



**AEROPORTO INTERNAZIONALE CLEMENTE PANERO**

## **ALBENGA AIRPORT**

**(LIMG / ALL)**

*Pilot's*  
*Familiarization Briefing*

**Ed. 1 – Rev. 1**

***March 30, 2015***





# Albenga Airport

## Pilot's Familiarization Briefing

Ed. 1 – Rev. 1

30/03/2015

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### PILOT'S HOME

#### Welcome

Albenga airport offers a wide range of activities for aircrafts and helicopters, such as leisure flights, transport of persons and goods, and many air connections.

Albenga airport also accommodates business jets, private jets, helicopter transfers, private aircrafts flying in for business or holidays, and much more.

This website has been developed having in mind pilots and operators' needs to operate into Albenga airport.



Figure 1 - Albenga Airport (Aerial View)

The airport is located in area which have unique orographic and meteorological characteristics. So this website is dedicated to provide all information to help pilots and operators to plan safely and effectively their flying activities.

At Albenga airport are allowed commercial and private flight operations according to VFR and IFR. All VFR/IFR procedures require a specific qualification.

All information to achieve the required qualification can be found on these pages.

To help planning the website will also provide other information such as Airport Fees & Charges, and Fuel Prices

**NOTE:** Use of this website constitute knowledge of official documentation such as AIP ITALIA and NOTAMS

Once again we wish you a pleasant journey into Albenga airport.

Aeroporto di Villanova d'Albenga S.p.A., C.E.O.

*Alessandro PASQUALINI*

Airport Operations Manager

*Giuseppe SCARLATA*



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### FAMILIARIZATION BRIEFING

The Familiarization Briefing has the main objective to support the pilot in his / her personal flight preparation. The briefing will provide some general information concerning the main operational issues of Albenga Airport such as:

- Airport general information
- General operational requirements
- Local Weather
- Orography
- Approach and departure procedures
- Communication procedure
- Emergency and contingency procedures

The personal flight preparation of any pilots intending to operate into Albenga airport shall go beyond the information contained in this pages, and shall be based on current official documents (i.e. AIP Italy, NOTAM, etc.).

**NOTE:** *For the approach to Albenga the pilot/pilots is/are obliged to carry along a copy of the operator statement either in electronic form or printed on paper, together with the other flight documents and to present them anytime on demand.*

**NOTE:** *In case of Pilot operating into Albenga airport without holding the appropriate current qualification the Albenga Airport Authority will promptly inform the Italian Civil Aviation Authority (ENAC).*



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**BRIEFING RELEASE**

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### FOREWORD

The Albenga airport is a VFR and IFR airport open to private and commercial operators. The peculiar orographic situation of the airport poses a high risk of Control Flight into Terrain (CFIT) and creates conditions for wind-shear and downdraft.

For this reason, the VFR/IFR procedures require a specific qualification to fulfil the requirements of the concept for mandatory familiarization.

Aiming to support the that achievement of the qualification through an on-line test on this website, this briefing will provide all relevant information on local orography and weather, and on specific IFR procedures to familiarize pilots with local environment.

**NOTE:** *Use of this website constitute knowledge of official documentation such as AIP ITALIA and NOTAMS*

**NOTE:** *The familiarization briefing was developed keeping in mind the pilot planning for VFR/IFR procedures.*





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### LEGAL DISCLAIMER

Aeroporto di Villanova d'Albenga publishes the information available on [www.aeroportoalbenga.it](http://www.aeroportoalbenga.it) on behalf of the airport operator.

All data published on [www.aeroportoalbenga.it](http://www.aeroportoalbenga.it) have been approved by ENAC (Italian Civil Aviation Authority) and therefore have equal validity with the official publications published by ENAC and ENAV (Italian ATS Authority).

Anything published on [www.aeroportoalbenga.it](http://www.aeroportoalbenga.it) is legally binding.

Albenga airport may modify the contents of the [www.aeroportoalbenga.it](http://www.aeroportoalbenga.it) web site at any time without warning, and declines all responsibilities regarding possible errors in the texts contained in the web site.

Albenga airport is not liable towards web sites linking to [www.aeroportoalbenga.it](http://www.aeroportoalbenga.it).

Flight information contained on this site are official and shall be used for flight operations purposes. For flight preparation use also the documentation published in the AIP Italia and NOTAMS.

All information published on [www.aeroportoalbenga.it](http://www.aeroportoalbenga.it) are property of Aeroporto di Villanova d'Albenga. *All rights are reserved.*



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### 1. AIRPORT GENERAL INFORMATION

Albenga Airport is located about 6 km west of the town of Albenga with an elevation of 149 feet AMSL.

The airport is located over a flat area surrounded by a mountainous area with reliefs of 1535 feet AMSL in the vicinity of the runway and a peak of 3583 feet AMSL within 8 NM from the centre of the runway track.

The airport is open to IFR and VFR flights, and to private, commercial and to scheduled traffic.

The Aerodrome Operator is A.V.A. S.p.A. (Aeroporto di Villanova d'Albenga) – Handling:

- Tel.: +39 (0182) 582033 / Fax: +39 (0182) 582924
- E-mail: [info@rivierairport.it](mailto:info@rivierairport.it) / [ops@rivierairport.it](mailto:ops@rivierairport.it) (addresses available until January 31, 2016)

The ATS authority is ENAV S.p.A. - NAAV Albenga:

- Tel: +39 (0182) 5851204 / Fax: +39 (0182) 5851210
- E-mail: [NAAV\\_Albenga@enav.it](mailto:NAAV_Albenga@enav.it)

The aerodrome operating hours are:

- Summer: 06.00 UTC - 18.00 UTC
- Winter: 07.30 UTC - 17.30 UTC

Aerodrome category for fire fighting:

- CAT 5 ICAO

#### 1.1 Airport Overview



Figure 2 - Airport View from East (RWY 27)



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Figure 3 - Airport View from West (RWY 09)



Figure 4 - Airport View from South



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**Figure 5 - Airport View from North**



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AIP Italia

AERODROME CHART ICAO

AD 2 LIMG 2-1

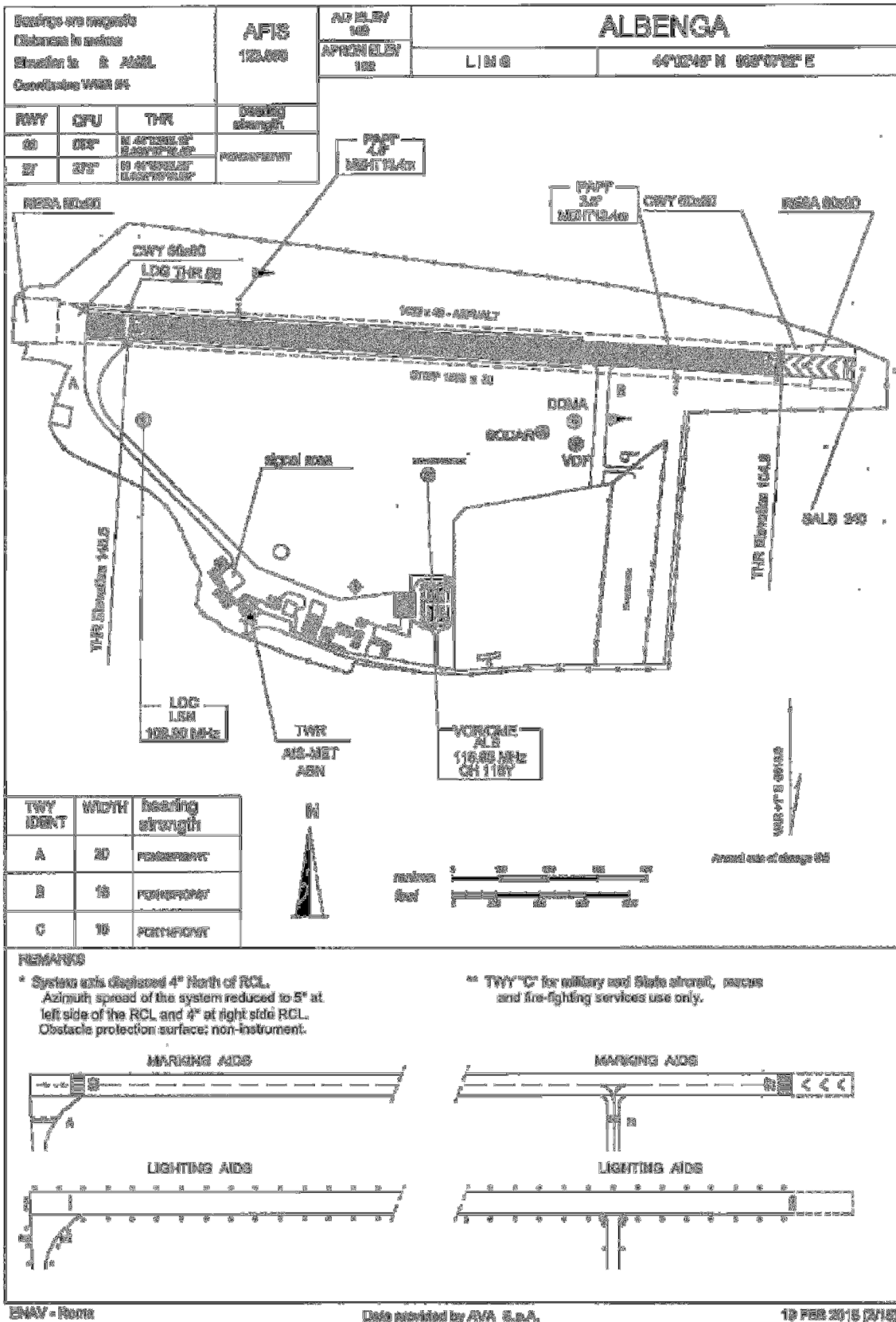


Figure 6 - Aerodrome Chart ICAO



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### 1.2. Airspace & Weather Information

The airport is located within a Class "G" ATZ with a radius of 3 NM and a vertical limit from GND up to 2000 ft AGL.

The ATZ is partially inside MILANO TMA (Class "A" airspace).

The Weather Office is the ARO CBO Milano and is open 24H.

The office responsible for TAF preparation is UPM Milano and the TAF has a validity of 9 hours.

**NOTE:** Use of these information constitute knowledge of official documentation such as AIP ITALIA and NOTAMS

### 1.3 AFIS

The airport has an AFIS:

- Call sign: *Albenga Aerodrome INFO*
- Frequency: *123.850 MHZ*
- Operating Hours: *Summer 06.00Z - 18.00Z / Winter 07.30Z-17.30Z*

**NOTE:** Use of these information constitute knowledge of official documentation such as AIP ITALIA and NOTAMS

### 1.4 Runway Information

RWY Designation	QFU	Dimension (M)	Strenght and Surface
09	092°	1432 x 45	PCN 34/F/B/Y/T ASPH
27	272°	1432 x 45	PCN 34/F/B/Y/T ASPH

APPROACH AND RWY LIGHTING						
RWY ID	Approach Light Type	THR	VASIS	PAPI	MEHT (M)	TDZ
09	NIL	THR Green	NIL	4.5° <sup>(1)</sup> Left Side	13.4	NIL
27	SALS	THR Green	NIL	3.5° Left Side	13.4	NIL

(1) In accordance with EU Regulation 965/2012, CAT.POL.A.245, Commercial Air Transport operators shall have an approval for steep approach operations

**NOTE:** PAPI RWY 09 system axis is displaced 4° North of the RCL. Azimuth spread of the system is reduced to 5° at the left side of the RCL and 4° at the right side RCL. Obstacle protection surface is Non-Instrument. PAPI usable only following aerodrome circling approach, limited within 4NM ALB DME and final approach route 4° displaced (RDL 278° VOR ALB). Not usable in the last 500 meters before THR.

**NOTE:** PAPI RWY 27 system axis is displaced 4° north of the RCL, azimuth spread of the system is reduced to 5° at the left side and 4° at the right side RCL. Obstacle protection surface is Non-Instrumental.



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### RUNWAY DECLARED DISTANCES

RWY ID	TORA (M)	TODA (M)	ASDA (M)	LDA (M)
09	1432	1492	1432	1347
27	1432	1492	1432	1432

**NOTE:** Use of these information constitute knowledge of official documentation such as AIP ITALIA and NOTAMS

### 1.5 Local Traffic Restrictions

Due to the peculiarity of the orography surrounding the aerodrome, in order to avoid interference between instrumental arriving/departing traffic with any other aircraft, no other traffic is allowed on Albenga aerodrome when an IFR departure / arrival is in progress.

Due to the peculiarity of the orography surrounding the aerodrome, in order to avoid interference between instrumental traffic bound to Albenga NDB (ABN) after a balked landing and any other aircraft, no other traffic is allowed in the airspace included between Albenga aerodrome and the holding pattern over Albenga NDB (ABN) when approach and landing is in progress.

Traffic circuit shall always be North of the RWY.

Traffic from / to extra European Union countries and out of Schengen Treaty is allowed every day with a previous request 3 hours before Flight Plan.

All general aviation aircraft movements from / to aprons must be conducted only with Marshall car assistance.

**NOTE:** Use of these information constitute knowledge of official documentation such as AIP ITALIA and NOTAMS

### 1.6 Procedures for VFR Flights

In order to facilitate VFR flight operations from/to Albenga airport, outside the ATZ the following visual reporting points are established:

- CERIALE (MG-NE1) - suggested altitude for entering aircraft: 1500 ft AGL; suggested altitude for leaving aircraft: 1000 ft AGL
- ALASSIO (MG-SE1) - suggested altitude for entering aircraft: 1500 ft AGL; suggested altitude for leaving aircraft: 1000 ft AGL

**NOTE:** Use of these information constitute knowledge of official documentation such as AIP ITALIA and NOTAMS





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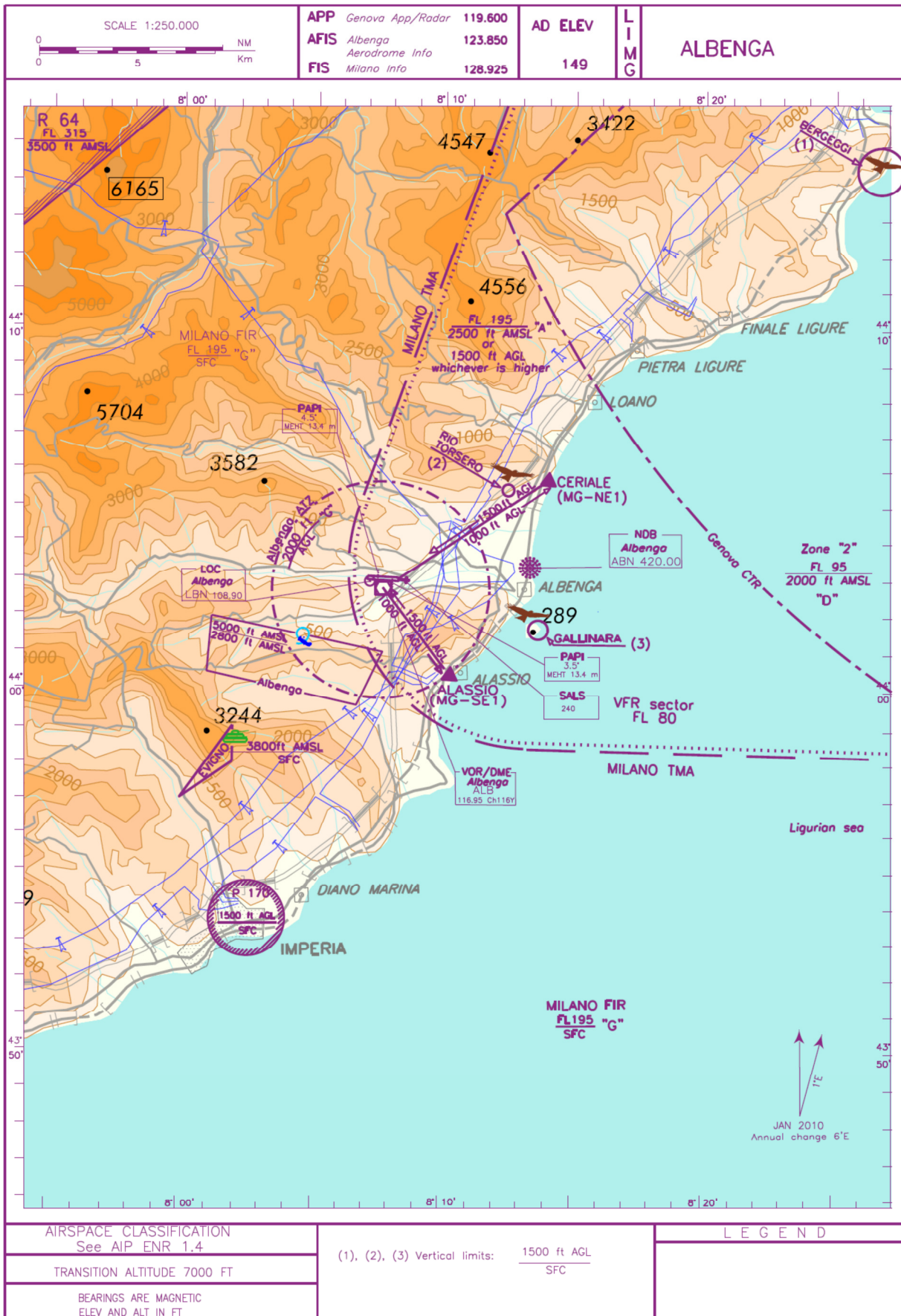


Figure 7 - Visual Approach Chart



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**1.7 Training activity**

An acrobatic training area is also established over the aerodrome (see AIP ENR 5.5.2).



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## 2. GENERAL OPERATION REQUIREMENTS

The Albenga Airport is located in area which have unique orographic and meteorological characteristics. These characteristics impose some restrictions to the flying activities and pilot's, operators, and aircraft shall hold specific qualifications.

To obtain the Albenga Airport Qualification 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 a steep approach certification in case of landing for RWY 09.
- In case of CAT (Commercial Air Transport) or NCC (Non-Commercial Air Operations with Complex Motor Powered Aircraft) according to Reg. (EU) 800/2013 operations, the operator must develop a training program including contingency procedures (see "Operator Requirements (CAT & NCC)").

**NOTE:** *In case of Pilot operating into Albenga airport without holding the appropriate current qualification the Albenga Airport Authority will promptly inform the Italian Civil Aviation Authority (ENAC).*

**NOTE:** *For the approach to Albenga the pilot is obliged to carry along a copy of the operator statement either in electronic form or printed on paper, together with the other flight documents and to present them anytime on demand.*

### 2.1 Types of Pilot Qualification

Operation	Day OPS		Night OPS	
	RWY 09	RWY 27	RWY 09	RWY 27
Landing	Category C & Steep Approaches	At least Category B	Prohibited	Category C
Takeoff	At least Category B	At least Category B	Category C	Prohibited

The following chart resume the allowed operations of each qualification.

Operation		Type B	Type C
VFR	DAY	Not Required	Not Required
	NIGHT	Prohibited	Prohibited
IFR (CAT <sup>(1)</sup> & NCC <sup>(2)</sup> )	DAY	- Land on RWY 27 - Take-off from RWY 09	- Land on RWY 27 - Land on RWY 09 <sup>(3)</sup> - Take-off from RWY 09 - Take-off from RWY 27
	NIGHT	Prohibited	- Land on RWY 27 - Take-off from RWY 09

<sup>(1)</sup> Commercial Air Transport  
<sup>(2)</sup> Non-Commercial Air Operations with Complex Motor-Powered Aircraft  
<sup>(3)</sup> Aircraft must be certified for steep approach (CS-25 or CS-23)



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### 2.2. Weather Minima

Operation		Type B	Type C
VFR	Day	VMC Minima	VMC Minima
	Night	Prohibited	Prohibited
IFR Visual Approach & Landing	Day	Visibility: 6000 mt Ceiling: 2500 ft	Visibility: 6000 mt Ceiling: 2500 ft
	Night	Not Allowed	Visibility: 8000 mt Ceiling: 3000 ft
Standard Instrument Departure	Day	Visibility: 6000 mt Ceiling: 2500 ft	Visibility: 6000 mt Ceiling: 2500 ft
	Night	Visibility: 8000 mt Ceiling: 3000 ft	Visibility: 8000 mt Ceiling: 3000 ft

### 2.3 CAT Operator - Pilot Qualification Requirements - Type "B"

Qualification level requested for PIC involved in CAT operations depends on the runway in use.

PIC / Commander must have an experience of at least 100h and 10 sectors in within a period of 120 consecutive days od 150 flight hours and flown 20 sectors (no time limit) achieved on the type of aircraft used for operation to/from Albenga airport.

The operator shall develop a specific Standard Operating Procedure (SOP) to operate at Albenga airport.

This SOP shall at least contain:

- Training program for the theoretical instruction, including a briefing and an final assessment (test);
- Contingency procedure for a specific aircraft.

**. NOTE:** *normal and contingency procedures for CAT Operators shall be registered into Operator's O.M./D and approved by the Aviation Authority of the State where the Operator is registered.*

The following flowchart summarize the training flow to achieve the Pilot Qualification Type "B".



The Pilot Qualification Type "B" will last 12 months since the issue / revalidation of the qualification. To revalidate the qualification the pilot shall review the briefing and take the test as describe above.

#### **2.4 NCC Operator - Pilot Qualification Requirements - Type "B"**

NCC operators are divided in two categories :

NCC not according to Reg. (EU) 800/2013 and NCC according to Reg. (EU) 800/2013.

##### **2.4.1 NCC Operator not according to reg.(EU) 800/2013**

The operator shall develop a specific Standard Operating Procedure (SOP) to operate at Albenga airport.

This SOP shall at least contain the contingency procedure for the specific aircraft.



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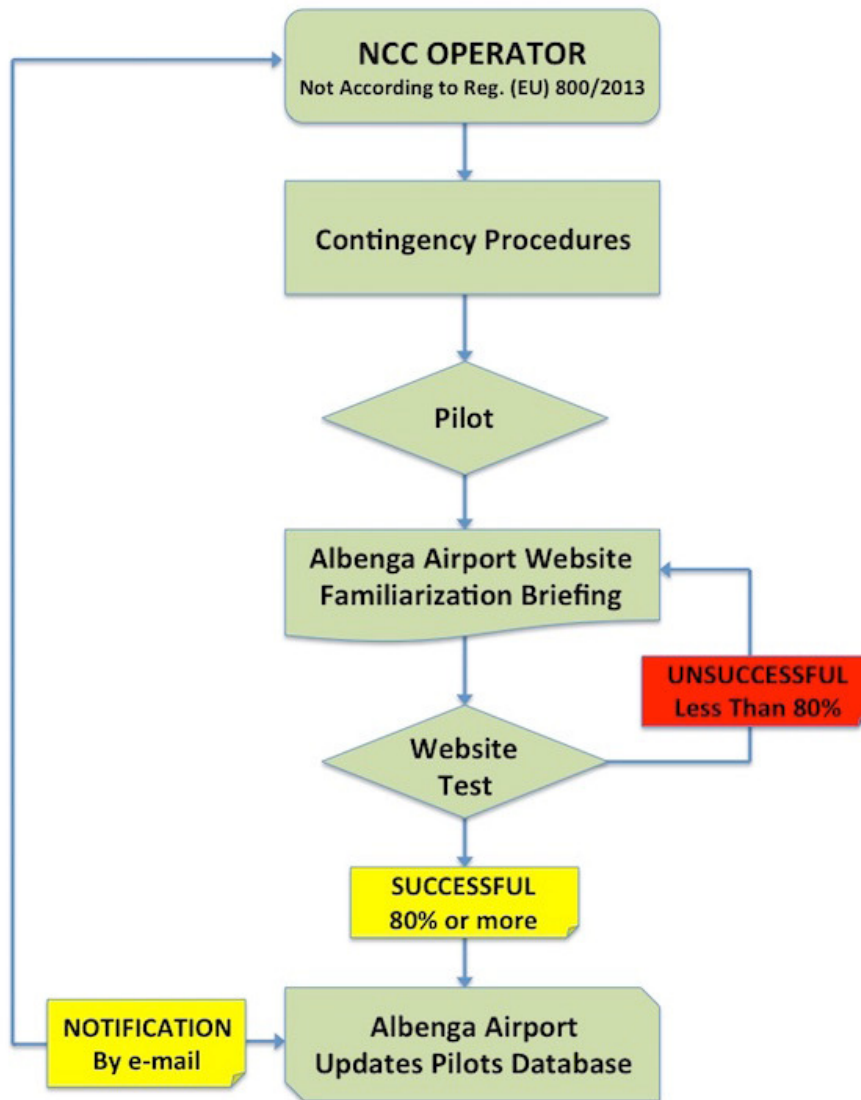
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The pilot will take the familiarization briefing and the familiarization test available on the airport website (<http://www.aeroportoalbenga.it>) then the Albenga Airport Authority will send a certificate of completion to the pilot / operator.

The following flowchart summarize the training flow to achieve the Pilot Qualification Type “B”.



The Pilot Qualification Type “B” will last 12 months since the issue / revalidation of the qualification.

To revalidate the qualification the pilot shall review the on-line briefing and take the test as describe above (on-line test or Company’s test) within 12 months since the issue / renewal of the qualification.

After the pilot has taken the familiarization test the Albenga Airport Authority will send a certificate of completion to the pilot / operator.

### 2.4.2 NCC Operator according to reg.(EU) 800/2013

Qualification level requested for PIC involved in operations depends on the runway in use.

PIC / Commander must have an experience of at least 100h and 10 sectors in within a period of 120 consecutive days or 150 flight hours and flown 20 sectors (no time limit) achieved on the type of aircraft used for operation to/from Albenga airport.



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The operator, who decided to conduct a VFR or IFR flight shall develop a specific Standard Operating Procedure (SOP) to operate at Albenga airport.

This SOP shall at least contain:

- Training program for the theoretical instruction, including a briefing and a final assessment (test);
- Contingency procedure for a specific aircraft.

After this the PIC shall send to Albenga Airport Authority the “Declaration of Competence”.

Alternatively the pilot will take the familiarization briefing and the familiarization test available on the airport website (<http://www.aeroportoalbenga.it>) then the Albenga Airport Authority will send a certificate of completion to the pilot / operator.

The following flowchart summarizes the training flow to achieve the Pilot Qualification Type “B”.



The Pilot Qualification Type “B” will last 12 months since the issue / revalidation of the qualification.

To revalidate the qualification the pilot shall review the on-line briefing and take the test as describe above (on-line test or Company’s test) within 12 months since the issue / renewal of the qualification.

After the pilot has taken the familiarization test the Albenga Airport Authority will send a certificate of completion to the pilot / operator.



### 2.5 NCO Operator (non commercial operation with non complex airplane)

It is recommended that before commencing operations, the PIC will familiarize with procedure in use and facility's features through the familiarization briefing.

### 2.6 Pilot Qualification Requirements – Type “C” (CAT)

The operator shall develop a specific Standard Operating Procedure (SOP) to operate at Albenga airport, as per Pilot's Qualification Type “B”.

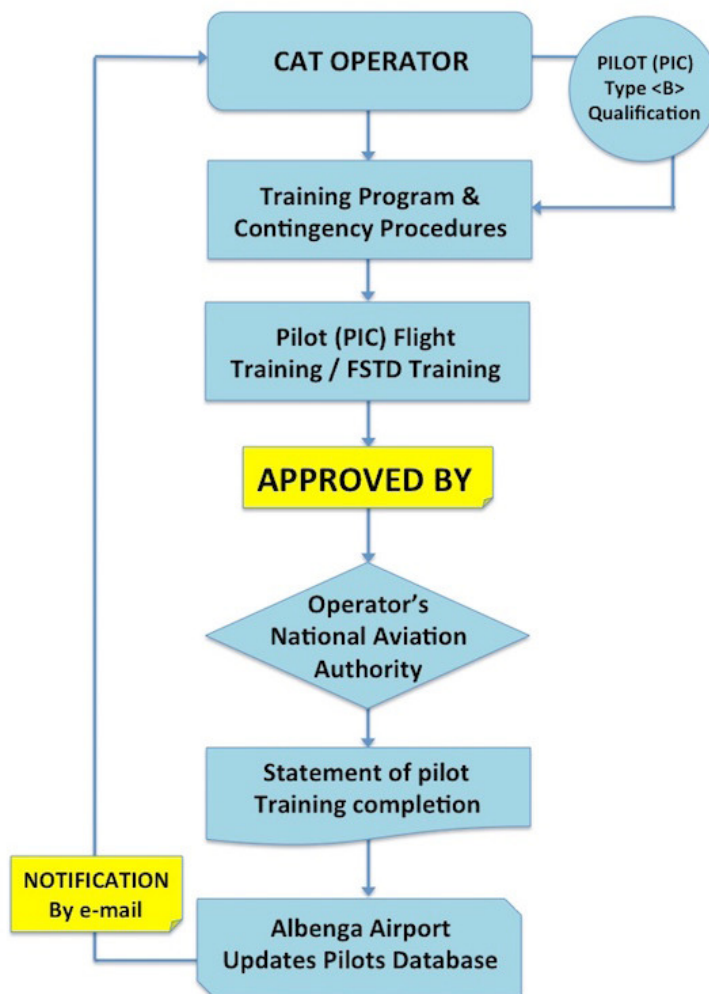
This SOP shall at least contain:

- Training program for the theoretical instruction, as required per Pilot's Qualification Type “B”;
- Training program for practical training;
- Contingency procedure for a specific aircraft.

The above practical training shall be approved by the operator's National Aviation Authority.

The pilot who already holds a Pilot's Qualification Type “B” will then undertake the approved practical training. Afterwards the operator shall forward to Albenga Airport Authority a statement certifying that the pilot has completed the required practical training. The Albenga Airport Authority will register the pilot into the qualified pilot database and reply for registration confirmation.

The following flowchart summarize the training flow to achieve the Pilot Qualification Type “C”.







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The Pilot Qualification Type “C” will last 12 months since the issue / revalidation of the qualification. To revalidate the qualification the pilot shall:

- perform a complete instrumental procedure and a landing within 12 months since the qualification issue or revalidation
- review the briefing and take the test as describe at the above paragraph 2.3 above.

After the familiarization test and having accomplished the required practical training the operator shall forward to Albenga Airport Authority a statement certifying that the pilot has completed the required practical training. The Albenga Airport Authority will update the pilot information into the qualified pilot database and reply for registration update.

**NOTE:** Pilots already qualified for night-time operations by May 28, 2015, shall perform the activities for Pilot Qualification Type “B”. The operator shall forward to Albenga Airport Authority the update list of pilots with a previous qualification for night-time operations and state the new due date after having complete the familiarization test as per previous paragraph 2.3.

### 2.6.1 Pilot Qualification Requirements – Type “C” (NCC Operators according to Reg. (EU) 800/2013)

The operator shall develop a specific Standard Operating Procedure (SOP) to operate at Albenga airport, as per Pilot’s Qualification Type “B”.

This SOP shall at least contain:

- Training program for the theoretical instruction, as required per Pilot’s Qualification Type “B”;
- Training program for practical training;
- Contingency procedure for a specific aircraft.

The above practical training shall be approved by the operator’s National Aviation Authority.

The pilot who already holds a Pilot’s Qualification Type “B” will then undertake the approved practical training. Afterwards the operator shall forward to Albenga Airport Authority a statement certifying that the pilot has completed the required practical training. The Albenga Airport Authority will register the pilot into the qualified pilot database and reply for registration confirmation.

The following flowchart summarize the training flow to achieve the Pilot Qualification Type “C”.



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The Pilot Qualification Type “C” will last 12 months since the issue / revalidation of the qualification. To revalidate the qualification the pilot shall:

- perform a complete instrumental procedure and a landing within 12 months since the qualification issue or revalidation
- review the briefing and take the test as describe at the above paragraph 2.4.2 above.

After the familiarization test and having accomplished the required practical training the operator shall forward to Albenga Airport Authority a statement certifying that the pilot has completed the required practical training. The Albenga Airport Authority will update the pilot information into the qualified pilot database and reply for registration update.

**NOTE:** Pilots already qualified for night-time operations by May 28, 2015, shall perform the activities for Pilot Qualification Type “B”. The operator shall forward to Albenga Airport Authority the update list of pilots with a previous qualification for night-time operations and state the new due date after having complete the familiarization test as per previous paragraph 2.4.2.



### 2.6.2 Pilot Qualification Requirements – Type “C” (NCC Operators not according to Reg. (EU) 800/2013)

The operator shall develop a specific Standard Operating Procedure (SOP) to operate at Albenga airport, as per Pilot’s Qualification Type “B”.

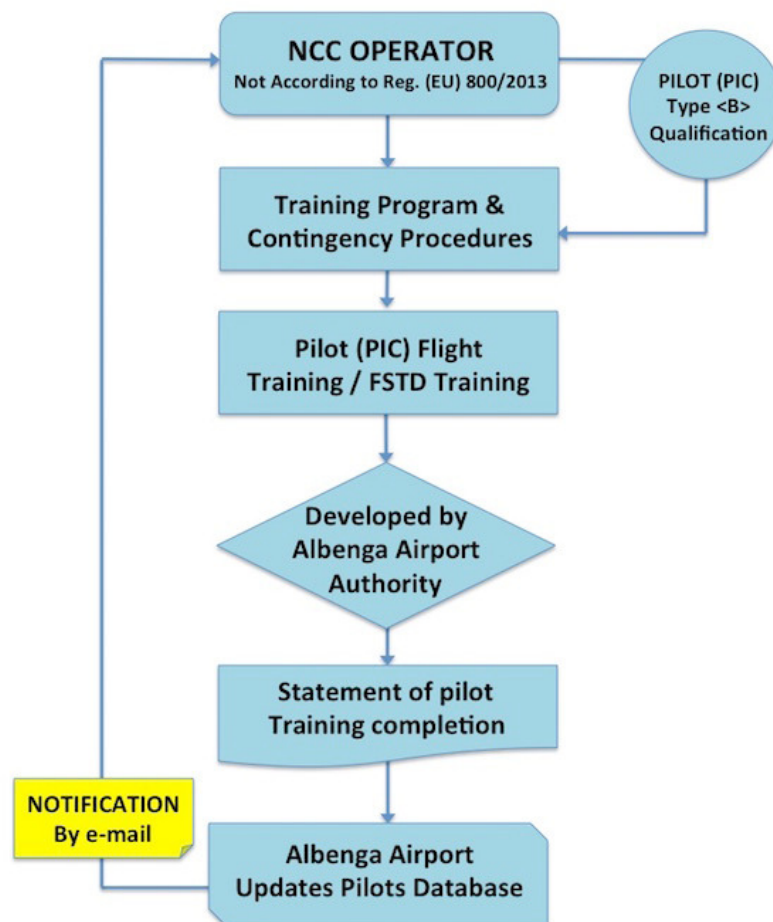
This SOP shall at least contain:

- Training program for the theoretical instruction, as required per Pilot’s Qualification Type “B”;
- Training program for practical training;
- Contingency procedure for a specific aircraft.

The above practical training shall be developed by Albenga Airport Authority.

The pilot who already holds a Pilot’s Qualification Type “B” will then undertake the approved [Sample Training Programme](#). Afterwards the operator shall forward to Albenga Airport Authority a statement certifying that the pilot has completed the required practical training. The Albenga Airport Authority will register the pilot into the qualified pilot database and reply for registration confirmation.

The following flowchart summarize the training flow to achieve the Pilot Qualification Type “C”.



The Pilot Qualification Type “C” will last 12 months since the issue / renewal of the qualification. To revalidate the qualification the pilot shall:

- perform a complete instrumental procedure and a landing within 12 months since the qualification issue or revalidation
- review the briefing and take the test as describe at the above paragraph 2.4.1 above.



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After the familiarization test and having accomplished the required practical training the operator shall forward to Albenga Airport Authority a statement certifying that the pilot has completed the required practical training. The Albenga Airport Authority will update the pilot information into the qualified pilot database and reply for registration update.

NOTE: Pilots already qualified for night-time operations by May 28, 2015, shall perform the activities for Pilot Qualification Type “B”. The operator shall forward to Albenga Airport Authority the update list of pilots with a previous qualification for night-time operations and state the new due date after having complete the familiarization test as per previous paragraph 2.4.1.



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### 3. WEATHER & OROGRAPHY

Albenga Airport is located in a complex orographic area close to the coastline. Studies on the local winds and orography have shown that their interaction is the primary cause of the formation of wind shear.

The following climatological profiles highlight the distribution of the surface wind in two characteristic moments of the day:

- At 06.00 local time, the prevailing situation is of wind calm and only occasionally some low intensity breeze,
- At 15:00 local time, the wind presence is strong influenced by the visible effects of convective motions generated by the heating of the Earth's surface. The wind intensity is even more robust during the winter period.



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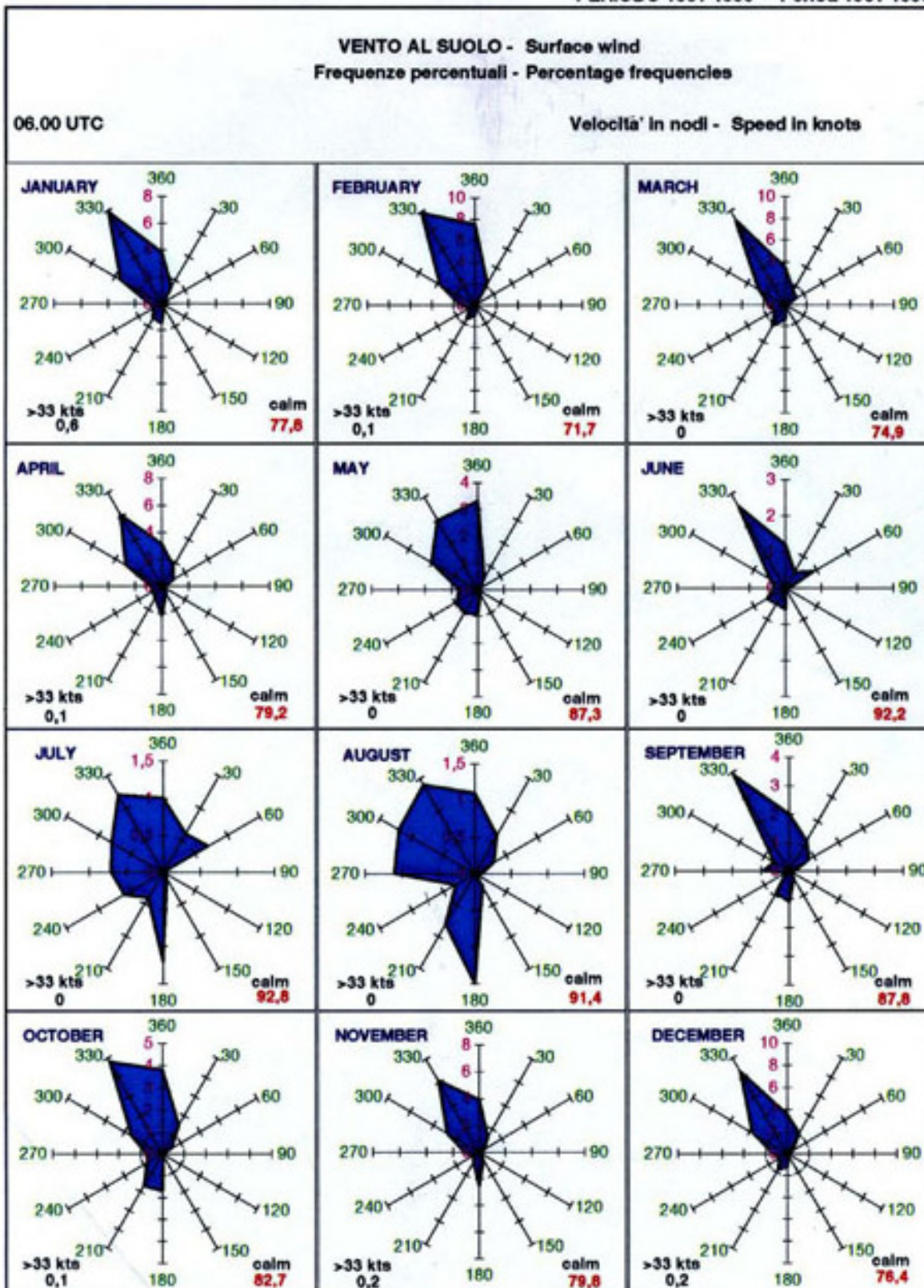
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### ALBENGA

PROFILI CLIMATOLOGICI - Climatologic profiles

PERIODO 1961-1990 - Period 1961-1990



Elaborazione grafica E.N.A.V. su dati A.M. - E.N.A.V. - E.N.A.V. graphic processing based on A.M. - E.N.A.V. data

Figure 8 - Climatological Profile 06.00 local time



# Albenga Airport

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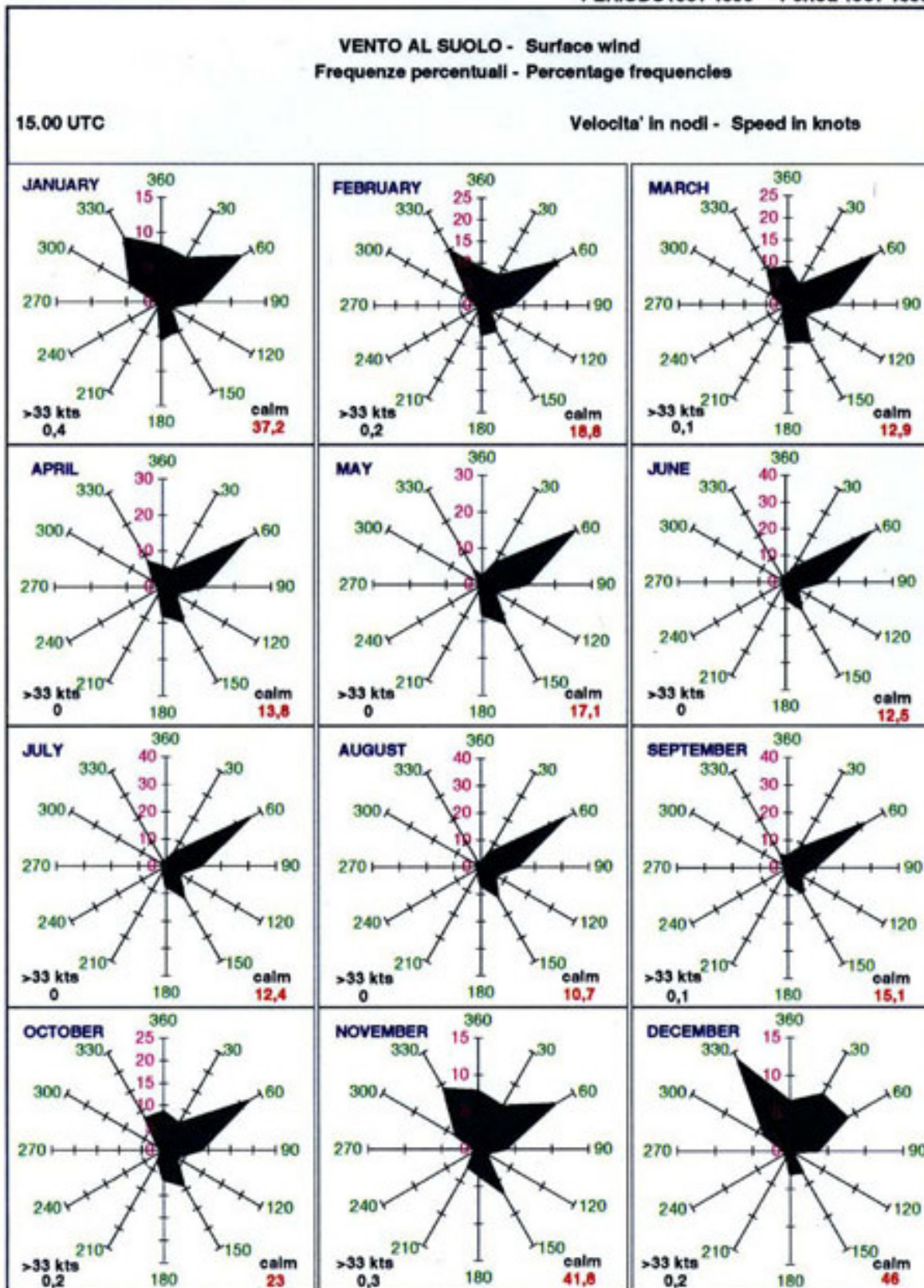
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### ALBENGA

#### PROFILI CLIMATOLOGICI - Climatologic profiles

PERIODO 1961-1990 - Period 1961-1990



Elaborazione grafica E.N.A.V. su dati A.M. - E.N.A.V. - E.N.A.V. graphic processing based on A.M. - E.N.A.V. data

Figure 9 - Climatological Profile 15.00 local time



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The previous analysis shows that at the 15.00 local time:

- In the period November – February, the prevailing wind direction is from northerly sectors (330° through 060°). Due to the local orography, the steady wind is usually associated to gusts and turbulence very close to the ground. These conditions could lead to the presence of wind shear.
- In the period March – October, the prevailing wind direction is from North-East. The wind intensity is very high and sometime can reach even 30 KTS leading to the developing of the wind shear phenomena. The intensity from other directions is usually lower than 10 KTS and does not affect the flying activities.

All the above lead to the following statement on the Albenga AIP:

*“Aerodrome rarely affected by terrain-induced wind-shear phenomena, mostly originated by northern winds producing turbulence and vortices, which are highly variable both in space and time, along the approach path.”*





#### 4. APPROACH

This paragraph is dedicated to help pilots to better visualize the surrounding terrain during the IFR approach "Break Clouds for VFR approach RWY 27".

**NOTE:** For specific IFR approach procedures refer to the AIP Italy.

The Weather Minima for the approach are:

- DAY
  - Visibility: 6000 mt
  - Ceiling: 2500 ft
- NIGHT
  - Visibility: 8000 mt
  - Ceiling: 3000 ft

**WARNING:** Due to mountainous area surrounding the aerodrome, wind shear and/or turbulence phenomena may occur. Therefore pilots could experience possible severe wind shear during flight operations in case of wind stronger than 15 KTS.

**NOTE:** Due to the peculiarity of the orography surrounding the aerodrome, in order to avoid interference between instrumental arriving/departing traffic with any other aircraft, no other traffic is allowed on Albenga aerodrome when an IFR departure/arrival is in progress.

**NOTE:** Due to the peculiarity of the orography surrounding the aerodrome, in order to avoid interference between instrumental traffic bound to Albenga NDB (ABN) after a bailed landing and any other aircraft, no other traffic is allowed in the airspace included between Albenga aerodrome and the holding pattern over Albenga NDB (ABN) when approach and landing is in progress.

The traffic circuit shall always be North of the RWY.

##### 4.1 IAF (BERAB) at 4,000 ft AMSL

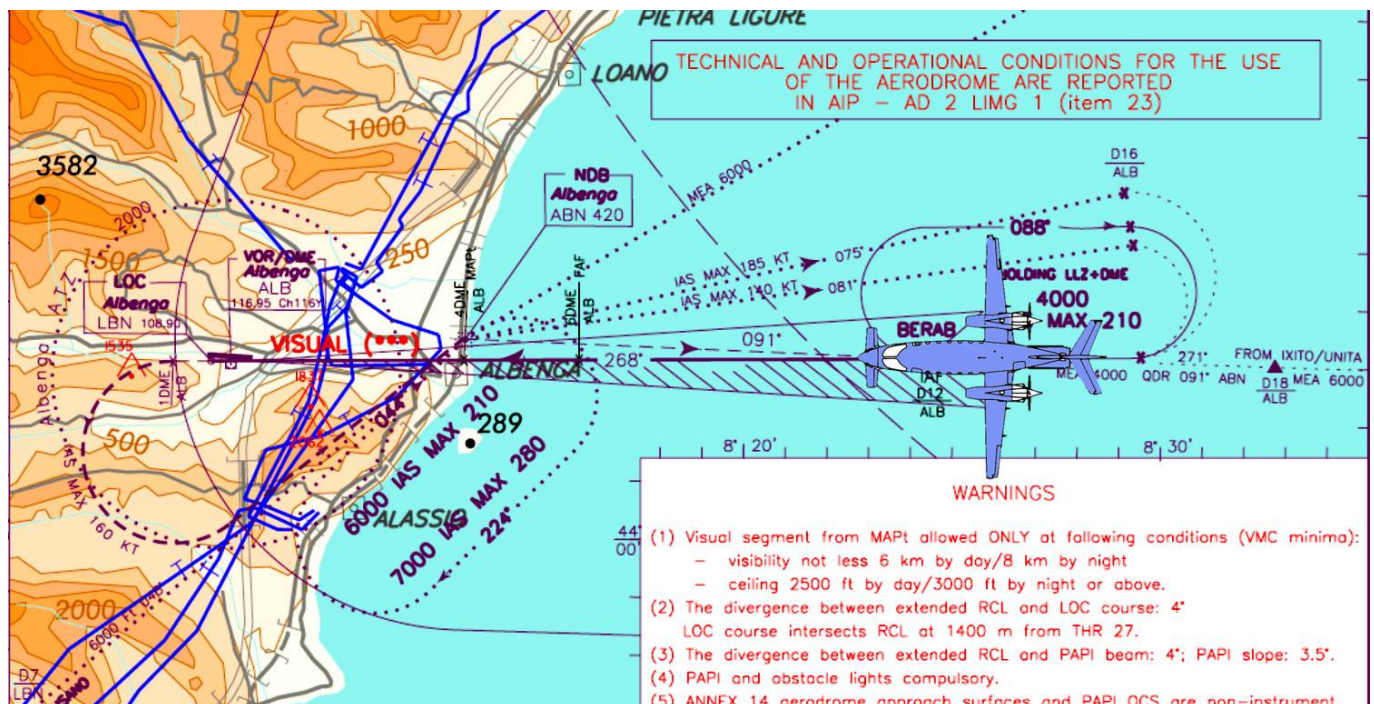


Figure 10 - Break Clouds for VFR Approach RWY 27 - IAF (BERAB) - Horizontal View



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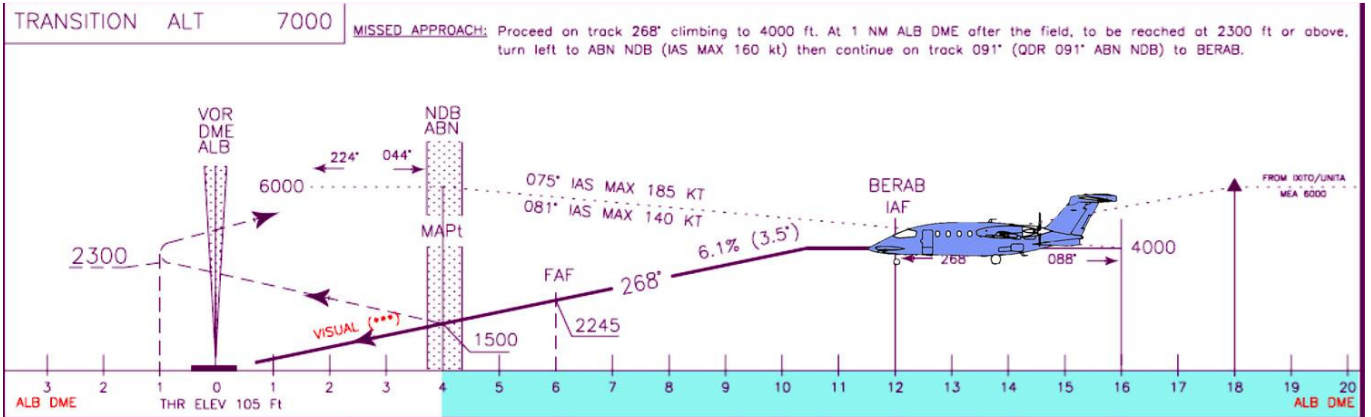


Figure 11 - Break Clouds for VFR Approach RWY 27 - IAF (BERAB) - Profile View



Figure 12 - Break Clouds for VFR Approach RWY 27 - IAF (BERAB) - View from the cockpit

NOTE: The image is taken from Google™ earth and is only indicative.



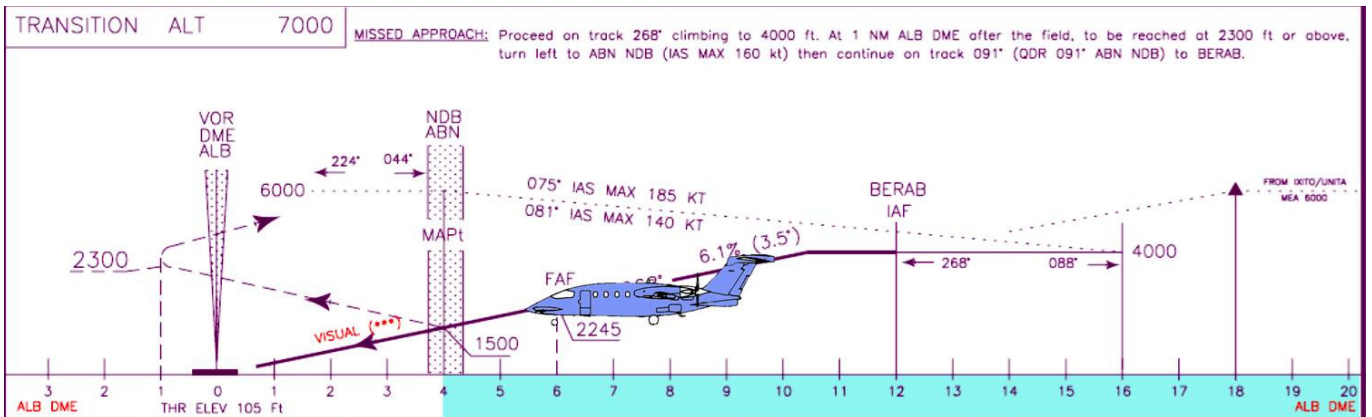
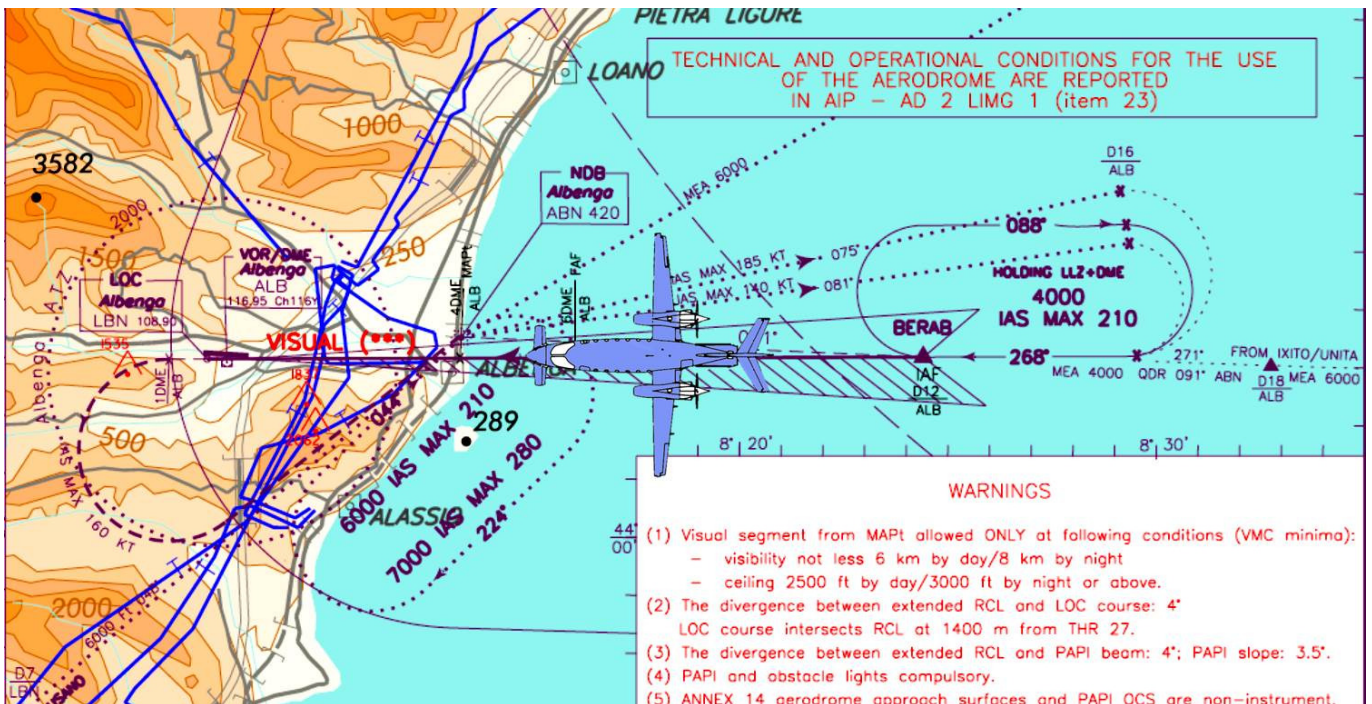
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### 4.2 FAF at 2,245 ft AMSL





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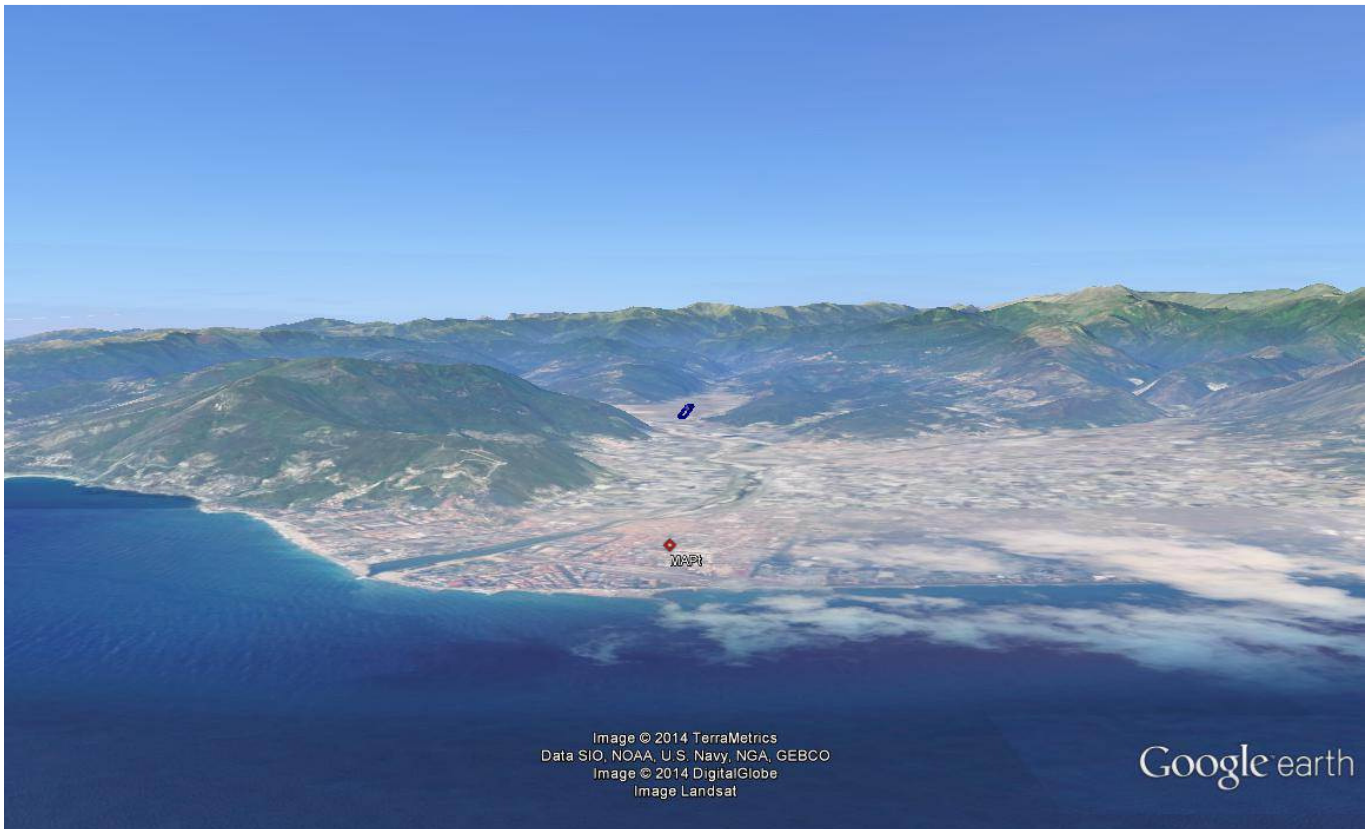


Figure 15 - Break Clouds for VFR Approach RWY 27 - FAF - View from the cockpit

**NOTE:** The image is taken from Google™ earth and is only indicative.

### 4.3 MAPt at 1,500 ft AMSL

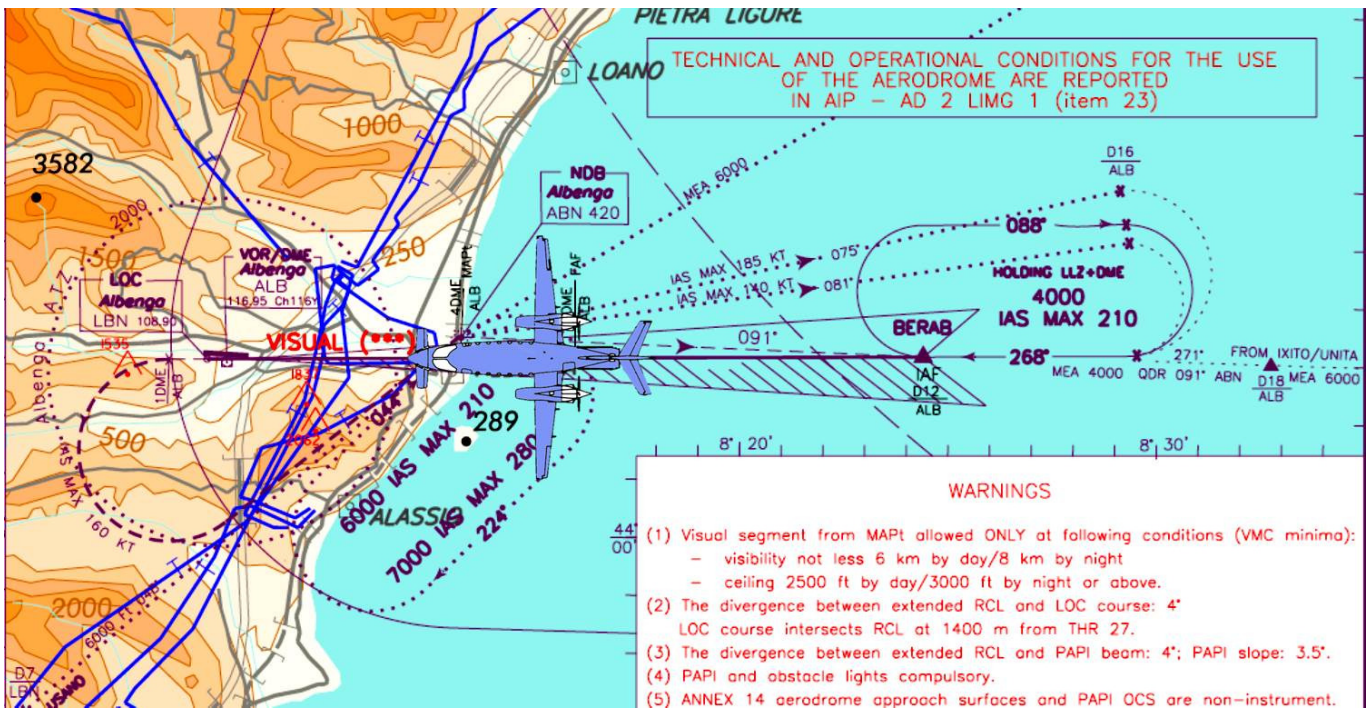


Figure 16 - Break Clouds for VFR Approach RWY 27 - MAPt - Horizontal View

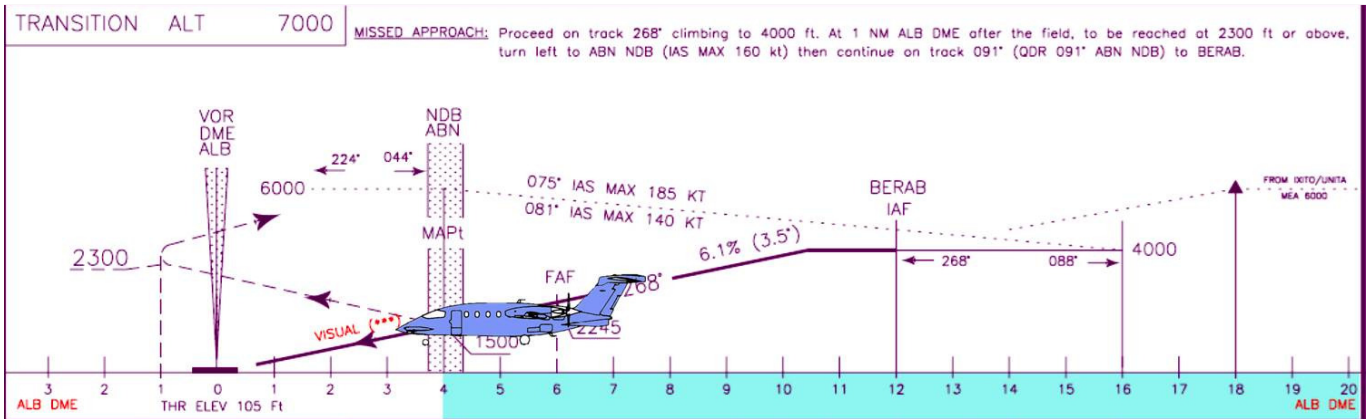


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**Figure 17 - Break Clouds for VFR Approach RWY 27 - MAPt - Profile View**



**Figure 18 - Break Clouds for VFR Approach RWY 27 - MAPt - View from the cockpit**

**NOTE:** The image is taken from Google™ earth and is only indicative.

### 4.4 Missed Approach

In case of Missed Approach:

- a. Proceed on track 268° climbing to 4000 ft AMSL
- b. At 1 NM ALB DME after the field, to be reached at 2300 ft AMSL or above, turn left to ABN NDB (IAS Max 160 KTS)

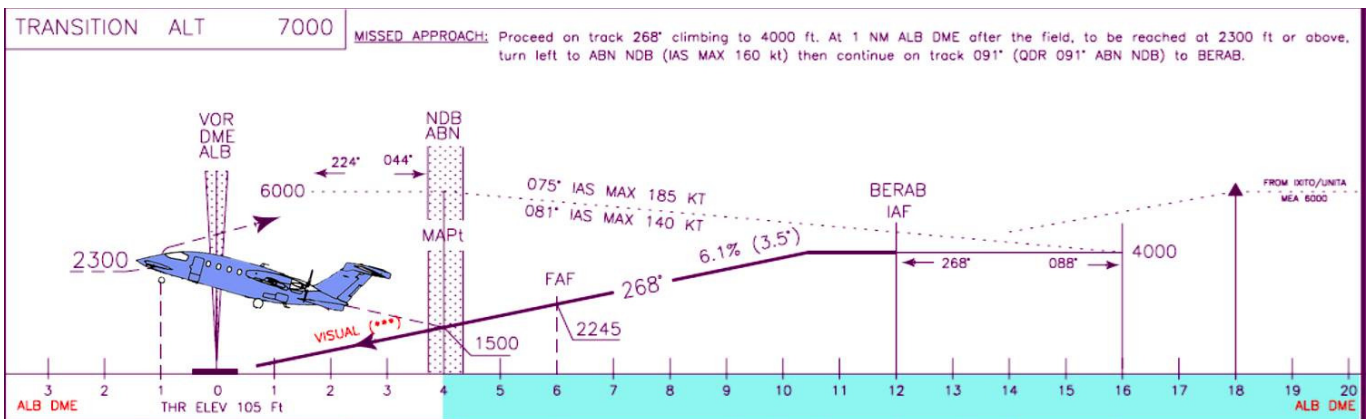
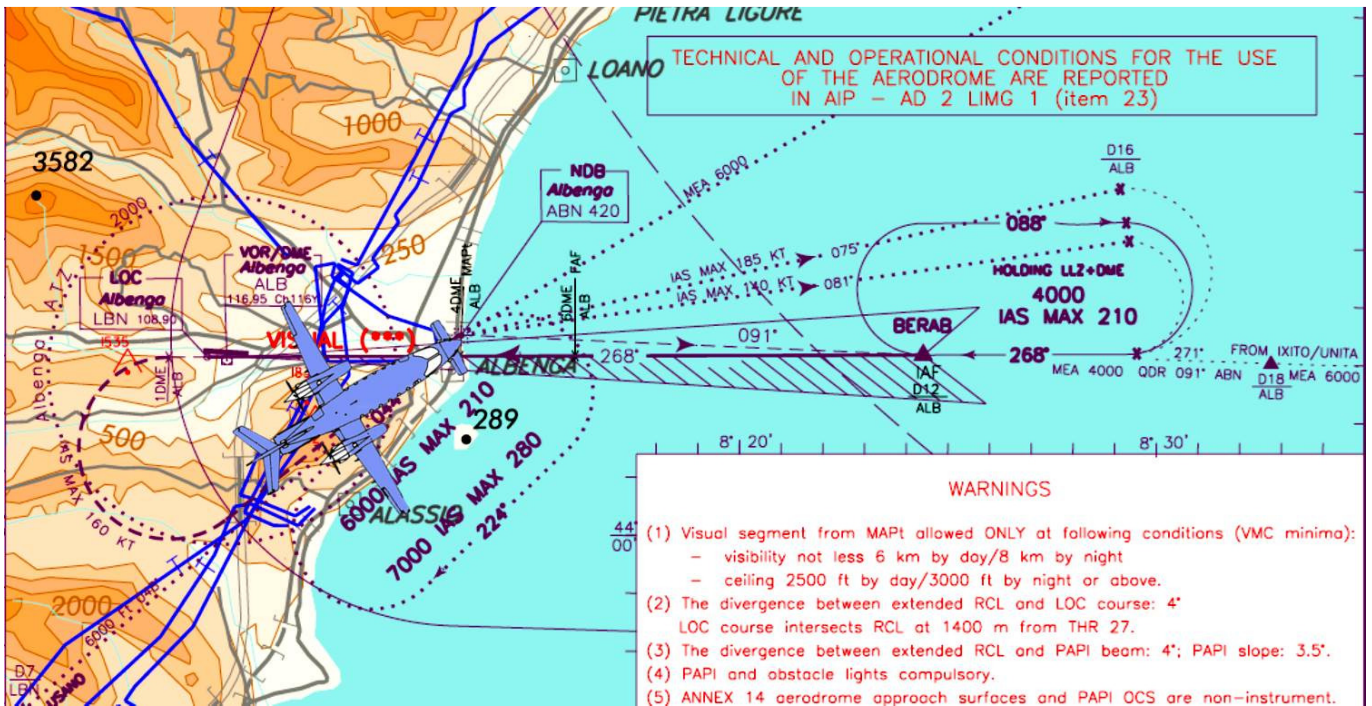


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c. At ABN NDB turn right and proceed on track 091° to BERAB

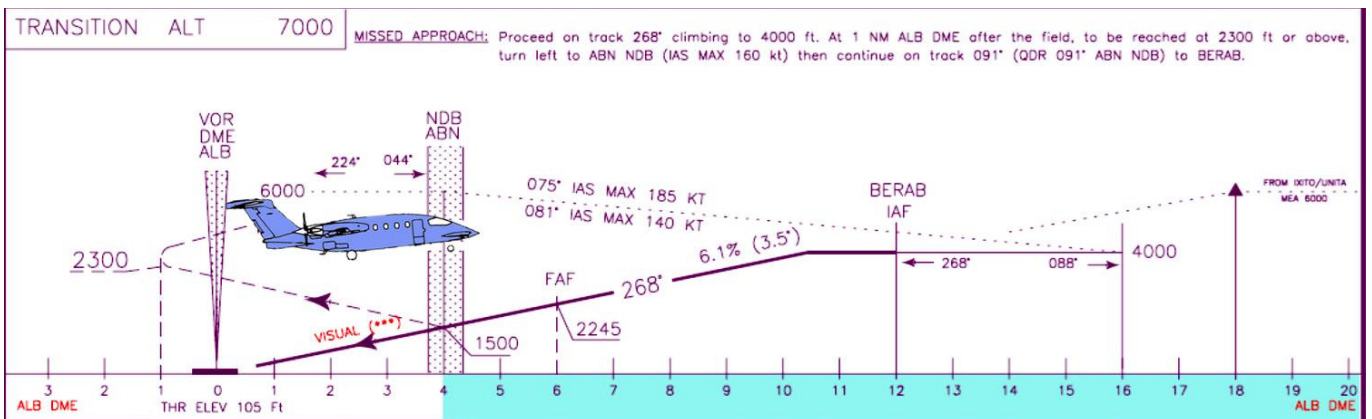
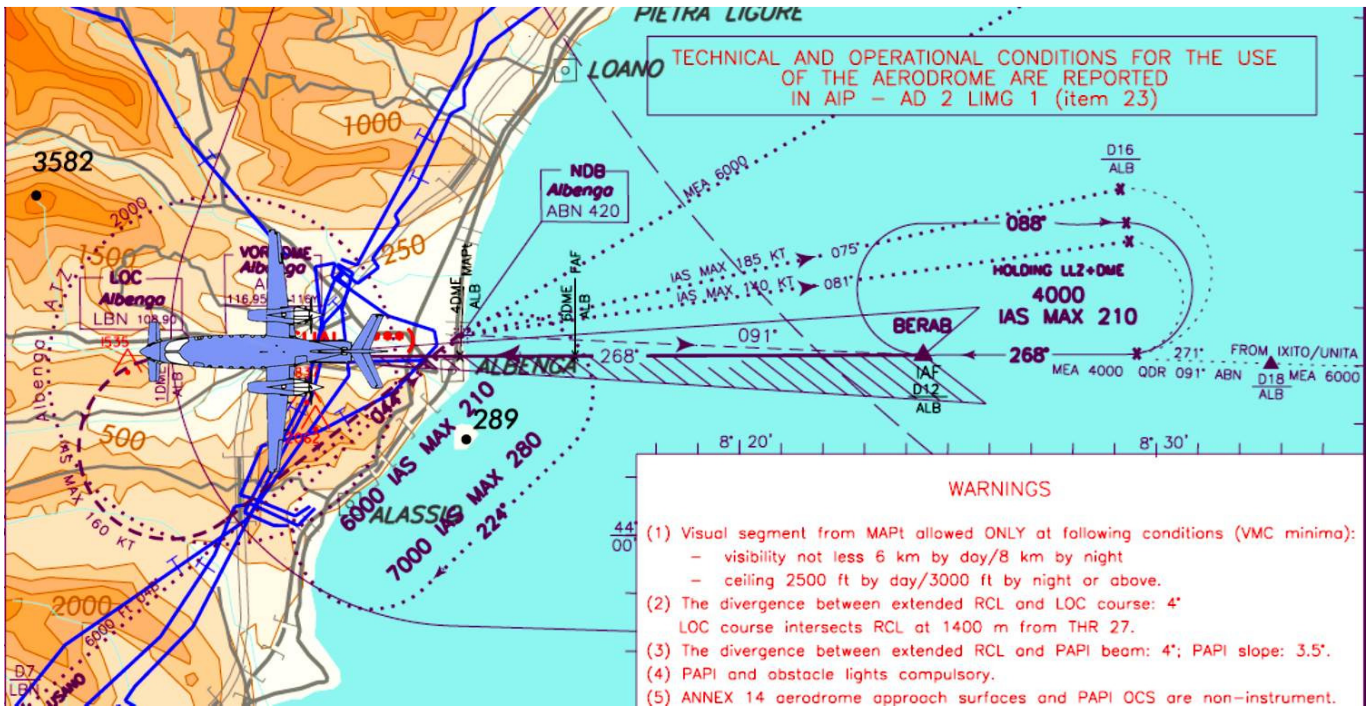


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### 4.5 Approach at night

The following images will help pilots to visualize the obstacles at night when at MAPt.



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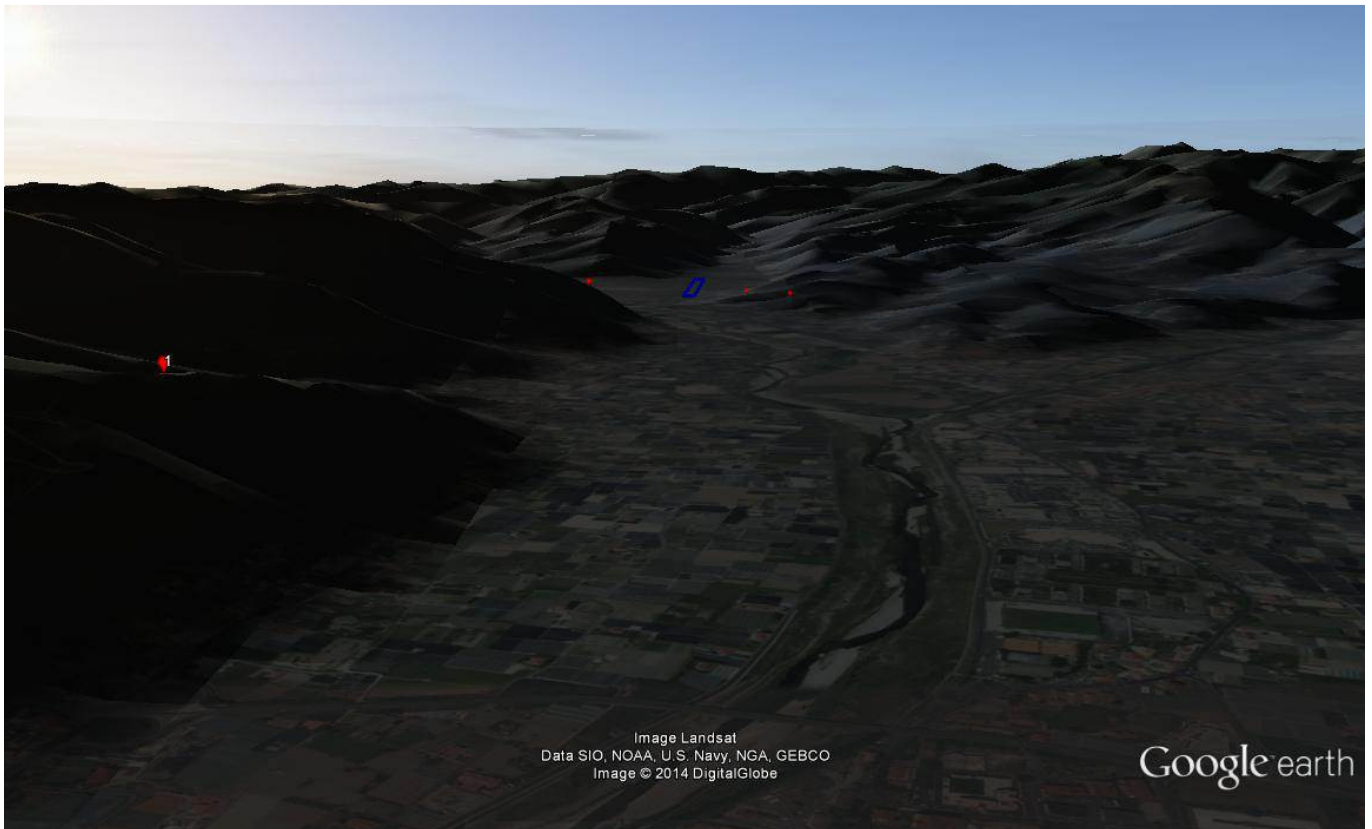


Figure 23 - Break Clouds for VFR Approach RWY 27 - MAPt - View from the cockpit almost at sunset

**NOTE:** The image is taken from Google™ earth and is only indicative.



Figure 24 - Break Clouds for VFR Approach RWY 27 - MAPt - View from the cockpit at sunset





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**NOTE:** The image is taken from Google™ earth and is only indicative.



**Figure 25 - Break Clouds for VFR Approach RWY 27 - MAPt - View from the cockpit almost after sunset**

**NOTE:** The image is taken from Google™ earth and is only indicative.



## 5. DEPARTURE

This paragraph is dedicated to help pilots to better visualize the surrounding terrain during the IFR departure.

**NOTE:** For specific IFR departure procedures refer to the AIP Italy.

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.

**NOTE:** Visual take-off for RWY 09 and for RWY 27 allowed only to aircraft having performances that can assure a safe obstacles clearance.

**NOTE:** Due to the unavailability of a circling area for immediate return, the pilot/operator shall plan in advance an alternate departure aerodrome.

The VMC Minima are:

- in flight: visibility not less than 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") not below 3000 ft, ground visibility not less than 6 km by day, 8 km by night.

**NOTE:** Minimum climb gradient: 380 ft /NM (6.25%) until ABN NDB.

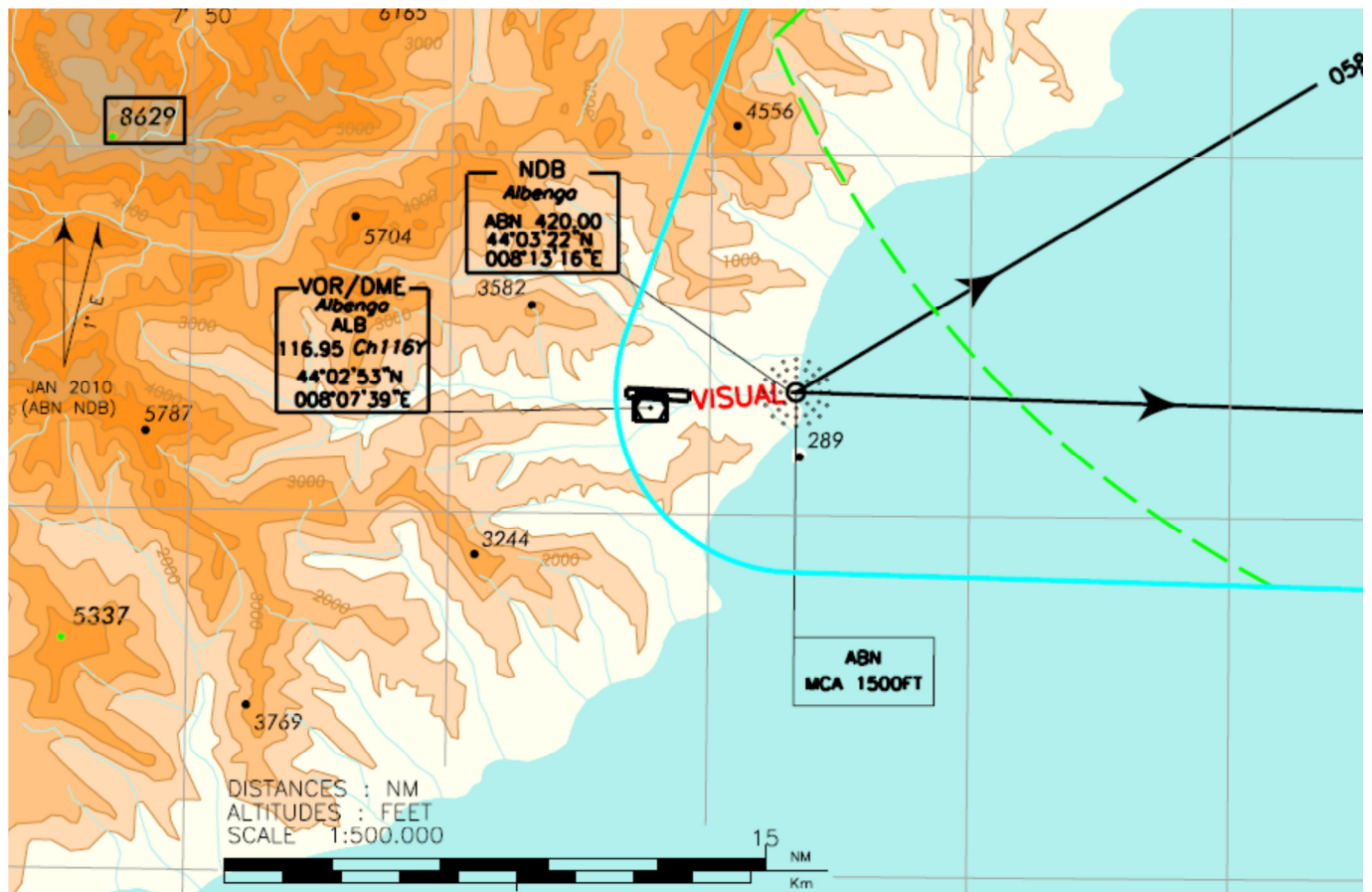


Figure 26 - SID RWY 09 - Horizontal View

### 5.1 Departure RWY 09

The following images depicts the departure from the cockpit point of view.



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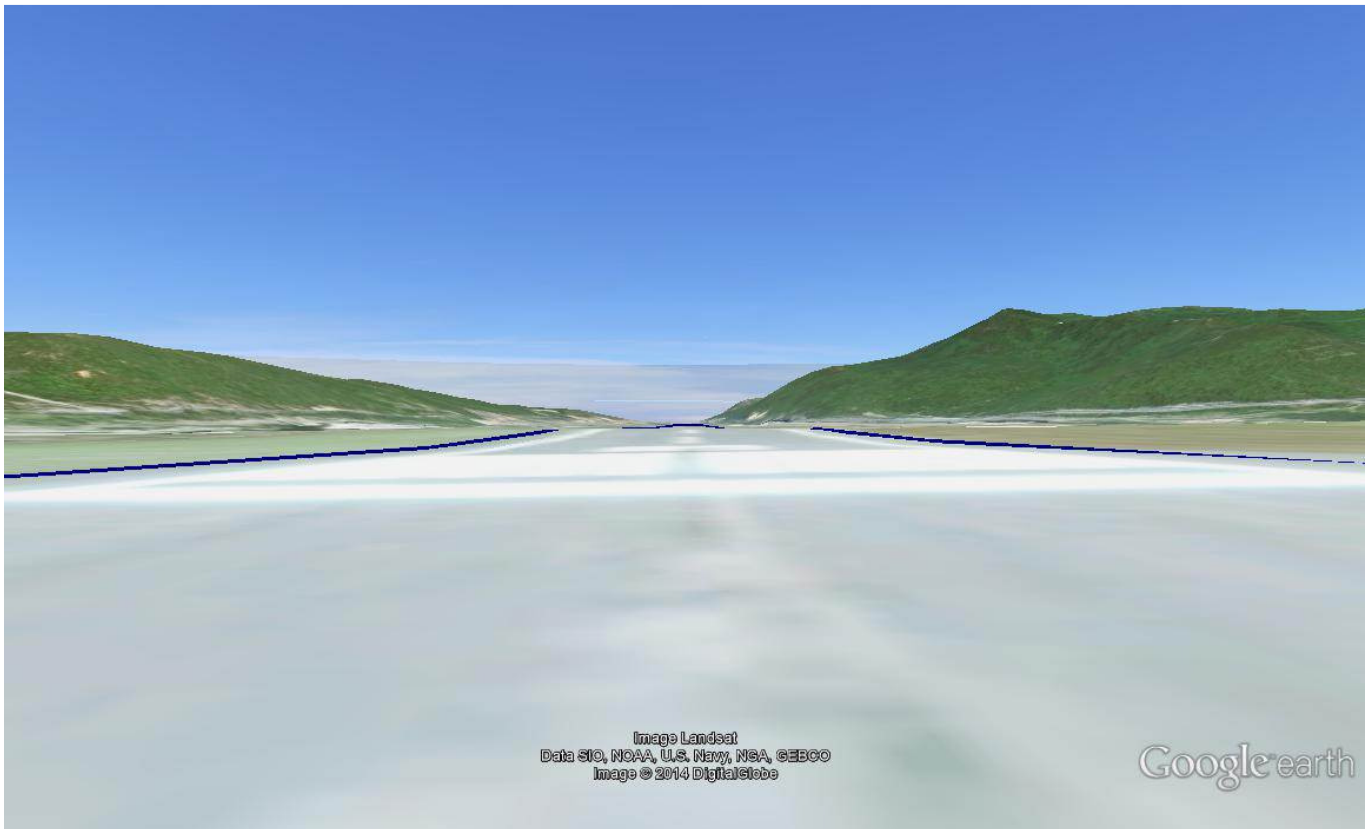


Figure 27 - Departure Overrun RWY 09

**NOTE:** The image is taken from Google™ earth and is only indicative.

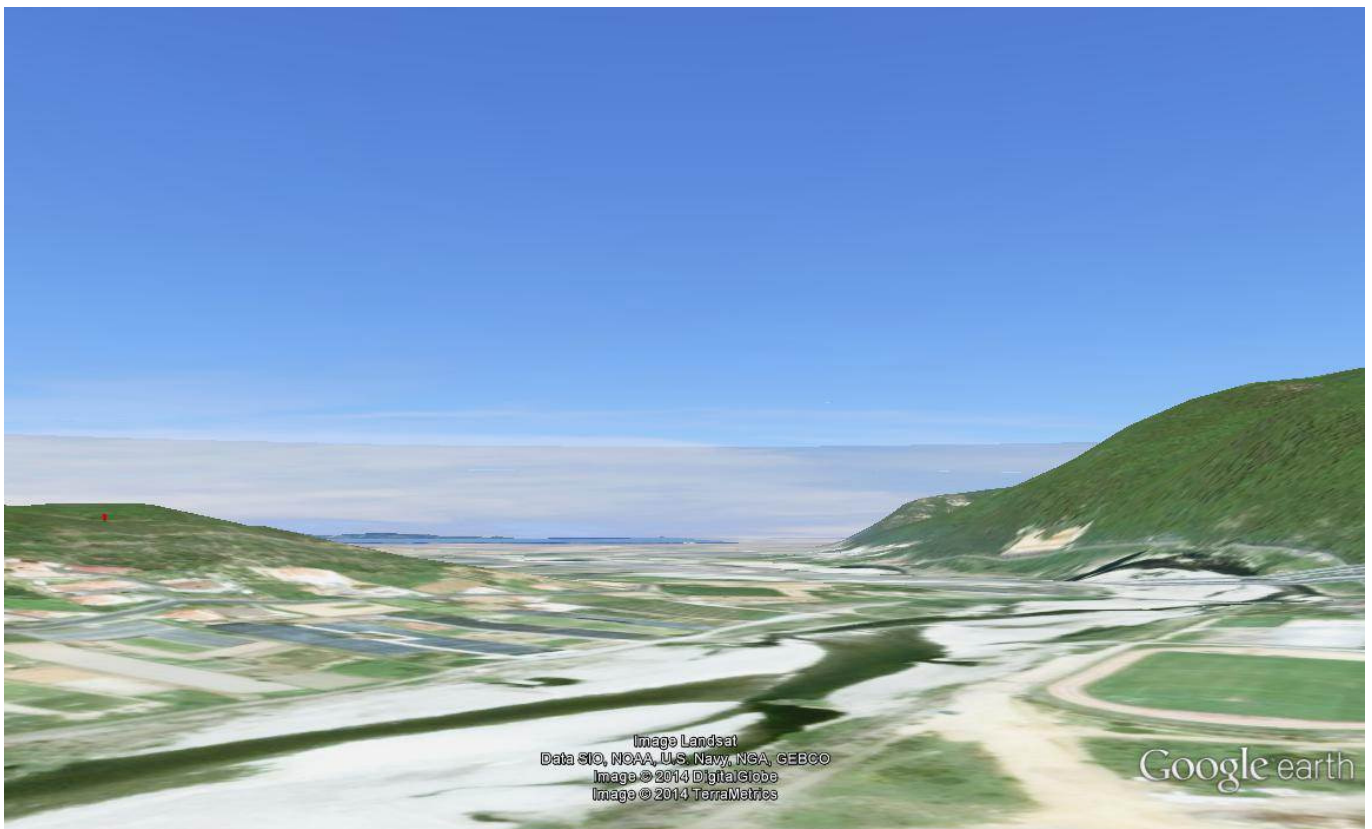


Figure 28 - Departure End RWY 09 (100 ft AGL)



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**NOTE:** The image is taken from Google™ earth and is only indicative.

### 5.2 Departure at night

The following images depicts the night departure from the cockpit point of view.



**Figure 29 - Departure End RWY 09 (100 ft AGL) at sunset**

**NOTE:** The image is taken from Google™ earth and is only indicative.



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**Figure 30 - Departure End RWY 09 (100 ft AGL) after sunset**

**NOTE:** *The image is taken from Google™ earth and is only indicative.*



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### 6. COMMUNICATION

The ATS Communication Facilities available are:

Service	Call Sign	Frequency (MHz)	Operational Hours
AFIS	Albenga Aerodrome Info	123.850	07.30 - 17.30 (06.00 - 18.00)
APP	Genova Approach	119.600	H24
APP	Genova Radar	119.600	H24
APP	Genova Radar	119.850	See Remark
ACC	Milano Centre	134.050	H24
INFO	Milano Info	128.925	H24
Emergency	NIL	121.500	07.30 - 17.30 (06.00 - 18.00)

**REMARK:** *Additional auxiliary frequency at Genova Radar discretion.*



## **7. EMERGENCY AND CONTINGENCY PROCEDURES**

### **7.1 Emergency Procedures**

The Albenga airport surrounding terrain and associated obstacles generate a great risk of Controlled Flight into Terrain (CFIT). So the pilot shall study carefully the aircraft Emergency Procedures (operation and aircraft specific) as well as Company contingency procedures in case of commercial operations, and shall be aware of the weather and orographic peculiarities of the airport.

**REMARK:** *Visual take-off for RWY 09 and for RWY 27 allowed only to aircraft having performances that can assure a safe obstacles clearance.*

**REMARK:** *On departure due to the unavailability of a circling area for immediate return, the operator shall plan in advance an alternate departure aerodrome.*

### **7.2 Contingency Procedures**

As per previous paragraph the pilot / operator shall consider the necessity to establish contingencies procedures for take-off and missed approach / bailed landing depending on the aircraft performance.

**REMARK:** *On departure due to the unavailability of a circling area for immediate return, the operator shall plan in advance an alternate departure aerodrome.*

**NOTE:** *In case of Pilot Qualification Type "B" or "C" the CAT or NCC operator shall in any case establish contingency procedures to operate at Albenga.*



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**END OF THE BRIEFING**

This ends the Familiarization Briefing.

If you need a Pilot Qualification Type "B", please see "*Familiarization Test*" on Albenga Airport website:

<http://www.aeroportoalbenga.it> This will include a registration.

**NOTE:** *To apply pilot will need their licence number and issuing Authority.*





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### Appendix A Operator Requirements (CAT & NCC)

The air operators intending to operate VFR/IFR into Albenga airport shall have:

Classified Albenga airport as Category “B” or “C” as per EU Regulation 965/2012, ORO.FC.105 in accordance with the following table:

Operation	Day OPS		Night OPS	
	RWY 09	RWY 27	RWY 09	RWY 27
Landing	Category C & Steep Approaches	At least Category B	Prohibited	Category C
Takeoff	At least Category B	At least Category B	Category C	Prohibited

Have an approved training programme for pilots qualification including contingency and recency procedures;  
Have forwarded the training programme and the list of its pilot to Albenga Airport Authority.

PIC (Pilot-in-Command) to operate IFR shall have one of the following qualifications:

Operation		Type B	Type C
VFR	DAY	Not Required	Not Required
	NIGHT	Prohibited	Prohibited
IFR (CAT <sup>(1)</sup> & NCC <sup>(2)</sup> )	DAY	- Land on RWY 27 - Take-off from RWY 09	- Land on RWY 27 - Land on RWY 09 <sup>(3)</sup> - Take-off from RWY 09 - Take-off from RWY 27
	NIGHT	Prohibited	- Land on RWY 27 - Take-off from RWY 09

<sup>(1)</sup> Commercial Air Transport  
<sup>(2)</sup> Non-Commercial Air Operations with Complex Motor-Powered Aircraft  
<sup>(3)</sup> Aircraft must be certified for steep approach (CS-25 or CS-23)

NOTE: The Pilot Qualification Type “C” is only for Commercial Air Transport (CAT) or Non- Commercial Air Operations with Complex Motor Powered Aircraft (NCC) Operations.

NOTE: For the approach to Albenga the pilot/pilots is/are obliged to carry along a copy of the operator statement either in electronic form or printed on paper, together with the other flight documents and to present them anytime on demand.

NOTE: In case of Pilot operating into Albenga airport without holding the appropriate current qualification the Albenga Airport Authority will promptly inform the Italian Civil Aviation Authority (ENAC).

### 1.1 Training Program

The operator shall develop a training program including contingency procedures to operate at Albenga. The program shall enclose a “Safety Case”. The training program shall be approved by the Aviation Authority of the State where the operator is registered.

NOTE: A sample training programme for NCC operator has been developed by the Albenga Airport Authority and is available on the website (see “[NCC Sample Training Programme](#)” on website [www.aeroportoalbenga.it](http://www.aeroportoalbenga.it)).



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The training program for NCC operator shall include the following minimum events:

- Break Clouds for VFR Approach RWY 27;
- Standard Missed Approach for RWY 27;
- Break Clouds for VFR Approach RWY 27;
- Missed Approach below minima (balked landing) for RWY 27; Break Clouds for VFR Approach 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)
- Other contingency / emergency procedures, as required by National Authority.

### 1.2 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.

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, landing, and missed approach 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.

NOTE: Alternatively a Flight Simulator (FSTD) using a scenario reproducing Albenga airport orography and obstacles can be used as substitute of in-flight training. The simulator shall be approved by the Aviation Authority of the State where the operator is registered.

### 1.3 Paperwork to issue Pilot Qualification Type "C"

The operator shall forward to Albenga Airport Authority a list of all its pilots having complete the training program.

The Albenga Airport Authority will inform the operator and the pilot about the issue of the Pilot Qualification Type "C" and will forward the list to the ENAC – Flight Standard Office.

NOTE: Pilots already qualified for night-time operations by May 28, 2015, shall perform the activities for Pilot Qualification Type "B". The operator shall forward to Albenga Airport Authority the update list of pilots with a previous qualification for night-time operations and state the new due date after having complete the on-line test.

### 1.4 Revalidation Requirements

The Pilot Qualification Type "C" will last 12 months since the issue / revalidation of the qualification. To revalidate the qualification the pilot shall:

- perform a complete instrumental procedure and a landing within 12 months since the qualification issue or revalidation
- review the briefing and take the test as describe at [www.aeroportoalbenga.it](http://www.aeroportoalbenga.it)

After the familiarization test and having accomplished the required practical training the operator shall forward to Albenga Airport Authority a statement certifying that the pilot has completed the required practical training. The Albenga Airport Authority will update the pilot information into the qualified pilot database and reply for registration update.