

## BOLOGNA (Borgo Panigale) (BLQ/LIPE)

Elevation 123ft

### CATEGORY A

AV brief - not required

### GENERAL

- The airfield is on the NW edge of the city of Bologna.
- It is located in the foothills of the Apennine mountain range where it meets the Po valley.

### Threats

#### CFIT

- NW clockwise to SE of the airfield is the Po valley with no significant terrain.
- SE clockwise to NW there is significant terrain.
- 4nm to the SE is an obstacle of 1325ft asl.
- 7nm to the SE there is terrain of 1100ft asl.
- 6nm to the S and SW are obstacles ~1500ft asl.
- 17nm to the S and SW there is terrain of 4000ft asl.
- 22nm to the S there is terrain of 5000ft asl.
- 36nm to the SW there is terrain up to 8200ft asl.

#### Runway Excursion

- Terrain and high MSAs result in very restrictive minimum altitude constraints on some arrivals, particularly for Rwy 12.
- This may leave the aircraft well above the descent profile.
- Consideration should be given to aircraft configuration and energy management.
- Significant tailwinds can be prevalent on arrival and approach.

#### Runway Incursion

- Review taxi clearance carefully. Holding points can be marked before Rwy entry point.
- Hot Spots on AGC 3-20 refer.

### ARRIVAL

#### Diversion Airports

VENICE (Tessera)	VCE/LIPZ	74 nm/037°T	CAT A
VERONA	VRN/LIPX	55 nm/342°T	CAT B
PISA	PSA/LIRP	64 nm/217°T	CAT B
MILAN (Linate)	LIN/LIML	102 nm/303°T	CAT B

Others that may be used include Milan Malpensa, Trieste, Rome, Genoa, Nice and Rimini.

## Approach

There is no digital ATIS and VHF reception is unavailable until relatively close to the airfield, however Padova Radar can obtain the current Rwy in use prior to descent.

- Circling is only permitted to the N of the extended Rwy 12/30 centreline.
- Speed restrictions apply to some of the Rwy 12 missed approach procedures.

**Note:** The prohibited areas which must not be overflown below 1500ft asl.

### BAV Crew Reports

- *False LOC captures have been reported Rwy 12.*

## GROUND

- The aprons and taxiways are quite tight, with some tight corners.
- In Low Vis (LVPs) taxiways G,H or J must be used to vacate Rwy 12.
- ATC readability with staff on company frequency has been reported to be poor with language difficulties.

## DEPARTURE

- Radio loadsheets are not permitted. Do not depart stand before receiving final loadsheet figures via ACARS.
- ATC frequently offer 'direct to' routings early on in the departure. Before deviating from the SID, crew should be satisfied that adequate terrain clearance will be achieved. Consider achieving relevant SSA before accepting any 'direct to' clearance.

**Note:** The prohibited areas which must not be overflown below 1500ft asl.

- In Low Vis (LVPs) taxiway A must be used to join Rwy 12 and taxiway K must be used to join Rwy 30. In the event of an aborted take-off, taxiway B must be used to vacate Rwy 30.

## WEATHER

- The climate is characterised by warm summers and cold winters.
- Extremes of temperature range from 39°C (Aug) to -12°C (Jan/Feb)

### In Summer

- Shallow lows are common in the Po valley.
- Lows can lead to widespread frontal cloud with embedded Cbs.

### In Winter

- Abundant precipitation.
- Frequent days of fog.
- Possibility of light snow.

## OPERATIONAL INFORMATION

Handling Agent	Marconi Handling
Handling Agent VHF	131.505
Potable Water	Banned

IF ONLY Electrical Power is required	Use for "pre-paid" time ONLY (60mins / BA543 NIL) – then use APU ( <b>BA543 – use APU</b> )
If BOTH electrical power and air conditioning is required:	Use APU (but also use GPU for "pre-paid" time ONLY to reduce APU fuel burn) (ACU equipment is not available)