

GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 8
Fuel: 0500-2130±, other times O/R 2HR PN.
PCN: RWY 05/23: 58/F/A/X/T
 RWY 13/31: 94/F/A/X/T; RWY 31 head: 112/R/A/X/T

Operation

Traffic Note: Slight FLT delays may be expected 0600-1600± daily due to activity within D88A.

Preferential RWY

RWY 13/31, 23 for LDG.

RWY 13/31, 05 for TKOF.

Low Visibility Procedures

LVP is not AVBL.

Only RWY 31 is suitable for ILS CAT I.

When manoeuvring area, or part of it, cannot be visually monitored from TWR and/or when VIS is 1500m or less:

- only RWY 31 will be suitable
- only 1 ACFT at a time is allowed on the movement area

Report to TWR when assigned stand has been reached.

Report to TWR after TKOF.

RWY Restriction

When RWY 13/31 in use, RWY 05/23 can be used as TWY for ACFT with MAX wingspan 36m / 118ft from SR-SS on pilots request or on TWRs request.

TWY Restrictions

TWY C, F width 17m / 56ft.

TWY AE, AF, D, G, J, K width 22m / 72ft.

TWY F, G, H, J, K, L, M for MIL use only.

TWY AE, AF, J, K CLSD.

TWY D, M, portion of TWY G between TWY F and 250m / 820ft before TWY H, portion of TWY F between TWY G and 150m / 492ft before TWY H CLSD.

Special rules for TWY use

TWY A, AA and AD AVBL to exit/entry from/to RWY 13/31 for ACFT with MAX wingspan 65m / 213ft.

TWY B AVBL to exit/entry from/to RWY 13/31 for ACFT up to code letter E with MAX wingspan 65m / 213ft.

TWY B1 AVBL to exit/entry from/to RWY 05/23 for ACFT up to code letter E with MAX wingspan 65m / 213ft.

TWY AB AVBL to exit from RWY 13/31 for ACFT with MAX wingspan 36m / 118ft.

TWY C AVBL to exit/entry from/to RWY 05/23 for ACFT with MAX wingspan 24m / 79ft.

TWY AC AVBL to exit from RWY 13/31 for ACFT with MAX wingspan 24m / 79ft.

APU

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

GENERAL

Engine Run-up Areas

Strictly prohibited on APN.

ENG run-ups will be carried out on RWY 23, if not in use, at INT with TWY C.

Prohibited 2100-0500±, except ACFT which must be immediately employed.

Warnings

Avoid overflying the Montedison power plant 3NM ESE of AD below 2000ft.

BNS DME limitations:

Beyond 13NM.

Within 15NM R300-R270 at 3000ft MRA.

At 15NM R270-R300 at 4000ft MRA.

BNS DME MAINT: 1st TUE of APR and OCT from 0800-1000±.

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

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

RWY 13/31: Caution and visual reference are requested during LDG to RWY 31 and TKOF RWY 13 OPS due to possible presence of mobile obstacle (ship) in the last 850m / 2789ft before THR RWY 31 CL.

RWY 05/23: Caution and visual reference are requested during LDG to RWY 23 and TKOF RWY 05 OPS due to possible presence of mobile obstacle (ship) in the last 550m / 1804ft before THR RWY 23 CL.

Birds in vicinity of AD.

ARRIVAL

Communication

COM-Failure

Continue to BRD NDB/VOR and descend for APCH.

COM Failure on Manoeuvring Area

Vacate RWY and ILS sensitive area and wait for follow-me.

Arrival Procedure

Noise Abatement Procedures: See CRAR.

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

2100-0500±: Use full RWY length.

VFR Traffic Pattern: RWY 31 right-hand circuit.

Non-standard GP intercept position on RWY 31

GP intercepts RWY 31 at 510m / 1672ft after landing threshold.

Remaining DIST beyond GP is 2538m / 8328ft.

DEPARTURE**Take-off Minima**

RWY		31	
All ACFT	ft - m/km	0 - 550R/550V	-
RWY		13	
All ACFT	ft - m/km	0 - 1500V	-
RWY		05/23	
All ACFT	ft - m/km	c1000 - 1.5V	HJ only
		c3000 - 5.0V	HN only , MAX 2/8 clouds below ceiling

Departure Procedure**TKOF RWY 05/23**

After TKOF proceed according ATC instructions, maintain visual contact until joining assigned SID.

Noise Abatement Procedure: See CRAR.

Communication**COM Failure on Manoeuvring Area**

Continue on assigned taxi route to CLR limit and wait for follow-me.

De-Icing

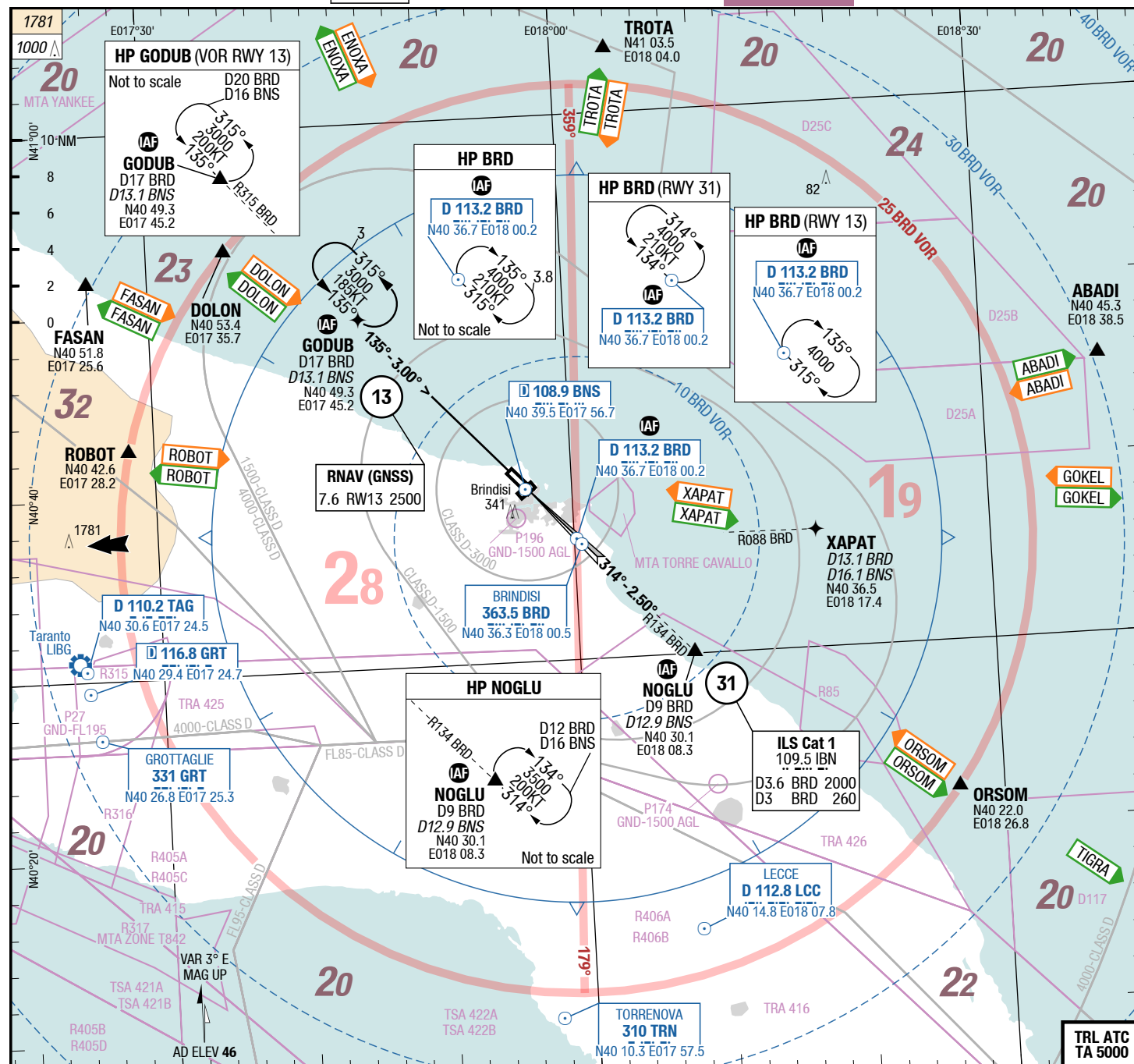
Not AVBL.

