

GENERAL**Operational Hours**

ATS Hours: MON 0000-2300±, TUE-SAT 0500-2300±, SUN 0500-2359±

AD ADMIN Hours: 0800-1800±, other times O/R.

Night Restrictions**SKED FLTs + Charter**

LDG/TKOF 2200-0500± with PPR only.

For other TFC above 5.7t/12500lbs LDG/TKOF prohibited except for EMERG, RESCUE, MAIL only.

Airport Information

RFF: CAT 8; CAT 9 AVBL with 24HR PPR.

Fuel: 0400-2000±, Non-SKED FLTs 1 HR PN, other times O/R with 1HR 30MIN

PCN: RWY 04/22: 100/F/A/W/T

Operation**Low Visibility Procedure**

LVP in force when RVR at or below 550m and/or CEIL below 200ft.

When VIS is 1500m or below only one movement at a time is allowed.

ARR:

Vacate RWY via TWY B, then TWY T.

DEP:

Use TWY C to enter the RWY.

TWY Restrictions

TWY E, D width 12m / 39ft.

TWY A width 9m / 30ft.

TWY parallel RWY 22/04 CLSD.

Taxi/Parking

Marshaller mandatory except on stand 51.

Follow-me AVBL O/R.

APU

Must be switched off latest 20min after ARR and may be switched on earliest 60min before EOBT. For exceptions PPR.

Warnings

In order to avoid damages due to jet blast, ACFT parked on self manoeuvring stands must perform taxi out OPS with idle thrust.

ANC VOR/DME Maintenance: 1st MON each month 0800-0900±.

ANC NDB Maintenance: 1st TUE each month 0800-0900±.

FAL DME Maintenance: 1st and 3rd THU each month 0900-1100±.

GENERAL

IFA DME limitations:

At 10NM:

050°-100° MNM reception ALT 2000ft.

100°-150° MNM reception ALT 3000ft.

150°-050° MNM reception ALT 1500ft.

At 25NM:

055°-075° MNM reception ALT 8000ft.

075°-135° MNM reception ALT 9000ft.

135°-260° MNM reception ALT 6000ft.

260°-290° MNM reception ALT 5000ft.

290°-310° MNM reception ALT 3000ft.

310°-055° MNM reception ALT 2000ft.

IFA ILS RWY 22 limitations:

Beyond 17NM MRA 2500ft.

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure

After LDG: Vacate RWY and the ILS sensitive area via TWY B and wait for follow-me vehicle in order to be guided to stand.

Arrival Procedure

VFR Traffic Pattern

RWY 22/04: Right/left-hand circuit.

In case of COM failure only circuit NW of RWY.

RWY 22

The downwind leg of TFC circuit shall be extended at least 1.5NM beyond abeam RWY 22.

Avoid overflying of "API" oil refinery during base leg.

RWY 04

In order to enter downwind leg following IAP for RWY 22, turn right not before abeam FAL NDB (D0.3 IFA DME).

In order to verify the effectiveness of electromagnetic waves regarding birds evacuation from manoeuvring area, pilots are requested to activate meteo radar equipment before LDG.

Noise Abatement Procedure: See CRAR and in addition;Between 2200-0500 \pm use full RWY length to taxi to APN.**Reverse:** For LDG ACFT is forbidden to use reverse more than idle thrust, except for safety reasons.**Non-standard GP Intercept Position on RWY 22**

GP intercepts RWY 22 at 332m / 1088ft after landing threshold.

Remaining DIST beyond GP is 2478m / 8131ft.

DEPARTURE**Take-off Minima**

RWY		04/22	
All ACFT	ft - m/km	0 - 400R/400V	-

Departure Procedure

In order to verify the effectiveness of electromagnetic waves regarding birds evacuation from manoeuvring area, pilots are requested to activate meteo radar equipment before TKOF.

RWY 04: After TKOF maintain RWY HDG until D1.5 IFA DME, then proceed as instructed by ATC.

Intersection TKOF

RWY 04:

Start point INT TKOF C, D, B, E, A.

INT TKOF are usable only on pilots REQ or on TWR REQ, previous pilots agreement.

Noise Abatement Procedure: See CRAR.

Start-up/Push-back

Contact TWR for push-back/taxi instructions and traffic information after receiving "ACFT ready" status by ramp agent only.

Communication**COM Failure**

Maneuvering Area: Continue taxiing along assigned routing to CLR limit PSN and wait for follow-me vehicle in order to be guided back to stand.

De-Icing

AVBL H16.

