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Terminal Charts For LIBD
Revision Letter For Cycle 01-2016
Change Notices
Notebook

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General Information

Location: BARI ITA
ICAO/IATA: LIBD / BRI
Lat/Long: N41° 08.28', E016° 45.90'
Elevation: 187 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.2° E

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

Sunrise: 0618 Z
Sunset: 1543 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: 124.050
Bari Tower: 118.300
Bari Tower: 122.100
Apulia Approach: 122.100
Apulia Approach: 136.100
Apulia Radar: 136.100
Apulia Radar: 122.100

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LIBD/BRI
PALESE

JEPPESEN

4 DEC 15 (10-1R) Eff 10 Dec

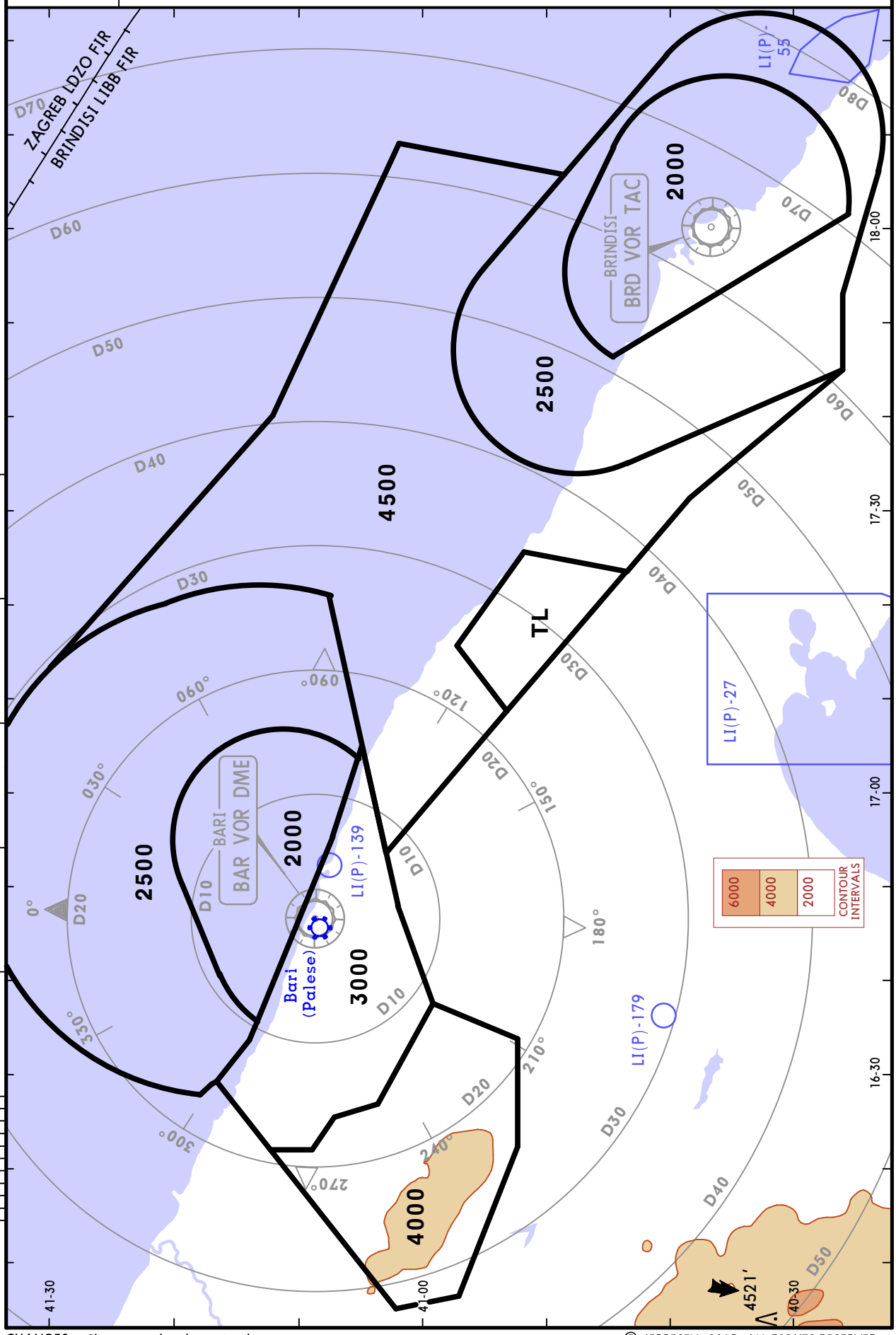
BARI, ITALY
RADAR MINIMUM ALTITUDES

APULIA Radar
122.1
136.1

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.



CHANGES: Chart completely revised.

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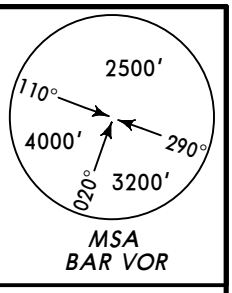
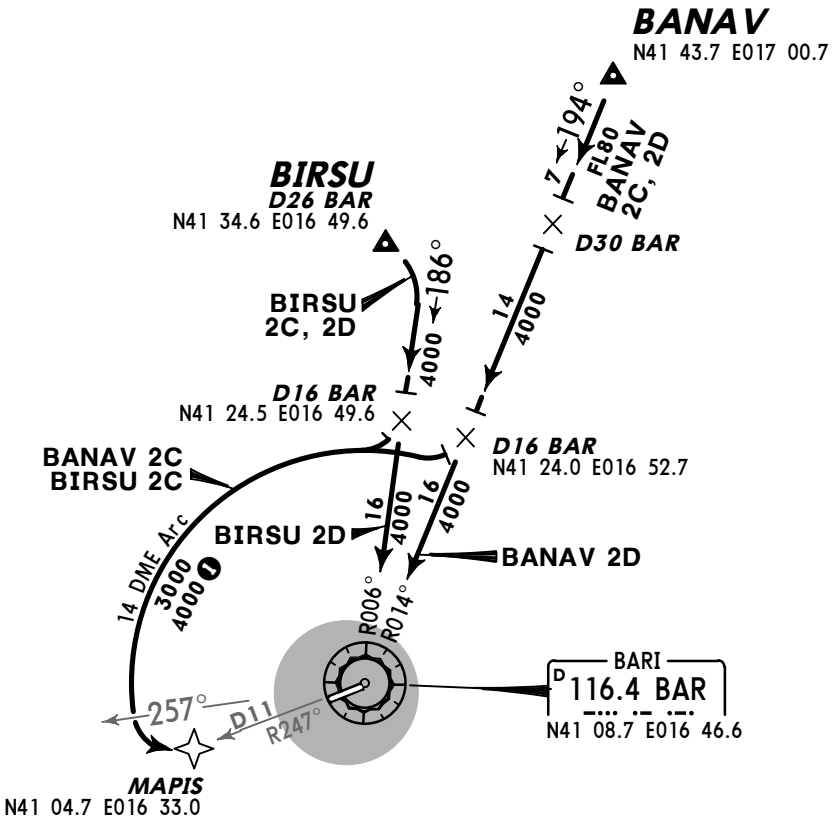
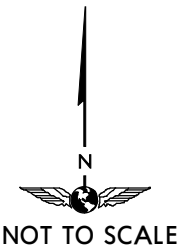
ATIS	Apt Elev	
124.05	187′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′



BANAV 2C [BANA2C]
BANAV 2D [BANA2D]
BIRSU 2C [BIRS2C]
BIRSU 2D [BIRS2D]
RWY 07 ARRIVALS
BASED ON BAR VOR

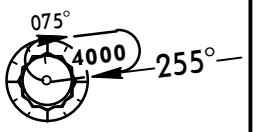


❶ If holding over MAPIS expected.

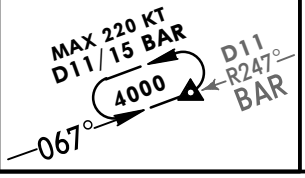


HOLDINGS OVER

BAR
By ATC



MAPIS



STAR	ROUTING
BANAV 2C	On BAR R-014 inbound to D16 BAR, turn RIGHT, along BAR 14 DME arc, when passing BAR R-257 turn LEFT to MAPIS.
BANAV 2D	On BAR R-014 inbound to BAR.
BIRSU 2C	On BAR R-006 inbound to D16 BAR, turn RIGHT, along BAR 14 DME arc, when passing BAR R-257 turn LEFT to MAPIS.
BIRSU 2D	On BAR R-006 inbound to BAR.

CHANGES: STARs transferred; chart redrawn.

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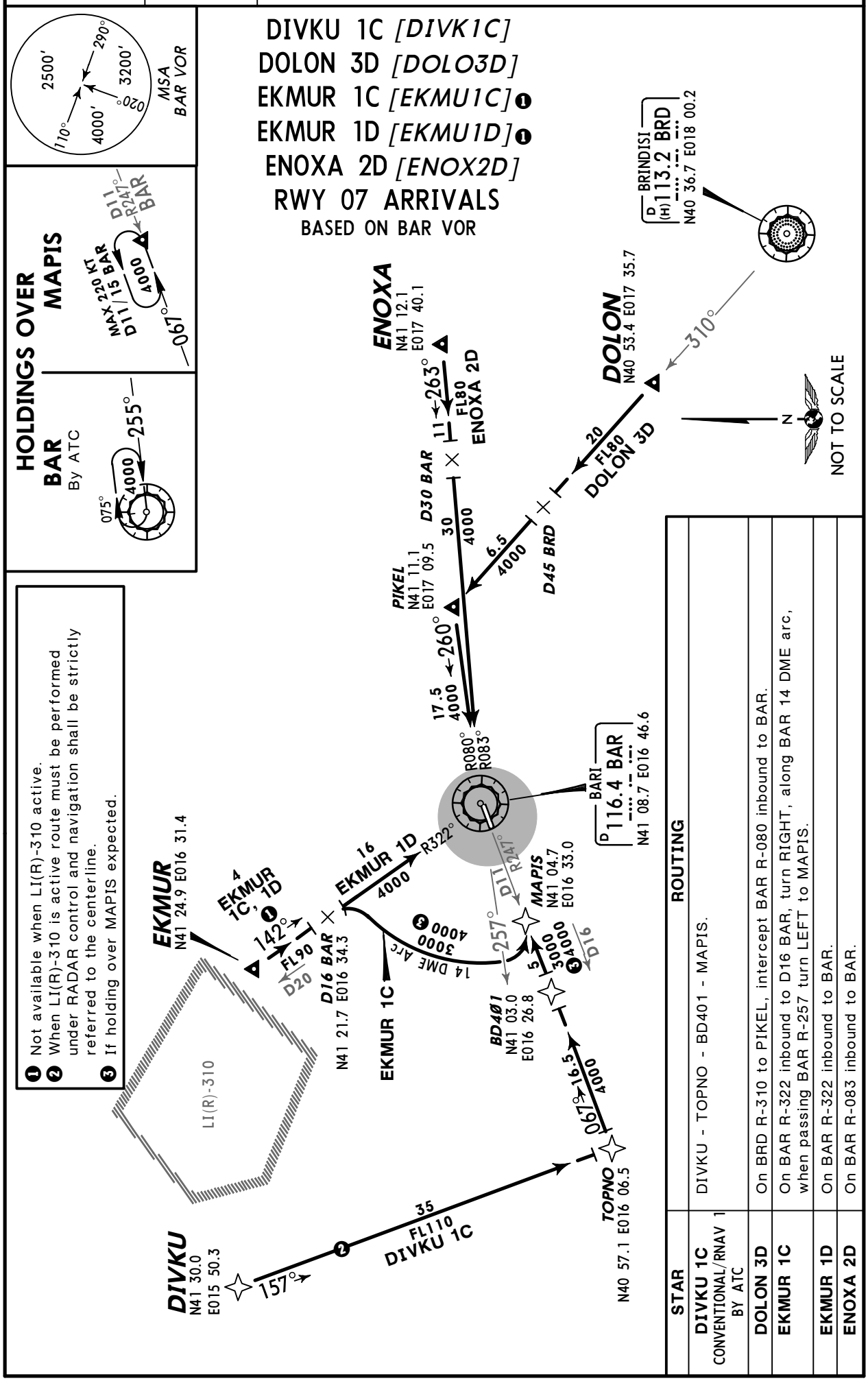
ATIS	Apt Elev	
124.05	187′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

DIVKU 1C [DIVK1C]
DOLON 3D [DOLO3D]
EKMUR 1C [EKMU1C] ❶
EKMUR 1D [EKMU1D] ❶
ENOXA 2D [ENOX2D]
RWY 07 ARRIVALS
BASED ON BAR VOR



STAR	ROUTING
DIVKU 1C CONVENTIONAL/RNAV 1 BY ATC	DIVKU - TOPNO - BD401 - MAPIS.
DOLON 3D	On BRD R-310 to PIKEL, intercept BAR R-080 inbound to BAR.
EKMUR 1C	On BAR R-322 inbound to D16 BAR, turn RIGHT, along BAR 14 DME arc, when passing BAR R-257 turn LEFT to MAPIS.
EKMUR 1D	On BAR R-322 inbound to BAR.
ENOXA 2D	On BAR R-083 inbound to BAR.

CHANGES: STARs established, withdrawn & transferred.

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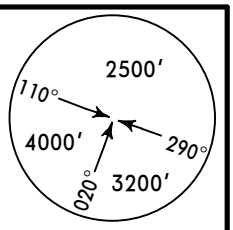
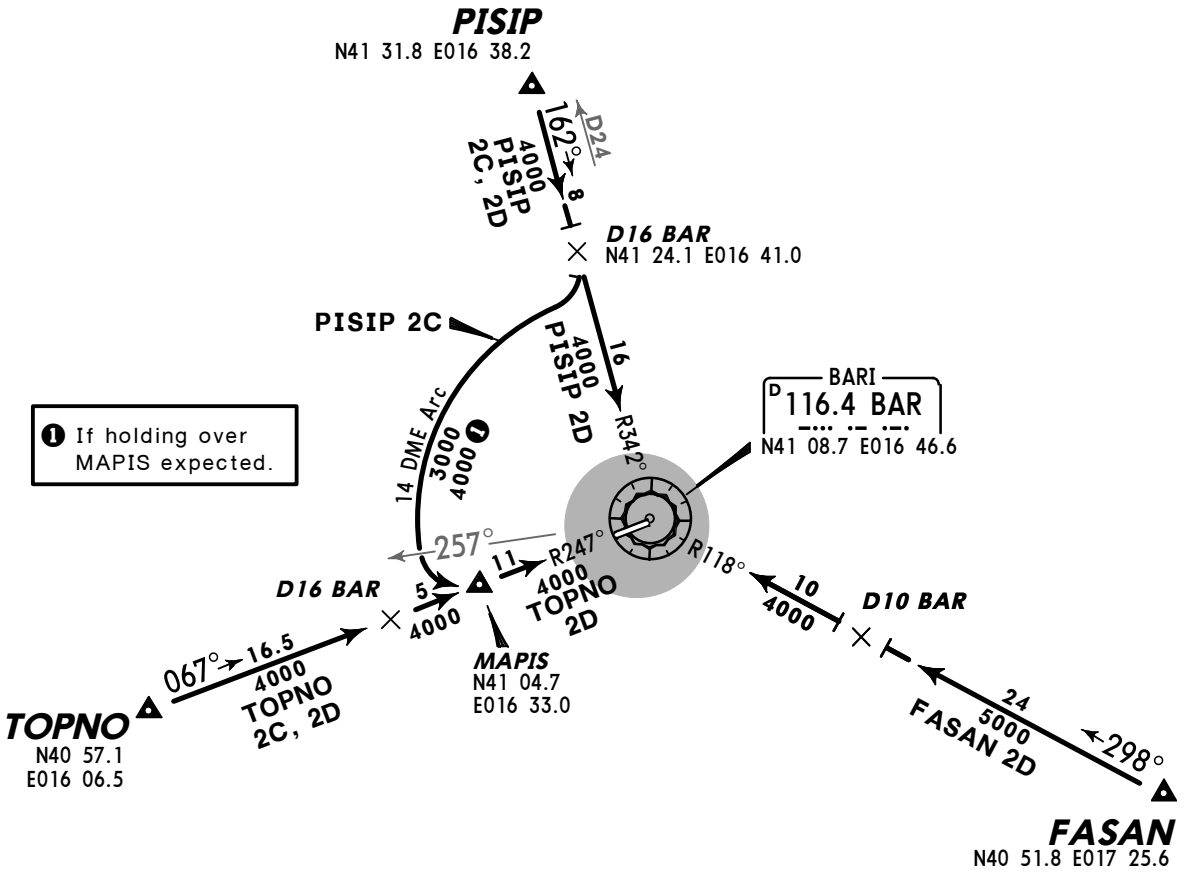
ATIS	Apt Elev	
124.05	187′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′



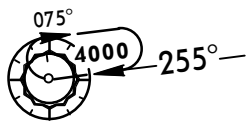
MSA
BAR VOR

FASAN 2D *[FASA2D]*
PISIP 2C *[PISI2C]*, PISIP 2D *[PISI2D]*
TOPNO 2C *[TOPN2C]*, TOPNO 2D *[TOPN2D]*
RWY 07 ARRIVALS
BASED ON BAR VOR

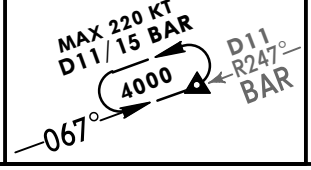


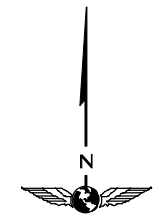
HOLDINGS OVER

BAR
By ATC



MAPIS





NOT TO SCALE

STAR	ROUTING
FASAN 2D BY ATC	On BAR R-117 inbound to BAR.
PISIP 2C	On BAR R-342 inbound to D16 BAR, turn RIGHT, along BAR 14 DME arc, when passing BAR R-257 turn LEFT to MAPIS.
PISIP 2D	On BAR R-342 inbound to BAR.
TOPNO 2C	On BAR R-247 inbound to MAPIS.
TOPNO 2D	On BAR R-247 inbound to BAR.

CHANGES: STARs established & transferred; chart redrawn.

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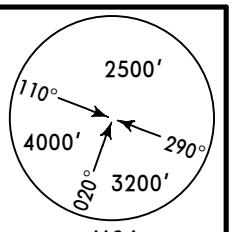
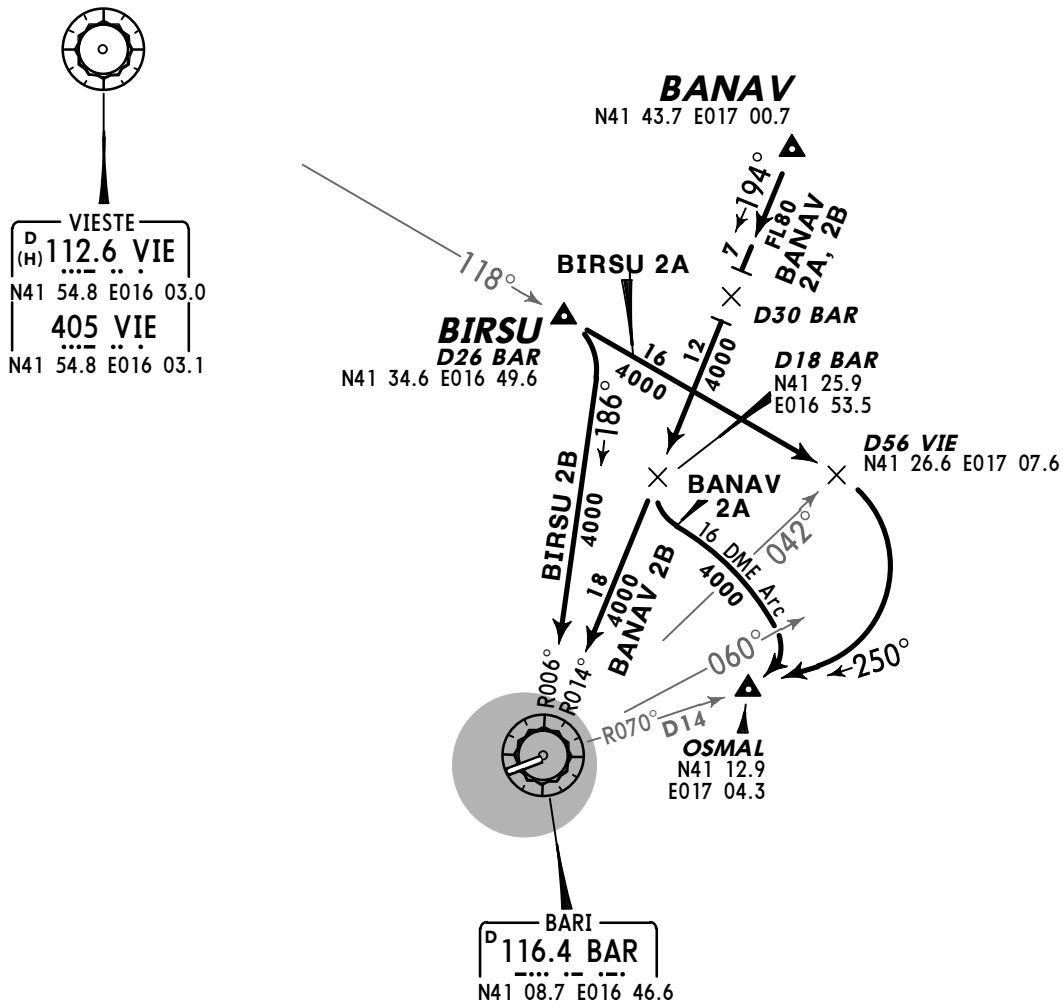
ATIS	Apt Elev	
124.05	187′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′



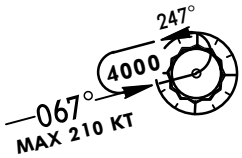
MSA
BAR VOR

BANAV 2A *[BANA2A]*
BANAV 2B *[BANA2B]*
BIRSU 2A *[BIRS2A]*
BIRSU 2B *[BIRS2B]*
RWY 25 ARRIVALS
BASED ON BAR VOR

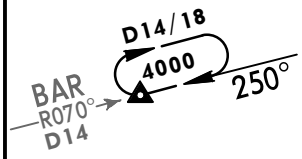


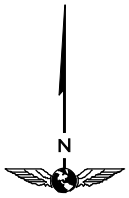
HOLDINGS OVER

BAR



OSMAL





NOT TO SCALE

STAR	ROUTING
BANAV 2A	On BAR R-014 inbound to D18 BAR, turn LEFT, along BAR 16 DME arc, when passing BAR R-060 turn RIGHT to OSMAL.
BANAV 2B	On BAR R-014 inbound to BAR.
BIRSU 2A	On VIE R-118 (118° bearing) to D56 VIE, turn RIGHT, intercept BAR R-070 inbound to OSMAL.
BIRSU 2B	Intercept BAR R-006 inbound to BAR.

CHANGES: STARs transferred; chart redrawn.

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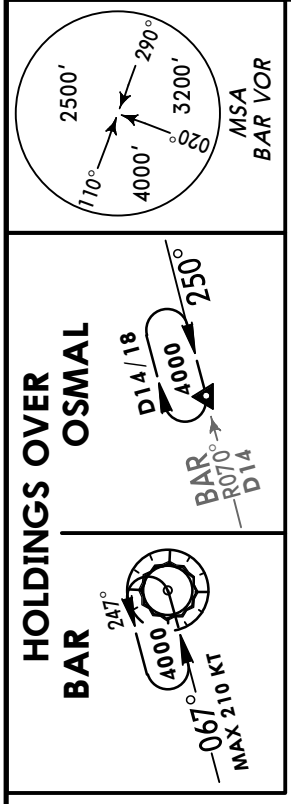
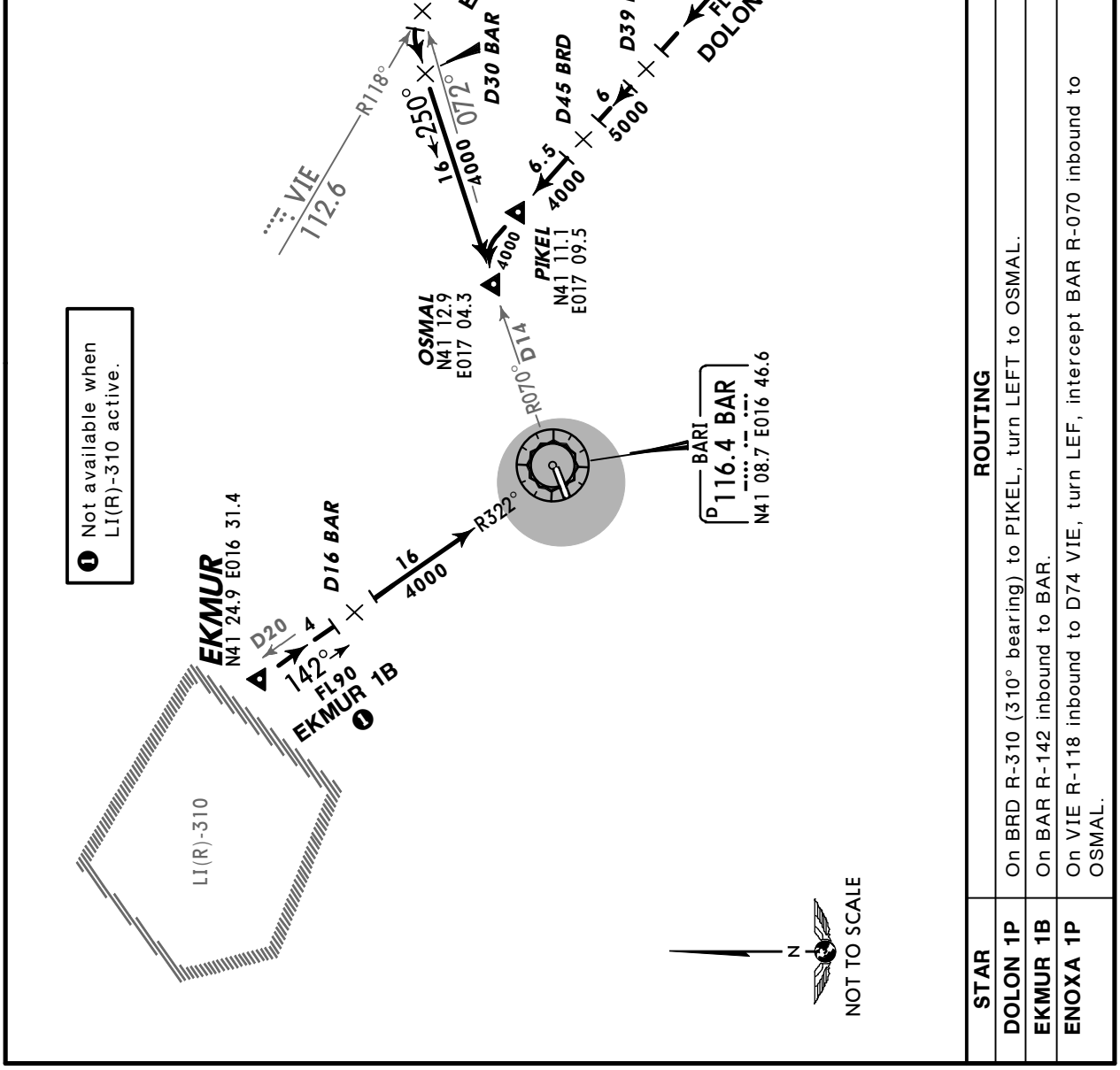
ATIS	Apt Elev	
124.05	187′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

DOLON 1P *[DOLO1P]*
EKMUR 1B *[EKMU1B]* ❶
ENOXA 1P *[ENOX1P]*
RWY 25 ARRIVALS
BASED ON BAR VOR





STAR	ROUTING
DOLON 1P	On BRD R-310 (310° bearing) to PIKEL, turn LEFT to OSMAL.
EKMUR 1B	On BAR R-142 inbound to BAR.
ENOXA 1P	On VIE R-118 inbound to D74 VIE, turn LEF, intercept BAR R-070 inbound to OSMAL.

CHANGES: STARs DOLON 3A & ENOXA 2A reindexed 1P.

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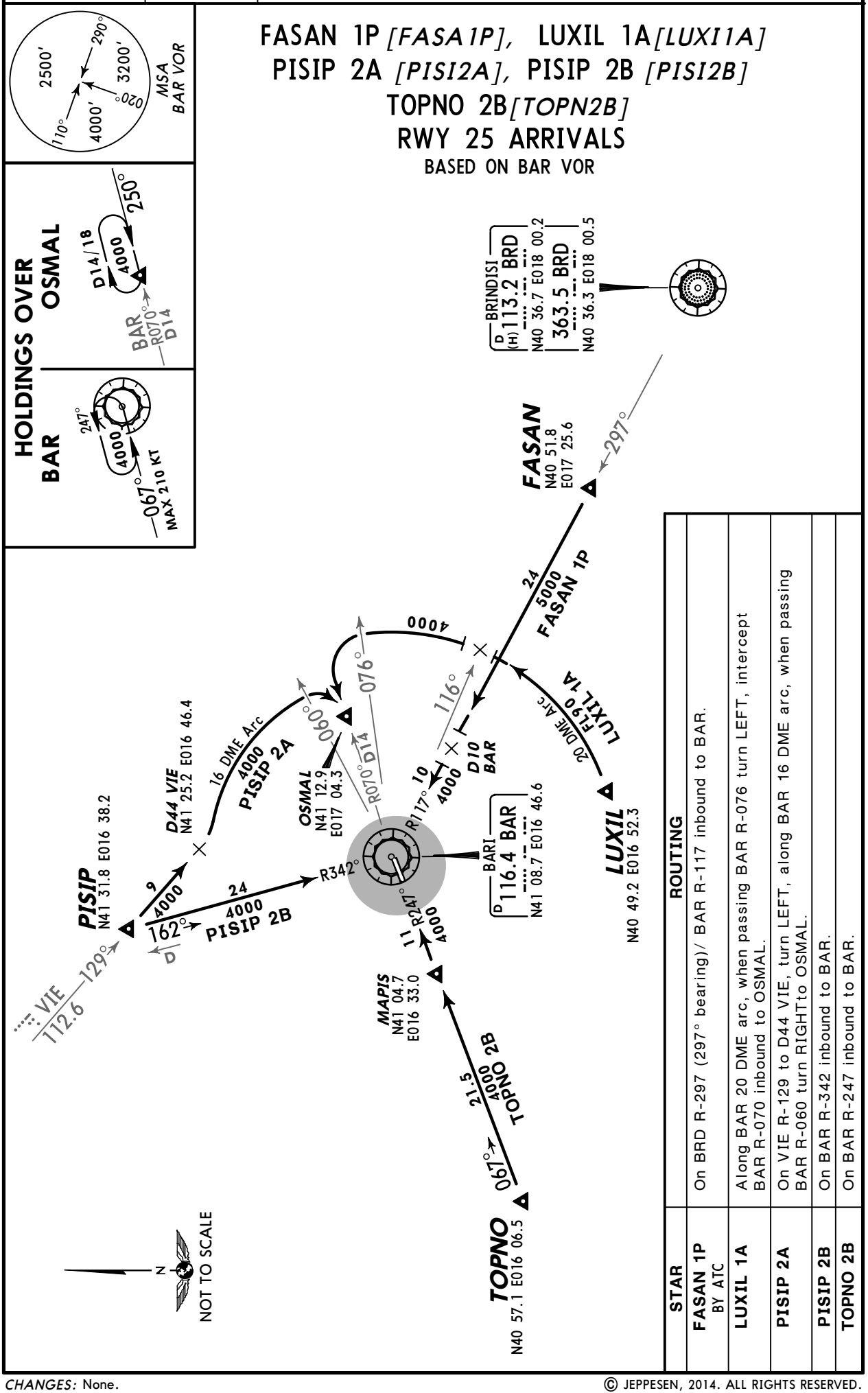
ATIS	Apt Elev	
124.05	187′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

FASAN 1P *[FASA1P]*, LUXIL 1A *[LUXI1A]*
PISIP 2A *[PISI2A]*, PISIP 2B *[PISI2B]*
TOPNO 2B *[TOPN2B]*
RWY 25 ARRIVALS
BASED ON BAR VOR



STAR	ROUTING
FASAN 1P BY ATC	On BRD R-297 (297° bearing)/ BAR R-117 inbound to BAR.
LUXIL 1A	Along BAR 20 DME arc, when passing BAR R-076 turn LEFT, intercept BAR R-070 inbound to OSMAL.
PISIP 2A	On VIE R-129 to D44 VIE, turn LEFT, along BAR 16 DME arc, when passing BAR R-060 turn RIGHTto OSMAL.
PISIP 2B	On BAR R-342 inbound to BAR.
TOPNO 2B	On BAR R-247 inbound to BAR.

CHANGES: None.

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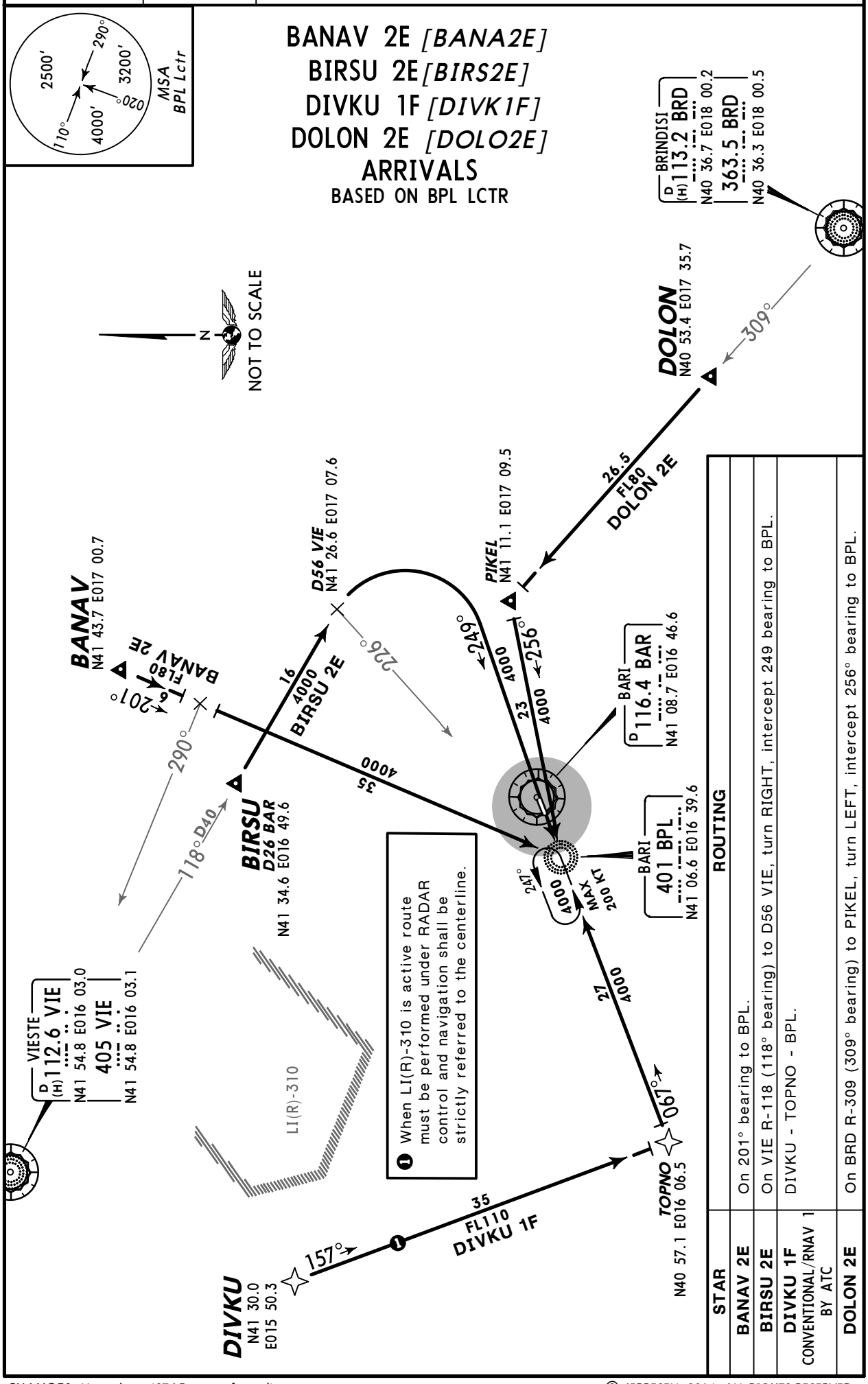
ATIS	Apt Elev	
124.05	187′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′



STAR	ROUTING
BANAV 2E	On 201° bearing to BPL.
BIRSU 2E	On VIE R-118 (118° bearing) to D56 VIE, turn RIGHT, intercept 249 bearing to BPL.
DIVKU 1F CONVENTIONAL/RNAV 1 BY ATC	DIVKU - TOPNO - BPL.
DOLON 2E	On BRD R-309 (309° bearing) to PIKEL, turn LEFT, intercept 256° bearing to BPL.

CHANGES: New chart (STARs transferred).

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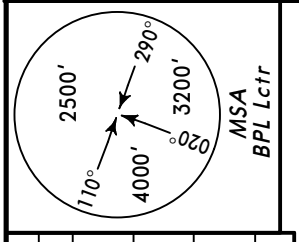
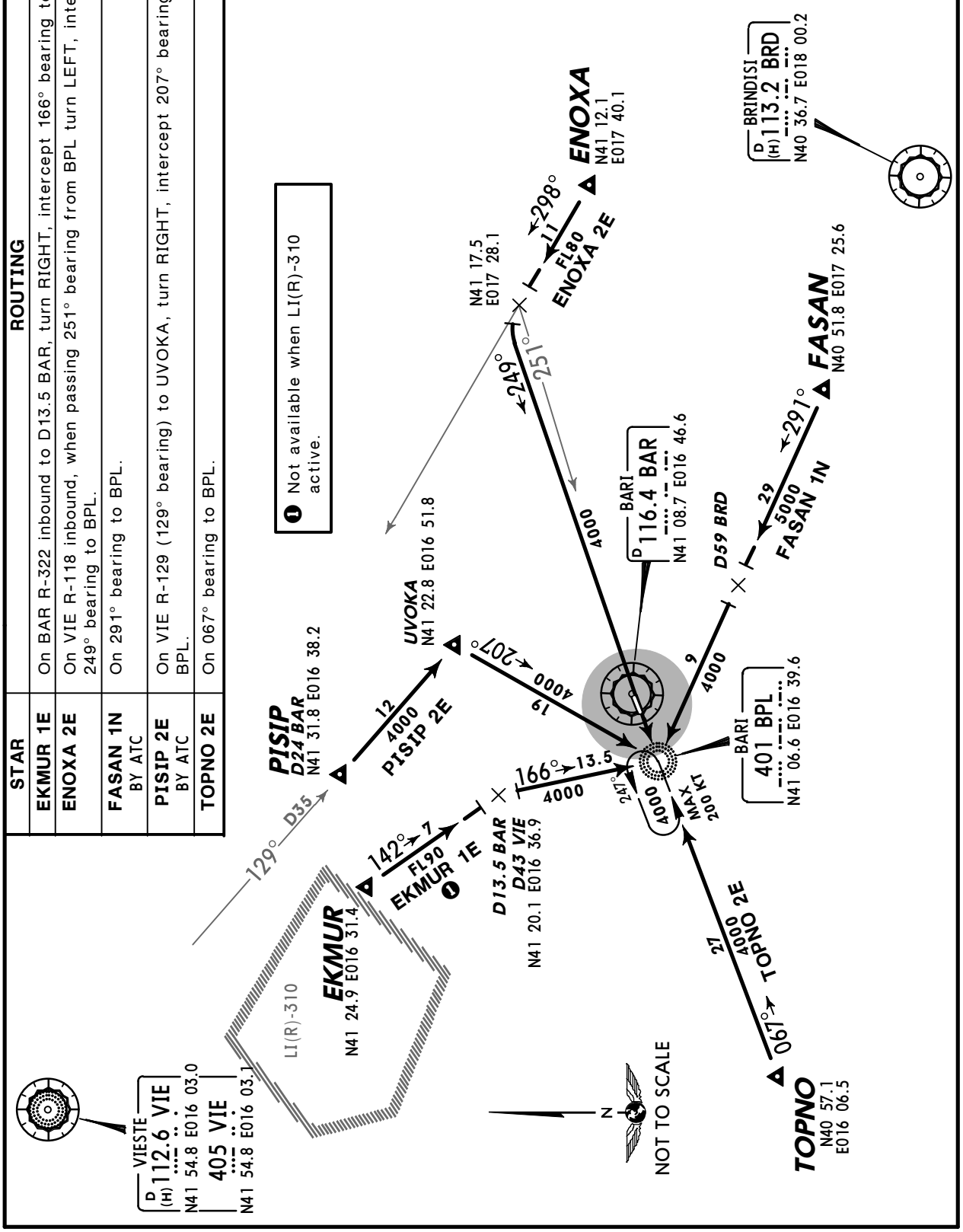
ATIS	Apt Elev	
124.05	187′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′

EKMUR 1E [EKMU1E] ❶
ENOXA 2E [ENOX2E]
FASAN 1N [FASA1N]
PISIP 2E [PISI2E]
TOPNO 2E [TOPN2E]
ARRIVALS
BASED ON BPL LCTR



ROUTING	
STAR	
EKMUR 1E	On BAR R-322 inbound to D13.5 BAR, turn RIGHT, intercept 166° bearing to BPL.
ENOXA 2E	On VIE R-118 inbound, when passing 251° bearing from BPL turn LEFT, intercept 249° bearing to BPL.
FASAN 1N BY ATC	On 291° bearing to BPL.
PISIP 2E BY ATC	On VIE R-129 (129° bearing) to UVOKA, turn RIGHT, intercept 207° bearing to BPL.
TOPNO 2E	On 067° bearing to BPL.

❶ Not available when LI(R)-310 active.



CHANGES: New chart (STARs transferred & established).

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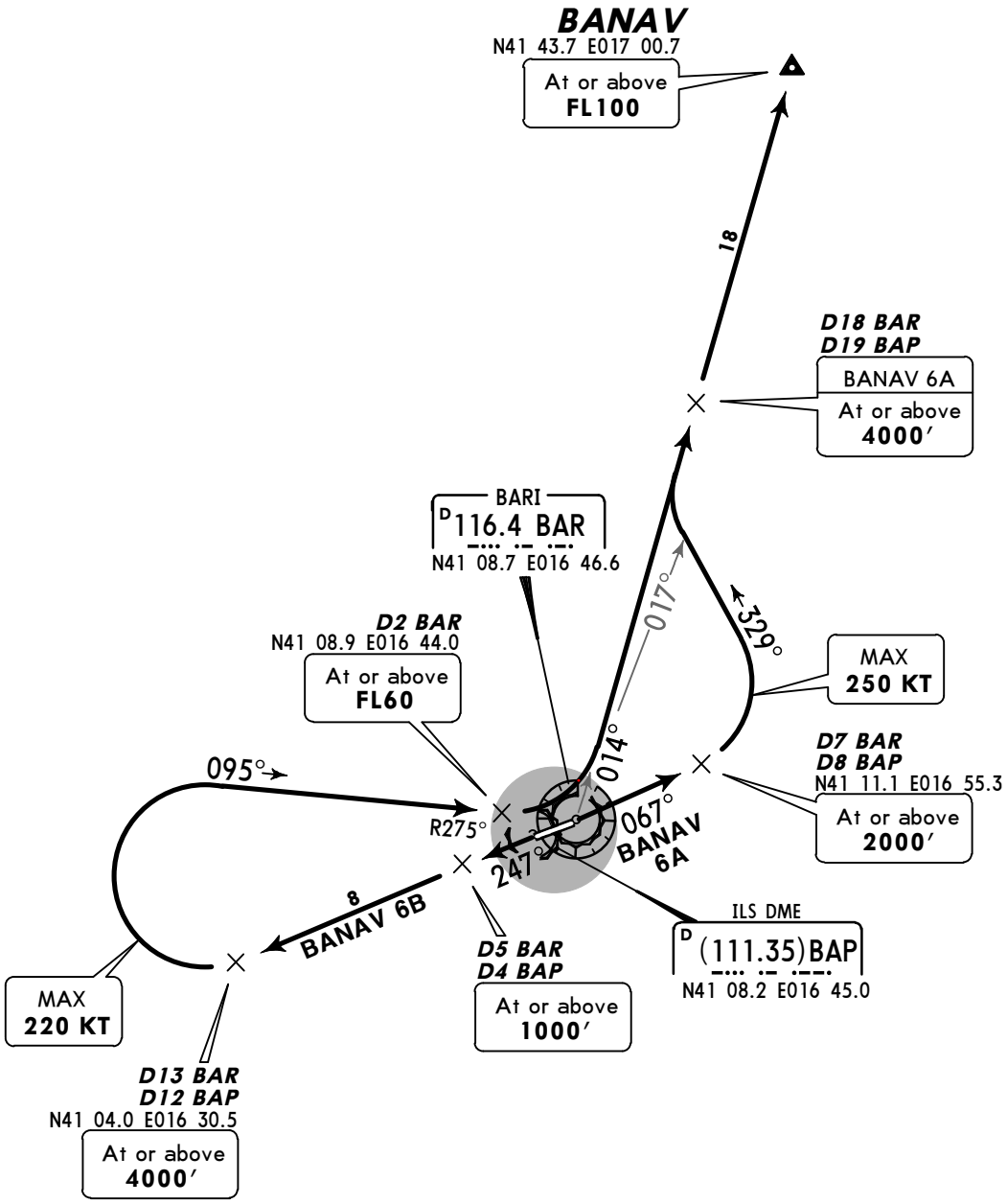
Apt Elev 187′	Trans level: By ATC Trans alt: 5000′

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,

CHANGES: None.

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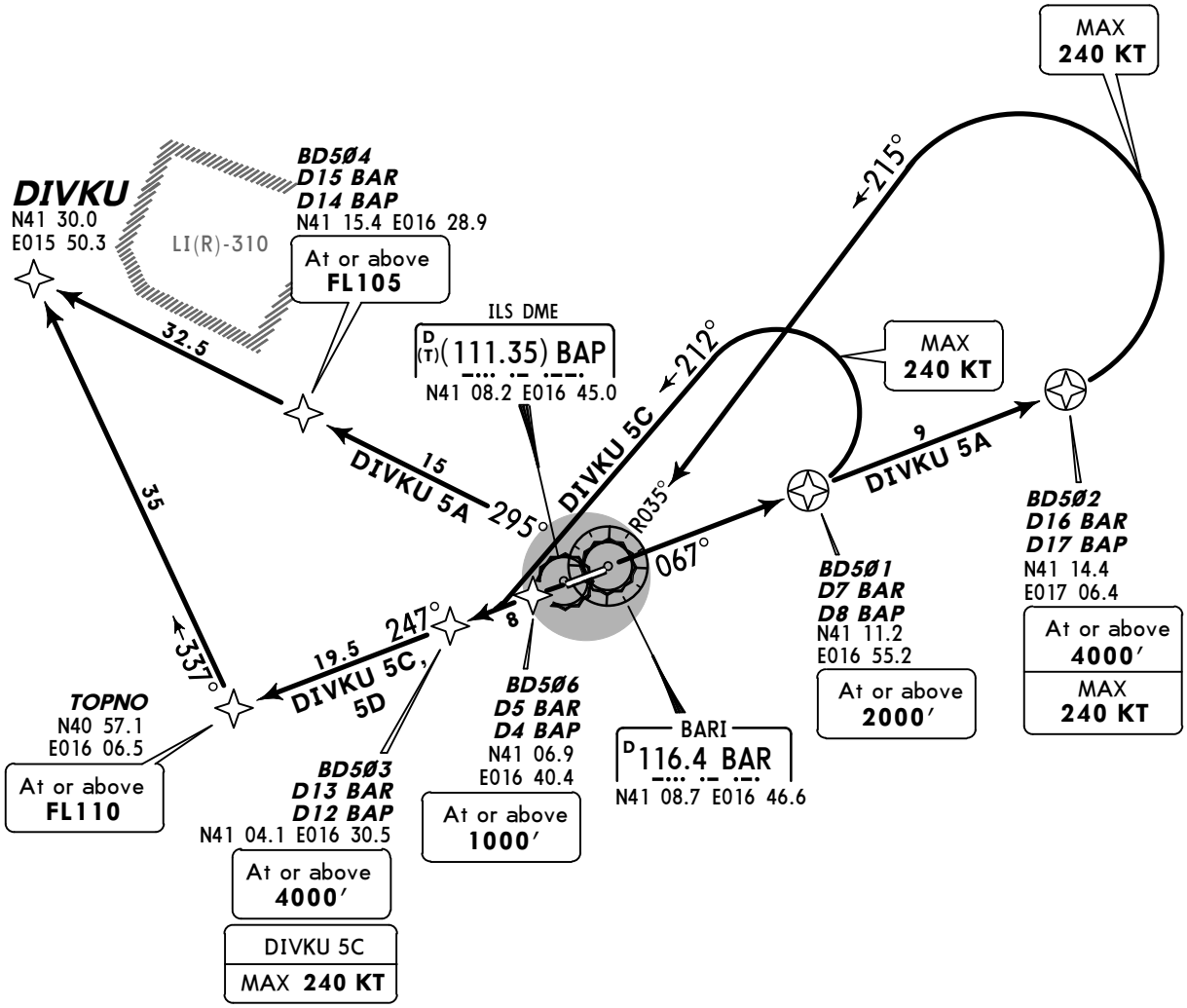
Apt Elev	Trans level: By ATC Trans alt: 5000′
187′	

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 ❶	**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.
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.
DIVKU 5D	**25**	Intercept BAR R-247 to TOPNO, turn RIGHT, 337° track to DIVKU.

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

CHANGES: Chart reindexed.

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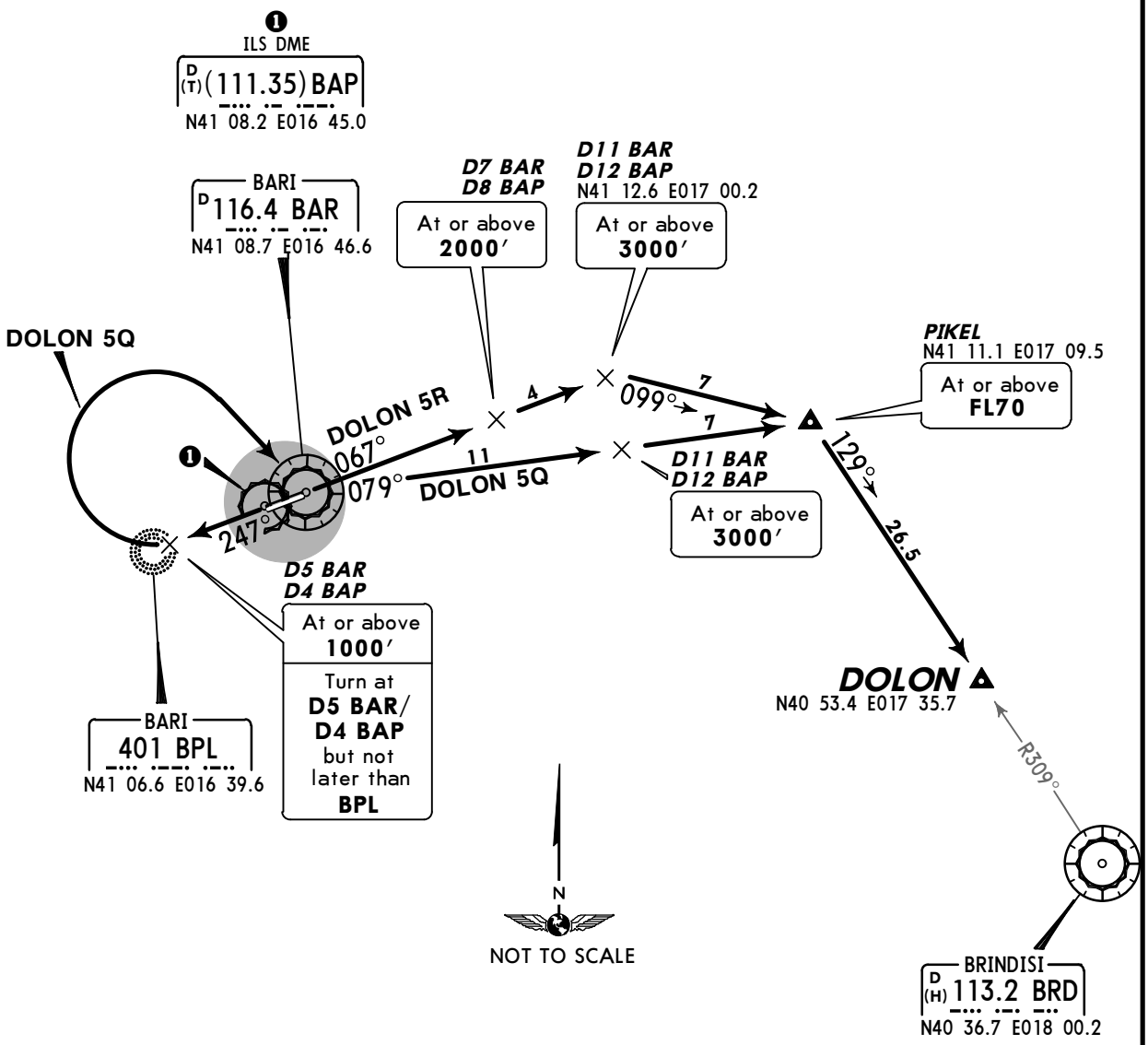
Apt Elev 187′	Trans level: By ATC Trans alt: 5000′ Turns after takeoff MAX 250 KT.

DOLON 5Q *[DOLO5Q]*
DOLON 5R *[DOLO5R]*
RWYS 25, 07 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 5Q	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.
DOLON 5R	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.

CHANGES: SIDs DOLON 6A & 6B reindexed 5R & 5Q.

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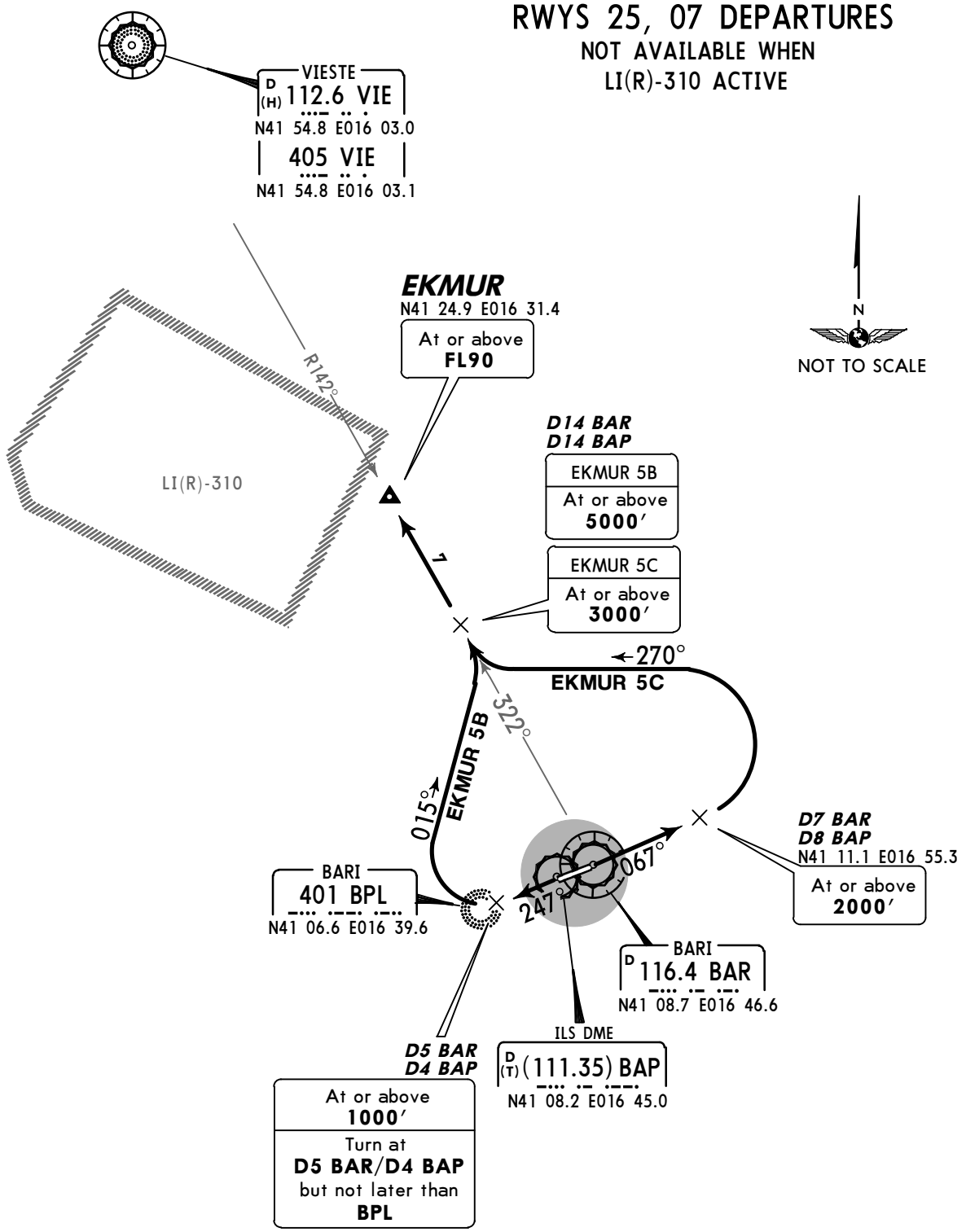
Apt Elev 187′	Trans level: By ATC Trans alt: 5000′ Turns after take-off MAX 250 KT.

EKMUR 5B *[EKMU5B]*
EKMUR 5C *[EKMU5C]*
RWYS 25, 07 DEPARTURES
NOT AVAILABLE WHEN
LI(R)-310 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
EKMUR 5B	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/322° bearing) to EKMUR.
EKMUR 5C	07	Intercept BAR R-067 to D7 BAR/D8 BAP, turn LEFT, 270° track, intercept BAR R-322 to EKMUR.

CHANGES: None.

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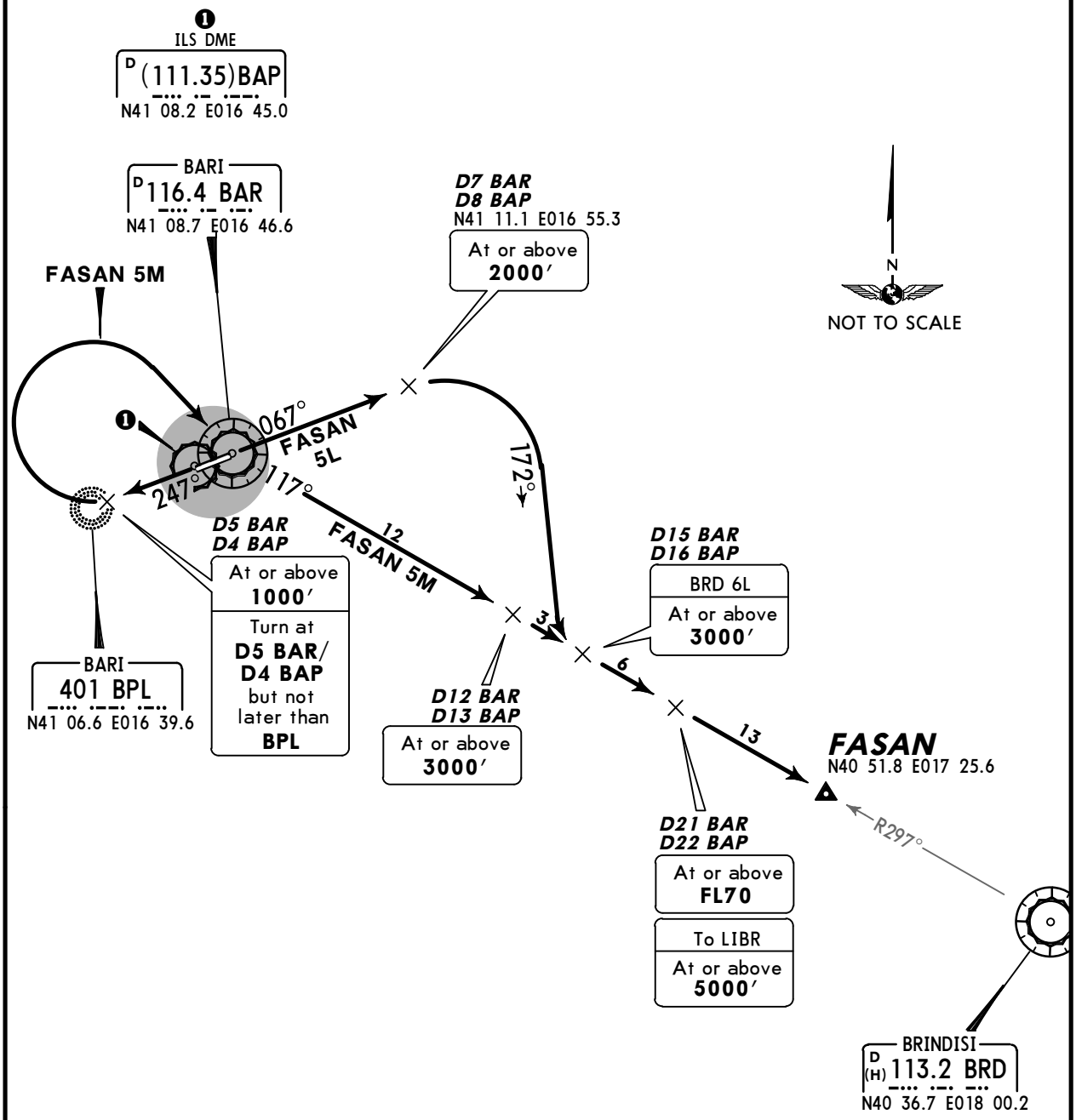
Apt Elev	
187′	Trans level: By ATC Trans alt: 5000′ Initial turn MAX 250 KT.

FASAN 5L *[FASA5L]*
FASAN 5M *[FASA5M]*
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
FASAN 5L	**07**	Intercept BAR R-067 to D7 BAR/D8 BAP, turn RIGHT, 172° track, intercept BAR R-117 (BRD R-297 inbound) to FASAN.
FASAN 5M	**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 FASAN.

CHANGES: FASAN SIDs established; LUXIL SID transferred.

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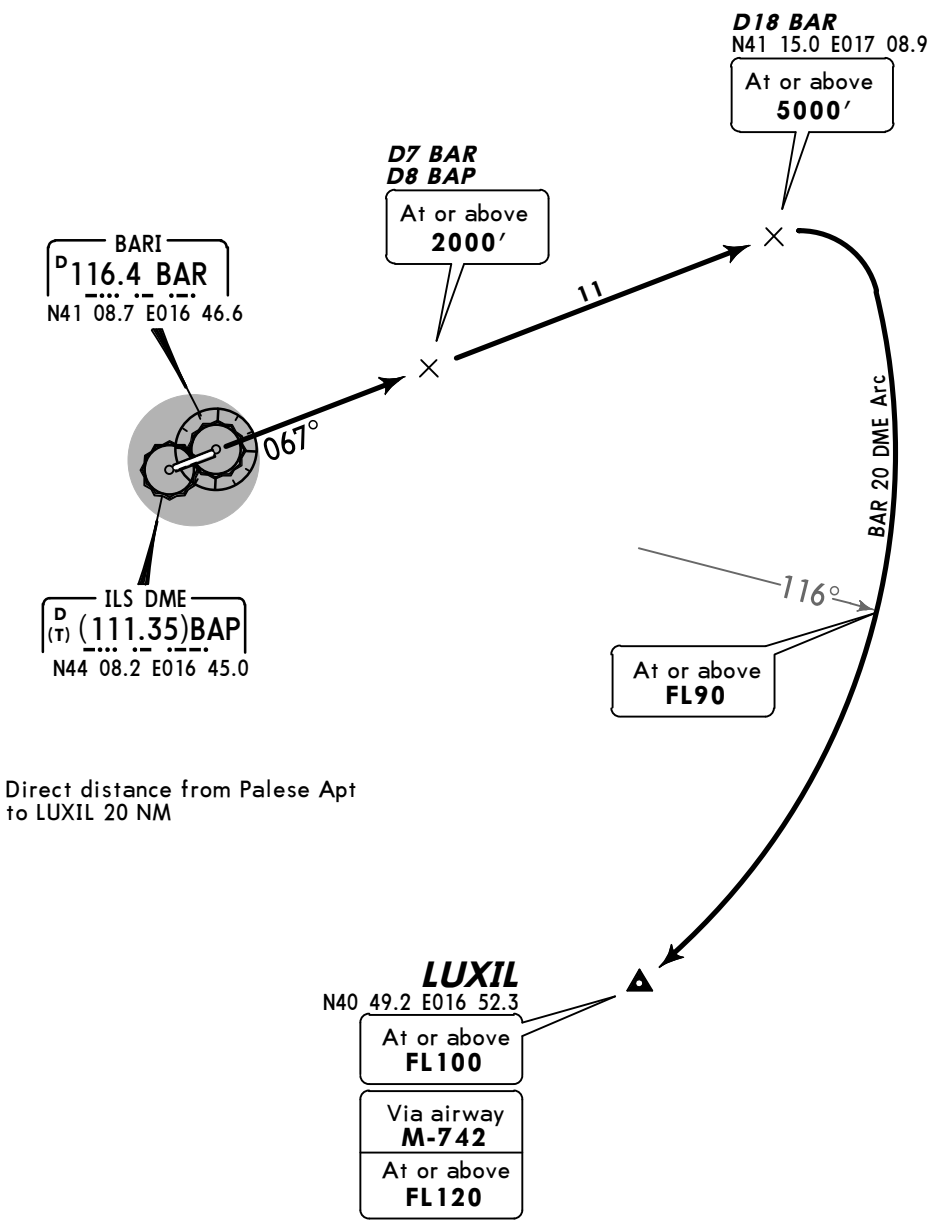
Apt Elev	
187′	Trans level: By ATC Trans alt: 5000′

LUXIL 6A *[LUXI6A]*
RWY 07 DEPARTURE



Direct distance from Palese Apt to LUXIL 20 NM

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

N

NOT TO SCALE

ROUTING

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

CHANGES: Chart reindexed.

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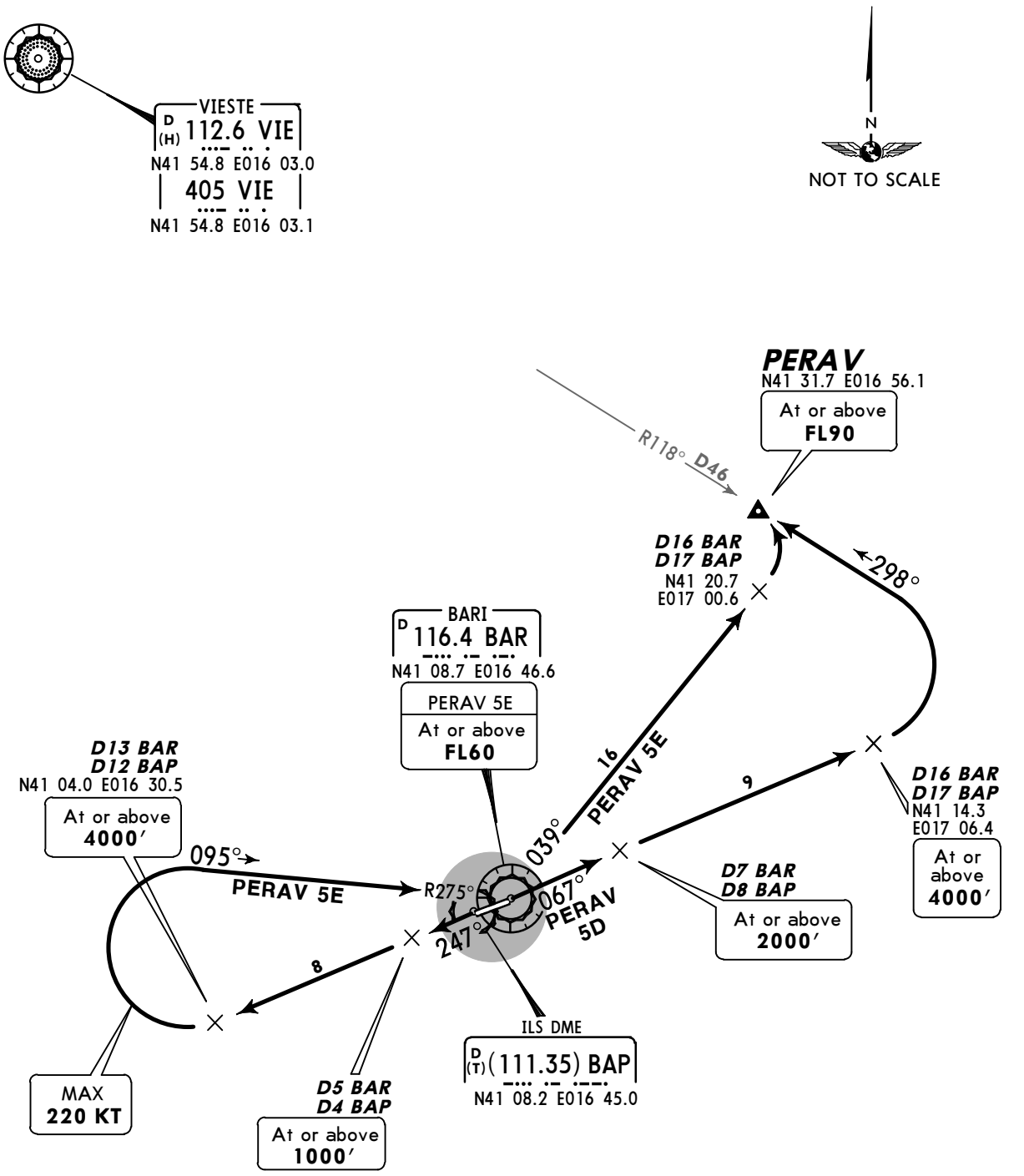
Apt Elev 187′	Trans level: By ATC Trans alt: 5000′

PERAV 5D *[PERA5D]*
PERAV 5E *[PERA5E]*
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
PERAV 5D	**07**	Intercept BAR R-067 to D16 BAR/D17 BAP, turn LEFT, intercept VIE R-118 inbound to PERAV.
PERAV 5E	**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 to PERAV.

CHANGES: PERAV SIDs established; TOPNO SIDs transferred.

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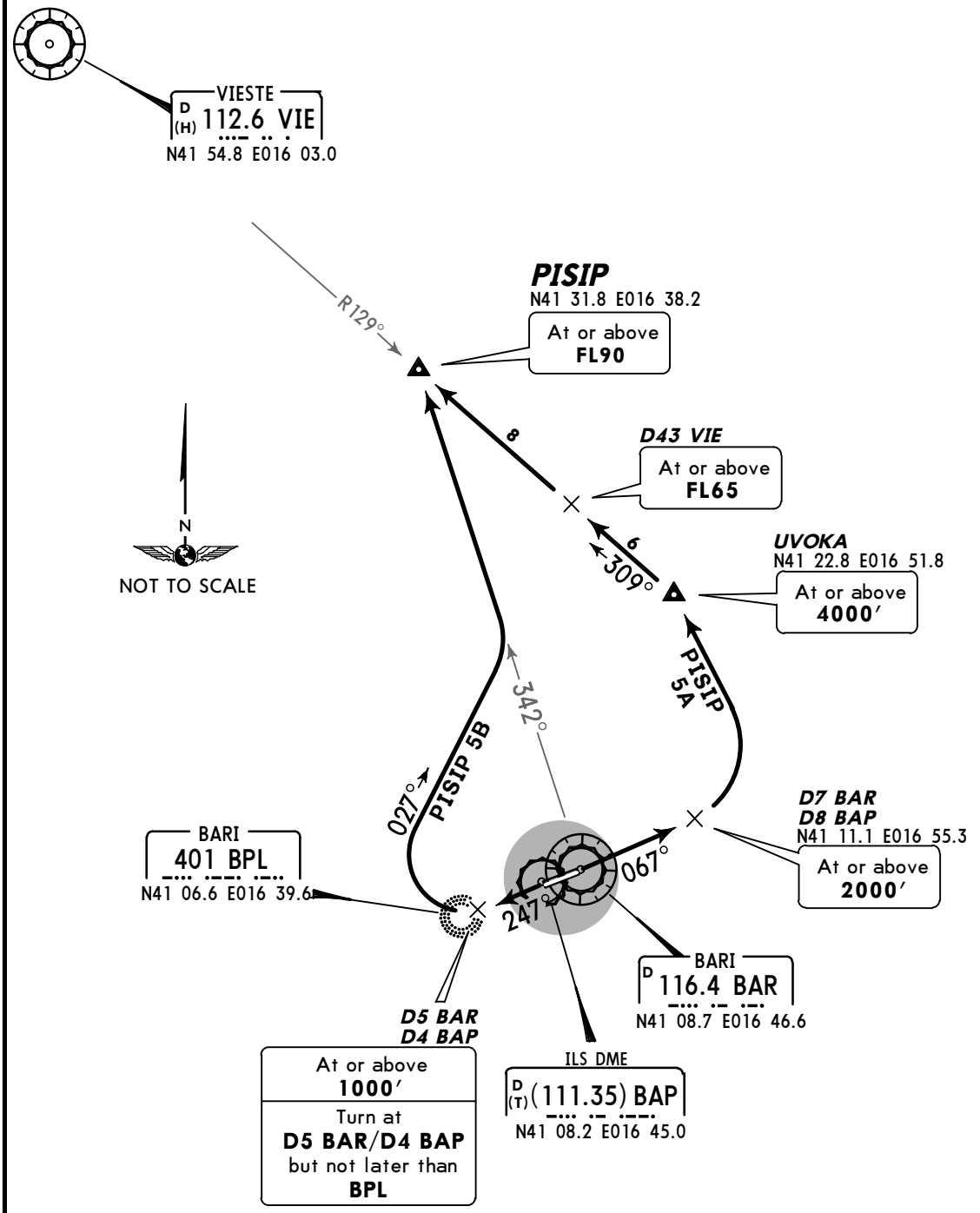
Apt Elev	
187′	Trans level: By ATC Trans alt: 5000′ Turns after take-off MAX 250 KT.

PISIP 5A *[PISI5A]*
PISIP 5B *[PISI5B]*
RWYS 07, 25 DEPARTURES



Direct distance from Palese Apt to PISIP 24 NM

These SIDs require a minimum climb gradient of
300′ per NM (4.93%).
PISIP 5A: until leaving 3000′.
PISIP 5B: until leaving FL90.

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

SID	RWY	ROUTING
PISIP 5A	**07**	Intercept BAR R-067 to D7 BAR/D8 BAP, turn LEFT to UVOKA, intercept VIE R-129 inbound to PISIP.
PISIP 5B	**25**	Intercept BAR R-247, at D5 BAR/D4 BAP, but not later than BPL, turn RIGHT, 027° track, intercept BAR R-342 to PISIP.

CHANGES: SIDs established & transferred.

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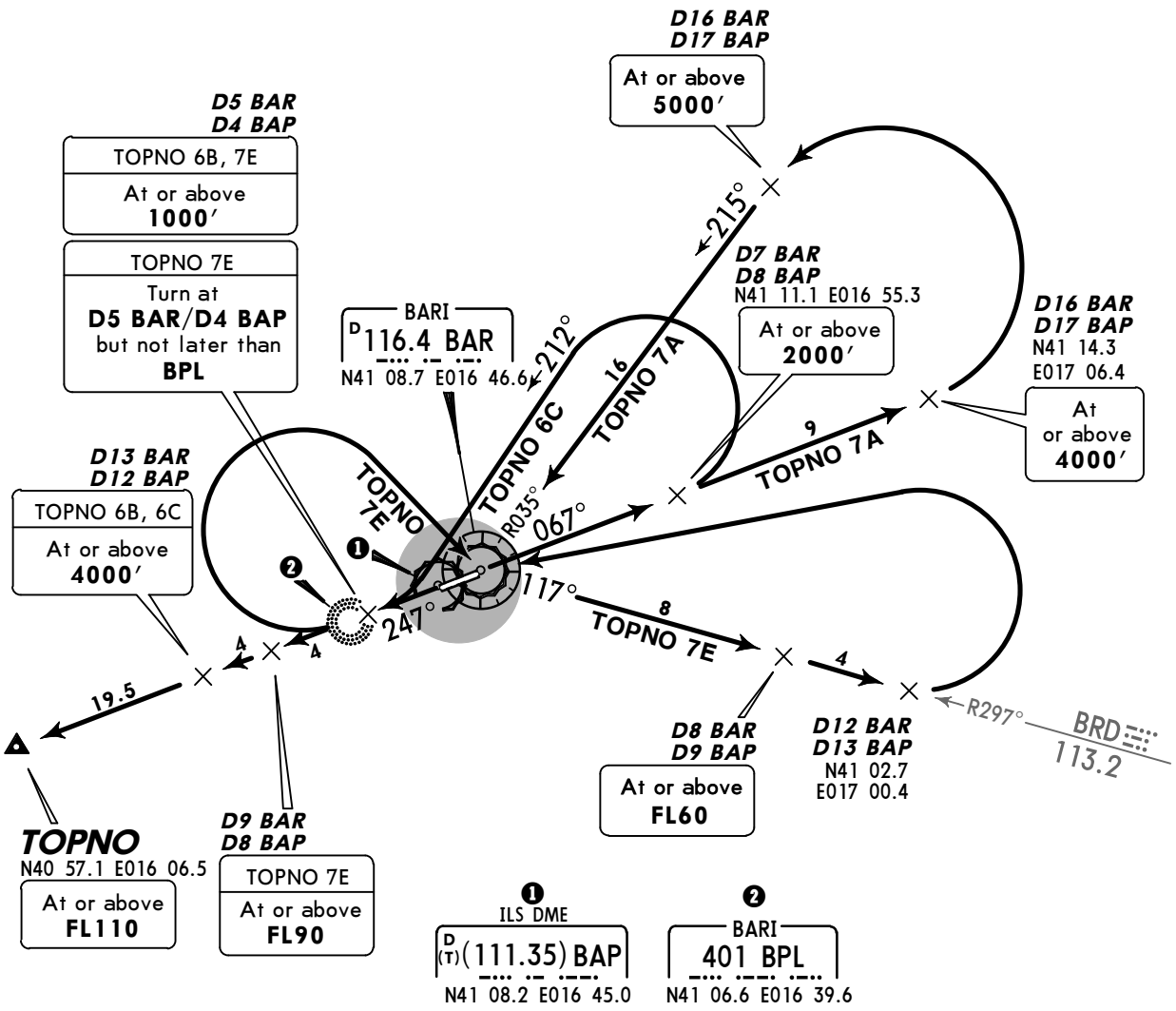
Apt Elev	
187′	Trans level: By ATC Trans alt: 5000′ Turns after take-off MAX 250 KT.

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

N

NOT TO SCALE

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.

CHANGES: Chart reindexed.

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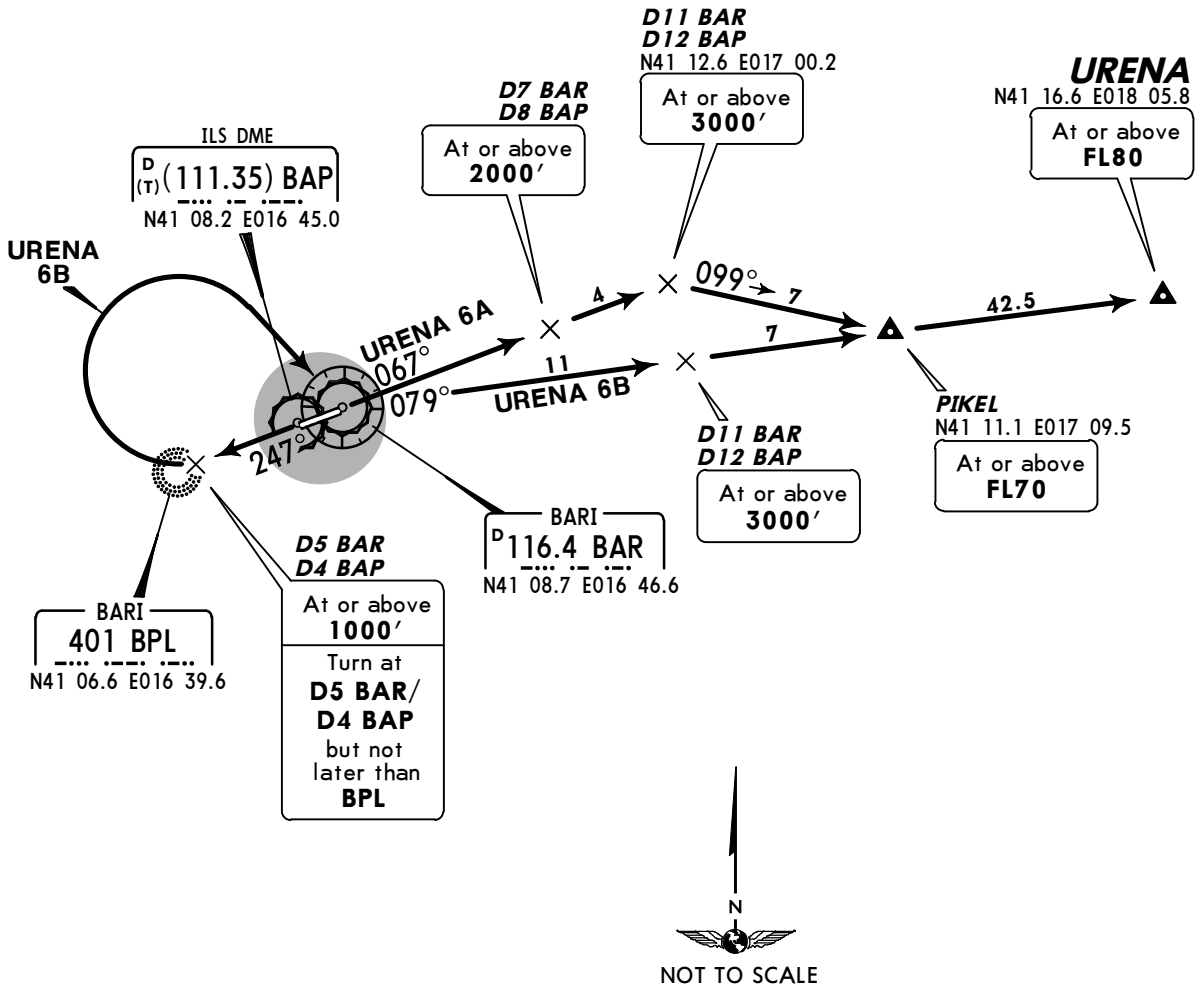
Apt Elev	
187′	Trans level: By ATC Trans alt: 5000′ Turns after take-off MAX 250 KT.

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.

CHANGES: Chart reindexed.

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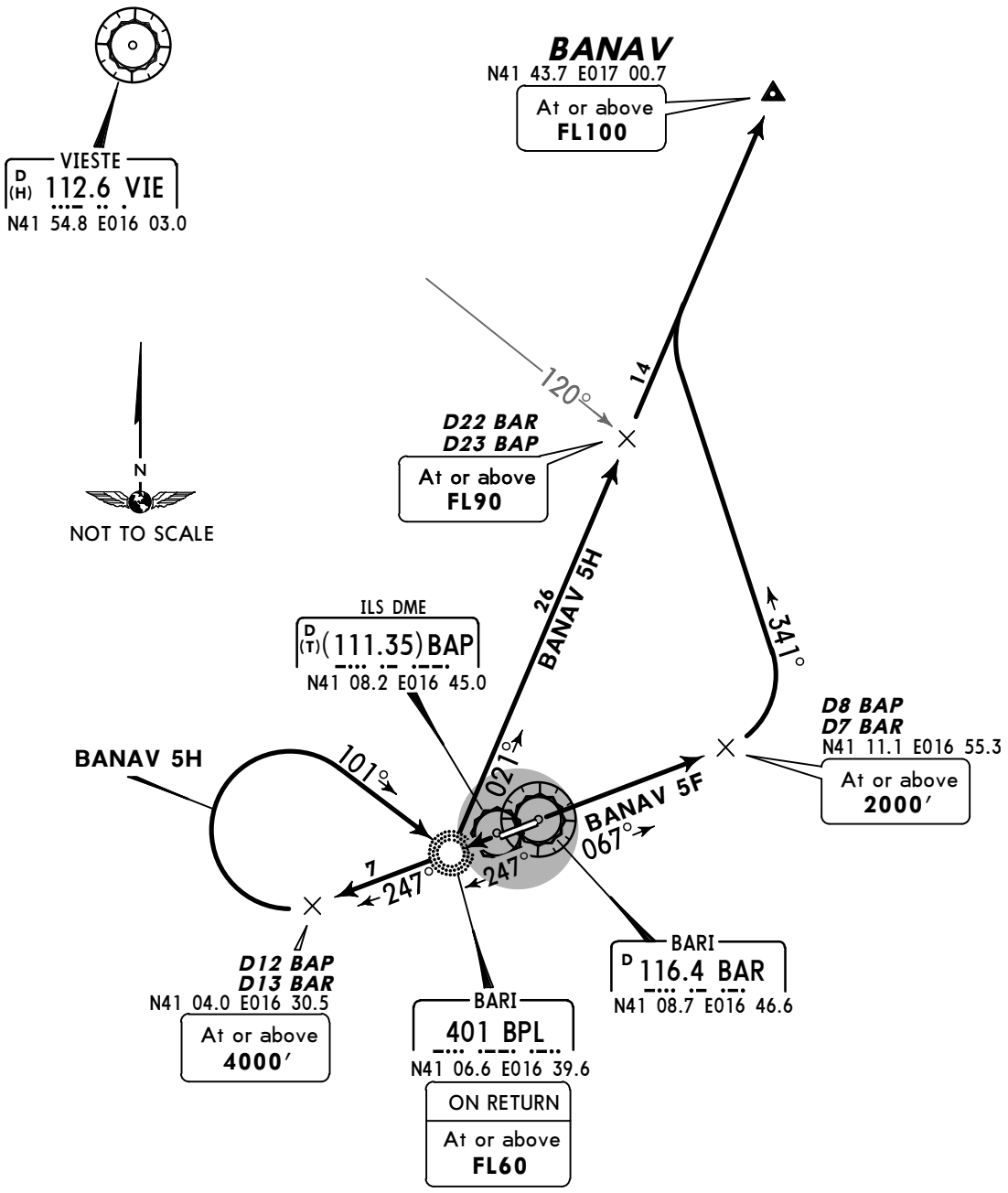
Apt Elev	
187′	Trans level: By ATC Trans alt: 5000′ BANAV 5H: Turns after take-off MAX 250 KT.

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.

CHANGES: Chart reindexed.

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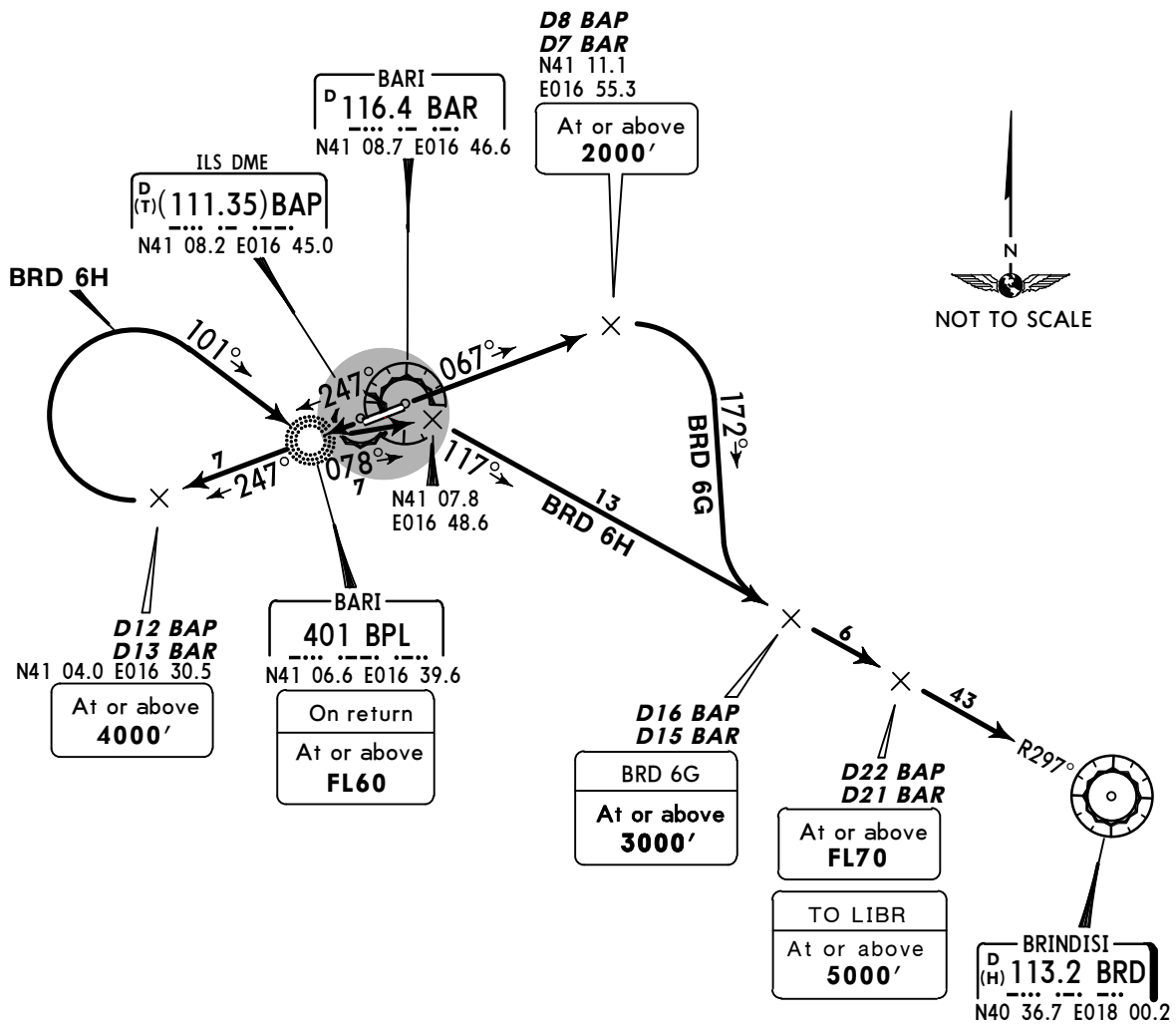
Apt Elev 187′	Trans level: By ATC Trans alt: 5000′ BRD 6H: Turns after take-off MAX 250 KT.

BRD 6G, BRD 6H
RWYS 07, 25 DEPARTURES
BASED ON BPL LCTR
SIDS PARTIALLY OUTSIDE CONTROLLED AIRSPACE
BY ATC



These SIDs require minimum climb gradients of

BRD 6G

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

BRD 6H

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
BRD 6G	**07**	Intercept 067° bearing from BPL to D8 BAP (D7 BAR), turn RIGHT, 172° track, intercept BRD R-297 inbound to BRD.
BRD 6H	**25**	Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing to BPL, 078° bearing, intercept BRD R-297 inbound to BRD.

CHANGES: Chart reindexed.

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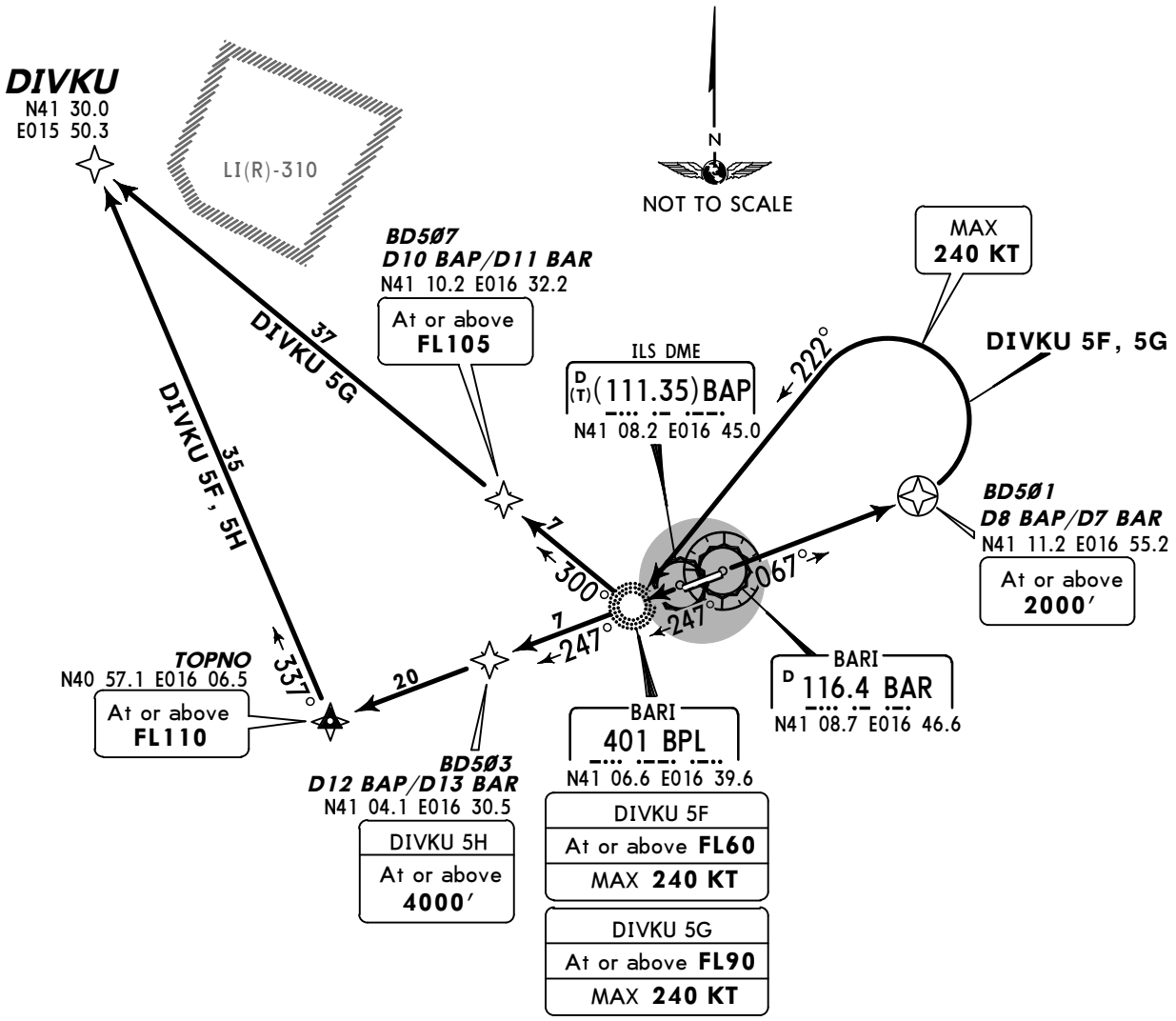
Apt Elev 187′	Trans level: By ATC Trans alt: 5000′

DIVKU 5F*[DIVK5F]*, DIVKU 5G*[DIVK5G]*
DIVKU 5H*[DIVK5H]*
RWYS 07, 25 DEPARTURES
CONVENTIONAL/RNAV 1
BY ATC
BASED ON BPL LCTR



These SIDs require minimum climb gradients of

DIVKU 5F
300′ per NM (4.93%) until leaving 3000′.

DIVKU 5G
300′ per NM (4.93%) until leaving FL90.

DIVKU 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
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 ❶		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.

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

CHANGES: Chart reindexed (restricted area redesignated), revised.

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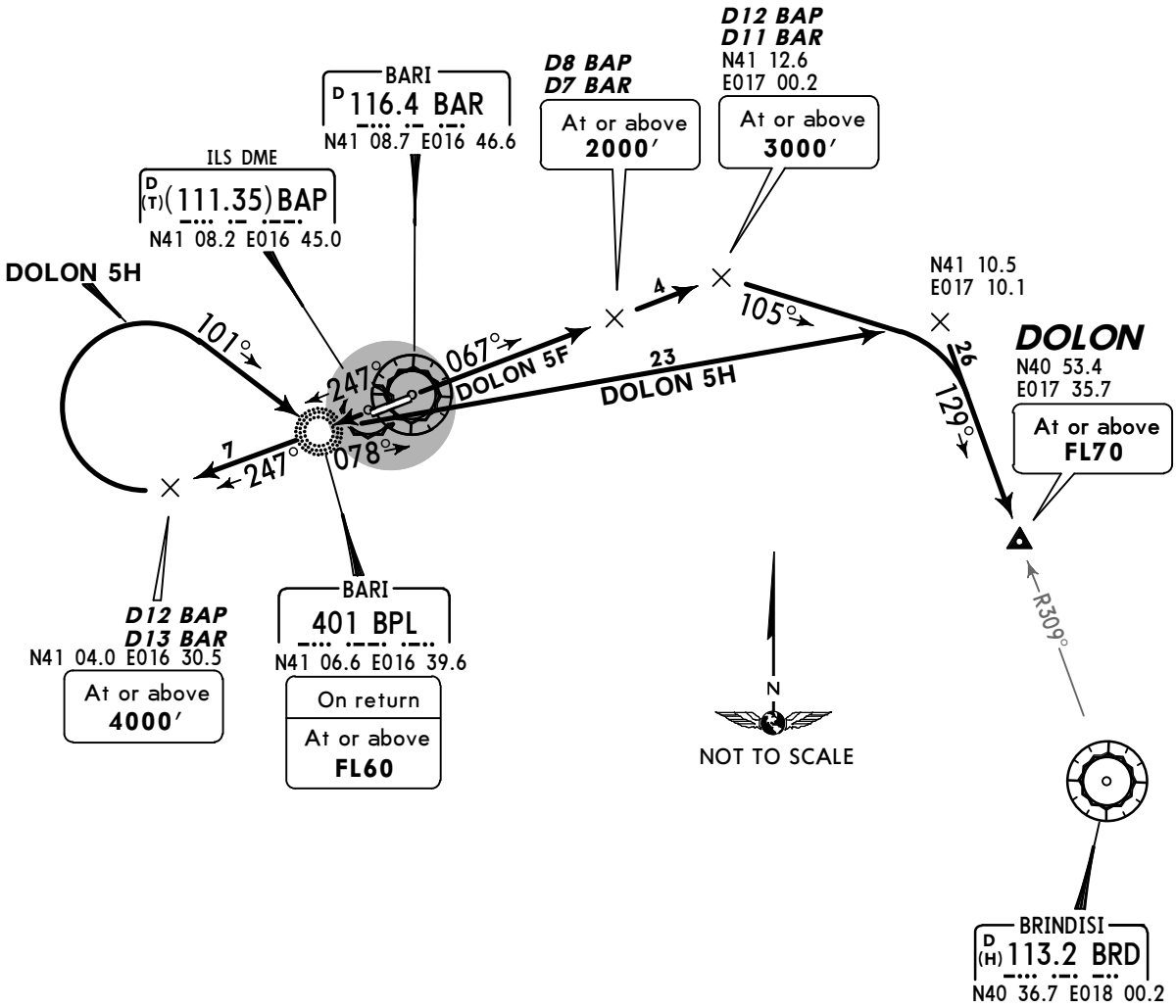
Apt Elev 187′	Trans level: By ATC Trans alt: 5000′ DOLON 5H: Turns after take-off MAX 250 KT.

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.

CHANGES: Chart reindexed.

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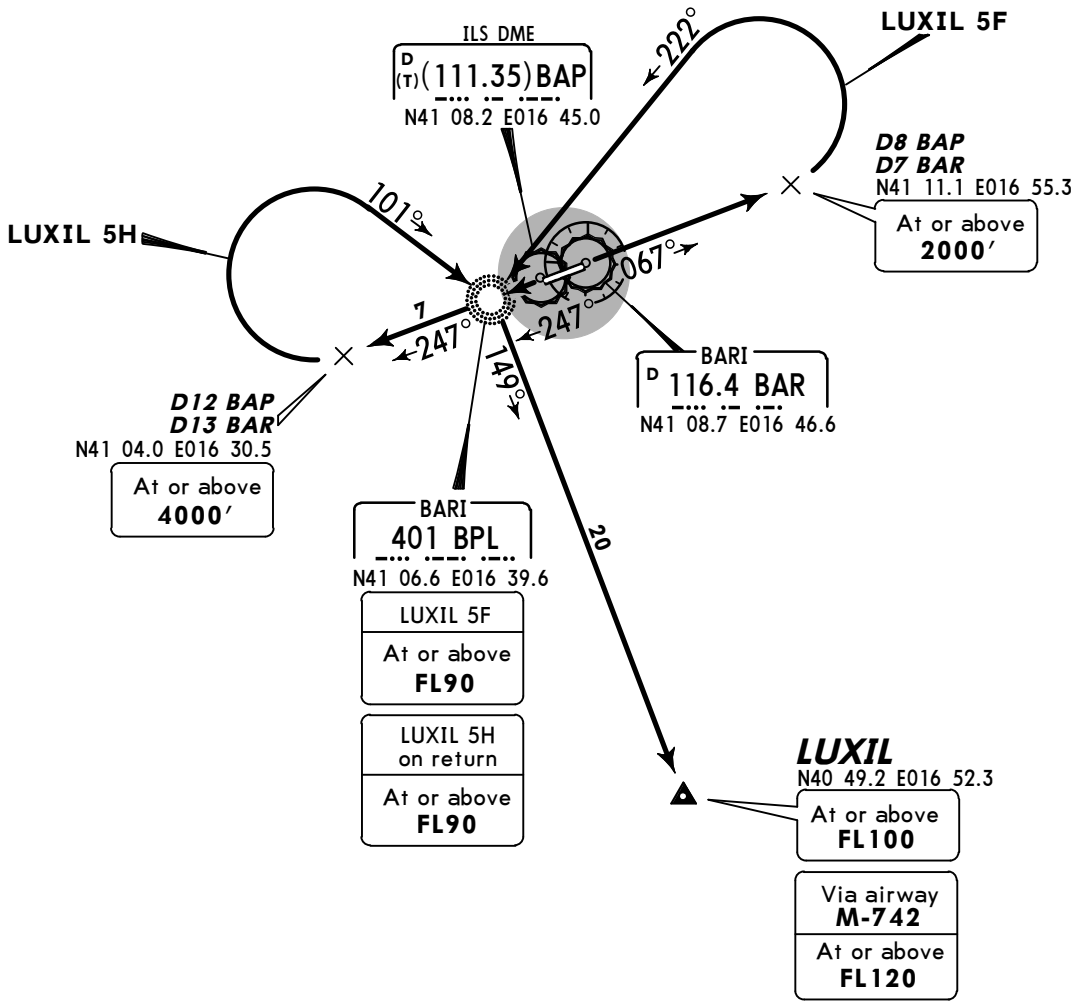
Apt Elev 187′	Trans level: By ATC Trans alt: 5000′ Turns after take-off MAX 250 KT.

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

N
NOT TO SCALE

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.

CHANGES: SIDs transferred.

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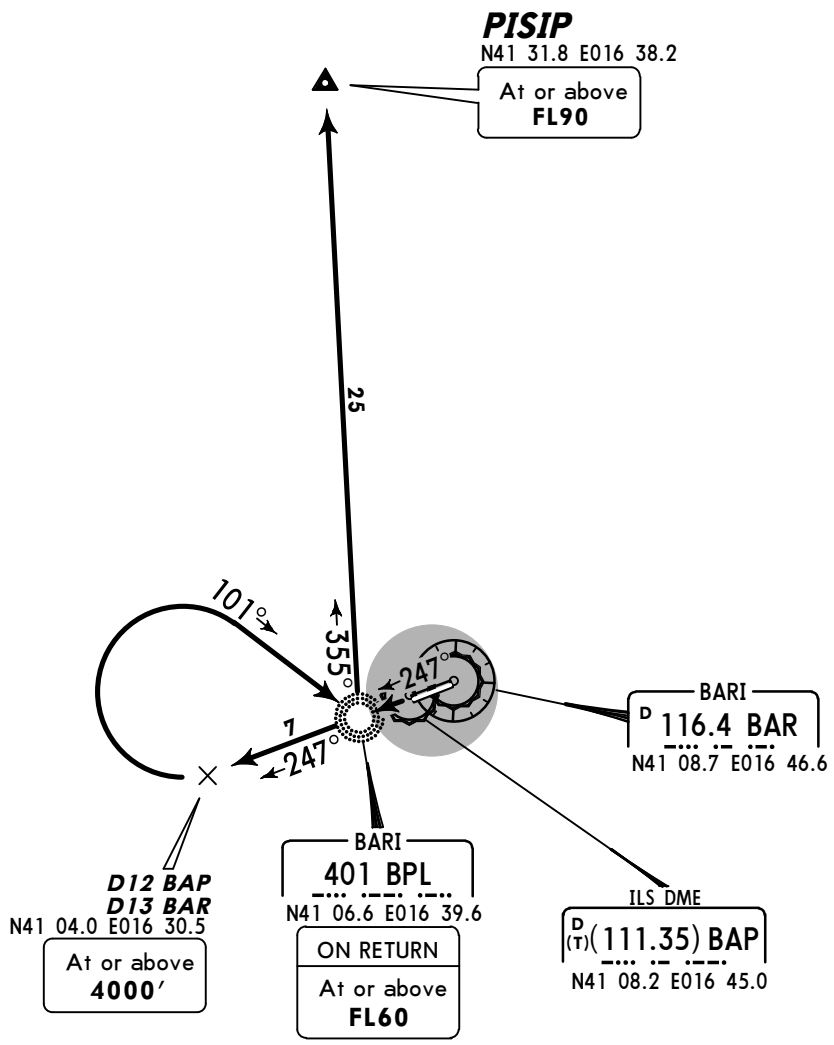
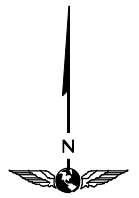
Apt Elev	
187′	Trans level: By ATC Trans alt: 5000′ Turns after take-off MAX 250 KT.

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



NOT TO SCALE

ROUTING

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

CHANGES: New procedure at this airport.

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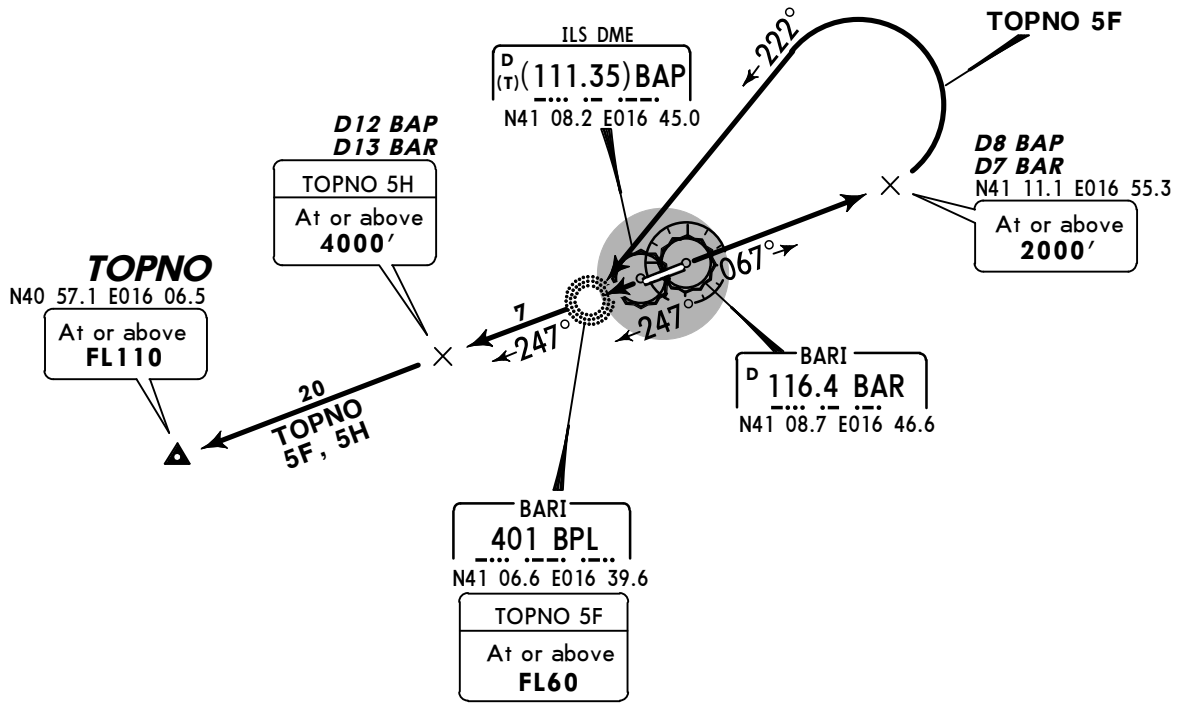
Apt Elev	
187′	Trans level: By ATC Trans alt: 5000′ TOPNO 5F: Turns after take-off MAX 250 KT.

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



These SIDs require minimum climb gradients of

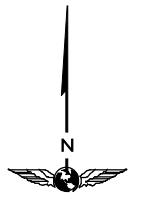
TOPNO 5F

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



NOT TO SCALE

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.

CHANGES: New chart (SIDs transferred).

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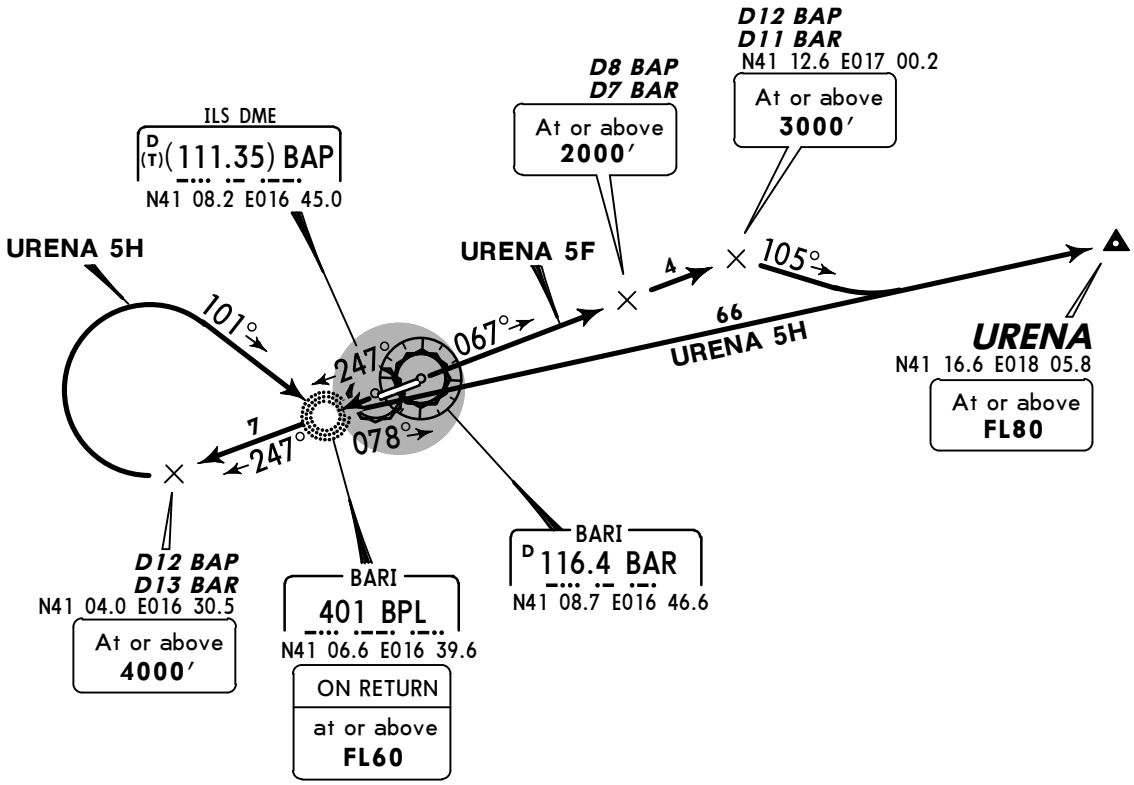
Apt Elev 187′	Trans level: By ATC Trans alt: 5000′ URENA 5H: Turns after take-off MAX 250 KT.

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

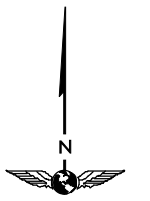


These SIDs require minimum climb gradients of

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



NOT TO SCALE

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.

CHANGES: New chart (chart reindexed).

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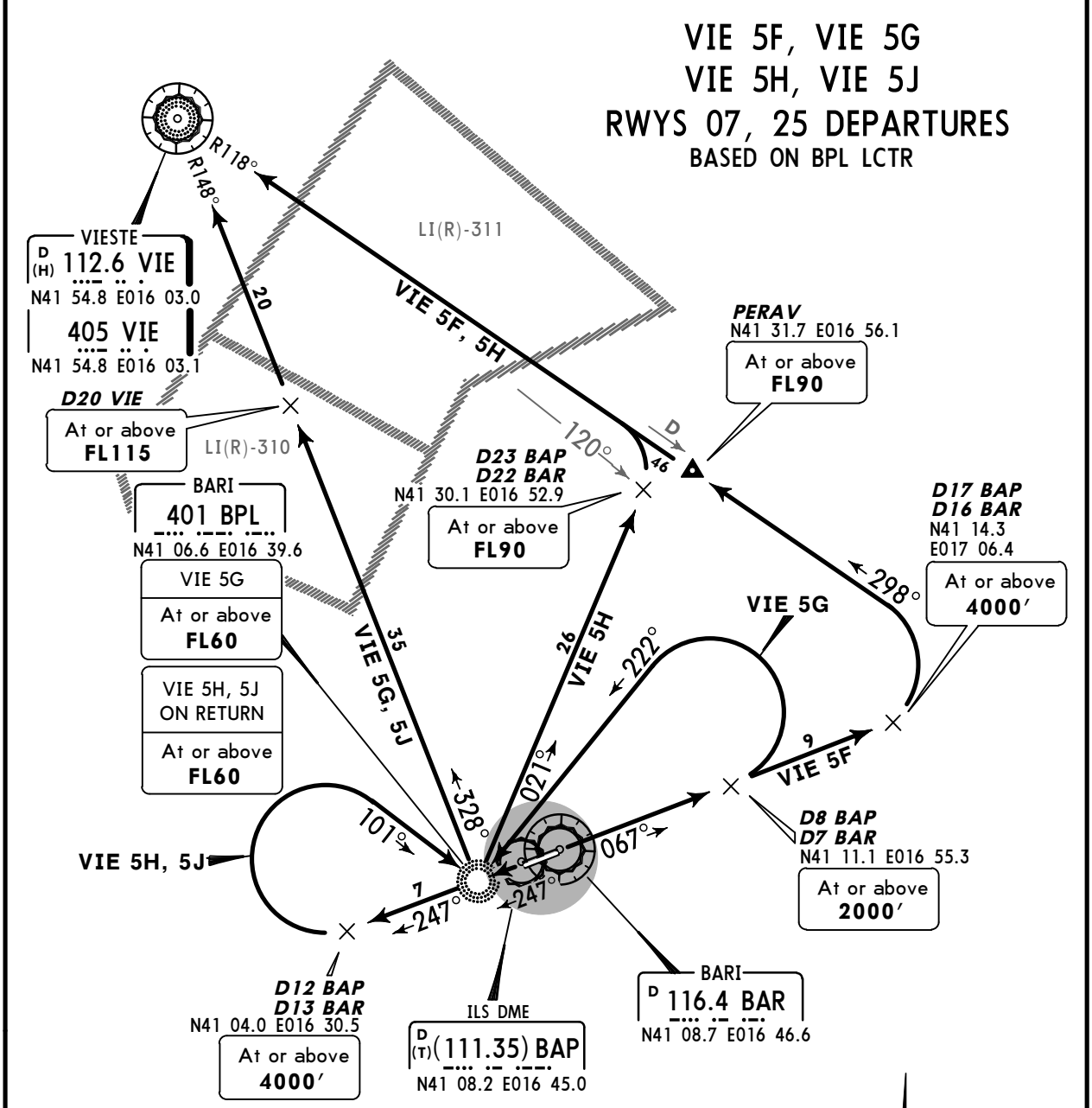
Apt Elev 187′	Trans level: By ATC Trans alt: 5000′ Turns after take-off MAX 250 KT.



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 ❶		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 ❶		Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing to BPL, 328° bearing to VIE.

❶ Not available when LI(R)-310 and/or LI(R)-311 is active.

CHANGES: New chart (chart reindexed; restricted area redesignated), revised.

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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.

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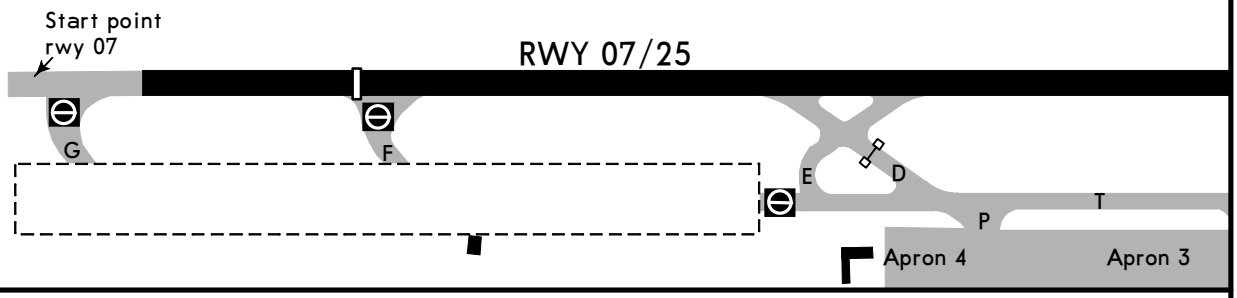
TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

LEGEND
⊖ No entry

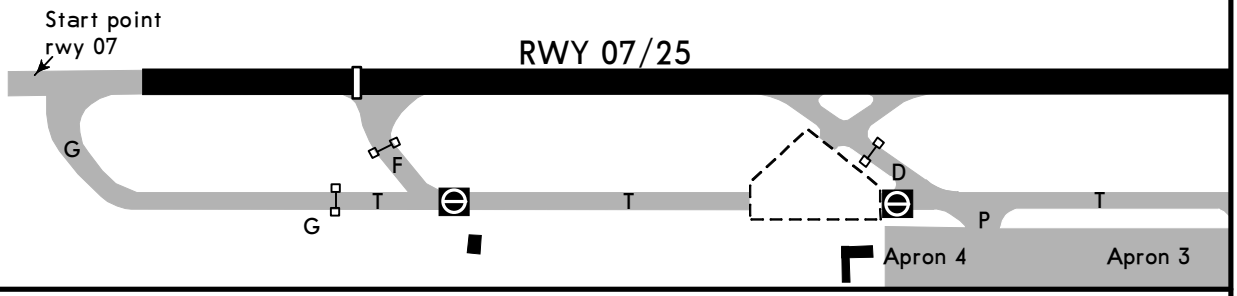
PHASE 1

Twy T closed between twy G included and twy E excluded. Twy G and F closed.
Take-off rwy 07: enter rwy 25 and back track to rwy 07.



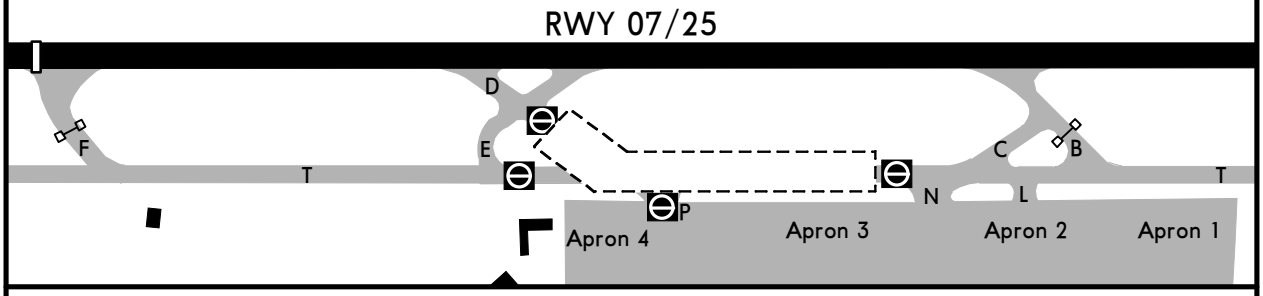
PHASE 2

Twy T closed between twy E included and twy D excluded. Twy E closed.
Take-off rwy 07: enter rwy 25 and back track to rwy 07.



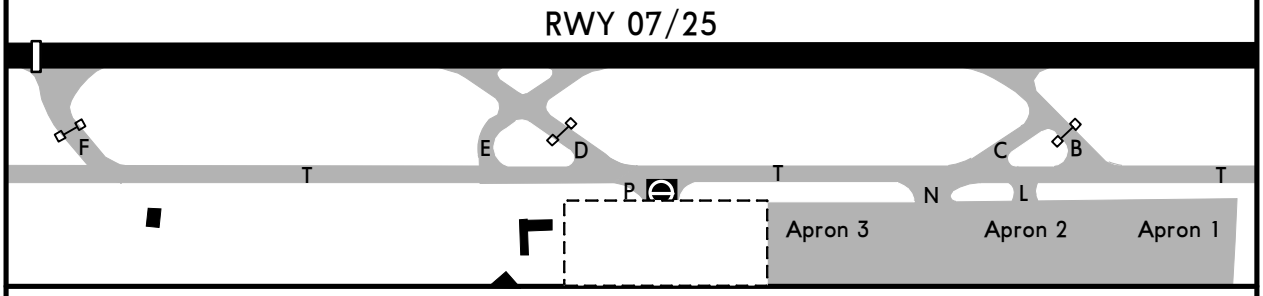
PHASE 3

Twy T closed between twy D included and twy N excluded. Twy D and P closed.
Take-off rwy 07: enter rwy 25 and back track to rwy 07.



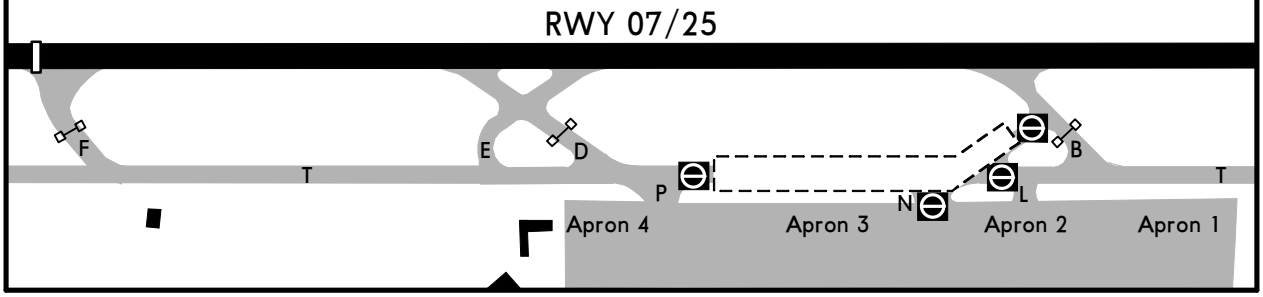
PHASE 4

Twy P closed. Apron stands 308 thru 313 closed. Apron 4 closed.



PHASE 5

Twy T closed between twy P excluded and twy C included. Twy N and C closed.



CHANGES: New temporary chart.

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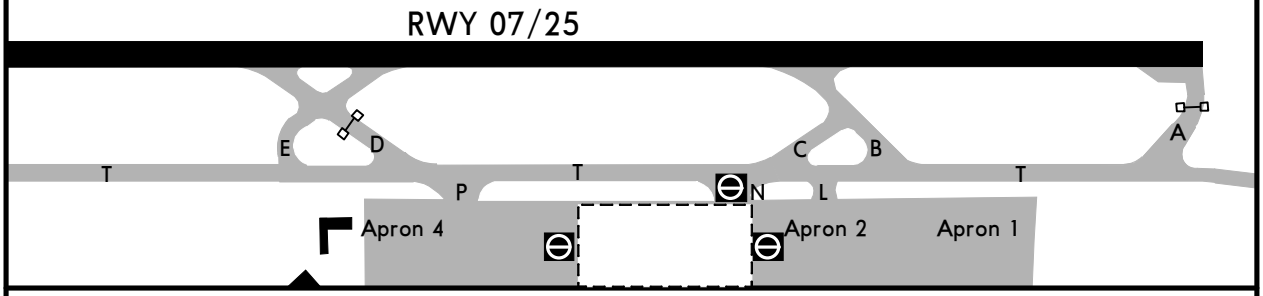
TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

PHASE 6

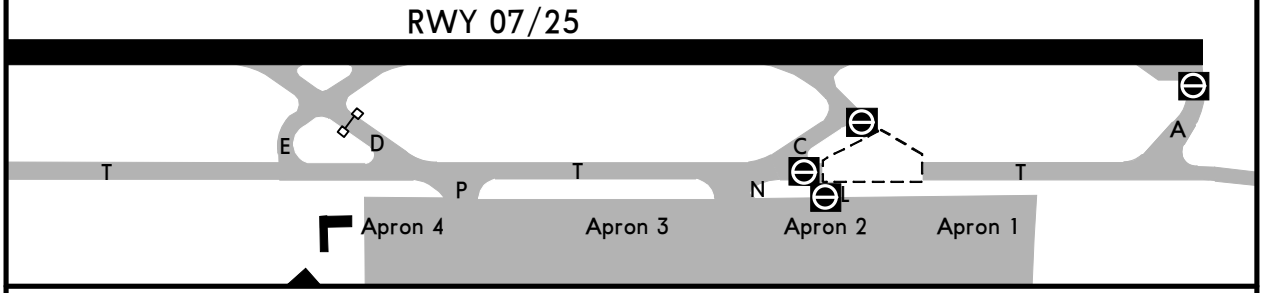
Twy N closed. Apron 2 stands 204 and 205 closed. Apron 3 stands 301 thru 307 closed.

LEGEND
⊖ No entry



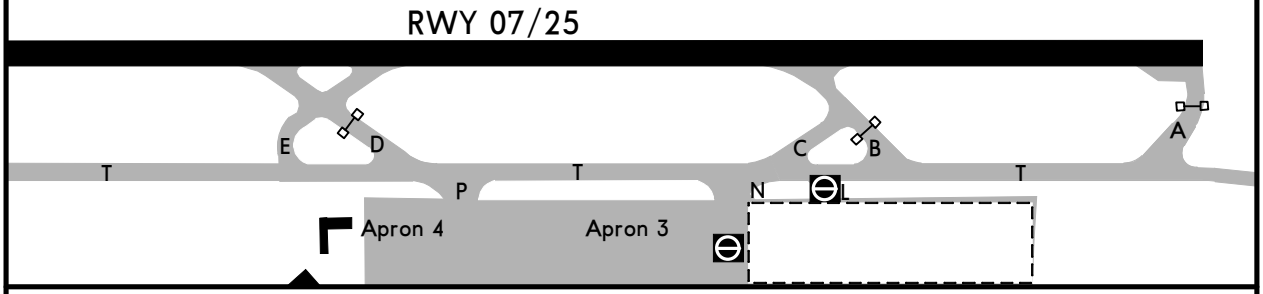
PHASE 7

Twy T closed between twy C excluded and twy A included. Twy A, B and L closed.
Take-off rwy 25: enter rwy 07 and back track to rwy 25.



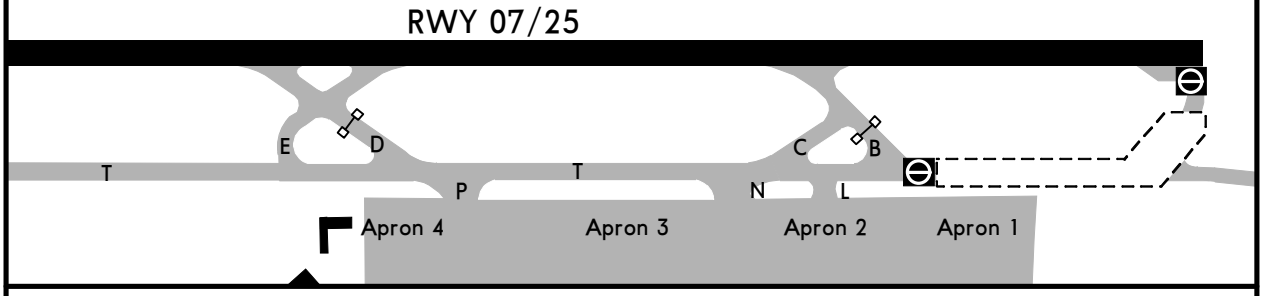
PHASE 8

Twy L closed. Apron 1 closed. Apron 2 stands 201 trhu 203 closed.



PHASE 9

Twy T closed between twy B excluded and twy A included. Twy A closed.
Take-off rwy 25: enter rwy 07 and back track to rwy 25.



CHANGES: New temporary chart.

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LIBD/BRI

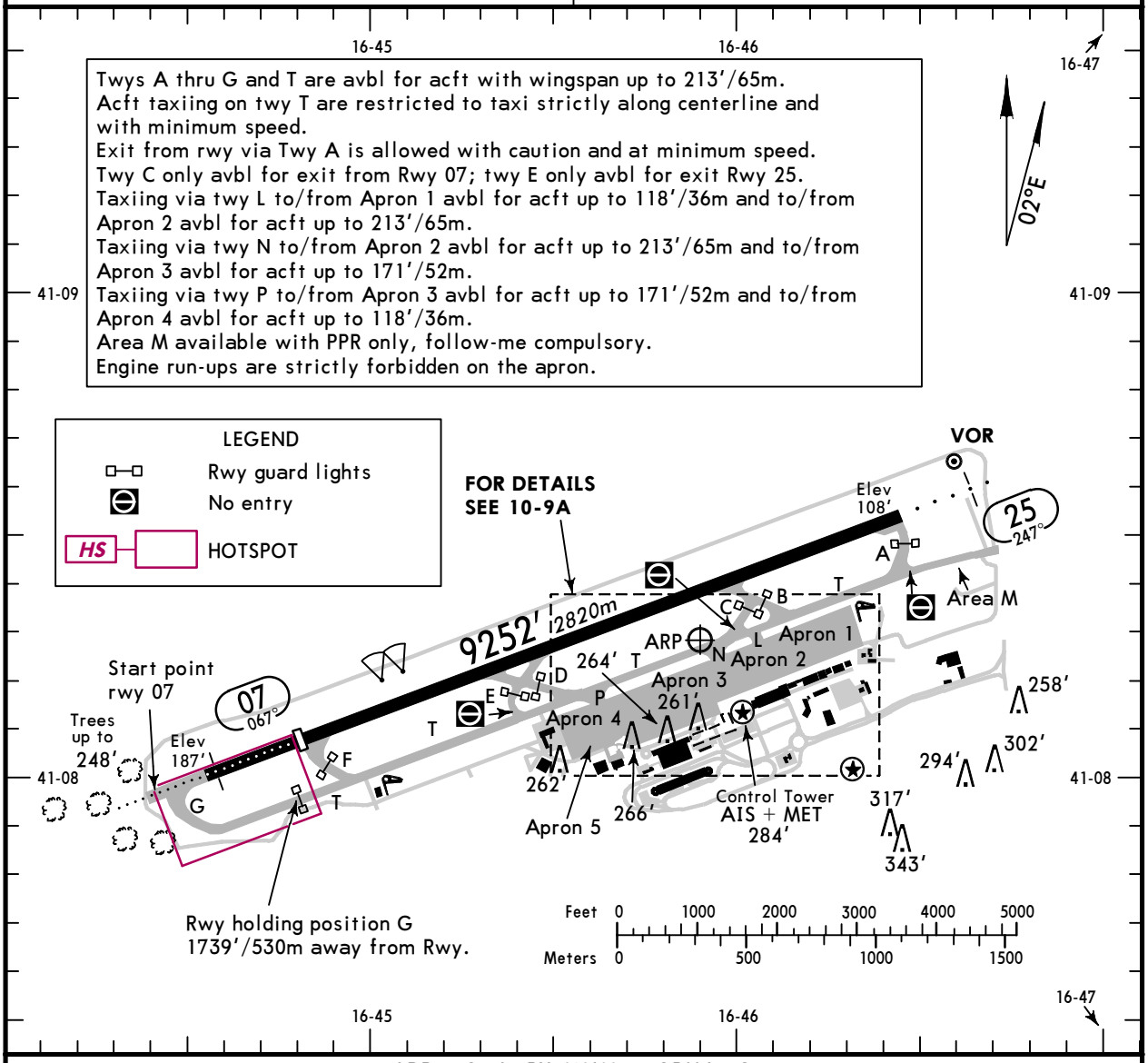
Apt Elev **187'**
N41 08.3 E016 45.9

JEPPESEN
17 OCT 14 (10-9)

BARI, ITALY
PALESE

ATIS	BARI Tower	
124.05	118.3	122.1

Twys A thru G and T are avbl for acft with wingspan up to 213'/65m.
Acft taxiing on twy T are restricted to taxi strictly along centerline and with minimum speed.
Exit from rwy via Twy A is allowed with caution and at minimum speed.
Twy C only avbl for exit from Rwy 07; twy E only avbl for exit Rwy 25.
Taxiing via twy L to/from Apron 1 avbl for acft up to 118'/36m and to/from Apron 2 avbl for acft up to 213'/65m.
Taxiing via twy N to/from Apron 2 avbl for acft up to 213'/65m and to/from Apron 3 avbl for acft up to 171'/52m.
Taxiing via twy P to/from Apron 3 avbl for acft up to 171'/52m and to/from Apron 4 avbl for acft up to 118'/36m.
Area M available with PPR only, follow-me compulsory.
Engine run-ups are strictly forbidden on the apron.



ADDITIONAL RUNWAY INFORMATION

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

❶ TAKE-OFF RUN AVAILABLE

RWY 07:
From Start point rwy 07 — 9843' (3000m)
rwy head — 9252' (2820m)
twy F int (on request) — 8018' (2444m)

RWY 25:
From rwy head — 9252' (2820m)
twy B int (on request) — 6890' (2100m)

Standard TAKE-OFF

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

CHANGES: Apron 5.

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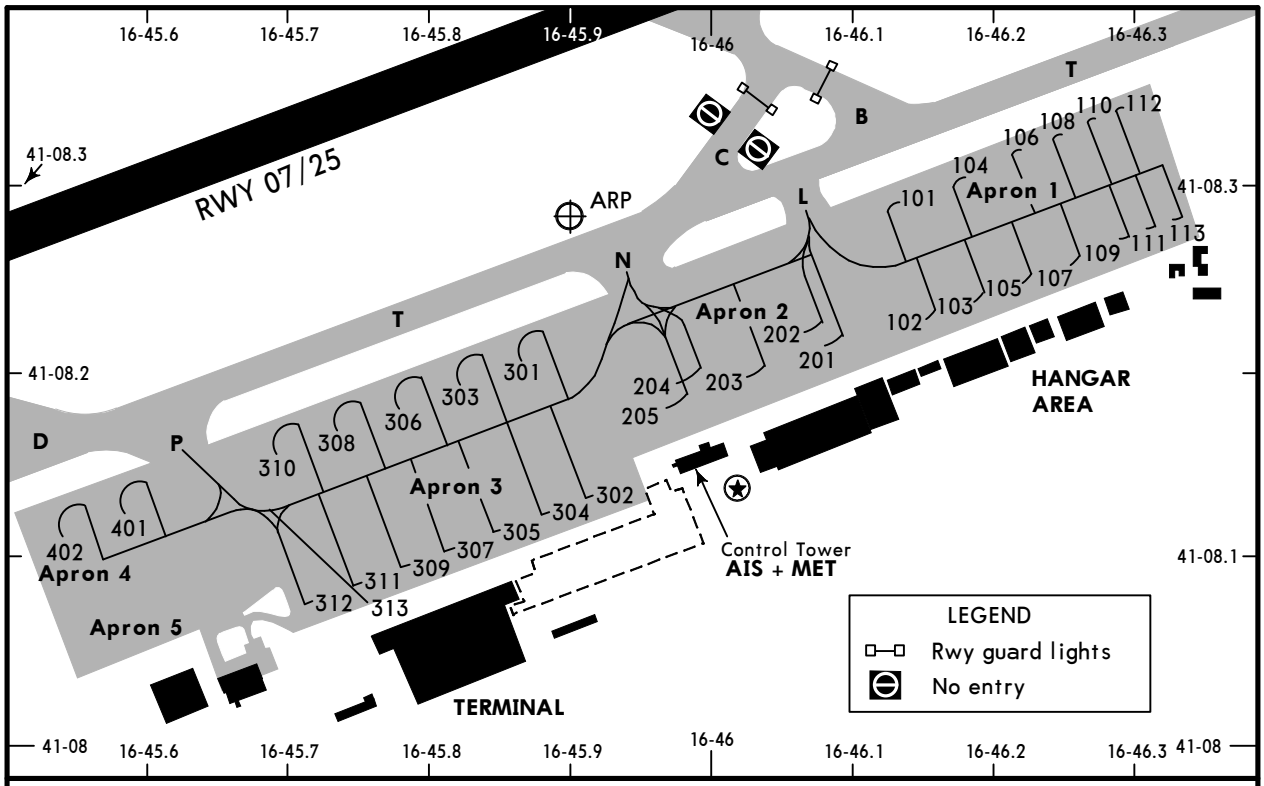

Stands 102, 103, 105, 107, 302, 304, 305, 307, 309, 311 thru 313 are push back.
Entry/exit for stand 313 only via twy P and follow-me compulsory.

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.

CHANGES: Apron 5.

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LIBD/BRI
PALESE

JEPPESEN

18 DEC 15 (11-1) Via D15.0 BAR

BARI, ITALY
ILS Z or LOC Rwy 07

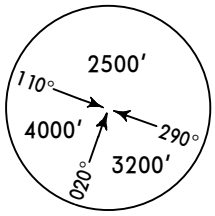
BRIEFING STRIP ™

ATIS	APULIA Approach/ Radar		BARI Tower	
124.050	136.1	122.1	118.3	122.1

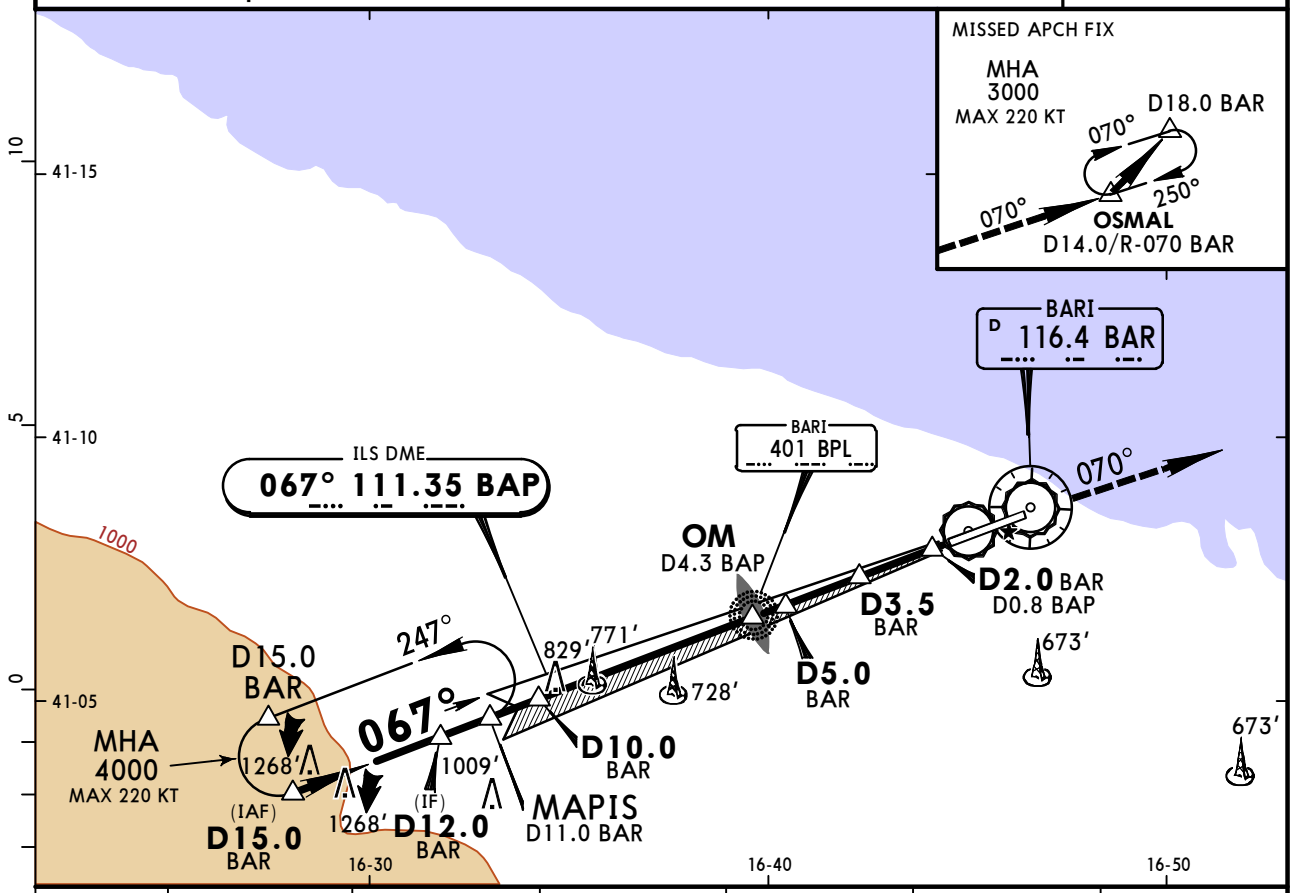
LOC BAP	Final Apch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev 187′ Rwy 176′
111.35	067°	1551′ (1375′)		

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.

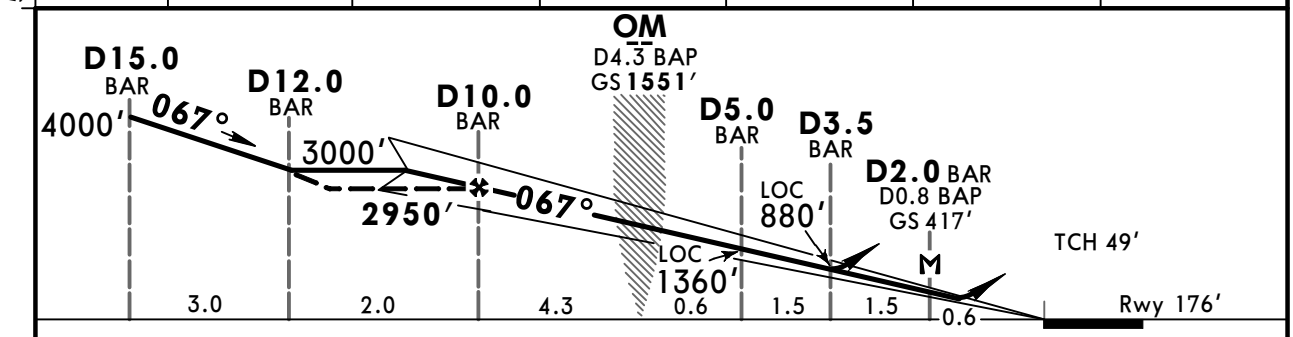
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000′
VOR and DME required.



MSA
BAR VOR



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
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.0 BAR/D0.8 BAP						

HIALS
REIL PAPI PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 07

ILS			LOC (GS out)	
C: 380′ (204′)				
DA(H) AB: 376′ (200′) D: 390′ (214′)			DA(H) 620′ (444′)	
FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					CMV 2100m
D					

CIRCLE-TO-LAND

Not authorized South of rwy

Max Kts	MDA(H)	VIS
100	850′ (663′)	1500m
135	850′ (663′)	1600m
180	1000′ (813′)	2400m
205	1000′ (813′)	3600m

PANS OPS

CHANGES: Communications.

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LIBD/BRI
PALESE

JEPPESEN

18 DEC 15 (11-2)

BARI, ITALY
Via VOR ILS Z or LOC Rwy 07

BRIEFING STRIP ™

ATIS	APULIA Approach/ Radar		BARI Tower	
124.050	136.1	122.1	118.3	122.1

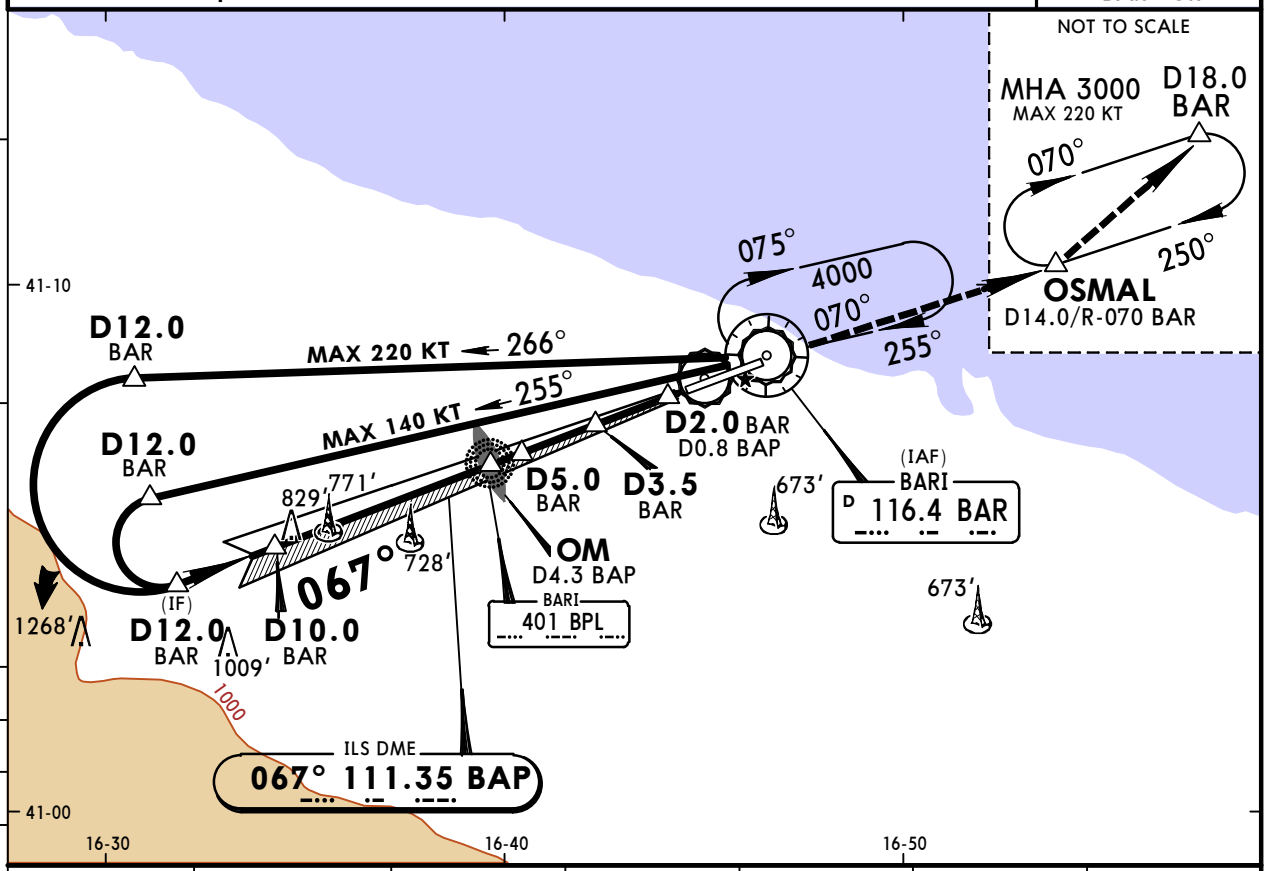
LOC BAP	Final Apch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev 187′ RWY 176′
111.35	067°	1551′ (1375′)		

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.

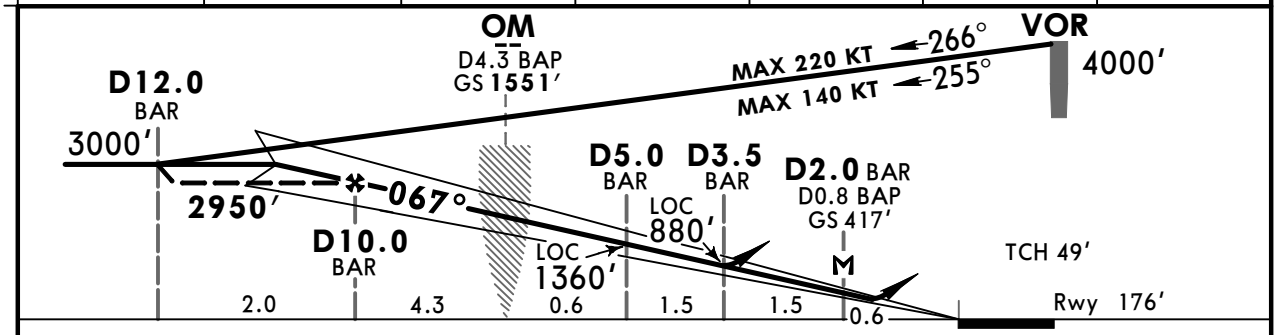
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000′

VOR and DME required.

MSA BAR VOR: 110° 2500′; 290° 3200′; 020° 4000′



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
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.0 BAR/D0.8 BAP						

HIALS REIL PAPI PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 07

	ILS			LOC (GS out)	
			C: 380′ (204′)		
			DA(H) AB: 376′ (200′) D: 390′ (214′)	DA(H) 620′ (444′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					CMV 2100m
D					

CIRCLE-TO-LAND

Not authorized South of rwy

Max Kts	MDA(H)	VIS
100	850′ (663′)	1500m
135	850′ (663′)	1600m
180	1000′ (813′)	2400m
205	1000′ (813′)	3600m

PANS OPS

CHANGES: Communications.

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LIBD/BRI
PALESE

JEPPESEN
18 DEC 15 (11-3)

BARI, ITALY
ILS X Rwy 07

BRIEFING STRIP ™

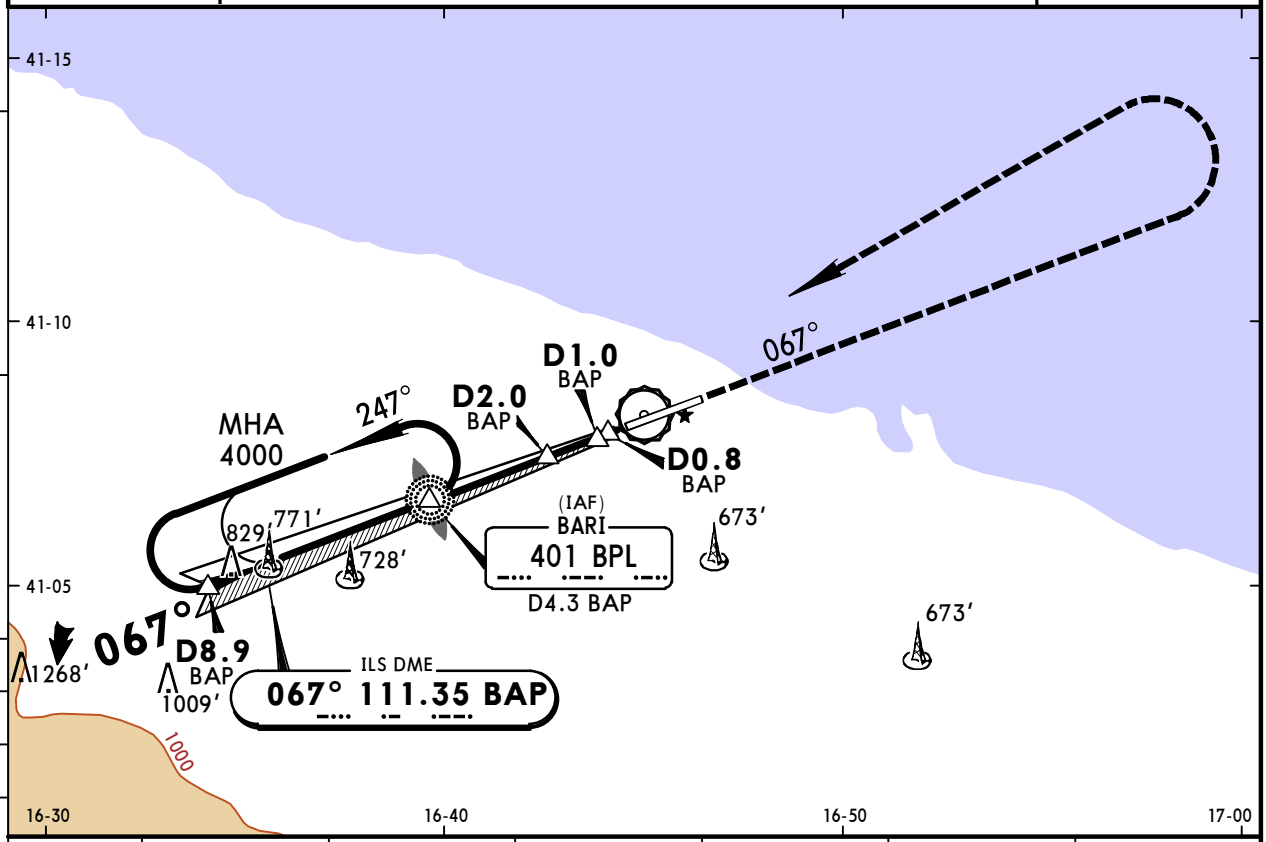
ATIS	APULIA Approach/ Radar		BARI Tower	
124.050	136.1	122.1	118.3	122.1

LOC BAP	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 187′ Rwy 176′
111.35	067°	1551′ (1375′)		

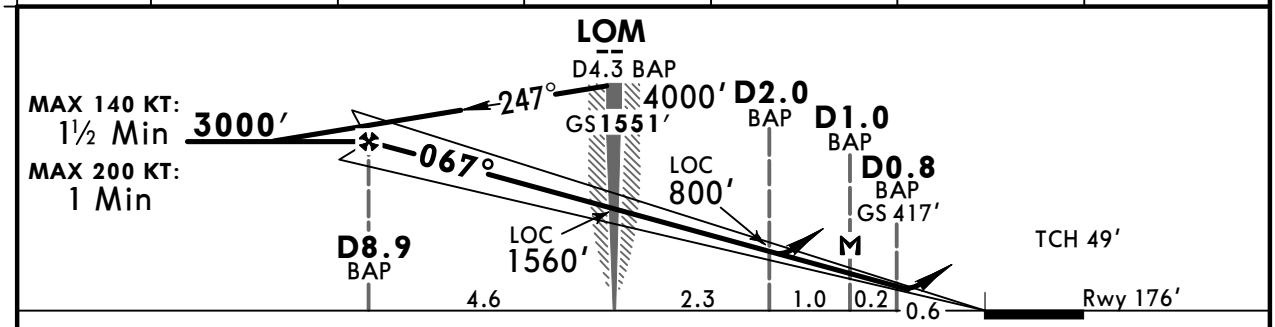
MISSED APCH: Continue on track 067° (067° from Lctr) and climb to 4000′. Crossing 3000′ turn LEFT to Lctr to be reached at 4000′.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000′
Lctr and DME required.

MSA BPL Lctr: 110° 2500′; 290° 3200′; 020° 4000′



LOC (GS out)	BAP DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1760′	1440′	1120′	800′	480′



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 BAP							

HIALS REIL PAPI PAPI

3000′ on 067°

Standard STRAIGHT-IN LANDING RWY **07**

ILS
C: **380′** (204′)
DA(H) B: **376′** (200′) D: **390′** (214′)

LOC (GS out)
DA(H) **600′** (424′)

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m	RVR 1500m
B					
C					RVR 2000m
D					

CIRCLE-TO-LAND
Not authorized South of rwy

Max Kts	MDA(H)	VIS
100	850′ (663′)	1500m
135	850′ (663′)	1600m
180	1000′ (813′)	2400m
205	1000′ (813′)	3600m

PANS OPS

CHANGES: Communications.

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LIBD/BRI
PALESE

JEPPESEN
18 DEC 15 (13-1)

BARI, ITALY
Via D15.0 VOR Z Rwy 07

BRIEFING STRIP TM

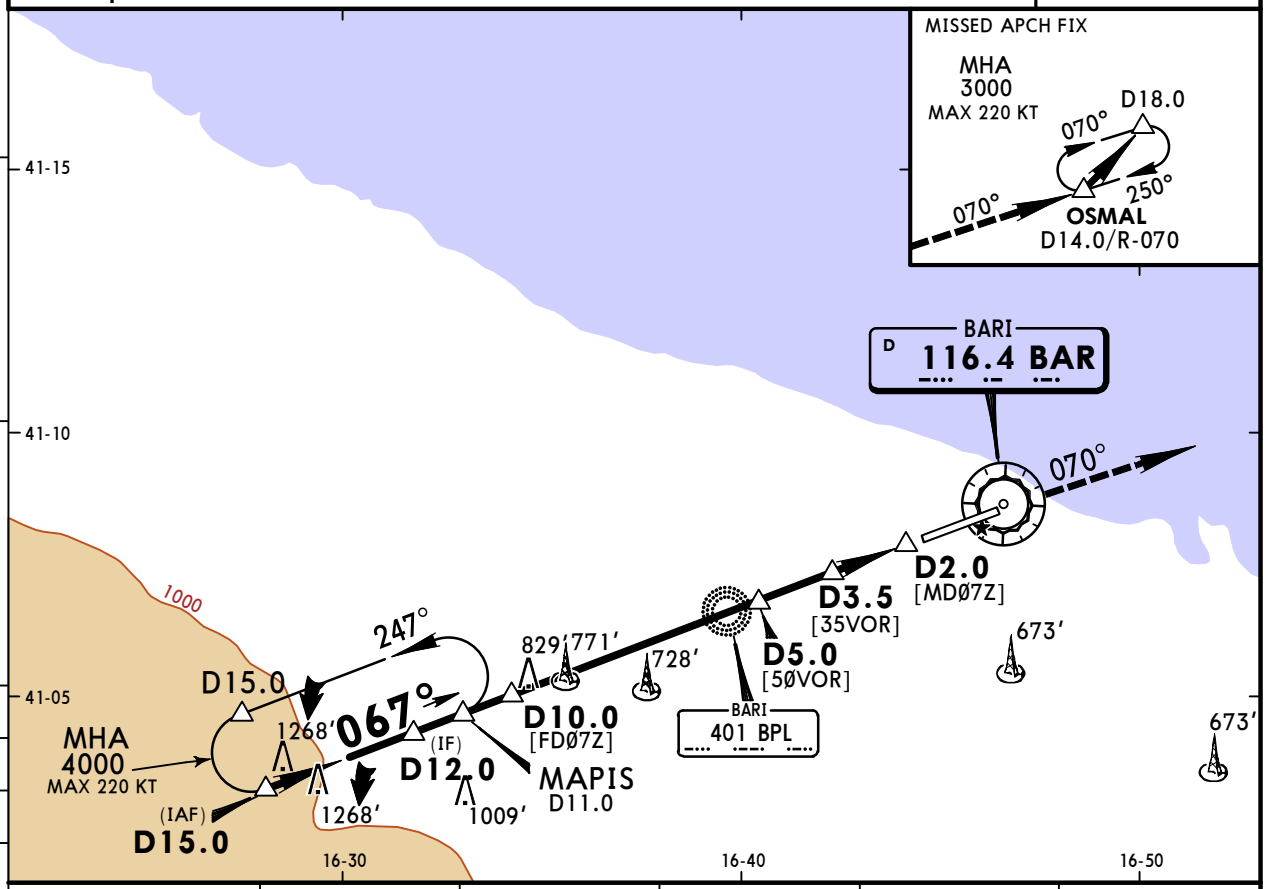
ATIS	APULIA Approach/ Radar		BARI Tower	
124.050	136.1	122.1	118.3	122.1

VOR BAR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 187′
116.4	**067°**	**D10.0** **2950′** (2774′)	**620′** (444′)	Rwy 176′

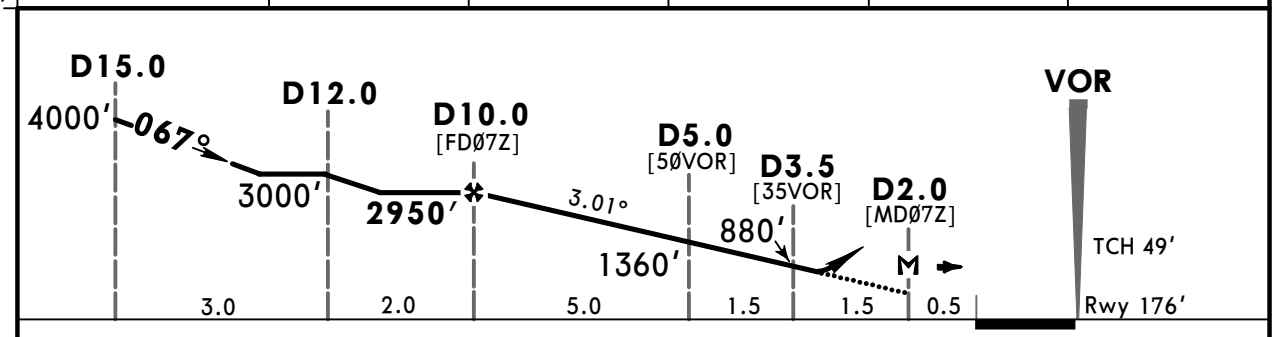
MISSED APCH: Proceed on track 067° (R-247 inbound) climbing to 3000′. Over VOR proceed on track 070° (R-070) to OSMAL holding pattern.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000′
DME required.

MSA BAR VOR
110° 2500′
290° 4000′
020° 3200′



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
Descent Angle	3.01°	373	479	532	639	745	852
MAP at D2.0							

HIALS
REIL PAPI PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY **07**

DA(H) **620′** (444′)

PANS OPS

		ALS out
A	RVR 1400m	RVR 1500m
B		
C		CMV 2100m
D		

CIRCLE-TO-LAND
Not authorized
South of rwy

Max Kts	MDA(H)	VIS
100	850′ (663′)	1500m
135	850′ (663′)	1600m
180	1000′ (813′)	2400m
205	1000′ (813′)	3600m

CHANGES: Communications.

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LIBD/BRI
PALESE

JEPPESEN
18 DEC 15 (13-2)

BARI, ITALY
Via VOR **VOR Z Rwy 07**

BRIEFING STRIP™

ATIS	APULIA Approach/ Radar		BARI Tower	
124.050	136.1	122.1	118.3	122.1

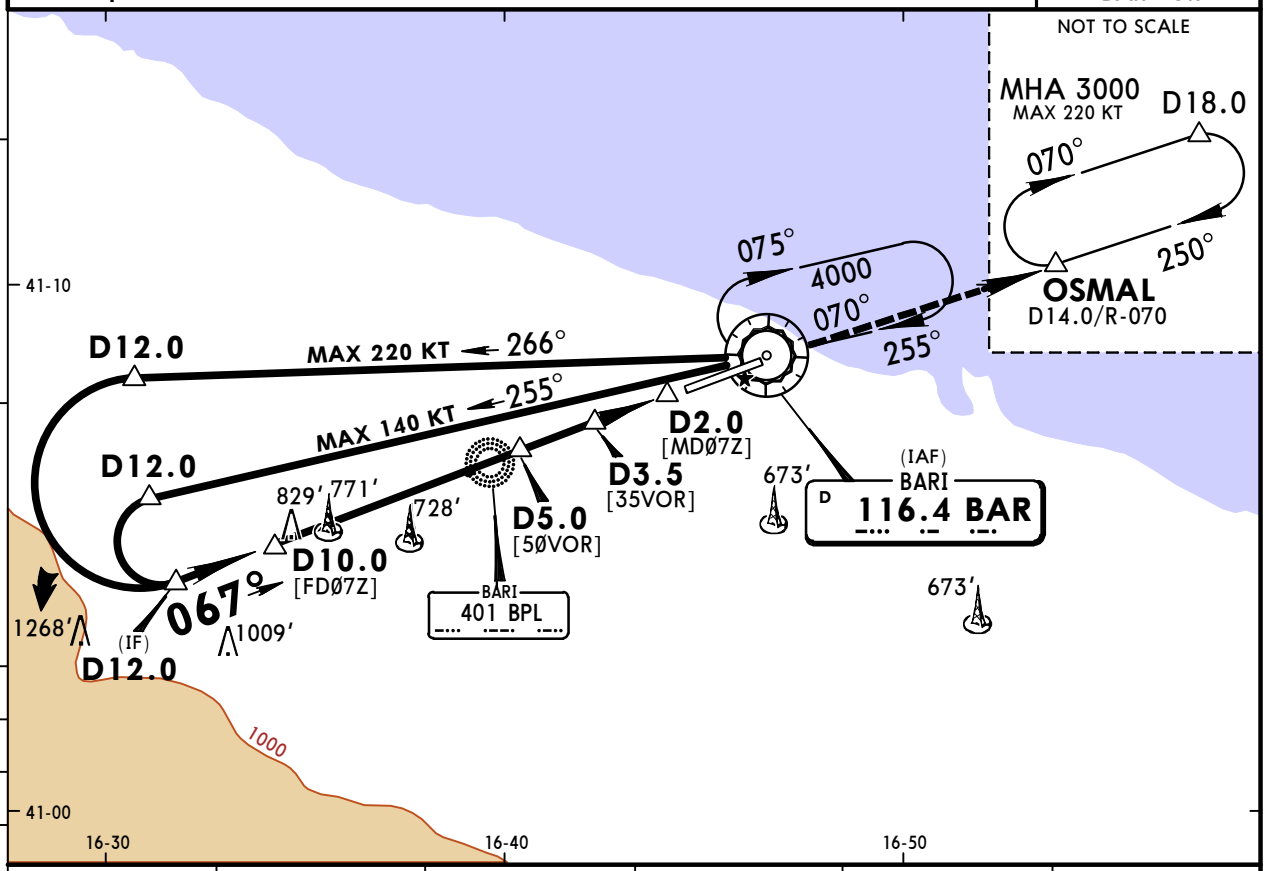
VOR BAR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 187′
116.4	**067°**	**D10.0** **2950′** (2774′)	**620′** (444′)	Rwy 176′

MISSED APCH: Proceed on track 067° (R-247 inbound) climbing to 3000′. Over VOR proceed on track 070° (R-070) to OSMAL holding pattern.

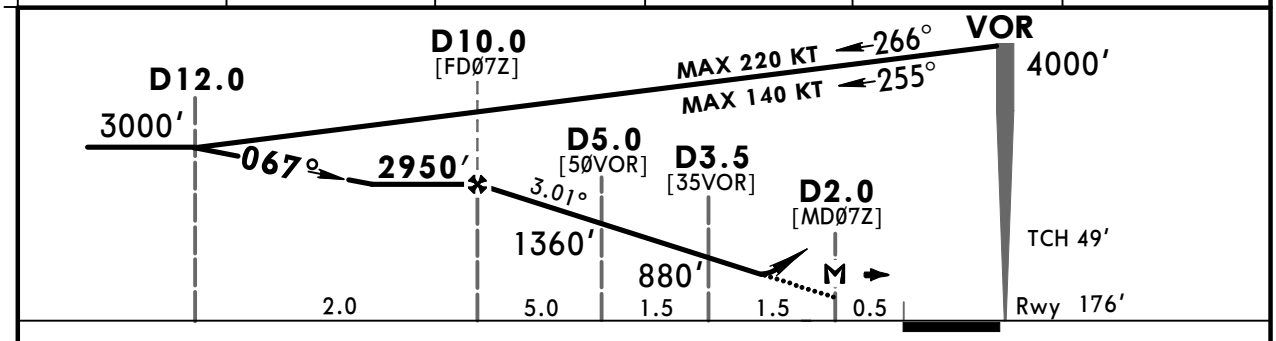
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000′
DME required.

MSA BAR VOR: 110° 2500′; 290° 3200′; 020° 4000′

NOT TO SCALE



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
Descent Angle	3.01°	373	479	532	639	745	852
MAP at D2.0							

HIALS
REIL PAPI PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07**

DA(H) **620′** (444′)

		ALS out
A	RVR 1400m	RVR 1500m
B		
C		CMV 2100m
D		

CIRCLE-TO-LAND
Not authorized South of rwy

Max Kts	MDA(H)	VIS
100	850′ (663′)	1500m
135	850′ (663′)	1600m
180	1000′ (813′)	2400m
205	1000′ (813′)	3600m

CHANGES: Communications.

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LIBD/BRI
PALESE

JEPPESEN
18 DEC 15 (13-3)

BARI, ITALY
VOR Y Rwy 07

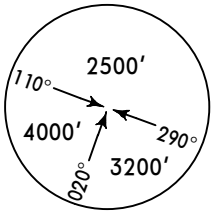
BRIEFING STRIP TM

ATIS	APULIA Approach/ Radar		BARI Tower	
124.050	136.1	122.1	118.3	122.1

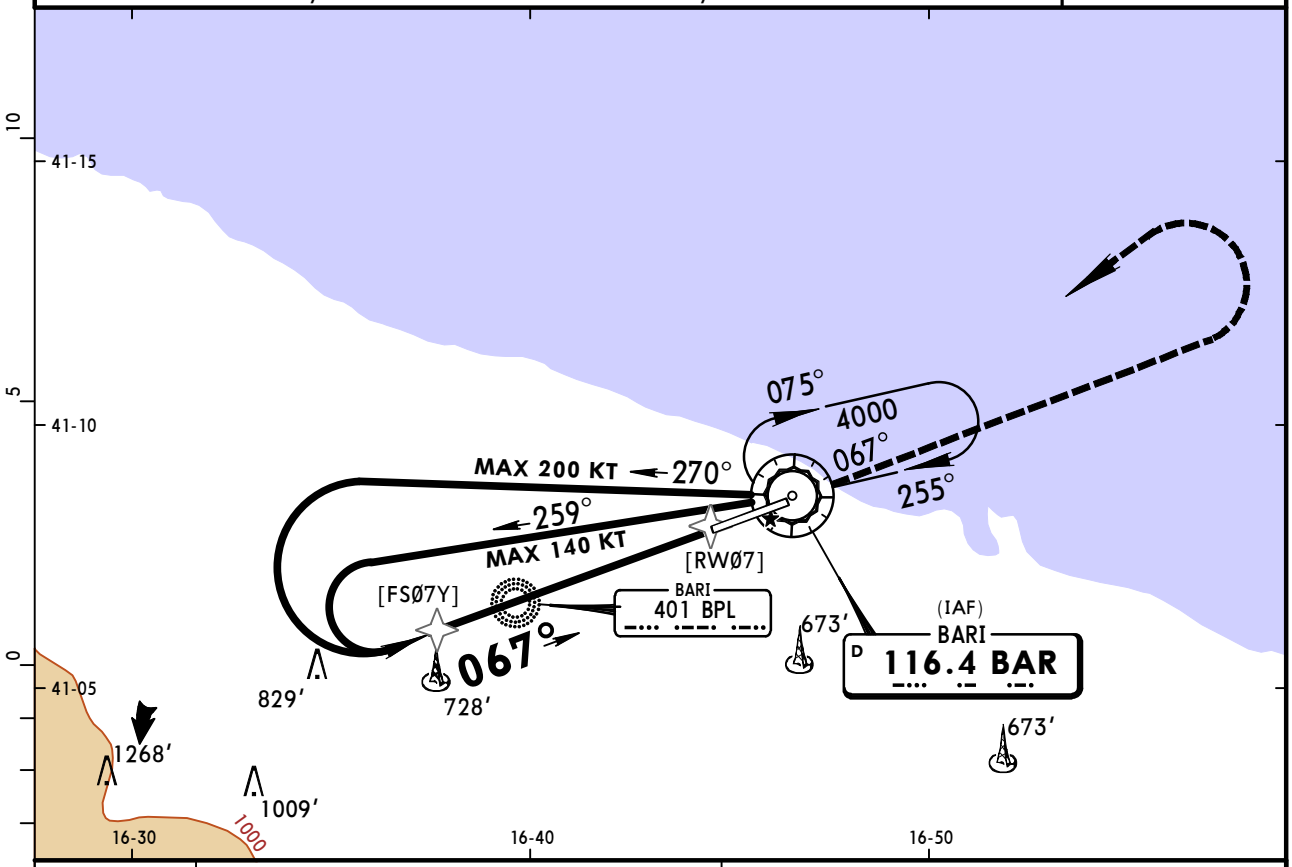
VOR BAR	Final Apch Crs	Minimum Alt	CDFA DA(H)	Apt Elev 187′
116.4	**067°**	No FAF	**1450′** (1274′)	Rwy 176′

MISSED APCH: Continue on track 067° (R-067) and climb to 4000′. Crossing 3000′ turn LEFT to VOR to be reached at 4000′.

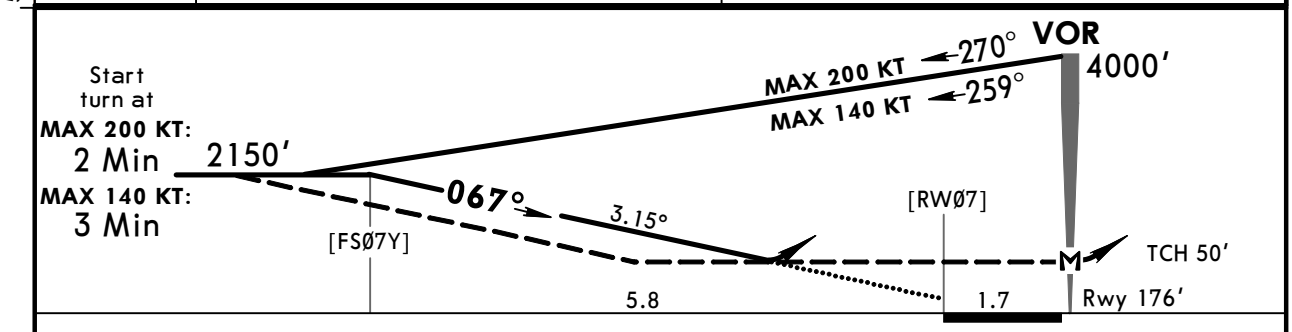
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000′



MSA BAR VOR



DIST to RWØ7	5.0	4.0
ALTITUDE	1890′	1560′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.15°	390	502	557	669	780	892
MAP at VOR							

HIALS
REIL
PAPI PAPI

3000′ on 067°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07**

	CDFA DA(H) **1450′** (1274′)		non-CDFA MDA(H) **1450′** (1274′)	
		ALS out		ALS out
A	CMV 5000m		CMV 5000m	
B				
C				
D				

CIRCLE-TO-LAND

Not authorized South of runway

Max Kts	MDA(H)	VIS
100	1470′(1283′)	5000m
135		
180		
205		

CHANGES: Communications.

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LIBD/BRI
PALESE

JEPPESEN
18 DEC 15 (13-4)

BARI, ITALY
VOR X Rwy 07

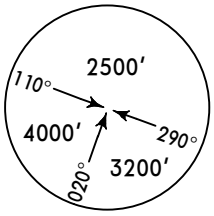
BRIEFING STRIP TM

ATIS	APULIA Approach/ Radar		BARI Tower	
124.050	136.1	122.1	118.3	122.1

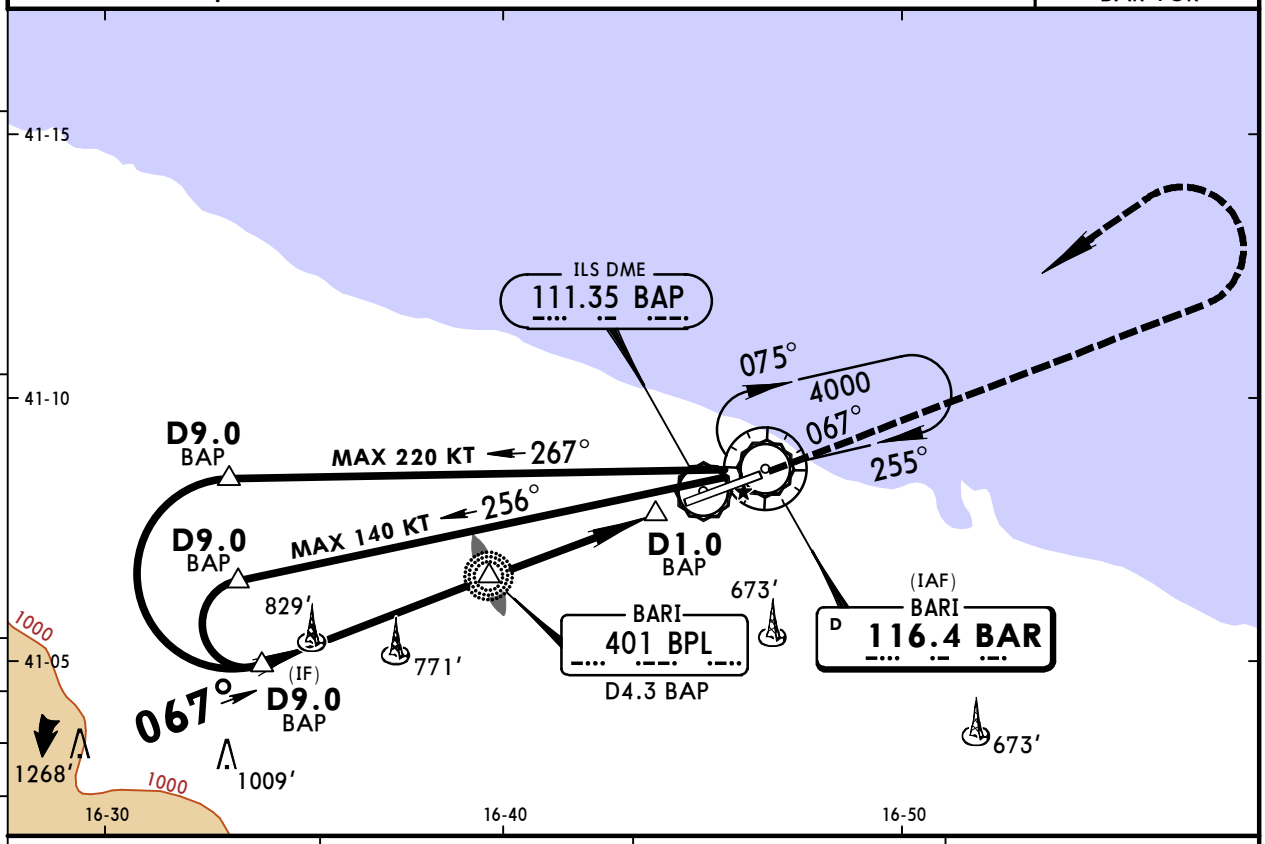
VOR BAR	Final Apch Crs	Minimum Alt LOM	DA(H)	Apt Elev 187′ / Rwy 176′
116.4	067°	1550′ (1374′)	800′ (624′)	

MISSED APCH: Continue on track 067° (R-067) and climb to 4000′. Crossing 3000′ turn LEFT to VOR to be reached at 4000′.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000′
Lctr and DME required.

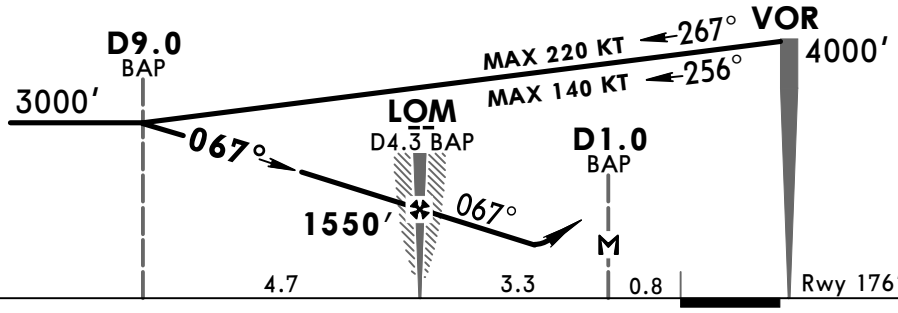


MSA
BAR VOR



BAP DME	4.0	3.0	2.0
ALTITUDE	1440′	1120′	800′

Start turn at
MAX 220 KT:
2½ Min
MAX 140 KT:
4 Min



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

HIALS
REIL
PAPI PAPI

3000′ on 067°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07**

DA(H) **800′ (624′)**

		ALS out
A	RVR 1500m	
B		
C	CMV 2200m	CMV 2400m
D		

CIRCLE-TO-LAND

Not authorized South of rwy

Max Kts	MDA(H)	VIS
100	850′ (663′)	1500m
135	850′ (663′)	1600m
180	1000′ (813′)	2400m
205	1000′ (813′)	3600m

CHANGES: Communications.

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LIBD/BRI
PALESE

JEPPESEN

18 DEC 15 (13-5)

BARI, ITALY
Via OSMAL **VOR Z Rwy 25**

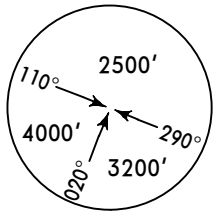
BRIEFING STRIP ™

ATIS	APULIA Approach/ Radar		BARI Tower	
124.050	136.1	122.1	118.3	122.1

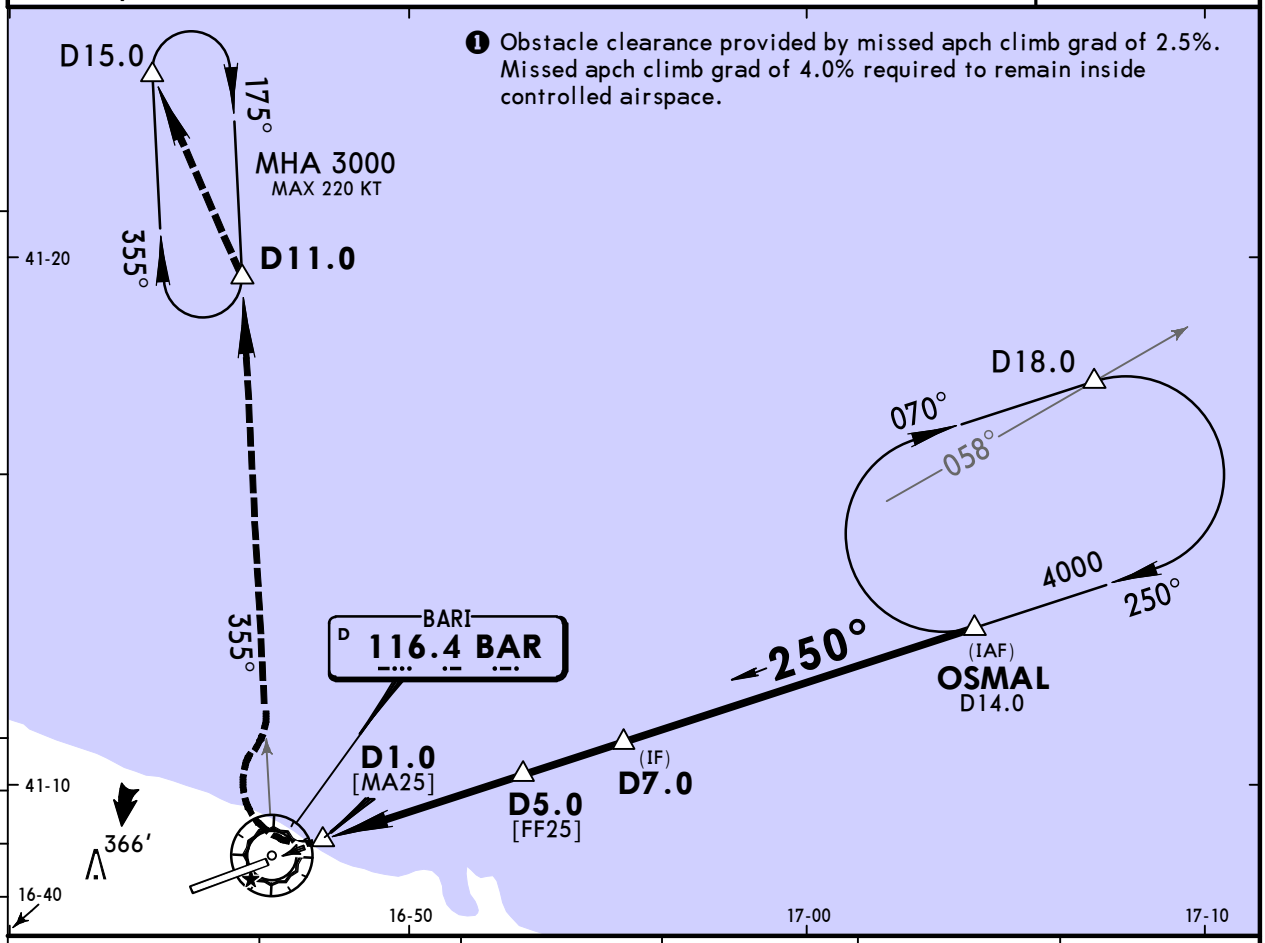
VOR BAR	Final Apch Crs	Minimum Alt D5.0	DA(H)	Apt Elev 187′ / Rwy 108′
116.4	**250°**	**1700′** (1592′)	**520′** (412′)	

MISSED APCH: Turn RIGHT (MAX 200 KT) to join and follow R-355 climbing to 3000′ to D11.0 and hold. ❶

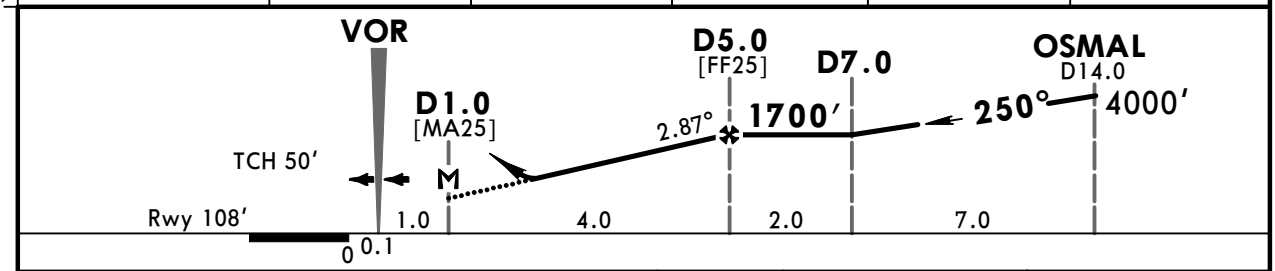
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000′
DME required.



MSA BAR VOR



BAR DME	1.0	2.0	3.0	4.0	5.0
ALTITUDE	500′	800′	1100′	1400′	1700′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.87°	355	457	508	609	711	812
MAP at D1.0							

HIALS
REIL PAPI · PAPI

200 KT MAX onto RT — BAR **116.4** **R-355**

3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **25**

DA(H) **520′** (412′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1700m	RVR 1900m
D		

CIRCLE-TO-LAND

Not authorized South of runway

Max Kts	MDA(H)	VIS
100	850′ (663′)	1500m
135	850′ (663′)	1600m
180	1000′ (813′)	2400m
205	1000′ (813′)	3600m

CHANGES: Communications.

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LIBD/BRI
PALESE

JEPPESEN
18 DEC 15 (13-6)

BARI, ITALY
Via VOR **VOR Z Rwy 25**

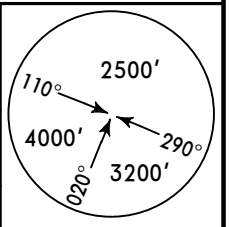
BRIEFING STRIP™

ATIS	APULIA Approach/ Radar		BARI Tower	
124.050	136.1	122.1	118.3	122.1

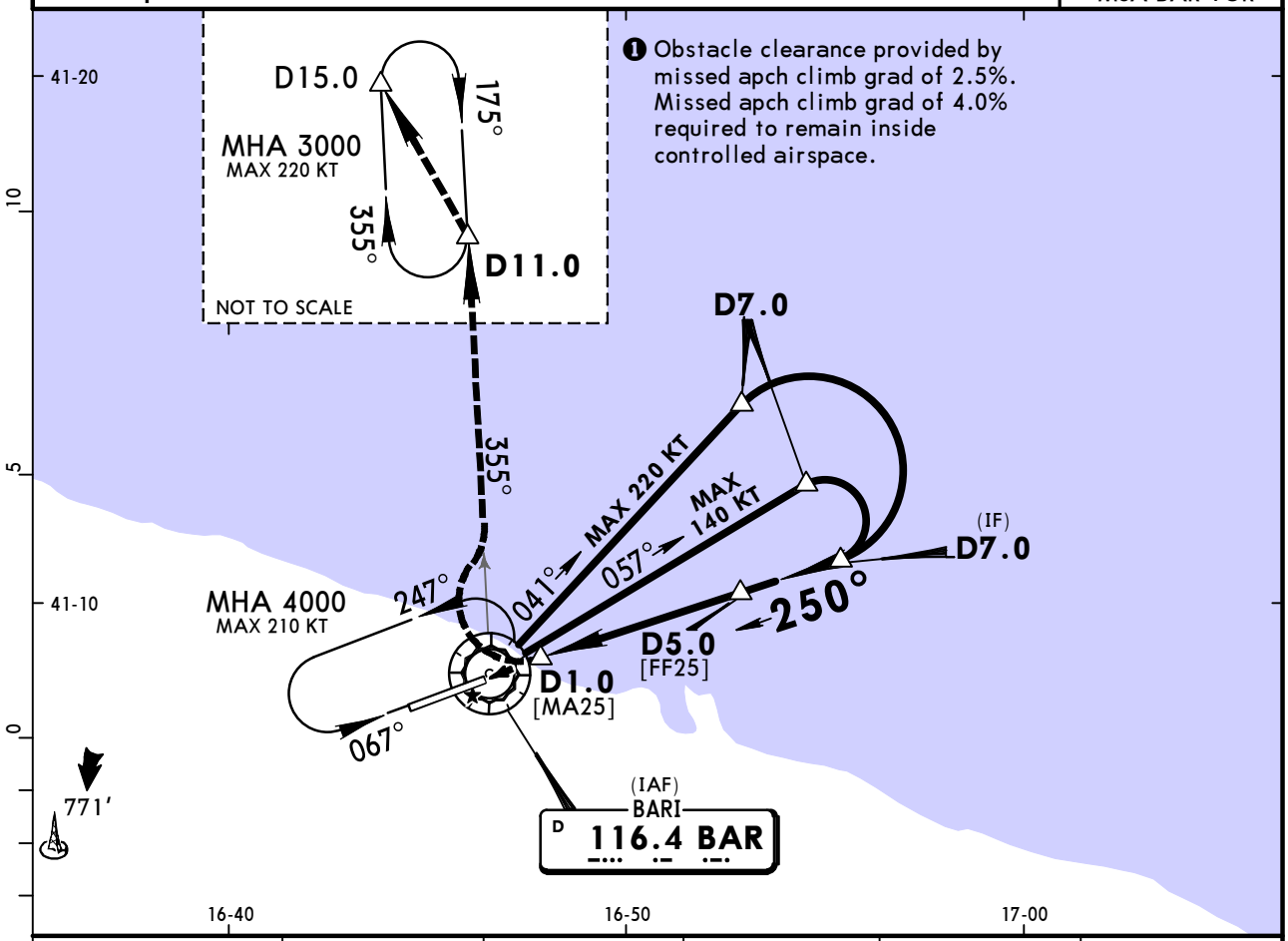
VOR BAR	Final Apch Crs	Minimum Alt D5.0	DA(H)	Apt Elev 187′ / Rwy 108′
116.4	**250°**	**1700′** (1592′)	**520′** (412′)	

MISSED APCH: Turn RIGHT (MAX 200 KT) to join and follow R-355 climbing to 3000′ to D11.0 and hold. ❶

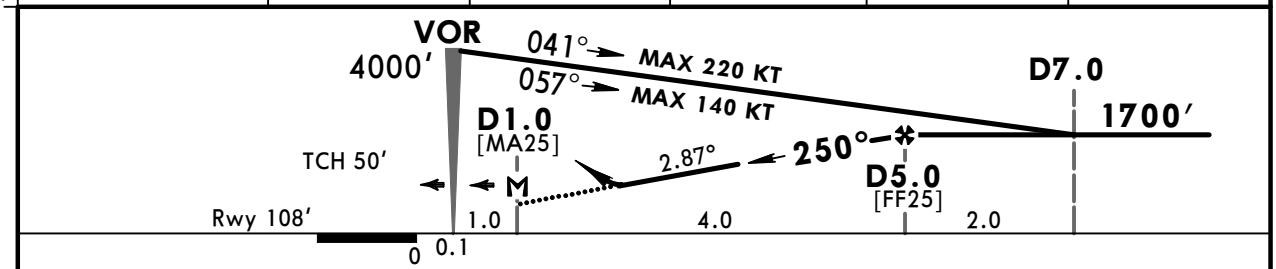
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000′
DME required.



MSA BAR VOR



BAR DME	1.0	2.0	3.0	4.0	5.0
ALTITUDE	500′	800′	1100′	1400′	1700′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.87°	355	457	508	609	711	812
MAP at D1.0							

HIALS
REIL · PAPI · PAPI

200 KT MAX onto RT
BAR **116.4** **R-355**
3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **25**

DA(H) **520′** (412′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1700m	RVR 1900m
D		

CIRCLE-TO-LAND

Not authorized South of runway

Max Kts	MDA(H)	VIS
100	850′ (663′)	1500m
135	850′ (663′)	1600m
180	1000′ (813′)	2400m
205	1000′ (813′)	3600m

CHANGES: Communications.

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LIBD/BRI
PALESE

JEPPESEN
18 DEC 15 (13-7)

BARI, ITALY
VOR X Rwy 25

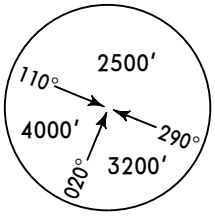
BRIEFING STRIP™

ATIS	APULIA Approach/ Radar		BARI Tower	
124.050	136.1	122.1	118.3	122.1

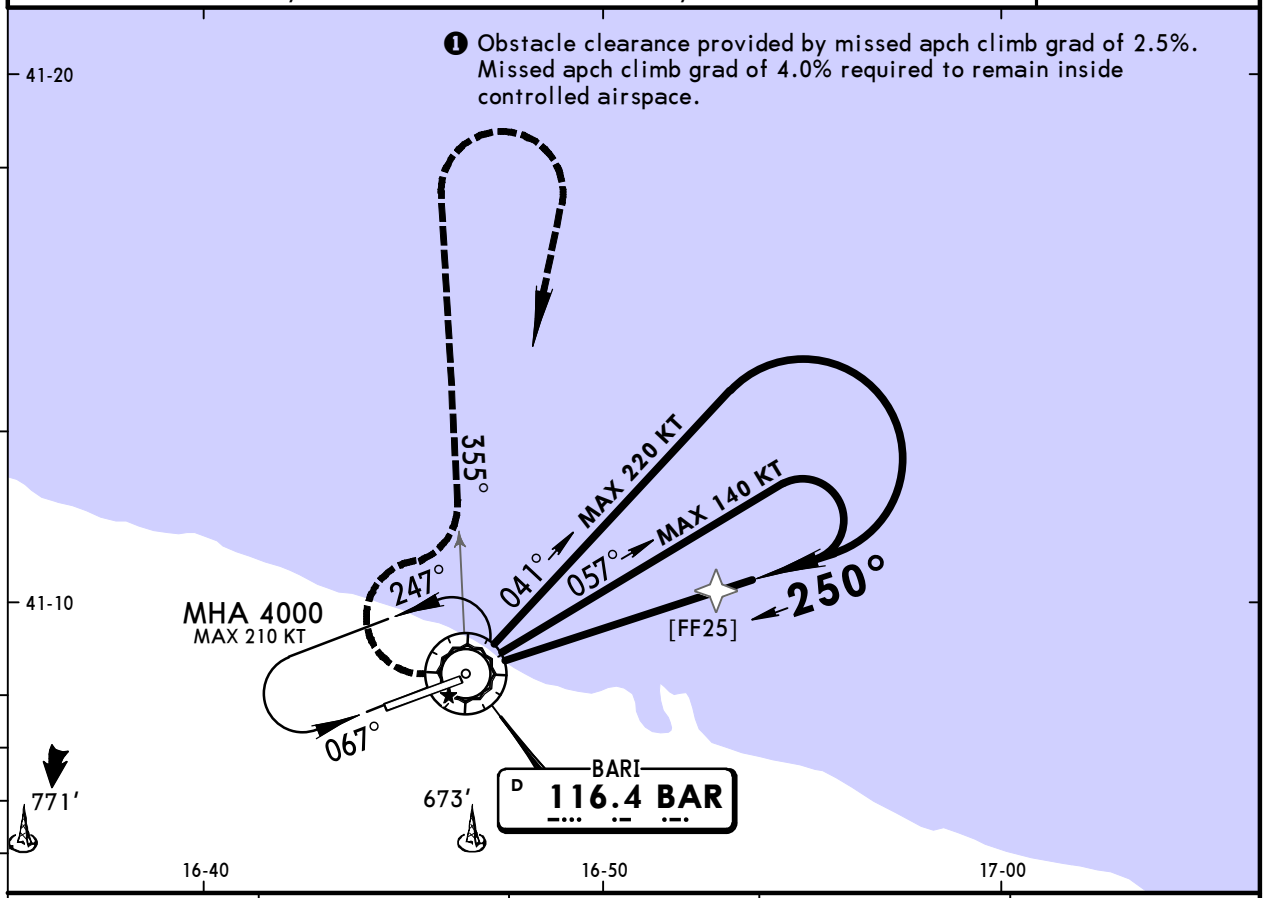
VOR BAR	Final Apch Crs	Minimum Alt	CDFA DA(H)	Apt Elev 187′
116.4	**250°**	No FAF	**600′** (492′)	Rwy 108′

MISSED APCH: Turn RIGHT (MAX 200 KT) to join and follow R-355 climbing to 4000′. Crossing 3000′ turn RIGHT and proceed inbound to VOR to be reached at 4000′. ❶

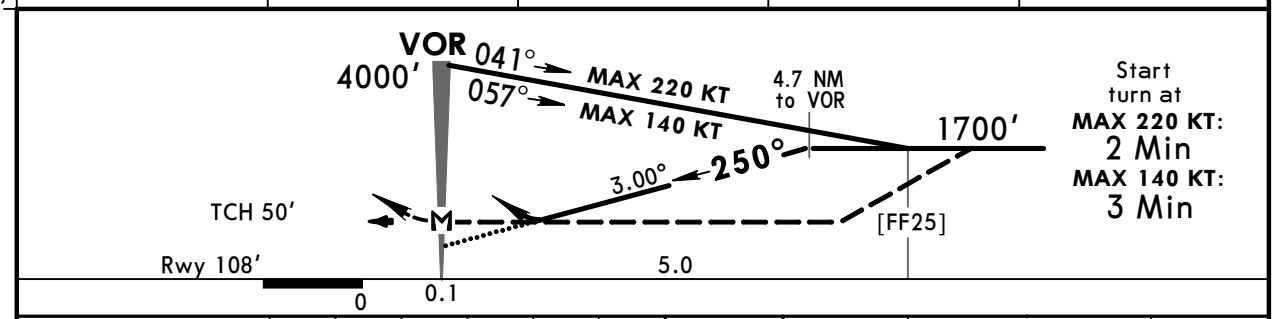
Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: By ATC | Trans alt: 5000′



MSA BAR VOR



DIST to VOR	2.0	3.0	4.0	4.7
ALTITUDE	850′	1160′	1480′	1700′



Start turn at
MAX 220 KT: 2 Min
MAX 140 KT: 3 Min

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

HIALS
REIL
PAPI · PAPI

200 KT MAX onto RT
BAR **116.4** **R-355**
3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY **25**

	CDFA DA(H) **600′**(492′)		non-CDFA MDA(H) **600′**(492′)	
		ALS out		ALS out
A	RVR 1500m		CMV 2300m	CMV 2500m
B				
C	CMV 2100m	CMV 2300m	CMV 2500m	CMV 2700m
D				

CIRCLE-TO-LAND
Not authorized South of runway

Max Kts	MDA(H)	VIS
100	850′ (663′)	1500m ❶
135	850′ (663′)	1600m ❶
180	1000′ (813′)	2400m ❷
205	1000′ (813′)	3600m

❶ After non-CDFA apch: VIS 2500m. ❷ After non-CDFA apch: VIS 2700m.

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LIBD/BRI
PALESE

JEPPESEN
18 DEC 15 (16-1)

BARI, ITALY
Lctr Z Rwy 07

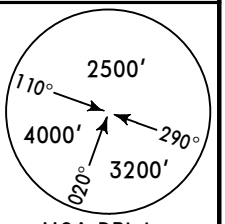
BRIEFING STRIP ™

ATIS	APULIA Approach/ Radar		BARI Tower	
124.050	136.1	122.1	118.3	122.1

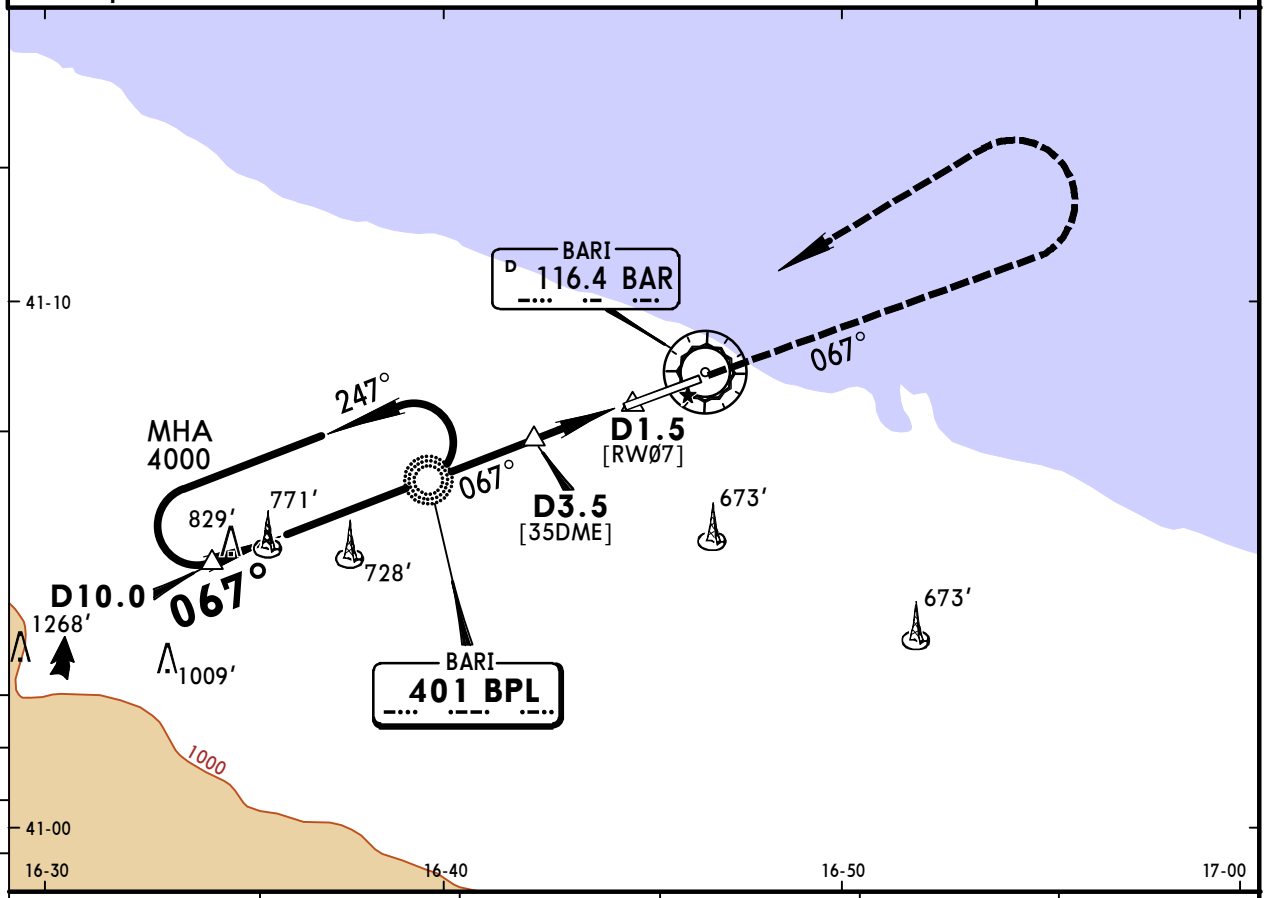
Lctr BPL	Final Apch Crs	Minimum Alt Lctr	DA(H)	Apt Elev 187′
401	067°	1550′ (1374′)	640′ (464′)	Rwy 176′

MISSED APCH: Continue on track 067° (067° from Lctr) and climb to 4000′. Crossing 3000′ turn LEFT to reach Lctr at 4000′.

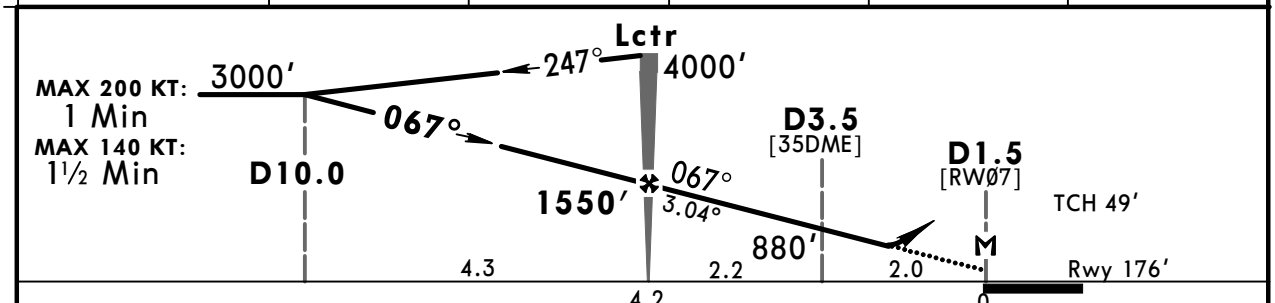
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000′
DME required.



MSA BPL Lctr



BAR DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1690′	1370′	1050′	720′	400′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.04°	376	484	538	645	753	861
MAP at D1.5							

HIALS
REIL
PAPI PAPI

3000′ on 067°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07**

DA(H) **640′** (464′)

		ALS out
A	RVR 1500m	RVR 1500m
B		
C		CMV 2200m
D		

CIRCLE-TO-LAND

Not authorized South of runway

Max Kts	MDA(H)	VIS
100	850′ (663′)	1500m
135	850′ (663′)	1600m
180	1000′ (813′)	2400m
205	1000′ (813′)	3600m

CHANGES: Communications.

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LIBD/BRI
PALESE

JEPPESEN
18 DEC 15 (16-2)

BARI, ITALY
Lctr Y Rwy 07

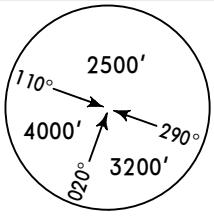
BRIEFING STRIP TM

ATIS	APULIA Approach/ Radar		BARI Tower	
124.050	136.1	122.1	118.3	122.1

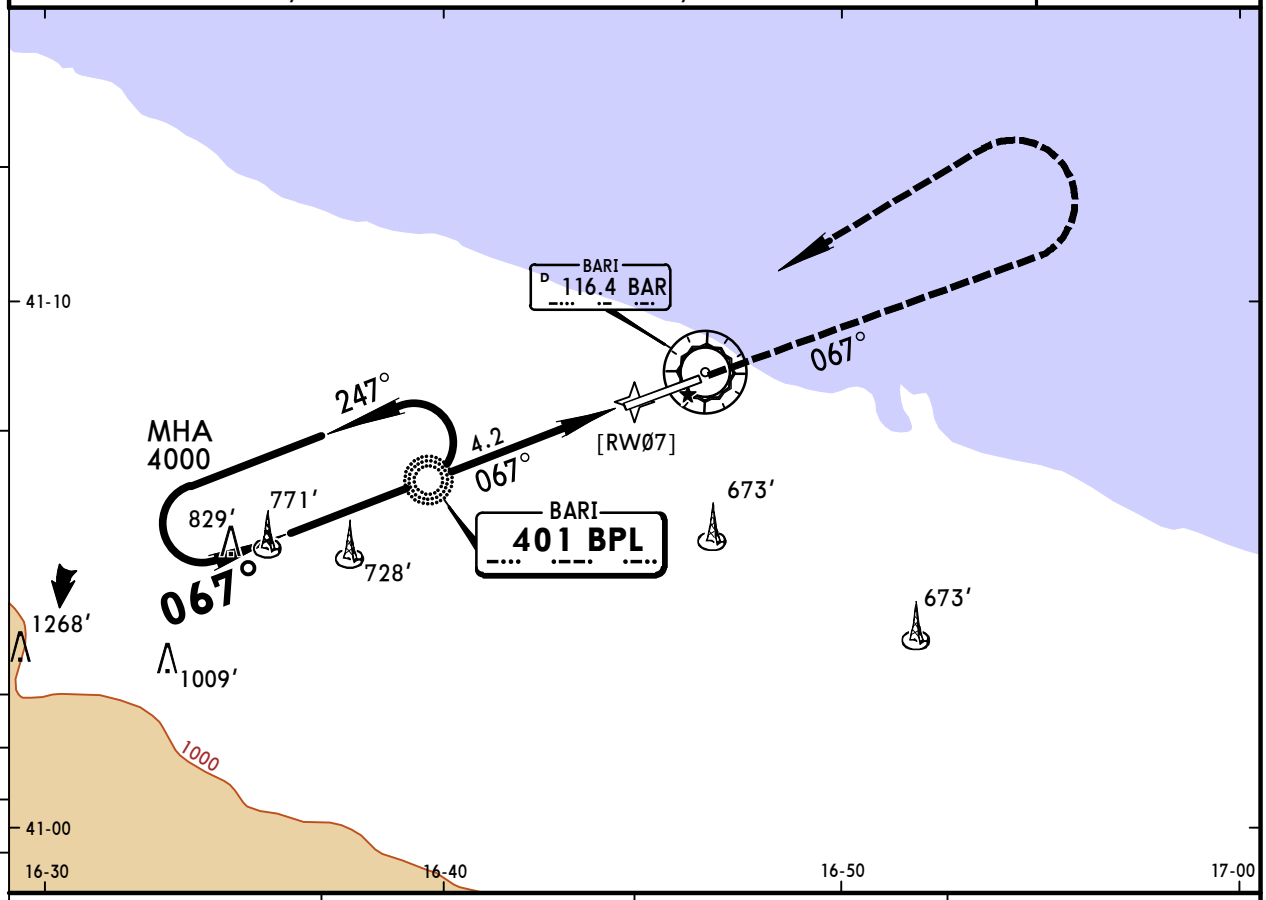
Lctr BPL	Final Apch Crs	Minimum Alt Lctr	DA(H)	Apt Elev 187′
401	067°	1770′(1594′)	790′(614′)	Rwy 176′

MISSED APCH: Continue on track 067° (067° from Lctr) and climb to 4000′. Crossing 3000′ turn LEFT to reach Lctr at 4000′.

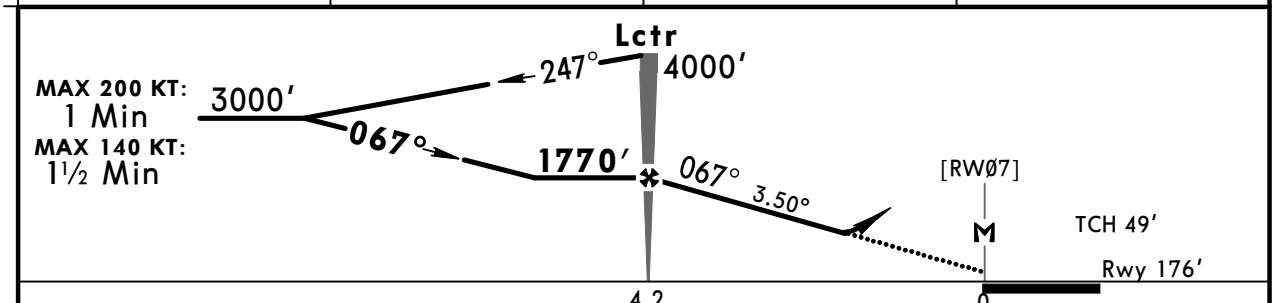
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000′



MSA BPL Lctr



DIST to RWØ7	4.0	3.0	2.0
ALTITUDE	1700′	1330′	960′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
Lctr to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35

HIALS
REIL PAPI PAPI
3000′ on 067°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07**

DA(H) **790′(614′)**

		ALS out
A	RVR 1500m	
B		
C	CMV 2100m	CMV 2400m
D		

CIRCLE-TO-LAND

Not authorized South of runway

Max Kts	MDA(H)	VIS
100	850′(663′)	1500m
135	850′(663′)	1600m
180	1000′(813′)	2400m
205	1000′(813′)	3600m

CHANGES: Communications.

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Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LIBD/BRI
PALESE

JEPPESEN
18 DEC 15 (16-3)

BARI, ITALY
Lctr Rwy 25

BRIEFING STRIP ™

ATIS	APULIA Approach/ Radar		BARI Tower	
124.050	136.1	122.1	118.3	122.1

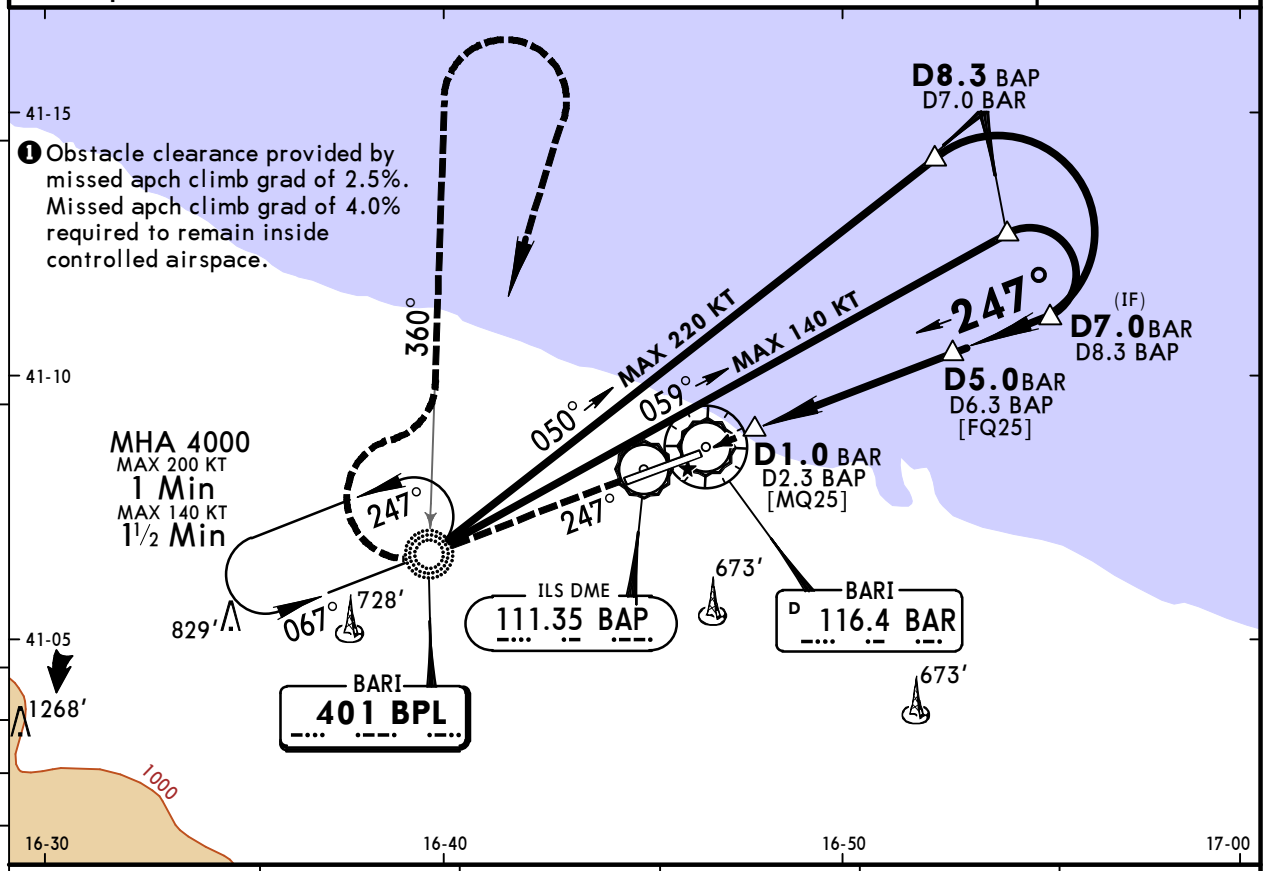
Lctr BPL	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / Rwy
401	247°	D5.0 BAR 1800′(1692′)	600′(492′)	Apt Elev 187′ / Rwy 108′

MISSED APCH: Climb to 4000′. Proceed on track 247° to Lctr. Over Lctr turn RIGHT to join and follow 360° from Lctr. Passing 3000′ turn RIGHT to Lctr. ❶

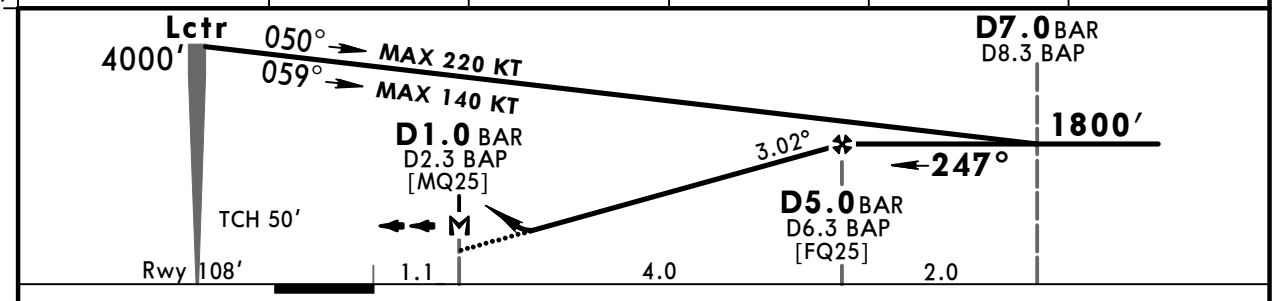
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 5000′

DME required.

MSA BPL Lctr: 110° 2500′; 290° 3200′; 020° 4000′



BAR DME	1.0	2.0	3.0	4.0	5.0
ALTITUDE	520′	840′	1160′	1480′	1800′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.02°	374	481	534	641	748	855
MAP at D1.0 BAR/D2.3 BAP							

HIALS
REIL · PAPI · PAPI

BPL 401 on 247°

Standard STRAIGHT-IN LANDING RWY 25

DA(H) 600′(492′)

		ALS out
A	RVR 1500m	
B		
C	CMV 2100m	CMV 2300m
D		

CIRCLE-TO-LAND

Not authorized South of runway

Max Kts	MDA(H)	VIS
100	850′(663′)	1500m
135	850′(663′)	1600m
180	1000′(813′)	2400m
205	1000′(813′)	3600m

PANS OPS

CHANGES: Communications.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 26-2015

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BARI, (PALESE - LIBD)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LIBD

Type: Terminal
Effectivity: Temporary
Begin Date: 20141016
End Date: Until Further Notice

For construction information refer to 10-8/10-8A and latest NOTAMs.