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Airport Information For LIBD

Terminal Charts For LIBD

Revision Letter For Cycle 26-2012

Change Notices

Notebook

General Information

Location: Bari Ita
IATA Code: BRI
Lat/Long: N41° 08.3' E016° 45.9'
Elevation: 187 ft

Airport Use: Public
Magnetic Variation: 3.2°E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0618 Z
Sunset: 1541 Z,

Runway Information

Runway: 07
Length x Width: 9252 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 176 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1234 ft

Runway: 25
Length x Width: 9252 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 131 ft
Lighting: Edge, ALS, Centerline

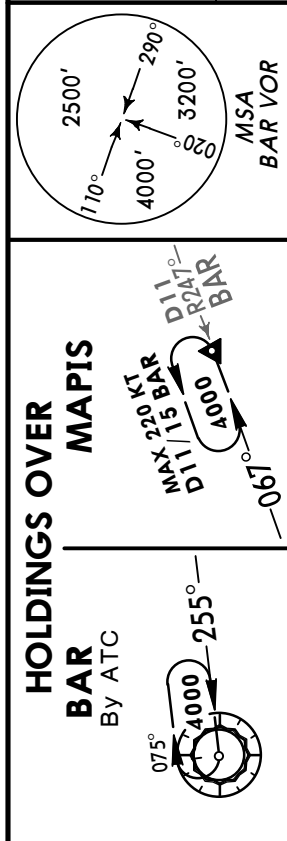
Communication Information

ATIS 124.05
Bari Tower 122.1
Bari Tower 118.3
Bari Approach Control 122.1
Bari Approach Control 119.5
Bari Radar 119.5

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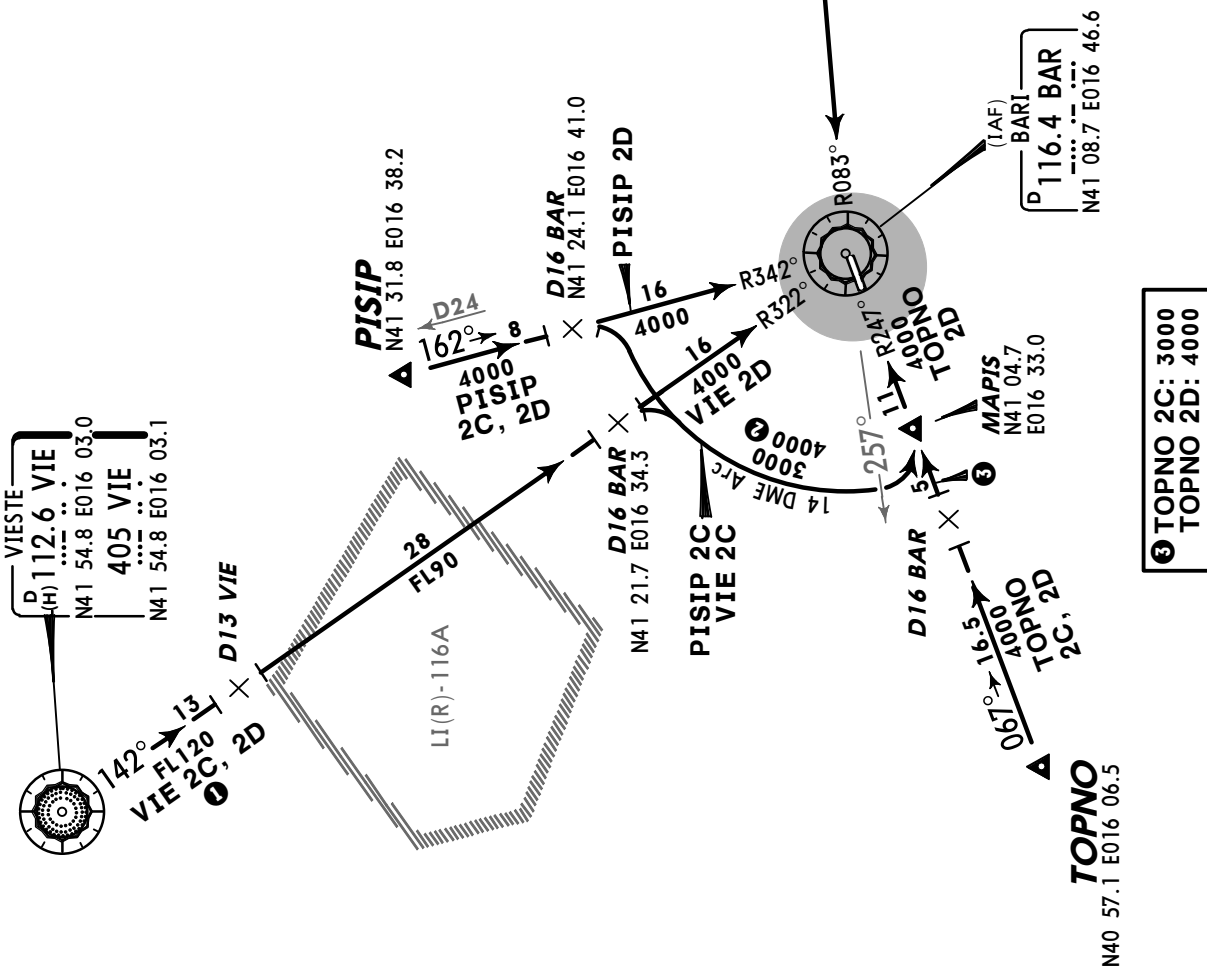
ATIS
124.05Apt Elev
187'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'



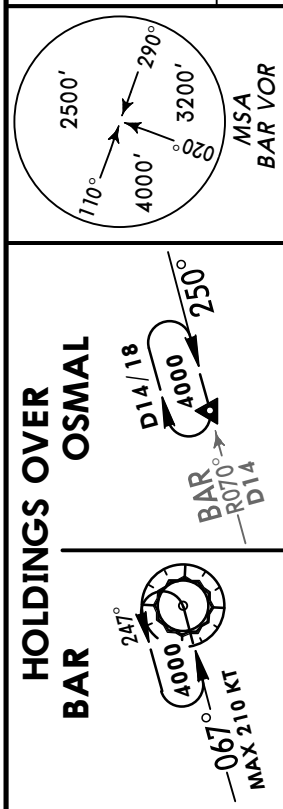
ENOXA 2D [ENOX2D]
PISIP 2C [PISI2C], PISIP 2D [PISI2D]
TOPNO 2C [TOPN2C], TOPNO 2D [TOPN2D]
VIE 2C ①, VIE 2D ①
RWY 07 ARRIVALS
BASED ON BAR VOR

- ① Not available when LI(R)-116A active.
② If holding over MAPIS expected.

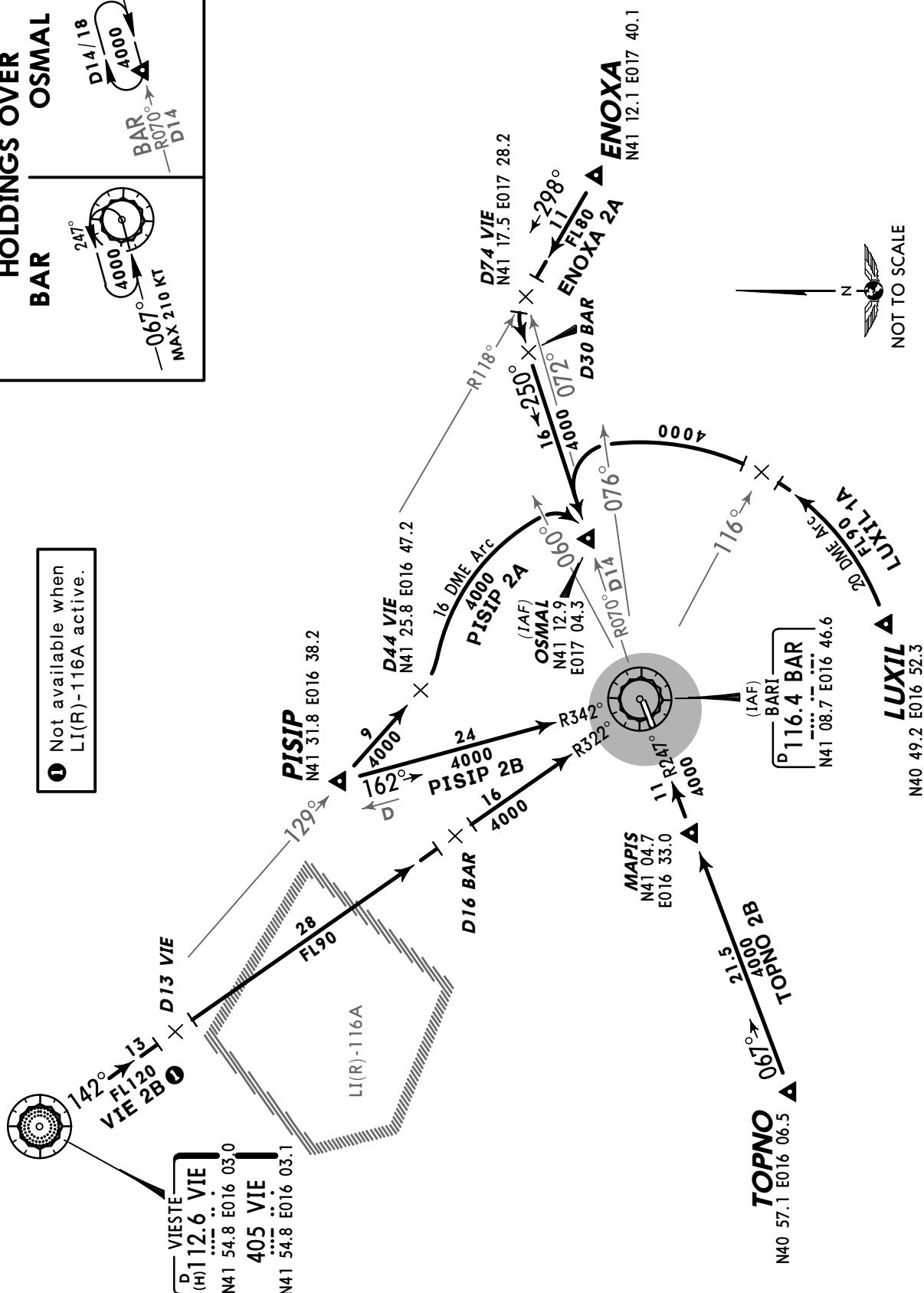


ATIS
124.05Apt Elev
187'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

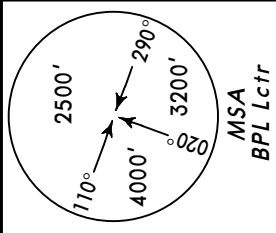


ENOXA 2A [ENOX2A], LUXIL 1A [LUXI1A]
PISIP 2A [PISI2A], PISIP 2B [PISI2B]
TOPNO 2B [TOPN2B], VIE 2B ●
RWY 25 ARRIVALS
BASED ON BAR VOR

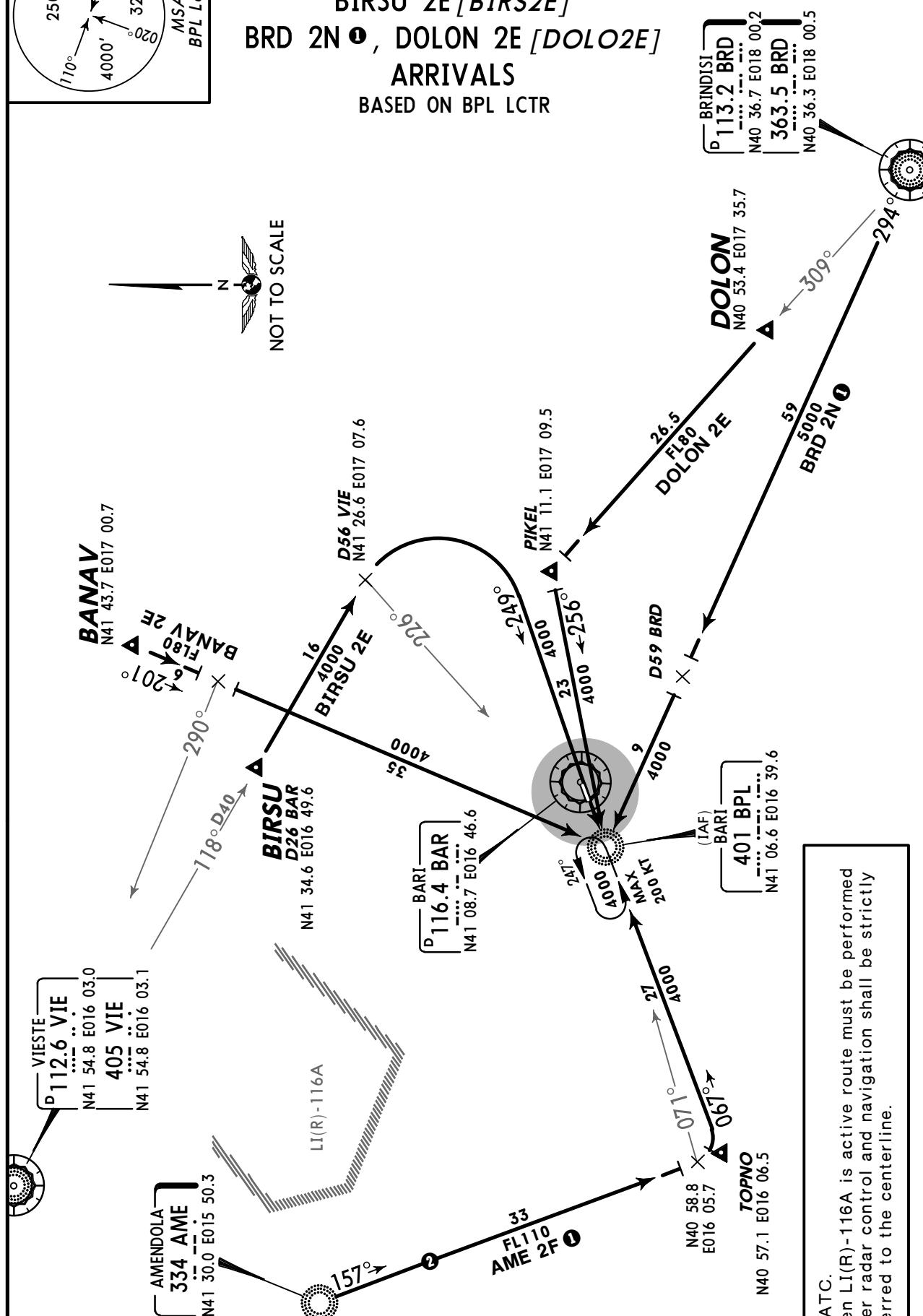
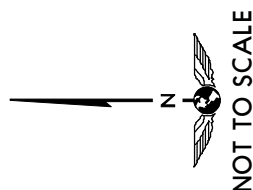


ATIS
124.05Apt Elev
187'

Alt Set: hPa Trans level: By ATC Trans alt: 5000'



AME 2F ①, BANAV 2E [BANA2E]
BIRSU 2E [BIRS2E]
BRD 2N ①, DOLON 2E [DOLO2E]
ARRIVALS
BASED ON BPL LCTR

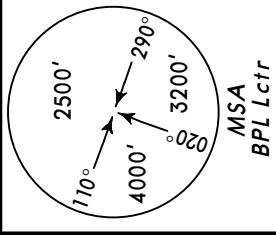


① By ATC.
② When LI(R)-116A is active route must be performed under radar control and navigation shall be strictly referred to the centerline.

