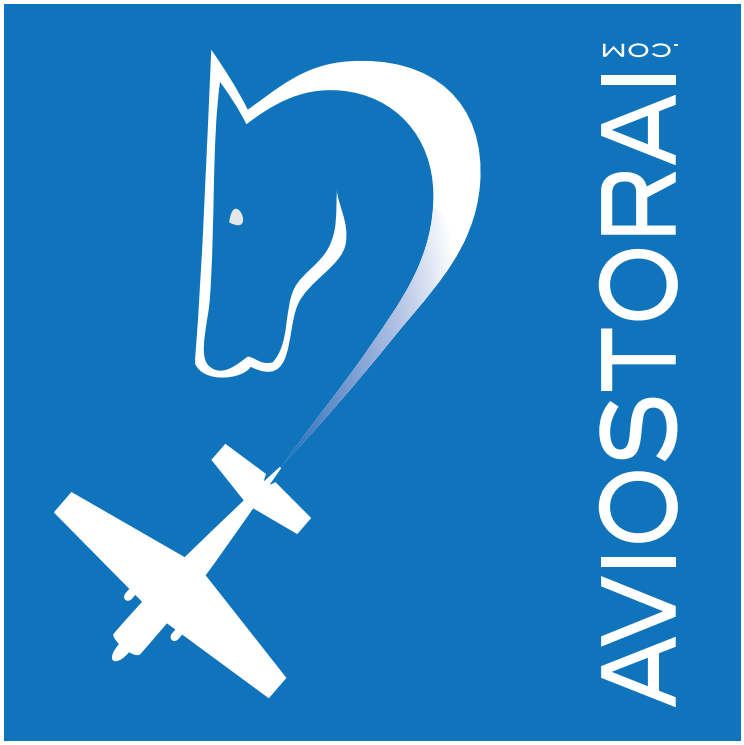
AVIOSUPERFICIE “RENZO STORAI”

Pilot’s operating instruction



Airstrip Chart 3

Introduction 4

General information 4

Normal Operation 4

Obstacles 5

Traffic Circuits 6

Approach Runway 20 6

Approach 7

Runway 02 7

Communication 7

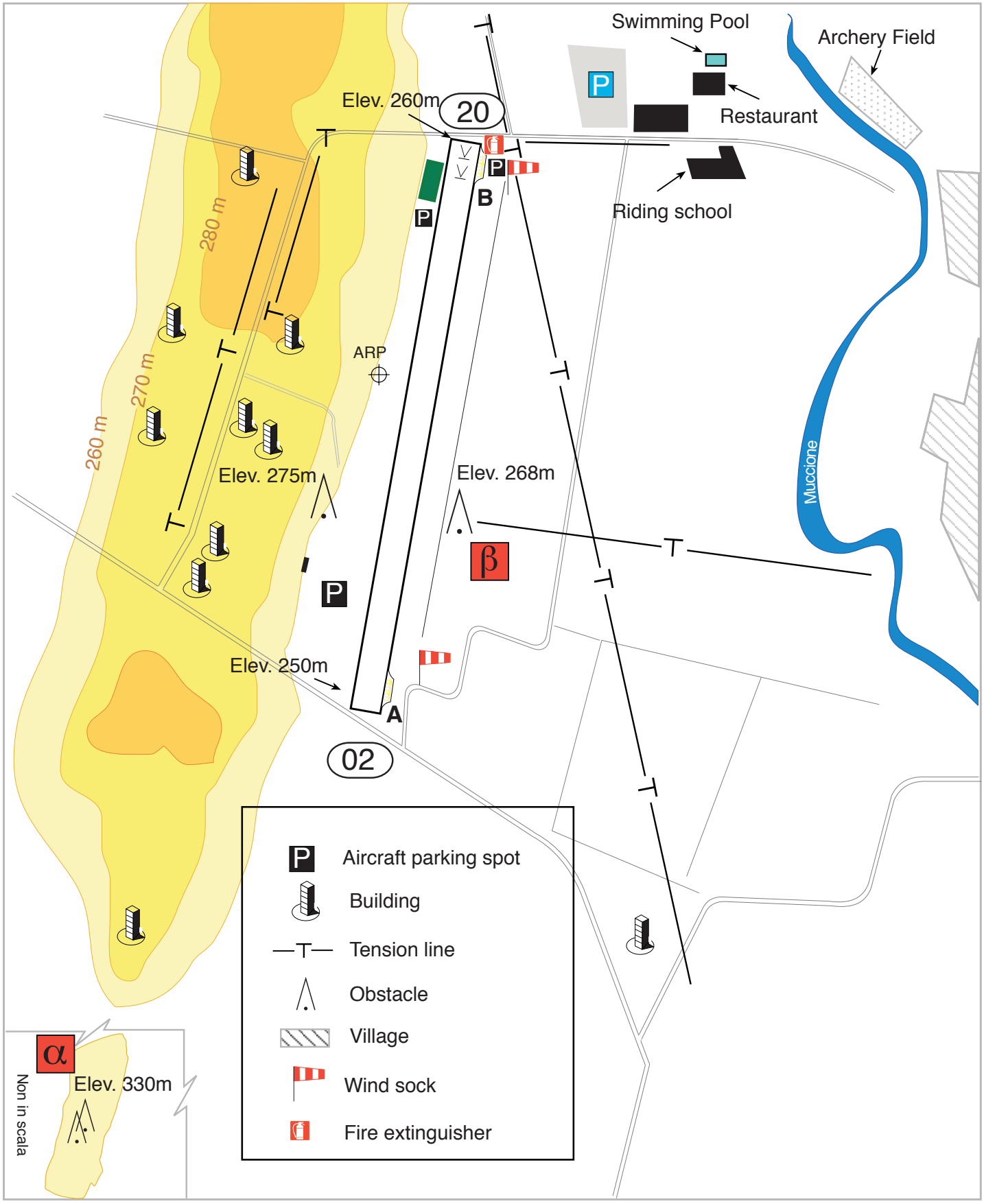
Warnings 7

Supplementary Information 8

RUNWAY END ALERT *8*

AIRSTRIP DESCENT PATH INDICATOR *9*

Airstrip Chart



This chart is for Pilot info only, no other use are permitted.

.

Introduction

According to *Decreto 8 agosto 2003 (GU n.297 del 23-12-2003) Art.3*, in order to operate at Aviostorai, guests are required to:
- send the form “Clearance” that you can download on the aviostorai.com website, at this e-mail address clearance@aviostorai.com
- read carefully all the info on the “airstrip chart” file
- call us directly if you would like to land or operate at our field, or if you need some more info at :
  Mattesini Mirko +39 346 8102508; or
  Giorgetti Cristian +39 338 3949002

General information

Location: 43°57’57”N 11°27’29”E
Runway limits are marked with white cones spaced at 50 m.
Two windsocks are placed at each runway end.
No fire fighting service available.
No fuel is available.
Due to obstacles and mountains in the vicinity of the field a good pilot experience is required in order to ensure safe operations.
Runway identification number: 020° - 200°.

Rwy Elevation	Dimension (m)	TORA (m)	LDA (m)
Rwy 02 Elev. 250 m	580 x 25 grass	580	580
Rwy 20 Elev. 260 m	580 x 25 grass	580	480 ❖
❖ displaced threshold due to small mound on threshold rwy 20			

Normal Operation

Preferential Runway
Take off rwy 20.
Landing rwy 02.

Wind Limits
Maximum cross wind component for take off and landing is 5 kts, due to possible wind shear.
Tail-wind approach and landing for rwy 20 are not allowed.

Taxi
Taxing aircraft must give way to traffic vacating the runway

Take off
Preferential runway for take off is runway 20.
Pilots taking off from runway 02 have to take in account:
- rwy slope of 1,9% uphill;
- Small mound on threshold 20;
- obstacles and mountain on take off segment.

Departure from runway 20
For noise abatement, Pilot shall:
- maintain runway heading until reaching 1000 ft AGL;
- maintain Vy (best rate of climb speed) until reaching 1000 ft AGL.

Departure from runway 02
In order to keep a safe distance from the nearby obstacles, Pilots shall:

- maintain Vx (best angle speed) until reaching 1000 ft AGL.

