

## OLBIA (OLB/LIEO)

Elevation 37ft

### CATEGORY B

AV brief – not required

### GENERAL

- Costa Smeralda airfield lies on the NE coast of Sardinia 2 nm south of Olbia.
- Sardinia is very mountainous and the airfield is surrounded by high ground including to seaward where there are rocky headlands and islands.

### Threats

#### CFIT

- SE the terrain rises to 1,050ft asl within 3 nm.
- S the terrain begins to rise at 2.5 nm reaching 2,100ft asl at 6 nm and over 3,000ft asl beyond.
- 1.5 nm SW of the Rwy 05 threshold is a hill to nearly 300ft asl and a hill to over 1,000ft asl at 4 nm SW; the terrain then rises rapidly to over 3,500ft asl.
- W and NW the terrain reaches nearly 2,500ft asl at 7 nm and nearly 4,500ft asl at 11 nm.
- N at 4 nm is a hill to nearly 1,400ft asl.
- E of the airfield is a headland reaching over 700ft asl at 4 nm range. Further E at 7 nm is Tavolara Island with a peak to nearly 1,900ft asl.

#### Runway Excursion

- Reduced LDA available for both runways due to the displaced thresholds.

#### Runway Incursion

- AGC chart which depicts set back hold points for both runways 05 and 23.

#### Loss of Control

- WINDSHEAR can be significant, particularly during westerly winds, but possibly also associated with eastern sea breeze.

### ARRIVAL

#### Diversion Airports

CAGLIARI	CAG/LIEE	102 nm/192°T	CAT B
ROME (Fiumicino)	FCO/LIRF	134 nm/066°T	CAT A
ROME (Ciampino)	CIA/LIRA	149 nm/069°T	CAT B
NAPLES	NAP/LIRN	217 nm/090°T	CAT B
ALGHERO (Fertilia)	AHO/LIEA	058 nm/253°T	CAT B

- Early descent may be given by Marseille Control.
- Arrival from CORSI may be shortened by direct OBIMI.

## Approach

- ILS type is not given on ATIS but is passed by Olbia Approach (most likely ILS Z).
- FMS arrival routing can show extra track miles as NON RNAV STAR finishes at VOR SME (overhead airfield). More representative mileage can be obtained by using a VIA to join STAR and ILS. Additionally, RNAV STAR track mileage may be shortened considerably by ATC, careful profile management essential.
- Rwy 05 ILS GP is 3.5° with PAPI required at night.
- Rwy 23 has limited approach lighting.
- Circling to the SE only and prohibited at night.
- Displaced landing thresholds to both runways.
- Disused airfield Venafiorita is 1.5 nm SW with a similar runway layout (not shown on chart as it is disused).

## GROUND

- Radio load sheets not permitted. Expect paper final loadsheet prior to pushback. Do not depart stand before receiving final load sheet.
- BA use stand 105 with a jetty. If stand 105 is not available, a remote stand will be used.
- Refuelling with passengers on board is not allowed on the jetty stands, however it is allowed on most remote stands.

## DEPARTURE

- Crew report being given RNAV SID from RWY05.
- Start up procedures contained in AOI pages.
- Request start-up 5 min before ready for ENG start, handling operations completed.
- Emergency turn procedures are given for both runways and are available in the performance manual and CARD.

## WEATHER

- Prevailing wind NNW.
- May to Sep: Strong, gusting sea breezes from the NE.
- When low stratus lies over the sea it may drift over the airfield at night with E winds.
- Weather generally fine in summer but unsettled in winter.
- Early morning fog most likely in spring.

## OPERATIONAL INFORMATION

Handling Agent	GEASAR SPA
Handling Agent VHF	131.405 CALL SIGN "GEASAR"
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	DO NOT USE – use APU instead
If BOTH electrical power and air conditioning is required:	DO NOT USE ANY GROUND SERVICE – use APU instead