

Pisa Galileo Galilei Airport

IATA/ICAO CODE: PSA/LIRP
 CITY: Pisa
 COUNTRY: Italy

AIRPORT CONTACT

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

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ELEVATION: 6 ft

| RUNWAY INFORMATION | | | | |
|--------------------|------------|--------------------------|------------------|-----------|
| Orientation | Length (m) | Displaced Threshold (ft) | Glide Slope(deg) | Width (m) |
| 04L/22R | 2736 | - | - | 45 |
| 04R/22L | 2993 | - | - | 46 |

NOISE ABATEMENT PROCEDURES

See AIP Italia ENR 1.5 for complete details

(Provision of Italian Civil Aviation Authority N 4216741A314.2 dated March 21, 1996)

See paragraph 2.2 and 2.3 which apply to Pisa Airport

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.**

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

Runway 22L for take-off

Runway 04R for landing

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

a) Each run up engine of civil aircraft is subject to previous clearance by Societa Aeroporto Toscano, OPS Office in accordance with Base Operation Center (BOC) of 46th Brigata Aerea.

b) It is absolutely forbidden to perform engine run-up on civil apron.

The established area to perform engine run ups is the intersection “A” between THR RWY 04L and THR RWY 04R, except for particular requirement to appraise and coordinate each time, engine run ups are allowed between 0800 (0700) and 2200 (2100). Engine run ups are not subject to restrictions of time for execution of commercial flights, rescue, emergency, humanitarian, fire fighting, State flights that cannot be otherwise carried out.

APU OPERATING RESTRICTIONS

On the apron it is forbidden to hold APU and engine apparatus running not longer than the time which is necessary for the execution of start up procedure before departure.

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) | - | unknown |
| Purchase Assurance for Homeowners Located Within the Airport Noise Contours | - | unknown |
| Avigation Easements | - | unknown |
| Zoning Laws | - | unknown |
| Real Estate/Property Disclosure Laws | - | unknown |
| Acquire Land for Noise Compatibility to date | - | unknown |
| Population within each noise contour level relative to aircraft operations | - | unknown |
| Airport Noise Contour Overlay Maps | - | unknown |
| Total Cost of Noise Mitigation Programs to Date | - | unknown |
| Source of Noise Mitigation Program Funding for Aircraft Noise | - | unknown |

NOISE MONITORING SYSTEM

[Click here](#) for the map showing the noise monitoring system locations. The 4 points are located north, east and west of the main runway (04R takeoff) and the last one is at the south (22L take off).

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](#)