

Rules for General Aviation

This Pilot Safety Notice contains a set of specific recommendations for flight crew personnel of General Aviation flights to ensure the highest levels of Safety at Fiumicino Airport.

Please see the following provisions updated of the [AIP LIRF AD 2.20 – LOCAL AERODROME REGULATIONS](#).

PROVISIONS FOR GENERAL AVIATION AIRCRAFT

- 1) During night time **HR 2200-0500 (2100-0400)** General Aviation flights, including air-taxi, **are allowed with no possibility to stop beyond that time slot.**
- 2) During day time **HR 0500-2200 (0400-2100)** General Aviation flights, including air-taxi, **are allowed only when CIA PPR is denied** and under the following conditions:
 - a) **Arrivals are not allowed** in the time slot **0800-1030 (0700-0930)** and **1130-1330 (1030-1230).**
 - b) **Maximum 12 hours stop is allowed** and in accordance with the remaining capacity of available general aviation stands that must be used with push-back only.
- 3) Ferry-in/ferry-out PPR will not be approved.

WARNING: Note the following possible undesirable safety-reducing events and the forbidden actions during taxiing or parking manoeuvre.

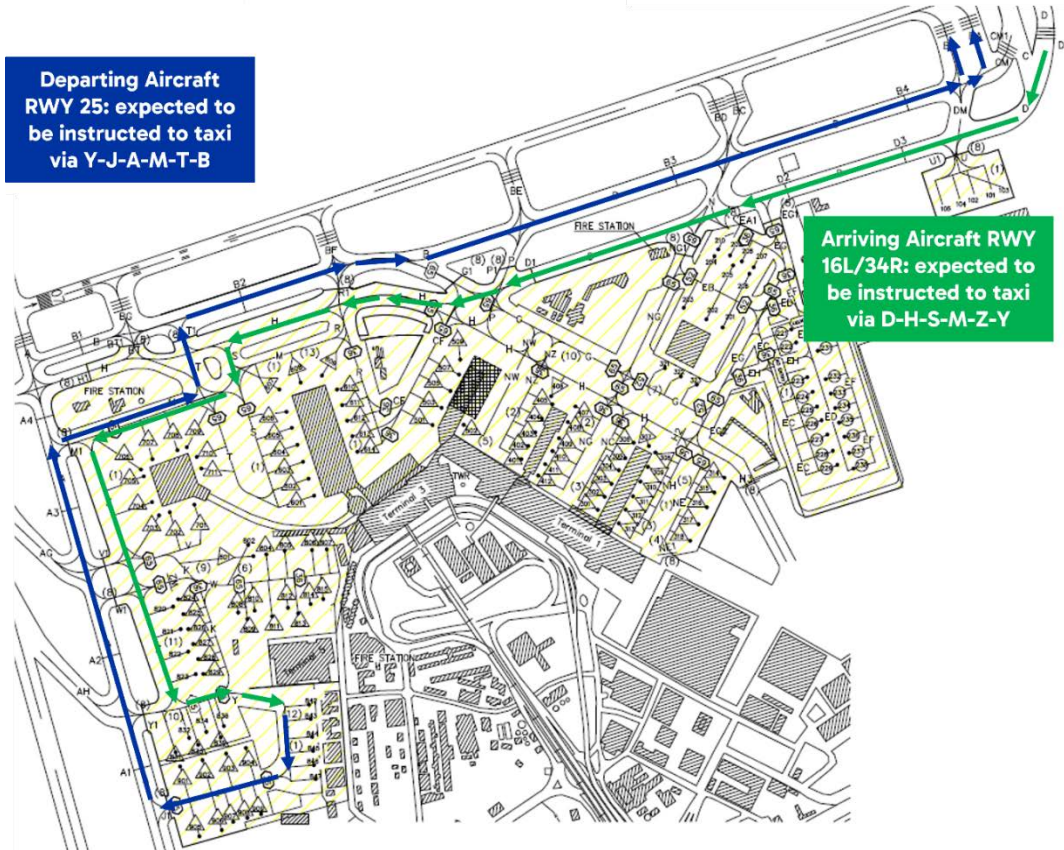
POSSIBLE UNDESIRABLE EVENTS

- Runway Incursion.
- Aircraft started the taxiing manoeuvre without ATC clearance.
- Interference or near ground collision between aircrafts arriving/departing at/from the designated remote stand in Aircraft stand area 800.
- Taxiway Incursion or Apron Incursion during taxiing to/from the remote stands in Aircraft stand area 800.
- Wrong Parking entering into the remote stand in Aircraft stand area 800.

REMINDER ON FORBIDDEN ACTIONS

- Engine ignition on stands (for internal cooling reasons) is not allowed.
- It is forbidden to enter remote stands without a marshaller providing guidance.
- Exit from new stands of the Aircraft stand area 800 in self-out is not allowed. Exit from stands is assisted with a push-back tug following the special markings, where provided.

Pilots shall consult **AIP AD 2 LIRF 2-3** to familiarise themselves with the **Airports' HOTSPOTS**; furthermore, the preferred standard taxiing routes to and from the new stands of the Aircraft stand Area 800 are shown.



**Departing Aircraft
RWY 25: expected to
be instructed to taxi
via Y-J-A-M-T-B**

**Arriving Aircraft RWY
16L/34R: expected to
be instructed to taxi
via D-H-S-M-Z-Y**

To mitigate the risk of aircraft exiting from stands without ATC clearance, **pilots shall brief on the exit from stand procedure in accordance with AIP and provided below.**

EXIT FROM STAND PROCEDURE	
1)	<p>Pilot shall report the "READY" on the Fiume Ramp Frequency 121.725 MHz. Remember, the "READY" status means:</p> <ul style="list-style-type: none"> · Aircraft doors and holds are closed. · Aircraft Safety Area clear from vehicles, equipment, obstacles and ground personnel. · Aircraft fully ready for taxiing. · Mandatory documentation has been provided to the Handler. · Push-back tractor has been connected (if applicable). <p>Airport Operator accepts the status after verifying through the cameras. Remember: Anti-collision lights cannot be turned on in this phase.</p>
2)	<p>Airport Operator informs pilot to switch to the following ATC frequencies:</p> <ul style="list-style-type: none"> · Fiume Delivery Frequency 121.800 MHz HR 0600-2200 (0500-2100) or; · Fiume Delivery Frequency 121.900 MHz HR 2200-0600 (2100-0500).
3)	<p>Airport Operator transmits the "READY" status to ATC. Communications with aircraft are now assumed by ATC. WARNING: READY status does not allow to turn on anti-collision lights.</p>
4)	<p>On the Fiume Delivery Frequency, ATC gives the pilot the Start Up Clearance. WARNING: Start up clearance does not mean taxi is authorized.</p>

After receiving the start-up and departure clearance, **pilots are instructed to contact the following frequencies, waiting the call for push back:**

- 5)
 - Fiume Ground Frequency 122.125 MHz HR 0600 2200 (0500-2100); or
 - Fiume Ground Frequency 121.900 MHz H24.

In accordance with ATC instructions.

- 6) **On the Fiume Ground Frequency ATC gives the pilot the push-back and taxi clearance.**

Refers to SERA-3215 for the anti-collision lights turned on timing.

To summarise, the following safety recommendations must be followed to further mitigate risk.



SAFETY RECOMMENDATIONS



1)	Pay specific attention to the HOT SPOT MAP published on AIP at AD 2 LIRF 2-3.
2)	Pilots are requested to strictly comply with ATC instructions .
3)	Pay specific attention to your routing .
4)	In case of doubt, hold position and contact ATC for instructions.
5)	During taxi, keep your exterior lights on and mode S transponder on AUTO (see ENR 1.6.4.1).
6)	Do not enter remote stand if the marshaller is not providing a guide for parking . Marshalling service is provided by the Ground Handling Operator on stands not equipped with A-VDGS.
7)	Pilots cannot exit from stands without ramp agent presence but only accordingly to exit-procedure published in AIP .
8)	Comply with the departing procedure published on AIP at LIRF AD 2.20.
9)	It is prescribed to taxi with caution inside the Apron Area (see AD 2 LIRF 2-9), due to ramp vehicles in movement.
10)	In low visibility condition is available on request the follow-me services where necessary.
11)	Beware the apron area pertaining to the stands reserved for the use of general aviation aircraft is not visible from the control tower.
12)	Please verify that the transponder Mode S aircraft identification settings is the same specified in Item 7 of the ICAO flight plan.

For any details, please consult the **ADR website** at the following link:

<https://www.adr.it/web/aeroporti-di-roma-en/runway-safety-apron-safety>