

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 8**Fuel:** 0500-2100+. Other times O/R.**PCN:** RWY 12/30: 107/F/A/W/T**Operation****Traffic Note**

Pilots shall set WX RAD before TKOF or LDG to test if electromagnetic waves efficiency in expelling birds from manoeuvring area.

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

**Low Visibility Procedures**

LVP in force when RVR 550m or below and/or CEIL below 200ft, or if the deterioration of weather conditions recommends so.

Operations not allowed with RVR less than 75m.

Vacate RWY 12 via TWYs G, H, J or K, RWY 30 via TWYs A or B.

Follow-me will wait for the landing ACFT on TWY Z or on IHP V1.

When all or part of the movement area cannot be visually monitored from TWR following routes will be normally used for departures:

RWY 12: Start point - first AVBL TWY - TWY T - RWY HLDG point CAT II/III A.

RWY 30: Start point - first AVBL TWY - TWY T - TWY HLDG point CAT II/III K2.

Intersection TKOF is not allowed.

Only 1 ACFT allowed on the movement area at a time.

**Preferential RWY**

Applicable for ACFT code letter D, E, F:

- RWY 30: TKOF
- RWY 12: LDG, TWY J shall be used as preferential exit.

**TWY Restrictions**

TWY TV width 10m / 33ft.

Taxilane V and APN 4 AVBL up to code letter C ACFT.

Special rules for TWY use:

- Do not use more than MNM thrust during taxiing
- Enter RWY 30 via TWY K
- Leave RWY 12 via TWY J
- TWY F and G shall only be used as exit TWY
- Back-track via TWY B and D allowed only for RWY 30
- TWY G is a rapid exit TWY, MAX speed 50KT
- TWY C, E and H can be used in order to enter the RWY and for back-track RWY 12/30
- TWY N AVBL to code letter A ACFT only

## GENERAL

**Taxi/Parking**

4 ENG ACFT shall taxi on all TWYs/Taxilanes with outer ENG at idle PWR.

Enter APN 1-3 via taxilane U, W or Z. Follow-me is mandatory.

Marshaller is mandatory for APN 1-3.

Follow-me is mandatory for the following operations:

- when entering APN 1-4.
- DEP ACFT taxiing via taxilane N, U, V.
- when required by local procedures in reduced VIS conditions.
- towing of ACFT on the movement area.
- towing of ACFT to/from hangar.
- when taxiing on APN and when required due to operational or safety reasons.

Code letter E ACFT shall use TWY TU, TS, TW as exit/entry TWY to APNs.

Code letter F ACFT:

- Use of TWY U is not allowed
- Use TWY TS as entry/exit TWY from/to stand 114
- Use TWY TW as entry/exit TWY from/to APN 3
- Back-track RWY 30 via TWY J is not allowed
- Line-up RWY 30 via TWY J
- Enter RWY via TWY J for subsequent exit via TWY K

**APU:** Use of APU restricted to 20min after ARR and 60min before ETD.

**Engine Run-up Areas**

Engine Run-ups prohibited 2200-0500 $\pm$  and 1300-1500 $\pm$  except for ACFT to be used for departure immediately.

Position for run-ups located in manoeuvring area and accessible via TWY J-TWY K.

Run-ups in idle PWR allowed H24 in all aprons, except stands 102, 103, 1031, 1032, previous coordination with handling agent required.

**Warning**

**BOA VOR/DME MAINT:** 2nd TUE each month 1330-1500 $\pm$ .

**BOA NDB MAINT:** 1st TUE each month 1030-1200 $\pm$ .

**CHI VOR/DME MAINT:**

VOR: 1st TUE each month 0900-1100 $\pm$ .

DME: 1st TUE of APR/OCT 0900-1100 $\pm$ .

**FOR NDB**

Limitation at 25NM: 280°-130° MRA 2000ft.

MAINT: 1st WED of FEB/MAY/AUG/NOV 0800-1000 $\pm$ .

**IBBP ILS RWY 30 LOC**

Limitation beyond 17NM MRA 3000ft

## GENERAL

**IBBP DME** limitation at 25NM:

R020-R100 MRA 5000ft

R100-R140 MRA 3000ft

R140-R280 MRA 7000ft

R280-R020 MRA 2000ft

**IBLN ILS RWY 12 LOC**

Limitation beyond 17NM MRA 3000ft.

**IBLN DME**

Limitation at 25NM:

R120-R270 MRA 5000ft

R270-R120 MRA 2500ft

EMERG exercise on 1st day every month 0101-0200 $\pm$ . Expect delay.

## ARRIVAL

## Speed

IAS 250KT below FL100.

IAS 200KT when:

- starting the turn to intercept LOC or;
- starting the turn to intercept the appropriate RDL in case of VOR/DME final APCH or;
- starting the turn to intercept the appropriate MAG bearing in case of NDB final APCH or;
- at DIST of 12NM from RWY THR in case of straight-in APCH.

IAS 180KT completing the intercept turn or at a DIST of 9NM from RWY THR in case of straight in APCH.

IAS 160KT at a DIST of 5NM from RWY THR.

## Communication

**COM Failure**

The radio aid designated to descent for LDG is BOA NDB. If BOA NDB U/S use BOA VOR.

**If radar vectors have been received**, which took them off the standard inbound routes, maintain last assigned LVL, if at or above MNM HLDG ALT published for designated radio aid (BOA VOR/DME or BOA NDB) or designated HLDG points (MILBI or ADOLO) or, if below such LVL, climb to MNM HLDG ALT published and proceed to BOA VOR/DME or BOA NDB, comply with ICAO standard.

**During LVP on Manoeuvring Area:** Vacate RWY and the sensitive area on the appropriate TWY and wait for follow me in correspondence of TWYs: TS for RWY 12, TL for RWY 30.

## Arrival Procedure

**Noise Abatement Procedure:** See CRAR and in addition;

2200-0500 $\pm$ : LDG RWY 12, except meteorological or safety reasons. Use full RWY length safety permitting.

**Non-standard GP intercept position on RWY 12**

GP intercepts RWY 12 at 314m / 1030ft after landing threshold.

Remaining LDG DIST beyond GP is 2179m / 7149ft.

## Warnings

ILS APCH false LOC captures reported.

**DEPARTURE****Take-off Minima**

RWY		12	
All ACFT	ft - m/km	0 - 75R	-
RWY		30	
All ACFT	ft - m/km	0 - 550R/550V	-

**Communication****COM Failure**

**During LVP on the Manoeuvring Area:** CONT taxiing along assigned routing to CLR Limit PSN, pay attention to avoid deviation, wait for follow-me to go back to the parking APN.

**Departure Procedure****Start-up/Push-back**

Marshaller is mandatory for start-up operations on APN 1-3.

**FRZ 6G, VALEN 6G:** AVBL only 0500-2200‡.

**Noise Abatement Procedures:** See CRAR and in addition;  
0500-2200‡: DEP RWY 30, except ATC, meteorological or safety reasons.  
2200-0500‡: DEP RWY 30, except meteorological or safety reasons.

**De-Icing**

AVBL H24 01 NOV - 31 MAR.

Effective 19-JUL-2018

12-JUL-2018

BLQ-LIPE

Italy Bologna Borgo Panigale

AGC

AFC

AFC

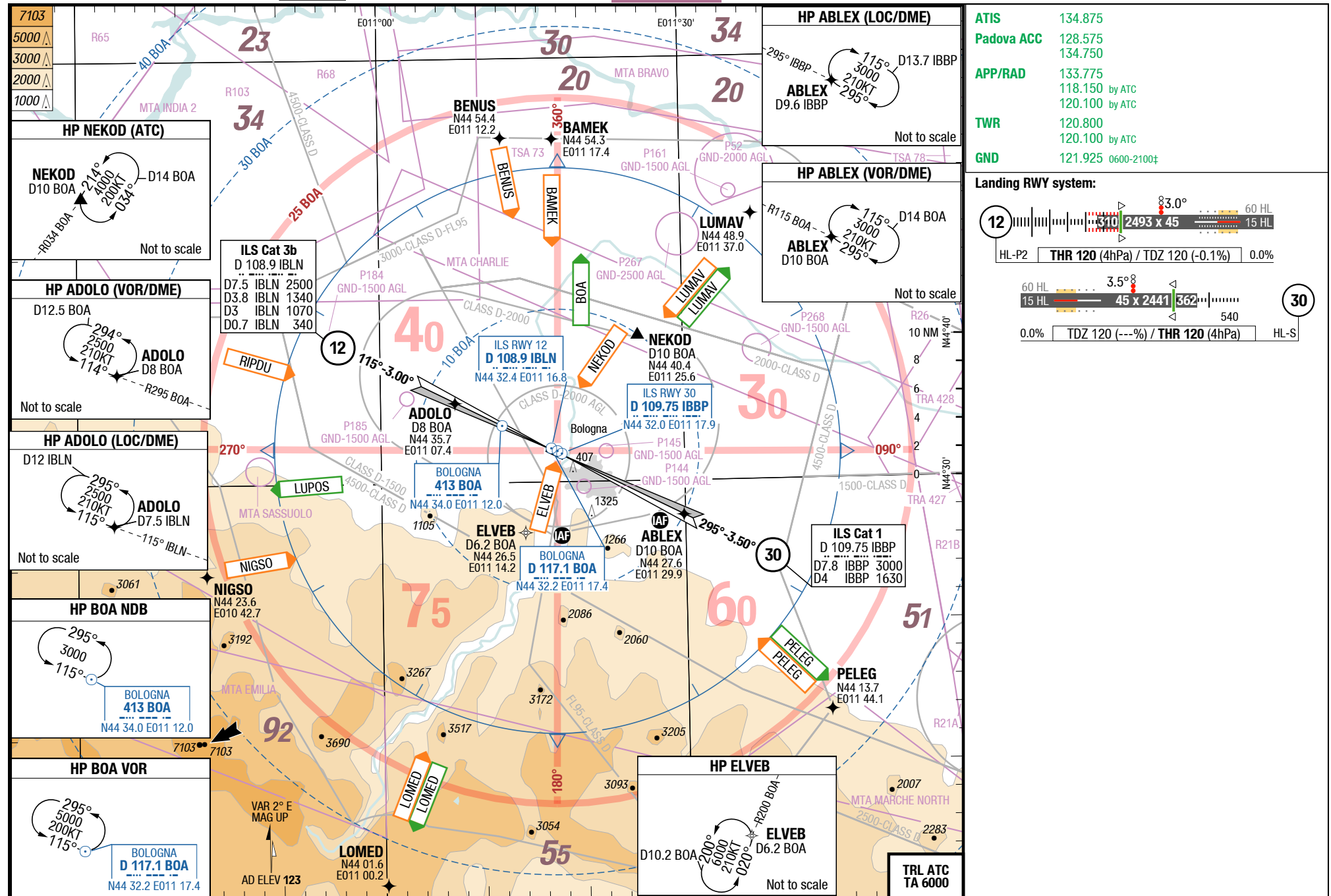
AFC

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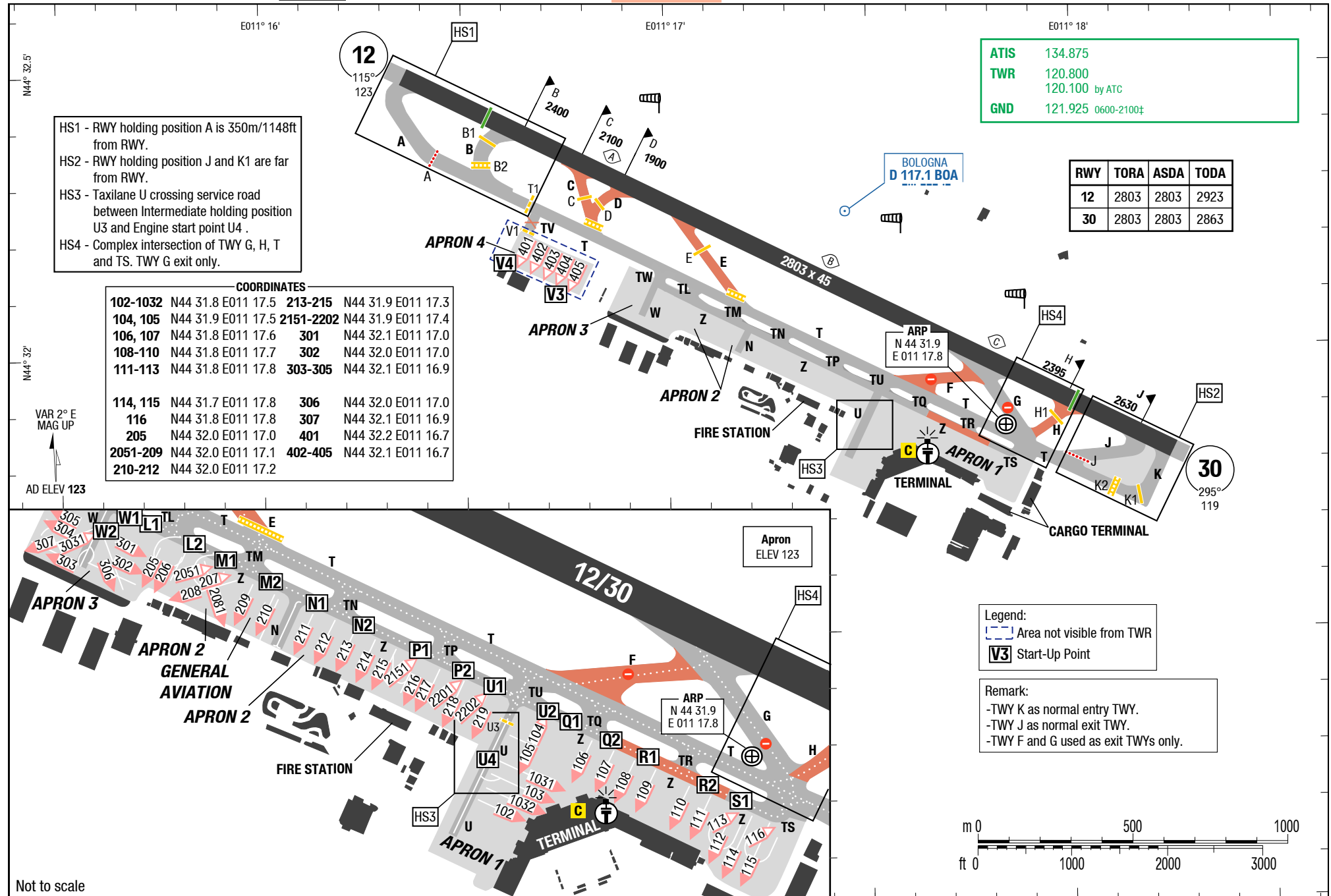
AGC

AFC

2-10



Changes: ASP, PROC, Navaid FOR withdrawn, MGA, SUAs



01-FEB-2018  
BLQ-LIPE

Italy **Bologna** Borgo Panigale

LVC RWY 30

LVC RWY 12

LVC

LVC

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LVC RWY 30

LVC RWY 12

3-30

ATIS	134.875
TWR	120.800
	120.100 by ATC
GND	121.925 0600-2100†

BOLOGNA  
D 117.1 B0A

ARP  
N 44 31.9  
E 011 17.8

30  
295°  
119

--> Low visibility taxi route DEP  
--> Low visibility taxi route ARR

Expect follow-me pick up or drop-off  
before leaving / entering the APN.

Warning:  
Different routes could be authorized at ATC discretion

Remark:  
TWY G is rapid exit TWY MAX speed 50KT

VAR 2° E  
MAG UP  
AD ELEV 123

m 0 500 1000  
ft 0 1000 2000 3000

## BLQ-LIPE

Italy **Bologna** Borgo Panigale

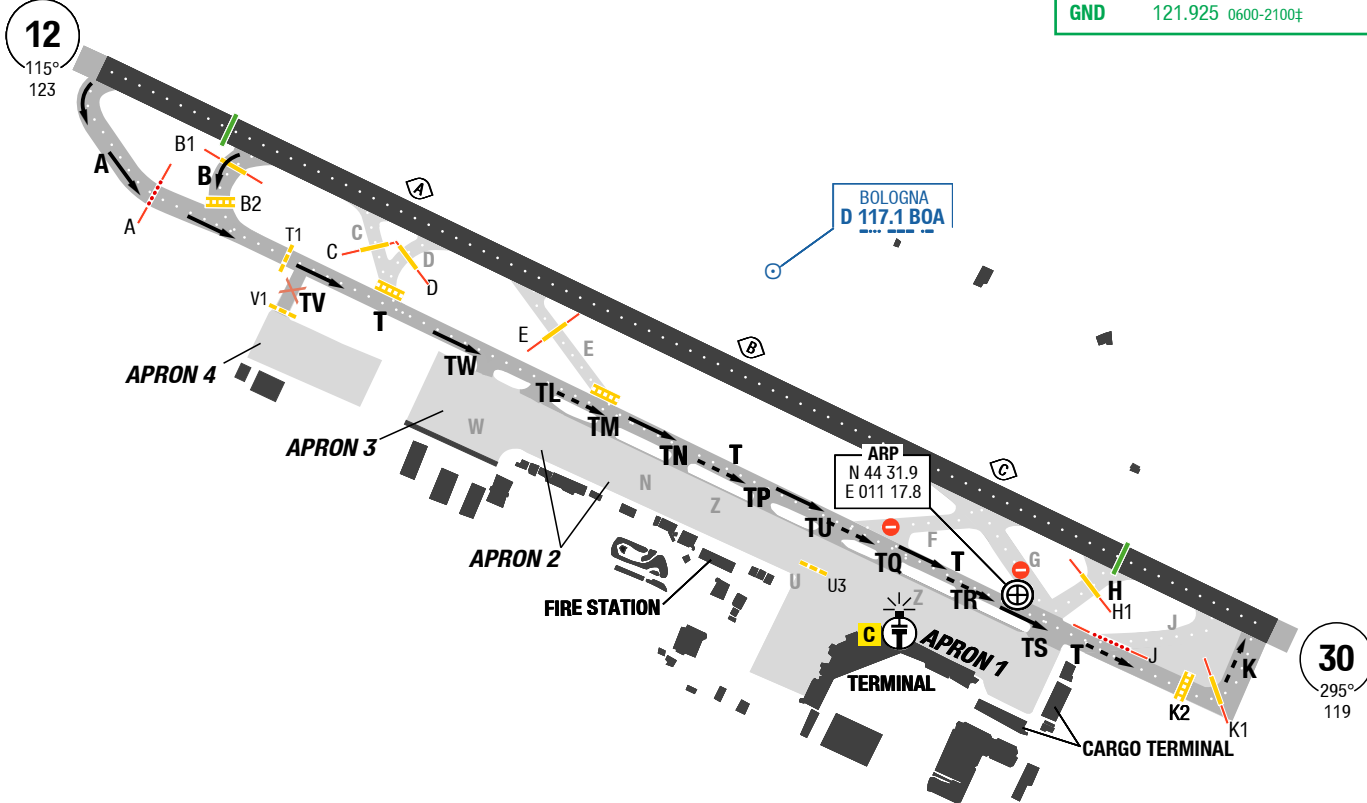
# LVC

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## LVC RWY 30

**3-40**

# LVC RWY 30

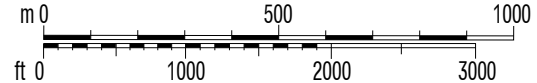


- - ➔ Low visibility taxi route DEP  
 ← Low visibility taxi route ARR

Expect follow-me pick up or drop-off before leaving / entering the APN.

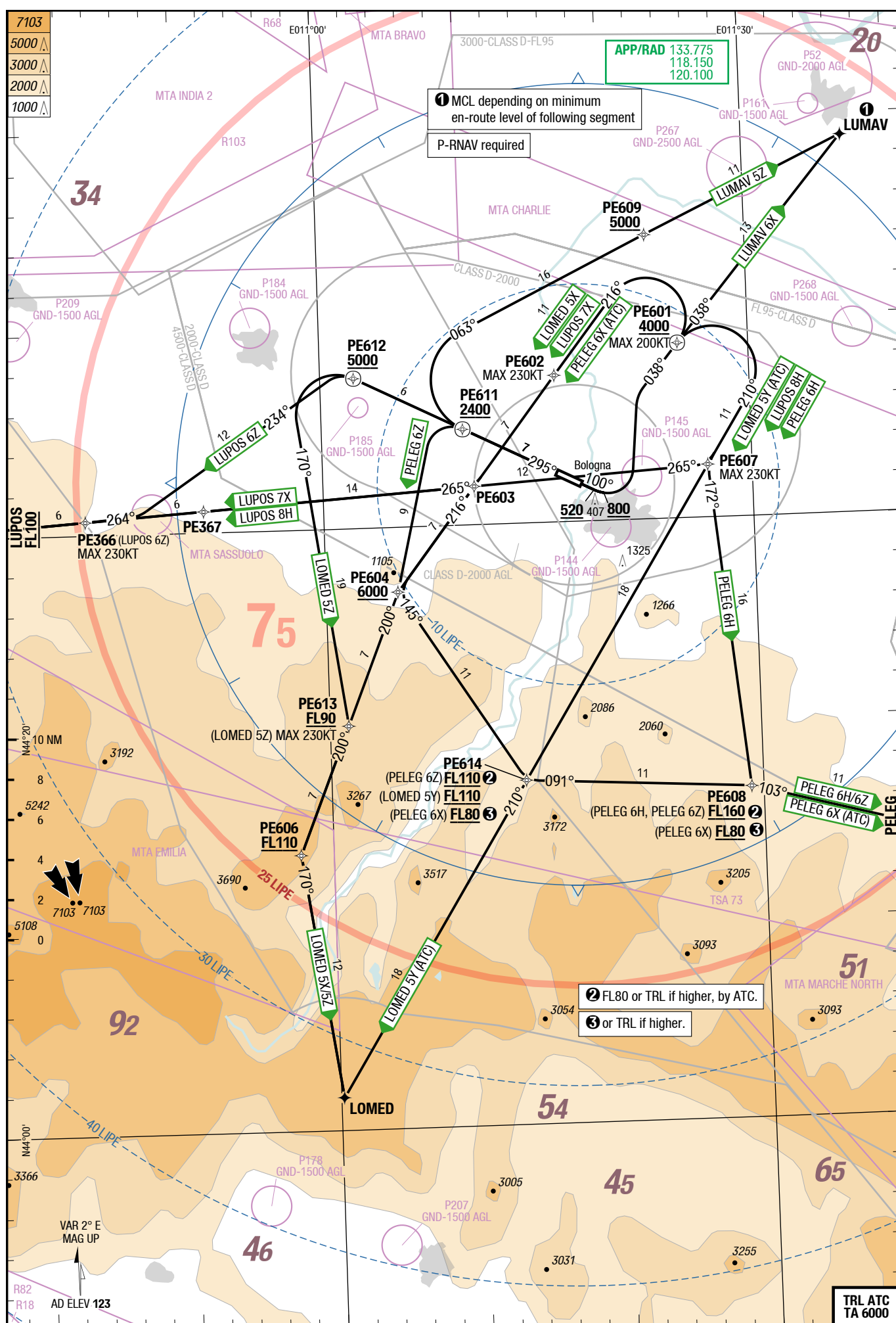
Warning:  
Different routes could be authorized at ATC discretion

