

GENERAL

Operational Hours

AD OPS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 8

Fuel: AVBL 0800-1700± other HR O/R

PCN: RWY 07/25: 120/F/A/W/T

RWY 07: first 300m 93/R/A/X/T

RWY 25: first 150m 74/R/A/W/T

Customs: 0500-2300± other HR AVBL O/R with 6HR PN

Operation

Transponder Operation: For details on Transponder Mode S Operation see CRAR.

Low Visibility Procedures

LVP in force when RVR at or below 550m and/or CEIL below 200ft.

No OPS allowed with RVR less than 400m.

TWY C, D and E not AVBL during LVP.

Only RWY 07 is suitable for ILS CAT I precision approach and landing OPS, departure OPS with RVR equal or below 550m.

Only one ACFT at a time is allowed on the manoeuvring area when LVP is announced.

Arriving ACFT shall vacate RWY 07 only via TWY A and/or TWY B. Report RWY has been vacated and report to TWR when the assigned stand has been reached.

In case of aborted TKOF RWY shall be vacated via TWY A and/or TWY B.

For DEP TWY G AVBL on pilots REQ only.

TWY Restrictions

All TWYs MAX wingspan 65m / 213ft except:

- TWY N, P to enter/exit Apron 3 MAX wingspan 52m / 171ft.
- TWY T between TWY A and TWY B MAX wingspan 52m / 171ft.
- TWY P to enter/exit Apron 4 MAX wingspan 36m / 118ft.
- TWY L to enter/exit Apron 1 MAX wingspan 36m / 118ft.

TWY C AVBL for exit RWY 07 only, TWY E AVBL for exit RWY 25 only; both for MAX wingspan 65m / 213ft.

On TWY T (between TWY A and B) and TWY A maintain TWY CL and MNM speed due to TWY longitudinal slope and strip transversal slope.

Taxi/Parking

Due to safety reasons, parking OPS with handling agent compulsory.

Visual Docking Guidance System AVBL at stands 301, 303, 305, 307, 309, 310, 312.

Stand 313: Entry/exit only via TWY P, follow-me compulsory.

Stand 202: If stand 204 engaged, taxi in/out only via TWY L.

Stand 204: If stand 202 engaged, taxi in/out only via TWY N.

Marshaller mandatory, except for VDGS stands.

Use MNM speed when taxiing to loading bridges.

APU: Use of APU restricted to 60min prior to EOBT and 20min after block-on, PPR for longer use.

GENERAL**Engine Run-up Areas**

ENG run-up will be carried out on TWY T between holding PSN G and TWY F with the ACFT oriented "nose east". This PSN is accessible by taxiing via F, RWY, G or by towing.

Idle ENG run-ups for short period can be carried out O/R on every APN.

ENG run-ups from 2100-0500± prohibited.

Warnings

BAR VOR/DME MAINT: 1st THU each month from 0900-1100±.

BRD VOR/DME MAINT: 1st and 3rd THU each month from 0700-0900±.

BRD NDB MAINT: 1st and 3rd FRI each month from 0900-1100±.

VIE VOR/DME MAINT: 1st WED each month from 1000-1200±.

VIE NDB MAINT: 3rd WED each month from 1000-1200±.

LDG prohibited for all ACFT coming from non-EU countries transporting living animals.

Parachuting in vicinity of AD.

AD frequently affected by wind shear phenomena, more often in FEB and MAR. Mostly originated by winds with NNW direction and 10-25kt intensity and often with cloudy sky or TS. Southern winds mainly observed with cloudy sky. The daily distribution shows peaks from 1500-1900± and after 2100±.

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

Navigation aid designated to descend for LDG is BAR VOR/DME.

During LVP after LDG: Vacate RWY and the ILS sensitive area via TWY A (LDG RWY 07) or TWY G (LDG RWY 25) and wait for follow-me in order to be guided to stand.

Arrival Procedure

Reverse: Do not use more than idle reverse if possible.

Noise Abatement Procedure

See CRAR and in addition:

2100-0500±: Use full RWY length.

DEPARTURE**Take-off Minima**

RWY		07	
All ACFT	ft - m/km	0 - 400R/400V	-
RWY		25	
All ACFT	ft - m/km	0 - 550V	-

Departure Procedure**Intersection TKOF**

RWY 07: Start point RWY 07 INT TKOF F.

RWY 25: INT TKOF B.

INT TKOF F and B are usable only on pilots REQ or on TWR REQ, previous pilots agreement.

Communication**Com Failure**

During LVP while on the Maneuvring Area: Continue taxiing along assigned routing to CLR limit PSN and wait for follow-me in order to be guided back to stand.

ATC Slot, Clearance

Start-up: REQ start-up CLR from TWR 10min before ready to start ENG.

De-Icing

AVBL from 15th NOV - 31st MAR; 0400-2300†, other times AVBL O/R with 2HR PN.

09-AUG-2018

BRI-LIBD

2-08

Italy **Bari** Palese

Tempo AGC

Tempo AFC

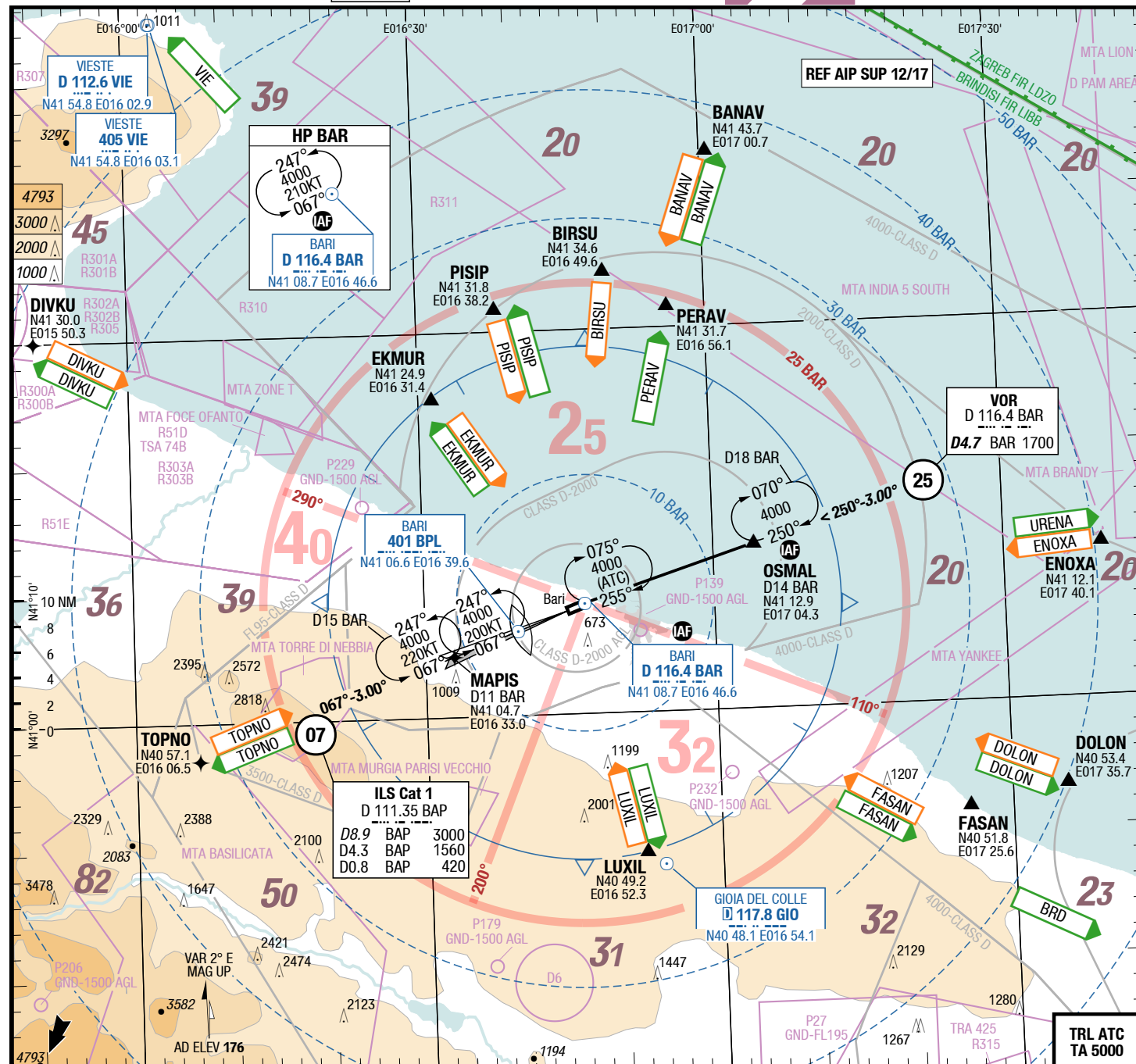
AFC

AFC

Palese **Bari** Italy

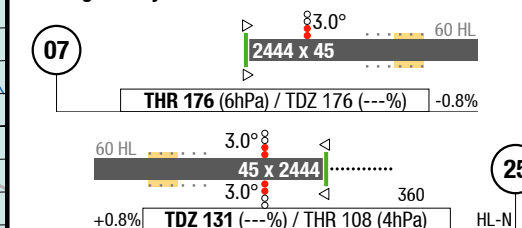
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Tempo AFC

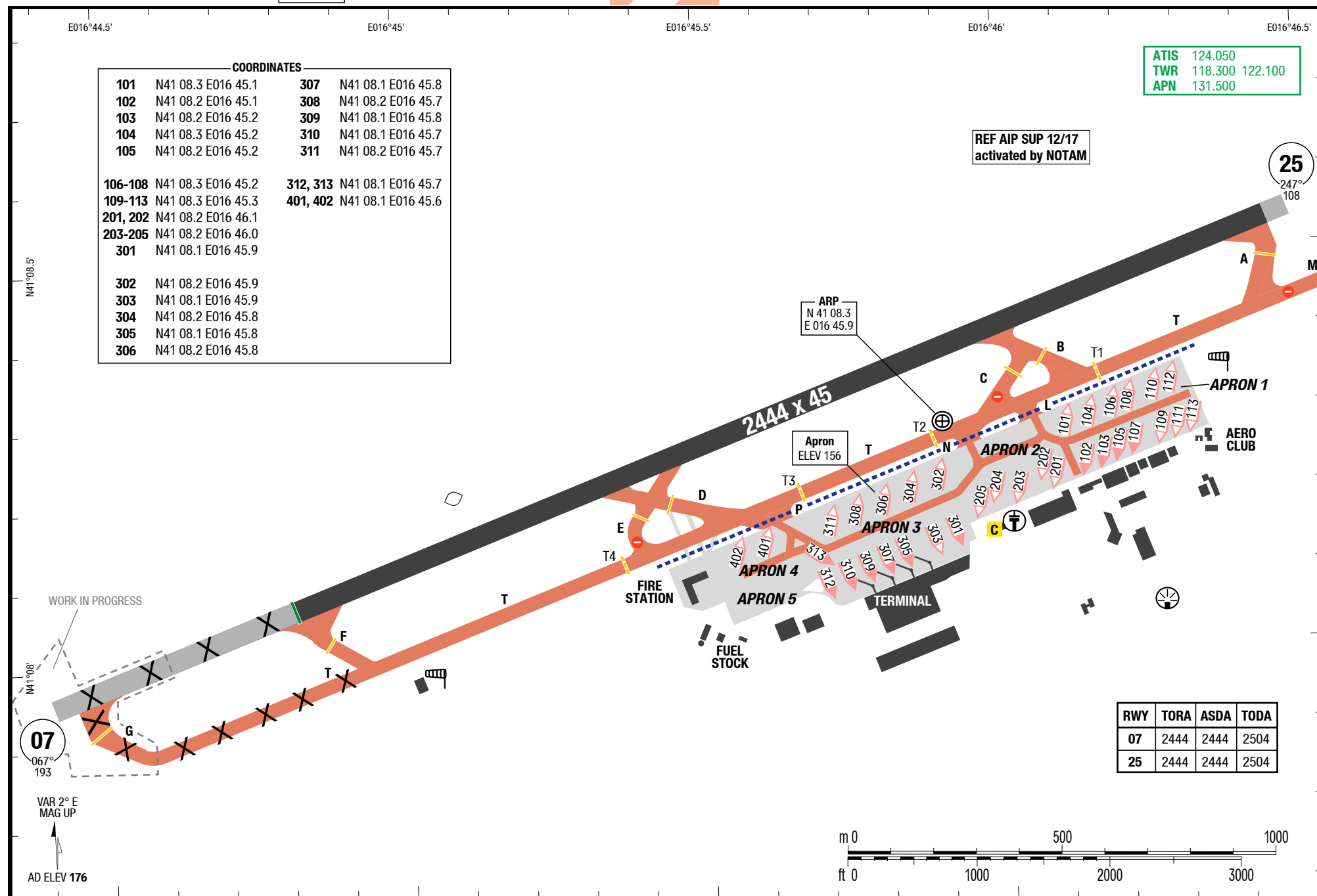


ATIS	124.050
Apulia RAD	136.100
	118.750
Apulia APP	136.100
	118.750
TWR	118.300
	122.100
APN	131.500

Landing RWY system:



Changes: **FREQ**, **PROC**, **DIST**, **APCH** boxes, **FIR**, Editorial



BRI-LIBD

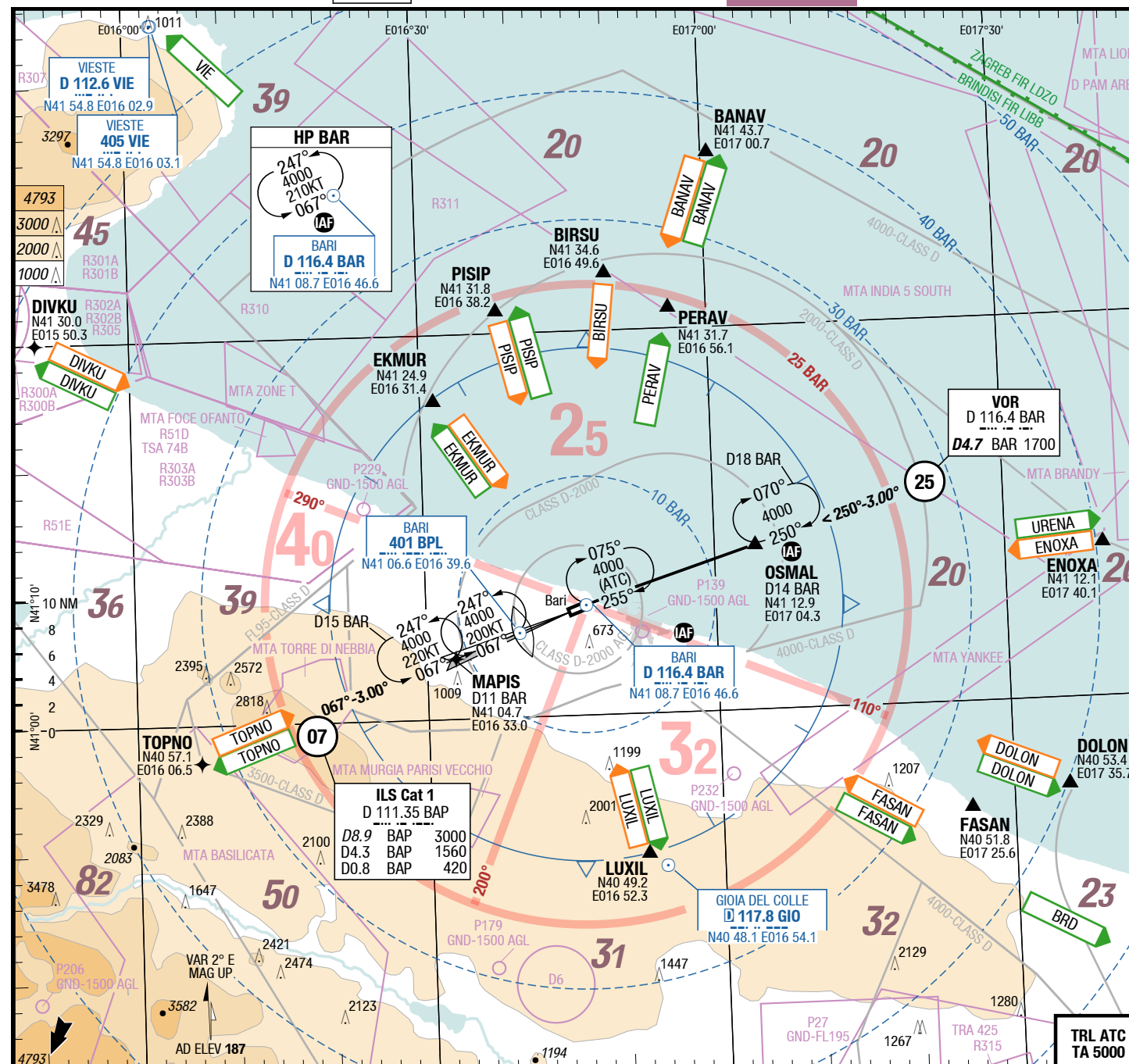
AFC

AFC

AFC

AFC

2-10



ATIS	124.050
Apulia RAD	136.100
	118.750
Apulia APP	136.100
	118.750
TWR	118.300
	122.100
APN	131.500

Landing RWY system:

07 HL-S 720 376 | 2444 x 45 60 HL 30 HL 3.0° 176 / 6hPa TDZ ---% -0.9%

60 HL 30 HL 45 x 2820 3.0° 108 / 4hPa TDZ ---% +0.9%

Changes: **FREQ**, **PROC**, **DIST**, **APCH** boxes, **FIR**, Editorial

Effective 16-AUG-2018

09-AUG-2018

BRI-LIBD

3-20

Italy Bari Palese

AGC

AGC

AGC

Palese Bari Italy

AGC

E016°44.5'

E016°45'

E016°45.5'

E016°46'

E016°46.5'

COORDINATES

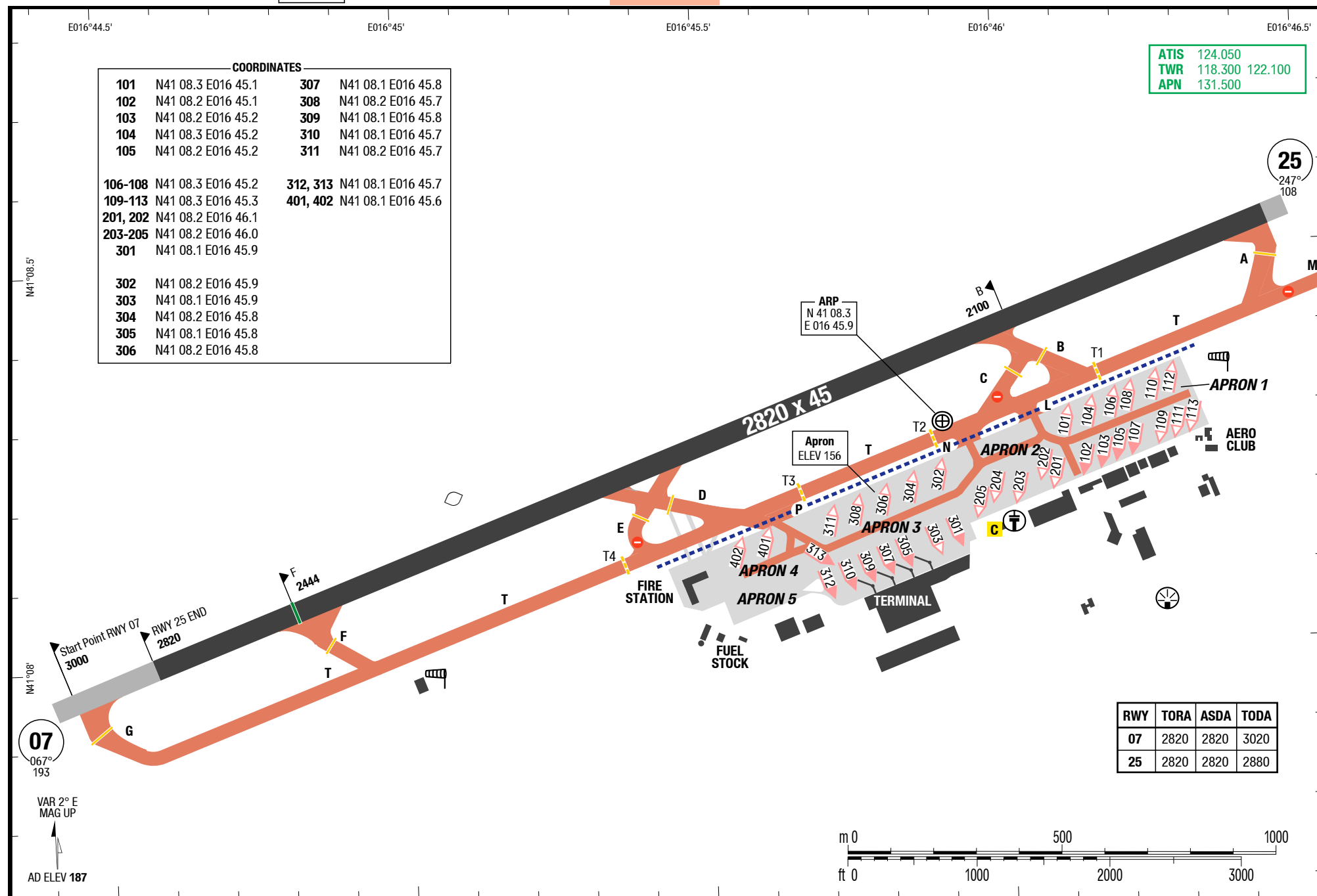
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103	N41 08.2 E016 45.2	309	N41 08.1 E016 45.8
104	N41 08.3 E016 45.2	310	N41 08.1 E016 45.7
105	N41 08.2 E016 45.2	311	N41 08.2 E016 45.7

106-108	N41 08.3 E016 45.2	312, 313	N41 08.1 E016 45.7
109-113	N41 08.3 E016 45.3	401, 402	N41 08.1 E016 45.6

201, 202	N41 08.2 E016 46.1
203-205	N41 08.2 E016 46.0
301	N41 08.1 E016 45.9

302	N41 08.2 E016 45.9
303	N41 08.1 E016 45.9
304	N41 08.2 E016 45.8
305	N41 08.1 E016 45.8
306	N41 08.2 E016 45.8

ATIS	124.050
TWR	118.300 122.100
APN	131.500



RWY	TORA	ASDA	TODA
07	2820	2820	3020
25	2820	2820	2880

Changes: FREQ, TKOF INT, Editorial

Effective 16-AUG-2018

09-AUG-2018

BRI-LIBD

Italy Bari Palese

NIL
LVC

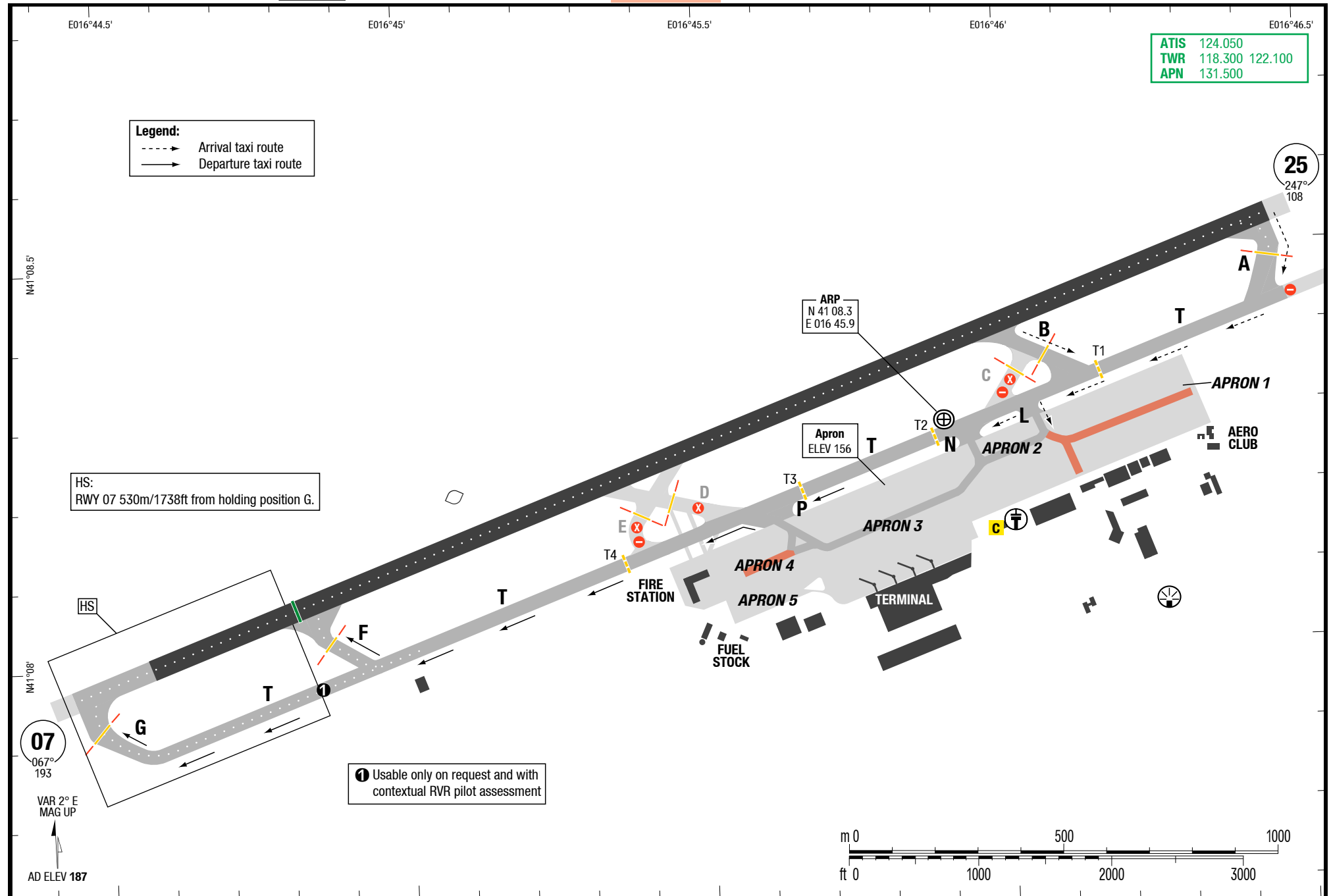
LVC

LVC

Palese Bari Italy

NIL
LVC

3-30



09-AUG-2018

BRI-LIBD

4-10

Italy **Bari** Palese

SIDs RWY 07 NDB

SIDs RWY 07

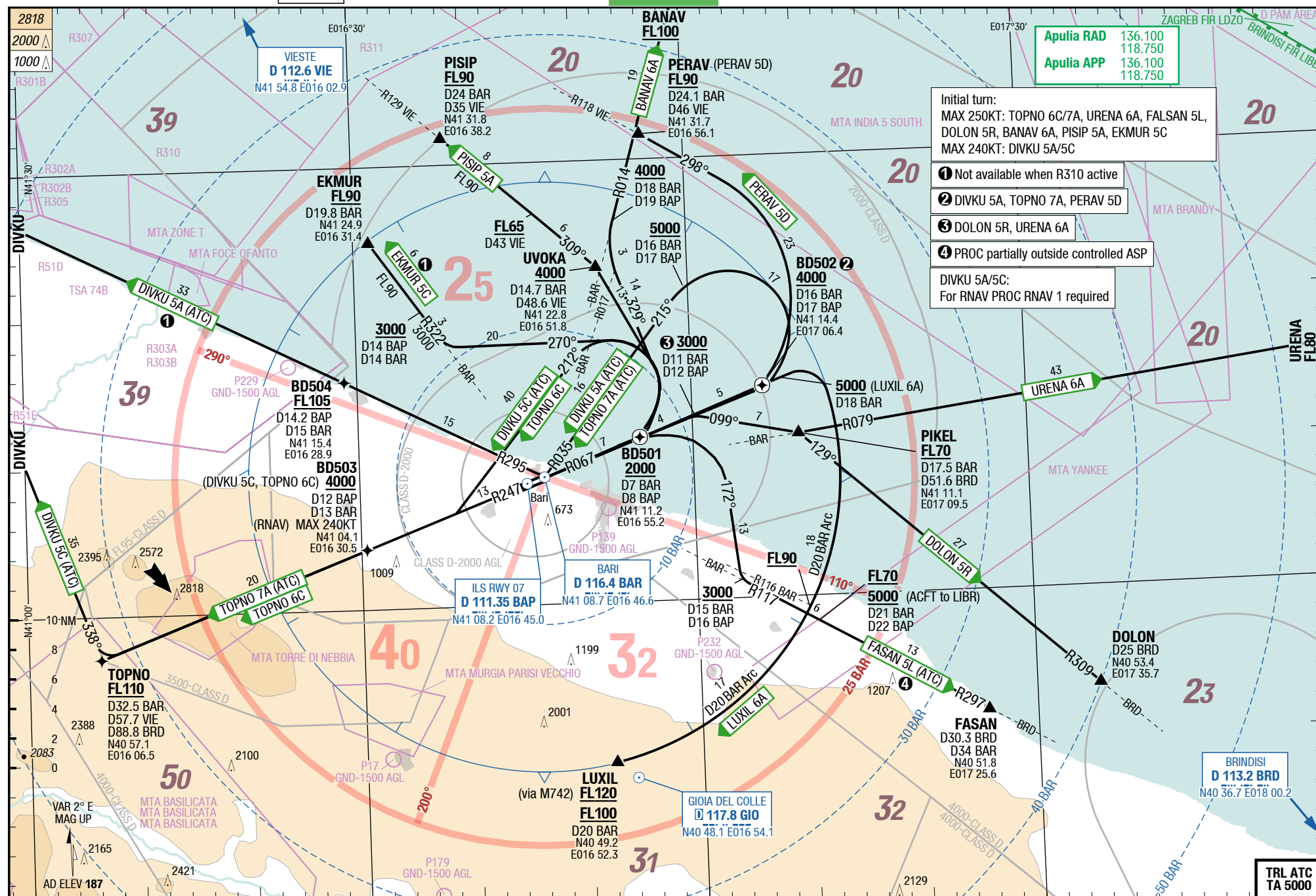
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SID

Palese **Bari** Italy

SIDs RWY 07 NDB

SIDs RWY 07

Changes: **FREQ**, **OBST**, **TOPO**, Editorial

09-AUG-2018

BRI-LIBDItaly **Bari** Palese

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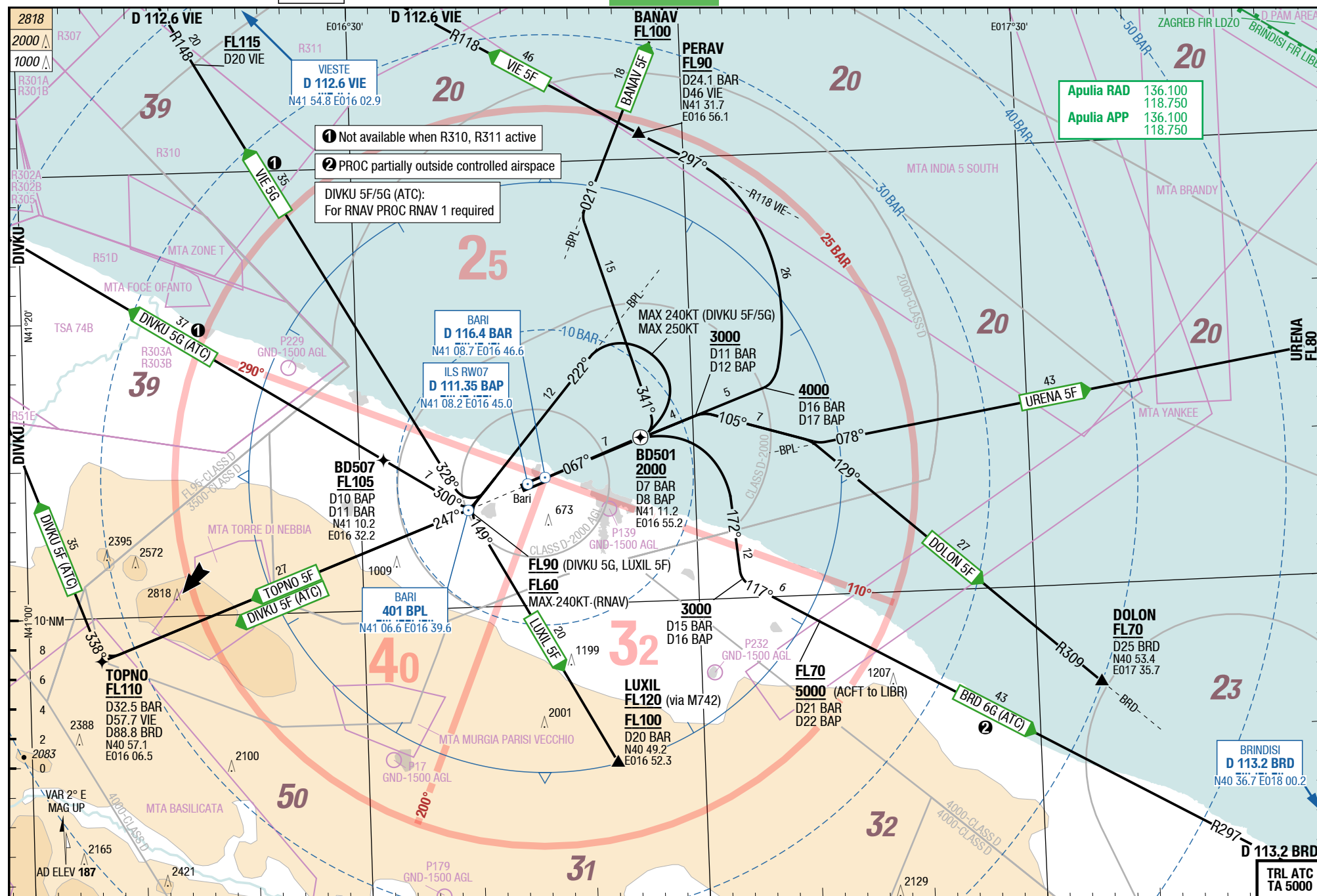
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Palese **Bari** Italy

SIDs RWY 07 NDB

4-20

SIDs RWY 07 NDB

Changes: **FREQ**, **OBST**, **TOPO**

09-AUG-2018

BRI-LIBD

4-30

Italy **Bari** Palese

SIDs RWY 25 NDB

SIDs RWY 25

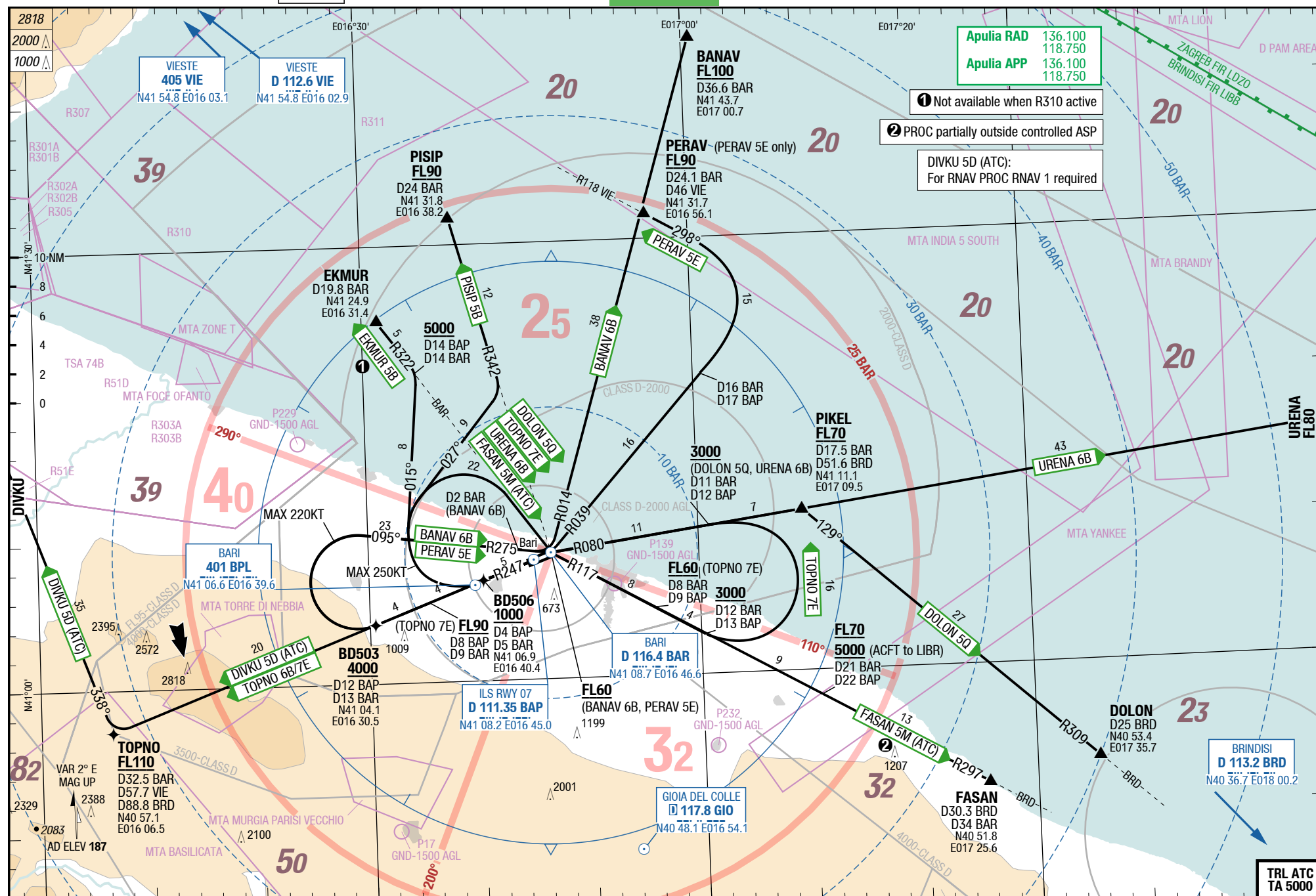
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SID

Palese **Bari** Italy

SIDs RWY 25 NDB

SIDs RWY 25

Changes: **FREQ**, **OBST**, **TOPO**, Editorial

09-AUG-2018

BRI-LIBDItaly **Bari** Palese

Palese **Bari** Italy

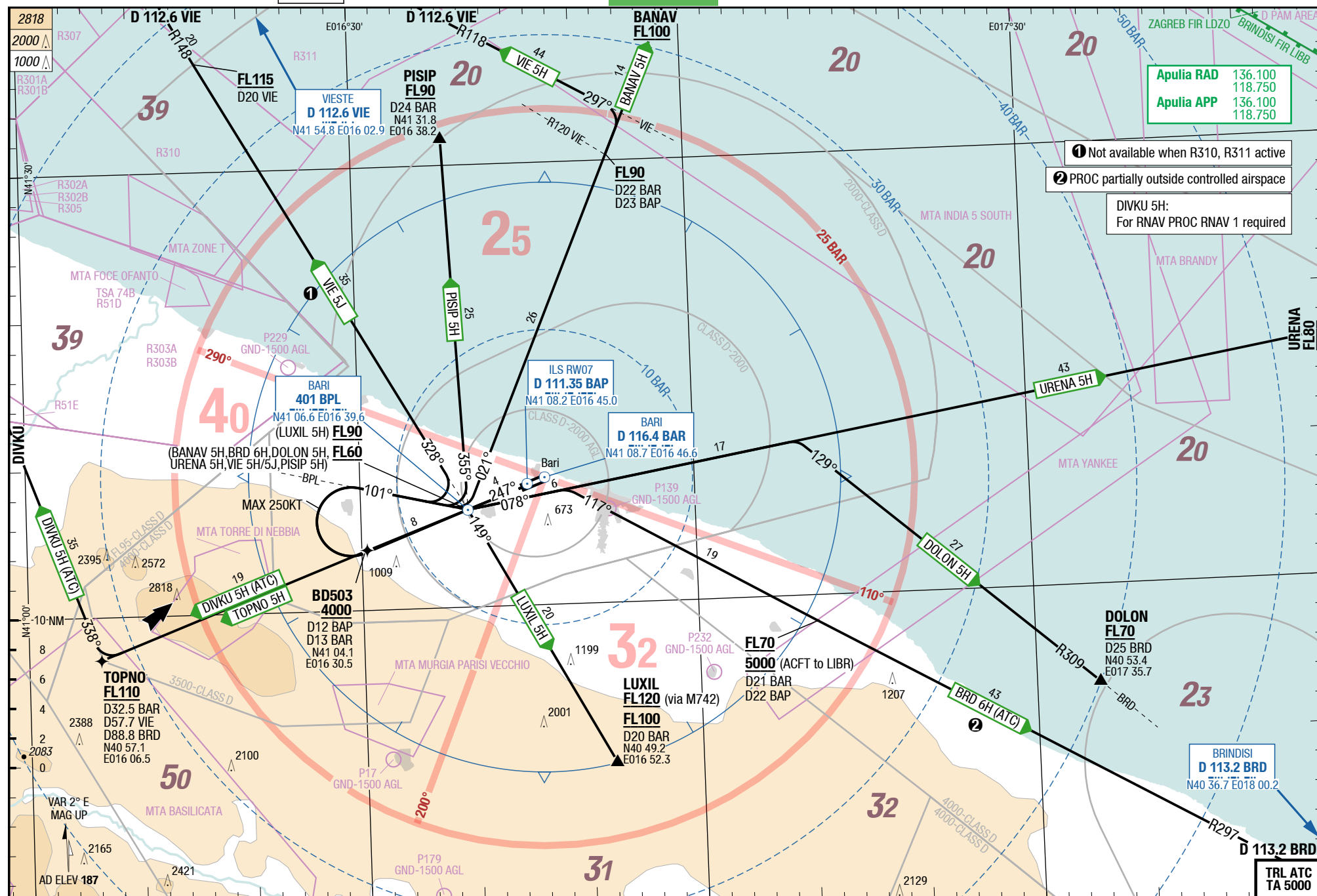
SID

SID

SIDs RWY 25 NDB

4-40

SIDs RWY 25 NDB



Changes: FREQ, OBST, Note, TOPO

BANAV 6A / DIVKU 5A / DIVKU 5C / DOLON 5R / EKMUR 5C

RWY 07 (067°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
BANAV 6A 5.0% to FL90 136.100	R067 BAR - at D7 BAR (D8 BAP) LT (MAX 250KT) 329° - crossing R017 BAR RT intercept R014 BAR to BANAV	R067 / D7 BAR (D8 BAP) MNM 2000 R014 / D18 BAR (D19 BAP) MNM 4000 BANAV MNM FL100
DIVKU 5A (ATC) 5.0% to 3000 136.100 ①	R067 BAR - at BD502 LT (MAX 240KT) intercept R035 BAR to BAR - RT R295 BAR to BD504 - DIVKY FMS BD501 - <u>BD502</u> [K240- ;L] - BAR [R]- BD504 - DIVKU	R067 / D7 BAR (D8 BAP) MNM 2000 BD502 MNM 4000 BD504 FL105 BD501 MNM 2000 BD502 MNM 4000 BD504 MNM FL105
DIVKU 5C (ATC) 5.0% to FL90 136.100	R067 BAR - at D7 BAR (D8 BAP) LT (MAX 240KT) 212° intercept R247 BAR to TOPNO - RT 338° to DIVKU FMS <u>BD501</u> [L] - BD503 [K240-] - TOPNO - DIVKU	R067 / D7 BAR (D8 BAP) MNM 2000 R247 / D13 BAR (D12 BAP) MNM 4000 TOPNO MNM FL110 BD501 MNM 2000 BD503 MNM 4000 TOPNO MNM FL110
DOLON 5R 5.0% to 3000 136.100	R067 BAR - at D11 BAR (D12 BAP) RT (MAX 250KT) 099° to PIKEL - RT intercept R309 BRD inbound to DOLON	R067 / D7 BAR (D8 BAP) MNM 2000 R067 / D11 BAR (D12 BAP) MNM 3000 PIKEL MNM FL70
EKMUR 5C 5.0% to 3000 136.100 ①	R067 BAR - at D7 BAR (D8 BAP) LT (MAX 250KT) 270° - RT intercept R322 BAR to EKMUR	R067 / D7 BAR (D8 BAP) MNM 2000 R322 / D14 BAR (D14 BAP) MNM 3000 EKMUR MNM FL90

① Not available when R310 active.

FASAN 5L / LUXIL 6A / PERAV 5D / PISIP 5A / TOPNO 6C / TOPNO 7A**RWY 07 (067°)**

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
FASAN 5L (ATC) 5.0% to 3000 136.100 ①	R067 BAR - at D7 BAR (D8 BAP) RT (MAX 250KT) 172° - LT intercept R117 BAR / R297 BRD to FASAN	R067 / D7 BAR (D8 BAP) MNM 2000 R117 / D15 BAR (D16 BAP) MNM 3000 R117 / D21 BAR (D22 BAP) MNM FL70 (ACFT to LIBR: MNM 5000)
LUXIL 6A 5.0% to FL90 136.100	R067 BAR - at D18 BAR RT follow D20 BAR arc to LUXIL	R067 / D7 BAR (D8 BAP) MNM 2000 R067 / D18 BAR MNM 5000 R116 BAR MNM FL90 LUXIL MNM FL100 (MNM FL120 via M742)
PERAV 5D 5.0% to FL90 136.100	R067 BAR - at D16 BAR (D17 BAP) LT intercept R118 VIE inbound to PERAV	R067 / D7 BAR (D8 BAP) MNM 2000 R067 / D16 BAR (D17 BAP) MNM 4000 PERAV MNM FL90
PISIP 5A 5.0% to 3000 136.100	R067 BAR - at D7 BAR (D8 BAP) LT (MAX 250KT) direct UVOKA - LT intercept R129 VIE inbound to PISIP	R067 / D7 BAR (D8 BAP) MNM 2000 UVOKA MNM 4000 R129 / D43 VIE MNM FL65 PISIP MNM FL90
TOPNO 6C 5.0% to 3000 136.100	R067 BAR - at D7 BAR (D8 BAP) LT (MAX 250KT) 212° - RT intercept R247 BAR to TOPNO	R067 / D7 BAR (D8 BAP) MNM 2000 R247 / D13 BAR (D12 BAP) MNM 4000 TOPNO MNM FL110
TOPNO 7A (ATC) 5.0% to 3000 136.100	R067 BAR - at D16 BAR (D17 BAP) LT (MAX 250KT) intercept R035 BAR to BAR - RT R247 BAR to TOPNO	R067 / D7 BAR (D8 BAP) MNM 2000 R067 / D16 BAR (D17 BAP) MNM 4000 R035 / D16 BAR (D17 BAP) MNM 5000 TOPNO MNM FL110

① PROC partially outside controlled ASP.

URENA 6A

RWY 07 (067°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
URENA 6A 5.0% to 3000 136.100	R067 BAR - at D11 BAR (D12 BAP) RT (MAX 250KT) 099° to PIKEL LT intercept R079 BAR to URENA	R067 / D7 BAR (D8 BAP) MNM 2000 R067 / D11 BAR (D12 BAP) MNM 3000 PIKEL MNM FL70 URENA MNM FL80

BRI-LIBD

5-40

SIDs RWY 07 NDB

SIDPT

BANAV 5F / BRINDISI 6G / DIVKU 5F / DIVKU 5G / DOLON 5F

RWY 07 (067°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
BANAV 5F 5.0% to 3000 136.100	QDR 067 BPL - at D8 BAP (D7 BAR) LT 341° - intercept QDR 021 BPL to BANAV	QDR 067 BPL / D8 BAP (D7 BAR) MNM 2000 BANAV MNM FL100
BRINDISI 6G BRD 6G (ATC) 5.0% to 3000 136.100 ②	QDR 067 BPL - at D8 BAP (D7 BAR) RT 172° - intercept R297 BRD to BRD	QDR 067 BPL / D8 BAP (D7 BAR) MNM 2000 R297 BRD / D16 BAP (D15 BAR) MNM 3000 R297 BRD / D22 BAP (D21 BAR) MNM FL70 (ACFT to LIBR: MNM 5000)
DIVKU 5F (ATC) 5.0% to 3000 136.100	QDR 067 BPL - at D8 BAP (D7 BAR) LT (MAX 240KT) intercept QDM 222 BPL to BPL - QDR 247 BPL to TOPNO - RT 338° to DIVKU FMS <u>BD501</u> [L] - BPL [K240-] - TOPNO - DIVKU	QDR 067 BPL / D8 BAP (D7 BAR) MNM 2000 BPL MNM FL60 TOPNO MNM FL110 BD501 MNM 2000 BPL MNM FL60 TOPNO MNM FL110
DIVKU 5G (ATC) 5.0% to FL90 136.100 ①	QDR 067 BPL - at D8 BAP (D7 BAR) LT (MAX 240KT) intercept QDM 222 BPL to BPL - QDR 300 BPL to DIVKU FMS <u>BD501</u> [L] - BPL [K240-] - BD507 - DIVKU	QDR 067 BPL / D8 BAP (D7 BAR) MNM 2000 BPL MNM FL90 QDR 300 BPL / D10 BAP (D11 BAR) MNM FL105 BD501 MNM 2000 BPL MNM FL90 BD507 MNM FL105
DOLON 5F 5.0% to 3000 136.100	QDR 067 BPL - at D12 BAP (D11 BAR) RT 105° - intercept R309 BRD inbound to DOLON	QDR 067 BPL / D8 BAP (D7 BAR) MNM 2000 QDR 067 BPL / D12 BAP (D11 BAR) MNM 3000 DOLON MNM FL70

① Not available when R310, R311 active.

② PROC partially outside controlled ASP.

LUXIL 5F / TOPNO 5F / URENA 5F / VIESTE 5F / VIESTE 5G

RWY 07 (067°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
LUXIL 5F 5.0% to FL90 136.100	QDR 067 BPL - at D8 BAP (D7 BAR) LT (MAX 250KT) intercept QDM 222 BPL to BPL - QDR 149 BPL to LUXIL	QDR 067 BPL / D8 BAP (D7 BAR) MNM 2000 BPL MNM FL90 LUXIL MNM FL100 (MNM FL120 via M742)
TOPNO 5F 5.0% to 3000 136.100	QDR 067 BPL - at D8 BAP (D7 BAR) LT (MAX 250KT) intercept QDM 222 BPL to BPL - QDR 247 BPL to TOPNO	QDR 067 BPL / D8 BAP (D7 BAR) MNM 2000 BPL MNM FL60 TOPNO MNM FL110
URENA 5F 5.0% to 3000 136.100	QDR 067 BPL - at D12 BAP (D11 BAR) RT 105° - intercept QDR 078 BPL to URENA	QDR 067 BPL / D8 BAP (D7 BAR) MNM 2000 QDR 067 BPL / D12 BAP (D11 BAR) MNM 3000 URENA MNM FL80
VIESTE 5F VIE 5F 5.0% to 3000 136.100	QDR 067 BPL - at D17 BAP (D16 BAR) LT intercept R118 VIE via PERAV to VIE	QDR 067 BPL / D8 BAP (D7 BAR) MNM 2000 QDR 067 BPL / D17 BAP (D16 BAR) MNM 4000 PERAV MNM FL90
VIESTE 5G VIE 5G 5.0% to 3000 136.100 ①	QDR 067 BPL - at D8 BAP (D7 BAR) LT (MAX 250KT) intercept QDM 222 BPL to BPL - QDR 328 BPL to VIE	QDR 067 BPL / D8 BAP (D7 BAR) MNM 2000 BPL MNM FL60 R148/D20 VIE MNM FL115

① Not available when R310, R311 active.

BRI-LIBD

5-60

SIDs RWY 25

BANAV 6B / DIVKU 5D / DOLON 5Q / EKMUR 5B / FASAN 5M

RWY 25 (247°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
BANAV 6B 5.0% to FL90 136.100	R247 BAR - at D13 BAR (D12 BAP) RT (MAX 220KT) intercept R275 BAR inbound - at D2 BAR LT intercept R014 BAR to BANAV	R247 / D5 BAR (D4 BAP) MNM 1000 R247 / D13 BAR (D12 BAP) MNM 4000 BAR MNM FL60 BANAV MNM FL100
DIVKU 5D (ATC) 5.0% to FL90 136.100	R247 BAR - at TOPNO RT 338° to DIVKU FMS BD506 - BD503 - TOPNO - DIVKU	R247 / D5 BAR (D4 BAP) MNM 1000 R247 / D13 BAR (D12 BAP) MNM 4000 TOPNO MNM FL110 BD506 MNM 1000 BD503 MNM 4000 TOPNO MNM FL110
DOLON 5Q 5.0% to 3000 136.100	R247 BAR - at D5 BAR (D4 BAP) RT direct BAR (MAX 250KT) - R080 BAR - at PIKEL RT intercept R309 BRD inbound to DOLON	R247 / D5 BAR (D4 BAP) MNM 1000 R080 / D11 BAR (D12 BAP) MNM 3000 PIKEL MNM FL70
EKMUR 5B 5.0% to 3000 136.100 ②	R247 BAR - at D5 BAR (D4 BAP) RT (MAX 250KT) 015° - LT intercept R322 BAR / R142 VIE / QDM 322 VIE to EKMUR	R247 / D5 BAR (D4 BAP) MNM 1000 R322 / D14 BAR (D14 BAP) MNM 5000 EKMUR MNM FL90
FASAN 5M (ATC) 5.0% to 3000 136.100 ①	R247 BAR - at D5 BAR (D4 BAP) RT direct BAR (MAX 250KT) - R117 BAR / R297 BRD to FASAN	D5 BAR (D4 BAP) MNM 1000 R117 / D12 BAR (D13 BAP) MNM 3000 R117 / D21 BAR (D22 BAP) MNM FL70 (ACFT to LIBR: MNM 5000)

① PROC partially outside controlled ASP.

② Not available when R310 active

BRI-LIBD

5-70

SIDs RWY 25

PERAV 5E / PISIP 5B / TOPNO 6B / TOPNO 7E / URENA 6B

RWY 25 (247°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
PERAV 5E 5.0% to FL90 136.100	R247 BAR - at D13 BAR (D12 BAP) RT (MAX 220KT) intercept R275 BAR to BAR - LT R039 BAR - at D16 BAR (D17 BAP) LT intercept R118 VIE / QDM 298 VIE to PERAV	R247 / D5 BAR (D4 BAP) MNM 1000 R247 / D13 BAR (D12 BAP) MNM 4000 BAR MNM FL60 PERAV MNM FL90
PISIP 5B 5.0% to FL90 136.100	R247 BAR - at D5 BAR (D4 BAP) RT 027° (MAX 250KT) intercept R342 BAR to PISIP	R247 / D5 BAR (D4 BAP) MNM 1000 PISIP MNM FL90
TOPNO 6B 5.0% to 3000 136.100	R247 BAR to TOPNO	R247 / D5 BAR (D4 BAP) MNM 1000 R247 / D13 BAR (D12 BAP) MNM 4000 TOPNO MNM FL110
TOPNO 7E 5.0% to 3000 136.100	R247 BAR - at D5 BAR (D4 BAP) RT direct BAR (MAX 250KT) - R117 BAR - at D12 BAR (D13 BAP) LT direct BAR - R247 BAR to TOPNO	D5 BAR (D4 BAP) MNM 1000 R117 / D8 BAR (D9 BAP) MNM FL60 R247 / D9 BAR (D8 BAP) MNM FL90
URENA 6B 5.0% to 3000 136.100	R247 BAR - at D5 BAR (D4 BAP) RT direct BAR (MAX 250KT) - R080 BAR to PIKEL - URENA	R247 / D5 BAR (D4 BAP) MNM 1000 R080 / D11 BAR (D12 BAP) MNM 3000 PIKEL MNM FL70 URENA MNM FL80

BRI-LIBD

5-80

SIDs RWY 25 NDB

BANAV 5H / BRINDISI 6H / DIVKU 5H / DOLON 5H / LUXIL 5H / PISIP 5H / TOPNO 5H
RWY 25 (247°)

	GS	120	150	180	210	240	270
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
BANAV 5H 5.4% to 4000 136.100	QDM 247 BPL to BPL - QDR 247 BPL - at D12 BAP (D13 BAR) RT (MAX 250KT) intercept QDM 101 BPL to BPL - QDR 021 BPL to BANAV	QDR 247 BPL / D12 BAP (D13 BAR) MNM 4000 BPL MNM FL60 QDR 021 BPL / D23 BAP (D22 BAR) MNM FL90 BANAV MNM FL100
BRINDISI 6H BRD 6H (ATC) 5.4% to 4000 136.100 ①	QDM 247 BPL to BPL - QDR 247 BPL - at D12 BAP (D13 BAR) RT (MAX 250KT) intercept QDM 101 BPL to BPL - QDR 078 BPL - RT intercept R297 BRD to BRD	QDR 247 BPL / D12 BAP (D13 BAR) MNM 4000 BPL MNM FL60 R297 BRD / D22 BAP (D21 BAR) MNM FL70 (ACFT to LIBR: MNM 5000)
DIVKU 5H (ATC) 5.4% to 4000 136.100	QDM 247 BPL to BPL - QDR 247 BPL to TOPNO - RT 338° to DIVKU FMS BD503 - TOPNO - DIVKU	QDR 247 BPL / D12 BAP (D13 BAR) MNM 4000 TOPNO MNM FL110 BD503 MNM 4000 TOPNO MNM FL110
DOLON 5H 5.4% to 4000 136.100	QDM 247 BPL to BPL - QDR 247 BPL - at D12 BAP (D13 BAR) RT (MAX 250KT) intercept QDM 101 BPL to BPL - QDR 078 BPL - RT intercept R309 BRD inbound to DOLON	QDR 247 BPL / D12 BAP (D13 BAR) MNM 4000 BPL MNM FL60 DOLON MNM FL70
LUXIL 5H 5.4% to FL90 136.100	QDM 247 BPL to BPL - QDR 247 BPL - at D12 BAP (D13 BAR) RT (MAX 250KT) intercept QDM 101 BPL to BPL - QDR 149 BPL to LUXIL	QDR 247 BPL / D12 BAP (D13 BAR) MNM 4000 BPL MNM FL90 LUXIL MNM FL100 (MNM FL120 via M742)
PISIP 5H 5.4% to 4000 136.100	QDM 247 BPL to BPL - QDR 247 BPL - at D12 BAP (D13 BAR) RT (MAX 250KT) intercept QDM 101 BPL to BPL - QDR 355 BPL to PISIP	QDR 247 BPL / D12 BAP (D13 BAR) MNM 4000 BPL MNM FL60 PISIP MNM FL90
TOPNO 5H 5.4% to 4000 136.100	QDM 247 BPL to BPL - QDR 247 BPL to TOPNO	QDR 247 BPL / D12 BAP (D13 BAR) MNM 4000 TOPNO MNM FL110

① PROC partially outside controlled ASP.

BRI-LIBD

5-90

SIDs RWY 25 NDB

SIDPT

URENA 5H / VIESTE 5H / VIESTE 5J

RWY 25 (247°)

	GS	120	150	180	210	240	270
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
URENA 5H 5.4% to 4000 136.100	QDM 247 BPL to BPL - QDR 247 BPL - at D12 BAP (D13 BAR) RT (MAX 250KT) intercept QDM 101 BPL to BPL - QDR 078 BPL to URENA	QDR 247 BPL / D12 BAP (D13 BAR) MNM 4000 BPL MNM FL60 URENA MNM FL80
VIESTE 5H VIE 5H 5.4% to 4000 136.100	QDM 247 BPL to BPL - QDR 247 BPL - at D12 BAP (D13 BAR) RT (MAX 250KT) intercept QDM 101 BPL to BPL - QDR 021 BPL - at D23 BAP (or crossing R120 VIE) LT intercept R118 VIE to VIE	QDR 247 BPL / D12 BAP (D13 BAR) MNM 4000 BPL MNM FL60 QDR 021 BPL / D23 BAP (D22 BAR) MNM FL90
VIESTE 5J VIE 5J 5.4% to 4000 136.100 ①	QDM 247 BPL to BPL - QDR 247 BPL - at D12 BAP (D13 BAR) RT (MAX 250KT) intercept QDM 101 BPL to BPL - QDR 328 BPL to VIE	QDR 247 BPL / D12 BAP (D13 BAR) MNM 4000 BPL MNM FL60 R148 / D20 VIE MNM FL115

① Not available when R310, R311 active.

BRI-LIBD

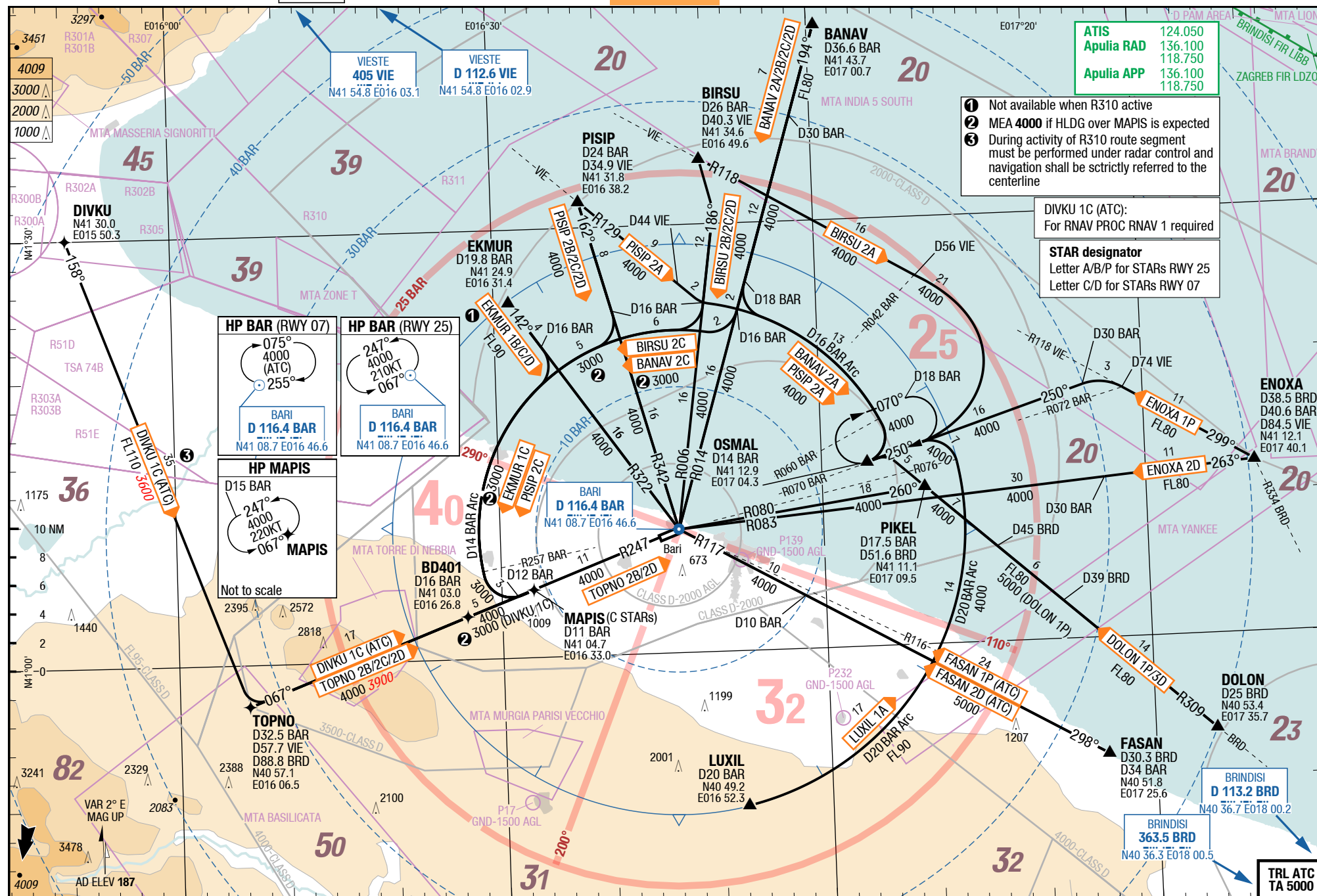
STARs (via BAR)

STAR

STAR

STARS (via BAR)

6-10

Changes: **FREQ**, **OBST**, **TOPO**, Editorial

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BRI-LIBD

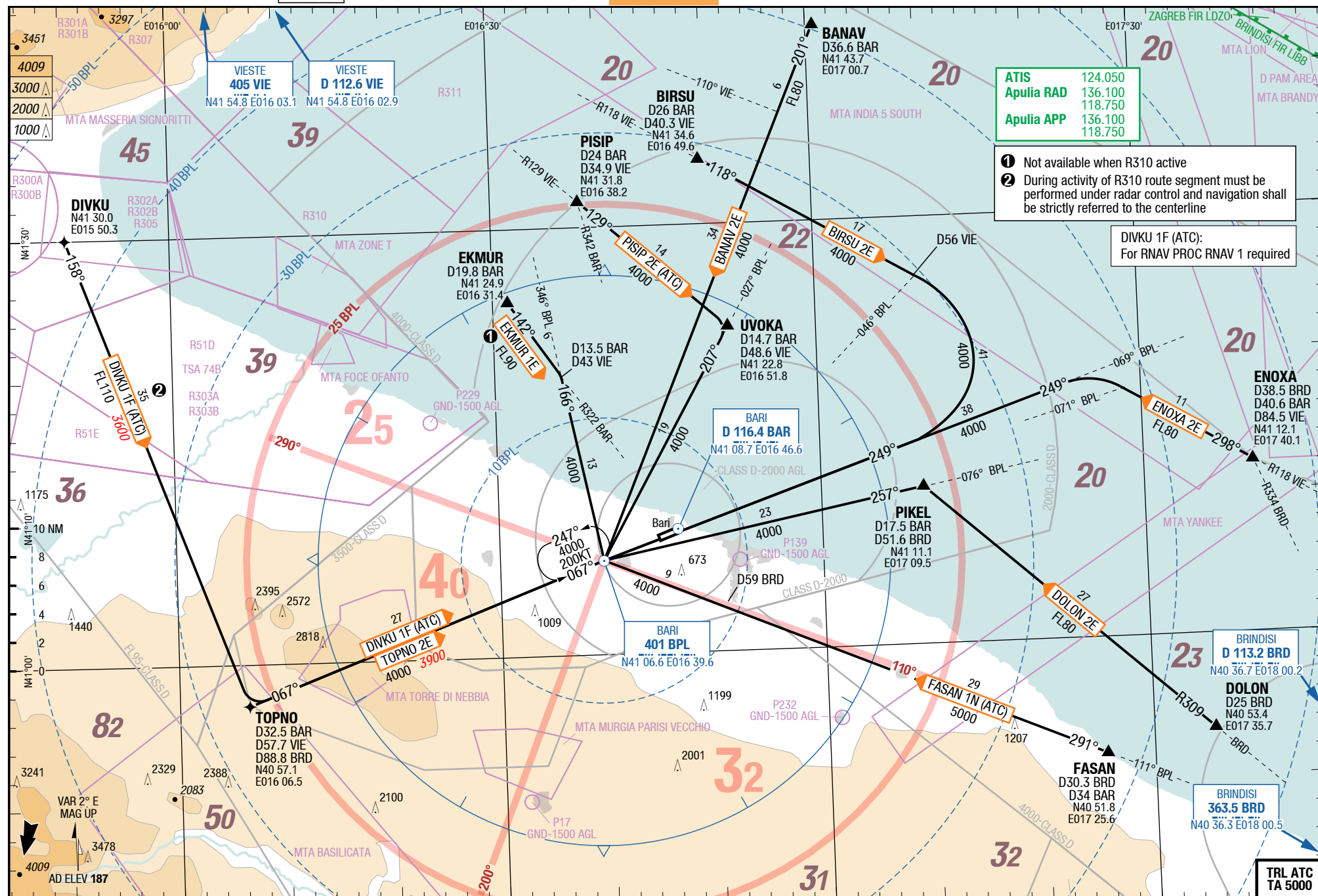
STARs (via BPL)

STAR

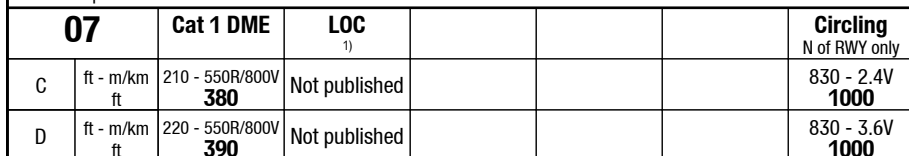
STAR

STARs (via BPL)

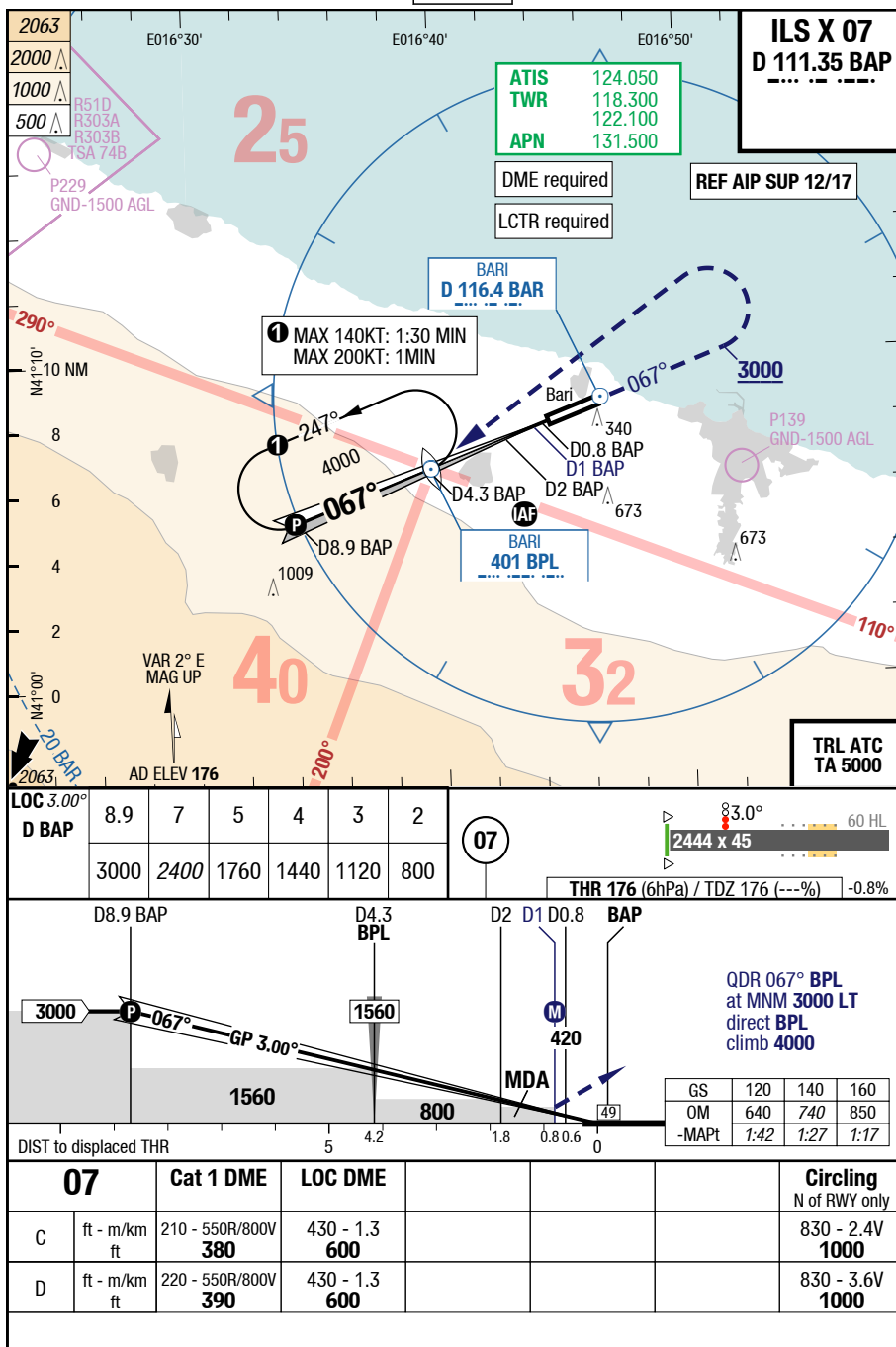
6-20

Changes: **FREQ**, **OBST**, **TOPO**, Editorial

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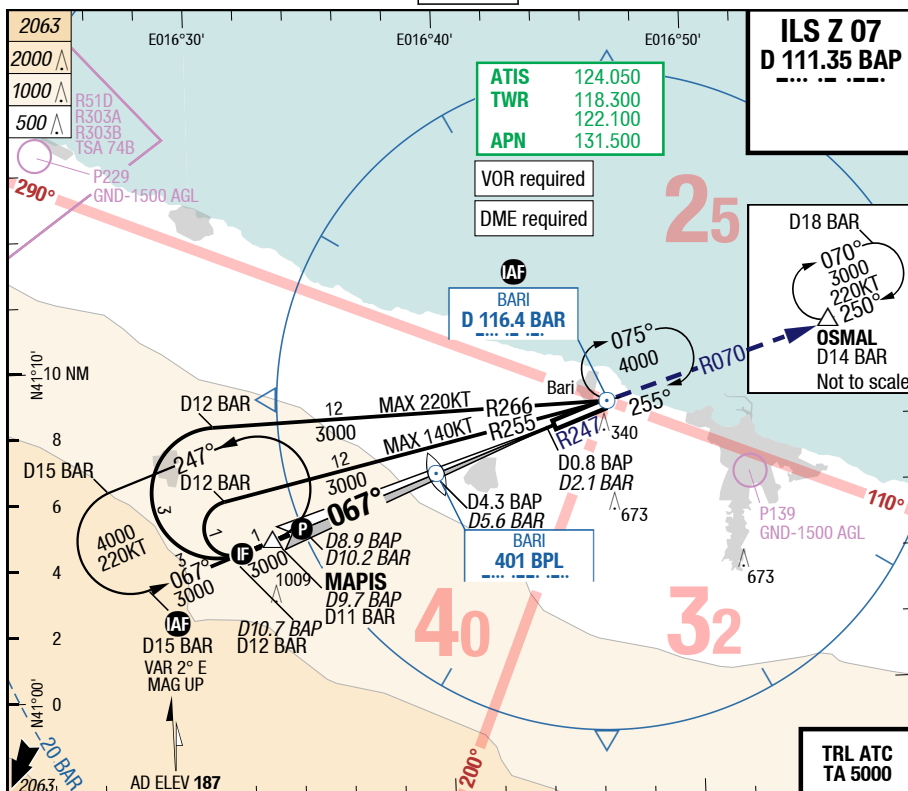
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BRI-LIBD

7-10

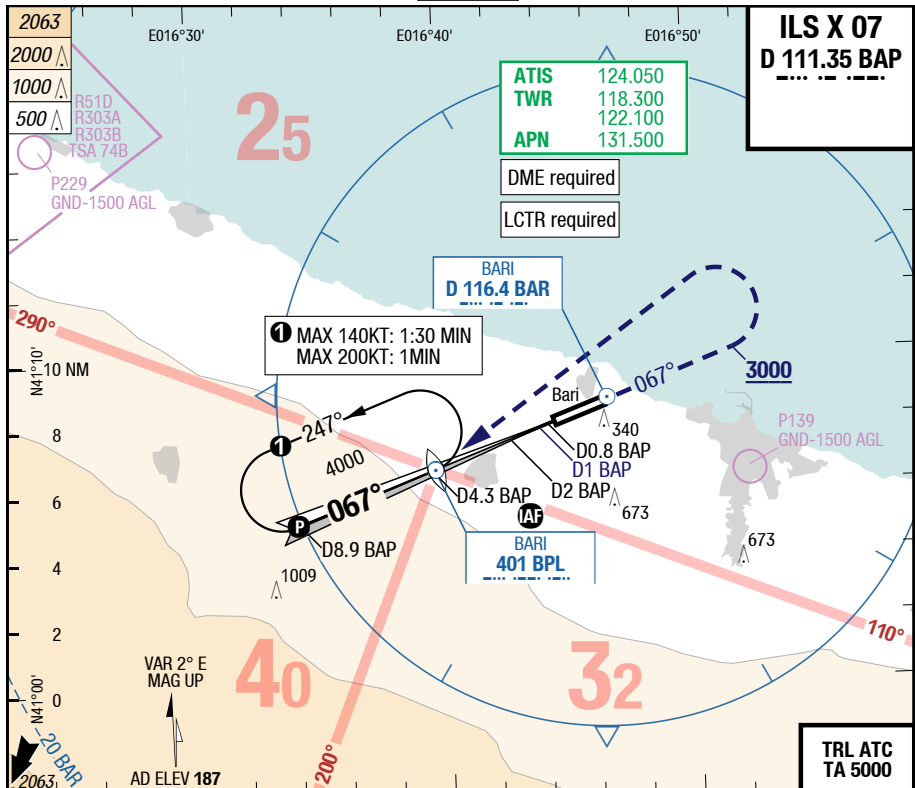
ILS Z 07



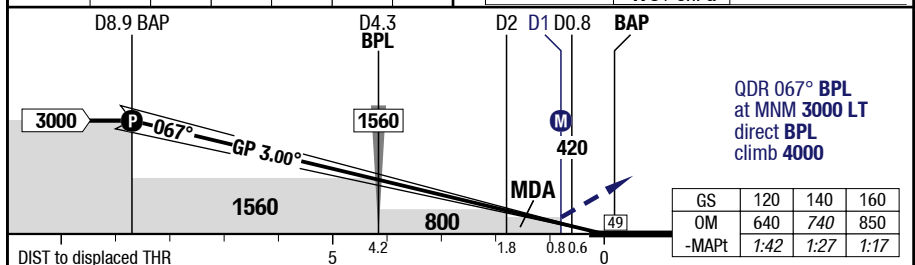
BRI-LIBD

7-20

ILS X 07

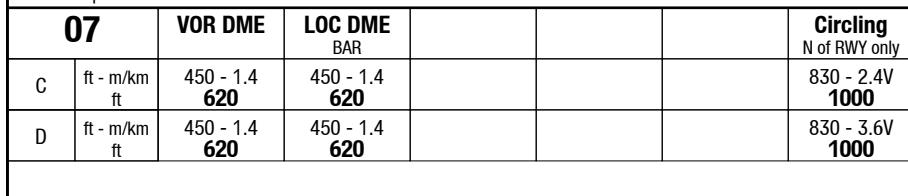


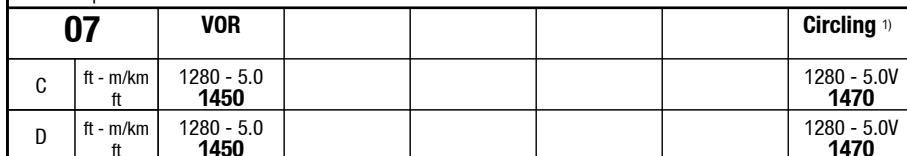
LOC 3.00°	8.9	7	5	4	3	2	07	720	376	2444 x 45	3.0°	60 HL	30 HL
D BAP	3000	2400	1760	1440	1120	800							
							HL-S		176 / 6hPa	TDZ ---%	-0.9%		



07	Cat 1 DME	LOC DME				Circling N of RWY only
C	ft - m/km ft 210 - 550R/800V 380	430 - 1.3 600				820 - 2.4V 1000
D	ft - m/km ft 220 - 550R/800V 390	430 - 1.3 600				820 - 3.6V 1000

Tempo VOR Z or LOC Z 07



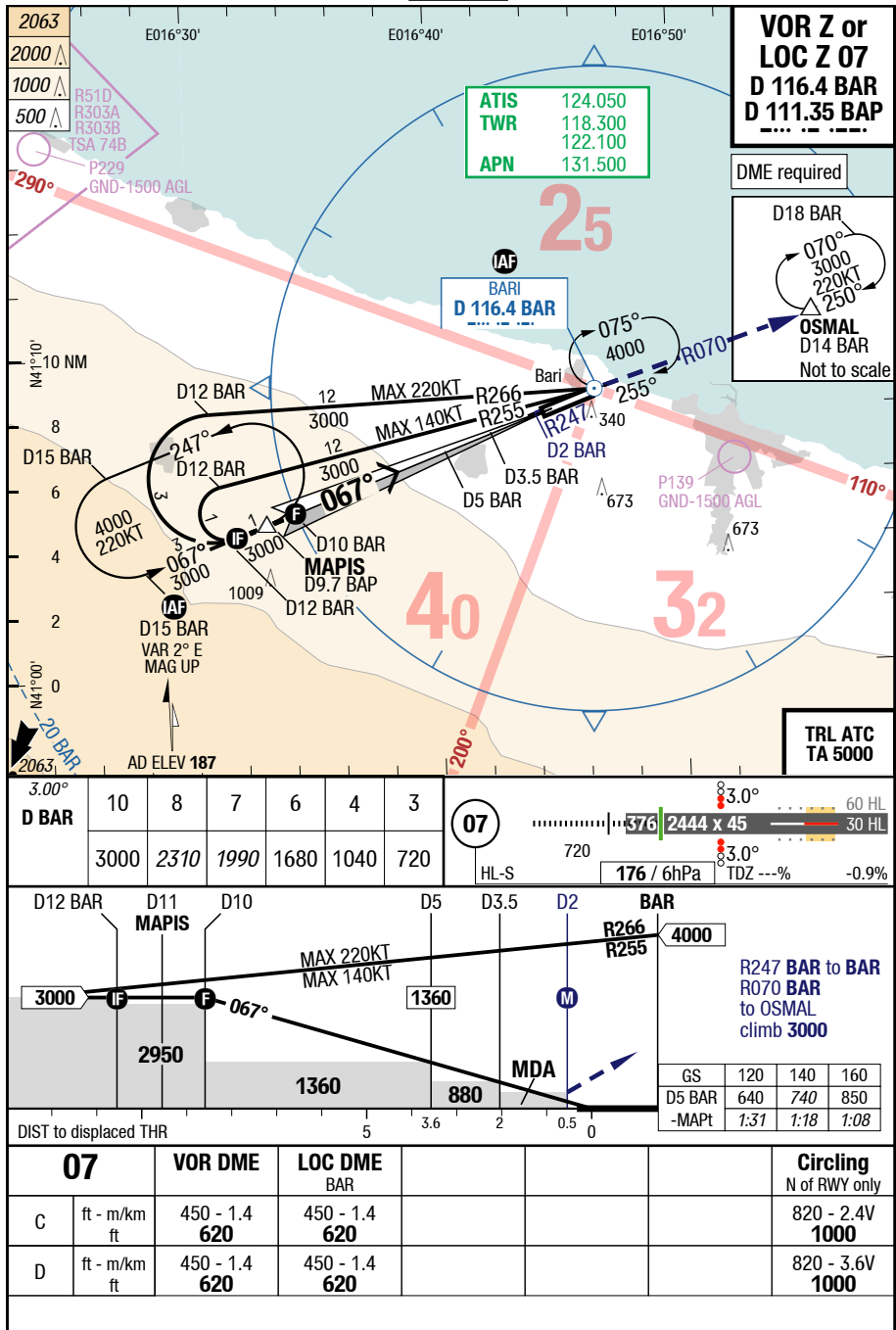


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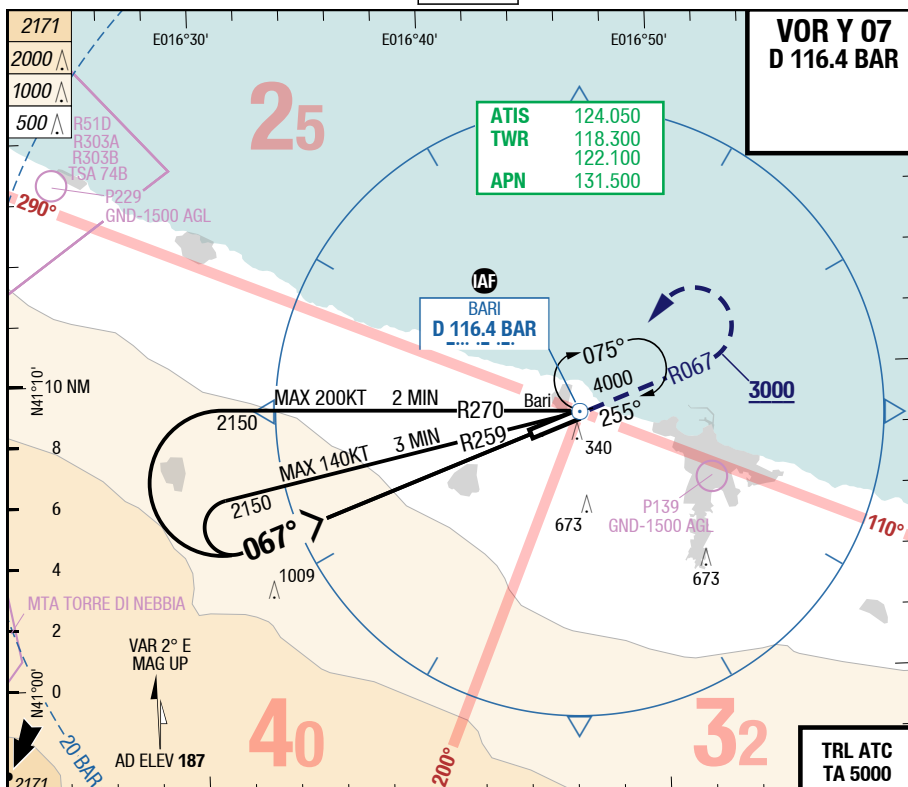
BRI-LIBD


7-30

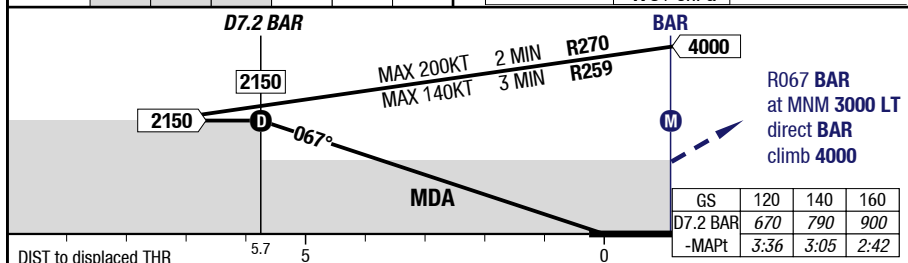
VOR Z or LOC Z 07



Changes: FREQ



3.15°				7.2	7	6	07	
D BAR				2150	2080	1750		



07		VOR					Circling ¹⁾
C	ft - m/km ft	1280 - 5.0 1450					1280 - 5.0V 1470
D	ft - m/km ft	1280 - 5.0 1450					1280 - 5.0V 1470

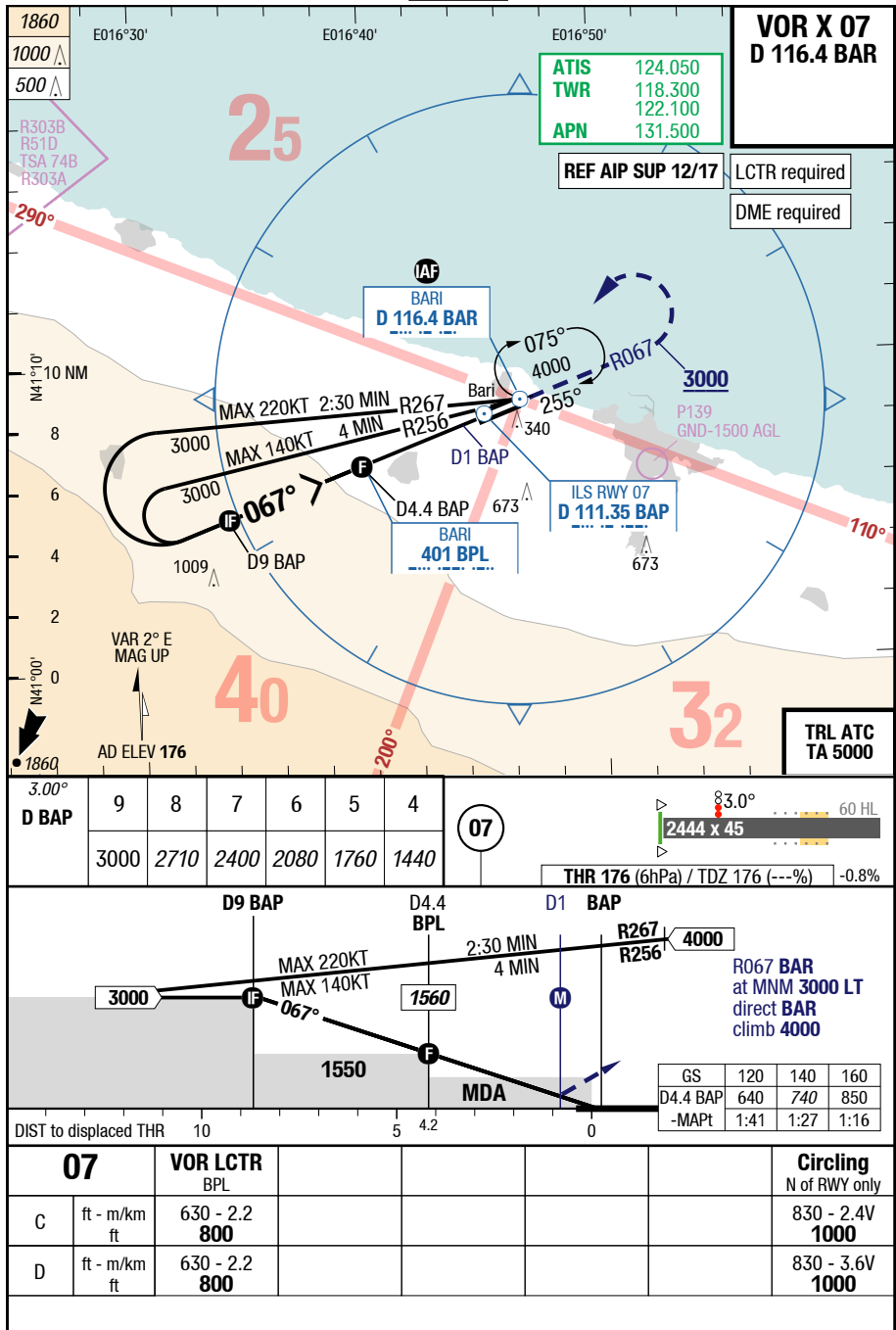
1) N of RWY only

Changes: FREQ

BRI-LIBD

7-48

Tempo VOR X 07

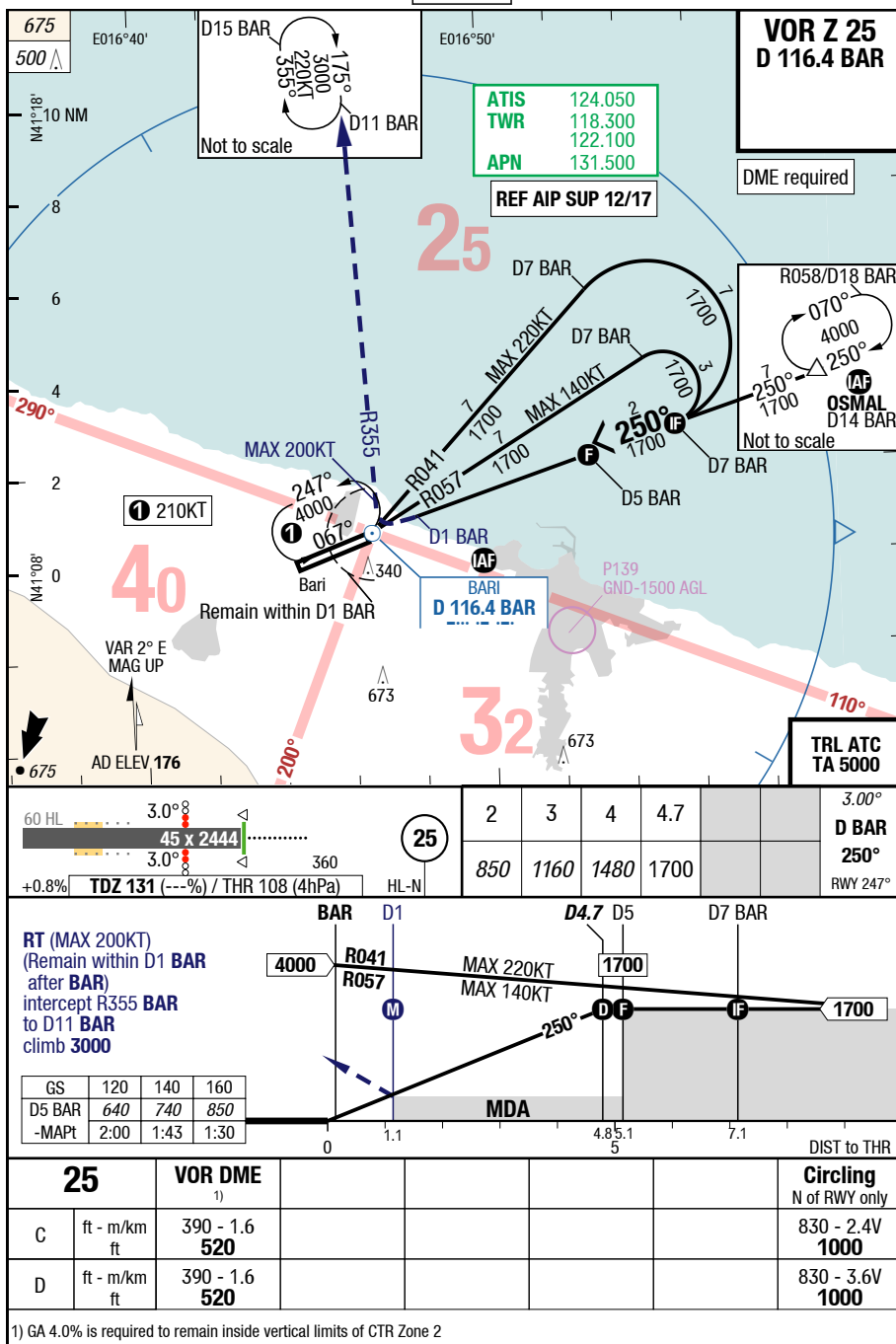


Changes: MIN, FREQ

BRI-LIBD

7-49

Tempo VOR Z 25

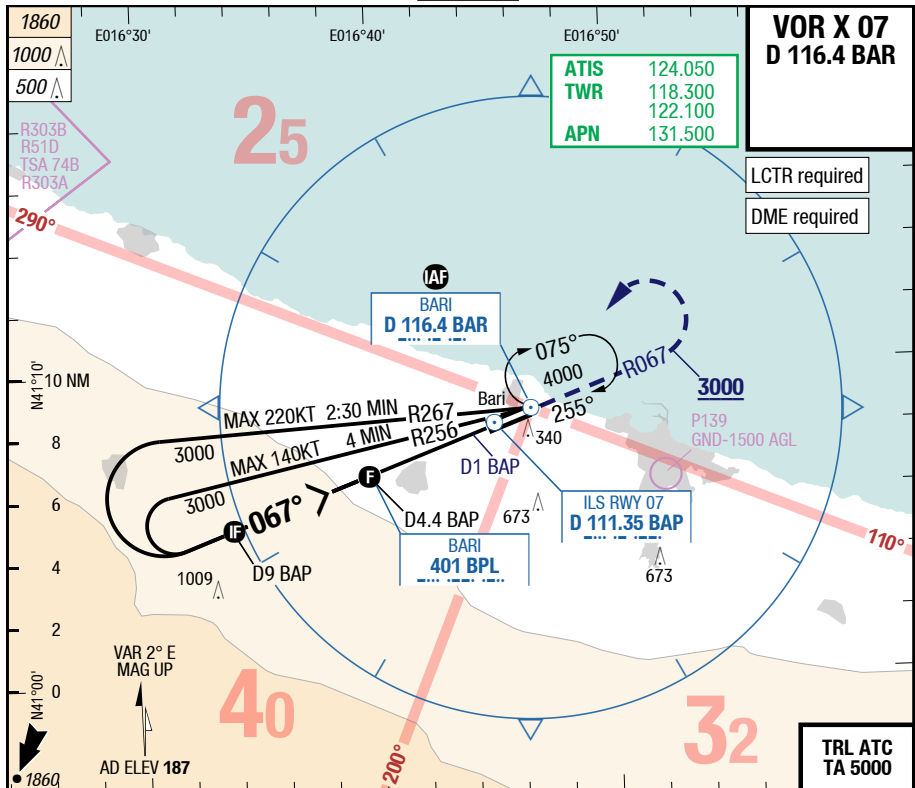


Changes: MIN, FREQ

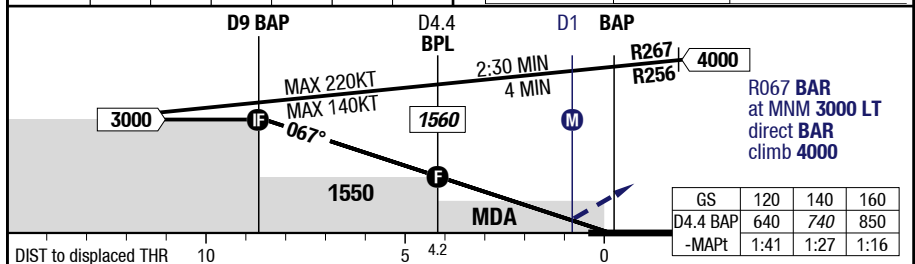
BRI-LIBD

7-50

VOR X 07

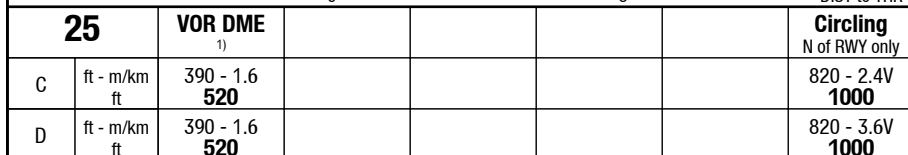


3.00° D BAP	9	8	7	6	5	4	07	376	2444 x 45	60 HL	30 HL
	3000	2710	2400	2080	1760	1440	HL-S	720	176 / 6hPa	TDZ ---%	-0.9%

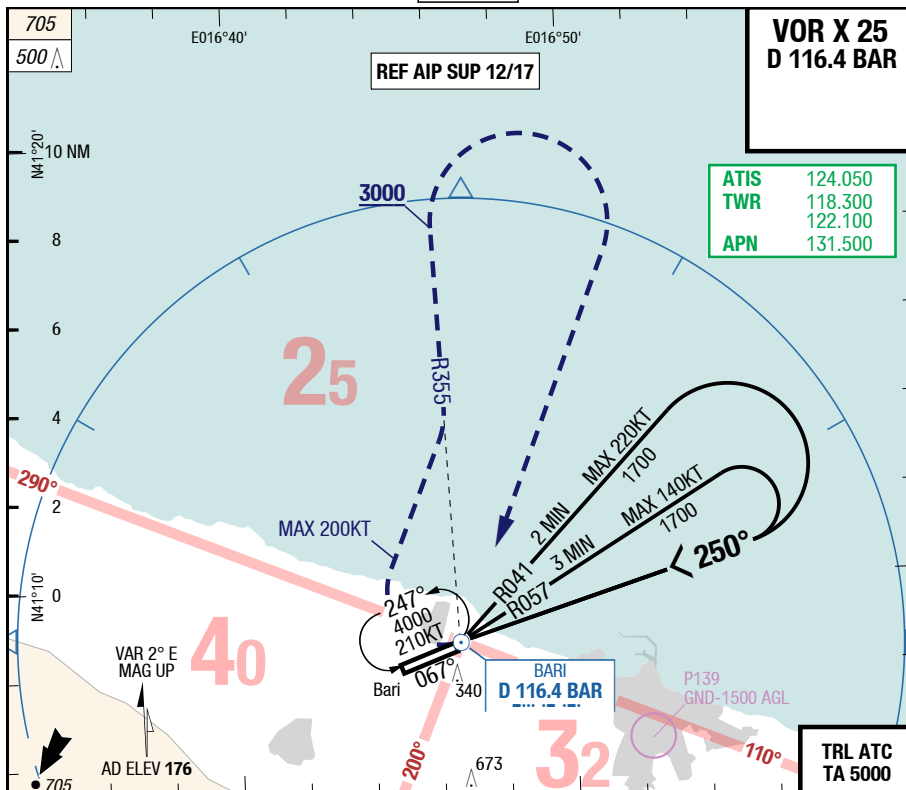


07	VOR LCTR BPL					Circling N of RWY only
C	ft - m/km ft	630 - 2.2 800				820 - 2.4V 1000
D	ft - m/km ft	630 - 2.2 800				820 - 3.6V 1000

VOR Z 25



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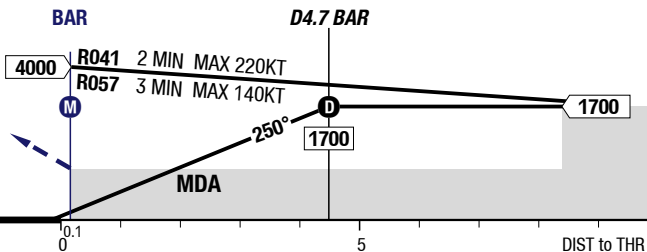
60 HL 3.0° 8
45 x 2444
3.0° 8
+0.8% TDZ 131 (---%) / THR 108 (4hPa)

25

2	3	4	4.7			3.00°
850	1160	1480	1700			D BAR 250° RWY 247°

BAR

RT (MAX 200KT)
intercept R355 BAR
at MNM 3000 RT
direct BAR
climb 4000



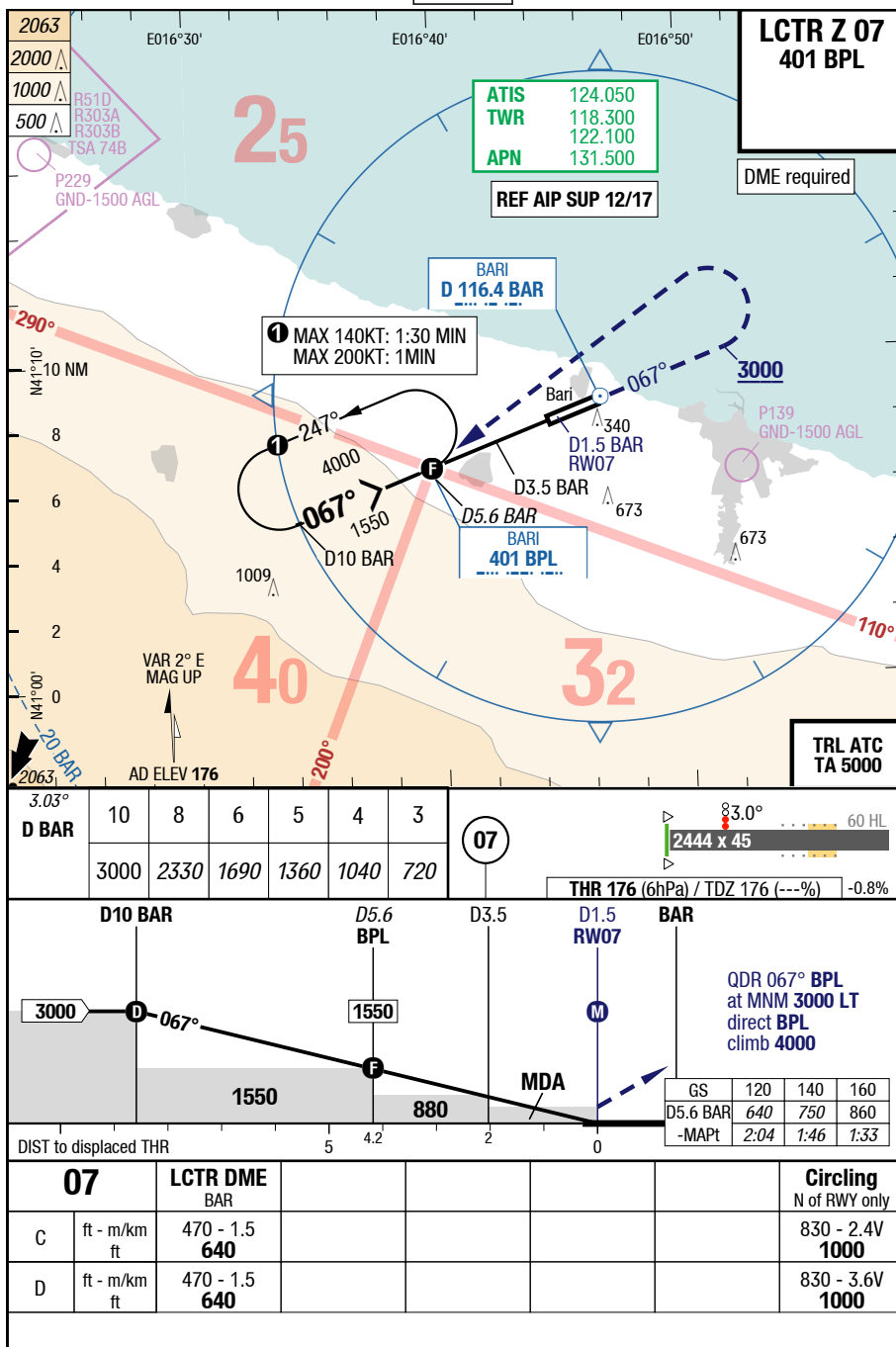
25	VOR ¹⁾					Circling N of RWY only
C	ft - m/km ft	470 - 2.0 600				830 - 2.4V 1000
D	ft - m/km ft	470 - 2.0 600				830 - 3.6V 1000

1) GA 4.0% is required to remain inside vertical limits of CTR Zone 2

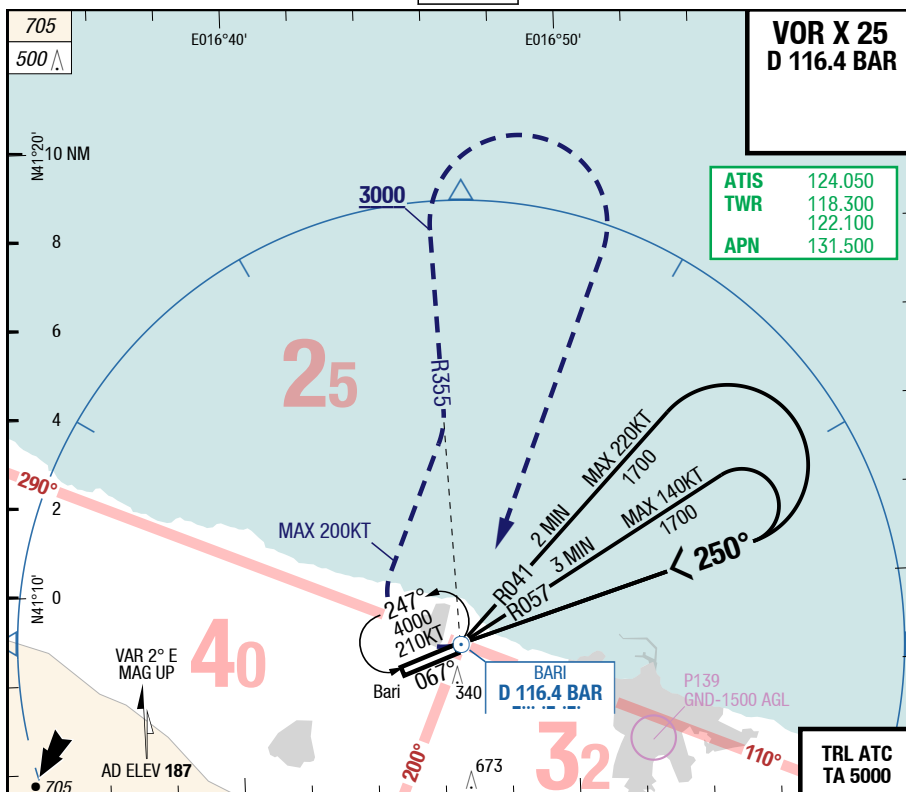
BRI-LIBD

7-69

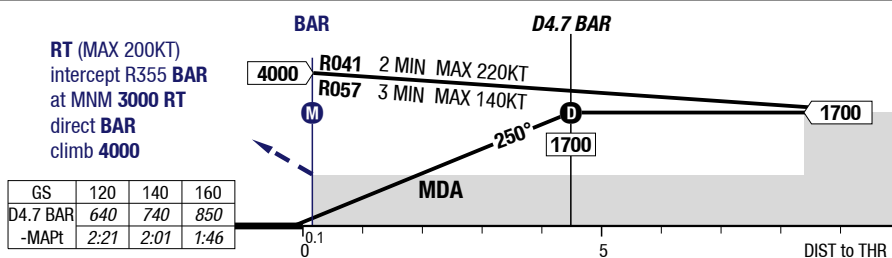
Tempo LCTR Z 07



Changes: MIN, FREQ



60 HL 30 HL 3.0° 8 45 x 2820 360 25 HL-S 2 3 4 4.7 3.0° D BAR 250° RWY 247° +0.9% TDZ -9% 108 / 4hPa



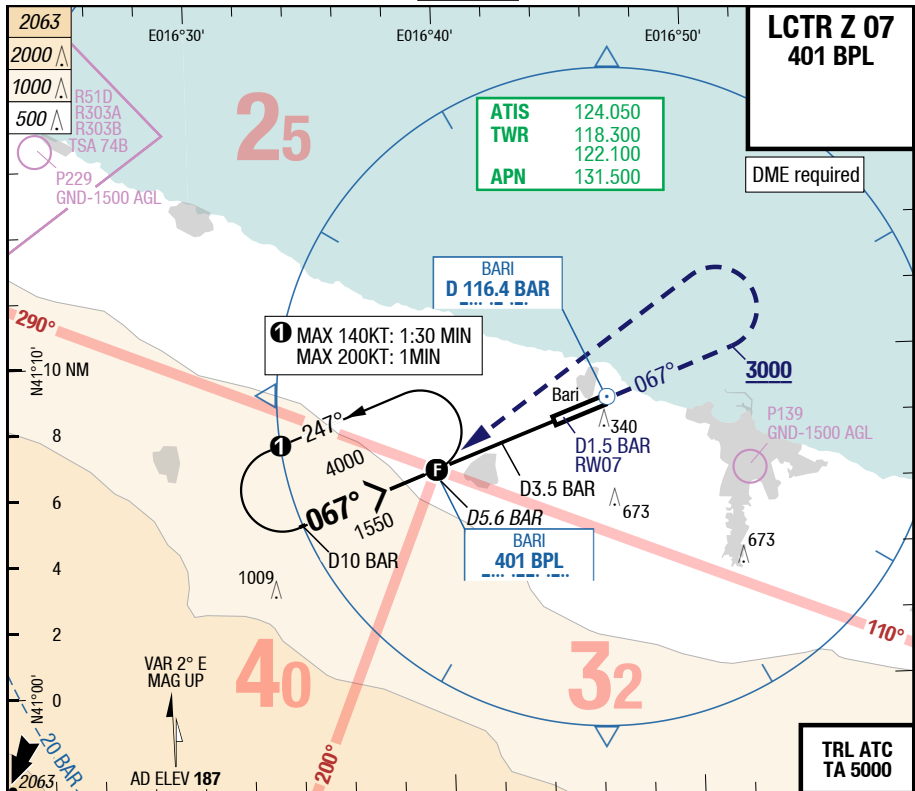
25		VOR 1)					Circling N of RWY only
C	ft - m/km ft	470 - 2.0 600					820 - 2.4V 1000
D	ft - m/km ft	470 - 2.0 600					820 - 3.6V 1000

1) GA 4.0% is required to remain inside vertical limits of CTR Zone 2

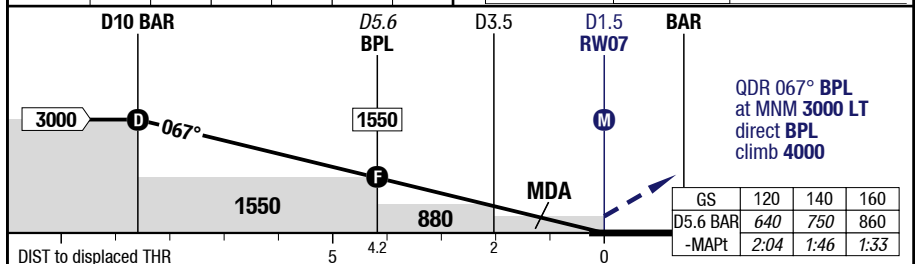
BRI-LIBD

7-80

LCTR Z 07



3.03°	10	8	6	5	4	3	07	720	376	2444 x 45	60 HL	30 HL
D BAR	3000	2330	1690	1360	1040	720						
							HL-S		176 / 6hPa	TDZ ---%	-0.9%	

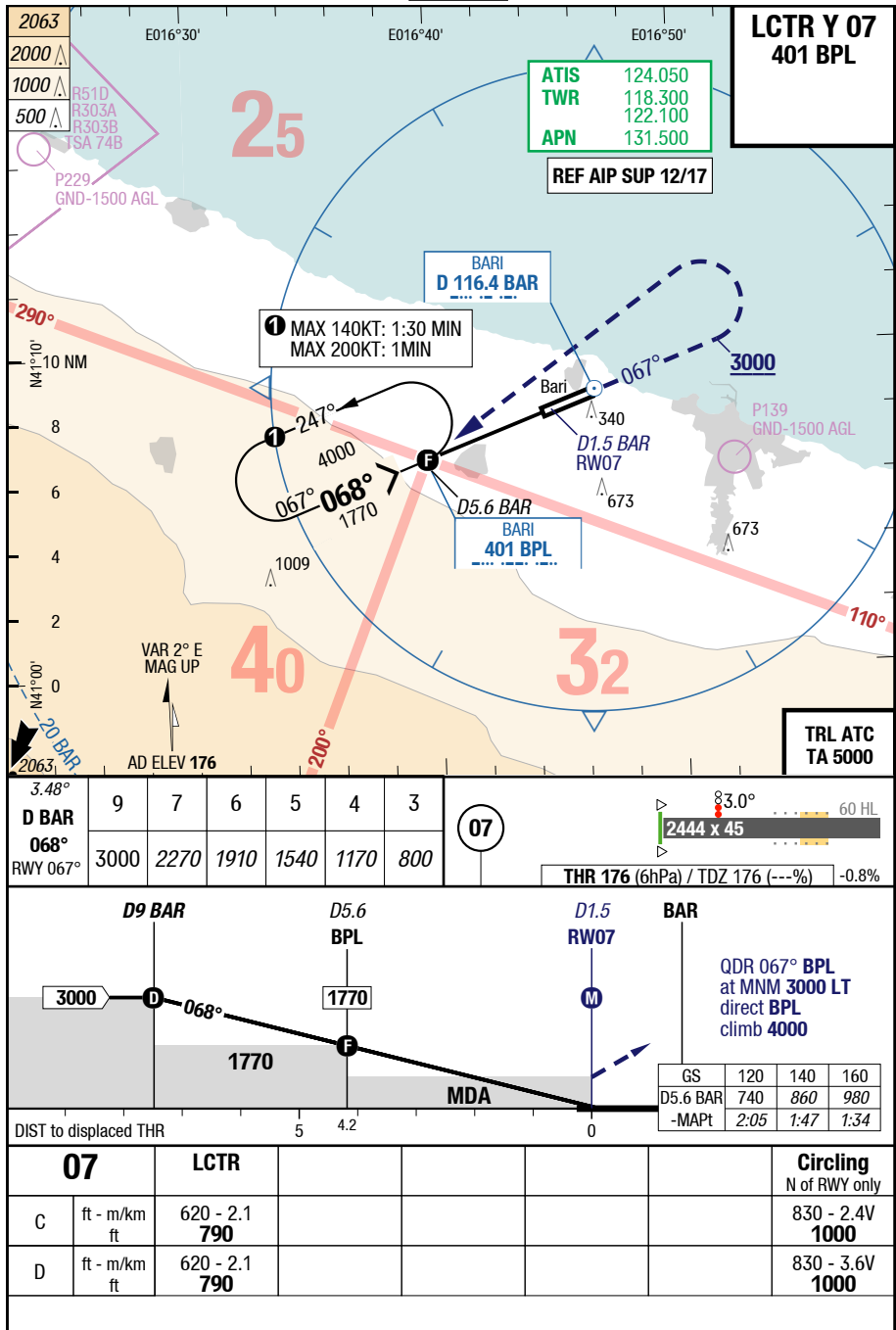


07	LCTR DME BAR					Circling N of RWY only
C	ft - m/km ft	470 - 1.5 640				820 - 2.4V 1000
D	ft - m/km ft	470 - 1.5 640				820 - 3.6V 1000

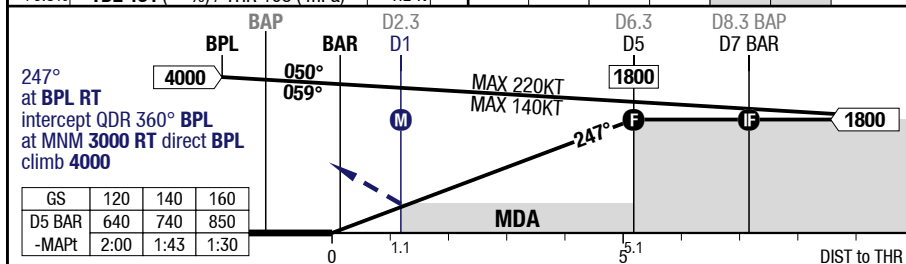
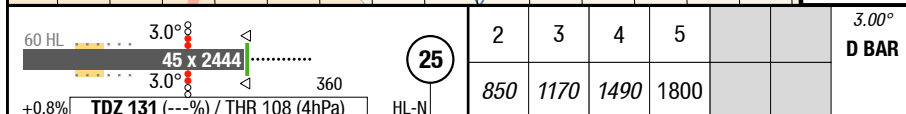
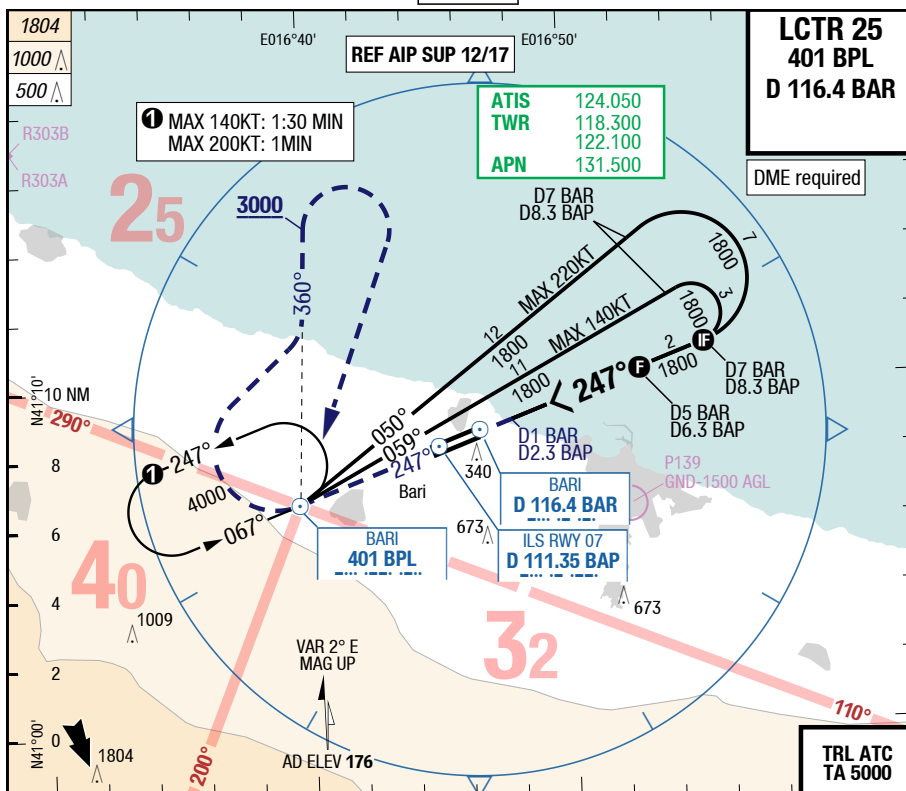
BRI-LIBD

7-88

Tempo LCTR Y 07

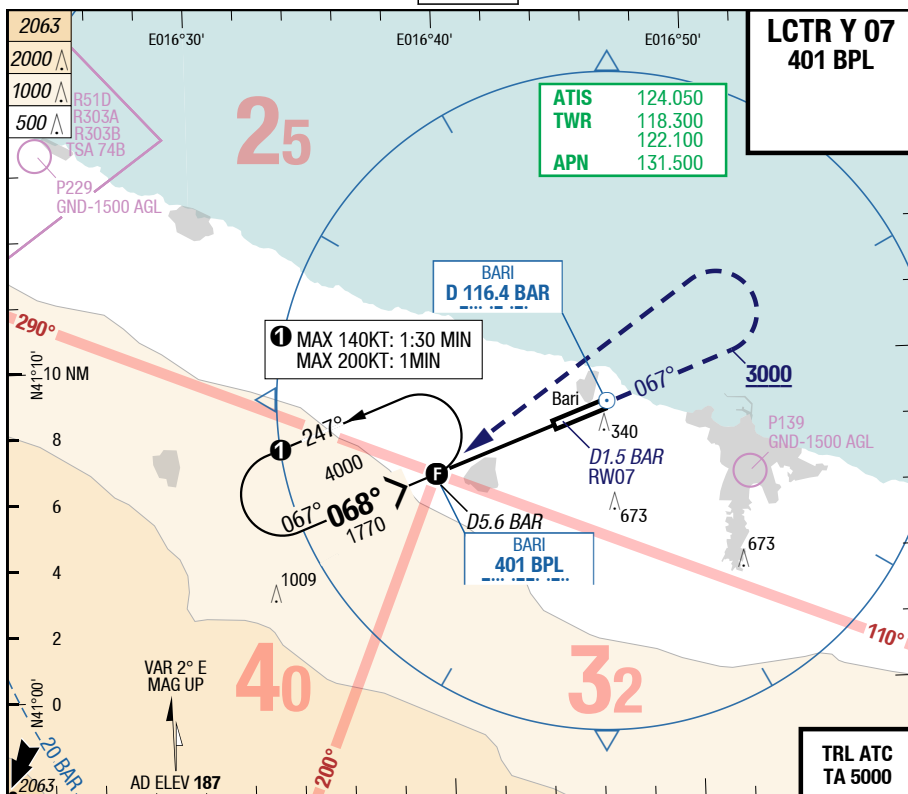


Changes: MIN, FREQ

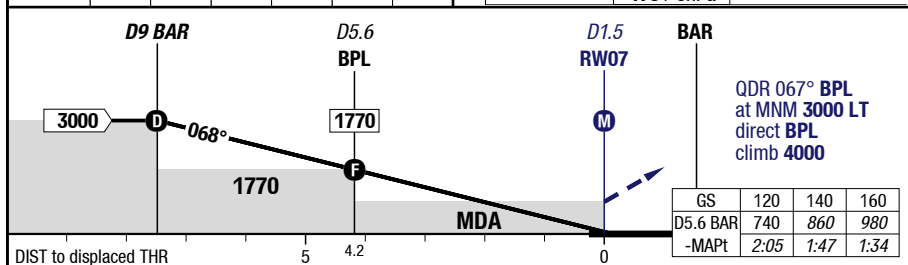


25		LCTR DME 1)					Circling N of RWY only
C	ft - m/km ft	470 - 2.0 600					830 - 2.4V 1000
D	ft - m/km ft	470 - 2.0 600					830 - 3.6V 1000

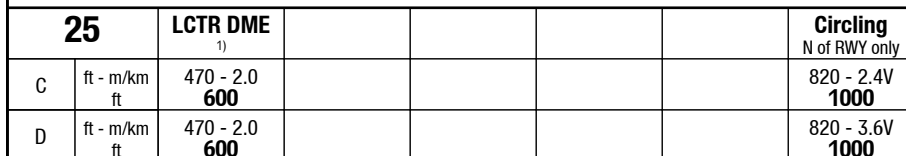
1) GA 4.0% is required to remain inside vertical limits of CTR Zone 2



3.48°	9	7	6	5	4	3	<div> <div>07</div> <div>HL-S</div> </div>	<div> <div> <div>720</div> <div> <div> <div>376</div> <div>2444 x 45</div> </div> <div> <div>60 HL</div> <div>30 HL</div> </div> </div> <div> <div>176 / 6hPa</div> <div>TDZ ---%</div> <div>-0.9%</div> </div> </div> </div>
<div> <div>D BAR</div> <div>068°</div> <div>RWY 067°</div> </div>	3000	2270	1910	1540	1170	800		



07		LCTR					Circling N of RWY only
C	ft - m/km ft	620 - 2.1 790					820 - 2.4V 1000
D	ft - m/km ft	620 - 2.1 790					820 - 3.6V 1000



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Changes: FREQ