Effective 01-MAR-2018

22-FEB-2018

AOI-LIPY

Italy Ancona Falconara MIL

AGC
AFC

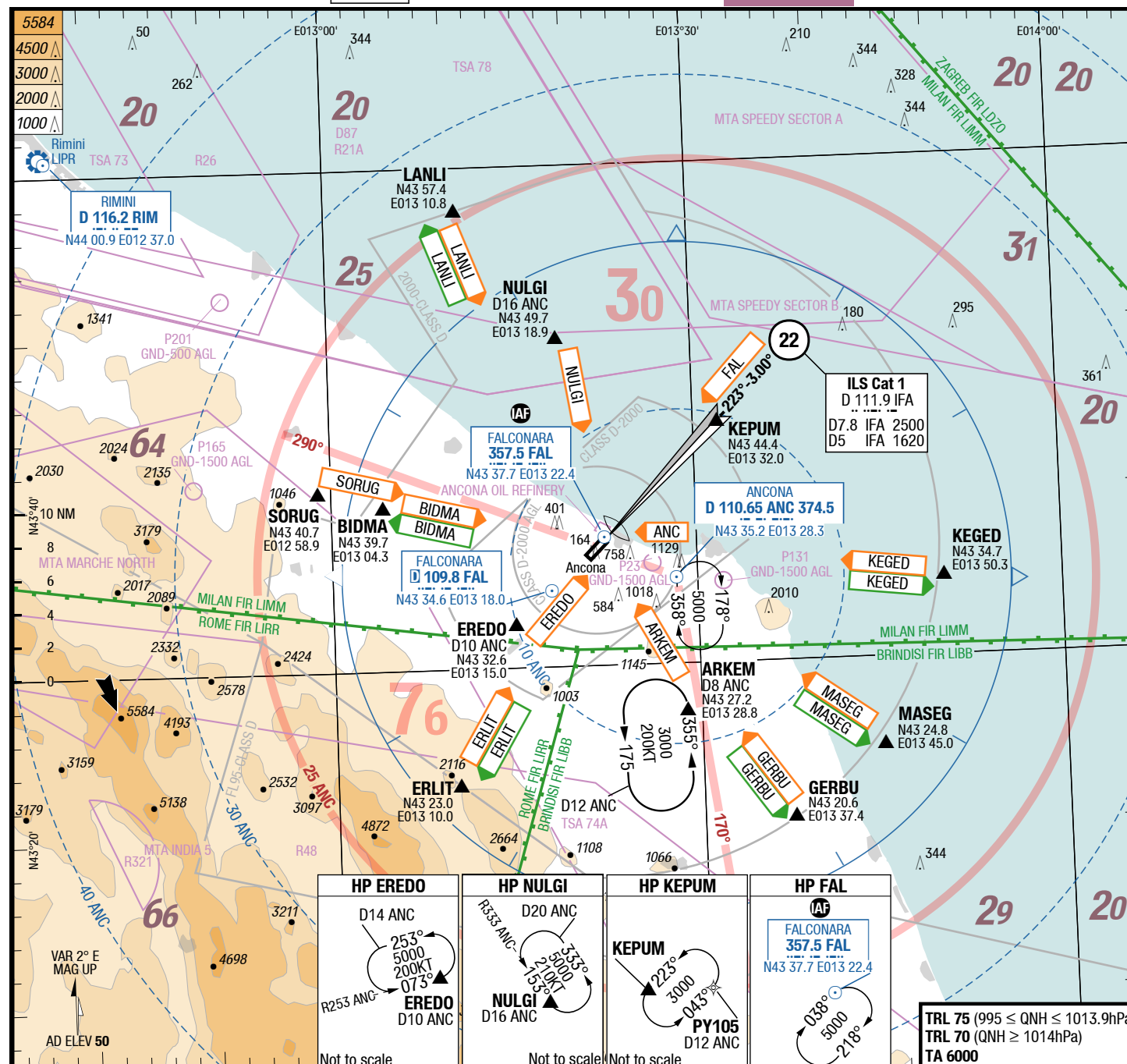
AFC

AFC

Falconara MIL Ancona Italy

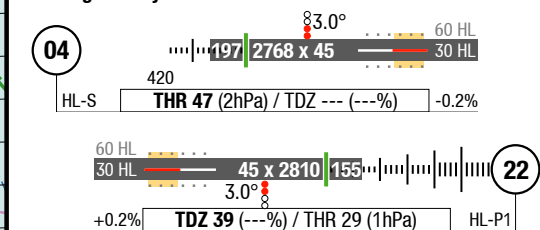
AGC
AFC

2-10

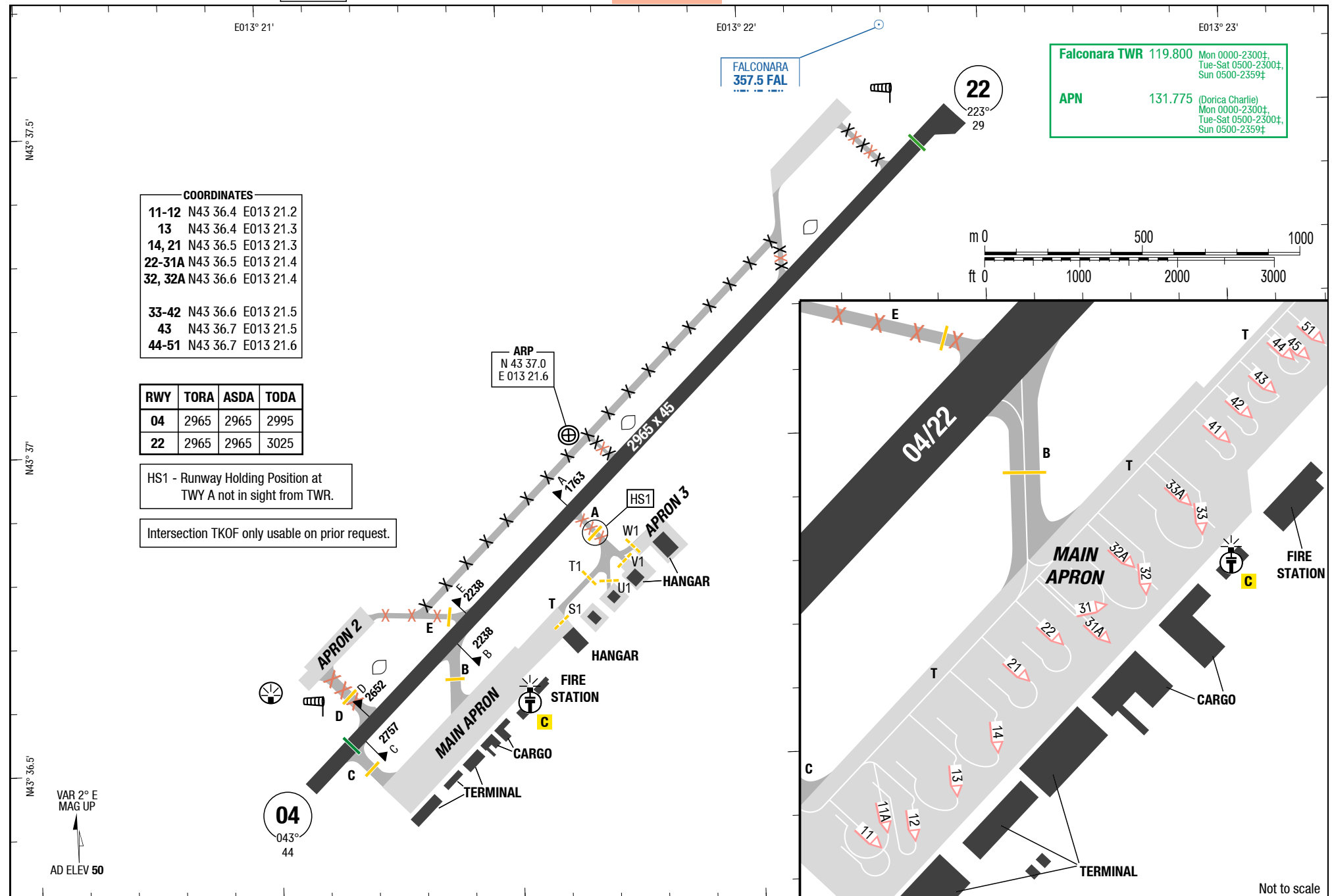


Padova ACC	120.725
	134.750
APP	125.325 Mon 0000-2300+, Tue-Sat 0500-2300+, Sun 0500-2359+
Falconara TWR	119.800 Mon 0000-2300+, Tue-Sat 0500-2300+, Sun 0500-2359+
APN	131.775 (Dorica Charlie) Mon 0000-2300+, Tue-Sat 0500-2300+, Sun 0500-2359+

Landing RWY system:



Changes: FREQ, ASP, DIST, OBST, SUAs



22-FEB-2018

AOI-LIPY

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SIDs RWY 22

4-10

SIDs RWY 04

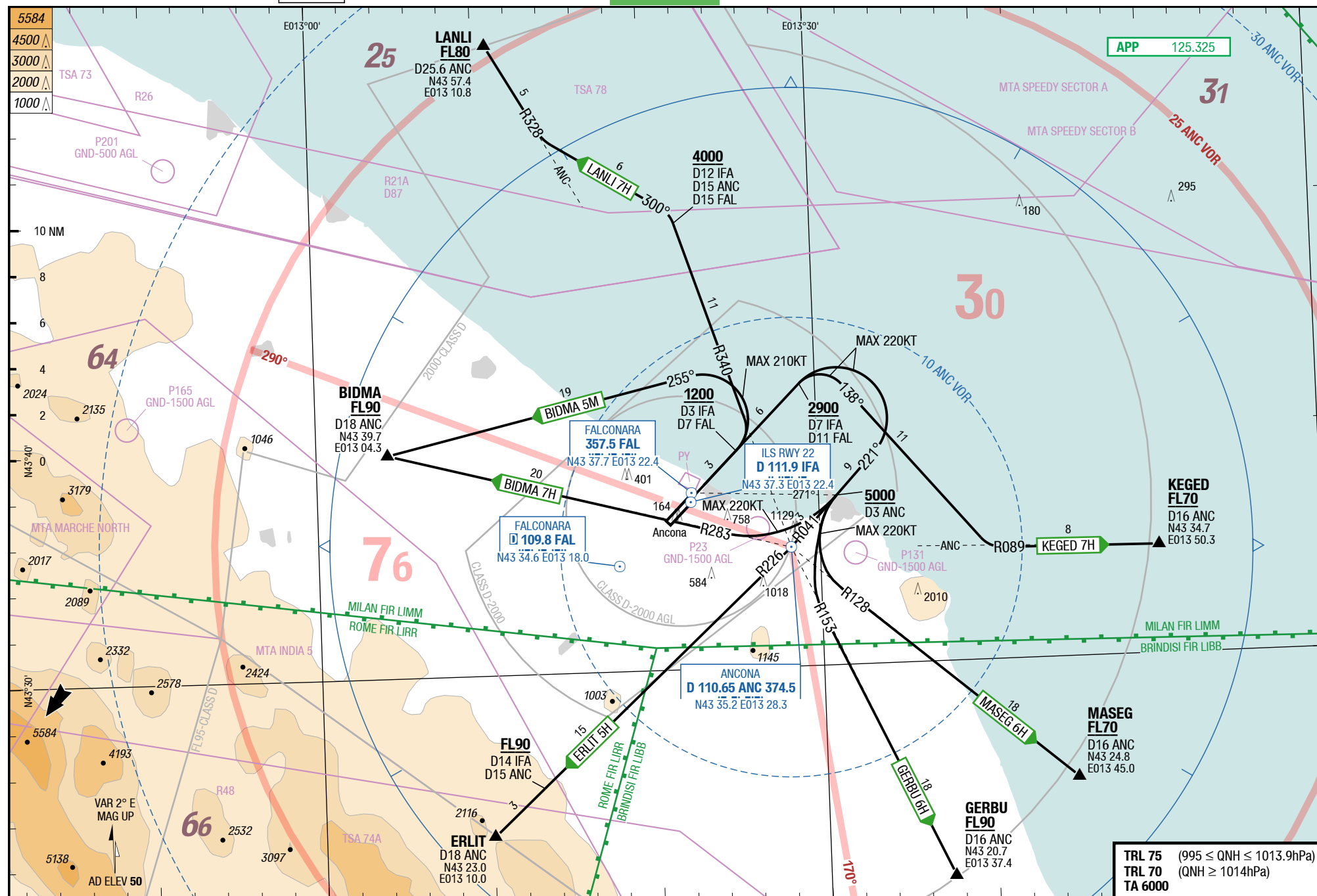
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SIDs RWY 22

SIDs RWY 04



Changes: TRL, ASP, OBST, SUAs, Editorial

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Falconara MIL **Ancona** Italy

