Olbia-Costa Smeralda Airport

IATA/ICAO CODE:	OLB/LIEO
CITY:	Olbia Sassari
COUNTRY:	Italy

AIRPORT CONTACT

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

Name:	Geasar SpA	ENAC - DA Olbia
Title:	General Management	Airport Administration Authority
Airport:	Olbia-Costa Smeralda Airport	
Address:	Olbia-Costa Smeralda Airport 07026 Olbia Sassari Italy	ENAC - DA Olbia 07026 Olbia (Sassari) Italy
Phone:	+39 0789 563400	+39 0789 69101
Fax:	+39 0789 563401	+39 0789 642009 +39 0789 642191
Email:	direzione@geasar.it	aero.olbia@enac.gov.it

Airport Web Site: www.geasar.it

ELEVATION: 37 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
06/24	2446	-	-	45

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:

a) up to 1500ft QFE:	- take off power - 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.

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

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.

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 information in ENR 1.5 above the following apply at the airport during night hours.

- From 2100-0500 (2000-0400) it is compulsory for landing aircraft to make use of all length of the runway to taxi to the apron.

- If is forbidden for a landing aircraft to use reverse over minimum levels as reported in the AFM, except for safety reasons

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

a) Every engine run-up will be carried out in the appropriate Holding Bays situated nearby runway heads 06 or 24, and their location is reported on ADC. The choice of the area will depend on wind conditions. The Holding Bay 06 must be preferred, in order to minimize the noise perceived by nearby inhabitants.

b) Engine run-ups are strictly forbidden on the parking area

c) Moreover engine run-ups are forbidden from 2200 to 0500 (2100-0400) except for those aircraft which must be immediately employed.

d) During engine run-ups, aircraft shall be positioned against the wind, in order to avoid disturbing noises in the surrounding area.

e) Aircraft moving to or coming from the Holding Bay shall be moved by truck. The truck should not leave the aircraft during the whole engine run-ups time in case of an immediate move request by the TWR. The truck shall be in continuous radio contact with the TWR.

f) The access to the Holding Bay is forbidden to personnel not appropriately equipped (anti-noise headset, individual protection devices).

g) Before the engine run-up, operators shall check the Holding Bay, in order to avoid FOD presence (bushes, etc).

APU OPERATING RESTRICTIONS

The Auxiliary Power Unit (APU) shall be turned on not earlier than 60 minutes from the estimated-off-block-time and shall be turned off not later than 20 minutes from the block-ontime. The use of the APU for a longer period 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 - 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