

Aeroporto Gianni Caproni company

Aeroporto Gianni Caproni Company was born in 1988, it's the airport management company of Trento Airport (LIDT).

Since 2009 the company was certify as and ATSP.

Since 2010 the company manages all strategical HEMS helipad of Trento province. (17 – 2017).

More that 100 aircraft are based on the airport more that 20.000 movements/year (40.000 workload).

Since 2015 started a project for the EGNOS adoption in aviation call financed by GSA.

In December 2017 the company merged with Trentino Trasporti S.p.A.



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European space week 2018

Marseille 3 – 6 December 2018



PAT Nucleo elicotteri

PAT Nucleo elicotteri was born in 1959, it's one of the first organization for helicopter mountain rescue in Italy.

It's the solely HEMS operator in Trentino with a fleet of 5 helicopters. (2 AW139, 1 AS365, 2 AS350)

Main operating base Trento-Mattarello (LIDT), 24/7 availability. (2 during daylight , 1 on night)



Project

Design and operational implementation of a PBN Procedures network to connect Trento Airport and the main Helipads of Trento Province.



Ensure the Effectiveness and
Increase the Safety level of HEMS Operations.

Partners 1/2

- **CAPRONI:** Promoter and coordinator of the project, safety assessment (LIDT);
- **GSA:** Financial support 60%;
- **ENAC:** Support on regulation aspects, support through flight validation and final approval;
- **ENAV:** Design procedures, flight validation and safety assessment;
- **Nucleo Elicotteri:** Pilot and helicopter support;



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Partners 2/2

- **Leonardo:** Helicopter upgrade, pilot PBN training, FMS database preparation through Honeywell and technical support for flight validation (pilot after specific course for flight validator and technician);
- **Pildo:** Perform a 2th flight with Platero on board to register during flight validation the accuracy of EGNOS signal to perform a flight data report.

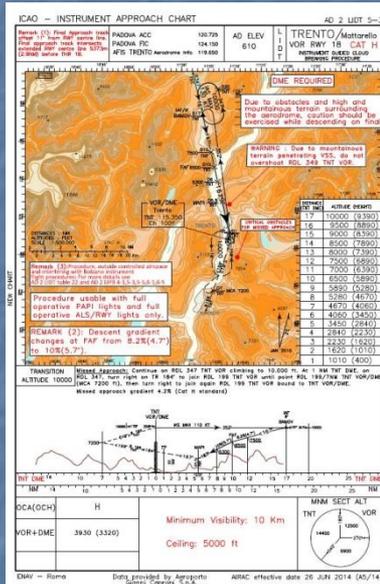


Current Scenario 1/2



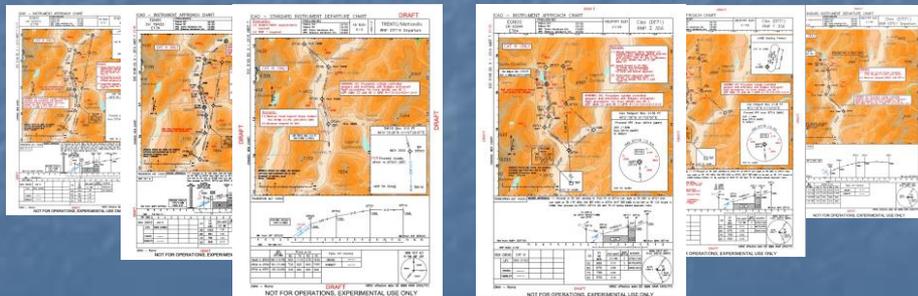
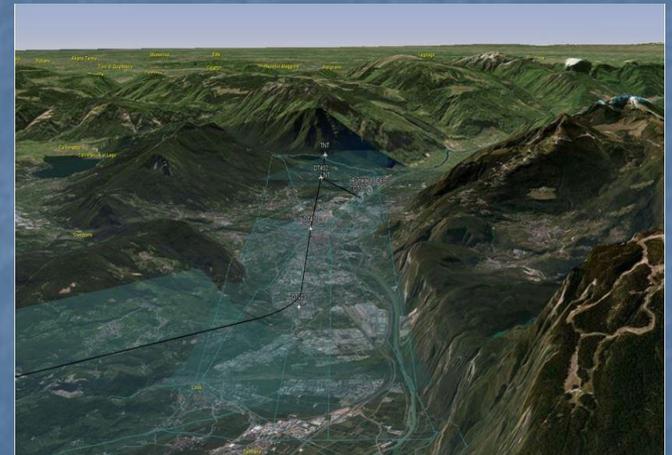
Current Scenario 2/2

