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Trip Kit Index

Airport Information For LIBD

Terminal Charts For LIBD

Revision Letter For Cycle 01-2014

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: 3.3°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: 0619 Z
Sunset: 1539 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

*BARI Radar

119.5

Apt Elev

187'

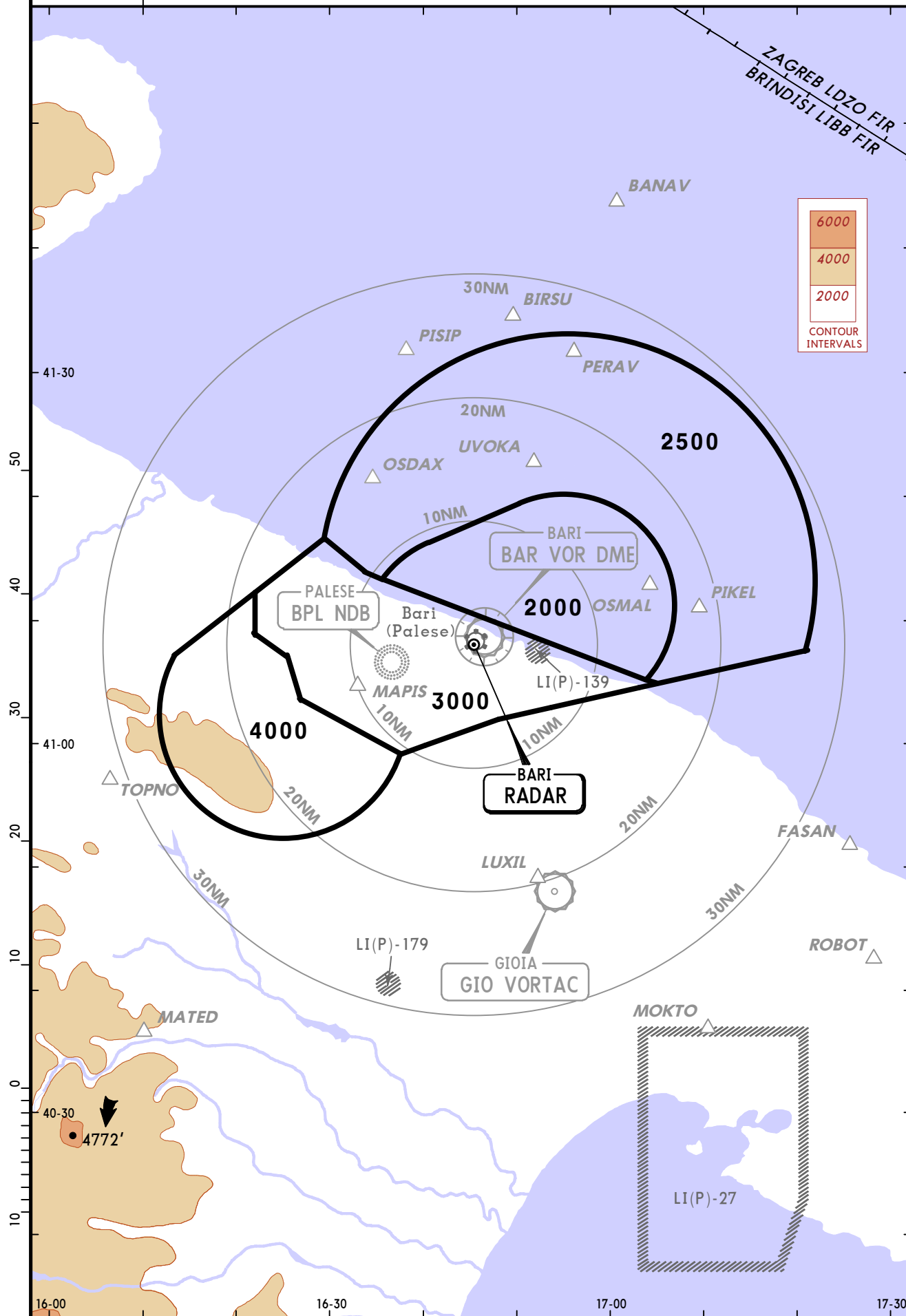
Alt Set: hPa Trans level: By ATC Trans alt: 5000'

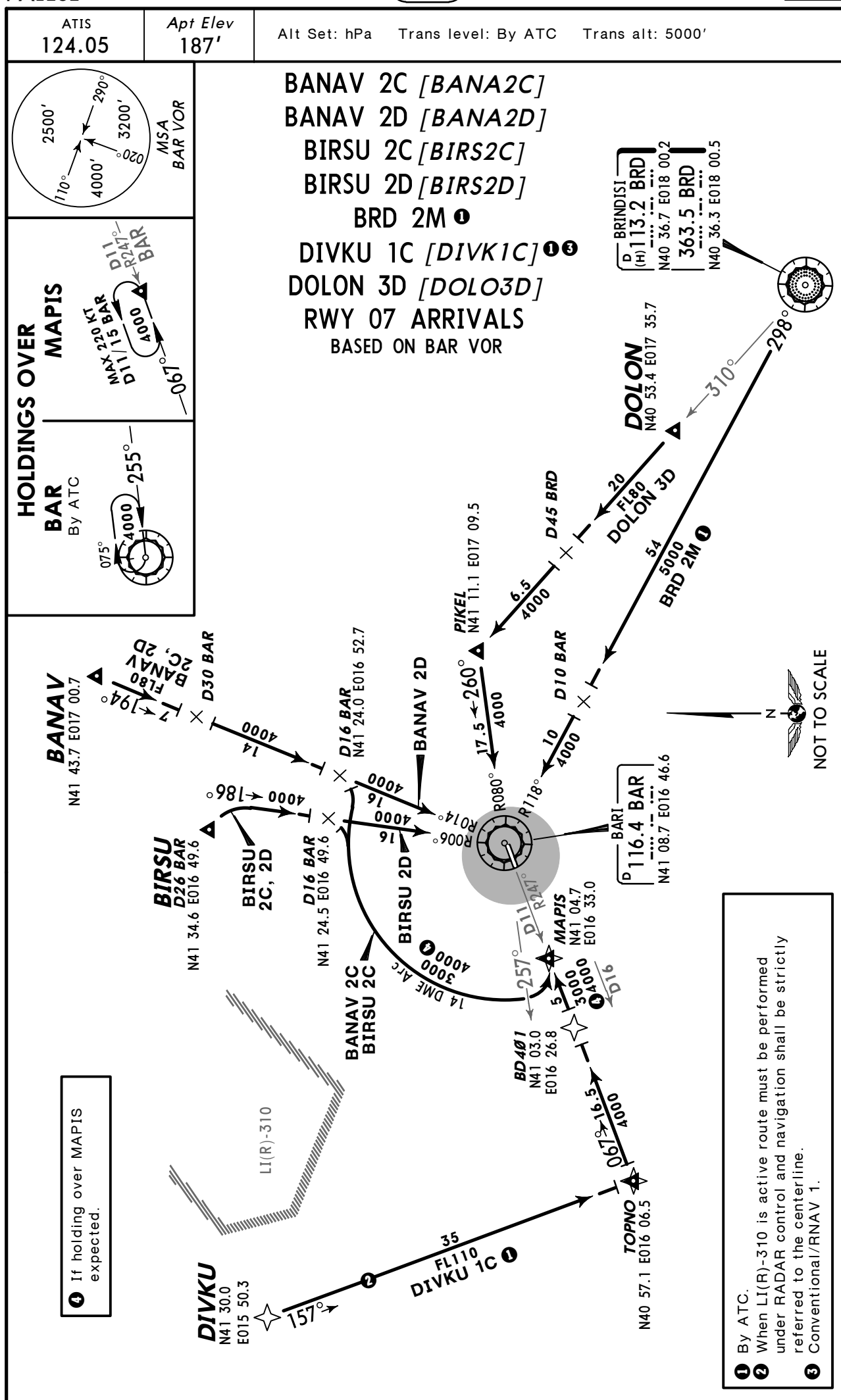
1. Altitudes are based on Bari QNH.

2. Minimum altitudes provide at least 1000' obstacle clearance within 3 NM of the sector boundary until 20 NM from RADAR antenna and within 5 NM of the sector boundary beyond 20 NM from RADAR antenna.

3. Outside these areas the normal minimum enroute level will be used.

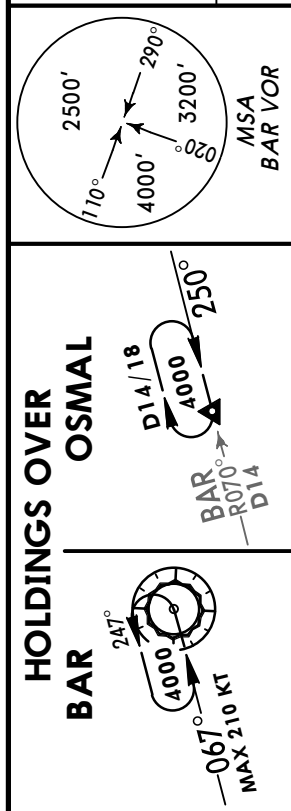
4. Chart only to be used for cross-checking of altitude while under RADAR control.





ATIS
124.05Apt Elev
187'

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



BANAV 2A [BANA2A]

BANAV 2B [BANA2B]

BIRSU 2A [BIRS2A]

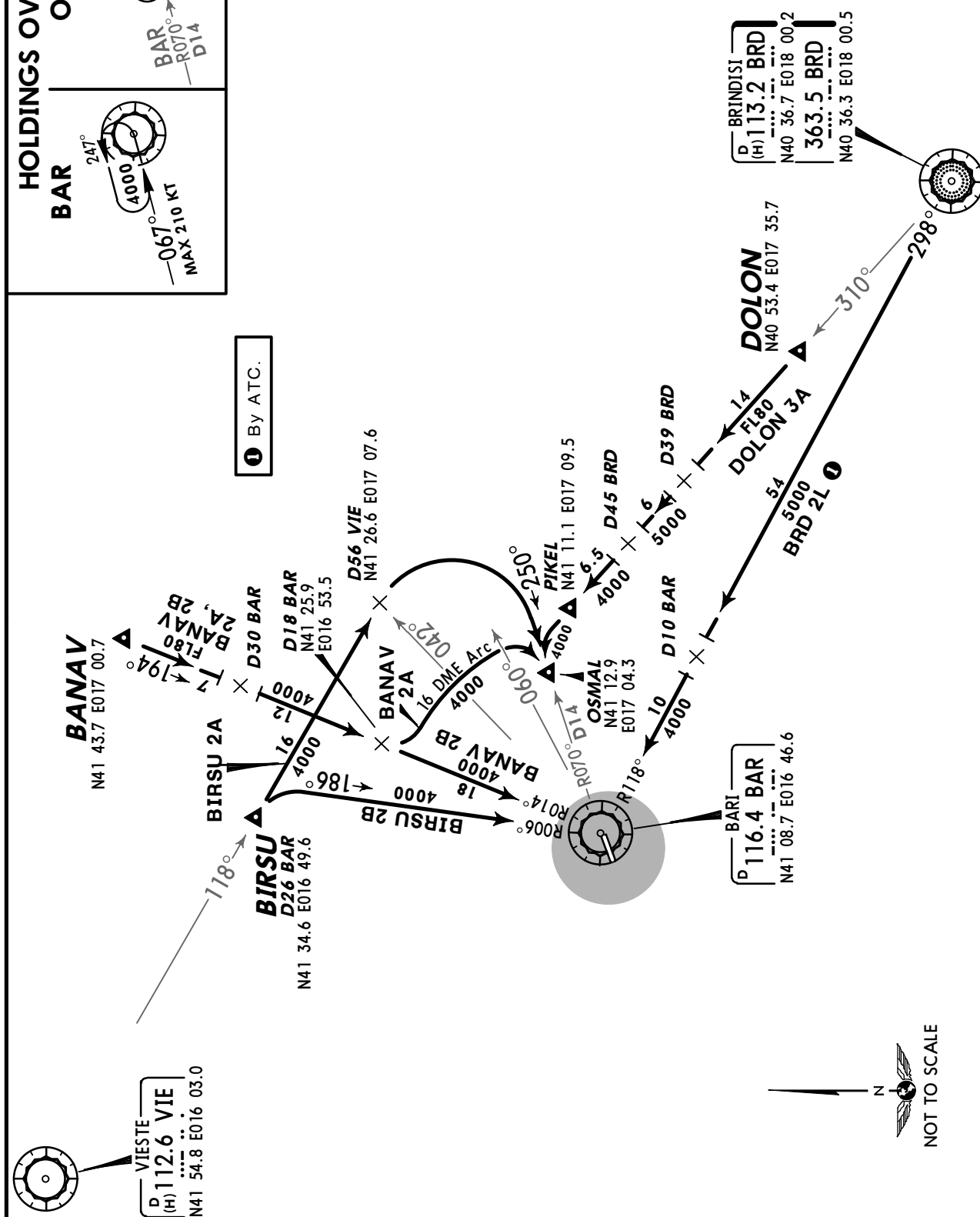
BIRSU 2B [BIRS2B]

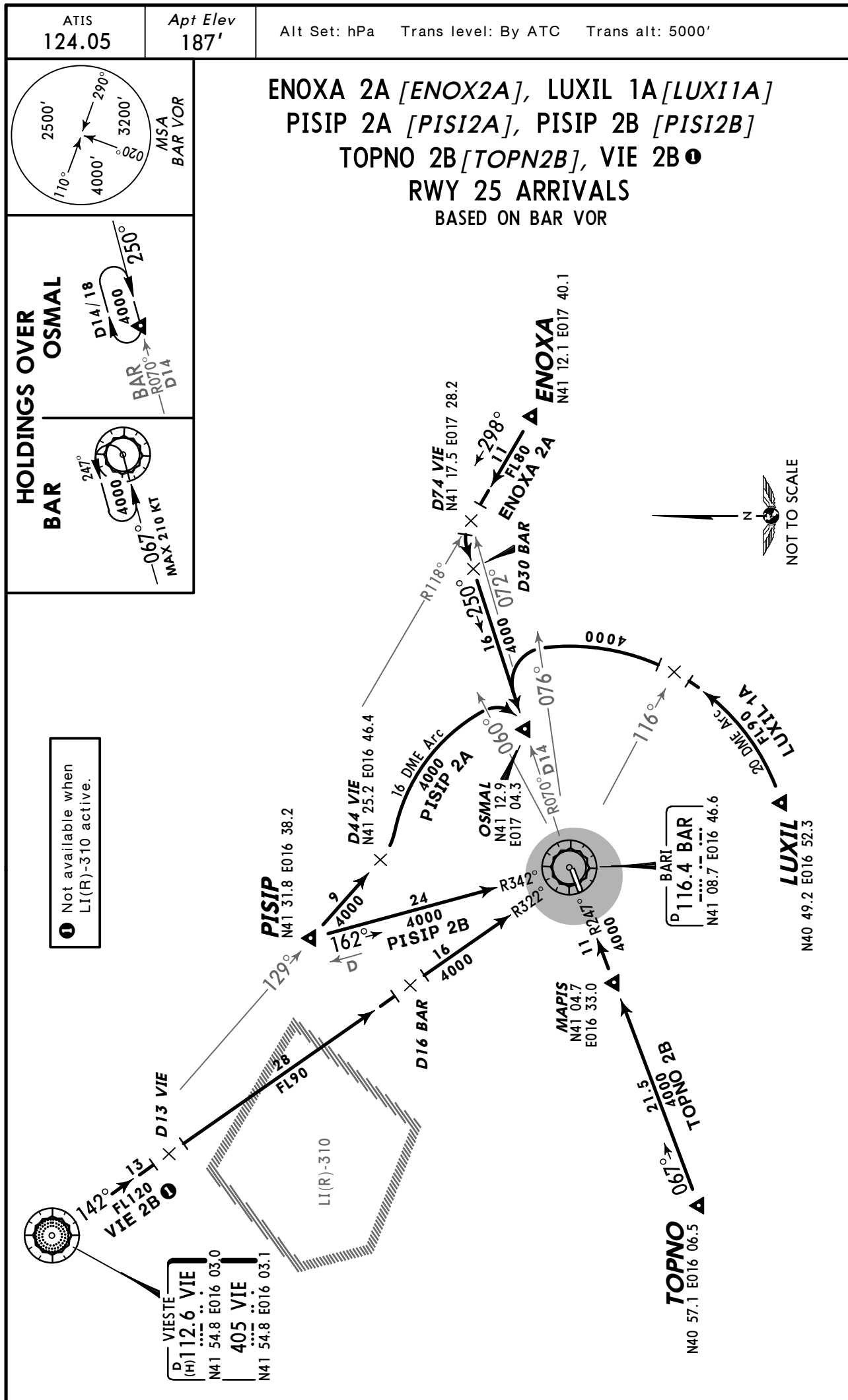
BRD 2L ①

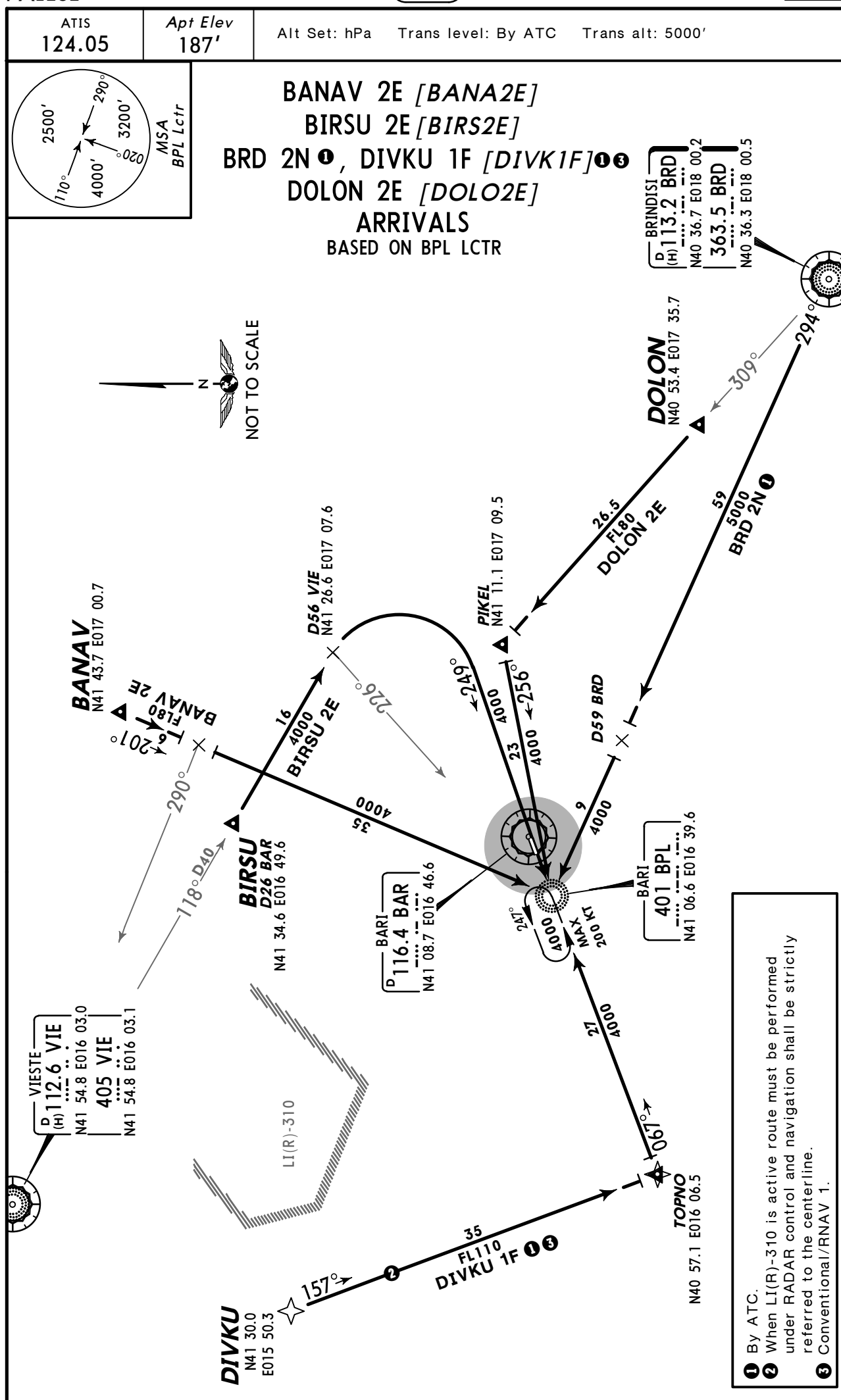
DOLON 3A [DOLO3A]

