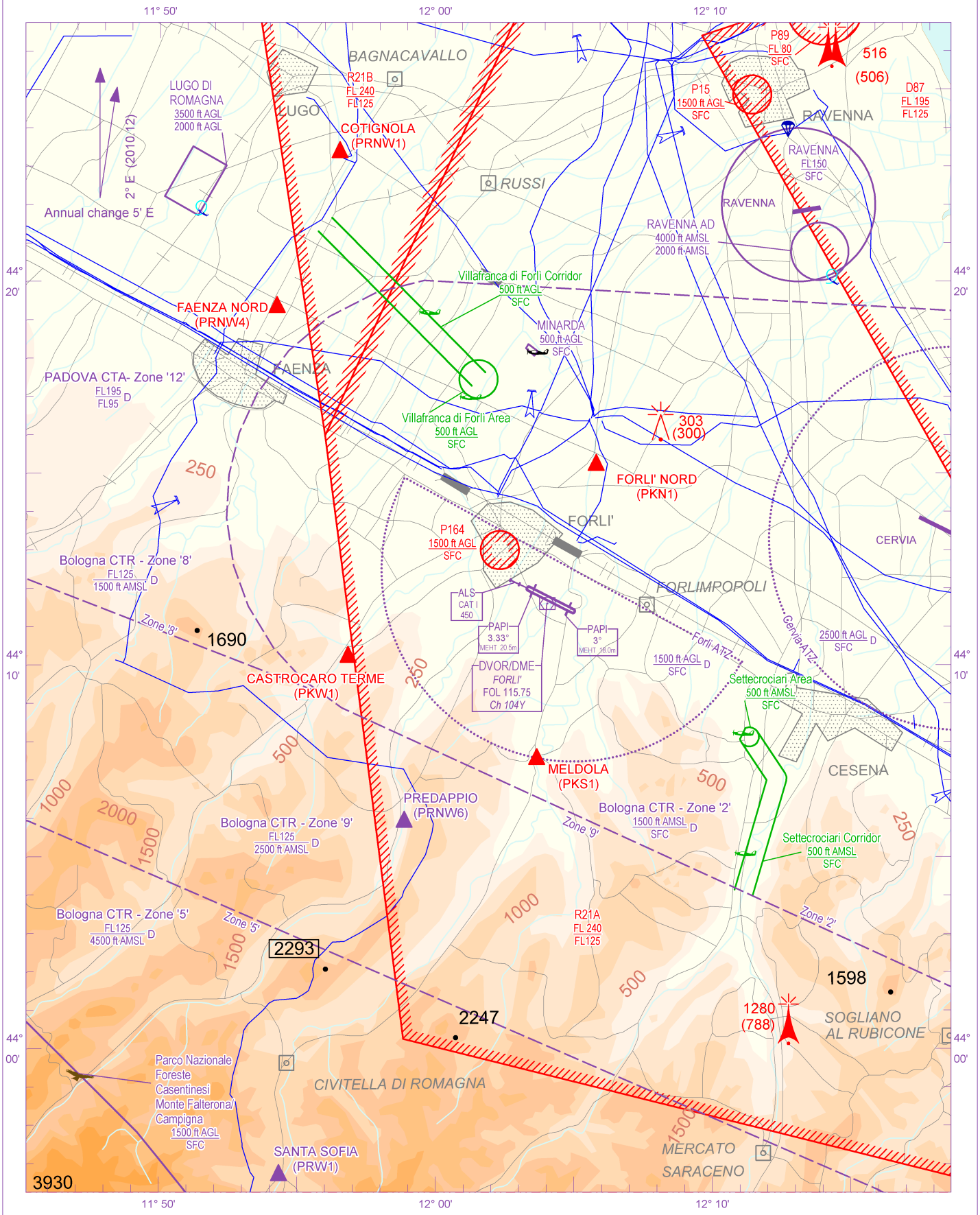


ICAO - VISUAL APPROACH CHART

AD 2 LIPK 5-1

<p>SCALE 1:250.000</p>	<p>FIS Padova Information 126.425 (124.150) APP Bologna APP 118.150 (133.775) APP Bologna Radar 118.150 (133.775) TWR Forli TWR 119.750</p>	<p>AD ELEV 98</p>	<p>L I P K</p>	<p>FORLI'</p>
------------------------	--	-----------------------	----------------------------	----------------------



CHANGE: reprinting due to transition from Other Aerodromes to Certified Aerodromes

<p>AIRSPACE CLASSIFICATION See AIP ENR 1.4</p>	<p>REMARK</p>	<p>WARNING</p>
<p>TRANSITION ALT 6000 FT</p>		
<p>ELEV AND ALT IN FT IF NOT OTHERWISE INDICATED</p>		

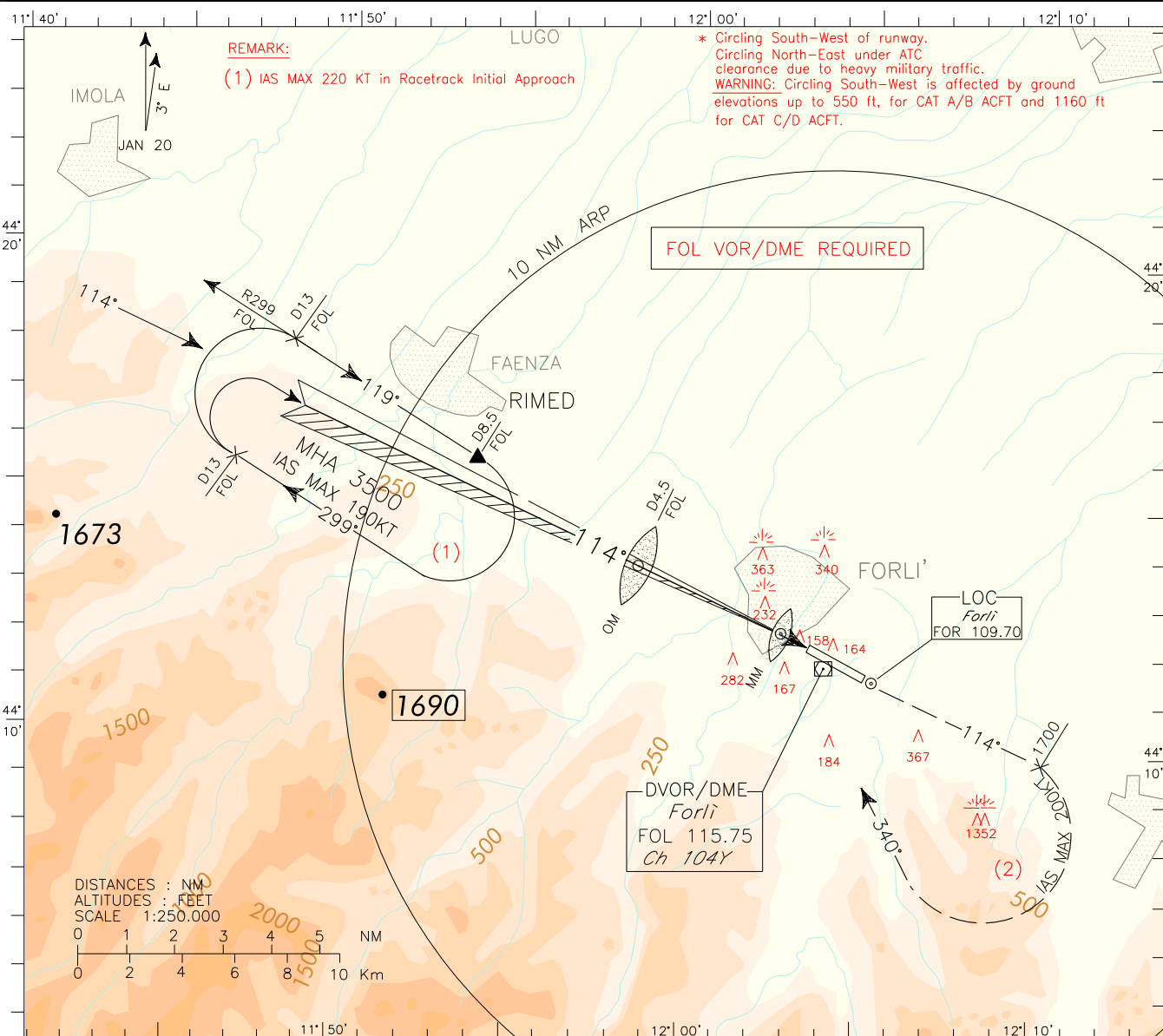
ICAO – INSTRUMENT APPROACH CHART

AD 2 LIPK 5-3

DOC. 8168 – ED. 6 – 2014

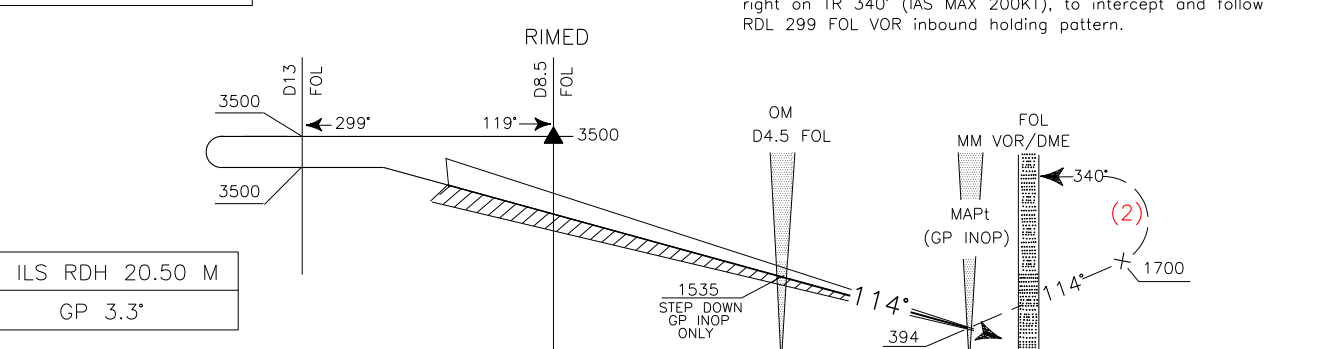
CHANGE: HOLDING RIMED and MSA MODIFIED

(2) WARNING: Partially outside controlled airspace	APP Bologna APP/Radar	118.150 (133.775)	AD ELEV	LIPK	FORLI' ILS	RWY 12
	TWR Forlì TWR	119.750	98			



TRANSITION ALT 6000

MISSED APPROACH: Proceed on TR 114° climbing to 3500 ft. Crossing 1700 ft, turn right on TR 340° (IAS MAX 200KT), to intercept and follow RDL 299 FOL VOR inbound holding pattern.



FOL DME	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	FOL DME
NM	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	NM

OCA (OCH)		A	B	C	D	WARNING: RDH distance not standard ICAO and intermediate segment not provided.	GS		MNM SECT ALT FOL VOR 25 NM
STRAIGHT IN APPROACH	ILS	350 (252)	362 (264)	370 (272)	381 (283)		OM-MM	MM-THR	
	GP INOP	690 (600)					3.18 NM	0.66 NM	
CIRCLING *		980 (890)		1760 (1670)			100	0:24	
						120	0:20		
						140	0:17		
						160	0:15		
						180	0:13		

ICAO – INSTRUMENT APPROACH CHART

AD 2 LIPK 5-5

WARNING: (1) Intermediate segment length not in accordance with ICAO standard requirements.

APP Bologna APP/Radar 118.150 (133.775)
 TWR Forlì TWR 119.750

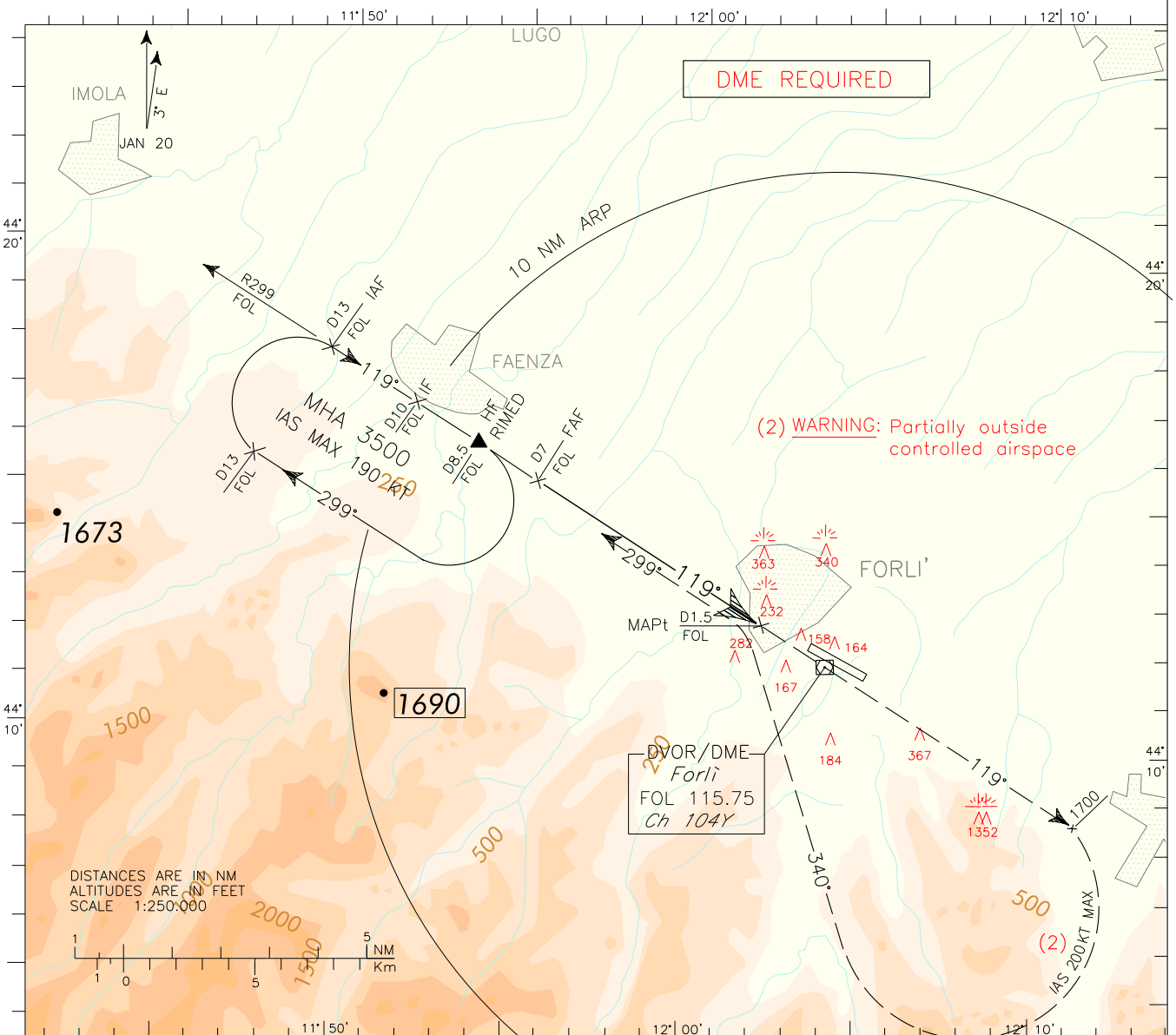
AD ELEV 98

LIPK

FORLÌ
 VOR

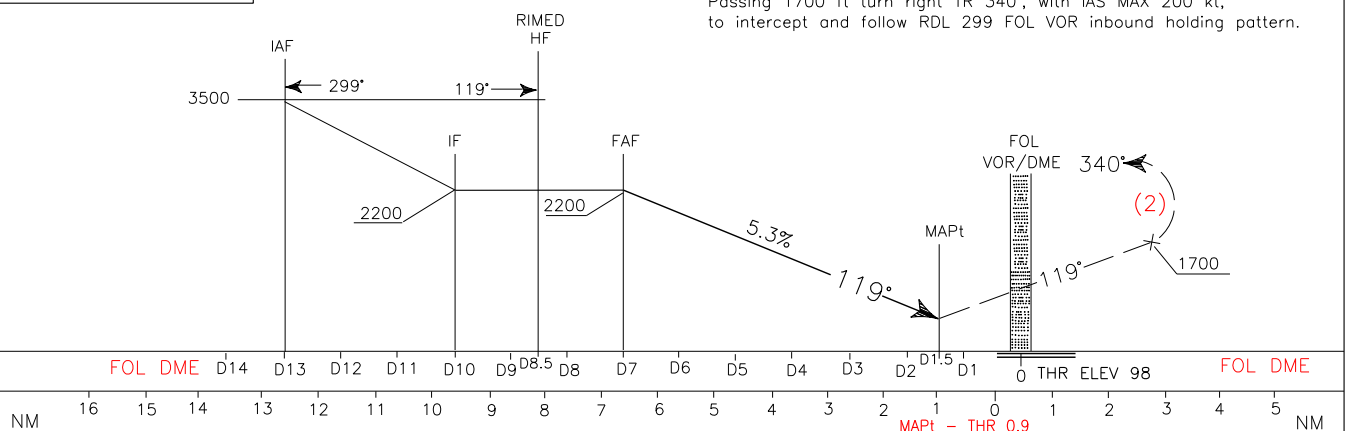
RWY 12

CHANGE: HOLDING RIMED, OCA/H and MSA MODIFIED DOC. 8168 – ED. 3 – 1986



TRANSITION ALT 6000

MISSED APPROACH: At 1.5 NM before FOL VOR proceed on TR 119° climbing to 3500ft. Passing 1700 ft turn right TR 340°, with IAS MAX 200 kt, to intercept and follow RDL 299 FOL VOR inbound holding pattern.

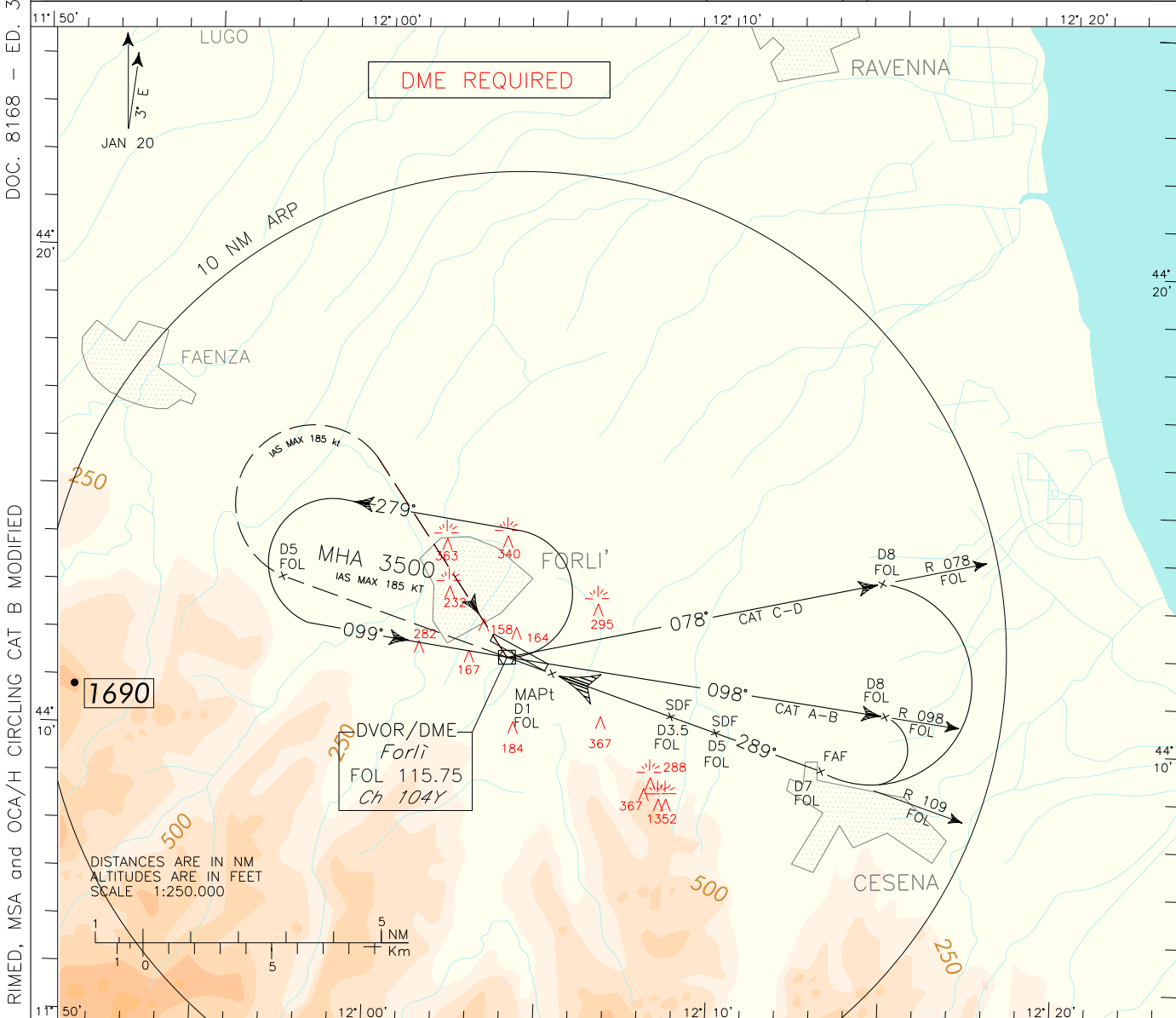


OCA (OCH)		A	B	C	D	*Circling South-West of runway; Circling North-East under ATC clearance due to heavy military traffic.	GS	FT PER MIN	FOL DME	ALT (HGT)	MNM SECT ALT FOL VOR
STRAIGHT IN APPROACH	VOR	770 (680)						70	370	7	
CIRCLING *		980 (890)		1760 (1670)			90	475	6	1790 (1880)	
							110	580	5	1570 (1470)	
							130	690	3	930 (840)	
							150	790	2	620 (520)	
							170	900	1	300 (210)	

ICAO – INSTRUMENT APPROACH CHART

AD 2 LIPK 5-7

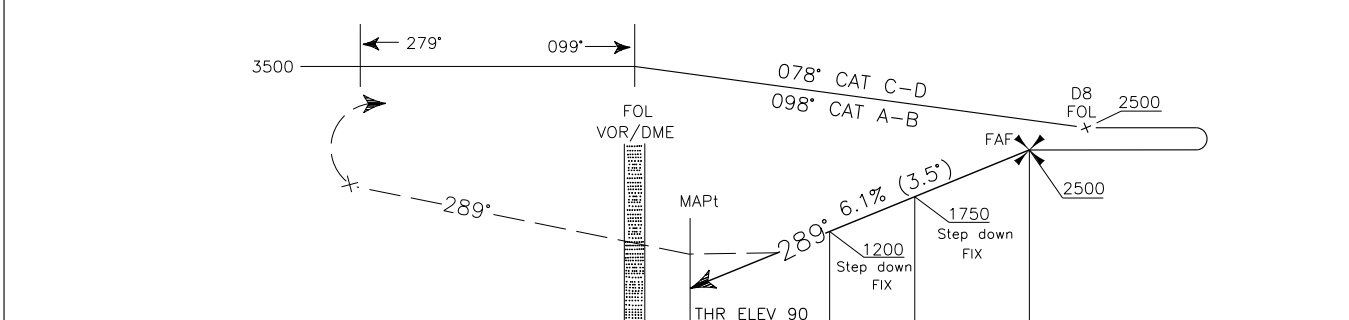
APP Bologna APP/Radar	118.150 (133.775)	AD ELEV	LIPK	FORLI'
TWR Forlì TWR	119.750	98		VOR RWY 30



CHANGE: HOLDING RIMED, MSA and OCA/H CIRCLING CAT B MODIFIED

TRANSITION ALT 6000

MISSED APPROACH: Climbing to 3500ft maintaining TR 289°. At 5 NM FOL DME turn right bound to FOL VOR/DME to join holding pattern. Turns limited to IAS MAX 185 kt.



D11	D10	D9	D8	D7	D6	D5	D4	D3	D2	D1	0	D1	D2	D3	D4	D5	D6	D7	D8	D9	D10	FOL DME	
12	11	10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	8	9	10	11
											MAPt – THR 0.3												

OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	VOR	800 (710)			
	CIRCLING *	800 (710)	950 (860)	1760 (1670)	2100 (2010)

*Circling South-West of runway; Circling North-East under ATC clearance due to heavy military traffic.

GS	FT PER MIN	FOL DME	ALT (HGT)
70	390	7	2500 (2410)
90	500	6	2110 (2020)
110	615	5	1750 (1660)
130	730	4	1370 (1280)
150	840	3.5	1200 (1110)
170	950	3	1000 (910)
		2.5	800 (710)

