

**MILITARY AERONAUTICAL INFORMATION PUBLICATION (M.A.I.P.)
LOW ALTITUDE**

**AIRPORT DIAGRAMS
STANDARD INSTRUMENT DEPARTURES (SID)
INSTRUMENT APPROACH PROCEDURES (IAP)**

FALCON BMS 4.35 - BALKANS THEATER

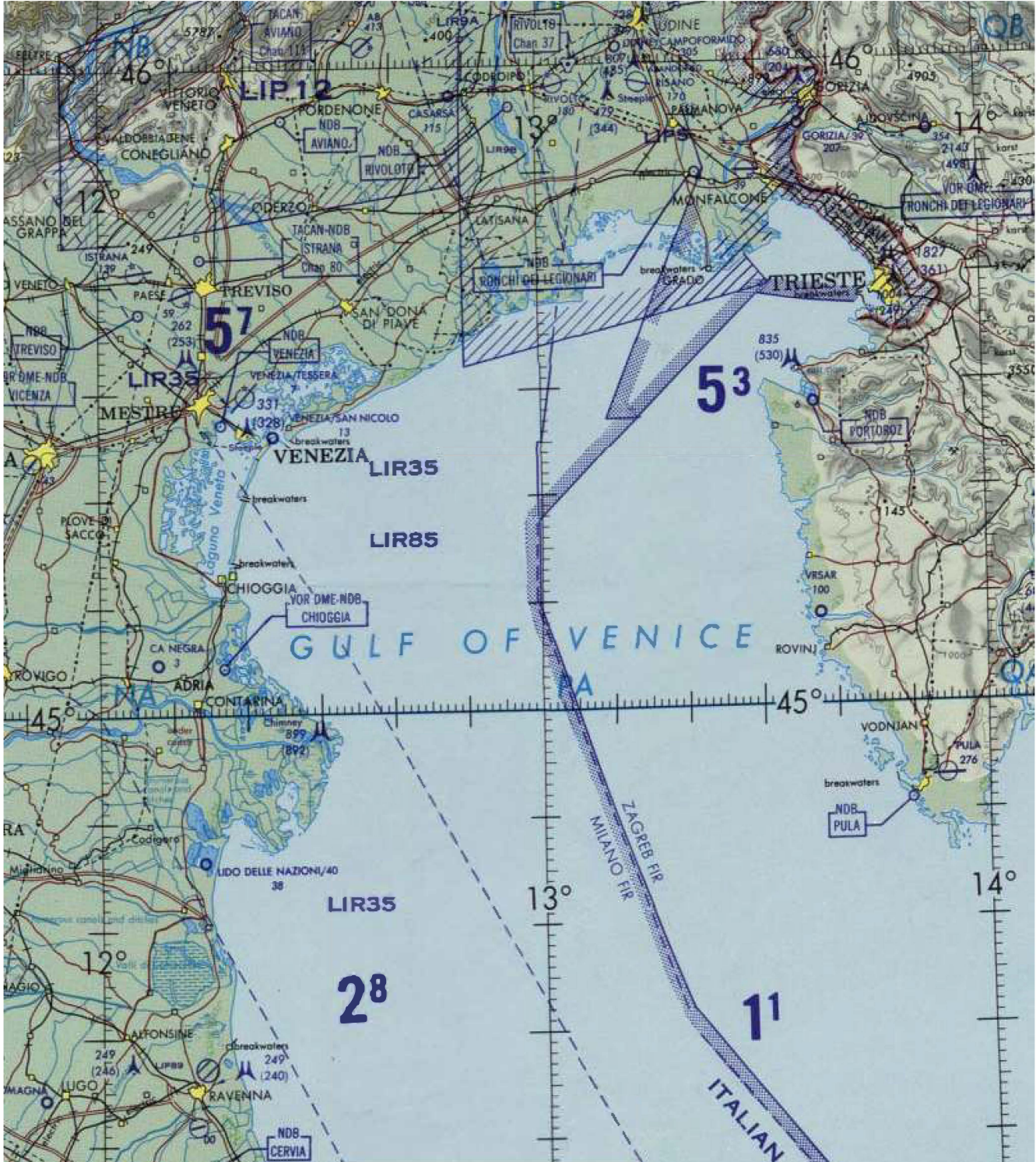


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Created 26 June 2019 by Nikos Efstratiou

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FALCON BMS 4.34 BALKANS THEATER



A. GENERAL INFORMATIONS & ABBREVIATIONS

Distances in nautical miles.

Runway dimensions in feet.

Altitudes/Elevations in feet Mean Sea Level (MSL).

Radials/Headings are magnetic.

Vertical Descent Angle (VDA) is calculated from FAF to threshold.

ALT	Altitude
Chan	Channel
DME	Distance Measuring Equipment
FAF	Final Approach Fix
FT	Feet
IAF	Initial Approach Fix
IAS	Indicated Airspeed
Ldg	Landing
LOC	Localizer
LR-	Lead Radial (followed by 3 digits)
MDA	Minimum Descent Altitude
MSA	Minimum Safe/Sector Altitude
NM	Nautical Miles
R-	Radial (followed by 3 digits)
RWY	Runway
S-	Straight-in approach
TACAN	Tactical Air Navigation equipment
TDZE	Touchdown Zone Elevation
VORTAC	VOR and TACAN navigational facilities collocated
WPT	Waypoint

RATE OF CLIMB/DESCENT TABLE

CLIMB/DESCENT ANGLE (DEGREES)	CLIMB/DESCENT GRADIENT (FT/NM)
2.5°	265 ≈ 250
3.0°	318 ≈ 300
5.0°	530 ≈ 500
10.0°	1,060 ≈ 1,000

B. USEFUL INFORMATIONS ABOUT THE EXECUTION OF THE PROCEDURES

1) Maximum precise in DME (distance in Nautical Miles)

In order to have the maximum precise in indication of DME (distance from the NavAid in NM), do the follow: insert the GPS coordinates of the NavAid (TACAN or VORTAC station) over a steerpoint (STPT) and make this steerpoint as current. GPS coordinates of the NavAid given by the IAP chart. Then set the proper NavAid channel, the band to X (airports - ground) and the Instr Mode switch to TCN. In this way you will have indications for bearing and distance at the HSI from NavAid as in real life, but also indication for distance with one decimal digit in the lower right corner in the HUD. This is critical for the precise of the final turn due to the fact that very often the DME of the last steerpoint (that we turn to final approach course aligned with runway centerline) has a decimal digit and the indication for distance at the HSI reads only integer numbers.

2) Turns

If not published in the IAP charts, turns to join and to leave an arc, turns of missed approach and holding turns must be executed with IAS 250 KTS and bank angle of 30 degrees. Also if not published in the Departure charts, turns must be executed with IAS 300 KTS and bank angle of 30 degrees.

3) Final turn and impact of wind

Even if you turn at final steerpoint at exactly DME, you may find yourself aligned with runway centerline but offset. This happens due to active wind and not of the inaccuracy of the IAP chart. So in this situation:

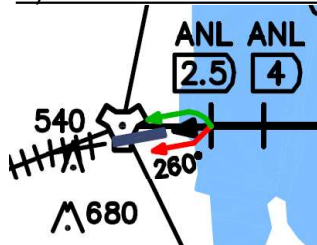
A) The NavAid is LEFT of the runway, example of Bocas Del Toro Intl with final turn at R-151/2.1 DME.



i) if you fly offset of runway and left of it (red course in photo) execute a missed approach and at the next approach turn 0.1 DME sooner, means at R-151/2.2 DME.

ii) if you fly offset of runway and right of it (green course in photo) execute a missed approach and at the next approach turn 0.1 DME later, means at R-151/2.0 DME.

B) The NavAid is RIGHT of the runway, example of Nea Anchialos with final turn at R-090/2.5 DME.



i) if you fly offset of runway and left of it (red course in photo) execute a missed approach and at the next approach turn 0.1 DME later, means at R-090/2.4 DME.

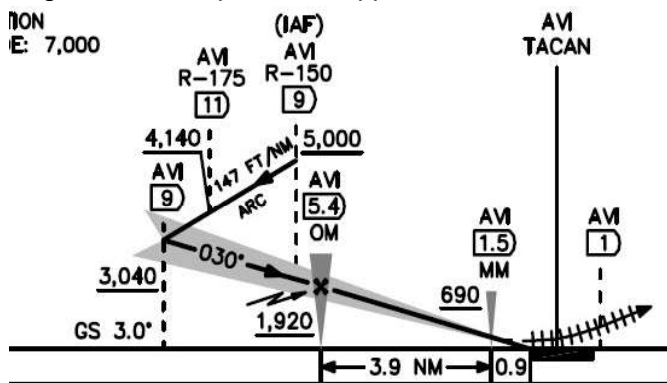
ii) if you fly offset of runway and right of it (green course in photo) execute a missed approach and at the next approach turn 0.1 DME sooner, means at R-090/2.6 DME.

All the previous can be applied when at the final steerpoint the AOA is 11-13 degrees and the CDI at HSI centered almost perfect or with 0.5 degree maximum variation.

4) Calculating the descent

In order to execute the descents with precise, you must convert the rate of descent that shown in the IAP charts in FT/NM to degrees. This can be done via the table "RATE OF CLIMB/DESCENT TABLE" in page 3 as follow: multiply the FT/NM of the rate of descent with 3 and then divide the result with 318.

E.g. at the example of ILS approach to Aviano, we have at the 11 DME arc rate of descent 147 FT/NM.



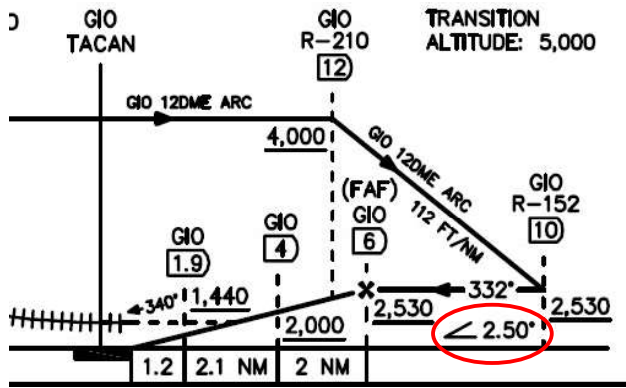
So this gives:

$(147 \times 3) / 318 = 1.39 \approx 1.4$ degrees, means that we must descent from IAF Fix at R-150/9 DME to 9 DME via the 11 DME arc with 1.4 degrees.

Note that we have the same result with any pair, e.g. 5 deg. - 530 FT/NM gives also 1.4 degrees: $(147 \times 5) / 530 = 1.39 \approx 1.4$ degrees.

Keep in mind that the rate of descent in FT/NM is independent of velocity of the aircraft, as also its conversion to degrees.

Also the descent from FAF Fix to runway threshold for non-precision approaches is given with the VDA (Vertical Descent Angle) and shown in the IAP charts in degrees just after its symbol (< or >). In the next example of TACAN approach to Gioia Del Colle, we see VDA of 2.50 degrees.



5) Setting the QNH

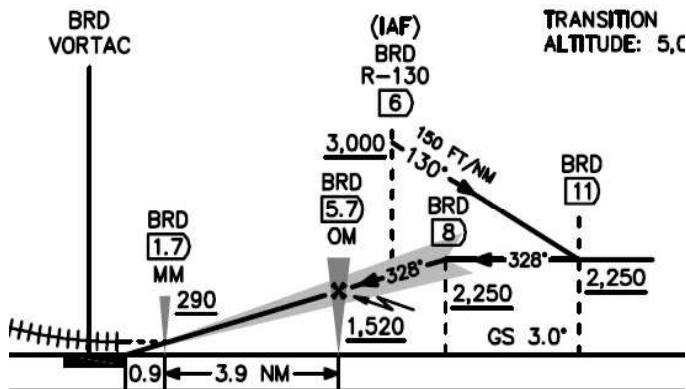
Don't forget to set the QNH of the altitude instrument while you transit from transition altitude to lower altitude by asking ATC (keys "T" and "T" and "1"). Transition altitude is given by the IAP charts in the profile at the lower left corner.

6) ILS limits

ILS Localizer provides course indications to 10 degrees either side of the course along a radius of 18 NM from the antenna and from 10 to 35 degrees either side of the course along a radius of 10 NM.

ILS Glide slope transmits a glide path beam 1.4 degrees wide. It is normally usable to the distance of 10 NM. In Falcon BMS 4.32 Glide slope's beam is 1.57 degrees wide (+0.085 degrees and -0.085 degrees). Obviously Glide slope's zone of receiving signal is very narrow and a lot of Falcon pilots think very often that the ILS Glide slope is not transmitting and it's an issue of the simulator, but actually they aren't in the proper altitude at the specific DME from runway.

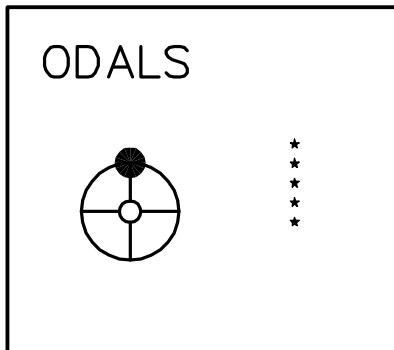
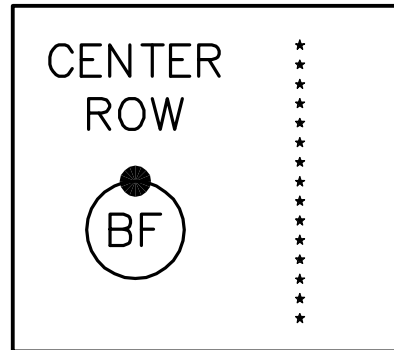
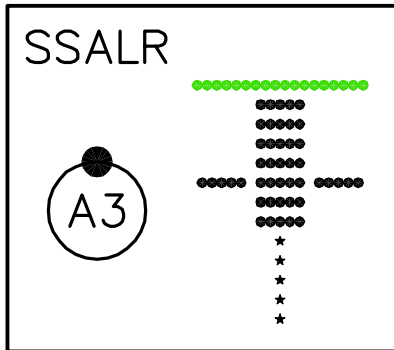
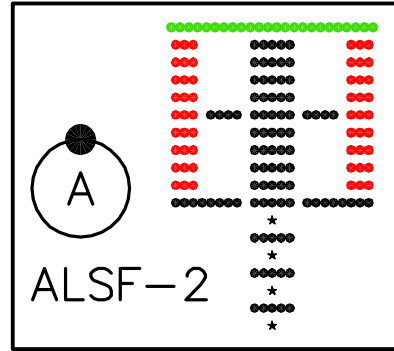
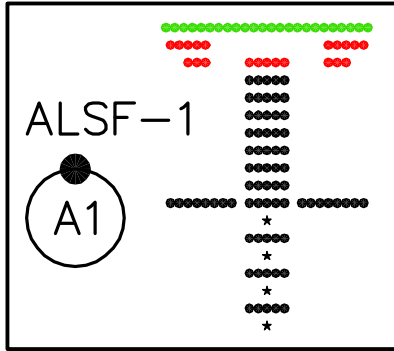
In order to understand this better, let's see the example of ILS approach to Casale:



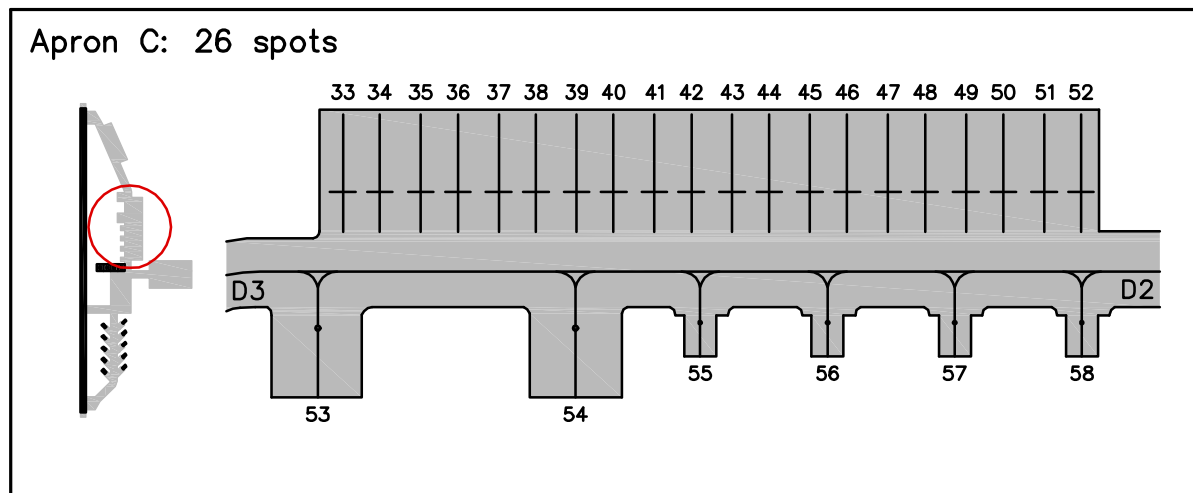
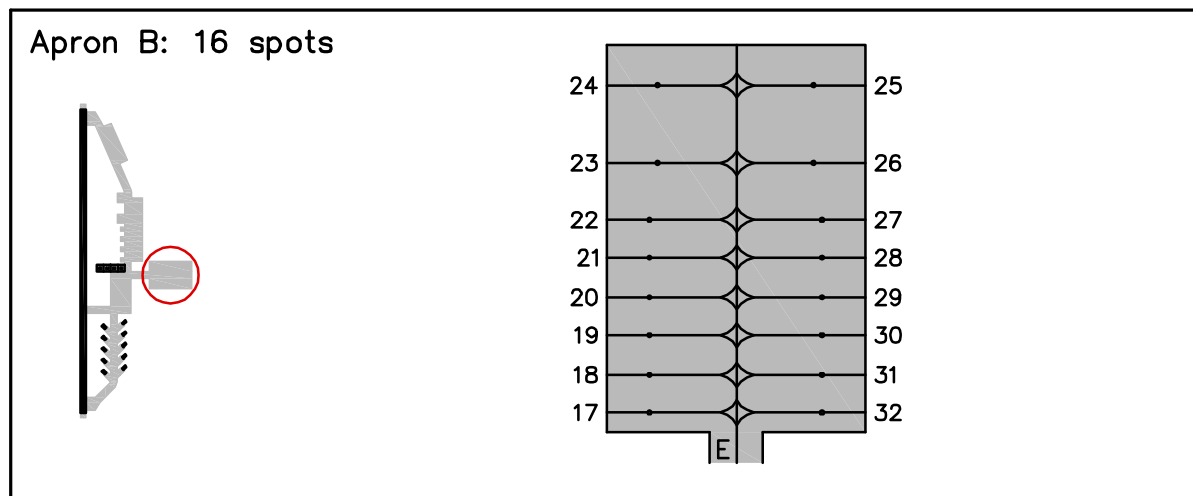
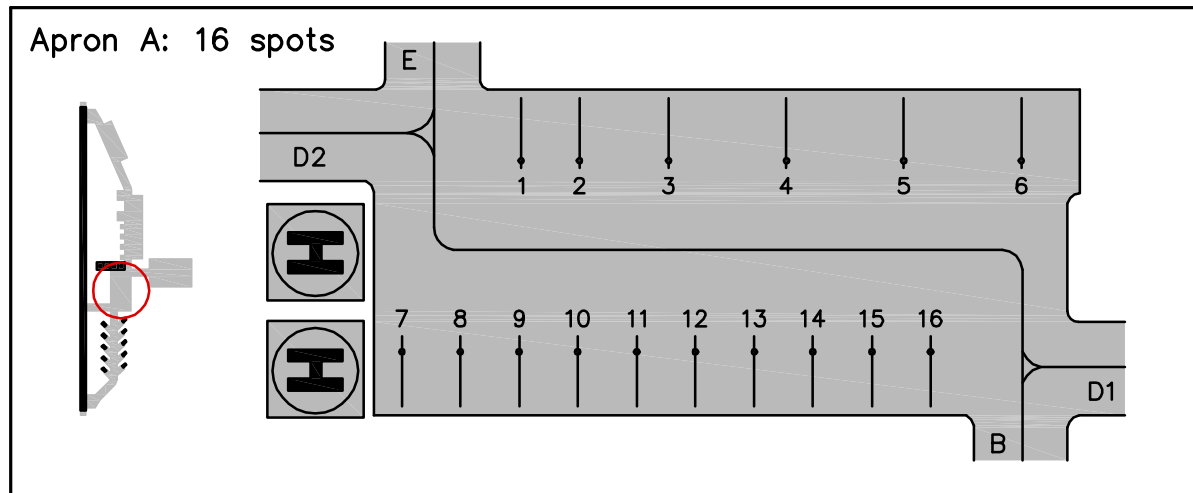
You see that at 5.7 DME from VORTAC station (and at 0.9+3.9=4.8 NM from runway threshold) must be at 1,520 FT. At the distance of 4.8 NM from runway threshold the Glide slope's beam has limits ± 400 FT, means from $1,520-400=1,120$ FT up to $1,520+400=1,920$ FT. In other words when you are exactly at 5.7 DME and on Localizer course, you will not have signal from Glide slope if you are below of 1,120 FT or if you are higher of 1,920 FT and the Glide slope bar inside HUD will be dashed and not moving.

So pay special attention to altitude that intercepts the glidepath.

C. Approach Lighting Systems (ALS)

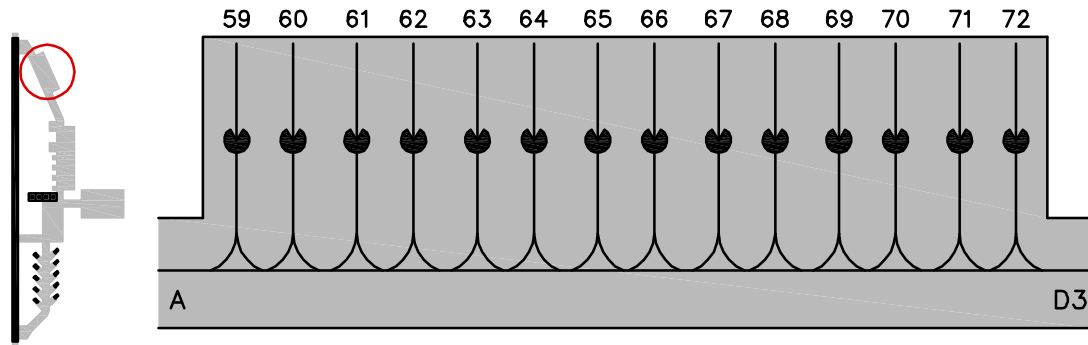


D. Airports Parking Positions – Default Single RWY

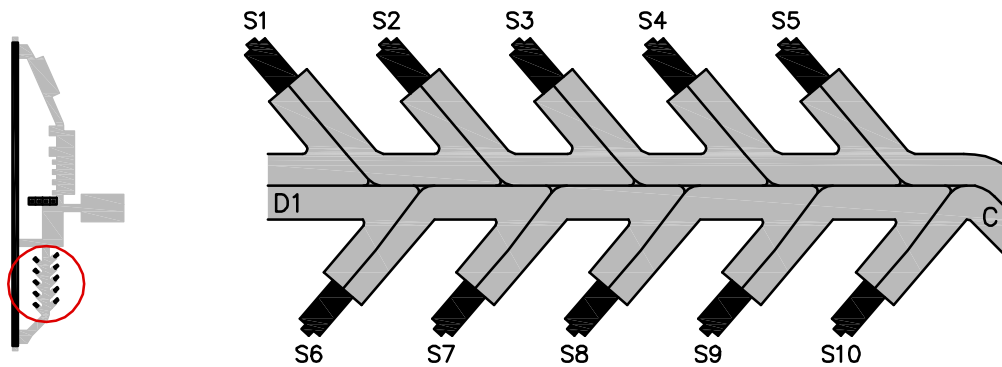


D. Airports Parking Positions – Default Single RWY

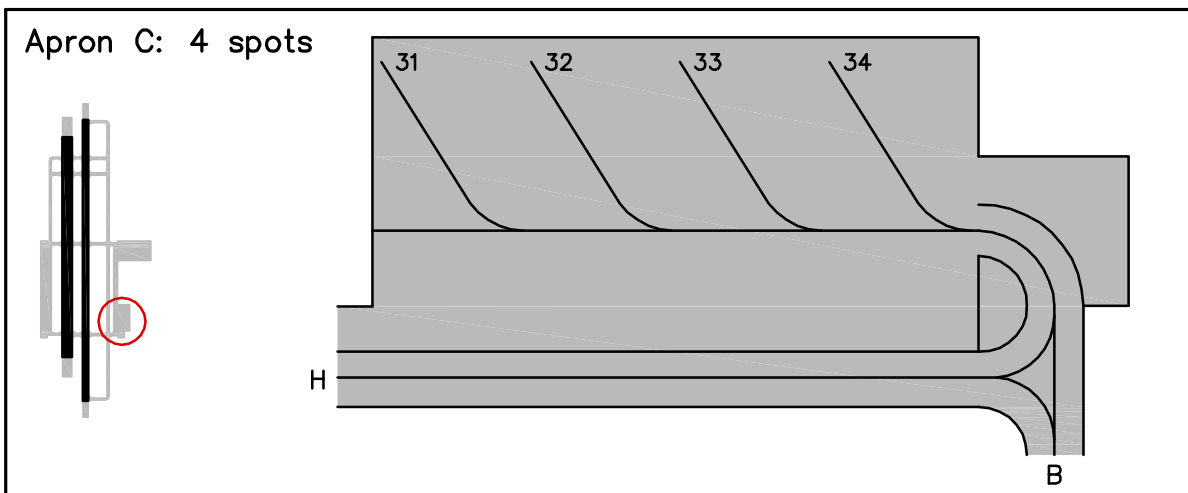
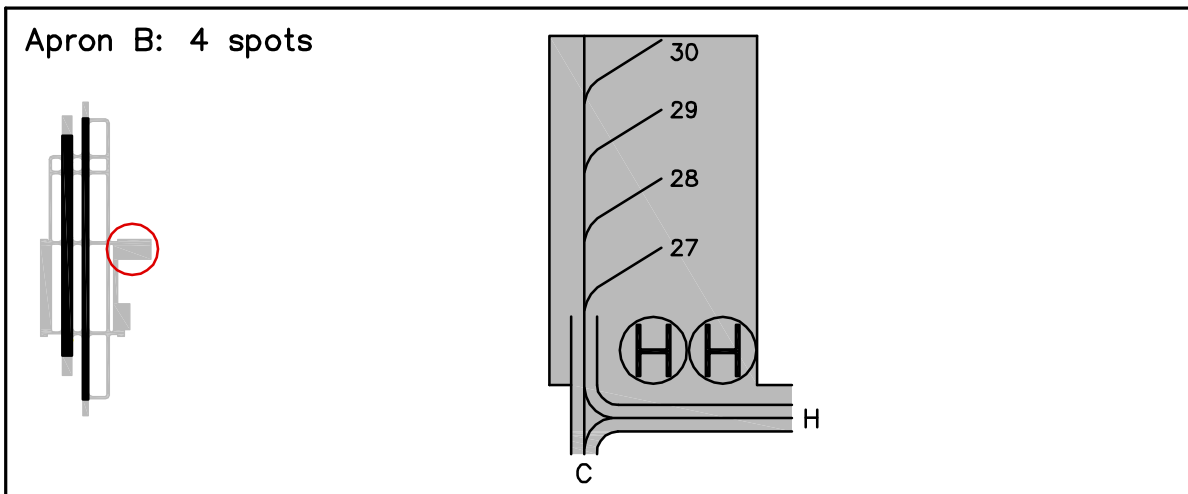
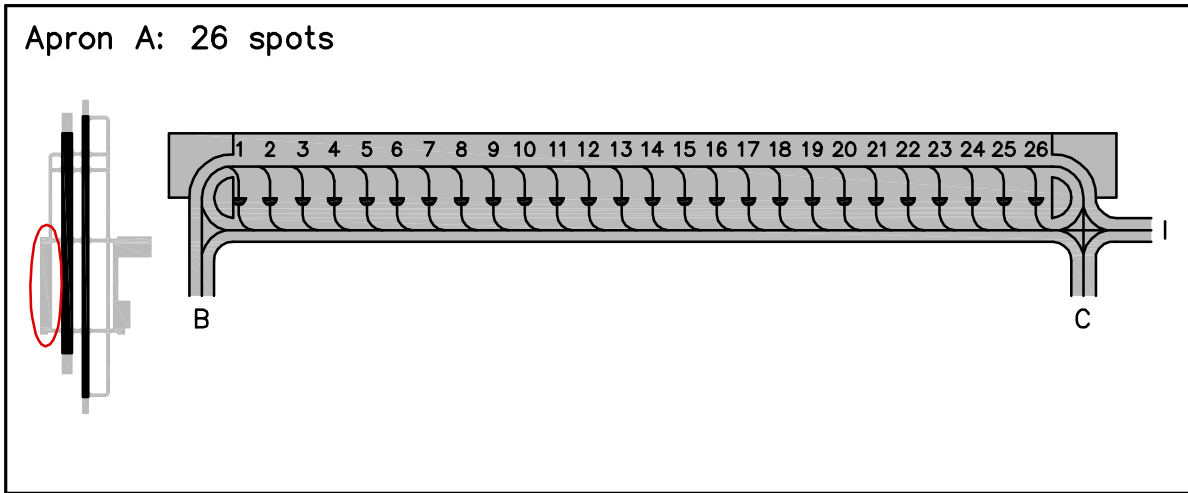
Apron D: 14 spots



Shelters: 10 spots



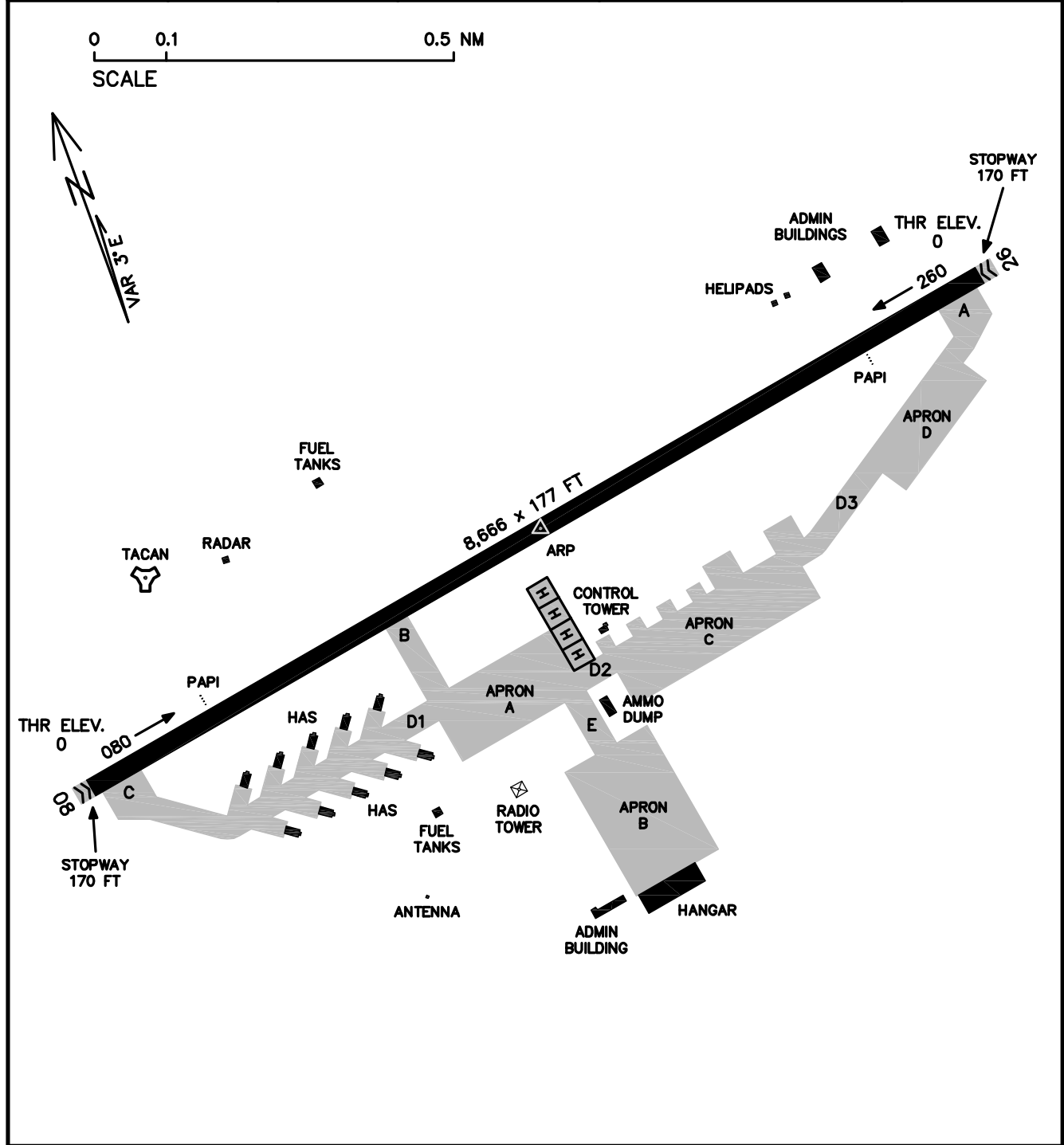
D. Airports Parking Positions – Default 2 parallel RWYs



AIRPORT DIAGRAM

AKTION (LGPZ)
PREVEZA, HELLAS

TACAN PRV Chan 029X	ATIS -	GND CON 395.20	TOWER 243.10 120.45	ARP GPS N38 43.191 E22 32.371	TDZE 0
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ADDITIONAL RUNWAY INFORMATION

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
08	8,666	8,666	(A3*) SSALR	PAPI - Left
26	8,666	8,666	(A1*) ALSF-1	PAPI - Left

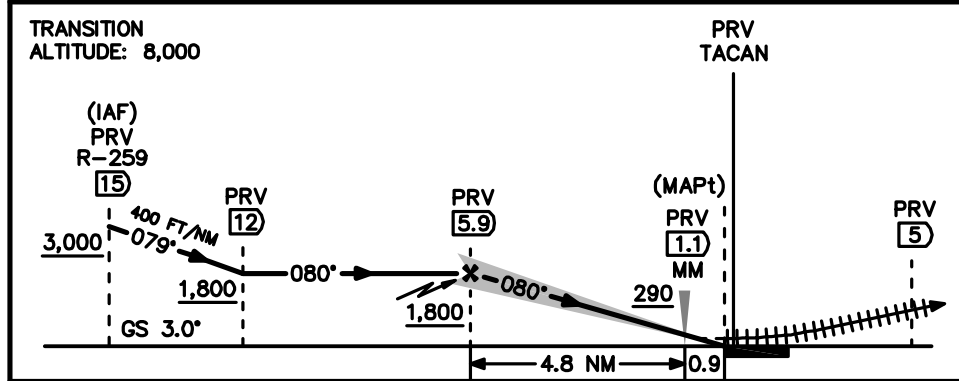
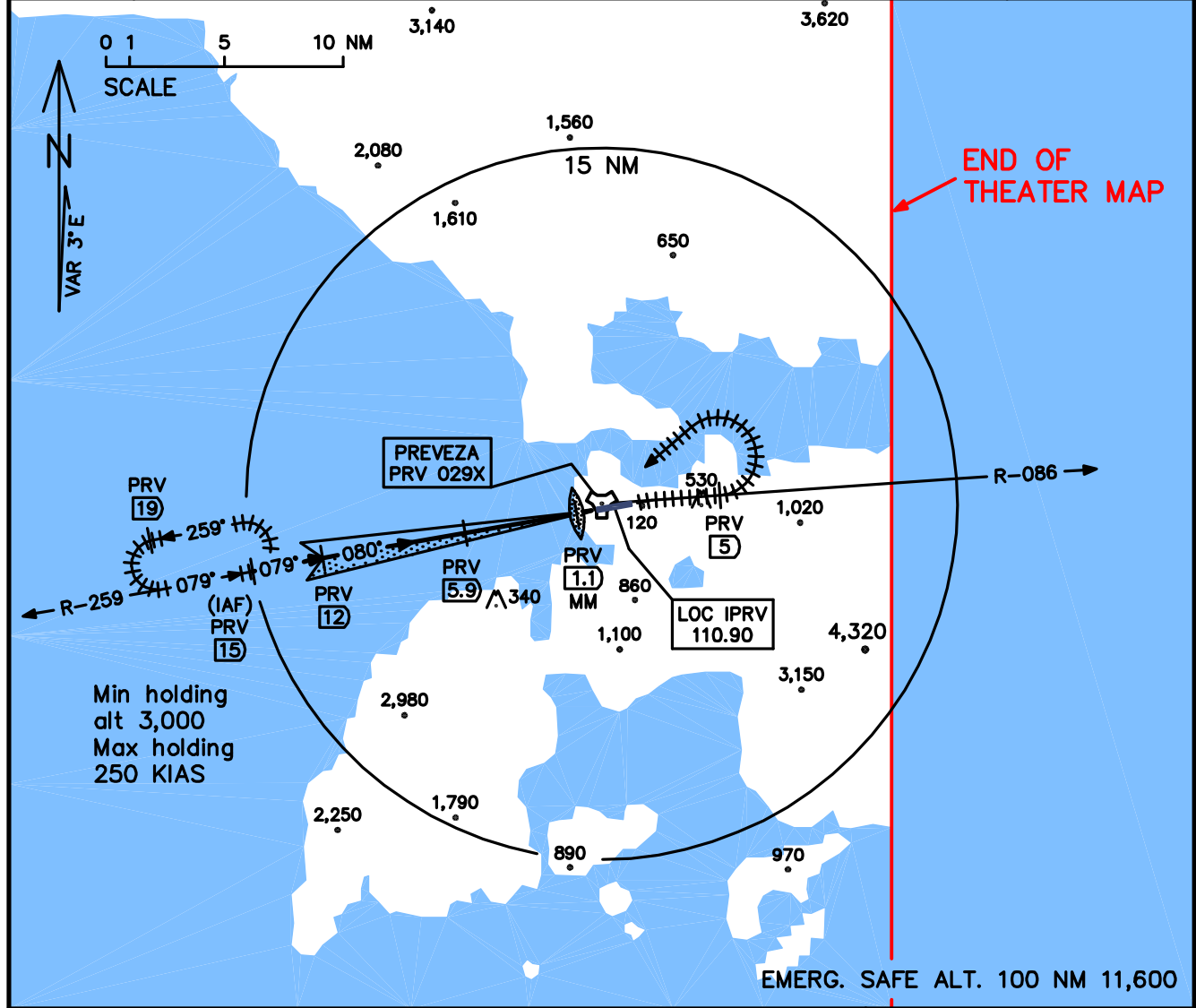
FALCON BMS 4.34
BALKANS THEATER
NOT FOR REAL NAVIGATION !

Created 6 June 2019 by Nikos Efstratiou

ILS/DME RWY 08

AKTION (LGPZ)
PREVEZA, HELLAS

TACAN PRV Chan 029X	LOC IPRV 110.90	ATIS -	APP CON 362.55	TOWER 243.10 120.45	GND CON 395.20	TACAN GPS N38 43.318 E22 31.696	
Final course 080		Rwy ldg 8,666		TDZE 0			
SSALR 	<p>MISSED APPROACH: Climb runway with min. rate 400 FT/NM and pass PRV TACAN to intercept PRV R-086 outbound. At PRV R-086/5 DME climb left turn direct to PRV TACAN. Then proceed via PRV R-259 outbound to holding pattern and hold at 3,000.</p>						



MINIMUMS	
S-ILS 08	DA(H): 200 (200 AGL)
	AT PRV 0.8 DME
	VIS 1,200M CLG 200FT
S-LOC 08	MDA: 350 (350 AGL)
	AT PRV 1.3 DME
	VIS 2,000M CLG 400FT
	TDZE 08: 0

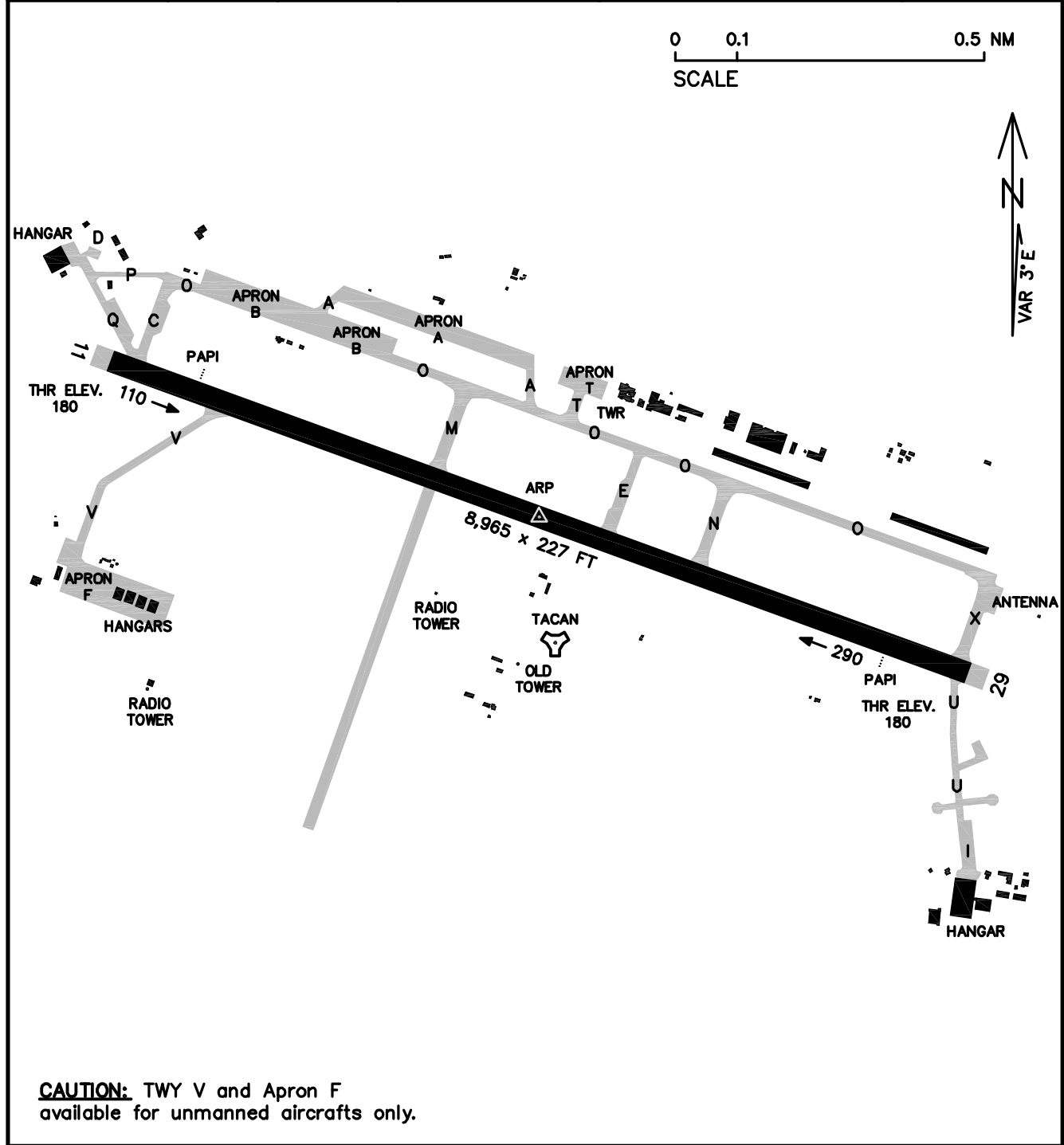
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AIRPORT DIAGRAM

AMENDOLA (LIBA)
AMENDOLA, ITALY

TACAN MNL Chan 099Y	ATIS -	GND CON 389.15	TOWER 234.50 118.20	ARP GPS N41 07.396 E16 46.523	TDZE 180
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CAUTION: TWY V and Apron F available for unmanned aircrafts only.

ADDITIONAL RUNWAY INFORMATION

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
11	8,965	8,965	(A3*) SSALR	PAPI - Left
29	8,965	8,965	(A3*) SSALR	PAPI - Left

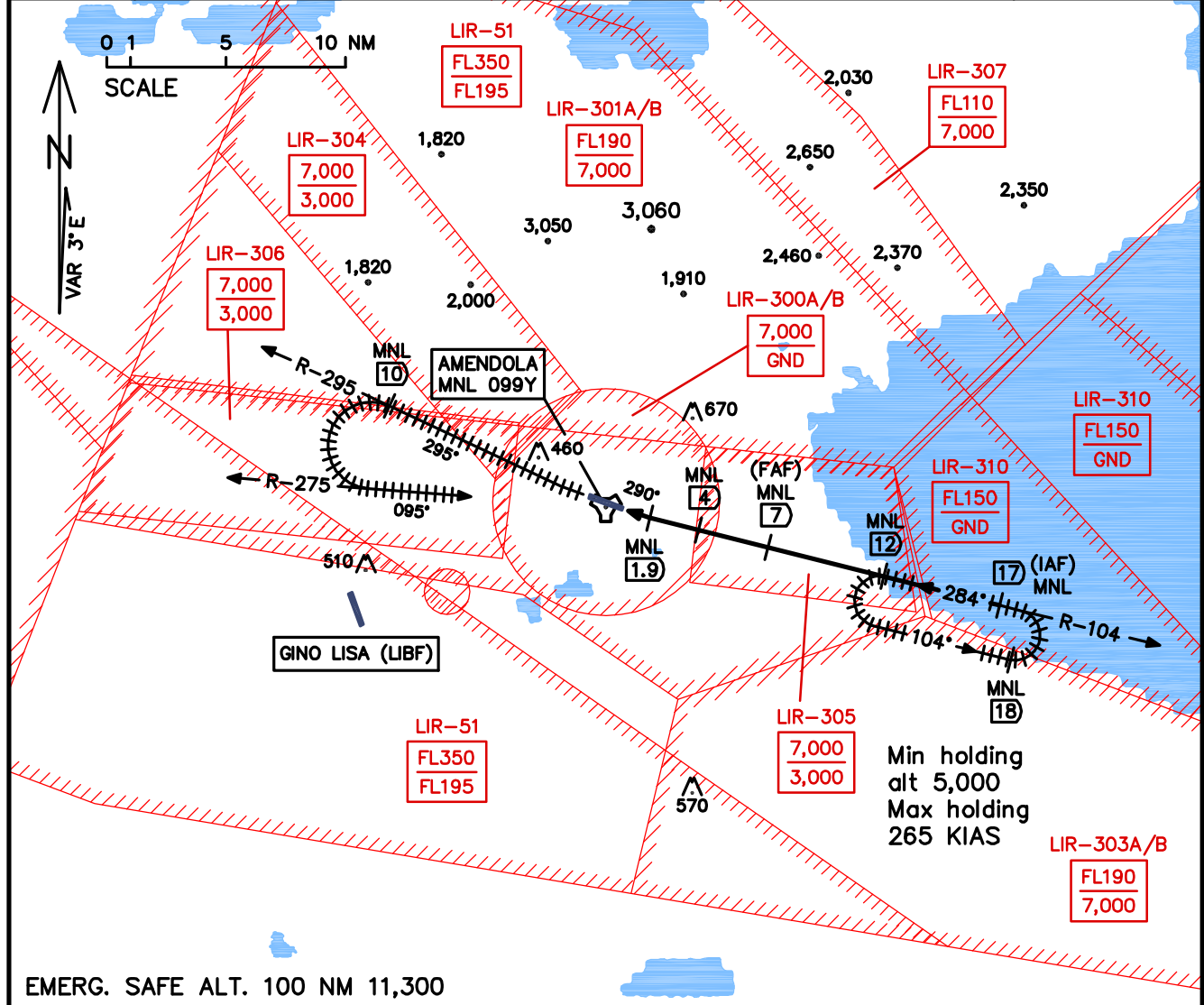
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TACAN RWY 29

AMENDOLA (LIBA)
AMENDOLA, ITALY

TACAN MNL Chan 099Y	LOC -	ATIS -	APP CON 362.25	TOWER 234.50 118.20	GND CON 389.15	TACAN GPS N41 07.190 E16 46.553	
Final course 290		Rwy ldg 8,965		TDZE 180			



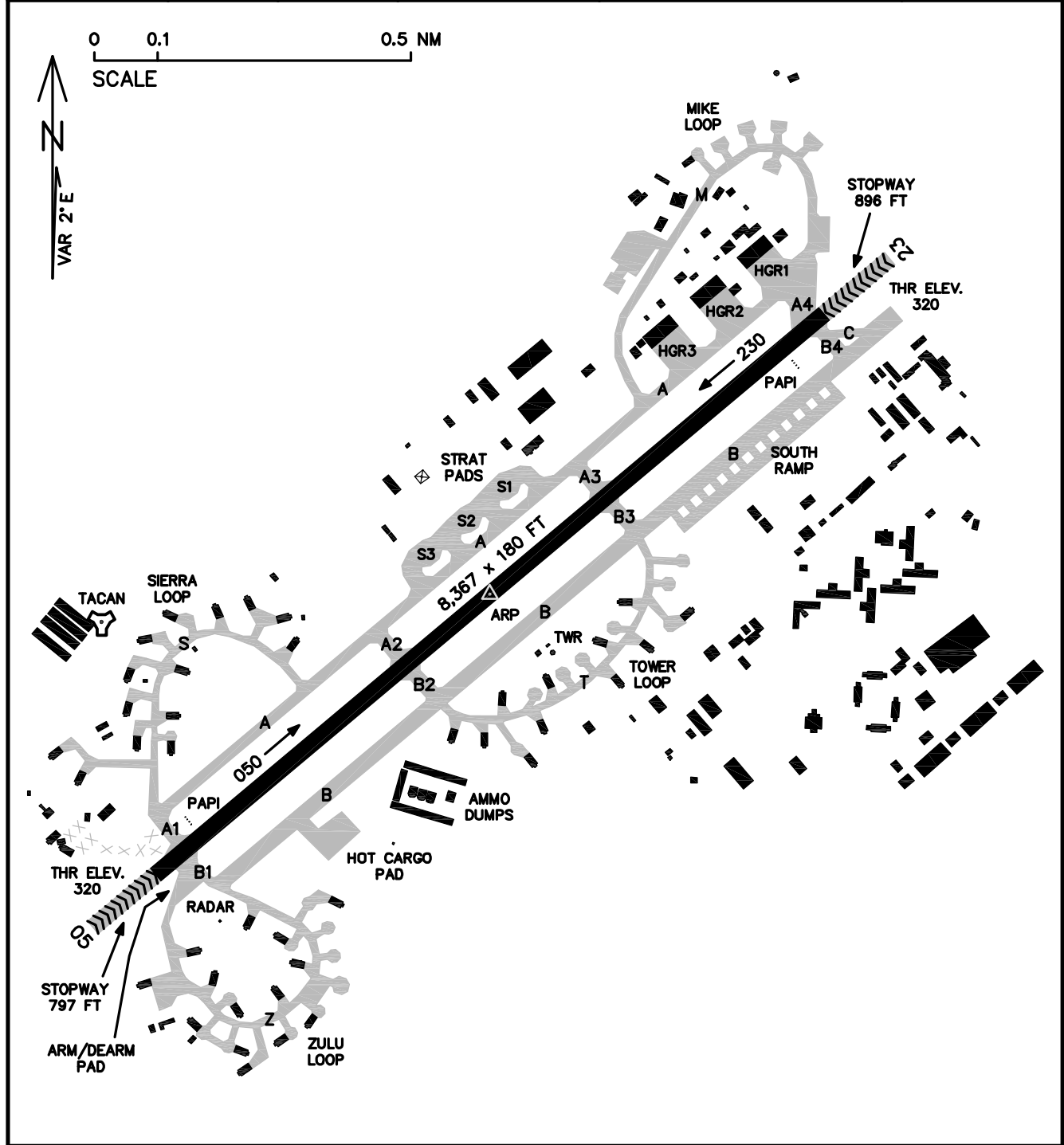
FALCON BMS 4.34
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AIRPORT DIAGRAM

AVIANO (LIPA)
AVIANO, ITALY

TACAN AVI Chan 111X	ATIS 141.50	GND CON 376.65	TOWER 284.65 142.50	ARP GPS N45 16.177 E13 04.511	TDZE 320
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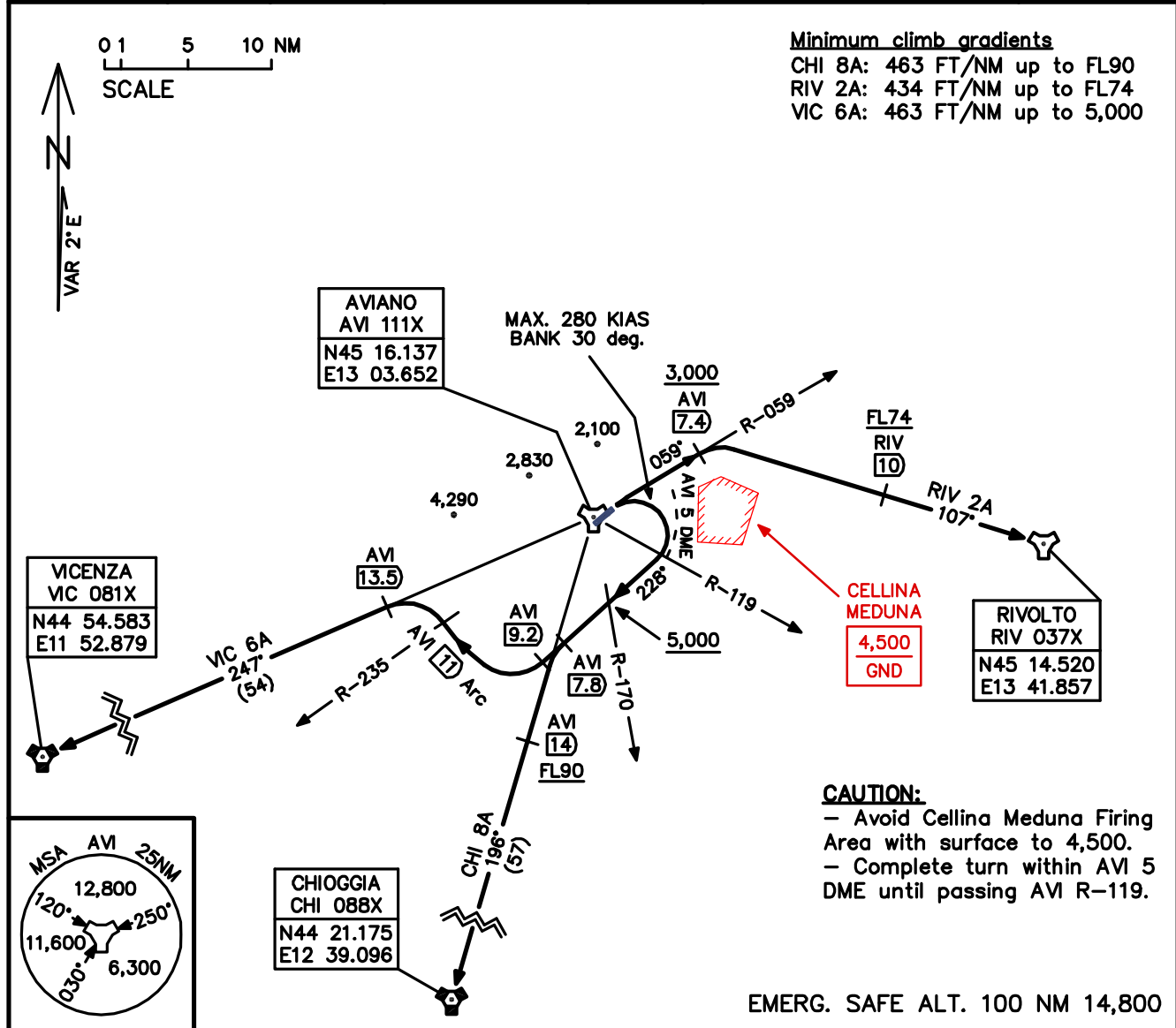
ADDITIONAL RUNWAY INFORMATION

