

AOI-LIPY

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AOI

**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‡.

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**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‡ 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

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# Italy Ancona Falconara MIL

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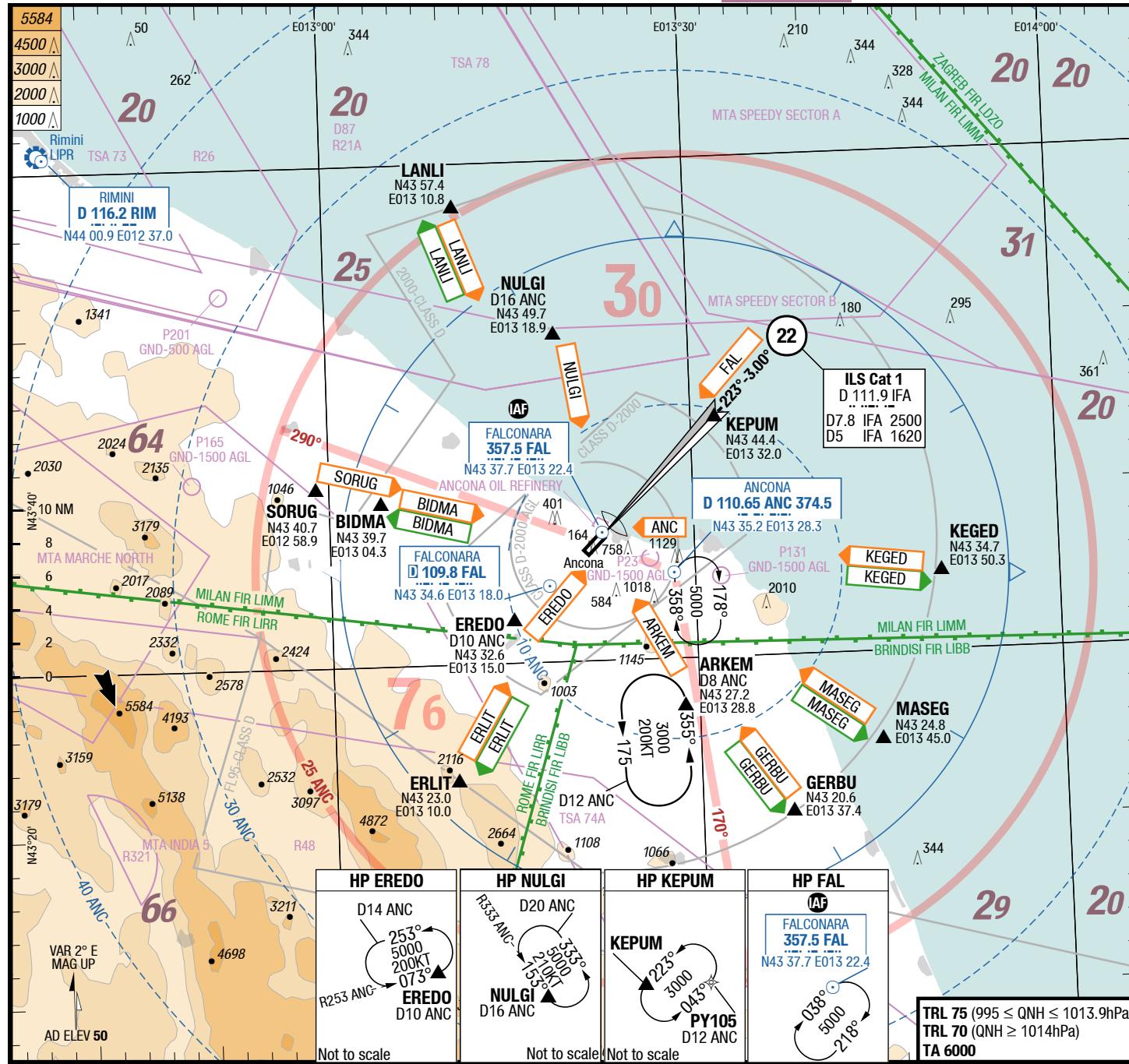
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Changes: FREQ, ASP, DIST, OBST, SUAs

Effective 01-MAR-2018  
22-FEB-2018

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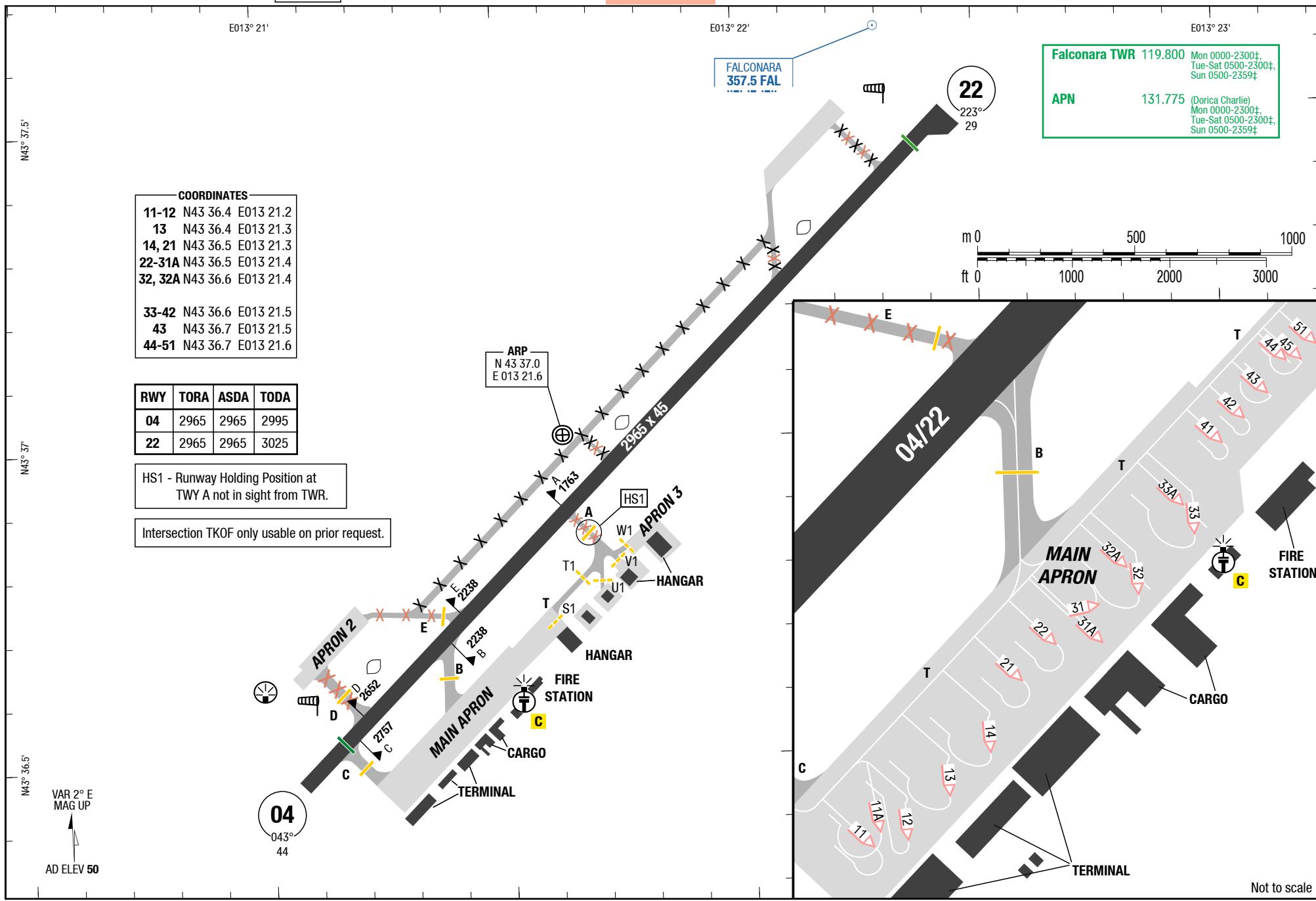
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Changes: FREQ, WDI

22-FEB-2018

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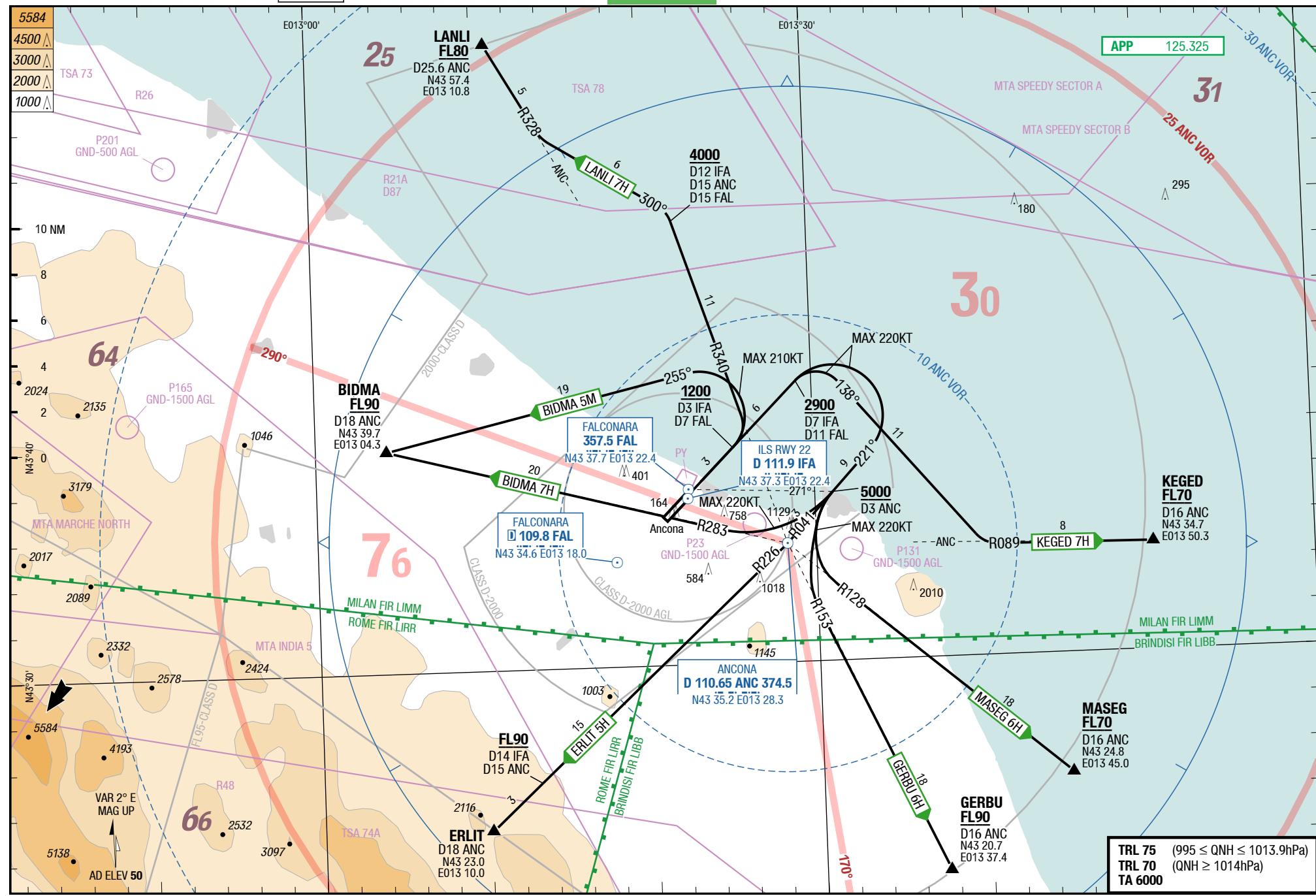
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SIDs RWY 04

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SIDs RWY 04



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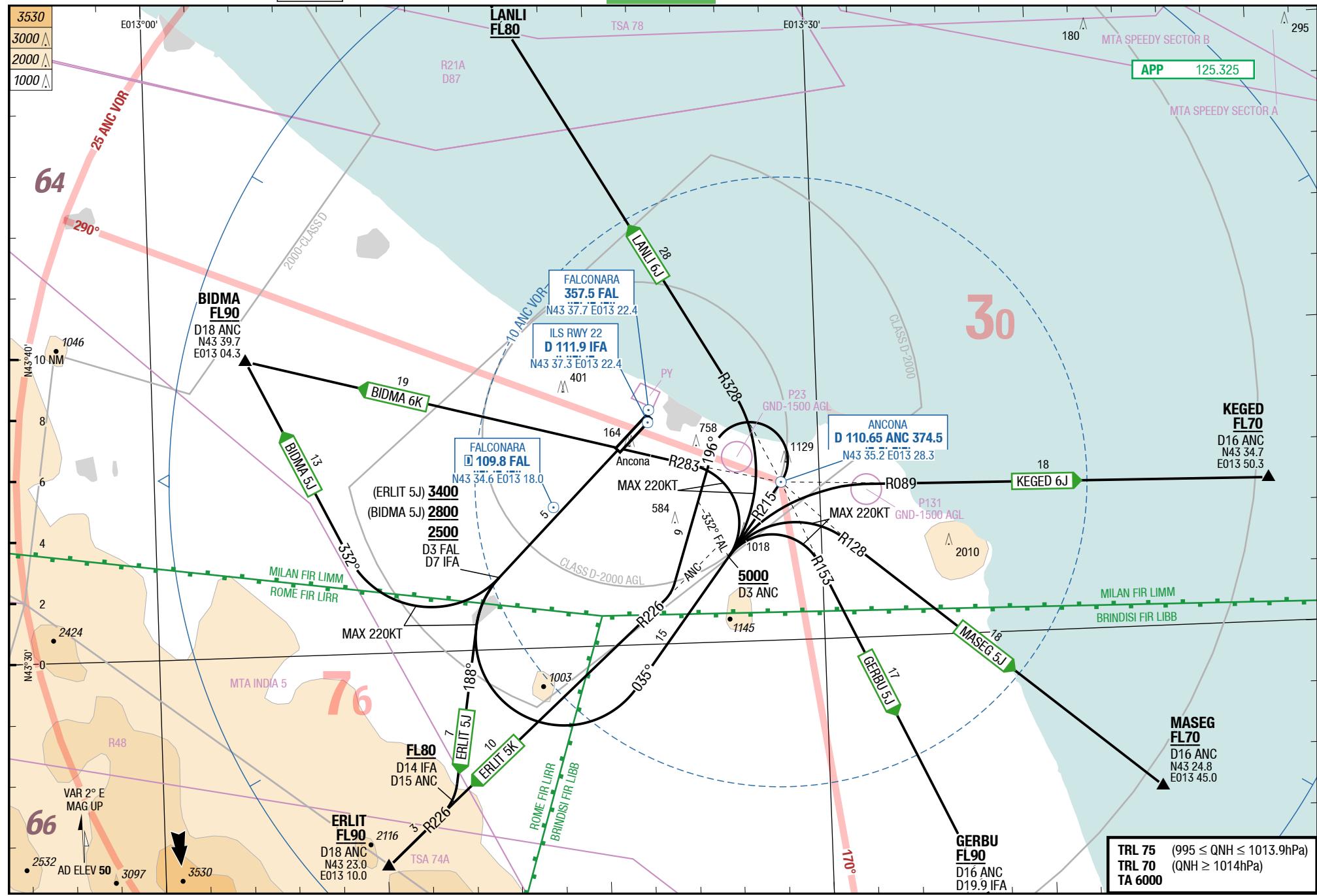
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SIDs RWY 22

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SIDs RWY 22



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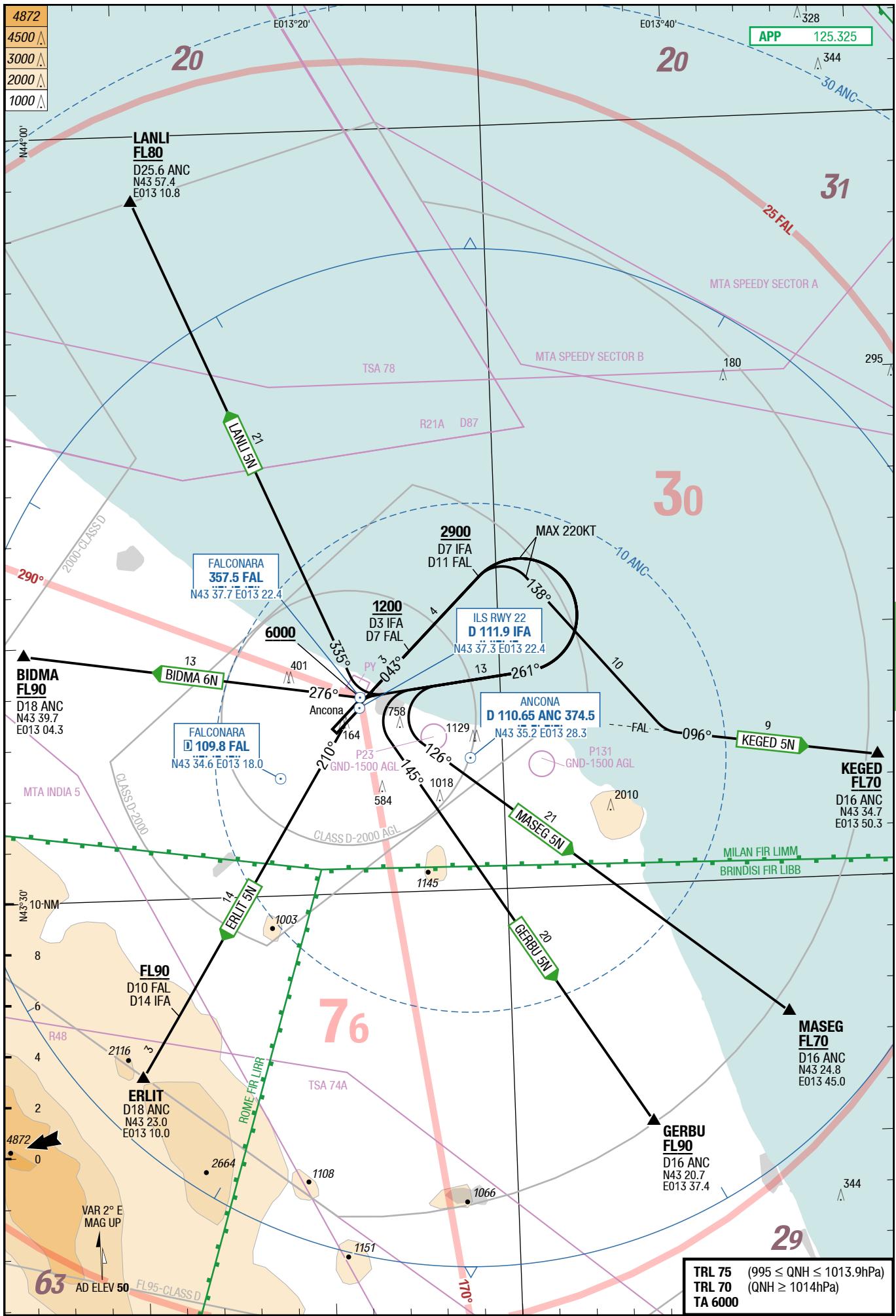
**SIDs RWY 04 (FAL NDB)**

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**SIDs RWY 22 (FAL NDB) ▶**

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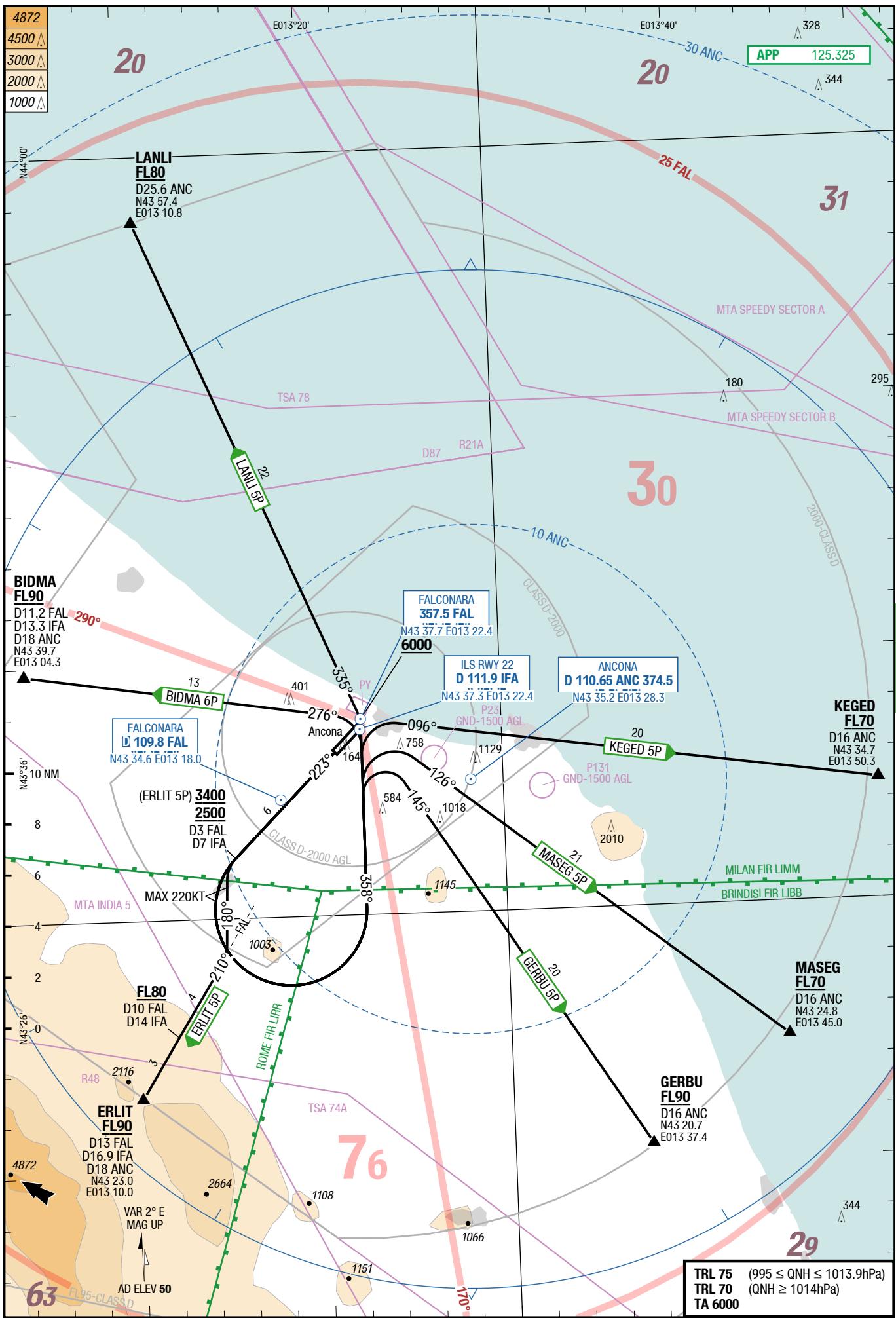
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**SIDS RWY 22 (FAL NDB)** ▶



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**SIDs RWY 22 (FAL NDB)**  
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**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
	<b>Runway 04</b>	
<b>BIDMA 5M</b> 7.0% to FL90 <b>125.325</b>	at D3 IFA / D7 FAL LT (MAX 210KT) 255° to BIDMA	D3 IFA / D7 FAL MNM <b>1200</b> BIDMA MNM FL90
<b>BIDMA 7H</b> 7.0% to 5000 <b>125.325</b>	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 <b>1200</b> D7 IFA / D11 FAL MNM <b>2900</b> D3 ANC / QDM 271 FAL MNM 5000 BIDMA MNM FL90
<b>ERLIT 5H</b> 7.0% to 5000 <b>125.325</b>	at D7 IFA / D11 FAL RT (MAX 220KT) intercept R041 ANC to ANC - R226 ANC to ERLIT	D3 IFA / D7 FAL MNM <b>1200</b> D7 IFA / D11 FAL MNM <b>2900</b> D3 ANC / QDM 271 FAL MNM 5000 D15 ANC / D14 IFA MNM FL90
<b>GERBU 6H</b> 7.0% to 5000 <b>125.325</b>	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 <b>1200</b> D7 IFA / D11 FAL MNM <b>2900</b> D3 ANC / QDM 271 FAL MNM 5000 GERBU MNM FL90
<b>KEGED 7H</b> 7.0% to 5000 <b>125.325</b>	at D7 IFA / D11 FAL RT (MAX 220KT) 138° intercept R089 ANC to KEGED	D3 IFA / D7 FAL MNM <b>1200</b> D7 IFA / D11 FAL MNM <b>2900</b> KEGED MNM FL70
<b>LANLI 7H</b> 7.0% to 4000 <b>125.325</b>	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 <b>1200</b> D12 IFA / D15 ANC / D15 FAL MNM 4000 LANLI MNM FL80

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**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
	<b>Runway 04</b>	
<b>MASEG 6H</b> 7.0% to 5000 <b>125.325</b>	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 <b>1200</b> D7 IFA / D11 FAL MNM <b>2900</b> D3 ANC / QDM 271 FAL MNM 5000 MASEG MNM FL70

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**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
<b>Runway 22</b>		
<b>BIDMA 5J</b> 8.2% to FL90 <b>125.325</b> ①	at D7 IFA / D3 FAL RT (MAX 220KT) 332° intercept R283 ANC to BIDMA	D7 IFA / D3 FAL MNM 2800 BIDMA MNM FL90
<b>BIDMA 6K</b> 7.0% to TRL <b>125.325</b>	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
<b>ERLIT 5J</b> 10.0% to FL90 <b>125.325</b> 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
<b>ERLIT 5K</b> 7.0% to TRL <b>125.325</b>	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
<b>GERBU 5J</b> 7.0% to TRL <b>125.325</b>	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
<b>KEGED 6J</b> 7.0% to TRL <b>125.325</b>	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.

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**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
	<b>Runway 22</b>	
<b>LANLI 6J</b> 7.0% to TRL <b>125.325</b>	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
<b>MASEG 5J</b> 7.0% to TRL <b>125.325</b>	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

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SIDs RWY 04 (FAL NDB)

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

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

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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	
<b>BIDMA 6P</b> 7.0% to 6000 <b>125.325</b>	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
<b>ERLIT 5P</b> 10.0% to FL90 <b>125.325</b>	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
<b>GERBU 5P</b> 7.0% to 6000 <b>125.325</b>	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
<b>KEGED 5P</b> 7.0% to 6000 <b>125.325</b>	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
<b>LANLI 5P</b> 7.0% to 6000 <b>125.325</b>	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
<b>MASEG 5P</b> 7.0% to 6000 <b>125.325</b>	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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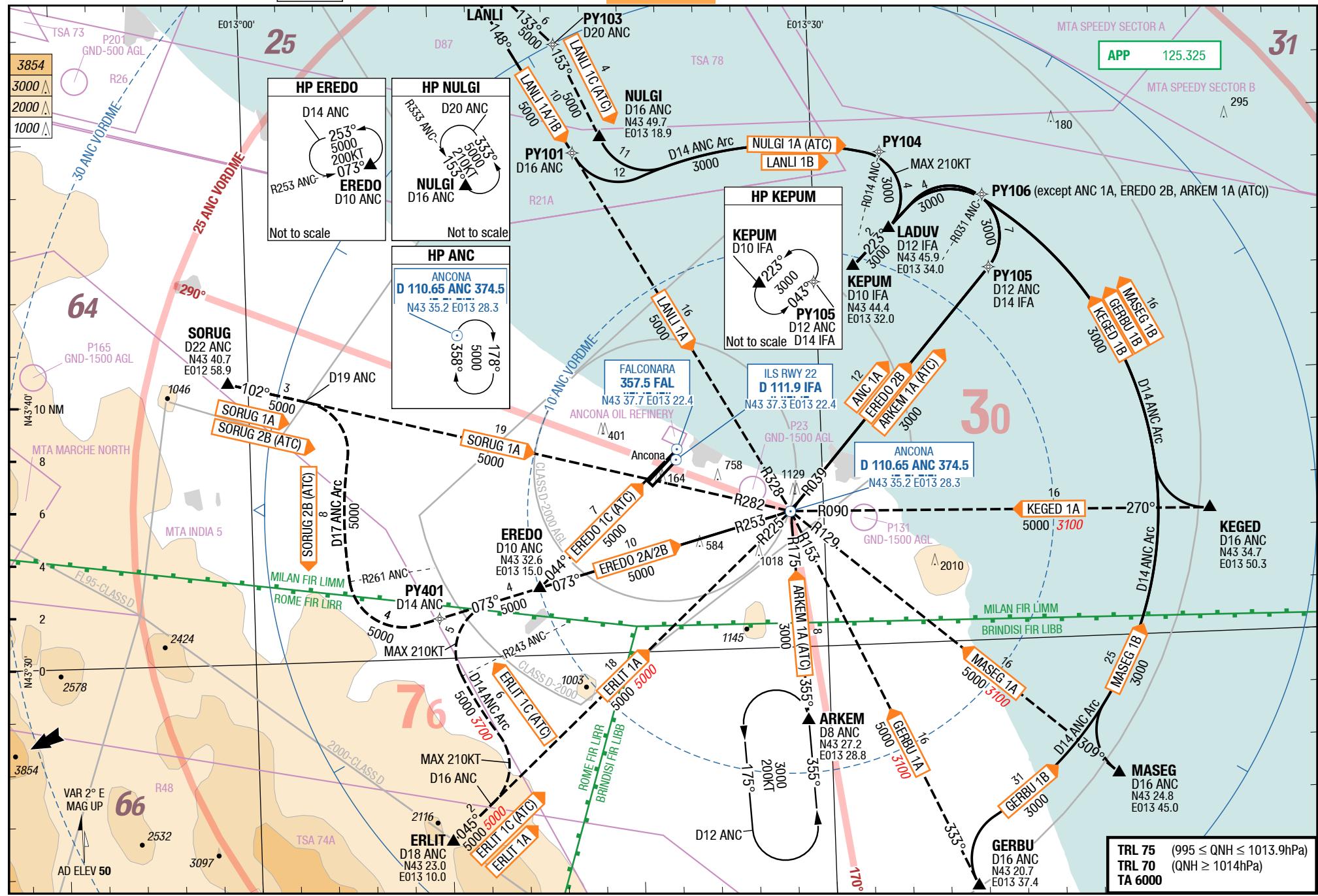
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# **STARs VOR**

