

## Airport information:

Country: Italy

City: BARI

Coordinates: N 41° 08.3', E016 45.9

Elevation: 187

Customs: Customs 0400-2200, Other times O/R with 6 HRS PN.

Fuel: Jet A1

RFF: CAT 8

hours: H24

## Runways:

Runway 07

Takeoff length: 3000, Landing length: 2444

Runway 25

Takeoff length: 2820, Landing length: 2820

# AERODROME

Bari TWR <b>118.3</b> 122.1	RAD <b>119.5</b>	ATIS <b>124.05</b>
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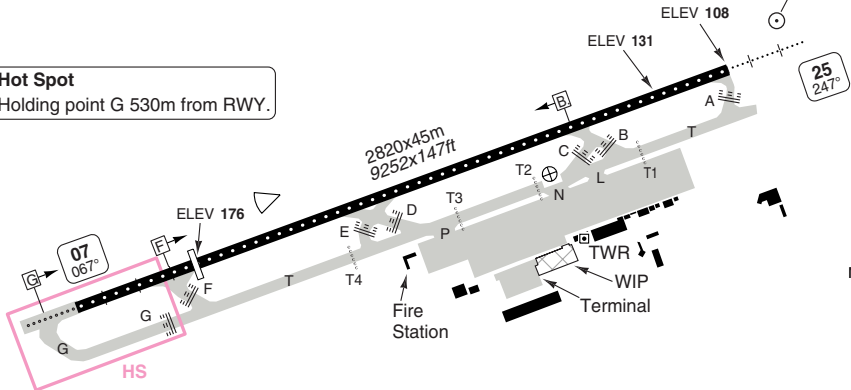
AD Elev **187** | ARP: N41 08.3 E016 45.9 | RFF: CAT 8 | AD HR: H24

E016 44 | E016 45 | E016 46 | E016 47



THR Coordinates			
DTHR	RWY 07	N41 08.1	E016 44.8
	RWY 25	N41 08.5	E016 46.4

**Hot Spot**  
Holding point G 530m from RWY.



Intersection TORA	
RWY 07	
ⓐ	3000m / 9842ft
ⓑ	2444m / 8018ft
RWY 25	
ⓑ	2100m / 6890ft

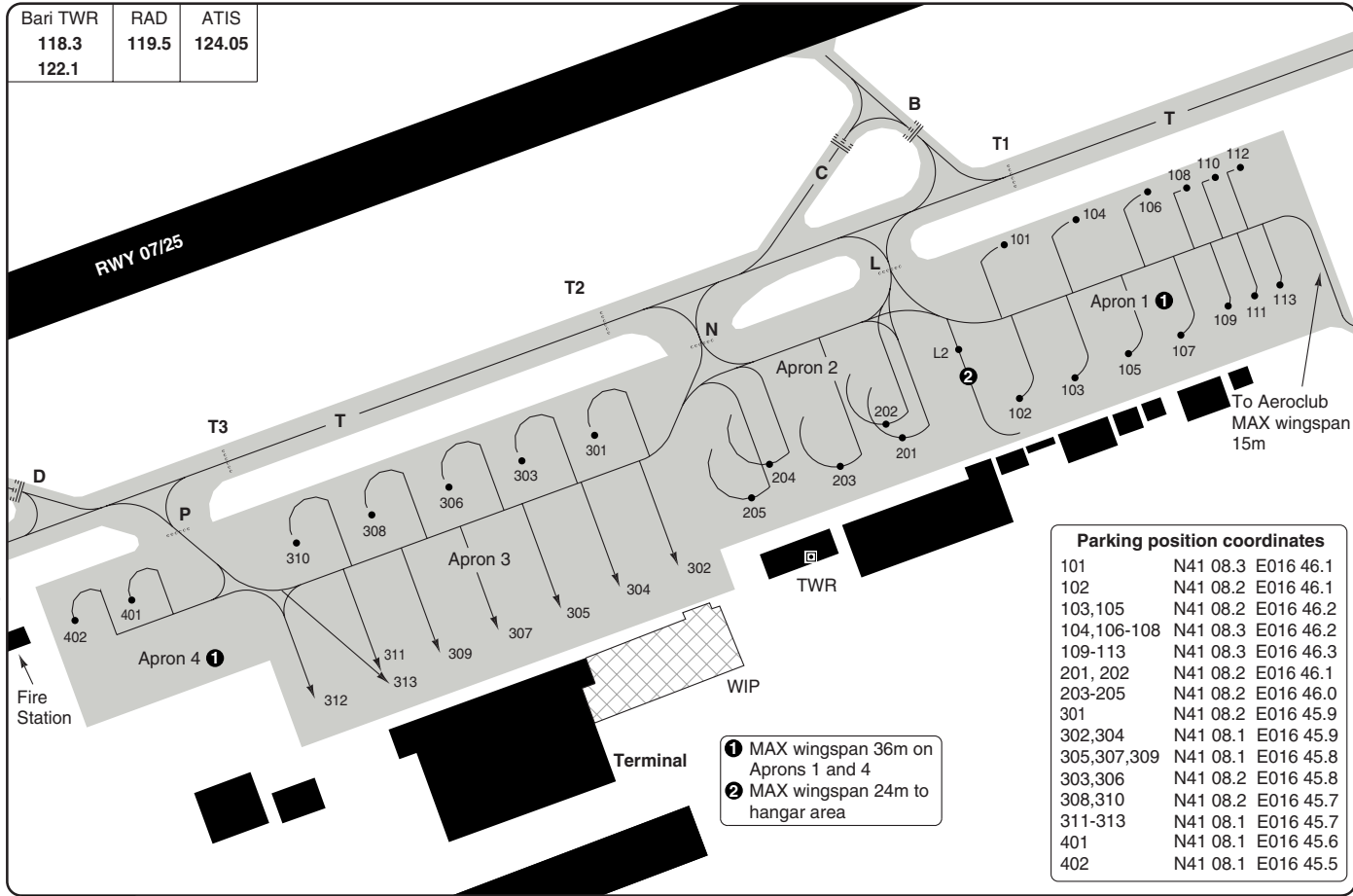
RWY	Slope	TORA m/ft	LDA m/ft	ALS	REDL	RCLL	Additional
07	-0.7	2820 / 9252	2444 / 8018	H-E ①	H	30m	P 3° L/R (49)
25	+0.7	2820 / 9252	2820 / 9252	H-E ②	H	30m	P 3° L/R (56)

① 720m. ② 360m.

### EU OPS TAKE OFF MINIMA

RWY	Facilities	RVR			
		A	B	C	D
07/25	RCL (day only) or RCL + REDL	400m		400m	
	NIL (day only)	500m		500m	

Bari TWR	RAD	ATIS
118.3	119.5	124.05
122.1		

**Parking position coordinates**

101	N41 08.3	E016 46.1
102	N41 08.2	E016 46.1
103,105	N41 08.2	E016 46.2
104,106-108	N41 08.3	E016 46.2
109-113	N41 08.3	E016 46.3
201, 202	N41 08.2	E016 46.1
203-205	N41 08.2	E016 46.0
301	N41 08.2	E016 45.9
302,304	N41 08.1	E016 45.9
305,307,309	N41 08.1	E016 45.8
303,306	N41 08.2	E016 45.8
308,310	N41 08.2	E016 45.7
311-313	N41 08.1	E016 45.7
401	N41 08.1	E016 45.6
402	N41 08.1	E016 45.5

- ① MAX wingspan 36m on Aprons 1 and 4  
 ② MAX wingspan 24m to hangar area

**GENERAL****GENERAL INFORMATION****1. NIGHT FLIGHT RESTRICTION**

The use of full RWY length by landing ACFT is mandatory between 21-05.

**2. NOISE ABATEMENT PROCEDURE**

Do not use reverse thrust over MNM levels, except for safety or operational reasons.

**3. TWY RESTRICTION**

- 3.1 On TWY A and TWY T between TWY A and TWY B, maintain TWY centreline and lowest possible speed due to slope.
- 3.2 TWY E exit from runway at minimum possible speed and with caution.
- 3.3 TWY A, B, C, D, E, F, T and G are avbl for ACFT with wingspan less than 65m/213ft.
- 3.4 TWY L for ACFT to/from apron 1 with wingspan less than 36m/118ft and to/from apron 2 for ACFT with wingspan less than 65m/213ft.
- 3.5 TWY N for ACFT to/from apron 2 with wingspan less than 65m/213ft and to/from apron 3 for ACFT with wingspan less than 52m/171ft.
- 3.6 TWY P for ACFT to/from apron 3 with wingspan less than 52m/171ft and to/from apron 4 for ACFT with wingspan less than 36m/118ft.

**4. AUXILLARY POWER UNIT**

- 4.3 Use of APU: MAX 60min before EOBT. MAX 20min after block on time.

**5. ENGINE RUN UPS**

- 5.1 From 21-05 engine tests are forbidden except for authorised ACFT to be used immediately, provided that general safety is assured.  
Engine tests shall be carried out on TWY A at intersection between TWY A and T.  
Engine tests are strictly forbidden on the apron.

**6. COMM FAILURE ON MANOEUVRING AREA**

- 6.1 Departing ACFT: Continue strictly on assigned Taxi route to the clearance limit and await Follow-me vehicle for guidance back to stand.
- 6.2 Arriving ACFT: Vacate RWY and ILS sensitive area and await Follow-me vehicle (RWY 07 TWY A, RWY 25 TWY G) for guidance to stand.

**7. LOW VISIBILITY PROCEDURES**

- 7.1 Low visibility procedures (LVP) are applied with the following conditions:  
RVR at the TDZ is 550m or below.  
Cloud base height is below 200ft according to the meteorological report.  
When the rapid deterioration of weather conditions recommends so.  
Pilots will be informed by ATIS or ATC when the LVP are in force.  
No operations allowed with RVR less than 400m.  
TWY C, D and E not AVBL during LVP.

**7.2 DEPARTING ACFT:**

Enter RWY 07 via TWY F when RVR is less than 550m.  
Due to lack of RVR data at Intersection take-off G, the use of TWY G is allowed only on pilot request and with contextual RVR pilot assessment.  
In case of aborted Take-off the RWY 07 shall be vacated via TWY A and/or B.

**7.3 ARRIVING ACFT:**

RWY 07 is avbl for landing when RVR is less than 550m.  
Vacate RWY 07 on TWY A and/or B.  
Inform TWR "RWY vacated" when ACFT has passed the last alternate yellow and green TWY centerline light.

**8. NAVIGATIONAL RESTRICTION**

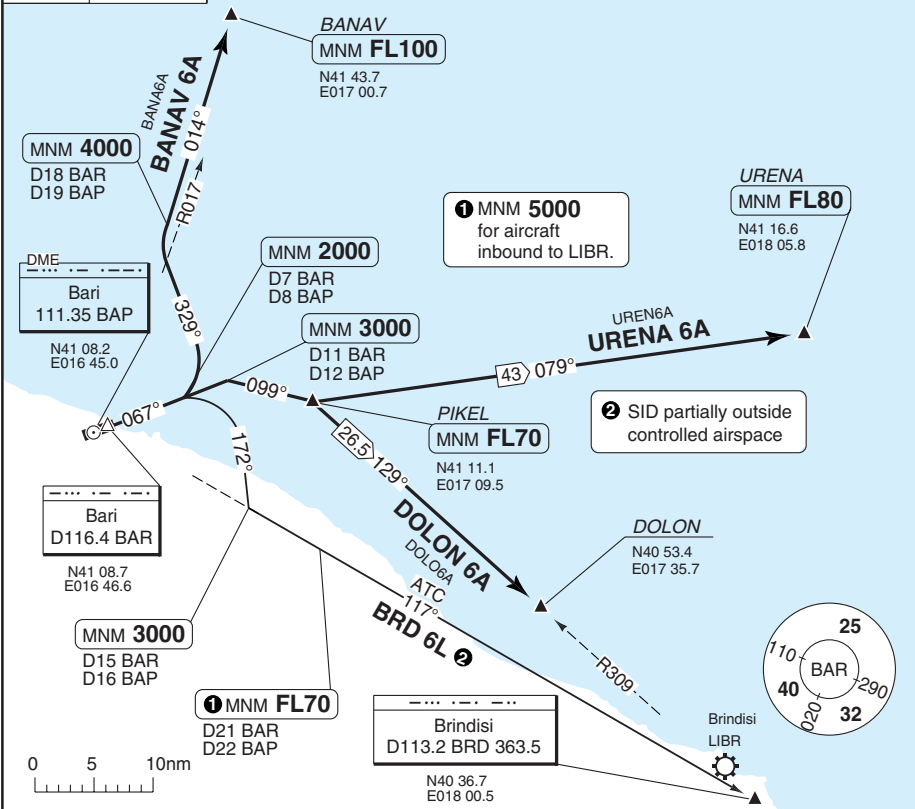
**VOR BRD U/S:**  
All radial values referring to VOR BRD can be intended as bearings from NDB BRD.

**VOR VIE U/S:**  
All radial values referring to VOR VIE can be intended as bearings from NDB VIE.

**SID RWY 07** Northeast, East, Southeast

Bari TWR	APP	RAD	ATIS
118.3	119.5	119.5	124.05
122.1	122.1		

TA 5000 | AD Elev 187



**SPEED:** MAX 250kt in all turns after TKOF.

SID	MNM Climb	Routeing	Altitudes
<b>BANAV 6A</b>	4.93% to FL90	Climb on R067 BAR - at D7 BAR/D8 BAP, turn left - 329° - crossing R017 BAR, turn right - R014 BAR - BANAV	D7 BAR/D8 BAP MNM 2000 D18 BAR/D19 BAP MNM 4000 BANAV MNM FL100
<b>BRD 6L</b> (ATC only)	4.93% to 3000	Climb on R067 BAR - at D7 BAR/D8 BAP, turn right - 172° - R117 BAR - BRINDISI	D7 BAR/D8 BAP MNM 2000 D15 BAR/D16 BAP MNM 3000 D21 BAR/D22 BAP MNM FL70
<b>DOLON 6A</b>	4.93% to 3000	Climb on R067 BAR - at D11 BAR/D12 BAP, turn right - 099° - PIKEL - turn right - R309 BRD - DOLON	D7 BAR/D8 BAP MNM 2000 D11 BAR/D12 BAP MNM 3000 PIKEL MNM FL70
<b>URENA 6A</b>	4.93% to 3000	Climb on R067 BAR - at D11 BAR/D12 BAP, turn right - 099° - PIKEL - URENA	D7 BAR/D8 BAP MNM 2000 D11 BAR/D12 BAP MNM 3000 PIKEL MNM FL70 URENA MNM FL80

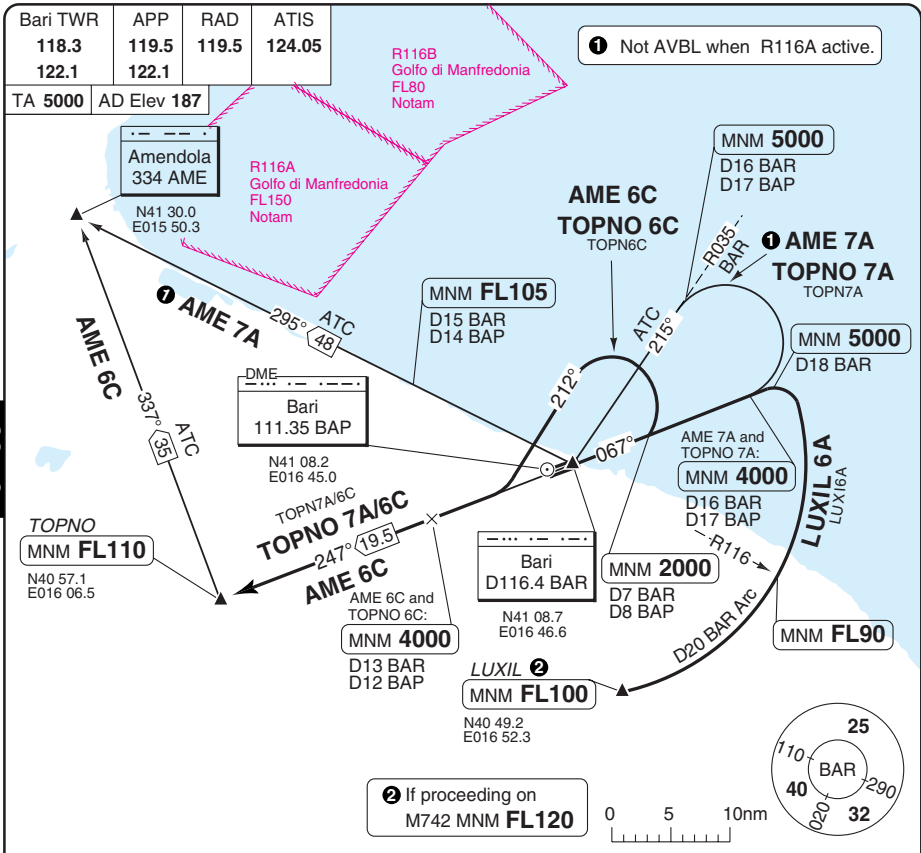
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Change: TA, DME BAP, SID designator, Dist.

**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

30 - 1

SID RWY 07 AME, LUXIL, TOPNO



**SPEED:** Except LUXIL 5A, MAX 250kt in all turns after TKOF.

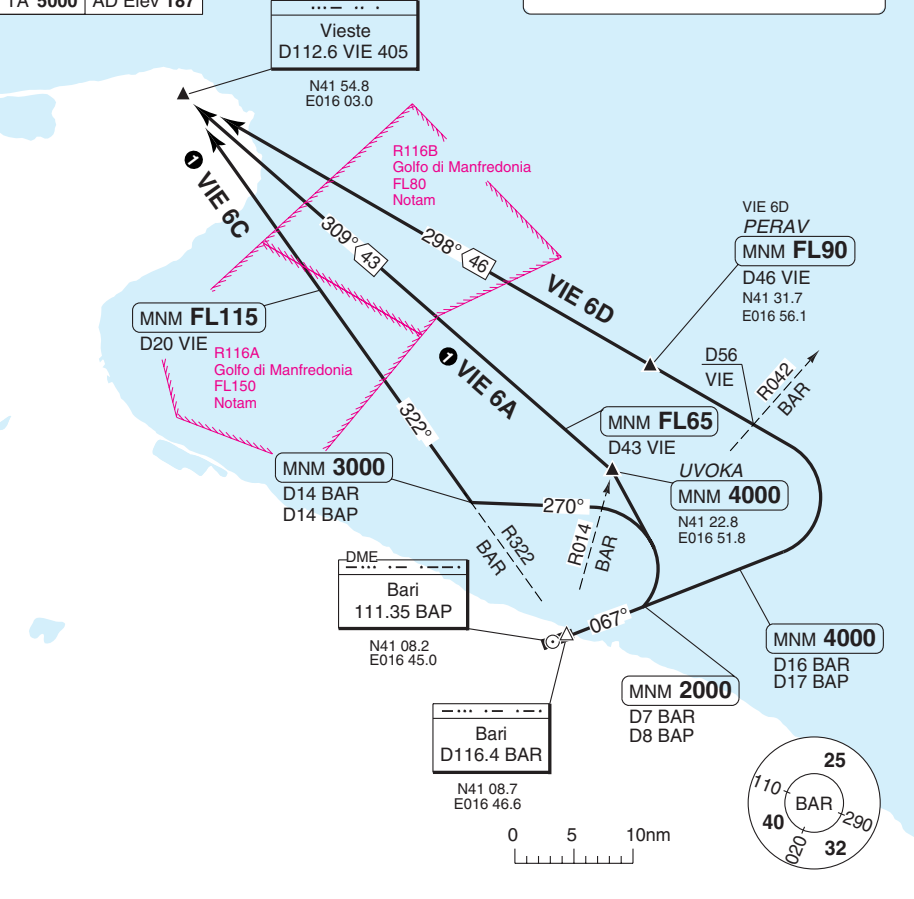
SID	MNM Climb	Routeing	Altitudes
<b>AME 7A</b> (ATC only) ①	4.93% to 3000	Climb on R067 BAR - at D16 BAR/D17 BAP, turn left - 215°/R035 BAR - BAR - AME	D7 BAR/D8 BAR MNM 2000 D16 BAR/D17 BAP MNM 4000 R035/D16 BAR/D17 BAP MNM 5000 D15 BAR/D14 BAP MNM FL105
<b>AME 6C</b> (ATC only)	4.93% to FL90	Climb on R067 BAR - at D7 BAR/D8 BAP, turn left - 212° - R247 BAR - TOPNO - turn right - 337° - AME	D7 BAR/D8 BAR MNM 2000 D13 BAR/D12 BAP MNM 4000 TOPNO MNM FL110
<b>TOPNO 7A</b> (ATC only)	4.93% to 3000	Climb on R067 BAR - at D16 BAR/D17 BAP, turn left - 215°/R035 BAR - BAR - TOPNO	D7 BAR/D8 BAR MNM 2000 D16 BAR/D17 BAP MNM 4000 R035/D16 BAR/D17 BAP MNM 5000 TOPNO MNM FL110
<b>TOPNO 6C</b>	4.93% to 3000	Climb on R067 BAR - at D7 BAR/D8 BAP, turn left - 212° - R247 BAR - TOPNO	D7 BAR/ D8 BAP MNM 2000 D13 BAR/D12 BAP MNM 4000 TOPNO MNM FL110
<b>LUXIL 6A</b>	4.93% to FL90	Climb on R067 BAR - at D18 BAR, turn right - D20 BAR Arc - LUXIL	D7 BAR/ D8 BAP MNM 2000 D18 BAR MNM 5000 R116 BAR MNM FL90 LUXIL MNM FL100 ②

SID RWY 07 Vieste

Bari TWR	APP	RAD	ATIS
118.3	119.5	119.5	124.05
122.1	122.1		

TA 5000 | AD Elev 187

① SID not AVBL when R116A/B active



SPEED: MAX 250kt during turn.(except VIE 6D)

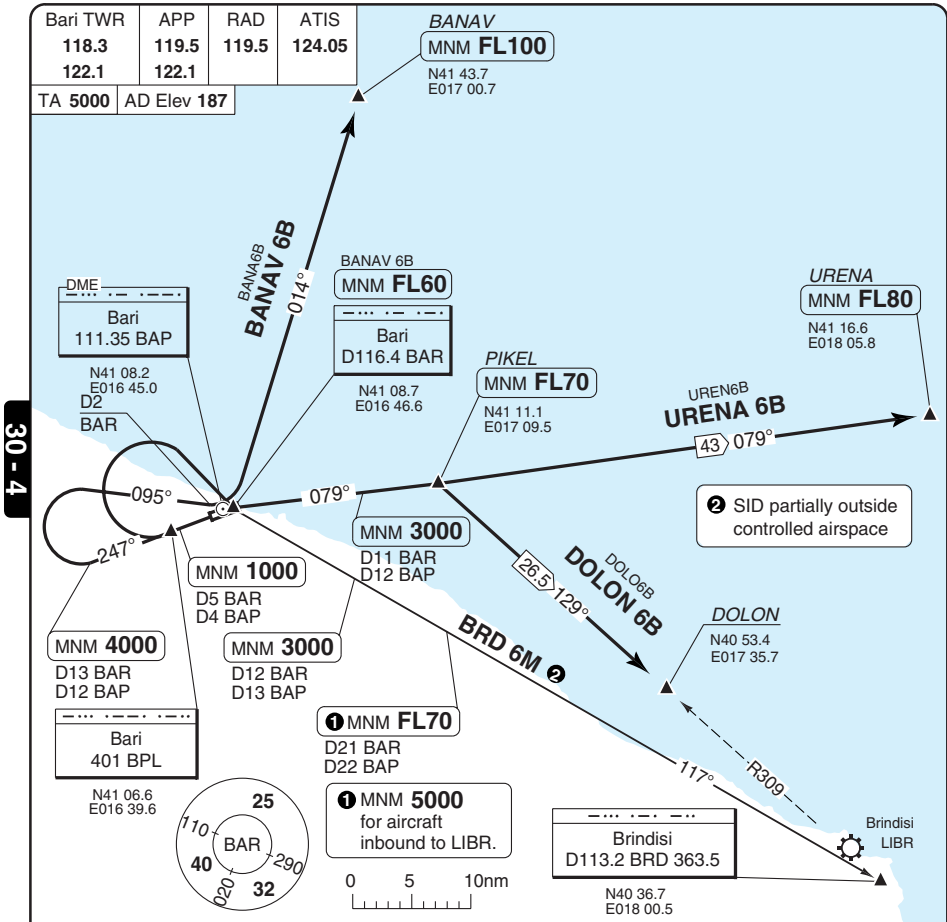
SID	MNM Climb	Routeing	Altitudes
VIE 6A ①	4.93% to 3000	Climb on R067 BAR - at D7 BAR, turn left - UVOKA - R129 VIE - VIE	D7 BAR/D8 BAP MNM 2000 UVOKA MNM 4000 R129/D43 VIE MNM FL65
VIE 6B ①	4.93% to 3000	Climb on R067 BAR - at D7 BAR, turn left - 270° - R322 BAR/R142 VIE - VIE	D7 BAR/D8 BAP MNM 2000 R322/D14 BAR MNM 3000 R142/D20 VIE MNM FL115
VIE 6D	4.93% to FL90	Climb on R067 BAR - at D16 BAR/D17 BAP, turn left - PERAV - R118 VIE - VIE	D7 BAR/D8 BAP MNM 2000 D16 BAR/D17 BAP MNM 4000 PERAV MNM FL90

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Change: TA, DME BAP, Dist.

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SID RWY 25 Northeast, East, Southeast



**SPEED:** MAX 250kt during turns after TKOF.(except BANAV 6B)  
MAX 220kt during turns after TKOF.(BANAV 6B)

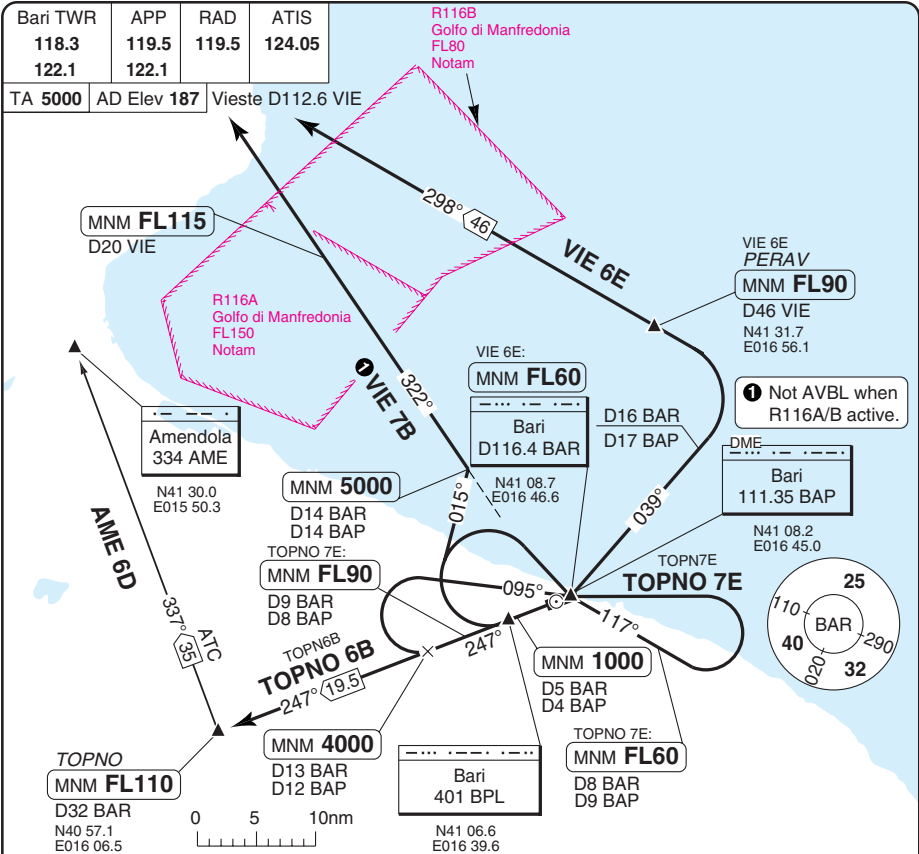
SID	MNM Climb	Routeing	Altitudes
<b>BANAV 6B</b>	4.93% to FL90	Climb on R247 BAR - at D13 BAR/D12 BAP, turn right - R275 BAR - at D2 BAR, turn left - R014 BAR - BANAV	D13 BAR/D12 BAP MNM <b>4000</b> BAR MNM <b>FL60</b> BANAV MNM <b>FL100</b>
<b>BRD 6M</b> (ATC only)	4.93% to 3000	Climb on R247 BAR - at D5 BAR/D4 BAP, turn right - BAR - R117 BAR/R297 BRD - BRD	D5 BAR/D4 BAP MNM <b>1000</b> D12 BAR/D13 BAP MNM <b>3000</b> D21 BAR/D22 BAP MNM <b>FL70</b>
<b>DOLON 6B</b>	4.93% to 3000	Climb on R247 BAR - at D5 BAR/D4 BAP, turn right - BAR - R079 BAR - PIKEL - turn right - R309 BRD - DOLON	D5 BAR/D4 BAP MNM <b>1000</b> D11 BAR/D12 BAP MNM <b>3000</b> PIKEL MNM <b>FL70</b>
<b>URENA 6B</b>	4.93% to 3000	Climb on R247 BAR - at D5 BAR/D4 BAP, turn right - BAR - R079 BAR - PIKEL - URENA	D5 BAR/D4 BAP MNM <b>1000</b> D11 BAR/D12 BAP MNM <b>3000</b> PIKEL MNM <b>FL70</b> URENA MNM <b>FL80</b>

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Change: TA, DME BAP, SID designator, Dist.

**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

SID RWY 25 West, Northwest



30 - 5

**SPEED:** MAX 250kt during first turn after TKOF. (except VIE 6E)  
MAX 220kt during first turn after TKOF. (VIE 6E)

SID	MNM Climb	Routing	Altitudes
<b>AME 6D</b> (ATC only)	4.93% to FL90	Climb on R247 BAR - TOPNO - turn right - 337° AME - AME	R247/D13 BAR/D12 BAP <b>MNM 4000</b> TOPNO <b>MNM FL110</b>
<b>TOPNO 6B</b>	4.93% to 3000	Climb on R247 BAR - TOPNO	R247/D13 BAR/D12 BAP <b>MNM 4000</b> TOPNO <b>MNM FL110</b>
<b>TOPNO 7E</b>	4.93% to 3000	Climb on R247 BAR - at D5 BAR/D4 BAP, turn right - BAR - R117 BAR/R297 BRD - at D12 BAR/D13 BAP, turn left - BAR - TOPNO	D5 BAR/D4 BAP <b>MNM 1000</b> D8 BAR/D9 BAP <b>MNM FL60</b> D9 BAR/D8 BAP <b>MNM FL90</b> TOPNO <b>MNM FL110</b>
<b>VIE 7B 1</b>	4.93% to 3000	Climb on R247 BAR - at D5 BAR/D4 BAP, turn right - 015° - R322 BAR/R142 VIE - VIE	D5 BAR/D4 BAP <b>MNM 1000</b> D14 BAR/D14 BAP <b>MNM 5000</b> D20 VIE <b>MNM FL115</b>
<b>VIE 6E</b>	4.93% to FL90	Climb on R247 BAR - at D13 BAR/D12 BAP, turn right - R275 BAR - BAR - R039 BAR - at D16 BAR/D17 BAP, turn left - R118 VIE - PERAV - VIE	D5 BAR/D4 BAP <b>MNM 1000</b> D13 BAR/D12 BAP <b>MNM 4000</b> BAR <b>MNM FL60</b> PERAV <b>MNM FL90</b>

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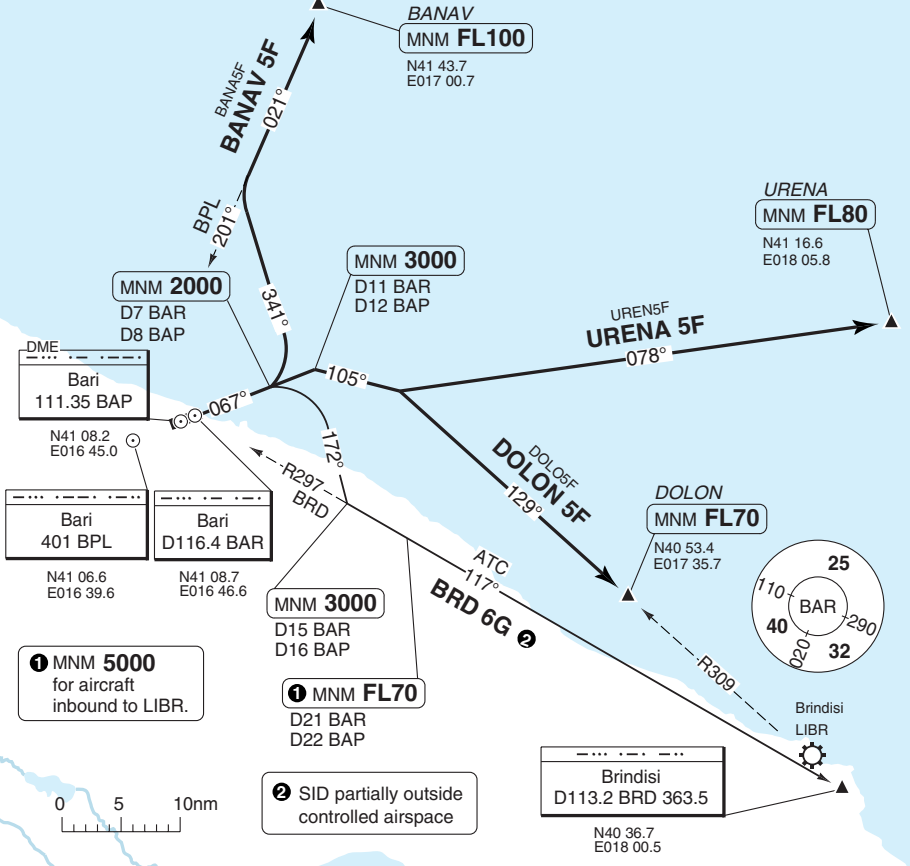
**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

SID RWY 07 NDB BPL BANAV, BRD, DOLON, URENA

Bari TWR	APP	RAD	ATIS
118.3	119.5	119.5	124.05
122.1	122.1		

TA 5000 | AD Elev 187

30 - 6



**MNM 5000**  
for aircraft  
inbound to LIBR.

**②** SID partially outside  
controlled airspace

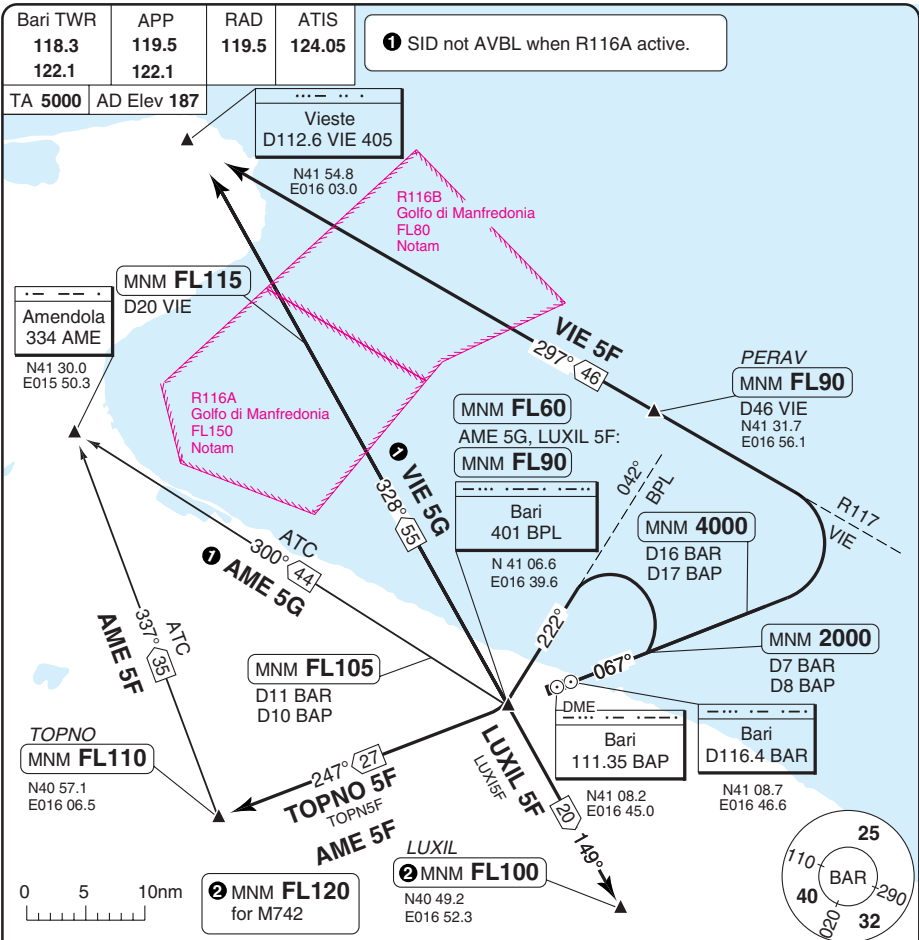
**MNM Climb Gradient:** 4.9% (300ft/nm) to 3000

