

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LIPE

Terminal Charts For LIPE

Revision Letter For Cycle 13-2014

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: 0330 Z
Sunset: 1904 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.

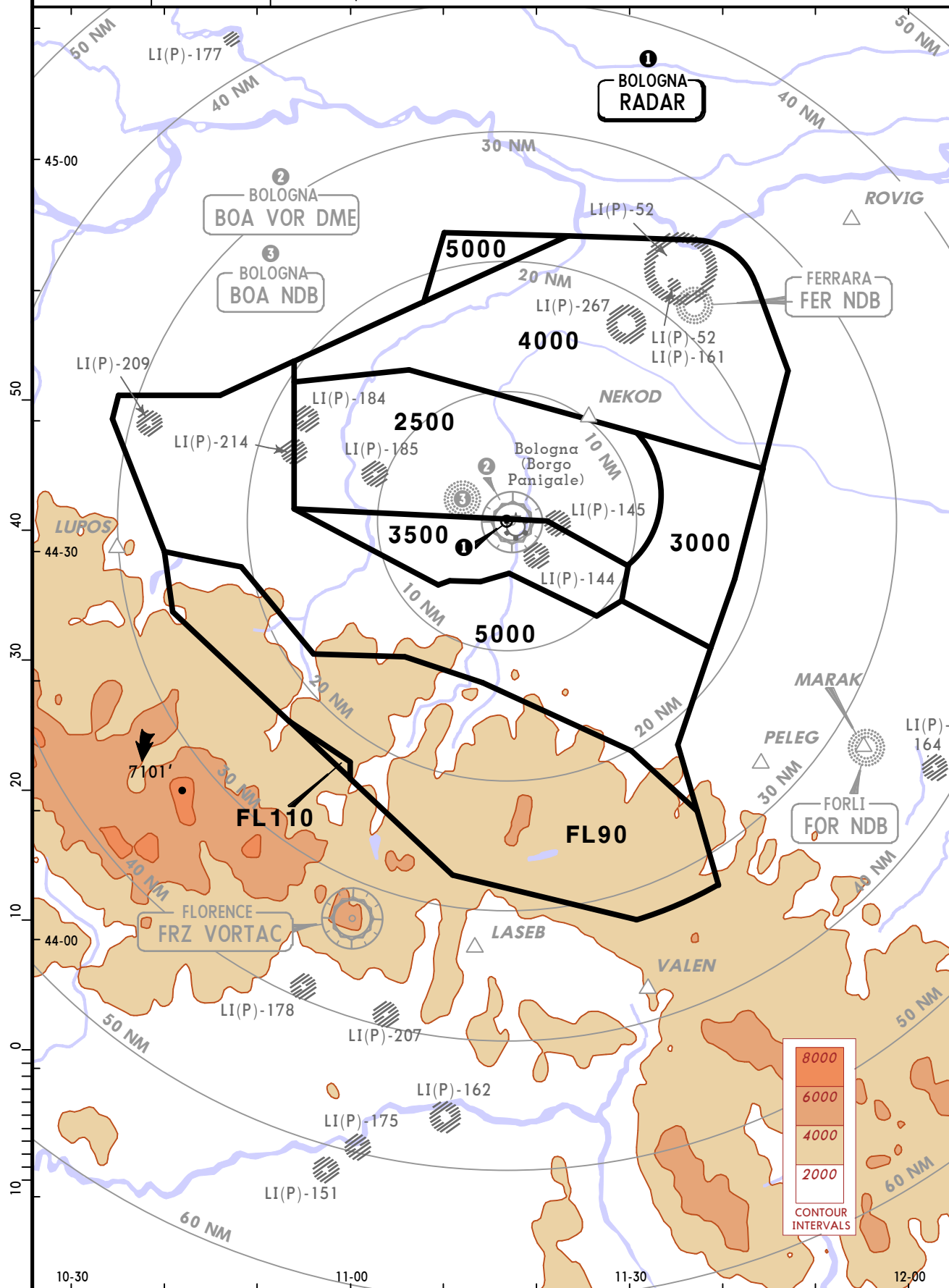
During the initial climb phase pilots shall maintain the following parameters:

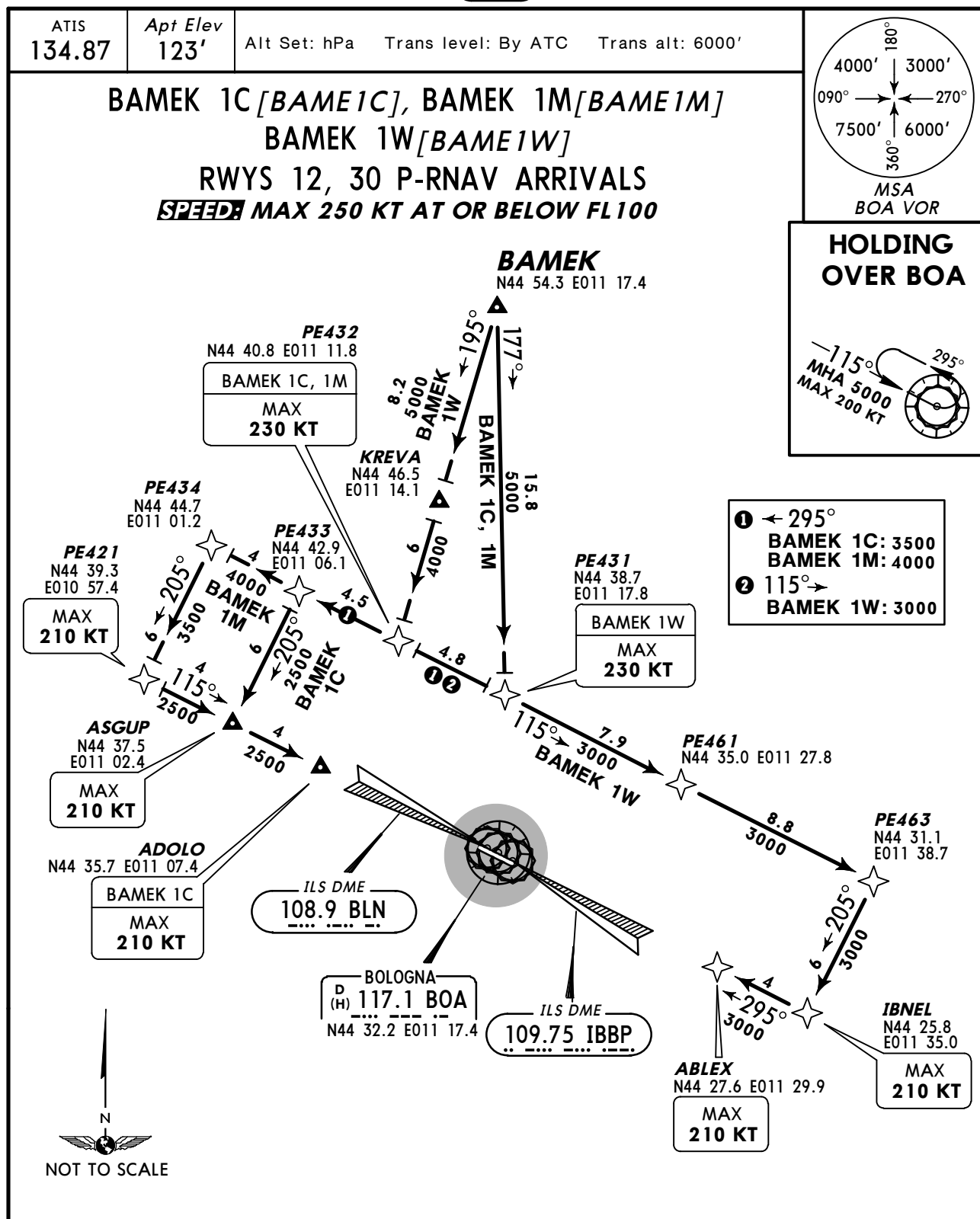
- | | |
|--------------------|---|
| a) up to 1500' QFE | - take-off power; |
| | - take-off flap; |
| | - climb at $V_2 + 10/20$ KT or as limited by body angle; |
| b) at 1500' QFE | - reduce thrust and climb at $V_2 + 10/20$ KT until reaching 3000' QFE; |
| c) at 3000' QFE | - accelerate smoothly to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

BOLOGNA
Radar (APP)
120.1

Apt Elev
123'

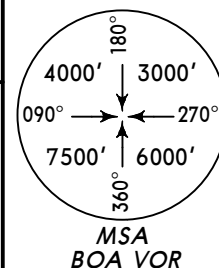
- Alt Set: hPa Trans level: By ATC Trans alt: 6000'
1. Chart only to be used for cross-checking of altitude while under RADAR control.
 2. Altitudes are based on Bologna QNH.
 3. Minimum altitudes provide 1000' obstacle clearance within 3 NM of the sector boundary up to 20 NM from RADAR antenna and within 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.





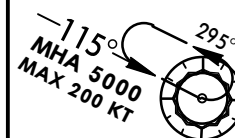
HOLDINGS OVER		
ABLEX VORDME	ABLEX LOC DME	ADOLO VORDME
ADOLO LOC DME		
STAR	RWY	ROUTING
BAMEK 1C	12	BAMEK - PE431 - PE432 (K230-) - PE433 - ASGUP (K210-) - ADOLO (K210-).
BAMEK 1M		BAMEK - PE431 - PE432 (K230-) - PE433 - PE434 - PE421 (K210-) - ASGUP (K210-) - ADOLO.
BAMEK 1W	30	BAMEK - KREVA - PE432 - PE431 (K230-) - PE461 - PE463 - IBNEL (K210-) - ABLEX (K210-).

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

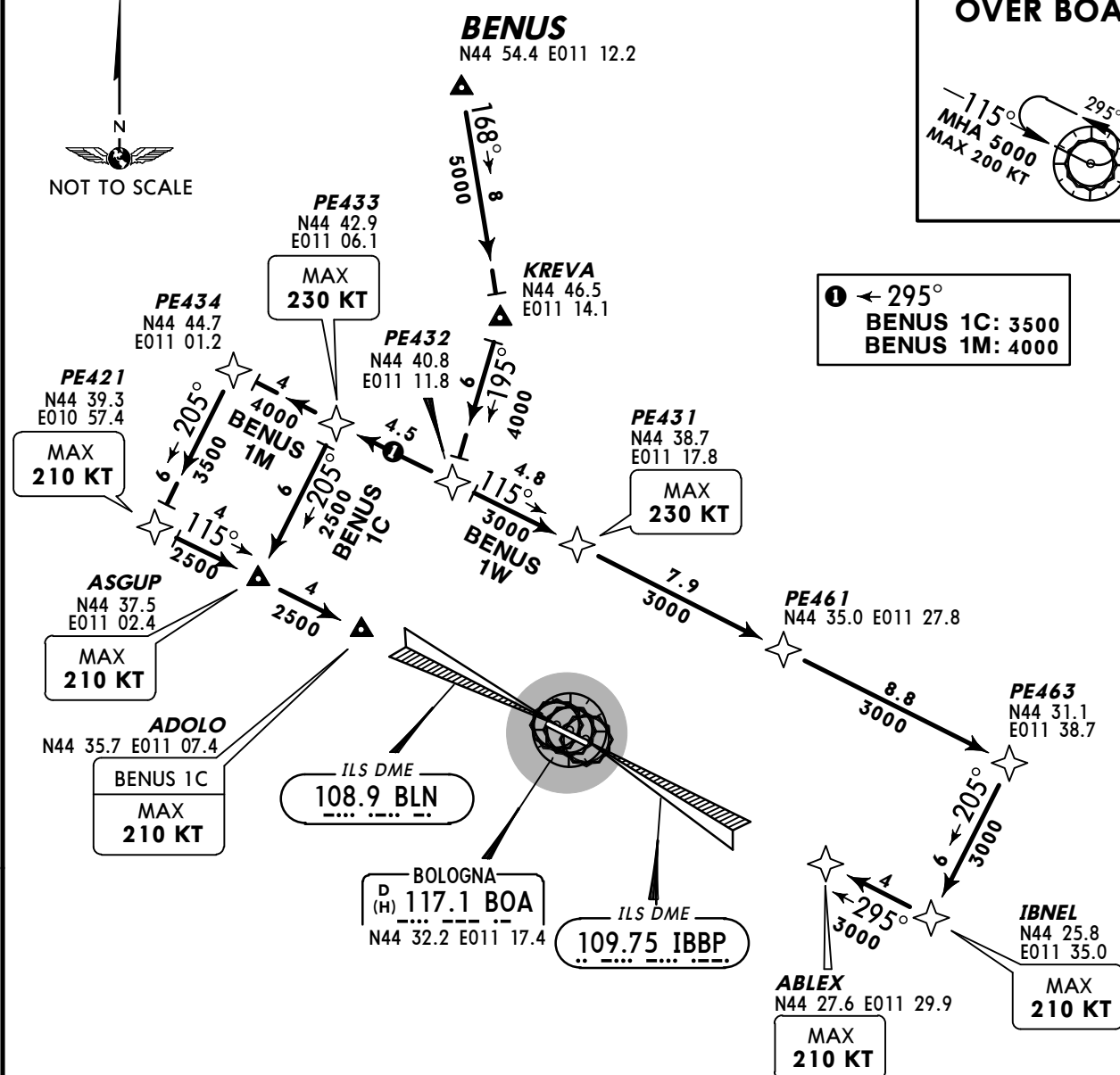


**BENUS 1C [BENU1C], BENUS 1M [BENU1M]
BENUS 1W [BENU1W]
RWYS 12, 30 P-RNAV ARRIVALS**
~~SPEED~~ MAX 250 KT AT OR BELOW FL100

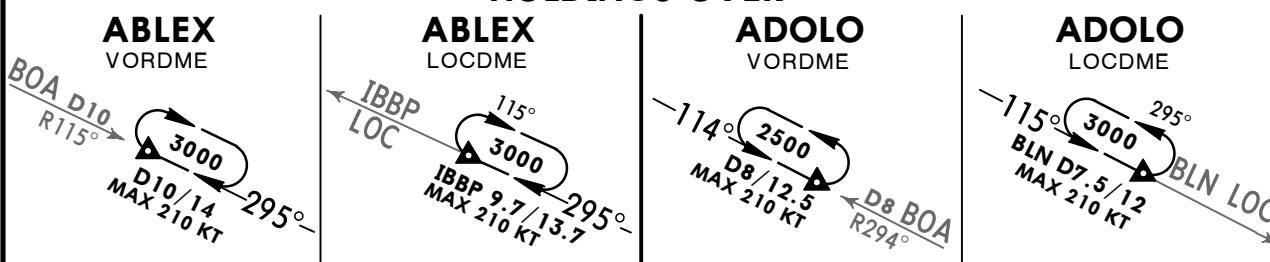
**HOLDING
OVER BOA**



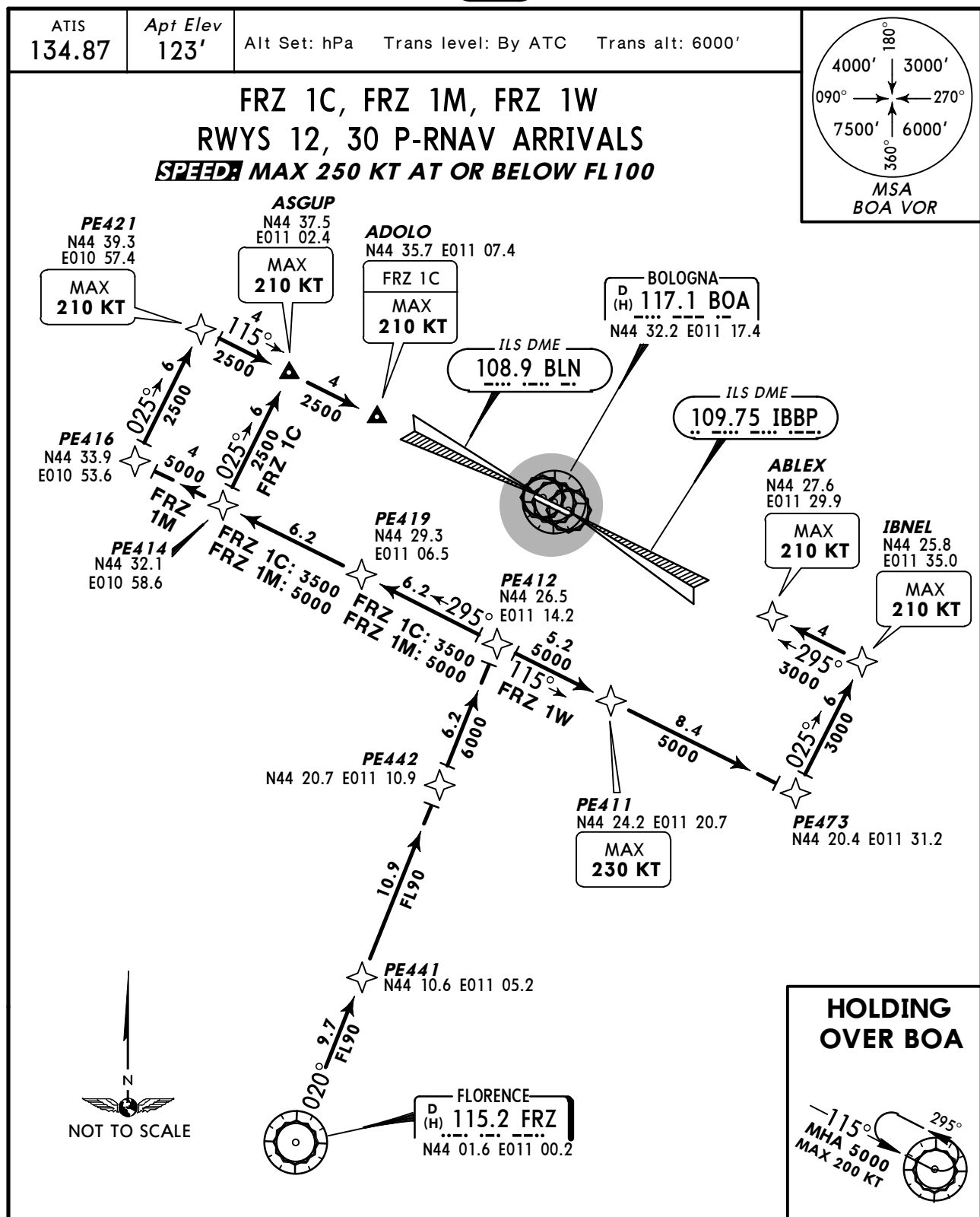
① ← 295°
BENUS 1C: 3500
BENUS 1M: 4000



HOLDINGS OVER

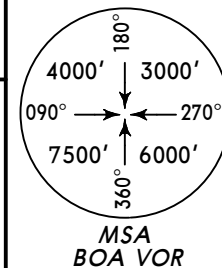


STAR	RWY	ROUTING
BENUS 1C	12	BENUS - KREVA - PE432 - PE433 (K230-) - ASGUP (K210-) - ADOLO (K210-).
BENUS 1M		BENUS - KREVA - PE432 - PE433 (K230-) - PE434 - PE421 (K210-) - ASGUP (K210-) - ADOLO.
BENUS 1W	30	BENUS - KREVA - PE432 - PE431 (K230-) - PE461 - PE463 - IBNEL (K210-) - ABLEX (K210-).



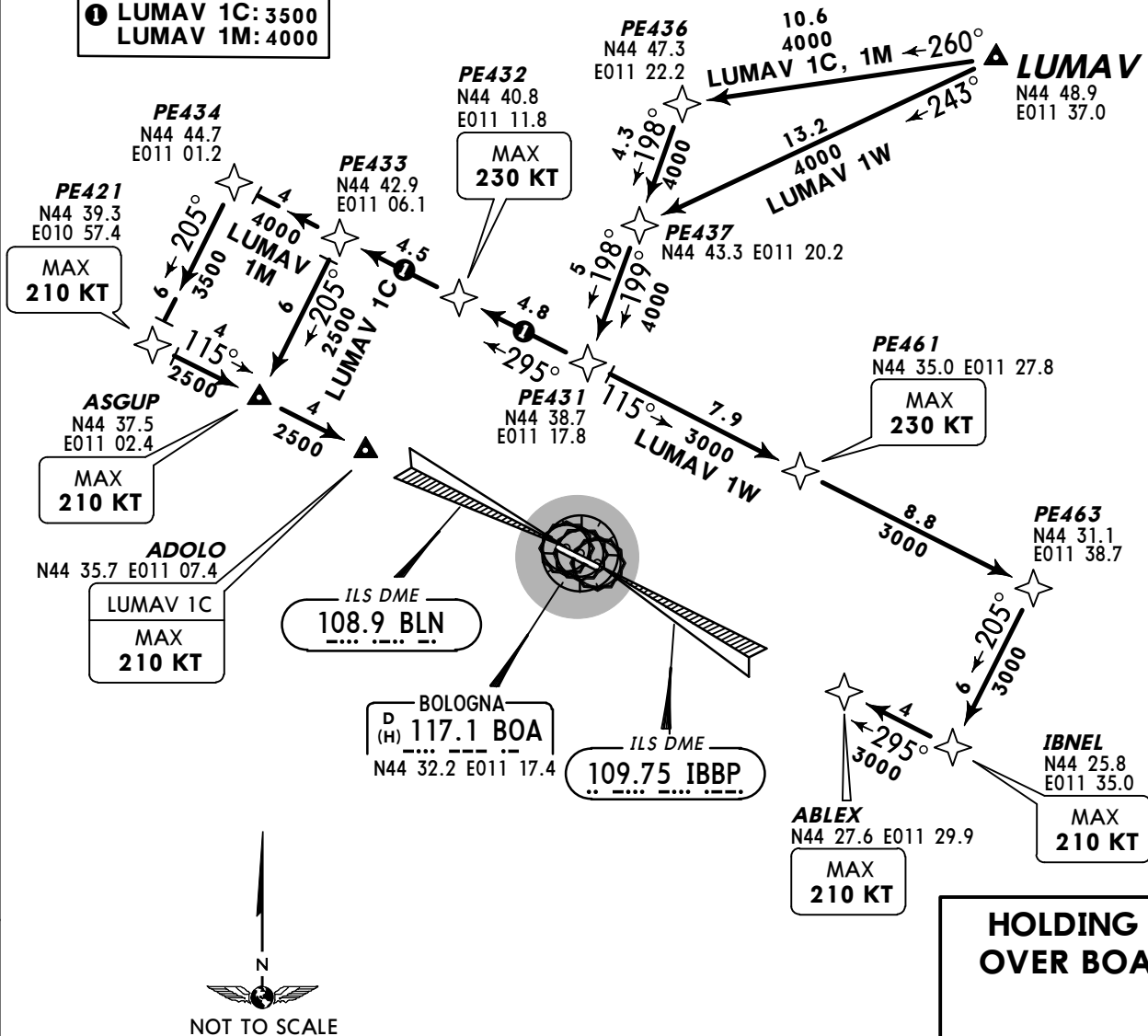
HOLDINGS OVER			
ABLEX VORDME	ABLEX LOC DME	ADOLO VORDME	ADOLO LOC DME
STAR	RWY	ROUTING	
FRZ 1C	12	FRZ - PE441 - PE442 - PE412 - PE419 - PE414 - ASGUP (K210-) - ADOLO (K210-).	
FRZ 1M		FRZ - PE441 - PE442 - PE412 - PE419 - PE414 - PE416 - PE421 (K210-) - ASGUP (K210-) - ADOLO.	
FRZ 1W	30	FRZ - PE441 - PE442 - PE412 - PE411 (K230-) - PE473 - IBNEL (K210-) - ABLEX (K210-).	

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

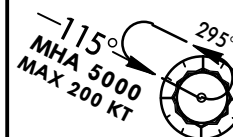


LUMAV 1C [LUMA1C], LUMAV 1M [LUMA1M]
LUMAV 1W [LUMA1W]
RWYS 12, 30 P-RNAV ARRIVALS
SPEED MAX 250 KT AT OR BELOW FL100

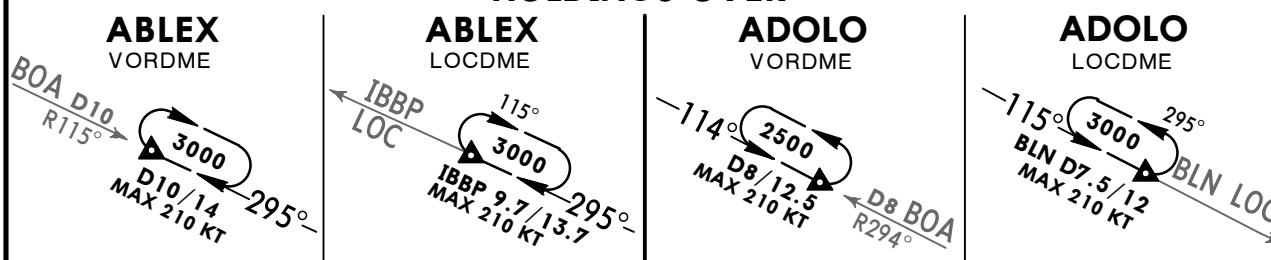
① LUMAV 1C: 3500
LUMAV 1M: 4000



HOLDING OVER BOA

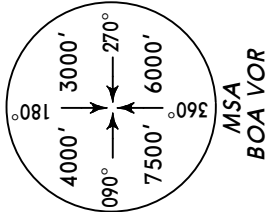


HOLDINGS OVER

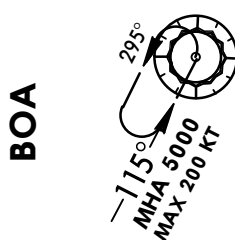
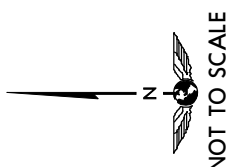


STAR	RWY	ROUTING
LUMAV 1C	12	LUMAV - PE436 - PE431 - PE432 (K230-) - PE433 - ASGUP (K210-) - ADOLO (K210-).
LUMAV 1M		LUMAV - PE436 - PE431- PE432 (K230-) - PE433 - PE434 - PE421 (K210-) - ASGUP (K210-) - ADOLO.
LUMAV 1W	30	LUMAV - PE437 - PE431 - PE461 (K230-) - PE463 - IBNEL (K210-) - ABLEX (K210-).

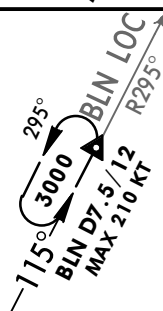
Alt Set: hPa Trans level: By ATC Trans alt: 6000'



SPEED: MAX 250 KT AT OR BELOW FL100



ADOLLO
LOCDME



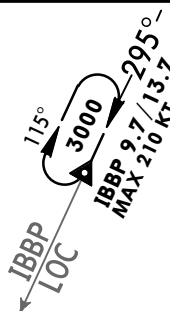
HOLDINGS OVER

ADOLLO

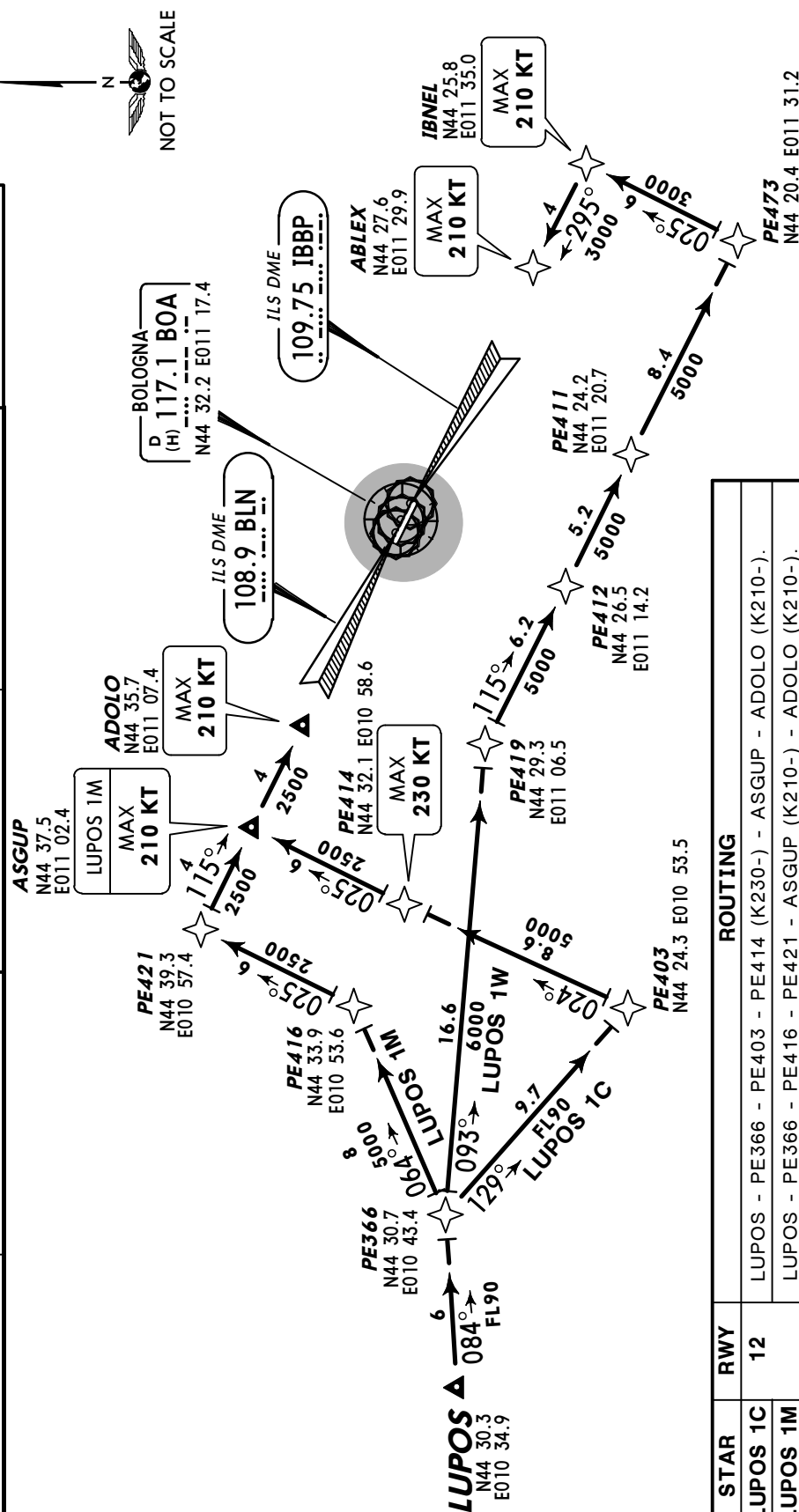
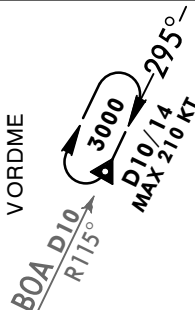
VORDME



ABLEX
LOCDME



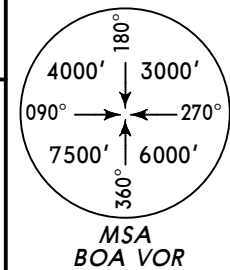
ABLEX
WORDME



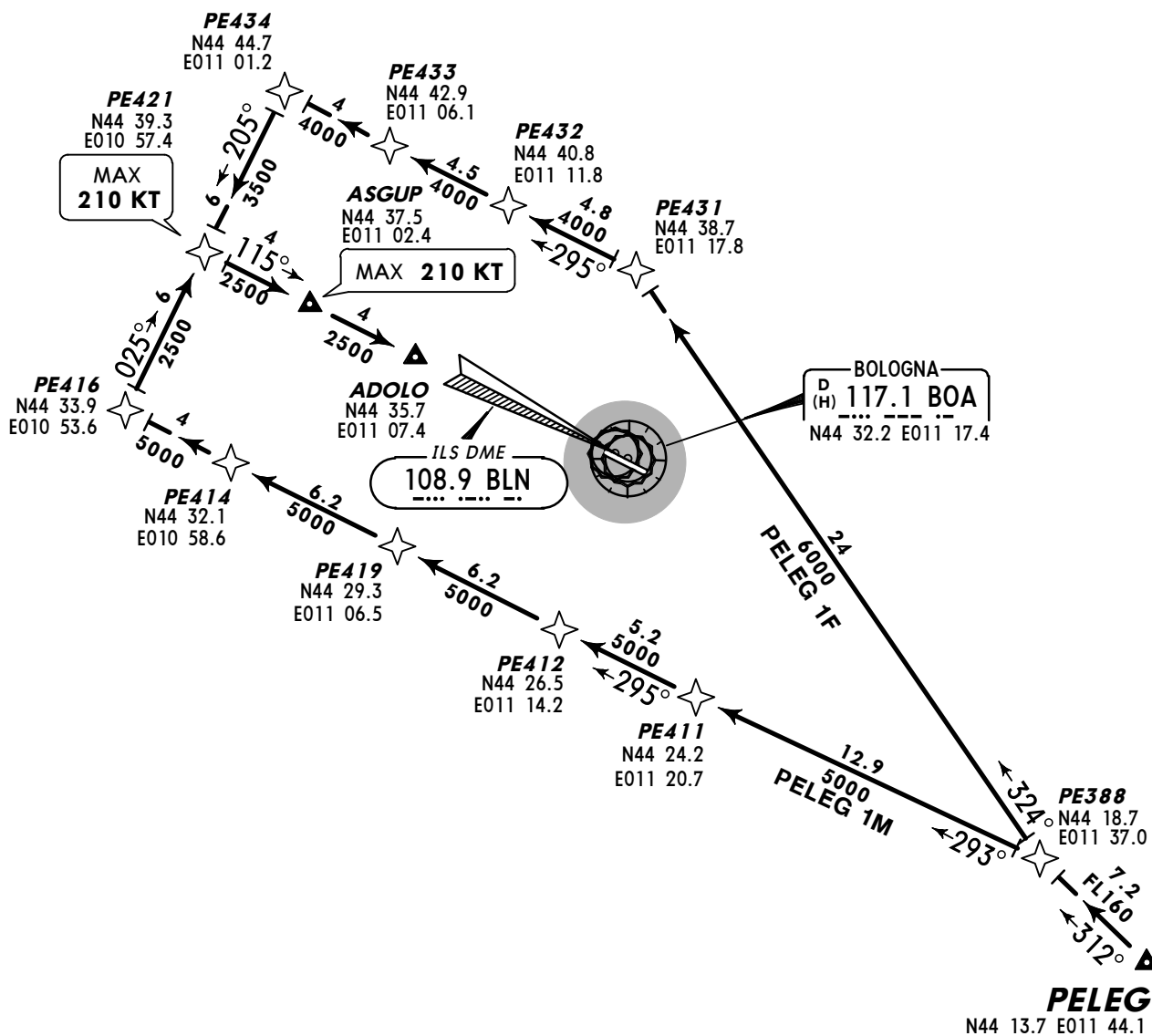
STAR	RWY	ROUTING
LUPOS 1C	12	LUPOS - PE366 - PE403 - PE414 (K230-) - ASGUP - ADOLO (K210-).
LUPOS 1M		LUPOS - PE366 - PE416 - PE421 - ASGUP (K210-) - ADOLO (K210-).
LUPOS 1W	30	LUPOS - PE366 - PE419 - PE412 - PE411 - PE473 - IBNEL (K210-) - ABLEX (K210-).

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

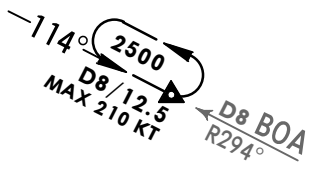


PELEG 1F [PELE1F], PELEG 1M [PELE1M]
RWY 12 P-RNAV ARRIVALS
~~SPEED~~ MAX 250 KT AT OR BELOW FL100

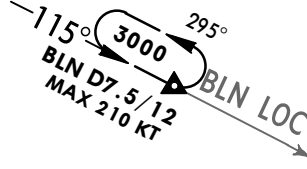


HOLDINGS OVER

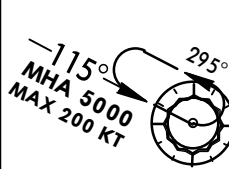
ADOLO
VORDME



ADOLO
LOCDME



BOA



STAR

ROUTING

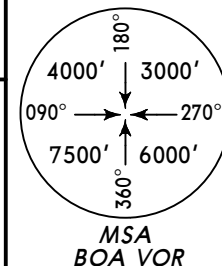
PELEG 1F
By ATC
PELEG - PE388 - PE431 - PE432 - PE433 - PE434 - PE421 (K210-) - ASGUP (K210-) - ADOLO.

PELEG 1M
PELEG - PE388 - PE411- PE412 - PE419 - PE414 - PE416 - PE421 (K210-) - ASGUP (K210-) - ADOLO.

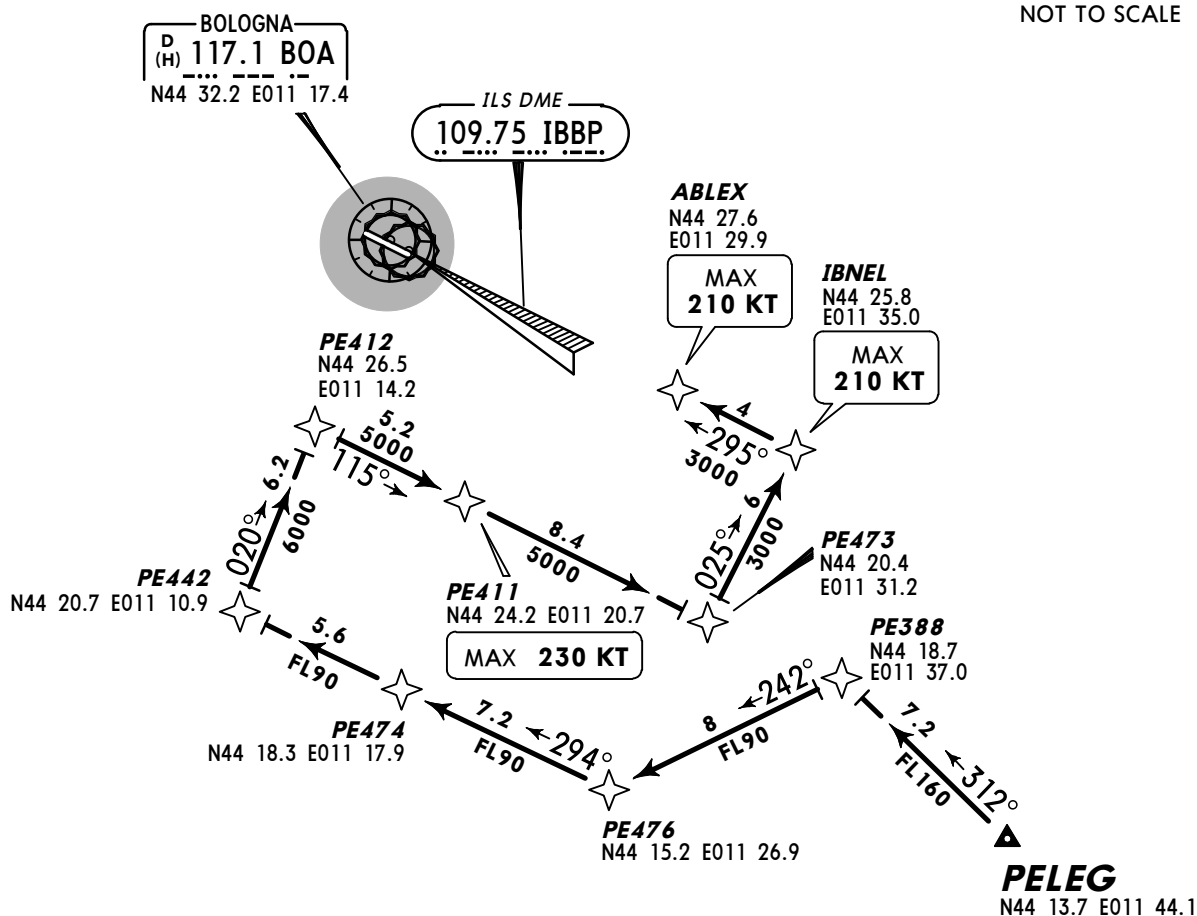
ATIS
134.87

Apt Elev
123'

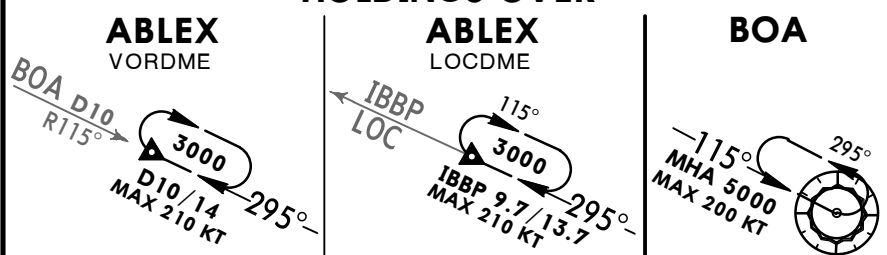
Alt Set: hPa Trans level: By ATC Trans alt: 6000'



PELEG 1W [PELE1W]
RWY 30 P-RNAV ARRIVAL
~~SPEED~~ MAX 250 KT AT OR BELOW FL100

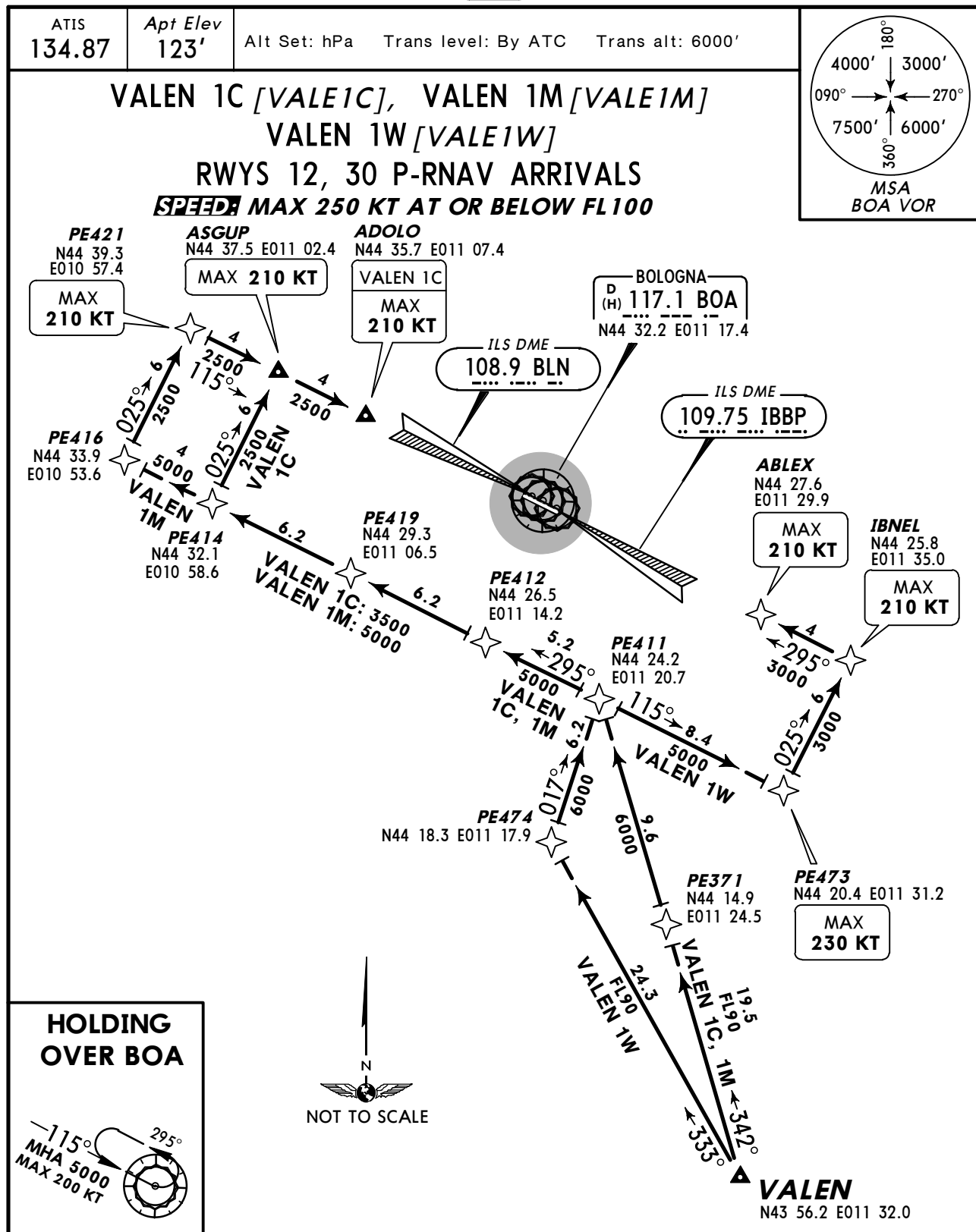


HOLDINGS OVER



ROUTING

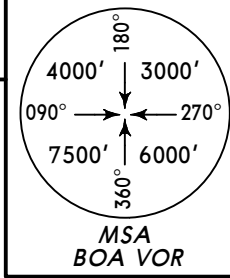
PELEG - PE388 - PE476 - PE474 - PE442 - PE412 - PE411 (K230-) - PE473 - IBNEL
(K210-) - ABLEX (K210-).



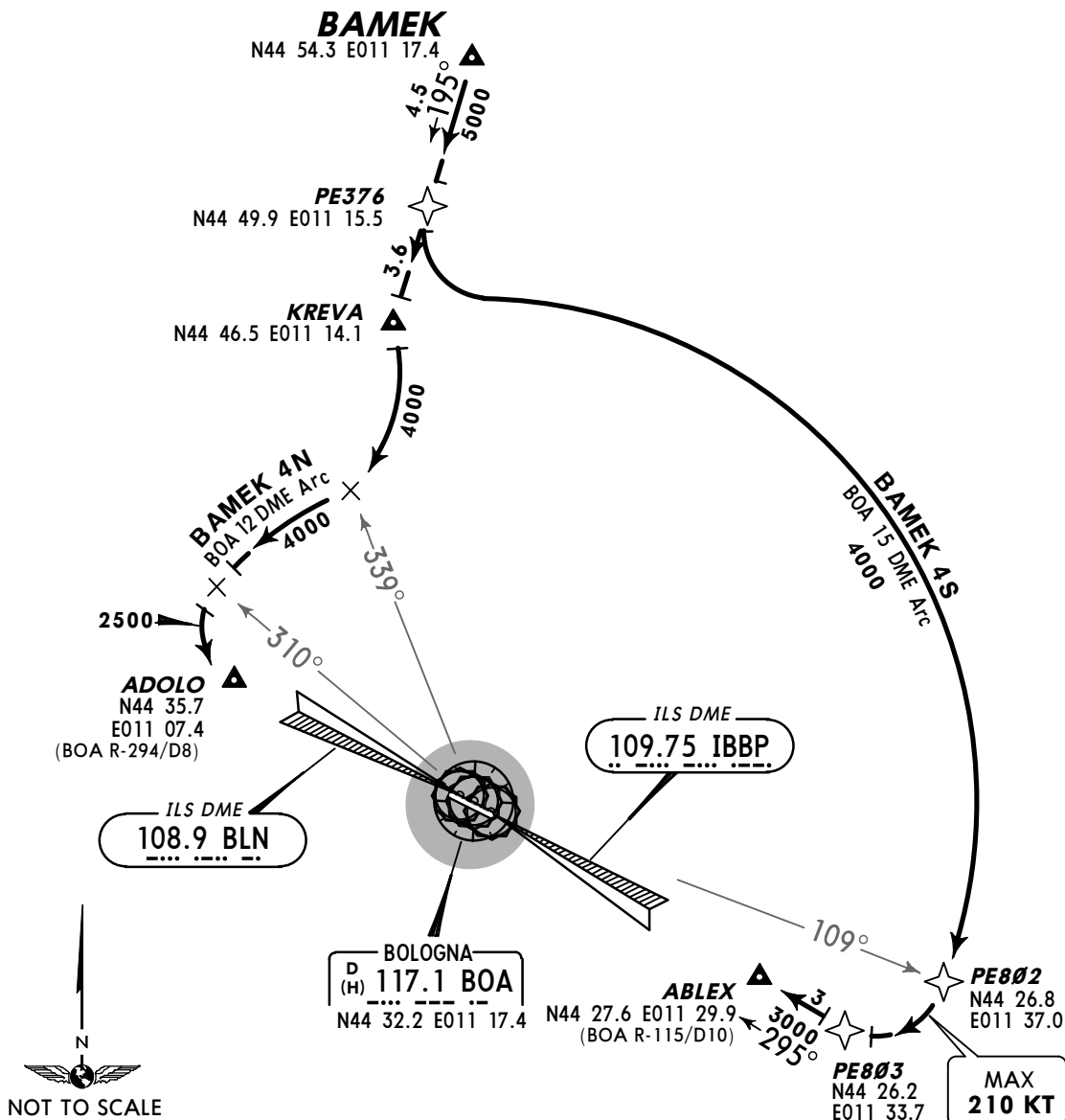
HOLDINGS OVER			
ABLEX VORDME 	ABLEX LOC DME 	ADOLO VORDME 	ADOLO LOC DME

STAR	RWY	ROUTING
VALEN 1C	12	VALEN - PE371 - PE411 - PE412 - PE419 - PE414 - ASGUP (K210-) - ADOLO (K210-).
VALEN 1M		VALEN PE371 - PE411 - PE412 - PE419 - PE414 - PE416 - PE421 (K210-) - ASGUP (K210-) - ADOLO.
VALEN 1W	30	VALEN - PE474 - PE411 - PE473 (K230-) - IBNEL (K210-) - ABLEX (K210-).

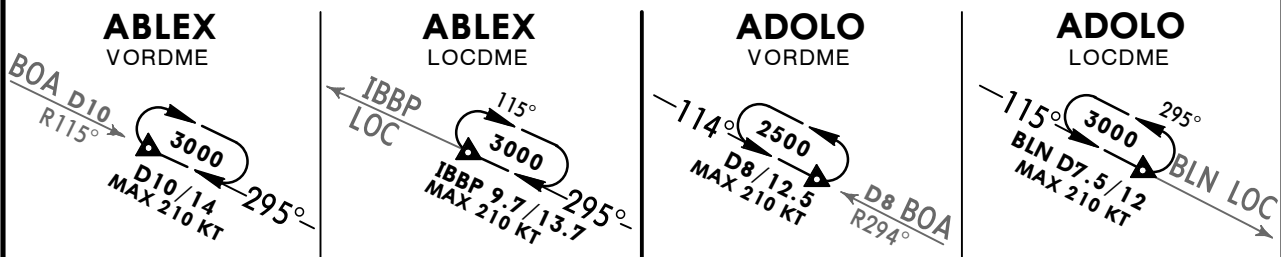
ATIS 134.87 Apt Elev 123' Alt Set: hPa Trans level: By ATC Trans alt: 6000'



BAMEK 4N [BAME4N], BAMEK 4S [BAME4S]
ARRIVALS
BASED ON BOA VORDME
~~SPEED~~ MAX 250 KT AT OR BELOW FL100

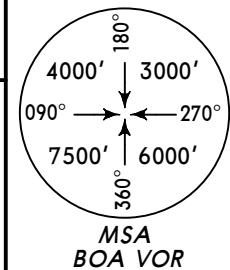


HOLDINGS OVER

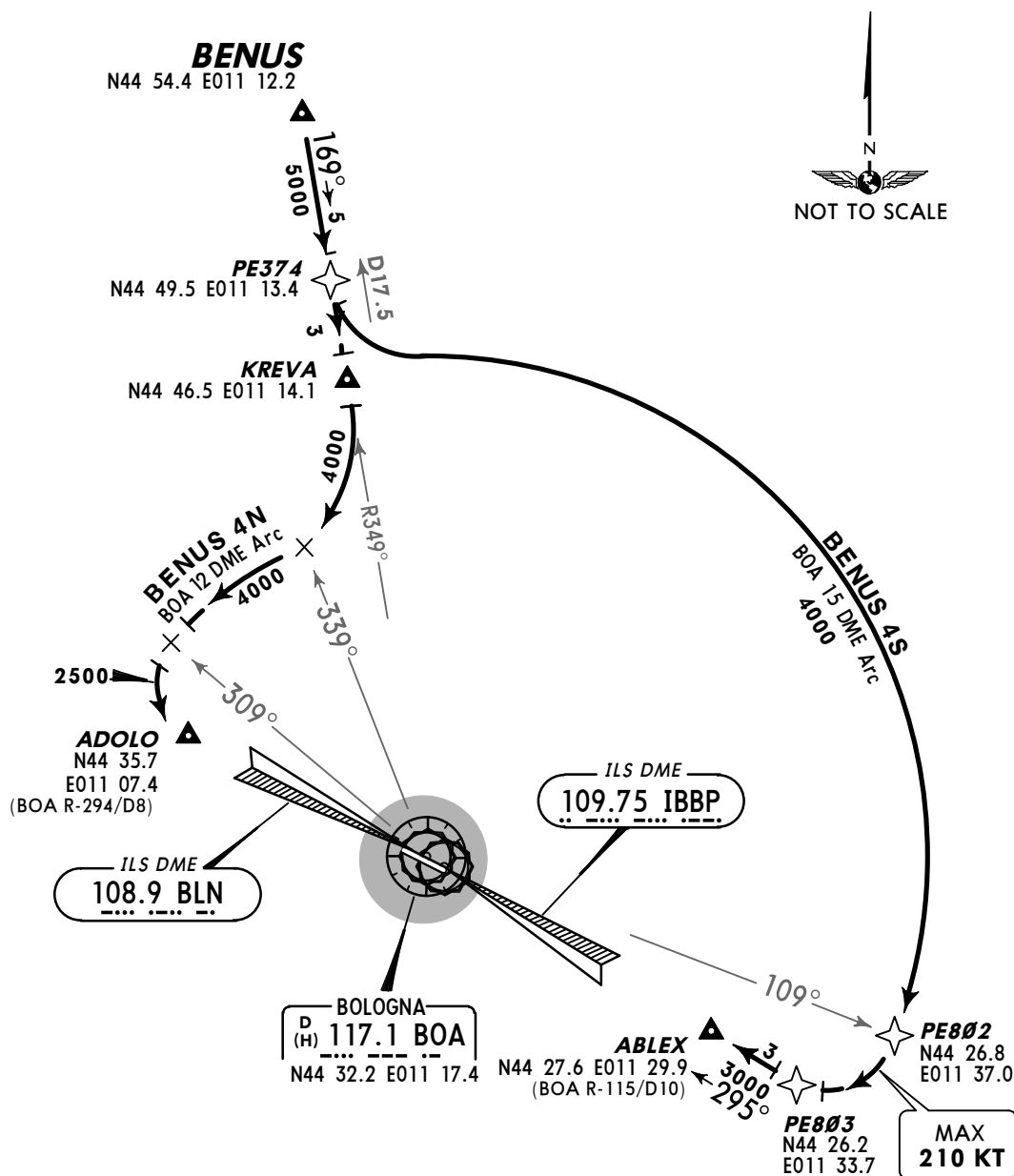


STAR	ROUTING
BAMEK 4N	On 195° track to KREVA, turn RIGHT, along BOA 12 DME arc, when passing BOA R-310 turn LEFT to ADOLO.
BAMEK 4S	On 195° track to PE376, turn LEFT, along BOA 15 DME arc to PE802, turn RIGHT to ABLEX.

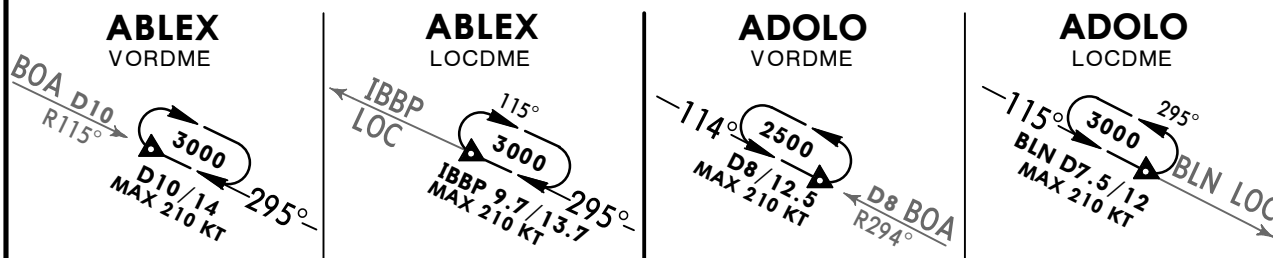
ATIS 134.87 Apt Elev 123' Alt Set: hPa Trans level: By ATC Trans alt: 6000'



BENUS 4N [BENU4N], BENUS 4S [BENU4S]
ARRIVALS
BASED ON BOA VORDME
~~SPEED~~ MAX 250 KT AT OR BELOW FL100



HOLDINGS OVER

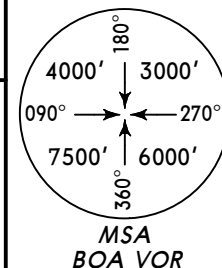


STAR	ROUTING
BENUS 4N	On BOA R-349 inbound to KREVA, turn RIGHT, along BOA 12 DME arc, when passing BOA R-310 turn LEFT to ADOLO.
BENUS 4S	On BOA R-349 inbound to PE374, turn LEFT, along BOA 15 DME arc to PE802, turn RIGHT to ABLEX.

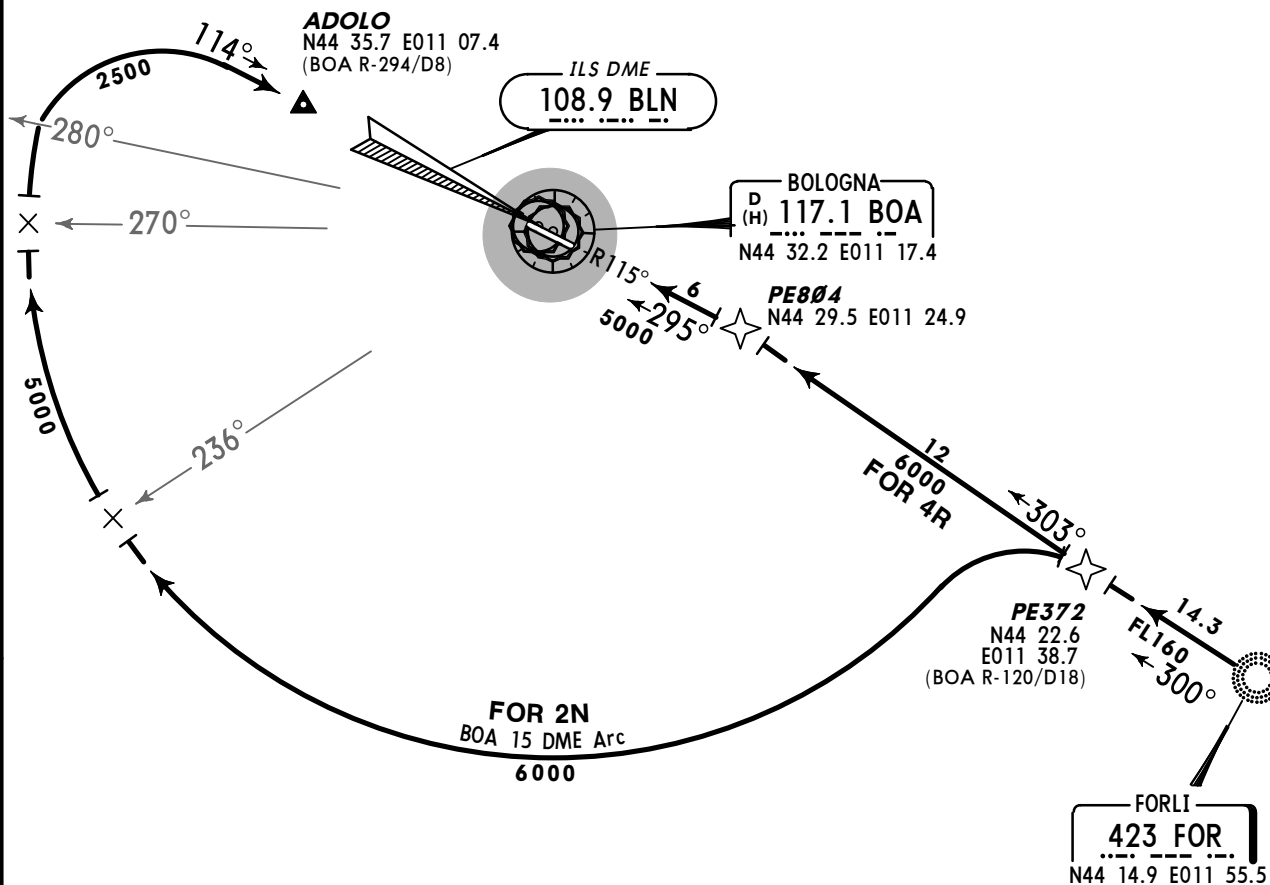
ATIS
134.87

Apt Elev
123'

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



FOR 2N, FOR 4R
ARRIVALS
BASED ON BOA VORDME
BY ATC
~~SPEED~~ MAX 250 KT AT OR BELOW FL100

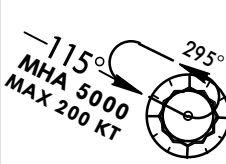
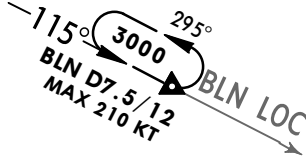
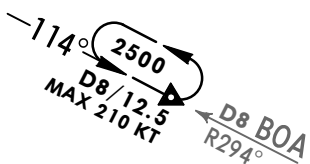


HOLDINGS OVER

ADOLO
VORDME

ADOLO
LOCDME

BOA



STAR

ROUTING

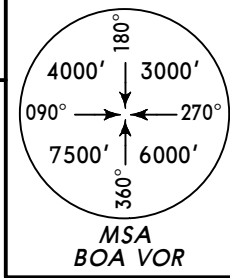
FOR 2N

On BOA R-120 inbound/300° bearing to PE372, turn LEFT, along BOA 15 DME arc, when passing BOA R-280 turn RIGHT to ADOLO.

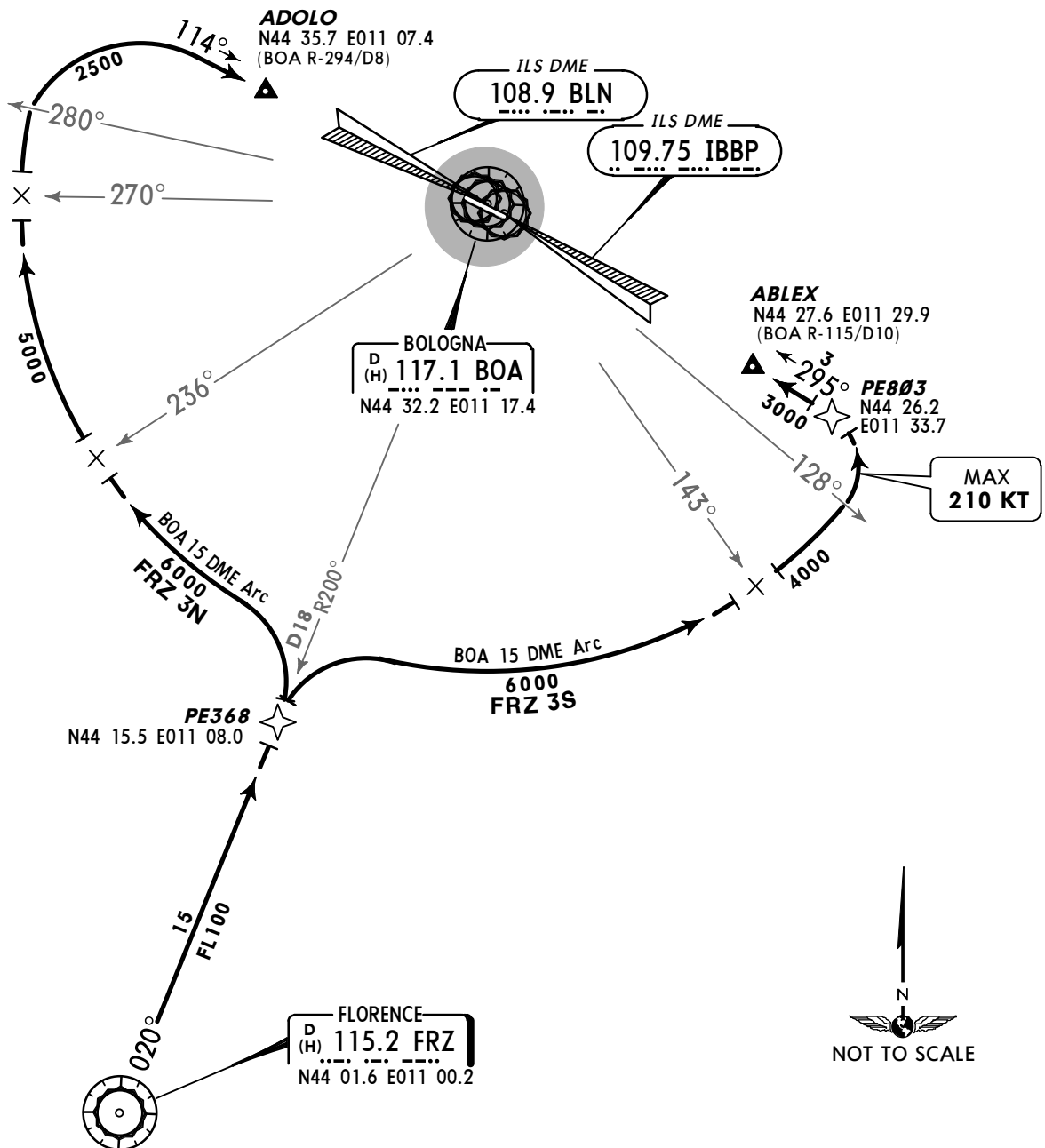
FOR 4R

On BOA R-120 inbound/300° bearing to PE372, then to PE804, then to BOA.

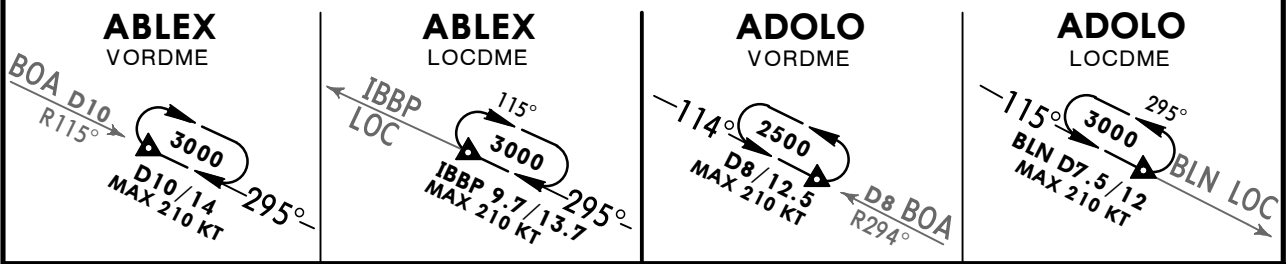
ATIS 134.87 Apt Elev 123' Alt Set: hPa Trans level: By ATC Trans alt: 6000'



FRZ 3N, FRZ 3S
ARRIVALS
BASED ON BOA VORDME
SPEED: MAX 250 KT AT OR BELOW FL100

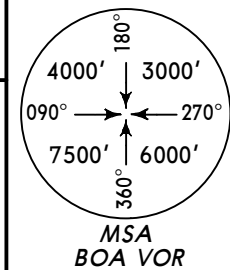


HOLDINGS OVER



STAR	ROUTING
FRZ 3N	On BOA R-200 inbound/FRZ R-020 to PE368, turn LEFT, along BOA 15 DME arc, when passing BOA R-280 turn RIGHT to ADOLO.
FRZ 3S	On BOA R-200 inbound/FRZ R-020 to PE368, turn RIGHT, along BOA 15 DME arc, when passing BOA R-128 turn LEFT to ABLEX.

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



GAZ 5N
ARRIVAL
BY ATC
BASED ON BOA VORDME
~~SPEED~~ MAX 250 KT AT OR BELOW FL100

GAZOLDO
382 GAZ
N45 12.1 E010 36.2



31.5
FL90

PE373
N44 46.8 E011 02.6

D18 R322°
5000
201°
304°
114°
2500

ADOLO
N44 35.7
E011 07.4
(BOA R-294/D8)

BOLOGNA
D (H) 117.1 BOA
N44 32.2 E011 17.4

ILS DME
108.9 BLN

HOLDINGS OVER

ADOLO
VORDME

ADOLO
LOCDME

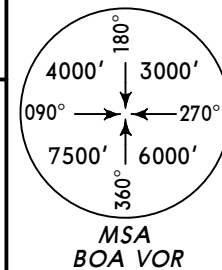
114°
2500
D8/12.5
MAX 210 KT
D8 BOA
R294°

115°
3000
295°
BLN D7.5/12
MAX 210 KT
BLN LOC

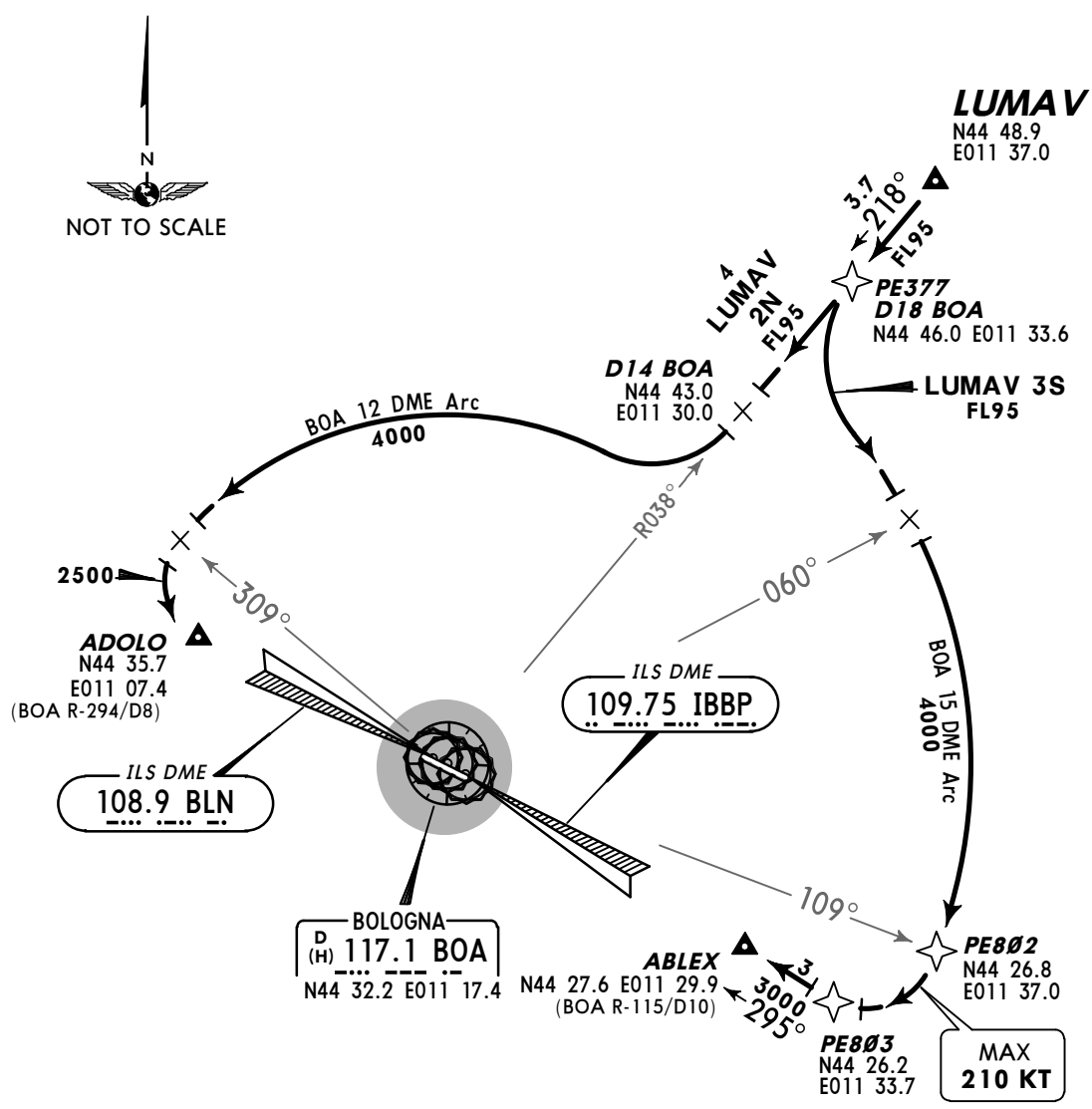
ROUTING

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.

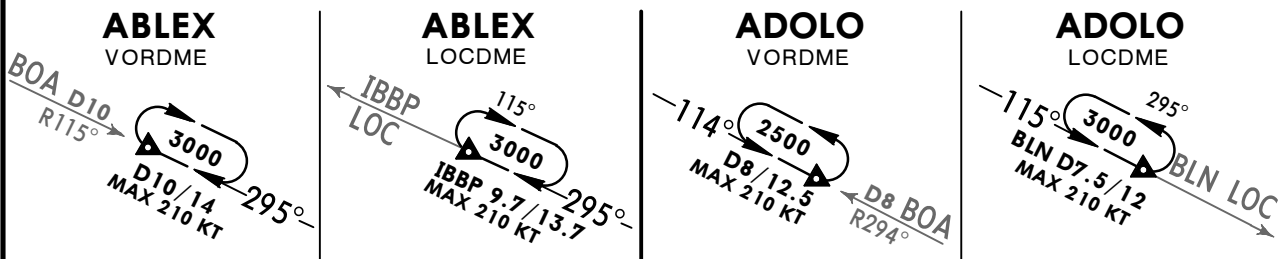
ATIS 134.87 Apt Elev 123' Alt Set: hPa Trans level: By ATC Trans alt: 6000'



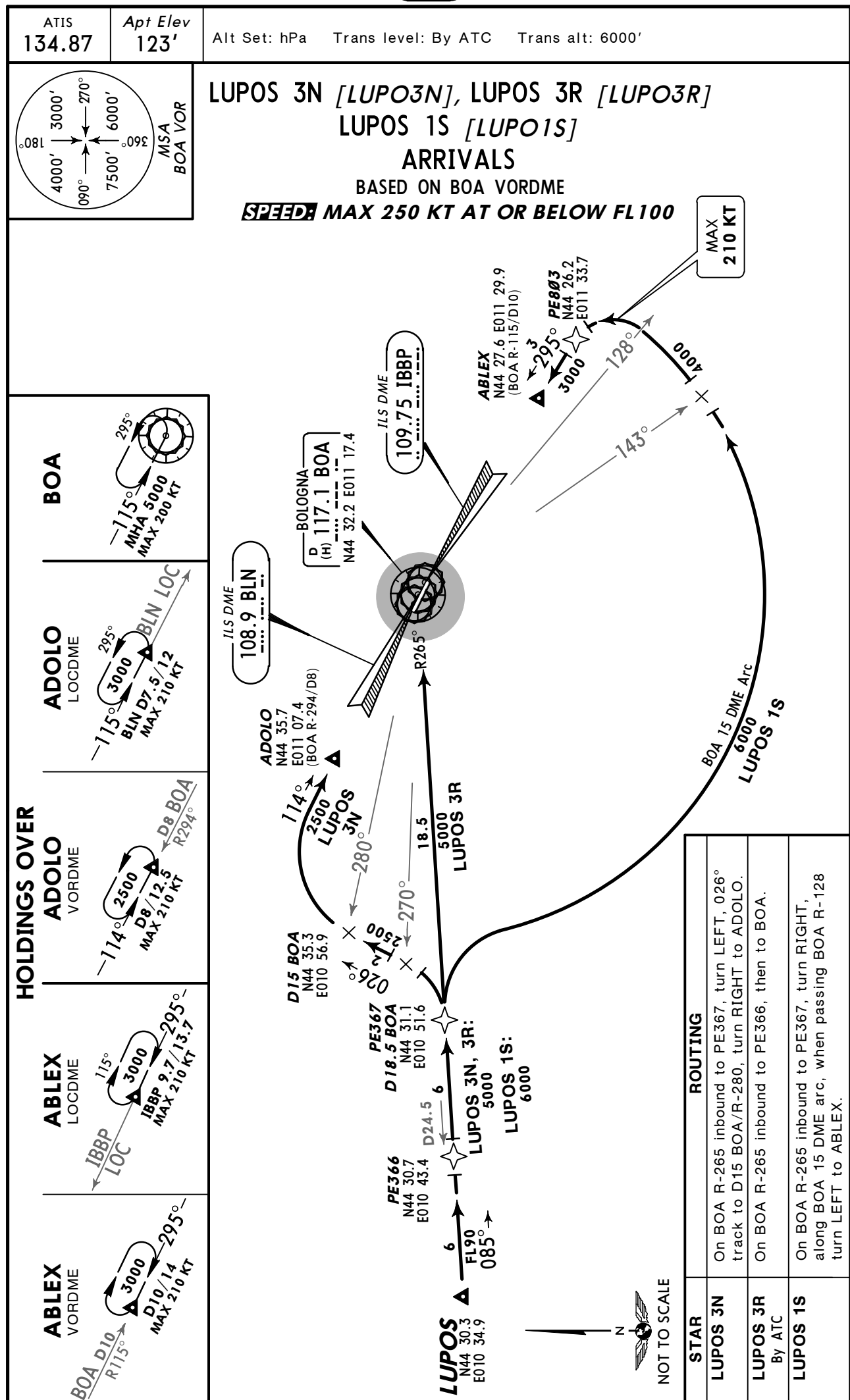
LUMAV 2N [LUMA2N], LUMAV 3S[LUMA3S]
ARRIVALS
BASED ON BOA VORDME
~~SPEED~~ MAX 250 KT AT OR BELOW FL100



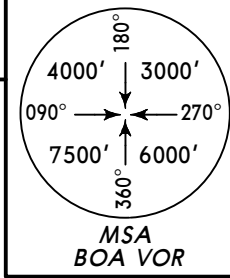
HOLDINGS OVER



STAR	ROUTING
LUMAV 2N	On BOA R-038 inbound to D14 BOA, turn RIGHT, along BOA 12 DME arc, when passing BOA R-310 turn LEFT to ADOLO.
LUMAV 3S	On BOA R-038 inbound to PE377, 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'

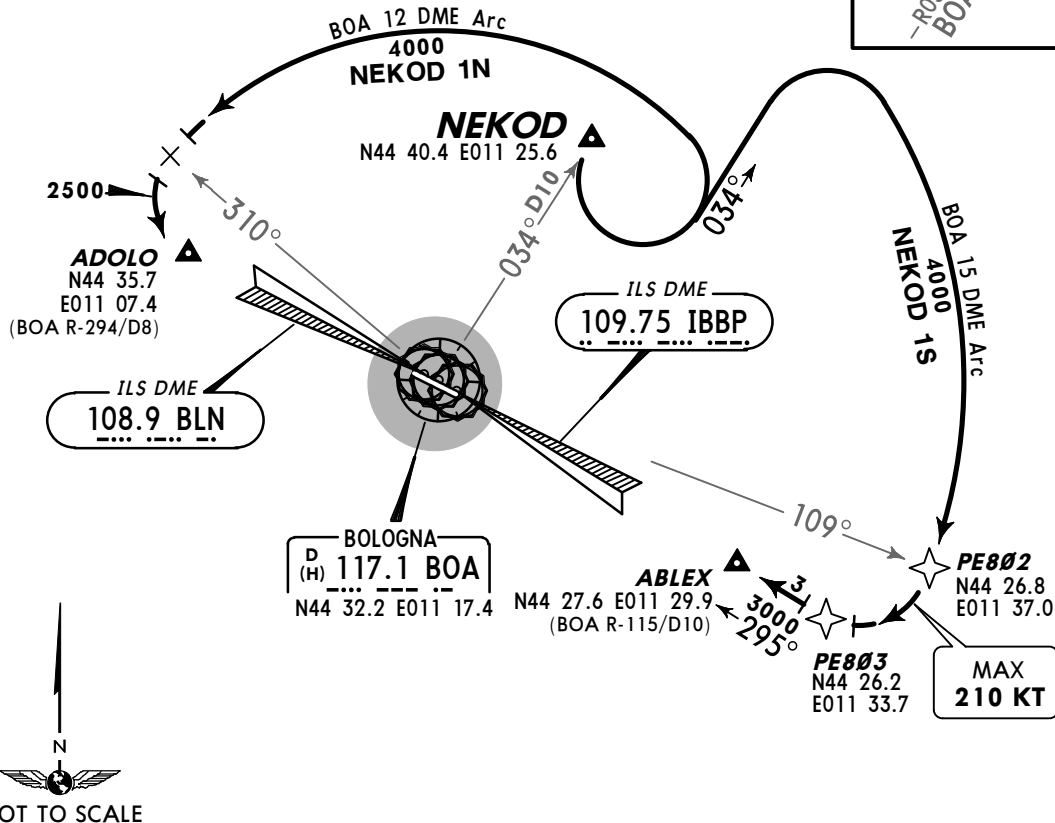
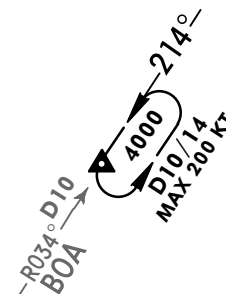


