

**FLORENCE/PERETOLA (FLR/LIRQ)**

Elevation 142ft

**CATEGORY B**

AV Brief is not required. Pilots should study the Navigraph REF pages LIRQ 19-01–LIRQ 19-04 or the NavDataPro equivalent prior to operating.

**REGULATION**

- Landing on RWY 23 not permitted for BAV aircraft.
- Approaches with a left-hand missed approach are not permitted – ILS Y 05, LOC Y 05.
- RW 05 departures are only permitted during hours of daylight. Minimum visibility of 5km with a ceiling of not less than 3000ft.

**BAV Requirements**

- Airfield is restricted to Captains only.
- Due to performance restrictions, it is recommended that only A320NEO operations are conducted.
- Flap FULL Landings only.
- MAX reverse thrust must be used.
- Contaminated runway landings are not allowed.

**Aircraft Serviceability**

- Dispatch to and from LIRQ is not permitted with:
  - Flight Directors inoperative
  - One or more brakes inoperative
  - One or both reversers inoperative
  - One or more spoilers inoperative

If any of the above failures occur in flight, a diversion is recommended.

- Unless a greater emergency exists, such as an unextinguishable fire, do not land in Florence with one engine inoperative (OEI), OEI rejected landing performance is limiting.

**Planning**

- Operations into Florence are extremely limiting. Prior to departing LHR, pilots must check the dispatch landing weight, In-flight Landing Distance and OEI missed approach climb gradient weight as far as possible.
- TOPL for departures from RWY 05 are very restricting, as are departures from RWY 23 with a tailwind. If the runway is wet TOPL on both runway is even more restricted.
- Pilot who are considering operating to Florence should make an assessment as to whether the flight can be conducted on the day using the forecast weather. In the event that the flight will be performance limited for landing or take-off, pilots must consider whether it would be more appropriate to operate via another airfield such as PSA. Restricted routes exist in the BAVMS booking engine to permit pilots to operate PSA-LHR following a diversion from FLQ.
- Note: The maximum operating weights vary from day to day, the biggest factors are the wind component and runway condition. Passenger numbers are restricted based on seasonal average meteorological conditions, consequently the actual weight of the aircraft may mean

that operations to Florence are not possible. In this event, plan to FLQ and select PSA as an alternate aerodrome. Following a diversion to PSA, the passengers will be bussed to PSA.

## Pre-flight briefing performance planning

### Landing Calculations

- In addition to the normal checks, as the OEI rejected landing limiting weight can be limiting, a check of climb performance must be made for a missed approach climb gradient (MACG) of 6.2% should be made. If access to a landing performance tool is available use the forecast weather at the ETA to determine the dispatch landing weight and inflight landing distance.
- Use Packs Off or Supplied by APU to obtain a better MACG weight.
- Use RCC 5 “Wet grooved Performance” when the forecast indicates the runway may be wet.
- Take the most limiting of the dispatch landing weight or In-Flight Landing Distance limiting weight. If this is less than the planned landing weight, pilots will need to make a decision to either reduce the passenger load or operate to another destination.

### Take-off Calculations

- Review the planned take-off weight from Florence and evaluate which runway is best for departure.
- Note: Take-off from RWY05 is always limiting for TOPL. However, with a tailwind, RWY23 can also be limiting, especially when wet.
- Should the planned TOW not be achievable from either runway, consider reducing the passenger load or operating via a tech-stop for fuel, restricted routes exist in the BAVMS booking engine for FLQ-PSA-LHR.

### RTOW calculation

- Early calculation of TOPL departing Florence will allow for a timely adjustment of passenger numbers or planning a tech-stop. If flying a return sector, try and calculate the TOPL as soon convenient in the cruise
- Choice of runway has a large impact on TOPL, calculate weights for both runways to maximise payload. Consider that a tailwind on 23 may be preferable to a 05 departure with a headwind. Use the greater of the two weights to calculate a fixed ZFW for the BAVMS briefing tool.

## GENERAL

- The airport is located 2.7 NM NNW of the city of Florence and is in close proximity to high ground.
- MSAs are 7,500ft to the North-East and East; 8,400ft to the North-West; and 4,300ft to the Southwest.
- IFR/VFR traffic
- If a NOTAM is published stating “Runway pavement surface is not PFC equivalent due to MTD/Friction Index lower than 1.14/0.47 in the sector A, B, and C” operations to FLR are not permitted when the forecast indicates, or actual conditions show, the runway is wet
- If this NOTAM occurs during the flight, Pilots will need to consider diverting to a suitable commercial alternate

### Threats

#### CFIT

- The presence of terrain with elevation of 3031ft and an obstacle at 2625ft AMSL to the NE on the extended centreline for RWY 05 at a range of just over 3 nm require careful and

thorough briefing for both the Missed Approach, Rejected Landing and departure. This must include any actions in the event of an Engine Failure or windshear encounter.

- An EOSID is provided for RWY05. See DEPARTURE section below.
- In the event of a rejected landing, an IMMEDIATE RIGHT turn at the end of the runway is required. Review the Rejected Landing Procedure in the Performance Manual and the guidance in the Rejected Landing section below.
- If fitted, Soft Go Around is forbidden at Florence.
- The Approach must be flown with PACKS OFF (or APU BLEED ON). Note if WAI is required turn APU BLEED OFF.

#### Mid Air Collision

- Aircraft may be cleared to commence an approach onto RWY 05 whilst traffic is departing RWY 23.
- Local VFR traffic operates in the circuit and is permitted to land on RWY 23.

#### Runway Excursion

- The visual aspect of the runway is unusual due to the wider surface relative to the marked runway and short RWY markings, it only appears to be 875 m long due to the significant displaced threshold of RWY 23. Care should be taken to maintain the correct approach profile. Use ILS for vertical path maintenance.
- The TDZ is short with only one TDZ marker after the aiming point.



- In some sceneries, the end of the touchdown zone of RWY05 is marked by two inset white high intensity lights.

***WARNING: Pilots MUST touchdown within the TDZ***

***WARNING: If the aircraft has not landed prior to the end of the touchdown zone a rejected landing MUST be flown. The PM when available will call "Go Around" if the aircraft has not touched down prior the end of the touchdown zone. Review the Performance Manual for the Rejected Landing Procedure***

- Where fitted, ROW/ROP aircraft shall select DRY when the runway condition is 6 (DRY) or 5 (WET).
- RCC5 (WET) performance is approved for FLR.
- The use of maximum reverse thrust is mandatory for all operations.



- Due to the displaced RW23 threshold, aircraft will cross the 23 markings at high speed, the area beyond the threshold is a starter extension, is included in the LDA and is suitable for use.
- By night the runway lighting will show the full length of the LDA.

***WARNING: To ensure a safe roll-out, continue with the chosen braking rate (MED A/BRK or Max Manual) until a safe stop is assured and a ground speed of 30kt is achieved. DO NOT reduce braking prematurely and roll at higher speeds towards the end of the runway***

## ROUTE

### RTOW Calculation

- When operating a return flight, inbound to FLQ pilots should calculate the TOPL during the cruise to enable them to generate a return Cirrus with an allowable payload.
- The choice of departure runway can have a significant effect on the TOPL. To maximise payload, pilots should calculate take-off figures for both runways. A tailwind on RWY 23 may give a better TOPL than a headwind on RWY 05.

## ARRIVAL

### Diversion Airports

PISA	PSA/LIRP	36 nm/258°T	CAT B
BOLOGNA	BLQ/LIPE	44 nm/005°T	CAT A
RIMINI	RIM/LIPR	62NM/078°T	CAT B
VERONA	VRN/LIPX	97 NM/352°T	CAT B

### Holding

- To allow departures, holding may be required. The RNAV STAR waypoints GONGA and NIBTO are usually used for this

### Approach Preparation

- When calculating inflight landing distance, where available use a GA Gradient of 6.2%

### Initial Approach

- Initial approach is via the RNAV STAR from the North East or North West.
- For aircraft commencing the STAR via BEROK, ATC may change the arrival from the longer to shorter arrival or vice-versa.
- If cleared direct to waypoint UTUVI or BIBTO track miles may be reduced. Speed and configuration will need to be managed to avoid unstable approaches.

### Approach

- The approach must be flown with PACKS OFF (or APU BLEED ON). If WAI is required turn the APU BLEED OFF.

### Landing

- Avoid ducking under the glideslope to prevent landing prior to the TDZ
- RCC5 (Wet Grooved Landing Performance) is approved for FLQ operations
- At lower landing weights, A/BRK MED may be available. At higher weights MAX MANUAL braking may be required,
- **A minimum of A/BRK MED must always be armed prior to landing.** If MAX MANUAL braking is required, apply full pedal braking after touchdown until stopping is assured.
- MAX REV must always be used

### Go Around at or before the DA or MAPt

- Standard Missed Approach Procedures can be flown with NAV for the lateral track
- The Performance Despatch Manual contains the minimum THR RED/AA altitudes to prevent early acceleration
- Do not use Soft Go Around mode

### Rejected landing after the DA or MAPt

- Terrain Clearance is limiting if OEI. It is essential to follow the Rejected Landing Procedure when AEO and OEI:
- Review the rejected landing procedure in the Performance Data Manual.
- After a rejected landing crew **MUST** turn to the RIGHT at the end of the runway, at the latest, to maximise terrain clearance. **DO NOT DELAY.**
- In the event of a rejected landing, NAV will not engage (as a rejected landing is past the MAPt).
- Select the outbound HDG for FD guidance.
- Do not accelerate until on the outbound HDG.

## GROUND

### Taxiing

- ATC may require the aircraft to taxi to the end of the runway and vacate at either K or P to allow other traffic to arrive/depart.



- For landing and take-off, other aircraft may be holding in the K- P taxiway. This is acceptable as they are outside the runway safety area.
- ATC may approve backtrack to vacate the runway via H or F as required. The clearance to backtrack may be given prior to landing.
- The Apron has intermediate holding points very soon after vacating the RWY.

### Parking

- Parking will usually be on Apron 100 (south of the runway)



- Intermediate holding points are used on the Apron
- Taxi on the A and B taxiway will be in an anti-clockwise direction as shown

## DEPARTURE

- Final load figures must be received prior to pushback. If necessary, delay the pushback until the final loadsheet is received and acknowledged.
- Departure runway can have a significant impact on the TOPL. Calculate figures for both runways. A tailwind on RWY 23 will usually be less limiting than a headwind on RWY 05.
- Rolling take-offs are not permitted, use the static run-up technique in FCOM appropriate for headwind/tailwind conditions.
- If the TOPL is limiting, a tech-stop in PSA may be required. Restricted routes are available in BAVMS to allow operation FLQ-PSA-LHR

### Take-off RWY 23

- Ensure that the aircraft is taxied to the full length of RWY 23, the turning circle at the threshold is not the start of the runway. There is a 114m starter extension beyond the threshold markings which must be used.



- The full-length take-off position is accessible via taxiway P or a 180° turn at the end of the starter extension.

## Take-off RWY 05

- A minimum headwind component of 5kt is required for performance reasons
- Only permitted during daylight hours, with a Visibility of 5 km or more and a cloud ceiling not less than 3000ft.
- Flap 2 required
- SID charts have a maximum speed of 140kt for the initial turn. Due to TOPL restrictions, V2 will always be less than 140kt
- Due to the excess performance available on 2 engines, the initial climb out speed will be greater than 140kt. This has been checked and terrain clearance is acceptable.
- Do not accelerate until the first turn is complete
- The initial cleared altitude is likely to be 3000 ft. Reaching this altitude will occur prior to the completion of the first turn and as there is a 140 kt speed constraint for the turn the aircraft speed will bleed back towards 140 kts.
- DO NOT change config until accelerating (either with Manually Selected speed or after the speed constraint is passed).
- The departure brief must cover in detail the actions to be taken in the event of an engine failure prior to the EOSID divergence point (EORQ1), and considerations for any failure after the initial left turn.
- With a headwind  $\geq 15$  kts windshear can be expected and should be considered in the pre-departure brief.

## Take-off position

- There is a 45m started extension for RWY 05.



- Depart from the position shown.

### RWY 05 EO SID

- Flight directors must be available.
- NAV ACCUCY must be HIGH.

### Procedures

At the time of writing the EO SID is not available in the Performance Despatch Manual. In the event of an engine failure commence a right hand turn at the DER to intercept the PRT 169R, delay acceleration until the turn is complete and the aircraft has reached the EO AA. Continue to PRT D17 and hold inbound on 349° with Left turns at a minimum altitude of 4000'. If the engine failure occurs after the initial SID turn, continue the turn and delay acceleration until the turn is completed and the aircraft is above the EO AA.

- If EO SID FMGC functionality is not available use SEC FPLAN to build the EO SID.
- Use the departure briefing to load the review the EO SID and actions required before and after the branch point

• ~~If the Engine fails before the EORQ1 Point:~~

- ~~○ PM must activate the EO SID promptly to prevent a left turn being commanded.~~

~~Note: The FD's may initially command a left turn until the EO SID is activated. Continue straight ahead to the EORQ1 point and begin the right hand turn.~~

- ~~○ PM may activate the EO SID without PF Command to ensure EO SID is tracked accurately.~~

***CAUTION: If the EO SID is not activated promptly and prior to by EORQ1 it will not be able to be activated. In this instance PF MUST IMMEDIATELY TURN RIGHT and PM will select the required HDG.***

- ~~○ DO NOT accelerate until after the first turn is completed and the aircraft has reached the minimum EO Aa.~~

• ~~If the Engine fails at or after the EORQ1:~~

- ~~○ Continue the SID Left hand turn.~~

- ~~○ DO NOT accelerate until after the first turn is completed and the aircraft has reached the minimum EO Aa~~

### Low Visibility Procedures

- Low Vis Procedures are in place when VIS is 400 m or below.

- During Low Vis Procedures, take-off from RWY 05 is prohibited.
- Use “Follow Me” vehicles if available when visibility below 400 m.

## WEATHER

### Winter

- Low ceilings and visibilities are prevalent from October to February.
- There is a risk of Fog, particularly from December to February.

### Summer

- Thunderstorms are prevalent in the afternoons, particularly in late summer.

### Wind

- During December and January, north easterly winds between 5-20kt can give rise to terrain induced windshear.

## OPERATIONAL INFORMATION

Handling Agent	Consulta/Aviapartner
Handling Agent VHF	
Potable Water	Uplift is prohibited

IF ONLY Electrical Power is required	Use External power if provided
If BOTH electrical power and air conditioning is required:	Use External power if provided and APU for air conditioning