RWY 25 ARRIVALS

BASED ON BAR VOR

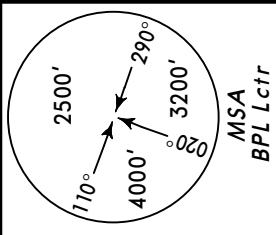






ATIS
124.05Apt Elev
187'

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



ENOXA 2E [ENOX2E]

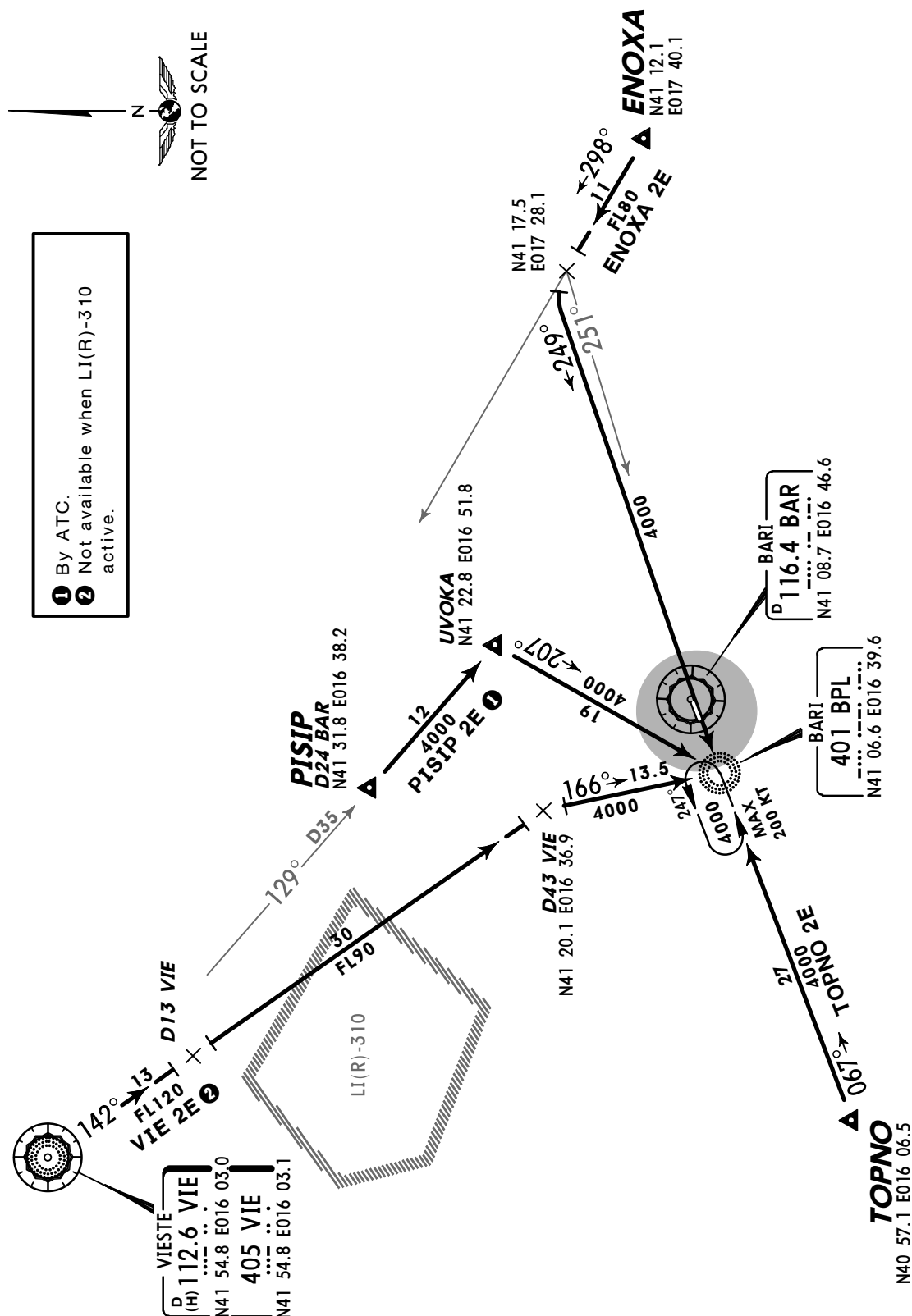
PISIP 2E [PISI2E]①

TOPNO 2E [TOPN2E]

VIE 2E ②

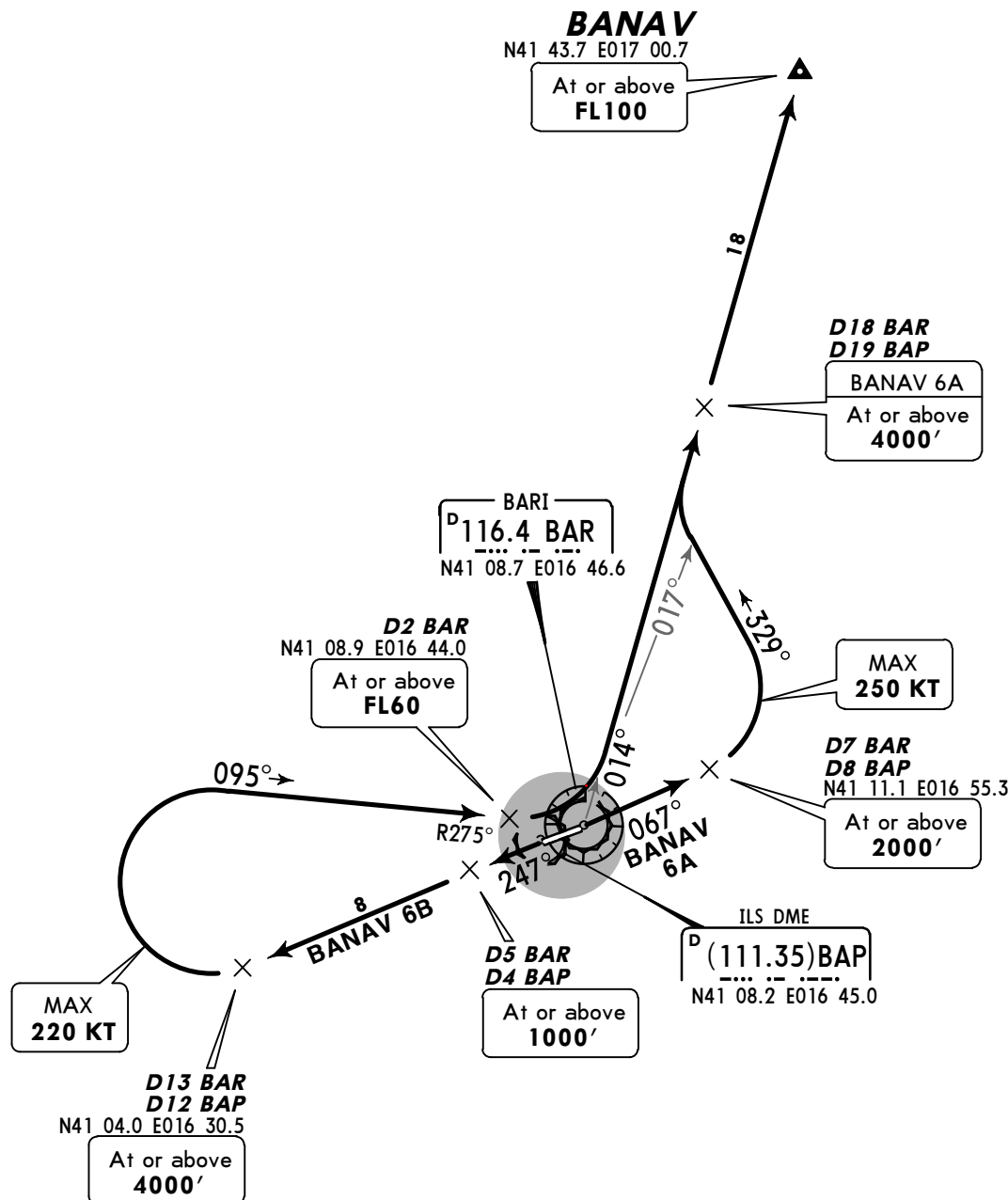
ARRIVALS

BASED ON BPL LCTR



Apt Elev
187'

Trans level: By ATC Trans alt: 5000'

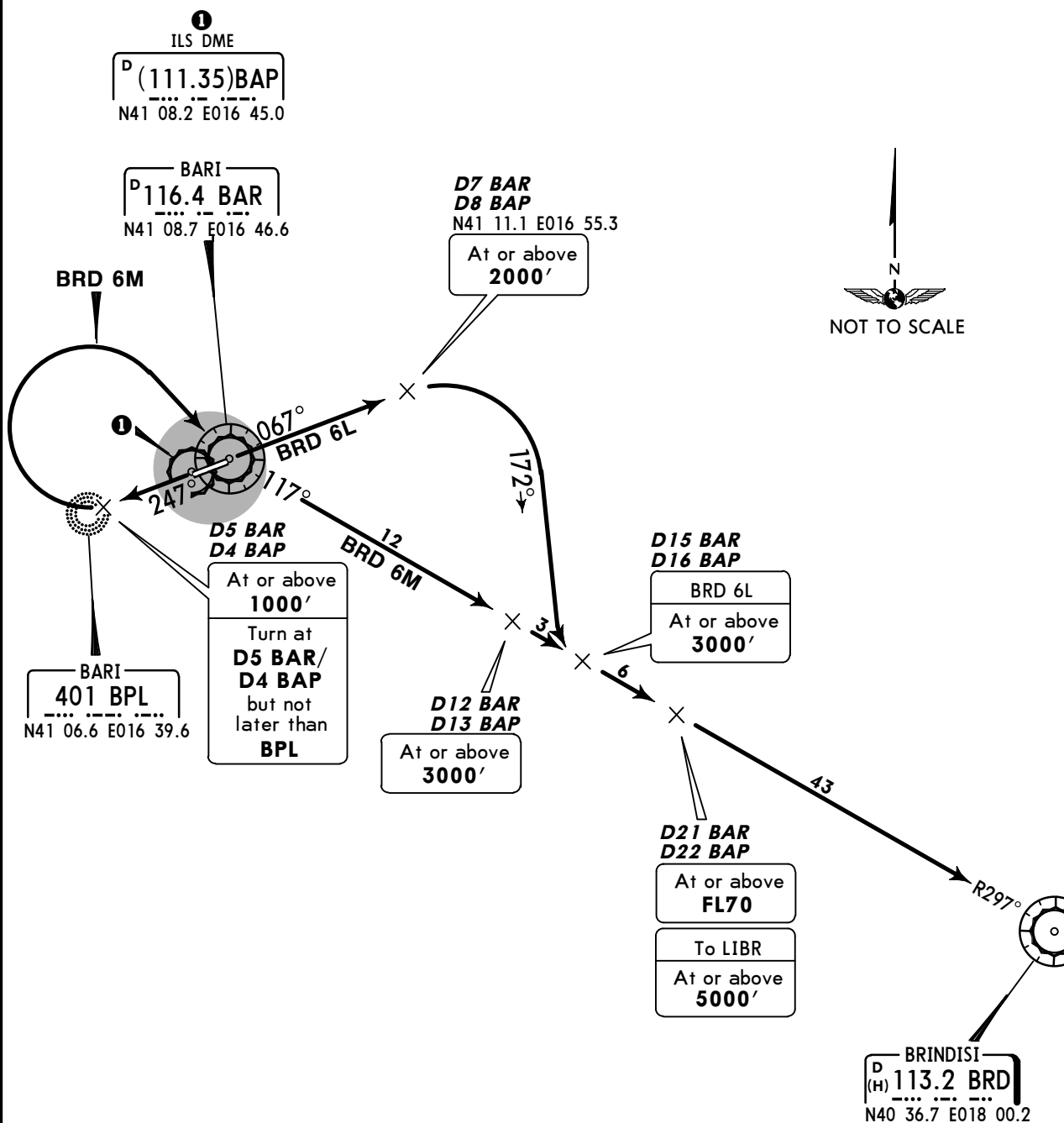
**BANAV 6A [BANA6A]
BANAV 6B [BANA6B]
RWYS 07, 25 DEPARTURES**

These SIDs require a minimum climb gradient of 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
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 R-275 inbound to D2 BAR, turn LEFT, intercept BAR R-014 to BANAV,

Apt Elev
187'Trans level: By ATC Trans alt: 5000'
Initial turn MAX 250 KT.**BRD 6L, BRD 6M**
RWYS 07, 25 DEPARTURES
SIDS PARTIALLY OUTSIDE CONTROLLED AIRSPACE
BY ATC

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

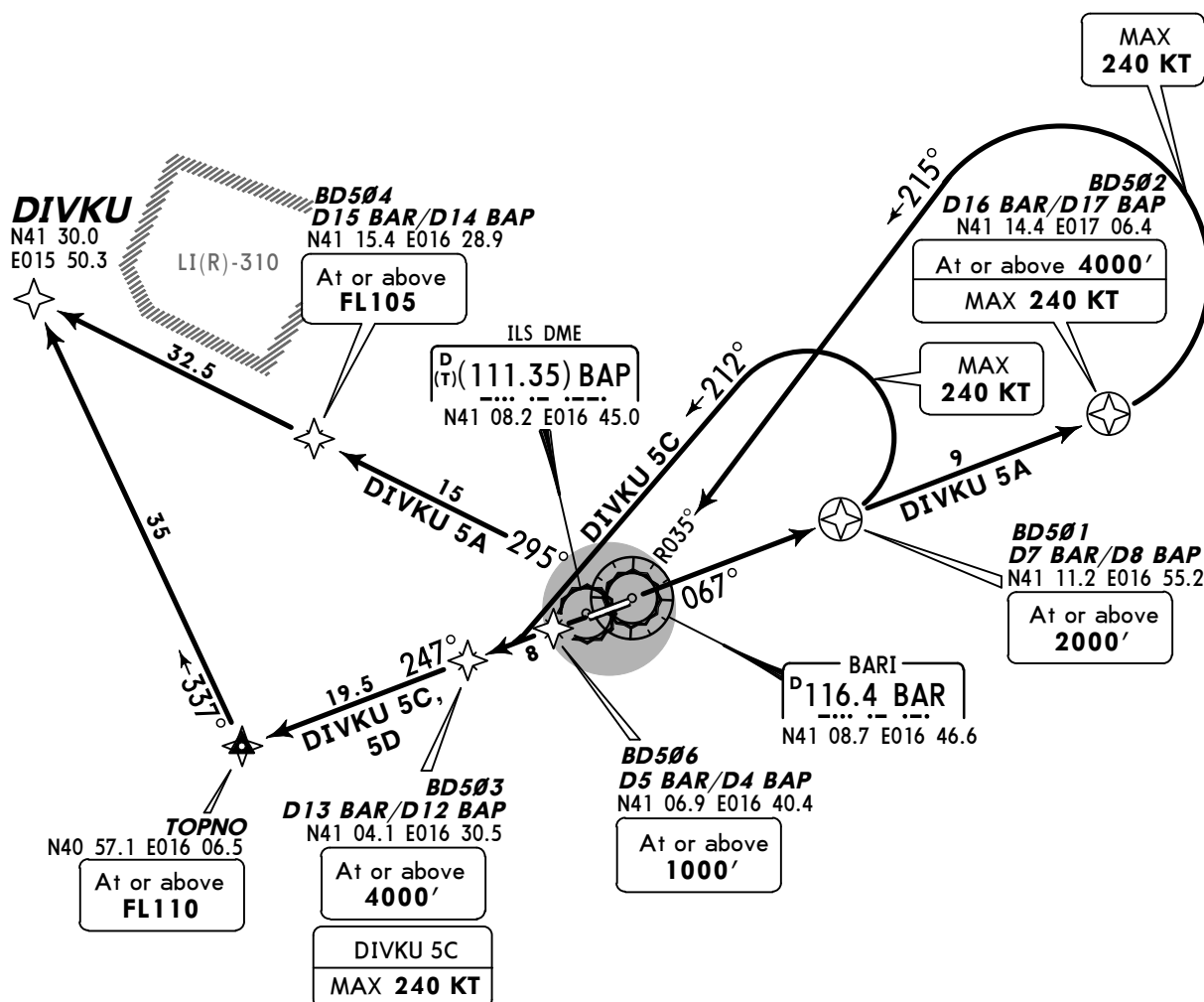
Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500

SID	RWY	ROUTING
BRD 6L	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	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.

Apt Elev
187'

Trans level: By ATC Trans alt: 5000'

**DIVKU 5A[DIVK5A], DIVKU 5C[DIVK5C]
DIVKU 5D[DIVK5D]
RWYS 07, 25 DEPARTURES
CONVENTIONAL/RNAV 1
BY ATC**



These SIDs require a minimum climb gradient of

DIVKU 5A
300' per NM (4.93%) until leaving 3000'.

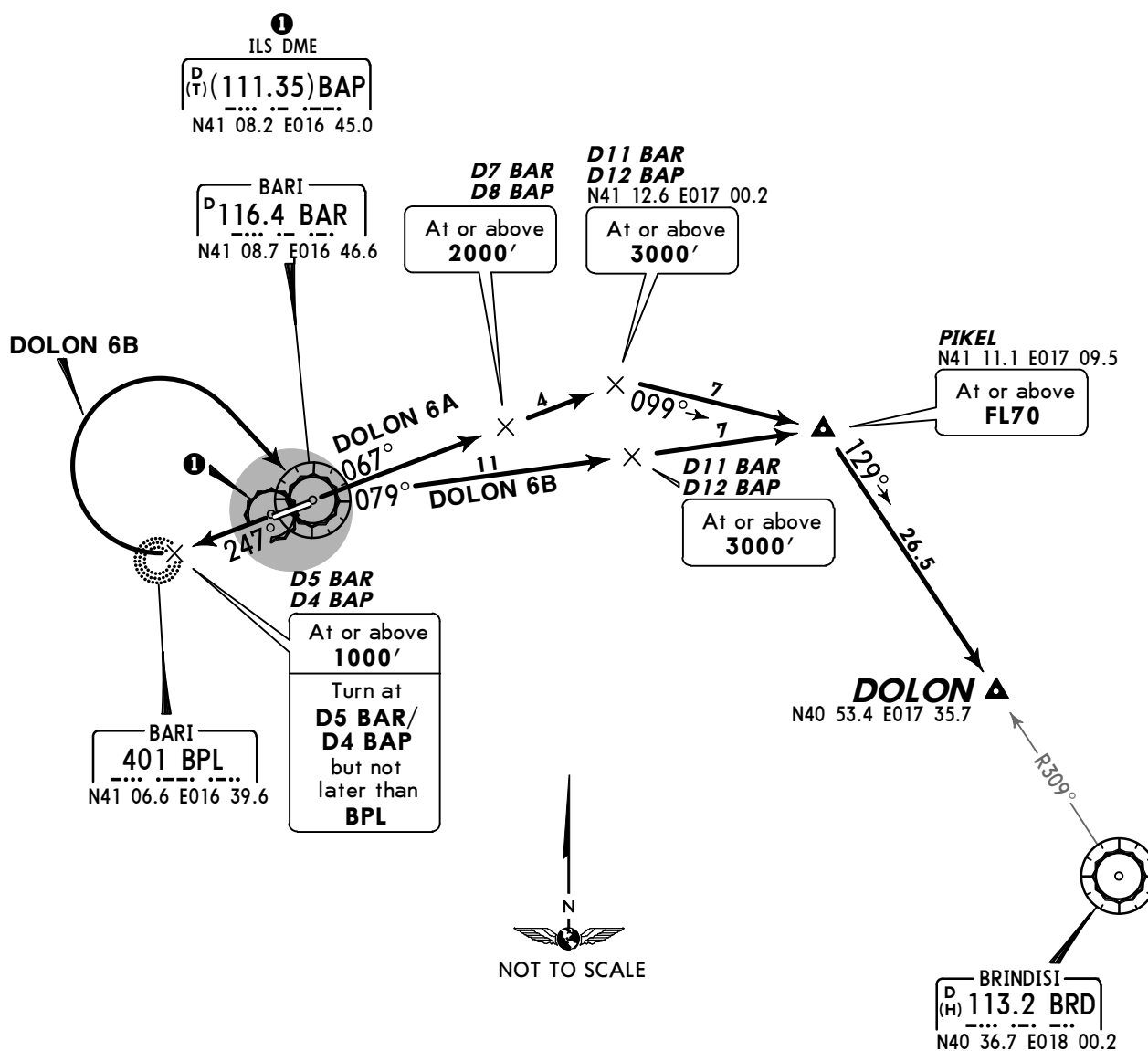
DIVKU 5C, 5D
300' per NM (4.93%) until leaving FL90.

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



SID	RWY	ROUTING
DIVKU 5A ①	07	Intercept BAR R-067 to BD502 (D16 BAR/D17 BAP), turn LEFT, intercept BAR R-035 inbound to BAR, BAR R-295 to DIVKU. RNAV: BD501 (2000'+) - BD502 (4000'+; K240-) - BAR - BD504 (FL105+) - DIVKU.
DIVKU 5C		Intercept BAR R-067 to D7 BAR/D8 BAP, turn LEFT, 212° track, intercept BAR R-247 to TOPNO, turn RIGHT, 337° track to DIVKU. RNAV: BD501 (2000'+) - BD503 (4000'+; K240-) - TOPNO (FL110+) - DIVKU.
DIVKU 5D 25		Intercept BAR R-247 to TOPNO, turn RIGHT, 337° track to DIVKU. RNAV: BD506 (1000'+) - BD503 (4000'+) - TOPNO (FL110+) - DIVKU.

① Not available when LI(R)-310 is active.

Apt Elev
187'Trans level: By ATC Trans alt: 5000'
Turns after takeoff MAX 250 KT.**DOLON 6A [DOLO6A]
DOLON 6B [DOLO6B]
RWYS 07, 25 DEPARTURES**

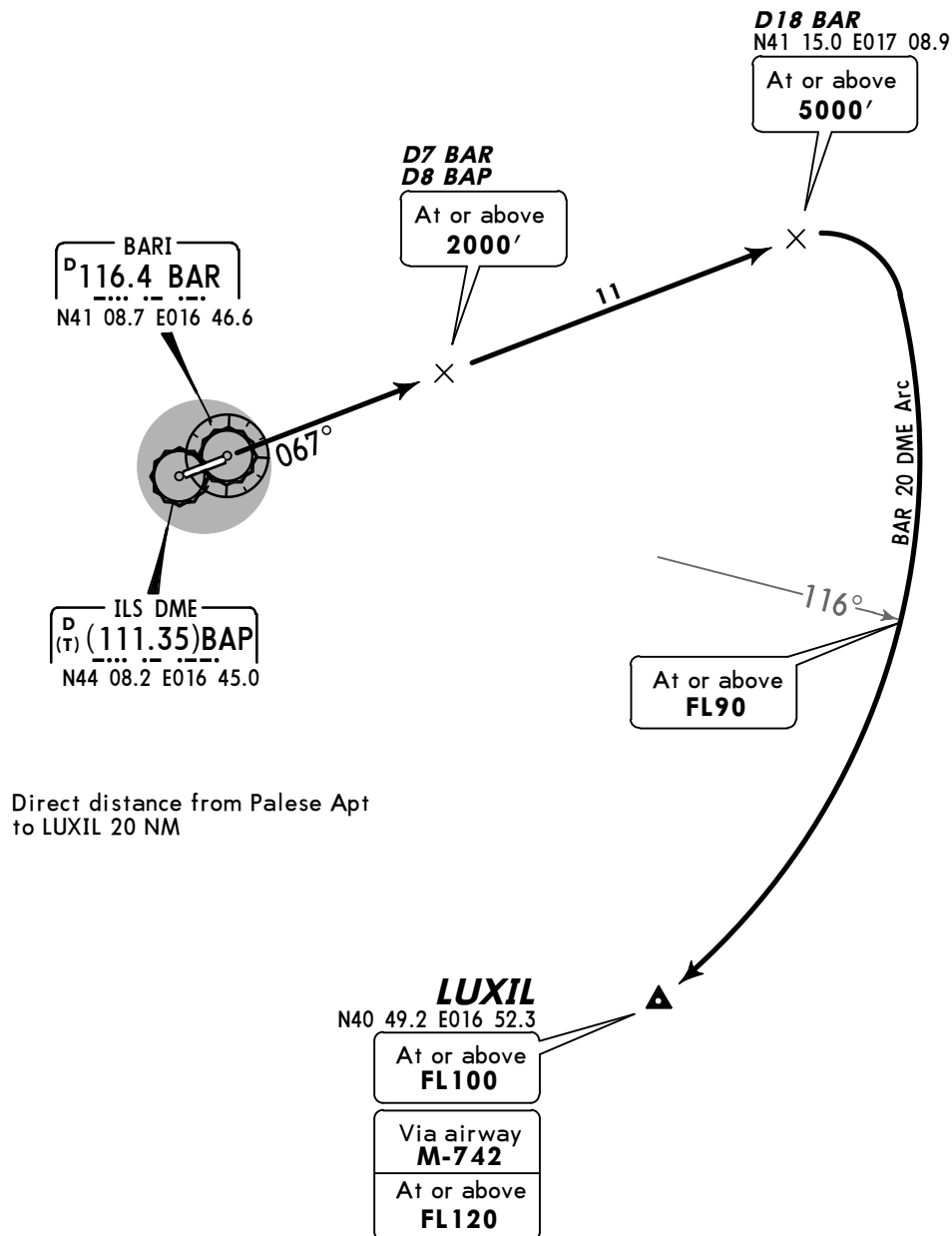
These SIDs require a minimum climb gradient of 300' per NM (4.93%) until leaving 3000'.

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

SID	RWY	ROUTING
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'

LUXIL 6A [LUXI6A]
RWY 07 DEPARTURE

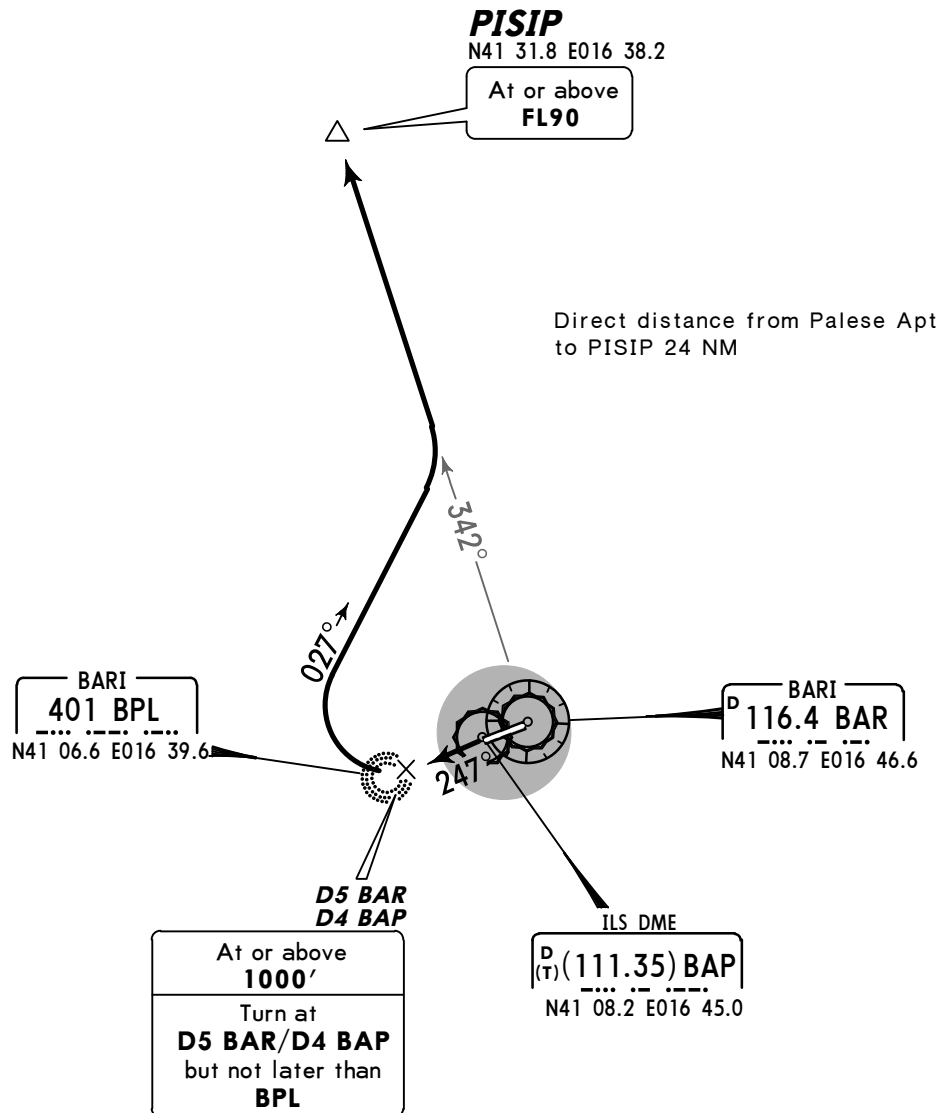
This SID requires a minimum climb gradient
of
300' per NM (4.93%) until leaving FL90.

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



ROUTING

Intercept BAR R-067 to D18 BAR, turn RIGHT, along BAR 20 DME arc to LUXIL.

Apt Elev
187'Trans level: By ATC Trans alt: 5000'
Turns after take-off MAX 250 KT.PISIP 5B [PISI5B]
RWY 25 DEPARTURE

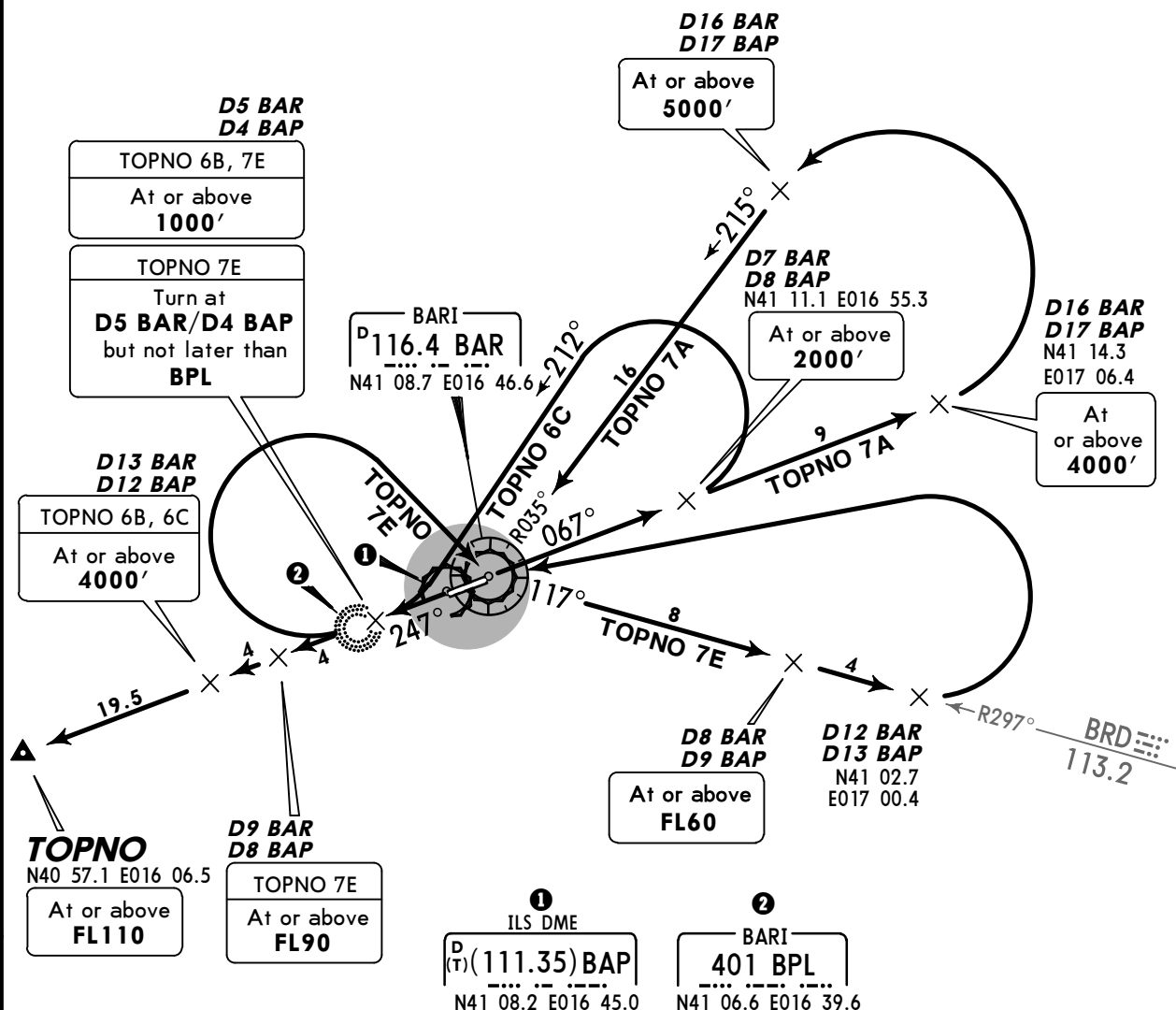
This SID requires a minimum climb gradient
of
300' per NM (4.93%) until leaving FL90.

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



ROUTING

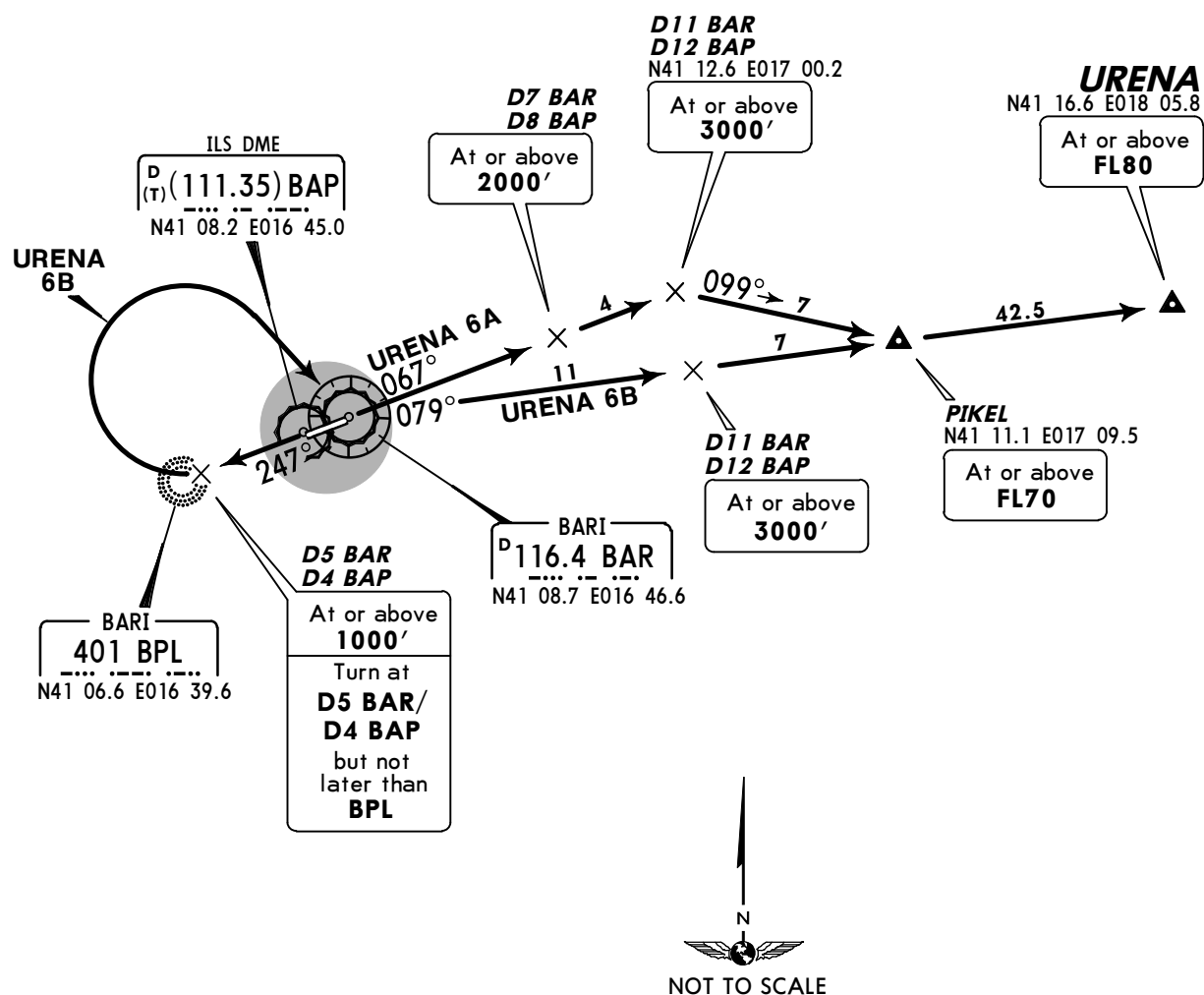
Intercept BAR R-247, at D5 BAR/D4 BAP, but not later than BPL, turn RIGHT, 027° track,
intercept BAR R-342 to PISIP.

