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JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

Trip Kit Index
Airport Information For LIBD
Terminal Charts For LIBD
Revision Letter For Cycle 08-2026
Change Notices
Notebook

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General Information

Location: BARI ITA
ICAO/IATA: LIBD / BRI
Lat/Long: N41° 08.28', E016° 45.90'
Elevation: 193 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0544 Z
Sunset: 1532 Z

Runway Information

Runway: 07
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 193 ft
Lighting: Edge, ALS, Centerline, REIL

Runway: 25
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 131 ft
Lighting: Edge, ALS, Centerline, REIL

Communication Information

ATIS: 124.050
Bari Tower: 118.300 VHF-DF
Apron Management Office Ramp/Taxi: 131.500
Brindisi Radar Approach: 133.025 RCO
Brindisi Radar Approach: 118.750 RCO

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1. GENERAL

1.1. ATIS

ATIS 124.050

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NIGHTTIME RESTRICTION

Between 2100-0500Z (2000-0400Z) landing ACFT shall use all the available length of RWY to reach apron or parking area except for ACFT having landing performances allowing a shorter run without use of reverse thrust.

1.2.2. 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 2100- 0500Z (2000-0400Z) 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.

1.2.3. REVERSE THRUST

The use of reverse thrust exceeding minimum limits indicated in the ACFT manual is only allowed for safety or operational reasons.

1.2.4. AUXILIARY POWER UNITS (APUs)

No APU shall be turned on 60 minutes earlier than the estimated off-block time and turned off 20 minutes later than the on-block time. A longer period for the APU use is authorized in presence of contingency reasons and high temperatures.

1.3. PROCEDURES IN REDUCED VISIBILITY CONDITIONS (AWO)

1.3.1. GENERAL

LVP are not allowed.

Any taxiing operation is not allowed with RVR/VIS less than 550m.

Only one movement at a time is allowed, if part of or entire maneuvering area cannot be visually monitored by TWR. With RVR less than 550m ACFT ready operations will be suspended.

1.3.2. ARRIVAL

Landing ACFT on RWY 07 shall vacate the RWY via TWY A or TWY B and report RWY vacated.

1.3.3. DEPARTURE

ACFT shall enter RWY 07 via TWY G when RVR is equal to or le ss than 550m. In case of aborted take-off RWY shall be vacated via TWY A or TWY B.

1.4. TAXI PROCEDURES

Follow-me available on pilots or ATC request.

For taxi routings and for wingspan restrictions refer to 10-9 charts.

1.5. PARKING INFORMATION

Visual parking guiding system for stands 301, 303, 305, 307, 309, 310 and 312 with optical guide.

Stands 103, 105, 106, 110, 301, 303, 305, 307, 309, 310, 312 and 313 are push-back.

Entry/exit for stand 313 only via TWY P and Follow-me compulsory.

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

Arriving ACFT shall reduce speed (unless otherwise instructed by ATC) to:

- 210 KT at a distance of 12NM from RWY THR;
- 180 KT at a distance of 9NM from RWY THR;
- 160 KT at a distance of 5NM from RWY THR.

2.2. COMMUNICATION FAILURE PROCEDURES

If radio failure occurs, when ACFT has already received taxi instruction, it shall continue to the limit clearance assigned where it will wait for Follow-me vehicle or, if authorized, to the stand assigned.

If radio failure occurs en route or any taxi instruction has been received, the ACFT shall comply with the following:

- RWY 25 in use

  If any taxi instruction has been received, the ACFT will vacate the RWY through TWY G exceeded the waiting point, will stop taxiing near Intermediate Holding Position (IHP) and waiting for Follow-me vehicle.

- RWY 07 in use

  If any taxi instruction has been received, the ACFT will vacate the RWY through TWY A, exceeded the waiting point, will stop taxiing near IHP T1 and waiting for Follow-me vehicle.

2.3. MINIMUM RWY OCCUPANCY

Approaching RWY 07 should prepare the landing to vacate the RWY via TWY B.

Approaching RWY 25 should prepare the landing to vacate the RWY via TWY E or TWY F.

3. DEPARTURE

3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.1.1. START-UP AND PUSH-BACK

Departing ACFT:

- shall receive the signal "ALL CLEAR" from ground staff before requesting start-up clearance to TWR;
- start-up will be provided only after ATC has received "ACFT READY" communication by aerodrome operator.

  "ACFT ready" means:

  - handling operations completed and confirmed by the agent;
  - doors and holds are closed;
  - stairs retracted or removed;
  - push-back tractor connected (nose-in stand);
  - ACFT safety area clear from personnel, vehicles and obstacles.

Push-back: stand exit is through apron taxilane Q. Request approval from TWR before starting operations.

3.2. COMMUNICATION FAILURE PROCEDURES

Departing ACFT shall continue on the assigned taxi route to the clearance limit received, waiting for Follow-me vehicle in order to be guided back to the stand.

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3. DEPARTURE

3.3. MINIMUM RWY OCCUPANCY

As far as possible, pre-flight checks shall be completed before line-up, other checks after line-up, shall be carried out as quickly as possible. Departing ACFT shall comply with ATC clearance to line-up without any delay. Take-off run shall start immediately after take-off clearance. If unable to comply, pilots shall inform BARI TWR prior to lining-up.

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. RWY USAGE

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

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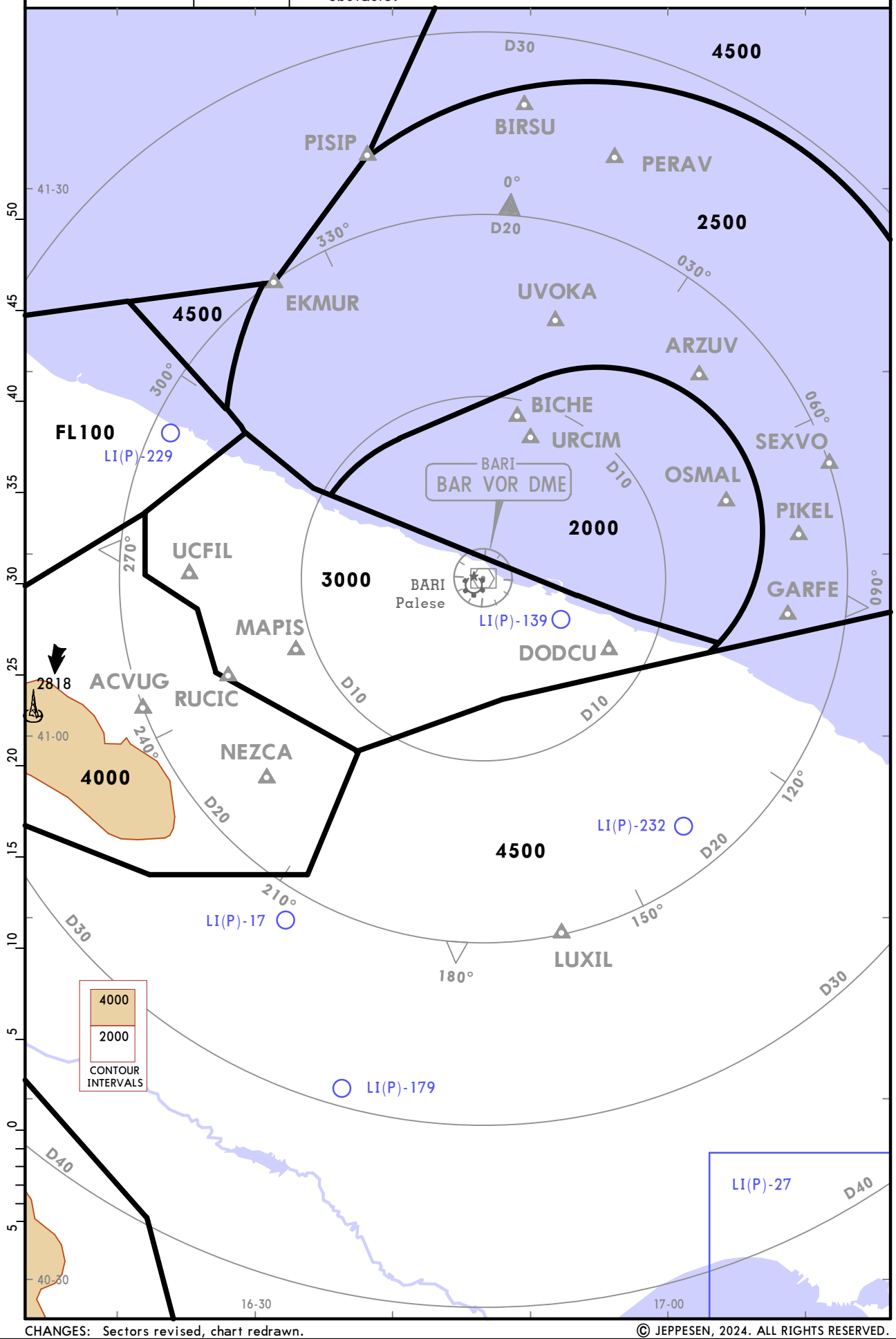
LIBD/BRI
PALESE

JEPPESEN
5 JUL 24 (10-1R) Eff 11 Jul

BARI, ITALY
RADAR MINIMUM ALTITUDES

BRINDISI Radar (Airspace) 126.875	Apt Elev 193	Alt Set: hPa Trans level: By ATC Trans alt: 5000 1. Chart only to be used for cross-checking of altitudes assigned by BRINDISI Radar. 2. Minimum altitudes ensure at least 1000 clearance over the highest obstacle.



CHANGES: Sectors revised, chart redrawn.

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ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
124.050	193	RNAV 1 or RNP 1. For "monitoring and alerting" reasons RNP 1 specification is required in case of RADAR service unavailability or degradation.

BANAV 1F [BANA1F], LUMAR 1F [LUMA1F]
PERAV 1F [PERA1F]
RNAV ARRIVALS (RWY 07)

STAR	ROUTING
BANAV 1F	BANAV - PERAV (4500+) - BICHE (4000+) - BD549 (K230-; 4000+) - UCFIL (K210-; 6000-; 4000+ ❶) - BD534 (K210-; 4000+) - BD529 (K200-; 4000+) - BD423 (K200-; 4000+) - ACVUG (K200-; 4000+) - RUCIC (K190-; 4000+).
LUMAR 1F	LUMAR - BD589 (FL100+) - BICHE (4500+) - BD549 (K230-; 4000+) - UCFIL (K210-; 6000-; 4000+ ❶) - BD534 (K210-; 4000+) - BD529 (K200-; 4000+) - BD423 (K200-; 4000+) - ACVUG (K200-; 4000+) - RUCIC (K190-; 4000+).
PERAV 1F	PERAV - BICHE (4000+) - BD549 (K230-; 4000+) - UCFIL (K210-; 6000-; 4000+ ❶) - BD534 (K210-; 4000+) - BD529 (K200-; 4000+) - - BD423 (K200-; 4000+) - ACVUG (K200-; 4000+) - RUCIC (K190-; 4000+).

❶ Only for direct routing to RUCIC.

BANAV
LUMAR
BD589
FL100
PERAV
BANAV 1F: 4500
ARP
BICHE
BANAV 1F, PERAV 1F: 4000
LUMAR 1F: 4500
BD549
MAX 230 KT
4000
UCFIL
MAX 210 KT
❶ 6000
4000
BD534
MAX 210 KT
4000
BD529
MAX 200 KT
4000
BD423
MAX 200 KT
4000
RUCIC
MAX 190 KT
4000
ACVUG
MAX 200 KT
4000
BARI
D 116.4 BAR
4000
2818
4000
2000
CONTOUR INTERVALS

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
In the event of radio failure:
- if the pilot has received and confirmed the ATC clearance, the designated reporting point for the descent for landing is the IAF associated with the assigned STAR;
- if authorization for a STAR has not been received, maintain the assigned level, proceed to BAR VOR, then descend to the minimum holding altitude and begin the approach for landing.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

H RUCIC
3.4 NM
MAX 190 KT
MAX FL100
MHA 4000
1 MIN ❷

❷ For RNAV system without holding functionality.

JEPPESEN
19 DEC 25 (10-2) Eff 25 Dec
BARI, ITALY
RNAV STAR

CHANGES: Lost comms.
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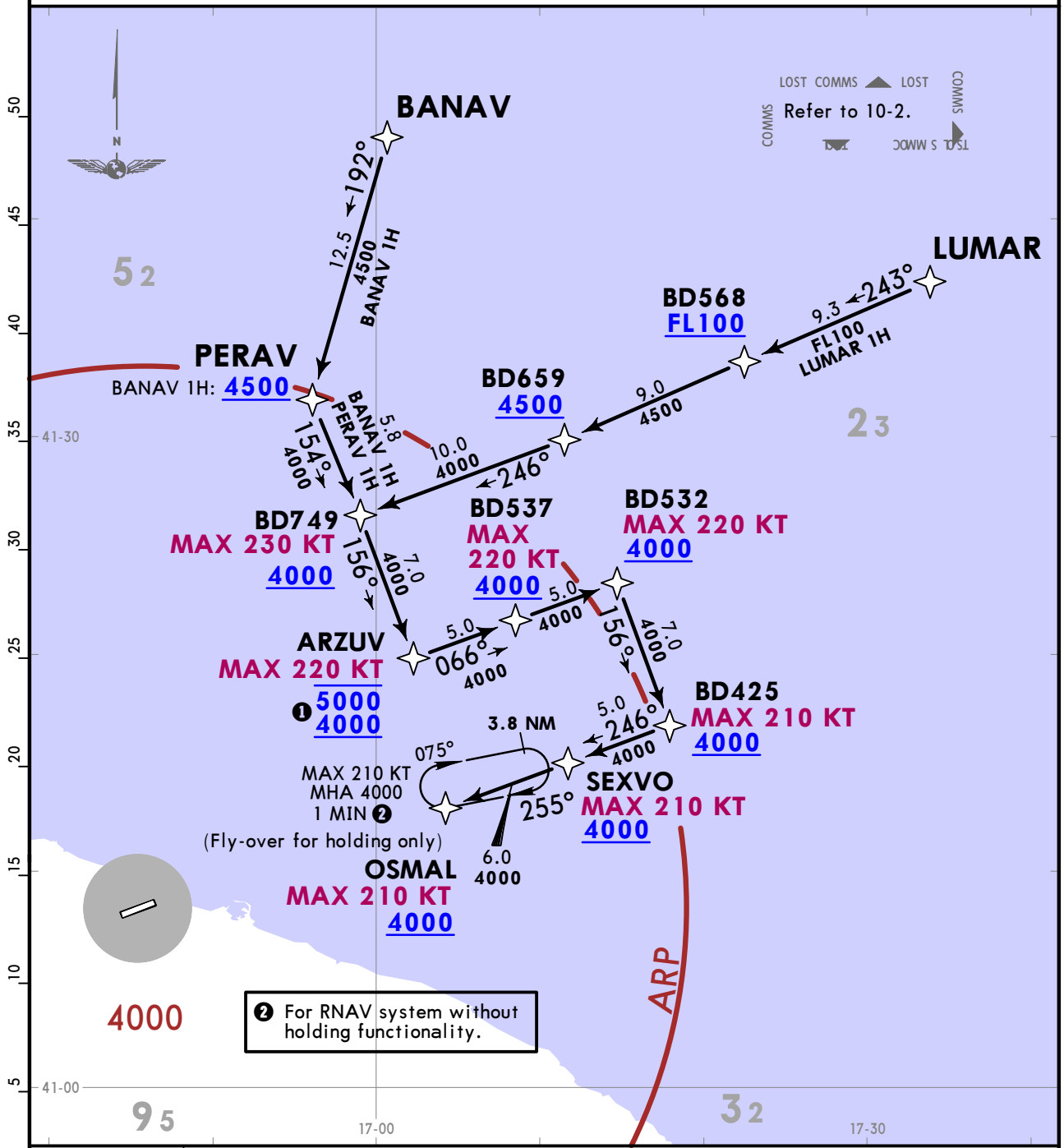
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
124.050	193	RNAV 1 or RNP 1. For "monitoring and alerting" reasons RNP 1 specification is required in case of RADAR service unavailability or degradation.

BANAV 1H [BANA1H], LUMAR 1H [LUMA1H]
PERAV 1H [PERA1H]
RNAV ARRIVALS
(RWY 25)



STAR	ROUTING
BANAV 1H	BANAV - PERAV (4500+) - BD749 (K230-; 4000+) - ARZUV (K220-; 5000-; 4000+ ❶) - BD537 (K220-; 4000+) - BD532 (K220-; 4000+) - BD425 (K210-; 4000+) - SEXVO (K210-; 4000+) - OSMAL (K210-; 4000+).
LUMAR 1H	LUMAR - BD568 (FL100+) - BD659 (4500+) - BD749 (K230-; 4000+) - ARZUV (K220-; 5000-; 4000+ ❶) - BD537 (K220-; 4000+) - BD532 (K220-; 4000+) - BD425 (K210-; 4000+) - SEXVO (K210-; 4000+) - OSMAL (K210-; 4000+).
PERAV 1H	PERAV - BD749 (K230-; 4000+) - ARZUV (K220-; 5000-; 4000+ ❶) - BD537 (K220-; 4000+) - BD532 (K220-; 4000+) - BD425 (K210-; 4000+) - SEXVO (K210-; 4000+) - OSMAL (K210-; 4000+).

❶ Only for direct routing to BD572 for RNP approach RWY 25.

CHANGES: Lost comms.

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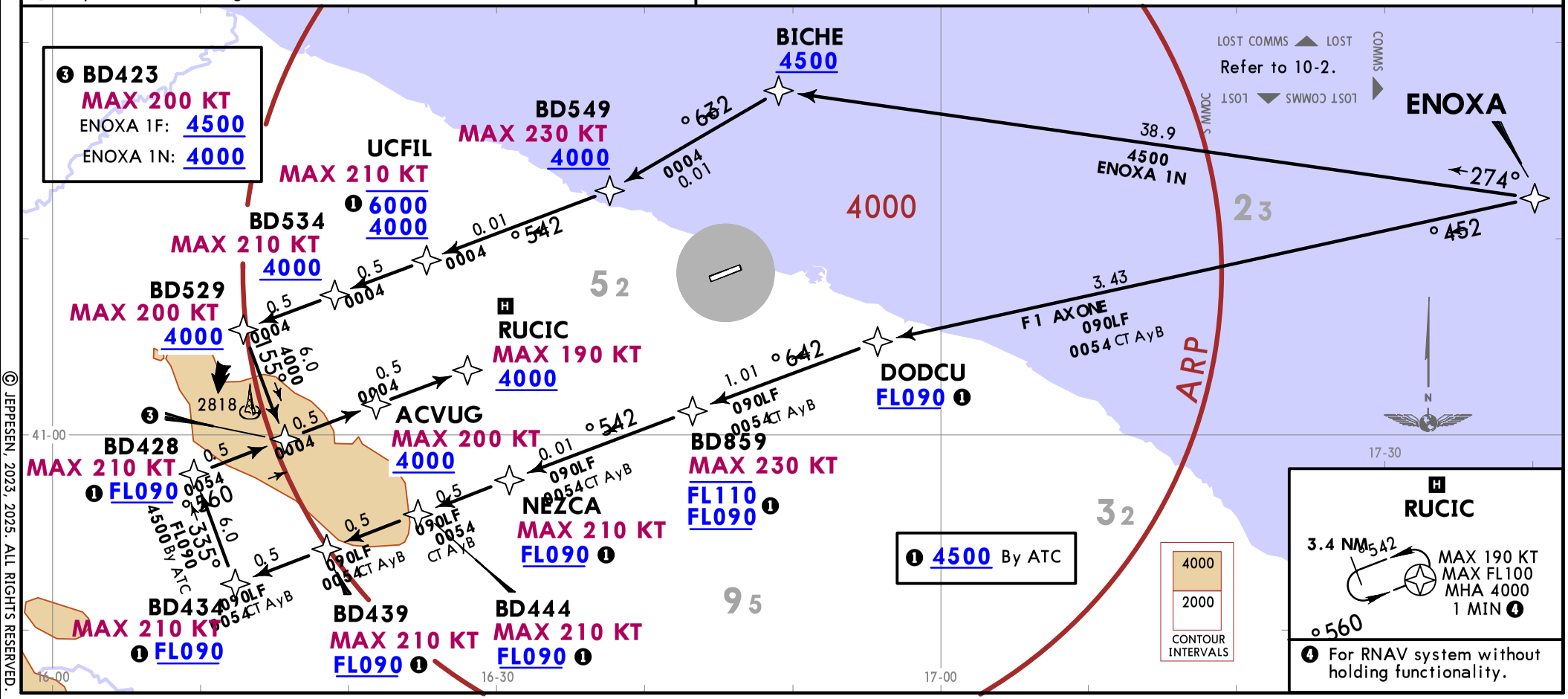
STAR	ROUTING
ENOXA 1F	ENOXA - DODCU (FL090+ ❶) - BD859 (K230-; FL110-; FL090+❶) - NEZCA (K210-; FL090+ ❶) - BD444 (K210-; FL090+❶) - BD439 (K210-; FL090+ ❶) - BD434 (K210-; FL090+❶) - BD428 (K210-; FL090+ ❶) - BD423 (K200-; 4500+) - ACVUG (K200-; 4000+) - RUCIC (K190-; 4000+).
ENOXA 1N	ENOXA - BICHE (4500+) - BD549 (K230-; 4000+) - UCFIL (K210-; 6000-; 4000+❷) - BD534 (K210-; 4000+) - BD529 (K200-; 4000+) - BD423 (K200-; 4000+) - ACVUG (K200-; 4000+) - RUCIC (K190-; 4000+).

❷ Only for direct routing to RUCIC.

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
124.050	193	RNAV 1 or RNP 1. For "monitoring and alerting" reasons RNP 1 specification is required in case of RADAR service unavailability or degradation.

ENOXA 1F [ENOX1F], ENOXA 1N [ENOX1N]
RNAV ARRIVALS
(RWY 07)



CHANGES: Lost comms.
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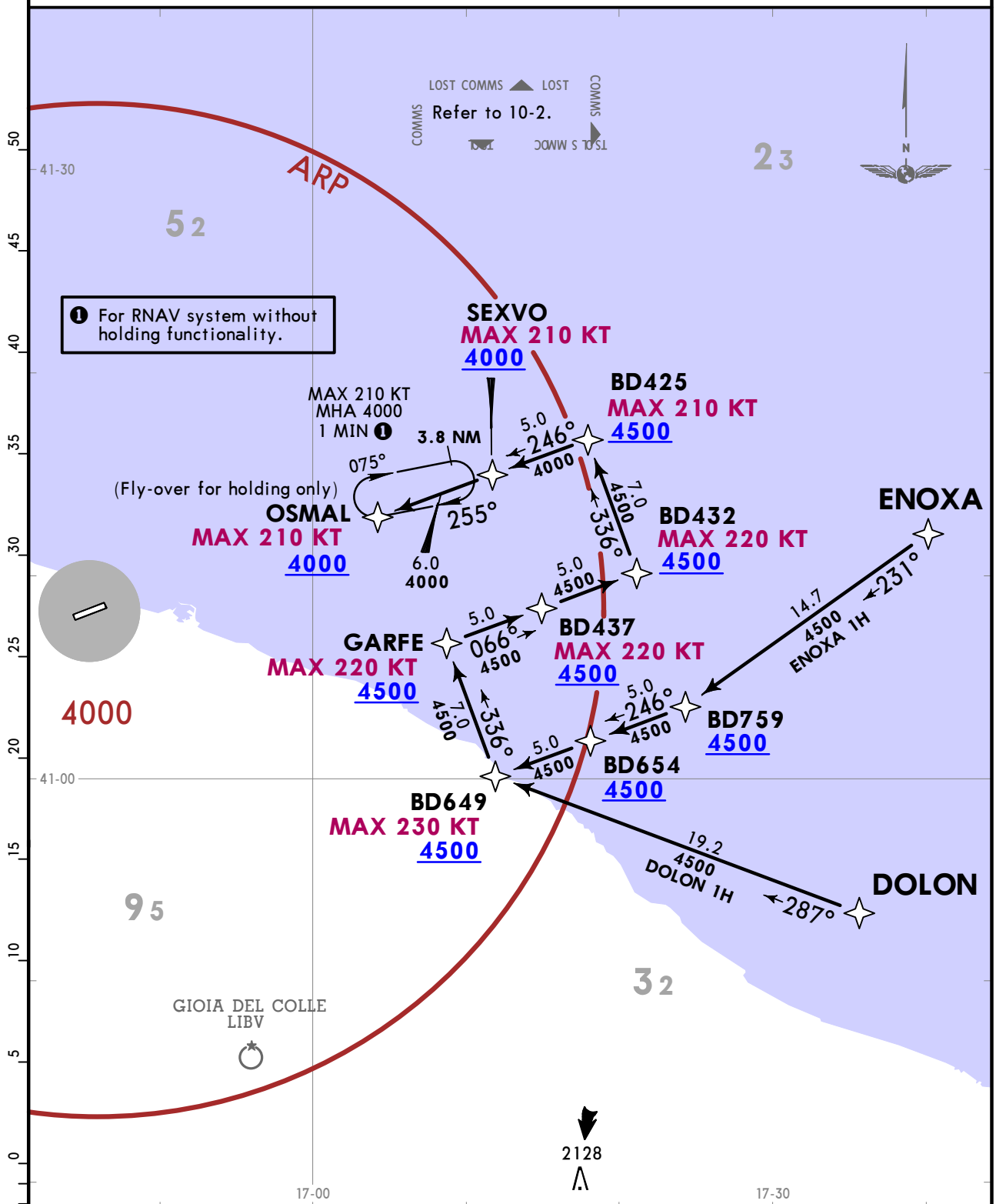
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
124.050	193	RNAV 1 or RNP 1. For "monitoring and alerting" reasons RNP 1 specification is required in case of RADAR service unavailability or degradation.

DOLON 1H [DOLO1H], ENOXA 1H [ENOX1H]
RNAV ARRIVALS
(RWY 25)



STAR	ROUTING
DOLON 1H	DOLON - BD649 (K230-; 4500+) - GARFE (K220-; 4500+) - BD437 (K220-; 4500+) - BD432 (K220-; 4500+) - BD425 (K210-; 4500+) - SEXVO (K210-; 4000+) - OSMAL (K210-; 4000+).
ENOXA 1H	ENOXA - BD759 (4500+) - BD654 (4500+) - BD649 (K230-; 4500+) - GARFE (K220-; 4500+) - BD437 (K220-; 4500+) - BD432 (K220-; 4500+) - BD425 (K210-; 4500+) - SEXVO (K210-; 4000+) - OSMAL (K210-; 4000+).

CHANGES: Lost comms.

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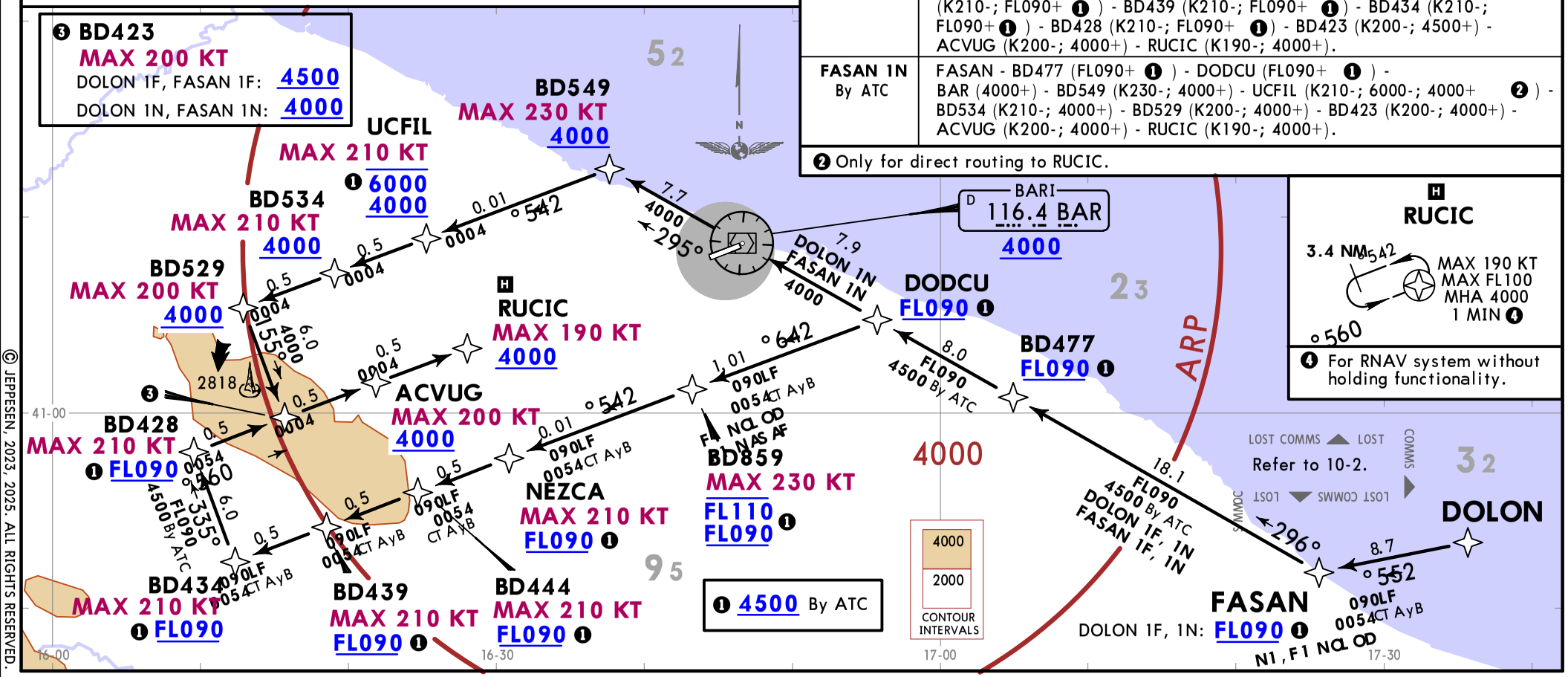
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
124.050	193	RNAV 1 or RNP 1. For "monitoring and alerting" reasons RNP 1 specification is required in case of RADAR service unavailability or degradation.

DOLON 1F [DOLO1F], DOLON 1N [DOLO1N] FASAN 1F [FASA1F], FASAN 1N [FASA1N] RNAV ARRIVALS (RWY 07)

STAR	ROUTING
DOLON 1F	DOLON - FASAN (FL090+ ❶) - BD477 (FL090+ ❶) - DODCU (FL090+ ❶) - BD859 (K230-; FL110-; FL090+ ❶) - NEZCA (K210-; FL090+ ❶) - BD444 (K210-; FL090+ ❶) - BD439 (K210-; FL090+ ❶) - BD434 (K210-; FL090+ ❶) - BD428 (K210-; FL090+ ❶) - BD423 (K200-; 4500+) - ACVUG (K200-; 4000+) - RUCIC (K190-; 4000+).
DOLON 1N By ATC	DOLON - FASAN (FL090+ ❶) - BD477 (FL090+ ❶) - DODCU (FL090+ ❶) - BAR (4000+) - BD549 (K230-; 4000+) - UCFIL (K210-; 6000-; 4000+ ❷) - BD534 (K210-; 4000+) - BD529 (K200-; 4000+) - BD423 (K200-; 4000+) - ACVUG (K200-; 4000+) - RUCIC (K190-; 4000+).
FASAN 1F	FASAN - BD477 (FL090+ ❶) - DODCU (FL090+ ❶) - BD859 (K230-; FL110-; FL090+ ❶) - NEZCA (K210-; FL090+ ❶) - BD444 (K210-; FL090+ ❶) - BD439 (K210-; FL090+ ❶) - BD434 (K210-; FL090+ ❶) - BD428 (K210-; FL090+ ❶) - BD423 (K200-; 4500+) - ACVUG (K200-; 4000+) - RUCIC (K190-; 4000+).
FASAN 1N By ATC	FASAN - BD477 (FL090+ ❶) - DODCU (FL090+ ❶) - BAR (4000+) - BD549 (K230-; 4000+) - UCFIL (K210-; 6000-; 4000+ ❷) - BD534 (K210-; 4000+) - BD529 (K200-; 4000+) - BD423 (K200-; 4000+) - ACVUG (K200-; 4000+) - RUCIC (K190-; 4000+).

❷ Only for direct routing to RUCIC.



❹ For RNAV system without holding functionality.

CHANGES: Lost comms.

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BUMOK 1F [BUMO1F], DOGUS 1F [DOGU1F]
RNAV ARRIVALS
(RWY 07)

ATIS 124.050

Apt Elev 193

Alt Set: hPa Trans level: By ATC

RNAV 1 or RNP 1.
For "monitoring and alerting" reasons RNP 1 specification is required in case of RADAR service unavailability or degradation.

STAR	ROUTING
BUMOK 1F	BUMOK - EFZIL (K230-; FL110+) - BD434 (K210-; FL110+) - BD428 (K210-; FL090+ ❶) - BD423 (K200-; 4500+) - ACVUG (K200-; 4000+) - RUCIC (K190-; 4000+).
DOGUS 1F	DOGUS - EFZIL (K230-; FL110+) - BD434 (K210-; FL110+) - BD428 (K210-; FL090+ ❶) - BD423 (K200-; 4500+) - ACVUG (K200-; 4000+) - RUCIC (K190-; 4000+).

CHANGES: Lost comms.

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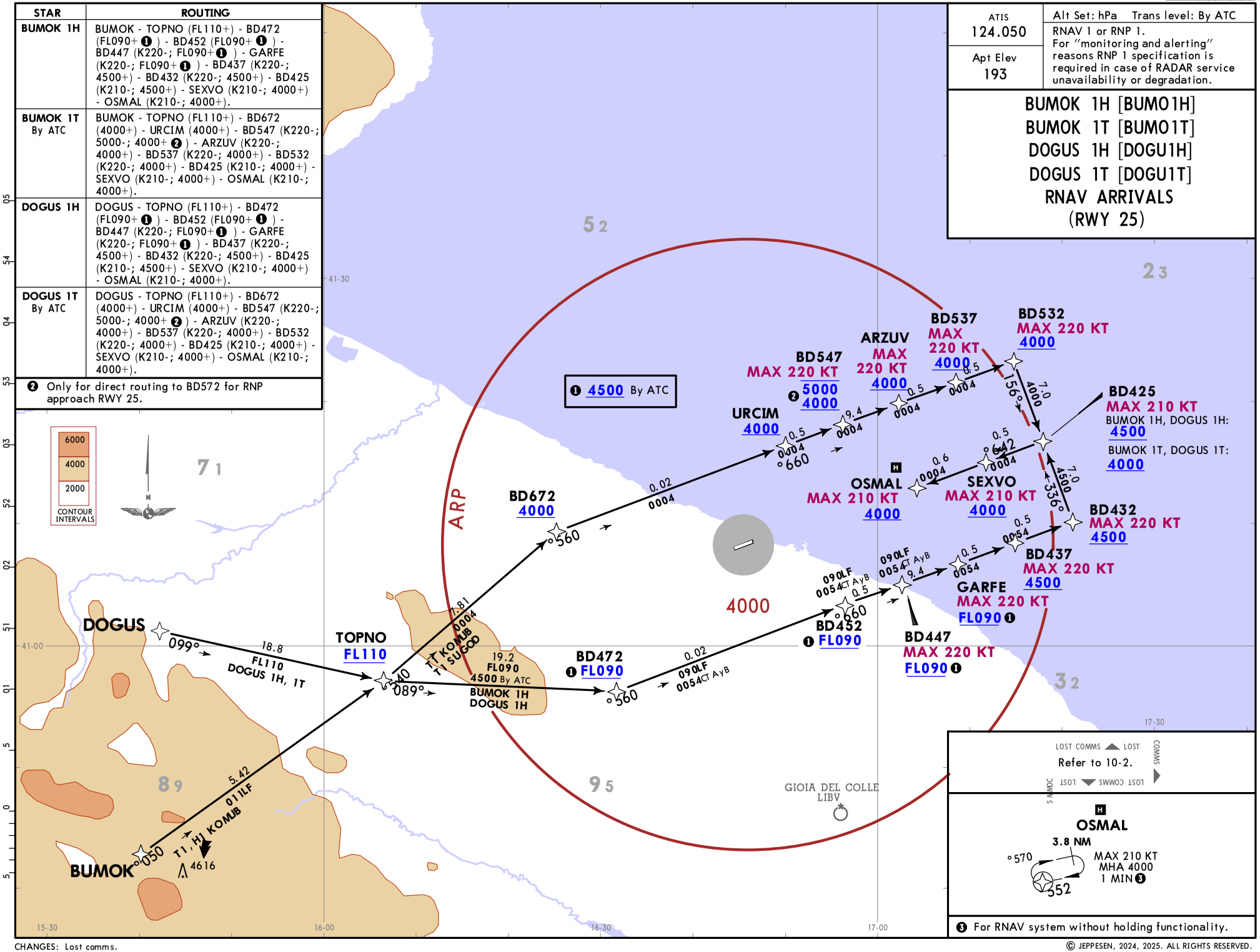
JEPPESEN
19 DEC 25 10-2F Eff 25 Dec
BARI, ITALY
RNAV STAR

STAR	ROUTING
BUMOK 1H	BUMOK - TOPNO (FL110+) - BD472 (FL090+ ❶) - BD452 (FL090+ ❶) - BD447 (K220-; FL090+ ❶) - GARFE (K220-; FL090+ ❶) - BD437 (K220-; 4500+) - BD432 (K220-; 4500+) - BD425 (K210-; 4500+) - SEXVO (K210-; 4000+) - OSMAL (K210-; 4000+).
BUMOK 1T By ATC	BUMOK - TOPNO (FL110+) - BD672 (4000+) - URCIM (4000+) - BD547 (K220-; 5000-; 4000+ ❷) - ARZUV (K220-; 4000+) - BD537 (K220-; 4000+) - BD532 (K220-; 4000+) - BD425 (K210-; 4000+) - SEXVO (K210-; 4000+) - OSMAL (K210-; 4000+).
DOGUS 1H	DOGUS - TOPNO (FL110+) - BD472 (FL090+ ❶) - BD452 (FL090+ ❶) - BD447 (K220-; FL090+ ❶) - GARFE (K220-; FL090+ ❶) - BD437 (K220-; 4500+) - BD432 (K220-; 4500+) - BD425 (K210-; 4500+) - SEXVO (K210-; 4000+) - OSMAL (K210-; 4000+).
DOGUS 1T By ATC	DOGUS - TOPNO (FL110+) - BD672 (4000+) - URCIM (4000+) - BD547 (K220-; 5000-; 4000+ ❷) - ARZUV (K220-; 4000+) - BD537 (K220-; 4000+) - BD532 (K220-; 4000+) - BD425 (K210-; 4000+) - SEXVO (K210-; 4000+) - OSMAL (K210-; 4000+).

❷ Only for direct routing to BD572 for RNP approach RWY 25.

ATIS	Alt Set: hPa Trans level: By ATC
124.050	RNAV 1 or RNP 1. For "monitoring and alerting" reasons RNP 1 specification is required in case of RADAR service unavailability or degradation.
Apt Elev 193	

BUMOK 1H [BUMO1H]
BUMOK 1T [BUMO1T]
DOGUS 1H [DOGU1H]
DOGUS 1T [DOGU1T]
RNAV ARRIVALS
(RWY 25)



CHANGES: Lost comms.

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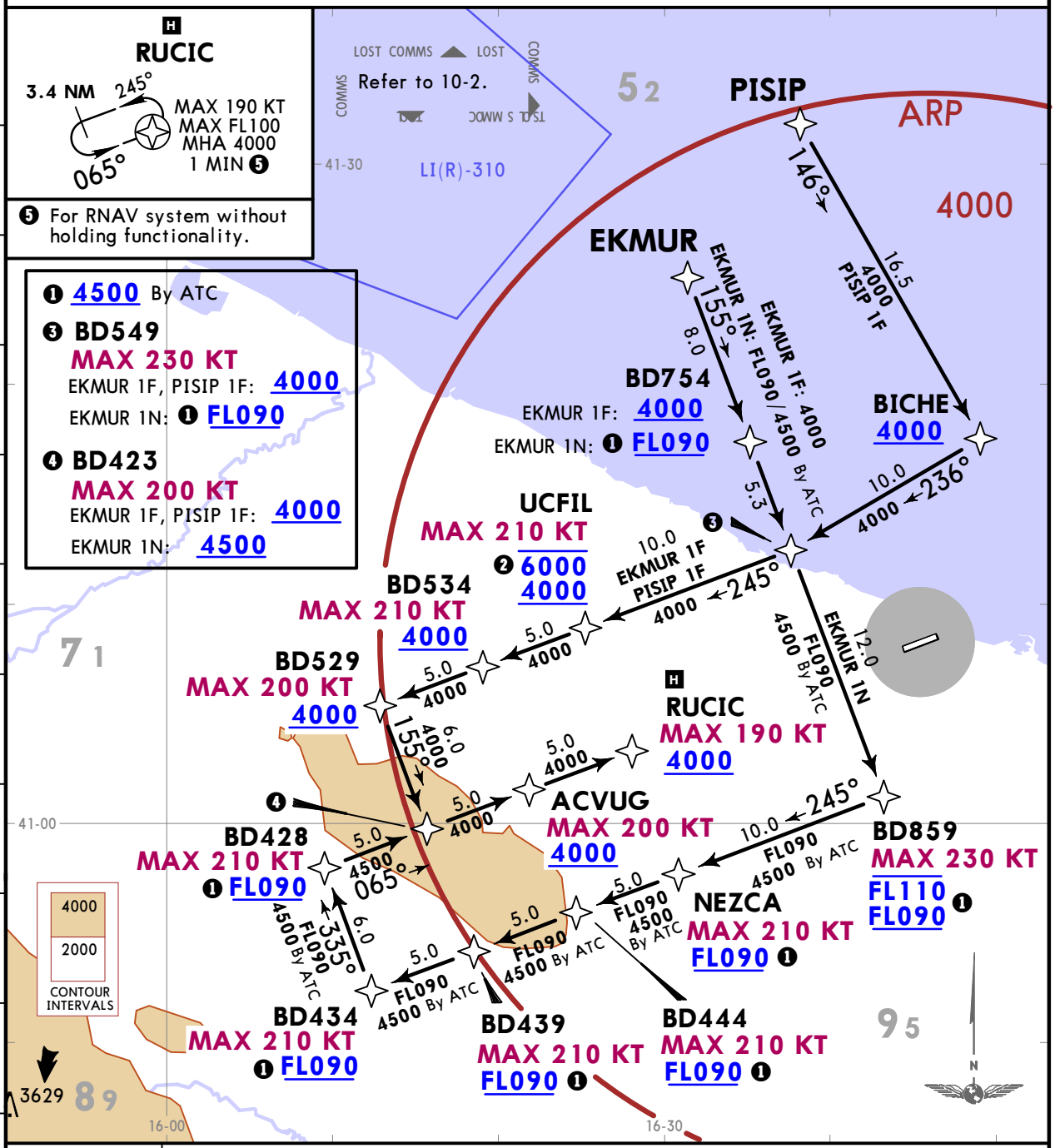
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
124.050	193	RNAV 1 or RNP 1. For "monitoring and alerting" reasons RNP 1 specification is required in case of RADAR service unavailability or degradation.

EKMUR 1F [EKMU1F], EKMUR 1N [EKMU1N]
NOT AVAILABLE DURING ACTIVATION OF LI(R)-310
PISIP 1F [PISI1F]
RNAV ARRIVALS (RWY 07)



STAR	ROUTING
EKMUR 1F	EKMUR - BD754 (4000+) - BD549 (K230-; 4000+) - UCFIL (K210-; 6000-; 4000+ ❷) - BD534 (K210-; 4000+) - BD529 (K200-; 4000+) - BD423 (K200-; 4000+) - ACVUG (K200-; 4000+) - RUCIC (K190-; 4000+).
EKMUR 1N By ATC	EKMUR - BD754 (FL090+ ❶) - BD549 (K230-; FL090+ ❶) - BD859 (K230-; FL110-; FL090+ ❶) - NEZCA (K210-; FL090+ ❶) - BD444 (K210-; FL090+ ❶) - BD439 (K210-; FL090+ ❶) - BD434 (K210-; FL090+ ❶) - BD428 (K210-; FL090+ ❶) - BD423 (K200-; 4500+) - ACVUG (K200-; 4000+) - RUCIC (K190-; 4000+).
PISIP 1F By ATC	PISIP - BICHE (4000+) - BD549 (K230-; 4000+) - UCFIL (K210-; 6000-; 4000+ ❷) - BD534 (K210-; 4000+) - BD529 (K200-; 4000+) - BD423 (K200-; 4000+) - ACVUG (K200-; 4000+) - RUCIC (K190-; 4000+).

❷ Only for direct routing to RUCIC.

CHANGES: Lost comms.

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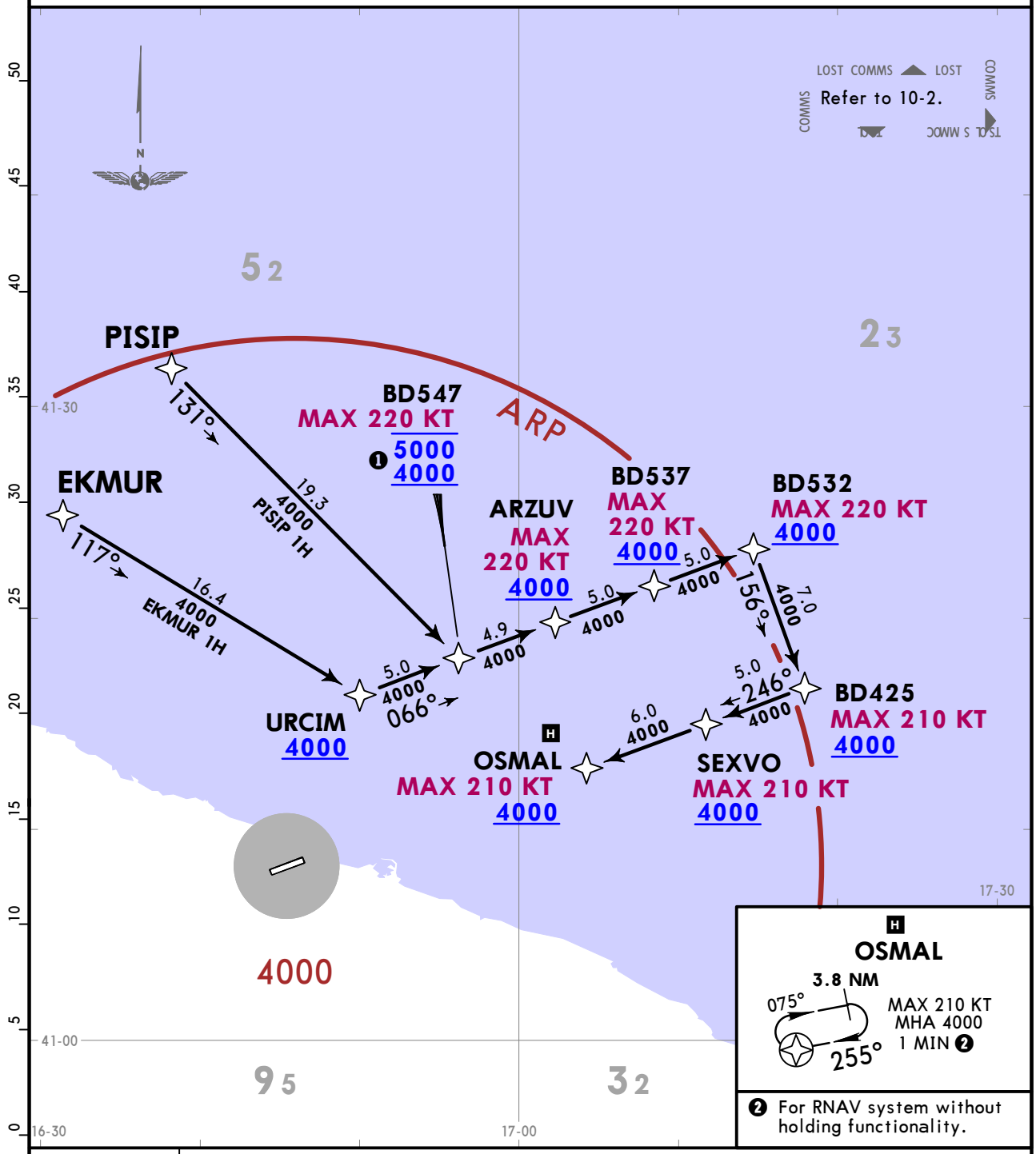
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
124.050	193	RNAV 1 or RNP 1. For "monitoring and alerting" reasons RNP 1 specification is required in case of RADAR service unavailability or degradation.

EKMUR 1H [EKMU1H]

NOT AVAILABLE DURING ACTIVATION OF LI(R)-310

PISIP 1H [PISI1H]
RNAV ARRIVALS
(RWY 25)



STAR	ROUTING
EKMUR 1H	EKMUR - URCIM (4000+) - BD547 (K220-; 5000-; 4000+ ❶) - ARZUV (K220-; 4000+) - BD537 (K220-; 4000+) - BD532 (K220-; 4000+) - BD425 (K210-; 4000+) - SEXVO (K210-; 4000+) - OSMAL (K210-; 4000+).
PISIP 1H By ATC	PISIP - BD547 (K220-; 5000-; 4000+ ❶) - ARZUV (K220-; 4000+) - BD537 (K220-; 4000+) - BD532 (K220-; 4000+) - BD425 (K210-; 4000+) - SEXVO (K210-; 4000+) - OSMAL (K210-; 4000+).

❶ Only for direct routing to BD572 for RNP approach RWY 25.

CHANGES: Lost comms.

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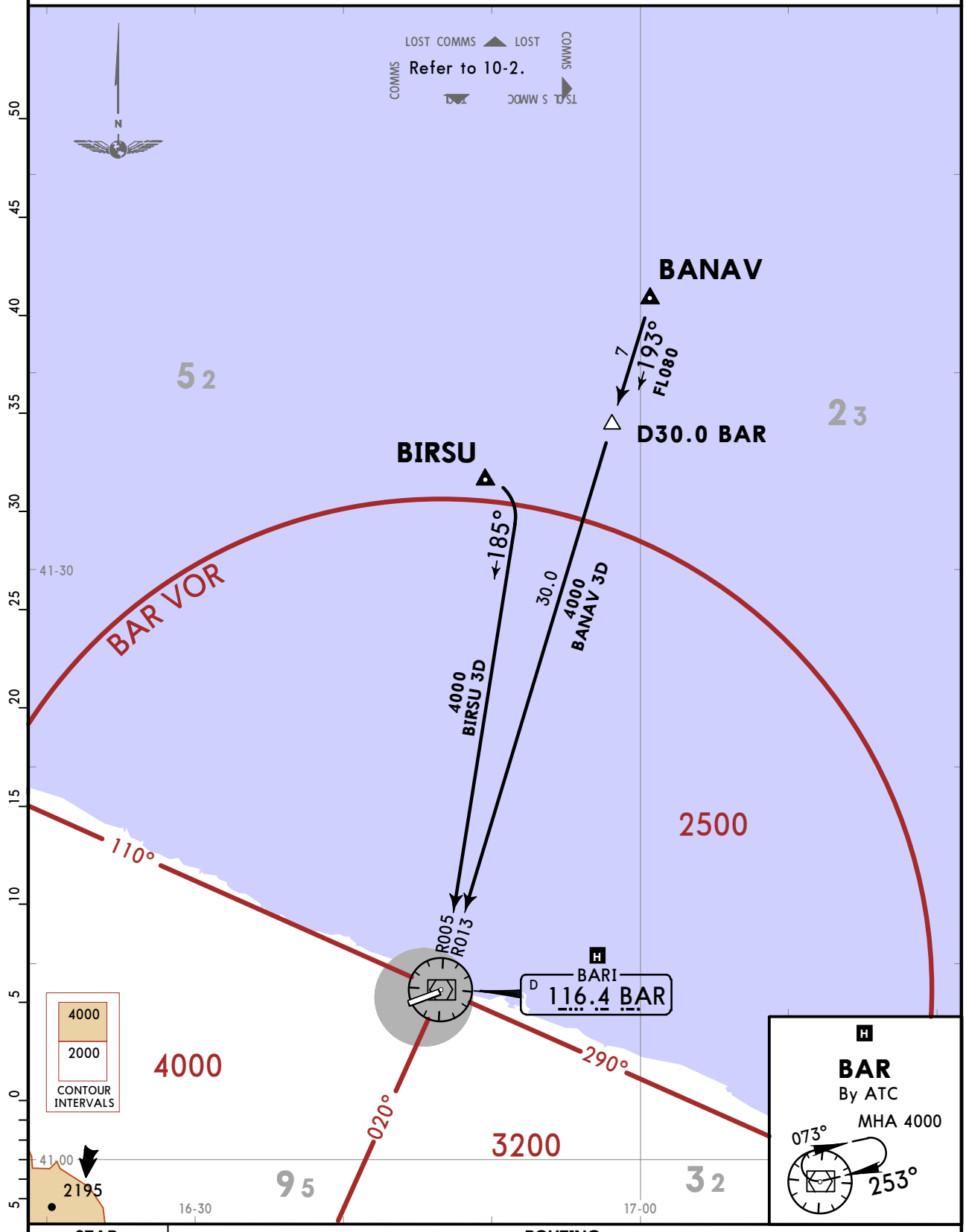
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
124.050	193	

BANAV 3D [BANA3D]
BIRSU 3D [BIRS3D]
ARRIVALS
(RWY 07)
BASED ON BAR



STAR	ROUTING
BANAV 3D	On BAR R013 inbound to BAR.
BIRSU 3D	On BAR R005 inbound to BAR.

CHANGES: Lost comms.

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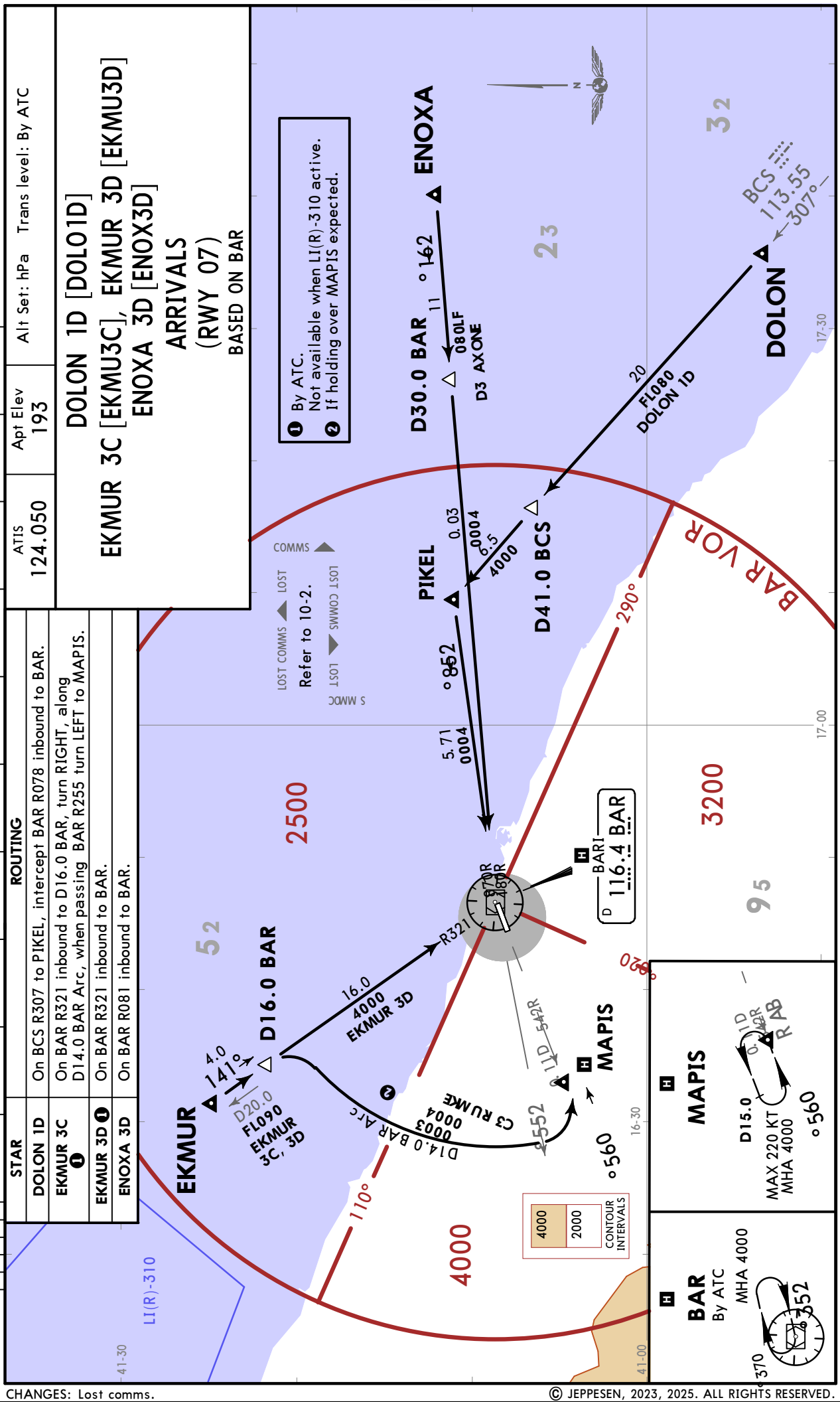
LIBD/BRI
PALESE

JEPPESEN
19 DEC 25 (10-2K) Eff 25 Dec

BARI, ITALY
STAR



CHANGES: Lost comms.

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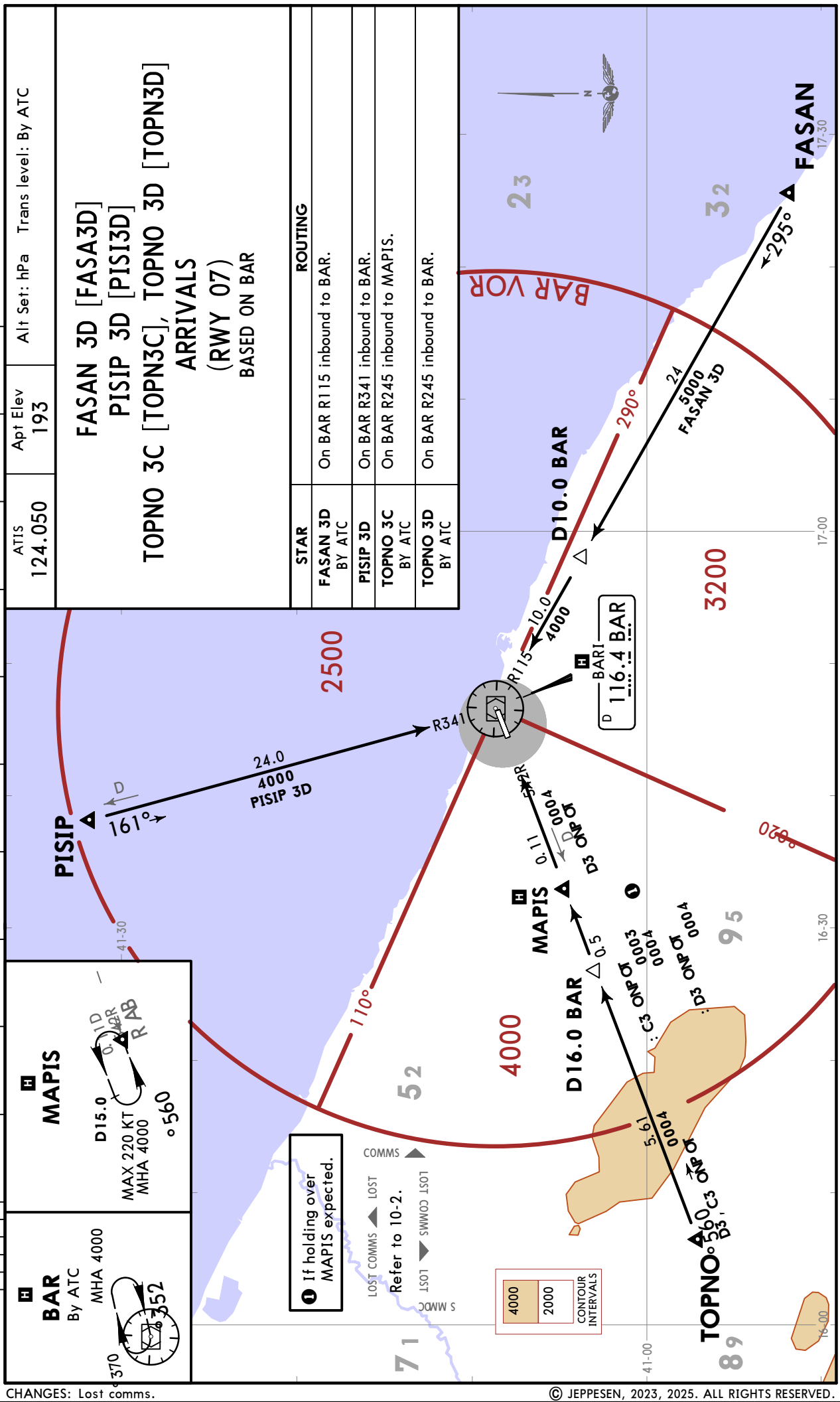
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
124.050	193	

FASAN 3D [FASA3D]
PISIP 3D [PISI3D]
TOPNO 3C [TOPN3C], TOPNO 3D [TOPN3D]
ARRIVALS
(RWY 07)
BASED ON BAR

STAR	ROUTING
FASAN 3D BY ATC	On BAR R115 inbound to BAR.
PISIP 3D	On BAR R341 inbound to BAR.
TOPNO 3C BY ATC	On BAR R245 inbound to MAPIS.
TOPNO 3D BY ATC	On BAR R245 inbound to BAR.



CHANGES: Lost comms.

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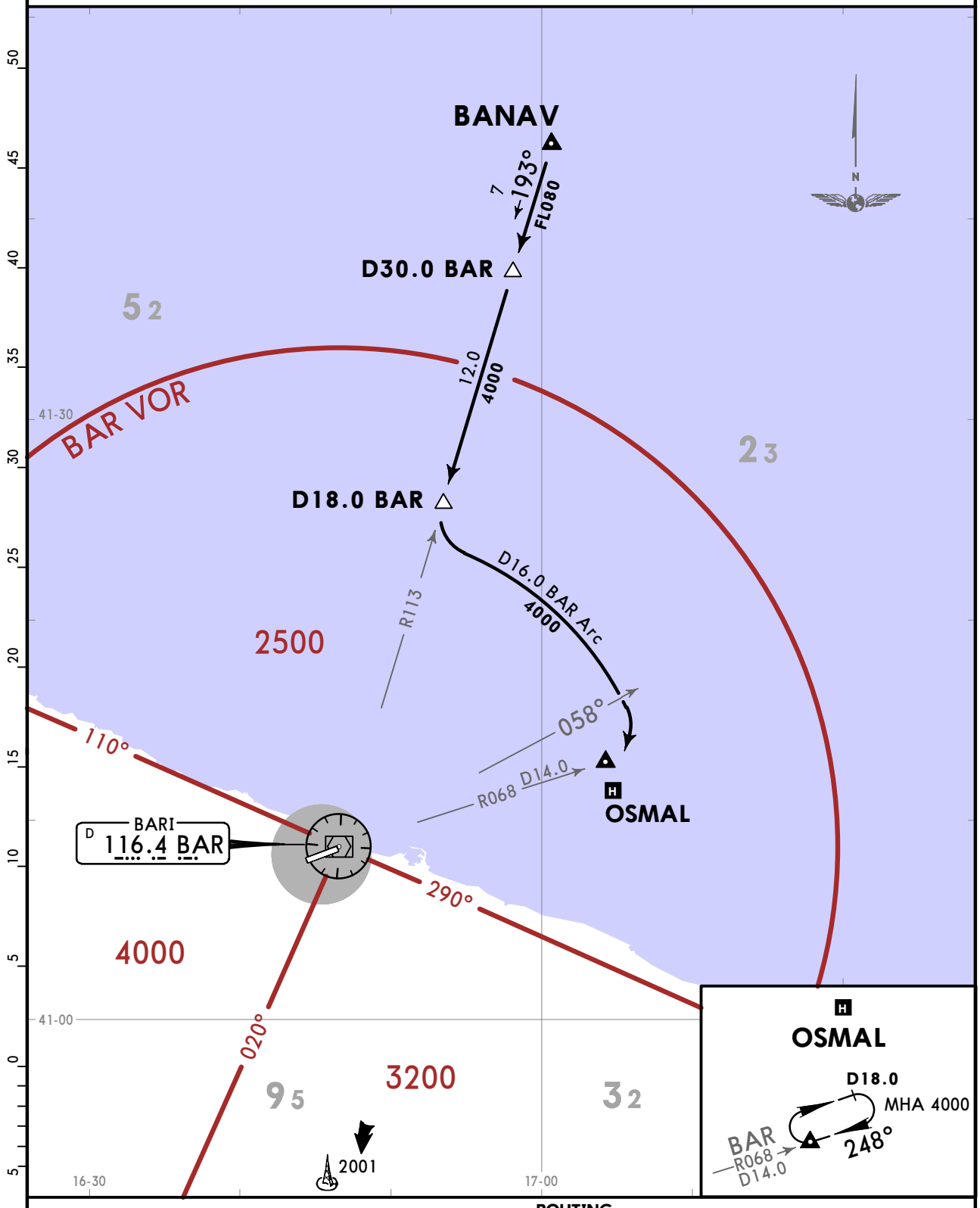
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
124.050	193	

BANAV 3A [BANA3A]
ARRIVAL
(RWY 25)
BASED ON BAR

LOST COMMS ▼ LOST
LOST Refer to 10-2. COMMS
▲ LOST COMMS ▲



ROUTING

On BAR R013 inbound to D18.0 BAR, turn LEFT, along D16.0 BAR Arc, when passing BAR R058 turn RIGHT to OSMAL.

CHANGES: None.

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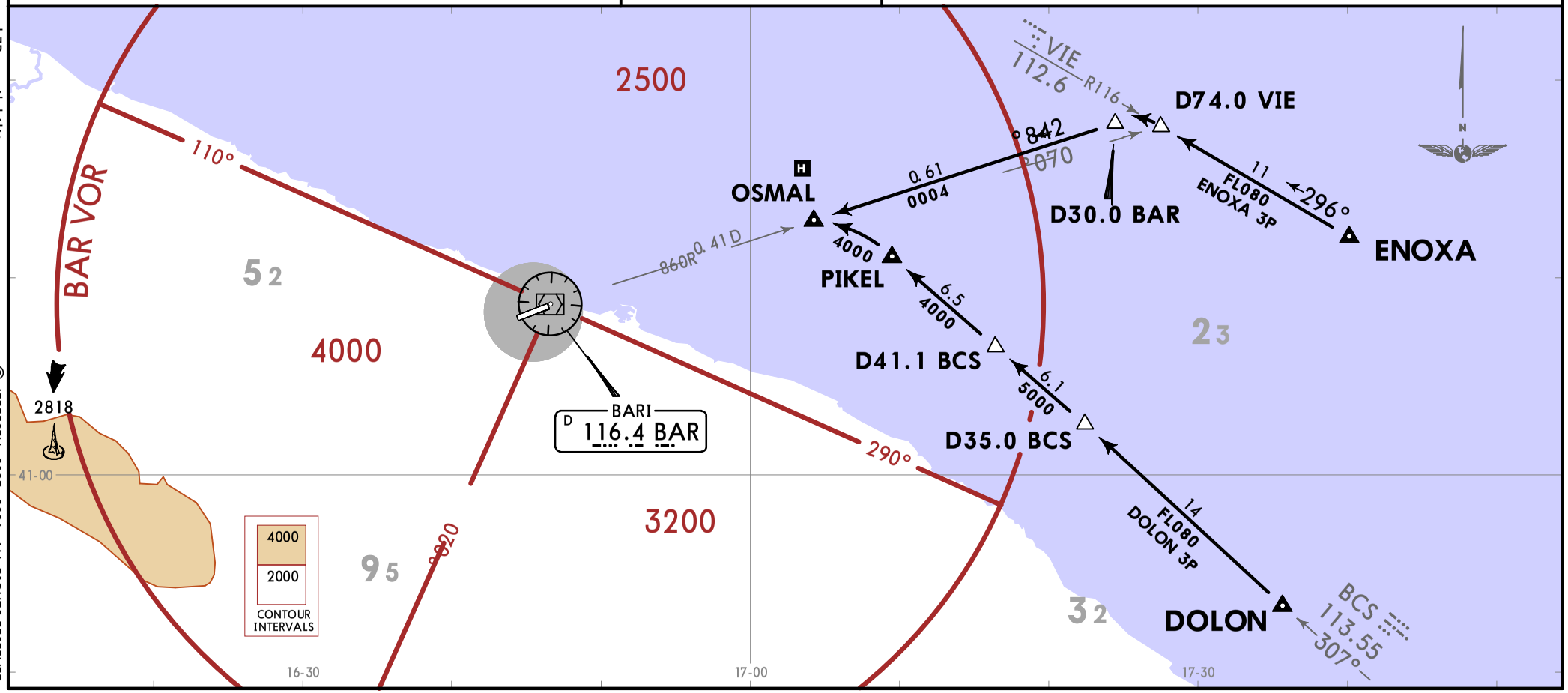
STAR	ROUTING
DOLON 3P	On BCS R307 to PIKEL, turn LEFT to OSMAL.
ENOXA 3P By ATC	On VIE R116 inbound to D74.0 VIE, turn LEFT, intercept BAR R068 inbound to OSMAL.

LOST COMMS LOST COMMS
Refer to 10-2.
TSOL LOST COMMS

OSMAL
D18.0
MHA 4000
842
R AB 860R 0.41 D

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
124.050	193	

DOLON 3P [DOLO3P]
ENOXA 3P [ENOX3P]
ARRIVALS
(RWY 25)
BASED ON BAR



CHANGES: STAR ENOXA 2P renumbered 3P, availability.

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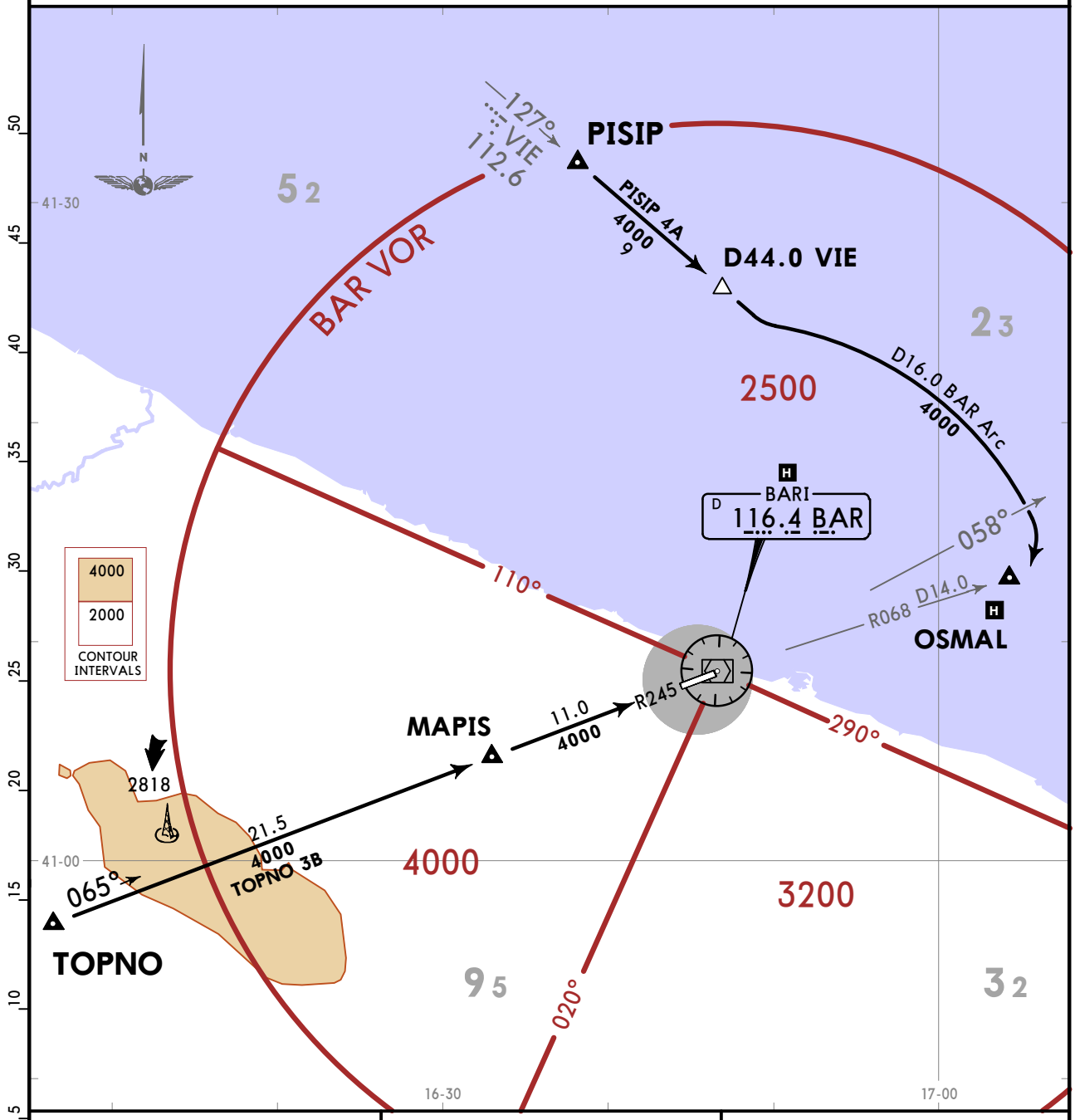
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
124.050	193	

PISIP 4A [PISI4A], TOPNO 3B [TOPN3B]
ARRIVALS
(RWY 25)
BASED ON BAR
BY ATC



LOST COMMS ▼ LOST
LOST Refer to 10-2. COMMS
▲ LOST COMMS ▲

BAR
MAX 210 KT
MHA 4000
245°
065°

OSMAL
D18.0
MHA 4000
248°
BAR R068 D14.0

STAR	ROUTING
PISIP 4A	On VIE R127 to D44.0 VIE, turn LEFT, along D16.0 BAR Arc, when passing BAR R058 turn RIGHT to OSMAL.
TOPNO 3B	On BAR R245 inbound to BAR.

CHANGES: STAR PISIP 3A renumbered 4A, availability.

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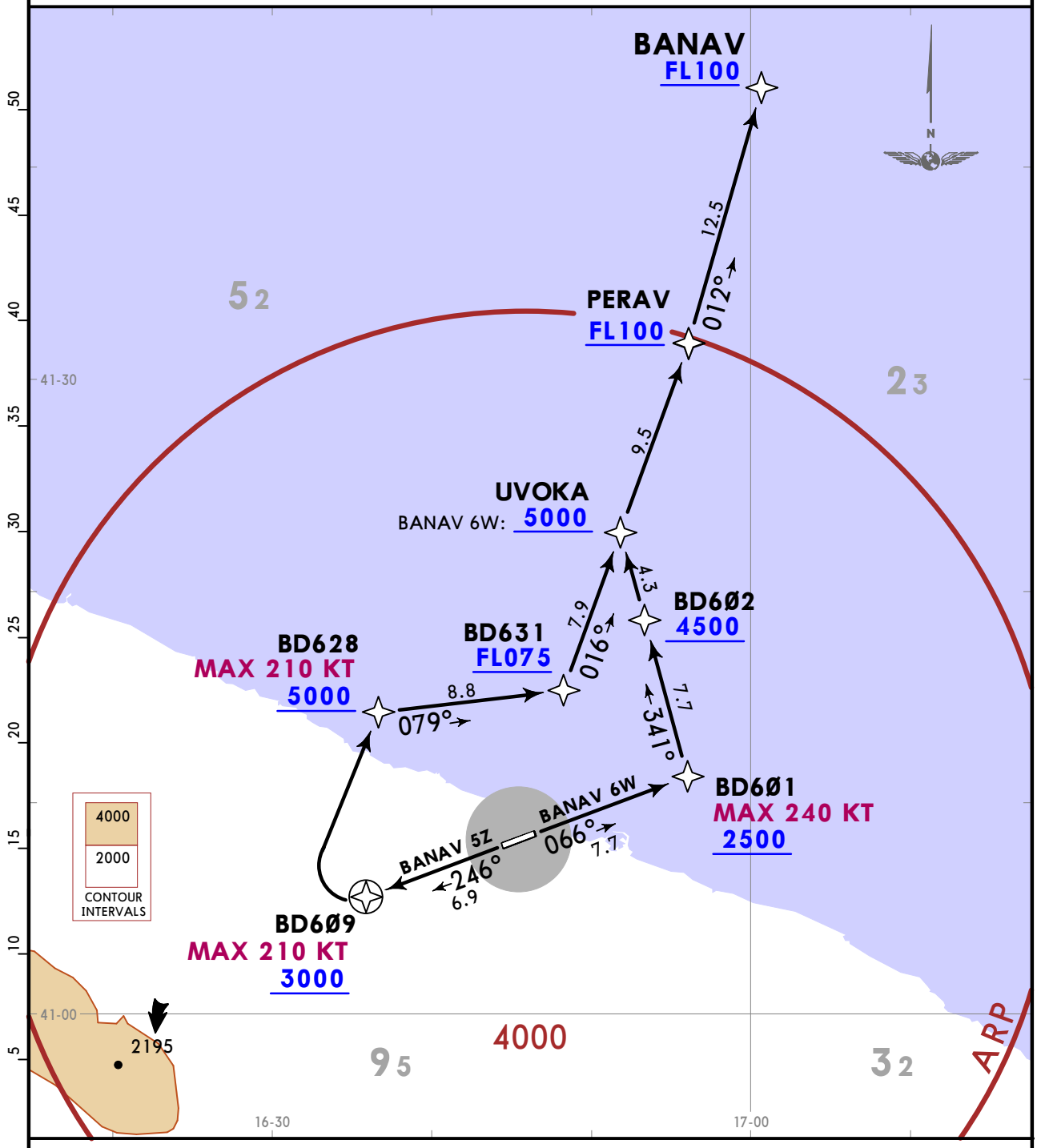
Apt Elev 193	Trans alt: 5000 RNAV 1 or RNP 1. For "monitoring and alerting" reasons RNP 1 specification is required in case of RADAR service unavailability or degradation.

BANAV 6W [BANA6W]
BANAV 5Z [BANA5Z]
RNAV DEPARTURES
(ALL RWYS)



These SIDs require minimum climb gradients of
BANAV 6W: 6.0% (362 FT/NM).
BANAV 5Z: 7.0% (425 FT/NM) until reaching 5000.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	RWY	ROUTING
BANAV 6W	**07**	(510+) - BD6Ø1 (K240-; 2500+) - BD6Ø2 (4500+) - UVOKA (5000+) - PERAV (FL100+) - BANAV (FL100+).
BANAV 5Z	**25**	(600+) - BD6Ø9 (K210-; 3000+) - BD628 (K210-; 5000+) - BD631 (FL075+) - UVOKA - PERAV (FL100+) - BANAV (FL100+).

CHANGES: Availability.

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Apt Elev	Trans alt: 5000
193	RNAV 1 or RNP 1. For "monitoring and alerting" reasons RNP 1 specification is required in case of RADAR service unavailability or degradation.

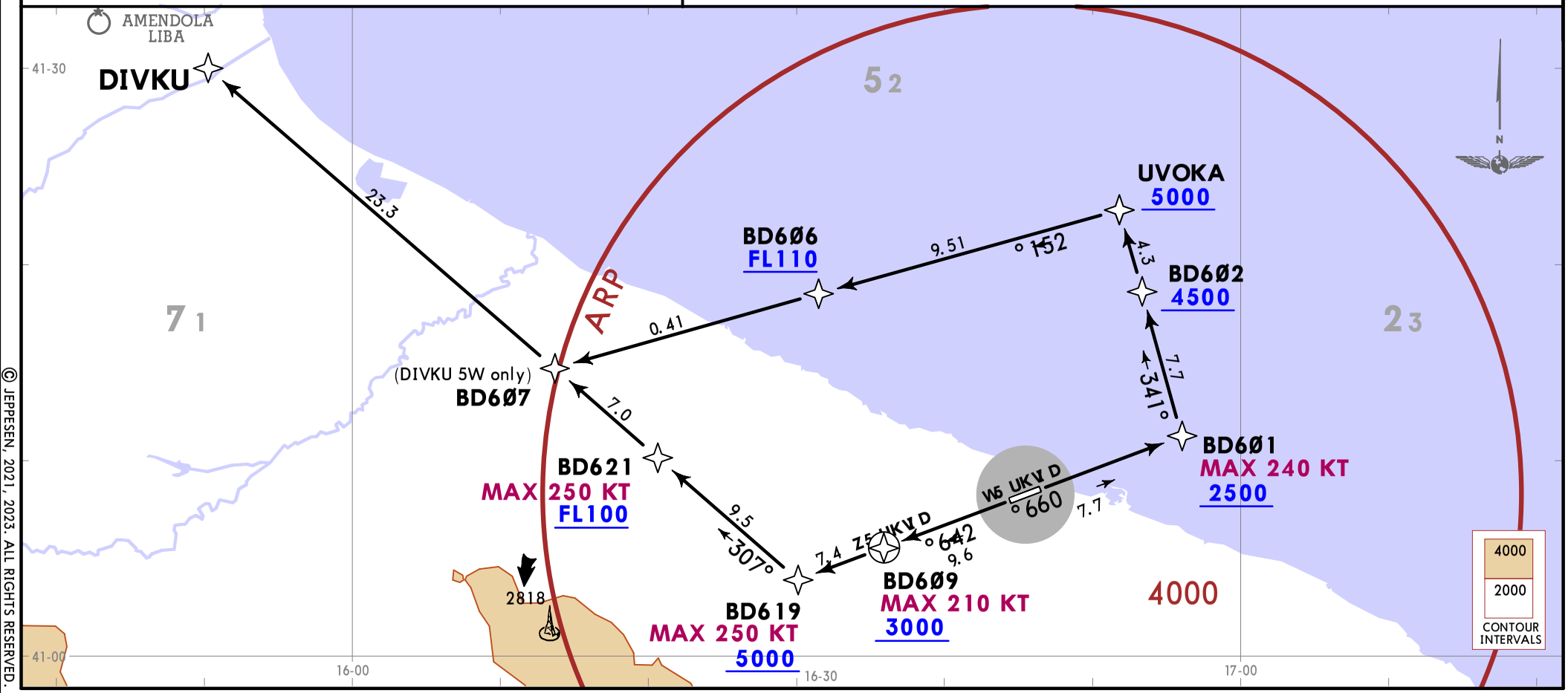
SID	RWY	ROUTING
DIVKU 5W	07	(510+) - BD6Ø1 (K240-; 2500+) - BD6Ø2 (4500+) - UVOKA (5000+) - BD6Ø6 (FL110+) - BD6Ø7 - DIVKU.
DIVKU 5Z	25	(600+) - BD6Ø9 (K210-; 3000+) - BD619 (K250-; 5000+) - BD621 (K250-; FL100+) - DIVKU.

DIVKU 5W [DIVK5W], DIVKU 5Z [DIVK5Z] RNAV DEPARTURES (ALL RWYS)

BY ATC

These SIDs require minimum climb gradients of
DIVKU 5W: 6.0% (362 FT/NM).
DIVKU 5Z: 7.7% (470 FT/NM).

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
7.7% V/V (fpm)	585	780	1170	1560	1949	2339



CHANGES: Availability.
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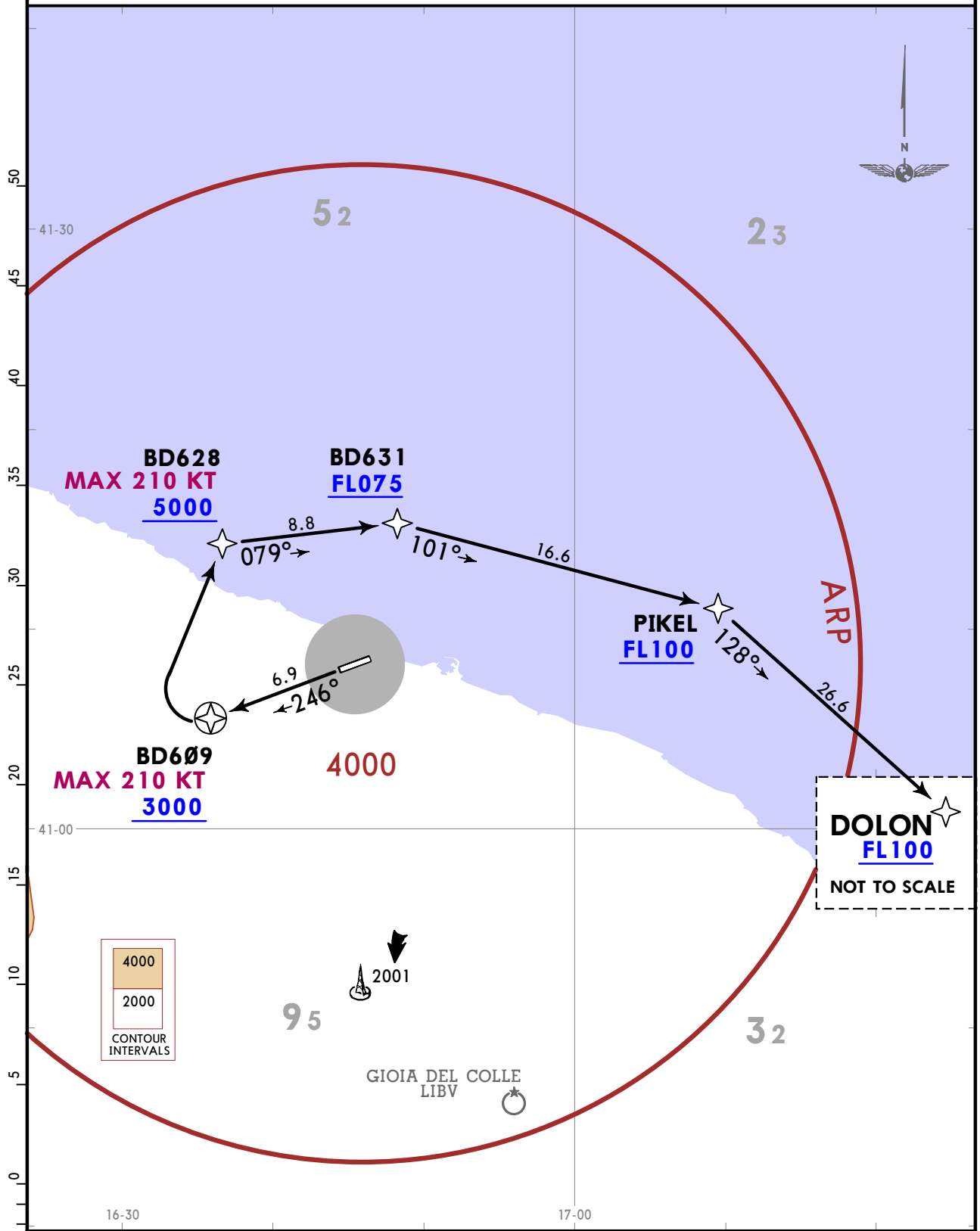
Apt Elev	Trans alt: 5000
193	RNAV 1 or RNP 1. For "monitoring and alerting" reasons RNP 1 specification is required in case of RADAR service unavailability or degradation.

DOLON 5Z [DOLO5Z]
RNAV DEPARTURE (RWY 25)



This SID requires a minimum climb gradient of 7.0% (425 FT/NM) until reaching 5000.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

ROUTING

(600+) - BD6Ø9 (K210-; 3000+) - BD628 (K210-; 5000+) - BD631 (FL075+) - PIKEL (FL100+) - DOLON (FL100+).

CHANGES: None.

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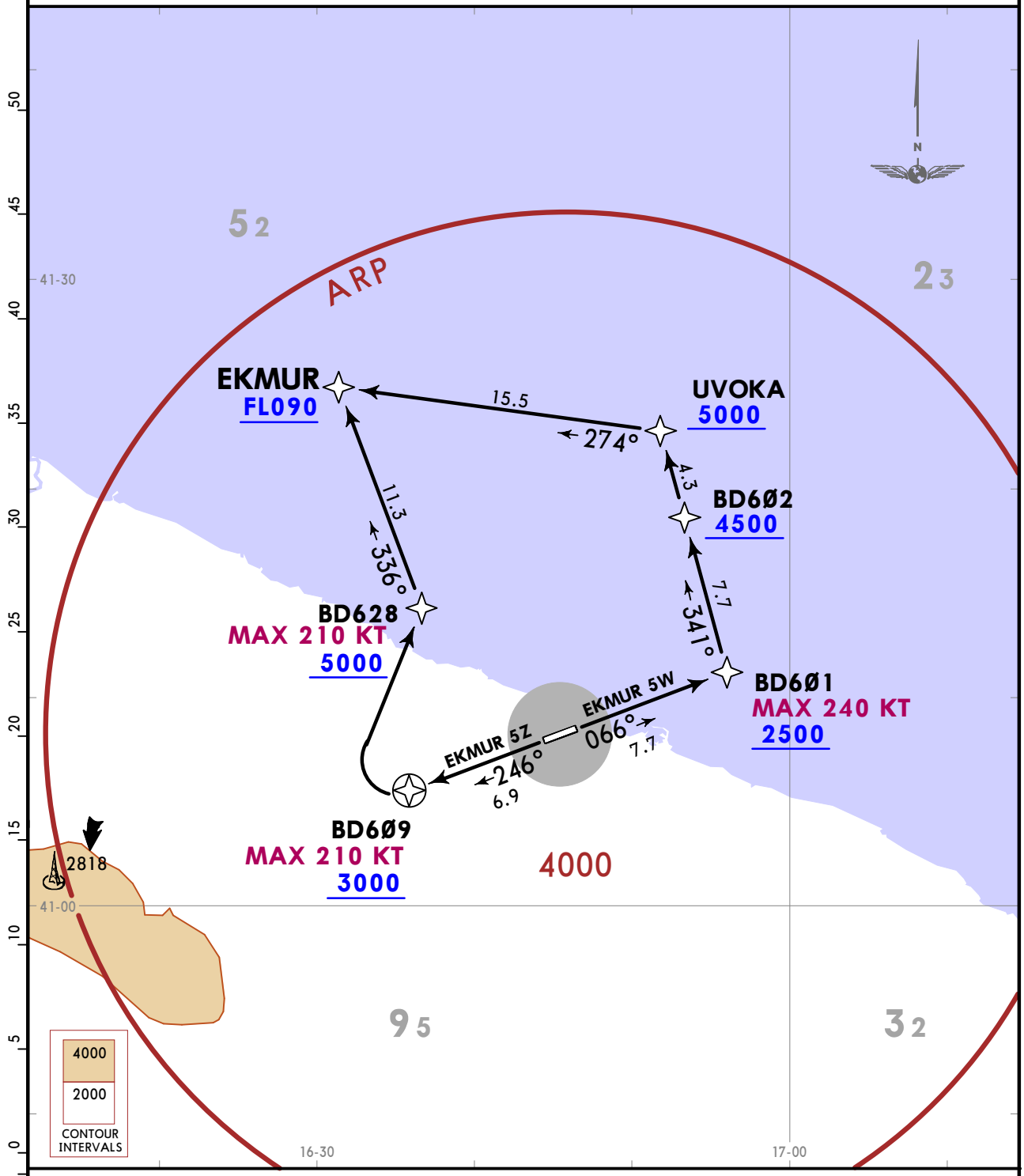
Apt Elev 193	Trans alt: 5000 RNAV 1 or RNP 1. For "monitoring and alerting" reasons RNP 1 specification is required in case of RADAR service unavailability or degradation.

EKMUR 5W [EKMU5W], EKMUR 5Z [EKMU5Z]
RNAV DEPARTURES
(ALL RWYS)
BY ATC



These SIDs require minimum climb gradients of
EKMUR 5W: 6.0% (362 FT/NM).
EKMUR 5Z: 7.0% (425 FT/NM) until reaching 5000.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	RWY	ROUTING
EKMUR 5W	**07**	(510+) - BD6Ø1 (K240-; 2500+) - BD6Ø2 (4500+) - UVOKA (5000+) - EKMUR (FL090+).
EKMUR 5Z	**25**	(600+) - BD6Ø9 (K210-; 3000+) - BD628 (K210-; 5000+) - EKMUR (FL090+).

CHANGES: Availability.

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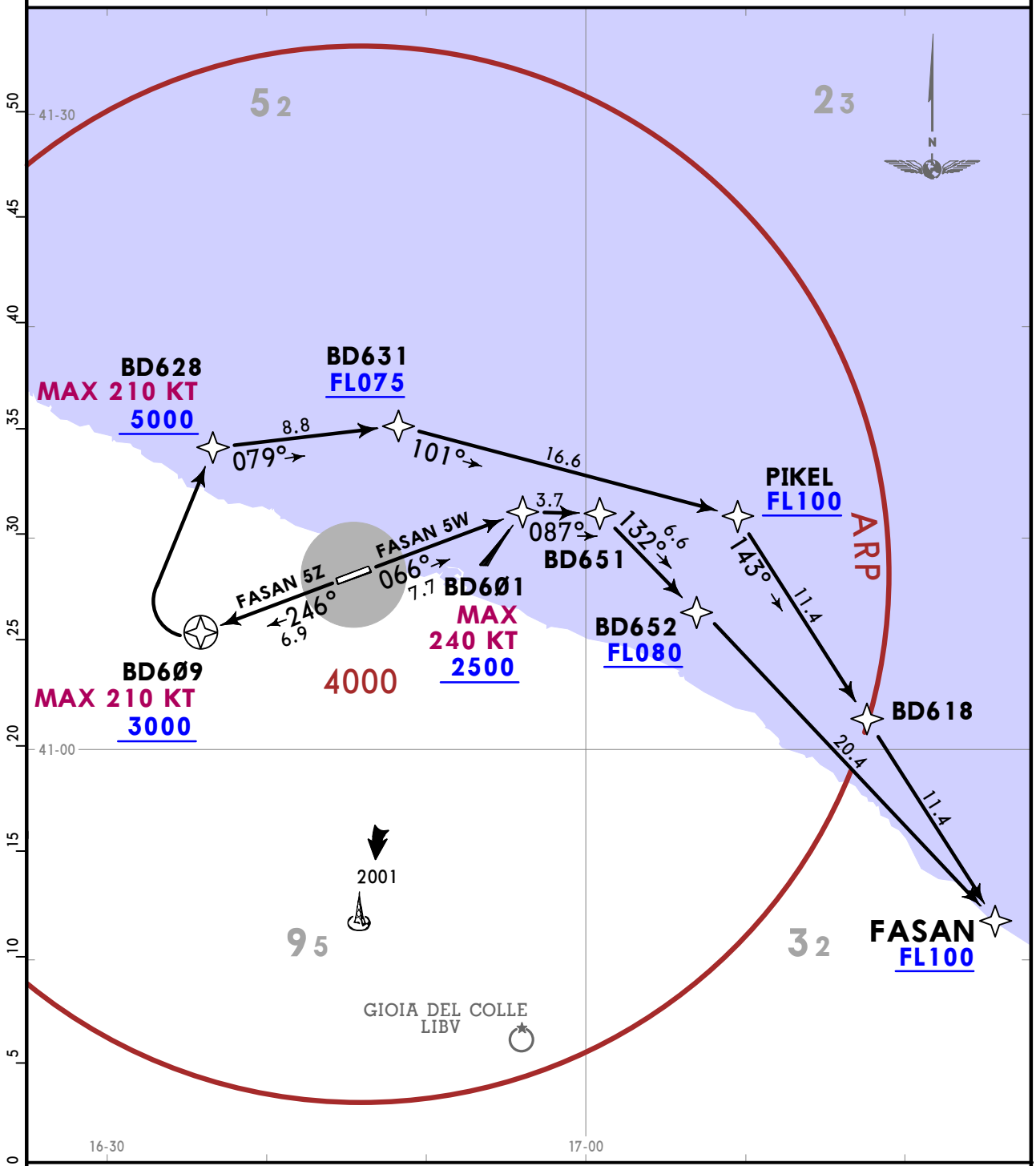
Apt Elev 193	Trans alt: 5000 RNAV 1 or RNP 1. For "monitoring and alerting" reasons RNP 1 specification is required in case of RADAR service unavailability or degradation.

FASAN 5W [FASA5W], FASAN 5Z [FASA5Z]
RNAV DEPARTURES
(ALL RWYS)
BY ATC



These SIDs require minimum climb gradients of
FASAN 5W: 7.2% (440 FT/NM).
FASAN 5Z: 7.0% (425 FT/NM) until reaching 5000.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
7.2% V/V (fpm)	547	729	1094	1458	1823	2187

SID	RWY	ROUTING
FASAN 5W	**07**	(510+) - BD6Ø1 (K240-; 2500+) - BD651 - BD652 (FL080+) - FASAN (FL100+).
FASAN 5Z	**25**	(600+) - BD6Ø9 (K210-; 3000+) - BD628 (K210-; 5000+) - BD631 (FL075+) - PIKEL (FL100+) - BD618 - FASAN (FL100+).

CHANGES: FASAN 5W climb gradient.

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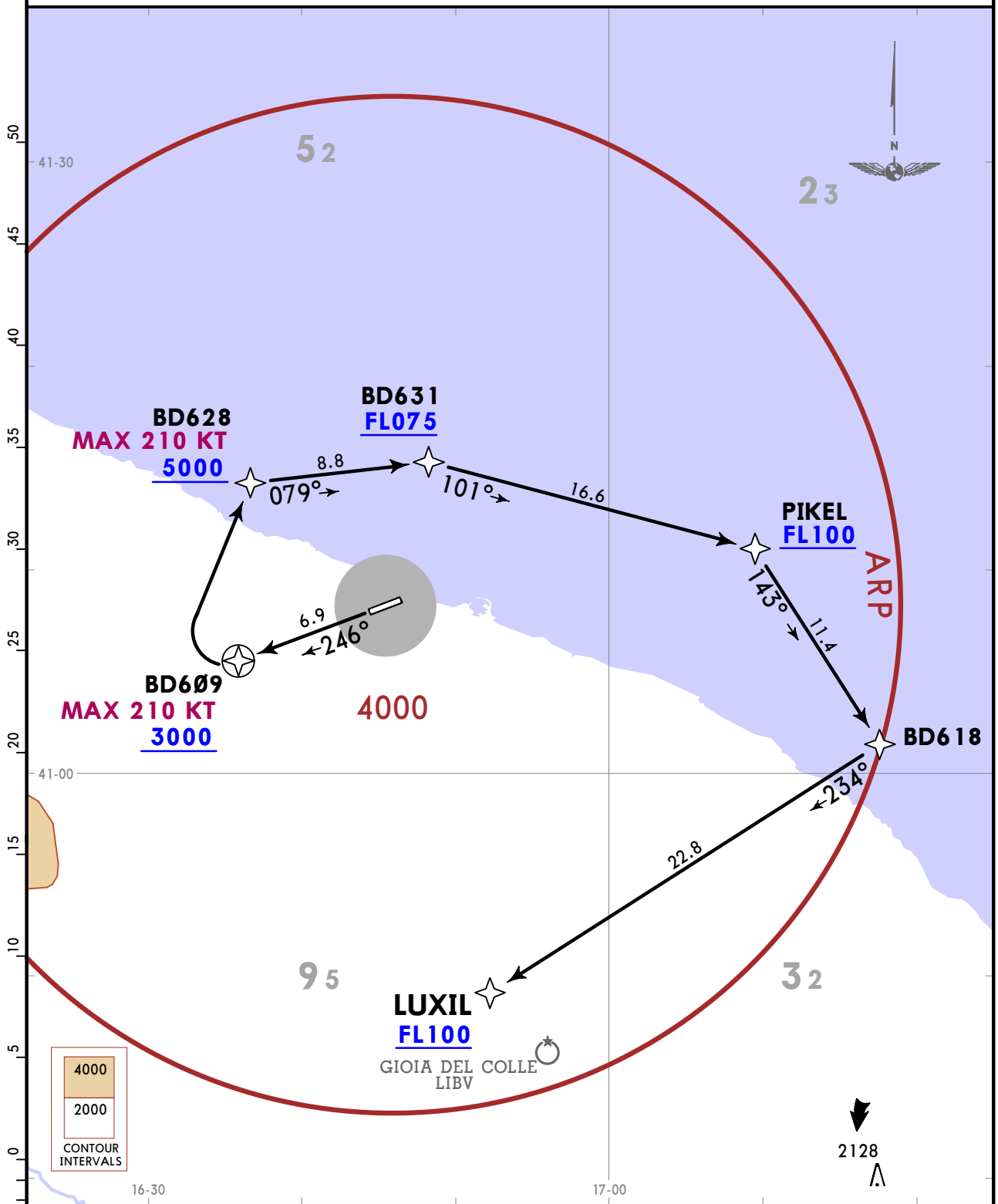
Apt Elev	Trans alt: 5000
193	RNAV 1 or RNP 1. For "monitoring and alerting" reasons RNP 1 specification is required in case of RADAR service unavailability or degradation.

LUXIL 5Z [LUXI5Z]
RNAV DEPARTURE
(RWY 25)



This SID requires a minimum climb gradient of 7.0% (425 FT/NM) until reaching 5000.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

ROUTING

(600+) - BD6Ø9 (K210-; 3000+) - BD628 (K210-; 5000+) - BD631 (FL075+) - PIKEL (FL100+) - BD618 - LUXIL (FL100+).

CHANGES: None.

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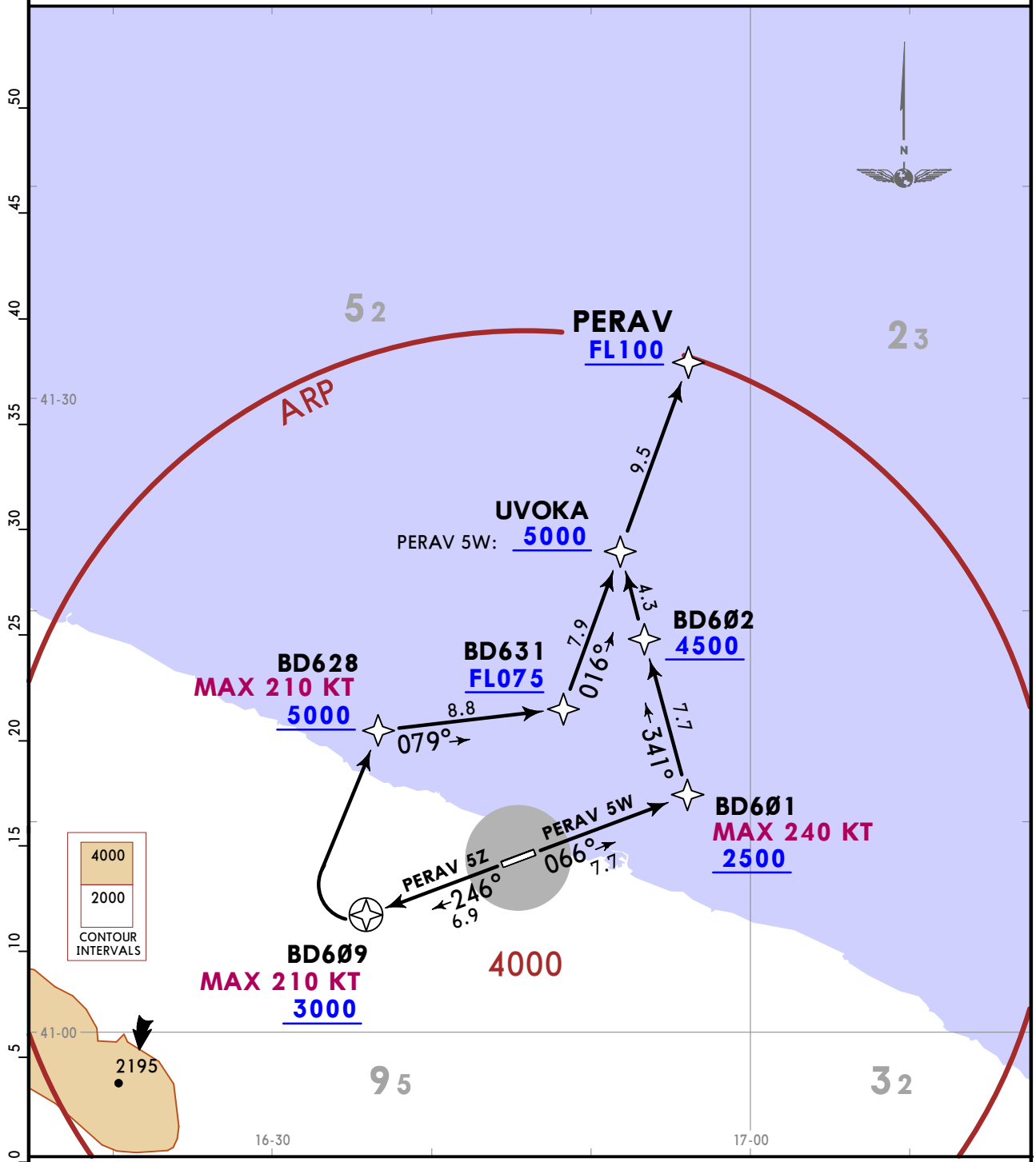
Apt Elev 193	Trans alt: 5000 RNAV 1 or RNP 1. For "monitoring and alerting" reasons RNP 1 specification is required in case of RADAR service unavailability or degradation.

PERAV 5W [PERA5W], PERAV 5Z [PERA5Z]
RNAV DEPARTURES
(ALL RWYS)
BY ATC



These SIDs require minimum climb gradients of
PERAV 5W: 6.0% (362 FT/NM).
PERAV 5Z: 7.0% (425 FT/NM) until reaching 5000.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	RWY	ROUTING
PERAV 5W	**07**	(510+) - BD6Ø1 (K240-; 2500+) - BD6Ø2 (4500+) - UVOKA (5000+) - PERAV (FL100+).
PERAV 5Z	**25**	(600+) - BD6Ø9 (K210-; 3000+) - BD628 (K210-; 5000+) - BD631 (FL075+) - UVOKA - PERAV (FL100+).

CHANGES: Availability.

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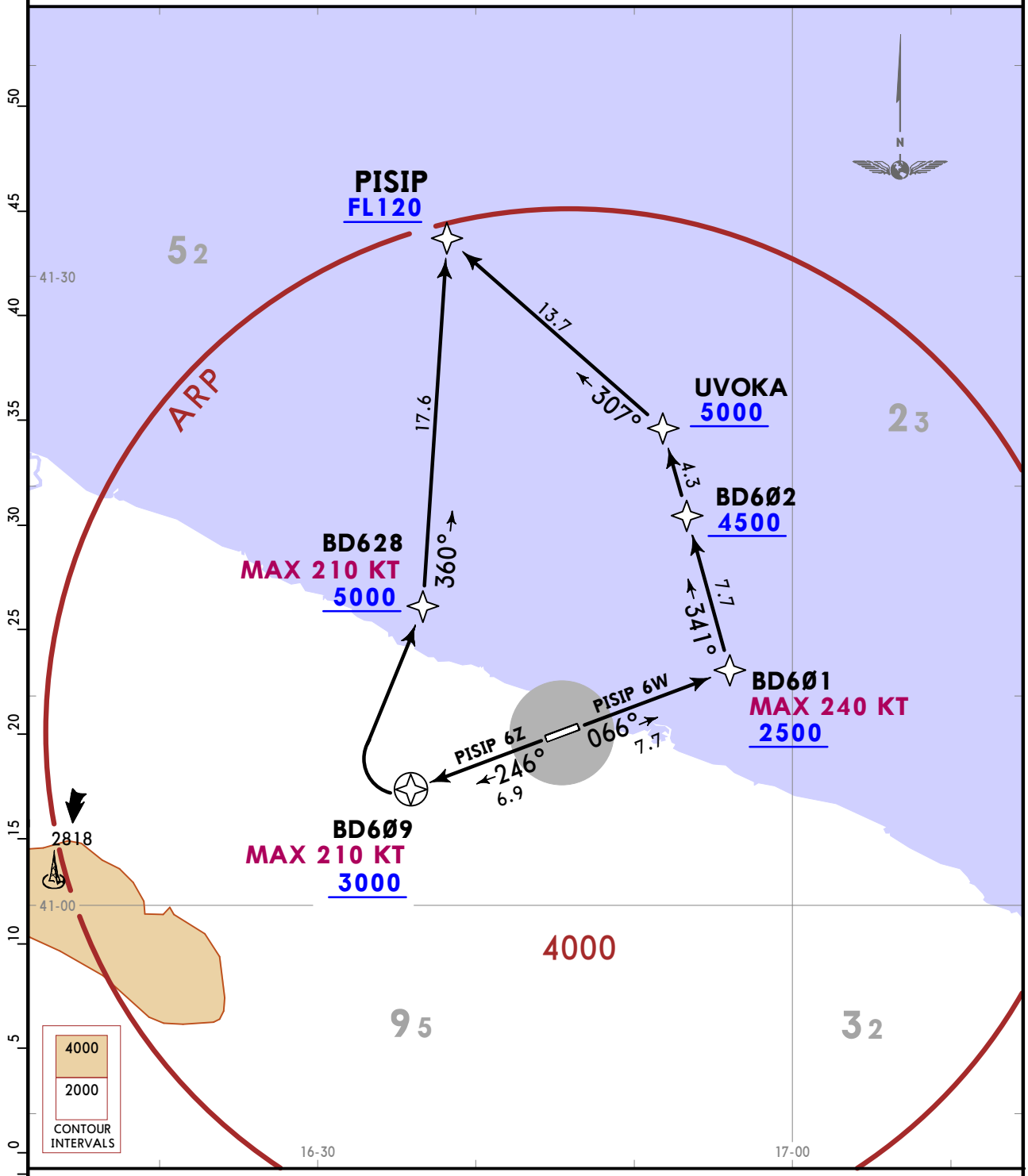
Apt Elev 193	Trans alt: 5000
	RNAV 1 or RNP 1. For "monitoring and alerting" reasons RNP 1 specification is required in case of RADAR service unavailability or degradation.

PISIP 6W [PISI6W]
PISIP 6Z [PISI6Z]
RNAV DEPARTURES
(ALL RWYS)



These SIDs require minimum climb gradients of
PISIP 6W: 6.0% (362 FT/NM).
PISIP 6Z: 7.0% (425 FT/NM) until reaching FL120.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	RWY	ROUTING
PISIP 6W	**07**	(510+) - BD6Ø1 (K240-; 2500+) - BD6Ø2 (4500+) - UVOKA (5000+) - PISIP (FL120+).
PISIP 6Z	**25**	(600+) - BD6Ø9 (K210-; 3000+) - BD628 (K210-; 5000+) - PISIP (FL120+).

CHANGES: RNAV SIDs renumbered & revised.

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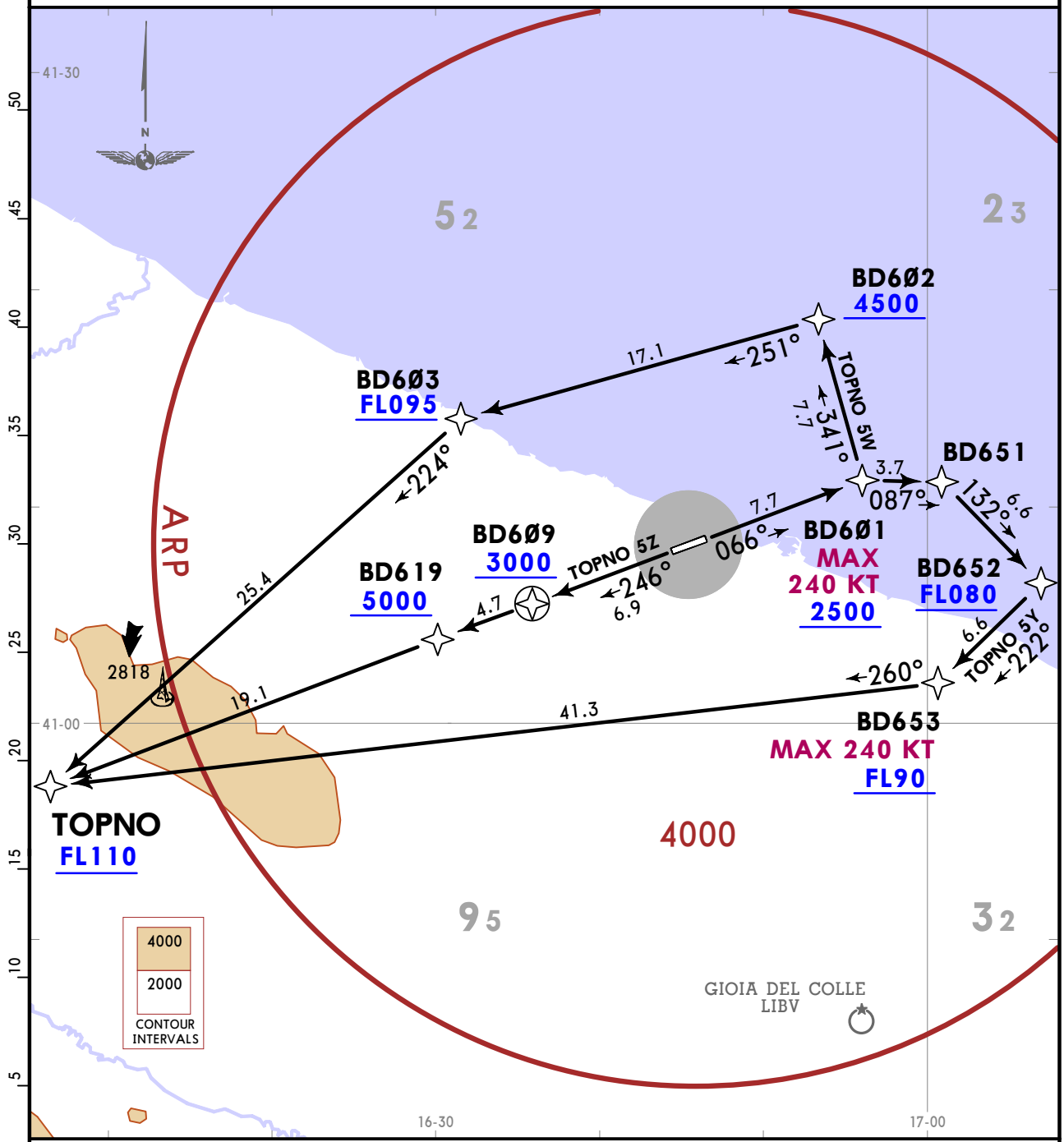
Apt Elev	Trans alt: 5000
193	RNAV 1 or RNP 1. For "monitoring and alerting" reasons RNP 1 specification is required in case of RADAR service unavailability or degradation.

TOPNO 5W [TOPN5W], TOPNO 5Y [TOPN5Y]
TOPNO 5Z [TOPN5Z]
RNAV DEPARTURES
(ALL RWYS)



These SIDs require minimum climb gradients of
TOPNO 5W: 6.0% (362 FT/NM).
TOPNO 5Y: 7.2% (440 FT/NM).
TOPNO 5Z: 7.7% (470 FT/NM).

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
7.2% V/V (fpm)	547	729	1094	1458	1823	2187
7.7% V/V (fpm)	585	780	1170	1560	1949	2339

SID	RWY	ROUTING
TOPNO 5W	07	(510+) - BD6Ø1 (K240-; 2500+) - BD6Ø2 (4500+) - BD6Ø3 (FL095+) - TOPNO (FL110+).
TOPNO 5Y		(510+) - BD6Ø1 (K240-; 2500+) - BD651 - BD652 (FL080+) - BD653 (K240-; FL090+) - TOPNO (FL110+).
TOPNO 5Z	25	(600+) - BD6Ø9 (3000+) - BD619 (5000+) - TOPNO (FL110+).

CHANGES: TOPNO 5Y climb gradient.

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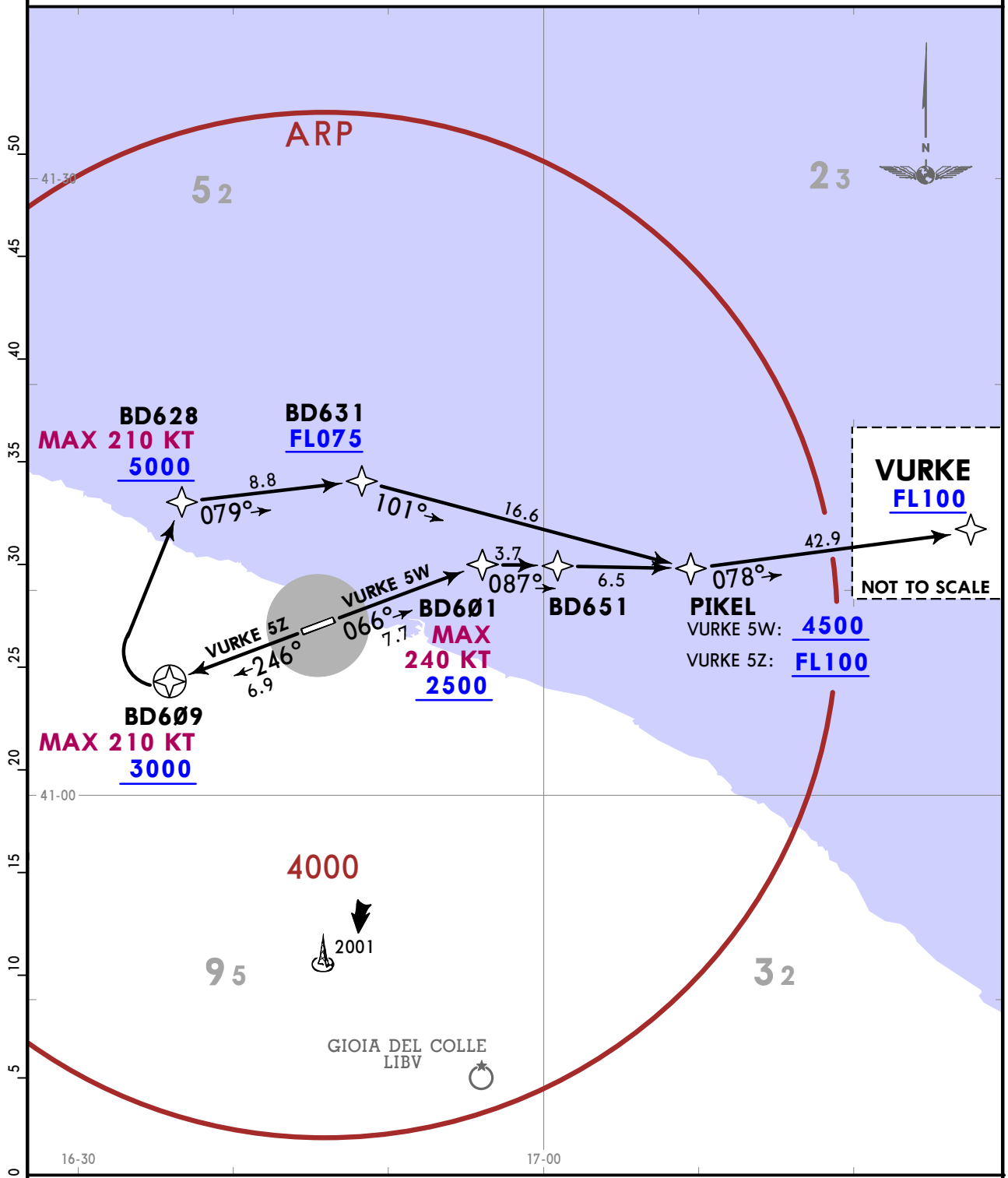
Apt Elev	
193	Trans alt: 5000 RNAV 1 or RNP 1. For "monitoring and alerting" reasons RNP 1 specification is required in case of RADAR service unavailability or degradation.

VURKE 5W [VURK5W], VURKE 5Z [VURK5Z]
RNAV DEPARTURES
(ALL RWYS)



These SIDs require minimum climb gradients of
VURKE 5W: 6.0% (362 FT/NM).
VURKE 5Z: 7.0% (425 FT/NM) until reaching 5000.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	RWY	ROUTING
VURKE 5W	**07**	(510+) - BD6Ø1 (K240-; 2500+) - BD651 - PIKEL (4500+) - VURKE (FL100+).
VURKE 5Z	**25**	(600+) - BD6Ø9 (K210-; 3000+) - BD628 (K210-; 5000+) - BD631 (FL075+) - PIKEL (FL100+) - VURKE (FL100+).

CHANGES: None.

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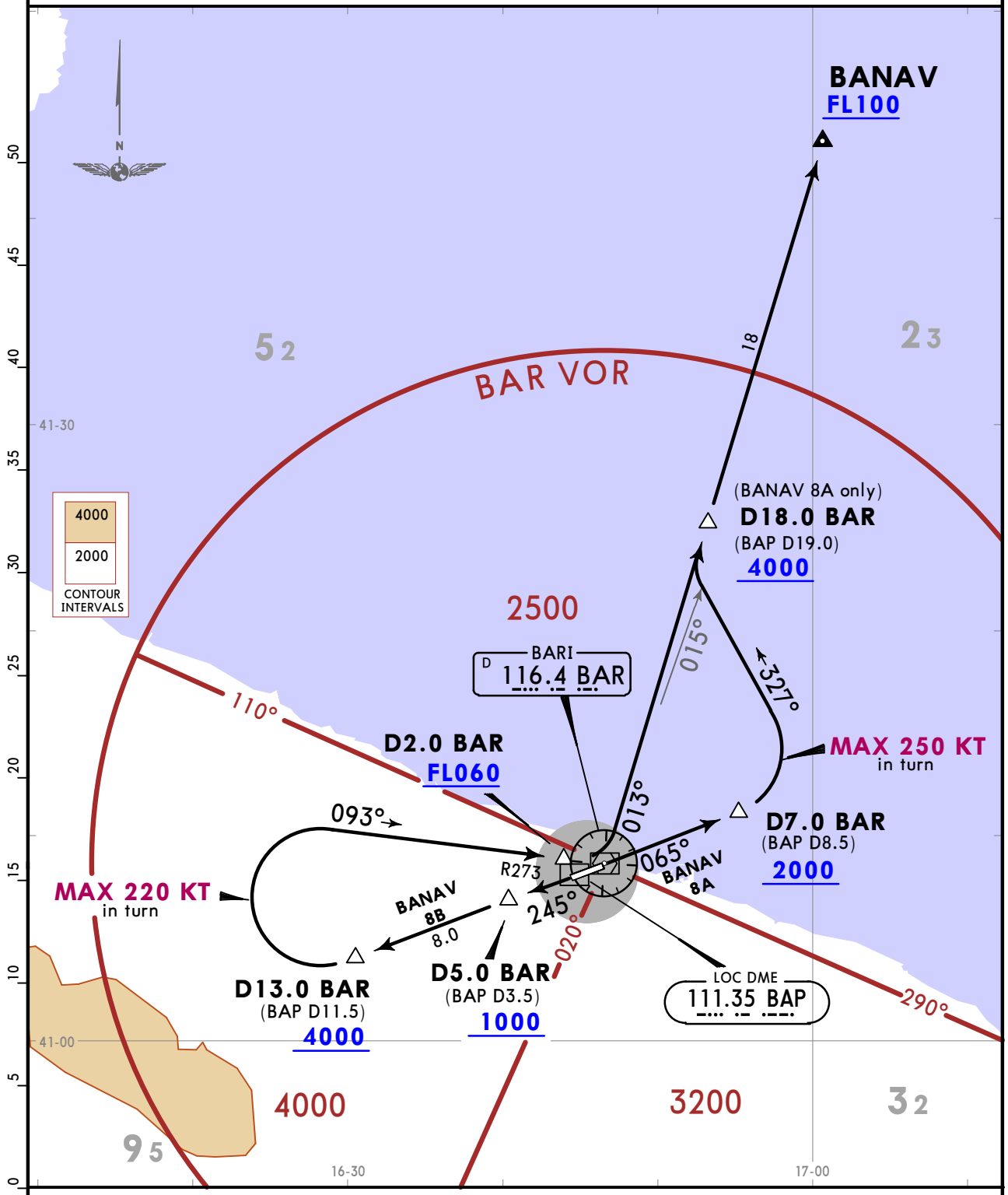
Apt Elev 193

Trans alt: 5000

BANAV 8A [BANA8A], BANAV 8B [BANA8B] DEPARTURES (ALL RWYS)



These SIDs require a minimum climb gradient of 300 per NM (4.93%) until leaving FL090.

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

SID	RWY	ROUTING
BANAV 8A	07	Intercept BAR R065 to D7.0 BAR/D8.5 BAP, turn LEFT, 327° track, when passing BAR R015 turn RIGHT, intercept BAR R013 to BANAV.
BANAV 8B	25	Intercept BAR R245 to D13.0 BAR/D11.5 BAP, turn RIGHT, intercept BAR R273 inbound to D2.0 BAR, turn LEFT, intercept BAR R013 to BANAV,

CHANGES: SID BANAV 8B revised; chart reindexed.

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DIVKU 8A [DIVK8A] DEPARTURE (RWY 07)

NOT AVAILABLE WHEN LI(R)-310 ACTIVE BY ATC

Apt Elev 193

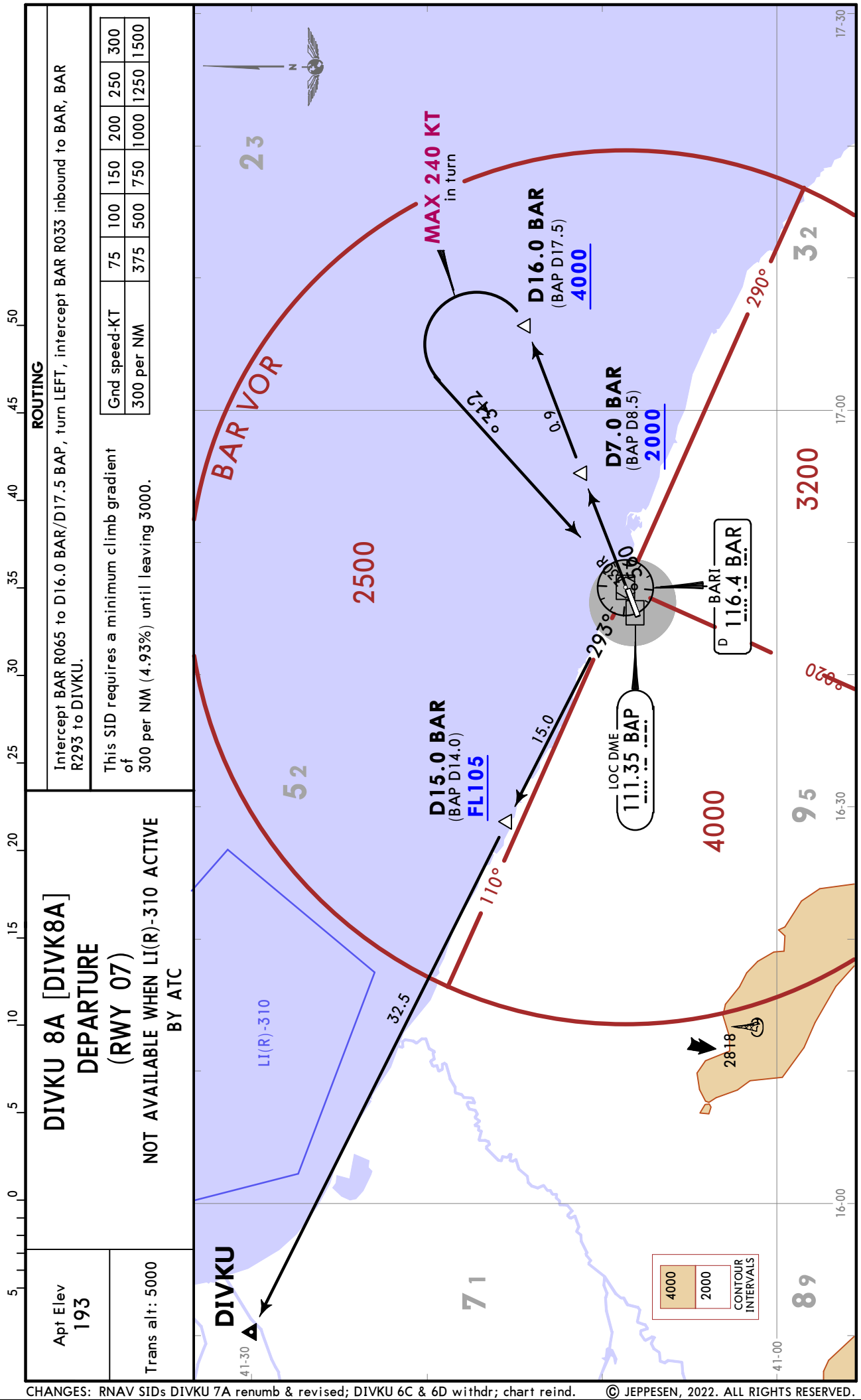
Trans alt: 5000

ROUTING

Intercept BAR R065 to D16.0 BAR/D17.5 BAP, turn LEFT, intercept BAR R033 inbound to BAR, BAR R293 to DIVKU.

This SID requires 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



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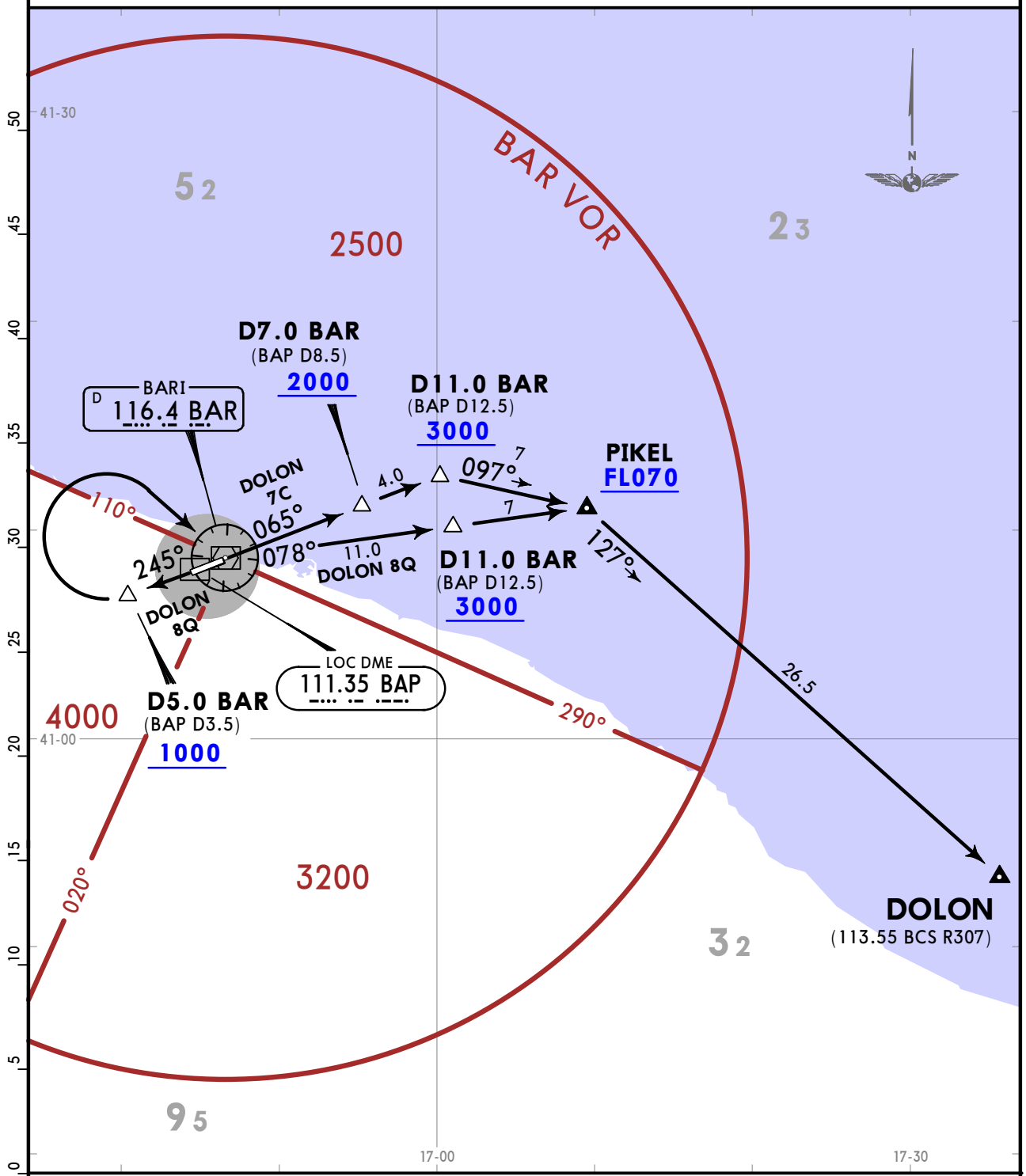
Apt Elev	Trans alt: 5000
193	

DOLON 7C [DOLO7C], DOLON 8Q [DOLO8Q]
DEPARTURES
(ALL RWYS)

SPEED: TURNS AFTER TAKE-OFF MAX 250 KT



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
DOLON 7C	07	Intercept BAR R065 to D11.0 BAR/D12.5 BAP, turn RIGHT, 097° track to PIKEL, turn RIGHT, intercept BCS R307 inbound to DOLON.
DOLON 8Q	25	Intercept BAR R245, at D5.0 BAR/D3.5 BAP, turn RIGHT to BAR, BAR R078 to PIKEL, turn RIGHT, intercept BCS R307 inbound to DOLON.

CHANGES: None.

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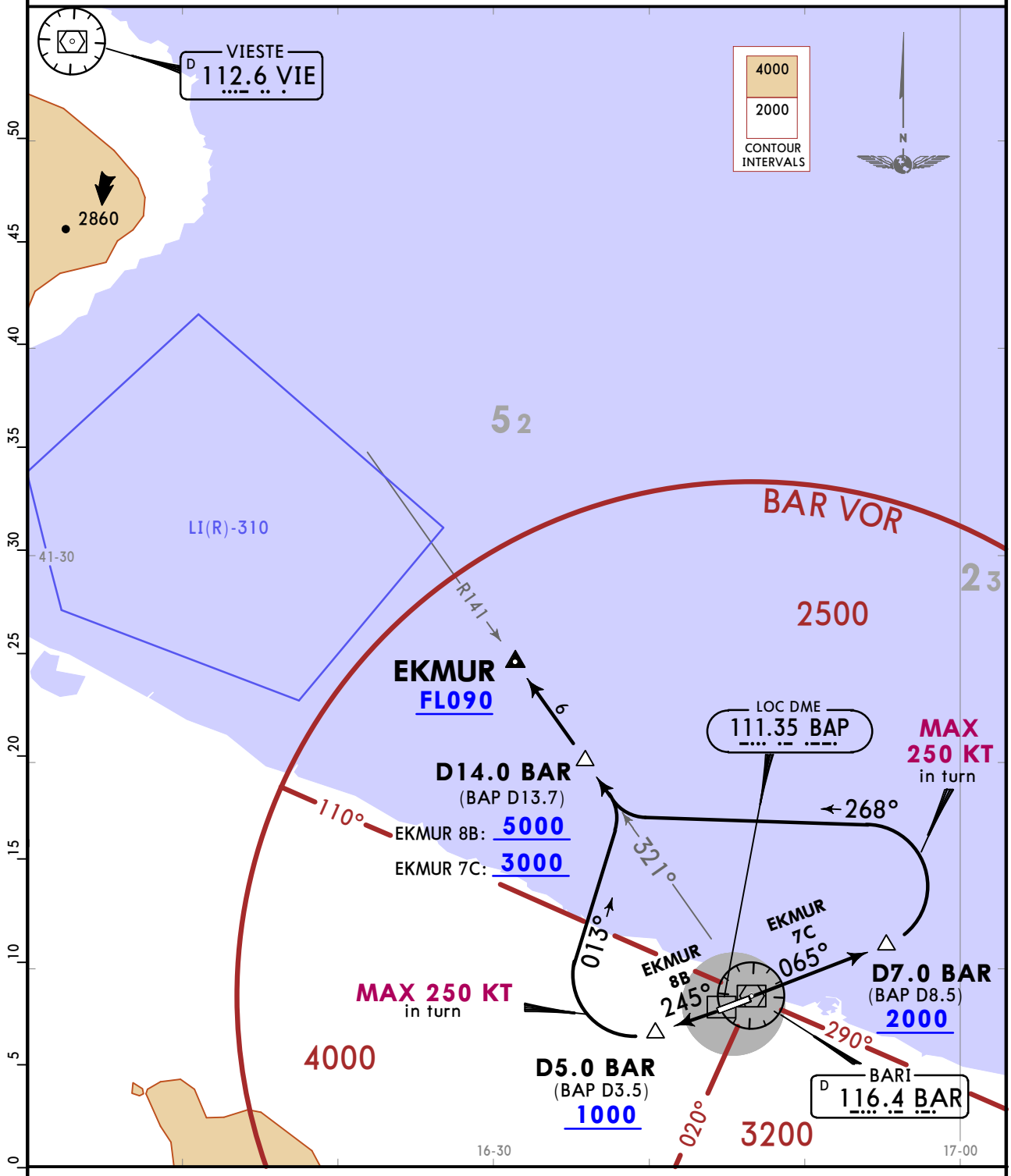
Apt Elev 193

Trans alt: 5000

EKMUR 8B [EKMU8B], EKMUR 7C [EKMU7C]
DEPARTURES
(ALL RWYS)
BY ATC
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
EKMUR 8B	**25**	Intercept BAR R245, at D5.0 BAR/D3.5 BAP, turn RIGHT, 013° track, intercept BAR R321 (VIE R141 inbound) to EKMUR.
EKMUR 7C	**07**	Intercept BAR R065 to D7.0 BAR/D8.5 BAP, turn LEFT, 268° track, intercept BAR R321 to EKMUR.

CHANGES: Availability.

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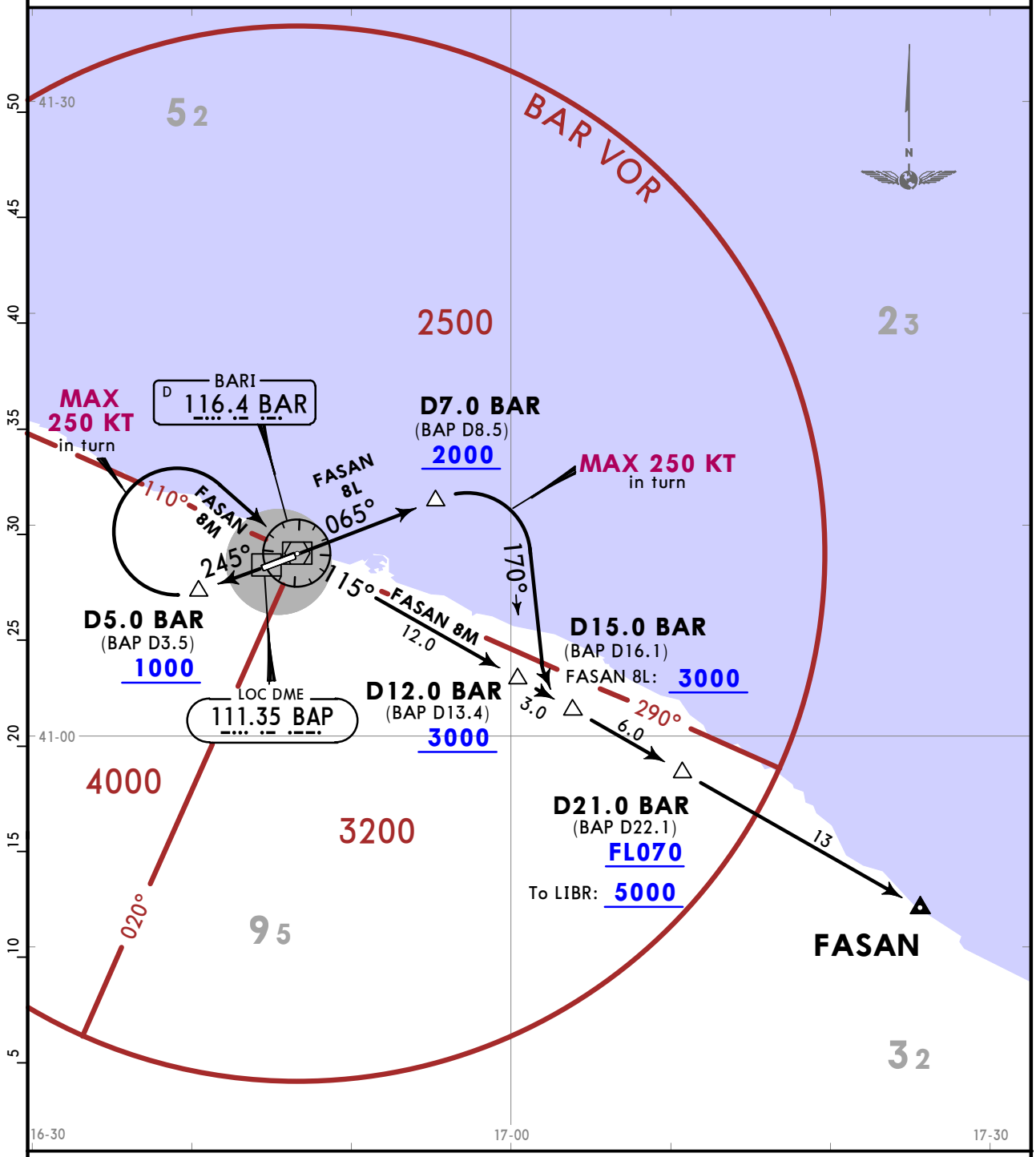
Apt Elev 193

Trans alt: 5000

FASAN 8L [FASA8L], FASAN 8M [FASA8M] DEPARTURES (ALL RWYS)

SIDS PARTIALLY OUTSIDE CONTROLLED AIRSPACE BY ATC



FASAN 8M

This SID requires 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
FASAN 8L	07	Intercept BAR R065 to D7.0 BAR/D8.5 BAP, turn RIGHT, 170° track, intercept BAR R115 to FASAN.
FASAN 8M	25	Intercept BAR R245, at D5.0 BAR/D3.5 BAP, turn RIGHT to BAR, BAR R115 to FASAN.

CHANGES: SID FASAN 8M revised; chart reindexed.

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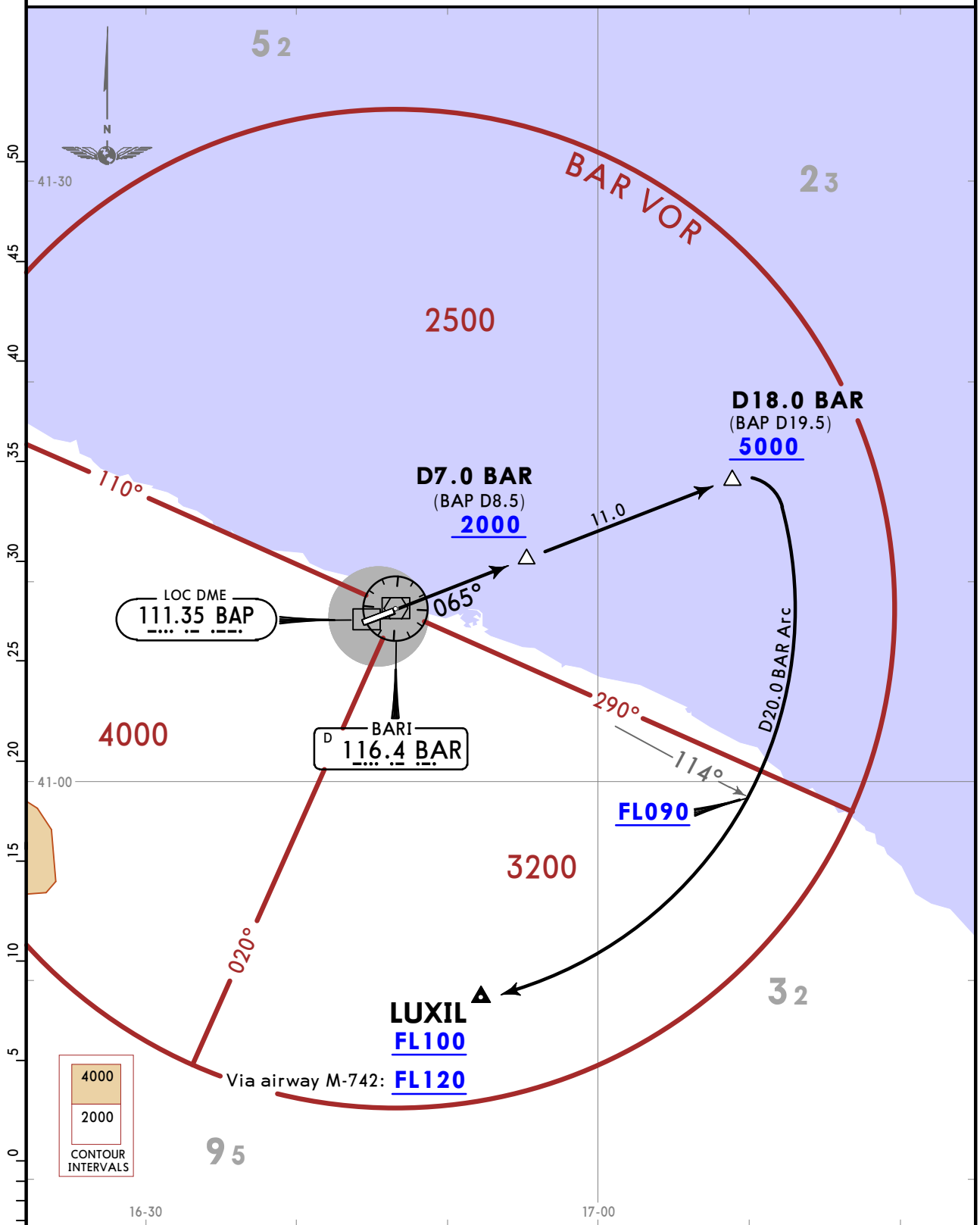
Apt Elev	Trans alt: 5000
193	

LUXIL 7A [LUXI7A]
DEPARTURE
(RWY 07)



This SID requires a minimum climb gradient of
300 per NM (4.93%) until leaving FL090.

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

ROUTING

Intercept BAR R065 to D18.0 BAR, turn RIGHT, along D20.0 BAR Arc to LUXIL.

CHANGES: Chart reindexed.

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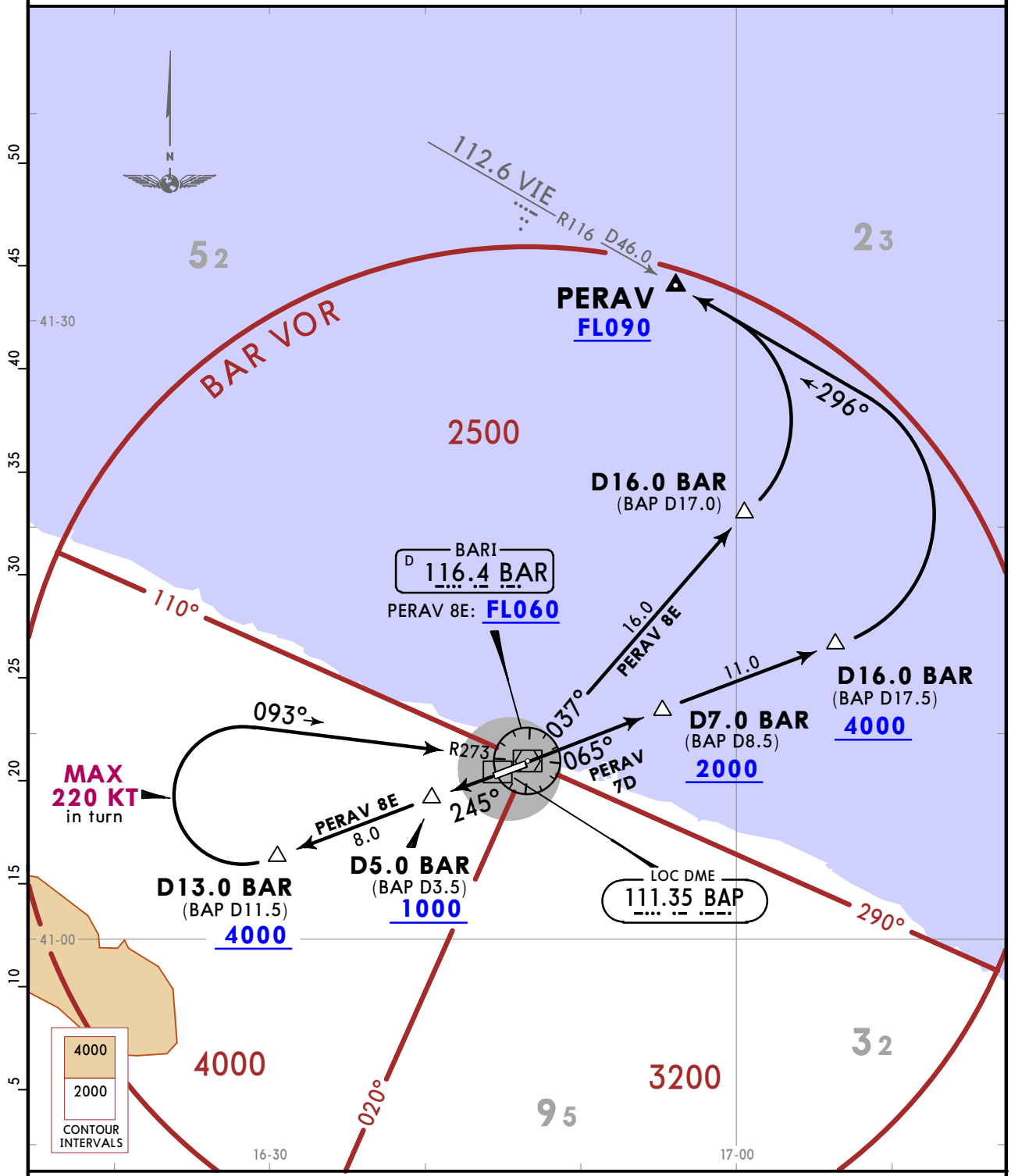
Apt Elev 193

Trans alt: 5000

PERAV 7D [PERA7D], PERAV 8E [PERA8E] DEPARTURES (ALL RWYS) BY ATC



These SIDs require a minimum climb gradient of 300 per NM (4.93%) until leaving FL090.

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

SID	RWY	ROUTING
PERAV 7D	07	Intercept BAR R065 to D16.0 BAR/D17.5 BAP, turn LEFT, intercept VIE R116 inbound to PERAV.
PERAV 8E	25	Intercept BAR R245 to D13.0 BAR/D11.5 BAP, turn RIGHT, intercept BAR R273 inbound to BAR, BAR R037 to D16.0 BAR, turn LEFT, intercept VIE R116 inbound to PERAV.

CHANGES: Availability.

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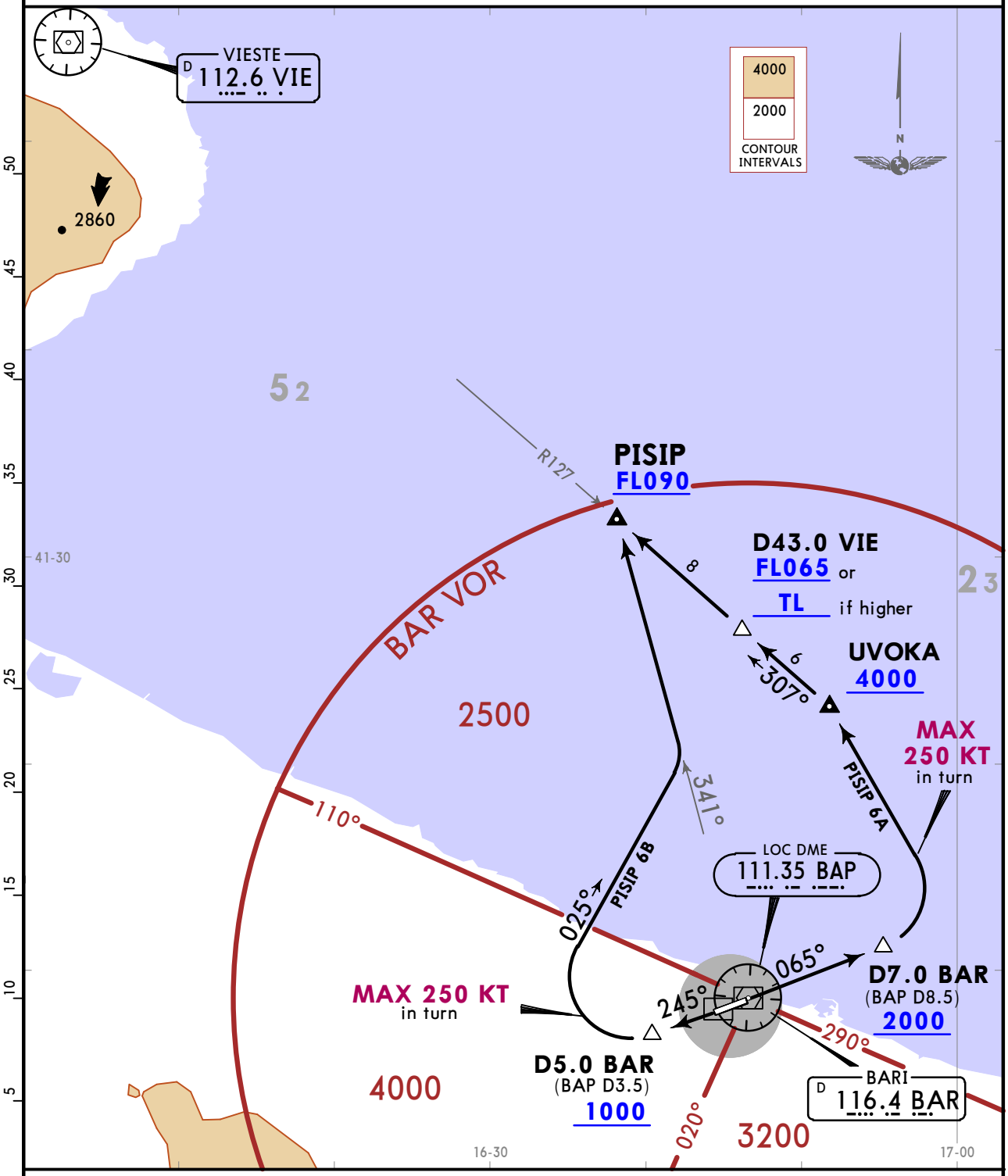
Apt Elev	Trans alt: 5000
193	

PISIP 6A [PISI6A], PISIP 6B [PISI6B] DEPARTURES (ALL RWYS) BY ATC



These SIDs require a minimum climb gradient of
300 per NM (4.93%).
PISIP 6A: until leaving 3000.
PISIP 6B: until leaving FL090.

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

SID	RWY	ROUTING
PISIP 6A	**07**	Intercept BAR R065 to D7.0 BAR/D8.5 BAP, turn LEFT to UVOKA, intercept VIE R127 inbound to PISIP.
PISIP 6B	**25**	Intercept BAR R245, at D5 BAR/D3.5 BAP, turn RIGHT, 025° track, intercept BAR R341 to PISIP.

CHANGES: Availability.

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SID	RWY	ROUTING
TOPNO 9A By ATC	07	Intercept BAR R065 to D16.0 BAR/D17.5 BAP, turn LEFT, intercept BAR R033 inbound to BAR, BAR R245 to TOPNO.
TOPNO 8B	25	Intercept BAR R245 to TOPNO.
TOPNO 8C	07	Intercept BAR R065 to D7.0 BAR/D8.5 BAP, turn LEFT, 210° track, intercept BAR R245 to TOPNO.
TOPNO 6E ❶	25	Intercept BAR R245, at D5.0 BAR/D3.5 BAP turn RIGHT to BAR, BAR R115 to D12.0 BAR/D13.4 BAP, turn LEFT to BAR, BAR R245 to TOPNO.

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

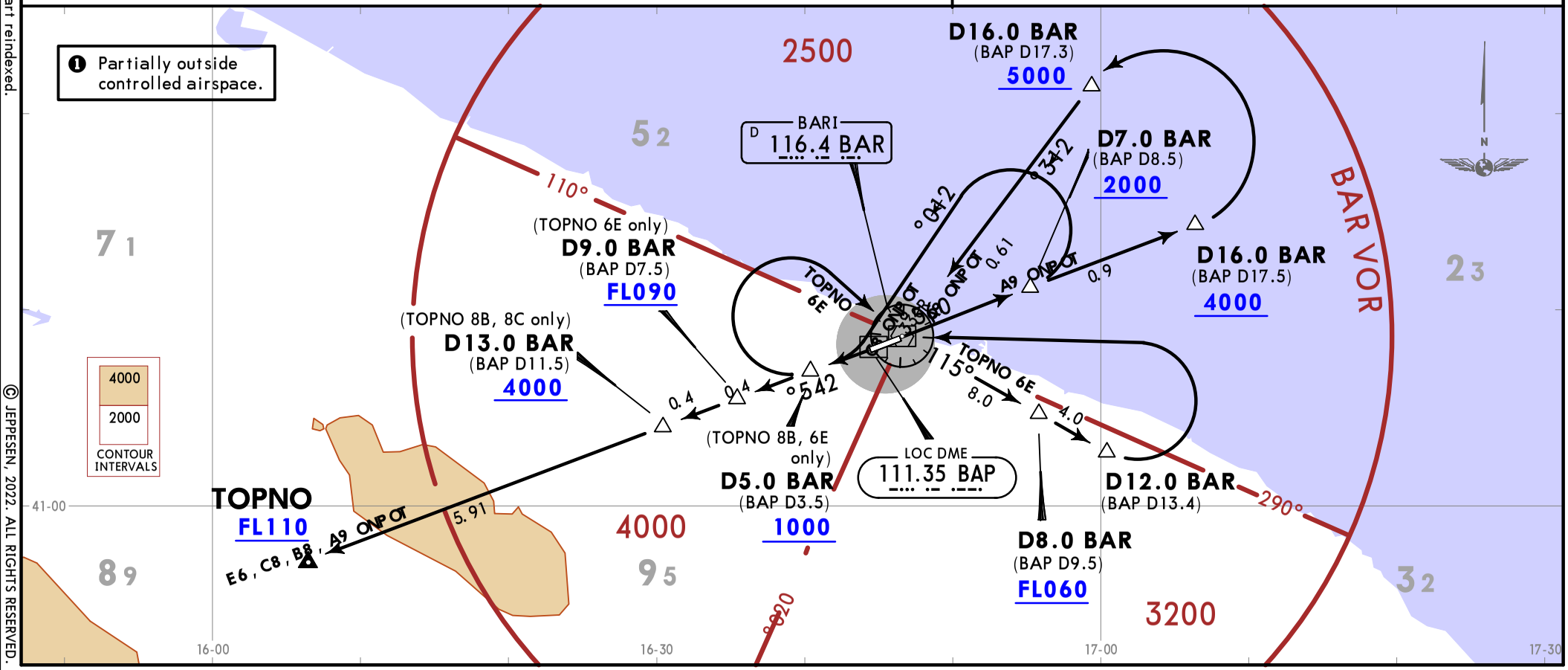
Gnd speed-KT	75	100	150	200	250	300
300 per NM	375	500	750	1000	1250	1500

Apt Elev 193

Trans alt: 5000

TOPNO 9A [TOPN9A], TOPNO 8B [TOPN8B] TOPNO 8C [TOPN8C], TOPNO 6E [TOPN6E] DEPARTURES (ALL RWYS)

SPEED: TURNS AFTER TAKE-OFF MAX 250 KT



CHANGES: SID TORNO 6E revised; chart reindexed.
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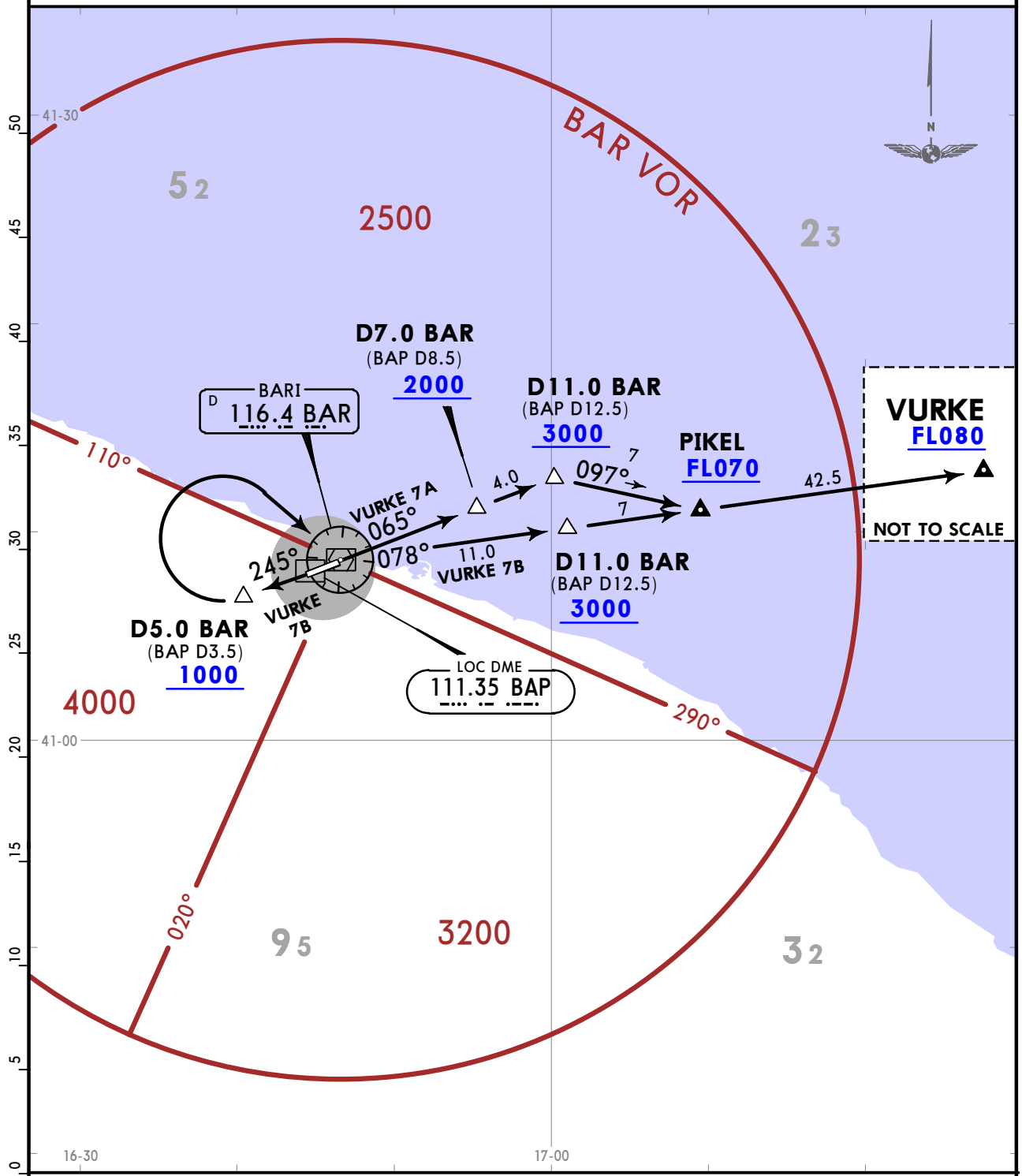
Apt Elev 193

Trans alt: 5000

VURKE 7A [VURK7A], VURKE 7B [VURK7B] DEPARTURES (ALL RWYS)

SPEED: TURNS AFTER TAKE-OFF MAX 250 KT



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
VURKE 7A	**07**	Intercept BAR R065 to D11.0 BAR/D12.5 BAP, turn RIGHT, 097° track to PIKEL, turn LEFT, intercept BAR R078 to VURKE.
VURKE 7B	**25**	Intercept BAR R245, at D5.0 BAR/D3.5 BAP, turn RIGHT to BAR, BAR R078 via PIKEL to VURKE.

CHANGES: SID VURKE 7B revised; chart reindexed.

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LIBD/BRI

Apt Elev 193′
N41 08.3 E016 45.9

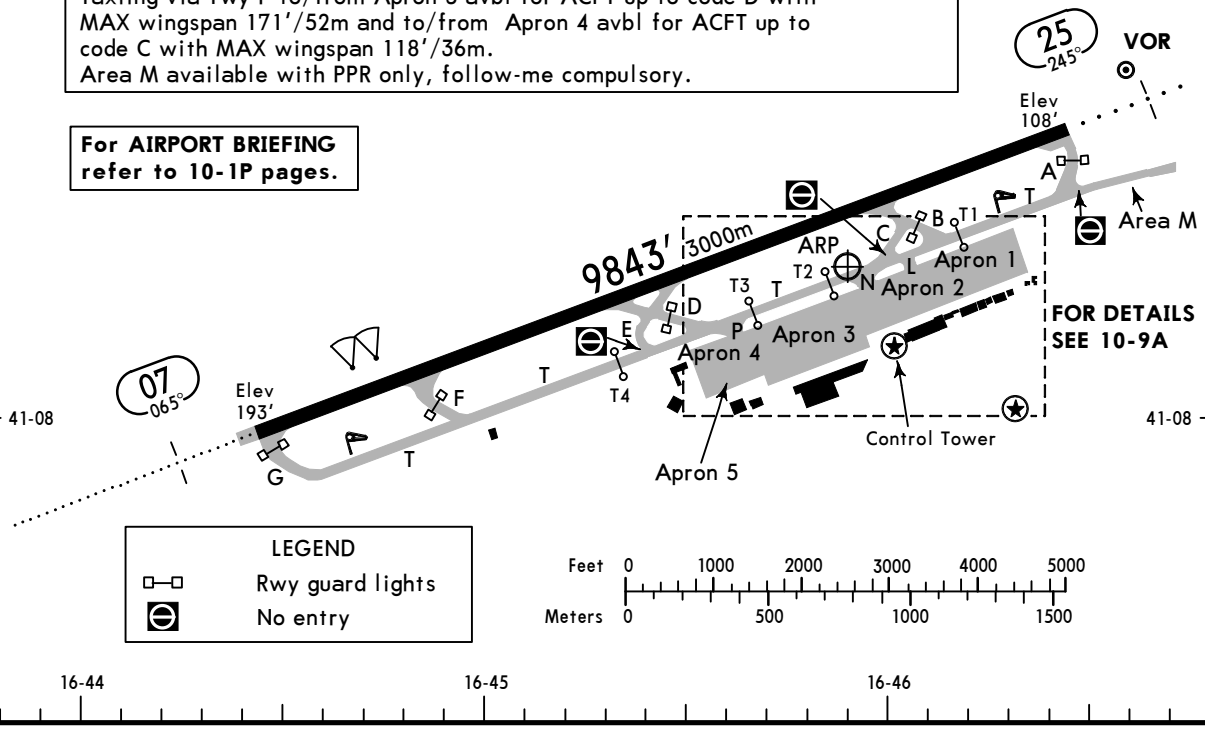
JEPPESEN
31 OCT 25 (10-9)

BARI, ITALY
PALESE

ATIS	BARI Tower
124.050	118.3

Marshalling service is mandatory for all departing and arriving ACFT except for entrance to stands with visual docking guidance.
Twys A thru G and T are avbl for ACFT up to code E with MAX wingspan 213′/65m. ACFT taxiing on Twy T are restricted to taxi strictly along centerline and with minimum speed.
Exit from rwy via Twy A is allowed with caution and at minimum speed.
Twy C only avbl for exit from Rwy 07; Twy E only avbl for exit Rwy 25.
Taxiing via Twy L to/from Apron 1 avbl for ACFT up to code C with MAX wingspan 118′/36m and to/from Apron 2 avbl for ACFT up to code E with MAX wingspan 213′/65m.
Taxiing via Twy N to/from Apron 2 avbl for ACFT up to code E with MAX wingspan 213′/65m and to/from Apron 3 avbl for ACFT up to code D with MAX wingspan 171′/52m.
Taxiing via Twy P to/from Apron 3 avbl for ACFT up to code D with MAX wingspan 171′/52m and to/from Apron 4 avbl for ACFT up to code C with MAX wingspan 118′/36m.
Area M available with PPR only, follow-me compulsory.

For AIRPORT BRIEFING refer to 10-1P pages.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
07	HIRL (60m) CL (15m) HIALS REIL PAPI ❶ RVR		8508′ 2593m	❸	148′ 45m
25	HIRL (60m) CL (15m) HIALS REIL PAPI ❷				

❶ (angle 3.0°, MEHT 54′)
❷ (angle 3.0°, MEHT 56′)

❸ TAKE-OFF RUN AVAILABLE

RWY 07:
From rwy head 9843′ (3000m)
twy F int (on request) 8018′ (2444m)

RWY 25:
From rwy head 9843′ (3000m)
twy B int (on request) 7480′ (2280m)

Std/State	TAKE-OFF
	R/V550m

CHANGES: Minimums.

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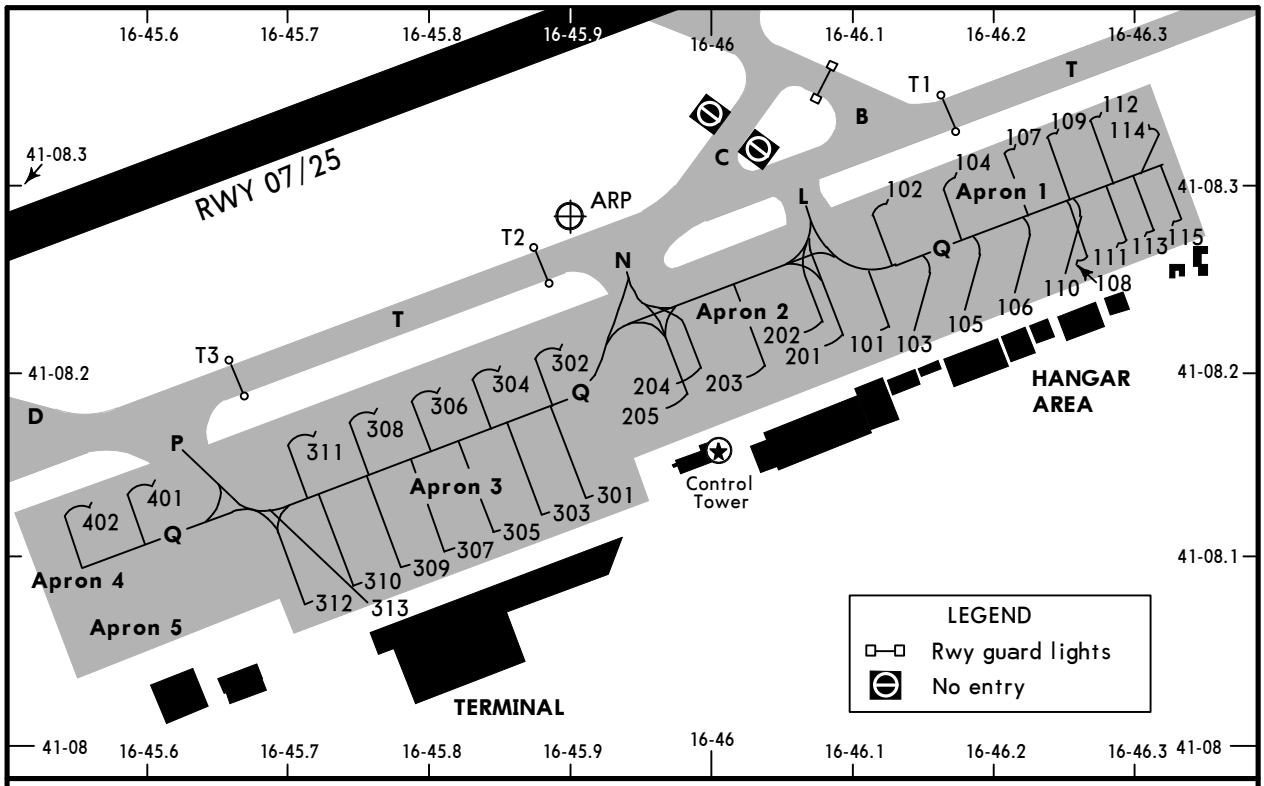

Apron Twy Q on Apron 2 not available when stands 202 or 204 are engaged.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
Apron 1		**Apron 3**	
101	N41 08.2 E016 46.1	301	N41 08.1 E016 45.9
102	N41 08.3 E016 46.1	302	N41 08.2 E016 45.9
103	N41 08.2 E016 46.1	303	N41 08.1 E016 45.9
104	N41 08.3 E016 46.2	304	N41 08.2 E016 45.8
105, 106	N41 08.2 E016 46.2	305	N41 08.1 E016 45.8
107	N41 08.3 E016 46.2	306	N41 08.2 E016 45.8
108	N41 08.3 E016 46.3	307	N41 08.1 E016 45.8
109, 110	N41 08.3 E016 46.2	308	N41 08.2 E016 45.7
111 thru 115	N41 08.3 E016 46.3	309	N41 08.1 E016 45.8
Apron 2		310	N41 08.1 E016 45.7
201, 202	N41 08.2 E016 46.1	311	N41 08.2 E016 45.7
203 thru 205	N41 08.2 E016 46.0	312, 313	N41 08.1 E016 45.7
Apron 4			
401, 402	N41 08.1 E016 45.6		

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LIBD/BRI
PALESE

JEPPESEN
3 MAR 23 (11-1)

BARI, ITALY
ILS Z or LOC Z Rwy 07

ATIS	BRINDISI Radar (APP)	BARI Tower
124.050	118.750	118.3

LOC BAP	Final Apch Crs	D8.9 BAP	ILS DA(H) Refer to Minimums	Apt Elev 193′ Rwy 193′
111.35	065°	3000′ (2807′)		

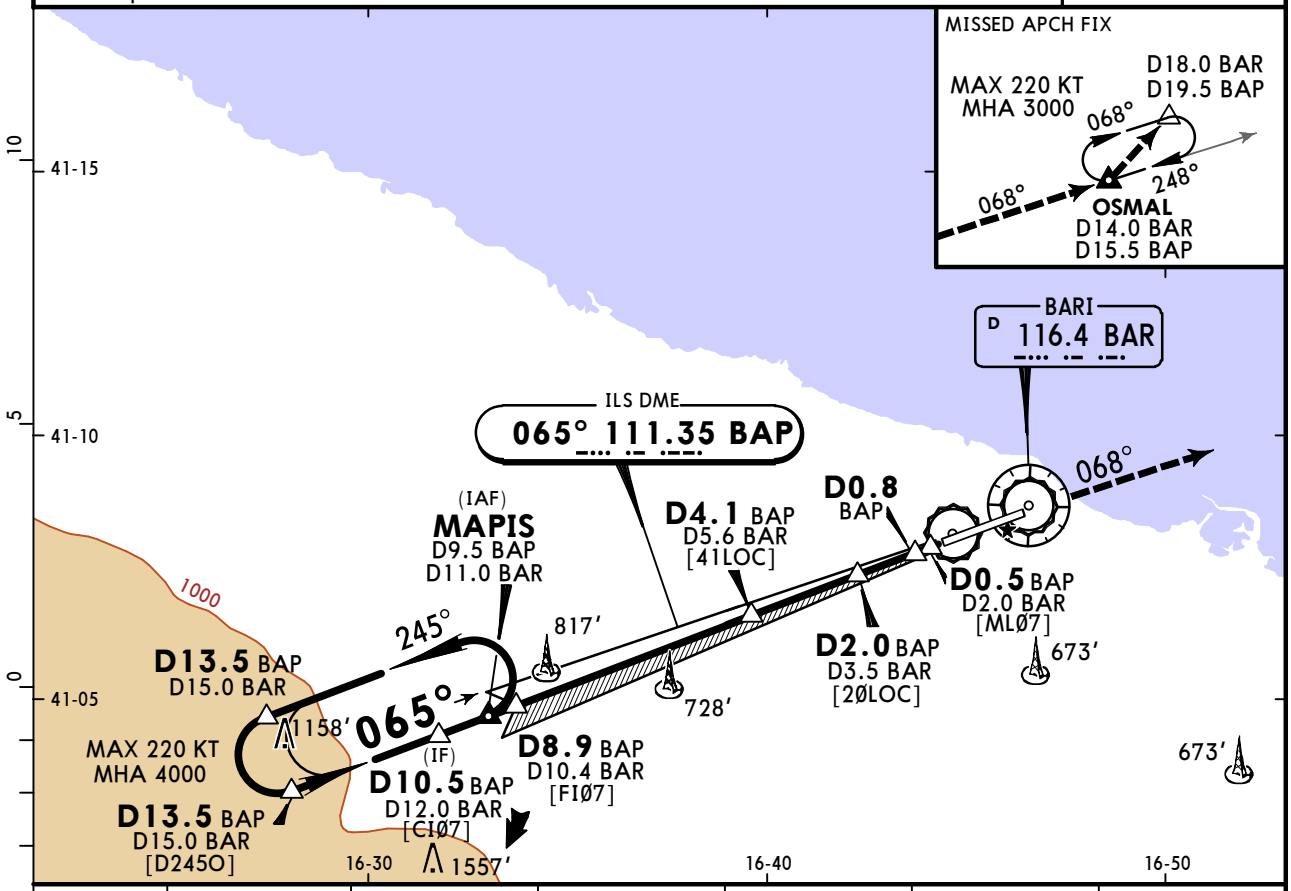
MISSED APCH: Continue on 065° climbing to 3000′ until intercepting and following R-068 BAR to OSMAL holding pattern.

Alt Set: hPa	Rwy Elev: 7 hPa	Trans level: By ATC	Trans alt: 5000′

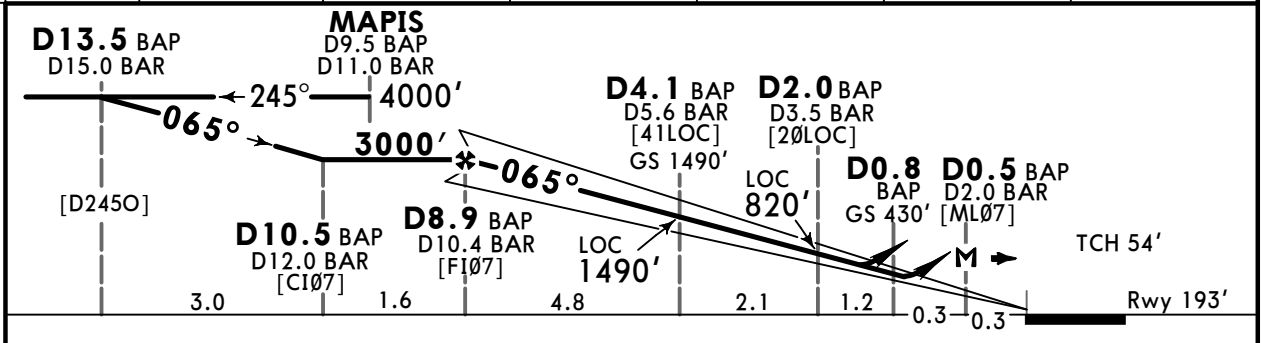
DME required.

MSA
BAR VOR
2500
110°
290°
4000
3200
020°

BRIEFING STRIP™



LOC (GS out)	BAP DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1770′	1450′	1130′	820′	500′



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 D0.5 BAP/D2.0 BAR						

HIALS
REIL PAPI PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY **07**

ILS DA(H)		LOC (GS out) CDFA	
ABC: 393′ (200′)	D: 403′ (210′)	DA/MDA(H) 620′ (427′)	
FULL	ALS out		ALS out
A, B, C, D: RVR 550m [1]	RVR 1200m	RVR 1300m	RVR 1500m / RVR 2000m

CIRCLE-TO-LAND
Not authorized South of rwy

Max Kts	MDA(H)	VIS
100	850′ (657′)	1500m
135	850′ (657′)	1600m
180	950′ (757′)	2400m
195	1090′ (897′)	3600m

PANS OPS

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: OM withdrawn.

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LIBD/BRI
PALESE

JEPPESEN
3 MAR 23 (11-2)

BARI, ITALY
ILS Y or LOC Y Rwy 07

ATIS	BRINDISI Radar (APP)	BARI Tower
124.050	118.750	118.3

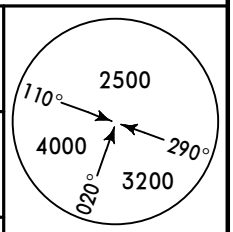
BRIEFING STRIP™

LOC BAP	Final Apch Crs	D8.9 BAP	ILS DA(H) Refer to Minimums	Apt Elev 193′ Rwy 193′
111.35	065°	3000′ (2807′)		

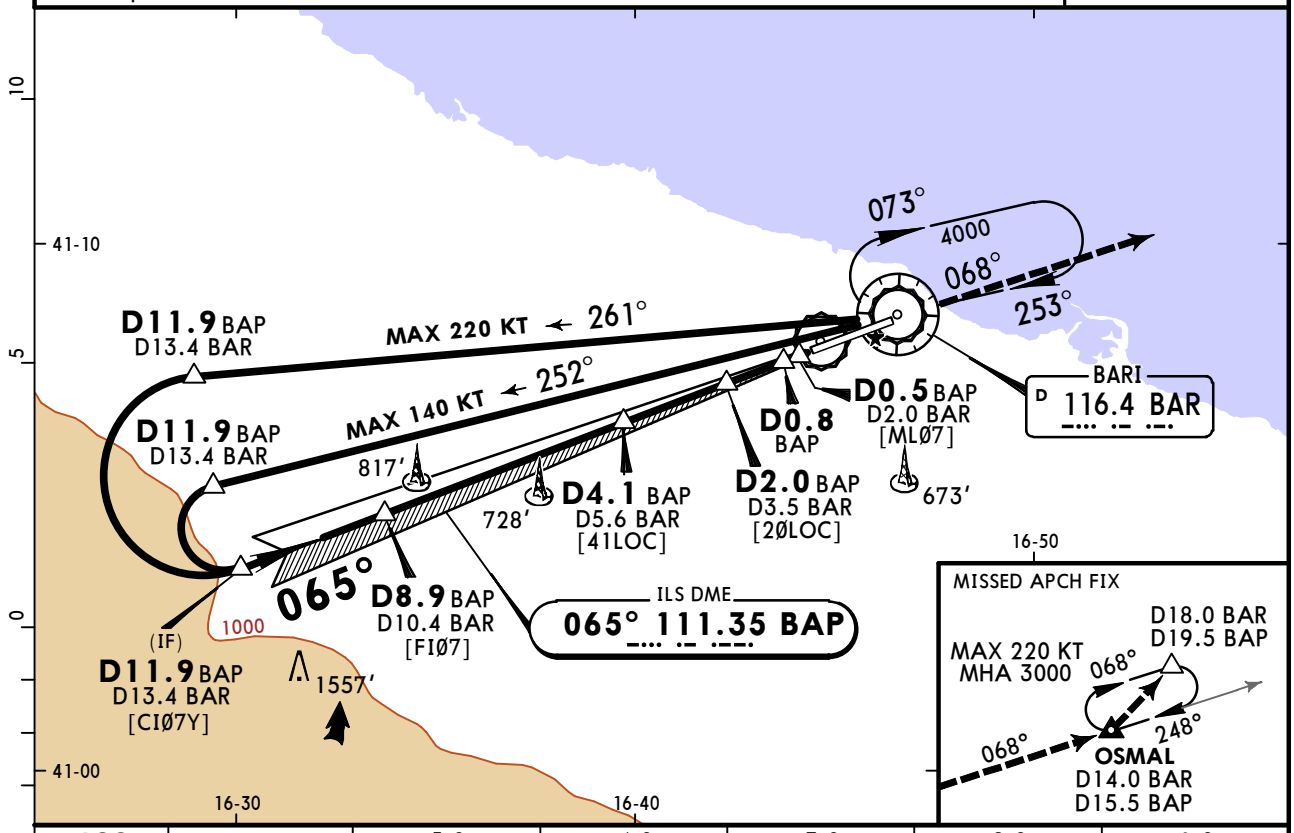
MISSED APCH: Continue on 065° climbing to 3000′ until intercepting and following R-068 BAR to OSMAL holding pattern.

Alt Set: hPa	Rwy Elev: 7 hPa	Trans level: By ATC	Trans alt: 5000′

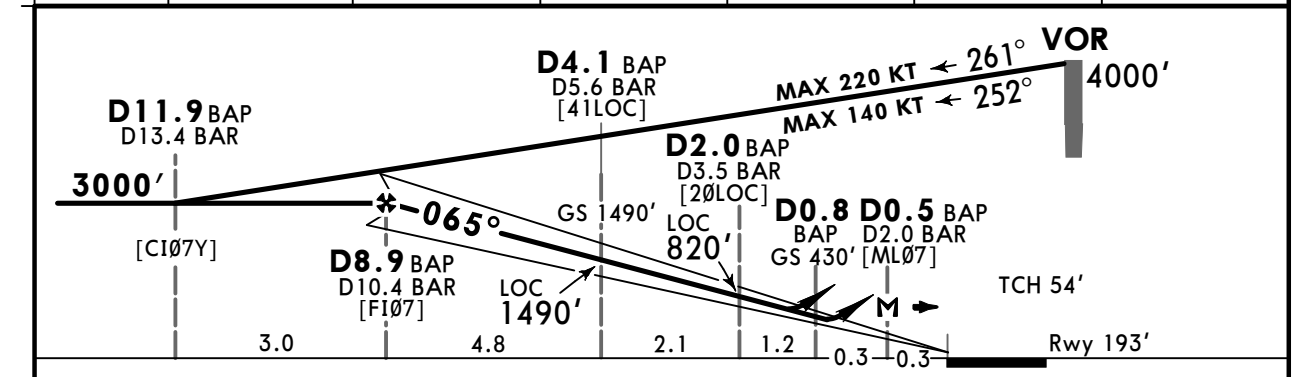
DME required.



MSA
BAR VOR



LOC (GS out)	BAP DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1770′	1450′	1130′	820′	500′



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 D0.5 BAP/D2.0 BAR							

HIALS
REIL PAPI PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY **07**

ILS DA(H)		LOC (GS out) CDFA	
ABC: 393′ (200′)	D: 403′ (210′)	DA/MDA(H)	620′ (427′)

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 550m [1]	RVR 1200m	RVR 1300m	RVR 1500m
B				
C				RVR 2000m
D				

CIRCLE-TO-LAND
Not authorized South of rwy

Max Kts	MDA(H)	VIS
100	850′ (657′)	1500m
135	850′ (657′)	1600m
180	950′ (757′)	2400m
195	1090′ (897′)	3600m

PANS OPS

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: OM withdrawn.

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LIBD/BRI
PALESE

JEPPESEN
9 JUN 23 (11-3) Eff 15 Jun

BARI, ITALY
ILS X or LOC X Rwy 07

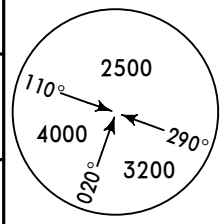
ATIS	BRINDISI Radar (APP)	BARI Tower
124.050	118.750	118.3

BRIEFING STRIP™

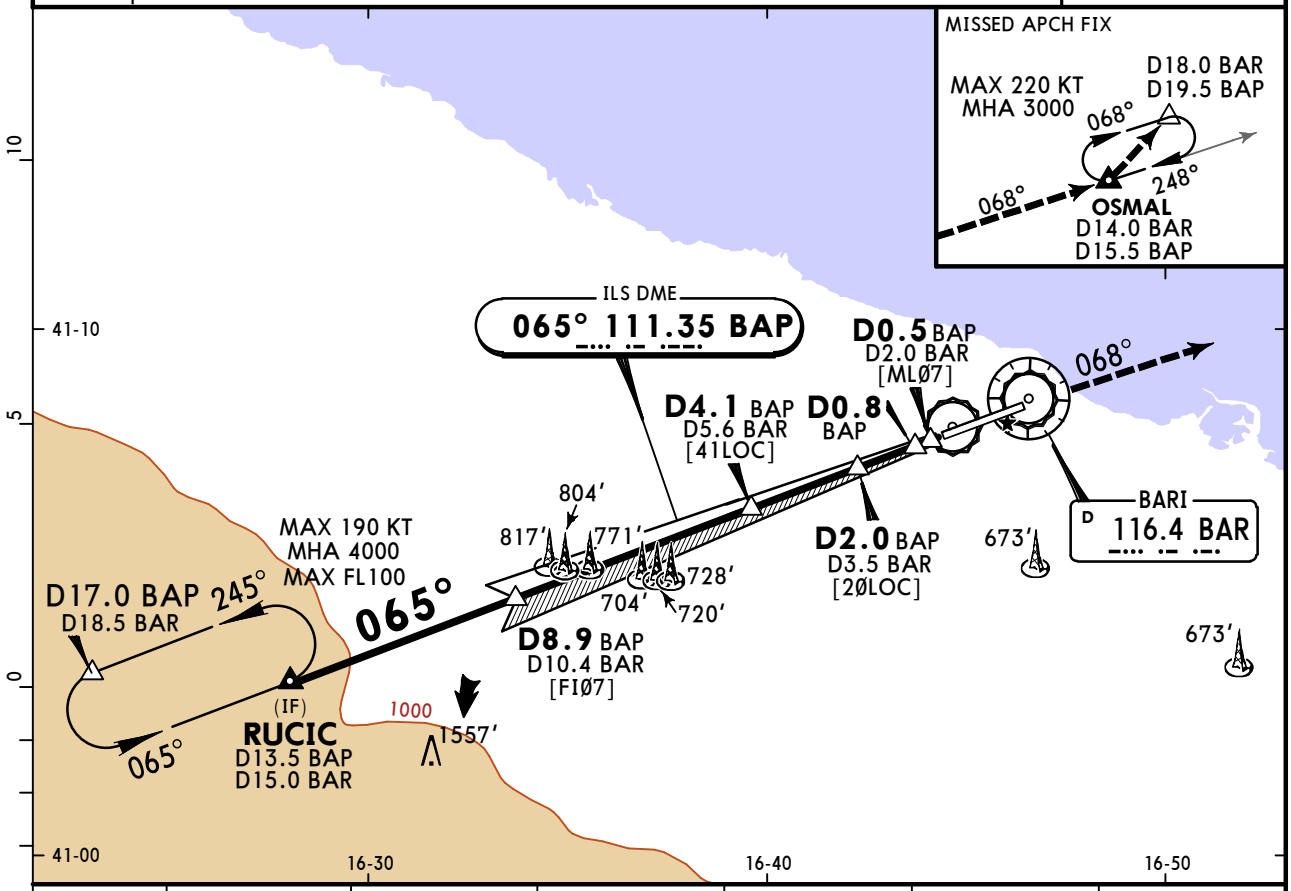
LOC BAP	Final Apch Crs	D8.9 BAP	ILS DA(H) Refer to Minimums	Apt Elev 193′ Rwy 193′
111.35	065°	3000′ (2807′)		

MISSED APCH: Continue on 065° climbing to 3000′ until intercepting and following R-068 BAR to OSMAL holding pattern.

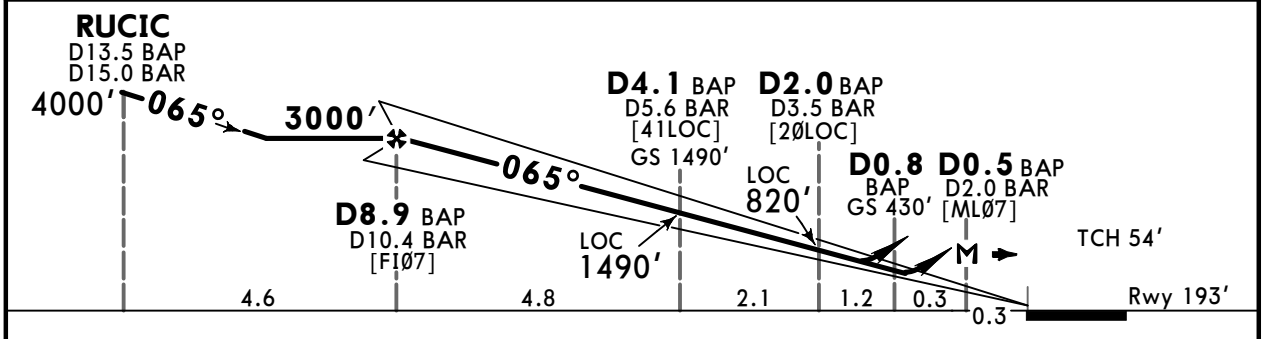
Alt Set: hPa	Rwy Elev: 7 hPa	Trans level: By ATC	Trans alt: 5000′
DME required.			



MSA
BAR VOR



LOC (GS out)	BAP DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1770′	1450′	1130′	820′	500′



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 D0.5 BAP/D2.0 BAR						

HIALS
REIL PAPI PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY **07**

ILS DA(H)		LOC (GS out) CDFA	
ABC: **393′** (200′)	D: **403′** (210′)	DA/MDA(H) **620′** (427′)	
FULL	ALS out		ALS out
A	RVR 550m 1	RVR 1200m	RVR 1300m	RVR 1500m
B				
C				RVR 2000m
D				

CIRCLE-TO-LAND
Not authorized South of rwy

Max Kts	MDA(H)	VIS
100	850′ (657′)	1500m
135	850′ (657′)	1600m
180	950′ (757′)	2400m
195	1090′ (897′)	3600m

PANS OPS

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: New procedure.

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LIBD/BRI
PALESE

JEPPESEN
9 JUN 23 (12-1) Eff 15 Jun

BARI, ITALY
RNP Rwy 07

BRIEFING STRIP™

ATIS	BRINDISI Radar (APP)	BARI Tower
124.050	118.750	118.3

EGNOS	Final Apch Crs	BD556	LPV CAT I DA(H)	Apt Elev 193′
Ch 92936 E07A	065°	3000′ (2807′)	Refer to Minimums	Rwy 193′

MISSED APCH: Climb to 3000′, proceed to BD571 on course 065°. Then proceed on track 070° to OSMAL holding pattern.

RNP Apch.	Alt Set: hPa	Rwy Elev: 7 hPa	Trans level: By ATC	Trans alt: 5000′

4000
MSA ARP

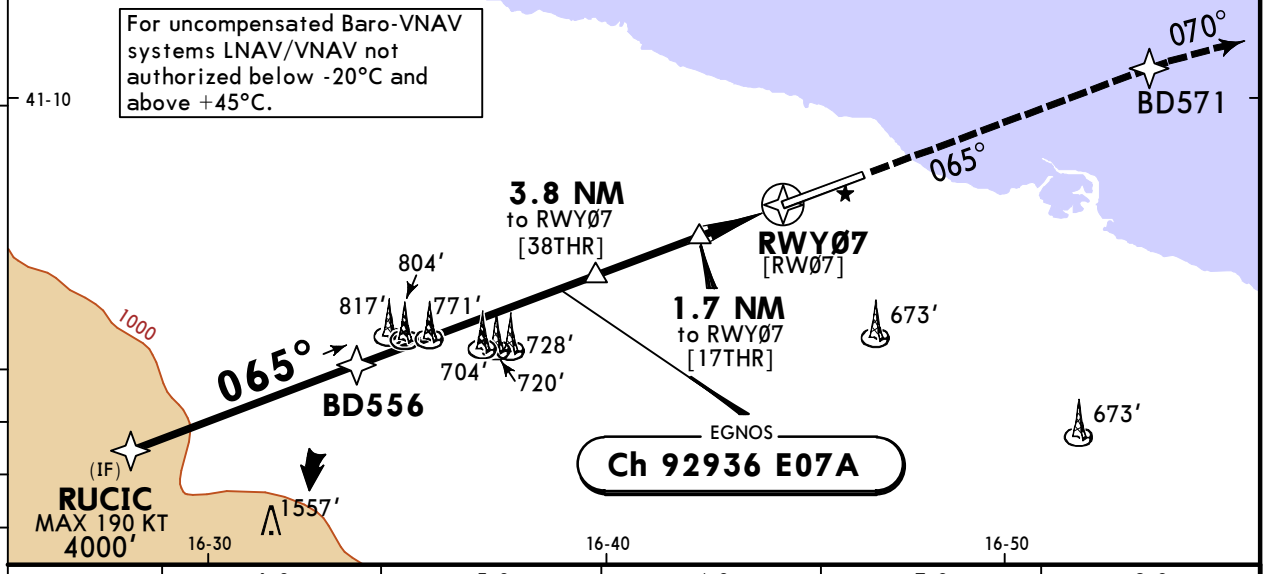
RUCIC HOLDING
MAX 190 KT
MHA 4000
MAX FL100
❷ 1 min
❶ 3.4 245° 065° ❸ RUCIC

❶ For RNAV system with holding functionality
❷ For RNAV system without holding functionality
❸ Fly-over for holding pattern only

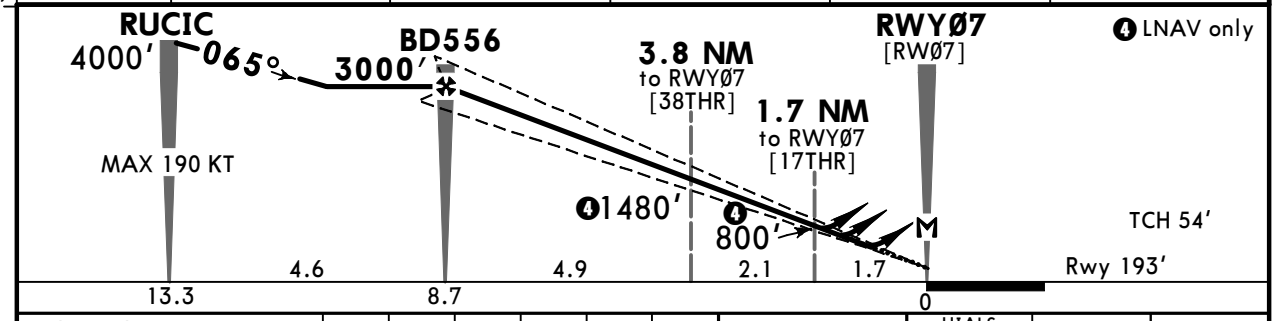
MISSED APCH FIX
MAX 220 KT
MHA 3000
❷ 1 min
068° 3.9 ❶ 248° 8.4 070° ❸ OSMAL

For uncompensated Baro-VNAV systems LNAV/VNAV not authorized below -20°C and above +45°C.

41-10



DIST to RWYØ7	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2100′	1780′	1470′	1150′	830′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.06°	379	487	541	650	758	866
MAP at RWYØ7							

HIALS
REIL PAPI PAPI

3000′ on 065°

Standard STRAIGHT-IN LANDING RWY 07

	LPV CAT I		LNAV/VNAV		LNAV CDFA	
	DA(H)	ALS out	DA(H)	ALS out	DA/MDA(H)	ALS out
A	A: 406′ (213′) C: 426′ (233′)	RVR 1200m	A: 452′ (259′) C: 472′ (279′)	RVR 1300m	630′ (437′)	RVR 1500m
B	B: 418′ (225′) D: 437′ (244′)		B: 464′ (271′) D: 483′ (290′)			
C						RVR 2000m
D		RVR 1300m		RVR 1400m		
	RVR 550m ❶		RVR 750m		RVR 1300m	

CIRCLE-TO-LAND
Not authorized South of rwy

Max Kts	MDA(H)	VIS
100	850′ (657′)	1500m
135	850′ (657′)	1600m
180	950′ (757′)	2400m
195	1090′ (897′)	3600m

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: Procedure.

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LIBD/BRI
PALESE

JEPPESEN
9 JUN 23 (12-2) Eff 15 Jun

BARI, ITALY
RNP Rwy 25

ATIS	BRINDISI Radar (APP)	BARI Tower
124.050	118.750	118.3

BRIEFING STRIP™

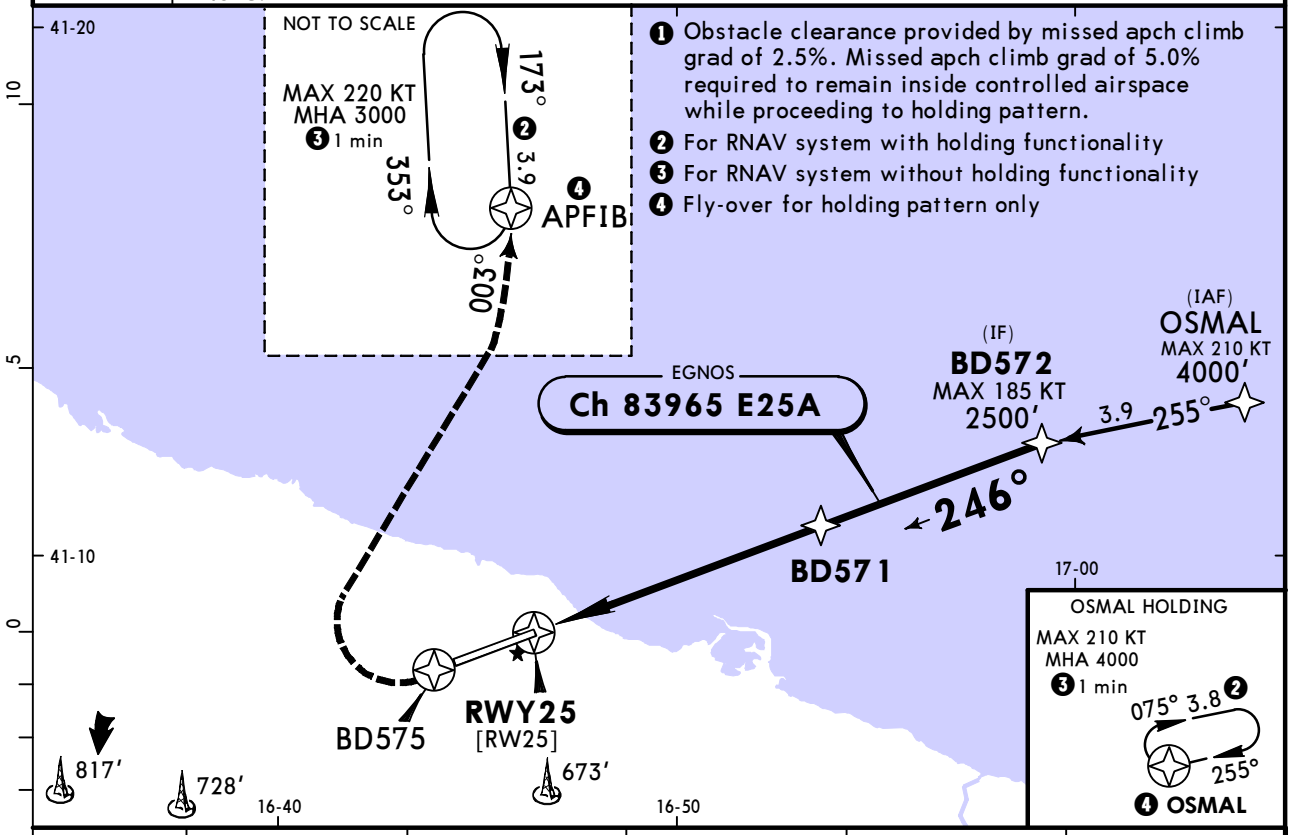
EGNOS	Final Apch Crs	BD571	LPV CAT I DA(H)	Apt Elev 193′
Ch 83965 E25A	246°	2000′ (1892′)	Refer to Minimums	Rwy 108′

MISSED APCH: Climb to 3000′, proceed to BD575 on course 246°. Over BD575 turn RIGHT (MAX 185 KT) on track 003° to APFIB holding pattern. ❶

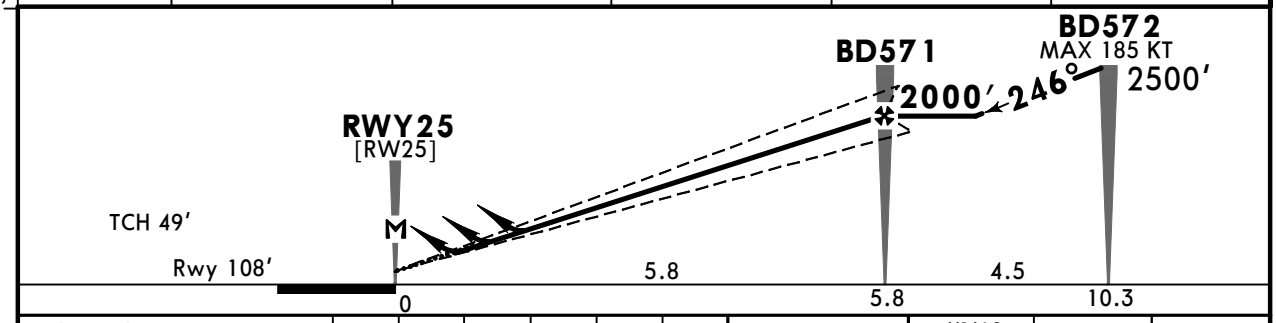
4000
MSA ARP

Alt Set: hPa	Rwy Elev: 4 hPa	Trans level: By ATC	Trans alt: 5000′

RNP Apch. For uncompensated Baro-VNAV systems LNAV/VNAV not authorized below -20°C and above +45°C.



DIST to RWY25	1.0	2.0	3.0	4.0	5.0
ALTITUDE	480′	800′	1110′	1430′	1750′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWY25							

HIALS
REIL
PAPI PAPI

BD575 on 246°

Standard STRAIGHT-IN LANDING RWY 25

	LPV CAT I		LNAV/VNAV		LNAV CDFA	
	DA(H)		DA(H)		DA/MDA(H)	
	A: 414′ (306′) C: 434′ (326′)		A: 472′ (364′) C: 492′ (384′)		600′ (492′)	
	B: 426′ (318′) D: 445′ (337′)		B: 484′ (376′) D: 503′ (395′)			
		ALS out		ALS out		ALS out
A	RVR 1000m	RVR 1400m	RVR 1300m	RVR 1500m	RVR 1500m	
B						
C	RVR 1100m	RVR 1500m	RVR 1400m	RVR 1800m	RVR 1800m	RVR 2300m
D						

CIRCLE-TO-LAND
Not authorized South of rwy

Max Kts	MDA(H)	VIS
100	850′ (657′)	1500m
135	850′ (657′)	1600m
180	950′ (757′)	2400m
195	1090′ (897′)	3600m

PANS OPS

CHANGES: Procedure.

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LIBD/BRI
PALESE

JEPPESEN
11 JUN 21 (13-1) Eff 17 Jun

BARI, ITALY
VOR Z Rwy 07

ATIS	BRINDISI Radar (APP)	BARI Tower
124.050	118.750	118.3

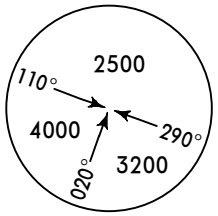
BRIEFING STRIP™

VOR BAR	Final Apch Crs	D10.4 BAR	DA/MDA(H)	Apt Elev 193′
116.4	065°	3000′ (2807′)	620′ (427′)	Rwy 193′

MISSED APCH: Continue on 065° (R-245 inbound VOR) climbing to 3000′. Over VOR proceed on 068° (R-068) to OSMAL holding pattern.

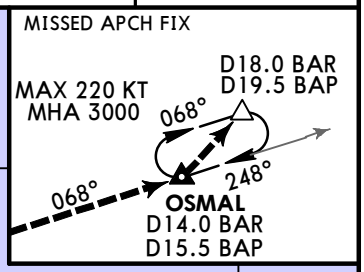
Alt Set: hPa	Rwy Elev: 7 hPa	Trans level: By ATC	Trans alt: 5000′

DME required.

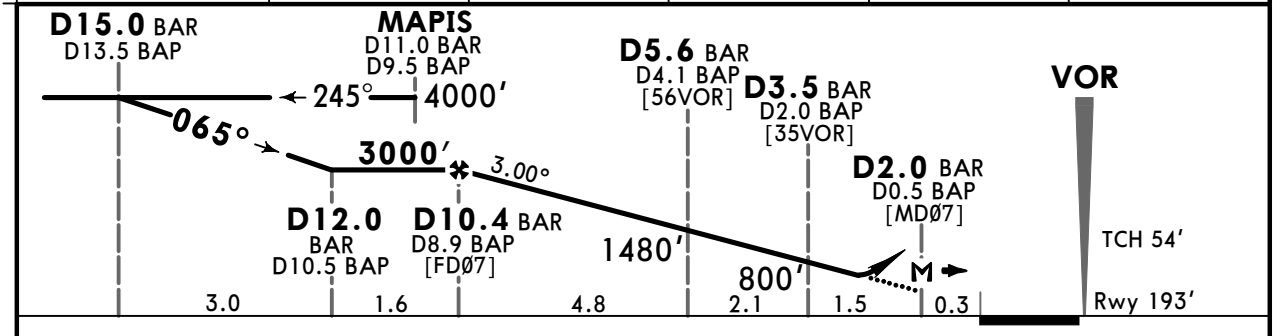


MSA
BAR VOR

Final approach track does not intersect the extended center line (ECL). Distance between final approach track and ECL at 4593′/1400m before threshold is 351′/107m North of ECL.



BAR DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	1910′	1590′	1270′	950′	630′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.0 BAR/D0.5 BAP							

HIALS
REIL
PAPI PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07**
CDFA
DA/MDA(H) **620′** (427′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1300m	RVR 1500m	100	850′ (657′)	1500m
B			135	850′ (657′)	1600m
C		RVR 2000m	180	950′ (757′)	2400m
D			195	1090′ (897′)	3600m

CIRCLE-TO-LAND
Not authorized
South of rwy

CHANGES: BRINDISI Radar (APP). Circling speeds.

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LIBD/BRI
PALESE

JEPPESEN
11 JUN 21 (13-2) Eff 17 Jun

BARI, ITALY
VOR Y Rwy 07

ATIS	BRINDISI Radar (APP)	BARI Tower
124.050	118.750	118.3

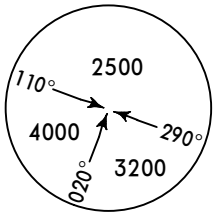
BRIEFING STRIP™

VOR BAR	Final Apch Crs	D10.4 BAR	DA/MDA(H)	Apt Elev 193′
116.4	065°	3000′ (2807′)	620′ (427′)	Rwy 193′

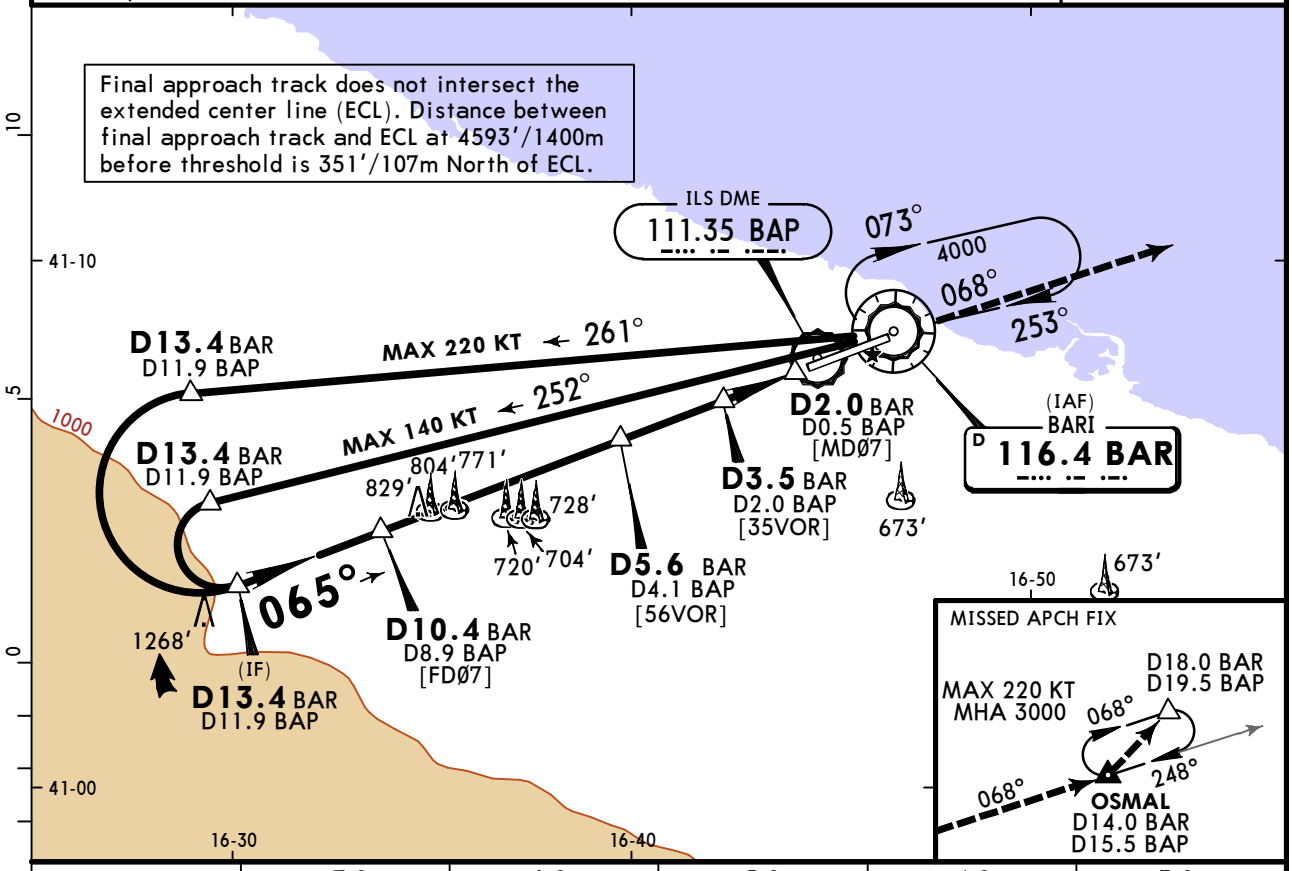
MISSED APCH: Continue on 065° (R-245 inbound VOR) climbing to 3000′. Over VOR proceed on 068° (R-068) to OSMAL holding pattern.

Alt Set: hPa	Rwy Elev: 7 hPa	Trans level: By ATC	Trans alt: 5000′

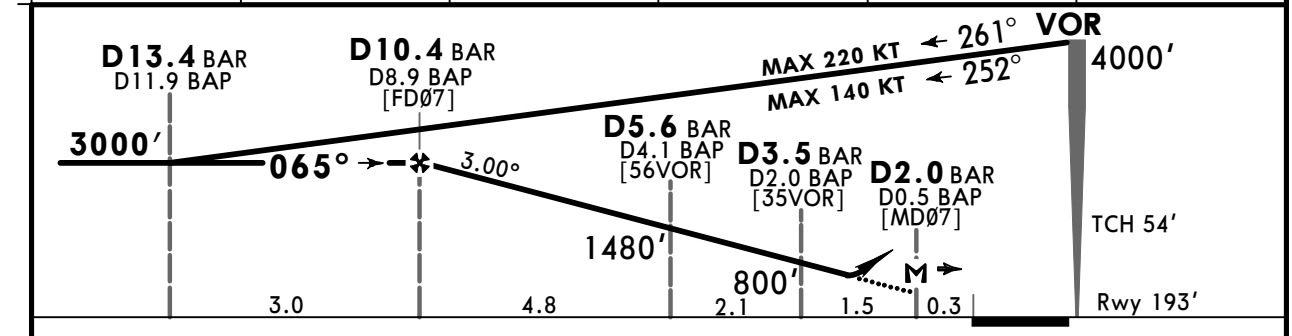
DME required.



MSA
BAR VOR



BAR DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	1910′	1590′	1270′	950′	630′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.0 BAR/D0.5 BAP							

HIALS
REIL PAPI PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **07**

CDFA

DA/MDA(H) **620′** (427′)

	ALS out	
A	RVR 1300m	RVR 1500m
B		
C		RVR 2000m
D		

CIRCLE-TO-LAND

Not authorized South of rwy

Max Kts	MDA(H)	VIS
100	850′ (657′)	1500m
135	850′ (657′)	1600m
180	950′ (757′)	2400m
195	1090′ (897′)	3600m

CHANGES: BRINDISI Radar (APP). Circling speeds.

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LIBD/BRI
PALESE

JEPPESEN
11 JUN 21 (13-3) Eff 17 Jun

BARI, ITALY
Via OSMAL VOR Rwy 25

ATIS	BRINDISI Radar (APP)	BARI Tower
124.050	118.750	118.3

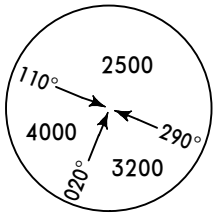
BRIEFING STRIP

VOR BAR	Final Apch Crs	D5.0 BAR	DA/MDA(H)	Apt Elev 193′
116.4	248°	1800′ (1692′)	520′ (412′)	Rwy 108′

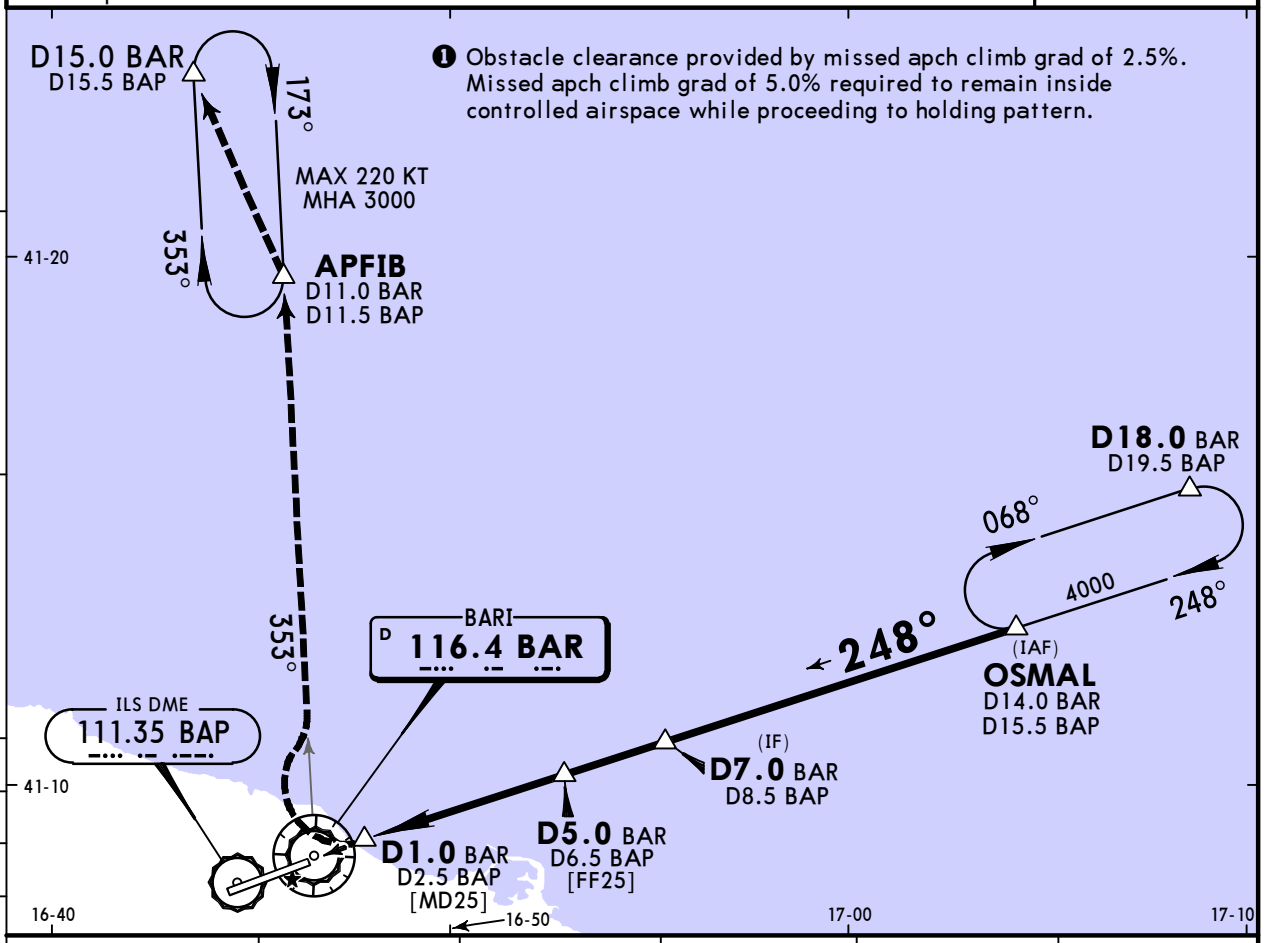
MISSED APCH: Turn RIGHT (MAX 200 KT) to join and follow R-353 climbing to 3000′ to D11.0 BAR/D11.5 BAP and hold. ❶

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: By ATC | Trans alt: 5000′

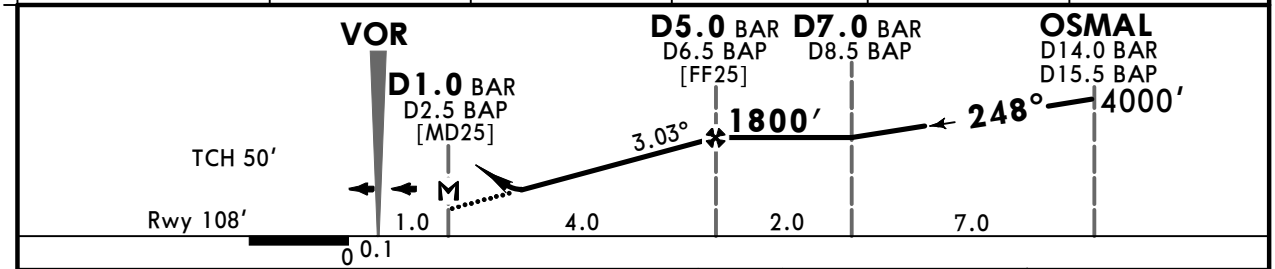
DME required.



MSA BAR VOR



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
Descent Angle	3.03°	375	482	536	643	750	858
MAP at D1.0 BAR/D2.5 BAP							

HIALS
REIL
PAPI PAPI

200 KT MAX onto RT
BAR 116.4 R-353
3000′

Standard STRAIGHT-IN LANDING RWY 25

CDFA
DA/MDA(H) 520′ (412′)

	ALS out	
A	RVR 1500m	
B		
C	RVR 1500m	RVR 1900m
D		

CIRCLE-TO-LAND

Not authorized South of runway

Max Kts	MDA(H)	VIS
100	850′ (657′)	1500m
135	850′ (657′)	1600m
180	950′ (757′)	2400m
195	1090′ (897′)	3600m

PANS OPS

CHANGES: BRINDISI Radar (APP). Missed approach. Circling speeds.

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LIBD/BRI
PALESE

JEPPESEN
11 JUN 21 (13-4) Eff 17 Jun

BARI, ITALY
Via VOR VOR Rwy 25

ATIS	BRINDISI Radar (APP)	BARI Tower
124.050	118.750	118.3

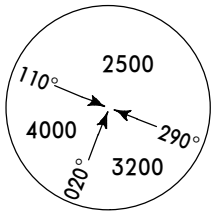
BRIEFING STRIP™

VOR BAR	Final Apch Crs	D5.0 BAR	DA/MDA(H)	Apt Elev 193′
116.4	248°	1800′ (1692′)	520′ (412′)	Rwy 108′

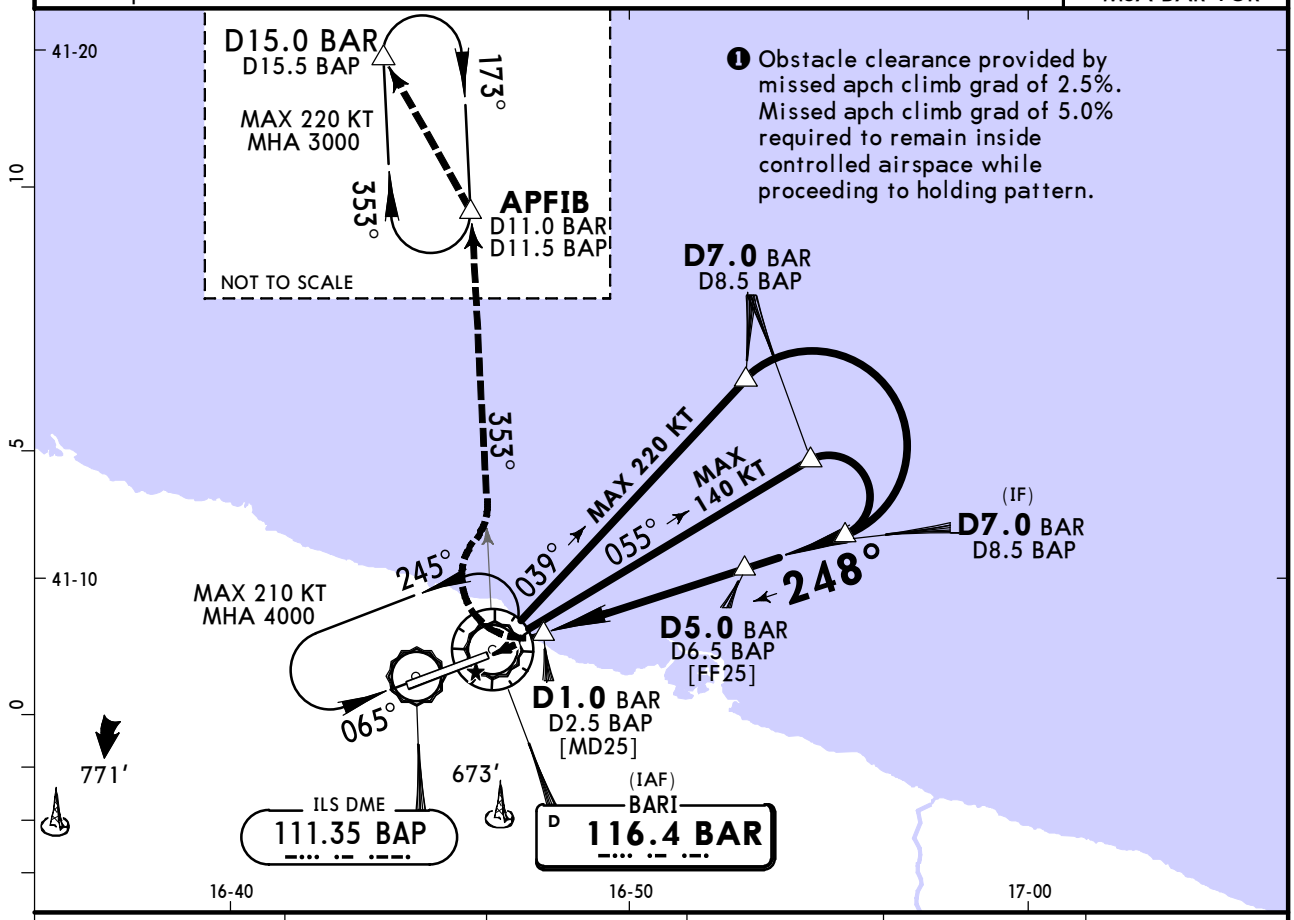
MISSED APCH: Turn RIGHT (MAX 200 KT) to join and follow R-353 climbing to 3000′ to D11.0 BAR/D11.5 BAP and hold. ❶

Alt Set: hPa | Rwy Elev: 4 hPa | Trans level: By ATC | Trans alt: 5000′

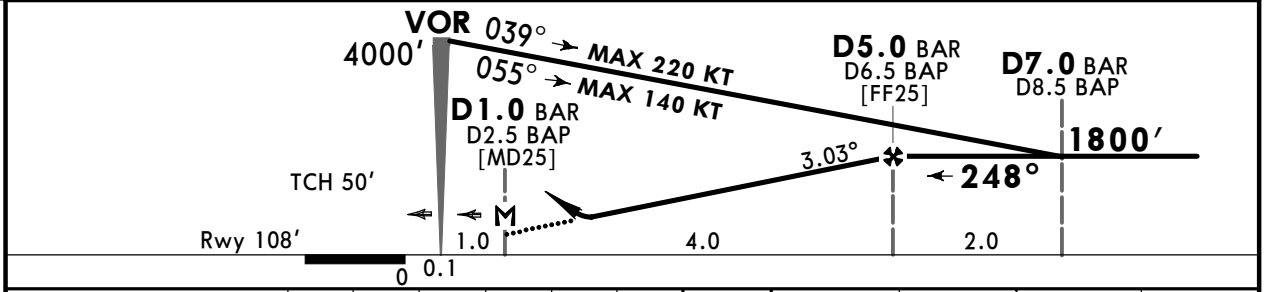
DME required.



MSA BAR VOR



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
Descent Angle	3.03°	375	482	536	643	750	858
MAP at D1.0 BAR/D2.5 BAP							

HIALS
REIL PAPI PAPI

200 KT MAX onto RT
BAR 116.4 R-353
3000′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 25

CDFA
DA/MDA(H) 520′ (412′)

	ALS out	
A	RVR 1500m	
B		
C	RVR 1500m	RVR 1900m
D		

CIRCLE-TO-LAND

Not authorized South of runway

Max Kts	MDA(H)	VIS
100	850′ (657′)	1500m
135	850′ (657)	1600m
180	950′ (757′)	2400m
195	1090′ (897′)	3600m

CHANGES: BRINDISI Radar (APP). Missed approach. Circling speeds.

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Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BARI, (PALESE - LIBD)				
REV	BANAV 3A ARR	10-2M	10 Apr 2026	16 Apr 2026
ADD	DOLON & ENOXA 3P ARRS	10-2N	10 Apr 2026	16 Apr 2026
DEL	DOLON 3P, ENOXA 2P ARRS	10-2N	10 Apr 2026	16 Apr 2026
DEL	PISIP 3A & TOPNO 3B ARRS	10-2P	10 Apr 2026	16 Apr 2026
ADD	PISIP 4A & TOPNO 3B ARRS	10-2P	10 Apr 2026	16 Apr 2026

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIBD