

Naples International Airport

IATA/ICAO CODE: NAP/LIRN
 CITY: Naples
 COUNTRY: Italy

AIRPORT CONTACT

No changes reported by the airport in 2011
[Verify information below with the airport](#)

Name: ENAC - DA Napoli
 Title: Airport Administration Authority
 Airport: Naples International Airport
 Address: Viale F. Ruffo di Clabria
 80144 Napoli Capodichino
 Italy
 Phone: +39 81 5951203/218 or +39 81 7896266
 Fax: +39 81 5951229
 Email: aero.napoli@enac.gov.it
 Airport Web Site: www.portal.gesac.it

ELEVATION: 294 ft

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
06/24	8665	06/1344 24/654	3.33	143

NOISE ABATEMENT PROCEDURES

See AIP Italia for complete details.
 (Provision of Italian Civil Aviation Authority N 4216741A314.2 dated March 21, 1996)

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:

- take off power
- a) up to 1500ft QFE: - take off flap
- climb at V2 + 10/20KT IAS or as limited by body angle
- b) at 1500ft QFE: - reduce thrust and climb at V2 + 10/20KT IAS until reaching 3000ft QFE
- c) at 3000ft 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 210KT + 10KT 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 3000ft 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 changes 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.

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 visual approach shall intercept descent path at not lower than 1000ft QFE.

Reverse Thrust:

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

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

Noise abatement procedures described in para 2.1 apply to the following airports: 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 Ciapino, Roma Fiumicino (to RWY 25 excluded), Ronchi (only to RWY 09), Treviso S. Angelo (approved in Treviso AD by local DCA with provision n 404/2.32 dated 2 Feb. 2001); noise abatement procedures described in para 2.2 apply to all Italian airports open to civil air traffic.

Use of Runway

1) Departures

a) from 0500 to 2200 (0400-2100), pilots of civil aircraft listed in ICAO Annex 16, chapter 2, must request RWY 06 for departure, safety conditions permitting;

b) Jet aircraft shall comply with initial climb and SID procedures until passing 5000 ft.

2) Arrivals

a) Except for safety and operational reasons, use of reverse above the limits established by the aircraft's flight hand-book, is forbidden for all landing aircraft;

b) Except for airport traffic pattern and final landing phases, jet aircraft executing visual approach shall avoid over flying the town of Naples below 5000ft as follows:

- i) sector 120/210 deg from ARP: 5 NM
- ii) sector 210/270 deg from ARP: 8 NM

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

Night Restrictions:

From 2000 to 0500 (1900-0400), pilots of landing aircraft shall use the entire length of RWY, in order to reach apron.

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

From 1800 to 0800 (1700 - 0700), engine tests of all aircraft are forbidden, except those of immediate use

APU OPERATING RESTRICTIONS

a) APU must be started-up not before 60 minutes from EOBT and it must be turned off not more than 20 minutes after ATA.

b) Every exception must be cleared in advance.

c) Due to environmental restrictions on stands 51, 52, 53, 54, 55, 56 and 57, the use of APU (auxiliary power unit) or GPU (portable ground power unit) is forbidden.

Above stands are equipped with fixed power unit and air conditioning

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](#)