

LIEO/OLB  
COSTA SMERALDA

15 JUN 07

JEPPESEN  
10-1P

OLBIA, ITALY  
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 thresh.

Further more Olbia Radar may request pilots:

- to adjust speed in a specific manner during the intermediate apch.
- 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.

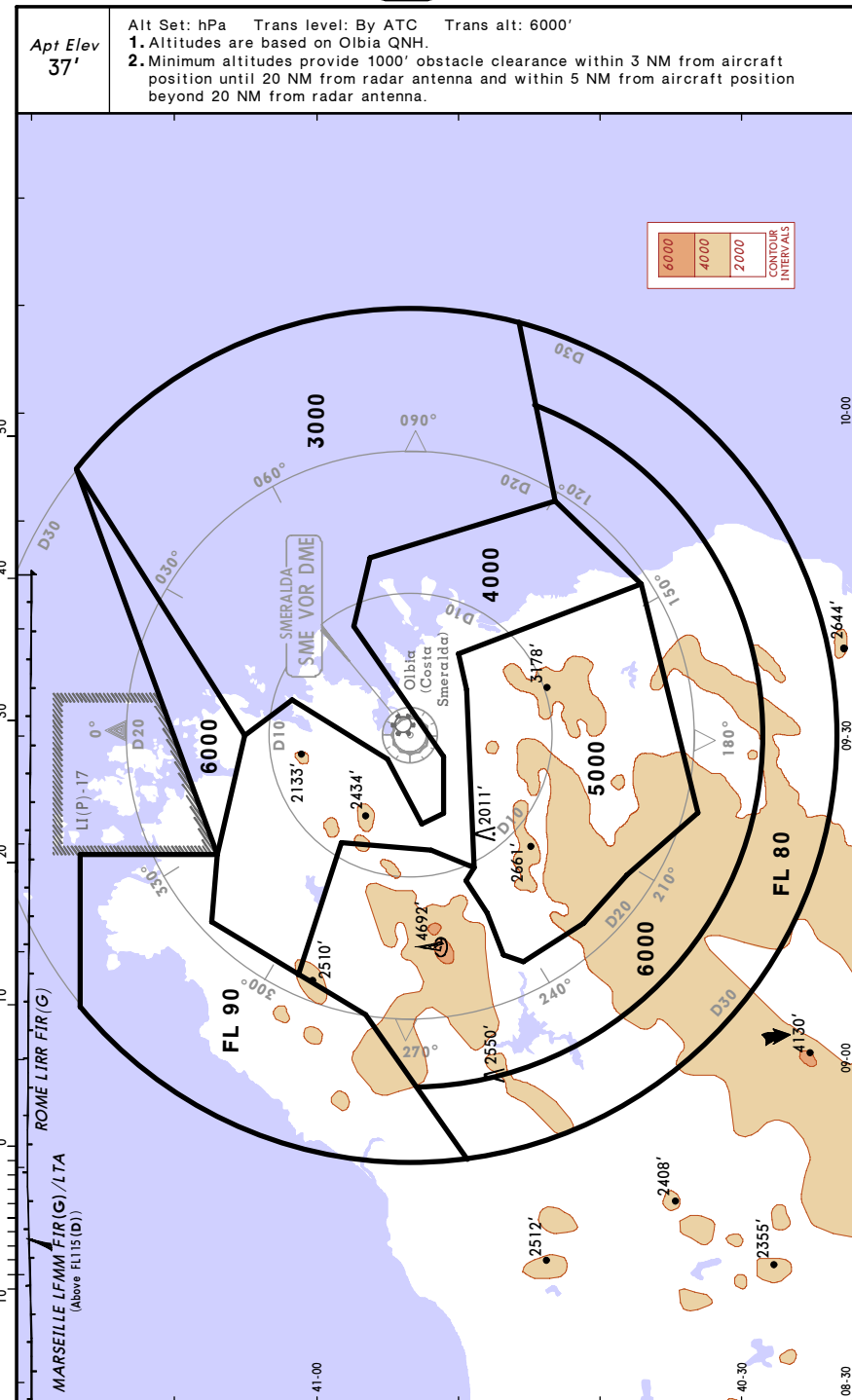
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9 FEB 07

JEPPESEN  
10-1R

OLBIA, ITALY

RADAR MINIMUM ALTITUDES



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3 JUN 05 (10-2) Eff 9 Jun

OLBIA, ITALY

STAR

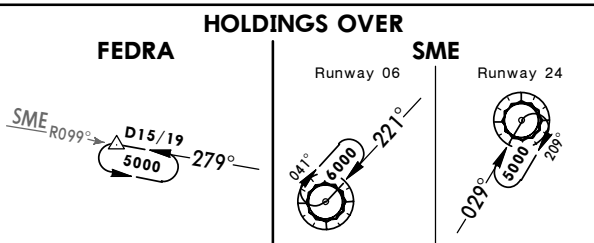
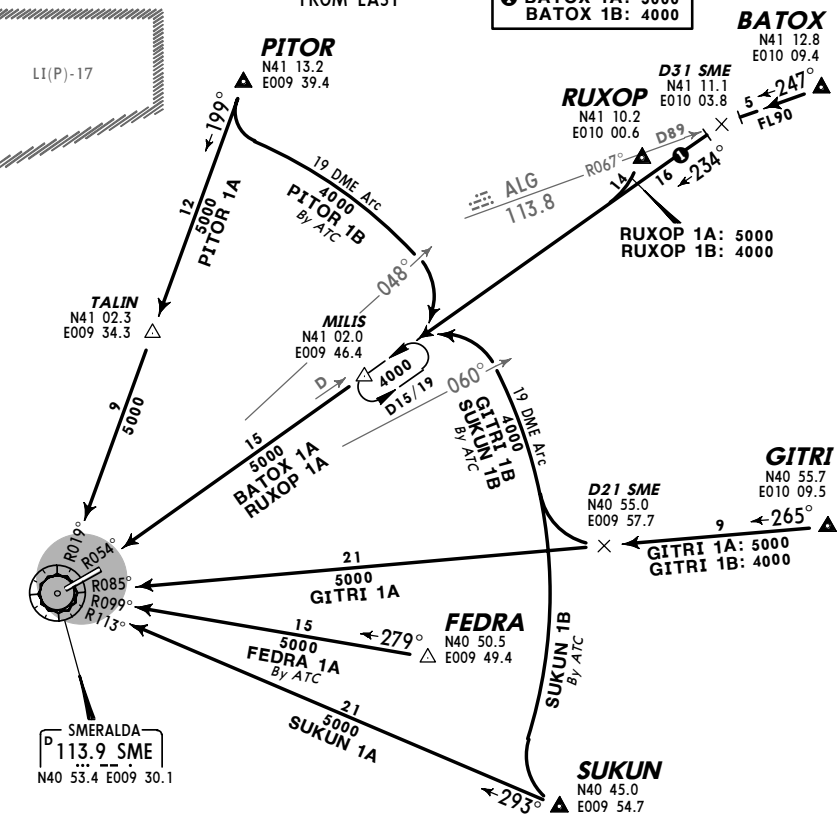
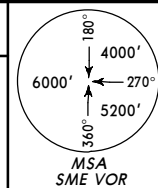
ATIS 113.9 Apt Elev 37' Alt Set: hPa Trans level: By ATC Trans alt: 6000'

BATOX 1A [BATO1A], BATOX 1B [BATO1B]  
GITRI 1A [GITRI1A], PITOR 1A [PITO1A]  
RUXOP 1A [RUXO1A], RUXOP 1B [RUXO1B]  
SUKUN 1A [SUKU1A]

FEDRA 1A [FEDRI1A], GITRI 1B [GITRI1B]  
PITOR 1B [PITO1B], SUKUN 1B [SUKU1B]  
BY ATC

ARRIVALS  
FROM EAST

① BATOX 1A: 5000  
BATOX 1B: 4000



CHANGES: STARs RUXOP 1A, 1B established.

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3 JUN 05 (10-2A) Eff 9 Jun

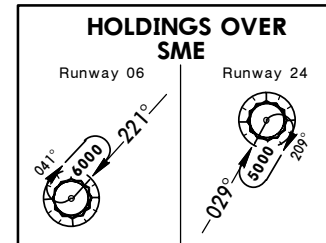
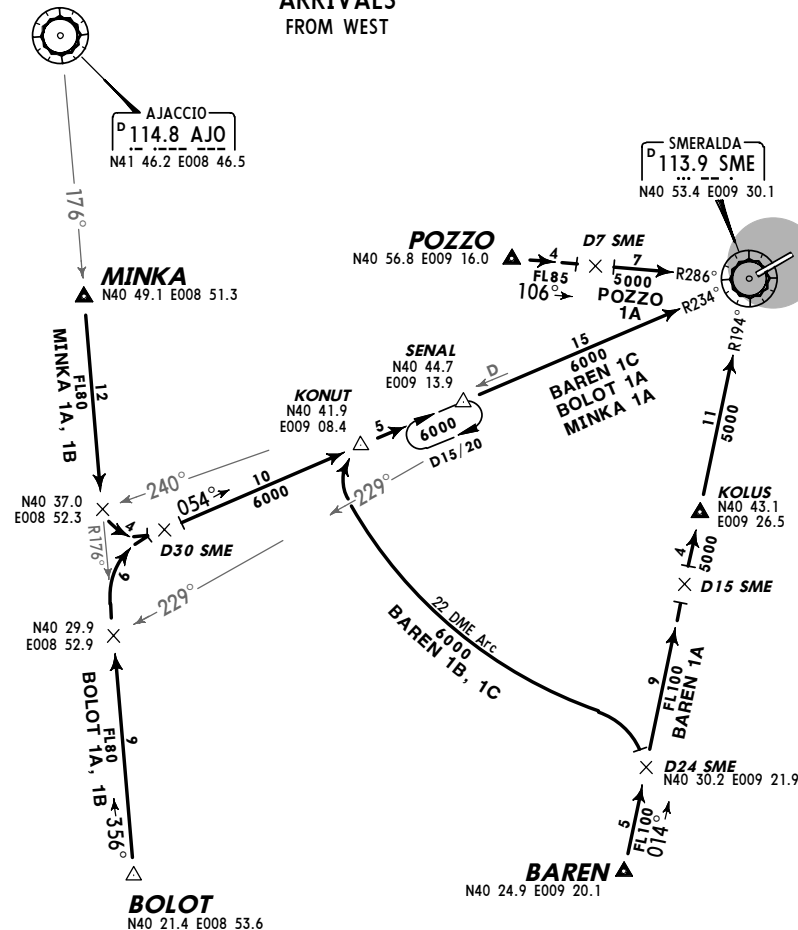
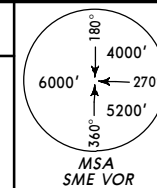
OLBIA, ITALY