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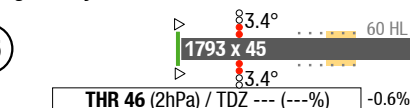
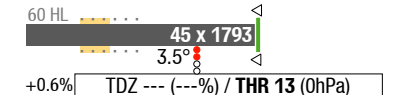
AFC

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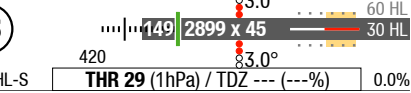


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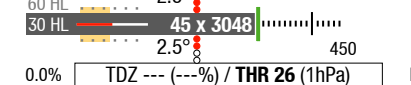
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AGC

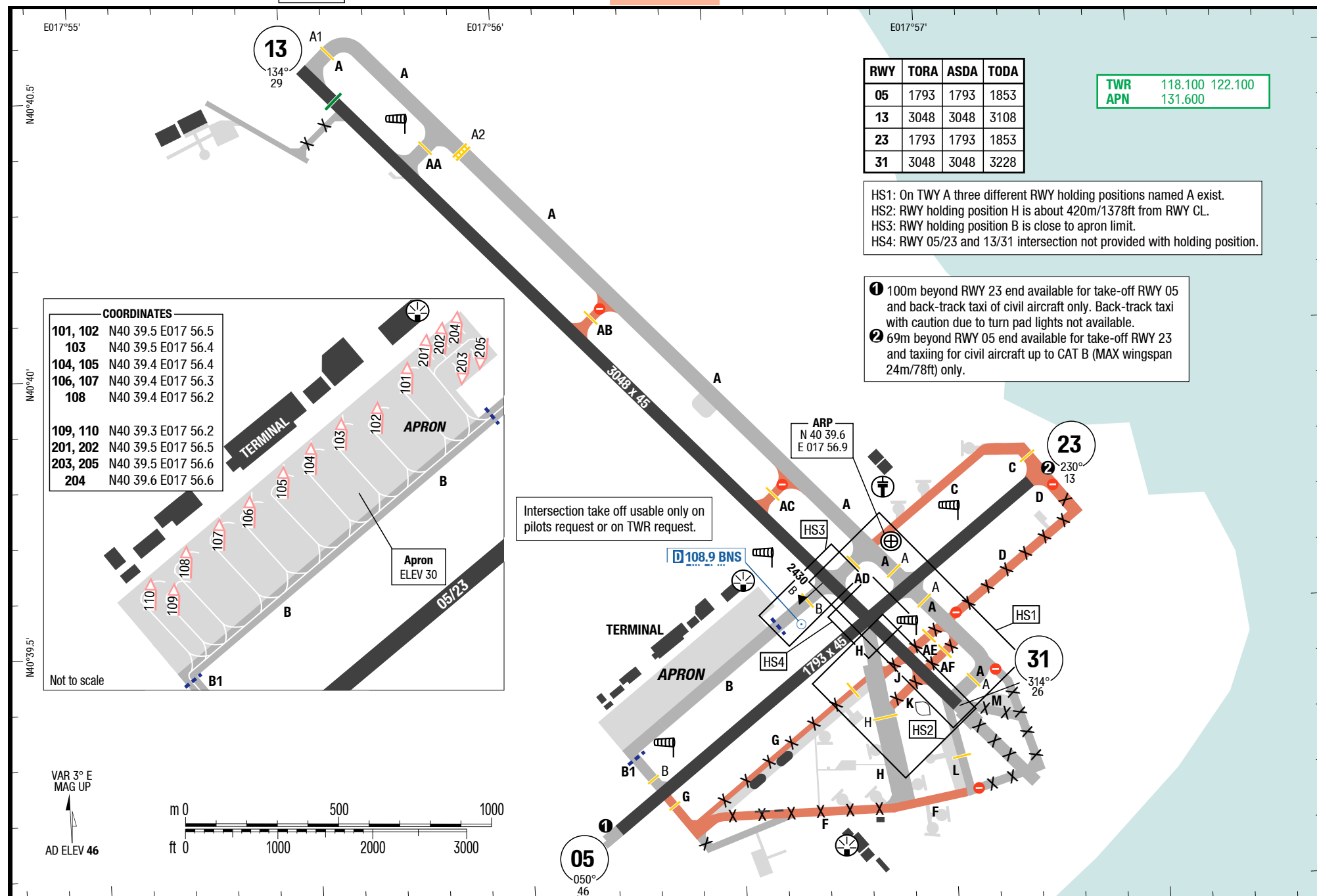
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Changes: Nil

09-AUG-2018

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SIDs RWY 13

4-10

RNAV SIDs RWYs 13/31

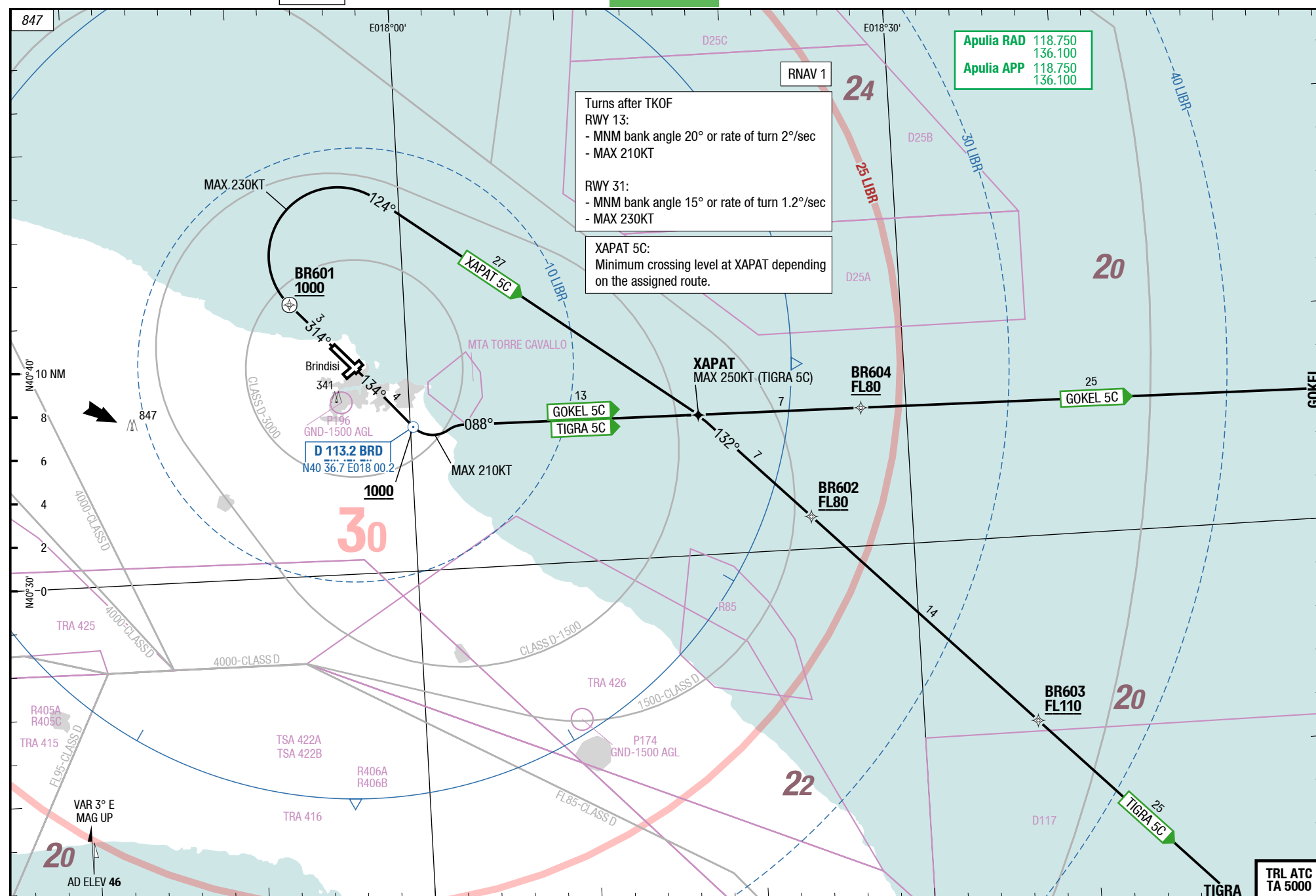
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SIDs RWY 13

RNAV SIDs RWYs 13/31



Changes: FREQ, SUAs, OBST, Editorial

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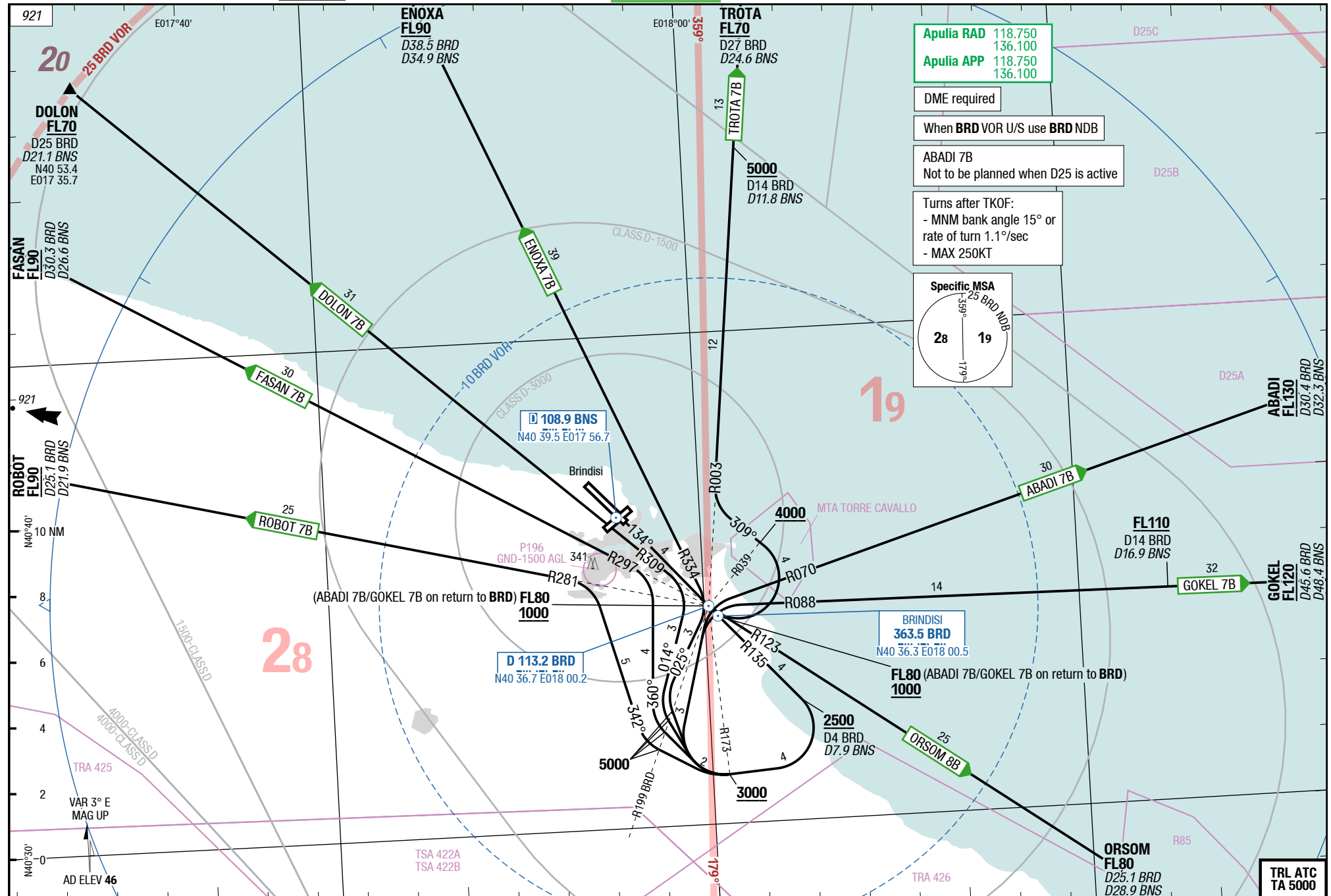
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SIDs RWY 13