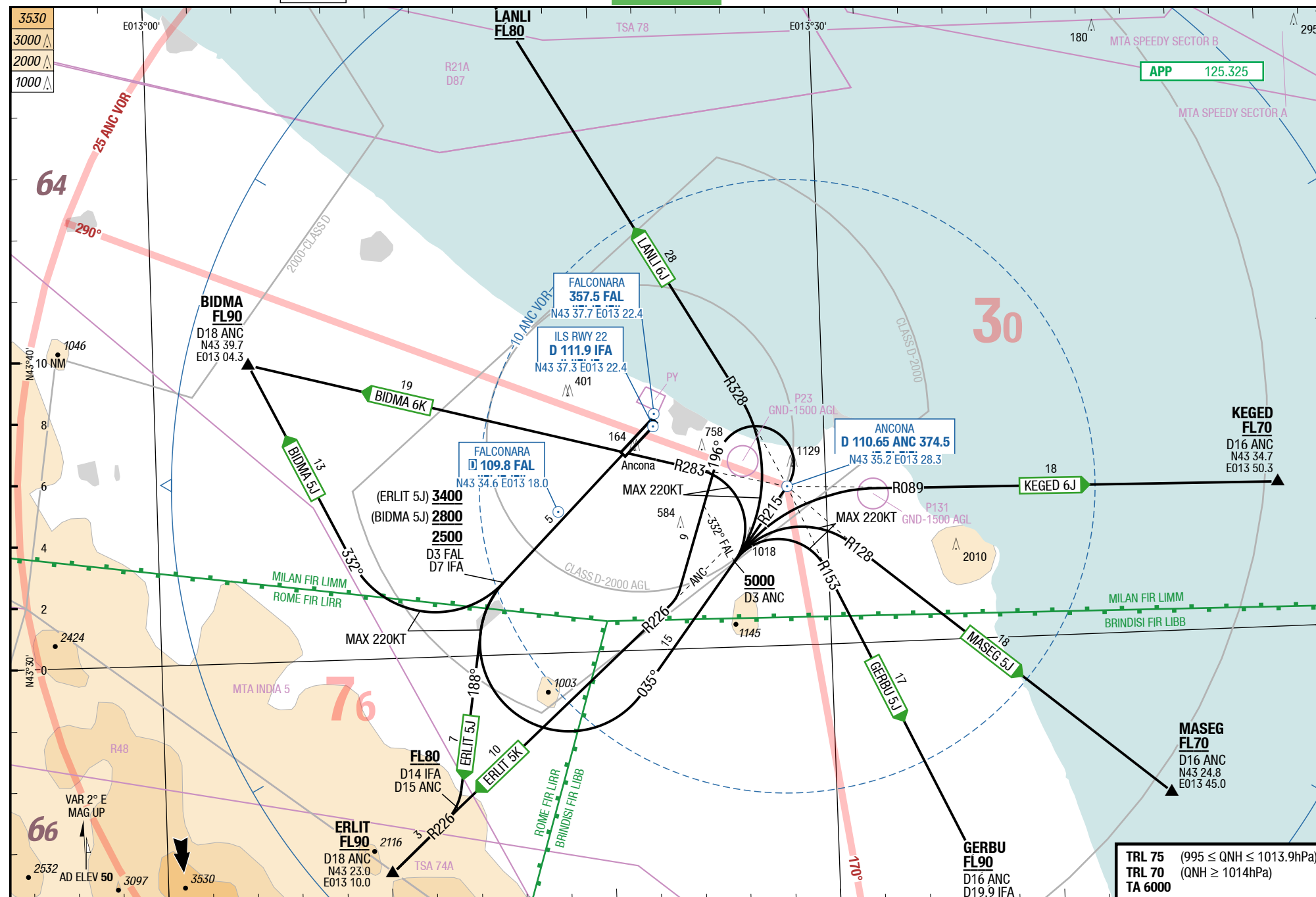
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SIDs RWY 22

4-20

SIDs RWY 22



Changes: TRL, ASP, SUAs, OBST, Editorial

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4-30

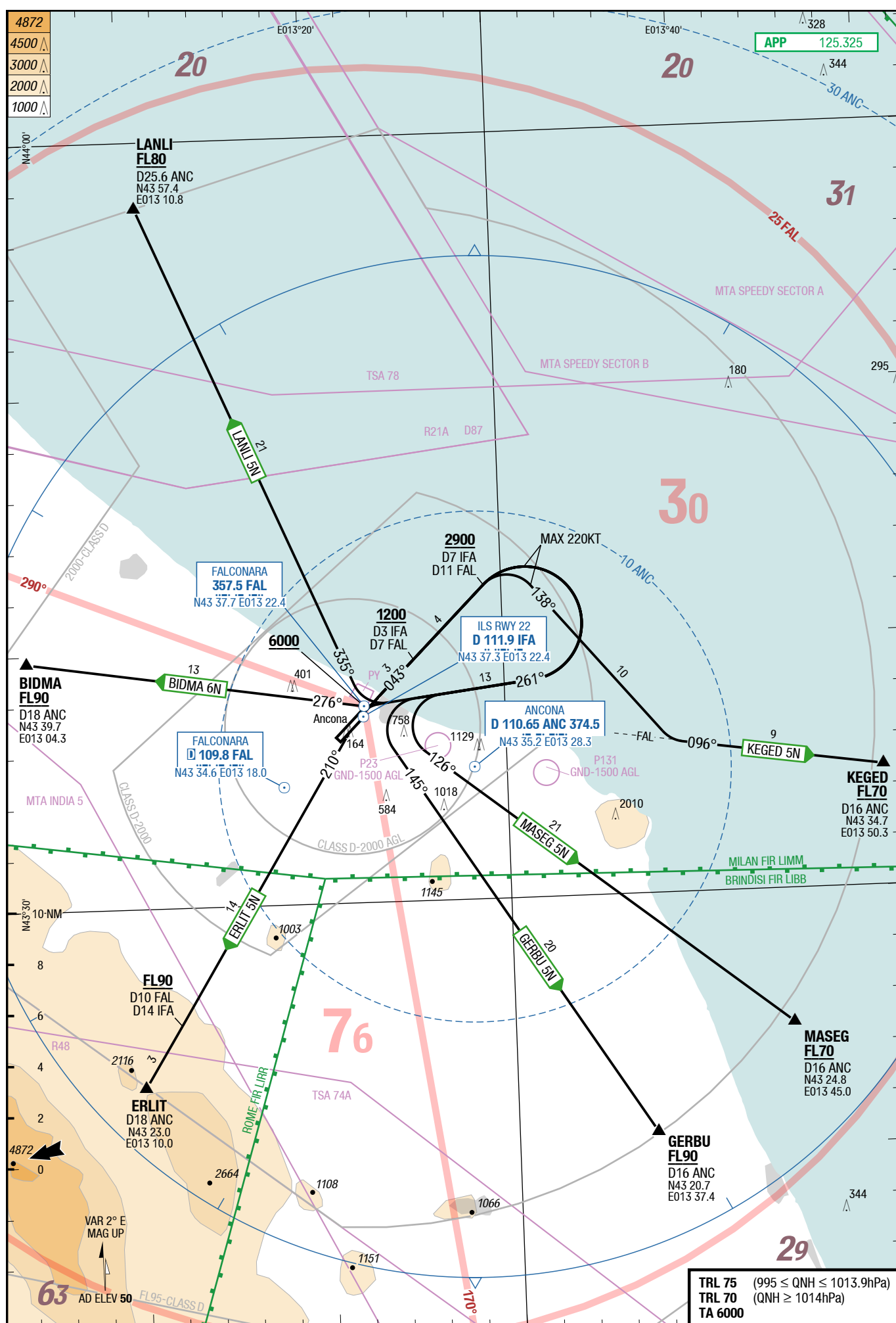
Italy Ancona Falconara MIL
SIDS RWY 22 (FAL NDB)