NEKOD 1N [NEKO1N], NEKOD 1S [NEKO1S]
ARRIVALS

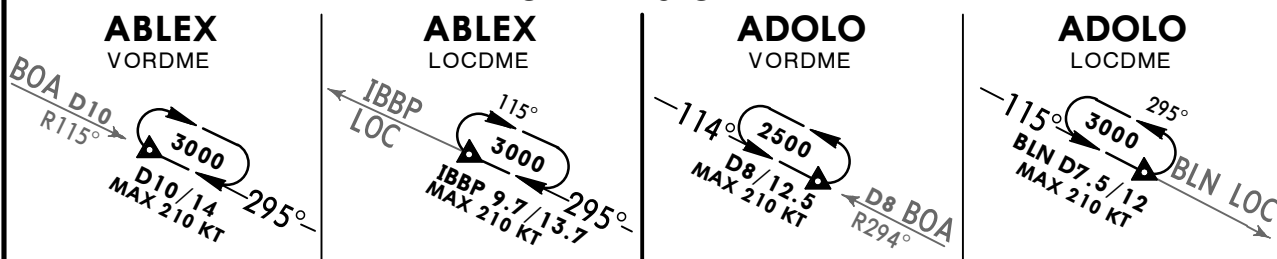
BY ATC
RESERVEED FOR MISSED APPROACH
BASED ON BOA VORDME

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

HOLDING OVER
NEKOD



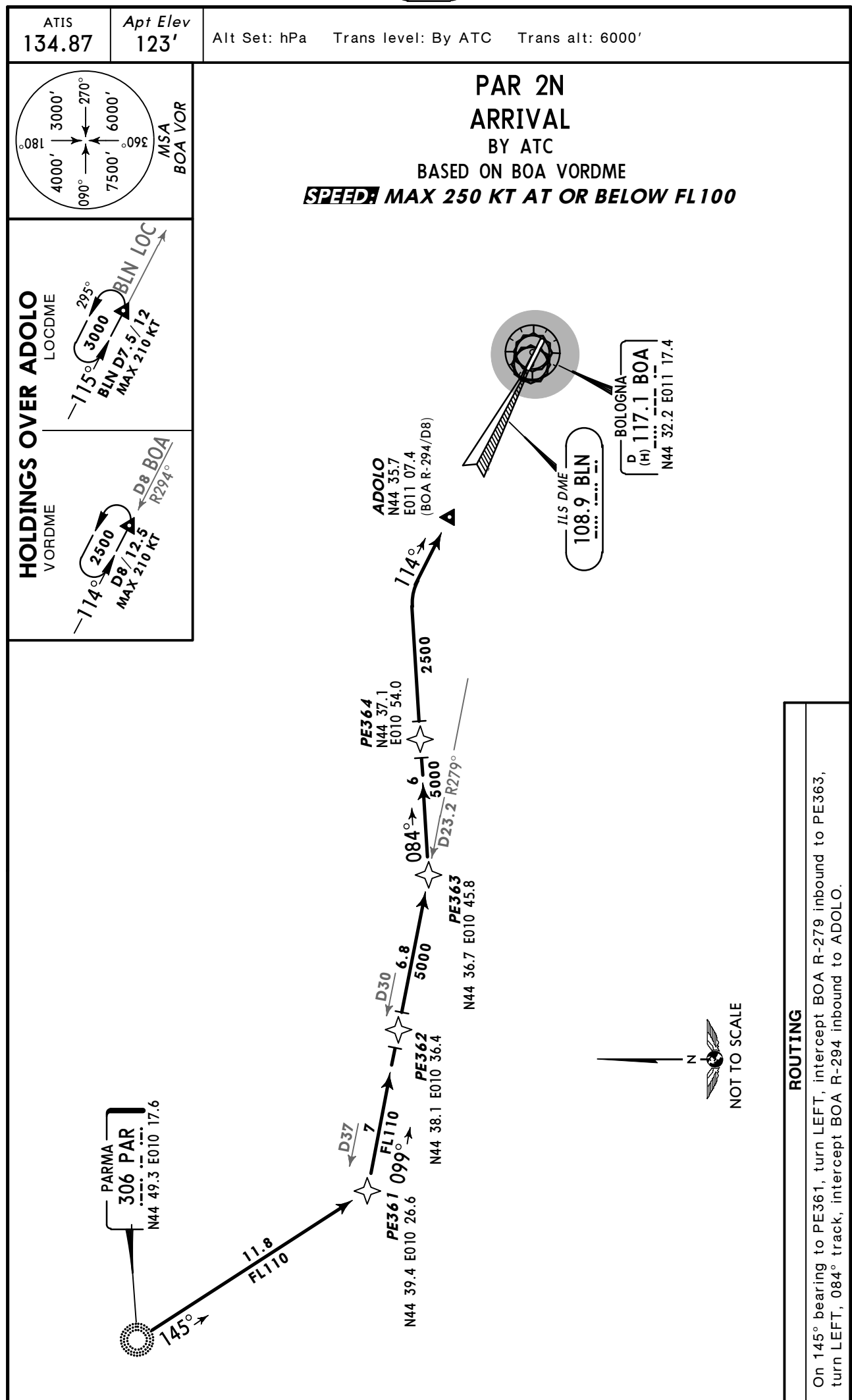
HOLDINGS OVER

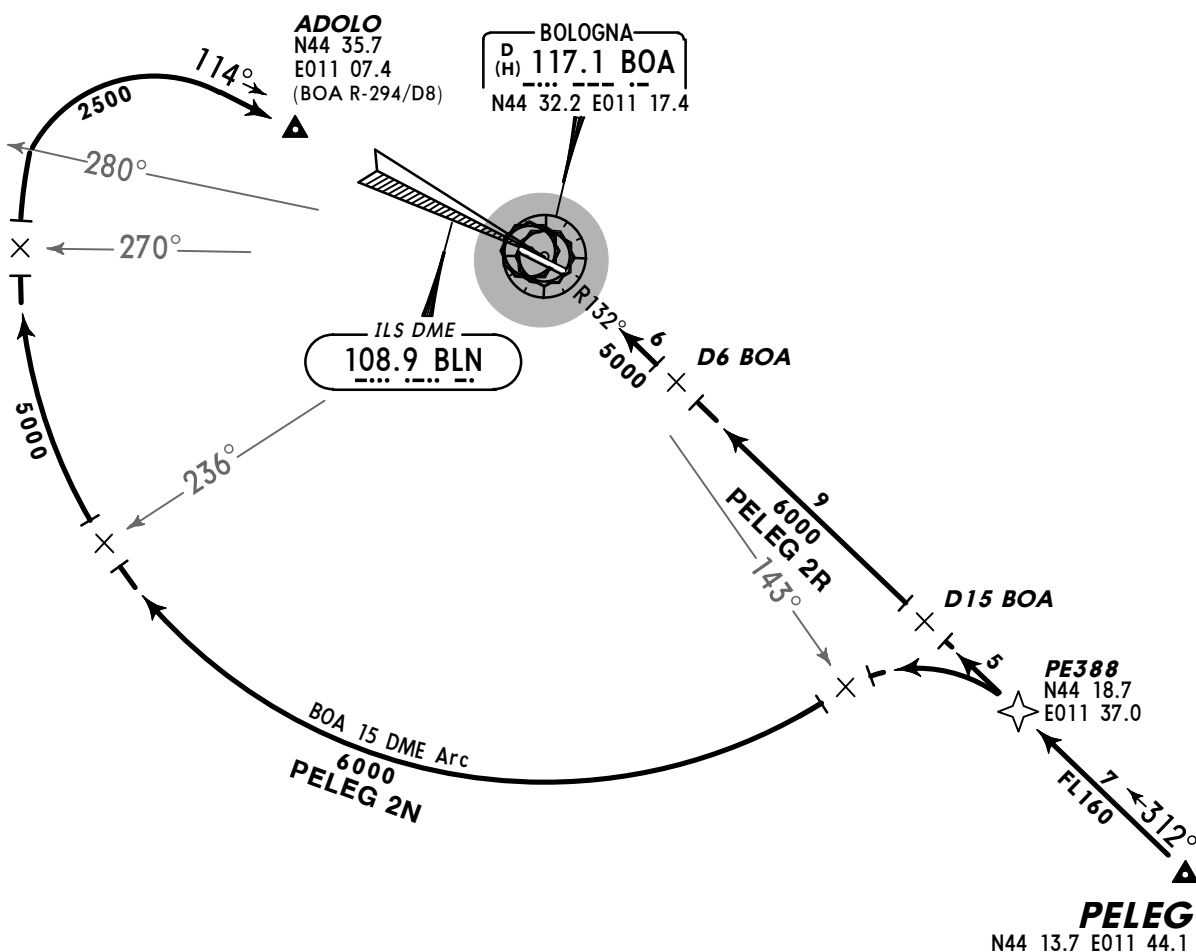


STAR

ROUTING

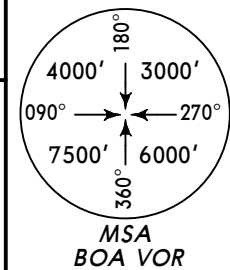
NEKOD 1N Turn LEFT, along BOA 12 DME arc, when passing BOA R-310 turn LEFT to ADOLO.
NEKOD 1S Turn LEFT, 034° track, along BOA 15 DME arc to PE802, turn RIGHT to ABLEX.



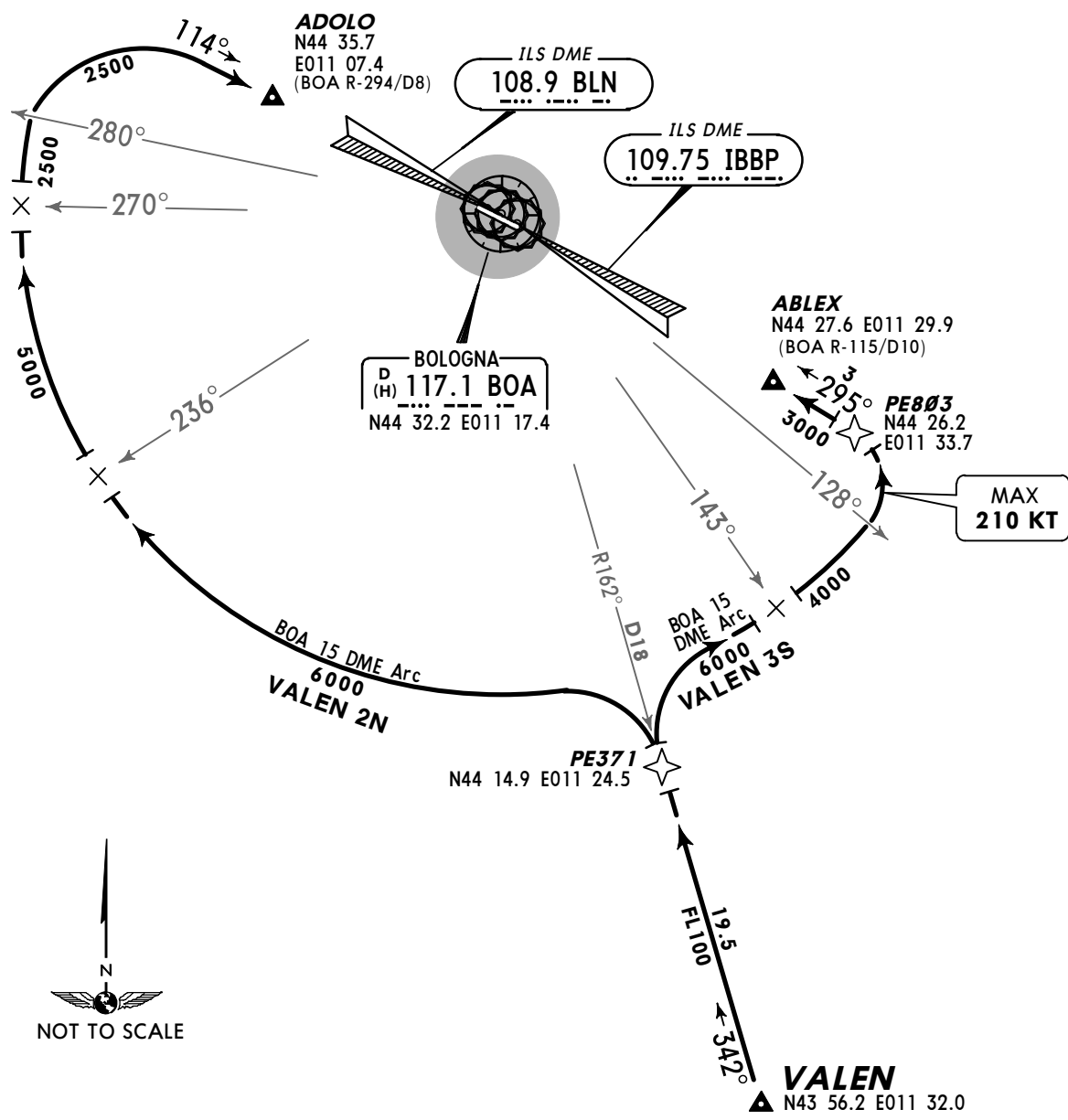


HOLDINGS OVER	
ADOLO VORDME	BOA
STAR	ROUTING
PELEG 2N	On BOA R-132 inbound to PE388, turn LEFT, along BOA passing BOA R-280 turn RIGHT to ADOLO.
PELEG 2R	On BOA R-132 inbound to PE388, then to BOA.

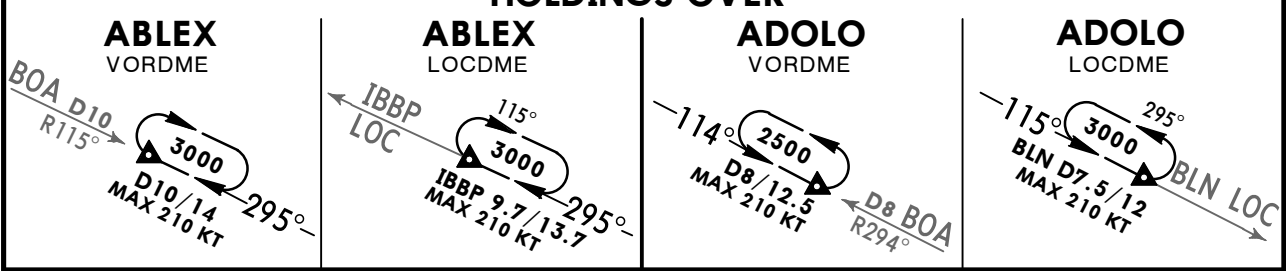
ATIS 134.87 Apt Elev 123' Alt Set: hPa Trans level: By ATC Trans alt: 6000'



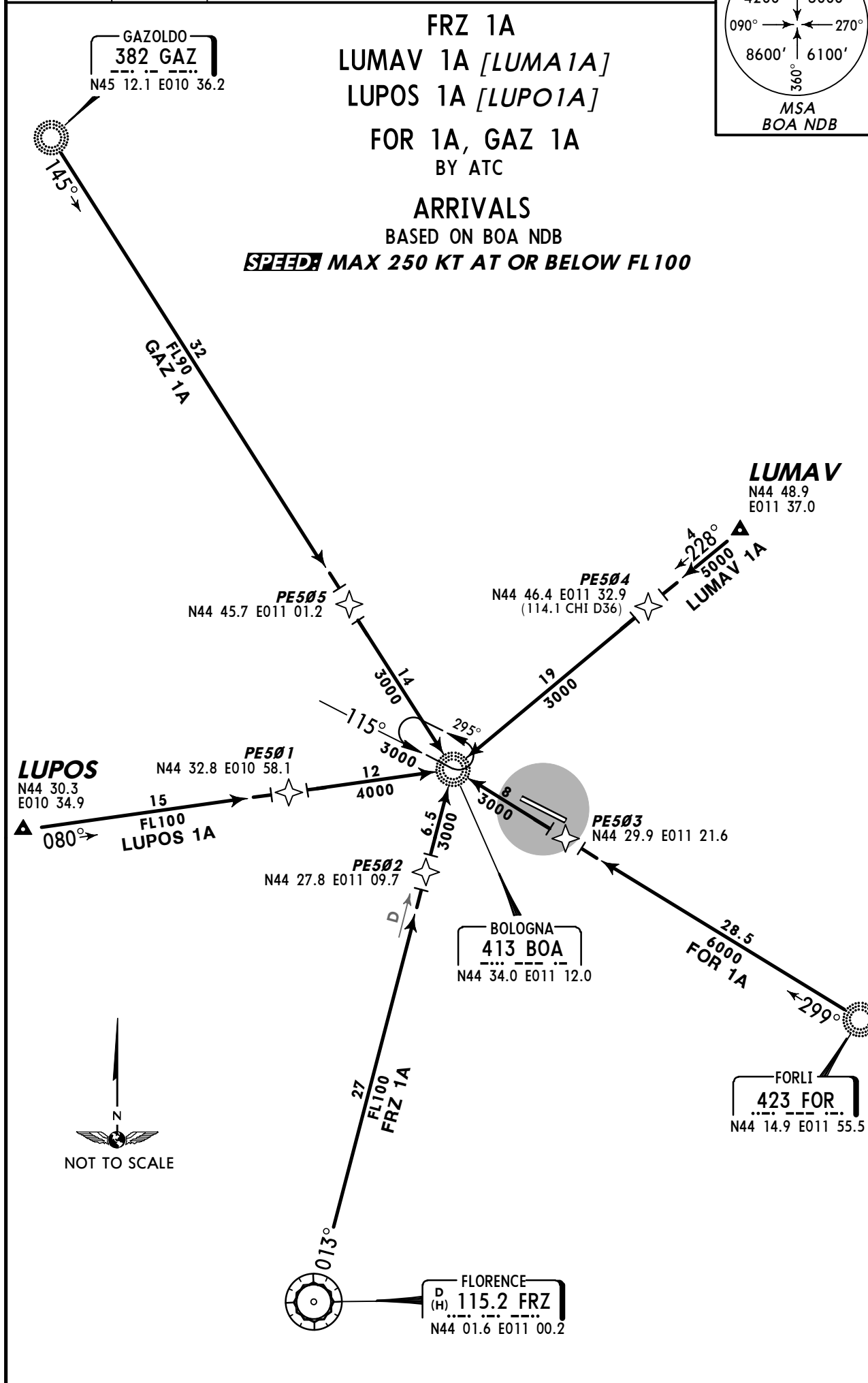
VALEN 2N[VALE2N], VALEN 3S[VALE3S]
ARRIVALS
BASED ON BOA VORDME
SPEED: MAX 250 KT AT OR BELOW FL100

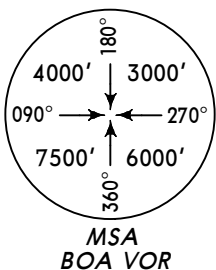


HOLDINGS OVER



STAR	ROUTING
VALEN 2N	On BOA R-162 inbound to PE371, turn LEFT, along BOA 15 DME arc, when passing BOA R-280 turn RIGHT to ADOLO.
VALEN 3S	On BOA R-162 inbound to PE371, turn RIGHT, along BOA 15 DME arc, when passing BOA R-128 turn LEFT to ABLEX.





Apt Elev
123'

Trans level: By ATC Trans alt: 6000'
Execute turns after take-off with MAX TAS 250 KT, bank angle 25°, or rate of turn 2°/sec, whichever requires lesser bank.

FRZ 5H, FRZ 5Z, FRZ 5X RWYS 12, 30 P-RNAV DEPARTURES

PE612
N44 37.5 E011 02.4
At or above
5000'

PE611
N44 34.8 E011 09.9
(BOA R-294/D6)
At or above
2400'

PE602
N44 37.3
E011 16.4
MAX
230 KT

PE601
N44 38.7 E011 25.1
(BOA R-038/D9)
At or above
4000'
MAX
200 KT

PE604
N44 26.8
E011 05.0
At or above
6000'

PE603
N44 31.9
E011 10.6

PE607
N44 32.6 E011 26.9
MAX
230 KT

BOLOGNA
D 117.1 BOA
(H) N44 32.2 E011 17.4

PE613
N44 20.2 E011 01.3
At or above
FL90
FRZ 5Z
MAX 230 KT

PE614
N44 17.2 E011 13.5
At or above
FL90

PE606
N44 13.8 E010 57.7
At or above
FL110

FLORENCE
D 115.2 FRZ
(H) N44 01.6 E011 00.2
FRZ 5H
At or above
FL110

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

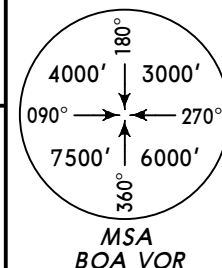
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127



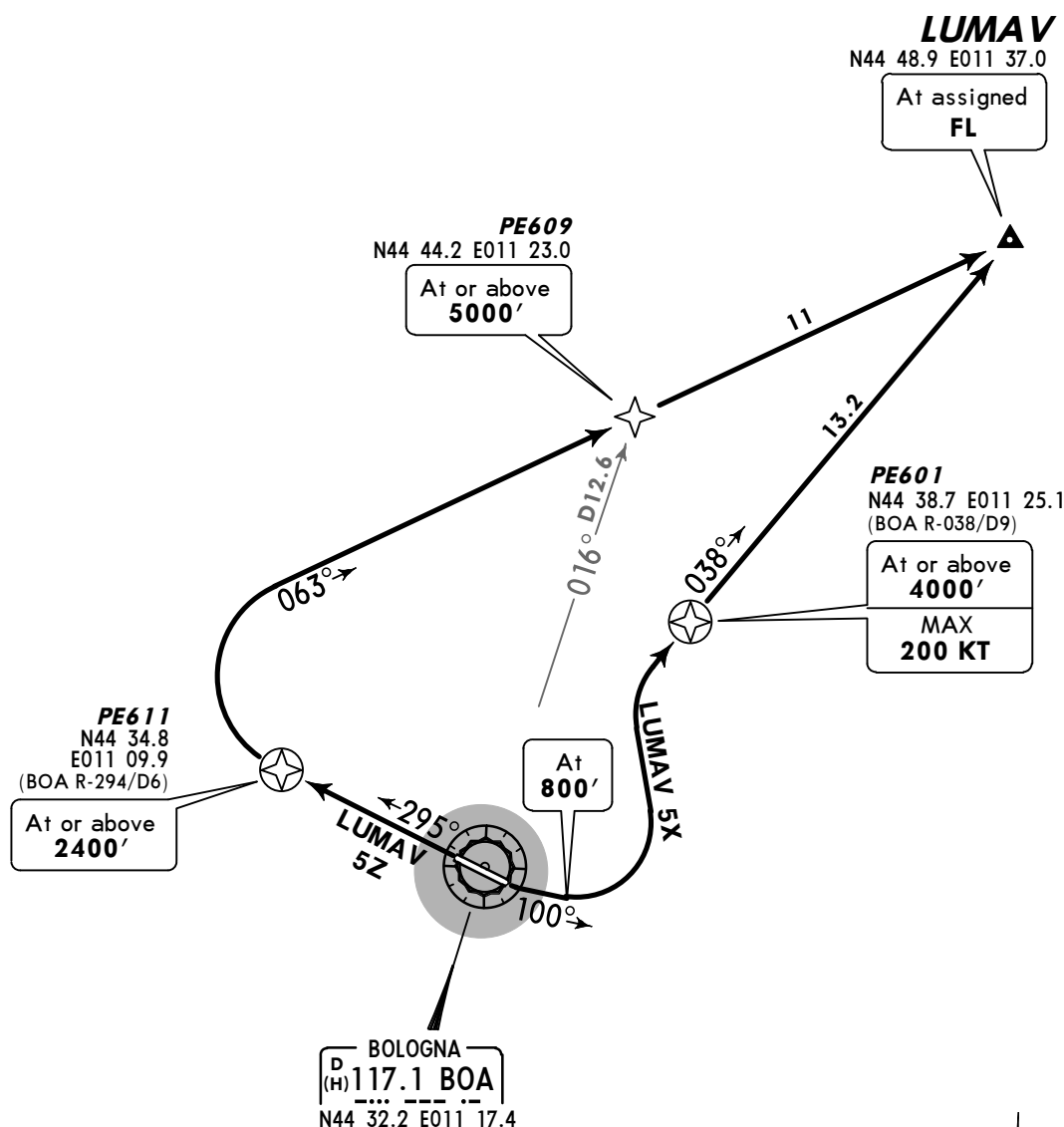
SID	RWY	ROUTING
FRZ 5H By ATC	12	Climb on 100° track to 800', turn LEFT to PE601 - PE607 - PE614 - FRZ.
FRZ 5X		Climb on 100° track to 800', turn LEFT to PE601 - PE602 - PE603 - PE604 - PE613 - PE606 - FRZ.
FRZ 5Z	30	On runway heading to PE611, then to PE612 - PE613 - PE606 - FRZ.

Apt Elev
123'

Trans level: By ATC Trans alt: 6000'
Execute turns after take-off with MAX TAS 250 KT, bank angle
25°, or rate of turn 2°/sec, whichever requires lesser bank.



LUMAV 5X [LUMA5X]
LUMAV 5Z [LUMA5Z]
RWYS 12, 30 P-RNAV DEPARTURES



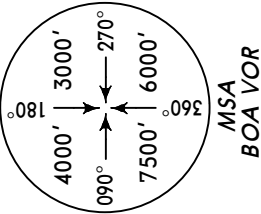
These SIDs require a minimum climb gradient
of
425' per NM (7%).

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

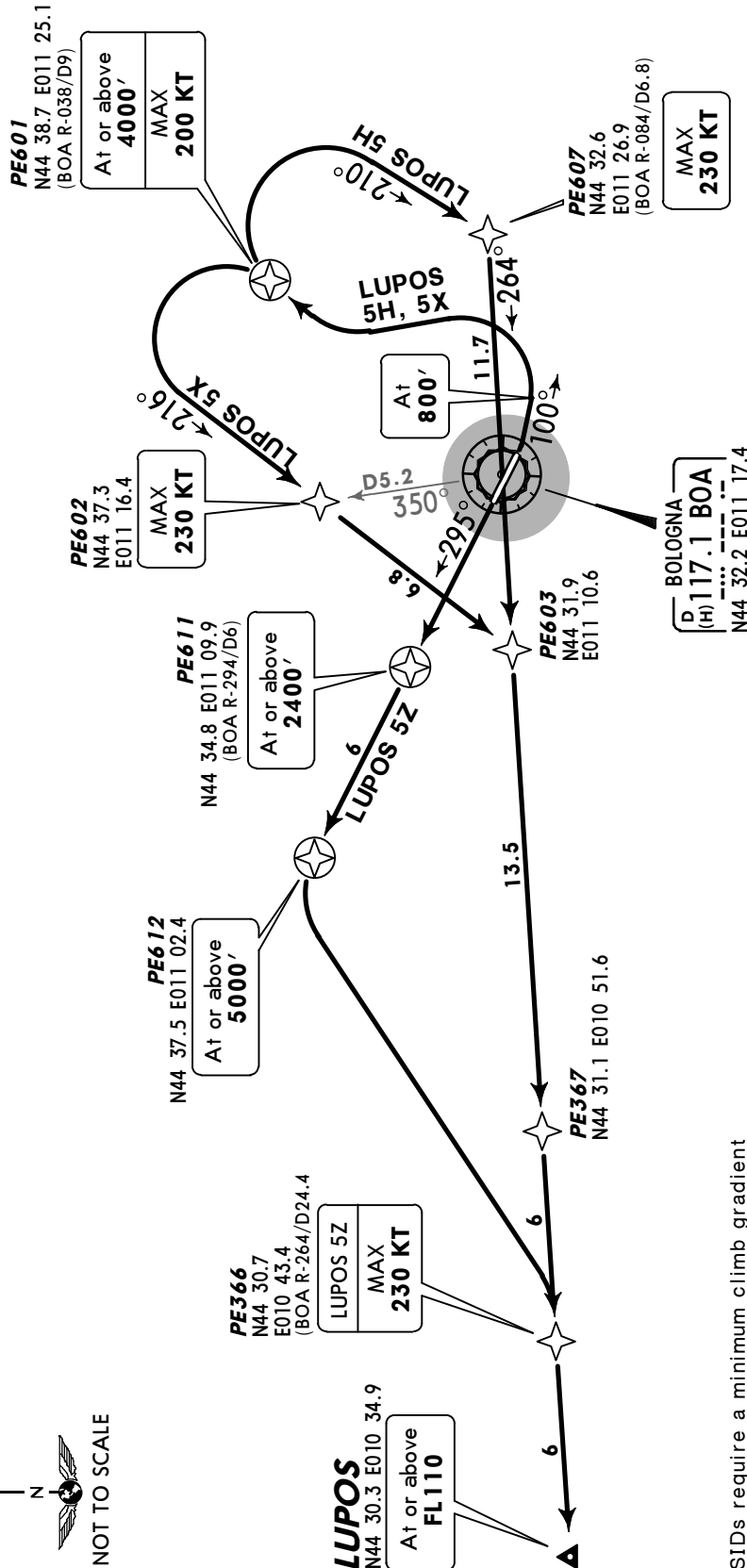
SID	RWY	ROUTING
LUMAV 5X	12	Climb on 100° track to 800', turn LEFT to PE601 - LUMAV.
LUMAV 5Z	30	On runway heading to PE611, then to PE609 - LUMAV.

Apt Elev
123'

Trans level: By ATC Trans alt: 6000'
Execute turns after take-off with MAX TAS 250 KT, bank angle 25°, or rate of turn 2°/sec, whichever requires lesser bank.



LUPOS 5H [LUPO5H]
LUPOS 5X [LUPO5X]
LUPOS 5Z [LUPO5Z]
RWYS 12, 30 P-RNAV DEPARTURES

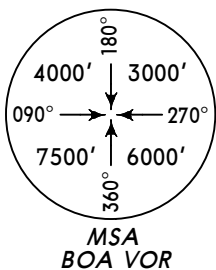


These SIDs require a minimum climb gradient of 425' per NM (7%).

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

ROUTING	
SID	RWY
LUPOS 5H By ATC	12
LUPOS 5X	12
LUPOS 5Z	30

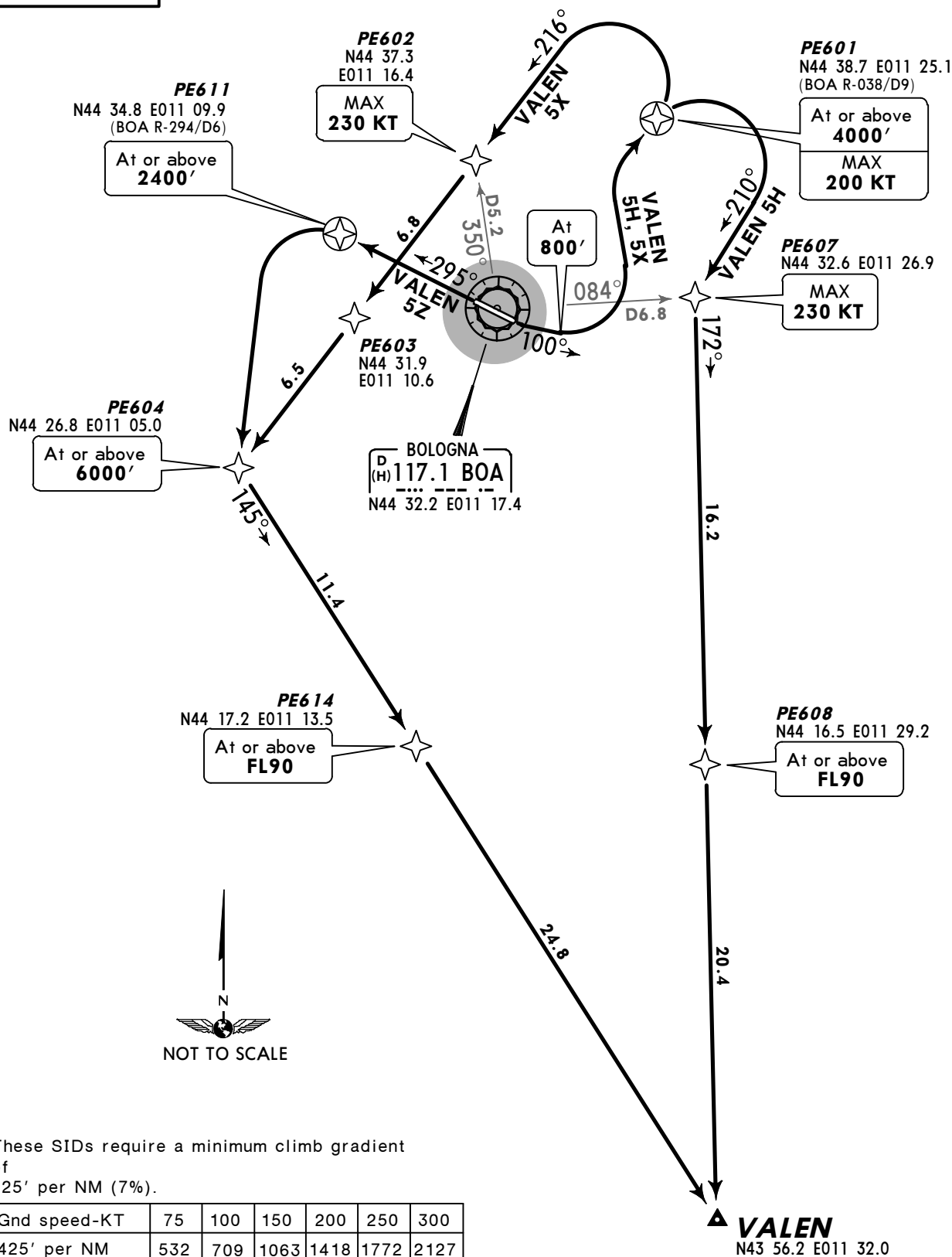
Climb on 100° track to 800', turn LEFT to PE601 - PE607 - PE603 - PE367 - LUPOS.
Climb on 100° track to 800', turn LEFT to PE601 - PE602 - PE603 - PE367 - LUPOS.
On runway heading to PE611, then to PE612 - PE366 - LUPOS.



Apt Elev
123'

Trans level: By ATC Trans alt: 6000'
Execute turns after take-off with MAX TAS 250 KT, bank angle 25°, or rate of turn 2°/sec, whichever requires lesser bank.

**VALEN 5H [VALE5H], VALEN 5X [VALE5X]
VALEN 5Z [VALE5Z]
RWYS 12, 30 P-RNAV DEPARTURES**



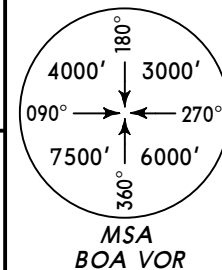
These SIDs require a minimum climb gradient of 425' per NM (7%).

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

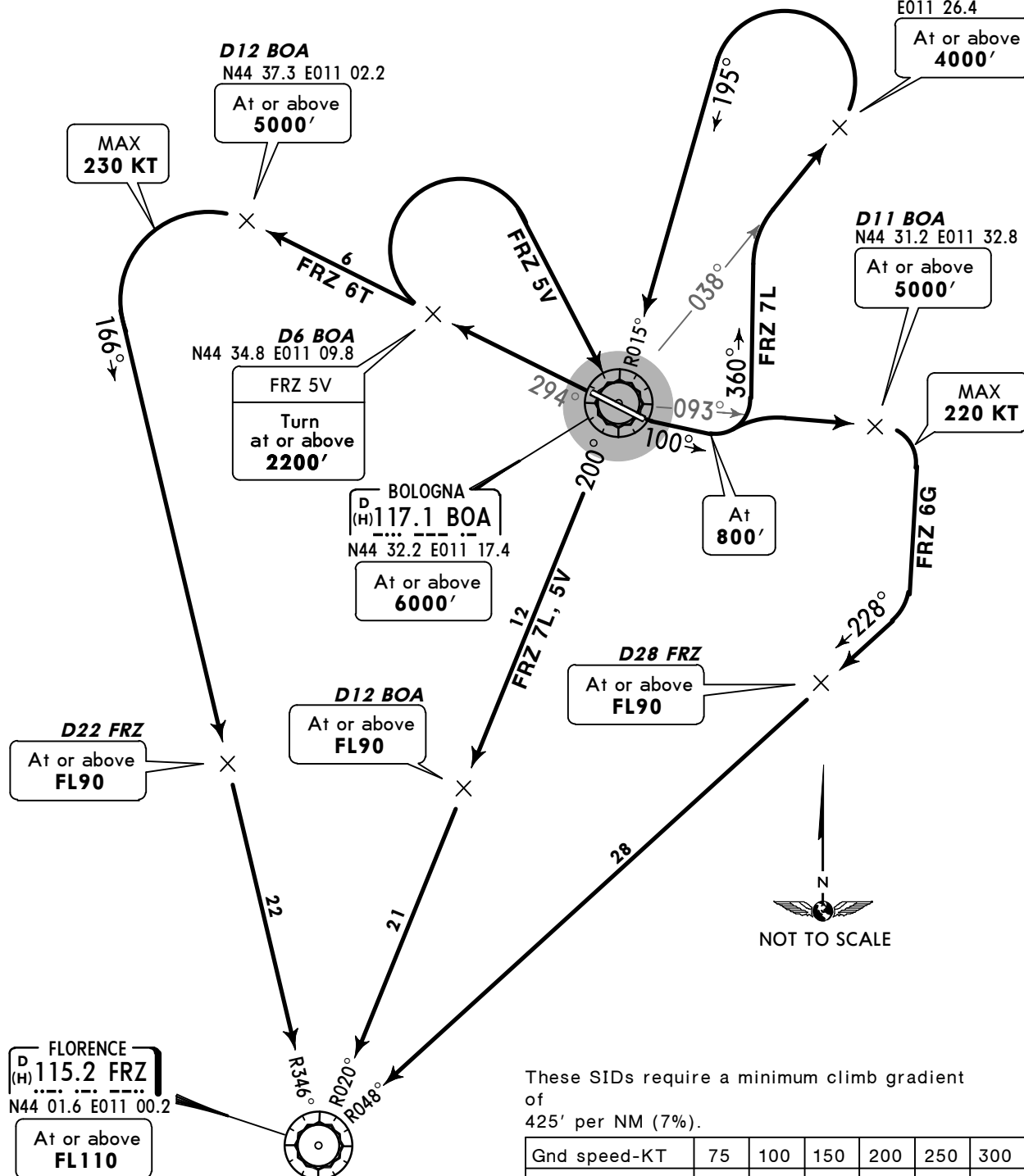
SID	RWY	ROUTING
VALEN 5H By ATC	12	Climb on 100° track to 800', turn LEFT to PE601 - PE607 - PE608 - VALEN.
VALEN 5H		Climb on 100° track to 800', turn LEFT to PE601 - PE602 - PE603 - PE604 - PE614 - VALEN.
VALEN 5Z	30	On runway heading to PE611, then to PE604 - PE614 - VALEN.

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.



FRZ 6G, FRZ 7L, FRZ 5V, FRZ 6T
RWYS 12, 30 DEPARTURES
BASED ON BOA VORDME

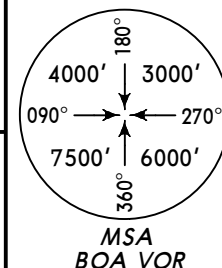


SID	RWY	ROUTING
FRZ 6G ① By ATC	12	Climb on 100° track to 800', turn LEFT, intercept BOA R-093 to D11 BOA, turn RIGHT, intercept FRZ R-048 inbound to FRZ.
FRZ 7L		Climb on 100° track to 800', turn LEFT, intercept BOA R-038 to D10 BOA, turn LEFT, intercept BOA R-015 inbound to BOA, then to FRZ.
FRZ 5V	30	Intercept BOA R-294 to D6 BOA, turn RIGHT to BOA, then to FRZ.
FRZ 6T		Intercept BOA R-294 to D12 BOA, turn LEFT, intercept FRZ R-346 inbound to FRZ.

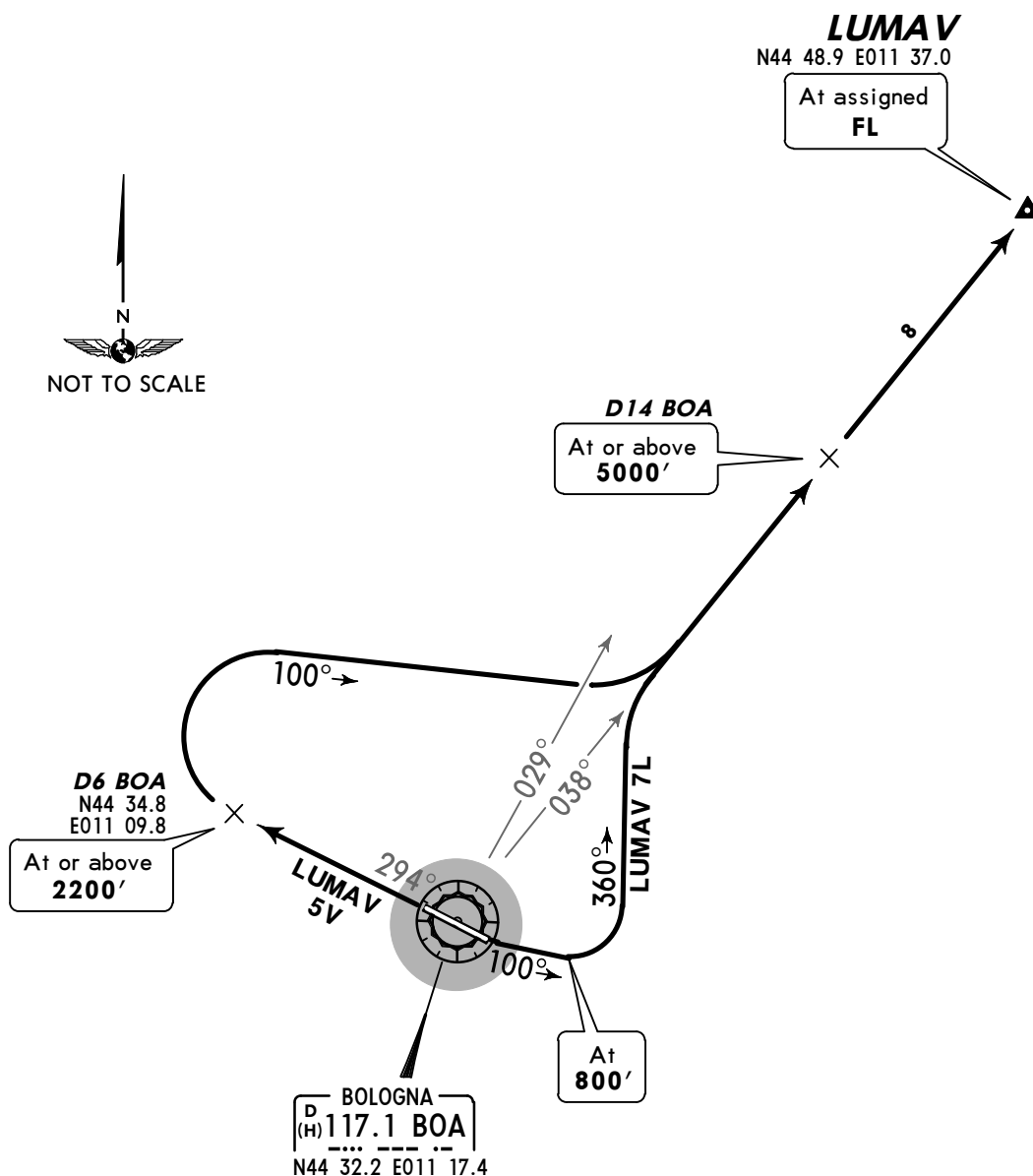
① Usable from 0600-2300LT and for ACFT as from ICAO Annex 16 Chapter 3.

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.



LUMAV 7L [LUMA7L]
LUMAV 5V [LUMA5V]
RWYS 12, 30 DEPARTURES
BASED ON BOA VORDME



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

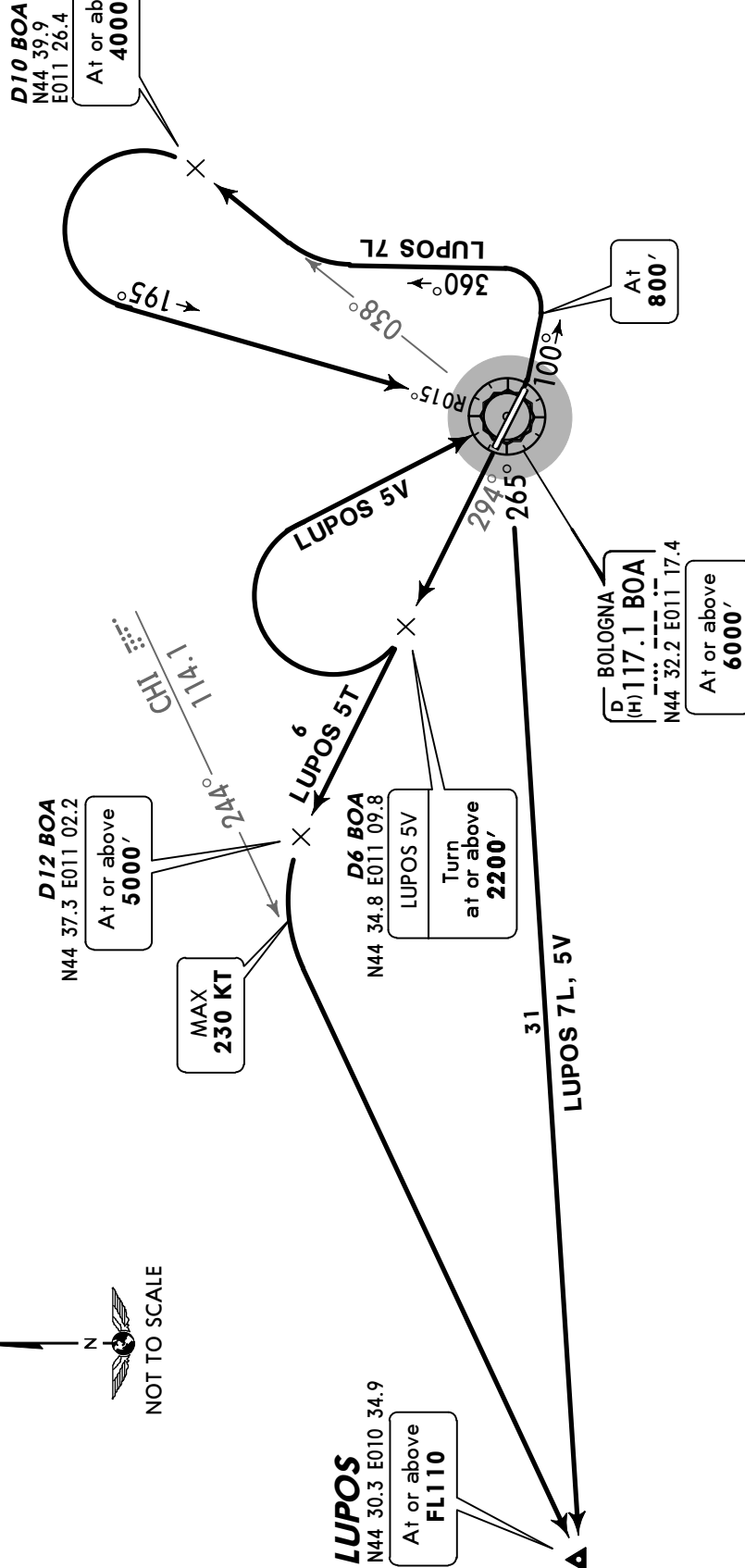
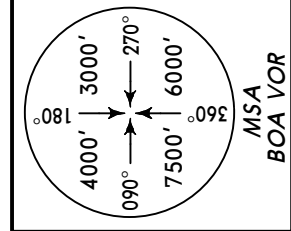
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

SID	RWY	ROUTING
LUMAV 7L	12	Climb on 100° track to 800', turn LEFT, intercept BOA R-038 to LUMAV.
LUMAV 5V	30	Intercept BOA R-294 to D6 BOA, turn RIGHT, 100° track, intercept BOA R-038 to LUMAV.

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 7L [LUPO7L]
LUPOS 5V [LUPO5V]
LUPOS 5T [LUPO5T]
RWYS 12, 30 DEPARTURES
BASED ON BOA VORDME



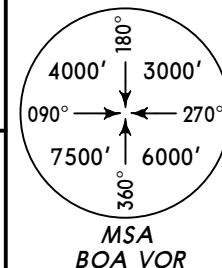
These SIDs require a minimum climb gradient of 425' per NM (7%).

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

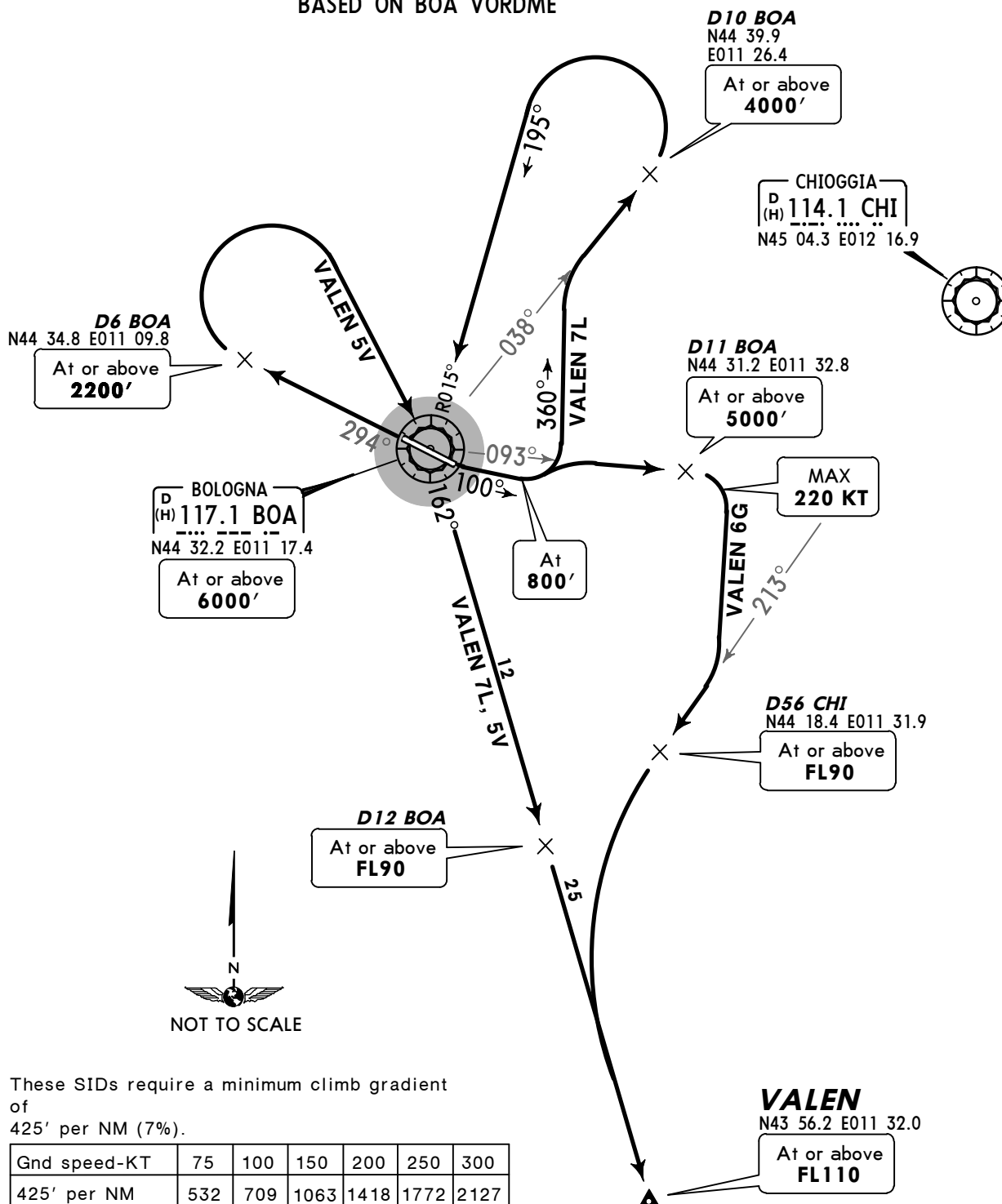
ROUTING	
LUPOS 7L	Climb on 100° track to 800', turn LEFT, intercept BOA R-038 to D10 BOA, turn LEFT, intercept BOA R-015 inbound to BOA, then to LUPOS.
LUPOS 5V	Intercept BOA R-294 to D6 BOA, turn RIGHT to BOA, then to LUPOS.
LUPOS 5T	Intercept BOA R-294 to D12 BOA, turn LEFT, intercept CHI R-244 to 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 6G [VALE6G]
VALEN 7L [VALE7L]
VALEN 5V [VALE5V]
RWYS 12, 30 DEPARTURES
BASED ON BOA VORDME



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

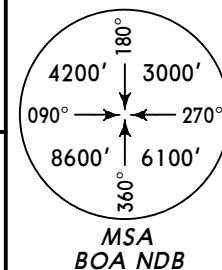
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

SID	RWY	ROUTING
VALEN 6G ① By ATC	12	Climb on 100° track to 800', turn LEFT, intercept BOA R-093 to D11 BOA, turn RIGHT, intercept CHI R-213, turn LEFT, intercept BOA R-162 to VALEN.
VALEN 7L		Climb on 100° 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 5V	30	Intercept BOA R-294 to D6 BOA, turn RIGHT to BOA, then to VALEN.

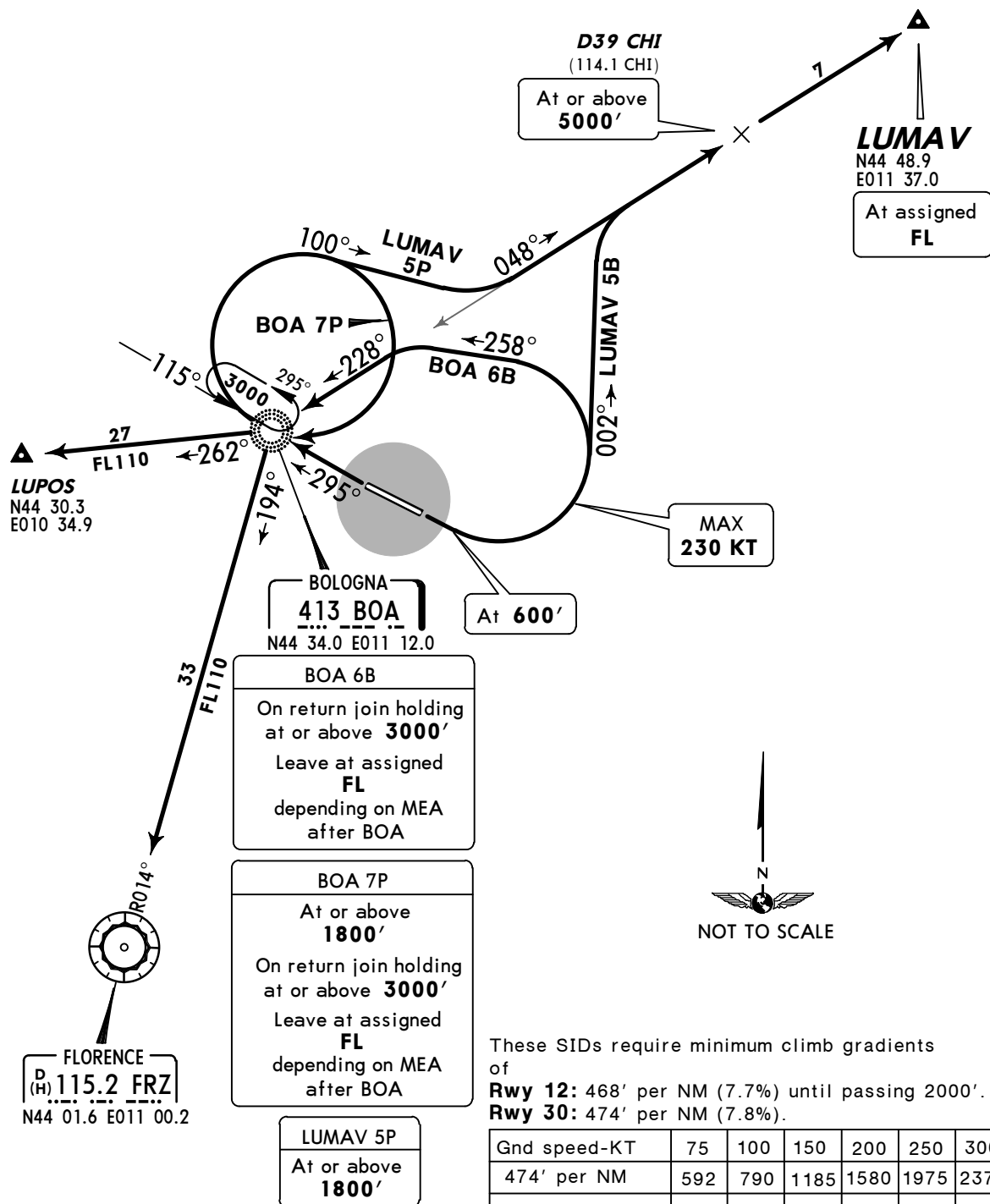
① Usable from 0600-2300LT and for ACFT as from ICAO Annex 16 Chapter 3.

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 6B, BOA 7P
LUMAV 5B [LUMA5B], LUMAV 5P [LUMA5P]
RWYS 12, 30 DEPARTURES
BASED ON BOA NDB

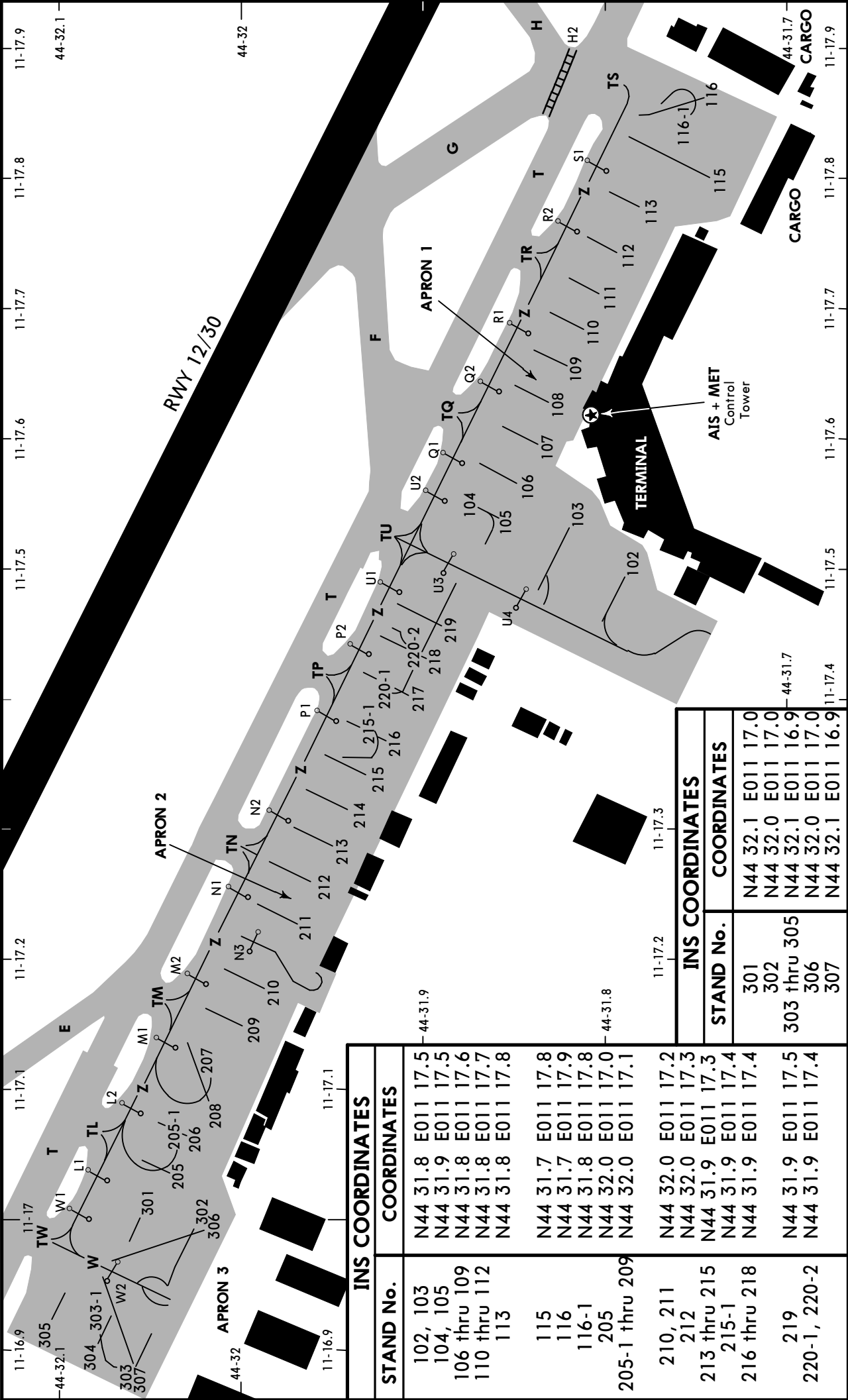


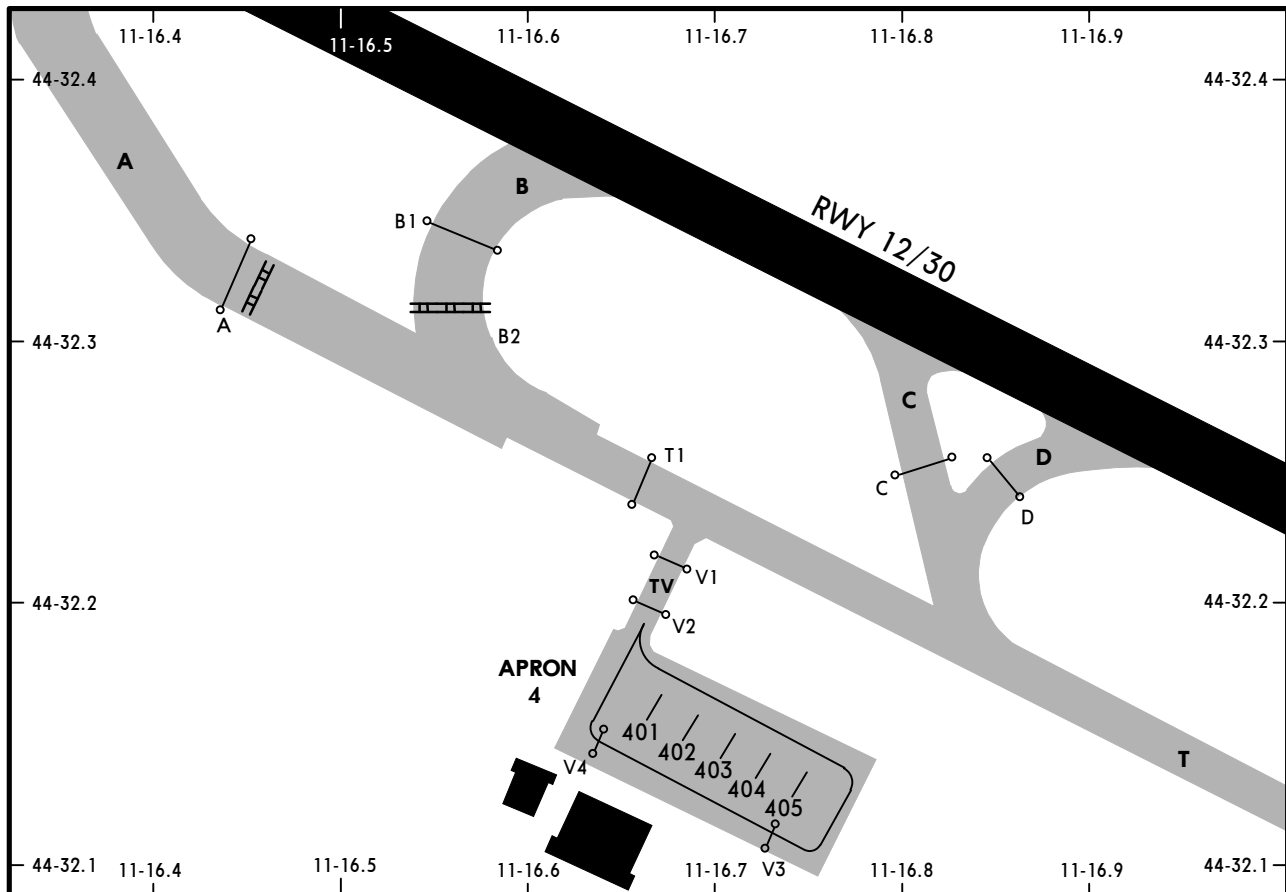
These SIDs require minimum climb gradients of
Rwy 12: 468' per NM (7.7%) until passing 2000'.
Rwy 30: 474' per NM (7.8%).

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 6B	12	Climb to 600', turn LEFT, 258° track, intercept 228° bearing to BOA, join holding pattern.
BOA 7P	30	Intercept 295° bearing to BOA, turn RIGHT to BOA, join holding pattern.
LUMAV 5B	12	Climb to 600', turn LEFT, 002° track, intercept 048° bearing from BOA to LUMAV.
LUMAV 5P	30	Intercept 295° bearing to BOA, turn RIGHT, 100° track, intercept 048° bearing from BOA to LUMAV.

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

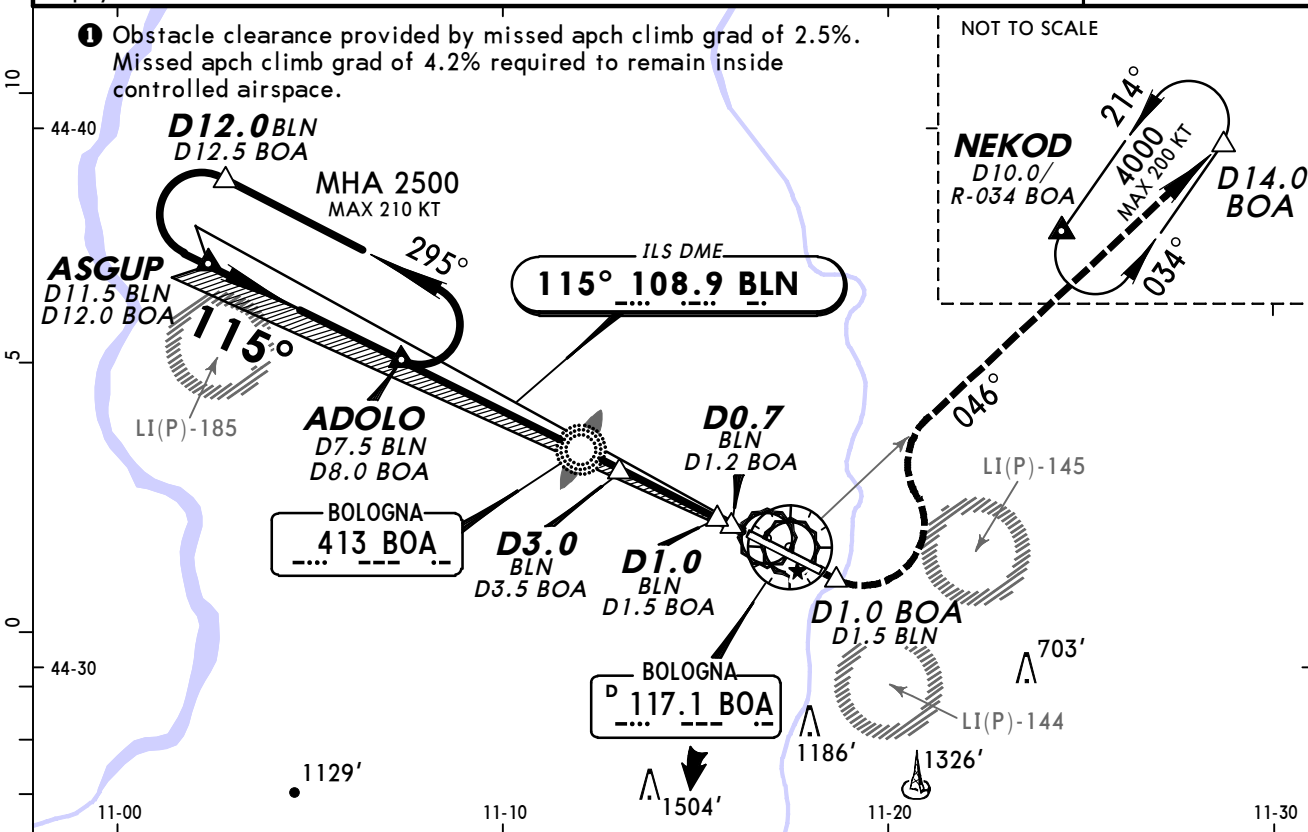




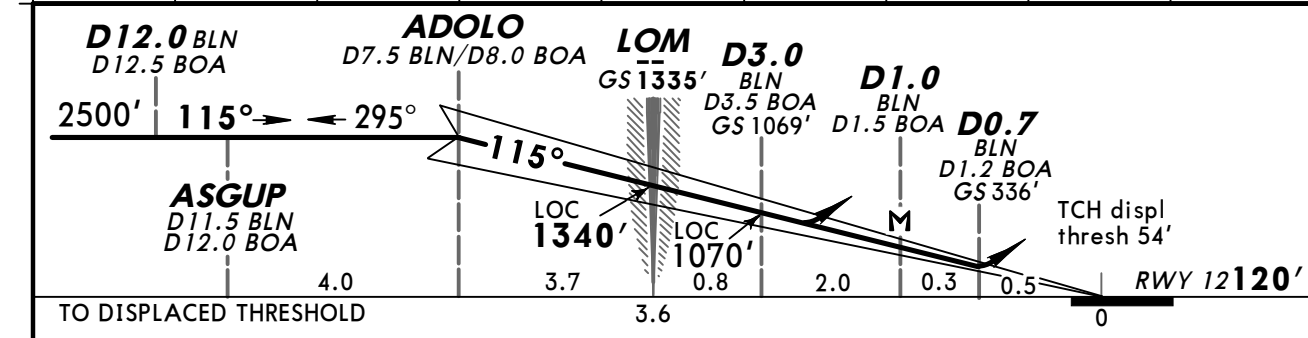
INS COORDINATES

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

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 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.						MSA BOA VOR



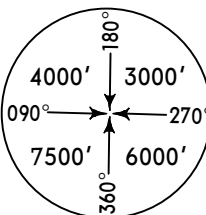
LOC (GS out)	BLN DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2350'	2030'	1710'	1390'	1070'	750'	440'



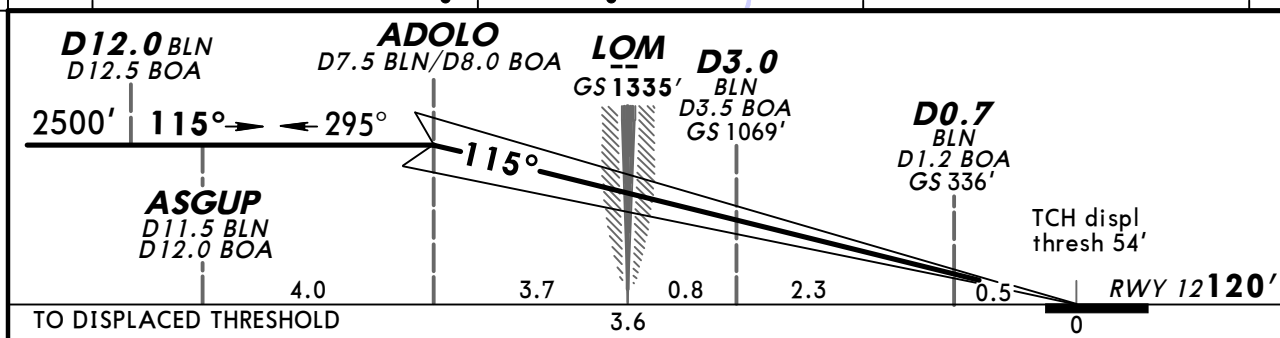
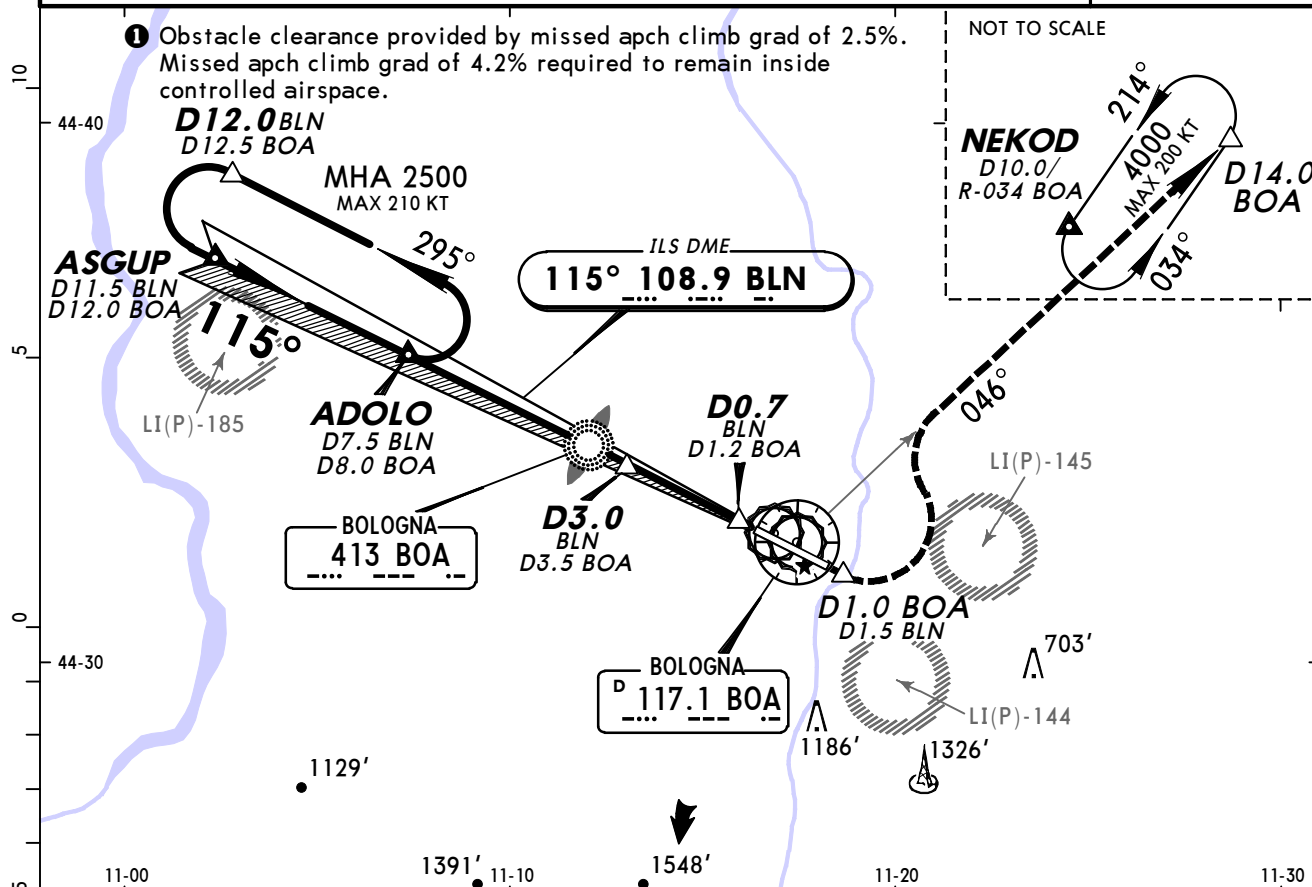
Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.0 BLN								

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

BRIEFING STRIP TM

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.							
① 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

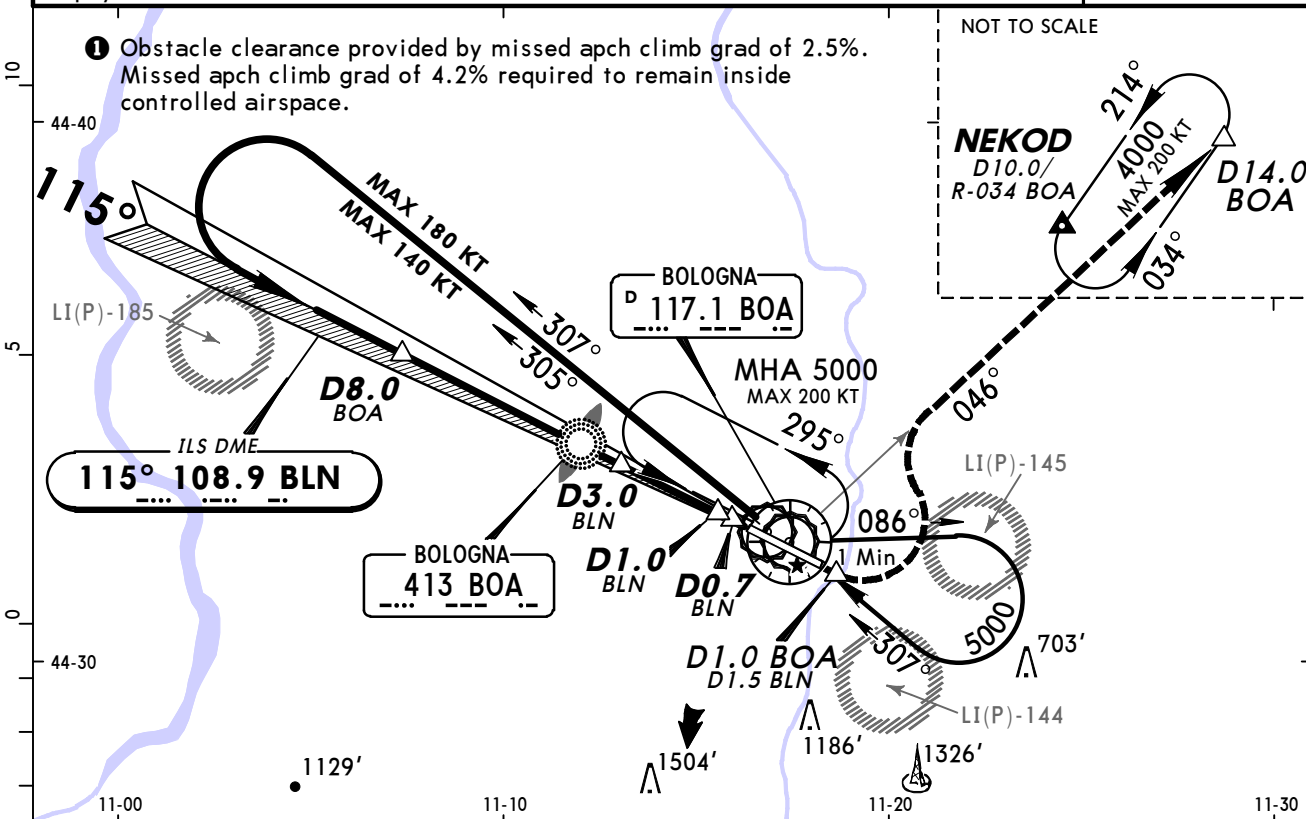


Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 500'	
GS	3.00°	372	478	531	637	849		

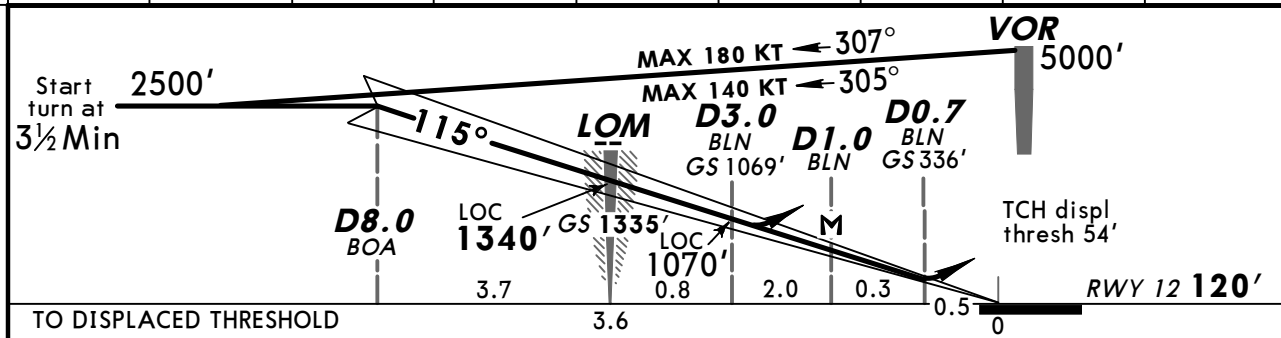
Standard		STRAIGHT-IN LANDING RWY 12	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABC RA 97' DA(H) 220' (100')	D RA 130' DA(H) 246' (126')
RVR 200m		RVR 300m	RVR 400m

Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

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 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. ①						
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.						MSA BOA VOR



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	
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	REIL PAPI	
MAP at D1.0 BLN							500'	

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

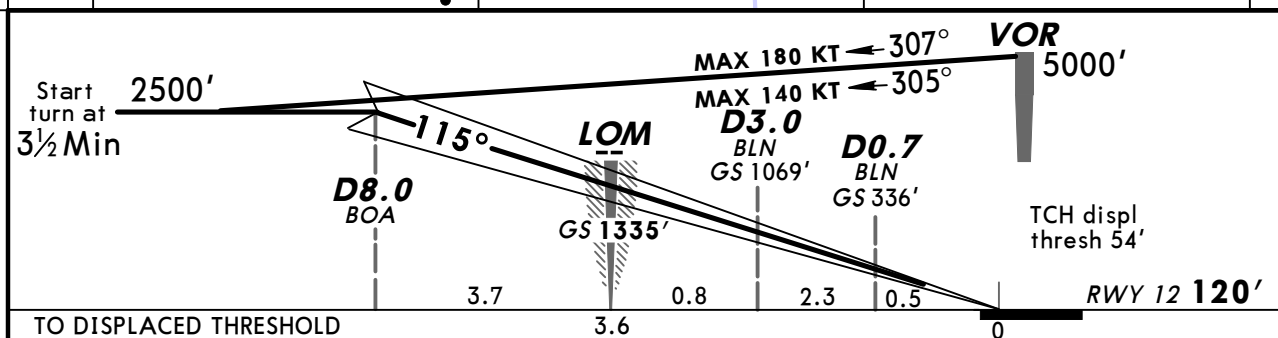
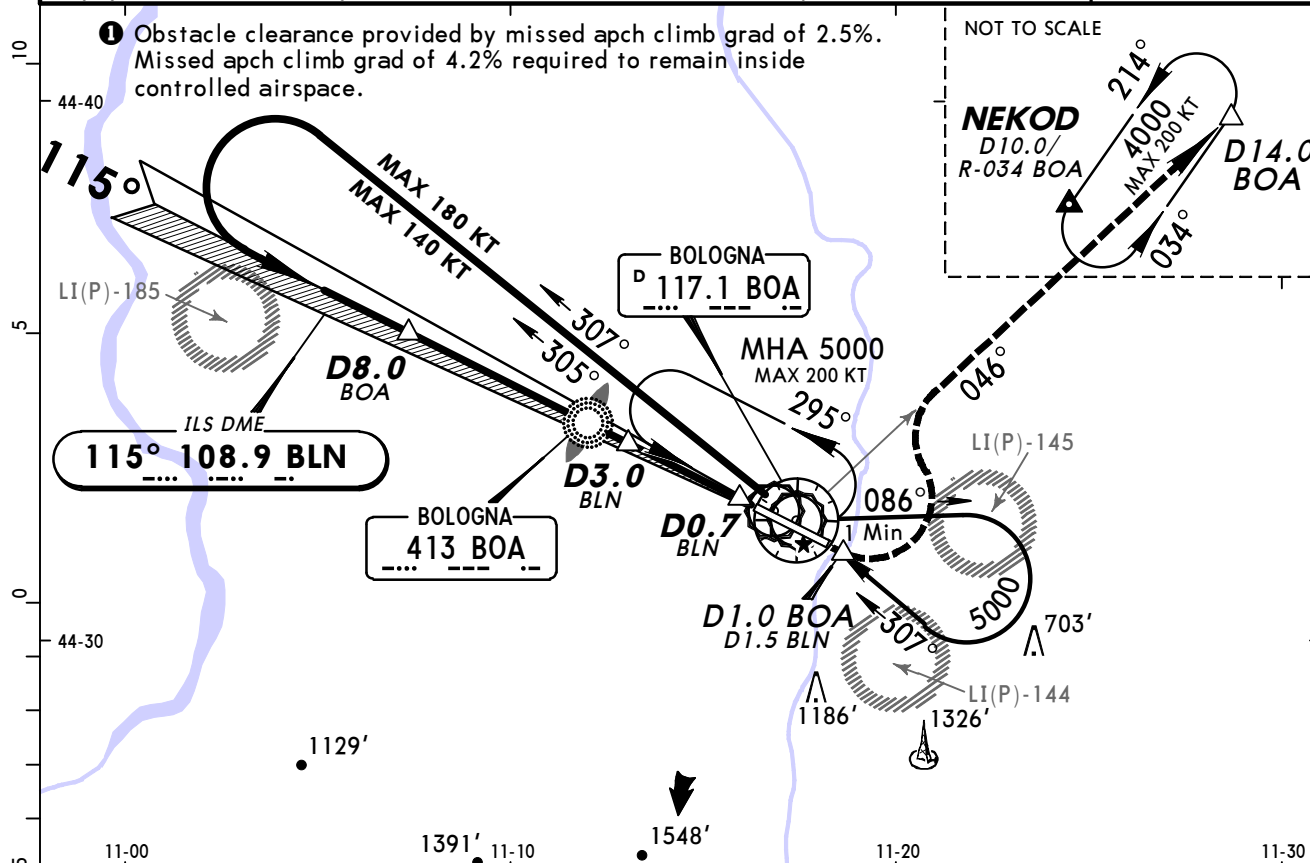
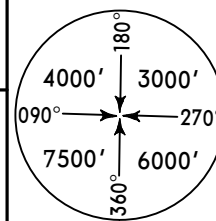
LIPE/BLQ BORGOPANIGALE

16 MAY 14
Eff 29 May

11-2A

BOLOGNA, ITALY
CAT II/III ILS Y Rwy 12

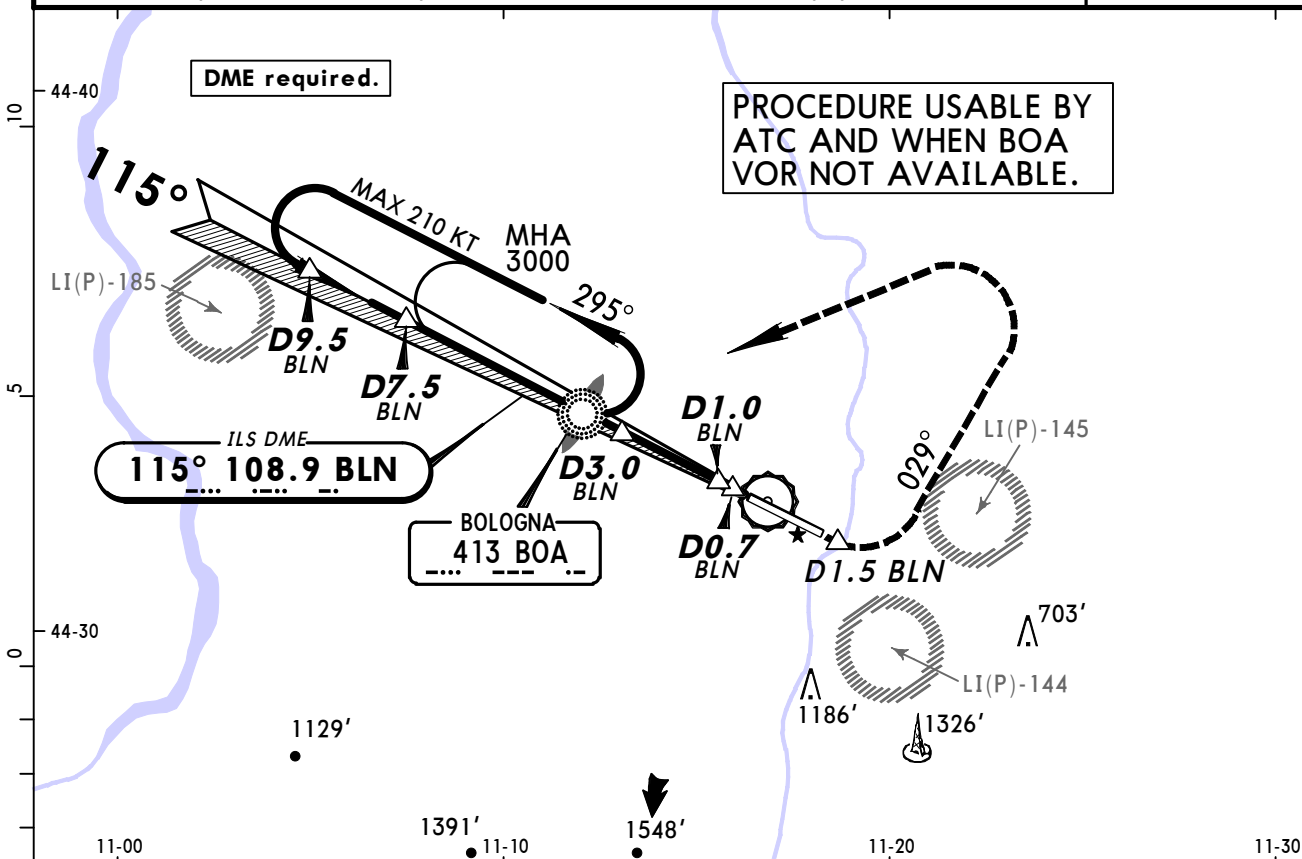
ATIS 134.87	BOLOGNA Approach (R) 120.1	BOLOGNA Tower 120.8	*Ground 121.92
LOC BLN 108.9	Final Apch Crs 115°	GS LOM 1335' (1215')	CAT II & IIIA ILS Refer to Minimums Apt Elev 123' RWY 120'
MISSED APCH: Climb on rwy heading. At 500' but not before D1.0 BOA/D1.5 BLN after THR rwy 12 turn LEFT (MAX 200 KT) 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.			



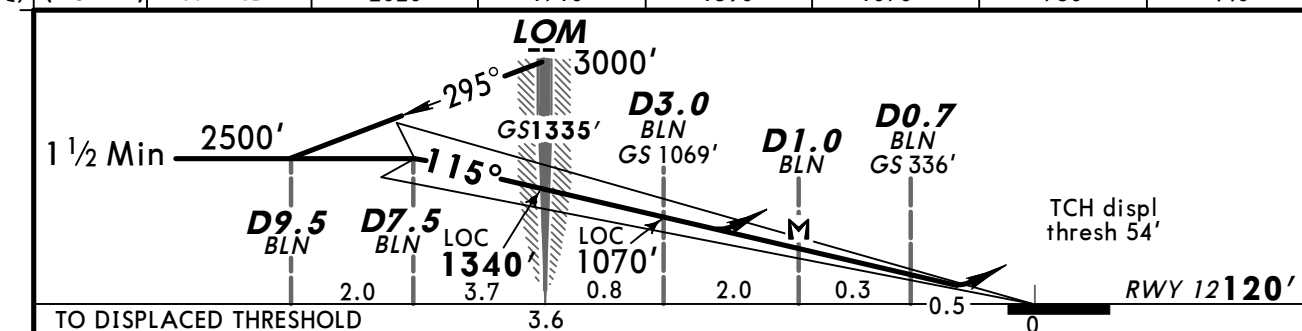
Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	372	478	531	637	743	849

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

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'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 500'
ILS GS or	372	478	531	637	743	849	
LOC Descent Angle 3.00°							
MAP at D1.0 BLN							

PANS OPS	STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Not authorized South of rwy	
	DA(H)		DA(H)			
	AB: 320' (200') D: 338' (218')		480' (360')			
	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	RVR 900m	180	990' (867') 2400m
D				RVR 1600m	205	990' (867') 3600m

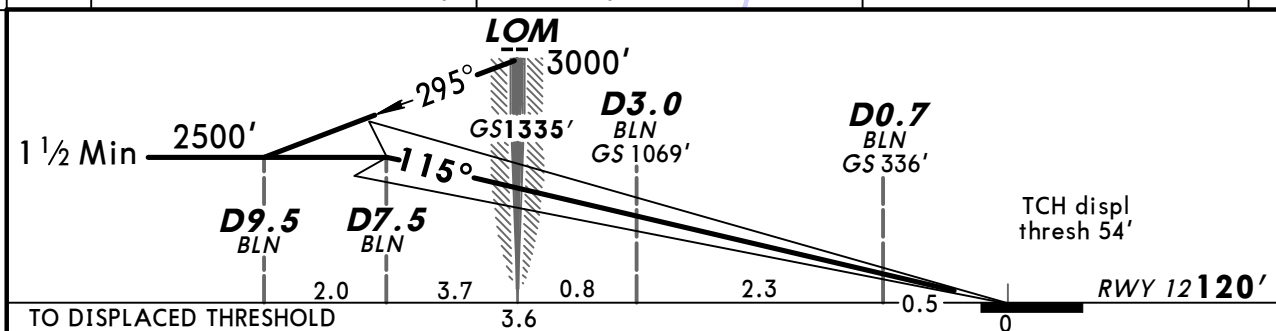
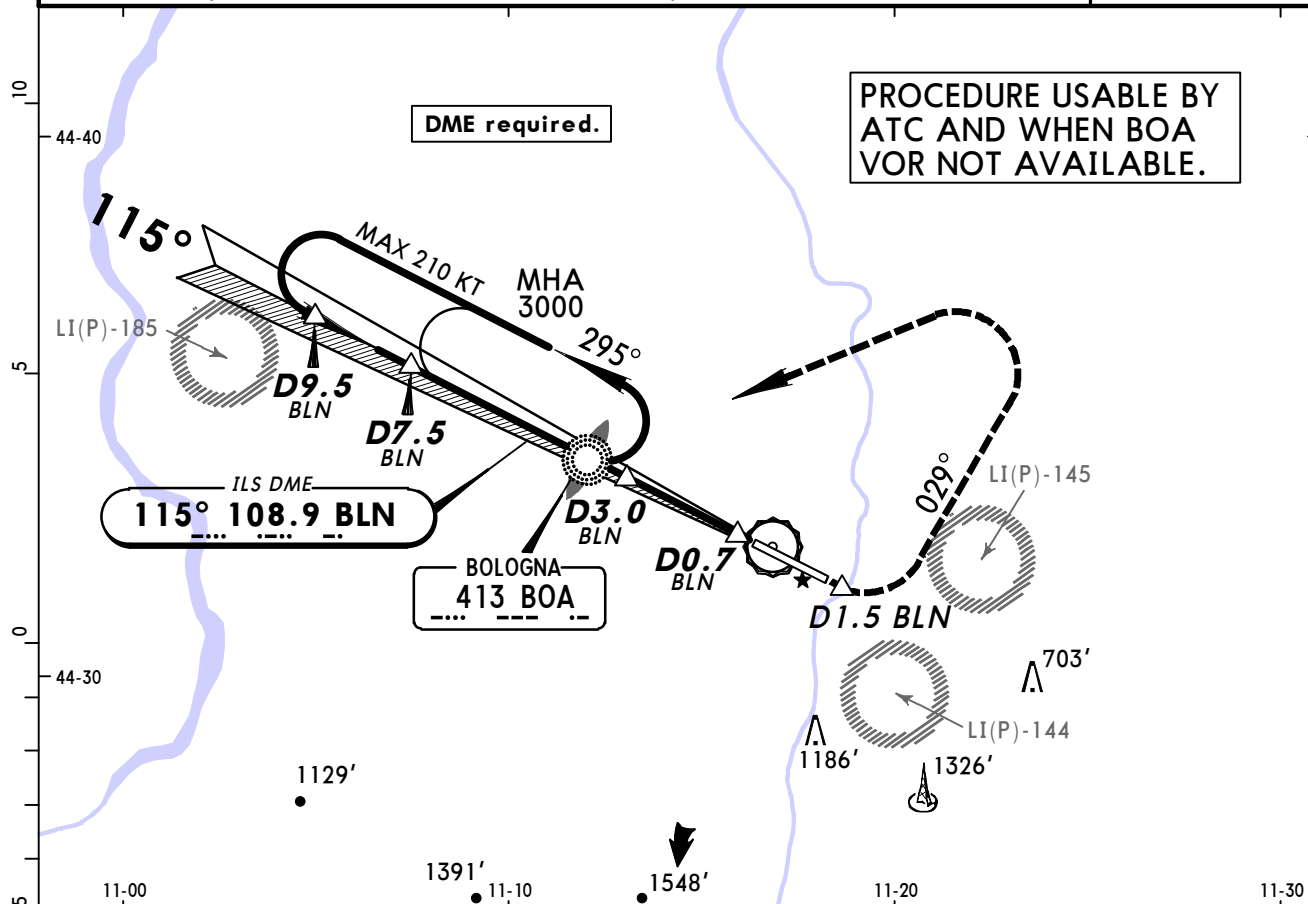
LIPE/BLQ
BORGOPANIGALE

JEPPESEN
16 MAY 14
Eff 29 May **(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.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 500'	
Gs	3.00°	372	478	531	637	743		849

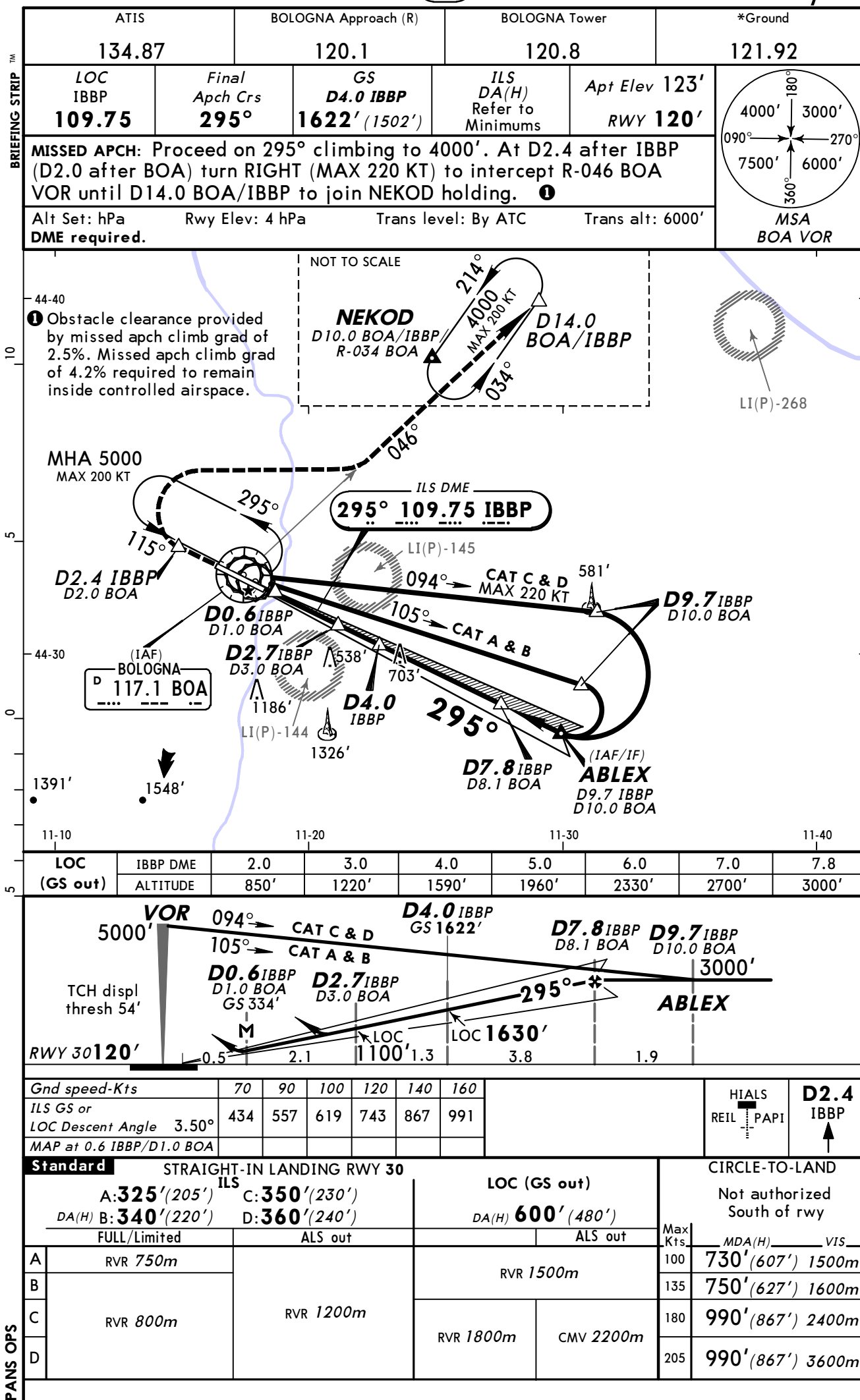
Standard		STRAIGHT-IN LANDING RWY 12	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABC RA 97'	D RA 130'
		DA(H) 220' (100')	DA(H) 246' (126')
RVR 200m		RVR 300m I	RVR 400m

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

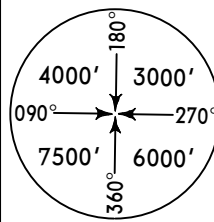
LIPE/BLQ BORGOPANIGALE

JEPPESSEN
16 MAY 14 11-4 Eff 29 May

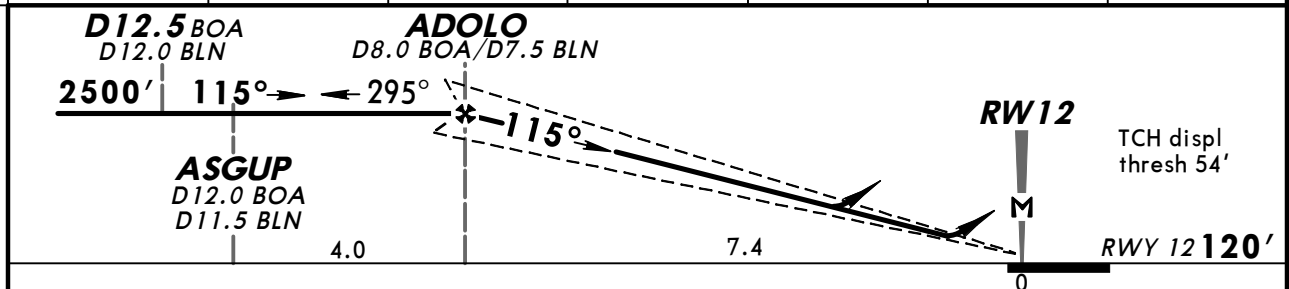
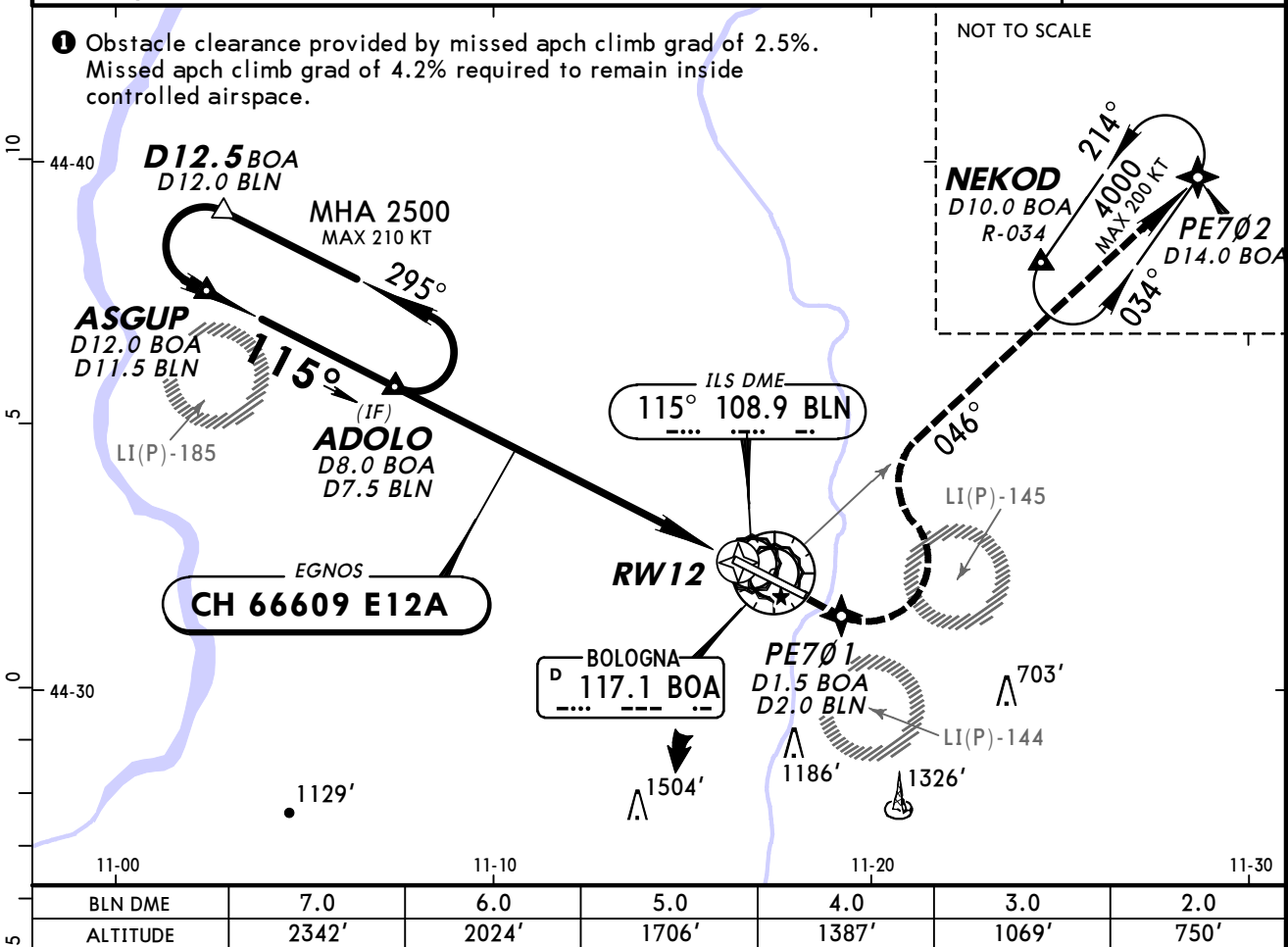
BOLOGNA, ITALY
ILS or LOC Rwy 30



ATIS 134.87	BOLOGNA Approach (R) 120.1	BOLOGNA Tower 120.8	*Ground 121.92
EGNOS CH 66609 E12A	Final Apch Crs 115°	Minimum Alt ADOLO 2500' (2380')	LPV DA(H) Refer to Minimums Apt Elev 123' RWY 120'
MISSED APCH: Climb on rwy hdg 115° to 4000'. At PE701/D2.0 BLN, D1.5 BOA, after BLN turn LEFT (MAX 200 KT) to intercept 046° (R-046 BOA) until PE702 (D14.0 BOA) to join NEKOD holding. 1			
Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: By ATC	Trans alt: 6000'
DME required.			MSA ARP



1 Obstacle clearance provided by missed apch climb grad of 2.5%. Missed apch climb grad of 4.2% required to remain inside controlled airspace.

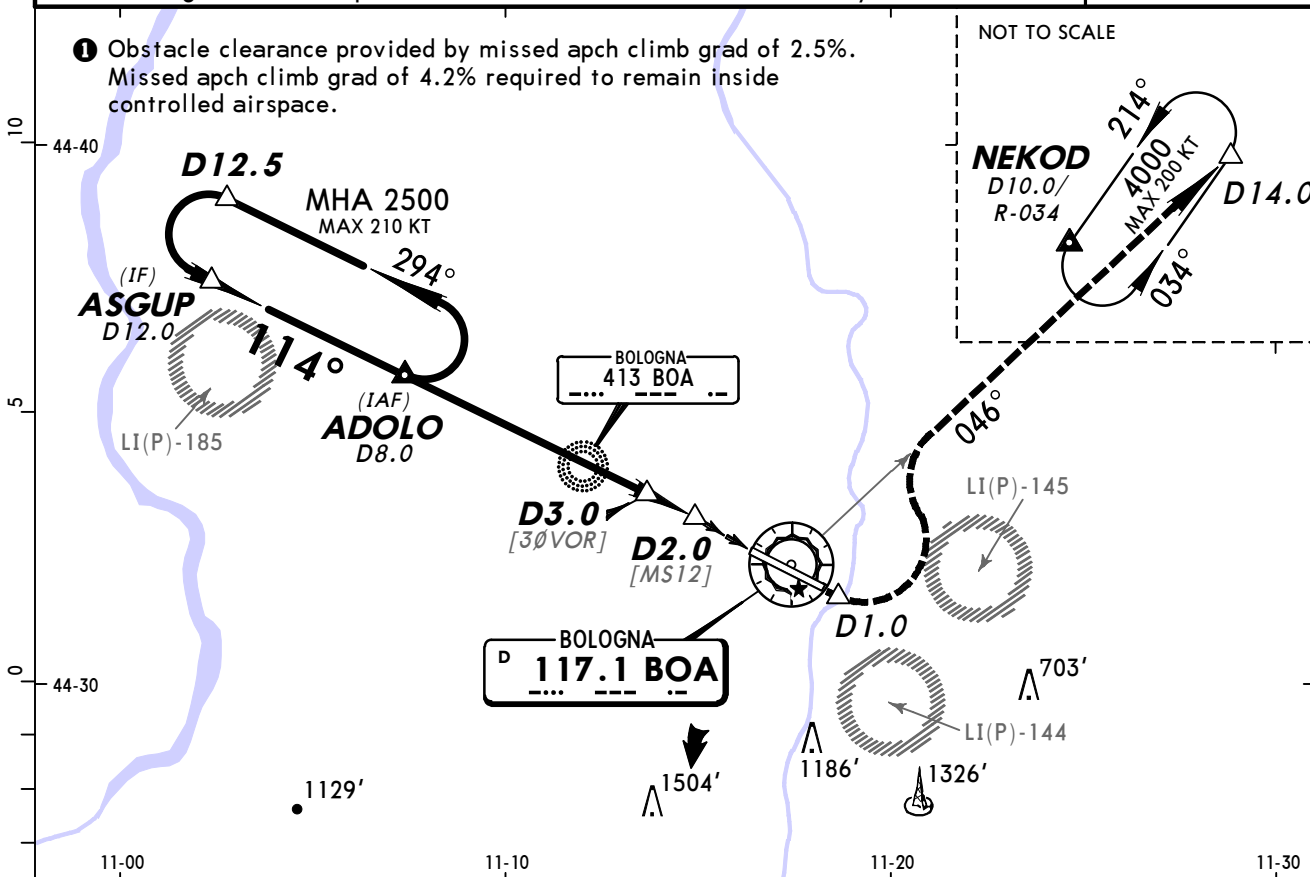


Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI	4000'	Rwy	PE701
Glide Path Angle 3.00°	372	478	531	637	743	849		on	hdg	
MAP at RW12									115°	

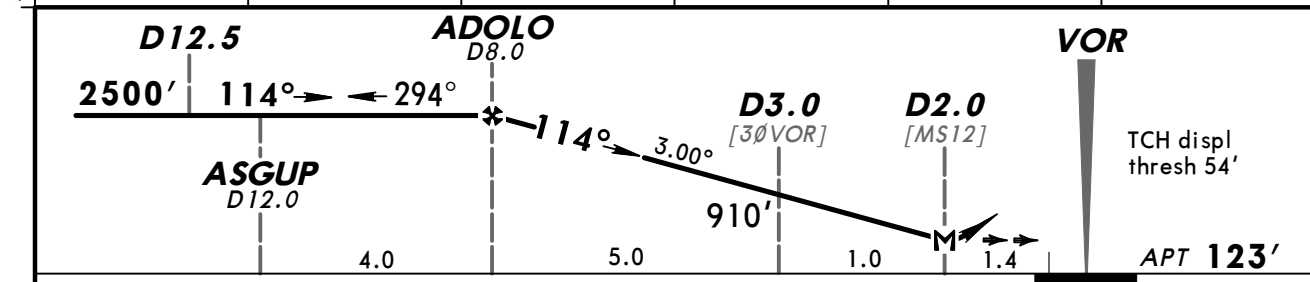
Standard				STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND	
LPV				LNAV		Not authorized	
A: 420' (300') C: 440' (320')				DA(H) B: 430' (310') D: 450' (330')		South of rwy	
ALS out				MDA(H) 570' (450')			
A				ALS out		Max Kts	MDA(H) VIS
B	RVR 750m	RVR 1400m		RVR 1500m		100	730' (607') 1500m
C			RVR 1400m			135	750' (627') 1600m
D	RVR 800m	RVR 1500m		CMV 2100m		180	990' (867') 2400m
						205	990' (867') 3600m

1 With TDZ, CL and HUD: CAT A: RVR 650m, CAT B&C: RVR 700m.

ATIS 134.87		BOLOGNA Approach (R) 120.1		BOLOGNA Tower 120.8		*Ground 121.92
VOR BOA 117.1	Final Apch Crs 114°	Minimum Alt ADOLO 2500' (2377')	DA(H) 580' (457')	Apt Elev 123'		
MISSED APCH: Continue on 114° climbing to 4000'. At D1.0 after VOR turn LEFT (MAX 200 KT) to intercept R-046 until D14.0 to join NEKOD holding.						
Alt Set: hPa Apt Elev: 4 hPa Trans level: By ATC Trans alt: 6000' 1. DME required. 2. Final apch track at 1400m lies 189m North of rwy centerline. 3. Visual Segment Surface penetrated. 4. Below MDA PAPI mandatory.						MSA BOA VOR

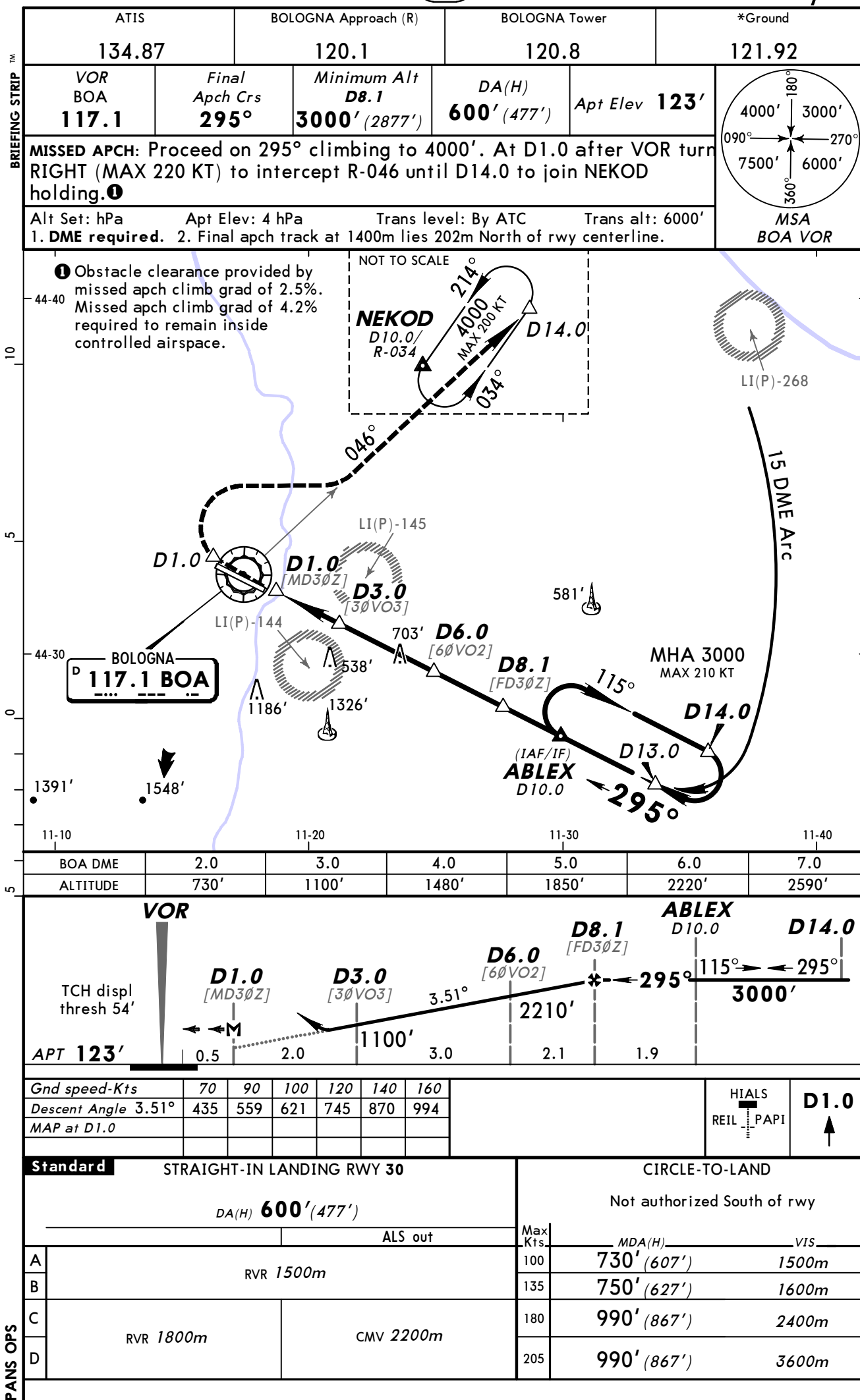


BOA DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2190'	1870'	1550'	1230'	910'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI D1.0
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D2.0							

Standard STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND			
DA(H) 580' (457')				Not authorized South of rwy			
ALS out				Max Kts	MDA(H)	VIS	
RVR 1500m				100	730' (607')	1500m	
				135	750' (627')	1600m	
RVR 1400m				180	990' (867')	2400m	
				205	990' (867')	3600m	
CMV 2100m							

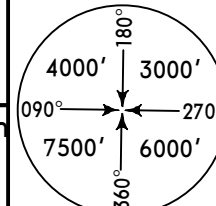


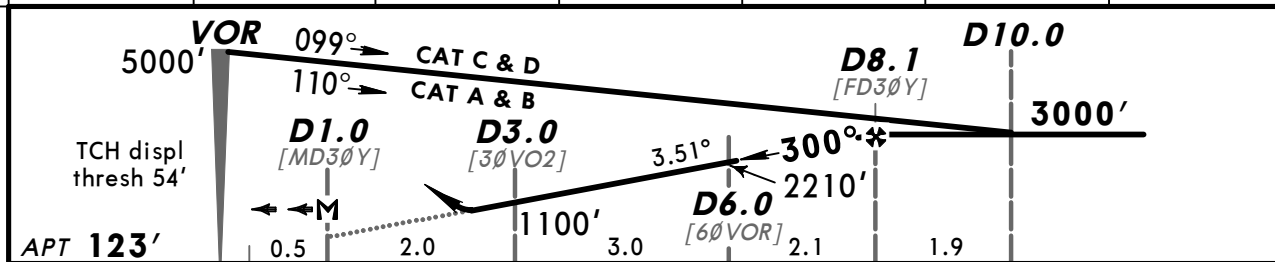
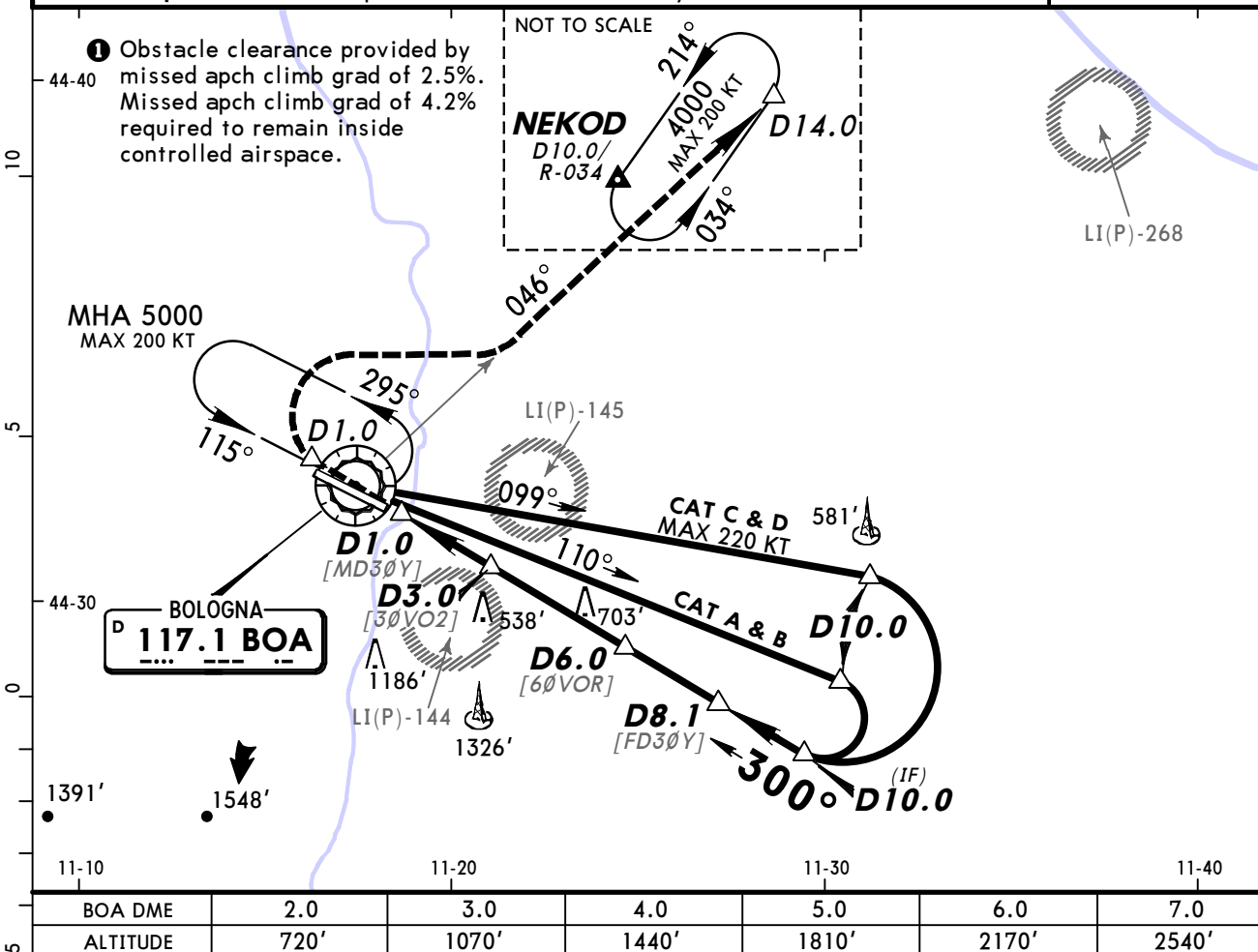
LIPE/BLQ BORGO PANIGALE

16 MAY 14 **13-3** Eff 29 May

BOLOGNA, ITALY
VOR Y Rwy 30

BRIEFING STRIP™

ATIS 134.87		BOLOGNA Approach (R) 120.1		BOLOGNA Tower 120.8		*Ground 121.92	
VOR BOA 117.1	Final Apch Crs 300°	Minimum Alt D8.2 3000' (2877')	DA(H) 600' (477')	Apt Elev 123'			
MISSED APCH: Proceed on 300° climbing to 4000'. At D1.0 after VOR turn RIGHT (MAX 220 KT) to intercept R-046 until D14.0 to join NEKOD holding.①							
Alt Set: hPa Apt Elev: 4 hPa Trans level: By ATC Trans alt: 6000'							
1. DME required. 2. Final apch track offset 5° from rwy centerline.						MSA BOA VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI D1.0	
Descent Angle	3.51°	435	559	621	745	870		
MAP at D1.0								

PANS OPS	Standard STRAIGHT-IN LANDING RWY 30			CIRCLE-TO-LAND		
	DA(H) 600' (477')			Not authorized South of rwy		
	ALS out			Max Kts	MDA(H)	VIS
	RVR 1500m			100	730' (607')	1500m
				135	750' (627')	1600m
A	RVR 1800m			180	990' (867')	2400m
B				205	990' (867')	3600m
C	CMV 2200m					
D						

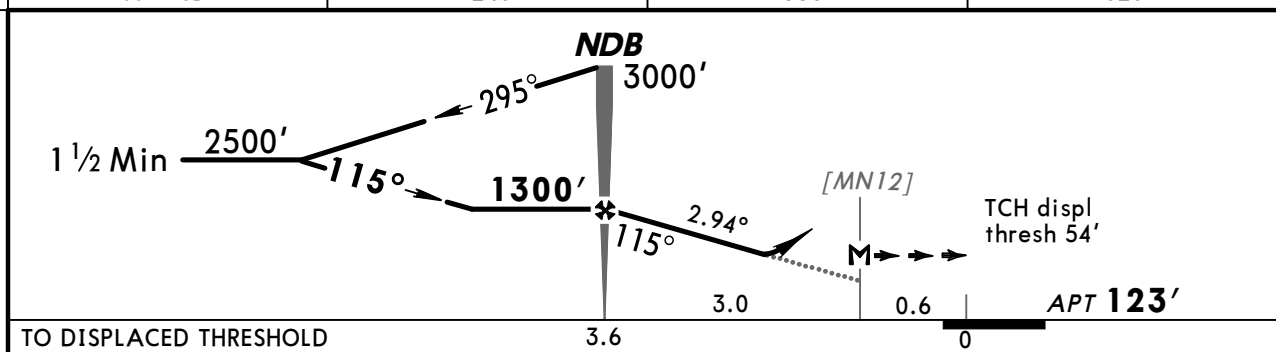
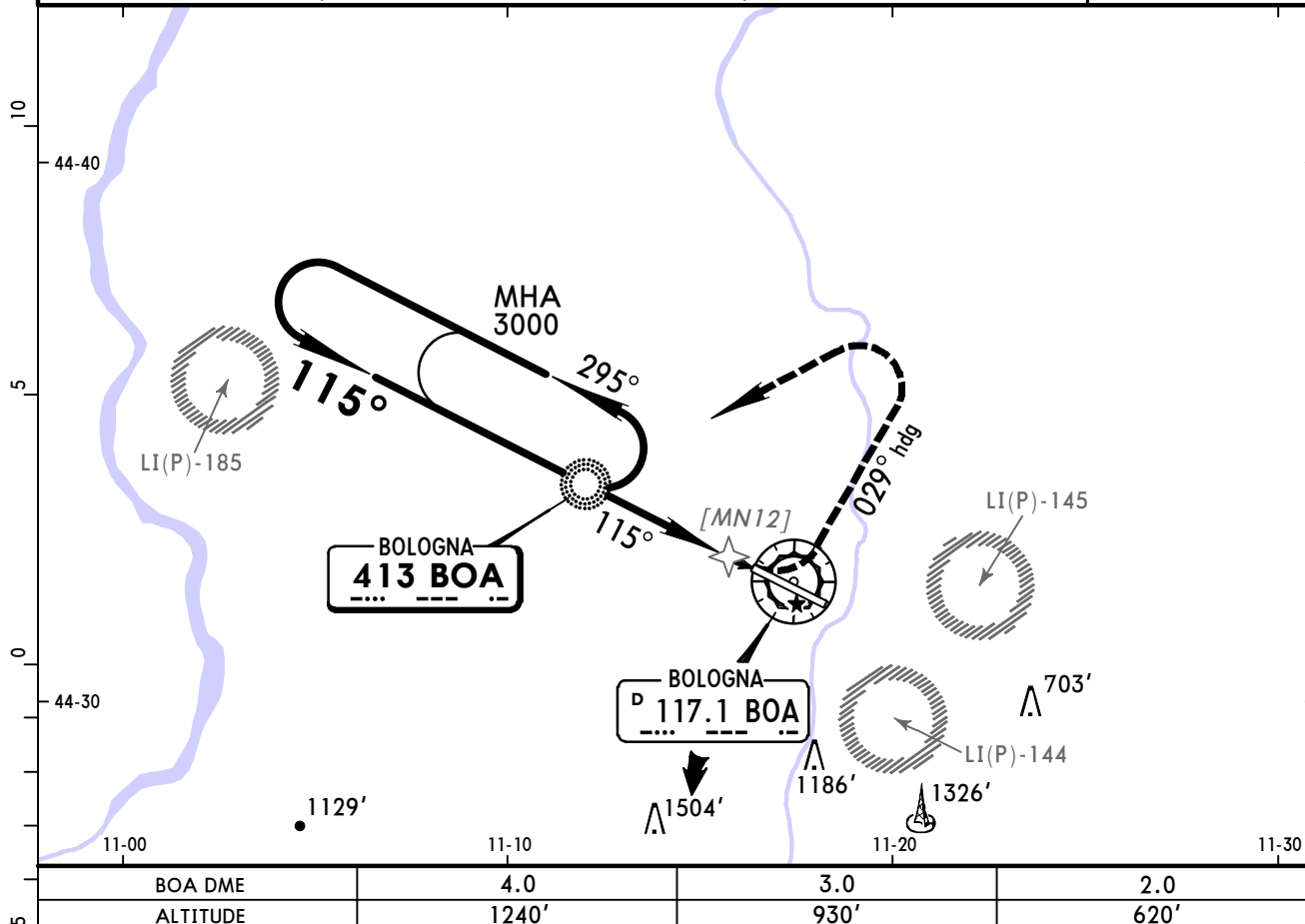
CHANGES: MSA. Fix. Crossing altitudes. Descent angle.

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BRIEFING STRIP

TM

ATIS 134.87		BOLOGNA Approach (R) 120.1		BOLOGNA Tower 120.8		*Ground 121.92	
NDB BOA 413	Final Apch Crs 115°	Minimum Alt NDB 1300' (1177')	DA(H) 640' (517')		Apt Elev 123'		180° 4200' ↓ 3000' 090° → ← 270° 8600' ↑ 6100' 360°
MISSED APCH: Turn LEFT onto heading 029° climbing to 1500'. Turn LEFT to reach NDB at 3000'. MAX 210 KT during turns.							
Alt Set: hPa		Apt Elev: 4 hPa		Trans level: By ATC		Trans alt: 6000'	
							MSA BOA NDB



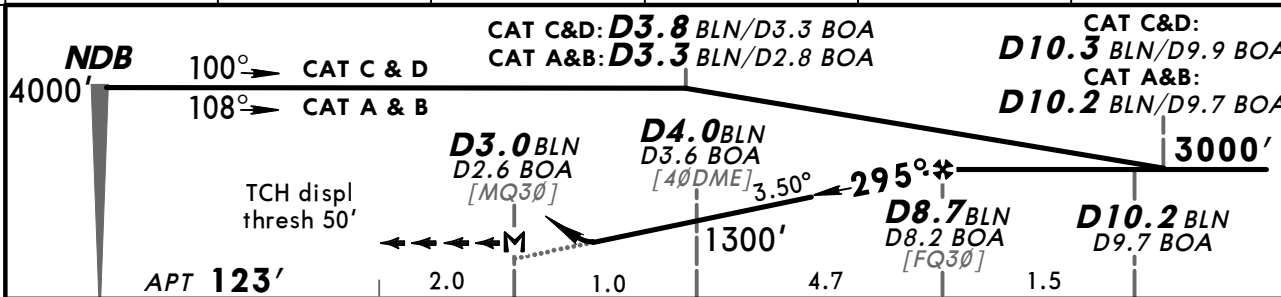
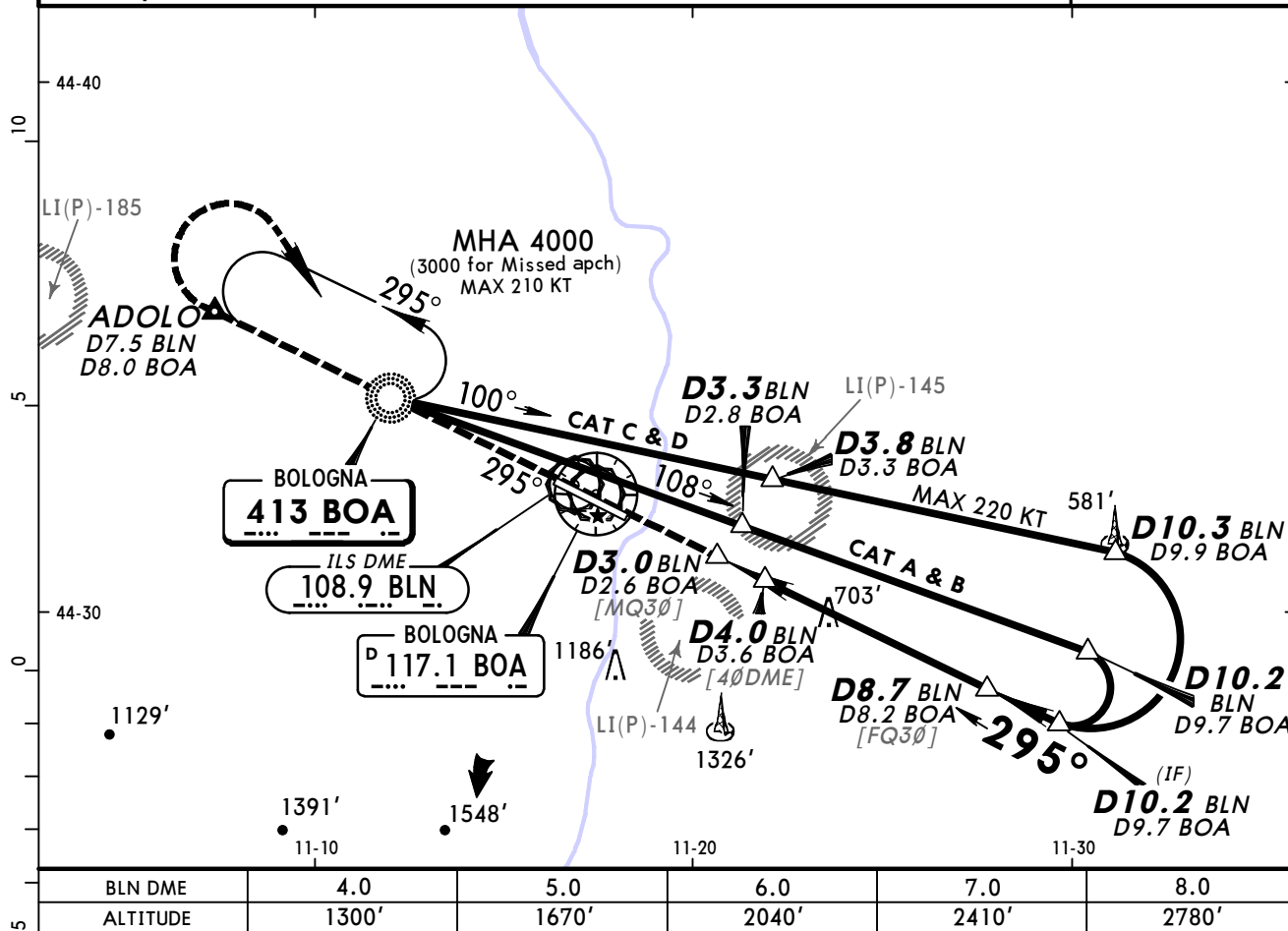
TO DISPLACED THRESHOLD 3.6							HIALS REIL PAPI	MAX 210 KT LT	029° hdg	1500'
Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle 2.94°	364	468	520	624	728	832				
NDB to MAP 3.0	2:34	2:00	1:48	1:30	1:17	1:08				

Standard STRAIGHT-IN LANDING RWY 12						CIRCLE-TO-LAND			
DA(H) 640' (517')						Not authorized South of rwy			
ALS out						Max Kts	MDA(H)	VIS	
A	RVR 1500m					100	730' (607')	1500m	
B						135	750' (627')	1600m	
C	RVR 1600m		CMV 2400m			180	990' (867')	2400m	
D						205	990' (867')	3600m	

BRIEFING STRIP

TM

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'			 MSA BOA NDB
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'.							
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 ↑	ADOLO ↑
Descent Angle	3.50°	434	557	619	743	867				
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	MDA(H)	VIS
ALS out						100	1010' (887')	1500m
RVR 1500m						135	1010' (887')	1600m
CMV 2400m						180	1010' (887')	2400m
						205	1010' (887')	3600m

BOLOGNA, (BORGO PANIGALE - LIPE)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIPE