

14 maggio 2022

(English text at the bottom)

LIRF – NEW STAND AREA 300 OPENING

Gentili Colleghi,

Aeroporti di Roma informa che dal prossimo 18 maggio verrà aperta la nuova area parcheggi 301-313 presso lo scalo di Roma Fiumicino.

Di seguito il Safety Notice che ne illustra l'ubicazione, con le relative istruzioni per la manovra di pushback e gli start-up points.

Buona lettura.

ANPAC – Dipartimento Tecnico

dt@anpac.it

[English Version](#)

LIRF – NEW STAND AREA 300 OPENING

Dear Colleagues,

Aeroporti di Roma informs that starting from 18th of May new aircraft stands 301-313 will be open in Fiumicino airport.

Here below the relevant safety Notice with the map, the pushback instructions and the engine start-up points.

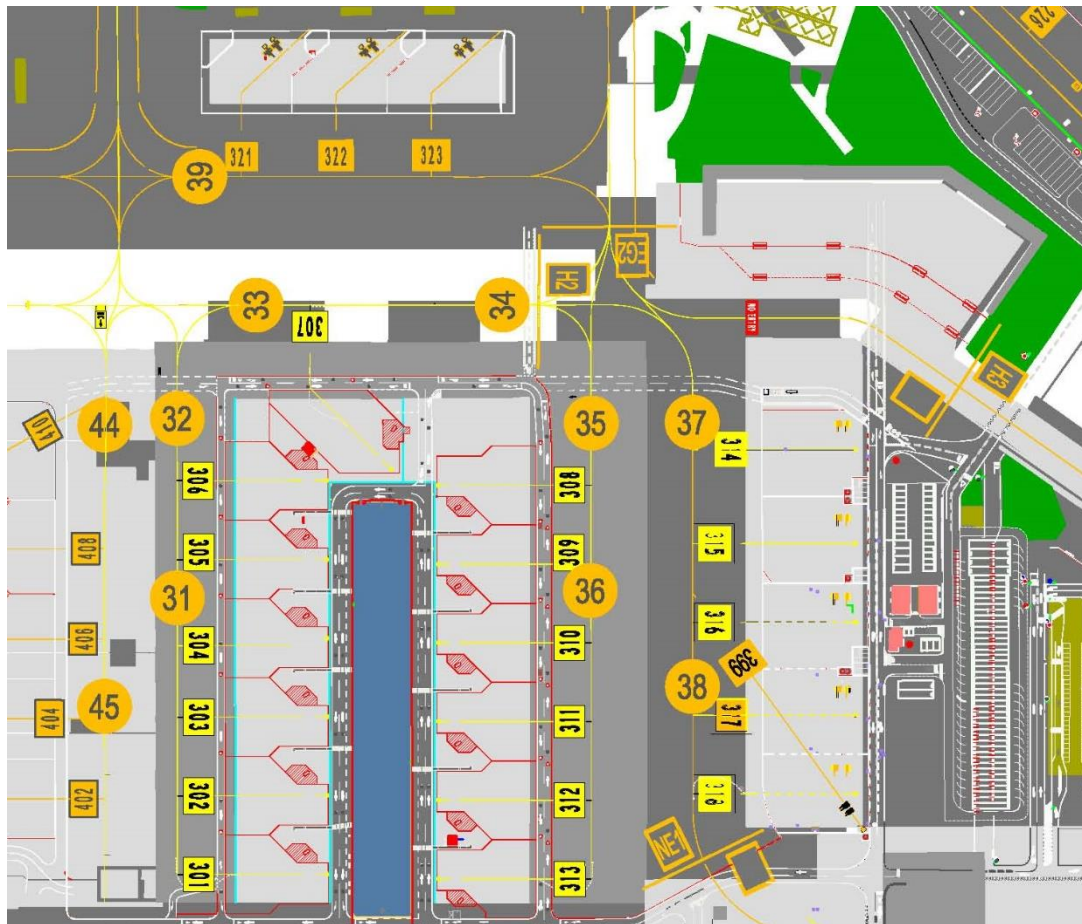
Enjoy the reading.

ANPAC – Dipartimento Tecnico

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Opening new pier A - stand area 300

It is announced that the **new aircraft stands 301-313** will be operational from **18th of May 2022**. All personnel are recommended to comply with the provisions of *Operation Letter - Ordered movement of aircraft and people on aprons* available online at the link:
<http://www.adr.it/bsn-manuale-di-aeroporto-fco>



STAND	START-UP POINT	REMARKS
301	33 towards NG	<ul style="list-style-type: none"> Wait for the maneuver to be completed at stand 402 before exiting The operator performing the pushback maneuver shall follow the guide on the dedicated marking.
302	31 towards H Inhibited when 32 in use	<ul style="list-style-type: none"> Wait for the maneuver to be completed at stand 402 before exiting
303	31 towards H Inhibited when 32 in use	<ul style="list-style-type: none"> Wait for the maneuver to be completed at stand 404 before exiting
304	31 towards H Inhibited when 32 in use	<ul style="list-style-type: none"> Wait for the maneuver to be completed at stand 406 before exiting
305	32 towards H Inhibited when 31 in use	<ul style="list-style-type: none"> Wait for the maneuver to be completed at stand 408 before exiting
306	32 towards H Inhibited when 31 in use	<ul style="list-style-type: none"> Wait for the maneuver to be completed at stand 410 before exiting
307	33 towards NG	<ul style="list-style-type: none"> The operator performing the pushback maneuver shall follow the guide on the dedicated marking.

Instructions to follow to make your job in order to comply with airport safety standards

308	35 towards H Inhibited when 36 in use	<ul style="list-style-type: none"> Area not visible from TWR: one pushback at a time on NH Pilot reports completed pushback on GROUND frequency Wait for the maneuver to be completed at stands 314 and / or 315 before exiting
309	35 towards H Inhibited when 36 in use	<ul style="list-style-type: none"> Area not visible from TWR: one pushback at a time on NH Pilot reports completed pushback on GROUND frequency Wait for the maneuver to be completed at stands 315 and / or 316 before exiting
310	36 towards H Inhibited when 35 in use	<ul style="list-style-type: none"> Area not visible from TWR: one pushback at a time on NH Pilot reports completed pushback on GROUND frequency Wait for the maneuver to be completed at stands 316 and / or 317 before exiting
311	36 towards H Inhibited when 35 in use	<ul style="list-style-type: none"> Area not visible from TWR: one pushback at a time on NH Pilot reports completed pushback on GROUND frequency Wait for the maneuver to be completed at stands 317 and / or 318 before exiting
312	36 towards H Inhibited when 35 in use	<ul style="list-style-type: none"> Area not visible from TWR: one pushback at a time on NH Pilot reports completed pushback on GROUND frequency Wait for the maneuver to be completed at stands 318 before exiting
313	34 towards NG	<ul style="list-style-type: none"> Area not visible from TWR: one pushback at a time on NH Pilot reports completed pushback on GROUND frequency Wait for the maneuver to be completed at stands 318 before exiting The operator performing the pushback maneuver shall follow the guide on the dedicated marking.
399	33 towards NG	<ul style="list-style-type: none"> Area not visible from TWR: one pushback at a time on NE Pilot reports completed pushback on GROUND frequency. Mandatory SAR supervision for pushback on the start-up point. Apron Twy NH inhibited until completion of pushback on apron twy H. Wait for the maneuver to be completed from stands 308 to 313 before exiting
314	37 towards H Inhibited when 38 in use	<ul style="list-style-type: none"> Area not visible from TWR: one pushback at a time on NE Pilot reports completed pushback on GROUND frequency Wait for the maneuver to be completed at stands 308 before exiting
315	37 towards H Inhibited when 38 in use	<ul style="list-style-type: none"> Area not visible from TWR: one pushback at a time on NE Pilot reports completed pushback on GROUND frequency Wait for the maneuver to be completed at stands 308 and / or 309 before exiting
316	38 towards H Inhibited when 37 in use	<ul style="list-style-type: none"> Area not visible from TWR: one pushback at a time on NE Pilot reports completed pushback on GROUND frequency Wait for the maneuver to be completed at stands 309 and / or 310 before exiting
317	38 towards H Inhibited when 37 in use	<ul style="list-style-type: none"> Area not visible from TWR: one pushback at a time on NE Pilot reports completed pushback on GROUND frequency Wait for the maneuver to be completed at stands 311 and / or 312 before exiting
318	38 towards H Inhibited when 37 in use	<ul style="list-style-type: none"> Area not visible from TWR: one pushback at a time on NE Pilot reports completed pushback on GROUND frequency Wait for the maneuver to be completed at stands 312 and / or 313 before exiting

SAFETY RECOMMENDATIONS

1	Make sure you are up to date on proper Operation Letter - Ordered movement provisions.
2	The following remarks apply to all stands of area 300 in case of inoperative APU : <ul style="list-style-type: none"> Pilots shall notify TWR on GROUND freq. Mandatory SAR assistance for engine starting on the stand
3	Follow the standard procedures , unless the TWR, through the pilot, requests to release the aircraft at a different specific start up point.
4	In case of doubt, do not perform any operations and ask your supervisor.
5	Do not underestimate the risk: during the push-back maneuver, the handler is responsible for the safety of operations in relation to the separation with other aircraft and obstacles in the vicinity and within the apron.

Instructions to follow to make your job in order to comply with airport safety standards