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
05	8,367	8,367	(A1*) ALSF-1	PAPI - Left
23	8,367	8,367	-	PAPI - Left

FALCON BMS 4.34
BALKANS THEATER
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TACAN AVI Chan 111X	ATIS 141.50	GND CON 376.65	TOWER 284.65 142.50	DEP CON 363.25	TACAN GPS N45 16.137 E13 03.652	TDZE 320
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T.A. 7,000

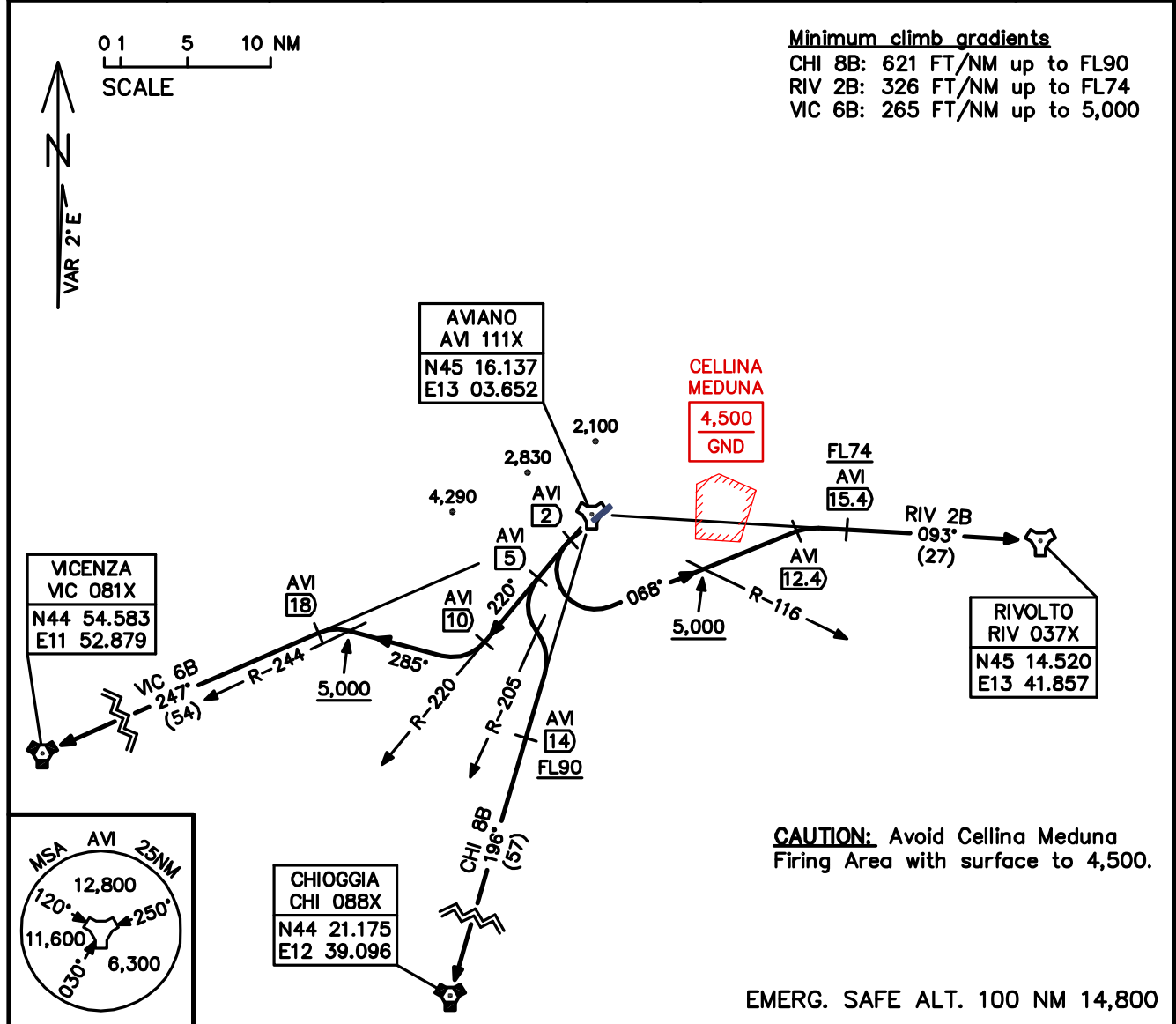
DEPARTURE ROUTE DESCRIPTION RWY 05

- CHI 8A:** Climb right turn (280 KIAS, bank 30 deg.) on track 228. Cross AVI R-170 at 5,000 or above. At AVI 7.8 DME climb left turn to intercept AVI R-196 outbound. Cross AVI R-196/14 DME at FL90 or above and continue outbound to CHI VORTAC.
- RIV 2A:** Climb on track 050 to intercept AVI R-059 outbound. Cross AVI R-059/7.4 DME at 3,000 or above and climb right turn (300 KIAS, bank 30 deg.) to intercept RIV R-287 inbound. Cross RIV R-287/10 DME at FL74 or above and continue inbound to RIV TACAN.
- VIC 6A:** Climb right turn (280 KIAS, bank 30 deg.) on track 228. Cross AVI R-170 at 5,000 or above. At AVI 9.2 DME turn right to join AVI 11 DME arc. Then turn left to intercept AVI R-247 outbound to VIC VORTAC.

CHI 8B, RIV 2B,
VIC 6B DEPARTURE

AVIANO (LIPA)
AVIANO, ITALY

TACAN AVI Chan 111X	ATIS 141.50	GND CON 376.65	TOWER 284.65 142.50	DEP CON 363.25	TACAN GPS N45 16.137 E13 03.652	TDZE 320
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T.A. 7,000

DEPARTURE ROUTE DESCRIPTION RWY 23

- CHI 8B:** Climb on track 230 to intercept AVI R-220 outbound. At AVI R-220/5 DME climb left turn (300 KIAS, bank 30 deg.) to intercept AVI R-196 outbound. Cross AVI R-196/14 DME at FL90 or above and continue outbound to CHI VORTAC.
- RIV 2B:** Climb on track 230. At AVI 2 DME climb left turn (300 KIAS, bank 30 deg.) on track 068 and cross AVI R-116 at 5,000 or above. At AVI 12.4 DME climb right turn to intercept AVI R-093 outbound. Cross AVI R-093/15.4 DME at FL74 or above and continue outbound to RIV TACAN.
- VIC 6B:** Climb on track 230 to intercept AVI R-220 outbound. At AVI R-220/10 DME climb right turn (300 KIAS, bank 30 deg.) on track 285. Cross AVI R-244 at 5,000 or above and turn left to intercept AVI R-247 outbound to VIC VORTAC.

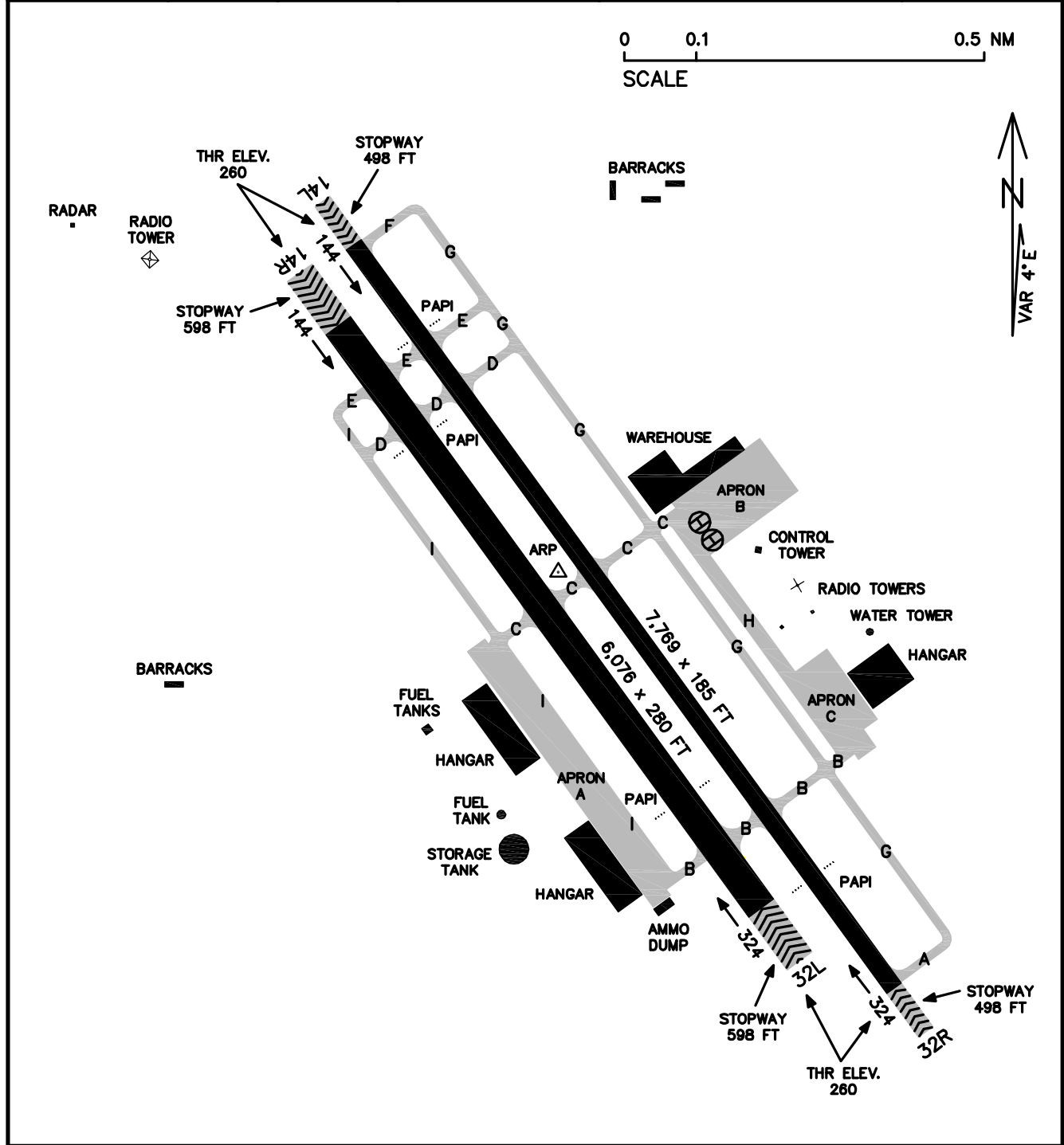
FALCON BMS 4.34
 BALKANS THEATER
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AIRPORT DIAGRAM

BATAJNICA (LYBT)
BELGRADE, SERBIA

VORTAC BGD Chan 057Y	ATIS -	GND CON 304.20	TOWER 320.70 118.15	ARP GPS N44 16.441 E22 52.894	TDZE 260
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ADDITIONAL RUNWAY INFORMATION

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
14L	7,769	7,769	(A3*) SSALR	PAPI - L/R
32R	7,769	7,769	(A3*) SSALR	PAPI - L/R
14R	6,076	6,076	(A3*) SSALR	PAPI - L/R
32L	6,076	6,076	(A1*) ALSF-1	PAPI - L/R

FALCON BMS 4.34
BALKANS THEATER
NOT FOR REAL NAVIGATION !

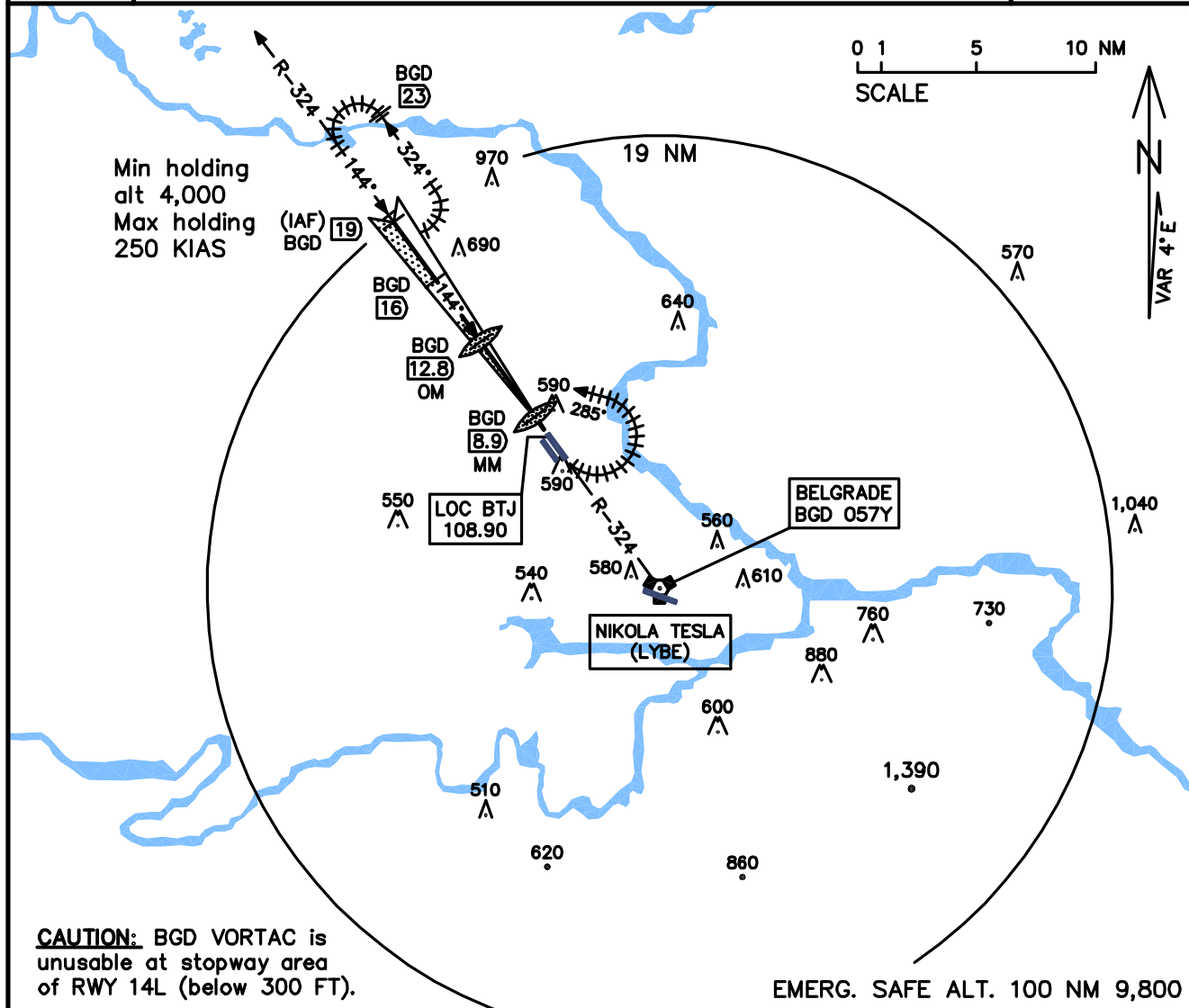
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ILS/DME RWY 14L

BATAJNICA (LYBT)
BELGRADE, SERBIA

VORTAC BGD Chan 057Y	LOC BTJ 108.90	ATIS -	APP CON 377.30	TOWER 320.70 118.15	GND CON 304.20	VORTAC GPS N44 10.398 E22 57.851	MSA BGD 25NM 3,300
Final course 144		Rwy ldg 7,769		TDZE 260			

SSALR MISSED APPROACH: Climb runway and before the end of it (due to obstacle 590 FT) climb left turn heading 285 to intercept BGD R-324 outbound to holding pattern and hold at 4,000.



<p>TRANSITION ALTITUDE: 10,000</p>	<p>BGD VORTAC</p>	<p>MINIMUMS</p> <p>S-ILS 14L DA(H): 460 (200 AGL) AT BGD 8.6 DME VIS 800M</p> <p>S-LOC 14L MDA: 530 (270 AGL) AT BGD 8.8 DME VIS 1,000M</p> <p>TDZE 14L: 260</p>
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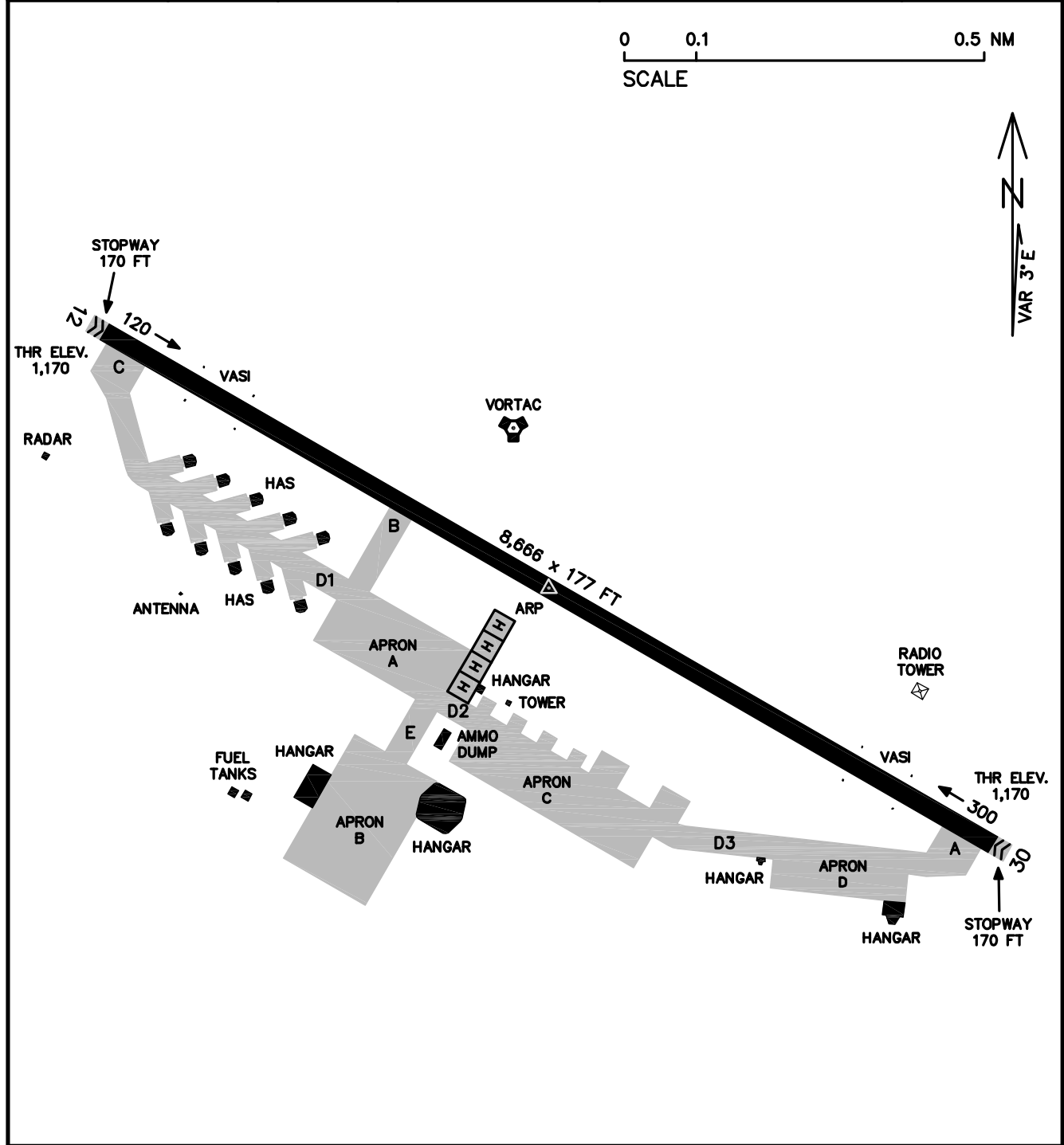
FALCON BMS 4.34
BALKANS THEATER
NOT FOR REAL NAVIGATION !

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AIRPORT DIAGRAM

BRNIK (LJLJ)
LJUBLJANA, SLOVENIA

VORTAC LBL Chan 119X	ATIS 128.175	GND CON 271.90	TOWER 246.30 118.00	ARP GPS N45 26.700 E15 32.316	TDZE 1,170
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ADDITIONAL RUNWAY INFORMATION

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
12	8,666	8,666	(*) ODALS	VASI - L/R
30	8,666	8,666	(*) ODALS	VASI - L/R

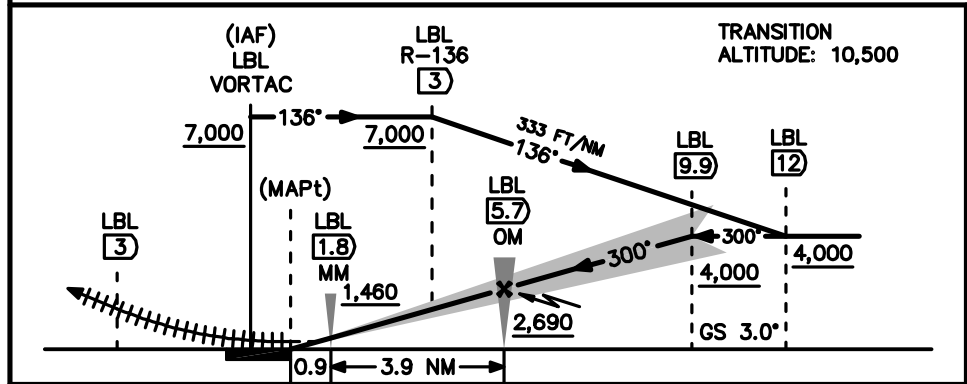
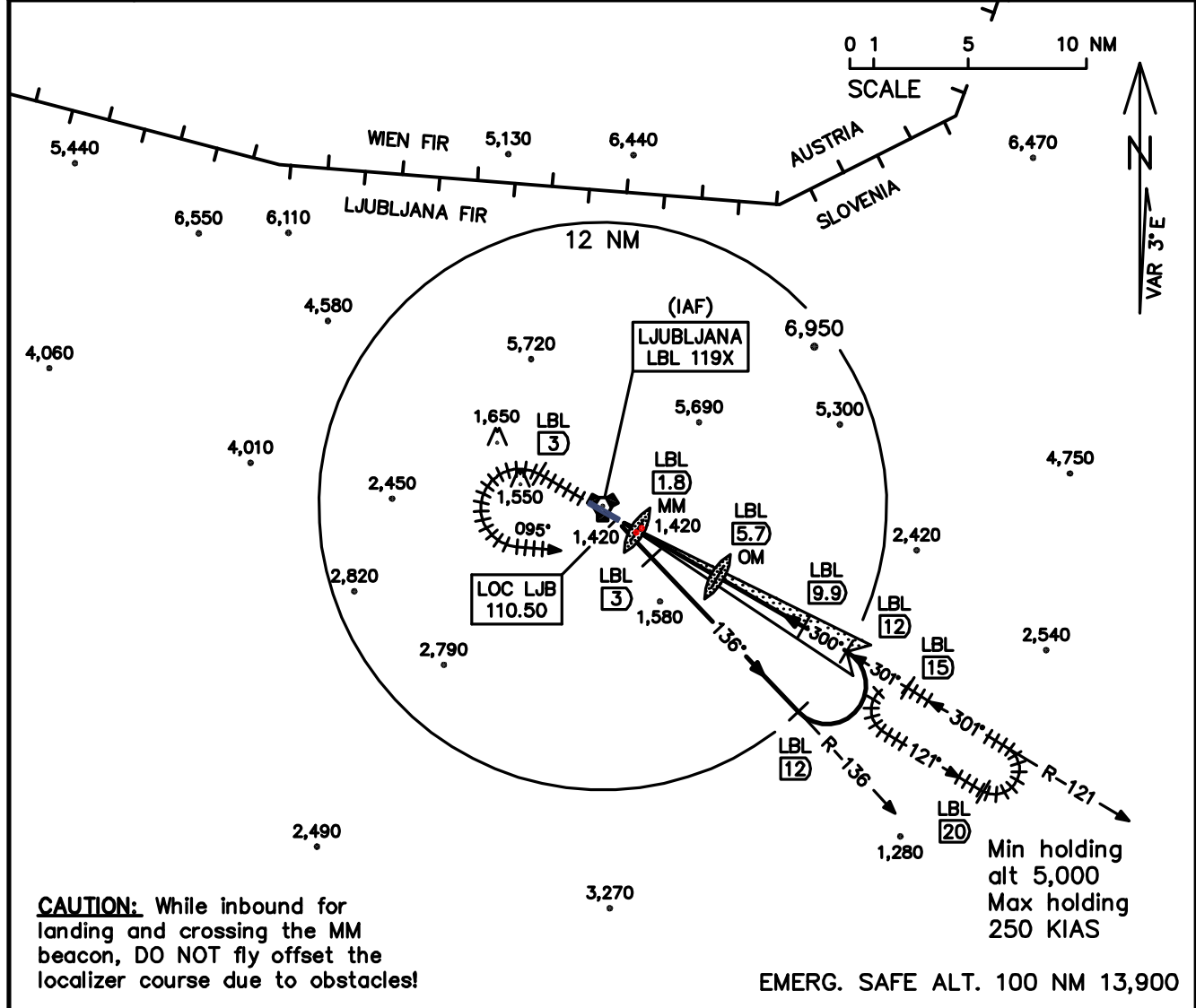
FALCON BMS 4.34
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ILS/DME RWY 30

BRNIK (LJLJ)
LJUBLJANA, SLOVENIA

VORTAC LBL Chan 119X	LOC LJB 110.50	ATIS 128.175	APP CON 236.00	TOWER 246.30 118.00	GND CON 271.90	VORTAC GPS N45 26.914 E15 32.285	
Final course 300		Rwy ldg 8,666		TDZE 1,170			
ODALS 	MISSED APPROACH: Climb runway and pass LBL VORTAC. At LBL 3 DME climb left turn heading 095 to intercept LBL R-121 outbound to holding pattern and hold at 5,000.						

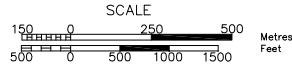


MINIMUMS	
S-ILS 30	DA(H): 1,370 (200 AGL)
	AT LBL 1.5 DME
	VIS 800M CLG 200FT
S-LOC 30	MDA: 1,700 (530 AGL)
	AT LBL 2.5 DME
	VIS 2,000M CLG 500FT
	TDZE 30: 1,170

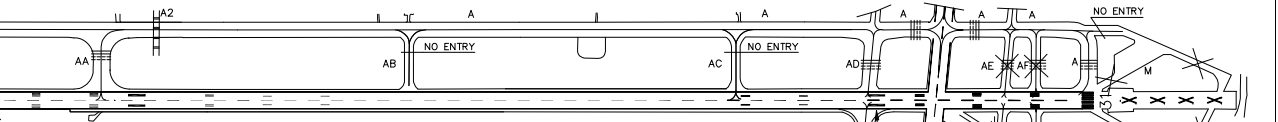
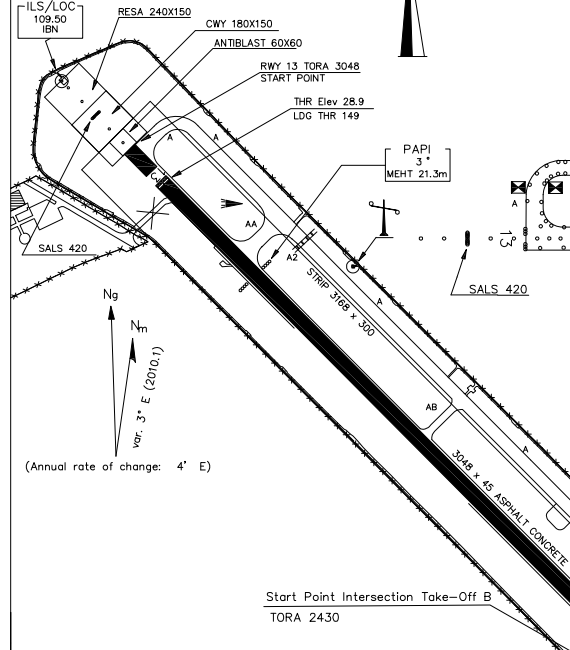
FALCON BMS 4.34
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Bearings are magnetic		TWR 118.100 122.100	
Distances in metres			
Elevations in feet AMSL			
Coordinates WGS84			
RWY	QFU	THR	BEARING STRENGTH
05	50°	40° 39' 08.36" N 017° 56' 12.38" E	PCN 58/F/A/X/T
23	230°	40° 39' 43.75" N 017° 57' 13.13" E	PCN 58/F/A/X/T
13	134°	40° 40' 28.76" N 017° 55' 37.16" E	PCN 94/F/A/X/T
31	314°	40° 39' 19.96" N 017° 57' 01.23" E	PCN 94/F/A/X/T HEAD PCN 112/R/A/X/T



AD ELEV 46	BRINDISI / CASALE
APRON ELEV 30	
LIBR	
40° 39' 38" N 017° 56' 53" E	



REMARKS

(*) 100 m beyond RWY 23 END available for take-off RWY 05 and back-track taxi of CIV ACFT only. Back-track taxi with caution due to turn pad lights not available

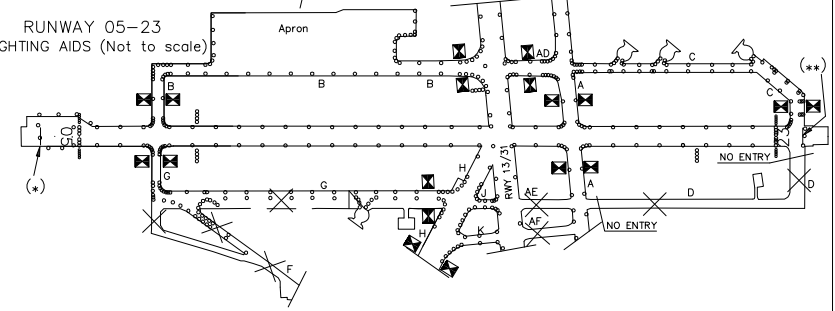
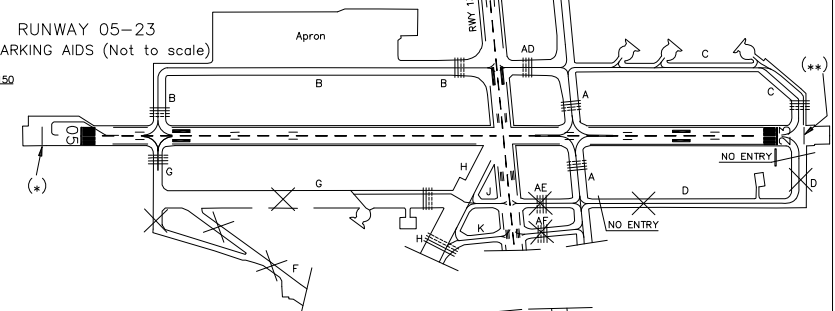
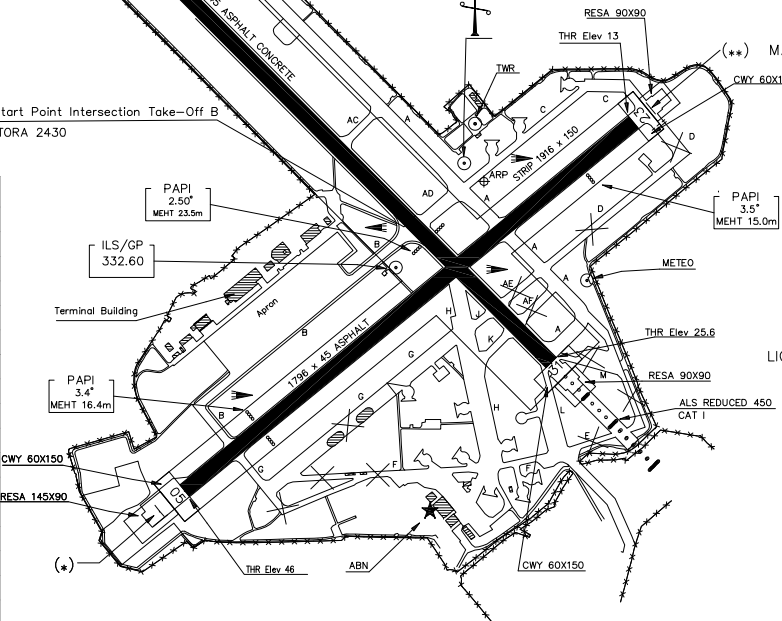
(**) 69 m beyond RWY 05 END available for Take-off RWY 23 and taxi of CIV ACFT only up to CAT B

1. TWY AB and AC must be used only as exit TWY
2. TWY D and M CLSD
3. TWY G portion between TWY F and 250 m before TWY H CLSD
4. TWY F portion between TWY H and G CLSD
5. TWY F-G-H-J-K-L under military responsibility
6. TWY AE and AF CLSD

WARNING

- RWY 13/31: Caution and visual reference are requested during Landing to RWY 31 and Take-off from RWY 13 OPS due to possible presence of mobile obstacle (ship) in the last 850m before THR 31 RWY centerline reported in AOC type A AD 2 LIBR 3-1 (affecting also PAPI Obstacle Protection Surface)
- RWY 05/23: Caution and visual reference are requested during Landing to RWY 23 and Take-off from RWY 05 OPS due to possible presence of mobile obstacle (ship) in the last 550m before THR 23 RWY centerline reported in AOC type A AD 2 LIBR 3-3 (affecting also PAPI Obstacle Protection Surface)

IDENT	WIDTH	SURFACE	BEARING STRENGTH
A	23	ASPH	PCN 79/F/A/X/T
B	23	ASPH	PCN 102/F/A/X/T
C	17	ASPH	LCN 65
D	22	ASPH	LCN 18
F	17	ASPH	LCN 65
G	22	ASPH	LCN 40
H	45	ASPH	PCN 78/F/A/X/T
J	22	CONCRETE	PCN 71/R/A/X/T
K	22	CONCRETE	PCN 101/R/A/X/T
L	60	CONC	LCN 65
M	60	CONC	LCN 65
AA	31	ASPH	PCN 68/F/A/X/T
AB	23	ASPH	PCN 76/F/A/X/T
AC	22	ASPH	PCN 43/F/A/X/T
AD	26	ASPH	PCN 85/F/A/X/T
AE	22	CONCRETE	PCN 46/R/A/X/T
AF	22	ASPH	LCN 65



CHANGE: Magnetic variation

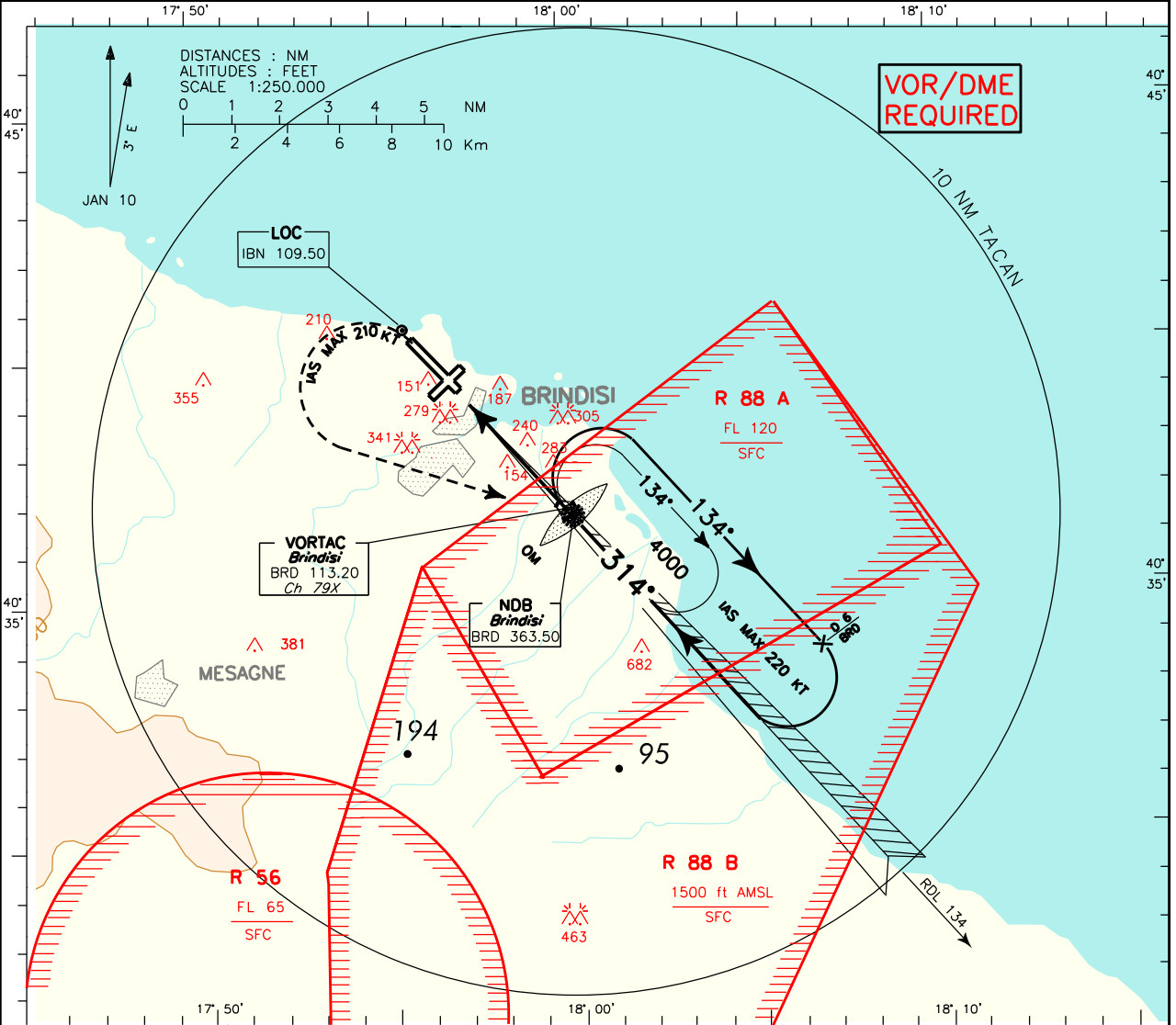
(Annual rate of change: 4' E)

ICAO - INSTRUMENT APPROACH CHART

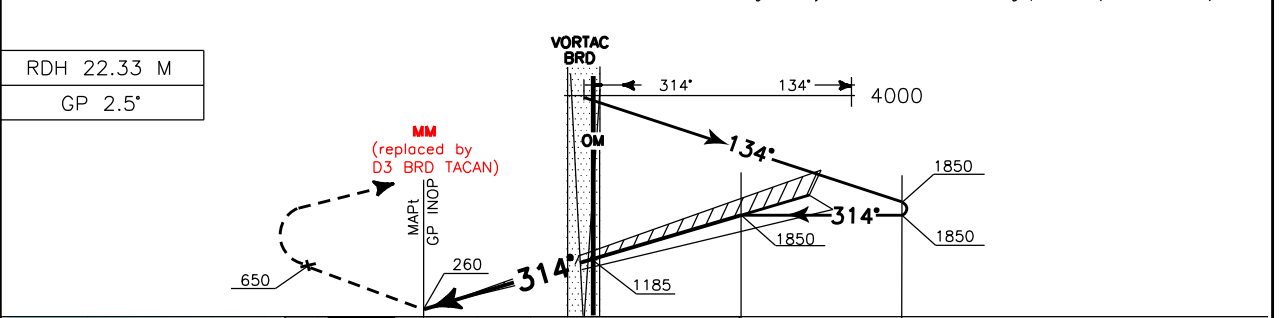
AD 2 LIBR 5-5

DOC.8168-ED.4-1993 - AMDT.11

WARNING: ILS NOT CONFORM TO ANNEX 10 STANDARDS	APP	Brindisi Approach	121.000	118.400	AD ELEV	LIBR	BRINDISI ILS - Y RWY 31
	TWR	Brindisi Tower	118.100		46		



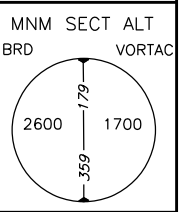
TRANSITION ALT 5000
 MISSED APPROACH: Maintain TR 314° and climb to 3000 ft. Passing 650 ft turn left to BRD (IAS MAX 210 kt). If unable to reach BRD at 3000 ft, leave BRD on RDL 095 until passing 2600 ft then turn right to join BRD VORTAC holding pattern (MHA 3000 ft).



* STRAIGHT IN APPROACH	OCA (OCH)	A	B	C	D
	ILS	296 (270)	307 (281)	315 (289)	326 (300)
	GP INOP	530 (510)			
CIRCLING (●)		640 (600)		740 (700)	

(* REMARK:
Circling procedure allowed North of RWY only.

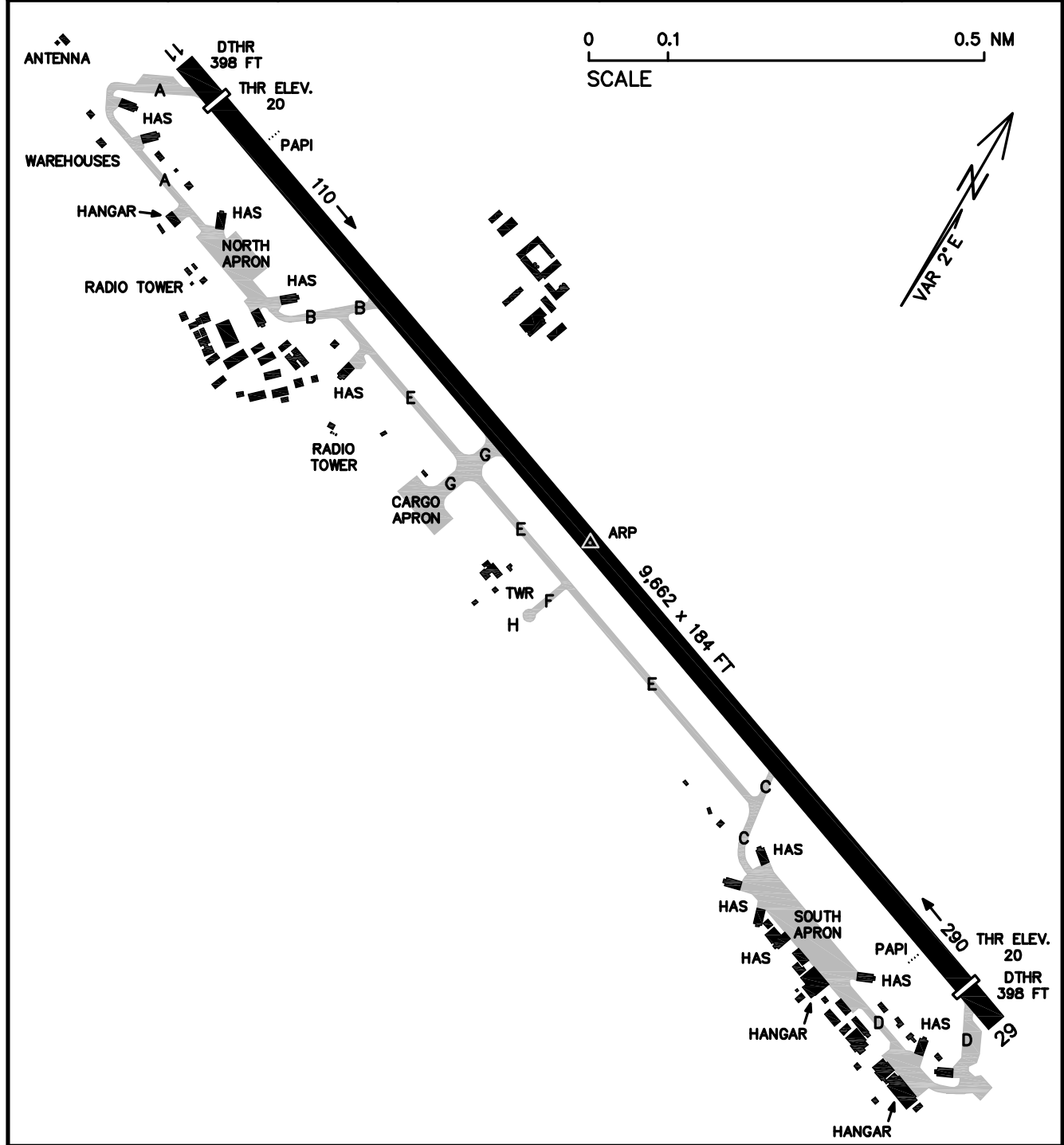
GS	FT PER MIN	BRD TACAN	ALT (HGT)
90	398	3	1850(1830)
120	531	2	1590(1560)
150	664	1	1320(1290)
180	796	BRD	1050(1030)
210	929	1 FM	780 (760)
240	1062	2 FM	510 (490)
		3 FM	240 (220)



AIRPORT DIAGRAM

CERVIA (LIPC)
CERVIA, ITALY

TACAN CEV Chan 083X	ATIS -	GND CON 272.40	TOWER 338.225 124.90	ARP GPS N43 36.980 E12 41.083	TDZE 20
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ADDITIONAL RUNWAY INFORMATION

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
11	9,662	9,264	(A3*) SSALR	PAPI - Left
29	9,662	9,264	(A3*) SSALR	PAPI - Left

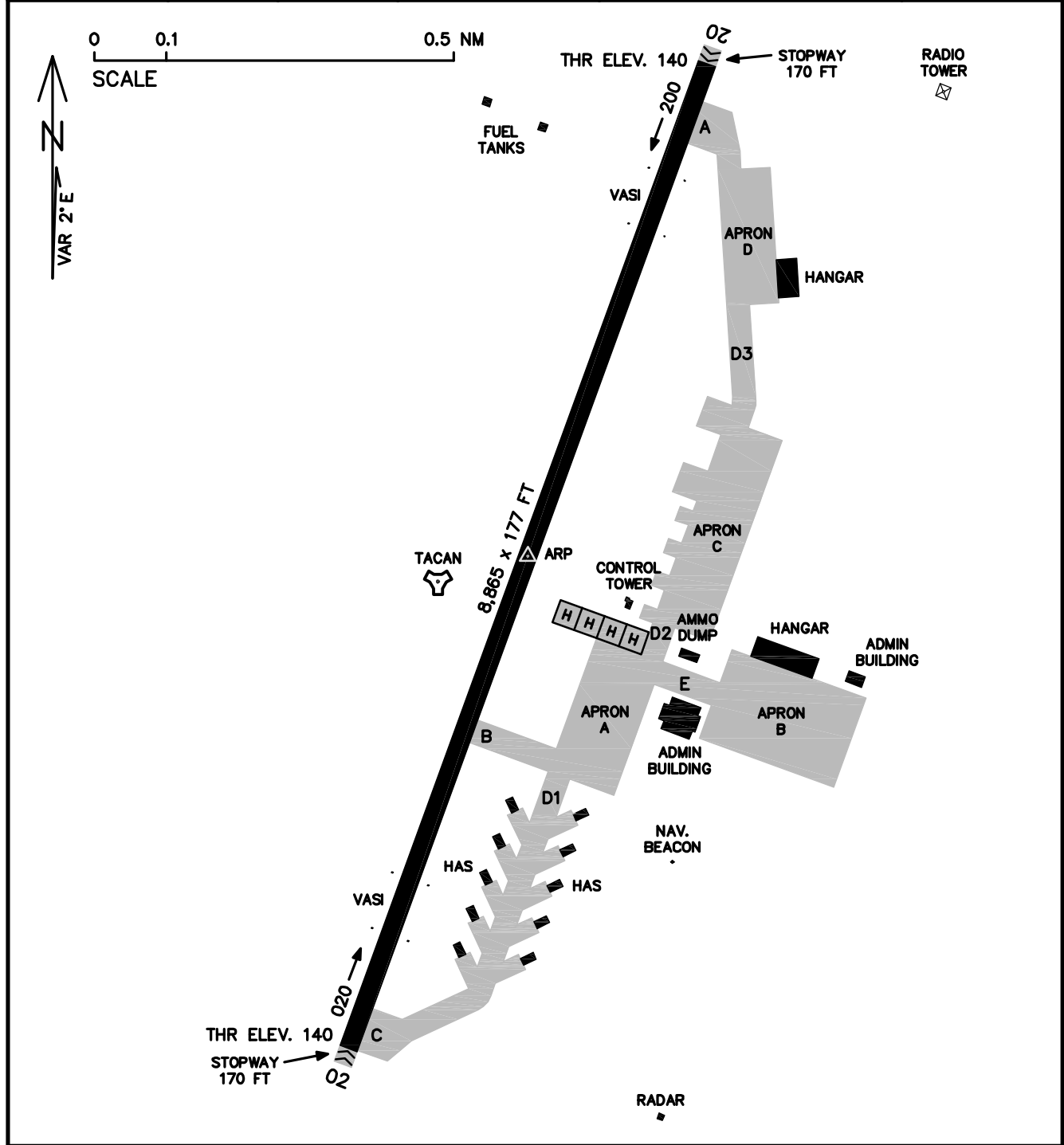
FALCON BMS 4.34
BALKANS THEATER
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AIRPORT DIAGRAM

FALCONARA (LIPY)
ANCONA, ITALY

TACAN FAL Chan 035X	ATIS -	GND CON 316.70	TOWER 302.20 119.80	ARP GPS N43 01.467 E13 59.650	TDZE 140
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ADDITIONAL RUNWAY INFORMATION

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
02	8,865	8,865	(A3*) SSALR	VASI - L/R
20	8,865	8,865	(A3*) SSALR	VASI - L/R

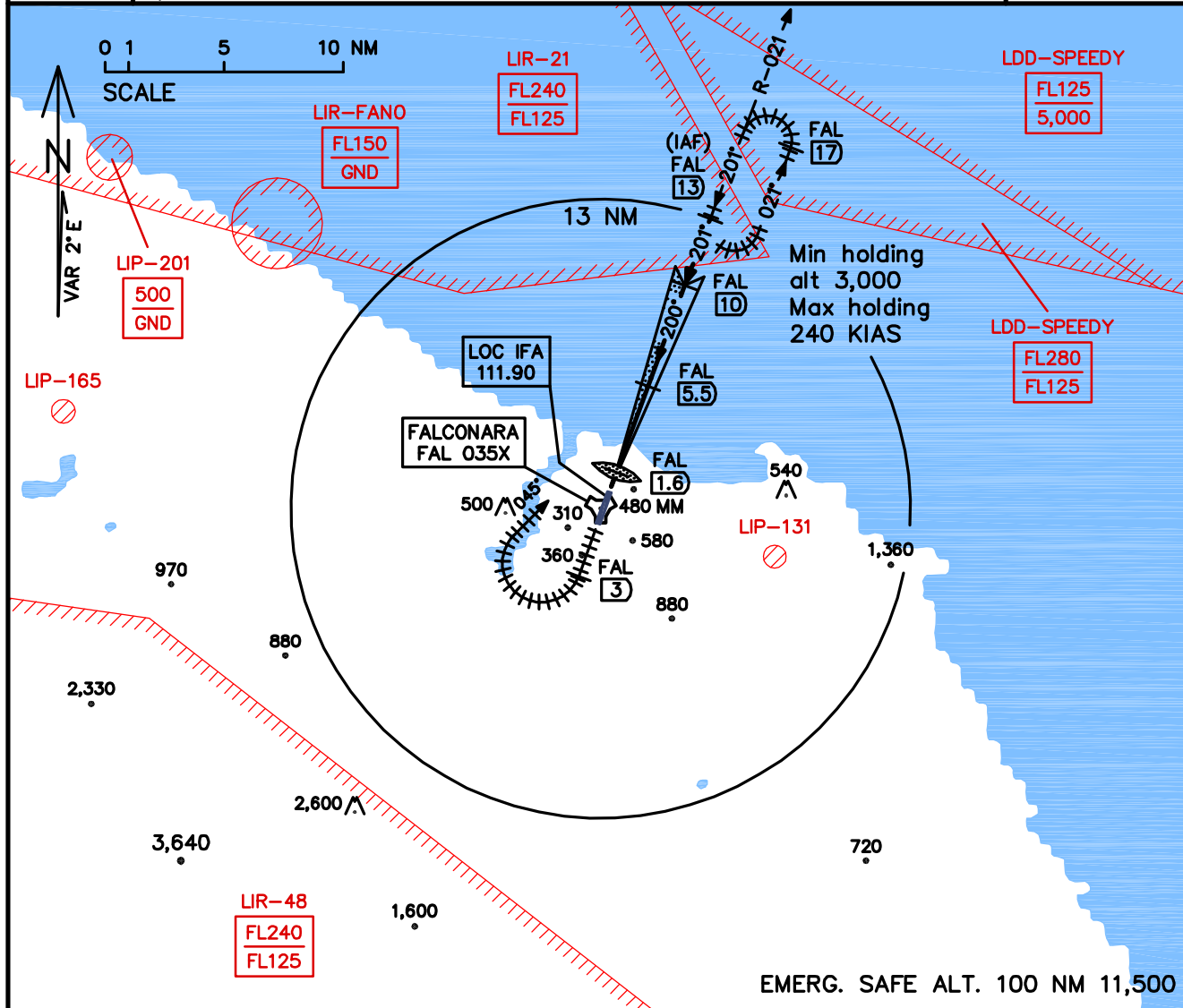
FALCON BMS 4.34
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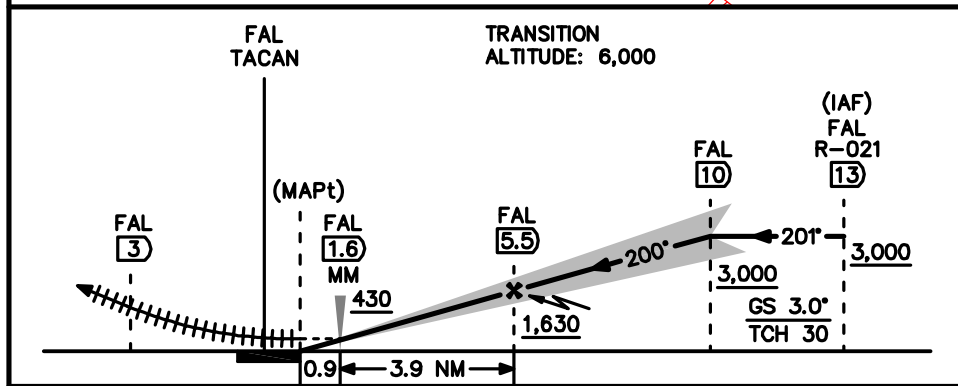
ILS/DME RWY 20

FALCONARA (LIPY)
ANCONA, ITALY

TACAN FAL Chan 035X	LOC IFA 111.90	ATIS -	APP CON 338.60	TOWER 302.20 119.80	GND CON 316.70	TACAN GPS N43 01.425 E13 59.475	
Final course 200		Rwy ldg 8,865		TDZE 140			



EMERG. SAFE ALT. 100 NM 11,500



MINIMUMS	
S-ILS 20	DA(H): 460 (320 AGL)
	AT FAL 1.7 DME
	VIS 1,000M
S-LOC 20	MDA: 580 (440 AGL)
	AT FAL 2.1 DME
	VIS 1,600M
	TDZE 20: 140

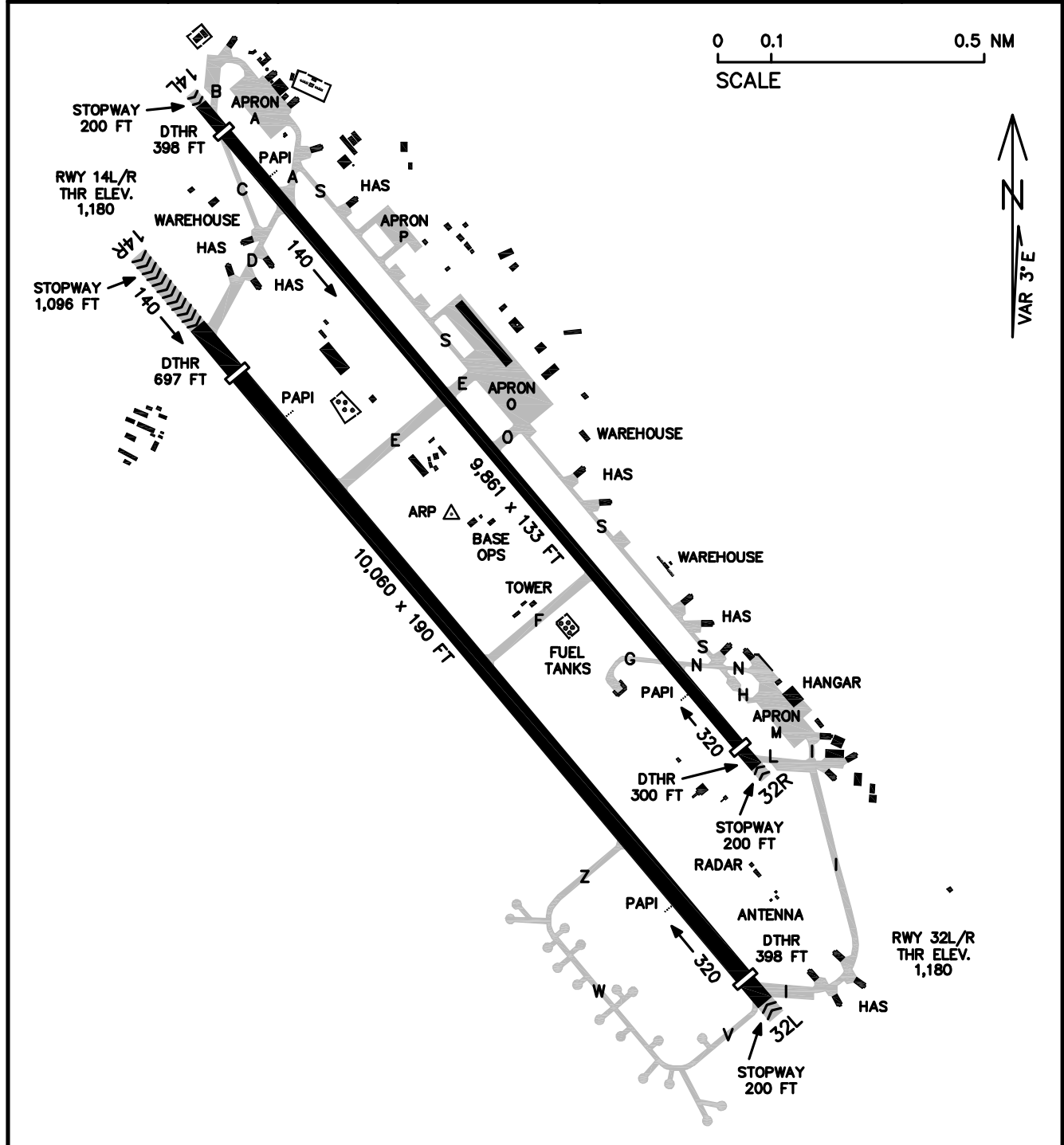
FALCON BMS 4.34
BALKANS THEATER
NOT FOR REAL NAVIGATION !

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AIRPORT DIAGRAM

GIOIA DEL COLLE (LIBV)
GIOIA DEL COLLE, ITALY

TACAN GIO Chan 125X	ATIS -	GND CON 369.475	TOWER 275.325 122.45	ARP GPS N40 26.288 E18 11.305	TDZE 1,180
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ADDITIONAL RUNWAY INFORMATION

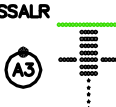
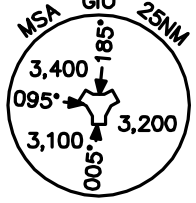
RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
14L	9,861	9,463	-	PAPI - Left
32R	9,861	9,561	(A3*) SSALR	PAPI - Left
14R	10,060	9,363	(A3*) SSALR	PAPI - Left
32L	10,060	9,662	(A3*) SSALR	PAPI - Left

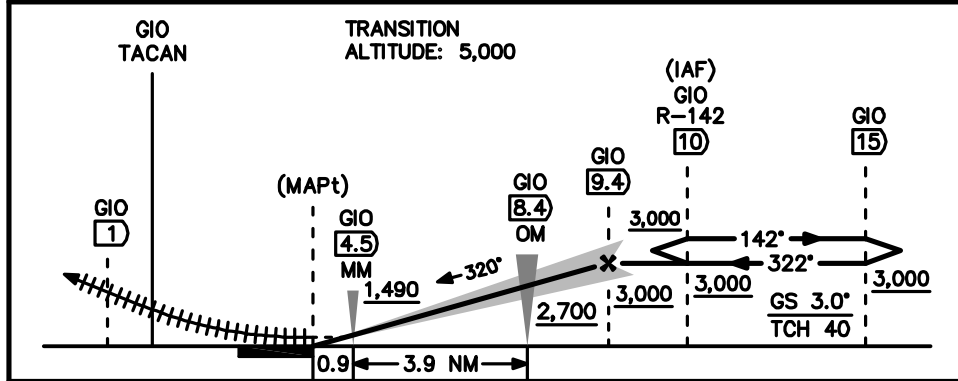
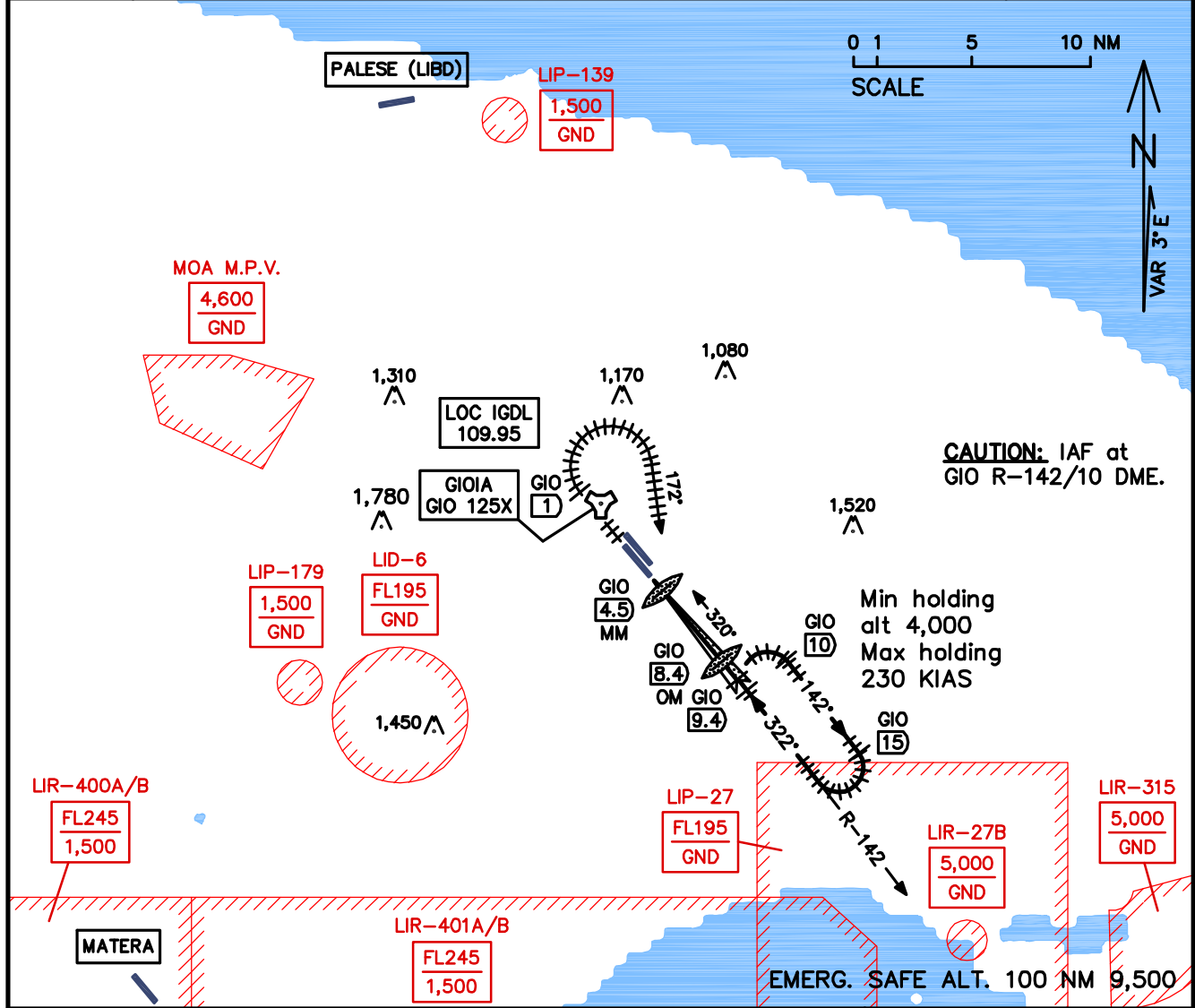
FALCON BMS 4.34
BALKANS THEATER
NOT FOR REAL NAVIGATION !

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ILS/DME Rwy 32L

GIOIA DEL COLLE (LIBV)
GIOIA DEL COLLE, ITALY

TACAN GIO Chan 125X	LOC IGDL 109.95	ATIS -	APP CON 379.525	TOWER 275.325 122.45	GND CON 369.475	TACAN GPS N40 28.393 E18 09.613
Final course 320		Rwy ldg 9,662		TDZE 1,180		
SSALR 	MISSED APPROACH: Climb runway with rate 265 FT/NM to 4,000 on track 320 and pass GIO TACAN. At GIO 1 DME climb right turn on track 172 to intercept and follow GIO R-142 outbound to holding pattern and hold at 4,000.					MSA GIO 25NM 



MINIMUMS	
S-ILS 32L	DA(H): 1,430 (250 AGL)
	AT GIO 4.3 DME
	VIS 800M CLG 300FT
S-LOC 32L	MDA: 1,660 (480 AGL)
	AT GIO 5 DME
	VIS 2,200M CLG 500FT
	TDZE 32L: 1,180

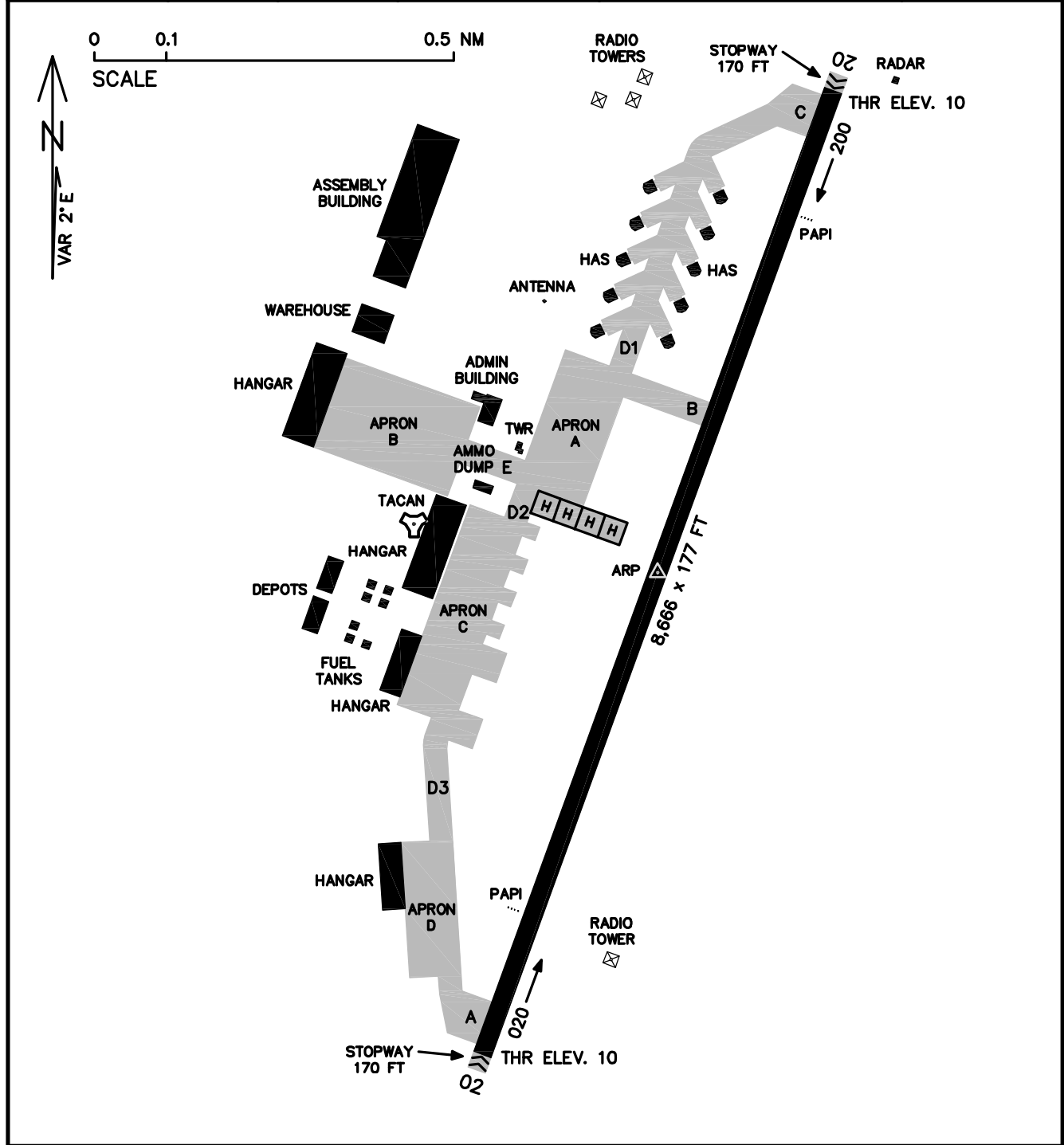
FALCON BMS 4.34
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AIRPORT DIAGRAM

GROSSETO (LIRS)
GROSSETO, ITALY

TACAN GRO Chan 035Y	ATIS -	GND CON 280.35	TOWER 264.75 128.10	ARP GPS N42 16.649 E11 05.927	TDZE 10
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ADDITIONAL RUNWAY INFORMATION

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
02	8,666	8,666	(A1*) ALSF-1	PAPI - Left
20	8,666	8,666	(A1*) ALSF-1	PAPI - Left

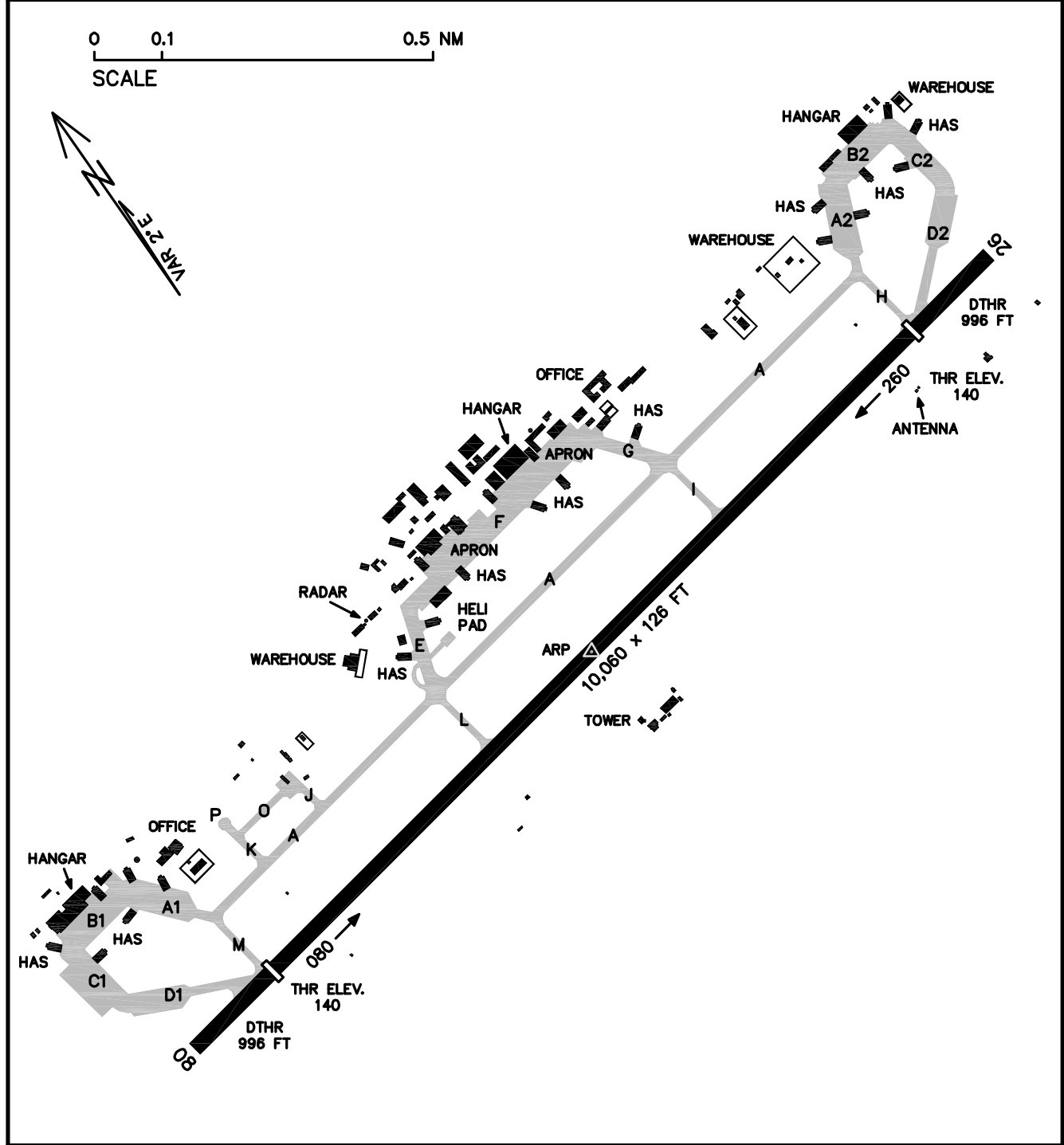
FALCON BMS 4.34
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AIRPORT DIAGRAM

ISTRANA (LIPS)
ISTRANA, ITALY

TACAN ISA Chan 054X	ATIS -	GND CON 279.05	TOWER 387.675 122.15	ARP GPS N44 57.935 E12 24.117	TDZE 140
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ADDITIONAL RUNWAY INFORMATION

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
08	10,060	9,064	-	-
26	10,060	9,064	(A3*) SSALR	-

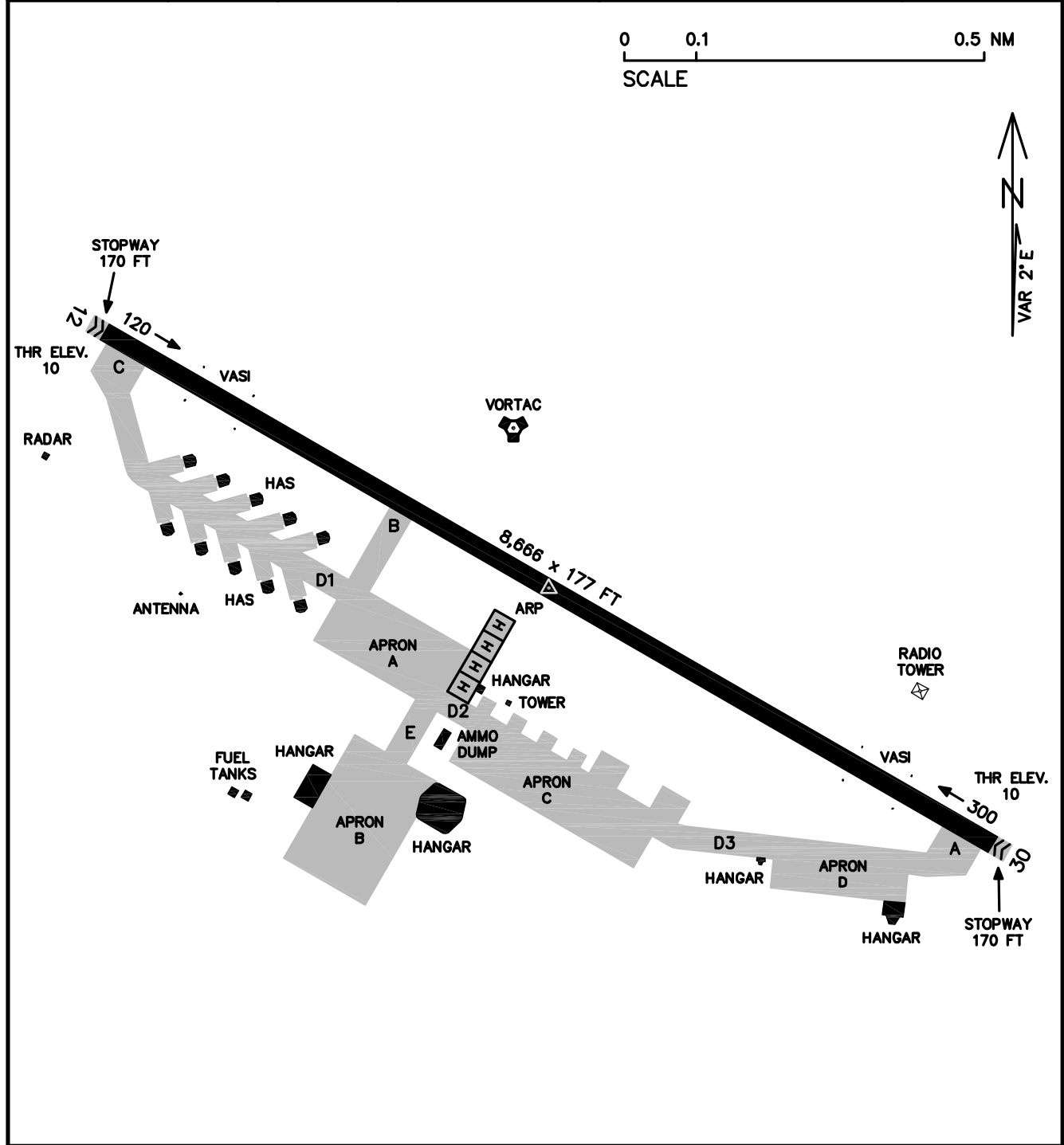
FALCON BMS 4.34
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AIRPORT DIAGRAM

MIRAMARE (LIPR)
RIMINI, ITALY

VORTAC RIM Chan 109X	ATIS 126.425	GND CON 309.40	TOWER 278.10 119.10	ARP GPS N43 24.382 E13 02.057	TDZE 10
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ADDITIONAL RUNWAY INFORMATION

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
12	8,666	8,666	(*) ODALS	VASI - L/R
30	8,666	8,666	(*) ODALS	VASI - L/R

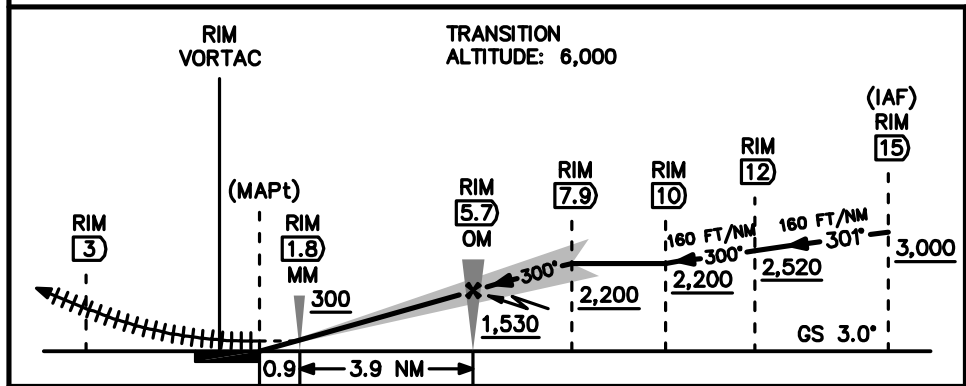
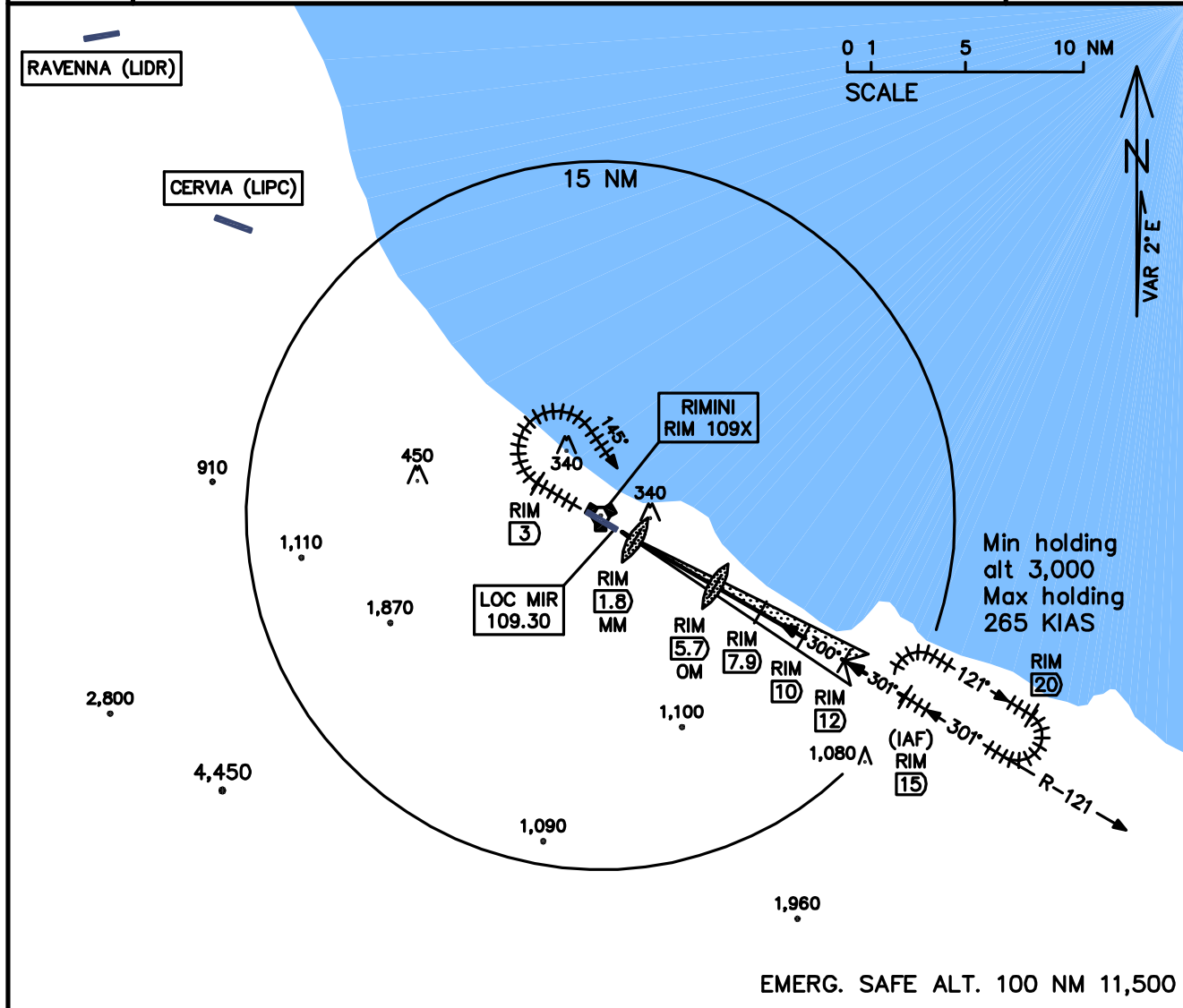
FALCON BMS 4.34
BALKANS THEATER
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ILS/DME RWY 30

MIRAMARE (LIPR)
RIMINI, ITALY

VORTAC RIM Chan 109X	LOC MIR 109.30	ATIS 126.425	APP CON 305.30	TOWER 278.10 119.10	GND CON 309.40	VORTAC GPS N43 24.596 E13 02.017	
Final course 300		Rwy ldg 8,666		TDZE 10			
ODALS 	MISSED APPROACH: Climb runway and pass RIM VORTAC. At RIM 3 DME climb right turn heading 145 to intercept RIM R-121 outbound to holding pattern and hold at 3,000.						



MINIMUMS	
S-ILS 30	DA(H): 280 (270 AGL)
	AT RIM 1.7 DME
	VIS 800M
S-LOC 30	MDA: 620 (610 AGL)
	AT RIM 2.8 DME
	VIS 2,000M
	TDZE 30: 10

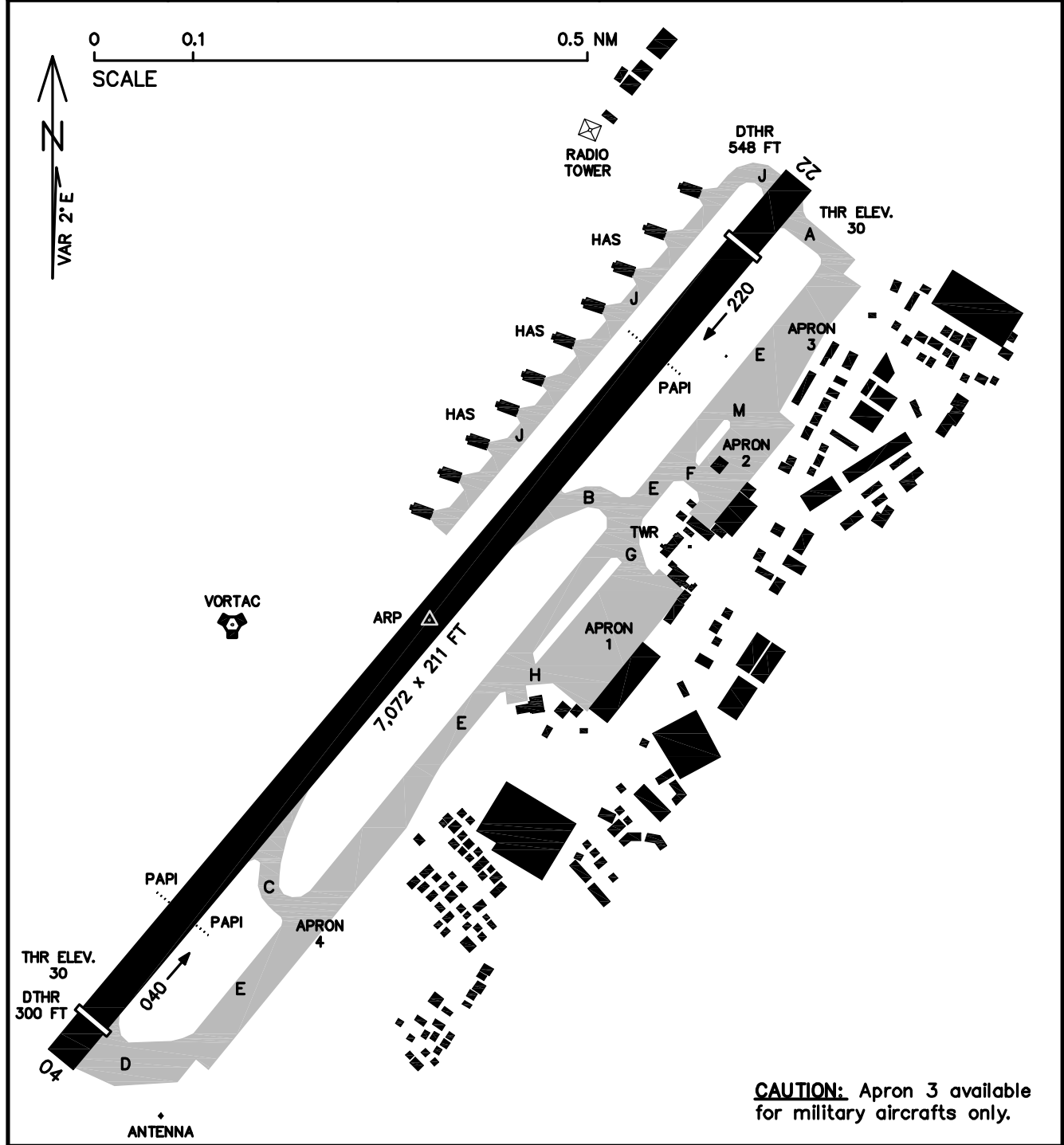
FALCON BMS 4.34
BALKANS THEATER
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AIRPORT DIAGRAM

PESCARA (LIBP)
PESCARA, ITALY

VORTAC PES Chan 106X	ATIS -	GND CON 239.10	TOWER 257.00 118.475	ARP GPS N41 57.300 E14 55.383	TDZE 30
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ADDITIONAL RUNWAY INFORMATION

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
04	7,072	6,772	(A3*) SSALR	PAPI - L/R
22	7,072	6,524	(A1*) ALSF-1	PAPI - L/R

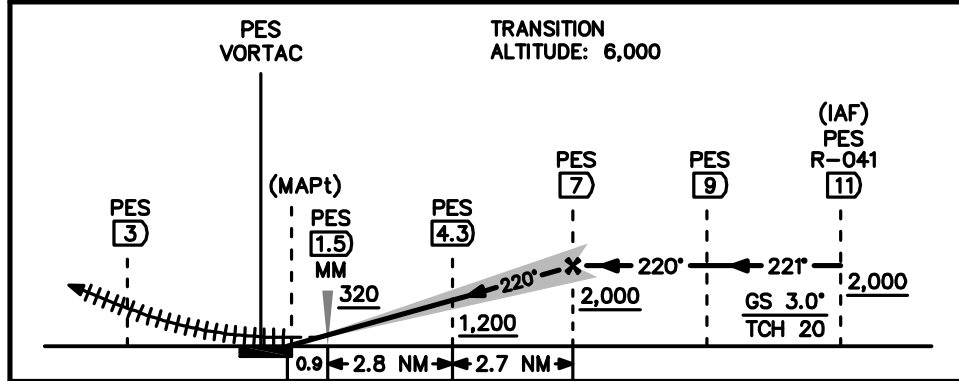
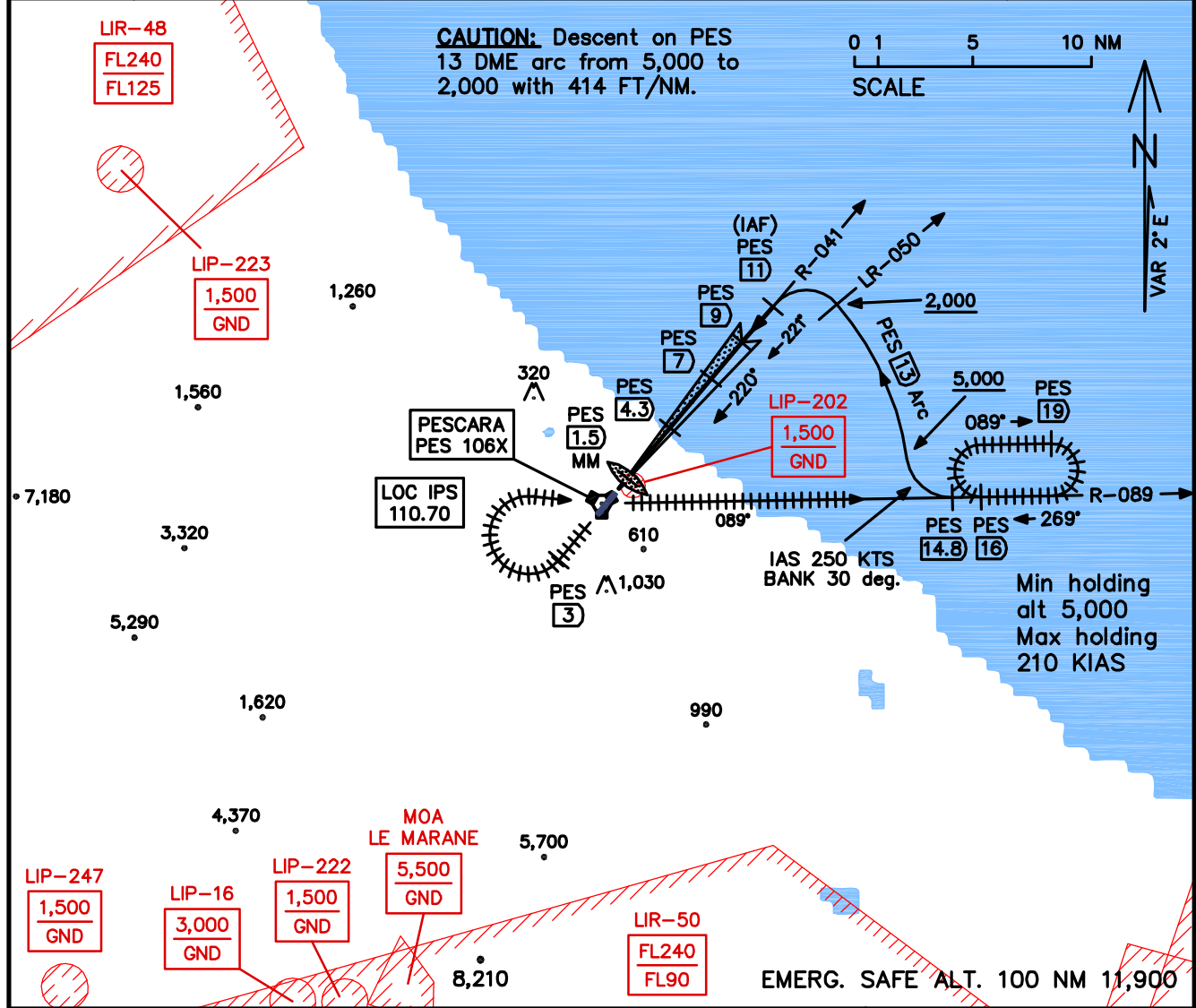
FALCON BMS 4.34
BALKANS THEATER
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ILS/DME RWY 22

PESCARA (LIBP)
PESCARA, ITALY

VORTAC PES Chan 106X	LOC IPS 110.70	ATIS -	APP CON 236.90	TOWER 257.00 118.475	GND CON 239.10	VORTAC GPS N41 57.303 E14 55.125	
Final course 220		Rwy ldg 6,524		TDZE 30			



MINIMUMS	
S-ILS 22	DA(H): 270 (240 AGL)
	AT PES 1.3 DME
	VIS 800M
S-LOC 22	MDA: 500 (470 AGL)
	AT PES 2 DME
	VIS 1,800M
	TDZE 22: 30

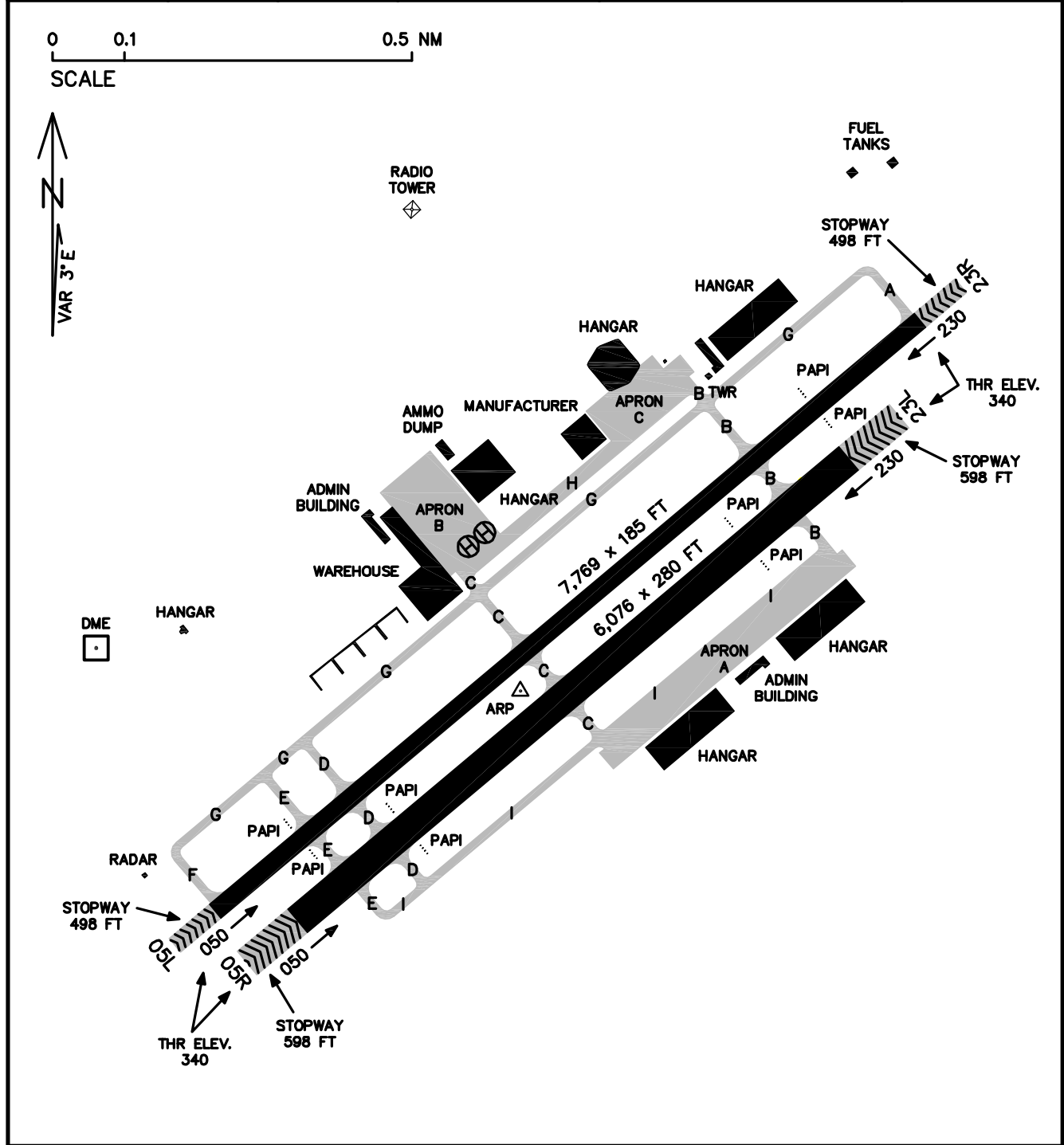
FALCON BMS 4.34
BALKANS THEATER
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AIRPORT DIAGRAM

PLESO (LDZA)
ZAGREB, CROATIA

DME LUK Chan 035Y	ATIS 124.575	GND CON 334.60	TOWER 226.90 119.125	ARP GPS N45 00.449 E17 37.524	TDZE 340
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ADDITIONAL RUNWAY INFORMATION

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
05L	7,769	7,769	(A1*) ALSF-1	PAPI - L/R
23R	7,769	7,769	(A1*) ALSF-1	PAPI - L/R
05R	6,076	6,076	(A1*) ALSF-1	PAPI - L/R
23L	6,076	6,076	(A3*) SSALR	PAPI - L/R

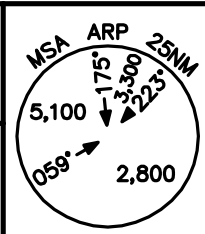
FALCON BMS 4.34
BALKANS THEATER
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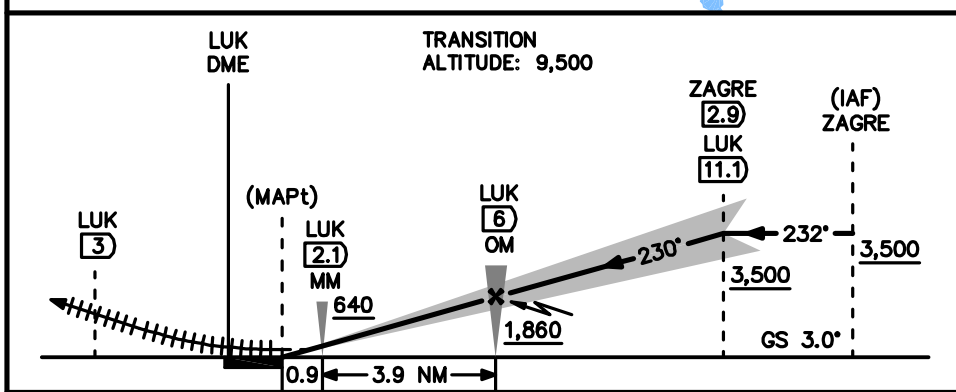
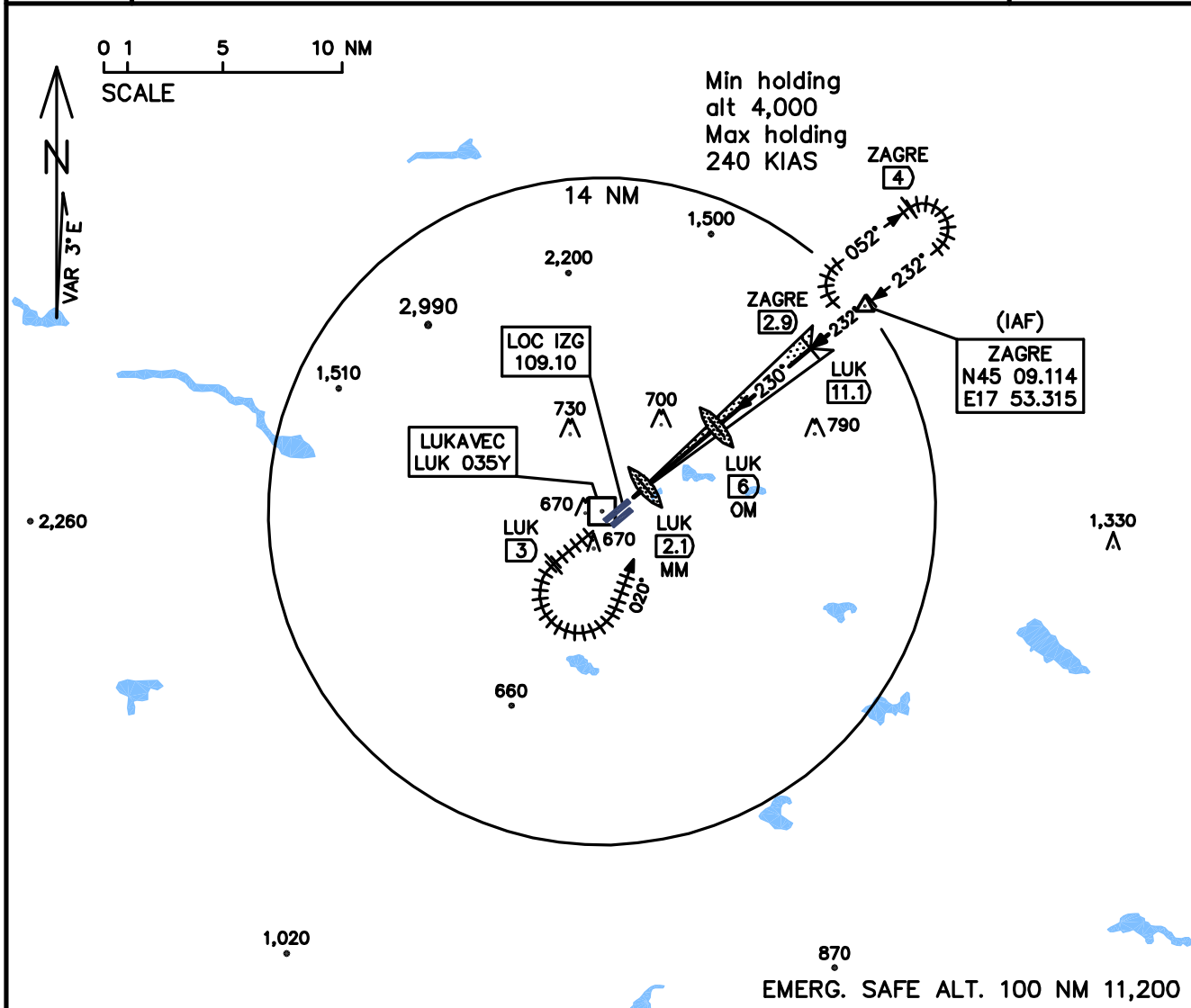
ILS/DME RWY 23R

PLESO (LDZA)
ZAGREB, CROATIA

DME LUK Chan 035Y	LOC IZG 109.10	ATIS 124.575	APP CON 238.10	TOWER 226.90 119.125	GND CON 334.60	DME GPS N45 00.510 E17 36.703
Final course 230		Rwy ldg 7,769		TDZE 340		



ALSF-1 (A1) MISSED APPROACH: Climb runway on track 230. At LUK 3 DME climb left turn on track 020 to intercept ZAGRE R-232 inbound to ZAGRE and hold at 4,000.



MINIMUMS

S-ILS 23R
DA(H): 510 (170 AGL)
AT LUK 1.7 DME
VIS 800M

S-LOC 23R
MDA: 720 (380 AGL)
AT LUK 2.3 DME
VIS 1,200M

TDZE 23R: 340

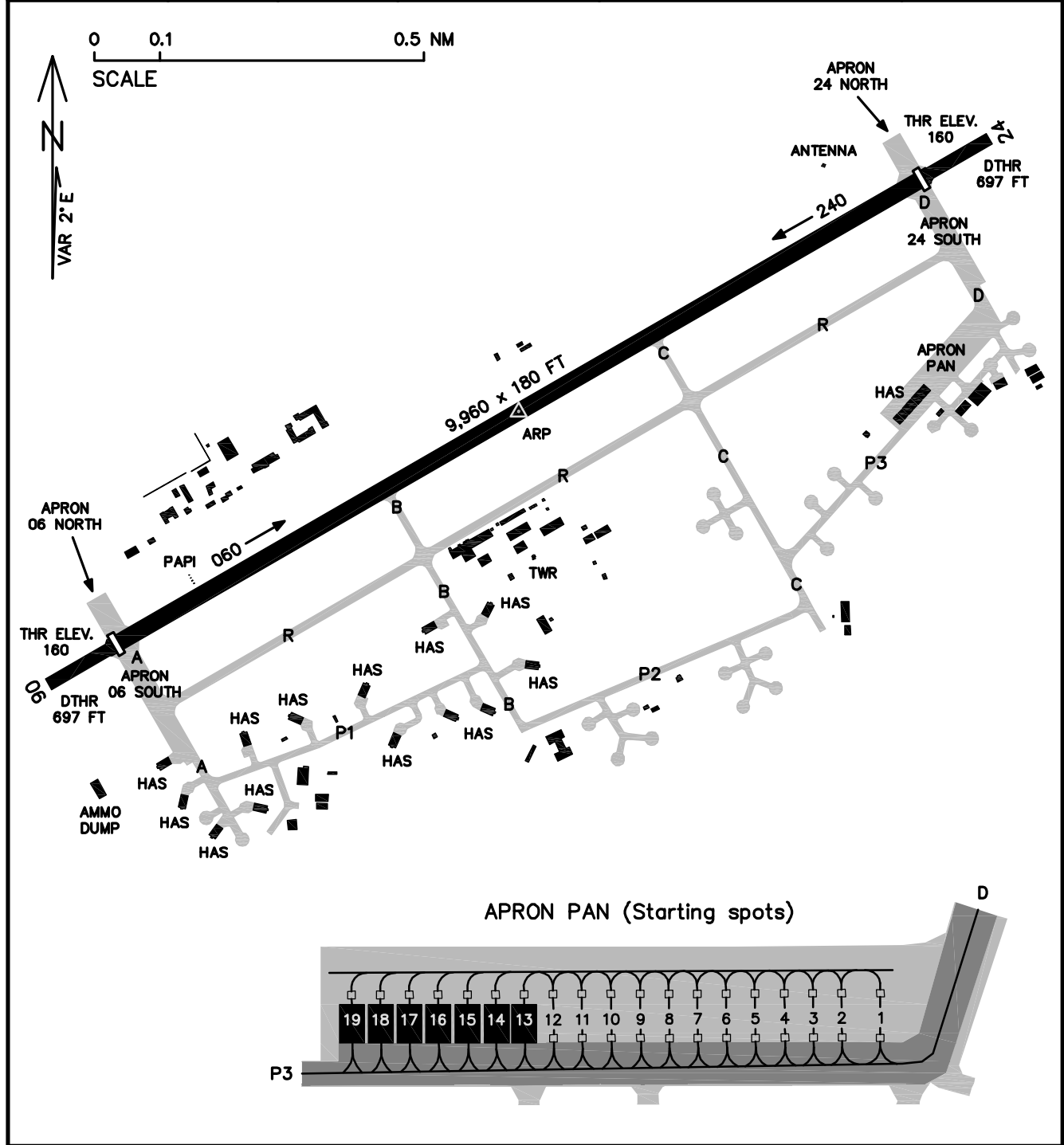
FALCON BMS 4.34
BALKANS THEATER
NOT FOR REAL NAVIGATION !

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AIRPORT DIAGRAM

RIVOLTO (LIPI)
UDINE, ITALY

TACAN RIV Chan 037X	ATIS -	GND CON 354.00	TOWER 242.475 139.50	ARP GPS N45 13.804 E13 39.756	TDZE 160
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ADDITIONAL RUNWAY INFORMATION

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
06	9,263	9,263	(A3*) SSALR	PAPI - Left
24	9,263	9,263	-	-

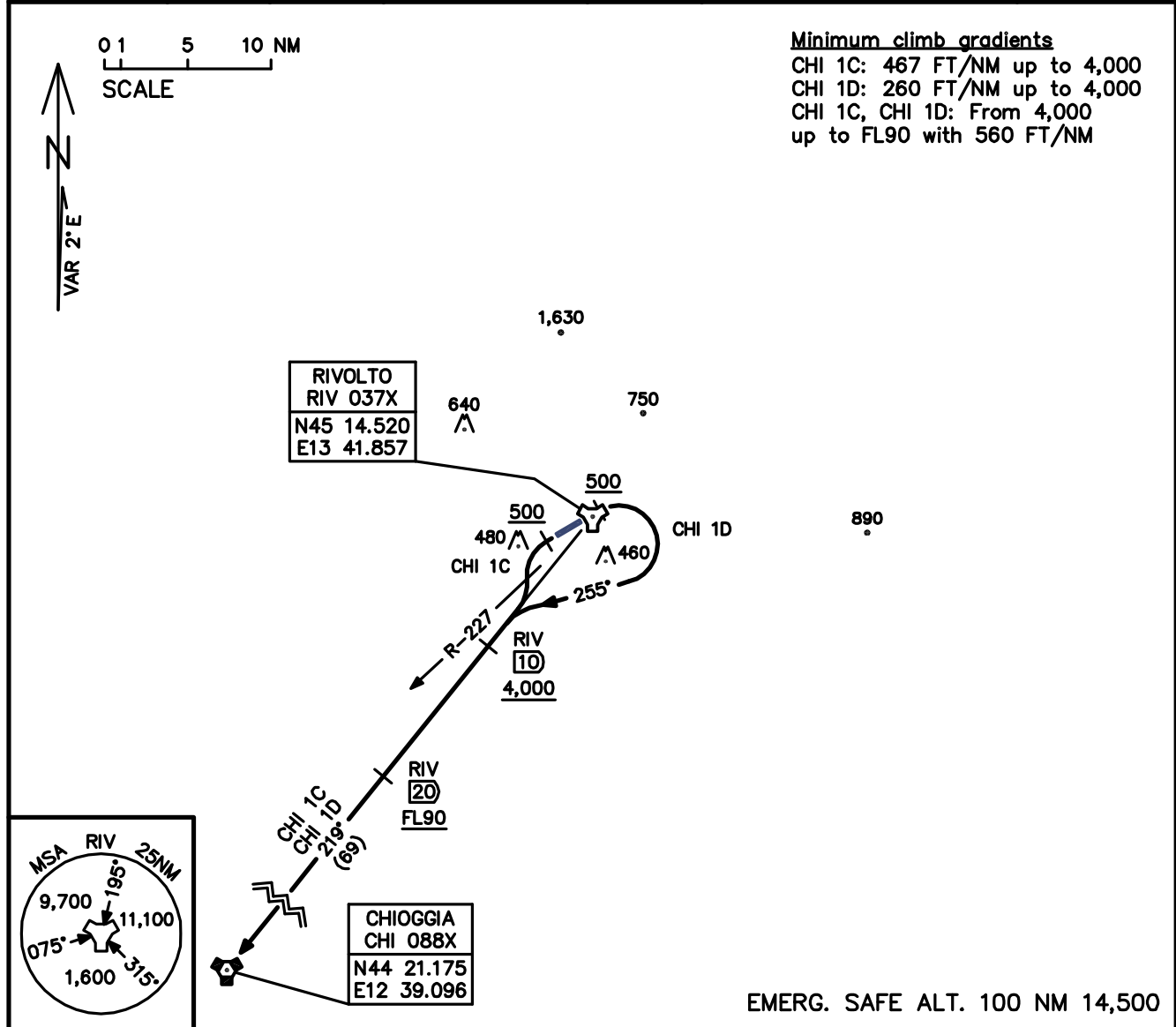
FALCON BMS 4.34
BALKANS THEATER
NOT FOR REAL NAVIGATION !

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CHI 1C,
CHI 1D DEPARTURE

RIVOLTO (LIPI)
UDINE, ITALY

TACAN RIV Chan 037X	ATIS -	GND CON 354.00	TOWER 242.475 139.50	DEP CON 275.35	TACAN GPS N45 14.520 E13 41.857	TDZE 160
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T.A. 7,000

DEPARTURE ROUTE DESCRIPTION RWY 06 & 24

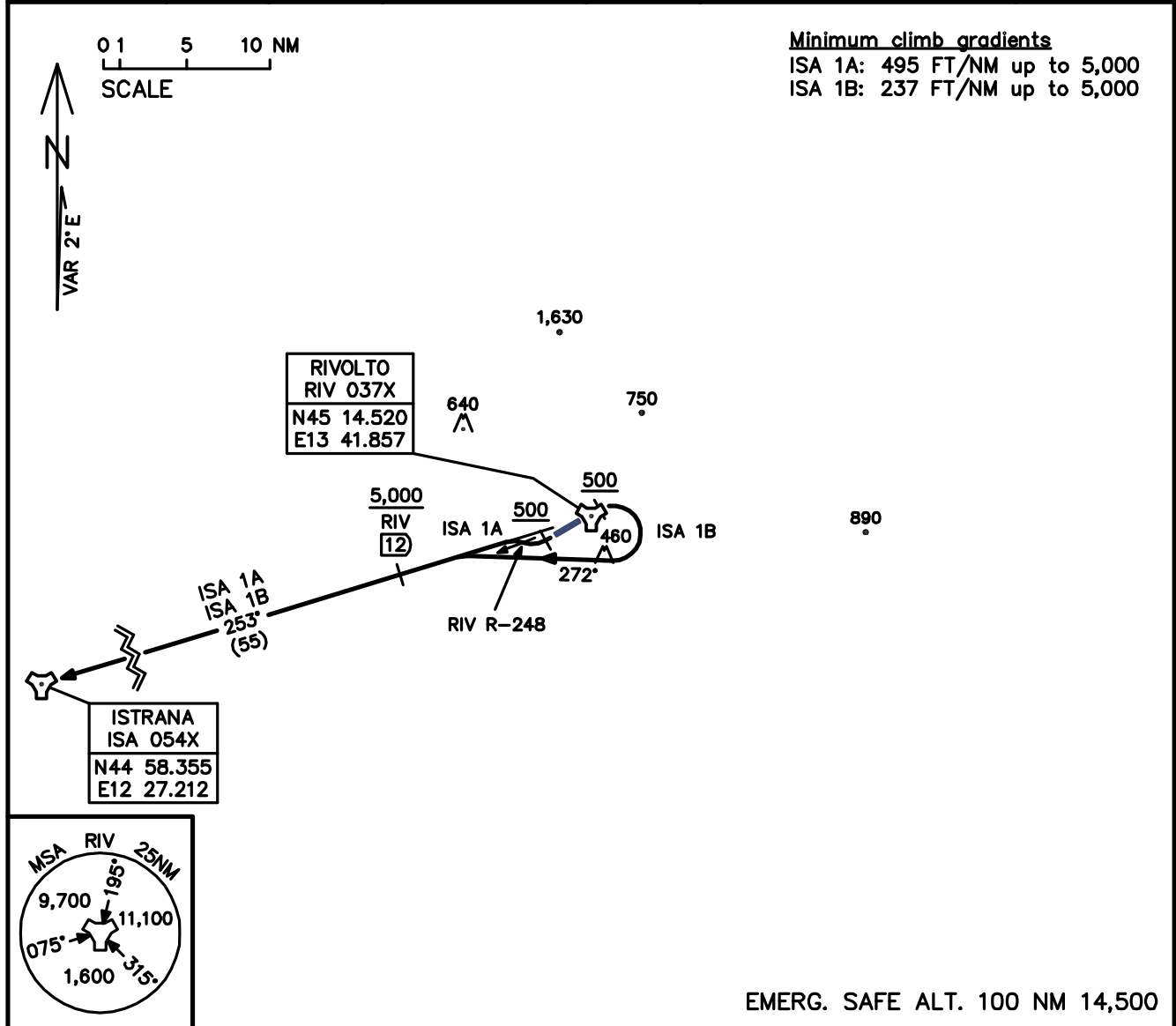
CHI 1D: (T.O. RWY06) Climb on track 060 to 500. At 500 climb right turn (300 KIAS, bank 30 deg.) on track 255 to intercept RIV R-219 outbound. Cross RIV R-219/10 DME at 4,000 or above and continue to cross RIV R-219/20 DME at FL90 or above. Then continue outbound on RIV R-219 to CHI VORTAC.

CHI 1C: (T.O. RWY24) Climb on track 240 to 500. At 500 climb left turn (300 KIAS, bank 30 deg.) to intercept RIV R-219 outbound. Cross RIV R-219/10 DME at 4,000 or above and continue to cross RIV R-219/20 DME at FL90 or above. Then continue outbound on RIV R-219 to CHI VORTAC.

ISA 1A,
ISA 1B DEPARTURE

RIVOLTO (LIPI)
UDINE, ITALY

TACAN RIV Chan 037X	ATIS -	GND CON 354.00	TOWER 242.475 139.50	DEP CON 275.35	TACAN GPS N45 14.520 E13 41.857	TDZE 160
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T.A. 7,000

DEPARTURE ROUTE DESCRIPTION RWY 06 & 24

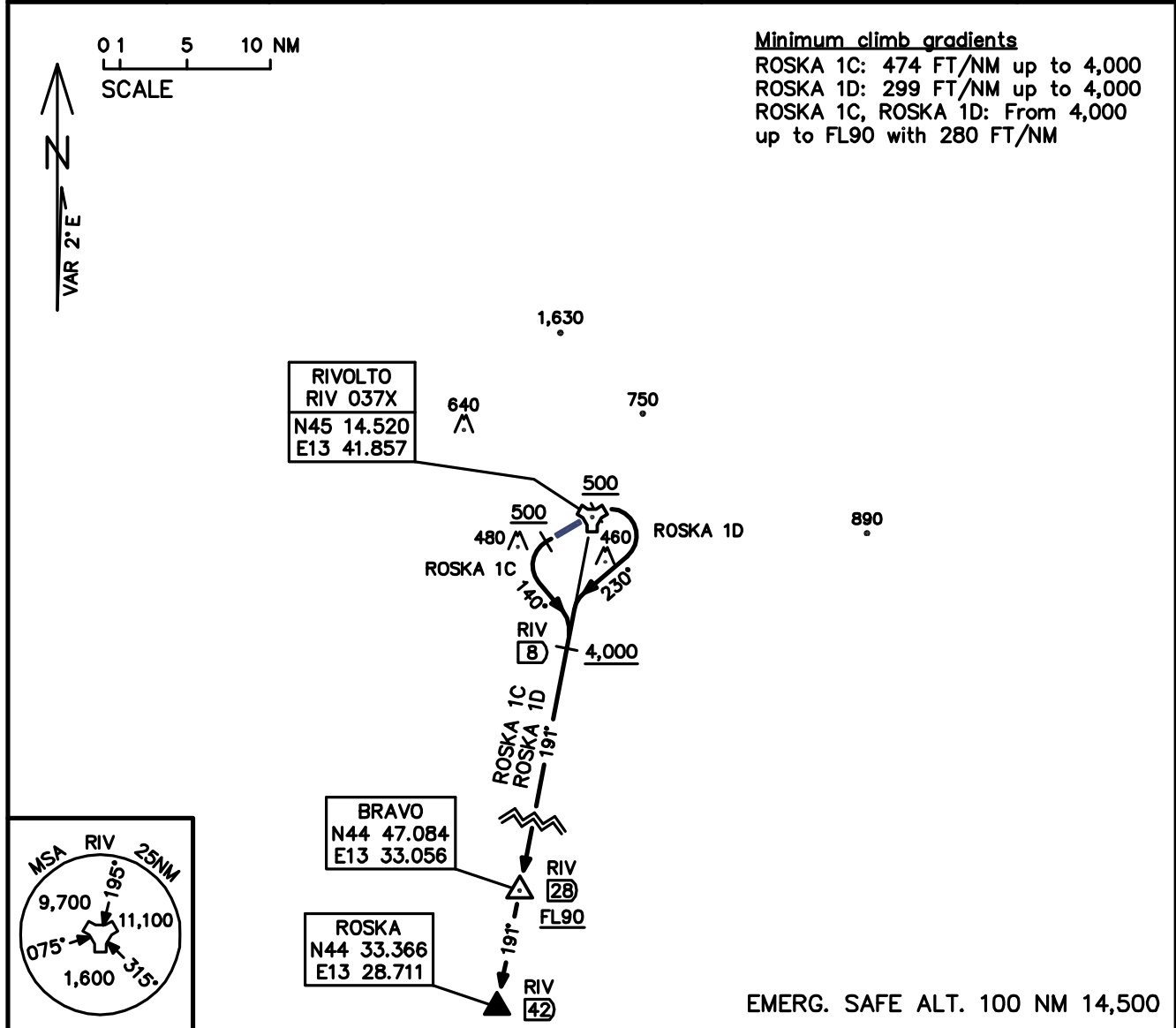
ISA 1B: Climb on track 060 to 500. At 500 climb right turn (250 KIAS, bank 30 deg.) on track 272 to intercept RIV R-253 outbound. Cross RIV R-253/12 DME at 5,000 or above and continue outbound to ISA TACAN.

ISA 1A: Climb on track 240 to 500. At 500 climb right turn (250 KIAS, bank 30 deg.) to intercept RIV R-253 outbound. Cross RIV R-253/12 DME at 5,000 or above and continue outbound to ISA TACAN.

ROSKA 1C,
ROSKA 1D DEPARTURE

RIVOLTO (LIPI)
UDINE, ITALY

TACAN RIV Chan 037X	ATIS -	GND CON 354.00	TOWER 242.475 139.50	DEP CON 275.35	TACAN GPS N45 14.520 E13 41.857	TDZE 160
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T.A. 7,000

DEPARTURE ROUTE DESCRIPTION RWY 06 & 24

ROSKA 1D: Climb on track 060 to 500. At 500 climb right turn (250 KIAS, bank 30 deg.) on track 230 to intercept RIV R-191 outbound. Cross RIV R-191/8 DME at 4,000 or above and continue outbound to BRAVO. Cross BRAVO at FL90 or above and continue outbound to ROSKA.

ROSKA 1C: Climb on track 240 to 500. At 500 climb left turn (250 KIAS, bank 30 deg.) on track 140 to intercept RIV R-191 outbound. Cross RIV R-191/8 DME at 4,000 or above and continue outbound to BRAVO. Cross BRAVO at FL90 or above and continue outbound to ROSKA.

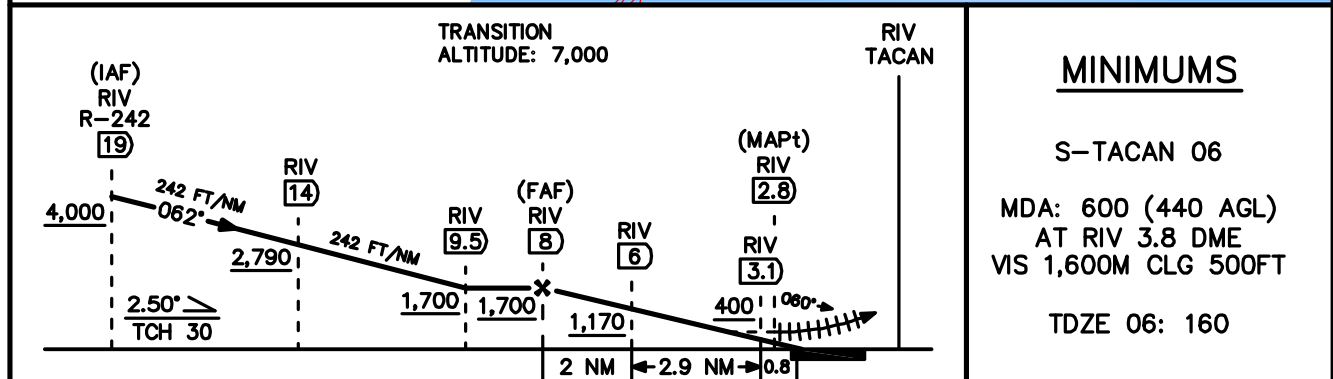
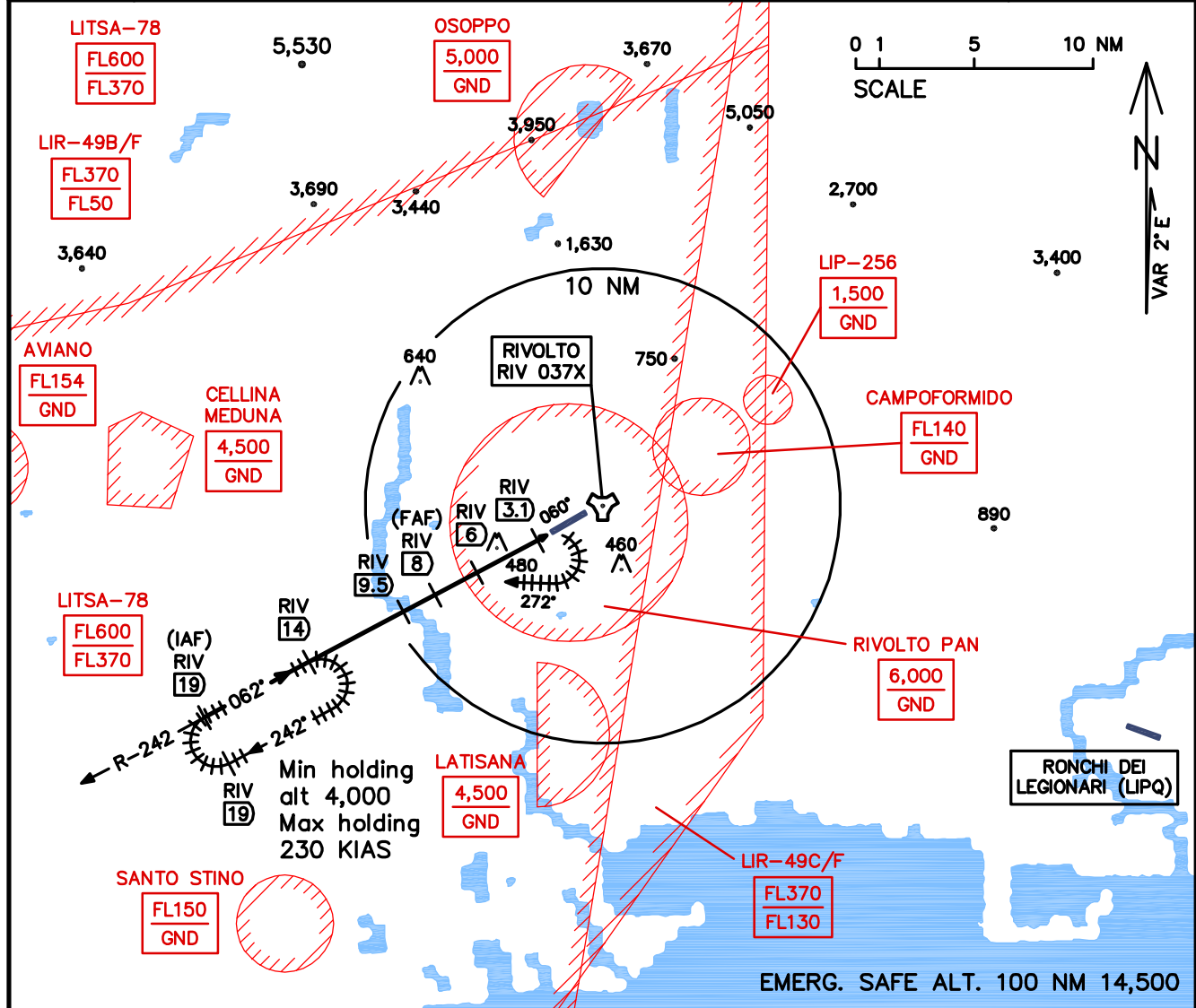
TACAN RWY 06

RIVOLTO (LIPI)
UDINE, ITALY

TACAN RIV Chan 037X	LOC -	ATIS -	APP CON 275.35	TOWER 242.475 139.50	GND CON 354.00	TACAN GPS N45 14.520 E13 41.857
Final course 060		Rwy ldg 9,263		TDZE 160		

SSALR MISSED APPROACH: At RIV 2.8 DME before TACAN climb right turn on track 272 to intercept and follow RIV R-242 outbound to holding pattern. Hold at 4,000 on RIV R-242 between 14 DME and 19 DME.

MSA RIV 25NM
9,700 1,950
11,100
075° 315°
1,600



MINIMUMS

S-TACAN 06
MDA: 600 (440 AGL)
AT RIV 3.8 DME
VIS 1,600M CLG 500FT
TDZE 06: 160

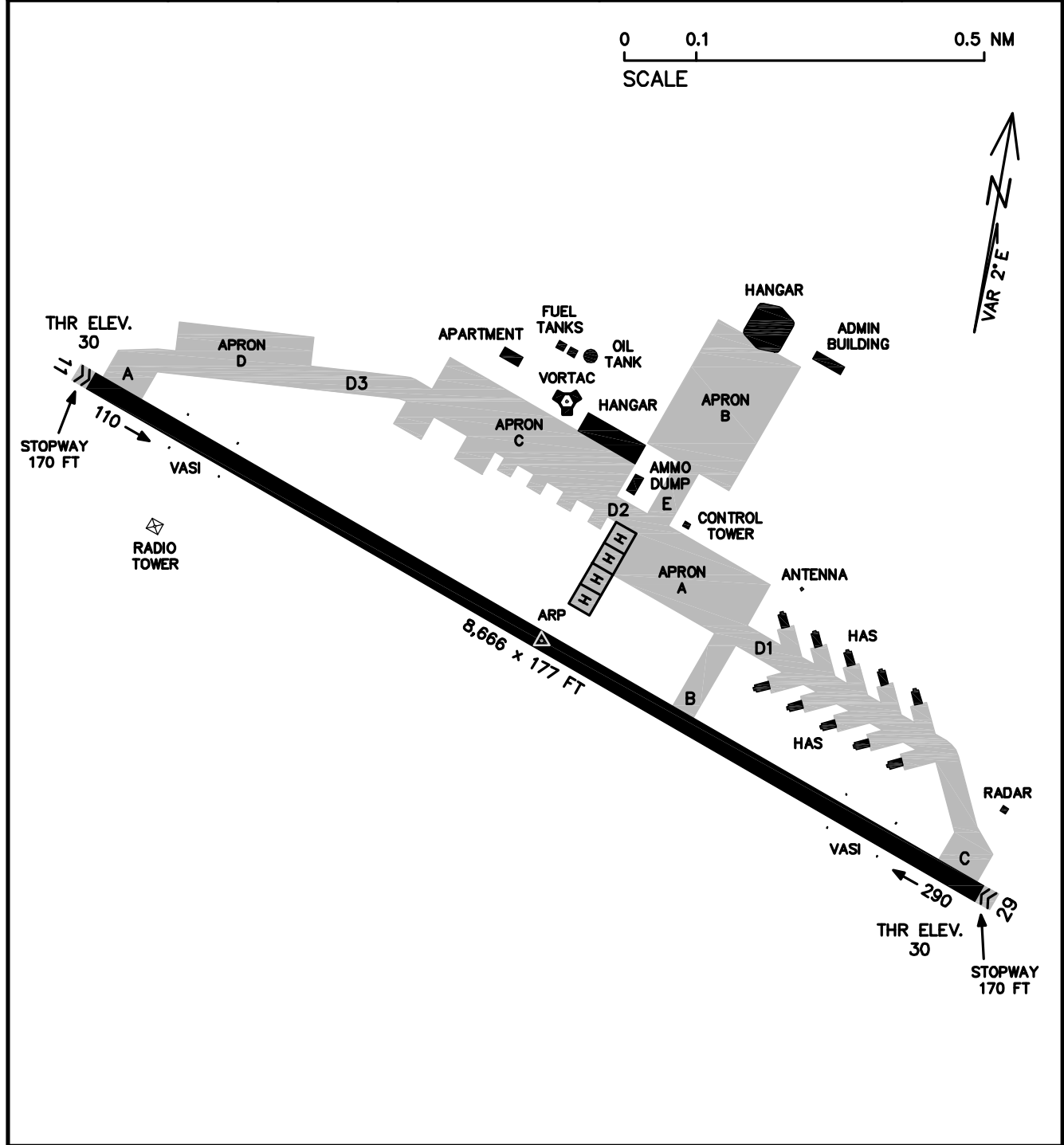
FALCON BMS 4.34
BALKANS THEATER
NOT FOR REAL NAVIGATION !

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AIRPORT DIAGRAM

RONCHI DEI LEGIONARI (LIPQ)
TRIESTE, ITALY

VORTAC RCH Chan 089X	ATIS 124.15	GND CON 286.50	TOWER 278.90 130.20	ARP GPS N45 05.024 E14 13.502	TDZE 30
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ADDITIONAL RUNWAY INFORMATION

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
11	8,666	8,666	(*) ODALS	VASI - L/R
29	8,666	8,666	(*) ODALS	VASI - L/R

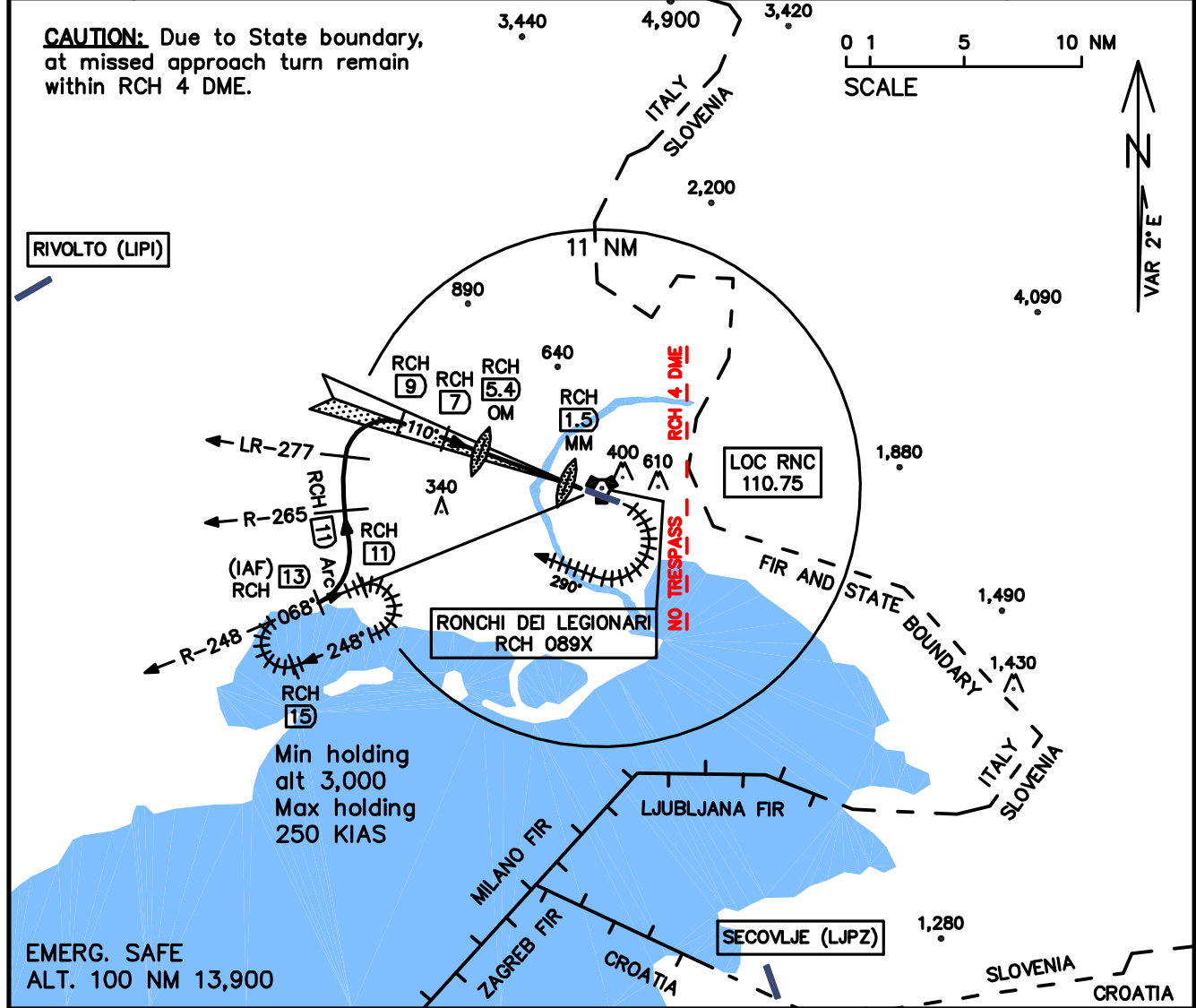
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ILS/DME RWY 11

RONCHI DEI LEGIONARI (LIPQ)
TRIESTE, ITALY

VORTAC RCH Chan 089X	LOC RNC 110.75	ATIS 124.15	APP CON 260.40	TOWER 278.90 130.20	GND CON 286.50	VORTAC GPS N45 05.360 E14 13.480	
Final course 110		Rwy ldg 8,666		TDZE 30			
ODALS 	MISSED APPROACH: Climb runway and pass RCH VORTAC. Not later of the runway end climb right turn heading 290 to intercept RCH R-248 outbound to holding pattern and hold at 3,000.						

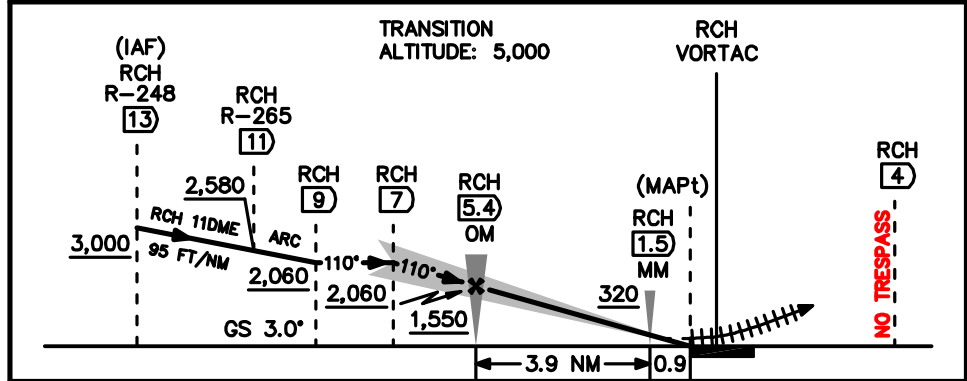


CAUTION: Due to State boundary, at missed approach turn remain within RCH 4 DME.

RIVOLTO (LIPQ)

Min holding alt 3,000
Max holding 250 KIAS

EMERG. SAFE
ALT. 100 NM 13,900



MINIMUMS	
S-ILS 11	
DA(H): 240 (210 AGL)	
AT RCH 1.2 DME	
VIS 800M	
S-LOC 11	
MDA: 470 (440 AGL)	
AT RCH 2 DME	
VIS 1,600M	
TDZE 11: 30	

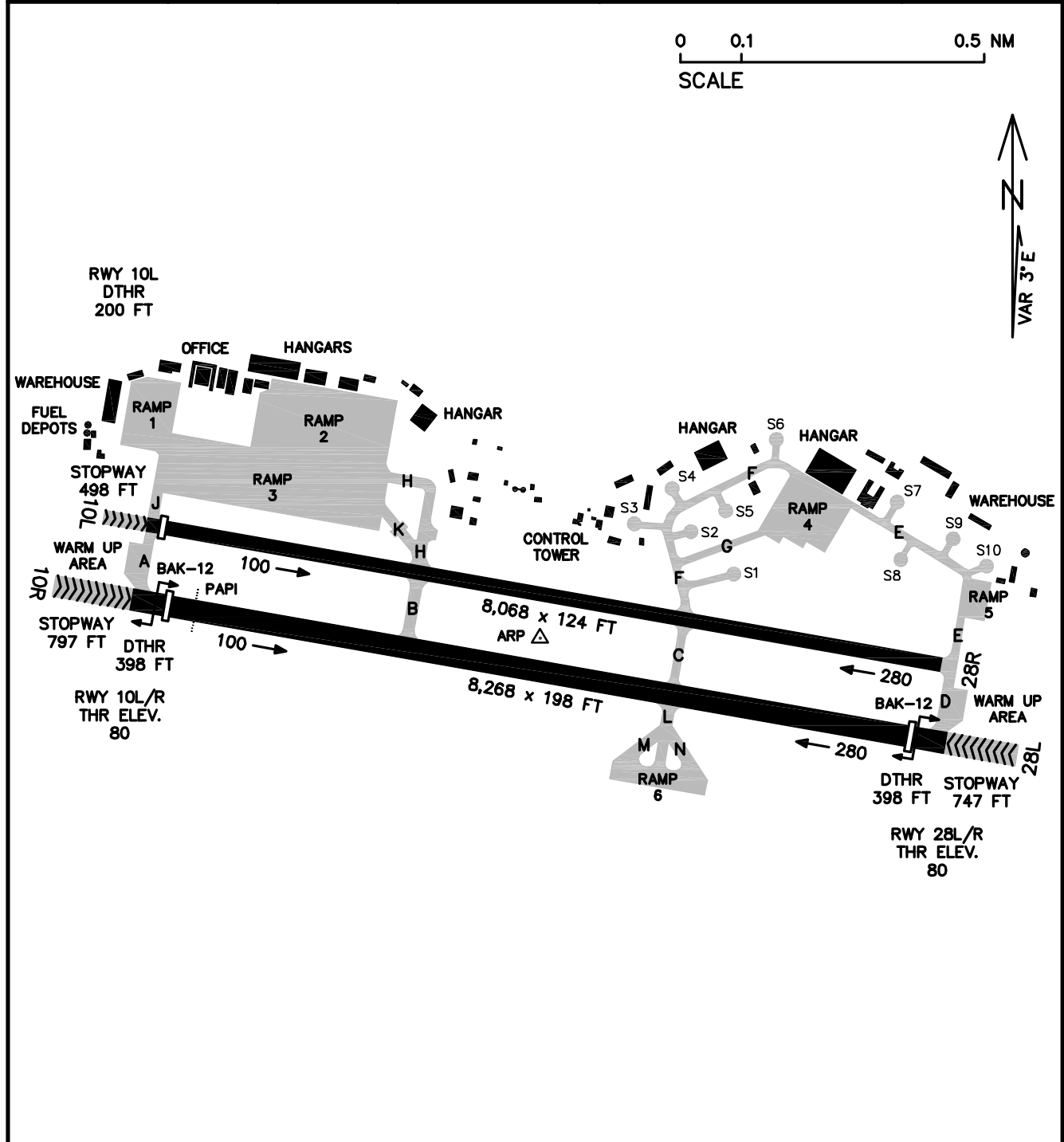
FALCON BMS 4.34
BALKANS THEATER
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AIRPORT DIAGRAM

SIGONELLA (LICZ)
CATANIA, ITALY

TACAN SIG Chan 053X	ATIS 121.95	GND CON 279.175	TOWER 337.60 118.05	ARP GPS N37 19.375 E15 29.705	TDZE 80
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ADDITIONAL RUNWAY INFORMATION

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
10L	8,068	7,868	—	—
28R	8,068	8,068	—	—
10R	8,268	7,870	(A3*) SSALR	PAPI — L/R
28L	8,268	7,870	(A3*) SSALR	—

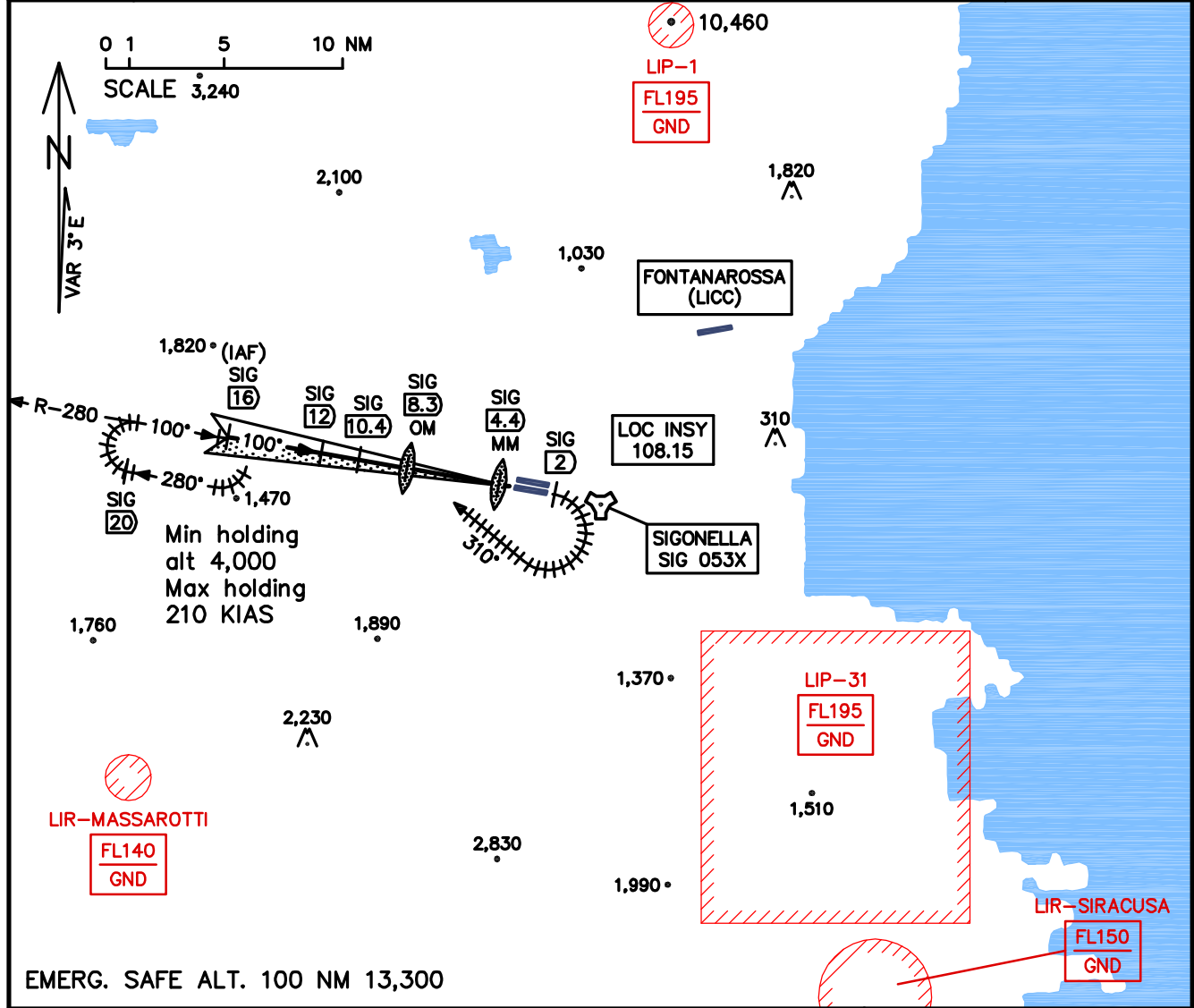
FALCON BMS 4.34
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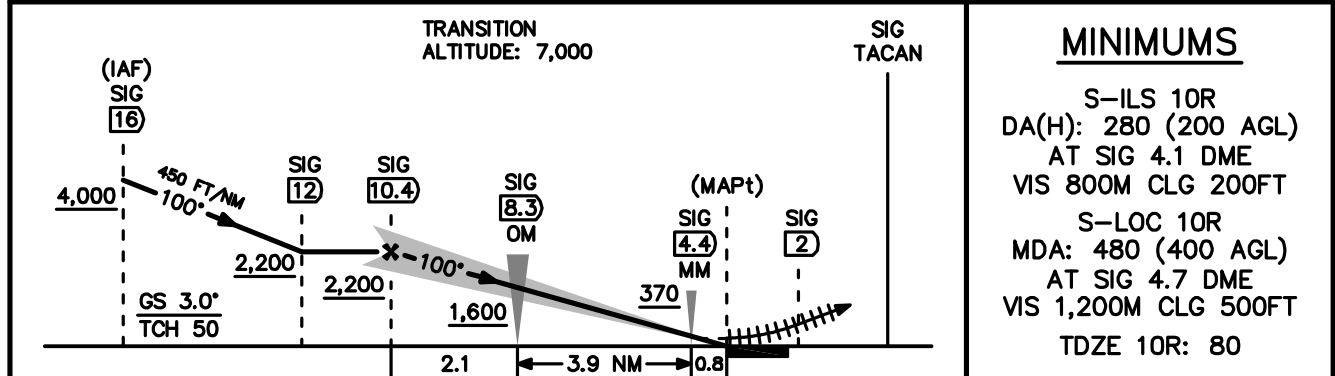
ILS/DME RWY 10R

SIGONELLA (LICZ)
CATANIA, ITALY

TACAN SIG Chan 053X	LOC INSY 108.15	ATIS 121.95	APP CON 340.10	TOWER 337.60 118.05	GND CON 279.175	TACAN GPS N37 18.719 E15 33.371	
Final course 100		Rwy ldg 7,870		TDZE 80			



EMERG. SAFE ALT. 100 NM 13,300



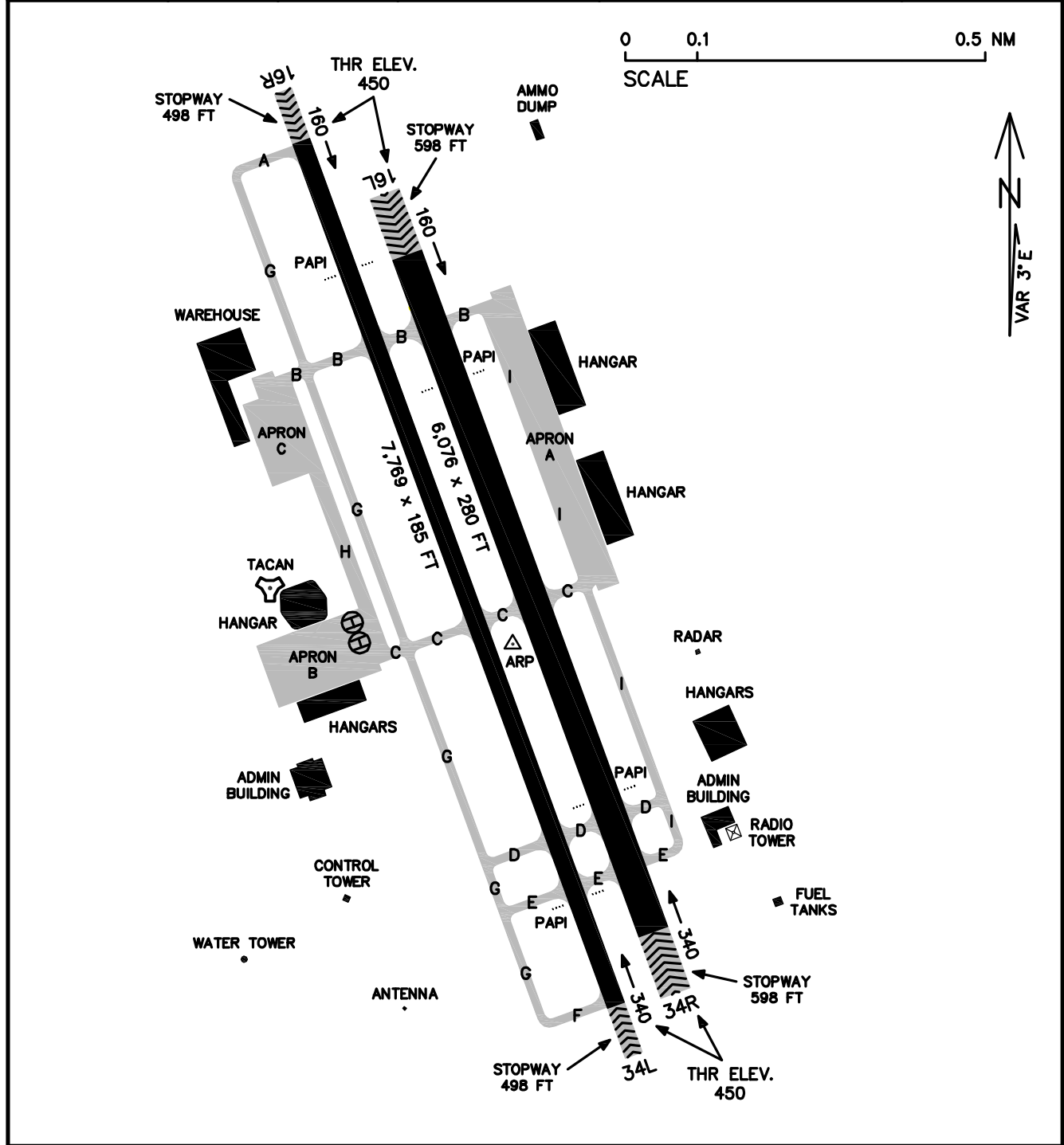
FALCON BMS 4.34
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AIRPORT DIAGRAM

TASZAR (LHTA)
TASZAR, HUNGARY

TACAN MOB Chan 089X	ATIS -	GND CON 316.90	TOWER 344.30 123.00	ARP GPS N45 37.076 E20 04.765	TDZE 450
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ADDITIONAL RUNWAY INFORMATION

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
16L	6,076	6,076	(A3*) SSALR	PAPI - L/R
34R	6,076	6,076	(A1*) ALSF-1	PAPI - L/R
16R	7,769	7,769	(A3*) SSALR	PAPI - L/R
34L	7,769	7,769	(A3*) SSALR	PAPI - L/R

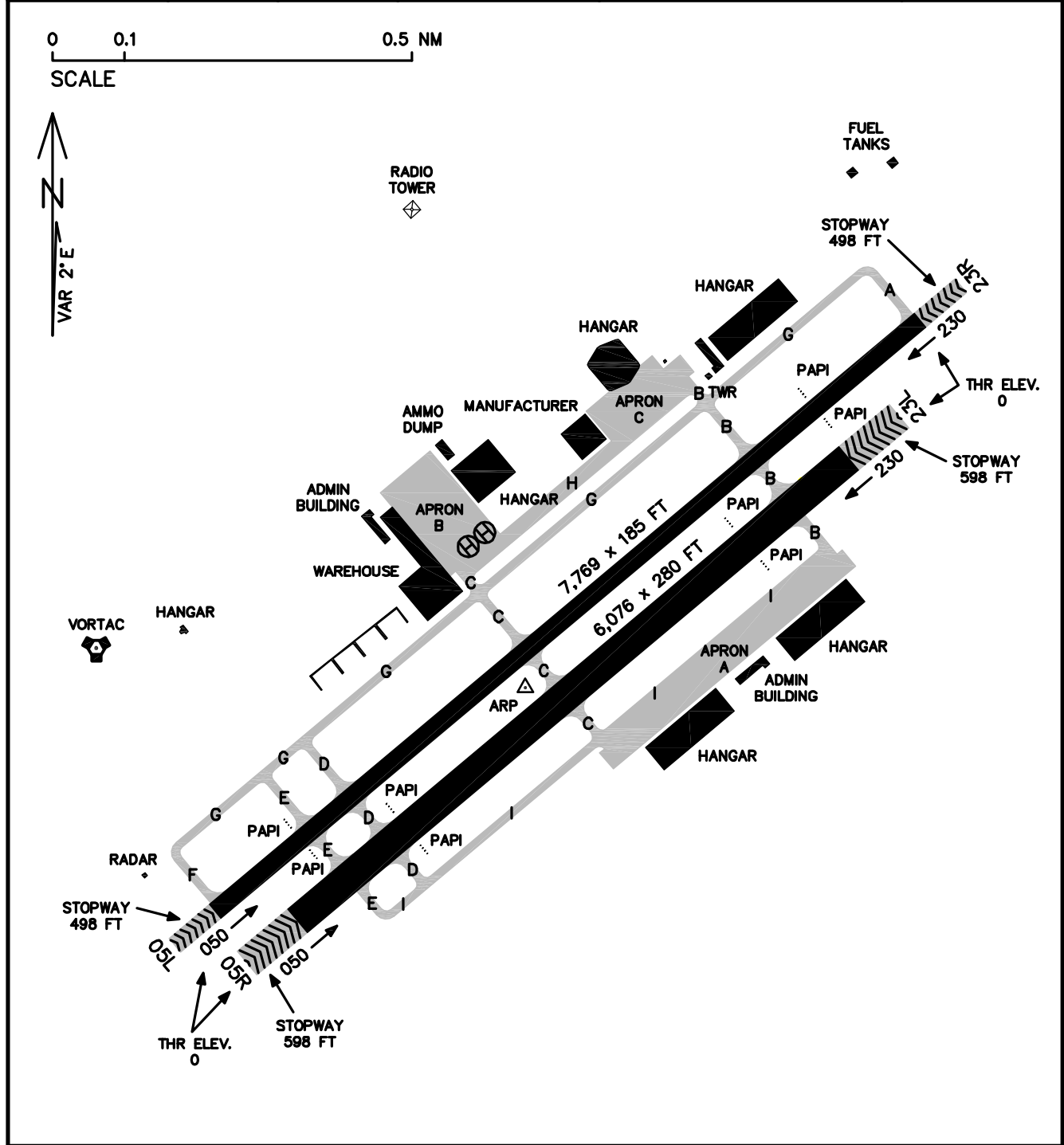
FALCON BMS 4.34
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AIRPORT DIAGRAM

TESSERA (LIPZ)
VENICE, ITALY

VORTAC TES Chan 100X	ATIS 128.65	GND CON 226.50	TOWER 291.10 120.20	ARP GPS N44 48.060 E12 46.773	TDZE 0
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ADDITIONAL RUNWAY INFORMATION

RWY	TORA (FT)	LDA (FT)	ALS	VISUAL AID
05L	7,769	7,769	(A1*) ALSF-1	PAPI - L/R
23R	7,769	7,769	(A1*) ALSF-1	PAPI - L/R
05R	6,076	6,076	(A1*) ALSF-1	PAPI - L/R
23L	6,076	6,076	(A3*) SSALR	PAPI - L/R

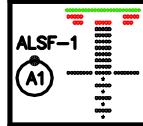
FALCON BMS 4.34
BALKANS THEATER
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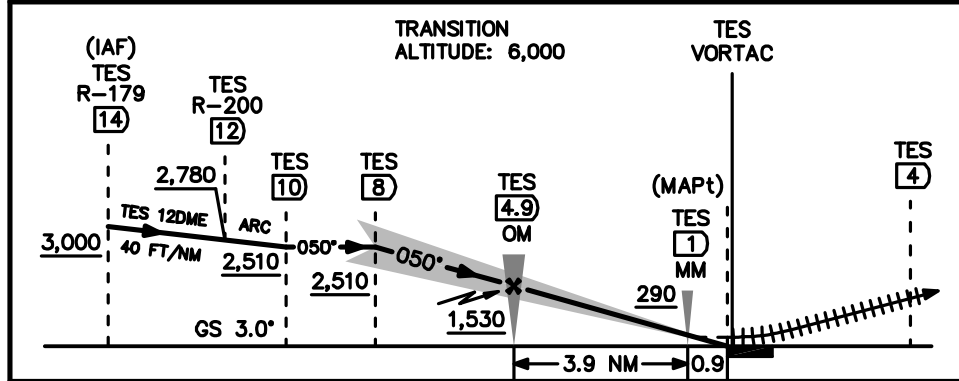
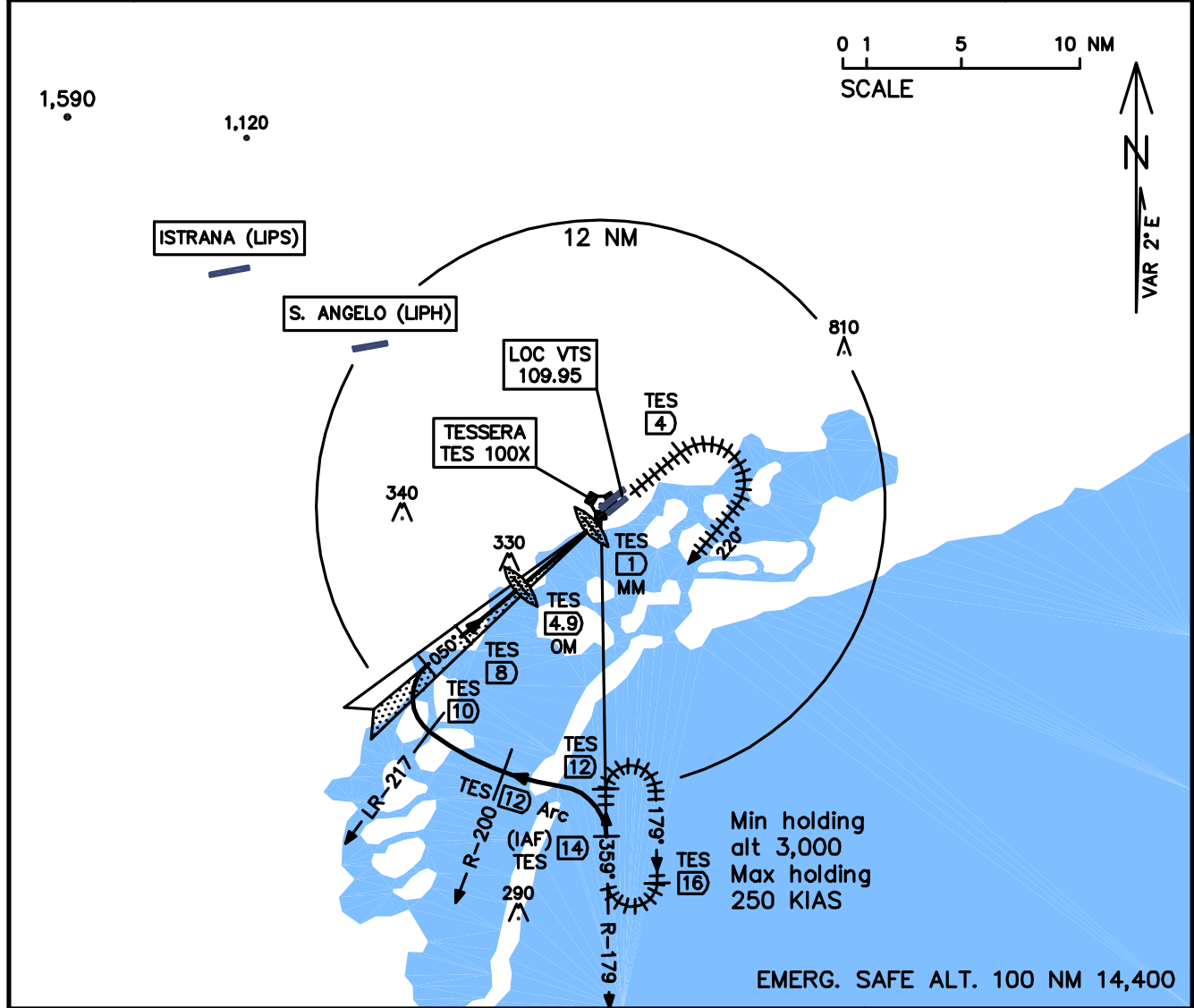
ILS/DME RWY 05R

TESSERA (LIPZ)
VENICE, ITALY

VORTAC TES Chan 100X	LOC VTS 109.95	ATIS 128.65	APP CON 240.40	TOWER 291.10 120.20	GND CON 226.50	VORTAC GPS N44 48.117 E12 45.940	
Final course 050		Rwy ldg 6,076		TDZE 0			



MISSED APPROACH: Climb runway and pass TES VORTAC. At TES 4 DME climb right turn heading 220 to intercept TES R-179 outbound to holding pattern and hold at 3,000.



MINIMUMS	
S-ILS 05R	
DA(H): 210 (210 AGL)	AT TES 0.8 DME
VIS 550M CLG 300FT	
S-LOC 05R	
MDA: 440 (440 AGL)	AT TES 1.5 DME
VIS 1,400M CLG 500FT	
TDZE 05R: 0	

FALCON BMS 4.34
BALKANS THEATER
NOT FOR REAL NAVIGATION !

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