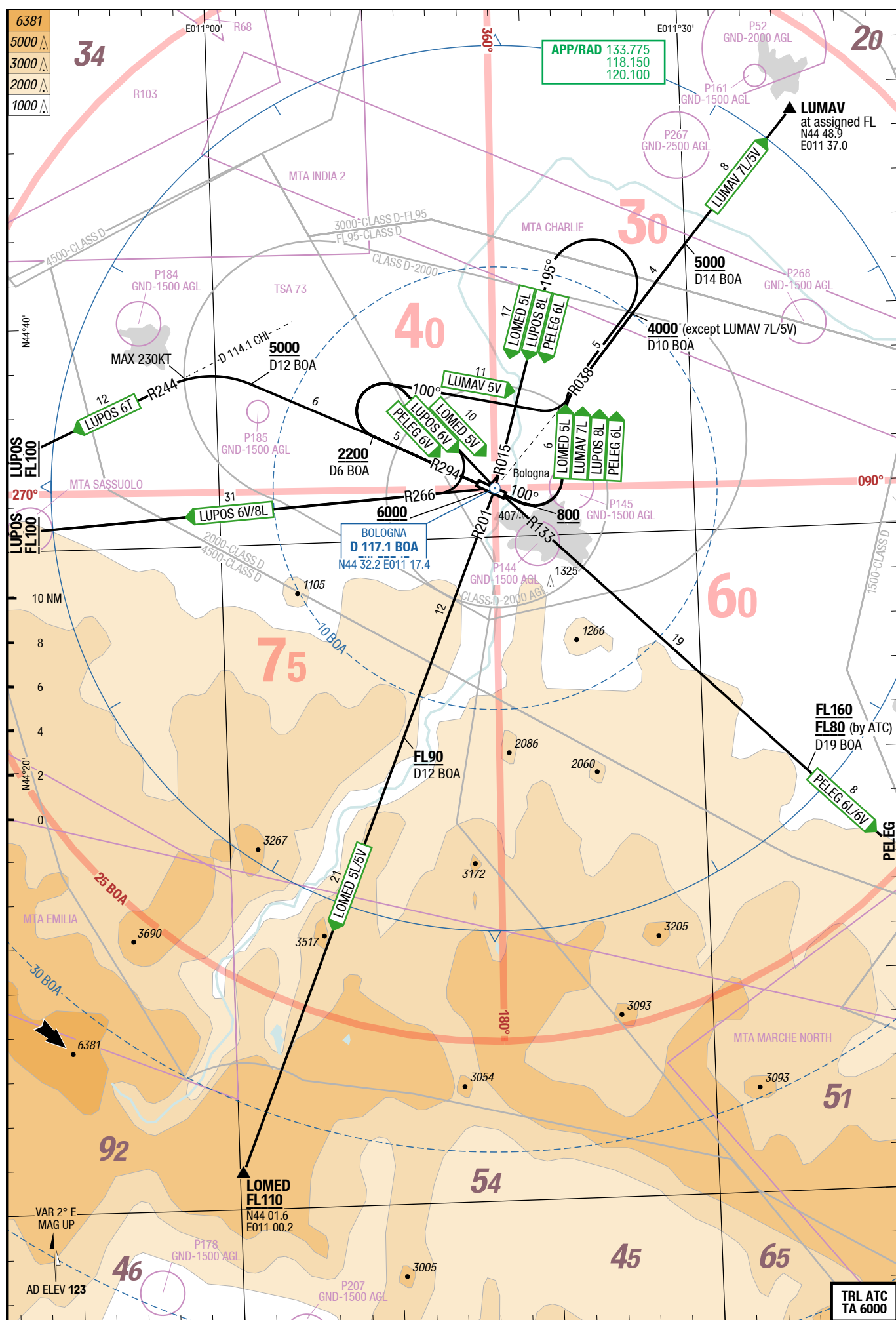
VAR 2° E  
MAG UP  
D ELEV 12



Changes: Reprint







## BLQ-LIPE

**NIL**

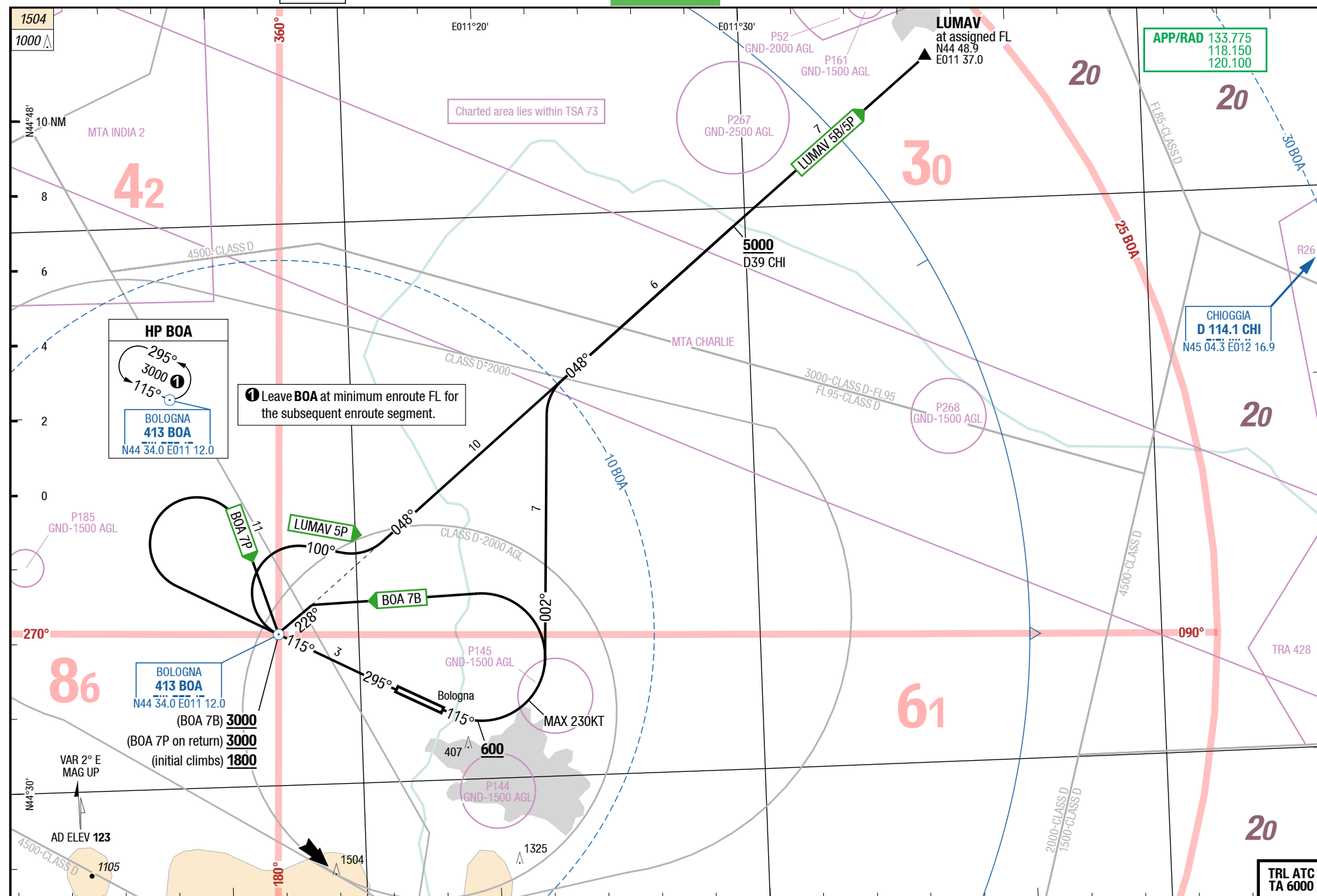
## SIDs NDB BOA

SID

SID

NIL

## SIDs NDB BOA



Changes: OBST, SUAs

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**LOMED 5X / LOMED 5Y / LUMAV 6X / LUPOS 7X / LUPOS 8H / PELEG 6H / PELEG 6X**  
RWY 12 (115°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>LOMED 5X</b> 7.0% <b>133.775</b>	115° [A520+] - 100° [A800+] - 038° <u>PE601</u> [K200- ;L] - 216° PE602 [K230-] - PE603 - PE604 - PE613 - PE606 - LOMED	PE601 MNM <b>4000</b> PE604 MNM <b>6000</b> PE613 MNM <b>FL90</b> PE606 MNM <b>FL110</b>
<b>LOMED 5Y</b> (ATC) 7.0% <b>133.775</b>	115° [A520+] - 100° [A800+] - 038° <u>PE601</u> [K200- ;R] - 210° PE607 [K230-] - PE614 - LOMED	PE601 MNM <b>4000</b> PE614 MNM <b>FL110</b>
<b>LUMAV 6X</b> 7.0% <b>133.775</b>	115° [A520+] - 100° [A800+] - 038° <u>PE601</u> [K200-] - LUMAV	PE601 MNM <b>4000</b>
<b>LUPOS 7X</b> 7.0% <b>133.775</b>	115° [A520+] - 100° [A800+] - 038° <u>PE601</u> [K200- ;L] - 216° PE602 [K230-] - PE603 - PE367 - LUPOS	PE601 MNM <b>4000</b> LUPOS MNM <b>FL100</b>
<b>LUPOS 8H</b> 7.0% <b>133.775</b>	115° [A520+] - 100° [A800+] - 038° <u>PE601</u> [K200- ;R] - 210° PE607 [K230-] - PE603 - PE367 - LUPOS	PE601 MNM <b>4000</b> LUPOS MNM <b>FL100</b>
<b>PELEG 6H</b> 7.0% <b>133.775</b> ②	115° [A520+] - 100° [A800+] - 038° <u>PE601</u> [K200- ;R] - 210° PE607 [K230-] - PE608 - PELEG	PE601 MNM <b>4000</b> PE608 MNM <b>FL160</b>
<b>PELEG 6X</b> (ATC) 7.0% <b>133.775</b> ①②	115° [A520+] - 100° [A800+] - 038° <u>PE601</u> [K200- ;L] - 216° PE602 [K230-] - PE603 - PE604 - PE614 - PE608 - PELEG	PE601 MNM <b>4000</b> PE604 MNM <b>6000</b> PE614 MNM <b>FL80</b> PE608 MNM <b>FL80</b>

① PE614: FL80 or TRL if higher, by ATC

② PE608: FL80 or TRL if higher, by ATC

**LOMED 5Z / LUMAV 5Z / LUPOS 6Z / PELEG 6Z**

RWY 30 (295°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 30</b>	
<b>LOMED 5Z</b> 7.0% <b>133.775</b>	295° <u>PE611</u> - <u>PE612</u> [L] - 170° PE613 [K230-] - PE606 - LOMED	PE611 MNM <b>2400</b> PE612 MNM <b>5000</b> PE613 MNM <b>FL90</b> PE606 MNM <b>FL110</b>
<b>LUMAV 5Z</b> 7.0% <b>133.775</b>	295° <u>PE611</u> - 063° PE609 - LUMAV	PE611 MNM <b>2400</b> PE609 MNM <b>5000</b>
<b>LUPOS 6Z</b> 7.0% <b>133.775</b>	295° <u>PE611</u> - <u>PE612</u> - 234° INTCPT - 264° PE366 [K230-] - LUPOS	PE611 MNM <b>2400</b> PE612 MNM <b>5000</b> LUPOS MNM <b>FL100</b>
<b>PELEG 6Z</b> 7.0% <b>133.775</b> ①②	295° <u>PE611</u> - DCT PE604 - PE614 - PE608 - PELEG	PE611 MNM <b>2400</b> PE604 MNM <b>6000</b> PE614 MNM <b>FL110</b> PE608 MNM <b>FL160</b>

① PE614: FL80 or TRL if higher, by ATC

② PE608: FL80 or TRL if higher, by ATC

**LOMED 5L / LUMAV 7L / LUPOS 8L / PELEG 6L**

RWY 12 (115°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>LOMED 5L</b> 7.0% <b>133.775</b>	100° - at MNM <b>800 LT</b> intercept R038 <b>BOA</b> - at D10 <b>BOA LT</b> intercept R015 <b>BOA</b> to <b>BOA</b> - R201 <b>BOA</b> to LOMED	R038/D10 <b>BOA</b> MNM <b>4000</b> <b>BOA</b> MNM <b>6000</b> R201/D12 <b>BOA</b> MNM <b>FL90</b> LOMED MNM <b>FL110</b>
<b>LUMAV 7L</b> 7.0% <b>133.775</b>	100° - at MNM <b>800 LT</b> intercept R038 <b>BOA</b> to LUMAV	R038/D14 <b>BOA</b> MNM <b>5000</b> LUMAV at assigned FL
<b>LUPOS 8L</b> 7.0% <b>133.775</b>	100° - at MNM <b>800 LT</b> intercept R038 <b>BOA</b> - at D10 <b>BOA LT</b> intercept R015 <b>BOA</b> to <b>BOA</b> - R266 <b>BOA</b> to LUPOS	R038/D10 <b>BOA</b> MNM <b>4000</b> <b>BOA</b> MNM <b>6000</b> LUPOS MNM <b>FL100</b>
<b>PELEG 6L</b> 7.0% <b>133.775</b>	100° - at MNM <b>800 LT</b> intercept R038 <b>BOA</b> - at D10 <b>BOA LT</b> intercept R015 <b>BOA</b> to <b>BOA</b> - R133 <b>BOA</b> to PELEG	R038/D10 <b>BOA</b> MNM <b>4000</b> <b>BOA</b> MNM <b>6000</b> R133/D19 <b>BOA</b> MNM <b>FL160</b> or MNM <b>FL80</b> by ATC

