

GENERAL**ATS Hours**

H24

Airport Information

RFF: CAT 8, CAT 9 and 10 O/R
Fuel: 0800-1600±, other times O/R.
PCN: RWY 14/32: 69/F/B/W/T

Operation**Low Visibility Procedure**

LVP will be applied to CAT II/III APCH and LDG OPS at the following COND:

- when RVR reported at TDZ is 550m or below.
- when cloud base height is below 200ft according to local MET report.
- when rapid deterioration of WX COND recommends.

ARR:

Vacate RWY via TWY AB and keep taxiing on TWY A upon reaching:

- TWY E, for ACFT with wingspan less than 36m / 118ft.
- TWY D, for ACFT with wingspan 36 / 118ft or above.

Then wait for follow-me.

Report RWY vacated

DEP:

Taxi to TWY D and wait for further CLR.

RWY Restriction

Enter relevant RWY via links A4 or A8.

TWY Restrictions

TWY F width 15m / 49ft.

TWY B between stands 101 and 109 MAX wingspan 36m / 118ft.

Taxi/Parking

Taxi to and leave parking area with ENG on idle power only.

Follow-me mandatory in entrance to APN.

Stand 108 entry with marshaller mandatory.

Stands 201-203 entry/exit self manoeuvring up to ATR72, up to B734 entry self manoeuvring, exit push-back.

Stands 401-501 up to B747-400 entry/exit with tractor or marshaller mandatory.

Stand 601 up to B737-400 entry with marshaller mandatory, exit push-back. .

Stand 113-116 exit follow-me mandatory, exit push-back.

Taxi with caution on TWY A up to line-up and initial running TKOF RWY 32 when stand 109 and/or 111 and 113-116 are occupied by B747-200 or bigger, due to poor VIS from TWR.

GENERAL**Warnings**

BOA VOR/DME MAINT: 2nd TUE between 1330-1500±.

BSA TVOR/DME unusable within 25NM:

R090-180 below 5000ft.

R180-330 below 7000ft.

R330-090 below 11000ft.

MAINT: 3rd SUN of JAN/FEB/APR/JUN/JUL/AUG/OCT/DEC 1900-2300±.

1st TUE of JUN 0700-1500.

Unserviceable for autopilot coupled mode.

COD NDB unusable:

at 15NM:

160°-220° below 5000ft.

at 25NM:

200°-160° below 5000ft.

MAINT: 2nd TUE between 0930-1030±.

IBS ILS RWY 32 LOC

MAINT: Each MON between 1330-1430±.

1st SUN of MAR/JUN/SEP/DEC between 1900-2300±.

2nd MON of SEP between 0700-1600±.

Back beam unusable.

IBS DME

MAINT: 2nd SUN of APR/OCT between 1800-2200±.

2nd MON of SEP between 0700-1600±.

SRN VOR/DME unusable

MAINT: 2nd THU between 0830-1130±.

TZO TVOR/DME unusable

within 10NM:

R020-330 below 3000ft.

R330-020 below 4500ft.

beyond 10NM:

R020-050 below 12000ft.

R050-080 below 10000ft.

R080-100 below 5000ft.

R100-300 below 3000ft.

R300-320 below 5000ft.

R320-020 below 10000ft.

MAINT: 4th THU 0830-1130±.

TZO NDB MAINT: 4th WED of MAY and NOV 0900-1100±.

VIL VOR/DME MAINT: 2nd and 4th WED between 0800-1000±.

ARRIVAL**Communication****COM Failure**

Fix designated for descent is PILUD.

COM Failure on Manoeuvring Area

Vacate RWY and the sensitive area on TWY AB to proceed on TWY A upon reaching:

TWY E: For ACFT with wingspan below 36m / 118ft.

TWY D: For ACFT with wingspan 36m / 118ft or above.

Wait for follow-me.

Arrival Procedure

VFR Traffic Pattern: RWY 32 right-hand circuit, MAX 1000ft AGL

Noise Abatement Procedure: See CRAR.

DEPARTURE**Take-off Minima**

RWY		32	
All ACFT	ft - m/km	0 - 100R	-
RWY		14	
All ACFT	ft - m/km	0 - 550R/550V	-

Communication**COM Failure on Manoeuvring Area**

Continue taxiing along assigned routing, paying attention to avoiding every deviation, until reaching its correspondent clearance limit position and wait for follow-me.

Departure Procedure

Start-up: When operating Air Mail Service, monitor CHARLIE MONTI to be contacted and receive off-block sequence before contacting TWR for start-up.

De-Icing

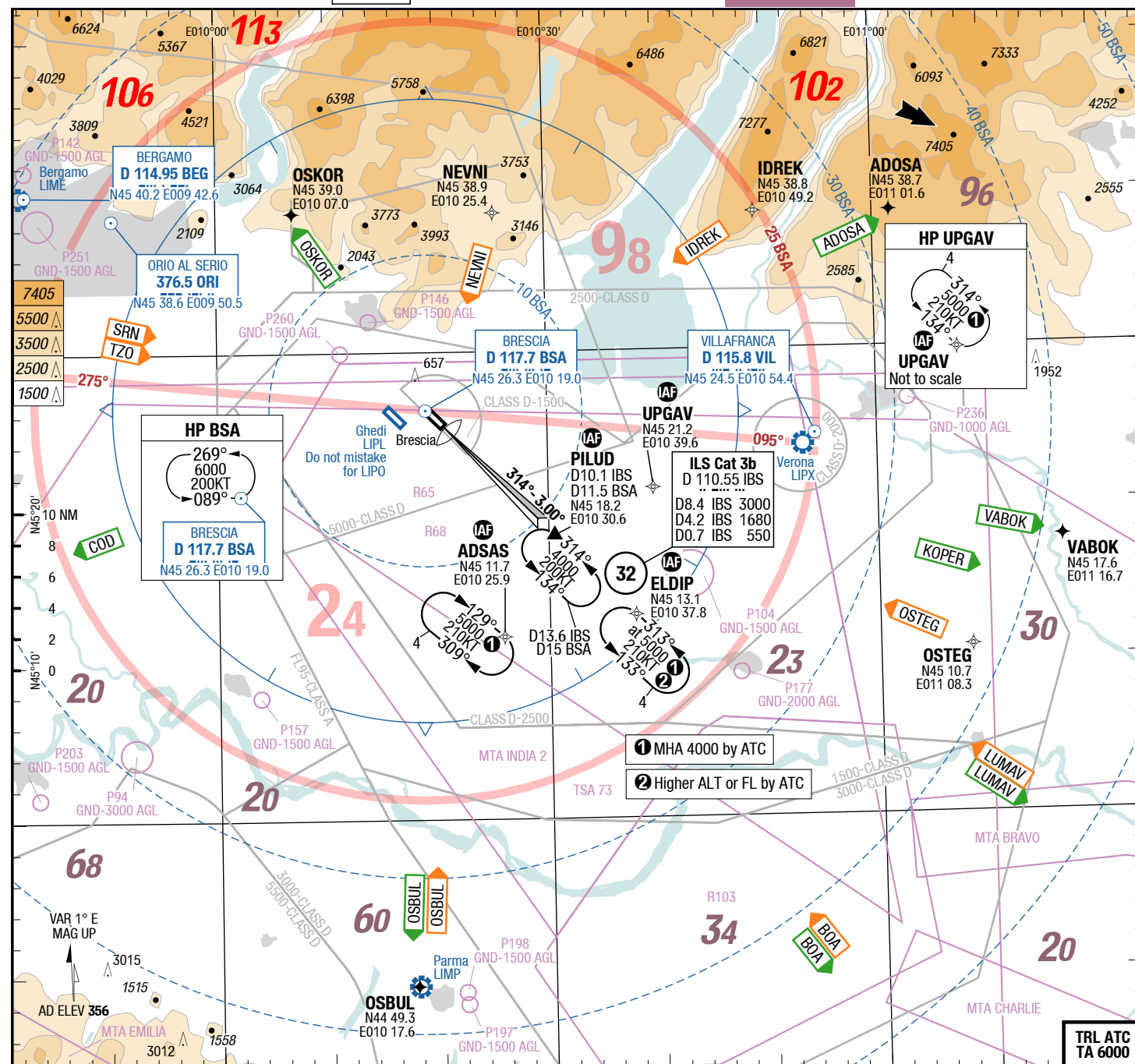
AVBL.

