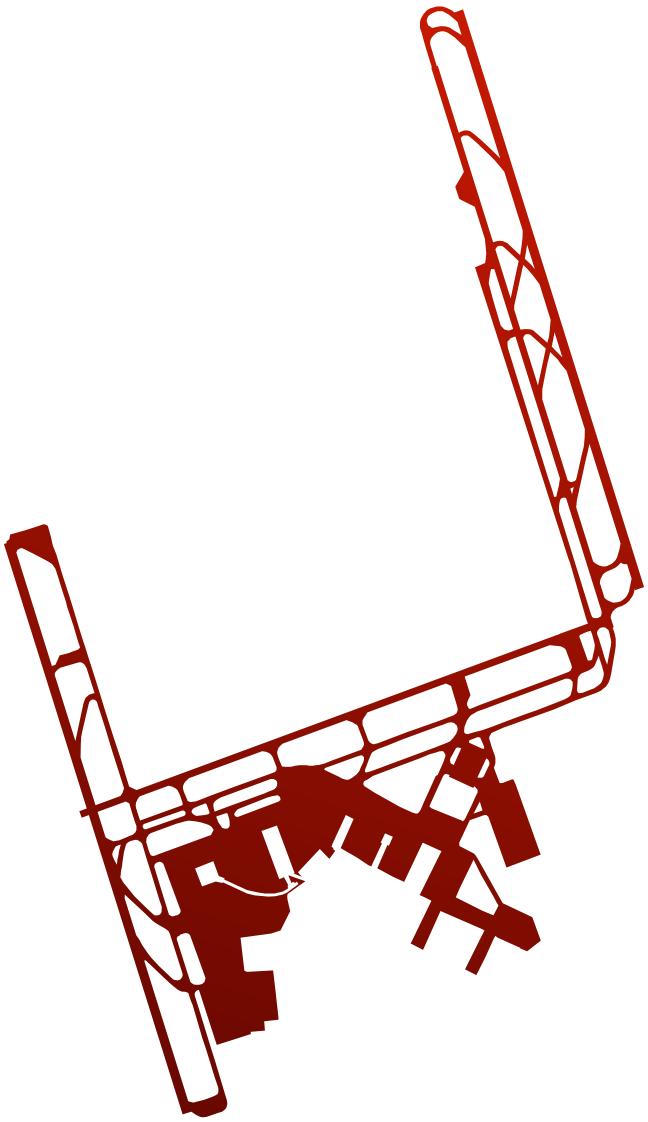
VATITA
vACC ITALY

LIRF/FCO
ROMA LEONARDO DA VINCI
Pilot briefing



Document intended for the VATSIM community only
NOT TO BE USED FOR REAL LIFE NAVIGATION
Version 1.8

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
1.61	Added Chartfox link, TSAT procedure and Italian SIDs	May 2021
1.62	Updated SIDs to match new AIRAC cycle	October 2021
1.63	Frequencies update	Janary 2022
1.7	Format change, SIDs, sceneries update	October 2022
1.8	Format change, High traffic events procedure update, frequencies update, ground layout update	July 2025

General information

Introduction

Fiumicino airport is located about 30km west of Rome, it's the busiest airport in Italy with 43,5 million passengers recorded in 2019.
It's the main hub of ITA Airways serving a total of 105 arlines such as Ryanair, Aeroitalia, Neos Air, Wizz Air and Poste Air Cargo.
Together with Ciampino airport, Fiumicino forms Roma's airport system with over 50 million passengers per year.

Scenery

Since there have been a few major changes of the apron layout, we strongly recommend to update your default scenery with a freeware or payware option listed below.

SIMULATOR	FREEWARE	PAYWARE
Prepar3d	AVsm library	Aerosoft - Mega airport Rome
FSX	AVSim library	
MFS 2020/2024	it.flightsim.to	Rome Fiumicino MK STUDIOS GSX profile
X-Plane 11/12	Default scenery is correct	Aerosoft - Airport Rome XP

AIRAC

To avoid issues with incorrect data, especially with old simulators such as Microsoft Flight Simulator X, it's important to update your AIRAC cycle to the latest one available.
AIRAC for Microsoft Flight Simulator and Prepar3D: **www.aero.sors.fr**

Charts

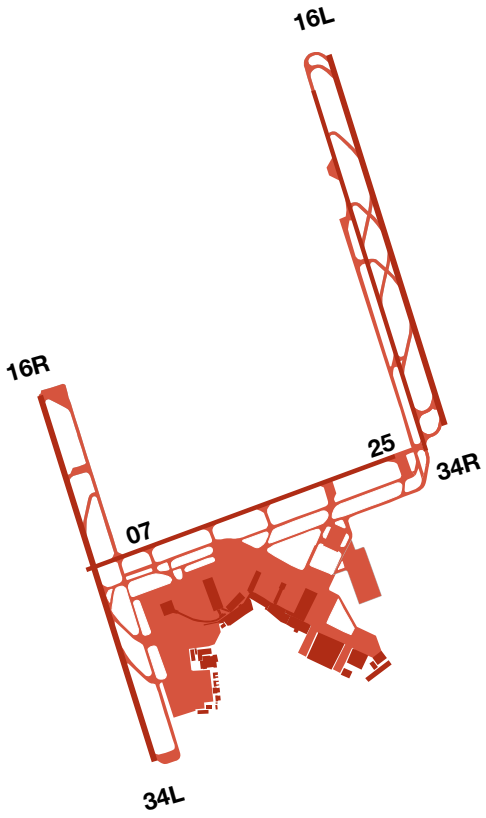
You can find Roma Fiumicino charts at the Italian aip website listed below, you will need to sign up with a free account.
Italian AIP: **vats.im/it/charts**

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 (2010.0) / 4'E
Transition altitude	6000 ft
Type of traffic permitted	IFR/VFR

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.

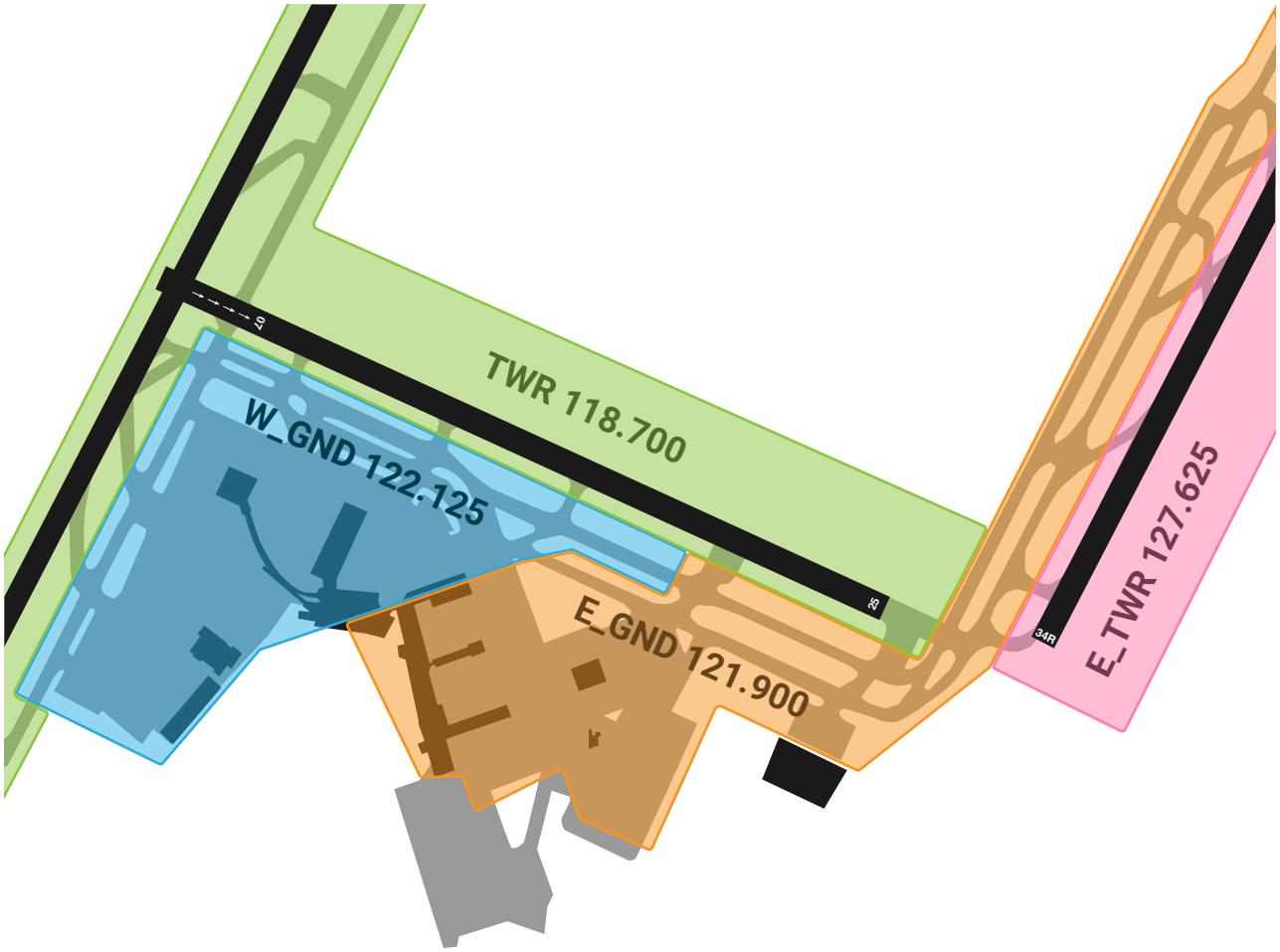


RWY	INT TO	TORA	TODA	ASDA	LDA
07	/	3307 m	3367 m	3307 m	2892 m
	A	2890 m	2950 m	2890 m	-
25	/	3307 m	3367 m	3307 m	3307 m
	BC/BD	2485 m	2545 m	2485 m	-
16L	/	3902 m	3962 m	3902 m	3902 m
	DB	3620 m	3680 m	3620 m	-
34R	/	3902 m	3962 m	3902 m	3902 m
	DK	3540 m	3600 m	3540 m	-