Apt Elev
187'Trans level: By ATC Trans alt: 5000'
Turns after take-off MAX 250 KT.TOPNO 7A [TOPN7A], TOPNO 6B [TOPN6B]
TOPNO 6C [TOPN6C], TOPNO 7E [TOPN7E]
RWYS 07, 25 DEPARTURES

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
TOPNO 7A By ATC	07	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 to BAR, BAR R-247 to TOPNO.

Apt Elev
187'Trans level: By ATC Trans alt: 5000'
Turns after take-off MAX 250 KT.URENA 6A [UREN6A]
URENA 6B [UREN6B]
RWYS 07, 25 DEPARTURES

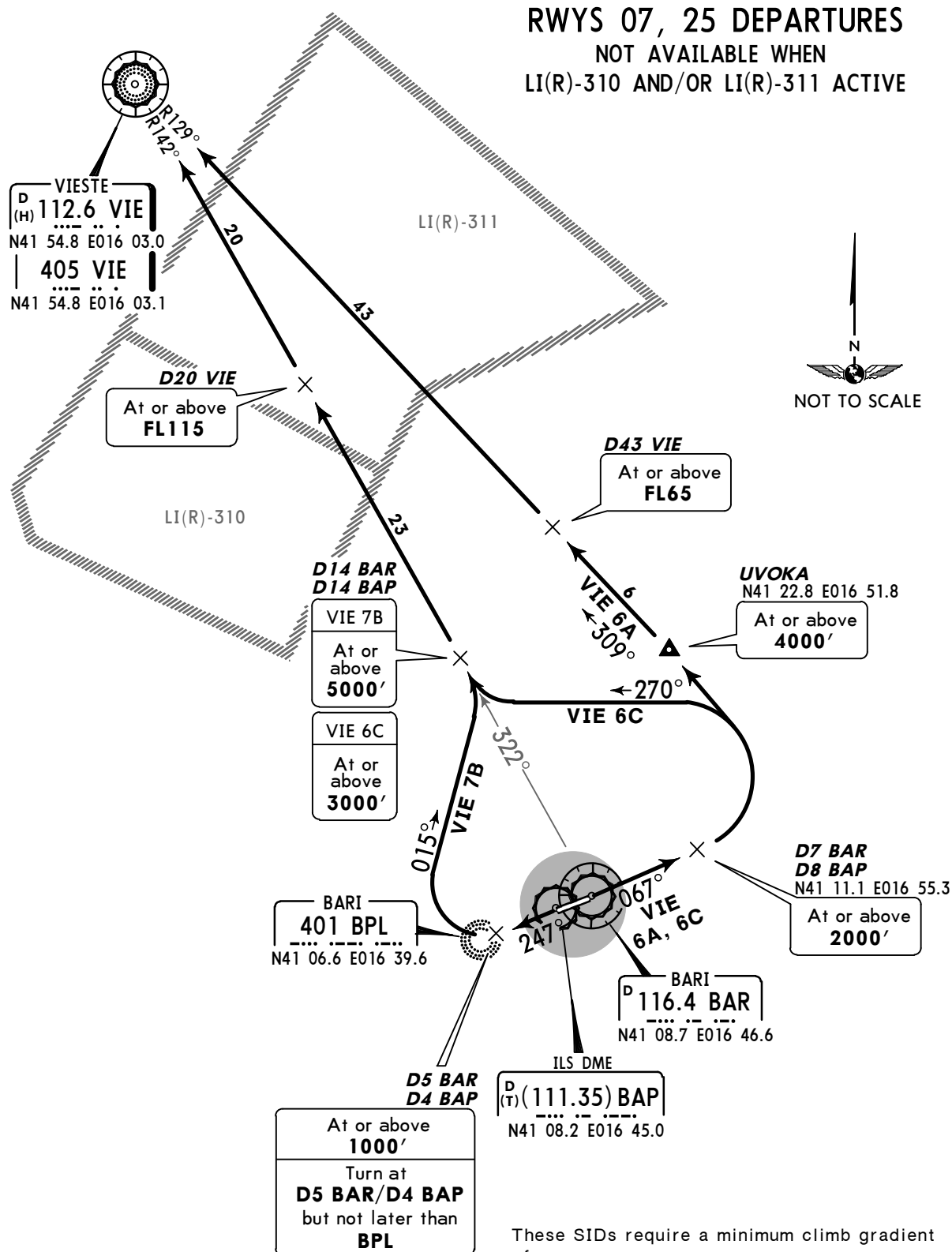
These SIDs require a minimum climb gradient of 300' per NM (4.93%) until leaving 3000'.

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

SID	RWY	ROUTING
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 to BAR, BAR R-079 via PIKEL to URENA.

Apt Elev
187'Trans level: By ATC Trans alt: 5000'
Turns after take-off MAX 250 KT.

VIE 6A, VIE 7B, VIE 6C
RWYS 07, 25 DEPARTURES
NOT AVAILABLE WHEN
LI(R)-310 AND/OR LI(R)-311 ACTIVE



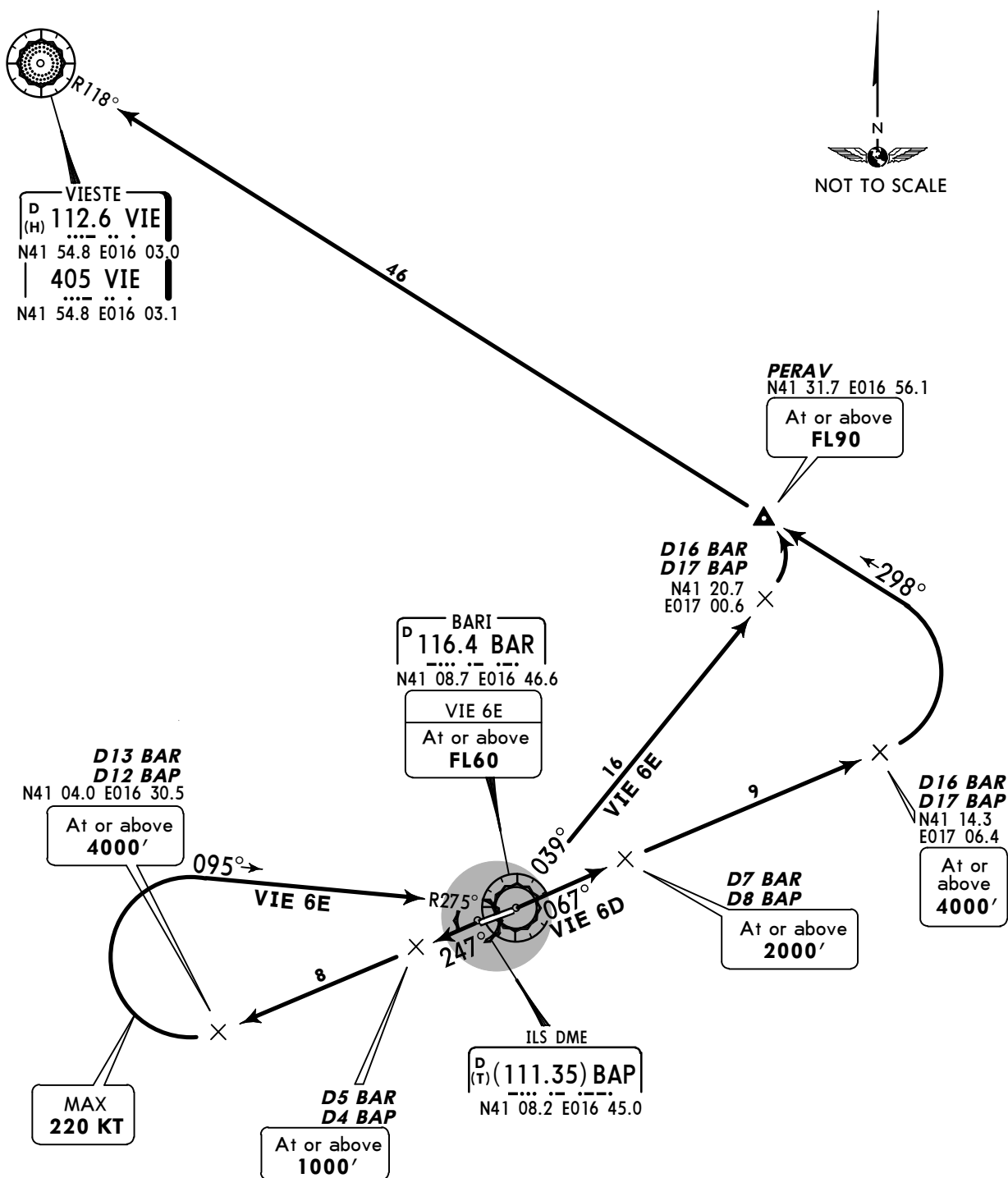
These SIDs require a minimum climb gradient of 300' per NM (4.93%) until leaving 3000'.

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 BAR R-322 (VIE R-142 inbound) to VIE.

Apt Elev
187'

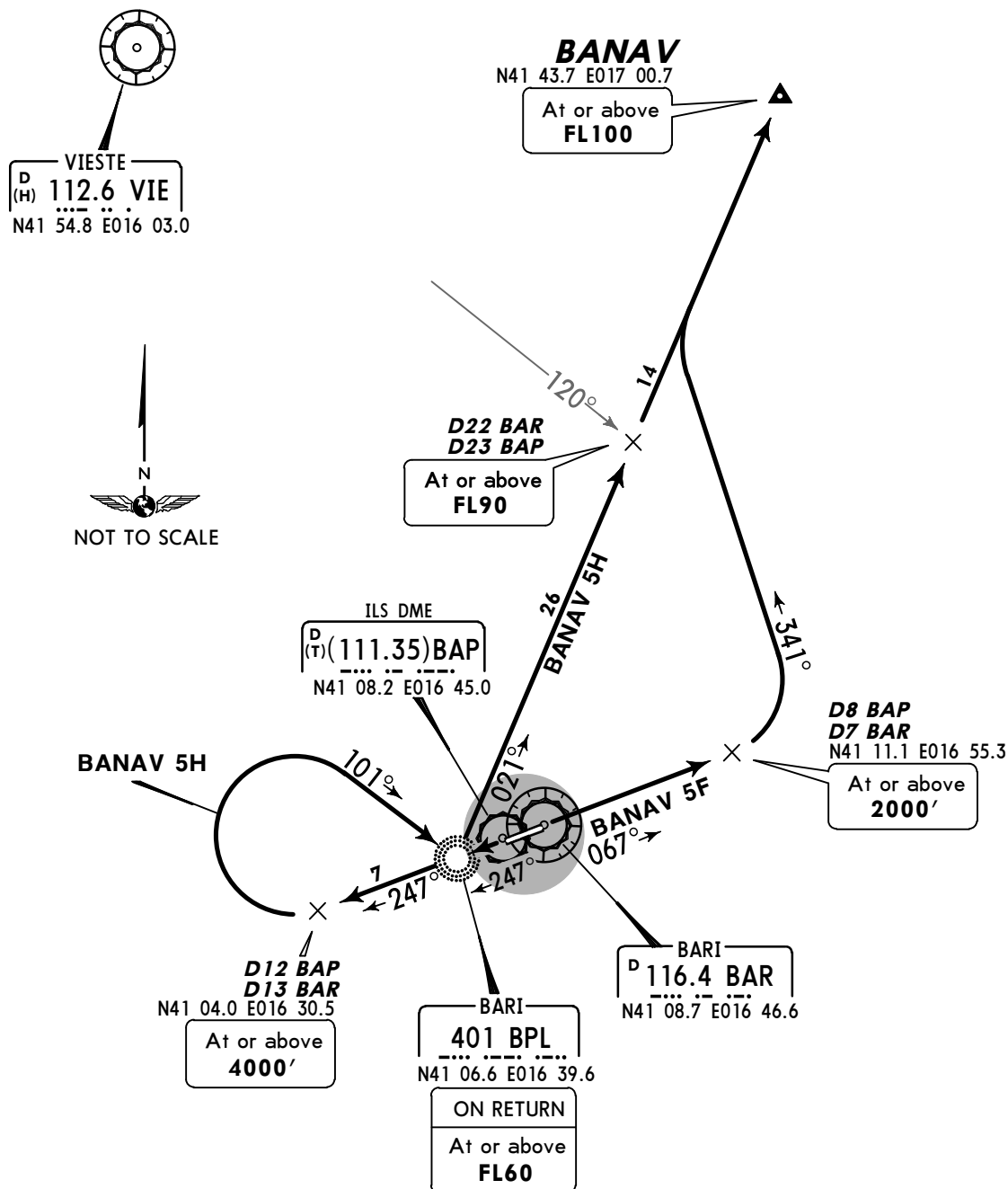
Trans level: By ATC Trans alt: 5000'

VIE 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 R-118 inbound via PERAV to VIE.

Apt Elev
187'Trans level: By ATC Trans alt: 5000'
BANAV 5H: Turns after take-off MAX 250 KT.**BANAV 5F [BANA5F]
BANAV 5H [BANA5H]
RWYS 07, 25 DEPARTURES
BASED ON BPL LCTR**

These SIDs require minimum climb gradients of

BANAV 5F
300' per NM (4.93%) until leaving 3000'.

BANAV 5H
325' per NM (5.35%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625
300' per NM	375	500	750	1000	1250	1500

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 101° bearing to BPL, 021° bearing to BANAV.

Trans level: By ATC Trans alt: 5000'
BRD 6H: Turns after take-off MAX 250 KT.

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625
300' per NM	375	500	750	1000	1250	1500

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Trans level: By ATC Trans alt: 5000'

DIVKU
N41 30.0
E015 50.3

LI(R)-310

BD507
D10 BAP/D11 BAR
N41 10.2 E016 32.2

At or above
FL105

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

DIVKU 5F, 5G

MAX 240 KT

DIVKU 5F, 5H

BD501
D8 BAP/D7 BAR
N41 11.2 E016 55.2

At or above
2000'

TOPNO
N40 57.1 E016 06.5

At or above
FL110

BD503
D12 BAP/D13 BAR
N41 04.1 E016 30.5

BARI
401 BPL
N41 06.6 E016 39.6

DIVKU 5F
At or above **FL60**
MAX 240 KT

DIVKU 5G
At or above **FL90**
MAX 240 KT

BARI
116.4 BAR
N41 08.7 E016 46.6

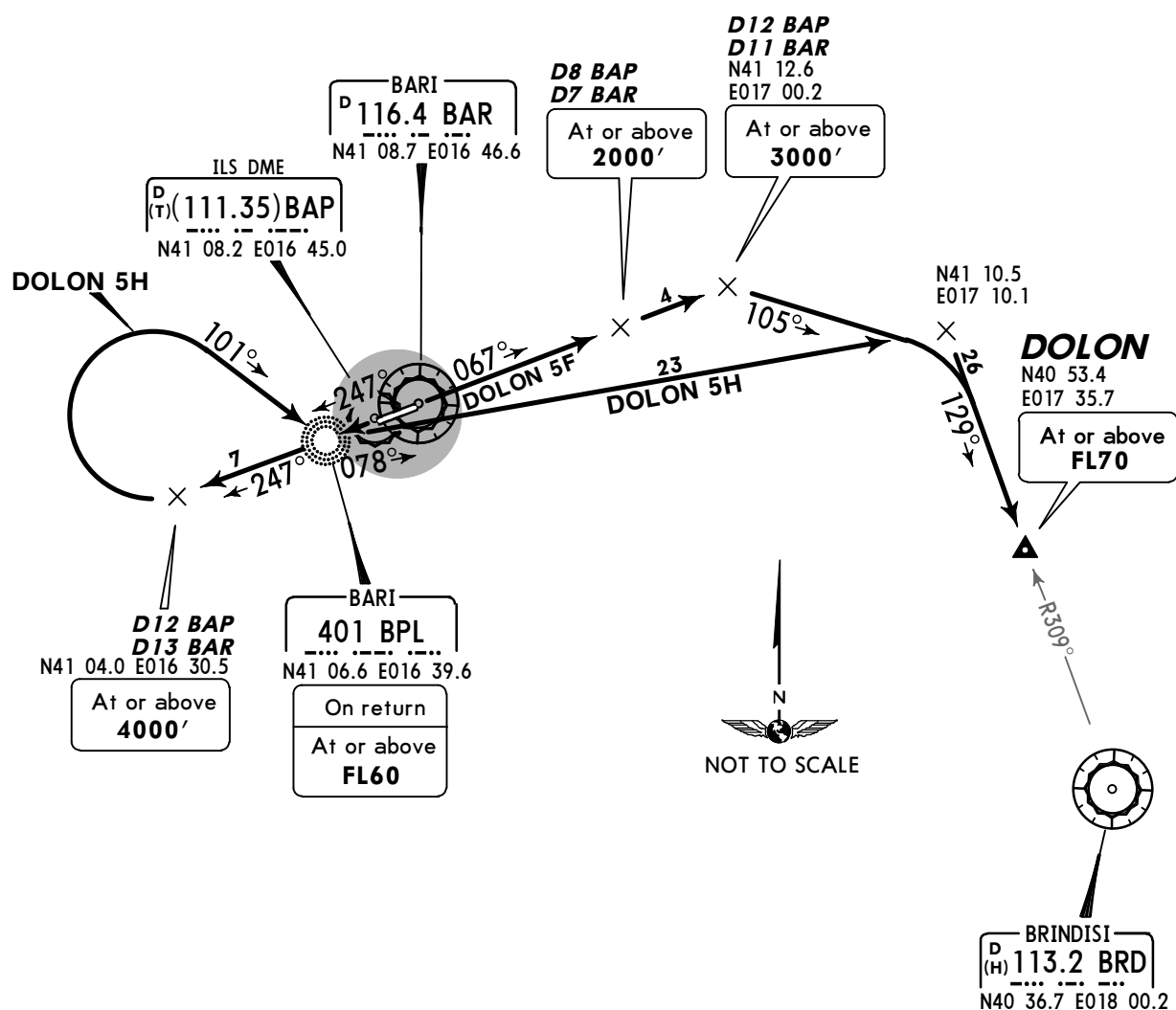
N

NOT TO SCALE

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625
300' per NM	375	500	750	1000	1250	1500

SID	RWY	ROUTING
DIVKU 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, 337° track to DIVKU. RNAV: BD501 (2000'+) - BPL (FL60+; K240-) - TOPNO (FL110+) - DIVKU.
DIVKU 5G ①		Intercept 067° bearing from BPL to D8 BAP (D7 BAR), turn LEFT, intercept 222° bearing to BPL, 300° bearing to DIVKU. RNAV: BD501 (2000'+) - BPL (FL90+; K240-) - BD507 (FL105+) - DIVKU.
DIVKU 5H	25	Intercept 247° bearing via BPL to TOPNO, turn RIGHT, 337° to DIVKU. RNAV: BD503 (4000'+) - TOPNO (FL110+) - DIVKU.

