

Rimini - Federico Fellini International Airport

IATA/ICAO CODE: RIM/LIPR
 CITY: Rimini
 COUNTRY: Italy

AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

| | | |
|-------------------|--|--------------------------------|
| Name: | Claudio Fiume | ENAC - DA Bologna -Rimini |
| Title: | Managing Director | |
| Airport: | Rimini - Federico Fellini International Airport | |
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| Airport Web Site: | www.riminiairport.com | |

ELEVATION: 40 ft.

| RUNWAY INFORMATION | | | | |
|--------------------|------------|-------------------------|------------------|-----------|
| Orientation | Length (m) | Displaced Threshold (m) | Glide Slope(deg) | Width (m) |
| 13/31 | 2963.5 | - | - | 45 |

NOISE ABATEMENT PROCEDURES

Use of Runways

Departures:

Aircraft departing shall comply with the following procedures:

Runway 13:

Immediately after take off turn right heading 145°;
 crossing 1500 ft resume normal navigation;

Runway 31:

Immediately after take off turn left heading 290°; crossing 1500 ft resume normal navigation..

In addition to the runway procedures, the following apply:

(Provision of Italian Civil Aviation Authority N 42/674/A3/4.2 dated March 21, 1996)

2.1 Initial climb procedures - (Applies Only to Runway 30)

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 1500 ft QFE:

- take-off power
- take-off flap
- climb $V_2 + 10/20$ kt IAS or as limited by body angle

b) at 1500 ft QFE

- reduce thrust and climb at $V_2 + 10/20$ kt IAS until reaching 3000 ft QFE

c) at 3000 ft 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 210 kt + or - 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 a properly set slope to achieve, if possible, a continuous descent, the interception of approach path not below 3000 ft 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 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 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 a visual approach shall intercept descent path at not lower than 1000 FT QFE.

2.3 Provision of Italian Civil Aviation Authority N 42/255/R2/1-9 dated March 17, 1997

Noise abatement procedures described in paragraph 2.1 apply to the following airports: Torino, Caselle, Milano, Linate, Milano, Malpensa, Bergamo, Bologna, Ancona, Forli (only take-off Runway 30), Napoli, Pescara, Reggio, Calabria, Flumminico (Take-Off Runway 25 excluded), Ronchi (only take-off Runway 09), Treviso, S. Angelo (approved in Treviso AD by local DCA with provision n degree 404/2.32 dated 2 Feb. 2001); noise abatement procedures described in paragraph 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.

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

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS - [NONE](#)

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](#)