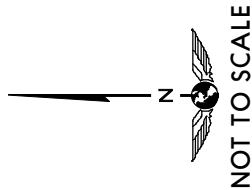
ATIS
124.05

Apt Elev
187'

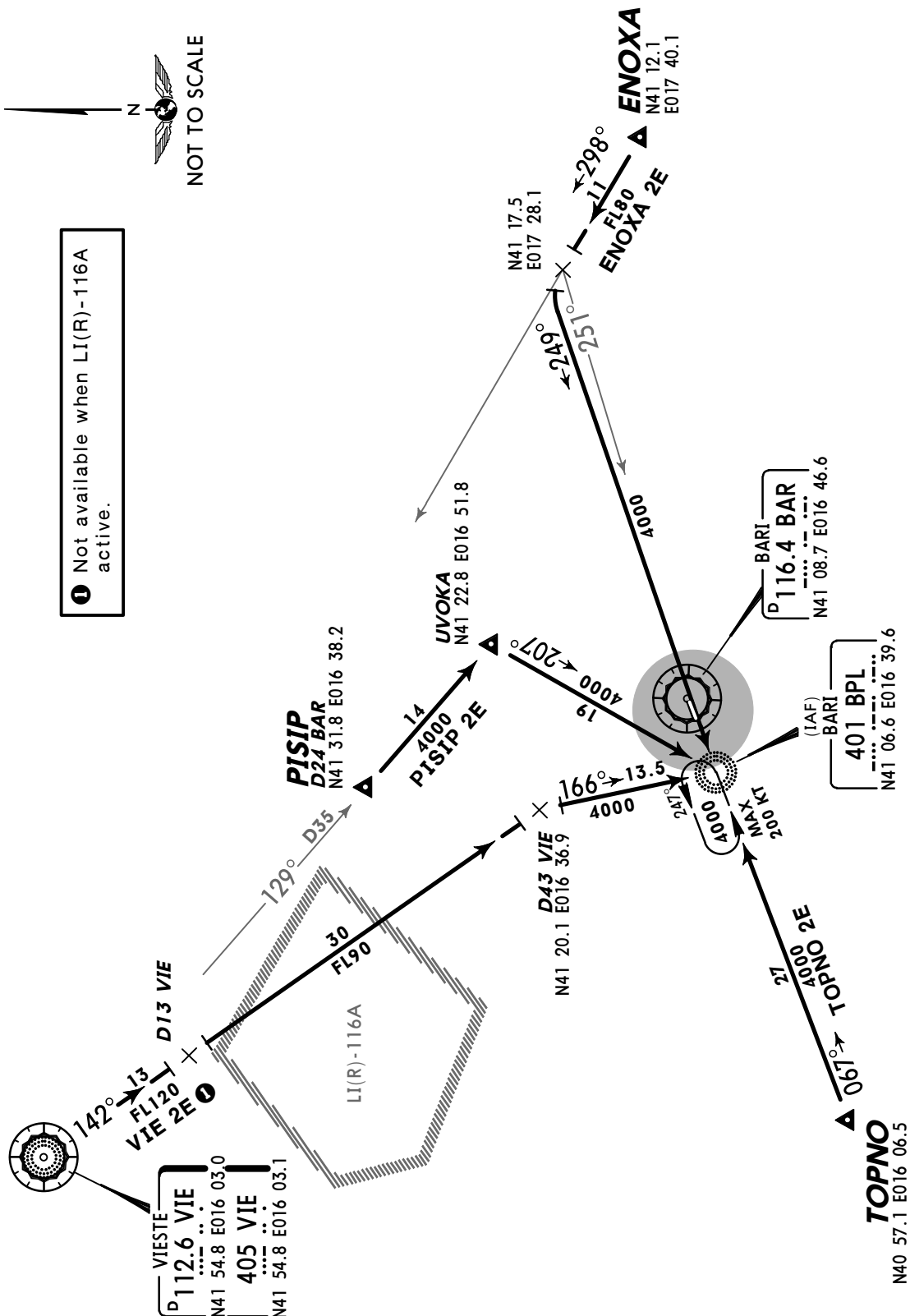
Alt Set: hPa Trans level: By ATC Trans alt: 5000'

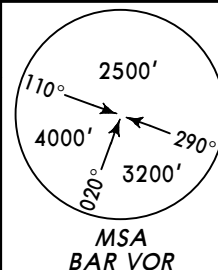
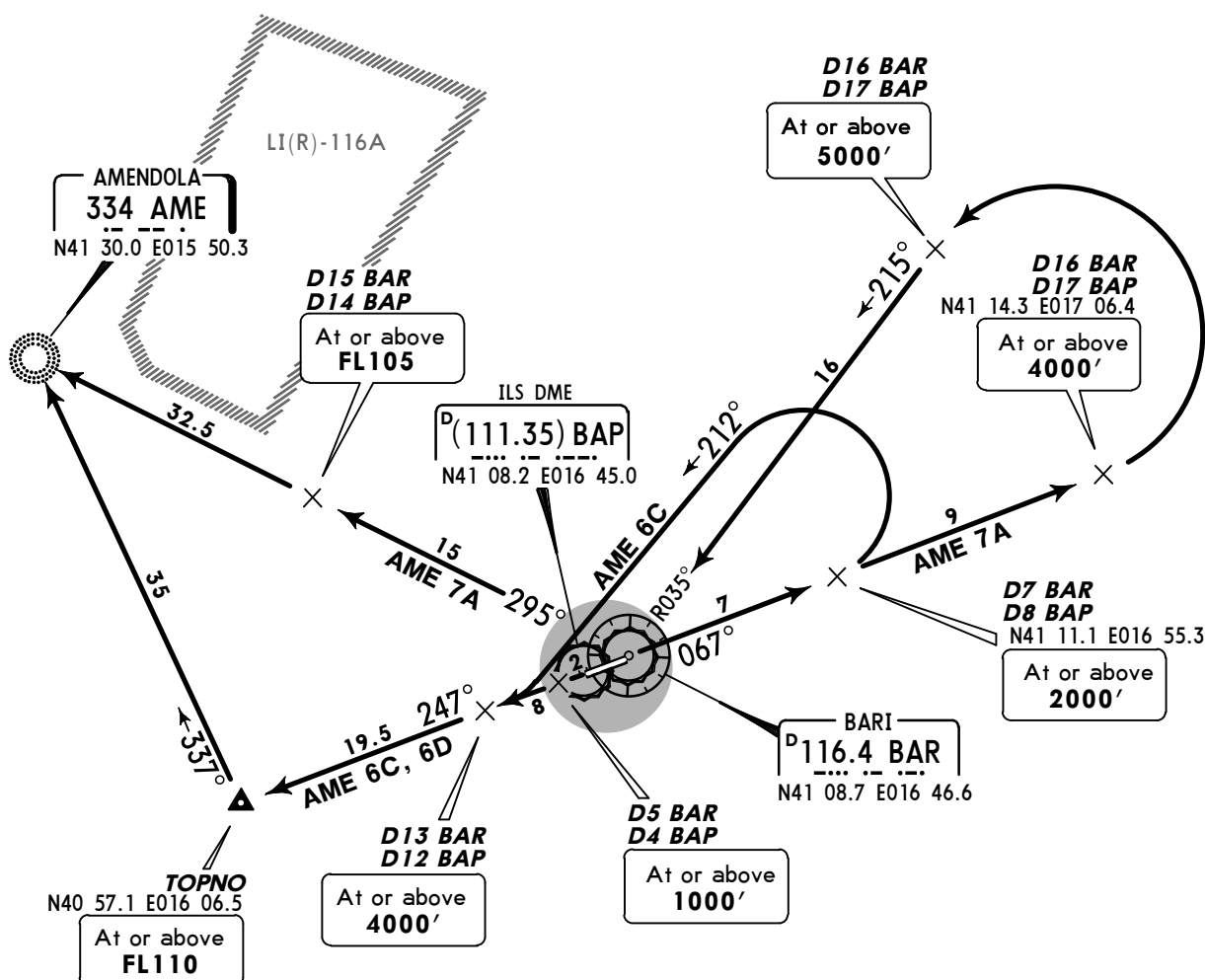


ENOX 2E [ENOX2E]
PISIP 2E [PISI2E]
TOPNO 2E [TOPN2E]
VIE 2E ①
ARRIVALS
BASED ON BPL LCTR



① Not available when LI(R)-116A active.



Apt Elev
187'Trans level: By ATC Trans alt: 5000'
Initial turn MAX 250 KT**AME 7A, AME 6C, AME 6D**
RWYS 07, 25 DEPARTURES
BY ATCThese SIDs require a minimum climb gradient
of**AME 7A**

304' per NM (5%) until leaving 3000'.

AME 6C, 6D

304' per NM (5%) until leaving FL90.

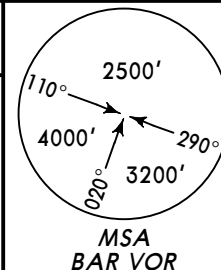
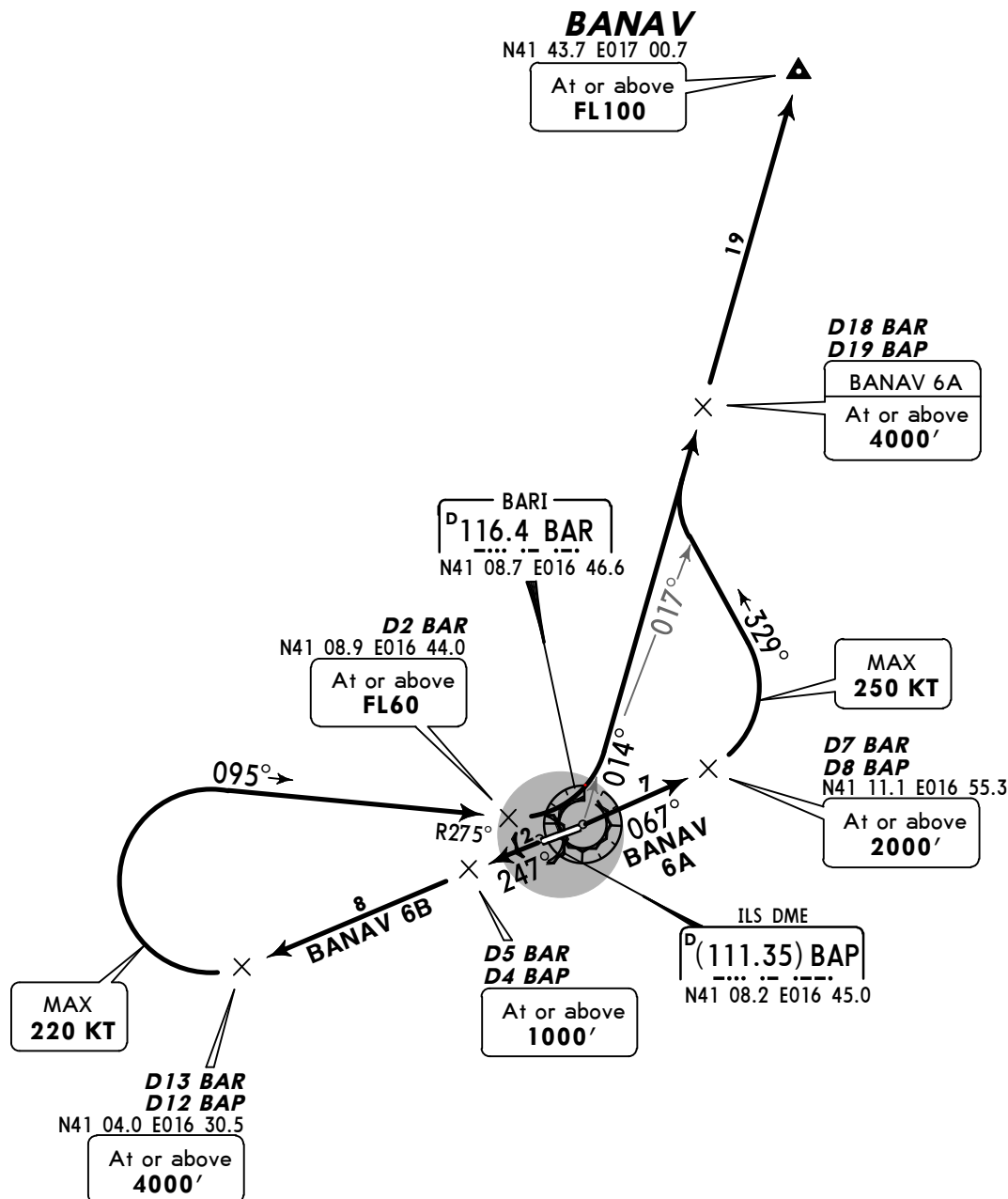
Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519



SID	RWY	ROUTING
AME 7A ①	07	Intercept BAR R-067 to D16 BAR/D17 BAP, turn LEFT, intercept BAR R-035 inbound to BAR, BAR R-295 to AME.
AME 6C		Intercept BAR R-067 to D7 BAR/D8 BAP, turn LEFT, 212° track, intercept BAR R-247 to TOPNO, turn RIGHT, intercept 337° bearing to AME.
AME 6D	25	Intercept BAR R-247 to TOPNO, turn RIGHT, intercept 337° bearing to AME.

Apt Elev
187'

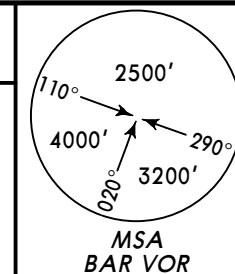
Trans level: By ATC Trans alt: 5000'

**BANAV 6A [BANA6A]
BANAV 6B [BANA6B]
RWYS 07, 25 DEPARTURES**

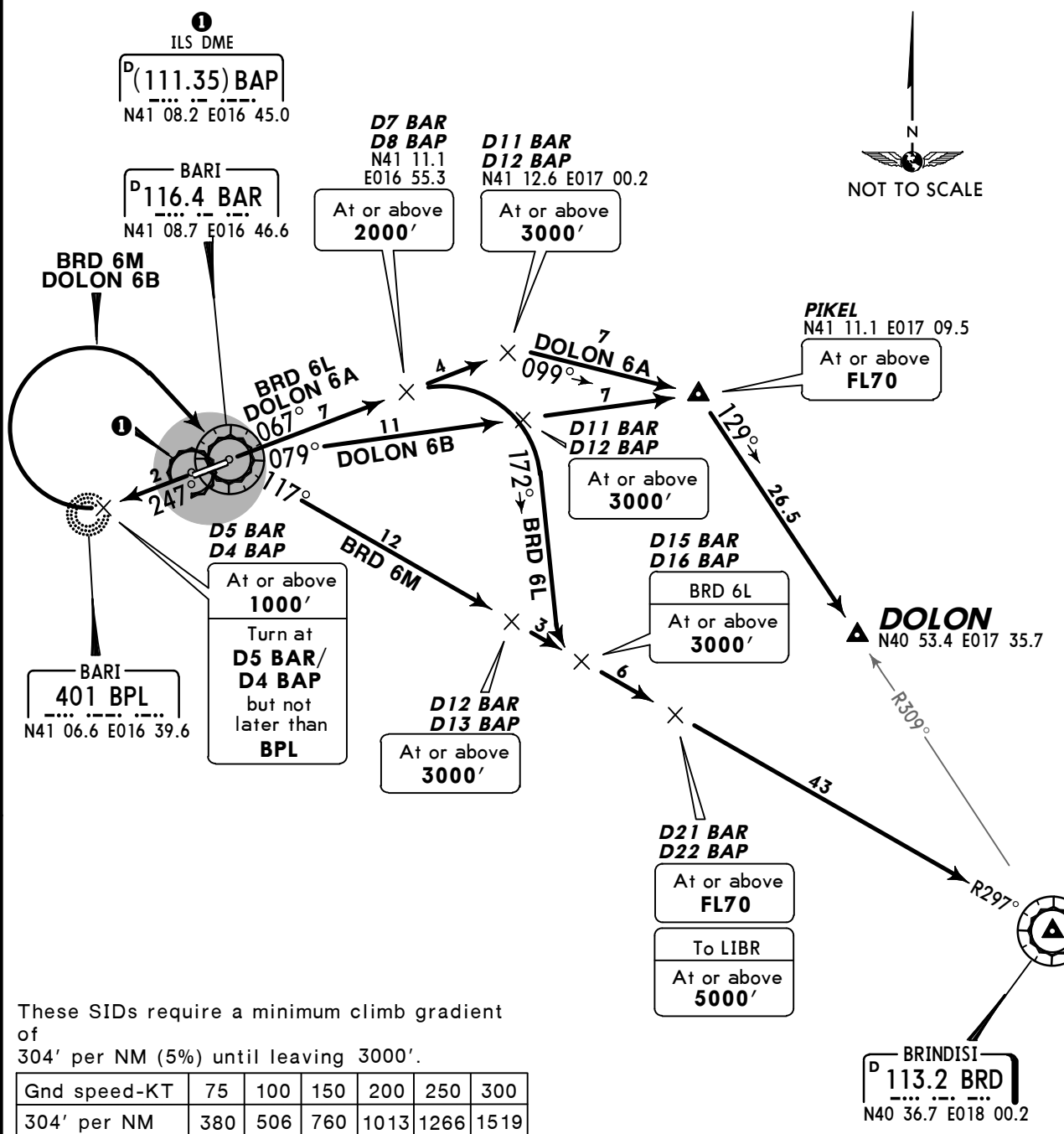
These SIDs require a minimum climb gradient of 304' per NM (5%) until leaving FL90.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
BANAV 6A	07	Intercept BAR R-067 to D7 BAR/D8 BAP, turn LEFT, 329° track, when passing BAR R-017 turn RIGHT, intercept BAR R-014 to BANAV.
BANAV 6B	25	Intercept BAR R-247 to D13 BAR/D12 BAP, turn RIGHT, intercept BAR

Apt Elev
187'Trans level: By ATC Trans alt: 5000'
Initial turn MAX 250 KT.

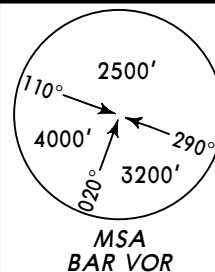
BRD 6L, BRD 6M
DOLON 6A [DOLO6A]
DOLON 6B [DOLO6B]
RWYS 07, 25 DEPARTURES



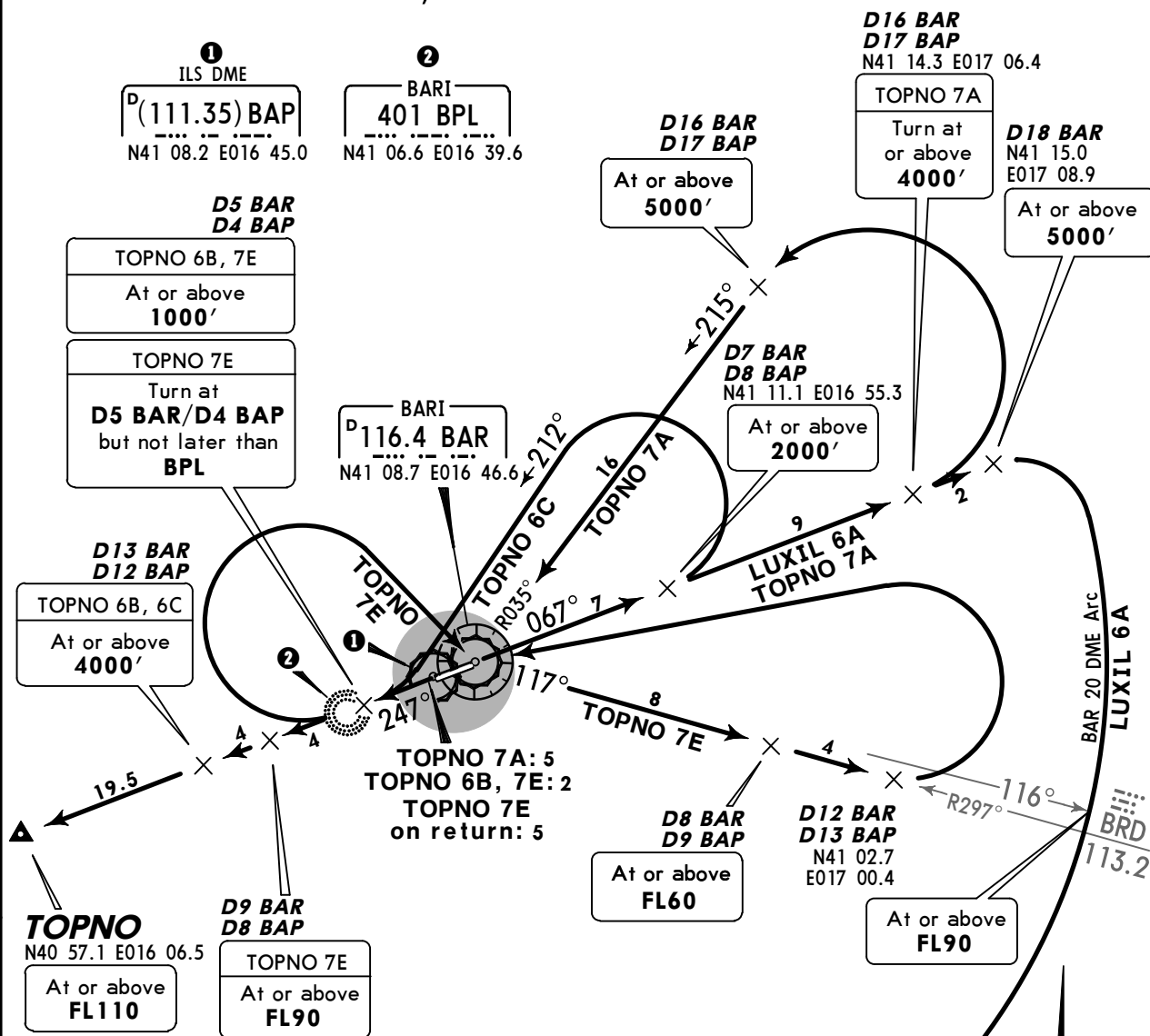
These SIDs require a minimum climb gradient of 304' per NM (5%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
BRD 6L By ATC ②	07	Intercept BAR R-067 to D7 BAR/D8 BAP, turn RIGHT, 172° track, intercept BAR R-117 (BRD R-297 inbound) to BRD.
BRD 6M By ATC ②	25	Intercept BAR R-247, at D5 BAR/D4 BAP, but not later than BPL turn RIGHT to BAR, BAR R-117 (BRD R-297 inbound) to BRD.
DOLON 6A	07	Intercept BAR R-067 to D11 BAR/D12 BAP, turn RIGHT, 099° track to PIKEL, turn RIGHT, intercept BRD R-309 inbound to DOLON.
DOLON 6B	25	Intercept BAR R-247, at D5 BAR/D4 BAP, but not later than BPL, turn RIGHT to BAR, BAR R-079 to PIKEL, turn RIGHT, intercept BRD R-309 inbound to DOLON.

Apt Elev
187'Trans level: By ATC Trans alt: 5000'
Initial turn MAX 250 KT.

LUXIL 6A [LUXI6A]
TOPNO 7A [TOPN7A], TOPNO 6B [TOPN6B]
TOPNO 6C [TOPN6C], TOPNO 7E [TOPN7E]
RWYS 07, 25 DEPARTURES



These SIDs require a minimum climb gradient of 304' per NM (5%)

LUXIL 6A
until leaving FL90.

TOPNO 7A, 6B, 6C, 7E
until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

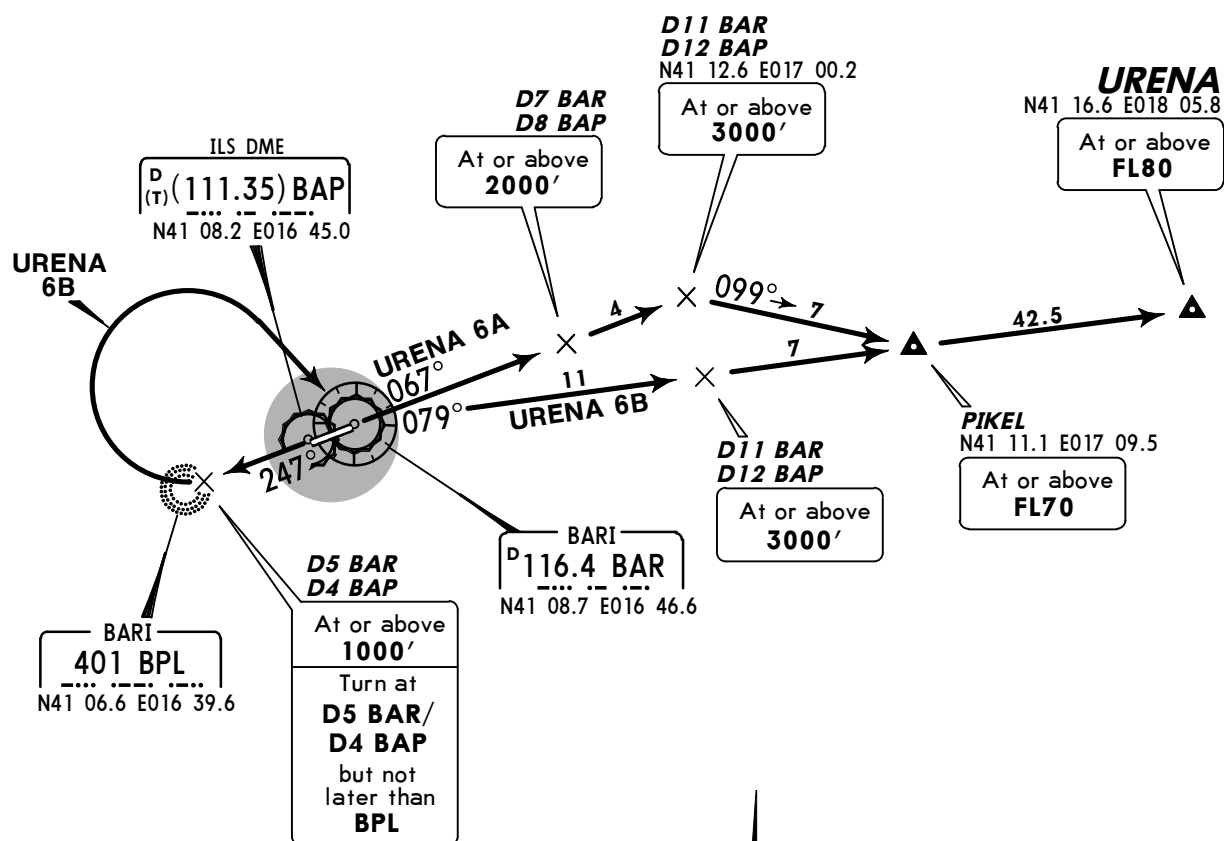
LUXIL
N40 49.2 E016 52.3

At or above
FL100

Via airway
M 742
At or above
FL120

NOT TO SCALE

SID	RWY	ROUTING
LUXIL 6A	07	Intercept BAR R-067 to D18 BAR, turn RIGHT, along BAR 20 DME arc to LUXIL.
TOPNO 7A By ATC		Intercept BAR R-067 to D16 BAR/D17 BAP, turn LEFT, intercept BAR R-035 inbound to BAR, BAR R-247 to TOPNO.
TOPNO 6B	25	Intercept BAR R-247 to TOPNO.
TOPNO 6C	07	Intercept BAR R-067 to D7 BAR/D8 BAP, turn LEFT, 212° track, intercept BAR R-247 to TOPNO.
TOPNO 7E	25	Intercept BAR R-247, at D5 BAR/D4 BAP but not later than BPL turn RIGHT to BAR, BAR R-117 (BRD R-297 inbound) to D12 BAR/D13 BAP, turn LEFT

Apt Elev
187'Trans level: By ATC Trans alt: 5000'
Initial turn MAX 250 KT.No MSA
publishedURENA 6A [UREN6A]
URENA 6B [UREN6B]
RWYS 07, 25 DEPARTURESThese SIDs require a minimum climb gradient
of
300' per NM (4.93%) until leaving 3000'.

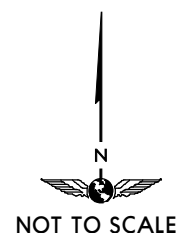
Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500

SID	RWY	ROUTING
URENA 6A	07	Intercept BAR R-067 to D11 BAR/D12 BAP, turn RIGHT, 099° track to PIKEL, then to URENA.
URENA 6B	25	Intercept BAR R-247, at D5 BAR/D4 BAP, but not later than BPL, turn RIGHT

Trans level: By ATC Trans alt: 5000'
Initial turn MAX 250 KT.

*No MSA
published*

**VIE 6A, VIE 7B, VIE 6C
RWYS 07, 25 DEPARTURES
NOT AVAILABLE WHEN
LI(R)-116 A/B ACTIVE**



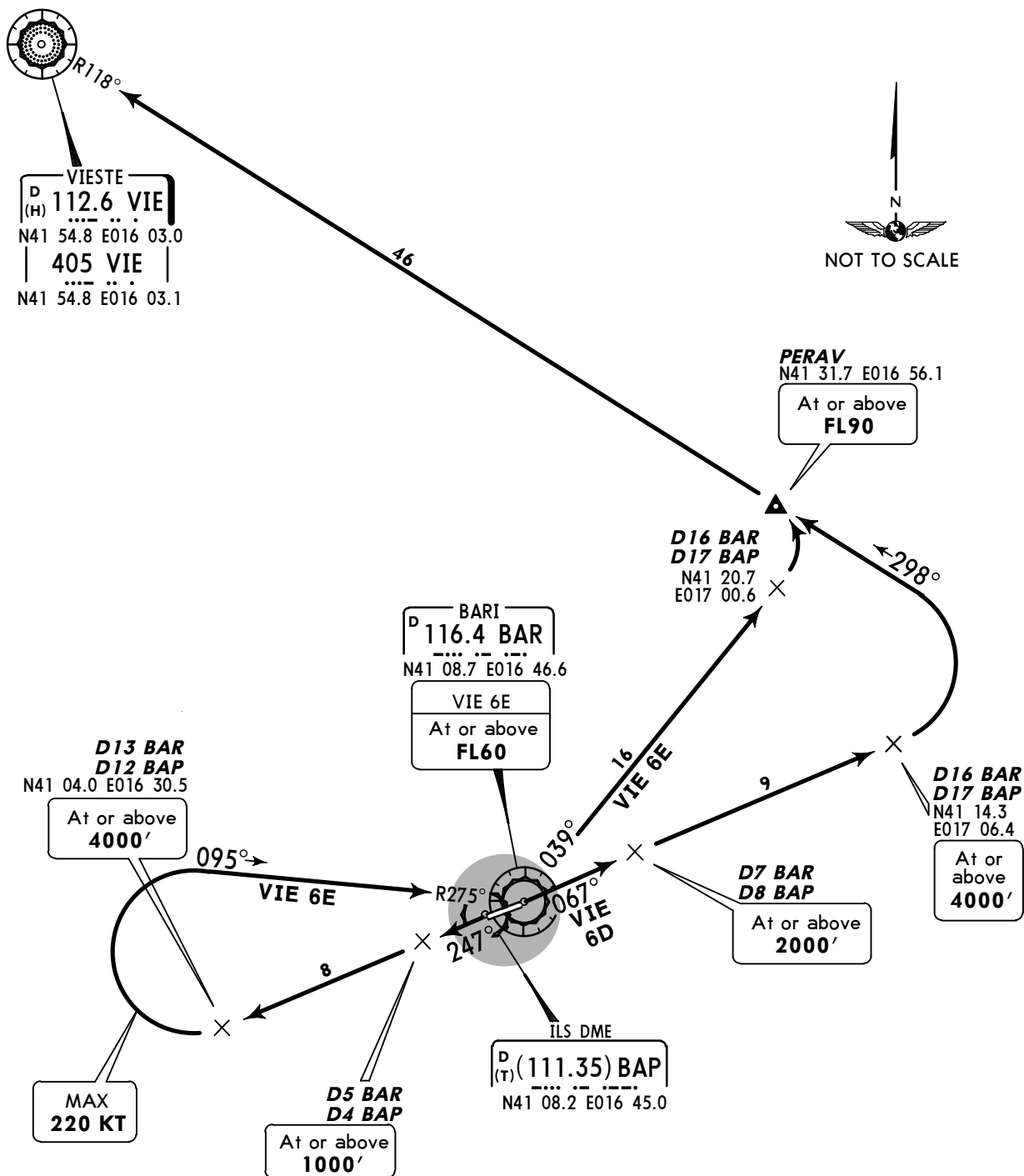
These SIDs require a minimum climb gradient of 300' per NM (4.93%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500

SID	RWY	ROUTING
VIE 6A	07	Intercept BAR R-067 to D7 BAR/D8 BAP, turn LEFT to UVOKA, intercept VIE R-129 inbound to VIE.
VIE 7B	25	Intercept BAR R-247, at D5 BAR/D4 BAP, but not later than BPL, turn RIGHT, 015° track, intercept BAR R-322 (VIE R-142 inbound) to VIE.
VIE 6C	07	Intercept BAR R-067 to D7 BAR/D8 BAP, turn LEFT, 270° track, intercept

Apt Elev
187'

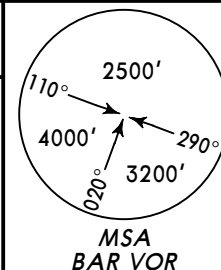
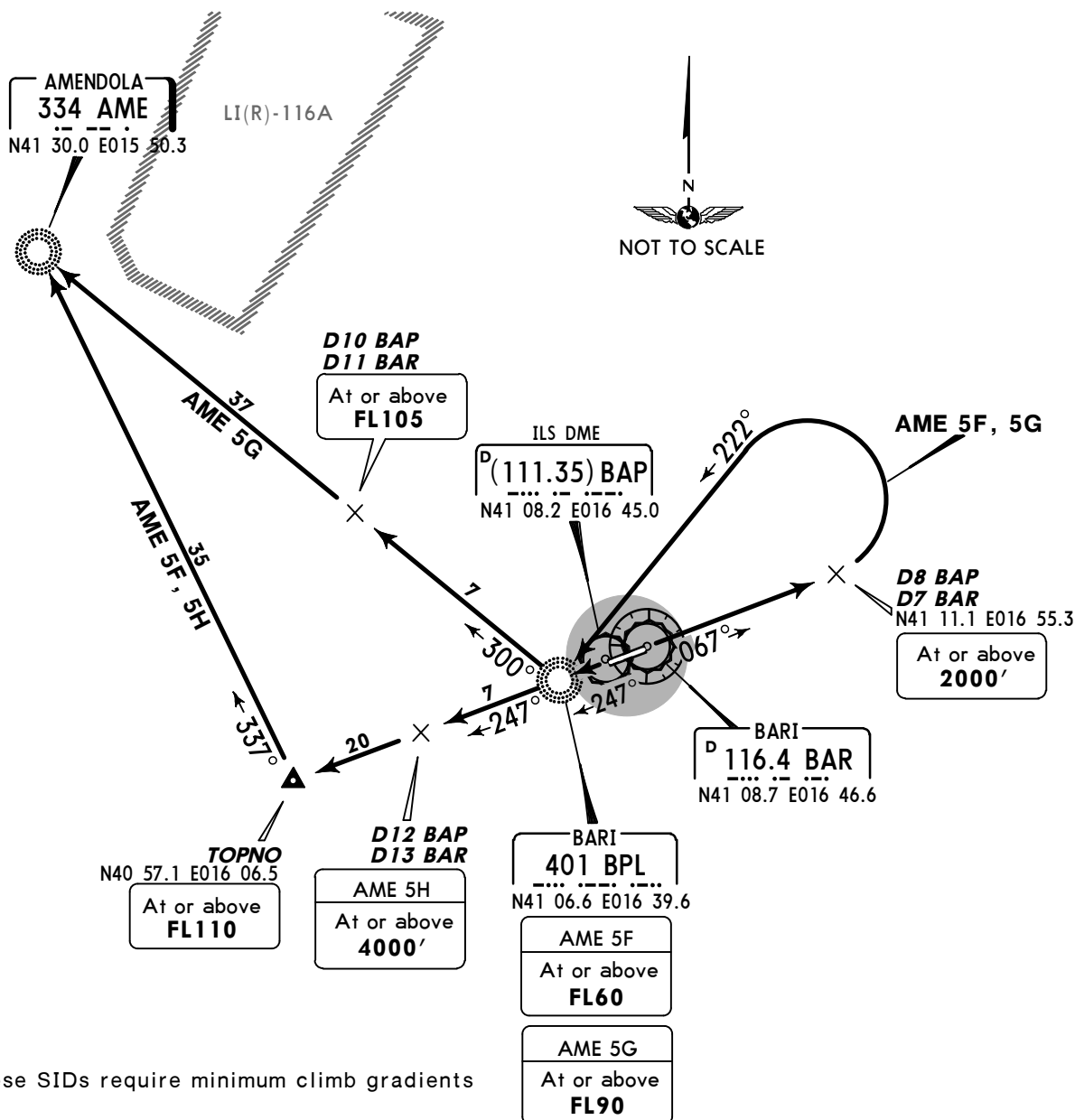
Trans level: By ATC Trans alt: 5000'

No MSA
publishedVIE 6D, VIE 6E
RWYS 07, 25 DEPARTURES

These SIDs require a minimum climb gradient
of
300' per NM (4.93%) until leaving FL90.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500

SID	RWY	ROUTING
VIE 6D	07	Intercept BAR R-067 to D16 BAR/D17 BAP, turn LEFT to PERAV, intercept VIE R-118 inbound to VIE.
VIE 6E	25	Intercept BAR R-247 to D13 BAR/D12 BAP, turn RIGHT, intercept BAR R-275 inbound to BAR. BAR R-039 to D16 BAR/D17 BAP, turn LEFT, intercept VIE

Apt Elev
187'Trans level: By ATC Trans alt: 5000'
Initial turn MAX 250 KT**AME 5F, AME 5G, AME 5H
RWYS 07, 25 DEPARTURES
BY ATC
BASED ON BPL LCTR**

These SIDs require minimum climb gradients of

AME 5F

304' per NM (5%) until leaving 3000'.

AME 5G

304' per NM (5%) until leaving FL90.

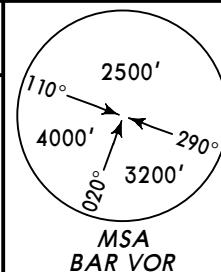
AME 5H

328' per NM (5.4%) until leaving 4000'.

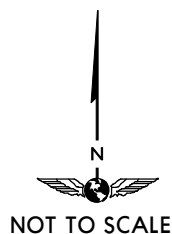
Gnd speed-KT	75	100	150	200	250	300
328' per NM	410	547	820	1094	1367	1641
304' per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
AME 5F	07	Intercept 067° bearing from BPL to D8 BAP (D7 BAR), turn LEFT, intercept 222° bearing to BPL, 247° bearing to TOPNO, turn RIGHT, intercept 337° bearing to AME.
AME 5G ①		Intercept 067° bearing from BPL to D8 BAP (D7 BAR), turn LEFT, intercept 222° bearing to BPL, 300° bearing to AME.
AME 5H	25	Intercept 247° bearing via BPL to TOPNO, turn RIGHT, intercept 337° bearing to AME.

Trans level: By ATC Trans alt: 5000'



VIESTE
^D 112.6 VIE
 N41 54.8 E016 03.0



BANAV
N41 43.7 E017 00.7
At or above
FL100

D22 BAR
D23 BAP

At or above
FL90

ILS DME
D(111.35)BAP
.... ..
N41 08.2 E016 45.0

D8 BAP
D7 BAR
N41 11.1 E016 55.3

At or above
2000'

BANAV 5H

**MAX
250 KT**

D12 BAP
D13 BAR

N41 04.0 E016 30.5

**At or above
4000'**

BARI
401 BPL
 -.-. -.-.
 N41 06.6 E016 39.6
ON RETURN
 At or above
FL60

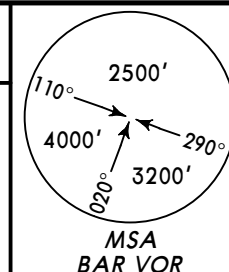
BARI
D 116.4 BAR
N41 08.7 E016 46.6

Gnd speed-KT	75	100	150	200	250	300
328' per NM	410	547	820	1094	1367	1641
304' per NM	380	506	760	1013	1266	1519

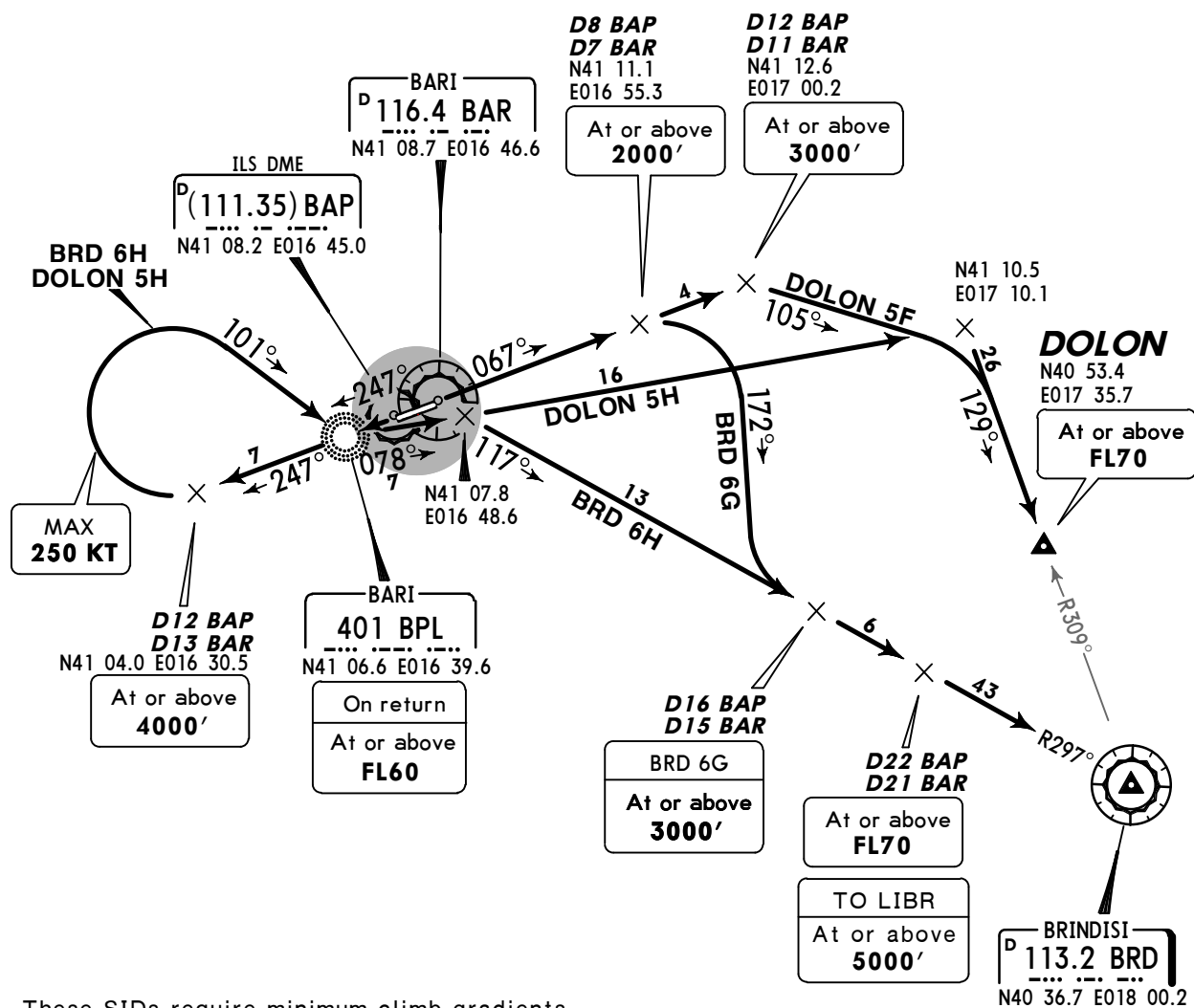
SID	RWY	ROUTING
BANAV 5F	07	Intercept 067° bearing from BPL to D8 BAP (D7 BAR), turn LEFT, 341° track, intercept 021° bearing from BPL to BANAV.
BANAV 5H	25	Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept

Apt Elev
187'

Trans level: By ATC Trans alt: 5000'



BRD 6G, BRD 6H
DOLON 5F [DOLO5F]
DOLON 5H [DOLO5H]
RWYS 07, 25 DEPARTURES
BASED ON BPL LCTR



These SIDs require minimum climb gradients of

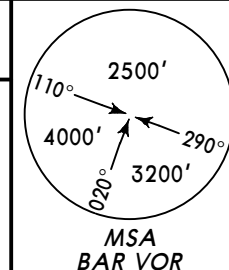
BRD 6G, DOLON 5F
304' per NM (5%) until leaving 3000'.

BRD 6H, DOLON 5H
328' per NM (5.4%) until leaving 4000'.

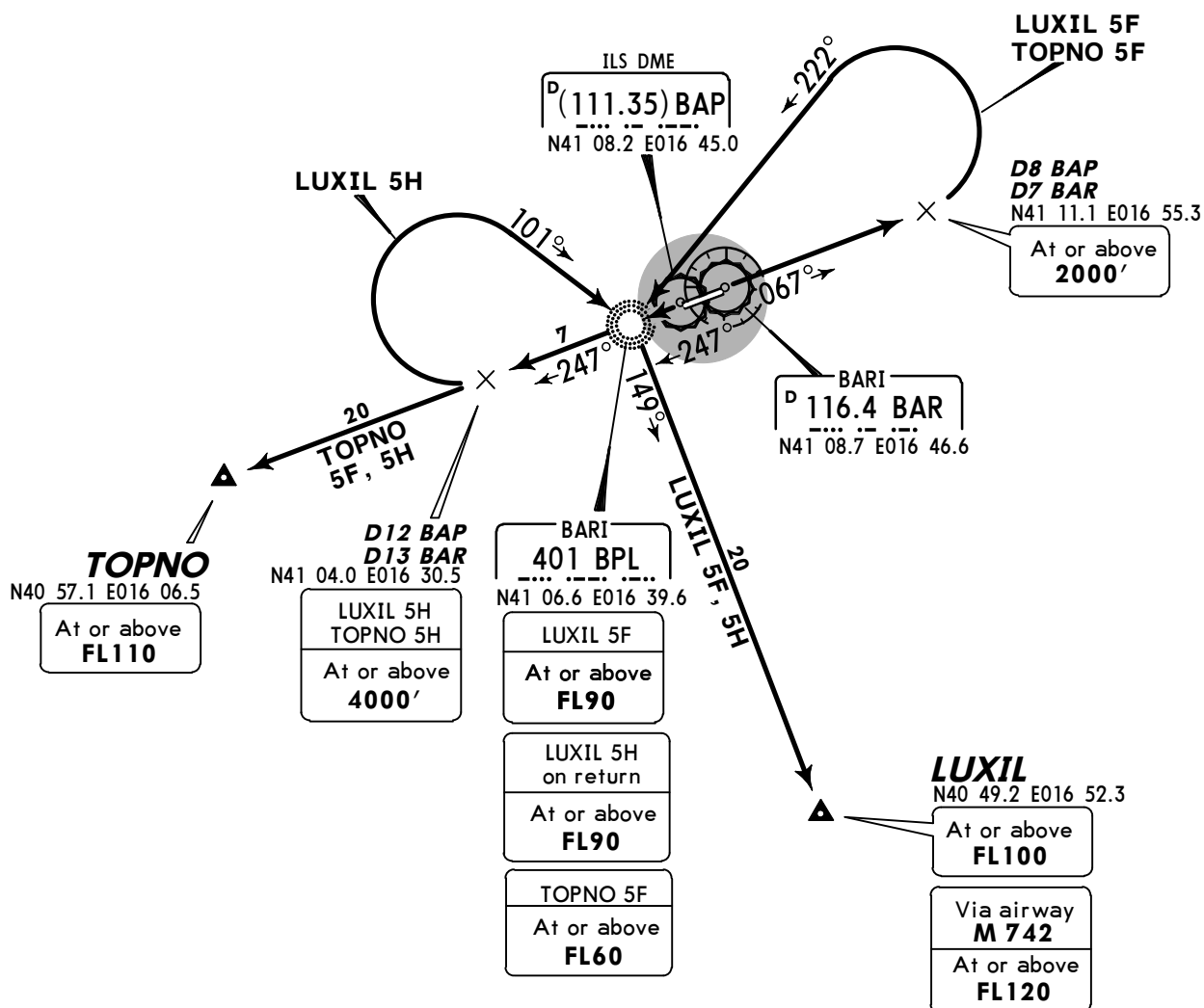
Gnd speed-KT	75	100	150	200	250	300
328' per NM	410	547	820	1094	1367	1641
304' per NM	380	506	760	1013	1266	1519



SID	RWY	ROUTING
BRD 6G By ATC ①	07	Intercept 067° bearing from BPL to D8 BAP (D7 BAR), turn RIGHT, 172° track, intercept BRD R-297 inbound to BRD.
BRD 6H By ATC ①	25	Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing to BPL, 078° bearing, intercept BRD R-297 inbound to BRD.
DOLON 5F	07	Intercept 067° bearing from BPL to D12 BAP (D11 BAR), turn RIGHT, 105° track, intercept BRD R-309 inbound to DOLON.
DOLON 5H	25	Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing to BPL, 078° bearing, intercept BRD R-309 inbound to DOLON.

Apt Elev
187'Trans level: By ATC Trans alt: 5000'
Initial turn MAX 250 KT.

**LUXIL 5F [LUXI5F], LUXIL 5H [LUXI5H]
TOPNO 5F [TOPN5F], TOPNO 5H [TOPN5H]
RWYS 07, 25 DEPARTURES
BASED ON BPL LCTR**



These SIDs require minimum climb gradients
of

LUXIL 5F

304' per NM (5%) until leaving FL90.

LUXIL 5H

328' per NM (5.4%) until leaving FL90.

TOPNO 5F

304' per NM (5%) until leaving 3000'.

TOPNO 5H

328' per NM (5.4%) until leaving 4000'.

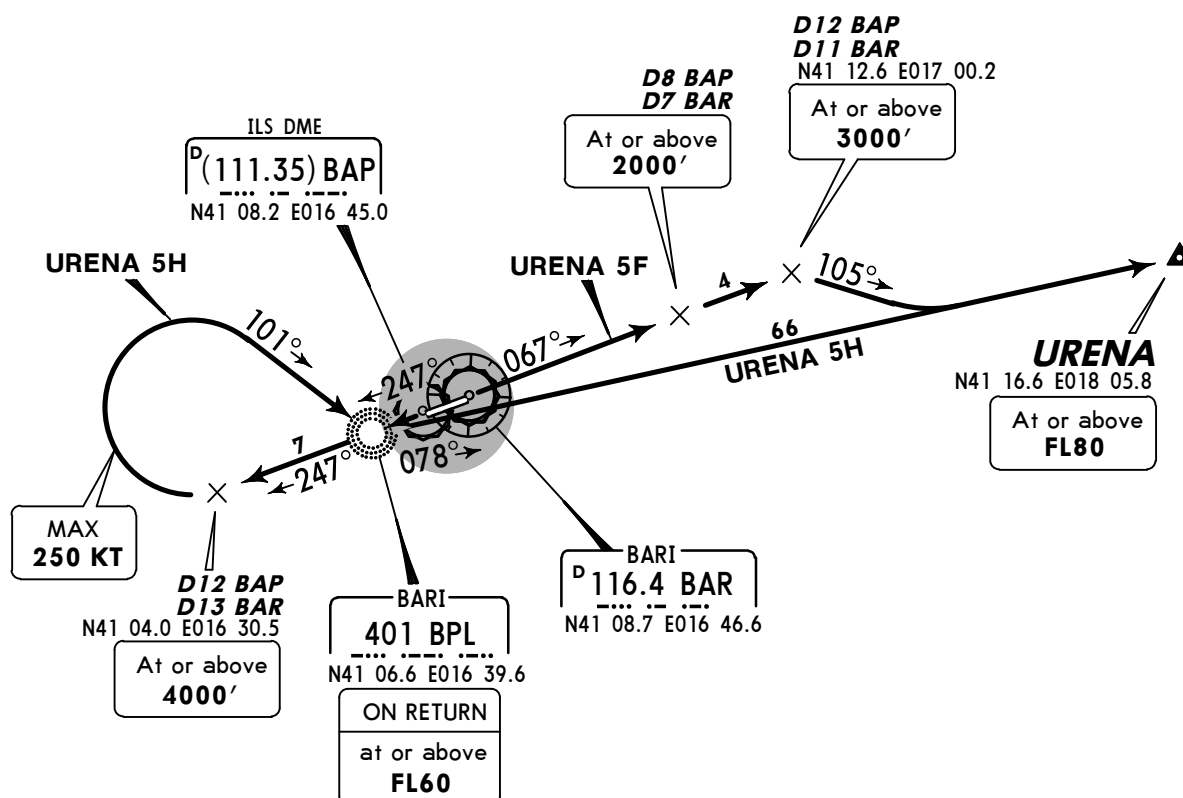
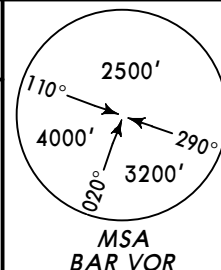
Gnd speed-KT	75	100	150	200	250	300
328' per NM	410	547	820	1094	1367	1641
304' per NM	380	506	760	1013	1266	1519



SID	RWY	ROUTING
LUXIL 5F	07	Intercept 067° bearing from BPL to D8 BAP (D7 BAR), turn LEFT, intercept 222° bearing to BPL, 149° bearing to LUXIL.
LUXIL 5H	25	Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing to BPL, 149° bearing to LUXIL.
TOPNO 5F	07	Intercept 067° bearing from BPL to D8 BAP (D7 BAR), turn LEFT, intercept 222° bearing to BPL, 247° bearing to TOPNO.

Apt Elev
187'

Trans level: By ATC Trans alt: 5000'

**URENA 5F [UREN5F]
URENA 5H [UREN5H]
RWYS 07, 25 DEPARTURES
BASED ON BPL LCTR**

These SIDs require minimum climb gradients
of

URENA 5F

304' per NM (5%) until leaving 3000'.

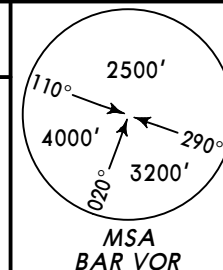
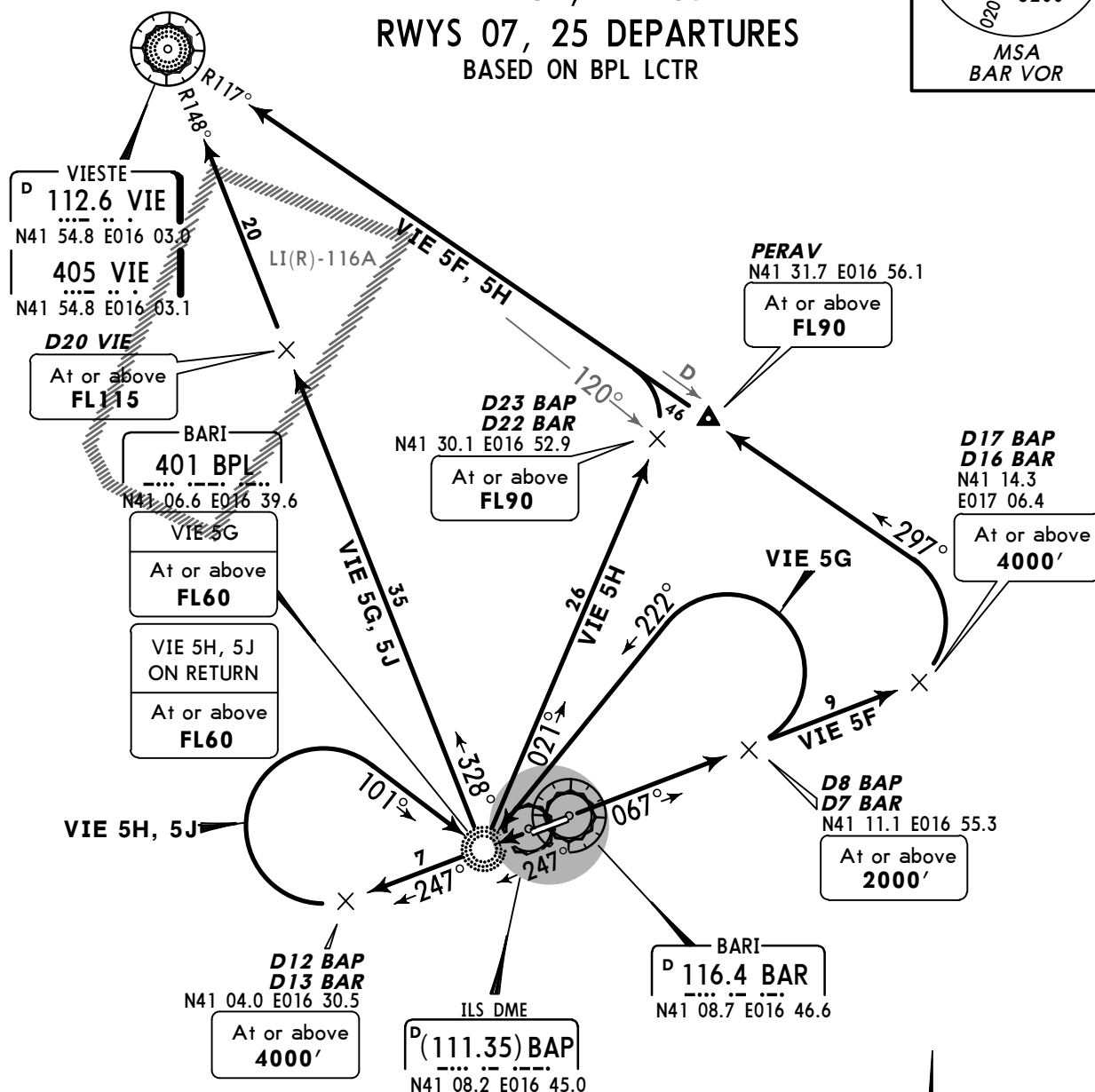
URENA 5H

328' per NM (5.4%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
328' per NM	410	547	820	1094	1367	1641
304' per NM	380	506	760	1013	1266	1519



SID	RWY	ROUTING
URENA 5F	07	Intercept 067° bearing from BPL to D12 BAP (D11 BAR), turn RIGHT, 105° track, intercept 078° bearing from BPL to URENA.
URENA 5H	25	Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept

Apt Elev
187'Trans level: By ATC Trans alt: 5000'
Initial turn MAX 250 KT**VIE 5F, VIE 5G
VIE 5H, VIE 5J
RWYS 07, 25 DEPARTURES
BASED ON BPL LCTR**These SIDs require minimum climb gradients
of**VIE 5F, 5G**

304' per NM (5%) until leaving 3000'.

VIE 5H, 5J

328' per NM (5.4%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
328' per NM	410	547	820	1094	1367	1641
304' per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
VIE 5F	07	Intercept 067° bearing from BPL to D17 BAP (D16 BAR), turn LEFT, intercept VIE R-117 inbound via PERAV to VIE.
VIE 5G ①		Intercept 067° bearing from BPL to D8 BAP (D7 BAR), turn LEFT, intercept 222° bearing to BPL, 328° bearing to VIE.
VIE 5H	25	Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing to BPL, 021° bearing, at D23 BAP (VIE R-120), turn LEFT, intercept VIE R-117 inbound to VIE.
VIE 5J ①		Intercept 247° bearing via BPL to D8 BAP (D7 BAR), turn RIGHT, intercept 101° bearing to BPL, 328° bearing to VIE.

NOISE ABATEMENT

SUMMER	: LT minus 2 HOURS	= UTC (Z)
WINTER	: LT minus 1 HOUR	= UTC (Z)

NIGHTTIME RESTRICTION

Between 2200-0600LT the use of the whole runway length by landing airplanes taxiing to the apron is mandatory.

RUN-UP TESTS

Every engine run-up will be carried out on taxiway A at the intersection between taxiway A and T.

Engine run-ups are strictly forbidden on the apron.

Engine run-ups are forbidden between 2200-0600LT except for aircraft which must be immediately employed.

Engine run-ups must be carried out according to technical manuals and as short as possible. The aircraft shall be placed in order to minimize noise towards built-up areas and airport users.

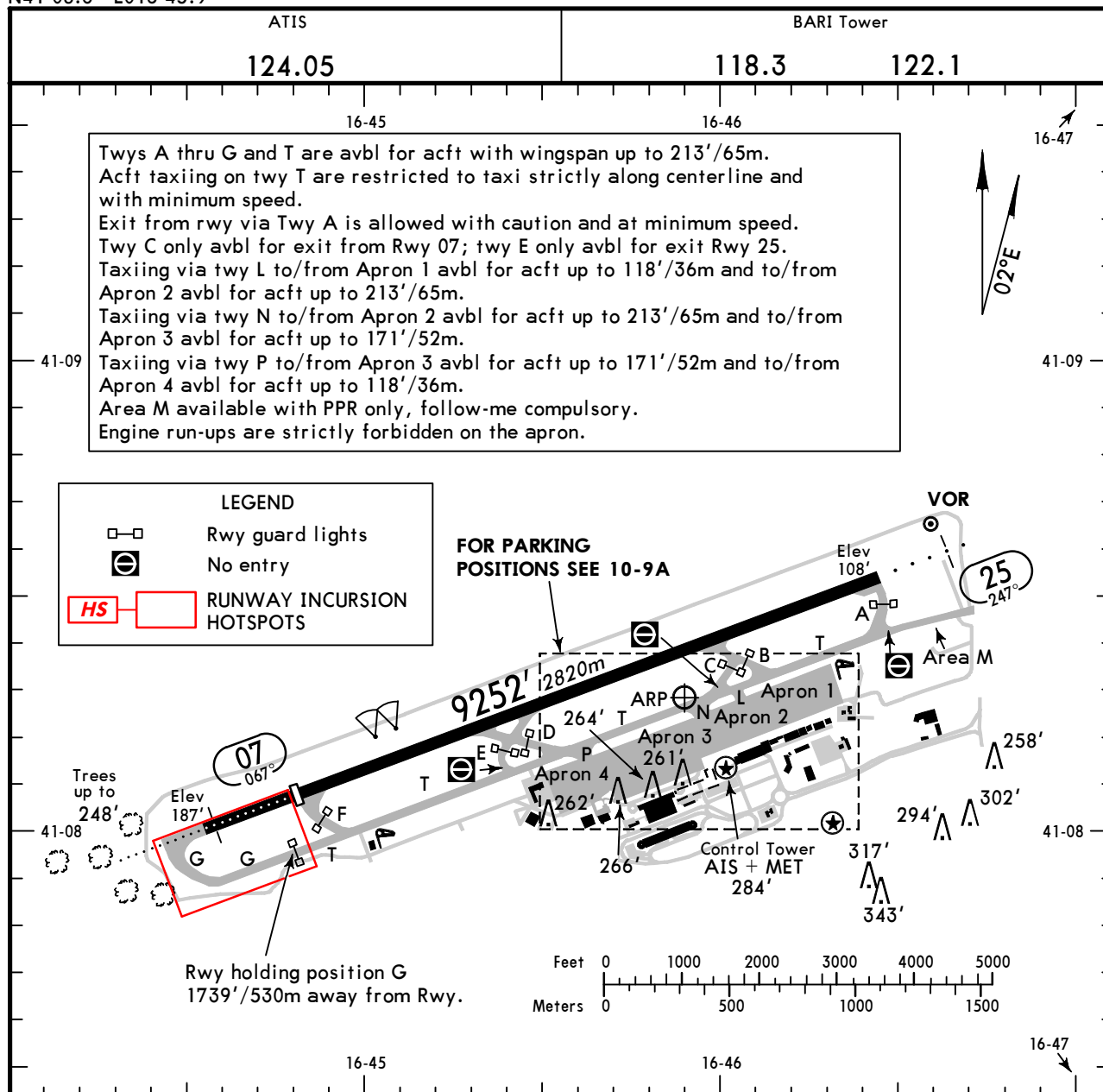
Before the engine run-ups, operators shall check that the area is free of foreign objects which could invade the manoeuvring area and cause damage to people.

REVERSE THRUST

For landing aircraft the use of reverse thrust exceeding minimum limits indicated in the aircraft manual is prohibited except for safety reasons.

AUXILIARY POWER UNITS (APUs)

No APU shall be turned on 60 minutes earlier than the estimated block-off time and turned off 20 minutes later than the block-on time. A longer period for the APU use must be authorized by the airport authority.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
07	HIRL (60m) CL (30m) HIALS REIL PAPI (3.0°) RVR	8018' 2444m	6837' 2084m	①	148'
25	HIRL (60m) CL (30m) HIALS REIL PAPI (3.0°)				45m

① TAKE-OFF RUN AVAILABLE

RWY 07:

From twy G int	9843' (3000m)
rwy head	9252' (2820m)
twy F int (on request)	8018' (2444m)

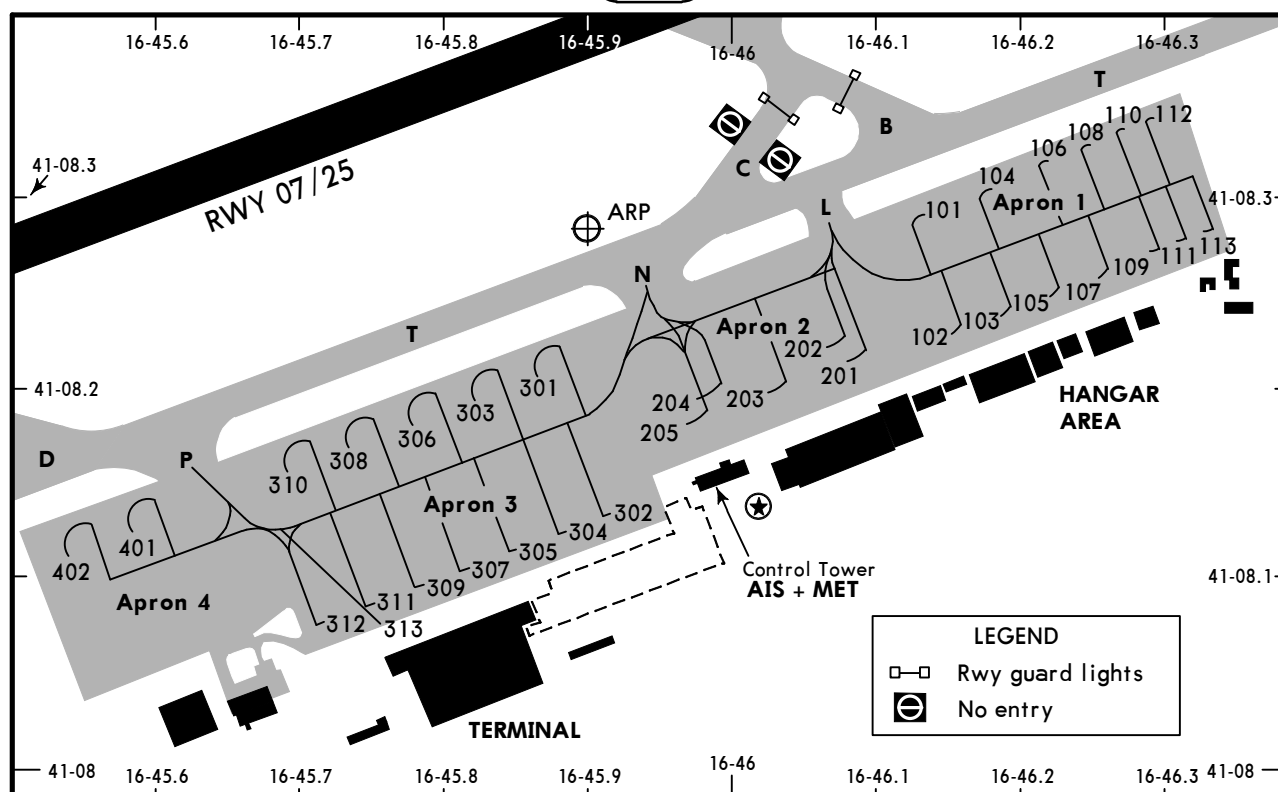
RWY 25:

From rwy head	9252' (2820m)
twy B int (on request)	6890' (2100m)

Standard

TAKE-OFF

	Rwy 07		Rwy 25	
	RCLM (DAY only) or RL	NIL (DAY only)	RCLM (DAY only) or RL	NIL (DAY only)
A	400m	500m	550m	
B				
C				
D				



Stands 102, 103, 105, 107, 302, 304, 305, 307, 309, 311 thru 313 are push back.
Entry/exit for stand 313 only via twy P and follow-me compulsory.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
Apron 1		Apron 3	
101	N41 08.3 E016 46.1	301	N41 08.2 E016 45.9
102	N41 08.2 E016 46.1	302	N41 08.1 E016 45.9
103	N41 08.2 E016 46.2	303	N41 08.2 E016 45.8
104	N41 08.3 E016 46.2	304	N41 08.1 E016 45.9
105	N41 08.2 E016 46.2	305	N41 08.1 E016 45.8
106 thru 108	N41 08.3 E016 46.2	306	N41 08.2 E016 45.8
109 thru 113	N41 08.3 E016 46.3	307	N41 08.1 E016 45.8
Apron 2		308	N41 08.2 E016 45.7
201, 202	N41 08.2 E016 46.1	309	N41 08.1 E016 45.8
203 thru 205	N41 08.2 E016 46.0	310	N41 08.2 E016 45.7
Apron 4		311 thru 313	N41 08.1 E016 45.7
401	N41 08.1 E016 45.6		
402	N41 08.1 E016 45.5		

LOW VISIBILITY PROCEDURES (LVP)

LVP will be activated:

- when reported RVR value is equal to or less than 550m
 - when ceiling is below 200'
 - when the rapid deterioration of weather conditions recommends so
- Pilots will be informed by RTF and/or ATIS when LVP are in force.

During LVP only one movement at a time is allowed. Twys C, D and E not available during LVP.

ARRIVAL

Arriving acft for rwy 07 shall vacate the rwy only via twy A or twy B.

Arriving acft shall report when rwy has been vacated and the assigned stand has been reached.

DEPARTURE

Departing acft shall enter the rwy via twy F or twy G (on pilots request and with pilots assessment only) when RVR is equal to or less than 550m. In case of aborted take-off rwy shall be vacated via twy A or twy B.

COMM FAILURE PROCEDURE IN MANOEUVRING AREA

ARRIVAL

Acft shall vacate the rwy and ILS sensitive area via twy A for rwy 07 or twy G for rwy 25 and wait for the arrival of the follow-me in order to be guided to the stand.

DEPARTURE

Acft shall continue on the assigned taxi route to their clearance limit and wait for the arrival

LIBD/BRI
PALESE

JEPPesen

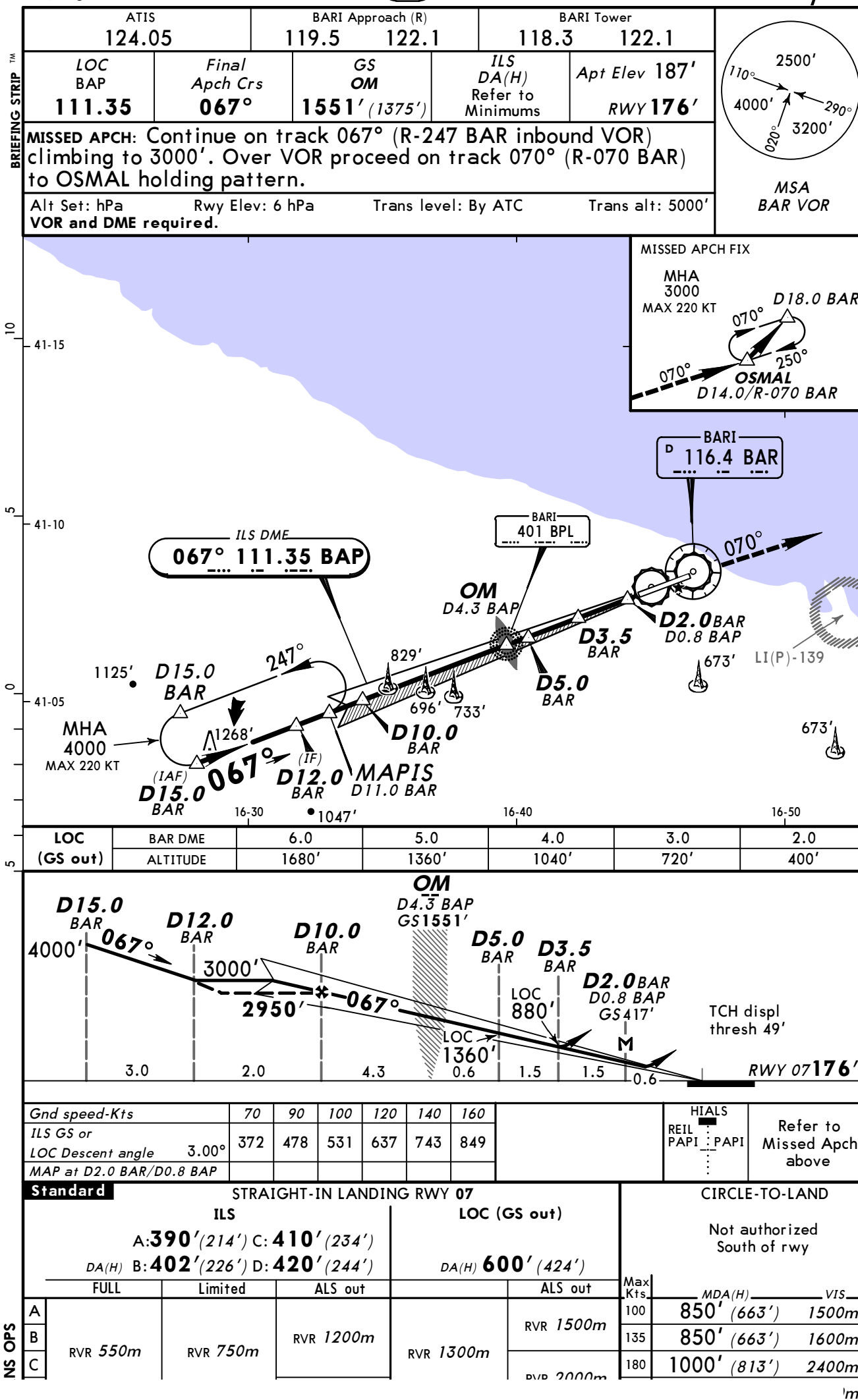
28 SEP 12

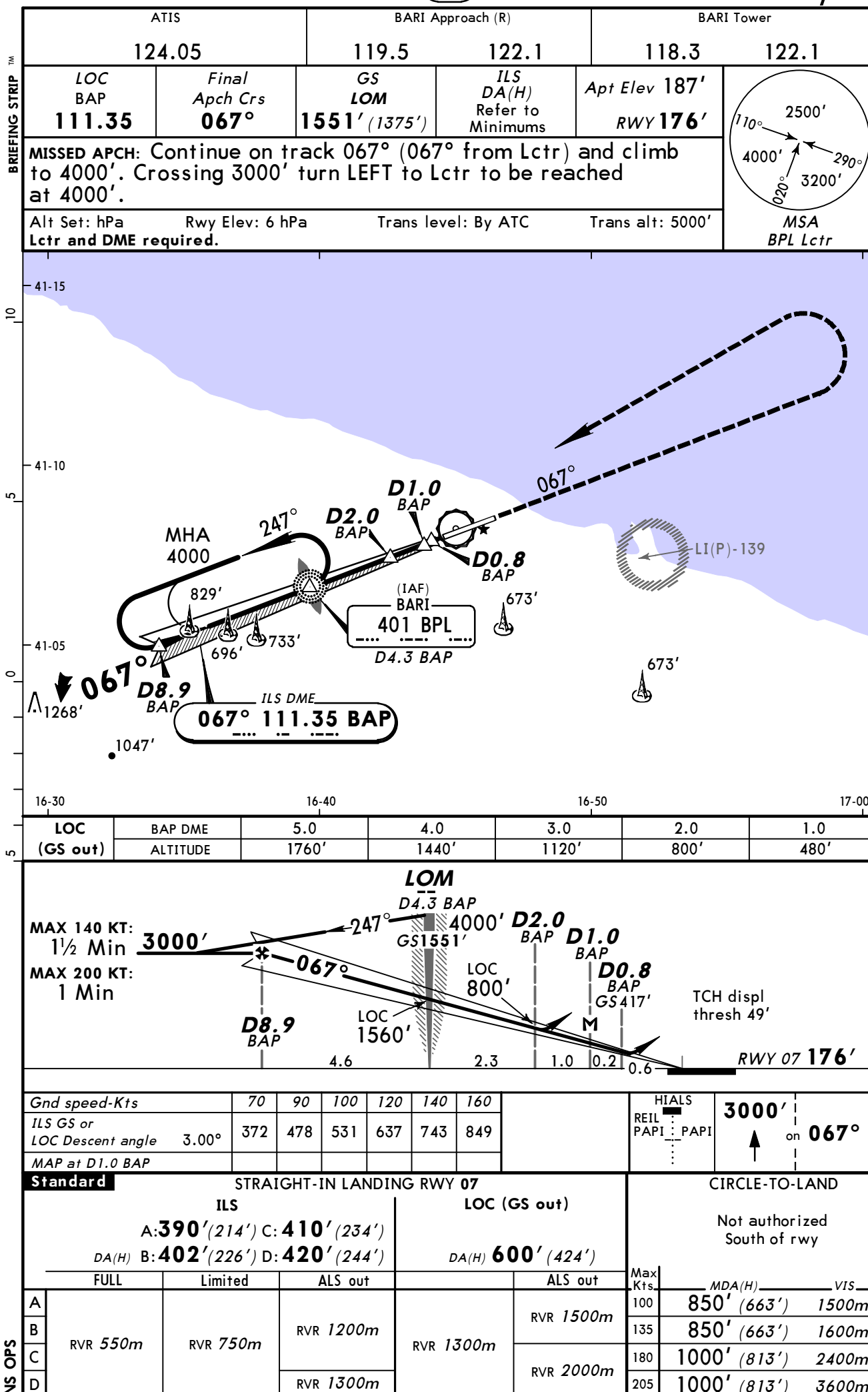
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Via D15.0 BAR

ILS Z or LOC Rwy 07

BARI, ITALY



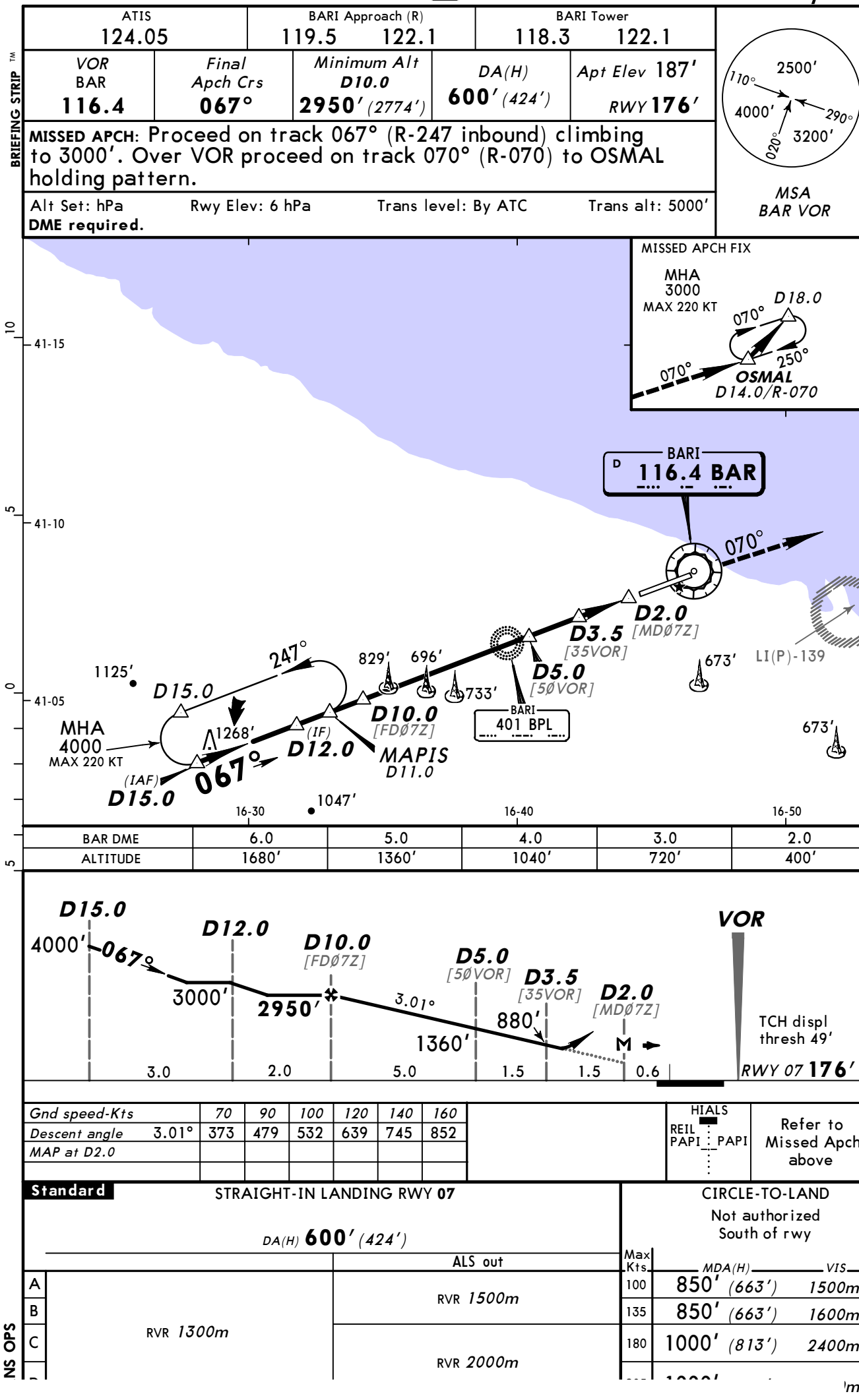


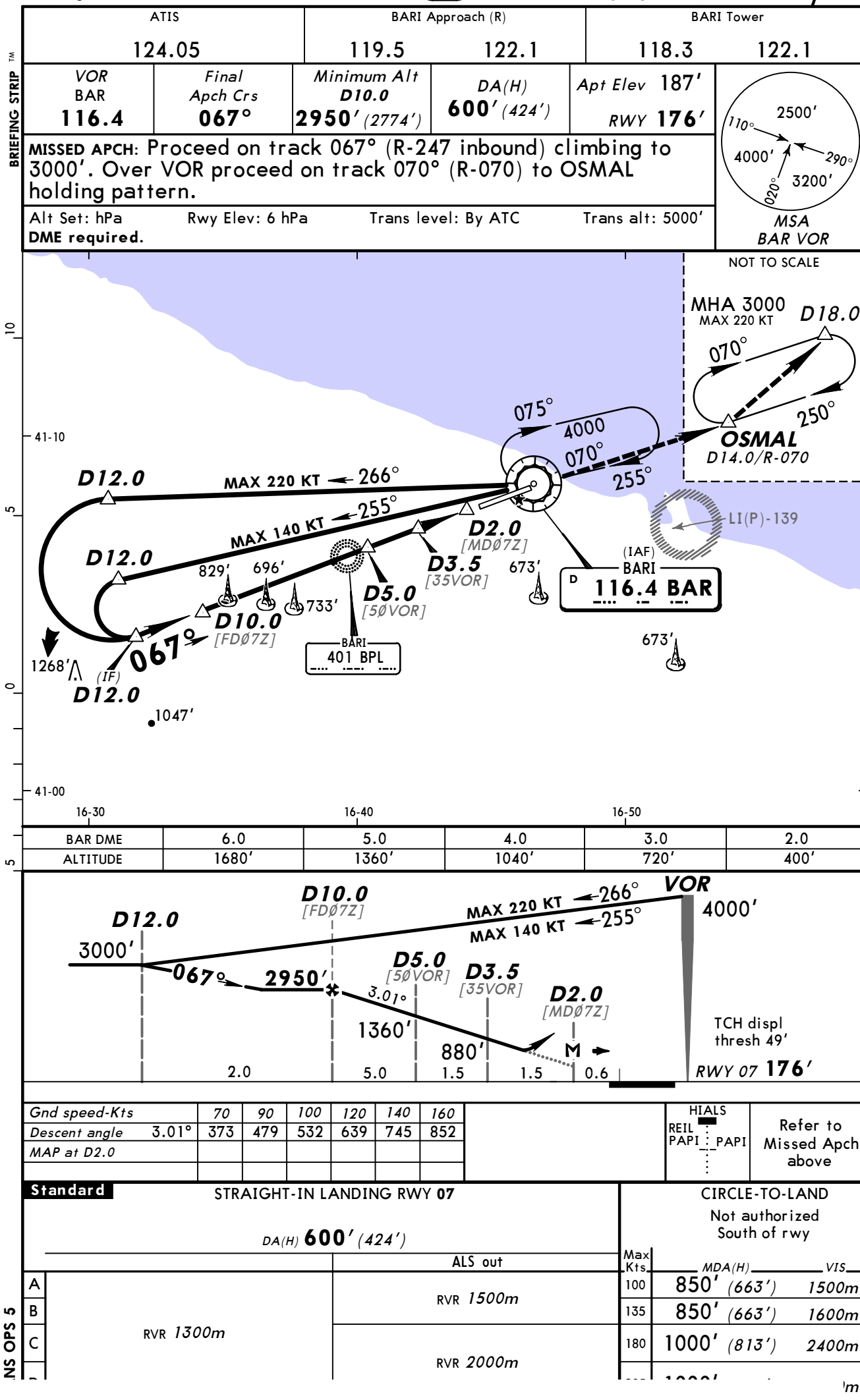
LIBD/BRI
PALESE

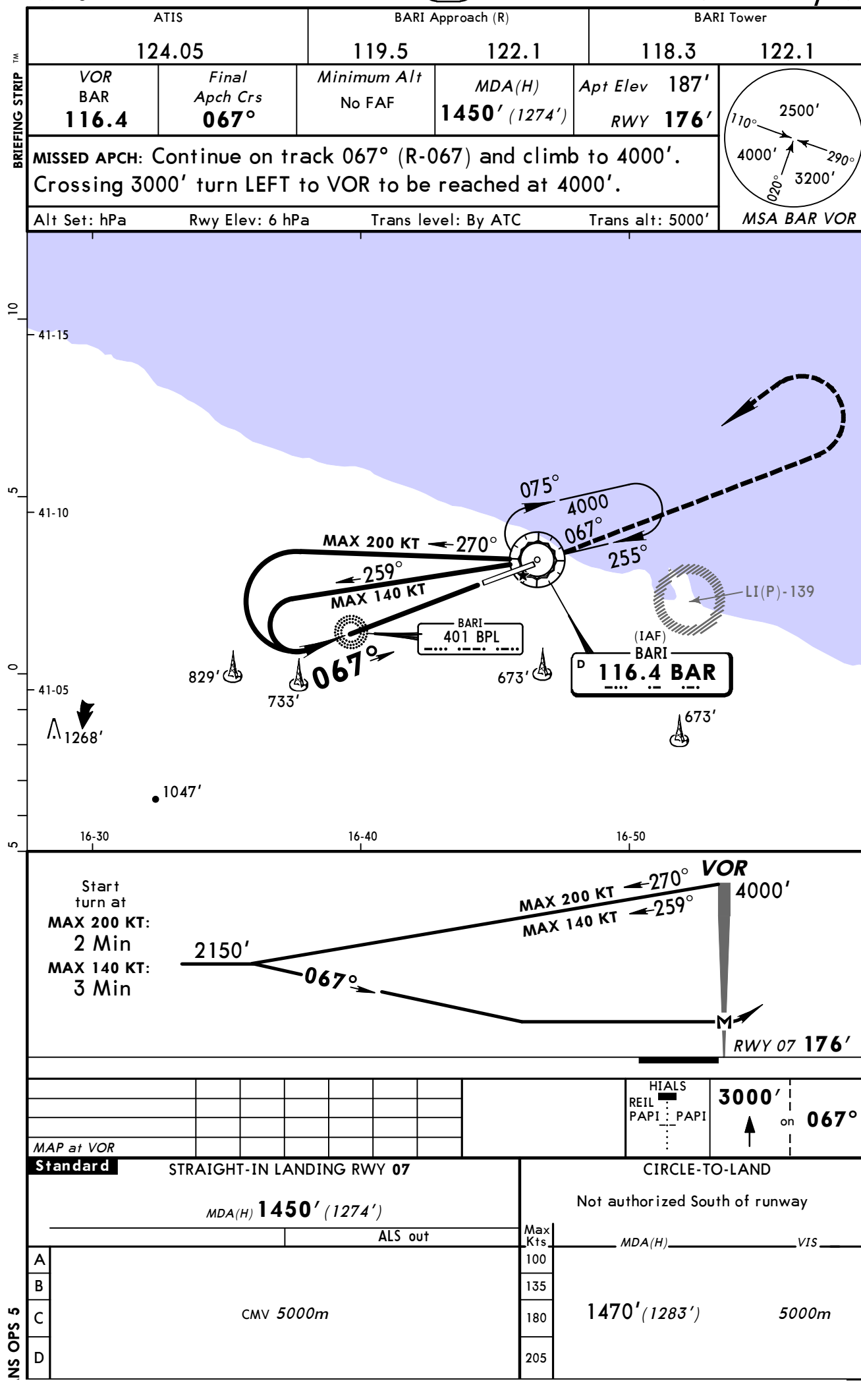
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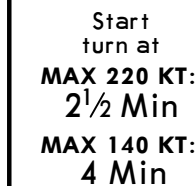
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JEPPESSEN

BARI, ITALY
Via D15.0 VOR Z Rwy 07

LIBD/BRI
PALESEJEPPESEN
21 OCT 11 (13-2)BARI, ITALY
Via VOR VOR Z Rwy 07



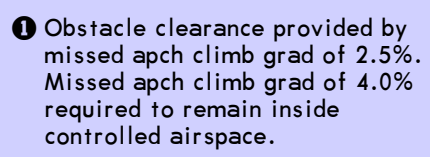
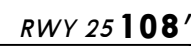


HIALS REIL PAPI	3000' ↑	on 067°
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VS OPS 5

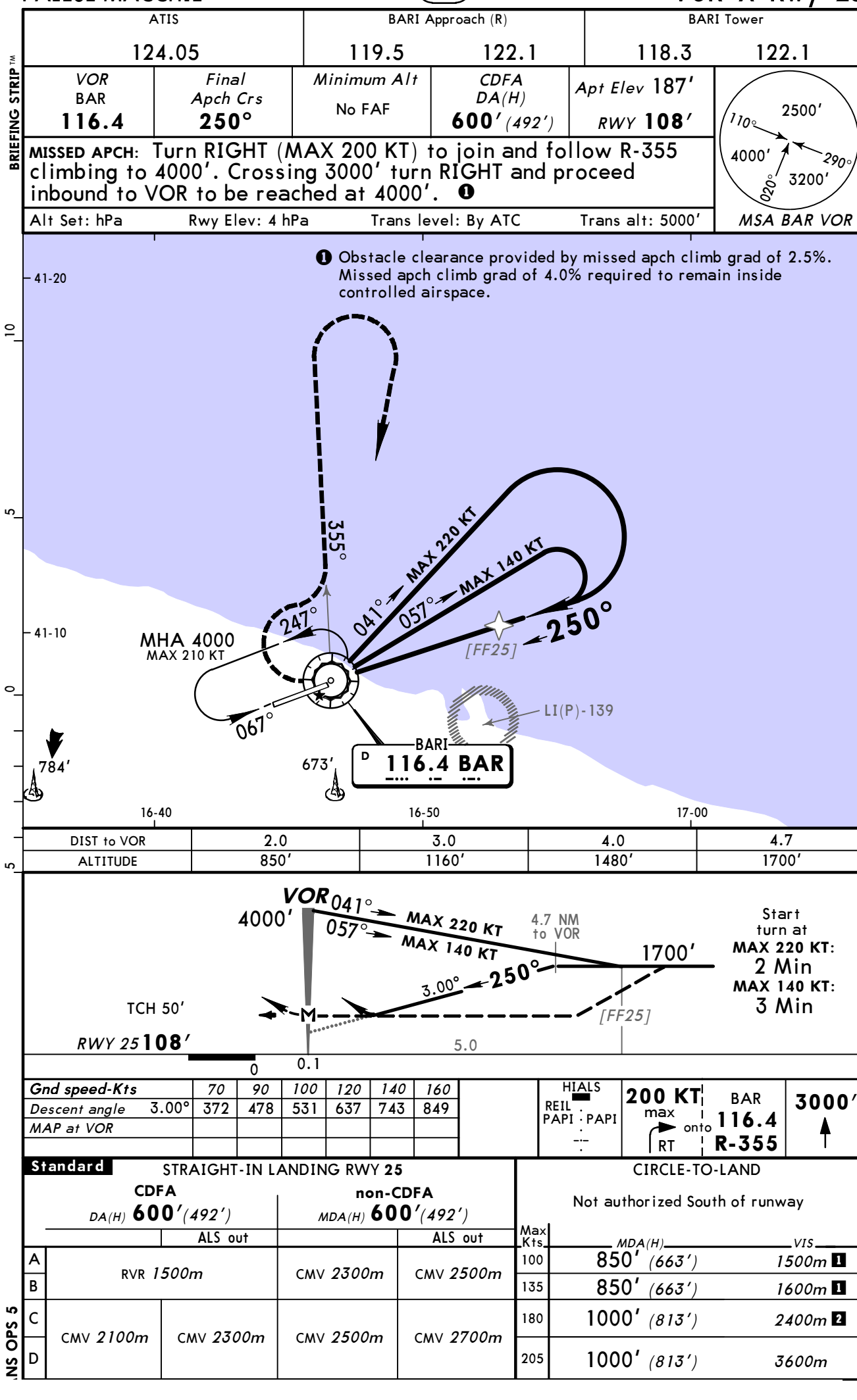
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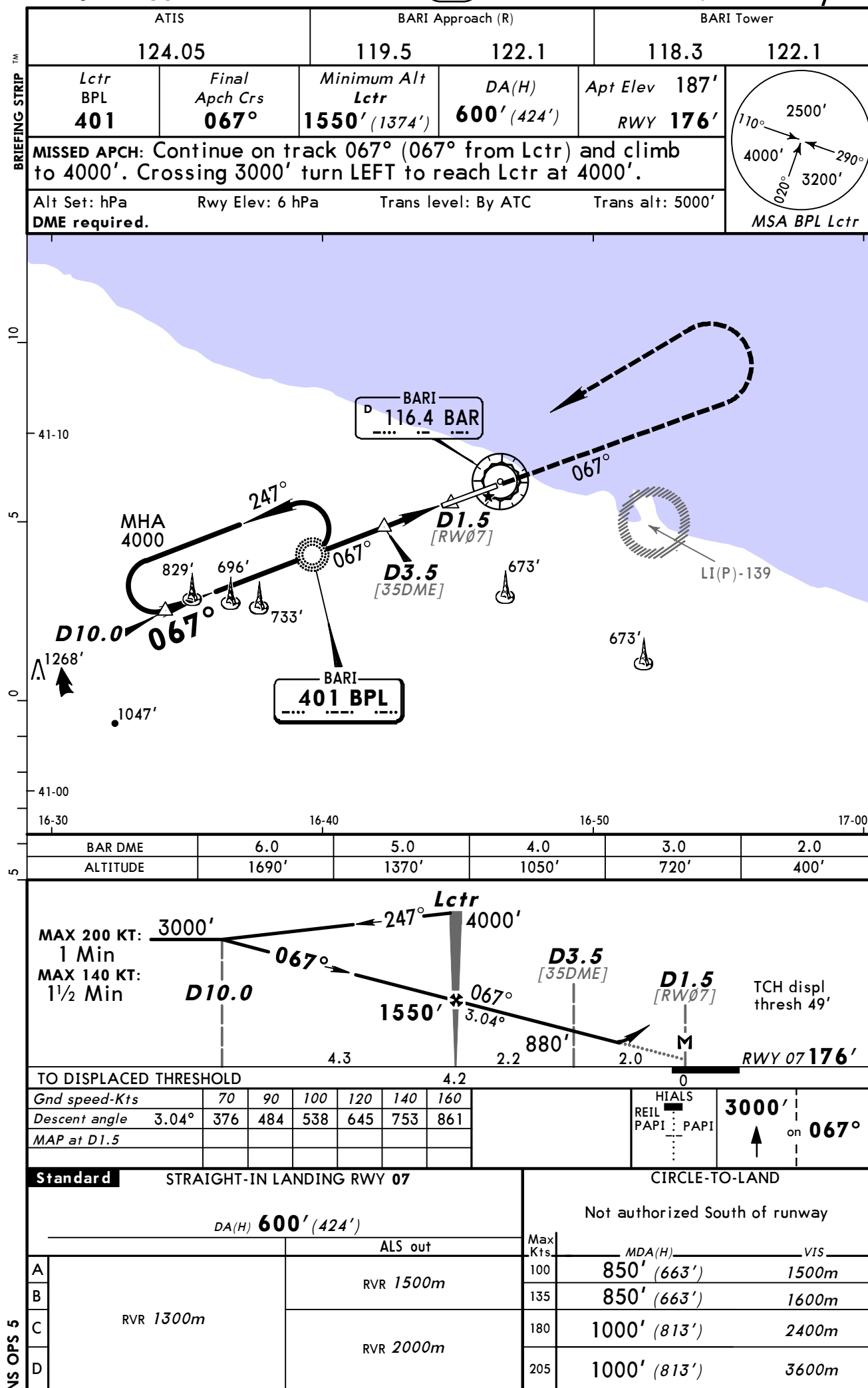
Standard		STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND		
		DA(H) 520' (412')		Not authorized South of runway		
		ALS out		Max Kts	MDA(H)	VIS
A	RVR 1500m			100	850' (663')	1500m
B				135	850' (663')	1600m
C	RVR 1700m	RVR 1900m	180	1000' (813')	2400m	
D			205	1000' (813')	3600m	

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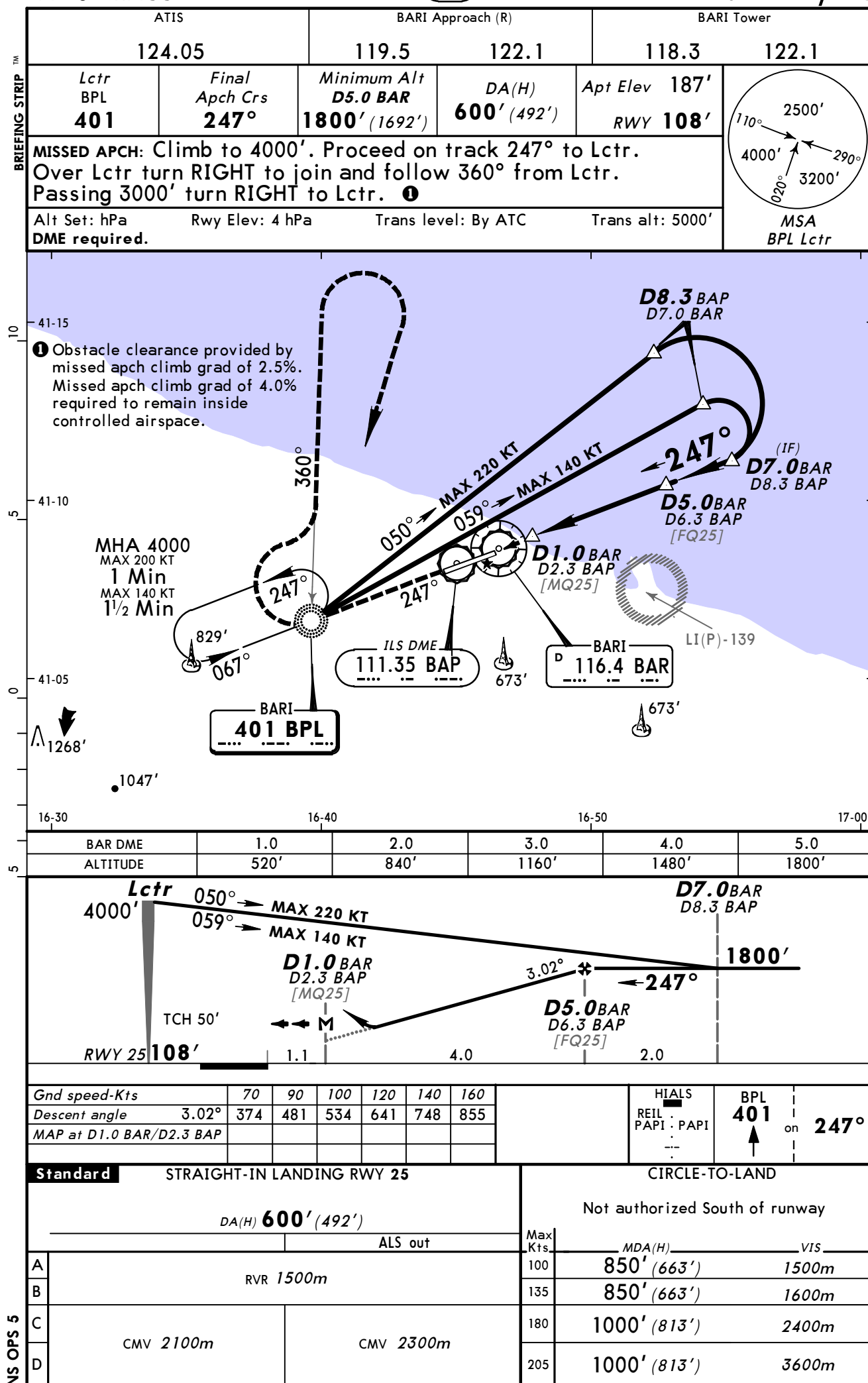
NS OPS 5





BRIEFING STRIP™

**JS OPS 5**



TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIBD