

REGULATIONS ON THE USE OF THE TAXIWAY AND ASPHALT RUNWAY



- **The taxiway, east of the runway, must be used exclusively to reach the entrance of the runway on either end (03 or 21).**
- **It's forbidden to enter the runway from an intermediate position.**
- **Aircrafts leaving the parking areas must wait at the STOP signs on each junction and can start taxiing towards either runway end only after performing the mandatory radio call.**
- **It's forbidden to perform engine tests:**
 - **on the square,**
 - **on connections between the square and the taxiway,**
 - **on runway ends.**

Engine test must be performed at the widenings at the end of the taxiway, with the plane heading West.

- **Entrance to the runway from waiting position can only happen after visually checking that no landing is taking place and after the mandatory radio call.**
- **Landing airplanes, depending on their landing requirements, can exit the runway, through intermediate links B, C or D, only after performing the mandatory radio call.**
- **Any temporary closing of the runway, for whatever reason, will be signalled through the presence of two white crosses; in case of such an event, taking off and landing can happen on the taxiway, but only for private Ultralight and General Aviation airplanes.**

Any training activity will instead be forbidden.

- **Use of the radio is mandatory on Ozzano Airfield.**
- **Standard traffic circuit:**
 - **For General Aviation airplanes at 1000 ft AGL.**
 - **For ultralight aircrafts at 500 ft AGL.**

In gliders presence, engine aircraft must use West side only, gliders East of the runway, calling on the radio and prepping the work "Aliante" to the markings.

The runway must be cleared without hesitation after landing. Towing planes must not land with the towing cable still attached.

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