- Trento Airport: VOR RWY18 Approach Procedure with high meteorological minima and penalizing OCA/H values;
- Helipad operations only in VFR and VFR/N.



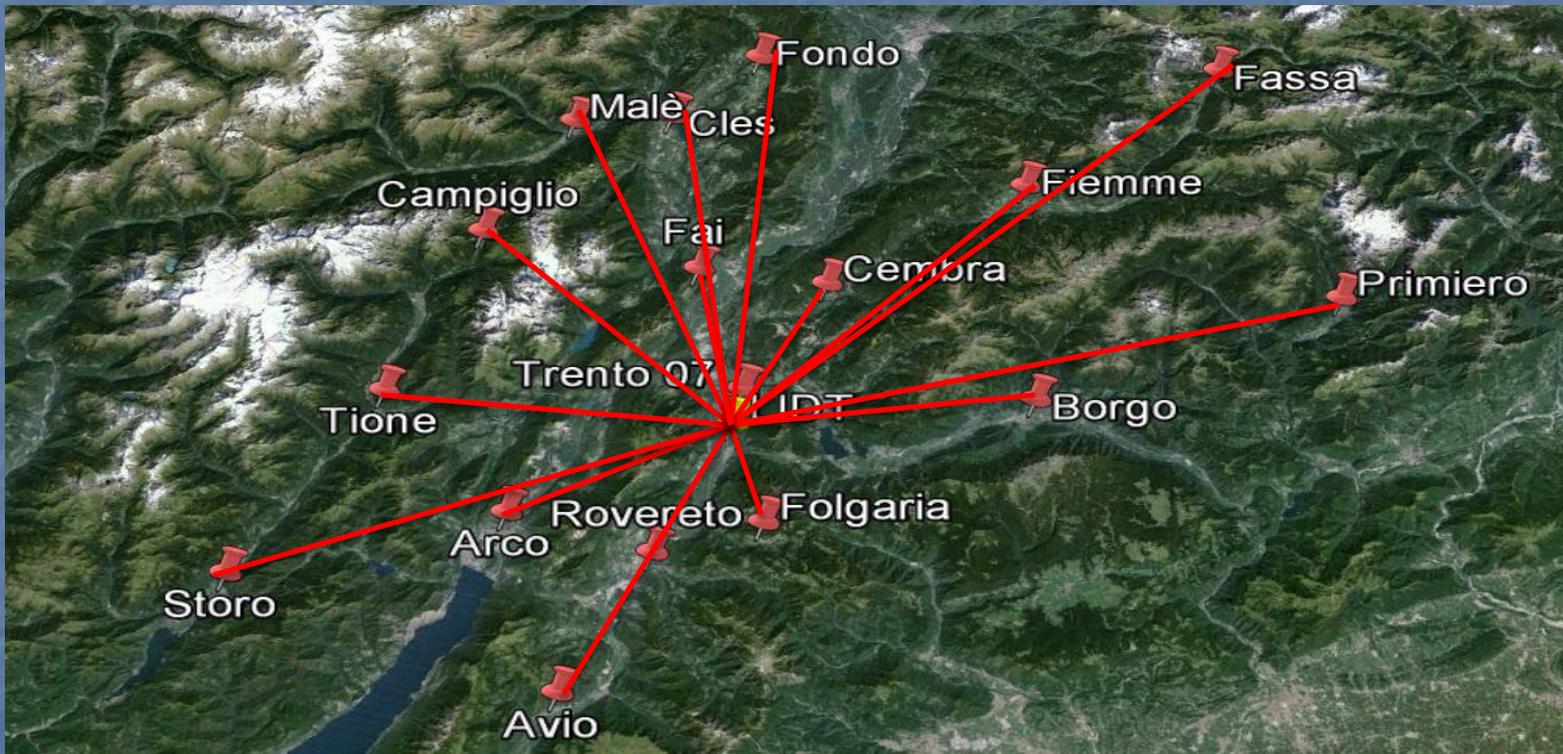
STEP 1 – Experimentation

- Software Upgrade for Helicopters (AW 139);
- Design and on-site Validation of PBN procedures connecting Trento Airport and Cles Helipad;
- Approval and Publication of the procedures.



STEP 2 – Project Follow-Up

Design and Operational Implementation of a PBN Network (supported by EGNOS) for all the HEMS Helipads of Trento Province.



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Not always as planned (05/03/2017)

- No fatalities, minor injuries;
- Substantial damage.



Status of the project 1/2

- 1 AW 139 software upgraded to Epic Phase 7, by Leonardo Helicopters;
- ENAV designed the following PinS procedures:
 - Trento/Mattarello RNP Y166;
 - Trento/Mattarello RNP Z166;
 - Trento/Mattarello RNP DT714 departure;
 - Cles (DT71) RNP Y356;
 - Cles (DT71) RNP Z356;
 - Cles (DT71) RNP DT701 departure;
- ENAV, ENAC, Leonardo, Nucleo Elicotteri and Pildo performed the flight validation on 12th October 2017;

Status of the project 2/2

- Safety assessment complete (ENAV and Caproni);
- Procedure charts update to integrate Remarks by flight validation Pilots.
- 30th November 2017 ENAC has approved the publication.
- Safety requirements resolution in progress.
- AIP publication requested with effective date 31/01/2019 (Sup 15/18).

AIP - Italia 1/31

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<small>AIP Italia (Servizio Informazioni Aeronautiche) Direttore responsabile: Nicoletta Tomiselli Reg. del tribunale di Roma n. 244 del 3 maggio 1965 - Stampa: Gemmagraf 2007 Srl Via Tor de Schiavi, 227 - 00171 Roma</small>		
VALIDITA' / VALIDITY: 31 JAN 2019 - 30 JAN 2020		



Environmental condition

- Trento Airport and Cles Helipad are in G airspace but in "RMZ" VFR sector "Valle dell'Adige";
- Procedures reserved for HEMS operation and operator authorized by Caproni company (specific condition see SR);
- Cles helipad equipped with a not certify metereological station and webcam;
- Trento airport equipped with certify meteorological station;
- OCA/H increased for possible error of remote QNH;
- ...

Safety requirement (ENAV-Caproni tot. 41)

