

ROME (Fiumicino) (FCO/LIRF)

Elevation 13ft

CATEGORY A

AV brief – not required

GENERAL

- Airfield is located approximately 11 nm to the SW of the city of Rome.
- Taxiway D is the parallel taxiway to the W of Rwy 16L/34R. Taxiway D can be used as Rwy 16C/34C only when Rwy 16L/34R is closed and unavailable for use. ATC will notify the use of Taxiway D as Rwy 16C/34C by NOTAM with prior notice of at least 48 hrs.

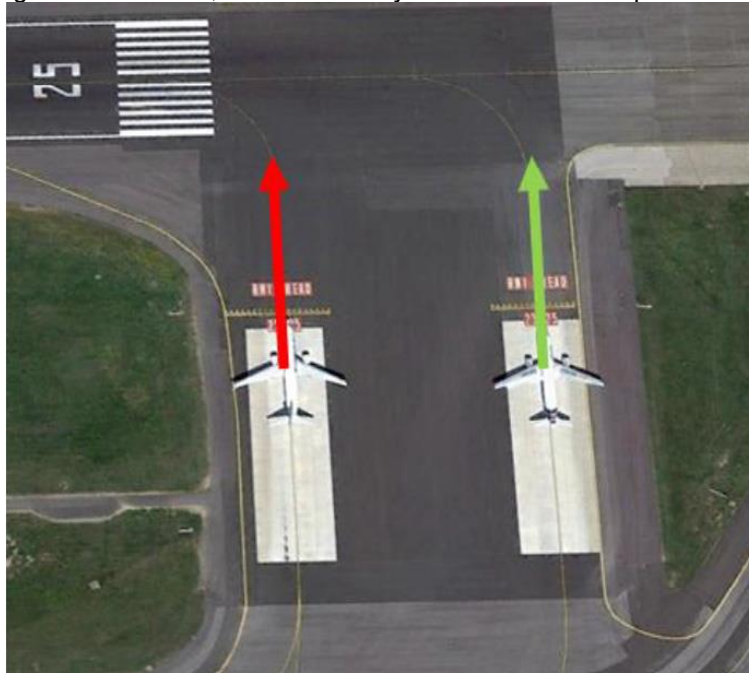
Threats
CFIT

- Terrain is located to the NW through to the SE of the airfield. Terrain to the NE of the airfield rises to approximately 4,500ft asl at a range of 30 nm, to the E of the airfield rises to approximately 4,000ft asl at a range of 26 nm and to the SE of the airfield to approximately 3,200ft asl at a range of 20 nm.

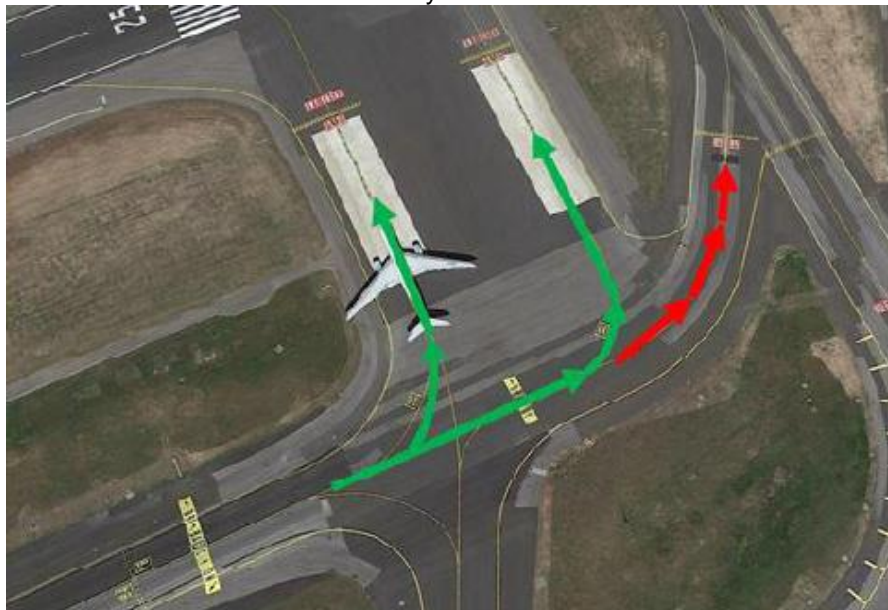
Ground Collision

FCO have highlighted the following Rwy incursion risks:

- Rwy 25: Risk of aircraft holding BA/BB copying line-up instruction of the adjacent holding aircraft. Arriving at the hold first, doesn't mean you will be first to depart.



- Traffic departing Rwy 25 shall not enter via Twy C.
- Hold B5 shall not be used for take-off on Rwy 25.



- Traffic landing on Rwy 16R/34L shall not vacate on Rwy 07.



Special Considerations

- ATC will not allocate a wet runway if the crosswind component is greater than 20 kts. This situation could lead to the airfield operating in a single Rwy mode if weather conditions prevent the use of Rwy 16L/R and 34L/R.
- Caution is required during taxiing due to relatively complex taxi routes and Hot Spots.
- When landing Rwy 16R, note that ATC may give aircraft permission to takeoff from Rwy 25 before you cross it on taxi to terminal.

ARRIVAL

Diversion Airports			
ROME (Ciampino)	CIA/LIRA	16 nm/090°T	CAT B
NAPLES	NAP/LIRN	108 nm/121°T	CAT B
PISA	PSA/LIRP	139 nm/324°T	CAT B
BOLOGNA	BLQ/LIPE	169 nm/346°T	CAT A
RIMINI	RMI/LIPR	134 nm/007°T	CAT B

Approach

- Aircraft may be kept high on approach to Rwy 16L/16C/16R due to high ground.
- Rwy 16L – Due to approach terrain, 1000ft radio occurs approximately 0.5nm/150ft early.
- Rwy 16L/16C have a Missed Approach Climb Gradient requirement of 4.3% to 2,000ft QNH for ATC reasons. Aircraft will achieve this climb requirement with all engines operating. This climb requirement may not be achieved with One Engine Inoperative (OEI). Refer to the landing data page in the Performance Manual for details. If OEI and unable to achieve this climb requirement then advise ATC.
- Reductions in the WAT limit or landing weight are not required as terrain clearance is still achieved.

GROUND

- Lido AOI contains information regarding Rwy Restrictions and standard taxi instructions.
- Familiarisation with the instruction 'Standard 1' is beneficial when landing Rwy 16L/34R.
- Stand 613: Due to slope and surface deformation on stand, consider 2 engine taxi in.
- The guidance on our usual parking stands (612-614) is now automatic. It doesn't switch to guiding until you are approx. halfway into the stand, and the approach must be made quite slowly to avoid malfunction.

DEPARTURE

- Departure clearance may not be given until the aircraft is ready for departure. This is a high workload time and care is required to ensure that the correct departure is confirmed and entered in the FMS.
- SID charts require careful review as multiple SIDs are shown on one page.

WEATHER

- Typical Mediterranean climate with hot summers and mild winters.
- Summer temperatures exceed 30°C with clear skies and minimal rainfall, particularly during July and August.
- Winter temperatures will average around 13°C with the majority of the rainfall between October and February.

OPERATIONAL INFORMATION

Handling Agent	AVIAPARTNER
Handling Agent VHF	131.465
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times (If airport equipment not available A32x use APU.