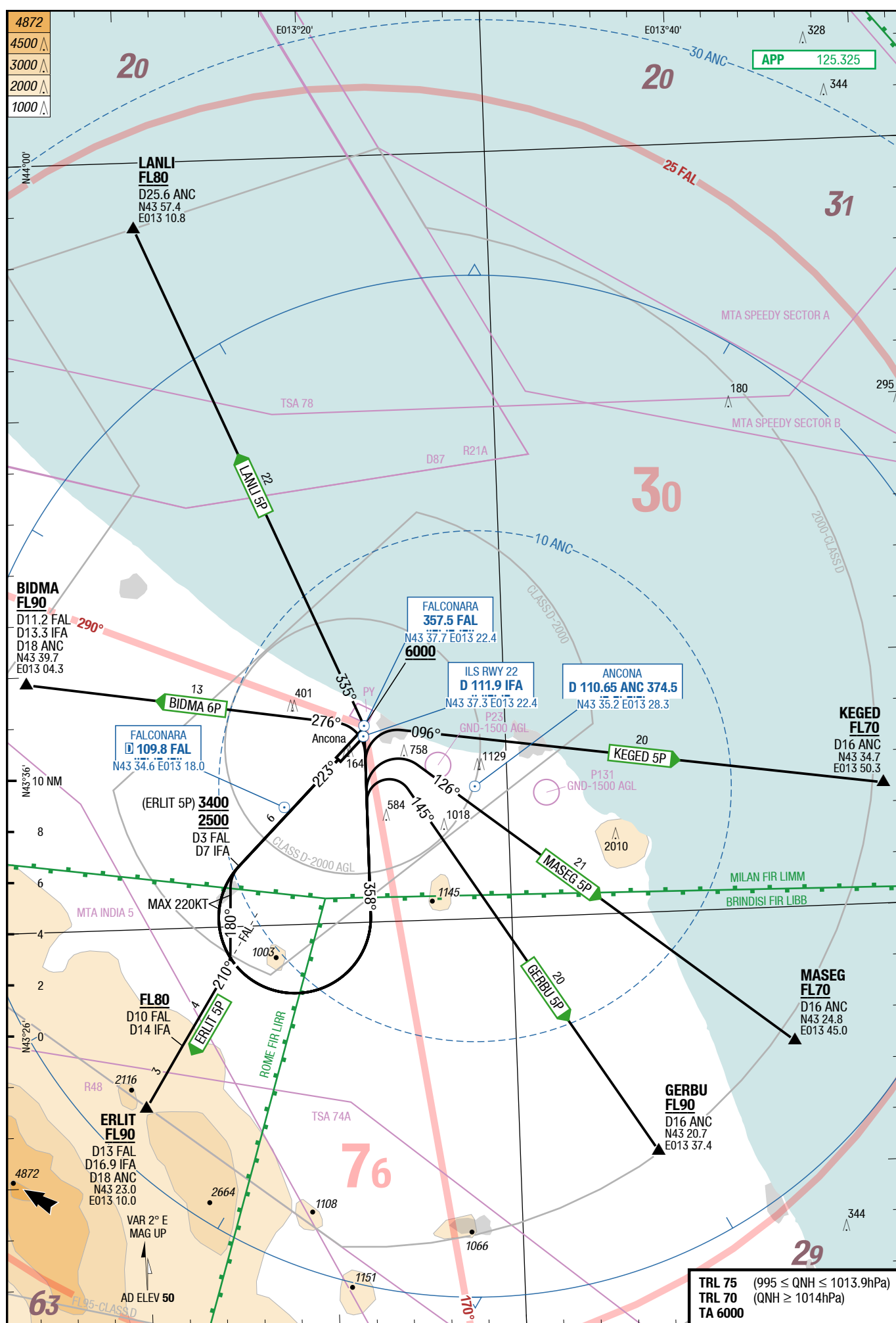
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Falconara MIL Ancona Italy
SIDS RWY 22 (FAL NDB)

SIDS RWY 04 (FAL NDB)





AOI-LIPY

5-10

SIDs RWY 04

BIDMA 5M / BIDMA 7H / ERLIT 5H / GERBU 6H / KEGED 7H / LANLI 7H
RWY 04 (043°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
BIDMA 5M 7.0% to FL90 125.325	at D3 IFA / D7 FAL LT (MAX 210KT) 255° to BIDMA	D3 IFA / D7 FAL MNM 1200 BIDMA MNM FL90
BIDMA 7H 7.0% to 5000 125.325	at D7 IFA / D11 FAL RT (MAX 220KT) intercept R041 ANC - at D3 ANC / QDM 271 FAL RT (MAX 220KT) intercept R283 ANC to BIDMA	D3 IFA / D7 FAL MNM 1200 D7 IFA / D11 FAL MNM 2900 D3 ANC / QDM 271 FAL MNM 5000 BIDMA MNM FL90
ERLIT 5H 7.0% to 5000 125.325	at D7 IFA / D11 FAL RT (MAX 220KT) intercept R041 ANC to ANC - R226 ANC to ERLIT	D3 IFA / D7 FAL MNM 1200 D7 IFA / D11 FAL MNM 2900 D3 ANC / QDM 271 FAL MNM 5000 D15 ANC / D14 IFA MNM FL90
GERBU 6H 7.0% to 5000 125.325	at D7 IFA / D11 FAL RT (MAX 220KT) intercept R041 ANC - at D3 ANC / QDM 271 FAL LT (MAX 220KT) intercept R153 ANC to GERBU	D3 IFA / D7 FAL MNM 1200 D7 IFA / D11 FAL MNM 2900 D3 ANC / QDM 271 FAL MNM 5000 GERBU MNM FL90
KEGED 7H 7.0% to 5000 125.325	at D7 IFA / D11 FAL RT (MAX 220KT) 138° intercept R089 ANC to KEGED	D3 IFA / D7 FAL MNM 1200 D7 IFA / D11 FAL MNM 2900 KEGED MNM FL70
LANLI 7H 7.0% to 4000 125.325	at D3 IFA / D7 FAL LT intercept R340 ANC - at D15 ANC / D12 IFA / D15 FAL LT 300° intercept R328 ANC to LANLI	D3 IFA / D7 FAL MNM 1200 D12 IFA / D15 ANC / D15 FAL MNM 4000 LANLI MNM FL80

AOI-LIPY

5-20

SIDs RWY 04

MASEG 6H

RWY 04 (043°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
MASEG 6H 7.0% to 5000 125.325	at D7 IFA / D11 FAL RT (MAX 220KT) intercept R041 ANC - at D3 ANC / QDM 271 FAL LT (MAX 220KT) intercept R128 ANC to MASEG	D3 IFA / D7 FAL MNM 1200 D7 IFA / D11 FAL MNM 2900 D3 ANC / QDM 271 FAL MNM 5000 MASEG MNM FL70

AOI-LIPY

5-30

SIDs RWY 22

BIDMA 5J / BIDMA 6K / ERLIT 5J / ERLIT 5K / GERBU 5J / KEGED 6J
RWY 22 (223°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
BIDMA 5J 8.2% to FL90 125.325 ①	at D7 IFA / D3 FAL RT (MAX 220KT) 332° intercept R283 ANC to BIDMA	D7 IFA / D3 FAL MNM 2800 BIDMA MNM FL90
BIDMA 6K 7.0% to TRL 125.325	at D7 IFA / D3 FAL LT (MAX 220KT) intercept R215 ANC - at D3 ANC / QDM 332 FAL LT (MAX 220KT) intercept R283 ANC to BIDMA	D7 IFA / D3 FAL MNM 2500 D3 ANC / QDM 332 FAL MNM 5000 BIDMA MNM FL90
ERLIT 5J 10.0% to FL90 125.325 ②	at D7 IFA / D3 FAL LT (MAX 220KT) 188° intercept R226 ANC to ERLIT	D7 IFA / D3 FAL MNM 3400 D15 ANC / D14 IFA MNM FL80 ERLIT MNM FL90
ERLIT 5K 7.0% to TRL 125.325	at D7 IFA / D3 FAL LT (MAX 220KT) intercept R215 ANC to ANC - LT 196° intercept R226 ANC to ERLIT	D7 IFA / D3 FAL MNM 2500 D3 ANC / QDM 332 FAL MNM 5000 D15 ANC / D14 IFA MNM FL80 ERLIT MNM FL90
GERBU 5J 7.0% to TRL 125.325	at D7 IFA / D3 FAL LT (MAX 220KT) intercept R215 ANC - at D3 ANC / QDM 332 FAL RT (MAX 220KT) intercept R153 ANC to GERBU	D7 IFA / D3 FAL MNM 2500 D3 ANC / QDM 332 FAL MNM 5000 GERBU MNM FL90
KEGED 6J 7.0% to TRL 125.325	at D7 IFA / D3 FAL LT (MAX 220KT) intercept R215 ANC - at D3 ANC / QDM 332 FAL RT intercept R089 ANC to KEGED	D7 IFA / D3 FAL MNM 2500 D3 ANC / QDM 332 FAL MNM 5000 KEGED MNM FL70

- ① Pilots unable to comply with the required climb gradient shall be cleared on BIDMA 6K.
② Pilots unable to comply with the required climb gradient shall be cleared via ERLIT 5K.

AOI-LIPY

5-40

SIDs RWY 22

LANLI 6J / MASEG 5J

RWY 22 (223°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
LANLI 6J 7.0% to TRL 125.325	at D7 IFA / D3 FAL LT (MAX 220KT) intercept R215 ANC - at D3 ANC / QDM 332 FAL LT intercept R328 ANC to LANLI	D7 IFA / D3 FAL MNM 2500 D3 ANC / QDM 332 FAL MNM 5000 LANLI MNM FL80
MASEG 5J 7.0% to TRL 125.325	at D7 IFA / D3 FAL LT (MAX 220KT) intercept R215 ANC - at D3 ANC / QDM 332 FAL RT (MAX 220KT) intercept R128 ANC to MASEG	D7 IFA / D3 FAL MNM 2500 D3 ANC / QDM 332 FAL MNM 5000 MASEG MNM FL70

AOI-LIPY

5-50

SIDs RWY 04 (FAL NDB)

SIDPT

BIDMA 6N / ERLIT 5N / GERBU 5N / KEGED 5N / LANLI 5N / MASEG 5N

RWY 04 (043°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
BIDMA 6N 7.0% to 6000 125.325	at D7 IFA / D11 FAL RT (MAX 220KT) intercept QDM 261 FAL to FAL - QDR 276 FAL to BIDMA	D3 IFA / D7 FAL MNM 1200 D7 IFA / D11 FAL MNM 2900 FAL MNM 6000 BIDMA MNM FL90
ERLIT 5N 7.0% to 6000 125.325	at D7 IFA / D11 FAL RT (MAX 220KT) intercept QDM 261 FAL to FAL - QDR 210 FAL to ERLIT	D3 IFA / D7 FAL MNM 1200 D7 IFA / D11 FAL MNM 2900 FAL MNM 6000 QDR 210 FAL D14 IFA / D10 FAL MNM FL90
GERBU 5N 7.0% to 6000 125.325	at D7 IFA / D11 FAL RT (MAX 220KT) intercept QDM 261 FAL to FAL - QDR 145 FAL to GERBU	D3 IFA / D7 FAL MNM 1200 D7 IFA / D11 FAL MNM 2900 FAL MNM 6000 GERBU MNM FL90
KEGED 5N 7.0% to 6000 125.325	at D7 IFA / D11 FAL RT (MAX 220KT) 138° - intercept QDR 096 FAL to KEGED	D3 IFA / D7 FAL MNM 1200 D7 IFA / D11 FAL MNM 2900 KEGED MNM FL70
LANLI 5N 7.0% to 6000 125.325	at D7 IFA / D11 FAL RT (MAX 220KT) intercept QDM 261 FAL to FAL - QDR 335 FAL to LANLI	D3 IFA / D7 FAL MNM 1200 D7 IFA / D11 FAL MNM 2900 FAL MNM 6000 LANLI MNM FL80
MASEG 5N 7.0% to 6000 125.325	at D7 IFA / D11 FAL RT (MAX 220KT) intercept QDM 261 FAL to FAL - QDR 126 FAL to MASEG	D3 IFA / D7 FAL MNM 1200 D7 IFA / D11 FAL MNM 2900 FAL MNM 6000 MASEG MNM FL70

AOI-LIPY

5-60

SIDs RWY 22 (FAL NDB)

BIDMA 6P / ERLIT 5P / GERBU 5P / KEGED 5P / LANLI 5P / MASEG 5P
RWY 22 (223°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
BIDMA 6P 7.0% to 6000 125.325	at D7 IFA / D3 FAL LT (MAX 220KT) intercept QDM 358 FAL to FAL - QDR 276 FAL to BIDMA	D7 IFA / D3 FAL MNM 2500 FAL MNM 6000 BIDMA MNM FL90
ERLIT 5P 10.0% to FL90 125.325	at D7 IFA / D3 FAL LT (MAX 220KT) 180° - intercept QDR 210 FAL to ERLIT	D7 IFA / D3 FAL MNM 3400 QDR 210 FAL D14 IFA / D10 FAL MNM FL80 ERLIT MNM FL90
GERBU 5P 7.0% to 6000 125.325	at D7 IFA / D3 FAL LT (MAX 220KT) intercept QDM 358 FAL to FAL - QDR 145 FAL to GERBU	D7 IFA / D3 FAL MNM 2500 FAL MNM 6000 GERBU MNM FL90
KEGED 5P 7.0% to 6000 125.325	at D7 IFA / D3 FAL LT (MAX 220KT) intercept QDM 358 FAL to FAL - QDR 096 FAL to KEGED	D7 IFA / D3 FAL MNM 2500 FAL MNM 6000 KEGED MNM FL70
LANLI 5P 7.0% to 6000 125.325	at D7 IFA / D3 FAL LT (MAX 220KT) intercept QDM 358 FAL to FAL - QDR 335 FAL to LANLI	D7 IFA / D3 FAL MNM 2500 FAL MNM 6000 LANLI MNM FL80
MASEG 5P 7.0% to 6000 125.325	at D7 IFA / D3 FAL LT (MAX 220KT) intercept QDM 358 FAL to FAL - QDR 126 FAL to MASEG	D7 IFA / D3 FAL MNM 2500 FAL MNM 6000 MASEG MNM FL70