VBS-LIPO

AFC

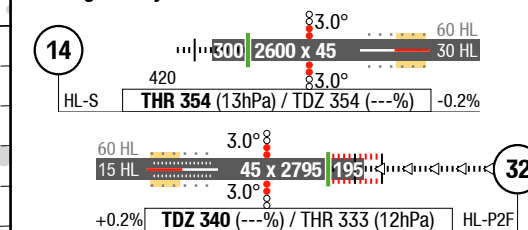
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2-10



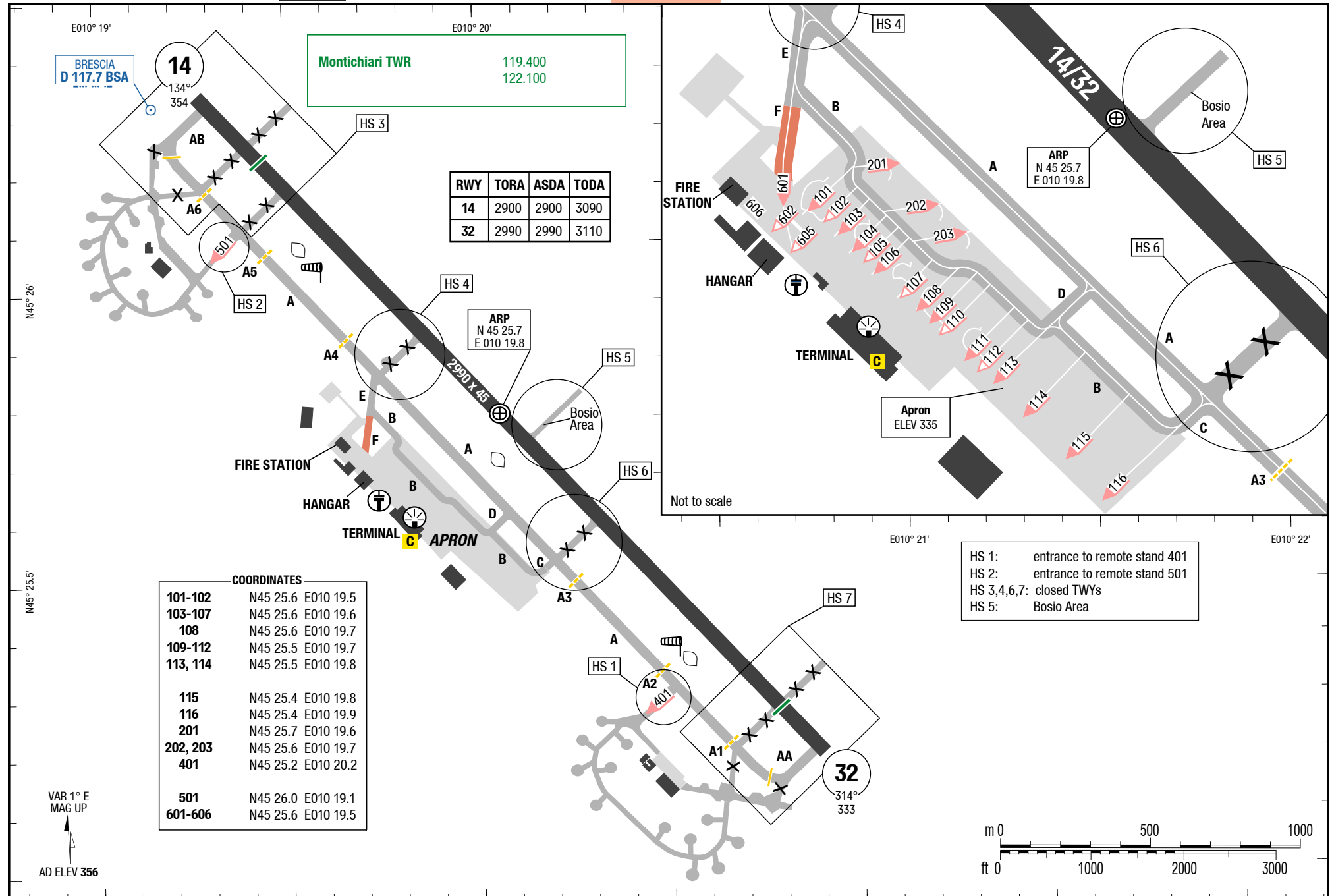
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	124.250	
	135.900	
Verona RAD	118.550	
	124.250	
	135.900	
Padova ACC	125.900	
	120.725	
	128.575	
	134.750	
Milan ACC	126.750	via OSKOR/NEVNI
	129.075	via OSBUL
Montichiari TWR	119.400	
	122.100	

Landing RWY system:



Changes: MSA, WPT , IAF, OBST, SUAs, HLDG

3-20



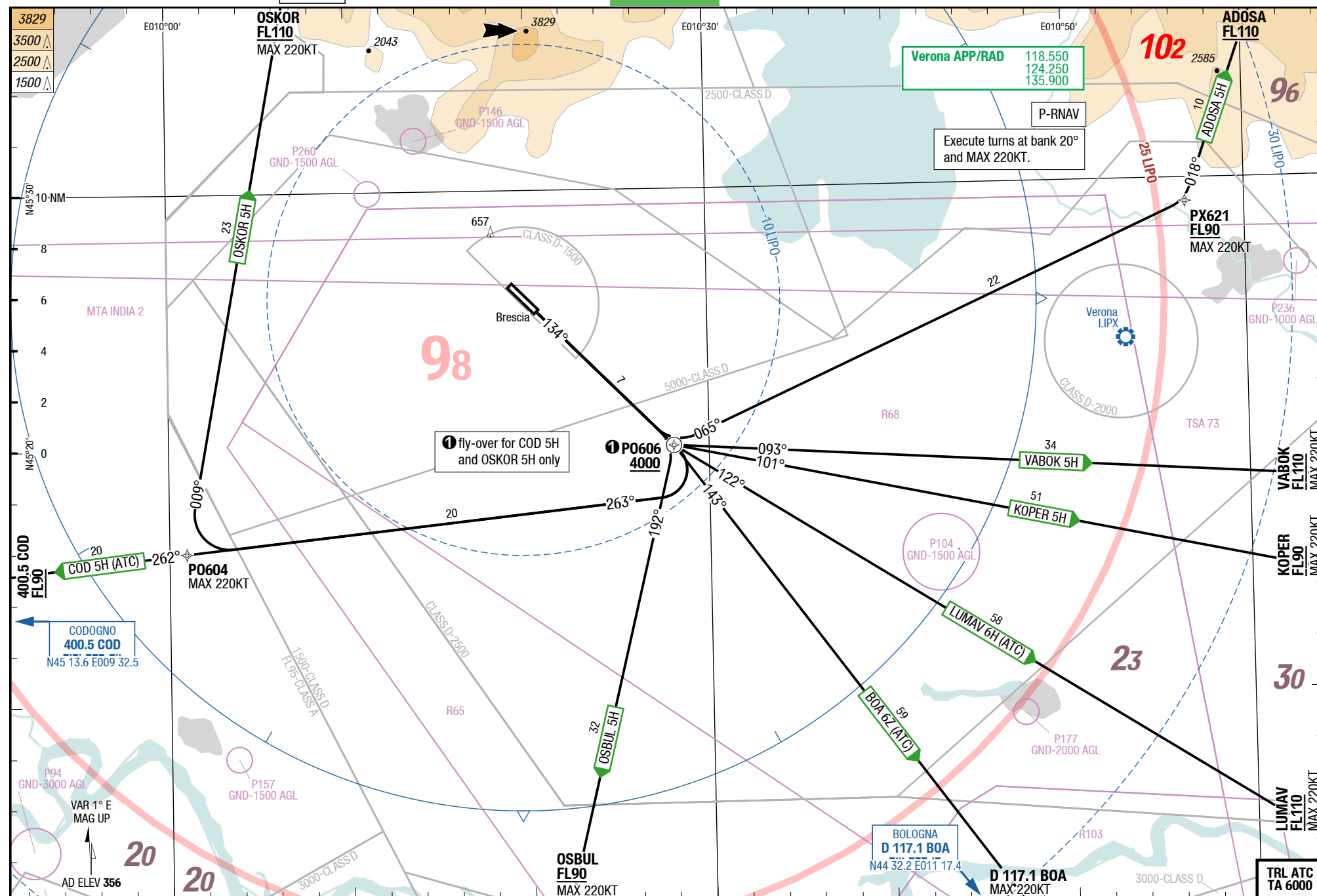
VBS-LIPO

RNAV SIDs RWY 14

SID

SID

RNAV SIDs RWY 14



Changes: MSA

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14-JUN-2018

Italy **Brescia** MontichiariMontichiari **Brescia** Italy

VBS-LIPO

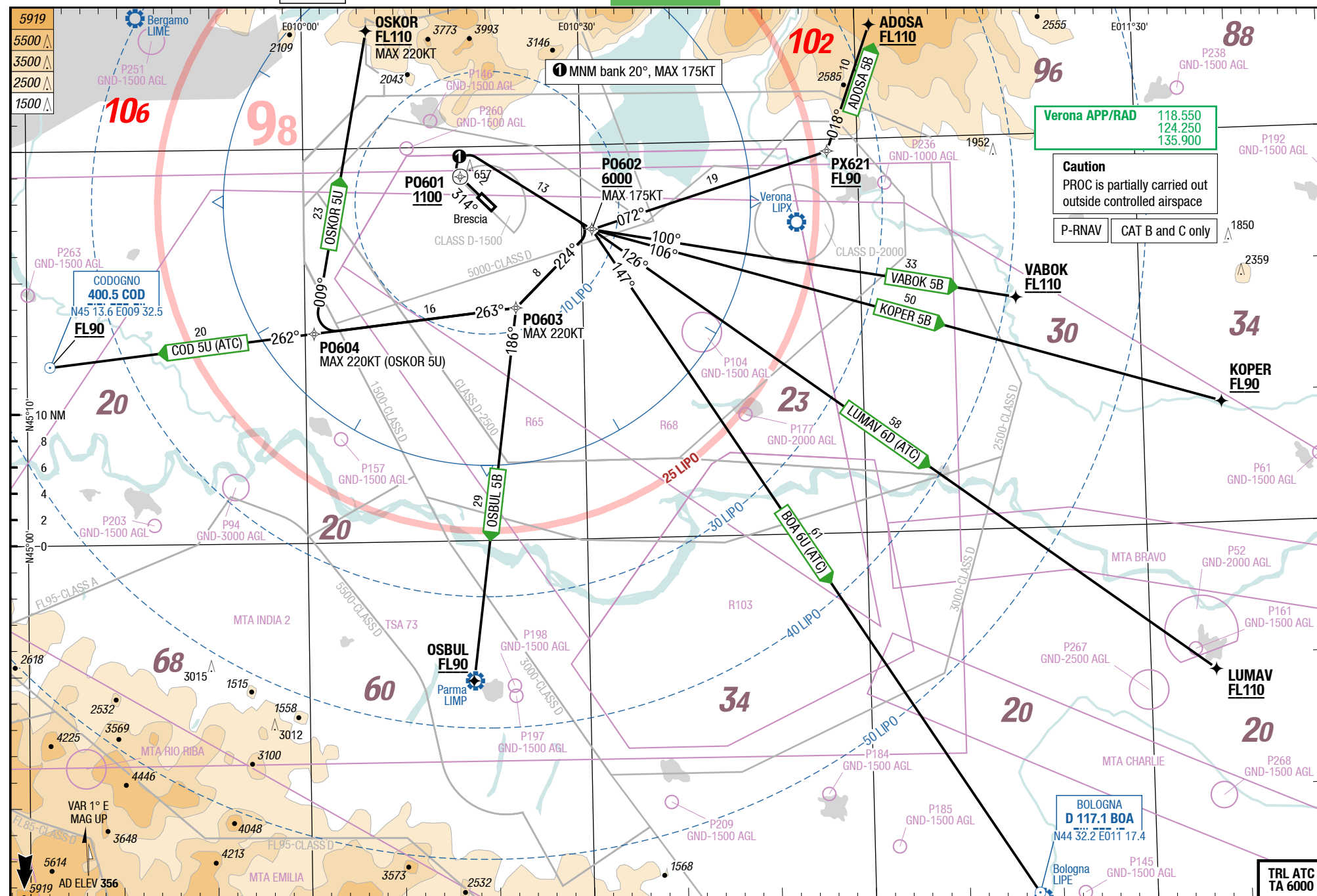
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RNAV SIDs RWY 32 B/D/U

SID

SID

RNAV SIDs RWY 32 B/D/U



Changes: MSA

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VBS-LIPO

SIDs RWY 14

4-30

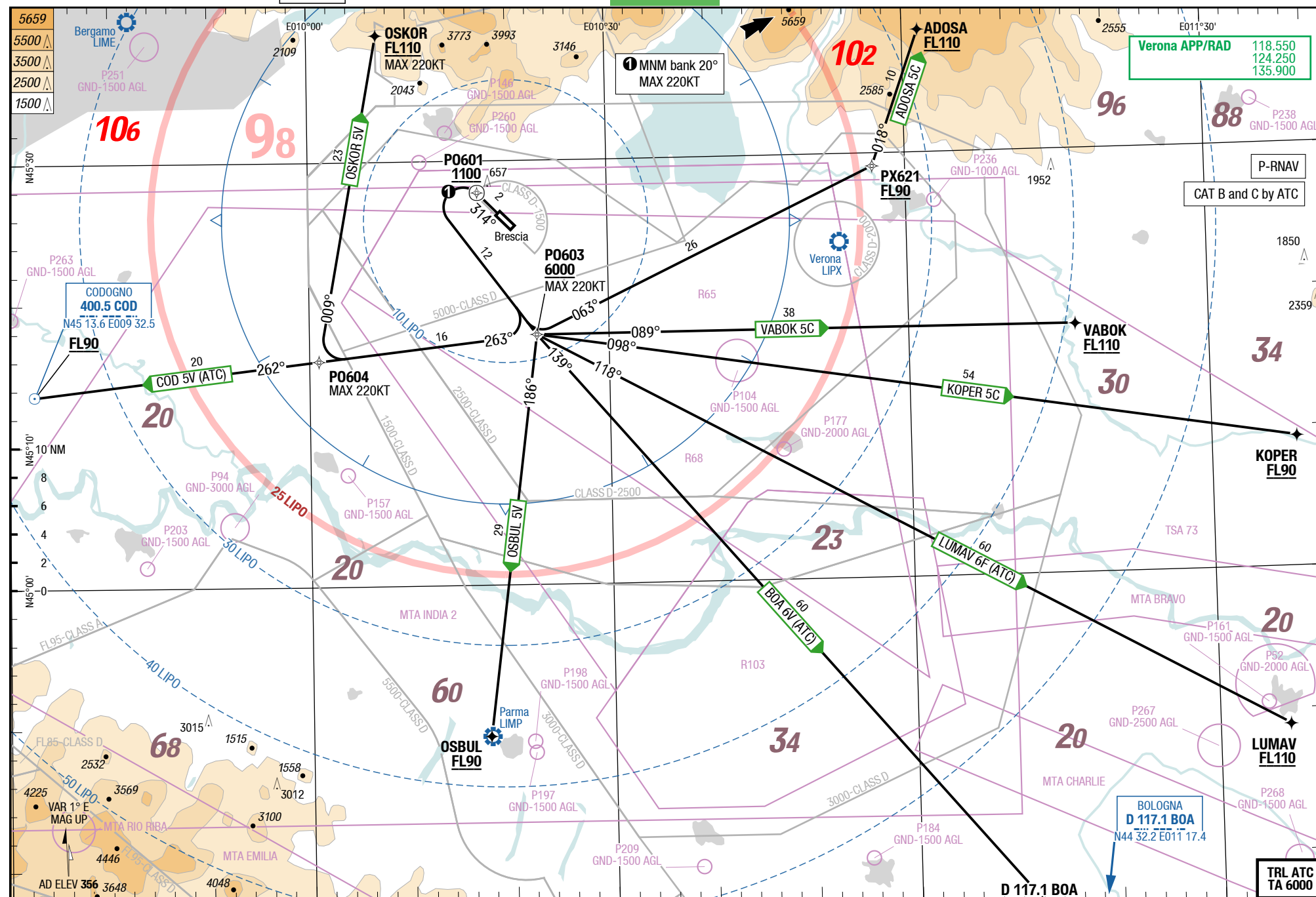
RNAV SIDs RWY 32 C/F/V

SID

SID

SIDs RWY 14

RNAV SIDs RWY 32 C/F/V



Changes: MSA

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Effective 21-JUN-2018

14-JUN-2018

VBS-LIPO

Italy Brescia Montichiari

Montichiari Brescia Italy

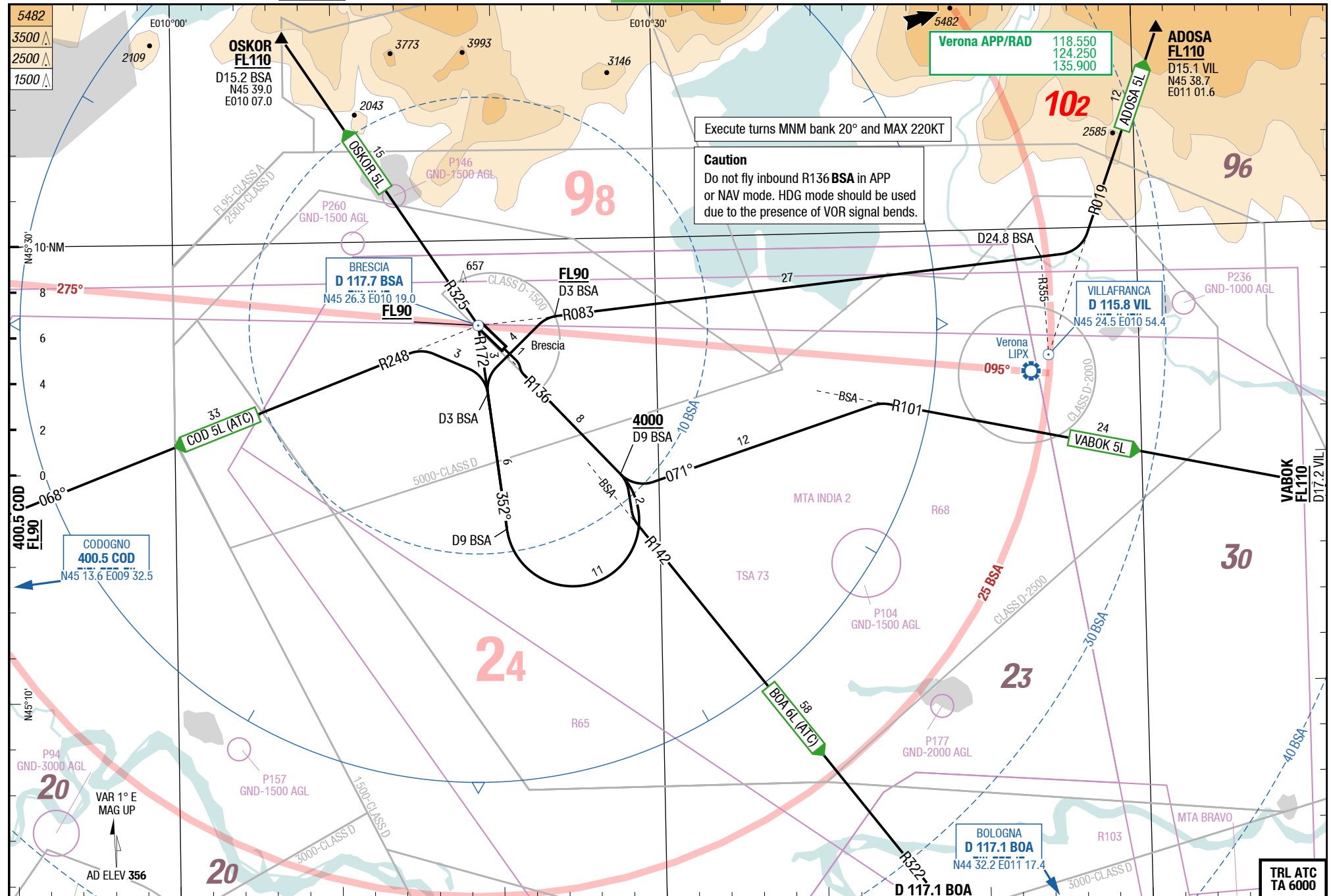
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SIDs RWY 14

SID

SID

SIDs RWY 14



Changes: MSA

VBS-LIPO

NIL

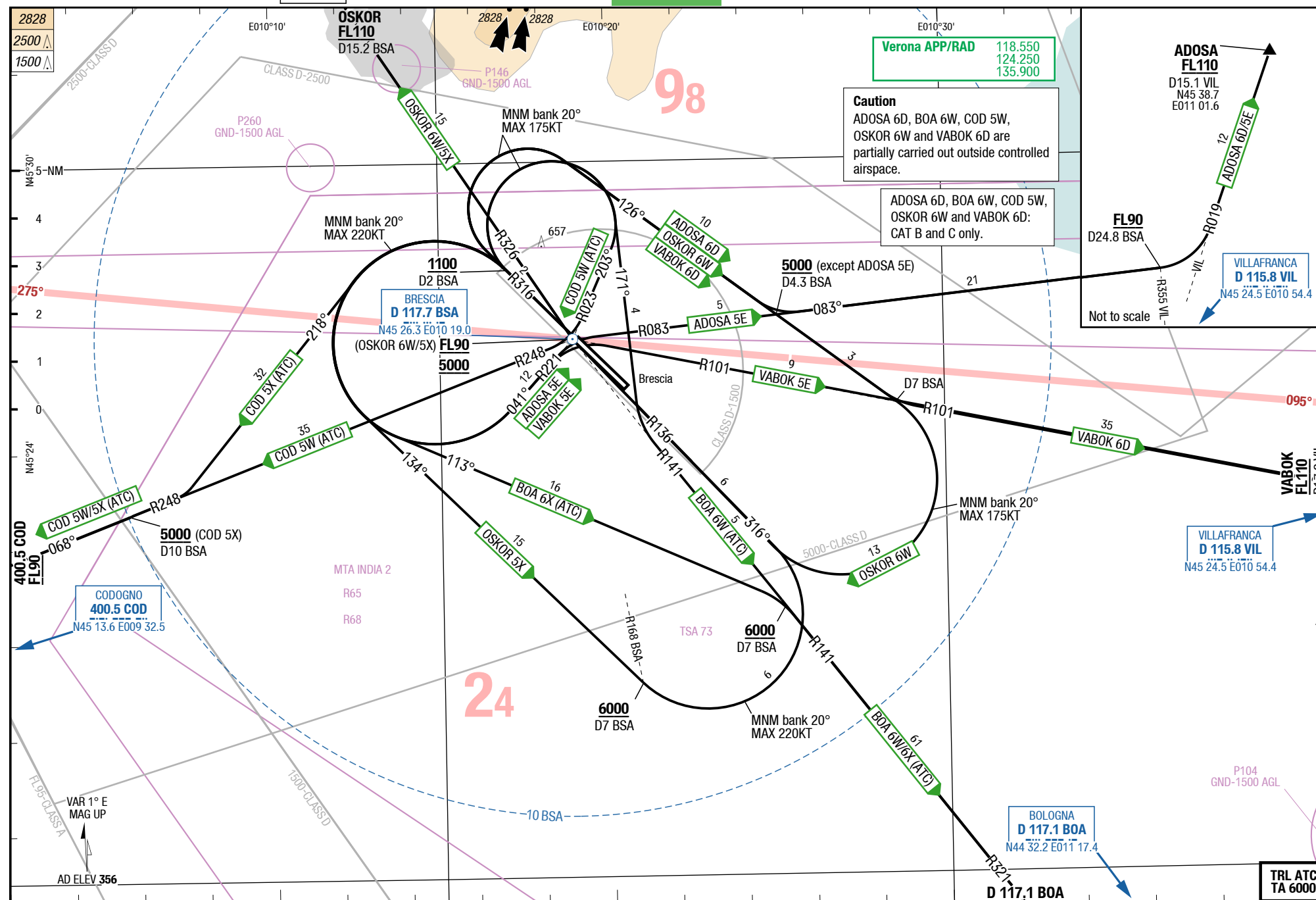
SIDs RWY 32

SID

SID

NIL

SIDs RWY 32



Changes: MSA

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VBS-LIPO

5-10

RNAV SIDs RWY 14

ADOSA 5H / BOLOGNA 6Z / CODOGNO 5H / KOPER 5H / LUMAV 6H / OSBUL 5H
RWY 14 (134°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
ADOSA 5H 5.8% to 4000 118.550 ①②	PO606 - PX621 [K220-] - ADOSA	PO606 MNM 4000 PX621 MNM FL90 ADOSA MNM FL110
BOLOGNA 6Z BOA 6Z (ATC) 5.8% to 4000 118.550 ①②	PO606 - BOA [K220-]	PO606 MNM 4000
CODOGNO 5H COD 5H (ATC) 5.8% to 4000 118.550 ①②	<u>PO606</u> - PO604 [K220-] - COD	PO606 MNM 4000 COD MNM FL90
KOPER 5H 5.8% to 4000 118.550 ①②	PO606 - KOPER [K220-]	PO606 MNM 4000 KOPER MNM FL90
LUMAV 6H (ATC) 5.8% to 4000 118.550 ①②	PO606 - LUMAV [K220-]	PO606 MNM 4000 LUMAV MNM FL110
OSBUL 5H 5.8% to 4000 118.550 ①②	PO606 - OSBUL [K220-]	PO606 MNM 4000 OSBUL MNM FL90

① MNM climb gradient 8.2% until 4000 due to ATC

② Execute all turns at bank 20° and MAX 220KT

OSKOR 5H / VABOK 5H

RWY 14 (134°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
OSKOR 5H 5.8% to 4000 118.550 ①②	PO606 - PO604 [K220-] - OSKOR [K220-]	PO606 MNM 4000 OSKOR MNM FL110
VABOK 5H 5.8% to 4000 118.550 ①②	PO606 - VABOK [K220-]	PO606 MNM 4000 VABOK MNM FL110

① MNM climb gradient 8.2% until 4000 due to ATC

② Execute all turns at bank 20° and MAX 220KT

VBS-LIPO

5-30

RNAV SIDs RWY 32 B/D/U

ADOSA 5B / BOLOGNA 6U / CODOGNO 5U / KOPER 5B / LUMAV 6D / OSBUL 5B
RWY 32 (314°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
ADOSA 5B 4.9% to 6000 118.550 ①②③	<u>P0601</u> - P0602 [K175-] - PX621 - ADOSA	P0601 MNM 1100 P0602 MNM 6000 PX621 MNM FL90 ADOSA MNM FL110
BOLOGNA 6U BOA 6U (ATC) 4.9% to 6000 118.550 ①②③	<u>P0601</u> - P0602 [K175-] - BOA	P0601 MNM 1100 P0602 MNM 6000
CODOGNO 5U COD 5U (ATC) 4.9% to 6000 118.550 ①②③	<u>P0601</u> - P0602 [K175-] - P0603 [K220-] - P0604 - COD	P0601 MNM 1100 P0602 MNM 6000 COD MNM FL90
KOPER 5B 4.9% to 6000 118.550 ①②③	<u>P0601</u> - P0602 [K175-] - KOPER	P0601 MNM 1100 P0602 MNM 6000 KOPER MNM FL90
LUMAV 6D (ATC) 4.9% to 6000 118.550 ①②③	<u>P0601</u> - P0602 [K175-] - LUMAV	P0601 MNM 1100 P0602 MNM 6000 LUMAV MNM FL110
OSBUL 5B 4.9% to 6000 118.550 ①②③	<u>P0601</u> - P0602 [K175-] - P0603 [K220-] - OSBUL	P0601 MNM 1100 P0602 MNM 6000 OSBUL MNM FL90

- ① MNM climb gradient 6.0% to FL90 due to ATC
② CAT B and C only
③ Execute initial turn MNM bank 20° and MAX 175KT.

OSKOR 5U / VABOK 5B

RWY 32 (314°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
OSKOR 5U 4.9% to 6000 118.550 ①②③	<u>P0601</u> - P0602 [K175-] - P0603 [K220-] - P0604 [K220-] - OSKOR [K220-]	P0601 MNM 1100 P0602 MNM 6000 OSKOR MNM FL110
VABOK 5B 4.9% to 6000 118.550 ①②③	<u>P0601</u> - P0602 [K175-] - VABOK	P0601 MNM 1100 P0602 MNM 6000 VABOK MNM FL110

- ① MNM climb gradient 6.0% to FL90 due to ATC
 ② CAT B and C only
 ③ Execute initial turn MNM bank 20° and MAX 175KT.

VBS-LIPO

5-50

RNAV SIDs RWY 32 C/F/V

ADOSA 5C / BOLOGNA 6V / CODOGNO 5V / KOPER 5C / LUMAV 6F / OSBUL 5V
RWY 32 (314°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
ADOSA 5C 4.9% to 6000 118.550 ①②③	<u>P0601</u> - P0603 [K220-] - PX621 - ADOSA	P0601 MNM 1100 P0603 MNM 6000 PX621 MNM FL90 ADOSA MNM FL110
BOLOGNA 6V BOA 6V (ATC) 4.9% to 6000 118.550 ①②③	<u>P0601</u> - P0603 [K220-] - BOA	P0601 MNM 1100 P0603 MNM 6000
CODOGNO 5V COD 5V (ATC) 4.9% to 6000 118.550 ①②③	<u>P0601</u> - P0603 [K220-] - P0604 [K220-] - COD	P0601 MNM 1100 P0603 MNM 6000 COD MNM FL90
KOPER 5C 4.9% to 6000 118.550 ①②③	<u>P0601</u> - P0603 [K220-] - KOPER	P0601 MNM 1100 P0603 MNM 6000 KOPER MNM FL90
LUMAV 6F (ATC) 4.9% to 6000 118.550 ①②③	<u>P0601</u> - P0603 [K220-] - LUMAV	P0601 MNM 1100 P0603 MNM 6000 LUMAV MNM FL110
OSBUL 5V 4.9% to 6000 118.550 ①②③	<u>P0601</u> - P0603 [K220-] - OSBUL	P0601 MNM 1100 P0603 MNM 6000 OSBUL MNM FL90

① MNM climb gradient 6.0% to FL90 due to ATC

② Execute initial turn MNM bank 20°, MAX 220KT

③ CAT B and C by ATC

Changes: PROC renumbered

OSKOR 5V / VABOK 5C

RWY 32 (314°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
OSKOR 5V 4.9% to 6000 118.550 ①②③	<u>P0601</u> - P0603 [K220-] - P0604 [K220-] - OSKOR [K220-]	P0601 MNM 1100 P0603 MNM 6000 OSKOR MNM FL110
VABOK 5C 4.9% to 6000 118.550 ①②③	<u>P0601</u> - P0603 [K220-] - VABOK	P0601 MNM 1100 P0603 MNM 6000 VABOK MNM FL110

- ① MNM climb gradient 6.0% to FL90 due to ATC
 ② Execute initial turn MNM bank 20°, MAX 220KT
 ③ CAT B and C by ATC

17-MAY-2018

VBS-LIPO

5-70

SIDs RWY 14**SIDPT****ADOSA 5L / BOLOGNA 6L / CODOGNO 5L / OSKOR 5L / VABOK 5L**

RWY 14 (134°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
ADOSA 5L 5.8% to 4000 118.550 ①②	R136 BSA - at D9 BSA RT intercept R172 BSA inbound - at D3 BSA RT intercept R083 BSA - crossing R355 VIL (D24.8 BSA) LT intercept R019 VIL to ADOSA	R136/D9 BSA MNM 4000 R083/D3 BSA MNM FL90 ADOSA MNM FL110
BOLOGNA 6L BOA 6L (ATC) 5.8% to 4000 118.550 ①②	R136 BSA - at D9 BSA RT intercept R142 BSA (R322 BOA) to BOA	R136/D9 BSA MNM 4000
CODOGNO 5L COD 5L (ATC) 5.8% to 4000 118.550 ①②	R136 BSA - at D9 BSA RT intercept R172 BSA inbound - at D3 BSA LT intercept R248 BSA (QDM 248 COD) to COD	R136/D9 BSA MNM 4000 COD MNM FL90
OSKOR 5L 5.8% to 4000 118.550 ①②	R136 BSA - at D9 BSA RT intercept R172 BSA to BSA - R325 BSA to OSKOR	R136/D9 BSA MNM 4000 BSA MNM FL90 OSKOR MNM FL110
VABOK 5L 5.8% to 4000 118.550 ①②	R136 BSA - at D9 BSA LT 071° - intercept R101 BSA to VABOK	R136/D9 BSA MNM 4000 VABOK MNM FL110

① Climb gradient 8.2% to 4000 due to ATC.

② Execute all turns MNM bank 20° and MAX 220KT.

VBS-LIPO

5-80

SIDs RWY 32**ADOSA 5E / ADOSA 6D / BOLOGNA 6W / BOLOGNA 6X / CODOGNO 5W**

RWY 32 (314°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
ADOSA 5E 4.9% to 6000 118.550 ②③	R316 BSA - at D2 BSA LT intercept R221 BSA to BSA - R083 BSA - crossing R355 VIL LT intercept R019 VIL to ADOSA	R316/D2 BSA MNM 1100 BSA MNM 5000 R083/D24.8 BSA MNM FL90 ADOSA MNM FL110
ADOSA 6D 4.9% to 6000 118.550 ①③④	R316 BSA - at D2 BSA RT 126° - intercept R083 BSA - crossing R355 VIL LT intercept R019 VIL to ADOSA	R316/D2 BSA MNM 1100 R083/D4.3 BSA MNM 5000 R083/D24.8 BSA MNM FL90 ADOSA MNM FL110
BOLOGNA 6W BOA 6W (ATC) 4.9% to 6000 118.550 ①③④	R316 BSA - at D2 BSA RT 171° - intercept R141 BSA (R321 BOA) to BOA	R316/D2 BSA MNM 1100 R141/D7 BSA MNM 6000
BOLOGNA 6X BOA 6X (ATC) 4.9% to 6000 118.550 ②③	R316 BSA - at D2 BSA LT 113° - intercept R141 BSA (R321 BOA) to BOA	R316/D2 BSA MNM 1100 R141/D7 BSA MNM 6000
CODOGNO 5W COD 5W (ATC) 4.9% to 6000 118.550 ①③④	R316 BSA - at D2 BSA RT intercept R023 BSA to BSA - R248 BSA (QDM 248 COD) to COD	R316/D2 BSA MNM 1100 BSA MNM 5000 COD MNM FL90

- ① Execute initial turn MNM bank 20°, MAX 175KT
 ② Execute initial turn MNM bank 20°, MAX 220KT
 ③ MNM climb gradient 6.0% until passing FL90 due to ATC
 ④ CAT B and C only

17-MAY-2018

VBS-LIPO

5-90

SIDs RWY 32**SIDPT****CODOGNO 5X / OSKOR 5X / OSKOR 6W / VABOK 5E / VABOK 6D**

RWY 32 (314°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
CODOGNO 5X COD 5X (ATC) 4.9% to 6000 118.550 ②③	R316 BSA - at D2 BSA LT 218° - intercept R248 BSA (QDM 248 COD) to COD	R316/D2 BSA MNM 1100 R248/D10 BSA MNM 5000 COD MNM FL90
OSKOR 5X 4.9% to 6000 118.550 ②③	R316 BSA - at D2 BSA LT 134° - crossing R168 BSA (within D7 BSA) LT (MNM bank 20°, MAX 220KT) to intercept R136 BSA to BSA - R326 BSA to OSKOR	R316/D2 BSA MNM 1100 R168/D7 BSA MNM 6000 BSA MNM FL90 OSKOR MNM FL110
OSKOR 6W 4.9% to 6000 118.550 ①③④	R316 BSA - at D2 BSA RT 126° - crossing R101 BSA (within D7 BSA) RT (MNM bank 20°, MAX 175KT) to intercept R136 BSA to BSA - R326 BSA to OSKOR	R316/D2 BSA MNM 1100 R083/D4.3 BSA MNM 5000 BSA MNM FL90 OSKOR MNM FL110
VABOK 5E 4.9% to 6000 ②③	R316 BSA - at D2 BSA LT intercept R221 BSA to BSA - R101 BSA to VABOK	R316/D2 BSA MNM 1100 BSA MNM 5000 VABOK MNM FL110
VABOK 6D 4.9% to 6000 ①③④	R316 BSA - at D2 BSA RT 126° - intercept R101 BSA to VABOK	R316/D2 BSA MNM 1100 R083/D4.3 BSA MNM 5000 VABOK MNM FL110

- ① Execute initial turn MNM bank 20°, MAX 175KT
 ② Execute initial turn MNM bank 20°, MAX 220KT
 ③ MNM climb gradient 6.0% until passing FL90 due to ATC
 ④ CAT B and C only

Changes: PROC renumbered

Effective 21-JUN-2018

14-JUN-2018

VBS-LIPO

6-10

Italy Brescia Montichiari

STARs

RNAV STARs RWY 32

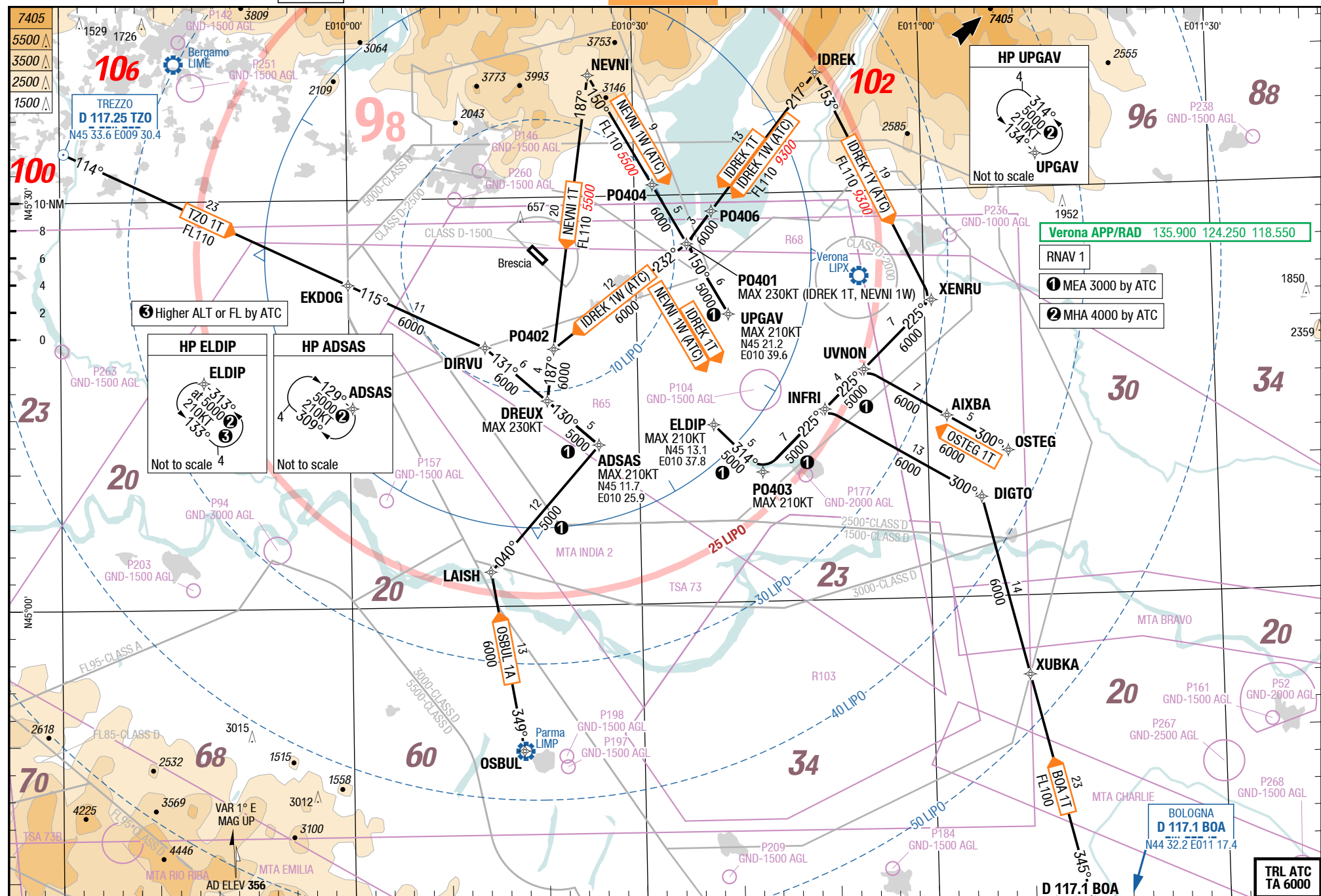
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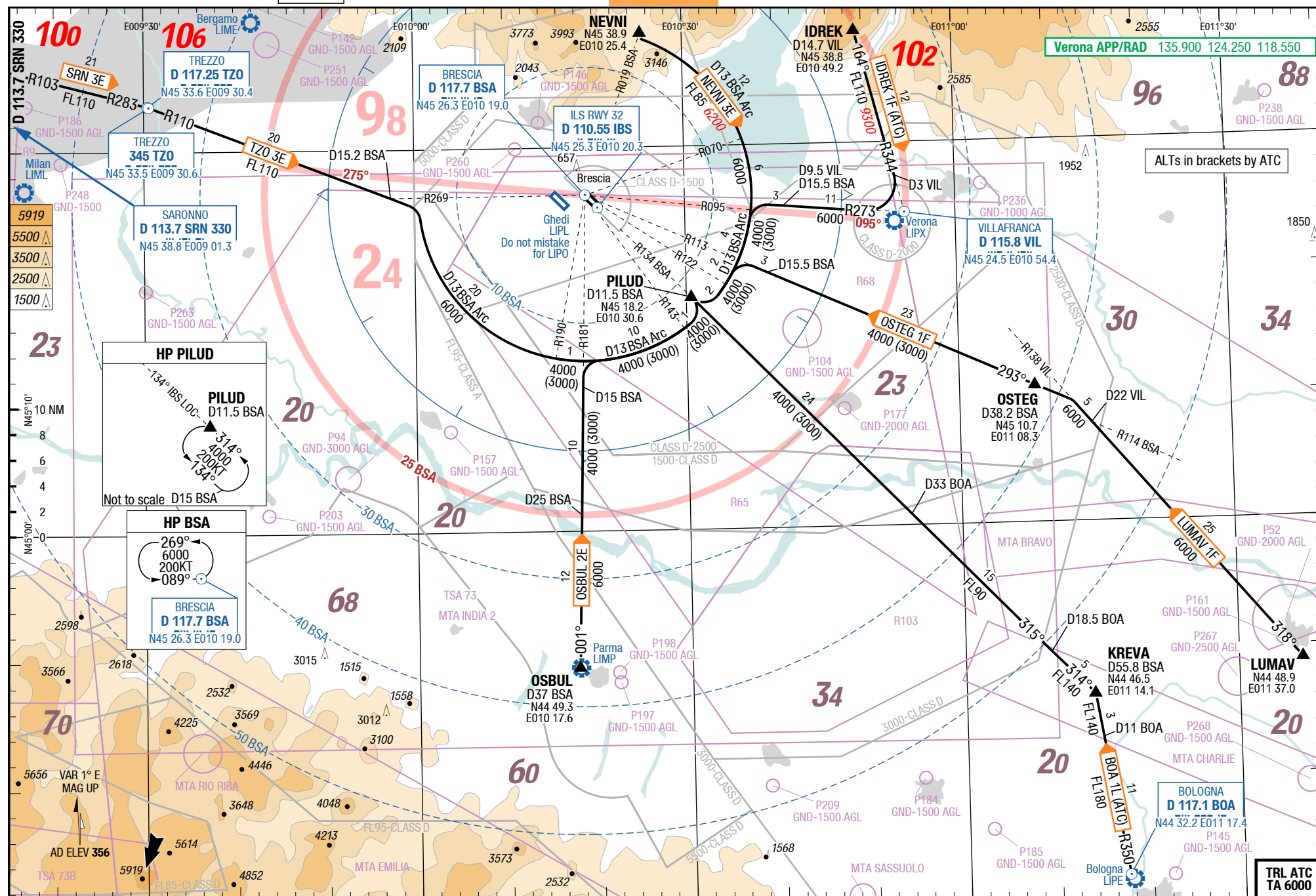
Montichiari Brescia Italy

STARs

RNAV STARs RWY 32



6-20

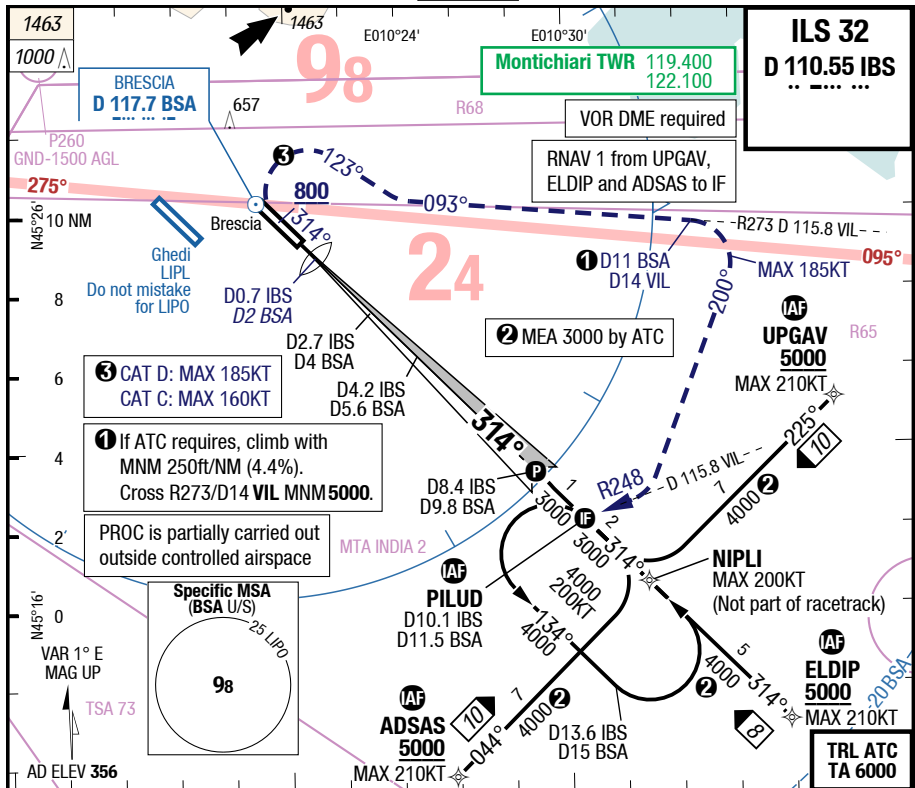


Changes: Completely revised

VBS-LIPO

7-10

ILS 32



	2	3	4	5	7	8.4	LOC 3.07° D IBS
+0.2% TDZ 340 (---%) / THR 333 (12hPa) HL-P2F	970	1290	1610	1930	2570	3000	

314°
at MNM **800 RT** ③ 123°
intercept R273 **VIL** inbound
at D11 **BSA** (D14 **VIL**) **RT**
(MAX 185KT) 200°
intercept R248 **VIL** to **PILUD**
climb **4000**

GS	120	140	160
D4.2 IBS	640	750	850
-MAPt	1:46	1:31	1:20

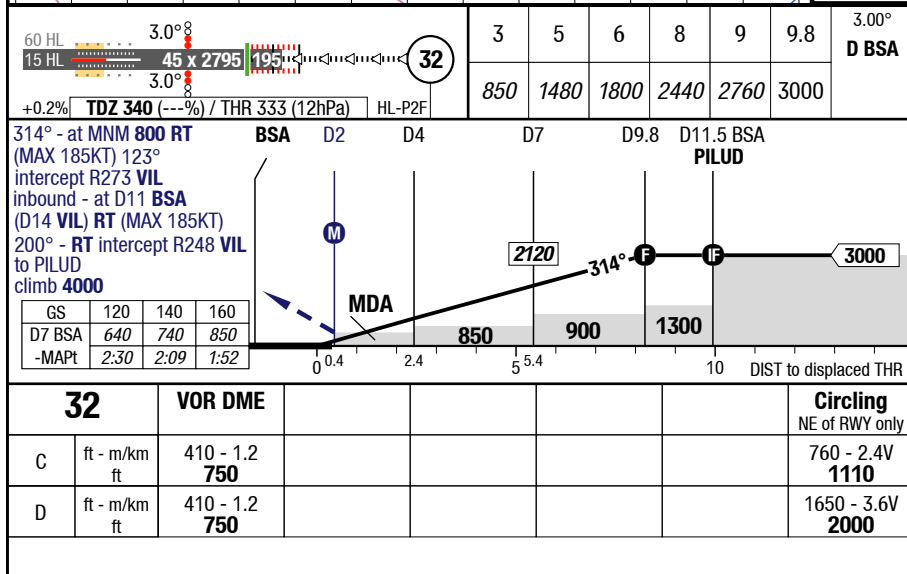
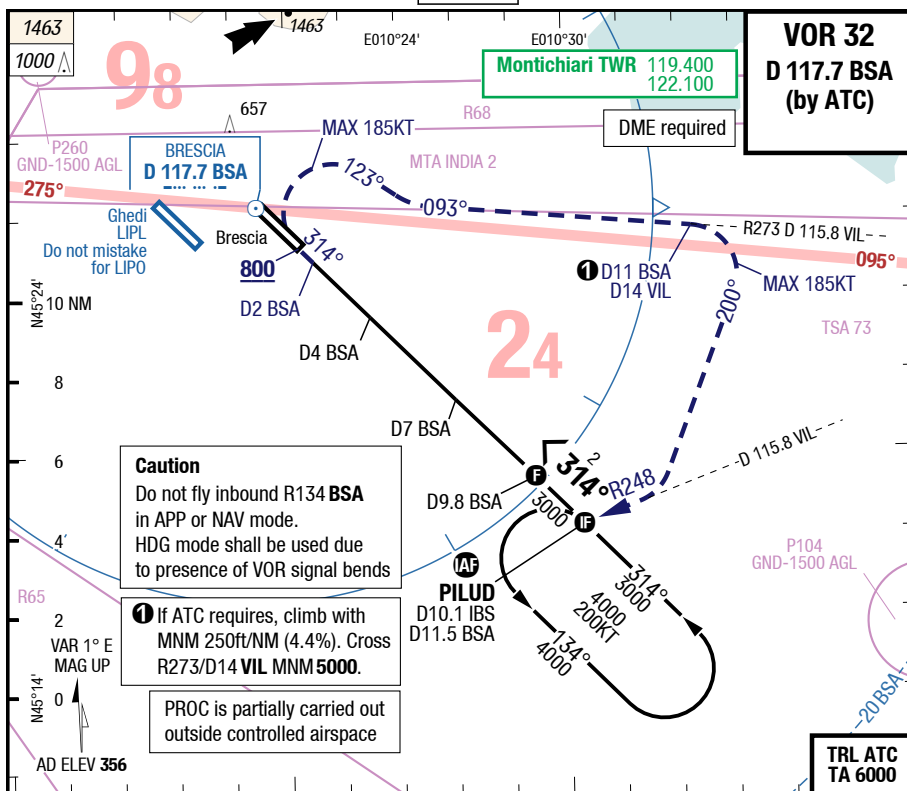
32		Cat 3b DME GA 5.0%	Cat 2 DME GA 5.0%	Cat 2 DME GA 2.5%	Cat 1 DME GA 5.0% ¹⁾	Cat 1 DME GA 2.5%	Circling NE of RWY only
C	ft - m/km ft	30 - 100R 23 RA	100 - 300R 105 RA	200 - 450R 211 RA	230 - 550 570	280 - 600 620 ²⁾	760 - 2.4V 1110
D	ft - m/km ft	30 - 100R 23 RA	100 - 300R 105 RA ³⁾	Not applicable	240 - 550 580	Not applicable	1650 - 3.6V 2000

1) With EVS 350m	
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3) If not conducting autoland RVR 350m required

VOR 32 (by ATC)

7-20



VBS-LIPO

7-30

WxMinima Overflow

32		LOC DME GA 2.5%					
C	ft - m/km ft	410 - 1.2 750					
D	ft - m/km ft	410 - 1.2 750					