

## Genova Airport

IATA/ICAO CODE: GOA/LIMJ  
 CITY: Genoa  
 COUNTRY: Italy

### AIRPORT CONTACT

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

Name: ENAC - DA Genova  
 Title: Airport Administration Authority  
 Airport: Genova Airport  
 Address: ENAC - DA Genova  
 16154 Genova Sestri Ponente  
 Italy  
 Phone: +39 010 651 2309  
 Fax: +39 010 650 3258  
 Email: [aero.genova@enac.gov.it](mailto:aero.genova@enac.gov.it)  
 Airport Web Site: [www.airport.genova.it](http://www.airport.genova.it)

ELEVATION: 13 ft.

RUNWAY INFORMATION				
Orientation	Length(m)	Displaced Threshold(m)	Glide Slope(deg)	Width(m)
10/28	2915	-	-	45

### NOISE ABATEMENT PROCEDURES

In addition to the Noise Abatement Procedures in Provision of Italian DGAC n 336232/32 dated 29/4/1998, AIP Italia ENR 1.5 (see 2.2 below), additional noise abatement procedures are in effect.

#### 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 12 nm from touchdown.

Recommended speed is 210 kt + 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 properly set slopes to achieve if possible, a continuous descent, the interception of the approach path not below 3000 ft AAL 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 CAT III.

No instrument or visual approach shall be made at an angle less than the ILS glide slope or less the 3 degrees if no ILS is available.

Aircraft executing a visual approach shall intercept descent path at not lower than 1000 ft AAL.

**Additional Noise Abatement Procedures**

**Arrivals:**

- a) it is compulsory for all landing aircraft to use reverse propulsion not exceeding minimum limits indicated on the aircraft manual except for safety reasons.
- b) 2200-0500 (2100-0400) it is compulsory for landing aircraft to use all the runway length to reach parking area except for aircraft having landing performance allowing a shorter run without use of reverse thrust.

**CONTINUOUS DESCENT ARRIVAL (CDA) - NONE**

**AIRPORT CURFEWS - NONE**

**PREFERENTIAL RUNWAYS**

Runway 29 is used as the preferential runway for take off and landing except for when the runway is not suitable for an operation. In that case, the pilots may request permission to use a different runway.

**OPERATING QUOTA - NONE**

**ENGINE RUN-UP RESTRICTIONS**

Run-ups are not permitted between 2200 to 0500 (2100 - 0400) and from 1300 to 1500 (1200-1400) local time except for airplanes to be immediately employed.

Only idle engine tests are allowed at the parking stands authorized by the local Civil Aviation Authority.

Run-ups exceeding idle are to be previously coordinated with the Civil Aviation Authroity.

**APU OPERATING RESTRICTIONS**

The use of APU (Auxiliary Power Unit) is allowed 5 minutes before the scheduled time of departure but only to start up engines; in case of extraordinary reasons, the use of APU shall be reduced to the shortest time. If ground generator units are not available at the aerodrome, APU can be started up 30 minutes before the scheduled time of departure and switched off 20 minutes after the arrival.

**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](#)