



CIRCULAR

SERIES Air Traffic Management	Date 24/05/2019	ATM-09
--------------------------------------	------------------------	---------------

REMOTELY PILOTED AIRCRAFT (RPA) CRITERIA FOR THE USE OF AIRSPACE

The Circulars contain interpretations and acceptable methods of compliance with regulatory provisions. These are identified by a progressive number, followed by a letter that highlights the following amendments.

The pertaining of a Circular to a particular series is representative of the subject primarily dealt with. The applicability or not of the Circular to each subject (airports operators, air operators etc.) shall, however, be deduced from its contents.



INDEX

1. INTRODUCTION	4
2. SUBJECT MATTER	4
3. APPLICABILITY	4
4. REFERENCES	4
5. TERMINOLOGY AND ACRONYMS	5
6. GENERAL PROVISIONS	6
7. OPERATIONS IN THE VICINITY OF AIRPORTS	7
8. OPERATIONS ON THE AIRPORT AREA	11
9. OPERATIONS IN SEGREGATED AIRSPACES	12
10. PROCEDURE TO SEGREGATE AIRSPACE	14
11. EFFECTIVE DATE	17
ANNEX "A" – CRITERIA FOR THE OPERATIONS IN THE VICINITY OF AIRPORTS	18
ANNEX "B" – AIRPORT DIRECTIONS (DA) AND TERRITORIAL JURISDICTION	20
ANNEX "C" – MODEL ATM-09	23
ANNEX "D" – CERTIFIED AIR NAVIGATION SERVICES PROVIDERS	25
ANNEX "E" – AIROPORTS/HELIPORTS AND CTR IN ITALIAN AIRSPACE	26
ANNEX "F" – MILITARY AIROPORTS/HELIPORTS	32

1. INTRODUCTION

The growing use of Remotely Piloted Aircraft (RPA) made it necessary the definition of specific criteria to use the air space (in particular in the vicinity of airports and in the segregated airspaces), in order to simplify the operators application procedures and to optimise the process of evaluation and issuance of the authorisation by ENAC or Italian Airforce, depending on the case.

2. SUBJECT MATTER

The present Advisory Circular defines criteria and procedures to use segregated and non-segregated air spaces by Remotely Piloted Aircraft (RPA).

3. APPLICABILITY

The present Advisory Circular is applied to RPA under ENAC competence that operate within the national airspace.

The present Advisory Circular is not applied to:

- State RPAS referred to in the articles 744, 746 and 748 of the Italian Navigation Code;
- RPAS that operate indoor, except if included in the Regulation ENAC “Remotely piloted aerial means”;
- RPAS consisting of balloons used for scientific observations or tethered balloons;
- Model aircraft;
- Toy aircraft.

4. REFERENCES

- Regulation (EU) no. 923/2012 (SERA);
- Regulation ENAC “Remotely piloted aerial vehicles”;
- Regulation ENAC “Rules of the Air Italy” (RAIT);

- Regulation ENAC “Air Traffic Services”.

5. TERMINOLOGY AND ACRONYMS

In order to implement the present Advisory Circular and in addition to the definitions contained in the normative references, the following ones have to be considered:

- 1) ACU (Airspace Coordination Unit), operational coordination unit for temporary use of the airspace;
- 2) “Toy plane”, an aircraft without pilot, designed or intended to be used, exclusively or not, by children younger than 14 years old in a game context (*Directive 2009/48/EC of the European Parliament and the Council of June 18th, 2009 about toys safety, Legislative Decree 11 April 2011, no. 54*);
- 3) NOF (Notam Office);
- 4) “Operating take-off mass”, take-off mass of the RPA in operational configuration, payload included (devices necessary to the implementation of the planned operations);
- 5) Aeronautical Information Publication – AIP, published by ENAV SpA (www.enav.it), containing the essential long-lasting aeronautical information for the air navigation;
- 6) Aerodrome Reference Point – ARP, the designed geographical position of the commercial or military airport open to commercial traffic. With regard to the military airports, the reference coordinates are included in the Annex “F”;
- 7) Heliport Reference Point – HRP, the designed position of a heliport or a landing point;
- 8) “Segregated airspace”, defined volume of airspace temporary reserved for exclusive use by determined user categories;
- 9) “Restricted airspace”, defined volume of airspace within which different dangerous activities for flights and aircrafts can be conducted at determined time (“dangerous zone”); or airspace over the national airspace, where the aircrafts flight is subject to the compliance with specific conditions (“restricted zone”); or airspace over the national airspace, where the aircrafts flight is forbidden (“prohibited zone”).
- 10) “Airport area”, the areas aimed at satisfying the public purposes of the air transport, as described in the Airport Development Plan (ADP).

6. GENERAL PROVISIONS

6.1 The VLOS/EVLOS operations of RPA with take-off mass lower than 25 kg are allowed without restricted airspace if conducted:

- a) Outside the controlled airspace, except for the areas in the vicinity of airports reported in the next point b), until a maximum height of 120m (400ft) AGL and a maximum horizontal distance of 500m from the RPA operator;
- b) In the vicinity of airports (included heliports and authorised air bases), in the aerodrome traffic zone (ATZ) and control zone (CTR), where established, in accordance with the criteria established in the following chapter 7.

All the research and development activities authorised by ENAC, for which the provisions included in the following chapters 9 and 10, are excluded.

6.2 The operations in the vicinity of airports mentioned in the previous point 6.1 b) are allowed to the RPA with operating take-off mass of 4 kg or more and only if equipped with altitude limiter and recovery function in case of loss of control (e.g. Return to Home – RTH).

6.3 RPA operations that are not included in the criteria mentioned in the paragraph 6.1 are considered “specialised operations” and therefore will be conducted in an airspace reservation in accordance with the provisions reported in the next chapters 9 and 10, subject to ENAC or Italian Air Force authorisation, depending on the case.

6.4 The operations of RPA within prohibited areas (P), danger areas (D), and restricted areas (R) published in AIP-Italia ENR 5, are not allowed. Possible exceptions can be authorised by ENAC in accordance with provisions in force.

7. OPERATIONS IN THE VICINITY OF AIRPORTS

7.1 With reference to the previous point 6.1 b), the criteria mentioned in the present chapter are applied to VLOS/EVLOS operations of RPA with operating take-off mass lower than 25 kg in the vicinity of airports, within ATZ and CTR where present, for which an airspace

reservation is not required. These criteria are differentiated by the interested airport typology (commercial airport with or without instrumental procedures, military airport).

- 7.2 The distances indicated in the next paragraphs are referred to the ARP, as reported in the previous point 5.6) or, in case of airfields/helipads, to the published geographical coordinates. With regard to the runway 16L/34R of Rome Fiumicino airport, the distances are calculated from the geographical coordinates published for each runway threshold.
- 7.3 In case of commercial airports with both runways with or without instrumental procedures, the criteria indicated in the next paragraphs 7.8 and 7.9 are respectively applied to each single runway.
- 7.4 The maximum heights indicated in the next paragraphs 7.8, 7.9, 7.10 and 7.11 can be increased up to the height of the tallest obstacle/infrastructure in a radius of 50m from the RPA position.
- 7.5 In those cases, in which the dimensions of the areas indicated in the next paragraphs 7.8, 7.9, 7.10 and 7.11 are larger than the CTR dimension, where present, the areas lateral limits will be reduced to the CTR lateral limits, without involving the not controlled airspace.
- 7.6 In case of overlapping of the areas mentioned in the next paragraphs 7.8, 7.9, 7.10 and 7.11 with prohibited areas (P), dangerous areas (D), and restricted areas (R), within the shared portions of air space, it is applied what reported in the previous paragraph 6.4. Also, in case of adjacent runways or airports and overlapping of the areas mentioned in the next paragraphs 7.8, 7.9, 7.10, it must be considered the most restrictive parameter.
- 7.7 The characteristics of the civil and military airports/heliports open to civil traffic and of the relative ATZ are included in AIP-Italia AD 2 and AD 3. The characteristics of CTR are included in AIP-Italia ENR 2. The characteristics of ATZ of the military airports not open to civil traffic are included in AIP-Italia ENR 2. The characteristics of airfields, helipads and sea plane bases authorised by ENAC are reported on the website www.enac.gov.it.

