

4 RUNWAY REGULATIONS

4.1 SELECTION OF RUNWAY-IN-USE

The direction in which aircraft take off and land is determined by the speed and direction of the surface wind and by the preferential runway system.

The term "runway-in-use" is used to indicate the runway that - at a particular time - is considered by ATC to be the most suitable for use by the types of aircraft expected to land or take off. Normally, an aircraft will take off and land into the wind, unless safety, runway configuration or traffic conditions determine that a different direction is preferable. However, in selecting the runway-in-use, ATC shall also take into consideration other relevant factors such as the aerodrome traffic circuits, the length of the runway, the approach and landing aids available, meteorological conditions, aircraft performance and noise abatement.

Accepting a runway is a pilot's decision. If the pilot-in-command considers the runway-in-use not usable for reasons of safety or performance, he shall request permission to use another runway. ATC will accept such request, provided that traffic and air safety conditions permit.

4.2 PREFERENTIAL RUNWAY SYSTEM

4.2.1 RUNWAY CONFIGURATION SCHEME

		0500 to 1459	1500 to 2159	2200 to 0459
MON 0500 till TUE 0459	DEP	25R		25R / 20 ⁽¹⁾
	ARR	25L / 25R		25R / 25L ⁽²⁾
TUE 0500 till WED 0459	DEP	25R		25R / 20 ⁽¹⁾
	ARR	25L / 25R		25R / 25L ⁽²⁾
WED 0500 till THU 0459	DEP	25R		25R / 20 ⁽¹⁾
	ARR	25L / 25R		25R / 25L ⁽²⁾
THU 0500 till FRI 0459	DEP	25R		25R / 20 ⁽¹⁾
	ARR	25L / 25R		25R / 25L ⁽²⁾
FRI 0500 till SAT 0459	DEP	25R		25R ⁽³⁾
	ARR	25L / 25R		25R
SAT 0500 till SUN 0459	DEP	25R	25R / 20 ⁽¹⁾	25L ⁽⁴⁾
	ARR	25L / 25R	25R / 25L ⁽²⁾	25L
SUN 0500 till MON 0459	DEP	25R / 20 ⁽¹⁾	25R	20 ⁽⁴⁾
	ARR	25R / 25L ⁽²⁾	25L / 25R	20

← ⁽¹⁾ RWY 25R only for traffic via ELSIK, NIK, HELEN, DENUT, KOK and CIV / RWY 20 only for traffic via LNO, SPI, SOPOK, PITES and ROUSY / Aircraft with MTOW > 200 t shall use RWY 25R regardless the destination.

⁽²⁾ Arrival on RWY 25L at ATC discretion only.

⁽³⁾ No departures between 0000 and 0500.

⁽⁴⁾ No departures between 2300 and 0400.

Times of runway changeover are subject to flexibility in order to ensure transition in safe conditions. ATC will operate the changeover as close as possible from the indicated time, taking into account the traffic conditions.

4.2.2 EXCEPTIONS

The preferential runway system is not the determining factor in runway selection under the following circumstances:

- ← a. When the runway is dry or wet and the crosswind component exceeds 15 kt (gusts included).
- ← b. When the runway is dry or wet and the tailwind component exceeds 7 kt (gusts included), including a buffer value of 2 kt.
- ← c. When the runways are contaminated or when braking action is less than good.
- ← d. When alternative runways are successively requested by pilots for safety reasons.
- ← e. When pilots report excessive wind at higher altitudes
- ← f. When wind shear has been reported or forecast, or when thunderstorms are expected to affect arriving or departing traffic.

When the wind components exceed the indicated values, a runway more into wind will be assigned. However, RWY 07L/R will not be used for landing, except when no other suitable runway is available.

In headwind configurations, the crosswind component is not a limiting factor when take-off is conducted on pilot's responsibility and at ATC discretion.