**LOMED 5V / LUMAV 5V / LUPOS 6T / LUPOS 6V / PELEG 6V****RWY 30 (295°)**

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 30</b>	
<b>LOMED 5V</b> 7.0% <b>133.775</b>	R294 <b>BOA</b> - at D6 <b>BOA</b> RT direct <b>BOA</b> - R201 <b>BOA</b> to LOMED	R294/D6 <b>BOA</b> MNM <b>2200</b> <b>BOA</b> MNM <b>6000</b> R201/D12 <b>BOA</b> MNM <b>FL90</b> LOMED MNM <b>FL110</b>
<b>LUMAV 5V</b> 7.0% <b>133.775</b>	R294 <b>BOA</b> - at D6 <b>BOA</b> RT 100° LT intercept R038 <b>BOA</b> to LUMAV	R294/D6 <b>BOA</b> MNM <b>2200</b> R038/D14 <b>BOA</b> MNM <b>5000</b> LUMAV at assigned FL
<b>LUPOS 6T</b> 7.0% <b>133.775</b>	R294 <b>BOA</b> - at D12 <b>BOA</b> LT (MAX 230KT) intercept R244 <b>CHI</b> to LUPOS	R294/D6 <b>BOA</b> MNM <b>2200</b> R294/D12 <b>BOA</b> MNM <b>5000</b> LUPOS MNM <b>FL100</b>
<b>LUPOS 6V</b> 7.0% <b>133.775</b>	R294 <b>BOA</b> - at D6 <b>BOA</b> RT direct <b>BOA</b> - R266 <b>BOA</b> to LUPOS	R294/D6 <b>BOA</b> MNM <b>2200</b> <b>BOA</b> MNM <b>6000</b> LUPOS MNM <b>FL100</b>
<b>PELEG 6V</b> 7.0% <b>133.775</b>	R294 <b>BOA</b> - at D6 <b>BOA</b> RT direct <b>BOA</b> - R133 <b>BOA</b> to PELEG	R294/D6 <b>BOA</b> MNM <b>2200</b> <b>BOA</b> MNM <b>6000</b> R133/D19 <b>BOA</b> MNM <b>FL160</b> or MNM <b>FL80</b> by ATC

**BLQ-LIPE**

5-50

**SIDs NDB BOA****BOLOGNA 7B / LUMAV 5B / BOLOGNA 7P / LUMAV 5P**

RWYs 12 (115°) / 30 (295°)

	GS	120	150	180	210	240	270
7.7%	ft/MIN	1000	1200	1500	1700	1900	2200
7.9%	ft/MIN	1000	1300	1500	1700	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>BOLOGNA 7B</b> <b>BOA 7B</b> 7.7% to 2000 <b>133.775</b>	at MNM <b>600 LT</b> (MAX 230KT) - intercept QDM 228 <b>BOA</b> to <b>BOA</b> - join <b>BOA</b> holding - leave <b>BOA</b> holding at MNM enroute FL for the subsequent enroute segment	<b>BOA MNM 3000</b>
<b>LUMAV 5B</b> 7.7% to 2000 <b>133.775</b>	at MNM <b>600 LT</b> (MAX 230KT) 002° - intercept QDR 048 <b>BOA</b> to LUMAV	QDR 048 <b>BOA</b> / D39 <b>CHI</b> <b>MNM 5000</b> LUMAV at assigned FL
	<b>Runway 30</b>	
<b>BOLOGNA 7P</b> <b>BOA 7P</b> 7.9% <b>133.775</b>	QDM 295 <b>BOA</b> to <b>BOA</b> - RT direct <b>BOA</b> - join <b>BOA</b> holding - leave <b>BOA</b> holding at MNM enroute FL for the subsequent enroute segment	<b>BOA MNM 1800</b> (initial climb) <b>BOA MNM 3000</b> (on return)
<b>LUMAV 5P</b> 7.9% <b>133.775</b>	QDM 295 <b>BOA</b> to <b>BOA</b> - RT 100° LT intercept QDR 048 <b>BOA</b> to LUMAV	<b>BOA MNM 1800</b> QDR 048 <b>BOA</b> / D39 <b>CHI</b> <b>MNM 5000</b> LUMAV at assigned FL