7.8 Operations in the vicinity of civil airports with flight instrumental procedures

The following criteria should apply, as reported in the image in the Annex “A” paragraph A.1, to RPA operations conducted in the vicinity of civil airports with flight instrumental procedures:

- a) Activities with RPA up to 6 km from the ARP (or runway threshold coordinates, as reported in the previous paragraph 7.2) longitudinally in both the directions of the runway and up to 2.5 km sideways to the runway (RED AREA) are NOT allowed. Within this area the operations are subject to the authorisation of the competent Airport Direction DA, in accordance with the provisions reported in the next chapters 9 and 10;
- b) Over 6 up to 10 km from the ARP longitudinally in both the directions of the runway and over 2.5 up to 4 km sideways to the runway (ORANGE AREA), operations are allowed until a maximum height of **25 m (85 ft) AGL**;
- c) Over 10 up to 15 km from the ARP longitudinally in both the directions of the runway and over 4 up to 8 km sideways to the runway, and in any case within CTR lateral limits, where present (YELLOW AREA), operations are allowed until a maximum height of **45 m (150 ft) AGL**;
- d) Over 15 km from the ARP longitudinally in both the directions of the runway and over 8 km sideways to the runway, operations are allowed up to a maximum height of **60 m (200 ft) AGL** if inside the ATZ or CTR depending on the case, or **120 m (400 ft) AGL** if outside the controlled airspace.

7.9 Operations in the vicinity of civil airports without flight instrumental procedures

The following criteria should apply, as reported in the image in the Annex “A” paragraph A.2, to RPA operations conducted in the vicinity of civil airports without flight instrumental procedures:

- a) Activities with RPA up to 3 km from the ARP or published geographical coordinates, longitudinally in both the directions of the runway and up to 1 km sideways to the runway (RED AREA) are NOT allowed. Within this area the operations are subject



to the authorisation of the DA in charge, in accordance with the provisions reported in the next chapters 9 and 10;

- b) Over 3 up to 6 km from the ARP or published geographical coordinates, longitudinally in both the directions of the runway and over 1 up to 2.5 km sideways to the runway (ORANGE AREA), operations are allowed until a maximum height of **25 m (85 ft) AGL**;
- c) Over 6 up to 10 km from the ARP or published geographical coordinates, longitudinally in both the directions of the runway and over 2.5 up to 4 km sideways to the runway, and in any case within CTR lateral limits, where present (YELLOW AREA), operations are allowed until a maximum height of **45 m (150 ft) AGL**;
- d) Over 10 km from the ARP or published geographical coordinates, longitudinally in both the directions of the runway and over 4 km sideways to the runway, operations are allowed up to a maximum height of **60 m (200 ft) AGL** if inside the ATZ or CTR depending on the case, or **120 m (400 ft) AGL** if outside the controlled airspace.

7.10 Operations in the vicinity of civil heliports without flight instrumental procedures

The following criteria should apply, as reported in the image in the Annex "A" paragraph A.3, to RPA operations conducted in the vicinity of civil heliports without flight instrumental procedures (included the authorised helipads):

- a) Activities with RPA within a radius of 1.5 km from the HRP or published geographical coordinates (RED AREA) are NOT allowed. Within this area the operations are subject to the authorisation of the competent DA, in accordance with the provisions reported in the next chapters 9 and 10;
- b) Over a radius of 1.5 up to 2.5 km from the HRP or published geographical coordinates (ORANGE AREA), operations are allowed up to a maximum height of **25 m (85 ft) AGL**;
- c) Over a radius of 2.5 up to 3.5 km from the HRP or published geographical coordinates, and in any case within CTR lateral limits, where present (YELLOW AREA), operations are allowed up to a maximum height of **45 m (150 ft) AGL**;
- d) Over a radius of 3.5 km from the HRP or published geographical coordinates, operations are allowed up to a maximum height of **60 m (200 ft) AGL** if inside the ATZ or CTR depending on the case, or **120 m (400 ft) AGL** if outside the controlled airspace.

7.11 RPA Operations in the vicinity of military airports

The following criteria should apply, as reported in the image in the Annex "A" paragraph A.4, to RPA operations conducted in the vicinity of military airports (included those open to civil traffic):

- a) Activities with RPA within a radius of 6 km from the ARP or reference geographical coordinates, and in any case within ATZ lateral limits (RED AREA) are NOT allowed. Within this area the operations are subject to the authorisation of the Italian Air Force, in accordance with the provisions reported in the next chapters 9 and 10;
- b) Over a radius of 6 up to 10 km from the ARP (ORANGE AREA) and in any case within ATZ lateral limits, operations are allowed until a maximum height of **25 m (85 ft) AGL**;

- c) Over 10 up to 15 km from the ARP longitudinally in both the directions of the runway and up to 8 km sideways to the runway, or over the ATZ lateral limits (YELLOW AREA) and in any case within CTR lateral limits, where present, operations are allowed up to a maximum height of **45 m (150 ft) AGL**¹;
- d) Over 15 km from the ARP longitudinally in both the directions of the runway and over 8 km sideways to the runway or over 10 km of radius from the ARP, as applicable, operations are allowed up to a maximum height of **60 m (200 ft) AGL** if inside the CTR or **120 m (400 ft) AGL** if outside the controlled airspace.

8. OPERATIONS ON THE AIRPORT AREA

8.1 The RPA operations that take place in the airspace over the airport area, as defined in the previous chapter 5, may be authorised by ENAC for specific needs connected with the management of the airport activities over civil airports and military airports open to civil traffic (e.g. runway and infrastructures inspection, light system and radio navigation aid inspection, aerial photography collection of data, fauna control, aircrafts inspection, etc.). These activities, for which a risk assessment needs to be submitted, may be allowed to those operators owning the requirements defined by ENAC.

8.2 The RPA operations on the airport area are subject to the normal flight activity that takes place in the airport and in its vicinity; with regards to civil airports and military airports open to civil traffic, the operation modalities need included in the Regulation of Airport where the coordination procedures and the specific responsibilities of the involved users should be reported. The compatibility of the RPA operations with the presence of men and/or vehicles should be evaluated case by case basis.

8.3 The RPA operations on the airport area are conducted in two-way radio contact with the responsible ATS (TWR or AFIU) on the frequency dedicated to ground vehicles or, in the airports where air traffic services are not provided, in accordance with the specific provisions issued by ENAC, reported in the Regulation of Airport. With regard to military airports, the provisions are issued by the competent military authority. The ATS

¹ Oltre i limiti laterali dell'ATZ degli aeroporti militari, se al di fuori degli spazi aerei controllati, le operazioni sono consentite fino ad un'altezza massima di 120 m (400 ft) AGL.

evaluation provided by the responsible ANS provider and the airspace reservation with Notam issue are not required. With reference to the article 27, clause 3 of ENAC Regulation “Remotely piloted aerial means”, the participation of the ATS authority is limited to the reception of the notice of beginning and ending RPA operation from the aerodrome operator or the authorised subject who is responsible for the involved infrastructure and airspace availabilities.

9. OPERATIONS IN SEGREGATED AIRSPACES

9.1 The RPA operations that does not comply with the requirements mentioned in the previous chapter 6 and 7, are subject to ENAC –Airport Direction in charge authorisation for the use of air space (hereinafter ‘competent DA’) (Annex “B”) or to Italian Air Force, as applicable. These operations are considered “specialised operations” and they should be conducted within a temporary segregated/restricted area (TSA/TRA) established by Notam in accordance with the indications included in the next chapter 10. Where air traffic services are provided, the operations should be conducted in coordination with the responsible ATS unit, in accordance with the indications included in the next paragraph 9.3.

A reservation of air space is always required in the following cases:

- Research and development activity of;
- Operations occurring at a height above 120 m (400 ft) AGL;
- Operations occurring at heights over the ones defined in the previous chapter 7;
- Operations of RPA with maximum operating take-off mass equal or higher than 25 kg;
- BVLOS operations.

9.2 The requests to establish an airspace restriction (permanent zones) for RPA operations are evaluated and authorised by ENAC, in accordance with the applicable provisions. The permanent zones for RPAV operations are published in AIP-Italia.

9.3 Limited to airports and airspace where air traffic services (ATS) are provided, the RPA operations for which a reservation of the airspace is required, are conducted in coordination with the responsible ATS unit of the airport or in the affected airspace. The activation or deactivation of the TSA/TRA will be directly coordinated with the ATS unit, in order to reduce the possible operational impact of the airspace reservation on the usual flight activity that takes place in the involved airport vicinity or airspace. This coordination is related to the management of the airspace reservation and does not imply any responsibility for the involved ATS unit concerning the execution of RPA operations. The following restrictions should apply:

- Activation/deactivation of TSA/TRA can be suspended or delayed by the responsible ATS unit, on the basis of the current and planned traffic situation or in case of possible contingencies;
- RPA operator should notify, on the registered phone line, the beginning and the ending of the operations to the responsible ATS unit, as well as any possible delay or cancellation of the activities;
- RPA operator should provide a dedicated telephone contact, as well as a backup, for the operative communications by the responsible ATS unit.

The above-mentioned procedure should be integrated in the authorisation that the competent DA or the Italian Air Force, as applicable, will issue to the RPA operator at the end of the request process to reserve the airspace, as reported in the next chapter 10.

9.4 In case of operations that require an extended use of the areas, in respect of the time limits defined in the next chapter 10, the RPA operator may be requested to stipulate with the responsible ATS unit a Letter of Operations, where the operations executions modalities will be reported together with the specific responsibilities of the involved subjects.

9.5 The provisions included in the article 27, clause 3 of the ENAC Regulation “Remotely piloted aerial means” exclude the supply of air traffic services to the RPA within the national airspace. Separations, traffic avoidance advice, traffic information and flight information services concerning RPA are not provided to manned aircraft.

10. PROCEDURE TO SEGREGATE AIRSPACE

10.1 The RPA “specialised” operations for which, as reported in the previous paragraph 9.1, is required an airspace reservation (TSA/TRA), are subject to ENAC and/or Italian Air Force authorisation for the use airspace, as applicable, in accordance with what is reported in the next paragraphs.

10.2 Research and development activities

With regard to research and development activities authorised by ENAC that take place in the national airspace, the RPA operator should submit the Form ATM-09 (Annex “C”) at least 35 (thirty-five) days before the beginning of the activities to:

- ENAC – Direzione Regolazione Aeroporti e Spazio Aereo (protocollo@pec.enac.gov.it), attaching the documentation regarding the RPA operator and the invoice of the payment owed to ENAC at the link servizionline.enac.gov.it.

At a later time, after the reception of the ATS evaluation by the ANS provider in charge (ENAV SpA, Italian Air Force or other certified ANS provider), the request for issue the Notam will be transmitted to ACU and the RPA operator will be notified with the authorisation for the operations to be executed. Where applicable, it should be done in coordination with the responsible ATS unit as reported in the previous paragraph 9.3.

10.3 Civil airports and airspace under responsibility of ENAV or another certified ANS provider

For the operation executed in the vicinity of civil airports and in airspace where air traffic services are provided by ENAV SpA or another certified ANS provider, as applicable, the RPA operator should request the ATS evaluation submitting the Form ATM-09 (Annex “C”) at least 35 (thirty-five) days before the beginning of the activities to:

- ENAV SpA (protocollogenerale@pec.enav.it);
- Certified ANS provider (Annex “D”);

And, for information, to:



Circular

ATM-09

Remotely Piloted Aircraft - Criteria for the use of airspace

24/05/2019

Pag. 15 of 32

- ENAC – Direzione Regolazione Aeroporti e Spazio Aereo (protocollo@pec.enac.gov.it), attaching the documentation regarding the RPA operator and the invoice of the payment owed to ENAC at the link servizionline.enac.gov.it.

The ATS evaluation made by ENAV SpA or another certified ANS provider, as applicable, will be transmitted to the competent DA within 20 (twenty) days from the reception of the Form ATM-09.

The competent DA, after receiving the Form ATM-09, will verify the documentation (operator's certificate and payment of the charges in application of the ENAC Charges Regulation) and with its analysis and evaluations in order to define the compatibility of the event with the preeminent aeronautical activities, establishing, if needed, possible restrictions or limitations. In case of successful outcome, the competent DA will request the issue of the Notam to the ACU, attaching the Form ATM-09, the ATS evaluation and the possible additional restrictions/limitations. At a later time, the competent DA, will notify the RPA operator with the authorisation for the operations to be executed, specifying the procedures to be implemented in coordination with the responsible ATS unit, as reported in the previous paragraph 9.3.

In case of a negative outcome, the competent DA will notify the RPA operator.

10.4 Military airports and air space under Air force Responsibility

For the operation executed in the vicinity of military airports (including the military airports open to civil traffic) and in airspace where air traffic services are provided by the Italian Air Force, the RPA operator should submit the Form ATM-09 (Annex "C") at least 60 (sixty) days before the beginning of the activities to:

- Comando Operazioni Aeree (COA) (aerosquadra.coa@postacert.difesa.it);

And, for information, to:

- Reparto Servizio Coordinamento e Controllo AIR FORCE (RSCCAM) – ACU (sccamciampino.acu@aeronautica.difesa.it);

- ENAC – Direzione Aeroportuale competente (competent DA *in the above text*) (protocollo@pec.enac.gov.it) (Annex “B”), attaching the documentation regarding the RPAV attaching the documentation regarding the RPAV operator.

The competent DA , after receiving the Form ATM-09, will verify the documentation (operator’s certificate) and will inform the COA for the next actions of its pertinence. At the end of the coordination phase and in case of successful outcome, the RSCCAM – ACU will notify the RPA operator with the authorisation for the operations to be executed and the issue of the without related Notam, specifying the procedures to be implemented in coordination with the responsible ATS unit, as reported in the previous paragraph 9.3. In case of a negative outcome, the RSCCAM – ACU in charge will notify the RPAV operator.

10.5 Civil airport without ANS provider

For the operation executed in the vicinity of civil airports where air traffic services are not provided (including the authorised airfields, helipads and sea plane bases), the RPA operator should the Form ATM-09 (Annex “C”) at least 35 (thirty-five) days before the beginning of the activities to:

- ENAC – Direzione Aeroportuale competente (competent DA *in the above text*) (protocollo@pec.enac.gov.it) (Annex “B”), attaching the documentation regarding the RPA operator and the invoice of the payment owed to ENAC at the link servizionline.enac.gov.it.