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SIDs RWY 13



Changes: FREQ, SUAs, OBST

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4-30

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NIL

SIDs RWY 31

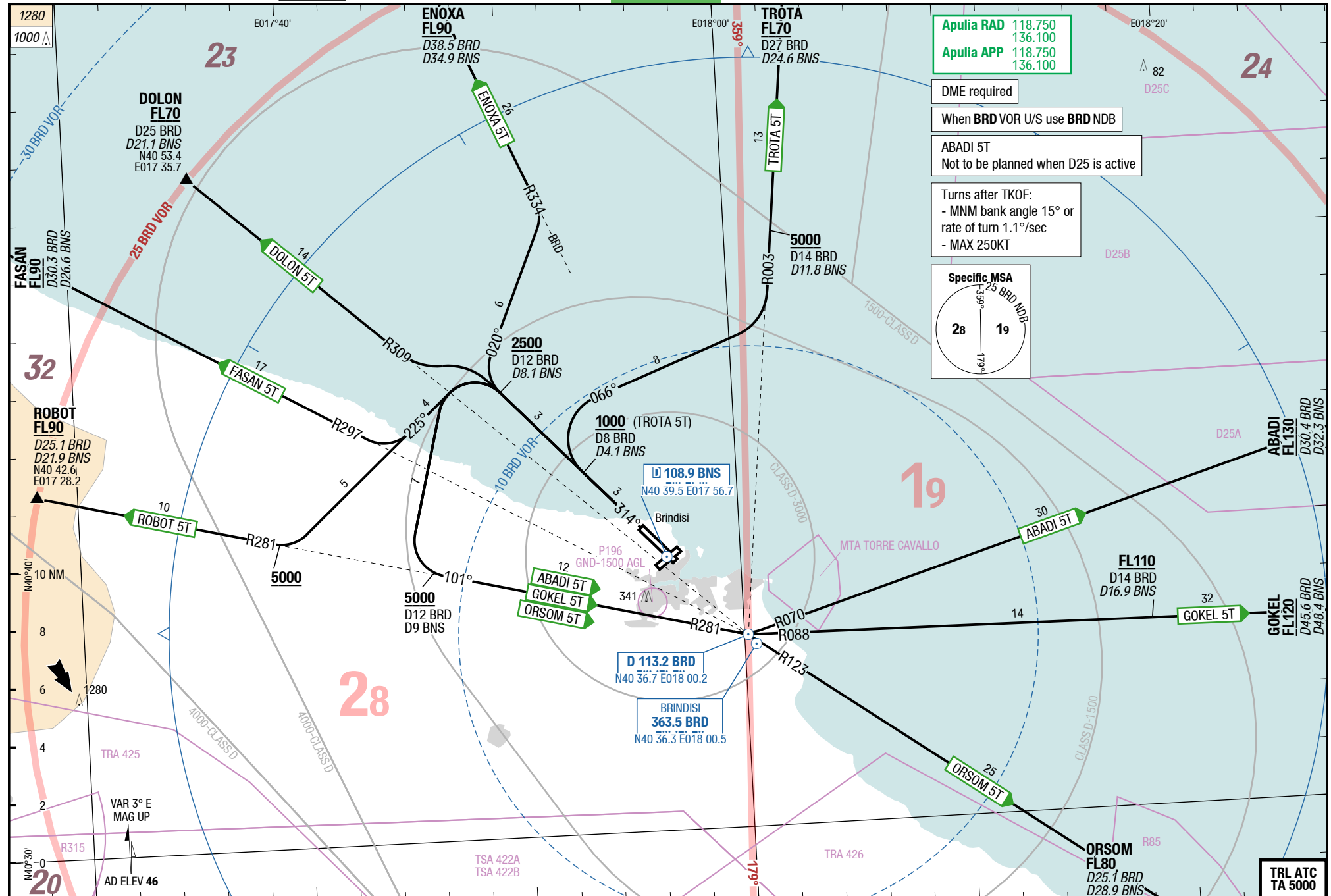
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NIL

SIDs RWY 31



Changes: FREQ, SUAs, OBST

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5-10

RNAV SIDs RWYs 13/31

GOKEL 5C / TIGRA 5C / XAPAT 5C

RWYs 13 (134°) / 31 (314°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13	
GOKEL 5C 5.5% to FL80 118.750 ①③⑥	BRD [K210-] - XAPAT - BR604 - GOKEL	BRD MNM 1000 BR604 MNM FL80
TIGRA 5C 5.5% to FL80 118.750 ①③⑥	BRD [K210-] - XAPAT [K250-] - BR602 - BR603 - TIGRA	BRD MNM 1000 BR602 MNM FL80 BR603 MNM FL110
	Runway 31	
XAPAT 5C 6.0% 118.750 ②④⑤⑥	BR601 [K230- ;R] - XAPAT	BR601 MNM 1000

- ① Execute turns after take-off with minimum bank angle 20° or rate of turn 2°/sec.
- ② Execute turns after take-off with minimum bank angle 15° or rate of turn 1.2°/sec.
- ③ Climb gradient due to ATC and obstacles.
- ④ Climb gradient due to ATC until reaching the minimum en-route level of the following segment.
- ⑤ Minimum crossing level at XAPAT depending on the assigned route.
- ⑥ Initial climb gradient does not take into account: close-in obstacles lower than 60m/200ft, MOC included, above DER.

ABADI 7B / DOLON 7B / ENOXA 7B

RWY 13 (134°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13	
ABADI 7B 5.5% to FL65 118.750 ①②③④	at BRD (VOR/NDB) intercept R135 BRD (QDR 135 BRD) - at D4 BRD (D7.9 BNS) RT direct BRD (VOR/NDB) - R070 BRD (QDR 070 BRD) to ABADI	BRD (VOR/NDB) MNM 1000 D4 BRD (D7.9 BNS) MNM 2500 crossing R173 BRD (QDR 173 BRD) MNM 3000 BRD (VOR/NDB) at FL80 ABADI MNM FL130
DOLON 7B 5.5% to FL65 118.750 ①③④	at BRD (VOR/NDB) intercept R135 BRD (QDR 135 BRD) - at D4 BRD (D7.9 BNS) RT 014° - intercept R309 BRD (QDR 309 BRD) to DOLON	BRD (VOR/NDB) MNM 1000 D4 BRD (D7.9 BNS) MNM 2500 crossing R173 BRD (QDR 173 BRD) MNM 3000 crossing R199 BRD (QDR 199 BRD) at 5000 DOLON MNM FL70
ENOXA 7B 5.5% to FL65 118.750 ①③④	at BRD (VOR/NDB) intercept R135 BRD (QDR 135 BRD) - at D4 BRD (D7.9 BNS) RT 025° - intercept R334 BRD (QDR 334 BRD) to ENOXA	BRD (VOR/NDB) MNM 1000 D4 BRD (D7.9 BNS) MNM 2500 crossing R173 BRD (QDR 173 BRD) MNM 3000 crossing R199 BRD (QDR 199 BRD) at 5000 ENOXA MNM FL90

① Execute turns after take-off with minimum bank angle 15° or rate of turn 1.1°/sec and MAX 250KT.

② Not to be planned when D25 is active.

③ Climb gradient due to ATC and obstacles.

④ Initial climb gradient does not take into account: close-in obstacles lower than 60m/200ft, MOC included, above DER.

FASAN 7B / GOKEL 7B / ORSOM 8B / ROBOT 7B

RWY 13 (134°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13	
FASAN 7B 5.5% to FL65 118.750 ①②③	at BRD (VOR/NDB) intercept R135 BRD (QDR 135 BRD) - at D4 BRD (D7.9 BNS) RT 360° - intercept R297 BRD (QDR 297 BRD) to FASAN	BRD (VOR/NDB) MNM 1000 D4 BRD (D7.9 BNS) MNM 2500 crossing R173 BRD (QDR 173 BRD) MNM 3000 crossing R199 BRD (QDR 199 BRD) at 5000 FASAN MNM FL90
GOKEL 7B 5.5% to FL65 118.750 ①②③	at BRD (VOR/NDB) intercept R135 BRD (QDR 135 BRD) - at D4 BRD (D7.9 BNS) RT direct BRD (VOR/NDB) - R088 BRD (QDR 088 BRD) to GOKEL	BRD (VOR/NDB) MNM 1000 D4 BRD (D7.9 BNS) MNM 2500 crossing R173 BRD (QDR 173 BRD) MNM 3000 BRD (VOR/NDB) at FL80 D14 BRD (D16.9 BNS) MNM FL110 GOKEL MNM FL120
ORSOM 8B 5.5% to FL65 118.750 ①②③	at BRD (VOR/NDB) intercept R123 BRD (QDR 123 BRD) to ORSOM	BRD (VOR/NDB) MNM 1000 ORSOM at FL80
ROBOT 7B 5.5% to FL65 118.750 ①②③	at BRD (VOR/NDB) intercept R135 BRD (QDR 135 BRD) - at D4 BRD (D7.9 BNS) RT 342° - intercept R281 BRD (QDR 281 BRD) to ROBOT	BRD (VOR/NDB) MNM 1000 D4 BRD (D7.9 BNS) MNM 2500 crossing R173 BRD (QDR 173 BRD) MNM 3000 crossing R199 BRD (QDR 199 BRD) at 5000 ROBOT MNM FL90

① Execute turns after take-off with minimum bank angle 15° or rate of turn 1.1°/sec and MAX 250KT.