STAR

ATIS 113.9 Apt Elev 37' Alt Set: hPa Trans level: By ATC Trans alt: 6000'

BAREN 1A [BARE1A], BAREN 1B [BARE1B]  
BAREN 1C [BARE1C], BOLOT 1A [BOLO1A]  
BOLOT 1B [BOLO1B], MINKA 1A [MINK1A]  
MINKA 1B [MINK1B], POZZO 1A [POZO1A]

ARRIVALS  
FROM WEST



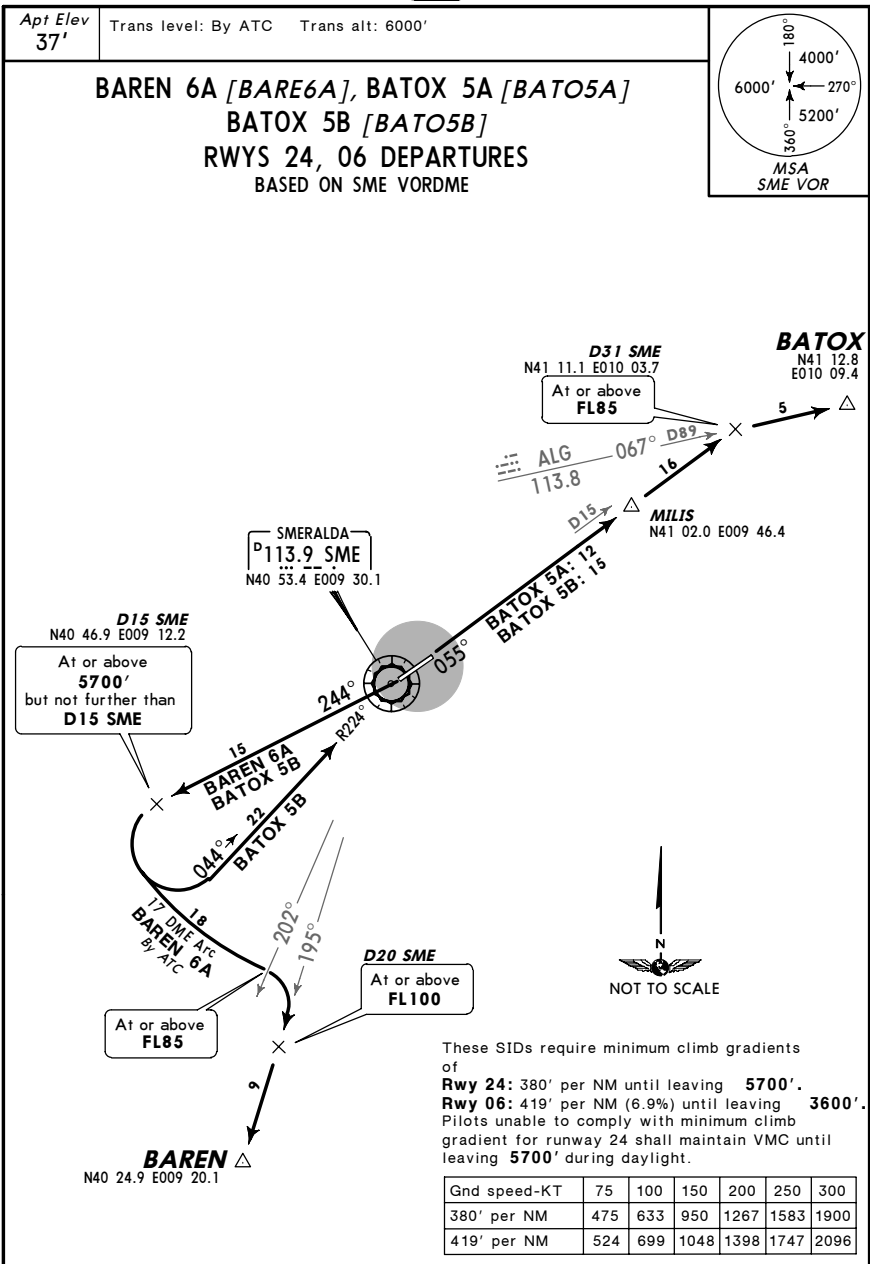
CHANGES: SME holding presentation.

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JEPPESEN  
19 DEC 03 (10-3)

OLBIA, ITALY  
SID

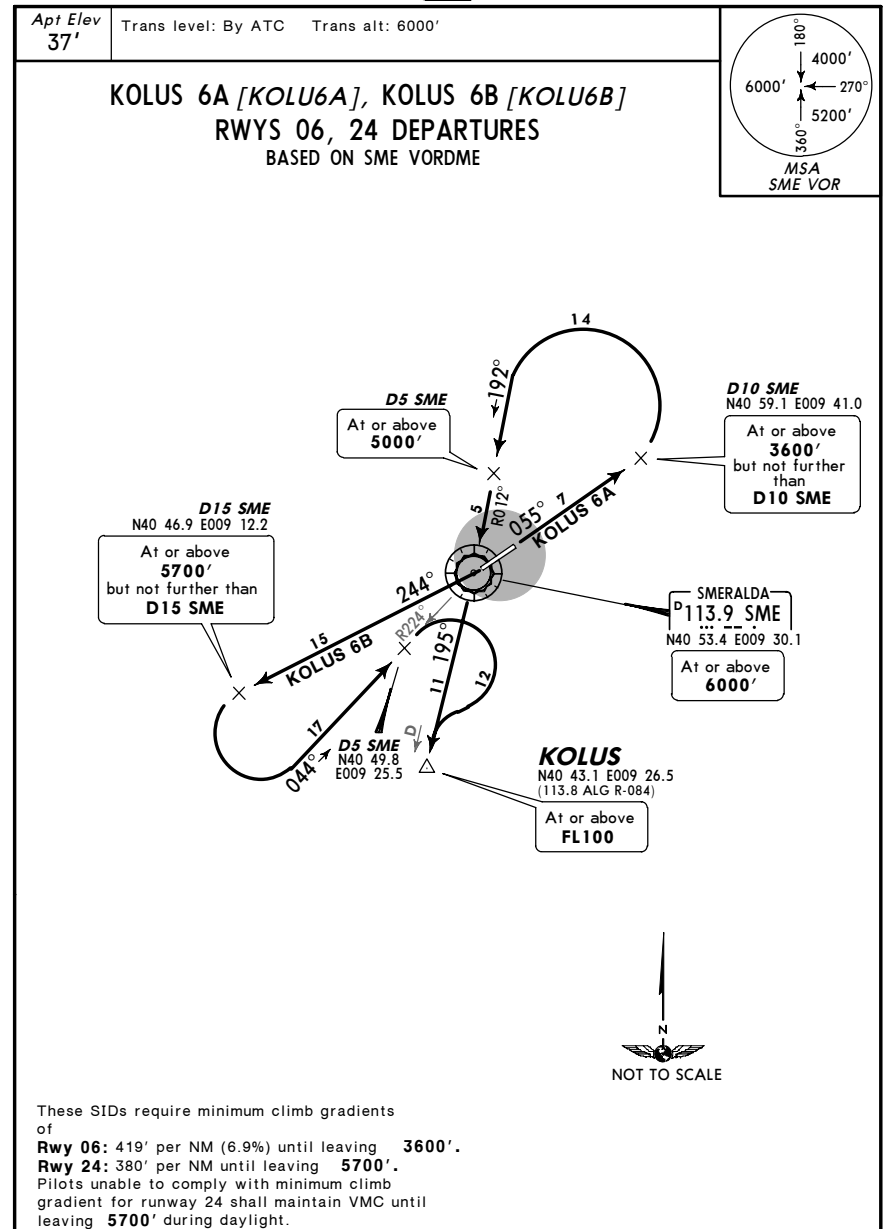


SID	RWY	ROUTING
BAREN 6A BY ATC	24	Intercept SME R-244, at or above 5700', but not further than D15 SME turn LEFT, along SME 17 DME arc, when passing SME R-202 turn RIGHT, intercept SME R-195 to BAREN.
BATOX 5A	06	Intercept SME R-055, intercept ALG R-067 to BATOX.
BATOX 5B	24	Intercept SME R-244, at or above 5700', but not further than D15 SME turn LEFT, intercept SME R-224 inbound to SME, SME R-055, intercept ALG R-067 to BATOX.

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JEPPESEN  
19 DEC 03 (10-3A)

OLBIA, ITALY  
SID



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 turn LEFT, intercept SME R-224 inbound, at D5 SME turn RIGHT to KOLUS.

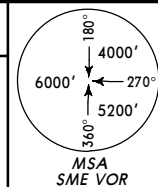
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JEPPESEN  
26 AUG 05 (10-3B)

OLBIA, ITALY  
SID

Apt Elev 37' Trans level: By ATC Trans alt: 6000'

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



L1(P)-17

**PITOR**  
N41 13.2 E009 39.4  
PITOR 5A  
At or above  
FL100

**D14 SME**  
PITOR 5A  
At or above  
6000'

**PITOR 5B**  
At or above  
FL100

**D10 SME**  
N40 59.1 E009 41.0  
At or above  
3600'  
but not further than  
D10 SME

**D15 SME**  
N40 46.9 E009 12.2  
At or above  
5700'  
but not further than  
D15 SME

**SMERALDA**  
P113.9 SME  
N40 53.4 E009 30.1

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	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-019 to PITOR.

CHANGES: None.

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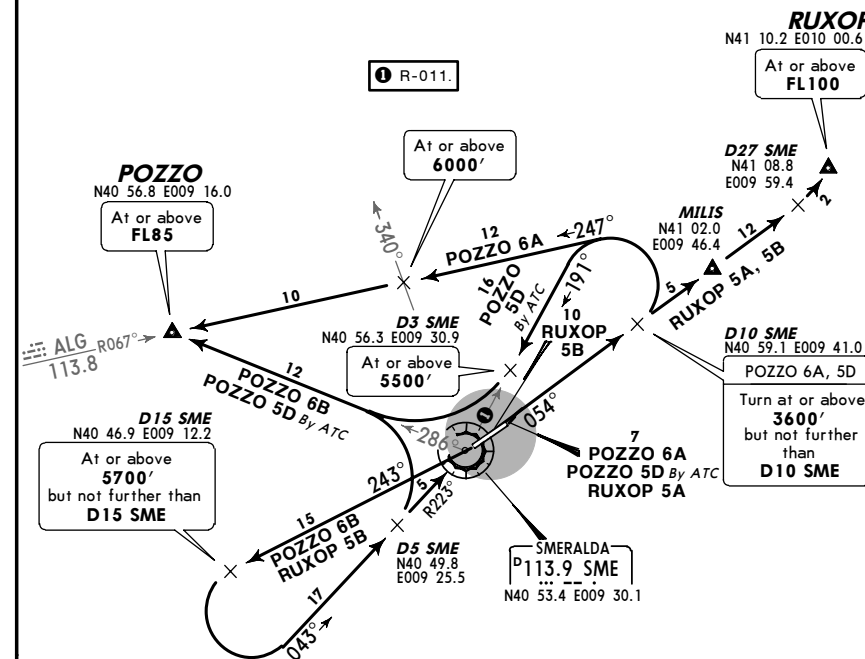
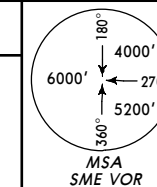
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COSTA SMERALDA

JEPPESEN  
26 AUG 05 (10-3C)

OLBIA, ITALY  
SID

Apt Elev 37' Trans level: By ATC Trans alt: 6000'

POZZO 6A [POZO6A], POZZO 6B [POZO6B]  
POZZO 5D [POZO5D]  
RUXOP 5A [RUXO5A], RUXOP 5B [RUXO5B]  
RWYS 06, 24 DEPARTURES  
BASED ON SME VORDME



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

SID	RWY	ROUTING
POZZO 6A	06	Intercept SME R-054, at or above 3600', but not further than D10 SME turn LEFT, intercept ALG R-067 inbound to POZZO.
POZZO 6B	24	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 LEFT, intercept SME R-286 to POZZO.
POZZO 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 to D3 SME, turn RIGHT, intercept SME R-286 to POZZO.
RUXOP 5A		Intercept SME R-054 to D27 SME, turn LEFT to RUXOP.
RUXOP 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-054 to D27 SME, turn LEFT to RUXOP.

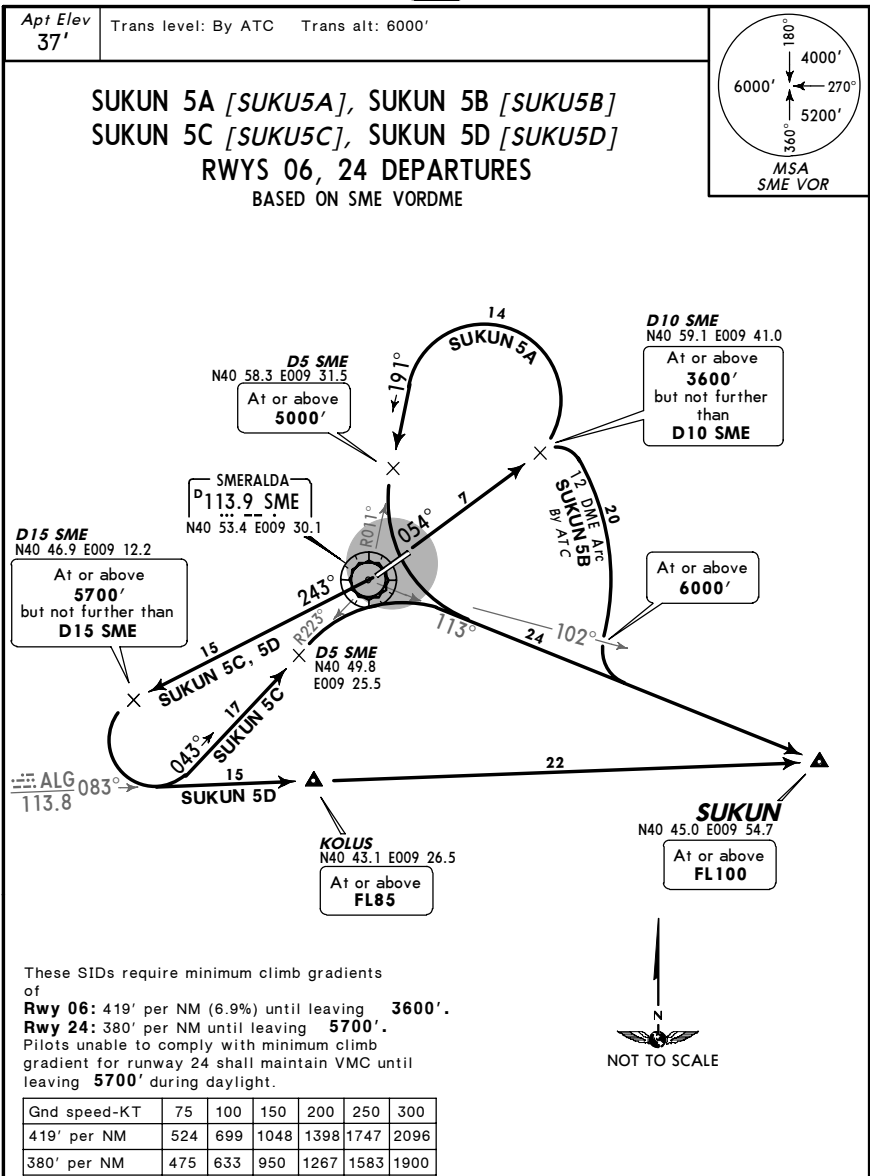
CHANGES: SID POZZO 5D established.

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JEPPESEN  
26 AUG 05 (10-3D)

OLBIA, ITALY  
SID

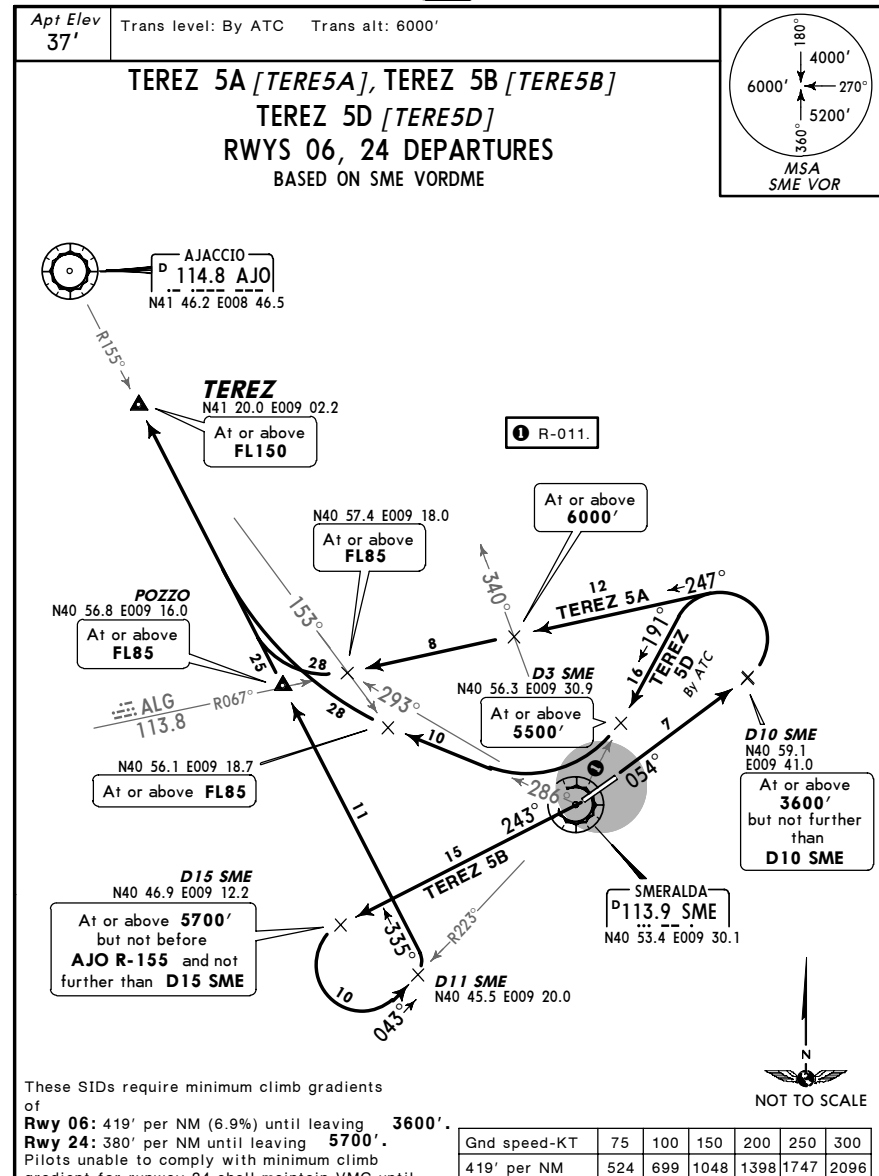


SID	RWY	ROUTING
SUKUN 5A	06	Intercept SME R-054, at or above 3600', but not further than D10 SME turn LEFT, intercept SME R-011 inbound, at D5 SME turn LEFT, intercept SME R-113 to SUKUN.
SUKUN 5B BY ATC		Intercept SME R-054, at or above 3600', but not further than D10 SME turn RIGHT, along SME 12 DME arc, when passing SME R-102 turn LEFT, intercept SME R-113 to SUKUN.
SUKUN 5C	24	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.

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JEPPESEN  
26 AUG 05 (10-3E)

OLBIA, ITALY  
SID



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.

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16 JUL 04 (10-3F)

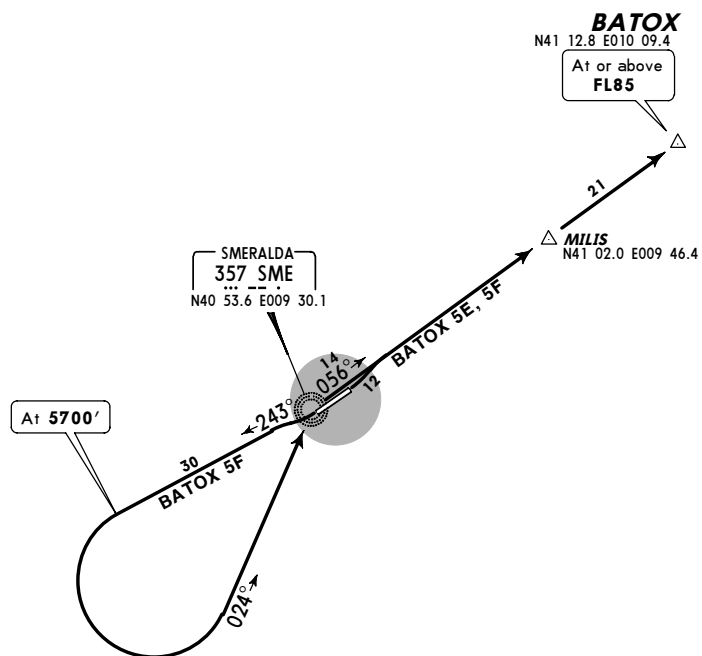
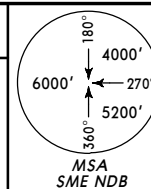
OLBIA, ITALY

SID

Apt Elev  
37'

Trans level: By ATC      Trans alt: 6000'

**BATOX 5E [BATO5E], BATOX 5F [BATO5F]  
RWYS 06, 24 DEPARTURES  
BASED ON SME NDB**



NOT TO SCALE

These SIDs require minimum climb gradients of

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

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
BATOX 5E	06	Intercept 056° bearing from SME to BATOX.
BATOX 5F	24	Intercept 243° bearing from SME, at <b>5700'</b> turn LEFT, intercept 024° bearing to SME, 056° bearing via MILIS to BATOX.

CHANGES: SME INS coordinates.

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16 JUL 04 (10-3G)

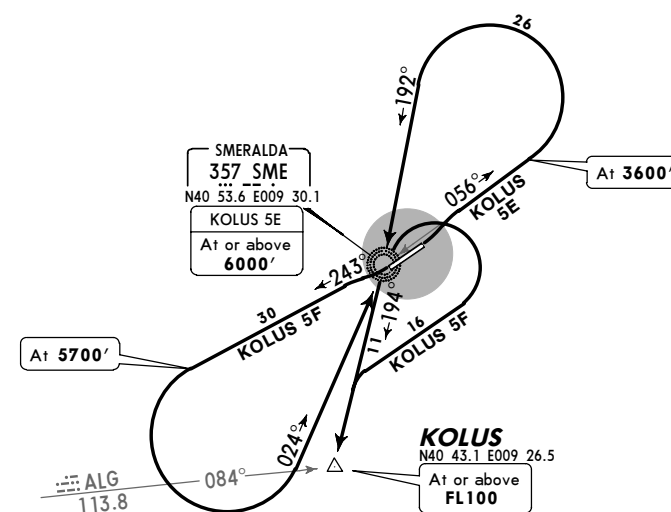
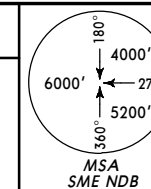
OLBIA, ITALY

SID

Apt Elev  
37'

Trans level: By ATC    Trans alt: 6000'

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



NOT TO SCALE

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
KOLUS 5E	06	Intercept 056° bearing from SME, at <b>3600'</b> turn LEFT, intercept 192° bearing to SME, 194° bearing to KOLUS.
KOLUS 5F	24	Intercept 243° bearing from SME, at <b>5700'</b> turn LEFT, intercept 024° bearing to SME, turn RIGHT, intercept 194° bearing from SME to KOLUS.

CHANGES: SME INS coordinates.

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13 OCT 06 (10-3H)

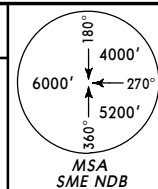
OLBIA, ITALY

SID

Apt Elev  
37'

Trans level: By ATC Trans alt: 6000'

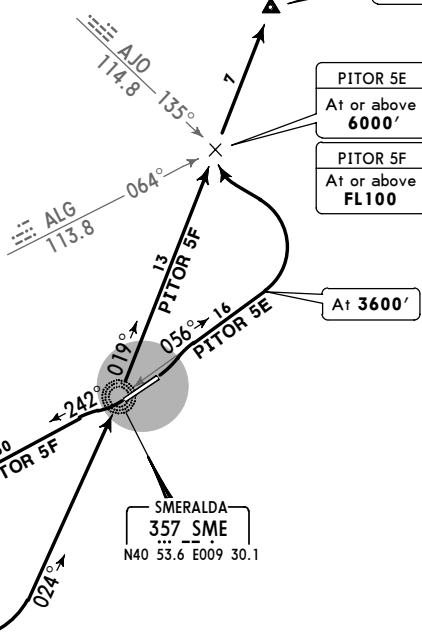
PITOR 5E [PITO5E], PITOR 5F [PITO5F]  
RWYS 06, 24 DEPARTURES  
BASED ON SME NDB



**PITOR**  
N41 13.2 E009 39.4  
PITOR 5E  
At or above  
FL100

PITOR 5E  
At or above  
6000'  
PITOR 5F  
At or above  
FL100

At 5700'



SMERALDA  
357 SME  
N40 53.6 E009 30.1

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° bearing to SME, 019° bearing to PITOR.

CHANGES: SID PITOR 5F crossing at PITOR withdrawn.

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13 OCT 06 (10-3J)

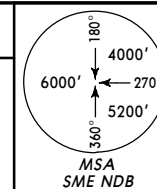
OLBIA, ITALY

SID

Apt Elev  
37'

Trans level: By ATC Trans alt: 6000'

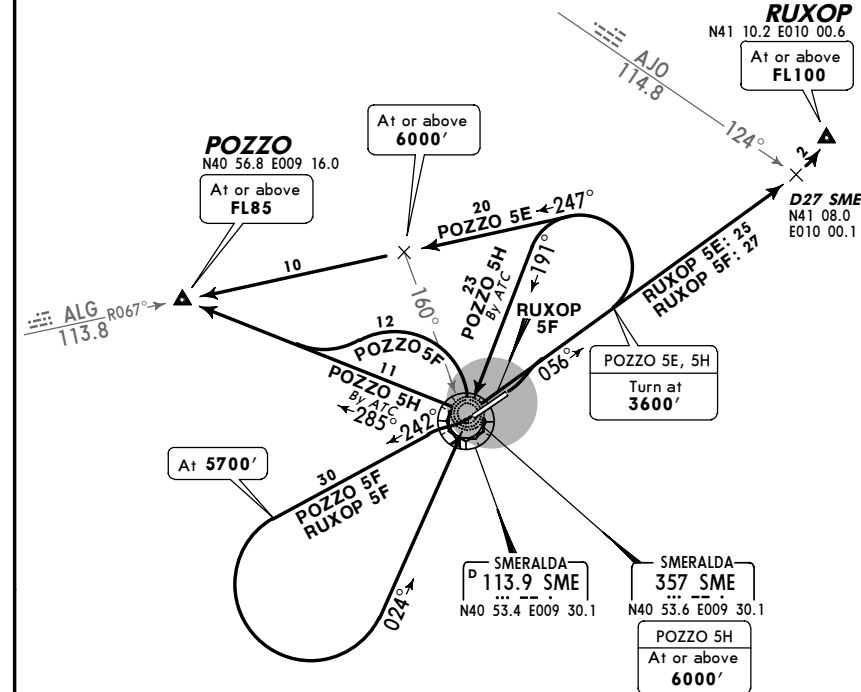
POZZO 5E [POZO5E], POZZO 5F [POZO5F]  
POZZO 5H [POZO5H]  
RUXOP 5E [RUXO5E], RUXOP 5F [RUXO5F]  
RWYS 06, 24 DEPARTURES  
BASED ON SME NDB



**RUXOP**  
N41 10.2 E010 00.6  
At or above  
FL100

**POZZO**  
N40 56.8 E009 16.0  
At or above  
FL85

At or above  
6000'



POZZO 5E, 5H  
Turn at  
3600'

At 5700'

SMERALDA  
113.9 SME  
N40 53.4 E009 30.1

SMERALDA  
357 SME  
N40 53.6 E009 30.1

POZZO 5H  
At or above  
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
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.

CHANGES: None.

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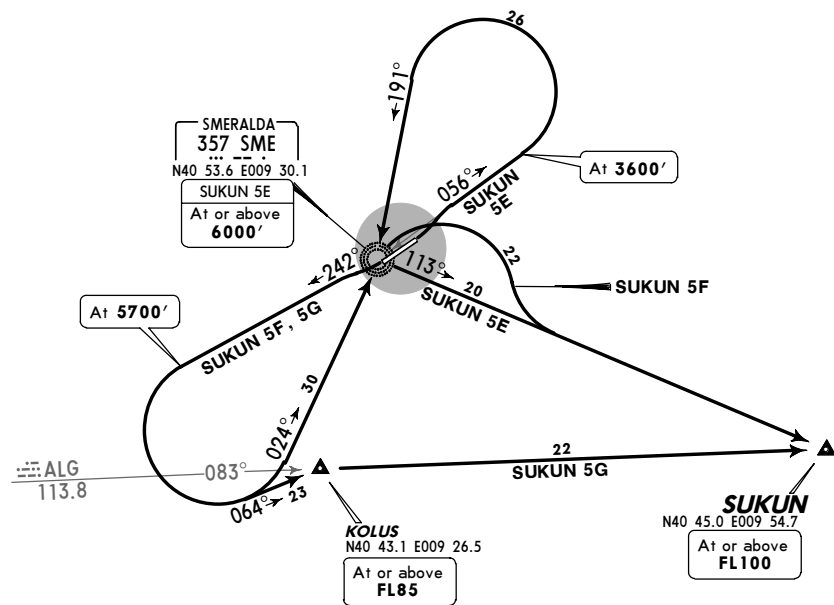
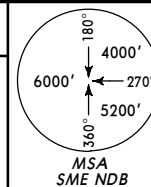
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JEPPESEN  
26 AUG 05 (10-3K)

OLBIA, ITALY  
SID

Apt Elev  
37'  
Trans level: By ATC Trans alt: 6000'

SUKUN 5E[SUKU5E], SUKUN 5F[SUKU5F]  
SUKUN 5G[SUKU5G]  
RWYS 06, 24 DEPARTURES  
BASED ON SME NDB



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
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.



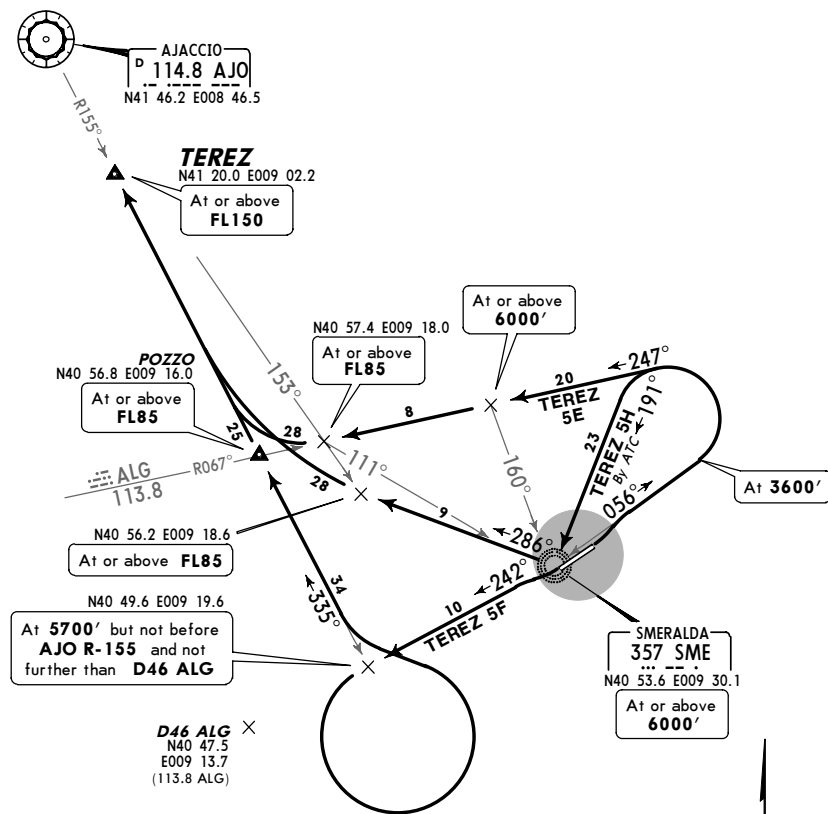
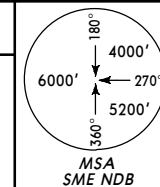
LIEO/OLB  
COSTA SMERALDA

JEPPESEN  
26 AUG 05 (10-3L)

OLBIA, ITALY  
SID

Apt Elev  
37'  
Trans level: By ATC Trans alt: 6000'

TEREZ 5E [TERE5E], TEREZ 5F [TERE5F]  
TEREZ 5H [TERE5H]  
RWYS 06, 24 DEPARTURES  
BASED ON SME NDB



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
TEREZ 5E	06	Intercept 056° bearing from SME, at 3600' turn LEFT, intercept 191° bearing to SME, 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 3600' 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.

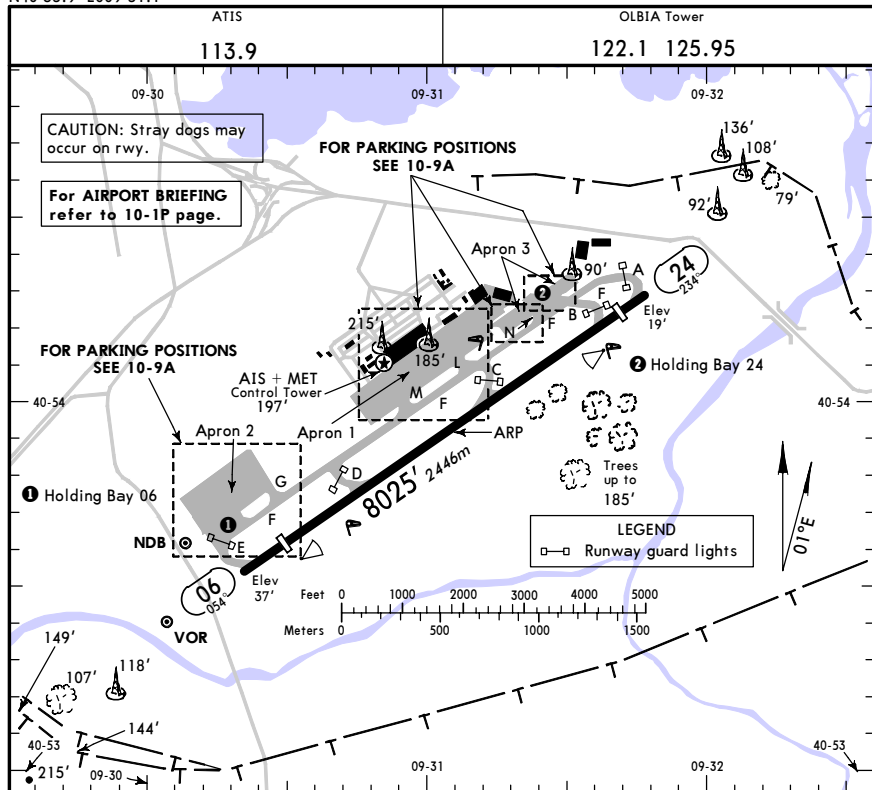




LIEO/OLB  
Apt Elev 37'  
N40 53.9 E009 31.1

22 JUN 07 10-9 Eff 25 Jun

OLBIA, ITALY  
COSTA SMERALDA



ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS		TAKE-OFF	WIDTH
RWY					Threshold	Glide Slope		
	06	RL CL (30m) REIL PAPI-L (angle 3.5°)	RVR	7224' 2202m	6308' 1923m		148'	
24	RL CL (30m) REIL PAPI-L (angle 3.0°)	RVR	7533' 2296m			45m		

JAR-OPS

TAKE-OFF 1

All Rwy's

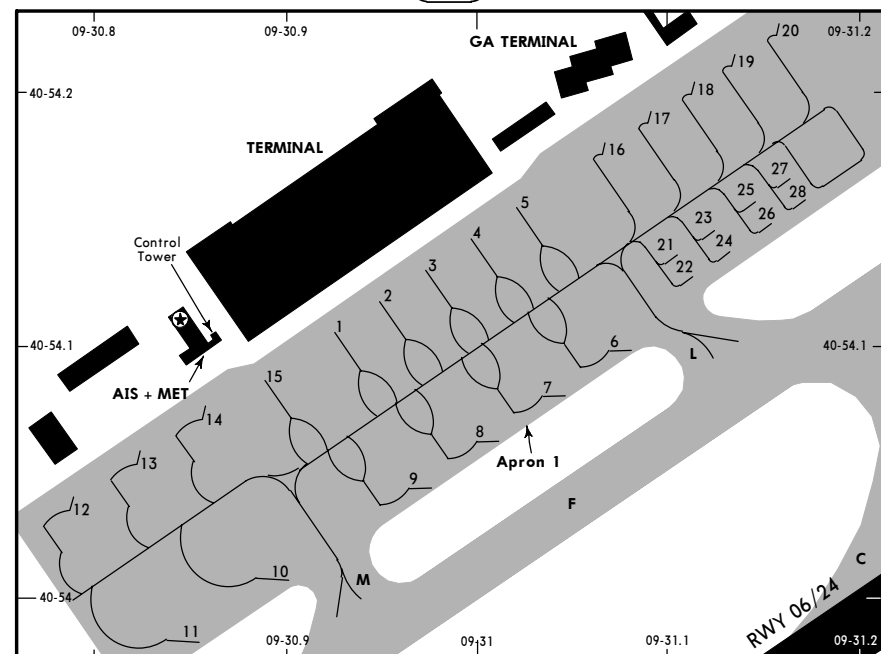
LVP must be in Force

	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	150m	200m	250m	400m	500m
C					
D	200m	250m	300m		

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

LIEO/OLB  
22 JUN 07 10-9A Eff 25 Jun

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JEPPESEN

3 JUN 05

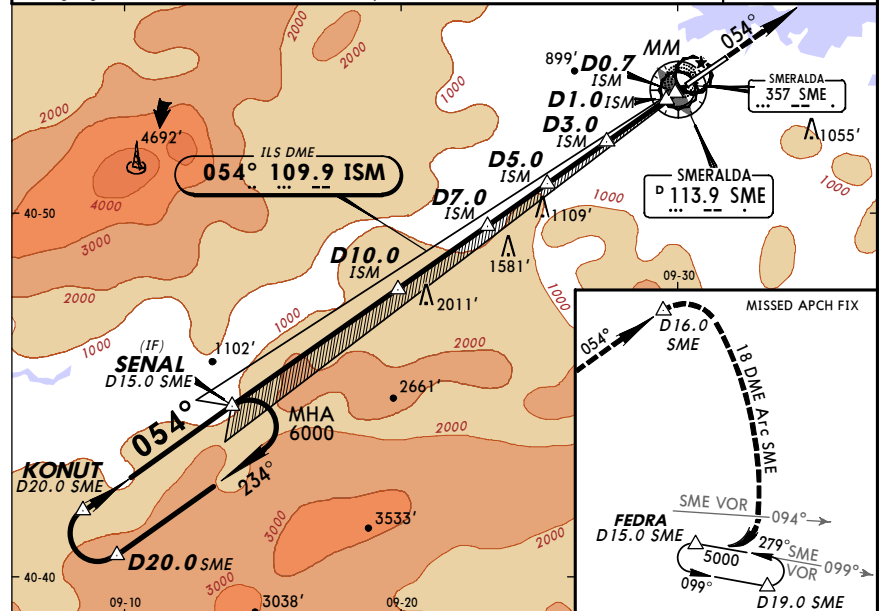
(11-1)

Eff 9 Jun

OLBIA, ITALY

ILS DME-Papa Rwy 06

ATIS 113.9		OLBIA Approach/Radar 118.97		OLBIA Tower 122.1 125.95	
LOC ISM 109.9	Final Apch Crs 054°	GS D5.0 ISM 1885' (1850')	ILS DA(H) Refer to Minimums	Apt Elev 37'	RWY 35'
MISSED APCH: Proceed on R-054 SME climbing to 5000'. Cross D16.0 SME at 2500' or above, then turn RIGHT to join and follow 18 DME Arc SME to FEDRA and hold.					
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC	
During night hours, PAPI indication mandatory.				Trans alt: 6000'	



LOC (GS out)	ISM DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2630'	2630'	2260'	1890'	1520'	1140'	770'	400'
D20.0 SME								
SENAL D15.0 SME								
D10.0 ISM								
D7.0 ISM								
D5.0 ISM								
D3.0 ISM								
D1.0 ISM								
D0.7 ISM								
TCH displ thresh 49'								

Gnd speed-Kts	70	90	100	120	140	160			
ILS GS 3.50° or	439	564	627	752	877	1003			
LOC Desc Gradient 6.1%									
MAP at D1.0 ISM									

JAR-OPS				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 06				Not authorized Northwest of airport			
ILS				WARNING: DAY & VMC only			
DA(H)				NIGHT			
A: 310' (275') C: 330' (295')				MDA(H) 640' (605')			
B: 320' (285') D: 340' (305')				VIS			
A				900' (863')			
B				5.0 km			
C				1600' (1563')			
D				5.0 km			

LIEO/OLB  
COSTA SMERALDA

JEPPESEN

3 JUN 05

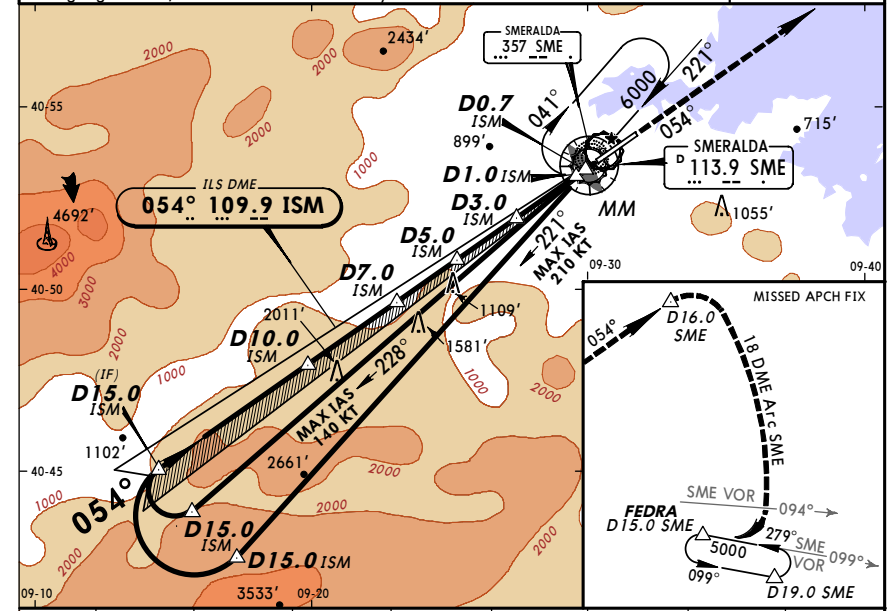
(11-2)

Eff 9 Jun

OLBIA, ITALY

ILS DME-Sierra Rwy 06

ATIS 113.9		OLBIA Approach/Radar 118.97		OLBIA Tower 122.1 125.95	
LOC ISM 109.9	Final Apch Crs 054°	GS D5.0 ISM 1885' (1850')	ILS DA(H) Refer to Minimums	Apt Elev 37'	RWY 35'
MISSED APCH: Proceed on R-054 SME climbing to 5000'. Cross D16.0 SME at 2500' or above, then turn RIGHT to join and follow 18 DME Arc SME to FEDRA and hold.					
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC	
During night hours, PAPI indication mandatory.				Trans alt: 6000'	



LOC (GS out)	ISM DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2630'	2260'	1890'	1520'	1140'	770'	400'	
D15.0 ISM								
D10.0 ISM								
D7.0 ISM								
D5.0 ISM								
D3.0 ISM								
D1.0 ISM								
D0.7 ISM								
TCH displ thresh 49'								

Gnd speed-Kts	70	90	100	120	140	160			
ILS GS 3.50° or	439	564	627	752	877	1003			
LOC Desc Gradient 6.1%									
MAP at D1.0 ISM									

JAR-OPS				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 06				Not authorized Northwest of airport			
ILS				WARNING: DAY & VMC only			
DA(H)				NIGHT			
A: 310' (275') C: 330' (295')				MDA(H) 640' (605')			
B: 320' (285') D: 340' (305')				VIS			
A				900' (863')			
B				5.0 km			
C				1600' (1563')			
D				5.0 km			

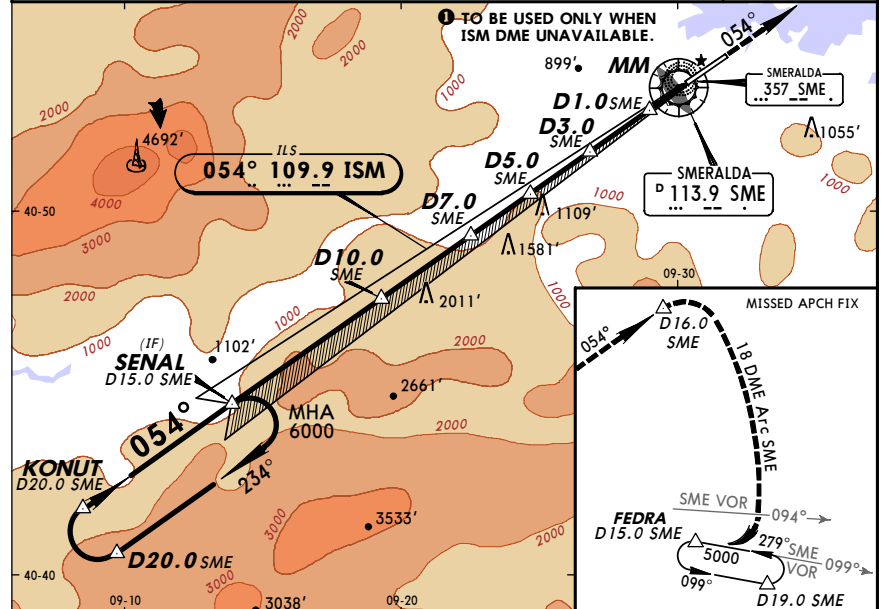
LIEO/OLB  
COSTA SMERALDA

3 JUN 05  
Eff 9 Jun

JEPPESEN  
(11-3) OILS+SME DME-Papa Rwy 06

OLBIA, ITALY

ATIS 113.9		OLBIA Approach/Radar 118.97		OLBIA Tower 122.1 125.95	
LOC ISM 109.9	Final Aptch Crs 054°	GS D5.0 SME 2090' (2055')	ILS DA(H) Refer to Minimums	Apt Elev 37'	RWY 35'
MISSED APCH: Proceed on R-054 SME climbing to 5000'. Cross D16.0 SME at 2500' or above, then turn RIGHT to join and follow 18 DME Arc SME to FEDRA and hold.					
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC	
1. MM position not ICAO standard.		2. During night hours, PAPI indication mandatory.		Trans alt: 6000'	
MSA SME VOR					



LOC (GS out)	SME DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2830'	2460'	2090'	1720'	1350'	980'	610'	
D20.0 SME	6000'							
SENAL D15.0 SME								
D10.0 SME								
D7.0 SME								
D5.0 SME								
D3.0 SME								
D1.0 SME								
KONUT D20.0 SME								
MM GS 243'								
LOC 2830'								
LOC 2090'								
LOC 1350'								
LOC 980'								
LOC 610'								
TO DISPLACED THRESHOLD								
Gnd speed-Kts	70	90	100	120	140	160		
ILS GS 3.50° or	439	564	627	752	877	1003		
LOC Desc Gradient 6.1%								
MAP at D1.0 SME								
JAR-OPS	STRAIGHT-IN LANDING RWY 06						CIRCLE-TO-LAND	
ILS	LOC (GS out)						Not authorized Northwest of airport	
DA(H) A:310'(275') C:330'(295') B:320'(285') D:340'(305')	MDA(H) 640'(605')						WARNING: DAY & VMC only	
A	RVR 1200m						NOT AUTH	
B	RVR 1500m						NOT AUTH	
C	RVR 2000m						NOT AUTH	
D	RVR 2000m						NOT AUTH	

TO DISPLACED THRESHOLD		5.0	4.0	3.0	2.0	1.0	0.6	0
Gnd speed-Kts	70	90	100	120	140	160		
ILS GS 3.50° or	439	564	627	752	877	1003		
LOC Desc Gradient 6.1%								
MAP at D1.0 SME								
JAR-OPS	STRAIGHT-IN LANDING RWY 06						CIRCLE-TO-LAND	
ILS	LOC (GS out)						Not authorized Northwest of airport	
DA(H) A:310'(275') C:330'(295') B:320'(285') D:340'(305')	MDA(H) 640'(605')						WARNING: DAY & VMC only	
A	RVR 1200m						NOT AUTH	
B	RVR 1500m						NOT AUTH	
C	RVR 2000m						NOT AUTH	
D	RVR 2000m						NOT AUTH	