The competent DA, after receiving the Form ATM-09, will verify the documentation (operator’s certificate and payment of the charges in application of the ENAC Charges Regulation) and with its analysis and evaluations in order to define the compatibility of the event with the preeminent aeronautical activities, establishing, if needed, possible restrictions or limitations. In case of successful outcome, the competent DA will request the issue of the Notam to the ACU, attaching the Form ATM-09 and the possible additional restrictions/limitations. At a later time, the competent DA , will notify the RPA operator with the authorisation for the operations to be executed,

In case of a negative outcome, the competent DA will notify the RPA operator.

**Circular****ATM-09**

Remotely Piloted Aircraft - Criteria for the use of airspace

24/05/2019

Pag. 17 of 32

10.6 In relation with the previous paragraphs 10.2, 10.3, 10.4 e 10.5, the Notam, that should be issued at least 7 (seven) days before the beginning of the operations, will establish a temporary segregated area (TSA) or temporary reserved area (TRA), as applicable, with a maximum duration of 90 days, extendable upon request for additional 30 days within one year.

11. EFFECTIVE DATE

The present Advisory Circular enters into force from July 1st, 2019.

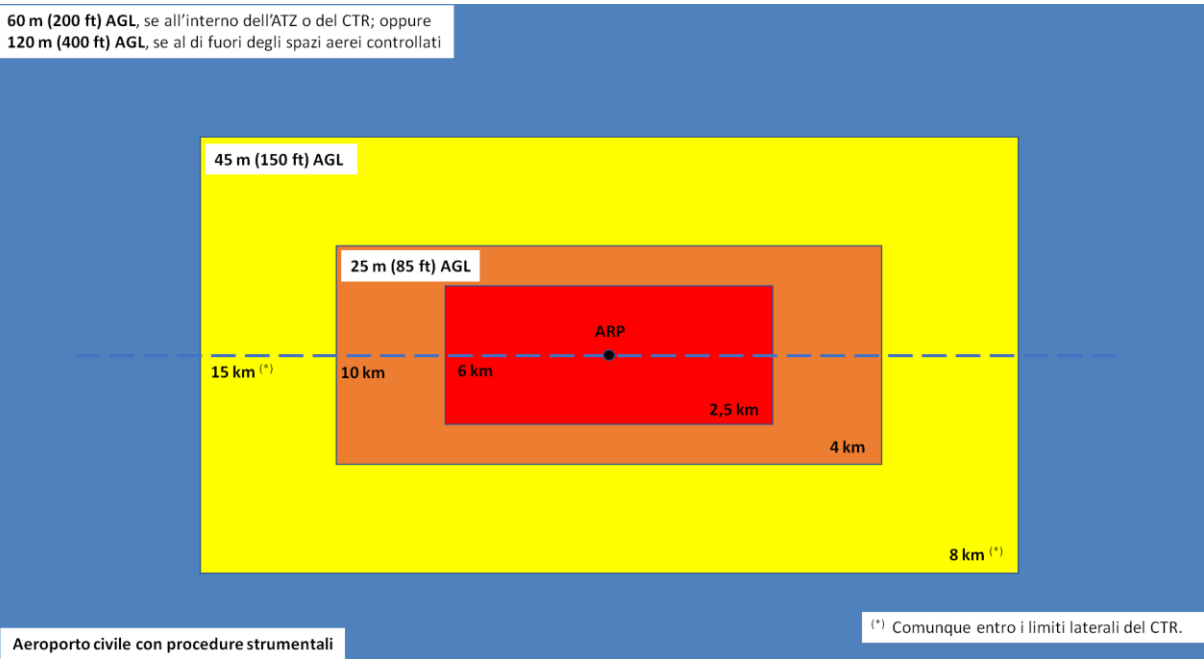
Director General

Dr. Alessio Quaranta

ANNEX “A” – CRITERIA FOR THE OPERATIONS IN THE VICINITY OF AIRPORTS

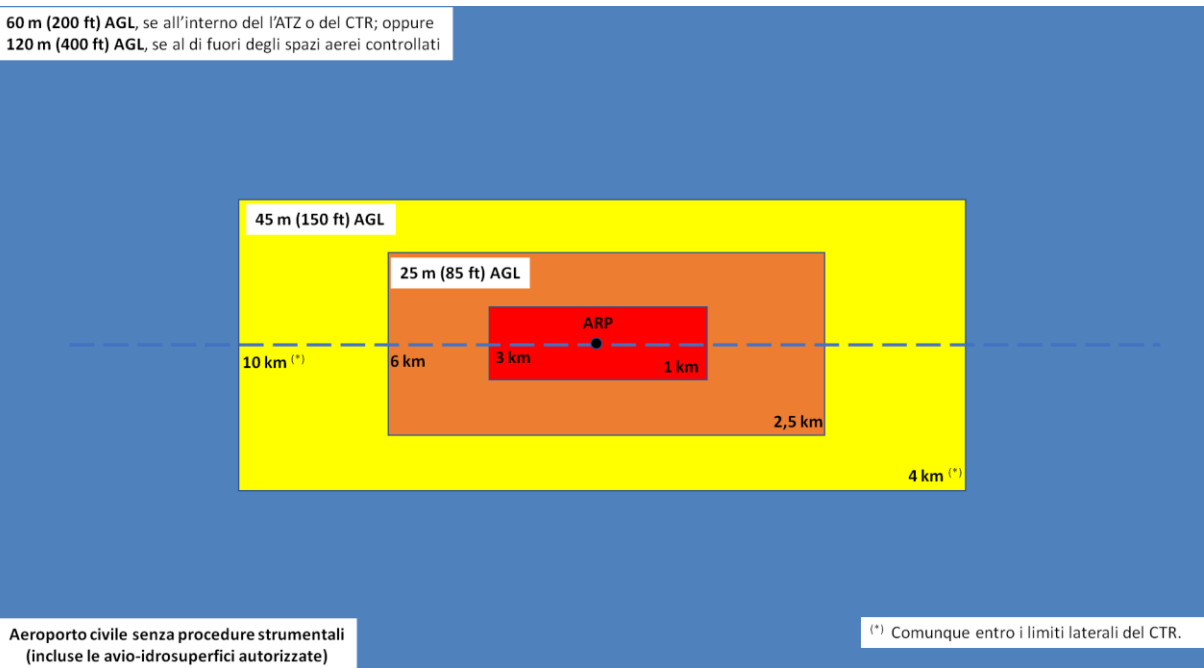
A.1 Civil airports with instrumental procedures

60 m (200 ft) AGL, se all'interno dell'ATZ o del CTR; oppure
120 m (400 ft) AGL, se al di fuori degli spazi aerei controllati



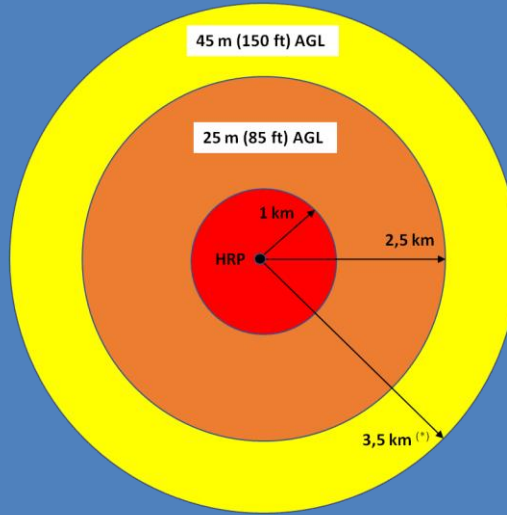
A.2 Civil airports without instrumental procedures

60 m (200 ft) AGL, se all'interno del l'ATZ o del CTR; oppure
120 m (400 ft) AGL, se al di fuori degli spazi aerei controllati



A.3 Civil heliports without instrumental procedures

60 m (200 ft) AGL, se all'interno dell'ATZ o del CTR; oppure
120 m (400 ft) AGL, se al di fuori degli spazi aerei controllati

