

INFO TECH n. 15/2017

Dipartimento Tecnico – 19 Dicembre 2017

(english text at the bottom)

Limitazioni di vento aeroporto Napoli Capodichino (LIRN) rif Notam A8548/17 e precedenti

Si ritiene doveroso segnalare che il Notam in oggetto contenga elementi incongruenti e che possono innescare situazioni di pericolo per le operazioni di decollo e atterraggio e attribuzioni di inaccettabili responsabilità a carico del Comandante del volo in caso di sinistro aeronautico.

Nel dettaglio del notam (allegato in basso) si rileva che sulla pista 06/24 sia stata ridotta la "strip" a 105 mt sul lato destro e a 150 mt sul lato sinistro della pista 06 per i primi 620 mt di lunghezza dalla testata pista. Per le operazioni di decollo/atterraggio per pista 24 e decollo per pista 06. Tali riduzioni di runway strip comporterebbero limitazioni nella componente di vento ad un massimo 15 e 10 nodi, rispettivamente in condizioni Dry e Wet e quando il vento proviene nel settore 330°- 150°.

Il regolamento Easa CS ADR-DSN in materia definisce che la runway strip debba essere:

Width of runway strip

(a) A strip including a precision approach runway should extend laterally to a distance of at least:

(1) 140 m where the code number is 3 or 4; and

(2) 70 m where the code number is 1 or 2;

on each side of the centre line of the runway and its extended centre line throughout the length of the strip.

Sulla base del notam le operazioni oltre tali limiti sarebbero **a discrezione del Pilota** ed il Controllo di Torre in queste condizioni di vento **non rilascerebbe più autorizzazioni al decollo/atterraggio.**

E' evidente l'intenzione da parte dell'estensore di tale notam **di voler scaricare l'intera responsabilità sul pilota** e riteniamo inaccettabile decollare ed atterrare senza autorizzazione del Controllo di Torre in un aeroporto aperto al traffico aereo

nazionale ed internazionale.

Anpac si adopererà nelle sedi istituzionali previste (ENAC-EASA) per sanare questa pericolosa situazione.

Allegato notam:

A8548/17 - RUNWAY 06/24 STRIP WIDTH REDUCED TO 105M ON RIGHT SIDE AND 150M ON LEFT SIDE RWY06 CL FOR THE FIRST 620M OF LENGTH INCLUDING RWY HEAD. AS A CONSEQUENCE MAX RECOMMENDED CROSSWIND COMPONENT WITH RWY DRY OR WET WILL BE 15KT AND 10KT RESPECTIVELY FOR THE FLW OPS: - TKOF AND LDG RWY24 - TKOF RWY06 WITH WIND COMING FROM DIRECTION FM 330DEG TO 150DEG EXC FOR TKOF FM INT TAKE-OFF C AND L RMK: FOR OPERATIONS WITH GREATER CROSSWIND COMPONENT, ALLOWED AT PILOT'S DISCRETION, ATC WILL PROVIDE ONLY INFORMATION REGARDING RWY AND MET CONDITION, NO CLEARANCE WILL BE ISSUED REF AIP AD 2 LIRN 2-1 AND 1-5. 15 DEC 19:13 2017 UNTIL 22 DEC 14:00 2017 ESTIMATED. CREATED: 15 DEC 19:13 2017

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Allegati a questa edizione:

[English Version](#)

Airport wind limitations Naples Capodichino (LIRN) rif Notam A8548 / 17 and earlier

It is considered necessary to point out that the Notam in question contains incongruent elements and that can trigger dangerous situations for take-off and landing operations and attributions of unacceptable responsibilities to be assumed by the Flight Captain in the event of an aircraft accident.

In the Notam detail (attached below) it is noted that on the 06/24 runway the strip has been reduced to 105 meters on the right side and to 150 meters on the left side of the track 06 for the first 620 meters along from the runway. For takeoff / landing operations for runway 24, and takeoff for runway 06. Such runway strip reductions would imply limitations in the wind component to a maximum of 15 and 10 knots, respectively in Dry and Wet conditions and when the wind comes in sector 330 ° - 150th.

The EASA CS ADR-DSN regulation on the matter defines that the runway strip must be:

Width of runway strip

(a) A strip including a precision approach runway should extend laterally to a distance of at least:

- (1) 140 m where the code number is 3 or 4; and
- (2) 70 m where the code number is 1 or 2;

on the side of the strip.

On the basis of the notam, operations beyond these limits would be at the discretion of the Pilot and the Tower Control under these conditions would no longer issue clearance for take-off / landing.

It is evident that the notam writer intends to discharge the entire responsibility on the pilot and we consider it unacceptable to take off and land without Tower Control authorization in an airport open to national and international air traffic.

Anpac will work in the planned institutional offices (ENAC-EASA) to remedy this dangerous situation.

Attached Notam:

A8548/17 - RUNWAY 06/24 STRIP WIDTH REDUCED TO 105M ON RIGHT SIDE AND 150M ON LEFT SIDE RWY06 CL FOR THE FIRST 620M OF LENGTH INCLUDING RWY HEAD. AS A CONSEQUENCE MAX RECOMMENDED CROSSWIND COMPONENT WITH RWY DRY OR WET WILL BE 15KT AND 10KT RESPECTIVELY FOR THE FLW OPS: - TKOF AND LDG RWY24 - TKOF RWY06 WITH WIND COMING FROM DIRECTION FM 330DEG TO 150DEG EXC FOR TKOF FM INT TAKE-OFF C AND L RMK: FOR OPERATIONS WITH GREATER CROSSWIND COMPONENT, ALLOWED AT PILOT'S DISCRETION, ATC WILL PROVIDE ONLY INFORMATION REGARDING RWY AND MET CONDITION, NO CLEARANCE WILL BE ISSUED REF AIP AD 2 LIRN 2-1 AND 1-5. 15 DEC 19:13 2017 UNTIL 22 DEC 14:00 2017 ESTIMATED. CREATED: 15 DEC 19:13 2017

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