16R	/	3902 m	3962 m	3902 m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

Frequencies

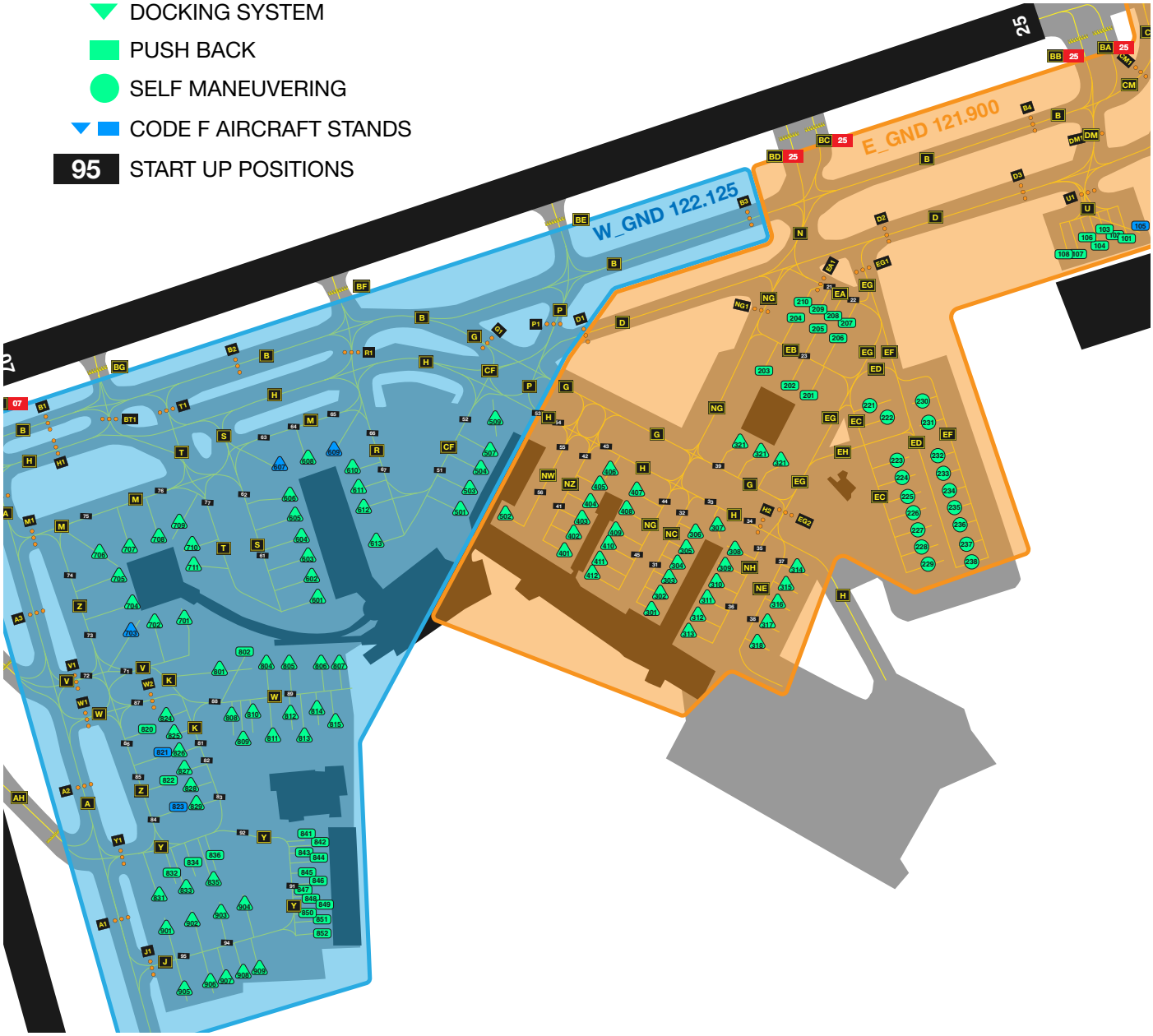
The following positions and frequencies may be utilized. This list is for planning purposes and only frequencies assigned by ATC should be used operationally.

IDENTIFIER	CALLSIGN	FREQUENCY	REMARKS
LIRF_DEL	Fiume delivery	121.800	
LIRF_P_DEL	Fiume ramp	129.075	*See page 9*
LIRF_W_GND	Fiume ground	122.125	
LIRF_E_GND	Fiume ground	121.900	
LIRF_TWR	Fiume tower	118.700	*All RWYs if E_TWR is not online*
LIRF_E_TWR	Fiume tower	127.625	*RWY 16L/34R only*
LIRR_TW1_APP	Roma arrivals	125.500	
LIRR_AET_APP	Roma arrivals	127.950	
LIRR_AEM_APP	Roma director	131.250	
LIRR_AWL_APP	Roma director	119.200	
LIRR_PN1_APP	Roma departures	130.900	
LIRR_PS1_APP	Roma departures	131.100	



Apron and parkings

Before connecting to the network, ensure your aircraft is correctly positioned at the apron.
Also, check your surroundings and make sure you are not sitting on top of another aircraft.



STAND \ RWY	AVERAGE TAXI TIME					
	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 procedures

Pushback

The ground controller may ask you to push pull to a **start up position** indicated in the map at page 6; pilots that are unable to follow this procedure should notify the controller.

Taxi

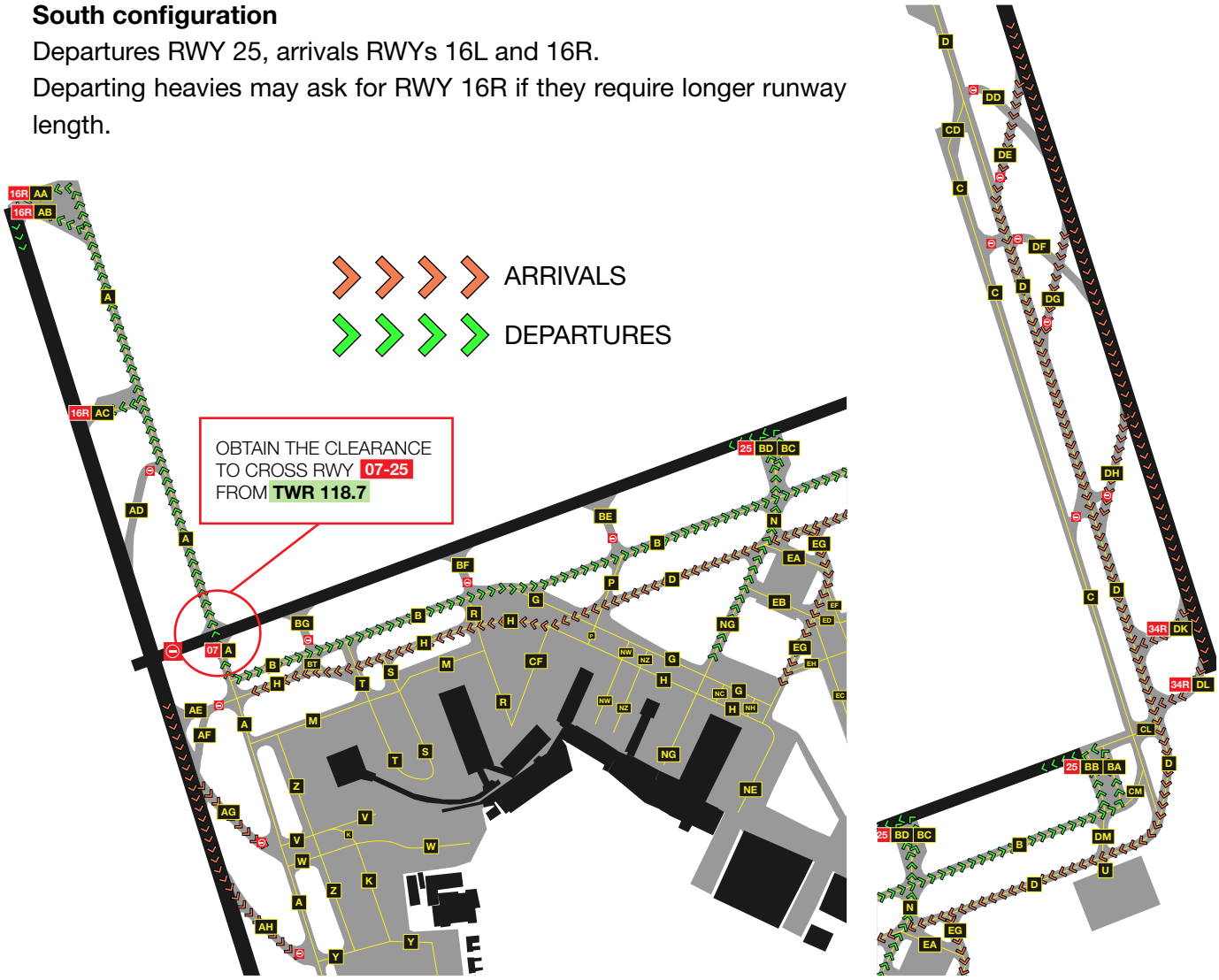
When you'll receive the taxi clearance start moving as soon as possible and if you have any doubt about the taxi route, **ask the controllers, they'll be happy to help!**
You can expect the controllers to instruct you to either:

MONITOR a frequency, which means you should tune to that frequency and wait for ATC to call you.
CONTACT a frequency, which means you should tune to that frequency and contact ATC.

USE THE FOLLOWING GUIDELINES, KEEPING IN MIND THAT ATC MAY CHOOSE TO DEVIATE FOR OPERATIONAL REASONS.

South configuration

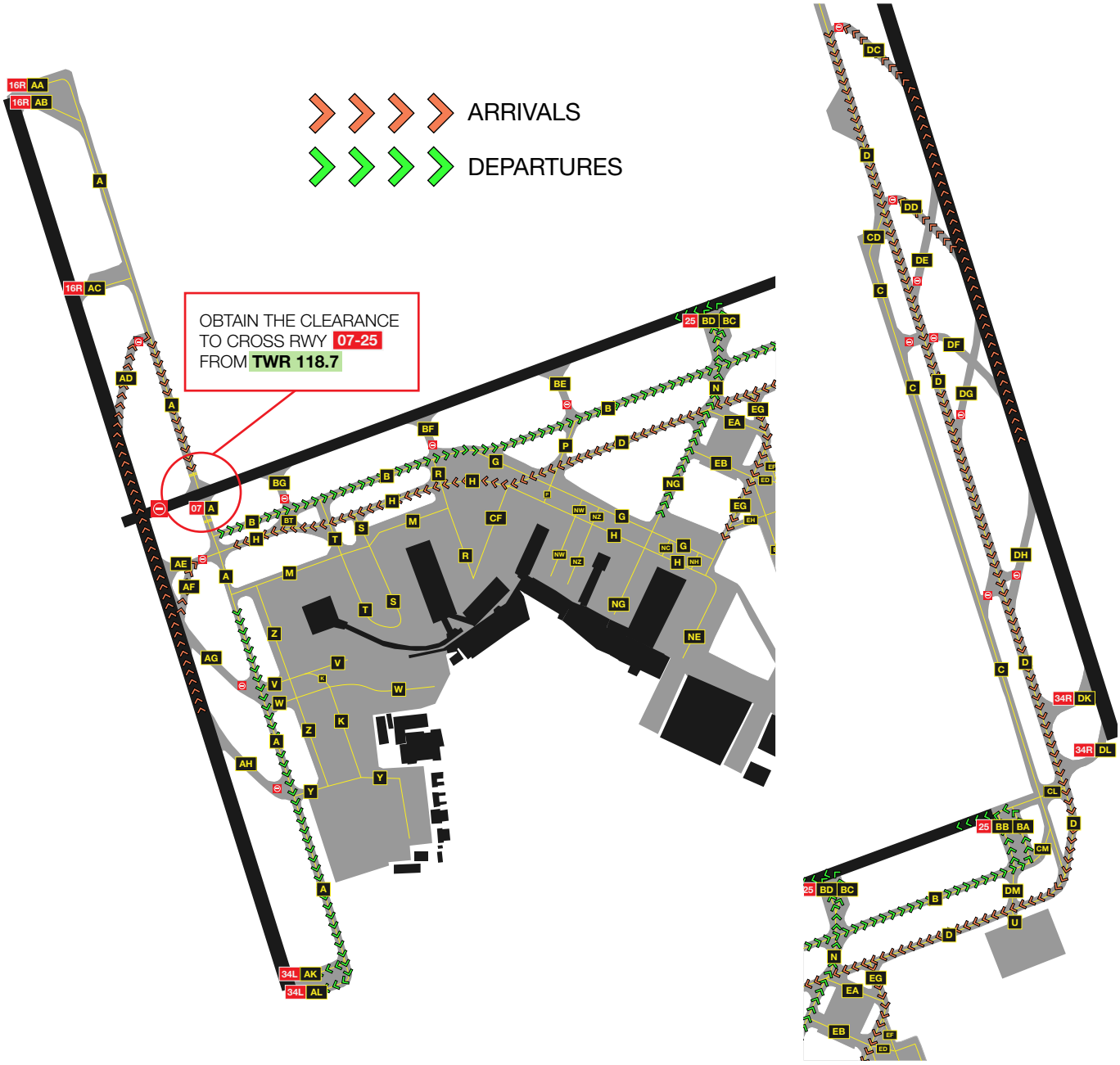
Departures RWY 25, arrivals RWYs 16L and 16R.
Departing heavies may ask for RWY 16R if they require longer runway length.



North configuration

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

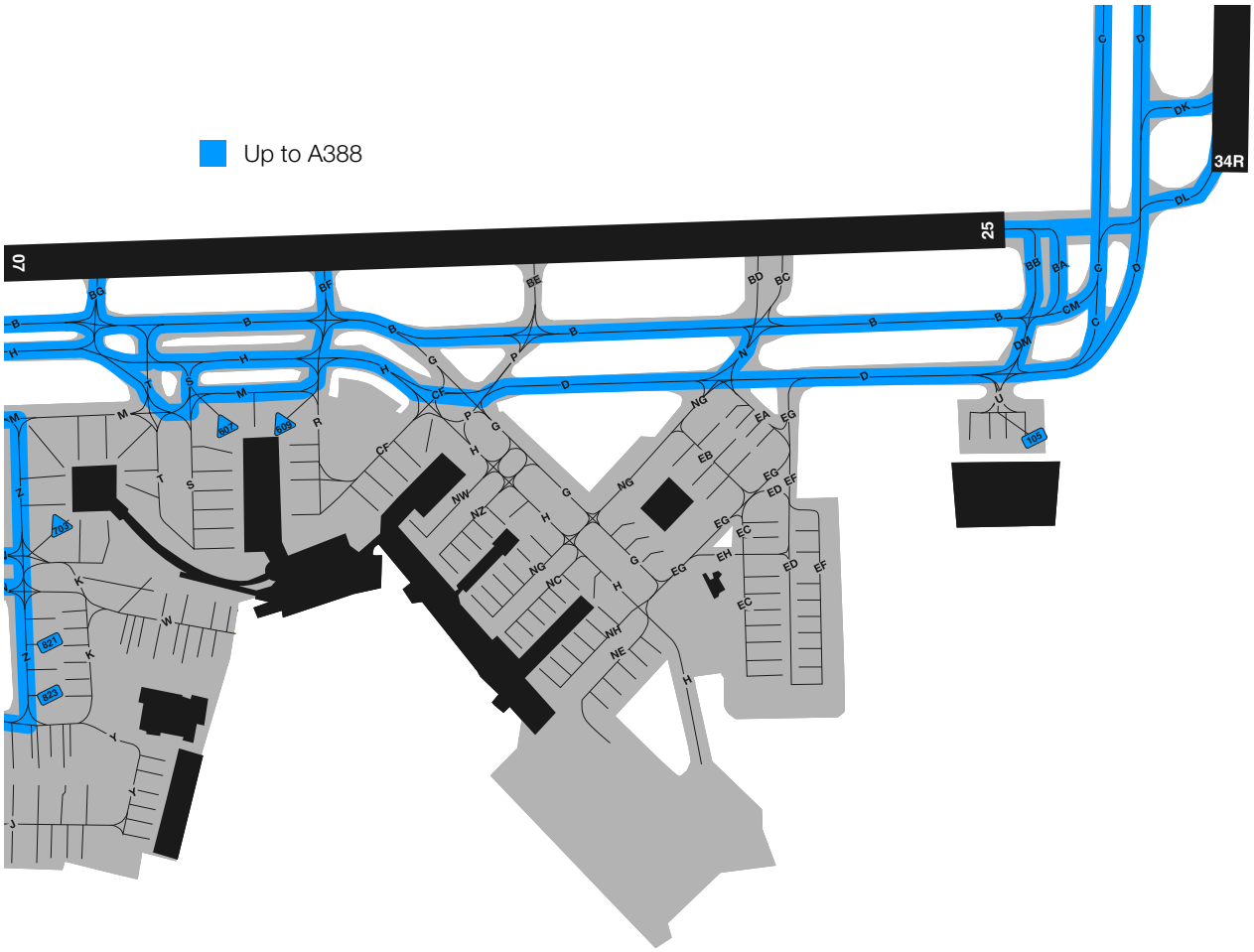
Departing heavies may ask for RWY 34L if they require longer runway length.



A380 operations

Taxiways and stands

Use the map below to navigate taxiways and stands available for the **A380**.



Departure procedures

During high traffic events

After receiving th IFR clearance by **LIRF_DEL** you'll be instructed to contact Fiume planner on frequency **129.075**, where the controller will assign you a **TSAT** (Target Startup Approval Time), it's the time you should expect to get the pushback clearance by the ground controller.

PLAN TO BE READY AT LEAST 5 MINUTES PRIOR TO THE ASSIGNED TSAT.

In case of events with bookings, the slot you booked is your **CTOT** (Calculated Take Off Time).
This is the time you're cleared to depart/takeoff, your actual departure needs to be within -5/+10 minutes of your **CTOT**.
If you don't have a slot, the controller will assign one according to the airport's departure capacity, use the average taxi times table at **page 6** to have an idea of how long it will take to reach the runway from your parking spot.
For example: your **CTOT** is at **20:00 zulu** and you are at parking spot **502**, runway **25** is in use, you should be ready to push/startup at time **19:45 zulu**, we suggest to connect to the network about one hour before your **CTOT.**

A simple guide to Italian SIDs

In major airports such as Fiumicino, you'll find SIDs composed by an Initial climb procedure **ICP**, and an enroute segment transition **TSE**. That said, a departure clearance will sound like this:

ITY53R: *"Fiume buongiorno Itarrow 53R, stand 706 Airbus 330, info charlie IFR to Boston"*

FIUME DELIVERY: *"Itarrow 53R buongiorno, charlie is correct, cleared to Boston via NENIG 5A departure GILIO 8G transition, runway 25, initial climb 4000ft, sqwk 1000"*

ITY53R: *"Cleared to Boston via NENIG 5A departure GILIO 8G transition, runway 25, initial climb 4000ft sqwk 1000, Itarrow 53R"*

FIUME DELIVERY: *"Readback correct, contact Fiume planner on 129.075"*

ITY53R: *"Contact Fiume planner 129.075 Itarrow 53R"*
"Fiume planner, Itarrow 53R"

FIUME PLANNING: *"Ciao Itarrow 53R, start up time at 1135* **(TSAT 11:35z)***, report aircraft ready"*

ITY53R: *"Start up time 1135, wilco Itarrow 53R"*

Aircraft READY means that the pushback truck is connected and ready to push.

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	ICP	TSE
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*)

RWY 16R
initial climb 4000ft / 5000ft if rwy 25 is also in use

ROUTE	ICP	TSE
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	ICP	TSE
GILIO	NENIG **7M**	GILIO **8G**
SOVAN	SOSIV **7Y**	SOVAN **7A**
NEMBO	XENOL **7M**	w
GISPA		GISPA **9A**
PODOX		PODOX **8E**
ESINO	SOSAK **7Y**	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

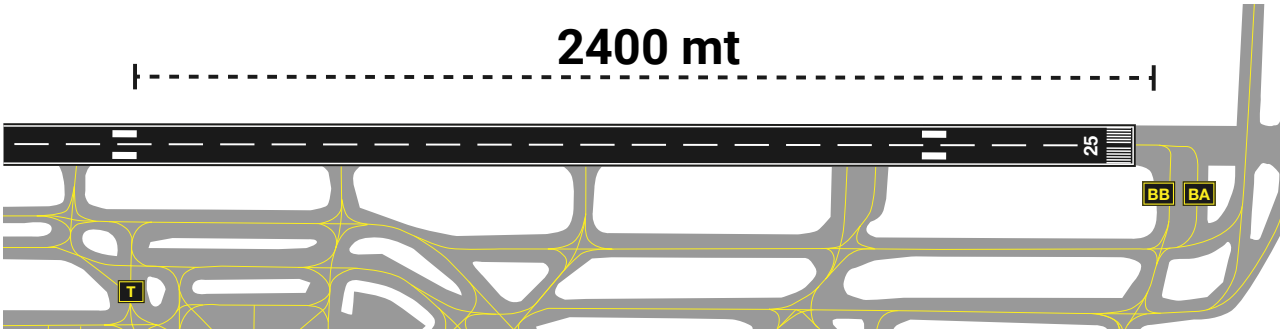
ROUTE	ICP	TSE
GILIO	NENIG **7X**	GILIO **8G**
SOVAN	SOSIV **7X**	SOVAN **7A**
NEMBO	XENOL **7X**	NEMBO **7A**
GISPA		GISPA **9A**
PODOX		PODOX **8E**
ESINO	SOSAK **5X**	ESINO **7H**
KONUT		KONUT **8A**
PEPIX		PEPIX **9B**
RIFFI		RIFFI **9H**
ROTUN		ROTUN **8B**
OKUNO	EKLOS **8X**	OKUNO **7C**
SIPRO		SIPRO **9C**
TIBER		TIBER **7C**

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

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

Takeoff

Reduced Runway Separation Minima (RRSM)
"TKOF with RRSM may be instructed from RWY 25 only when the preceeding 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 restricitions".
Whenever a speed restriction is unsafe for operational reasons, pilots shall immediately advise ATC of the minimum acceptable operational speed they can maintain.

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.** Always plan for **3A STARs** when RWYs 16 are in use and **3C STARs** with RWYs 34 in use.

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.

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.
Landing aircrafts on **16R** shall vacate **AFTER RWY 07** and in any case maintain highest safe speed while vacating to reduce runway occupancy time.
Landing aircrafts on **34L** shall vacate **BEFORE RWY 07** and in any case maintain highest safe speed while vacating to reduce runway occupancy time.

Pilot shall vacate following the table below, if unable to comply the tower controller must be advised.

16L			16R		
EXIT	LDA	CAT	EXIT	LDA	CAT
DE 30°	1176m	L	AG 30°	1991m	L-M
DG 30°	1766m	M	AH 30°	2455m	M-H
DH 30°	2516m	H			

34L			34R		
EXIT	LDA	CAT	EXIT	LDA	CAT
AF 30°	1283m	L	DF 30°	1173m	L-M
AE 90°	1667m	M	DD 30°	1765m	M
AD 30°	2150m	M-H	DC 30°	2516m	H
AC 30°	2875m	H			

RRSM between consecutive arrivals on runways 16s and 34s
An aircraft on the approach may be cleared to land with the runway still occupied if the preceding landing aircraft is at least 2400m past the threshold, is moving and will vacate the runway without backtrack

RRSM between departure and arrival on runway 16s, 34L and 25
An aircraft on the approach may be cleared to land with the runway still occupied if the preceding landing aircraft is at least 2400m past the threshold, is moving and will vacate the runway without backtrack

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**

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

facebook.com/vaccitaly

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