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STARs NDB

STARs VOR

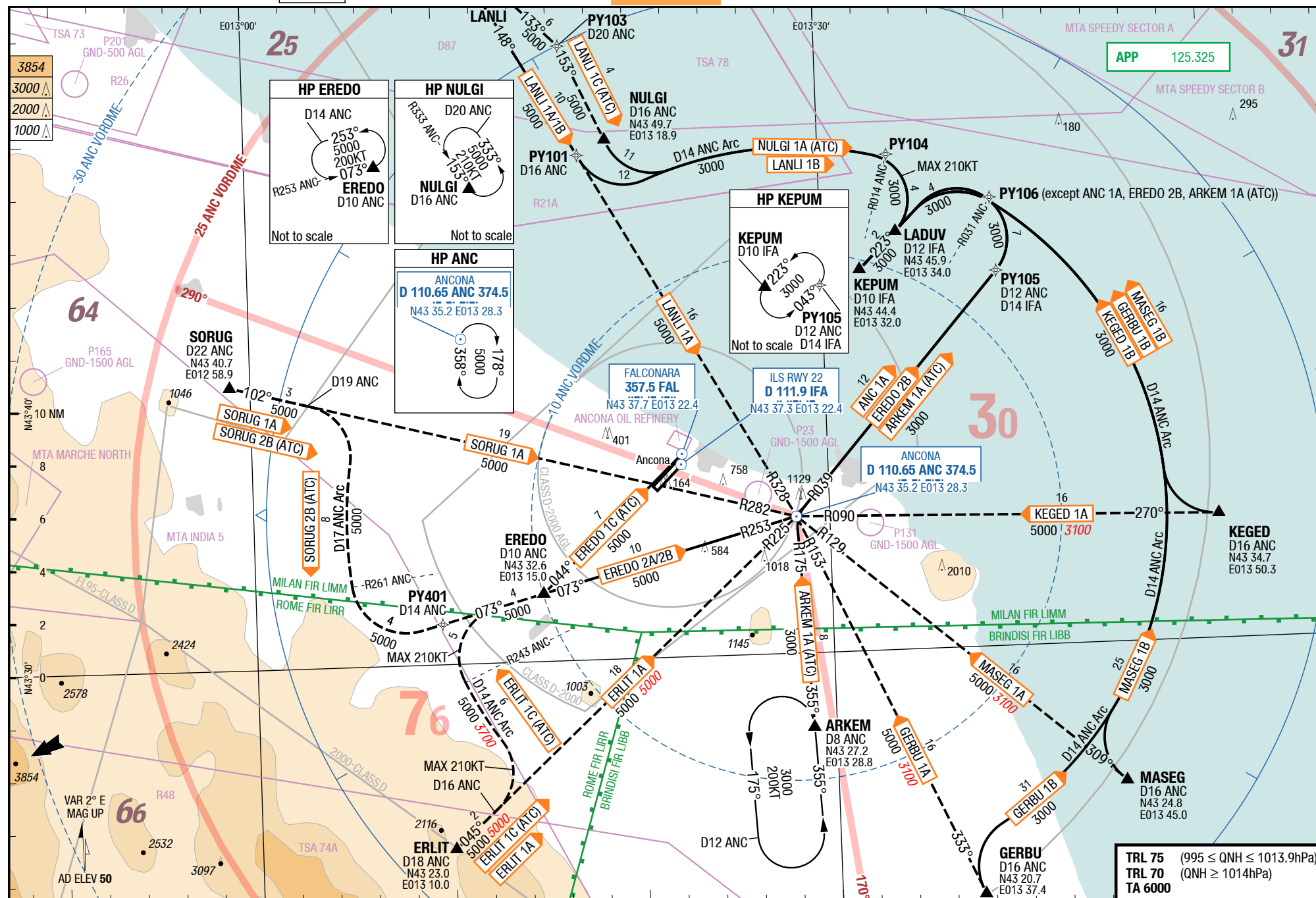
STAR

STAR

STARs NDB

STARs VOR

6-10



Changes: ASP, SUAs, OBST, Editorial

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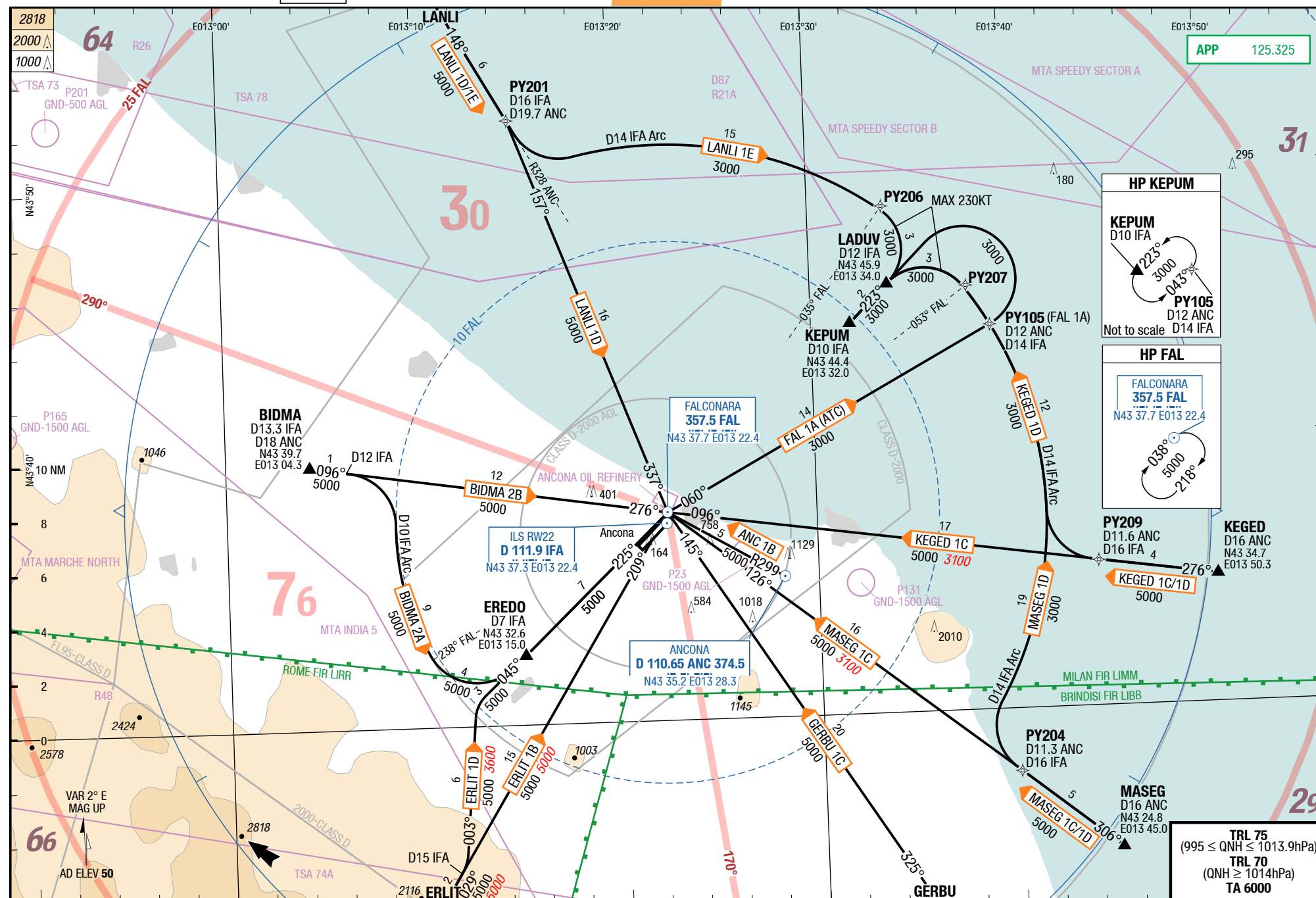
STARs NDB

STAR

STAR

STARs NDB

6-20



Changes: ASP, OBST, SUAs, Editorial

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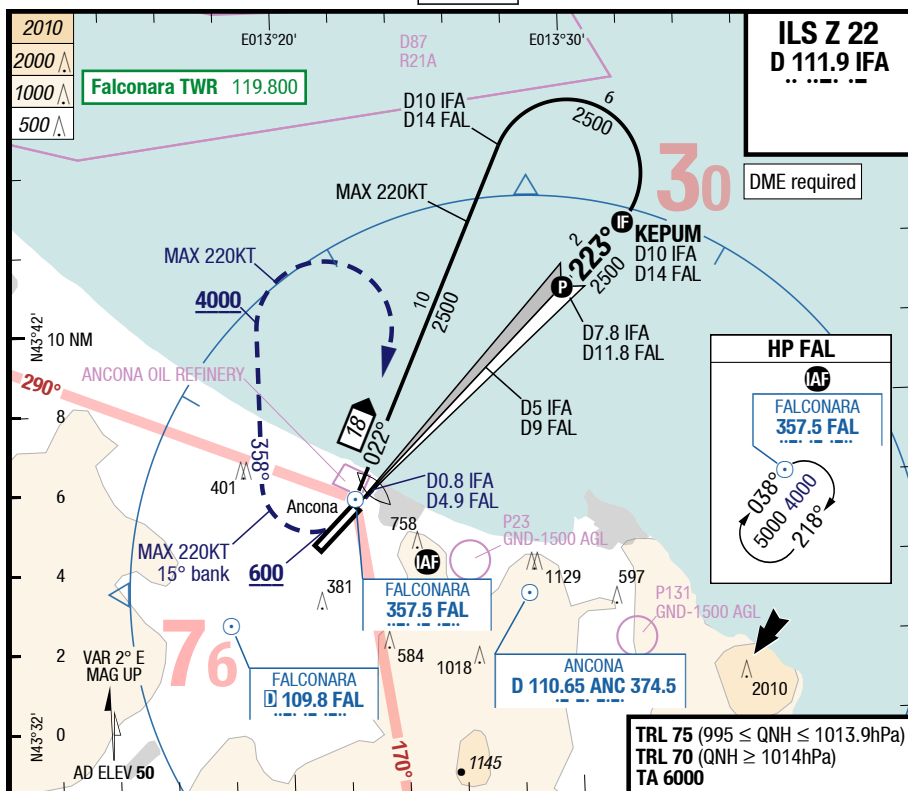
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IAC

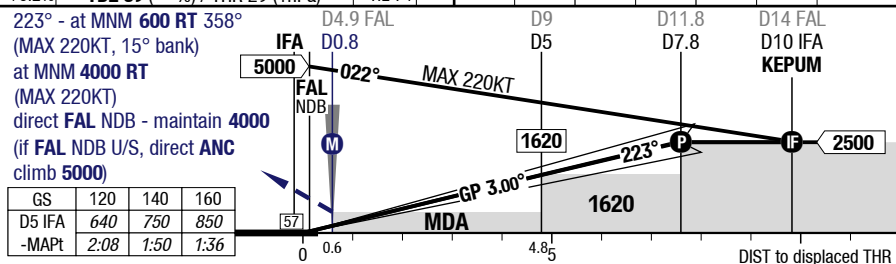
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7-10

ILS Z 22



60 HL	45 x 2810	155	22	2	3	4	6	7	7.8	LOC 3.01°
30 HL				660	980	1300	1940	2260	2500	D IFA
+0.2% TDZ 39 (---) / THR 29 (1hPa) HL-P1										



22	Cat 1 DME GA 5.0% 1) 2)	Cat 1 DME GA 2.5% 2)	LOC DME GA 5.0% 1)	LOC DME GA 2.5%	Circling 3)
C	ft - m/km ft 310 - 700R/800V 350	310 - 700R/800V 350	440 - 1.3 470	440 - 1.3 470	1070 - 2.4V 1120
D	ft - m/km ft 320 - 700R/800V 360	320 - 700R/800V 360	440 - 1.3 470	440 - 1.3 470	1130 - 3.6V 1180

1) Required to remain inside vertical limits of CTR Zone 2

3) NW of RWY only

2) With EVS RVR 550m/ VIS 800m

Changes: TR L, ALT, DIST ALT table, ROD, SUAs, Editorial

22-FEB-2018

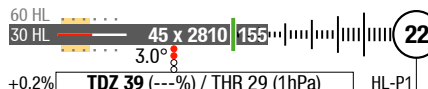
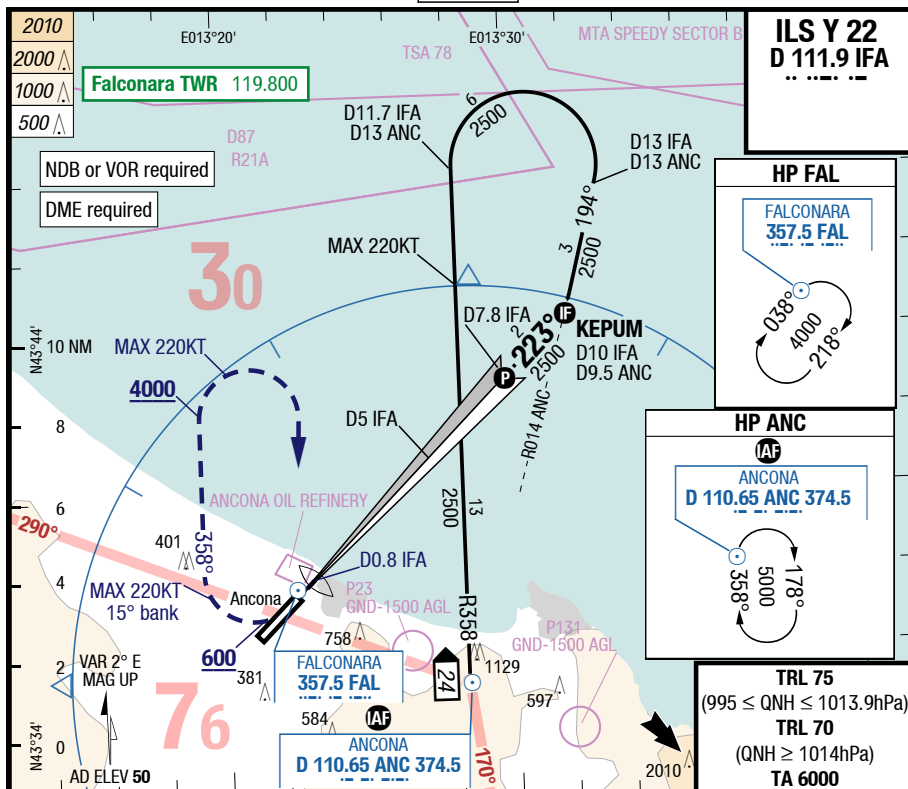
Italy Ancona Falconara MIL

IAC

AOI-LIPY

7-20

ILS Y 22



2	3	4	6	7	7.8	LOC 3.01° D IFA
660	980	1300	1940	2260	2500	

223° - at MNM 600 RT 358°
(MAX 220KT, 15° bank)
at MNM 4000 RT (MAX 220KT)
direct FAL NDB
maintain 4000
(if FAL NDB U/S, direct ANC
climb 5000)

GS	120	140	160
D5 IFA	640	750	850
-MAPt	2:08	1:50	1:36

IFA D0.8

D5

D7.8

D9.5 ANC

D10 IFA

KEPUM

GP 3.00°

MDA

1620

223°

2500

DIST to displaced THR

22	Cat 1 DME GA 5.0% 1) 2)	Cat 1 DME GA 2.5% 2)	LOC DME GA 5.0% 1)	LOC DME GA 2.5%	Circling 3)
C	ft - m/km ft 310 - 700R/800V 350	310 - 700R/800V 350	440 - 1.3 470	440 - 1.3 470	1070 - 2.4V 1120
D	ft - m/km ft 320 - 700R/800V 360	320 - 700R/800V 360	440 - 1.3 470	440 - 1.3 470	1130 - 3.6V 1180

1) Required to remain inside vertical limits of CTR Zone 2

3) NW of RWY only

2) With EVS RVR 550m/ VIS 800m

Changes: TRL, ALT, DIST ALT table, ROD, SUAs, Editorial

22-FEB-2018

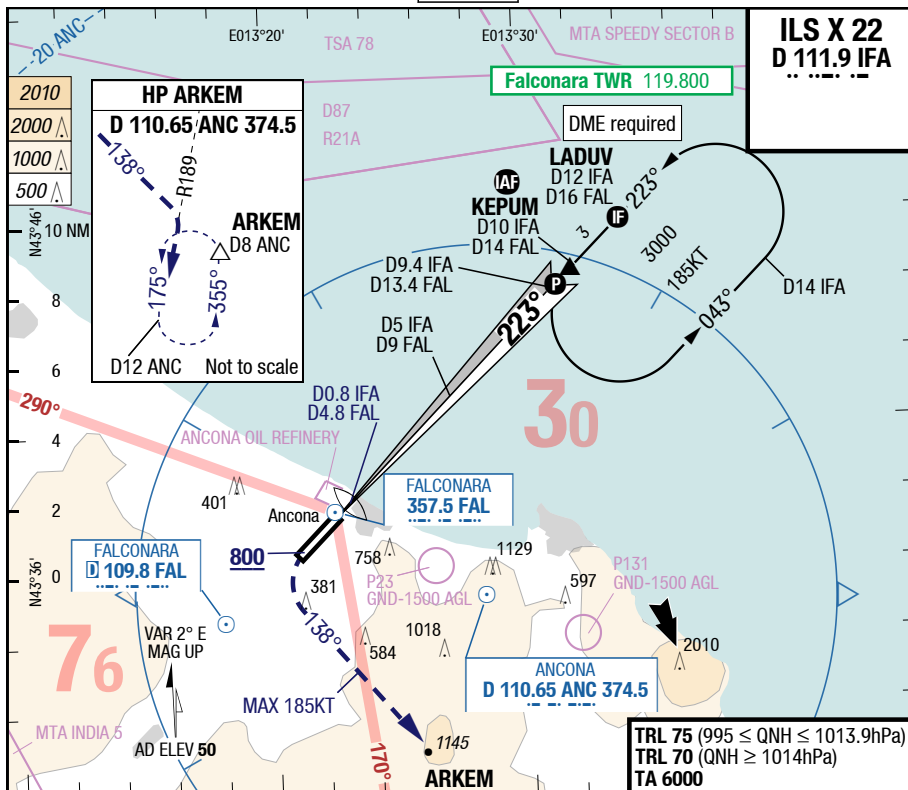
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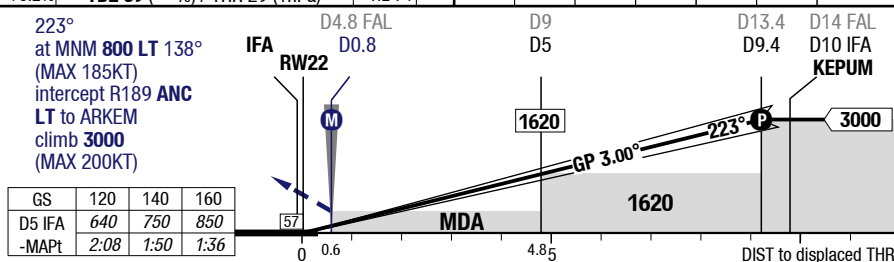
AOI-LIPY

7-30

ILS X 22



60 HL	45 x 2810	155	22	2	3	4	6	8	9.4	LOC 3.01° D IFA
30 HL				660	980	1300	1940	2580	3000	
+0.2%	TDZ 39 (---%) / THR 29 (1hPa)	HL-P1								



22	Cat 1 DME GA 5.0% 1) 2)	Cat 1 DME GA 2.5% 2)	LOC DME GA 5.0% 1)	LOC DME GA 2.5%	Circling 3)
C	ft - m/km ft 310 - 700R/800V 350	310 - 700R/800V 350	440 - 1.3 470	440 - 1.3 470	1070 - 2.4V 1120
D	ft - m/km ft 320 - 700R/800V 360	320 - 700R/800V 360	440 - 1.3 470	440 - 1.3 470	1130 - 3.6V 1180

1) Required to remain inside vertical limits of CTR Zone 2

3) NW of RWY only

2) With EVS RVR 550m/ VIS 800m

Changes: TRL, ALT, SUAs, ROD, Editorial

22-FEB-2018

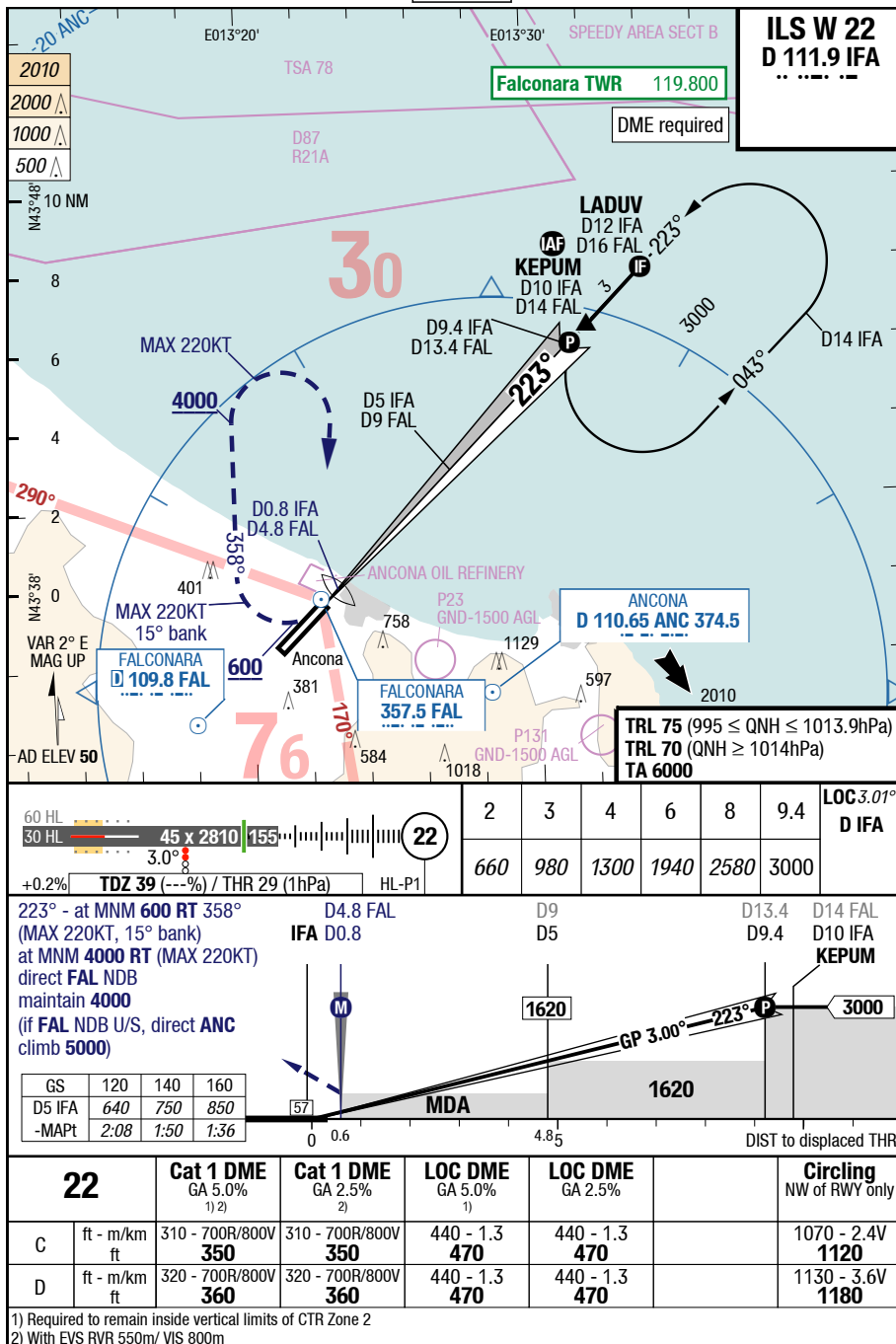
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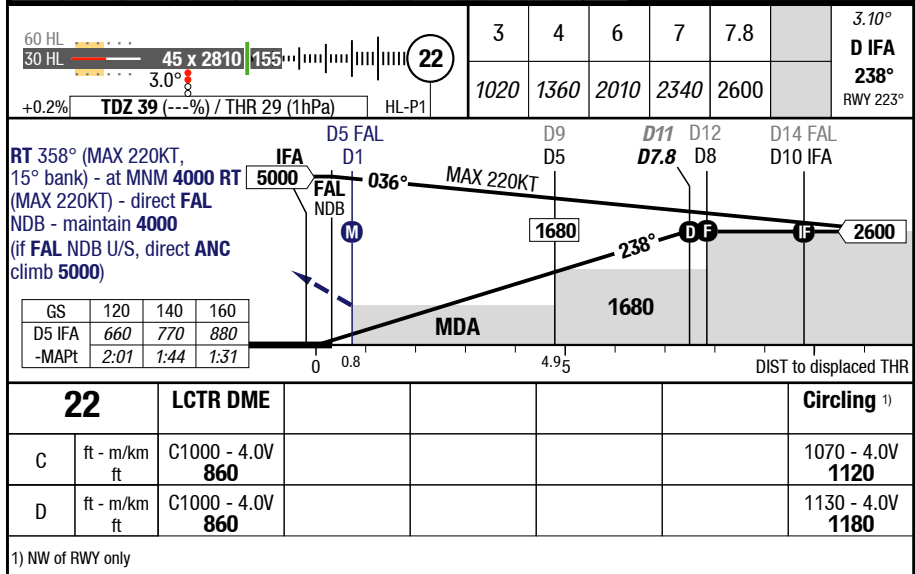
7-40

ILS W 22



Changes: TRL, ALT, DIST ALT table, ROD, SUAs, Editorial

LCTR Z 22



22-FEB-2018

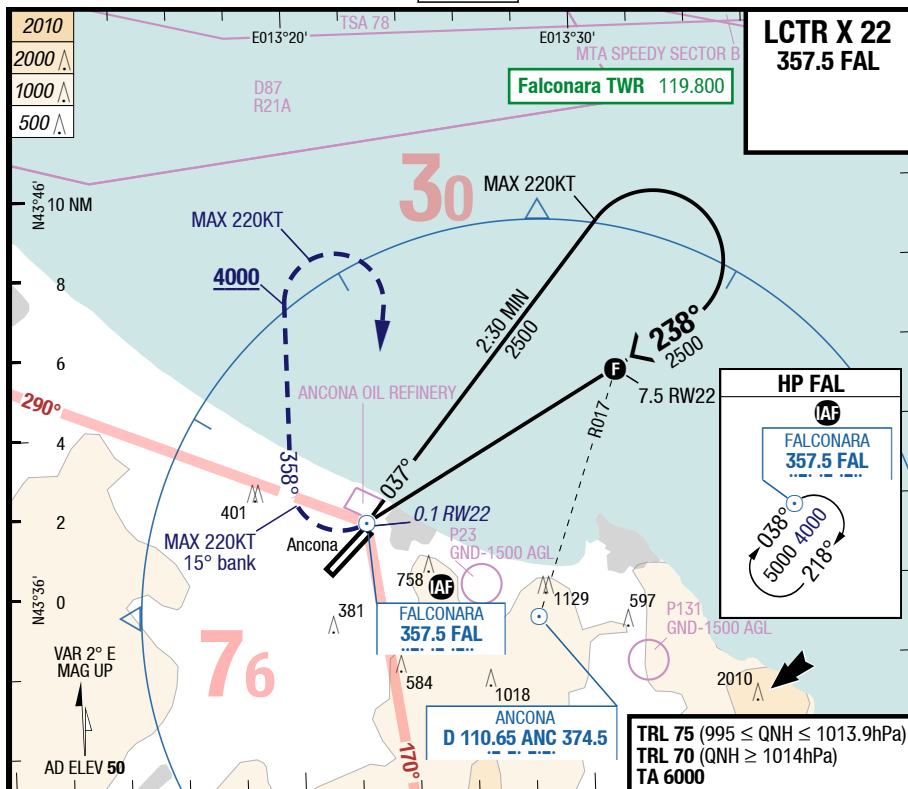
Italy Ancona Falconara MIL

IAC

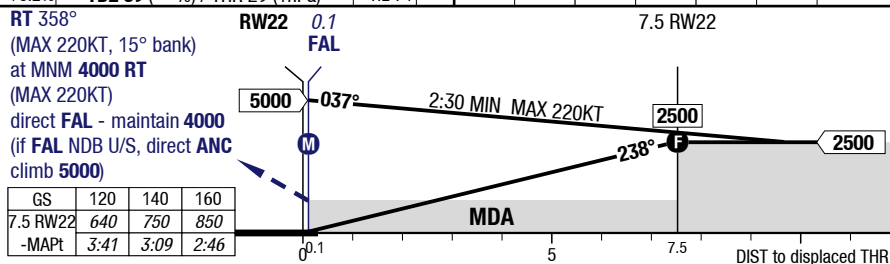
AOI-LIPY

7-70

LCTR X 22



60 HL	45 x 2810	155	3	4	5	6	7	7.5	3.01°
30 HL	3.0°		1060	1380	1710	2030	2360	2500	RW22
+0.2%	TDZ 39 (---%) / THR 29 (1hPa)	HL-P1							238°
									RWY 223°



22		LCTR GA 5.0% 1)	LCTR GA 2.5%				Circling 2)
C	ft - m/km ft	C1000 - 4.0V 920	C1000 - 4.0V 920				1070 - 4.0V 1120
D	ft - m/km ft	C1000 - 4.0V 920	C1000 - 4.0V 920				1130 - 4.0V 1180

1) Required to remain inside vertical limits of CTR Zone 2

2) NW of RWY only

Changes: TRL, ALT, DIST ALT table, ROD, SUAs, Editorial