Fiumicino (Leonardo da Vinci) Airport

IATA/ICAO CODE:	FCO/LIRF
CITY:	Rome
COUNTRY:	Italy

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	ENAC DA Roma Fiumicino
Title:	Airport Administration Authority
Airport:	Fiumicino Airport
Address:	0005 Fiumicino (RM) Rome, Italy
Phone:	+39 06 65953139
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Email:	aero.fiumicino@enac.gov.it

Airport Web Site: www.adr.it

ELEVATION: 13 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
16R/34L	12795	34L/1053	3	197
16L/34R	12795	-	3	197
07/25	10810	07/1328	3	148
16C/34C	11811	16C/1968	3	148

NOISE ABATEMENT PROCEDURES
(Provision of Italian Civil Aviation Authority N 42/674/A3 dated March 21, 1996)

Initial climb procedures (Runway 25 excluded).

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:

a) up to 1500 ft QFE:
- take-off power
- take-off flap
- climb V2+10/20 kt IAS or as limited by body angle

b) at 1500 ft QFE
- reduce thrust and climb at V2+ 10/20 kt IAS until reaching 3000 ft QFE

c) at 3000 ft QFE

- accelerate smoothly to en-route climb speed with flap retraction.

Approach and landing procedures
Pilots shall conduct their flight at a speed which permits operation of the aircraft in clean configuration until reaching a distance of approximately 12 NM from touch down.

Recommended speed is 210 kt + or - 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 a properly set slope to achieve, if possible, a continuous descent, the interception of approach path not below 3000 ft QFE 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 Air Traffic Control instructions and weather conditions are favorable.
Non compliance is allowed in case of precision approach CAT II and III.
No instrument or visual approach shall be made at an angle less than the ILS glide path or less than 3 degrees if no ILS is available.

Aircraft executing a visual approach shall intercept descent path at not lower than 1000 FT QFE.

The use of the reverse thrust at power higher than idle is allowed only in the event of proven safety/operational reasons.

NOISE ABATEMENT PROCEDURES (In addition to the information above)
(See AIP ITALIA)

Arrivals
a) Runway 34L
When meteorological conditions allow, fly down wind leg East of the airport and at a height not lower than 2000 FT, start base turn over the shore so as to complete it at 1500 FT at about 6 NM from the runway threshold.

When traffic conditions allow and if pilot agrees with, Air Traffic Control unit may authorize aircraft to fly the down wind leg East of the Airport at a height not lower than 1000 FT and to make the base turn North-West of Ostia avoiding to overfly the town.

b) Runway 34R or 25
When meteorological conditions allow, overfly Ostia town at a height not lower than 2000 ft

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

Runway 16R not used from 2300 to 0600 LT

PREFERENTIAL RUNWAYS

See AIP Italy for details.

1. General
Runway in use for take-off and landing will be selected by Air Traffic Control, according to preferential runway system, based on the following principles:

a) Different runways will be used for take-off and landing
b) A runway provided with ILS will be preferred for landing

Runway use and criteria for runway selection

a) Runways will be normally used as follows:

- Runway 25 for take-off
- Runway 16L/34R for landing

During departures peak time runways could be used according to the following criteria called “Runway operation mode D”:

Runways for take-off:

- Runway 25 for traffic following RDL 217 and RDL 269 OST VOR

- Runway 34L for traffic following RDL 290 OST VOR/

Runways for Landing:

- Runway 34R

Should departing aircraft require for take-off a runway longer than Runway 25, pilots may request Runway 16R/34L during HR 0500-2200 (0400-2100) and Runway 16L/34R during HR 2200-0500 (2100-0400)

c) Runways use will be selected by Air Traffic Control, according to the following wind components:

- MAX 20 kt cross wind component (wet runways)
- MAX 25 kt cross wind component
- MAX 10 kt steady and measured tail wind component (CAA provision NR ECAC/UCEA/285/ TRAF dated 24 May 2002)

d) The runway preferential system will be used as long as:

