

BRINDISI (BDS/LIBR)

Elevation 46ft

CATEGORY B

AV brief - not required

GENERAL

- Located on the east coast of southern Italy.
- BDS is on the northern side of the port of Brindisi. Approach to Rwy 31 is directly over the port.
- ATC is provided by the Italian Air Force.

Threats**CFIT**

- No significant terrain in the immediate vicinity.
- Ships may be present in undershoot on APCH to Rwy 31 and Rwy 23.

Runway Excursion

- Rwy 31 non-standard GP intercept position – 510 m beyond THR, is coincident with the PAPIs.
- No instrument approach to Rwy 05/23.
- Runway backtrack and 180° turn required when operating from 05/23. Turning circle present at 05 THR only, assure line up is on the centreline, especially in low vis. Refer to notes on Lido AGC.
- GP Rwy 31 only 2.5°.

Runway Incursion

- Parallel Twy is on opposite side of runway to terminal. Runway crossing required when landing Rwy 05 or 31 & departing Rwy 13 or 23.

Mid Air Collision

- SID initial stop may be an ALT or a FL.
- Large concentrations of seagulls can be expected in the vicinity of the port on Rwy 31 approach.

ARRIVAL
Diversions Airports

BARI	BRI/LIBD	61 nm/298°T	CAT A
NAPLES	NAP/LIRN	167 nm/275°T	CAT B
CATANIA	CTA/LICC	235 nm/215°T	CAT B
ROME (Ciampino)	CIA/LIRA	252 nm/285°T	CAT B
ROME (Fiumicino)	FCO/LIRF	267 nm/285°T	CAT A

- Rwy 13 expect straight in VOR approach.
- Rwy 31 expect procedural transition via BRD or radar vectors for ILS.

Approach

- No instrument approach to Rwy 05/23.
- Circling is to north only.
- If Rwy 13/31 is not available, expect radar vectors to intercept Final Approach track for Rwy 05/23 in good weather.
- Circling after VOR Rwy 13: Follow VOR approach to circling minima. Turn initially through 90 degrees to track downwind Rwy 05 or 23. Once established downwind, follow standard circling profile. Avoid overshooting the final approach track to 05/23.
- Circling after ILS/VOR/NDB Rwy 31: Follow instrument approach procedure to circling minima. Over-fly full length of Rwy 31 before turning through 90 degrees to track downwind. Once established downwind, follow standard circling profile. Avoid overshooting the final approach track to 05/23.
- Rwy 05/23 PAPIs set at 3.4° and 3.5° respectively.

Missed Approach

- In the event of missed approach during circling, follow the published missed approach for the instrument approach in use.
- If radar vectored for visual to Rwy 05/23, expect climb ahead to 1000ft, followed by turn to BRD for climb to 3000ft and hold.

GROUND

- LVPs are published.

Taxiing

- Twy restrictions.
- The stands are diagonal nose in parking and self taxi off.

CAUTION: *BA aircraft cannot use Twy C to exit Rwy 05 or enter Rwy 23. 180° turn and backtrack required.*

DEPARTURE

- Radio loadsheets are not permitted in Italy thus a final loadsheet is required prior to pushback.
- The dispatcher might not advise the tower that you are ready for start until the final load sheet is acknowledged.
- If Rwy 05/23 in use, Rwy 05 preferred for departure.
- Rwy 31 Twy B intersection take-off data is available from CARD.

WEATHER

- Mediterranean climate.

Summer

- Average high 25 to 30°C
- Average low 19 to 23°C

Winter

- Average high 12 to 16°C
- Average low 7 to 11°C

OPERATIONAL INFORMATION

Handling Agent	Aeroporti Di Puglia
Handling Agent VHF	131.6
Potable Water	Uplift Permitted