

AIP Italia

AERODROME CHART ICAO – Configuration with RWY16C/34C

AD 2 LIRF 2-3

| RWY | QFU  | THR                               | Bearing strength |
|-----|------|-----------------------------------|------------------|
| 07  | 068° | N 41°48'02.22"<br>E 012°14'12.55" | PCN 120/F/A/W/T  |
| 25  | 248° | N 41°48'34.66"<br>E 012°16'10.11" | PCN 120/F/A/W/T  |
| 16R | 161° | N 41°48'55.86"<br>E 012°13'34.91" | PCN 120/F/A/W/T  |
| 34L | 341° | N 41°46'55.18"<br>E 012°14'25.45" | PCN 94/F/A/W/T   |
| 16C | 161° | N 41°50'15.31"<br>E 012°15'42.37" | PCN 94/F/A/W/T   |
| 34C | 341° | N 41°48'42.46"<br>E 012°16'21.22" | PCN 94/F/A/W/T   |

Bearings are magnetic  
Distances in metres  
Elevation in ft AMSL  
Coordinates WGS84

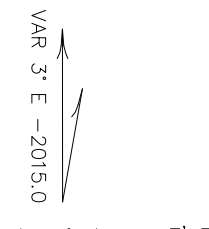
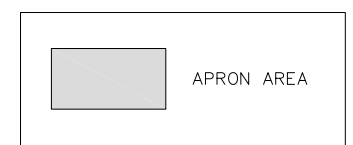
AD ELEV 14  
APRON ELEV 6

TWR 118.700\*  
GND 121.900\*\*  
ATIS 126.125:  
Fiume Arrival Information 121.850:  
Fiume Departure Information

RMK: \*TWR FREQ 127.625 OPR HR 0600-2200 (0500-2100)  
\*\*GND FREQ 122.125 OPR HR 0600-2200 (0500-2100)

|                  |             |              |
|------------------|-------------|--------------|
| ROMA / FIUMICINO |             |              |
| L I R F          | 41°48'01" N | 012°14'20" E |
| MARKING AIDS     |             |              |

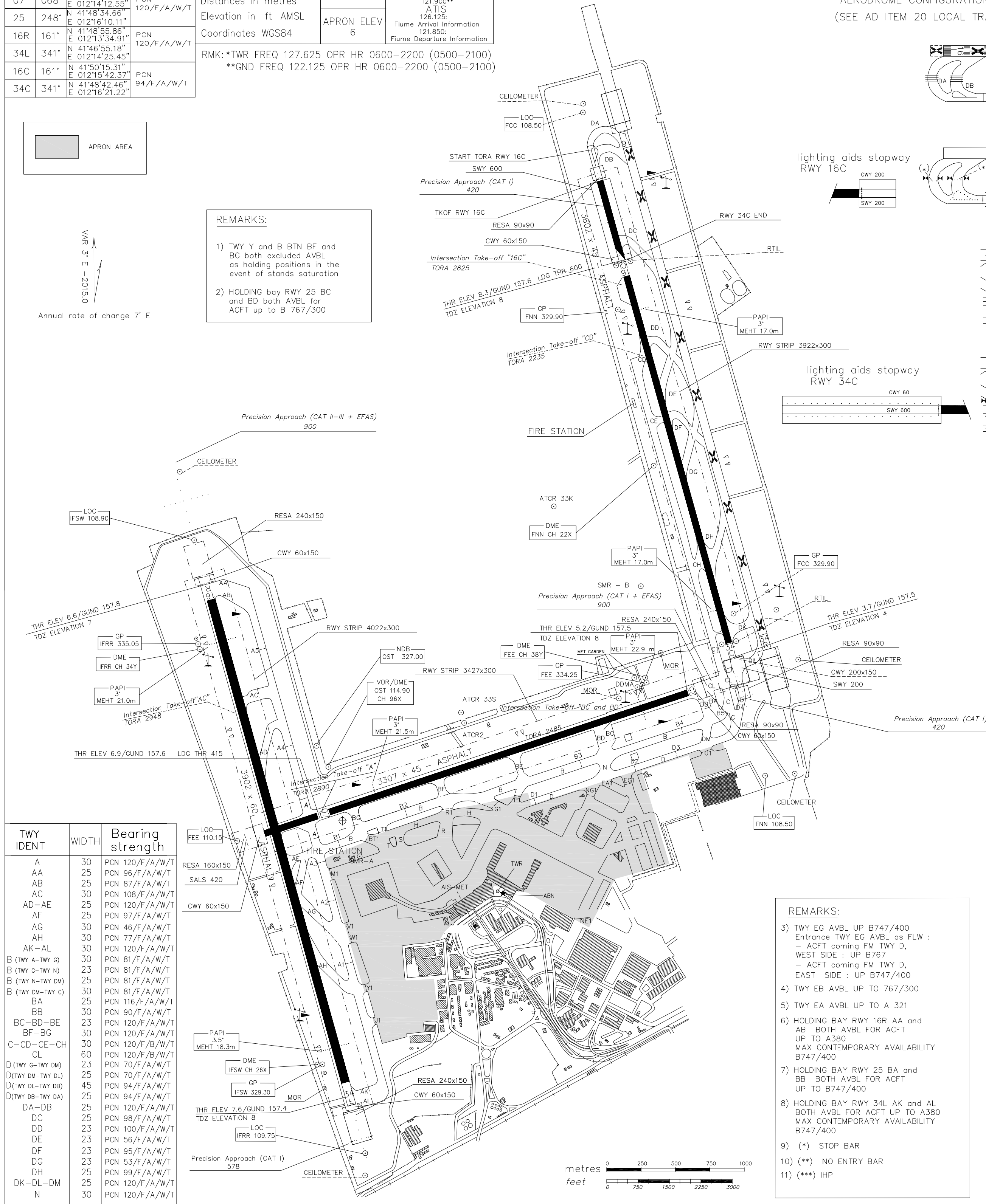
AERODROME CONFIGURATION WITH RWY16C/34C  
(SEE AD ITEM 20 LOCAL TRAFFIC REGULATIONS)



REMARKS:

- 1) TWY Y and B BTN BF and BG both excluded AVBL as holding positions in the event of stands saturation
- 2) HOLDING bay RWY 25 BC and BD both AVBL for ACFT up to B 767/300

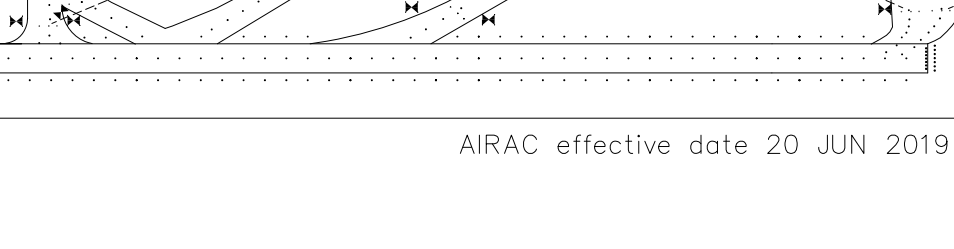
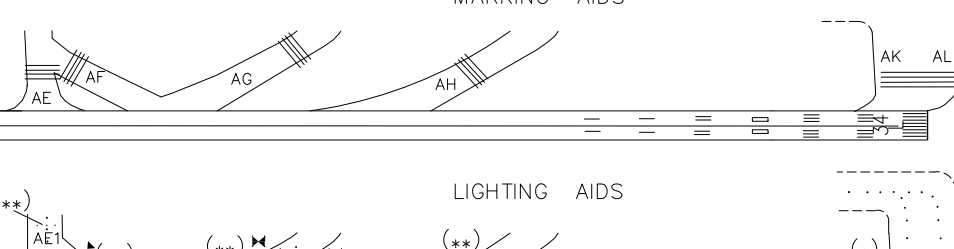
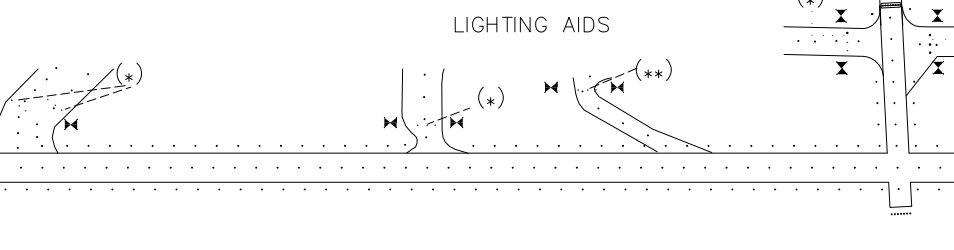
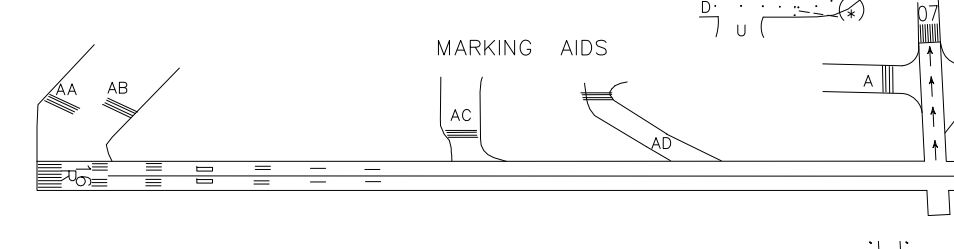
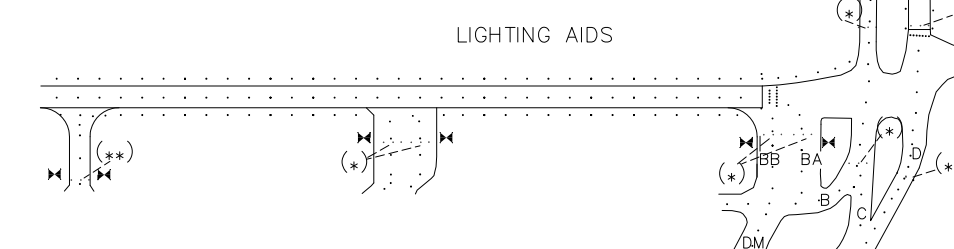
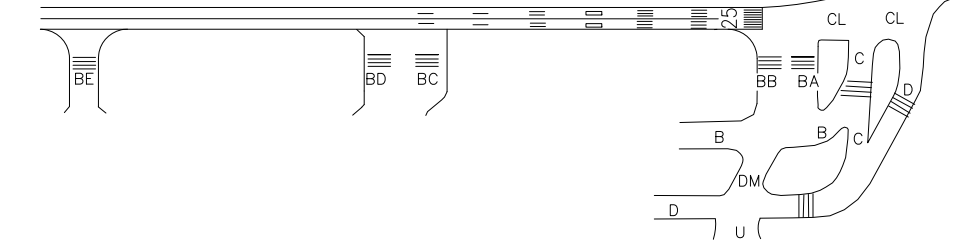
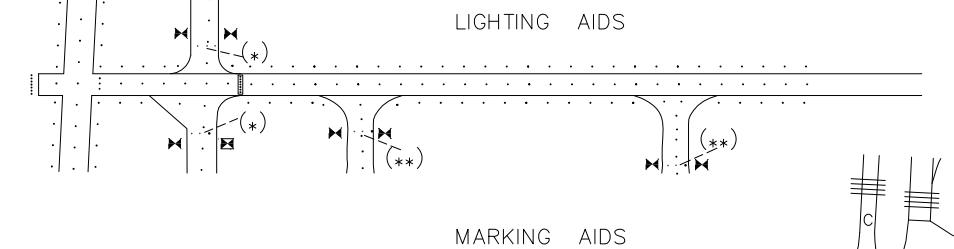
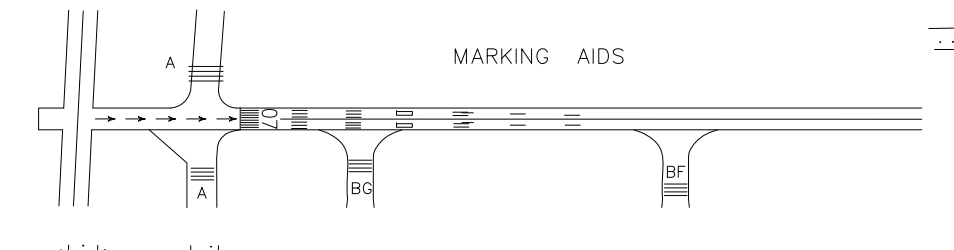
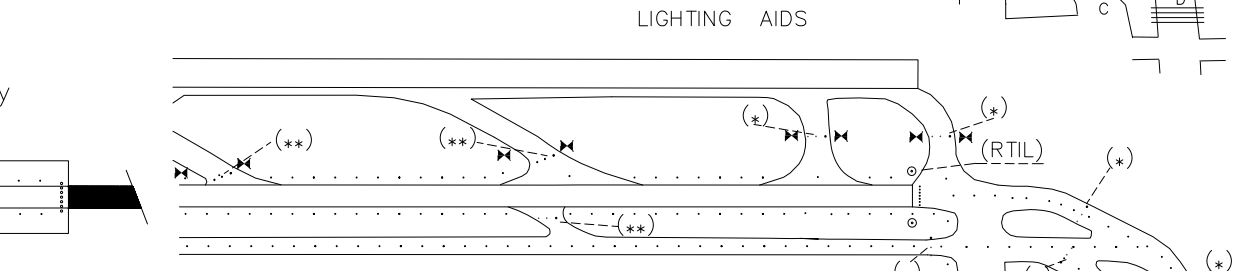
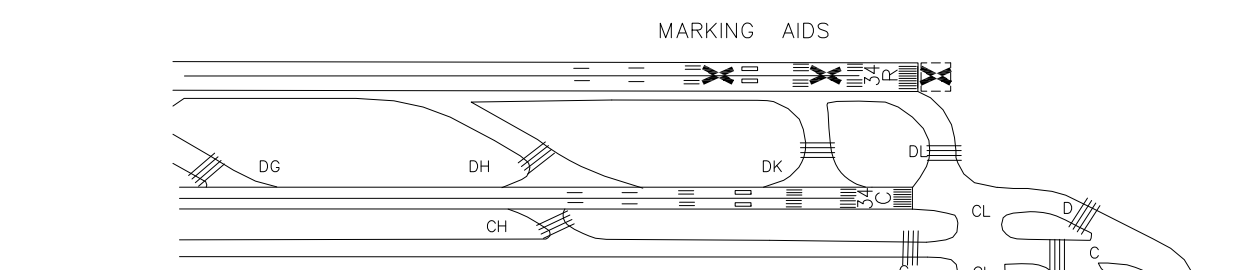
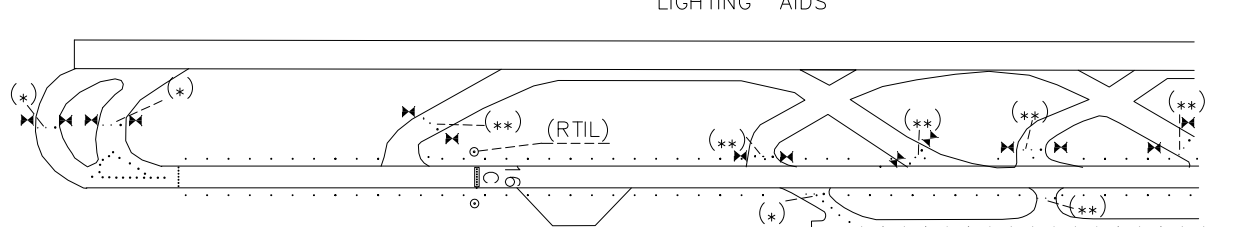
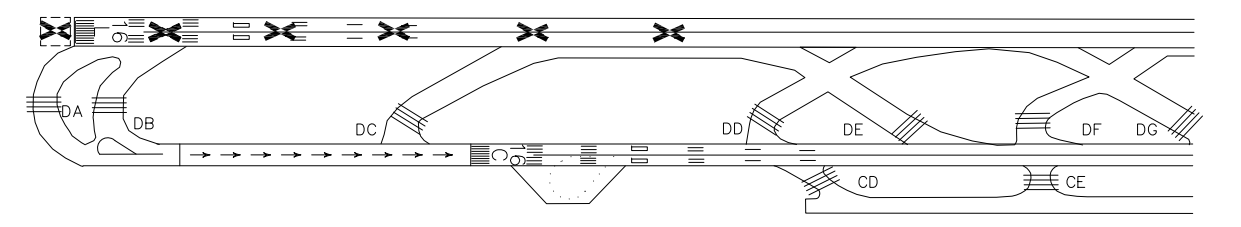
CHANGE: ATIS FREQ 120.175 MHz completely withdrawn



| TWY IDENT         | WIDTH | Bearing strength |
|-------------------|-------|------------------|
| A                 | 30    | PCN 120/F/A/W/T  |
| AA                | 25    | PCN 96/F/A/W/T   |
| AB                | 25    | PCN 87/F/A/W/T   |
| AC                | 30    | PCN 108/F/A/W/T  |
| AD-AE             | 25    | PCN 120/F/A/W/T  |
| AF                | 25    | PCN 97/F/A/W/T   |
| AG                | 30    | PCN 46/F/A/W/T   |
| AH                | 30    | PCN 77/F/A/W/T   |
| AK-AL             | 30    | PCN 120/F/A/W/T  |
| B (TWY A-TWY G)   | 30    | PCN 81/F/A/W/T   |
| B (TWY G-TWY N)   | 23    | PCN 81/F/A/W/T   |
| B (TWY N-TWY DM)  | 25    | PCN 81/F/A/W/T   |
| B (TWY DM-TWY C)  | 30    | PCN 81/F/A/W/T   |
| BA                | 25    | PCN 116/F/A/W/T  |
| BB                | 30    | PCN 90/F/A/W/T   |
| BC-BD-BE          | 23    | PCN 120/F/A/W/T  |
| BF-BG             | 30    | PCN 120/F/A/W/T  |
| C-CD-CE-CH        | 30    | PCN 120/F/B/W/T  |
| CL                | 60    | PCN 120/F/B/W/T  |
| D (TWY G-TWY DM)  | 23    | PCN 70/F/A/W/T   |
| D (TWY DM-TWY DL) | 25    | PCN 70/F/A/W/T   |
| D (TWY DL-TWY DB) | 45    | PCN 94/F/A/W/T   |
| D (TWY DB-TWY DA) | 25    | PCN 94/F/A/W/T   |
| DA-DB             | 25    | PCN 120/F/A/W/T  |
| DC                | 25    | PCN 98/F/A/W/T   |
| DD                | 23    | PCN 100/F/A/W/T  |
| DE                | 23    | PCN 56/F/A/W/T   |
| DF                | 23    | PCN 95/F/A/W/T   |
| DG                | 23    | PCN 53/F/A/W/T   |
| DH                | 25    | PCN 99/F/A/W/T   |
| DK-DL-DM          | 25    | PCN 120/F/A/W/T  |
| N                 | 30    | PCN 120/F/A/W/T  |

REMARKS:

- 3) TWY EG AVBL UP B747/400  
Entrance TWY EG AVBL as FLW :  
- ACFT coming FM TWY D,  
WEST SIDE : UP B767  
- ACFT coming FM TWY D,  
EAST SIDE : UP B747/400
- 4) TWY EB AVBL UP TO 767/300
- 5) TWY EA AVBL UP TO A 321
- 6) HOLDING BAY RWY 16R AA and AB BOTH AVBL FOR ACFT UP TO A380  
MAX CONTEMPORARY AVAILABILITY B747/400
- 7) HOLDING BAY RWY 25 BA and BB BOTH AVBL FOR ACFT UP TO B747/400
- 8) HOLDING BAY RWY 34L AK and AL BOTH AVBL FOR ACFT UP TO A380  
MAX CONTEMPORARY AVAILABILITY B747/400
- 9) (\*) STOP BAR
- 10) (\*\*) NO ENTRY BAR
- 11) (\*\*\*) IHP



ENAV – Roma

Data provided by AdR

AIRAC effective date 20 JUN 2019 (A5/19)