

GENERAL**Operational Hours****ATS Hours:** 0600-2200±**AD ADMIN Hours:** MON-SAT 0700-1900±**Airport Information****RFF:** CAT 8; CAT 9 O/R 24HR in advance, CAT 10 O/R 48HR in advance.**Fuel:** 0500-2000±, other times O/R 2HR in advance.
Refuelling with PAX on board must be REQ 24HR in advance.**PCN:** RWY 13/31: LCN 100/PCN 73**Operation****Low Visibility Procedure**

LVP not AVBL.

When RVR is below 1500m, only one ACFT at a time is allowed and LDG OPS allowed only to RWY 31. LDG ACFT shall vacate RWY via TWY D then TWY T - TF (TG if widebody).
DEP ACFT shall enter RWY 31 via TWY TF (TG if widebody) then TWY T to RWY holding point A.

TWY Restriction

TWY TE width 18m / 59ft.

TWY TE, TF MAX wingspan 41m / 134ft.

TWY TG MAX wingspan 65m / 213ft.

Taxilane Z:

- MAX wingspan 65m / 213ft, between stands 201-205.
- MAX wingspan 41m / 134ft, between stands 206-211.

TWY M and links E, F, G, H, J, TA, TB, TC, TD, TH, TJ for MIL ACFT only.

Taxi/Parking

Follow-me mandatory for all ARR ACFT.

Push-back, power back must be performed:

- from stand 201-204 exit via TWY TG.
- from stand 205-208 exit via TWY TF/TG.
- from stand 207-211 exit via TWY TE/TF

Self maneuvering:

- from stand 203 exit via TWY TG/TF.
- from stand 209 exit via TWY TE.
- from stand 101-106 exit via TWY TG.

APU

APU must be started up not earlier than 60min before ETD, and it must be turned off not later than 20min after block-on, except with authorization for exceptional reasons.

Engine Run-up

ENG run-ups are prohibited 2200-0500±, except for ACFT departing within 0500±.

Warnings**BOA VOR/DME** Maintenance: 2nd TUE of each month 1330-1500±.**BOA NDB** Maintenance: 1st TUE of each month 1030-1200±.**RIM VOR/DME** Maintenance: WED 0830-1030±.**RIM NDB** Maintenance: every TUE 0900-1100±.

GENERAL

FOR NDB

Maintenance: 1st WED of FEB/MAY/AUG/NOV 0800-1000±.

AVBL O/R, PN 24HR before day of flight of flight on RMK field of FPL.

ANC VOR/DME Maintenance: 1st MON of each month 0800-0900±.

ANC NDB Maintenance: 1st TUE of each month 0800-0900±.

LOC ILS / GP RWY 31 Maintenance: MON 0800-1000±.

High intensity revolving beam located 3800m before THR RWY 31, 700m mount side from RWY CL.

High intensity revolving beam located 2000m after THR RWY 31, 600m seaside from RWY CL.

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure: The designated NAVAIDs to descend for landing are RIM VOR and RIM NDB.

COM Failure in manoeuvring area: Vacate RWY and ILS sensitive area and wait for follow-me on TWY TG.

Arrival Procedure

Noise Abatement Procedures: See CRAR.

VFR Traffic Pattern

RWY 31 right-hand circuit.

Non-standard GP Intercept Position on RWY 31

GP intercepts RWY 31 at 332m / 1088ft after landing threshold.

Remaining LDG DIST beyond GP is 2357m / 7734ft.

DEPARTURE

Take-off Minima

RWY		13/31	
All ACFT	ft - m/km	0 - 550R/550V	HJ only
		0 - 800R/800V	HN

Communication

COM Failure in manoeuvring area: Continue on the assigned taxi route to clearance limit and wait for follow-me.

Departure Procedure

Start-up/ Push-back:

Start-up will be provided only after ATC received "ACFT ready" communication by AD Operator.

Noise Abatement Procedures: See CRAR and in addition;

RWY 13: Immediately after TKOF turn right HDG 145°; crossing 1500ft resume normal navigation.

RWY 31: Immediately after TKOF turn left HDG 290°; crossing 1500ft resume normal navigation.

De-Icing

NOV 1st - MAR 31st: 0500-2300±, other times O/R.

APR 1st - OCT 31st: AVBL O/R 5HR in advance.

Effective 19-JUL-2018

12-JUL-2018

RMI-LIPR

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AGC

AFC

AFC

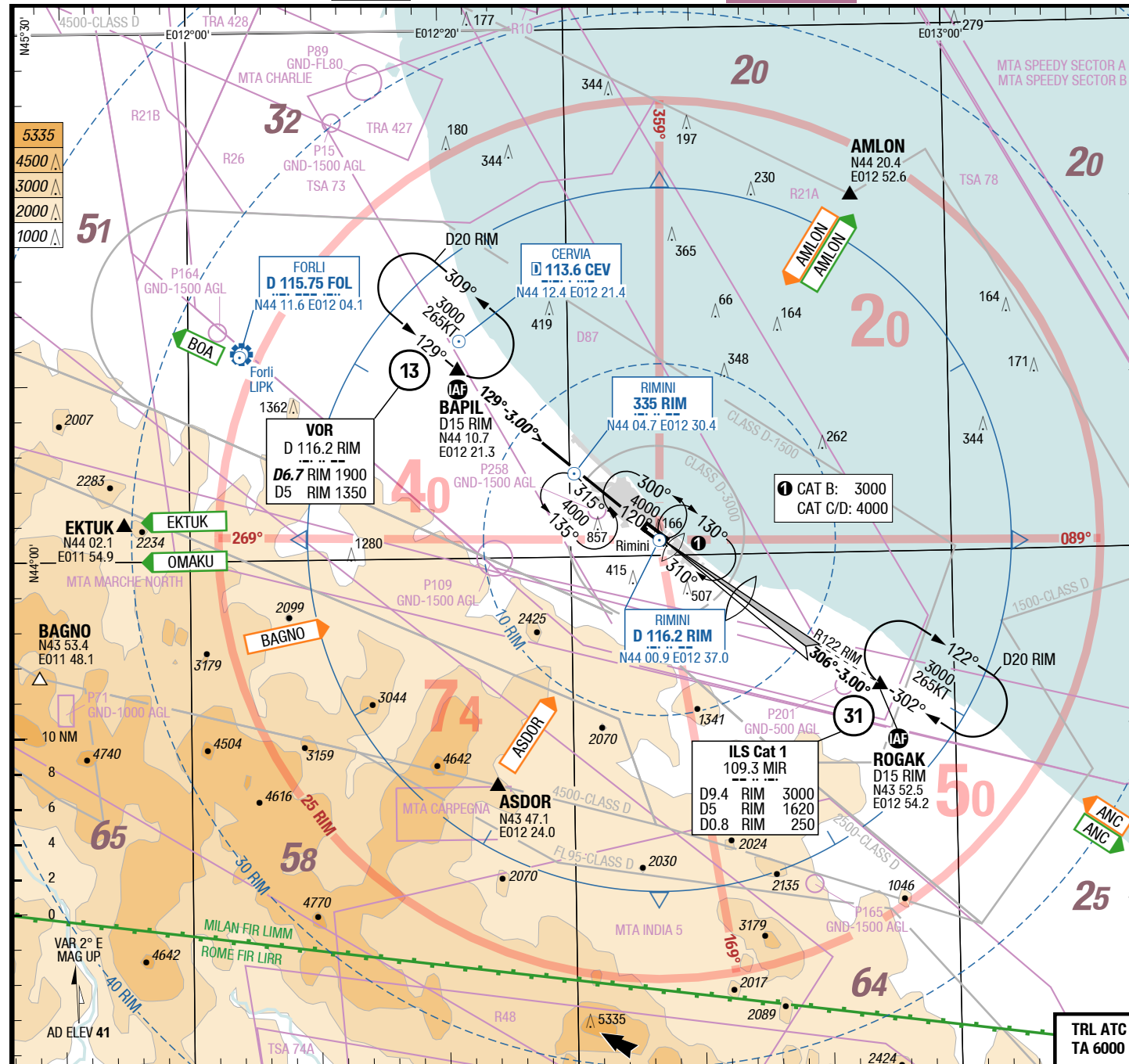
AFC

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AGC

AFC

2-10



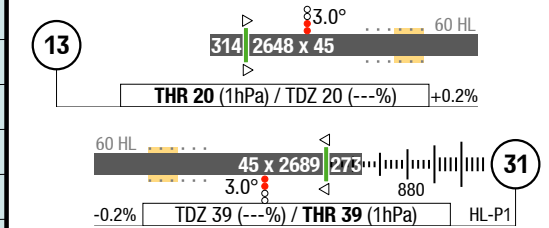
Bologna APP/RAD

118.150
133.775 ATC
131.225 0600-2200+
121.600 ATC

TWR

GND

Landing RWY system:



Effective 19-JUL-2018

12-JUL-2018

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3-20

TWR 131.225 0600-2200+
GND 121.600 ATC

RWY	TORA	ASDA	TODA
13	2962	2962	3123
31	2962	2962	3323

INTERSECTION TKOF		
RWY	Intersection	TORA
13	D/J	2648
31	A/E/F	2689

VAR 2° E
MAG UP
AD ELEV 41

m 0 500 1000
ft 0 1000 2000 3000

Changes: Nil

Effective 21-JUN-2018

14-JUN-2018

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NIL
APC

APC

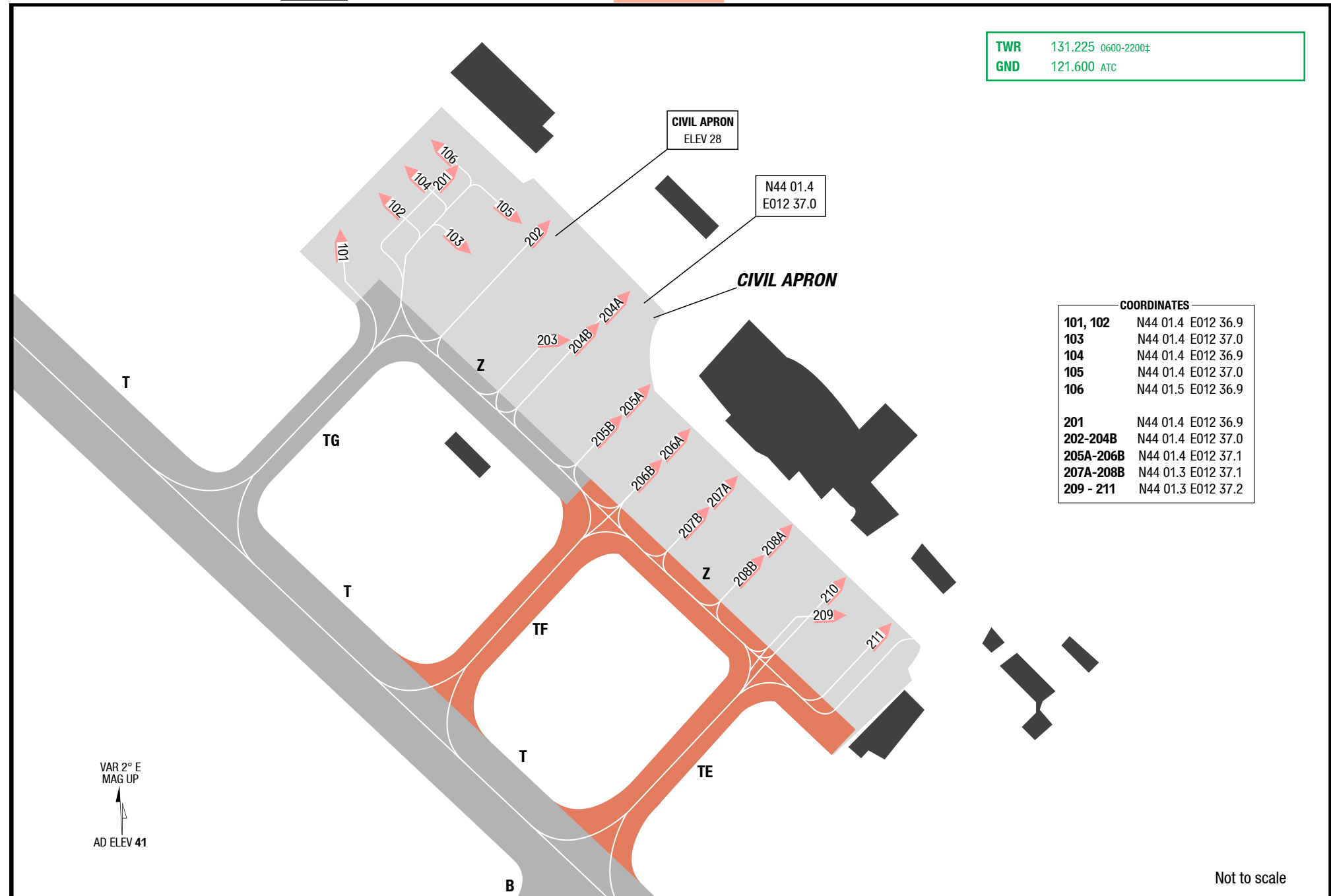
APC

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NIL
APC

3-30

TWR 131.225 0600-2200±
GND 121.600 ATC



Changes: FREQ

RMI-LIPR

SIDs RWYs 13/31

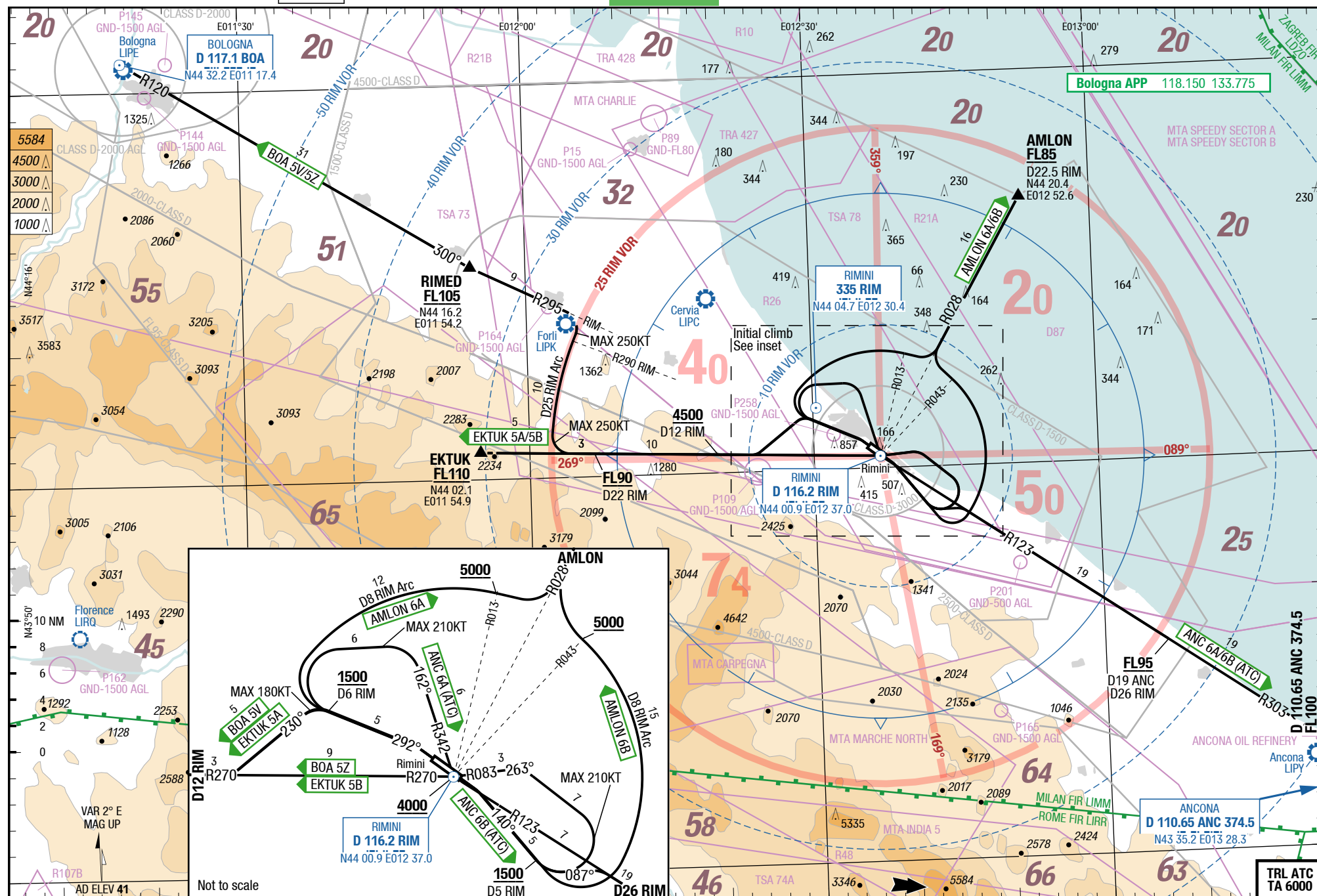
SID

SID

SIDs RWYs 13/31

4-10

SIDs RWYs 13/31



Changes: PROC, NAVAID, Track, WPT , chart title

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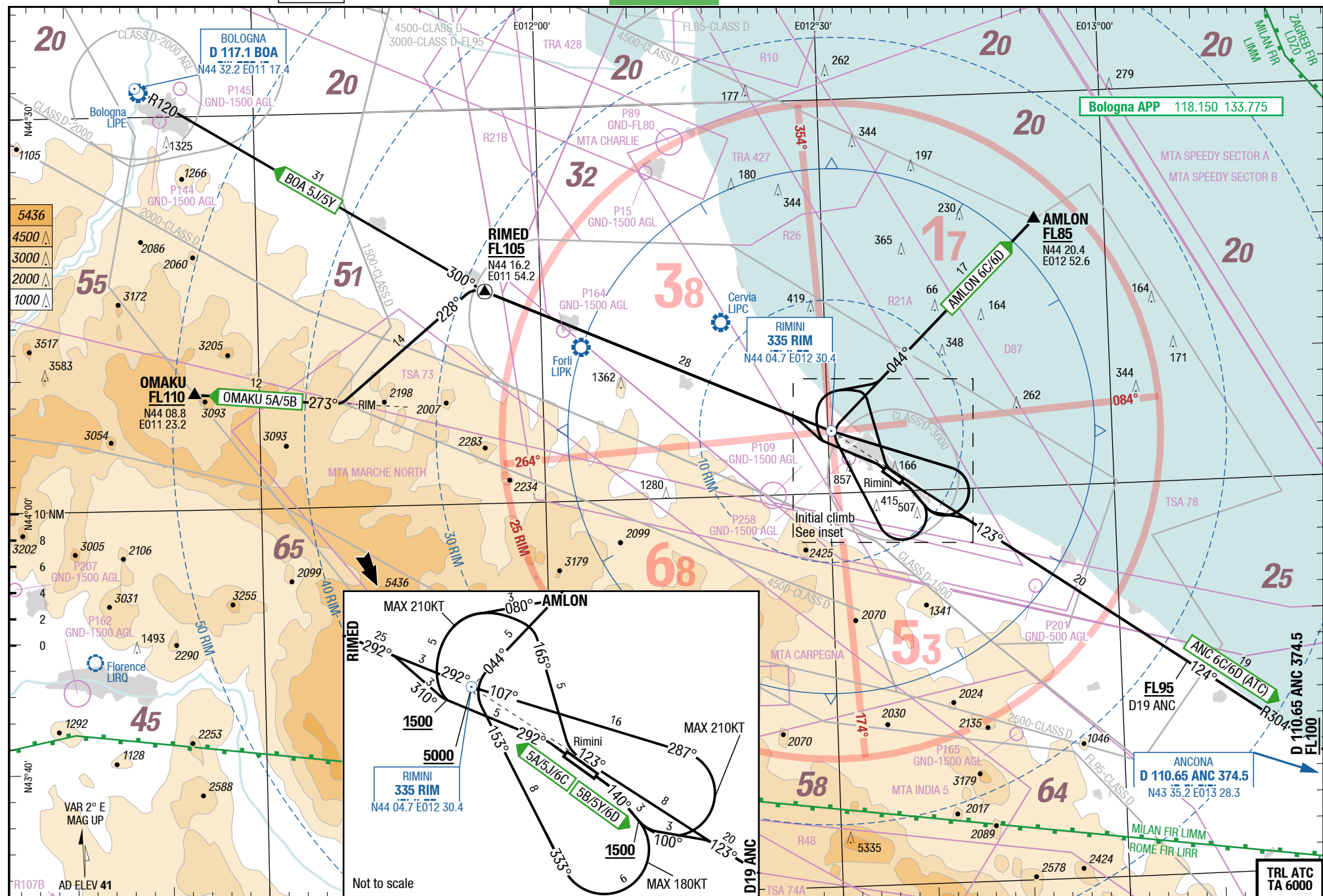
4-20

SIDs RWYs 13/31 (VOR RIM INOP)

SID

SID

SIDs RWYs 13/31 (VOR RIM INOP)



Changes: Track, PROC, NAVAID, WPT , chart title

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5-10

SIDs RWYs 13/31

AMLON 6B / ANCONA 6B / BOLOGNA 5Z / EKTUK 5B / AMLON 6A / ANCONA 6A / BOLOGNA 5V

RWYs 13 (126°) / 31 (306°)

	GS	120	150	180	210	240	270
5.6%	ft/MIN	700	900	1100	1200	1400	1600
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
Runway 13		
AMLON 6B 5.6% to 4000 118.150	RT 140° - at D5 RIM LT intercept D8 RIM Arc - crossing R043 RIM RT intercept R028 RIM to AMLON	D5 RIM MNM 1500 R043/D8 RIM MNM 5000 AMLON MNM FL85
ANCONA 6B ANC 6B (ATC) 5.6% to 4000 118.150	RT 140° - at D5 RIM LT 087° intercept R123 RIM (R303 ANC) to ANC	D5 RIM MNM 1500 D26 RIM MNM FL95 ANC MNM FL100
BOLOGNA 5Z BOA 5Z 5.6% to 4000 118.150	RT 140° - at D5 RIM LT (MAX 210KT) intercept R083 RIM to RIM - R270 RIM - at D22 RIM RT (MAX 250KT) follow D25 RIM Arc - crossing R290 RIM LT (MAX 250KT) intercept R295 RIM to RIMED - intercept R120 BOA to BOA	D5 RIM MNM 1500 RIM MNM 4000 D12 RIM MNM 4500 D22 RIM MNM FL90 RIMED MNM FL105
EKTUK 5B 5.6% to 4000 118.150	RT 140° - at D5 RIM LT (MAX 210KT) intercept R083 RIM to RIM - R270 RIM to EKTUK	D5 RIM MNM 1500 RIM MNM 4000 D12 RIM MNM 4500 D22 RIM MNM FL90 EKTUK MNM FL110
Runway 31		
AMLON 6A 6.5% to 5000 118.150	LT 292° - at D6 RIM RT intercept D8 RIM Arc - crossing R013 RIM LT intercept R028 RIM to AMLON	D6 RIM MNM 1500 R013/D8 RIM MNM 5000 AMLON MNM FL85
ANCONA 6A ANC 6A (ATC) 6.5% to 3000 118.150	LT 292° - at D6 RIM RT (MAX 210KT) intercept R342 RIM to RIM - R123 RIM (R303 ANC) to ANC	D6 RIM MNM 1500 RIM MNM 4000 D26 RIM MNM FL95 ANC MNM FL100
BOLOGNA 5V BOA 5V 6.5% to FL85 118.150	LT 292° - at D6 RIM LT 230° (MAX 180KT) - intercept R270 RIM - at D22 RIM RT (MAX 250KT) follow D25 RIM Arc - crossing R290 RIM LT (MAX 250KT) intercept R295 RIM to RIMED - intercept R120 BOA to BOA	D6 RIM MNM 1500 D12 RIM MNM 4500 D22 RIM MNM FL90 RIMED MNM FL105

EKTUK 5A RWY 31 (306°)							
	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
DESIGNATOR	ROUTING						ALTITUDES
	Runway 31						
EKTUK 5A 6.5% to FL110 118.150	LT 292° - at D6 RIM LT 230° (MAX 180KT) - intercept R270 RIM to EKTUK						D6 RIM MNM 1500 D12 RIM MNM 4500 D22 RIM MNM FL90 EKTUK MNM FL110

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5-30

SIDs RWYs 13/31 (VOR RIM INOP)

AMLON 6D / ANCONA 6D / BOLOGNA 5Y / OMAKU 5B / AMLON 6C / ANCONA 6C / BOLOGNA 5J / OMAKU 5A

RWYs 13 (126°) / 31 (306°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13	
AMLON 6D 5.0% to 5000 118.150	RT 140° - at MNM 1500 RT (MAX 180KT) intercept QDM 333 RIM to RIM - QDR 044 RIM to AMLON	RIM MNM 5000 AMLON MNM FL85
ANCONA 6D ANC 6D (ATC) 5.0% to 5000 118.150	RT 140° - at MNM 1500 LT 100° intercept QDR 123 RIM to D19 ANC - intercept R304 ANC to ANC	D19 ANC MNM FL95 ANC MNM FL100
BOLOGNA 5Y BOA 5Y 5.0% to 5000 118.150	RT 140° - at MNM 1500 LT (MAX 210KT) intercept QDM 287 RIM to RIM - QDR 292 RIM to RIMED - intercept R120 BOA to BOA	RIM MNM 5000 RIMED MNM FL105
OMAKU 5B 5.0% to 5000 118.150	RT 140° - at MNM 1500 LT (MAX 210KT) intercept QDM 287 RIM to RIM - QDR 292 RIM to RIMED - LT 228° intercept QDR 273 RIM to OMAKU	RIM MNM 5000 RIMED MNM FL105 OMAKU MNM FL110
	Runway 31	
AMLON 6C 6.2% to FL85 118.150	LT 292° - at MNM 1500 RT 080° (MAX 210KT) - intercept QDR 044 RIM to AMLON	AMLON MNM FL85
ANCONA 6C ANC 6C (ATC) 6.2% to 3000 118.150	LT 292° - at MNM 1500 RT 165° (MAX 210KT) intercept QDR 123 RIM to D19 ANC - intercept R304 ANC to ANC	D19 ANC MNM FL95 ANC MNM FL100
BOLOGNA 5J BOA 5J 6.2% to FL85 118.150	LT 292° - at MNM 1500 RT 310° intercept QDR 292 RIM to RIMED - intercept R120 BOA to BOA	RIMED MNM FL105
OMAKU 5A 6.2% to FL110 118.150	LT 292° - at MNM 1500 RT 310° intercept QDR 292 RIM to RIMED - LT 228° intercept QDR 273 RIM to OMAKU	RIMED MNM FL105 OMAKU MNM FL110

RMI-LIPR

STARs RWY 31

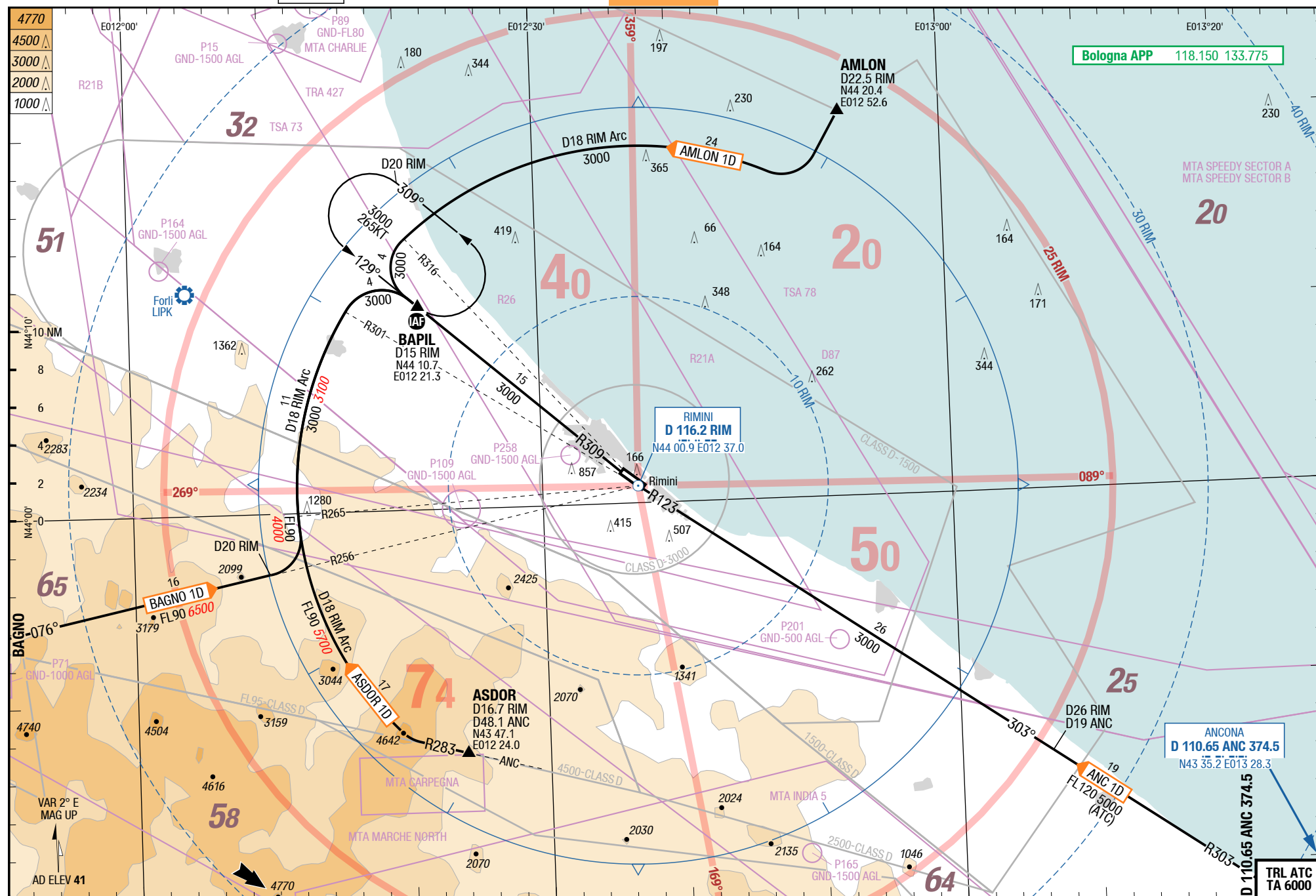
STARs RWY 13

STAR

STAR

STARs RWY 31

STARs RWY 13



Changes: ASP, SUAs, OBST

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6-20

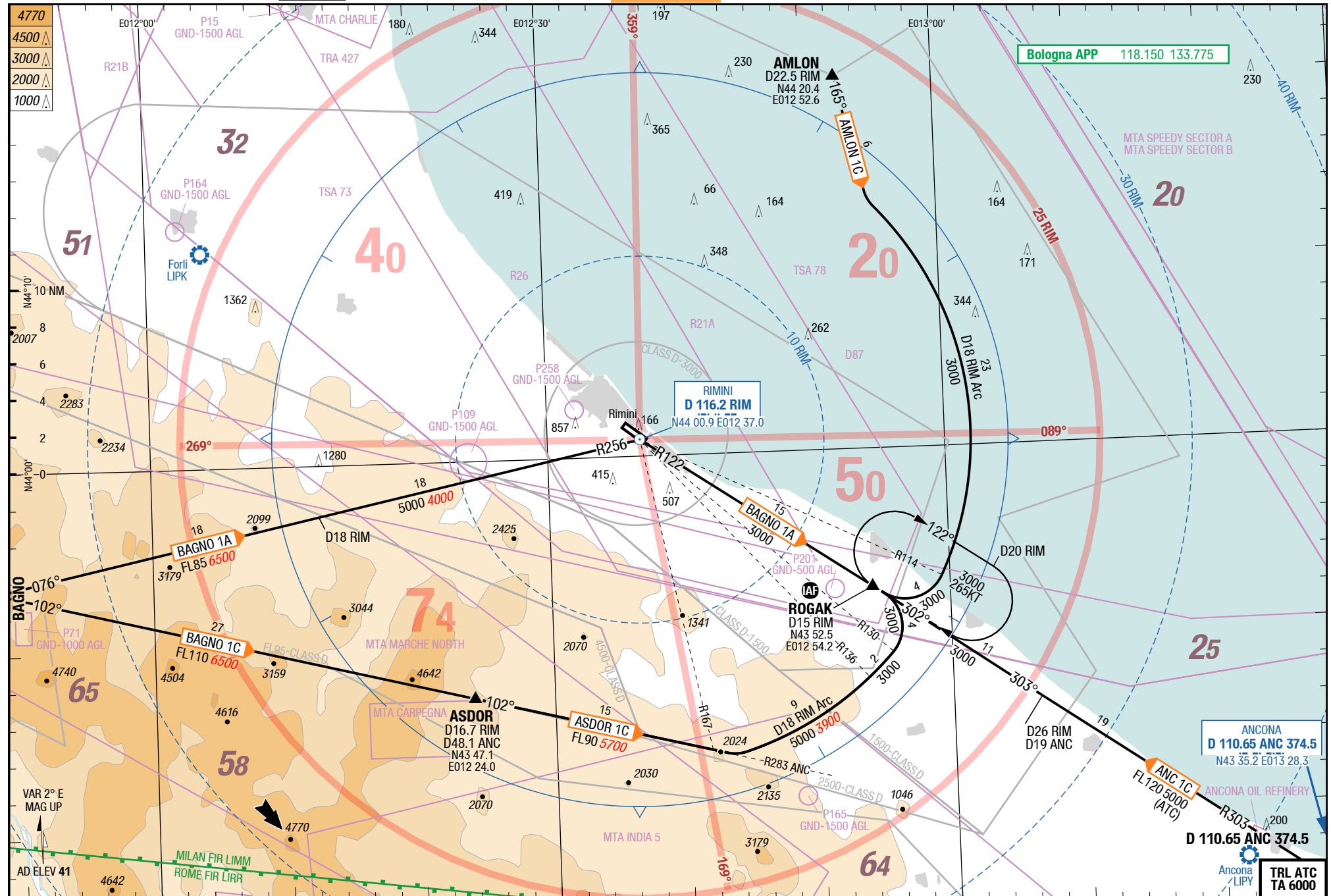
STARs RWY 31

STAR

STAR

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STARs RWY 31



Changes: ASP, SUAs, OBST

Italy **Rimini** Rimini Miramare

Rimini Miramare **Rimini** Italy

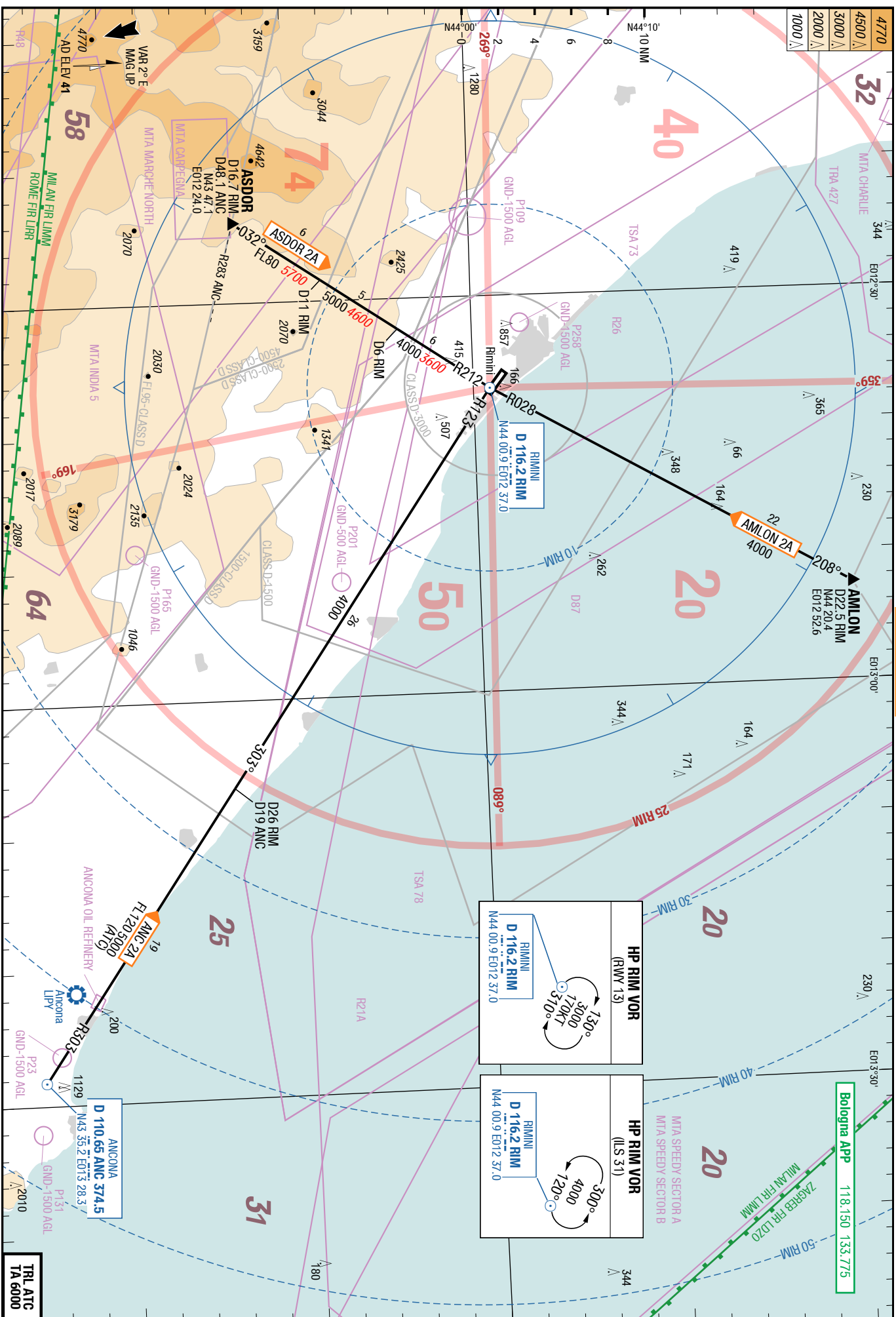
6-30

STARs (via RIM VOR)

STAR

STAR

STARS (via RIM VOR)



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STARs (RIM VOR INOP)

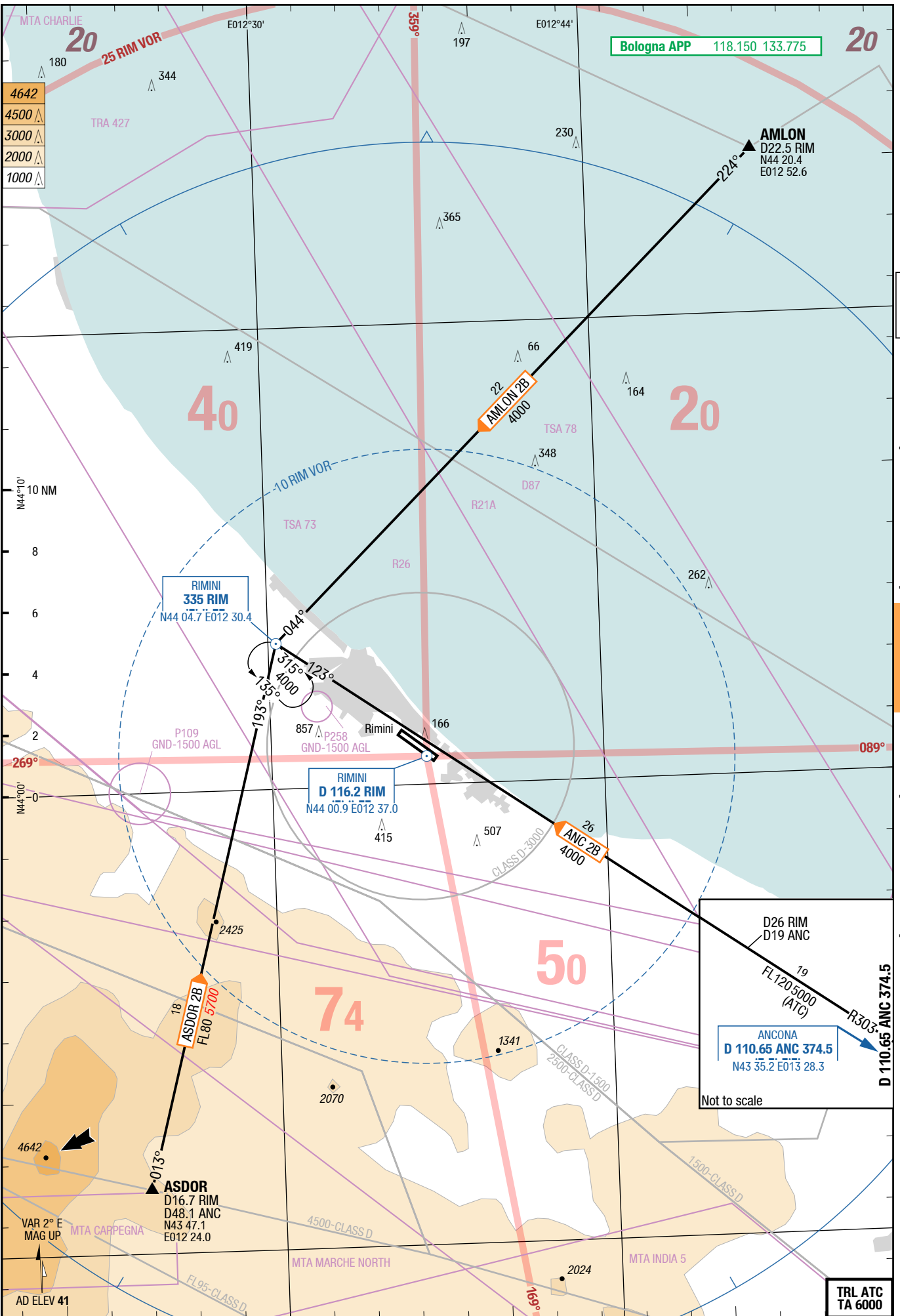
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STARs (RIM VOR INOP)

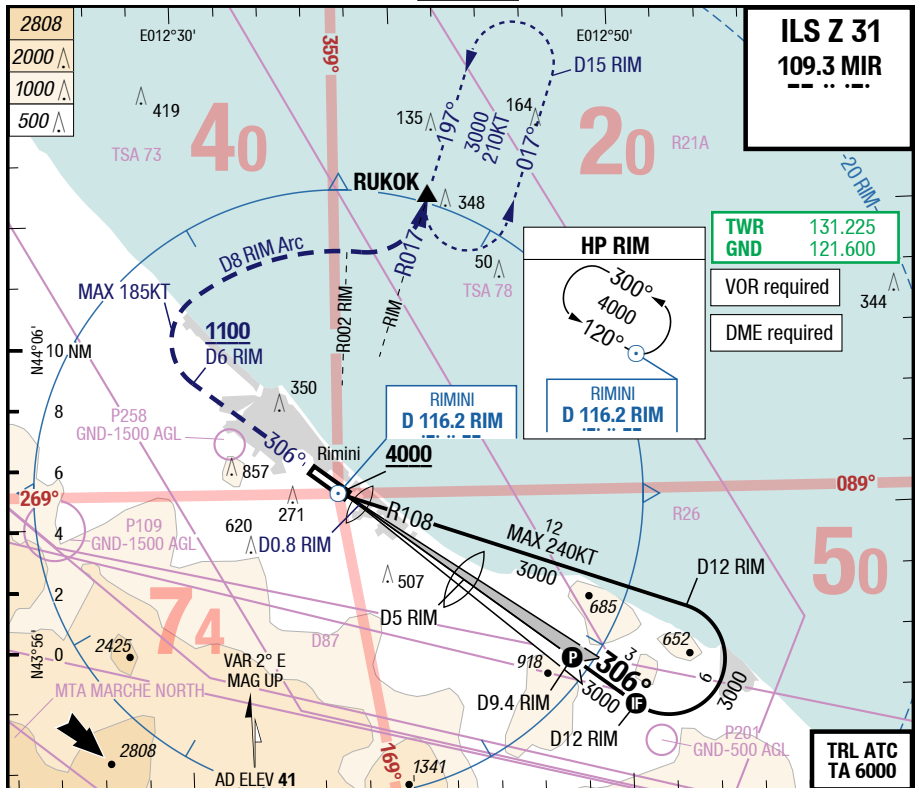
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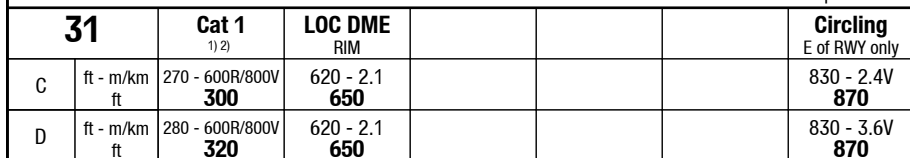
RMI-LIPR

7-10

ILS Z 31



ILS Y 31

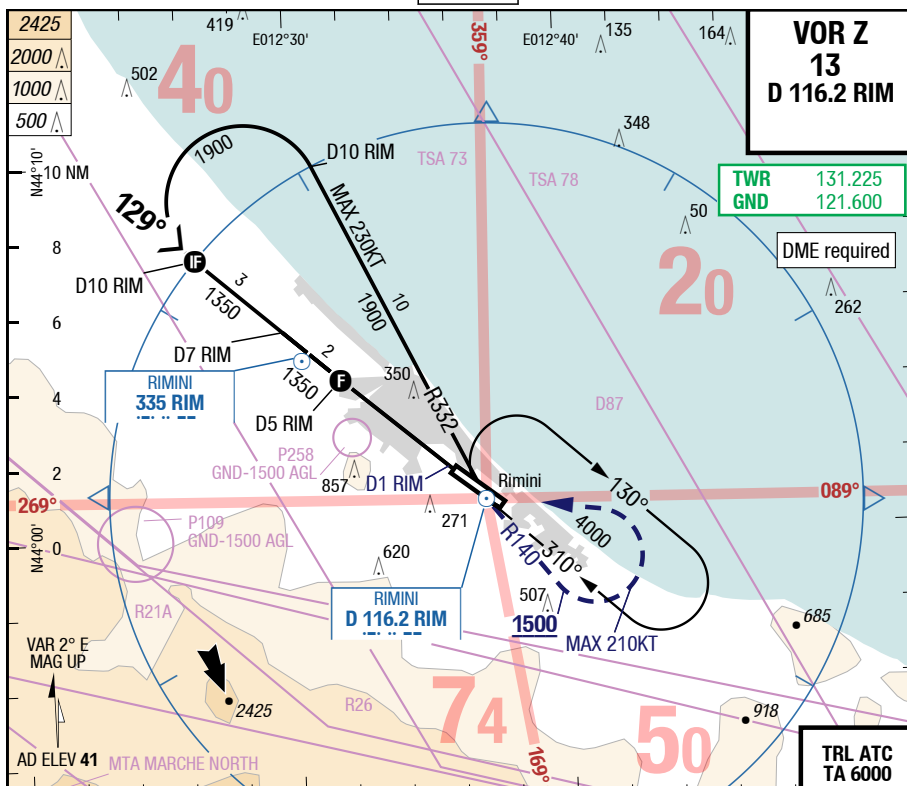


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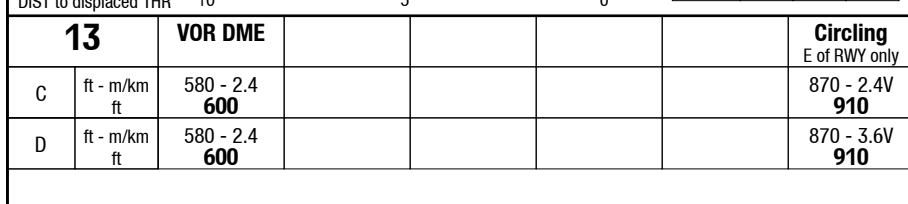
7-30

VOR Z 13

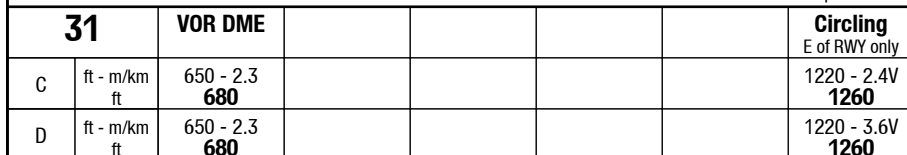


3.00°				6.7	6	4	3	13	83.0° 314 2648 x 45 60 HL		THR 20 (1hPa) / TDZ 20 (---%) +0.2%	
D RIM 129°				1900	1670	1030	710					
RWY 126°												
		D10 RIM	D7 D6.7	D5			D1 RIM					
1900		IF	D 129°	1350	1350		M	MAX 230KT R332		4000		
				1350						RT intercept R140 RIM at MNM 1500 LT (MAX 210KT) direct RIM climb 4000		
						MDA						
DIST to displaced THR			5.7	5	4	0						

VOR Y 13



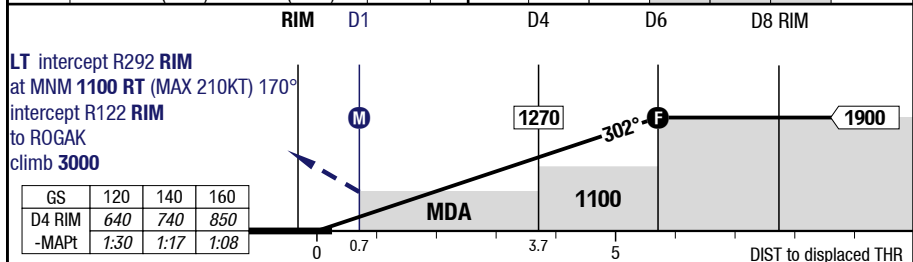
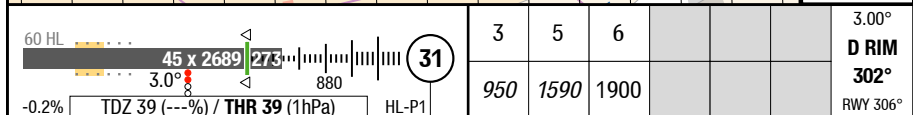
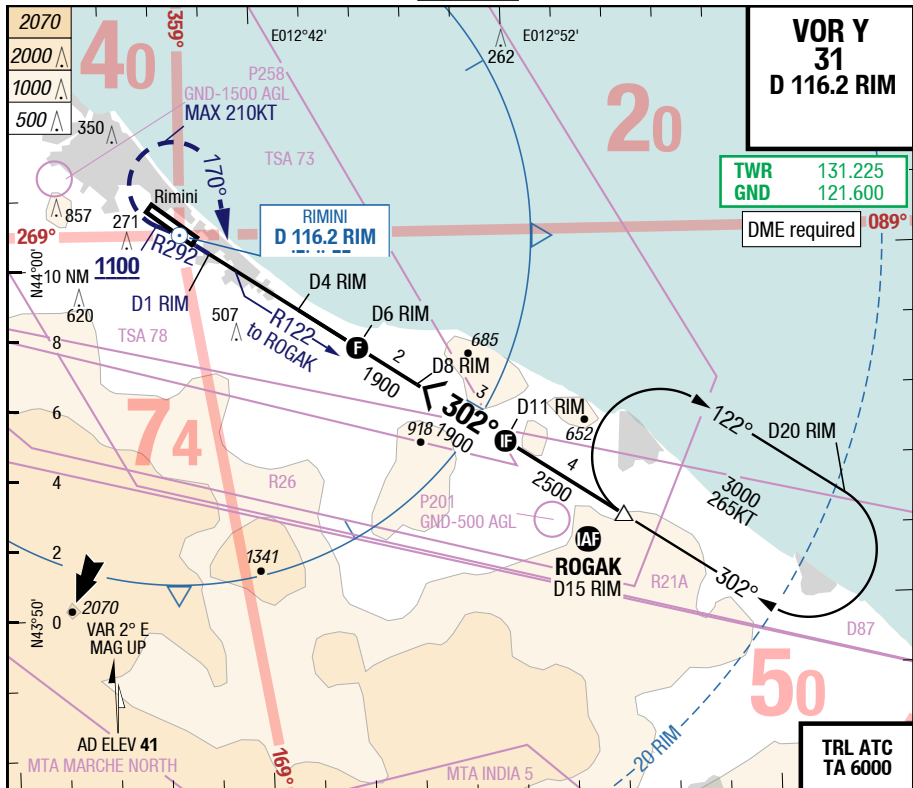
VOR Z 31



RMI-LIPR

7-60

VOR Y 31

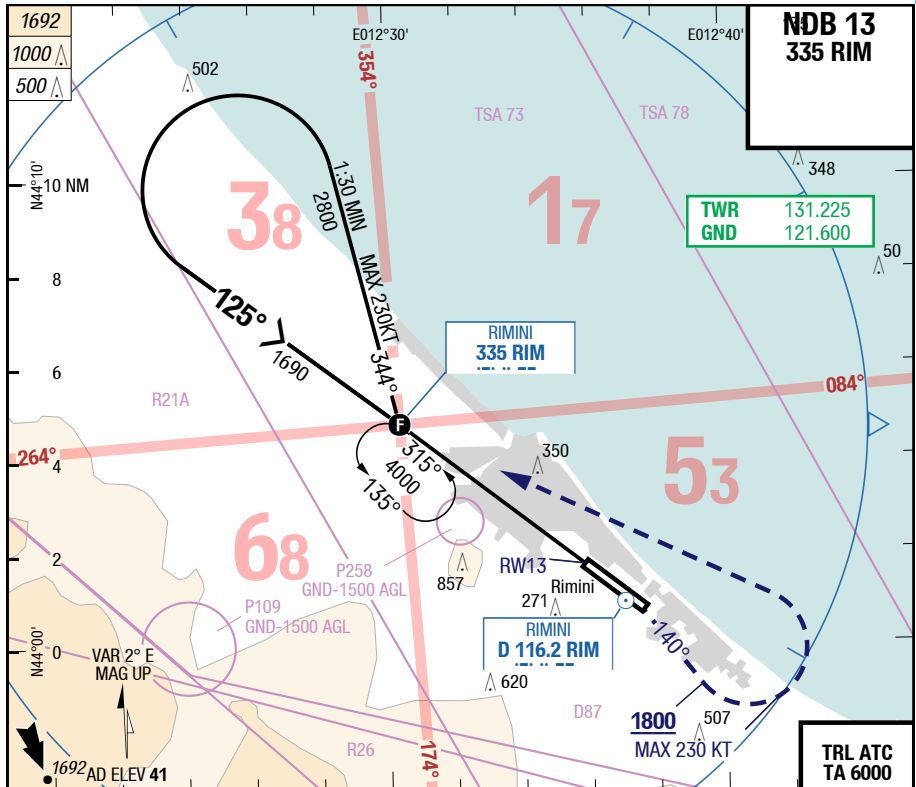


31	VOR DME						Circling E of RWY only
C	ft - m/km ft	650 - 2.3 680					830 - 2.4V 870
D	ft - m/km ft	650 - 2.3 680					830 - 3.6V 870

RMI-LIPR

7-70

NDB 13



3.00°	8.6	7	6	5	4	3	13	83.0°	60 HL	314 2648 x 45	THR 20 (1hPa) / TDZ 20 (---%) +0.2%
RW13 125° RWY 126°	2800	2300	1980	1670	1350	1030					
<p>8.6 RW13 5.1 RIM NDB RW13</p> <p>RT 140° at MNM 1800 LT (MAX 230KT) direct RIM NDB climb 4000</p> <p>GS 120 140 160 5.1 RW13 640 740 850 -MAPT 2:34 2:12 1:56</p>											
13	NDB										Circling E of RWY only
C	ft - m/km ft	970 - 2.4 990									1220 - 2.4V 1260
D	ft - m/km ft	970 - 2.4 990									1220 - 3.6V 1260