

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.

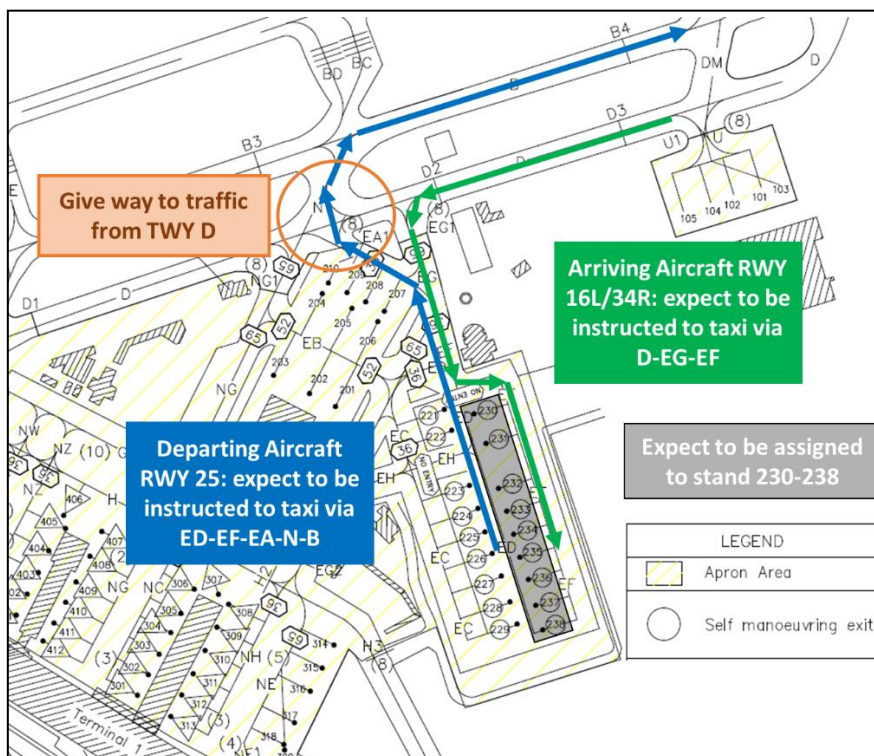
POSSIBLE UNDESIRABLE EVENTS

1. Runway Incursion;
2. Aircraft started the taxiing manoeuvre without ATC clearance;
3. Interference or near ground collision between aircrafts arriving/departing at/from the designated remote stand in area 200;
4. Taxiway / Apron incursion during taxiing to/from the remote stands in area 200: aircraft turns to the wrong aircraft stand taxilane or to the wrong stand or enters taxiway ED in the wrong way;
5. Wrong Parking entering into the remote stand in area 200.

REMINDER ON FORBIDDEN ACTIONS

1. Engine ignition on stands (for internal cooling reasons) is not allowed;
2. It is forbidden to enter into remote stands without a marshaller providing guidance;
3. Exit from stands/self-out without Ramp Agent presence is not allowed.

Pilots shall consult AIP AD 2 LIRF 2-3 to familiarise themselves with the airports' HOTSPOTS; furthermore, the preferred taxiing routes to and from the 200 stands are shown.



To mitigate the risk of aircraft exiting from stands without ATC clearance, **pilots shall brief on the exit from stand procedure 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; • Compulsory 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 that the aircraft is free from air bridge, vehicles, equipment, etc 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 from 06:00 - 22:00 or; • Fiume Delivery Frequency 121.900 MHz from 22:00 - 06:00 LT
3	<p>Airport Operator transmits the "READY" status to ATC. Communications with aircraft are now assumed by ATC.</p>
4	<p>On the Fiume Delivery Frequency, ATC gives the pilot the Start Up Clearance. WARNING: Start up clearance does not mean taxi/self-out is authorized.</p>
5	<p>After receiving the start-up and departure clearance, pilots are instructed to monitor the following frequencies, waiting the call for push back:</p> <ul style="list-style-type: none"> • Fiume Ground Frequency 121.900 MHz H24 or; • Fiume Ground Frequency 122.125 MHz at ATC discretion.
6	<p>On the Fiume Ground Frequency ATC gives the pilot the push-back/self-out and taxi clearance. Anti-collision lights must now be turned on.</p>

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

SAFETY RECCOMENDATIONS

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. Taxiway ED is one-way outbound.
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 into 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/self-out without ramp agent presence.
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 2-7) due to ramp vehicles in movement.