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LIEO/OLB SJEPPESEN OLBIA, ITALY
COSTA SMERALDA 15 JUN 07 10-1P AIRPORT BRIEFING

### 1. GENERAL

# 1.1. ATIS

ATIS 113.9

# 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. NIGHTTIME RESTRICTION

From 2300-0600LT it is mandatory for landing ACFT to use the entire length of RWY to taxi to the apron.

### 1.2.2. ENGINE RUN-UPS

Every run-up will be carried out in the appropriate holding bays situated nearby RWY heads 06 or 24. The choice depending on wind conditions and preferential holding bay is bay 06.

Run-ups are strictly forbidden on the parking area.

Run-ups are forbidden between 2300-0600LT except for those ACFT which must be immediately employed.

During run-ups, ACFT shall be positioned against the wind in order to avoid disturbing noises in the surrounding area.

ACFT moving to or coming from the holding bay shall be moved by truck.

The access to the holding bay is forbidden to personnel not appropriately equipped (anti-noise headset, individual protection devices).

Before run-up, operators shall check the holding bay in order to avoid FOD presence.

#### 1.2.3. REVERSE THRUST

For landing ACFT the use of reverse thrust exceeding minimum limits indicated in the ACFT manual is prohibited except for safety reasons.

#### 1.2.4. AUXILIARY POWER UNITS (APUs)

The APU shall not be switched on earlier than 60 min before EOBT and shall be turned-off not later than 20 min after block-on-time. Longer use of APU must be authorized by the APT Authority.

#### 1.3. OTHER INFORMATION

RWY 06 right-hand circuit.

# 2. ARRIVAL

#### 2.1. SPEED RESTRICTIONS

Unless otherwise instructed by ATC pilots shall reduce Speed to:

- 250 KT at or below FL100:
- 200 KT starting the turn to intercept the LOC course or the approach radial in case of VOR RWY 06/24 final apch or the NDB reading in case of NDB RWY 24 or at distance of 12 NM from RWY thresh in case of straight-in apch;
- 180 KT completing the intercepting turn or at a distance of 8 NM from the RWY thresh;
- 160 KT at a distance of 4 NM from RWY tresh.

Further more Olbia Radar may request pilots:

- to adjust speed in a specific manner during the intermediate apph.
- speed adjustment of not more than +/- 20 KT, if ACFT is established on an intermediate or final apch to a minimum distance of 4 NM from the RWY thresh.

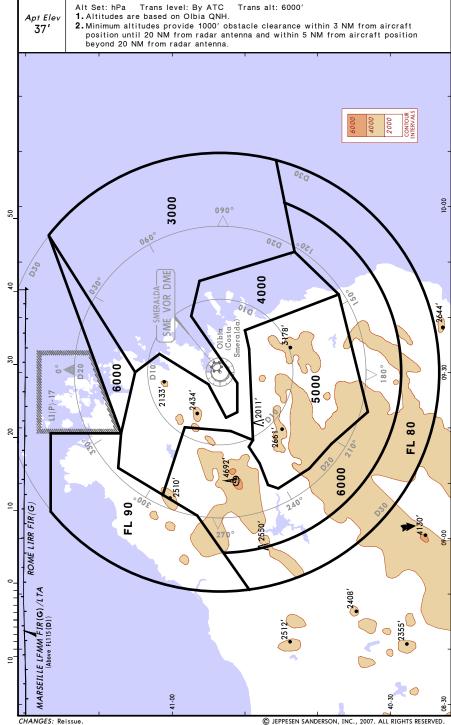
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LIEO/OLB JEPPESEN OLBIA, ITALY
COSTA SMERALDA 9 FEB 07 (10-1R) RADAR MINIMUM ALTITUDES



CHANGES: New page. © JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED

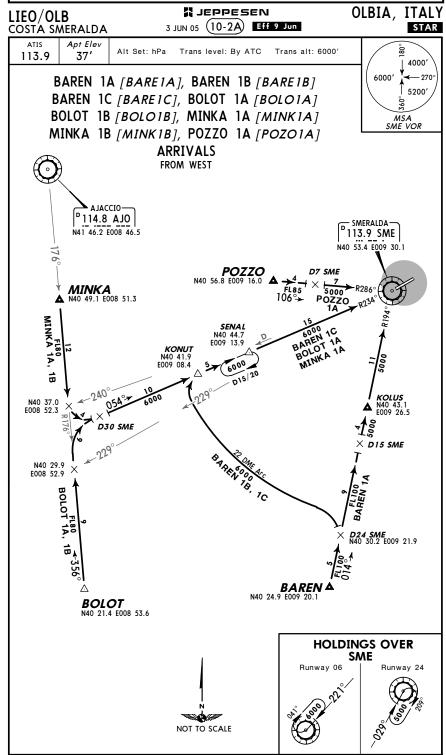
LIEO/OLB (10-2) Eff 9 Jun 3 JUN 05 STAR COSTA SMERALDA Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 6000 113.9 4000' BATOX 1A [BATO1A], BATOX 1B [BATO1B] 6000' <del>----- 270</del> GITRI 1A [GITR1A], PITOR 1A [PITO1A] 5200' RUXOP 1A [RUXO1A], RUXOP 1B [RUXO1B] MSA SME VOR SUKUN 1A [SUKU1A] FEDRA 1A [FEDR1A], GITRI 1B [GITR1B] PITOR 1B [PITO1B], SUKUN 1B [SUKU1B] BY ATC **ARRIVALS** 1 BATOX 1A: 5000 BATOX 1B: 4000 FROM EAST **BATOX PITOR**N41 13.2
■ E009 39.4 LI(P)-17 **RUXOP** RUXOP 1A: 5000 RUXOP 1B: 4000 TALIN **GITRI** N40 55.7 E010 09.5 **D21 SME** N40 55.0 E009 57.7 <u> ~265°</u> ▲ GITRI 1A: 5000 GITRI 1B: 4000 GITRI 1A FEDRA
N40 50.5
DE E009 49.4 FEDRA 1A SMERALDA— 113.9 SME **SUKUN** N40 53.4 E009 30.1 N40 45.0 **A** E009 54.7 **HOLDINGS OVER FEDRA SME** Runway 06 Runway 24 SME RO99° ^D15/19 NOT TO SCALE

