

Pescara - Abruzzo International Airport

IATA/ICAO CODE: PSR/LIBP
CITY: Pescara
COUNTRY: Italy

AIRPORT CONTACT

No changes reported by Civil Aviation Authority in 2011
Verify information below with the CAA

Name:	SAGA S.p.A.	ENAC
Title:	Manager Airport	Civil Aviation Authority
Airport:	Abruzzo Pescara Airport	Abruzzo Pescara Airport
Address:	SAGA SpA Via Tiburtina Valeria KM 229-100 65131 Pescara Italy	ENAC Via Tiburtina Km 229,100 65131 PESCARA Italy
Phone:	+39 085-4324201 +39 085-4324208 +39 085-4324256	+39 085-4311962
Fax:	+39 085-4324254	+39 085-4311992
Email:	info@abruzzo-airpot.it commerciale@abruzzo-airport.it	aero.pescara@enac.gov.it
Airport Web Site:	www.pescara-airport.com	www.enac.gov.it

ELEVATION: 48 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
04/22	2419	-	-	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:

- 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.

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 reach the apron.

- If is forbidden for a landing aircraft to use reverse more than idle thrust, except for safety reasons

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Subject to approval by the local Civil Aviation Authority with UAAV Pescara.

All engine tests are forbidden on the apron.

Engine run-ups are forbidden from 2200-0500 (2100-0400) and from 1300-1500 (1200-1400) except for scheduled search and rescue, emergency, humanitarian, fire fighting and State flights.

The use if aircraft engines on the apron has to be limited to the procedure of start-up and take-off.

APU OPERATING RESTRICTIONS

On the apron the use of APU is forbidden 60 minutes before scheduled EOBT and the same has to be switched off 20 minutes after ATA.

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](#)