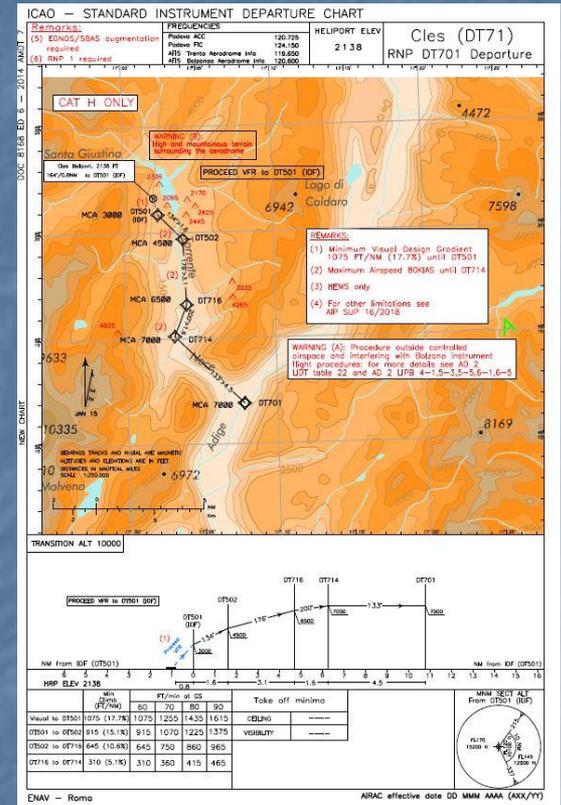
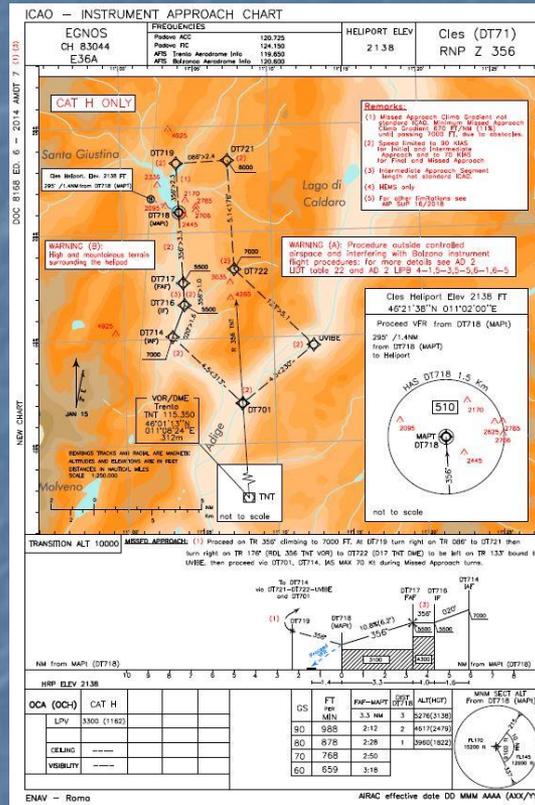
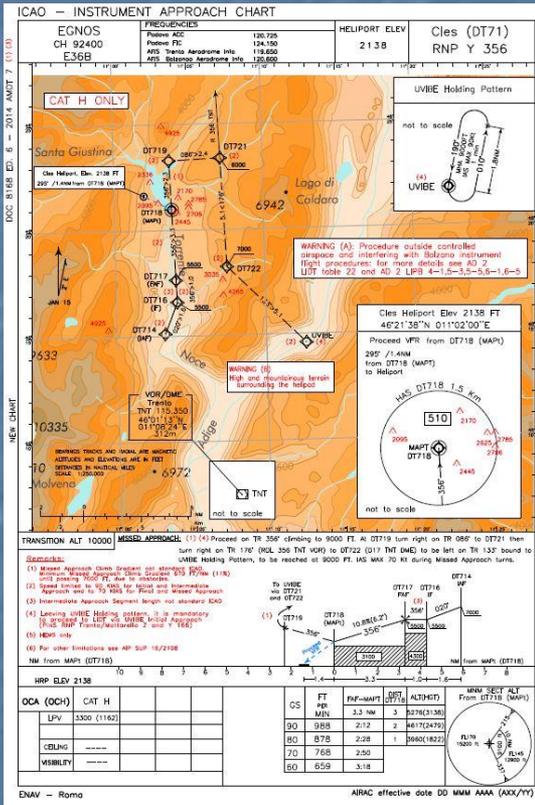
- Publication of the procedure on AIP AD 2 and AD 3 (new section for helipad);
- Procedure usable only with EGNOS;
- Contingency procedure implemented by the HEMS operator;
- HEMS operator choose the correct system for meteorological information (webcam accepted);
- Procedure available only with Trento AFIS available;
- Caproni company will perform some workshop with local VFR pilot.
- 6 month of experimentation in VFR condition...

Cles Helipad

RNP Y356

RNP Z356

RNP DT701 dep



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Deviation from ICAO DOC 8161, Vol. II

1. The climb gradient, applied for the Missed Approach Segments, is higher than the standard of 4.2%;
2. The length of the Segments is not always compliant with the minimum/maximum values;
3. The Visual Segment Descent Angle (VSDA), for the PinS Approaches, is higher than the maximum value of 8.3°;
4. The MSA is not based on a single sector.

Lessons learned and problem solution

- Fly validation (Helicopters – Systems...)
- Fly validation crew
- Remote QNH
- Proceed Visual or proceed VFR?
- Coordination for safety requirements resolution
- VFR chart implementations?



Questions?



The end



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