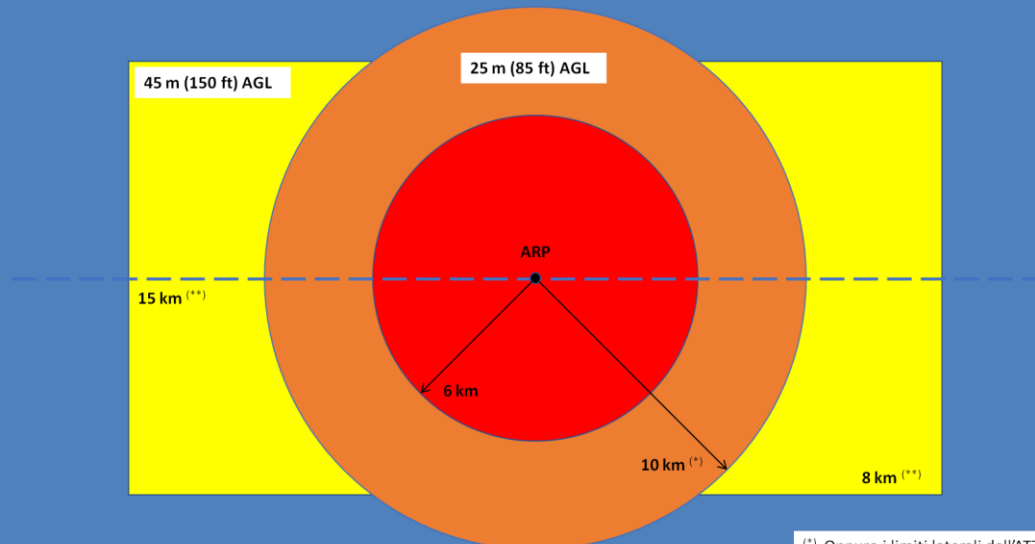


Eliporto civile senza procedure strumentali
(includere le elisuperfici autorizzate)

(*) Comunque entro i limiti laterali del CTR.

A.4 Military airports

60 m (200 ft) AGL, se all'interno del CTR; oppure
120 m (400 ft) AGL, se al di fuori degli spazi aerei controllati



Aeroporto militare (inclusi quelli aperti al traffico civile)

(*) Oppure i limiti laterali dell'ATZ;

(**) Comunque entro i limiti laterali del CTR.



ANNEX "B" – AIRPORTS DIRECTIONS AND TERRITORIAL JURISDICTION

AIRPORT DIRECTION	TERRITORIAL JURISDICTION	AIRPORTS/HELIPORTS OF COMPETENCE
NORD OVEST nordovest.apr@enac.gov.it telephone 010.6512.309/729 fax 010.6503258 Airport "Cristoforo Colombo" 16154 Genova Sestri Ponente PEC: protocollo@pec.enac.gov.it	Regions: Piemonte, Valle d'Aosta, Liguria	AOSTA ALBENGA ALESSANDRIA BIELLA/Cerrione CASALE MONFERRATO CUNEO/Levaldigi GENOVA/Sestri NOVI LIGURE SARZANA/Luni (*) TURIN/Aeritalia TURIN/Caselle VERCELLI
LOMBARDIA loMBardia.apr@enac.gov.it telephone 02.74852952 fax 02.7560264 Airport Milan Linate 20090 Segrate (MI) PEC: protocollo@pec.enac.gov.it	Province of: Bergamo (BG), Brescia (BS), Cremona (CR), Lecco (LC), Lodi (LO), Mantova (MN), Milano (MI), Monza e Brianza (MB), Pavia (PV), Sondrio (SO)	BERGAMO/Orio al Serio BRESCIA/Montichiari CLUSONE (Eliporto) CREMONA/Migliaro MILAN/Bresso MILAN/Linate VOGHERA/Rivanazzano VALBREMBO
MILANO MALPENSA malpensa.apr@enac.gov.it telephone 02.7486.7702/7710 fax 02.74867015 Airport of Malpensa 21010 Malpensa (VA) PEC: protocollo@pec.enac.gov.it	Province of: Como (CO), Varese (VA)	ALZATE BRIANZA CALCINATE DEL PESCE COMO MILAN/Malpensa VERGIATE VARESE/Venegono
NORD EST nordest.apr@enac.gov.it telephone 041.260.5701/5703 fax 041.2605711 Airport "Marco Polo" Viale Galileo Galilei, 16 30173 VENICE Tessera (VE) PEC: protocollo@pec.enac.gov.it	Regions: Veneto, Friuli-VENICE Giulia, Trentino-Alto Adige	ASIAGO BELLUNO BOLZANO GORIZIA LEGNAGO PADOVA THIENE TRENTO/Mattarello TREVISO/S. Angelo TRIESTE/Ronchi dei Legionari UDINE/Campoformido VENICE/Lido VENICE/Tessera VERONA/Boscomantico VERONA/Villafranca

**Circular****ATM-09**

Remotely Piloted Aircraft - Criteria for the use of airspace

24/05/2019

Pag. 21 of 32

AIRPORT DIRECTION	TERRITORIAL JURISDICTION	AIRPORTS/HELIPORTS OF COMPETENCE
EMILIA ROMAGNA emiliaromagna.apt@enac.gov.it telephone 051.6479690 fax 051.6486909 Via Triumvirato, 84 40132 Bologna PEC: protocollo@pec.enac.gov.it	Region Emilia Romagna	BOLOGNA/Borgo Panigale CARPI/Budrione FERRARA FORLÌ LUGO DI ROMAGNA MODENA/Marzaglia PARMA PAVULLO PRATI VECCHI D'AGUSCELLO RAVENNA REGGIO EMILIA RIMINI/Miramare
TOSCANA toscana.apt@enac.gov.it telephone 055.317123 fax 055.308036 Via del Termine, 11 50127 Florence PEC: protocollo@pec.enac.gov.it	Region Toscana	AREZZO FLORENCE/Peretola GROSSETO (*) LUCCA/Tassignano MARINA DI CAMPO MASSA/Cinquale PISA/S. Giusto (*) SIENA/Ampugnano
REGIONI CENTRO regionicentro.apt@enac.gov.it telephone 071.9156083 fax 071.9156036 Piazzale Sordoni, 1 60015 Falconara Marittima (AN) PEC: protocollo@pec.enac.gov.it	Regions: Marche, Umbria, Abruzzo, Molise	ANCONA/Falconara L'AQUILA/Parchi FANO PESCARA FOLIGNO PERUGIA/S. Francesco
LAZIO laziofco.apt@enac.gov.it telephone 06.65953139 fax 06.659587708 Airport "Leonardo da Vinci" 00054 Fiumicino (RM) PEC: protocollo@pec.enac.gov.it	Regions Lazio	AQUINO GUIDONIA (*) LATINA (*) RIETI ROME/Fiumicino ROME/Ciampino ROME/Urbe VITERBO (*)
CAMPANIA campania.apt@enac.gov.it telephone 081.5951206 fax 081.5951229 Airport "Fulco Ruffo di Calabria" 80144 Napoli PEC: protocollo@pec.enac.gov.it	Region Campania	CAPUA NAPLES/Capodichino SALERNO/Pontecagnano