② Climb gradient due to ATC and obstacles.

③ Final climb gradient does not take into account: close-in obstacles lower than 60m/200ft, MOC included, above DER.

TROTA 7B

RWY 13 (134°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13	
TROTA 7B 5.5% to FL65 118.750 ①②③	at BRD (VOR/NDB) LT 309° - intercept R003 BRD (QDR 003 BRD) to TROTA	BRD (VOR/NDB) MNM 1000 crossing R039 BRD (QDR 039 BRD) MNM 4000 D14 BRD (D11.8 BNS) MNM 5000 TROTA MNM FL70

① Execute turns after take-off with minimum bank angle 15° or rate of turn 1.1°/sec and MAX 250KT.

② Climb gradient due to ATC and obstacles.

③ Initial climb gradient does not take into account: close-in obstacles lower than 60m/200ft, MOC included, above DER.

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SIDs RWY 31

ABADI 5T / DOLON 5T / ENOXA 5T / FASAN 5T / GOKEL 5T

RWY 31 (314°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 31	
ABADI 5T 6.0% to FL65 118.750 ①②③④	at D12 BRD (D8.1 BNS) LT intercept R281 BRD (QDM 101 BRD) to BRD (VOR/NDB) - R070 BRD (QDR 070 BRD) to ABADI	D12 BRD (D8.1 BNS) MNM 2500 D12 BRD (D9 BNS)/R281 BRD (QDM 101 BRD) MNM 5000 ABADI MNM FL130
DOLON 5T 6.0% to FL65 118.750 ①③④	at D12 BRD (D8.1 BNS) LT intercept R309 BRD (QDR 309 BRD) to DOLON	D12 BRD (D8.1 BNS) MNM 2500 DOLON MNM FL70
ENOXA 5T 6.0% to FL65 118.750 ①③④	at D12 BRD (D8.1 BNS) RT 020° - intercept R334 BRD (QDR 334 BRD) to ENOXA	D12 BRD (D8.1 BNS) MNM 2500 ENOXA MNM FL90
FASAN 5T 6.0% to FL65 118.750 ①③④	at D12 BRD (D8.1 BNS) LT 225° - intercept R297 BRD (QDR 297 BRD) to FASAN	D12 BRD (D8.1 BNS) MNM 2500 FASAN MNM FL90
GOKEL 5T 6.0% to FL65 118.750 ①③④	at D12 BRD (D8.1 BNS) LT intercept R281 BRD (QDM 101 BRD) to BRD (VOR/NDB) - R088 BRD (QDR 088 BRD) to GOKEL	D12 BRD (D8.1 BNS) MNM 2500 D12 BRD (D9 BNS)/R281 BRD (QDM 101 BRD) MNM 5000 D14 BRD (D16.9 BNS)/ R088 BRD (QDR 088 BRD) MNM FL110 GOKEL MNM FL120

① Execute turns after take-off with minimum bank angle 15° or rate of turn 1.1°/sec and MAX 250KT.

② Not to be planned when D25 is active.

③ Climb gradient due to ATC and obstacles.

④ Initial climb gradient does not take into account: close-in obstacles lower than 60m/200ft, MOC included, above DER.

ORSOM 5T / ROBOT 5T / TROTA 5T

RWY 31 (314°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 31	
ORSOM 5T 6.0% to FL65 118.750 ①②③	at D12 BRD (D8.1 BNS) LT intercept R281 BRD (QDM 101 BRD) to BRD (VOR/NDB) - R123 BRD (QDR 123 BRD) to ORSOM	D12 BRD (D8.1 BNS) MNM 2500 D12 BRD (D9 BNS)/R281 BRD (QDM 101 BRD) MNM 5000 ORSOM at FL80
ROBOT 5T 6.0% to FL85 118.750 ①②③	at D12 BRD (D8.1 BNS) LT 225° - intercept R281 BRD (QDR 281 BRD) to ROBOT	D12 BRD (D8.1 BNS) MNM 2500 R281 BRD (QDR 281 BRD) MNM 5000 ROBOT MNM FL90
TROTA 5T 6.0% to FL65 118.750 ①②③	at D8 BRD (D4.1 BNS) RT 066° - intercept R003 BRD (QDR 003 BRD) to TROTA	D8 BRD (D4.1 BNS) MNM 1000 D14 BRD (D11.8 BNS)/ R003 BRD (QDR 003 BRD) MNM 5000 TROTA MNM FL70

① Execute turns after take-off with minimum bank angle 15° or rate of turn 1.1°/sec and MAX 250KT.

② Climb gradient due to ATC and obstacles.

③ Initial climb gradient does not take into account: close-in obstacles lower than 60m/200ft, MOC included, above DER.

09-AUG-2018

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6-10

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STARs RWY 31 DME BNS

STARs RWY 13

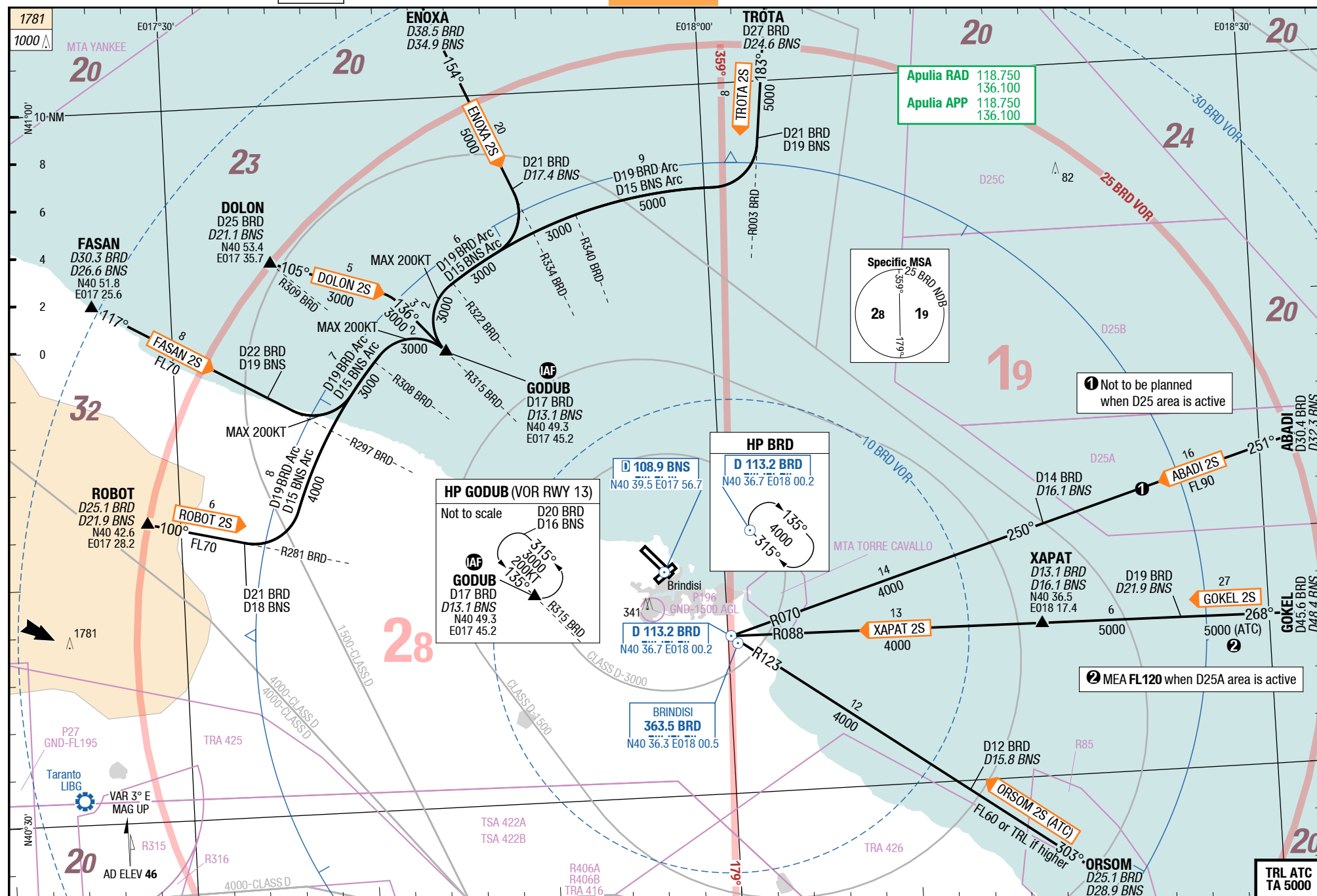
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STARs RWY 31 DME BNS

STARs RWY 13



Changes: FREQ, SUAs, OBST

Effective 16-AUG-2018

09-AUG-2018

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6-20

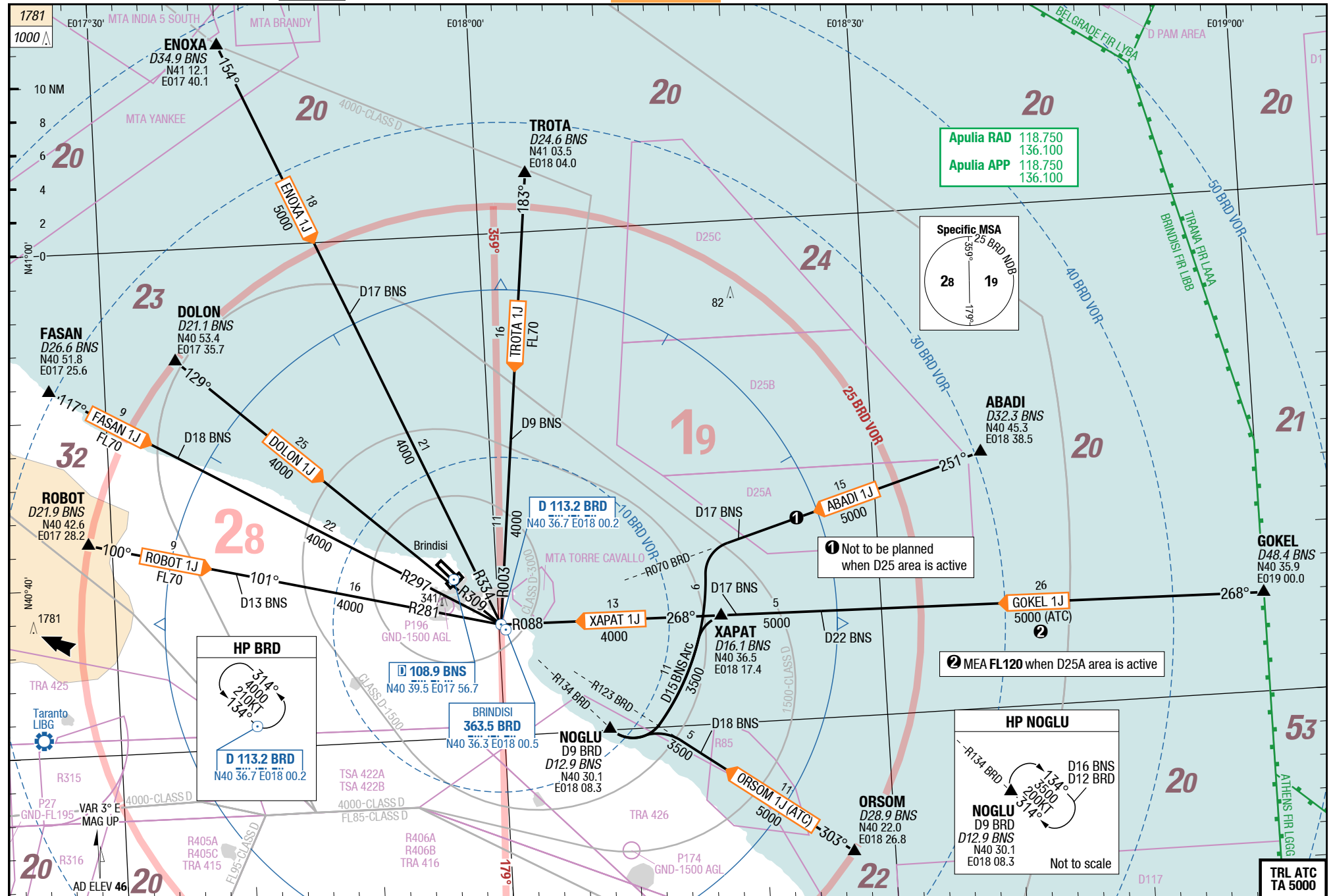
STARs RWY 31 DME BNS

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STARs RWY 31 DME BNS



Changes: FREQ, SUAs, OBST

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09-AUG-2018

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(NIL)

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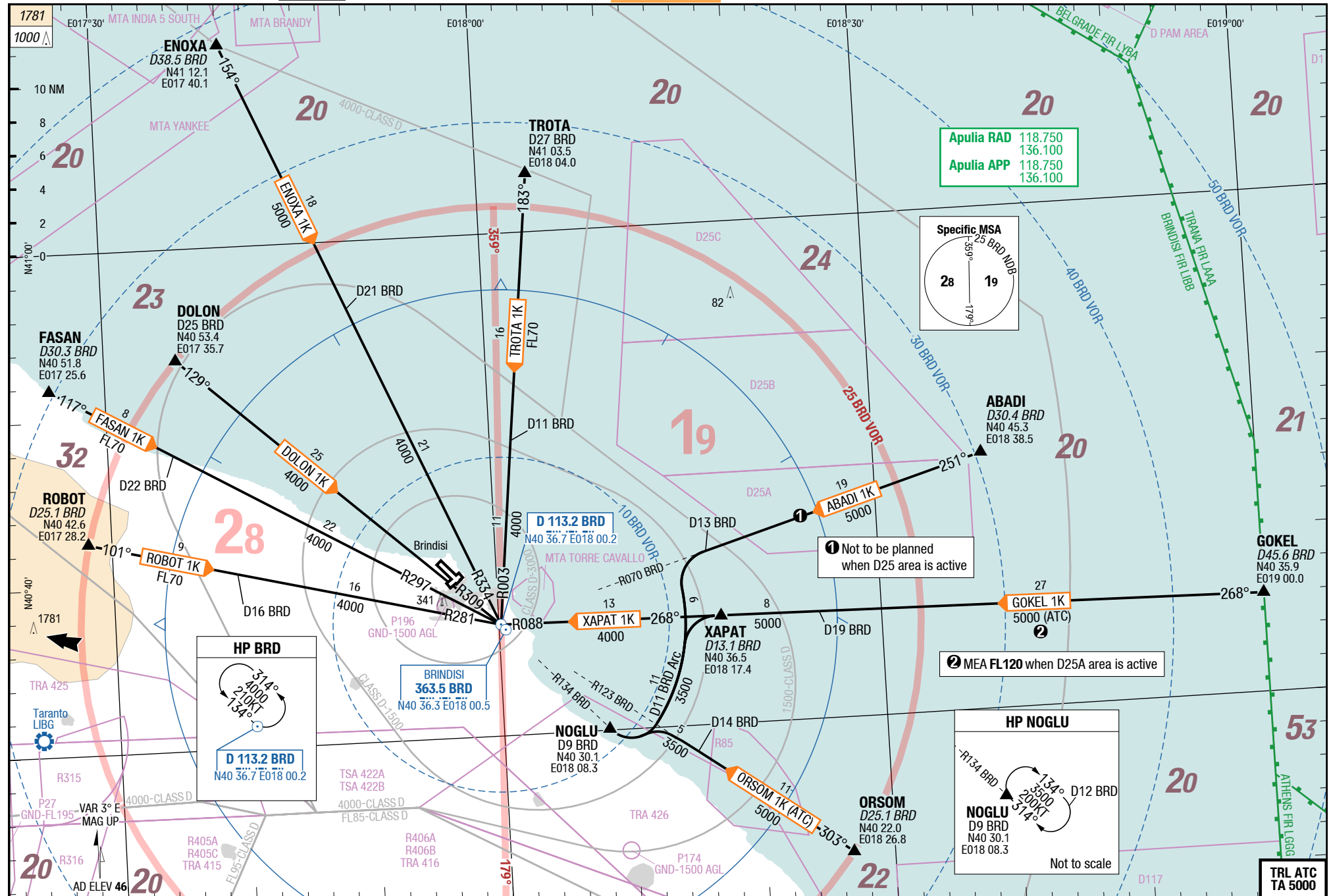
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STARs RWY 31 VOR BRD

6-30

STARs RWY 31 VOR BRD

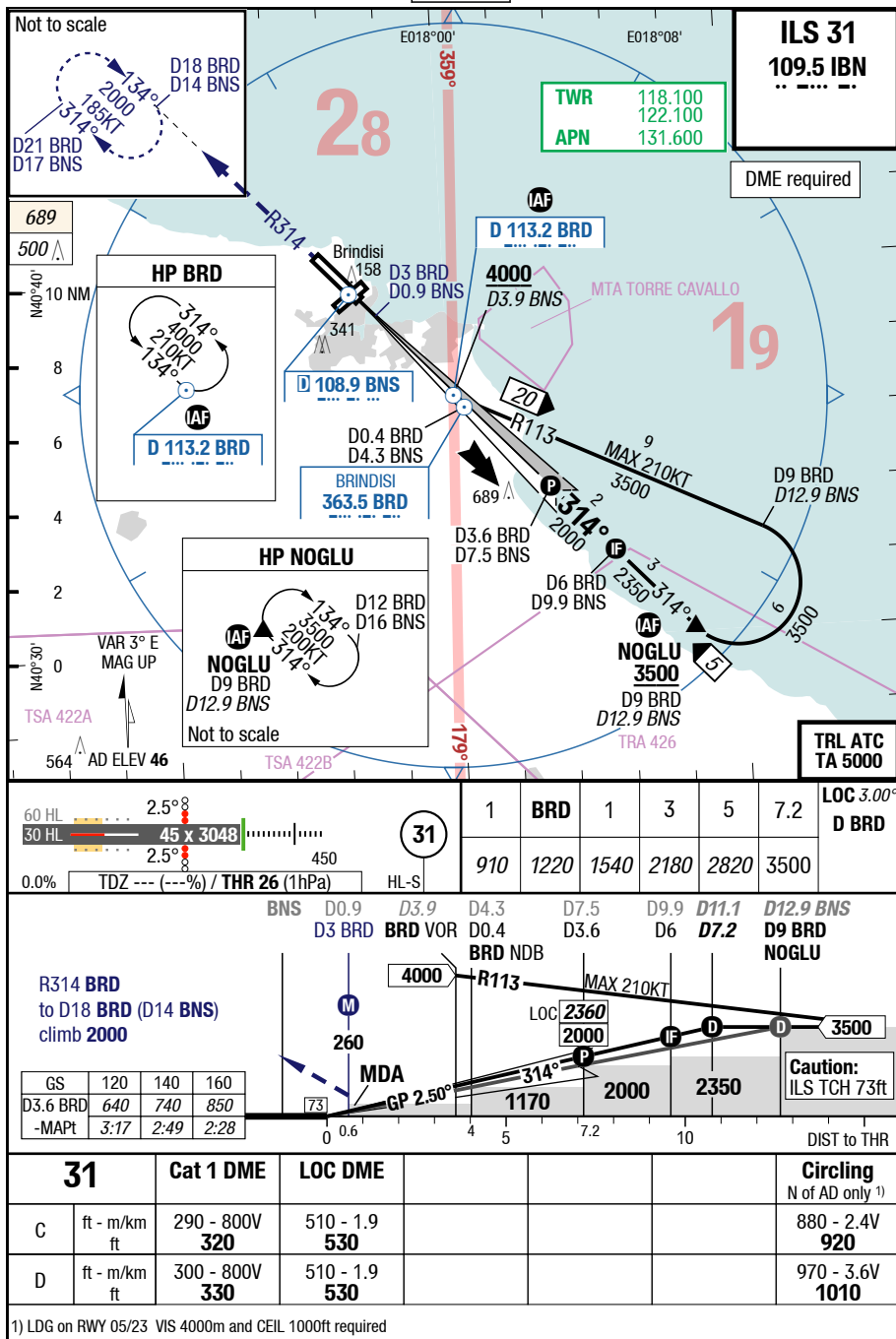


Changes: FREQ, SUAs, OBST

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7-10

ILS 31

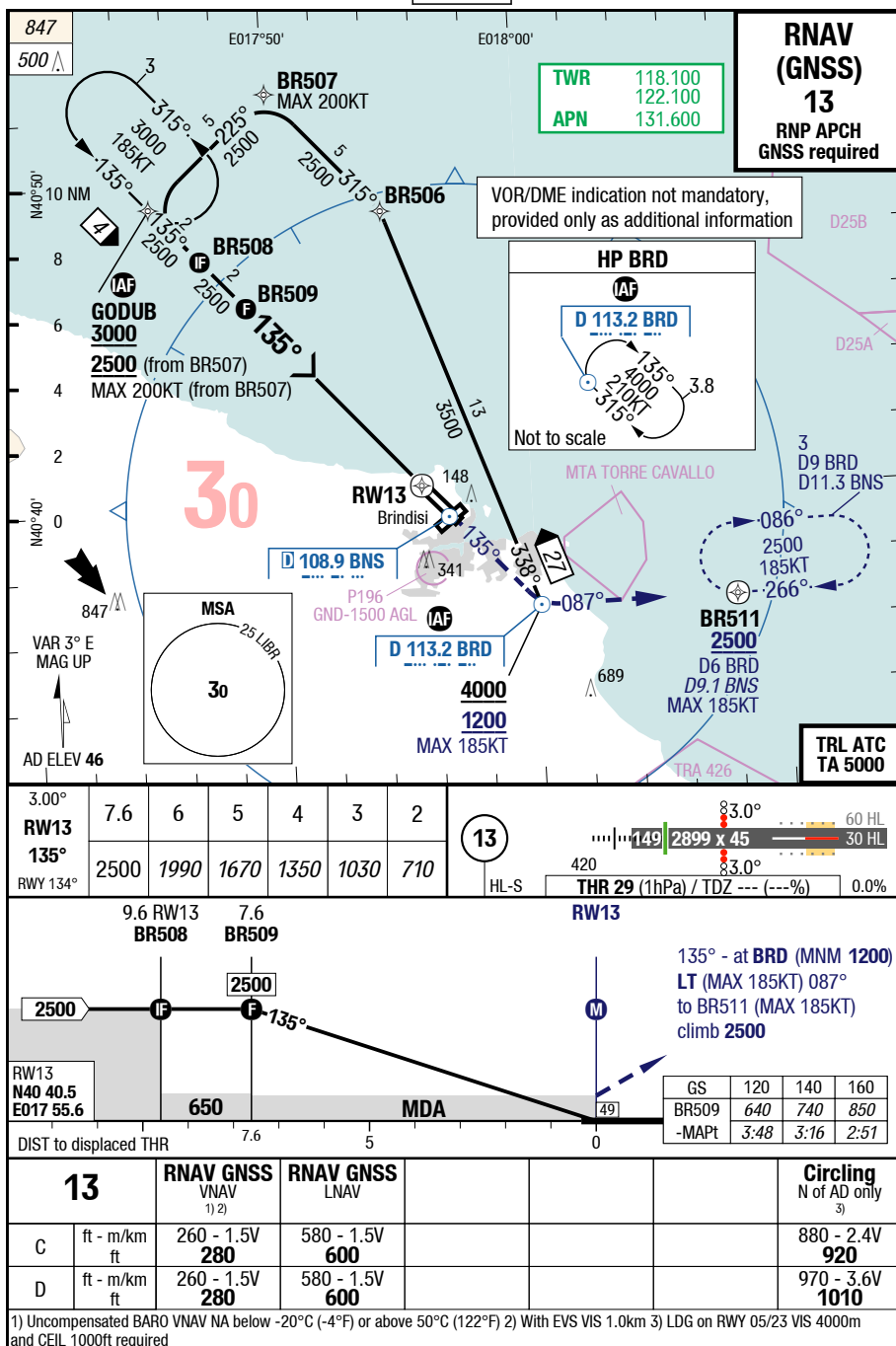


Changes: MIN

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7-30

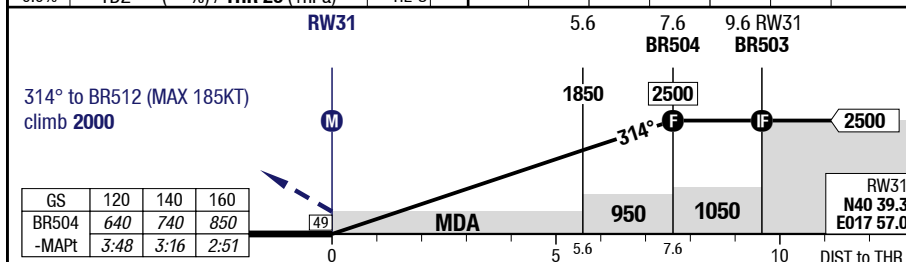
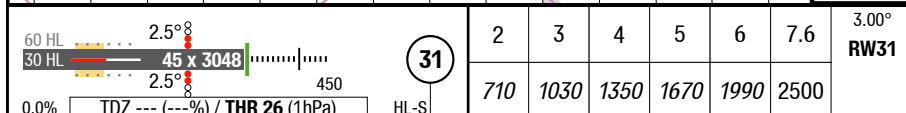
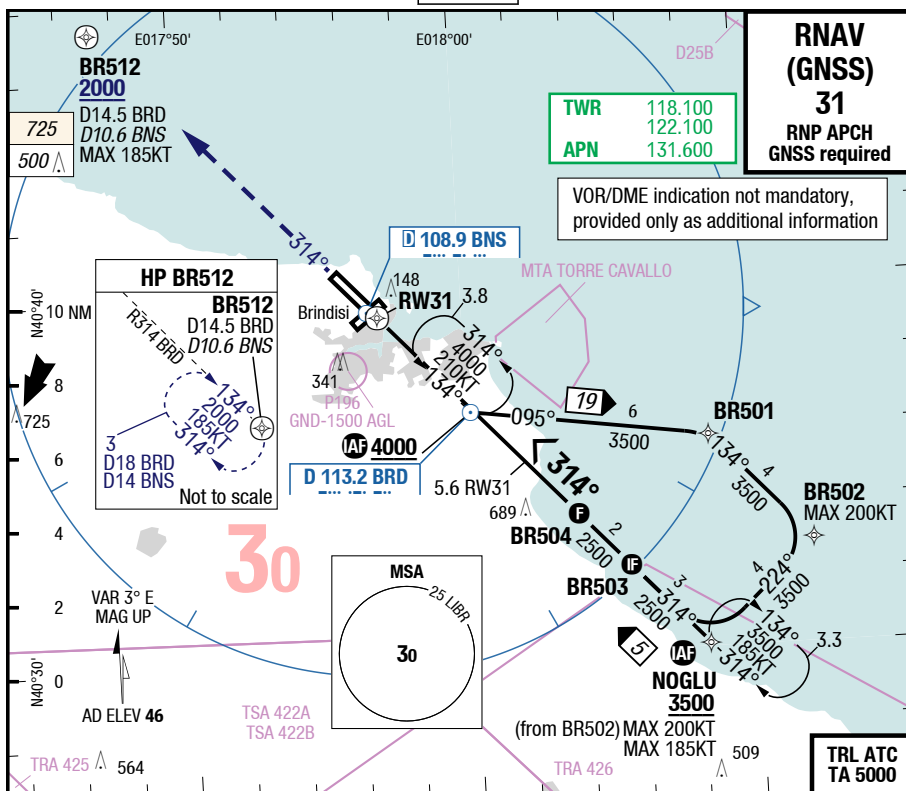
RNAV (GNSS) 13



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7-40

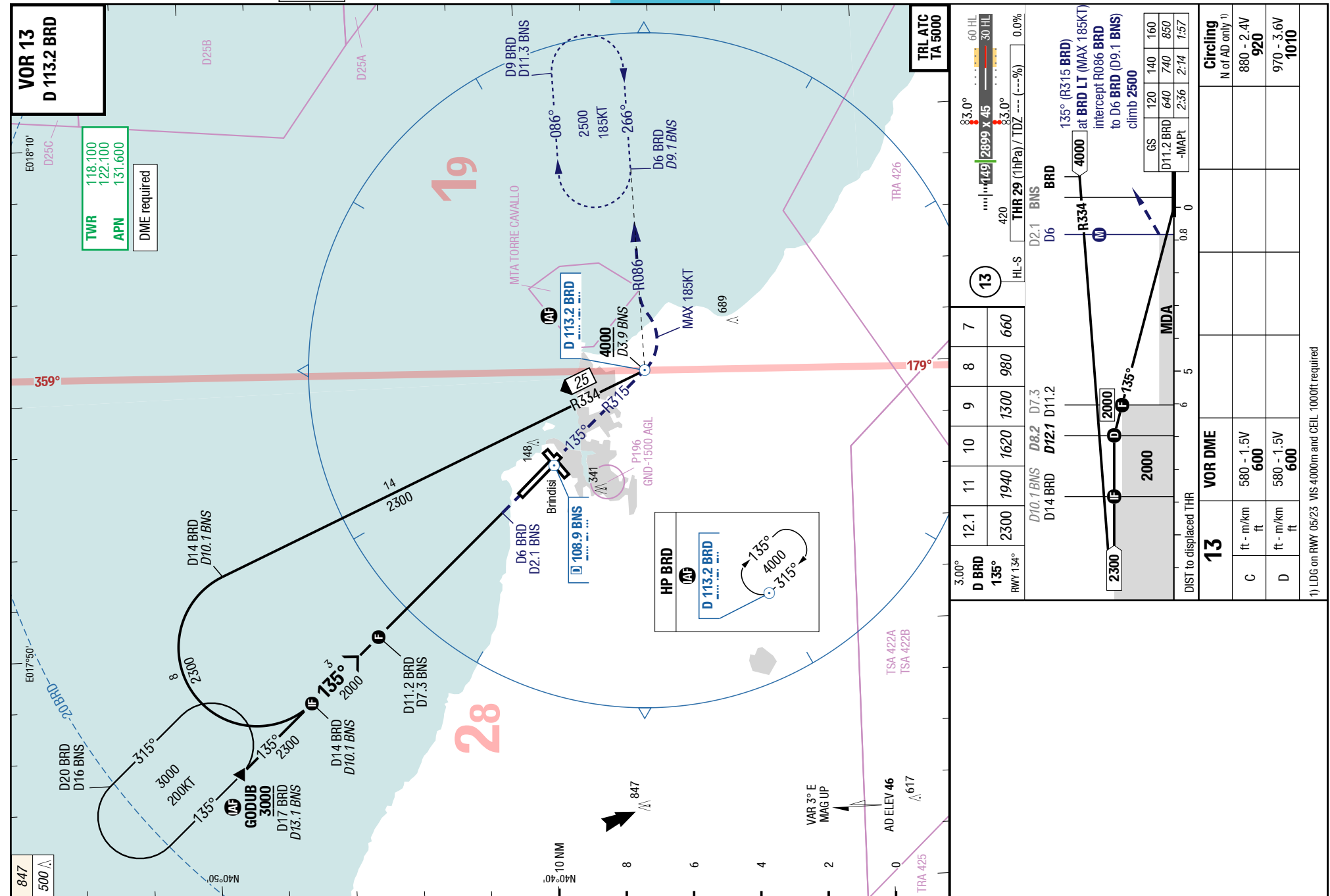
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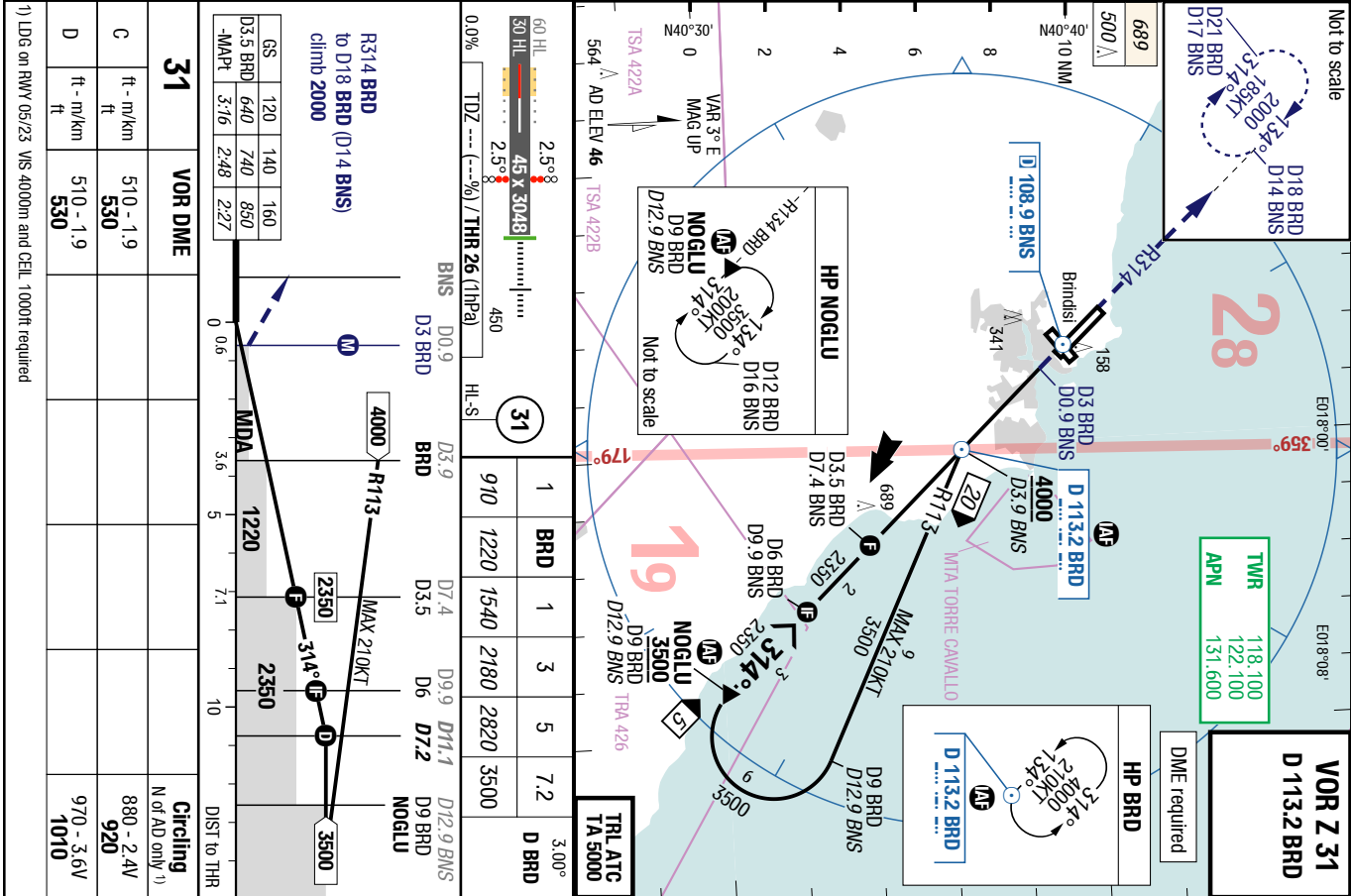


31		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV	Circling N of AD only 3)	
C	ft - m/km ft	400 - 1.4 420 4)	510 - 1.9 530	880 - 2.4V 920	
D	ft - m/km ft	410 - 1.5 430 5)	510 - 1.9 530	970 - 3.6V 1010	

1) Uncompensated BARO VNAV NA below -20°C (-4°F) or above 50°C (122°F) 2) SBAS-VNAV not authorized 3) LDG on RWY 05/23 VIS 4000m and CEIL 1000ft required 4) With EVS 900m 5) With EVS 1.0km

Changes: Note, OBST, SUAs, Editorial

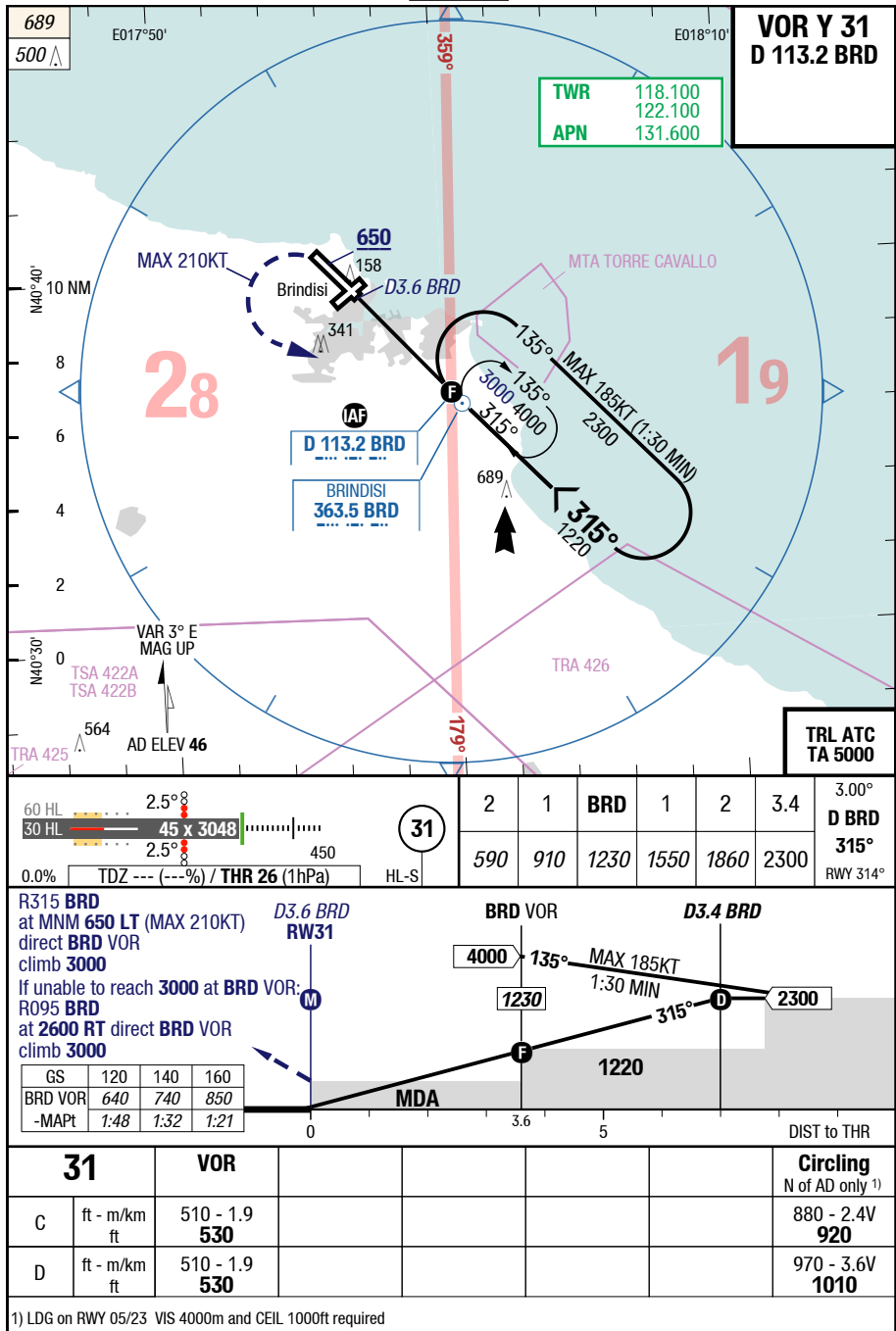




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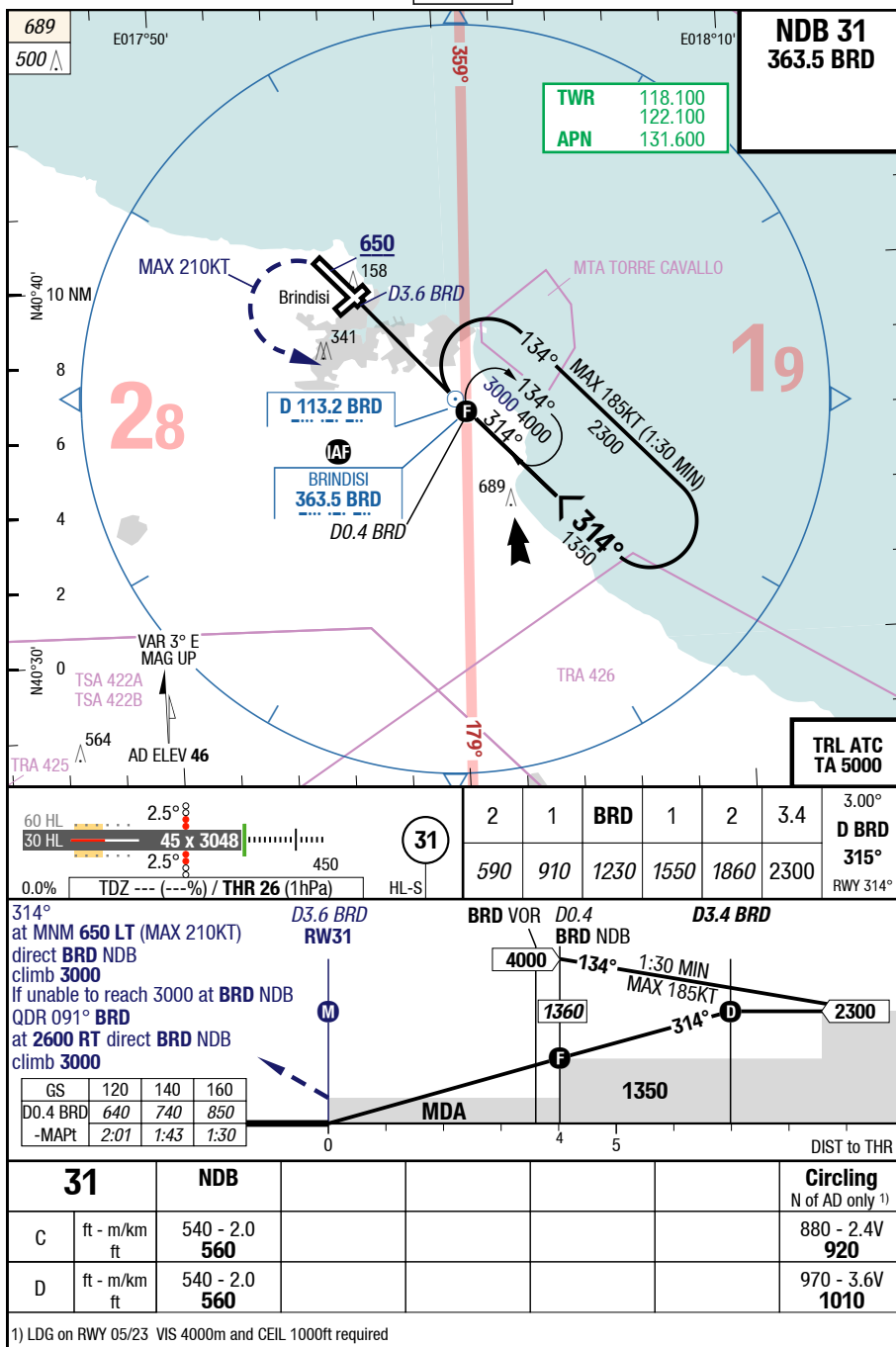
VOR Y 31



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NDB 31



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8-10

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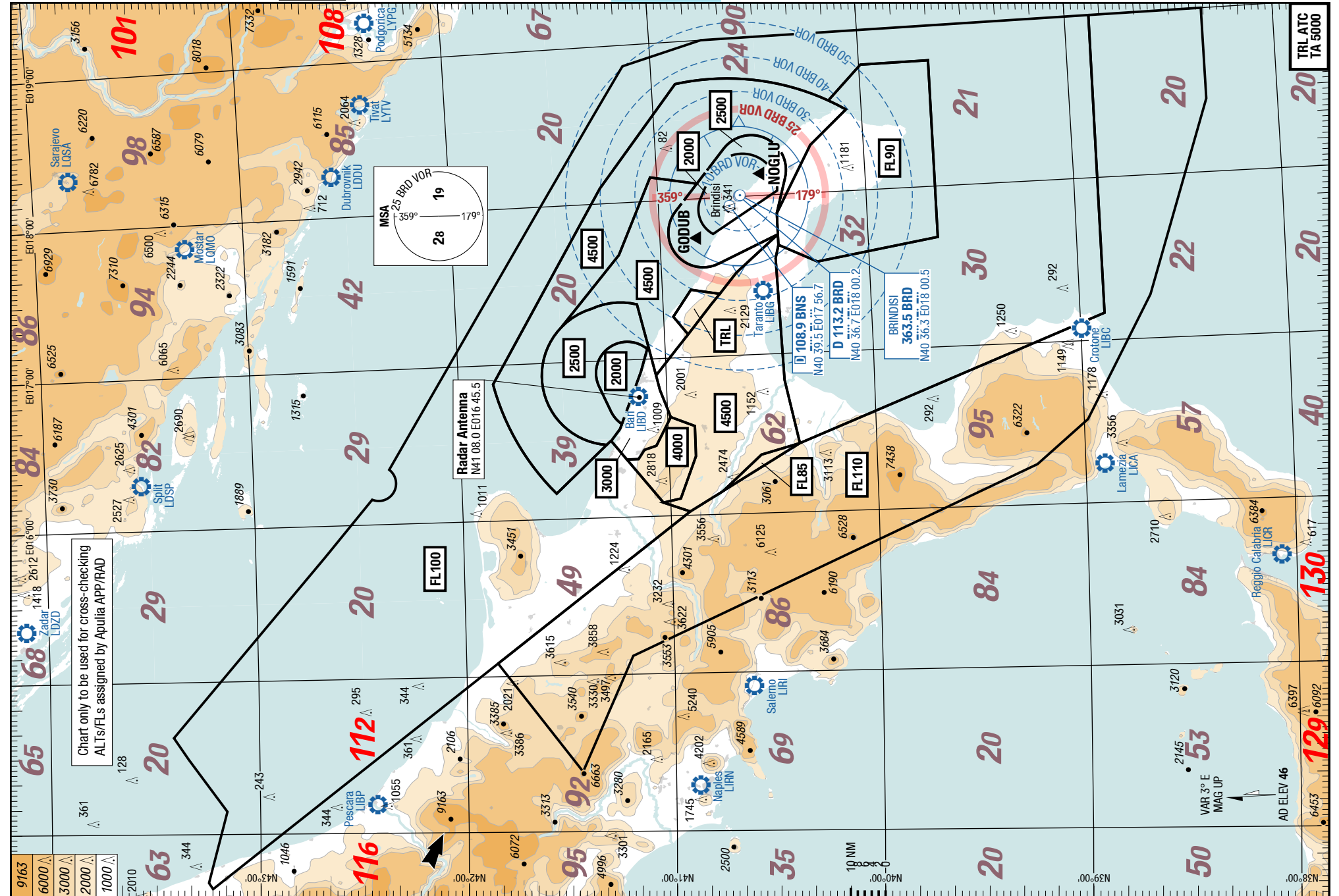
NIL
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NIL
MRC



Changes: WPT , Navaid BNS, OBST