



**AEROPORTTO INTERNAZIONALE CLEMENTE PANERO**

# **ALBENGA AIRPORT**

**(LIMG / ALL)**

## **Sample**

## **N.C.C. Operator**

# **Training Programme**

**Ed. 1 – Rev. 1**

***March, 2015***





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## FOREWORD

*This sample training programme is a supplementary information to the air operator conducting Non-Commercial Air Operations with High performance Complex Motor-Powered Aircraft.*

*This training programme has been developed having in mind pilots and operator's needs to operate into Albenga airport conducting NCC operations.*

*This programme is a general-purpose and is not customized on any specific aircraft keeping into account its performance or operator specific limitations. For this reason this programme does not contain the contingency procedures which should be developed by the air operator for the specific aircraft.*

*Hence the air operator could use this programme as a guidance to develop its specific training programme customized on its needs, qualifications and limitations. The air operator shall then obtain the approval by the competent authority in the country where the operator has its principal place of business.*



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## 1. GENERAL REQUIREMENTS

The Albenga Airport is located in an area which have unique orographic characteristics and it is open to commercial and private flight operations according to VFR and IFR. These characteristics impose some restrictions to the flying activities, and pilot's, operators, and aircraft shall hold specific qualifications.

All VFR/IFR procedures require a specific qualification.

	DAY OPS		NIGHT OPS	
	RWY 09	RWY 27	RWY 09	RWY 27
<i>Landing</i>	CAT. "C" & Steep	At least cat. "B"	Forbidden	Cat. "C"
<i>Take-off</i>	At least cat. "B"	At least Cat. "B"	Cat. "C"	Forbidden

**Table published on AIP AD 2 LIMG 1-11**

OPERATION		TYPE "B"	TYPE "C"
VFR	DAY	Not Required	Not Required
	NIGHT	Prohibited	Prohibited
IFR	DAY	- Land on RWY 27 - Take-off from RWY 09	- Land on RWY 27 - Land on RWY 09 <sup>(1)</sup> - Take-off from RWY 09 - Take-off from RWY 27
	NIGHT		- Land on RWY 27 - Take-off from RWY 09

<sup>(1)</sup> Aircraft must be certified for steep approach (CS-25 or CS-23)

**NCC Operations - Types of Pilot Qualifications - Remark: Explanatory chart of the previous one.**

To obtain the Albenga Airport Qualification either Type "B" or Type "C" the following requirements must be fulfilled:

- The pilot (PIC) must hold a valid Pilot Qualification for the intended type of operation.
- The aircraft must meet the performance requirements according to the Aircraft Certification, including (where necessary) a steep approach and landing certification.
- This operator's training programme including contingency and recency procedures has been approved by the competent authority in the country where the operator has its principal place of business.

Only for NCC not according to Reg. (EU) 800/2013 it's available on the website a Familiarization Briefing and a test on line for qualifications Type "B", in addition it's available a "Sample Training Programme" including emergency and recency procedures for qualifications Type "C".



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## 2. TRAINING REQUIREMENTS

### 2.1 Training Objective

The purpose of this training programme is to qualify operator's pilot to perform flight activities into Albenga airport (LIMG/ALL).

The programme is dedicated to operator's personnel qualified on operator's aircraft/s.

This programme includes Theoretical Knowledge Training and Flight Training.

### 2.2 Training Phases

#### 2.2.1 Qualification Type "B"

- Theoretical Knowledge Training:

- Review the Familiarization Briefing on Albenga airport website (<http://www.aeroportoalbenga.it>);
- Take the Familiarization Test on Albenga airport website (<http://www.aeroportoalbenga.it>).

#### 2.2.2 Phase 1 - Qualification Type "C" – Theoretical Training

- Theoretical Knowledge Training

- Have achieved the Qualification Type "B";
- Review the Pre-Flight Theoretical Briefing;
- Take the Pre-Flight Theoretical Questionnaire.

**NOTE:** *The Pre-Flight Theoretical Briefing and the Pre-Flight Theoretical Questionnaire shall be developed by the air operator. The Pre-Flight Theoretical Exam shall consist of at least No. 12 questions. Only for NCC not according to Reg. (EU) 800/2013 it's available on the website a Familiarization Briefing and a test on line for qualifications Type "B".*

#### 2.2.3 Phase 2 - Qualification Type "C" – Flight Training

- Flight Training

- Have satisfactorily completed the Pre-Flight Theoretical Exam;
- Perform a training flight in accordance with the following paragraph "Phase 3 - Qualification Type "C" – Flight Training".

### 2.3 Training Duration

Qualification	Phase	Type	Theoretical Training	Flight Training
B		Theoretical Training & Familiarization Test	2.50 hours	N/A
C	1	Theoretical Training	2.50 hours	N/A
C	2	Flight Training	1.00 hour	At least 1.00 hour
<b>TOTAL TIME</b>			<b>6.00 hours</b>	<b>At least 1.00 hour</b>

### 2.4 Training Performance

- Familiarization Test: Minimum 80%;
- Phase 1 - Theoretical Training;
- Phase 2 - Flight Training:

The pilot shall achieve the ability to:





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- operate the aeroplane within its limitations;
- complete all manoeuvres with smoothness and accuracy;
- exercise good judgement and airmanship;
- apply aeronautical knowledge;
- maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
- show an adequate level of skill when performing the contingency procedure related to the actual plan to be operated
- In case of multi-pilot aircraft apply crew co-ordination.



### 3. TRAINING SYLLABUS

#### 3.1 - Qualification Type “B”

The training syllabus for this phase has been developed by the Albenga Airport Authority and has been approved by Italian Civil Aviation Authority (ENAC).

The Familiarization Briefing and the Familiarization Test are available on the airport website:

- <http://www.aeroportoalbenga.it>

#### 3.2 Phase 1 - Qualification Type “C” – Theoretical Training

The Theoretical Training will consist of the Pre-Flight Theoretical Briefing and the Pre-Flight Theoretical Questionnaire. These shall be developed by the air operator and shall include:

- Normal procedures;
- Emergency procedures;
- Contingency procedures.

#### 3.3 Phase 2 - Qualification Type “C” – Flight Training

The Flight Training will include minimum the following manoeuvres:

- Break Cloud Procedure LOC DME RWY 27;+
- Standard Missed Approach for RWY 27;
- Break Cloud Procedure LOC DME RWY 27;+
- Missed Approach below minima (balked landing) for RWY 27;
- Break Cloud Procedure LOC DME RWY 27;+
- Circling to RWY 09 with full stop landing;
- Standard Take-off from RWY 09;
- Standard Take-off from RWY 27 (if aircraft performances meet requirements);
- Sample of Contingency / emergency procedures:

##### 1. Missed landing RWY 27

(In case of pilot unable to maintain a stabilized approach after leaving MDA, the following procedures must be applied: perform a standard go-around procedure with 250 feet minimum, retracting gear and flaps and maintaining a speed VX. Continue on 269° route up to ALB VOR, then follow radial 269° outbound until 5 NM DME to be reached at 4000 feet or above. Turn left inbound ALB NDB climbing to 6000 ft and then entry into holding. Until reaching 4000 ft avoid to go South of radial 280° ALB VOR).

##### 2. Circling RWY 09 (day only)

(In case of loss of runway visual references during circling, maintaining a speed VX, after reaching 4000ft, turn left immediately proceeding inbound ABN NDB.

Over ABN NDB proceed on radial 091° until BERAB point and then maintain the published holding pattern.

##### 3. Take off RWY 09 (night only)

(In case of engine failure during take-off maintain Rwy heading,

- *if under 1500 feet and before reaching ABN NDB*, then turn left before 1 DME ALB VOR on 025° heading and intercept radial 060° outbound ALB VOR climbing at 7000 ft.

At 8 DME ALB VOR turn right on heading 090° and intercept 239° radial inbound GEN VOR. Proceed to Genova VOR at 7000 feet.

