

## General Information

Location: BARI ITA  
ICAO/IATA: LIBD / BRI  
Lat/Long: N41° 08.28', E016° 45.90'  
Elevation: 187 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: -1:00 = UTC  
Magnetic Variation: 2.0° E

Fuel Types: Jet A-1  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 0608 Z  
Sunset: 1524 Z

## Runway Information

Runway: 07  
Length x Width: 9252 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 176 ft  
Lighting: Edge, ALS  
Displaced Threshold: 1234 ft

Runway: 25  
Length x Width: 9252 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 131 ft  
Lighting: Edge, ALS

## Communication Information

ATIS: 124.050  
Bari Tower: 122.100  
Bari Tower: 118.300  
Apulia Approach: 136.100  
Apulia Approach: 122.100  
Apulia Radar: 136.100  
Apulia Radar: 122.100

**LIBD/BRI**  
**PALESE**

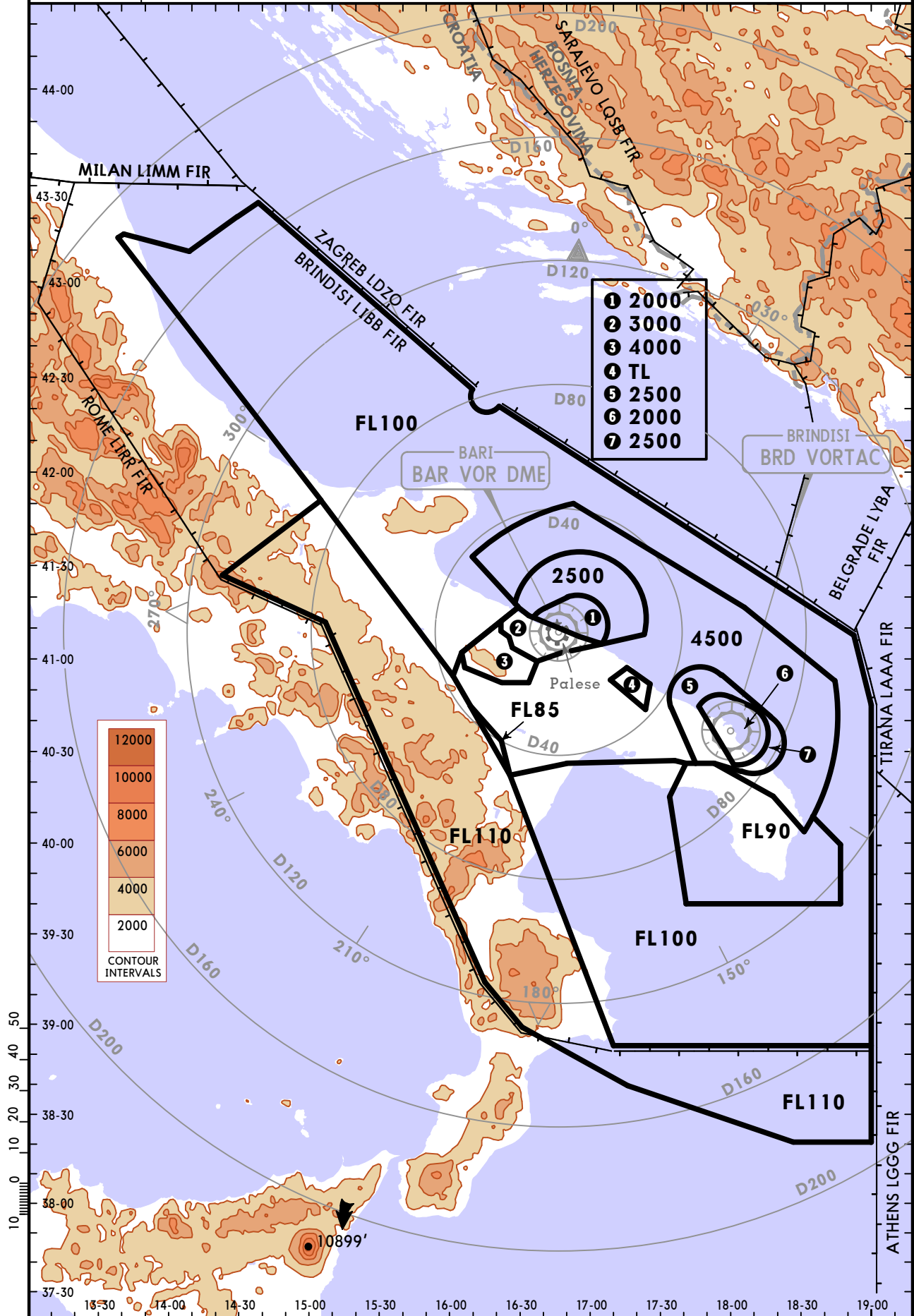
**JEPPESSEN**  
15 SEP 17 **(10-1R)**

**BARI, ITALY**

**RADAR MINIMUM ALTITUDES**

APULIA Radar  
(APP)  
**122.1**  
**136.1**  
Apt Elev  
**187'**

Alt Set: hPa Trans level: By ATC Trans alt: 5000'  
1. Minimum altitudes provide at least 1000' obstacle clearance within 3 NM of the sector boundary until 20 NM from RADAR antenna and within 5 NM of the sector boundary beyond 20 NM from RADAR antenna.  
2. Outside these areas the normal minimum enroute level will be used.  
3. Chart only to be used for cross-checking of altitudes assigned by APULIA Control.



**LIBD/BRI**  
PALESE

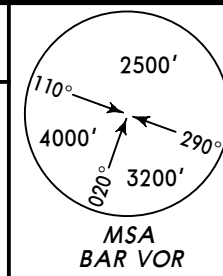
**JEPESEN**  
21 MAR 14 (10-2) Eff 3 Apr

**BARI, ITALY**  
**STAR**

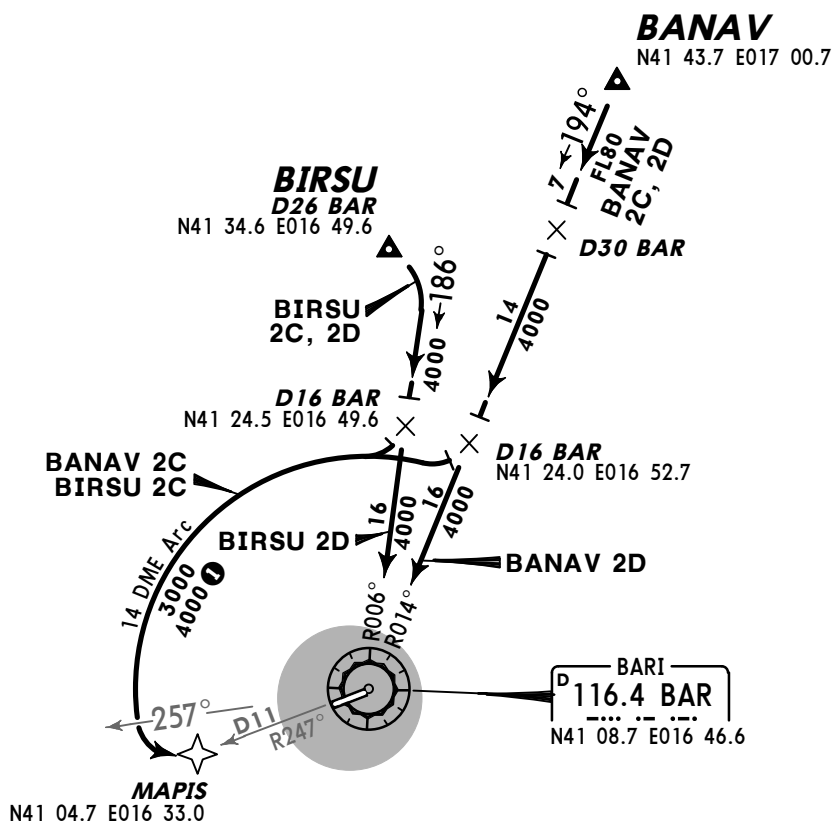
ATIS  
124.05

Apt Elev  
187'

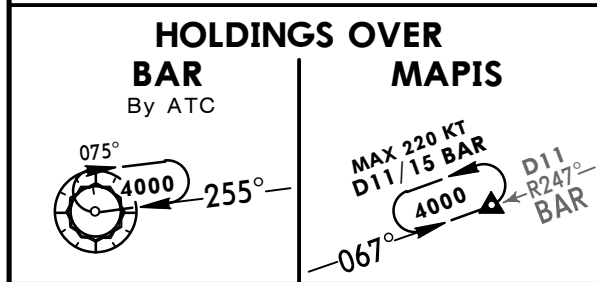
Alt Set: hPa  
Trans level: By ATC Trans alt: 5000'



**BANAV 2C [BANA2C]**  
**BANAV 2D [BANA2D]**  
**BIRSU 2C [BIRS2C]**  
**BIRSU 2D [BIRS2D]**  
**RWY 07 ARRIVALS**  
BASED ON BAR VOR



① If holding over MAPIS expected.



STAR	ROUTING
<b>BANAV 2C</b>	On BAR R-014 inbound to D16 BAR, turn RIGHT, along BAR 14 DME arc, when passing BAR R-257 turn LEFT to MAPIS.
<b>BANAV 2D</b>	On BAR R-014 inbound to BAR.
<b>BIRSU 2C</b>	On BAR R-006 inbound to D16 BAR, turn RIGHT, along BAR 14 DME arc, when passing BAR R-257 turn LEFT to MAPIS.
<b>BIRSU 2D</b>	On BAR R-006 inbound to BAR.

CHANGES: STARS transferred; chart redrawn.



**LIBD/BRI**  
**PALESE**

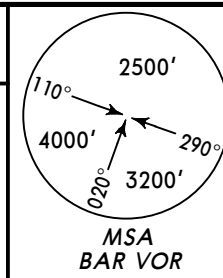
**JEPPESEN**  
21 MAR 14 **(10-2B)** **Eff 3 Apr**

**BARI, ITALY**  
**STAR**

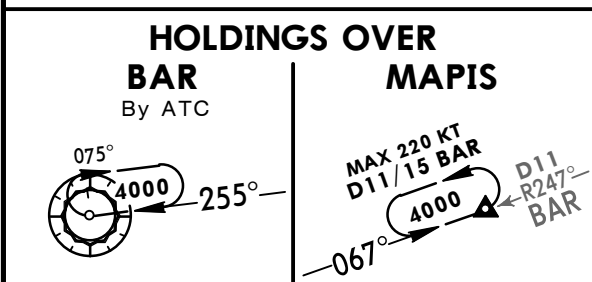
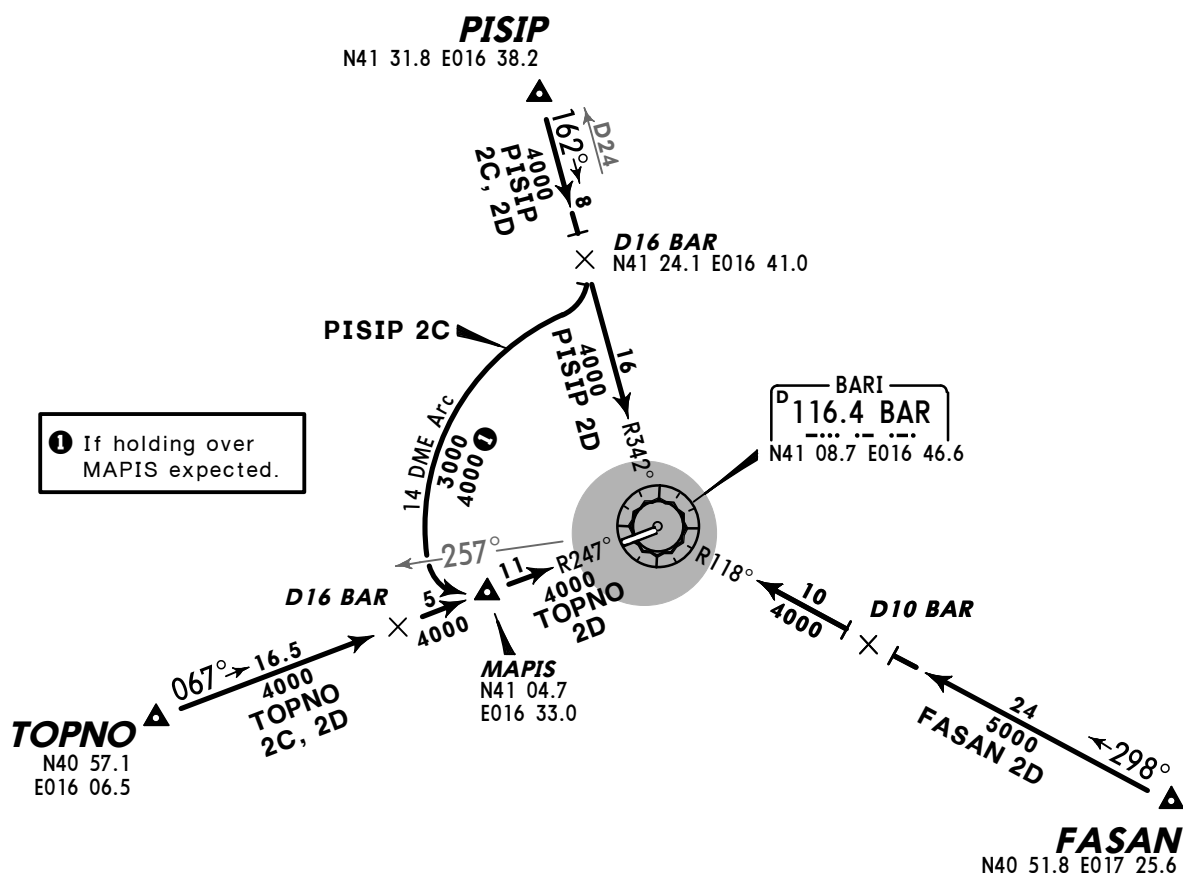
ATIS  
**124.05**

Apt Elev  
**187'**

Alt Set: hPa  
Trans level: By ATC Trans alt: 5000'



**FASAN 2D [FASA2D]**  
**PISIP 2C [PISI2C], PISIP 2D [PISI2D]**  
**TOPNO 2C [TOPN2C], TOPNO 2D [TOPN2D]**  
**RWY 07 ARRIVALS**  
**BASED ON BAR VOR**



STAR	ROUTING
<b>FASAN 2D BY ATC</b>	On BAR R-117 inbound to BAR.
<b>PISIP 2C</b>	On BAR R-342 inbound to D16 BAR, turn RIGHT, along BAR 14 DME arc, when passing BAR R-257 turn LEFT to MAPIS.
<b>PISIP 2D</b>	On BAR R-342 inbound to BAR.
<b>TOPNO 2C</b>	On BAR R-247 inbound to MAPIS.
<b>TOPNO 2D</b>	On BAR R-247 inbound to BAR.

**LIBD/BRI**  
**PALESE**

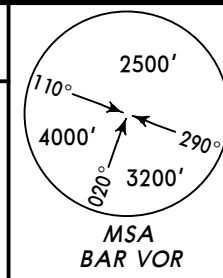
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21 MAR 14 **10-2C** **Eff 3 Apr**

**BARI, ITALY**  
**STAR**

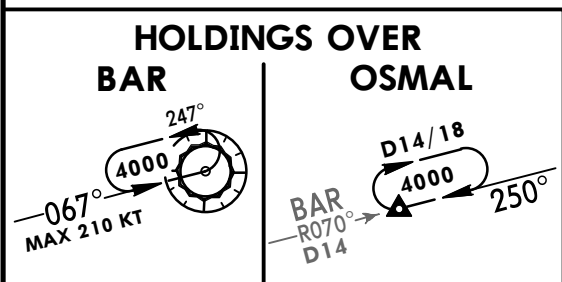
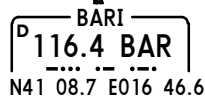
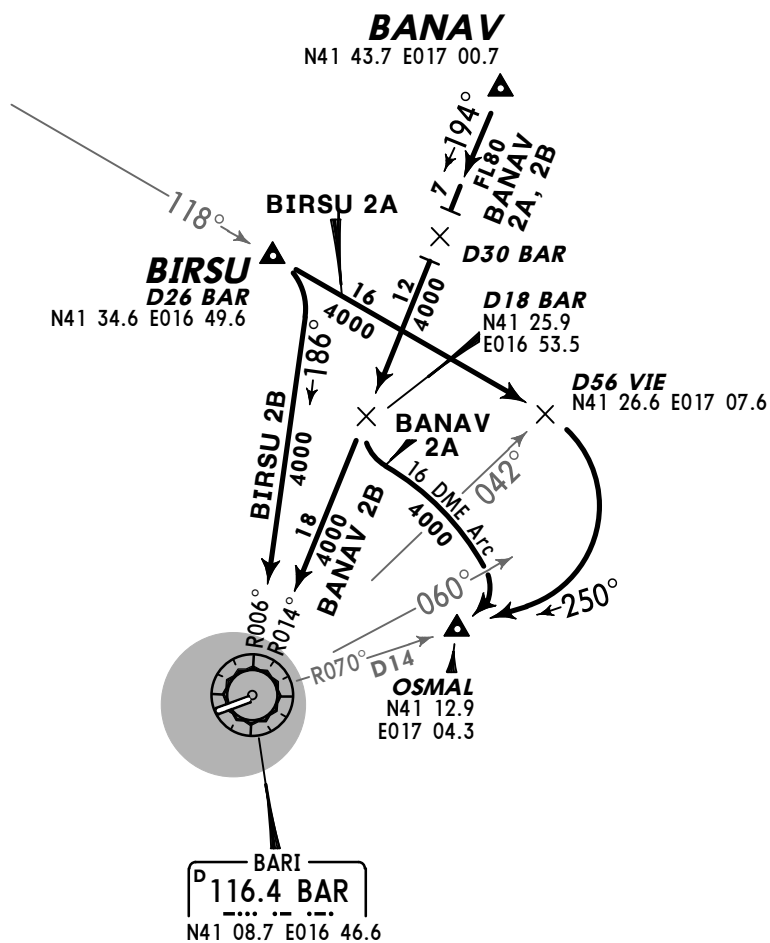
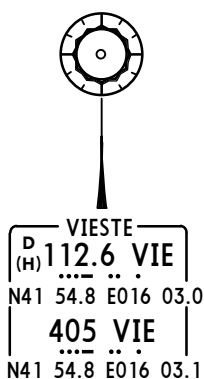
ATIS  
**124.05**

Apt Elev  
**187'**

Alt Set: hPa  
Trans level: By ATC Trans alt: 5000'



**BANAV 2A [BANA2A]**  
**BANAV 2B [BANA2B]**  
**BIRSU 2A [BIRS2A]**  
**BIRSU 2B [BIRS2B]**  
**RWY 25 ARRIVALS**  
**BASED ON BAR VOR**

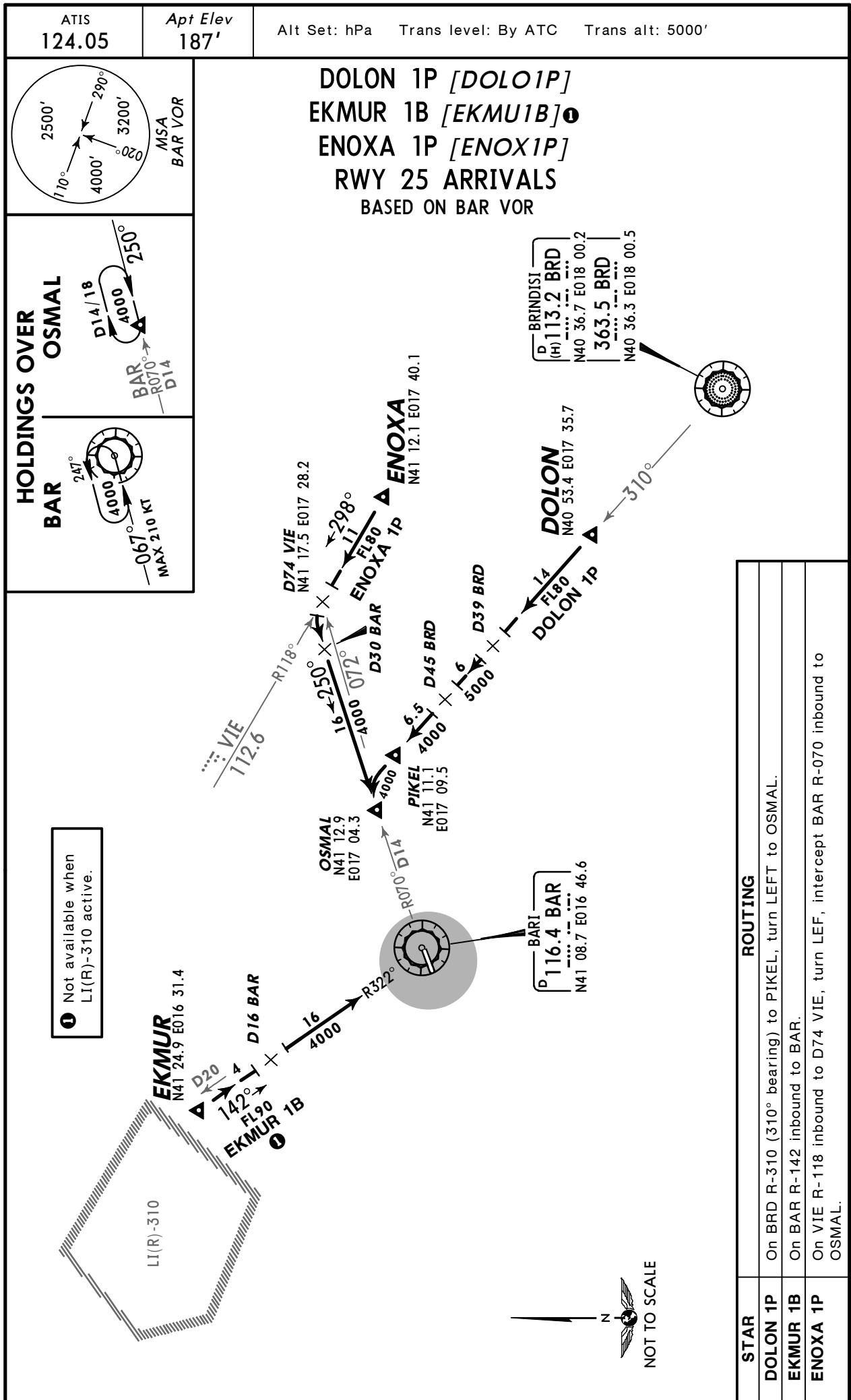


STAR	ROUTING
<b>BANAV 2A</b>	On BAR R-014 inbound to D18 BAR, turn LEFT, along BAR 16 DME arc, when passing BAR R-060 turn RIGHT to OSMAL.
<b>BANAV 2B</b>	On BAR R-014 inbound to BAR.
<b>BIRSU 2A</b>	On VIE R-118 (118° bearing) to D56 VIE, turn RIGHT, intercept BAR R-070 inbound to OSMAL.
<b>BIRSU 2B</b>	Intercept BAR R-006 inbound to BAR.

LIBD/BRI  
PALESE

JEPPESSEN  
11 JUL 14 (10-2D) Eff 24 Jul

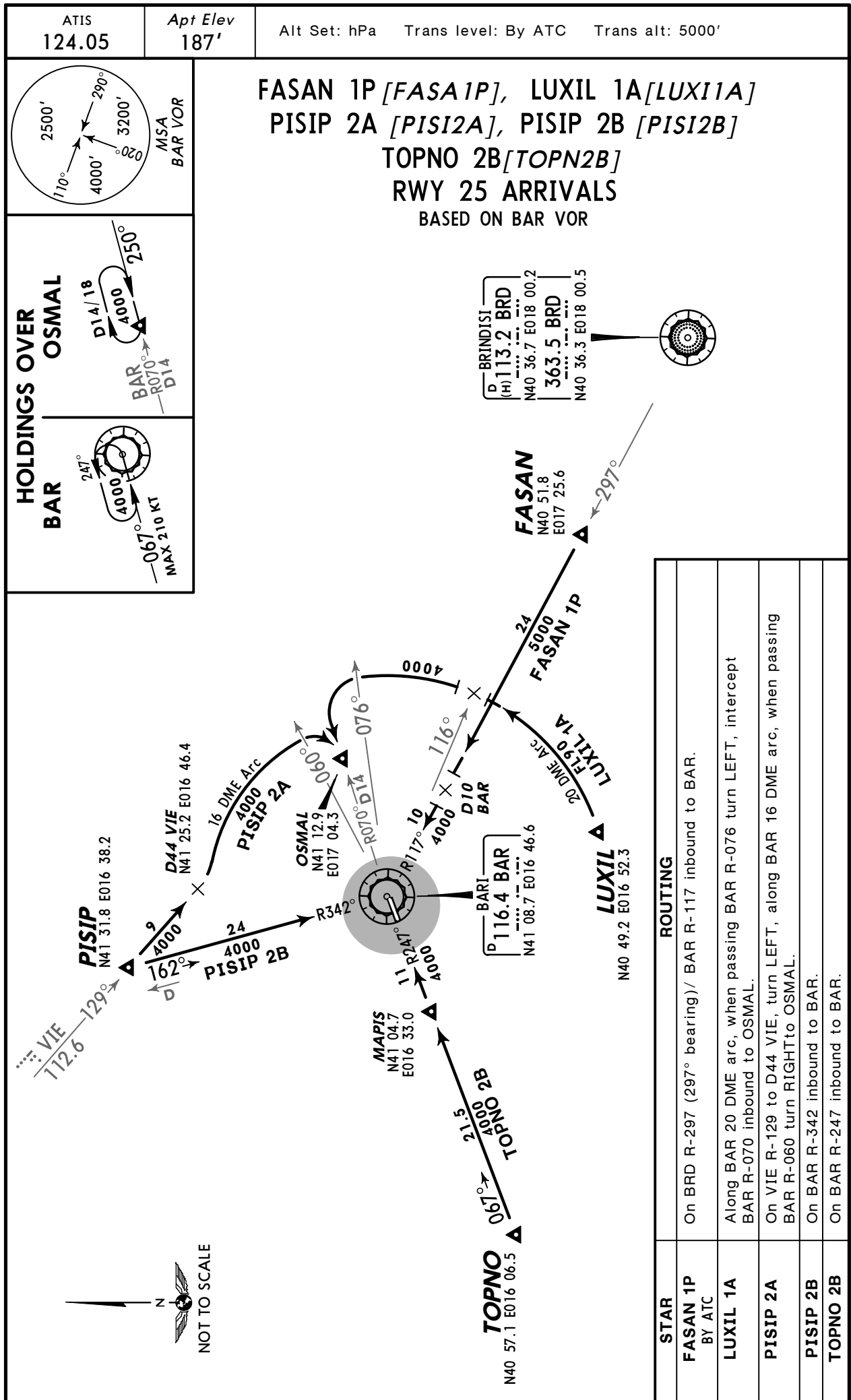
BARI, ITALY  
STAR



LIBD/BRI  
PALESE

JEPPESSEN  
11 JUL 14 10-2E Eff 24 Jul

BARI, ITALY  
STAR





**LIBD/BRI**  
**PALESE**

**JEPPESSEN**

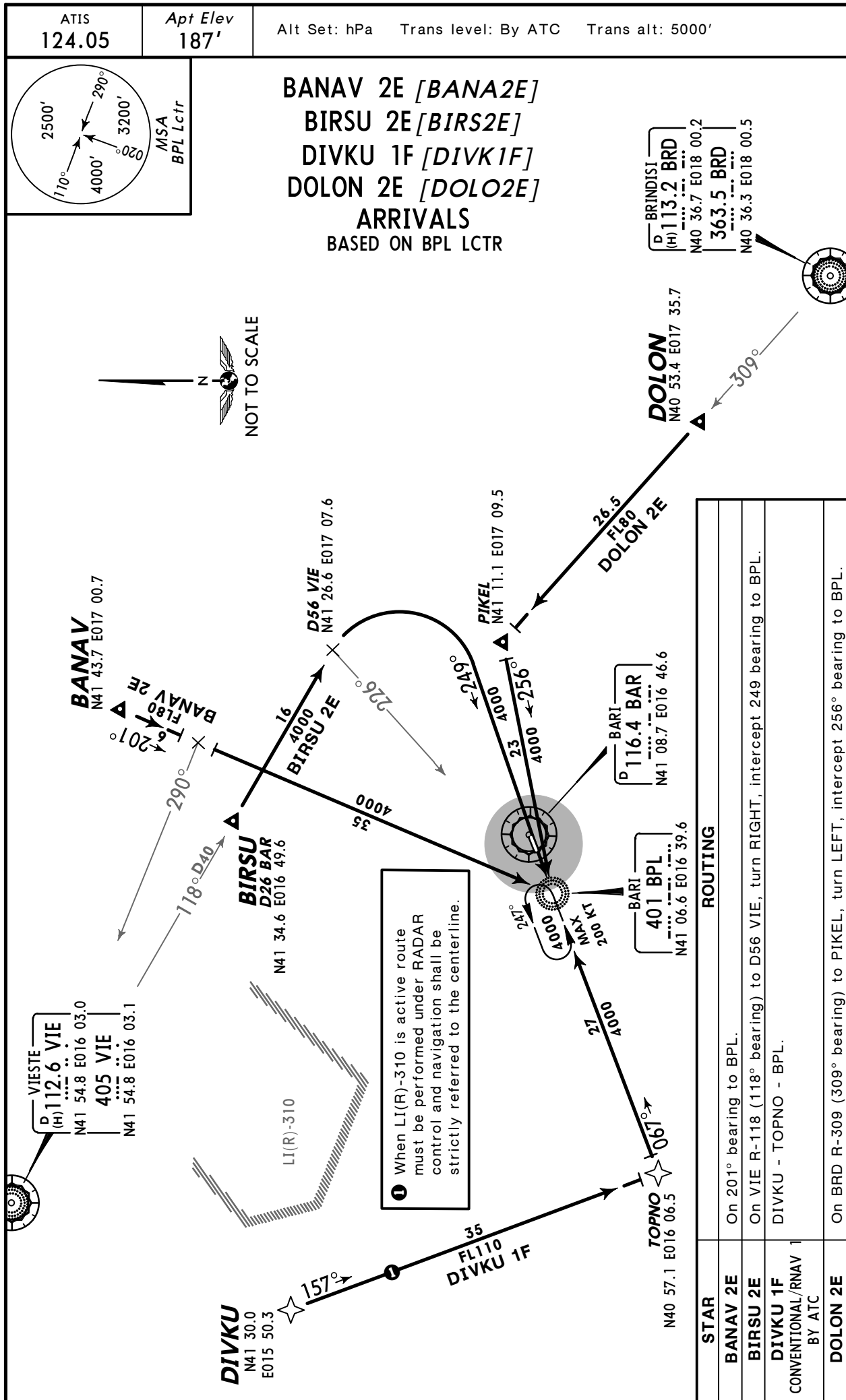
**BARI, ITALY**

21 MAR 14

10-2F

Eff 3 Apr

STAR



CHANGES: New chart (STARs transferred).

LIBD/BRI  
PALESE

JEPPESSEN

BARI, ITALY

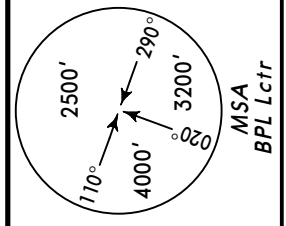
21 MAR 14

10-2G

Eff 3 Apr

STAR

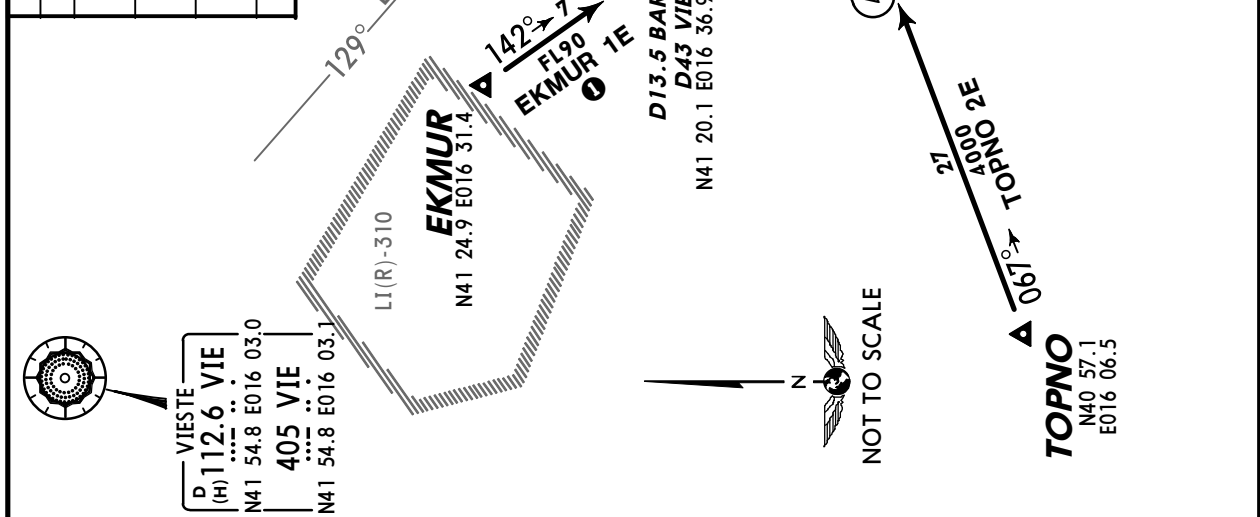
ATIS 124.05	Apt Elev 187'	Alt Set: hPa	Trans level: By ATC	Trans alt: 5000'
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EKMUR 1E [EKMU1E] **1**  
 ENOXA 2E [ENOX2E]  
 FASAN 1N [FASA1N]  
 PISIP 2E [PISI2E]  
 TOPNO 2E [TOPN2E]

ARRIVALS  
 BASED ON BPL LCTR

STAR	ROUTING
EKMUR 1E	On BAR R-322 inbound to D13.5 BAR, turn RIGHT, intercept 166° bearing to BPL.
ENOXA 2E	On VIE R-118 inbound, when passing 251° bearing from BPL turn LEFT, intercept 249° bearing to BPL.
FASAN 1N BY ATC	On 291° bearing to BPL.
PISIP 2E BY ATC	On VIE R-129 (129° bearing) to UVOKA, turn RIGHT, intercept 207° bearing to BPL.
TOPNO 2E	On 067° bearing to BPL.



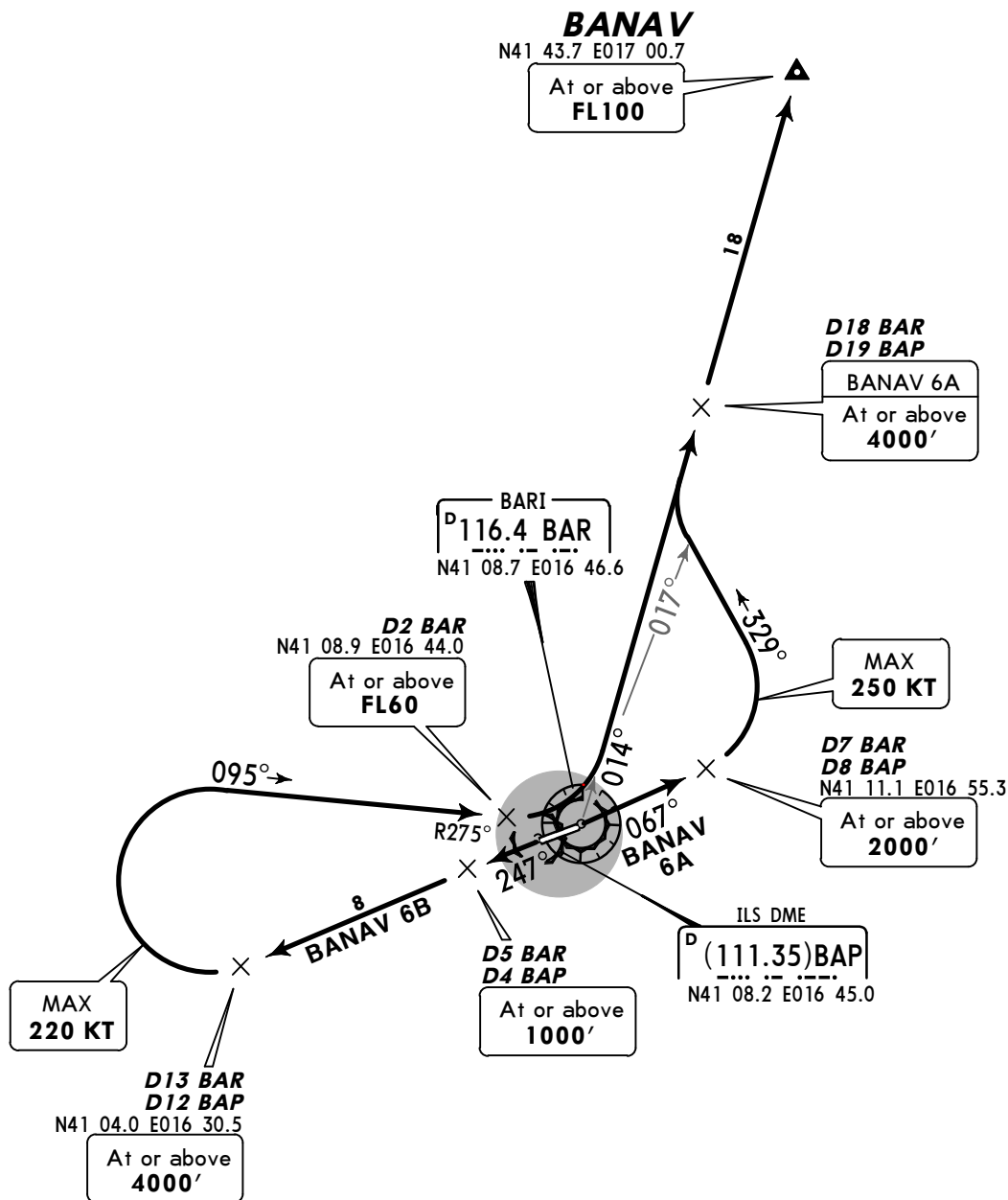
LIBD/BRI  
PALESE

JEPPESEN  
21 MAR 14 10-3 Eff 3 Apr

BARI, ITALY  
SID

Apt Elev 187' Trans level: By ATC Trans alt: 5000'

**BANAV 6A [BANA6A]  
BANAV 6B [BANA6B]  
RWYS 07, 25 DEPARTURES**



These SIDs require a minimum climb gradient of 300' per NM (4.93%) until leaving FL90.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500



SID	RWY	ROUTING
<b>BANAV 6A</b>	<b>07</b>	Intercept BAR R-067 to D7 BAR/D8 BAP, turn LEFT, 329° track, when passing BAR R-017 turn RIGHT, intercept BAR R-014 to BANAV.
<b>BANAV 6B</b>	<b>25</b>	Intercept BAR R-247 to D13 BAR/D12 BAP, turn RIGHT, intercept BAR R-275 inbound to D2 BAR, turn LEFT, intercept BAR R-014 to BANAV,

CHANGES: None.

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LIBD/BRI  
PALESE

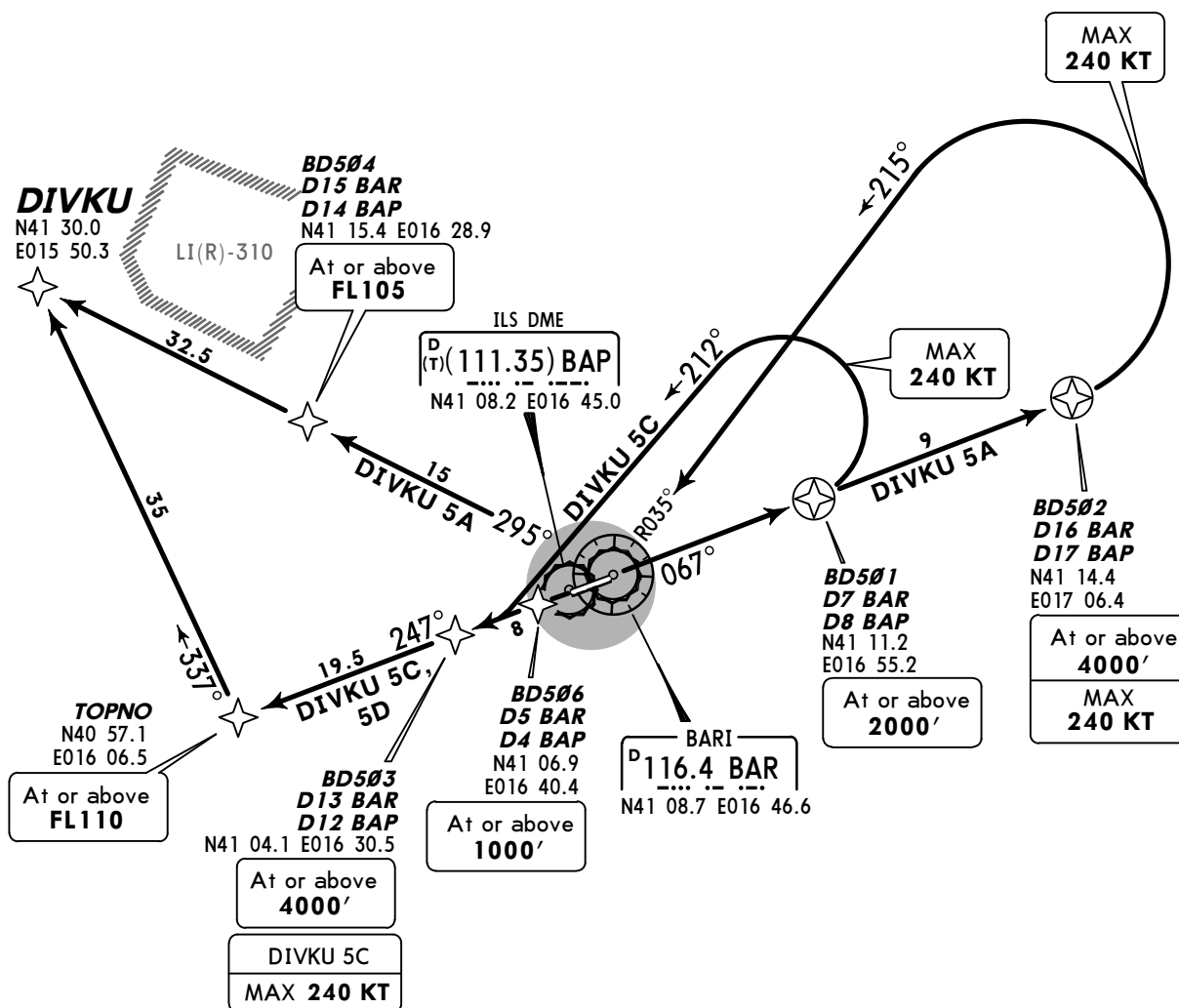
JEPPESEN  
21 MAR 14 10-3A Eff 3 Apr

BARI, ITALY  
SID

Apt Elev  
187'

Trans level: By ATC Trans alt: 5000'

**DIVKU 5A [DIVK5A], DIVKU 5C [DIVK5C]  
DIVKU 5D [DIVK5D]  
RWYS 07, 25 DEPARTURES  
CONVENTIONAL/RNAV 1  
BY ATC**



These SIDs require a minimum climb gradient of

**DIVKU 5A**  
300' per NM (4.93%) until leaving 3000'.

**DIVKU 5C, 5D**  
300' per NM (4.93%) until leaving FL90.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500



SID	RWY	ROUTING
<b>DIVKU 5A</b> ①	<b>07</b>	Intercept BAR R-067 to BD502 (D16 BAR/D17 BAP), turn LEFT, intercept BAR R-035 inbound to BAR, BAR R-295 to DIVKU.
<b>DIVKU 5C</b>		Intercept BAR R-067 to D7 BAR/D8 BAP, turn LEFT, 212° track, intercept BAR R-247 to TOPNO, turn RIGHT, 337° track to DIVKU.
<b>DIVKU 5D</b>	<b>25</b>	Intercept BAR R-247 to TOPNO, turn RIGHT, 337° track to DIVKU.

① Not available when LI(R)-310 is active.

**LIBD/BRI**  
**PALESE**

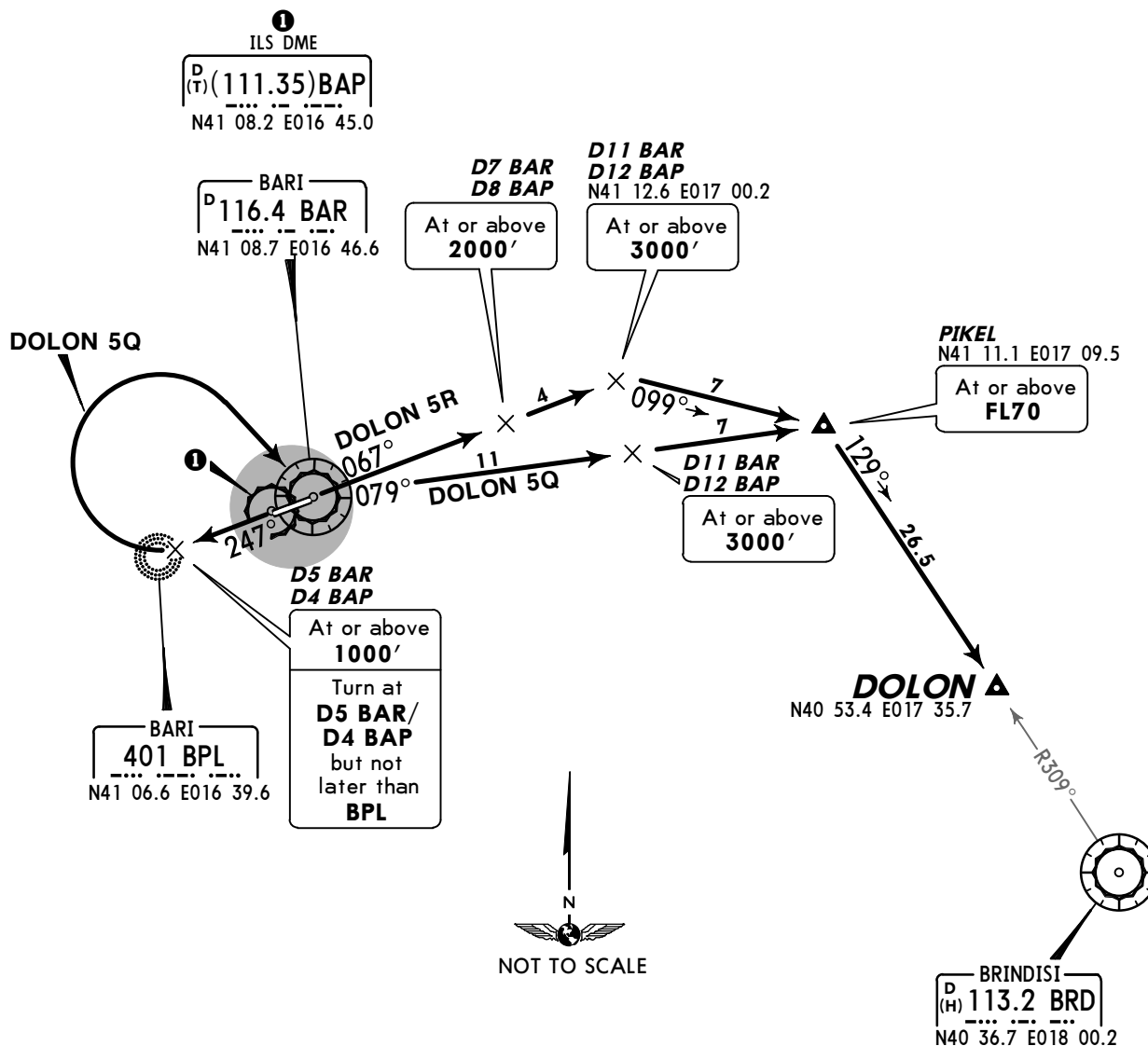
**JEPPESEN**  
11 JUL 14 **(10-3B)** **Eff 24 Jul**

**BARI, ITALY**  
**SID**

Apt Elev  
**187'**

Trans level: By ATC Trans alt: 5000'  
Turns after takeoff MAX 250 KT.

**DOLON 5Q [DOLO5Q]**  
**DOLON 5R [DOLO5R]**  
**RWYS 25, 07 DEPARTURES**



These SIDs require a minimum climb gradient of 300' per NM (4.93%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500

SID	RWY	ROUTING
<b>DOLON 5Q</b>	<b>25</b>	Intercept BAR R-247, at D5 BAR/D4 BAP, but not later than BPL, turn RIGHT to BAR, BAR R-079 to PIKEL, turn RIGHT, intercept BRD R-309 inbound to DOLON.
<b>DOLON 5R</b>	<b>07</b>	Intercept BAR R-067 to D11 BAR/D12 BAP, turn RIGHT, 099° track to PIKEL, turn RIGHT, intercept BRD R-309 inbound to DOLON.

**LIBD/BRI**  
**PALESE**

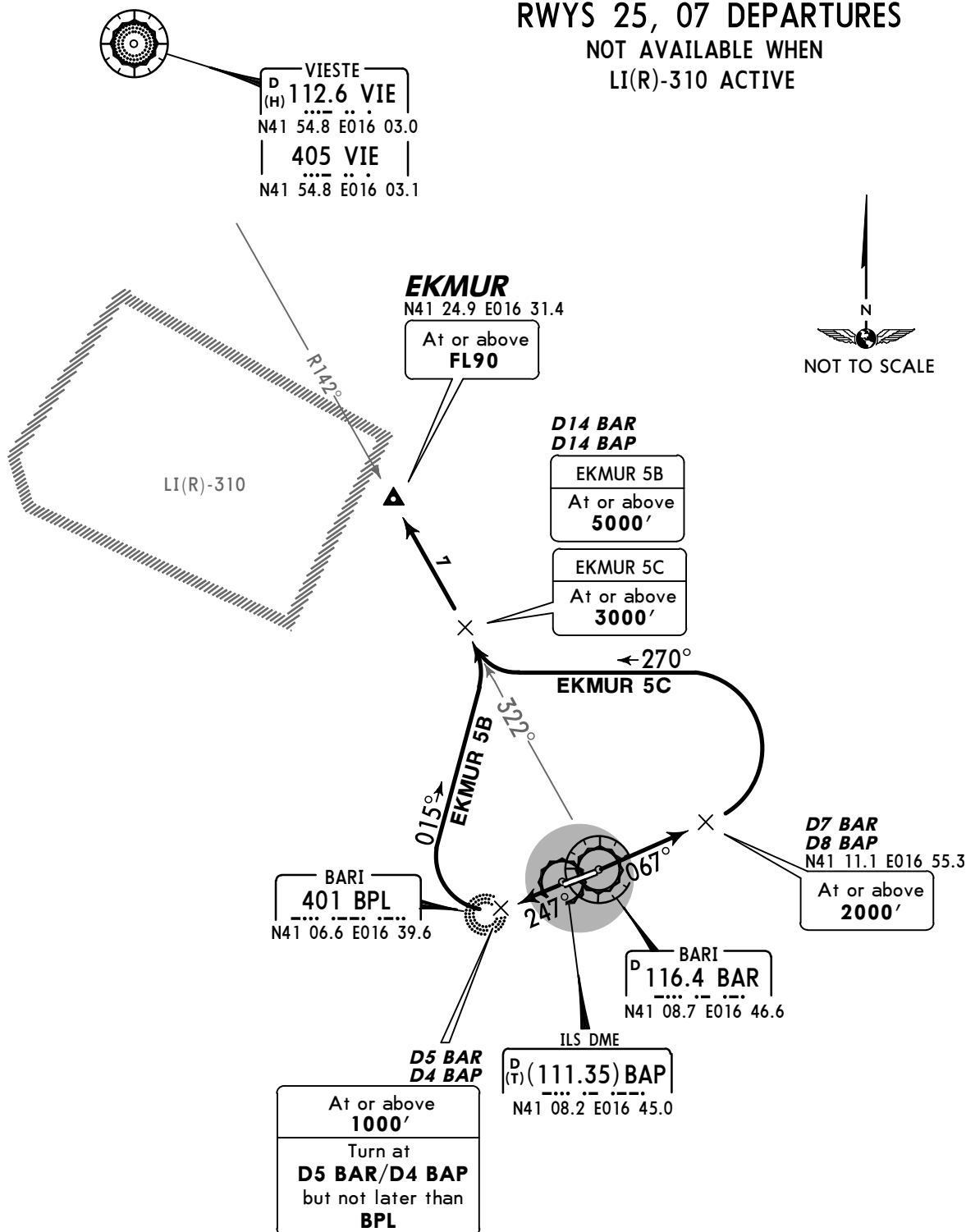
**JEPPESEN**  
11 JUL 14 **10-3C** **Eff 24 Jul**

**BARI, ITALY**  
**SID**

Apt Elev  
**187'**

Trans level: By ATC Trans alt: 5000'  
Turns after take-off MAX 250 KT.

**EKMUR 5B [EKMU5B]**  
**EKMUR 5C [EKMU5C]**  
**RWYS 25, 07 DEPARTURES**  
NOT AVAILABLE WHEN  
LI(R)-310 ACTIVE



These SIDs require a minimum climb gradient of 300' per NM (4.93%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500

SID	RWY	ROUTING
<b>EKMUR 5B</b>	<b>25</b>	Intercept BARI R-247, at D5 BAR/D4 BAP, but not later than BPL, turn RIGHT, 015° track, intercept BARI R-322 (VIE R-142 inbound/322° bearing) to EKMUR.
<b>EKMUR 5C</b>	<b>07</b>	Intercept BARI R-067 to D7 BAR/D8 BAP, turn LEFT, 270° track, intercept BARI R-322 to EKMUR.

