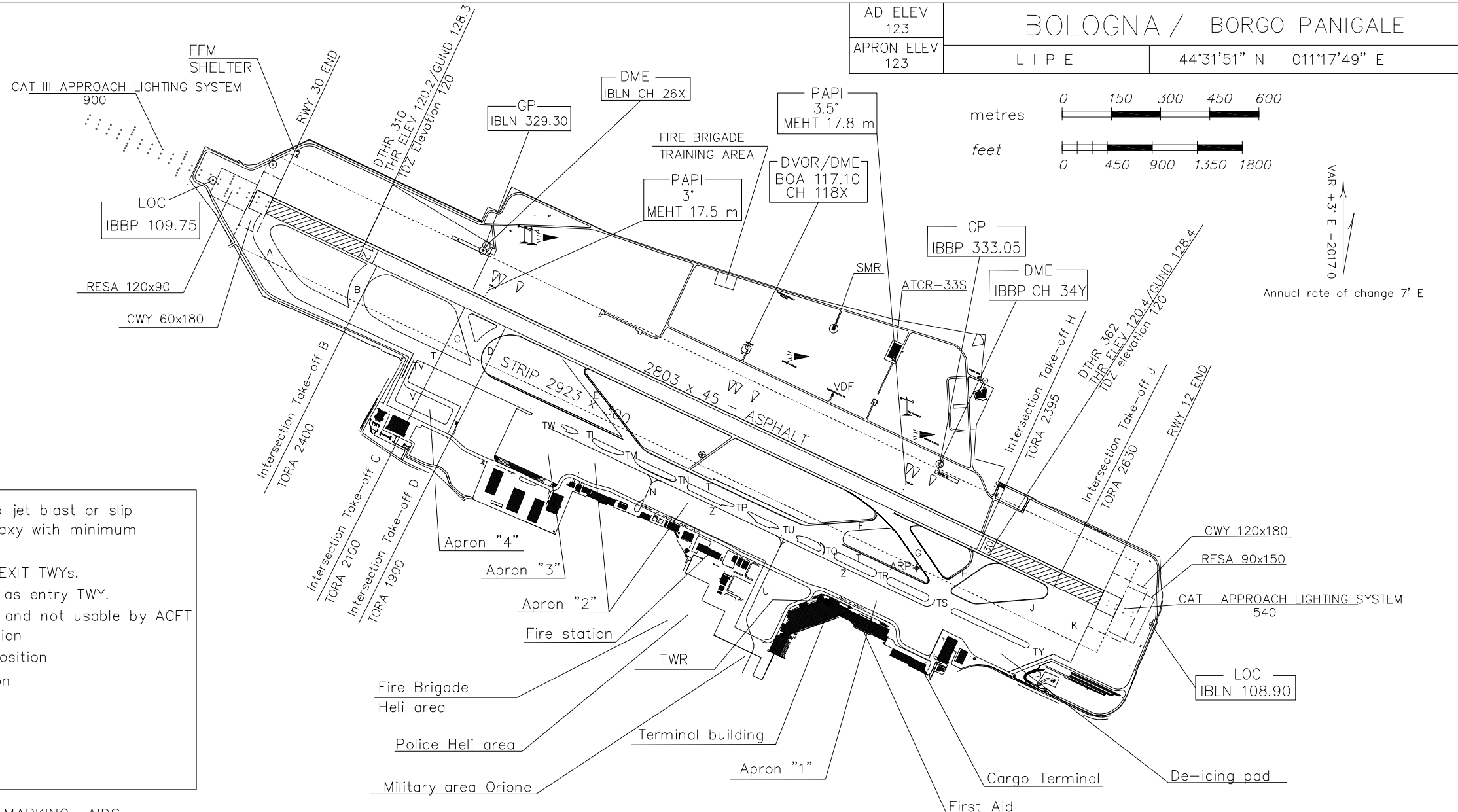


Bearings are magnetic		TWR
Distances in metres		120.800 (120.100)
Elevation in ft AMSL		GND
Coordinates WGS 84		121.925
		ATIS
		134.875

RWY	QFU	THR
12	114°	N 44°32'24.01" E 011°16'33.55"
30	294°	N 44°31'52.97" E 011°17'59.79"

bearing strength	RWY	PCN	112/F/A/W/T
T	PCN 79/F/A/W/T	E	PCN 75/F/B/W/T
A	PCN 120/F/A/W/T	F	PCN 89/F/B/W/T
B	PCN 120/F/A/W/T	G	PCN 118/F/A/W/T
C	PCN 85/F/A/W/T	H	PCN 74/F/B/W/T
D	PCN 76/F/B/W/T	J	PCN 115/F/A/W/T
TL	PCN 120/F/A/W/T	K	PCN 79/F/A/W/T
TM	PCN 120/F/A/W/T	TS	PCN 111/F/A/W/T
TN	PCN 120/F/A/W/T	TU	PCN 91/F/B/X/T
TP	PCN 91/F/B/X/T	TV	PCN 87/F/A/W/T
TQ	PCN 79/F/A/W/T	TW	PCN 120/F/A/W/T
TR	PCN 113/F/A/W/T	TY	PCN 120/F/A/W/T

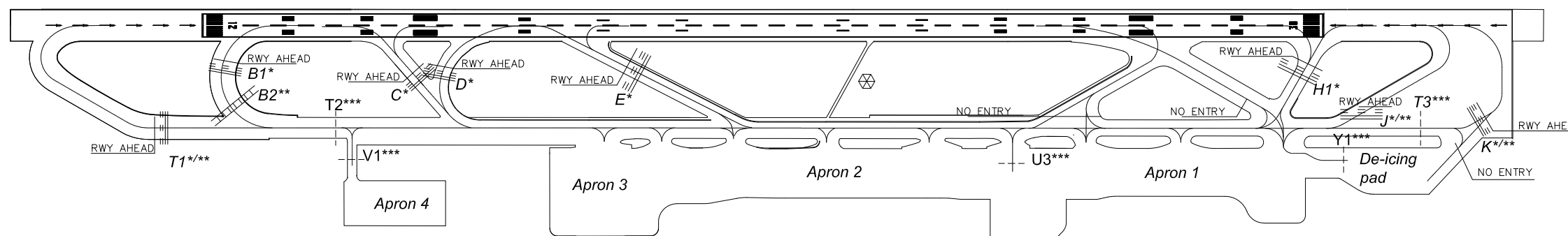
AD ELEV	123	BOLOGNA / BORGO PANIGALE	
APRON ELEV	123	LIPE	44°31'51" N 011°17'49" E



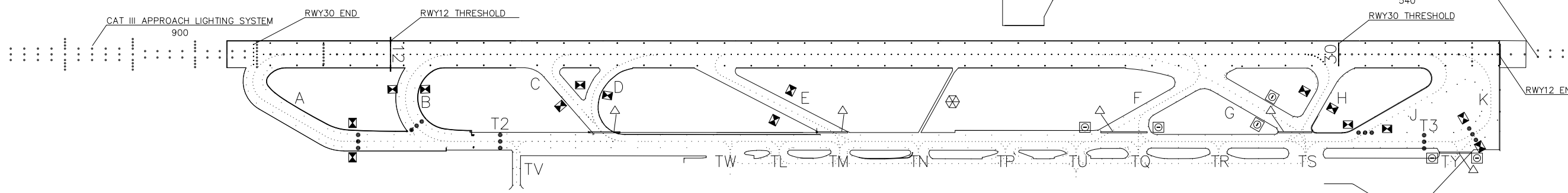
REMARKS

- 1) In order to avoid damage due to jet blast or slip stream pilots are requested to taxi with minimum thrust.
- 2) F and G must be used only as EXIT TWYs.
- 3) Normal use of J as exit TWY, K as entry TWY.
- 4) ⊗ Emergency road: not lighted and not usable by ACFT
- 5) (*) CAT I Runway Holding Position
- 6) (**) CAT II/III Runway Holding Position
- 7) (***) Intermediate Holding Position
- 8) ●●● Stop Bar
- 9) △ No Entry Bar
- 10) ⊗ NO ENTRY signs
- 11) ⊠ RWY guard lights

MARKING AIDS



LIGHTING AIDS



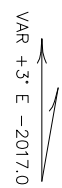
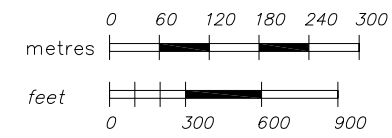
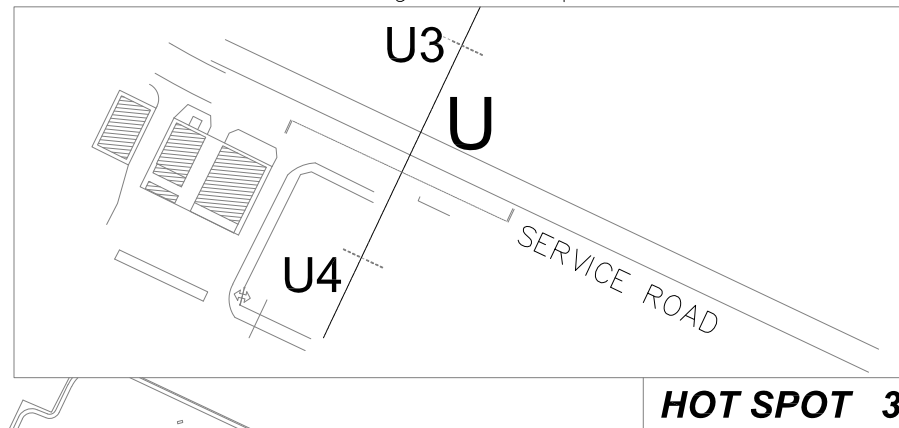
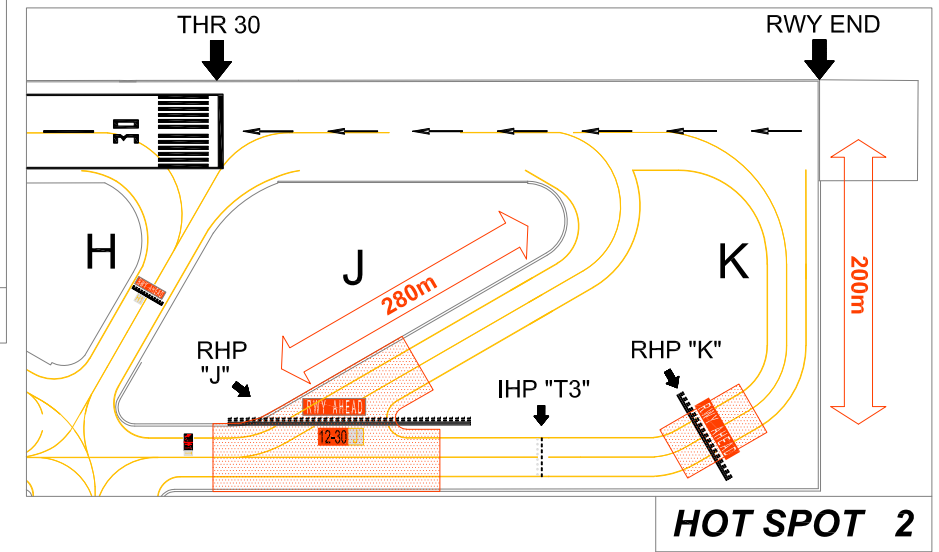
CHANGE: TWY T PAVED EDGE MODIFIED

ATC SERVICES	
TWR	120.800 (120.100)
GND	121.925
ATIS	134.875

BE CAREFUL: taxilane U crossing service road between IHP U3 and Engine start point U4

BOLOGNA / BORGOPANIGALE		
LIPE	44°31'51" N	011°17'49" E

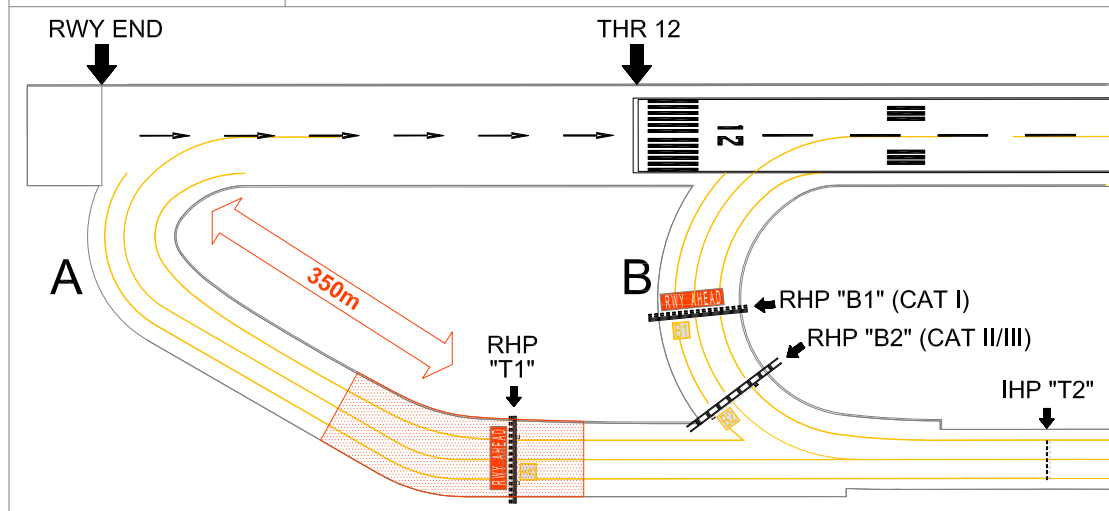
RHP J and K are far from runway.



Annual rate of change 7" E

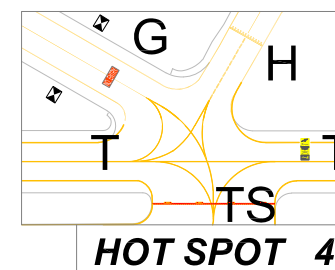
CHANGE: TWY T PAVED EDGE MODIFIED

HOT SPOT 1



RHP T1 is about 350 m from runway.

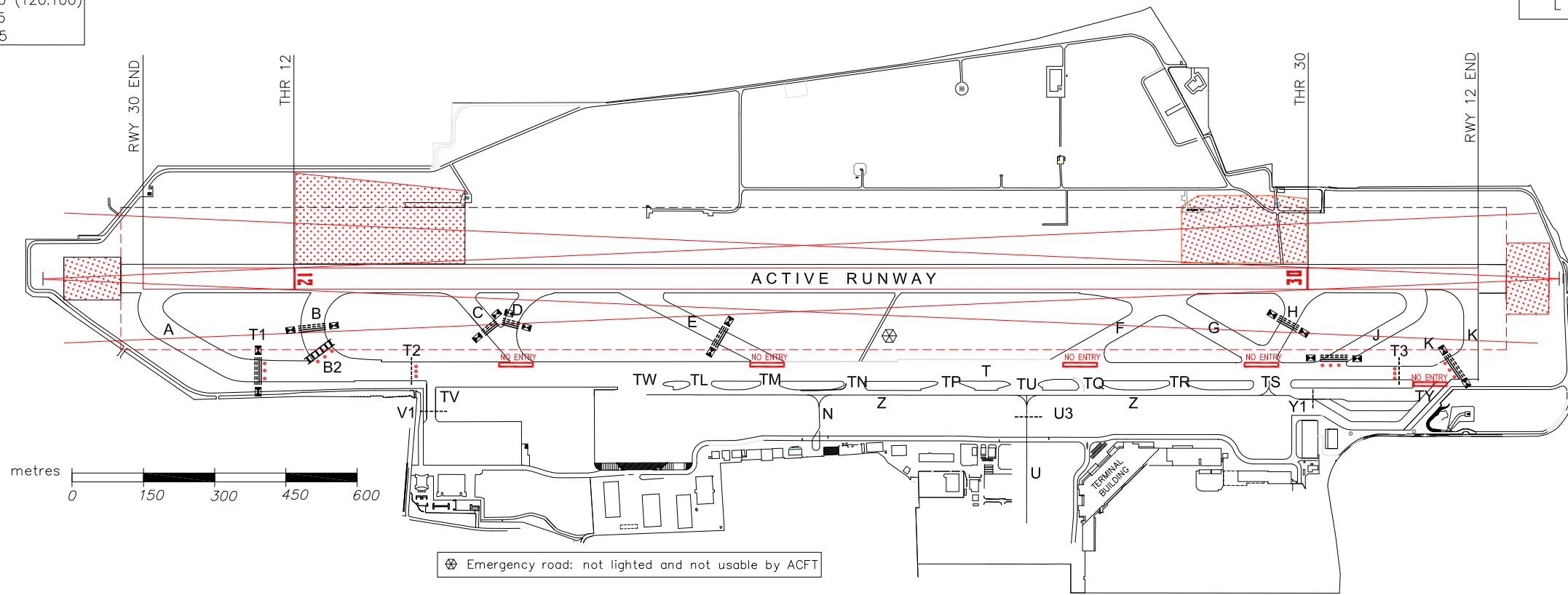
⊗ : Emergency road: not lighted and not usable by aircraft



Complex intersection of Twy G, H, T and TS. Twy G only exit.

ATC SERVICES	
TWR	120.800 (120.100)
GND	121.925
ATIS	134.875

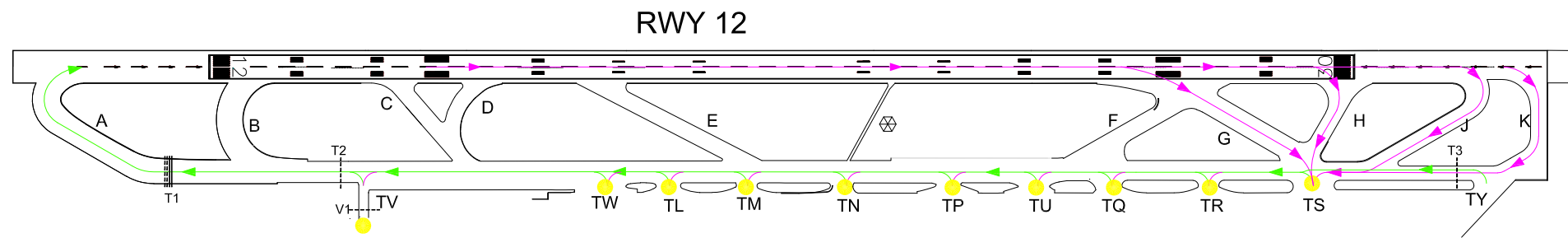
BOLOGNA / BORGOPANIGALE	
L I P E	44°31'51" N 011°17'49" E



GENERAL PLAN LEGEND

- NO ENTRY BAR
- STOP BAR
- RUNWAY GUARD LIGHTS
- RHP VMC / CAT I
- RHP CAT II / III
- CRITICAL AREA
- RUNWAY STRIP BOUNDARY
- SENSITIVE AREA LIMITS
- IHP

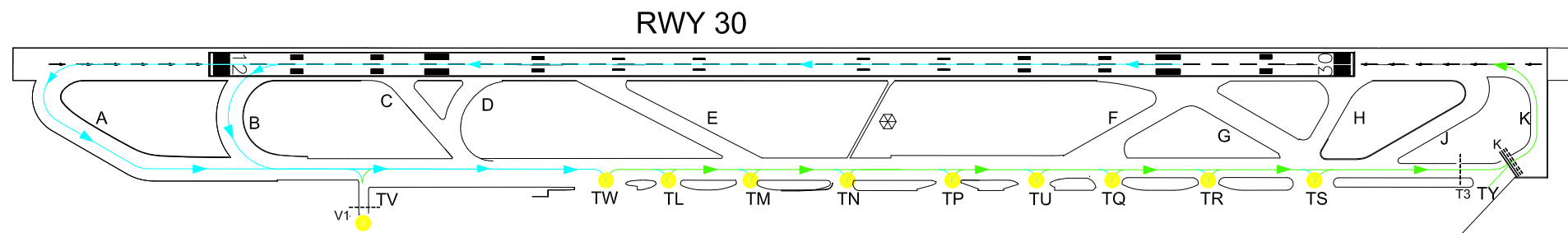
CHANGE: TWY T PAVED EDGE MODIFIED



RWY 12 LEGEND

- LANDING AND ABORTED TAKE-OFF PATH
- TAKE-OFF PATH
- FOLLOW-ME POSITION

REMARK: TO AVOID INTERFERENCES BETWEEN SHOWN PATHS, AIRCRAFT MOVEMENTS SHALL COMPLY WITH LOCAL AWO PROCEDURES.



RWY 30 (AVBL only with RVR ≥ 550 MT) LEGEND

- TAKE-OFF PATH
- LANDING AND ABORTED TAKE-OFF PATH
- FOLLOW-ME POSITION

AIRCRAFT PARKING DOCKING CHART ICAO

AD 2 LIPE 2-7

AIP Italia

Bearings are magnetic
Distances in metres
Elevation in ft AMSL
Coordinates WGS84

TWR
120.800
(120.100)
GND
121.925
ATIS
134.875

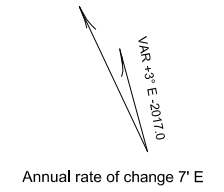
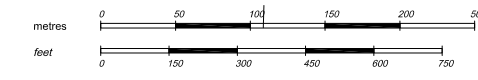
POINTS ON PARKING AREA

STAND	N	E	STAND	N	E	STAND	N	E	STAND	N	E
(APRON "1")											
102-stop 1	44° 31' 47.49"	011° 17' 29.58"	112-stop2	44° 31' 45.07"	011° 17' 47.97"	209-stop1	44° 32' 00.02"	011° 17' 08.46"	2201	44° 31' 54.97"	011° 17' 25.78"
102-stop 2	44° 31' 47.43"	011° 17' 29.74"	113	44° 31' 46.03"	011° 17' 47.98"	209-stop2	44° 31' 59.81"	011° 17' 08.32"	2202	44° 31' 55.52"	011° 17' 23.92"
103-stop1	44° 31' 49.08"	011° 17' 31.84"	114-stop1	44° 31' 44.23"	011° 17' 48.67"	210-stop1	44° 31' 59.38"	011° 17' 10.24"	(APRON "3")		
103-stop2	44° 31' 48.97"	011° 17' 32.16"	114-stop2	44° 31' 44.04"	011° 17' 48.54"	210-stop2	44° 31' 59.17"	011° 17' 10.10"	301-stop1	44° 32' 3.48"	011° 16' 53.41"
1031	44° 31' 49.82"	011° 17' 31.62"	115-stop1	44° 31' 44.06"	011° 17' 50.19"	211-stop1	44° 31' 58.29"	011° 17' 13.27"	301-stop2	44° 32' 3.50"	011° 16' 53.43"
1032-stop 1	44° 31' 48.66"	011° 17' 30.59"	115-stop2	44° 31' 43.81"	011° 17' 50.02"	211-stop2	44° 31' 58.08"	011° 17' 13.12"	302	44° 32' 2.96"	011° 16' 54.08"
1032-stop 2	44° 31' 48.60"	011° 17' 30.76"	115-stop3	44° 31' 43.70"	011° 17' 49.94"	212-stop1	44° 31' 57.64"	011° 17' 15.07"	3021	44° 32' 2.35"	011° 16' 55.63"
104	44° 31' 52.28"	011° 17' 32.78"	116	44° 31' 45.18"	011° 17' 50.31"	212-stop2	44° 31' 57.44"	011° 17' 14.92"	303	44° 32' 1.68"	011° 16' 57.62"
105-stop1	44° 31' 51.39"	011° 17' 32.15"	(DE-ICING PAD)			213-stop1	44° 31' 57.02"	011° 17' 16.80"	3031	44° 32' 1.41"	011° 16' 58.22"
105-stop2	44° 31' 51.22"	011° 17' 32.04"	D1	44° 31' 41.70"	011° 18' 00.49"	213-stop2	44° 31' 56.81"	011° 17' 16.65"	(APRON "4")		
106-stop1	44° 31' 50.28"	011° 17' 35.23"	D2	44° 31' 42.54"	011° 18' 00.49"	214-stop1	44° 31' 56.43"	011° 17' 18.45"	401	44° 32' 09.05"	011° 16' 39.21"
106-stop2	44° 31' 50.11"	011° 17' 35.12"	D3	44° 31' 43.45"	011° 17' 59.96"	214-stop2	44° 31' 56.22"	011° 17' 18.30"	402	44° 32' 08.63"	011° 16' 40.37"
107-stop1	44° 31' 49.96"	011° 17' 37.57"	(APRON "2")			215-stop1	44° 31' 55.83"	011° 17' 20.09"	403	44° 32' 08.22"	011° 16' 41.52"
107-stop2	44° 31' 49.77"	011° 17' 37.44"	205-stop1	44° 32' 02.61"	011° 17' 01.76"	215-stop2	44° 31' 55.62"	011° 17' 19.94"	404	44° 32' 07.80"	011° 16' 42.67"
108-stop1	44° 31' 49.17"	011° 17' 39.42"	205-stop2	44° 32' 02.34"	011° 17' 01.57"	2151	44° 31' 56.03"	011° 17' 22.29"	405	44° 32' 07.38"	011° 16' 43.82"
108-stop2	44° 31' 48.96"	011° 17' 39.27"	2051	44° 32' 02.42"	011° 17' 03.89"	216-stop1	44° 31' 55.24"	011° 17' 21.74"			
109-stop1	44° 31' 48.44"	011° 17' 41.44"	206-stop1	44° 32' 02.00"	011° 17' 03.46"	216-stop2	44° 31' 55.03"	011° 17' 21.59"			
109-stop2	44° 31' 48.23"	011° 17' 41.30"	206-stop2	44° 32' 01.73"	011° 17' 03.27"	217-stop1	44° 31' 54.48"	011° 17' 23.83"			
110-stop1	44° 31' 47.36"	011° 17' 44.44"	207	44° 32' 01.34"	011° 17' 06.89"	217-stop2	44° 31' 54.27"	011° 17' 23.69"			
110-stop2	44° 31' 47.16"	011° 17' 44.29"	208-stop1	44° 32' 01.16"	011° 17' 04.61"	218-stop1	44° 31' 53.83"	011° 17' 25.47"			
111-stop1	44° 31' 46.63"	011° 17' 46.46"	208-stop2	44° 32' 01.10"	011° 17' 04.38"	218-stop2	44° 31' 53.65"	011° 17' 25.35"			
111-stop2	44° 31' 46.43"	011° 17' 46.31"	2081-stop1	44° 32' 00.33"	011° 17' 06.60"	219-stop1	44° 31' 53.29"	011° 17' 26.97"			
112-stop1	44° 31' 45.25"	011° 17' 48.09"	2081-stop2	44° 32' 00.51"	011° 17' 06.55"	219-stop2	44° 31' 53.11"	011° 17' 26.85"			

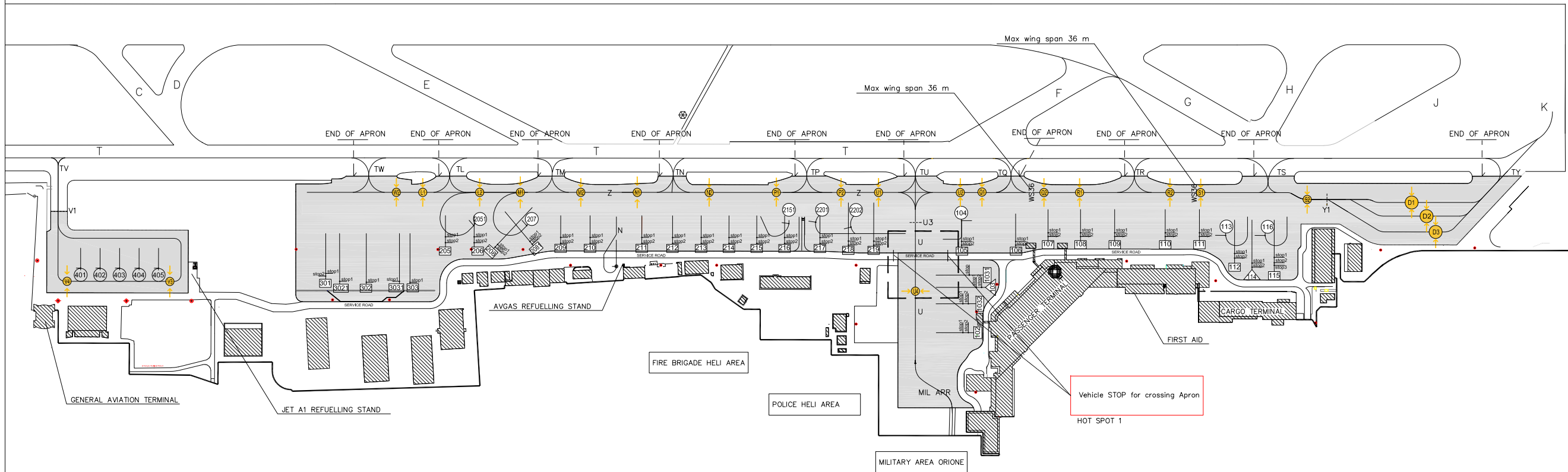
AD ELEV
123
APRON ELEV
123

BOLOGNA / BORGO PANIGALE

LIPE 44°31'51" N 011°17'49" E

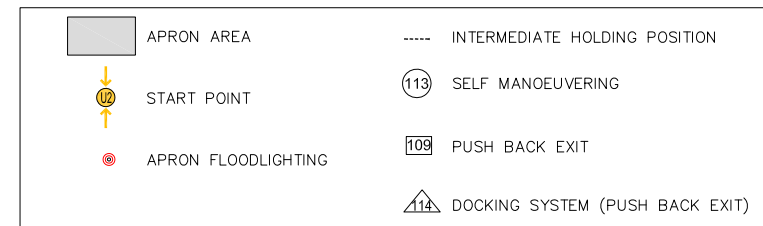


CHANGE: STAND 219 STOP heli deleted - START POINT S2 added



⊗ Emergency road: not lighted and not usable by ACFT

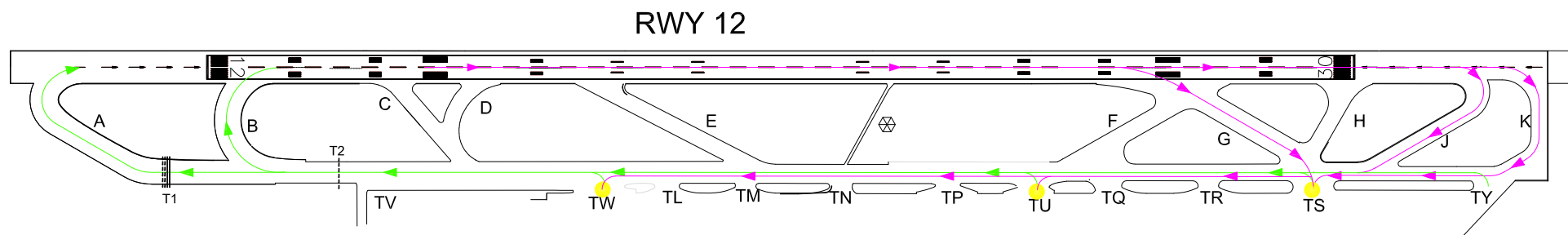
- 1) Push-Back compulsory where indicated.
- 2) Standard Push-Back must be performed heading EAST, except otherwise instructed by Bologna TWR/GND.
- 3) ACFT leaving stands 102, 103, 1031, 1032 must not begin start-up procedure before push-back and towing manoeuvre to engine start point U4 is completed. Taxiing from engine start point U4 shall be performed after TWR/GND approval and under FOLLOW-ME car guidance (service road crossing).



ATC SERVICES	
TWR	120.800 (120.100)
GND	121.925
ATIS	134.875

BOLOGNA / BORGO PANIGALE	
LIPE	44°31'51" N 011°17'49" E

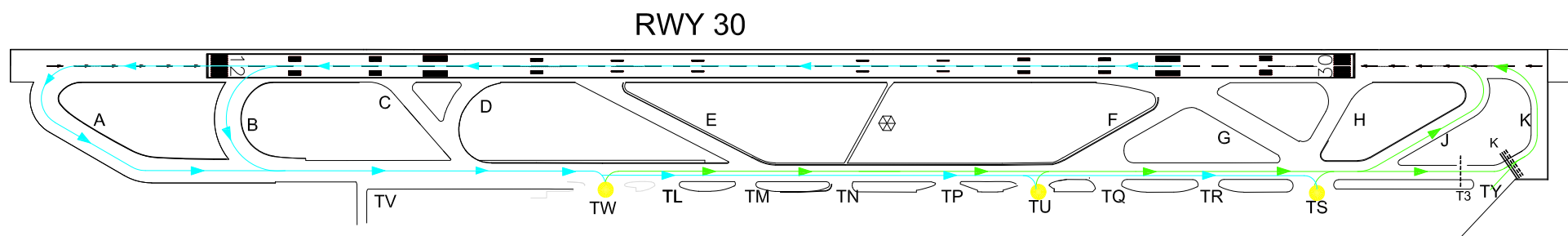
ICAO CODE "E" AIRCRAFT TAXI ROUTE



RWY 12 LEGEND

- LANDING AND ABORTED TAKE-OFF PATH
- TAKE-OFF PATH
- FOLLOW-ME POSITION

REMARK: TWY G IS USED ONLY BY AIRCRAFT ENTERING TWY TS
 TWY J IS USED ONLY WHEN TWY K NOT AVAILABLE
 TWY B IS USED ONLY WHEN TWY A NOT AVAILABLE

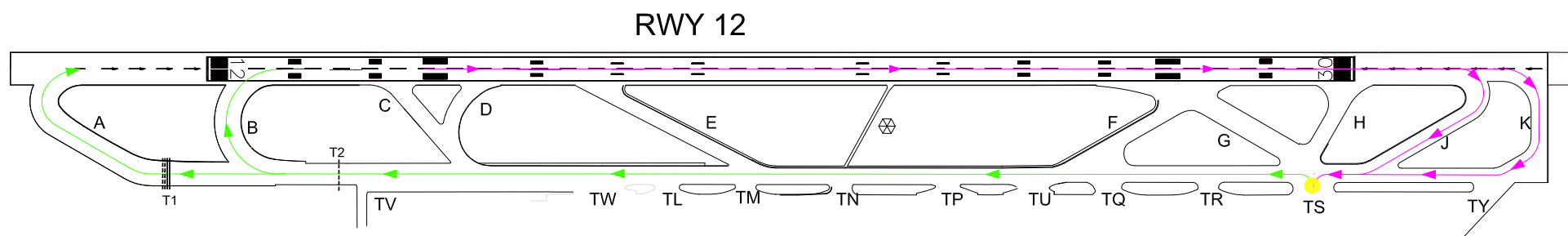


RWY 30 LEGEND

- LANDING AND ABORTED TAKE-OFF PATH
- TAKE-OFF PATH
- FOLLOW-ME POSITION

REMARK: TWY J IS USED ONLY WHEN TWY K NOT AVAILABLE
 TWY B IS USED ONLY WHEN TWY A NOT AVAILABLE

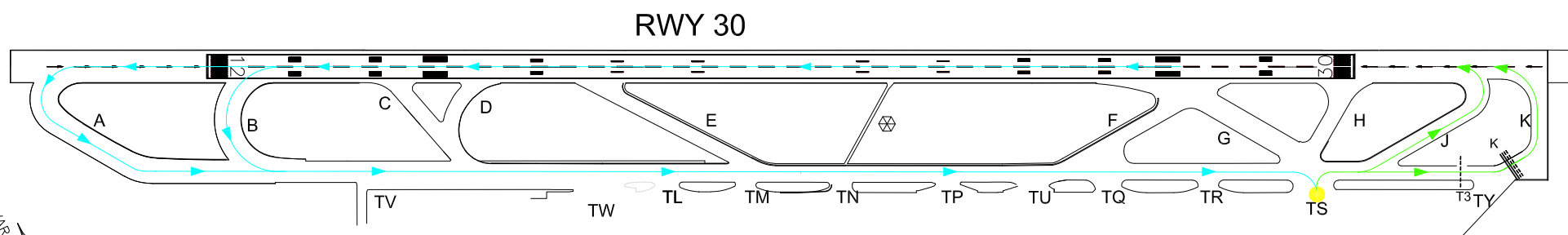
ANTONOV 124 TAXI ROUTE



RWY 12 LEGEND

- LANDING AND ABORTED TAKE-OFF PATH
- TAKE-OFF PATH
- FOLLOW-ME POSITION

REMARK: TWY J IS USED ONLY WHEN TWY K NOT AVAILABLE
 TWY B IS USED ONLY WHEN TWY A NOT AVAILABLE



RWY 30 LEGEND

- LANDING AND ABORTED TAKE-OFF PATH
- TAKE-OFF PATH
- FOLLOW-ME POSITION

REMARK: TWY J IS USED ONLY WHEN TWY K NOT AVAILABLE
 TWY B IS USED ONLY WHEN TWY A NOT AVAILABLE

VAR +3° E -2017.0
 Annual rate of change 7' E

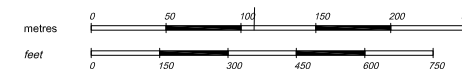
⊗ Emergency road: not lighted and not usable by ACFT

CHANGE: TWY T PAVED EDGE MODIFIED

ATC SERVICES	
TWR	120.800 (120.100)
GND	121.925
ATIS	134.875

BOLOGNA / BORGO PANIGALE

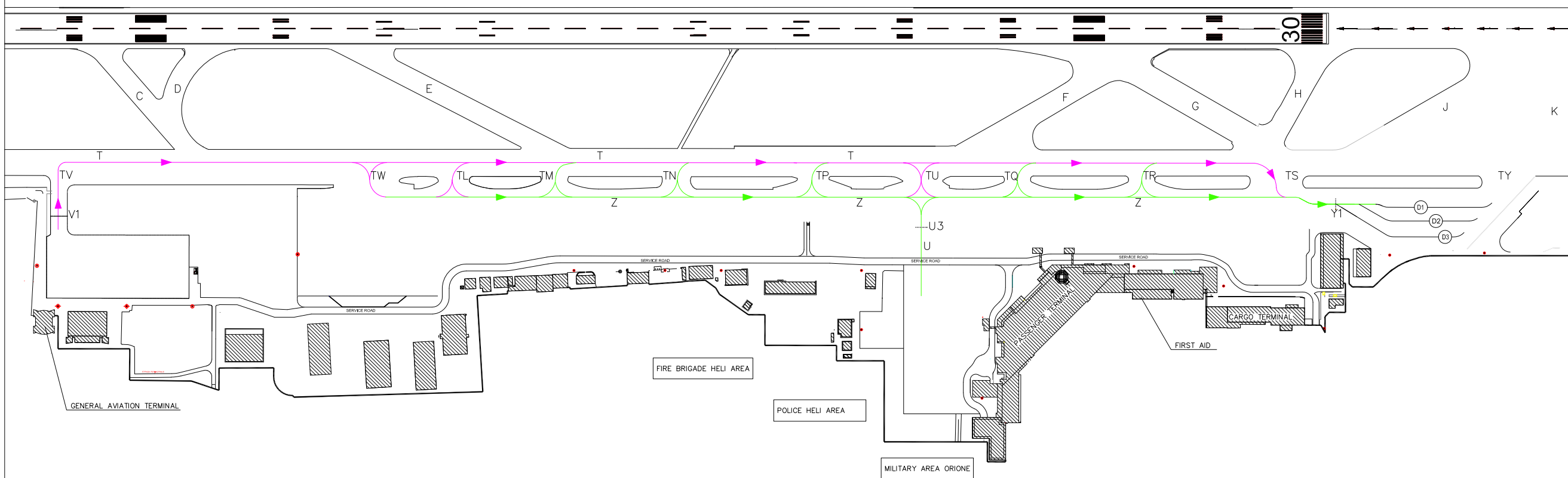
LIPE 44°31'51" N 011°17'49" E



VAR -3° E -2017.0
Annual rate of change 7" E

AIRCRAFT TAXI ROUTE TO DE-ICING PAD

CHANGE: APRON 3



LEGEND

- TAXI TO DE-ICING PAD FOR ALL AIRCRAFT: MANDATORY FOR CODE ICAO "D" AND "E"
- TAXI TO DE-ICING PAD FOR CODE ICAO "A", "B" AND "C" AIRCRAFT