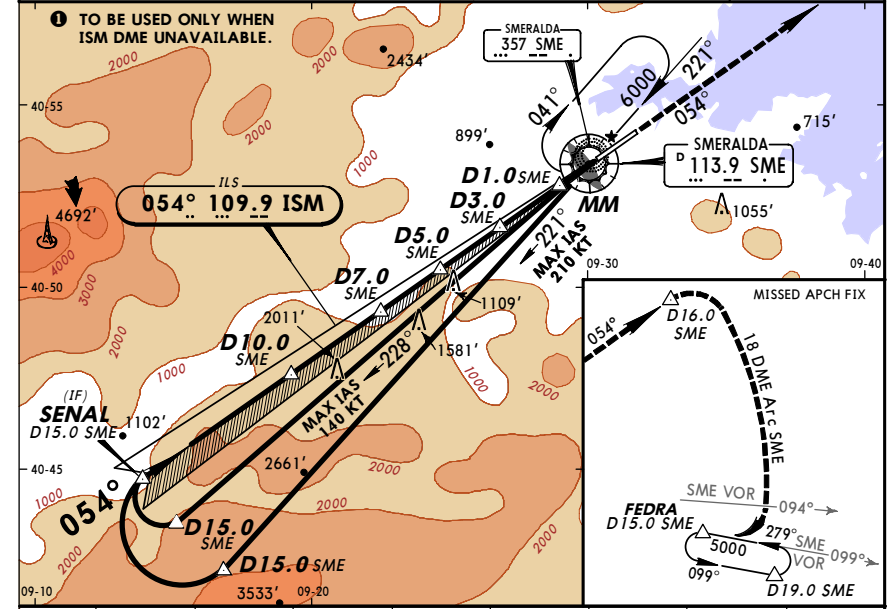
LIEO/OLB  
COSTA SMERALDA

3 JUN 05  
Eff 9 Jun

JEPPESEN  
(11-4) OILS+SME DME-Sierra Rwy 06

OLBIA, ITALY

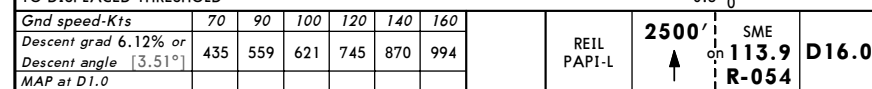
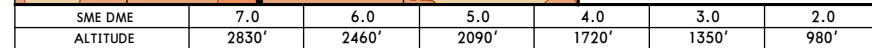
BRIEFING STRIP™	ATIS 113.9		OLBIA Approach/Radar 118.97		OLBIA Tower 122.1 125.95	
	LOC ISM 109.9	Final Aptch Crs 054°	GS D5.0 SME 2090' (2055')	ILS DA(H) Refer to Minimums	Apt Elev 37'	RWY 35'
	MISSED APCH: Proceed on R-054 SME climbing to 5000'. Cross D16.0 SME at 2500' or above, then turn RIGHT to join and follow 18 DME Arc SME to FEDRA and hold.					
	Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC	
	1. MM position not ICAO standard.		2. During night hours, PAPI indication mandatory.		Trans alt: 6000'	
	MSA SME VOR					



LOC (GS out)	SME DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2830'	2460'	2090'	1720'	1350'	980'	610'	
D20.0 SME	6000'							
SENAL D15.0 SME								
D10.0 SME								
D7.0 SME								
D5.0 SME								
D3.0 SME								
D1.0 SME								
KONUT D20.0 SME								
MM GS 243'								
LOC 2830'								
LOC 2090'								
LOC 1350'								
LOC 980'								
LOC 610'								
TO DISPLACED THRESHOLD								
Gnd speed-Kts	70	90	100	120	140	160		
ILS GS 3.50° or	439	564	627	752	877	1003		
LOC Desc Gradient 6.1%								
MAP at D1.0 SME								
JAR-OPS	STRAIGHT-IN LANDING RWY 06						CIRCLE-TO-LAND	
ILS	LOC (GS out)						Not authorized Northwest of airport	
DA(H) A:310'(275') C:330'(295') B:320'(285') D:340'(305')	MDA(H) 640'(605')						WARNING: DAY & VMC only	
A	RVR 1200m						NOT AUTH	
B	RVR 1500m						NOT AUTH	
C	RVR 2000m						NOT AUTH	
D	RVR 2000m						NOT AUTH	

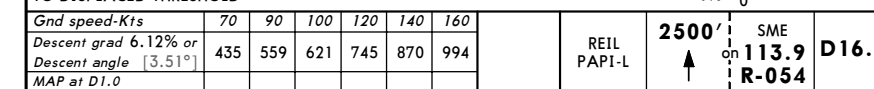
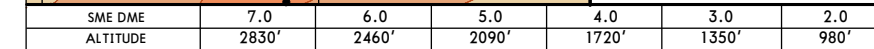
TO DISPLACED THRESHOLD		5.0	4.0	3.0	2.0	1.0	0.6	0
Gnd speed-Kts	70	90	100	120	140	160		
ILS GS 3.50° or	439	564	627	752	877	1003		
LOC Desc Gradient 6.1%								
MAP at D1.0 SME								
JAR-OPS	STRAIGHT-IN LANDING RWY 06						CIRCLE-TO-LAND	
ILS	LOC (GS out)						Not authorized Northwest of airport	
DA(H) A:310'(275') C:330'(295') B:320'(285') D:340'(305')	MDA(H) 640'(605')						WARNING: DAY & VMC only	
A	RVR 1200m						NOT AUTH	
B	RVR 1500m						NOT AUTH	
C	RVR 2000m						NOT AUTH	
D	RVR 2000m						NOT AUTH	

OLBIA, ITALY  
VOR DME-Papa Rwy 06



**1** W/o decimal DME reading: MDA(H) 1600' (1563').

OLBIA, ITALY  
VOR DME-Sierra Rwy 06



**1** W/o decimal DME reading: MDA(H) 1600' (1563').



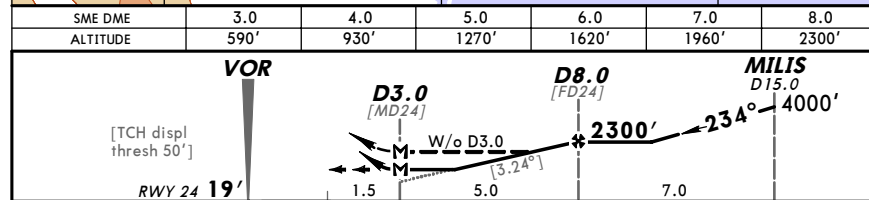
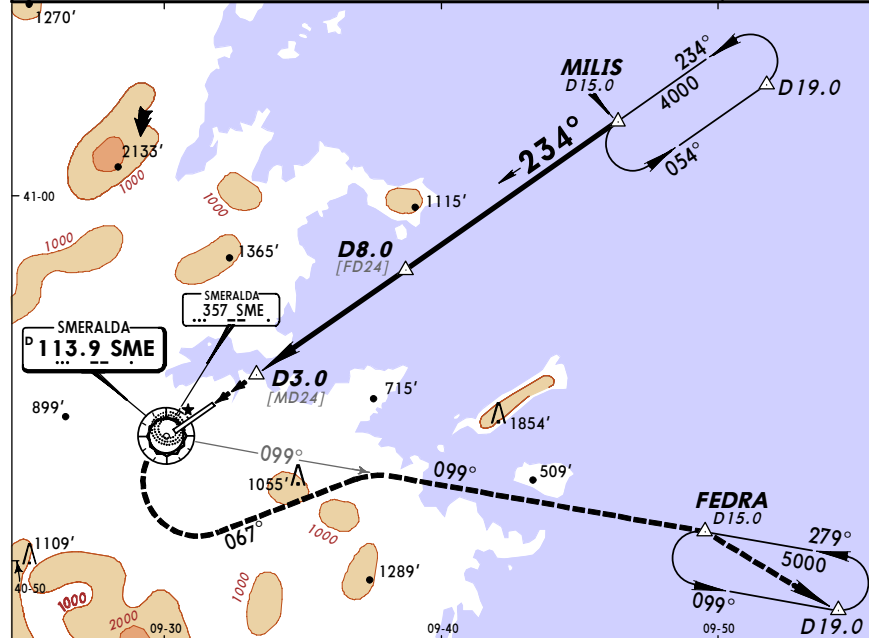
LIEO/OLB  
COSTA SMERALDA

3 JUN 05  
Eff 9 Jun

JEPPesen  
(13-3)

OLBIA, ITALY  
VOR DME-Papa Rwy 24

ATIS		OLBIA Approach/Radar		OLBIA Tower	
113.9		118.97		122.1 125.95	
VOR SME	Final Aptch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev	37'
113.9	234°	2300' (2281')	850' (831')	RWY	19'
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 FEDRA and hold.					
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'	MSA SME VOR	



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	234° ↑
Descent gradient 5.65% or Descent angle [3.24°]	401	516	573	688	803	917		
MAP at D3.0 or FAF to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53		

With D3.0		W/o D3.0		Not authorized Northwest of airport				
MDA(H) 850' (831')		MDA(H) 1400' (1381')		WARNING: DAY & VMC only		NIGHT		
A		RVR 1500m		Max Kts 100				
B		RVR 1500m		135				
C		RVR 2000m		180				
D		RVR 2000m		205				

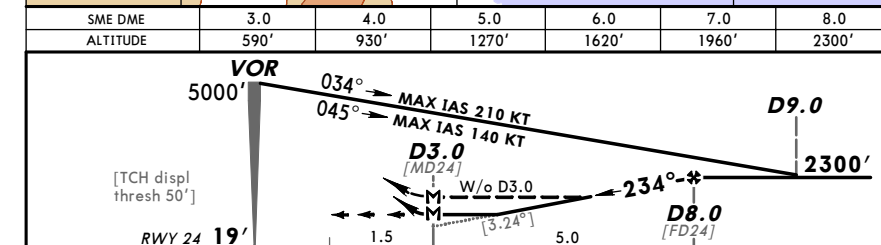
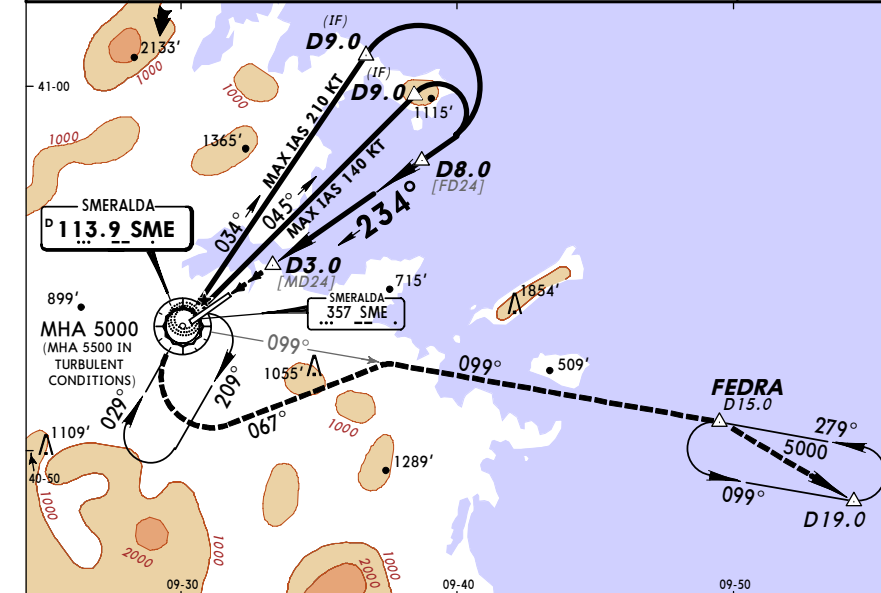
LIEO/OLB  
COSTA SMERALDA

3 JUN 05  
Eff 9 Jun

JEPPesen  
(13-4)

OLBIA, ITALY  
VOR DME-Sierra Rwy 24

ATIS		OLBIA Approach/Radar		OLBIA Tower	
113.9		118.97		122.1 125.95	
VOR SME	Final Aptch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev	37'
113.9	234°	2300' (2281')	850' (831')	RWY	19'
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 FEDRA and hold.					
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'	MSA SME VOR	



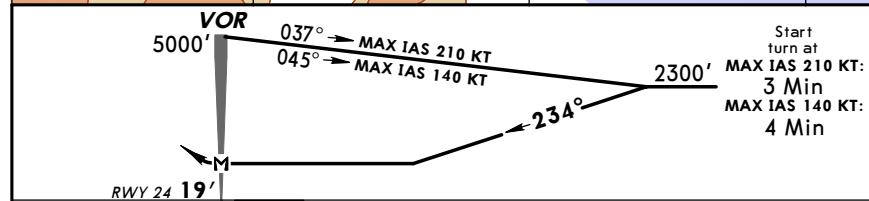
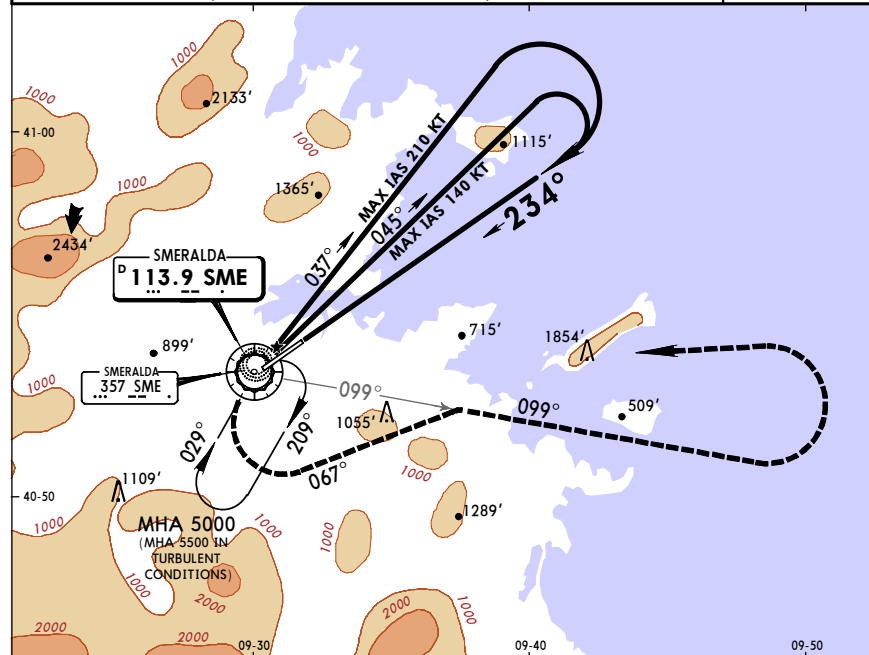
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	234° ↑	
Descent gradient 5.65% or Descent angle [3.24°]	401	516	573	688	803	917			
MAP at D3.0 or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09			1:53

With D3.0		W/o D3.0		Not authorized Northwest of airport				
MDA(H) 850' (831')		MDA(H) 1400' (1381')		WARNING: DAY & VMC only		NIGHT		
A		RVR 1500m		Max Kts 100				
B		RVR 1500m		135				
C		RVR 2000m		180				
D		RVR 2000m		205				

**JEPPESEN**  
3 JUN 05 (13-5) Eff 9 Jun

OLBIA, ITALY  
VOR Rwy 24

BRIEFING STRIP	ATIS		OLBIA Approach/Radar		OLBIA Tower	
	113.9		118.97		122.1 125.95	
	VOR SME 113.9	Final Apch Crs 234°	Minimum Alt No FAF	MDA(H) 1400' (1381')	Apt Elev 37' RWY 19'	
	<p>MISSED APCH: Proceed on track 234° climbing to 5000'. Over VOR turn LEFT (MAX IAS 185 KT) on track 067° to join R-099. Crossing 3000' climbing turn LEFT to VOR.</p>					
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 6000'	
						MSA SME VOR

[illegible]

<b>JAR-OPS</b>	STRAIGHT-IN LANDING RWY 24	CIRCLE-TO-LAND
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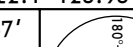
		Not authorized Northwest of airport	
MDA(H) <b>1400'</b> (1381')		Max Kts	WARNING: DAY & VMC only MDA(H) _____ Vis _____
A	RVR 1500m	100	<b>1400'</b> (1363')    5.0km  <b>1600'</b> (1563')    5.0km  <b>1960'</b> (1923')    5.0km
B		135	
C	RVR 2000m	180	
D		205	

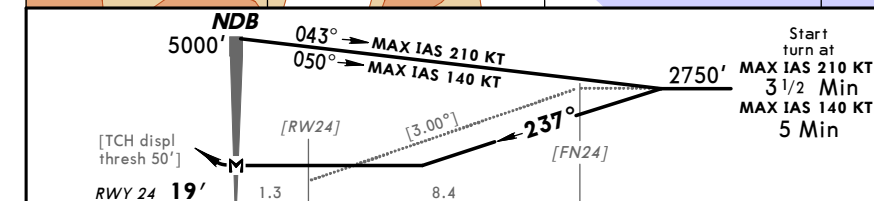
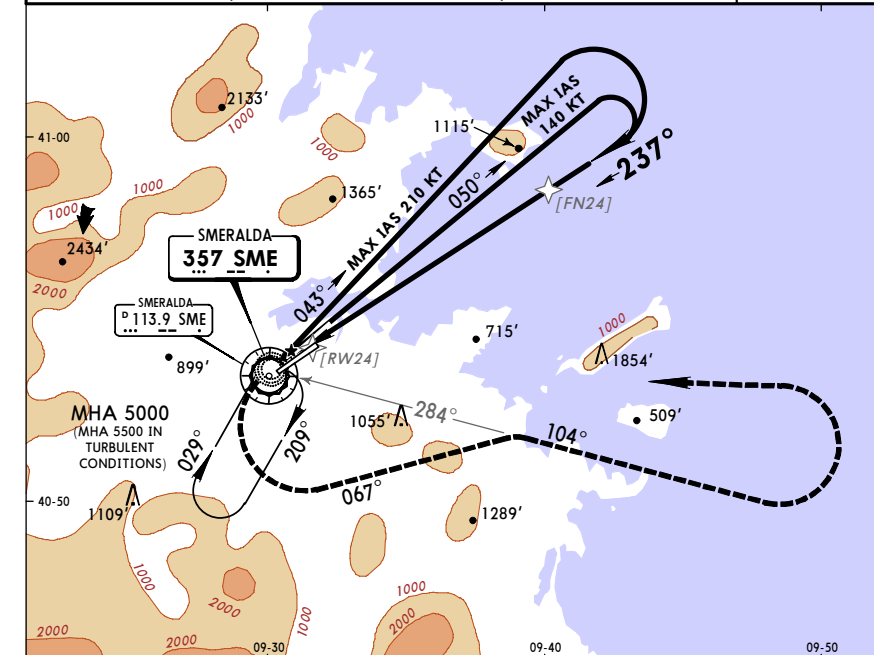
**CHANGES:** Procedure bearings.

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**JEPPESEN**  
3 JUN 05 (16-1) Eff 9 Jun

OLBIA, ITALY  
NDB Rwy 24

BRIEFING STRIP 7A	ATIS		OLBIA Approach/Radar			OLBIA Tower	
	113.9		118.97			122.1 125.95	
	NDB SME 357	Final Apch Crs 237°	Minimum Alt No FAF	MDA(H) 1450' (1431')	Apt Elev 37' RWY 19'		
	MISSED APCH: Proceed on track 237° climbing to 5000'. Over NDB turn LEFT (MAX IAS 185 KT) on track 067° to join 104° from NDB. Crossing 3000' climbing turn LEFT to NDB at 5000'.						
	Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		
					Trans alt: 6000'		
MSA SME NDB							



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	REIL PAPI-L	Refer to Missed app above
<i>Descent angle [3.00°]</i>	372	478	531	637	743	849		
<i>MAP at NDB</i>								

<b>JAR-OPS</b>	STRAIGHT-IN LANDING RWY 24	CIRCLE-TO-LAND
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MDA(H) 1450' (1431')			Not authorized Northwest of airport		
			Max Kts.	WARNING: DAY & VMC only	NIGHT
A			100	MDA(H)	VIS
B	RVR 1500m		135	1450' (1413')	5.0km
C			180	1600' (1563')	5.0km
D	RVR 2000m		205	1960' (1923')	5.0km

**CHANGES:** Procedure bearings

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