02-NOV-2017

## BLQ-LIPE

Italy **Bologna** Borgo Panigale

RNAV STARs RWY 30

## RNAV STARs RWY 12

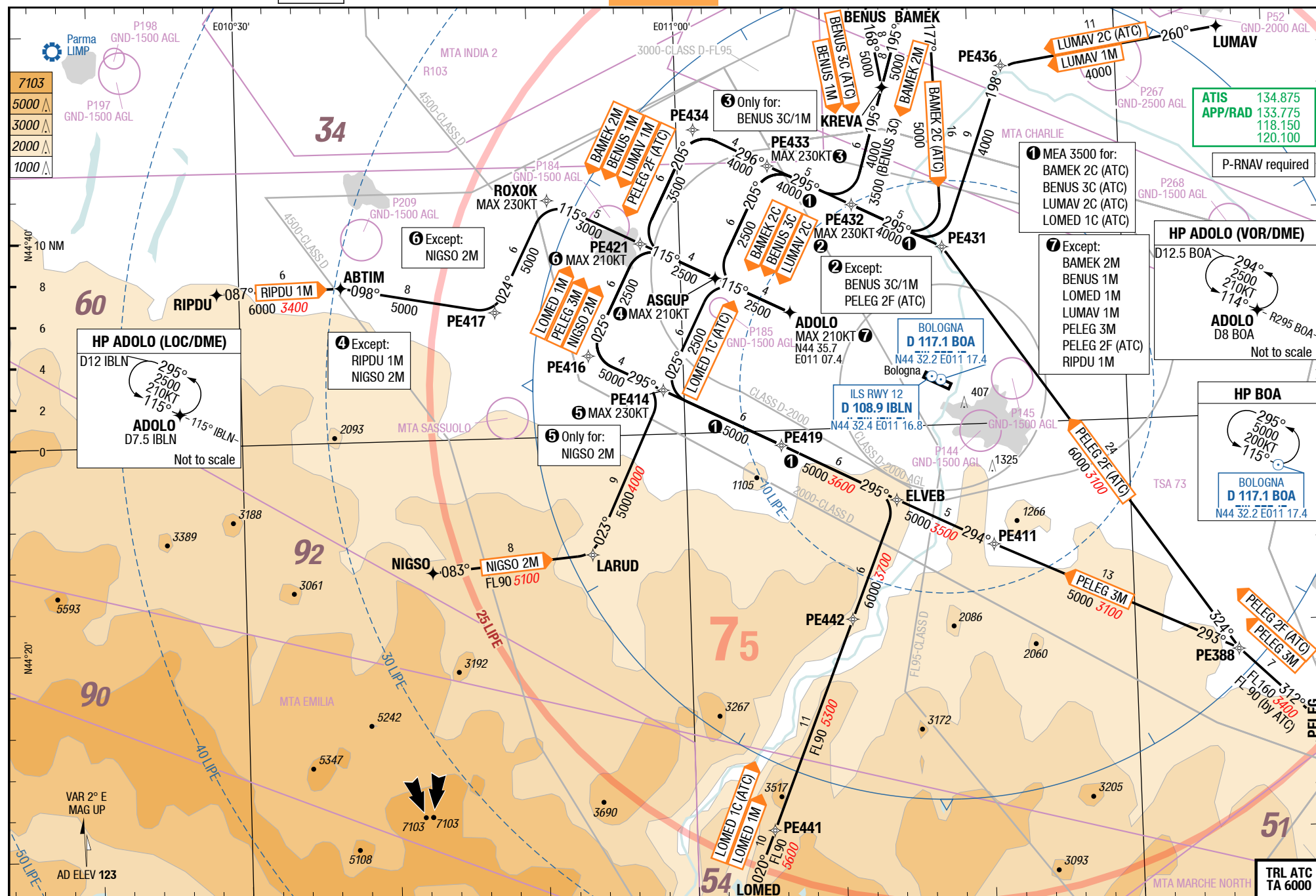
# STAR

# STAR

Borgo Panigale **Bologna** Italy

RNAV STARs RWY 30

## RNAV STARs RWY 12



Changes: PROC, MGA, MSA, OBST, SUAs, TOPO

02-NOV-2017

Italy **Bologna** Borgo Panigale

# STAR

# STAR

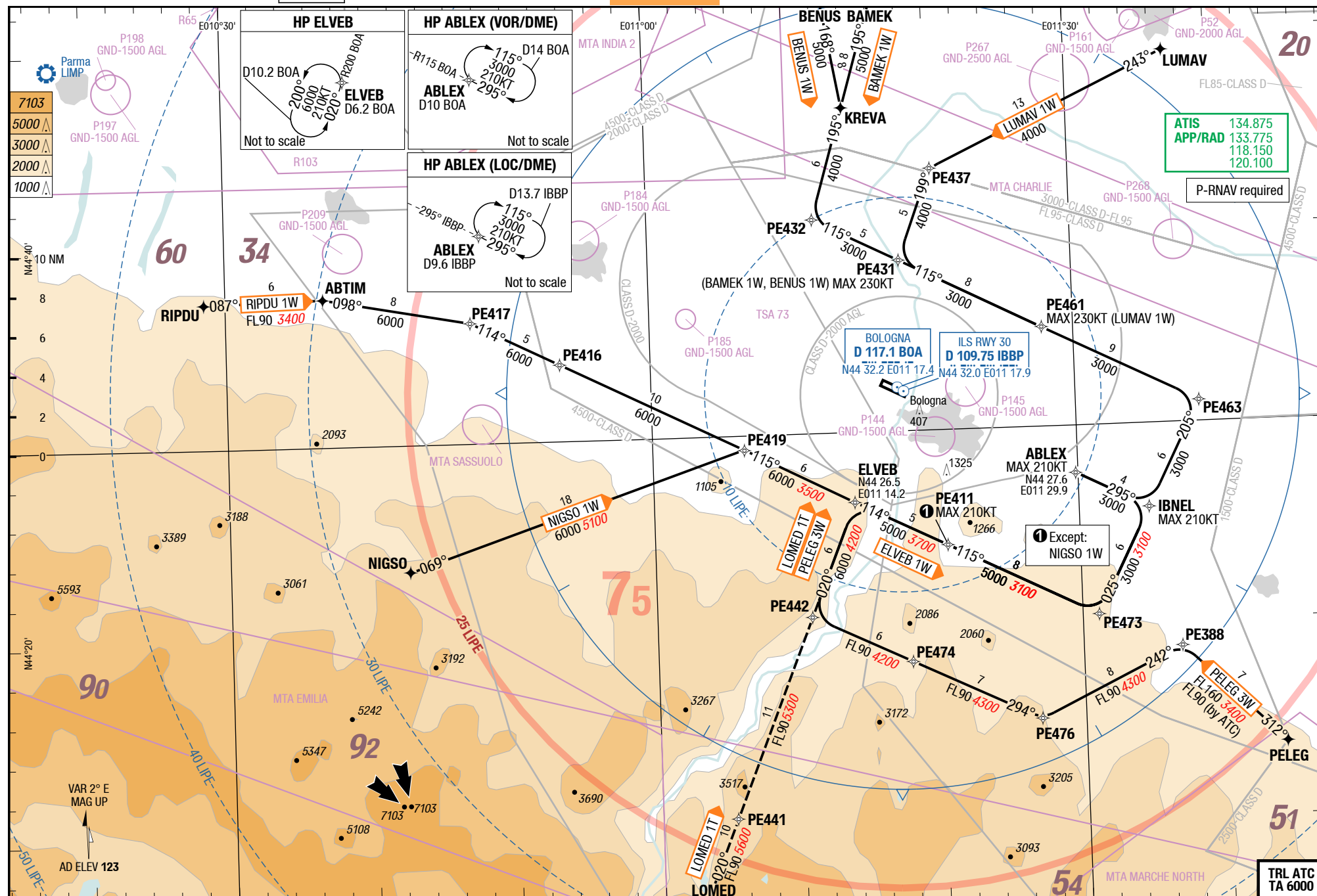
Borgo Panigale **Bologna** Italy

## BLQ-LIPE

6-20

## RNAV STARs RWY 30

## RNAV STARs RWY 30



Changes: MSA, PROC, Navaid FRZ, SUAs, OBST, TOPO

Effective 19-JUL-2018

12-JUL-2018

BLQ-LIPE

Italy Bologna Borgo Panigale

STARs VOR BOA R ARRs

6-30

STARs VOR BOA N ARRs

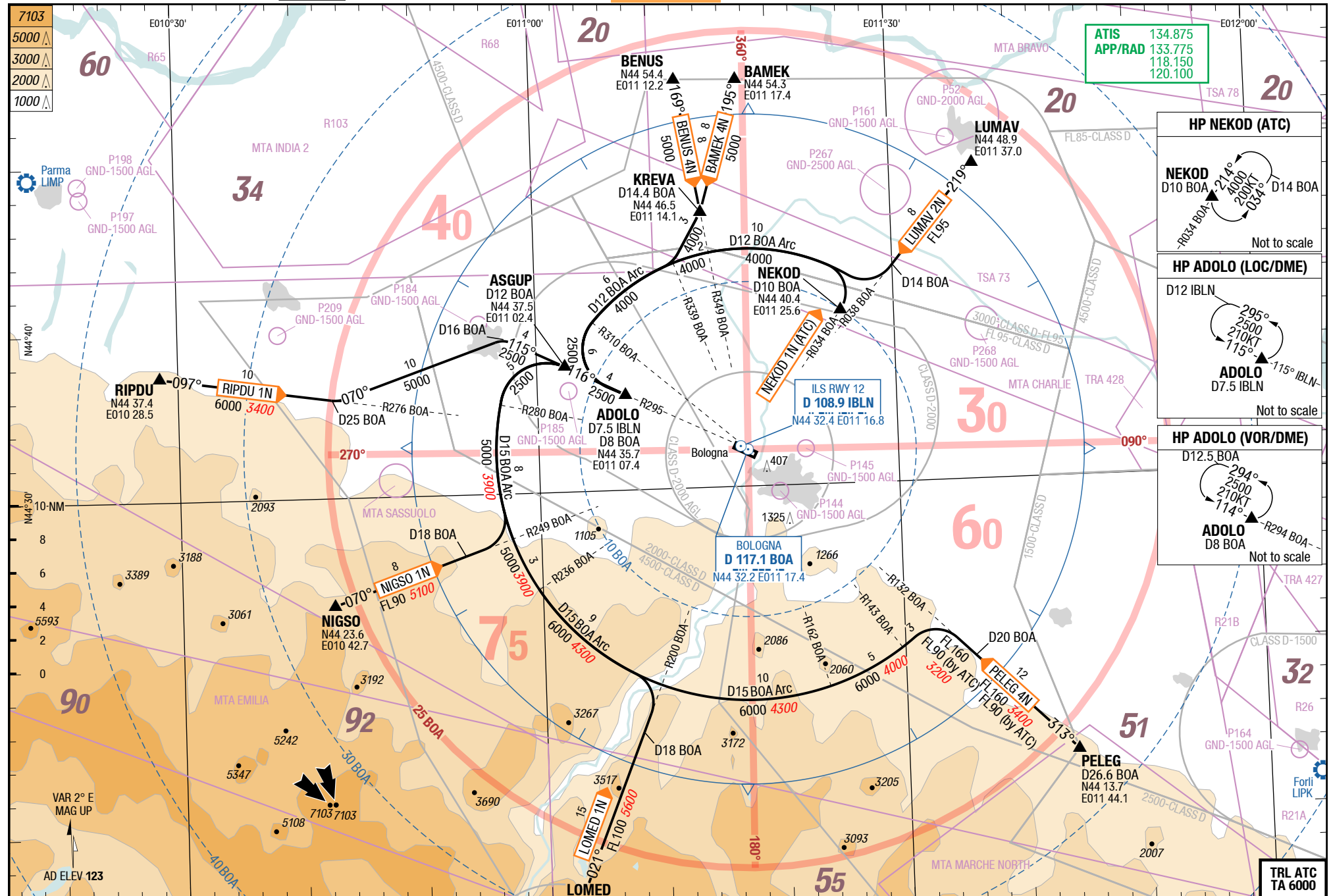
STAR

STAR

Borgo Panigale Bologna Italy

STARs VOR BOA R ARRs

STARs VOR BOA N ARRs



Changes: ASP, PROC, MGA, Navaid FOR withdrawn, SUAs



Effective 19-JUL-2018

12-JUL-2018

BLQ-LIPE

6-40

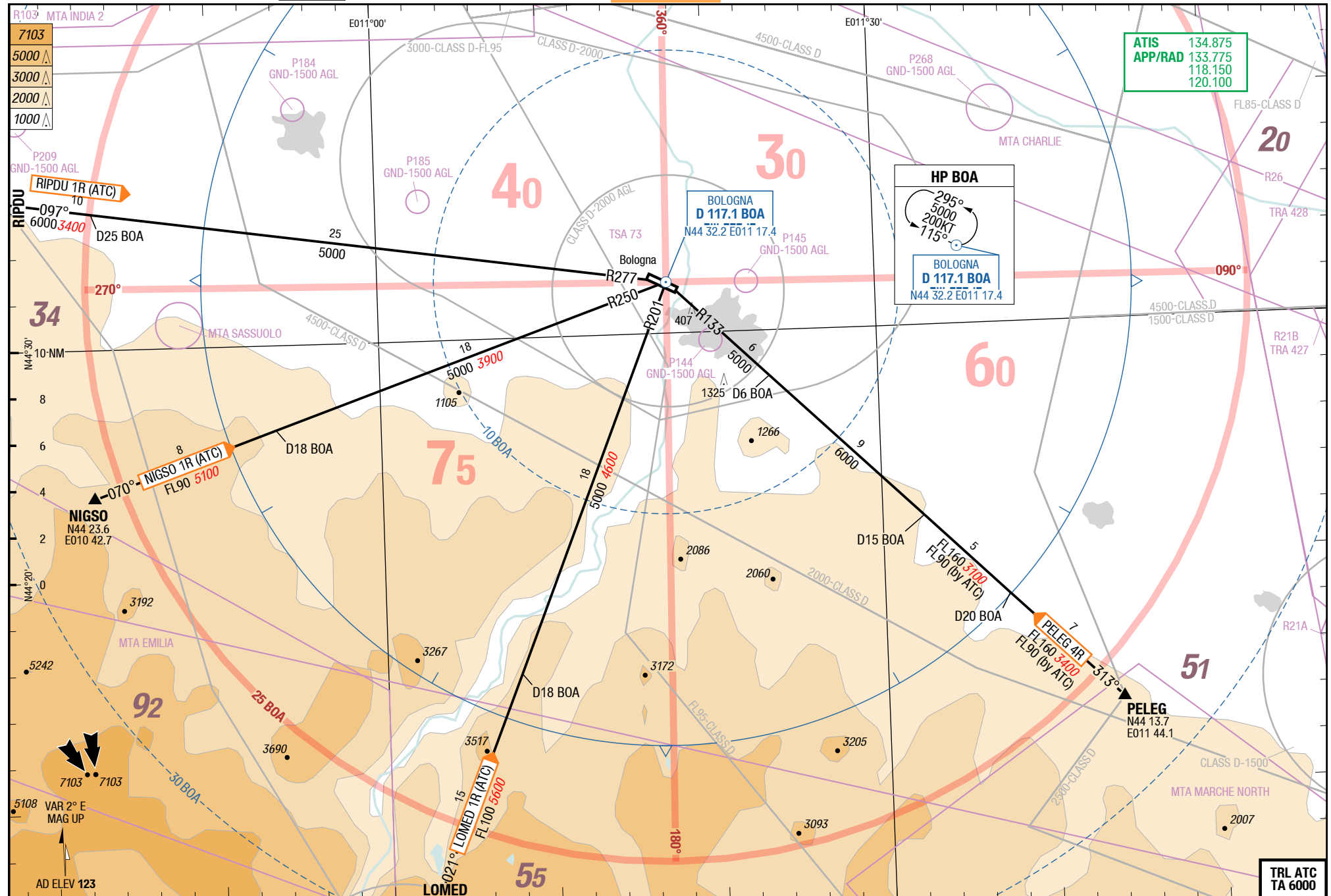
STARs VOR BOA R ARRrS

STAR

STAR

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STARs VOR BOA R ARRrS



Changes: ASP, MGA, PROC, Navaid FOR withdrawn, SUAs

Effective 19-JUL-2018

12-JUL-2018

BLQ-LIPE

Italy Bologna Borgo Panigale

STARs NDB BOA

6-50

STARs VOR BOA S ARRrS

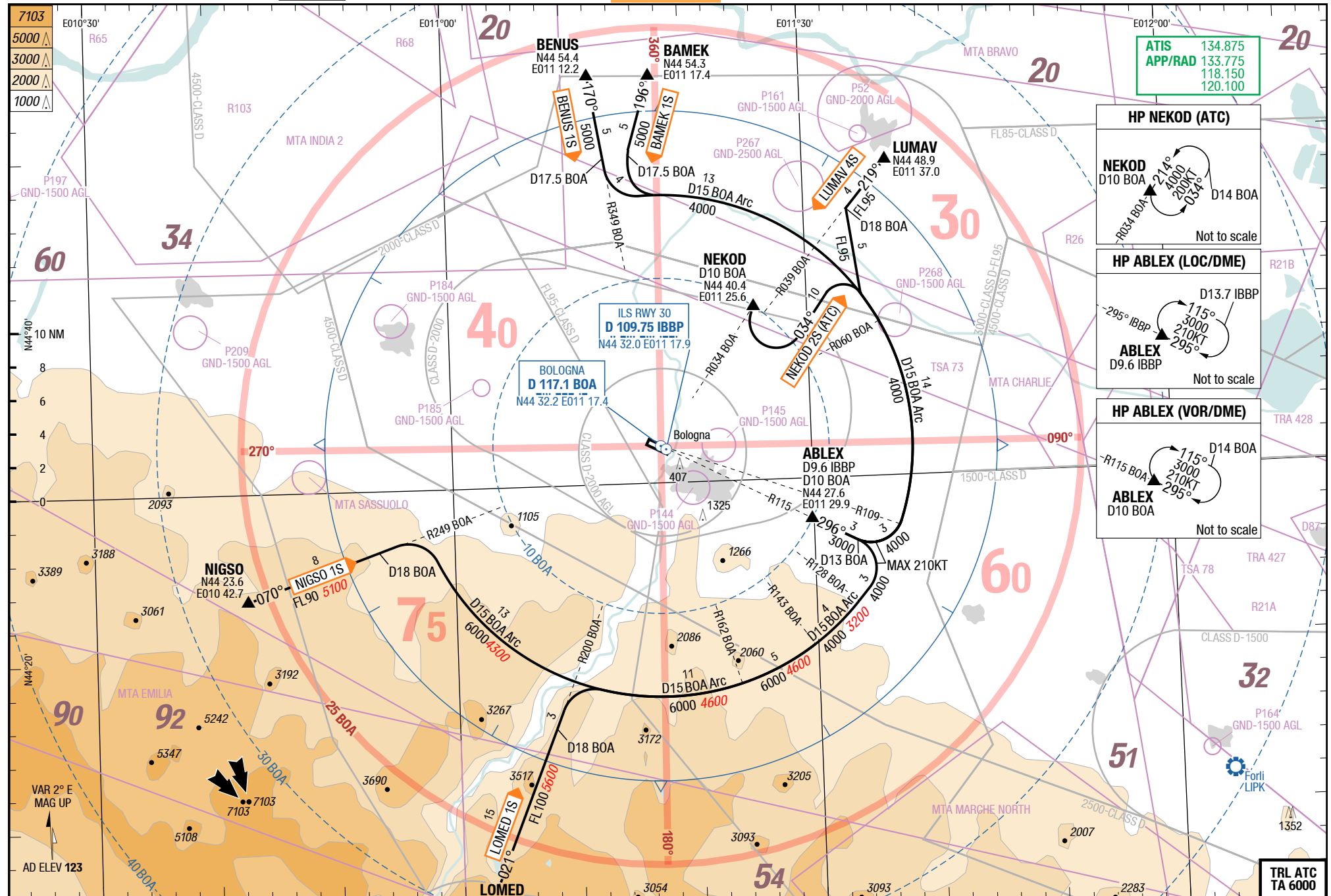
STAR

STAR

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STARs NDB BOA

STARs VOR BOA S ARRrS



Changes: Nil

Effective 19-JUL-2018

12-JUL-2018

BLQ-LIPE

6-60

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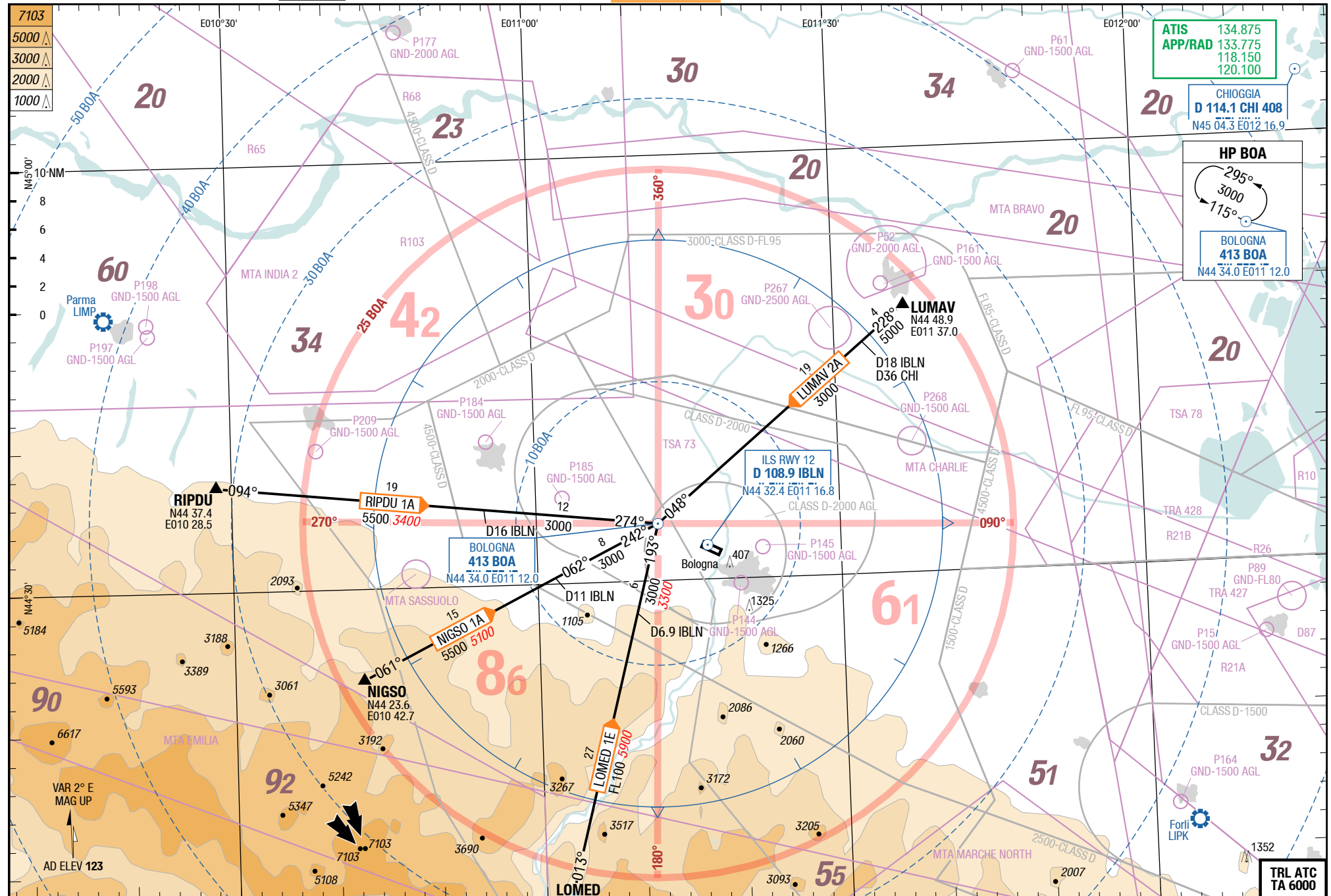
STARs NDB BOA

STAR

STAR

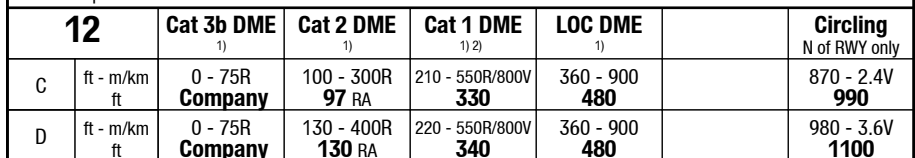
Borgo Panigale Bologna Italy

STARs NDB BOA



Changes: PROC, Navaid FOR withdrawn, ASP, MGA, SUAs

# ILS Z 12



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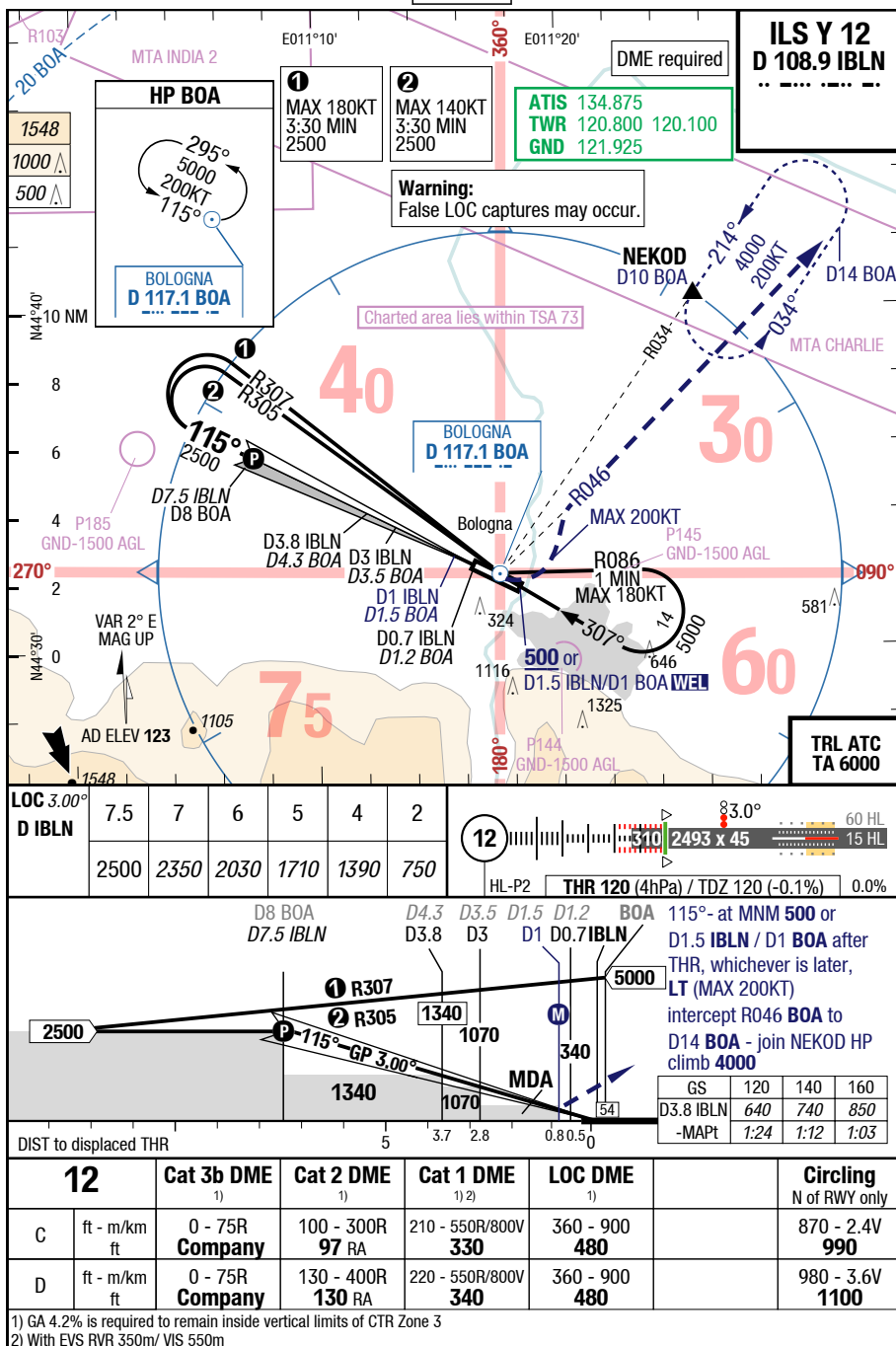
Changes: MIN, SUAs, OBST



## BLQ-LIPE

7-20

ILS Y 12

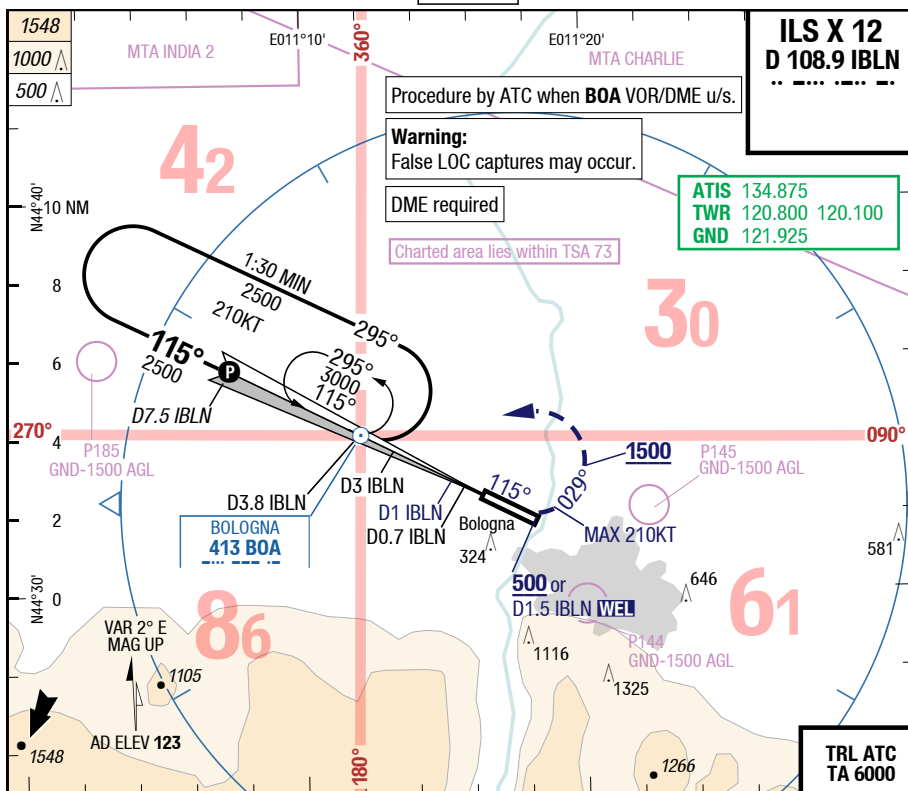




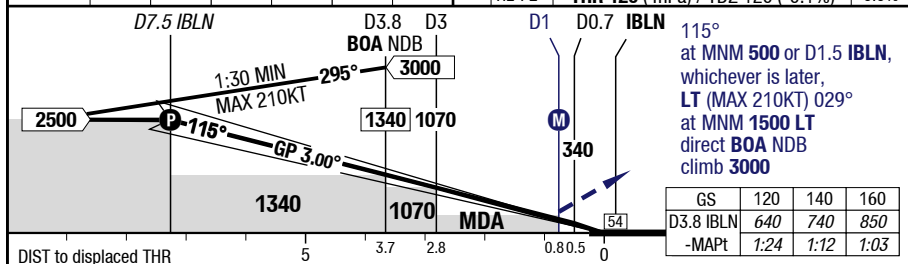
## BLQ-LIPE

7-30

## ILS X 12



LOC 3.00° D IBLN	7.5	7	6	5	4	2	
	2500	2350	2030	1710	1390	750	



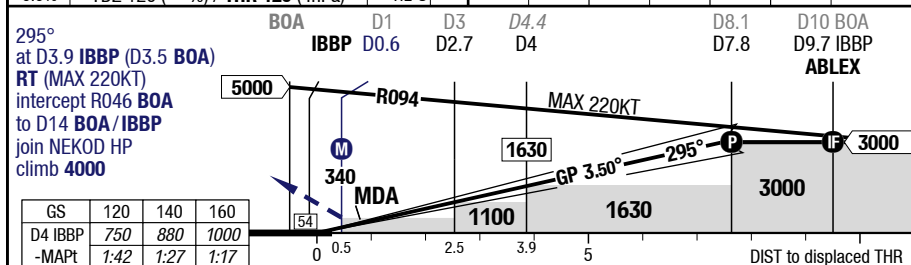
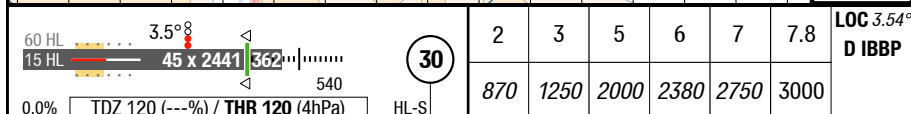
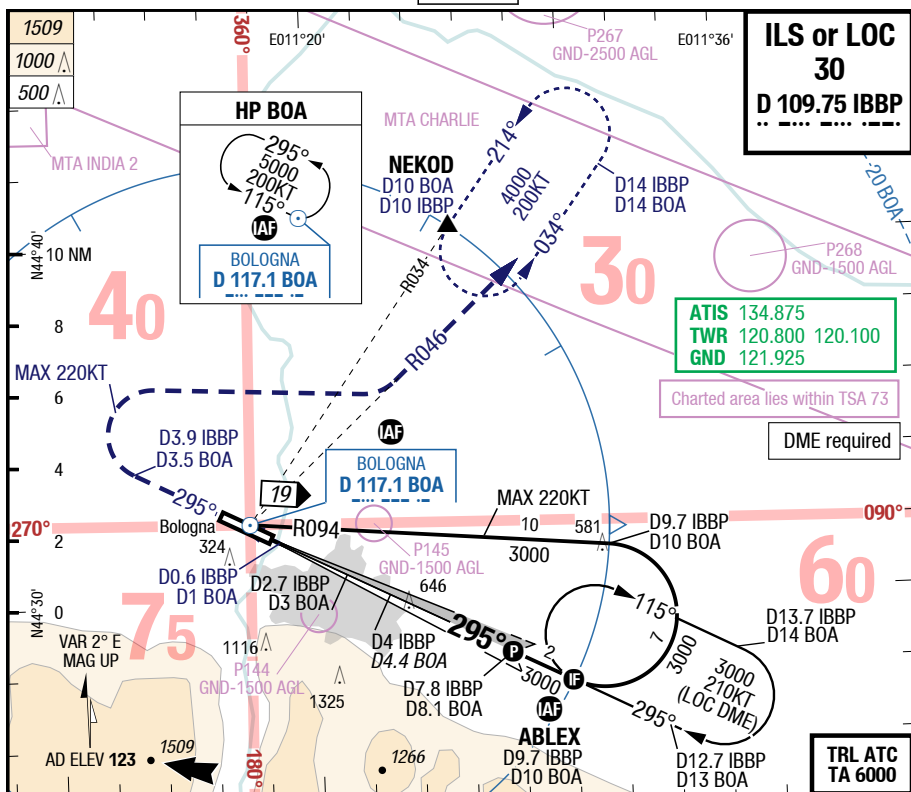
12		Cat 3b DME	Cat 2 DME	Cat 1 DME 1)	LOC DME	Circling N of RWY only
C	ft - m/km ft	0 - 75R Company	100 - 300R 97 RA	210 - 550R/800V 330	360 - 900 480	870 - 2.4V 990
D	ft - m/km ft	0 - 75R Company	130 - 400R 130 RA	220 - 550R/800V 340	360 - 900 480	980 - 3.6V 1100

1) With EVS RVR 350m/ VIS 550m

## BLQ-LIPE

7-40

## ILS or LOC 30



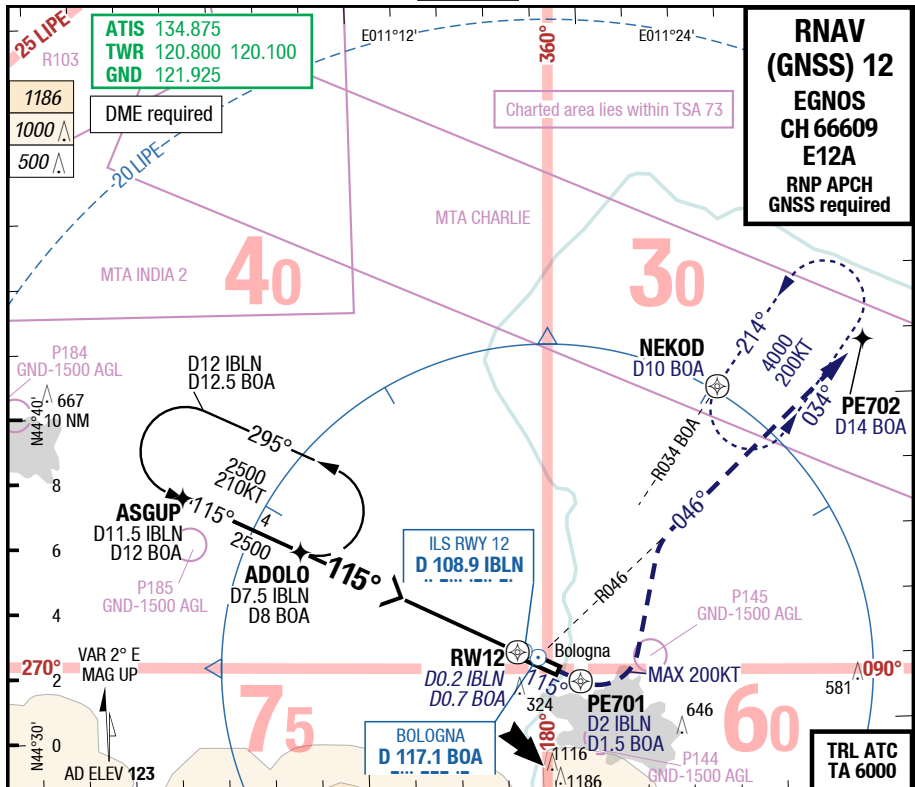
<b>30</b>		<b>Cat 1 DME</b> 1)	<b>LOC DME</b>			<b>Circling</b> N of RWY only
<b>C</b>	ft - m/km ft	230 - 800 <b>350</b>	480 - 1.8 <b>600</b>			870 - 2.4V <b>990</b>
<b>D</b>	ft - m/km ft	240 - 800 <b>360</b>	480 - 1.8 <b>600</b>			980 - 3.6V <b>1100</b>

1) With EVS 550m

## BLQ-LIPE

7-50

## RNAV (GNSS) 12



12		RNAV GNSS LPV 1)	RNAV GNSS LNAV 1)	Circling	
				N of RWY only	
C	ft - m/km ft	320 - 700 440 2) 3)	450 - 1.4 570	870 - 2.4V 990	
D	ft - m/km ft	330 - 800 450 4)	450 - 1.4 570	980 - 3.6V 1100	

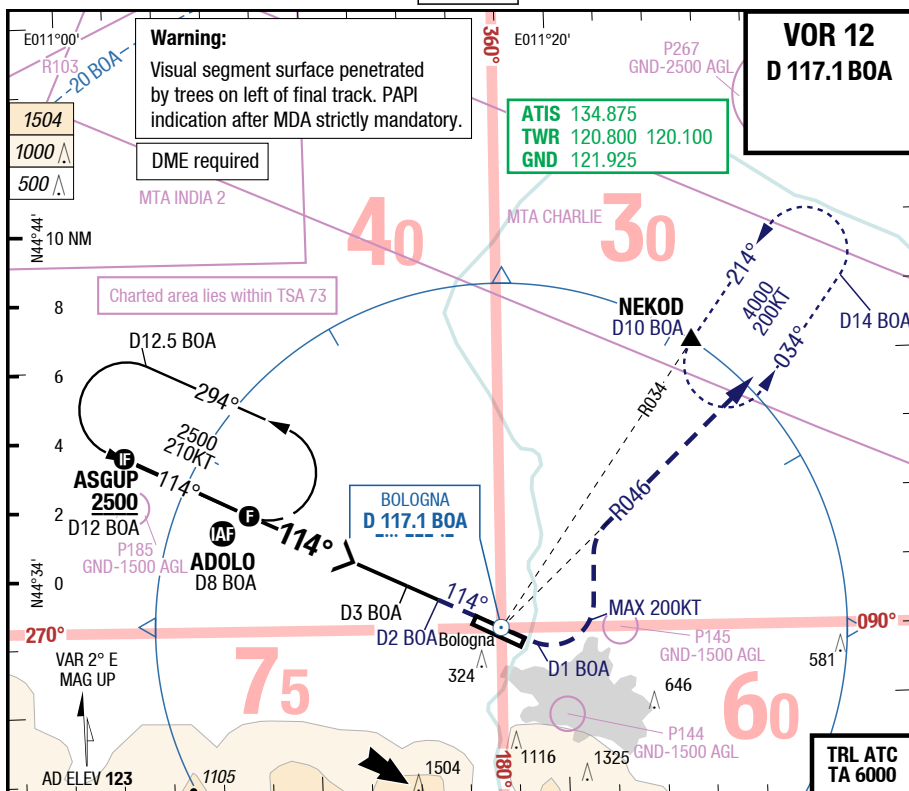
1) GA 4.2% is required to remain inside vertical limits of CTR Zone 3  
 2) With EVS 450m  
 3) wo HGS RVR 750m required  
 4) With EVS 550m

Changes: MIN, SUAs, OBST, TCH

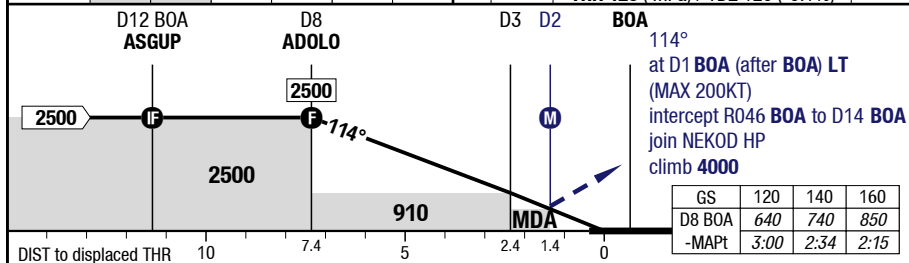
## BLQ-LIPE

7-70

**VOR 12**



3.00°			8	6	5	4	<div><div><div>12</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><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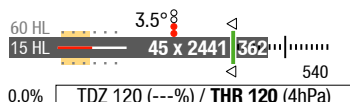
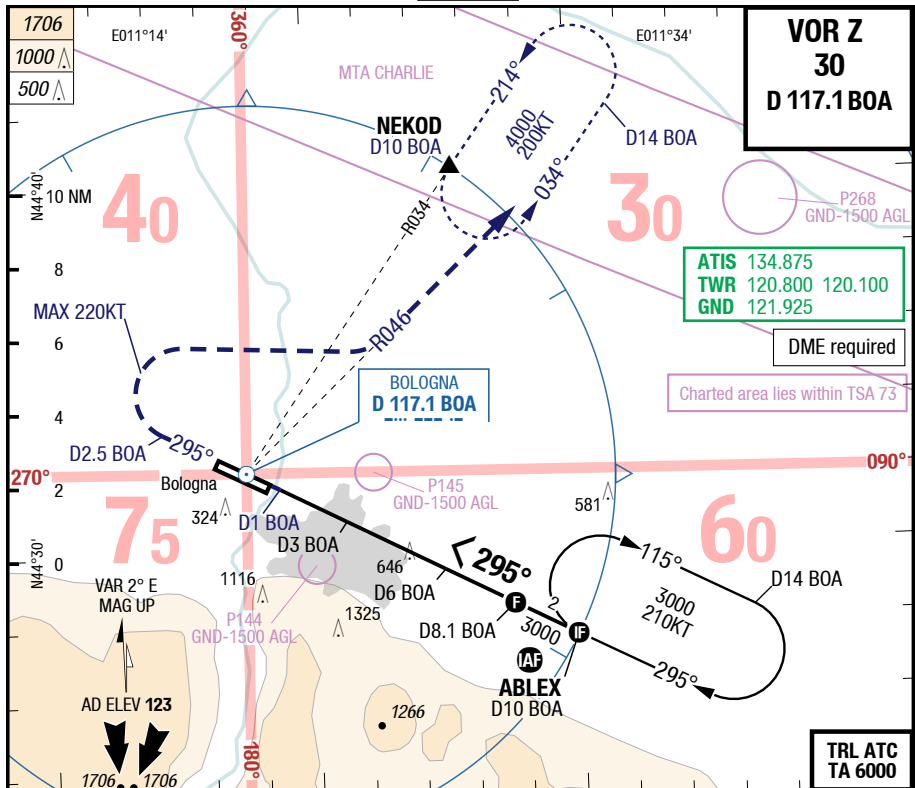
<b>12</b>		<b>VOR DME</b> 1)					<b>Circling</b> N of RWY only
C	ft - m/km ft	460 - 1.4 <b>580</b>					870 - 2.4V <b>990</b>
D	ft - m/km ft	460 - 1.4 <b>580</b>					980 - 3.6V <b>1100</b>

1) GA 4.2% is required to remain inside vertical limits of CTR Zone 3

## BLQ-LIPE

7-80

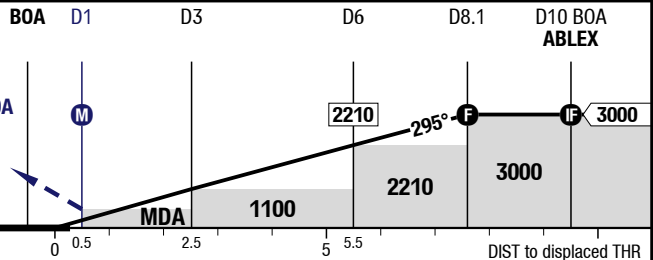
VOR Z 30



2	4	5	7	8.1	3.50°
730	1480	1850	2600	3000	D BOA

295°  
at D2.5 BOA (after BOA)  
RT (MAX 220KT)  
intercept R046 BOA to D14 BOA  
join NEKOD HP  
climb 4000

GS	120	140	160
D6 BOA	740	870	990
-MAPt	2:30	2:09	1:52

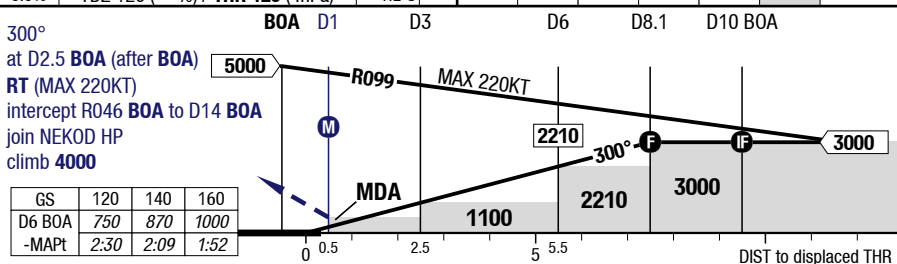
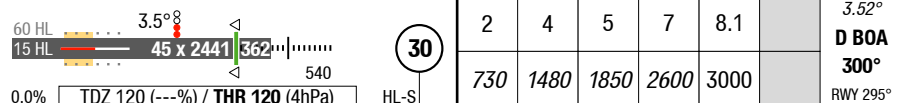
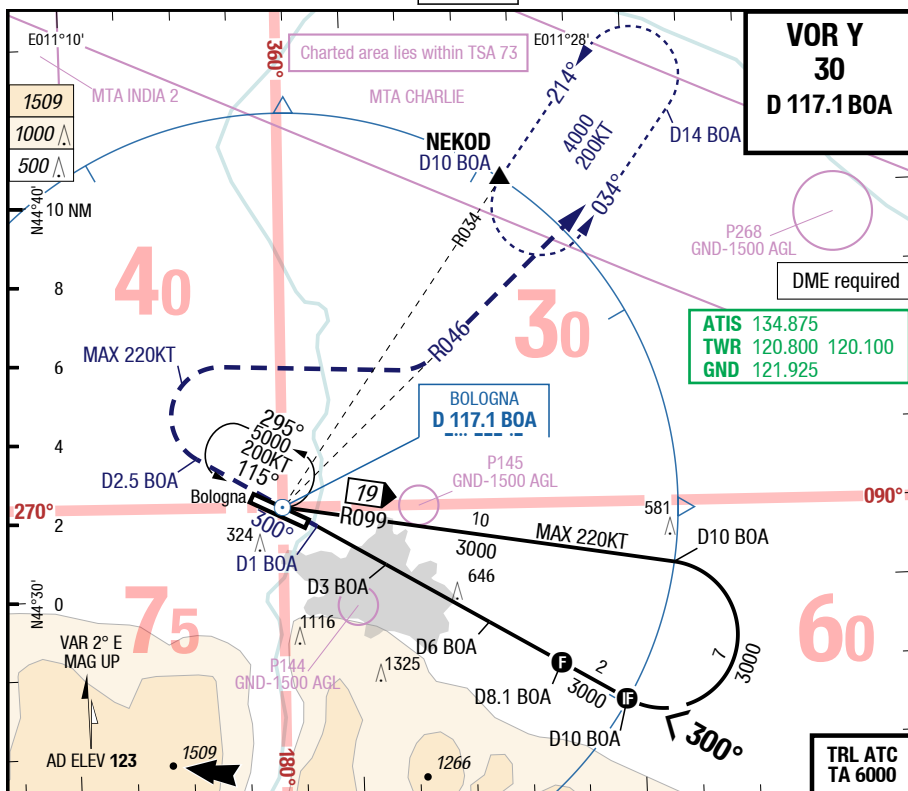


30	VOR DME					Circling N of RWY only
C	ft - m/km ft	480 - 1.8 600				870 - 2.4V 990
D	ft - m/km ft	480 - 1.8 600				980 - 3.6V 1100

## BLQ-LIPE

7-90

**VOR Y 30**



<b>30</b>		<b>VOR DME</b>					<b>Circling</b> N of RWY only
C	ft - m/km ft	480 - 1.8 <b>600</b>					870 - 2.4V <b>990</b>
D	ft - m/km ft	480 - 1.8 <b>600</b>					980 - 3.6V <b>1100</b>

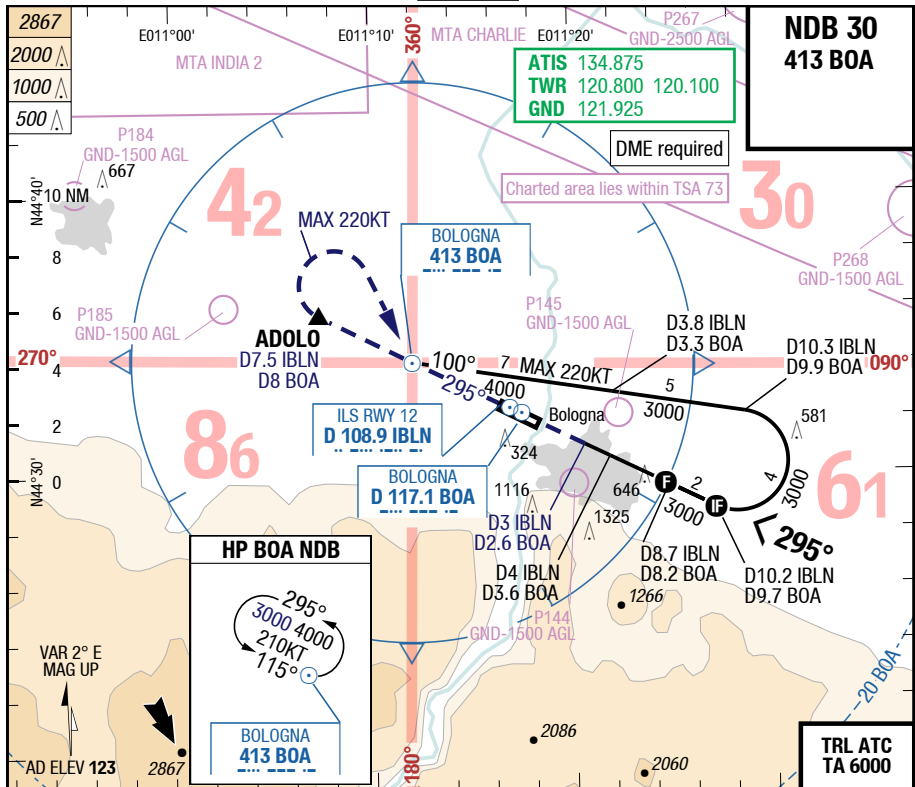
## NDB 12



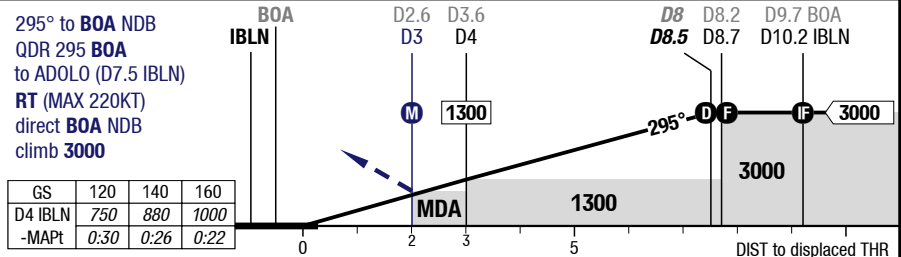
## BLQ-LIPE

7-110

NDB 30



60 HL	3.5°	8	5	6	7	8	8.5	3.54°
15 HL	45 x 2441	362	1690	2060	2440	2820	3000	D IBLN
0.0%	TDZ 120 (---%) / THR 120 (4hPa)	HL-S						



30	NDB DME					Circling
						N of RWY only
C	ft - m/km ft	890 - 2.4 1010				890 - 2.4V 1010
D	ft - m/km ft	890 - 2.4 1010				980 - 3.6V 1100



Effective 09-NOV-2017

02-NOV-2017

BLQ-LIPE

Italy Bologna Borgo Panigale

NIL

MRC

MRC

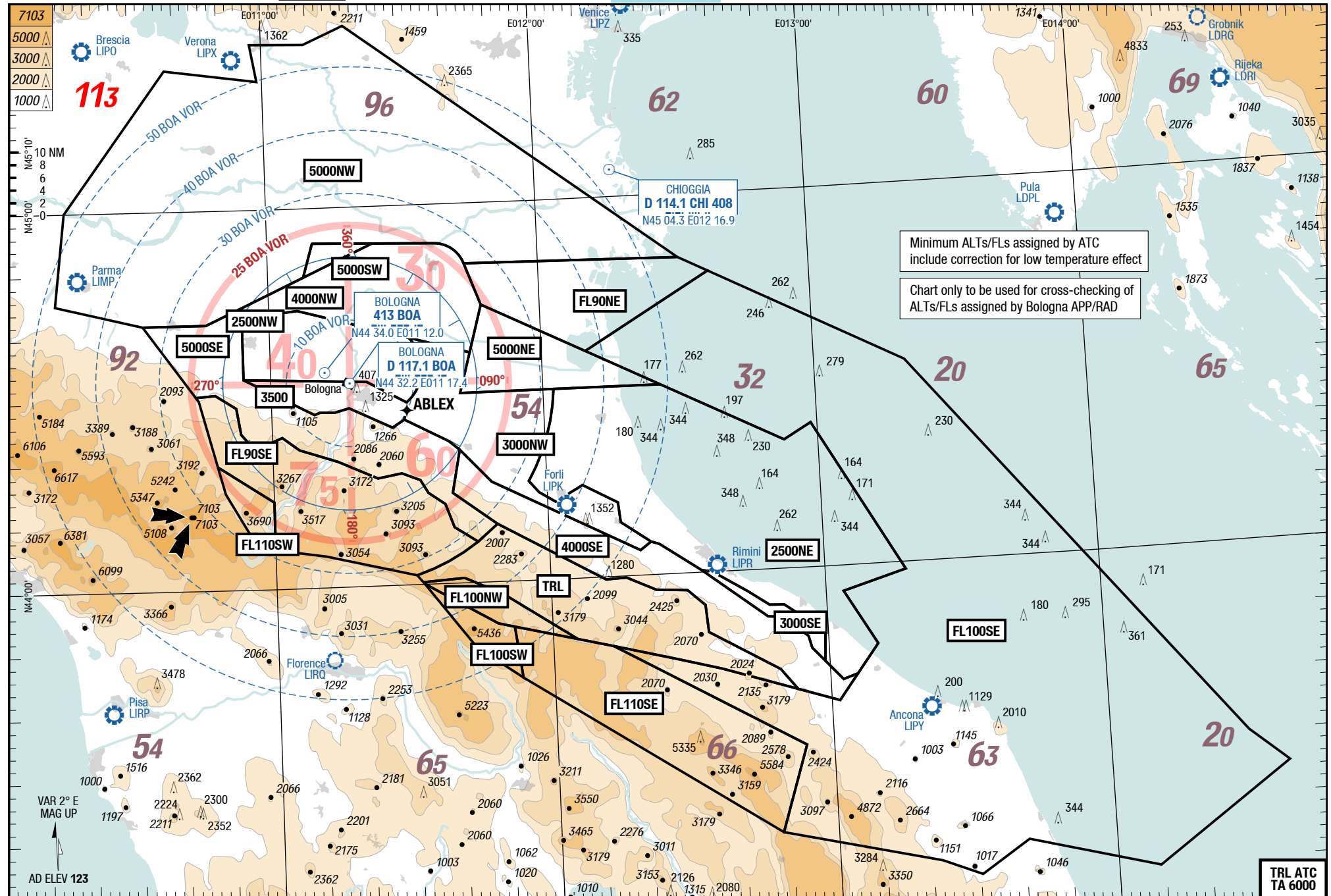
MRC

Borgo Panigale Bologna Italy

NIL

MRC

8-10



Changes: Navaid removed, OBST