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JEPP SEN

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JEPPES EN

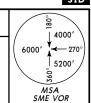
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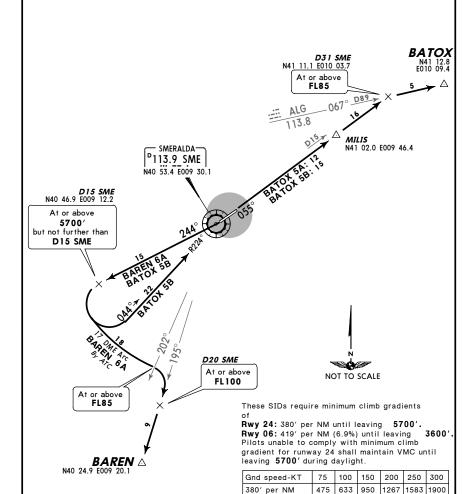
LIEO/OLB
COSTA SMERALDA

DEPPESEN
OLBIA, ITALY
SID

BAREN 6A [BARE6A], BATOX 5A [BATO5A]
BATOX 5B [BATO5B]
RWYS 24, 06 DEPARTURES
BASED ON SME VORDME

Trans level: By ATC Trans alt: 6000'





SID RWY ROUTING

BAREN 6A
BY ATC

BATOX 5A

BATOX 5B

BA

419' per NM

CHANGES: Rwy 24 initial turn instruction.

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524 699 1048 1398 1747 2096

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LIEO/OLB
COSTA SMERALDA

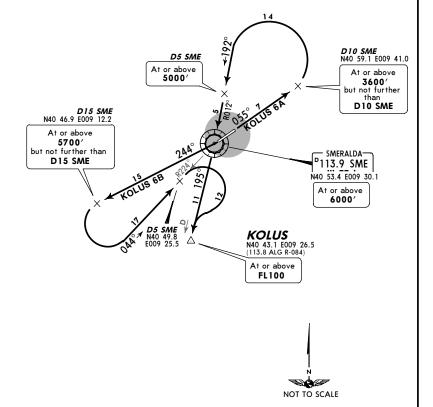
19 DEC 03 10-3A

Apt Elev 37'

Trans level: By ATC Trans alt: 6000'

KOLUS 6A [KOLU6A], KOLUS 6B [KOLU6B]
RWYS 06, 24 DEPARTURES
BASED ON SME VORDME

MSA
SME VOR



These SIDs require minimum climb gradients of

Rwy 06: 419' per NM (6.9%) until leaving 3600'. Rwy 24: 380' per NM until leaving 5700'. Pilots unable to comply with minimum climb gradient for runway 24 shall maintain VMC until

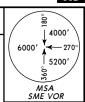
leaving 5700' during daylight.

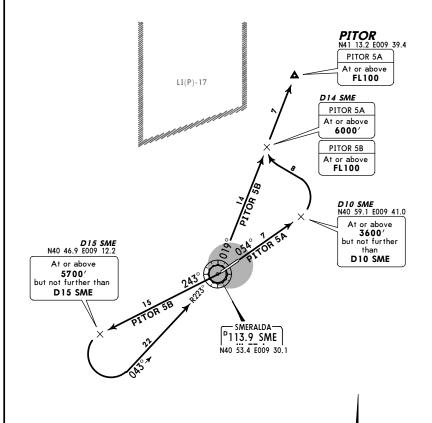
Gnd speed-KT	75	100	150	200	250	
419' per NM	524	699	1048	1398	1747	
380' per NM	475	633	950	1267	1583	

SID	RWY	ROUTING
KOLUS 6A	06	Intercept SME R-055, at or above 3600', but not further than D10 SME turn
		LEFT, intercept SME R-012 inbound to SME, SME R-195 to KOLUS.
KOLUS 6B	24	Intercept SME R-244, at or above 5700', but not further than D15 SME

M JEPPESEN OLBIA, ITALY LIEO/OLB 26 AUG 05 (10-3B) SID COSTÁ SMERALDA Apt Elev | Trans level: By ATC Trans alt: 6000'

> PITOR 5A [PITO5A], PITOR 5B [PITO5B] RWYS 06, 24 DEPARTURES BASED ON SME VORDME





These SIDs require minimum climb gradients Rwy 06: 419' per NM (6.9%) until leaving 3600'.

Rwy 24: 380' per NM until leaving 5700'. Pilots unable to comply with minimum climb gradient for runway 24 shall maintain VMC until leaving 5700' during daylight.

Gnd speed-KT	75	100	150	200	250	300
419' per NM	524	699	1048	1398	1747	2096
380' per NM	475	633	950	1267	1583	1900

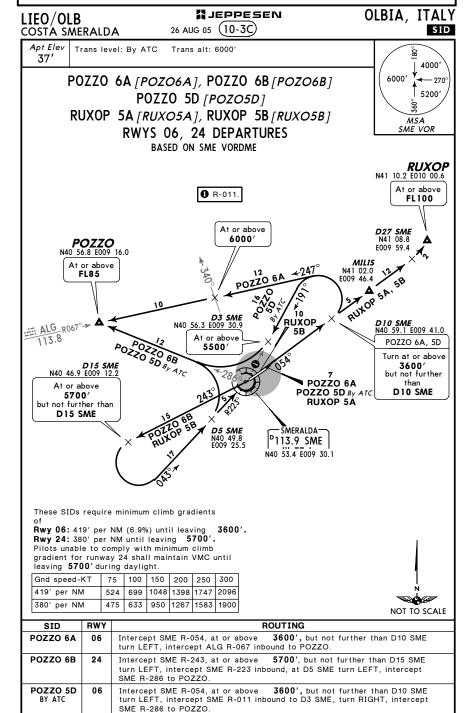
SID	RWY	ROUTING					
PITOR 5A	06	Intercept SME R-054, at or above 3600', but not further than D10 SME					
		turn LEFT, intercept SME R-019 to PITOR.					
PITOR 5B	24	Intercept SME R-243, at or above 5700', but not further than D15 SME turn LEFT, intercept SME R-223 inbound to SME, SME R-019 to PITOR.					