**LIBD/BRI**  
**PALESE**

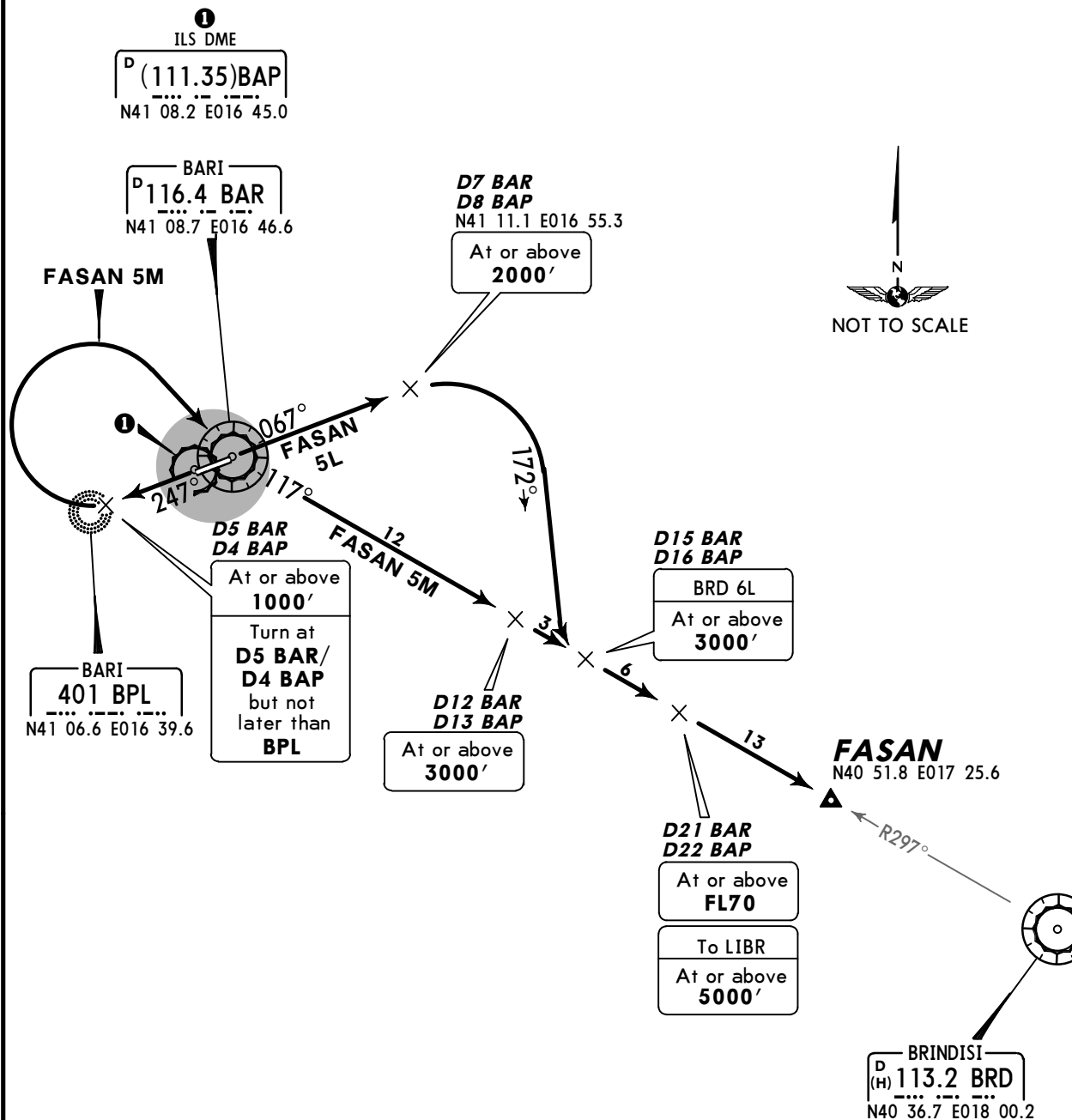
**JEPPESEN**  
21 MAR 14 **(10-3D)** **Eff 3 Apr**

**BARI, ITALY**  
**SID**

Apt Elev  
**187'**

Trans level: By ATC Trans alt: 5000'  
Initial turn MAX 250 KT.

**FASAN 5L [FASA5L]**  
**FASAN 5M [FASA5M]**  
**RWYS 07, 25 DEPARTURES**  
SIDS PARTIALLY OUTSIDE CONTROLLED AIRSPACE  
BY ATC



These SIDs require a minimum climb gradient of 300' per NM (4.93%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500

SID	RWY	ROUTING
<b>FASAN 5L</b>	<b>07</b>	Intercept BAR R-067 to D7 BAR/D8 BAP, turn RIGHT, 172° track, intercept BAR R-117 (BRD R-297 inbound) to FASAN.
<b>FASAN 5M</b>	<b>25</b>	Intercept BAR R-247, at D5 BAR/D4 BAP, but not later than BPL turn RIGHT to BAR, BAR R-117 (BRD R-297 inbound) to FASAN.

**LIBD/BRI**  
**PALESE**

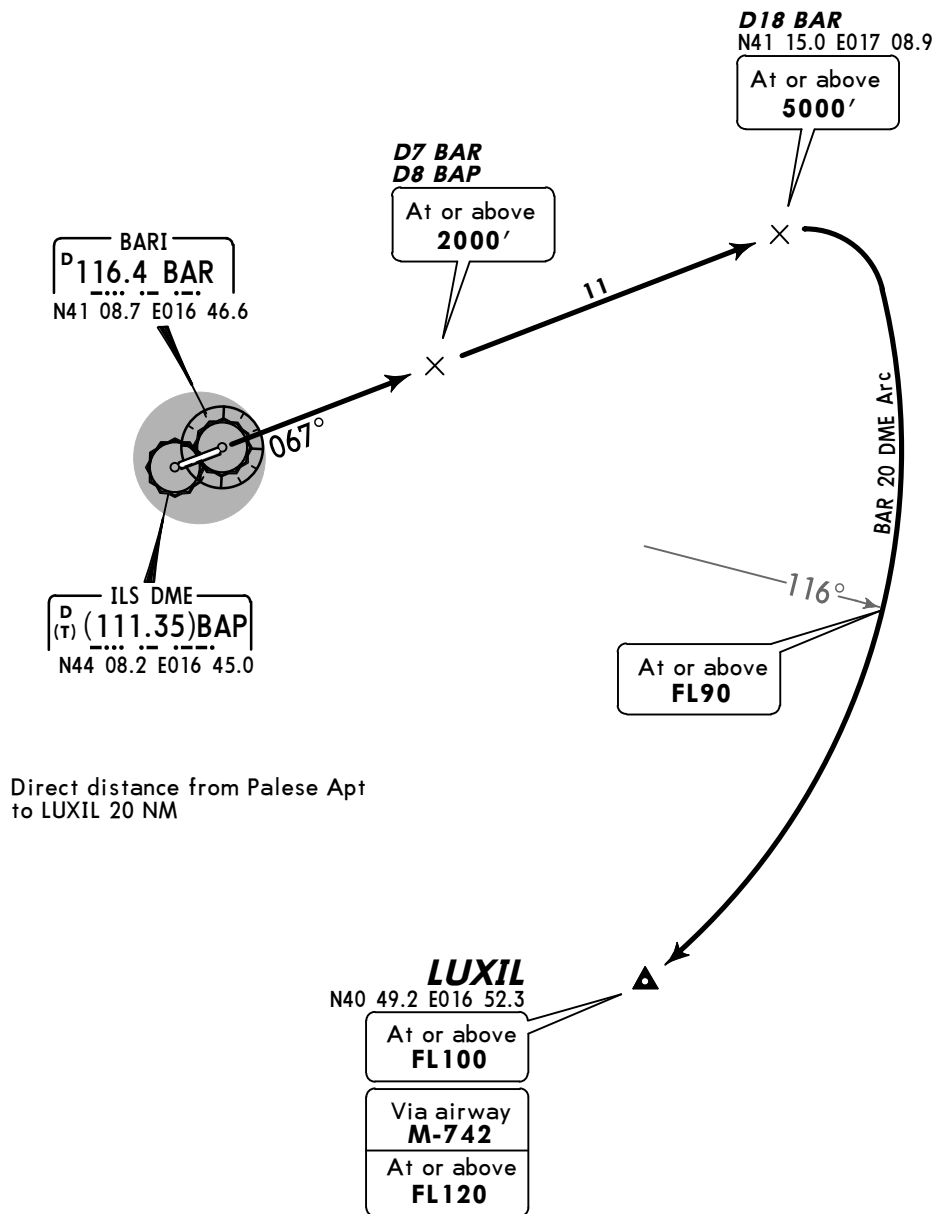
**JEPPESEN**  
21 MAR 14 **10-3E** **Eff 3 Apr**

**BARI, ITALY**  
**SID**

Apt Elev  
**187'**

Trans level: By ATC Trans alt: 5000'

**LUXIL 6A [LUXI6A]**  
**RWY 07 DEPARTURE**



This SID requires a minimum climb gradient of 300' per NM (4.93%) until leaving FL90.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500



**ROUTING**

Intercept BAR R-067 to D18 BAR, turn RIGHT, along BAR 20 DME arc to LUXIL.



LIBD/BRI  
PALESE

JEPPESEN  
21 MAR 14 10-3F Eff 3 Apr

BARI, ITALY

SID

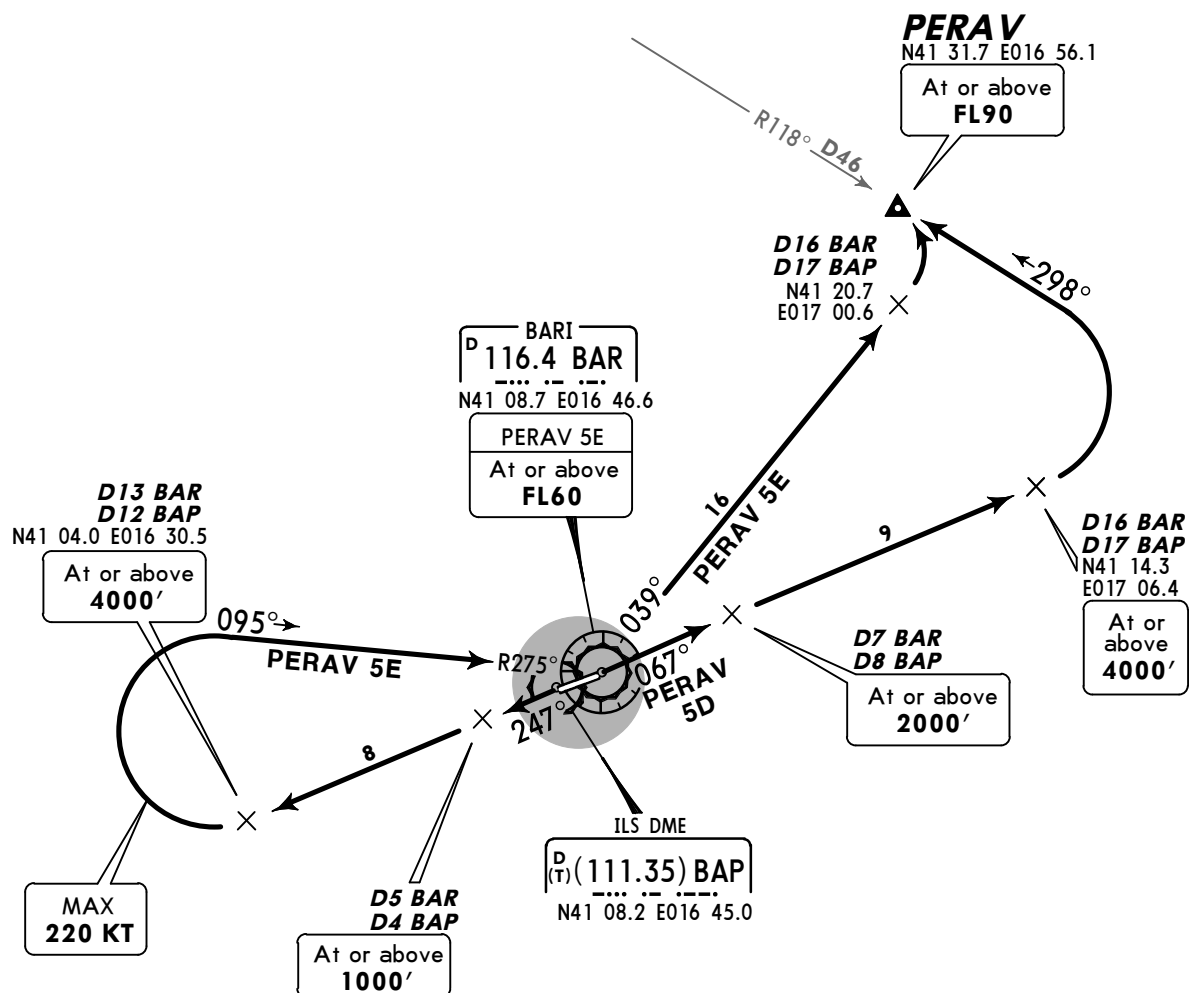
Apt Elev  
187'

Trans level: By ATC Trans alt: 5000'

PERAV 5D [PERA5D]  
PERAV 5E [PERA5E]  
RWYS 07, 25 DEPARTURES



VIESTE  
D 112.6 VIE  
(H) .....  
N41 54.8 E016 03.0  
405 VIE  
.....  
N41 54.8 E016 03.1



These SIDs require a minimum climb gradient of 300' per NM (4.93%) until leaving FL90.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500

SID	RWY	ROUTING
PERAV 5D	07	Intercept BAR R-067 to D16 BAR/D17 BAP, turn LEFT, intercept VIE R-118 inbound to PERAV.
PERAV 5E	25	Intercept BAR R-247 to D13 BAR/D12 BAP, turn RIGHT, intercept BAR R-275 inbound to BAR, BAR R-039 to D16 BAR/D17 BAP, turn LEFT, intercept VIE R-118 inbound to PERAV.

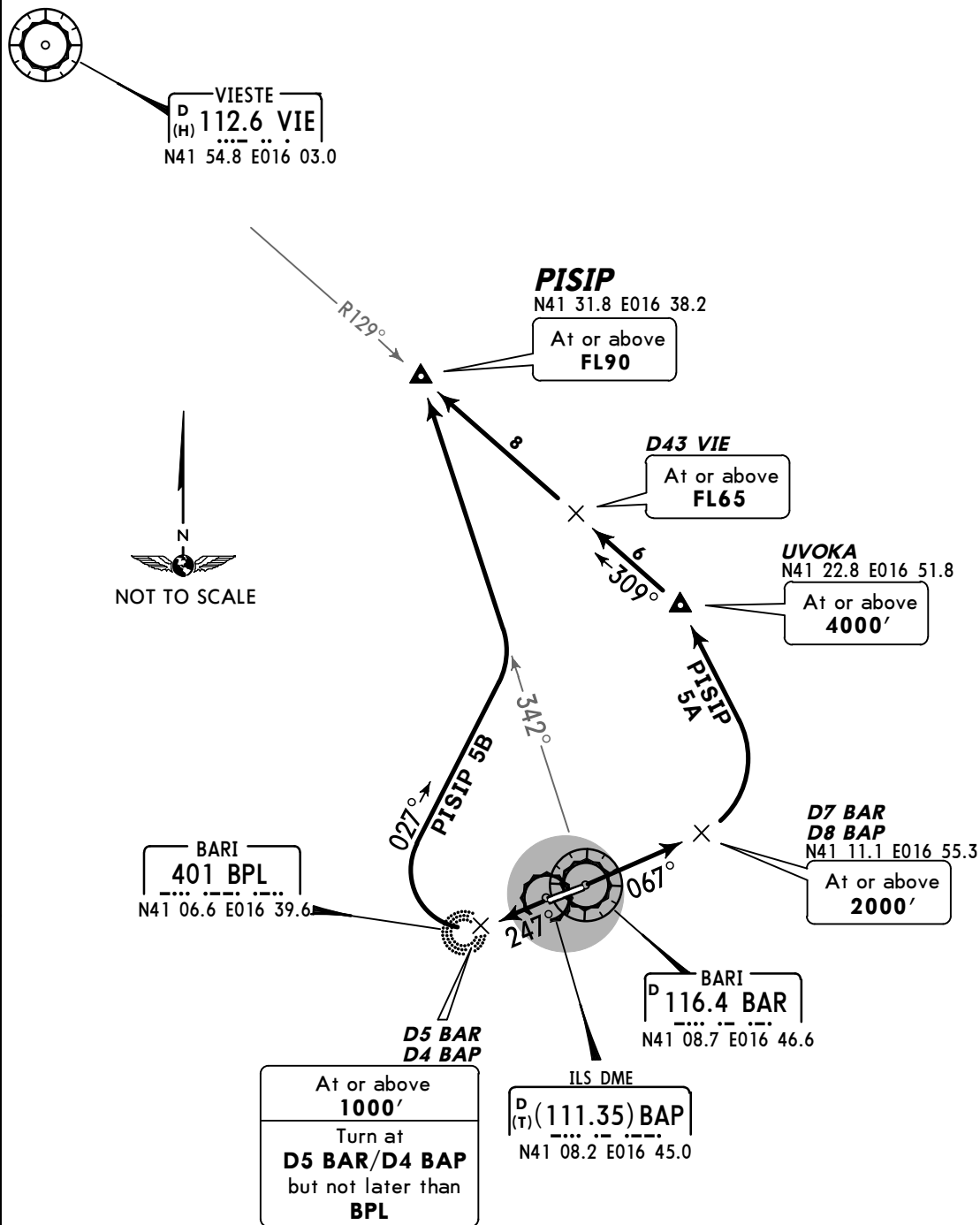
**LIBD/BRI**  
**PALESE**

**JEPPESEN**  
21 MAR 14 **10-3G** **Eff 3 Apr**

**BARI, ITALY**  
**SID**

Apt Elev 187' Trans level: By ATC Trans alt: 5000'  
Turns after take-off MAX 250 KT.

**PISIP 5A [PIS15A]**  
**PISIP 5B [PIS15B]**  
**RWYS 07, 25 DEPARTURES**



These SIDs require a minimum climb gradient of 300' per NM (4.93%).

**PISIP 5A:** until leaving 3000'.

**PISIP 5B:** until leaving FL90.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500

Direct distance from Palese Apt to PISIP 24 NM

SID	RWY	ROUTING
<b>PISIP 5A</b>	<b>07</b>	Intercept BAR R-067 to D7 BAR/D8 BAP, turn LEFT to UVOKA, intercept VIE R-129 inbound to PISIP.
<b>PISIP 5B</b>	<b>25</b>	Intercept BAR R-247, at D5 BAR/D4 BAP, but not later than BPL, turn RIGHT, 027° track, intercept BAR R-342 to PISIP.

**LIBD/BRI**  
**PALESE**

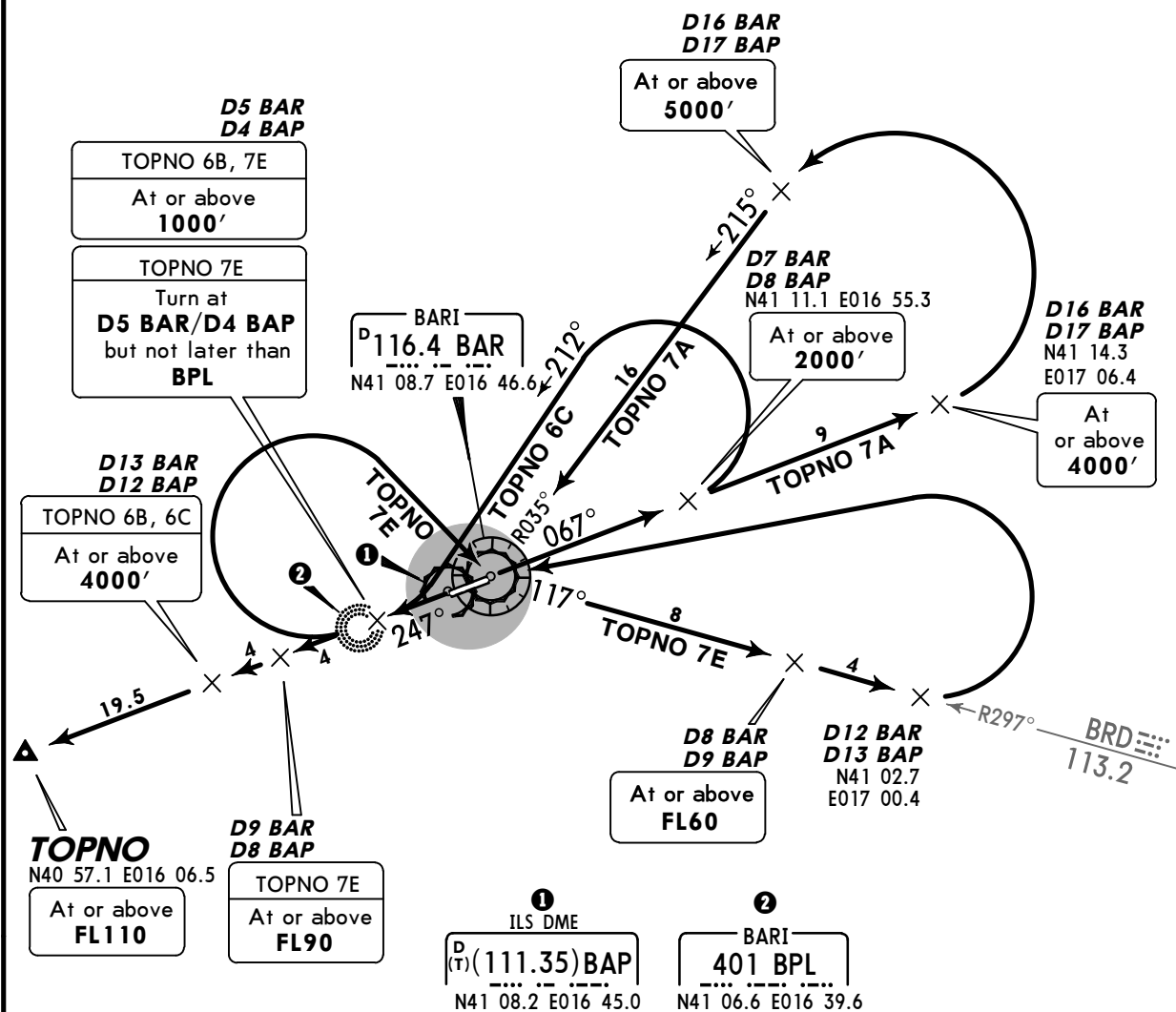
**JEPPESSEN**  
21 MAR 14 (10-3H) Eff 3 Apr

**BARI, ITALY**  
**SID**

Apt Elev  
**187'**

Trans level: By ATC Trans alt: 5000'  
Turns after take-off MAX 250 KT.

**TOPNO 7A [TOPN7A], TOPNO 6B [TOPN6B]  
TOPNO 6C [TOPN6C], TOPNO 7E [TOPN7E]  
RWYS 07, 25 DEPARTURES**



These SIDs require a minimum climb gradient of 300' per NM (4.93%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500



SID	RWY	ROUTING
<b>TOPNO 7A</b> By ATC	<b>07</b>	Intercept BAR R-067 to D16 BAR/D17 BAP, turn LEFT, intercept BAR R-035 inbound to BAR, BAR R-247 to TOPNO.
<b>TOPNO 6B</b>	<b>25</b>	Intercept BAR R-247 to TOPNO.
<b>TOPNO 6C</b>	<b>07</b>	Intercept BAR R-067 to D7 BAR/D8 BAP, turn LEFT, 212° track, intercept BAR R-247 to TOPNO.
<b>TOPNO 7E</b>	<b>25</b>	Intercept BAR R-247, at D5 BAR/D4 BAP but not later than BPL turn RIGHT to BAR, BAR R-117 (BRD R-297 inbound) to D12 BAR/D13 BAP, turn LEFT to BAR, BAR R-247 to TOPNO.

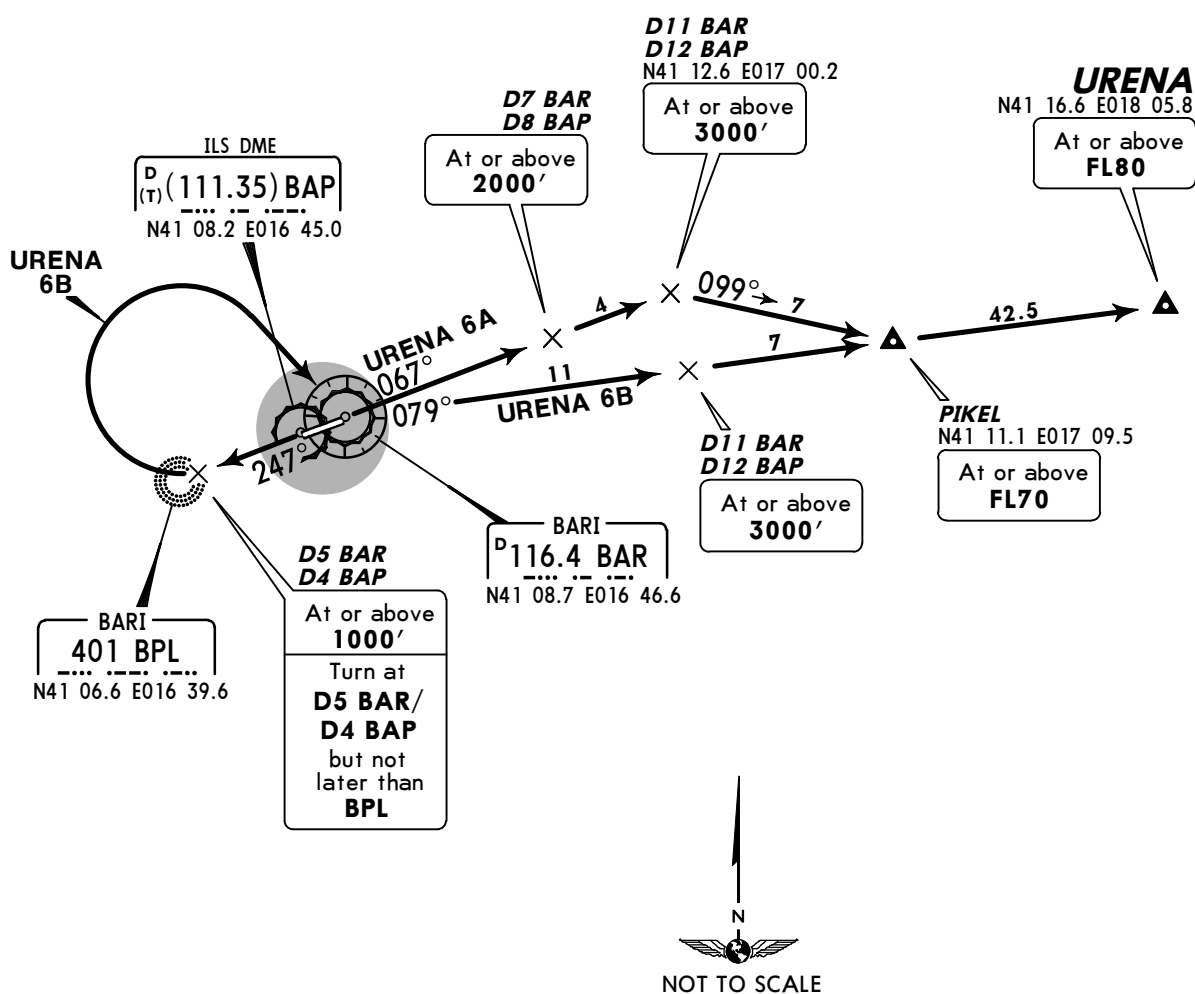
**LIBD/BRI**  
**PALESE**

**JEPPESEN**  
21 MAR 14 (10-3J) Eff 3 Apr

**BARI, ITALY**  
**SID**

*Apt Elev*  
**187'** Trans level: By ATC Trans alt: 5000'  
Turns after take-off MAX 250 KT.

**URENA 6A [UREN6A]**  
**URENA 6B [UREN6B]**  
**RWYS 07, 25 DEPARTURES**



These SIDs require a minimum climb gradient of 300' per NM (4.93%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500

SID	RWY	ROUTING
<b>URENA 6A</b>	<b>07</b>	Intercept BAR R-067 to D11 BAR/D12 BAP, turn RIGHT, 099° track to PIKEL, then to URENA.
<b>URENA 6B</b>	<b>25</b>	Intercept BAR R-247, at D5 BAR/D4 BAP, but not later than BPL, turn RIGHT to BAR, BAR R-079 via PIKEL to URENA.

