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Airport Information For LIBD

Terminal Charts For LIBD

Revision Letter For Cycle 13-2016

Change Notices

Notebook

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: 0320 Z
Sunset: 1828 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: 122.100
Bari Tower: 118.300
Apulia Approach: 136.100
Apulia Approach: 122.100
Apulia Radar: 122.100
Apulia Radar: 136.100

LIBD/BRI
PALESE

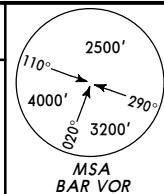
JEPPesen
21 MAR 14 **(10-2B)** **Eff 3 Apr**

BARI, ITALY
STAR

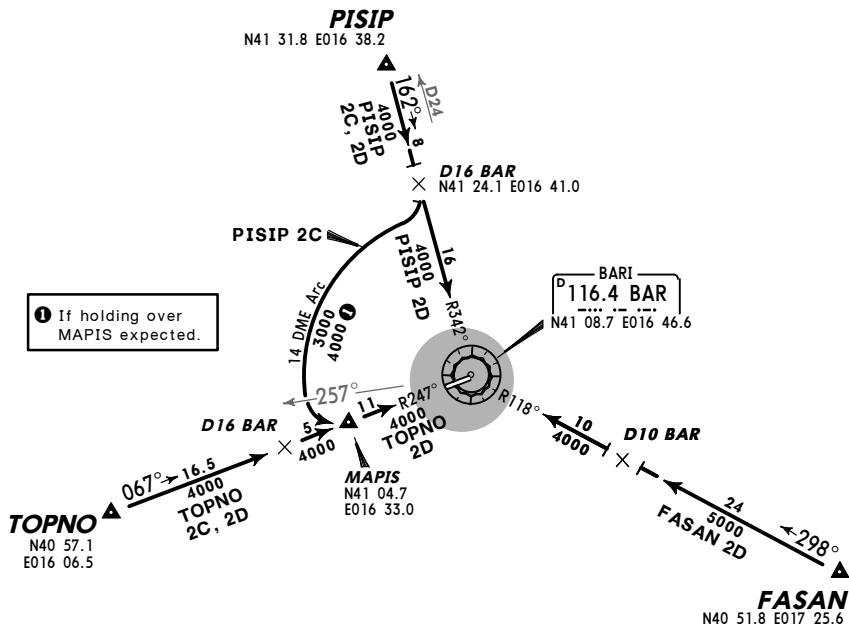
ATIS
124.05

Apt Elev
187'

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

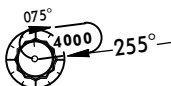


FASAN 2D [FASA2D]
PISIP 2C [PISI2C], PISIP 2D [PISI2D]
TOPNO 2C [TOPN2C], TOPNO 2D [TOPN2D]
RWY 07 ARRIVALS
BASED ON BAR VOR



HOLDINGS OVER

BAR
By ATC



MAPIS



STAR

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.

ROUTING

LIBD/BRI
PALESE

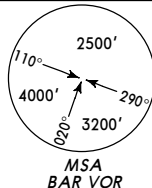
JEPPESSEN
21 MAR 14 (10-2C) Eff 3 Apr

BARI, ITALY
STAR

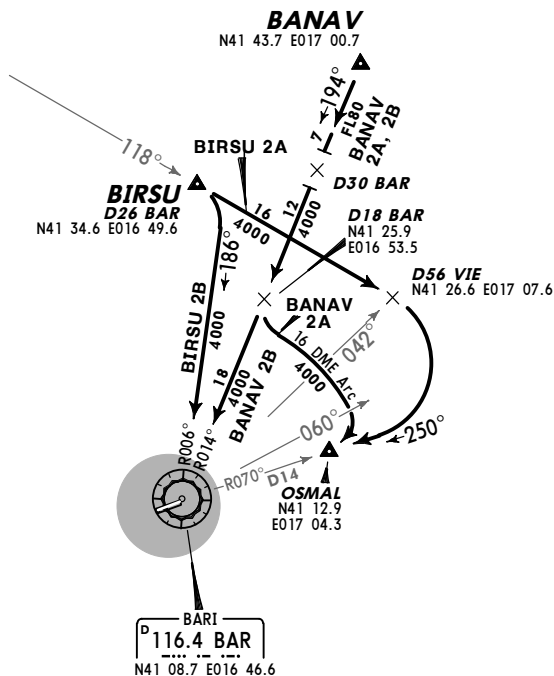
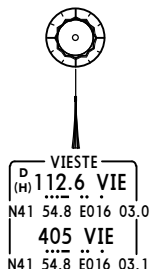
ATIS
124.05

Apt Elev
187'

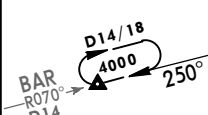
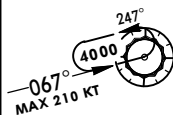
Alt Set: hPa
Trans level: By ATC Trans alt: 5000'



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



HOLDINGS OVER
BAR OSMAL



STAR

ROUTING

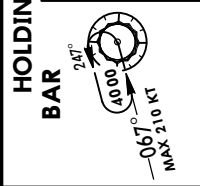
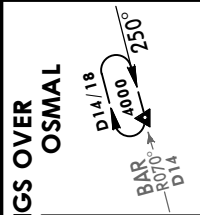
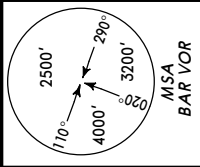
BANAV 2A	On BAR R-014 inbound to D18 BAR, turn LEFT, along BAR 16 DME arc, when passing BAR R-060 turn RIGHT to OSMAL.
BANAV 2B	On BAR R-014 inbound to BAR.
BIRSU 2A	On VIE R-118 (118° bearing) to D56 VIE, turn RIGHT, intercept BAR R-070 inbound to OSMAL.
BIRSU 2B	Intercept BAR R-006 inbound to BAR.

LIBD/BRI
PALESE

JEPPESSEN
11 JUL 14 10-2D Eff 24 Jul

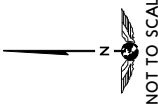
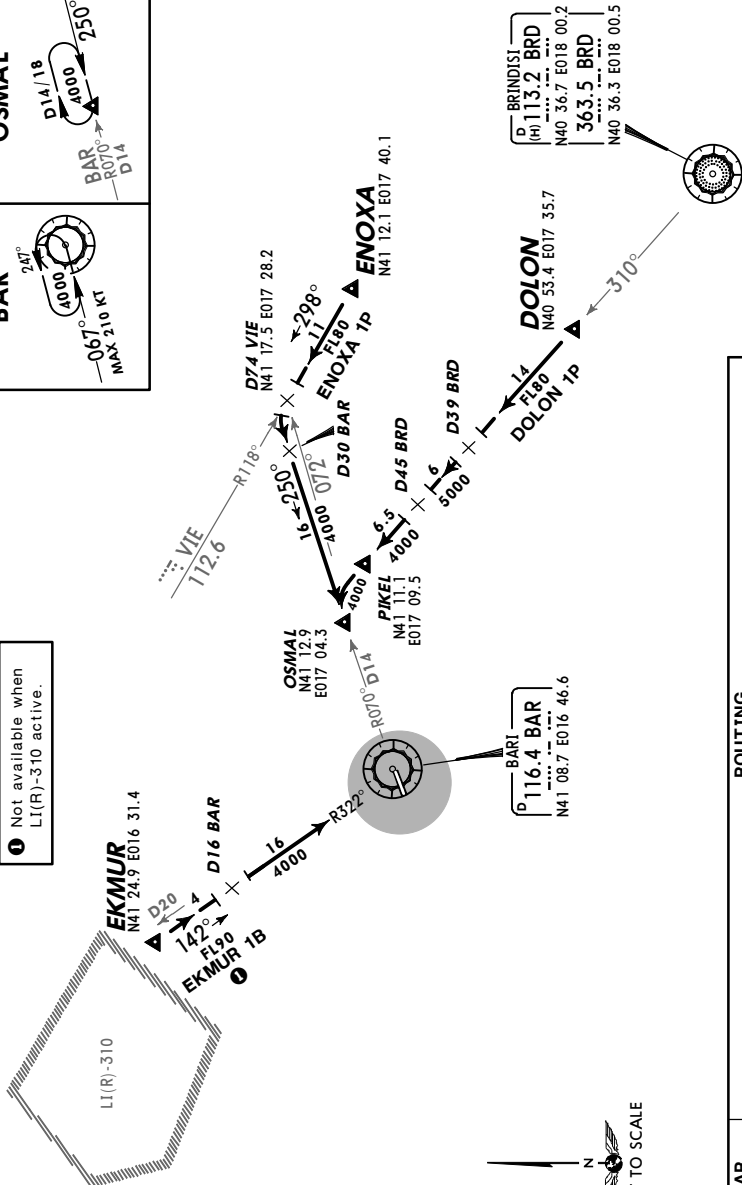
BARI, ITALY
STAR

ATIS 124.05	Apt Elev 187'	Alt Set: hPa Trans level: By ATC Trans alt: 5000'
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DOLON 1P [DOLO1P]
EKMUR 1B [EKMU1B] ①
ENOXA 1P [ENOX1P]
RWY 25 ARRIVALS
BASED ON BAR VOR

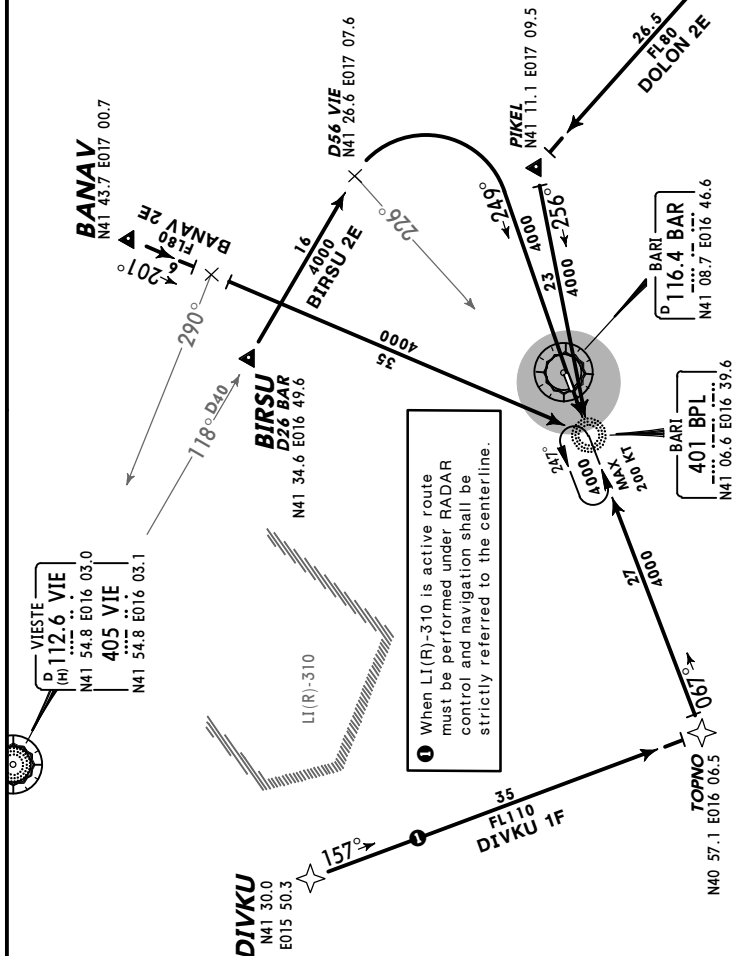
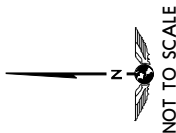
① Not available when
LI(R)-310 active.



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 LEFT, intercept BAR R-070 inbound to OSMAL.

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STAR



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.

LIBD/BRI
PALESE

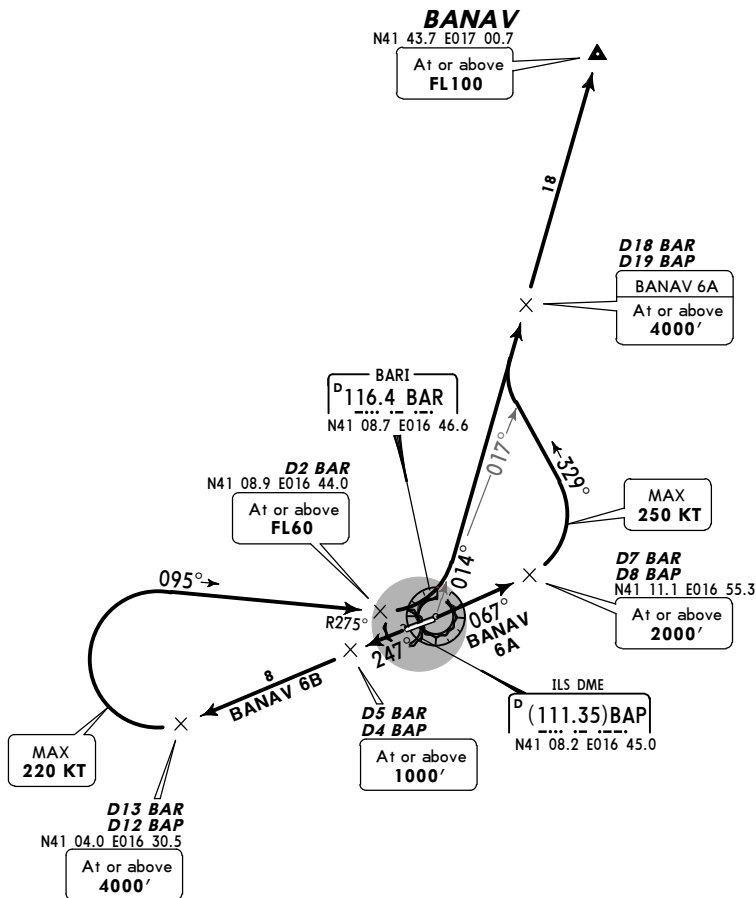
JEPPESSEN
21 MAR 14 **(10-3)** **Eff 3 Apr**

BARI, ITALY
SID

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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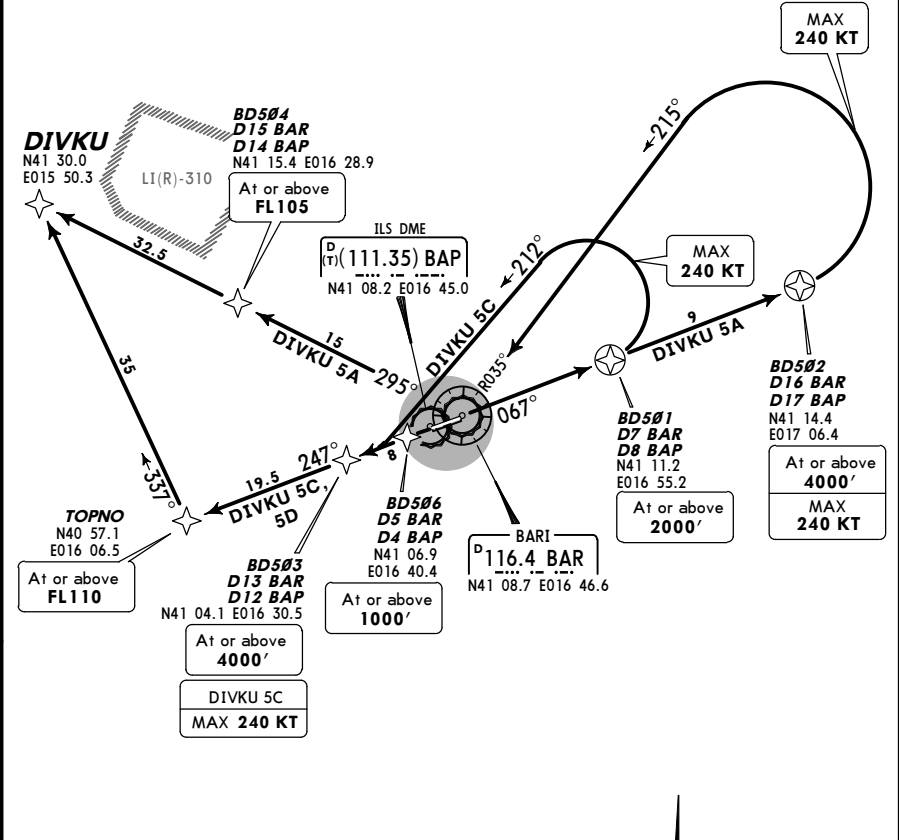
LIBD/BRI
PALESE

JEPPESSEN
21 MAR 14 (10-3A) Eff 3 Apr

BARI, ITALY
SID

Apt Elev 187'	Trans level: By ATC Trans alt: 5000'
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DIVKU 5A [DIVK5A], DIVKU 5C [DIVK5C]
DIVKU 5D [DIVK5D]
RWYS 07, 25 DEPARTURES
CONVENTIONAL/RNAV 1
BY ATC



These SIDs require a minimum climb gradient of

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

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

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



SID	RWY	ROUTING
DIVKU 5A ①	07	Intercept BAR R-067 to BD502 (D16 BAR/D17 BAP), turn LEFT, intercept BAR R-035 inbound to BAR, BAR R-295 to DIVKU.
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.
① Not available when LI(R)-310 is active.		

LIBD/BRI
PALESE

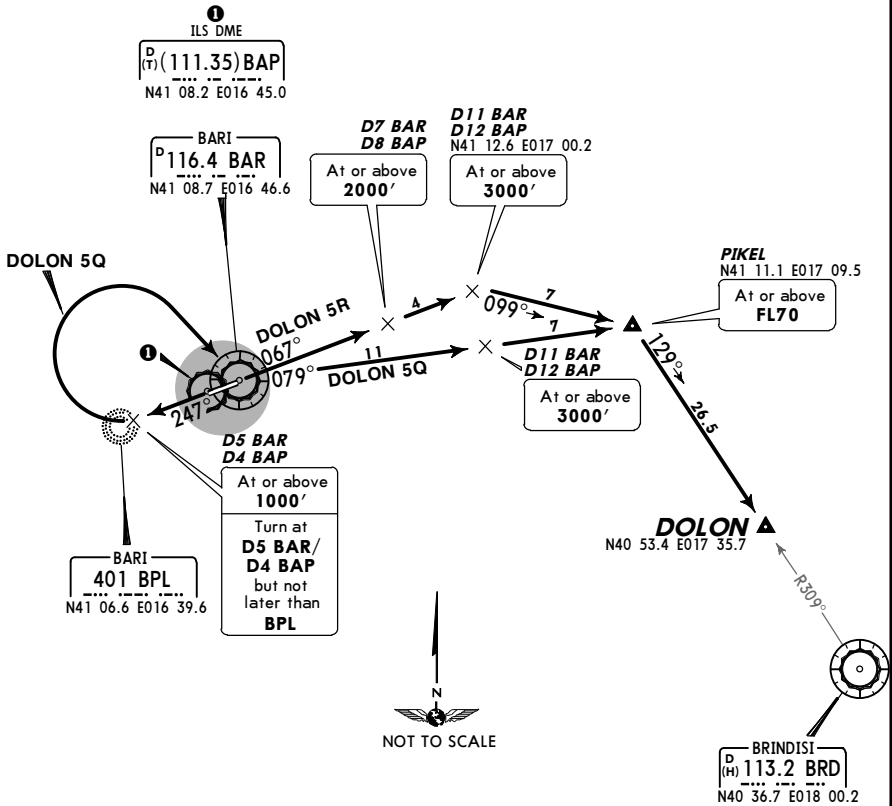
JEPPESSEN
11 JUL 14 (10-3B) Eff 24 Jul

BARI, ITALY
SID

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.

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LIBD/BRI
PALESE

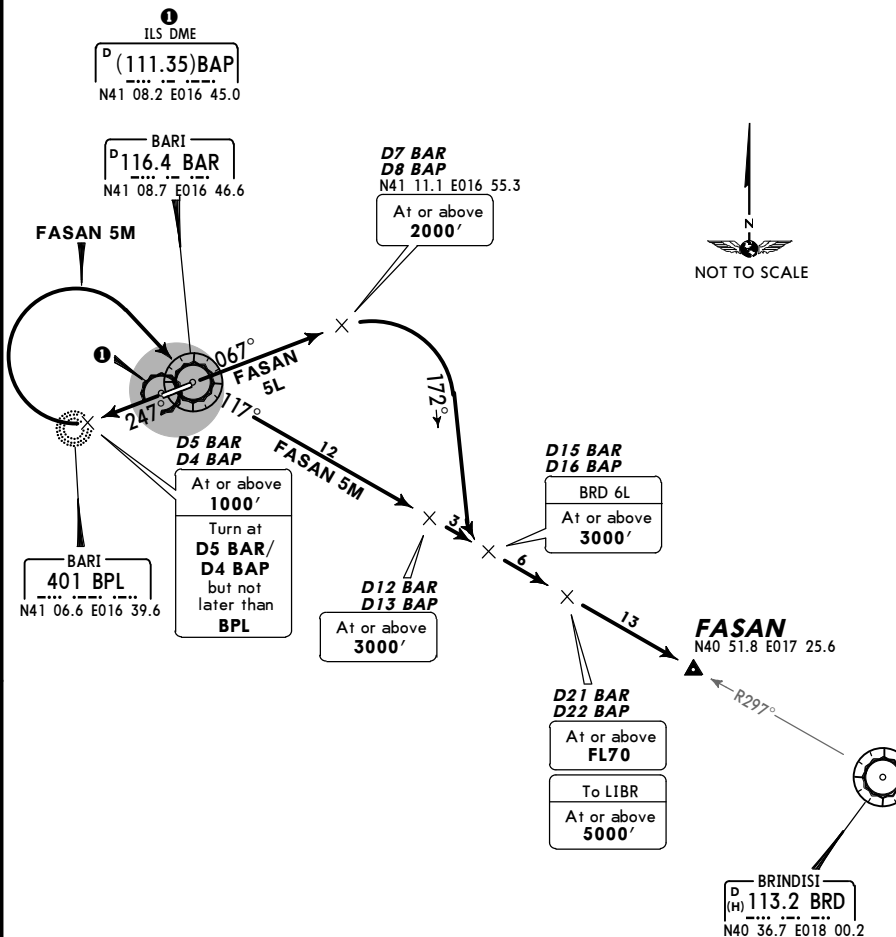
JEPPESSEN
21 MAR 14 (10-3D) Eff 3 Apr

BARI, ITALY
SID

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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LIBD/BRI
PALESE

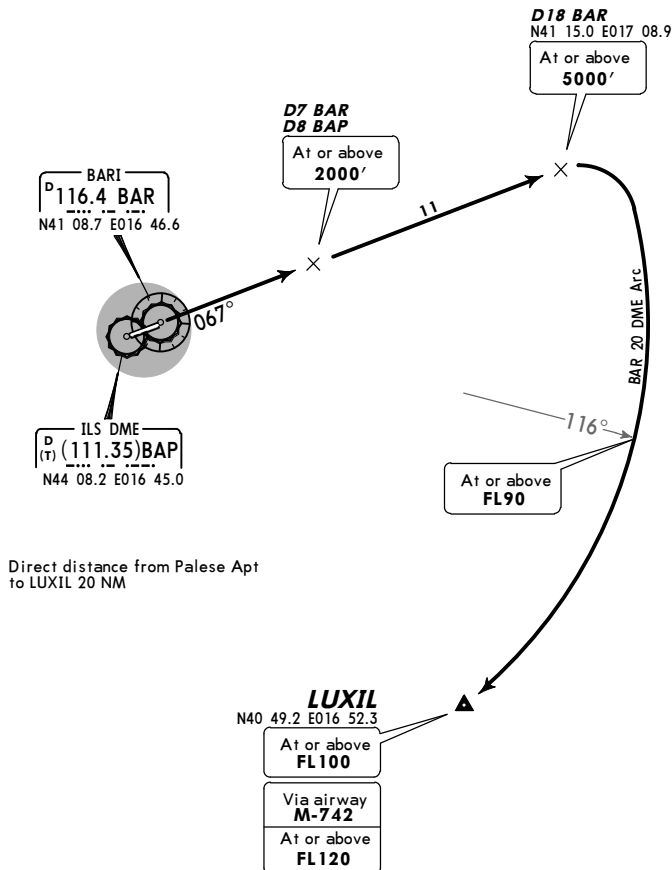
 **JEPPESSEN**
21 MAR 14 (10-3E) Eff 3 Apr

BARI, ITALY
SID

Apt Elev
187'

Trans level: By ATC Trans alt: 5000'

LUXIL 6A [LUXI6A] RWY 07 DEPARTURE



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

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



ROUTING

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

LIBD/BRI
PALESE

JEPPESSEN
21 MAR 14 10-3F Eff 3 Apr

BARI, ITALY
SID

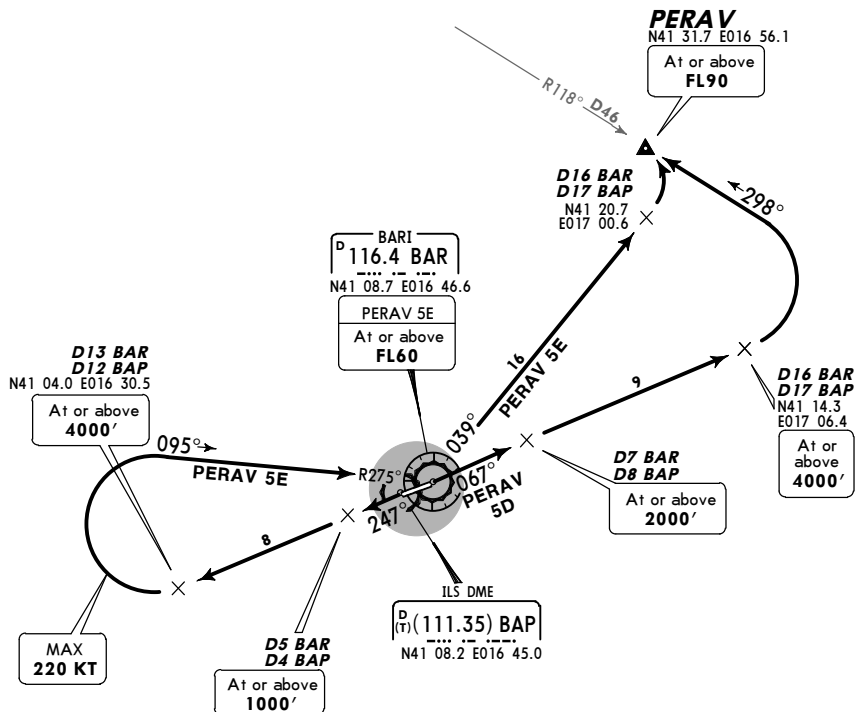
Apt Elev
187'

Trans level: By ATC Trans alt: 5000'

PERAV 5D [PERA5D]
PERAV 5E [PERA5E]
RWYS 07, 25 DEPARTURES



VIESTE
D (H) 112.6 VIE
N41 54.8 E016 03.0
405 VIE
N41 54.8 E016 03.1



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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LIBD/BRI
PALESE

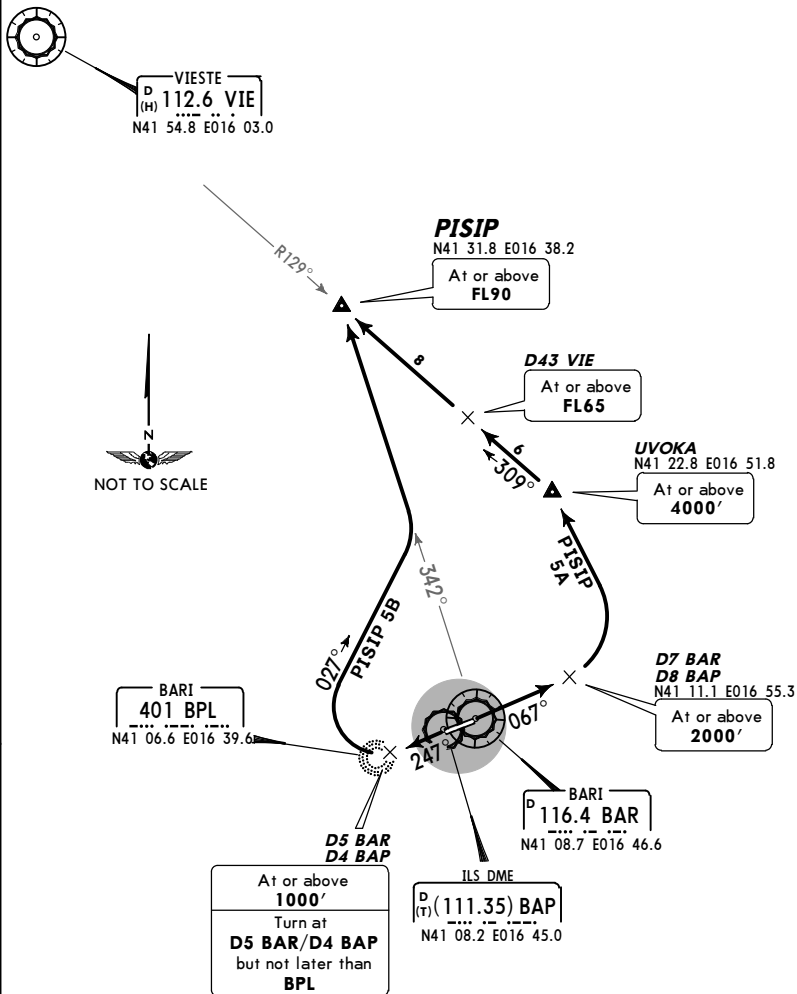
JEPPESSEN
21 MAR 14 (10-3G) Eff 3 Apr

BARI, ITALY
SID

Apt Elev
187'

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

PISIP 5A [PIS15A]
PISIP 5B [PIS15B]
RWYS 07, 25 DEPARTURES



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

PISIP 5A: until leaving 3000'.

PISIP 5B: until leaving FL90.

Direct distance from Palese Apt to PISIP 24 NM

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.

LIBD/BRI
PALESE

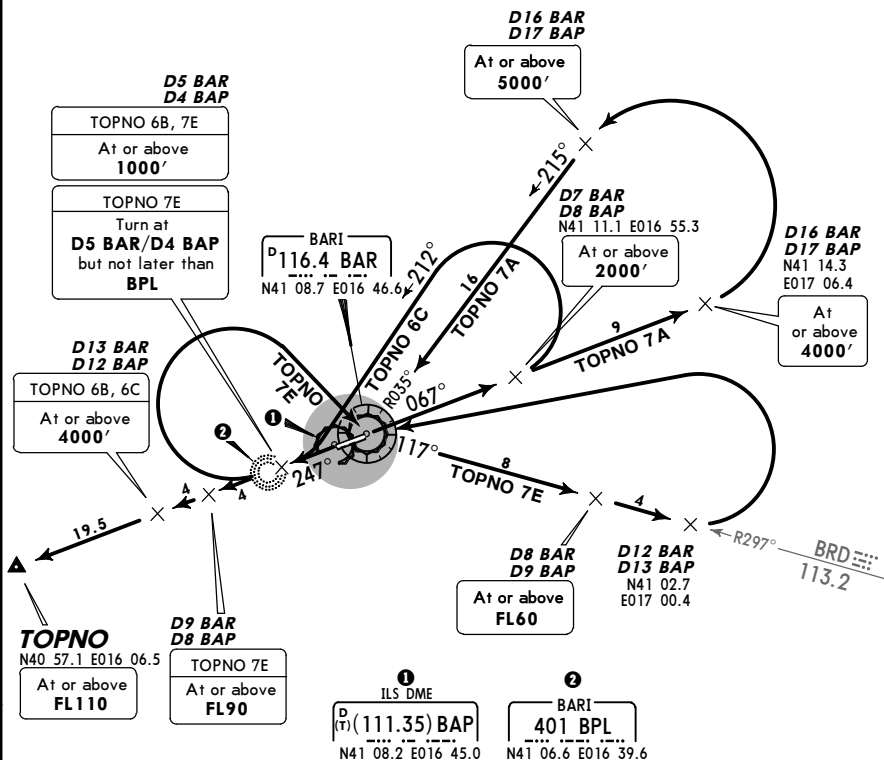
JEPPESSEN
21 MAR 14 (10-3H) Eff 3 Apr

BARI, ITALY
SID

Apt Elev
187'

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

TOPNO 7A [TOPN7A], TOPNO 6B [TOPN6B]
TOPNO 6C [TOPN6C], TOPNO 7E [TOPN7E]
RWYS 07, 25 DEPARTURES



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

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



SID	RWY	ROUTING
TOPNO 7A By ATC	07	Intercept BAR R-067 to D16 BAR/D17 BAP, turn LEFT, intercept BAR R-035 inbound to BAR, BAR R-247 to TOPNO.
TOPNO 6B	25	Intercept BAR R-247 to TOPNO.
TOPNO 6C	07	Intercept BAR R-067 to D7 BAR/D8 BAP, turn LEFT, 212° track, intercept BAR R-247 to TOPNO.
TOPNO 7E	25	Intercept BAR R-247, at D5 BAR/D4 BAP but not later than BPL turn RIGHT to BAR, BAR R-117 (BRD R-297 inbound) to D12 BAR/D13 BAP, turn LEFT to BAR, BAR R-247 to TOPNO.

LIBD/BRI
PALESE

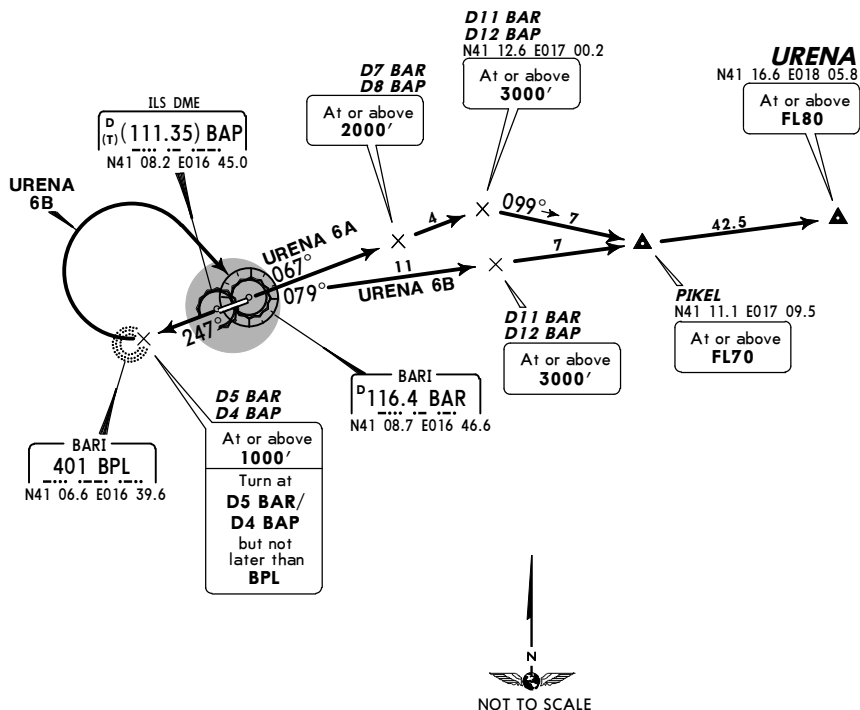
JEPPESSEN
21 MAR 14 (10-3J) Eff 3 Apr

BARI, ITALY
SID

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.

LIBD/BRI
PALESE

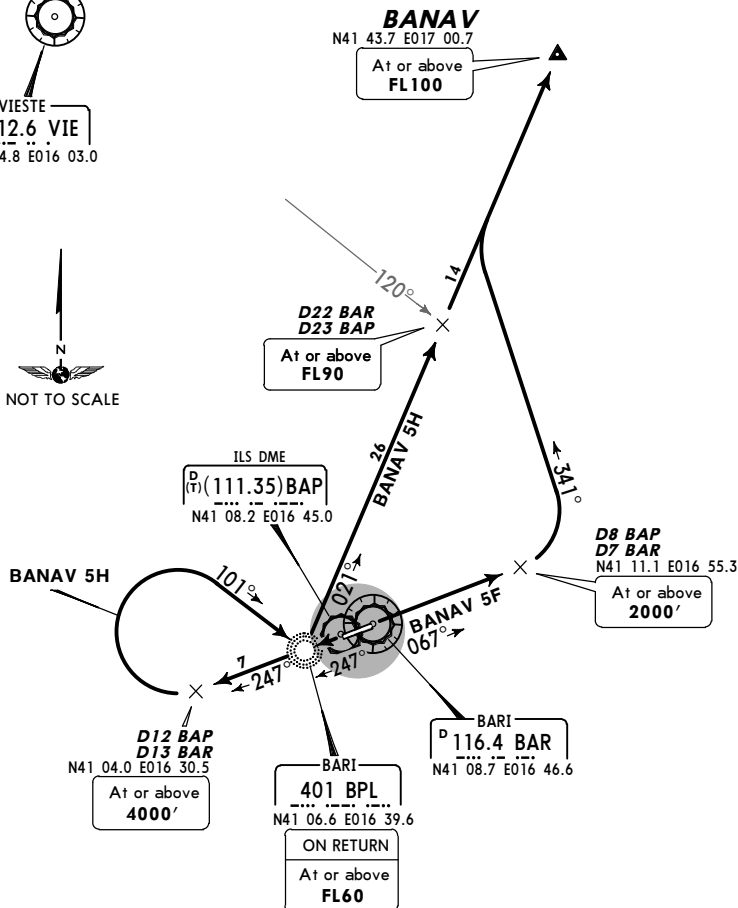
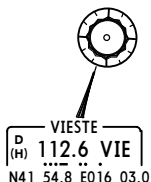
JEPPESSEN
8 NOV 13 **(10-3K)** **Eff 14 Nov**

BARI, ITALY
SID

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.

LIBD/BRI
PALESE

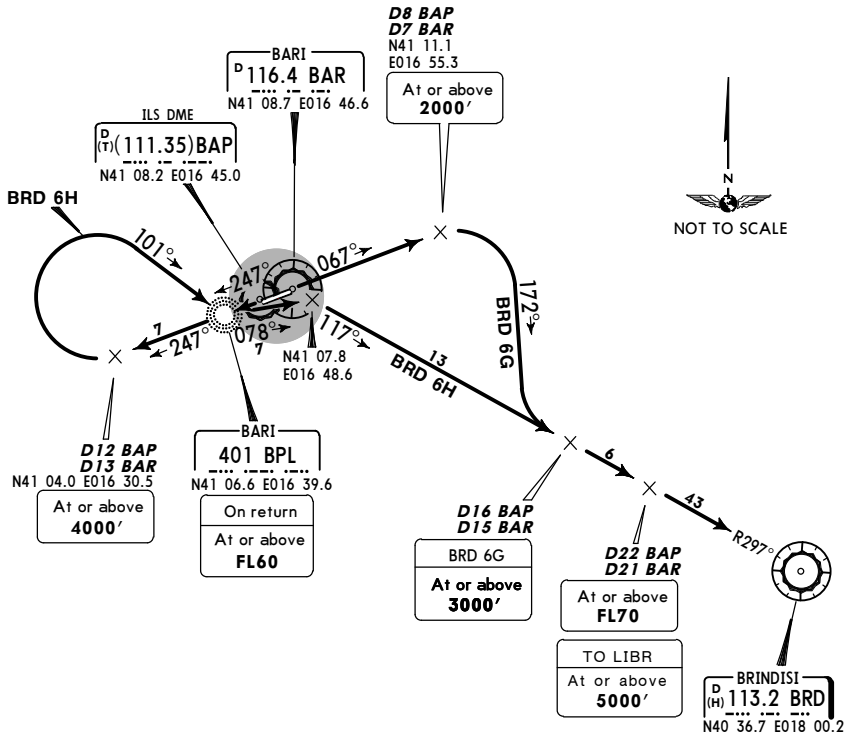
JEPPESSEN
8 NOV 13 (10-3L) Eff 14 Nov

BARI, ITALY
SID

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

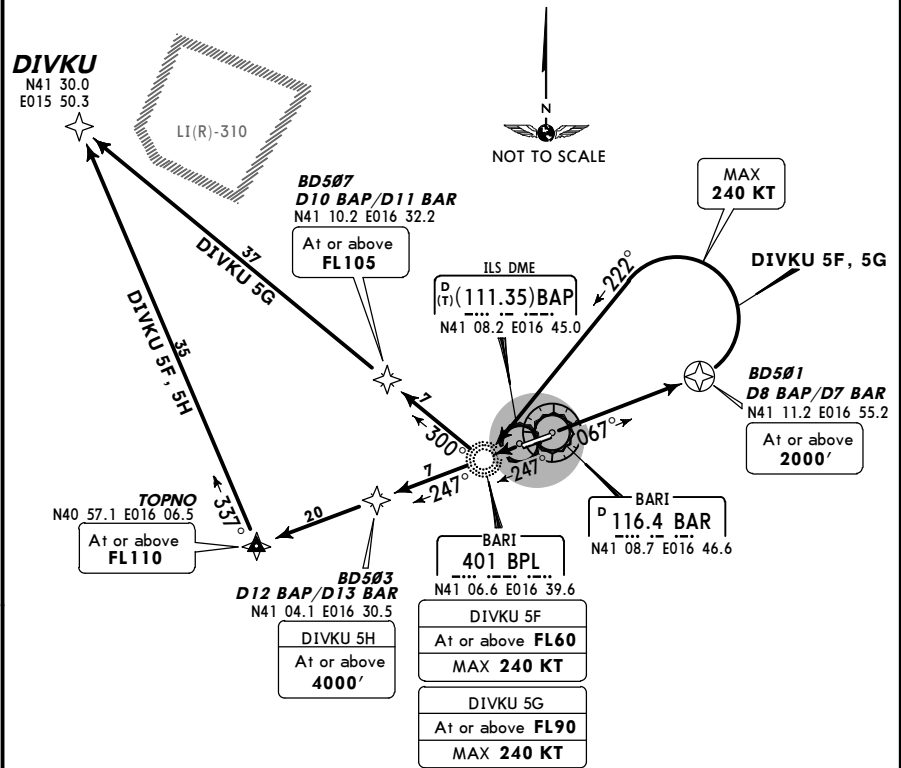
LIBD/BRI
PALESE

JEPPESSEN
8 NOV 13 (10-3M) Eff 14 Nov

BARI, ITALY
SID

Apt Elev 187'	Trans level: By ATC Trans alt: 5000'
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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 ①		Intercept 067° bearing from BPL to D8 BAP (D7 BAR), turn LEFT, intercept 222° bearing to BPL, 300° bearing to DIVKU. RNAV: BD501 (2000'+) - BPL (FL90+; K240-) - BD507 (FL105+) - DIVKU.
DIVKU 5H	25	Intercept 247° bearing via BPL to TOPNO, turn RIGHT, 337° to DIVKU. RNAV: BD503 (4000'+) - TOPNO (FL110+) - DIVKU.
① Not available when LI(R)-310 is active.		

LIBD/BRI
PALESE

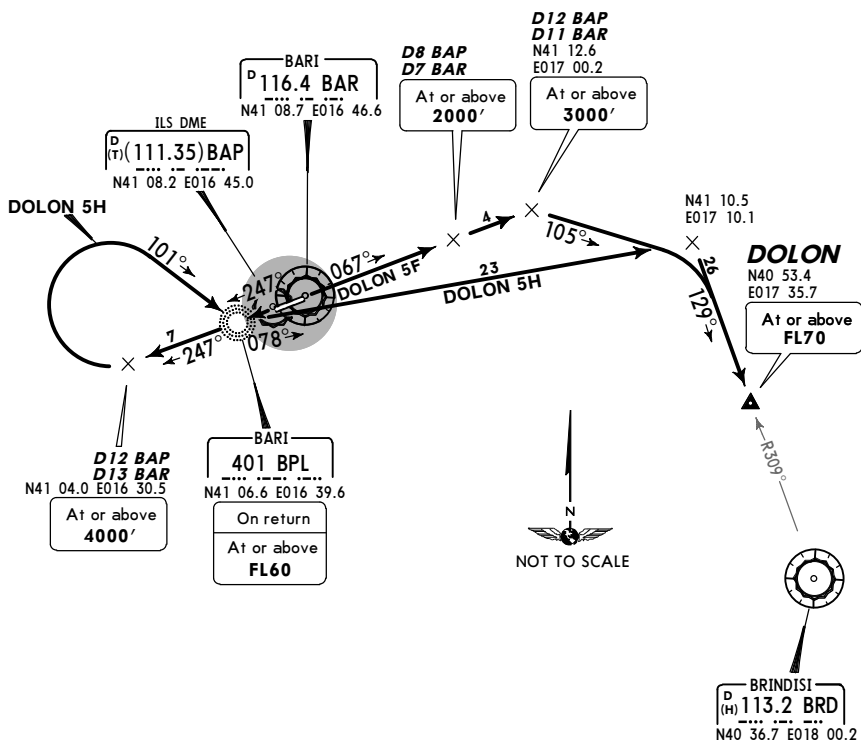
JEPPESSEN
8 NOV 13 (10-3N) Eff 14 Nov

BARI, ITALY
SID

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.

LIBD/BRI
PALESE

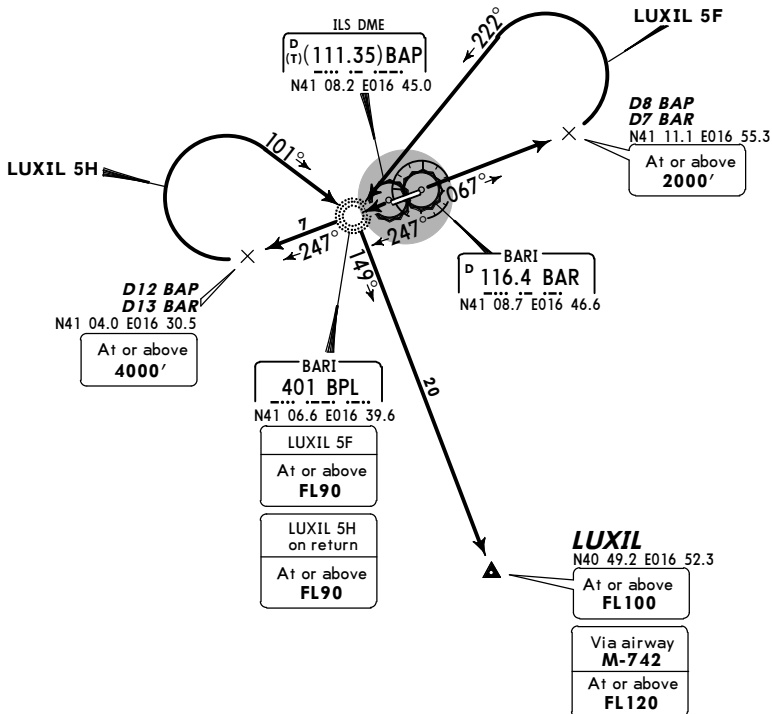
JEPPESSEN
8 NOV 13 **(10-3P)** **Eff 14 Nov**

BARI, ITALY
SID

Apt Elev
187'

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

LUXIL 5F [LUXI5F], LUXIL 5H [LUXI5H]
RWYS 07, 25 DEPARTURES
BASED ON BPL LCTR



These SIDs require minimum climb gradients of

LUXIL 5F

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

LUXIL 5H

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

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



SID	RWY	ROUTING
LUXIL 5F	07	Intercept 067° bearing from BPL to D8 BAP (D7 BAR), turn LEFT, intercept 222° bearing to BPL, 149° bearing to LUXIL.
LUXIL 5H	25	Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing to BPL, 149° bearing to LUXIL.

LIBD/BRI
PALESE

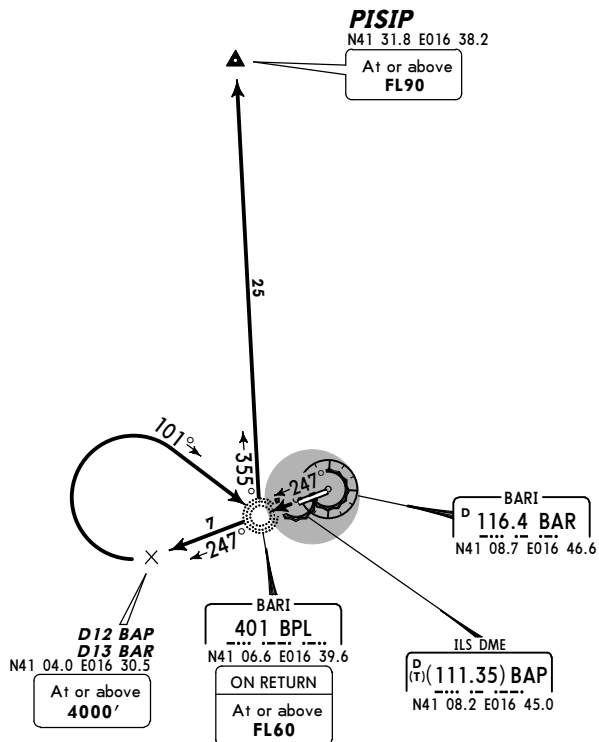
 **JEPPESSEN**
8 NOV 13 **(10-3Q)** **Eff 14 Nov**

BARI, ITALY
SID

Apt Elev
187'

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

PISIP 5H [PIS15H]
RWY 25 DEPARTURE
BASED ON BPL LCTR



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

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



ROUTING

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

LIBD/BRI
PALESE

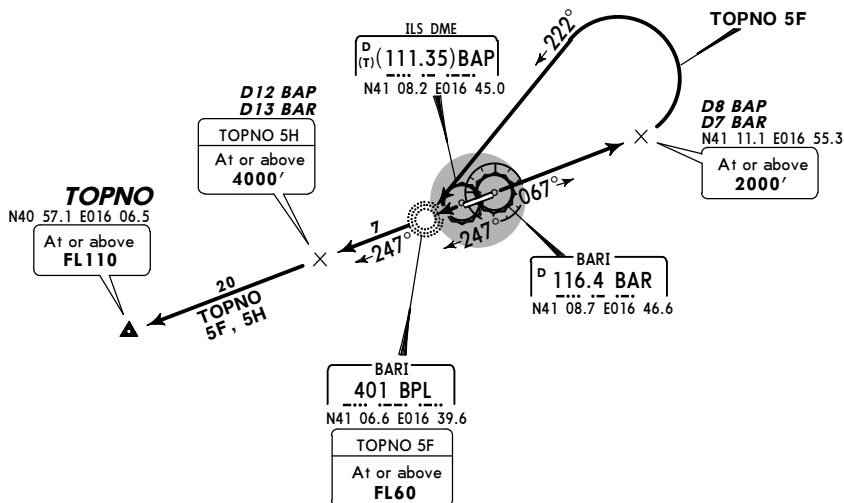
 **JEPPESSEN**
8 NOV 13 **(10-3S)** **Eff 14 Nov**

BARI, ITALY
SID

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.

LIBD/BRI
PALESE

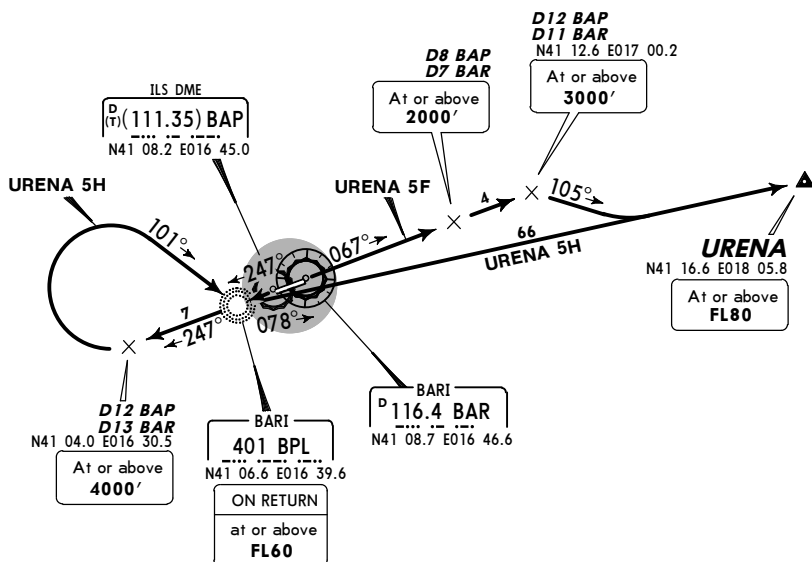
JEPPESSEN
8 NOV 13 **(10-3T)** **Eff 14 Nov**

BARI, ITALY
SID

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



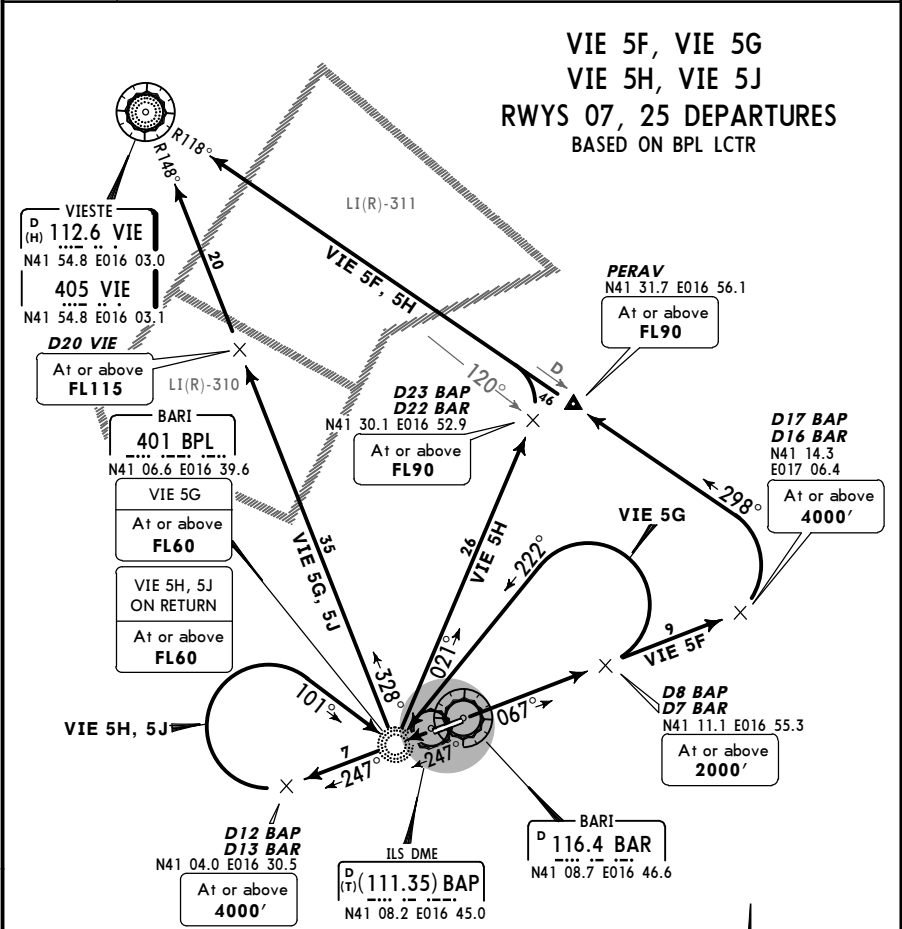
SID	RWY	ROUTING
URENA 5F	07	Intercept 067° bearing from BPL to D12 BAP (D11 BAR), turn RIGHT, 105° track, intercept 078° bearing from BPL to URENA.
URENA 5H	25	Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing to BPL, 078° bearing to URENA.

LIBD/BRI
PALESE

JEPPESSEN
8 NOV 13 (10-3U) Eff 14 Nov

BARI, ITALY
SID

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 ①		Intercept 067° bearing from BPL to D8 BAP (D7 BAR), turn LEFT, intercept 222° bearing to BPL, 328° bearing to VIE.
VIE 5H	25	Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing to BPL, 021° bearing to D23 BAP (VIE R-120), turn LEFT, intercept VIE R-118 inbound to VIE.
VIE 5J ①		Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing to BPL, 328° bearing to VIE.

① Not available when LI(R)-310 and/or LI(R)-311 is active.

LIBD/BRI
PALESE

JEPPESEN
1 APR 16 10-4

BARI, ITALY
NOISE

NOISE ABATEMENT

SUMMER : LT minus 2 HOURS = UTC (Z)
WINTER : LT minus 1 HOUR = UTC (Z)

DEPARTURES

Preferential taxi routing for take-off RWY 07 via TWY G in order to enhance noise abatement.

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 APT authority.

LIBD/BRI

JEPPESSEN
22 JAN 16 **(10-8)** **Eff 4 Feb**

BARI, ITALY
PALESE

TEMPORARY CONSTRUCTION WORKS

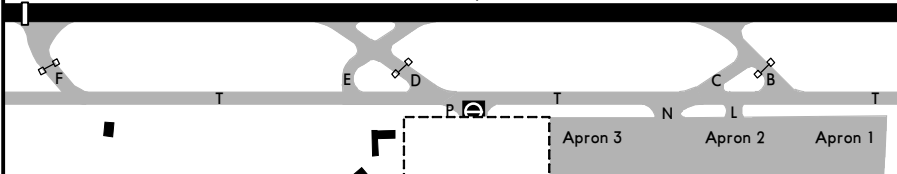
REFER ALSO TO LATEST NOTAMS

PHASE 1

Twy P closed. Apron 3 stands 308 thru 313 closed. Apron 4 closed.

LEGEND
 No entry

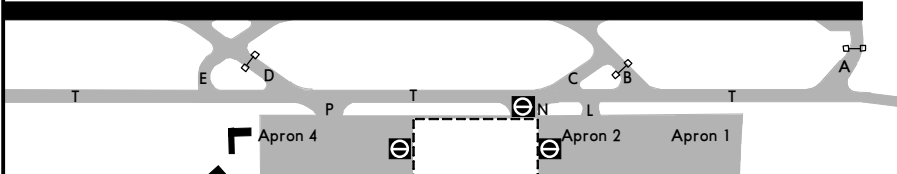
RWY 07/25



PHASE 2

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

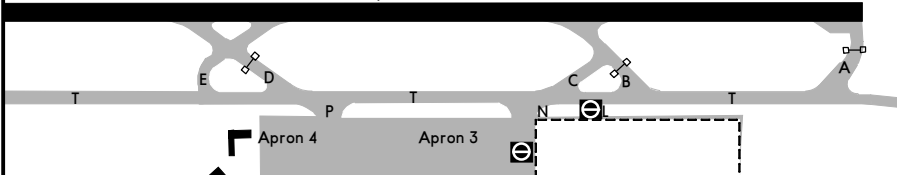
RWY 07/25



PHASE 3

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

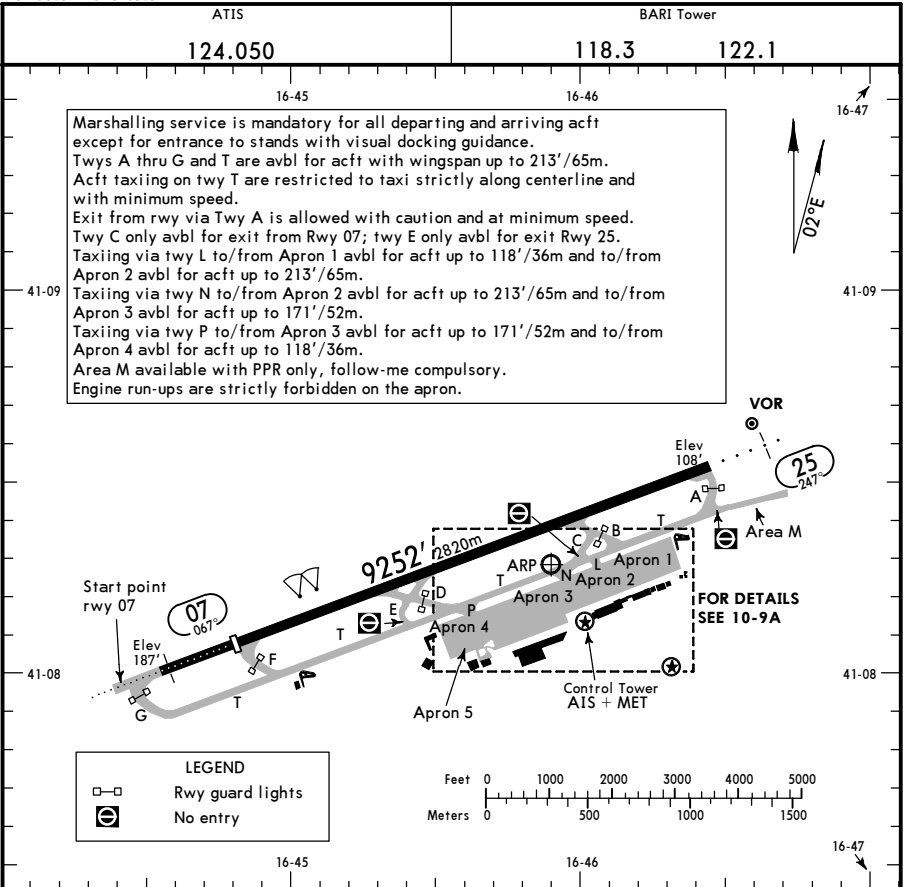
RWY 07/25



LIBD/BRI
Apt Elev **187'**
N41 08.3 E016 45.9

JEPPesen
22 JAN 16 **10-9** Eff 4 Feb

BARI, ITALY
PALESE



ADDITIONAL RUNWAY INFORMATION										
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH	
						LANDING BEYOND				
						Threshold	Glide Slope			
07	HIRL (60m)	CL (30m)	HIALS	REIL	PAPI(3.0°)	RVR	8018' 2444m	6837' 2084m	1	148'
25	HIRL (60m)	CL (30m)	HIALS	REIL	PAPI(3.0°)					45m

1 TAKE-OFF RUN AVAILABLE									
RWY 07:					RWY 25:				
From	Start point rwy 07	9843' (3000m)			From	rwy head	9252' (2820m)		
	rwy head	9252' (2820m)				twy B int (on request)	6890' (2100m)		
	twy F int (on request)	8018' (2444m)							

Standard TAKE-OFF			
Rwy 07		Rwy 25	
RCLM (DAY only) or RL	NIL (DAY only)	RCLM (DAY only) or RL	NIL (DAY only)
A			
B			
C	400m	500m	550m
D			

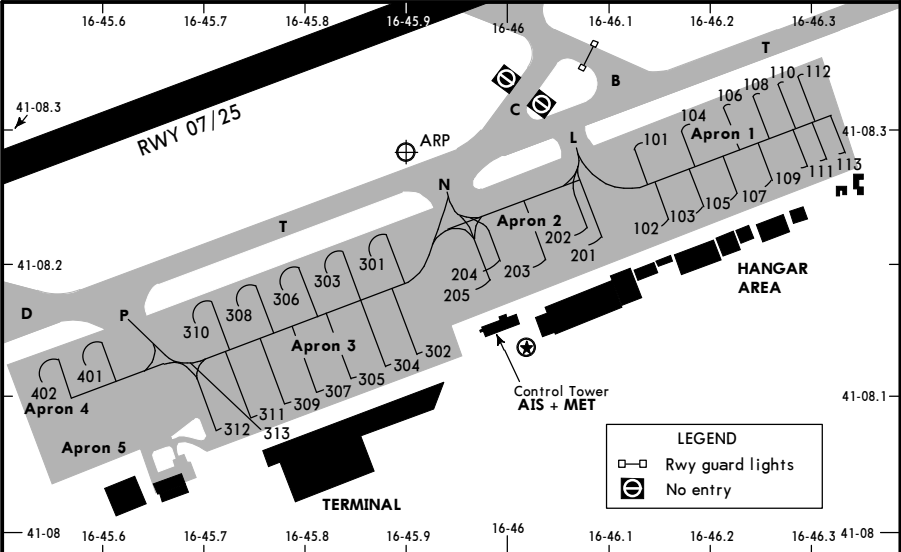
LIBD/BRI

JEYPESEN

BARI, ITALY

22 JAN 16 (10-9A) Eff 4 Feb

PALESE



Visual parking guiding system for stands 302, 304, 305, 307, 309, 311 and 312 with optical guide.
Stands 102, 103, 105, 107, 302, 304, 305, 307, 309, 311 and 312 are push back.
Entry/exit for stand 313 only via twy P and follow-me compulsory.

INS COORDINATES							
STAND No.		COORDINATES		STAND No.		COORDINATES	
Apron 1				Apron 3			
101		N41 08.3	E016 46.1	301		N41 08.2	E016 45.9
102		N41 08.2	E016 46.1	302		N41 08.1	E016 45.9
103		N41 08.2	E016 46.2	303		N41 08.2	E016 45.8
104		N41 08.3	E016 46.2	304		N41 08.1	E016 45.9
105		N41 08.2	E016 46.2	305		N41 08.1	E016 45.8
106 thru 108		N41 08.3	E016 46.2	306		N41 08.2	E016 45.8
109 thru 113		N41 08.3	E016 46.3	307		N41 08.1	E016 45.8
Apron 2				308		N41 08.2	E016 45.7
201, 202		N41 08.2	E016 46.1	309		N41 08.1	E016 45.8
203 thru 205		N41 08.2	E016 46.0	310		N41 08.2	E016 45.7
Apron 4				311 thru 313		N41 08.1	E016 45.7
401		N41 08.1	E016 45.6				
402		N41 08.1	E016 45.5				

LOW VISIBILITY PROCEDURES (LVP)

LVP will be activated:

- when reported RVR value is equal to or less than 550m
- when ceiling is below 200'
- when the rapid deterioration of weather conditions recommends so

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

During LVP only one movement at a time is allowed. Twys C, D and E not available during LVP.

ARRIVAL

Arriving acft for rwy 07 shall vacate the rwy only via twy A or twy B.

Arriving acft shall report when rwy has been vacated and the assigned stand has been reached.

DEPARTURE

Departing acft shall enter the rwy via twy F or twy G (on pilots request and with pilots assessment only) when RVR is equal to or less than 550m. In case of aborted take-off rwy shall be vacated via twy A or twy B.

COMM FAILURE PROCEDURE IN MANOEUVRING AREA

ARRIVAL

Acft shall vacate the rwy and ILS sensitive area via twy A for rwy 07 or twy G for rwy 25 and wait for the arrival of the follow-me in order to be guided to the stand.

DEPARTURE

Acft shall continue on the assigned taxi route to their clearance limit and wait for the arrival of the follow-me in order to be guided back to the stand.

LIBD/BRI
PALESE

JEPPesen

18 DEC 15

(1-1)

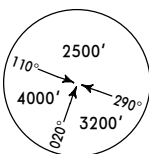
Via D15.0 BAR

BARI, ITALY
ILS Z or LOC Rwy 07

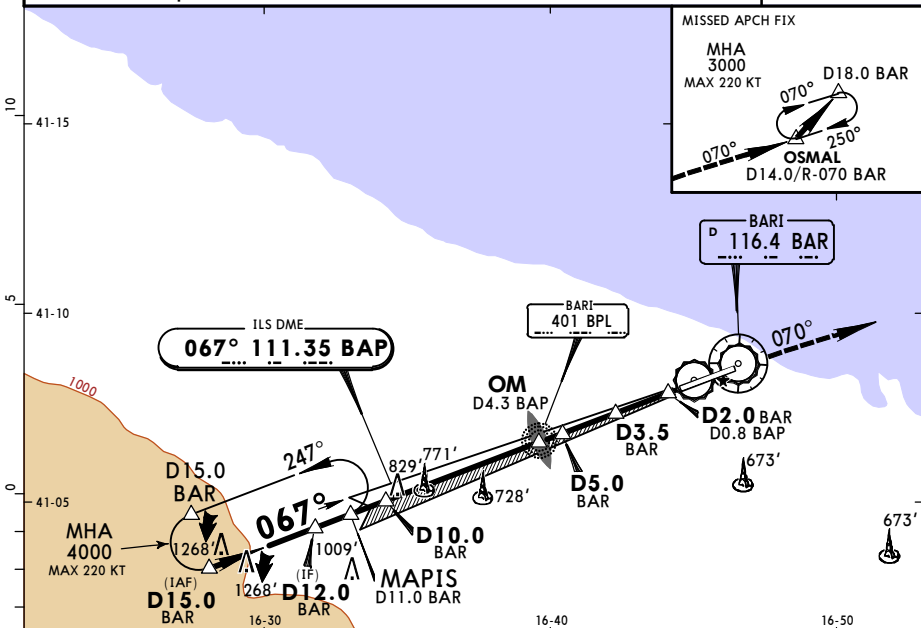
BREFFING STRIP™

ATIS 124.050		APULIA Approach/ Radar 136.1 122.1		BARI Tower 118.3 122.1	
LOC BAP 111.35	Final Apch Crs 067°	GS OM 1551' (1375')	ILS DA(H) Refer to Minimums	Apt Elev 187'	Rwy 176'
MISSED APCH: Continue on track 067° (R-247 BAR inbound VOR) climbing to 3000'. Over VOR proceed on track 070° (R-070 BAR) to OSMAL holding pattern.					
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 5000'	
VOR and DME required.					

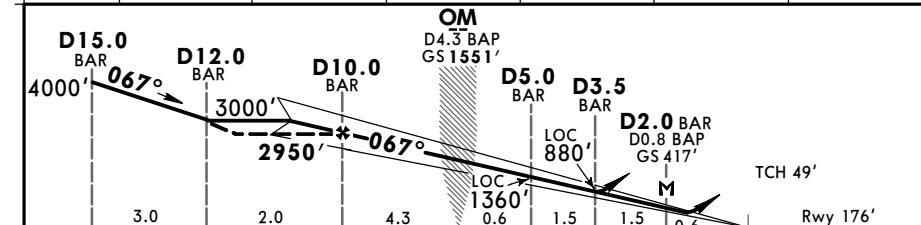
MSA
BAR VOR



MSA
BAR VOR



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



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

Standard					STRAIGHT-IN LANDING RWY 07			CIRCLE-TO-LAND		
					ILS			LOC (GS out)		
					C: 380' (204')			DA(H) 620' (444')		
					DA(H) AB: 376' (200') D: 390' (214')			Not authorized South of rwy		
					FULL			Limited		
					ALS out			ALS out		
					RVR 550m			RVR 750m		
					RVR 1200m			RVR 1400m		
					RVR 1500m			CMV 2100m		
					Max Kts 100			MDA(H) 850' (663')		
					135			850' (663')		
					180			1000' (813')		
					205			1000' (813')		

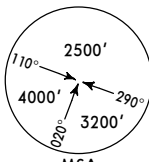
CHANGES: Communications.

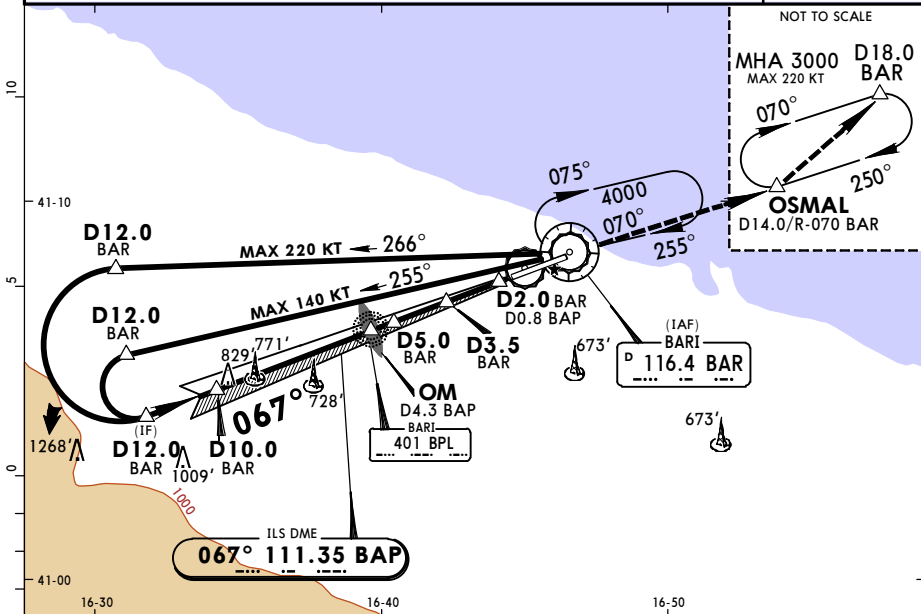
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LIBD/BRI
PALESE

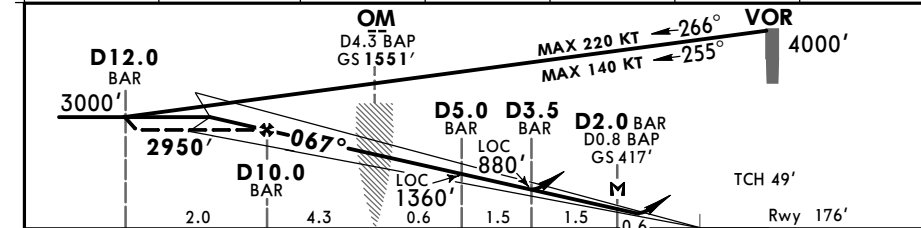
JEPPesen
18 DEC 15 **11-2**
Via VOR

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



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



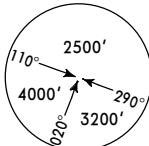
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI		Refer to Missed Apch above
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D2.0 RAB/D0.8 RAB									

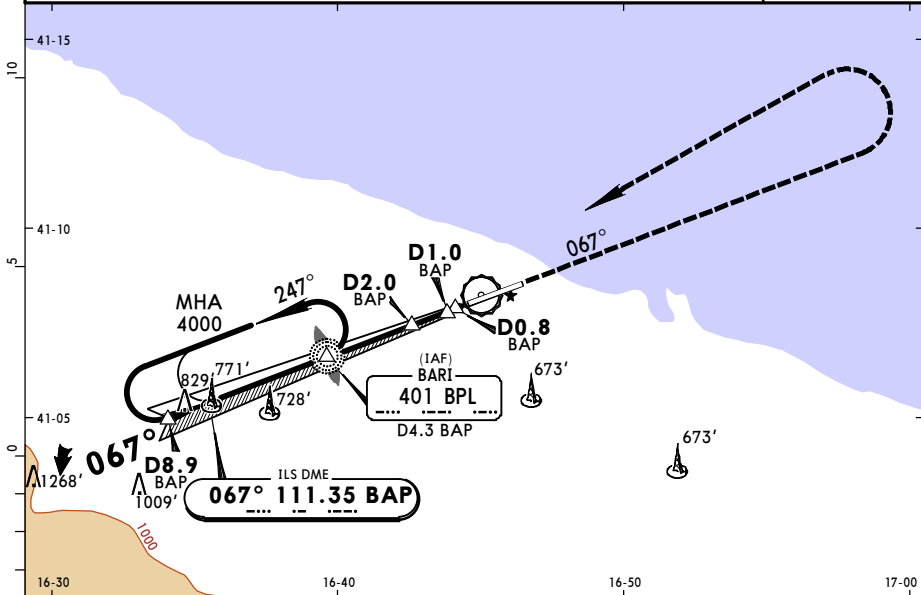
Standard		STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND		
ILS			LOC (GS out)		Not authorized South of rwy			
C: 380' (204')			DA(H) 620' (444')					
DA(H) AB: 376' (200') D: 390' (214')								
FULL		Limited	ALS out	ALS out	Max Kts	MDA(H)	VIS	
A					100	850' (663')	1500m	
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m	135	850' (663')	1600m
C					CMV 2100m	180	1000' (813')	2400m
D						205	1000' (813')	3600m

LIBD/BRI
PALESE

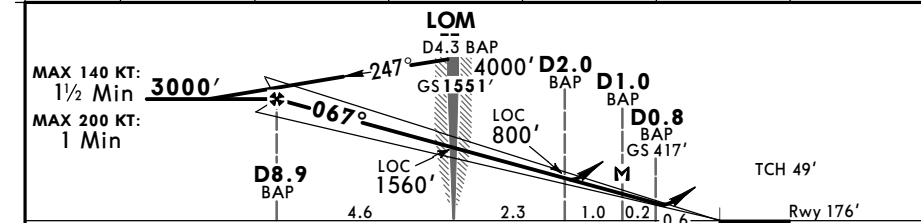
JEPPesen
18 DEC 15 (11-3)

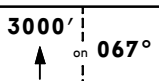
BARI, ITALY
ILS X Rwy 07

BRIEFING STRIP TM	ATIS 124.050		APULIA Approach/ Radar 136.1 122.1		BARI Tower 118.3 122.1	
	LOC BAP 111.35	Final Apch Crs 067°	GS LOM 1551' (1375')	ILS DA(H) Refer to Minimums	Apt Elev 187' Rwy 176'	
	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.					



LOC (GS out)	BAP DME ALTITUDE	5.0	4.0	3.0	2.0	1.0
		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							

Standard				STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND	
ILS				LOC (GS out)		Not authorized South of rwy	
C: 380' (204')				DA(H) 600' (424')			
DA(H) B: 376' (200') D: 390' (214')							
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A						100	850' (663') 1500m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m	RVR 1500m	135	850' (663') 1600m
C					RVR 2000m	180	1000' (813') 2400m
D						205	1000' (813') 3600m

PANS OPS

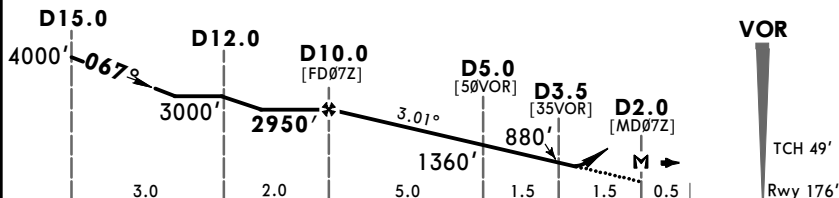
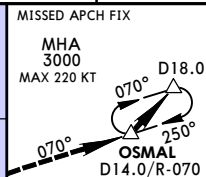
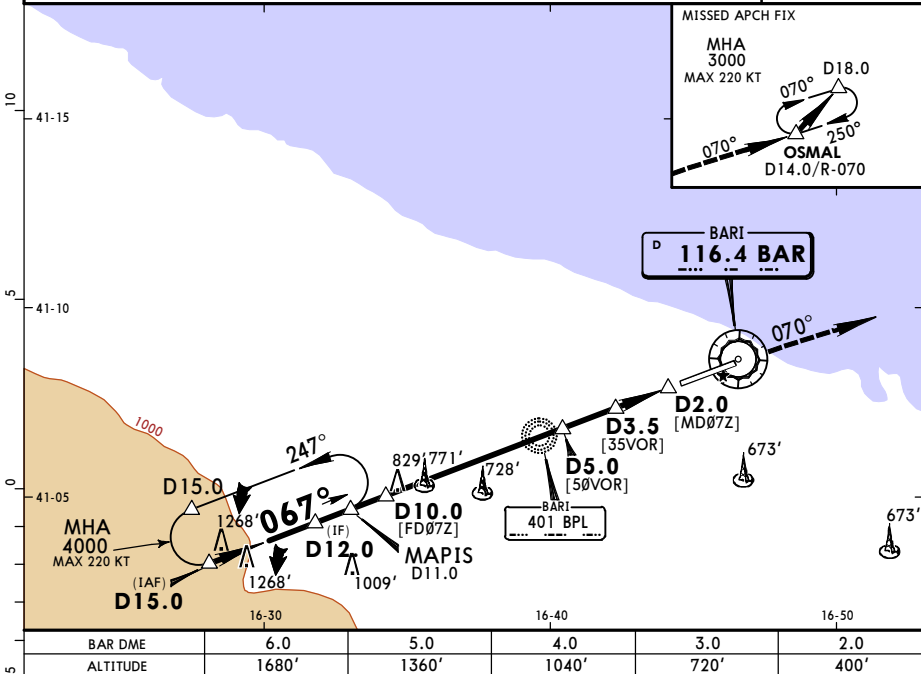
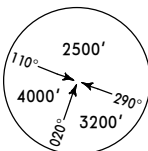
LIBD/BRI
PALESE

JEPPesen
18 DEC 15 **(13-1)**

BARI, ITALY
Via D15.0 VOR Z Rwy 07

BRIEFING STRIP TM	ATIS 124.050		APULIA Approach/ Radar 136.1 122.1		BARI Tower 118.3 122.1	
	VOR BAR 116.4	Final Apch Crs 067°	Minimum Alt D10.0 2950' (2774')	DA(H) 620' (444')	Apt Elev 187' 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	
	DME required.				Trans alt: 5000'	

MSA
BAR VOR



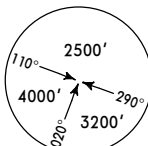
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI		Refer to Missed Apch above
Descent Angle 3.01°	373	479	532	639	745	852			
MAP at D2.0									

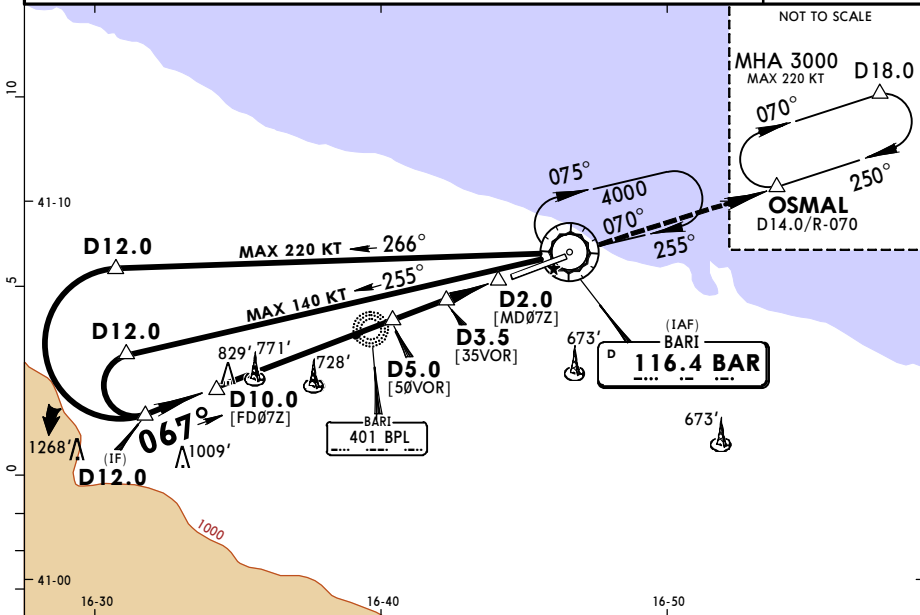
Standard STRAIGHT-IN LANDING RWY 07						CIRCLE-TO-LAND Not authorized South of rwy		
DA(H) 620' (444')						Max Kts	MDA(H)	VIS
RVR 1500m						100	850' (663')	1500m
						135	850' (663')	1600m
RVR 1400m						180	1000' (813')	2400m
						205	1000' (813')	3600m
CMV 2100m								

LIBD/BRI
PALESE

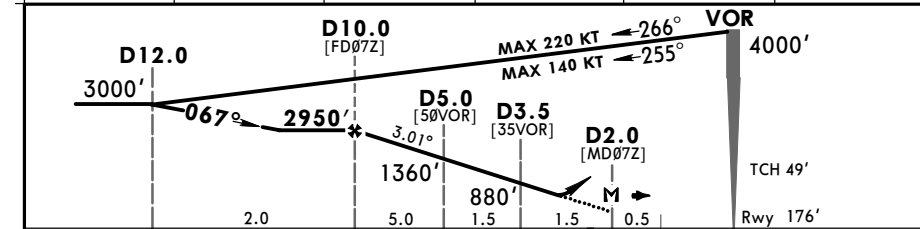
JEPPesen
18 DEC 15 **13-2**

BARI, ITALY
Via VOR VOR Z Rwy 07

BRIEFING STRIP ™	ATIS 124.050		APULIA Approach/ Radar 136.1 122.1		BARI Tower 118.3 122.1		
	VOR BAR 116.4	Final Apch Crs 067°	Minimum Alt D10.0 2950' (2774')	DA(H) 620' (444')	Apt Elev 187' 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



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						

REIL PAPI	REIL PAPI	Refer to Missed Apch above
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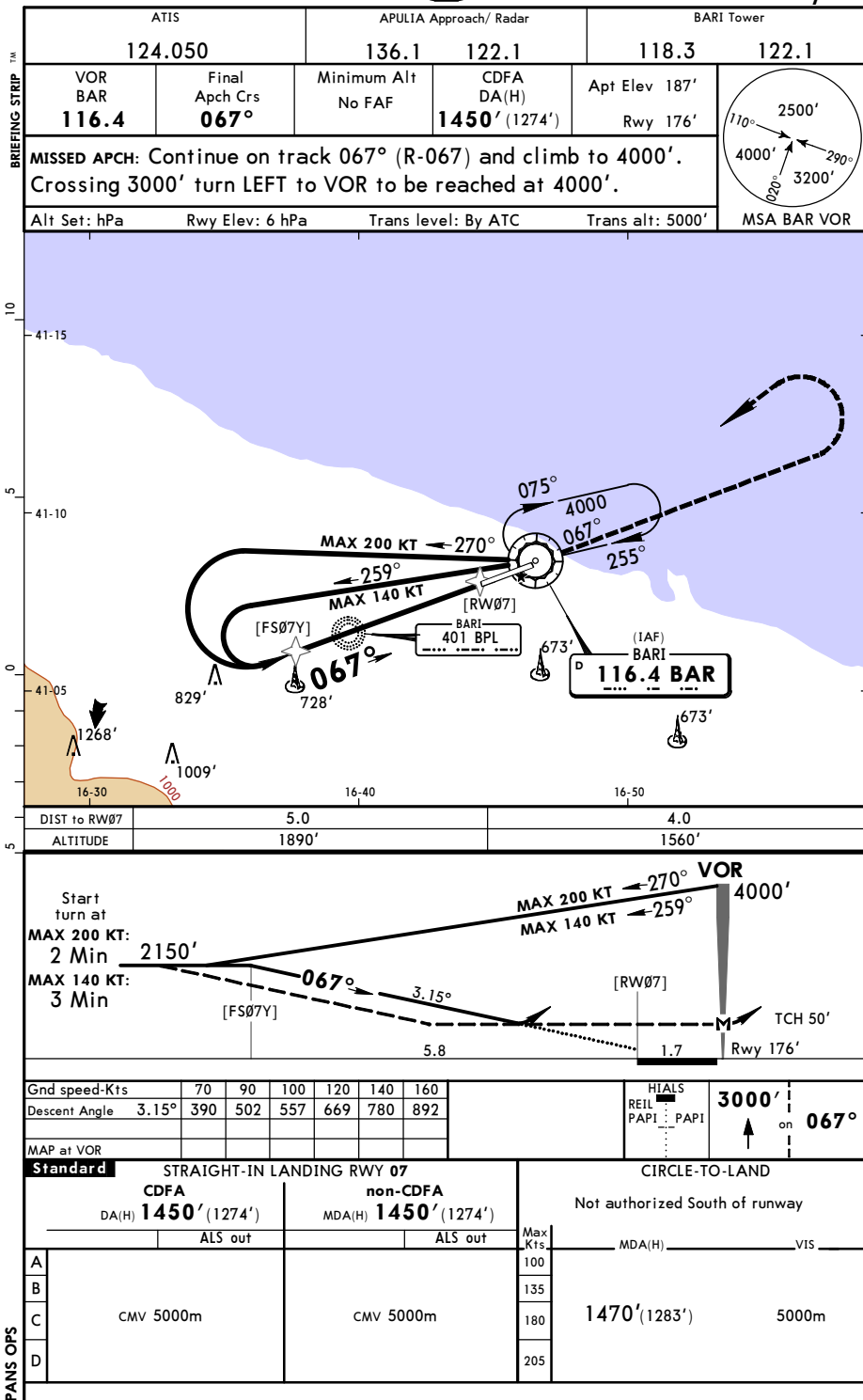
Standard				STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND Not authorized South of rwy	
DA(H) 620' (444')				ALS out		Max Kts	MDA(H) VIS
RVR 1400m				RVR 1500m		100	850' (663') 1500m
				CMV 2100m		135	850' (663') 1600m
						180	1000' (813') 2400m
						205	1000' (813') 3600m

PANS OPS

LIBD/BRI
PALESE

JEPPesen
18 DEC 15 (13-3)

BARI, ITALY
VOR Y Rwy 07



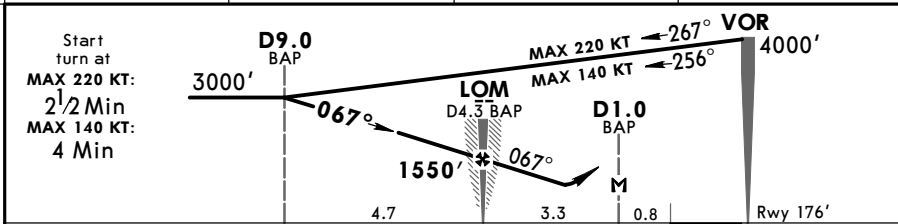
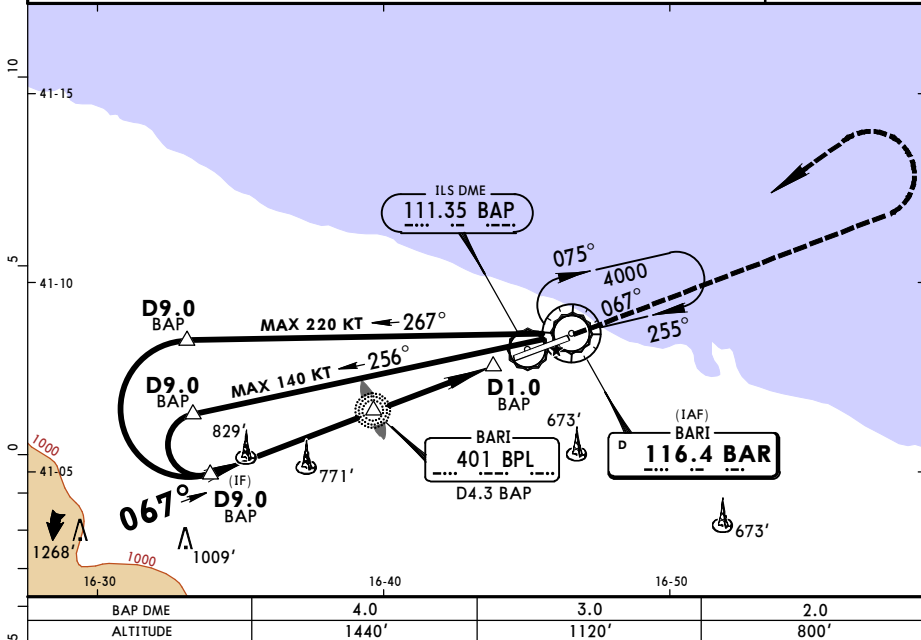
LIBD/BRI
PALESE

JEPPesen
18 DEC 15 **(13-4)**

BARI, ITALY
VOR X Rwy 07

BRIEFING STRIP™

ATIS 124.050		APULIA Approach/ Radar 136.1 122.1		BARI Tower 118.3 122.1	
VOR BAR 116.4	Final Apch Crs 067°	Minimum Alt LOM 1550' (1374')	DA(H) 800' (624')	Apt Elev 187' Rwy 176'	170° 2500' 4000' 290° 020° 3200'
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	
Lctr and DME required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
Descent Angle 3.00°	372	478	531	637	743	849	REIL PAPI	PAPI
MAP at D1.0 BAP							3000'	on 067°

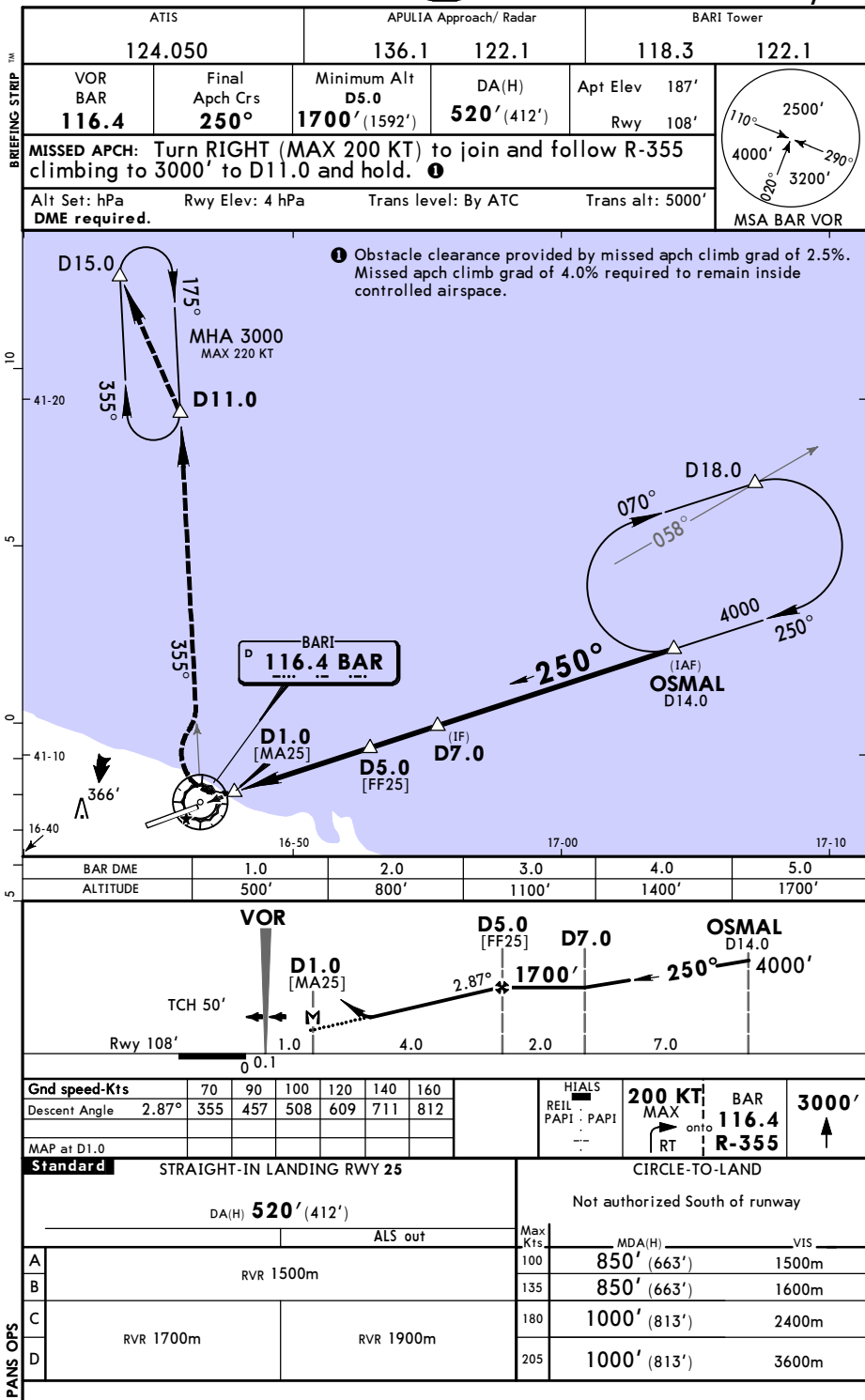
Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 07				Not authorized South of rwy			
DA(H) 800' (624')				Max Kts	MDA(H)	VIS	
ALS out				100	850' (663')	1500m	
RVR 1500m				135	850' (663')	1600m	
CMV 2200m				180	1000' (813')	2400m	
CMV 2400m				205	1000' (813')	3600m	

PANS OPS

LIBD/BRI
PALESE

JEPPESSEN
18 DEC 15 (13-5)

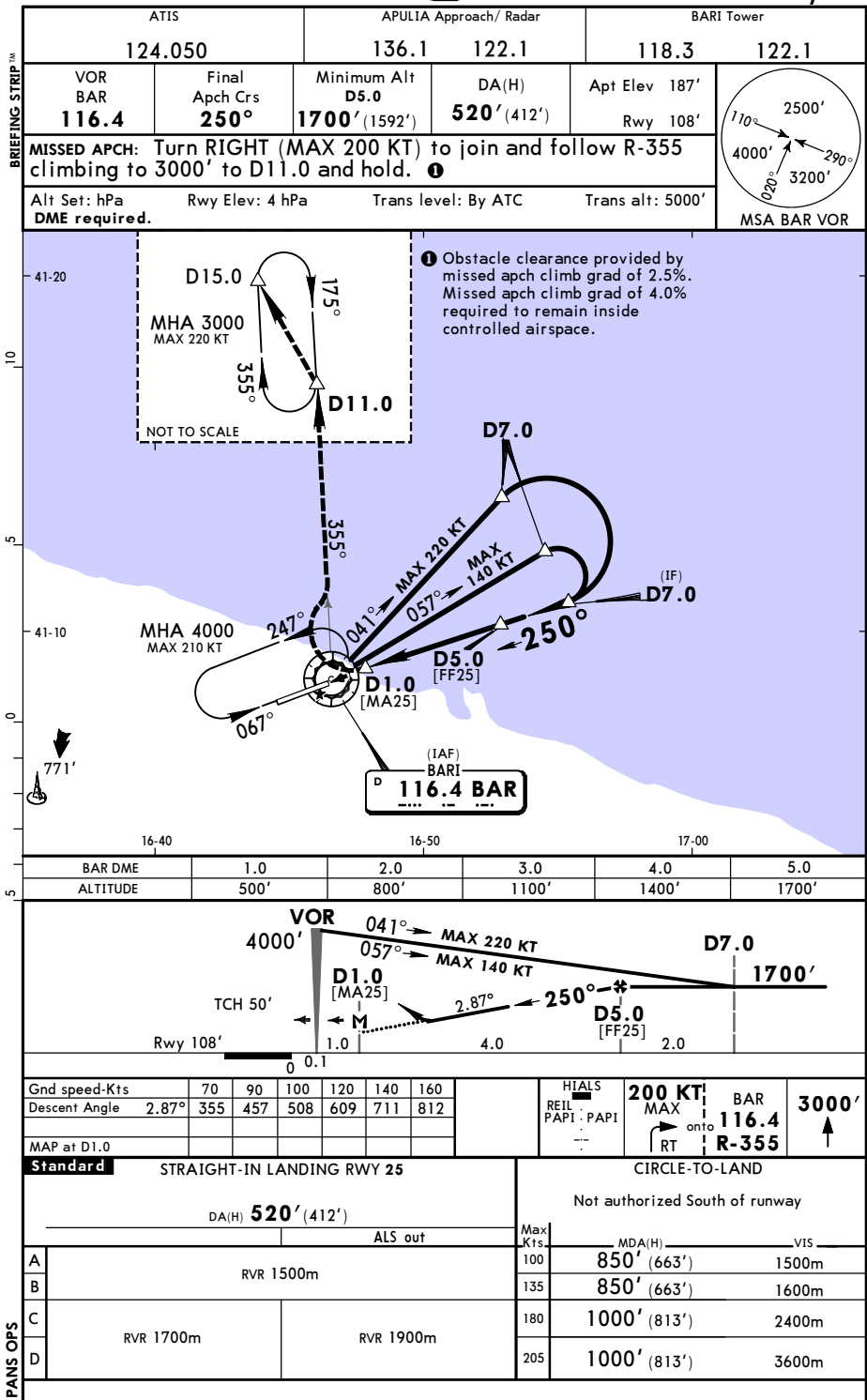
BARI, ITALY
VOR Z Rwy 25
Via OSMAL



LIBD/BRI
PALESE

JEPPesen
18 DEC 15 **13-6**

BARI, ITALY
Via VOR VOR Z Rwy 25



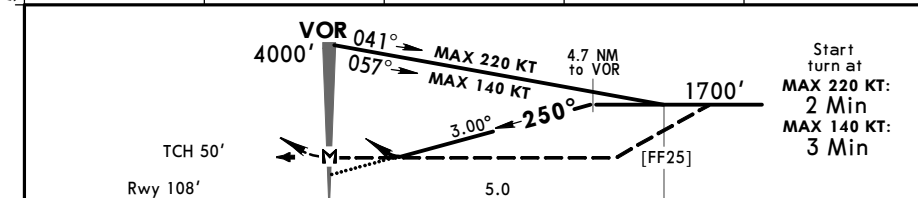
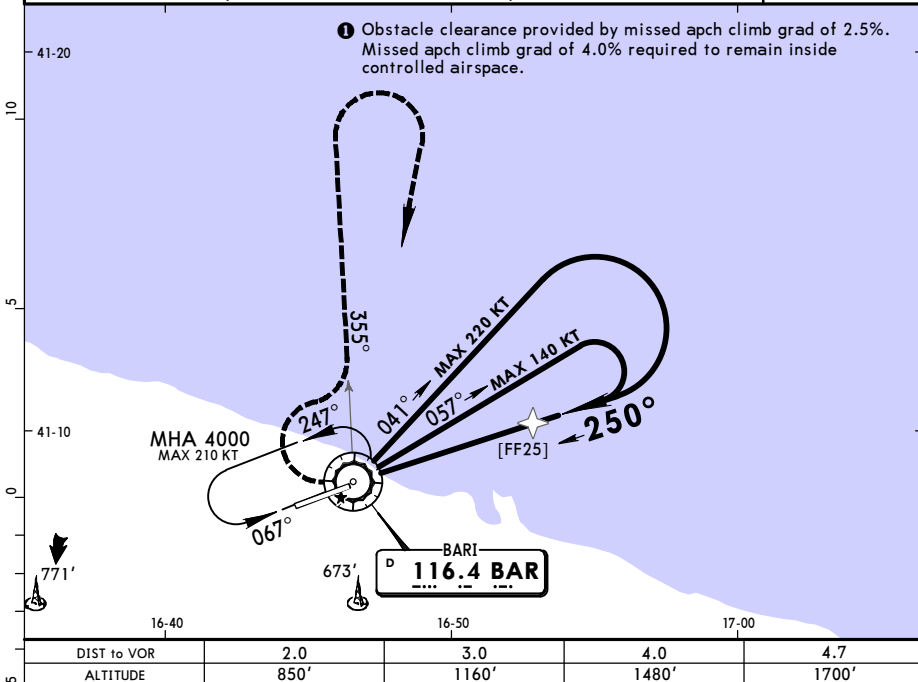
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PALESE

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 116.4	Final Apch Crs 250°	Minimum Alt No FAF	CDFA DA(H) 600' (492')	Apt Elev 187' 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'. ①					
Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: By ATC		Trans alt: 5000'	MSA BAR VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI : PAPI		200 KT MAX RT onto R-355	BAR 116.4 R-355	3000'
Descent Angle 3.00°	372	478	531	637	743	849					
MAP at VOR											

STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND	
CDFA		non-CDFA		Not authorized South of runway	
DA(H) 600' (492')		MDA(H) 600' (492')			
ALS out		ALS out		Max Kts	VIS
RVR 1500m		CMV 2300m	CMV 2500m	100	850' (663') 1500m ①
				135	850' (663') 1600m ①
				180	1000' (813') 2400m ②
CMV 2100m	CMV 2300m	CMV 2500m	CMV 2700m	205	1000' (813') 3600m

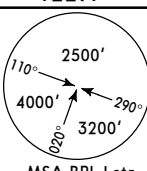
① After non-CDFA apch: VIS 2500m. ② After non-CDFA apch: VIS 2700m.

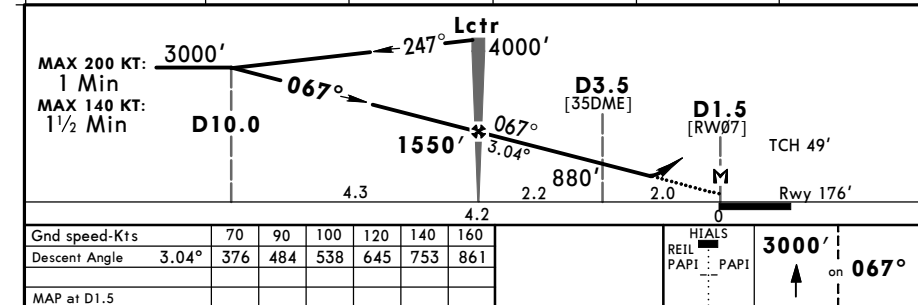
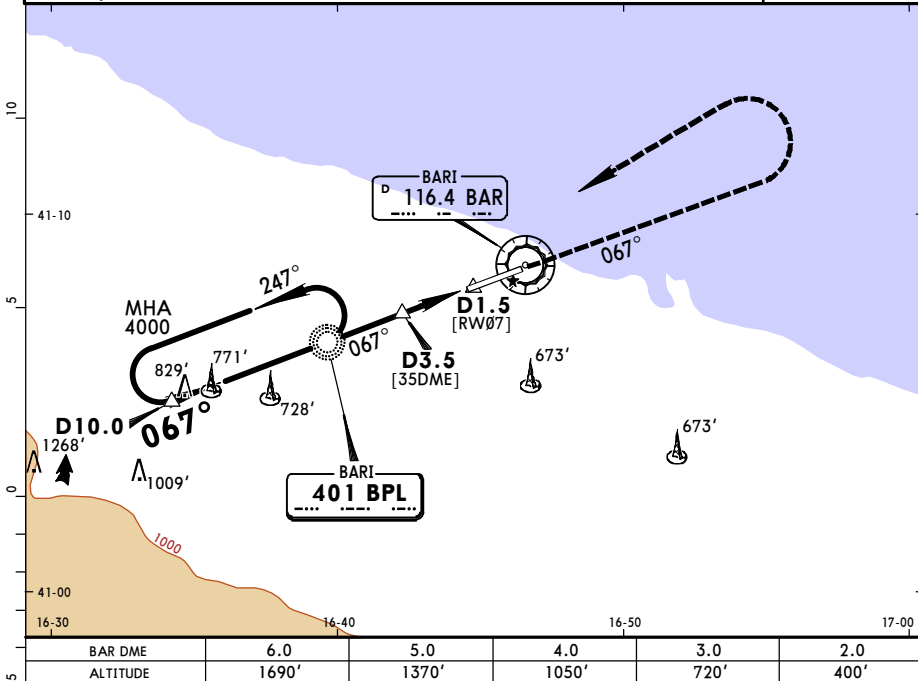
LIBD/BRI
PALESE

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 401	Final Apch Crs 067°	Minimum Alt Lctr 1550' (1374')	DA(H) 640' (464')	Apt Elev 187' 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.					



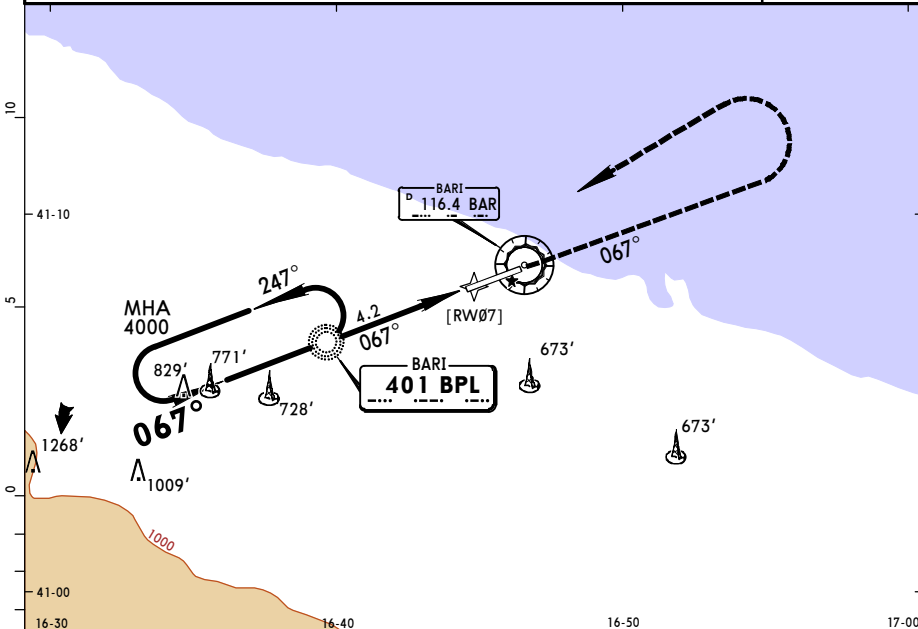
Standard STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND			
DA(H) 640' (464')				Not authorized South of runway			
ALS out				Max Kts	MDA(H)	VIS	
RVR 1500m				100	850' (663')	1500m	
				135	850' (663')	1600m	
RVR 1500m				180	1000' (813')	2400m	
				205	1000' (813')	3600m	
CMV 2200m							

LIBD/BRI
PALESE

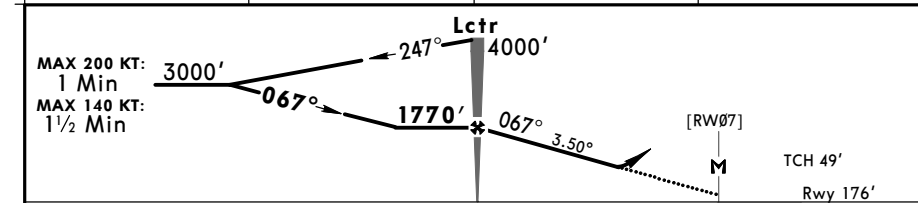
JEPPesen
18 DEC 15 **16-2**

BARI, ITALY
Lctr Y Rwy 07

ATIS 124.050		APULIA Approach/ Radar 136.1 122.1		BARI Tower 118.3 122.1	
Lctr BPL 401	Final Apch Crs 067°	Minimum Alt Lctr 1770' (1594')	DA(H) 790' (614')	Apt Elev 187' 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 RW07	4.0	3.0	2.0
ALTITUDE	1700'	1330'	960'



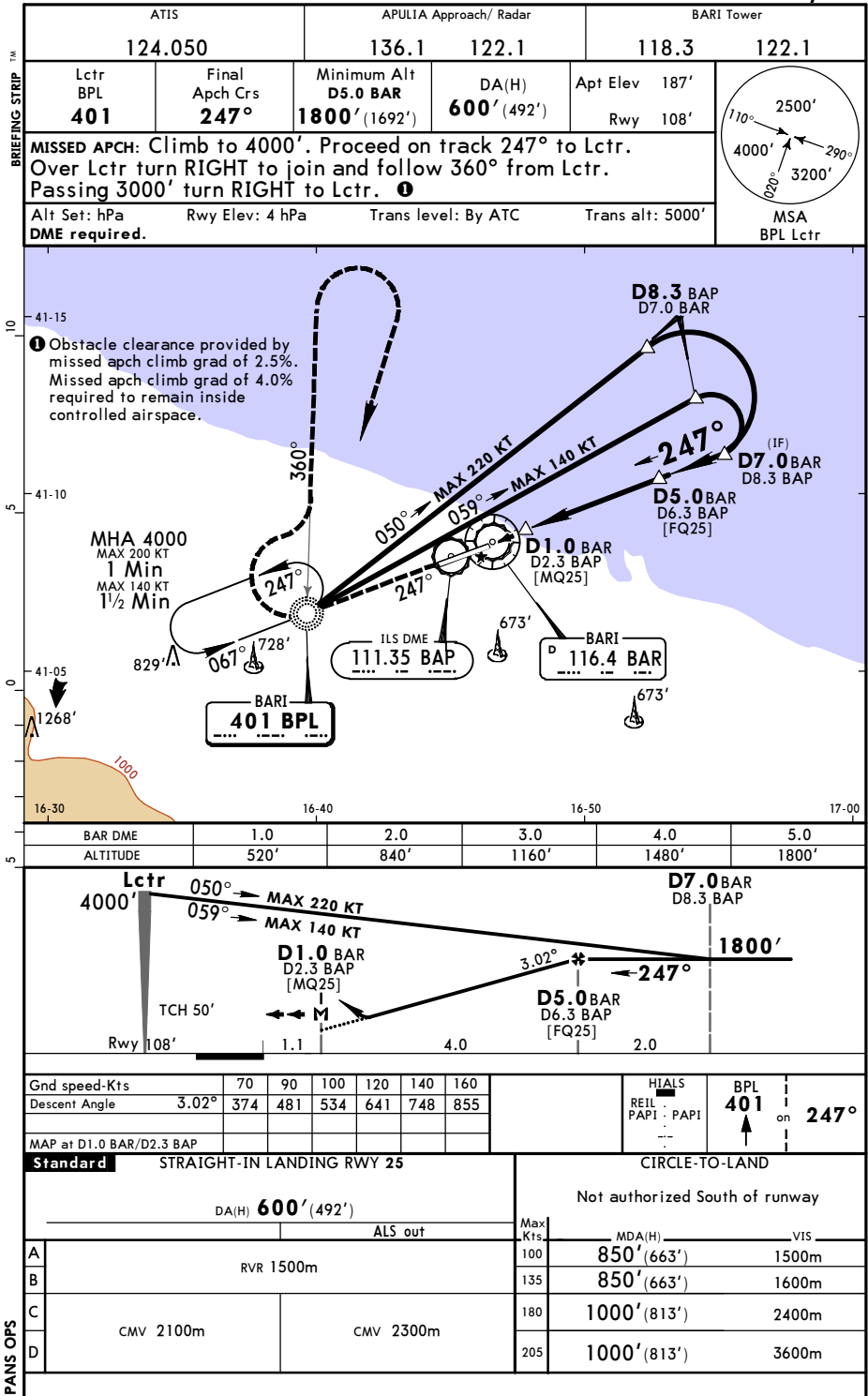
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI : PAPI	
Descent Angle	3.50°	434	557	619	743	867	991	3000'
Lctr to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35	on 067°

Standard STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND			
DA(H) 790' (614')				Not authorized South of runway			
ALS out				Max Kts	MDA(H)	VIS	
A	RVR 1500m			100	850' (663')	1500m	
B				135	850' (663')	1600m	
C				180	1000' (813')	2400m	
D				205	1000' (813')	3600m	

LIBD/BRI
PALESE

JEPPesen
18 DEC 15 (16-3)

BARI, ITALY
Lctr Rwy 25



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 and latest NOTAMs.