CHANGES: None.

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Intercept SME R-054 to D27 SME, turm LEFT to RUXOP

Intercept SME R-243, at or above 5700', but not further than D15 SME turn LEFT, intercept SME R-223 inbound to SME, SME R-054 to D27 SME,

CHANGES: SID POZZO 5D established.

**RUXOP 5A** 

RUXOP 5B

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turn LEFT to RUXOP.

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M JEPPESEN OLBIA, ITALY LIEO/OLB 26 AUG 05 (10-3D) COSTÁ SMERALDA Apt Elev | Trans level: By ATC Trans alt: 6000 4000' 6000' ← 270 SUKUN 5A [SUKU5A], SUKUN 5B [SUKU5B] 5200' SUKUN 5C [SUKU5C], SUKUN 5D [SUKU5D] RWYS 06, 24 DEPARTURES MSA SME VOR BASED ON SME VORDME **D10 SME** N40 59.1 E009 41.0 At or above **D5 SME** N40 58.3 E009 31.5 3600' At or above but not further 5000' D10 SME - SMERALDA-D113.9 SME N40 53.4 E009 30. **D15 SME** N40 46.9 E009 12.2 At or above At or above 6000' 5700' but not further than D15 SME :=::: ALG 083 SUKUN 5D **SUKUN** N40 45.0 E009 54.7 **KÖLUS** N40 43.1 E009 26.5 At or above FL100 At or above FL85 These SIDs require minimum climb gradients Rwy 06: 419' per NM (6.9%) until leaving 3600'. Rwy 24: 380' per NM until leaving 5700'. Pilots unable to comply with minimum climb gradient for runway 24 shall maintain VMC until NOT TO SCALE leaving 5700' during daylight. Gnd speed-KT 75 100 150 200 250 300 524 699 1048 1398 1747 2096 419' per NM 380' per NM 475 633 950 1267 1583 1900 SID RWY ROUTING **SUKUN 5A** Intercept SME R-054, at or above 3600', but not further than D10 SME turn LEFT, intercept SME R-011 inbound, at D5 SME turn LEFT, intercept SME R-113 to SUKUN. SUKUN 5B Intercept SME R-054, at or above 3600', but not further than D10 SME turn RIGHT, along SME 12 DME arc, when passing SME R-102 turn LEFT, BY ATC intercept SME R-113 to SUKUN. SUKUN 5C Intercept SME R-243, at or above 5700', but not further than D15 SME turn LEFT, intercept SME R-223 inbound, at D5 SME turn RIGHT, intercept SME R-113 to SUKUN. **SUKUN 5D** Intercept SME R-243, at or above 5700', but not further than D15 SME turn LEFT, intercept ALG R-083 via KOLUS to SUKUN.

CHANGES: KOLUS & SUKUN upgraded to CRP.

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LIEO/OLB JEPPESEN OLBIA, ITALY
COSTA SMERALDA 26 AUG 05 (10-3E) SID

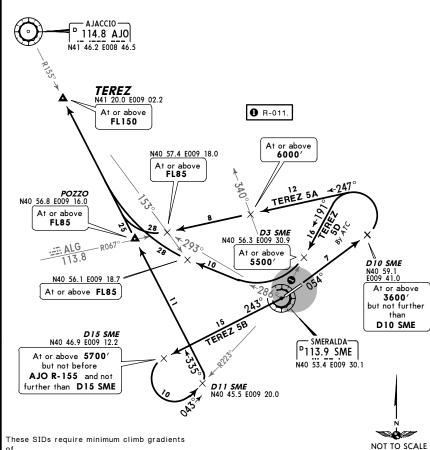
TEREZ 5A [TERESA], TEREZ 5B [TERESB]
TEREZ 5D [TERESD]

Trans level: By ATC Trans alt: 6000

RWYS 06, 24 DEPARTURES

BASED ON SME VORDME





of Rwy 06: 419' per NM (6.9%) until leaving 36

Rwy 24: 380' per NM until leaving 5700'. Pilots unable to comply with minimum climb gradient for runway 24 shall maintain VMC until leaving 5700' during daylight.

						300
419' per NM	524	699	1048	1398	1747	2096
380' per NM	475	633	950	1267	1583	1900

SID	RWY	ROUTING
TEREZ 5A	06	Intercept SME R-054, at or above 3600', but not further than D10 SME turn LEFT, intercept ALG R-067 inbound, when passing SME R-293 (AJO R-153) turn RIGHT, intercept AJO R-155 inbound to TEREZ.
TEREZ 5B	24	Intercept SME R-243, at or above 5700', but not before AJO R-155 and not further than D15 SME turn LEFT, intercept SME R-223 inbound, at D11 SME turn LEFT, intercept AJO R-155 inbound via POZZO to TEREZ.
TEREZ 5D BY ATC	06	Intercept SME R-054, at or above 3600', but not further than D10 SME turn LEFT, intercept SME R-011 inbound, at D3 SME turn RIGHT, intercept SME R-286 towards POZZO, at AJO R-153 turn RIGHT, intercept AJO R-155 inbound to TEREZ.

CHANGES: SID POZZO 5D establd; lead radial TEREZ 5A revised. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

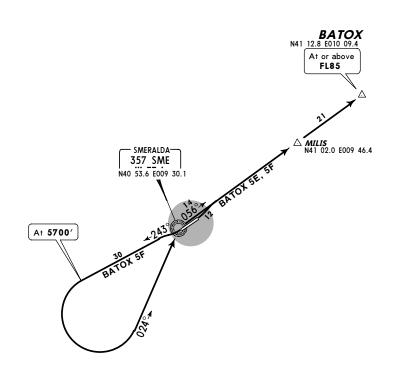
OLBIA, ITALY M JEPPESEN LIEO/OLB 16 JUL 04 (10-3F) COSTÁ SMERALDA

BATOX 5E [BATO5E], BATOX 5F [BATO5F] RWYS 06, 24 DEPARTURES

BASED ON SME NDB

Trans level: By ATC Trans alt: 6000'

4000 6000' **←** 270° 5200' MSA SME NDB





These SIDs require minimum climb gradients

Rwy 06: 419' per NM (6.9%) until leaving 3600'. Rwy 24: 383' per NM (6.3%) until leaving 5700'. 75 100 150 200 250 300 Gnd speed-KT 419' per NM 524 699 1048 1398 1747 2096

479 638 957 1276 1595 1914

SID	RWY	ROUTING
BATOX 5E	06	Intercept 056° bearing from SME to BATOX.
BATOX 5F	24	Intercept 243° bearing from SME, at 5700' turn LEFT, intercept 024°

383' per NM

CHANGES: SME INS coordinates. © JEPPESEN SANDERSON, INC., 2003, 2004. ALL RIGHTS RESERVED.

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# JEPPESEN LIEO/OLB

Trans level: By ATC Trans alt: 6000

OLBIA, ITALY

JEPPESEN

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COSTA SMERALDA

16 JUL 04 (10-3G)

4000' 6000 5200' MSA SME NDB

KOLUS 5E [KOLU5E], KOLUS 5F [KOLU5F] RWYS 06, 24 DEPARTURES BASED ON SME NDB

SMERALDA-357 SME At 3600' N40 53.6 E009 30.1 KOLUS 5E At or above 6000' At 5700 **KOLUS** N40 43.1 E009 26.5 At or above FL100



These SIDs require minimum climb gradients

Rwy 06: 419' per NM (6.9%) until leaving 3600'. Rwy 24: 383' per NM (6.3%) until leaving 5700'.

Gnd speed-KT	75	100	150	200	250	300
419' per NM	524	699	1048	1398	1747	2096
383' per NM	479	638	957	1276	1595	1914

SID	RWY	ROUTING
KOLUS 5E	06	Intercept 056° bearing from SME, at $$3600^\prime$$ turn LEFT, intercept 192° bearing to SME, 194° bearing to KOLUS.
KOLUS 5F	24	Intercept 243° bearing from SME, at 5700′ turn LEFT, intercept 024° bearing to SME, turn RIGHT, intercept 194° bearing from SME to KOLUS.

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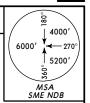
JEPPESEN

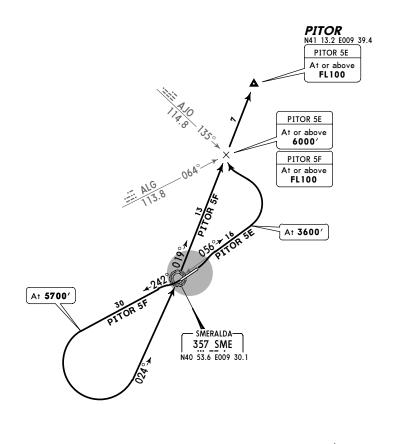
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LIEO/OLB JEPPESEN OLBIA, ITALY
COSTA SMERALDA 13 OCT 06 (10-3H) SID

PITOR 5E [PITO5E], PITOR 5F[PITO5F]
RWYS 06, 24 DEPARTURES
BASED ON SME NDB

Trans level: By ATC Trans alt: 6000'





These SIDs require minimum climb gradients of

**Rwy 06:** 419' per NM (6.9%) until leaving **3600'. Rwy 24:** 383' per NM (6.3%) until leaving **5700'.** 

Gnd speed-KT	75	100	150	200	250	300
419' per NM	524	699	1048	1398	1747	2096
383' per NM	479	638	957	1276	1595	1914

SID	RWY	ROUTING			
PITOR 5E	06	Intercept 056° bearing from SME, at 3600' turn LEFT, intercept 019° bearing from SME to PITOR.			
PITOR 5F	24	Intercept 242° bearing from SME, at 5700′ turn LEFT, intercept 024°			

CHANGES: SID PITOR 5F crossing at PITOR withdrawn.

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LIEO/OLB SIPPESEN OLBIA, ITALY
COSTA SMERALDA 13 OCT 06 (10-3J) SID

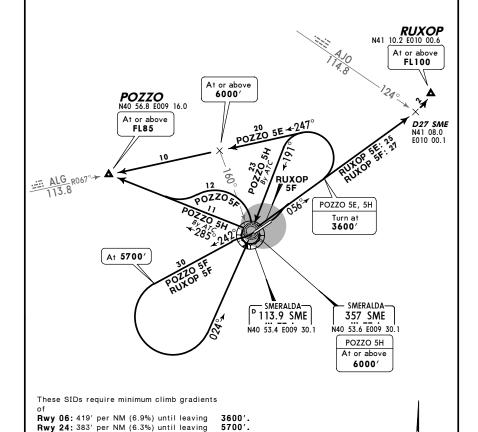
POZZO 5E [POZO5E], POZZO 5F [POZO5F]
POZZO 5H [POZO5H]

RUXOP 5E [RUXO5E], RUXOP 5F [RUXO5F]
RWYS 06, 24 DEPARTURES

Apt Elev | Trans level: By ATC Trans alt: 6000

BASED ON SME NDB





SID	RWY	ROUTING
POZZO 5E	06	Intercept 056° bearing from SME, at 3600' turn LEFT, intercept ALG R-067 inbound to POZZO.
POZZO 5F	24	Intercept 242° bearing from SME, at 5700' turn LEFT, intercept 024° bearing to SME, turn LEFT, intercept 285° bearing from SME to POZZO.
POZZO 5H BY ATC	06	Intercept 056° bearing from SME, at 3600' turn LEFT, intercept 191° bearing to SME, 285° bearing to POZZO.
RUXOP 5E		Intercept 056° bearing from SME to D27 SME, turn LEFT to RUXOP.
RUXOP 5F	24	Intercept 242° bearing from SME, at 5700' turn LEFT, intercept 024° bearing to SME, 056° bearing to D27 SME, turn LEFT to RUXOP.

75 100 150 200 250 300

524 699 1048 1398 1747 2096

479 638 957 1276 1595 1914

CHANGES: None.

Gnd speed-KT

419' per NM

383' per NM

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SID	RWY	ROUTING				
SUKUN 5E	06	Intercept 056° bearing from SME, at 3600' turn LEFT, intercept 191° bearing to SME, 113° bearing to SUKUN.				
SUKUN 5F	24	Intercept 242° bearing from SME, at 5700′ turn LEFT, intercept 024° bearing to SME, turn RIGHT, intercept 113° bearing from SME to SUKUN.				
SUKUN 5G		Intercept 242° bearing from SME, at 5700′ turn LEFT, 064° track to KOLUS, intercept ALG R-083 to SUKUN.				

CHANGES: NCRPs upgraded to CRPs.

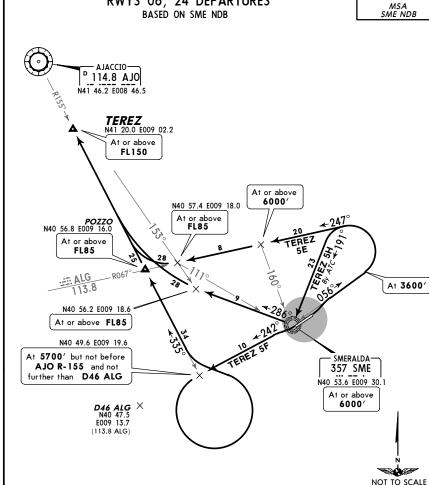
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**X** JEPPESEN OLBIA, ITALY LIEO/OLB 26 AUG 05 (10-3L) SID COSTA SMERALDA Trans level: By ATC Trans alt: 6000' 4000'

> TEREZ 5E [TERE5E], TEREZ 5F [TERE5F] TEREZ 5H [TERE5H] RWYS 06, 24 DEPARTURES

BASED ON SME NDB



These SIDs require minimum climb gradients

Rwy 06: 419' per NM (6.9%) until leaving 3600'.
Rwy 24: 383' per NM (6.3%) until leaving 5700'.

Gnd speed-KT			150			
419' per NM			1048			
383' per NM	479	638	957	1276	1595	1914

6000'

**←** 270°

5200'

SID	RWY	ROUTING					
TEREZ 5E	06	Intercept 056° bearing from SME, at <b>3600</b> ′ turn LEFT, intercept ALG R-067 inbound, when passing 111° bearing to SME (AJO R-153) turn RIGHT, intercept AJO R-155 inbound to TEREZ.					
TEREZ 5F	24	Intercept 242° bearing from SME, at 5700′, but not before AJO R-155 and not further than D46 ALG turn LEFT, intercept AJO R-155 inbound via POZZO to TEREZ.					
TEREZ 5H BY ATC	06	Intercept 056° bearing from SME, at <b>3600</b> ′ turn LEFT, intercept 191° bearing to SME, turn RIGHT, 286° bearing towards POZZO, at AJO R-153 turn RIGHT, intercept AJO R-155 inbound to TEREZ.					

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USABLE LENGTHS
LANDING BEYOND Threshold | Glide Slope TAKE-OFF WIDTH RWY RL CL (30m) REIL PAPI-L (angle 3.5°) RVR 7224' 2202m 6308' 1923m 148' 45m 24 RL CL (30m) REIL PAPI-L (angle 3.0°) RVR 7533' 2296m JAR-OPS TAKE-OFF 1 All Rwys LVP must be in Force RCLM (DAY only) RCLM (DAY only) RL, CL NIL (DAY only) & mult. RVR req RL & CL or RL or RL 150m 200m 250m 400m 500m 250m 300m 200m

■ Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Apron layout and designations.

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LIEO/OLB

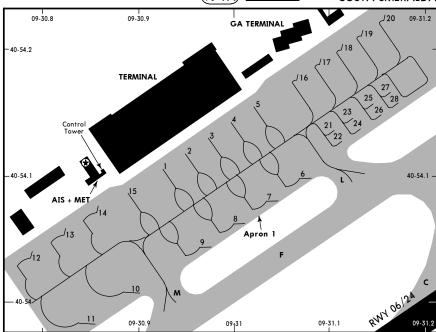
A JEPPESEN

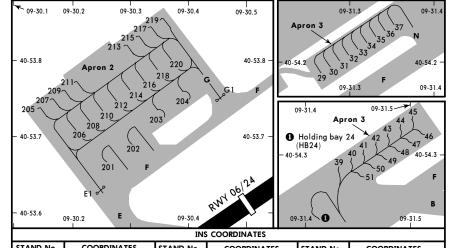
OLBIA, ITALY

10-9A

Eff 25 Jun

COSTA SMERALDA





STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES
	Apron 1	21, 22	N40 54.1 E009 31.1	211	N40 53.8 E009 30.2
1, 2	N40 54.1 E009 30.9	23 thru 27	N40 54.2 E009 31.2	212	N40 53.7 E009 30.3
3	N40 54.1 E009 31.0	28	N40 54.2 E009 31.1	213 thu 218	N40 53.8 E009 30.3
4, 5	N40 54.2 E009 31.0		A 0	219	N40 53.9 E009 30.3
6	N40 54.1 E009 31.1	201	Apron 2	220	N40 53.8 E009 30.4
7, 8	N40 54.1 E009 31.0		N40 53.7 E009 30.2		A 7
		202, 203	N40 53.7 E009 30.3		Apron 3
9	N40 54.0 E009 31.0	204	N40 53.7 E009 30.4	29 thru 36	N40 54.2 E009 31.3
10	N40 54.0 E009 30.9	205	N40 53.7 E009 30.1	37	N40 54.2 E009 31.4
11, 12	N40 54.0 E009 30.8	206	N40 53.7 E009 30.2	HB24, 39	N40 54.3 E009 31.4
13, 14	N40 54.1 E009 30.8			40 thru 51	N40 54.3 E009 31.5
15	N40 54.1 E009 30.9	207	N40 53.8 E009 30.1		
	1140 54.1 2007 00.7	208	N40 53.7 E009 30.2		
16 thru 19	N40 54.2 E009 31.1	209	N40 53.8 E009 30.2		
20	N40 54.2 E009 31.2	210	N40 53.7 E009 30.2		

