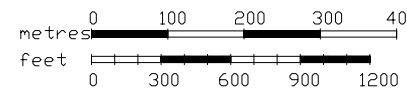
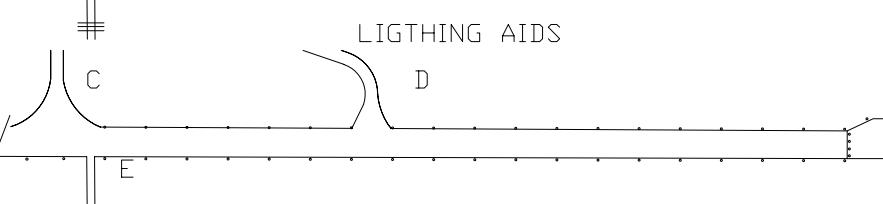
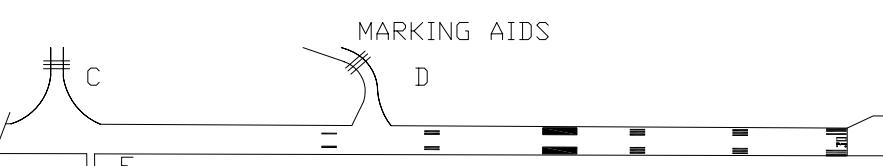
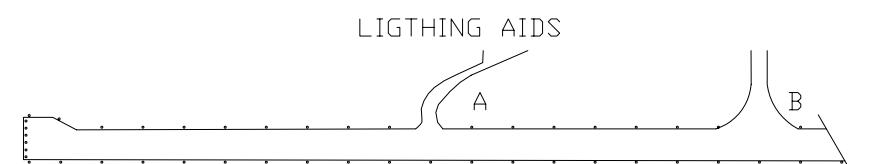
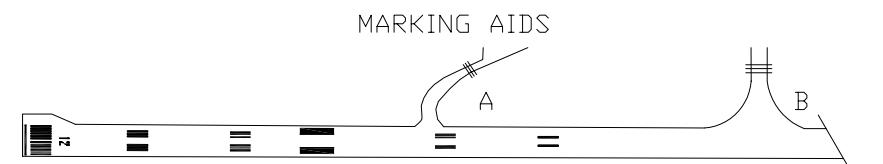


RWY	QFU	THR	bearing strength	Bearings are magnetic Distances in metres Elevation in ft AMSL Coordinates WGS84
12	115°	N 44°12'00.52" E 012°03'22.49"	PCN 50/F/B/W/T	TWR 119.75
30	295°	N 44°11'25.17" E 012°04'59.30"	PCN 50/F/B/W/T	

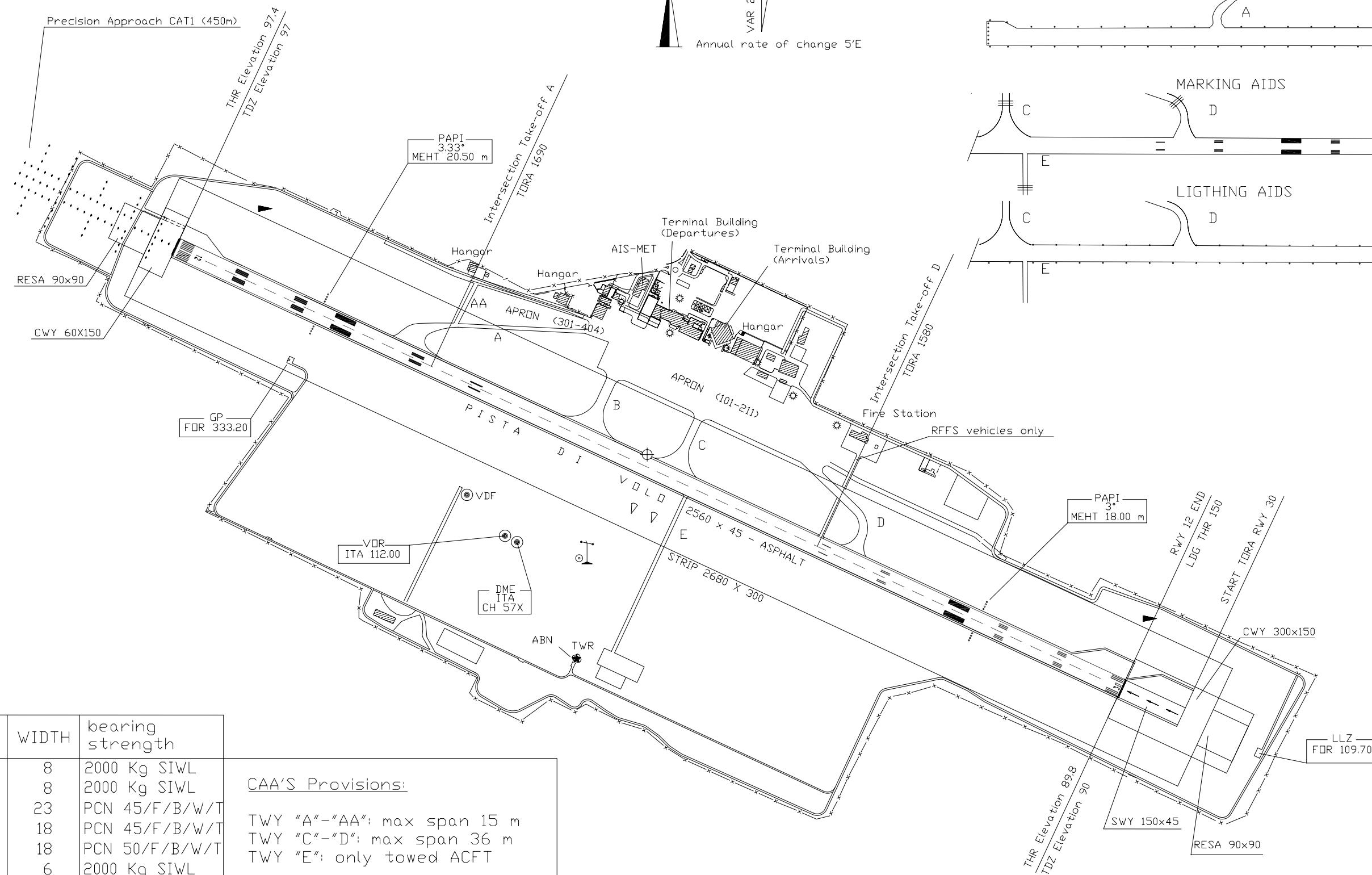


AD ELEV 97	APRON ELEV 87
LIPK	44°11'44" N 012°04'11" E

FORLI'



Change: VOR/DME ITA

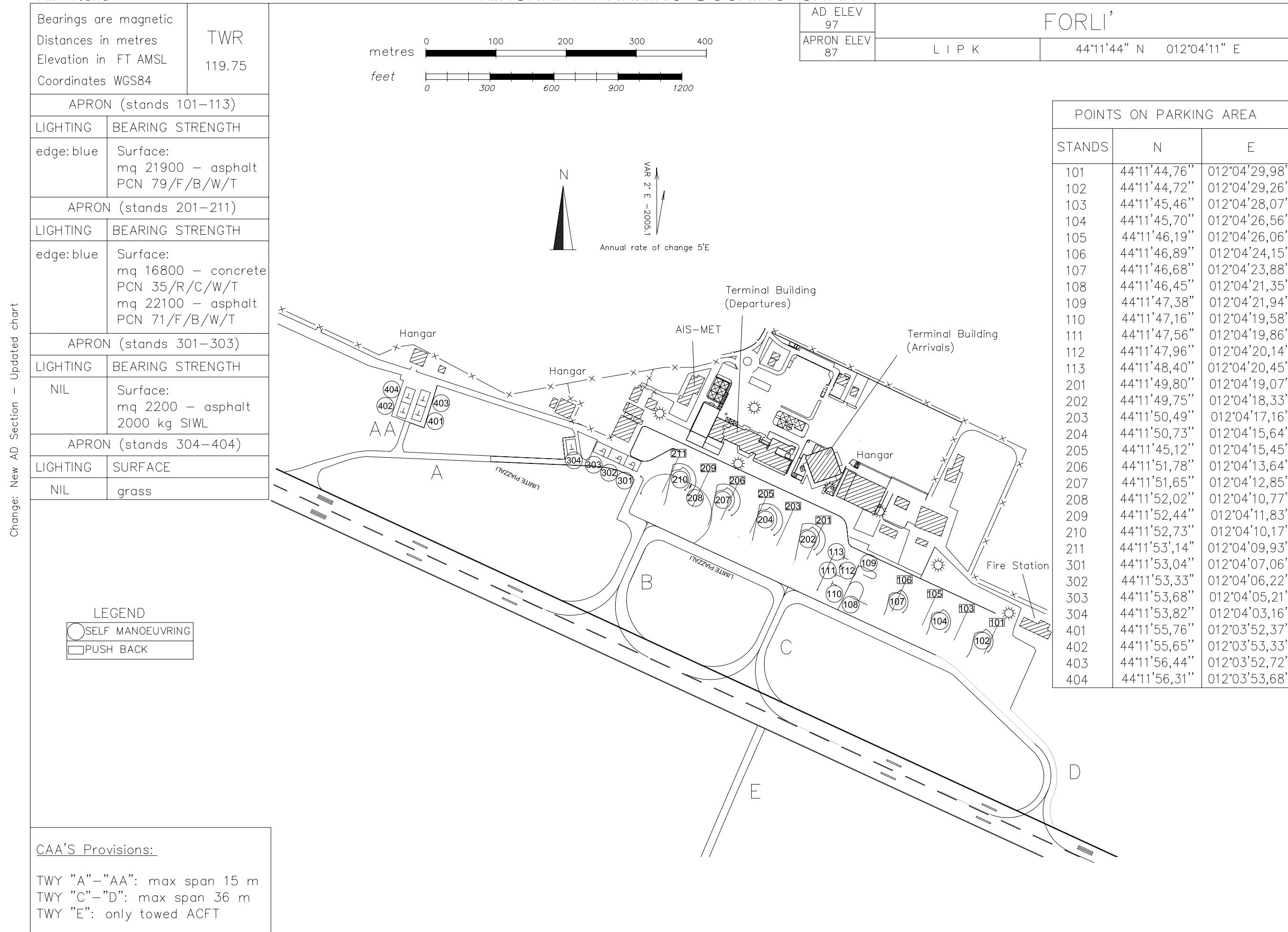


TWY IDENT	WIDTH	bearing strength
AA	8	2000 Kg SIWL
A	8	2000 Kg SIWL
B	23	PCN 45/F/B/W/T
C	18	PCN 45/F/B/W/T
D	18	PCN 50/F/B/W/T
E	6	2000 Kg SIWL

CAA'S Provisions:

TWY "A"- "AA": max span 15 m
TWY "C"- "D": max span 36 m
TWY "E": only towed ACFT

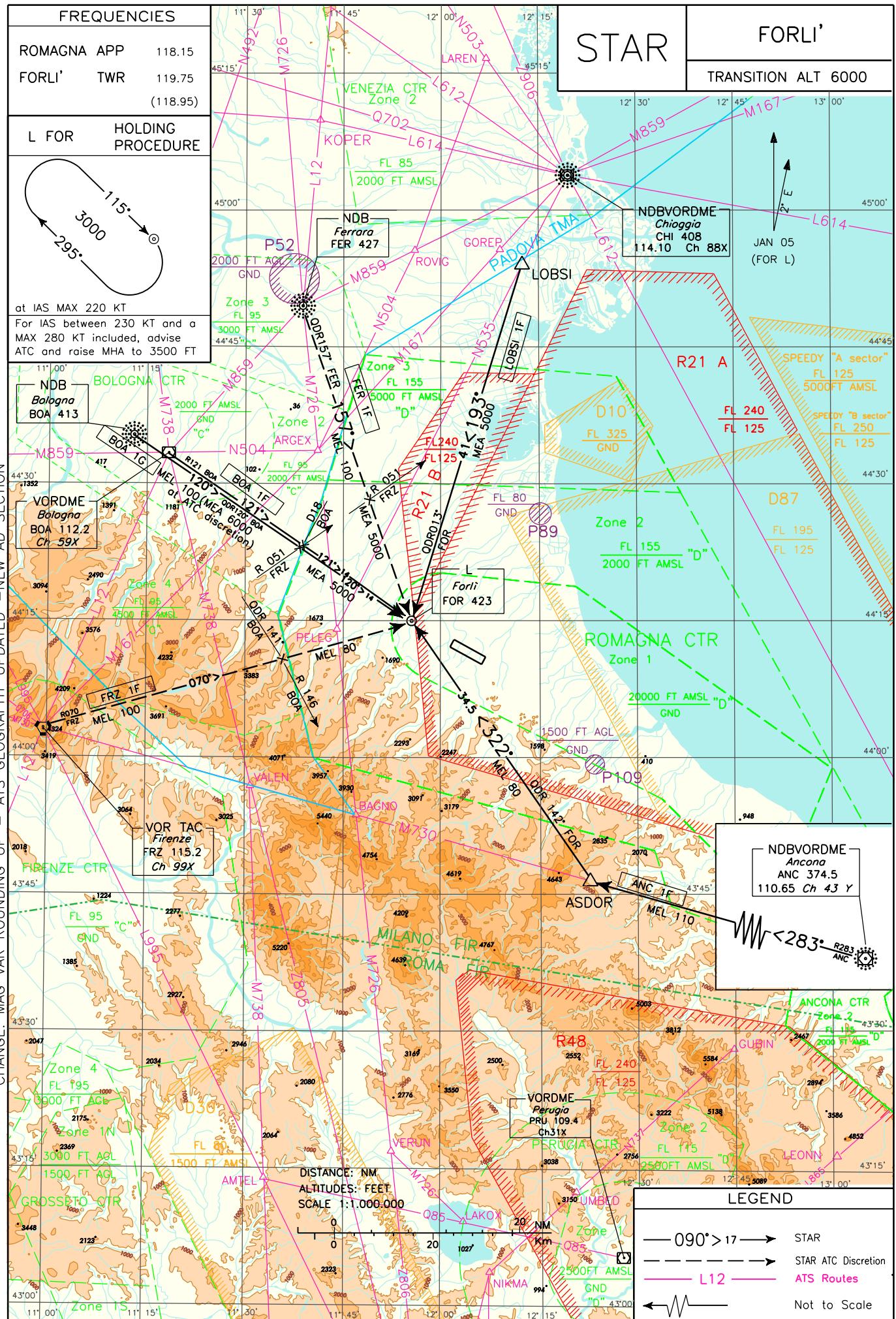
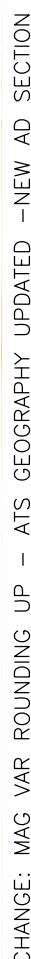
AIRCRAFT PARKING DOCKING CHART



FREQUENCIES

ROMAGNA APP	118.
FORLÌ TWR	119.
(118.5)	

L FOR HOLDING PROCEDURE



BOA 1F

BOA VOR/DME – TR 121° (RDL 121 BOA VOR) – FOR L.