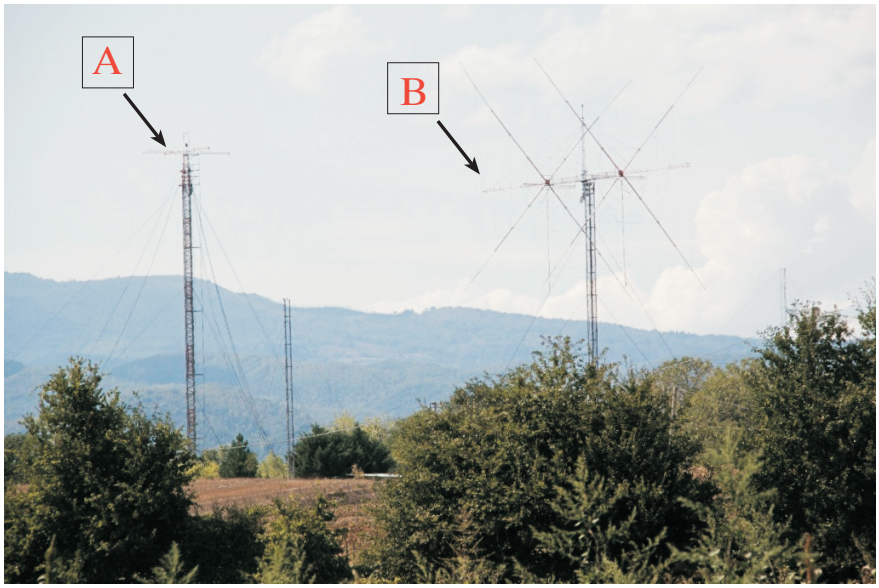
Traffic Circuits
Traffic circuits are only allowed on the east side of the field at a minimum altitude of 1000 ft AGL.
Avoid crowded area near the field.

Approaches Runway 20
No tail wind approaches are allowed for runway 20.
Pay attention to the telephone cable line placed on threshold of runway 20.

Approaches Runway 02
For noise abatement, Pilots will descend below 500 ft AGL only once established on final.
No turns are allowed on the base to final leg below 500 ft AGL
Pay attention to the automotive traffic on the road near threshold 02

Parking
Parking is free on all the area marked with the P (see the chart) .
Before leaving the parking area all Pilots must tie down securely the aircraft.
The field supervisor is not responsible for aircrafts left unattended on the field.

Obstacles



α

The obstacles named “alpha” is located 1/2 mile south west of the airstrip (see chart)
It’s made up of 2 radio antennas A and B

A It’s an extensible antenna, and can reach 33o m of elevation (200ft more than airfield elevation). It’s a relevant obstacle during take off from rwy 20 and during approach for runway 02.

It is higly recommended to keep the obstacles in sight during all operations around the airstrip.

β

The obstacle named **β** it’s near the runway (see chart)

It’s an electric pole with cable . The obstacle elevation is 268 m (around 50 ft above airstrip elevation).

It is higly recommended to keep the obstacles in sight during all operations around the airstrip.

Traffic Circuits

Foreword:
- The main goal is to reduce aircraft noise during aircraft operation around the field.
- Circuits are only allowed on the east side of the airstrip at a minimum altitiude of 500 ft AGL.
- Preferential runway for take off is runway 20.
- Preferential runway for landing is runway 02.
- Tail-wind approach and landing for rwy 20 are not allowed.

Approach Runway 20

Runway 20 approach is particularly difficult..

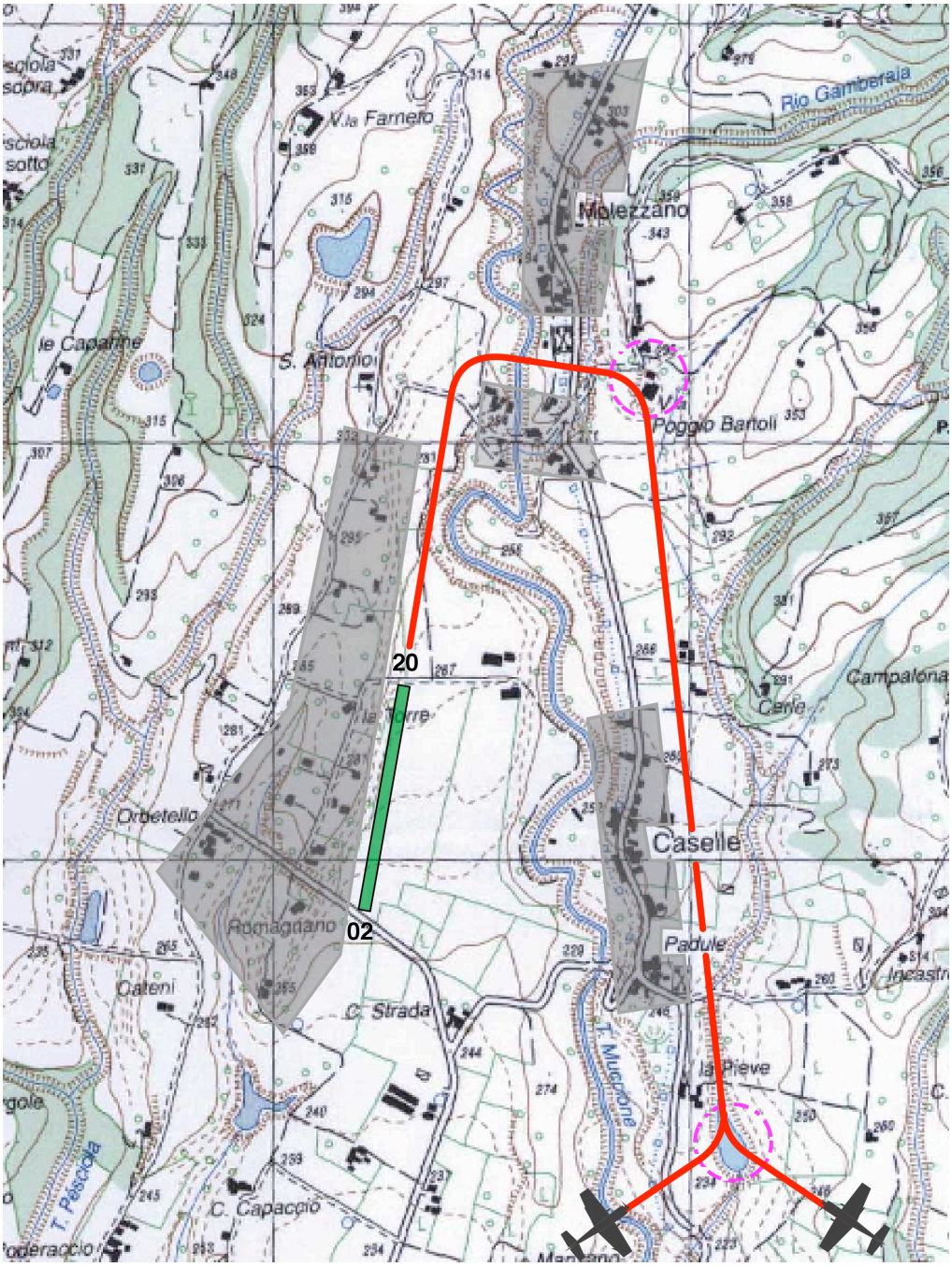
Tail-wind approach and landing for rwy 20 are not allowed.

The Approach starts on the point “laghetto” a small artificial lake. Then with a converging heading 356° you have to fly towards the point “Villa”. The point “villa is easily identifiable, it’s a big house with a swimming pool.

The downwind leg has to be flown east of the Muccione river, try to avoid Caselle and Padule Villages.

Crossin “villa” point you can start the base leg.

Do not overfly the shaded areas reported on the chart.



Approach Runway 02

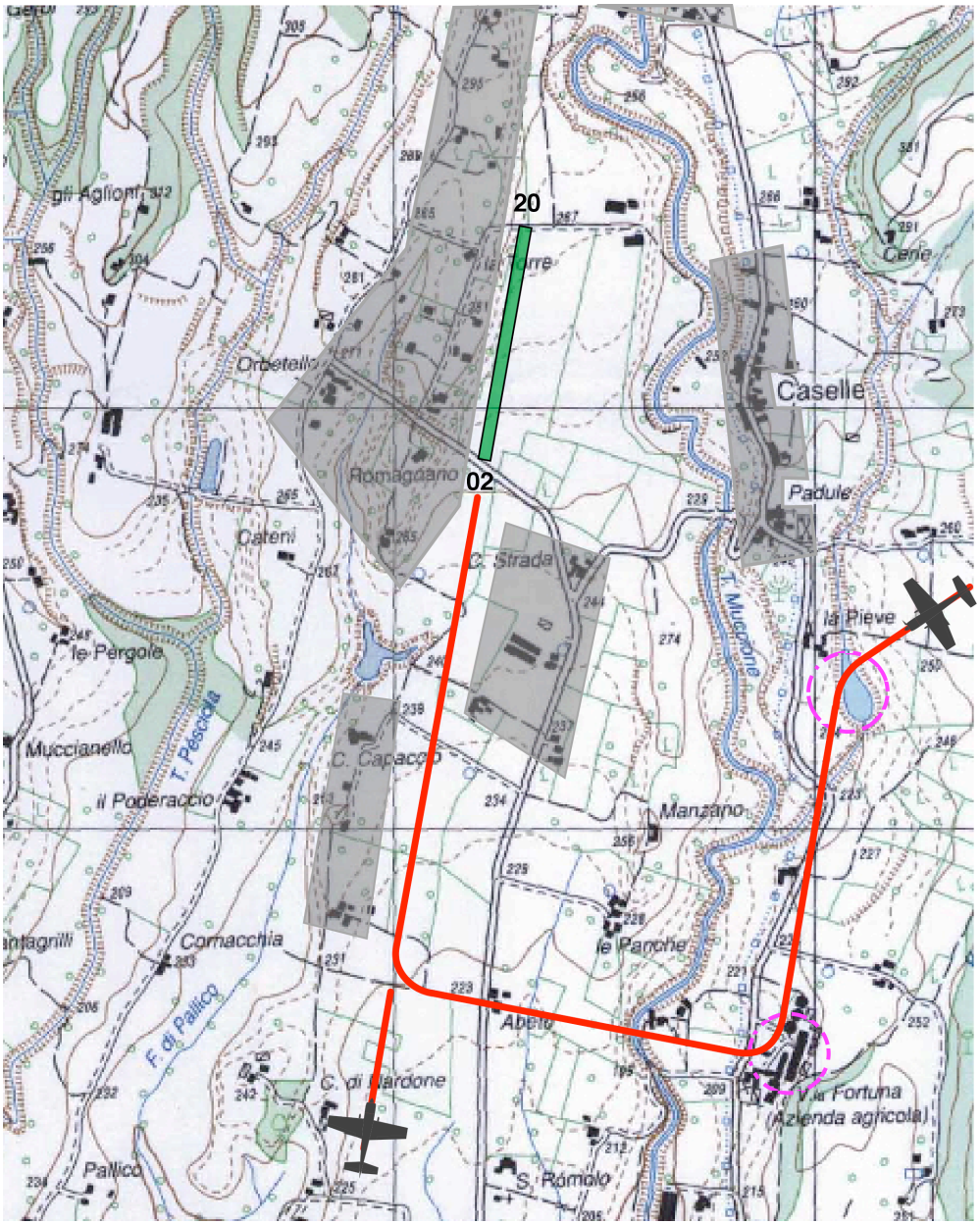
Preferential runway for landing is runway 02.

The Approach starts on the point “laghetto” a small artificial lake. Then with a parallel heading heading, you have to fly towards the point “Fattoria”. The point “fattoria” is sn hold farm.

Overflying “Fattoria”, you can start the base leg, keeping always in sight the obstacle named “α”.

On short final pay particular attention to the road traffic on the street depicted on the chart.

Avoid flat approaches



Communication

The frequency for communication is 130,00 Mhz and the call sign for the field is “AVIOSTORAI radio”.
Pay extreme caution to communications, the same frequency is also used in other fields in the vicinity.

Warnings

No low passes are allowed.
No touch and goes are allowed.
Any maneuver different from take off, landing or go around is forbidden below 1000 ft AGL.
Avoid crowded area near the field.

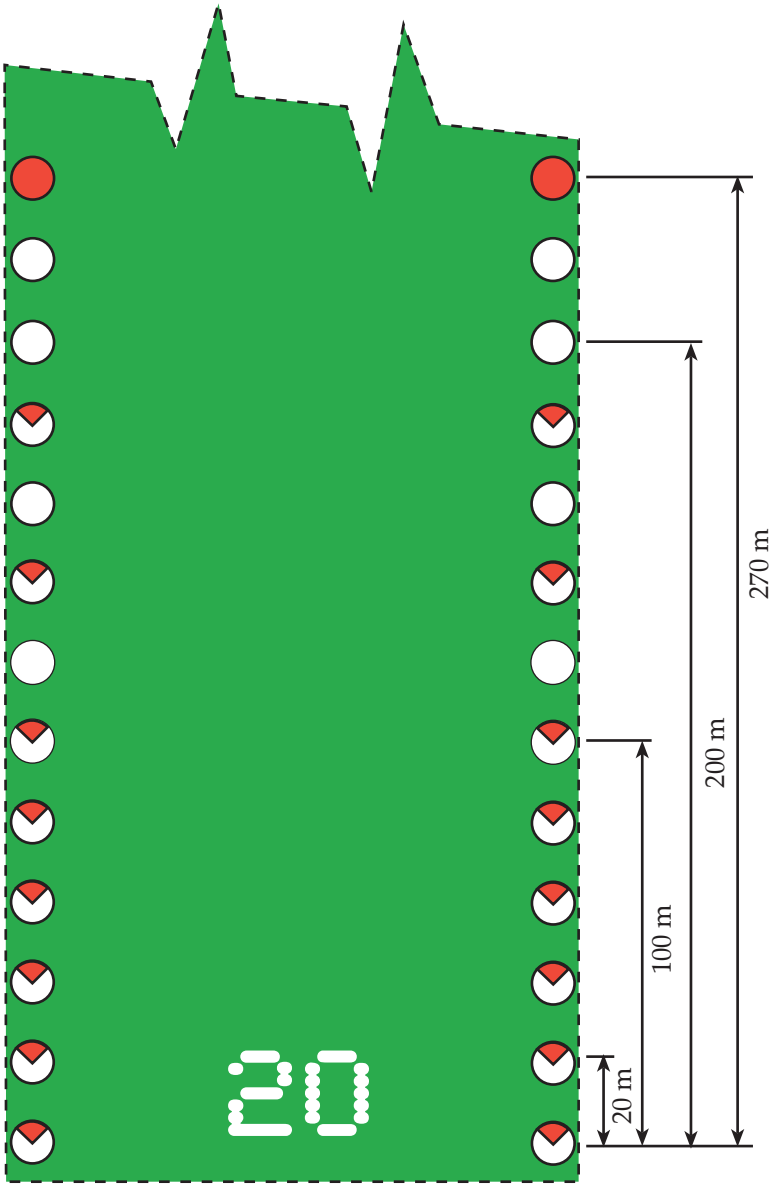
Supplementary Information

RUNWAY END ALERT

In order to avoid the overrun risk, the airstrip has been equipped with new signals on the edges of the runway.
Reaching the end of the runway available the strip is bordered with:

- ➡ Red/withe cones, alternate on the last 200m of runway available
- ➡ Red cones on the last 100m

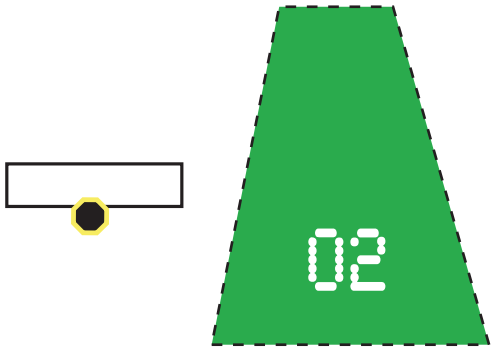
The middle of the runway is visible thanks to 2 red cones on the edges of the runway



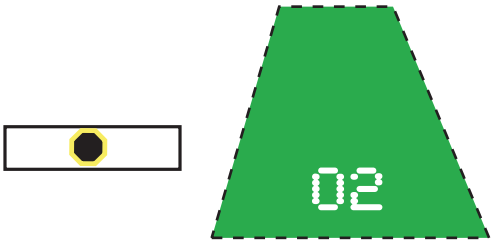
AIRSTRIP DESCENT PATH INDICATOR

In order to keep the ideal flight path during approach, the runway 02 has been equipped with and ADPI on the left side.
The system helps:
➡In reducing optical illusion due to runway slope ;
➡In keeping a good height above the road on short final runway 02

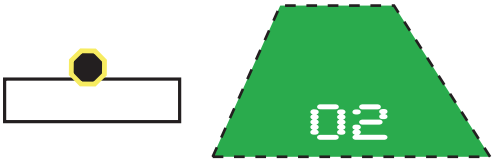
On the picture below some example.



ABOVE GLIDE



ON THE GLIDE



BELOW GLIDE