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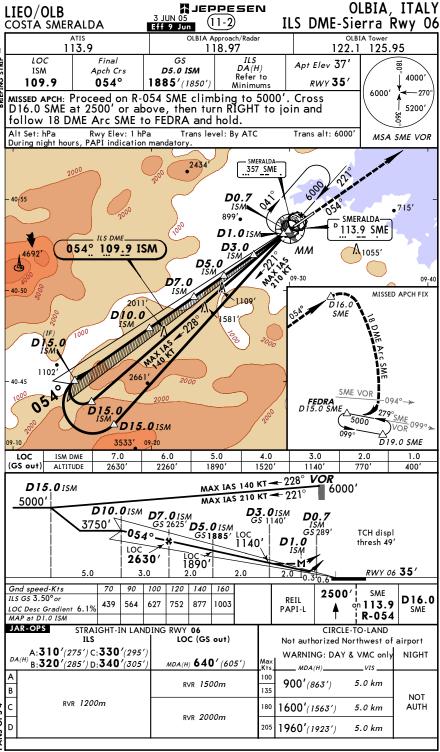
OLBIA, ITALY MJEPPESEN. LIEO/OLB 3 JUN 05 (11-1) Eff 9 Jun ILS DME-Papa Rwy 06 COSTA SMERALDA OLBIA Approach/Rada 113.9 118.97 122.1 125.95 ILS DA(H) LOC GS Final Apt Elev 37' D5.0 ISM ISM Apch Crs Refer to 4000' 054° RWY 35' 109.9 1885'(1850' Minimums **-270** MISSED APCH: Proceed on R-054 SME climbing to 5000'. Cross D16.0 SME at 2500' or above, then turn RIGHT to join and 5200' follow 18 DME Arc SME to FEDRA and hold. Rwy Elev: 1 hPa Trans level: By ATC MSA SME VOR During night hours, PAPI indication mandatory. 899' **DO.**7 SMERALDA-357 SME D1.01SM **D3.0** *ISM* 1055 ILS DME. D5.0 054° 109.9 ISM SMERALDA-D 113.9 SME D7.0 40-50 09-30 MISSED APCH FIX SENAL SME VOR 3533 **FEDRA** 40-40 3038 D19.0 SME ISM DME 5.0 4.0 3.0 2.0 1.0 LOC 6.0 (GS out) ALTITUDE 2630' 2260' 1890 1520' 1140' 770 400' SENAL **D7.0** ISM GS 2625' **D3.0** ISM GS 1140' **D20.0** SME D15.0 SME **D10.0** ISM 6000'1 **1**6000′ **D5.0**ISM GS1885' ·054° 5000' 1890' TCH displ ·054°= **KONUT** thresh 49' D20.0 SME 2630 5.0 3.0 2.0 RWY 06 35 Gnd speed-Kts 70 90 100 120 140 160 2500 on 113.9 D16.0 SME ILS GS 3.50° or REIL 439 | 564 | 627 752 877 1003 PAPI-L LOC Desc Gradient 6.1% R-054 MAP at D1.0 ISM JAR-OPS STRAIGHT-IN LANDING RWY 06 CIRCLE-TO-LAND LOC (GS out) Not authorized Northwest of airport A:310'(275') C:330'(295' WARNING: DAY & VMC only B:320'(285') D:340'(305' MDA(H) 640'(605') 900'(863') RVR 1500m 5.0 km NOT RVR 1200m 1600' (1563') AUTH 5.0 km RVR 2000m 1960′(1923′) 5.0 km

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CHANGES: Procedure bearings

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OLBIA, ITALY JEPPESEN LIEO/OLB (11-3) • ILS+SME DME-Papa Rwy 06 COSTA SMERALDA ATIS OLBIA Approach/Rada 113.9 118.97 122.1 125.95 GS LOC Final Apt Elev 37' DA(H)ISM Apch Crs D5.0 SME Refer to 4000 054° RWY 35' 109.9 2090'(2055' Minimums 6000' -270 MISSED APCH: Proceed on R-054 SME climbing to 5000'. Cross D16.0 SME at 2500' or above, then turn RIGHT to join and 5200' follow 18 DME Arc SME to FEDRA and hold. Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6( 1. MM position not ICAO standard. 2. During night hours, PAPI indication mandatory MSA SME VOR TO BE USED ONLY WHEN ISM DME UNAVAILABLE. SMERALDA-357 SME D1.05N **D3.0**SME 1055 D5.0 054° 109.9 ISM SMERALDA-D 113.9 SME 40-50 09-30 MISSED APCH FIX SENAL SME VOR **FEDRA** 3533 40-40 D19.0 SME 4.0 LOC SME DME 7.0 6.0 5.0 3.0 2.0 1.0 (GS out) 2830' 2460' 2090 1720 1350 980 610' ALTITUDE SENAL **D7.0**SME **D3.0** SME **D20.0** SME D10.0 D15.0 SME GS 2830' GS 1345' 6000 **D5.0** SME <del><</del>-234°<del>---</del>6000′ ММ GS 2090' 5000' GS 243' 2090 0540 **KONUT** D1.0 TCH displ D20.0 SMF LOC thresh 49' 2830 RWY 06 35 5.0 5.0 TO DISPLACED THRESHOLD Gnd speed-Kts 90 100 120 140 160 2500' on 113.9 D16.0 SME ILS GS 3.50° or REIL 439 | 564 | 627 752 877 1003 LOC Desc Gradient 6.1% PAPI-L R-054 MAP at D1.0 SME JAR-OPS STRAIGHT-IN LANDING RWY 06 CIRCLE-TO-LAND LOC (GS out) Not authorized Northwest of airport A:310'(275') C:330'(295' WARNING: DAY & VMC only B:320'(285') D:340'(305' MDA(H) 640'(605') 900'(863') RVR 1500m 5.0 km NOT RVR 1200m 1600' (1563') AUTH 5.0 km RVR 2000m 1960′(1923′) 5.0 km

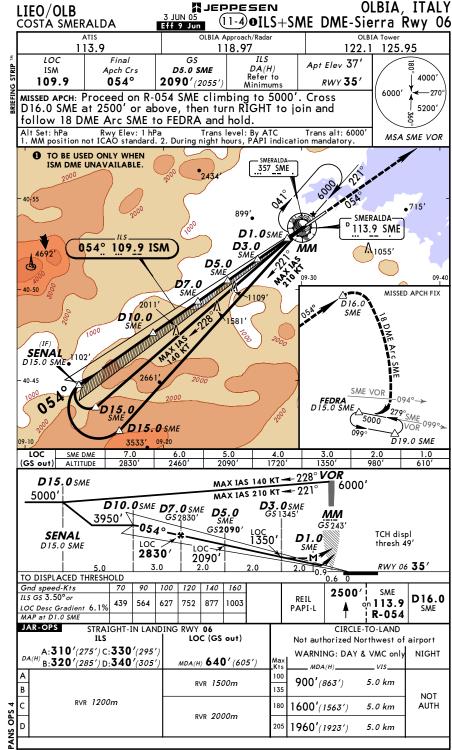
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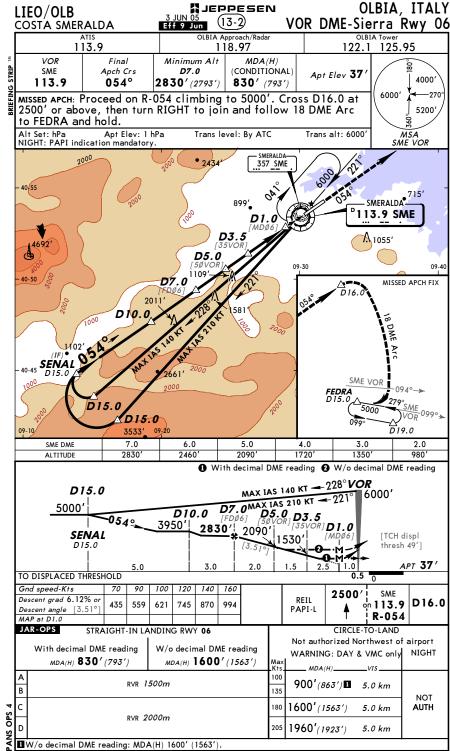


OLBIA, ITALY ...JEPPESEN LIEO/OLB (13-1)VOR DME-Papa Rwy 06 COSTA SMERALDA OLBIA Approach/Radar 122.1 125.95 113.9 118.97 VOR Final Minimum Alt MDA(H) SME Apch Crs D7.0 (CONDITIONAL) Apt Elev 37 4000 054° 830' (793') 113.9 2830' (2793') -270 MISSED APCH: Proceed on R-054 climbing to 5000'. Cross D16.0 at 2500' or above, then turn RIGHT to join and follow 18 DME Arc 5200' to FEDRA and hold. Trans level: By ATC Apt Elev: 1 hPa Trans alt: 6000 MSA SME VOR NIGHT: PAPI indication mandatory. SMERALDA. 357 SME 899' D1.0 **∧**<sup>1055′</sup> D3.5 D5.0 SMERALDA 113.9 SME **D**7.0 40-50 09-30 D10.0. A 2011′ MISSED APCH FIX 1102 SENAL KONUT SME VOR 3533 40-40 3038 SME DME 7.0 6.0 5.0 4.0 3.0 2.0 ALTITUDE 2830 2460 2090 1720' 1350 SENAL With decimal DME reading D20.0 D10.0 2 W/o decimal DME reading 6000 6000 **VOR D5.0** 150 VOR1 **D3.5** 5000' 3950' [35VOR] **D1.0** 2830' 2090' **KONUT** [TCH displ D20.0 thresh 49'1 Apt 37 5.0 5.0 3.0 TO DISPLACED THRESHOLD Gnd speed-Kts 90 100 120 2500' SME Descent grad 6.12% or REIL 559 ф 113.9 D16.0 435 621 745 870 994 Descent angle [3.51°] PAPI-L R-054 MAP at D1.0 JAR-OPS STRAIGHT-IN LANDING RWY 06 CIRCLE-TO-LAND Not authorized Northwest of airport With decimal DME reading W/o decimal DME reading WARNING: DAY & VMC only MDA(H) 830' (793') MDA(H) 1600' (1563') RVR 1500m 900′(863′)**■** 5.0 km NOT 1600*' (1563')* AUTH 5.0 km RVR 2000m 1960′(1923′) 5.0 km W/o decimal DME reading: MDA(H) 1600' (1563')

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OLBIA, ITALY MJEPPESEN LIEO/OLB (13-3)VOR DME-Papa Rwy 24 COSTA SMERALDA OLBIA Approach/Radar 113.9 118.97 122.1 125.95 Minimum Alt  $\overline{MDA}(H)$ VOR Final Apt Elev 37 SME Apch Crs D8.0 (CONDITIONAL) 4000' 113.9 234° 2300′ (2281′) 850′ (831′) 6000' -270 MISSED APCH: Proceed on track 234° climbing to 5000'. Over VOR turn LEFT (MAX IAS 185 KT) on track 067° to join R-099 to 5200' FEDRA and hold. Alt Set: hPa MSA SME VOR Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000' 270′ D19.0 1115' 365 D8.0 SMERALDA 357 SME - SMERALDA-<sup>□</sup>113.9 SME D3.0 715 899' 1X<sub>1854</sub> 1055'A **FEDRA** 279° N1109' 5000 1289 D19.0 09-40 09-50 3.0 4.0 5.0 6.0 7.0 8.0 SME DME 590' 930' 1270' 1960 2300' ALTITUDE 1620' MILIS VOR D8.0 \_234°-|4000' 2300' [TCH displ thresh 50'] RWY 24 19 7.0 Gnd speed-Kts 70 90 100 120 140 160 Descent gradient 5.65% or 234° 401 516 | 573 | 688 | 803 Descent angle PAPI-L MAP at D3.0 or FAF to MAP 5.0 4:17 3:20 3:00 2:30 2:09 1:53 JAR-OPS STRAIGHT-IN LANDING RWY 24 CIRCLE-TO-LAND Not authorized Northwest of airport With D3.0 W/o D3.0 WARNING: DAY & VMC only MDA(H) 850'(831') MDA(H) 1400'(1381') 1400′(1363′) 5.0km RVR 1500m RVR 1500m NOT 1600'(1563') 5.0km AUTH RVR 2000m RVR 2000m 1960' (1923') 5.0km

CHANGES: Procedure bearings

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MJEPPESEN

**JEPPESEN** 

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OLBIA, ITALY

LIEO/OLB (13-4)VOR DME-Sierra Rwy 24 COSTA SMERALDA OLBIA Approach/Radar 113.9 118.97 122.1 125.95 Final **VOR** Minimum Alt MDA(H)Apt Elev 37' SME Apch Crs D8.0 (CONDITIONAL 4000' 234° 2300'(2281') 113.9 850' (831') 6000' MISSED APCH: Proceed on track 234° climbing to 5000'. Over VOR turn LEFT (MAX IAS 185 KT) on track 067° to join R-099 to 5200 FEDRA and hold. Alt Set: hPa MSA SME VOR Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000 D9.0 41-00 - SMERALDA D113.9 SME 899' MHA 5000 TURBULENT CONDITIONS FEDRA D15.0 V1109' D19.0 09-30 09-40 09-50 7.0 SME DME 3.0 4.0 5.0 6.0 8.0 ALTITUDE 590' 930' 1270' 1620' 1960' 2300' VOR 5000 D9.0 2300 [TCH displ thresh 50'] D8.0 RWY 24 19 Gnd speed-Kts 90 100 120 140 160 Descent gradient 5.65% or 234° 401 516 573 688 803 REIL [3.24°] Descent angle PAPI-L MAP at D3.0 or FAF to MAP 5.0 4:17 3:20 3:00 2:30 2:09 1:53 JAR-OPS STRAIGHT-IN LANDING RWY 24 CIRCLE-TO-LAND With D3.0 Not authorized Northwest of airport W/o D3.0 WARNING: DAY & VMC only MDA(H) 850'(831') MDA(H) 1400'(1381') 1400′(1363′) 5.0km RVR 1500m RVR 1500m NOT 180 1600'(1563') 5.0km AUTH RVR 2000m RVR 2000m 1960′(1923′) 5.0km CHANGES: Procedure bearings. © JEPPESEN SANDERSON, INC., 1999, 2005. ALL RIGHTS RESERVED.

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OLBIA, ITALY **MJEPPESEN** LIEO/OLB 3 JUN 05 (13-5) Eff 9 Jun VOR Rwy 24 COSTA SMERALDA OLBIA Tower OLBIA Approach/Radar 113.9 118.97 122.1 125.95 VOR Final Minimum Alt Apt Elev 37' MDA(H)SME Apch Crs No FAF 1400′(1381′) 4000' 113.9 234° RWY 19' **←** 270° MISSED APCH: Proceed on track 234° climbing to 5000'. Over VOR turn LEFT (MAX IAS 185 KT) on track 067° to join R-099. 5200' Crossing 3000' climbing turn LEFT to VOR. Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000' MSA SME VOR 2434 - SMERALDA 113.9 SME SMERALDA— 357 SME 1055' 1109 40-50 MHA 5000 (MHA 5500 IN TURBULENT CONDITIONS) 09-40 09-50 **VOR** 037° - MAX IAS 210 KT 2300' MAX IAS 210 KT: 5000' MAX IAS 140 KT 3 Min MAX IAS 140 KT: 4 Min RWY 24 19' Refer to REIL Missed apch PAPI-L MAP at VOR JAR-OPS STRAIGHT-IN LANDING RWY 24 CIRCLE-TO-LAND Not authorized Northwest of airport MDA(H) 1400'(1381') WARNING: DAY & VMC only RVR 1500m 1400′(1363′) 5.0km 1600′(1563′) 5.0km AUTH RVR 2000m 1960′(1923′) 5.0km

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I TEO /OLB

**NJEPPESEN** 

OLBIA. ITALY

LIEO/OLB		MINION (1/1) FILE OF THE MINION (1/1)					
COSTA SMERA	<b>ALDA</b>	3 JUN 05 (1	6-1) <b>Eff</b> 9	Jun	NDB F	Rwy 24	
A <sup>-</sup>	TIS	OLBIA A	Approach/Radar		OLBIA Tower		
<sub>2</sub> 11	3.9	1	18.97	12	2.1 125.	125.95	
<b>₩</b> NDB	Final	Minimum Alt	MDA(H)	Apt Elev 37	7'	180	
SME	Apch Crs	No FAF	1450' (1431'	., [	1/	4000'	
MISSED APCH: F	237°		*		1/ (000/	4000	
MISSED APCH: F	roceed on tr	ack 23% clir	nbing to 500	00'. Over ND	B  \	5200'	
turn LEFT (M. NDB. Crossin	AX 1A3 183 i na 3000' clim	NI) on Track ( Ibing turn I FF	To loin To NDR at	104° from		3250	
Alt Set: hPa	Rwy Elev: 1		level: By ATC	Trans alt: 60	00' MSA	SME NDB	
2434 2000 SMERI P 113.9  MHA 5000 MHA 5500 IN TURBULENT CONDITIONS)  -40-50 1109	21333'  SMERALDA 3.57 SME  899'  899'	1365' A 284	115' MATAN	5000 1854'		09-50	
	NDB 0	43° — MAX IAS				art	
[TCH disp thresh 50 RWY 24	I [RV	V24] [3.00	140 KT	275 N24]	0' MAX IA 3 1/2 MAX IA	n at \$ 210 KT: ! Min \$ 140 KT: Min	
Gnd speed-Kts	70 90 1	00 120 140 16	60				
Descent angle [3.00 MAP at NDB			49		REIL PAPI-L	Refer to Nissed apch above	
JAR-OPS	STRAIGHT-IN LAN	DING RWY 24		CIRCL	E-TO-LAND		
				Not authorized	Northwest of	airport	
	MDA(H) <b>1450'</b> (1431')				& VMC only	NIGHT	
A		Max Kts 100	MDA(H)	VIS			
В	RVR 150	00m	135	1450′(1413′)	5.0km	0km	
4			180	1600′(1563′)	5.0km	NOT	
я Н	RVR 200	00m	180		j.∪KM	AUTH	
PANS OPS			205	1960′(1923′)	5.0km		
<u> </u>							
CHANGES: Procedure	bearings.		© JEPPESEN S	ANDERSON, INC., 199	9, 2005. ALL RIG	HTS RESERVED.	