- Prejudicial operational limitations on the runways are not present
- Runways are clear of water, slush or ice and breaking action is not less than “medium”
- Departing and landing tracks are not affected by significant meteorological phenomena

e) When the runway selected by Air Traffic Control is considered not suitable for the desired operation, pilots may request permission to use a different runway; in such a case the aircraft may be subject to delay

f) 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 TWR previous pilot’s agreement (see declared distance

AOC type A)

g) Runway 16R/34L closed to all operations every Saturday HR 2230 – 0030 (2130 – 2330), due to ILS ground check, weather and/or operative conditions permitting

h) Runway 16L/34R closed to all operations every Sunday HR 2230 – 0030 (2130 – 2330), due to ILS ground check, weather and/or operative conditions permitting

2) Runway 16C/34C

Former Runway 16C/34C is actually identified and used as Taxiway D (relevant AD Chart AD 2 LIRF 2-1) In special circumstances (e.g. Runway 16L/34R maintenance works) the above Taxiway D might be used as Runway with physical characteristics, markings and signs as listed in AD 2 LIRF 1-1 (relevant AD Chart AD 2 LIRF 2-3) and following. Consequently Runway 16L/34R will be closed

This event will be announced with specific NOTAM normally issued at least 48 HR in advance. Therefore all information contained in AIP Italia about Runway 16C/34C, are valid at the moment of activation of the configuration announced by NOTAM as mentioned above Runway 16C/34C is qualified for operations up to 4E aircraft code (B747/400)

3) Particular rules

a) Take-off
Due to application of noise abatement new procedure, aircraft provided with Noise Certificate complying with requirements of Chapter 2, Volume 1, ICAO Annex 16, will take-off only from Runway 25 or Runway 16L/34R Runway 16R/34L may be used only in case of technical or safety reasons

b) Landing on Runway 16L/34R

- Pilots must report “runway vacated”

- When the Runway 25 is in use for landing operations, pilots taxiing on Taxiway D or C must request specific authorization to cross the stop bar when switched on, in order to cross the extention of Runway 25 head when Runway 25 is being used for landing

- Pilots vacating Runway 34R through rapid exits DF and DD, must run them up till intersecting Taxiway D

- Reverse thrust above idle shall not be used on Runway 16L/34R unless required for safety reasons

- Aircraft landed on Runway 16L/34R will be instructed when possible as follows: ‘Continue standard 1’. Standard 1 is to intend: ‘Stand by on Fiume Ground FREQ 121.900 MHz, taxi on D, hold short of EG’

c) Landing on Runway 16R

- Aircraft landing on runway 16R shall vacate it not before Taxiway

intersection AF

- Reverse thrust above idle shall not be used on runway 16R unless required for safety reason

d) Take-off Runway 16R

- Aircraft departing from Runway 16R when Runway 25 in use, will be instructed from ground controller to taxi initially for holding position 07 A and wait out of Runway 07/25

- When the holding position 07 A is reached, pilots will be instructed to contact the TWR controller to receive the clearance to cross Runway 07/25

- The turning off the stop-bar red lights, plus Air Traffic Control authorization, means that aircraft can proceed

e) Landing on Runway 34L

- Landing aircraft on Runway 34L that are not able to vacate the runway via Taxiway AE and AD, if not authorized by Air Traffic Control to vacate on Runway 07/25 when not in use, must continue taxiing on the runway and vacated at Taxiway AC or AB or AA. In addition, to reduce minimum runway occupancy pilots must maintain adequate speed

- Aircraft vacating Runway via AE or AD, if authorized by Air Traffic Control, shall hold short at IHP AD1

- The above mentioned aircraft after having reported “runway vacated”, must maintain radio contact with TWR controller and continue taxiing till stopbar before Runway 07/25 where they will receive the clearance to cross the runway. Air Traffic Control clearance will be followed by the turning-off of the stop-bar.

When Runway 07/25 is vacated pilots must maintain the position on Taxiway A before Taxiway B and will be instructed to contact GND controller to continue taxiing

- REVERSE thrust above idle shall not be used on runway 34L unless required for safety reasons

f) Landing on Runway 16C

- LAND AFTER procedure can be applied also on runway 16C following same criteria published in the following table 22 for Runway 16L, in addition visibility has to be higher than or equal to 5 km

- During LAND AFTER procedure, aircraft taxiing to vacate the Runway shall maintain adequate speed as far as possible, to guarantee minimum Runway occupancy time

- Use of exit Taxiway CD, CE and CH is not allowed

- Runway 16C must be considered cleared when landing traffic has crossed

ICAO runway end signals. Aircraft shall proceed straight on along Taxiway D

g) Take-off on Runway 16C

- Aircraft unable to take off from A (2825m) or B (2235m) intermediate points, can perform Back-Track on the appropriate bay (3600m) marked with ICAO signals only if the RVR is higher than or equal to 1000 m

h) Landing on Runway 34C

- Landing for aircraft higher than class C will be performed only in contingency and with Air Traffic Control coordination

- Aircraft unable to vacate Runway from exit Taxiway CD 2340 m after THR (AD Chart AD 2 LIRF 2-3) and/or needing a higher distance, must inform immediately Air Traffic Control to eventually land on Runway 34L

i) Take-off Runway 34C

- In case of take-off and landing operations on Runway 34C, the holding point for take-off is on Taxiway D between DM and C

- When only take-off operations are in progress on Runway 34C, the sign “25 APPROACH D” is available as “holding point” on Air Traffic Control discretion

j) Runway 07/25

- Holding position Runway 25 BA2 (right side) is not available in case of Runway 25 in use for landing

k) Runway 16C/34C

In presence of contamination and/or heavy rain, aircraft operations are regulated as follows:

- take off not allowed

- landing not allowed with cross wind component exceeding 15 kt

- landing not allowed to aircraft with reduced

- landing not allowed to aircraft with reduced performances due to failure

- code E or upper aircraft operations not allowed

Traffic on Taxiway C between CL and CD during the presence on 16C/34C of an aircraft in take off rolling or in final approach, is permitted only at type C aircraft (or minor) and if the RVR is equal or more than 1000 m and ceiling is equal or more than 500 ft

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS - NONE

APU OPERATING RESTRICTIONS

APU use not allowed on stands provided with 400Hz and pre conditioning.

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

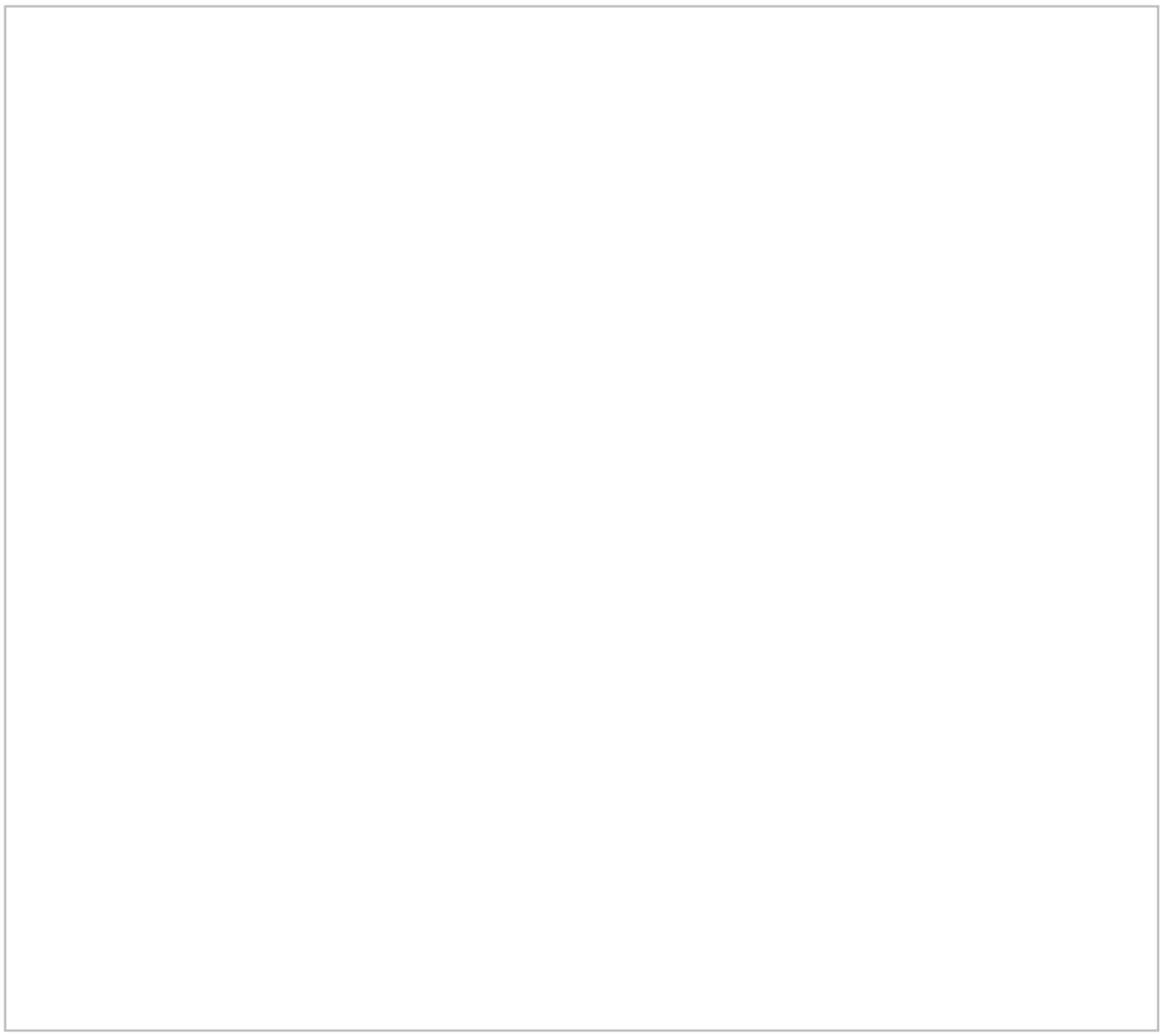
NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	October 1997	2004: Fiumicino acoustic zoning plan
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	February 2004	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Noise Pollution Environmental Tax + 7% of Airport maintenance and infrastructures extension commitments.

NOISE MONITORING SYSTEM

ADR has installed a noise track monitoring system with a radar track link since 1995.

It is been recently updated and now it works with 9 fixed remote stations linked to a master station + 1 mobile monitoring station. The system is integrated with 2 weather stations.



FLIGHT TRACK MONITORING SYSTEM

Yes - see information under Noise Monitoring System

NOISE LEVEL LIMITS

Noise values are calculated in terms of LVA, expressed in units of dB(A), in accordance to Italian noise regulations. Index LVA is similar to Ldn but it is calculated taking into account 3 peak weeks choosen in well defined periods of the year and the night period is considered from 2300-0600 LT. Three areas have been defined to assess the impact of the airport:		
Zone A	Lva < 65 dB(A)	no restriction to buildings or land use
Zone B	65 dB(A) > Lva < 75 dB(A)	restriction to buildings and land use
Zone C	Lva > 75 dB(A)	only buildings linked to airport and land use only for airport facilities

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States

as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

Note: As of 7/2006, the restrictions shown below are not yet in effect. The airport is waiting for the guidelines from the Ministry.

The EU “Noise Management Directive” 2002/30/CE, transferred into national law (Decree 17/1/2005 nr.13), allows the gradual withdrawal over a period of five years of so called marginally compliant aircraft (defined as aircraft not meeting the Chapter Three standard with a cumulative margin of at least five EPNdB) on an airport by airport basis.