**Circular****ATM-09**

Remotely Piloted Aircraft - Criteria for the use of airspace

24/05/2019 Pag. 22 of 32

AIRPORT DIRECTORATE	TERRITORIAL JURISDICTION	AIRPORTS/HELIPORTS OF COMPETENCE
PUGLIA BASILICATA pugliabasilicata.apr@enac.gov.it telephone 080.5361400 fax 080.5361417 Airport "Karol Wojtyła" Viale Enzo Ferrari, 1 70128 Bari Palese (BA) PEC: protocollo@pec.enac.gov.it	Regions: Puglia, Basilicata	BARI/Palese BRINDISI/Casale FOGGIA/Gino Lisa LECCE/Lepore TARANTO/Grottaglie
CALABRIA calabria.apr@enac.gov.it telephone 0968.414111/51381 fax 0968.414360 Airport of Lamezia Terme 88040 Lamezia Terme (CZ) PEC: protocollo@pec.enac.gov.it	Region Calabria	CROTONE LAMEZIA TERME REGGIO CALABRIA
SARDEGNA sardegna.apr@enac.gov.it telephone 070.210547 fax 070.210536 Airport of Elmas 09030 Elmas (CA) PEC: protocollo@pec.enac.gov.it	Region Sardegna	ALGHERO/Fertilia CAGLIARI/Elmas OLBIA/Costa Smeralda
SICILIA OCCIDENTALE occidentalesicilia.apr@enac.gov.it telephone 091.7020111/619/620 fax 091.591023 Airport of Punta Raisi 90045 Cinisi (PA) PEC: protocollo@pec.enac.gov.it	Province of: Agrigento (AG), Caltanissetta (CL), Enna (EN), Palermo (PA), Trapani (TP)	LAMPEDUSA PALERMO/Bocca di Falco PALERMO/Punta Raisi PANTELLERIA TRAPANI/Birgi (*)
SICILIA ORIENTALE orientalesicilia.apr@enac.gov.it telephone 095.340710 fax 095.349544 Airport Fontanarossa 95100 Catania PEC: protocollo@pec.enac.gov.it	Province of: Catania (CT), Messina (ME), Ragusa (RG), Siracusa (SR)	CATANIA/Fontanarossa COMISO

(*) Military airport open to civil traffic




Circular

ATM-09

Remotely Piloted Aircraft - Criteria for the use of airspace

24/05/2019 Pag. 23 of 32

ANNEX "C" – FORM ATM-09

 ENTE NAZIONALE PER L'AVIAZIONE CIVILE	MODELLO ATM-09 "RISERVA DI SPAZIO AEREO PER OPERAZIONI CON APR" (All. "C" Circ. ATM-09) C.F.: 97158180584		Bollo assolto in modo virtuale (aut. Direz. Reg. entrate Lazio N. 135047/98 del 30/11/1998)	
			Dati fattura ⁽¹⁾	
		BD3	Numero	Data
A ⁽²⁾ : _____				
Cc ⁽²⁾ : _____				
Il richiedente ⁽³⁾ : _____				
Tel/Mob.: _____			E-mail/Pec: _____	
Evento/attività	Tipo di attività ⁽⁴⁾ : _____			
	Tipo di APR ⁽⁵⁾ : _____			
	Località di decollo e coordinate geografiche ⁽⁶⁾ : _____			
	Località di atterraggio e coordinate geografiche ⁽⁶⁾ : _____			
	Località dove si svolge l'attività: _____			
Elementi identificativi dello spazio aereo interessato dall'attività	Limiti laterali ⁽⁶⁾ : Area racchiusa dalla congiungente i punti di coordinate geografiche			

	oppure			
	Raggio di _____ NM (_____ Km) con centro nel punto di coordinate geografiche: _____			
	Limiti verticali ⁽⁷⁾ : inferiore _____/superiore _____			
	Ubicazione rispetto al capoluogo di provincia o alla radioassistenza più vicina: _____			
	Distanza dall'ARP/coordinate aeroporto di _____, _____ NM (_____ Km)			
Data/e orario/i inizio attività ⁽⁸⁾				
Altre notizie utili alla sicurezza delle operazioni ⁽⁹⁾				
Valutazione ATS ⁽¹⁰⁾	Fornitore SNA civile		Fornitore SNA militare	
Luogo e data _____			Firma operatore APR _____	

Note:

- (1) Inserire il codice alfa numerico della fattura (casella centrale) e anno versamento (casella di destra).
- (2) Vedere Capitolo 10;
- (3) Indicare nr. autorizzazione ENAC o dichiarazione, e specifiche abilitazioni dell'operare (operazioni critiche/non critiche, scenari standard, ecc.).
- (4) Specificare il tipo di attività (riprese video, aerofotogrammetria, rilievi ecc.) e condizioni di volo (VLOS, EVLOS, BVLOS);
- (5) Specificare il modello e le caratteristiche (peso, equipaggiamenti, dotazioni ecc.);
- (6) Coordinate geografiche sessagesimali (gradi, minuti primi, minuti secondi) espresse in formato WGS 84 con risoluzione a 1 secondo, del centro della zona o dei vertici della spezzata che la delimita; località geografica.
- (7) Limiti verticali inferiori e superiori espressi in piedi al di sopra del mare/suolo (FT AMSL/AGL);
- (8) Data dell'attività: per indicare singoli giorni utilizzare la virgola (es. 1, 2, 5, 10); per indicare periodi di giorni consecutivi utilizzare il trattino (es. 1-3, 5-11) oppure utilizzare la dicitura "tutti i....." (es. "tutti i giovedì"). In nessun caso dovrà essere utilizzata la parola "prefestivo" per indicare, ad esempio, il sabato o il 14 agosto. Orario dell'attività: specificare se trattasi di ORA LOCALE o di orario UTC (ora di Greenwich). È possibile utilizzare in chiaro le dizioni "ALBA/TRAMONTO" o "H24".
- (9) Specificare disponibilità collegamenti T/B/T e transponder SSR, sistemi di sicurezza (es. cavo di vincolo), ecc.;
- (10) Valutazione ATS Fornitore SNA responsabile di riferimento (ENAV o AM, a seconda dei casi).

**ANNEX "D" – CERTIFIED AIR NAVIGATION SERVICES PROVIDERS**

AIRPORT	ANS PROVIDER
AOSTA	AVDA SpA Cert. ANSP N. ENAC-002 designation ENAC-DES-ATS-002 AFIU: tel +39 0165 235301; fax +39 0165 303321; e-mail: opsoffice@avda-aosta.it
BIELLA/Cerrione	SACE SpA Cert. ANSP N. ENAC-004 AFIU: tel +39 015 671293, fax +39 015 671815 e-mail: afis@aeroportobiella.it
LUCCA/Tassignano	Aeroporto di Capannori SpA Cert. ANSP N. ENAC-005 AFIU: tel +39 0583 935501; cell +39 335 5789132; fax +39 0583 933277 e-mail: afis@aeroportocapannori.it
MARINA DI CAMPO	Alatoscana SpA Cert. ANSP N. ENAC-006 AFIU: tel +39 0565 976011; fax +39 0565 976008; SITA TLX: EBAAPXH e-mail: afiu@elba-airport.it
REGGIO EMILIA	Aeroporto di Reggio Emilia srl Cert. ANSP N. ENAC-003 AFIU: tel +39 0522 517166; fax +39 0522 501413 e-mail: info@aeroportore.it
TRENTO/Mattarello	Trentino Trasporti SpA AFIU: tel +39 0461 944355; fax +39 0461 1920471 e-mail: sanguiu@aeroportocRPAV oni.it

