

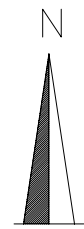
RWY	QFU	THR	bearing strength
07	068°	N 41°48'02.22" E 012°14'12.55"	45,000 Kg SIWL
25	248°	N 41°48'34.66" E 012°16'10.11"	45,000 Kg SIWL
16R	161°	N 41°48'55.86" E 012°13'34.90"	45,000 Kg SIWL
34L	341°	N 41°47'05.03" E 012°14'21.31"	45,000 Kg SIWL
16L	161°	N 41°50'45.57" E 012°15'41.34"	45,000 Kg SIWL
34R	341°	N 41°48'44.72" E 012°16'31.93"	45,000 Kg SIWL

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

TWR 118.70 \*  
GND 121.90

AD ELEV 15  
APRON ELEV 8

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



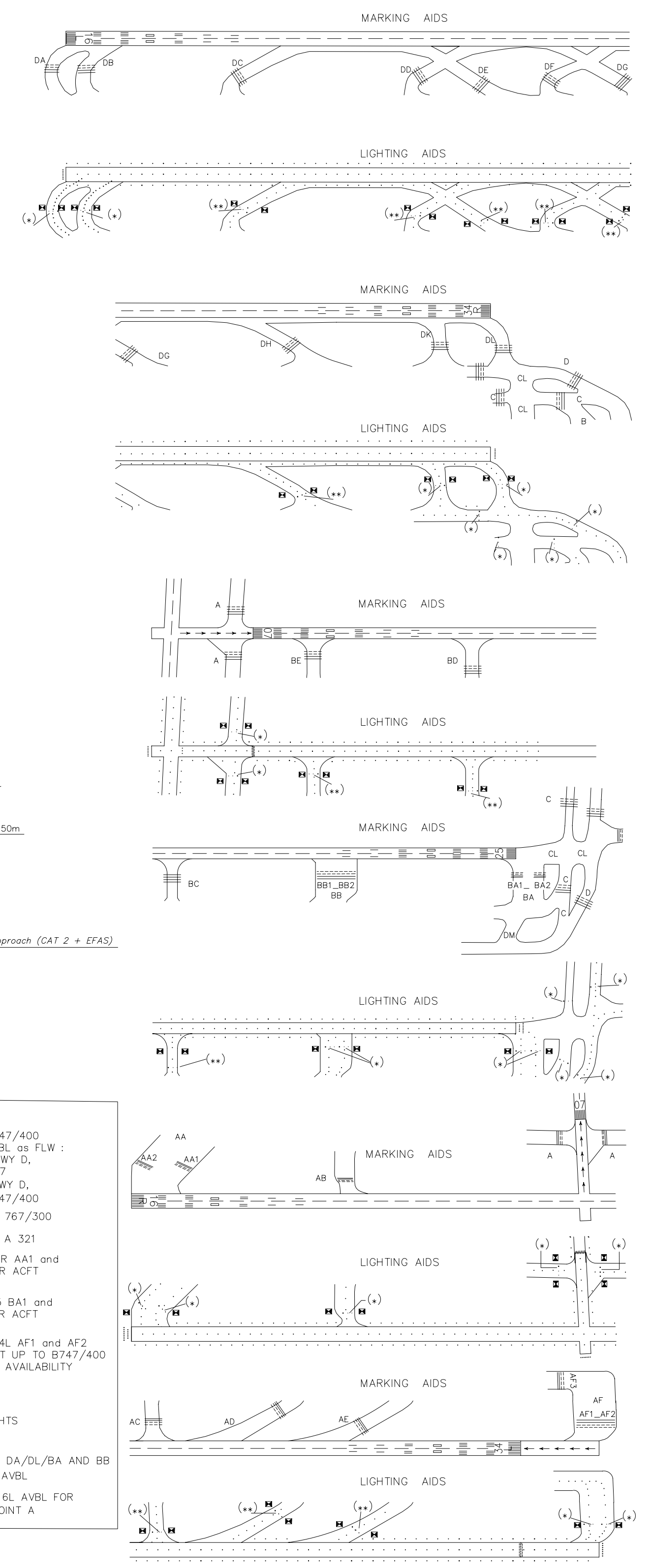
VAR 1° 39' E - 2005.0

Annual rate of change 5' E

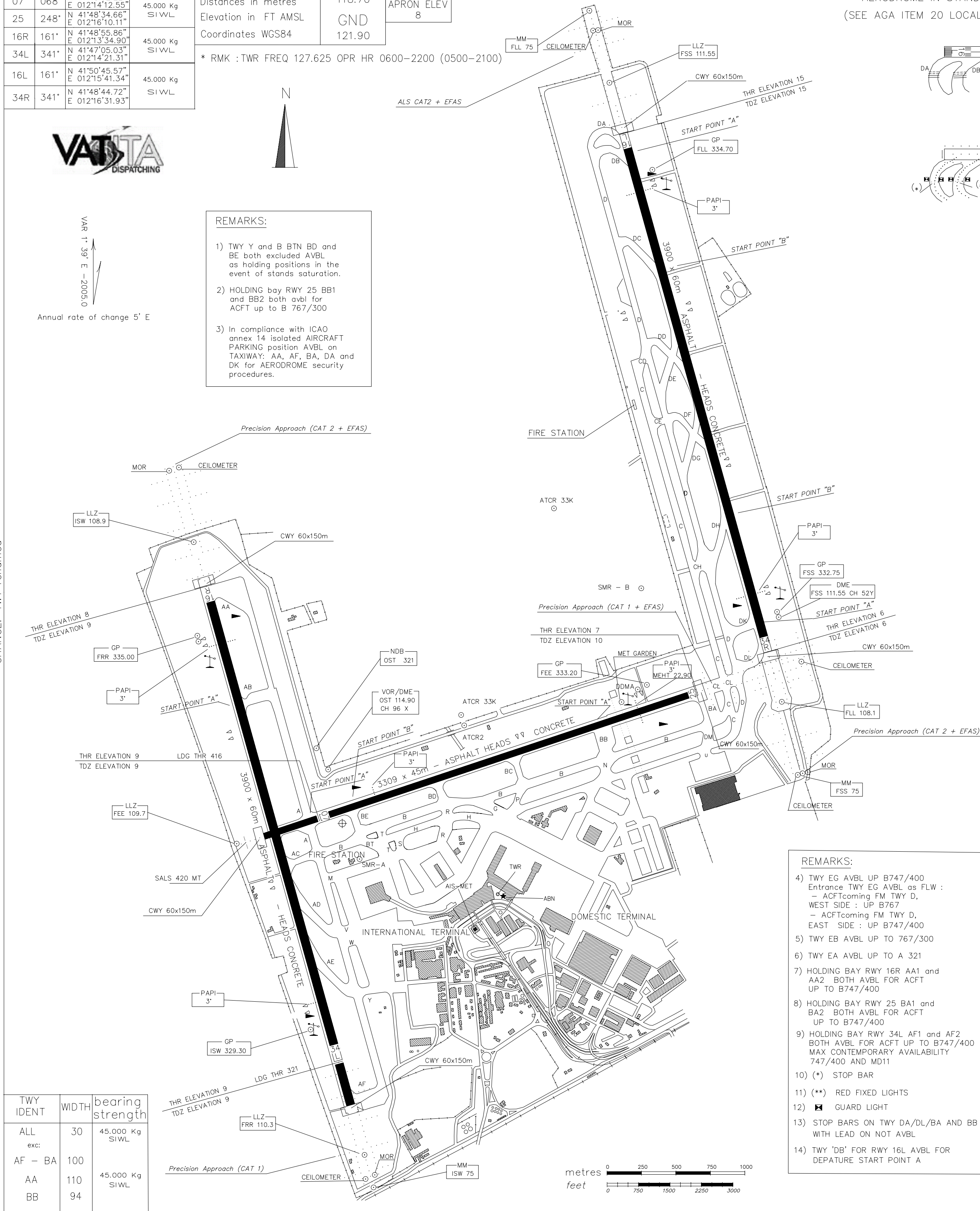
- REMARKS:
- 1) TWY Y and B BTN BD and BE both excluded AVBL as holding positions in the event of stands saturation.
  - 2) HOLDING bay RWY 25 BB1 and BB2 both avbl for ACFT up to B 767/300
  - 3) In compliance with ICAO annex 14 isolated AIRCRAFT PARKING position AVBL on TAXIWAY: AA, AF, BA, DA and DK for AERODROME security procedures.

AERODROME IN STANDARD CONFIGURATION  
(SEE AGA ITEM 20 LOCAL TRAFFIC REGULATIONS)

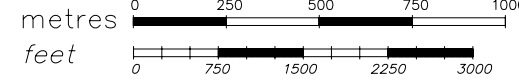
ROMA / FIUMICINO  
L I R F 41°48'01" N 012°14'20" E



CHANGE: TWY renamed



- REMARKS:
- 4) TWY EG AVBL UP B747/400  
Entrance TWY EG AVBL as FLW :  
- ACFTcoming FM TWY D,  
WEST SIDE : UP B767  
- ACFTcoming FM TWY D,  
EAST SIDE : UP B747/400
  - 5) TWY EB AVBL UP TO 767/300
  - 6) TWY EA AVBL UP TO A 321
  - 7) HOLDING BAY RWY 16R AA1 and AA2 BOTH AVBL FOR ACFT UP TO B747/400
  - 8) HOLDING BAY RWY 25 BA1 and BA2 BOTH AVBL FOR ACFT UP TO B747/400
  - 9) HOLDING BAY RWY 34L AF1 and AF2 BOTH AVBL FOR ACFT UP TO B747/400 MAX CONTEMPORARY AVAILABILITY 747/400 AND MD11
  - 10) (\*) STOP BAR
  - 11) (\*\*) RED FIXED LIGHTS
  - 12) [Symbol] GUARD LIGHT
  - 13) STOP BARS ON TWY DA/DL/BA AND BB WITH LEAD ON NOT AVBL
  - 14) TWY 'DB' FOR RWY 16L AVBL FOR DEPARTURE START POINT A



TWY IDENT	WIDTH	bearing strength
ALL	30	45,000 Kg SIWL
exc:		
AF - BA	100	45,000 Kg SIWL
AA	110	45,000 Kg SIWL
BB	94	45,000 Kg SIWL