Falconara MIL **Ancona** Italy

**STARs VOR**

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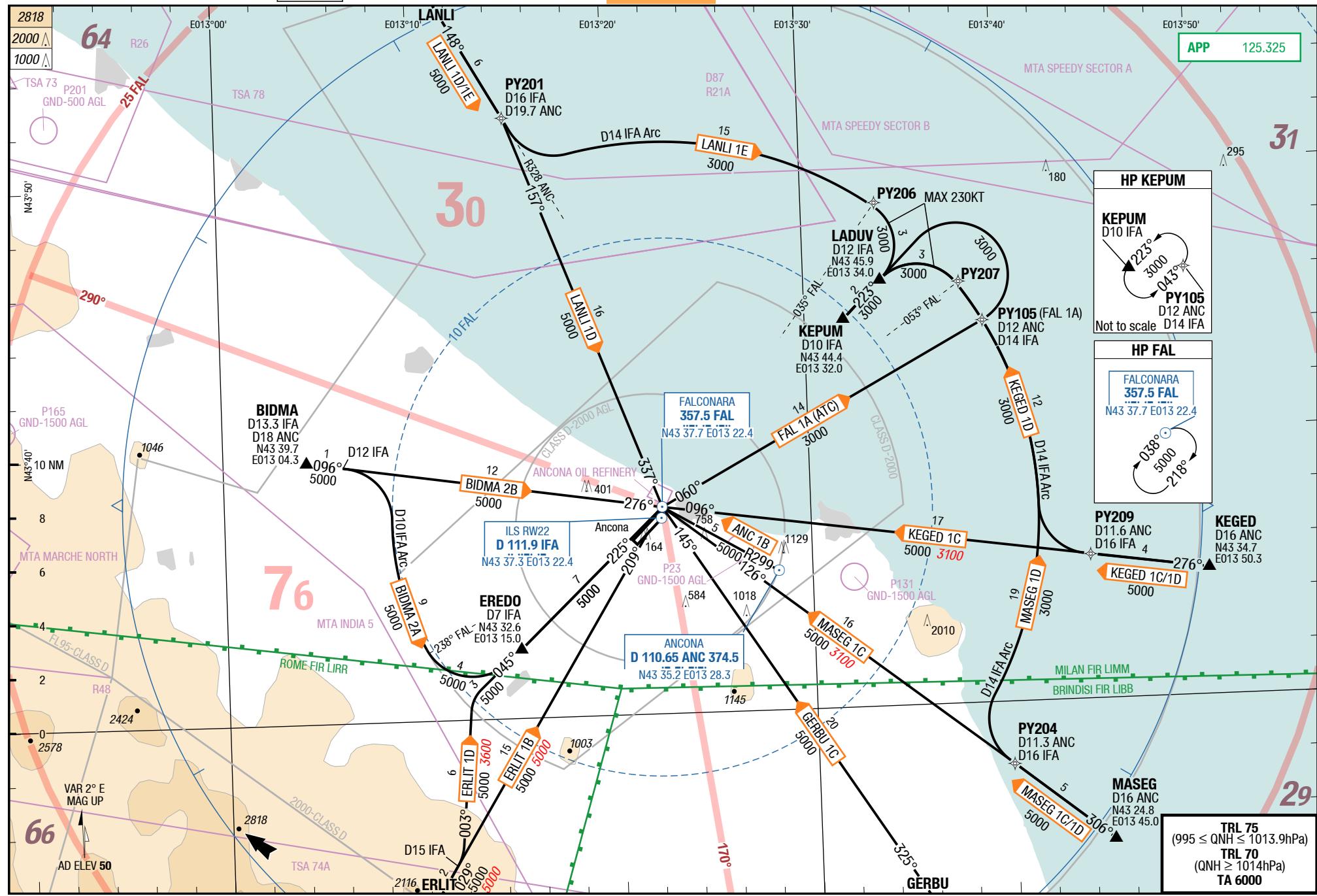
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STARs NDB

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**STARs NDB**



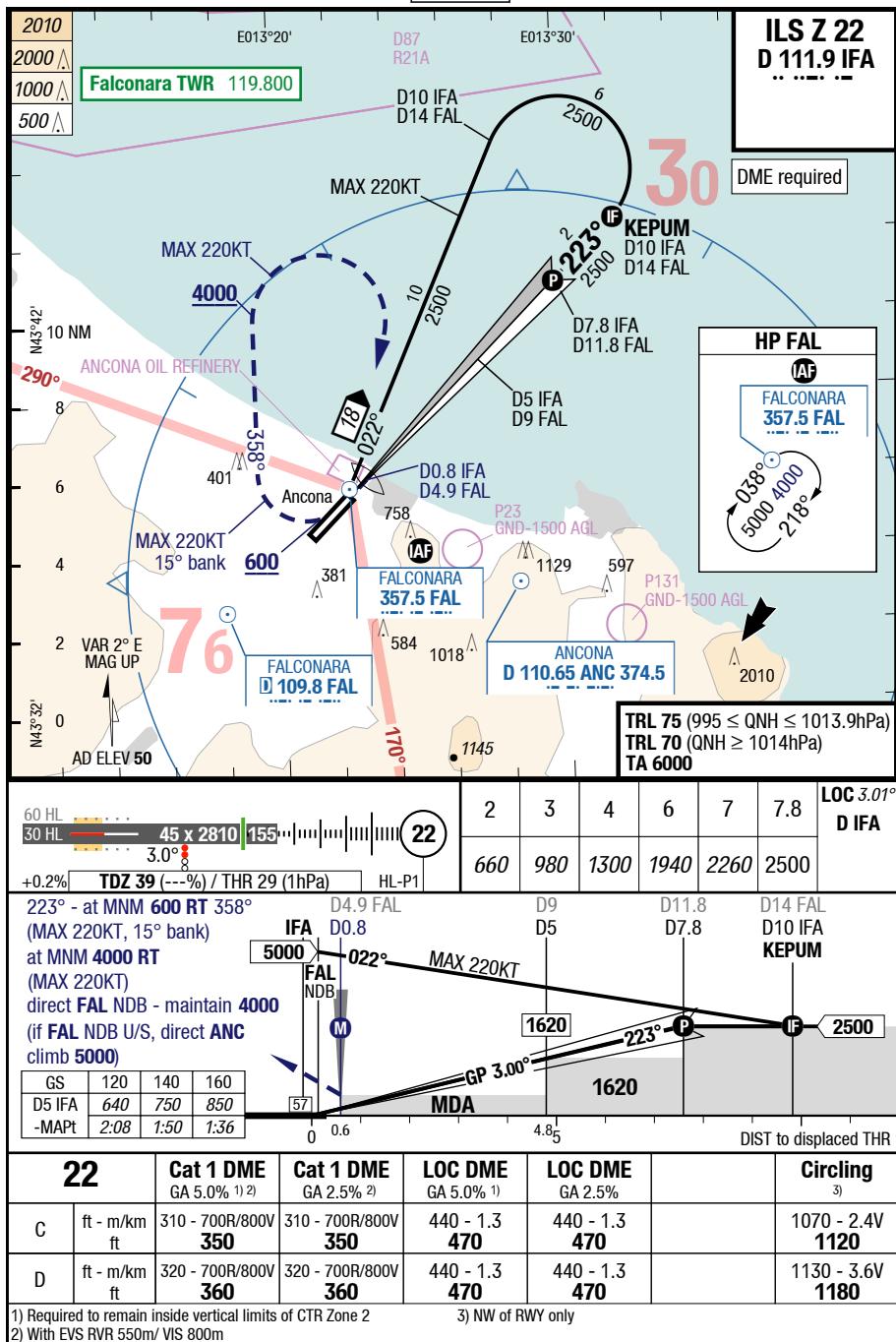
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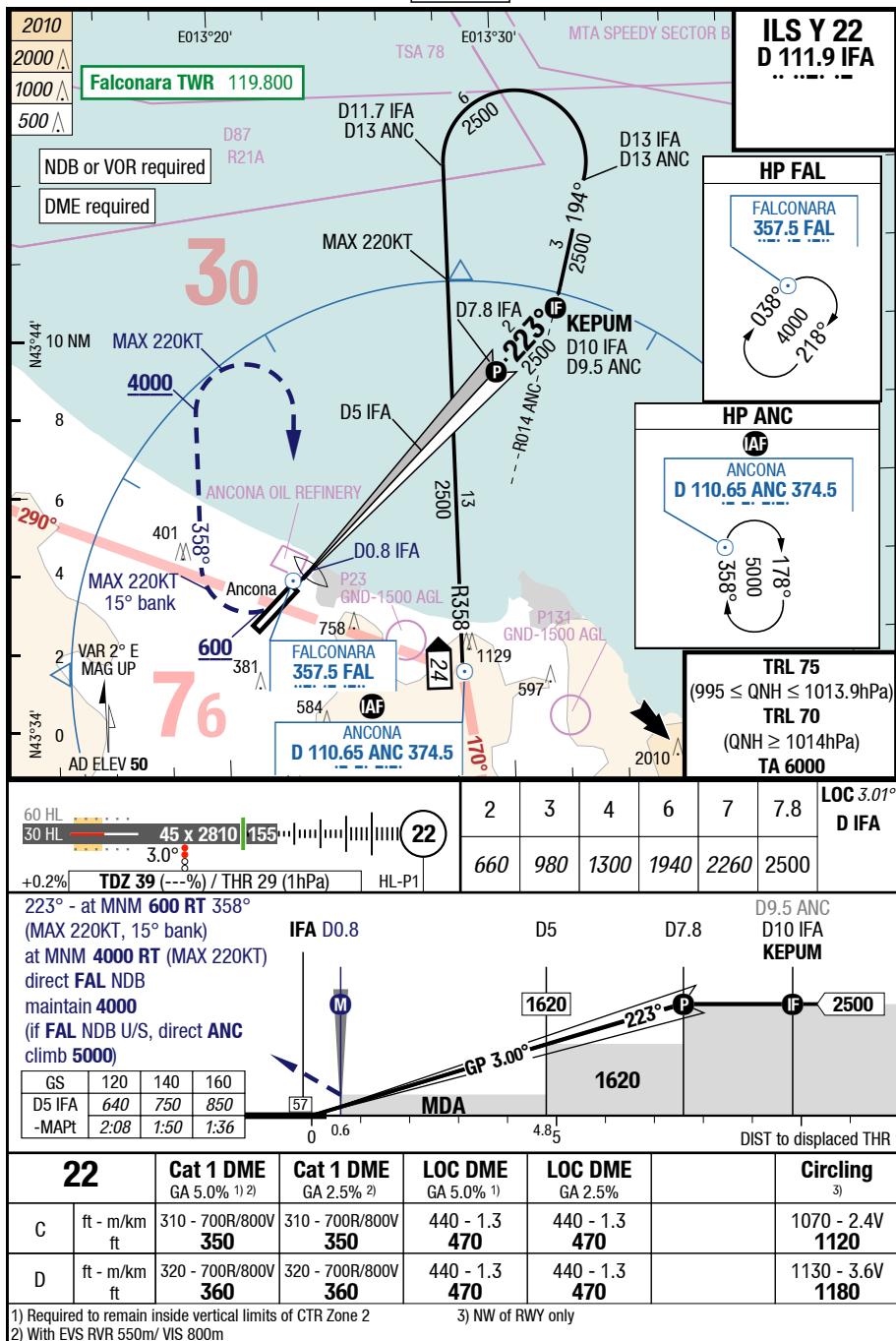
Changes: TRL, ALT, DIST ALT table, ROD, SUAs, Editorial

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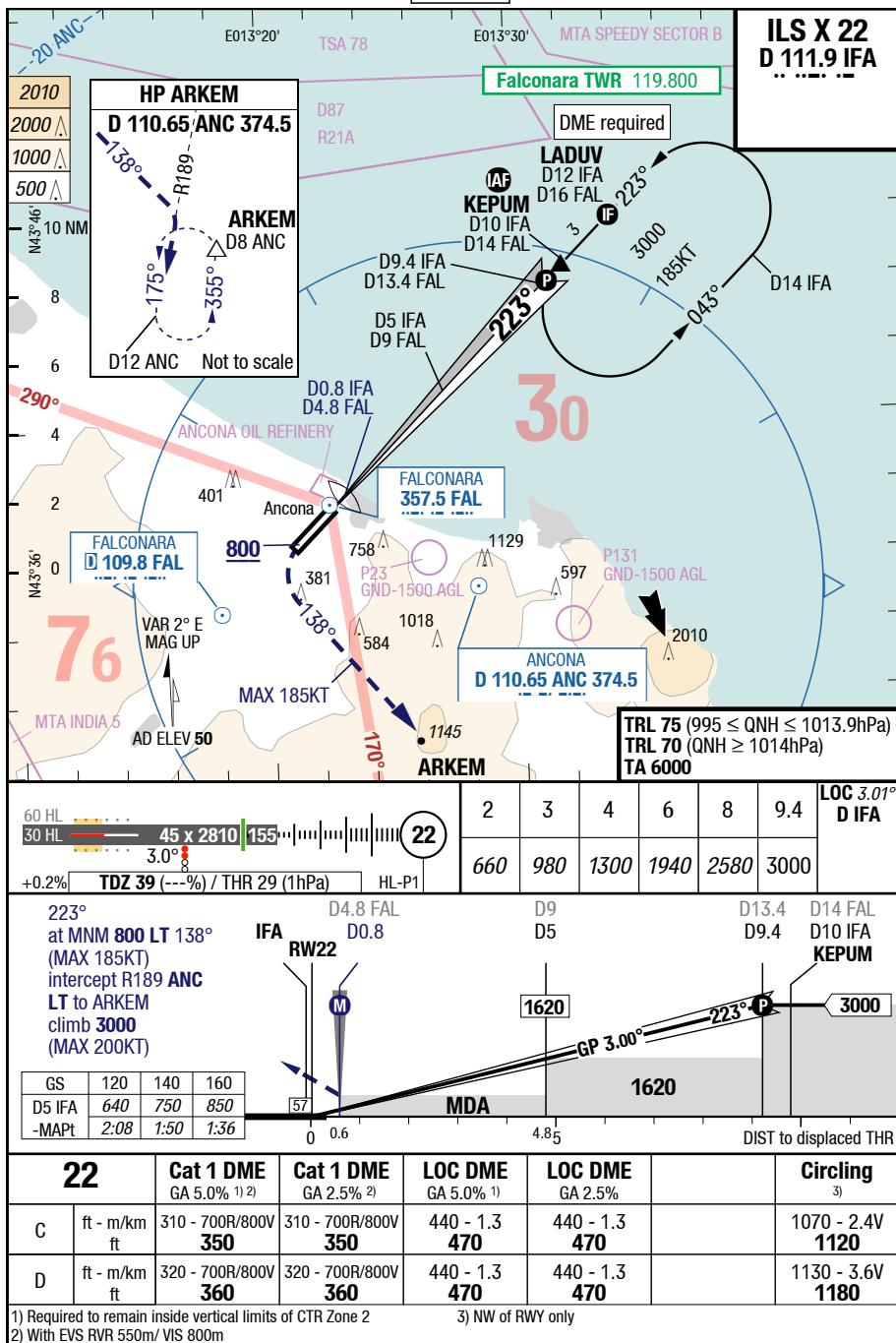
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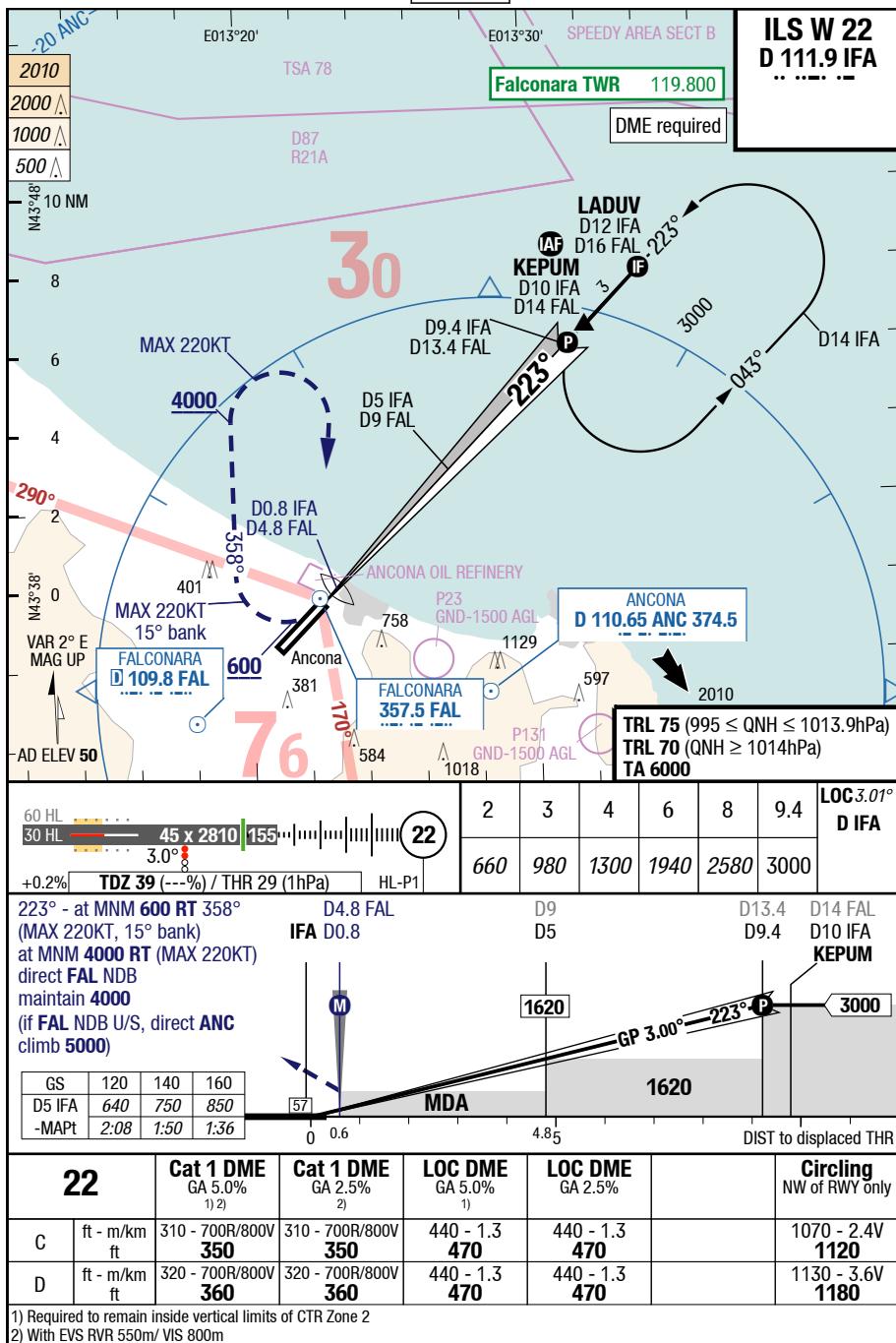
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Changes: TRL, ALT, DIST ALT table, ROD, SUAs, Editorial

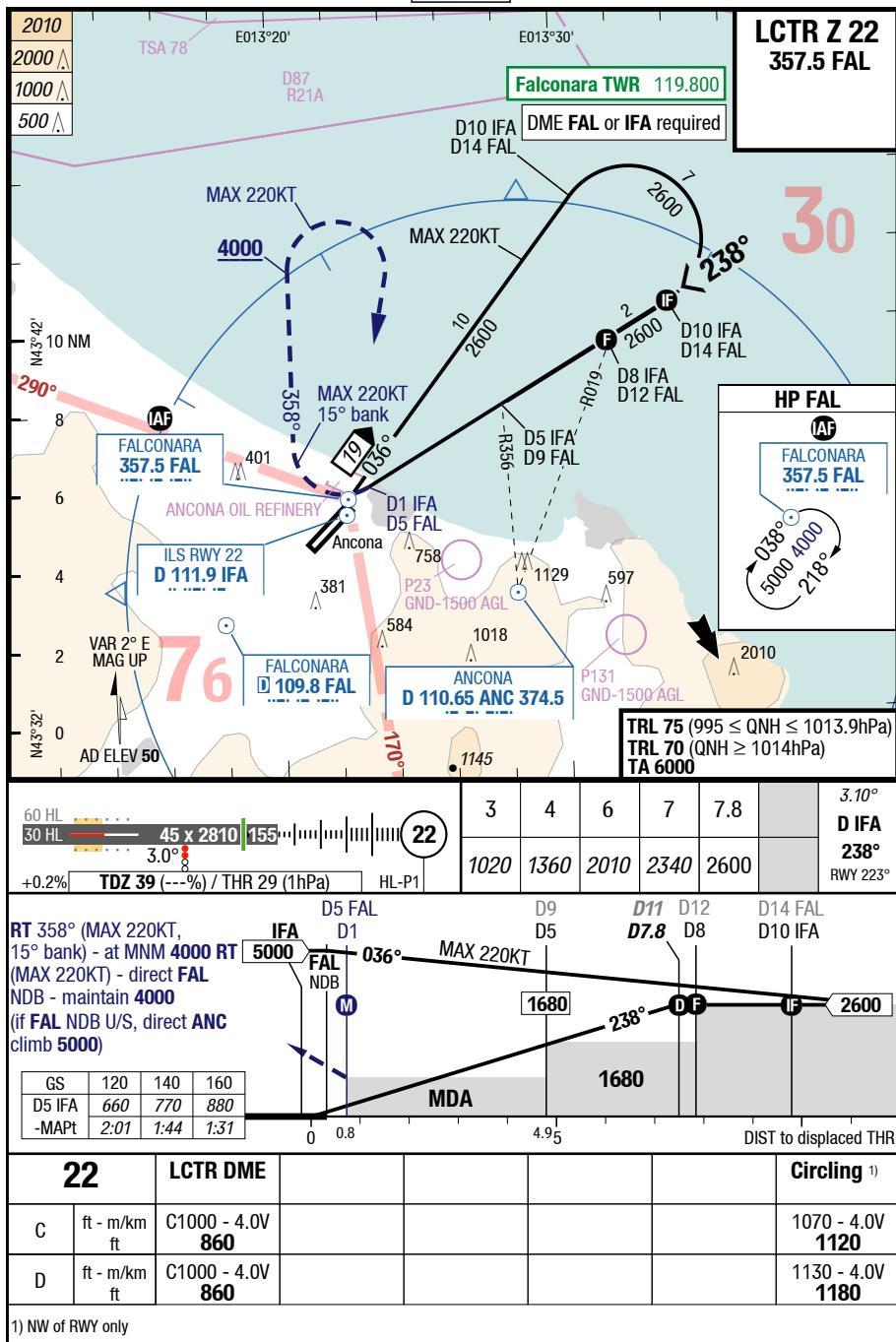
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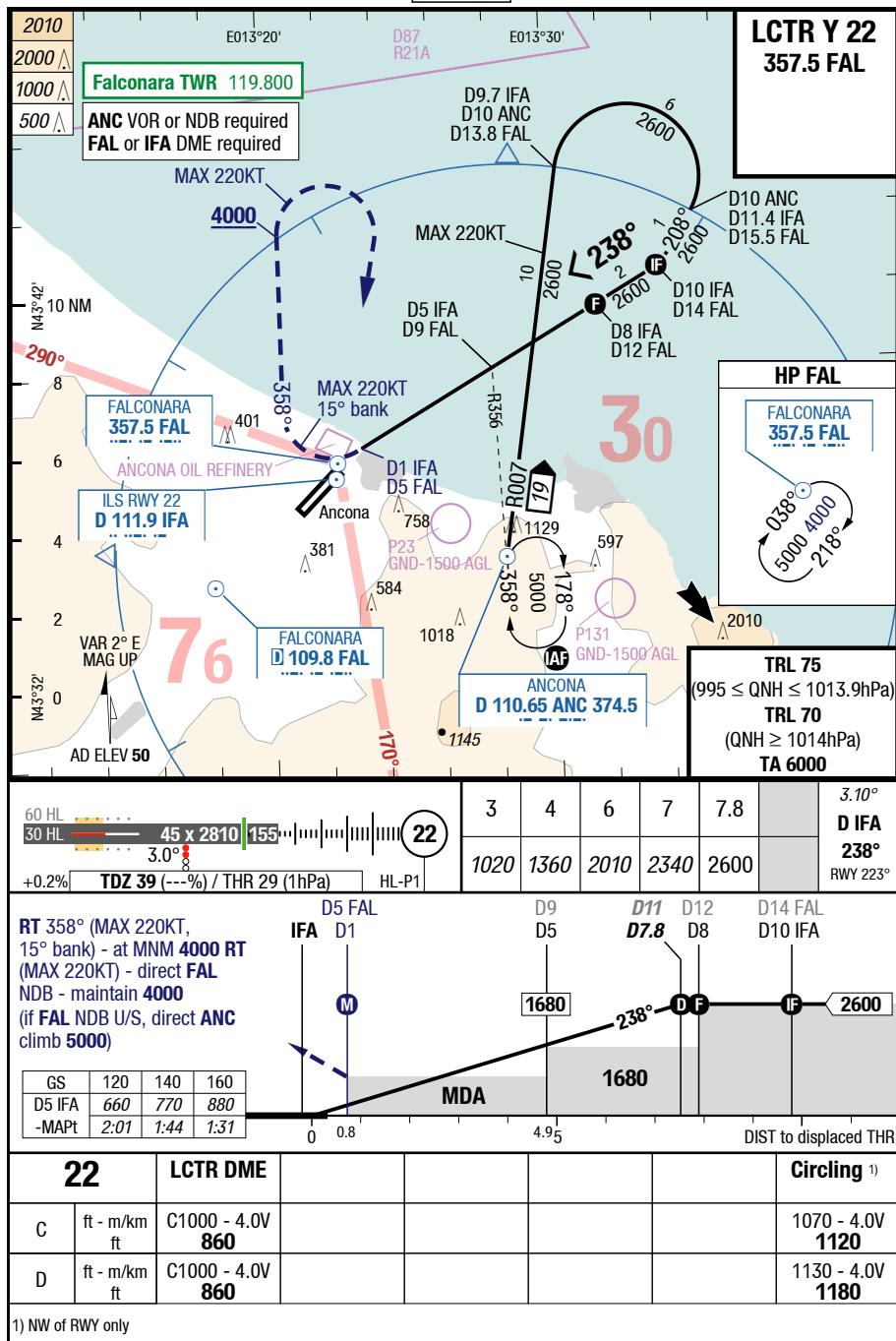
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LCTR Y 22

