(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

List of pages in this Trip Kit

Trip Kit Index
Airport Information For LIPE
Terminal Charts For LIPE
Revision Letter For Cycle 01-2016
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

General Information

Location: BOLOGNA ITA
ICAO/IATA: LIPE / BLQ
Lat/Long: N44° 31.85', E011° 17.82'
Elevation: 123 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° 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: 0650 Z
Sunset: 1554 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: 120.800
Bologna Tower: 129.900
Bologna Approach: 120.100
Bologna Approach: 129.900
Bologna Radar: 120.100

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

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.

© JEPPESEN, 2007, 2012. ALL RIGHTS RESERVED.

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

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.

© JEPPESEN, 2007, 2012. ALL RIGHTS RESERVED.

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

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Unless otherwise instructed by ATC arriving ACFT shall 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 final approach or to intercept appropriate magnetic bearing in case of NDB final approach or at 12NM from THR in case of straight-in approach.
- 180 KT when completing turn to intercept LOC or at 9NM from THR in case of straigt-in approach.
- 160 KT at 5NM 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. APRON MANAGEMENT

Push-back and taxi instructions provided only after "ACFT ready" communication is reported by aerodrome operator to the TWR.

"ACFT ready" status is reported, when:

- ACFT doors and holds are closed;
- Compulsory documentation provided to handler;
- ACFT safe area clear from vehicles, equipment and ground personnel;
- ACFT fully ready for taxi or push-back.

3.1.2. 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.

3.1.3. 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.

© JEPPESEN, 2007, 2015. ALL RIGHTS RESERVED.

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

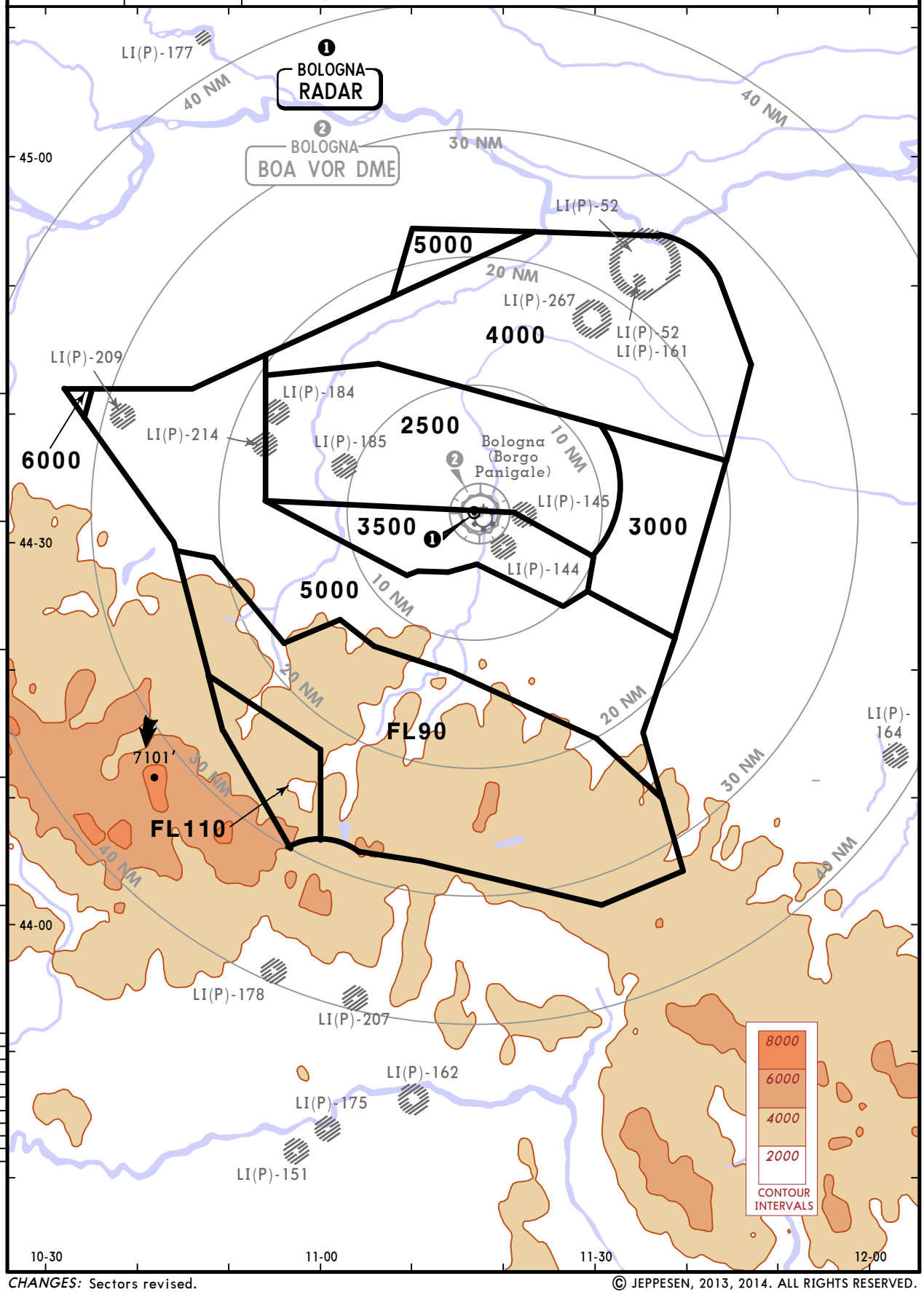
LIPE/BLQ
BORGO PANIGALE

JEPPESEN

14 NOV 14 (10-1R)

BOLOGNA, ITALY
RADAR MINIMUM ALTITUDES

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.

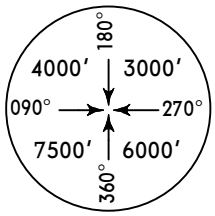


CHANGES: Sectors revised.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

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

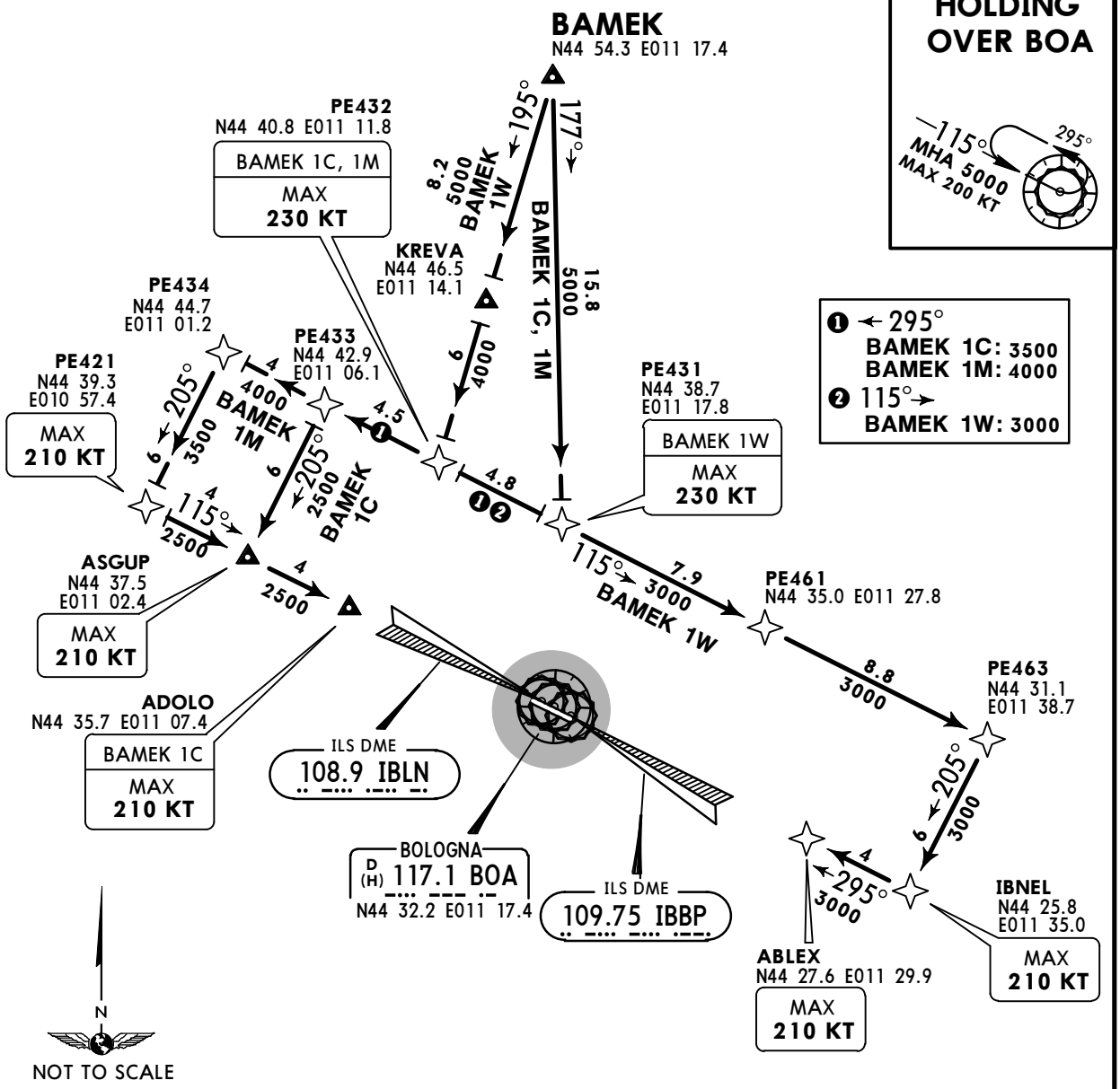
ATIS	Apt Elev	
134.875	123′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



MSA
BOA VOR

BAMEK 1C[BAME1C], BAMEK 1M[BAME1M]
BAMEK 1W[BAME1W]
RWYS 12, 30 P-RNAV ARRIVALS

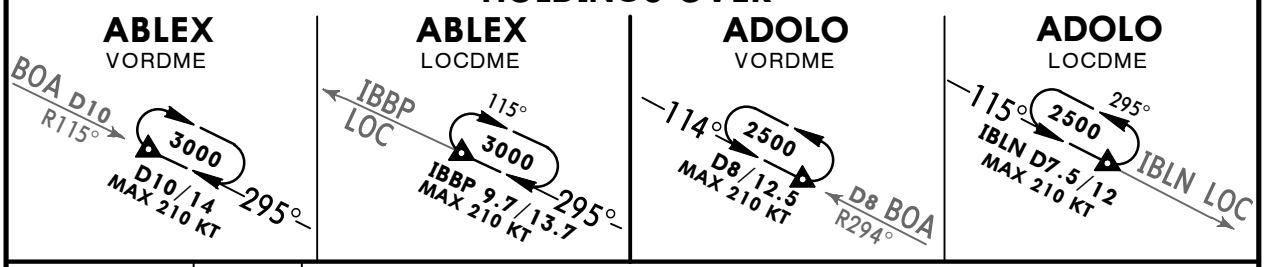
SPEED: MAX 250 KT AT OR BELOW FL100



HOLDING OVER BOA

❶ ← 295°
BAMEK 1C: 3500
BAMEK 1M: 4000
❷ 115° →
BAMEK 1W: 3000

HOLDINGS OVER



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-).

CHANGES: BLN ident renamed IBLN.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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

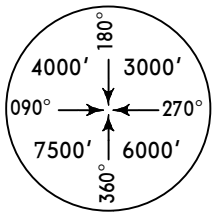
LIPE/BLQ
BORGO PANIGALE

JEPPESEN

10 JUL 15 (10-2A) Eff 23 Jul

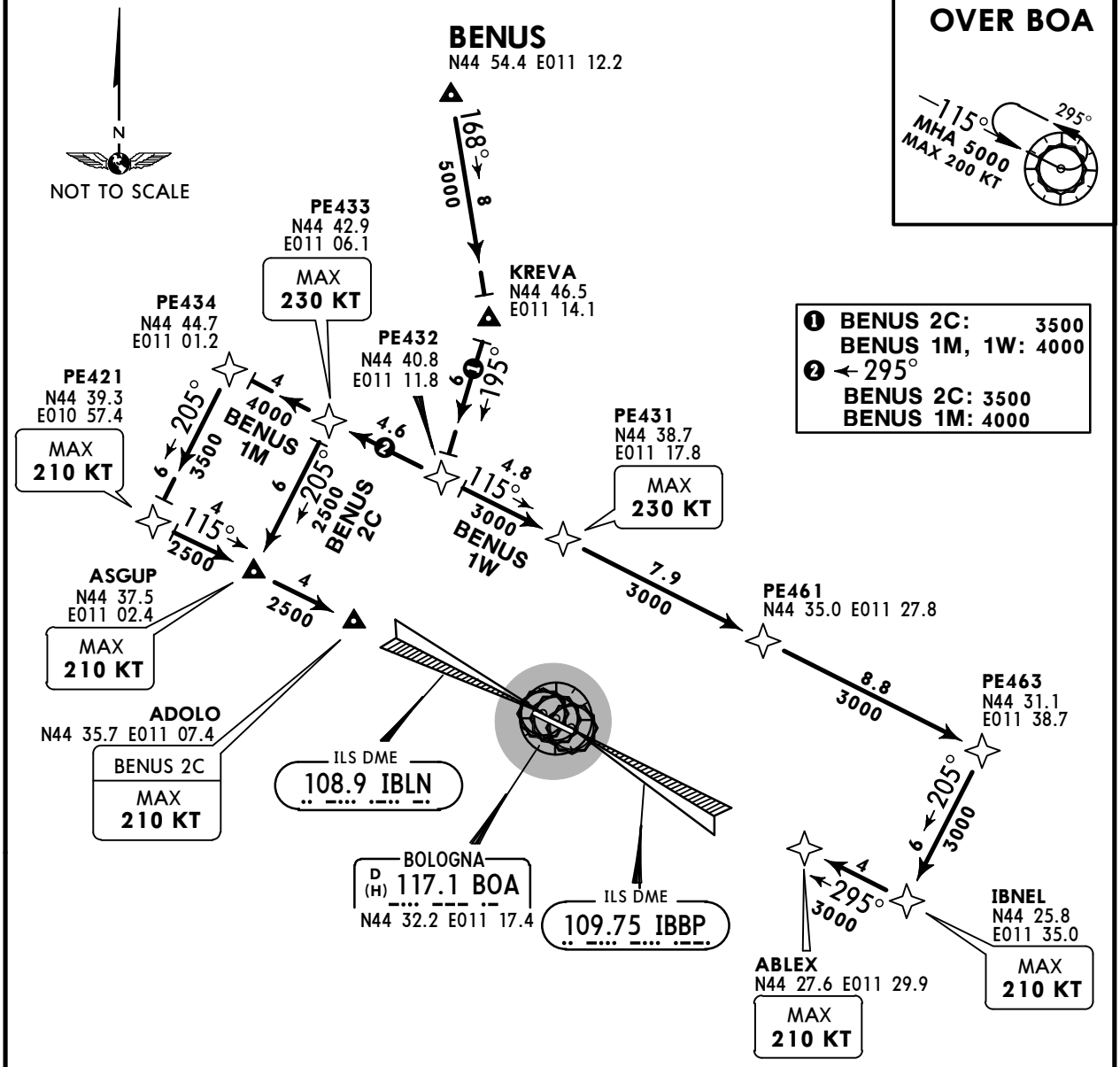
BOLOGNA, ITALY
RNAV STAR

ATIS	Apt Elev	
134.875	123′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

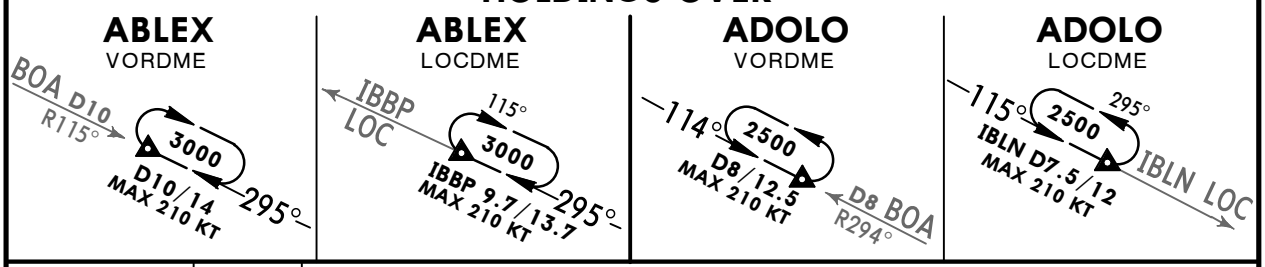


MSA
BOA VOR

BENUS 2C [BENU2C], BENUS 1M [BENU1M]
BENUS 1W [BENU1W]
RWYS 12, 30 P-RNAV ARRIVALS
SPEED: MAX 250 KT AT OR BELOW FL100



HOLDINGS OVER



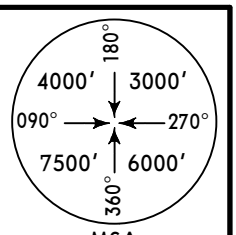
STAR	RWY	ROUTING
BENUS 2C	12	BENUS - KREVA - PE432 - PE433 (K230-) - ASGUP (K210-) - ADOLO (K210-).
BENUS 1M		BENUS - KREVA - PE432 - PE433 (K230-) - PE434 - PE421 (K210-) - ASGUP (K210-) - ADOLO.
BENUS 1W	30	BENUS - KREVA - PE432 - PE431 (K230-) - PE461 - PE463 - IBNEL (K210-) - ABLEX (K210-).

CHANGES: BLN ident renamed IBLN.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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

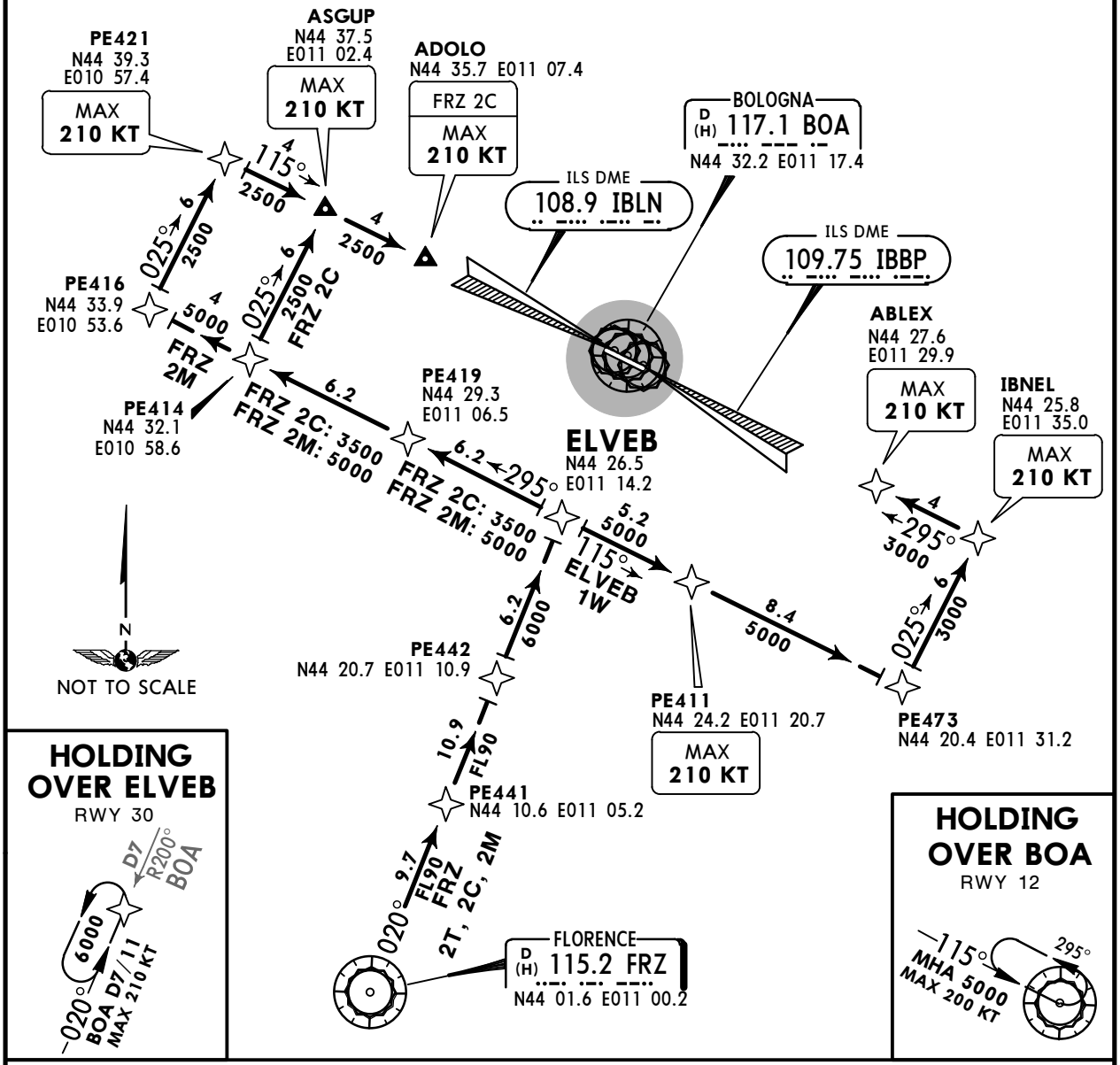
ATIS	Apt Elev	
134.875	123′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



MSA
BOA VOR

FRZ 2T
RWY 30 P-RNAV TRANSITION
ELVEB 1W[ELVE1W] , FRZ 2C, FRZ 2M
RWYS 12, 30 P-RNAV ARRIVALS

SPEED: MAX 250 KT AT OR BELOW FL100

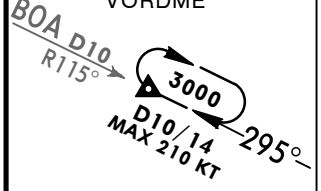


HOLDING OVER ELVEB
RWY 30

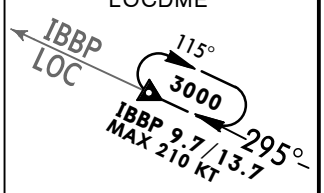
HOLDING OVER BOA
RWY 12

HOLDINGS OVER

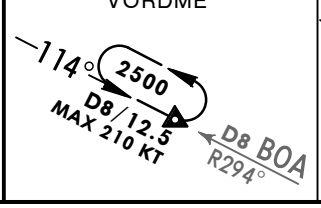
ABLEX VORDME



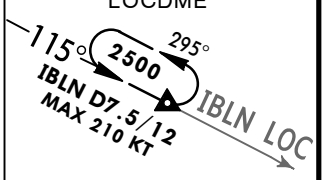
ABLEX LOCDME



ADOLO VORDME



ADOLO LOCDME



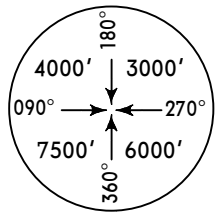
TRANSITION	RWY	ROUTING
FRZ 2T	30	FRZ - PE441 - PE442 - ELVEB.
STAR	**RWY**	**ROUTING**
ELVEB 1W	30	ELVEB - PE411 (K210-) - PE473 - IBNEL (K210-) - ABLEX (K210-).
FRZ 2C	12	FRZ - PE441 - PE442 - ELVEB - PE419 - PE414 - ASGUP (K210-) - ADOLO (K210-).
FRZ 2M		FRZ - PE441 - PE442 - ELVEB - PE419 - PE414 - PE416 - PE421 (K210-) - ASGUP (K210-) - ADOLO.

CHANGES: Holding over ELVEB.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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

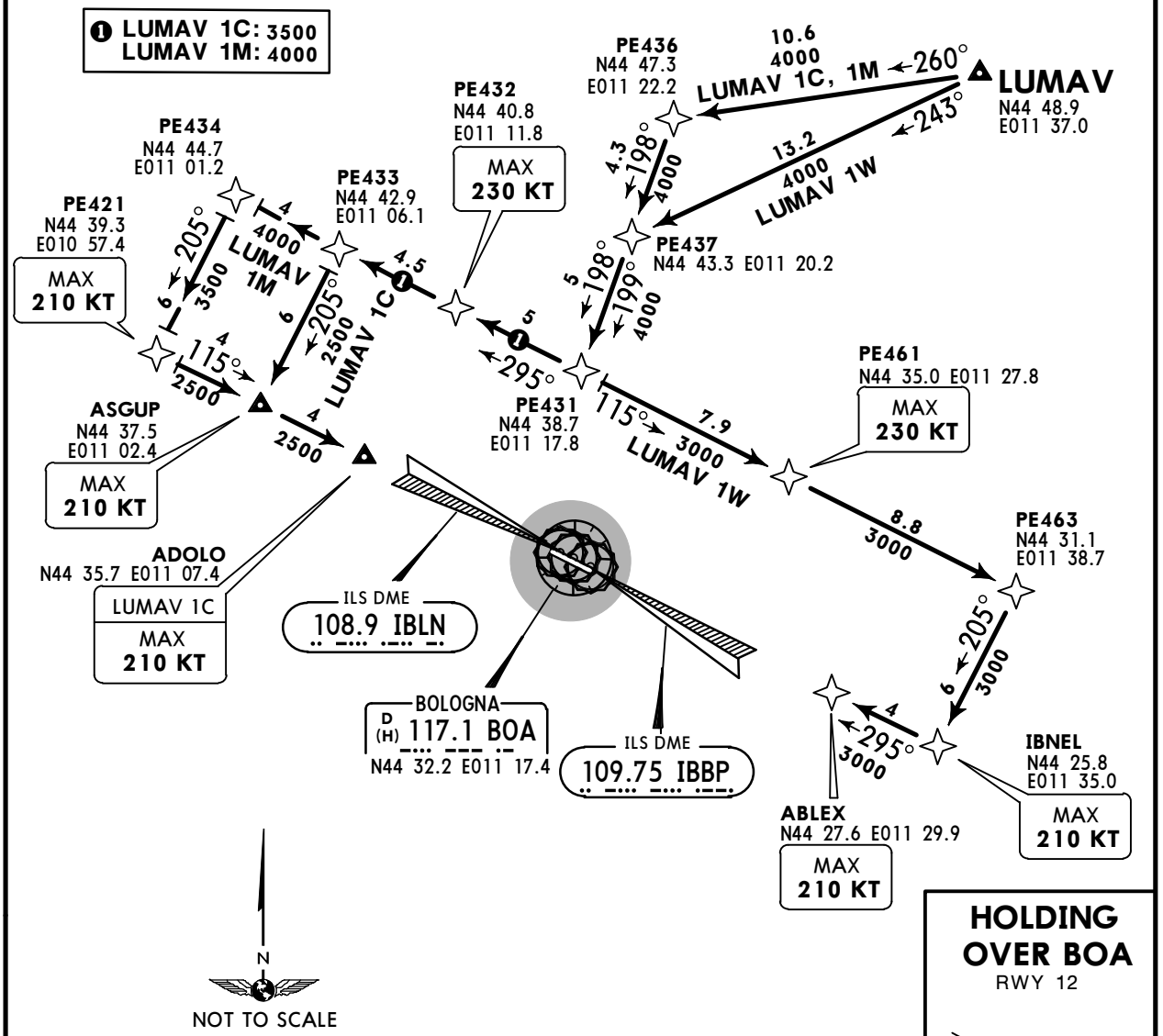
ATIS	Apt Elev	
134.875	123′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



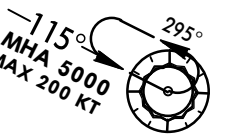
MSA
BOA VOR

LUMAV 1C[LUMA1C], LUMAV 1M[LUMA1M]
LUMAV 1W[LUMA1W]
RWYS 12, 30 P-RNAV ARRIVALS

SPEED: MAX 250 KT AT OR BELOW FL100

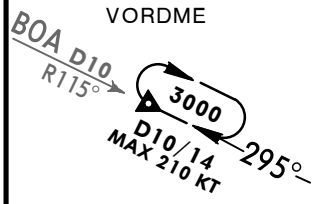


HOLDING OVER BOA
RWY 12

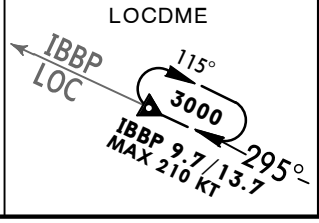


HOLDINGS OVER

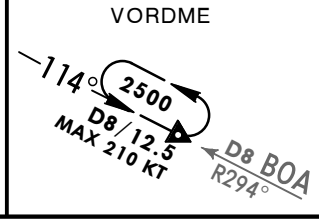
ABLEX VORDME



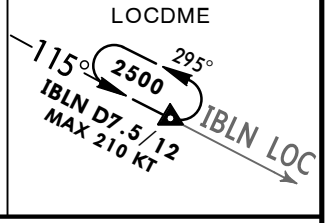
ABLEX LOCDME



ADOLO VORDME



ADOLO LOCDME



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-).

CHANGES: None.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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

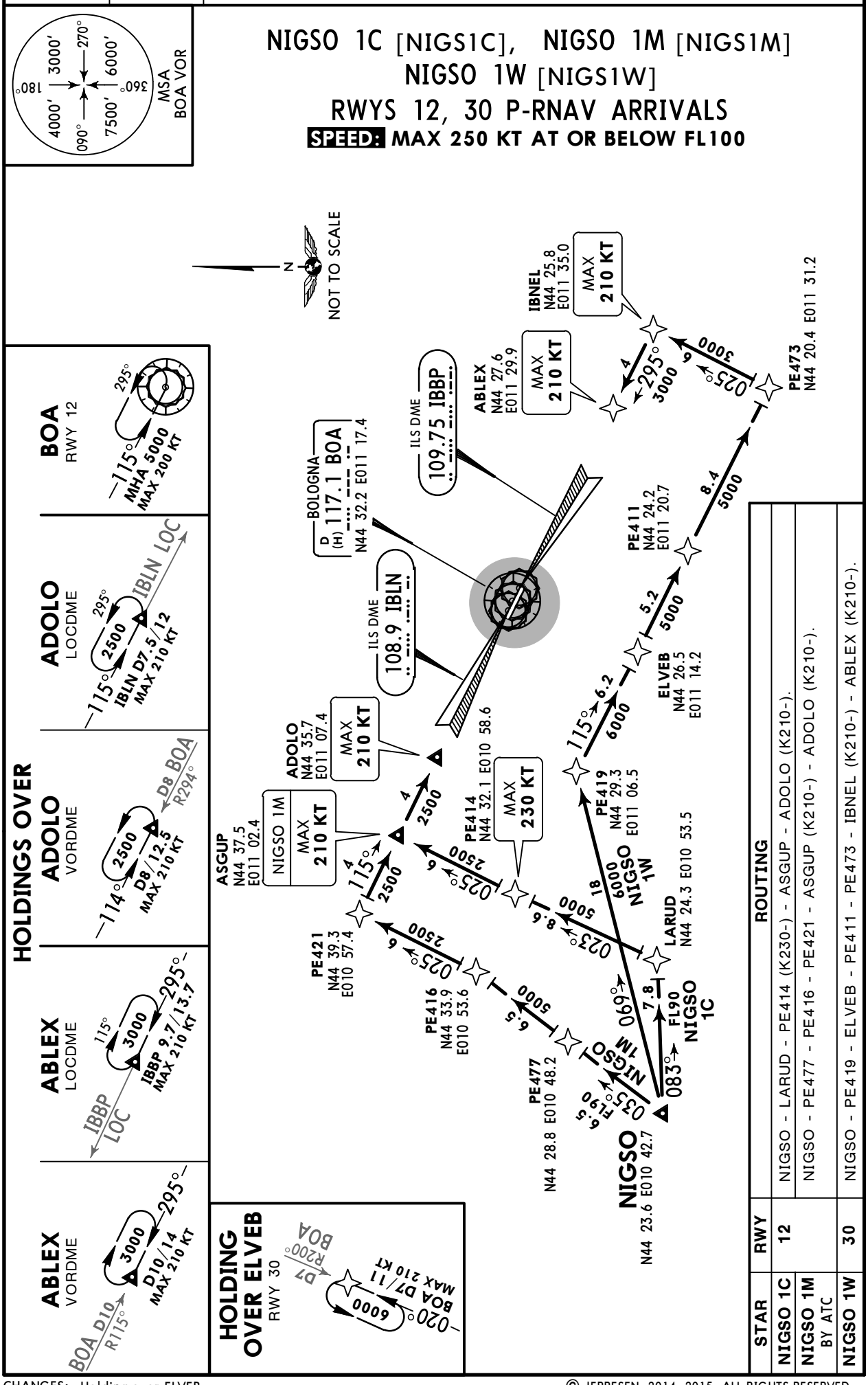
LIPE/BLQ
BORGO PANIGALE

JEPPESEN

24 JUL 15 (10-2D)

BOLOGNA, ITALY
RNAV STAR

ATIS	Apt Elev	
134.875	123′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

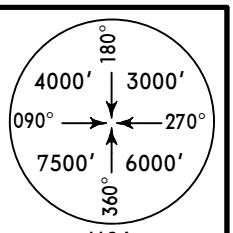


CHANGES: Holding over ELVEB.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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

ATIS	Apt Elev	
134.875	123′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



MSA
BOA VOR

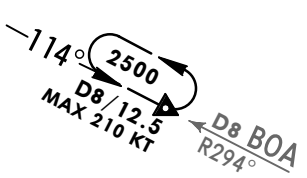
PELEG 2F [PELE2F], PELEG 3M [PELE3M]
RWY 12 P-RNAV ARRIVALS

SPEED: MAX 250 KT AT OR BELOW FL100

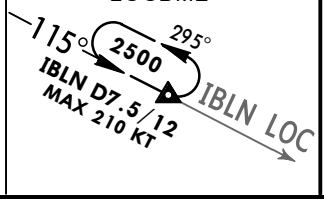
PE434 N44 44.7 E011 01.2
PE433 N44 42.9 E011 06.1
PE432 N44 40.8 E011 11.8
PE431 N44 38.7 E011 17.8
PE421 N44 39.3 E010 57.4
MAX 210 KT
ASGUP N44 37.5 E011 02.4
MAX 210 KT
ADOLO N44 35.7 E011 07.4
PE416 N44 33.9 E010 53.6
PE414 N44 32.1 E010 58.6
PE419 N44 29.3 E011 06.5
ELVEB N44 26.5 E011 14.2
PE411 N44 24.2 E011 20.7
PE388 N44 18.7 E011 37.0
PELEG N44 13.7 E011 44.1
BOLOGNA D (H) 117.1 BOA N44 32.2 E011 17.4
ILS DME 108.9 IBLN
PELEG 2F
PELEG 3M
FL160
FL90 By ATC

HOLDINGS OVER

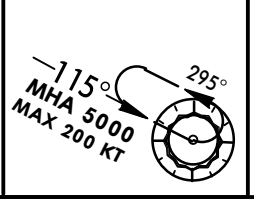
ADOLO VORDME

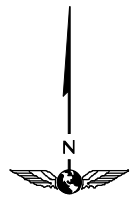


ADOLO LOCDME



BOA





NOT TO SCALE

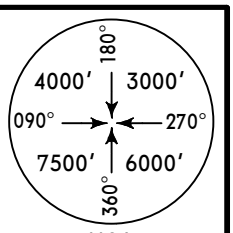
STAR	ROUTING
PELEG 2F By ATC	PELEG - PE388 - PE431 - PE432 - PE433 - PE434 - PE421 (K210-) - ASGUP (K210-) - ADOLO.
PELEG 3M	PELEG - PE388 - PE411- ELVEB - PE419 - PE414 - PE416 - PE421 (K210-) - ASGUP (K210-) - ADOLO.

CHANGES: None.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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

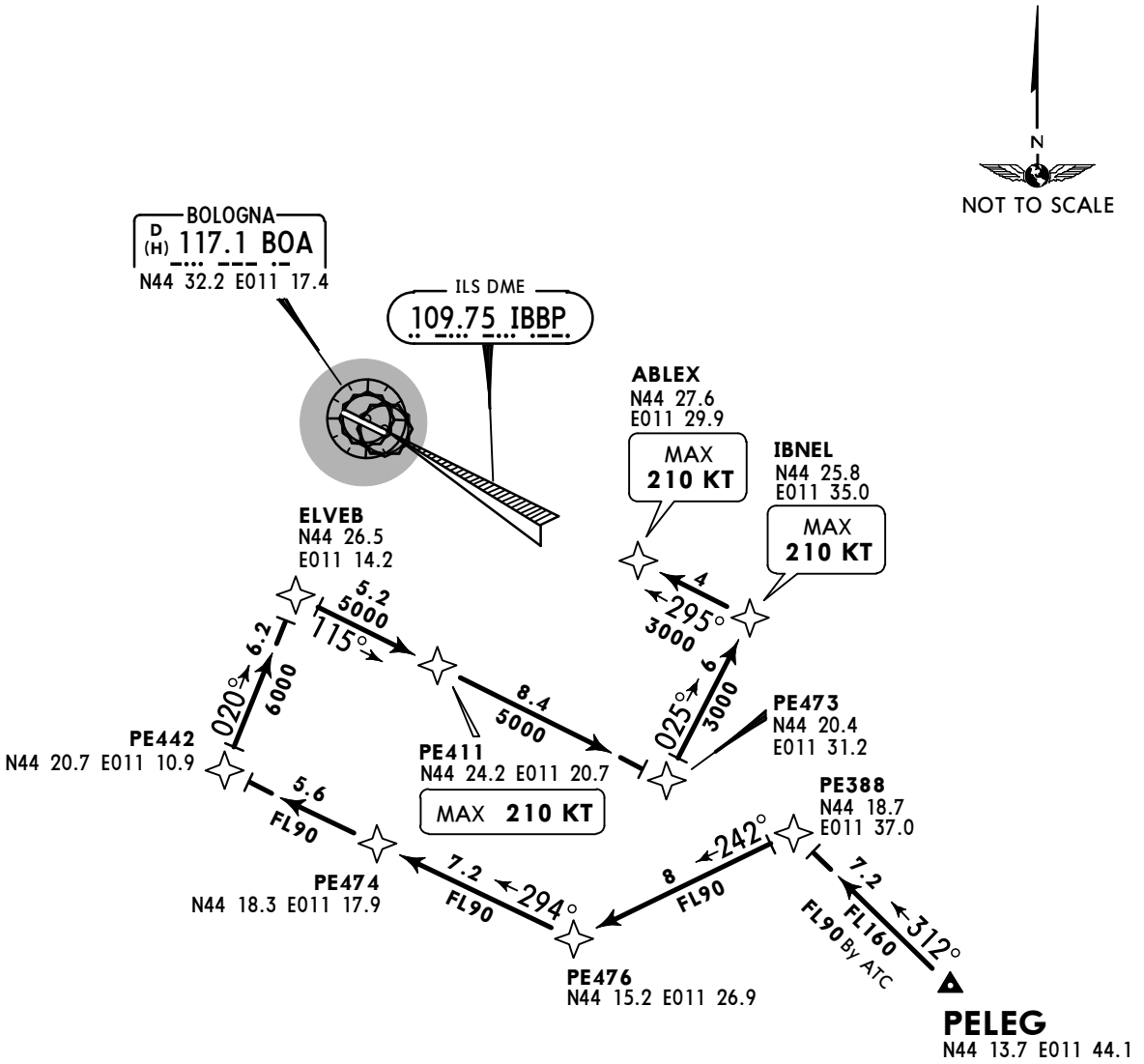
ATIS	Apt Elev	
134.875	123′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



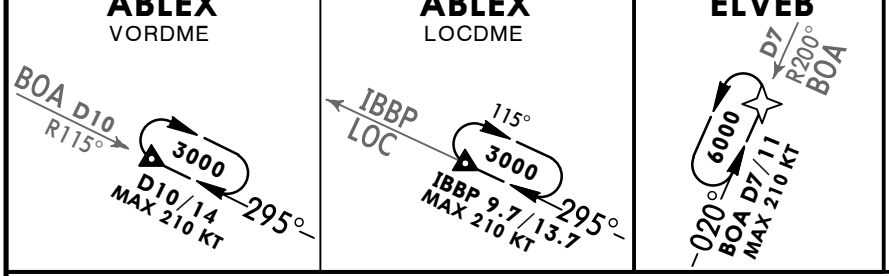
MSA
BOA VOR

PELEG 3W [PELE3W]
RWY 30 P-RNAV ARRIVAL

SPEED: MAX 250 KT AT OR BELOW FL100



HOLDINGS OVER



ROUTING

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

CHANGES: Holding over ELVEB.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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

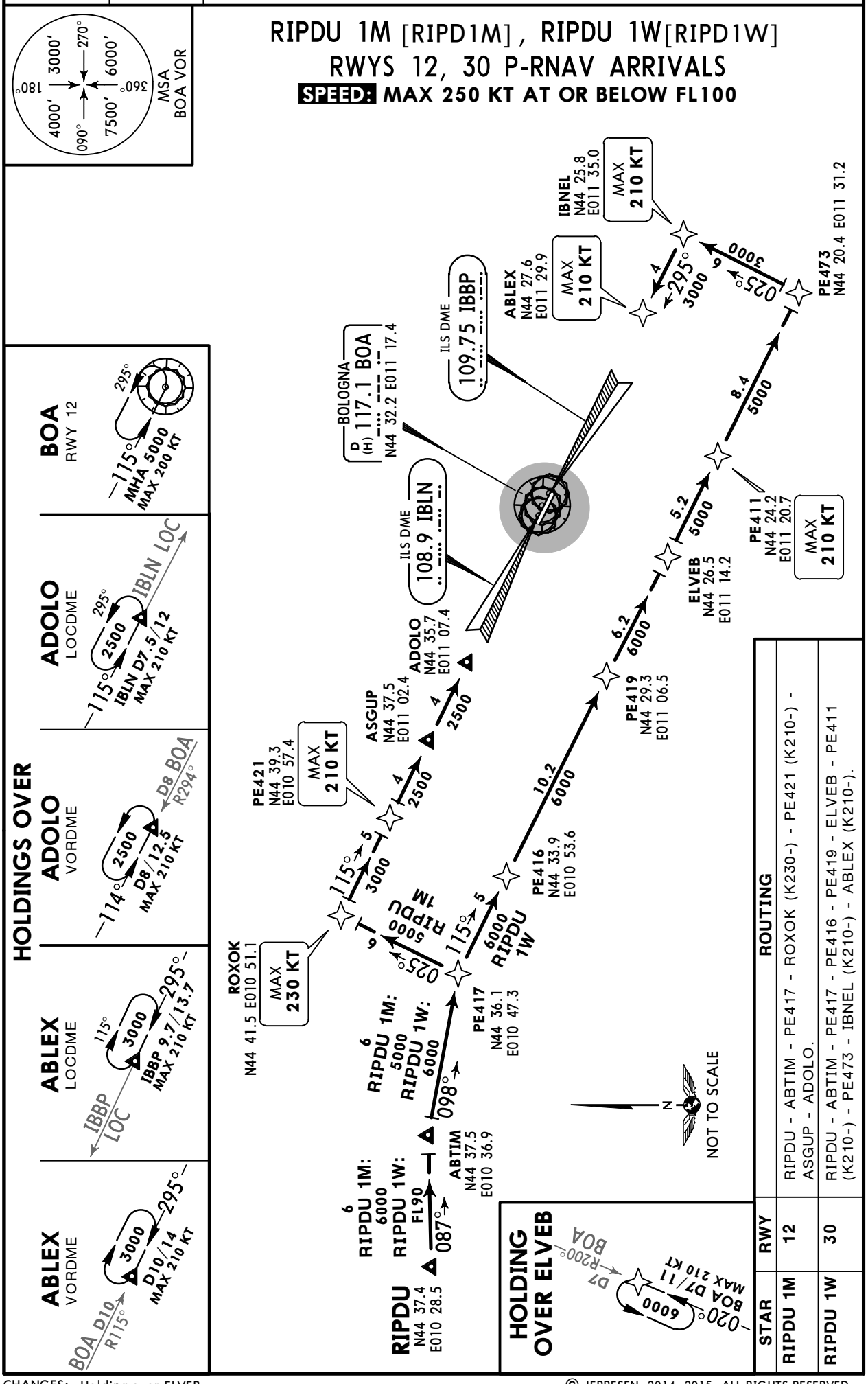
LIPE/BLQ
BORGO PANIGALE

JEPPESEN

24 JUL 15 (10-2G)

BOLOGNA, ITALY
RNAV STAR

ATIS	Apt Elev	
134.875	123′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

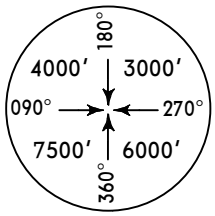


CHANGES: Holding over ELVEB.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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

ATIS	Apt Elev	
134.875	123′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

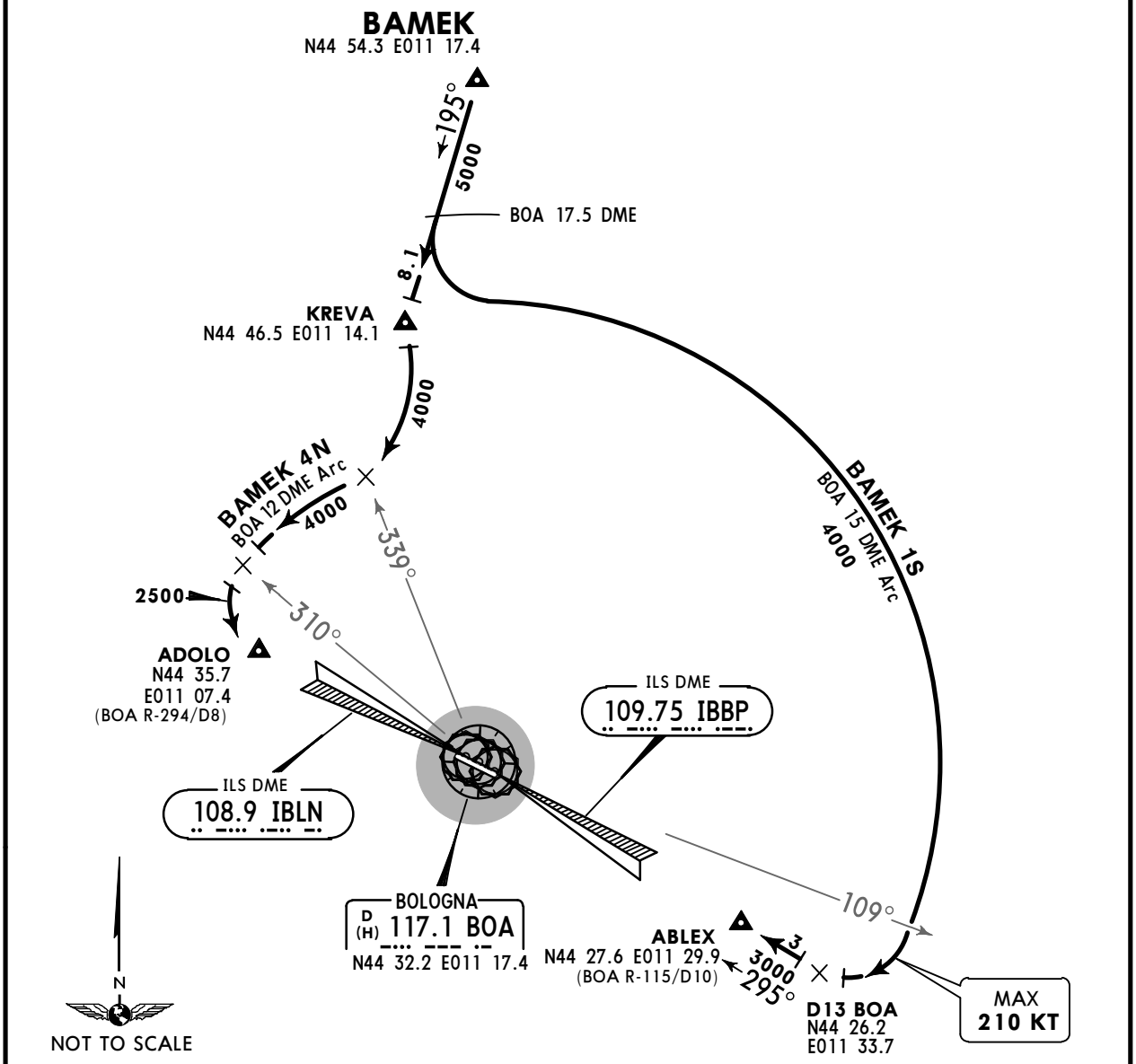


MSA
BOA VOR

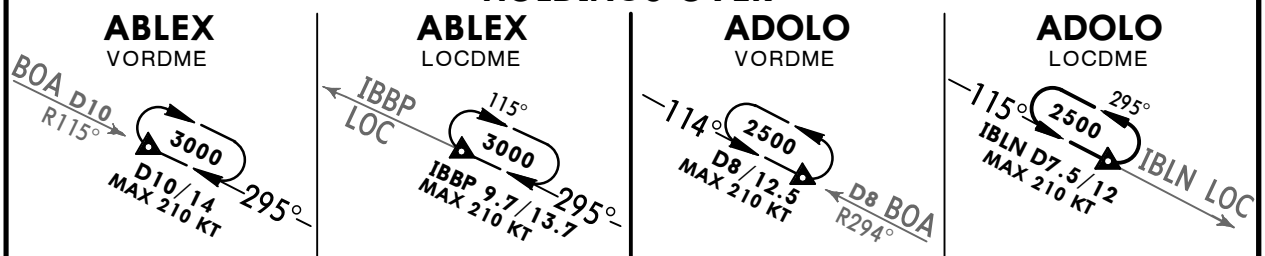
BAMEK 4N [BAME4N], BAMEK 1S [BAME1S] ARRIVALS

BASED ON BOA VORDME

SPEED: MAX 250 KT AT OR BELOW FL100



HOLDINGS OVER



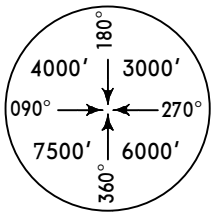
STAR	ROUTING
BAMEK 4N	On 195° track to KREVA, turn RIGHT, along BOA 12 DME arc, when passing BOA R-310 turn LEFT to ADOLO.
BAMEK 1S	On 195° track to BOA 17.5 DME, turn LEFT, along BOA 15 DME arc, when passing BOA R-109 turn RIGHT to ABLEX.

CHANGES: BLN ident renamed IBLN.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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

ATIS	Apt Elev	
134.875	123′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

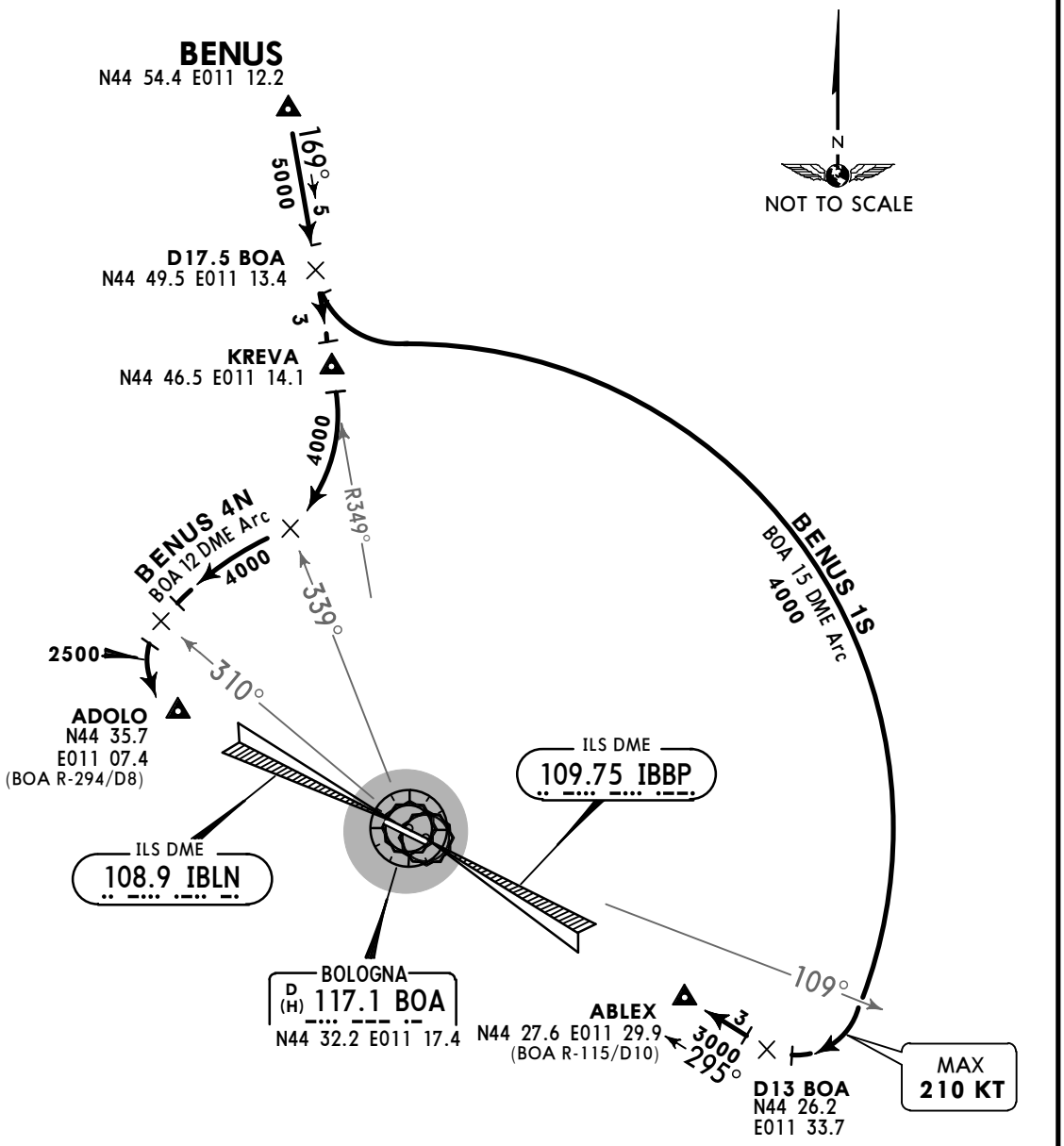


MSA
BOA VOR

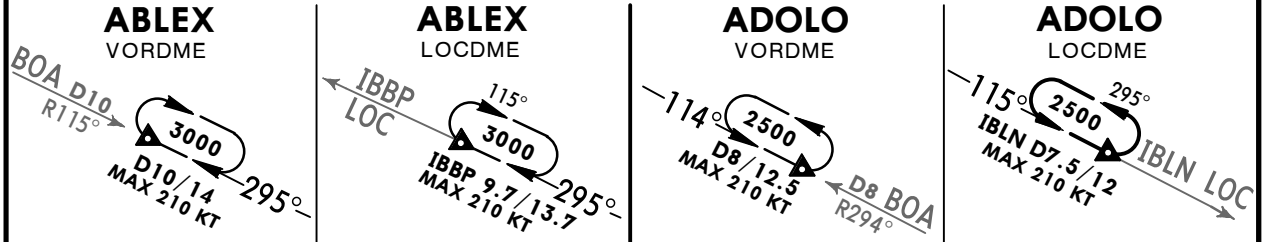
BENUS 4N [BENU4N], BENUS 1S [BENU1S] ARRIVALS

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 1S	On BOA R-349 inbound to D17.5 BOA, turn LEFT, along BOA 15 DME arc, when passing BOA R-109 turn RIGHT to ABLEX.

CHANGES: BLN ident renamed IBLN.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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

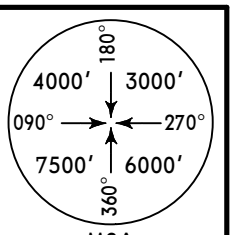
LIPE/BLQ
BORGO PANIGALE

JEPPESEN

10 JUL 15 (10-2K) Eff 23 Jul

BOLOGNA, ITALY
STAR

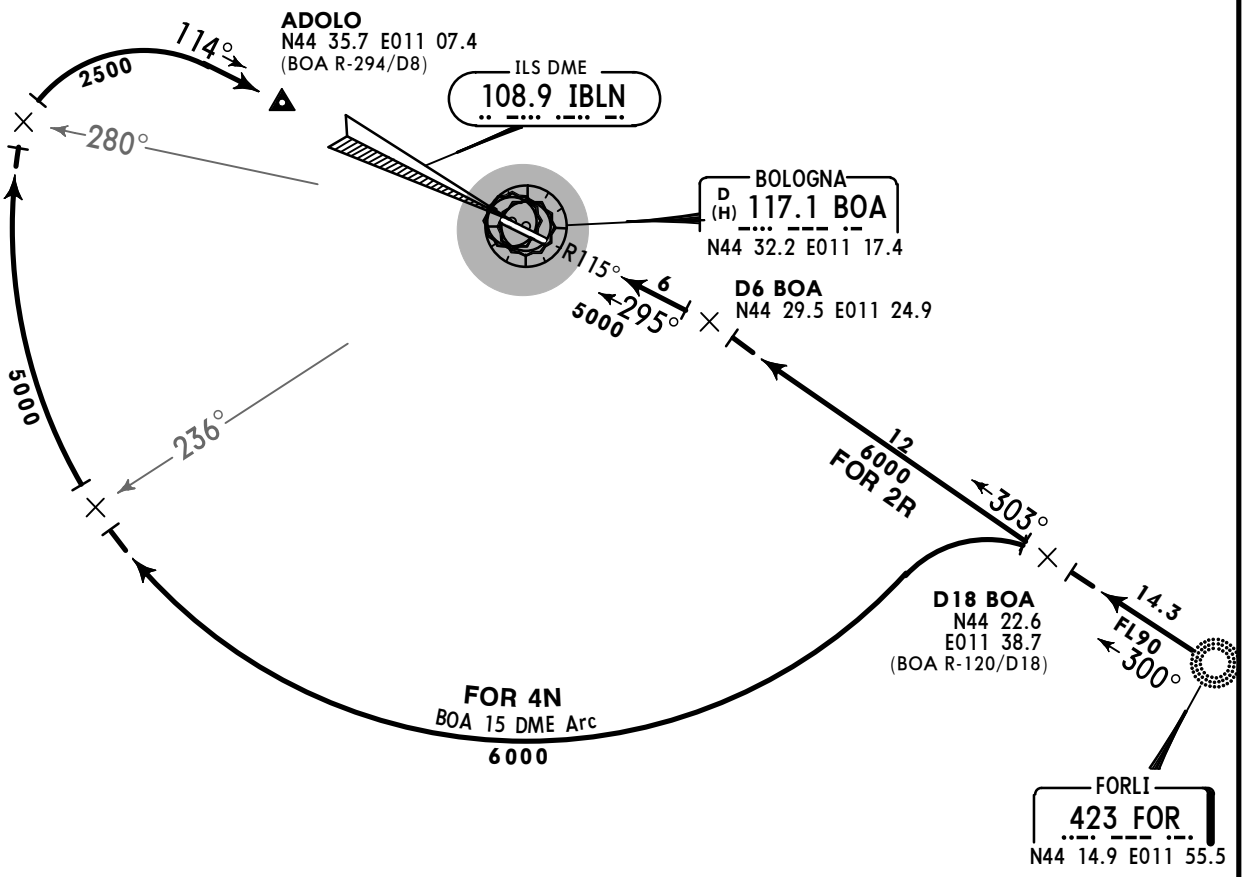
ATIS	Apt Elev	
134.875	123′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



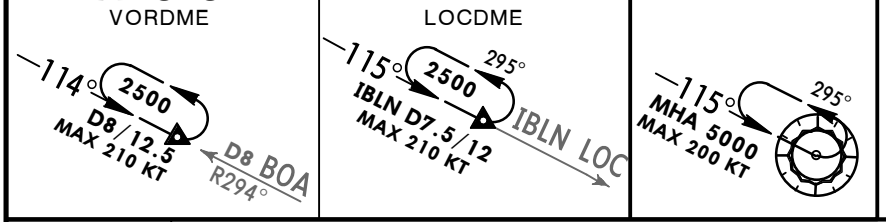
MSA
BOA VOR

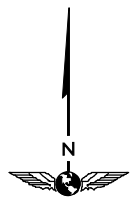
FOR 4N, FOR 2R
ARRIVALS
BASED ON BOA VORDME
BY ATC

SPEED: MAX 250 KT AT OR BELOW FL100



HOLDINGS OVER





NOT TO SCALE

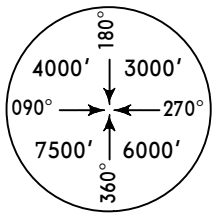
STAR	ROUTING
FOR 4N	On BOA R-120 inbound/300° bearing to D18 BOA, turn LEFT, along BOA 15 DME arc, when passing BOA R-280 turn RIGHT to ADOLO.
FOR 2R	On BOA R-120 inbound/300° bearing to D18 BOA, 303° track to D6 BOA, intercept BOA R-115 inbound to BOA.

CHANGES: BLN ident renamed IBLN.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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

ATIS	Apt Elev	
134.875	123′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

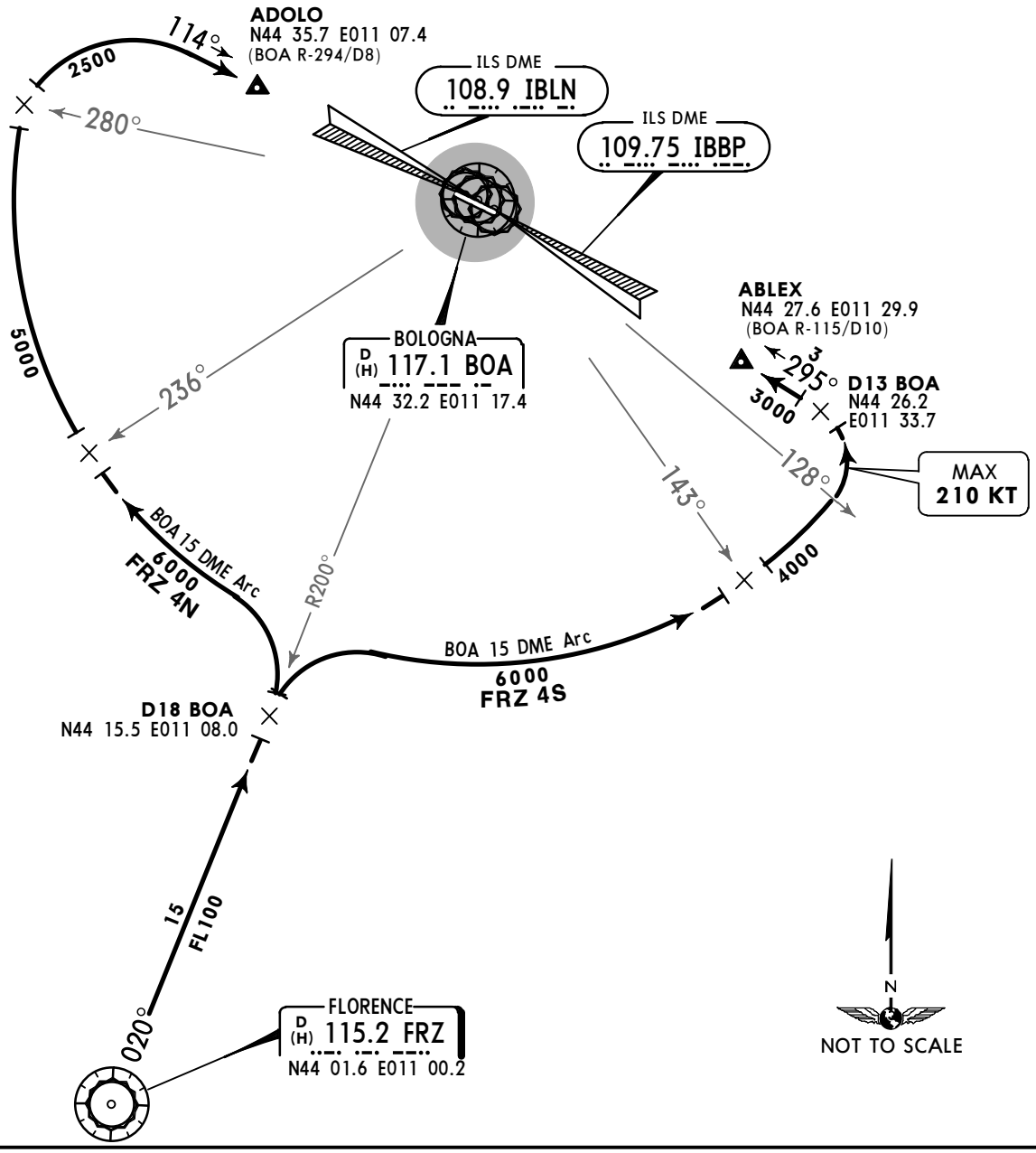


MSA
BOA VOR

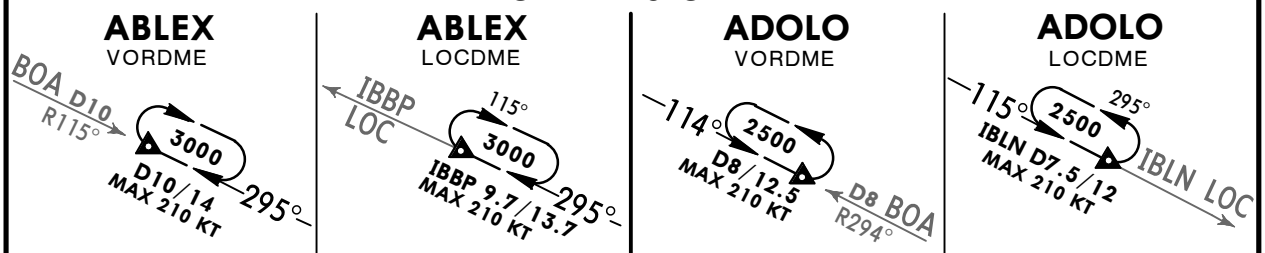
FRZ 4N, FRZ 4S
ARRIVALS

BASED ON BOA VORDME

SPEED: MAX 250 KT AT OR BELOW FL100



HOLDINGS OVER



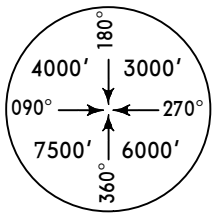
STAR	ROUTING
FRZ 4N	On BOA R-200 inbound/FRZ R-020 to D18 BOA, turn LEFT, along BOA 15 DME arc, when passing BOA R-280 turn RIGHT to ADOLO.
FRZ 4S	On BOA R-200 inbound/FRZ R-020 to D18 BOA, turn RIGHT, along BOA 15 DME arc, when passing BOA R-128 turn LEFT to ABLEX.

CHANGES: BLN ident renamed IBLN.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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

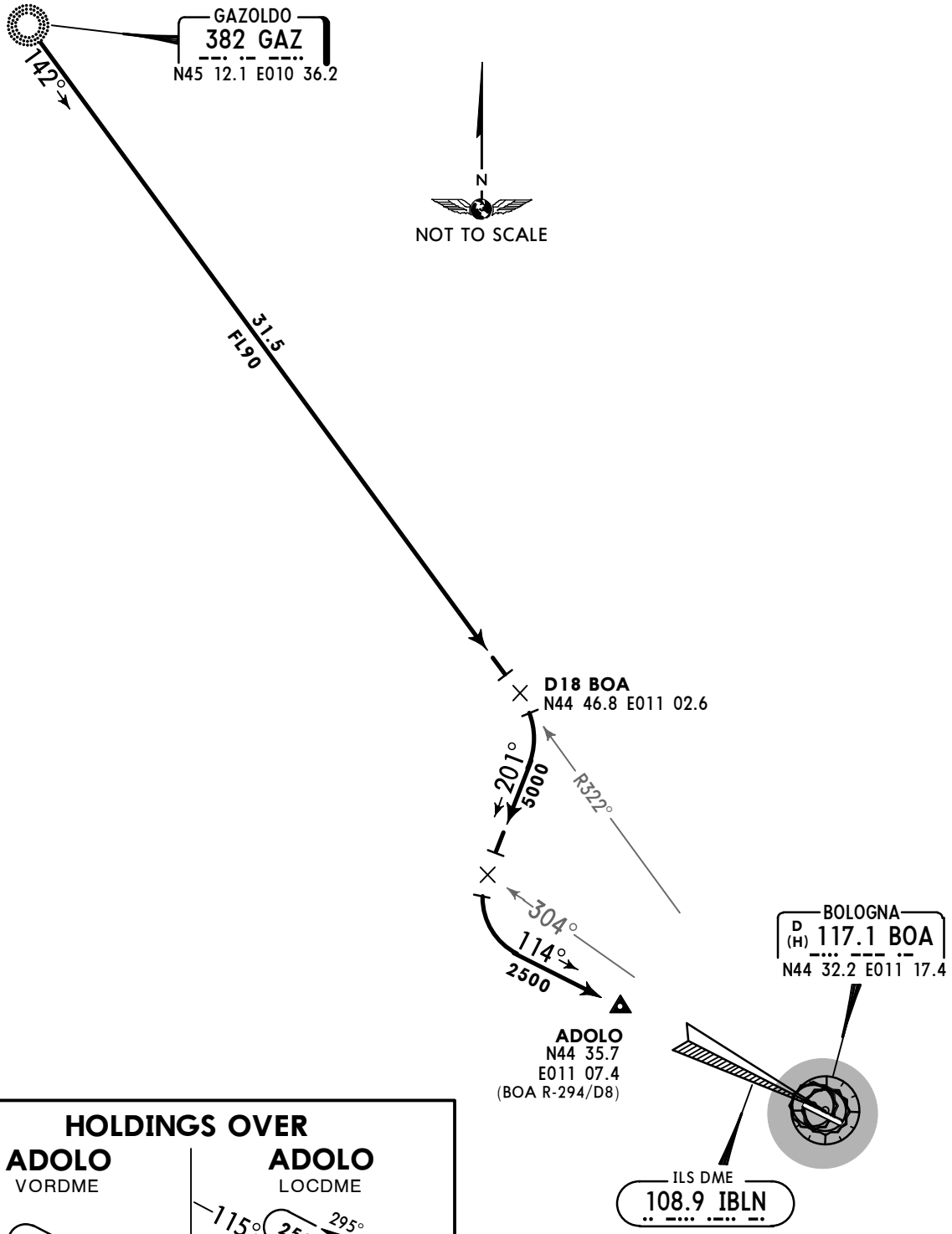
ATIS	Apt Elev	
134.875	123′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



MSA
BOA VOR

GAZ 1N
ARRIVAL
BY ATC
BASED ON BOA VORDME

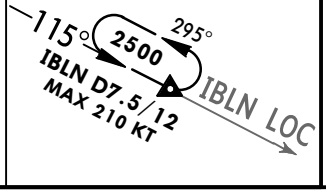
SPEED: MAX 250 KT AT OR BELOW FL100



HOLDINGS OVER

ADOLO
VORDME

ADOLO
LOCDME



ROUTING

On BOA R-322 inbound/142° bearing from GAZ to D18 BOA, turn RIGHT, 201° track, when passing BOA R-304 turn LEFT, intercept BOA R-294 inbound to ADOLO.

CHANGES: BLN ident renamed IBLN.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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

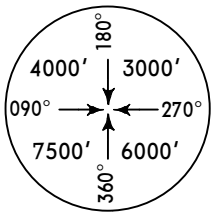
LIPE/BLQ
BORGO PANIGALE

JEPPESEN

10 JUL 15 (10-2N) Eff 23 Jul

BOLOGNA, ITALY
STAR

ATIS	Apt Elev	
134.875	123′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

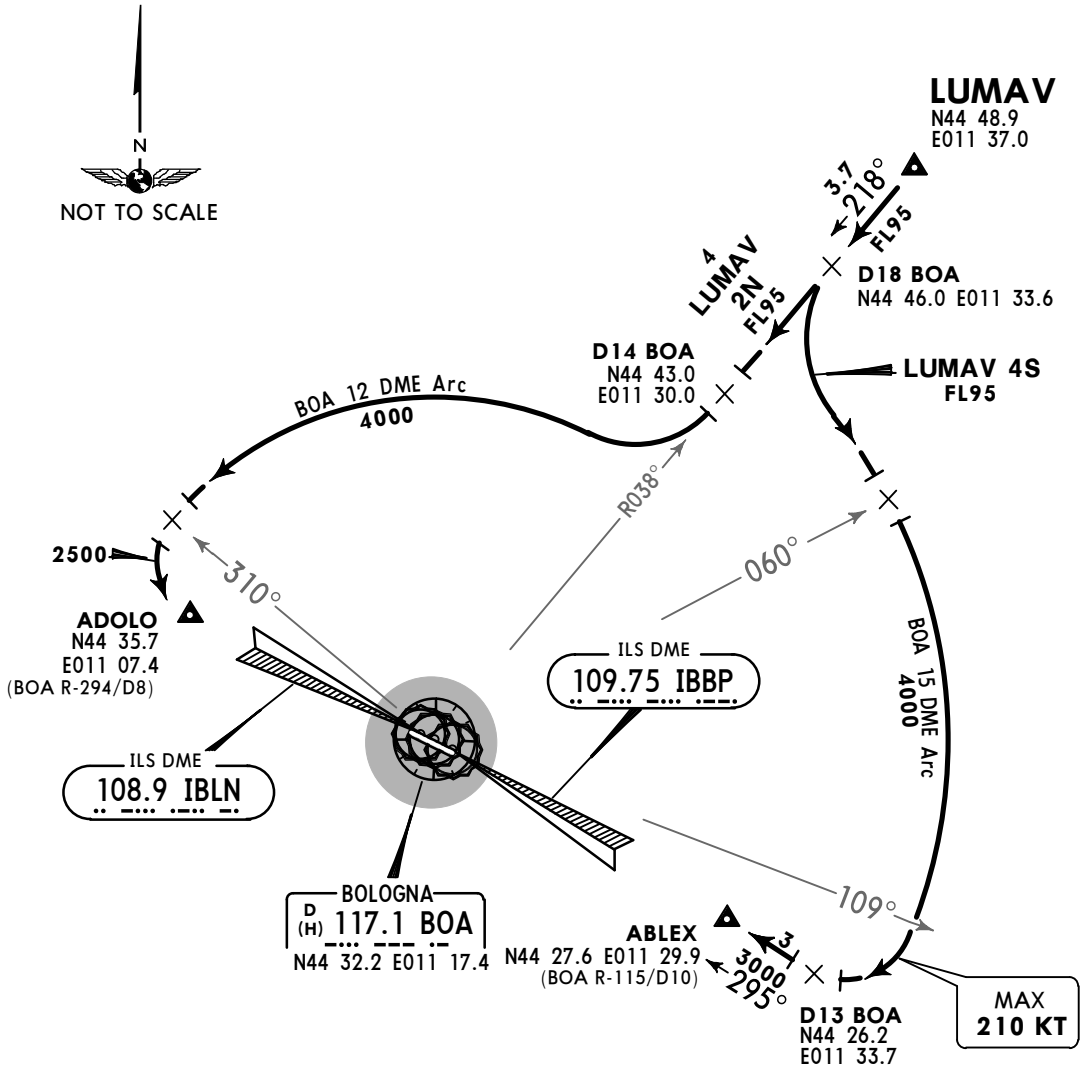


MSA
BOA VOR

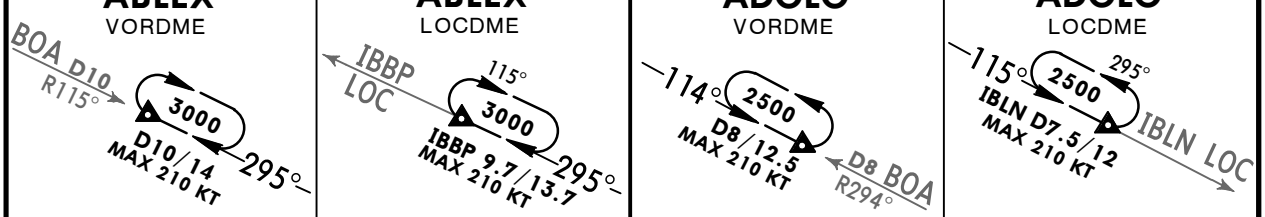
LUMAV 2N [LUMA2N], LUMAV 4S[LUMA4S] ARRIVALS

BASED ON BOA VORDME

SPEED: MAX 250 KT AT OR BELOW FL100



HOLDINGS OVER



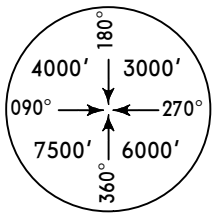
STAR	ROUTING
LUMAV 2N	On BOA R-038 inbound to D14 BOA, turn RIGHT, along BOA 12 DME arc, when passing BOA R-310 turn LEFT to ADOLO.
LUMAV 4S	On BOA R-038 inbound to D18 BOA, turn LEFT, along BOA 15 DME arc, when passing BOA R-109 turn RIGHT to ABLEX.

CHANGES: BLN ident renamed IBLN.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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

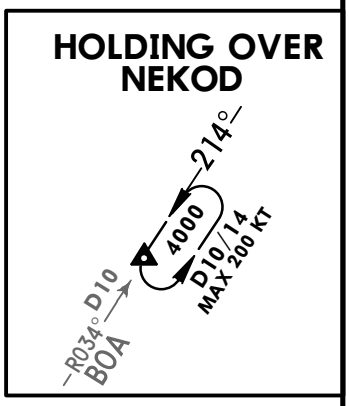
ATIS	Apt Elev	
134.875	123′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

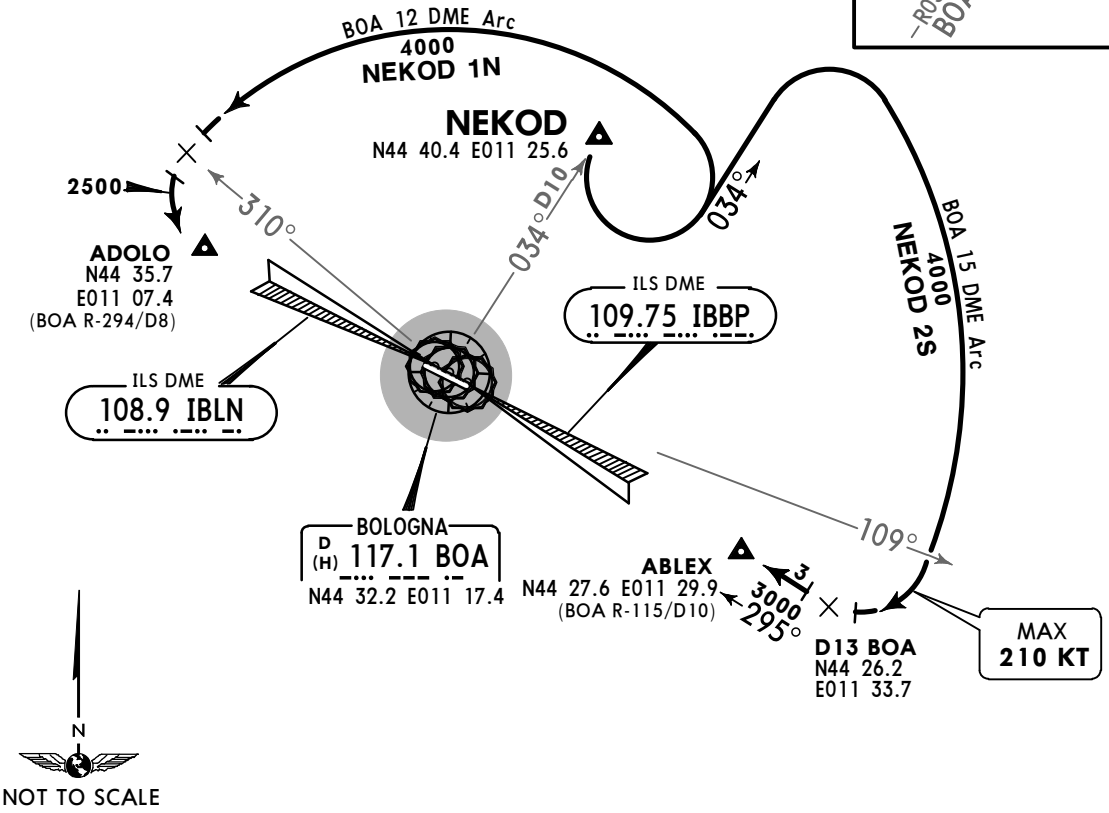


MSA
BOA VOR

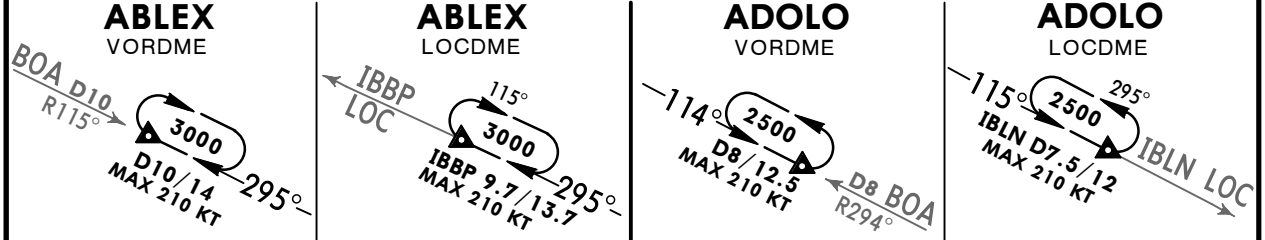
NEKOD 1N [NEKO1N], NEKOD 2S [NEKO2S]
ARRIVALS
BY ATC
RESERVEVED FOR MISSED APPROACH
BASED ON BOA VORDME

SPEED: MAX 250 KT AT OR BELOW FL100





HOLDINGS OVER



STAR	ROUTING
NEKOD 1N	Turn LEFT, along BOA 12 DME arc, when passing BOA R-310 turn LEFT to ADOLO.
NEKOD 2S	Turn LEFT, 034° track, along BOA 15 DME arc, when passing BOA R-109 turn RIGHT to ABLEX.

CHANGES: BLN ident renamed IBLN; chart reindexed.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

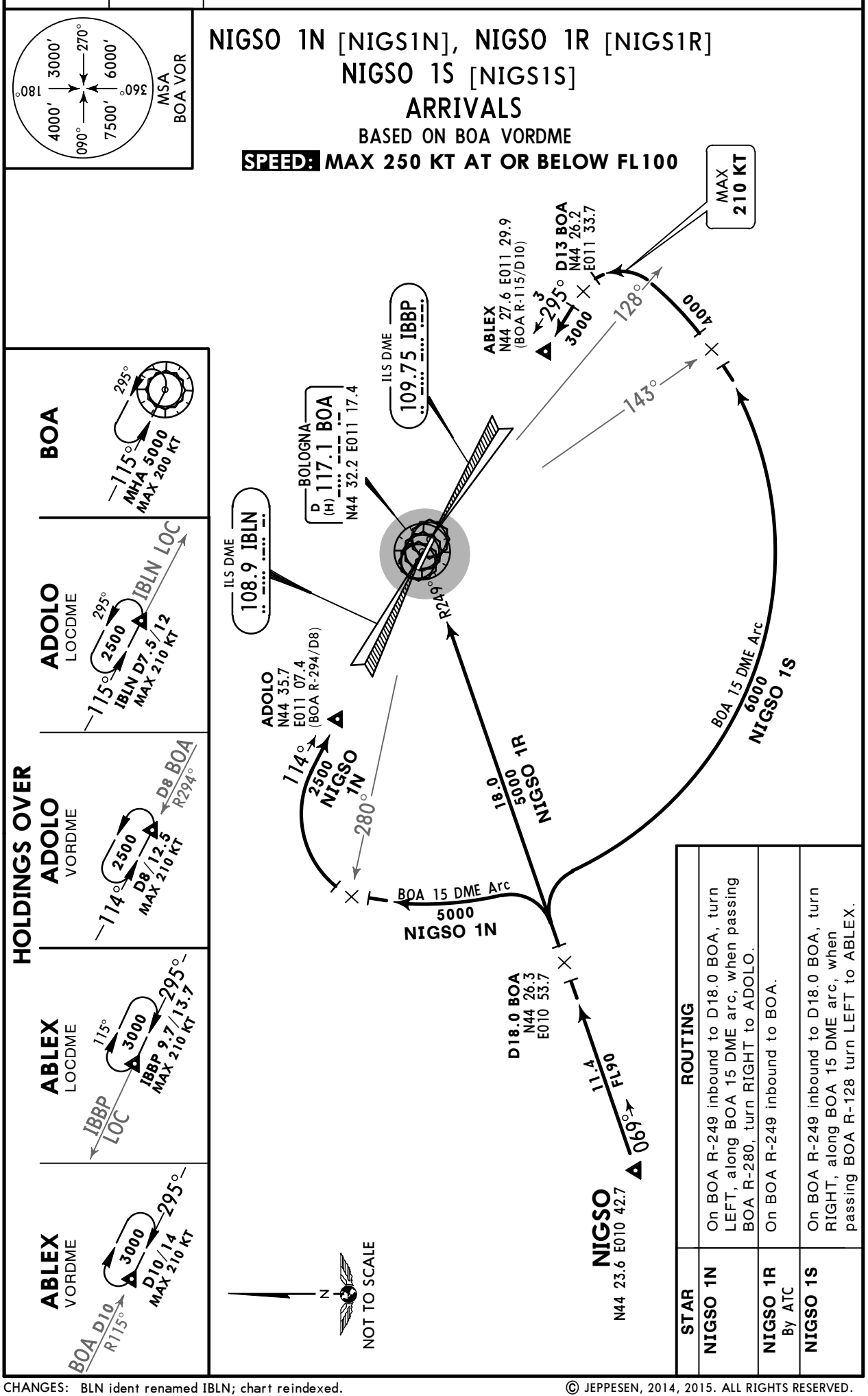
Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
134.875	123′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

NIGSO 1N [NIGS1N], NIGSO 1R [NIGS1R] NIGSO 1S [NIGS1S] ARRIVALS

BASED ON BOA VORDME

SPEED: MAX 250 KT AT OR BELOW FL100



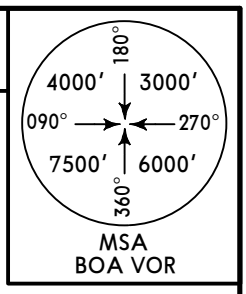
STAR	ROUTING
NIGSO 1N	On BOA R-249 inbound to D18.0 BOA, turn LEFT, along BOA 15 DME arc, when passing BOA R-280, turn RIGHT to ADOLO.
NIGSO 1R By ATC	On BOA R-249 inbound to BOA.
NIGSO 1S	On BOA R-249 inbound to D18.0 BOA, turn RIGHT, along BOA 15 DME arc, when passing BOA R-128 turn LEFT to ABLEX.

CHANGES: BLN ident renamed IBLN; chart reindexed.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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

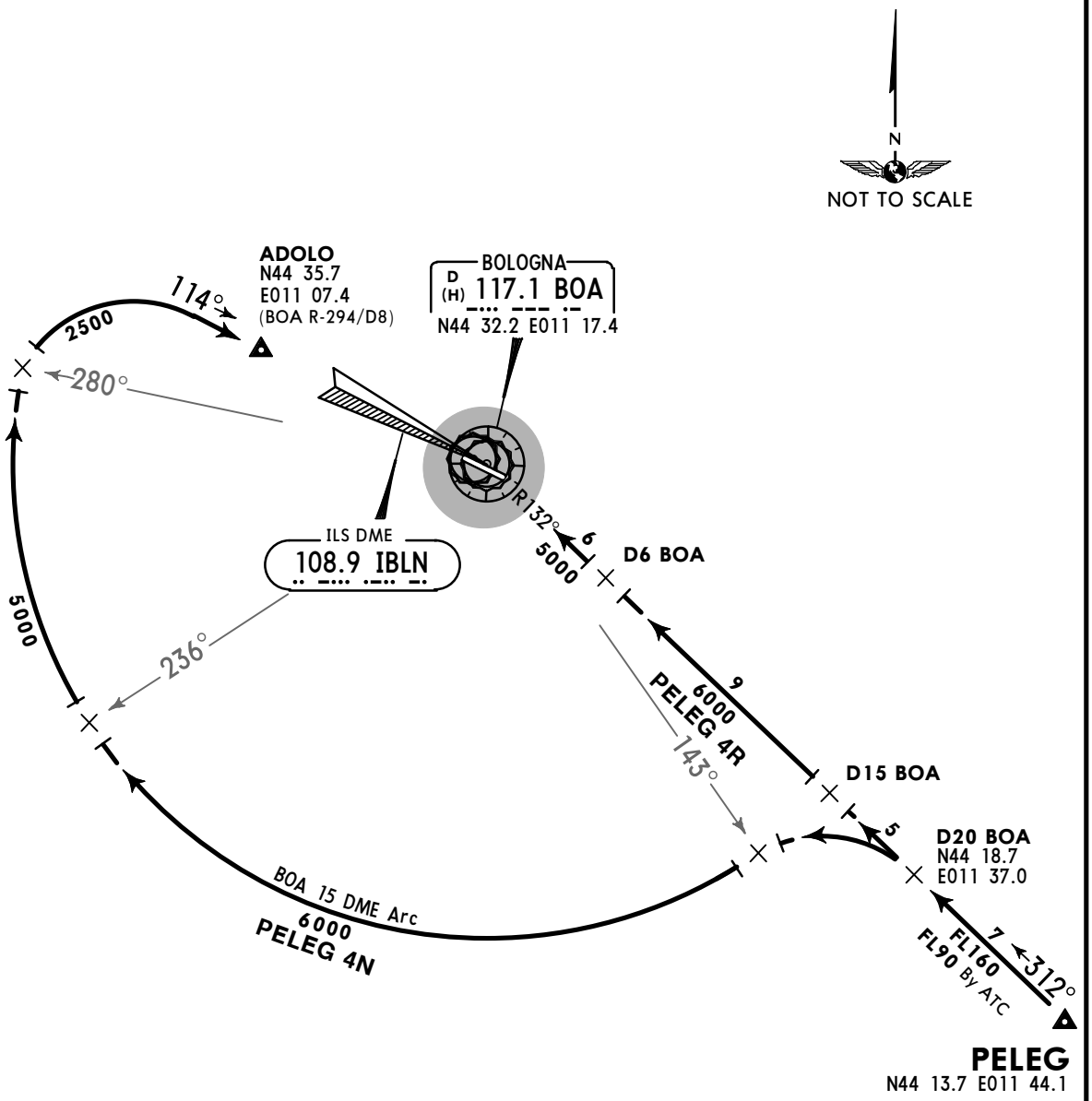
ATIS	Apt Elev	
134.875	123′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



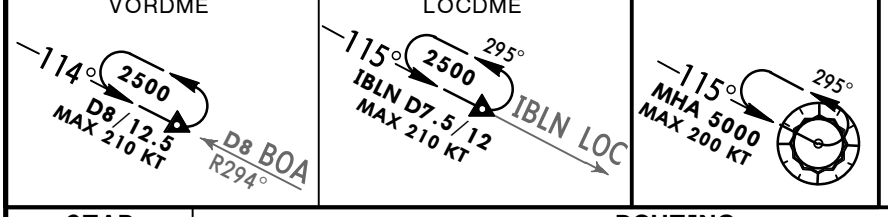
PELEG 4N[PELE4N], PELEG 4R[PELE4R] ARRIVALS

BASED ON BOA VORDME

SPEED: MAX 250 KT AT OR BELOW FL100



HOLDINGS OVER



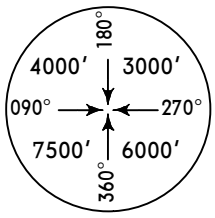
STAR	ROUTING
PELEG 4N	On BOA R-132 inbound to D20 BOA, turn LEFT, along BOA 15 DME arc, when passing BOA R-280 turn RIGHT to ADOLO.
PELEG 4R	On BOA R-132 inbound to BOA.

CHANGES: BLN ident renamed IBLN.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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

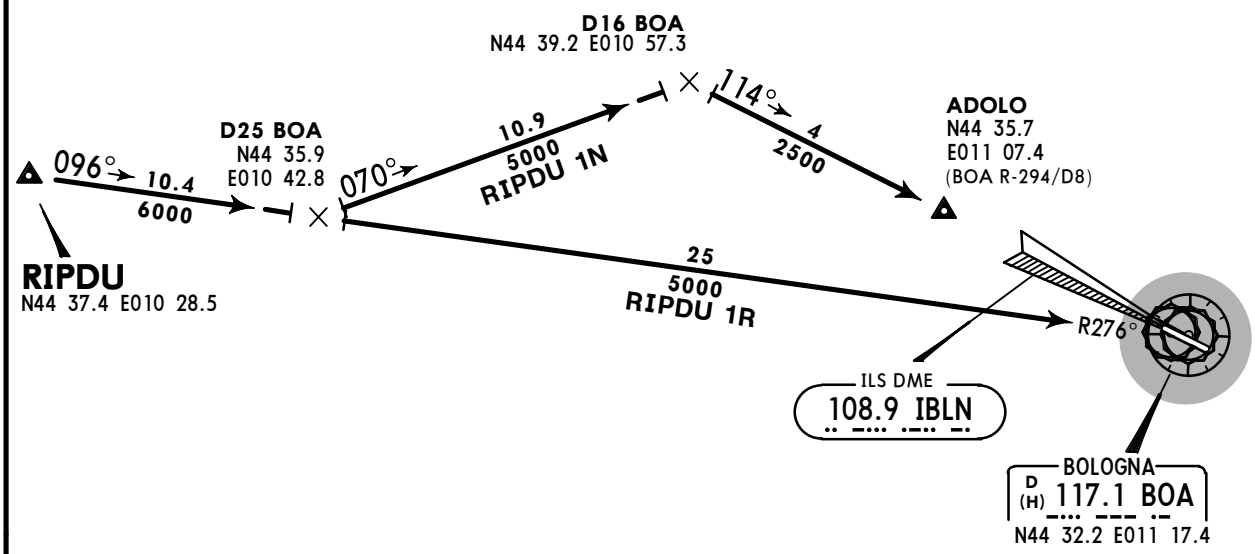
ATIS	Apt Elev	
134.875	123′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



MSA
BOA VOR

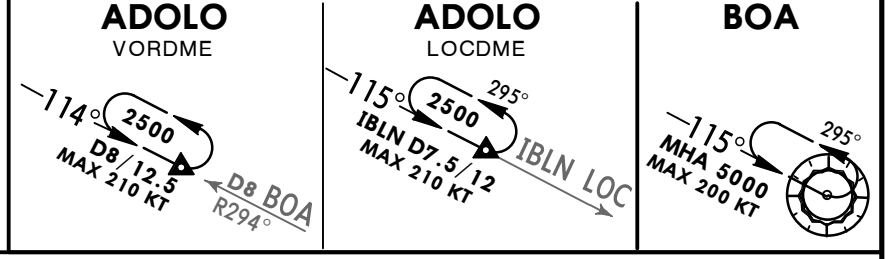
RIPDU 1N [RIPD1N] , RIPDU 1R [RIPD1R]
ARRIVAL
BASED ON BOA VORDME

SPEED: MAX 250 KT AT OR BELOW FL100



NOT TO SCALE

HOLDINGS OVER



STAR	ROUTING
RIPDU 1N	On BOA R-276 inbound to D25 BOA, turn LEFT, 070° track, intercept BOA R-294 inbound to ADOLO.
RIPDU 1R By ATC	On BOA R-276 inbound to BOA.

CHANGES: BLN ident renamed IBLN.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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

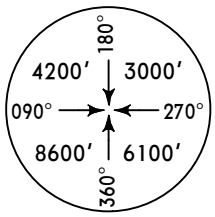
LIPE/BLQ
BORGO PANIGALE

JEPPESEN

17 APR 15 (10-2U) Eff 30 Apr

BOLOGNA, ITALY
STAR

ATIS	Apt Elev	
134.875	123′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



MSA
BOA NDB

FRZ 1E, LUMAV 2A [LUMA2A]
NIGSO 1A [NIGS1A] , RIPDU 1A [RIPD1A]
FOR 2A, GAZ 2A
BY ATC

ARRIVALS
BASED ON BOA NDB

SPEED: MAX 250 KT AT OR BELOW FL100

GAZOLDO
382 GAZ
N45 12.1 E010 36.2

145°
32
FL90
GAZ 2A

N
NOT TO SCALE

LUMAV
N44 48.9
E011 37.0

4
228°
D18 BLN
(114.1 CHI D36)
5000
LUMAV 2A

BOLOGNA
413 BOA
N44 34.0 E011 12.0

D17.4 BLN
14
3000
19
3000

RIPDU
N44 37.4 E010 28.5

094°
19
5500
RIPDU 1A

D16 BLN
12.4
3000

ILS DME
D (108.9) BLN
N44 32.4 E011 16.9

D11 BLN
8.2
3000
6.5
3000
8
3000
D4.2 BLN

062°
15.3
5500
NIGSO 1A

D
D6.9 BLN

NIGSO
N44 23.6 E010 42.7

28.5
6000
FOR 2A
299°

FORLI
423 FOR
N44 14.9 E011 55.5

27
FL100
FRZ 1E

013°

FLORENCE
D (H) 115.2 FRZ
N44 01.6 E011 00.2

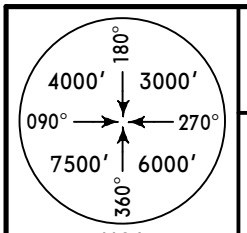
HOLDING OVER BOA

115°
295°
3000

CHANGES: STAR FRZ 2A reindexed 1E.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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



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 7H, FRZ 6X, FRZ 5Z
RWYS 12, 30 P-RNAV DEPARTURES

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

PE602
N44 37.3
E011 16.4
MAX 230 KT

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′

216°
FRZ 6X
6
FRZ 5Z
6.8
D5.2
350°
295°
At 800′
FRZ 7H, 6X
210°
FRZ 7H
084°
D6.8
100°
170°

PE607
N44 32.6 E011 26.9
MAX 230 KT

PE604
N44 26.8
E011 05.0
At or above 6000′

PE603
N44 31.9
E011 10.6

6.5

BOLOGNA
D (H) 117.1 BOA
N44 32.2 E011 17.4

18.2

200°
7
222°
D16.7

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 FL110

7

PE606
N44 13.8 E010 57.7
At or above FL110

170°
18.3
12.3

N
NOT TO SCALE

R350°
R030°

FLORENCE
D (H) 115.2 FRZ
N44 01.6 E011 00.2

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

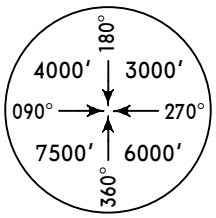
SID	RWY	ROUTING
FRZ 7H By ATC	12	Climb on 100° track to 800′, turn LEFT to PE601 - PE607 - PE614 - FRZ.
FRZ 6X		Climb on 100° track to 800′, turn LEFT to PE601 - PE602 - PE603 - PE604 - PE613 - PE606 - FRZ.
FRZ 5Z	30	On runway heading to PE611, then to PE612 - PE613 - PE606 - FRZ.

CHANGES: SIDs FRZ 6H renumbered 7H & revised.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

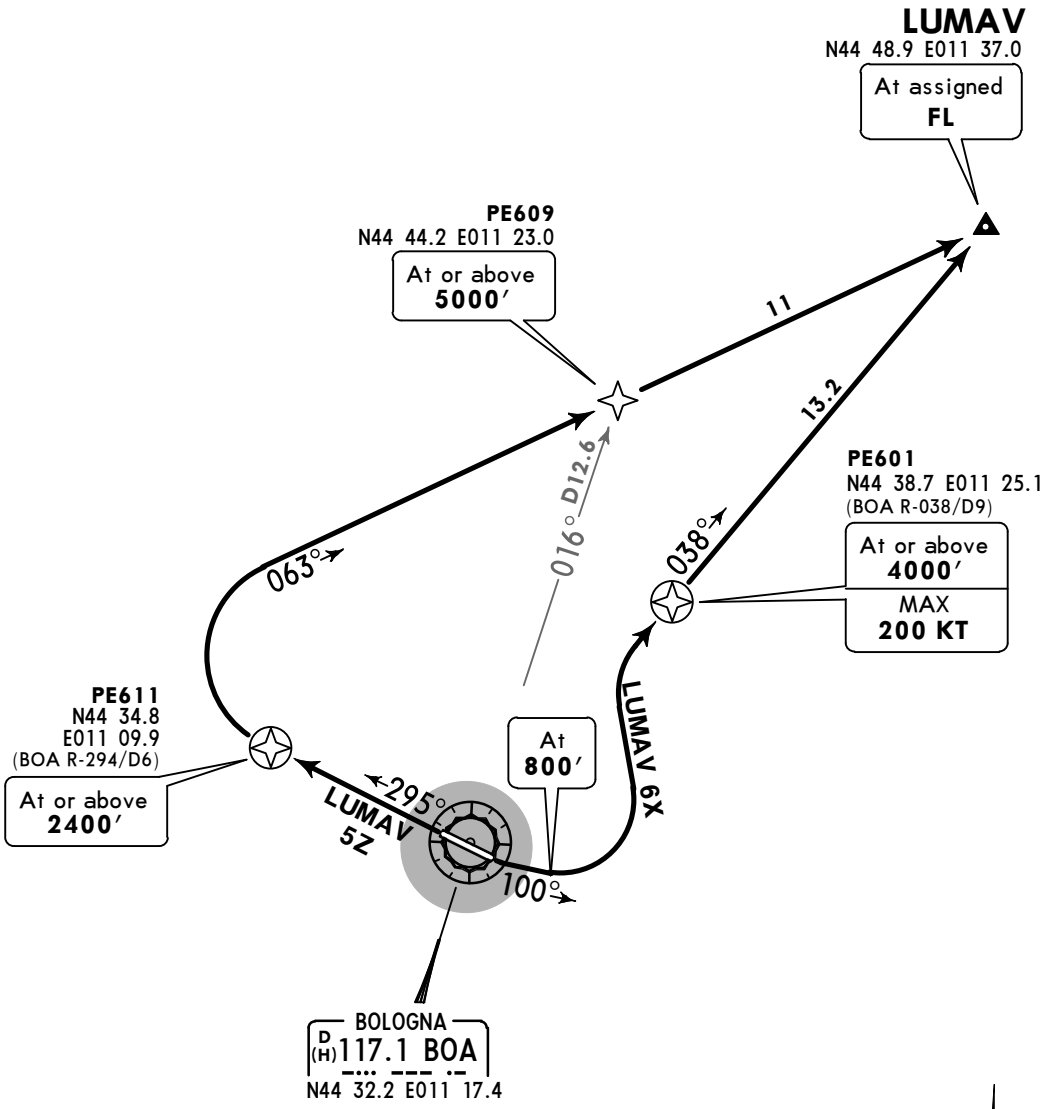
Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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.



MSA
BOA VOR

LUMAV 6X [LUMA6X]
LUMAV 5Z [LUMA5Z]
RWYS 12, 30 P-RNAV DEPARTURES



NOT TO SCALE

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 6X	**12**	Climb on 100° track to 800′, turn LEFT to PE601 - LUMAV.
LUMAV 5Z	**30**	On runway heading to PE611, then to PE609 - LUMAV.

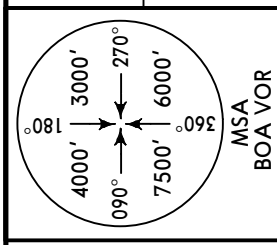
CHANGES: None.

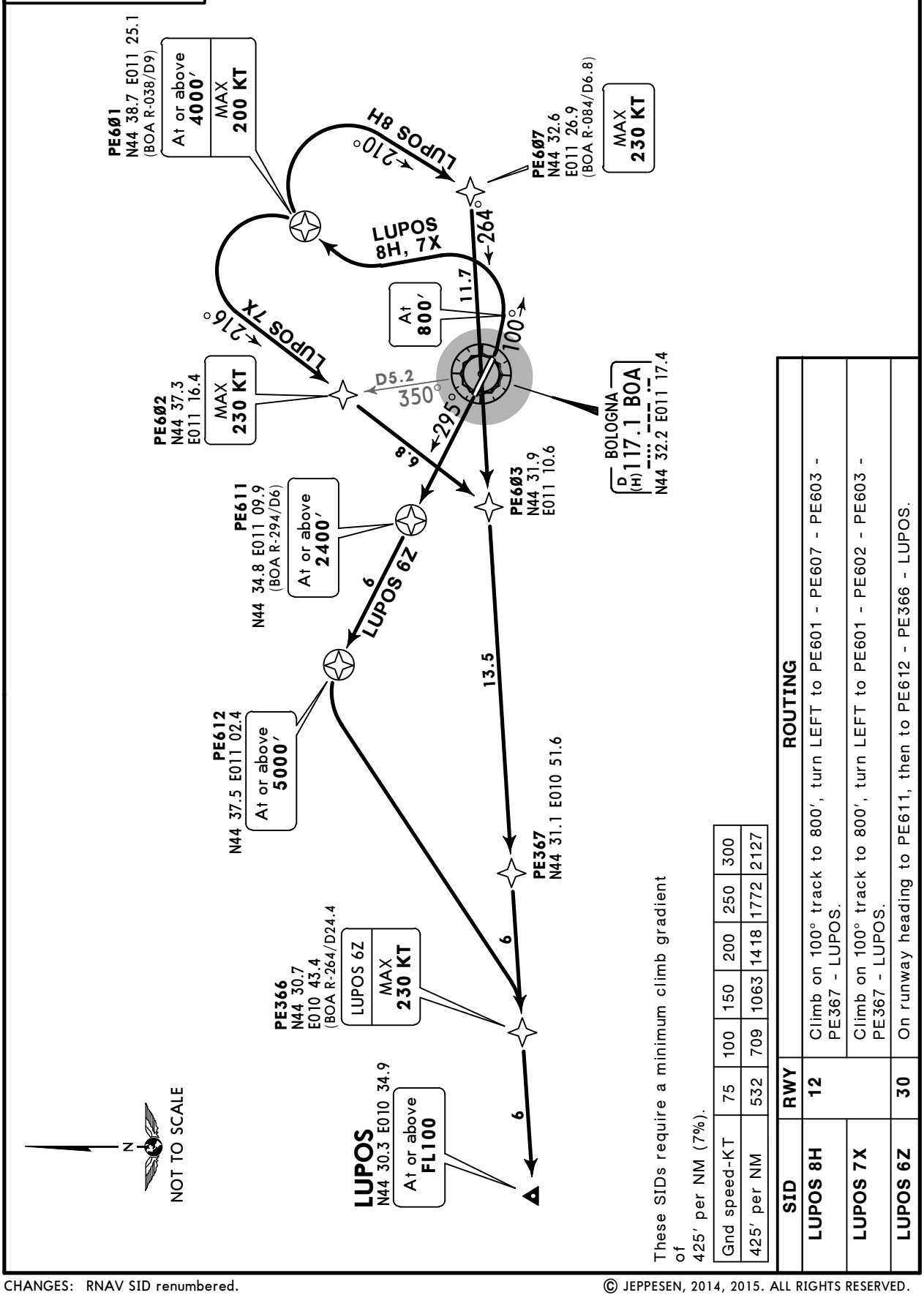
© JEPPESEN, 2014. ALL RIGHTS RESERVED.

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

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 8H [LUPO8H]
LUPOS 7X [LUPO7X]
LUPOS 6Z [LUPO6Z]
RWYS 12, 30 P-RNAV DEPARTURES





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

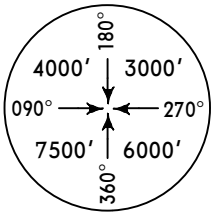
Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127

SID	RWY	ROUTING
LUPOS 8H	12	Climb on 100° track to 800′, turn LEFT to PE601 - PE607 - PE603 - PE367 - LUPOS.
LUPOS 7X		Climb on 100° track to 800′, turn LEFT to PE601 - PE602 - PE603 - PE367 - LUPOS.
LUPOS 6Z	30	On runway heading to PE611, then to PE612 - PE366 - LUPOS.

CHANGES: RNAV SID renumbered.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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

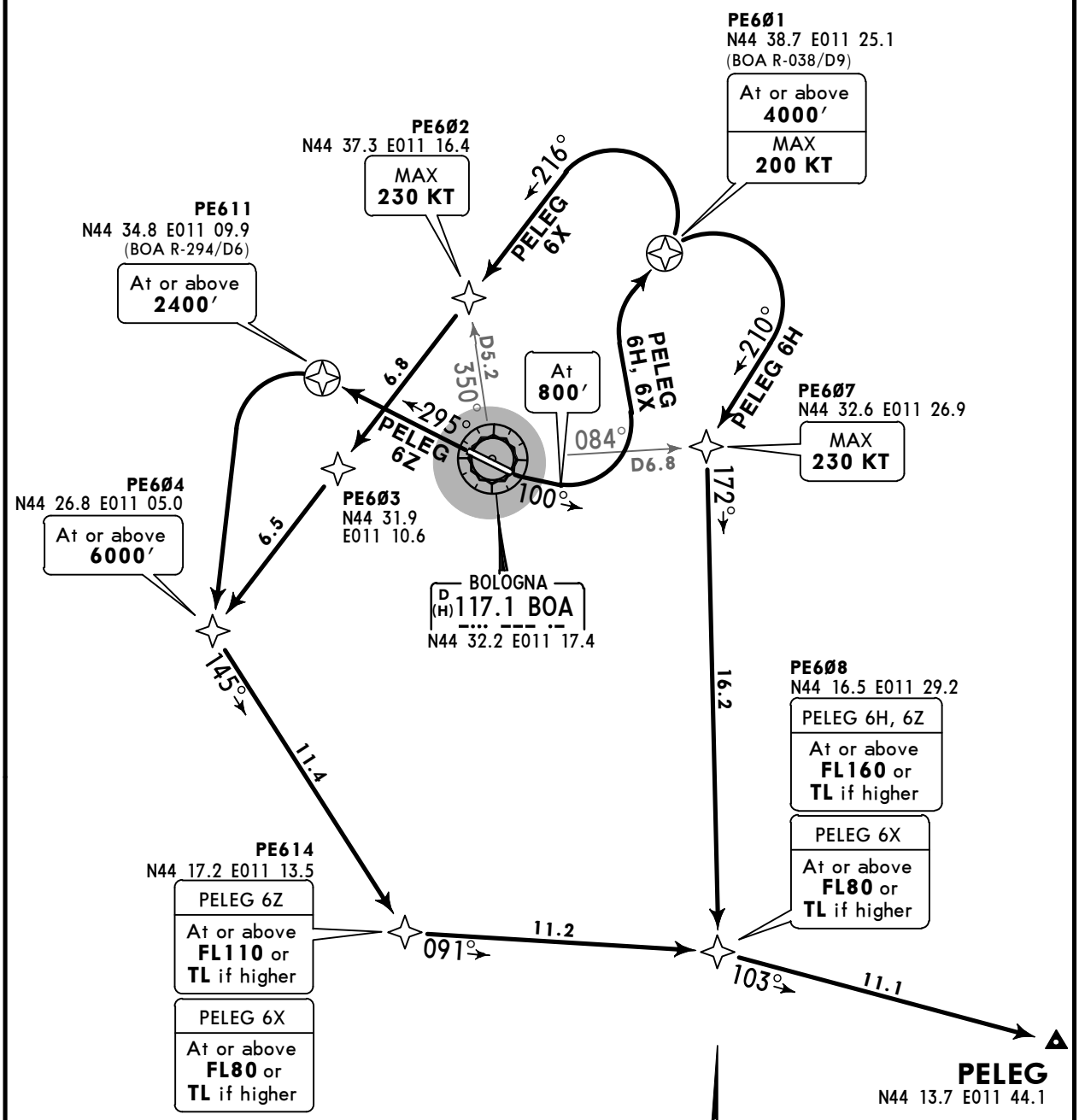


MSA
BOA VOR

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.

PELEG 6H [PELE6H], PELEG 6X [PELE6X]
PELEG 6Z [PELE6Z]
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

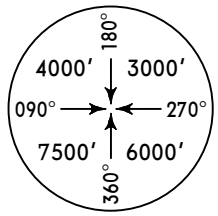
SID	RWY	ROUTING
PELEG 6H	**12**	Climb on 100° track to 800′, turn LEFT to PE601 - PE607 - PE608 - PELEG.
PELEG 6X By ATC		Climb on 100° track to 800′, turn LEFT to PE601 - PE602 - PE603 - PE604 - PE614 - PE608 - PELEG.
PELEG 6Z	**30**	On runway heading to PE611, then to PE604 - PE614 - PE608 - PELEG.

CHANGES: RNAV SIDs renumbered.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

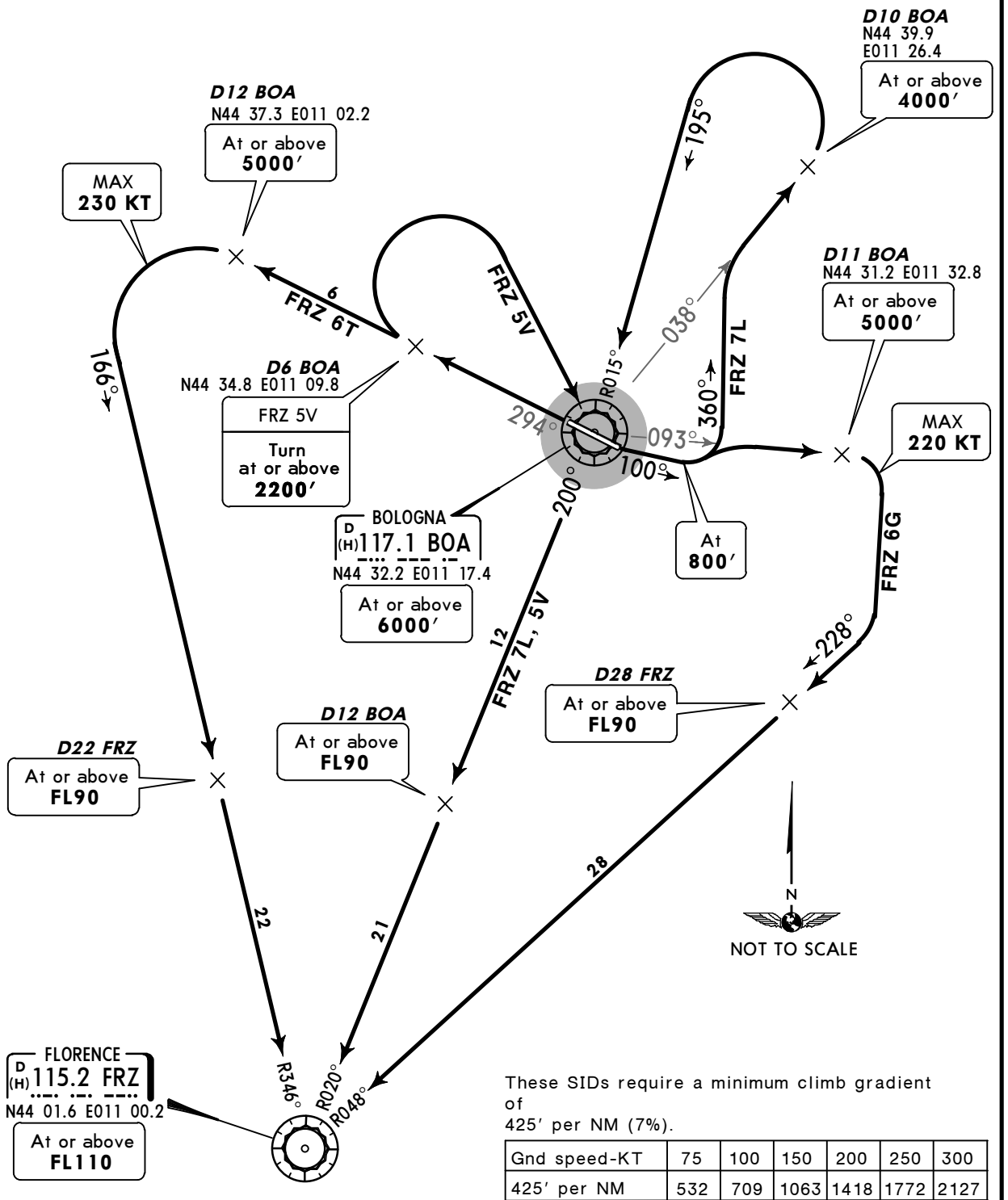
Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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.



MSA
BOA VOR

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



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

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

SID	RWY	ROUTING
FRZ 6G ❶ 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.

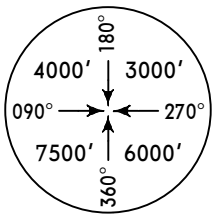
❶ Usable from 0600-2300LT and for ACFT as from ICAO Annex 16 Chapter 3.

CHANGES: Chart reindexed; MSA.

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

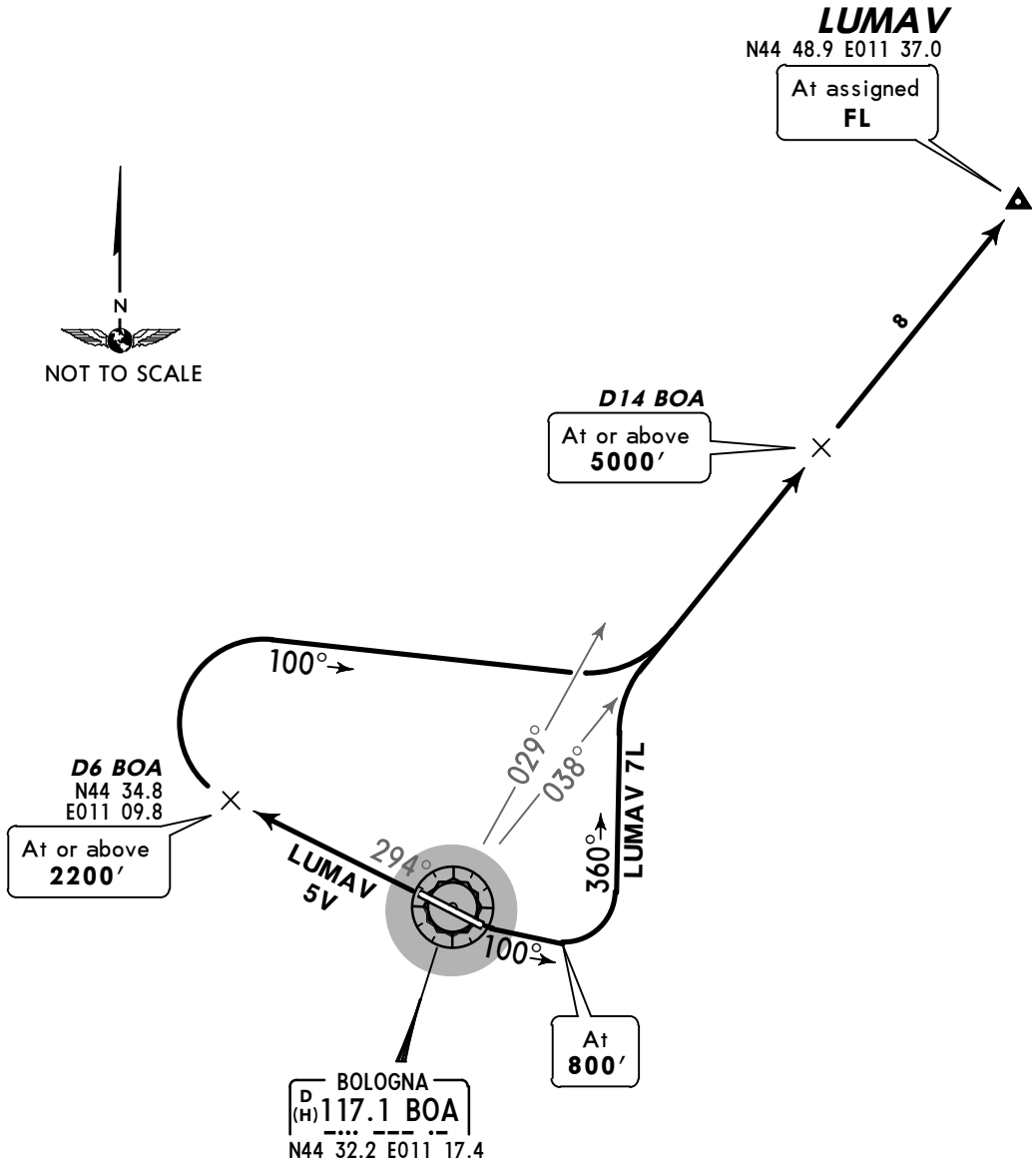
Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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.



MSA
BOA VOR

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.

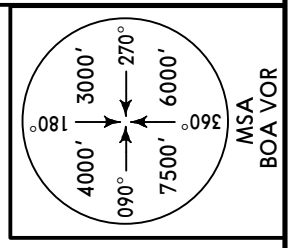
CHANGES: Chart reindexed; FER SIDs replaced by LUMAV; MSA.

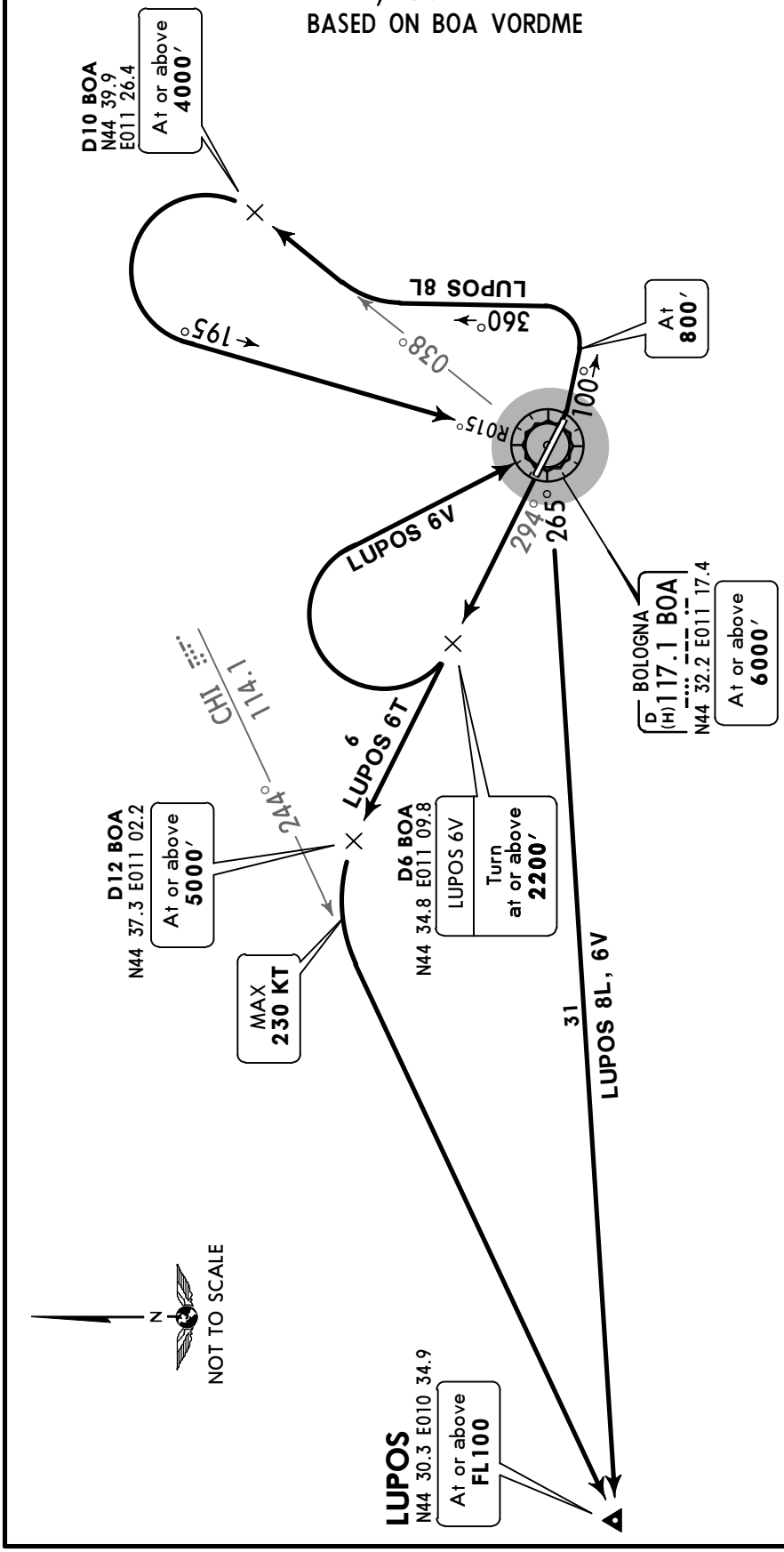
© JEPPESEN, 2014. ALL RIGHTS RESERVED.

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

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 8L [LUPO8L]
LUPOS 6T [LUPO6T]
LUPOS 6V [LUPO6V]
RWYS 12, 30 DEPARTURES
BASED ON BOA VORDME





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

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

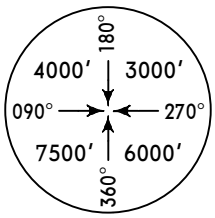
SID	RWY	ROUTING
LUPOS 8L	12	Climb on 100° track to 800′, turn LEFT, intercept BOA R-038 to D10 BOA, turn LEFT, intercept BOA R-015 inbound to BOA, then to LUPOS.
LUPOS 6T	30	Intercept BOA R-294 to D12 BOA, turn LEFT, intercept CHI R-244 to LUPOS.
LUPOS 6V		Intercept BOA R-294 to D6 BOA, turn RIGHT to BOA, then to LUPOS.

CHANGES: SIDs renumbered.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

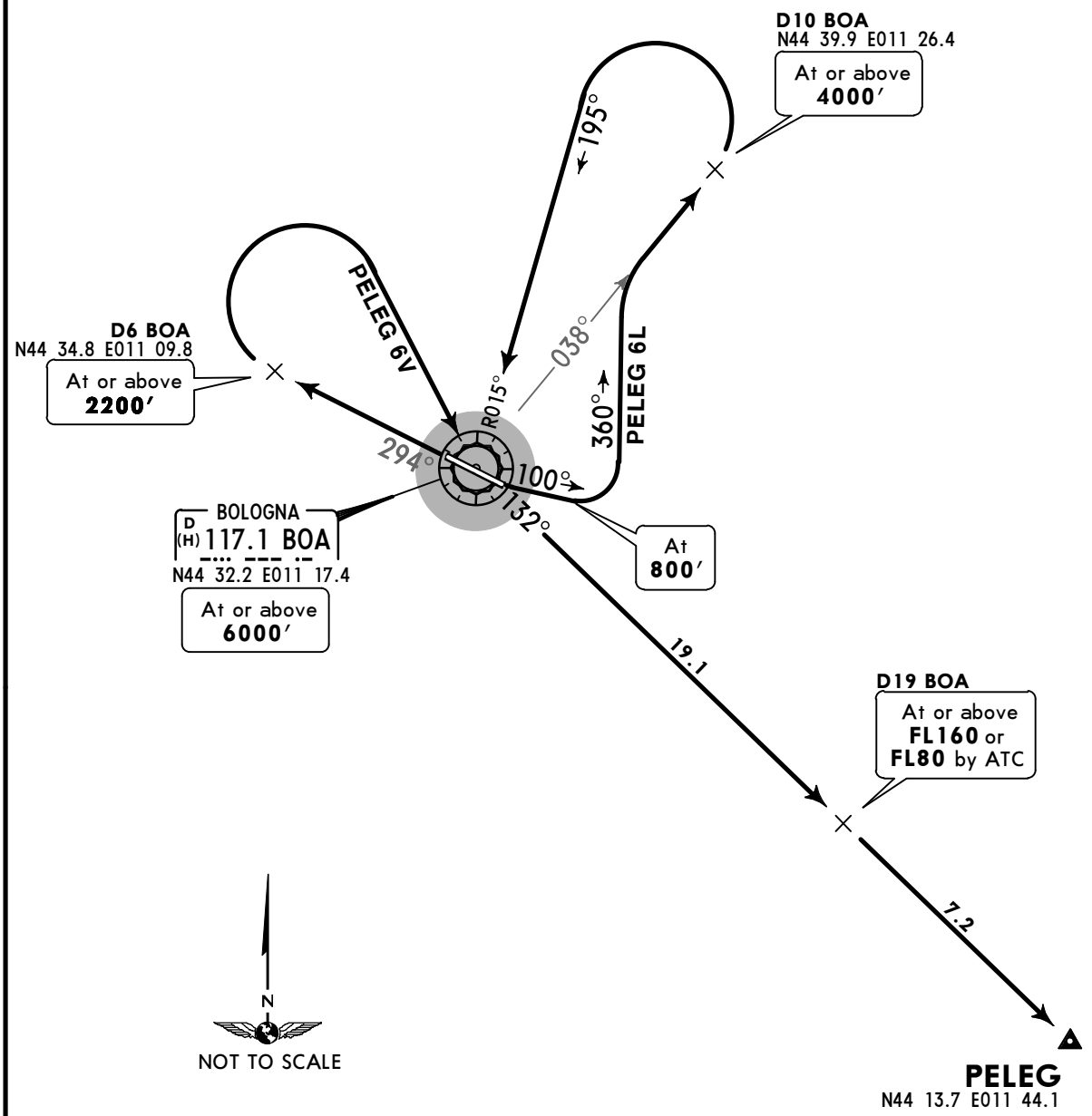
Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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.



MSA
BOA VOR

PELEG 6L [PELE6L]
PELEG 6V [PELE6V]
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

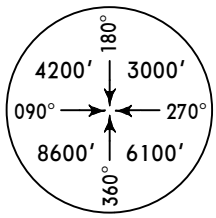
SID	RWY	ROUTING
PELEG 6L	12	Climb on 100° track to 800′, turn LEFT, intercept BOA R-038 to D10 BOA, turn LEFT, intercept BOA R-015 inbound to BOA, then to PELEG.
PELEG 6V	30	Intercept BOA R-294 to D6 BOA, turn RIGHT to BOA, then to PELEG.

CHANGES: SIDs renumbered.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

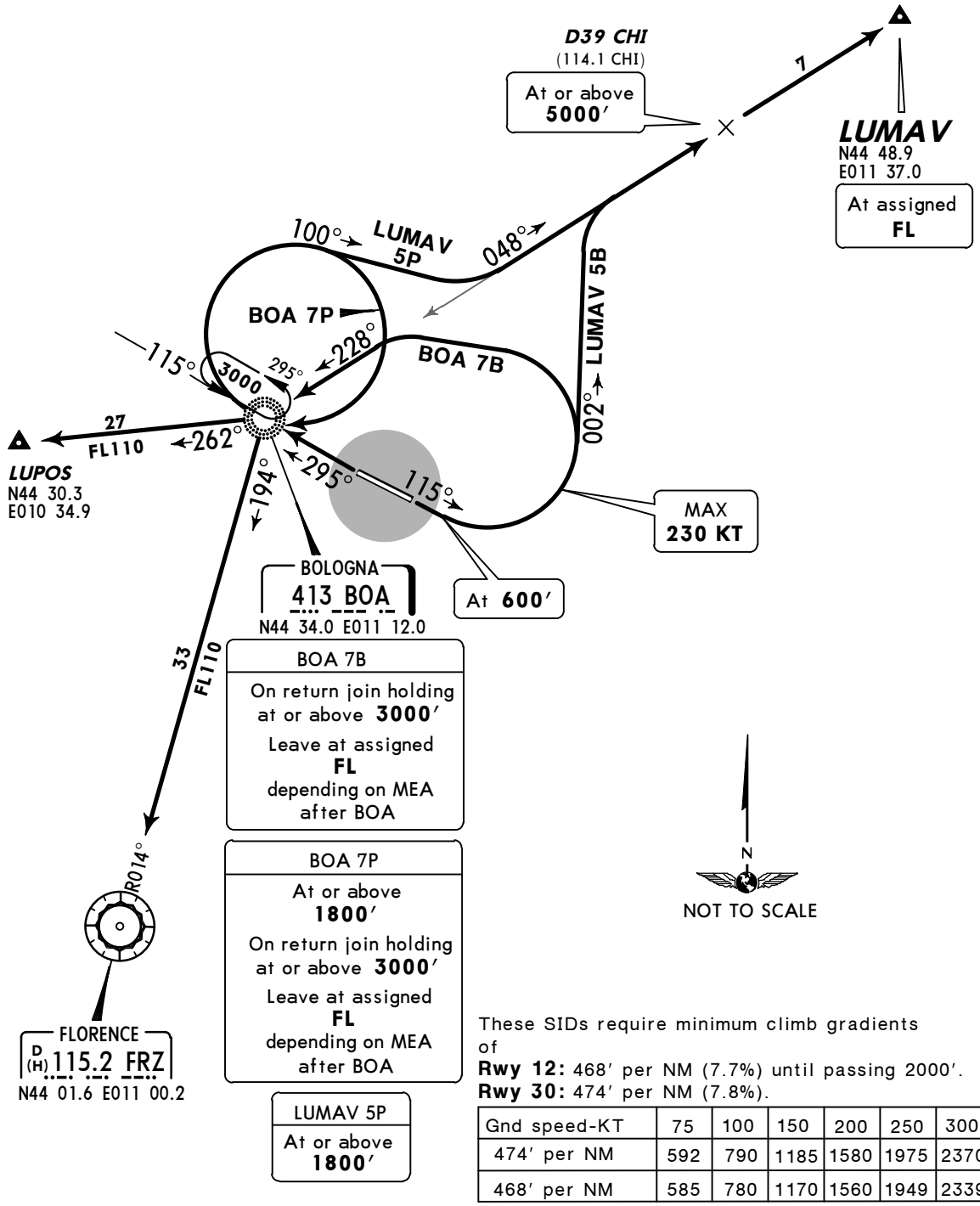
Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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.



MSA
BOA NDB

BOA 7B, 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 7B	**12**	Climb on 115° track to 600′, turn LEFT, 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 on 115° track 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.

CHANGES: SID BOA 6B renumbered 7B & revised.

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

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

LIPE/BLQ

Apt Elev 123′
N44 31.9 E011 17.8

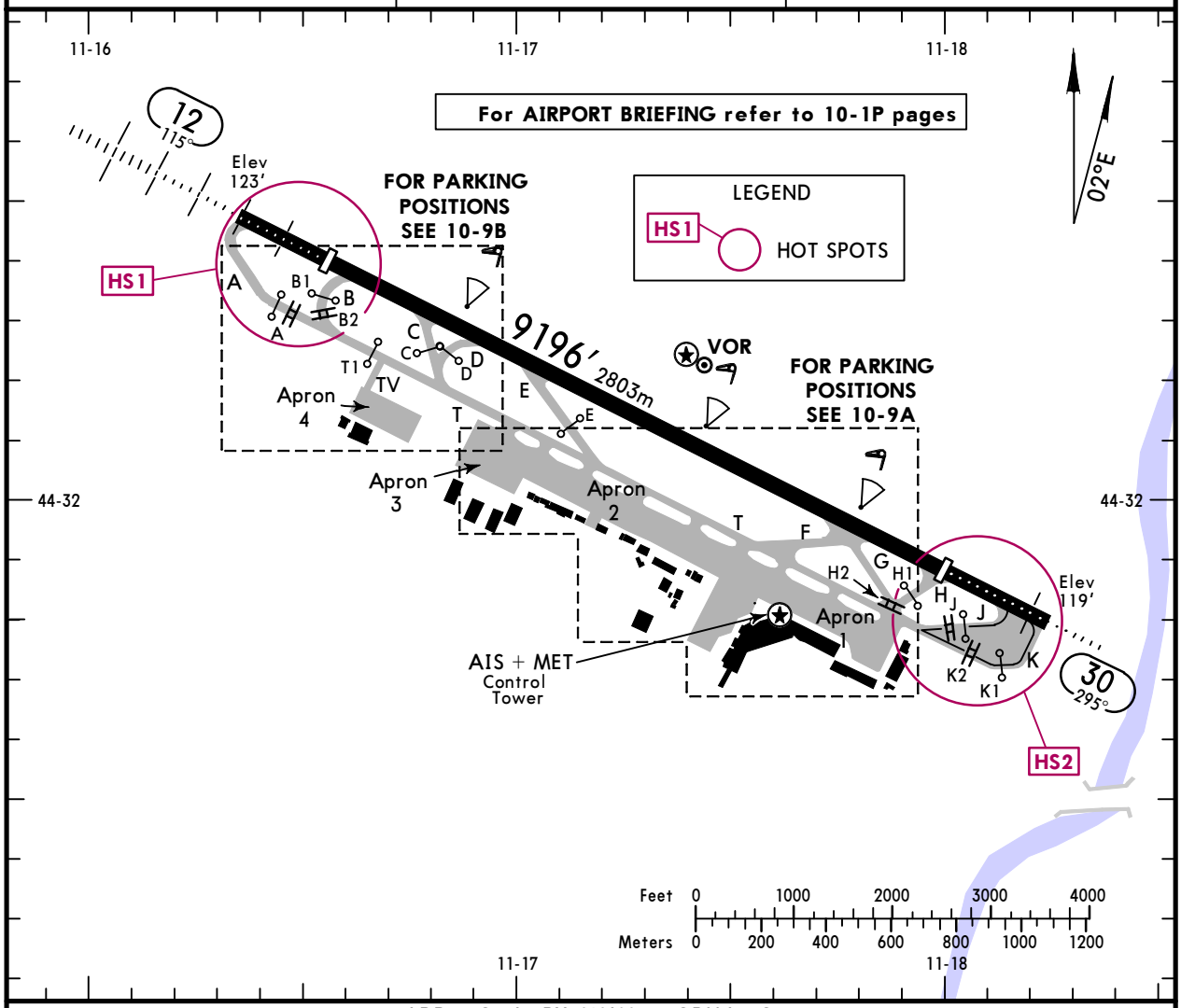
JEPPESEN

30 OCT 15 (10-9)

BOLOGNA, ITALY

BORGO PANIGALE

ATIS	*BOLOGNA Ground	Tower
134.87	121.92	120.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
12	HIRL(60m) CL ❶ HIALS REIL TDZ ❷ HST-G RVR	8179′ 2493m	7085′ 2160m	❸	148′ 45m
30	HIRL(60m) CL ❶ HIALS REIL PAPI-R (3.5°) RVR	8012′ 2442m	7161′ 2183m		

❶ spacing 15m ❷ PAPI-L(3.0°)

❸ TAKE-OFF RUN AVAILABLE

RWY 12:

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

RWY 30:

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

HS1: Holding position A is about 1148′/350m from rwy end and has to be used in all weather conditions.
HS2: Holding positions J and K1 are far from rwy end.
Holding position J has to be used in all weather conditions.

Standard

TAKE-OFF ❶

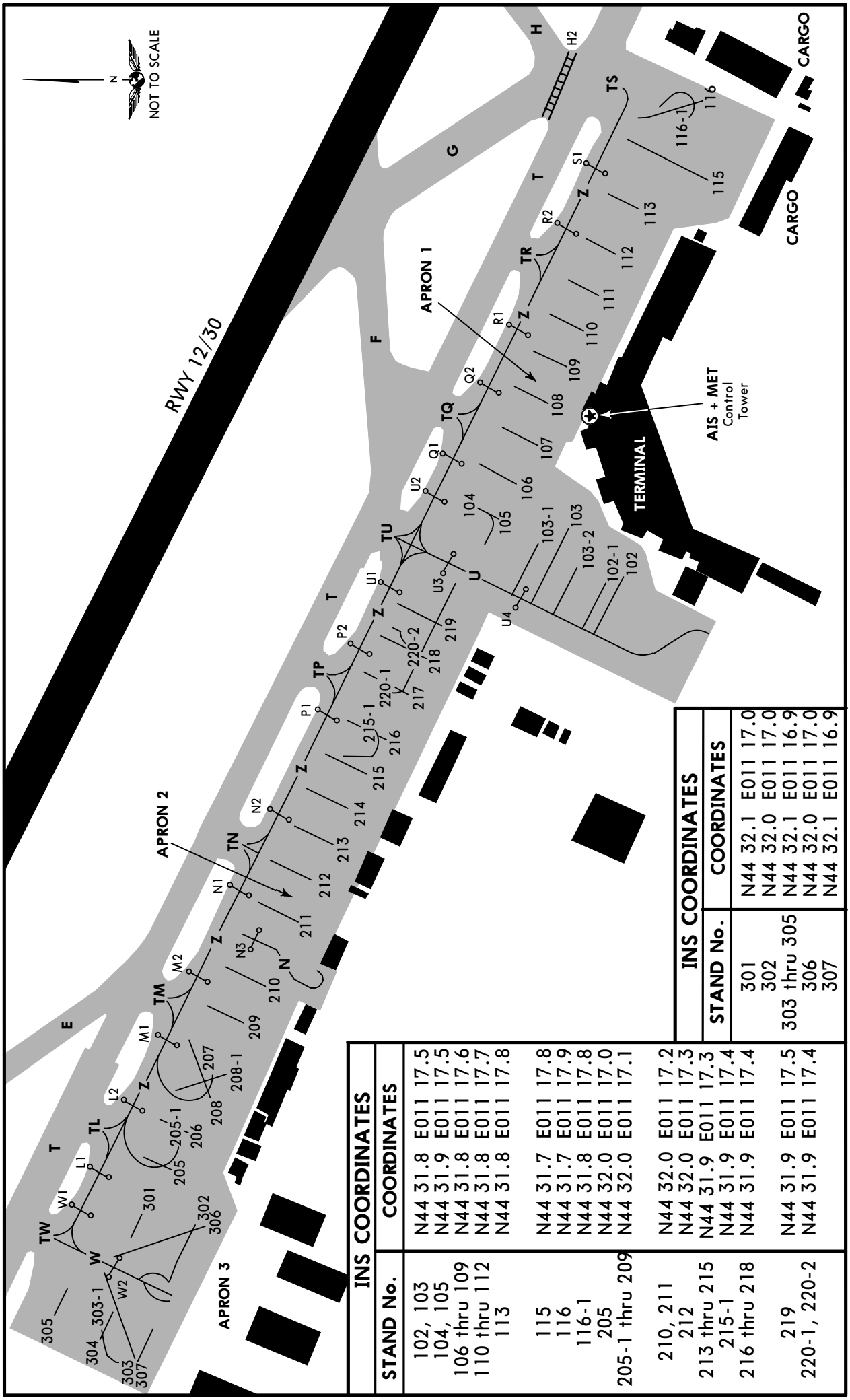
	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force: RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A, B, C	125m	150m	200m	250m	400m	500m
D	150m	200m	250m	300m		

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

CHANGES: Lights. Variation. Usable lengths. Enhanced accuracy.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

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



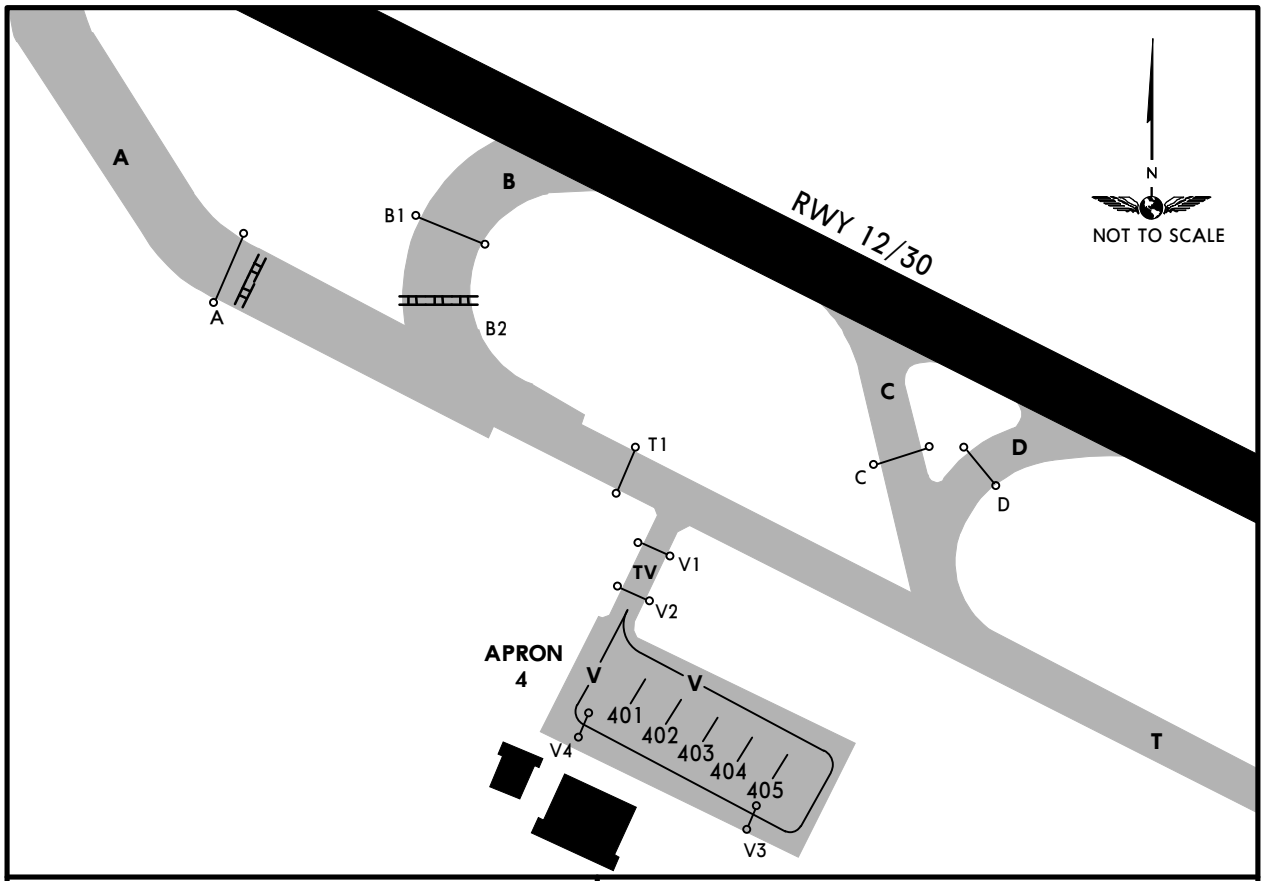
INS COORDINATES	
STAND No.	COORDINATES
102, 103	N44 31.8 E011 17.5
104, 105	N44 31.9 E011 17.5
106 thru 109	N44 31.8 E011 17.6
110 thru 112	N44 31.8 E011 17.7
113	N44 31.8 E011 17.8
115	N44 31.7 E011 17.8
116	N44 31.7 E011 17.9
116-1	N44 31.8 E011 17.8
205	N44 32.0 E011 17.0
205-1 thru 209	N44 32.0 E011 17.1
210, 211	N44 32.0 E011 17.2
212	N44 32.0 E011 17.3
213 thru 215	N44 31.9 E011 17.3
215-1	N44 31.9 E011 17.4
216 thru 218	N44 31.9 E011 17.4
219	N44 31.9 E011 17.5
220-1, 220-2	N44 31.9 E011 17.4

INS COORDINATES	
STAND No.	COORDINATES
301	N44 32.1 E011 17.0
302	N44 32.0 E011 17.0
303 thru 305	N44 32.1 E011 16.9
306	N44 32.0 E011 17.0
307	N44 32.1 E011 16.9

CHANGES: Twy designations. Parking stands.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

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



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

CHANGES: Twy designations.

© JEPPESEN, 2008, 2015. ALL RIGHTS RESERVED.

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

LIPE/BLQ
BORGO PANIGALE

JEPPESEN

10 JUL 15 (11-1) Eff 23 Jul

BOLOGNA, ITALY
ILS Z Rwy 12

BRIEFING STRIP ™

ATIS	BOLOGNA Approach (R)	BOLOGNA Tower	*Ground
134.875	120.1	120.8	121.925

LOC IBLN	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 123′ Rwy 120′
108.9	115°	D3.8 IBLN 1335′(1215′)		

MISSED APCH: Climb on rwy heading. At 500′ but not before D1.0 BOA/ D1.5 IBLN after THR rwy 12 turn LEFT (MAX 200 KT) to intercept R-046 until D14.0 BOA to NEKOD at 4000′ and hold. ❶

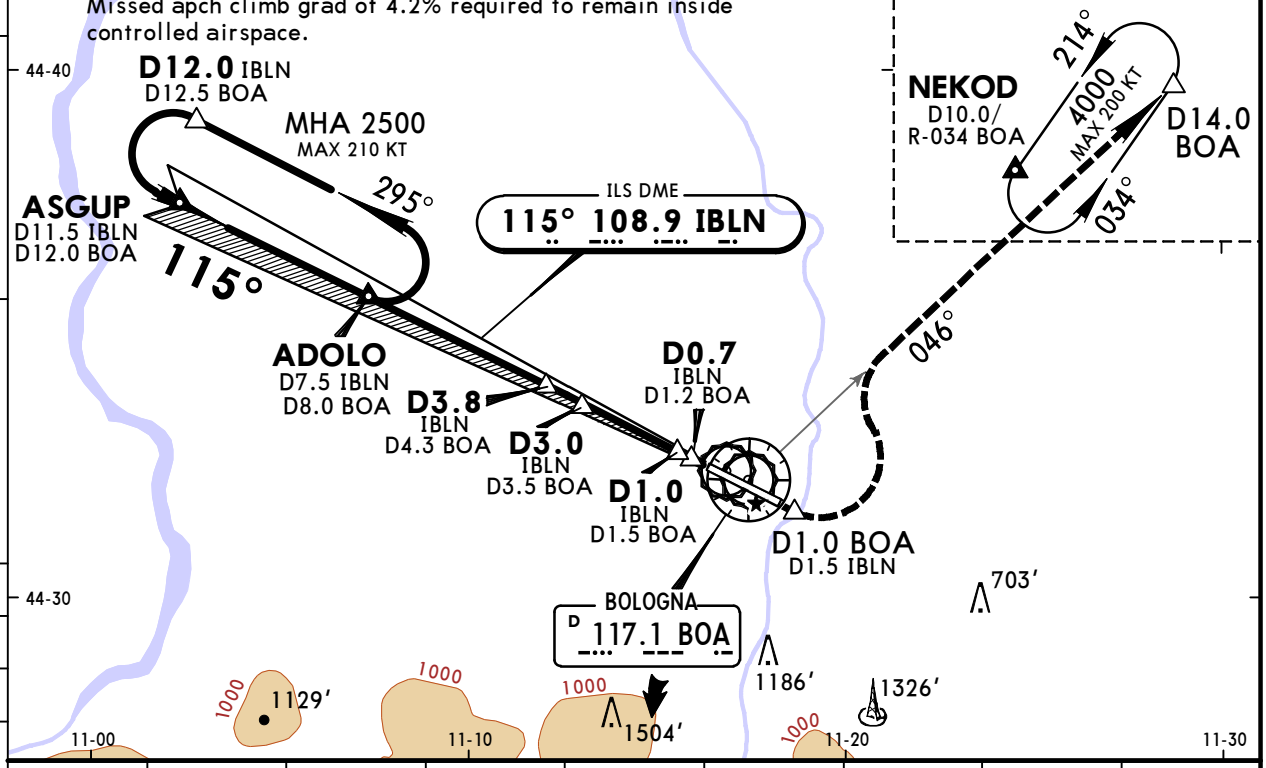
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000′

1. DME required. 2. Some users reported false LOC captures. Pilot attention is drawn to pay max caution.

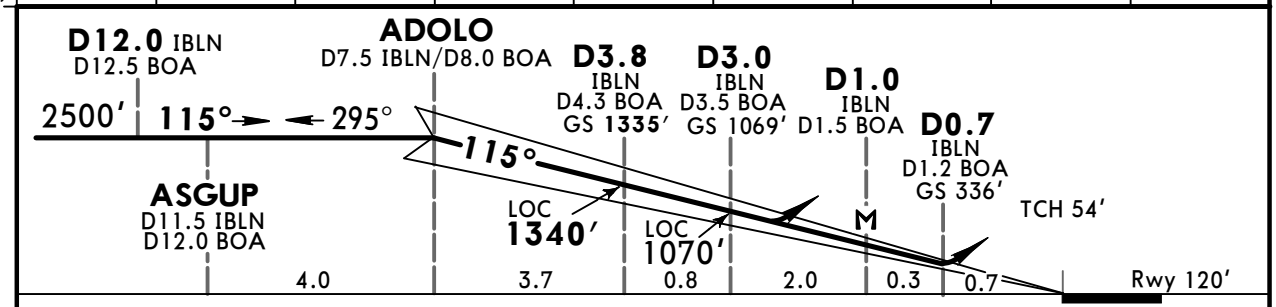
MSA BOA VOR: 180°, 4000′, 3000′, 090°, 270°, 7500′, 6000′, 360°

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

NOT TO SCALE



LOC (GS out)	IBLN 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 IBLN						

HIALS REIL PAPI 500′

Standard STRAIGHT-IN LANDING RWY 12

ILS DA(H) AB: 320′(200′) C: 327′(207′) D: 338′(218′)

LOC (GS out) DA(H) 480′(360′)

CIRCLE-TO-LAND: Not authorized South of rwy

PANS OPS

	FULL	Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m	100	730′(607′)	1500m
B						135	750′(627′)	1600m
C					RVR 1600m	180	990′(867′)	2400m
D						205	990′(867′)	3600m

CHANGES: LOC ident. OM withdrawn.

© JEPPESEN, 2000, 2015. ALL RIGHTS RESERVED.

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

LIPE/BLQ
BORGO PANIGALE

JEPPESEN
10 JUL 15
Eff 23 Jul
11-1A

BOLOGNA, ITALY
CAT II/III ILS Z Rwy 12

BRIEFING STRIP

ATIS	BOLOGNA Approach (R)	BOLOGNA Tower	*Ground
134.875	120.1	120.8	121.925

LOC IBLN	Final Apch Crs	GS D3.8 IBLN	CAT II & IIIA ILS Refer to Minimums	Apt Elev 123′ Rwy 120′
108.9	115°	1335′(1215′)		

MISSED APCH: Climb on rwy heading. At 500′ but not before D1.0 BOA/ D1.5 IBLN after THR rwy 12 turn LEFT (MAX 200 KT) to intercept R-046 until D14.0 BOA to NEKOD at 4000′ and hold. ❶

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
4000′ 3000′ 7500′ 6000′
180° 090° 270° 360°

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

NOT TO SCALE

D12.0 IBLN
D12.5 BOA
MHA 2500
MAX 210 KT
295°
ASGUP
D11.5 IBLN
D12.0 BOA
115°
ILS DME
115° 108.9 IBLN
ADOLO
D7.5 IBLN
D8.0 BOA
D3.8
IBLN
D4.3 BOA
D3.0
IBLN
D3.5 BOA
D0.7
IBLN
D1.2 BOA
D1.0 BOA
D1.5 IBLN
BOLOGNA
D 117.1 BOA
NEKOD
D10.0/
R-034 BOA
214°
4000
MAX 200 KT
D14.0
BOA
034°
046°
703′
1186′
1326′
1129′
1548′
1181′
1000
44-40
44-30
11-00
11-10
11-20
11-30

D12.0 IBLN
D12.5 BOA
2500′
115°
295°
ASGUP
D11.5 IBLN
D12.0 BOA
ADOLO
D7.5 IBLN/D8.0 BOA
D3.8
IBLN
D4.3 BOA
GS 1335′
D3.0
IBLN
D3.5 BOA
GS 1069′
D0.7
IBLN
D1.2 BOA
GS 336′
TCH 54′
4.0 3.7 0.8 2.3 0.7
Rwy 120′

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

HIALS
REIL
PAPI
500′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

CAT IIIA ILS	CAT II ILS ABC	CAT II ILS D
DH 50′	RA 97′ DA(H) 220′(100′)	RA 130′ DA(H) 246′(126′)
RVR 200m	RVR 300m ❶	RVR 400m

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

CHANGES: LOC ident. OM withdrawn.

© JEPPESEN, 2000, 2015. ALL RIGHTS RESERVED.

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

LIPE/BLQ
BORGO PANIGALE

JEPPESEN
10 JUL 15 (11-2) Eff 23 Jul

BOLOGNA, ITALY
ILS Y Rwy 12

BRIEFING STRIP

ATIS	BOLOGNA Approach (R)	BOLOGNA Tower	*Ground
134.875	120.1	120.8	121.925

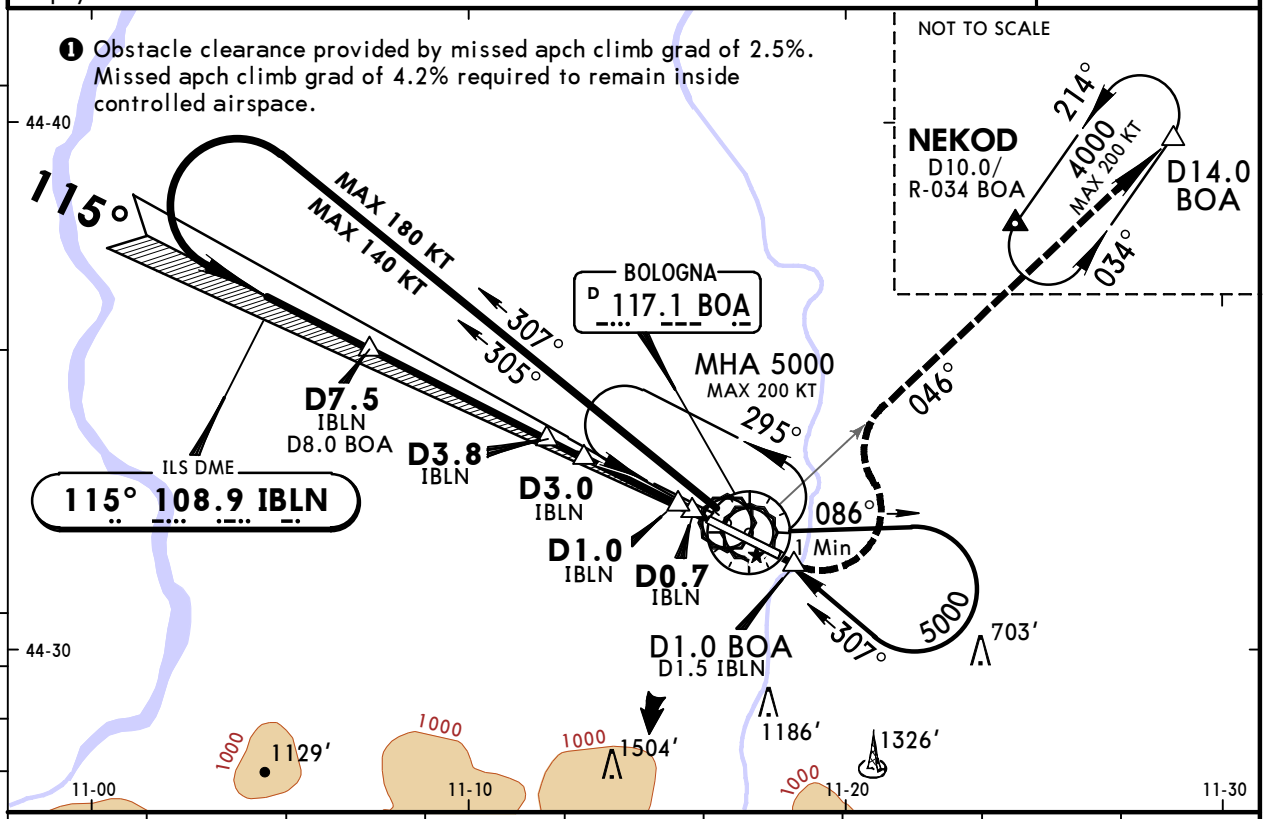
LOC IBLN	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 123′ Rwy 120′
108.9	115°	D3.8 IBLN 1335′(1215′)		

MISSED APCH: Climb on rwy heading. At 500′ but not before D1.0 BOA/ D1.5 IBLN after THR rwy 12 turn LEFT (MAX 200 KT) to intercept R-046 until D14.0 BOA to NEKOD at 4000′ and hold. ❶

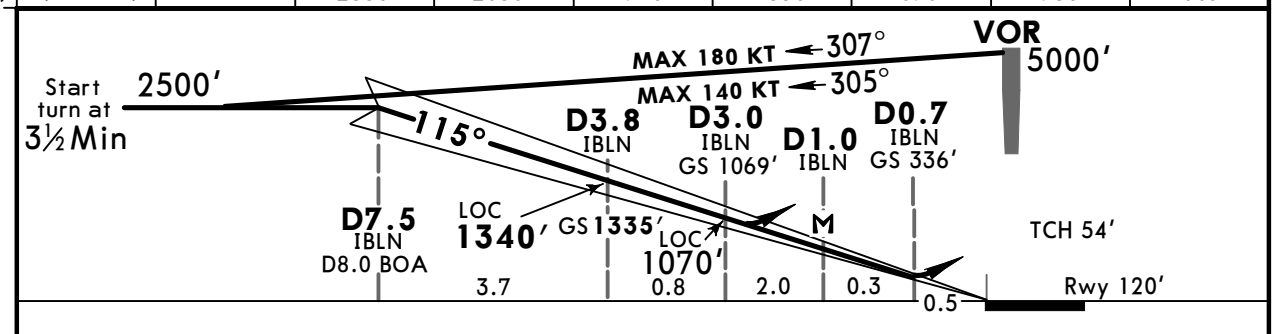
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000′

1. DME required. 2. Some users reported false LOC captures. Pilot attention is drawn to pay max caution.

MSA BOA VOR: 4000′ (090°–180°), 3000′ (180°–270°), 7500′ (090°–360°), 6000′ (270°–360°)



LOC (GS out)	IBLN 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 IBLN						

HIALS REIL PAPI 500′

Standard STRAIGHT-IN LANDING RWY 12

ILS DA(H) AB: 320′(200′) C: 327′(207′) D: 338′(218′)

LOC (GS out) DA(H) 480′(360′)

CIRCLE-TO-LAND: Not authorized South of rwy

PANS OPS

	FULL	Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m	100	730′(607′)	1500m
B						135	750′(627′)	1600m
C					RVR 1600m	180	990′(867′)	2400m
D						205	990′(867′)	3600m

CHANGES: LOC ident. OM withdrawn.

© JEPPESEN, 2000, 2015. ALL RIGHTS RESERVED.

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

LIPE/BLQ
BORGO PANIGALE

JEPPESEN
10 JUL 15
Eff 23 Jul
11-2A

BOLOGNA, ITALY
CAT II/III ILS Y Rwy 12

BRIEFING STRIP

ATIS	BOLOGNA Approach (R)	BOLOGNA Tower	*Ground
134.875	120.1	120.8	121.925

LOC IBLN	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 123′
108.9	**115°**	**D3.8 IBLN** **1335′**(1215′)	Refer to Minimums	Rwy 120′

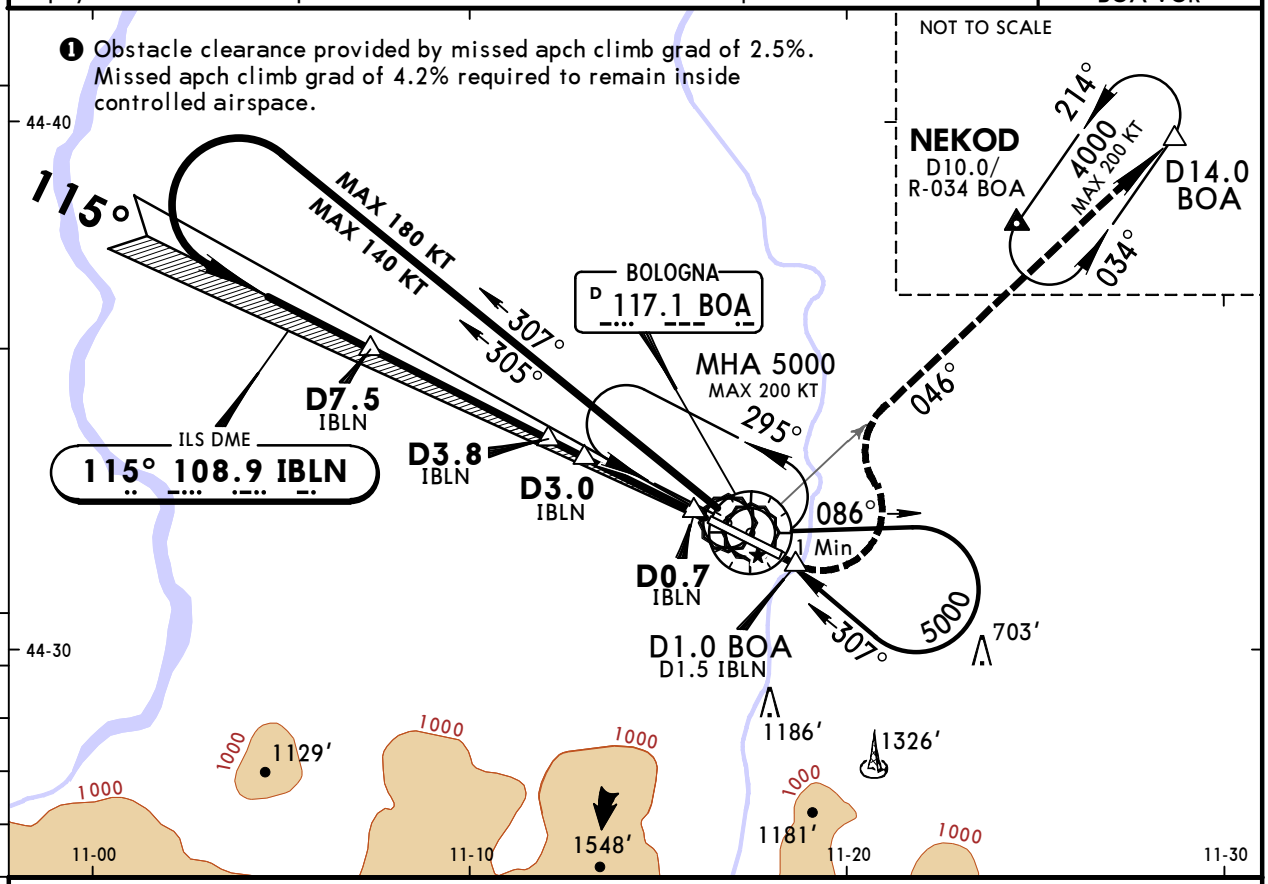
MISSED APCH: Climb on rwy heading. At 500′ but not before D1.0 BOA/ D1.5 IBLN after THR rwy 12 turn LEFT (MAX 200 KT) to intercept R-046 until D14.0 BOA to NEKOD at 4000′ and hold. ❶

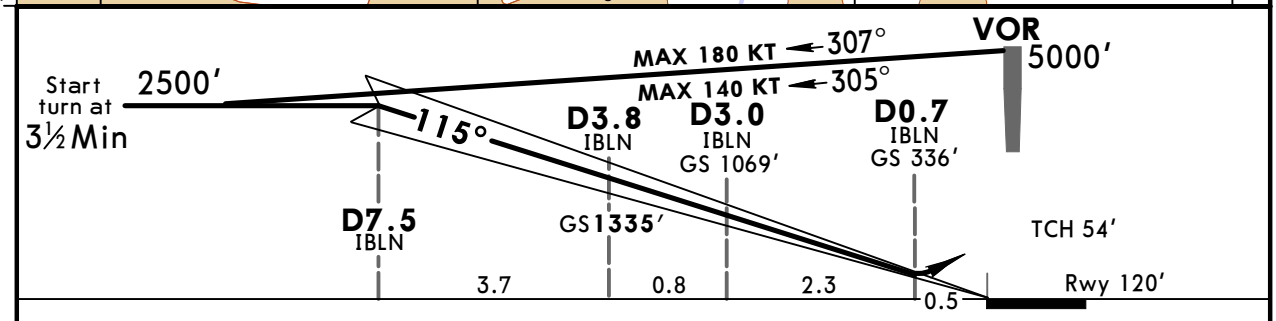
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000′
1. **DME required.** 2. Some users reported false LOC captures. Pilot attention is drawn to pay max caution. 3. Special Aircrew & Acft Certification Required.

MSA
BOA VOR
180°
4000′ 3000′
090° 270°
7500′ 6000′
360°

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

NOT TO SCALE





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

HIALS
REIL
PAPI
500′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

CAT IIIA ILS	CAT II ILS ABC	CAT II ILS D
DH **50′**	RA **97′** DA(H) **220′**(100′)	RA **130′** DA(H) **246′**(126′)
RVR 200m	RVR 300m ❶	RVR 400m

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

CHANGES: LOC ident. OM withdrawn.

© JEPPESEN, 2000, 2015. ALL RIGHTS RESERVED.

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

LIPE/BLQ
BORGO PANIGALE

JEPPESEN

10 JUL 15 (11-3) Eff 23 Jul

BOLOGNA, ITALY
ILS X Rwy 12

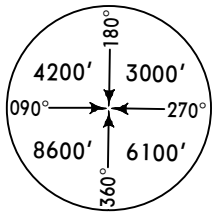
BRIEFING STRIP TM

ATIS	BOLOGNA Approach (R)	BOLOGNA Tower	*Ground
134.875	120.1	120.8	121.925

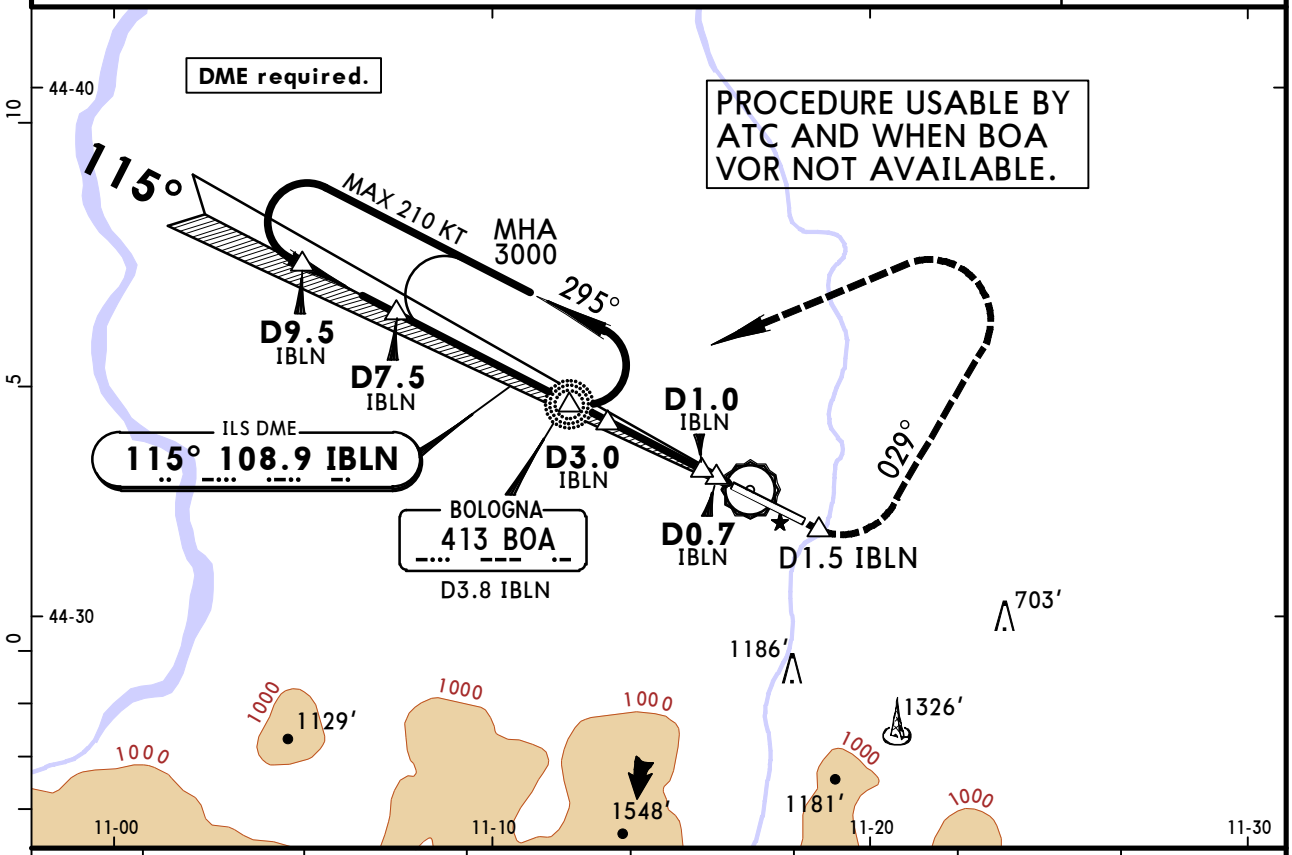
LOC IBLN	Final Apch Crs	GS NDB	ILS DA(H) Refer to Minimums	Apt Elev 123′ Rwy 120′
108.9	115°	1335′(1215′)		

MISSED APCH: Climb on 115°. At 500′ but not before D1.5 IBLN turn LEFT onto 029°. At 1500′ turn LEFT to reach NDB at 3000′.
MAX 210 KT during turns.

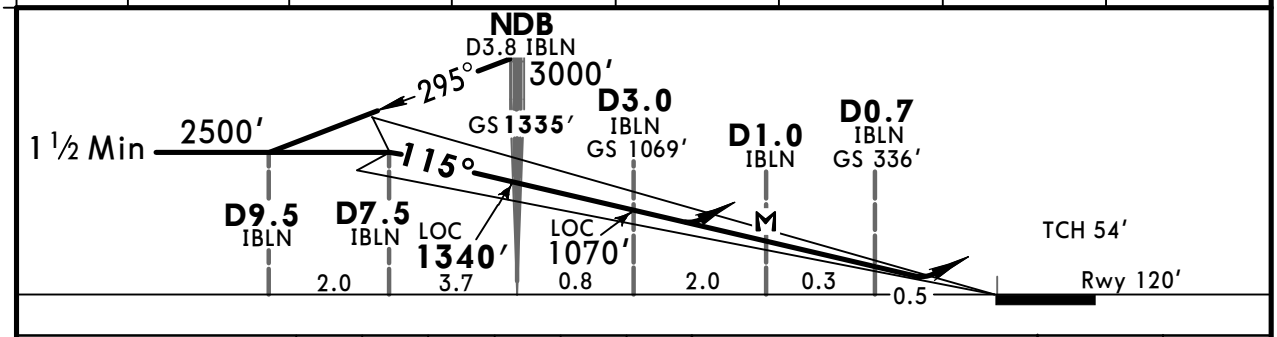
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000′
Some users reported false LOC captures. Pilot attention is drawn to pay max caution.



MSA BOA NDB



LOC (GS out)	IBLN 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
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 IBLN						

HIALS
REIL
PAPI

500′

Standard STRAIGHT-IN LANDING RWY 12

	ILS DA(H)		LOC (GS out) DA(H) 480′(360′)	
	AB: 320′(200′)	C: 327′(207′) D: 338′(218′)		
	FULL	Limited	ALS out	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR1500m
B					
C					RVR1600m
D					

CIRCLE-TO-LAND
Not authorized South of rwy

Max Kts	MDA(H)	VIS
100	730′(607′)	1500m
135	750′(627′)	1600m
180	990′(867′)	2400m
205	990′(867′)	3600m

PANS OPS

CHANGES: LOC ident. OM withdrawn.

© JEPPESEN, 2000, 2015. ALL RIGHTS RESERVED.

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

LIPE/BLQ
BORGO PANIGALE

JEPPESEN
10 JUL 15
Eff 23 Jul
11-3A

BOLOGNA, ITALY
CAT II/III ILS X Rwy 12

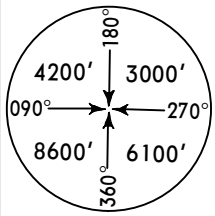
BRIEFING STRIP

ATIS	BOLOGNA Approach (R)	BOLOGNA Tower	*Ground
134.875	120.1	120.8	121.925

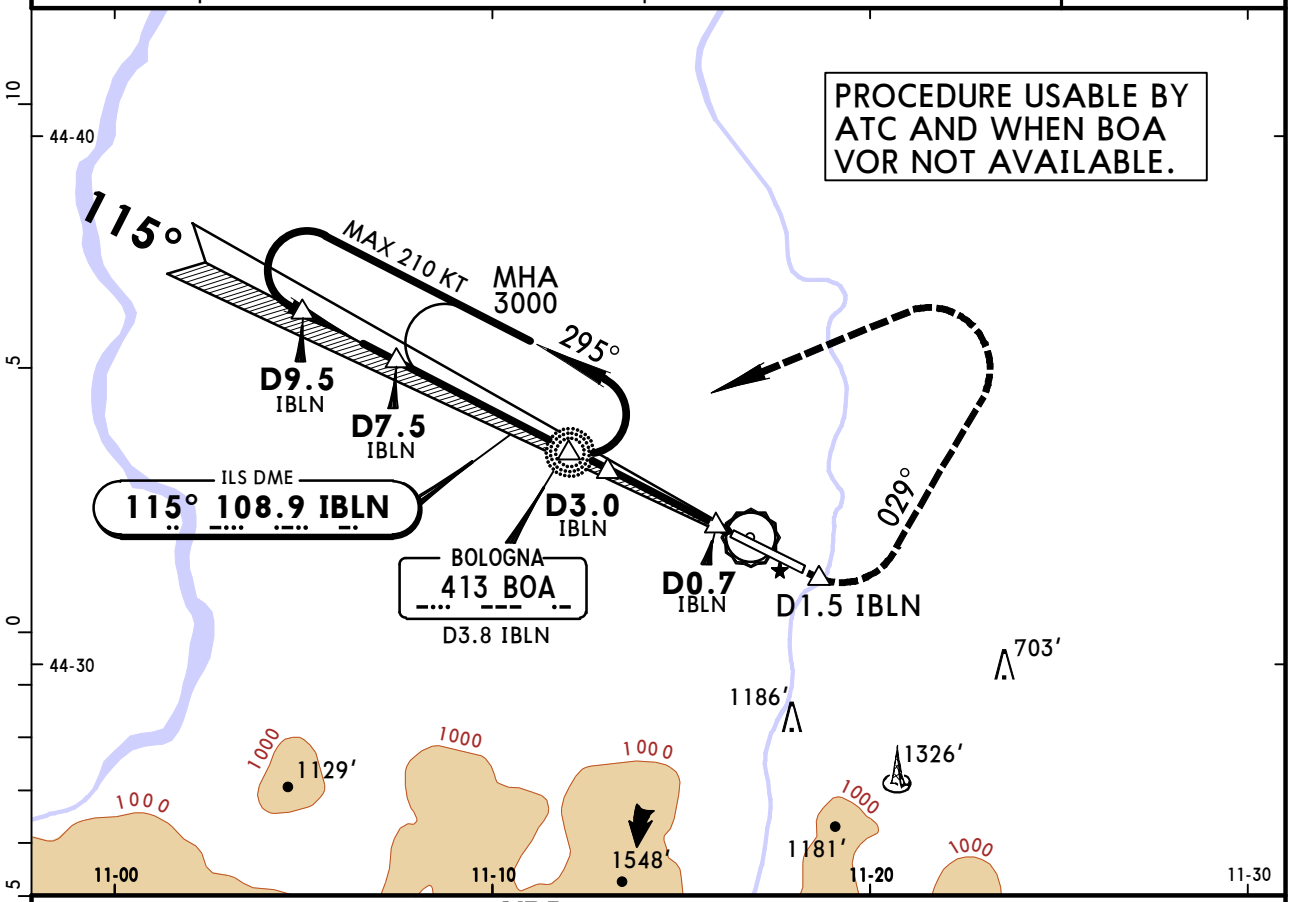
LOC IBLN	Final Apch Crs	GS NDB	CAT II & IIIA ILS Refer to Minimums	Apt Elev 123′ Rwy 120′
108.9	115°	1335′(1215′)		

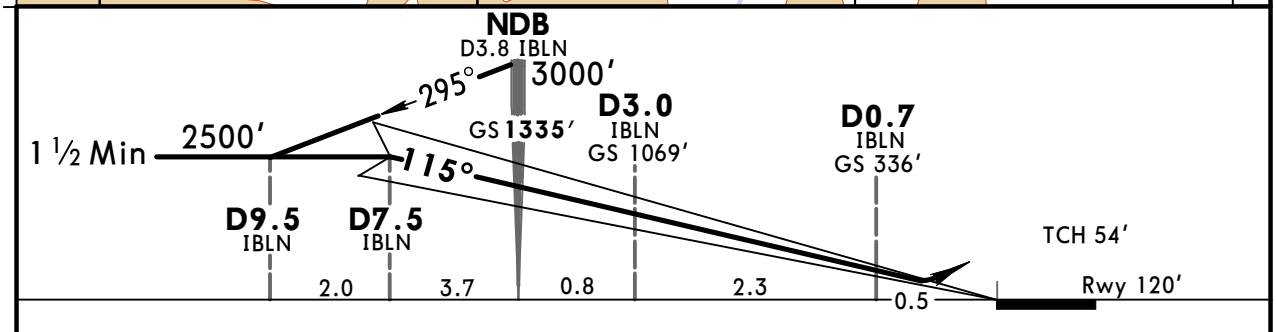
MISSED APCH: Climb on 115°. At 500′ but not before D1.5 IBLN turn LEFT onto 029°. At 1500′ turn LEFT to reach NDB at 3000′.
MAX 210 KT during turns.

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.



MSA
BOA NDB





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

HIALS
REIL
PAPI

500′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

CAT IIIA ILS	CAT II ILS ABC	CAT II ILS D
DH 50′	RA 97′ DA(H) 220′(100′)	RA 130′ DA(H) 246′(126′)
RVR 200m	RVR 300m [1]	RVR 400m

[1] Operators applying U.S. Ops specs. Autoland or HUD required below RVR 350m.

CHANGES: LOC ident. OM withdrawn.

© JEPPESEN, 2000, 2015. ALL RIGHTS RESERVED.

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

LIPE/BLQ
BORGO PANIGALE

JEPPESEN

10 JUL 15 (11-4) **Eff 23 Jul**

BOLOGNA, ITALY
ILS or LOC Rwy 30

BRIEFING STRIP ™

ATIS	BOLOGNA Approach (R)	BOLOGNA Tower	*Ground
134.875	120.1	120.8	121.925

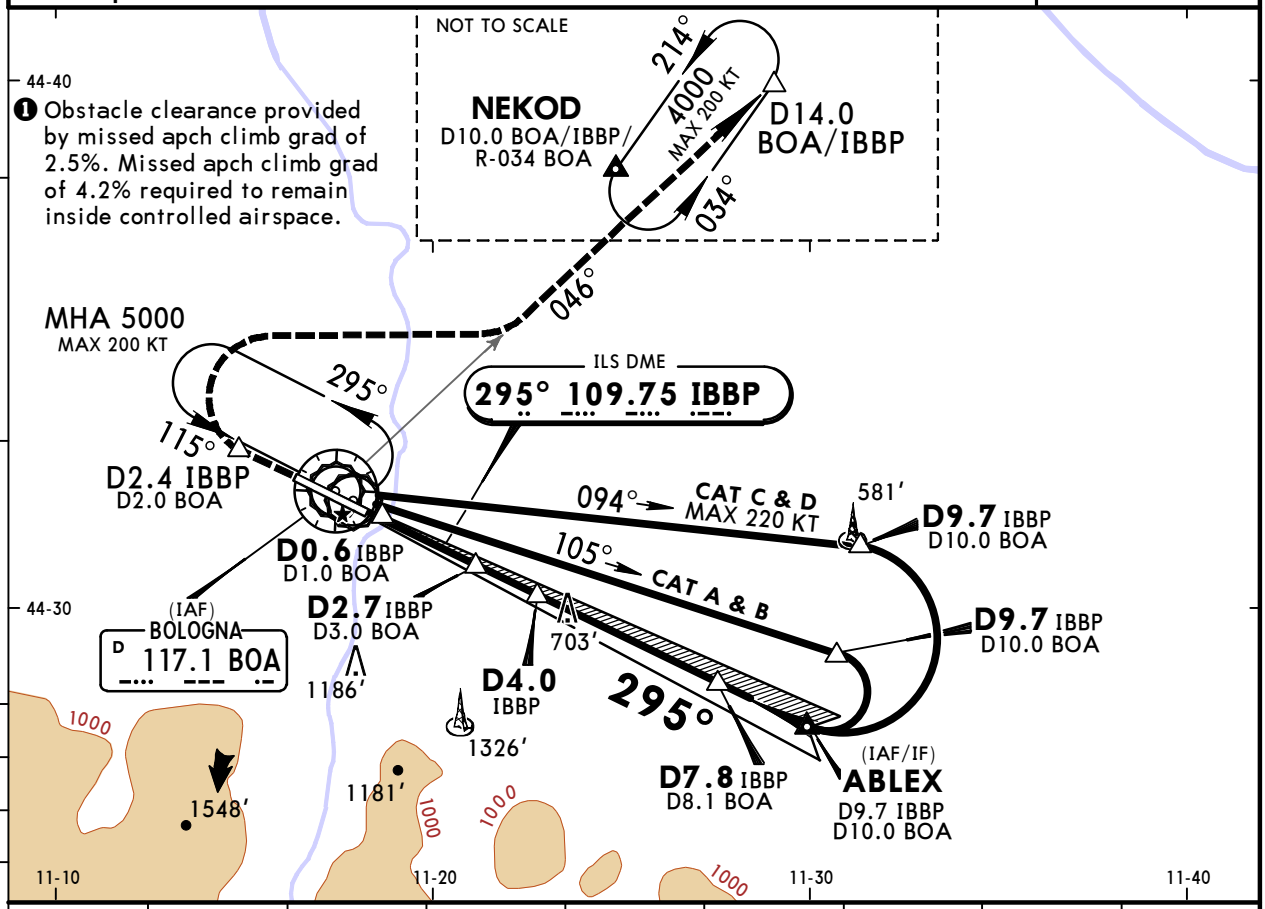
LOC IBBP	Final Apch Crs	GS	ILS DA(H)	Apt Elev 123′
109.75	**295°**	**D4.0 IBBP** **1622′** (1502′)	Refer to Minimums	Rwy 120′

MISSED APCH: Proceed on 295° climbing to 4000′. At D2.4 after IBBP (D2.0 after BOA) turn RIGHT (MAX 220 KT) to intercept R-046 BOA VOR until D14.0 BOA/IBBP to join NEKOD holding. ❶

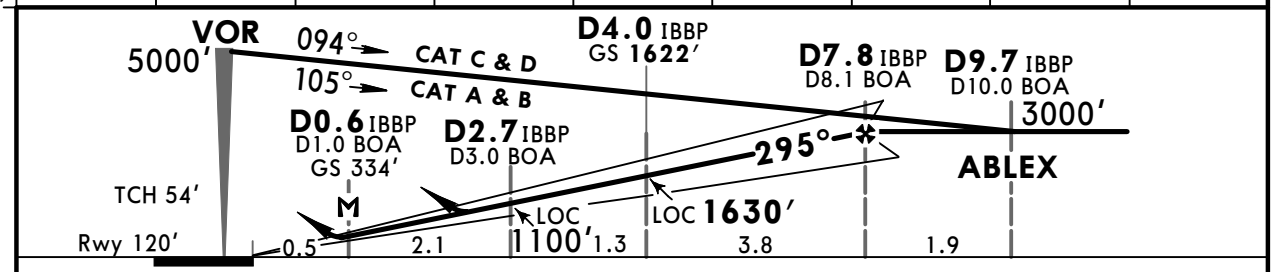
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000′

DME required.

MSA BOA VOR: 180° 4000′; 090° 270° 7500′; 360° 3000′; 6000′



LOC (GS out)	IBBP DME	2.0	3.0	4.0	5.0	6.0	7.0	7.8
	ALTITUDE	850′	1220′	1590′	1960′	2330′	2700′	3000′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.50°	434	557	619	743	867	991
MAP at 0.6 IBBP/D1.0 BOA						

HIALS REIL PAPI

D2.4 IBBP

Standard STRAIGHT-IN LANDING RWY **30**

ILS		LOC (GS out)
A: **325′** (205′)	C: **350′** (230′)	DA(H) **600′** (480′)
DA(H) B: **340′** (220′)	D: **360′** (240′)	

	FULL/Limited	ALS out		ALS out
A	RVR 750m	RVR 1200m	RVR 1500m	
B	RVR 800m			
C			RVR 1800m	CMV 2200m
D				

CIRCLE-TO-LAND

Not authorized South of rwy

Max Kts	MDA(H)	VIS
100	730′ (607′)	1500m
135	750′ (627′)	1600m
180	990′ (867′)	2400m
205	990′ (867′)	3600m

PANS OPS

CHANGES: None.

© JEPPESEN, 2012, 2014. ALL RIGHTS RESERVED.

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

LIPE/BLQ
BORGO PANIGALE

JEPPESEN

10 JUL 15 (12-1) Eff 23 Jul

BOLOGNA, ITALY
RNAV (GNSS) Rwy 12

BRIEFING STRIP

ATIS	BOLOGNA Approach (R)	BOLOGNA Tower	*Ground
134.875	120.1	120.8	121.925

EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 123′
CH 66609 E12A	**115°**	**ADOLO** **2500′** (2380′)	Refer to Minimums	Rwy 120′

MISSED APCH: Climb on rwy hdg 115° to 4000′. At PE7Ø1/D2.0 IBLN, D1.5 BOA, turn LEFT (MAX 200 KT) to intercept 046° (R-046 BOA) until PE7Ø2 (D14.0 BOA) to join NEKOD holding. ❶

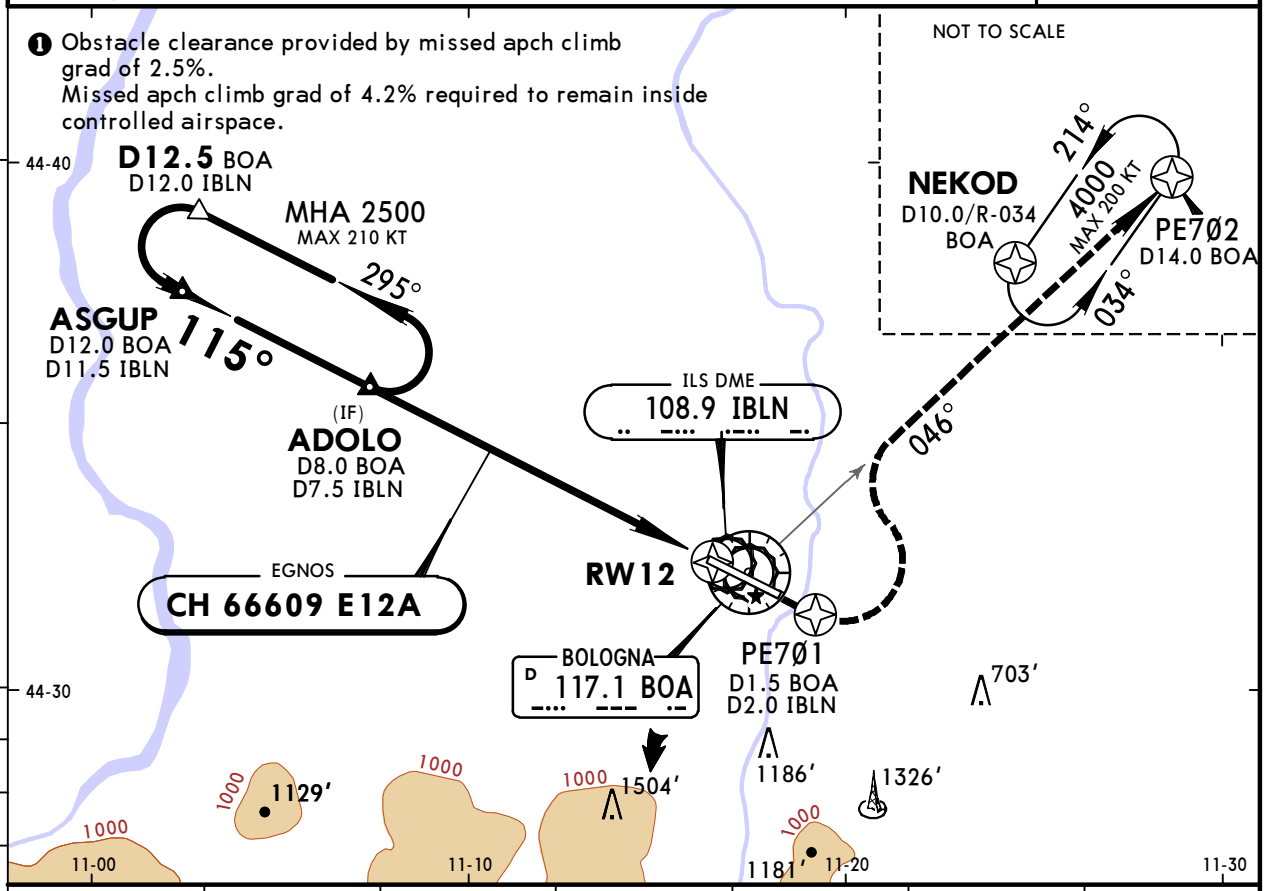
Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000′

DME required.

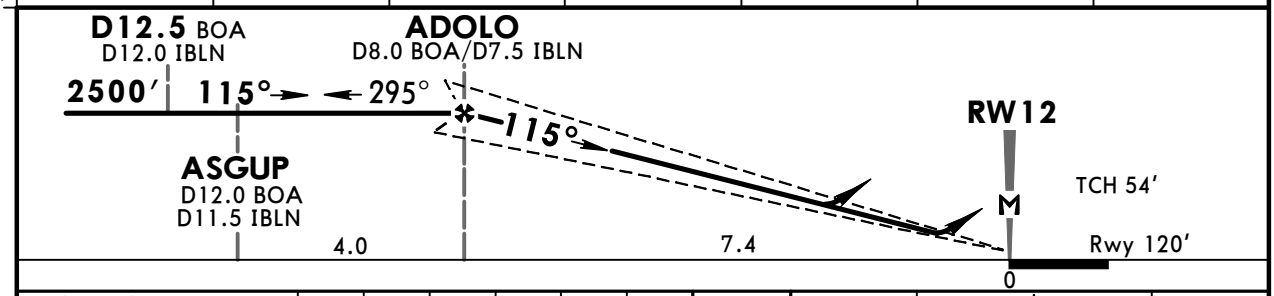
MSA ARP: 180°, 4000′, 3000′, 090°, 270°, 7500′, 6000′, 360°

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

NOT TO SCALE



IBLN DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2342′	2024′	1706′	1387′	1069′	750′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW12						

HIALS REIL PAPI

4000′ on Rwy hdg 115°

PE7Ø1

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

	LPV		LNAV
DA(H)	A: **420′** (300′) B: **430′** (310′)	C: **440′** (320′) D: **450′** (330′)	MDA(H) **570′** (450′)

		ALS out		ALS out
A	RVR 750m ❶	RVR 1400m	RVR 1400m	RVR 1500m
B				
C				CMV 2100m
D	RVR 800m	RVR 1500m		

CIRCLE-TO-LAND
Not authorized
South of rwy

Max Kts	MDA(H)	VIS
100	730′ (607′)	1500m
135	750′ (627′)	1600m
180	990′ (867′)	2400m
205	990′ (867′)	3600m

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

CHANGES: Waypoint designations. DME ident.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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

LIPE/BLQ BORGO PANIGALE

JEPPESEN

16 MAY 14 (13-1) **Eff 29 May**

BOLOGNA, ITALY VOR Rwy 12

BRIEFING STRIP

ATIS	BOLOGNA Approach (R)	BOLOGNA Tower	*Ground
134.87	120.1	120.8	121.92

VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev
BOA 117.1	114°	ADOLO 2500′ (2377′)	580′ (457′)	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. ❶

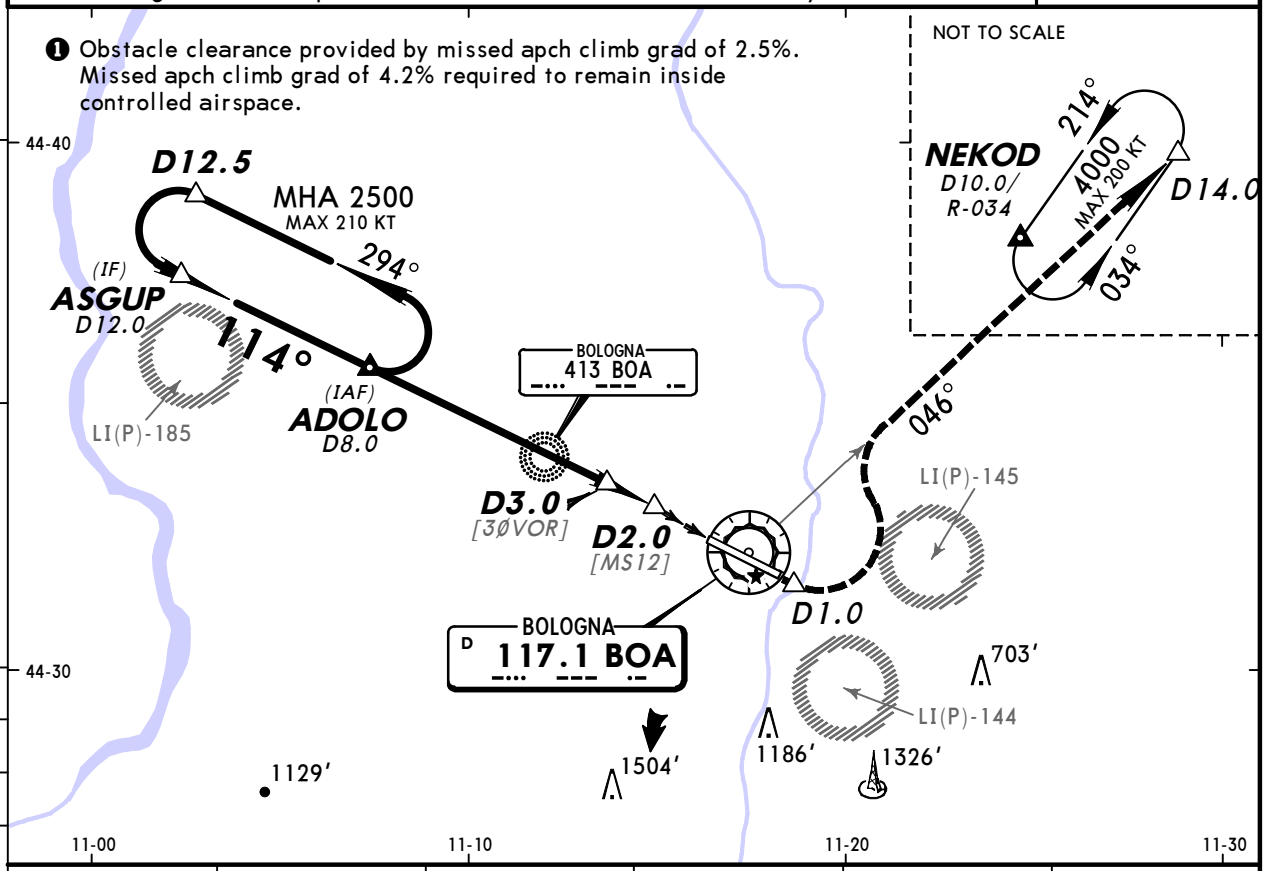
Alt Set: hPa Apt Elev: 4 hPa Trans level: By ATC Trans alt: 6000′

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.

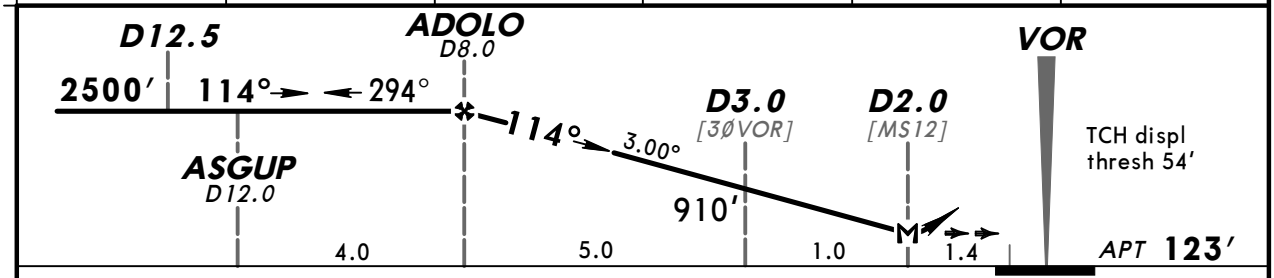
MSA BOA VOR: 4000′ (090°–270°), 3000′ (180°–360°), 7500′ (090°–180°), 6000′ (270°–360°)

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

NOT TO SCALE



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
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.0						

HIALS REIL PAPI

D1.0

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

DA(H) 580′(457′)

		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	730′(607′)	1500m
135	750′(627′)	1600m
180	990′(867′)	2400m
205	990′(867′)	3600m

CHANGES: MSA. Notes.

© JEPPESEN, 2000, 2014. ALL RIGHTS RESERVED.

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

LIPE/BLQ
BORGO PANIGALE

JEPPESEN

16 MAY 14 (13-2) Eff 29 May

BOLOGNA, ITALY
VOR Z Rwy 30

BRIEFING STRIP

ATIS	BOLOGNA Approach (R)	BOLOGNA Tower	*Ground
134.87	120.1	120.8	121.92

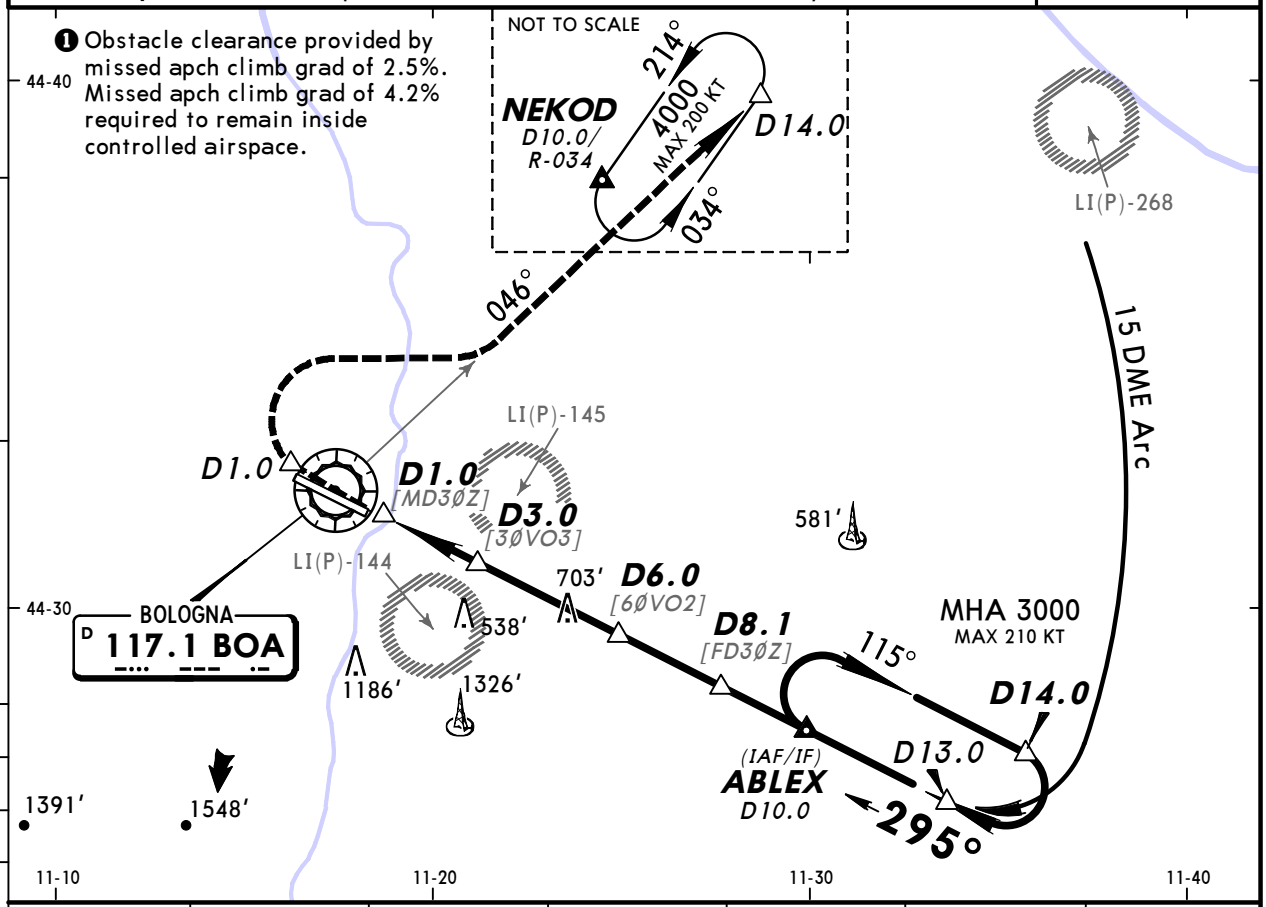
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev
BOA 117.1	295°	D8.1 3000′ (2877′)	600′ (477′)	123′

MISSED APCH: Proceed on 295° climbing to 4000′. At D1.0 after VOR turn RIGHT (MAX 220 KT) to intercept R-046 until D14.0 to join NEKOD holding.❶

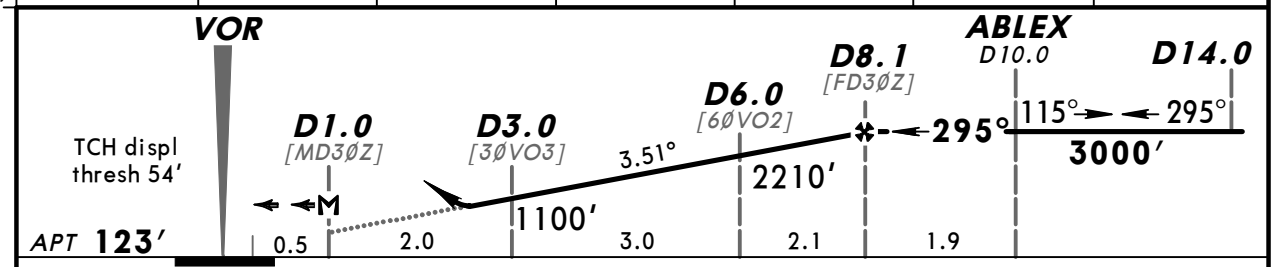
Alt Set: hPa Apt Elev: 4 hPa Trans level: By ATC Trans alt: 6000′

1. **DME required.** 2. Final apch track at 1400m lies 202m North of rwy centerline.

MSA BOA VOR: 4000′ (090°–180°), 3000′ (180°–270°), 7500′ (090°–360°), 6000′ (270°–360°)



BOA DME	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	730′	1100′	1480′	1850′	2220′	2590′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.51°	435	559	621	745	870	994
MAP at D1.0						

HIALS REIL PAPI D1.0

PANS OPS

Standard STRAIGHT-IN LANDING RWY 30

DA(H) 600′(477′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1800m	CMV 2200m
D		

CIRCLE-TO-LAND

Not authorized South of rwy

Max Kts	MDA(H)	VIS
100	730′(607′)	1500m
135	750′(627′)	1600m
180	990′(867′)	2400m
205	990′(867′)	3600m

CHANGES: MSA. Crossing altitude.

© JEPPESEN, 2008, 2014. ALL RIGHTS RESERVED.

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

LIPE/BLQ
BORGO PANIGALE

JEPPESEN

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

BOLOGNA, ITALY
VOR Y Rwy 30

BRIEFING STRIP ™

ATIS	BOLOGNA Approach (R)	BOLOGNA Tower	*Ground
134.87	120.1	120.8	121.92

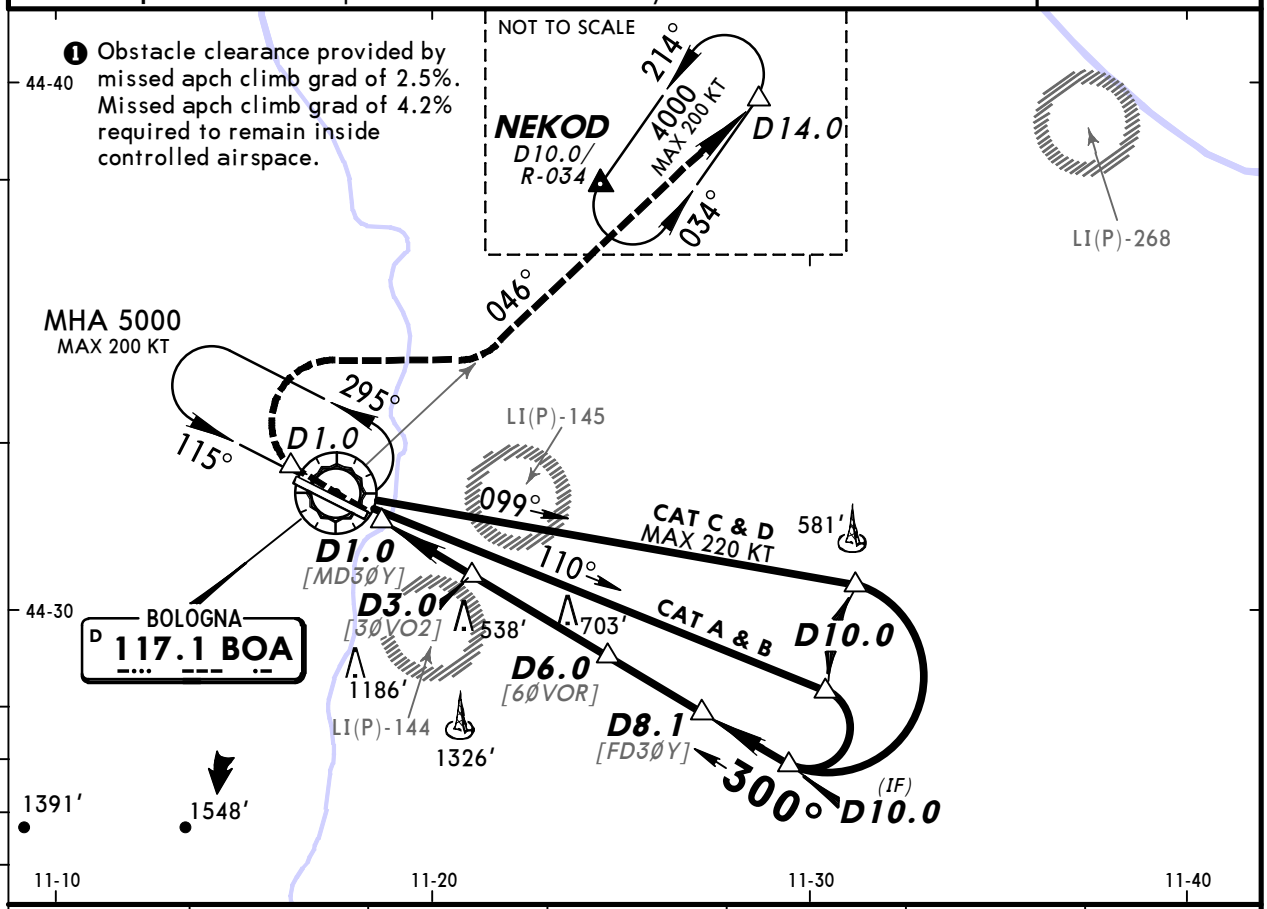
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev
BOA 117.1	300°	D8.2 3000′ (2877′)	600′ (477′)	123′

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.❶

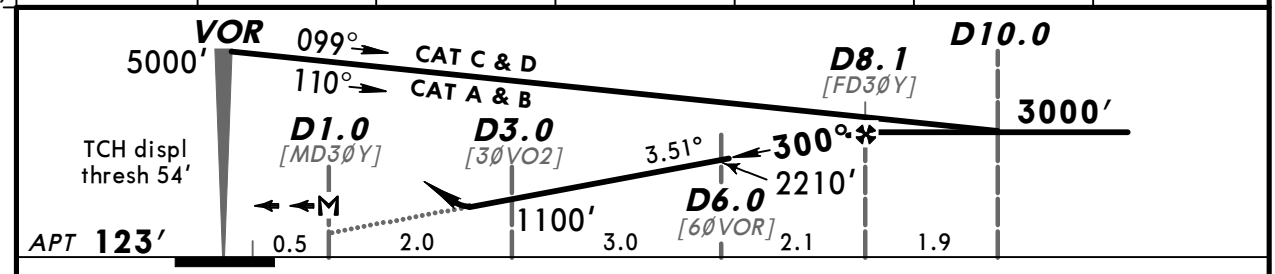
Alt Set: hPa Apt Elev: 4 hPa Trans level: By ATC Trans alt: 6000′

1. **DME required.** 2. Final apch track offset 5° from rwy centerline.

MSA BOA VOR: 4000′ (090°–270°), 3000′ (180°–360°), 7500′ (090°–180°), 6000′ (270°–360°)



BOA DME	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	720′	1070′	1440′	1810′	2170′	2540′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.51°	435	559	621	745	870	994
MAP at D1.0							

HIALS REIL PAPI **D1.0**

PANS OPS

Standard STRAIGHT-IN LANDING RWY **30**

DA(H) **600′** (477′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1800m	CMV 2200m
D		

CIRCLE-TO-LAND

Not authorized South of rwy

Max Kts	MDA(H)	VIS
100	730′ (607′)	1500m
135	750′ (627′)	1600m
180	990′ (867′)	2400m
205	990′ (867′)	3600m

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

© JEPPESEN, 2008, 2014. ALL RIGHTS RESERVED.

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

LIPE/BLQ
BORGO PANIGALE

JEPPESEN
10 JUL 15 (16-1) Eff 23 Jul

BOLOGNA, ITALY
NDB Rwy 12

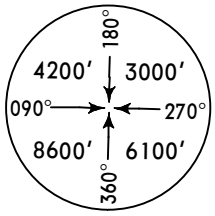
BRIEFING STRIP ™

ATIS	BOLOGNA Approach (R)	BOLOGNA Tower	*Ground
134.875	120.1	120.8	121.925

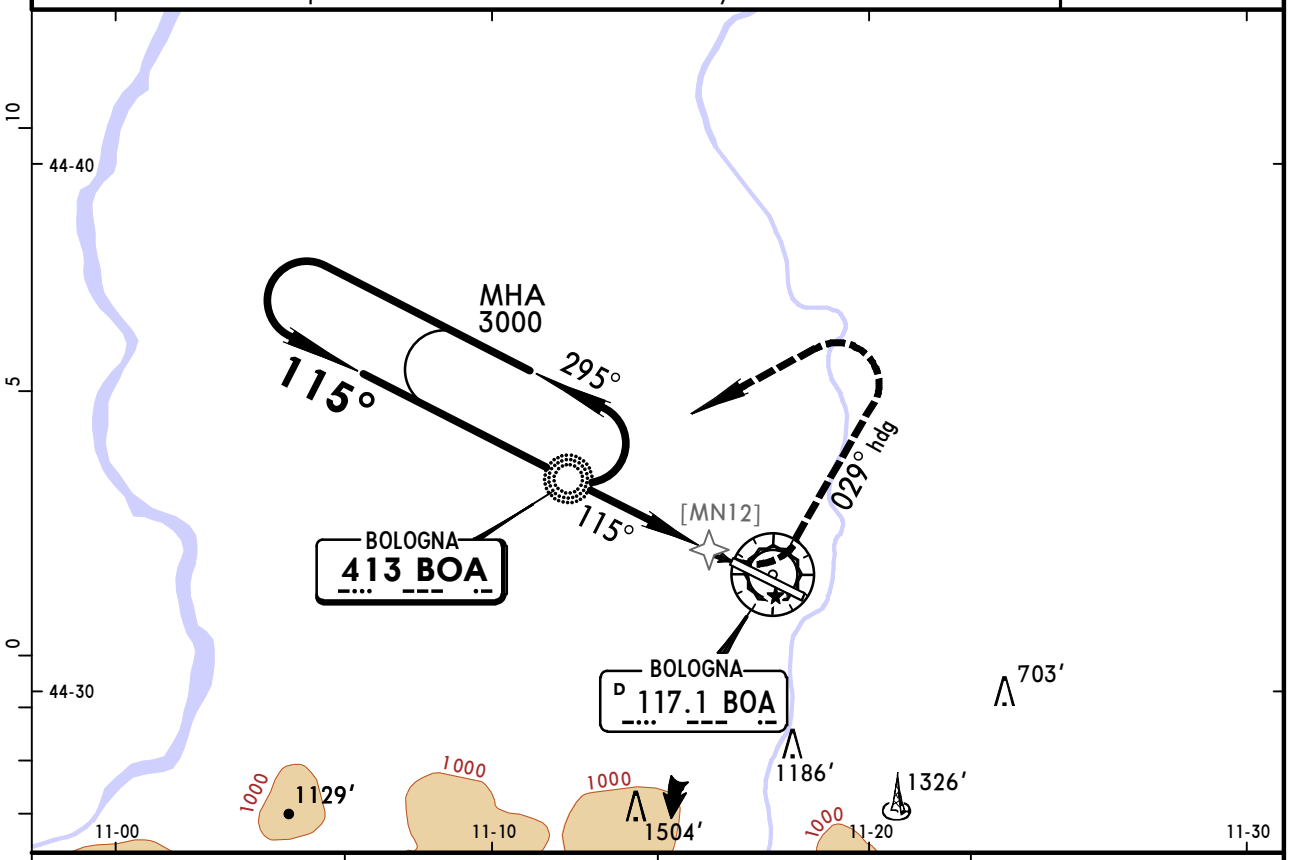
NDB BOA	Final Apch Crs	Minimum Alt NDB	DA(H)	Apt Elev 123′
413	115°	1300′(1177′)	640′(517′)	

MISSED APCH: Turn LEFT onto heading 029° climbing to 1500′.
Turn LEFT to reach NDB at 3000′. MAX 210 KT during turns.

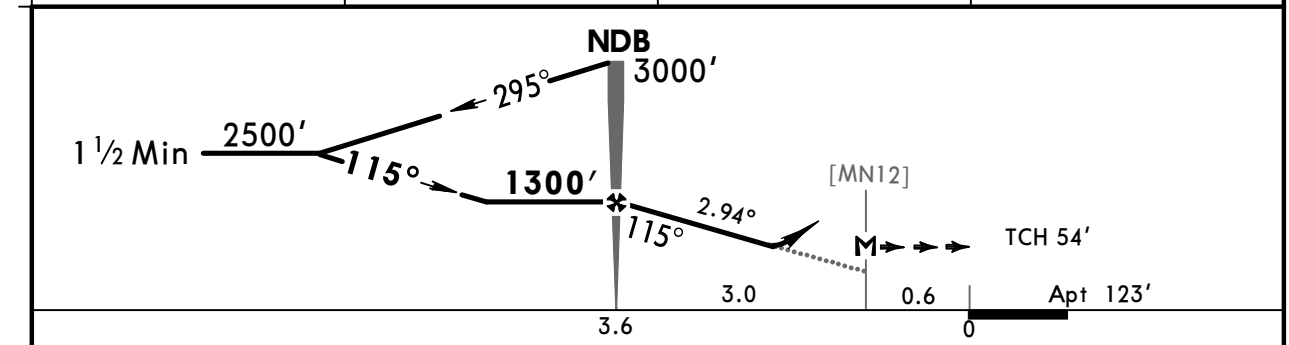
Alt Set: hPa | Apt Elev: 4 hPa | Trans level: By ATC | Trans alt: 6000′



MSA BOA NDB



BOA DME	4.0	3.0	2.0
ALTITUDE	1240′	930′	620′



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

HIALS
REIL
PAPI

MAX 210 KT LT | 029° hdg | 1500′

Standard STRAIGHT-IN LANDING RWY 12

DA(H) 640′(517′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1600m	CMV 2400m
D		

CIRCLE-TO-LAND

Not authorized South of rwy

Max Kts	MDA(H)	VIS
100	730′(607′)	1500m
135	750′(627′)	1600m
180	990′(867′)	2400m
205	990′(867′)	3600m

PANS OPS

CHANGES: None.

© JEPPESEN, 2000, 2014. ALL RIGHTS RESERVED.

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

LIPE/BLQ
BORGO PANIGALE

JEPPESEN
10 JUL 15 (16-2) Eff 23 Jul

BOLOGNA, ITALY
NDB Rwy 30

BRIEFING STRIP

ATIS	BOLOGNA Approach (R)	BOLOGNA Tower	*Ground
134.875	120.1	120.8	121.925

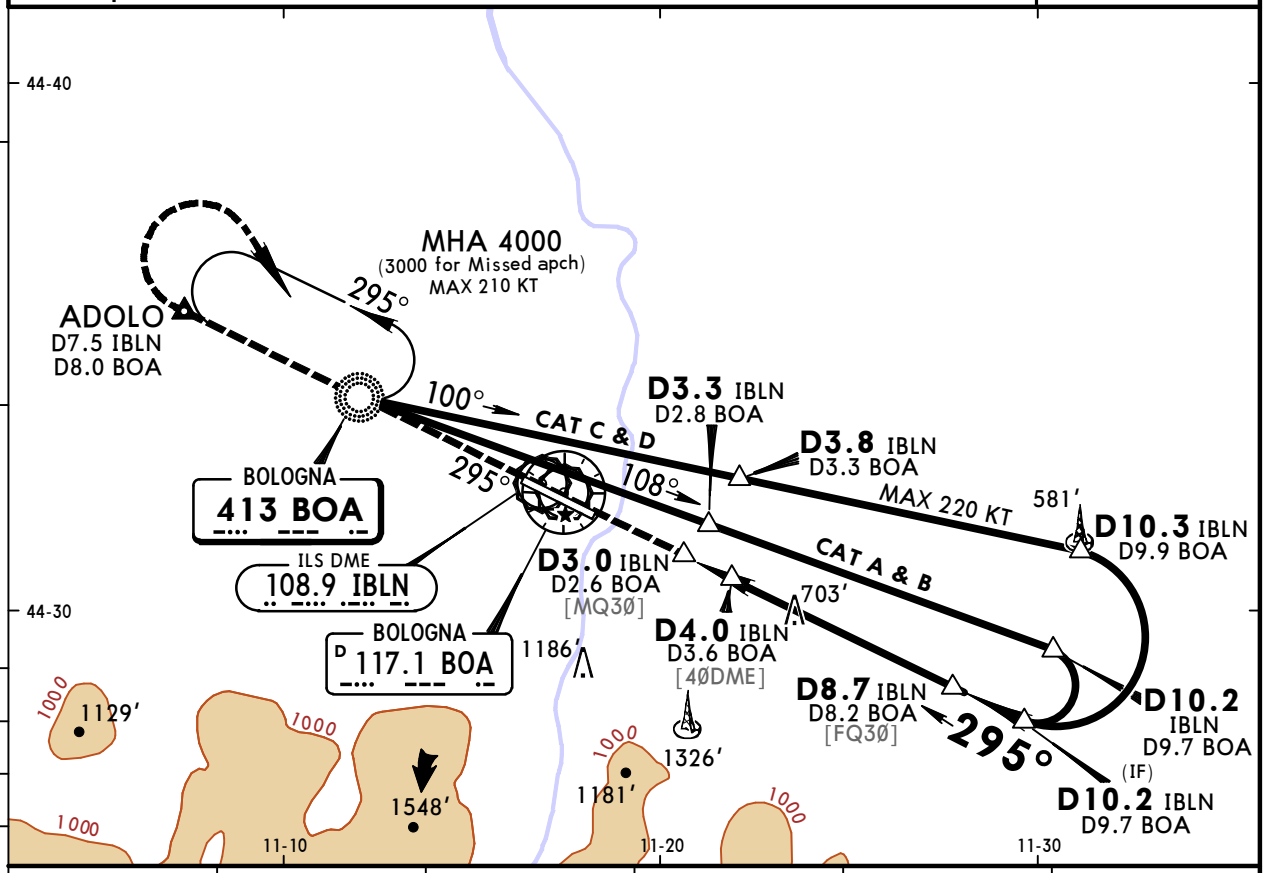
NDB BOA	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 123′
413	295°	D8.7 IBLN 3000′(2877′)	1010′(887′)	

MISSED APCH: Climb on 295° via BOA NDB to ADOLO (D7.5 IBLN/D8.0 BOA), then turn RIGHT (MAX 220 KT) to reach BOA NDB at 3000′.

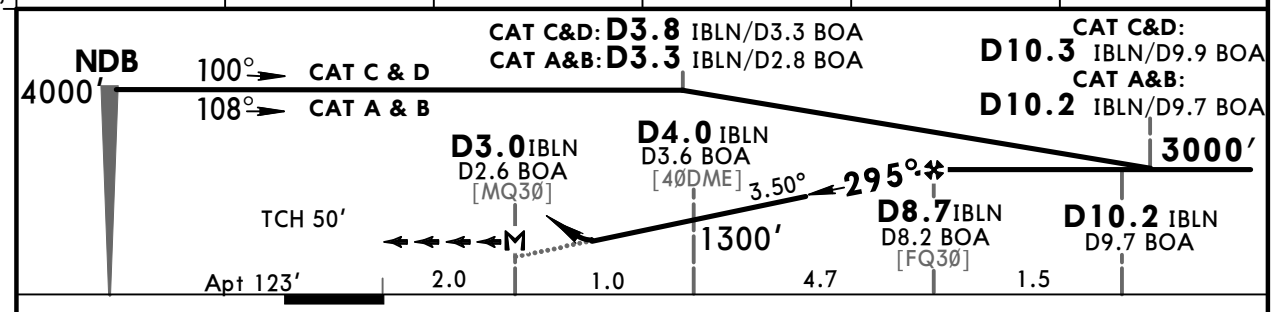
Alt Set: hPa — Apt Elev: 4 hPa — Trans level: By ATC — Trans alt: 6000′

DME required.

MSA BOA NDB: 180° 4200′; 090° 3000′; 270° 8600′; 360° 6100′



IBLN DME	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1300′	1670′	2040′	2410′	2780′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at D3.0 IBLN/D2.6 BOA							

HIALS REIL PAPI

295° via BOA 413 — ADOLO

PANS OPS

Standard STRAIGHT-IN LANDING RWY 30

DA(H) 1010′(887′)

ALS out

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	1010′(887′)	1500m
B		135	1010′(887′)	1600m
C	CMV 2400m	180	1010′(887′)	2400m
D		205	1010′(887′)	3600m

CIRCLE-TO-LAND

Not authorized South of rwy

CHANGES: Waypoint designations. DME ident.

© JEPPESEN, 2010, 2015. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

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

BOLOGNA, (BORGO PANIGALE - LIPE)

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIPE