

## CATANIA (Fontanarossa) (CTA/LICC)

Elevation 39ft

### CATEGORY B

AV brief – not required

### GENERAL

- Situated on the E coast of Sicily 2 nm S of the city.
- Sigonella military airfield 7 nm SW with runways ~ parallel to Catania.

### Threats

#### CFIT

- S and W ground rises gently ~10 nm then more steeply, reaching ~2,500ft asl 20 nm W and ~3,700ft asl 23 nm S.
- NW small hills start at 2 nm. Mount Etna ~11,000ft asl 17 nm N. This dominates procedures into and out of Catania.

#### Runway Excursion

- All turns to be made at runway ends only.
- Expect high energy approaches due to the terrain of Mount Etna.
- Approaches are prone to tailwinds.

#### Mid Air Collision

- Numerous light/military aircraft use the airfield in VMC.

#### Loss of Control

- Risk of volcanic cloud up to 20,000ft around Mt Etna depending on wind direction.
- Specific flight contingency, approach and departure procedures considering Volcanic Ash activity are included in Lido AOI pages.
- Rwy 08/26 will be closed in the event of reported WET conditions associated with Rwy strip flooding and crosswind above 15 kts.
- Aerodrome occasionally affected by terrain-induced WINDSHEAR caused by air splitting by Mt Etna resulting in winds of 10-15 kts intensity within 060°-090° or 240°-300° directions.
- WINDSHEAR may be experienced on approach to Rwy 26 with strong W winds.
- Flocks of Birds frequently on Aerodrome.

### ARRIVAL

#### Diversion Airports

MALTA (Luqa)	MLA/LMML	101 nm/196°T	CAT A
PALERMO	PMO/LICJ	103 nm/295°T	CAT B
NAPLES	NAP/LIRN	209 nm/350°T	CAT B
BRINDISI	BDS/LIBR	224 nm/216°T	CAT A
BARI	BRI/LIBD	234 nm/200°T	CAT A
ROME (Fiumicino)	FCO/LIRF	292 nm/334°T	CAT A

- Approaching from the north, expect descent to FL100 approaching COBBA. Further descent will be given, shortly after COBBA. A good visual reference are the masts on a hill to the right of the aircraft, with height 4052ft.
- Radar vectors are often provided, with initial routing towards NASOM.
- Further radar vectors are provided for an ILS intercept of 3,000', just inside of 10d.
- Circling is to the S only.
- No approach lights to either runway.
- Back tracking may be required after landing. If so turns to be made at runway ends only.
- Follow me service is mandatory for arrival flights.

#### BAV Crew Reports

- *Reports indicate that RVRs are not measured along the runway and should be used with caution.*
- *The touchdown zone markings are non-standard, there is only one marker beyond the aiming point.*

#### GROUND

- Tower 118.7 for all communications.
- Radio load sheets not permitted. Do not depart stand before receiving final load sheet figures via ACARS.

#### DEPARTURE

- Call for clearance 10 mins before ready to start.
- Taxi with minimum thrust and strictly maintain yellow markings. Taxi with caution due uncontrolled traffic moving from/to operational parking bays to join Twy H.
- Intersection take-offs are usable only on prior pilot request or tower request following pilot agreement.

#### WEATHER

- Summer – Fine. Winter – unsettled.
- S or SE winds (Sirocco) give poor visibility due to dust haze from the Sahara.
- Risk of radiation fog at night. Cloud base below 1,000ft is rare.
- Strong winds from N and NW give unpredictable winds over the Catania Plain with rapid changes of direction and speed.

#### OPERATIONAL INFORMATION

<b>Handling Agent</b>	AVIAPARTNER SICILY SRL
<b>Handling Agent VHF</b>	
<b>Potable Water</b>	Uplift Banned

<b>IF ONLY Electrical Power is required</b>	Use at all times (If fixed airport equipment is not available, use GHA mobile equipment for "pre-paid" time ONLY (75 mins), then use APU)
<b>If BOTH electrical power and air conditioning is required:</b>	Use APU for air-conditioning (Keep ground power connected according to guidance above to reduce fuel burn)