

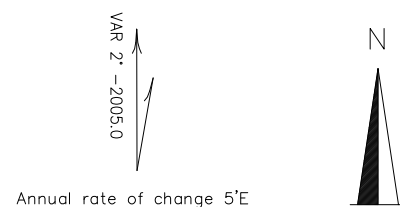
Bearings are magnetic
Distances in metres
Elevation in ft AMSL
Coordinates WGS84

TWR 118.700 *
GND 121.900 **

*REMARK: TWR FREQ 127.625 OPR 0600-2200 (0500-2100)

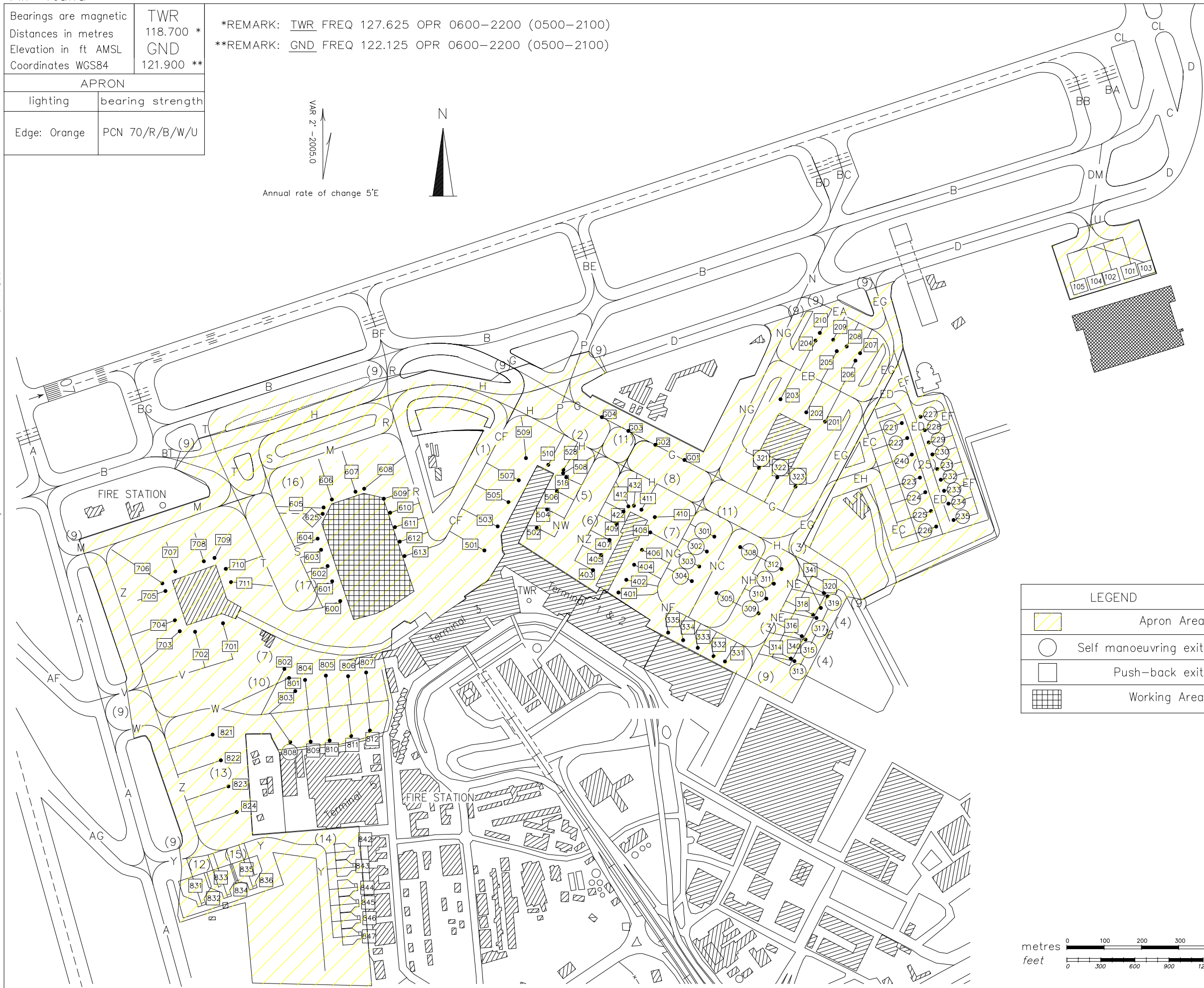
**REMARK: GND FREQ 122.125 OPR 0600-2200 (0500-2100)

APRON
lighting bearing strength
Edge: Orange PCN 70/R/B/W/U



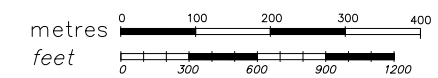
AD ELEV 13	ROMA / FIUMICINO	
APRON ELEV 6	LIRF	41°48'01"N 012°14'20"E

CHANGE: RWY 07/25 HOLDING POSITION IDENTIFICATION



LEGEND

- Apron Area
- Self manoeuvring exit
- Push-back exit
- Working Area



POINTS ON PARKING AREA			POINTS ON PARKING AREA			POINTS ON PARKING AREA		
STANDS	N	E	STANDS	N	E	STANDS	N	E
801	41°47'38.22"	012°14'41.50"	504	41°47'53.52"	012°15'11.24"	221	41°48'01.91"	012°15'51.37"
802	41°47'38.60"	012°14'41.12"	505	41°47'53.87"	012°15'06.46"	222	41°48'00.59"	012°15'52.03"
803	41°47'37.41"	012°14'42.02"	506	41°47'55.14"	012°15'12.28"	223	41°47'57.23"	012°15'53.67"
804	41°47'38.04"	012°14'43.74"	507	41°47'56.05"	012°15'07.81"	224	41°47'55.90"	012°15'54.32"
805	41°47'38.47"	012°14'46.14"	508	41°47'56.77"	012°15'13.02"	225	41°47'54.34"	012°15'55.09"
806	41°47'38.46"	012°14'48.74"	509	41°47'57.98"	012°15'08.60"	226	41°47'53.03"	012°15'55.74"
807	41°47'38.87"	012°14'50.84"	510	41°47'57.37"	012°15'11.23"	227	41°47'59.50"	012°15'54.57"
808	41°47'32.59"	012°14'42.25"	518	41°47'56.50"	012°15'13.50"	228	41°48'01.56"	012°15'55.03"
809	41°47'32.69"	012°14'46.79"	528	41°47'57.04"	012°15'12.96"	229	41°48'00.41"	012°15'55.59"
810	41°47'32.97"	012°14'50.09"	401	41°47'46.27"	012°15'20.02"	230	41°47'59.50"	012°15'56.04"
811	41°47'33.35"	012°14'49.29"	402	41°47'47.61"	012°15'20.85"	231	41°47'57.79"	012°15'56.87"
812	41°47'33.82"	012°14'51.46"	403	41°47'48.41"	012°15'16.79"	232	41°47'56.88"	012°15'57.32"
821	41°47'32.99"	012°14'33.07"	404	41°47'48.96"	012°15'21.66"	233	41°47'55.97"	012°15'57.77"
822	41°47'30.78"	012°14'34.14"	405	41°47'49.74"	012°15'17.62"	234	41°47'54.81"	012°15'58.34"
823	41°47'28.57"	012°14'35.22"	406	41°47'50.28"	012°15'22.53"	235	41°47'53.97"	012°15'59.04"
824	41°47'26.36"	012°14'36.29"	407	41°47'51.11"	012°15'18.51"			
831	41°47'18.39"	012°14'32.08"	408	41°47'51.80"	012°15'23.48"	101	41°48'15.83"	012°16'19.26"
832	41°47'19.55"	012°14'34.18"	409	41°47'52.50"	012°15'19.34"	102	41°48'15.36"	012°16'18.07"
833	41°47'19.20"	012°14'35.03"	410	41°47'53.17"	012°15'23.98"	103	TBD	TBD
834	41°47'20.12"	012°14'36.25"	411	41°47'53.82"	012°15'22.24"	104	41°48'14.43"	012°16'15.02"
835	41°47'20.00"	012°14'37.98"	412	41°47'54.04"	012°15'20.46"	105	41°48'14.29"	012°16'13.65"
836	41°47'20.69"	012°14'38.32"	422	41°47'53.67"	012°15'20.07"			
			432	41°47'54.38"	012°15'20.59"			
842	41°47'23.13"	012°14'49.54"						
843	41°47'21.69"	012°14'49.77"						
844	41°47'19.98"	012°14'50.03"	301	41°47'51.66"	012°15'30.79"			
845	41°47'18.53"	012°14'50.26"	302	41°47'50.35"	012°15'29.97"			
846	41°47'17.09"	012°14'50.49"	303	41°47'49.04"	012°15'29.15"			
847	41°47'15.65"	012°14'50.72"	304	41°47'47.74"	012°15'28.32"			
			305	41°47'46.77"	012°15'31.23"			
701	41°47'42.61"	012°14'33.94"	308	41°47'50.82"	012°15'33.82"			
702	41°47'41.85"	012°14'30.70"	309	41°47'45.11"	012°15'36.23"			
703	41°47'42.89"	012°14'28.65"	310	41°47'46.42"	012°15'37.06"			
704	41°47'42.89"	012°14'27.80"	311	41°47'47.72"	012°15'37.88"			
705	41°47'45.25"	012°14'26.62"	312	41°47'49.03"	012°15'38.71"			
706	41°47'46.80"	012°14'25.52"	313	41°47'41.26"	012°15'40.13"			
707	41°47'47.48"	012°14'27.98"	314	41°47'41.06"	012°15'40.57"			
708	41°47'48.36"	012°14'31.15"	315	41°47'43.24"	012°15'41.32"			
709	41°47'49.28"	012°14'33.35"	316	41°47'42.96"	012°15'41.76"			
710	41°47'47.25"	012°14'34.10"	317	41°47'45.15"	012°15'42.52"			
711	41°47'45.80"	012°14'35.47"	318	41°47'44.87"	012°15'42.96"			
			319	41°47'47.05"	012°15'43.72"			
600	41°47'44.22"	012°14'47.00"	320	41°47'46.77"	012°15'44.16"			
601	41°47'45.65"	012°14'46.29"	321	41°47'57.75"	012°15'35.74"			
602	41°47'47.08"	012°14'45.59"	322	41°47'56.99"	012°15'37.89"			
603	41°47'48.50"	012°14'44.88"	323	41°47'56.23"	012°15'40.04"			
604	41°47'49.87"	012°14'44.21"	331	41°47'40.98"	012°15'33.72"			
605	41°47'52.90"	012°14'44.60"	332	41°47'41.51"	012°15'32.07"			
606	41°47'54.09"	012°14'45.75"	333	41°47'42.25"	012°15'30.08"			
607	41°47'54.90"	012°14'48.70"	334	41°47'42.25"	012°15'27.98"			
608	41°47'55.21"	012°14'50.32"	335	41°47'43.72"	012°15'25.76"			
609	41°47'54.17"	012°14'52.45"	340	41°47'42.78"	012°15'41.44"			
610	41°47'52.80"	012°14'53.13"	341	41°47'46.03"	012°15'43.71"			
611	41°47'51.43"	012°14'53.80"	201	41°48'01.96"	012°15'43.22"			
612	41°47'47.07"	012°14'54.48"	202	41°48'02.73"	012°15'41.02"			
613	41°47'48.70"	012°14'55.15"	203	41°48'03.60"	012°15'38.50"			
625	41°47'52.57"	012°14'43.80"	204	41°48'09.00"	012°15'41.83"			
			205	41°48'08.13"	012°15'44.35"			
			206	41°48'07.37"	012°15'46.55"			
			207	41°48'08.03"	012°15'47.06"			
501	41°47'49.82"	012°15'04.08"	208	41°48'08.58"	012°15'45.47"			
502	41°47'51.88"	012°15'10.25"	209	41°48'09.13"	012°15'43.88"			
503	41°47'51.70"	012°15'05.09"	210	41°48'09.67"	012°15'42.30"			

REMARKS

Marshall service available in exceptional circumstances only.

A self parking system is used on all stands.

Pilots should follow lead in line and alignment until eyeline coincides with STOP line on left hand side.

Visual Docking guidance system available at 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 422, 432, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 518, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 806, 807.

- (1) Clearance to parallel service road is minimum 4.5M. ACFT must follow accurately yellow taxi center-line
- (2) Due to reduced clearance on TWY "H" between "NZ" and "CF" ACFT B747 to taxi with caution
- (3) Stands 340: ACFT Wide-body entrance and exit procedures → towed/push-back respectively from/to marked point on TWY "H"
- Stand 341: ACFT Wide-body entrance self manoeuvring taxiing with caution, and exit push-back on start-up point abeam stand 312
- (4) Stands 313 to 320 are only four positions: odd numbers up to A321 self manoeuvring, even numbers up to A300 exit Push Back
- (5) Stands 502, 504, 506, 518 entrance only via TWY NW. Stands 502 exit Push-back on TWY H abeam stand 528. Stands 504, 506 exit push-back on TWY NW abeam stand 506. Stands 508, 518 exit push-back on TWY NW abeam stand 518
- (6) Stands 403, 405, 407, 409, 422, 412 entrance only via TWY NZ. Stands 403 and 412 exit Push-back on TWY H abeam stand 432. Stands 405, 407 exit push-back on TWY NZ abeam stand 409. Stands 409, 422 exit push-back on TWY NZ abeam stand 422
- (7) Stand 802 ACFT from B767 up to B747, entrance and exit procedure: towed/push back respectively from/to start up point on TWY W near stand 821
- (8) TWY "H" between "EG" and "D" (abeam stand 509) available up to ACFT B777/300
TWY "G" between "EG" and "D" (abeam stand 509) available up to ACFT B767/400
- (9) APRON AREA limits are following:
- | | | | | |
|----|-----------------|--------------|---------|--------------------------|
| A) | LINK 1 | ON TWY | Y | NEXT TO TWY "A" |
| B) | LINK 2 (2 pos.) | ON TWY | W and V | NEXT TO TWY "A" |
| C) | MIKE 1 | ON TWY | M | NEXT TO TWY "A" |
| D) | BRAVO TANGO 2 | ON TWY | BT | NEXT TO TWY "B" |
| E) | TANGO 2 | ON TWY | T | NEXT TO TWY "B" |
| F) | ROMEO 2 | ON TWY | R | NEXT TO TWY "B" |
| G) | GOLF 1 | ON TWY | G | NEXT TO TWY "B" |
| H) | PAPA 1 | ON TWY | P | NEXT TO TWY "D" |
| I) | DELTA 1 | ON TWY | D | NEXT TO TWY "P" |
| J) | LINK 8 | ON APRON TWY | NG | NEXT TO TWY "D" |
| K) | LINK 9 | ON APRON TWY | EA | NEXT TO TWY "D" |
| L) | LINK 10 | ON APRON TWY | EG | NEXT TO TWY "D" |
| O) | LINK 11 | ON APRON TWY | I | NEXT TO ENGINE TEST AREA |
| P) | LINK 12 | ON APRON TWY | NF | NEXT TO TECHNICAL AREA |
- Above mentioned links are identified by dotted yellow line and identification number painted on ground plus vertical tables
- (10) Stand 801 tank truck refuelling; stand 803 pit left side only
- (11) New contingency parking position on TWY "G" available as follows: G01, G02, G03, G04 entrance with follow-me from intersection TWY "G" and "D" and marshalling, exit self manoeuvring and supervision of marshaller if no aircraft behind, if aircraft behind tow and start up on TWY "H", all stand tank truck refuelling
- (12) Stands 831, 833 and 835 aircraft up to AB340-600 and B747-400; stands 832, 834 and 836 according to 833 and 835 aircraft up to AB321 or B737-900. Stands 831, 833 and 835 aircraft B747 entrance TWY "Y", exit start-up point on TWY "Z" abeam stand 823, TWR discretion on TWY "A" by marshalling. Stands from 831 to 836, except aircraft B747, start-up point on TWY "Y" abeam stand 831 or TWY "Z" abeam stand 823
- (13) Stands 821, 822, 823, 824 B747 entrance via TWY "V" or "W", or TWY "Y" subject TWR discretion
- (14) Stands 844, 845, 846 and 847 start-up point on TWY "Y" abeam stand 844; stands 842 and 843 start-up point on TWY "Y" abeam before vehicle service road looking to stand 836
- (15) Stands 831, 833 and 835 aircraft AN124 exit via TWY "Y", coordination with TWR and marshalling compulsory; start-up on "Z" subject TWR discretion
- (16) Stand 605 available up to AB340-600 and B747-400, exit start-up point available on apron TWY M abeam stand 606. Stand 625 is alternate to stand 605, available up to A321 and B737-900W
- (17) TWY "S" between stand 600 and 625 available to aircraft up to code "C" ICAO (36m max wing span).

Intenzionalmente bianca

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