CHANGES: Chart reindexed.

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LIBD/BRI  
PALESE

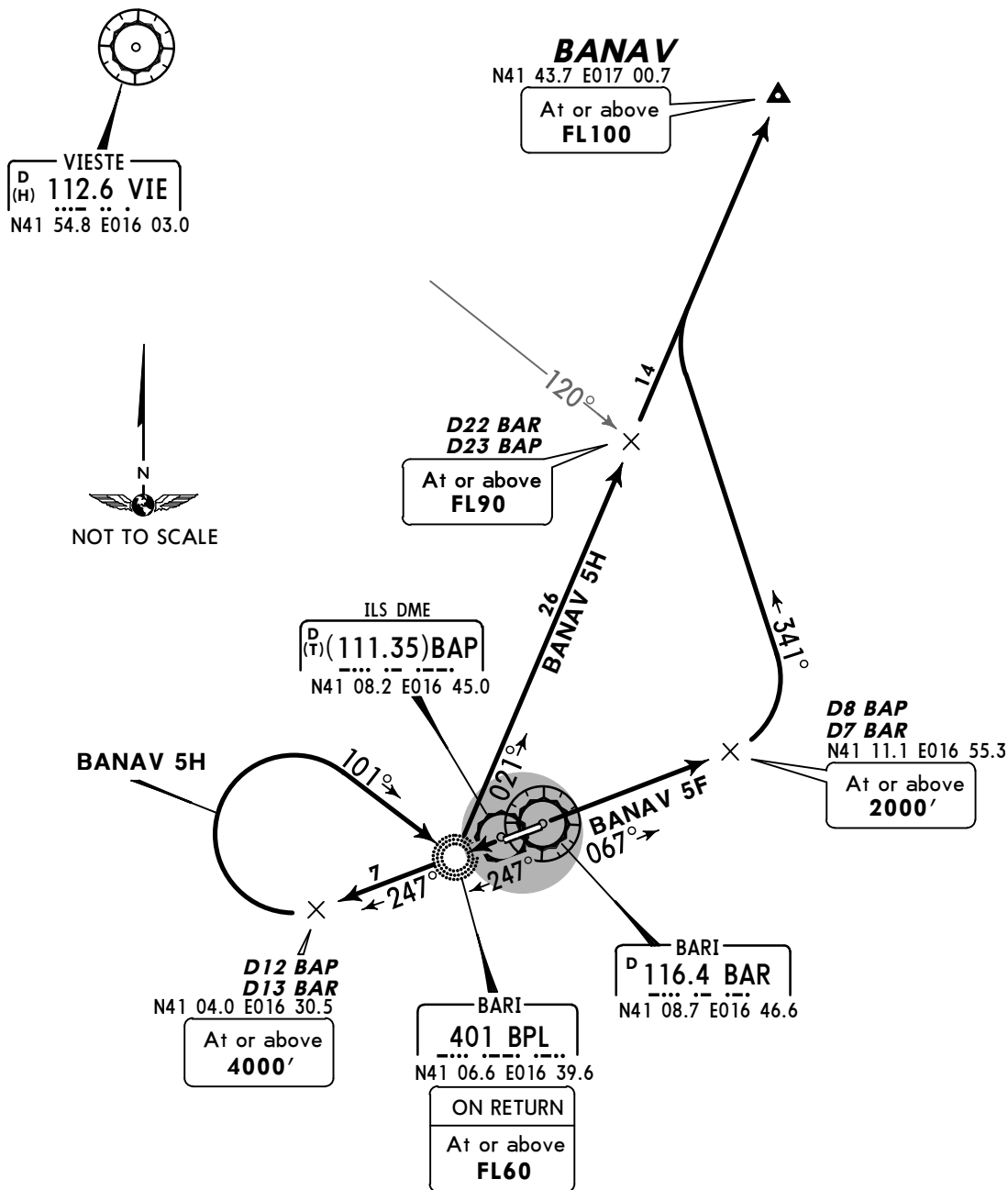
JEPPESEN  
8 NOV 13 10-3K Eff 14 Nov

BARI, ITALY  
SID

Apt Elev  
187'

Trans level: By ATC Trans alt: 5000'  
BANAV 5H: Turns after take-off MAX 250 KT.

**BANAV 5F [BANA5F]  
BANAV 5H [BANA5H]  
RWYS 07, 25 DEPARTURES  
BASED ON BPL LCTR**



These SIDs require minimum climb gradients of

**BANAV 5F**  
300' per NM (4.93%) until leaving 3000'.

**BANAV 5H**  
325' per NM (5.35%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625
300' per NM	375	500	750	1000	1250	1500

SID	RWY	ROUTING
<b>BANAV 5F</b>	<b>07</b>	Intercept 067° bearing from BPL to D8 BAP (D7 BAR), turn LEFT, 341° track, intercept 021° bearing from BPL to BANAV.
<b>BANAV 5H</b>	<b>25</b>	Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing to BPL, 021° bearing to BANAV.

LIBD/BRI  
PALESE

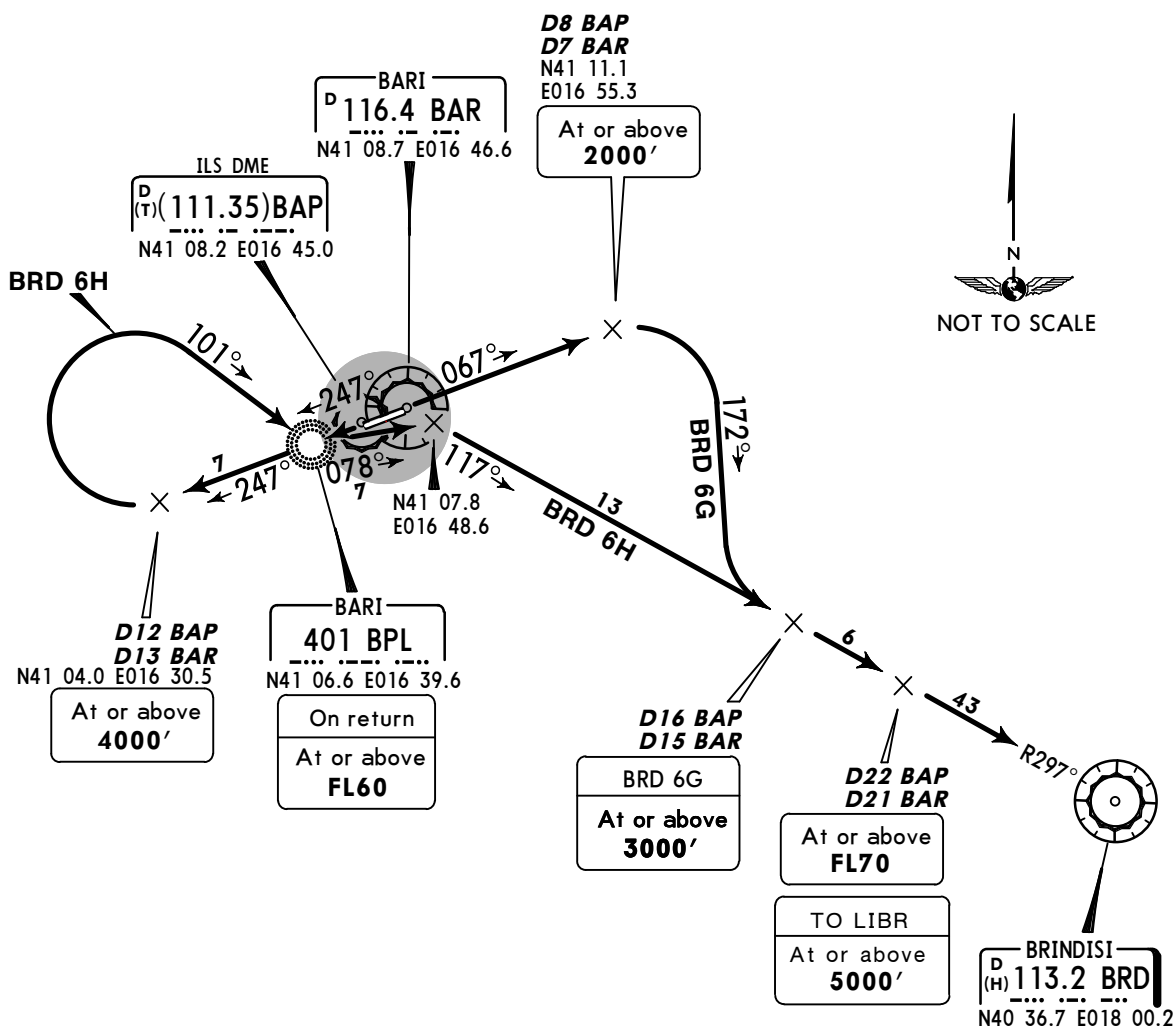
JEPPESEN  
8 NOV 13 (10-3L) Eff 14 Nov

BARI, ITALY  
SID

Apt Elev  
187'

Trans level: By ATC Trans alt: 5000'  
BRD 6H: Turns after take-off MAX 250 KT.

BRD 6G, BRD 6H  
RWYS 07, 25 DEPARTURES  
BASED ON BPL LCTR  
SIDS PARTIALLY OUTSIDE CONTROLLED AIRSPACE  
BY ATC



These SIDs require minimum climb gradients of

**BRD 6G**  
300' per NM (4.93%) until leaving 3000'.

**BRD 6H**  
325' per NM (5.35%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625
300' per NM	375	500	750	1000	1250	1500

SID	RWY	ROUTING
BRD 6G	07	Intercept 067° bearing from BPL to D8 BAP (D7 BAR), turn RIGHT, 172° track, intercept BRD R-297 inbound to BRD.
BRD 6H	25	Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing to BPL, 078° bearing, intercept BRD R-297 inbound to BRD.

CHANGES: Chart reindexed.

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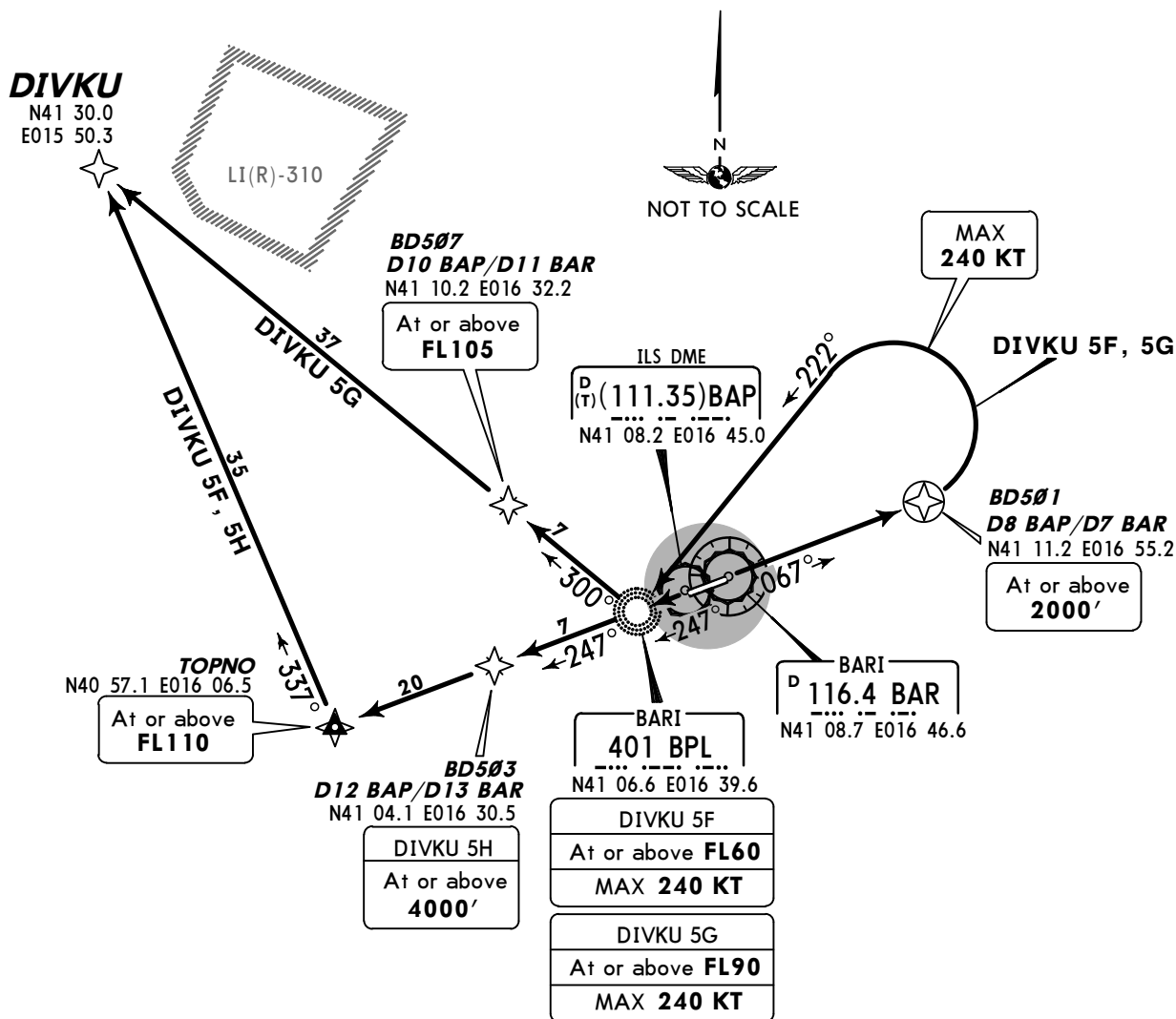
LIBD/BRI  
PALESE

**JEPPESSEN**  
8 NOV 13 **(10-3M)** **Eff 14 Nov**

**BARI, ITALY**  
**SID**

Apt Elev 187' Trans level: By ATC Trans alt: 5000'

**DIVKU 5F[DIVK5F], DIVKU 5G[DIVK5G]  
DIVKU 5H[DIVK5H]  
RWYS 07, 25 DEPARTURES  
CONVENTIONAL/RNAV 1  
BY ATC  
BASED ON BPL LCTR**



These SIDs require minimum climb gradients of

**DIVKU 5F**  
300' per NM (4.93%) until leaving 3000'.

**DIVKU 5G**  
300' per NM (4.93%) until leaving FL90.

**DIVKU 5H**  
325' per NM (5.35%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625
300' per NM	375	500	750	1000	1250	1500

SID	RWY	ROUTING
<b>DIVKU 5F</b>	<b>07</b>	Intercept 067° bearing from BPL to D8 BAP (D7 BAR), turn LEFT, intercept 222° bearing to BPL, 247° bearing to TOPNO, turn RIGHT, 337° track to DIVKU. <b>RNAV:</b> BD501 (2000'+) - BPL (FL60+; K240-) - TOPNO (FL110+) - DIVKU.
<b>DIVKU 5G</b> ①		Intercept 067° bearing from BPL to D8 BAP (D7 BAR), turn LEFT, intercept 222° bearing to BPL, 300° bearing to DIVKU. <b>RNAV:</b> BD501 (2000'+) - BPL (FL90+; K240-) - BD507 (FL105+) - DIVKU.
<b>DIVKU 5H</b>	<b>25</b>	Intercept 247° bearing via BPL to TOPNO, turn RIGHT, 337° to DIVKU. <b>RNAV:</b> BD503 (4000'+) - TOPNO (FL110+) - DIVKU.

① Not available when LI(R)-310 is active.

LIBD/BRI  
PALESE

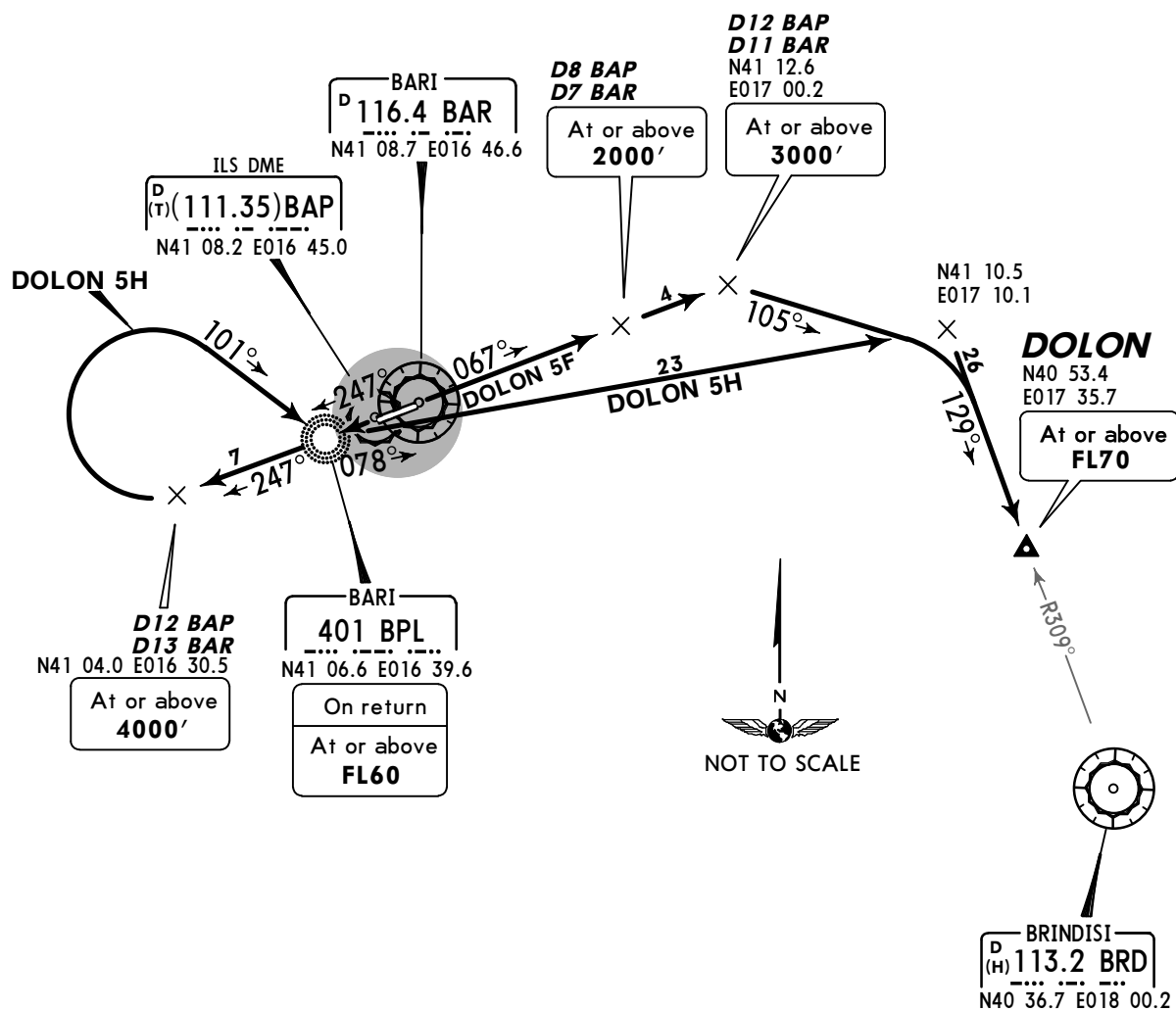
JEPPESEN  
8 NOV 13 (10-3N) Eff 14 Nov

BARI, ITALY  
SID

Apt Elev  
187'

Trans level: By ATC Trans alt: 5000'  
DOLON 5H: Turns after take-off MAX 250 KT.

**DOLON 5F [DOLO5F]  
DOLON 5H [DOLO5H]  
RWYS 07, 25 DEPARTURES  
BASED ON BPL LCTR**



These SIDs require minimum climb gradients of

**DOLON 5F**  
300' per NM (4.93%) until leaving 3000'.

**DOLON 5H**  
325' per NM (5.35%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625
300' per NM	375	500	750	1000	1250	1500

SID	RWY	ROUTING
DOLON 5F	07	Intercept 067° bearing from BPL to D12 BAP (D11 BAR), turn RIGHT, 105° track, intercept BRD R-309 inbound to DOLON.
DOLON 5H	25	Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing to BPL, 078° bearing, intercept BRD R-309 inbound to DOLON.

CHANGES: Chart reindexed.

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LIBD/BRI  
PALESE

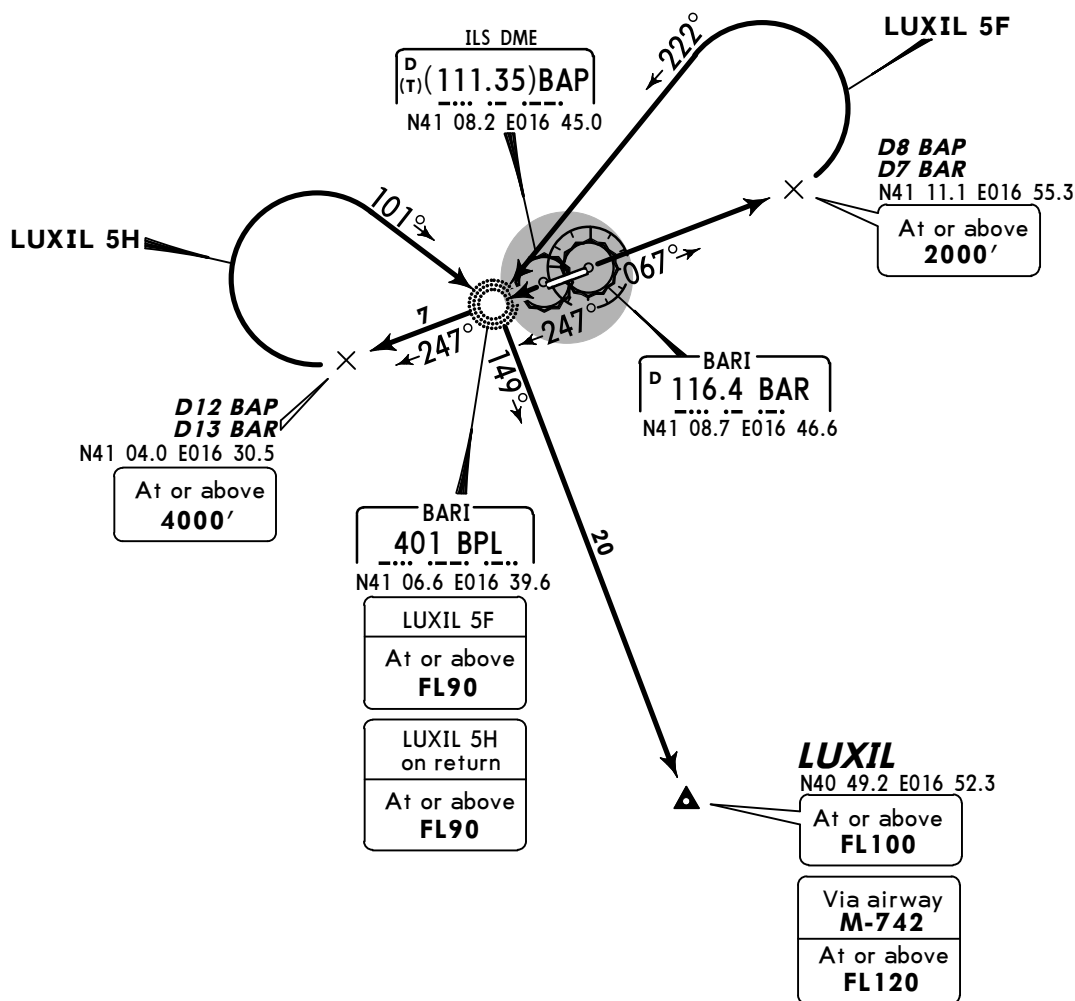
JEPPESEN  
8 NOV 13 10-3P Eff 14 Nov

BARI, ITALY  
SID

Apt Elev  
187'

Trans level: By ATC Trans alt: 5000'  
Turns after take-off MAX 250 KT.

LUXIL 5F [LUXI5F], LUXIL 5H [LUXI5H]  
RWYS 07, 25 DEPARTURES  
BASED ON BPL LCTR



These SIDs require minimum climb gradients of

- LUXIL 5F**  
300' per NM (4.93%) until leaving FL90.
- LUXIL 5H**  
325' per NM (5.35%) until leaving FL90.

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625
300' per NM	375	500	750	1000	1250	1500



SID	RWY	ROUTING
LUXIL 5F	07	Intercept 067° bearing from BPL to D8 BAP (D7 BAR), turn LEFT, intercept 222° bearing to BPL, 149° bearing to LUXIL.
LUXIL 5H	25	Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing to BPL, 149° bearing to LUXIL.

**LIBD/BRI**  
**PALESE**

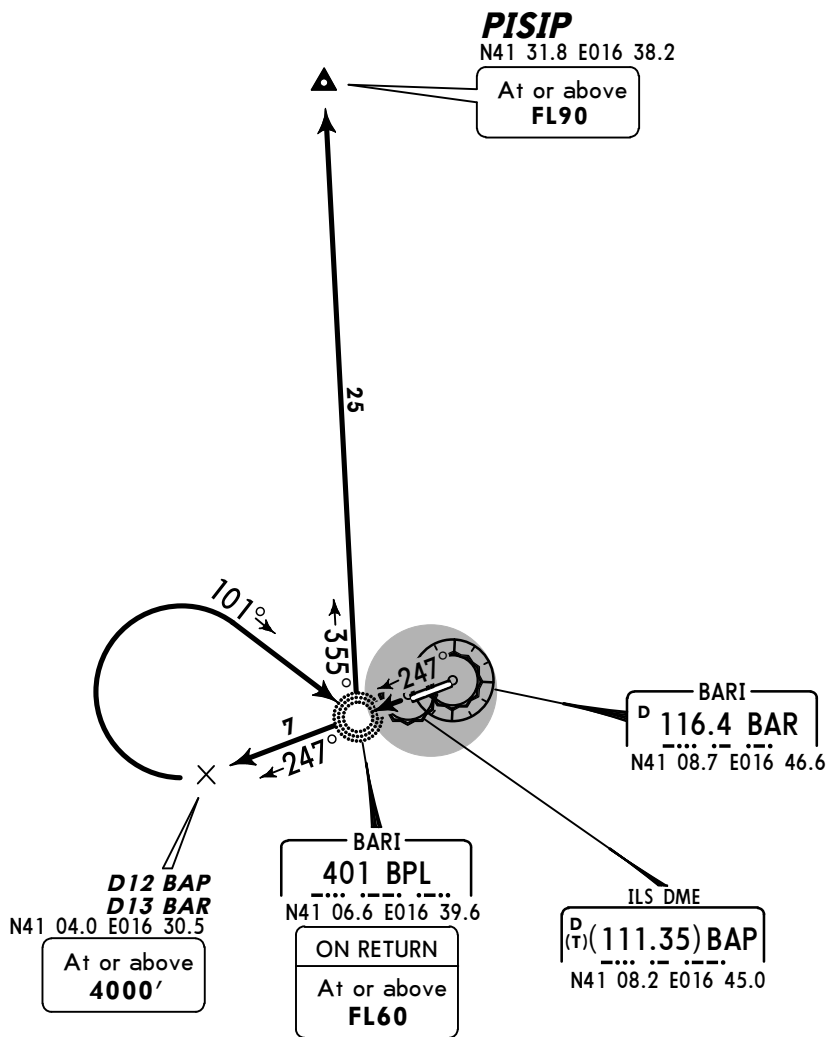
**JEPPESEN**  
8 NOV 13 **10-3Q** **Eff 14 Nov**

**BARI, ITALY**  
**SID**

*Apt Elev*  
**187'**

Trans level: By ATC Trans alt: 5000'  
Turns after take-off MAX 250 KT.

**PISIP 5H [PIS15H]**  
**RWY 25 DEPARTURE**  
BASED ON BPL LCTR



This SID requires a minimum climb gradient of 325' per NM (5.35%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625



**ROUTING**

Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing to BPL, 355° bearing to PISIP.

**LIBD/BRI**  
**PALESE**

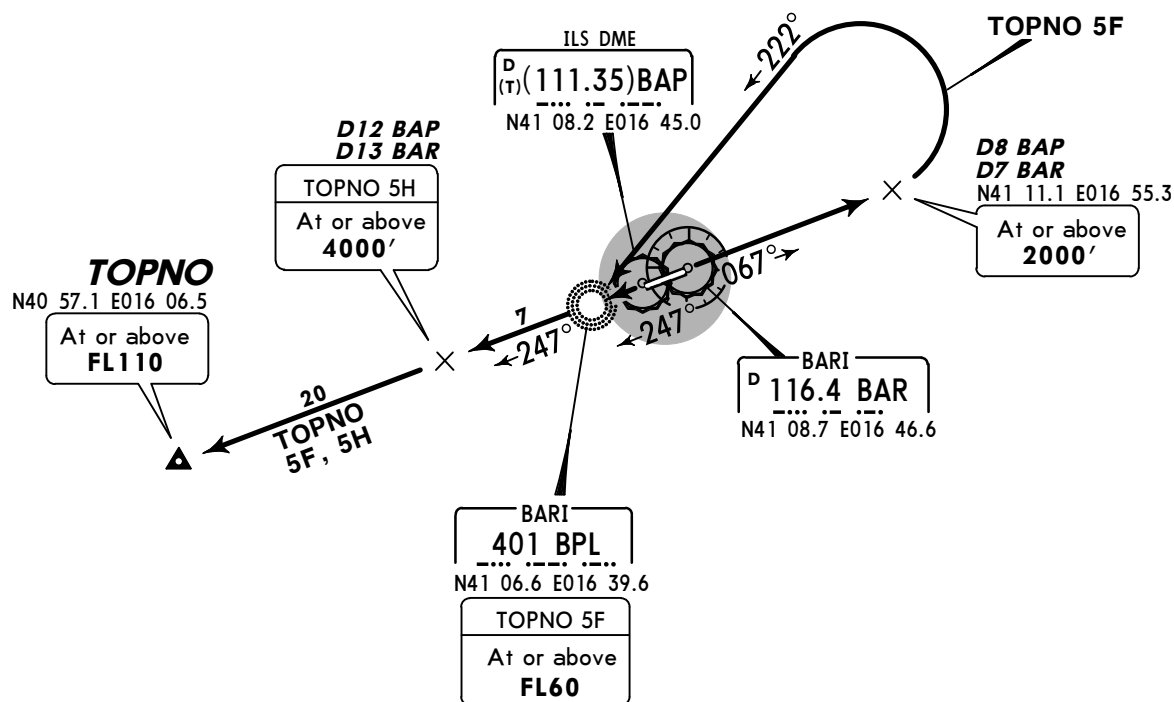
**JEPPESEN**  
8 NOV 13 **(10-3S)** **Eff 14 Nov**

**BARI, ITALY**  
**SID**

*Apt Elev*  
**187'**

Trans level: By ATC Trans alt: 5000'  
TOPNO 5F: Turns after take-off MAX 250 KT.

**TOPNO 5F [TOPN5F], TOPNO 5H [TOPN5H]**  
**RWYS 07, 25 DEPARTURES**  
**BASED ON BPL LCTR**



These SIDs require minimum climb gradients of

- TOPNO 5F**  
300' per NM (4.93%) until leaving 3000'.
- TOPNO 5H**  
325' per NM (5.35%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625
300' per NM	375	500	750	1000	1250	1500



SID	RWY	ROUTING
<b>TOPNO 5F</b>	<b>07</b>	Intercept 067° bearing from BPL to D8 BAP (D7 BAR), turn LEFT, intercept 222° bearing to BPL, 247° bearing to TOPNO.
<b>TOPNO 5H</b>	<b>25</b>	Intercept 247° bearing via BPL to TOPNO.

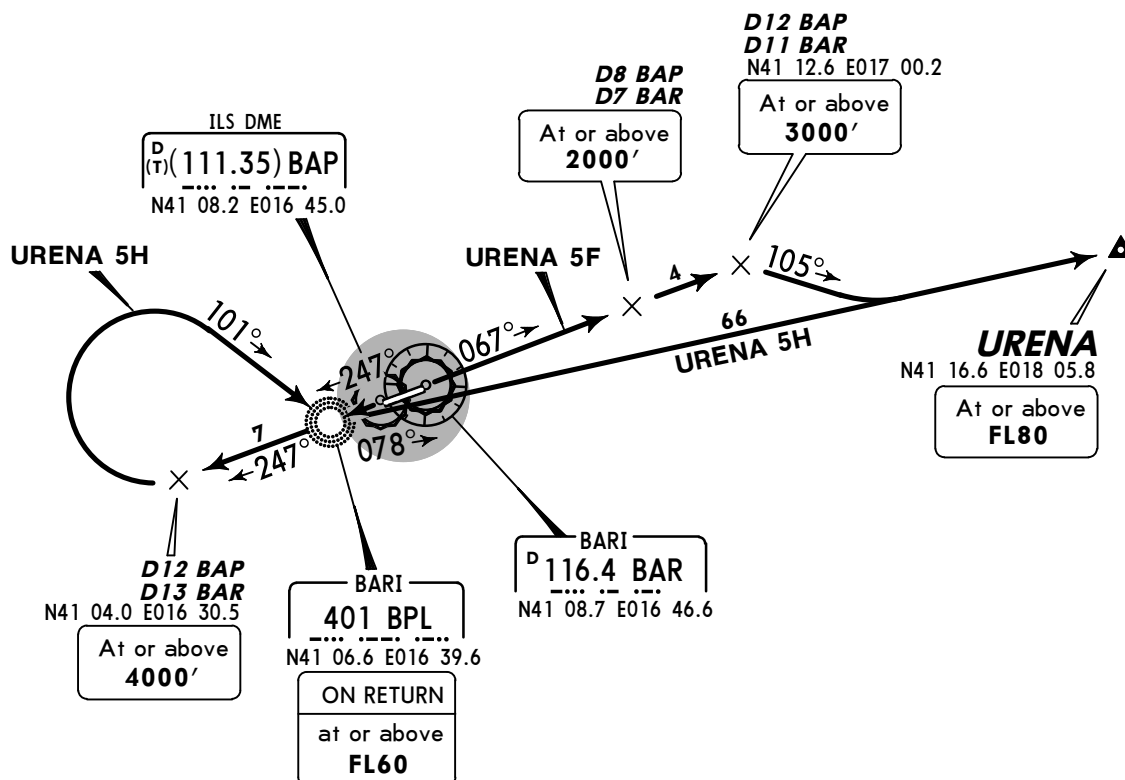
**LIBD/BRI**  
**PALESE**

**JEPPESEN**  
8 NOV 13 **(10-3T)** **Eff 14 Nov**

**BARI, ITALY**  
**SID**

*Apt Elev*  
**187'** Trans level: By ATC Trans alt: 5000'  
URENA 5H: Turns after take-off MAX 250 KT.

**URENA 5F [UREN5F]**  
**URENA 5H [UREN5H]**  
**RWYS 07, 25 DEPARTURES**  
**BASED ON BPL LCTR**



These SIDs require minimum climb gradients of

- URENA 5F**  
300' per NM (4.93%) until leaving 3000'.
- URENA 5H**  
325' per NM (5.35%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625
300' per NM	375	500	750	1000	1250	1500



SID	RWY	ROUTING
<b>URENA 5F</b>	<b>07</b>	Intercept 067° bearing from BPL to D12 BAP (D11 BAR), turn RIGHT, 105° track, intercept 078° bearing from BPL to URENA.
<b>URENA 5H</b>	<b>25</b>	Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing to BPL, 078° bearing to URENA.

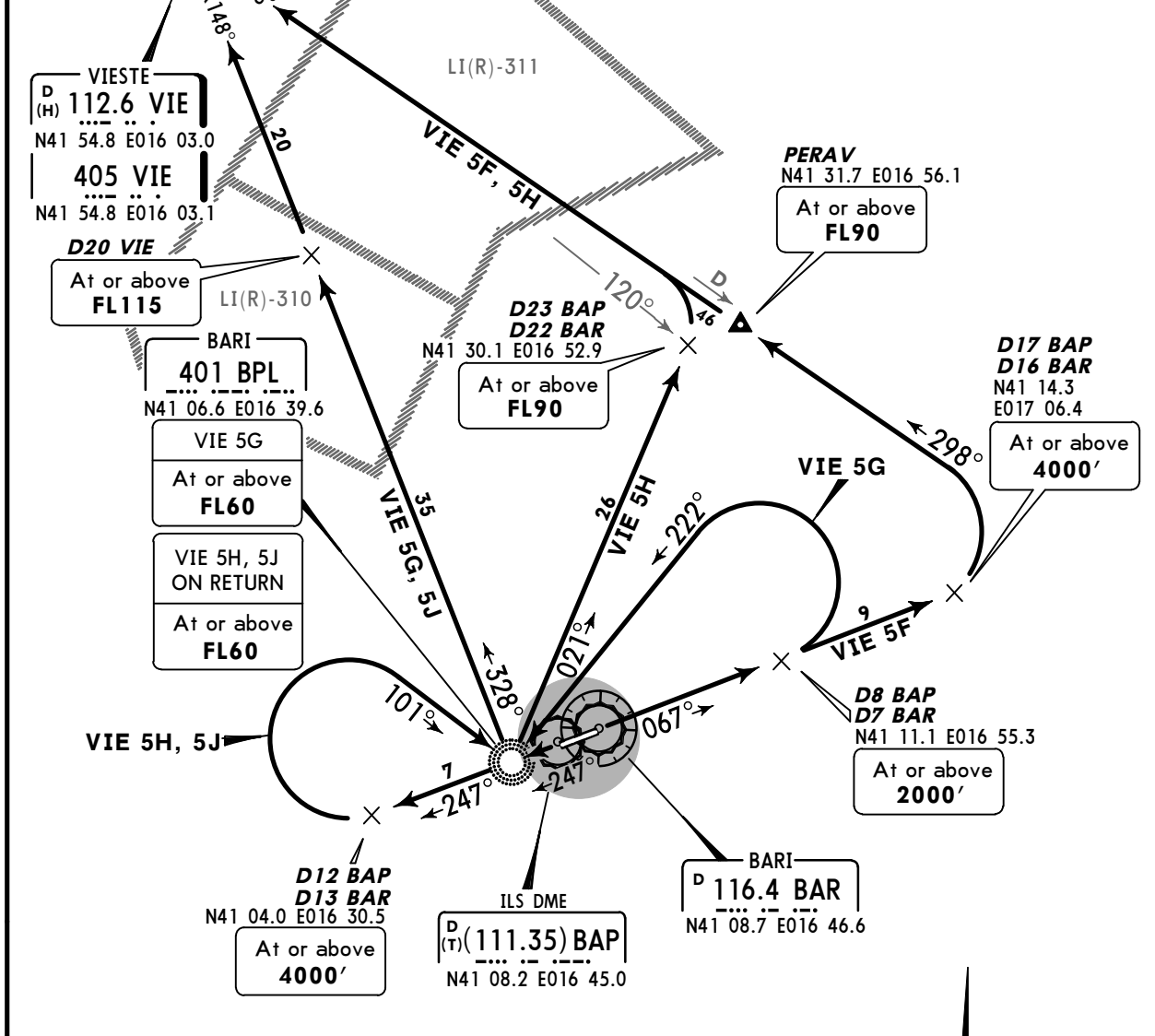
**LIBD/BRI**  
**PALESE**

**JEPPESSEN**  
8 NOV 13 **(10-3U)** **Eff 14 Nov**

**BARI, ITALY**  
**SID**

Apt Elev 187' Trans level: By ATC Trans alt: 5000'  
Turns after take-off MAX 250 KT.

**VIE 5F, VIE 5G**  
**VIE 5H, VIE 5J**  
**RWYS 07, 25 DEPARTURES**  
**BASED ON BPL LCTR**



These SIDs require minimum climb gradients of

**VIE 5F, 5G**  
300' per NM (4.93%) until leaving 3000'.

**VIE 5H, 5J**  
325' per NM (5.35%) until leaving 4000'.

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625
300' per NM	375	500	750	1000	1250	1500



SID	RWY	ROUTING
<b>VIE 5F</b>	<b>07</b>	Intercept 067° bearing from BPL to D17 BAP (D16 BAR), turn LEFT, intercept VIE R-118 inbound via PERAV to VIE.
<b>VIE 5G</b> ①		Intercept 067° bearing from BPL to D8 BAP (D7 BAR), turn LEFT, intercept 222° bearing to BPL, 328° bearing to VIE.
<b>VIE 5H</b>	<b>25</b>	Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing to BPL, 021° bearing to D23 BAP (VIE R-120), turn LEFT, intercept VIE R-118 inbound to VIE.
<b>VIE 5J</b> ①		Intercept 247° bearing via BPL to D12 BAP (D13 BAR), turn RIGHT, intercept 101° bearing to BPL, 328° bearing to VIE.

① Not available when LI(R)-310 and/or LI(R)-311 is active.

LIBD/BRI  
PALESE

JEPPESEN

29 JUL 16

10-4

BARI, ITALY  
**NOISE****NOISE ABATEMENT**

<b>SUMMER : LT minus 2 HOURS = UTC (Z)</b> <b>WINTER : LT minus 1 HOUR = UTC (Z)</b>
---

**DEPARTURES**

Preferential taxi routing for take-off RWY 07 via TWY G in order to enhance noise abatement.

Compliance with the procedures below shall not be required in adverse weather conditions or for safety reasons.

During the initial climb phase, pilots shall maintain the following parameters:

- a) Up to 1500' QFE - Take-off power;
  - Take-off flap;
  - Climb at  $V_2 + 10/20$  KT or as limited by body angle.
- b) At 1500' QFE - Reduce thrust and climb at  $V_2 + 10/20$  KT until reaching 3000' QFE.
- c) At 3000' QFE - Accelerate smoothly to enroute climb speed with flap retraction.

**NIGHTTIME RESTRICTION**

Between 2200-0600LT the use of the whole runway length by landing airplanes taxiing to the apron is mandatory.

**RUN-UP TESTS**

Every engine run-up will be carried out on TWY T between holding position G and TWY F, with the ACFT oriented "nose east". This position is accessible by taxiing via F, RWY, G or towing.

Idle engine run-ups for short period can be carried out on every apron and the request shall be forwarded to the aerodrome operator by means of the handler. Helicopters engine run-up not allowed on apron.

Engine run-ups are forbidden between 2200-0600LT except for ACFT which must be immediately employed.

Engine run-ups request, with indication of estimated time and the facilities necessary, shall be forwarded to the aerodrome operator by the handler.

**REVERSE THRUST**

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

**AUXILIARY POWER UNITS (APUs)**

No APU shall be turned on 60 minutes earlier than the estimated block-off time and turned off 20 minutes later than the block-on time. A longer period for the APU use must be authorized by the APT authority.

**LIBD/BRI**

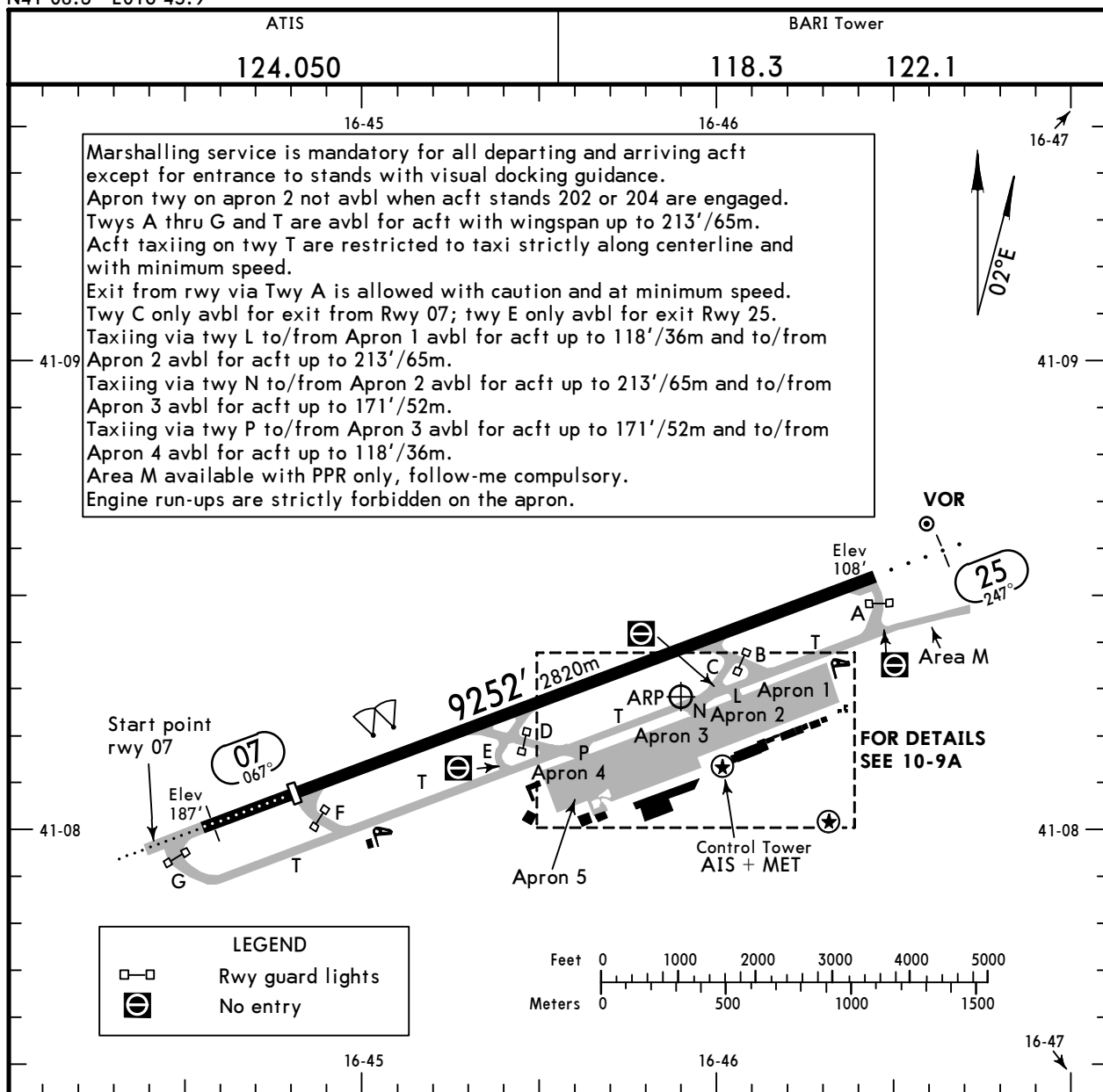
Apt Elev **187'**  
N41 08.3 E016 45.9

**JEPPesen**

10 MAR 17 **(10-9)**

**BARI, ITALY**

**PALESE**



**ADDITIONAL RUNWAY INFORMATION**

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
	HIRL (60m)	CL (30m)	HIALS REIL PAPI(3.0°)	RVR	Threshold	Glide Slope		
07	HIRL (60m)	CL (30m)	HIALS REIL PAPI(3.0°)	RVR	8018'	2444m	①	148' 45m
25	HIRL (60m)	CL (30m)	HIALS REIL PAPI(3.0°)					

**① TAKE-OFF RUN AVAILABLE**

**RWY 07:**

From Start point rwy 07      9843' (3000m)  
 rwy head      9252' (2820m)  
 twy F int (on request)      8018' (2444m)

**RWY 25:**

From rwy head      9252' (2820m)  
 twy B int (on request)      6890' (2100m)

**Standard**

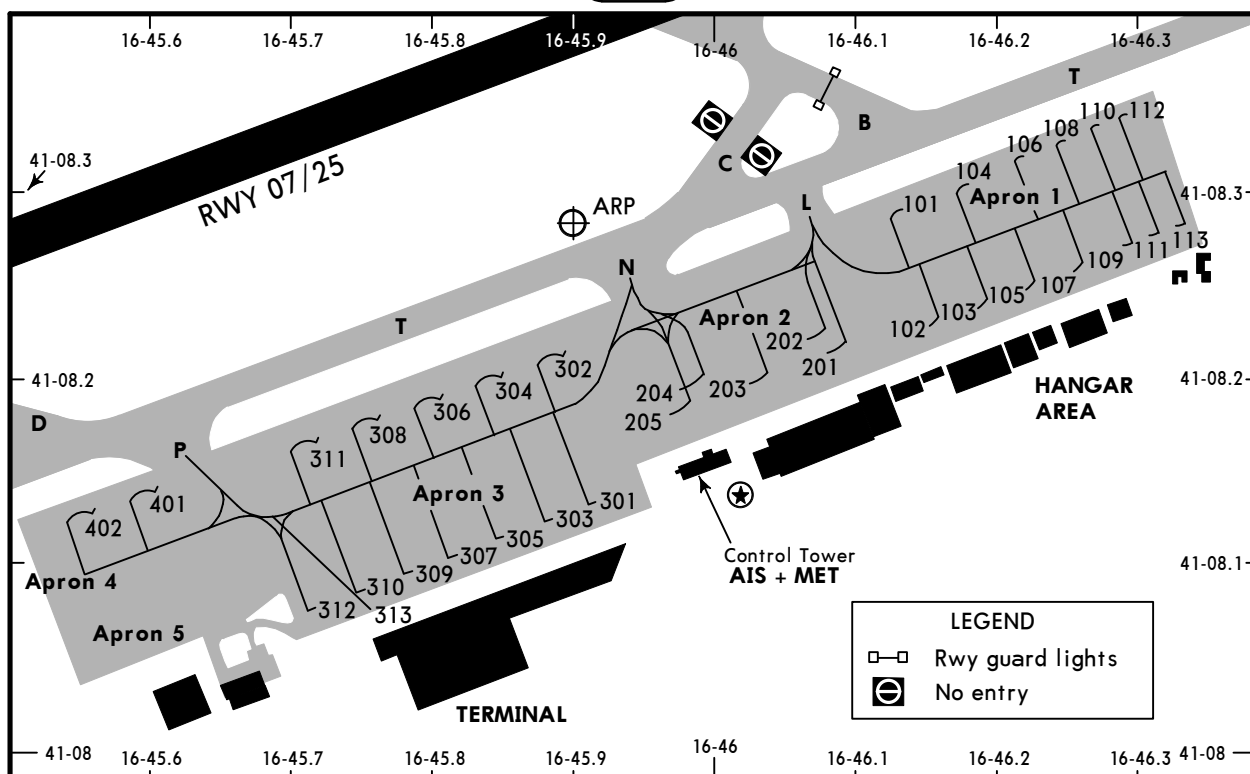
**TAKE-OFF**

	Rwy 07		Rwy 25	
	RCLM (Day only)	Adequate vis ref (Day only)	RCLM (Day only)	Adequate vis ref (Day only)
A	400m	500m	550m	
B				
C				
D				

LIBD/BRI

**JEPPESEN**  
10 MAR 17 **10-9A**

**BARI, ITALY**  
PALESE



Visual parking guiding system for stands 301, 303, 305, 307, 309, 310 and 312 with optical guide.  
Stands 102, 103, 105, 107, 301, 305, 307, 309, 310, 312 and 313 are push back.  
Entry/exit for stand 313 only via twy P and follow-me compulsory.

**INS COORDINATES**

STAND No.	COORDINATES		STAND No.	COORDINATES	
<b>Apron 1</b>			<b>Apron 3</b>		
101	N41 08.3	E016 46.1	301	N41 08.1	E016 45.9
102	N41 08.2	E016 46.1	302	N41 08.2	E016 45.9
103	N41 08.2	E016 46.2	303	N41 08.1	E016 45.9
104	N41 08.3	E016 46.2	304	N41 08.2	E016 45.8
105	N41 08.2	E016 46.2	305	N41 08.1	E016 45.8
106 thru 108	N41 08.3	E016 46.2	306	N41 08.2	E016 45.8
109 thru 113	N41 08.3	E016 46.3	307	N41 08.1	E016 45.8
<b>Apron 2</b>			308	N41 08.2	E016 45.7
201, 202	N41 08.2	E016 46.1	309	N41 08.1	E016 45.8
203 thru 205	N41 08.2	E016 46.0	310	N41 08.1	E016 45.7
<b>Apron 4</b>			311	N41 08.2	E016 45.7
401, 402	N41 08.1	E016 45.6	312, 313	N41 08.1	E016 45.7

**LOW VISIBILITY PROCEDURES (LVP)**

LVP will be activated:

- when reported RVR value is equal to or less than 550m
  - when ceiling is below 200'
  - when the rapid deterioration of weather conditions recommends so
- Pilots will be informed by RTF and/or ATIS when LVP are in force.

During LVP only one movement at a time is allowed. Twys C, D and E not available during LVP.

**ARRIVAL**

Arriving acft for rwy 07 shall vacate the rwy only via twy A or twy B.  
Arriving acft shall report when rwy has been vacated and the assigned stand has been reached.

**DEPARTURE**

Departing acft shall enter the rwy via twy F or twy G (on pilots request and with pilots assessment only) when RVR is equal to or less than 550m. In case of aborted take-off rwy shall be vacated via twy A or twy B.

**COMM FAILURE PROCEDURE IN MANOEUVRING AREA**

**ARRIVAL**

Acft shall vacate the rwy and ILS sensitive area via twy A for rwy 07 or twy G for rwy 25 and wait for the arrival of the follow-me in order to be guided to the stand.

**DEPARTURE**

Acft shall continue on the assigned taxi route to their clearance limit and wait for the arrival of the follow-me in order to be guided back to the stand.



**LIBD/BRI**  
**PALESE**

**JEPPESEN**

**BARI, ITALY**  
**Via D15.0 BAR ILS Z or LOC Rwy 07**

18 DEC 15 **(11-1)**

APULIA Approach/ Radar

BARI Tower

ATIS  
124.050

136.1 122.1

118.3 122.1

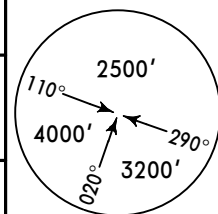
LOC BAP  
**111.35**

Final Apch Crs  
**067°**

GS OM  
**1551'** (1375')

ILS DA(H)  
Refer to Minimums

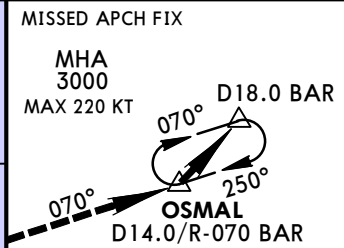
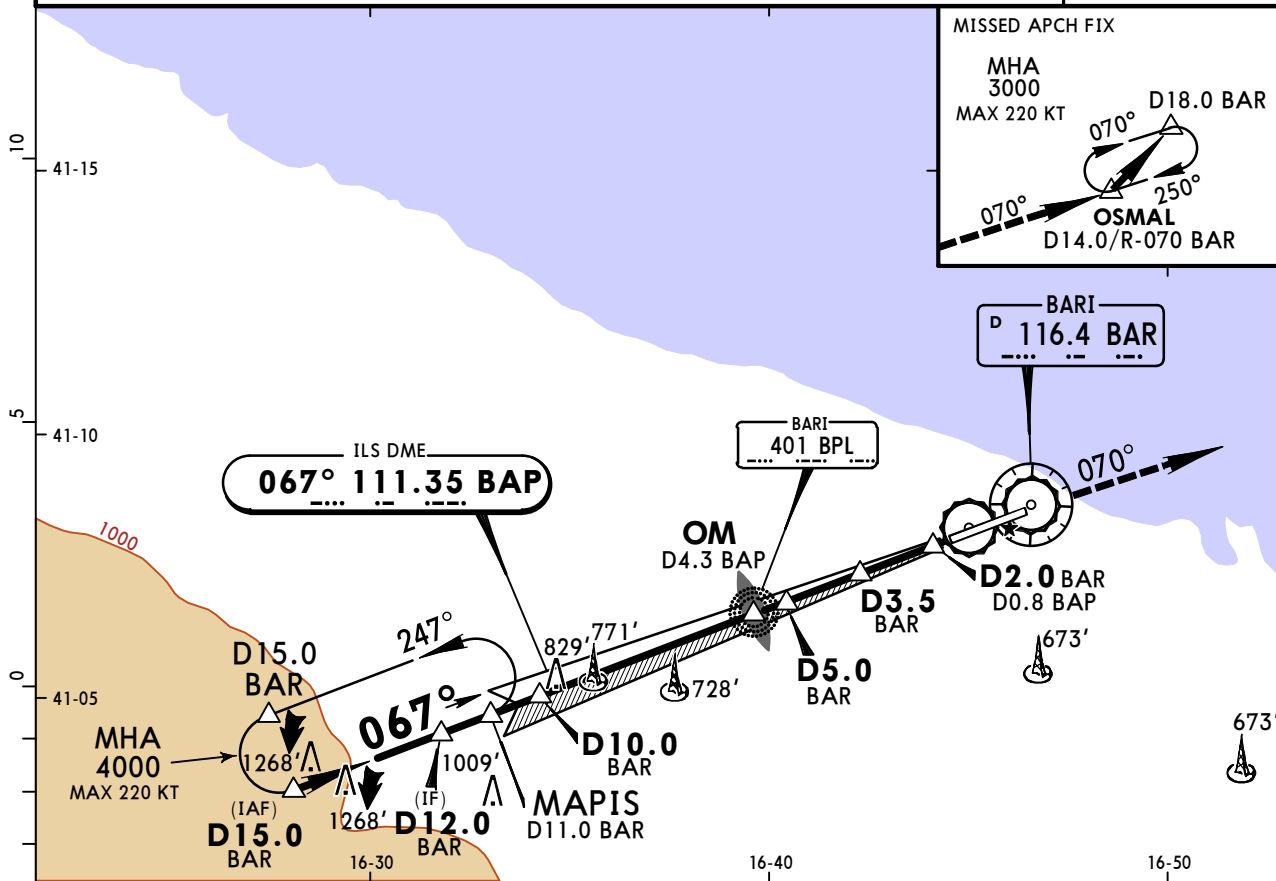
Apt Elev 187'  
Rwy 176'



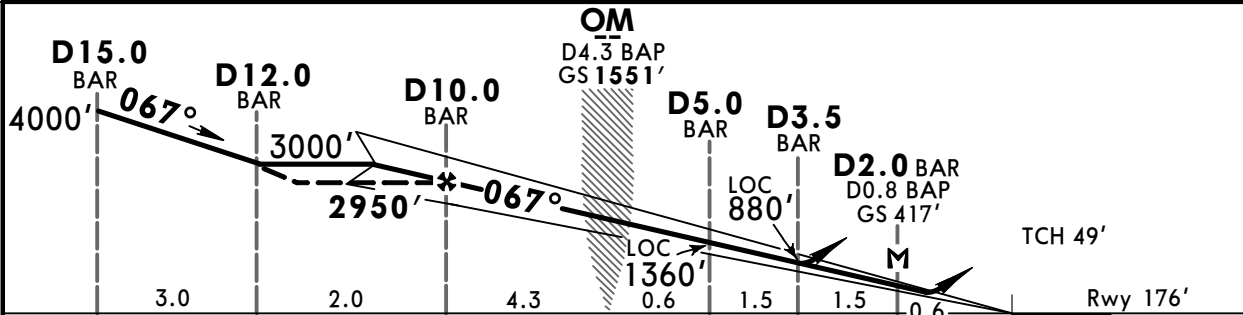
**MISSED APCH:** Continue on track 067° (R-247 BAR inbound VOR) climbing to 3000'. Over VOR proceed on track 070° (R-070 BAR) to OSMAL holding pattern.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'

MSA  
BAR VOR



LOC (GS out)	BAR DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1680'	1360'	1040'	720'	400'



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D2.0 BAR/D0.8 BAP								

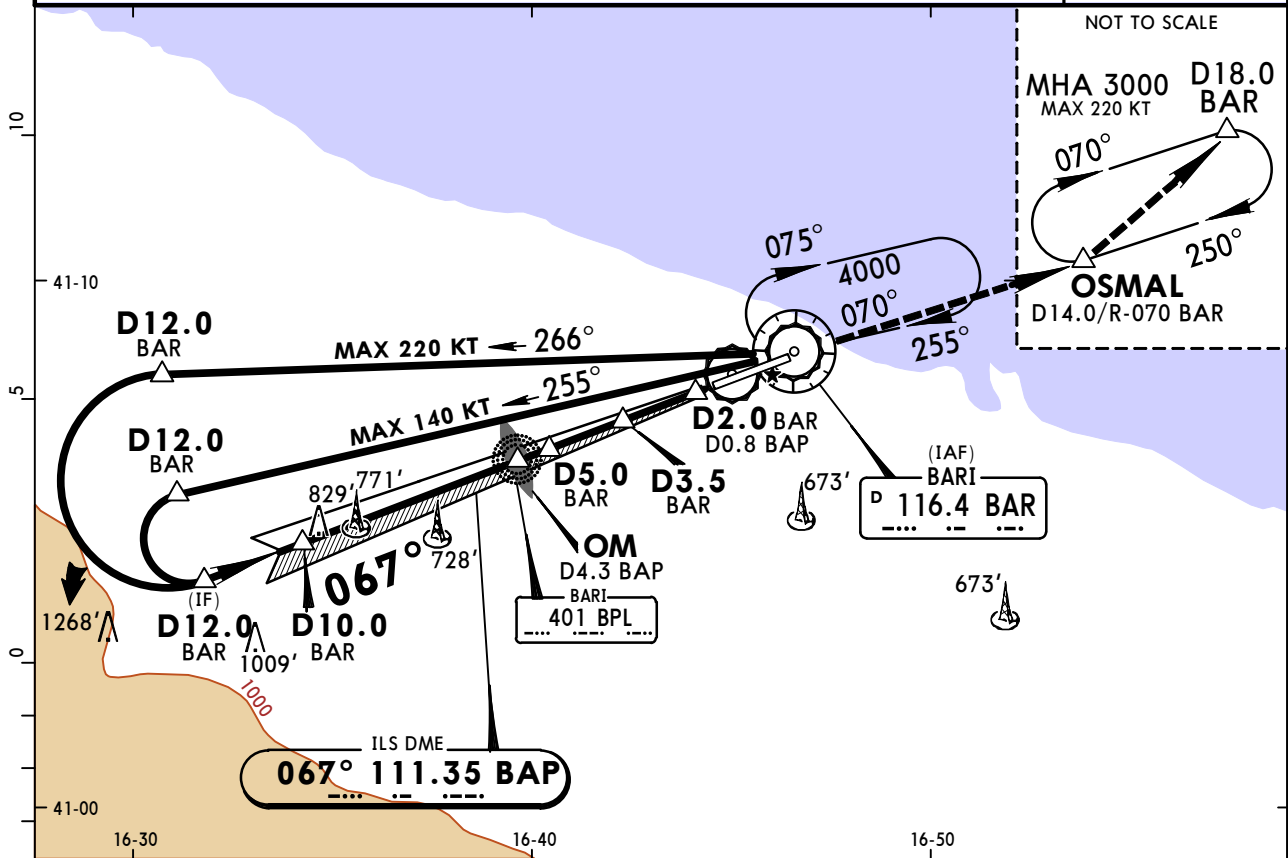
<b>Standard</b>				<b>STRAIGHT-IN LANDING RWY 07</b>			<b>CIRCLE-TO-LAND</b>		
<b>ILS</b>				<b>LOC (GS out)</b>			Not authorized South of rwy		
C: 380' (204')				DA(H) 620' (444')					
DA(H) AB: 376' (200') D: 390' (214')									
FULL		Limited		ALS out		ALS out		Max Kts	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m	100	850' (663')	1500m	
B						135	850' (663')	1600m	
C					CMV 2100m	180	1000' (813')	2400m	
D						205	1000' (813')	3600m	

**LIBD/BRI**  
**PALESE**

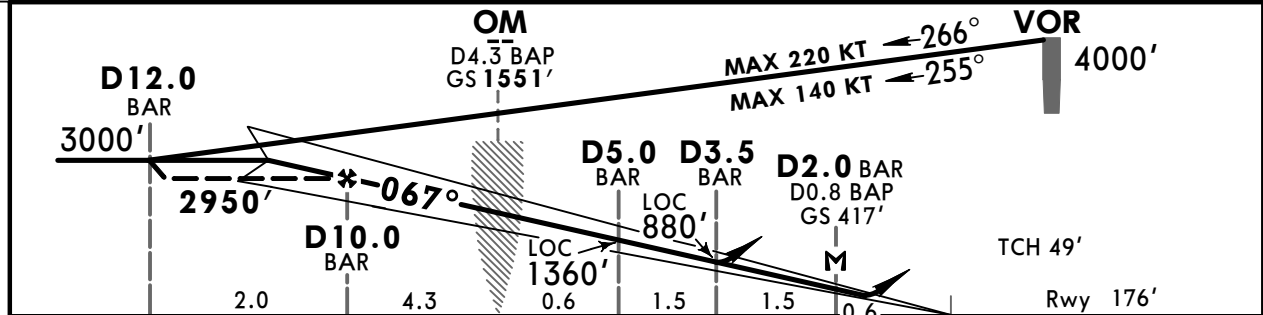
**JEPPESEN**  
18 DEC 15 **(11-2)**

**BARI, ITALY**  
Via VOR ILS Z or LOC Rwy 07

ATIS <b>124.050</b>		APULIA Approach/ Radar <b>136.1 122.1</b>		BARI Tower <b>118.3 122.1</b>	
LOC BAP <b>111.35</b>	Final Apch Crs <b>067°</b>	GS OM <b>1551'</b> (1375')	ILS DA(H) Refer to Minimums	Apt Elev 187'	RWY 176'
<b>MISSED APCH: Continue on track 067° (R-247 BAR inbound VOR) climbing to 3000'. Over VOR proceed on track 070° (R-070 BAR) to OSMAL holding pattern.</b>					
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC	
<b>VOR and DME required.</b>				Trans alt: 5000'	
					MSA BAR VOR



LOC (GS out)	BAR DME ALTITUDE	6.0 1680'	5.0 1360'	4.0 1040'	3.0 720'	2.0 400'
--------------	------------------	-----------	-----------	-----------	----------	----------



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI Refer to Missed Apch above
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D2.0 BAR/D0.8 BAP							

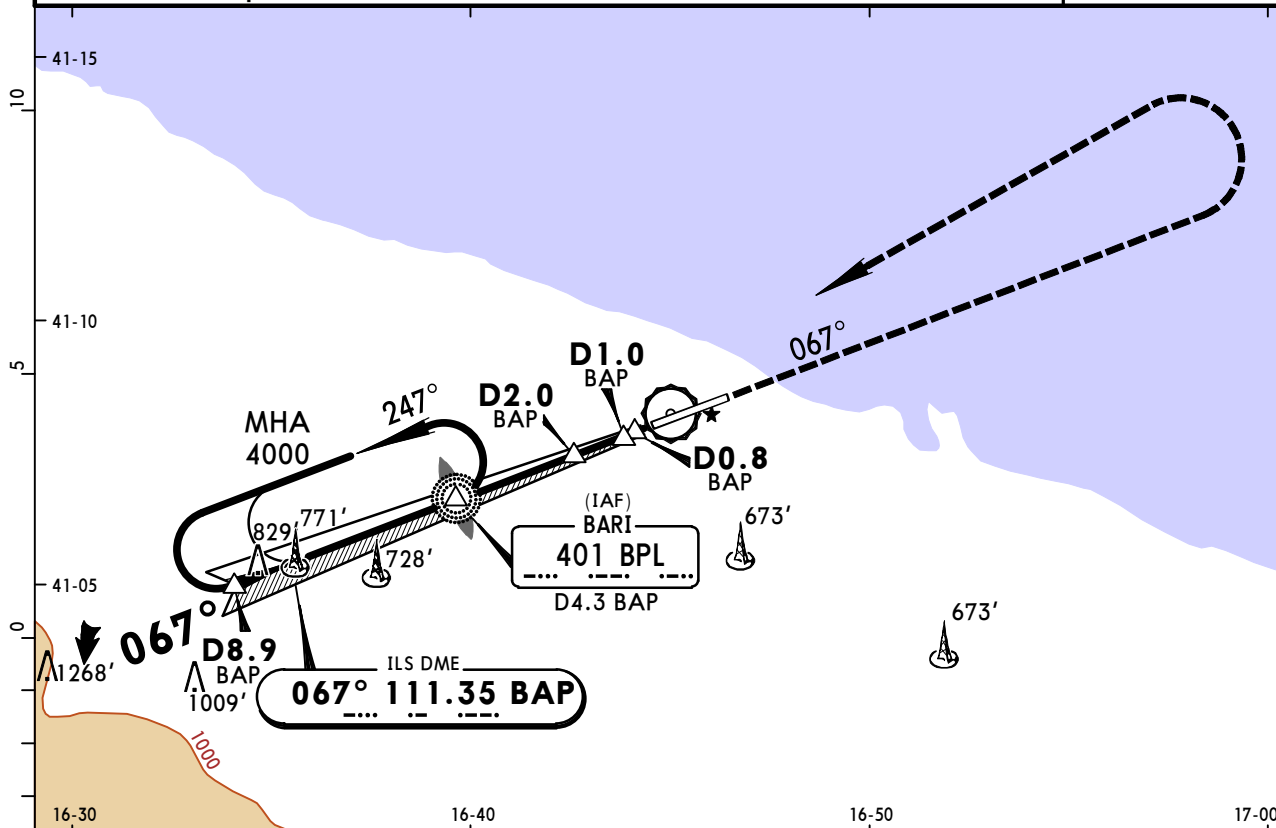
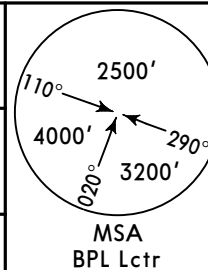
<b>Standard</b>				<b>STRAIGHT-IN LANDING RWY 07</b>		<b>CIRCLE-TO-LAND</b>	
<b>ILS</b> C: <b>380'</b> (204') DA(H) AB: <b>376'</b> (200') D: <b>390'</b> (214')			<b>LOC (GS out)</b> DA(H) <b>620'</b> (444')			Not authorized South of rwy	
FULL		Limited	ALS out		ALS out	Max Kts	MDA(H) VIS
A						100	850' (663') 1500m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m	135	850' (663') 1600m
C					CMV 2100m	180	1000' (813') 2400m
D						205	1000' (813') 3600m

LIBD/BRI  
PALESE

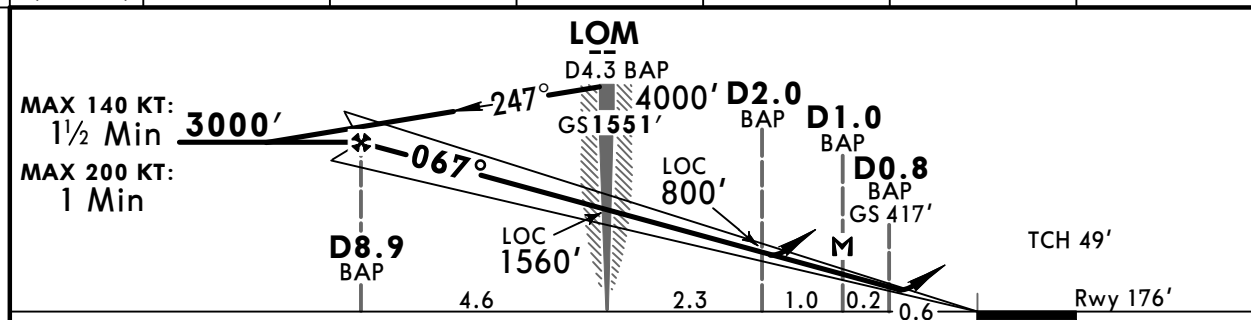
JEPPESEN  
18 DEC 15 (11-3)

BARI, ITALY  
ILS X Rwy 07

ATIS 124.050		APULIA Approach/ Radar 136.1 122.1			BARI Tower 118.3 122.1	
LOC BAP <b>111.35</b>	Final Apch Crs <b>067°</b>	GS LOM 1551' (1375')	ILS DA(H) Refer to Minimums	Apt Elev 187' Rwy 176'		
<b>MISSED APCH:</b> Continue on track 067° (067° from Lctr) and climb to 4000'. Crossing 3000' turn LEFT to Lctr to be reached at 4000'.						
Alt Set: hPa Rwy Elev: 6 hPa Lctr and DME required.				Trans level: By ATC		Trans alt: 5000'



LOC (GS out)	BAP DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1760'	1440'	1120'	800'	480'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI 3000' on 067°
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.0 BAP							

PANS OPS	STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND			
	ILS			LOC (GS out)		Not authorized South of rwy		
	C: 380' (204')			DA(H) 600' (424')				
	DA(H) B: 376' (200') D: 390' (214')							
	FULL	Limited	ALS out	ALS out		Max Kts	MDA(H)	VIS
A					100	850' (663')	1500m	
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m	RVR 1500m	135	850' (663')	1600m
C					RVR 2000m	180	1000' (813')	2400m
D						205	1000' (813')	3600m

CHANGES: Communications.

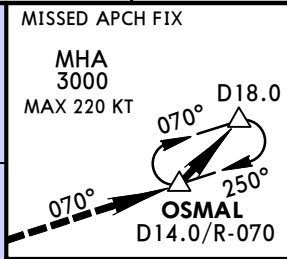
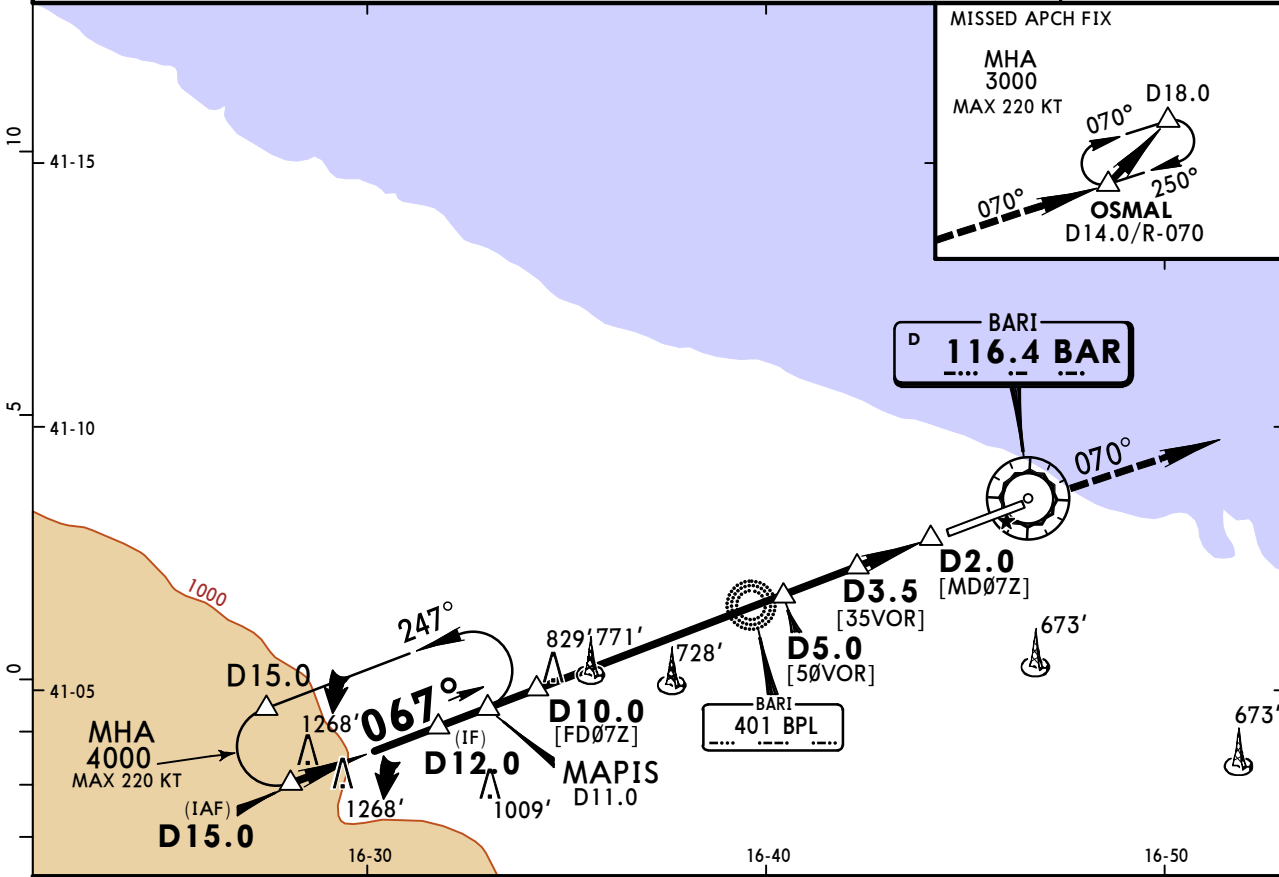
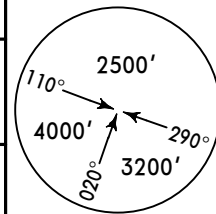
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**LIBD/ BRI**  
**PALESE**

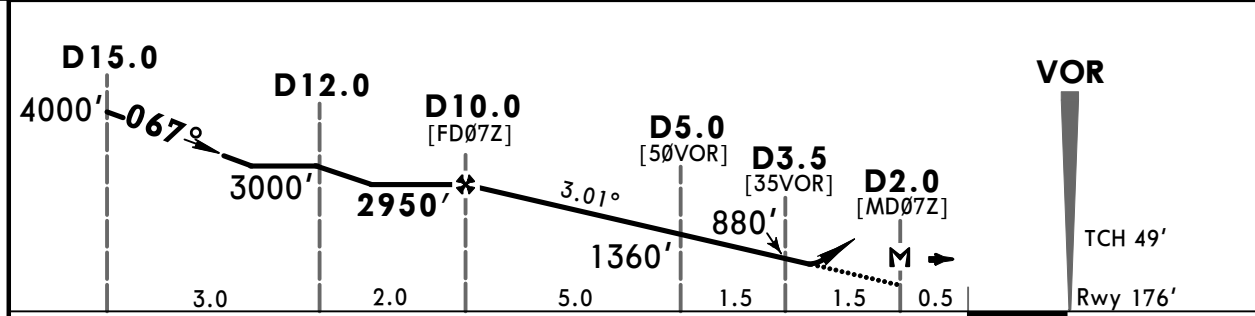
**JEPPESEN**  
18 DEC 15 **(13-1)**

**BARI, ITALY**  
Via D15.0 **VOR Z Rwy 07**

ATIS <b>124.050</b>		APULIA Approach/ Radar <b>136.1 122.1</b>		BARI Tower <b>118.3 122.1</b>	
VOR BAR <b>116.4</b>	Final Apch Crs <b>067°</b>	Minimum Alt <b>D10.0</b> <b>2950'</b> (2774')	DA(H) <b>620'</b> (444')	Apt Elev 187' Rwy 176'	
<b>MISSED APCH:</b> Proceed on track 067° (R-247 inbound) climbing to 3000'. Over VOR proceed on track 070° (R-070) to OSMAL holding pattern.					
Alt Set: hPa		Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 5000'
<b>DME required.</b>					MSA BAR VOR



BAR DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1680'	1360'	1040'	720'	400'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI	Refer to Missed Apch above
Descent Angle	3.01°	373	479	532	639	745		
MAP at D2.0								

<b>Standard</b>		<b>STRAIGHT-IN LANDING RWY 07</b>		<b>CIRCLE-TO-LAND</b> Not authorized South of rwy	
DA(H) <b>620'</b> (444')		ALS out		Max Kts	MDA(H) _____ VIS _____
A	RVR 1400m	RVR 1500m		100	<b>850'</b> (663') 1500m
B		RVR 1500m		135	<b>850'</b> (663') 1600m
C		CMV 2100m		180	<b>1000'</b> (813') 2400m
D		CMV 2100m		205	<b>1000'</b> (813') 3600m

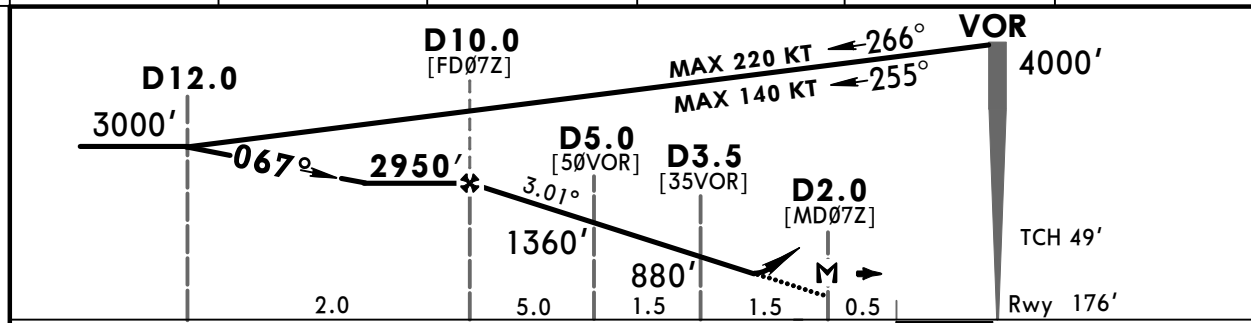
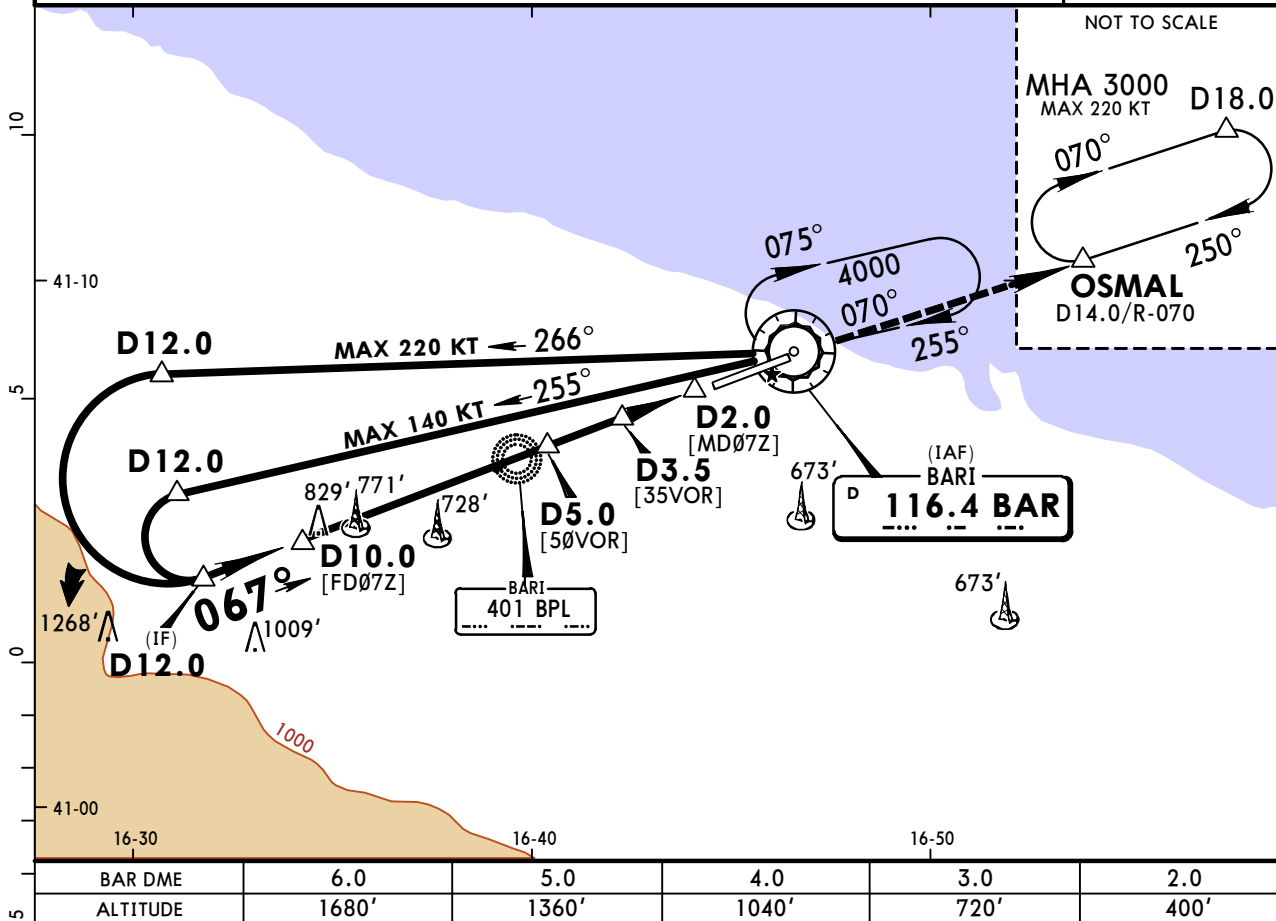
**PANS OPS**

**LIBD/BRI**  
**PALESE**

**JEPPESEN**  
18 DEC 15 **(13-2)**

**BARI, ITALY**  
Via VOR **VOR Z Rwy 07**

ATIS <b>124.050</b>		APULIA Approach/ Radar <b>136.1 122.1</b>			BARI Tower <b>118.3 122.1</b>	
VOR BAR <b>116.4</b>	Final Apch Crs <b>067°</b>	Minimum Alt <b>D10.0</b> 2950' (2774')	DA(H) <b>620' (444')</b>	Apt Elev 187' Rwy 176'		
<b>MISSED APCH: Proceed on track 067° (R-247 inbound) climbing to 3000'. Over VOR proceed on track 070° (R-070) to OSMAL holding pattern.</b>						
Alt Set: hPa <b>DME required.</b>		Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000'		
						MSA BAR VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI	Refer to Missed Apch above
Descent Angle	3.01°	373	479	532	639	745		
MAP at D2.0								

<b>Standard</b>				<b>STRAIGHT-IN LANDING RWY 07</b>				<b>CIRCLE-TO-LAND</b> Not authorized South of rwy			
				DA(H) <b>620' (444')</b>							
				ALS out				Max Kts		MDA(H) _____ VIS _____	
A				RVR 1500m				100		850' (663') 1500m	
B				RVR 1400m				135		850' (663') 1600m	
C				CMV 2100m				180		1000' (813') 2400m	
D								205		1000' (813') 3600m	

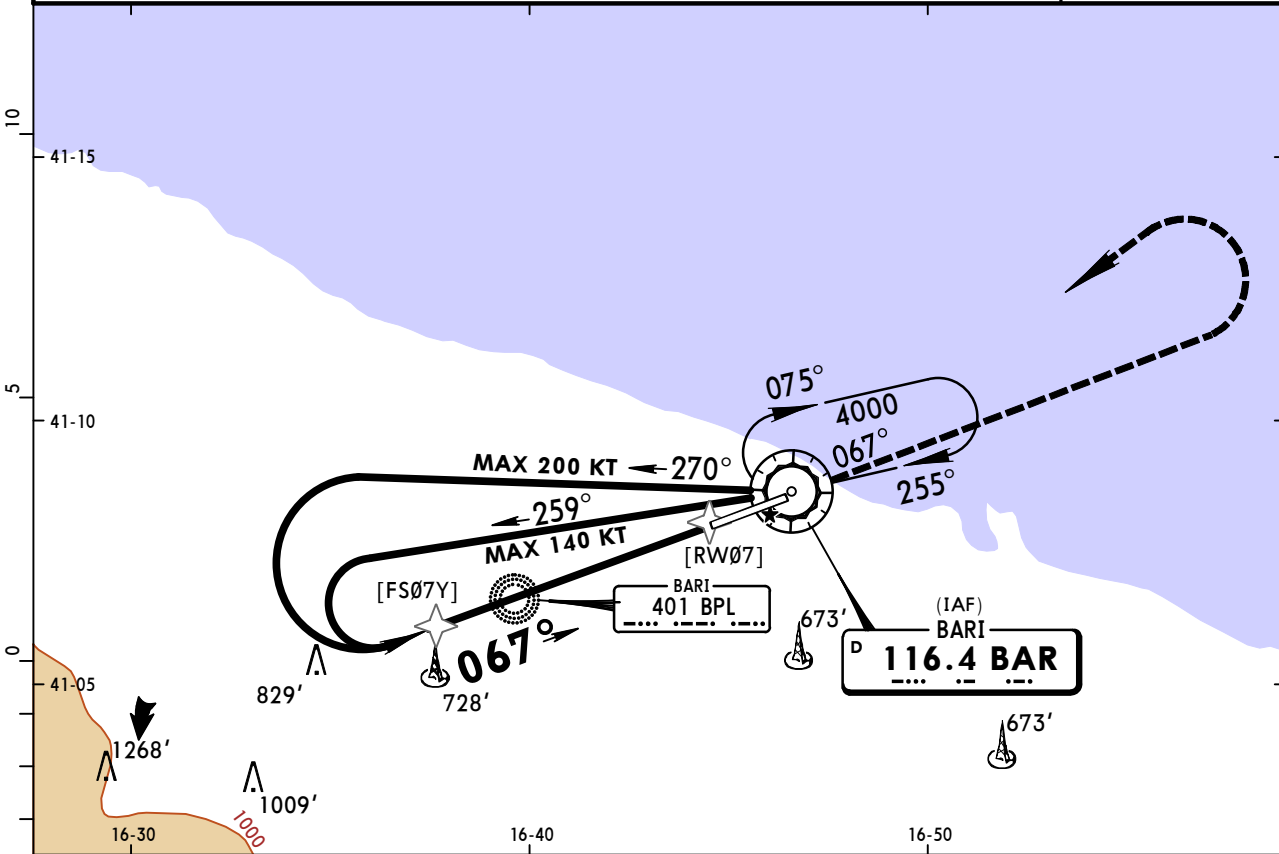
**PANS OPS**

**LIBD/BRI**  
**PALESE**

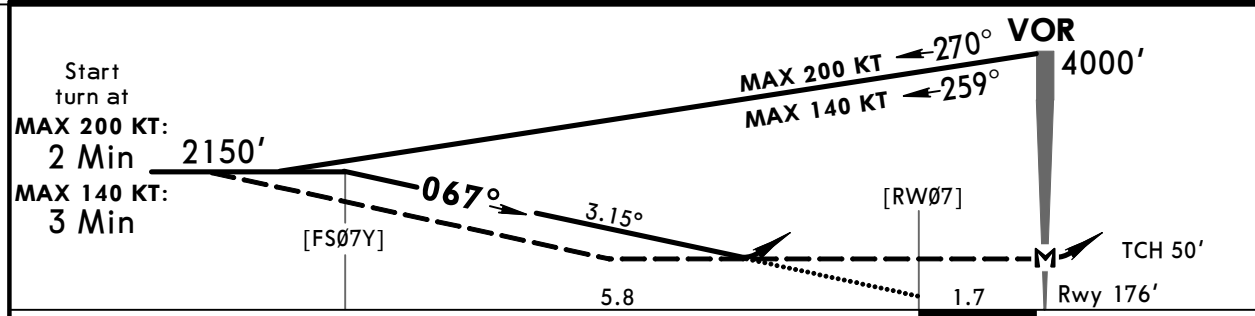
**JEPPesen**  
18 DEC 15 **(13-3)**

**BARI, ITALY**  
**VOR Y Rwy 07**

BRIEFING STRIP™	ATIS <b>124.050</b>		APULIA Approach/ Radar <b>136.1 122.1</b>		BARI Tower <b>118.3 122.1</b>	
	VOR BAR <b>116.4</b>	Final Apch Crs <b>067°</b>	Minimum Alt No FAF	CDFA DA(H) <b>1450'</b> (1274')	Apt Elev 187' Rwy 176'	
	<b>MISSED APCH: Continue on track 067° (R-067) and climb to 4000'. Crossing 3000' turn LEFT to VOR to be reached at 4000'.</b>					
Alt Set: hPa		Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 5000'	



DIST to RW07	5.0	4.0
ALTITUDE	1890'	1560'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI 3000' on 067°
Descent Angle	3.15°	390	502	557	669	780	

PANS OPS	<b>Standard</b> STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND	
	CDFA DA(H) <b>1450'</b> (1274')		non-CDFA MDA(H) <b>1450'</b> (1274')		Not authorized South of runway	
	ALS out		ALS out		MDA(H)	VIS
	A					100
B					135	
C	CMV 5000m	CMV 5000m		180	<b>1470'</b> (1283')	5000m
D					205	

CHANGES: Communications.

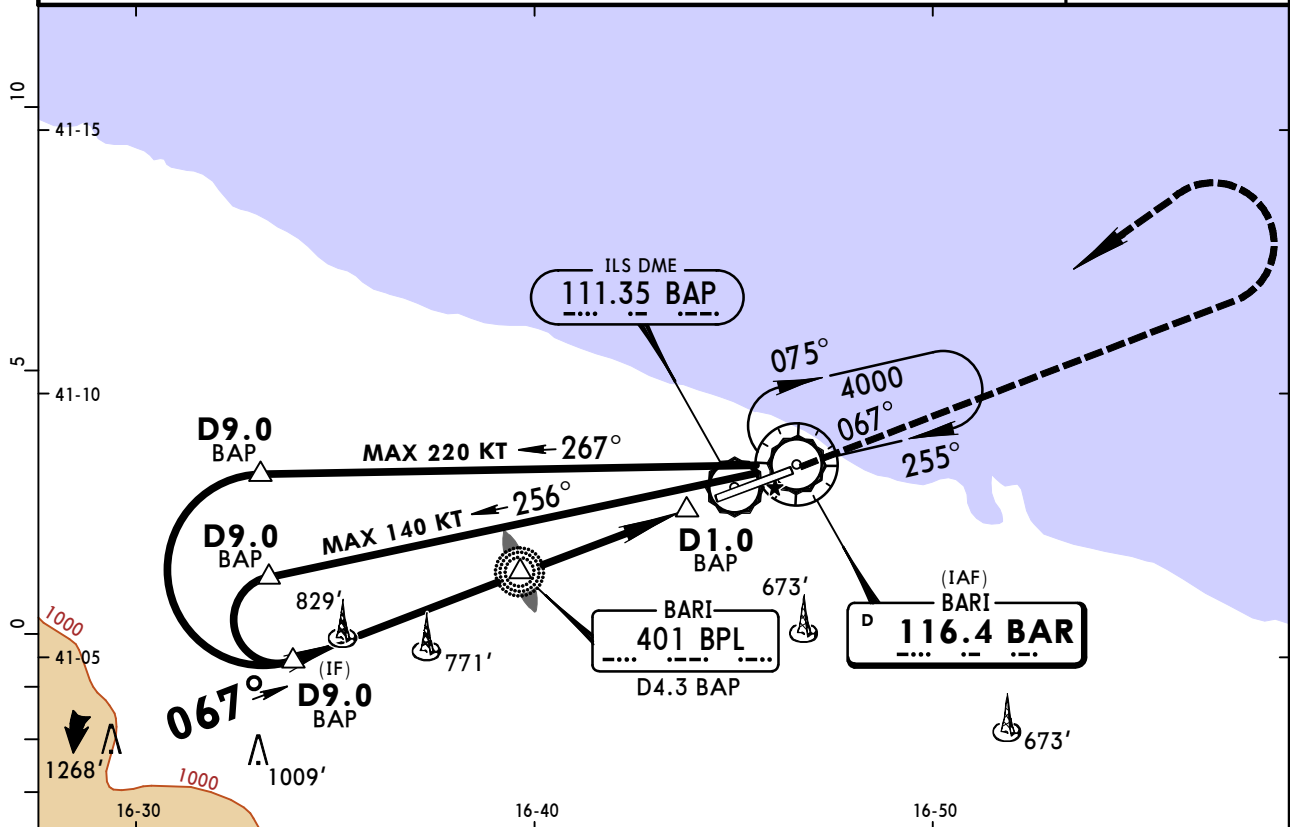


LIBD/BRI  
PALESE

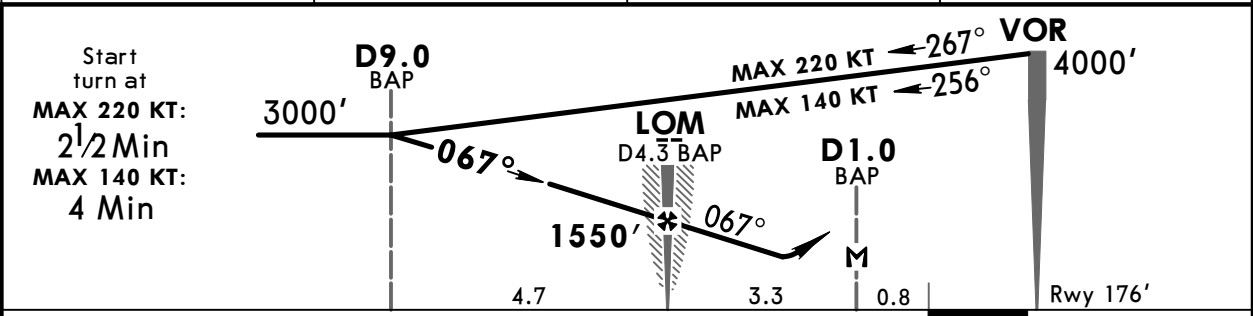
**JEPPESSEN**  
18 DEC 15 (13-4)

**BARI, ITALY**  
VOR X Rwy 07

ATIS <b>124.050</b>		APULIA Approach/ Radar <b>136.1 122.1</b>		BARI Tower <b>118.3 122.1</b>	
VOR BAR <b>116.4</b>	Final Apch Crs <b>067°</b>	Minimum Alt LOM <b>1550'</b> (1374')	DA(H) <b>800'</b> (624')	Apt Elev 187' Rwy 176'	
<b>MISSED APCH: Continue on track 067° (R-067) and climb to 4000'. Crossing 3000' turn LEFT to VOR to be reached at 4000'.</b>					
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC	
Lctr and DME required.				Trans alt: 5000'	
					MSA BAR VOR



BAP DME	4.0	3.0	2.0
ALTITUDE	1440'	1120'	800'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI 3000' on 067°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.0 BAP							

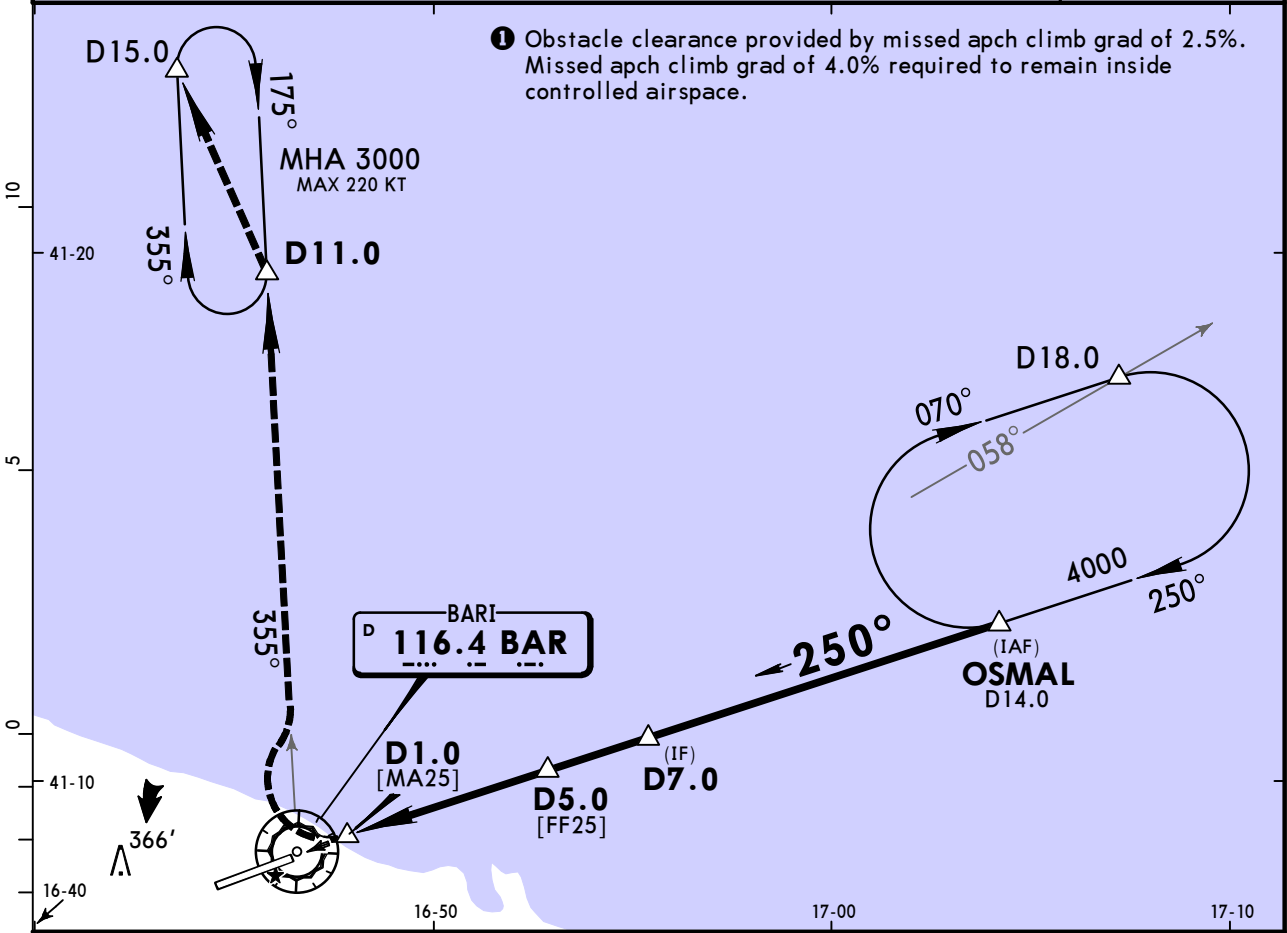
PANS OPS	<b>Standard</b> STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND	
	DA(H) <b>800'</b> (624')		Not authorized South of rwy	
	ALS out		Max Kts	MDA(H) VIS
	A	RVR 1500m	100	850' (663') 1500m
	B		135	850' (663') 1600m
C	CMV 2200m	180	1000' (813') 2400m	
D	CMV 2400m	205	1000' (813') 3600m	

**LIBD/BRI**  
**PALESE**

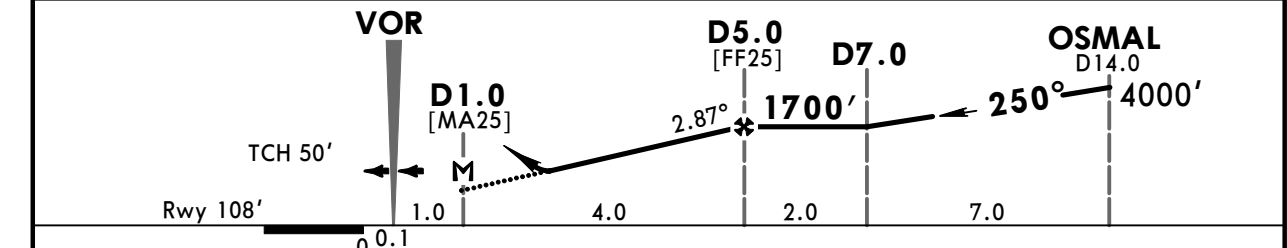
**JEPPESEN**  
18 DEC 15 **(13-5)**

**BARI, ITALY**  
Via **OSMAL** **VOR Z Rwy 25**

ATIS <b>124.050</b>		APULIA Approach/ Radar <b>136.1 122.1</b>		BARI Tower <b>118.3 122.1</b>	
VOR BAR <b>116.4</b>	Final Apch Crs <b>250°</b>	Minimum Alt D5.0 <b>1700'</b> (1592')	DA(H) <b>520'</b> (412')	Apt Elev 187' Rwy 108'	
<b>MISSED APCH: Turn RIGHT (MAX 200 KT) to join and follow R-355 climbing to 3000' to D11.0 and hold. ①</b>					
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC	
<b>DME required.</b>				Trans alt: 5000'	



BAR DME	1.0	2.0	3.0	4.0	5.0
ALTITUDE	500'	800'	1100'	1400'	1700'



<b>Gnd speed-Kts</b>	70	90	100	120	140	160	HIALS REIL : PAPI PAPI : PAPI : :	<b>200 KT</b> MAX onto RT <b>R-355</b>	<b>BAR</b> <b>116.4</b> <b>3000'</b>
<b>Descent Angle</b>	2.87°	355	457	508	609	711			

<b>PANS OPS</b>	<b>Standard</b> STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND		
	DA(H) <b>520'</b> (412')		Not authorized South of runway		
	ALS out		Max Kts	MDA(H)	VIS
	A	RVR 1500m	100	<b>850'</b> (663')	1500m
	B	RVR 1500m	135	<b>850'</b> (663')	1600m
C	RVR 1700m	180	<b>1000'</b> (813')	2400m	
D	RVR 1900m	205	<b>1000'</b> (813')	3600m	

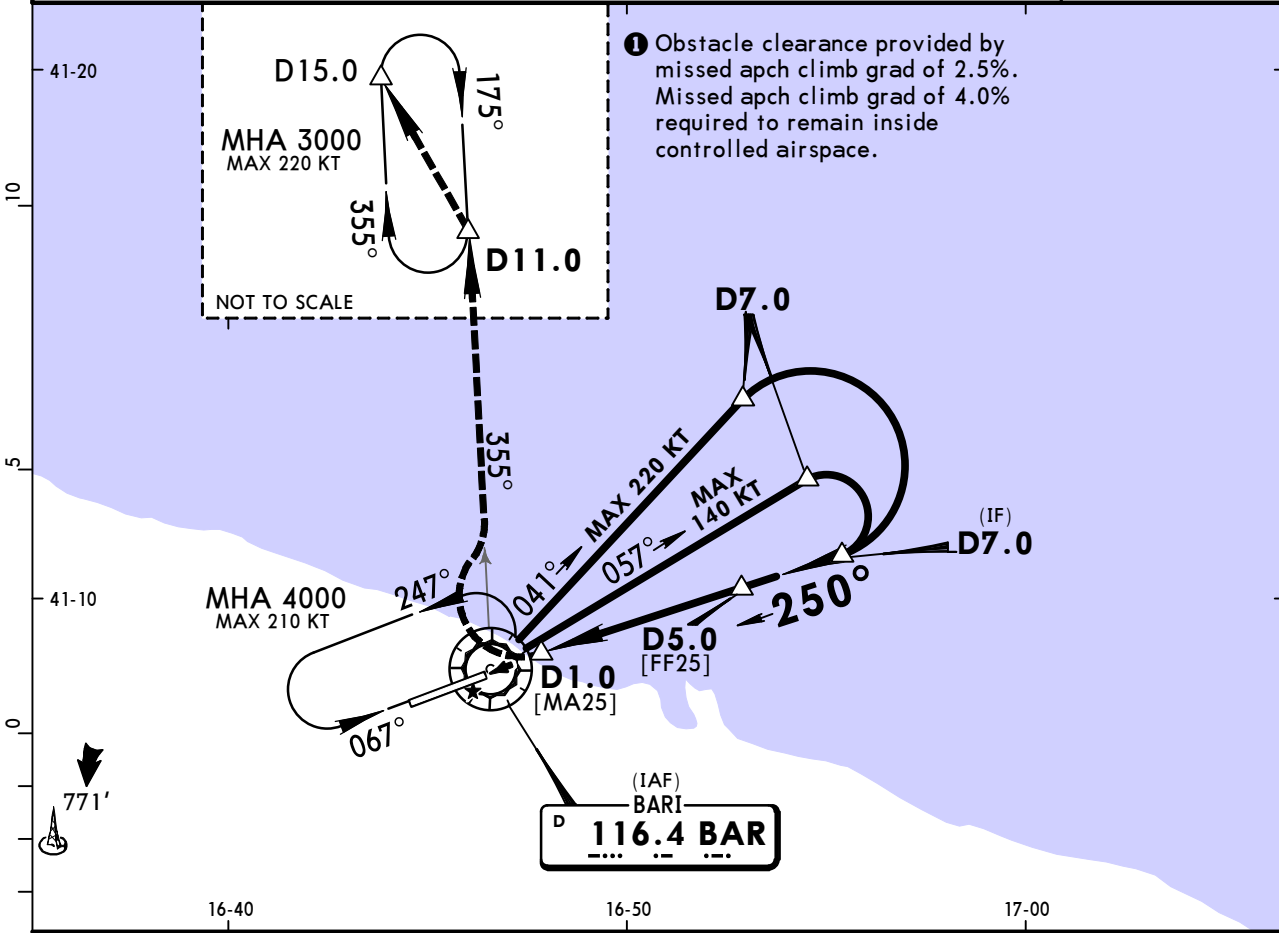


**LIBD/BRI**  
**PALESE**

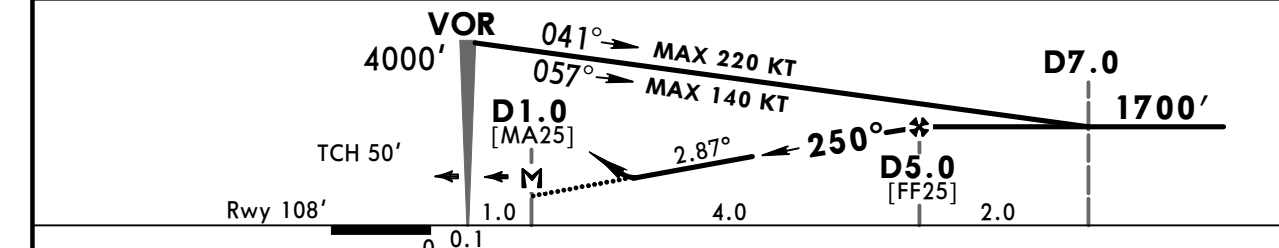
**JEPPESEN**  
18 DEC 15 **(13-6)**

**BARI, ITALY**  
Via VOR **VOR Z Rwy 25**

ATIS <b>124.050</b>		APULIA Approach/ Radar <b>136.1 122.1</b>		BARI Tower <b>118.3 122.1</b>	
VOR BAR <b>116.4</b>	Final Apch Crs <b>250°</b>	Minimum Alt <b>D5.0</b> 1700' (1592')	DA(H) <b>520'</b> (412')	Apt Elev 187' Rwy 108'	
<b>MISSED APCH: Turn RIGHT (MAX 200 KT) to join and follow R-355 climbing to 3000' to D11.0 and hold. ①</b>					
Alt Set: hPa <b>DME required.</b>		Rwy Elev: 4 hPa	Trans level: By ATC	Trans alt: 5000'	



BAR DME	1.0	2.0	3.0	4.0	5.0
ALTITUDE	500'	800'	1100'	1400'	1700'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL · PAPI PAPI · PAPI	200 KT MAX onto RT	BAR 116.4 R-355	3000'
Descent Angle	2.87°	355	457	508	609	711				

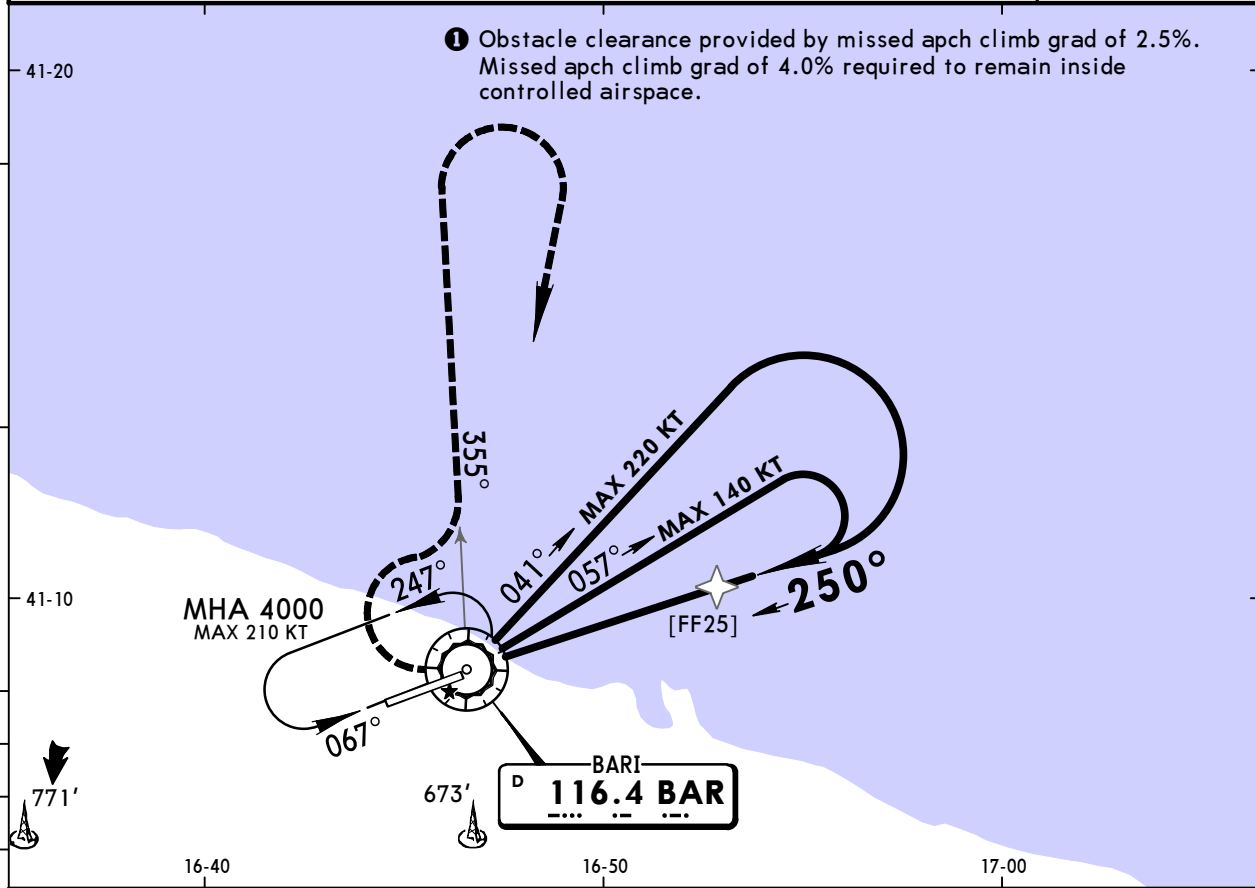
PANS OPS	<b>Standard</b> STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND		
	DA(H) <b>520'</b> (412')		Not authorized South of runway		
	ALS out		Max Kts	MDA(H)	VIS
	A	RVR 1500m	100	850' (663')	1500m
	B	RVR 1500m	135	850' (663')	1600m
C	RVR 1700m	180	1000' (813')	2400m	
D	RVR 1900m	205	1000' (813')	3600m	

**LIBD/ BRI**  
**PALESE**

**JEPPESEN**  
18 DEC 15 **(13-7)**

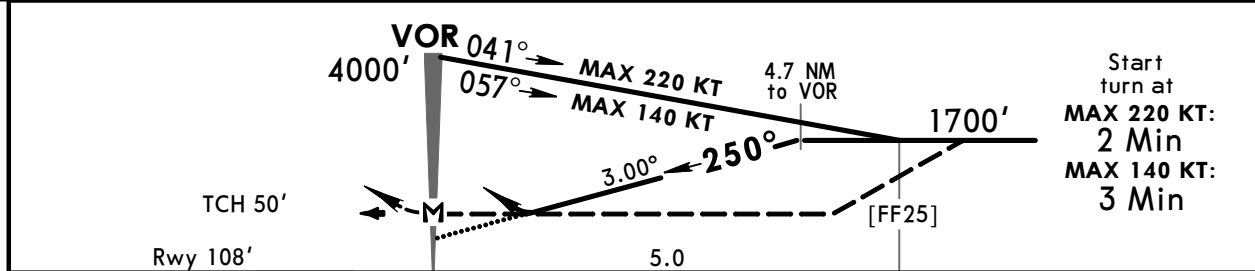
**BARI, ITALY**  
**VOR X Rwy 25**

ATIS <b>124.050</b>		APULIA Approach/ Radar <b>136.1 122.1</b>		BARI Tower <b>118.3 122.1</b>	
VOR BAR <b>116.4</b>	Final Apch Crs <b>250°</b>	Minimum Alt No FAF	CDFA DA(H) <b>600'</b> (492')	Apt Elev 187' Rwy 108'	
<b>MISSED APCH: Turn RIGHT (MAX 200 KT) to join and follow R-355 climbing to 4000'. Crossing 3000' turn RIGHT and proceed inbound to VOR to be reached at 4000'. ①</b>					
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC	
				Trans alt: 5000'	
					MSA BAR VOR



① Obstacle clearance provided by missed apch climb grad of 2.5%. Missed apch climb grad of 4.0% required to remain inside controlled airspace.

DIST to VOR	2.0	3.0	4.0	4.7
ALTITUDE	850'	1160'	1480'	1700'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL : PAPI PAPI : PAPI RT	200 KT MAX onto R-355	BAR 116.4 3000'
Descent Angle	3.00°	372	478	531	637	743			
MAP at VOR									

<b>PANS OPS</b>	<b>Standard</b>				<b>STRAIGHT-IN LANDING RWY 25</b>		<b>CIRCLE-TO-LAND</b>	
	<b>CDFA</b>		<b>non-CDFA</b>		Not authorized South of runway			
	DA(H) <b>600'</b> (492')		MDA(H) <b>600'</b> (492')					
	ALS out		ALS out		Max Kts	MDA(H)	VIS	
	A	RVR 1500m		CMV 2300m	CMV 2500m	100	850' (663')	1500m ①
B			CMV 2300m	CMV 2500m	135	850' (663')	1600m ①	
C	CMV 2100m	CMV 2300m	CMV 2500m	CMV 2700m	180	1000' (813')	2400m ②	
D			CMV 2500m	CMV 2700m	205	1000' (813')	3600m	

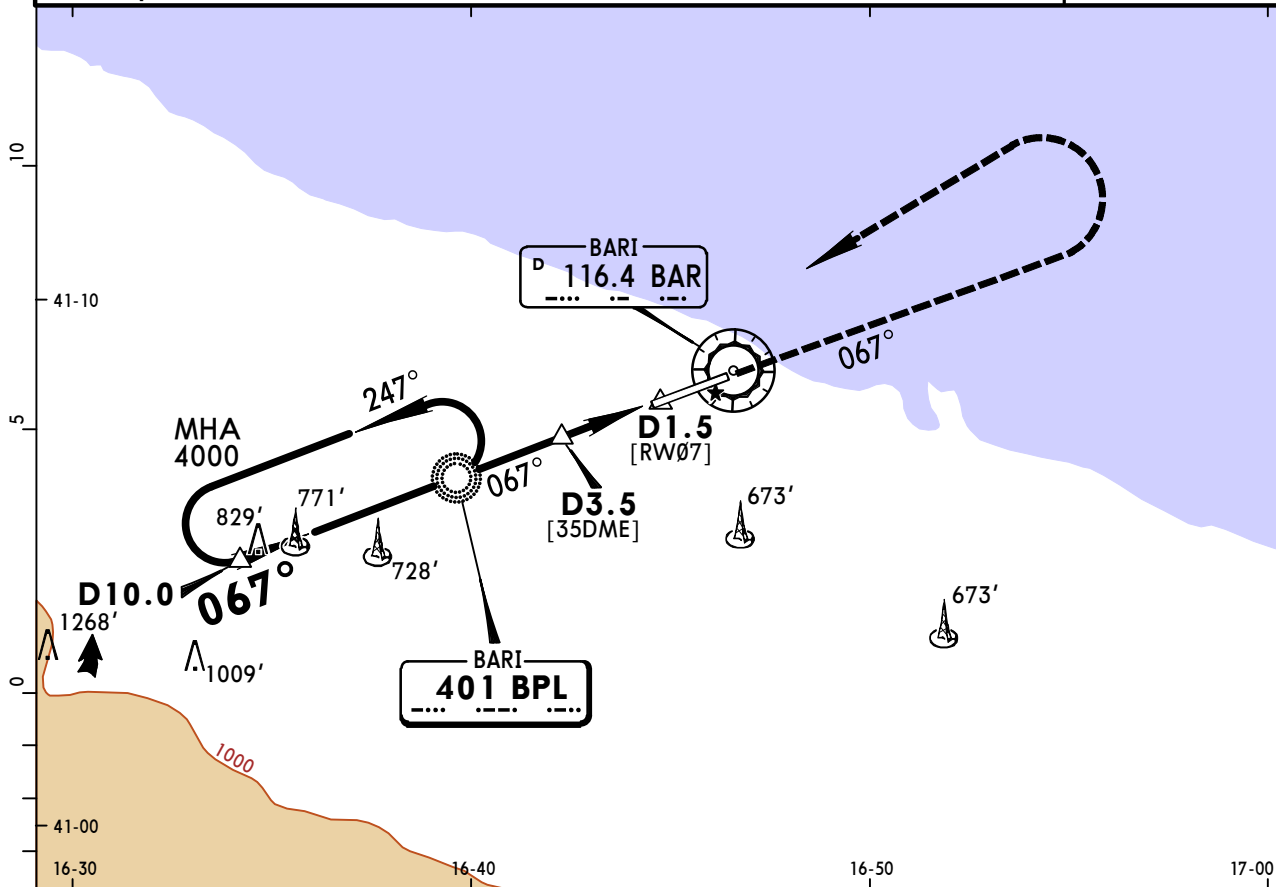
① After non-CDFA apch: VIS 2500m. ② After non-CDFA apch: VIS 2700m.

**LIBD/BRI**  
**PALESE**

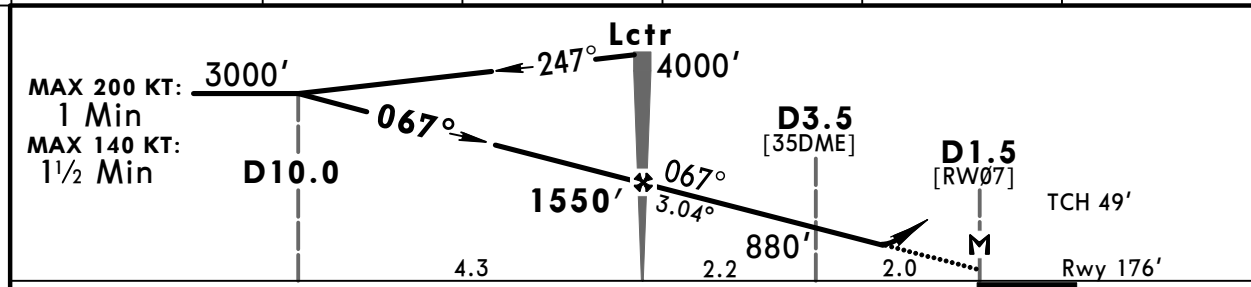
**JEPPESEN**  
18 DEC 15 **(16-1)**

**BARI, ITALY**  
**Lctr Z Rwy 07**

ATIS <b>124.050</b>		APULIA Approach/ Radar <b>136.1 122.1</b>		BARI Tower <b>118.3 122.1</b>	
Lctr BPL <b>401</b>	Final Apch Crs <b>067°</b>	Minimum Alt Lctr <b>1550'</b> (1374')	DA(H) <b>640'</b> (464')	Apt Elev 187' Rwy 176'	
<b>MISSED APCH: Continue on track 067° (067° from Lctr) and climb to 4000'. Crossing 3000' turn LEFT to reach Lctr at 4000'.</b>					
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000'	MSA BPL Lctr	



BAR DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1690'	1370'	1050'	720'	400'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI 3000' on 067°
Descent Angle	3.04°	376	484	538	645	861	

<b>PANS OPS</b>	<b>Standard</b> STRAIGHT-IN LANDING RWY 07			CIRCLE-TO-LAND		
	DA(H) <b>640'</b> (464')			Not authorized South of runway		
	ALS out			Max Kts	MDA(H)	VIS
	A	RVR 1500m	RVR 1500m	100	<b>850'</b> (663')	1500m
	B		RVR 1500m	135	<b>850'</b> (663')	1600m
C	RVR 1500m	CMV 2200m	180	<b>1000'</b> (813')	2400m	
D			205	<b>1000'</b> (813')	3600m	

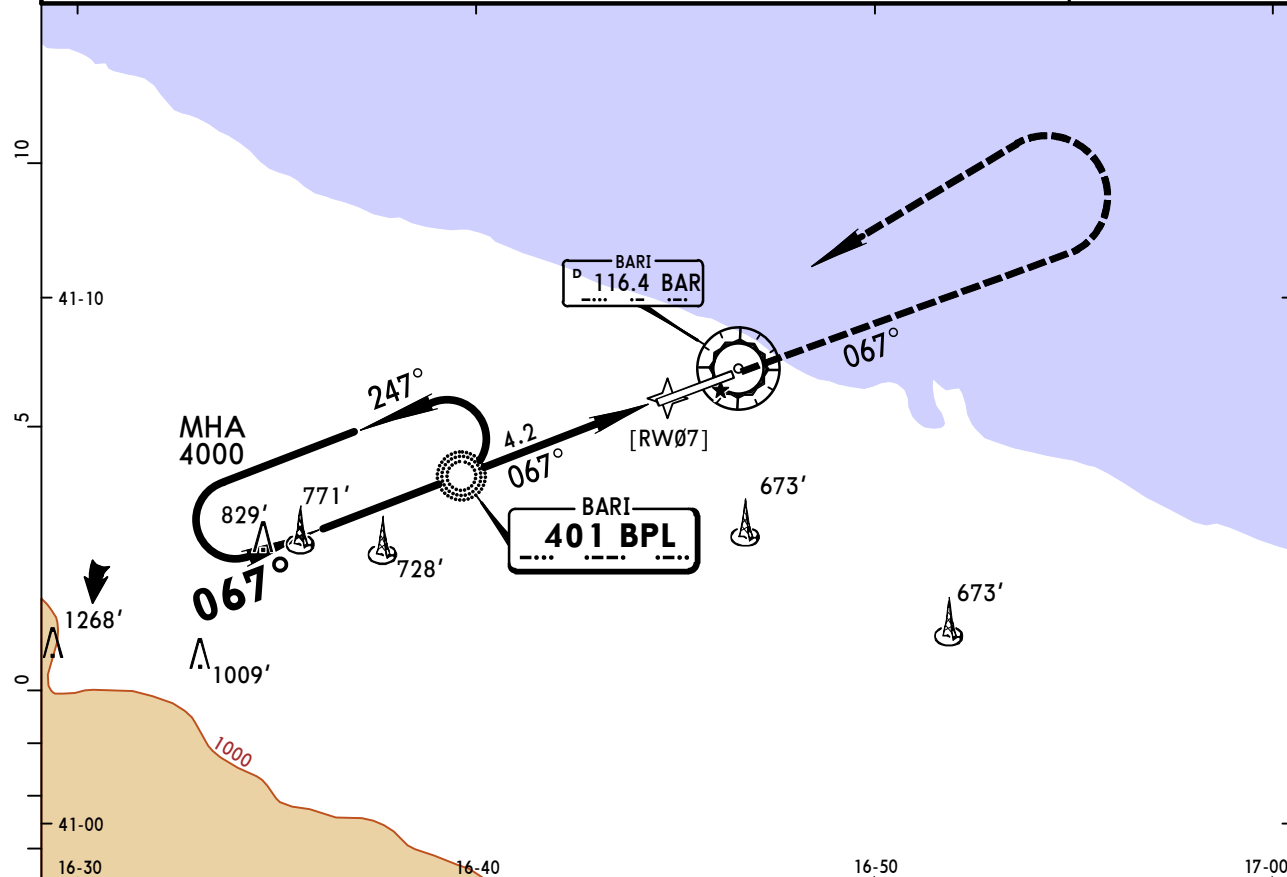
CHANGES: Communications.

**LIBD/BRI**  
**PALESE**

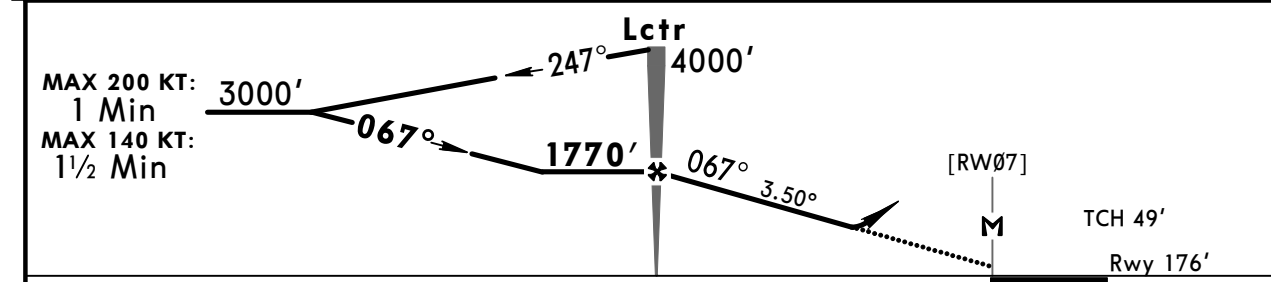
**JEPPESSEN**  
18 DEC 15 **(16-2)**

**BARI, ITALY**  
**Lctr Y Rwy 07**

ATIS <b>124.050</b>		APULIA Approach/ Radar <b>136.1 122.1</b>		BARI Tower <b>118.3 122.1</b>	
Lctr BPL <b>401</b>	Final Apch Crs <b>067°</b>	Minimum Alt Lctr <b>1770'</b> (1594')	DA(H) <b>790'</b> (614')	Apt Elev 187' Rwy 176'	
<b>MISSED APCH: Continue on track 067° (067° from Lctr) and climb to 4000'. Crossing 3000' turn LEFT to reach Lctr at 4000'.</b>					
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000'	MSA BPL Lctr	



DIST to RW07	4.0	3.0	2.0
ALTITUDE	1700'	1330'	960'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI <b>3000'</b> ↑ on <b>067°</b>	
Descent Angle	3.50°	434	557	619	743	867		991
Lctr to MAP	4.2	3:36	2:48	2:31	2:06	1:48		1:35

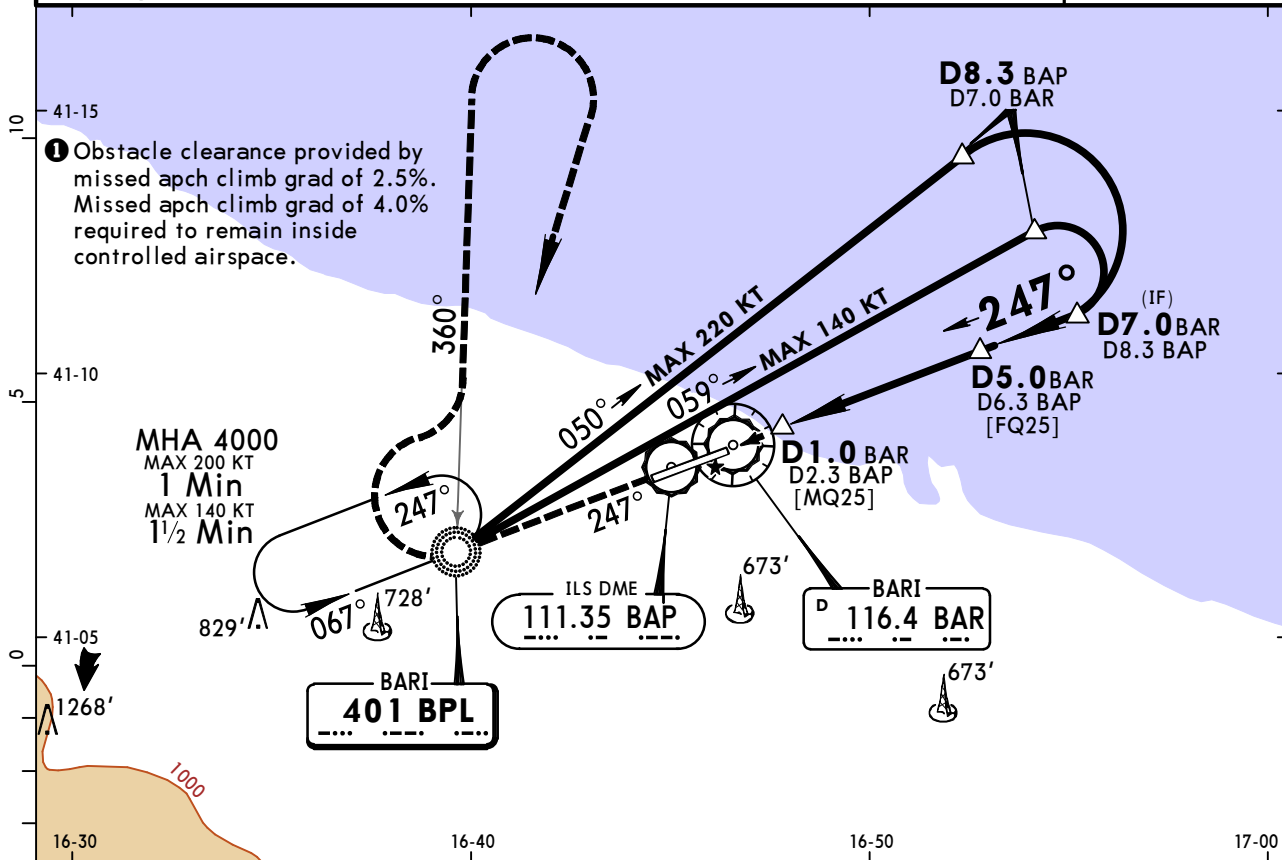
<b>PANS OPS</b>	<b>Standard</b>	<b>STRAIGHT-IN LANDING RWY 07</b>		<b>CIRCLE-TO-LAND</b>		
		DA(H) <b>790'</b> (614')		Not authorized South of runway		
		ALS out		Max Kts	MDA(H)	VIS
	A	RVR 1500m		100	<b>850'</b> (663')	1500m
	B			135	<b>850'</b> (663')	1600m
C	CMV 2100m	CMV 2400m	180	<b>1000'</b> (813')	2400m	
D			205	<b>1000'</b> (813')	3600m	

**LIBD/BRI**  
**PALESE**

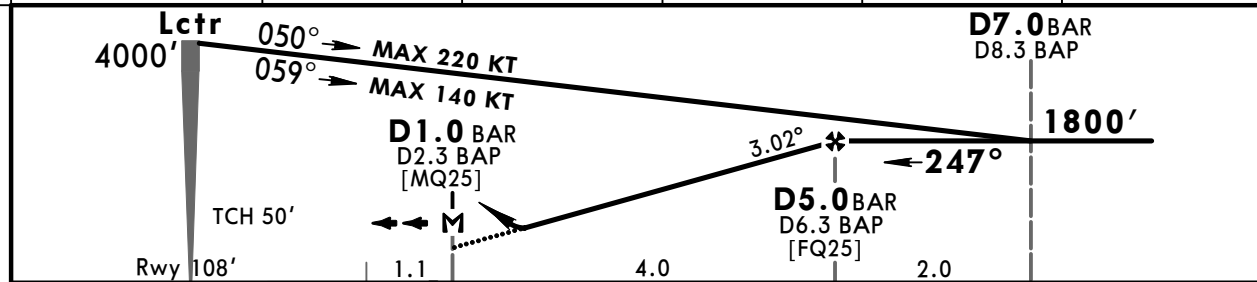
**JEPPESSEN**  
18 DEC 15 **(16-3)**

**BARI, ITALY**  
**Lctr Rwy 25**

ATIS <b>124.050</b>		APULIA Approach/ Radar <b>136.1 122.1</b>		BARI Tower <b>118.3 122.1</b>	
Lctr BPL <b>401</b>	Final Apch Crs <b>247°</b>	Minimum Alt <b>D5.0 BAR</b> <b>1800' (1692')</b>	DA(H) <b>600' (492')</b>	Apt Elev 187'	Rwy 108'
<b>MISSED APCH: Climb to 4000'. Proceed on track 247° to Lctr. Over Lctr turn RIGHT to join and follow 360° from Lctr. Passing 3000' turn RIGHT to Lctr. ①</b>					
Alt Set: hPa <b>DME required.</b>	Rwy Elev: 4 hPa	Trans level: By ATC	Trans alt: 5000'	MSA BPL Lctr	



BAR DME	1.0	2.0	3.0	4.0	5.0
ALTITUDE	520'	840'	1160'	1480'	1800'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL : PAPI PAPI : PAPI 401 on 247°
Descent Angle	3.02°	374	481	534	641	748	
MAP at D1.0 BAR/D2.3 BAP							

<b>PANS OPS</b>	<b>Standard STRAIGHT-IN LANDING RWY 25</b>			<b>CIRCLE-TO-LAND</b>		
	DA(H) <b>600' (492')</b>			Not authorized South of runway		
	ALS out			Max Kts	MDA(H)	VIS
	A	RVR 1500m		100	<b>850' (663')</b>	1500m
	B	RVR 1500m		135	<b>850' (663')</b>	1600m
C	CMV 2100m	CMV 2300m	180	<b>1000' (813')</b>	2400m	
D	CMV 2100m	CMV 2300m	205	<b>1000' (813')</b>	3600m	