Ancona/Falconara Airport

IATA/ICAO CODE:	AOI/LIPY
CITY:	Ancona
COUNTRY:	Italy

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the CAA.

Name:	Aerdorica S.p.A.	ENAC
Title:	Manager Airport	Civil Aviation Authority
Airport:	Ancona/Falconara Airport	Ancona/Falconara Airport
Address:	Aerdorica S.p.A. Aeroporto delle Marche Raffaello Sanzio 60015 Falconara Marittima (AN)	ENAC Aeroporto delle Marche Raffaello Sanzio 60015 Falconara Marittima (AN)
Phone:	+39 071-2827209	+39 071-9156083
FAX:	+39 071-2070096	+39 071-291560
Email:	piccinini@ancona-airport.com	aero.ancona@enac.gov.it
Airport Web Site:	www.ancona-airport.com	www.enac.gov.it

ELEVATION: 50 ft.

RUNWAY INFORMATION				
Orientation	Length(m)	Displaced Threshold(m)	Glide Slope(deg)	Width(m)
04/22	2965	-	-	45

NOISE ABATEMENT PROCEDURES

Noise abatement procedures (Provision of Italian Civil Aviation Authority N 42/674/A3 dated March 21, 1996

19.1 Initial climb procedures
Compliance with the procedures below shall not be required in adverse weather conditions or for safety reasons.

During the initial climb phase pilots shall maintain the following parameters:
a) up to 1500 ft QFE:
- take-off power
- takeoff flap
- climb V2+10/20 kt IAS or as limited by body angle
b) at 1500 ft QFE
- reduce thrust and climb at V2+ 10/20 kt IAS until reaching 3000 ft QFE
c) at 3000 ft QFE
- accelerate smoothly to en-route climb speed with flap retraction.

19.2 Approach and landing procedures

Pilots shall conduct their flight at a speed which permits operation of the aircraft in clean

configuration until reaching a distance of approximately 12 NM from touch down.

Recommended speed is 210 kt + or - 10 KT or the aircraft's minimum performance speed if higher than above.

Subsequent portion of the approach, either instrument or visual, shall be flown with a properly set slope to achieve, if possible, a continuous descent, the interception of approach path not below 3000 ft QFE and aircraft to be established not beyond the OM or equivalent position.

Execution technique must be performed with aircraft deceleration action and aerodynamic configuration change so as to achieve final speed and configuration at the OM, FAF or equivalent position.

Compliance with the above procedure is recommended provided that it is compatible with ATC instructions and weather conditions are favorable.

Non compliance is allowed in case of precision approach CAT II and III.

No instrument or visual approach shall be made at an angle less than the ILS glide path or less than 3 degrees if no ILS is available.

Aircraft executing a visual approach shall intercept descent path at not lower than 1000 FT QFE.

19.3 Provisions of Italian Civil Aviation Authority N 42/255/R2/1-9 dated March 17, 1997
Noise abatement procedures described in paragraph 19.1 apply to the following aerodromes: Torino Caselle, Milano Linate, Milano Malpensa, Bergamo, Bologna, Ancona, Forli (only to RWY 30), Napoli, Pescara, Reggio Calabria (only to RWY 15/33), Rimini, Roma Ciampino, Roma Fiumicino (to RWY 25 excluded), Rinchi (only to TWY 09), Treviso S. Angelo (approved in Treviso AD by local DCA with provision n 404/2/32 dated 2 February 2001); noise abatement procedures described in paragraph 19.2 apply to all Italian aerodromes open to civil air traffic.

The use of the reverse thrust at power higher than idle is allowed only in the event of proven safety/operational reasons.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

All run-ups are subject to prior approval by the Airport operator who will indicate the appropriate area. Run-ups are not permitted between 2200 to 0500 (2100 - 0400) and from 1300 to 1500 (1200-1400) local time except for scheduled, mail, search and rescue, emergency, humanitarian, fire fighting and rescue and State flights.

APU OPERATING RESTRICTIONS

On apron, it is forbidden to use power trucks and APU 60 minutes before scheduled EOBT, These must be switched off within 20 minutes after arrival time. Only exceptionally Airport Civil Aviation Authority will allow longer use.

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - **NONE**

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - NONE

FLIGHT TRACK MONITORING SYSTEM - NONE

NOISE LEVEL LIMITS - NONE

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - NONE