AIROPORTS/HELIPORTS AND CTR IN ITALIAN AIRSPACE ²

E.1 Airports with ATZ

ICAO CODE	AIRPORT	TRAFFIC TYPE	ANS PROVIDER
LIMG	ALBENGA	IFR/VFR	ENAV SpA
LIEA	ALGHERO/Fertilia	IFR/VFR	ENAV SpA
LILB	ALZATE BRIANZA	VFR	//
LIBA	AMENDOLA (Mil.)	IFR/VFR	AIR FORCE
LIPY	ANCONA/Falconara	IFR/VFR	ENAV SpA
LIMW	AOSTA	IFR/VFR	AVDA SpA
LIPA	AVIANO (Mil.)	IFR/VFR	AIR FORCE
LIBD	BARI/Palese	IFR/VFR	ENAV SpA
LIME	BERGAMO/Orio al Serio	IFR/VFR	ENAV SpA
LILE	BIELLA/Cerrione	VFR	SACE SpA
LIPE	BOLOGNA/Borgo Panigale	IFR/VFR	ENAV SpA
LIPB	BOLZANO	IFR/VFR	ENAV SpA
LIPO	BRESCIA/Montichiari	IFR/VFR	ENAV SpA
LIBR	BRINDISI/Casale	IFR/VFR	ENAV SpA
LIEE	CAGLIARI/Elmas	IFR/VFR	ENAV SpA ³
LIMN	CAMERI (Mil.)	IFR/VFR	AIR FORCE
LIDU	CARPI/Budrione	VFR	//
LIDK	CASARSA DELLA DELIZIA (Mil.)	VFR	//
LICC	CATANIA/Fontanarossa	IFR/VFR	ENAV SpA ²
LIPC	CERVIA (Mil.)	IFR/VFR	AIR FORCE
LICB	COMISO	IFR/VFR	ENAV SpA ²
LILY	COMO (Idroscalo)	VFR	//
LIBC	CROTONE	IFR/VFR	ENAV SpA
LIMZ	CUNEO/Levaldigi	IFR/VFR	ENAV SpA
LIED	DECIMOMANNU (Mil.)	IFR/VFR	AIR FORCE
LIRQ	FIRENZE/Peretola	IFR/VFR	ENAV SpA
LIBF	FOGGIA/Gino Lisa	IFR/VFR	ENAV SpA ⁴
LIPK	FORLÌ	IFR/VFR	ENAV SpA

² The information included in the present Annex need to be integrated by AIP-Italia and Notam in force.

³ The competence of the instrumental flight procedures is of ITAF that has to be involved in the ATS evaluation.

⁴ The competence of the instrumental flight procedures is of ITAF that has to be involved in the ATS evaluation.

**Circular****ATM-09**

Remotely Piloted Aircraft - Criteria for the use of airspace

24/05/2019 Pag. 27 of 32

ICAO CODE	AIRPORT	TRAFFIC TYPE	ANS PROVIDER
LIRH	FROSINONE (Mil.)	IFR/VFR	AIR FORCE
LIMJ	GENOVA/Sestri	IFR/VFR	ENAV SpA
LIPL	GHEDI (Mil.)	IFR/VFR	AIR FORCE
LIBV	GIOIA DEL COLLE (Mil.)	IFR/VFR	AIR FORCE
LIPG	GORIZIA	VFR	//
LIRM	GRAZZANISE (Mil.)	IFR/VFR	AIR FORCE
LIRS	GROSSETO (Mil.)	IFR/VFR	AIR FORCE
LIRG	GUIDONIA (Mil.)	VFR	AIR FORCE
LIPS	ISTRANA (Mil.)	IFR/VFR	AIR FORCE
LIAP	L'AQUILA/Parchi	VFR	//
LICA	LAMEZIA TERME	IFR/VFR	ENAV SpA
LICD	LAMPEDUSA	IFR/VFR	ENAV SpA
LIRL	LATINA (Mil.)	IFR/VFR	AIR FORCE
LIBN	LECCE/Galatina (Mil.)	IFR/VFR	AIR FORCE
LINL	LECCE/Lepore	VFR	//
LIDL	LEGNAGO	VFR	//
LIQL	LUCCA/Tassignano	VFR	AEROPORTO DI CAPANNORI SpA
LIRJ	MARINA DI CAMPO	VFR	ALATOSCANA SpA
LIMB	MILAN/Bresso	VFR	//
LIML	MILAN/Linate	IFR/VFR	ENAV SpA
LIMC	MILAN/Malpensa	IFR/VFR	ENAV SpA
LIRN	NAPLES/Capodichino	IFR/VFR	ENAV SpA
LIEO	OLBIA/Costa Smeralda	IFR/VFR	ENAV SpA
LIER	ORISTANO/Fenosu	VFR	//
LIPU	PADOVA	VFR	ENAV SpA
LICP	PALERMO/Bocca di Falco	VFR	//
LICJ	PALERMO/Punta Raisi	IFR/VFR	ENAV SpA
LICG	PANTELLERIA	IFR/VFR	ENAV SpA
LIMP	PARMA	IFR/VFR	ENAV SpA
LIRZ	PERUGIA/S. Francesco	IFR/VFR	ENAV SpA
LIBP	PESCARA	IFR/VFR	ENAV SpA
LIMS	PIACENZA (Mil.)	IFR/VFR	AIR FORCE

ICAO CODE	AIRPORT	TRAFFIC TYPE	ANS PROVIDER
LIRP	PISA/S. Giusto (Mil.)	IFR/VFR	AIR FORCE
LIRE	PRATICA DI MARE (Mil.)	IFR/VFR	AIR FORCE
LICR	REGGIO CALABRIA	IFR/VFR	ENAV SpA
LIQN	RIETI	VFR	ENAV SpA
LIPR	RIMINI/Miramare	IFR/VFR	ENAV SpA
LIPI	RIVOLTO (Mil.)	IFR/VFR	AIR FORCE
LIRA	ROME/Ciampino	IFR/VFR	ENAV SpA
LIRF	ROME/Fiumicino	IFR	ENAV SpA
LIRU	ROME/Urbe	VFR	ENAV SpA
LIRI	SALERNO/Pontecagnano	IFR/VFR	ENAV SpA
LIQW	SARZANA/Luni (Mil.)	VFR	AIR FORCE
LIQS	SIENA/Ampugnano	VFR	//
LICZ	SIGONELLA (Mil.)	IFR/VFR	AIR FORCE
LIBG	TARANTO/Grottaglie	IFR/VFR	ENAV SpA
LIDH	THIENE	VFR	//
LIMA	TURIN/Aeritalia	VFRV	ENAV SpA
LIMF	TURIN/Caselle	IFR/VFR	ENAV SpA
LICT	TRAPANI/Birgi (Mil.)	IFR/VFR	AIR FORCE
LIDT	TRENTO/Mattarello	IFR/VFR	TRENTINO TRASPORTI SpA
LIPH	TREVISO/S. Angelo	IFR/VFR	ENAV SpA ⁵
LIPQ	TRIESTE/Ronchi dei Legionari	IFR/VFR	ENAV SpA
LIPD	UDINE/Campoformido	VFR	//
LILN	VARESE/Venegono (Mil.)	VFR	//
LIPV	VENICE/Lido	VFR	ENAV SpA
LIPZ	VENICE/Tessera	IFR/VFR	ENAV SpA
LILG	VERGIATE	VFR	//
LIPN	VERONA/Boscomantico	VFR	//
LIPX	VERONA/Villafranca	IFR/VFR	ENAV SpA
LIRV	VITERBO (Mil.)	VFR	AIR FORCE

⁵ The competence of the instrumental flight procedures is of ITAF that has to be involved in the ATS evaluation.

E.2 Airports without ATZ

ICAO CODE	AIRPORT	TRAFFIC TYPE	ANS PROVIDER
LILA	ALESSANDRIA	VFR	//
LIAQ	AQUINO	VFR	//
LIQB	AREZZO	VFR	//
LIDA	ASIAGO	VFR	//
LIDB	BELLUNO	VFR	//
LILC	CALCINATE DEL PESCE	VFR	//
LIAU	CAPUA	VFR	//
LILM	CASALE MONFERRATO	VFR	//
LILR	CREMONA/Migliaro	VFR	//
//	DOBBIACO (Mil.)	VFR	//
LIDF	FANO	VFR	//
LIPF	FERRARA	VFR	//
LIAF	FOLIGNO	VFR	//
//	FURBARA (Mil.)	VFR	//
LIDG	LUGO DI ROMAGNA	VFR	//
LILQ	MASSA/Cinquale	VFR	//
LIPM	MODENA/Marzaglia	VFR	//
LIMR	NOVI LIGURE	VFR	//
LIDP	PAVULLO	VFR	//
LIDV	PRATI VECCHI DI AGUSCELLO	VFR	//
LIDR	RAVENNA	VFR	//
LIDE	REGGIO EMILIA	VFR	AIRPORT OF REGGIO EMILIA Srl
LILV	VALBREMBO	VFR	//
LILI	VERCELLI	VFR	//
//	VIGNA DI VALLE (Mil.) (Idroscalo)	VFR	//
LILH	VOGHERA/Rivanazzano	VFR	//

E.3 Heliports without ATZ

ICAO CODE	HELIPORT	TRAFFIC TYPE	ANS PROVIDER
LILS	CLUSONE	VFR	//
//	ROME/Centocelle (Mil.)	VFR	//

E.4 Control zones (CTR)

NAME	INCLUDED AIRPORTS	ANS PROVIDER
ALGHERO	ALGHERO/Fertilia	ENAV SpA
AMENDOLA	AMENDOLA (Mil.) FOGGIA/Gino Lisa	AIR FORCE
ANCONA	ANCONA/Falconara	ENAV SpA
APULIA	BARI/Palese BRINDISI/Casale	ENAV SpA
AVIANO	AVIANO (Mil.) RIVOLTO (Mil.) CASARSA DELLA DELIZIA (Mil.)	AIR FORCE
BERGAMO	BERGAMO/Orio Al Serio	ENAV SpA
BOLOGNA	BOLOGNA/Borgo Panigale RIMINI/Miramare FORLI' CERVIA	ENAV SpA
CAGLIARI	CAGLIARI/Elmas DECIMOMANNU (Mil.)	AIR FORCE
CATANIA	CATANIA/Fontanarossa SIGONELLA (Mil.) COMISO	AIR FORCE
FIRENZE	FIRENZE/Peretola	ENAV SpA
FROSINONE	FROSINONE (Mil.)	AIR FORCE
GENOVA	GENOVA/Sestri	ENAV SpA
GIOIA DEL COLLE	GIOIA DEL COLLE (Mil.)	AIR FORCE
GRAZZANISE	GRAZZANISE (Mil.) CAPUA	AIR FORCE
GROSSETO	GROSSETO (Mil.)	AIR FORCE
GROTTAGLIE	TARANTO/Grottaglie	ENAV SpA
LAMEZIA	LAMEZIA TERME	ENAV SpA
LATINA	LATINA (Mil.)	AIR FORCE
LECCE	LECCE/Galatina (Mil.)	AIR FORCE
LINATE	MILAN/Linate	ENAV SpA
MALPENSA	MILAN/Malpensa CAMERI (Mil.) VERGIATE	ENAV SpA
NAPLES	NAPOLI/Capodichino	ENAV SpA

**Circular****ATM-09**

Remotely Piloted Aircraft - Criteria for the use of airspace

24/05/2019

Pag. 31 of 32

NAME	INCLUDED AIRPORTS	ANS PROVIDER
OLBIA	OLBIA/Costa Smeralda	ENAV SpA
PALERMO	PALERMO/Punta Raisi	ENAV SpA
PANTELLERIA	PANTELLERIA	ENAV SpA
PARMA	PARMA	ENAV SpA
PERUGIA	PERUGIA/S. Francesco	ENAV SpA
PESCARA	PESCARA	ENAV SpA
PIACENZA	PIACENZA (Mil.)	AIR FORCE
PISA	PISA/S. Giusto (Mil.)	AIR FORCE
PRATICA	PRATICA DI MARE (Mil.)	AIR FORCE
REGGIO CALABRIA	REGGIO CALABRIA	ENAV SpA
ROME	ROME/Fiumicino ROME/Ciampino	ENAV SpA
RONCHI	TRIESTE/Ronchi dei Legionari	ENAV SpA
TURIN	TURIN/Caselle TURIN/Aeritalia	ENAV SpA
TRAPANI	TRAPANI/Birgi (Mil.)	AIR FORCE
TREVISO	TREVISO/S. Angelo ISTRANA (Mil.)	AIR FORCE
VENICE	VENICE/Tessera VENICE/Lido	ENAV SpA
VERONA	VERONA/Villafranca VERONA/Boscomantico BRESCIA/Montichiari GHEDI (Mil.)	ENAV SpA

ANNEX "F" – MILITARY AIROPORTS/HELIPORTS

ICAO CODE	AIRPORT	TRAFFIC TYPE	COORDINATES
LIBA	AMENDOLA	IFR/VFR	41°32'29.01"N 015°43'05.10"E
LIPA	AVIANO	IFR/VFR	46°01'48.26"N 012°35'55.82"E
LIMN	CAMERI	IFR/VFR	45°31'51.99"N 008°39'54.85"E
LIDK	CASARSA DELLA DELIZIA	VFR	45°57'16.00"N 012°49'11.00"E
LIPC	CERVIA	IFR/VFR	44°13'18.36"N 012°19'03.22"E
LIED	DECIMOMANNU	IFR/VFR	39°21'13.86"N 008°58'18.21"E
//	DOBBIACO	VFR	46°43'37.00"N 012°23'54.00"E
LIRH	FROSINONE	IFR/VFR	41°38'41.73"N 013°17'56.48"E
//	FURBARA	VFR	41°59'39.56"N 012°00'54.90"E
LIPL	GHEDI	IFR/VFR	45°26'08.65"N 010°16'13.01"E
LIBV	GIOIA DEL COLLE	IFR/VFR	40°46'10.92"N 016°55'58.86"E
LIRM	GRAZZANISE	IFR/VFR	41°03'43.19"N 014°04'57.68"E
LIRS	GROSSETO	IFR/VFR	42°45'35.09"N 011°04'18.83"E
LIRG	GUIDONIA	VFR	41°59'45.85"N 012°44'05.01"E
LIPS	ISTRANA	IFR/VFR	45°41'05.52"N 012°04'58.37"E
LIRL	LATINA	IFR/VFR	41°32'48.86"N 012°54'29.75"E
LIBN	LECCE/Galatina	IFR/VFR	40°14'21.22"N 018°07'59.97"E
LIMS	PIACENZA/S. Damiano	IFR/VFR	44°54'49.91"N 009°43'14.11"E
LIRP	PISA/S. Giusto	IFR/VFR	43°40'57.85"N 010°23'43.95"E
LIRE	PRATICA DI MARE	IFR/VFR	41°39'33.74"N 012°26'42.56"E
LIPI	RIVOLTO	IFR/VFR	45°58'50.49"N 013°02'59.64"E
//	ROME/Centocelle (Heliport)	VFR	41°52'21.00"N 012°33'46.00"E
LIQW	SARZANA/Luni	VFR	44°05'20.00"N 009°59'20.00"E
LICZ	SIGONELLA	IFR/VFR	37°24'21.20"N 014°55'26.07"E
LICT	TRAPANI/Birgi	IFR/VFR	37°54'43.41"N 012°29'36.38"E
//	VIGNA DI VALLE	VFR	42°05'05.32"N 012°13'13.92"E
LIRV	VITERBO	VFR	42°25'48.66"N 012°03'50.96"E