SID	Routeing	Altitudes
<b>BANAV 5F</b>	Climb on 067° from BPL - at D7 BAR/D8 BAP turn left - 341° - turn right - 021° from BPL - BANAV	D7 BAR/D8 BAP MNM <b>2000</b> BANAV MNM <b>FL100</b>
<b>BRD 6G</b> (ATC only)	Climb on 067° from BPL - at D7 BAR/D8 BAP turn right - 172° - turn left 117°/R297 BRD - BRD	D7 BAR/D8 BAP MNM <b>2000</b> D15 BAR/D16 BAP MNM <b>3000</b> D21 BAR/D22 BAP MNM <b>FL70</b> ①
<b>DOLON 5F</b>	Climb on 067° from BPL - at D11 BAR/D12 BAP turn right - 105° - turn right - intop 129°/R309 BRD - DOLON	D7 BAR/D8 BAP MNM <b>2000</b> D11 BAR/D12 BAP MNM <b>3000</b> DOLON MNM <b>FL70</b>
<b>URENA 5F</b>	Climb on 067° from BPL - at D11 BAR/D12 BAP turn right - 105° - turn left - 078° from BPL - URENA	D7 BAR/D8 BAP MNM <b>2000</b> D11 BAR/D12 BAP MNM <b>3000</b> URENA MNM <b>FL80</b>

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Change: TA, SID designator, ALT restr.

SID RWY 07 NDB BPL AME, LUXIL, TOPNO, VIE



**SPEED:** (Except VIE 5F) MAX 250kt during initial turn.  
**MNM Climb:** 4.9% (300ft/nm) to 3000 (AME 5F, TOPNO 5F, VIE 5F/5G), or to FL90 (AME 5G, LUXIL 5F)  
**INITIAL CLIMB:** (Except VIE 5F) Climb on 067° from BPL - at D7 BAR/D8 BAP turn left - 222° to BPL - BPL - follow SID. D8 BAP/D7 BAR MNM **2000**.

SID	Routeing	Altitudes
<b>AME 5F</b> (ATC only)	Turn right - 247° from BPL - TOPNO - turn right - 337° towards AME - AME	BPL MNM <b>FL60</b> TOPNO MNM <b>FL110</b>
<b>AME 5G 1</b> (ATC only)	Turn right - 300° from BPL - AME	BPL MNM <b>FL90</b> D11 BAR/D10 BAP MNM <b>FL105</b>
<b>LUXIL 5F</b>	Turn left - 149° from BPL - LUXIL	BPL MNM <b>FL90</b> LUXIL MNM <b>FL100 2</b>
<b>TOPNO 5F</b>	Turn right - 247° from BPL - TOPNO	BPL MNM <b>FL60</b> TOPNO MNM <b>FL110</b>
<b>VIE 5F</b>	Climb on 067° from BPL - at D16 BAR/D17 BPL - turn left - 297°/R117 - PERAV - VIE	D16 BAR/D17 BAP MNM <b>4000</b> PERAV MNM <b>FL90</b>
<b>VIE 5G 1</b>	Turn right - 328° from BPL - VIE	BPL MNM <b>FL60</b> D20 VIE MNM <b>FL115</b>

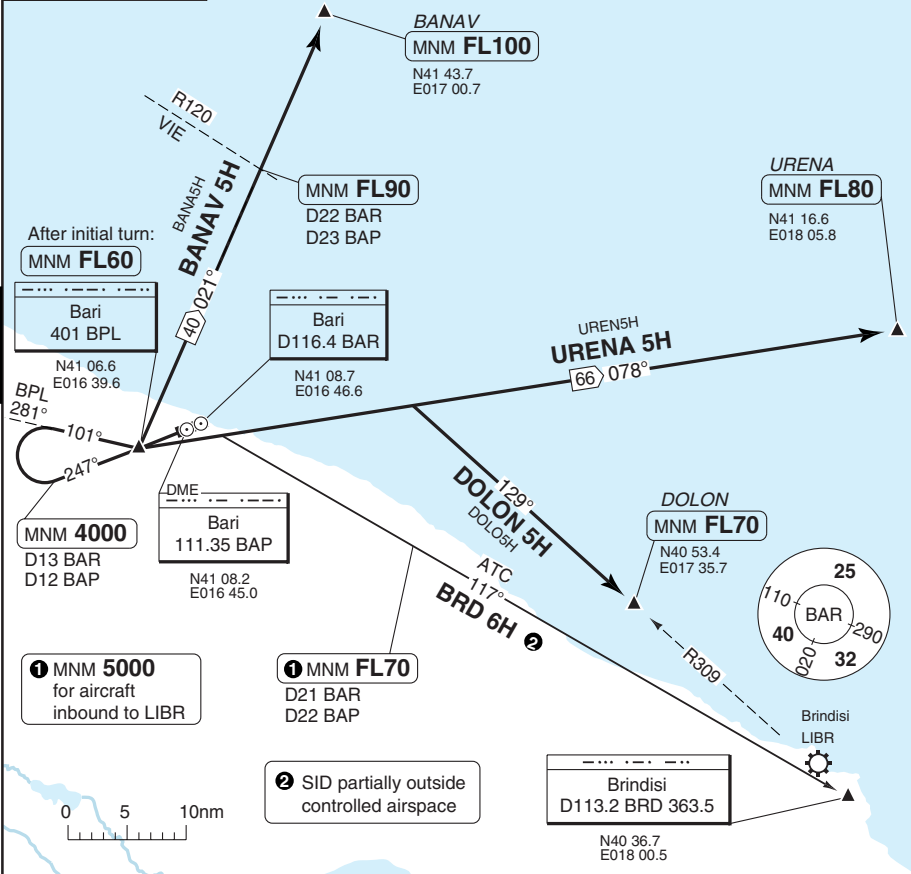
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Change: TA.

SID RWY 25 NDB BPL BANAV, BRD, DOLON, URENA

Bari TWR	APP	RAD	ATIS
118.3	119.5	119.5	124.05
122.1	122.1		

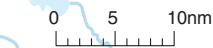
TA 5000 | AD Elev 187



① MNM 5000 for aircraft inbound to LIBR

① MNM FL70 D21 BAR D22 BAP

② SID partially outside controlled airspace



**SPEED:** MAX 250kt in all turns after TKOF.

**Initial Climb:** Climb on 247° to BPL - BPL - 247° from BPL - at D13 BAR/D12 BAP turn right - 101° to BPL - BPL - follow SID. D13 BAR/D12 BAP MNM 4000 , BPL MNM FL60 (after initial turn)

SID	MNM Climb	Routeing	Altitudes
BANAV 5H	5.35% (325ft/nm) to 4000	Turn left - 021° from BPL - BANAV	D22 BAR/D23 BAP MNM FL90 BANAV MNM FL100
BRD 6H (ATC only)		Turn left - 078° from BPL - turn right - 117°/R297 BRD - BRD	D21 BAR/D22 BAP MNM FL70 ①
DOLON 5H		Turn left - 078° from BPL - turn right - 129°/R309 BRD - DOLON	DOLON MNM FL70
URENA 5H		Turn left - 078° from BPL - URENA	URENA MNM FL80

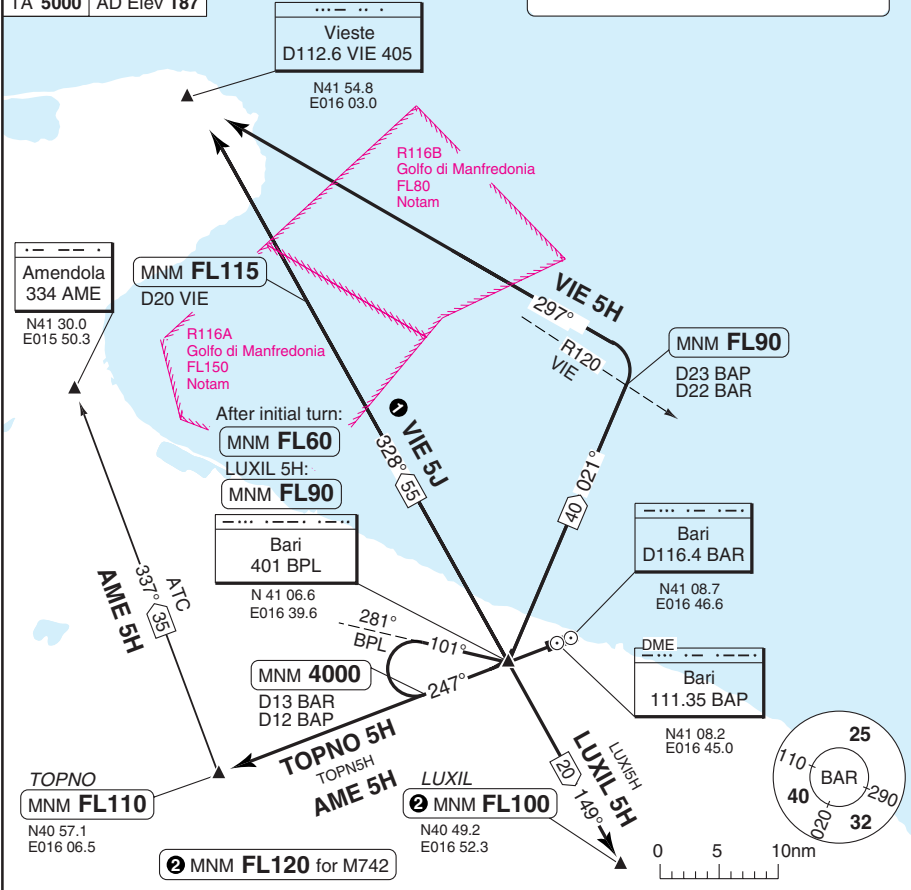
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Change: TA, SID designator, Dist.

SID RWY 25 NDB BPL AME, LUXIL, TOPNO, VIE

Bari TWR	APP	RAD	ATIS
118.3	119.5	119.5	124.05
122.1	122.1		
TA 5000	AD Elev 187		

① SID not AVBL when R116A active



**SPEED:** Except AME 5H and TOPNO 5H, MAX 250kt during turn.  
**INITIAL CLIMB:** Climb on 067° to BPL - BPL - follow SID.

SID	MNM Climb	Routing	Altitudes
AME 5H (ATC only)	5.35% (325ft/nm) to 4000	247° from BPL - TOPNO - turn right - 337° to AME - AME	D13 BAR/D12 BAP MNM 4000 TOPNO MNM FL110
LUXIL 5H	5.35% (325ft/nm) to FL90	247° from BPL - at D13 BAR/D12 BAP turn right - 101° to BPL - BPL - 149° from BPL - LUXIL	D13 BAR/D12 BAP MNM 4000 BPL MNM FL90 LUXIL MNM FL100 ②
TOPNO 5H		247° from BPL - TOPNO	D13 BAR/D12 BAP MNM 4000 TOPNO MNM FL110
VIE 5H	5.35% (325ft/nm) to 4000	247° from BPL - at D13 BAR/D12 BAP turn right - 101° to BPL - BPL - 021° from BPL - at R120 VIE turn left - 297°/R117 VIE - VIE	D13 BAR/D12 BAP MNM 4000 BPL MNM FL60 D22 BAR/D23 BAP MNM FL90
VIE 5J ①		247° from BPL - at D13 BAR/D12 BAP turn right - 101° to BPL - BPL - 328° from BPL - VIE	D13 BAR/D12 BAP MNM 4000 BPL MNM FL60 D20 VIE MNM FL115

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Reverse side blank

Bari APP	RAD	TWR	ATIS
119.5	119.5	118.3	124.05
122.1		122.1	

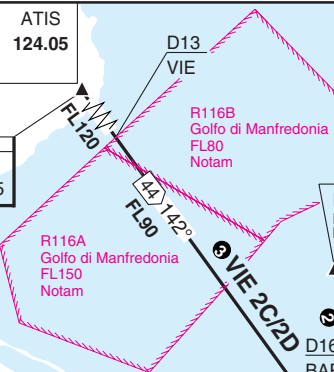
TL ATC AD Elev 187

Vieste  
D112.6 VIE 405

N41 54.8  
E016 03.0

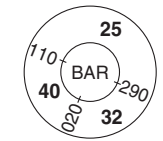
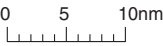
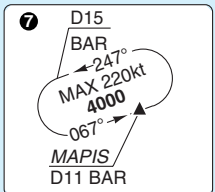
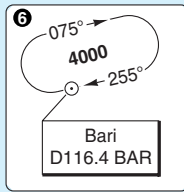
Amendola  
334 AME

N41 30.0  
E015 50.3



**C-STAR** via D14 Arc BAR to MAPIS  
**D-STAR** via VOR/DME BAR

- 1 **BIRSU 2C/2D**  
BIRS2C/2D
- 2 **PISIP 2C/2D**  
PISI2C/2D



- 3 Not AVBL when R116A/B active.
- 4 RADAR REQUIRED when R116A active.

- 5 C-STAR: Cross MAPIS MNM 3000 except for TOPNO 2C: MNM 4000  
If expected to HLD on MAPIS MNM 4000

THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

STAR RWY 07 VOR

40 - 1 | 07 SEP 11

Italy - LIBD / BRI  
Palese BARI

Bari APP	RAD	TWR	ATIS
119.5	119.5	118.3	124.05
122.1		122.1	

TL ATC AD Elev 187

.....  
 Vieste  
 D112.6 VIE 405  
 N41 54.8  
 E016 03.0

R116A  
 Golfo di Manfredonia  
 FL150  
 Notam

D13  
 VIE  
 FL120  
 R116B  
 Golfo di Manfredonia  
 FL80  
 Notam

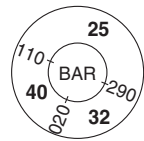
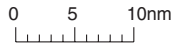
3 Not AVBL when R116A/B active

TOPNO  
 N40 57.1  
 E016 06.5

TOPN2B  
 TOPNO 2B  
 21.5 067°  
 4000

MAPIS  
 N41 04.7  
 E016 33.0

MNM 4000  
 .....  
 Bari  
 D116.4 BAR  
 N41 08.7  
 E016 46.6



PISIP  
 D24 BAR  
 N41 31.8  
 E016 38.2

PISIP 2B  
 PIS2B  
 129°  
 102°

PIKEL  
 BAR  
 N41 11.1  
 E017 09.5

LUXIL  
 N40 49.2  
 E016 52.3

LUXIL 1A  
 D20 BAR Atc  
 FL90

BIRSU  
 D26 BAR  
 N41 34.6  
 E016 49.6

BIRSU 2A  
 BIRS2A  
 118°  
 4000

OSMAL  
 N41 12.9  
 E017 04.3

BANAV  
 N41 43.7  
 E017 00.7

BANAV 2A/2B  
 BANA2A/2B

BANAV 2A  
 PISI2A  
 PISIP 2A

PIKEL  
 BAR  
 N41 11.1  
 E017 09.5

LUXIL 1A  
 D20 BAR Atc  
 FL90

D30  
 BAR

BANAV 2A/2B  
 BANA2A/2B

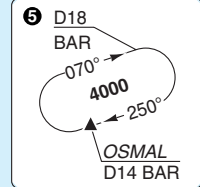
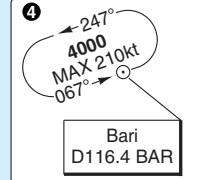
BANAV 2A  
 PISI2A  
 PISIP 2A

OSMAL  
 N41 12.9  
 E017 04.3

PIKEL  
 BAR  
 N41 11.1  
 E017 09.5

LUXIL 1A  
 D20 BAR Atc  
 FL90

- 1 PISIP 2A  
PISI2A
- 2 BIRSU 2B  
BIRS2B



ENOX 2A  
 ENOX2A  
 FL80

ENOX A  
 N41 12.1  
 E017 40.1

DOLON 3A  
 DOL03A  
 FL80

DOLON  
 N40 53.4  
 E017 35.7

.....  
 Brindisi  
 D113.2 BRD 363.5  
 N40 36.7  
 E018 00.2

Bari APP	RAD	TWR	ATIS
119.5	119.5	118.3	124.05
122.1		122.1	

TL ATC AD Elev 187

Vieste  
D112.6 VIE 405

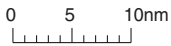
Amendola  
334 AME  
N41 30.0  
E015 50.3

N41 54.8  
E016 03.0

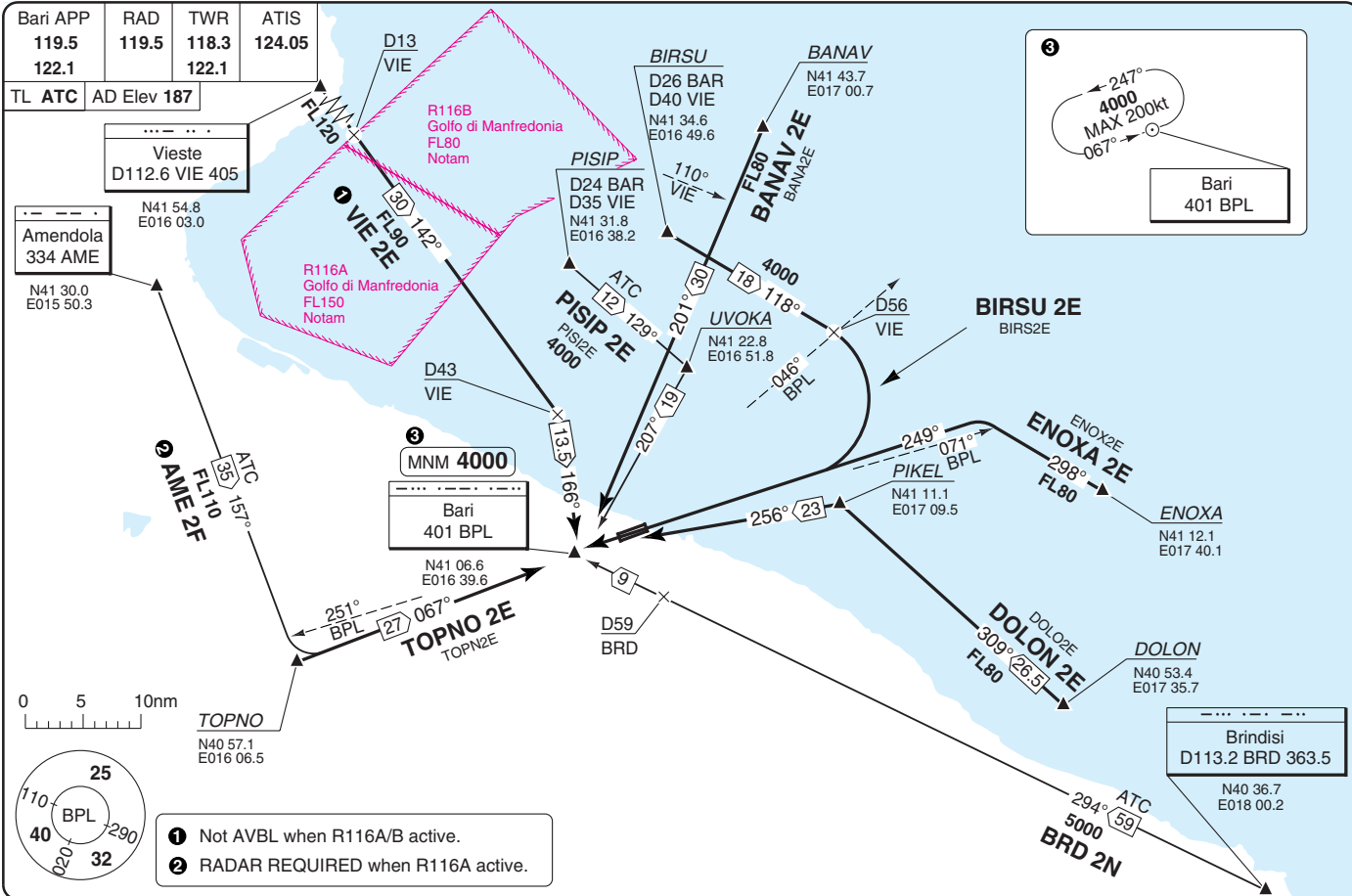
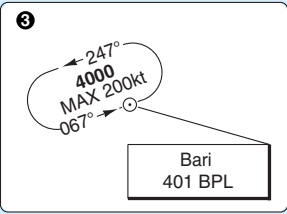
MNM 4000  
Bari  
401 BPL  
N41 06.6  
E016 39.6

TOPNO  
N40 57.1  
E016 06.5

Brindisi  
D113.2 BRD 363.5  
N40 36.7  
E018 00.2



- 1 Not AVBL when R116A/B active.
- 2 RADAR REQUIRED when R116A active.



STAR  
NDB

WIEF 25 AUG 11

40 - 3 | 27 JUL 11

Italy - LIBD / BRI  
Palase BARI

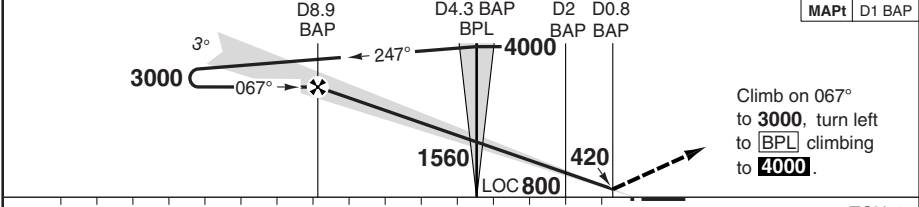
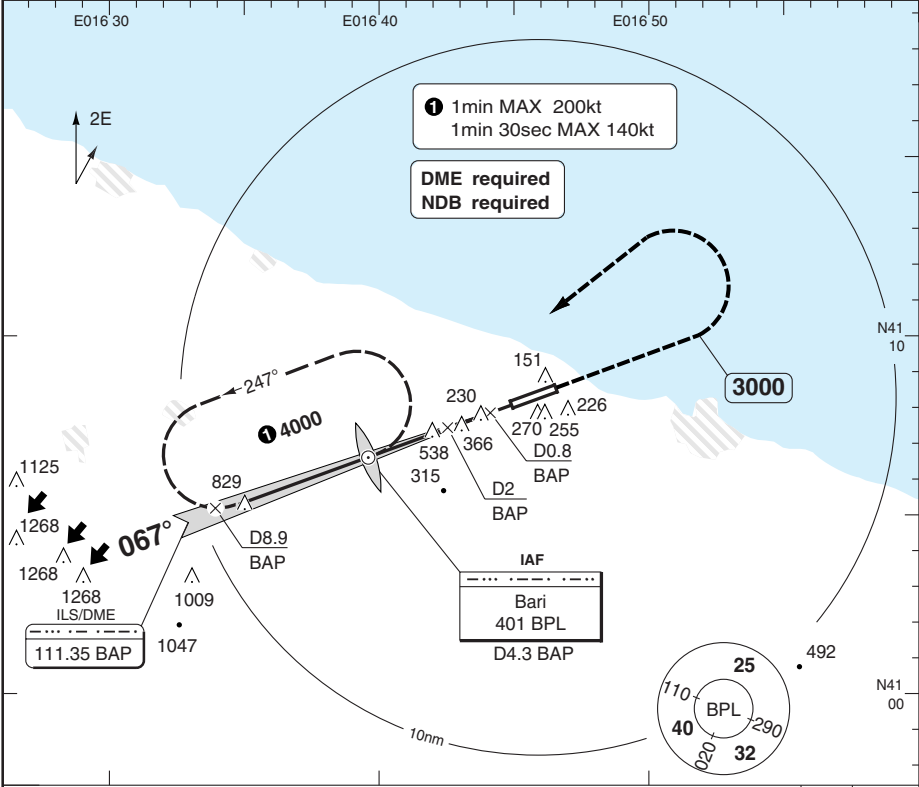
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Change: Star Designator, ATIS, Dist

# ILS X RWY 07

Bari APP	RAD	TWR	ATIS
119.5	119.5	118.3	124.05
122.1		122.1	

ILS/DME 111.35 BAP	FAT 067°	DTHR Elev 176	AD Elev 187	TL ATC	TA 5000
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nm 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0 TCH 49

ACFT	ILS+DME	LOC+DME	Circling <sup>a</sup>
A	380 (200) 550m	600 (424) 1300m	850 (663) 1.5km
B			850 (663) 1.6km
C	380 (204) 550m		1000 (813) 2.4km
D	390 (214) 550m		1000 (813) 3.6km

<sup>a</sup> North of AD

DME BAP	3.0° ALT	LDA 2444x45 8018x147ft P 3° L/R (49)
8	2720	
7	2410	
6	2090	
5	1780	
4	1470	
3	1160	
2	840	
	720	

GS	80	100	120	140	160
ROD 3.0°	420	520	630	730	830

Change: TA, OBST, Minima.

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50 - 1

WEF 25 AUG 11

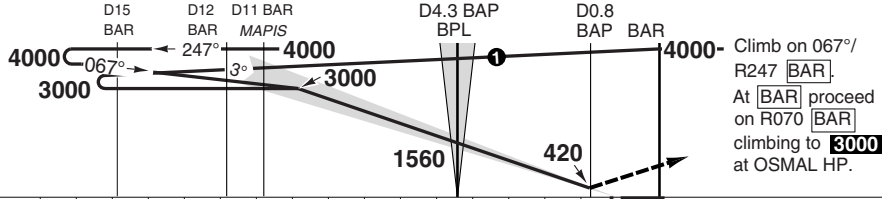
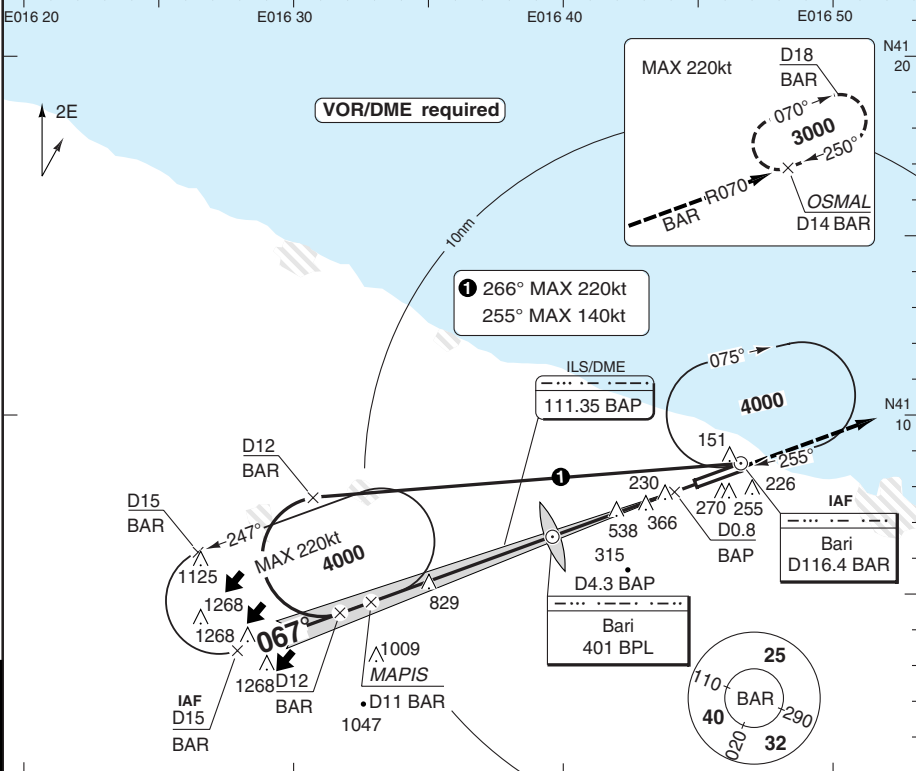
50 - 2 | 27 JUL 11

Italy - LIBD / BRI  
Palese **BARI**

ILS Z RWY 07

Bari APP	RAD	TWR	ATIS
119.5	119.5	118.3	124.05
122.1		122.1	

ILS/DME	111.35 BAP	FAT	067°	DTHR Elev	176	AD Elev	187	TL ATC	TA	5000
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nm 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0 TCH 49

ACFT	ILS+DME	Circling <sup>a</sup>	<sup>a</sup> North of AD
A	380 (200)	850 (663) 1.5km	
B	550m	850 (663) 1.6km	
C	380 (204) 550m	1000 (813) 2.4km	
D	390 (214) 550m	1000 (813) 3.6km	

DME BAP	3.0° ALT	LDA 2444x45 8018x147ft P 3° L/R (49)
8	2720	
7	2410	
6	2090	
5	1780	
4	1470	
3	1160	
2	840	

GS	80	100	120	140	160
ROD 3.0°	420	520	630	730	830

Change: TA, OBST.

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PANS OPS 50 - 2

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FALS

720

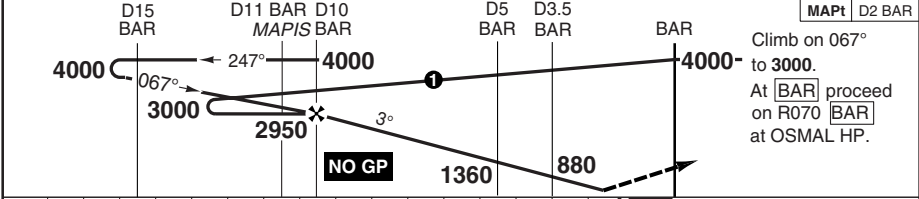
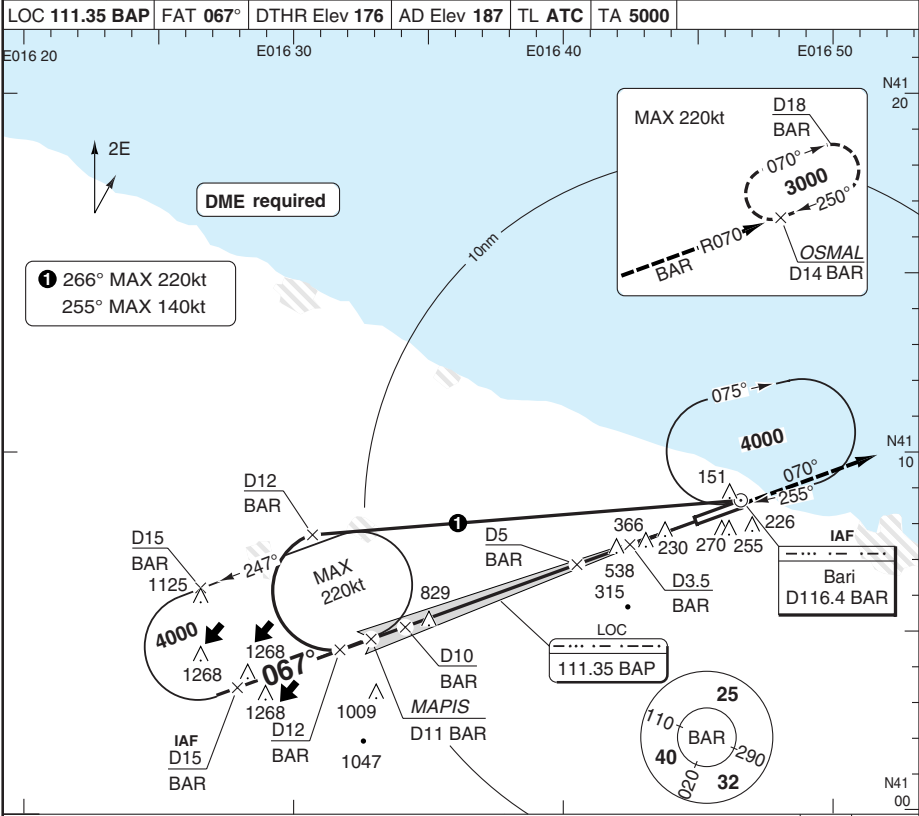
WEF 25 AUG 11

50 - 3 | 27 JUL 11

Italy - LIBD / BRI  
Palese **BARI**

# LOC OR VOR Z Rwy 07

Bari APP 119.5 122.1	RAD 119.5	TWR 118.3 122.1	ATIS 124.05
LOC 111.35 BAP	FAT 067°	DTHR Elev 176	AD Elev 187
TL ATC	TA 5000		



nm 16 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0		D15 BAR		D11 BAR MAPIS BAR		D10 BAR		D5 BAR		D3.5 BAR		BAR		MAPt		D2 BAR	
ACFT		LOC+DME		VOR+DME		Circling <sup>a</sup>		a North of AD		DME BAR		3.0° ALT		LDA 2444x45 8018x147ft P 3° L/R (49)		FALS	
A						850 (663) 1.5km					10	2950					
B	600 (424)		600 (424)			850 (663) 1.6km					9	2630					
C	1300m		1300m			1000 (813) 2.4km					8	2310					
D						1000 (813) 3.6km					7	2000					
GS	80	100	120	140	160						6	1680					
ROD 3.0°	430	530	640	740	850						5	1360					
FAF-MAPt	6:01	4:48	4:00	3:26	3:00						4	1040					
											3	720					720

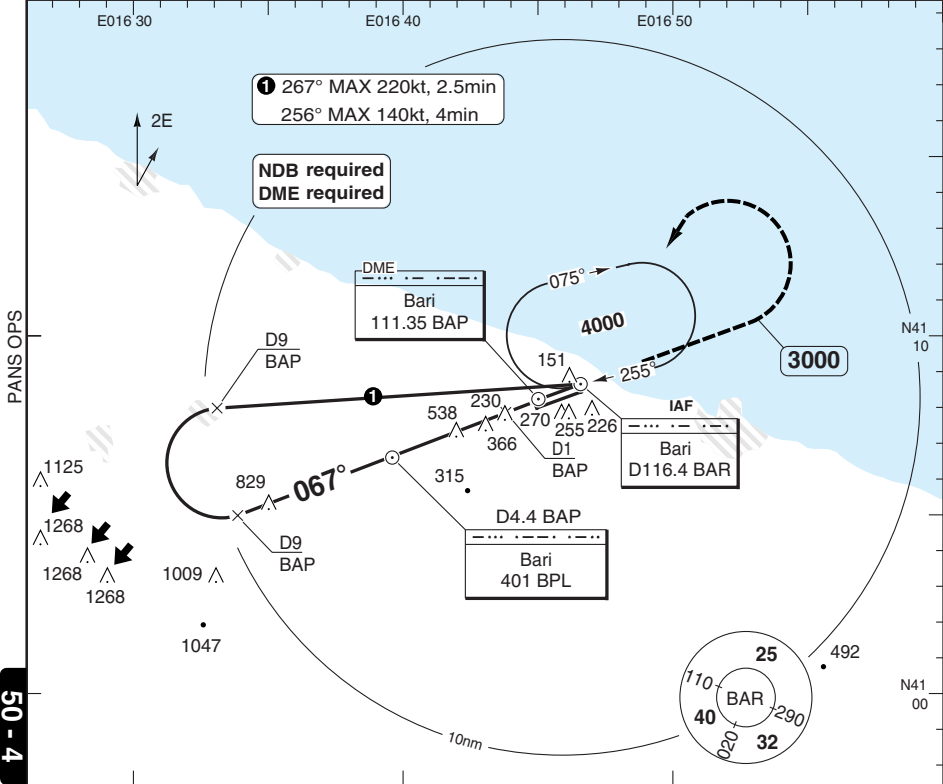
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50 - 3

VOR X RWY 07

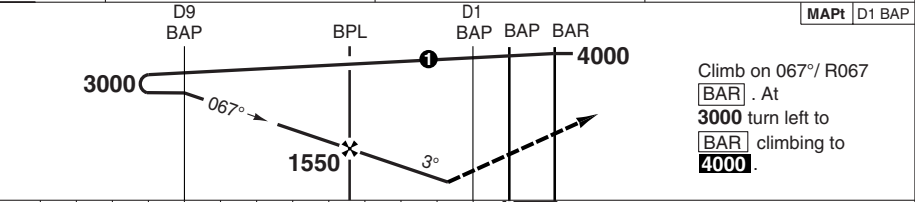
Bari APP	RAD	TWR	ATIS
119.5	119.5	118.3	124.05
122.1		122.1	

VOR/DME 116.4 BAR	FAT 067°	DTHR Elev 176	AD Elev 187	TL ATC	TA 5000
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50 - 4

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nm	13	12	11	10	9	8	7	6	5	4	3	2	1	0
ACFT	<b>VOR+NDB</b>		<b>Circling</b>		<b>A</b> North of AD									
A	800 (624)	1500m	850 (663)	1.5km										
B			850 (663)	1.6km										
C	800 (624)		1000 (813)	2.4km										
D	2200m		1000 (813)	3.6km										
GS	80	100	120	140	160									
ROD 3.0°	420	530	640	740	850									

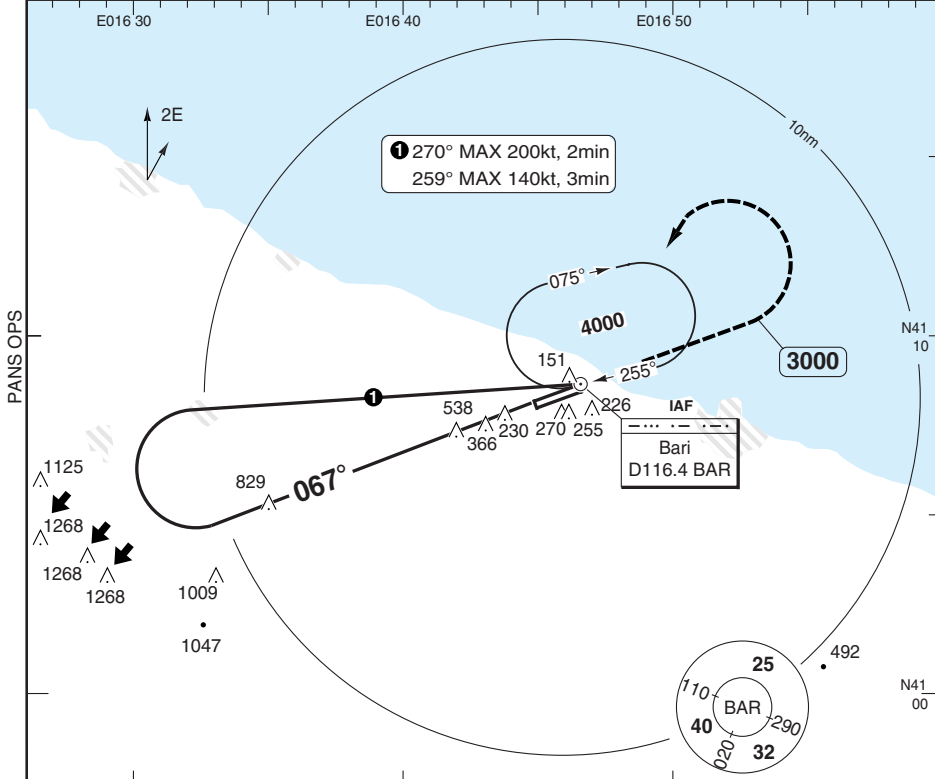
DME BAP	3.0° ALT	LDA 2444x45
4	1440	8018x147ft
3	1120	P 3° L/R (49)
2	800	

720

# VOR Y RWY 07

Bari APP	RAD	TWR	ATIS
119.5	119.5	118.3	124.05
122.1		122.1	

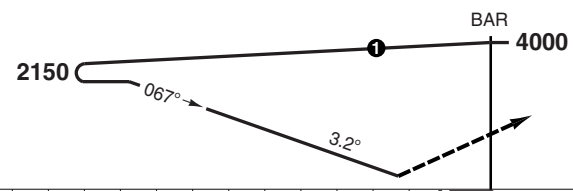
VOR/DME 116.4 BAR	FAT 067°	DTHR Elev 176	AD Elev 187	TL ATC	TA 5000
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PANS OPS

50 - 5

MAPt BAR



Climb on 067° to **3000**.  
Turn left to **BAR** climbing to **4000**.

nm	13	12	11	10	9	8	7	6	5	4	3	2	1	0
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ACFT	<b>VOR</b> <b>b</b>	<b>Circling</b> <b>a</b>
A		
B	1450 (1274)	1470 (1274)
C	5000m	5.0km
D		

**a** North of AD  
**b** Values are for CDFA and non-CDFA

LDA 2444x45  
8018x147ft  
P 3° L/R (49)



FALS

GS	80	100	120	140	160
ROD 3.0°	430	520	640	750	850

720

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Change: Title, Tracks, TA, OBST, Renumbered, Minima.

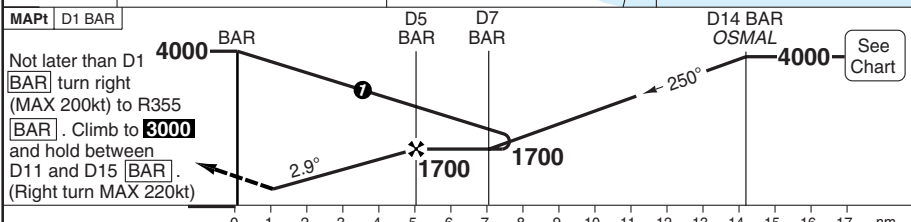
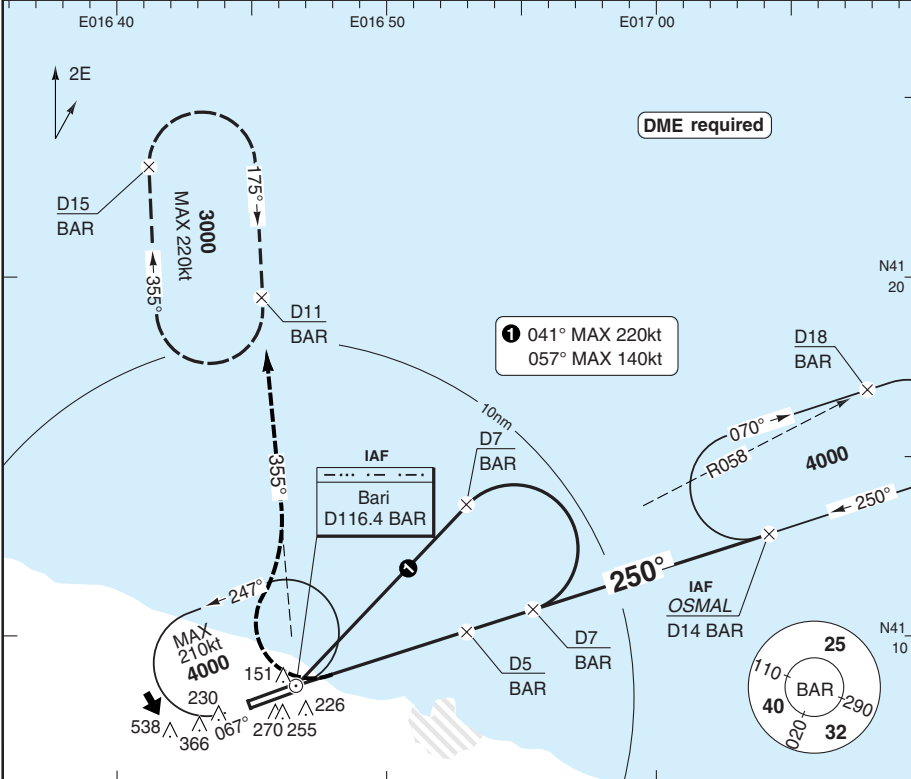
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# VOR Z RWY 25

Bari APP	RAD	TWR	ATIS
119.5	119.5	118.3	124.05
122.1		122.1	

VOR/DME 116.4 BAR	FAT 250°	TDZ Elev 131	AD Elev 187	TL ATC	TA 5000
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ACFT	VOR+DME	Circling <b>a</b>	<b>a</b> North of AD	DME BAR	2.9° ALT	LDA 2820x45 9252x147ft P 3° L/R (55)
A	520 (412)	850 (663) 1.5km		5	1700	
B	1500m	850 (663) 1.6km		4	1400	
C	520 (412)	1000 (813) 2.4km		3	1100	
D	1700m	1000 (813) 3.6km		2	790	
GS	80 100 120 140 160					
ROD 2.9°	400 500 600 700 810					
FAF-MAPt	3:00 2:24 2:00 1:43 1:30					

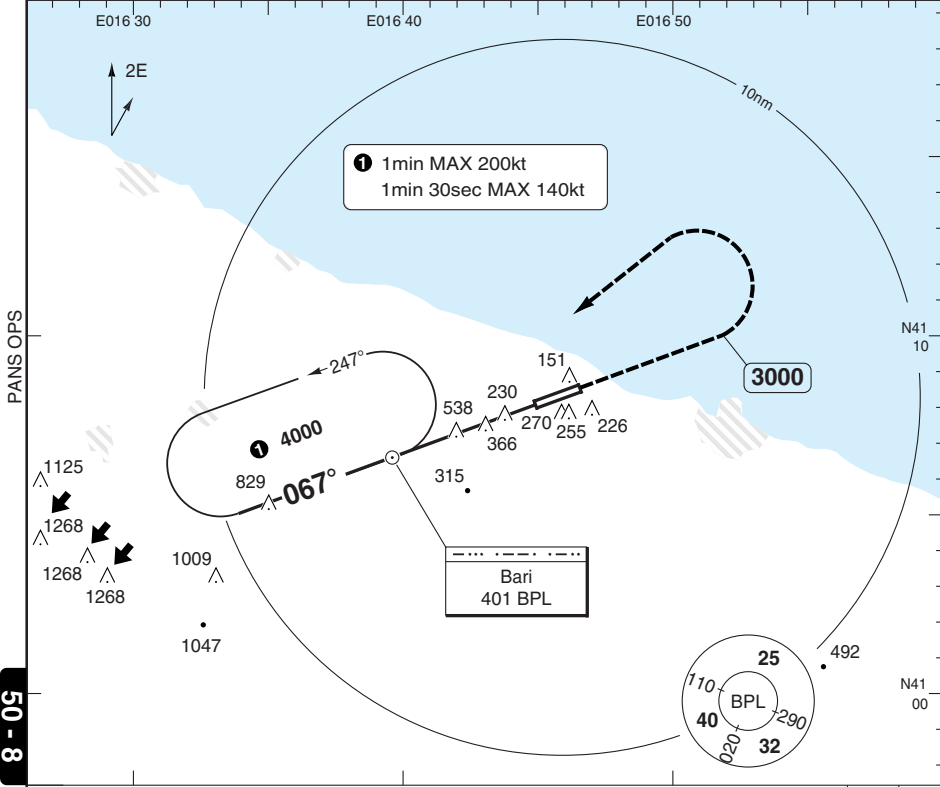
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50-7

# NDB Y RWY 07

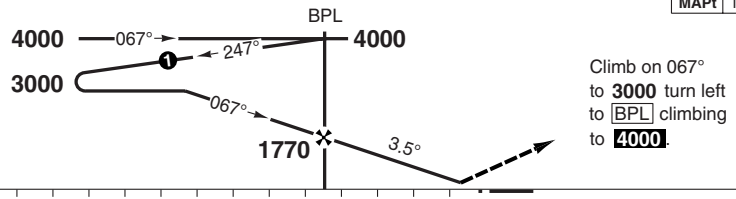
Bari APP	RAD	TWR	ATIS
119.5	119.5	118.3	124.05
122.1		122.1	

NDB 401 BPL	FAT 067°	DTHR Elev 176	AD Elev 187	TL ATC	TA 5000
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PANS OPS

8 - 05



MAPt THR

	nm	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	
ACFT	NDB	Circling <sup>a</sup>																	
A	790 (614)	850 (663) 1.5km		GS	80	100	120	140	160	LDA 2444x45 8018x147ft P 3° L/R (49)									
B	1500m	850 (663) 1.6km		ROD 3.5°	500	620	740	870	990										
				FAF +20s	1600	1570	1530	1490	1450										
				+40s	1440	1370	1280	1200	1120										
C	790 (614)	1000 (813) 2.4km		+60s	1270	1160	1040	910	-										
D	2100m	1000 (813) 3.6km		FAF-790	1:59	1:35	1:19	1:08	0:59										
				FAF-MAPt	3:07	2:30	2:05	1:47	1:34										
				720															

<sup>a</sup> North of AD

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EU OPS

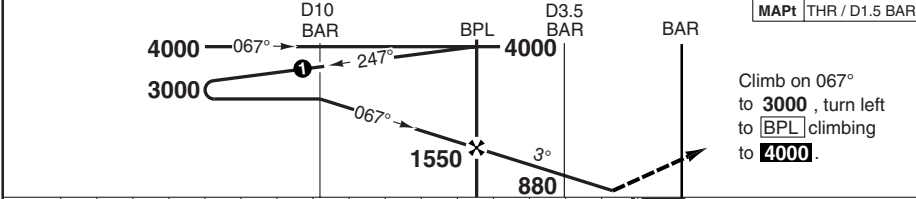
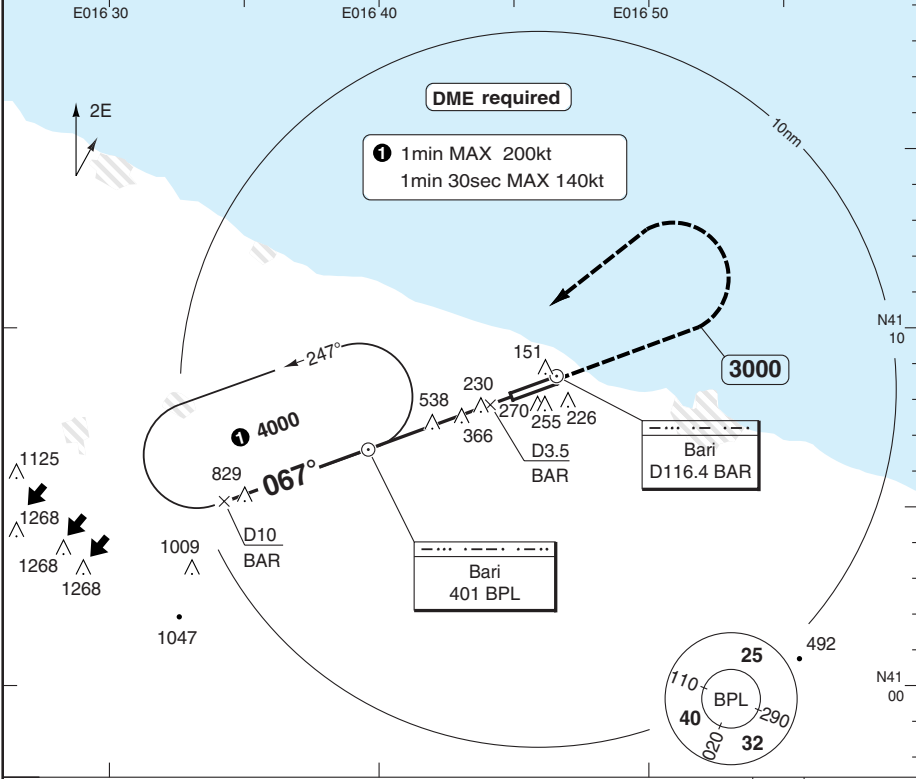
Change: TA, OBST.

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# NDB Z RWY 07

Bari APP	RAD	TWR	ATIS
119.5	119.5	118.3	124.05
122.1		122.1	

NDB 401 BPL	FAT 067°	DTHR Elev 176	AD Elev 187	TL ATC	TA 5000
-------------	----------	---------------	-------------	--------	---------



nm	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
----	----	----	----	----	----	----	----	---	---	---	---	---	---	---	---	---	---

ACFT	NDB+DME	Circling <b>a</b>	<b>a</b> North of AD
A		850 (663) 1.5km	
B	600 (424)	850 (663) 1.6km	
C	1300m	1000 (813) 2.4km	
D		1000 (813) 3.6km	

GS	80	100	120	140	160
ROD 3.0°	430	540	650	760	860
FAF-MAPt	3:08	2:30	2:05	1:47	1:34

DME BAR	3.0° ALT	LDA 2444x45 8018x147ft P 3° L/R (49)
6	1690	
5	1370	
4	1040	
3	720	

GS	80	100	120	140	160
ROD 3.0°	430	540	650	760	860
FAF-MAPt	3:08	2:30	2:05	1:47	1:34

Change: TA, OBST.

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50 - 9

FALS

720

# NDB RWY 25

Bari APP	RAD	TWR	ATIS
119.5	119.5	118.3	124.05
122.1		122.1	

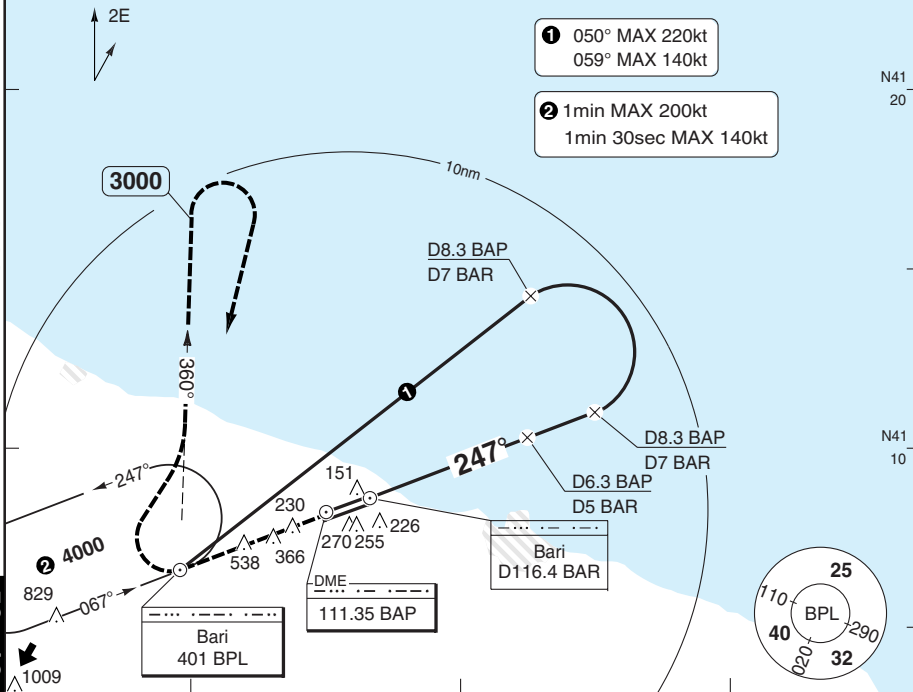
NDB 401 BPL	FAT 247°	TDZ Elev 131	AD Elev 187	TL ATC	TA 5000
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E016 40 E016 50 E017 00

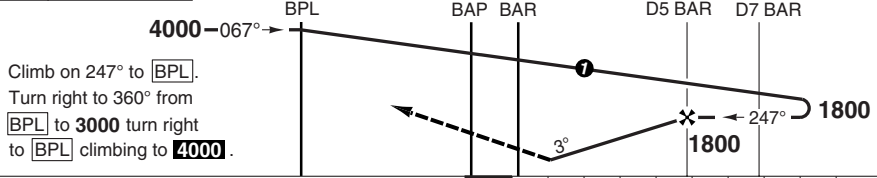
PANS OPS

50 - 10

- DME required**
- ① 050° MAX 220kt  
059° MAX 140kt
  - ② 1min MAX 200kt  
1min 30sec MAX 140kt



MAPt D1 BAR / D2.3 BAP



Climb on 247° to **BPL**.  
Turn right to 360° from **BPL** to **3000** turn right to **BPL** climbing to **4000**.

ACFT **NDB+DME** **Circling a** **a** North of AD

ACFT	NDB+DME	Circling a	a North of AD		
A	<b>600</b> (492) 1500m	<b>850</b> (663) 1.5km <b>850</b> (663) 1.6km			
B		<b>1000</b> (813) 2.4km <b>1000</b> (813) 3.6km			
C	<b>600</b> (492) 2100m				
D					
GS	80	100	120	140	160
ROD 3.0°	420	530	640	740	850
FAF-MAPt	3:00	2:24	2:00	1:43	1:30

DME BAR	3.0° ALT	DME BAP	3.0° ALT
4	<b>1480</b>	6	<b>1700</b>
3	<b>1160</b>	5	<b>1390</b>
2	<b>850</b>	4	<b>1070</b>
		3	<b>760</b>

LDA 2820x45  
9252x147ft  
P 3° L/R (55)



BALS

360

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Change: TA, OBST, Minima.

# JAR-OPS Landing Minima

Palese **BARI**

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
07	ILS/DME X, Z	380	210	600	1000	390	220	600	1000
07	LOC/DME X, Z	600	430	1000	1800	600	430	1400	2000
07	VOR/DME Z or LOC/DME	600	430	1000	1800	600	430	1400	2000
07	VOR X	800	630	1200	2000	800	630	1600	2000
07	VOR W	1300	1130	1400	2000	1300	1130	1800	2000
07	NDB/DME Z	600	430	1000	1800	600	430	1400	2000
07	NDB Y	790	620	1200	2000	790	620	1600	2000
25	VOR/DME Z	520	420	1600	1800	520	420	1800	2000
25	VOR X	600	500	1800	2000	600	500	2000	2000
25	NDB/DME	600	500	1800	2000	600	500	2000	2000

Notes:

CIRCLING		C			D		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
07	VOR W (1)	1300	1120	2400	1300	1120	3600
	All Other Procs (1)	1000	820	2400	1000	820	3600

Notes:

(1) North of RWY only.

TAKE-OFF		C		D	
Runway	Facilities	RVR	Vis	RVR	Vis
07/25	REDL and/or RCL	400	-	400	-
07/25	Nil (Day only)	500	-	500	-

Notes:

# JAR-OPS Landing Minima

Palese **BARI**

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		A				B			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
07	ILS/DME X, Z	<b>380</b>	200	550	1000	<b>380</b>	200	550	1000
07	LOC/DME X, Z	<b>600</b>	430	900	1500	<b>600</b>	430	1000	1500
07	VOR/DME Z or LOC/DME	<b>600</b>	430	900	1500	<b>600</b>	430	1000	1500
07	VOR X	<b>800</b>	630	1000	1500	<b>800</b>	630	1200	1500
07	VOR W	<b>1300</b>	1130	1200	1500	<b>1300</b>	1130	1400	1500
07	NDB/DME Z	<b>600</b>	430	900	1500	<b>600</b>	430	1000	1500
07	NDB Y	<b>790</b>	620	1000	1500	<b>790</b>	620	1200	1500
25	VOR/DME Z	<b>520</b>	420	1300	1500	<b>520</b>	420	1400	1500
25	VOR X	<b>600</b>	500	1500	1500	<b>600</b>	500	1500	1500
25	NDB/DME	<b>600</b>	500	1500	1500	<b>600</b>	500	1500	1500

Notes:

CIRCLING		A			B		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
07	VOR W (1)	<b>1300</b>	1120	1500	<b>1300</b>	1120	1600
	All Other Procs (1)	<b>850</b>	670	1500	<b>850</b>	670	1600

Notes:

(1) North of RWY only.

TAKE-OFF		A		B	
Runway	Facilities	RVR	Vis	RVR	Vis
07/25	REDL and/or RCL	400	-	400	-
07/25	Nil (Day only)	500	-	500	-

Notes: