

Bologna Guglielmo Marconi Airport

IATA/ICAO CODE: BLQ/LIPE
CITY: Bologna
COUNTRY: Italy

AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	Armando Brunini	Tomaso Barilli
Title:	General Manager	Head Sustainability and Environment Dept.
Airport:	G. Marconi Airport	G. Marconi Airport
Address:	G. Marconi Airport Via Triumvirato 84 I-40132 Bologna Italy	G. Marconi Airport Via Triumvirato 84 I-40132 Bologna Italy
Phone:	+39 051 6479680	+39 051 6479199
Fax:	+39 051 6479730	+39 051 6479185
Email:	brunini@bologna-airport.it operations@bologna-airport.it	barilli@bologna-airport.it ambiente@bologna-airport.it

Name:

Title: ENAC - Civil Aviation Authroity

Airport: G. Marconi Airport

Address: 40132 Aeroporto Bologna
DCA Aeroporto Bologna
Italy

Phone: +39 051 647 9690

Fax: +39 051 648 6909

Email: aero.bologna@enac.rupa.it

Airport Web Site: www.bologna-airport.it

ELEVATION: 123 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
12/30	2803	307	3	45
30/12	2803	362	-	45

NOISE ABATEMENT PROCEDURES

Noise Abatement procedures (Provision of Italian Civil Aviation Authority N42/674/A3/4.2 dated March 21, 1996 + the following provisions)

18.1 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;
- take-off flap;
- climb at $V_2 + 10/20$ KT IAS or as limited by body angle;

b) at 1500 ft QFE

- reduce thrust and climb at $V_2 + 10/20$ kt IAS until reaching 3000 ft QFE;

c) at 3000 ft QFE

- accelerate smoothly to en-route climb speed with flap retraction.

18.2 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 plus or minus 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 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.

The use of idle thrust is allowed only at idle thrust except for provable safety reasons.

CONTINUOUS DESCENT ARRIVAL (CDA)

In place

AIRPORT CURFEWS

From 2200 to 0500 (2100 to 0400) landing and take-off prohibited for Chapter 2 aircraft. [\(Note: Chapter 2 airplanes were phased out in the EU as of 4/1/2002. This information is here for historical purposes\).](#)

PREFERENTIAL RUNWAYS

From 2300-0600 (2200-0500) all traffic will be instructed to take-off runway 12, unless conditions recommend to use runway 30, other reasons cannot be accepted.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

From 2300 to 0600 (2200 to 0500) and 1300-1500 (1200-1400) engine run-ups are forbidden except for aircraft to be immediatey deployed.

APU OPERATING RESTRICTIONS

APU must be started up no earlier than 60 minutes before the scheduled departing time and must be turned off not later than 20 minutes after arriving time. The Airport Civil Aviation Authority may approve the use of APU for a longer period.

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)	-	N/A
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	N/A
Avigation Easements	-	unknown
Zoning Laws	June 2001	ok
Real Estate/Property Disclosure Laws	-	ok
Acquire Land for Noise Compatibility to date	-	N/A
Population within each noise contour level relative to aircraft operations	Jan 2003	available
Airport Noise Contour Overlay Maps	Jan 2003	ok
Total Cost of Noise Mitigation Programs to Date	-	unknown
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Public + Airport

NOISE MONITORING SYSTEM

A Noise and flight track monitoring system installation was completed in May 2001. After 6 months of fine tuning the system is now working with 9 fixed + 1 relocable NMTs and radar track link.



FLIGHT TRACK MONITORING SYSTEM

Yes - see information under Noise Monitoring System

NOISE LEVEL LIMITS

Index LVA (similar to Ldn but the night period is considered from 2300-0600 LT)

Residential area	Lva < 65 dB
Industrial area	65 dB > Lva < 75 dB
Country/Airfield area	Lva > 75 dB

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

EU Directive in progress