BOA 1F

BOA VOR/DME – TR 121° (RDL 121 BOA VOR) – FOR L.

MEL/MEA: BOA VOR/DME – RDL 121/18NM BOA VOR/DME (INT RDL 121 BOA VOR/RDL 051 FRZ VOR): FL 100 (6000 FT a discrezione ATC/ATC discretion); RDL 121/18NM BOA VOR/DME (INT RDL 121 BOA VOR/RDL 051 FRZ VOR) – FOR L: 5000 FT

BOA 1G

BOA NDB – TR 120° (QDR 120° BOA NDB) – FOR L.

BOA 1F

BOA NDB – TR 120° (QDR 120° BOA NDB) – FOR L.

MEL/MEA: BOA NDB – INT QDR 120° BOA NDB/RDL 051 FRZ VOR (18NM BOA DME)): FL 100 (6000 FT a discrezione ATC/ATC discretion); INT QDR 120°/RDL 051 FRZ VOR (18NM BOA DME) – FOR L: 5000 FT

FRZ 1F

FRZ VORTAC – TR 070° (RDL 070 FRZ VOR) – FOR L.

FRZ 1F

FRZ VORTAC – TR 070° (RDL 070 FRZ VOR) – FOR L.

MEL: FRZ VORTAC – INT RDL 070 FRZ VORTAC/RDL 146 BOA VOR (QDR 141° BOA NDB): FL 100; INT RDL 070 FRZ VORTAC/ RDL 146 BOA VOR (QDR 141° BOA NDB) – FOR L: FL 80

FER 1F

FER NDB – TR 157° (QDR 157° FER NDB) – FOR L.

FER 1F

FER NDB – TR 157° (QDR 157° FER NDB) – FOR L.

MEL/MEA: FER NDB – INT QDR 157° FER NDB/RDL 051 FRZ VOR: FL 100; INT QDR 157° FER NDB/RDL 051 FRZ VOR – FOR L: 5000 FT

LOBSI 1F

LOBSI – TR 193° (QDR 013° FOR L) – FOR L.

LOBSI 1F

LOBSI – TR 193° (QDR 013° FOR L) – FOR L.

MEA: LOBSI – FOR L: 5000 FT

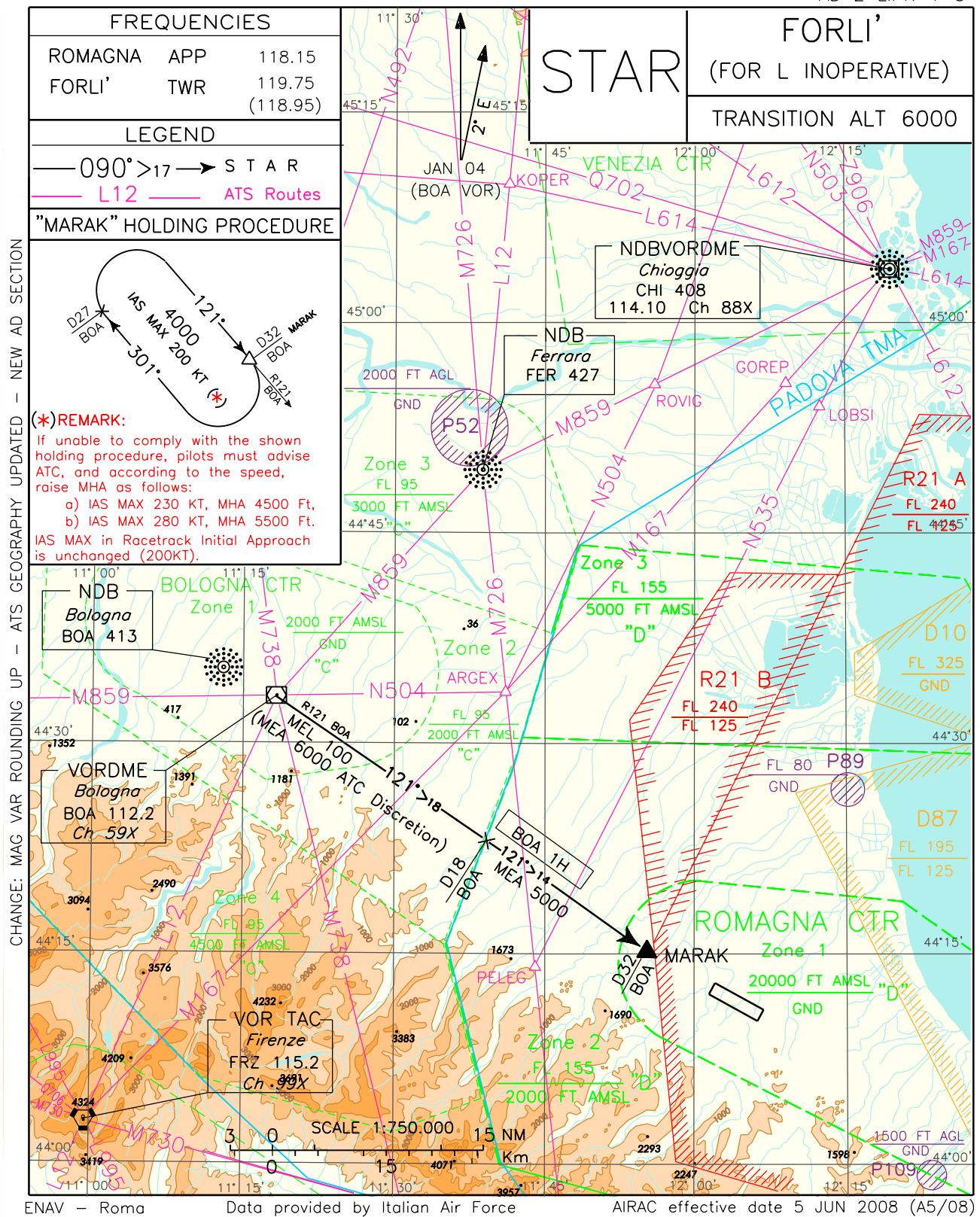
ANC 1F

ANC VOR/NDB – TR 283° (RDL/QDR 283 ANC VOR/NDB)
– ASDOR – TR 322° (QDR 142° FOR L) – FOR L

ANC 1F

ANC VOR/NDB – TR 283° (RDL/QDR 283 ANC VOR/NDB)
– ASDOR – TR 322° (QDR 142° FOR L) – FOR L

MEL: ANC VOR/NDB – ASDOR: FL 110; ASDOR – FOR L: FL 80



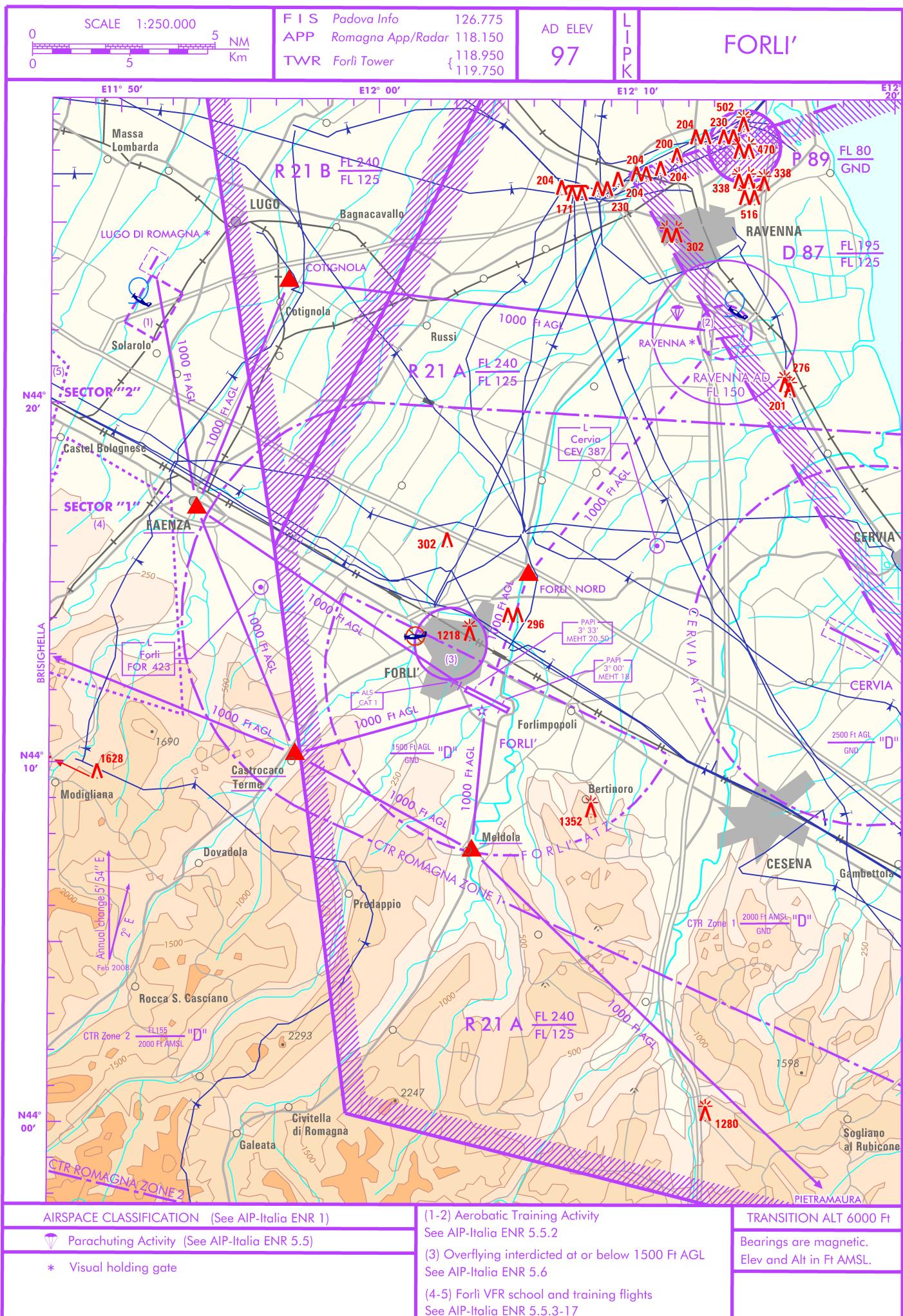
BOA 1H

BOA VOR/DME – TR 121° (RDL 121 BOA VOR) – MARAK.

BOA 1H

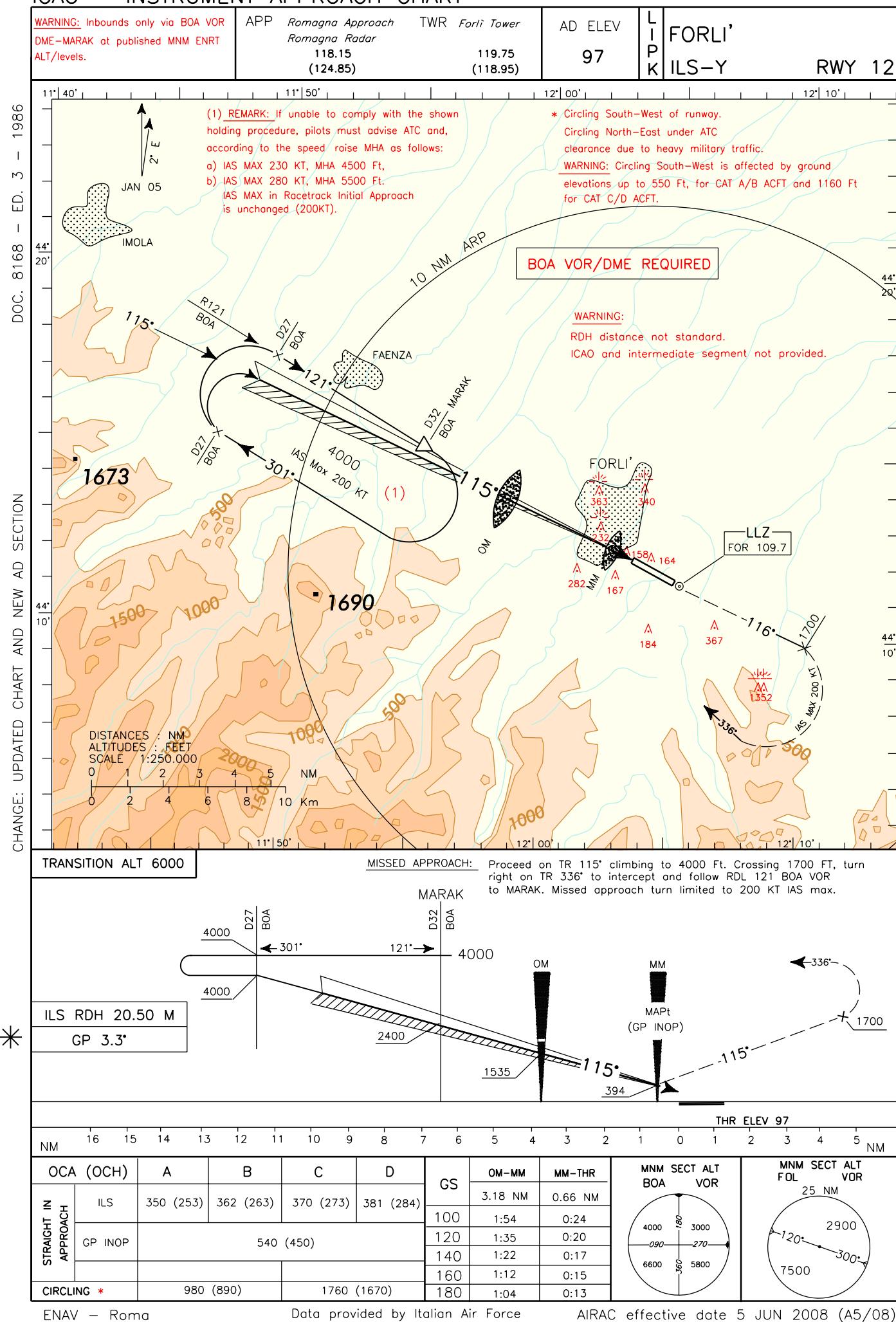
BOA VOR/DME – TR 121°(RDL 121 BOA VOR) – MARAK.

MEA/MEL: BOA VOR – RDL 121/18NM BOA VOR/DME: FL 100 (6000 FT a discrezione ATC/ATC discretion); RDL 121/18NM
BOA VOR/DME – MARAK: 5000 FT



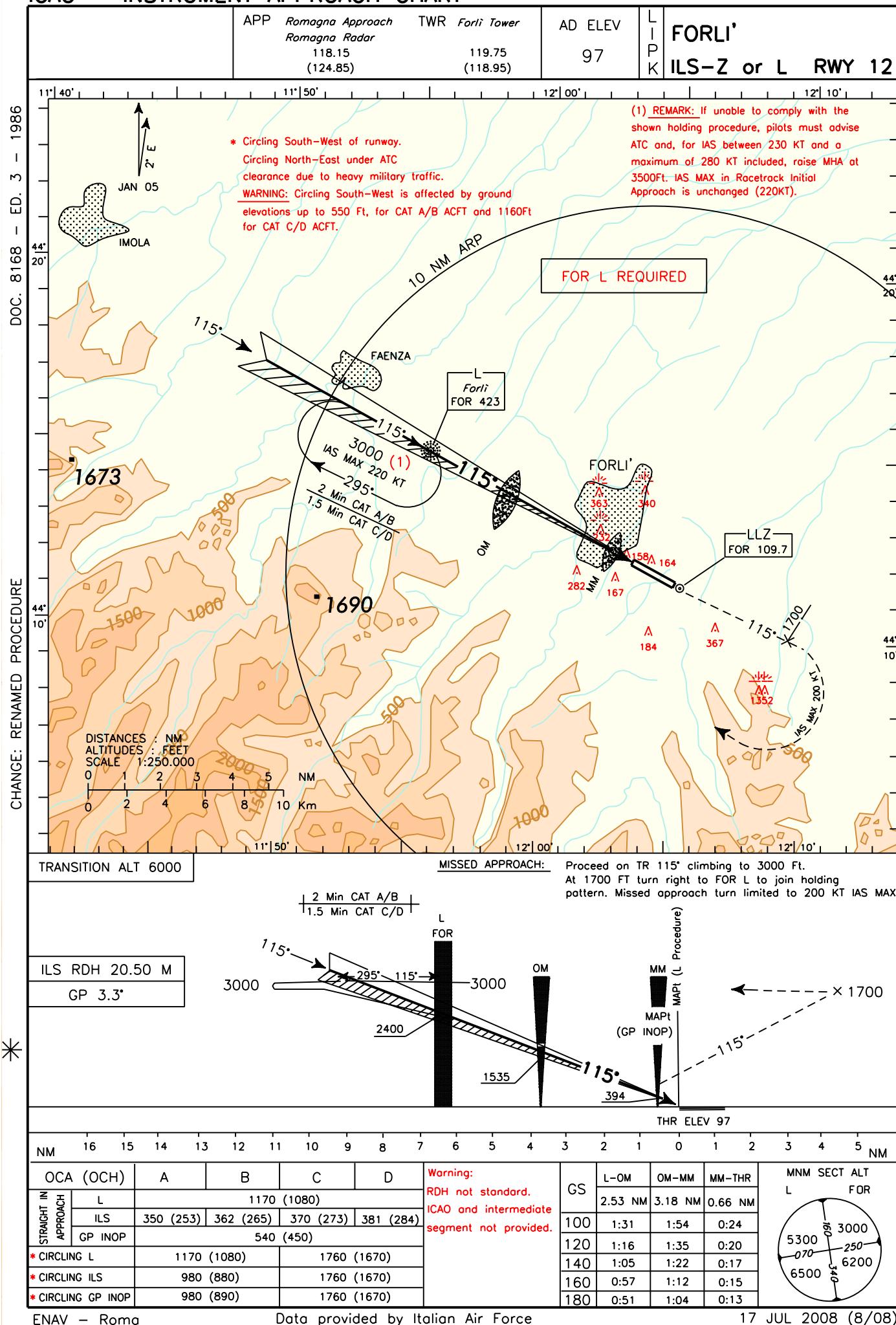
ICAO – INSTRUMENT APPROACH CHART

AD 2 LIPK 5-5



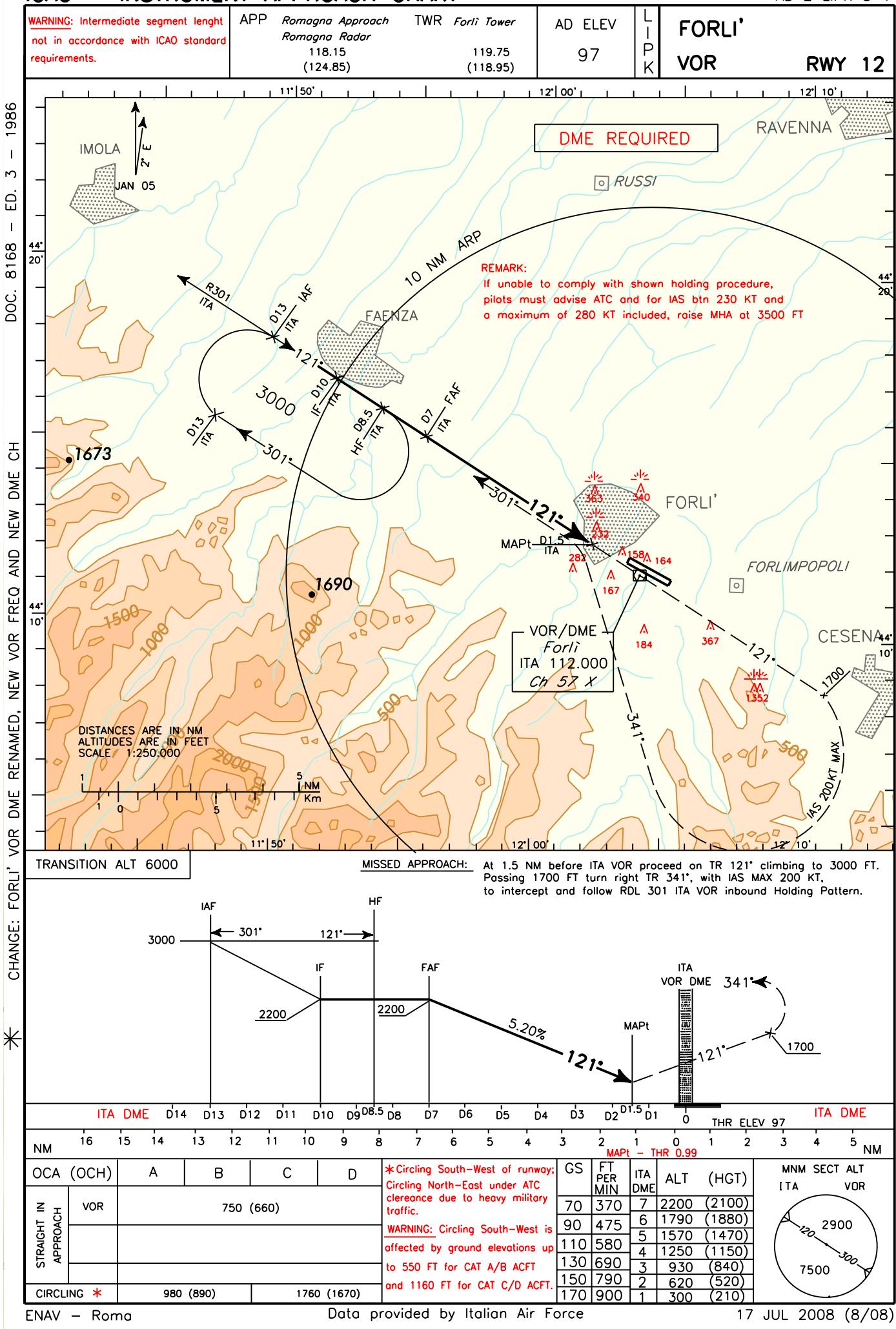
ICAO – INSTRUMENT APPROACH CHART

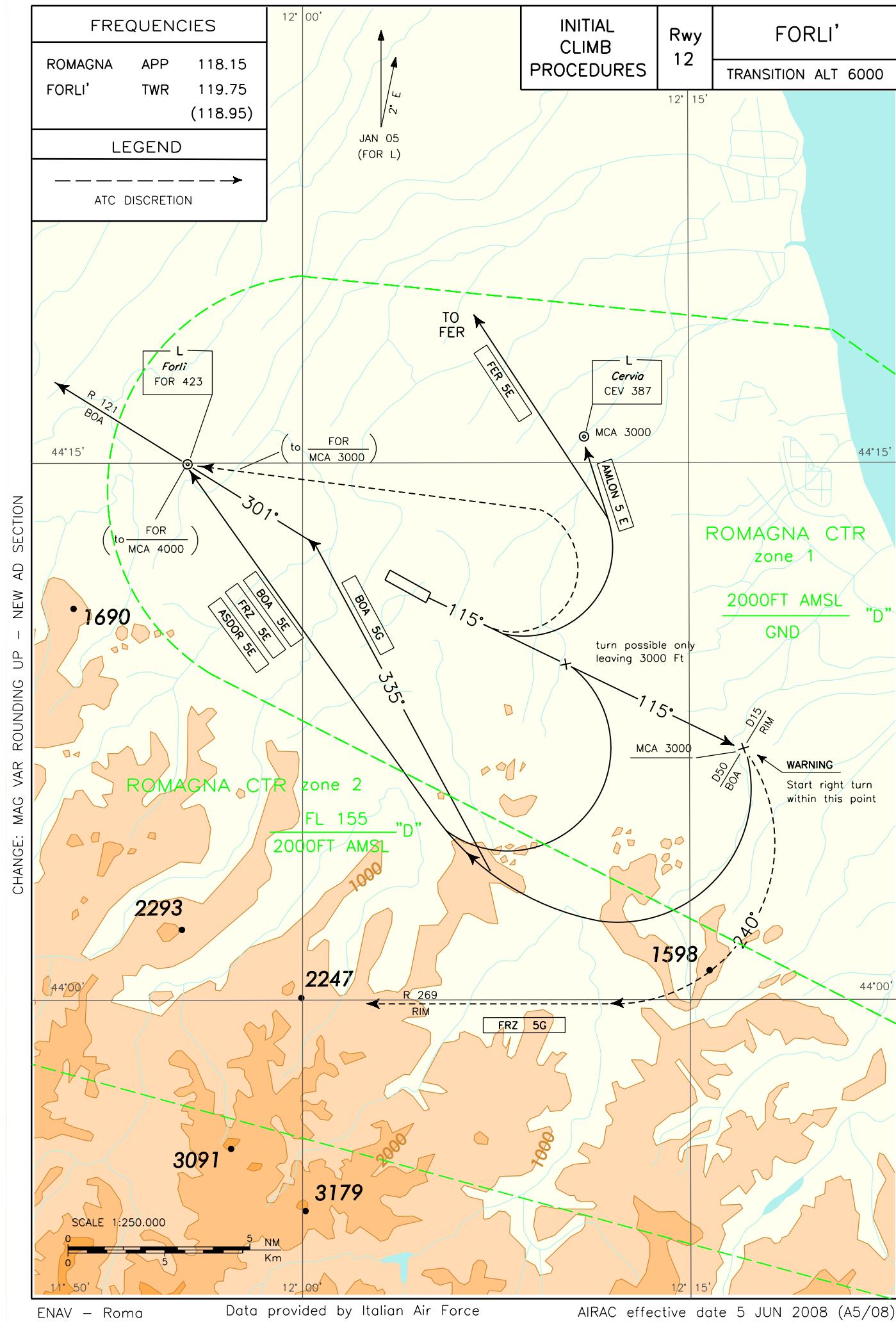
AD 2 LIPK 5-3



ICAO - INSTRUMENT APPROACH CHART

AD 2 LIPK 5-7





INFORMAZIONI GENERALI RWY 12 E RWY 30

Le virate dopo il decollo non debbono essere iniziate prima di attraversare i 1000 FT ma non debbono superare le 2.5NM di raggio.

A tal fine si suggerisce:

- TAS non superiore a 270 KT;
- Banco 25°, oppure rateo di virata 1.9°/sec, se consente banco inferiore.

Causa ostacoli, i decolli da pista 30 devono adottare un gradiente minimo di salita di 4,1% o di 250FT/NM.

GENERAL INFORMATION RWY 12 AND RWY 30

Turns after take-off do not start before crossing 1000 FT shall not exceed a radius of 2.5NM.

To meet said requirement, it is suggested:

- TAS not more than 270 KT;
- Bank angle 25°, or rate of turn 1.9°/sec, if it requires a lesser bank.

Due to obstacles, take-off from RWY 30 shall adopt a minimum climb gradient of 4,1% or 250FT/NM.

DESCRIZIONE SID RWY 12**FER 5E**

Dopo il decollo virare a sinistra se decollati da RWY 12 o a destra se decollati da RWY 30 per FER NDB

MCL: INT QDM 321° FER NDB/RDL 051 FRZ VORTAC FL 100 (6000 FT a discrezione ATC/ATC discretion); FER NDB come autorizzazione ATC/as cleared by ATC

AMLONG 5E

Dopo il decollo virare a sinistra se decollati da RWY 12 o a destra se decollati da RWY 30 e procedere via CEV L – AMLON

MCA/MCL: CEV L 3000 FT; AMLON FL 80

BOA 5G

Dopo il decollo procedere con TR 115° fino a lasciare 3000 FT ad una distanza non superiore a 50NM BOA DME (oppure non meno di 15NM RIM DME). Quindi virare a destra rotta 335° per intercettare e seguire RDL 121 BOA VOR in rotta per BOA

MCA/MCL: MARAK 4000 FT; RDL 121/23NM BOA VOR/DME FL 100
(6000 FT a discrezione ATC/ATC discretion)

Gradiente minimo di salita: 300 FT/NM

Minimum climb gradient: 300 FT/NM

FRZ 5G**(Solo per decolli da RWY 12 e a discrezione ATC)**

Dopo il decollo mantenere prua pista (TR 115°) fino a 50 NM BOA DME da raggiungere a 3000 FT o al di sopra.

Quindi virare a destra TR 240° per intercettare e seguire RDL 269 RIM VOR (RDL 089 FRZ VORTAC) per FRZ VORTAC.

MCA/MCL: RDL 089/53NM FRZ VORTAC 5000 FT; RDL 089/47NM FRZ VORTAC FL 90;
RDL 089/37NM FRZ VORTAC FL 100

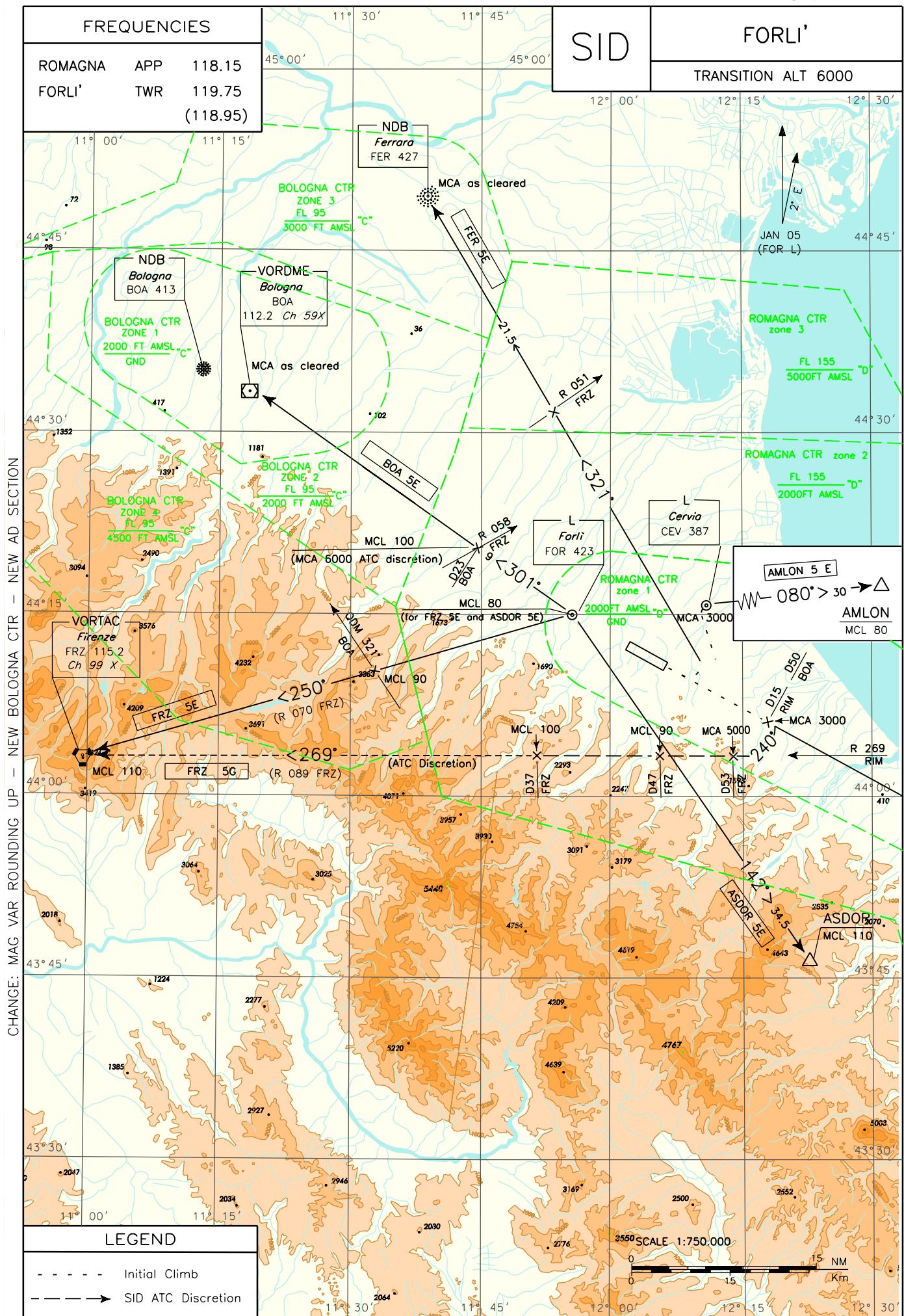
Gradiente minimo di salita: 320 FT/NM.

FRZ 5G**(Take-off RWY 12 only and ATC discretion)**

After take-off maintain runway heading (TR 115°) until 50 NM BOA DME to reach at 3000 FT or above.

Then turn right TR 240° to join RDL 269 RIM VOR (RDL 089 FRZ VORTAC) to FRZ VORTAC.

Minimum climb gradient: 320 FT/NM.



INFORMAZIONI GENERALI RWY 12 E RWY 30

Le virate dopo il decollo non debbono essere iniziate prima di attraversare i 1000 FT ma non debbono superare le 2.5NM di raggio.

A tal fine si suggerisce:

- TAS non superiore a 270 KT;
- Banco 25°, oppure rateo di virata 1.9°/sec, se consente banco inferiore.

Causa ostacoli, i decolli da pista 30 devono adottare un gradiente minimo di salita di 4,1% o di 250FT/NM.

GENERAL INFORMATION RWY 12 AND RWY 30

Turns after take-off do not start before crossing 1000 FT shall not exceed a radius of 2.5NM.

To meet said requirement, it is suggested:

- TAS not more than 270 KT;
- Bank angle 25°, or rate of turn 1.9°/sec, if it requires a lesser bank.

Due to obstacles, take-off from RWY 30 shall adopt a minimum climb gradient of 4,1% or 250FT/NM.

PROCEDURE DI SALITA INIZIALE RWY 12

(Per SID FER 5E e AMLON 5E eseguire la salita iniziale riportata nelle relative descrizioni)

- a) Dopo il decollo procedere con prua pista (115°) fino a lasciare 3000 FT, entro 15NM RIM DME, quindi virare a destra per FOR L, da attraversare a 4000FT o al di sopra. Gradiente minimo di salita: 300 FT/NM.
- b) Solo a discrezione ATC: non appena possibile dopo il decollo, virare a sinistra per FOR L, da attraversare a 3000 FT o al di sopra.

PROCEDURE DI SALITA INIZIALE RWY 30

Eseguire, ove applicabile, la procedura descritta nella SID richiesta, secondo le seguenti modalità:

- a) Quando prevista, iniziare la virata a destra attraversando 1000 FT;
- b) per le uscite dirette FOR L, lasciare la radioassistenza alla stessa quota indicata nella SID per il caso di decolli da RWY12, raggiungendo comunque il LOCATOR ad altitudine non inferiore a 3000 FT.

INITIAL CLIMB PROCEDURES RWY 12

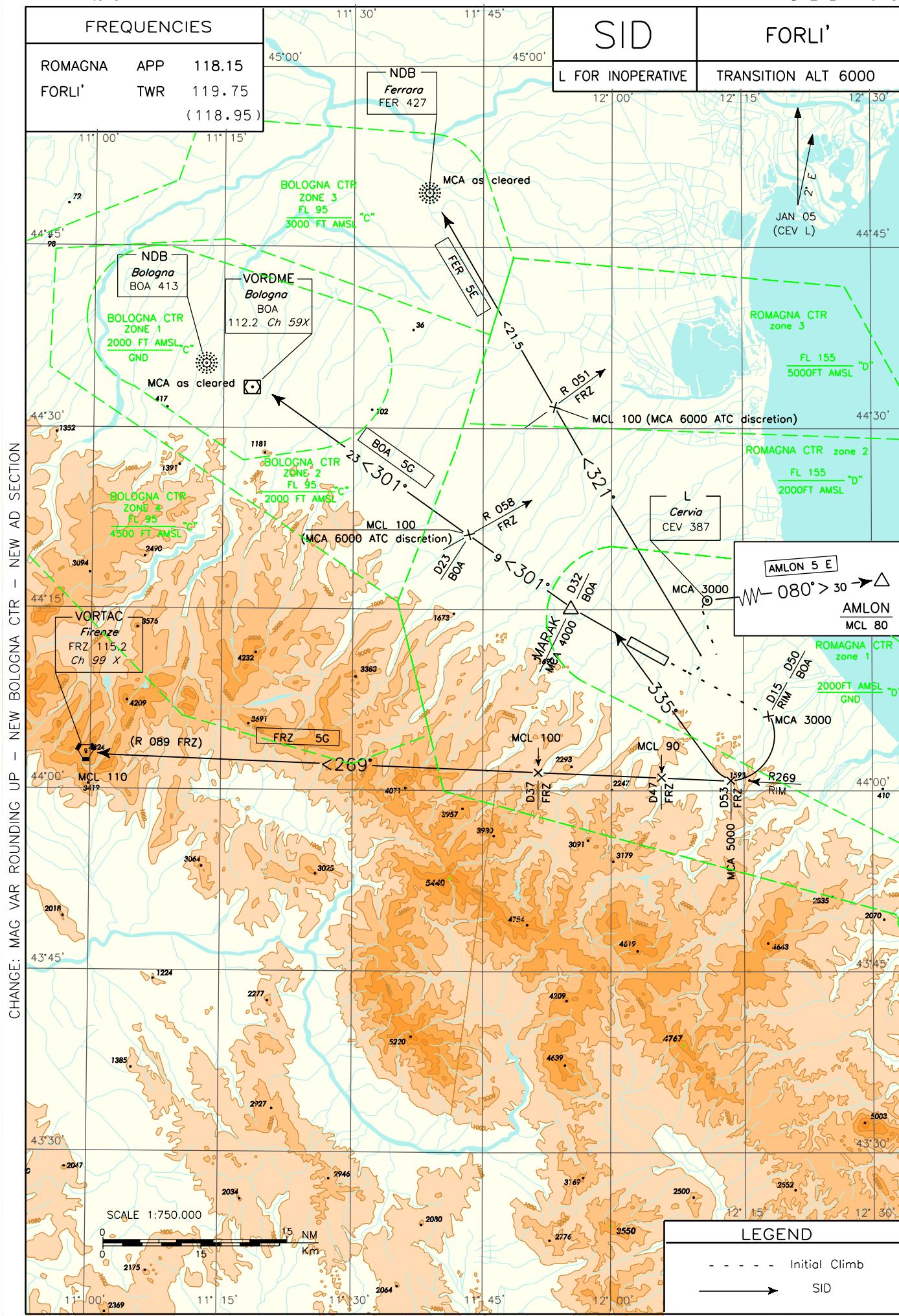
(For FER 5E and AMLON 5E SID perform the initial climb as concerning descriptions)

- a) After take-off proceed on RWY heading (track 115°) until leaving 3000 FT within 15NM RIM DME, then turn right bound to FOR L, to be crossed at 4000 FT or above.
Minimum climb gradient: 300 FT/NM.
- b) ATC discretion only: as soon as practicable after take-off turn left bound to FOR L, to be crossed at 3000 FT or above.

INITIAL CLIMB PROCEDURE RWY 30

If applicable, perform the initial climb concerning required SID, complying with the following rules:

- a) Where applicable, start right turn crossing 1000 FT;
- b) for exit procedures bound to FOR L, leave the radio aid at the same altitude reported on SID in case of departures RWY12, reaching anyway the LOCATOR at altitude not below 3000FT.



DESCRIZIONE SID	SID DESCRIPTION
BOA 5E Procedere via FOR L – BOA NDB/VOR	BOA 5E Proceed via FOR L – BOA NDB/VOR
MCL: RDL 121/23NM BOA VOR/DME (INT RDL 121 BOA VOR/RDL 058 FRZ VOR) FL 100 (6000 FT a discrezione ATC/ATC discretion); BOA NDB/VOR come da autorizzazione ATC/as cleared by ATC.	
FER 5E Dopo il decollo virare a sinistra se decollati da RWY 12 o a destra se decollati da RWY 30 e procedere per FER NDB su QDM 321°	FER 5E After take-off turn left if airborne from RWY 12 or turn right if airborne from RWY 30 and proceed bound to FER NDB on QDM 321°
MCL: INT QDM 321° FER NDB/RDL 051 FRZ VORTAC FL 100 (6000 FT a discrezione ATC/ATC discretion); FER NDB come da autorizzazione ATC/as cleared by ATC.	
NOTA Può essere autorizzata solo in assenza di traffico militare.	REMARK May be authorized only in absence of military traffic.
ASDOR 5E Procedere via FOR L – ASDOR.	ASDOR 5E Proceed via FOR L – ASDOR
MCL: FOR L FL 80; ASDOR FL 110	
FRZ 5E Procedere via FOR L – FRZ VORTAC	FRZ 5E Proceed via FOR L – FRZ VORTAC.
MCL: FOR L FL 80; INT RDL 070 FRZ VORTAC/QDM 321° BOA NDB FL 90; FRZ VORTAC FL 110	
AMLONG 5E Dopo il decollo virare a sinistra se decollati da RWY 12 o a destra se decollati da RWY 30 e procedere via CEV L – AMLON	AMLONG 5E After take-off turn left if airborne from RWY 12 or turn right if airborne from RWY 30 and proceed via CEV L - AMLON
MCA/MCL: CEV L 3000 FT; AMLON FL 80	
NOTA Può essere autorizzata solo in assenza di traffico militare.	REMARK May be authorised only in absence of military traffic.
FRZ 5G (Solo per decolli da RWY 12 e a discrezione ATC) Dopo il decollo mantenere prua pista (TR 115°) fino a 50 NM BOA DME da raggiungere a 3000 FT o al di sopra. Quindi virare a destra su TR 240° per intercettare e seguire RDL 269 RIM VOR (RDL 089 FRZ VORTAC) per FRZ VORTAC	FRZ 5G (Take-off RWY 12 only and ATC discretion) After take-off maintain runway heading (TR 115°) until 50 NM BOA DME to reach at 3000 FT or above. Then turn right TR 240° to join RDL 269 RIM VOR (RDL 089 FRZ VORTAC) to FRZ VORTAC
MCA/MCL: RDL 089/53NM FRZ VORTAC 5000 FT; RDL 089/47NM FRZ VORTAC FL 90; RDL 089/37NM FRZ VORTAC FL 100 Gradiente minimo di salita: 320 FT/NM.	Minimum climb gradient: 320 FT/NM.