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Apt Elev
187'Trans level: By ATC Trans alt: 5000'
DOLON 5H: Turns after take-off MAX 250 KT.**DOLON 5F [DOLO5F]
DOLON 5H [DOLO5H]
RWYS 07, 25 DEPARTURES
BASED ON BPL LCTR**

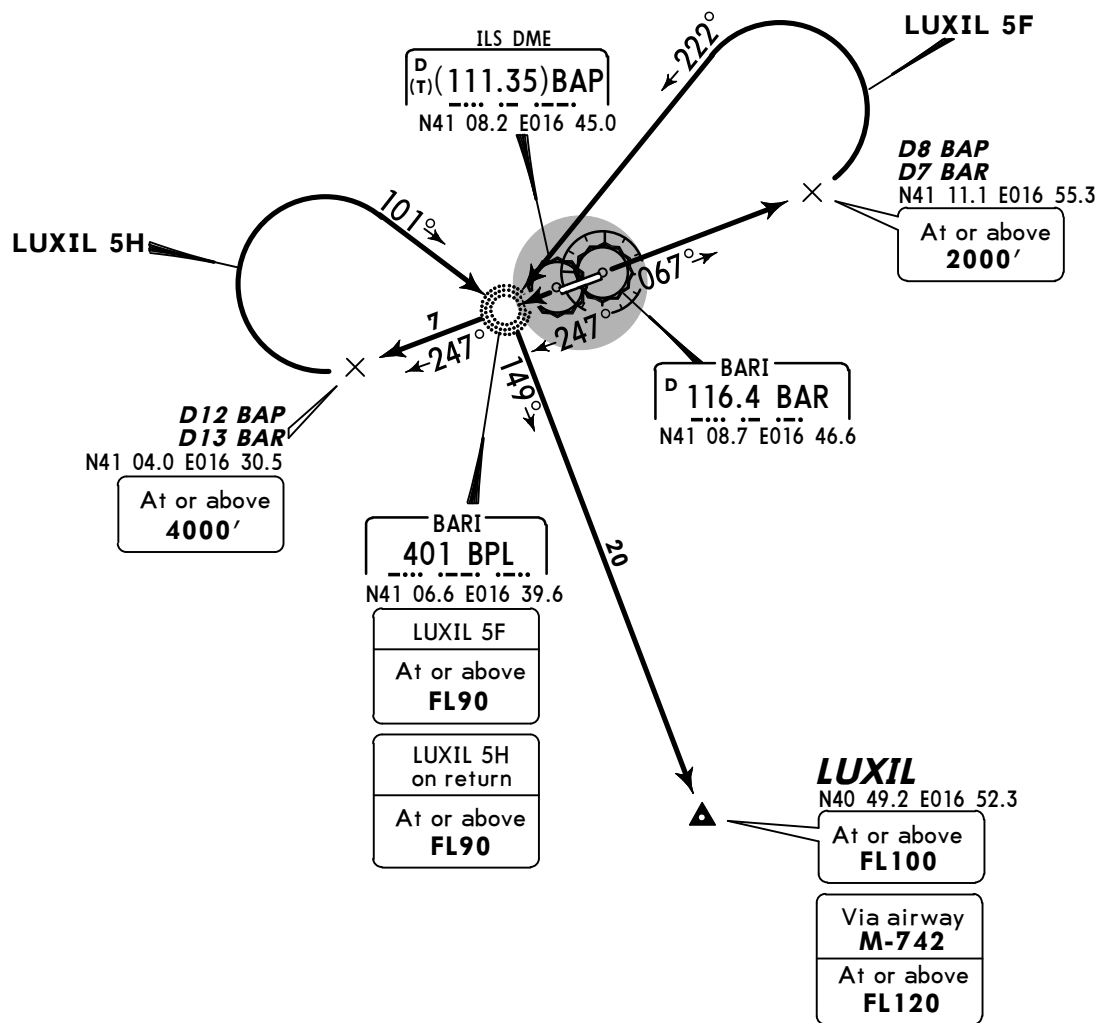
These SIDs require minimum climb gradients
of

DOLON 5F
300' per NM (4.93%) until leaving 3000'.

DOLON 5H
325' per NM (5.35%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625
300' per NM	375	500	750	1000	1250	1500

SID	RWY	ROUTING
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'
Turns after take-off MAX 250 KT.**LUXIL 5F [LUXI5F], LUXIL 5H [LUXI5H]
RWYS 07, 25 DEPARTURES**
BASED ON BPL LCTR

These SIDs require minimum climb gradients of

LUXIL 5F

300' per NM (4.93%) until leaving FL90.

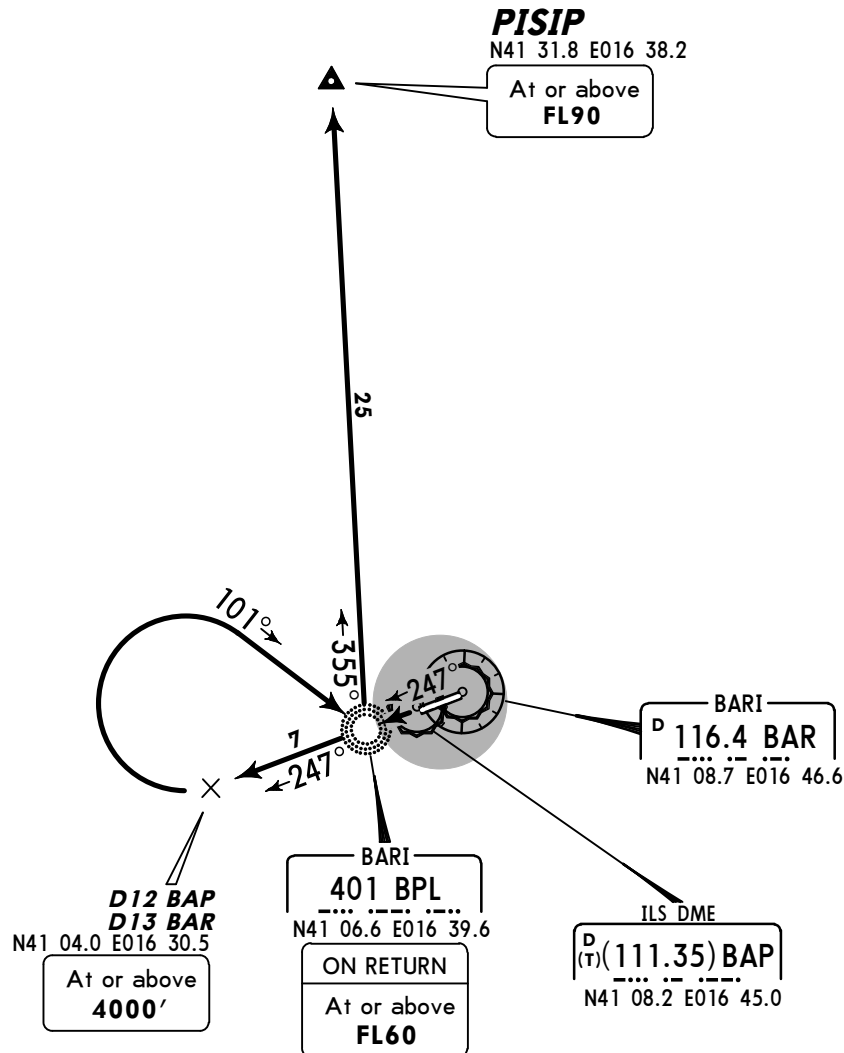
LUXIL 5H

325' per NM (5.35%) until leaving FL90.

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625
300' per NM	375	500	750	1000	1250	1500



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.

Apt Elev
187'Trans level: By ATC Trans alt: 5000'
Turns after take-off MAX 250 KT.PISIP 5H [PISI5H]
RWY 25 DEPARTURE
BASED ON BPL LCTR

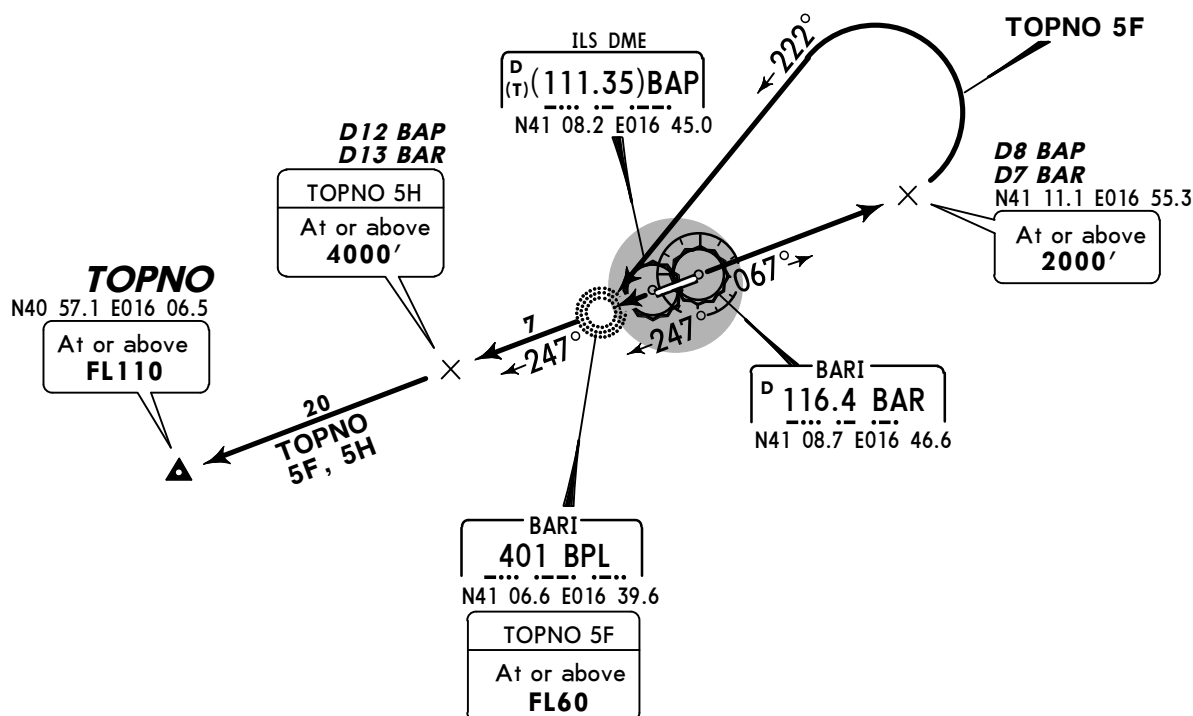
This SID requires a minimum climb gradient
of
325' per NM (5.35%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625



ROUTING

Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing
to BPL, 355° bearing to PISIP.

Apt Elev
187'Trans level: By ATC Trans alt: 5000'
TOPNO 5F: Turns after take-off MAX 250 KT.TOPNO 5F [TOPN5F], TOPNO 5H [TOPN5H]
RWYS 07, 25 DEPARTURES
BASED ON BPL LCTR

These SIDs require minimum climb gradients
of

TOPNO 5F

300' per NM (4.93%) until leaving 3000'.

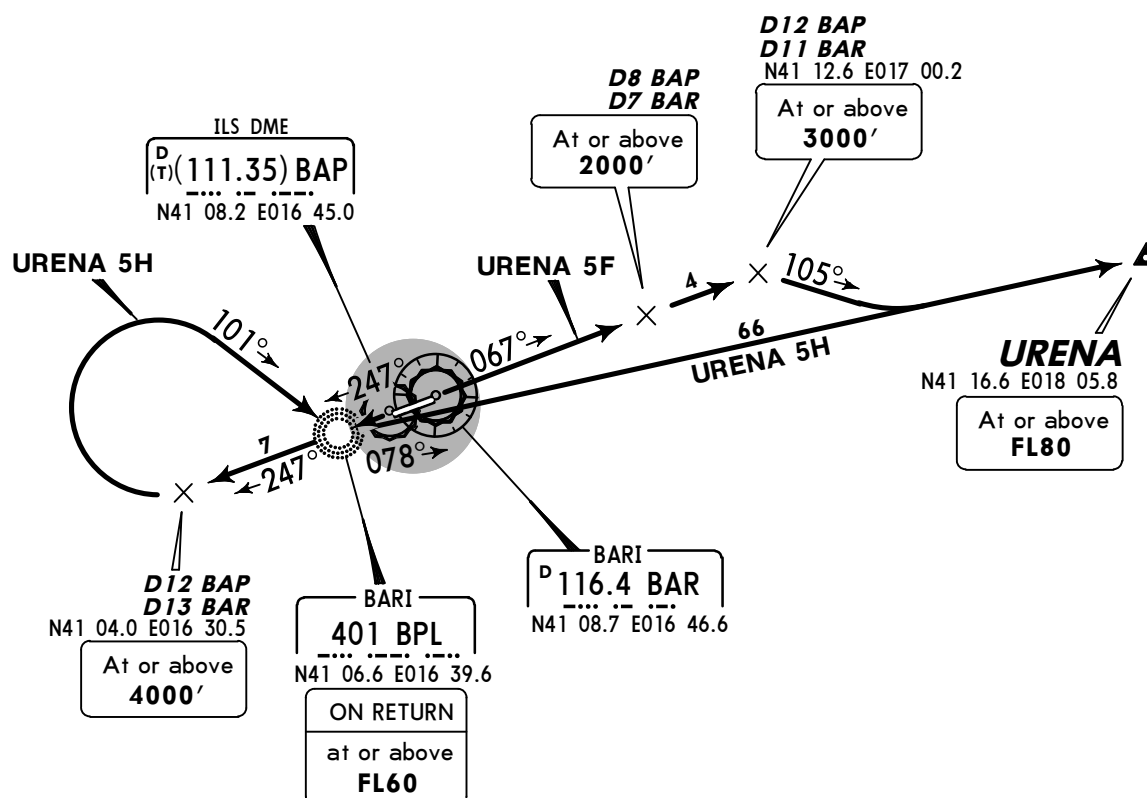
TOPNO 5H

325' per NM (5.35%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625
300' per NM	375	500	750	1000	1250	1500



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

Apt Elev
187'Trans level: By ATC Trans alt: 5000'
URENA 5H: Turns after take-off MAX 250 KT.URENA 5F [UREN5F]
URENA 5H [UREN5H]
RWYS 07, 25 DEPARTURES
BASED ON BPL LCTRThese SIDs require minimum climb gradients
of**URENA 5F**

300' per NM (4.93%) until leaving 3000'.

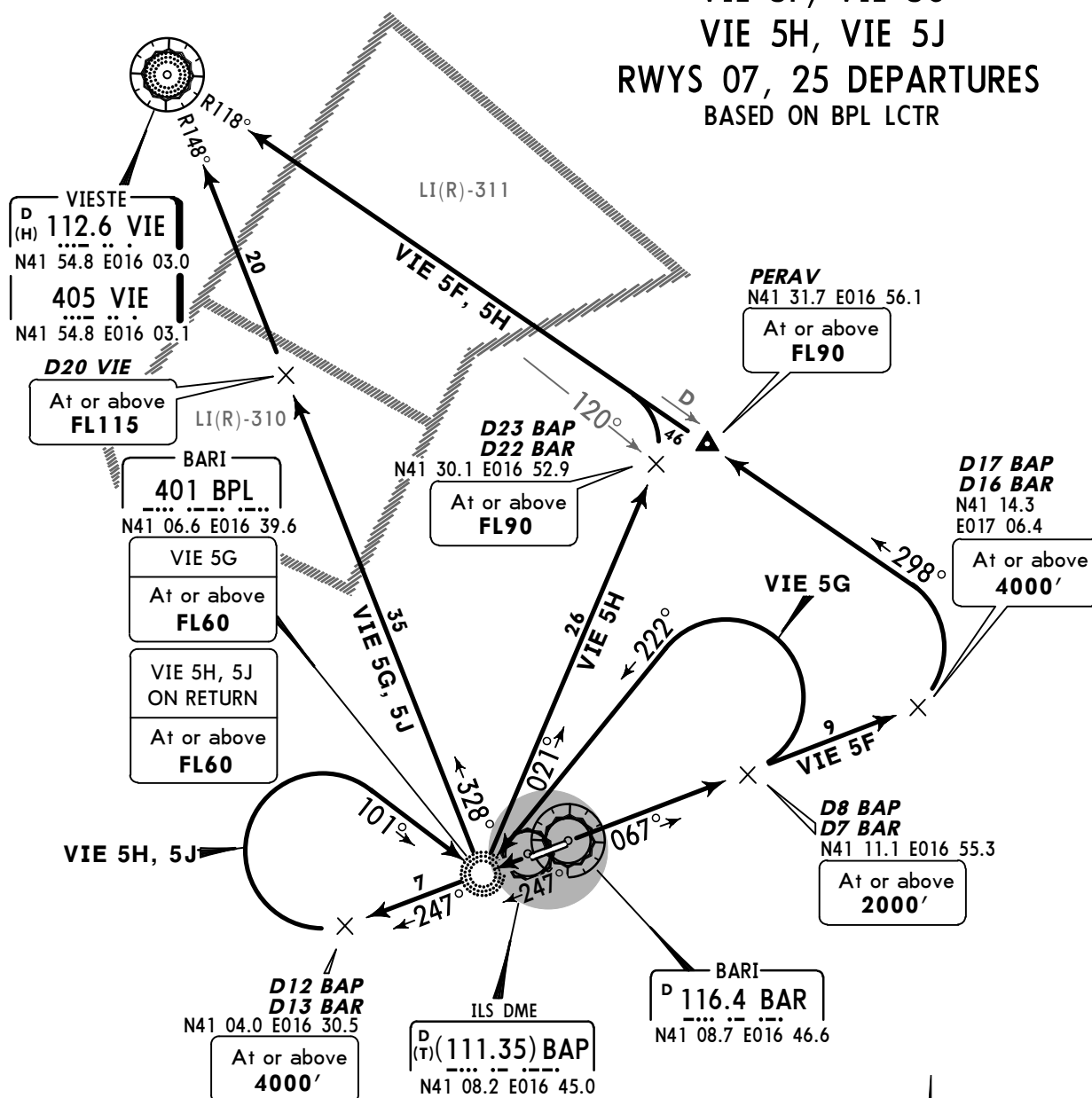
URENA 5H

325' per NM (5.35%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625
300' per NM	375	500	750	1000	1250	1500



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 101° bearing to BPL, 078° bearing to URENA.

Apt Elev
187'Trans level: By ATC Trans alt: 5000'
Turns after take-off 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

300' per NM (4.93%) until leaving 3000'.

VIE 5H, 5J

325' per NM (5.35%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625
300' per NM	375	500	750	1000	1250	1500

SID	RWY	ROUTING
VIE 5F	07	Intercept 067° bearing from BPL to D17 BAP (D16 BAR), turn LEFT, intercept VIE R-118 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 to D23 BAP (VIE R-120), turn LEFT, intercept VIE R-118 inbound to VIE.
VIE 5J ①		Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing to BPL, 328° bearing to VIE.
① Not available when LI(R)-310 and/or LI(R)-311 is active.		

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 TWY T between holding position G and TWY F, with the ACFT oriented "nose east". This position is accessible by taxiing via F, RWY, G or towing.

Idle engine run-ups for short period can be carried out on every apron and the request shall be forwarded to the aerodrome operator by means of the handler. Helicopters engine run-up not allowed on apron.

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

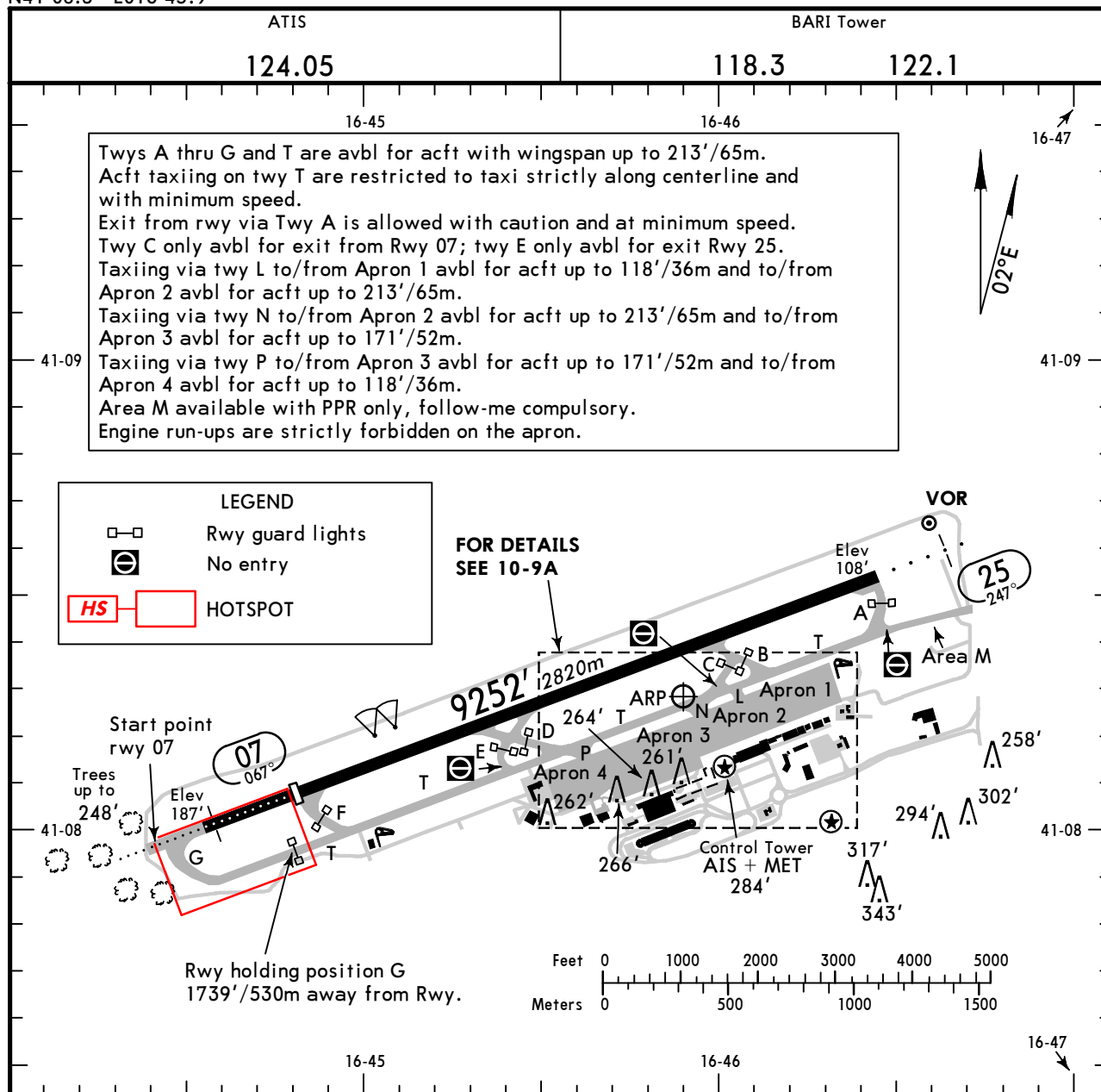
Engine run-ups request, with indication of estimated time and the facilities necessary, shall be forwarded to the aerodrome operator by the handler.

REVERSE THRUST

For landing aircraft the use of reverse thrust exceeding minimum limits indicated in the ACFT 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

ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH
RWY						LANDING BEYOND			
		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 Start point rwy 07	9843' (3000m)
From rwy head	9252' (2820m)
From twy F int (on request)	8018' (2444m)

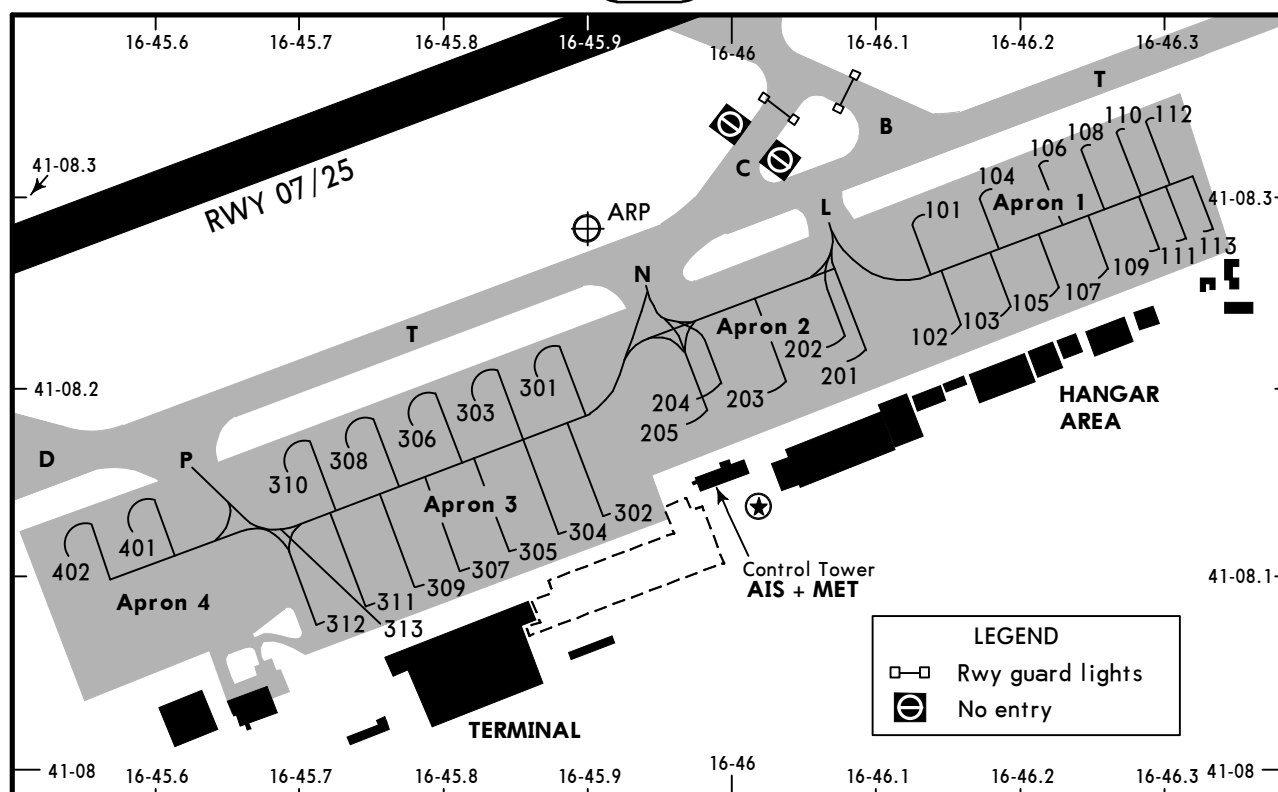
RWY 25:

From rwy head	9252' (2820m)
From 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 of the follow-me in order to be guided back to the stand.

LIBD/BRI
PALESE

JEPPESSEN

28 SEP 12

(11-1)

Via D15.0 BAR

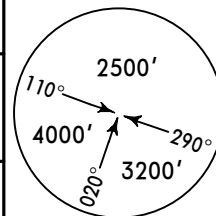
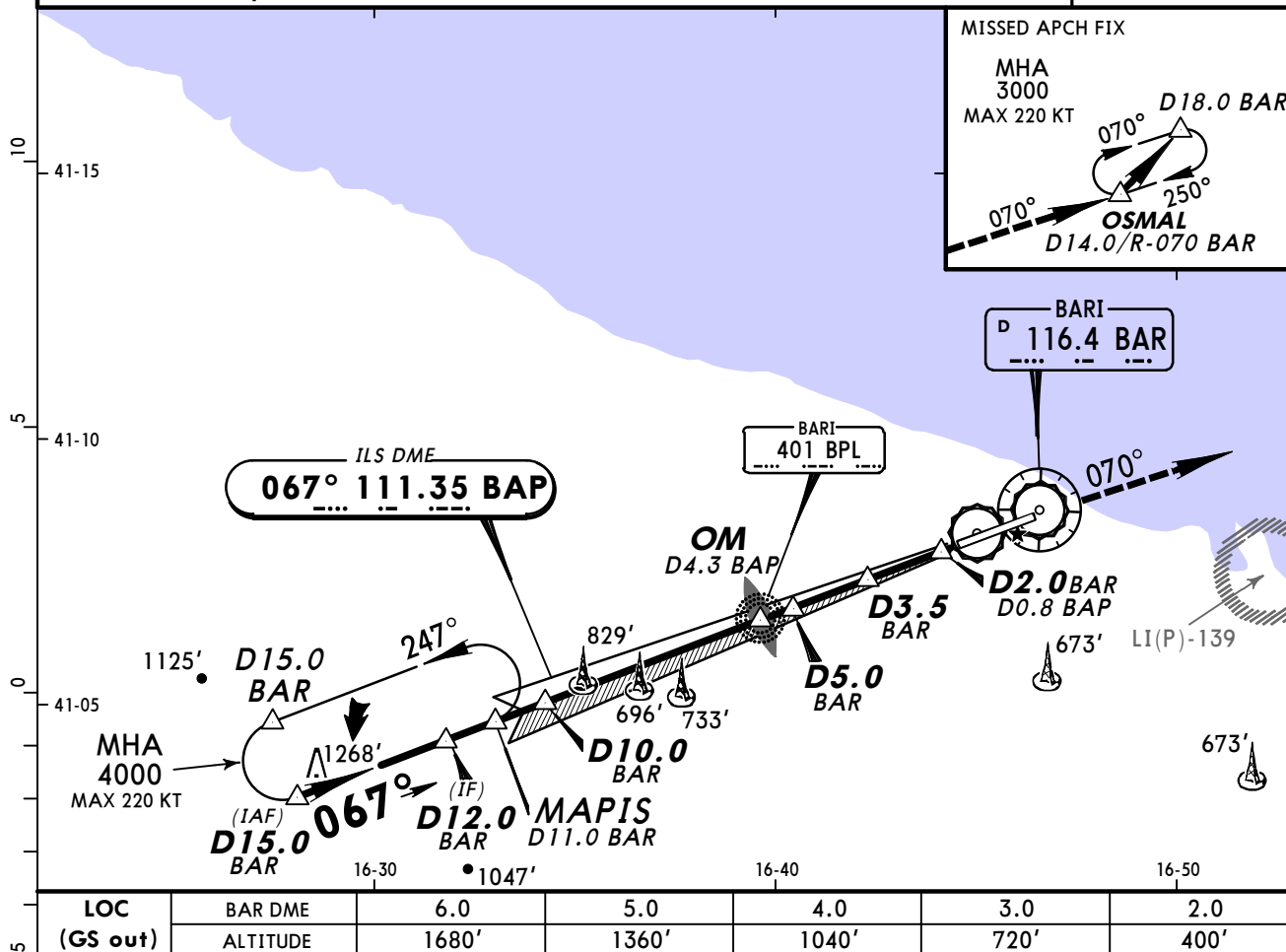
ILS Z or LOC Rwy 07

BARI, ITALY

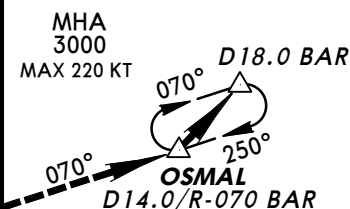
BRIEFING STRIP

ATIS 124.05		BARI Approach (R) 119.5 122.1		BARI Tower 118.3 122.1	
LOC BAP 111.35	Final Apch Crs 067°	GS OM 1551' (1375')	ILS DA(H) Refer to Minimums	Apt Elev 187' RWY 176'	
MISSED APCH: Continue on track 067° (R-247 BAR inbound VOR) climbing to 3000'. Over VOR proceed on track 070° (R-070 BAR) to OSMAL holding pattern.					
Alt Set: hPa		Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 5000'
VOR and DME required.					

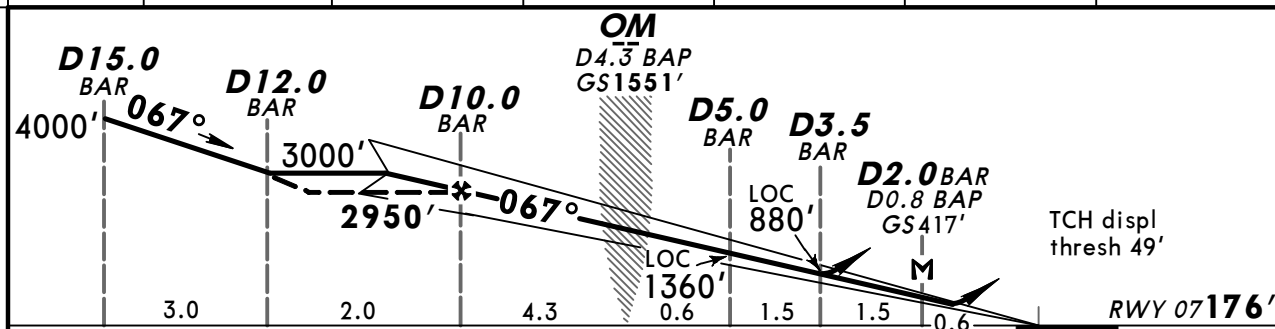
MSA
BAR VOR

MSA
BAR VOR

MISSED APCH FIX



LOC (GS out)	BAR DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1680'	1360'	1040'	720'	400'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
ILS GS or	372	478	531	637	743	849	REIL	Refer to
LOC Descent angle 3.00°							PAPI	Missed Apch
MAP at D2.0 BAR/D0.8 BAP							PAPI	above

STRAIGHT-IN LANDING RWY 07						CIRCLE-TO-LAND		
ILS			LOC (GS out)			Not authorized South of rwy		
A: 390' (214') C: 410' (234')			DA(H) 600' (424')					
DA(H) B: 402' (226') D: 420' (244')								
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H)	VIS
A						100	850' (663')	1500m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m	RVR 1500m	135	850' (663')	1600m
C					RVR 2000m	180	1000' (813')	2400m
D			RVR 1300m			205	1000' (813')	3600m

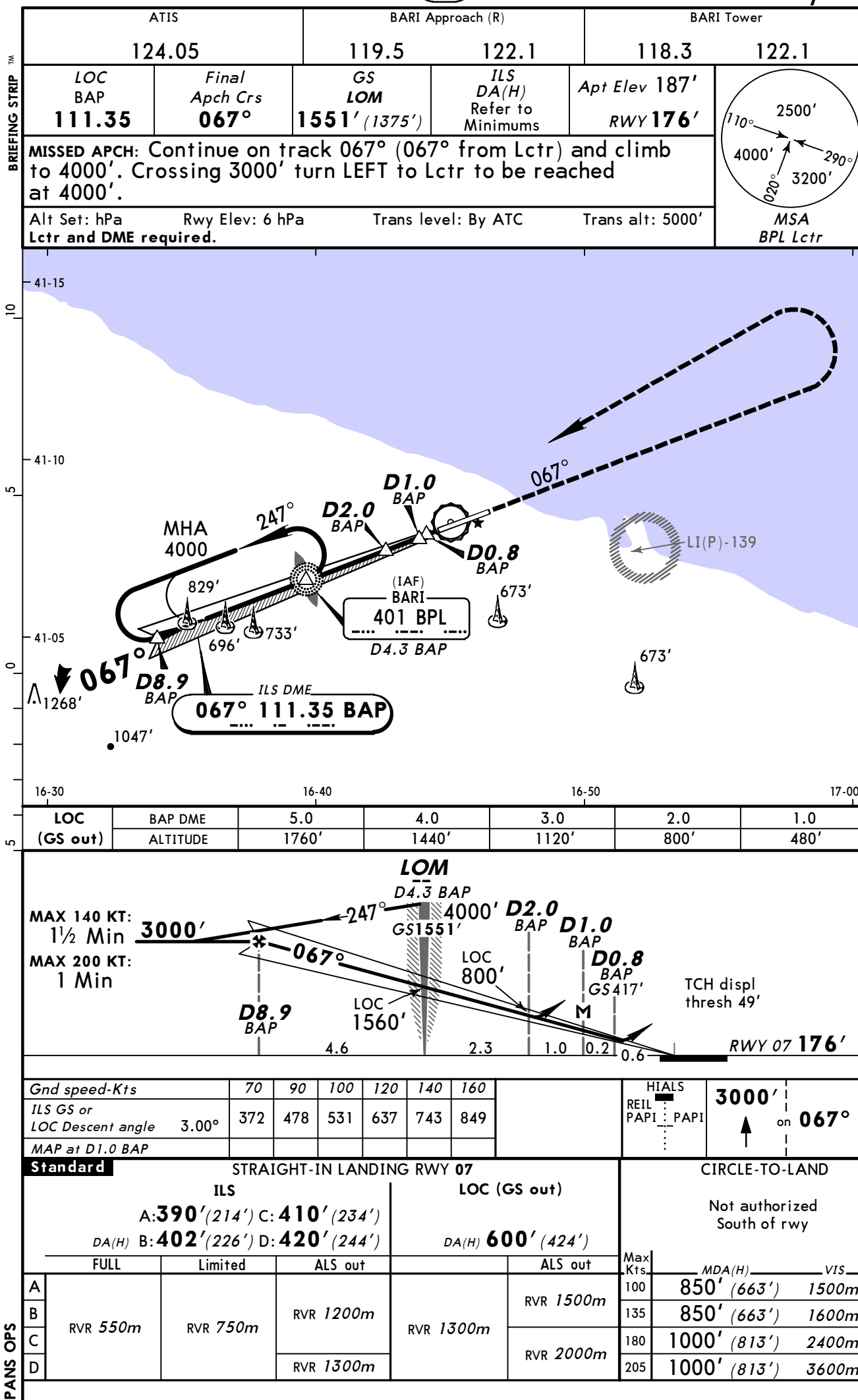
CHANGES: Minimums.

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BRIEFING STRIP™

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PANS OPS

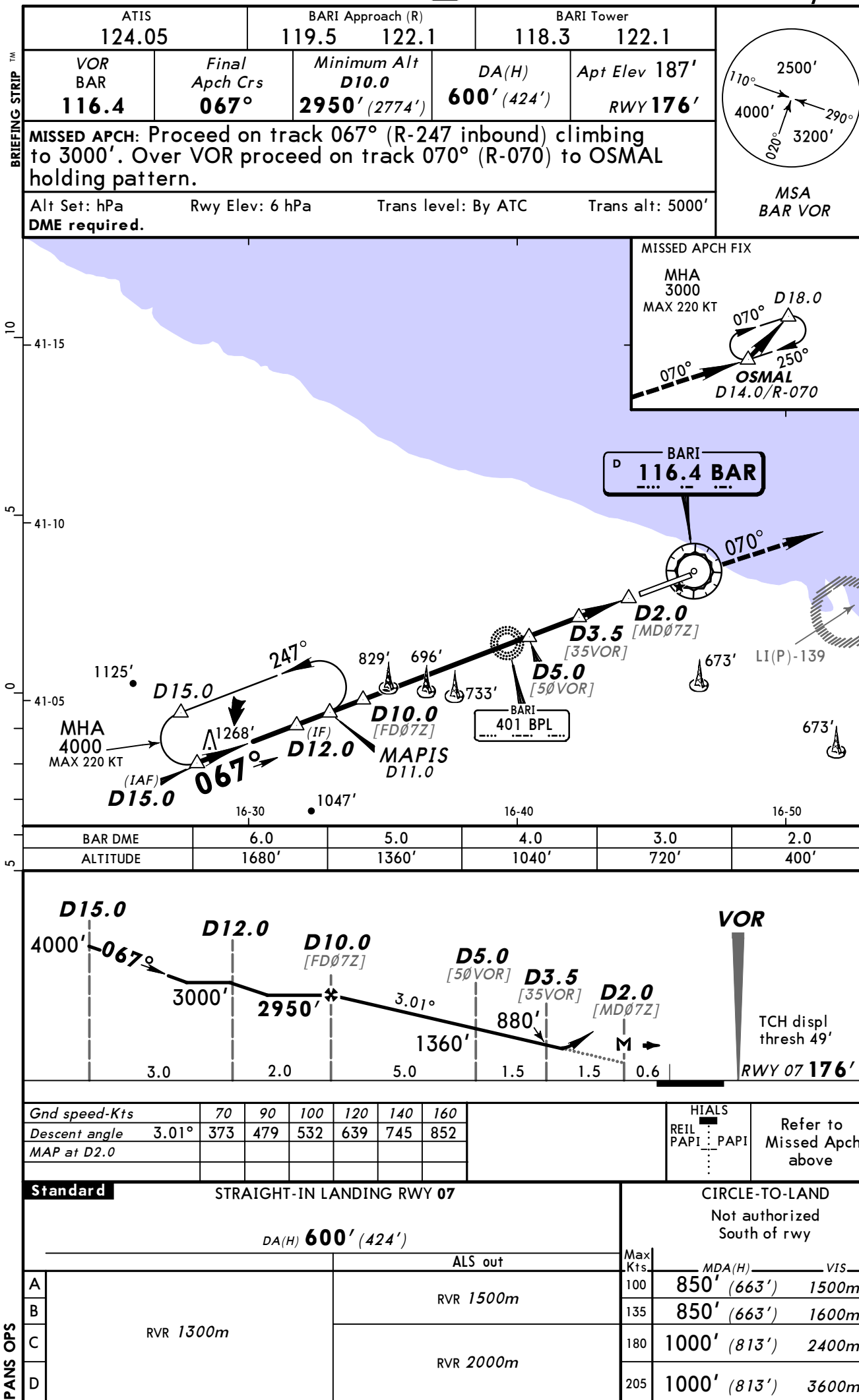


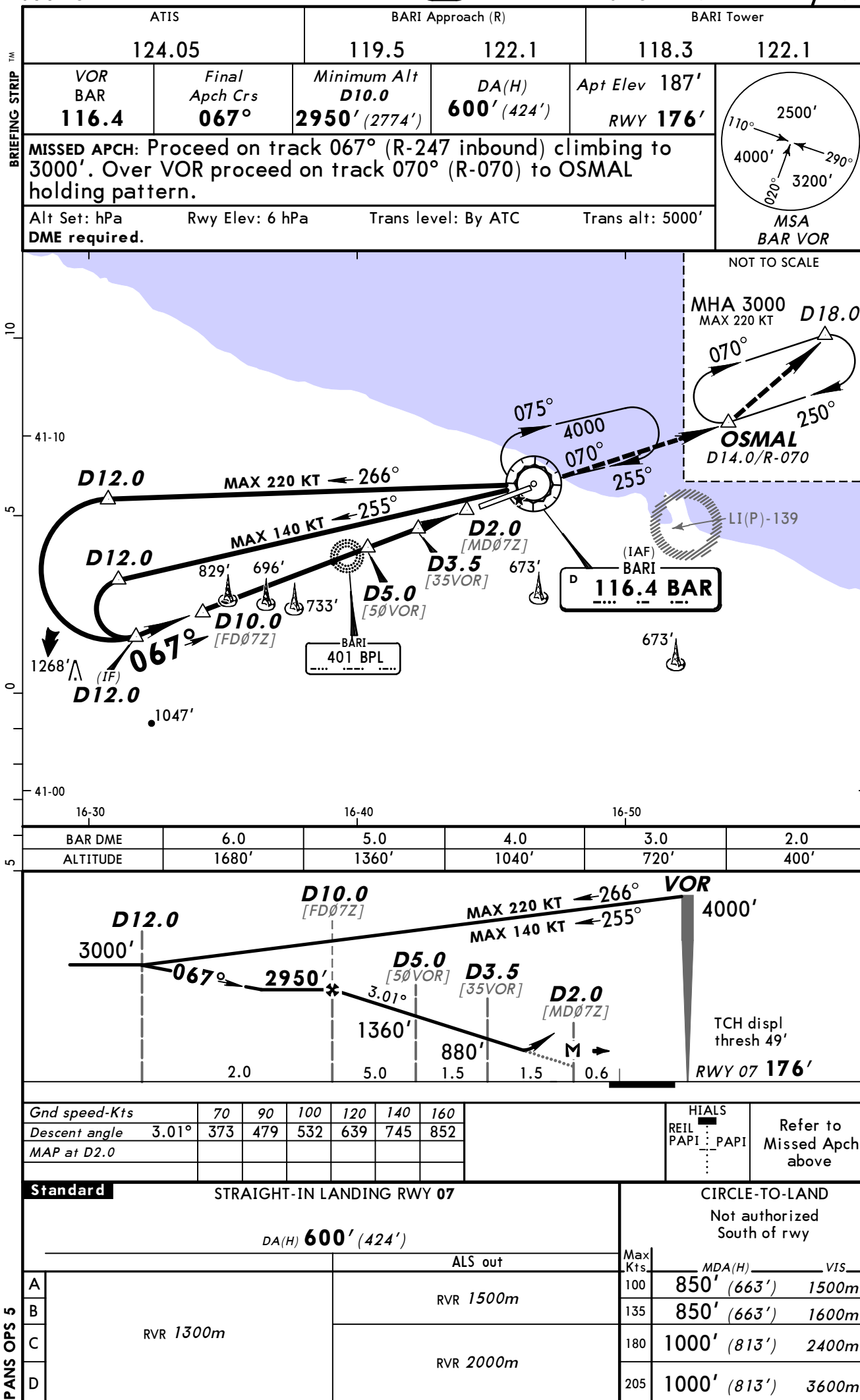
LIBD/BRI
PALESE

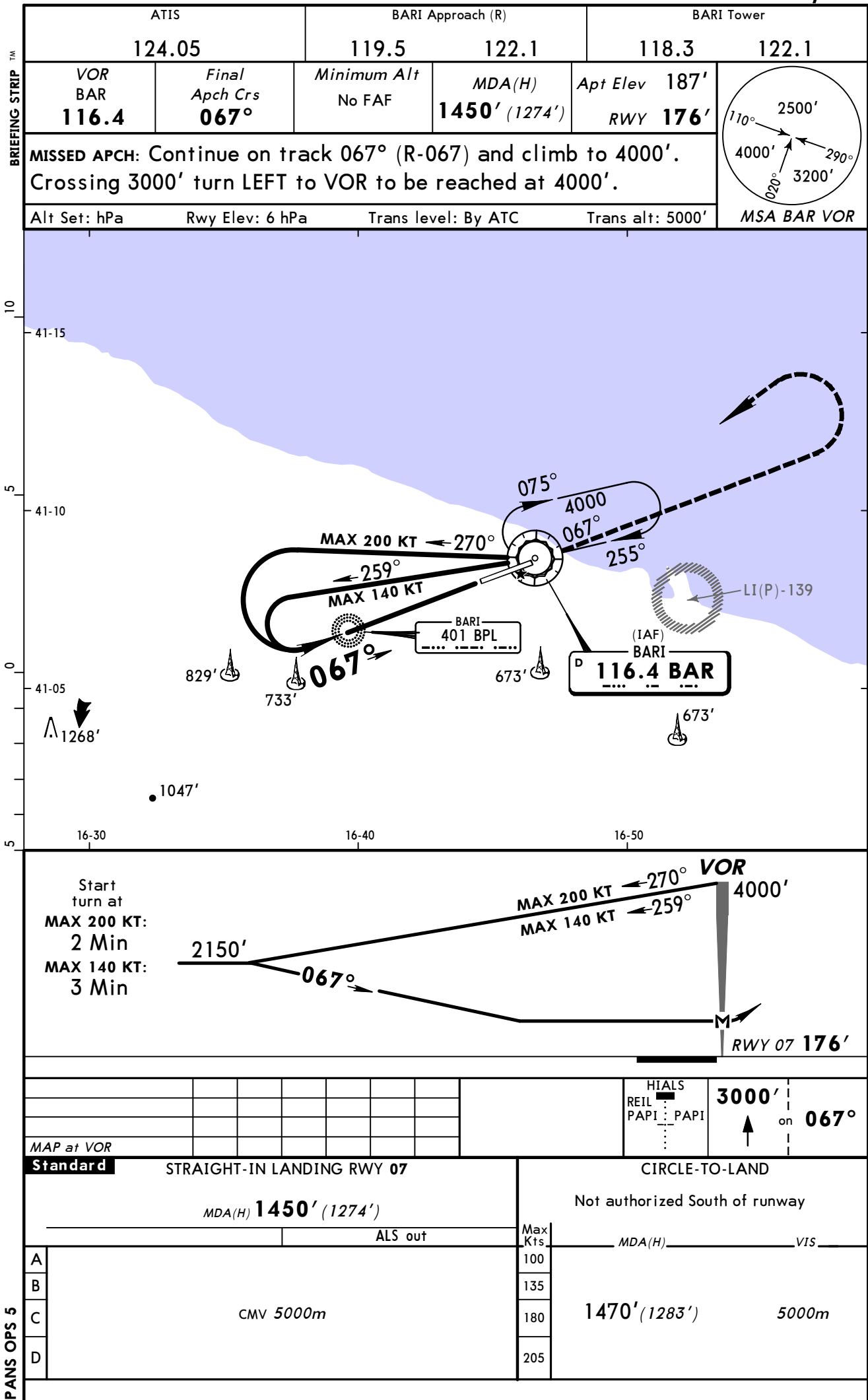
28 SEP 12

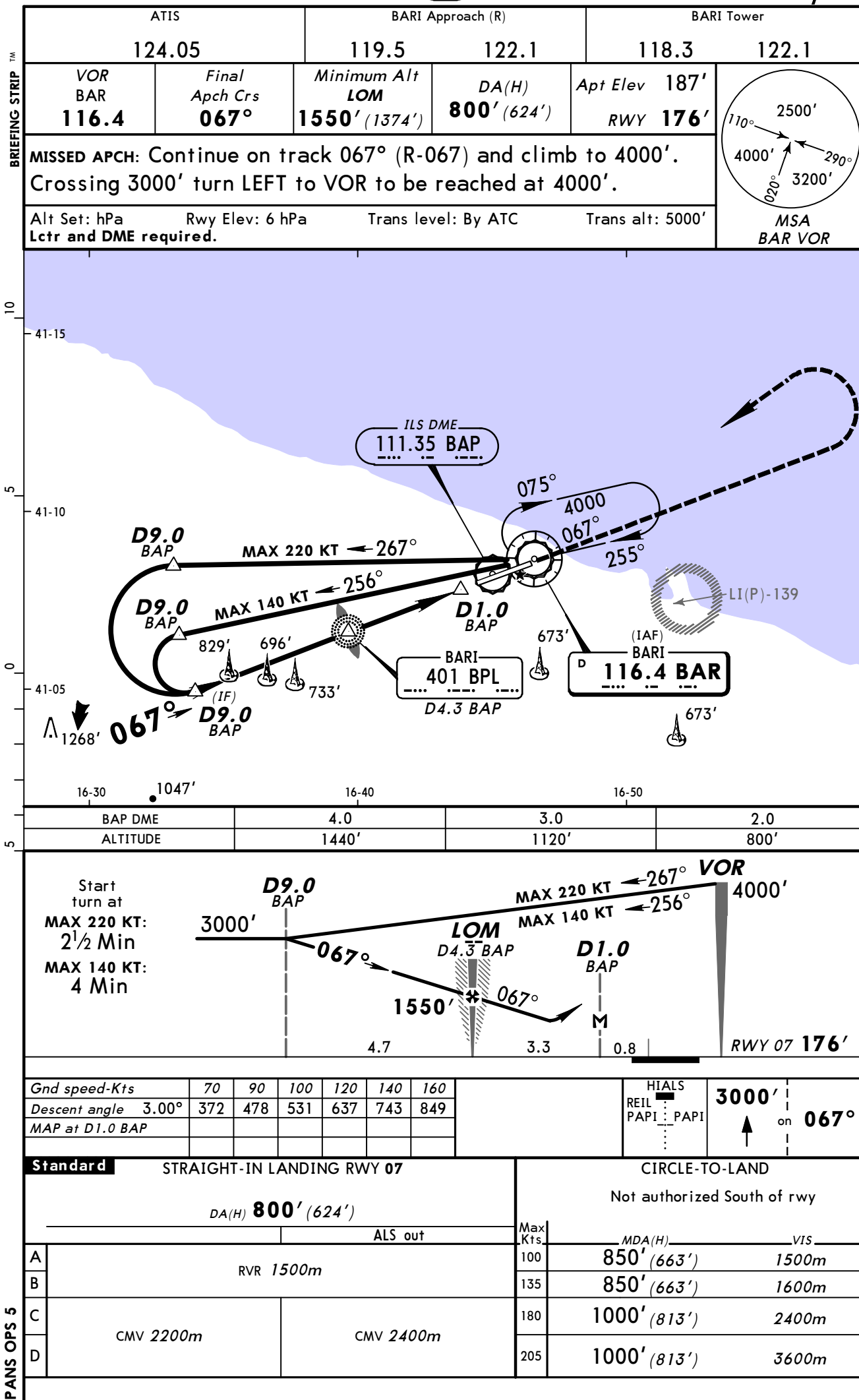
(13-1)

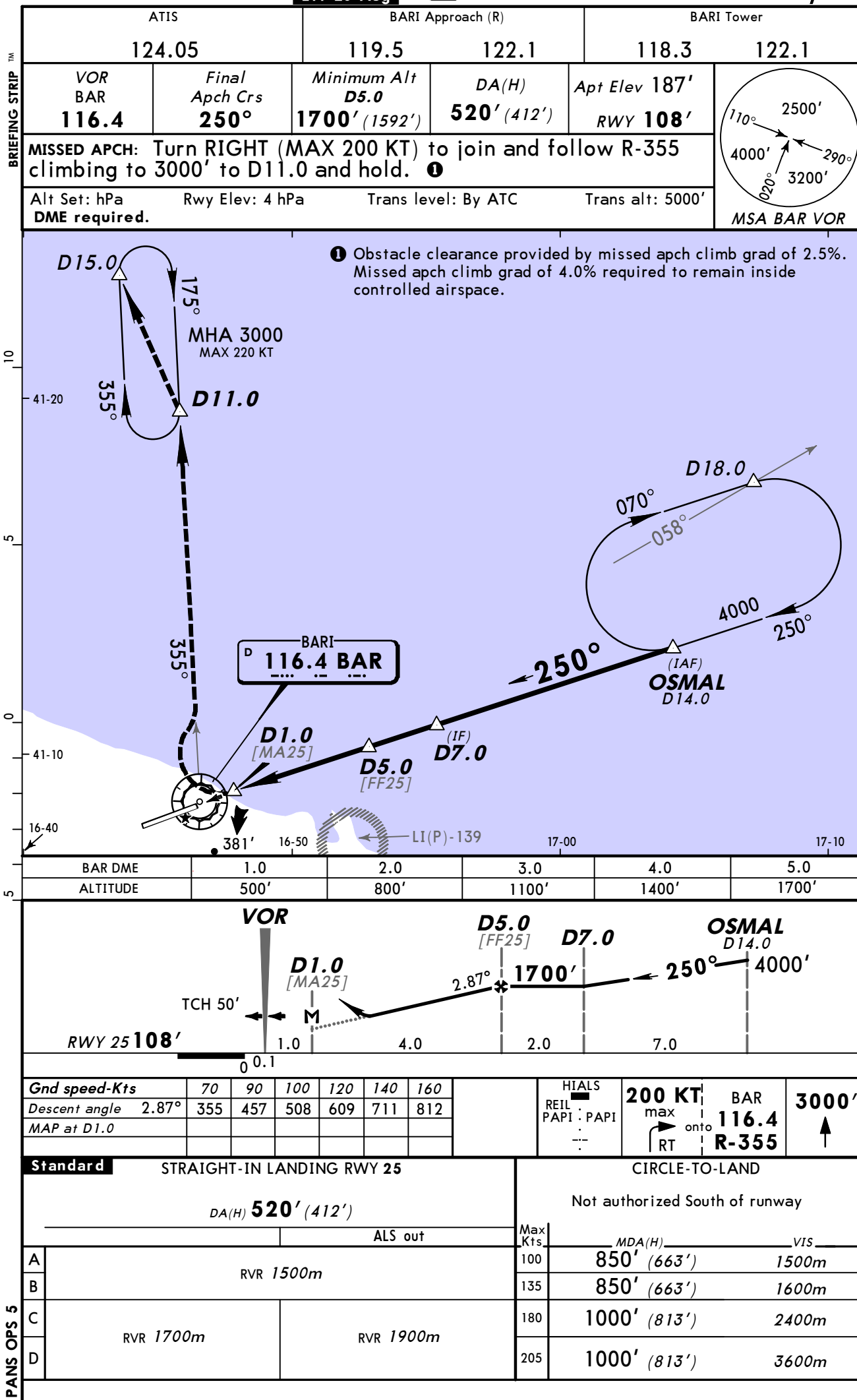
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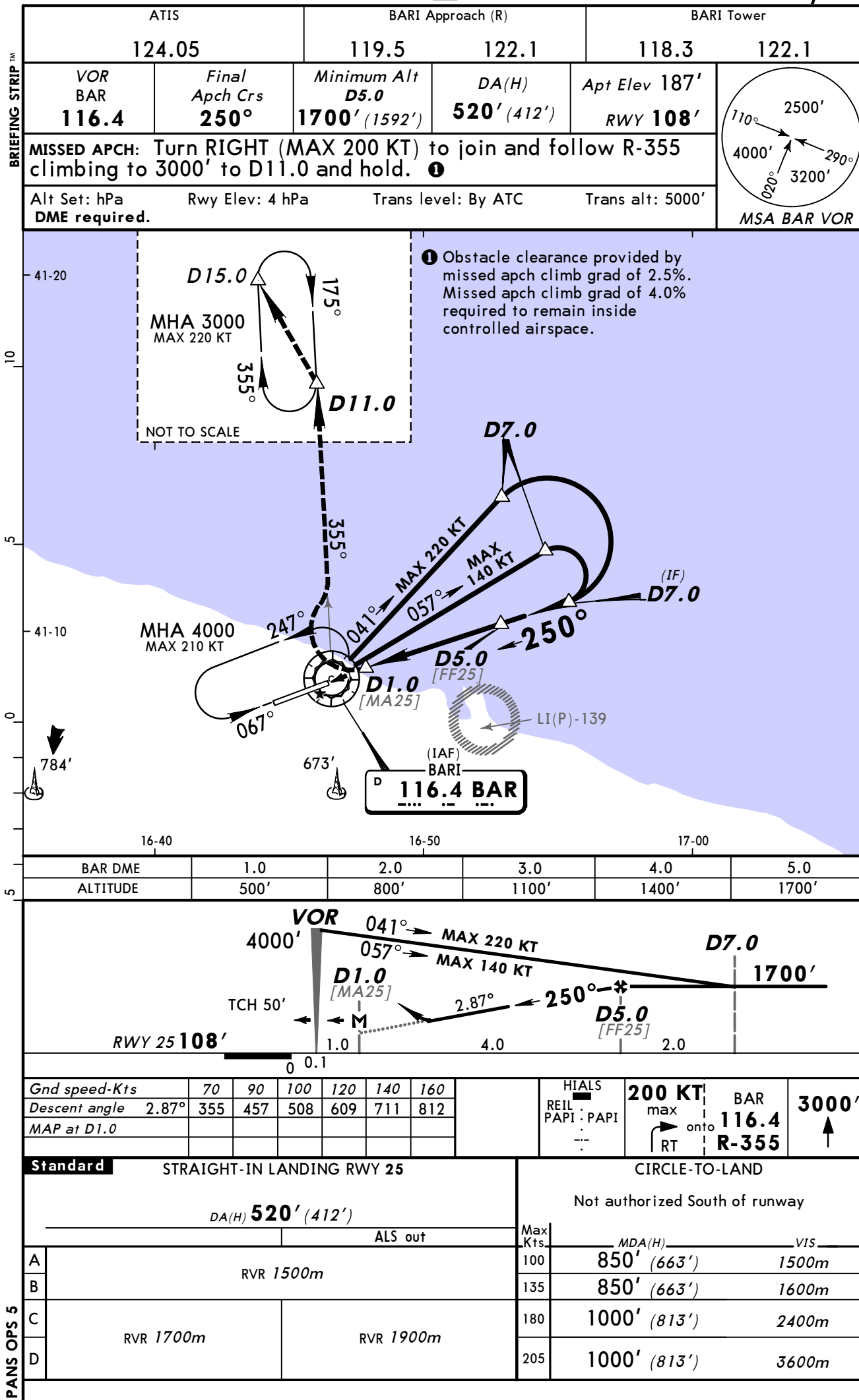
BARI, ITALY
Via D15.0 VOR Z Rwy 07

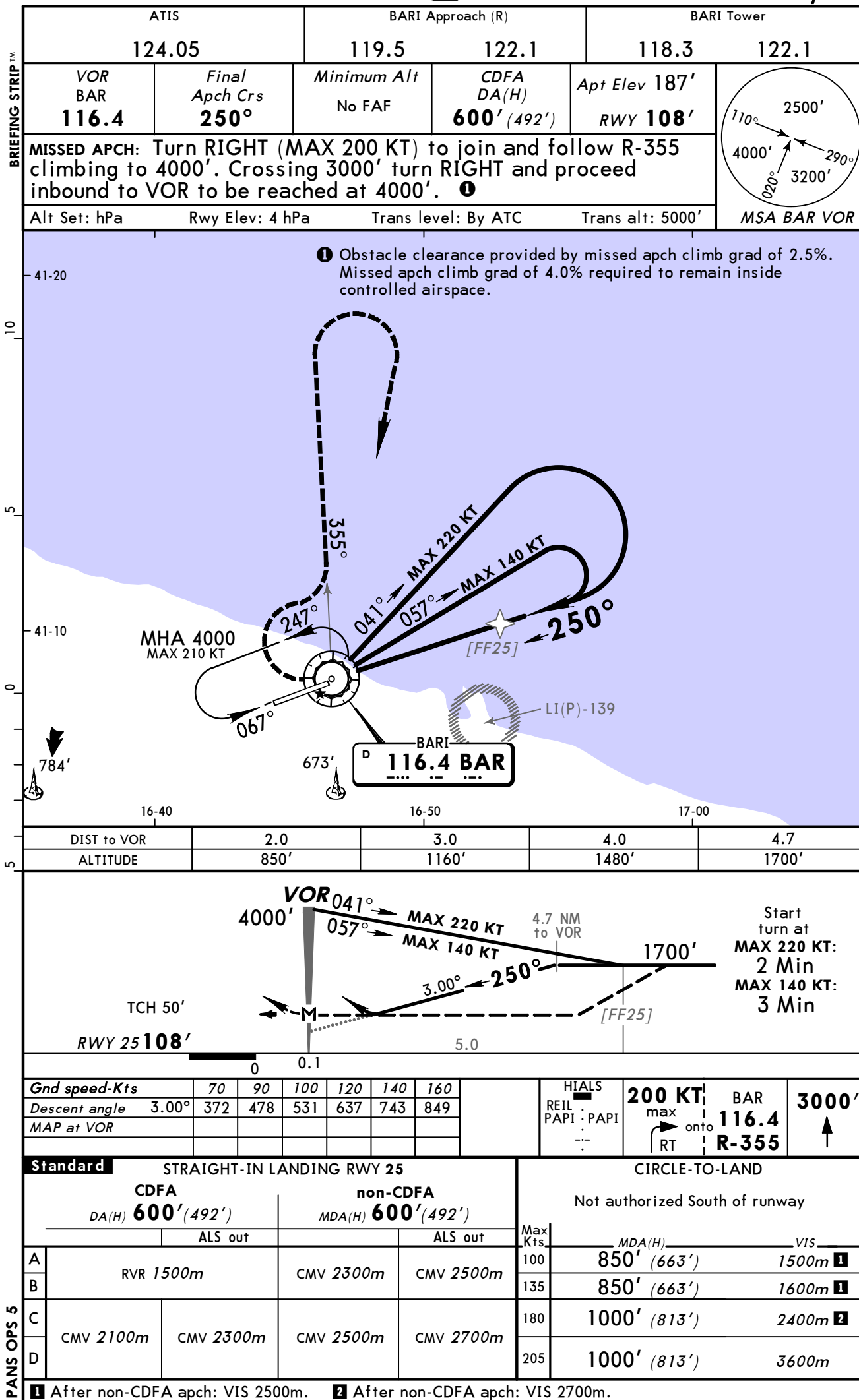


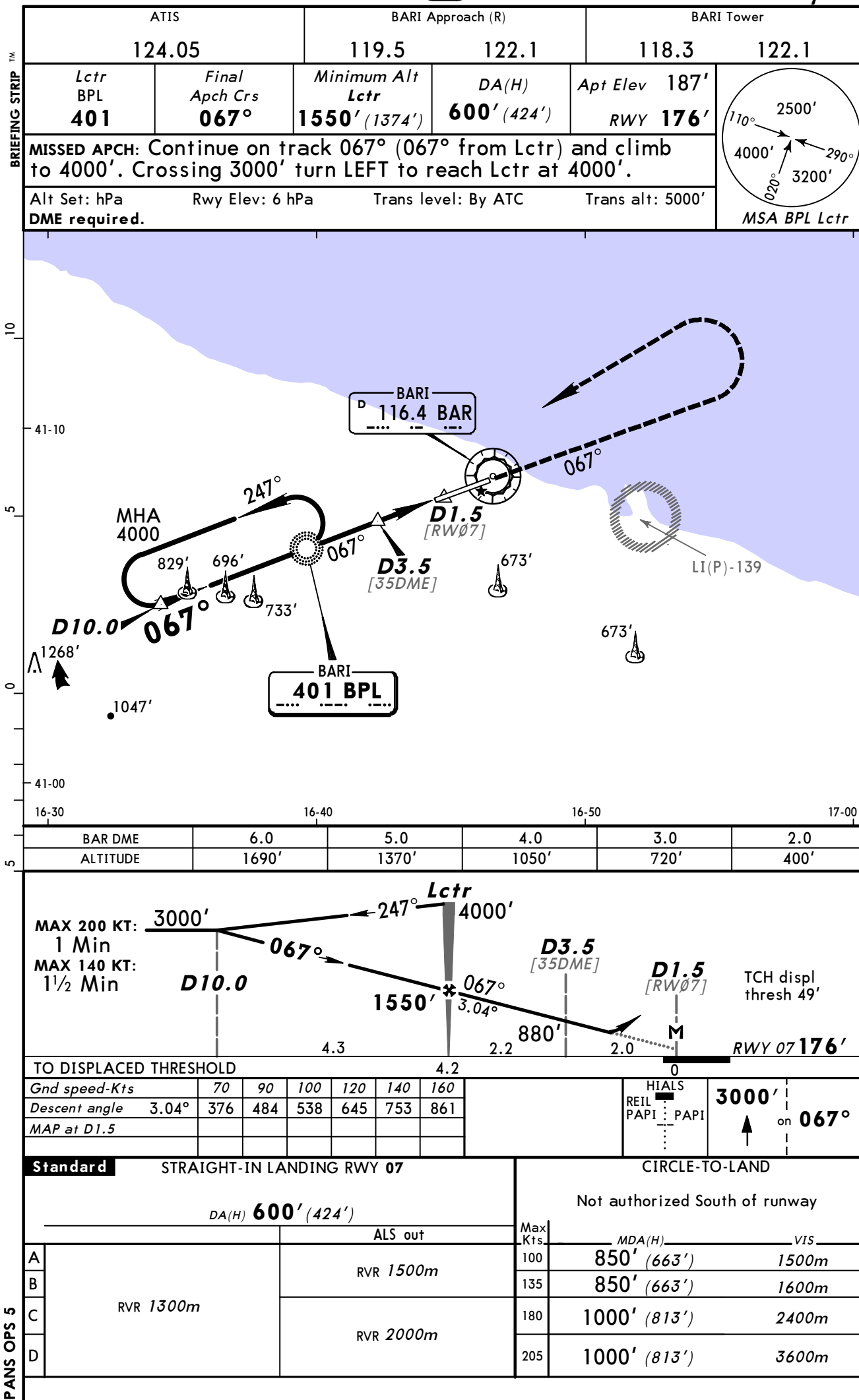


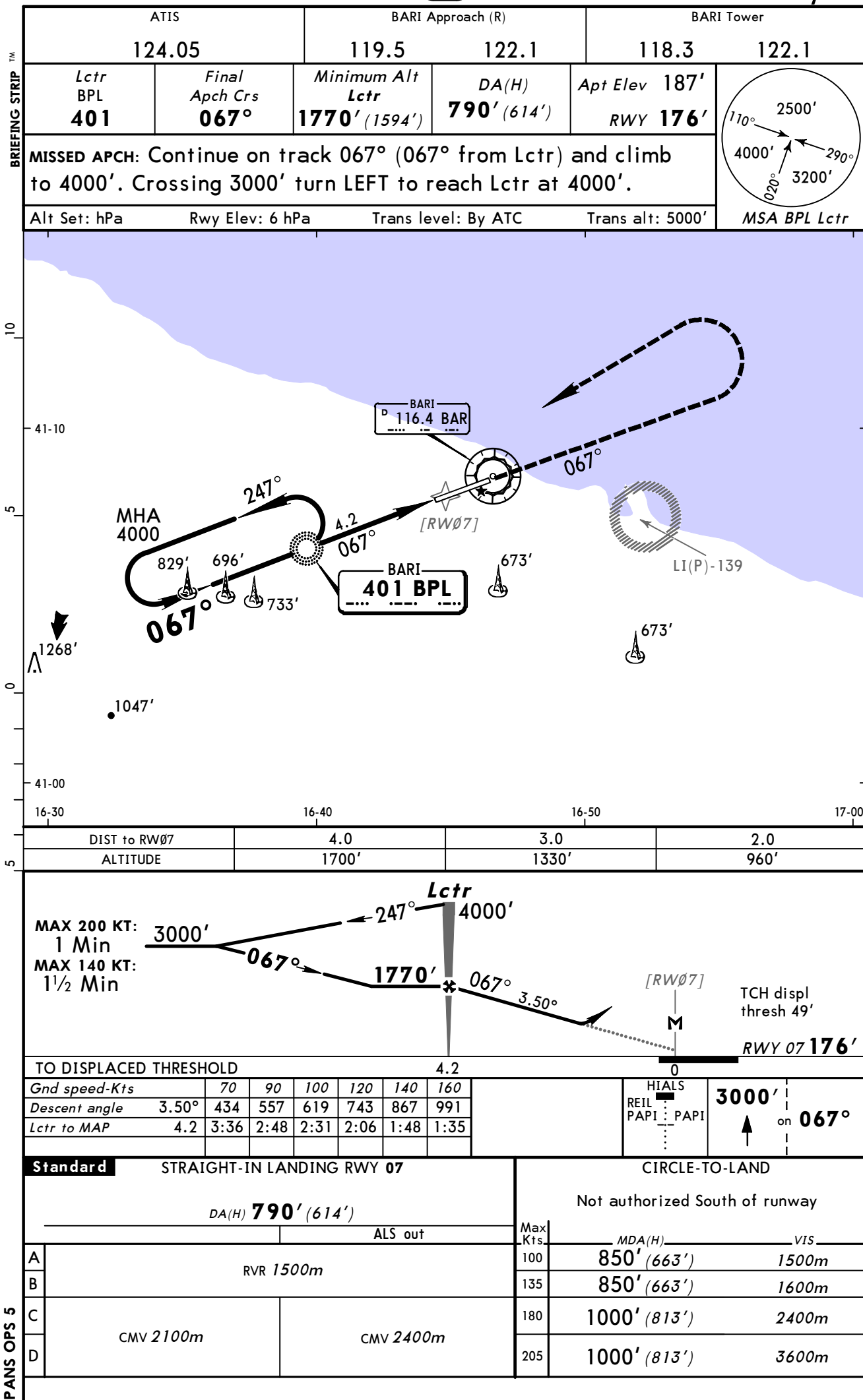


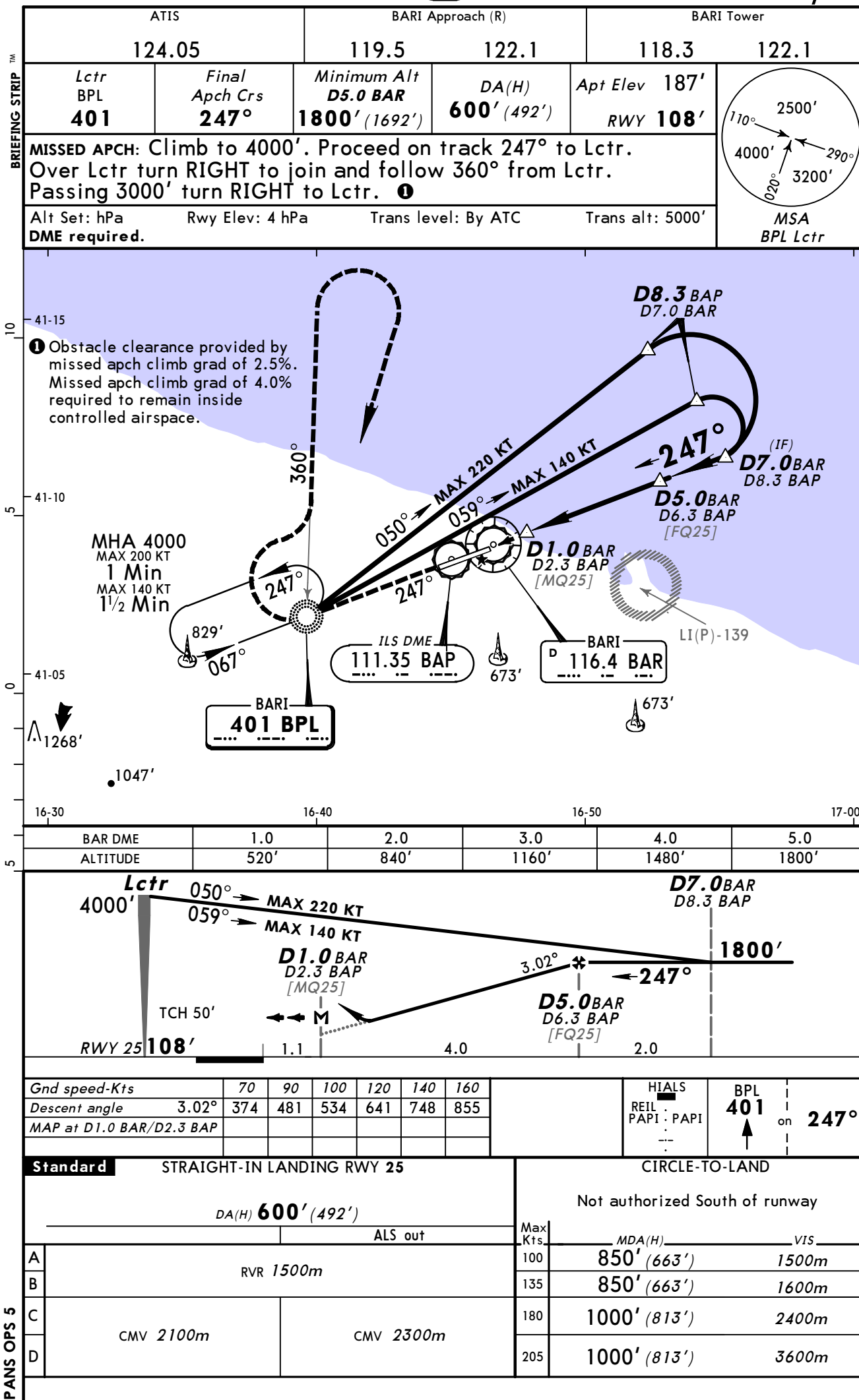












BARI, (PALESE - LIBD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIBD