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Revision Letter For Cycle 24-2021
Change Notices
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General Information

Location: OLBIA ITA
ICAO/IATA: LIEO / OLB
Lat/Long: N40° 53.92', E009° 31.07'
Elevation: 37 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0616 Z
Sunset: 1657 Z

Runway Information

Runway: 05
Length x Width: 8990 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 36 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 801 ft

Runway: 23
Length x Width: 8990 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 24 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 113.900
Olbia Tower: 118.975 VHF-DF
Olbia Ground: 121.950
Rome Radar Radar: 125.950 RCO
Rome Radar Radar: 127.125 RCO

1. GENERAL

1.1. ATIS

ATIS 113.9

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. NIGHTTIME RESTRICTION

Between 2300-0600LT it is mandatory for landing ACFT to use the entire length of RWY to taxi to the apron.

1.2.2. ENGINE RUN-UPS

Every engine run-up will have to be authorized by aerodrome operator. A request has to be sent to cos@geasar.it.

Engine run-up with idle thrust could be authorized on apron stand, if no activities are in progress in the adjacent stands.

Engine run-up with full thrust must be carried out in the appropriate area situated nearby holding bay 23, whose location is reported on aerodrome chart.

Aerodrome operator supervises all engine run-up activities.

Between 2300-0600LT engine run-ups are forbidden except for those ACFT that have to be immediately employed.

During engine run-ups, ACFT shall be positioned against the wind, in order to avoid disturbing noises in the surrounding area.

ACFT to/from holding bay 23 must be moved by truck. During engine run-up activities the truck must remain next to the area, in case an immediate ACFT movement is requested by the TWR. Truck's driver has to be in continuous radio contact with TWR.

The access to the holding bay is forbidden to personnel not appropriately equipped (anti-noise headset, individual protection devices).

Before engine run-up the operator must carry out a FOD check in the area.

1.2.3. AUXILIARY POWER UNITS (APU s)

The APU shall not be switched on earlier than 60 minutes before EOBT and shall be turned off not later than 20 minutes after on-block-time. Longer use of APU must be authorized by the aerodrome operator.

Use of the APU is not allowed on a stand deregulated as long term parking area.

1.3. LOW VISIBILITY PROCEDURE (LVP)

1.3.1. GENERAL

LVP will be applied when RVR is equal to or less than 550m and/or when ceiling is below 200' according to meteorological local report and/or when rapid deterioration of weather conditions recommends so.

Pilots will be informed via RTF and/or ATIS when LVP are in force.

In case of RVR equal to or less than 1000m and/or in reduced visibility conditions, are allowed:

- Approaches and landings ILS CAT I for RWY 05;
- Take-off for RWY 05 with RVR not less than 400m.

1.3.2. GROUND MOVEMENT

1.3.2.1. GENERAL

In case of RVR equal to or less than 1000m and/or in reduced visibility conditions:

- Only one movement at a time is allowed;
- TWYs B, C and D are not available.

1. GENERAL

1.3.2.2. DEPARTURE RWY 05

Departing ACFT shall

- enter the RWY via TWY E or H;
- vacate the RWY via TWY A in case of aborted take-off.

1.3.2.3. ARRIVAL RWY 05

Arriving ACFT shall

- vacate the RWY via TWY A; and
- report to the Tower, when RWY vacated and the assigned stand has been reached.

1.4. TAXI PROCEDURES

1.4.1. GROUND MOVEMENT

All departing/arriving flights shall maneuver on the aprons under pilots' responsibility.

Pilots shall taxi with caution due to portion of apron TWY and service road not being segregated.

Apron 1

ACFT code D will always be instructed to enter/exit the apron via TWY M.

Apron 3

Only one at time movement allowed to or from the maneuvering area. Usually incoming traffic has the right of way.

1.4.2. FOLLOW-ME/MARSHALLER

Follow-me available on pilot's request for contingency reasons.

Follow-me car and marshaller mandatory for assigned stand from 39 to 51 on apron 3.

Follow-me car mandatory for very large ACFT operations. Marshalling is assured for all ACFT.

1.4.3. COMMUNICATION FAILURE

Whenever an ACFT operating in the maneuvering area experiences a communication failure, it shall comply with the following:

- Departing ACFT shall continue strictly on the assigned taxi route to the clearance limit and wait for the arrival of the Follow-me car in order to be guided to stand.
- Arriving ACFT shall vacate the RWY and the ILS sensitive area, via the appropriate TWY and wait on its first segment for the arrival of the Follow-me car in order to be guided to stand.

1.5. PARKING INFORMATION

Apron 1

Stands 110 and 111 are available for ACFT code D.

Stand 118 and 119 available for ACFT code C with the following limitations:

- MAX overall length 96.42'/29.39m;
- MAX wingspan 93.50'/28.50m.

Apron 2

Stands 201 and 202 available for ACFT code D.

1.6. OTHER INFORMATION

RWY 05 right-hand circuit.

LIEO/OLB
COSTA SMERALDA

JEPPesen

13 AUG 21

10-1P2

OLBIA, ITALY
AIRPORT BRIEFING**2. ARRIVAL****2.1. SPEED RESTRICTIONS**

Unless otherwise instructed by ATC pilots shall reduce speed to:

- 250 KT at or below FL 100;
- 200 KT starting the turn to intercept the LOC course or the approach radial in case of VOR RWY 05/23 final APCH or the NDB reading in case of NDB RWY 23 or at distance of 12NM from RWY THR in case of straight-in APCH;
- 180 KT completing the intercepting turn or at a distance of 8NM from the RWY THR;
- 160 KT at a distance of 5NM from RWY THR.

Furthermore, ROMA ACC may request pilots:

- To adjust speed in a specific manner during the intermediate APCH;
- Speed adjustment of not more than 20 KT, if ACFT is established on an intermediate or final APCH to a minimum distance of 4NM from the RWY THR.

2.2. MINIMUM RWY OCCUPANCY

Unless otherwise instructed by OLBIA TWR:

Landing on RWY 23, the pilot should vacate the RWY via TWY F.

2.3. TAXIING PROCEDURES

For ACFT with assigned stand from 29 to 37, Follow-me car will wait for ACFT beyond the end-of-apron marking, next to TWY N. For ACFT with assigned stand from 39 to 51, Follow-me car will wait for ACFT beyond the end-of-apron marking on holding bay RWY 23.

RWY 05 in use:

Arriving traffic will be instructed to proceed via:

- TWYs F and L direct apron 1;
- TWYs F and G direct apron 2.

RWY 23 in use:

Arriving traffic will be instructed to proceed via:

- TWYs F and M direct apron 1;
- TWY H direct apron 2.

ACFT taxiing into apron 1 stands 110 and 111 only via TWY M.

2.3.1. DECLASSIFIED STANDS OPERATIONS

Starting points for push-back/towing operations from declassified stands on apron 2 are established and used for ACFT positioning as follows:

- Apron TWY T: T1, T2, T3, T4;
- Apron TWY S: S1, S2.

Pilots will be instructed by ATC to proceed to assigned starting point and wait for tractor.

LIEO/OLB
COSTA SMERALDA

JEPPesen

13 AUG 21

10-1P3

OLBIA, ITALY
AIRPORT BRIEFING**3. DEPARTURE****3.1. START-UP AND TAXI PROCEDURES****3.1.1. START-UP**

Pilots shall request start-up 5 minutes before ready to start engines.

As soon as all ground activities have been completed departing ACFT shall report "READY" on frequency 131.405 prior to requesting start-up clearance. Start-up will be provided only after ATC has received "READY" communication by aerodrome operator. From 1 JUN to 30 SEP ATC and start-up clearance will be issued from OLBIA Ground from 0600-2200 LT or OLBIA TWR from 2201-0559LT. From 1 OCT to

31 MAY ATC and start-up clearance will be issued from OLBIA TWR.

Idle thrust is mandatory to start taxi from self-maneuvering stands. If required thrust is higher than idle, pilot has to call on frequency 131.405 to get confirmation that the area involved by jet blast is clear.

"ACFT READY" status means:

- ACFT doors and holds are closed;
- ACFT Safe Area clear of vehicles, equipment, obstacles and ground personnel;
- ACFT fully ready for taxi;
- Compulsory documentation provided to handler;
- Push-back tractor connected (nose-in stand).

Pilots will request start-up clearance from ATC when marshaller has verified that the area is clear of obstacles. Follow-me car will lead ACFT next to the end-of-apron marking where pilots will wait for taxiing instructions by TWR.

3.1.2. DECLASSIFIED STANDS OPERATIONS

Starting points for push-back/towing operations from declassified stands on apron 2 are established and used for ACFT positioning as follows:

- Apron TWY T: T1, T2, T3, T4;
- Apron TWY S: S1, S2.

When on starting point, pilots start the engines and report to ATC ready for taxi.

3.1.3. TAXIING**RWY 05 in use:**

Departing traffic will be instructed to proceed

- from apron 1 via TWYs M, F and holding point E to RWY 05.
- from apron 2 via TWY H and holding point H.

Intermediate holding position H1 may be used.

RWY 23 in use:

Departing traffic will be instructed to proceed

- from apron 1 via TWYs L, F and holding point A to RWY 23.
- from apron 2 via TWYs G, F and holding point A to RWY 23.

ACFT leaving stands 110 and 111 on apron 1 only via TWY M.

3.2. MINIMUM RWY OCCUPANCY

Unless otherwise instructed by OLBIA TWR:

As far as possible, pre-flight checks should be completed before line-up.

Any other check following line-up, shall be carried out as quickly as possible.

Departing ACFT shall comply with ATC instructions with no delay.

Take-off run shall start immediately after take-off clearance.

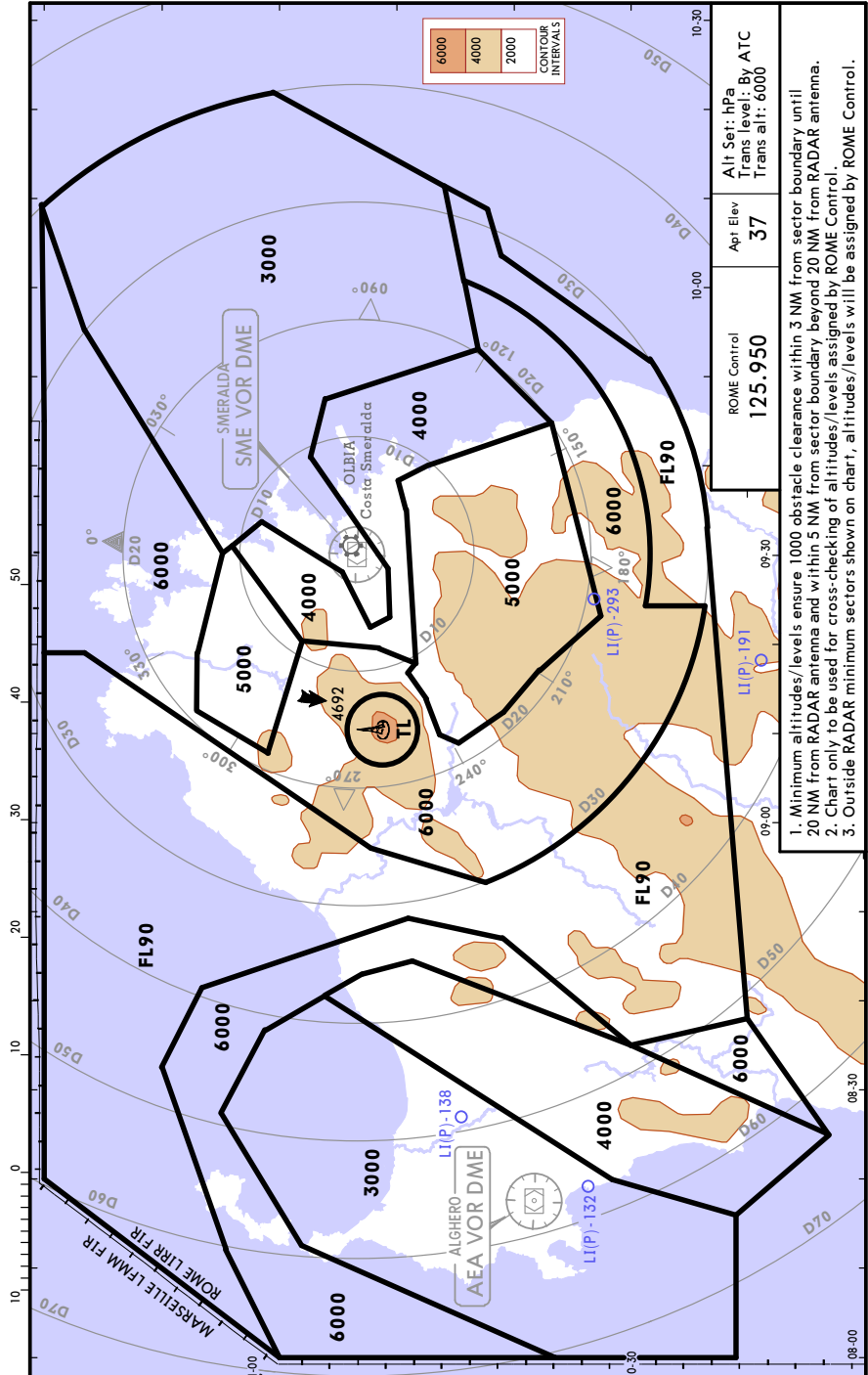
Pilots unable to comply with the above shall inform ATC as soon as possible before entering the RWY.

LIEO/OLB COSTA SMERALDA

11 JUN 21
Eff 17 Jun

JEPPesen
10-1R

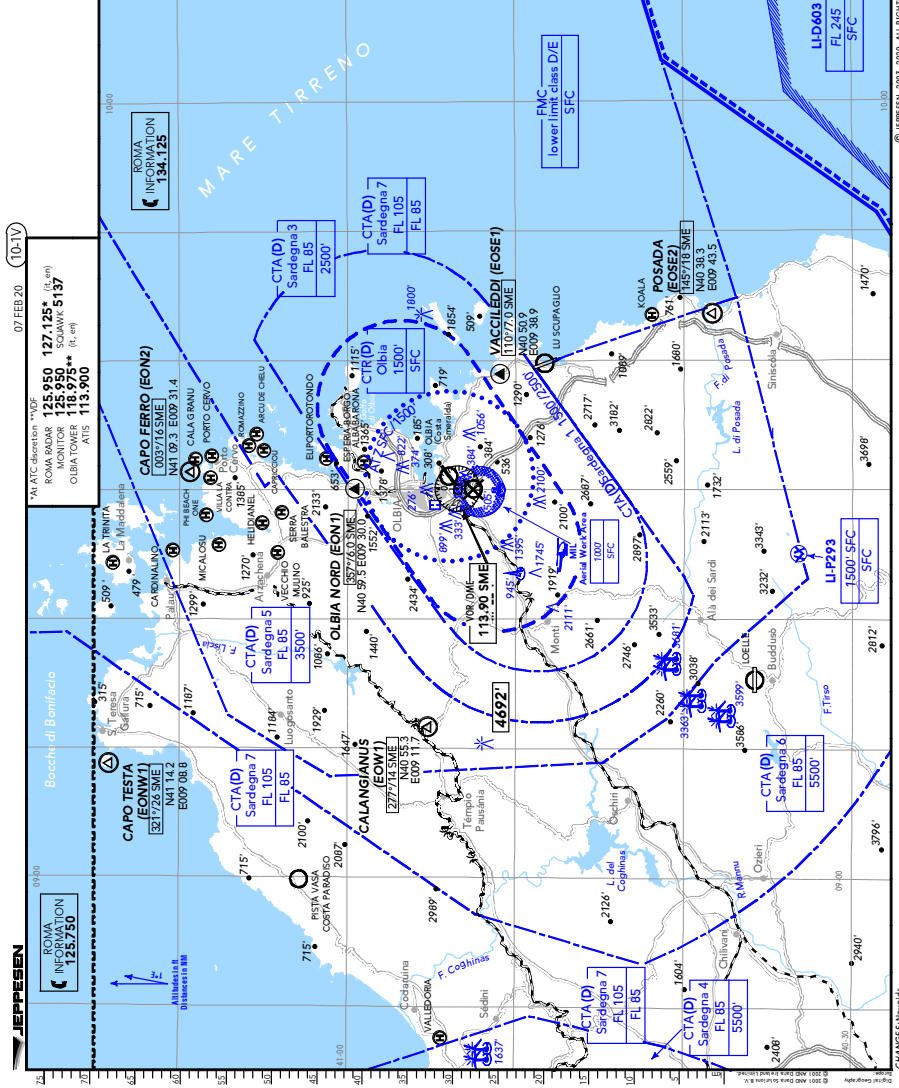
OLBIA, ITALY RADAR MINIMUM ALTITUDES



ROME Control	125.950	Appt Elev	37	Alt Set: hPa
				Trans level: By ATC
				Trans alt: 6000

1. Minimum altitudes/levels ensure 1000 obstacle clearance within 3 NM from sector boundary until 20 NM from RADAR antenna and within 5 NM from sector boundary beyond 20 NM from RADAR antenna.
2. Chart only to be used for cross-checking of altitudes/levels assigned by ROME Control.
3. Outside RADAR minimum sectors shown on chart, altitudes/levels will be assigned by ROME Control.

AREA OLBIA ITALY



ALATC direction	VIS	07 FEB 20	(10-1V)
MONITOR	125.950	127.135	(R, en)
OLBIA TOWER	118.975**	118.975**	(R, en)
ATIS	113.900		

AREA

JEPPESEN

OLBIA
ITALY

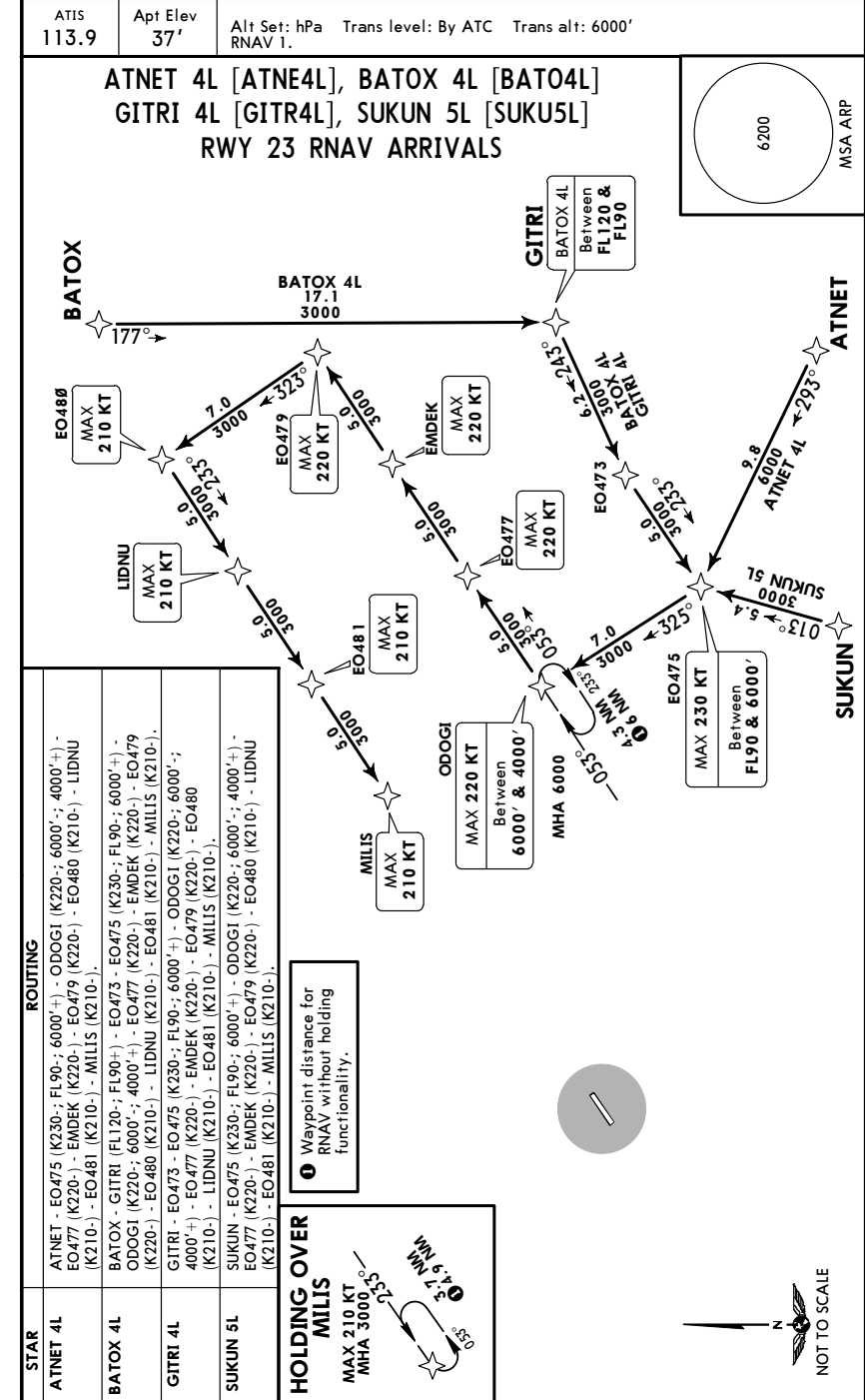
07 FEB 20 10-1VA

Outside CTR (D) Olbia contact ROMA INFORMATION, if unable, report position to ROMA RADAR.
 ATC clearance to enter Olbia CTR, shall be requested only to ROMA INFORMATION.
 The use of transponder is mandatory.
 ATC clearance for VFR traffic to enter CTA (D) Sardegna shall be requested only to ROMA INFORMATION.

LIEO/OLB
COSTA SMERALDA

JEPPESEN
21 FEB 20 10-2 Eff 27 Feb

OLBIA, ITALY
RNAV STAR



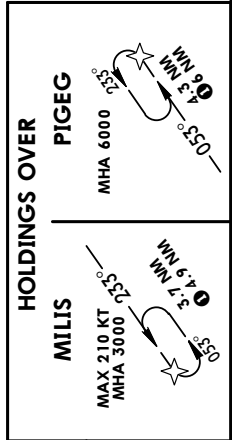
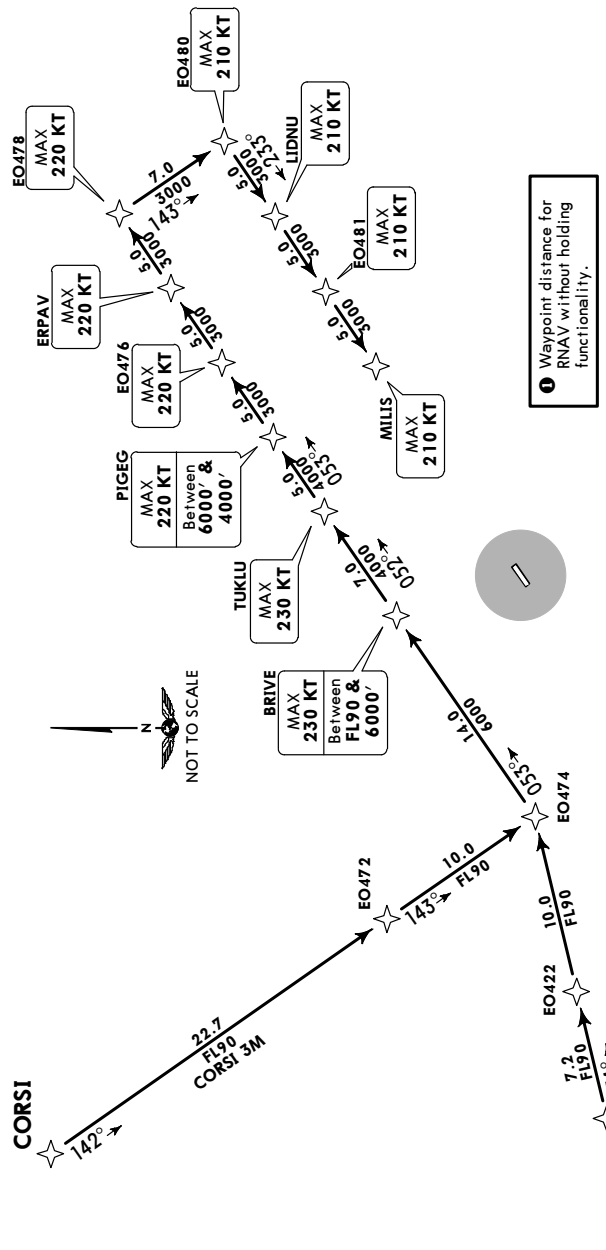
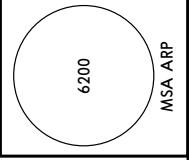
LIEO/OLB
COSTA SMERALDA

JEPPESEN
21 FEB 20 10-2D Eff 27 Feb

OLBIA, ITALY
RNAV STAR

ATIS 113.9 Apt Elev 37' Alt Set: hPa Trans level: By ATC Trans alt: 6000' RNAV 1.

CORSI 3M [CORS3M], MINKA 3M [MINK3M]
RWY 23 RNAV ARRIVALS
BY ATC



ROUTING

CORSI - EO472 - EO474 - BRIVE (K230; FL90; 6000+); - TUUKLU (K230); - PIGEG (K220; 6000; 4000+); - EO476 (K220); - ERPAV (K220); - EO478 (K220); - EO480 (K210); - LIDNU (K210); - EO481 (K210); - MILIS (K210); - MINKA - EO422 - EO474 - BRIVE (K230; FL90; 6000+); - TUUKLU (K230); - PIGEG (K220; 6000; 4000+); - EO476 (K220); - ERPAV (K220); - EO478 (K220); - EO480 (K210); - LIDNU (K210); - EO481 (K210); - MILIS (K210); -

STAR	ROUTING
CORSI 3M	CORSI - EO472 - EO474 - BRIVE (K230; FL90; 6000+); - TUUKLU (K230); - PIGEG (K220; 6000; 4000+); - EO476 (K220); - ERPAV (K220); - EO478 (K220); - EO480 (K210); - LIDNU (K210); - EO481 (K210); - MILIS (K210); -
MINKA 3M	MINKA - EO422 - EO474 - BRIVE (K230; FL90; 6000+); - TUUKLU (K230); - PIGEG (K220; 6000; 4000+); - EO476 (K220); - ERPAV (K220); - EO478 (K220); - EO480 (K210); - LIDNU (K210); - EO481 (K210); - MILIS (K210); -

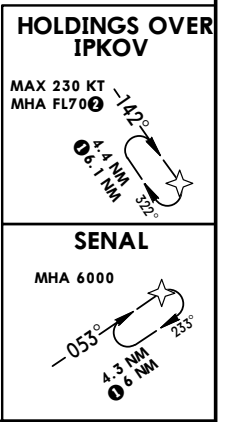
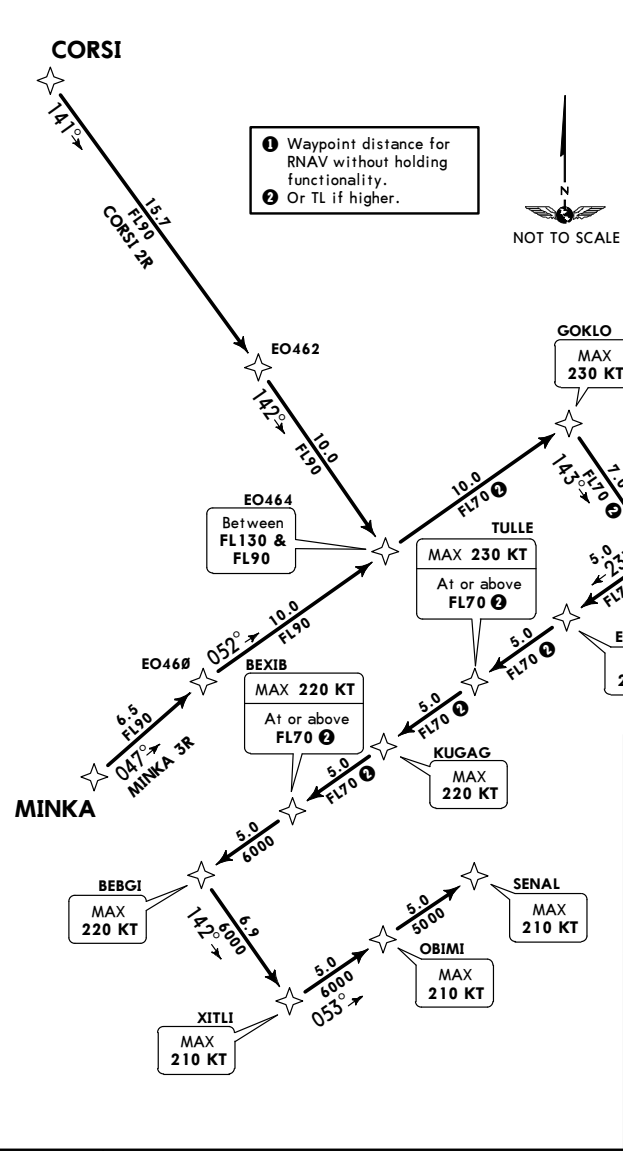
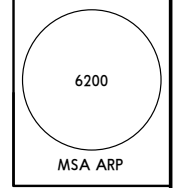
LIEO/OLB
COSTA SMERALDA

JEPPESEN
21 FEB 20 10-2E Eff 27 Feb

OLBIA, ITALY
RNAV STAR

ATIS 113.9 Apt Elev 37' Alt Set: hPa Trans level: By ATC Trans alt: 6000' RNAV 1.

CORSI 2R [CORS2R], MINKA 3R [MINK3R]
RWY 05 RNAV ARRIVALS



STAR

ROUTING

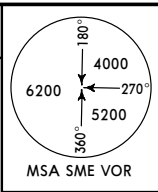
CORSI 2R	CORSI - EO462 - EO464 (FL130; FL90+); - GOKLO (K230); - IPKOV (K230); - EO466 (K230); - TULLE (K230; FL70+); - KUGAG (K220); - BEXIB (K220; FL70+); - BEBGI (K220); - XITLI (K210); - OBIMI (K210); - SENAL (K210); -
MINKA 3R	MINKA - EO460 - EO464 (FL130; FL90+); - GOKLO (K230); - IPKOV (K230); - EO466 (K230); - TULLE (K230; FL70+); - KUGAG (K220); - BEXIB (K220; FL70+); - BEBGI (K220); - XITLI (K210); - OBIMI (K210); - SENAL (K210); -

LIEO/OLB
COSTA SMERALDA

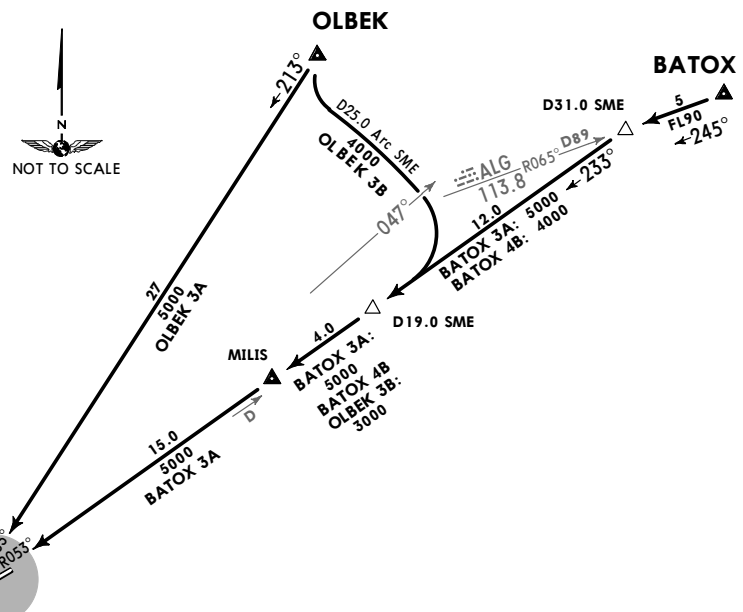
JEPPESEN
21 FEB 20 (10-2F) Eff 27 Feb

OLBIA, ITALY
STAR

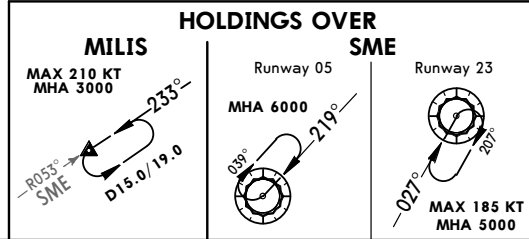
ATIS 113.9 Apt Elev 37' Alt Set: hPa Trans level: By ATC Trans alt: 6000'



BATOX 3A [BATO3A], BATOX 4B [BATO4B]
OLBEK 3A [OLBE3A], OLBEK 3B [OLBE3B]
ARRIVALS
BASED ON VOR
BY ATC
FOR ACFT NOT RNAV 1 EQUIPPED ONLY
SPEED: MAX 250 KT AT OR BELOW FL100



SMERALDA
113.9 SME
N40 53.4 E009 30.1



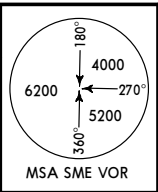
STAR	ROUTING
BATOX 3A	Intercept ALG R-065 inbound to D31.0 SME, turn LEFT, intercept SME R-053 inbound to SME.
BATOX 4B	Intercept ALG R-065 inbound to D31.0 SME, turn LEFT, intercept SME R-053 inbound to MILIS.
OLBEK 3A	Intercept SME R-033 inbound to SME.
OLBEK 3B	Turn LEFT, along D25.0 arc SME, when passing SME R-047 turn RIGHT, intercept SME R-053 inbound to MILIS.

LIEO/OLB
COSTA SMERALDA

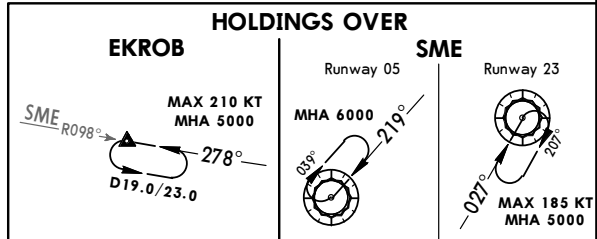
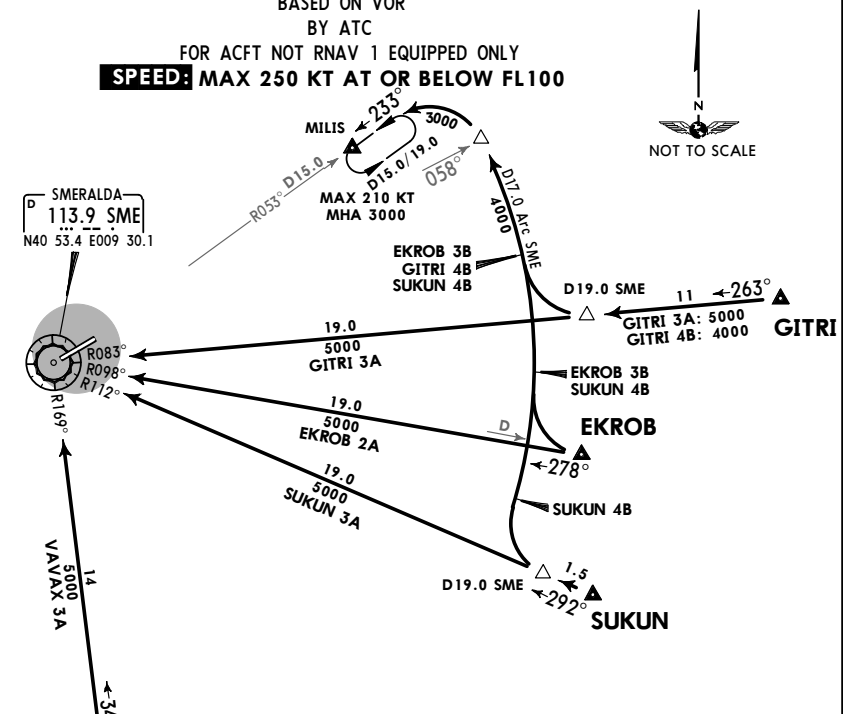
JEPPESEN
21 FEB 20 (10-2G) Eff 27 Feb

OLBIA, ITALY
STAR

ATIS 113.9 Apt Elev 37' Alt Set: hPa Trans level: By ATC Trans alt: 6000'



EKROB 2A [EKRO2A], EKROB 3B [EKRO3B]
GITRI 3A [GITR3A], GITRI 4B [GITR4B]
SUKUN 3A [SUKU3A], SUKUN 4B [SUKU4B]
VAVAX 3A [VAVA3A]
ARRIVALS
BASED ON VOR
BY ATC
FOR ACFT NOT RNAV 1 EQUIPPED ONLY
SPEED: MAX 250 KT AT OR BELOW FL100

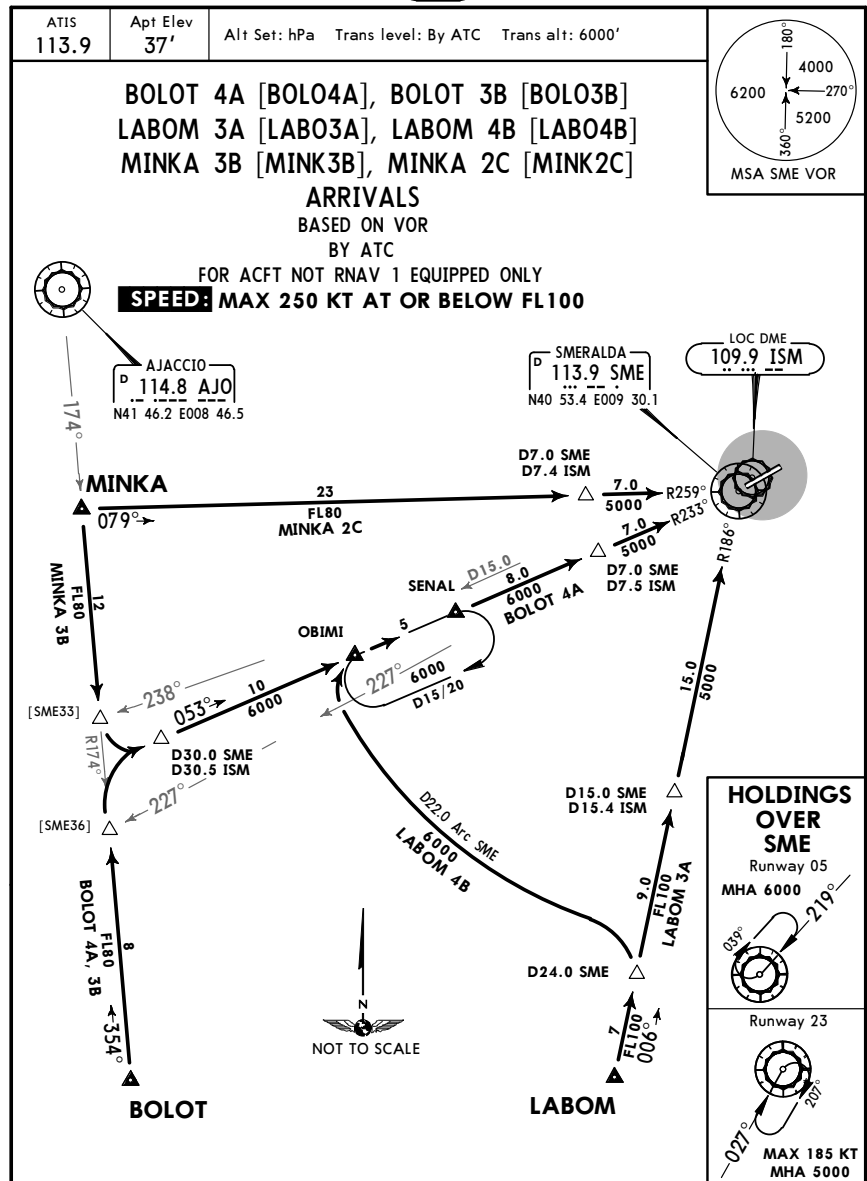


STAR	ROUTING
EKROB 2A	Intercept SME R-098 inbound to SME.
EKROB 3B	Turn RIGHT, along D17.0 Arc SME, when passing SME R-058 turn LEFT to MILIS.
GITRI 3A	Intercept SME R-083 inbound to SME.
GITRI 4B	Intercept SME R-083 inbound to D19.0 SME, turn RIGHT, along D17.0 Arc SME, when passing SME R-058 turn LEFT, intercept SME R-053 inbound to MILIS.
SUKUN 3A	Intercept SME R-112 inbound to SME.
SUKUN 4B	Intercept SME R-112 inbound to D19.0 SME, turn RIGHT, along D17.0 Arc SME, when passing SME R-058 turn LEFT, intercept SME R-053 inbound to MILIS.
VAVAX 3A	Intercept SME R-140 inbound to SME.

LIEO/OLB
COSTA SMERALDA

JEPPESEN
21 FEB 20 (10-2H) Eff 27 Feb

OLBIA, ITALY
STAR

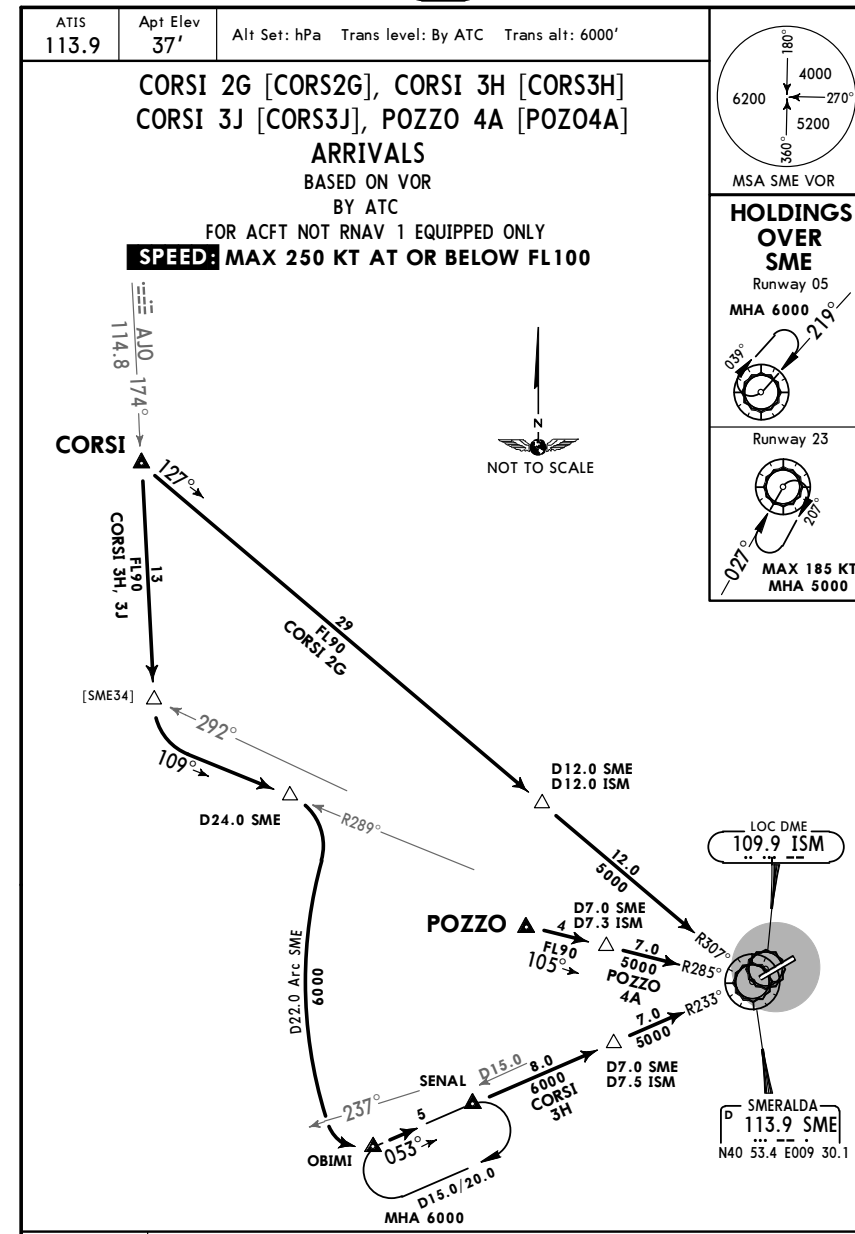


STAR	ROUTING
BOLOT 4A	Intercept AJO R-174 inbound, when passing SME R-227 turn RIGHT, intercept SME R-233 inbound via OBIMI and SENAL to SME.
BOLOT 3B	Intercept AJO R-174 inbound, when passing SME R-227 turn RIGHT, intercept SME R-233 inbound via OBIMI to SENAL.
LABOM 3A	Intercept SME R-186 inbound to SME.
LABOM 4B	Intercept SME R-186 inbound to D24.0 SME, turn LEFT, along D22.0 Arc SME, when passing SME R-227 turn RIGHT, intercept SME R-233 inbound via OBIMI to SENAL.
MINKA 3B	Intercept AJO R-174, when passing SME R-238, turn LEFT, intercept SME R-233 inbound via OBIMI to SENAL.
MINKA 2C	Intercept SME R-259 inbound to SME.

LIEO/OLB
COSTA SMERALDA

JEPPESEN
21 FEB 20 (10-2J) Eff 27 Feb

OLBIA, ITALY
STAR

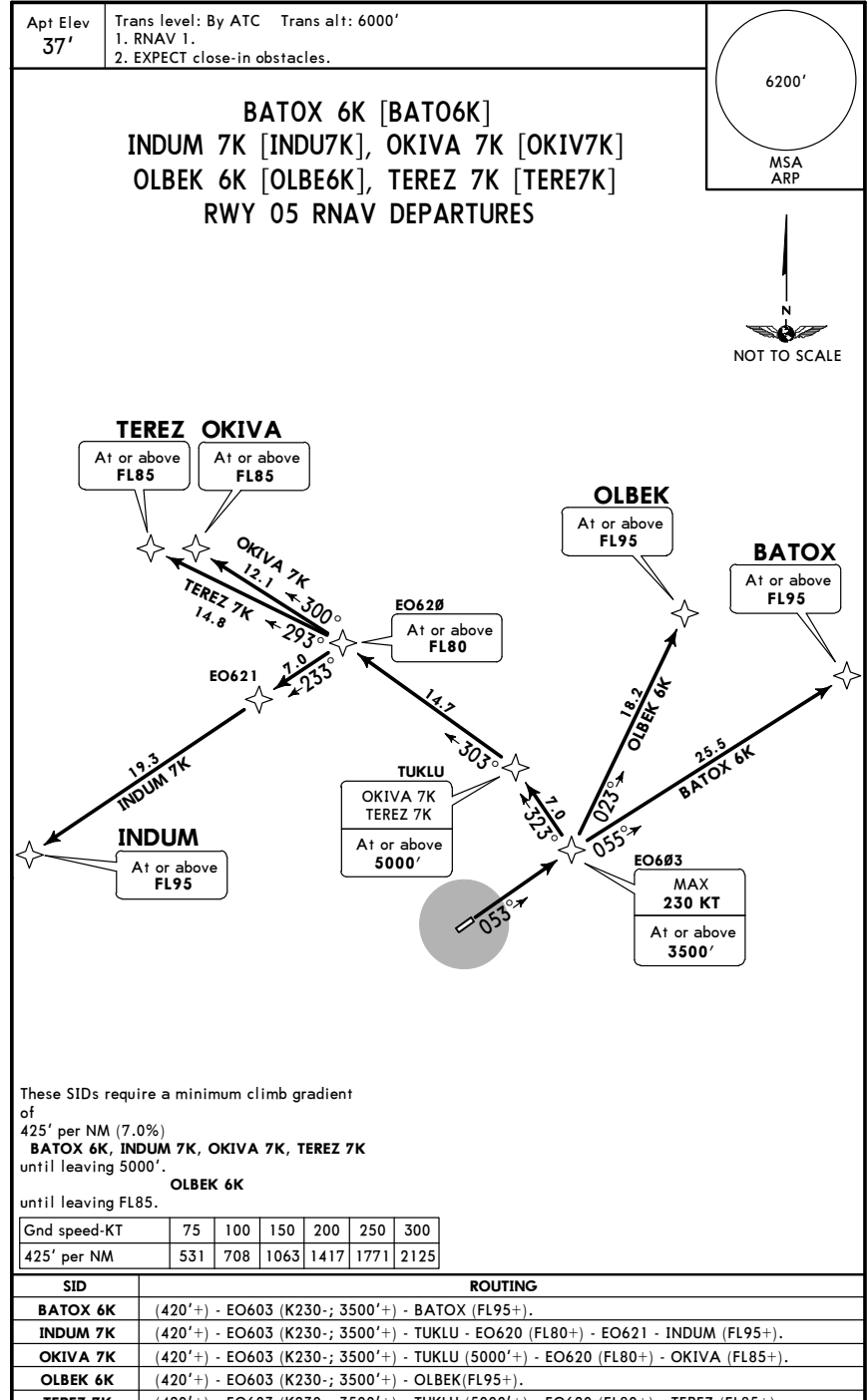


STAR	ROUTING
CORSI 2G	Intercept SME R-307 inbound to SME.
CORSI 3H	Intercept AJO R-174, when passing SME R-292 turn LEFT, intercept SME R-289 inbound to D24.0 SME, turn RIGHT, along D22.0 Arc SME, when passing SME R-237 turn LEFT, intercept SME R-233 inbound via OBIMI and SENAL to SME.
CORSI 3J	Intercept AJO R-174, when passing SME R-292 turn LEFT, intercept SME R-289 inbound to D24.0 SME, turn RIGHT, along D22.0 Arc SME, when passing SME R-237 turn LEFT, intercept SME R-233 inbound via OBIMI to SENAL.
POZZO 4A	Intercept SME R-289 inbound to SME.

LIEO/OLB
COSTA SMERALDA

JEPPESEN
21 FEB 20 10-3 Eff 27 Feb

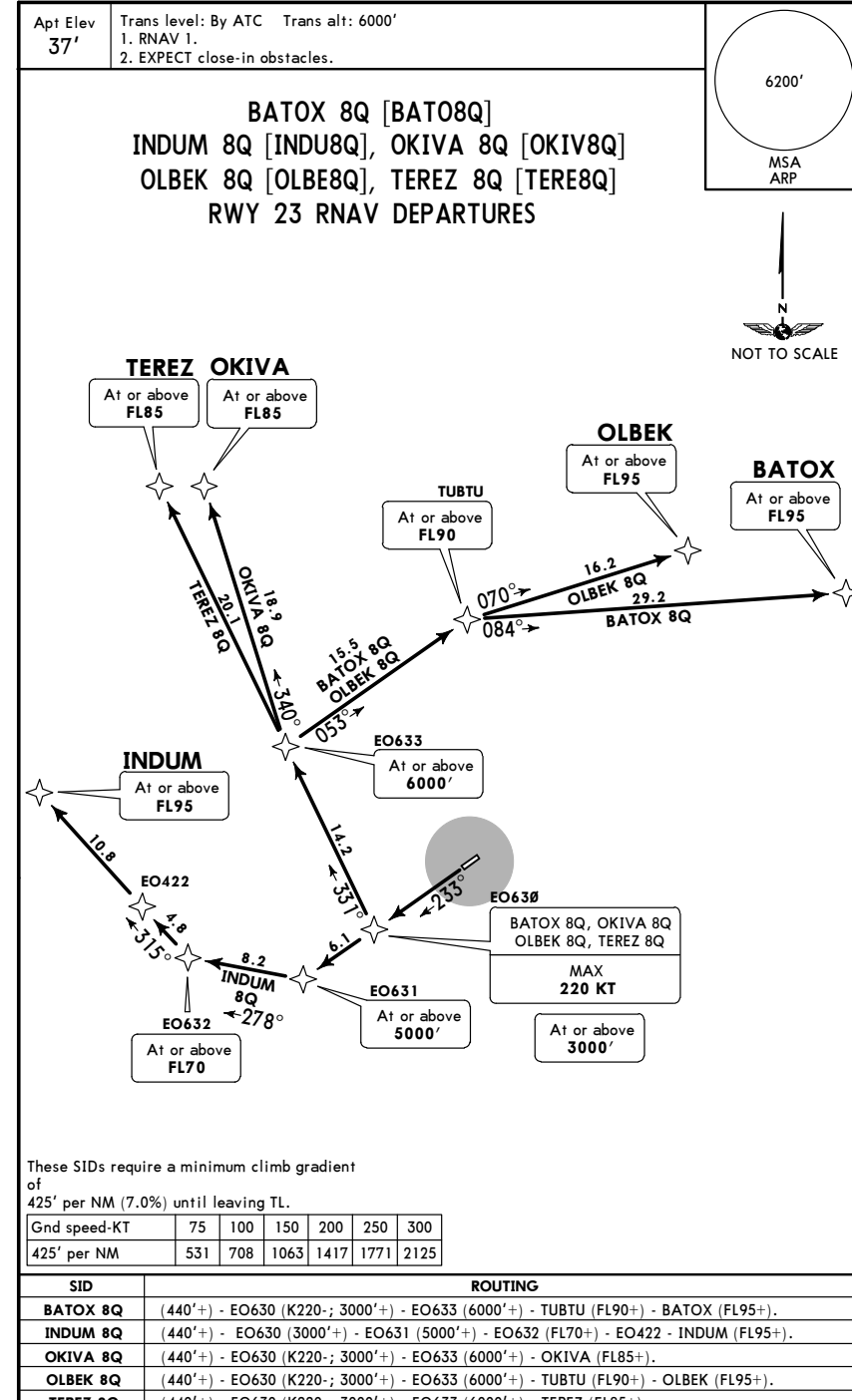
OLBIA, ITALY
RNAV SID



LIEO/OLB
COSTA SMERALDA

JEPPESEN
21 FEB 20 10-3A Eff 27 Feb

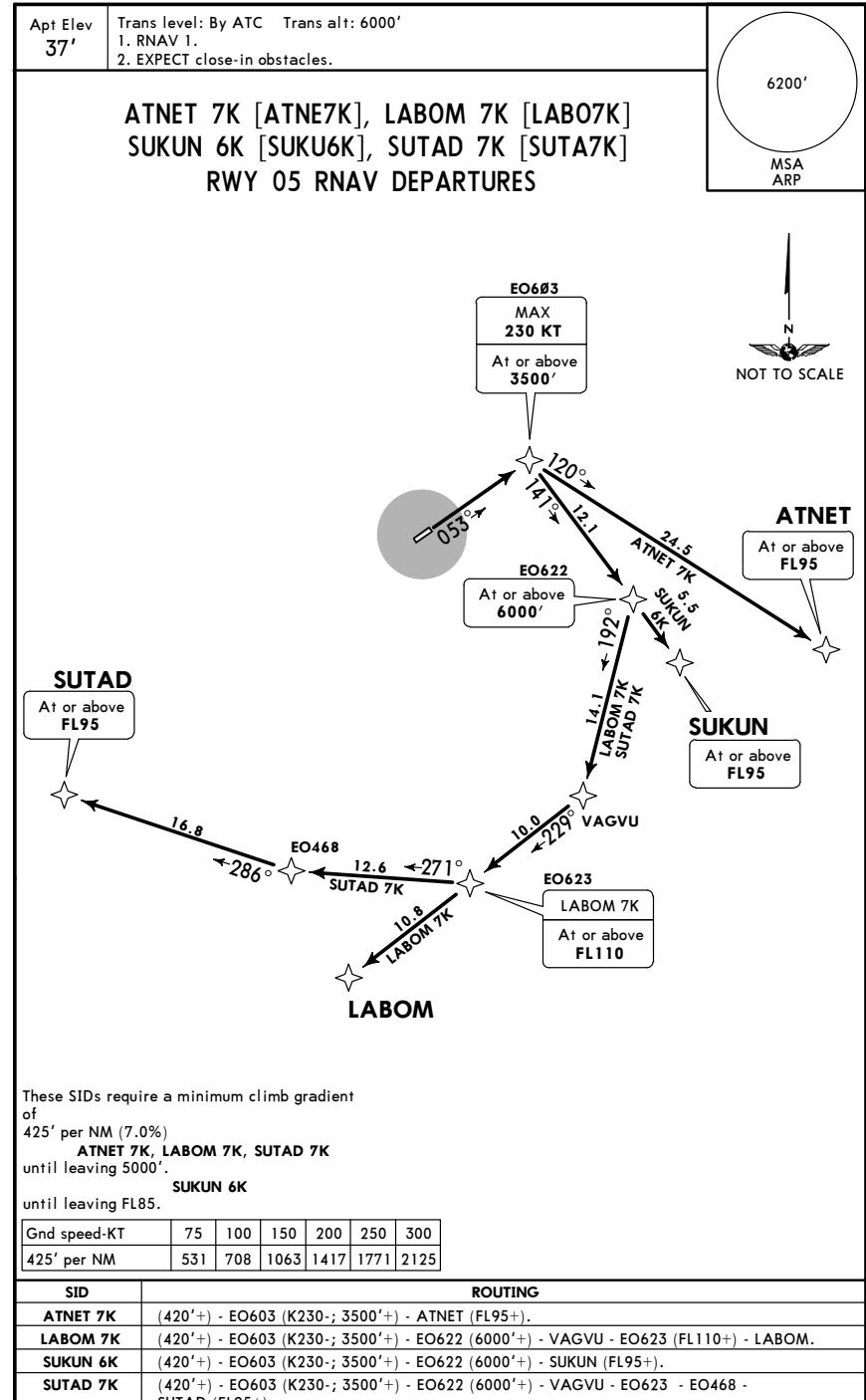
OLBIA, ITALY
RNAV SID



LIEO/OLB
COSTA SMERALDA

JEPPESEN
21 FEB 20 (10-3B) Eff 27 Feb

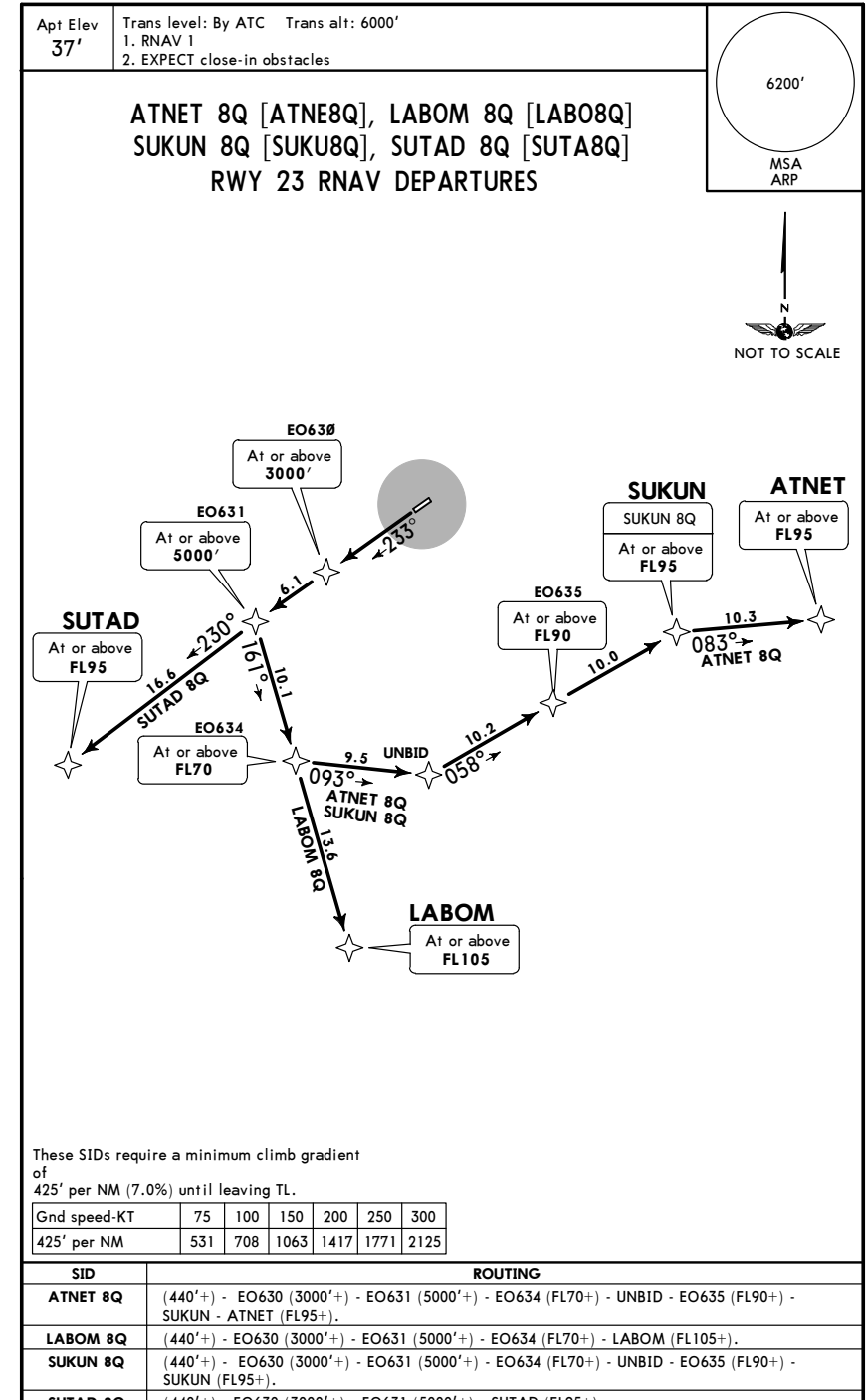
OLBIA, ITALY
RNAV SID



LIEO/OLB
COSTA SMERALDA

JEPPESEN
21 FEB 20 (10-3C) Eff 27 Feb

OLBIA, ITALY
RNAV SID

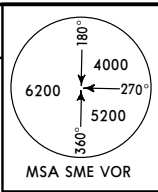


LIEO/OLB
COSTA SMERALDA

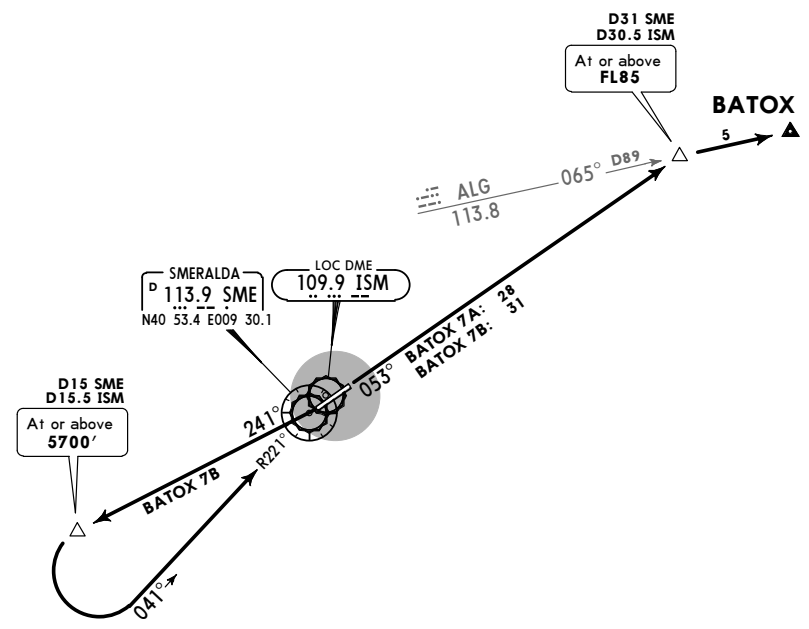
JEPPESEN
21 FEB 20 (10-3D) Eff 27 Feb

OLBIA, ITALY
SID

Apt Elev 37' Trans level: By ATC Trans alt: 6000' EXPECT close-in obstacles.



BATOX 7A [BAT07A]
BATOX 7B [BAT07B]
DEPARTURES
BY ATC
FOR ACFT NOT RNAV 1 EQUIPPED ONLY



These SIDs require minimum climb gradients of
Rwy 05: 419' per NM (6.9%) until leaving 3600'.
Rwy 23: 380' per NM until leaving 5700'.
 Pilots unable to comply with minimum climb gradient for runway 23 shall maintain VMC until leaving 5700' during daylight.

Gnd speed-KT	75	100	150	200	250	300
419' per NM	524	699	1048	1398	1747	2096
380' per NM	475	633	950	1267	1583	1900

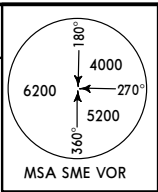
SID	RWY	ROUTING
BATOX 7A	05	Intercept SME R-053, intercept ALG R-065 to BATOX.
BATOX 7B	23	Intercept SME R-241 to D15 SME (D15.5 ISM), turn LEFT, intercept SME R-053 inbound to SME, SME R-065 to BATOX.

LIEO/OLB
COSTA SMERALDA

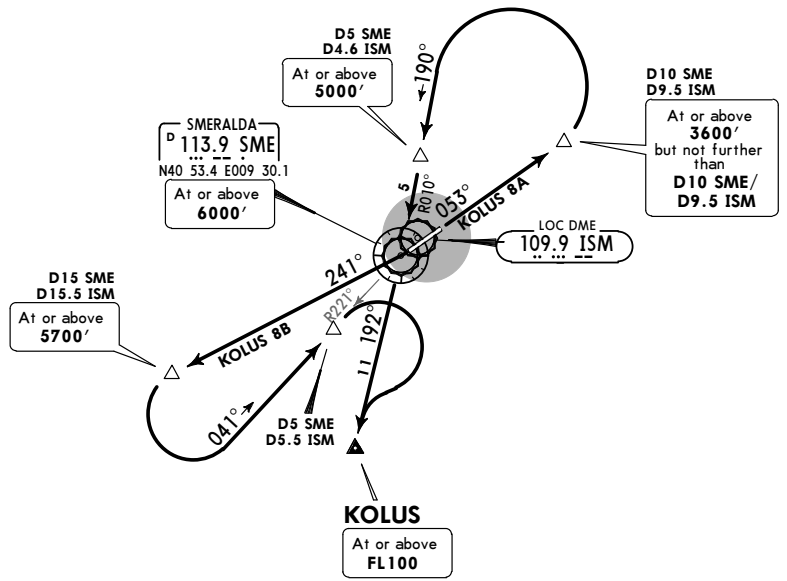
JEPPESEN
21 FEB 20 (10-3E) Eff 27 Feb

OLBIA, ITALY
SID

Apt Elev 37' Trans level: By ATC Trans alt: 6000' EXPECT close-in obstacles.



KOLUS 8A [KOLU8A], KOLUS 8B [KOLU8B]
DEPARTURES
BY ATC
FOR ACFT NOT RNAV 1 EQUIPPED ONLY



These SIDs require minimum climb gradients of
Rwy 05: 419' per NM (6.9%) until leaving 3600'.
Rwy 23: 380' per NM until leaving 5700'.
 Pilots unable to comply with minimum climb gradient for runway 23 shall maintain VMC until leaving 5700' during daylight.

Gnd speed-KT	75	100	150	200	250	300
419' per NM	524	699	1048	1398	1747	2096
380' per NM	475	633	950	1267	1583	1900

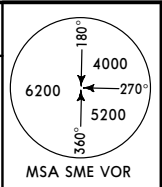
SID	RWY	ROUTING
KOLUS 8A	05	Intercept SME R-053, at or above 3600', but not further than D10 SME (D9.5 ISM) turn LEFT, intercept SME R-010 inbound to SME, SME R-192 to KOLUS.
KOLUS 8B	23	Intercept SME R-241 to D15 SME (D15.5 ISM) turn LEFT, intercept SME R-221 inbound, at D5 SME (D5.5 ISM) turn RIGHT, intercept SME R-192 to KOLUS.

LIEO/OLB
COSTA SMERALDA

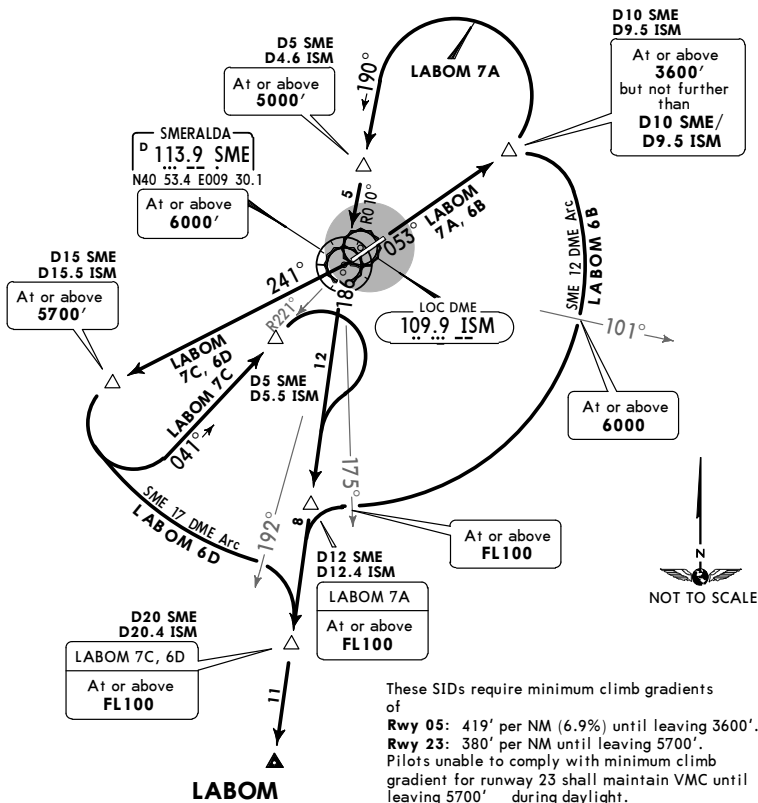
JEPPesen
21 FEB 20 (10-3F) Eff 27 Feb

OLBIA, ITALY
SID

Apt Elev 37' Trans level: By ATC Trans alt: 6000' EXPECT close-in obstacles.



LABOM 7A[LABO7A], LABOM 6B[LABO6B]
LABOM 7C[LABO7C], LABOM 6D[LABO6D]
DEPARTURES
BY ATC
FOR ACFT NOT RNAV 1 EQUIPPED ONLY



These SIDs require minimum climb gradients of
Rwy 05: 419' per NM (6.9%) until leaving 3600'.
Rwy 23: 380' per NM until leaving 5700'.
 Pilots unable to comply with minimum climb gradient for runway 23 shall maintain VMC until leaving 5700' during daylight.

Gnd speed-KT	75	100	150	200	250	300
419' per NM	524	699	1048	1398	1747	2096
380' per NM	475	633	950	1267	1583	1900

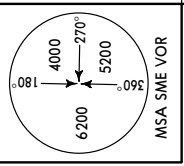
SID	RWY	ROUTING
LABOM 7A	05	Intercept SME R-053, at or above 3600', but not further than D10 SME (D9.5 ISM) turn LEFT, intercept SME R-010 inbound to SME, SME R-186 to LABOM.
LABOM 6B		Intercept SME R-053, at or above 3600', but not further than D10 SME (D9.5 ISM) turn RIGHT, along SME 12 DME arc, at SME R-175 turn LEFT, intercept SME R-186 to LABOM.
LABOM 7C	23	Intercept SME R-241 to D15 SME (D15.5 ISM), turn LEFT, intercept SME R-221 inbound, at D5 SME (D5.5 ISM) turn RIGHT, intercept SME R-186 to LABOM.
LABOM 6D		Intercept SME R-241 to D15 SME (D15.5 ISM), turn LEFT, along SME 17 DME arc, at SME R-192 turn RIGHT, intercept SME R-186 to LABOM.

LIEO/OLB
COSTA SMERALDA

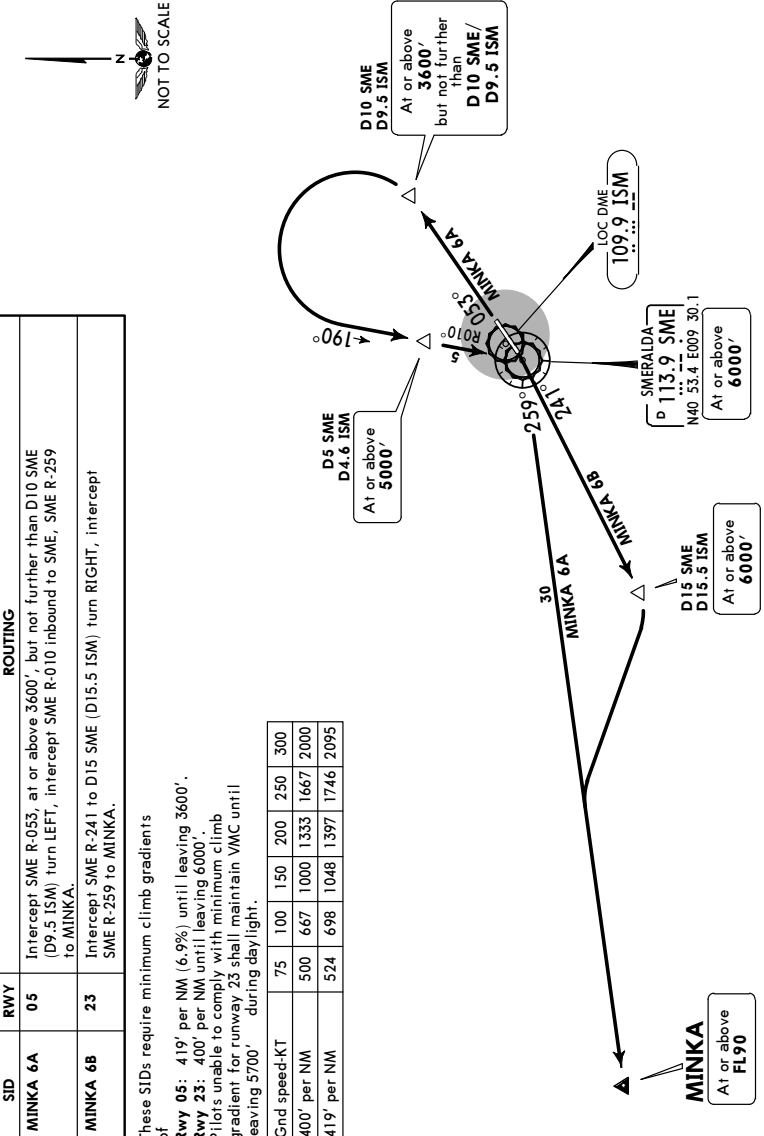
JEPPesen
21 FEB 20 (10-3G) Eff 27 Feb

OLBIA, ITALY
SID

Apt Elev 37' Trans level: By ATC Trans alt: 6000' EXPECT close-in obstacles.



MINKA 6A [MINK6A], MINKA 6B [MINK6B]
DEPARTURES
BY ATC
FOR ACFT NOT RNAV 1 EQUIPPED ONLY



ROUTING

SID	RWY	ROUTING
MINKA 6A	05	Intercept SME R-053, at or above 3600', but not further than D10 SME (D9.5 ISM) turn LEFT, intercept SME R-010 inbound to SME, SME R-259 to MINKA.
MINKA 6B	23	Intercept SME R-241 to D15 SME (D15.5 ISM) turn RIGHT, intercept SME R-259 to MINKA.

These SIDs require minimum climb gradients of
Rwy 05: 419' per NM (6.9%) until leaving 3600'.
Rwy 23: 400' per NM until leaving 6000'.
 Pilots unable to comply with minimum climb gradient for runway 23 shall maintain VMC until leaving 5700' during daylight.

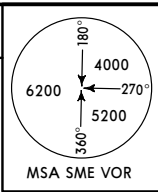
Gnd speed-KT	75	100	150	200	250	300
400' per NM	500	667	1000	1333	1667	2000
419' per NM	524	698	1048	1397	1746	2095

LIEO/OLB
COSTA SMERALDA

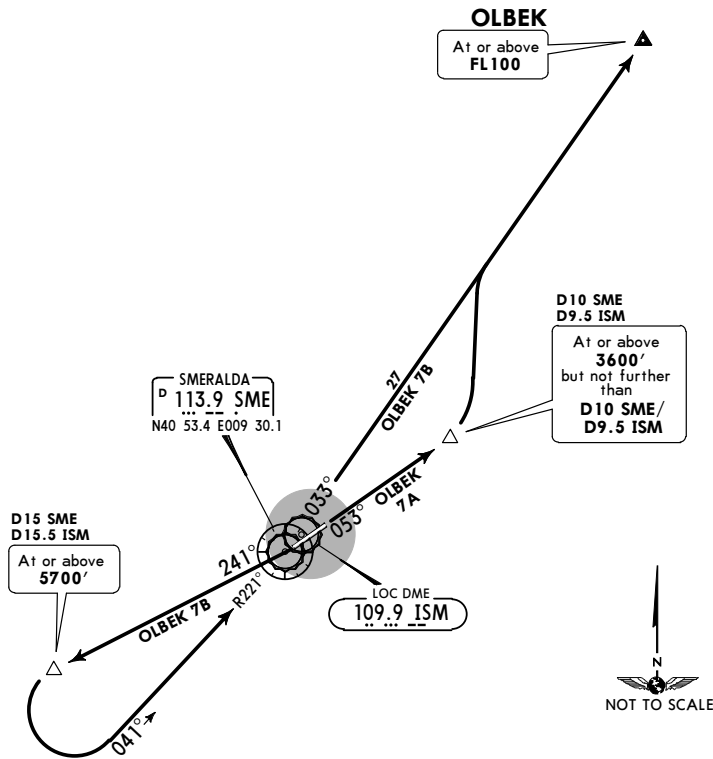
JEPPESEN
21 FEB 20 (10-3H) Eff 27 Feb

OLBIA, ITALY
SID

Apt Elev 37' Trans level: By ATC Trans alt: 6000' EXPECT close-in obstacles.



OLBEK 7A [OLBE7A], OLBEK 7B [OLBE7B]
DEPARTURES
BY ATC
FOR ACFT NOT RNAV 1 EQUIPPED ONLY



These SIDs require minimum climb gradients of
Rwy 05: 419' per NM (6.9%) until leaving 3600'.
Rwy 23: 380' per NM until leaving 5700'.
 Pilots unable to comply with minimum climb gradient for runway 23 shall maintain VMC until leaving 5700' during daylight.

Gnd speed-KT	75	100	150	200	250	300
419' per NM	524	699	1048	1398	1747	2096
380' per NM	475	633	950	1267	1583	1900

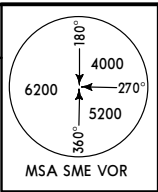
SID	RWY	ROUTING
OLBEK 7A	05	Intercept SME R-053, at or above 3600', but not further than D10 SME (D9.5 ISM) turn LEFT, intercept SME R-033 to OLBEK.
OLBEK 7B	23	Intercept SME R-241 to D15 SME (D15.5 ISM), turn LEFT, intercept SME R-221 inbound to SME, SME R-033 to OLBEK.

LIEO/OLB
COSTA SMERALDA

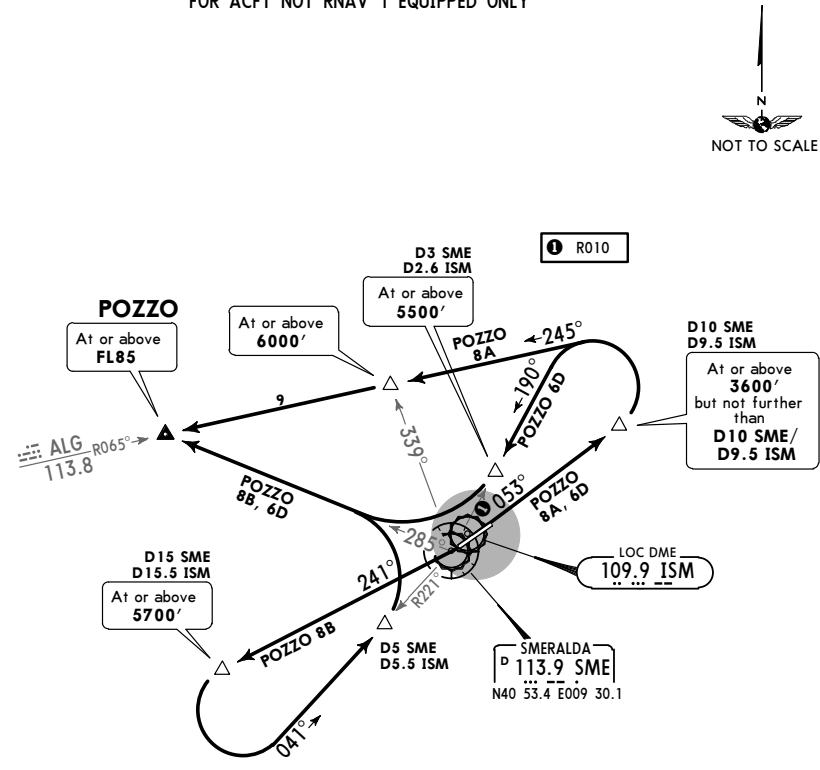
JEPPESEN
21 FEB 20 (10-3J) Eff 27 Feb

OLBIA, ITALY
SID

Apt Elev 37' Trans level: By ATC Trans alt: 6000' EXPECT close-in obstacles.



POZZO 8A [POZO8A], POZZO 8B [POZO8B]
POZZO 6D [POZO6D]
DEPARTURES
BY ATC
FOR ACFT NOT RNAV 1 EQUIPPED ONLY



These SIDs require minimum climb gradients of
Rwy 05: 419' per NM (6.9%) until leaving 3600'.
Rwy 23: 380' per NM until leaving 5700'.
 Pilots unable to comply with minimum climb gradient for runway 23 shall maintain VMC until leaving 5700' during daylight.

Gnd speed-KT	75	100	150	200	250	300
419' per NM	524	699	1048	1398	1747	2096
380' per NM	475	633	950	1267	1583	1900

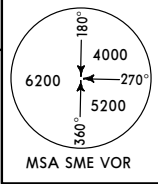
SID	RWY	ROUTING
POZZO 8A	05	Intercept SME R-053, at or above 3600', but not further than D10 SME (D9.5 ISM) turn LEFT, intercept ALG R-065 inbound to POZZO.
POZZO 8B	23	Intercept SME R-241 to D15 SME (D15.5 ISM), turn LEFT, intercept SME R-221 inbound, at D5 SME (D5.5 ISM) turn LEFT, intercept SME R-285 to POZZO.
POZZO 6D	05	Intercept SME R-053, at or above 3600', but not further than D10 SME (D9.5 ISM) turn LEFT, intercept SME R-010 inbound to D3 SME (D2.6 ISM), turn RIGHT, intercept SME R-285 to POZZO.

LIEO/OLB
COSTA SMERALDA

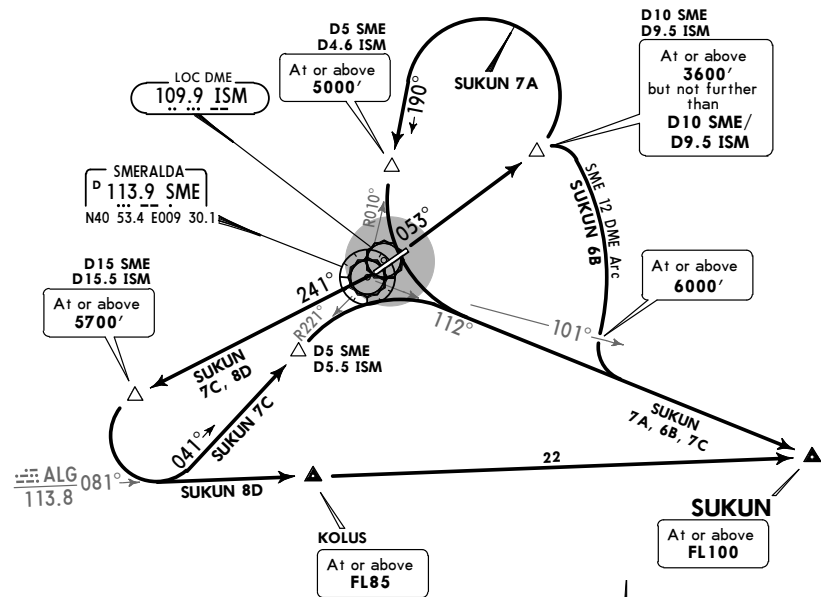
21 FEB 20 **10-3K** Eff 27 Feb

OLBIA, ITALY
SID

Apt Elev 37' Trans level: By ATC Trans alt: 6000' EXPECT close-in obstacles.



SUKUN 7A [SUKU7A], SUKUN 6B [SUKU6B]
SUKUN 7C [SUKU7C], SUKUN 8D [SUKU8D]
DEPARTURES
BY ATC
FOR ACFT NOT RNAV 1 EQUIPPED ONLY



These SIDs require minimum climb gradients of
Rwy 05: 419' per NM (6.9%) until leaving 3600'.
Rwy 23: 380' per NM until leaving 5700'.
 Pilots unable to comply with minimum climb gradient for runway 23 shall maintain VMC until leaving 5700' during daylight.

Gnd speed-KT	75	100	150	200	250	300
419' per NM	524	699	1048	1398	1747	2096
380' per NM	475	633	950	1267	1583	1900

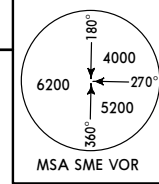
SID	RWY	ROUTING
SUKUN 7A	05	Intercept SME R-053, at or above 3600', but not further than D10 SME (D9.5 ISM) turn LEFT, intercept SME R-010 inbound, at D5 SME (D4.6 ISM) turn LEFT, intercept SME R-112 to SUKUN.
SUKUN 6B		Intercept SME R-053, at or above 3600', but not further than D10 SME (D9.5 ISM) turn RIGHT, along SME 12 DME arc, when passing SME R-101 turn LEFT, intercept SME R-112 to SUKUN.
SUKUN 7C	23	Intercept SME R-241 to D15 SME (D15.5 ISM), turn LEFT, intercept SME R-221 inbound, at D5 SME (D5.5 ISM) turn RIGHT, intercept SME R-112 to SUKUN.
SUKUN 8D		Intercept SME R-241 to D15 SME (D15.5 ISM), turn LEFT, intercept ALG R-065 to POZZO to TEREZ.

LIEO/OLB
COSTA SMERALDA

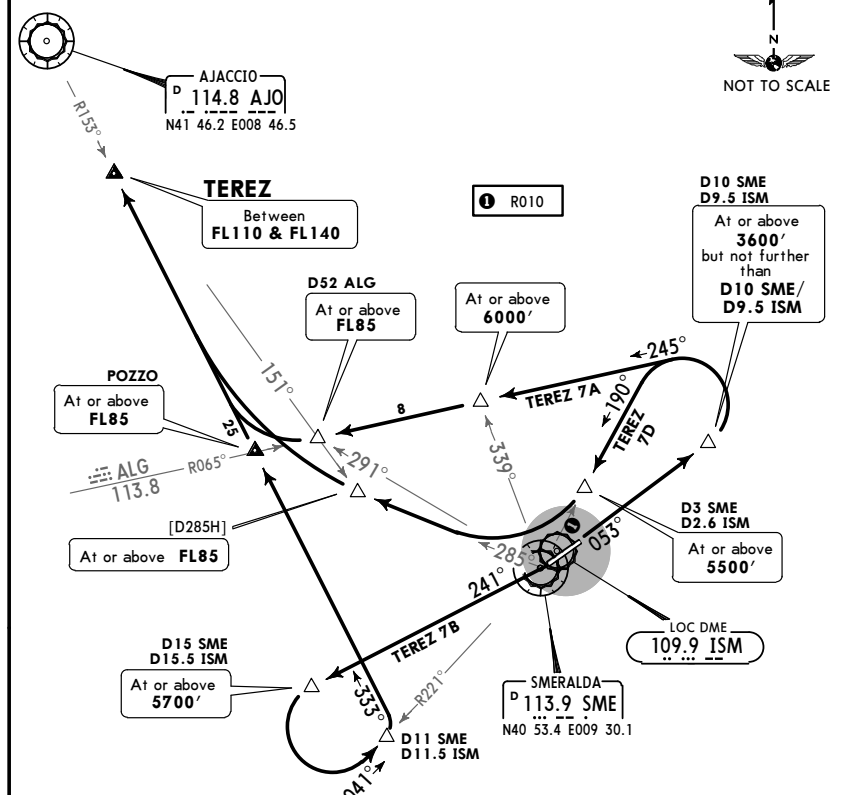
21 FEB 20 **10-3L** Eff 27 Feb

OLBIA, ITALY
SID

Apt Elev 37' Trans level: By ATC Trans alt: 6000' EXPECT close-in obstacles.



TEREZ 7A [TERE7A], TEREZ 7B [TERE7B]
TEREZ 7D [TERE7D]
DEPARTURES
BY ATC
FOR ACFT NOT RNAV 1 EQUIPPED ONLY



These SIDs require minimum climb gradients of
Rwy 05: 419' per NM (6.9%) until leaving 3600'.
Rwy 23: 380' per NM until leaving 5700'.
 Pilots unable to comply with minimum climb gradient for runway 23 shall maintain VMC until leaving 5700' during daylight.

Gnd speed-KT	75	100	150	200	250	300
419' per NM	524	699	1048	1398	1747	2096
380' per NM	475	633	950	1267	1583	1900

SID	RWY	ROUTING
TEREZ 7A	05	Intercept SME R-053, at or above 3600', but not further than D10 SME (D9.5 ISM) turn LEFT, intercept ALG R-065 inbound, when passing SME R-291 (AJO R-151) turn RIGHT, intercept AJO R-153 inbound to TEREZ.
TEREZ 7B	23	Intercept SME R-241 to D15 SME (D15.5 ISM), turn LEFT, intercept SME R-221 inbound, at D11 SME (D11.5 ISM) turn LEFT, intercept AJO R-153 inbound via POZZO to TEREZ.
TEREZ 7D	05	Intercept SME R-053, at or above 3600', but not further than D10 SME (D9.5 ISM) turn LEFT, intercept SME R-010 inbound, at D3 SME (D2.6 ISM) turn RIGHT, intercept SME R-285 towards POZZO, at AJO R-151 turn RIGHT, intercept AJO R-153 inbound to TEREZ.

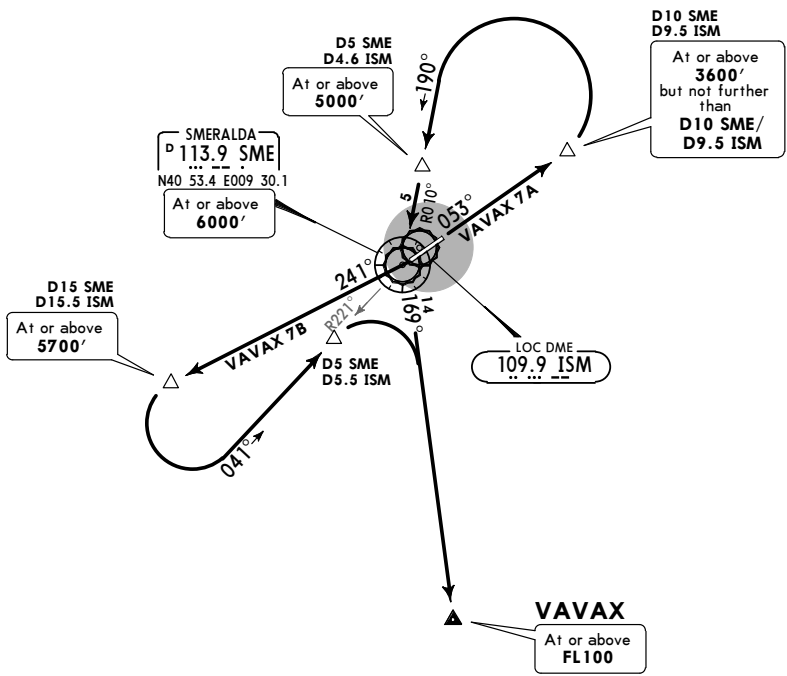
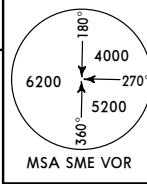
LIEO/OLB
COSTA SMERALDA

JEPPESEN
21 FEB 20 10-3M Eff 27 Feb

OLBIA, ITALY
SID

Apt Elev 37' Trans level: By ATC Trans alt: 6000' EXPECT close-in obstacles.

VAVAX 7A [VAVA7A], VAVAX 7B [VAVA7B]
DEPARTURES
BY ATC
FOR ACFT NOT RNAV 1 EQUIPPED ONLY



These SIDs require minimum climb gradients of
Rwy 05: 419' per NM (6.9%) until leaving 3600'.
Rwy 23: 380' per NM until leaving 5700'.
 Pilots unable to comply with minimum climb gradient for runway 23 shall maintain VMC until leaving 5700' during daylight.

Gnd speed-KT	75	100	150	200	250	300
419' per NM	524	699	1048	1398	1747	2096
380' per NM	475	633	950	1267	1583	1900

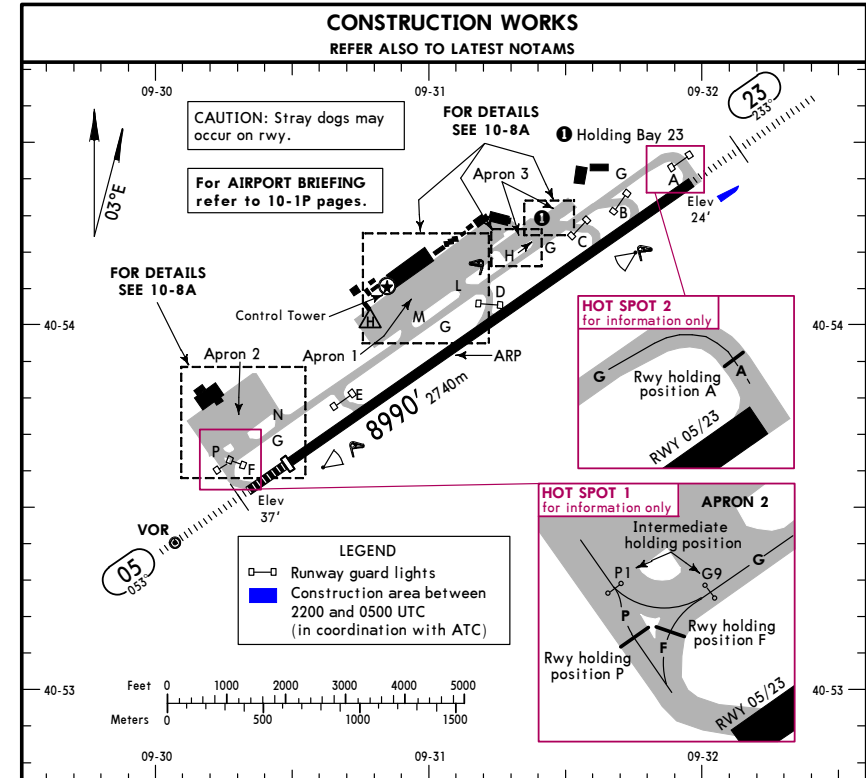


SID	RWY	ROUTING
VAVAX 7A	05	Intercept SME R-053, at or above 3600, but not further than D10 SME (D9.5 ISM) turn LEFT, intercept SME R-010 inbound to SME, SME R-169 to VAVAX.
VAVAX 7B	23	Intercept SME R-241 to D15 SME (D15.5 ISM) turn LEFT, intercept SME R-221 inbound, at D5 SME (D5.5 ISM) turn RIGHT, intercept SME R-169 to VAVAX.

LIEO/OLB

JEPPESEN
29 OCT 21 10-8 Eff 4 Nov

OLBIA, ITALY
COSTA SMERALDA



RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS			TAKE-OFF	WIDTH
	RL (60m)	CL (30m)	HIALS	CGL PAPI (3.5°)	Threshold	Landing Beyond	Glide Slope		
05	RL (60m)	CL (30m)	HIALS	CGL PAPI (3.5°)	RVR	8189'	2496m		148'
23	RL (60m)	CL (30m)	ALS	PAPI (3.0°)	RVR			2	45m

2 TAKE-OFF RUN AVAILABLE

RWY 05:	From rwy head	8990' (2740m)	RWY 23:	From rwy head	8990' (2740m)
twy E int	6791' (2070m)		twy B int	8012' (2442m)	
twy D int	4203' (1281m)		twy C int	7211' (2198m)	
			twy D int	5023' (1531m)	

LOW VISIBILITY PROCEDURES

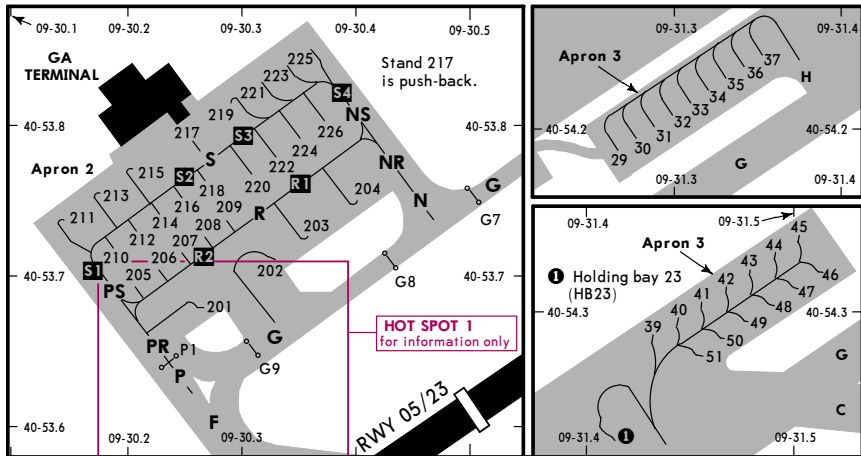
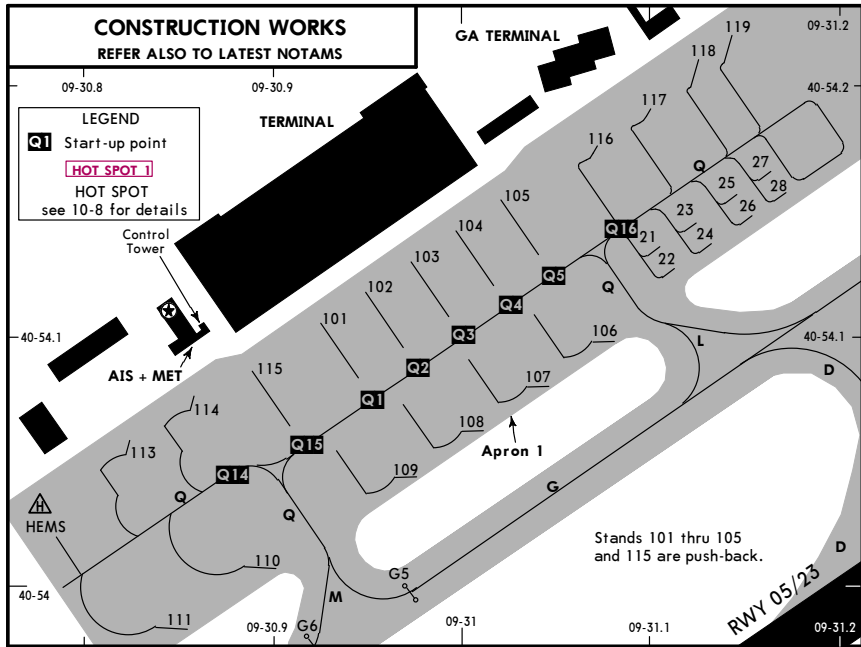
GENERAL:
 - TWYs B, C, D and E not available.
 DEPARTURE RWY 05:
 - Departing ACFT shall enter the RWY via TWY F and P.
 - vacate the RWY via TWY A in case of aborted take-off.
 For further LVP restrictions refer to 10-1P pages.

Standard	TAKE-OFF
Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
400m	500m

LIEO/OLB

JEPPESEN
29 OCT 21 (10-8A) Eff 4 Nov

OLBIA, ITALY
COSTA SMERALDA



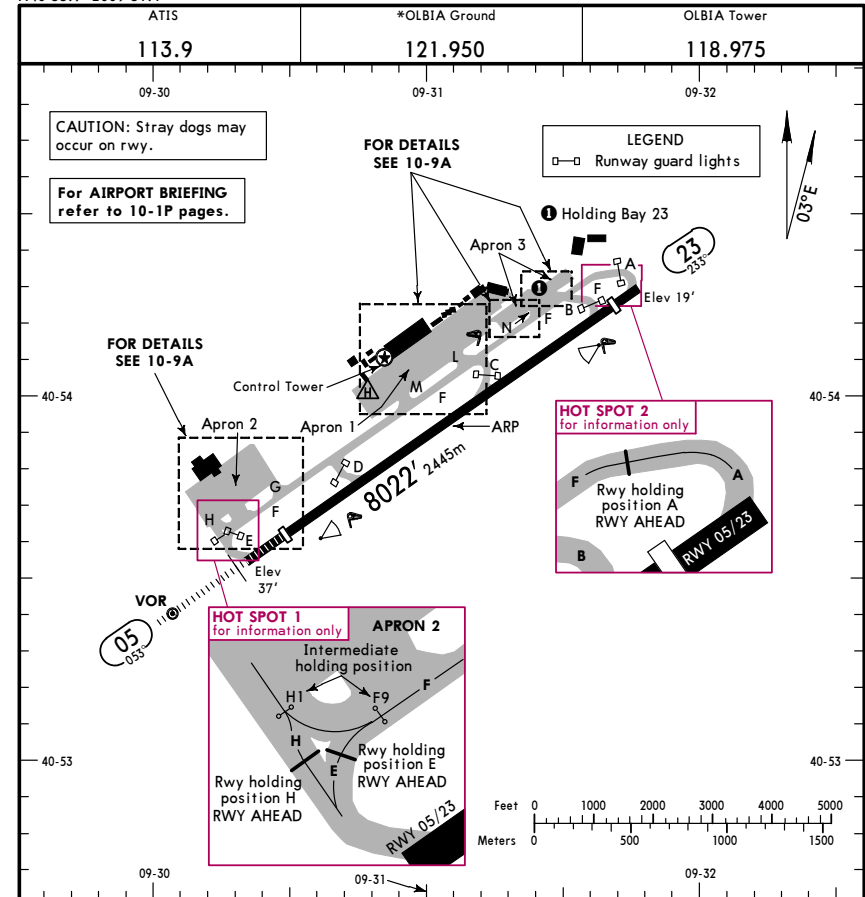
STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES
Apron 1					
21, 22	N40 54.1 E009 31.1	116 thru 118	N40 54.2 E009 31.1	214	N40 53.7 E009 30.2
23 thru 28	N40 54.2 E009 31.2	119	N40 54.2 E009 31.2	215	N40 53.8 E009 30.2
101, 102	N40 54.1 E009 30.9	Apron 2			
103	N40 54.1 E009 31.0	201, 202	N40 53.7 E009 30.3	216	N40 53.7 E009 30.2
104, 105	N40 54.2 E009 31.0	203	N40 53.7 E009 30.3	217	N40 53.8 E009 30.2
106	N40 54.1 E009 31.1	204	N40 53.7 E009 30.4	225	N40 53.9 E009 30.3
107, 108	N40 54.1 E009 31.0	205 thru 208	N40 53.7 E009 30.2	226	N40 53.8 E009 30.4
109	N40 54.0 E009 31.0	209	N40 53.7 E009 30.3	Apron 3	
110	N40 54.0 E009 30.9	210	N40 53.7 E009 30.2	29 thru 36	N40 54.2 E009 31.3
111	N40 54.0 E009 30.8	211	N40 53.7 E009 30.1	37	N40 54.2 E009 31.4
113, 114	N40 54.1 E009 30.8	212	N40 53.7 E009 30.2	HB23, 39	N40 54.3 E009 31.4
115	N40 54.1 E009 30.8	213	N40 53.7 E009 30.2		

LIEO/OLB

Apt Elev 37'
N40 53.9 E009 31.1

JEPPESEN
14 FEB 20 (10-9) Eff 27 Feb

OLBIA, ITALY
COSTA SMERALDA



RWY	ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH		
	RL (60m)	CL (30m)	HIALS	CGL	PAPI (3.5°)	RVR	Threshold	Glide Slope				
05							7221'	2201m	6310'	1923m	2	148'
23							7533'	2296m	6622'	2018m		45m

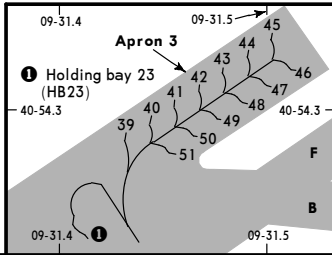
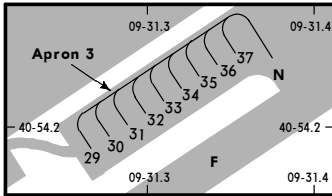
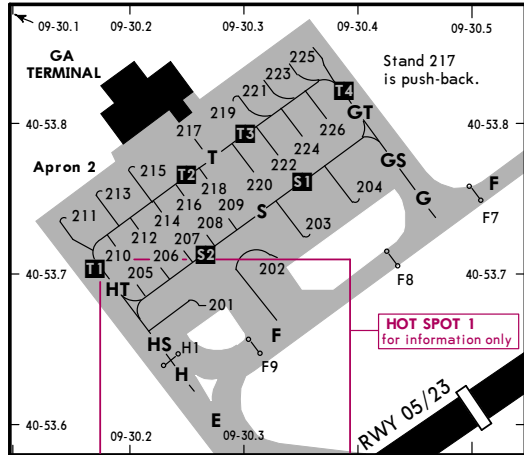
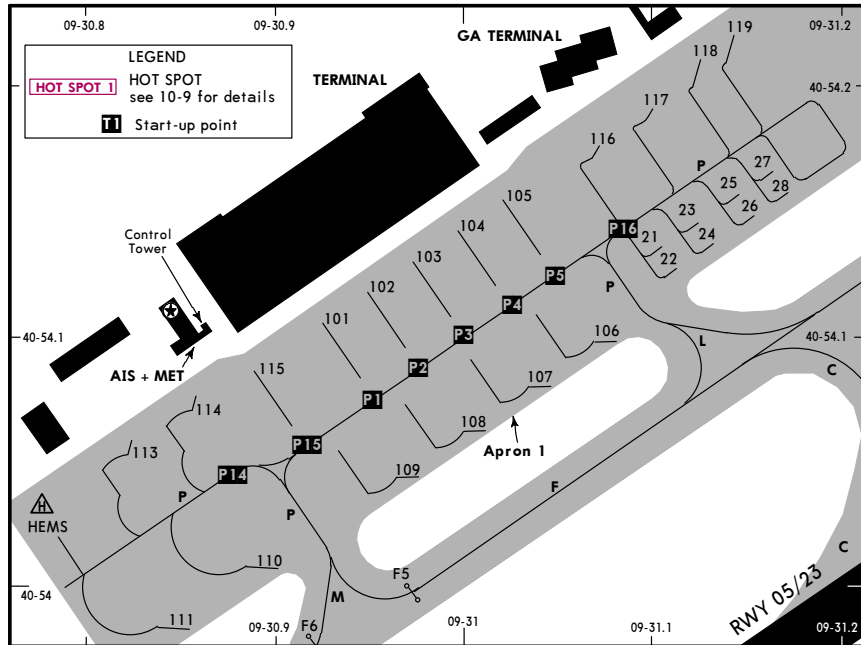
2 TAKE-OFF RUN AVAILABLE		RWY 23:	
RWY 05:		From rwy head	8022' (2445m)
twy D int	5246' (1599m)	twy B int	6818' (2078m)
twy C int	2785' (849m)	twy C int	4396' (1340m)

Standard	TAKE-OFF
	Day: RL or RCLM Night: RL
A	Adequate vis ref (Day only)
B	
C	400m
D	500m

LIEO/OLB

JEPPESEN
14 FEB 20 (10-9A) Eff 27 Feb

OLBIA, ITALY
COSTA SMERALDA



STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES	
Apron 1						
21, 22	N40 54.1 E009 31.1	116 thru 118	N40 54.2 E009 31.1	214	N40 53.7 E009 30.2	
23 thru 28	N40 54.2 E009 31.2	119	N40 54.2 E009 31.2	215	N40 53.8 E009 30.2	
101, 102	N40 54.1 E009 30.9	Apron 2				
103	N40 54.1 E009 31.0	201, 202	N40 53.7 E009 30.3	216	N40 53.7 E009 30.2	
104, 105	N40 54.2 E009 31.0	203	N40 53.7 E009 30.3	217	N40 53.8 E009 30.2	
106	N40 54.1 E009 31.1	204	N40 53.7 E009 30.4	225	N40 53.9 E009 30.3	
107, 108	N40 54.1 E009 31.0	205 thru 208	N40 53.7 E009 30.2	226	N40 53.8 E009 30.4	
109	N40 54.0 E009 31.0	209	N40 53.7 E009 30.3	Apron 3		
110	N40 54.0 E009 30.9	210	N40 53.7 E009 30.2	29 thru 36	N40 54.2 E009 31.3	
111	N40 54.0 E009 30.8	211	N40 53.7 E009 30.1	37	N40 54.2 E009 31.4	
113, 114	N40 54.1 E009 30.8	212	N40 53.7 E009 30.2	HB23, 39	N40 54.3 E009 31.4	

LIEO/OLB
COSTA SMERALDA

JEPPESEN
14 FEB 20 (11-1) Eff 27 Feb

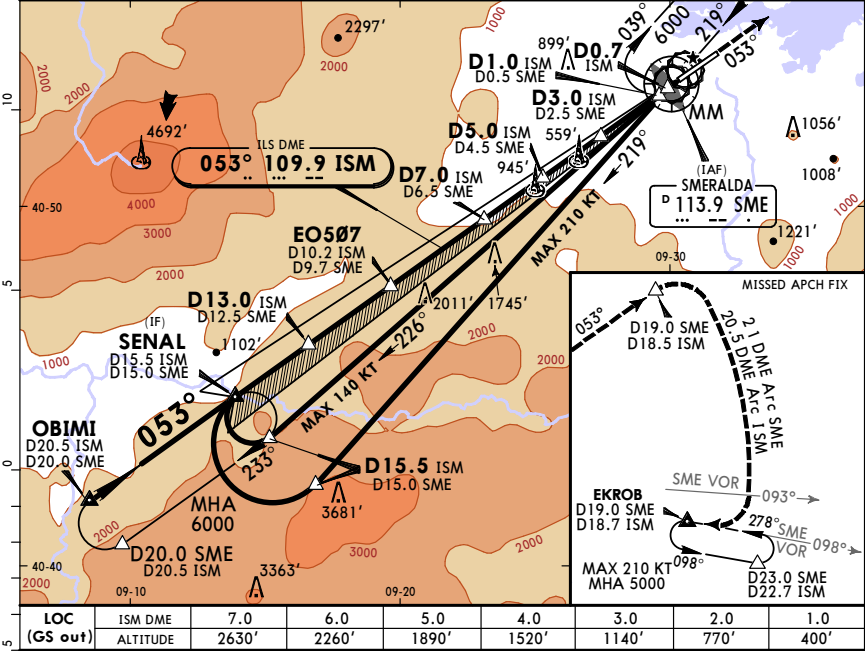
OLBIA, ITALY
ILS or LOC Rwy 05

ATIS 113.9		ROMA Radar (APP) 125.950		OLBIA Tower 118.975		*Ground 121.950	
LOC ISM	Final ApcH Crs	D5.0 ISM 1885' (1849')		ILS DA(H) Refer to Minimums		Apt Elev 37' Rwy 36'	
109.9		053°		1885'		3600'	

MISSED APCH: Proceed on R-053 SME climbing to 5000'. Cross D19.0 SME/D18.5 ISM at 2500' or above, then turn RIGHT to join and follow 21 DME Arc SME/20.5 DME Arc ISM to EKROB and hold.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'

1. DME required. 2. During night hours, PAPI indication mandatory.



LOC (GS out)	ISM DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2630'	2260'	1890'	1520'	1140'	770'	400'

Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or LOC Descent Angle	3.50°	434	557	619	743	867	991	

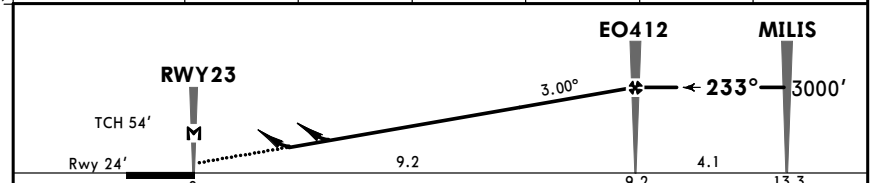
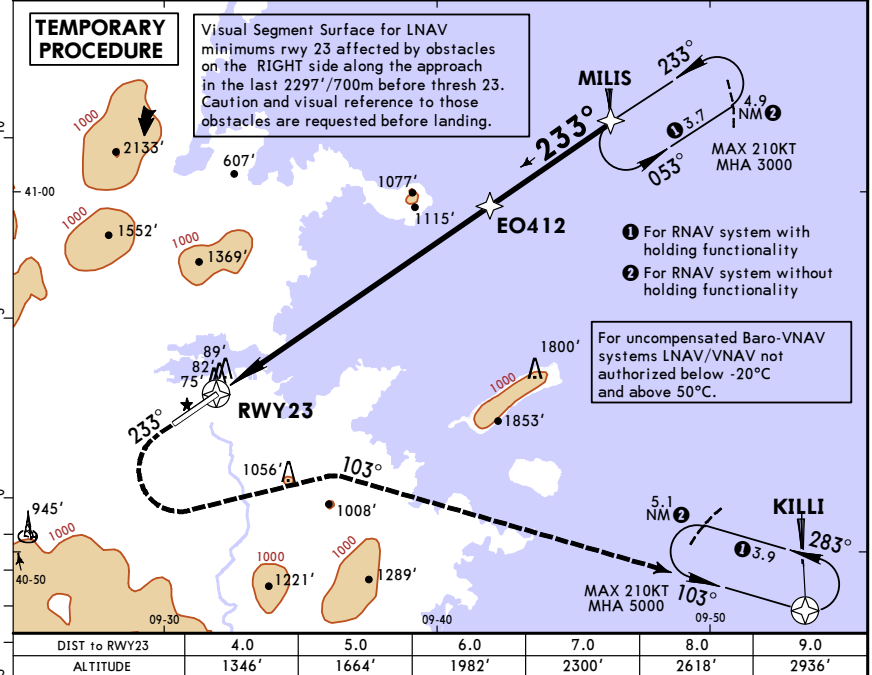
Standard STRAIGHT-IN LANDING RWY 05		CIRCLE-TO-LAND	
DA(H) A: 310' (274') C: 330' (294')	LOC (GS out) CDFA	Not authorized Northwest of airport	
B: 320' (284') D: 340' (304')	DA/MDA(H) 640' (604')	WARNING: DAY & VMC only NIGHT	
A RVR 600m I	ALS out	Max Kts	1200' (1163') 5.0 km
B RVR 650m I	RVR 1300m	100	1600' (1563') 5.0 km
C RVR 700m I	RVR 1400m	135	1960' (1923') 5.0 km
	RVR 1500m	180	
	RVR 2100m	205	
	RVR 2400m		

Autopilot or HUD to DA is not used.

LIEO/OLB
COSTA SMERALDA
OLBIA, ITALY
RNP Y Rwy 23

JEPPesen
 2 JUL 21 (12-01) Eff 15 Jul

ATIS 113.9		ROMA Radar (APP) 125.950	OLBIA Tower 118.975	*Ground 121.950
RNAV	Final ApcH Crs 233°	EO412 3000' (2976')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 37' Rwy 24'
MISSED APCH: Proceed on track 233° climbing to 5000'. At 1050', not before RWY23, turn LEFT (MAX 185 KT) on track 103° to KILLI and join holding.				
RNP apch. Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'				MSA ARP



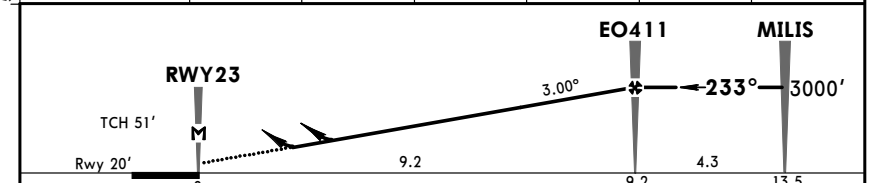
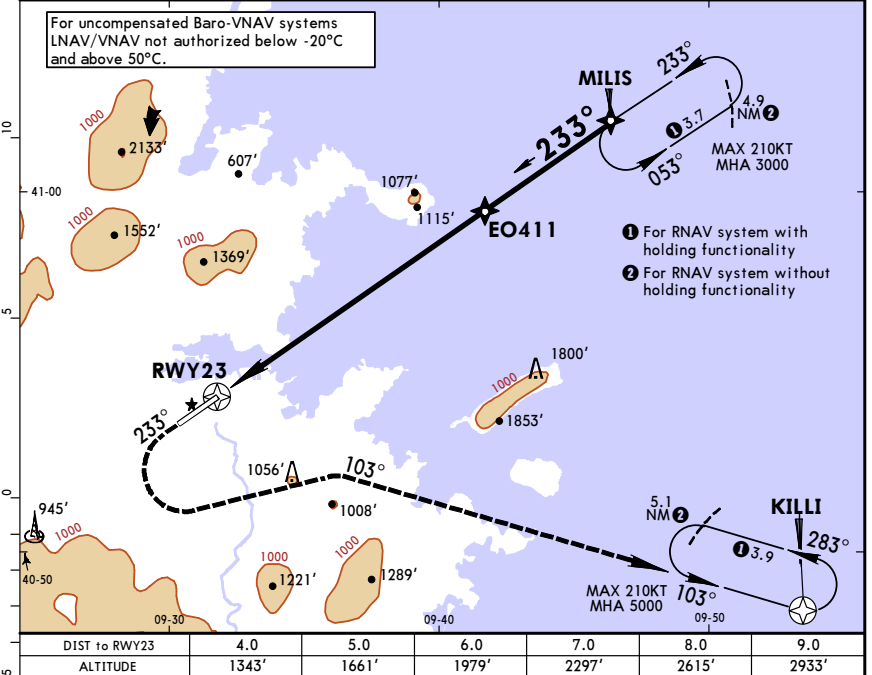
Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI Refer to Missed Apch above	
Descent Angle	3.00°	372	478	531	637	743		849
LNAV/VNAV: MAP at DA								Refer to Missed Apch above
LNAV: MAP at RWY23								

Standard	STRAIGHT-IN LANDING RWY 23		CIRCLE-TO-LAND	
	LNAV/VNAV	LNAV CDFA	Not authorized Northwest of airport	
DA(H)	A: 819' (795') C: 839' (815')	1050' (1026')	WARNING: DAY & VMC only	NIGHT
	B: 831' (807') D: 850' (826')	DA/MDA(H)	MDA(H)	VIS
A	ALS out		1200' (1163')	5.0km
B	RVR 1500m		1600' (1563')	5.0km
C	RVR 2400m		2030' (1993')	5.0km
D				

LIEO/OLB
COSTA SMERALDA
OLBIA, ITALY
RNP Z Rwy 23

JEPPesen
 14 FEB 20 (12-2) Eff 27 Feb

ATIS 113.9		ROMA Radar (APP) 125.950	OLBIA Tower 118.975	*Ground 121.950
RNAV	Final ApcH Crs 233°	EO411 3000' (2980')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 37' Rwy 20'
MISSED APCH: Proceed on track 233° climbing to 5000'. At 1050', not before RWY23, turn LEFT (MAX 185 KT) on track 103° to KILLI and join holding.				
RNP apch. Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'				MSA ARP

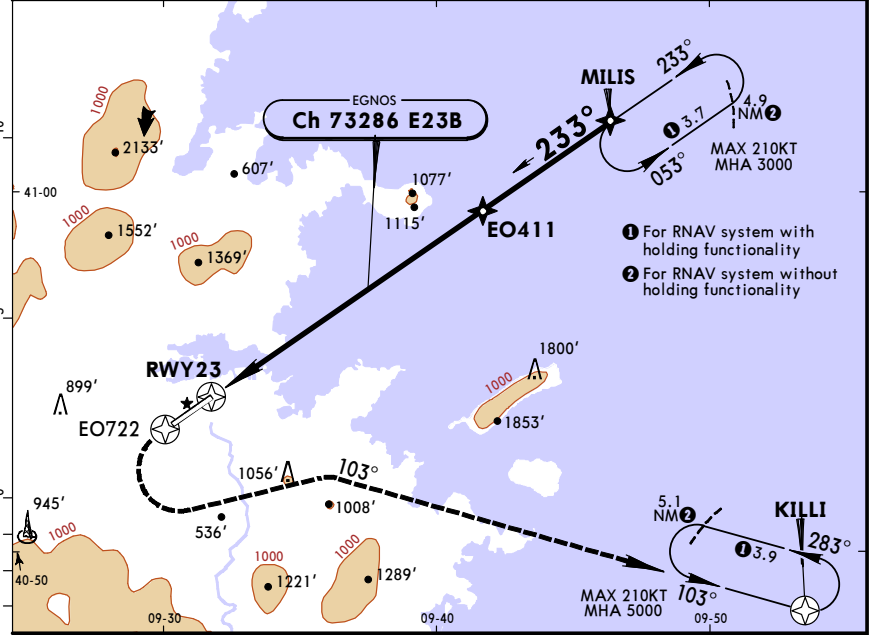


Gnd speed-Kts	70	90	100	120	140	160	PAPI Refer to Missed Apch above	
Descent Angle	3.00°	372	478	531	637	743		849
LNAV/VNAV: MAP at DA								Refer to Missed Apch above
LNAV: MAP at RWY23								

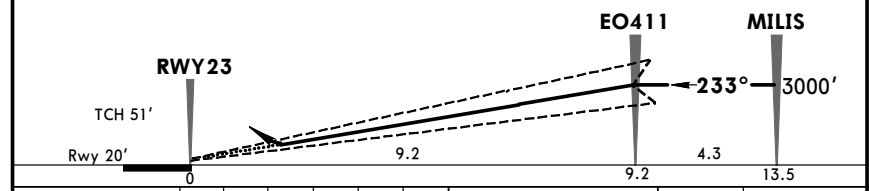
Standard	STRAIGHT-IN LANDING RWY 23		CIRCLE-TO-LAND	
	LNAV/VNAV	LNAV CDFA	Not authorized Northwest of airport	
DA(H)	A: 819' (799') C: 839' (819')	1050' (1030')	WARNING: DAY & VMC only	NIGHT
	B: 831' (811') D: 850' (830')	DA/MDA(H)	MDA(H)	VIS
A	ALS out		1200' (1163')	5.0km
B	RVR 1500m		1600' (1563')	5.0km
C	RVR 2400m		1960' (1923')	5.0km
D				

LIEO/OLB
COSTA SMERALDA
 14 FEB 20 (12-3) Eff 27 Feb RNP X Rwy 23 (LPV)
OLBIA, ITALY

ATIS 113.9		ROMA Radar (APP) 125.950		OLBIA Tower 118.975		*Ground 121.950	
EGNOS Ch 73286 E23B		Final ApcH Crs 233°		EO411 3000' (2980')		LPV DA(H) Refer to Minimums	
Apt Elev 37'		Rwy 20'		6200			
MISSED APCH: Proceed on 233° climbing to 5000'. At EO722 at or above 1000' turn LEFT (MAX 185 KT) on 103° to KILLI and join holding.							
RNP apch. Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000' MSA ARP							



DIST to RWY23	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1343'	1661'	1979'	2297'	2615'	2933'

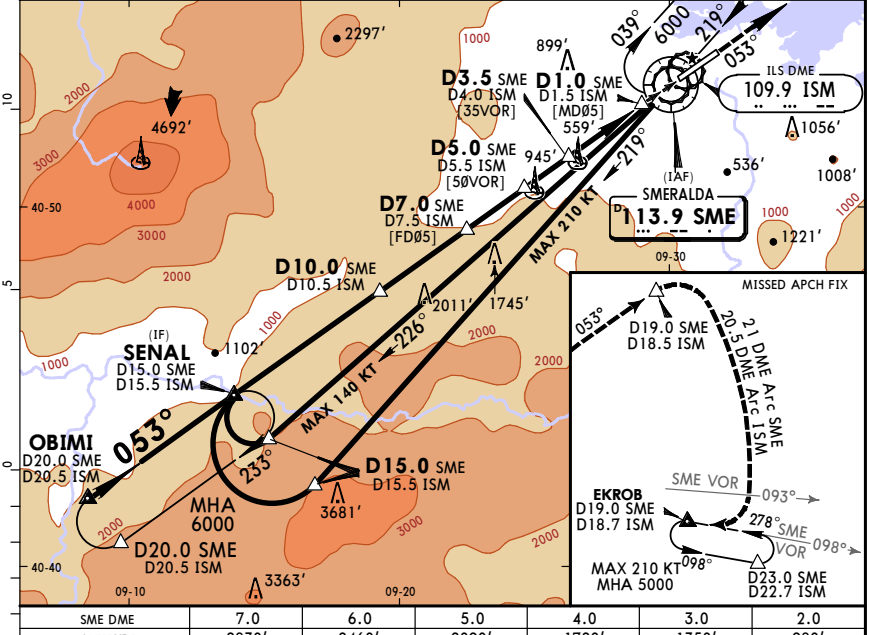


Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

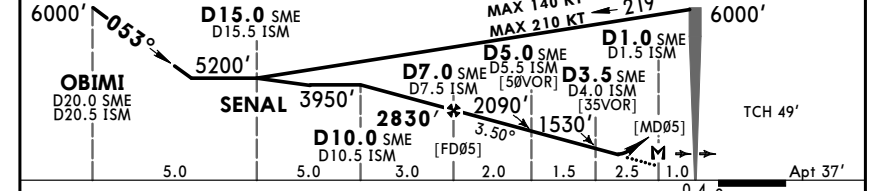
MAP at DA Standard		STRAIGHT-IN LANDING RWY 23 LPV		CIRCLE-TO-LAND Not authorized Northwest of airport	
DA(H) A: 719' (699') C: 739' (719') B: 731' (711') D: 750' (730')		WARNING: DAY & VMC only MDA(H) VIS		NIGHT	
A		100	1200' (1163')	5.0km	NOT AUTH
B	RVR 1500m	135			
C		180	1600' (1563')	5.0km	
D	RVR 2400m	205	1960' (1923')	5.0km	

LIEO/OLB
COSTA SMERALDA
 14 FEB 20 (13-1) Eff 27 Feb
OLBIA, ITALY
VOR Rwy 05

ATIS 113.9		ROMA Radar (APP) 125.950		OLBIA Tower 118.975		*Ground 121.950	
VOR SME 113.9		Final ApcH Crs 053°		D7.0 SME 2830' (2793')		DA/MDA(H) 850' (813')	
Apt Elev 37'		Rwy 20'		6200			
MISSED APCH: Proceed on R-053 SME climbing to 5000'. Cross D19.0 SME/D18.5 ISM at 2500' or above, then turn RIGHT to join and follow 21 DME Arc SME/20.5 DME Arc ISM to EKROB and hold.							
Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 6000' MSA SME VOR							
1. DME required. 2. NIGHT: PAPI indication mandatory.							



SME DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2830'	2460'	2090'	1720'	1350'	980'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.50°	434	557	619	743	867	991

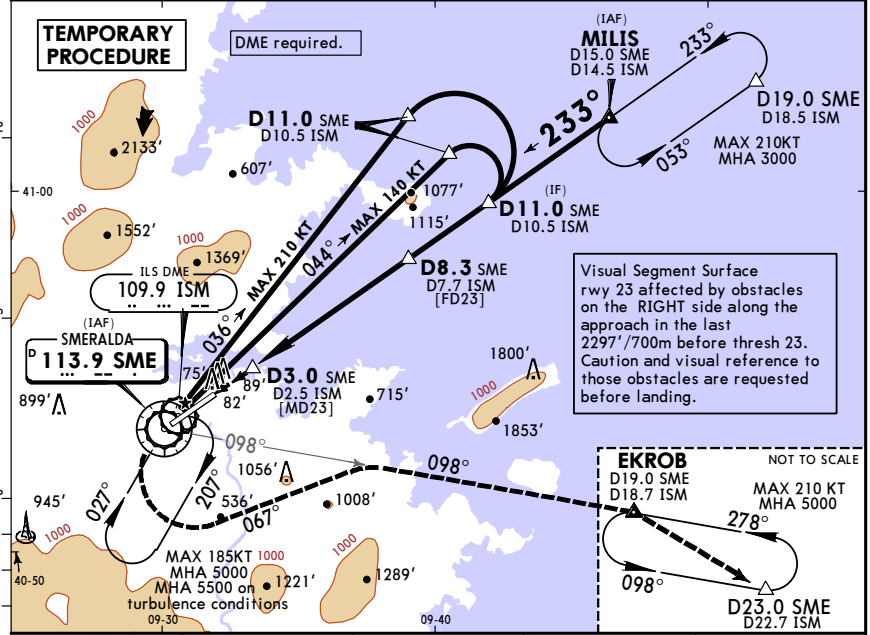
MAP at D1.0 SME/D1.5 ISM Standard		STRAIGHT-IN LANDING RWY 05 CDFA		CIRCLE-TO-LAND Not authorized Northwest of airport	
DA/MDA(H) 850' (813')		WARNING: DAY & VMC only MDA(H) VIS		NIGHT	
A		100	1200' (1163')	5.0 km	NOT AUTH
B	RVR 1500m	135			
C		180	1600' (1563')	5.0 km	
D	RVR 2400m	205	1960' (1923')	5.0 km	

LIEO/OLB
COSTA SMERALDA
 2 JUL 21 **13-01** Eff 15 Jul
OLBIA, ITALY
VOR Y Rwy 23

ATIS		ROMA Radar (APP)		OLBIA Tower		*Ground	
113.9		125.950		118.975		121.950	
VOR SME	Final Apch Crs	D8.3 SME	DA/MDA(H)	Apt Elev	37'	Rwy 24'	
113.9	233°	2150' (2126')	850' (826')				

MISSED APCH: Proceed on track 233° climbing to 5000'. Over VOR turn LEFT (MAX 185 KT) on track 067° to join R-098 to EKROB and hold.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000' MSA SME VOR



SME DME	5.0	6.0	7.0	8.0
ALTITUDE	1120'	1420'	1740'	2060'

VOR 036°	D8.3 SME	D11.0 SME	MILIS
5000'	D7.7 ISM [FD23]	D10.5 ISM	D15.0 SME D14.5 ISM
TCH 51'	D3.0 SME D2.5 ISM [MD23]	3.00°	233°
Rwy 24'	1.3	5.3	2.7

Gnd speed-Kts	70	90	100	120	140	160	ALS 233° PAPI PAPI	SME 113.9	
Descent Angle	3.00°	372	478	531	637	743			849
MAP at D3.0 SME/D2.5 ISM									

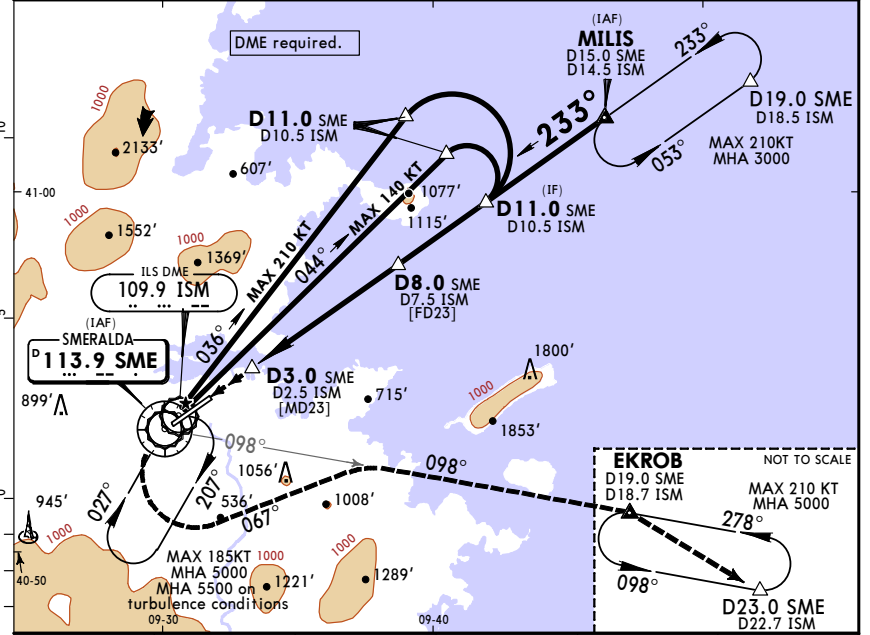
NS OPS	Standard STRAIGHT-IN LANDING RWY 23			CIRCLE-TO-LAND		
	CDFA DA/MDA(H) 850' (826')			Not authorized Northwest of airport		
	ALS out			Max Kts	WARNING: DAY & VMC only	NIGHT
	A	RVR 1500m	100	1400' (1363')	5.0km	NOT AUTH
B		135				
C	RVR 2400m	180	1600' (1563')	5.0km		
D		205	2030' (1993')	5.0km		

LIEO/OLB
COSTA SMERALDA
 14 FEB 20 **13-2** Eff 27 Feb
OLBIA, ITALY
VOR Rwy 23

ATIS		ROMA Radar (APP)		OLBIA Tower		*Ground	
113.9		125.950		118.975		121.950	
VOR SME	Final Apch Crs	D8.0 SME	DA/MDA(H) (CONDITIONAL)	Apt Elev	37'	Rwy 20'	
113.9	233°	2150' (2130')	850' (830')				

MISSED APCH: Proceed on track 233° climbing to 5000'. Over VOR turn LEFT (MAX 185 KT) on track 067° to join R-098 to EKROB and hold.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000' MSA SME VOR



SME DME	4.0	5.0	6.0	7.0	8.0
ALTITUDE	870'	1190'	1510'	1830'	2150'

VOR 036°	D8.0 SME	D11.0 SME	MILIS
5000'	D7.5 ISM [FD23]	D10.5 ISM	D15.0 SME D14.5 ISM
TCH 51'	D3.0 SME D2.5 ISM [MD23]	3.00°	233°
Rwy 20'	1.5	5.0	3.0

Gnd speed-Kts	70	90	100	120	140	160	ALS 233° PAPI	SME 113.9
Descent Angle	3.00°	372	478	531	637	743		
MAP at D3.0 SME/D2.5 ISM or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53	

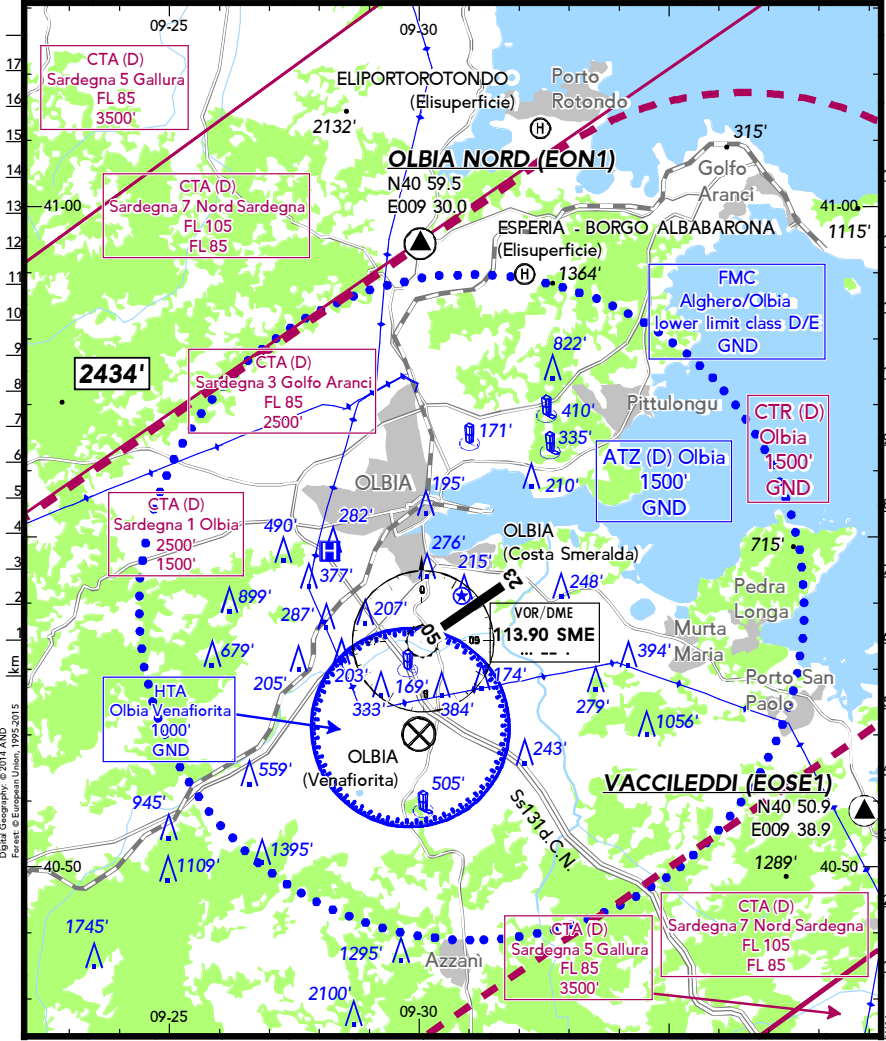
NS OPS	Standard STRAIGHT-IN LANDING RWY 23			CIRCLE-TO-LAND		
	CDFA DA/MDA(H) 850' (830')			MAP defined by timing CDFA DA/MDA(H) 1400' (1380')		
	ALS out			Max Kts	WARNING: DAY & VMC only	NIGHT
	A	RVR 1500m	100	1400' (1363')	5.0km	NOT AUTH
B		135				
C	RVR 2400m	180	1600' (1563')	5.0km		
D		205	1960' (1923')	5.0km		

L withdrawn.

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LIEO COSTA SMERALDA 07 FEB 20 **19-1** **OLBIA** ITALY

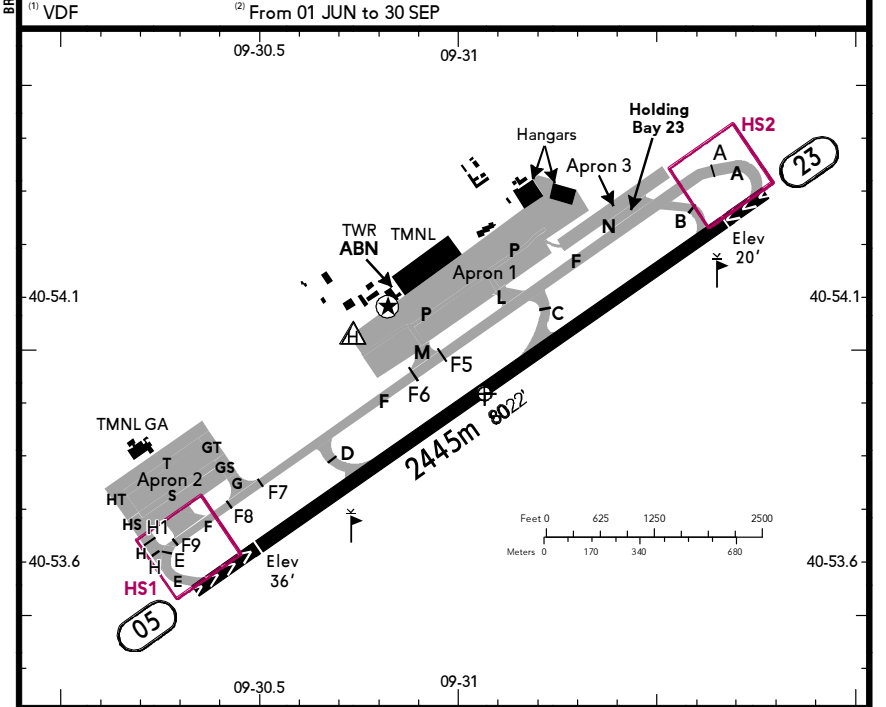
LOCATION Elev 37' /11m N40 53.9 E009 31.1	FIS ROMA INFORMATION 134.125	ATIS ATIS 113.900
	AIRSPACE ROMA RADAR 125.950 ⁽²⁾ 127.125 ⁽²⁾ 124.200 ⁽³⁾ 124.800 ⁽³⁾ 127.350 ⁽³⁾ 128.800 ⁽³⁾	
TOWER OLBIA TOWER 118.975 ⁽¹⁾ (it, en) OLBIA GROUND 121.950 ⁽⁷⁾ (it, en)		FMC MONITOR 125.950 ⁽⁶⁾ SQUAWK 5137 ⁽⁶⁾
⁽¹⁾ VDF ⁽²⁾ Olbia CTR ⁽³⁾ Sardegna CTA ⁽⁴⁾ ATC clearance for VFR traffic via ROMA FIS ⁽⁵⁾ at ATC discretion ⁽⁶⁾ Alghero/Olbia FMC Area ⁽⁷⁾ From 01 JUN to 30 SEP		



CHANGES: New Layout - Nav aids - OBST. © JEPPesen, 2020. ALL RIGHTS RESERVED

LIEO COSTA SMERALDA 07 FEB 20 **19-2** **OLBIA** ITALY

LOCATION Elev 37' /11m N40 53.9 E009 31.1	ATIS ATIS 113.900	TOWER OLBIA GROUND 121.950 ⁽²⁾ (it, en) OLBIA TOWER 118.975 ⁽¹⁾ (it, en)	ADMITTED AIRCRAFT
	⁽¹⁾ VDF ⁽²⁾ From 01 JUN to 30 SEP		



ABN - ALS 05 - PAPI 05 (3.5°), 23 (3.0°) - RL - RCLL - TWYL - APRON - WDI - OBSTL.					
RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
05 (054°)	2445 x 45 Asphalt	2445	2201	PCN 59/F/C/W/T	
23 (234°)			2296		

RWY	TWY	TORA (m)
05	D	1599
	C	849
23	B	2078
	C	1340

CAUTION: AD occasionally affected by terrain-induced wind-shear phenomena, mostly originated by western winds. A possible association with eastern sea breeze may favour further shear phenomena.
Follow-me available on request by pilots/ATC.

Radio Failure on Manoeuvring Area
Whenever an ACFT operating in the manoeuvring area experiences a COM failure, it shall comply with the following:
DEP ACFT: shall continue strictly on the assigned taxi route to the clearance limit and wait for the ARR of the follow-me vehicle in order to be guided back to the stand.
ARR ACFT: shall vacate the RWY and the ILS sensitive area, via the appropriate TWY and wait on its first segment for the ARR of the follow-me vehicle in order to be guided to the stand.

NOTE: Refer to Olbia (LIEO) Area Information.
Olbia Costa Smeralda airport is not provided with dedicated area TLOF for civil helicopters. TKOF and LDG operations are allowed only on RWY 05/23.
Traffic circuit SE of RWY. Traffic circuits NW of RWY for propeller ACFT CAT A-B (MNM 1500') and HEL (MNM 1000') only.
Intensive MIL HEL flying in the area SW of AD as depicted. Use of this area is subject to ATC clearance by Olbia TWR and continuous bilateral radio contact is required. All other traffic is requested to avoid the area.

CHANGES: New Layout - Hot Spots - Effective 27 FEB: HEL Alighting Area - Buildings - Lighting. © JEPPesen, 2020. ALL RIGHTS RESERVED

Chart changes since cycle 23-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT PROCEDURE IDENT INDEX REV DATE EFF DATE

OLBIA, (COSTA SMERALDA - LIEO)

TERMINAL CHART CHANGE NOTICES**Chart Change Notices for Airport LIEO****Type:** Terminal**Effectivity:** Temporary**Begin Date:** 20210715**End Date:** Until Further Notice

For construction works on RWY 05/23 (based on SUP 011/21, EFF 4 NOV based on SUP 021-21), refer to temporary charts 10-8, 10-8A, 12-01 and 13-01 and latest NOTAMs. During construction works ILS or LOC RWY 23 (11-2), RNP Z RWY 23 (12-2), RNP X RWY 23 (12-3) and VOR RWY 23 (13-2) suspended.

Type: Terminal (VFR)**Effectivity:** Permanent**Begin Date:** Immediately**End Date:** No end date

THRL 05/23 estbld.

Type: Terminal (VFR)**Effectivity:** Temporary**Begin Date:** Immediately**End Date:** Until Further Notice

Until 23 FEB 22 Works for the extension of RWY 05/23 take place. TWYs renamed: A to B, B to C, C to D, D to E, E to F, F to G, G to N, H to P, N to H. Apron taxilanes renamed: P to Q, S to R and T to S. TWY A estbld between displaced RWY 23 end and TWY G. Declared distances chgd: RWY 05 TORA/LDA increased to 2740m/2496m, RWY 23 TORA/LDA increased to 2740m. New declared distances for INT TKOF RWY05 (TORA D 1281m and E 2070m) and INT TKOF RWY 23 (TORA B 2442m, C 2198m and D 1531m).

Type: Terminal (VFR)**Effectivity:** Permanent**Begin Date:** Immediately**End Date:** No end date

EFF 20 MAY 21 ROMA RADAR 124.200, 124.800, 127.350 & 128.800 withdrawn.

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Fuell 100LL no longer AVBL.

Chart Change Notices for Country ITA

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 15 JUL 21 FMC Area Padova Central-East (GND/lower limit class A/C/D) estbld within lateral limits of CTA (D) Padova 22 Bibione, CTA (D) Padova 20 Grado, CTA (D) Padova 23 Sud Lignano, CTA (D) Padova 21 Palmanova and APRX 9 NM of NE corner of CTA (D) Padova 9 Veneto, with eastern boundary along country border. MONITOR 119.175, SQUAWK 4776.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 15 JUL 21 FMC Area Milano East (GND/lower limit class A/C/D) estbld with same lateral limits as CTA (D) Milano 21 Verona. MONITOR 135.900, SQUAWK 4613. FMC Area Milano North-East boundary chgd to exclude FMC Area Milano East.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 20 MAY 21 Milano FIS MILANO INFORMATION 124.925 lateral limits extended by APRX 18 NM to E along Po river and APRX 30 NM N of the river. Padova FIS PADOVA INFORMATION 124.150 lateral limits chgd accordingly. Milano FIS MILANO INFORMATION 128.925 lateral limits extended by APRX 16 NM to E along Po river and APRX 17 NM S of the river. Padova FIS PADOVA INFORMATION 126.425 (0700-2100LT), 124.150(O/T) lateral limits chgd accordingly.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.2: Prohibited Area LI-P 92 GERACE (GND/2600') estbld. Type of activity: protected buildings overflying interdiction. Times of activity: H24.

SUDU..PONPA..PTA..GBE..DIL..VIE..SAVT