

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LIPE

Terminal Charts For LIPE

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

Location: Bologna Ita
IATA Code: BLQ
Lat/Long: N44° 31.8' E011° 17.8'
Elevation: 123 ft

Airport Use: Public
Magnetic Variation: 2.4°E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0651 Z
Sunset: 1550 Z,

Runway Information

Runway: 12
Length x Width: 9196 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 120 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 1017 ft

Runway: 30
Length x Width: 9196 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 120 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 1184 ft

Communication Information

ATIS 134.875
Bologna Ground Tower 121.925
Bologna Tower 129.9
Bologna Tower 120.8
Bologna Approach Control 129.9
Bologna Approach Control 120.1
Bologna Radar 120.1

1. GENERAL

1.1. ATIS

ATIS 134.87

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GENERAL**

All below mentioned provisions do not apply to state ACFT, humanitarian, search and rescue, test flights as well as to other flights specifically authorized by the APT Civil Aviation Authority.

1.2.2. RWY USAGE

Between 0600-2300LT departures are performed preferentially from RWY 30 except for ATC reasons or other pilot's request due to meteorological or safety reasons. Between 2300-0600LT departures are performed from RWY 30 except for other pilot's request due to meteorological or safety reasons.

1.2.3. RUN-UP TESTS

Between 1400-1600LT and 2300-0600LT engine tests are forbidden, except for ACFT to be immediately employed.

1.2.4. AUXILIARY POWER UNIT (APU)

APU must be started up not earlier than 60 minutes before the ETD, and it must be turned off not later than 20 minutes after block-on except specific civil aviation authority authorization to be requested only for exceptional reasons.

1.3. LOW VISIBILITY PROCEDURES (LVP)**1.3.1. GENERAL**

LVP will be applied

- when RVR at TDZ is 550m or below,
- when ceiling is below 200' according to the meteorological local report,
- when rapid deterioration of weather conditions recommend so.

Pilots will be informed via ATIS and/or RTF when LVP in force.

1.3.2. GROUND MOVEMENTS

In case of failure of surface movement radar with RVR, measured on any available transmissometer, below 400m and/or in case of inefficiency or total failure of stop bars, movement of only one ACFT at a time is allowed.

1.3.3. ARRIVING ACFT

Landing/aborted take-off ACFT for RWY 12 will vacate RWY only via TWYs G, H or J, then taxi via TWY T to the assigned TWY and follow Follow-me car, waiting on Taxilane Z or at apron holding position V2.

When RVR, measured on any available Transmissometer is below 400m, vacate only via TWY J, then taxi via TWY T and follow Follow-me car, waiting on TWY T (close to TWY TS).

Aborted take-off ACFT for RWY 30 vacate RWY via TWY B, then taxi via TWY T to the assigned TWY and follow Follow-me car, waiting on Taxilane Z or at apron holding position V2.

ACFT shall report to Tower, when

- ILS sensitive area has been vacated,
- in case of RVR below 400m, the Follow-me car on TWY T (close to TWY TS) is in sight,
- the assigned stand has been reached.

1. GENERAL

1.4. RWY OPERATIONS

1.4.1. PREFERENTIAL RWY SYSTEM

RWY 12 shall be used for landing.
RWY 30 shall be used for take-off.

1.5. TAXI PROCEDURES

In order to avoid damage due to jet blast or slip stream, pilots are requested to taxi with minimum thrust.

TWYs F, G and J shall be used as exit TWYs. TWY 3 shall be used as preferential exit TWY.

TWY K shall be used as entry TWY.

Apron 4 and TWYs C, D, E, F, H and TV and TWY Z between holding points Q2 and S1 MAX wingspan less than 118'/36m.

TWY Z MAX wingspan less than 171'/52m.

Priority in use of TWY TV will be given to arriving ACFT.

Taxiing on Taxilane TV allowed only clockwise.

Towing/push-back on Apron 4 allowed only in engine off conditions.

Taxiing on Apron 4 must be performed at minimum engine power.

Follow-me car mandatory for:

- ACFT taxiing on TWYs N and TU,
- ACFT taxiing on Apron 4,
- arriving ACFT taxiing on TWYs W and Z,
- taxiing of ACFT parked on nose-in stands,
- helicopters on arrival.

Marshalling service mandatory on Arrival, Departure and Apron 4.

1.6. OTHER INFORMATION

WARNING: Laser beam emissions.

In order to assure bird evacuation from manoeuvring area, pilots are requested to activate meteo radar equipment before take-off and landing.

Apron 4 and TWY TV not visible from Tower.

RWY 30 right-hand circuit.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Unless otherwise instructed by ATC arriving ACFT should reduce speed to:

- 250 KT at or below FL 100.
- 200 KT when starting turn to intercept LOC or appropriate radial in case of VOR DME RWY 12 final approach or to intercept appropriate magnetic bearing in case of NDB RWY 12 final approach or at 12NM from THR in case of straight-in approach.
- 180 KT when completing turn to intercept LOC or at 8NM from THR.
- 160 KT at 4NM from THR.

2.2. CAT II/III OPERATIONS

RWY 12 approved for CAT II/III operations, special aircrew and ACFT certification required.

3. DEPARTURE

3.1. START-UP & PUSH-BACK PROCEDURES

3.1.1. START-UP

ACFT leaving stands 102 and 103 must not begin start-up procedure before push-back and towing manoeuvre to apron holding position U4 is completed.

3.1.2. PUSH-BACK

Push-back compulsory, except otherwise instructed.
Standard push-back must be performed heading East.

3.2. NOISE ABATEMENT PROCEDURES

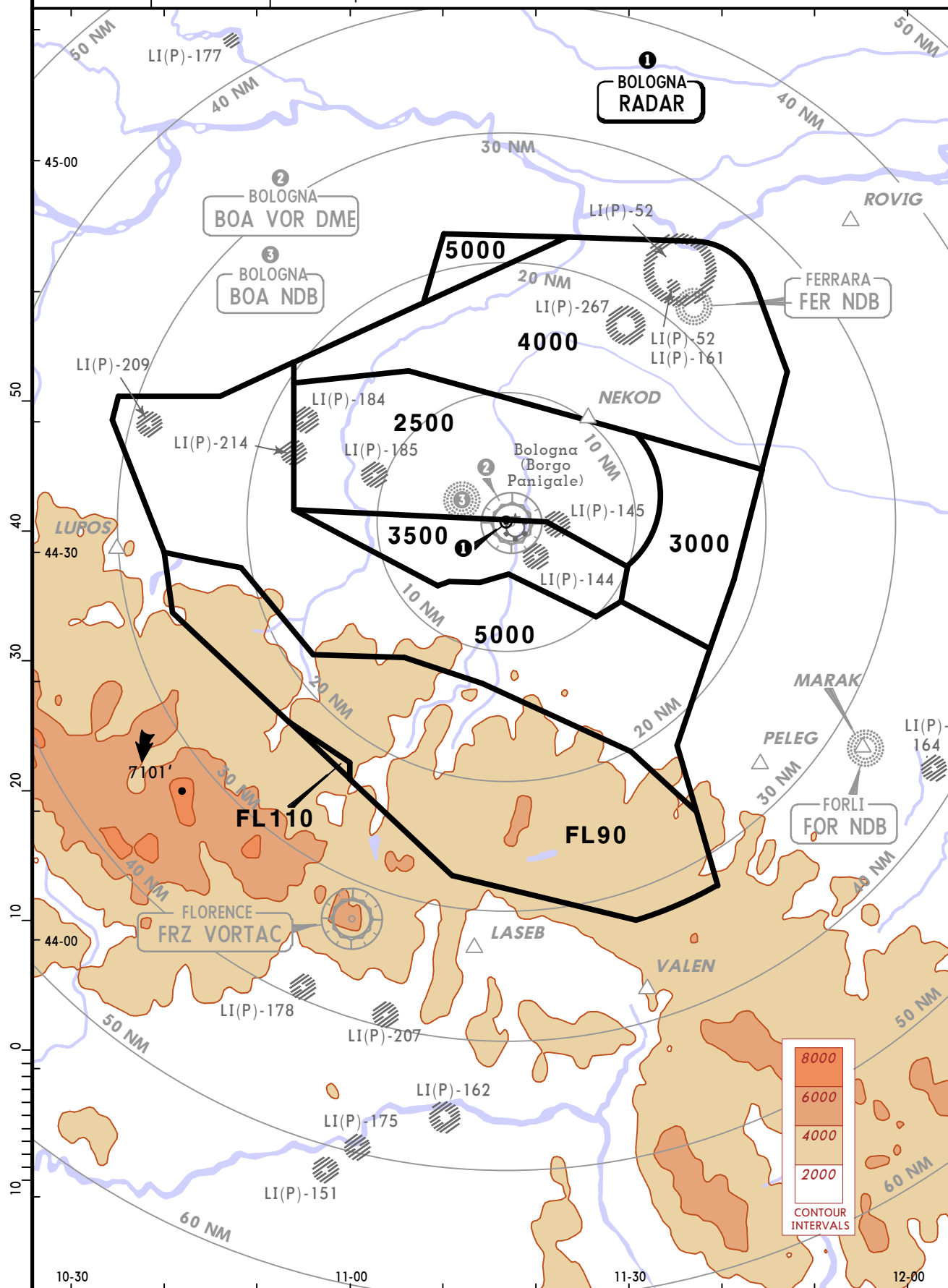
Compliance with the procedures below shall not be required in adverse weather conditions or for safety reasons.

During the initial climb phase pilots shall maintain the following parameters:

- | | |
|--------------------|---|
| a) up to 1500' QFE | - take-off power; |
| | - take-off flap; |
| | - climb at $V_2 + 10/20$ KT or as limited by body angle; |
| b) at 1500' QFE | - reduce thrust and climb at $V_2 + 10/20$ KT until reaching 3000' QFE; |
| c) at 3000' QFE | - accelerate smoothly to enroute climb speed with flap retraction. |

Apt Elev
123'

- Alt Set: hPa Trans level: By ATC Trans alt: 6000'
1. Chart only to be used for cross-checking of altitude while under RADAR control.
 2. Altitudes are based on Bologna QNH.
 3. Minimum altitudes provide 1000' obstacle clearance within 3 NM of the sector boundary up to 20 NM from RADAR antenna and within 5 NM of the sector boundary beyond 20 NM from RADAR antenna.
 4. Outside RADAR minimum altitude sectors shown on chart, MEAs will be used.
 5. The published minimum altitudes integrate a correction for low temperatures.

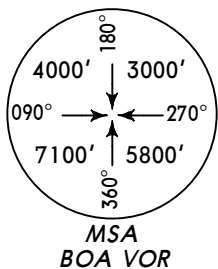


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ATIS
134.87

Apt Elev
123'

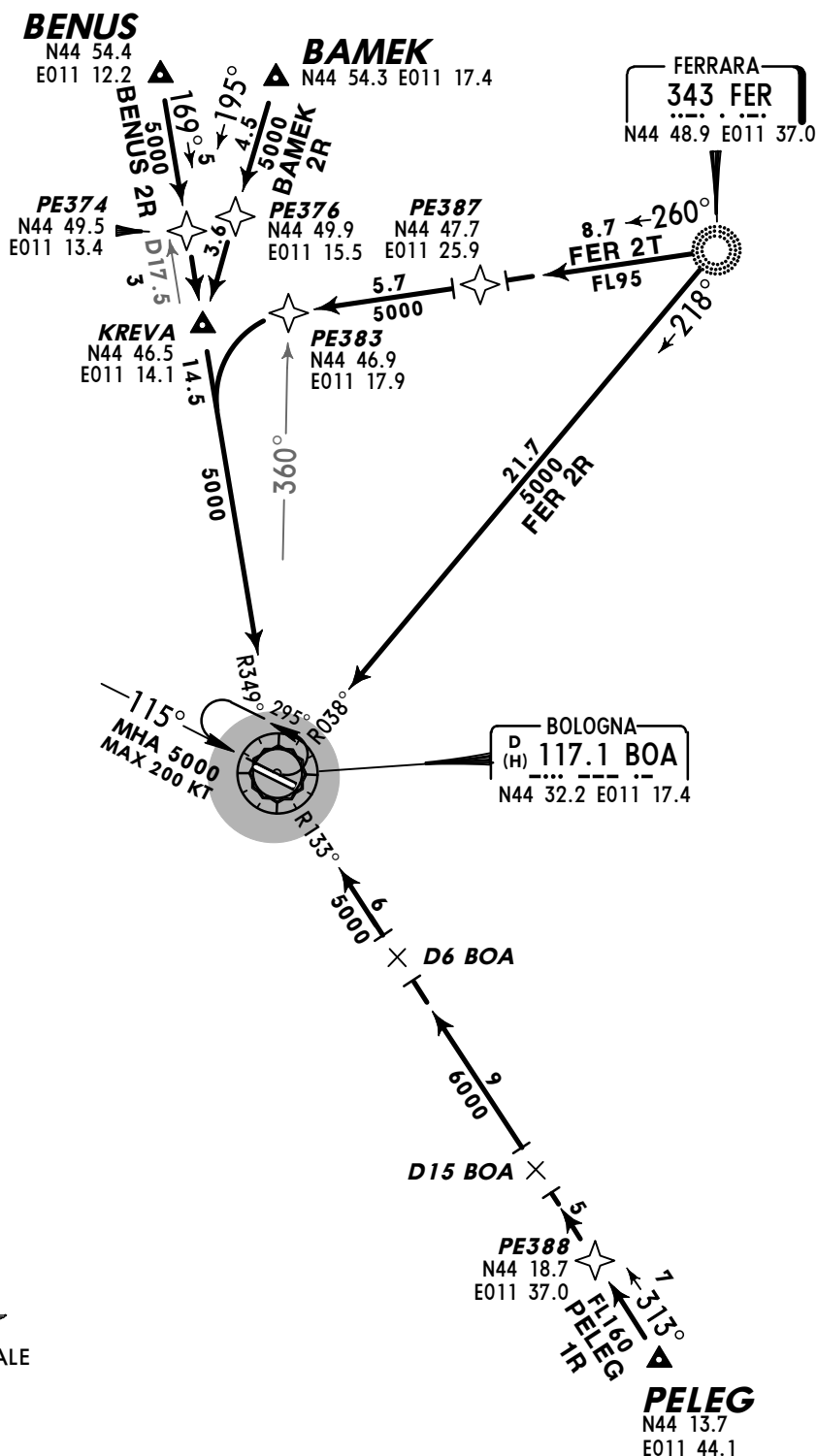
Alt Set: hPa Trans level: By ATC Trans alt: 6000'



BAMEK 2R [BAM2R], BENUS 2R [BEN2R]
FER 2R, FER 2T, PELEG 1R [PEL1R]

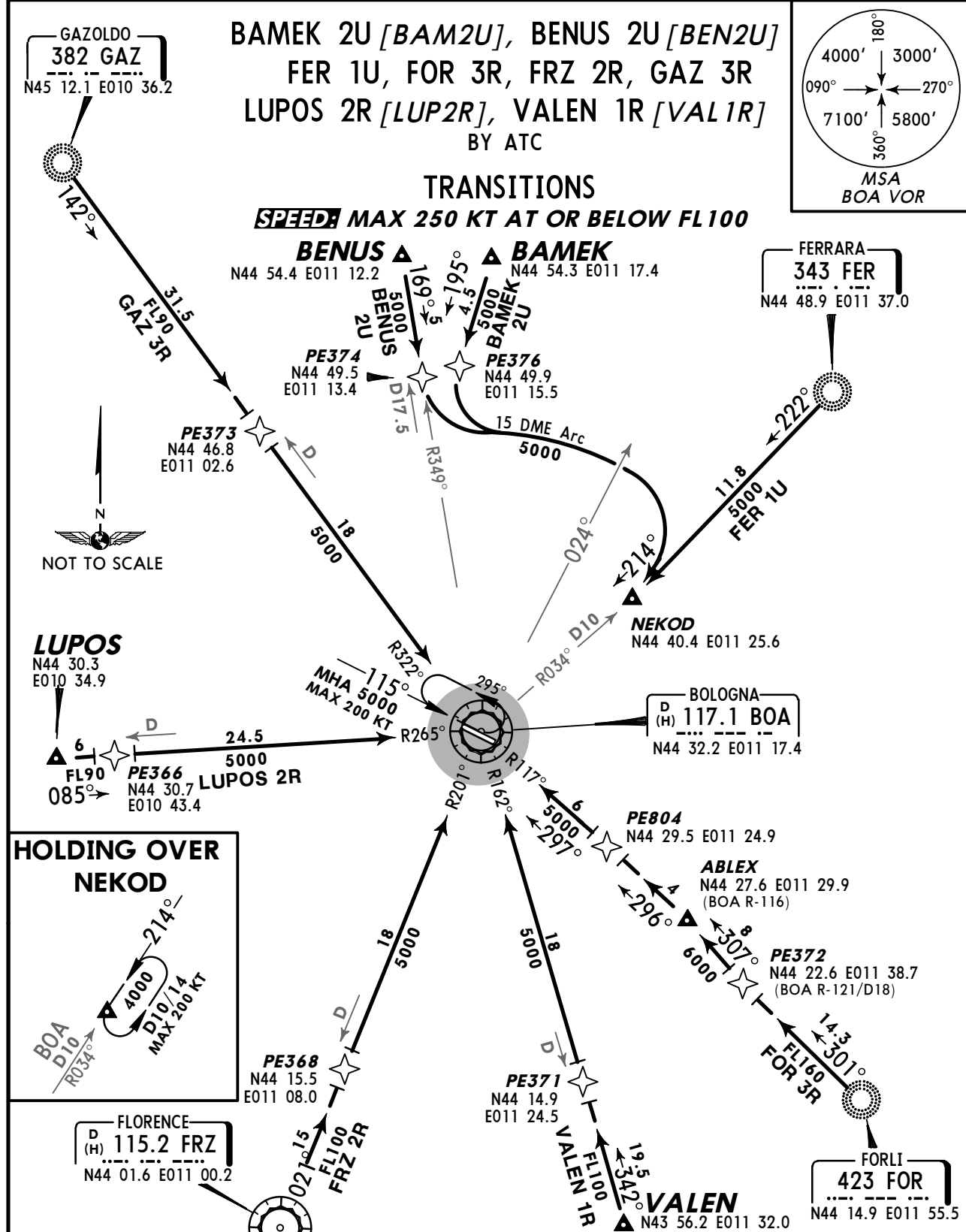
TRANSITIONS

~~SPEED~~ MAX 250 KT AT OR BELOW FL100



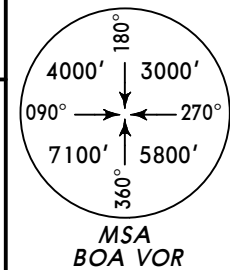
TRANSITION	ROUTING
BAMEK 2R	On 195° track to KREVA, intercept BOA R-349 inbound to BOA.
BENUS 2R	On BOA R-349 inbound via KREVA to BOA.
FER 2R	On BOA R-038 inbound/218° bearing from FER to BOA.
FER 2T	On 260° bearing to PE383, turn LEFT, intercept BOA R-349 inbound to BOA.
PELEG 1R	On BOA R-133 inbound via PE388 to BOA

ATIS 134.87	Apt Elev 123'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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TRANSITION	ROUTING
BAMEK 2U	On 195° track to PE376, turn LEFT, along BOA 15 DME arc, when passing BOA R-024, turn RIGHT to NEKOD.
BENUS 2U	On BOA R-349 inbound to PE374, turn LEFT, along BOA 15 DME arc, when passing BOA R-024, turn RIGHT to NEKOD.
FER 1U	On 222° bearing to NEKOD.
FOR 3R	On BOA R-121 inbound/301° bearing from FOR to PE372, then to PE804, then to BOA.
FRZ 2R	On BOA R-201 inbound/FRZ R-021 via PE368 to BOA.
GAZ 3R	On BOA R-322 inbound/142° bearing from GAZ to BOA.
LUPOS 2R	On BOA R-265 inbound via PE366 to BOA.
VALEN 1R	On BOA R-162 inbound via PE371 to BOA.

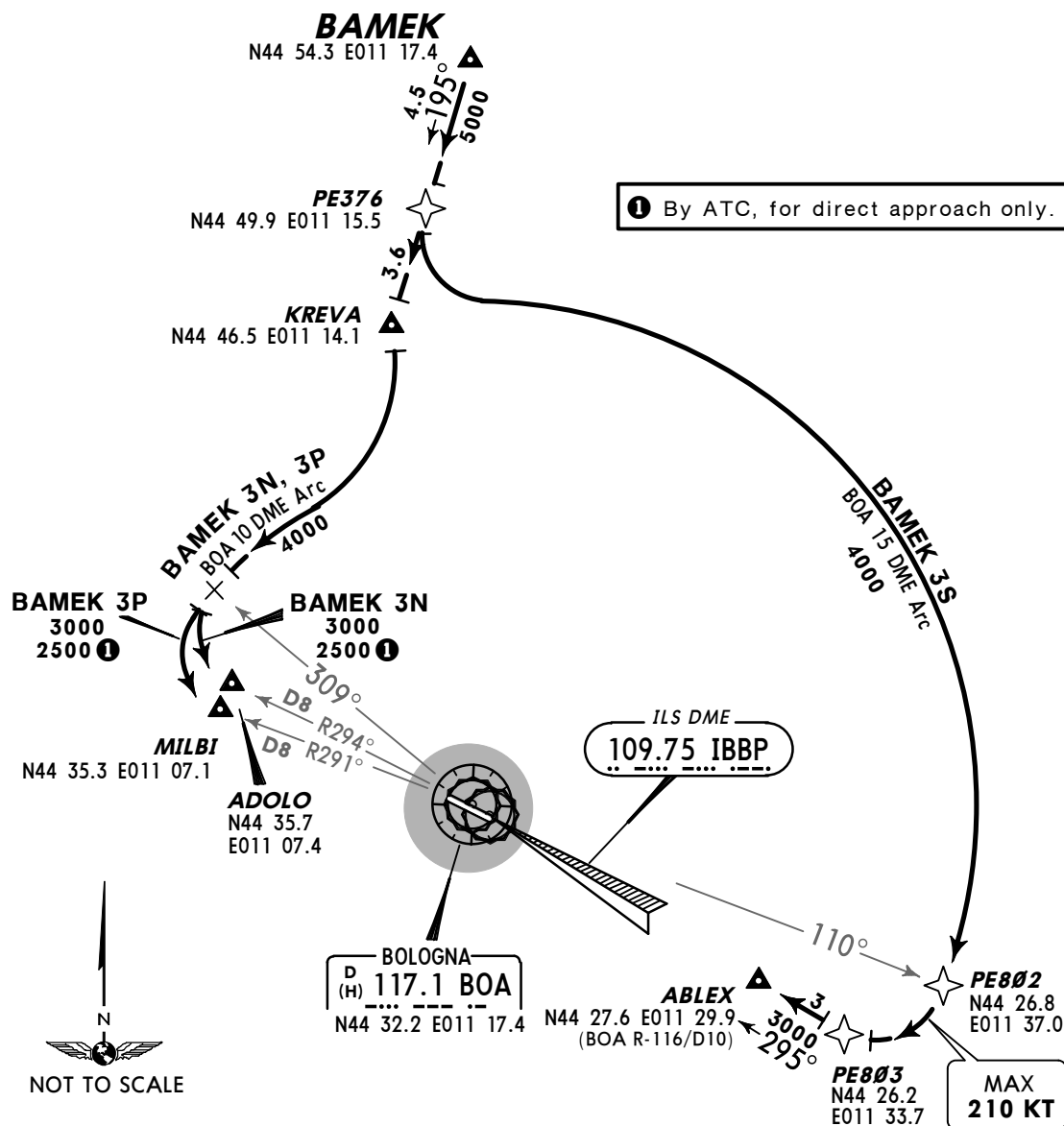
ATIS 134.87 Apt Elev 123' Alt Set: hPa Trans level: By ATC Trans alt: 6000'



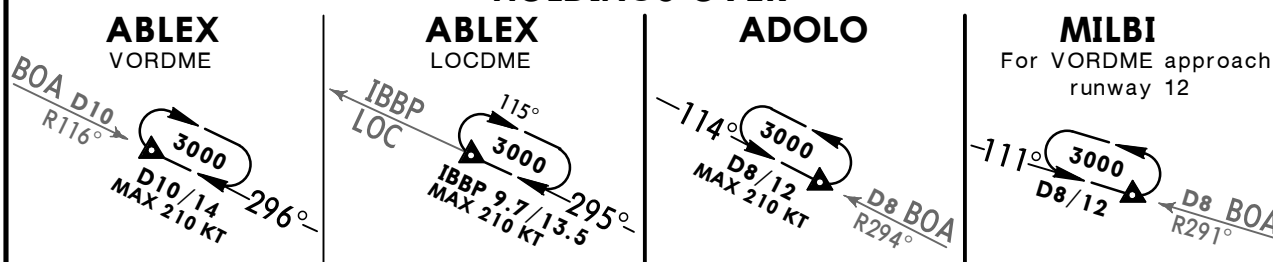
BAMEK 3N [BAME3N], BAMEK 3P [BAME3P]
BAMEK 3S [BAME3S]
ARRIVALS

BASED ON BOA VORDME

~~SPEED~~ MAX 250 KT AT OR BELOW FL100



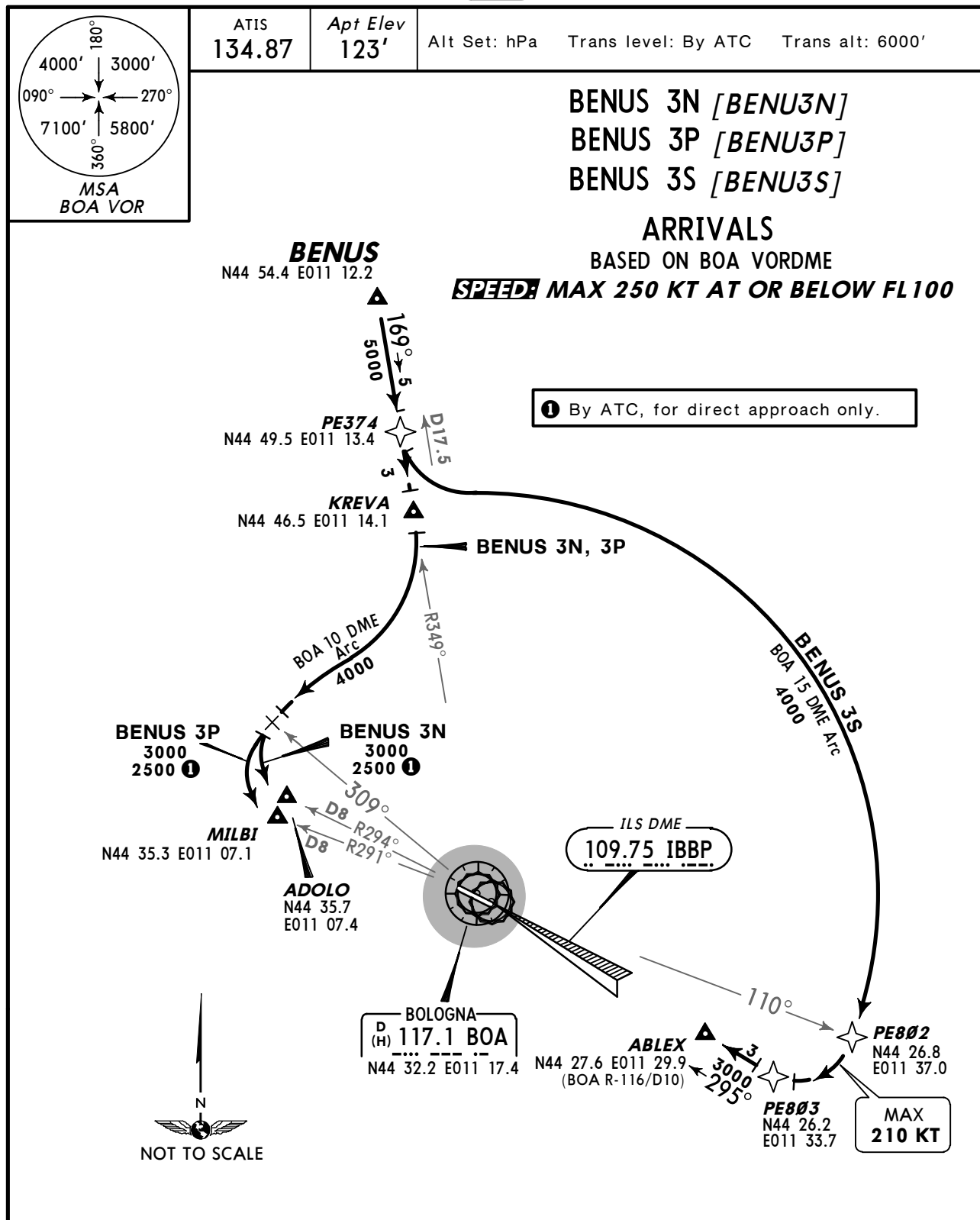
HOLDINGS OVER



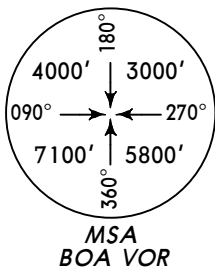
STAR

ROUTING

BAMEK 3N	On 195° track to KREVA, turn RIGHT, along BOA 10 DME arc, when passing BOA R-309 turn LEFT to ADOLO.
BAMEK 3P	On 195° track to KREVA, turn RIGHT, along BOA 10 DME arc, when passing BOA R-309 turn LEFT to MILBI.
BAMEK 3S	On 195° track to PE376, turn LEFT, along BOA 15 DME arc to PE802, turn RIGHT to ABLEX.



HOLDINGS OVER			
ABLEX VORDME	ABLEX LOC DME	ADOLO	MILBI For VORDME approach runway 12
BOA D10 R116° 3000 D10/14 MAX 210 KT 296°	IBBP LOC 3000 IBBP 9.7/13.5 MAX 210 KT 295° 115°	114° 3000 D8/12 MAX 210 KT D8 BOA R294°	111° 3000 D8/12 D8 BOA R291°
STAR	ROUTING		
BENUS 3N	On BOA R-349 inbound to KREVA, turn RIGHT, along BOA 10 DME arc, when passing BOA R-309 turn LEFT to ADOLO.		
BENUS 3P	On BOA R-349 inbound to KREVA, turn RIGHT, along BOA 10 DME arc, when passing BOA R-309 turn LEFT to MILBI.		
BENUS 3S	On BOA R-349 inbound to PE374, turn LEFT, along BOA 15 DME arc to PE802, turn RIGHT to ABLEX.		



ATIS
134.87

Apt Elev
123'

Alt Set: hPa

Trans level: By ATC

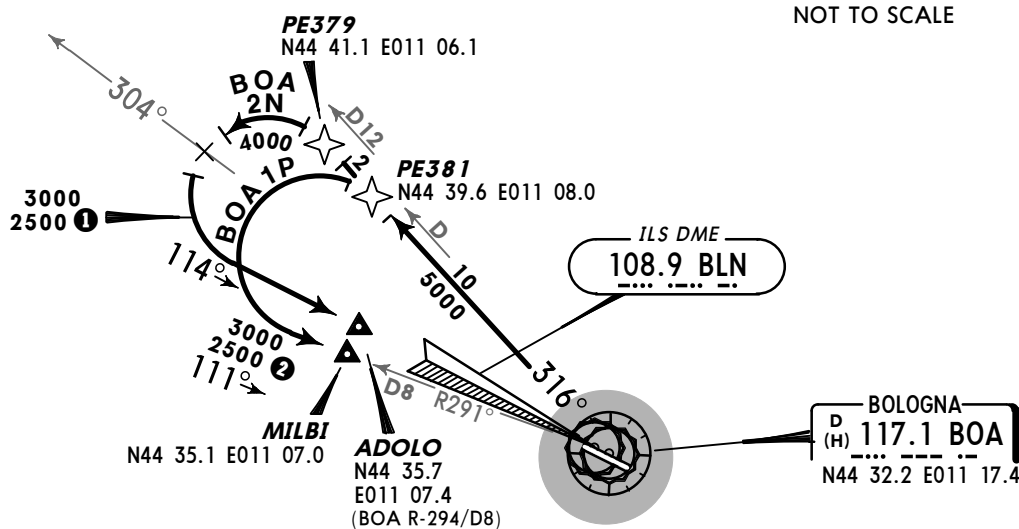
Trans alt: 6000'

BOA 2N, BOA 1P

ARRIVALS

BASED ON BOA VORDME

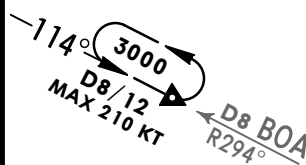
SPEED: MAX 250 KT AT OR BELOW FL100



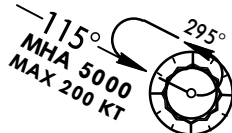
- ① By ATC, for direct approach only. Descend after BOA 12 DME, when aligned with BOA R-294 or BLN LOC.
- ② By ATC, for direct approach only. Descend after BOA 12 DME, when aligned with BOA R-291.

HOLDINGS OVER

ADOLO

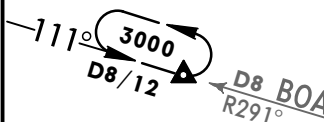


BOA



MILBI

For VORDME approach
runway 12



STAR

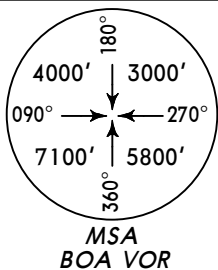
ROUTING

BOA 2N

On BOA R-316 to PE379, turn LEFT, intercept BOA R-294 inbound to ADOLO.

BOA 1P

On BOA R-316 to PE381, turn LEFT, intercept BOA R-291 inbound to MILBI.



ATIS
134.87

Apt Elev
123'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'

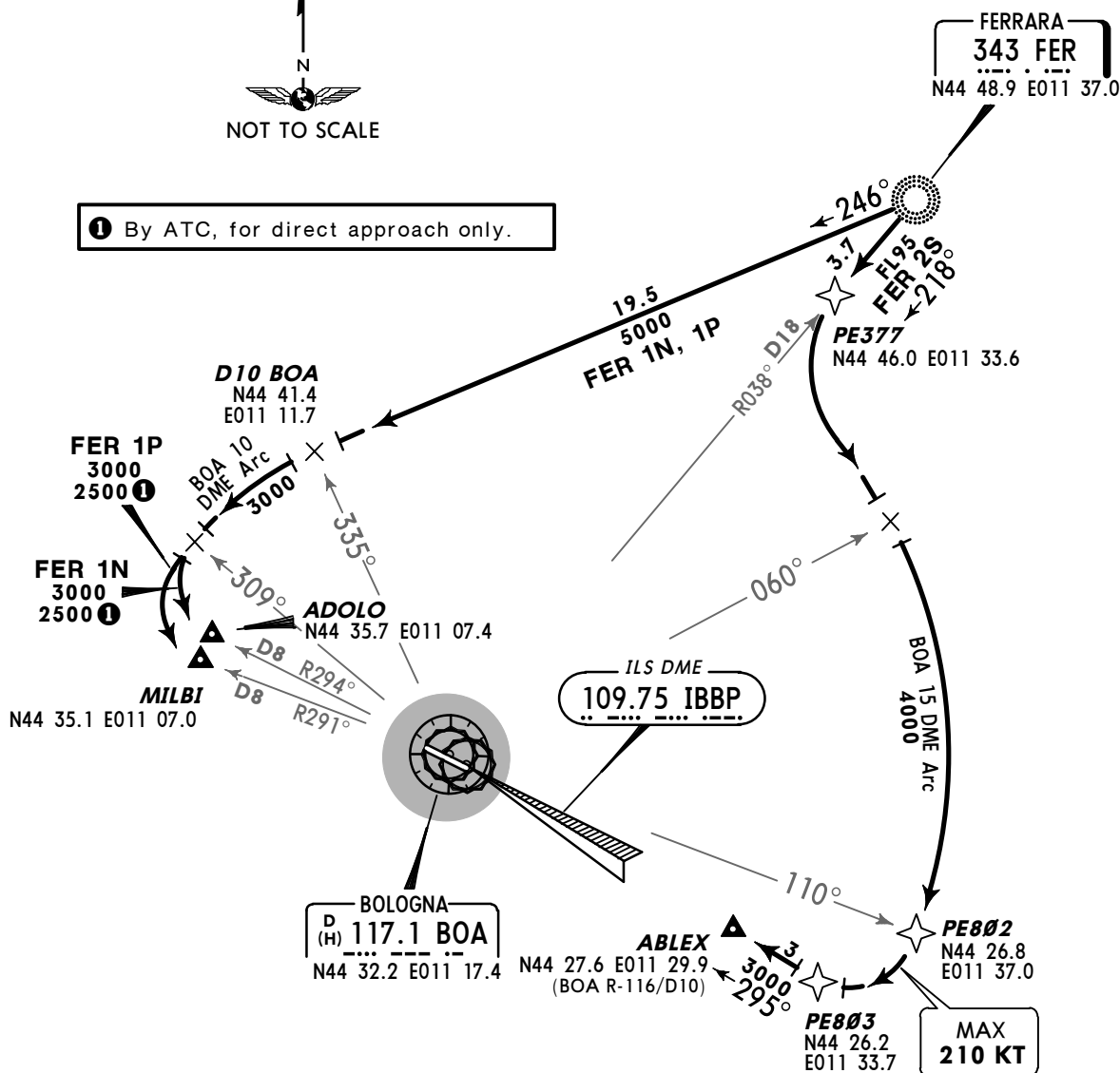
FER 1N, FER 1P, FER 2S ARRIVALS

BASED ON BOA VORDME

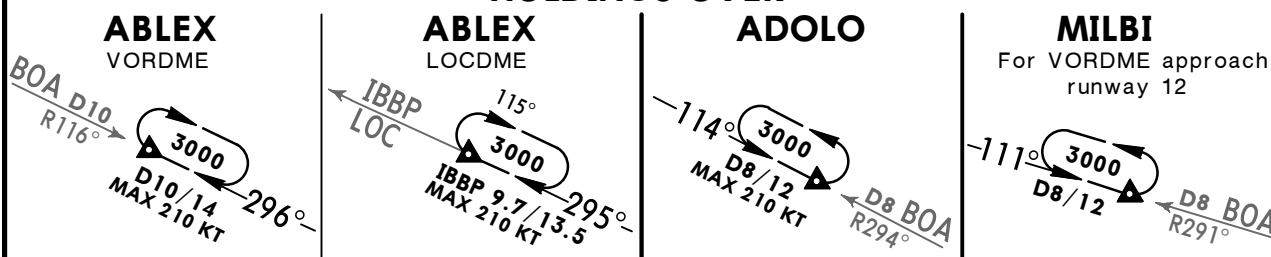
SPEED: MAX 250 KT AT OR BELOW FL100



① By ATC, for direct approach only.



HOLDINGS OVER



STAR

ROUTING

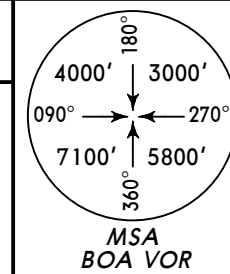
FER 1N	On 246° bearing, when passing BOA R-335 along BOA 10 DME arc, when passing BOA R-309 turn LEFT to ADOLO.
FER 1P	On 246° bearing, when passing BOA R-335 along BOA 10 DME arc, when passing BOA R-309 turn LEFT to MILBI.
FER 2S	On BOA R-038 inbound/218° bearing from FER to PE377, turn LEFT, along BOA 15 DME arc to PE802, turn RIGHT to ABLEX.



SPEED: MAX 250 KT AT OR BELOW FL100

- [illegible]

ATIS 134.87	Apt Elev 123'	Alt Set: hPa	Trans level: By ATC	Trans alt: 6000'
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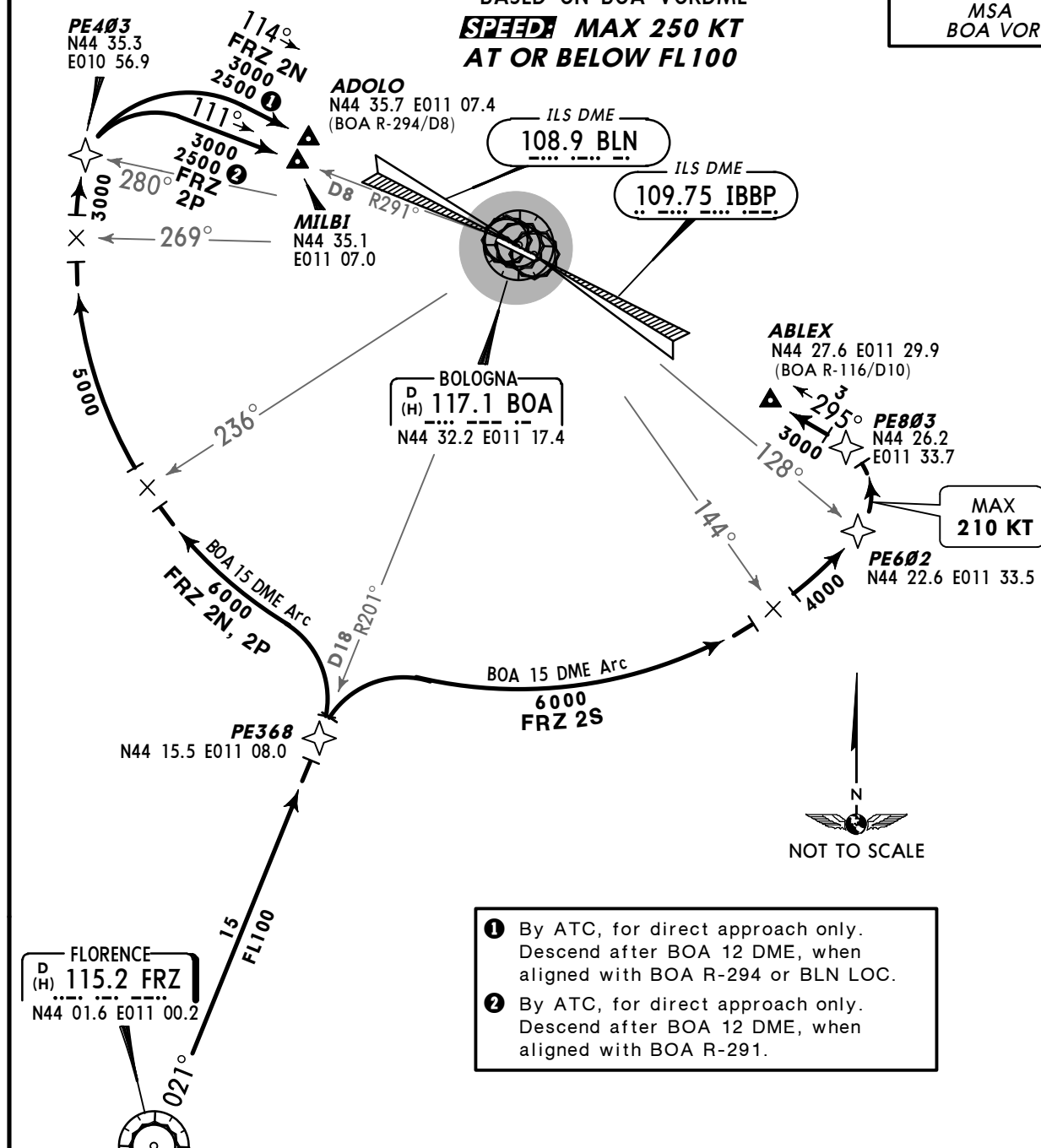
FRZ 2N, FRZ 2P, FRZ 2S

ARRIVALS

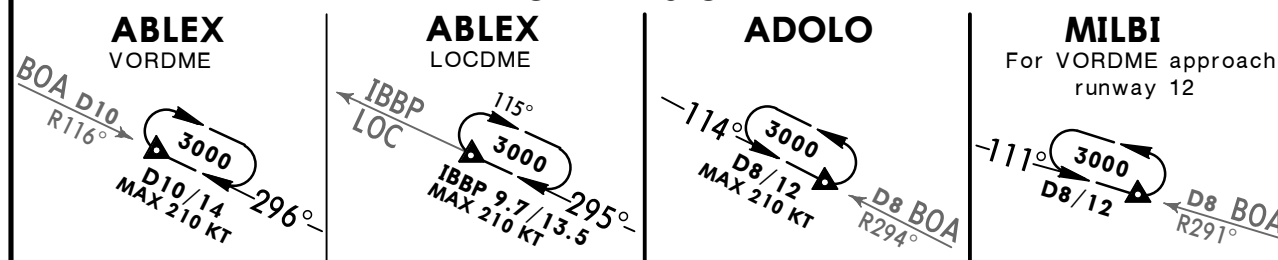
BASED ON BOA VORDME

SPEED MAX 250 KT

AT OR BELOW FL100

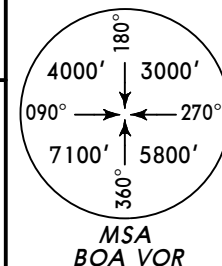


HOLDINGS OVER



STAR	ROUTING
FRZ 2N	On BOA R-201 inbound/FRZ R-021 to PE368, turn LEFT, along BOA 15 DME arc to PE403, turn RIGHT to ADOLO.
FRZ 2P	On BOA R-201 inbound/FRZ R-021 to PE368, turn LEFT, along BOA 15 DME arc to PE403, turn RIGHT to MILBI.
FRZ 2S	On BOA R-201 inbound/FRZ R-021 to PE368, turn RIGHT, along BOA 15 DME arc to PE602, turn LEFT to ABLEX.

ATIS 134.87 Apt Elev 123' Alt Set: hPa Trans level: By ATC Trans alt: 6000'



GAZ 4N, GAZ 4P BY ATC LUPOS 2N [LUPO2N], LUPOS 2P [LUPO2P]

ARRIVALS

BASED ON BOA VORDME

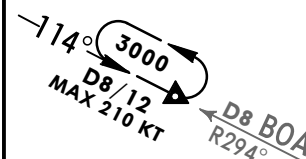
SPEED MAX 250 KT AT OR BELOW FL100

GAZOLDO
382 GAZ
N45 12.1 E010 36.2

GAZ 4N, 4P
By ATC

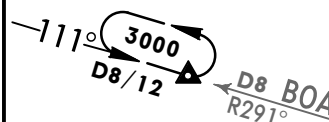


HOLDINGS OVER ADOLO

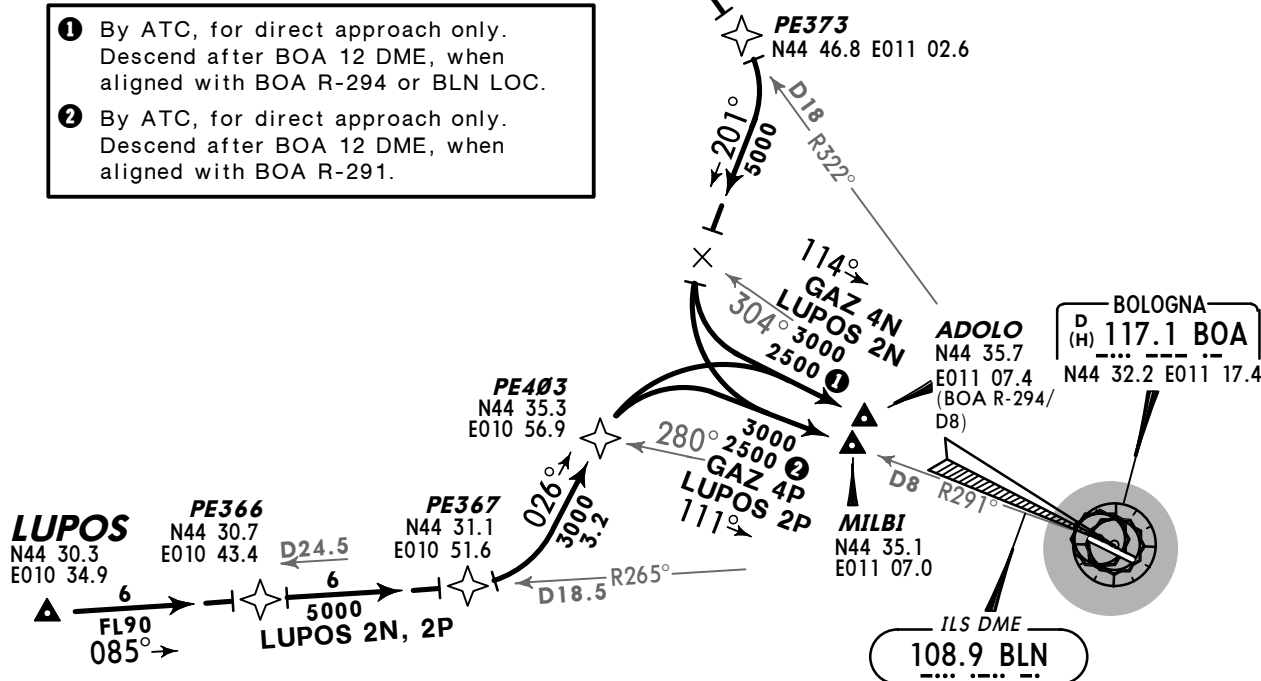


MILBI

For VORDME approach
runway 12



- By ATC, for direct approach only. Descend after BOA 12 DME, when aligned with BOA R-294 or BLN LOC.
- By ATC, for direct approach only. Descend after BOA 12 DME, when aligned with BOA R-291.



STAR

ROUTING

GAZ 4N

On BOA R-322 inbound/142° bearing from GAZ to PE373, turn RIGHT, 201° track, when passing BOA R-304 turn LEFT, intercept BOA R-294 inbound to ADOLO.

GAZ 4P

On BOA R-322 inbound/142° bearing from GAZ to PE373, turn RIGHT, 201° track, when passing BOA R-304 turn LEFT, intercept BOA R-291 inbound to MILBI.

LUPOS 2N

On BOA R-265 inbound to PE367, turn LEFT, 026° track to PE403, turn RIGHT to ADOLO.

LUPOS 2P

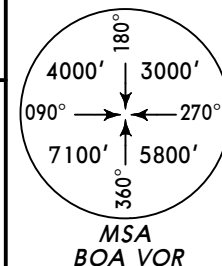
On BOA R-265 inbound to PE367, turn LEFT, 026° track to PE403, turn RIGHT to MILBI.

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ATIS
134.87

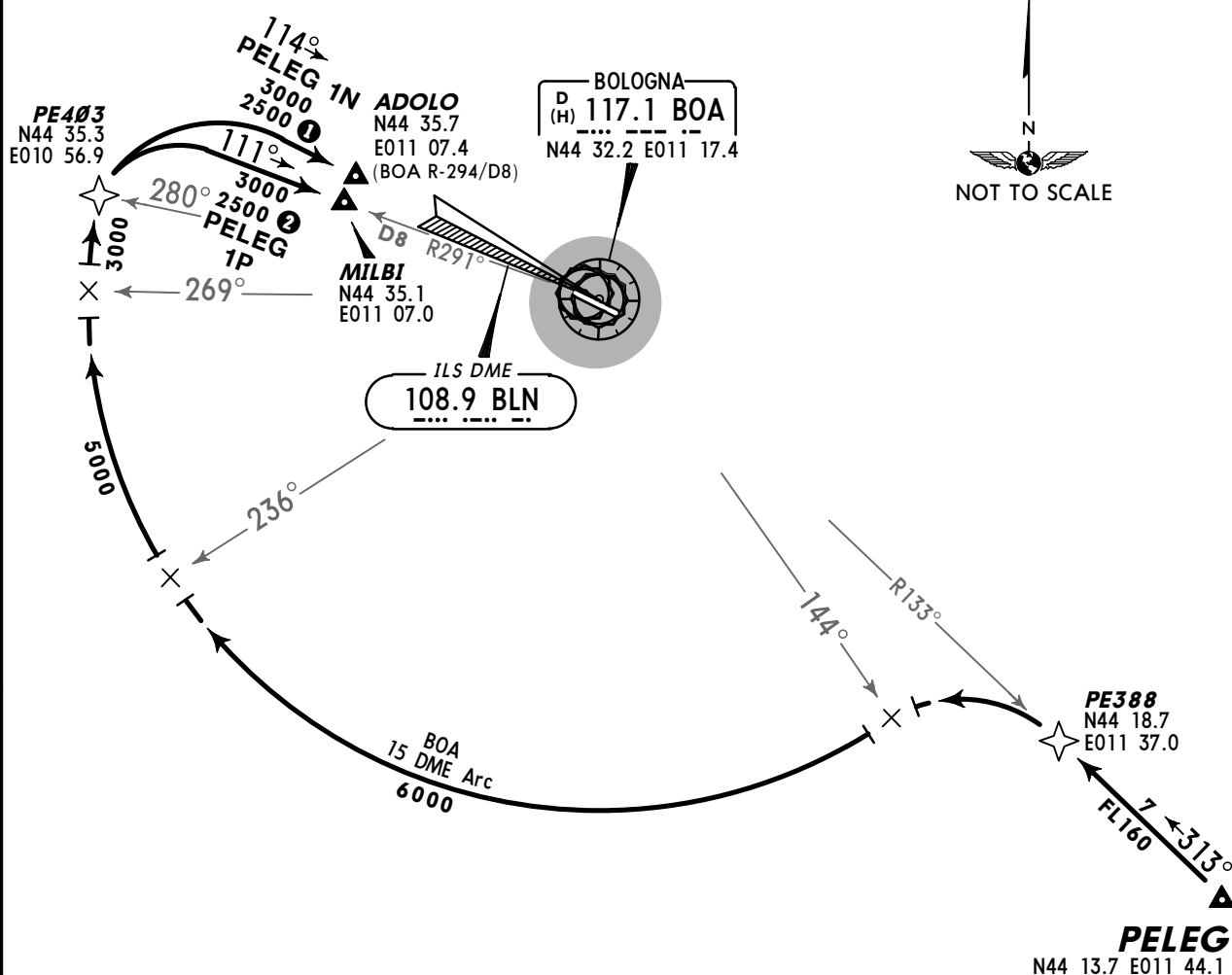
Apt Elev
123'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'

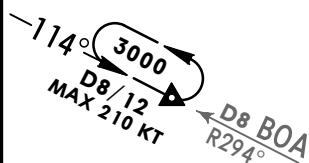


PELEG 1N [PELE1N], PELEG 1P [PELE1P]
ARRIVALS
BASED ON BOA VORDME
~~SPEED~~ MAX 250 KT AT OR BELOW FL100

- ① By ATC, for direct approach only. Descend after BOA 12 DME, when aligned with BOA R-294 or BLN LOC.
- ② By ATC, for direct approach only. Descend after BOA 12 DME, when aligned with BOA R-291.



HOLDINGS OVER
ADOLO



MILBI

For VORDME approach
runway 12



STAR

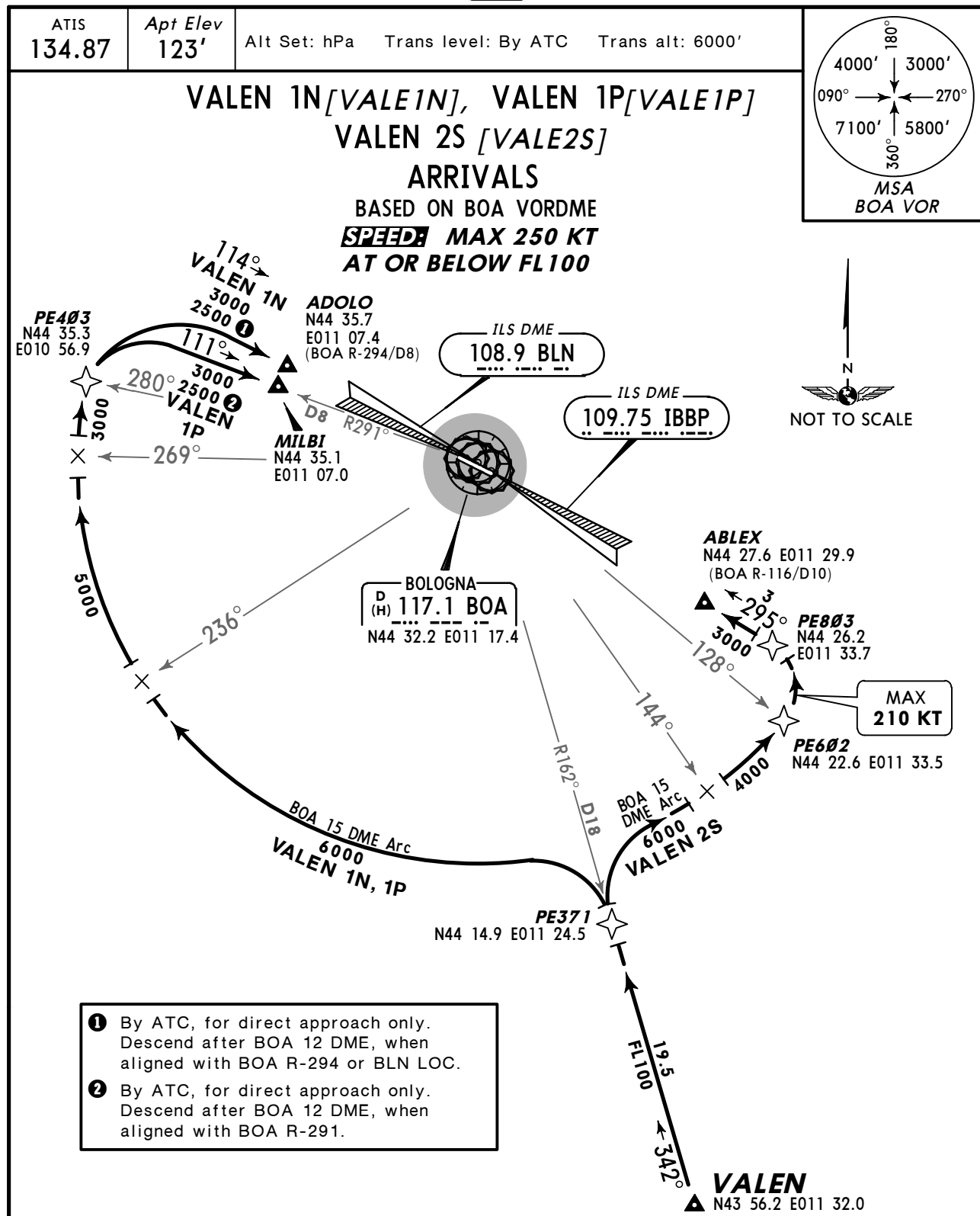
ROUTING

PELEG 1N

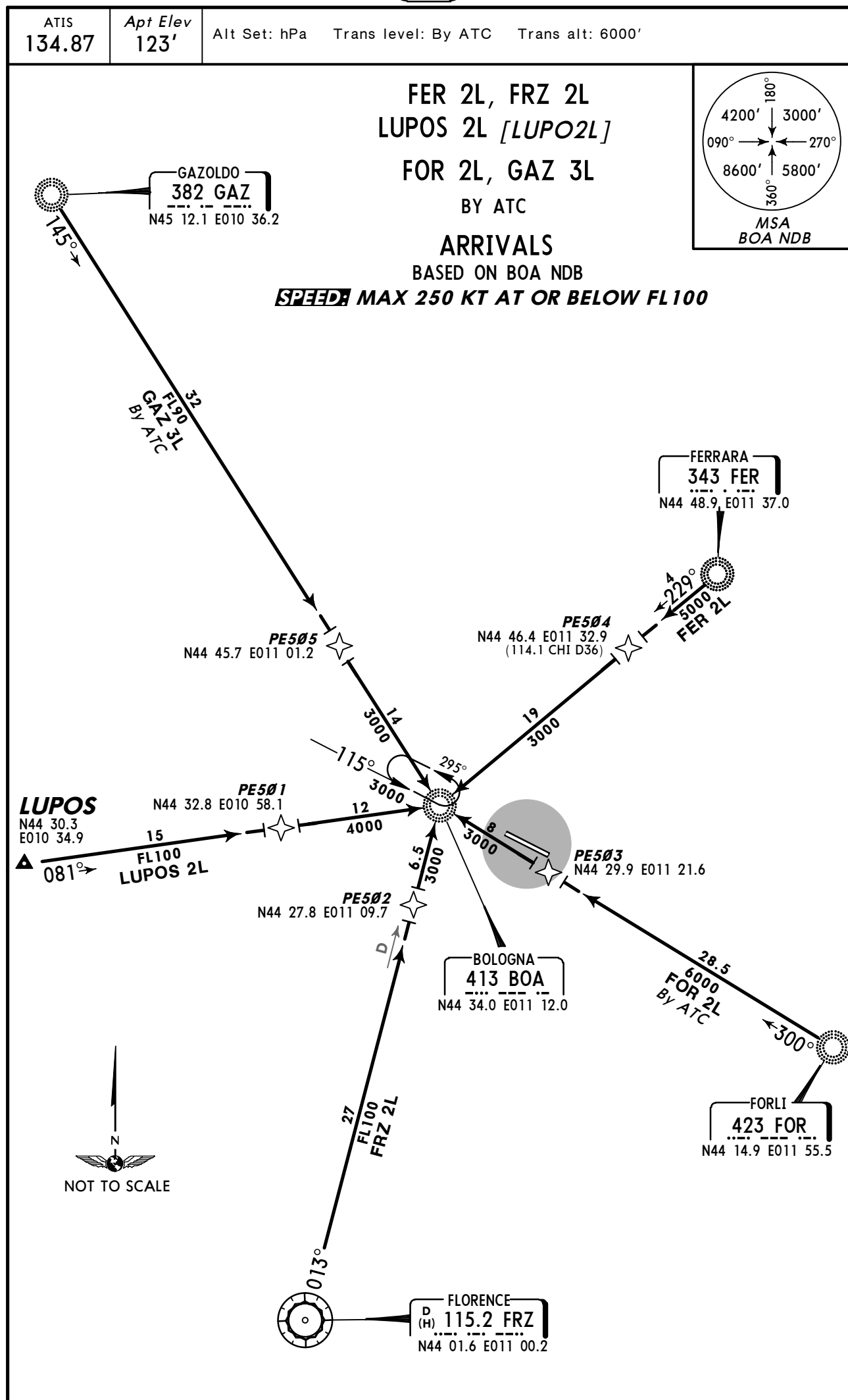
On BOA R-133 inbound to PE388, turn LEFT, along BOA 15 DME arc to PE403, turn RIGHT to ADOLO.

PELEG 1P

On BOA R-133 inbound to PE388, turn LEFT, along BOA 15 DME arc to PE403, turn RIGHT to MILBI.

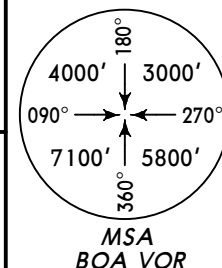


HOLDINGS OVER			
ABLEX VORDME 	ABLEX LOC DME 	ADOLO 	MILBI For VORDME approach runway 12
STAR	ROUTING		
VALEN 1N	On BOA R-162 inbound to PE371, turn LEFT, along BOA 15 DME arc to PE403, turn RIGHT to ADOLO.		
VALEN 1P	On BOA R-162 inbound to PE371, turn LEFT, along BOA 15 DME arc to PE403, turn RIGHT to MILBI.		
VALEN 2S	On BOA R-162 inbound to PE371, turn RIGHT, along BOA 15 DME arc to PE602, turn LEFT to ABLEX.		

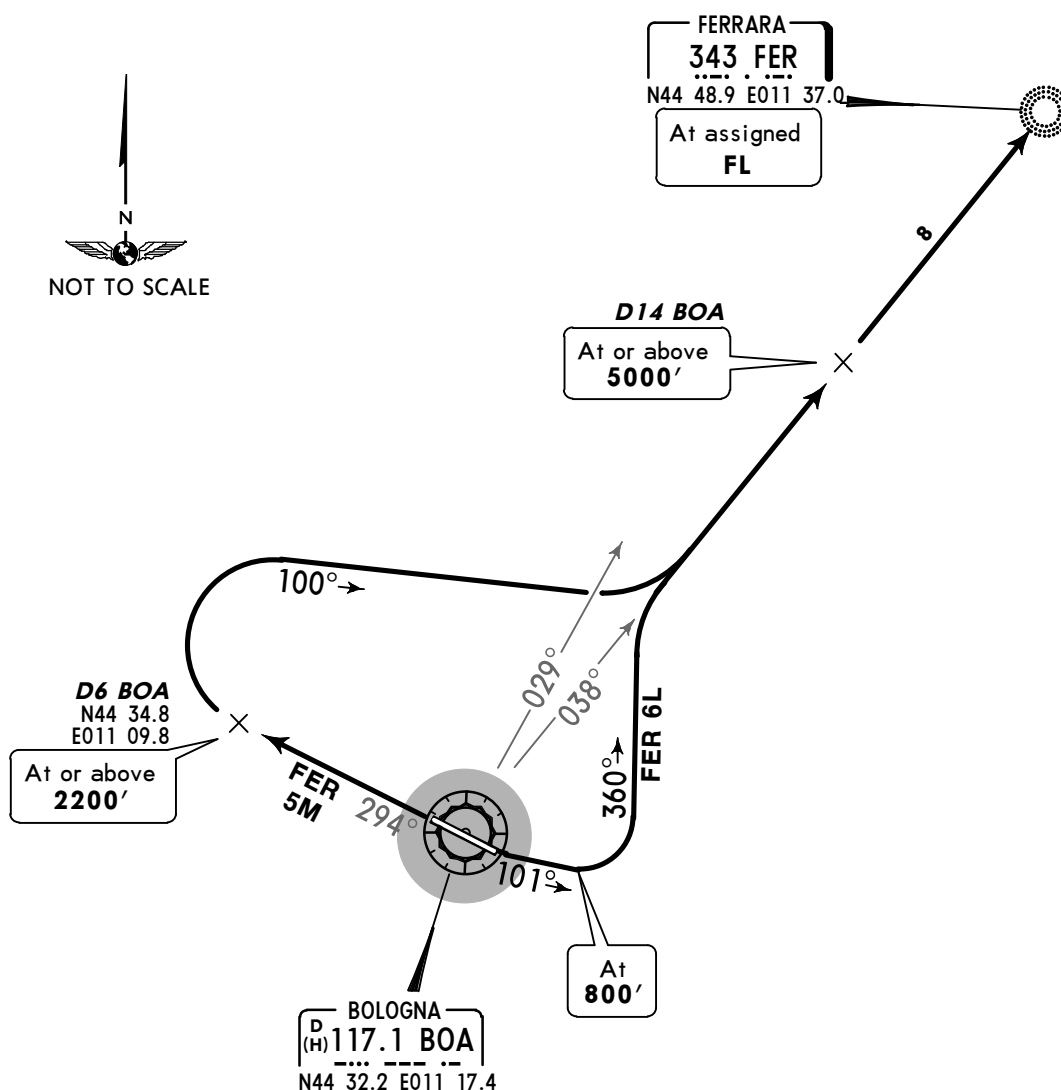


Apt Elev
123'

Trans level: By ATC Trans alt: 6000'
1. Pilots are requested to perform strictly noise abatement procedure. 2. Execute turns after take-off with MAX TAS 250 KT, bank angle 25°, or rate of turn 2°/sec, whichever requires lesser bank.



FER 6L, FER 5M
RWYS 12, 30 DEPARTURES
BASED ON BOA VORDME



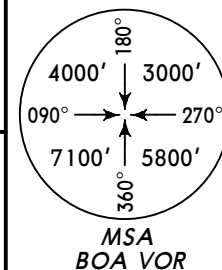
These SIDs require a minimum climb gradient of 425' per NM (7%).

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

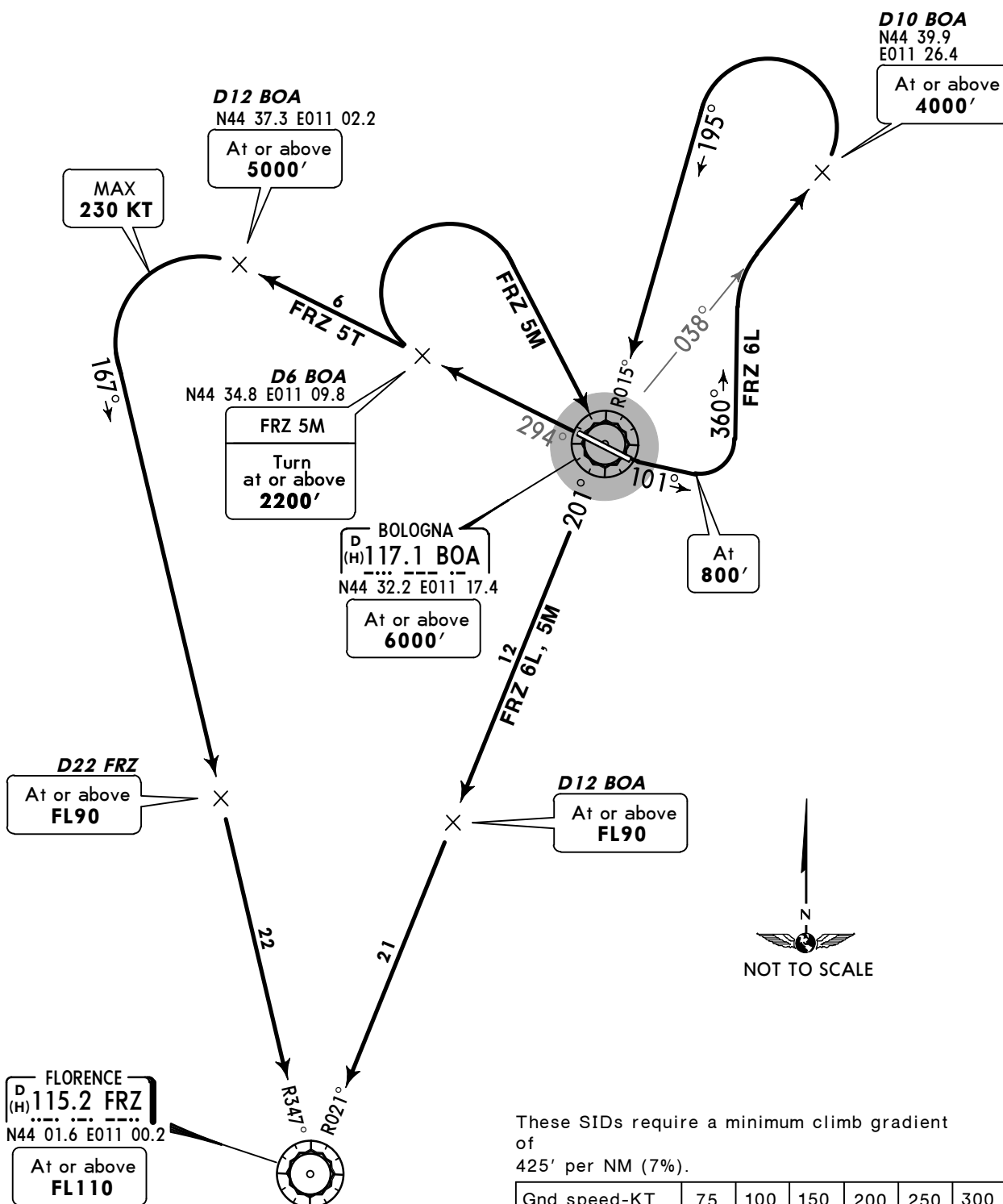
SID	RWY	ROUTING
FER 6L	12	Climb on 101° track to 800', turn LEFT, intercept BOA R-038 to FER.
FER 5M	30	Intercept BOA R-294 to D6 BOA, turn RIGHT, 100° track, intercept BOA R-038 to FER.

Apt Elev
123'

Trans level: By ATC Trans alt: 6000'
1. Pilots are requested to perform strictly noise abatement procedure. 2. Execute turns after take-off with MAX TAS 250 KT, bank angle 25°, or rate of turn 2°/sec, whichever requires lesser bank.



FRZ 6L, FRZ 5M, FRZ 5T
RWYS 12, 30 DEPARTURES
BASED ON BOA VORDME



These SIDs require a minimum climb gradient of 425' per NM (7%).

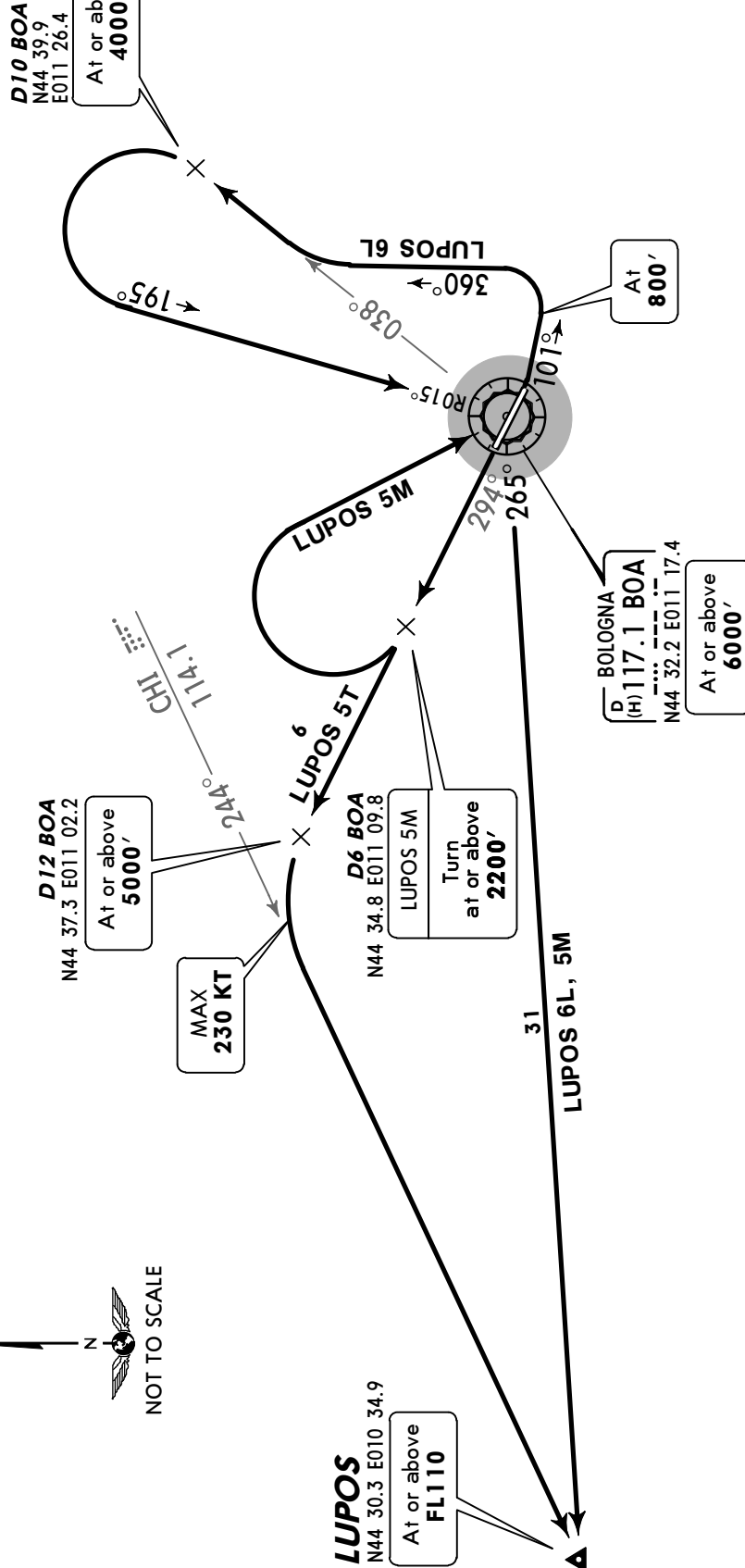
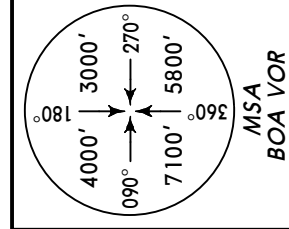
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

SID	RWY	ROUTING
FRZ 6L	12	Climb on 101° track to 800', turn LEFT, intercept BOA R-038 to D10 BOA, turn LEFT, intercept BOA R-015 inbound to BOA, then to FRZ.
FRZ 5M	30	Intercept BOA R-294 to D6 BOA, turn RIGHT to BOA, then to FRZ.
FRZ 5T		Intercept BOA R-294 to D12 BOA, turn LEFT, intercept FRZ R-347 inbound to FRZ.

Apt Elev
123'

- Trans level: By ATC Trans alt: 6000'
1. Pilots are requested to perform strictly noise abatement procedure.
 2. Execute turns after take-off with MAX TAS 250 KT, bank angle 25°, or rate of turn 2°/sec, whichever requires lesser bank.

LUPOS 6L [LUPO6L]
LUPOS 5M [LUPO5M]
LUPOS 5T [LUPO5T]
RWYS 12, 30 DEPARTURES
BASED ON BOA VORDME



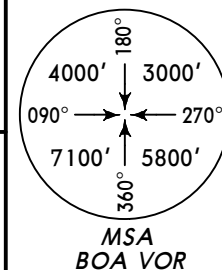
These SIDs require a minimum climb gradient of 425' per NM (7%).

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

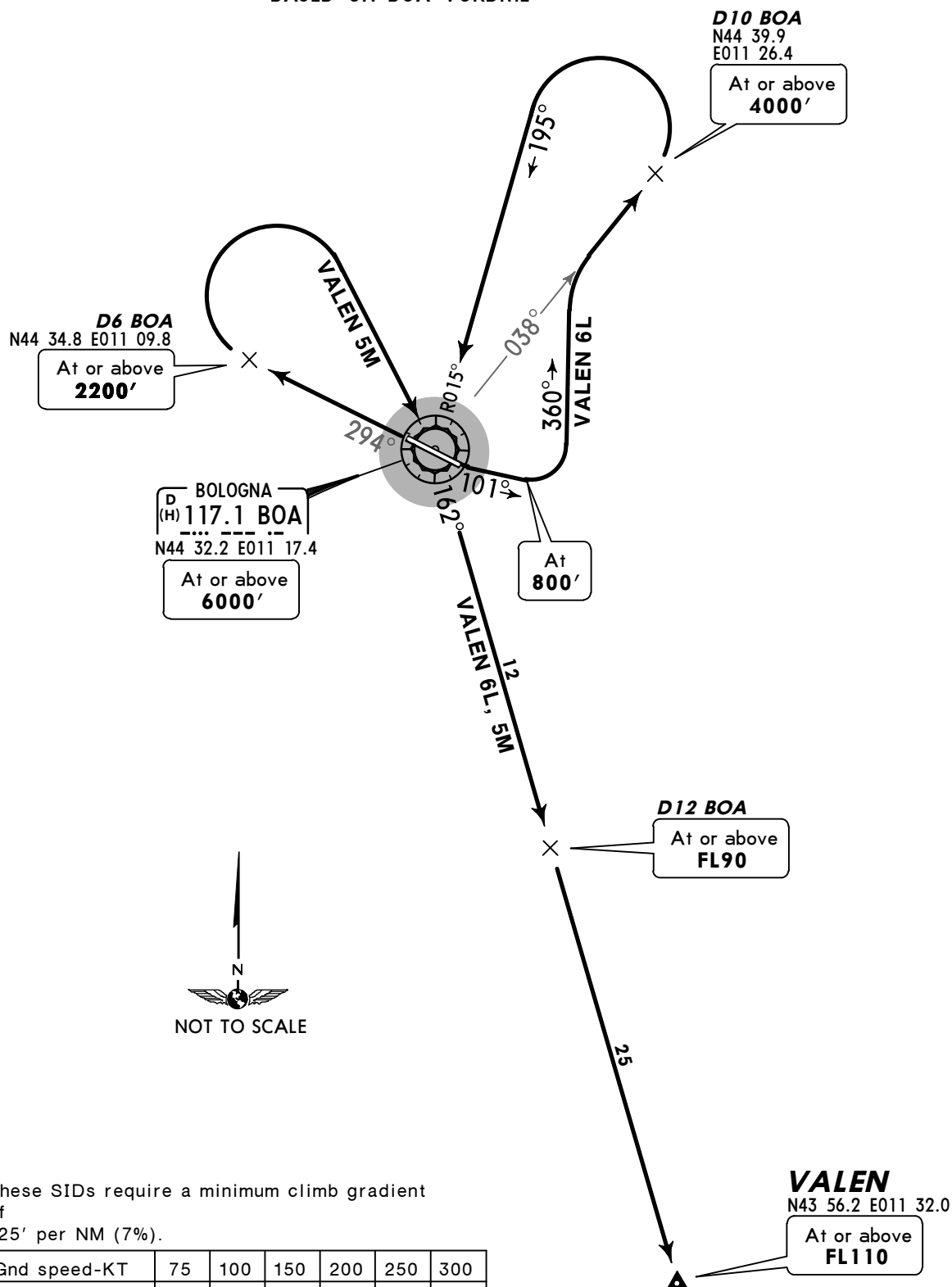
SID	RWY	ROUTING
LUPOS 6L	12	Climb on 101° track to 800', turn LEFT, intercept BOA R-038 to D10 BOA, turn LEFT, intercept BOA R-015 inbound to BOA, then to LUPOS.
LUPOS 5M	30	Intercept BOA R-294 to D6 BOA, turn RIGHT to BOA, then to LUPOS.
LUPOS 5T		Intercept BOA R-294 to D12 BOA, turn LEFT, intercept CHI R-244 to LUPOS.

Apt Elev
123'

Trans level: By ATC Trans alt: 6000'
1. Pilots are requested to perform strictly noise abatement procedure. 2. Execute turns after take-off with MAX TAS 250 KT, bank angle 25°, or rate of turn 2°/sec, whichever requires lesser bank.



**VALEN 6L [VALE6L]
VALEN 5M [VALE5M]
RWYS 12, 30 DEPARTURES
BASED ON BOA VORDME**



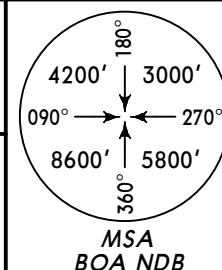
These SIDs require a minimum climb gradient of 425' per NM (7%).

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

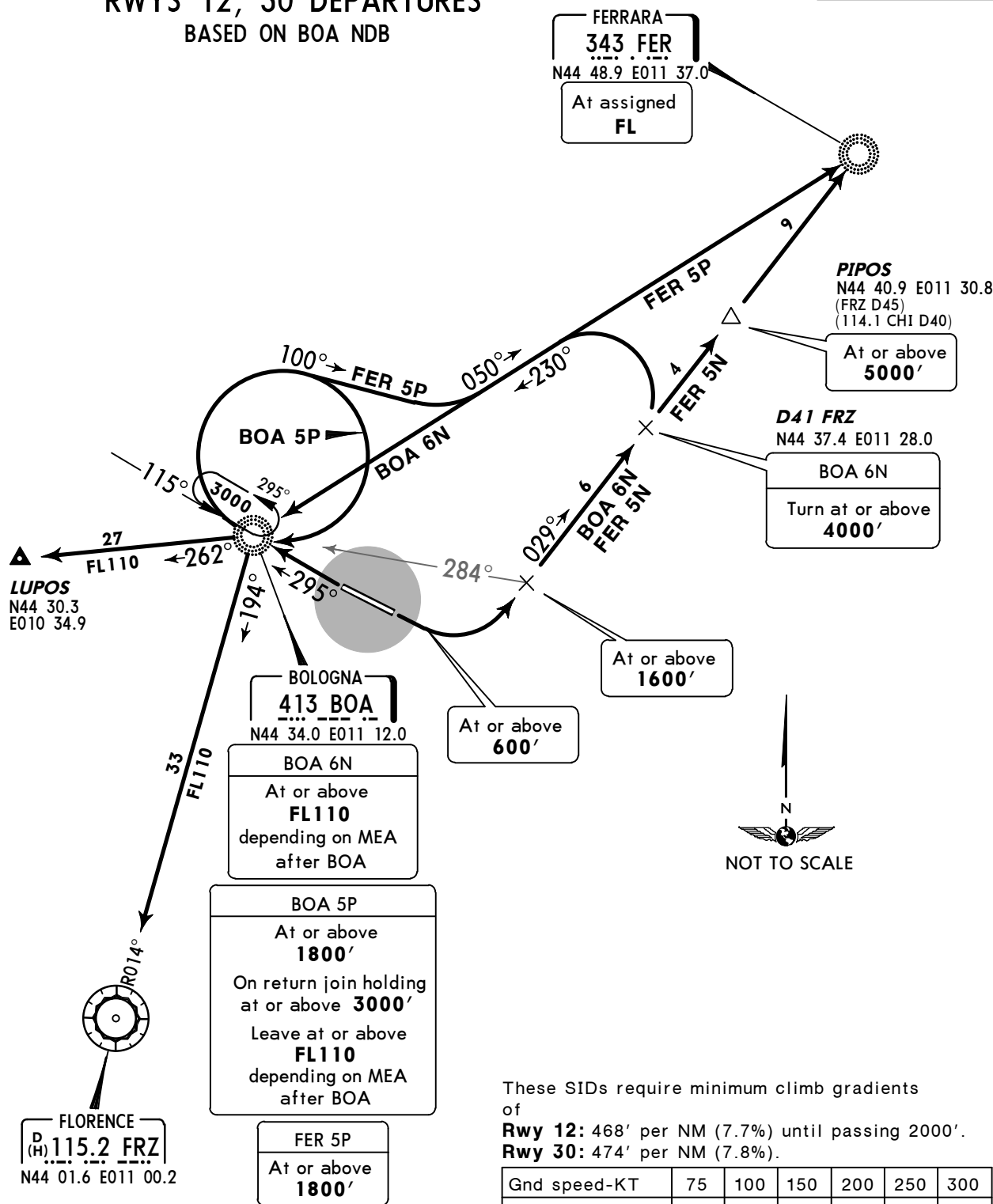
SID	RWY	ROUTING
VALEN 6L	12	Climb on 101° track to 800', turn LEFT, intercept BOA R-038 to D10 BOA, turn LEFT, intercept BOA R-015 inbound to BOA, then to VALEN.
VALEN 5M	30	Intercept BOA R-294 to D6 BOA, turn RIGHT to BOA, then to VALEN.

Apt Elev
123'

Trans level: By ATC Trans alt: 6000'
1. Pilots are requested to perform strictly noise abatement procedure 2. Execute turns after take-off with MAX TAS 250 KT, bank angle 25°, or rate of turn 2°/sec, whichever requires lesser bank.



BOA 6N, BOA 5P
FER 5N, FER 5P
RWYS 12, 30 DEPARTURES
BASED ON BOA NDB



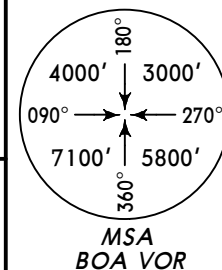
These SIDs require minimum climb gradients of
Rwy 12: 468' per NM (7.7%) until passing 2000'.
Rwy 30: 474' per NM (7.8%).

Gnd speed-KT	75	100	150	200	250	300
474' per NM	592	790	1185	1580	1975	2370
468' per NM	585	780	1170	1560	1949	2339

SID	RWY	ROUTING
BOA 6N	12	Climb to 600' or above, turn LEFT, intercept 029° bearing towards FER to D41 FRZ, turn LEFT, intercept 230° bearing to BOA.
BOA 5P	30	Intercept 295° bearing to BOA, turn RIGHT to BOA, join holding pattern.
FER 5N	12	Climb to 600' or above, turn LEFT, intercept 029° bearing via PIPOS to FER.
FER 5P	30	Intercept 295° bearing to BOA, turn RIGHT, 100° track, intercept 050° bearing from BOA to FER, climbing to assigned FL.

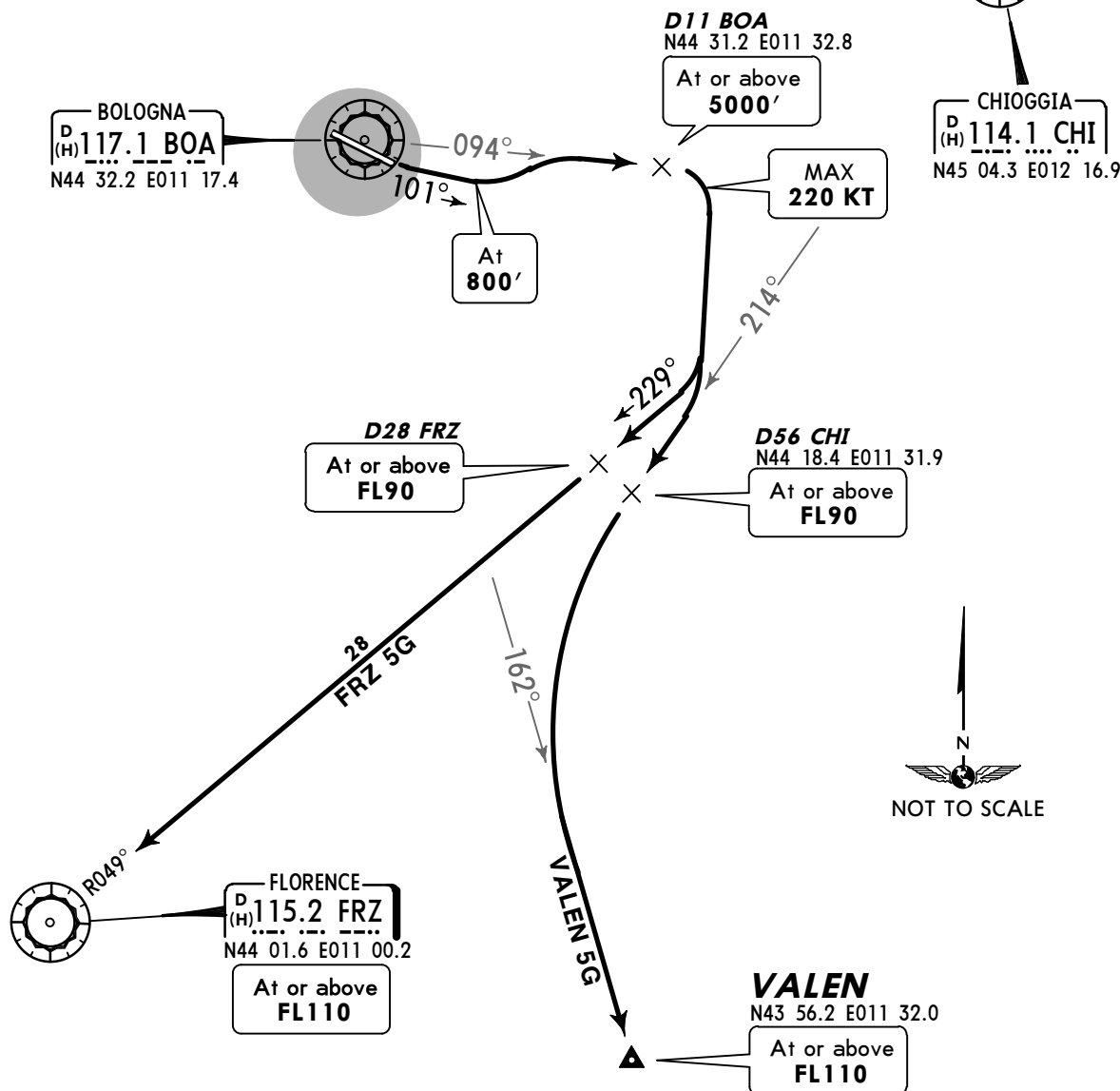
Apt Elev
123'

- Trans level: By ATC Trans alt: 6000'
1. Pilots are requested to perform strictly noise abatement procedure.
 2. Execute turns after take-off with MAX TAS 250 KT, bank angle 25°, or rate of turn 2°/sec, whichever requires lesser bank.



FRZ 5G VALEN 5G [VALE5G] RWY 12 DEPARTURES

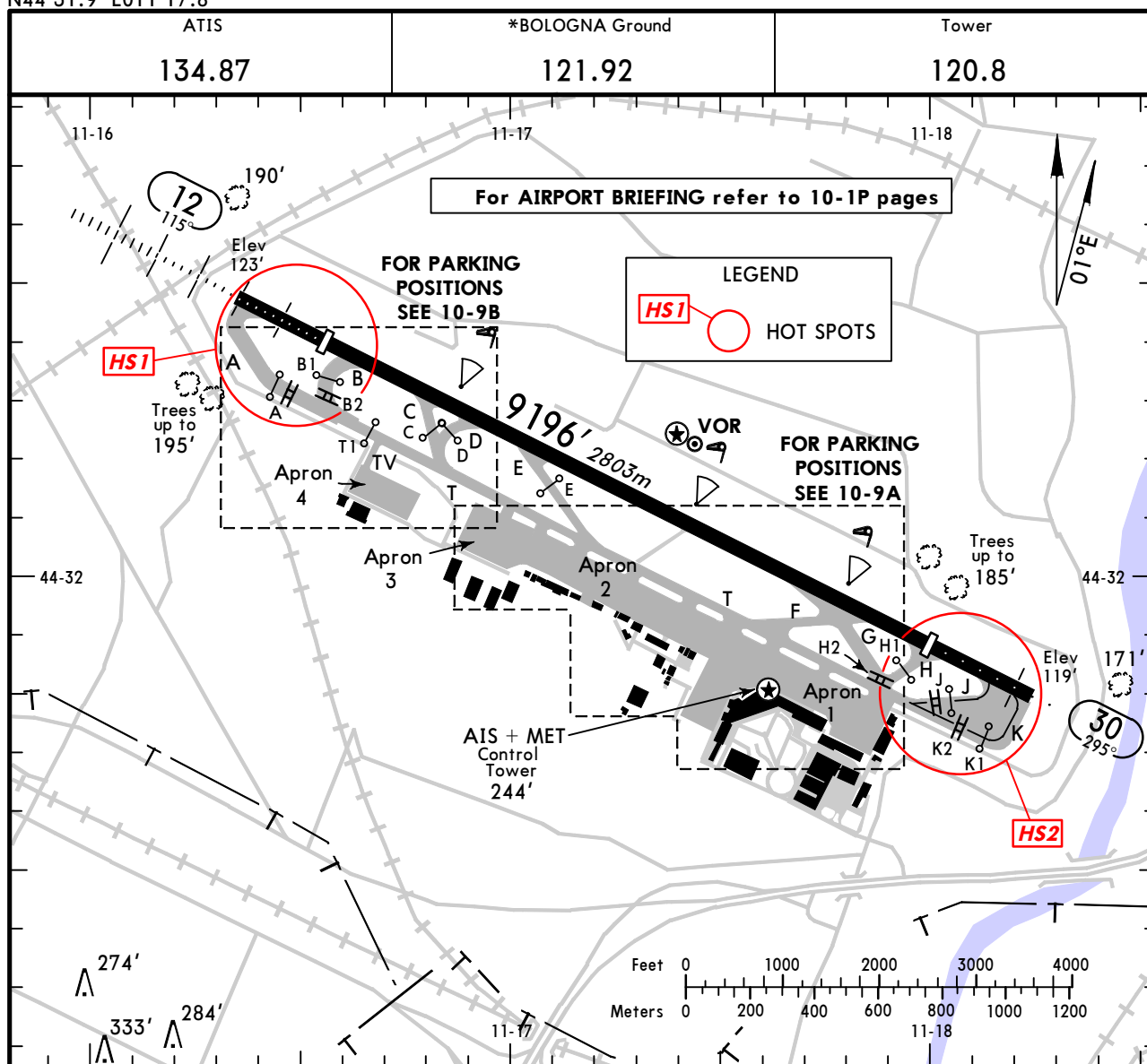
BY ATC
BASED ON BOA VORDME
USABLE FROM 0600-2300LT AND FOR ACFT
AS FROM ICAO ANNEX 16 CHAPTER 3



These SIDs require a minimum climb gradient
of
425' per NM (7%).

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

SID	ROUTING
FRZ 5G	Climb on 101° track to 800', turn LEFT, intercept BOA R-094 to D11 BOA, turn RIGHT, intercept FRZ R-049 inbound to FRZ.
VALEN 5G	Climb on 101° track to 800', turn LEFT, intercept BOA R-094 to D11 BOA, turn RIGHT, intercept CHI R-214, turn LEFT, intercept BOA R-162 to VALEN.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
12	HIRL (60m) CL ① HIALS REIL TDZ ② HST-G RVR	8179' 2493m	7047' 2148m	③	148' 45m
30	HIRL (60m) CL ① HIALS REIL PAPI-R (3.5°) RVR	8012' 2442m			

① spacing 15m ② PAPI-L(3.0°)

③ TAKE-OFF RUN AVAILABLE

RWY 12:

From rwy head 9196' (2803m)
twy B int 7874' (2400m)
twy C int 6890' (2100m)
twy D int 6234' (1900m)

RWY 30:

From rwy head 9196' (2803m)
twy J int 8629' (2630m)
twy H int 7858' (2395m)

HS1: Holding position A is about 1148'/350m from rwy end and has to be used in all weather conditions.

HS2: Holding positions J and K1 are far from rwy end.

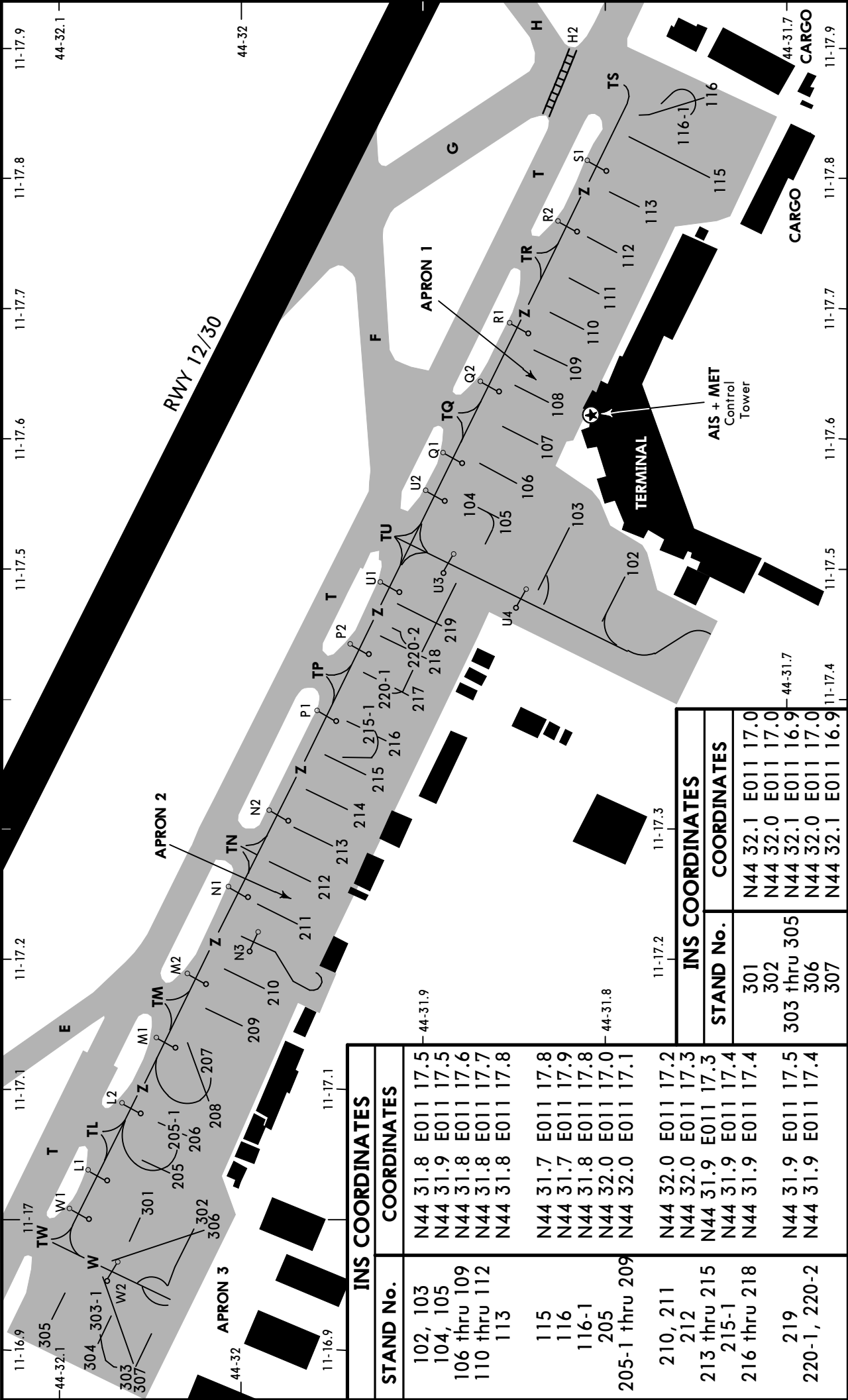
Holding position J has to be used in all weather conditions.

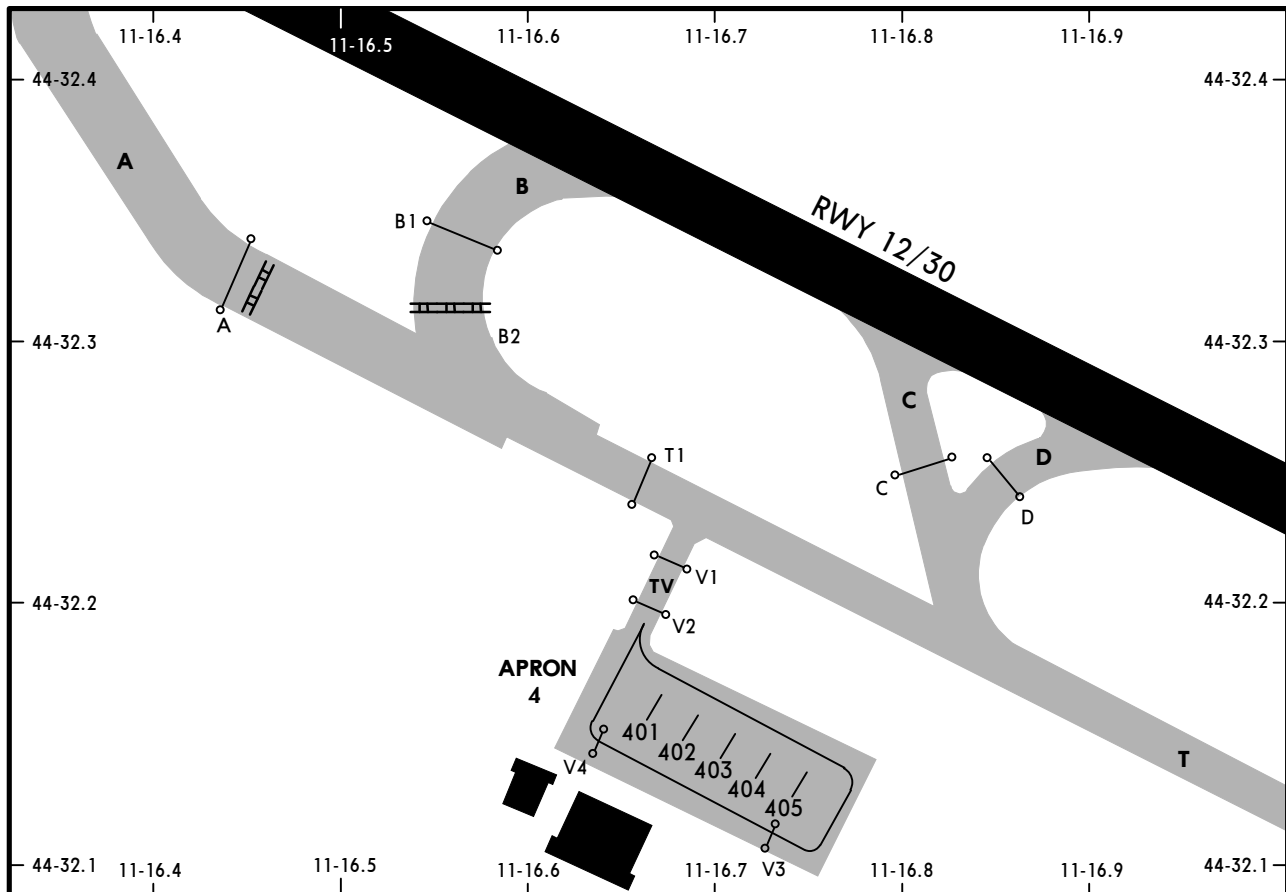
Standard

TAKE-OFF ①

	LVP must be in Force				
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.



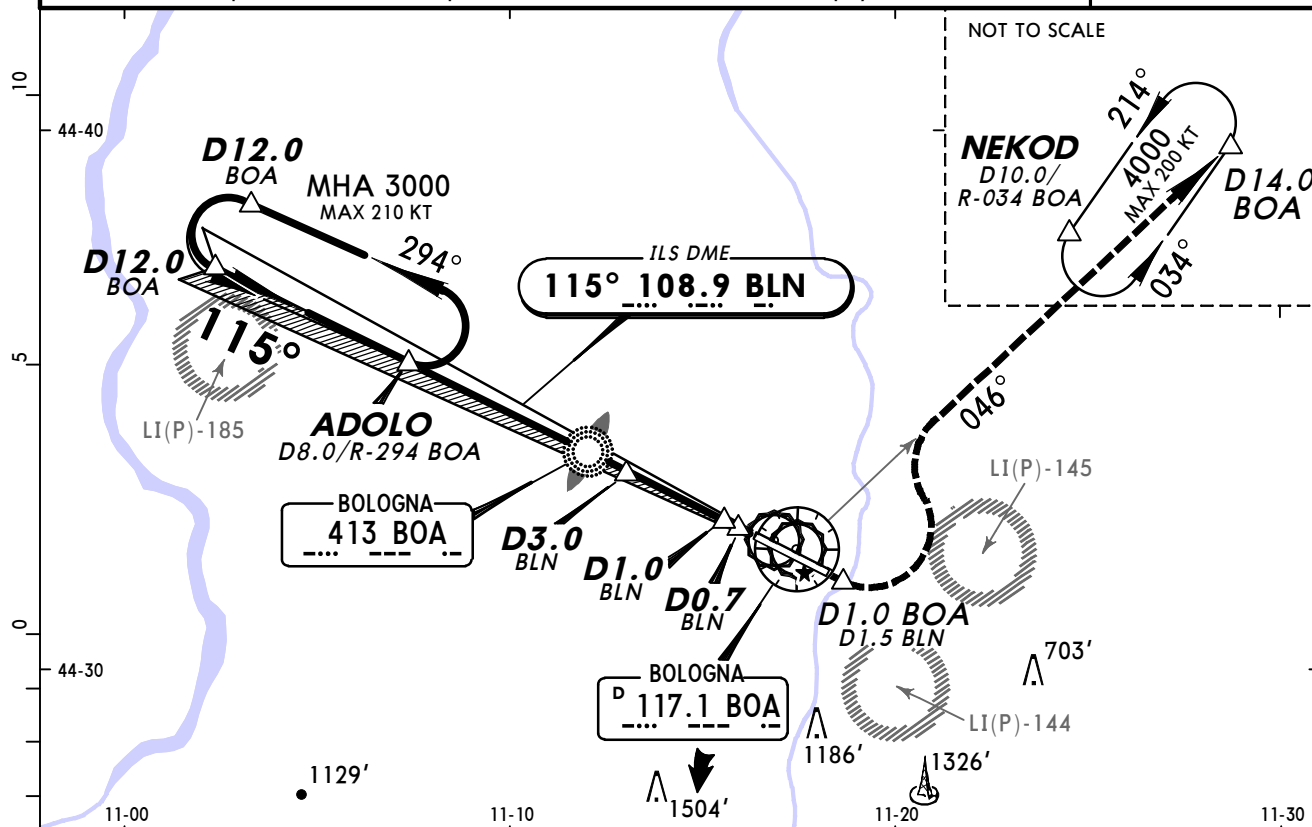


INS COORDINATES

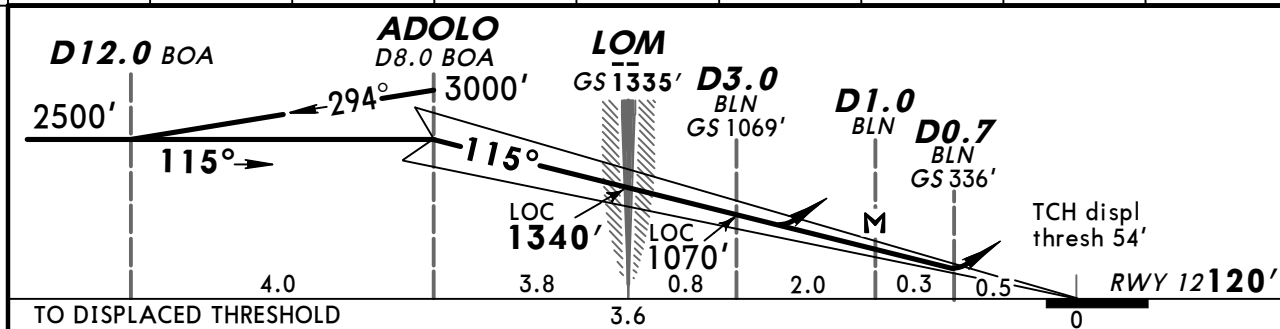
STAND No.	COORDINATES
401	N44 32.2 E011 16.7
402 thru 405	N44 32.1 E011 16.7

BRIEFING STRIP™

ATIS 134.87		BOLOGNA Approach (R) 120.1		BOLOGNA Tower 120.8		*Ground 121.92
LOC BLN 108.9	Final Apch Crs 115°	GS LOM 1335' (1215')	ILS DA(H) Refer to Minimums	Apt Elev 123' RWY 120'		 MSA BOA VOR
MISSED APCH: Climb on rwy heading. At 500' but not before D1.0 BOA/D1.5 BLN after THR rwy 12 turn LEFT (MAX 200 KT) to intercept R-046 until D14.0 BOA to NEKOD at 4000' and hold.						
Alt Set: hPa		Rwy Elev: 4 hPa	Trans level: By ATC		Trans alt: 6000'	
1. DME required. 2. Some users reported false LOC captures. Pilot attention is drawn to pay max caution.						



LOC (GS out)	BLN DME ALTITUDE	7.0	6.0	5.0	4.0	3.0	2.0	1.0
		2350'	2030'	1710'	1390'	1070'	750'	440'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 500'
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861	
MAP at D1.0 BLN							

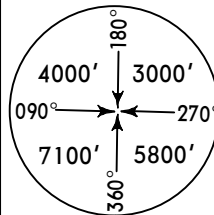
STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND	
ILS DA(H) AB: 320' (200') C: 327' (207') D: 338' (218')		LOC (GS out) DA(H) 480' (360')		Not authorized South of rwy	
FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A				100	730' (607') 1500m
B				135	750' (627') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	180	990' (867') 2400m
D				205	990' (867') 3600m

LIPE/BLQ
BORGIO PANIGALE

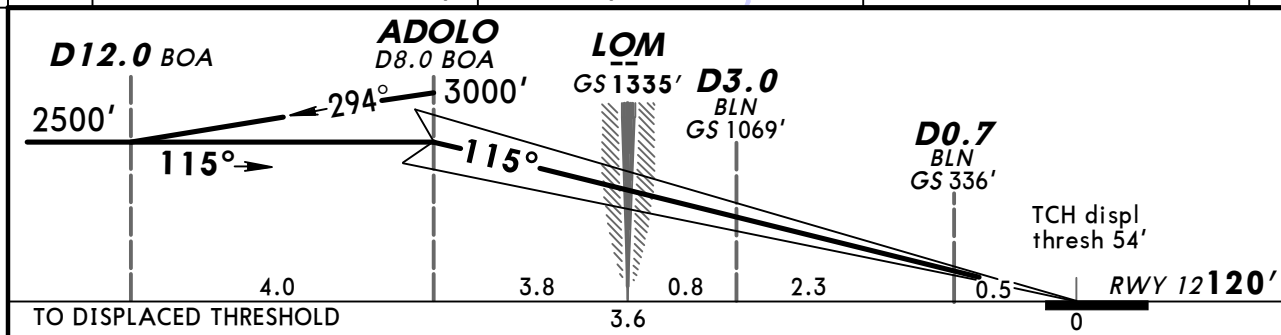
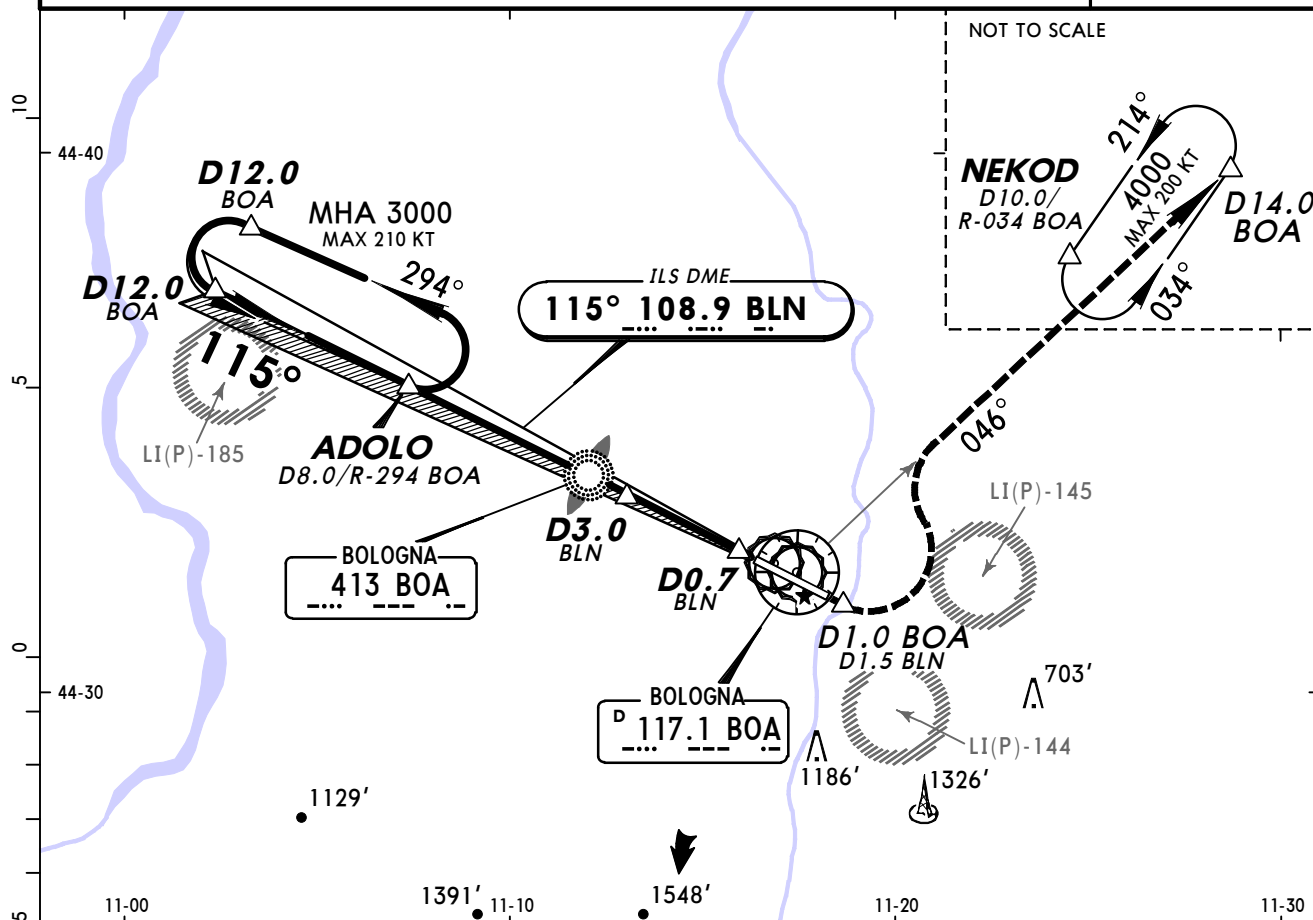
JEPPESSEN
25 JAN 13
Eff 7 Feb **11-1A**

BOLOGNA, ITALY
CAT II/III ILS Z Rwy 12

BRIEFING STRIP

ATIS 134.87		BOLOGNA Approach (R) 120.1		BOLOGNA Tower 120.8		*Ground 121.92	
LOC BLN 108.9	Final Apch Crs 115°	GS LOM 1335' (1215')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 123' RWY 120'		
MISSED APCH: Climb on rwy heading. At 500' but not before D1.0 BOA/D1.5 BLN after THR rwy 12 turn LEFT (MAX 200 KT) to intercept R-046 until D14.0 BOA to NEKOD at 4000' and hold.							
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000' 1. DME required. 2. Some users reported false LOC captures. Pilot attention is drawn to pay max caution. 3. Special Aircrew & Acft Certification Required.							

MSA
BOA VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 500'	
GS	3.00°	377	484	538	646	753		

Standard		STRAIGHT-IN LANDING RWY 12	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABC RA 97' DA(H) 220' (100')	D RA 130' DA(H) 246' (126')
RVR 200m		RVR 300m	RVR 400m

Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.
 CHANGES: Missed apch holding. © JEPPESSEN, 2000, 2013. ALL RIGHTS RESERVED.

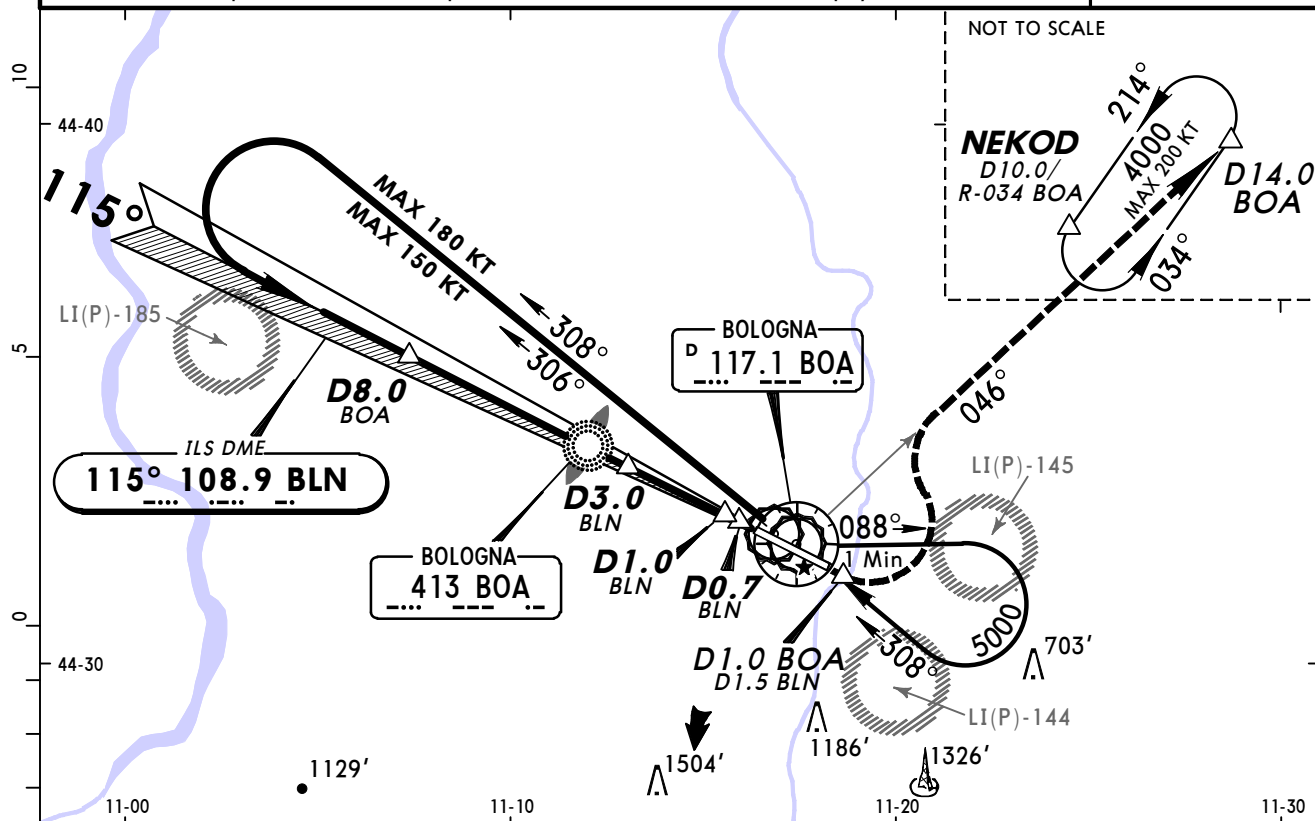
LIPE/BLQ BORGOPANIGALE

JEPPESSEN
25 JAN 13 **11-2** Eff 7 Feb

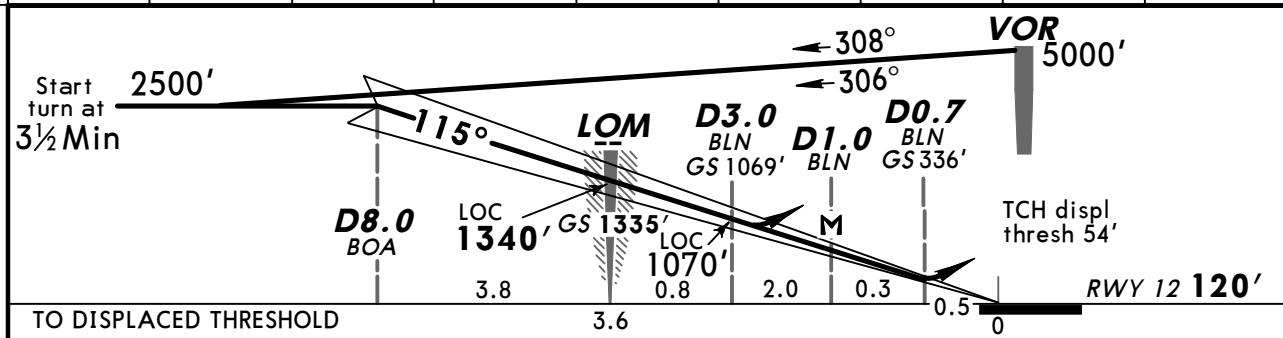
BOLOGNA, ITALY
ILS Y Rwy 12

BRIEFING STRIP™

ATIS 134.87		BOLOGNA Approach (R) 120.1		BOLOGNA Tower 120.8		*Ground 121.92			
LOC BLN 108.9	Final Apch Crs 115°	GS LOM 1335' (1215')	ILS DA(H) Refer to Minimums	Apt Elev 123' RWY 120'		 MSA BOA VOR			
MISSED APCH: Climb on rwy heading. At 500' but not before D1.0 BOA/D1.5 BLN after THR rwy 12 turn LEFT (MAX 200 KT) to intercept R-046 until D14.0 BOA to NEKOD at 4000' and hold.									
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC				Trans alt: 6000'	
1. DME required. 2. Some users reported false LOC captures. Pilot attention is drawn to pay max caution.									



LOC (GS out)	BLN DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE		2350'	2030'	1710'	1390'	1070'	750'	440'



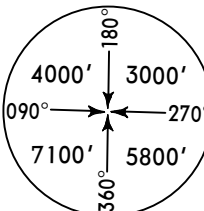
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 500'	
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861		
MAP at D1.0 BLN								

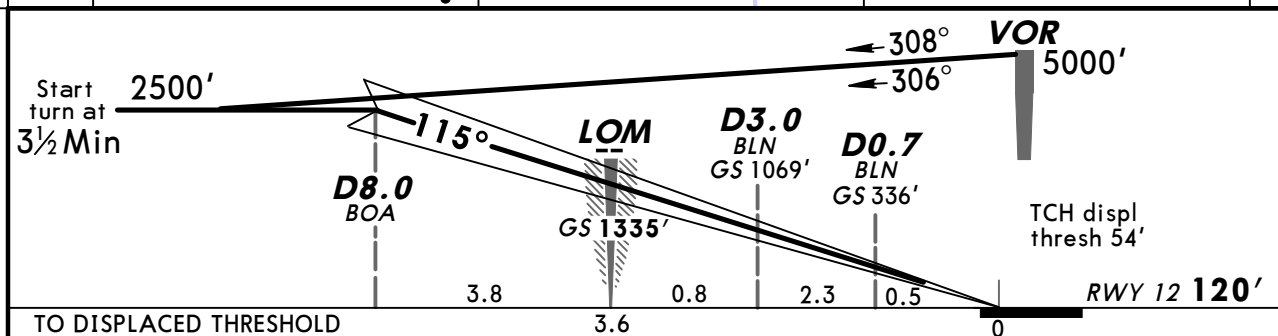
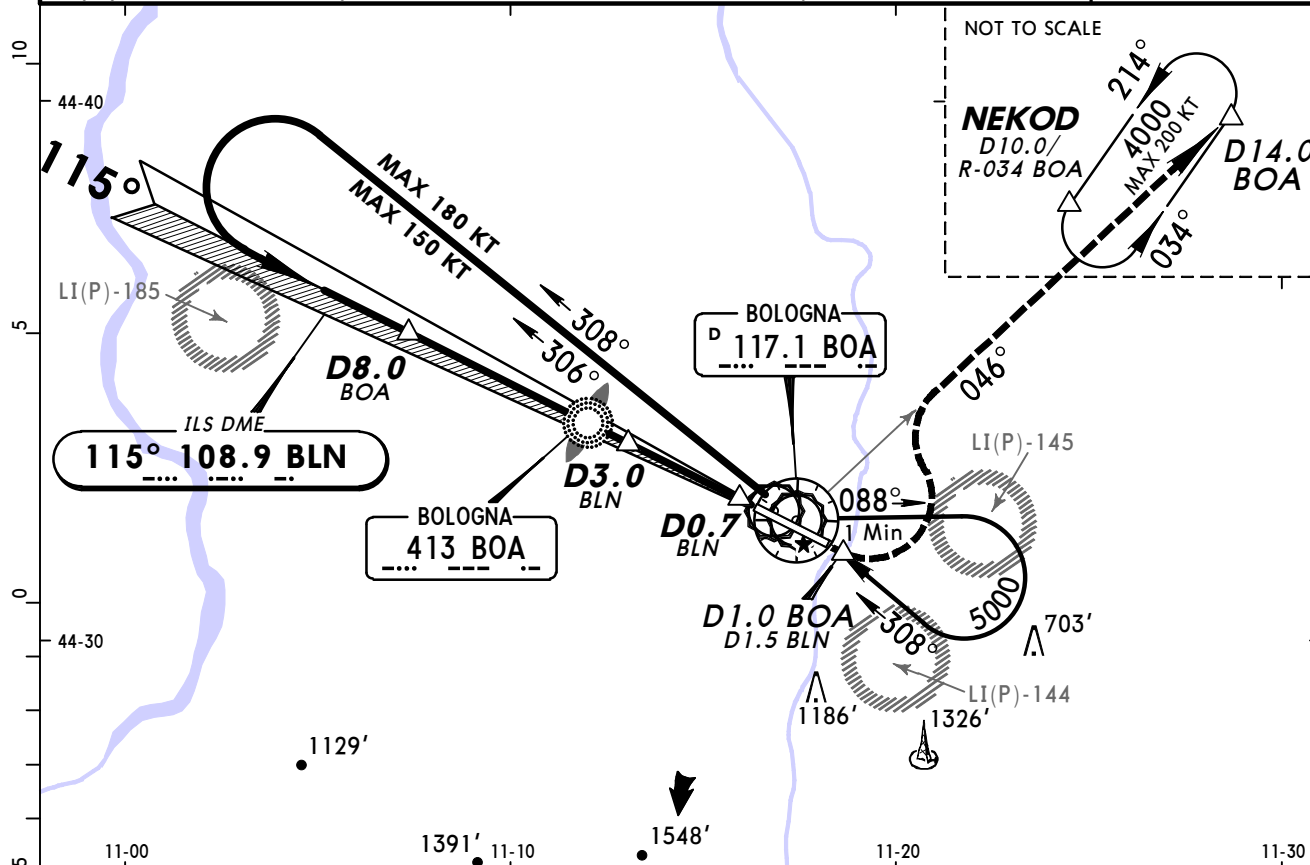
STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND	
ILS DA(H) AB: 320' (200') C: 327' (207') D: 338' (218')		LOC (GS out) DA(H) 480' (360')		Not authorized South of rwy	
FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A				100	730' (607') 1500m
B			RVR 1500m	135	750' (627') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	180	990' (867') 2400m
D			RVR 900m	205	990' (867') 3600m

LIPE/BLQ
BORGOPANIGALE

JEPPesen
25 JAN 13
Eff 7 Feb 11-2A

BOLOGNA, ITALY
CAT II/III ILS Y Rwy 12

ATIS 134.87		BOLOGNA Approach (R) 120.1		BOLOGNA Tower 120.8		*Ground 121.92	
LOC BLN 108.9	Final Apch Crs 115°	GS LOM 1335' (1215')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 123' RWY 120'		
MISSED APCH: Climb on rwy heading. At 500' but not before D1.0 BOA/D1.5 BLN after THR rwy 12 turn LEFT (MAX 200 KT) to intercept R-046 until D14.0 BOA to NEKOD at 4000' and hold.							
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000' 1. DME required. 2. Some users reported false LOC captures. Pilot attention is drawn to pay max caution. 3. Special Aircrew & Acft Certification Required.							

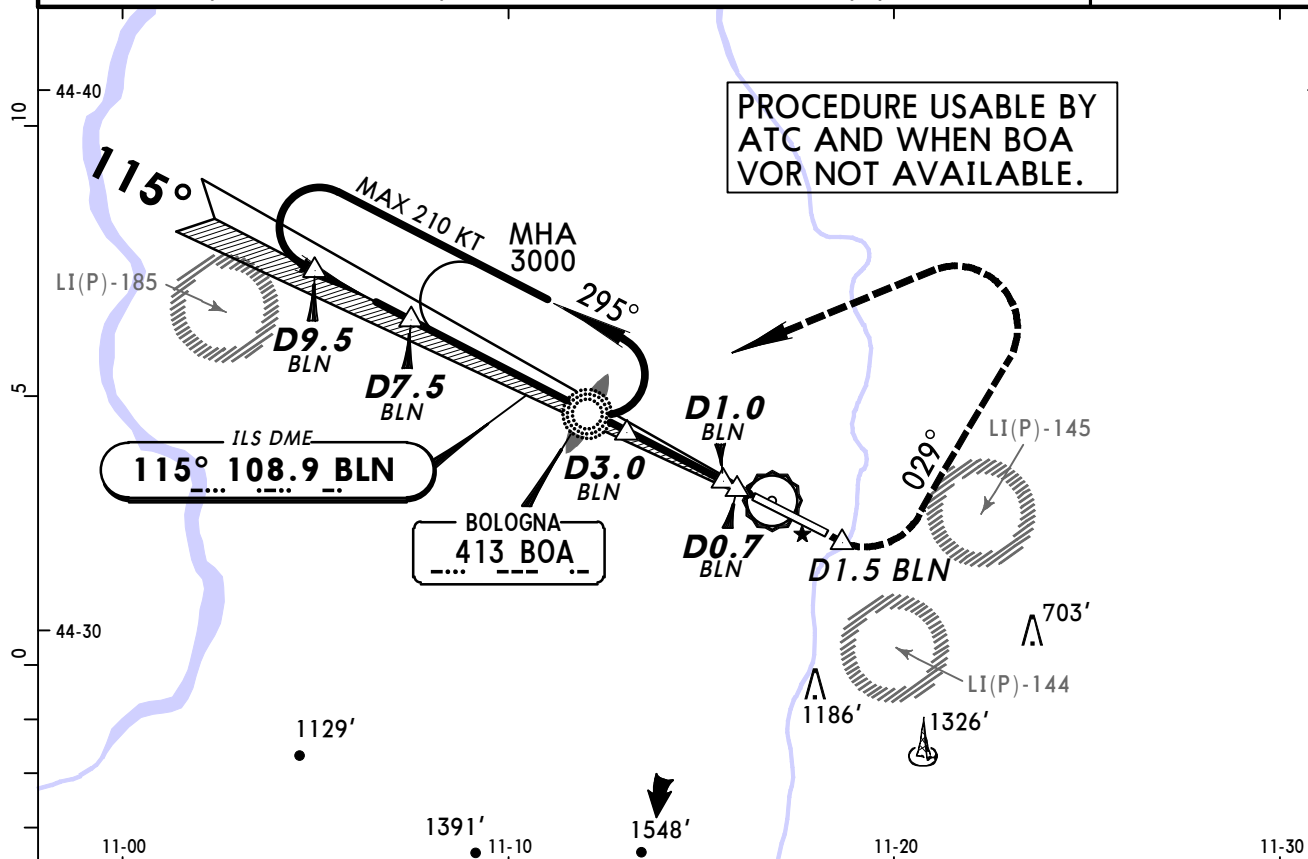


TO DISPLACED THRESHOLD	3.8	3.6	0.8	2.3	0.5	0
Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	377	484	538	646	753

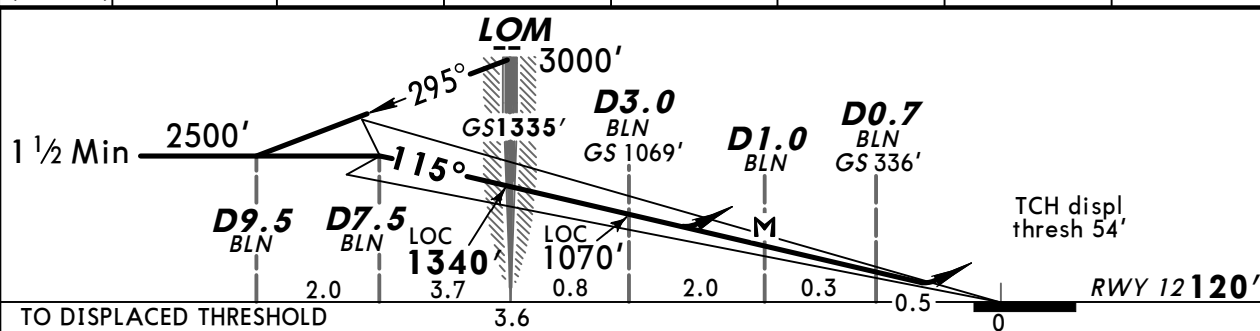
Standard CAT IIIA ILS DH 50' RVR 200m		STRAIGHT-IN LANDING RWY 12 CAT II ILS ABC RA 97' DA(H) 220' (100') RVR 300m I		D RA 130' DA(H) 246' (126') RVR 400m
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I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.
 CHANGES: Missed apch holding. © JEPPesen, 2000, 2013. ALL RIGHTS RESERVED.

ATIS 134.87		BOLOGNA Approach (R) 120.1		BOLOGNA Tower 120.8		*Ground 121.92
LOC BLN 108.9	Final Apch Crs 115°	GS LOM 1335' (1215')	ILS DA(H) Refer to Minimums	Apt Elev 123' RWY 120'		
MISSED APCH: Climb on 115°. At 500' but not before D1.5 BLN turn LEFT onto 029°. At 1500' turn LEFT to reach NDB at 3000'. MAX 210 KT during turns.						
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000' Some users reported false LOC captures. Pilot attention is drawn to pay max caution.						MSA BOA NDB



LOC (GS out)	BLN DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2020'	1710'	1390'	1070'	750'	440'



TO DISPLACED THRESHOLD	3.6	2.0	0.8	0.3	0.5	0
Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861
MAP at D1.0 BLN						

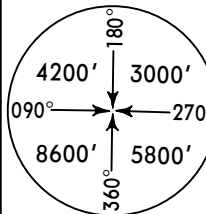
STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND	
ILS DA(H) AB: 320' (200') D: 338' (218') FULL Limited ALS out		LOC (GS out) DA(H) 480' (360') ALS out		Not authorized South of rwy	
A				Max Kts 100	730' (607') 1500m
B				135	750' (627') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	180	990' (867') 2400m
D				205	990' (867') 3600m

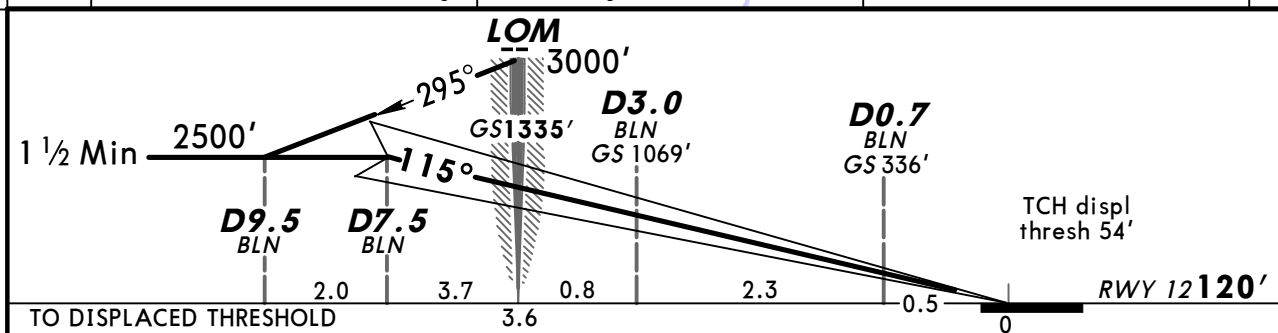
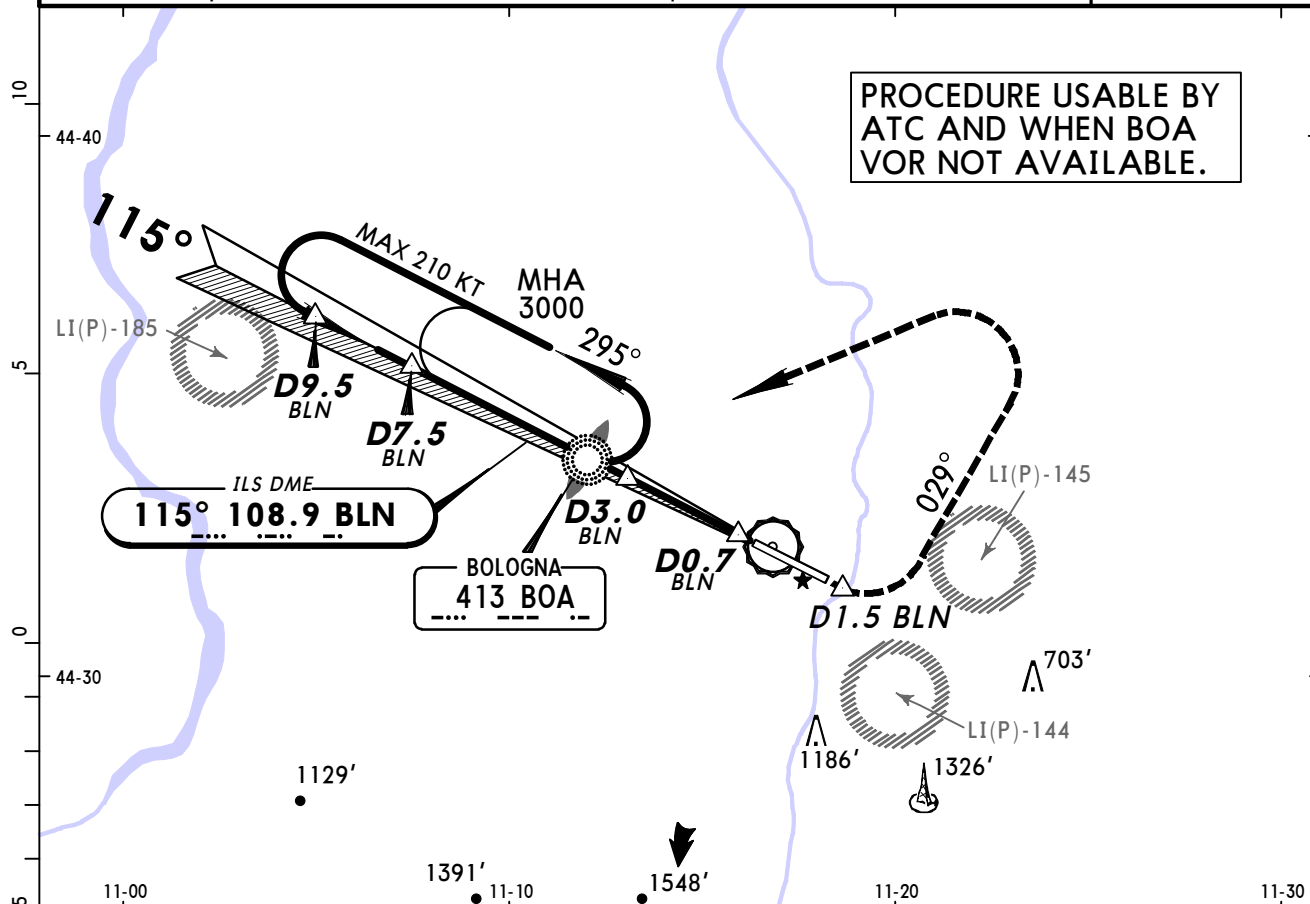
LIPE/BLQ
BORGOPANIGALE

JEPPESEN
9 MAR 12 **(11-3A)**

BOLOGNA, ITALY
CAT II/III ILS X Rwy 12

BRIEFING STRIP™

ATIS 134.87		BOLOGNA Approach (R) 120.1		BOLOGNA Tower 120.8		*Ground 121.92
LOC BLN 108.9	Final Aptch Crs 115°	GS LOM 1335' (1215')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 123' RWY 120'	 MSA BOA NDB
MISSED APCH: Climb on 115°. At 500' but not before D1.5 BLN turn LEFT onto 029°. At 1500' turn LEFT to reach NDB at 3000'. MAX 210 KT during turns.						
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000' 1. Some users reported false LOC captures. Pilot attention is drawn to pay max caution. 2. Special Aircrew & Acft Certification Required.						



TO DISPLACED THRESHOLD	2.0	3.7	3.6	0.8	2.3	0.5	0	RWY 12 120'
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 500'	
GS	3.00°	377	484	538	646	753		

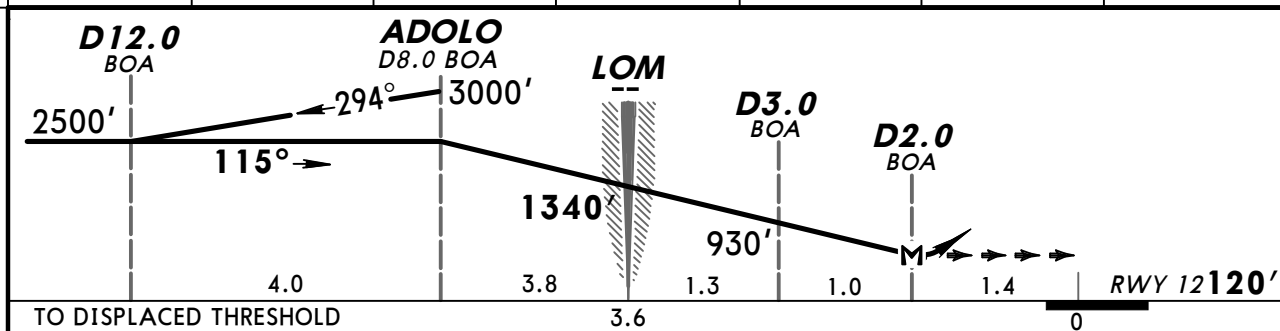
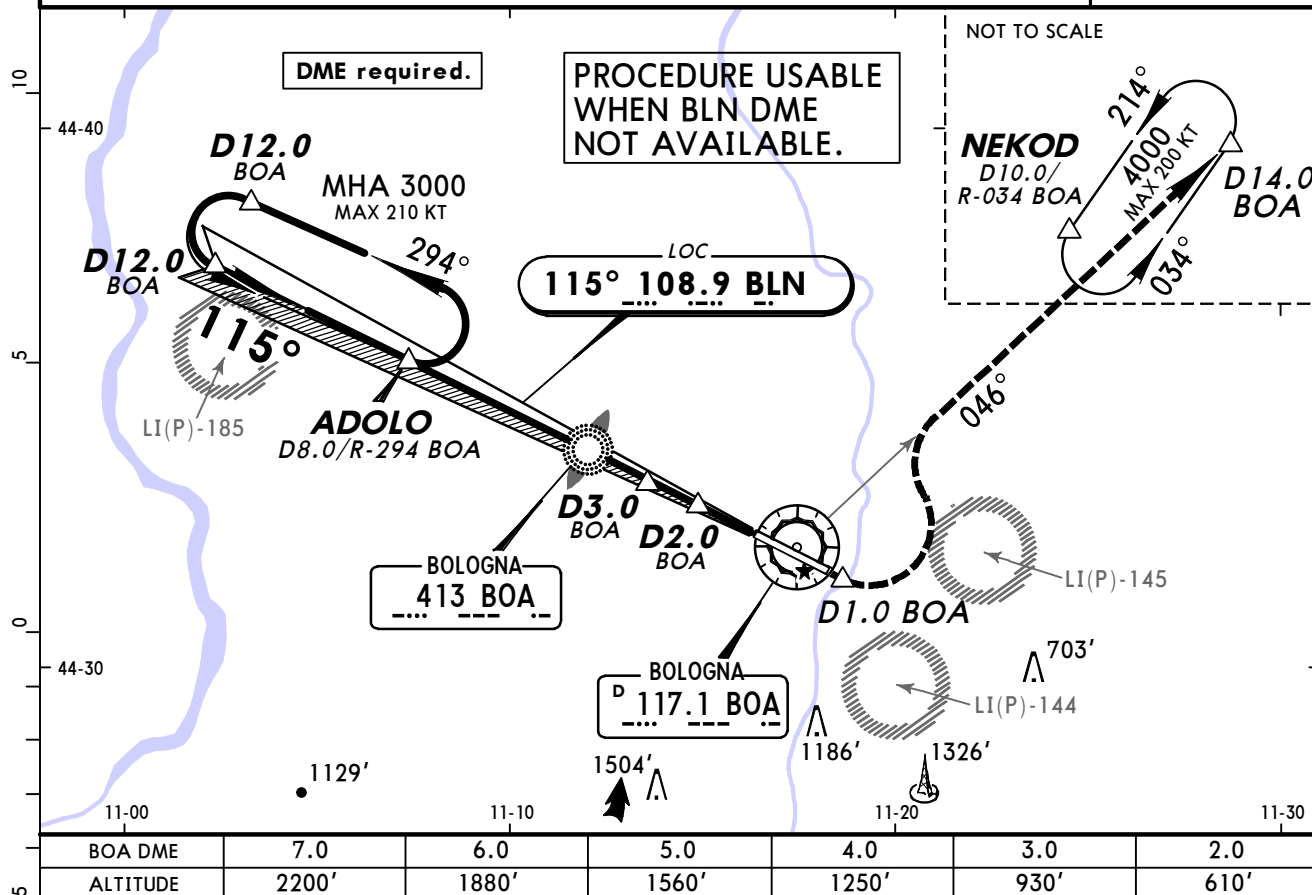
Standard		STRAIGHT-IN LANDING RWY 12	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABC RA 97' DA(H) 220' (100')	D RA 130' DA(H) 246' (126')
RVR 200m		RVR 300m I	RVR 400m

I Operators applying U.S. Ops specs. Autoland or HUD required below RVR 350m.

CHANGES: None.

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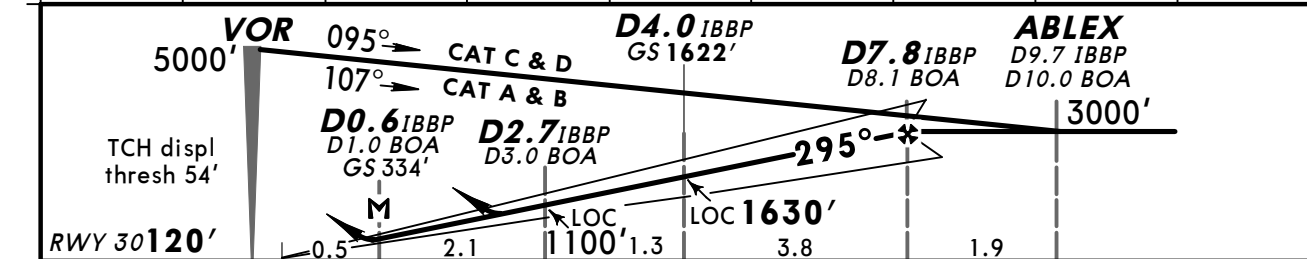
ATIS 134.87		BOLOGNA Approach (R) 120.1		BOLOGNA Tower 120.8		*Ground 121.92
LOC BLN 108.9	Final Apch Crs 115°	Minimum Alt LOM 1340' (1220')	DA(H) 610' (490')	Apt Elev 123' RWY 120'		
MISSED APCH: Climb on rwy heading. At 500' but not before D1.0 BOA after THR rwy 12 turn LEFT (MAX 200 KT) to intercept R-046 until D14.0 BOA to NEKOD at 4000' and hold.						
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000' Some users reported false LOC captures. Pilot attention is drawn to pay max caution.						MSA BOA VOR



TO DISPLACED THRESHOLD	4.0	3.8	3.6	1.3	1.0	1.4	0
Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D2.0 BOA							

Standard STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND Not authorized South of rwy			
DA(H) 610' (490')				ALS out			
A	RVR 1500m			Max Kts	MDA(H)	VIS	
B				100	730' (607')	1500m	
C				135	750' (627')	1600m	
D				180	990' (867')	2400m	
				205	990' (867')	3600m	

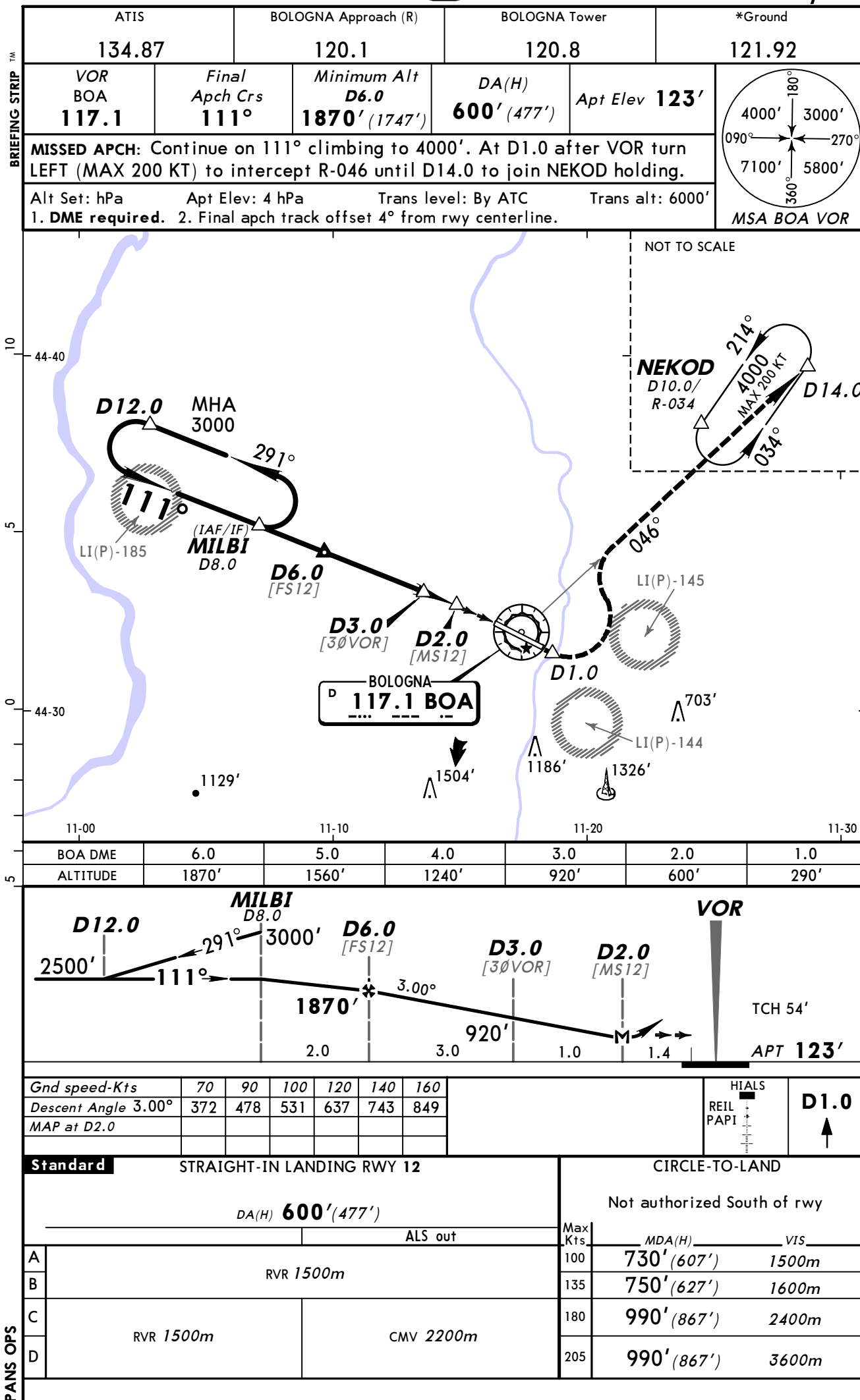
BOLOGNA, ITALY
ILS or LOC Rwy 30

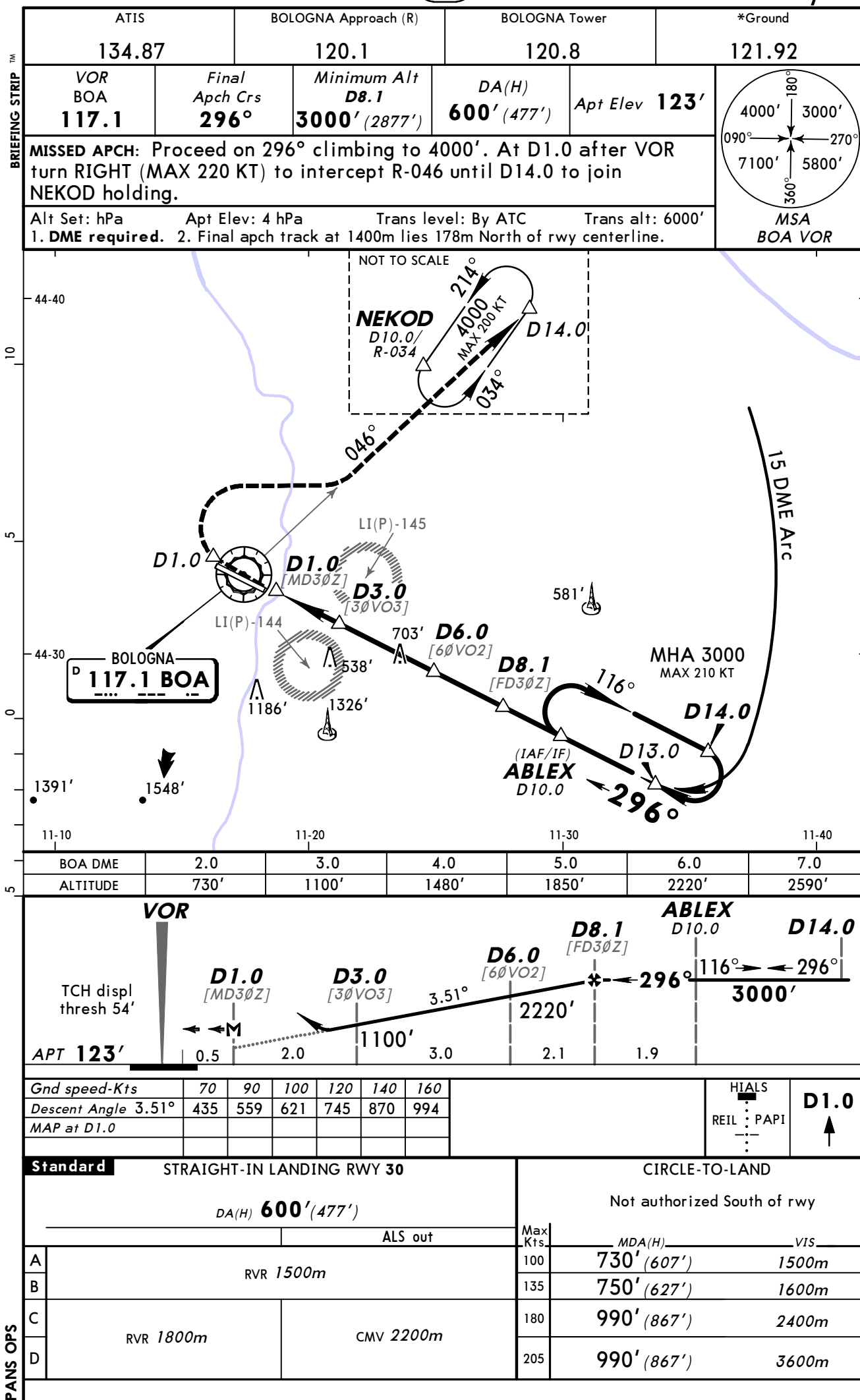


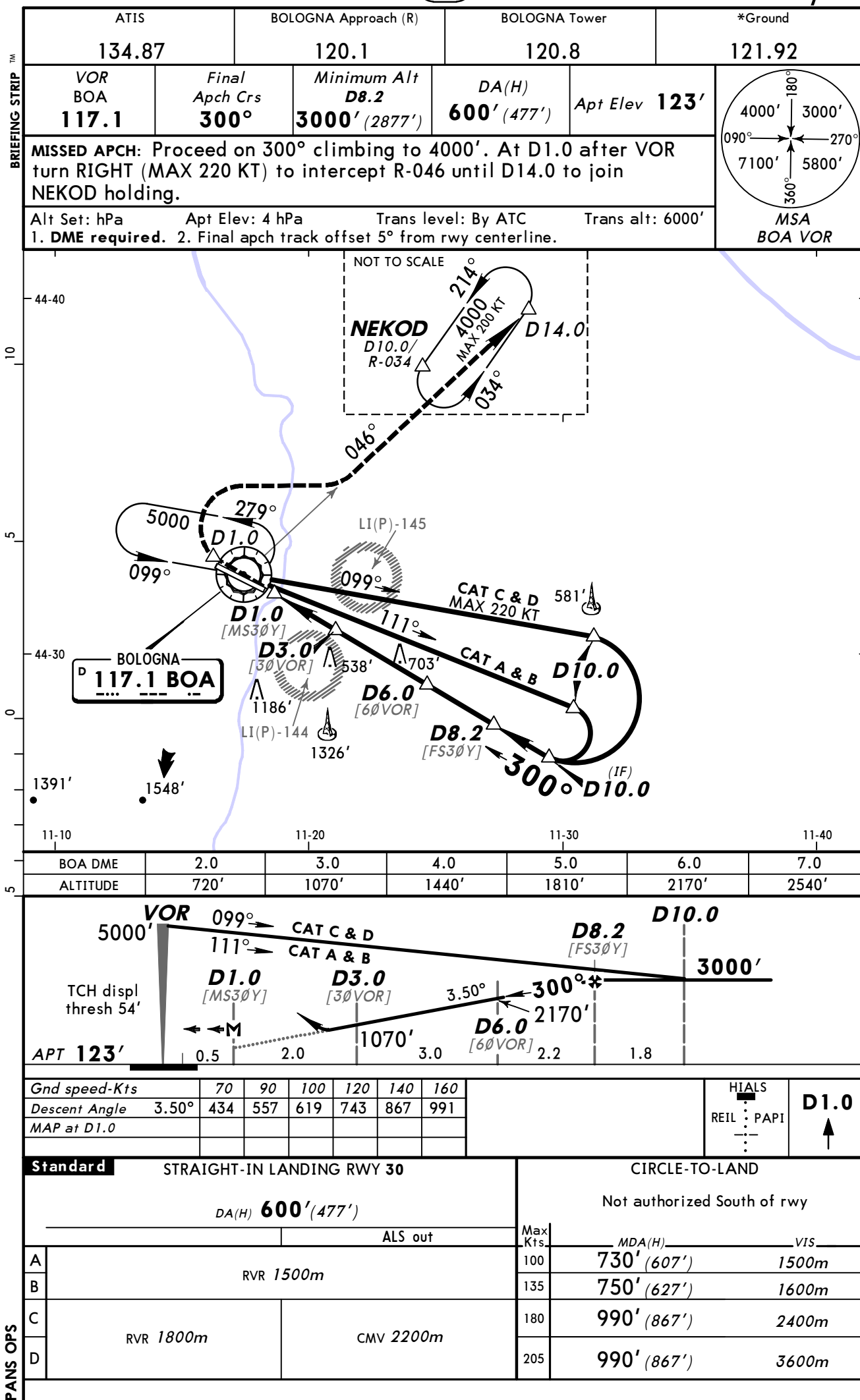
HIALS  REIL : PAPI --- : :	D2.4 IBBP 
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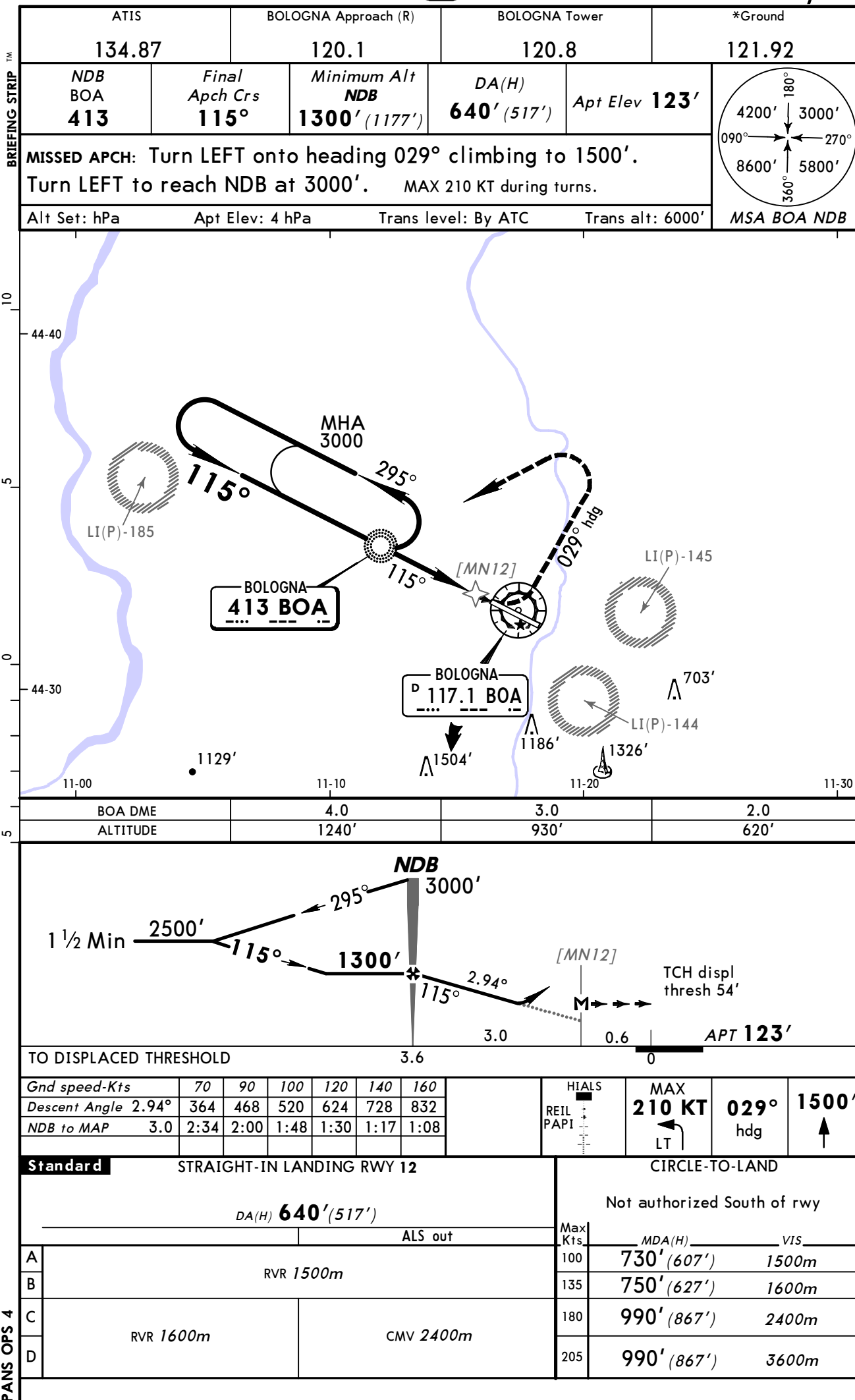
PANS OPS

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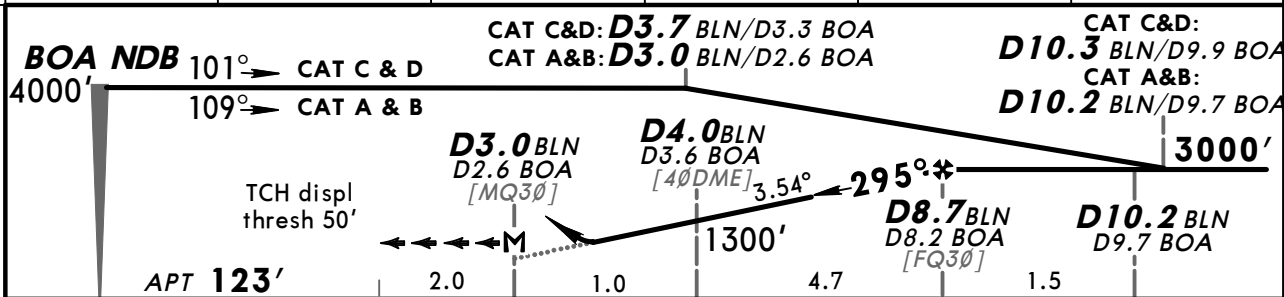
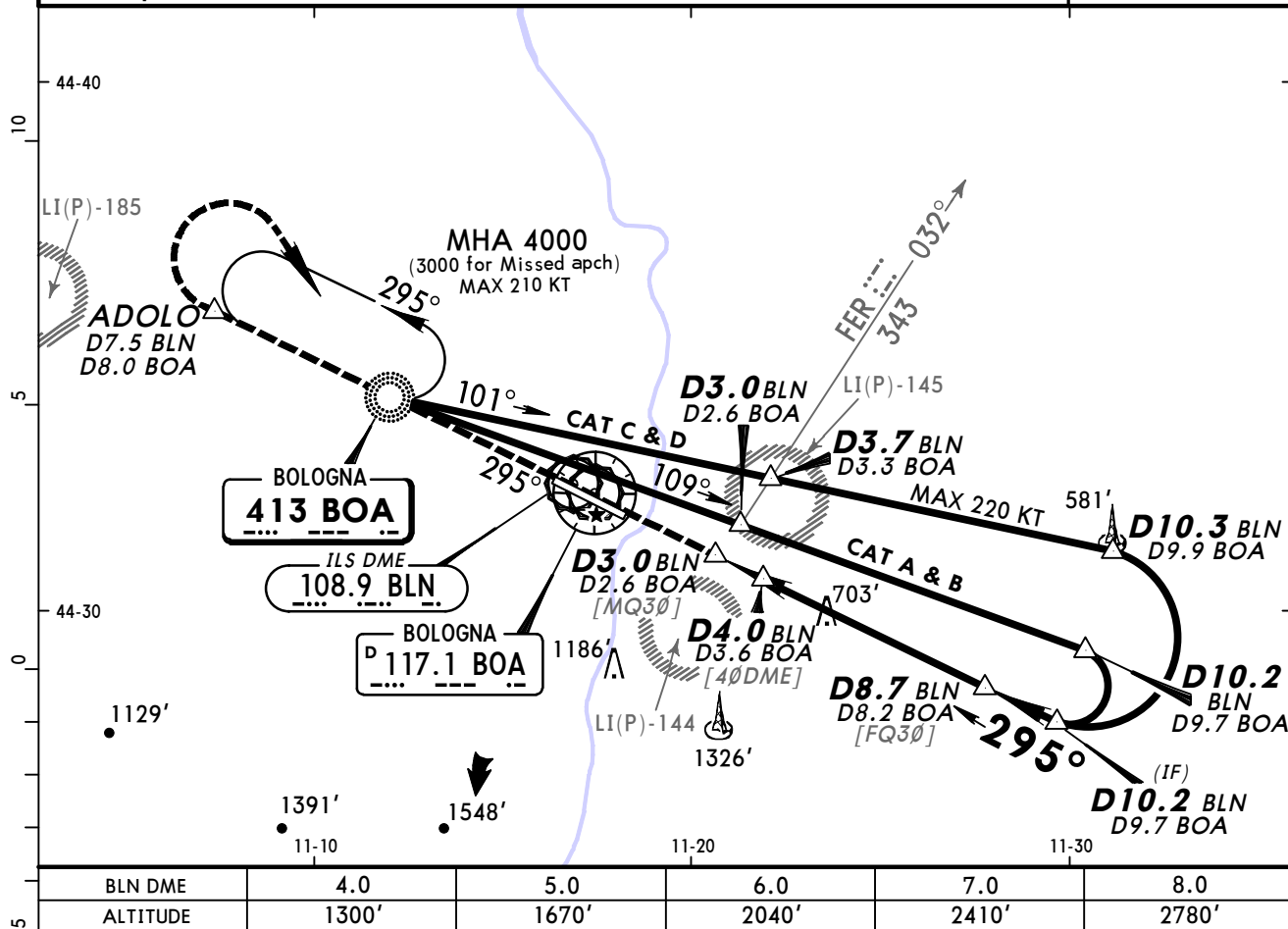






BRIEFING STRIP

ATIS 134.87		BOLOGNA Approach (R) 120.1		BOLOGNA Tower 120.8		*Ground 121.92	
NDB BOA 413	Final Apch Crs 295°	Minimum Alt D8.7 BLN 3000' (2877')	DA(H) 1010' (887')	Apt Elev 123'			
MISSED APCH: Climb on 295° via BOA NDB to ADOLO (D7.5 BLN/ D8.0 BOA), then turn RIGHT (MAX 220 KT) to reach BOA NDB at 3000'.							MSA BOA NDB
Alt Set: hPa DME required.		Apt Elev: 4 hPa		Trans level: By ATC		Trans alt: 6000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	295° via 413	BOA 413	ADOLO
Descent Angle	3.54°	439	564	626	752	877				
MAP at D3.0 BLN/D2.6 BOA										

Standard						CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 30						Not authorized South of rwy			
DA(H) 1010' (887')						Max Kts.			
ALS out						MDA(H) VIS			
A	RVR 1500m					100	1010' (887')	1500m	
B						135	1010' (887')	1600m	
C	CMV 2400m					180	1010' (887')	2400m	
D						205	1010' (887')	3600m	

BOLOGNA, (BORGO PANIGALE - LIPE)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIPE