

**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.

## **VBS-LIPO**

**1-20**

**AOI**

**AOI**

### **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.

Effective 21-JUN-2018

14-JUN-2018

VBS-LIPO

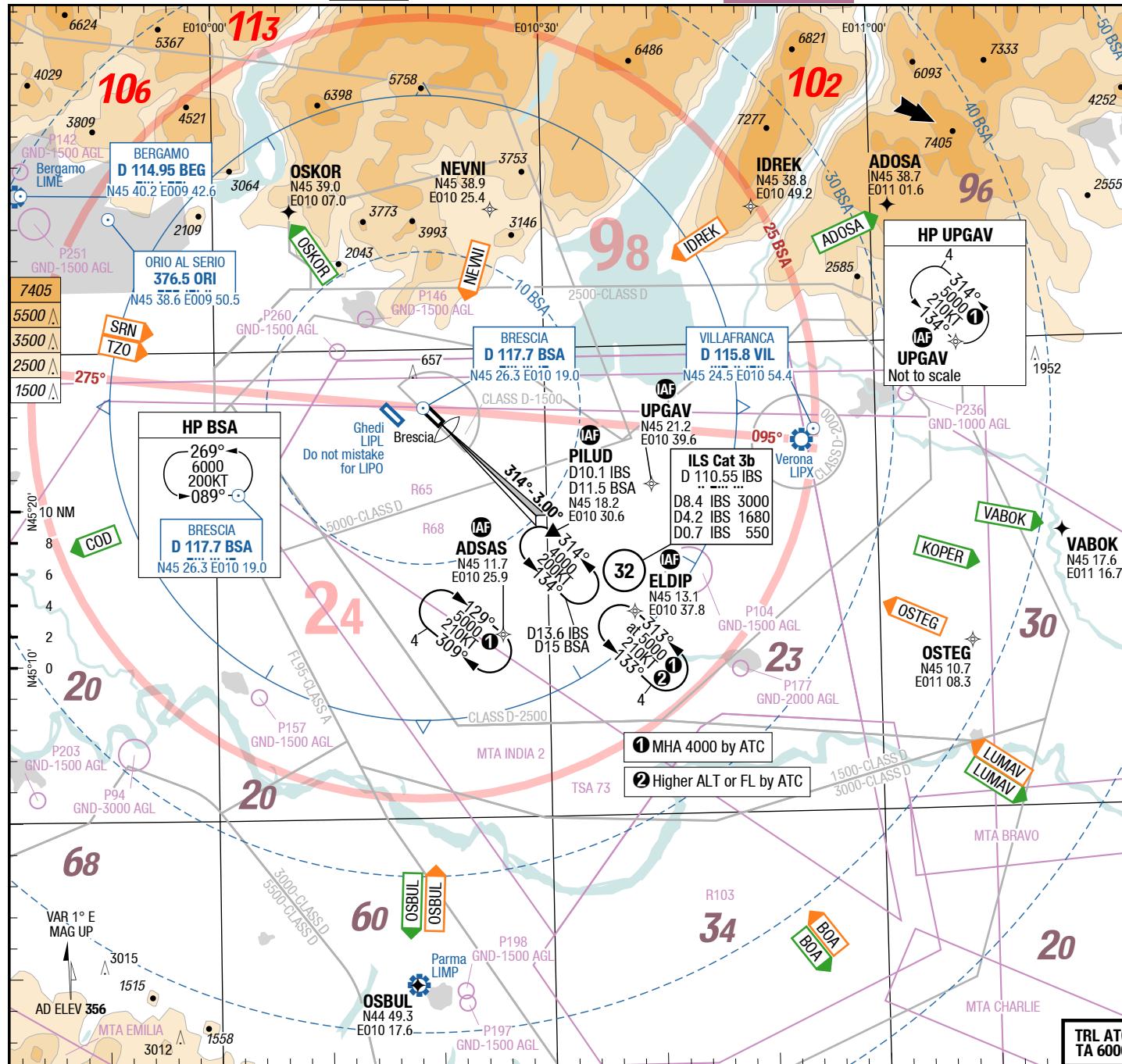
## Italy Brescia Montichiari

AGC  
AFC

## Montichiari Brescia Italy

AGC  
AFC

2-10



## Verona APP

118.550  
124.250  
135.900

## Verona RAD

118.550  
124.250  
135.900

## Padova ACC

125.900  
120.725  
128.575  
134.750

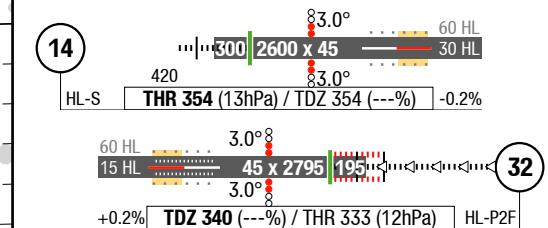
## Milan ACC

126.750 via OSKOR/NEVNI  
129.075 via OSBUL

## Montichiari TWR

119.400  
122.100

## Landing RWY system:



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14-JUN-2018

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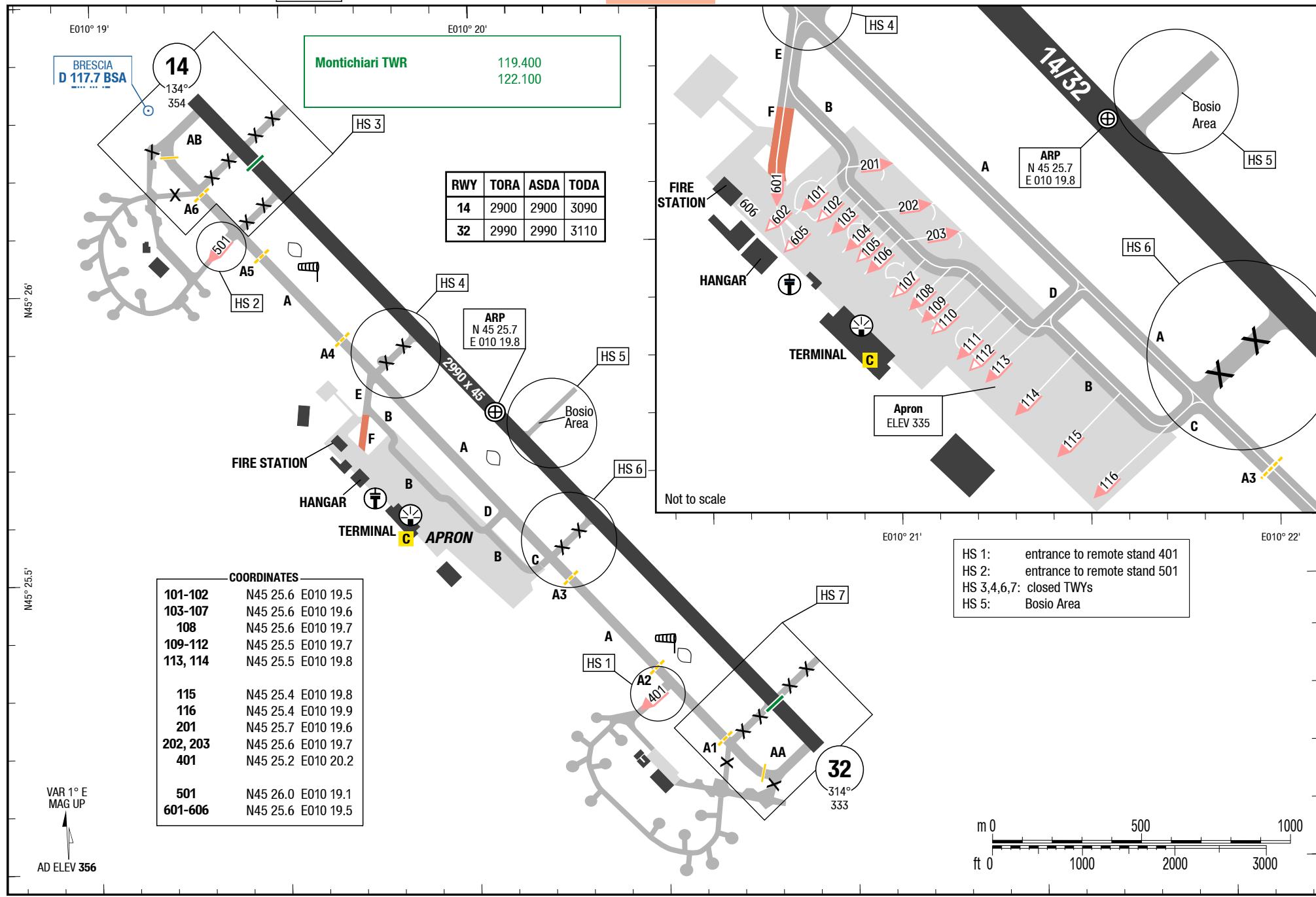
Italy Brescia Montichiari

AGC

Montichiari Brescia Italy

AGC

3-20



Changes: Nil

Effective 21-JUN-2018

14-JUN-2018

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[RNAV SIDs RWY 32 B/D/U]

4-10

RNAV SIDs RWY 14

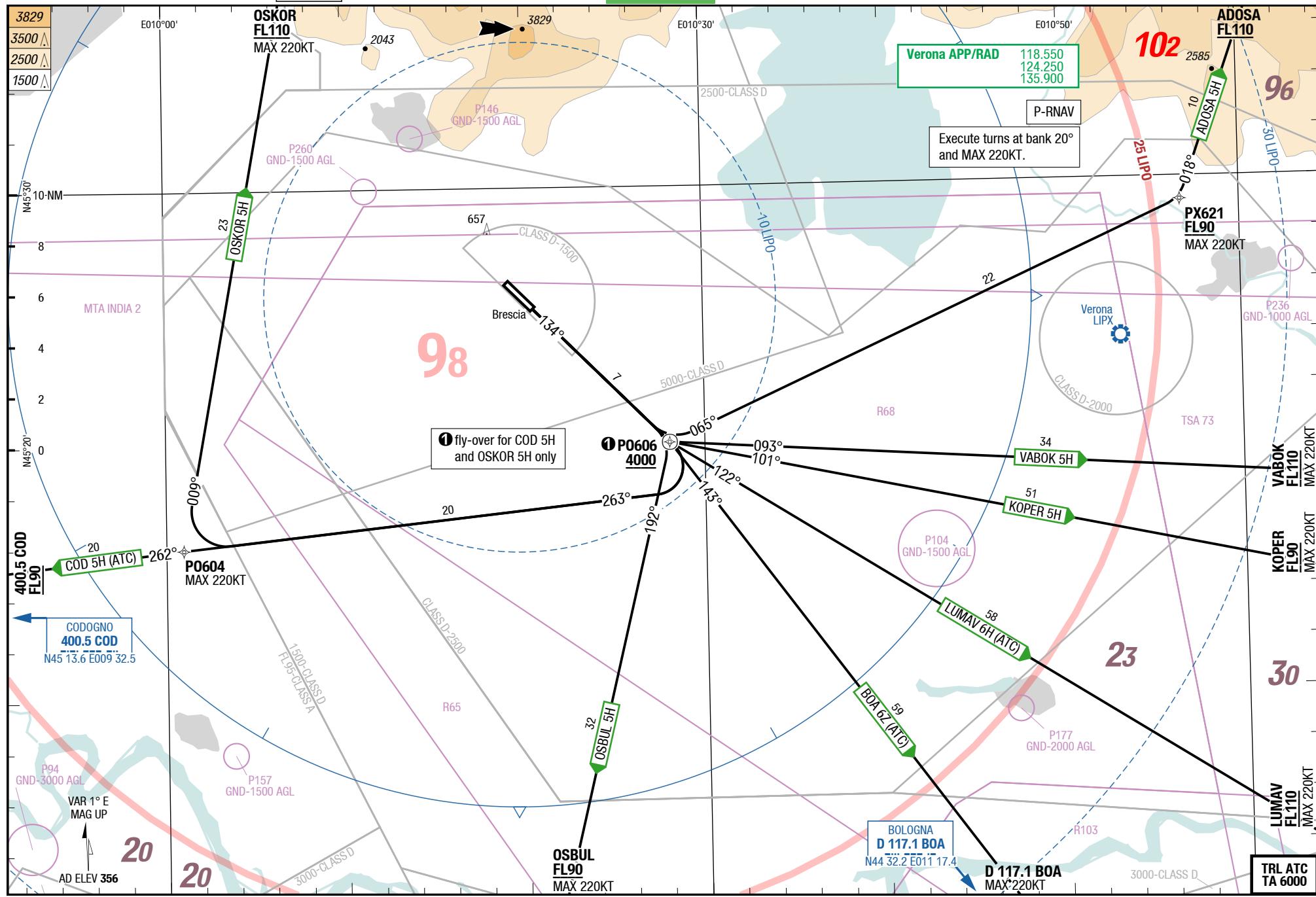
SID

SID

Montichiari Brescia Italy

[RNAV SIDs RWY 32 B/D/U]

RNAV SIDs RWY 14



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Montichiari Brescia Italy

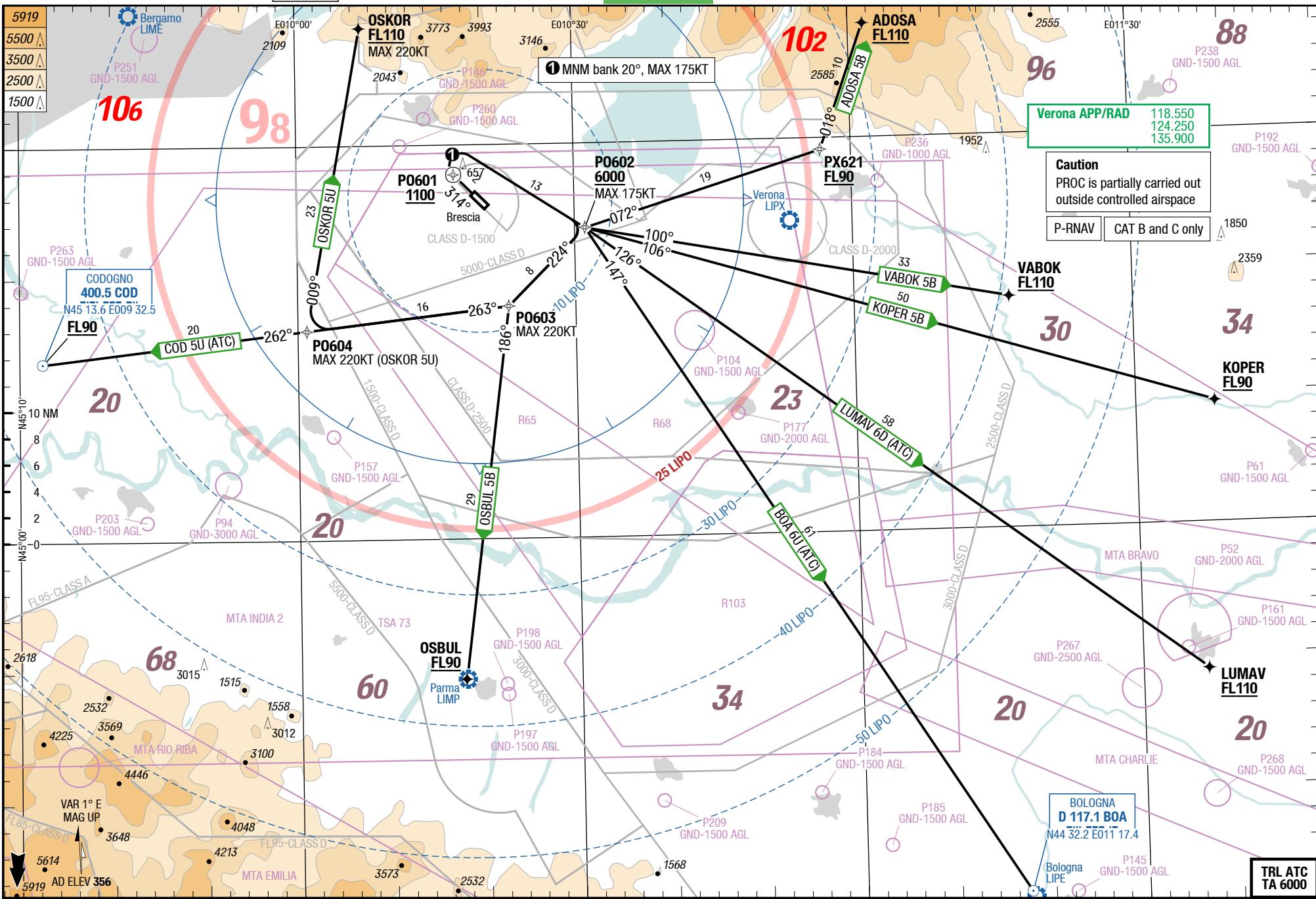
4-20

## RNAV SIDs RWY 32 B/D/U

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## RNAV SIDs RWY 32 B/D/U



**Effective 21-JUN-2018**

14-JUN-2018

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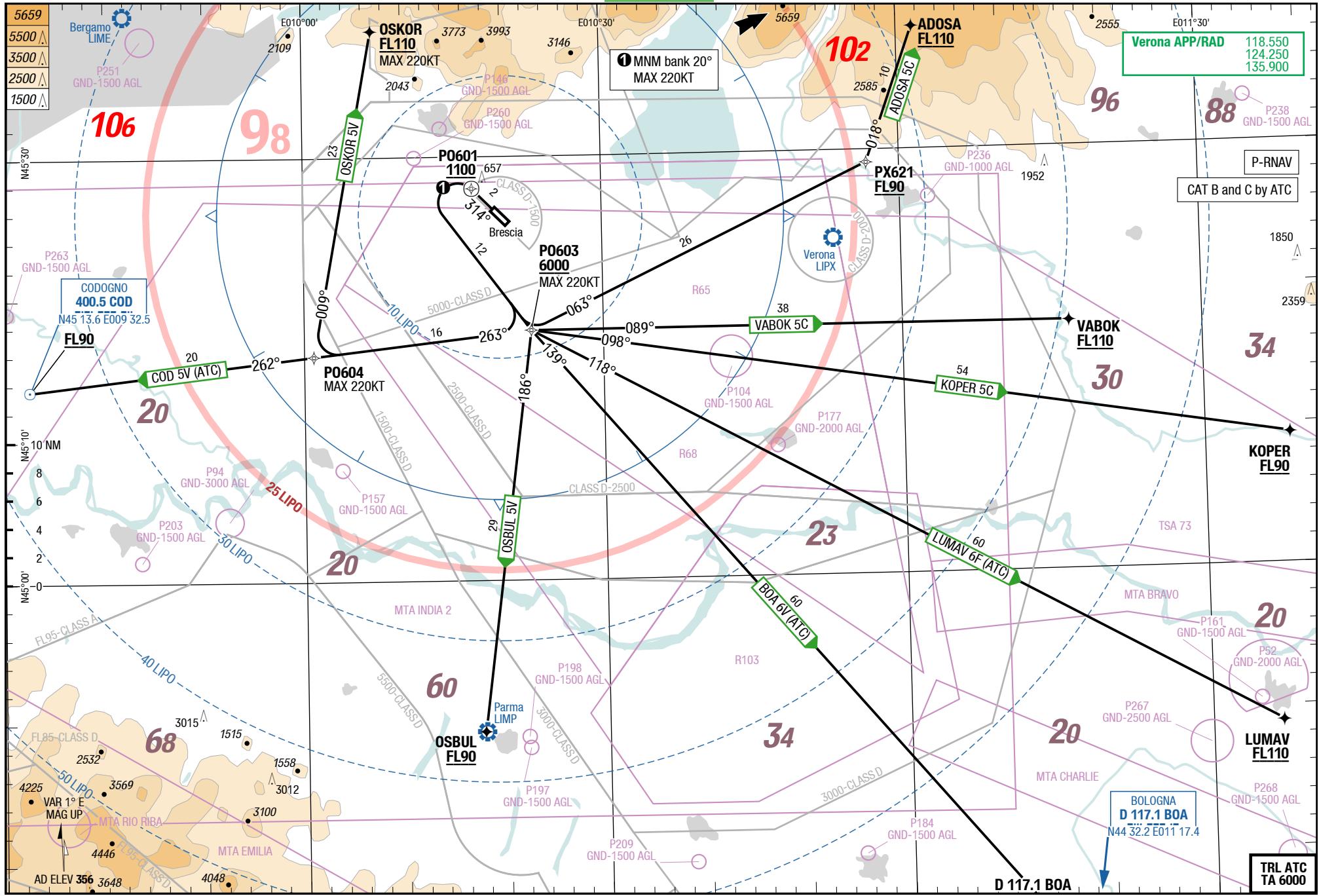
## Italy Brescia Montichiari

# **RNAV SIDs RWY 32 C/F/V**

Montichiari **Brescia** Italy

## **RNAV SIDs RWY 32 C/F/W**

4-30



Effective 21-JUN-2018

14-JUN-2018

VBS-LIPO

Italy Brescia Montichiari

4-40

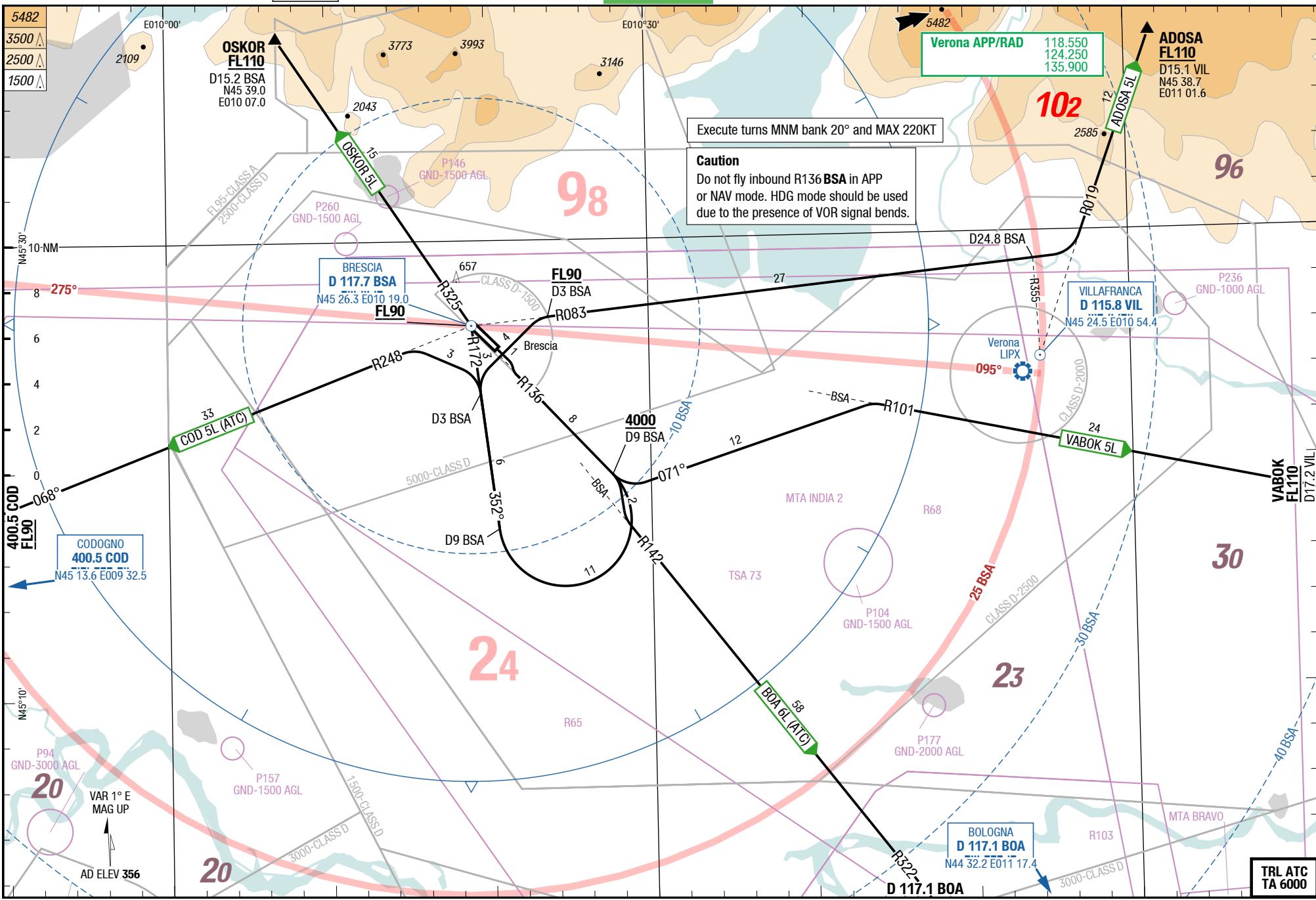
SIDs RWY 14

SID

SID

Montichiari Brescia Italy

SIDs RWY 14





**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
	<b>Runway 14</b>	
<b>ADOSA 5H</b> 5.8% to 4000 <b>118.550</b> ①②	P0606 - PX621 [K220-] - ADOSA	P0606 MNM <b>4000</b> PX621 MNM <b>FL90</b> ADOSA MNM <b>FL110</b>
<b>BOLOGNA 6Z</b> <b>BOA 6Z</b> (ATC) 5.8% to 4000 <b>118.550</b> ①②	P0606 - BOA [K220-]	P0606 MNM <b>4000</b>
<b>CODOGNO 5H</b> <b>COD 5H</b> (ATC) 5.8% to 4000 <b>118.550</b> ①②	P0606 - P0604 [K220-] - COD	P0606 MNM <b>4000</b> COD MNM <b>FL90</b>
<b>KOPER 5H</b> 5.8% to 4000 <b>118.550</b> ①②	P0606 - KOPER [K220-]	P0606 MNM <b>4000</b> KOPER MNM <b>FL90</b>
<b>LUMAV 6H</b> (ATC) 5.8% to 4000 <b>118.550</b> ①②	P0606 - LUMAV [K220-]	P0606 MNM <b>4000</b> LUMAV MNM <b>FL110</b>
<b>OSBUL 5H</b> 5.8% to 4000 <b>118.550</b> ①②	P0606 - OSBUL [K220-]	P0606 MNM <b>4000</b> OSBUL MNM <b>FL90</b>

① MNM climb gradient 8.2% until 4000 due to ATC

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

**VBS-LIPO**

5-20

**RNAV SIDs RWY 14****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
	<b>Runway 14</b>	
<b>OSKOR 5H</b> 5.8% to 4000 <b>118.550</b> ①②	P0606 - P0604 [K220-] - OSKOR [K220-]	P0606 MNM <b>4000</b> OSKOR MNM <b>FL110</b>
<b>VABOK 5H</b> 5.8% to 4000 <b>118.550</b> ①②	P0606 - VABOK [K220-]	P0606 MNM <b>4000</b> VABOK MNM <b>FL110</b>

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

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**

5-40

**RNAV SIDs RWY 32 B/D/U****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
	<b>Runway 32</b>	
<b>OSKOR 5U</b> 4.9% to 6000 <b>118.550</b> ①②③	P0601 - P0602 [K175-] - P0603 [K220-] - P0604 [K220-] - OSKOR [K220-]	P0601 MNM <b>1100</b> P0602 MNM <b>6000</b> OSKOR MNM <b>FL110</b>
<b>VABOK 5B</b> 4.9% to 6000 <b>118.550</b> ①②③	P0601 - P0602 [K175-] - VABOK	P0601 MNM <b>1100</b> P0602 MNM <b>6000</b> VABOK MNM <b>FL110</b>

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

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

**VBS-LIPO**

5-60

**RNAV SIDs RWY 32 C/F/V****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
	<b>Runway 32</b>	
<b>OSKOR 5V</b> 4.9% to 6000 <b>118.550</b> ①②③	P0601 - P0603 [K220-] - P0604 [K220-] - OSKOR [K220-]	P0601 MNM <b>1100</b> P0603 MNM <b>6000</b> OSKOR MNM <b>FL110</b>
<b>VABOK 5C</b> 4.9% to 6000 <b>118.550</b> ①②③	P0601 - P0603 [K220-] - VABOK	P0601 MNM <b>1100</b> P0603 MNM <b>6000</b> VABOK MNM <b>FL110</b>

- 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

**VBS-LIPO**

5-70

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

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
	<b>Runway 32</b>	
<b>ADOSA 5E</b> 4.9% to 6000 <b>118.550</b> <b>(2)(3)</b>	R316 <b>BSA</b> - at D2 <b>BSA LT</b> intercept R221 <b>BSA</b> to <b>BSA</b> - R083 <b>BSA</b> - crossing R355 <b>VIL LT</b> intercept R019 <b>VIL</b> to ADOSA	R316/D2 <b>BSA MNM 1100 BSA MNM 5000</b> R083/D24.8 <b>BSA MNM FL90</b> ADOSA MNM <b>FL110</b>
<b>ADOSA 6D</b> 4.9% to 6000 <b>118.550</b> <b>(1)(3)(4)</b>	R316 <b>BSA</b> - at D2 <b>BSA RT</b> 126°- intercept R083 <b>BSA</b> - crossing R355 <b>VIL LT</b> intercept R019 <b>VIL</b> to ADOSA	R316/D2 <b>BSA MNM 1100 R083/D4.3 BSA MNM 5000</b> R083/D24.8 <b>BSA MNM FL90</b> ADOSA MNM <b>FL110</b>
<b>BOLOGNA 6W</b> <b>BOA 6W</b> (ATC) 4.9% to 6000 <b>118.550</b> <b>(1)(3)(4)</b>	R316 <b>BSA</b> - at D2 <b>BSA RT</b> 171° - intercept R141 <b>BSA</b> (R321 <b>BOA</b> ) to <b>BOA</b>	R316/D2 <b>BSA MNM 1100 R141/D7 BSA MNM 6000</b>
<b>BOLOGNA 6X</b> <b>BOA 6X</b> (ATC) 4.9% to 6000 <b>118.550</b> <b>(2)(3)</b>	R316 <b>BSA</b> - at D2 <b>BSA LT</b> 113° - intercept R141 <b>BSA</b> (R321 <b>BOA</b> ) to <b>BOA</b>	R316/D2 <b>BSA MNM 1100 R141/D7 BSA MNM 6000</b>
<b>CODOGNO 5W</b> <b>COD 5W</b> (ATC) 4.9% to 6000 <b>118.550</b> <b>(1)(3)(4)</b>	R316 <b>BSA</b> - at D2 <b>BSA RT</b> intercept R023 <b>BSA</b> to <b>BSA</b> - R248 <b>BSA</b> (QDM 248 <b>COD</b> ) to <b>COD</b>	R316/D2 <b>BSA MNM 1100 BSA MNM 5000 COD MNM FL90</b>

- 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

**VBS-LIPO**

5-90

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

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

**Effective 21-JUN-2018**

14-JUN-2018

# VBS-LIPO

6-10

Italy Brescia Montichiari

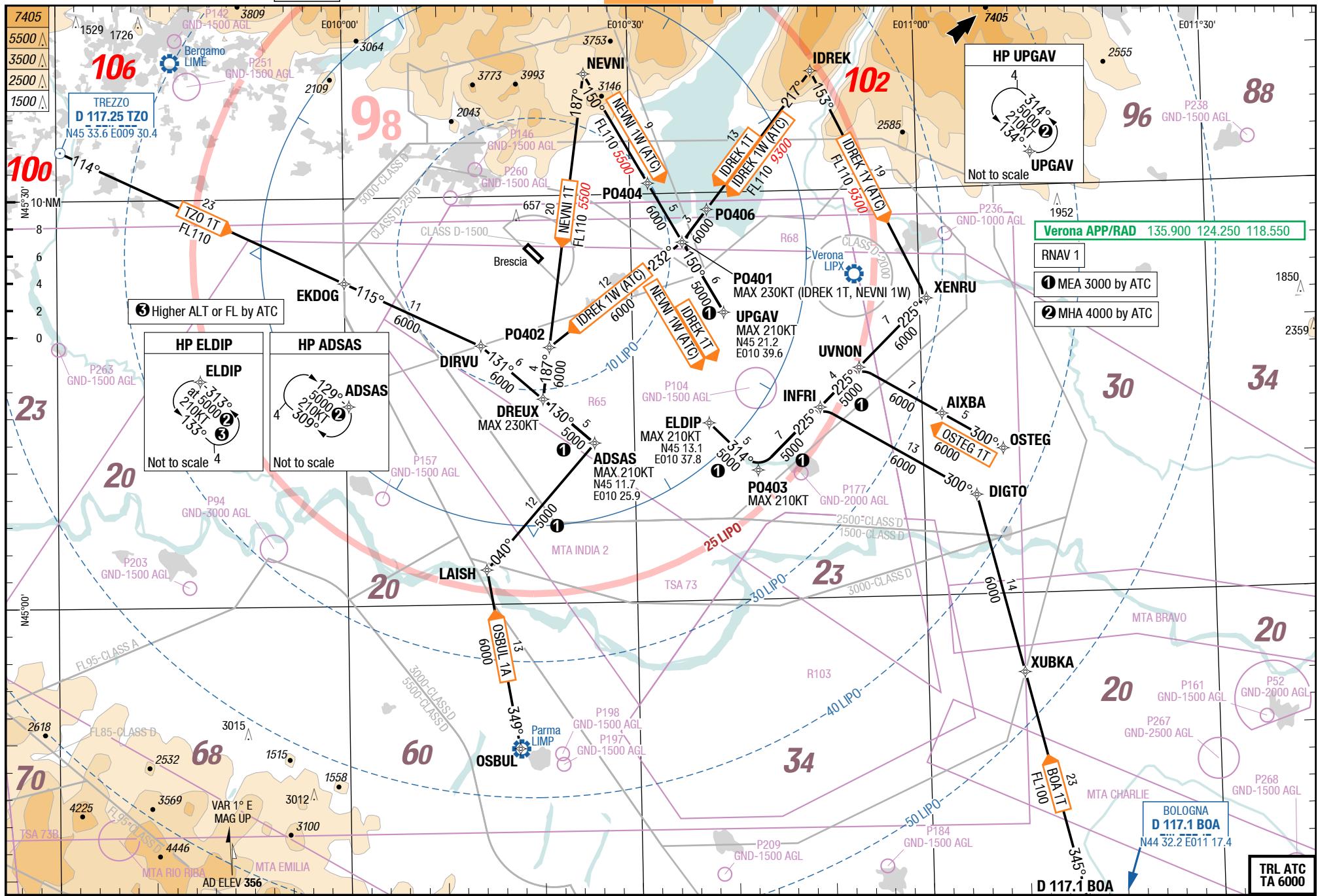
STARS

RNAV STARs RWY 32

Montichiari Brescia Italy

STARS

## RNAV STARs RWY 32



**Effective 21-JUN-2018**

14-JUN-2018

**VBS-LIPO**

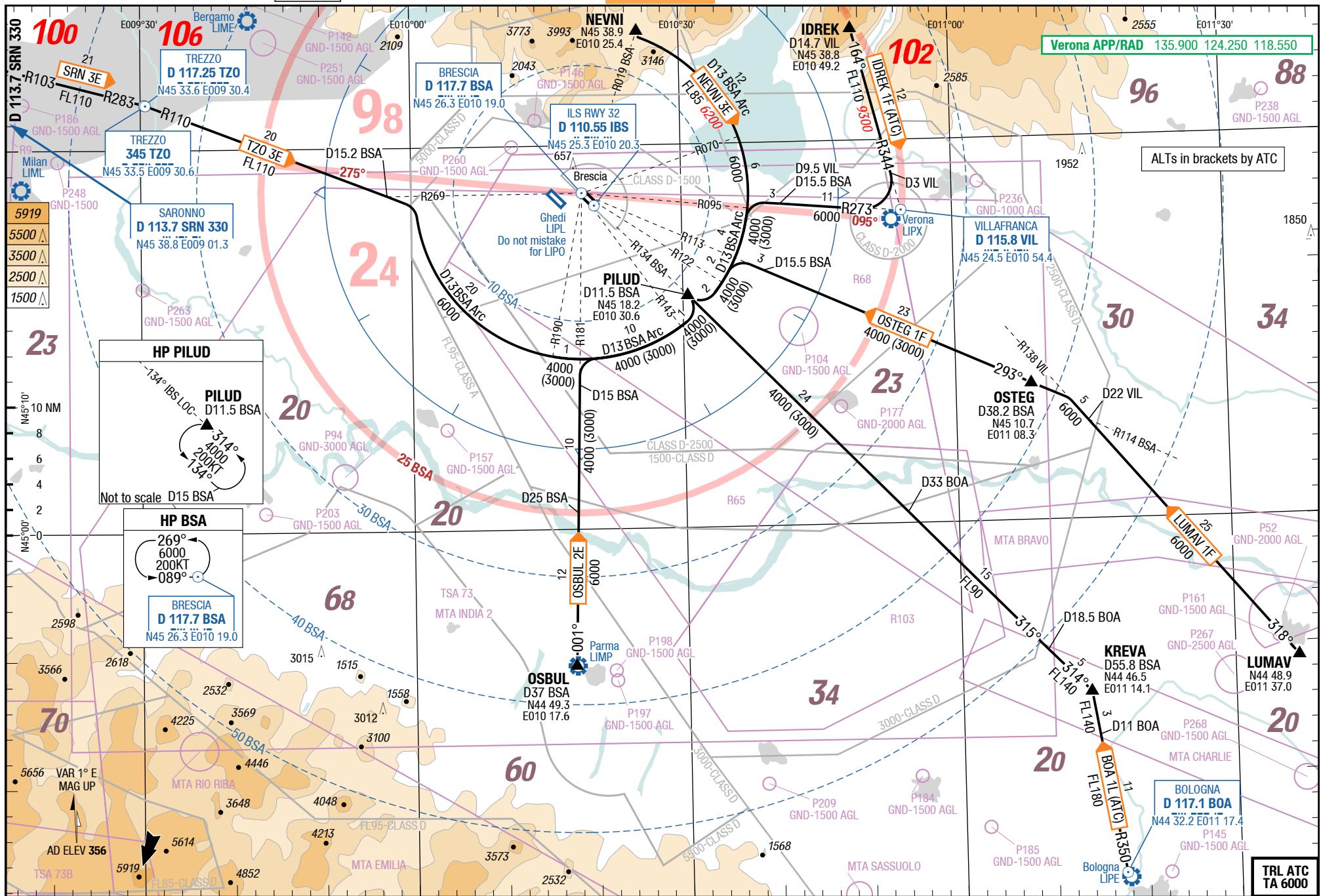
5-20

Italy Brescia Montichiari

## STARs

Montichiari **Brescia** Ita

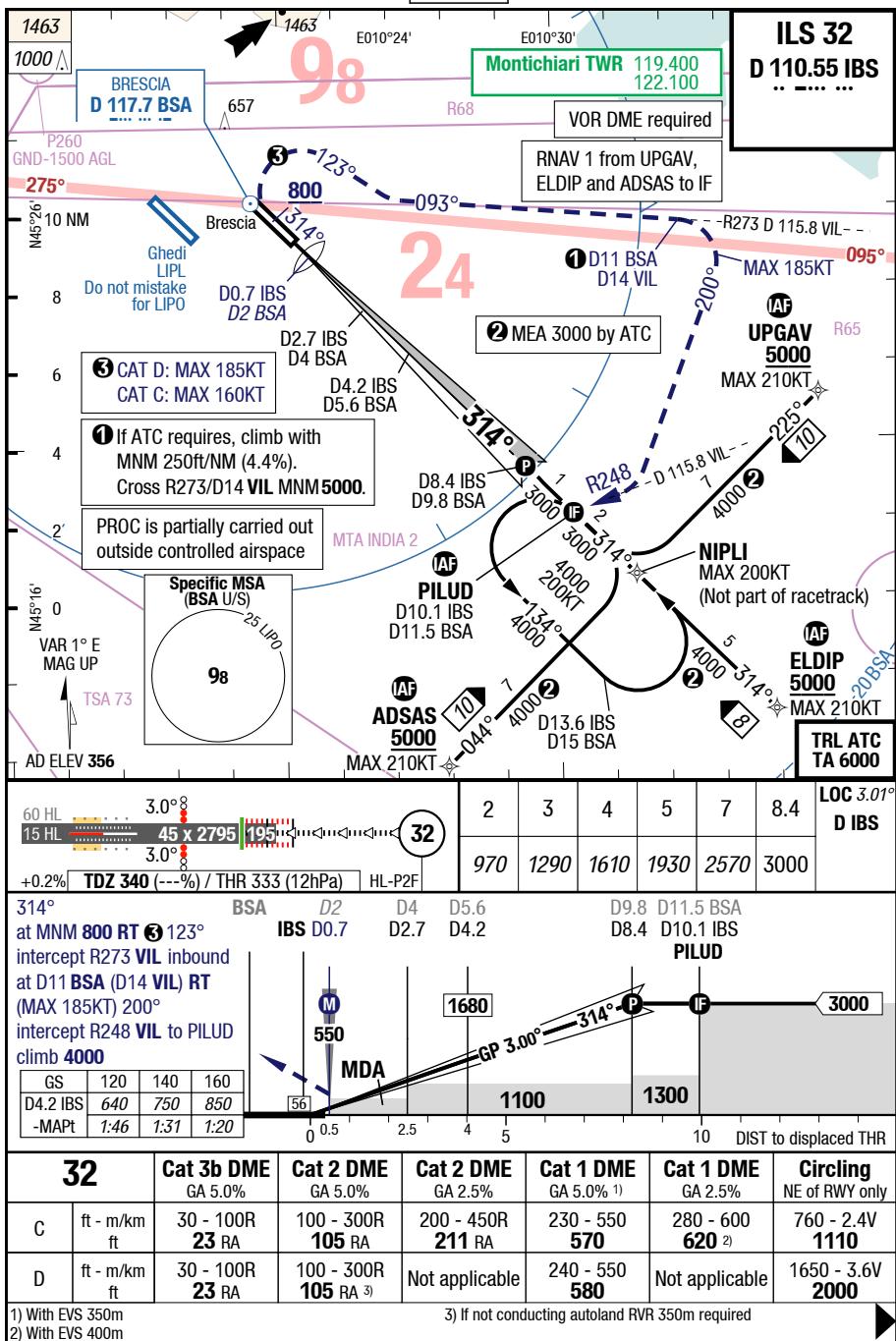
STARS



## VBS-LIPO

7-10

ILS 32

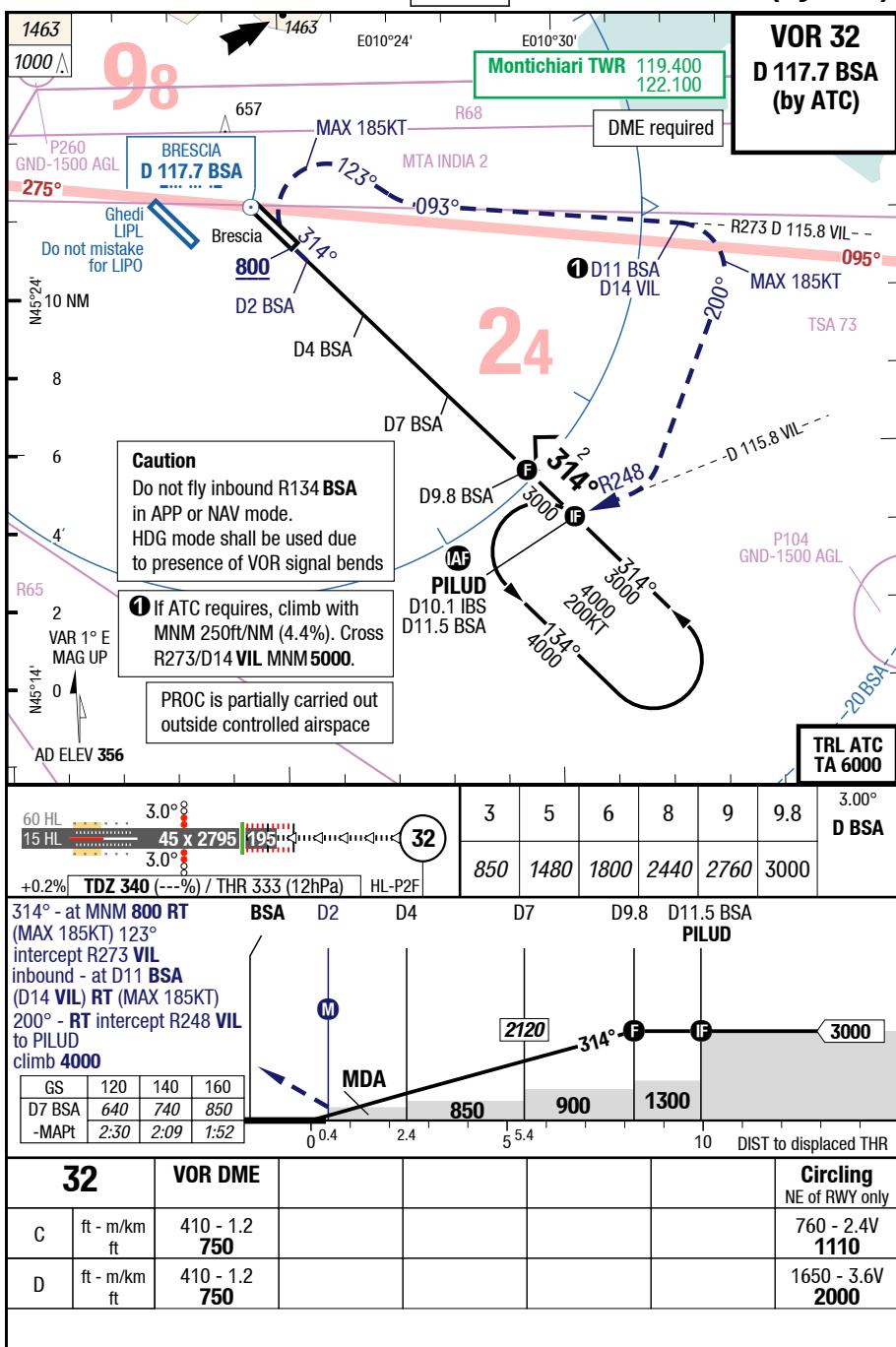


Changes: Completely revised

## VBS-LIPO

7-20

## VOR 32 (by ATC)



**VBS-LIPO****7-30****WxMinima Overflow**

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