

**PROCEDURA DI SALITA INIZIALE**

A causa di ostacoli in prossimità dell'aeroporto i decolli da RWY 09 dovranno avvenire in condizioni di volo a vista (Visual Conditions) fino ad ABN NDB, da raggiungere a 1500 FT o al di sopra. Quindi procedere in accordo alla SID assegnata.

E' responsabilità del pilota la separazione dagli ostacoli e dal terreno durante la fase iniziale di salita in "visual".

Minime VMC:

- in volo: visibilità non inferiore a 6 km di giorno / 8 km di notte, fuori dalle nubi ed in contatto visivo con il suolo o con l'acqua;
- sull'aeroporto: ceiling (entità delle nubi riportata come "BKN" o "OVC") non inferiore a 3000 FT, visibilità al suolo non inferiore a 6 km di giorno / 8 km di notte.

Gradiente minimo di salita 380 FT/NM (6.25%) fino ad ABN NDB.

**INITIAL CLIMB PROCEDURE**

Due to obstacles in the vicinity of the aerodrome, take-offs from RWY 09 must be performed under Visual Conditions only until ABN NDB to be reached at 1500 FT or above. Then proceed according to the assigned SID.

Obstacle separation and terrain clearance is pilot's responsibility during the initial visual climb out phase.

VMC Minima:

- in flight: visibility not less 6 km by day / 8 km by night, clear of clouds and in sight of the surface;
- at the aerodrome: ceiling (cloud amount reported as "BKN" or "OVC") 3000 FT or above, ground visibility not less 6 km by day / 8 km by night.

Minimum climb gradient 380 FT/NM (6.25%) until ABN NDB.

**DESCRIZIONE SID**

Eseguita la procedura di salita iniziale:

**UNITA 5T**

Procedere su QDR 091° ABN NDB. A 32 NM da LBN DME (RDL 175 SES) virare a destra per UNITA.

**SID DESCRIPTION**

Initial climb procedure executed:

**UNITA 5T**

Proceed on QDR 091° ABN NDB. At 32 NM from LBN DME (RDL 175 SES) turn right to UNITA.

MCA/MCL: 28 NM LBN DME 6000 FT; UNITA according to the next route segment.

**LAGEN 5T**

Procedere su QDR 091° ABN NDB. A 28 NM da LBN DME (RDL 185 SES) virare a sinistra per LAGEN.

**LAGEN 5T**

Proceed on QDR 091° ABN NDB. At 28 NM from LBN DME (RDL 185 SES) turn left to LAGEN.

MCA/MCL: 28 NM LBN DME 6000 FT; LAGEN according to the next route segment.

**GENOVA 5T**

Procedere su QDR 059° ABN NDB per GENOVA.

**GENOVA 5T**

Proceed on QDR 059° ABN NDB to GENOVA.

MCA/MCL: DORAV 7000 FT; GEN according to the next route segment.

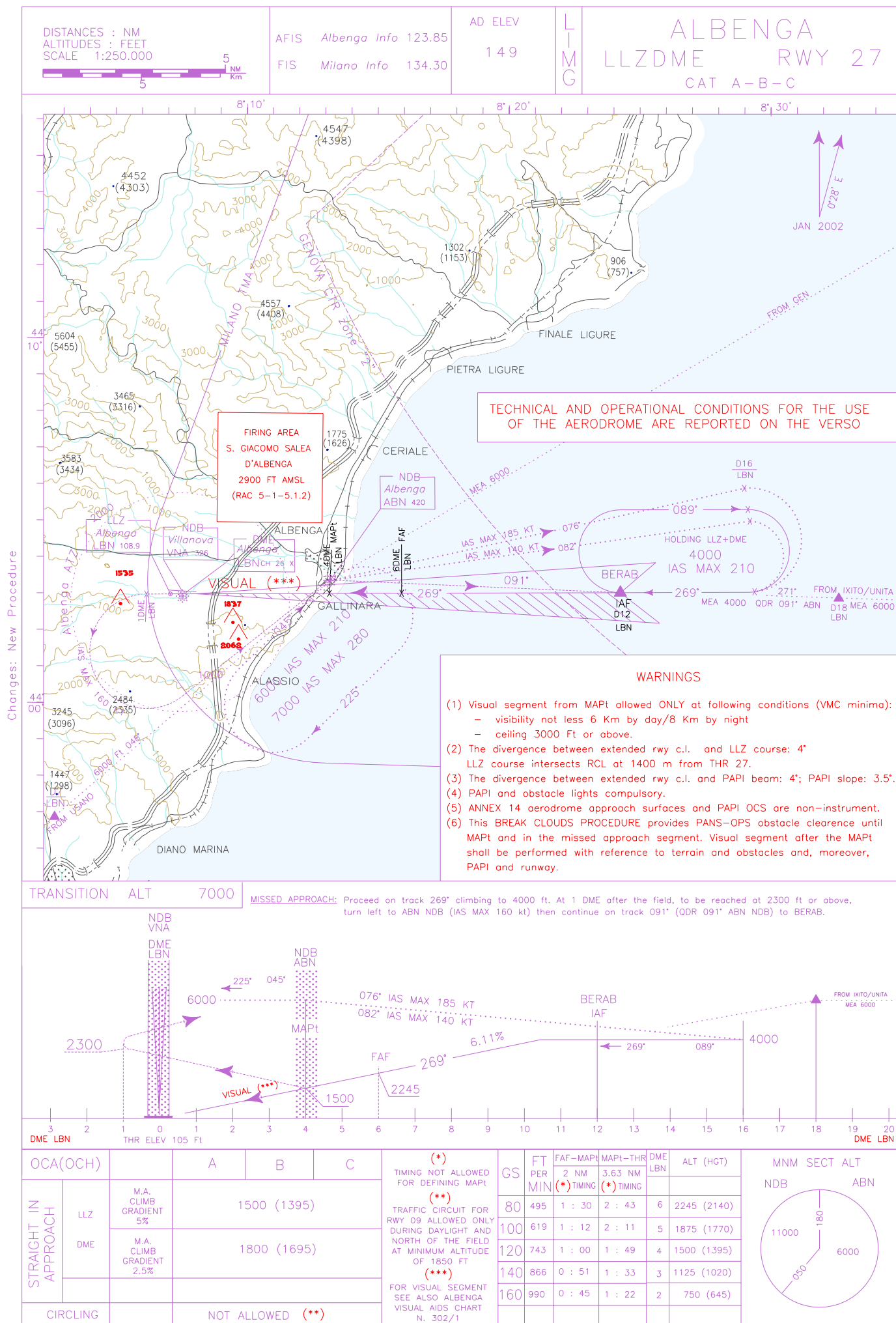
**KEPPO 5T (solo a discrezione ATC)**

Procedere su QDR 059° ABN NDB, attraversando 3500 FT virare a destra per tornare su ABN NDB, quindi KEPPO.

**KEPPO 5T (ATC discretion only)**

Proceed on QDR 059° ABN NDB. Passing through 3500 FT turn right back to ABN NDB, then KEPPO.

MCA/MCL: ABN NDB 6000 FT; KEPPO FL 100.



## **Technical and Operational Conditions for Operations on Villanova d' Albenga Aerodrome**

Provision of Civil Aviation Authority (ENAC) n.1454 dated 19 Apr. 2002.

### **1. General Rules**

Flight operations are allowed on Villanova d'Albenga Aerodrome, by day and night hours, only in compliance with the VFR rules, with the following limitations:

- Take-off from RWY 27 is forbidden;
- Landing to RWY 09 is allowed only by day, following a left-hand aerodrome circuit, North of the RWY, at an altitude not below 1850 ft AMSL;
- Circling flashing lights and obstacle lights affecting the approach, landing and go-around manoeuvres, as reported in the Albenga Visual Aids Chart n° 302/1 shall be available and fully operational. Moreover, by night, also the PAPI for RWY 27 shall be available and fully operational.

