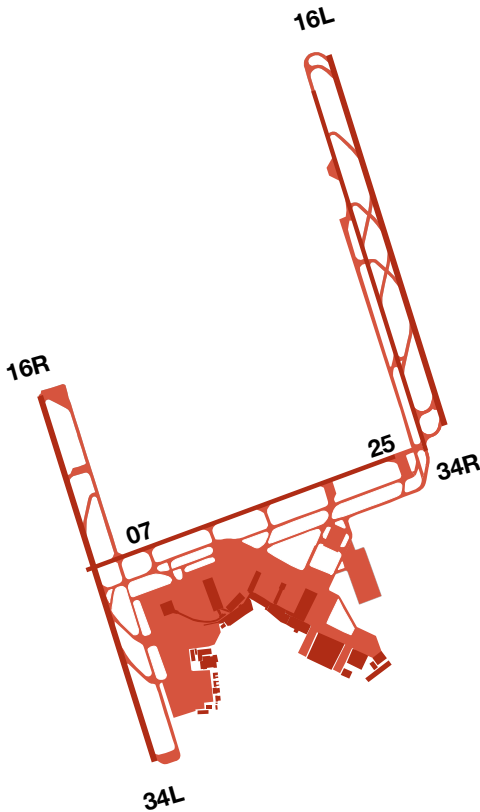
Simulator	Freeware	Payware
Prepar3d	AVSm library	Aerosoft - Mega airport Rome
FSX	AVSim library	
X-Plane 11	<i>Default scenery is correct</i>	Aerosoft - Airport Rome XP

Airfield data

ICAO	LIRF
Aerodrome coordinates	41°48'01"N 012°14'20"E
Location	18.9 nm WSW from Rome
Elevation	14 ft
MAG Variation/annual change	3° E (2015.0) / 7'E
Transition altitude	6000 ft
Type of traffic permitted	IFR

Runways

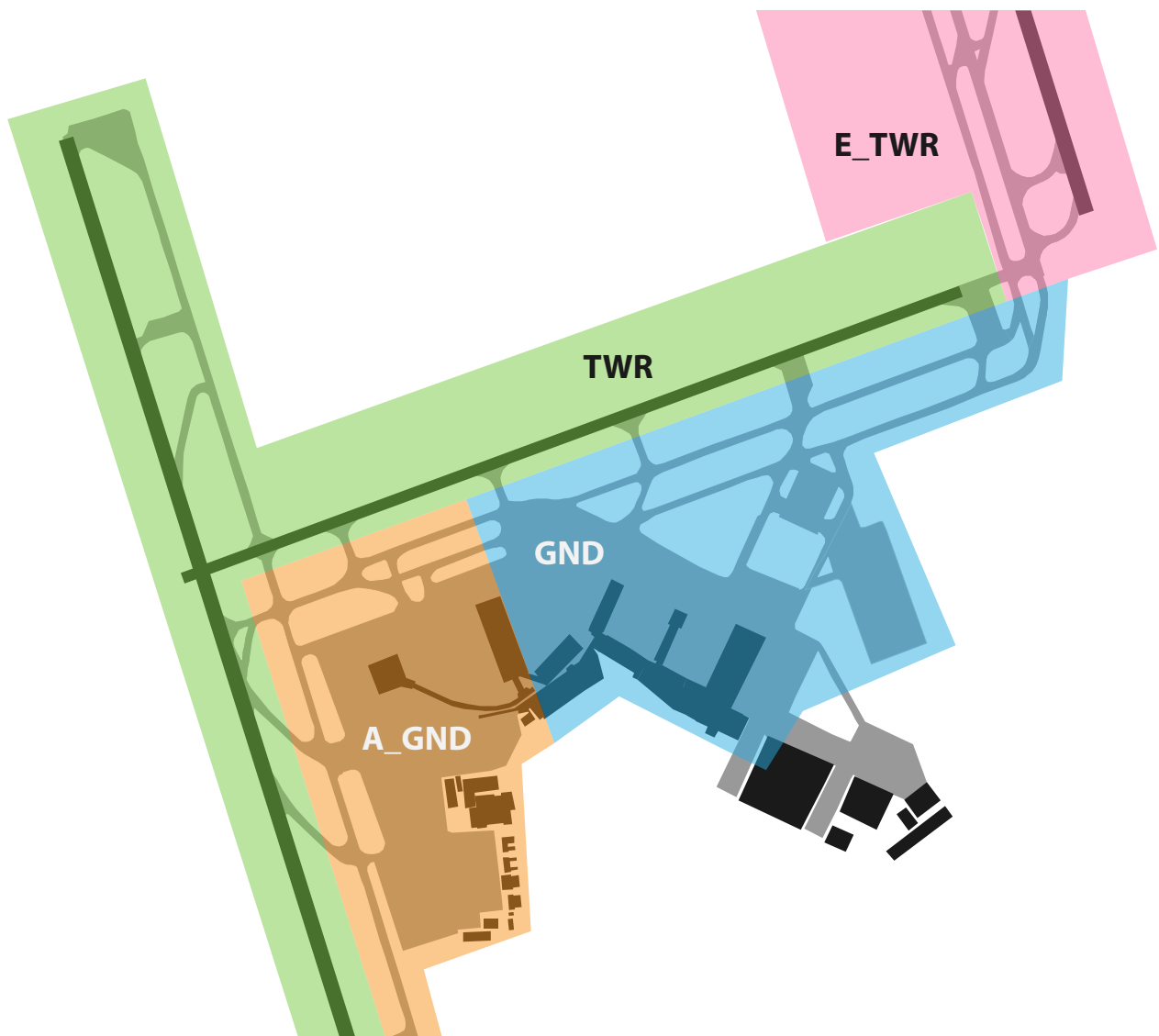
Fiumicino has 3 active runways. 07/25 is used as main runway for departures and 16L/34R for arrivals, non-Schengen country arrivals may prefer runway 16R/34L to shorten taxi times. Heavy aircrafts may ask for 16R/34L if they require longer runway length.



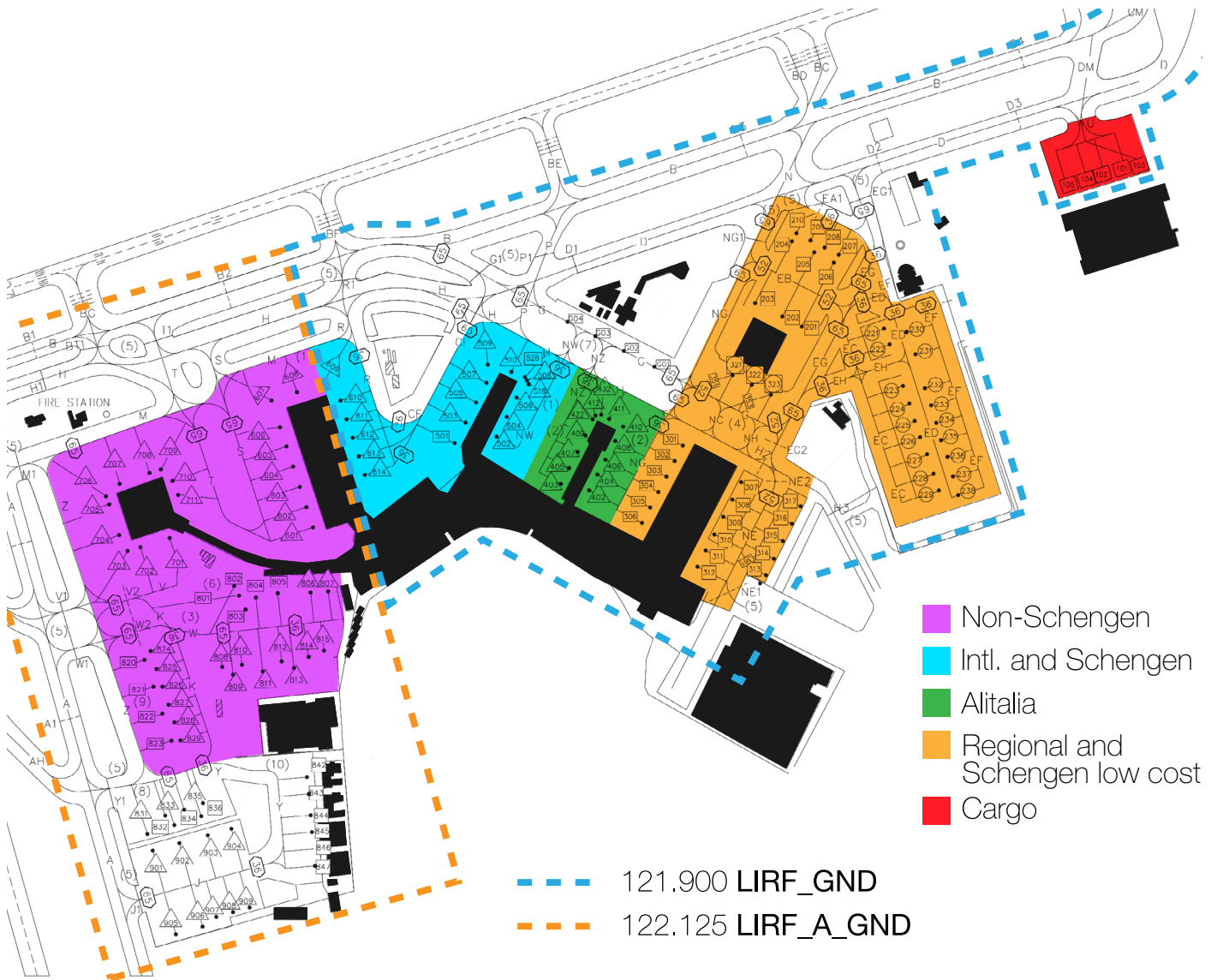
RWY	INT TO	TORA	TODA	ASDA	LDA
07	/	3307 m	3367 m	3307 m	2892 m
	A	2890 m	2950 m	2890 m	-
25	/	3307 m	3367 m	3307 m	3307 m
	BG / BD	2485 m	2545 m	2485 m	-
16L	/	3902 m	3962 m	3902 m	3902 m
	DB	3620 m	3680 m	3620 m	-
34R	/	3902 m	3962 m	3902 m	3902 m
	DK	3540 m	3600 m	3540 m	-
16R	/	3902 m	3962 m	3902 m	3902 m
	AC	2948 m	3008 m	2948 m	-
34L	/	3902 m	3962 m	3902 m	3902 m

Positions

Identifier	Callsign	Frequency	Remarks
LIRF_DEL	Fiume planning	121.800	
LIRF_A_GND	Fiume ground	122.125	
LIRF_GND	Fiume ground	121.900	
LIRF_TWR	Fiume tower	118.700	<i>all runways if E_TWR is not online</i>
LIRF_E_TWR	Fiume tower	127.625	<i>rwyt 16L/34R only</i>
LIRR_N_APP	Roma arrivals	125.500	<i>all arrivals + departures via SOSIV</i>
LIRR_S_APP	Roma departures	130.900	
LIRR_L_APP	Roma director	119.200	
LIRR_N_CTR	Roma control	124.200	<i>Roma north FIR</i>
LIRR_S_CTR	Roma control	128.800	<i>Roma south FIR</i>



Parkings



- Non-Schengen
- Intl. and Schengen
- Alitalia
- Regional and Schengen low cost
- Cargo

- 121.900 LIRF_GND
- 122.125 LIRF_A_GND

AVERAGE TAXI TIME						
RWY STAND	07	25	16L	34R	16R	34L
100s - 200s	20'	12'	19'	13'	26'	22'
300s - 500s	17'	15'	23'	16'	21'	17'
600s - 800s	15'	20'	26'	21'	17'	13'

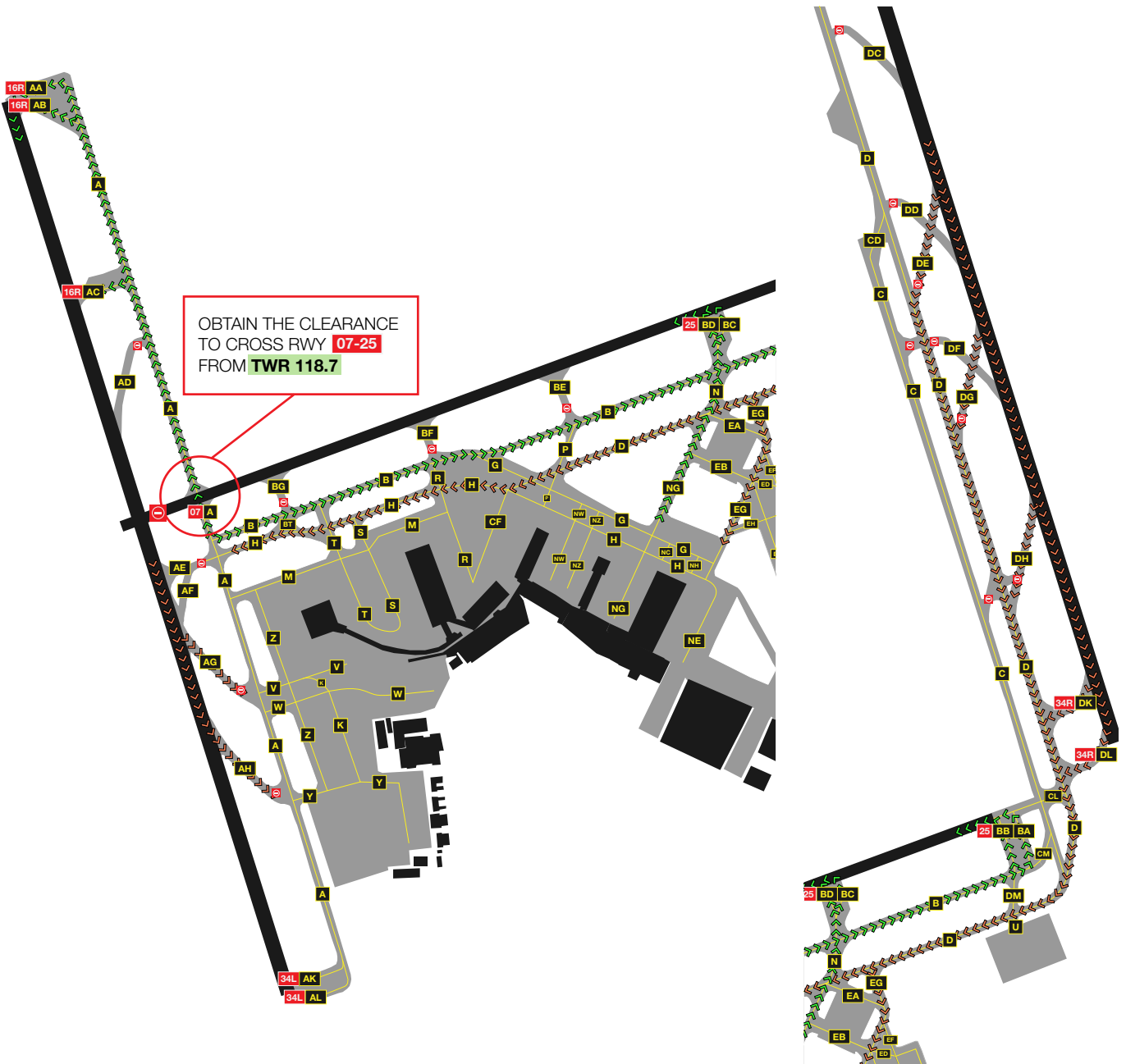
Ground movements

Use the following guidelines, keeping in mind that ATC may choose to deviate for operational reasons

South configuration

Departures RWY 25, arrivals RWYs 16L and 16R.

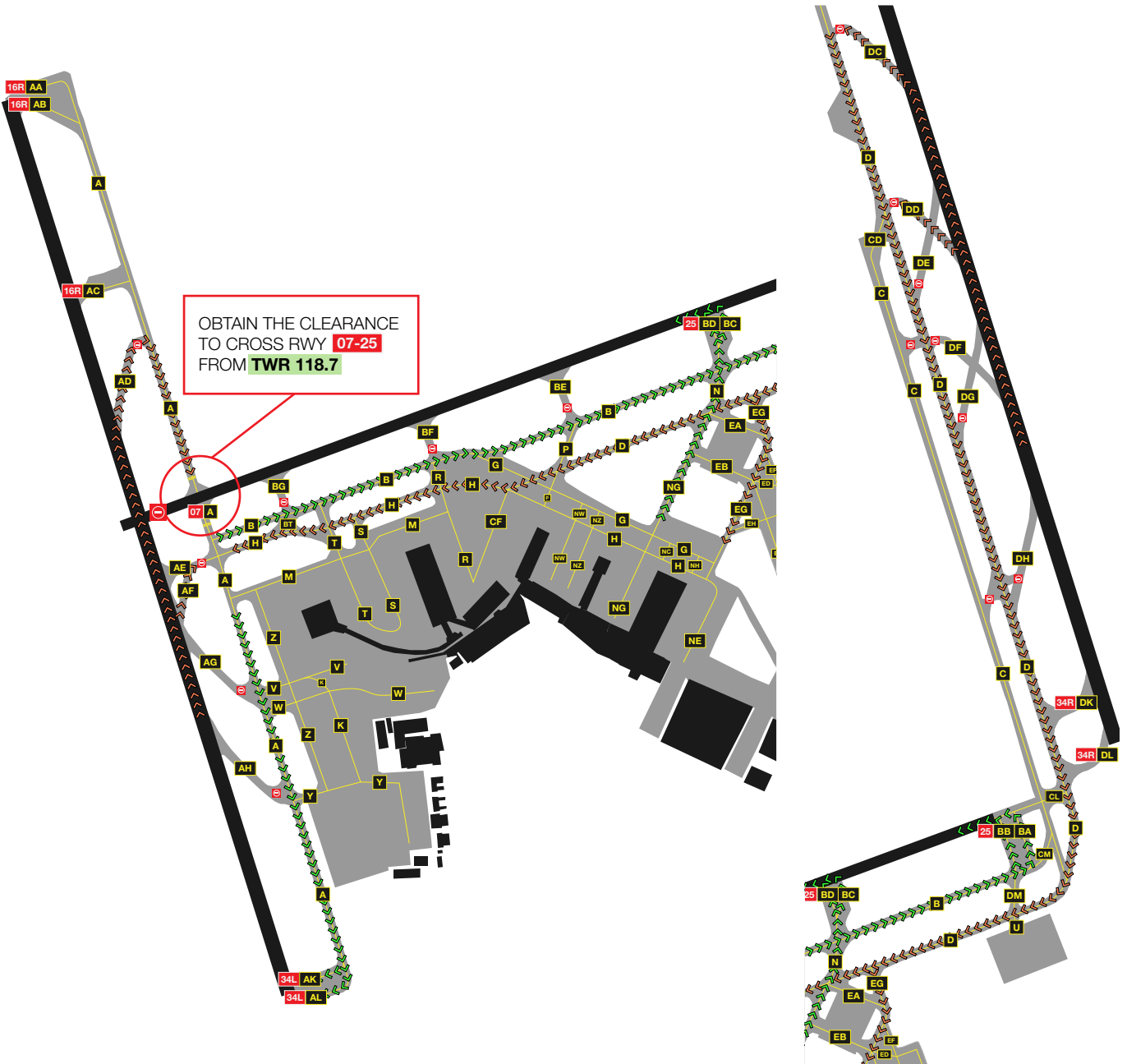
Departing heavies may ask for RWY 16R if they require longer runway length.



North configuration

Departures RWY 25, arrivals RWYs 34L and 34R.

Departing heavies may ask for RWY 34L if they require longer runway length.



Arrival procedures

Approach

All the pilots inbound to aerodromes within Roma CTR (LIRF, LIRA), if not otherwise instructed by ATC, **shall reduce speed according to speed limit points published in the STAR charts.**

Also, pilots shall reduce speed to:

- **210 kts IAS**, when starting the turn to intercept the LOC or the VOR radial, or at a distance of 12 nm from RWY threshold in case of straight in approach.
- **180 kts IAS** completing the intercepting turn or at 8 NM from RWY THR in case of a straight-in approach.
- **160 kts IAS** at 4 NM from RWY THR.

In case of low traffic situations, expect to be given DIRECTs and plan your descent accordingly. Controllers will, whenever possible, provide estimate track miles to the ILS intercept point.

After landing

Landing aircrafts on **16L**, to reduce runway occupancy time, shall plan to vacate the runway using HIGH-SPEED EXITS and in any case maintain highest safe speed while vacating:

- **DE** (approx. 1100m)
- **DG** (approx. 1700m)
- **DH** (approx. 2400m)

Landing aircrafts on **16R** shall vacate **AFTER RWY 07** and in any case maintain highest safe speed while vacating to reduce runway occupancy time.

To do this, make use of the HIGH-SPEED EXITS:

- **AG** (approx. 1900m)
- **AH** (approx. 2300m)

Landing aircrafts on **34L** shall vacate **BEFORE RWY 07** and in any case maintain highest safe speed while vacating to reduce runway occupancy time.

To do this, make use of the HIGH-SPEED EXIT:

AF (approx. 1200m)

Continue STANDARD 1 PROCEDURE

After landing on RWY 16L/34R the aircraft will - when possible - be instructed to 'Continue standard one'.

Standard One tells the pilot to:

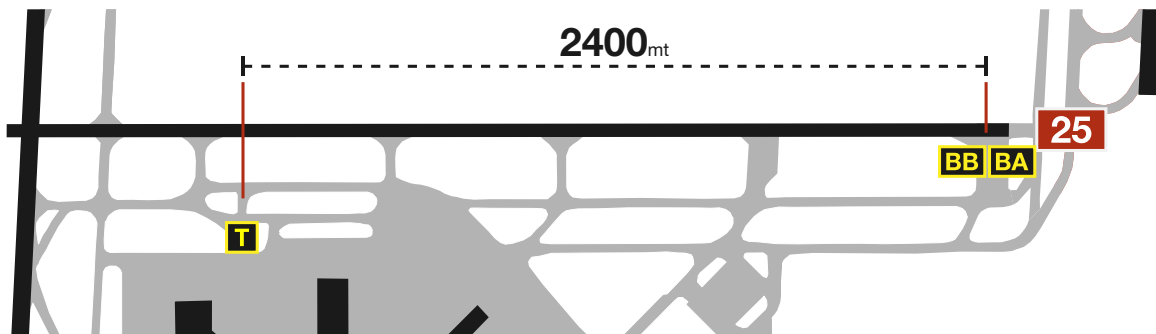
- monitor Fiume Ground Freq 121.900
- taxi via D
- hold short of EG

Departure procedures

Takeoff

Reduced Runway Separation Minima (RRSM)

“TKOF with RRSM may be instructed from RWY 25 only when the preceding departing aircraft is airborne, it has at least passed a distance of 2400m from the line-up position of the succeeding aircraft and the above two aircrafts are cleared for distinct initial climb procedures.”



After takeoff

When under radar control, departing aircrafts shall not exceed 250 kts IAS below FL100. This speed limit may be removed by ATC with the phrase: “No ATC speed restrictions”. Whenever a speed restriction is unsafe for operational reasons, pilots shall immediately advise ATC of the minimum acceptable operational speed they can maintain.

SIDs

The following SIDs are the most commonly used and may differ from the actual ones cleared by the controllers. Make sure you have the **charts** with you!

RWY 25 - initial climb 4000ft		
ROUTE	SID	TRANSITION
GILIO	NENIG 5A	GILIO 8G
SOVAN	SOSIV 5A	SOVAN 7A
NEMBO	XENOL 5A	NEMBO 7A
GISPA		GISPA 9A
PODOX		PODOX 8E
ESINO	SOSAK 5D	ESINO 7H
KONUT		KONUT 8A
OKUNO		OKUNO 9B
PEPIX	XIBRI 5A*	PEPIX 9A (9B*)
RIFFI		RIFFI 9G (9H*)
ROTUN		ROTUN 8A (8B*)
SIPRO		SIPRO 5R (5B*)
TIBER		TIBER 5R (9B*)

*When runways 34L and 34R are in use for landing, all XIBRI5A SIDs shall be replaced with SOSAK5A.

RWY 16R - initial climb 4000ft / 5000ft if rwy 25 is also in use		
ROUTE	SID	TRANSITION
GILIO	NENIG 8K	GILIO 8G
SOVAN	SOSIV 8K	SOVAN 7A
NEMBO	XENOL 7K	NEMBO 7A
GISPA		GISPA 9A
PODOX		PODOX 8E
ESINO	SOSAK 9B	ESINO 7H
KONUT		KONUT 8A
OKUNO	XIBRI 8B	OKUNO 5R
PEPIX		PEPIX 9A
RIFFI		RIFFI 9G
ROTUN		ROTUN 8A
SIPRO		SIPRO 5R
TIBER		TIBER 5R

RWY 34L - initial climb 4000ft		
ROUTE	SID	TRANSITION
GILIO	NENIG 7M	GILIO 8G
SOVAN	SOSIV 9M	SOVAN 9A
NEMBO	XENOL 7M	NEMBO 7A
GISPA		GISPA 9A
PODOX		PODOX 8E
ESINO	SOSAK 9M	ESINO 7H
KONUT		KONUT 8A
PEPIX		PEPIX 9B
RIFFI		RIFFI 9H
ROTUN		ROTUN 8B
OKUNO	EKLOS 8M	OKUNO 7C
SIPRO		SIPRO 9C
TIBER		TIBER 7C

RWY 34R - initial climb 4000ft		
ROUTE	SID	TRANSITION
GILIO	NENIG 7X	GILIO 8G
SOVAN	SOSIV 7X	SOVAN 9A
NEMBO	XENOL 7X	NEMBO 7A
GISPA		GISPA 9A
PODOX		PODOX 8E
ESINO	SOSAK 5X	ESINO 7H
KONUT		KONUT 8A
PEPIX		PEPIX 9B
RIFFI		RIFFI 9H
ROTUN		ROTUN 8B
OKUNO	EKLOS 8X	OKUNO 7C
SIPRO		SIPRO 9C
TIBER		TIBER 7C

IF ANY INSTRUCTION GIVEN BY ATC AT ANY TIME, IS UNCLEAR, DON'T BE AFRAID TO ASK TO "SAY AGAIN", by text if necessary.

Keep in touch

Feedback

We encourage you to leave a **feedback**, whether it is positive or negative, at:
vats.im/it/feedback

Social media

Stay up to date on info and events at VATITA! Follow us on social media and send us your best screenshots at:

 [@vaccitaly](https://twitter.com/vaccitaly)

 facebook.com/vaccitaly



Don't forget the most important thing!
To have FUN!