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

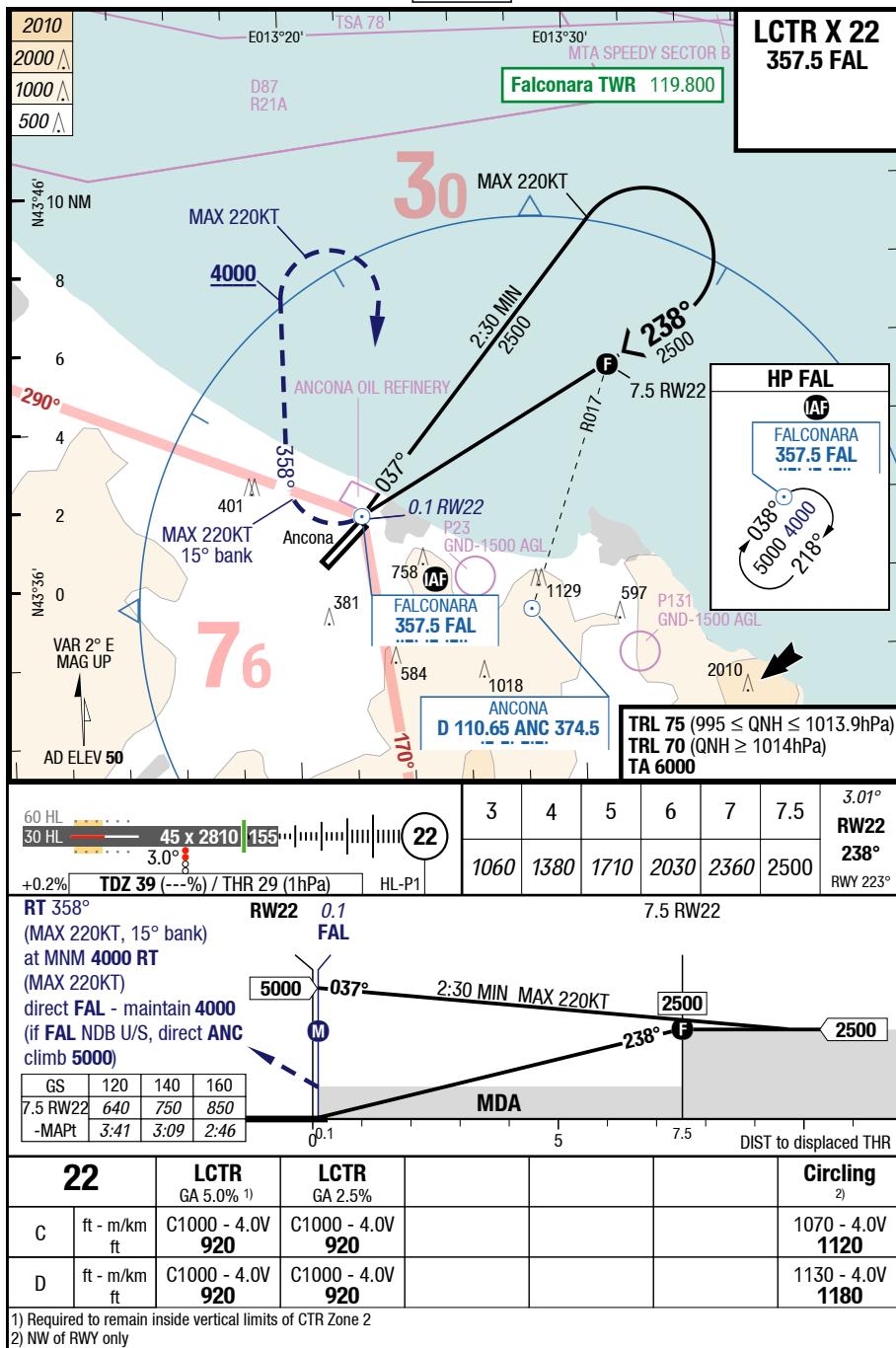
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LCTR X 22

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