### **2. Rules for IFR and "VFR by night" operations.**

The operations conducted in IFR and "VFR by night" are allowed on Albenga Aerodrome at the following technical and operational conditions:

#### **2.1. VMC Minima:**

- in flight: visibility not less 6 km by day / 8 km by night, clear of clouds and in sight of the surface;
- at the aerodrome: ceiling (cloud amount reported as "BKN" or "OVC") 3000 ft or above, ground visibility not less 6 km by day / 8 km by night.

2.2. Take-off operations are allowed in observance of the VMC minima specified in the above point 2.1.

#### **2.3. Aerodrome Operations:**

Due to mountainous area surrounding the airport, wind shear and/or turbulence phenomena are foreseen. Therefore, pilots could meet possible severe windshear during flight operations over Albenga aerodrome in case of wind intensity more than 15 kt.:

##### **2.3.1. Landing:**

- a. Landing for RWY 27 is allowed with a maximum cross-wind component, in the sector from 315° to 360°, of 20 kt in case of dry RWY and of 10 kt in case of wet RWY.
- b. Landing for RWY 09 is allowed (only by day) with a maximum cross-wind component, in the sector from 000° to 045° of 20 kt in case of dry RWY and 10 kt in case of wet RWY. In the other sectors the maximum cross-wind component allowed is 10 kt.
- c. The maximum tail-wind component allowed is 5 kt.
- d. No significant turbulence in the final segment.

##### **2.3.2. Acft failure**

Pilots are advised against proceeding for approach and landing in case of significant acft failure that could be prejudicial to a safe go-around procedure.

2.4 The "Break Clouds" procedure for a VFR Approach n° 278/3 shall be performed by the arriving IFR traffic with the following operational limitations:

- The RWY shall be maintained in sight from 2000 ft until landing; in the event that the visual contact is lost, a left turn shall be performed, maintaining due obstacle separation, and climbing to 6000 ft inbound to Albenga NDB.
- The pilot shall report to ATS when, reached the MAPt and the VMC minima specified in the above point 2.1, he is proceeding according to VFR for landing.

### **3. Public Transport**

3.1 Flight operations on Villanova d'Albenga airport are allowed to Public Transport Operators only according to the technical and operational conditions specified in the above paragraph 2, provided that the Operators are specifically authorized by ENAC (Italian Civil Aviation Authority). The application for this authorization shall be forwarded to the "Ufficio Operativo e Aeromobili" with an attached technical and operational study and the pertinent part of the "Operations Manual" in order to demonstrate compliance with all the operational conditions as specified in the above point 2. and with the following additional conditions:

3.2 Due to orographical obstacles near the aerodrome:

- it shall be verified that the airplane landing mass value allows, from 100 ft above the airport elevation, a go-around climb gradient not lower than 6 percent in order to safely overfly the obstacles along the go-around path with the engines operative.
- For all aircraft a go-around path shall be identified and verified so that a safe overflying of the obstacles along this path is assured; for multiengine aircraft the go-around path shall be verified with one engine inoperative (climb gradient lower than 6 percent), so that the visual separation from obstacles can be provided.
- The mentioned technical and operational study shall include the training program for the airport qualification to be performed by the commander, under the supervision of a qualified operator check-pilot or of an ENAC FLT inspector in order to assure that, through a series of day and/or night approaches, go-around manoeuvres and landings, an appropriate familiarization with the aerodrome features, the relevant flight procedures and the orographical features near the aerodrome is achieved. This training program can be reduced only for those commanders already qualified for operations on aerodromes with features similar to Albenga, upon ENAC approval.

3.3 The operators of aeroplanes less than 10 tons MTOW or with a maximum certified passengers seating configuration of 20 or less are not requested to be authorized. They shall present an application form to Genoa/Sestri DCA (Airport Civil Aviation Authority of ENAC) containing information in order to ensure compliance with all conditions specified in point 2 and point 3.2.

The training programme for the commander airport qualification can be reduced to a ground informative session for those commanders already qualified for operations on aerodromes with features similar to Albenga or with experience of Albenga operations.