

## REGULATIONS (Italy)

### • GENERAL AVIATION

In addition to rules and regulations of flight that every pilot needs to know, flying in the mountains and operating on reported or occasional airfields, reference is made to the Law of 2 April 1968, no. 518 (**Law Gex**) about the use liberalization of the landing areas and its subsequent amendments.

Below are the main features of this law, in particular extracted from the act of 1 February 2006.

Definitions:

1. **Airfield** is an area suitable for the landing and departure of aircraft, that does not belong to the State.
2. **Sloping airfield AP** means an inclined airfield whose slope, obtained by dividing the difference between the highest and lowest elevation along the airfield axis for its length, that exceeds 2%.
3. It is considered **Occasional Airfield** any area dimensioned enough to allow occasional take-off and landing of an aircraft.

The use of occasional airfields by aircraft is only allowed for aerial work. For the use of occasional airfields are not necessary the figure of the manager, airport signs and fire support, the certified air operator make its own evaluation about the adequacy of the airfield, based on the following conditions, taking into account that, in any case, the size airfield must be appropriate to the landing and takeoff run of the aircraft intended to be used. **The use of occasional airfields is also allowed for the practice of mountain flying in activities other than public transportation.**

In order to determine the adequacy of the occasional airfield, the pilot make a reconnaissance flight that ensures compliance with the following conditions:

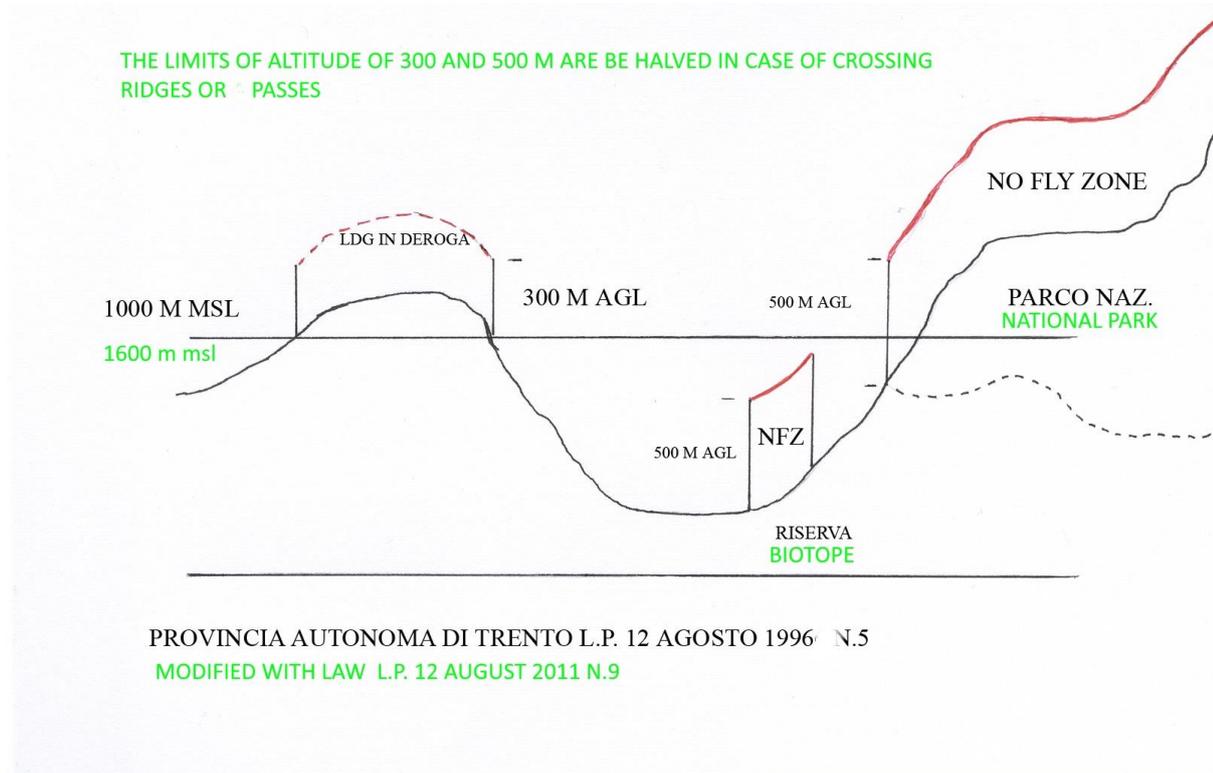
- The altimetry of the airfield and the conditions of the ground that must be suitable for landings, take-off and ground maneuvers;
- The existence of a obstacle-free space surrounding the airfield with the purpose of safely take-off and land;
- Obstacles that may be present along the takeoff and landing path, must be such that they can be overcome with the safety margins provided by the general rules, both during landing that take-off;
- The area must be cleared of all people, animals or objects that could interfere with operations;
- Take-off and landing must not lead to the overfly villages of settlements and people gatherings.

The use of occasional airfields is limited to flight with departure and destination within the national territory, with no stopovers in an another state territory.

The use of occasional airfields located on a private property is subject to the consent of the owner; if the occasional airfields are located on an area owned by the state or public authorities, the use is subject to the competent administrative authority.

The pilot is responsible for compliance with local regulations relating to land use and environmental protection.

In Trentino territory is forbidden fly over 1600m between ground and 300 or (over Parks) 500m. A derogation is forecast for mountain school training and for MOUNTAIN pilots to maintain skill.



#### Communications:

1. Before beginning a flight to an **occasional airfield**, the pilot must transmit to the airport management and the police department responsible for the area in which the destination airfield is located, the following information:

- a) airport or airfield of departure;
- b) geographic coordinates of destination airfield or, if this is not possible, the location at which the destination airfield is located;
- c) the type, registration and name of the aircraft;
- d) estimated time of departure
- e) estimated time of arrival
- f) name of the pilot in command / License number
- g) number of passengers
- h) nature of air activity that will be carried out on the destination airfield and relative period of time.

2. Flight cancellation or delay higher than sixty minutes from the scheduled take-off must be reported immediately to the authorities mentioned above.

3. The provisions referred in paragraphs 1 and 2 shall also apply to transfer flights on airfields with origin or destination, without intermediate stops, inside European Community. For these flights the information referred to in paragraph 1 shall also be supplied to the customs authorities at least 12 hours in advance.

#### General provisions:

1. The pilot conducts flight operations on airfields under his own responsibility and is required to comply with the rules and procedures contained in the appropriate flight national publications and to any limitations and requirements prescribed by the competent authorities.
2. The air activity on airfields should be done in visual contact with the ground, in weather conditions not less than those prescribed for visual flight during daylight hours.
3. The pilot is responsible for compliance with air traffic control regulations.
4. If the air activity takes place in the mountains or in any area where it is not possible to contact air traffic control, the pilot must tune the radio on the 130.00 MHz and make periodic air to air calls, in order to avoid traffic conflicts.
5. The Civil Aviation Authority may revoke, suspend or modify, in accordance with current regulations, authorizations and certifications and licenses issued upon evidence of violation of the requirements of this Act.

#### Pilots requirements for the use of aircraft on airstrips.

1. Pilots who intend to use aircraft on plan airfields must:
  - a) to hold a current pilot license and the certification for the airplane operated;
  - b) have carried out a minimum activity of 5 takeoffs and 5 landings on airfields;
  - c) have at least 5 takeoffs and 5 landings in the last 90 days prior to the date of use airfield.
2. Pilots who intend to use aircraft on sloping airfields must:
  - a) be in possession of sloping airfields certifications (AP);
  - b) be in possession of the certification for the type of airplane operated;
  - c) have at least 5 takeoffs and 5 landings in the last 90 days prior to the date of use airfield.
3. Pilots who intend to use aircraft on snow-covered or icy airfields must:
  - a) be in possession of the certification for the use of snow-covered or icy airfields;
  - b) be in possession of the certification for the type of airplane operated
  - c) have at least 5 takeoffs and 5 landings in the last 90 days prior to the date of use airfield.

#### **EASA FCL.815** Mountain Rating

(a) **Privileges.** The privileges of the holder of a mountain rating are to conduct flights with aeroplanes or TMG to and from surfaces designated as requiring such a rating by the appropriate authorities designated by the Member States.

The initial mountain rating may be obtained either on:

- (1) wheels, to grant the privilege to fly to and from such surfaces when they are not covered by snow; or
- (2) skis, to grant the privilege to fly to and from such surfaces when they are covered by snow.

(3) The privileges of the initial rating may be extended to either wheel or ski privileges when the pilot has undertaken an appropriate additional familiarisation course, including theoretical knowledge instruction and flight training, with a mountain flight instructor.

(b) **Training course.** Applicants for a mountain rating shall have completed, within a period of 24 months, a course of theoretical knowledge instruction and flight training at an ATO. The content of the course shall be appropriate to the privileges sought.

(c) **Skill test.** After the completion of the training, the applicant shall pass a skill test with an FE qualified for this purpose. The skill test shall contain:

(1) a verbal examination of theoretical knowledge;

(2) 6 landings on at least 2 different surfaces designated as requiring a mountain rating other than the surface of departure.

(d) **Validity.** A mountain rating shall be valid for a period of 24 months.

(e) **Revalidation.** For revalidation of a mountain rating, the applicant shall:

(1) have completed at least 6 mountain landings in the past 24 months; or

(2) pass a proficiency check. The proficiency check shall comply with the requirements in (c).

(f) **Renewal.** If the rating has lapsed, the applicant shall comply with the requirement in (e)(2).

## RECREATIONAL FLIGHT (ITALY)

The reference standard for the ultralight flight is the law of 25 March 1985 No. 106 and its implementing DPR No. 133 of 09.07.2010.

This legislation makes no distinction between airfields, fields, sloping or plane airstrips, so there are no special certifications provided.

In particular, Article 3, first paragraph of the DPR 133 says: "The pilot responsible for the VDS aircraft, in accordance with local regulations, the requirements of ENAC, the air traffic services authority, before the beginning of flight, should satisfy psychological and physical conditions, weather conditions, the efficiency of the aircraft and equipment necessary for the type of flight that it intends to perform, adopting, on the basis of his training and all other circumstances of time and place, all appropriate measures to ensure that the flight does not jeopardize his safety and that of others. "

Article 6 of DPR 133 first paragraph says: "The take-off, landing can be done on any suitable area, including airfields, heliports and the water surface certified by ENAC as well as occasional areas under current regulations, with the consent of the operator of the area or who may dispose the use, except for any restrictions placed by the competent civil and military authorities. "

This means that, once you have obtained permission to use the area, it is your responsibility to make an close inspection to evaluate the conditions and characteristics of the area.

With any aircraft you are going to fly in the mountains is a good rule to avoid flying near climbers, mountain lodges and shelters in order to prevent public opinion disappointment for touristic flights. Better to give up some landing now than being denied the opportunity to do so in the future.

Have fun!