

Brindisi-Casale Airport

IATA/ICAO CODE:	BDS/LIBR
CITY:	Brindisi
COUNTRY:	Italy

AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	ENAC DA Bari - Brindisi	Aeroporti di Puglia S.p.A.
Title:	Airport Administration Authority	Airport Operator
Airport:	Brindisi-Casale Airport	
Address:	ENAC DA Bari - Brindisi 70128 Bari-Palese Italy	
Phone:	+39 080 536 1400	+39 0831 4117209
Fax:	+39 080 536 1417	+39 0831 4117419
Email:	aero.bari@enac.gov.it	
Airport Web Site:	www.aeroportidipuglia.it/index.asp	

ELEVATION: 47 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
05/23	1796	-	-	45
13/31	3048	13/149	2.5	45

NOISE ABATEMENT PROCEDURES

(Provisions of Italian Civil Aviation Authority dated March 21st 1996 and March 17th 1997)

2.1 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 $V_2 + 10/20$ 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.

2.2 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.

Provision of Italian Civil Aviation Authority N 42/255/R2/1-9 dated March 17, 1997

Noise abatement procedures described in paragraph 2.1 apply to the following airports: Torino, Caselle, Milano, Linate, Milano, Malpensa, Bergamo, Bologna, Ancona, Forli (only take-off Runway 30), Napoli, Pescara, Reggio, Calabria, Flumminico (Take-Off Runway 25 excluded), Ronchi (only take-off Runway 09), Treviso, S. Angelo (approved in Treviso AD by local DCA with provision n degree 404/2.32 dated 2 Feb. 2001); [noise abatement procedures described in paragraph 2.2 apply to all Italian airports 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.

In addition to the noise abatement procedures above, the following are in effect at the airport.

Use of Runways

Departures

Preferential RWY 13/31 will be used for aircraft take-off according to meteo and operational conditions. Secondary RWY 05 will be used, whenever it is possible, for take off, according to meteo and operational conditions.

Arrivals

Preferential RWY 13/31 will be used for aircraft landing according to meteo and operational conditions. Secondary RWY 23 will be used, whenever it is possible, for approach and landing, according to meteo and operational conditions.

Night Restrictions

From 2100 to 0500 (2000-0400), the use of the whole RWY length by landing aircraft taxiing to the apron, is mandatory.

Reverse Thrust

The use of thrust reverse over minimum level as reported in the flight manual is forbidden to landing aircraft, except for safety or operational reasons.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

See Use of Runways under Noise Abatement Procedures

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

- a) Will be carried out on RWY 23, if not in use, at the intersection with TWY C (see ADC in force).
- b) Are forbidden from 2100 to 0500 (2000-0400), except for aircraft which must be immediately employed.
- c) Are strictly forbidden on apron.
- d) Must be carried out according to technical manuals and last as short as possible. Aircraft shall be placed in order to minimize noise towards built-up areas and airport users, according to TWR instructions.
- e) The access to the area, fitted up as necessary, is forbidden to the staff lacking of suitable equipment (noise abatement headset, workers protection devices).
- f) Before the engine run-ups, operators shall check that area is free of foreign objects which could invade the manoeuvring area and also cause damage to people.

APU OPERATING RESTRICTIONS

The Auxiliary Power Unit shall be turned on maximum 60 minutes before the EOBT and shall be turned off maximum 20 minutes after the arrival. A longer period for the use of APU must be authorized by the airport authority.

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

4 recording devices.

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](#)