

Bair-Palese Airport

IATA/ICAO CODE: BRI/LIBD
 CITY: Bari
 COUNTRY: Italy

AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	Aeroporti di Puglia S.p.A.	ENAC - DA Bari - Brindisi
Title:	Airport Operator	Airport Administration Authority
Airport:	Bair-Palese Airport	
Address:		70128 Palese (BARI)- Italy
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Airport Web Site:		

ELEVATION: 187 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
07/25	2820	07/376	3	45

NOISE ABATEMENT PROCEDURES

See AIP Italia for complete details.

(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 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.

Arrivals

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

Night Restrictions

From 2100 to 0500 (2000 to 0400) the use of the whole runway length by the landing airplanes taxiing to the apron is mandatory.

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 on taxiway A at the intersection between taxiways A and T (see AIP Italy AD chart)
- b) Engine run-ups are strictly forbidden on the apron.
- c) Engine run-ups are forbidden from 2100 to 0500 (2000 to 0400) except for aircraft which must be immediately employed.
- d) Engine run-ups must be carried out according to technical manuals and last as short as possible. The aircraft shall be placed in order to minimize noise towards built-up areas and airport users.
- 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 the area is free of foreign objects which could invade the manoeuvring area and also cause damage to people.

APU OPERATING RESTRICTIONS

No auxiliary power unit shall be turned on 60 minutes earlier than the estimated off-block time and turned off 20 minutes later than the on block time. A longer period for the auxiliary power unit use 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	-	-
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NOISE MONITORING SYSTEM

Six 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](#)