- *if over 1500 feet and before reaching ABN NDB*, climbing to NDB then proceed according to the assigned SID)

### 4. EXECUTION OF THE FLIGHT TRAINING

This flight is dedicated to training activities and no passenger shall be on board.

Safety criteria shall be observed in each phase of the flight training.

The PIC may stop the flight if he deems the weather, the ATC or any other possible event could jeopardize the safety.

At the discretion of the PIC any manoeuvre or procedure of the flight may be repeated until satisfactorily.

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Checks and cockpit procedures shall be carried out in compliance with the authorised check list for the aeroplane used in the check and with the MCC concept.

Performance data for take-off, approach, missed approach and landing shall be calculated by the PIC in compliance with the operations manual or flight manual for the aeroplane used.

Decision heights/altitude and minimum descent heights/altitudes and missed approach point shall be determined in accordance with published aeronautical information unless air operator's procedures are more restrictive.

## **5. WEATHER MINIMA FOR FLIGHT TRAINING**

The weather minima for the execution of the flight training shall be:

- Ceiling: 4,000 ft;
- Visibility: 6,000 m;
- Wind: Less than 10 KTS.

If the stated conditions cannot be available for the entire duration of the flight, the flight training shall be discontinued until the weather minima will be obtainable.

## **6. TRANSFER OF AIRCRAFT CONTROL**

The aircraft control is normally the duty of the Pilot Flying (PF).

The operator must demonstrate a proper procedure for the "transfer of control" in case of emergency or take over .

## **7. Aircraft Technical Logbook (ATL) Registration**

The qualification flight must be reported on the ATL at the end of flight.



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# **APPENDIX 1**

## **Pre-Flight Theoretical Briefing**

**This Briefing and the related Questionnaire shall be developed by the air operator including:**

- **Normal procedures;**
- **Emergency procedures;**
- **Contingency procedures.**



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## APPENDIX 2

FLIGHT TRAINING CHECK-LIST						
Left seat		Date				
Right seat		Off block (UTC)				
Aircraft		On block (UTC)				
Exercise						
			Date	Approach num	Type of ACFT / Registration	
Break Cloud procedure LOC DME RWY 27						
Standard Missed Approach for RWY 27						
Missed Approach below minima (balked landing) for RWY 27						
Circling to RWY 09 with full stop landing						
Standard Take-off from RWY 09						
Standard Take-off from RWY 27 (if ACFT performances meet requirements)						
Contingency/emergency procedures:						
<b>1. Missed landing RWY 27</b> (In case of pilot unable to maintain a stabilized approach after leaving MDA, the following procedures must be applied: perform a standard go-around procedure with 250 feet minimum, retracting gear and flaps and maintaining a speed VX. Continue on 269° route up to ALB VOR, then follow radial 269° outbound until 5 NM DME to be reached at 4000 feet or above. Turn left inbound ALB NDB climbing to 6000 ft and then entry into holding. Until reaching 4000 ft avoid to go South of radial 280° ALB VOR).						
<b>2. Circling RWY 09 (day only)</b> (In case of loss of runway visual references during circling, maintaining a speed VX, after reaching 4000ft, turn left immediately proceeding inbound ABN NDB. Over ABN NDB proceed on radial 091° until BERAB point and then maintain the published holding pattern.						
<b>3. Take off RWY 09 (night only)</b> (In case of engine failure during take-off maintain Rwy heading, - <i>if under 1500 feet and before reaching ABN NDB</i> , then turn left before 1 DME ALB VOR on 025° heading and intercept radial 060° outbound ALB VOR climbing at 7000 ft. At 8 DME ALB VOR turn right on heading 090° and intercept 239° radial inbound GEN VOR. Proceed to Genova VOR at 7000 feet. - <i>If over 1500 feet and before reaching ABN NDB</i> , climbing to NDB then proceed according to the assigned SID)						
Weather Conditions						
Airport	RWY	Wind	Visibility	Ceiling	QNH	Temp
PIC signature :						



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