

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LIME

Terminal Charts For LIME

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

Location: Bergamo Ita
IATA Code: BGY
Lat/Long: N45° 40.1' E009° 42.0'
Elevation: 782 ft

Airport Use: Public
Magnetic Variation: 2.0°E

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

Sunrise: 0702 Z
Sunset: 1552 Z,

Runway Information

Runway: 10
Length x Width: 9626 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 782 ft
Lighting: Edge, Centerline
Displaced Threshold: 328 ft

Runway: 12
Length x Width: 2552 ft x 59 ft
Surface Type: bitu
TDZ-Elev: 805 ft
Displaced Threshold: 210 ft

Runway: 28
Length x Width: 9626 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 772 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 436 ft

Runway: 30
Length x Width: 2552 ft x 59 ft
Surface Type: bitu
TDZ-Elev: 802 ft
Displaced Threshold: 328 ft

Communication Information

ATIS 114.95
Orio Tower 125.875
Orio Ground Control 120.5 MF
Milan Radar Approach Control 126.75
Milan Radar Approach Control 126.3

1. GENERAL

1.1. ATIS

ATIS 114.95

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RWY USAGE

ACFT licensed according to ICAO Annex 16, Volume I, Chapter 2 shall not use Bergamo APT, except flights in emergency.

Such flights are allowed to take-off from RWY 10 only.

Use of RWY 28 will be authorized in case of adverse weather conditions or safety reasons.

1.2.2. RUN-UP TESTS

Between 1400-1600LT and 2300-0600LT engine tests are forbidden except for authorized ACFT to be used immediately, provided general safety is assured.

Exceptions may be granted by local Civil Aviation Authority in exceptional circumstances, provided that APT noise limitation is assured.

1.2.3. AUXILIARY POWER UNITS (APUS)

Use of APU is allowed 5 minutes before EOBT but only to start up engines, in case of extraordinary reasons, APU can be limited to the shortest time. If ground generator units are not available, APU can be started up to 30 minutes before EOBT and switched off 20 minutes after arrival.

1.2.4. REVERSE THRUST

The use of reverse thrust at power higher than idle is allowed only in the event of proven safety/operational reasons.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP will be applied during CAT II/III and take-off operations with RVR less than 550m and ceiling below 200' when the rapid deterioration of weather conditions recommends so.

Pilots will be informed when Low Visibility Operations (LVO) are in force via ATIS or RTF.

Minimums used by operators must be accepted by appropriate CAA.

1.3.1. GROUND MOVEMENT

Whenever conditions are such that all or part of the manoeuvring area cannot be visually monitored from the Tower, taxiing operations shall be carried out according to Tower instructions and information.

Follow-me assistance is:

- Mandatory on Main Apron with RVR below 400m;
- Mandatory on North Apron with RVR equal to or below 550m.

Arriving ACFT

Landing ACFT shall vacate RWY 28 on:

- TWY F if directed to Main Apron;
- TWY G if directed to North Apron.

ACFT shall report to the Tower when ILS sensitive area has been vacated, identified by the end of the green/yellow color-coded TWY centerline lights.

Departing ACFT

Aircraft shall enter RWY 28 via TWY T only.

With RVR below 400m take-off run must be started on RWY THR 28.

In case of failure of the Surface Movement Radar (SMR), with RVR below 400m, measured on any available transmissometer, only one ACFT movement at a time is allowed and Follow-me assistance is always mandatory.

1. GENERAL

1.4. TAXI PROCEDURES

TWY A can only be used to enter the RWY. While take-off, landing or LVP operations for RWY 10 are being performed, the presence of any ACFT is forbidden. During approaches for RWY 28 the presence of ACFT with wingspan 118'/36m or more is forbidden, two ACFT with wingspan less than 118'/36m are allowed along TWY A or at the holding point A if visibility is equal to or greater 1500m and/or ceiling 500' or greater. Only one ACFT with wingspan less than 118'/36m is allowed when visibility is less than 1500m and/or ceiling is less than 500', but within CAT I conditions.

TWY G: For ACFT with wingspan less than 164'/50m, available at DAY from RWY HEAD 10 with minimum VIS of 1500m.

1.5. PARKING INFORMATION

Use of stands 2 and 8 with Follow-me car only.

Push-back required on stands 15 thru 19, 21 thru 25, 27, 30, 32, 34, 38, 40, 41, 43, 45, 46, 48, 88 STOP 2 position, 89 STOP 2 position and 90 thru 96.

Push-back required on stands 26, 28, 29, 31, 33 and 35 when stand 24 is occupied.

Push-back required on stand 89 STOP 1 position when stand 88 is occupied.

During exit from stand, strictly follow lead-out marking.

1.6. OTHER INFORMATION

RWYs 10 and 30 right-hand circuit.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Unless otherwise instructed by ATC arriving ACFT should reduce speed to:

- 250 KT at or below FL 100.
- 210 KT when starting turn to intercept ILS LOC or appropriate VOR radial or when on STRAIGHT-IN APPROACH at 12NM from THR.
- 180 KT when completing turn to intercept ILS LOC or when on STRAIGHT-IN APPROACH at 9NM from THR.
- 160 KT at 5NM from THR.

2.2. NOISE ABATEMENT PROCEDURES

ACFT performing visual APCH are required to be established on ILS RWY 28 before ORI NDB or BRM 5.3 DME.

Due to noise abatement procedures arriving traffic may be subject to in flight delay.

2.3. CAT II/III OPERATIONS

RWY 28 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. TAXI PROCEDURES

2.4.1. RWY 10/28

Exit RWY via TWY B allowed to ACFT coming from THR 10.

Exit RWY via TWY B allowed to ACFT coming from THR 28 at DAY with MIM VIS 1500m.

Exit RWY via TWY D allowed only to ACFT coming from THR 10.

Exit RWY via TWY D allowed to ACFT with MAX wingspan less than 118'/36m coming from THR 28 at DAY with MIM VIS 1500m.

Exit RWY via TWY E allowed only to ACFT coming from THR 28.

2.4.2. RWY 12/30

Exit from RWY via TWY M only.

2.5. OTHER INFORMATION

2.5.1. COMMUNICATION FAILURE ON MANOEUVRING AREA

Vacate RWY and ILS sensitive area via the appropriate TWY and wait on its first segment for the arrival of the Follow-me to be guided to the stand.

3. DEPARTURE

3.1. SPEED RESTRICTIONS

MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".

Similarly, whenever such a situation should arise during flight, advise ATC immediately and maintain minimum operational speed acceptable.

3.2. START-UP & TAXI PROCEDURES

3.2.1. START-UP

On the main apron only, crew shall receive the signal ALL CLEAR from ground staff before requesting start-up engines from Tower.

3.2.2. TAXIING

3.2.2.1. RWY 10/28:

Entering RWY via TWY B allowed at DAY with MIM VIS 1500m.

Entering RWY via TWY D allowed at DAY with MIM VIS 1500m (To THR 28 MAX wingspan less than 118'/36m.)

Entering RWY via TWY E allowed at DAY with MIM VIS 1500m to THR 28 only.

3.2.2.2. RWY 12/30:

Enter the RWY via TWY N only.

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. GENERAL

Between 2300-0600LT take-off shall be performed from RWY 10 except for:

- weather conditions recommend the use of RWY 28;
- Low Visibility Procedures;
- safety reasons or air-transport-service exceptional reasons.

Other reasons cannot be accepted. Due to noise abatement procedures departing traffic may be subject to start-up delay between 2300-0600LT.

During the initial climb phase, pilots shall maintain the following parameters:

- | | |
|--------------------|--|
| a) up to 1500' QFE | - take-off power; |
| | - take-off flap; |
| | - climb at $V_2 + 10/20$ KT or as limited by body angle; |
| b) at 1500' QFE | - reduce thrust and climb at $V_2 + 10/20$ KT until reaching 3000' QFE |
| c) at 3000' QFE | - accelerate smoothly to enroute climb speed with flap retraction. |

3.4. OTHER INFORMATION

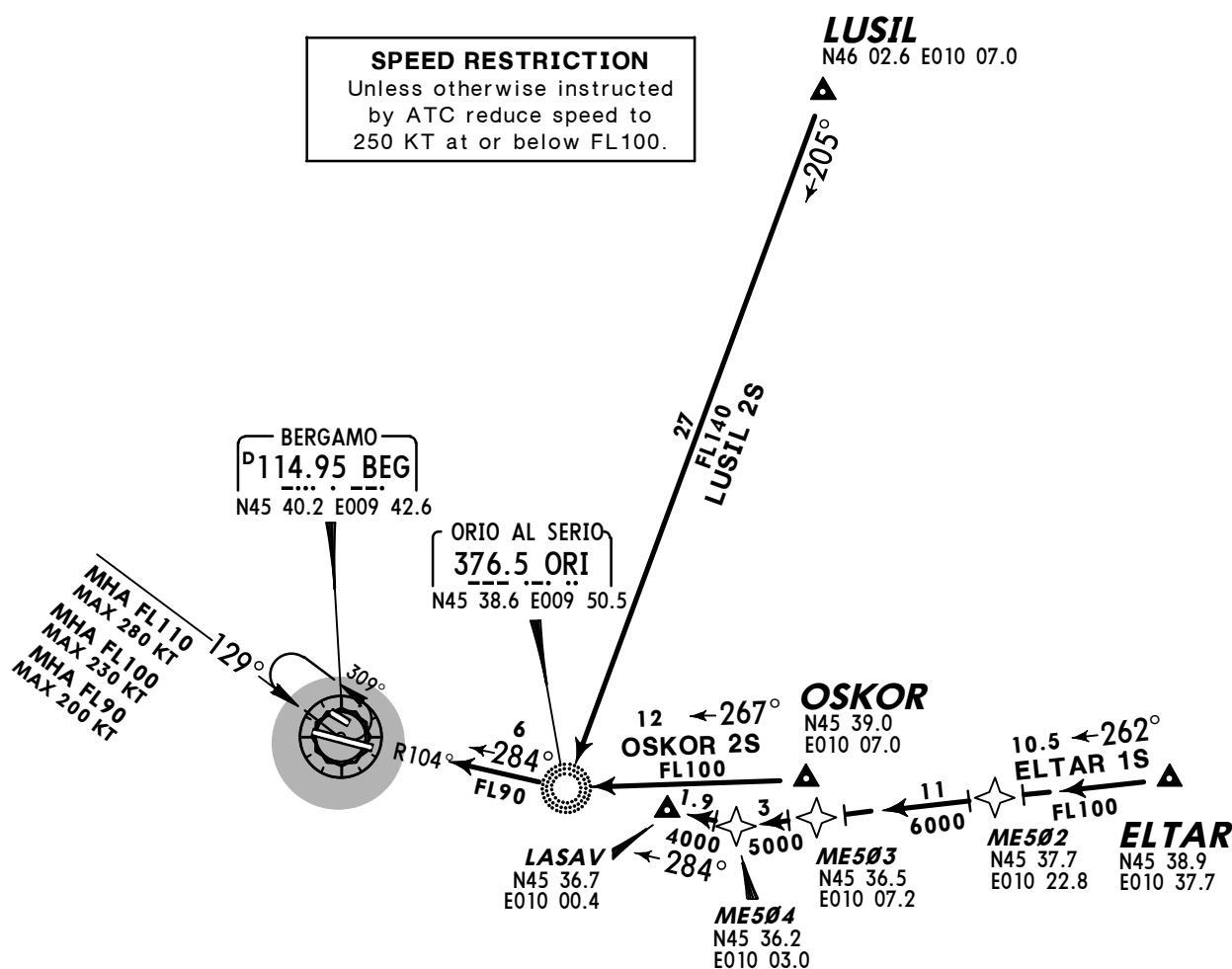
3.4.1. COMMUNICATION FAILURE ON MANOEUVRING AREA

Continue strictly on the assigned taxi route to the assigned clearance limit and wait for the arrival of the Follow-me in order to be guided back to the stand.

MSA
BEG VOR

WHEN BEG VORDME UNSERVICEABLE REFER TO CHART 10-2B
CONVENTIONAL/P-RNAV (OVERLAY)
FROM NORTHEAST & EAST

Unless otherwise instructed
by ATC reduce speed to
250 KT at or below FL100.

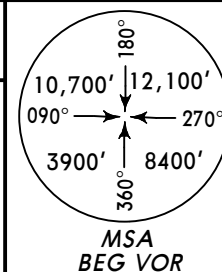


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ATIS
114.95

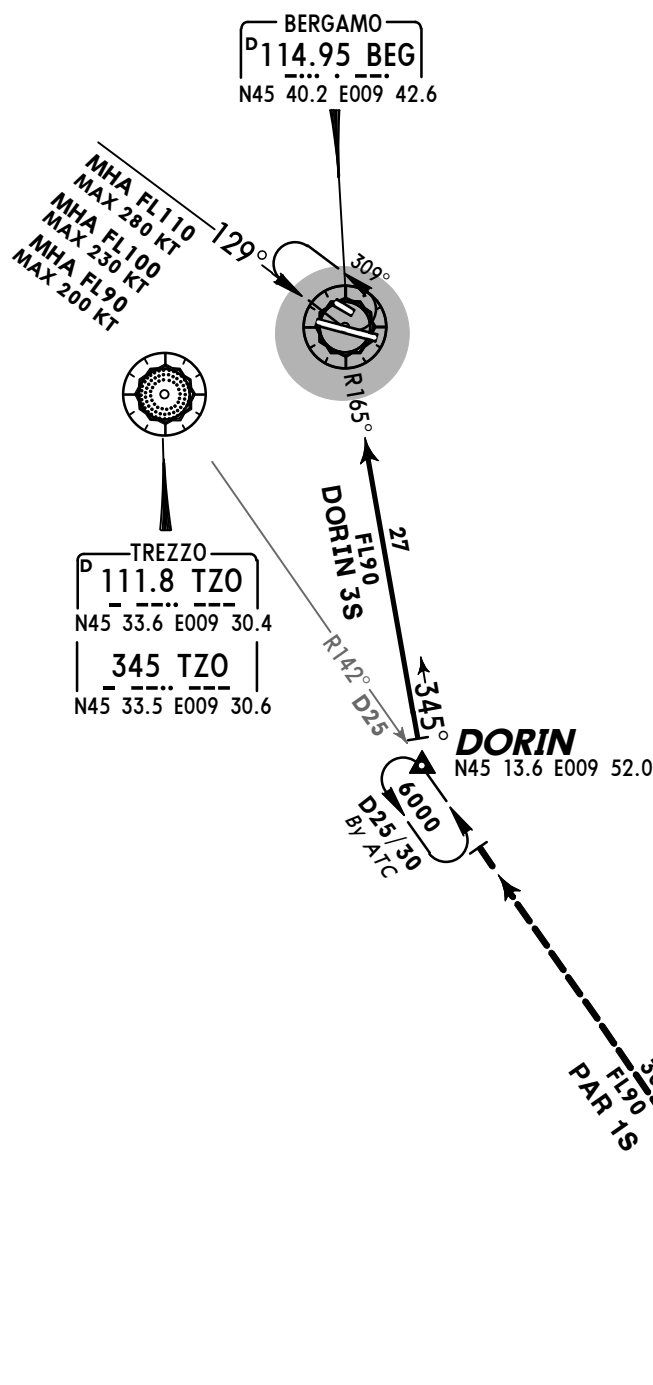
Apt Elev
782'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



PAR 1S
TRANSITION
DORIN 3S [DORI3S]
ARRIVAL
BY ATC

WHEN BEG VORDME UNSERVICEABLE REFER TO CHART 10-2B
CONVENTIONAL/P-RNAV (OVERLAY)
FROM SOUTHEAST

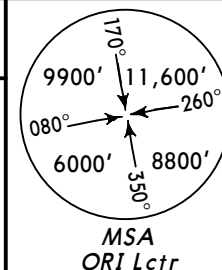


SPEED RESTRICTION

Unless otherwise instructed
by ATC reduce speed to
250 KT at or below FL100.

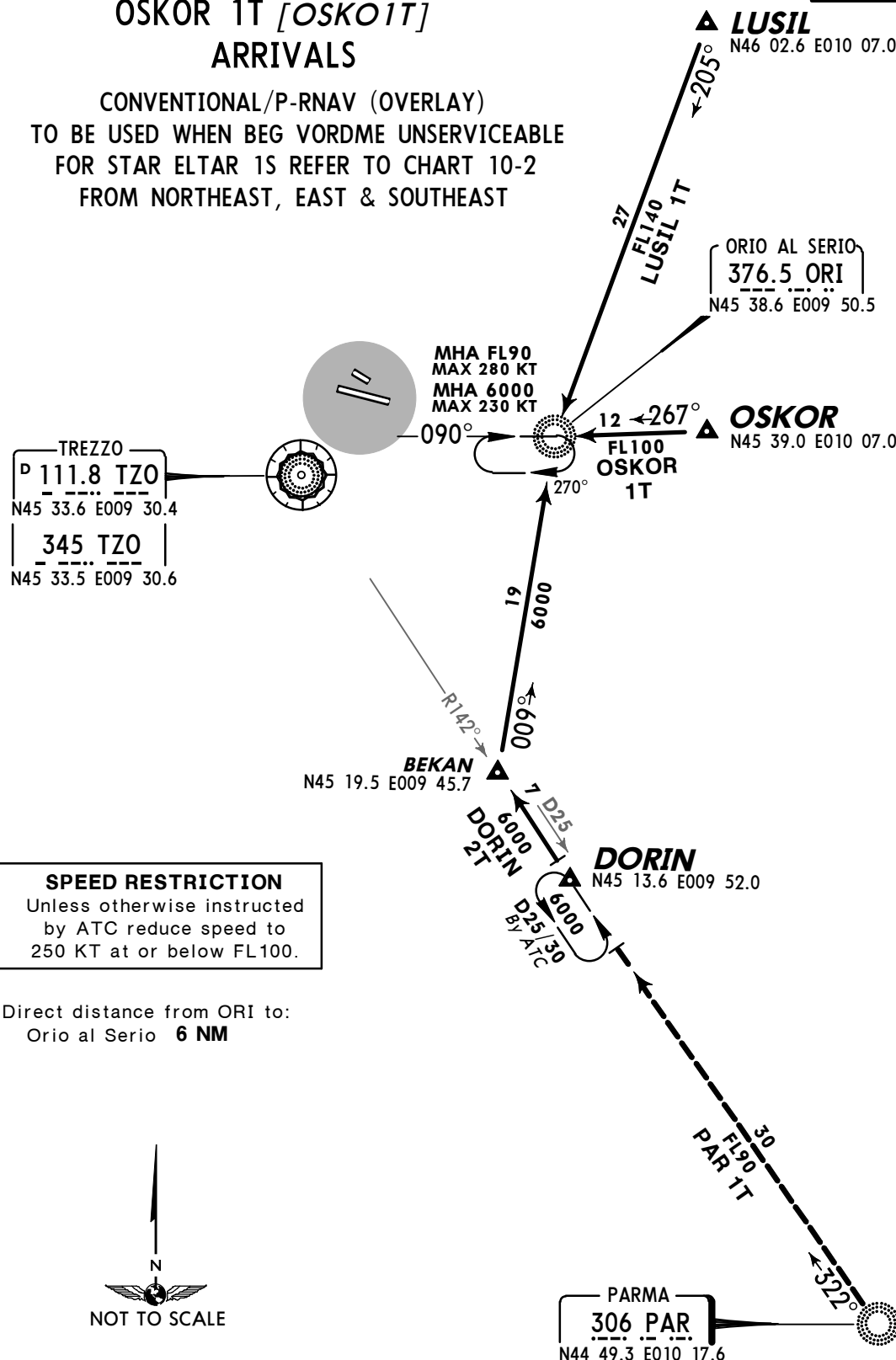


TRANSITION	ROUTING
PAR 1S	PAR - DORIN.
STAR	ROUTING
DORIN 3S	DORIN - BEG.

ATIS
114.95Apt Elev
782'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

PAR 1T
TRANSITION
DORIN 2T [DORI2T], LUSIL 1T [LUSI1T]
OSKOR 1T [OSKO1T]
ARRIVALS

CONVENTIONAL/P-RNAV (OVERLAY)
TO BE USED WHEN BEG VORDME UNSERVICEABLE
FOR STAR ELTAR 1S REFER TO CHART 10-2
FROM NORTHEAST, EAST & SOUTHEAST



TRANSITION

ROUTING

PAR 1T

PAR - DORIN.

STAR

ROUTING

DORIN 2T

DORIN - BEKAN - ORI.

LUSIL 1T

LUSIL - ORI.

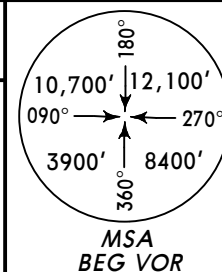
OSKOR 1T

OSKOR - ORI.

ATIS
114.95

Apt Elev
782'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

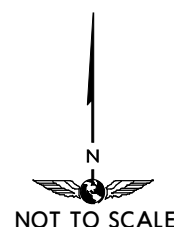
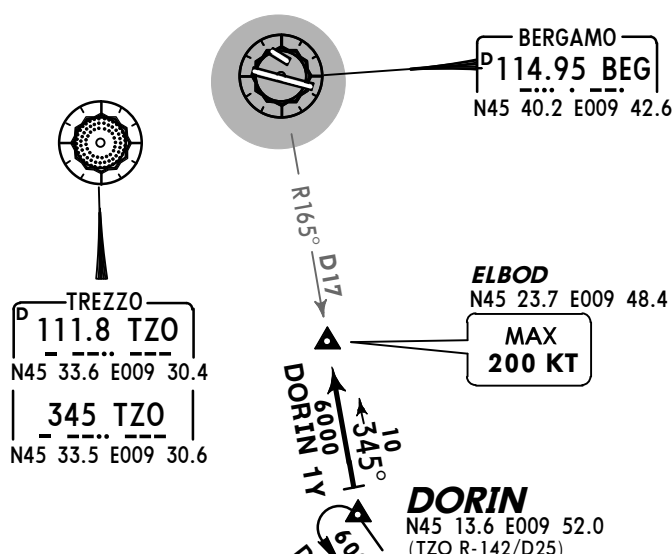


PAR 1S
TRANSITION
DORIN 1Y [DORI1Y]
ARRIVAL

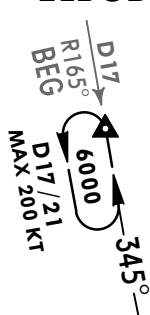
CONVENTIONAL/P-RNAV (OVERLAY)
WHEN BEG VORDME UNSERVICEABLE REFER TO CHART 10-2B
FROM SOUTHEAST

SPEED RESTRICTION

Unless otherwise instructed
by ATC reduce speed to
250 KT at or below FL100.



HOLDING OVER
ELBOD



TRANSITION

ROUTING

PAR 1S

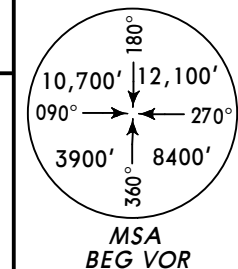
PAR - DORIN.

STAR

ROUTING

DORIN 1Y

DORIN - ELBOD (K200-).

ATIS
114.95Apt Elev
782'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'GEN 2S, IDONA 2S [IDO2S]
TRANSITIONS

DIXER 3S [DIXE3S]

ARRIVAL
BY ATC

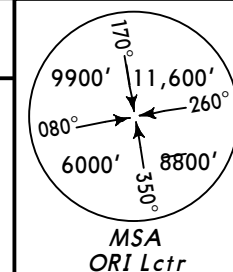
CONVENTIONAL/P-RNAV (OVERLAY)

WHEN BEG VORDME UNSERVICEABLE REFER TO CHART 10-2E
FROM SOUTHLINATE
P 112.25 LIN
N45 27.7 E009 16.5DIXER
N45 04.7 E009 19.0CODOGNO
400.5 COD
N45 13.6 E009 32.5LIMBA
N44 55.6 E009 20.0AMOXI
N44 35.9 E009 22.0GENOA
P 112.8 GEN
N44 25.5 E009 04.9IDONA
N43 59.1 E009 25.9

SPEED RESTRICTION

Unless otherwise instructed
by ATC reduce speed to
250 KT at or below FL100.

TRANSITION	ROUTING
GEN 2S	GEN - AMOXI - LIMBA - DIXER.
IDONA 2S	IDONA - AMOXI - LIMBA - DIXER.
STAR	ROUTING
DIXER 3S	DIXER - COD - BEG.

ATIS
114.95Apt Elev
782'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

GEN 2T, IDONA 2T [IDO2T]

TRANSITIONS

DIXER 1T [DIXE1T]

ARRIVAL

CONVENTIONAL/P-RNAV (OVERLAY)
TO BE USED WHEN BEG VORDME UNSERVICEABLE
FROM SOUTHLINATE
P 112.25 LIN
N45 27.7 E009 16.5

SPEED RESTRICTION

Unless otherwise instructed
by ATC reduce speed to
250 KT at or below FL100.Direct distance from ORI to:
Orio al Serio 6 NMGENOA
P 112.8 GEN
N44 25.5 E009 04.9DIXER
N45 04.7 E009 19.0

D23

D23/27

9

20

FL100

AMOXI
N44 35.9 E009 22.0

37

FL100

IDONA 2T

355°

IDONA
N43 59.1 E009 25.9MHA FL90
MAX 280 KT
MHA 6000
MAX 230 KTORIO AL SERIO
376.5 ORI
N45 38.6 E009 50.5CODOGNO
400.5 COD
N45 13.6 E009 32.5

TRANSITION

ROUTING

GEN 2T

GEN - AMOXI - LIMBA - DIXER.

IDONA 2T

IDONA - AMOXI - LIMBA - DIXER.

STAR

ROUTING

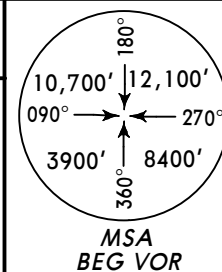
DIXER 1T

DIXER - COD - ORI.

ATIS
114.95

Apt Elev
782'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



GEN 2S, IDONA 2S [IDO2S]
TRANSITIONS
DIXER 1Y [DIXE1Y]
ARRIVAL

CONVENTIONAL/P-RNAV (OVERLAY)
WHEN BEG VORDME UNSERVICEABLE REFER TO CHART 10-2E
FROM SOUTH

LINATE
P 112.25 LIN
N45 27.7 E009 16.5

BERGAMO
P 114.95 BEG
N45 40.2 E009 42.6

ELBOD
N45 23.7 E009 48.4

MAX
200 KT

ME506
N45 19.8 E009 49.8

CODOGNO
400.5 COD
N45 13.6 E009 32.5

DIXER
N45 04.7 E009 19.0

LIMBA
N44 55.6 E009 20.0

AMOXI
N44 35.9 E009 22.0

GENOA
P 112.8 GEN
N44 25.5 E009 04.9

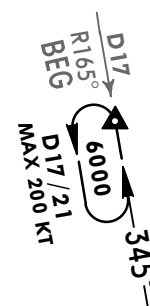
IDONA
N43 59.1 E009 25.9



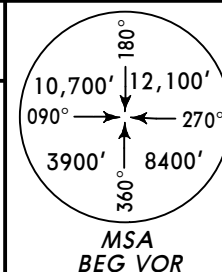
SPEED RESTRICTION

Unless otherwise instructed
by ATC reduce speed to
250 KT at or below FL100.

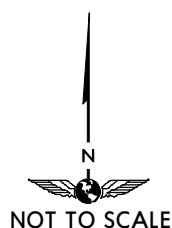
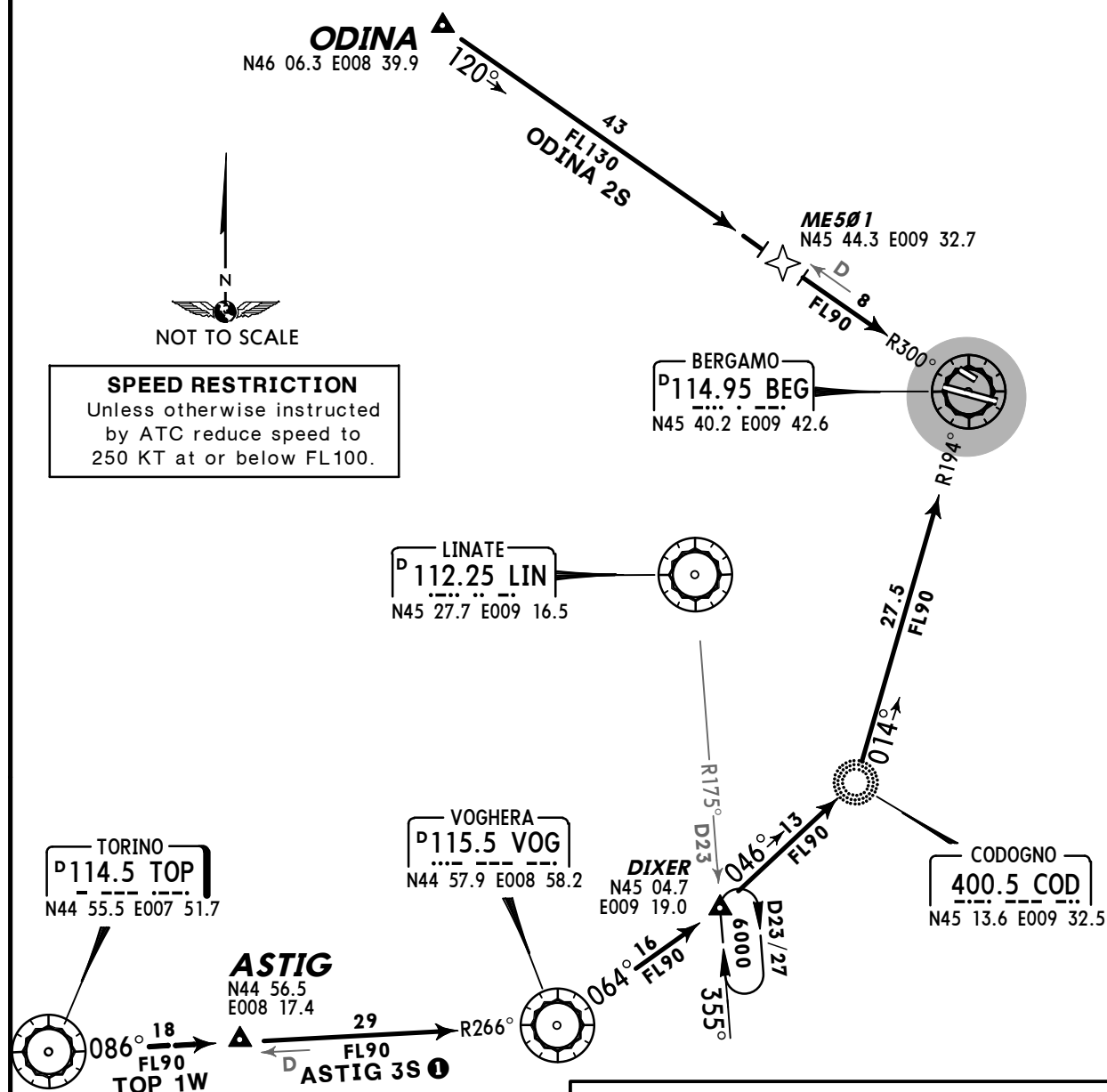
HOLDING OVER
ELBOD



TRANSITION	ROUTING
GEN 2S	GEN - AMOXI - LIMBA - DIXER.
IDONA 2S	IDONA - AMOXI - LIMBA - DIXER.
STAR	ROUTING
DIXER 1Y	DIXER - COD - ME506 - ELBOD (K200-).

ATIS
114.95Apt Elev
782'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'TOP 1W
TRANSITIONASTIG 3S [ASTI3S] ①, ODINA 2S [ODIN2S]
ARRIVALSCONVENTIONAL/P-RNAV (OVERLAY)
WHEN BEG VORDME UNSERVICEABLE REFER TO CHART 10-2H
FROM WEST

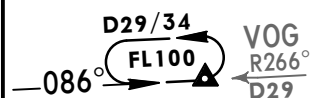
① By ATC

**SPEED RESTRICTION**
Unless otherwise instructed
by ATC reduce speed to
250 KT at or below FL100.

HOLDINGS OVER

ASTIG

BEG



TRANSITION

ROUTING

TOP 1W

TOP - ASTIG.

STAR

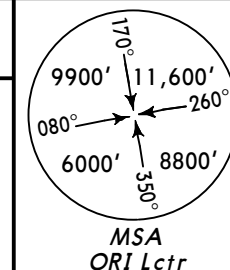
ROUTING

ASTIG 3S ①

ASTIG - VOG - DIXER - COD - BEG.

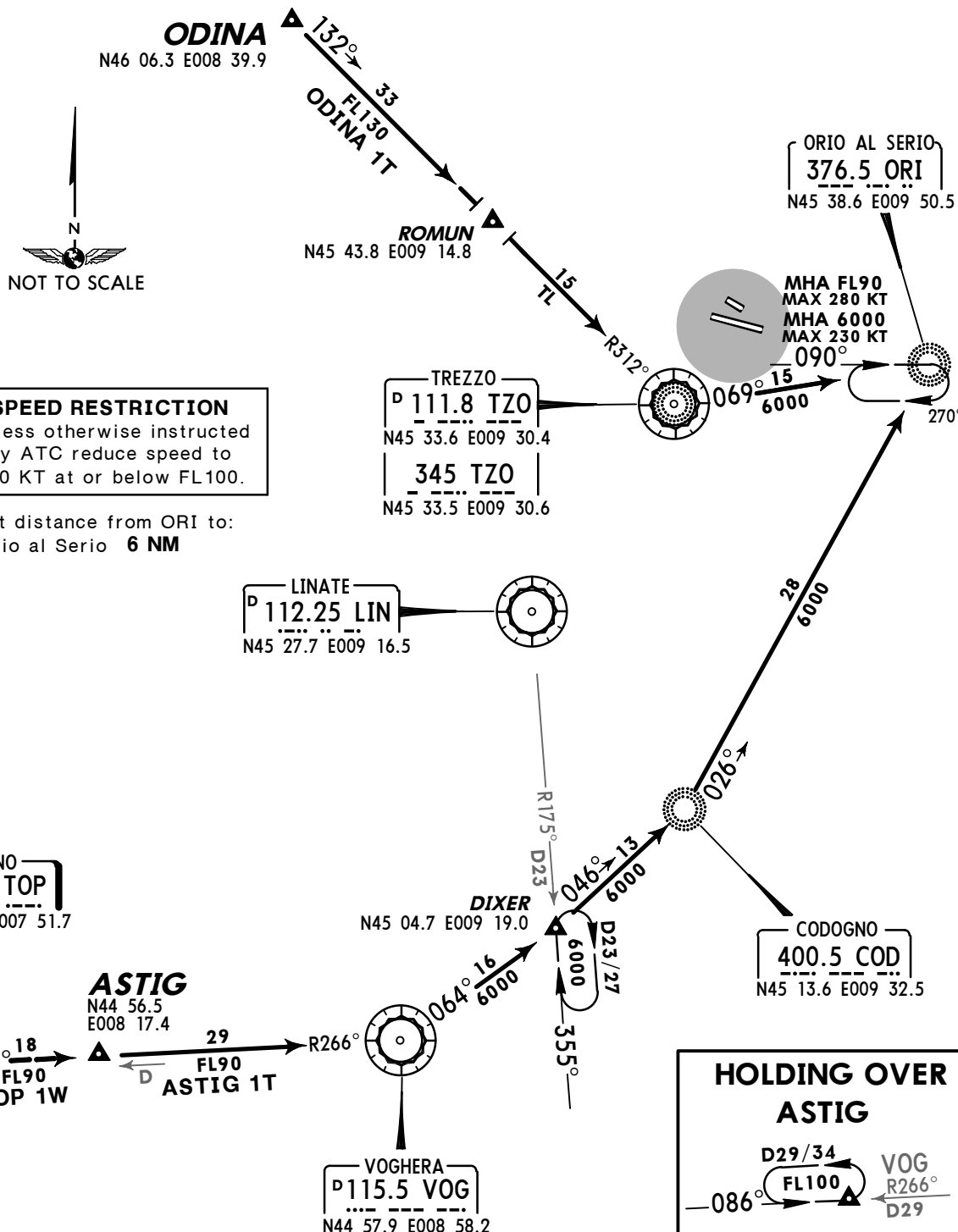
ODINA 2S

ODINA - ME501 - BEG.

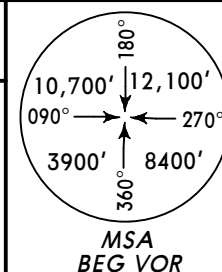
ATIS
114.95Apt Elev
782'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

TOP 1W
TRANSITION
ASTIG 1T [ASTI1T], ODINA 1T [ODIN1T]
ARRIVALS

CONVENTIONAL/P-RNAV (OVERLAY)
TO BE USED WHEN BEG VORDME UNSERVICEABLE
FROM WEST



TRANSITION	ROUTING
TOP 1W	TOP - ASTIG.
STAR	ROUTING
ASTIG 1T	ASTIG - VOG - DIXER - COD - ORI.
ODINA 1T	ODINA - ROMUN - TZO - ORI.

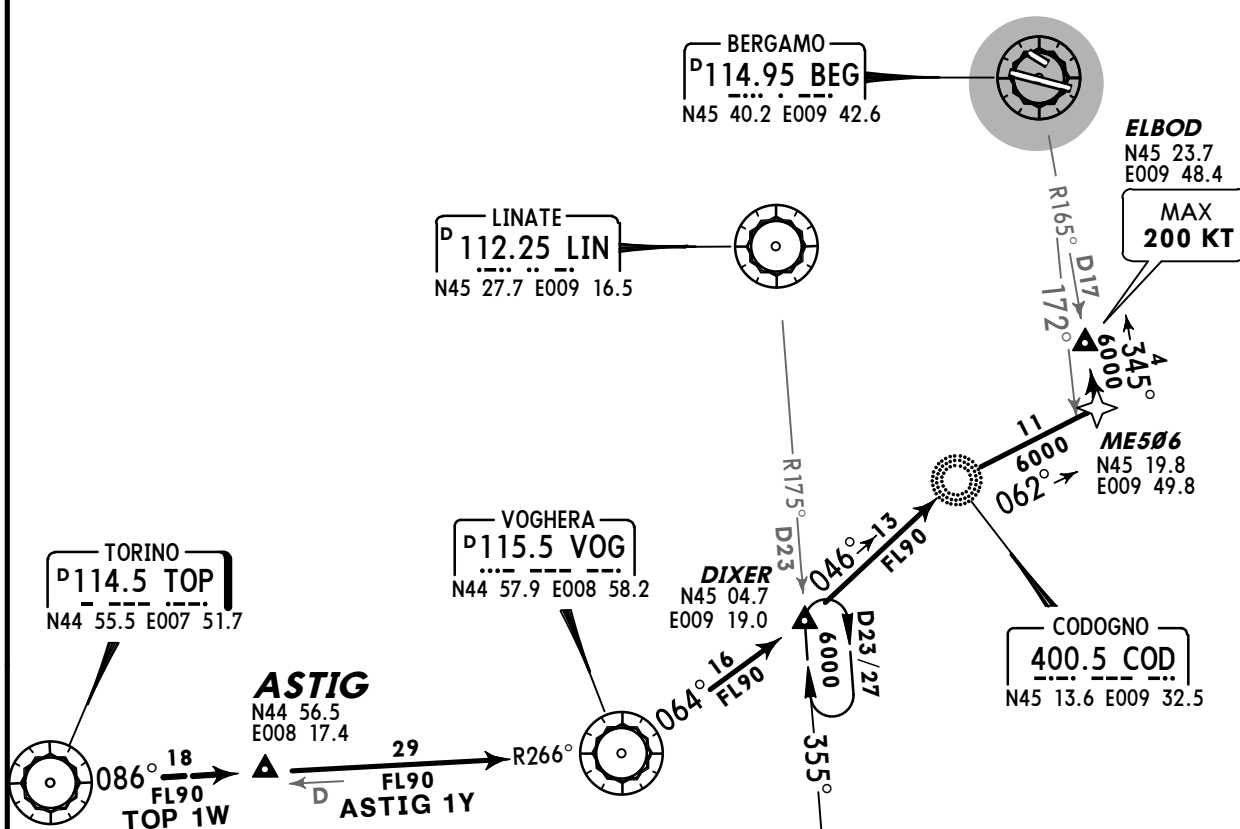
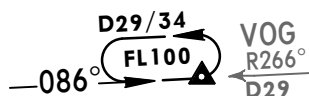
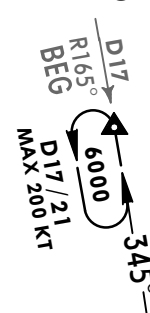
ATIS
114.95Apt Elev
782'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

TOP 1W
TRANSITION
ASTIG 1Y [AST11Y]
ARRIVAL

CONVENTIONAL/P-RNAV (OVERLAY)
WHEN BEG VORDME UNSERVICEABLE REFER TO CHART 10-2H
FROM WEST

SPEED RESTRICTION

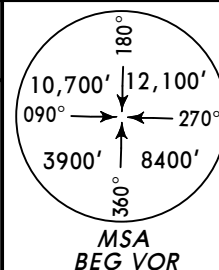
Unless otherwise instructed
by ATC reduce speed to
250 KT at or below FL100.

**HOLDINGS OVER****ASTIG****ELBOD****TRANSITION****TOP 1W**

TOP - ASTIG.

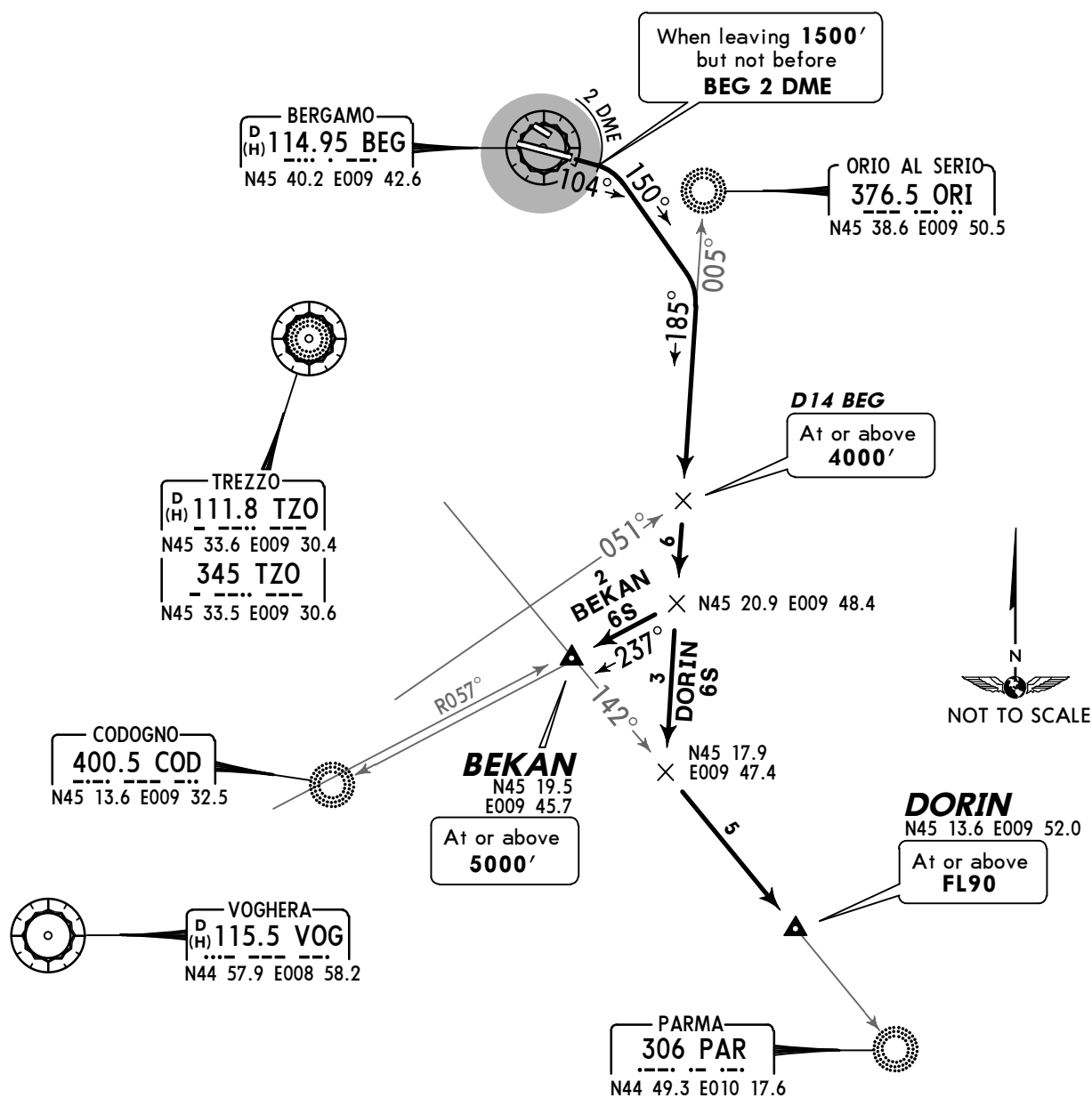
ROUTING**STAR****ROUTING****ASTIG 1Y**

ASTIG - VOG - DIXER - COD - ME506 - ELBOD (K200-).

Apt Elev
782'Trans level: By ATC Trans alt: 6000'
SIDs include noise abatement routings.

**BEKAN 6S [BEKA6S]
DORIN 6S [DORI6S]
RWY 10 DEPARTURES**

WHEN TZO VORDME UNSERVICEABLE REFER TO CHART 10-3H
FOR TRANSITIONS REFER TO CHARTS 10-3K & 10-3M

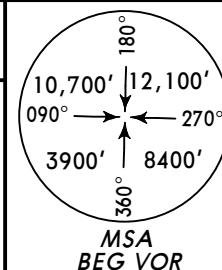


These SIDs require a minimum climb gradient of 298' per NM (4.9%) until leaving 1500'.

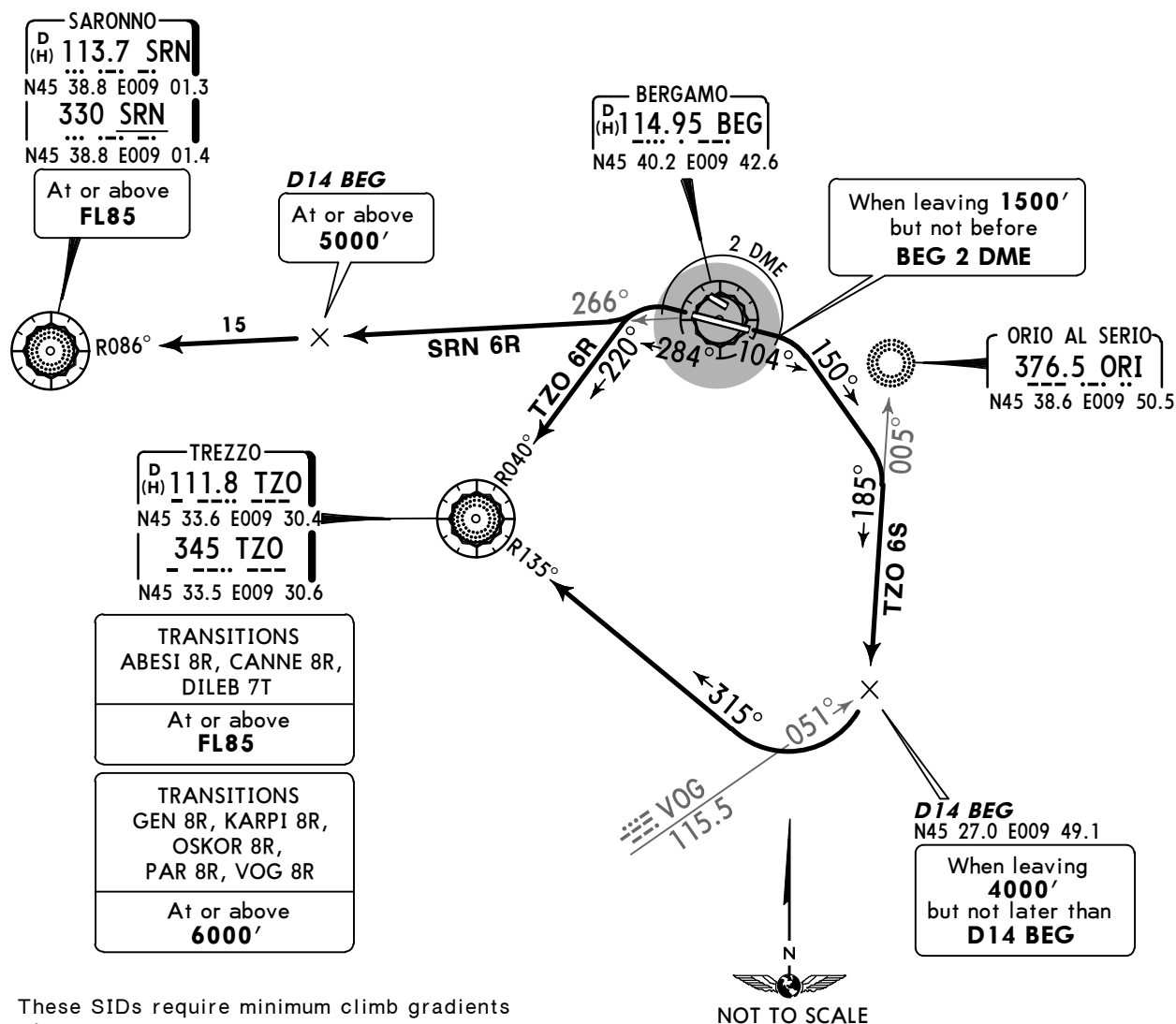
Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489

Execute turns after take-off with MAX TAS 250 KT, bank angle 25° or rate of turn 2°/sec, whichever requires lesser bank.

SID	INITIAL CLIMB/ROUTING
BEKAN 6S	Climb on 104° track, when leaving 1500', but not before BEG 2 DME turn RIGHT, 150° track, intercept 185° bearing from ORI, intercept VOG R-057 inbound (237° bearing towards COD) to BEKAN.
DORIN 6S	Climb on 104° track, when leaving 1500', but not before BEG 2 DME turn RIGHT, 150° track, intercept 185° bearing from ORI, intercept 142° bearing towards PAR to DORIN. Leaving 4000' pilot may request to intercept BEG R-165 to DORIN.
ALTERNATE INITIAL CLIMB (when BEG unserviceable)	
As soon as practicable turn RIGHT to TZO, then join assigned Transition.	

Apt Elev
782'Trans level: By ATC Trans alt: 6000'
SIDs include noise abatement routings.

SRN 6R, TZO 6R, TZO 6S
RWYS 28, 10 DEPARTURES
FOR TRANSITIONS REFER TO CHARTS
10-3J, 10-3K, 10-3M, 10-3P & 10-3Q



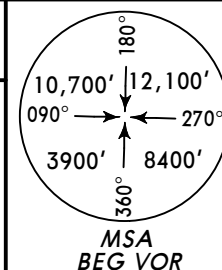
These SIDs require minimum climb gradients of

SRN 6R
504' per NM (8.3%) until leaving 5000'.
TZO 6R
504' per NM (8.3%) until leaving 3000'.
TZO 6S
298' per NM (4.9%) until leaving 1500'.

Gnd speed-KT	75	100	150	200	250	300
504' per NM	630	841	1261	1681	2101	2522
298' per NM	372	496	744	992	1241	1489

Execute turns after take-off with MAX TAS 250 KT, bank angle 25° or rate of turn 2°/sec, whichever requires lesser bank.

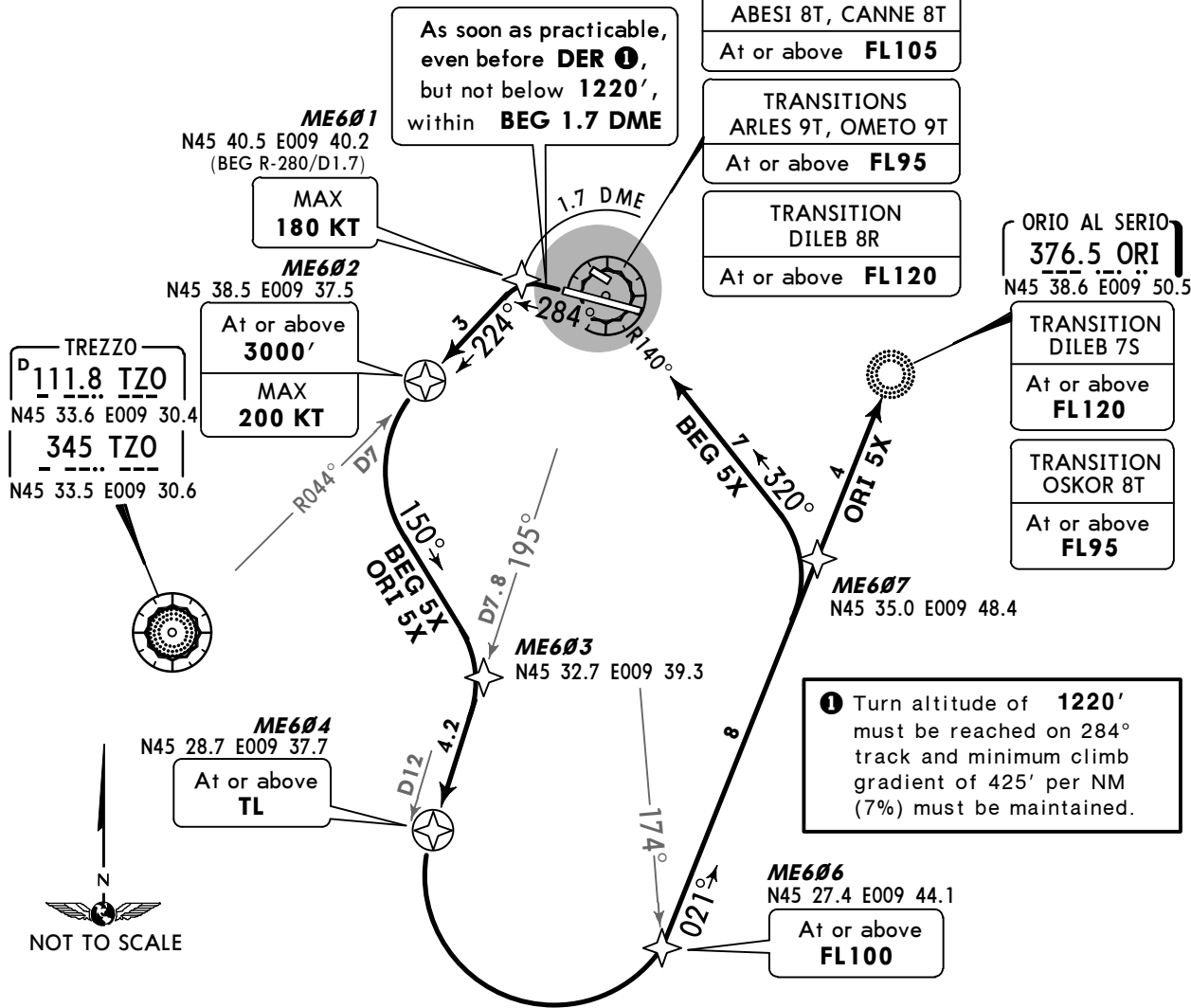
SID	RWY	INITIAL CLIMB/ROUTING
SRN 6R ①	28	284° track, turn LEFT not before BEG 2 DME, intercept BEG R-266 to SRN.
TZO 6R ②		284° track, turn LEFT not before BEG 2 DME, intercept TZO R-040 inbound to TZO.
TZO 6S ②	10	Climb on 104° track, when leaving 1500', but not before BEG 2 DME turn RIGHT, 150° track, intercept 185° bearing from ORI, when leaving 4000', but not later than D14 BEG turn RIGHT, intercept TZO R-135 inbound to TZO.
① When TZO VORDME unserviceable refer to chart 10-3H.		
② Not available when TZO VORDME unserviceable.		
RWY	ALTERNATE INITIAL CLIMB (when BEG unserviceable)	
10	As soon as practicable turn RIGHT to TZO, then join assigned Transition.	
28	As soon as practicable turn LEFT to TZO, then join assigned Transition.	

Apt Elev
782'Trans level: By ATC Trans alt: 6000'
SIDs include noise abatement routings.**BEG 5X, ORI 5X
RWY 28 DEPARTURES**

CAT A, B & C

RNAV (RNAV 1 RECOMMENDED)

OR CONVENTIONAL

WHEN TZO VORDME U/S REFER TO CHART 10-3H
FOR TRANSITIONS REFER TO
CHARTS 10-3J, 10-3P & 10-3QBERGAMO
114.95 BEG
N45 40.2 E009 42.6TRANSITIONS
ABESI 8T, CANNE 8T
At or above **FL105**TRANSITIONS
ARLES 9T, OMETO 9T
At or above **FL95**TRANSITION
DILEB 8R
At or above **FL120**ORIO AL SERIO
376.5 ORI
N45 38.6 E009 50.5TRANSITION
DILEB 7S
At or above
FL120TRANSITION
OSKOR 8T
At or above
FL95These SIDs require a minimum climb gradient of 425' per NM (7%) until leaving **1500'**.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

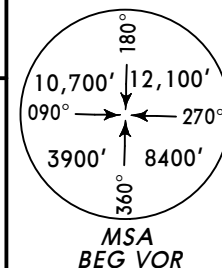
During initial climb: MAX 180 KT, bank angle 25° or rate of turn 2°/s, whichever requires a lesser bank.

INITIAL CLIMBOn **284°** track, as soon as practicable, even before DER, **1**, but not below **1220'**, within **BEG 1.7 DME** turn LEFT, intercept TZO R-044 inbound to ME602 (TZO R-044/D7).

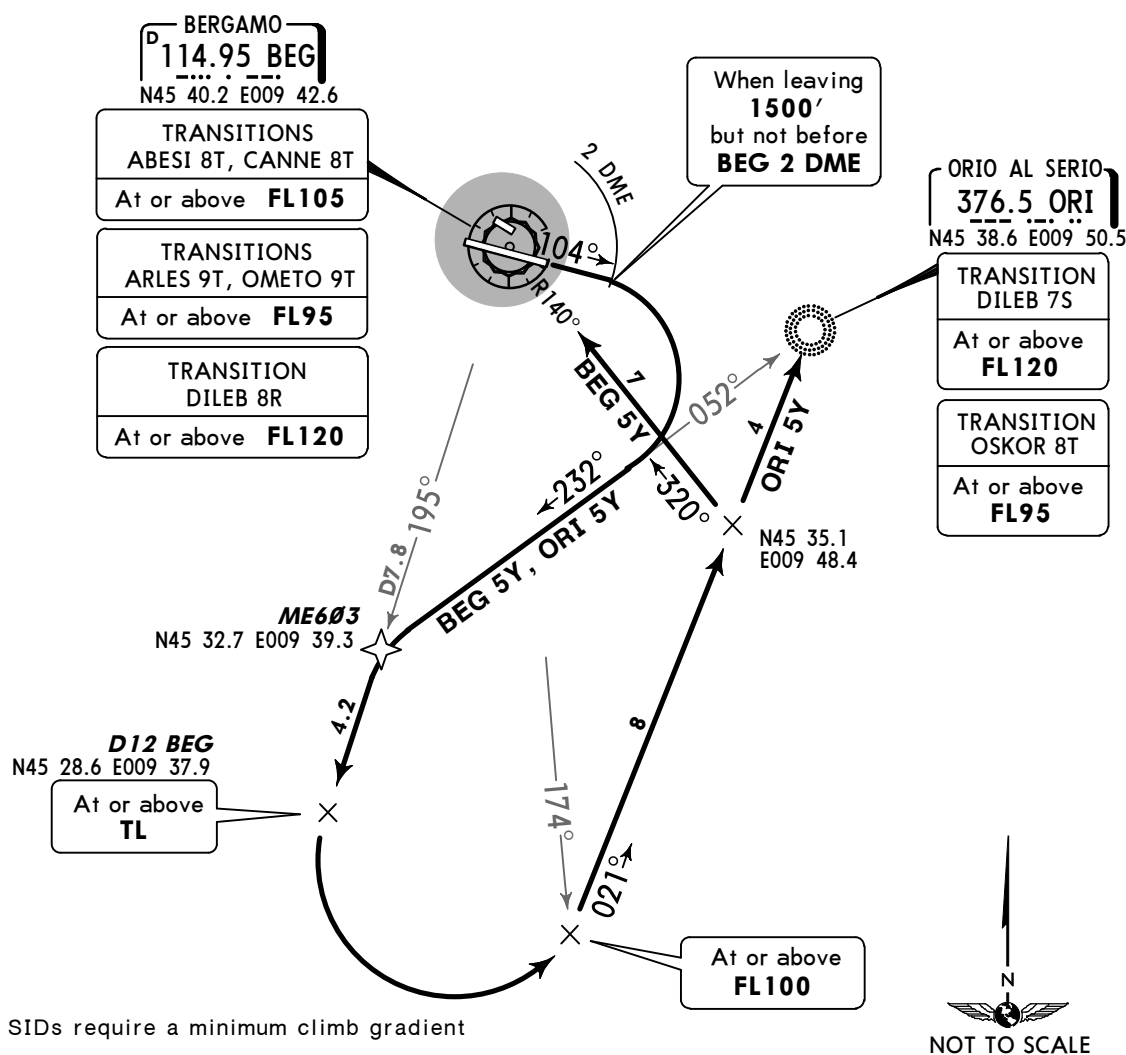
SID	ROUTING
BEG 5X	At ME602 (TZO R-044/D7) turn LEFT, 150° track, intercept BEG R-195 to ME604 (BEG R-195/D12), turn LEFT, intercept 021° bearing towards ORI, intercept BEG R-140 inbound to BEG, then join assigned Transition. RNAV: (1220+) - ME601(K180-) - ME602 (3000+; K200-) - ME603 - ME604 (TL+) - ME606 (FL100+) - ME607 - BEG.
ORI 5X	At ME602 (TZO R-044/D7) turn LEFT, 150° track, intercept BEG R-195 to ME604 (BEG R-195/D12), turn LEFT, intercept 021° bearing to ORI, then join assigned Transition. RNAV: (1220+) - ME601(K180-) - ME602 (3000+; K200-) - ME603 - ME604 (TL+) - ME606 (FL100+) - ORI.

ALTERNATE INITIAL CLIMB (when BEG unserviceable)

As soon as practicable turn LEFT to TZO, then join assigned Transition.

Apt Elev
782'Trans level: By ATC Trans alt: 6000'
SIDs include noise abatement routings.BEG 5Y, ORI 5Y
RWY 10 DEPARTURES

CAT A, B & C

WHEN TZO VORDME UNSERVICEABLE REFER TO CHART 10-3H
FOR TRANSITIONS REFER TO CHARTS 10-3J, 10-3P & 10-3QThese SIDs require a minimum climb gradient
of
298' per NM (4.9%) until leaving **1500'**.

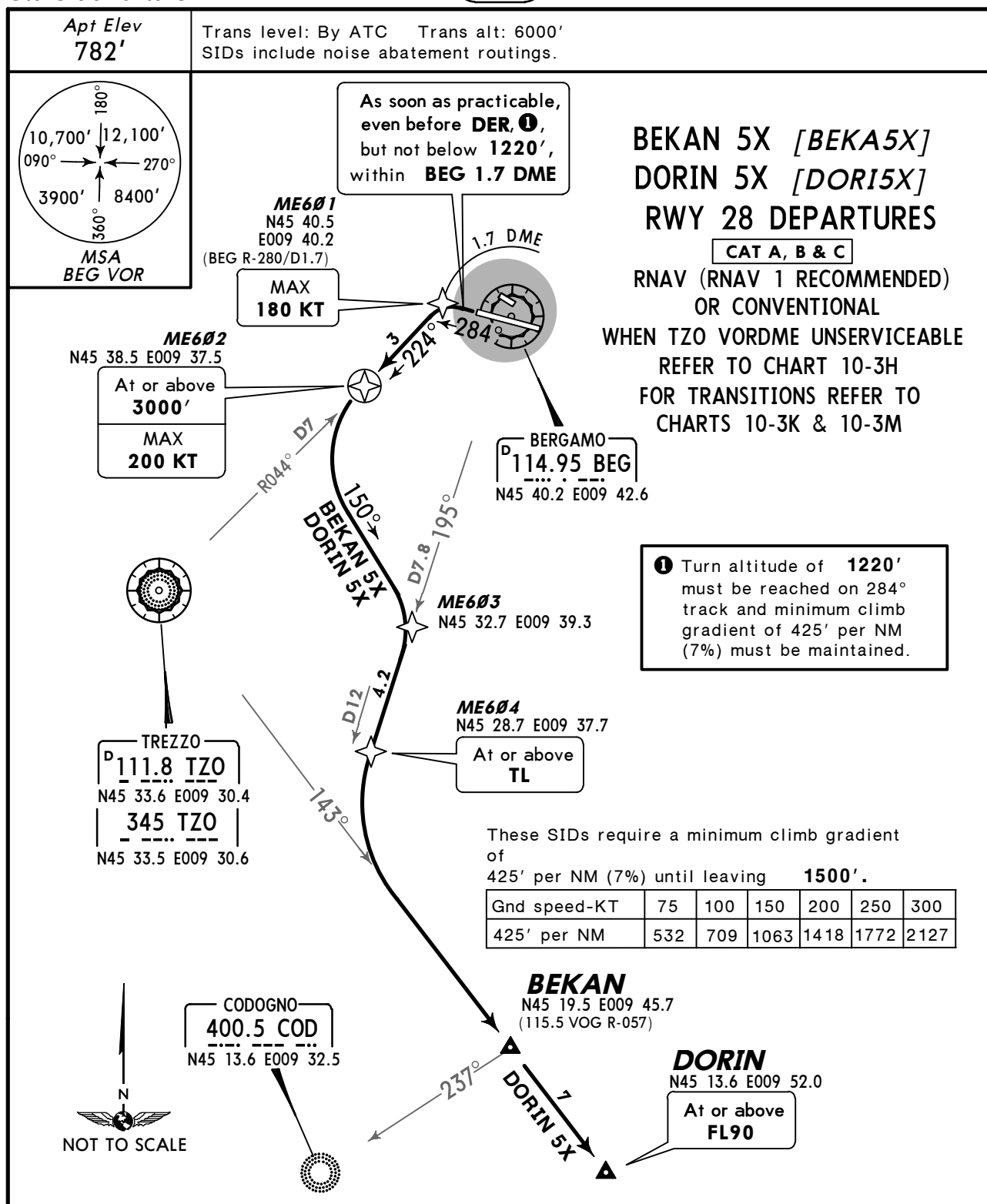
Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489

Execute turns after take-off with MAX 200 KT.

INITIAL CLIMB

Climb on 104° track, when leaving **1500'**, but not before BEG 2 DME turn RIGHT, intercept 232° bearing from ORI to ME603 (BEG R-195/D7.8), intercept BEG R-195 to D12 BEG.

SID	ROUTING
BEG 5Y	At D12 BEG turn LEFT, intercept 021° bearing towards ORI, intercept BEG R-140 inbound to BEG, then join assigned Transition.
ORI 5Y	At D12 BEG turn LEFT, intercept 021° bearing to ORI, then join assigned Transition.
ALTERNATE INITIAL CLIMB (when BEG unserviceable)	
As soon as practicable turn RIGHT to TZO, then join assigned Transition.	



During initial climb: MAX 180 KT, bank angle 25° or rate of turn 2°/s, whichever requires a lesser bank.

INITIAL CLIMB

On 284° track, as soon as practicable, even before DER, ①, but not below **1220'**, within **BEG 1.7 DME** turn LEFT, intercept TZO R-044 inbound to ME602 (TZO R-044/D7).

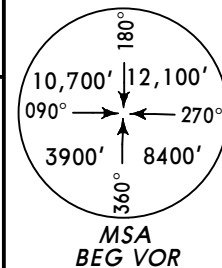
SID	ROUTING
BEKAN 5X	At ME602 (TZO R-044/D7) turn LEFT, 150° track, intercept BEG R-195 to ME604 (BEG R-195/D12), turn LEFT, intercept TZO R-143 to BEKAN, then join assigned Transition. RNAV: (1220+) - ME601(K180-) - ME602 (3000+; K200-) - ME603 - ME604 (TL+) - BEKAN.
DORIN 5X	At ME602 (TZO R-044/D7) turn LEFT, 150° track, intercept BEG R-195 to ME604 (BEG R-195/D12), turn LEFT, intercept TZO R-143 to DORIN, then join assigned Transition. RNAV: (1220+) - ME601(K180-) - ME602 (3000+; K200-) - ME603 - ME604 (TL+) - DORIN (FL90+).

ALTERNATE INITIAL CLIMB (when BEG unserviceable)

As soon as practicable turn LEFT to TZO, then join assigned Transition.

Apt Elev
782'

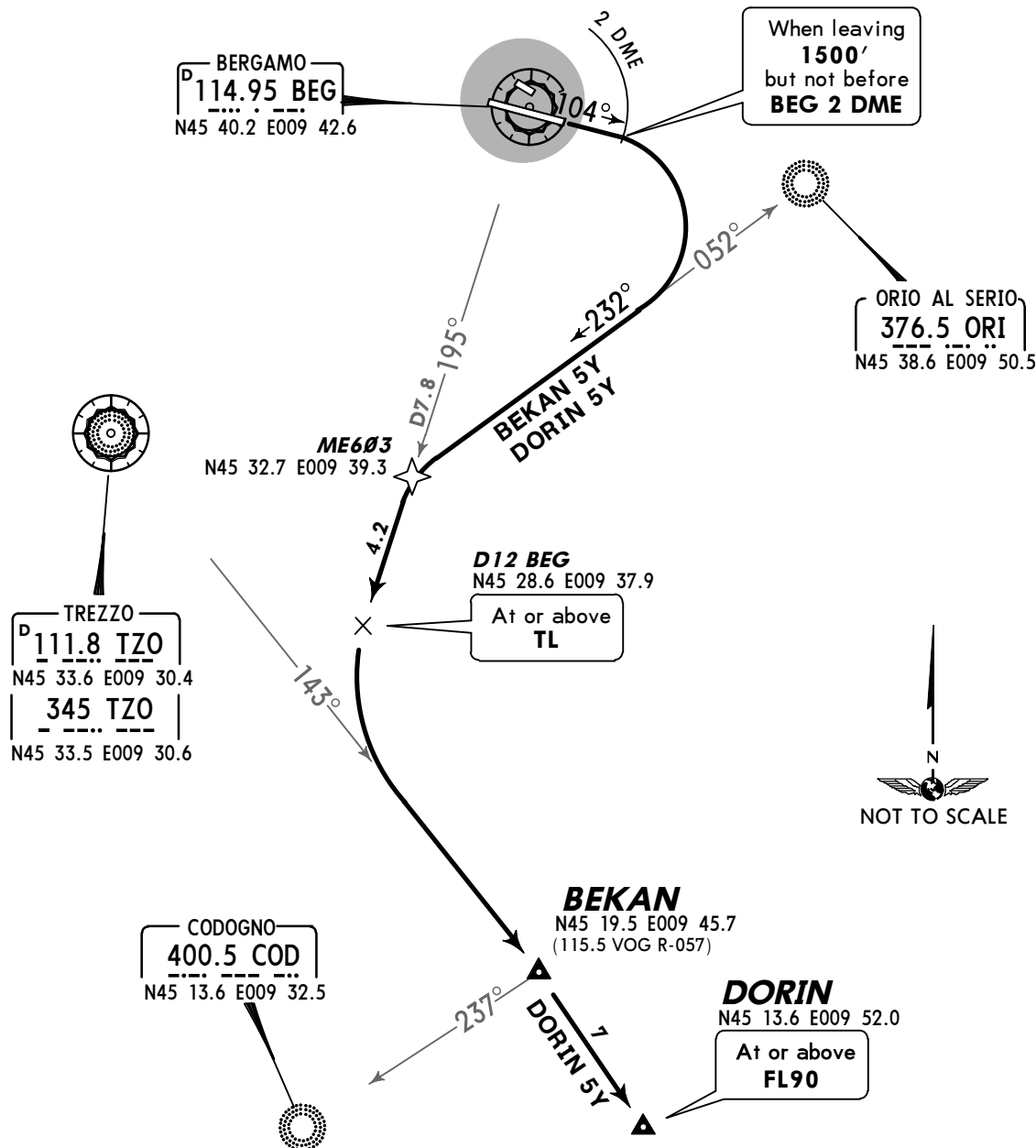
Trans level: By ATC Trans alt: 6000'
SIDs include noise abatement routings.



**BEKAN 5Y [BEKA5Y]
DORIN 5Y [DORI5Y]
RWY 10 DEPARTURES**

CAT A, B & C

WHEN TZO VORDME UNSERVICEABLE REFER TO CHART 10-3H
FOR TRANSITIONS REFER TO CHARTS 10-3K & 10-3M



These SIDs require a minimum climb gradient of 298' per NM (4.9%) until leaving 1500'.

Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489

Execute turns after take-off with MAX 200 KT.

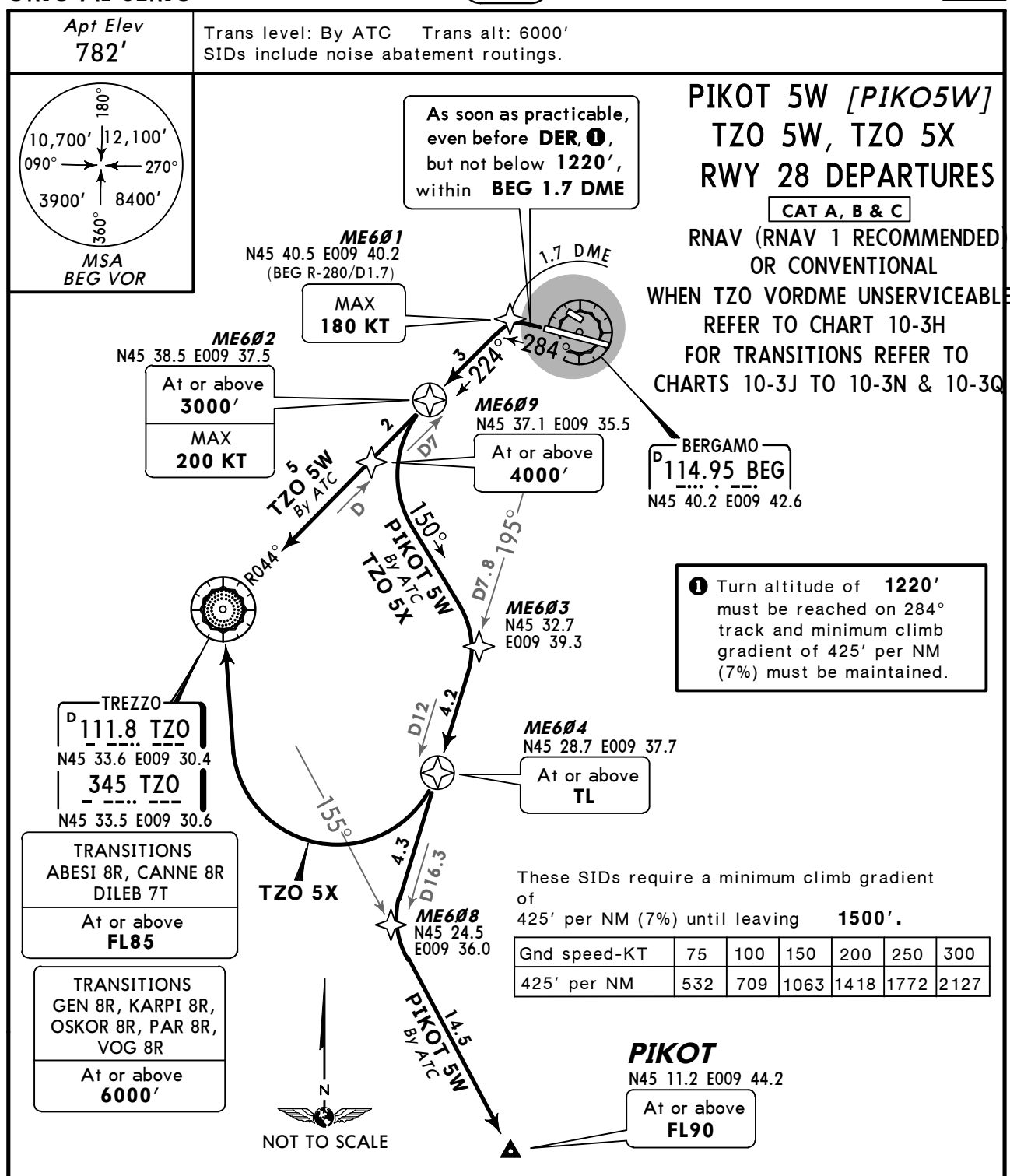
INITIAL CLIMB

Climb on 104° track, when leaving 1500', but not before BEG 2 DME turn RIGHT, intercept 232° bearing from ORI to ME603 (BEG R-195/D7.8), intercept BEG R-195 to D12 BEG.

SID	ROUTING
BEKAN 5Y	At D12 BEG turn LEFT, intercept TZO R-143 to BEKAN, then join assigned Transition.
DORIN 5Y	At D12 BEG turn LEFT, intercept TZO R-143 to DORIN, then join assigned Transition.

ALTERNATE INITIAL CLIMB (when BEG unserviceable)

As soon as practicable turn RIGHT to TZO, then join assigned Transition.



During initial climb: MAX 180 KT, bank angle 25° or rate of turn 2°/s, whichever requires a lesser bank.

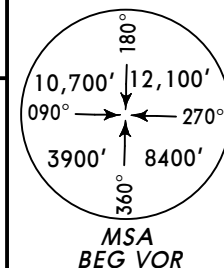
INITIAL CLIMB

On 284° track, as soon as practicable, even before DER, ①, but not below 1220', within BEG 1.7 DME turn LEFT, intercept TZO R-044 inbound to ME602 (TZO R-044/D7).

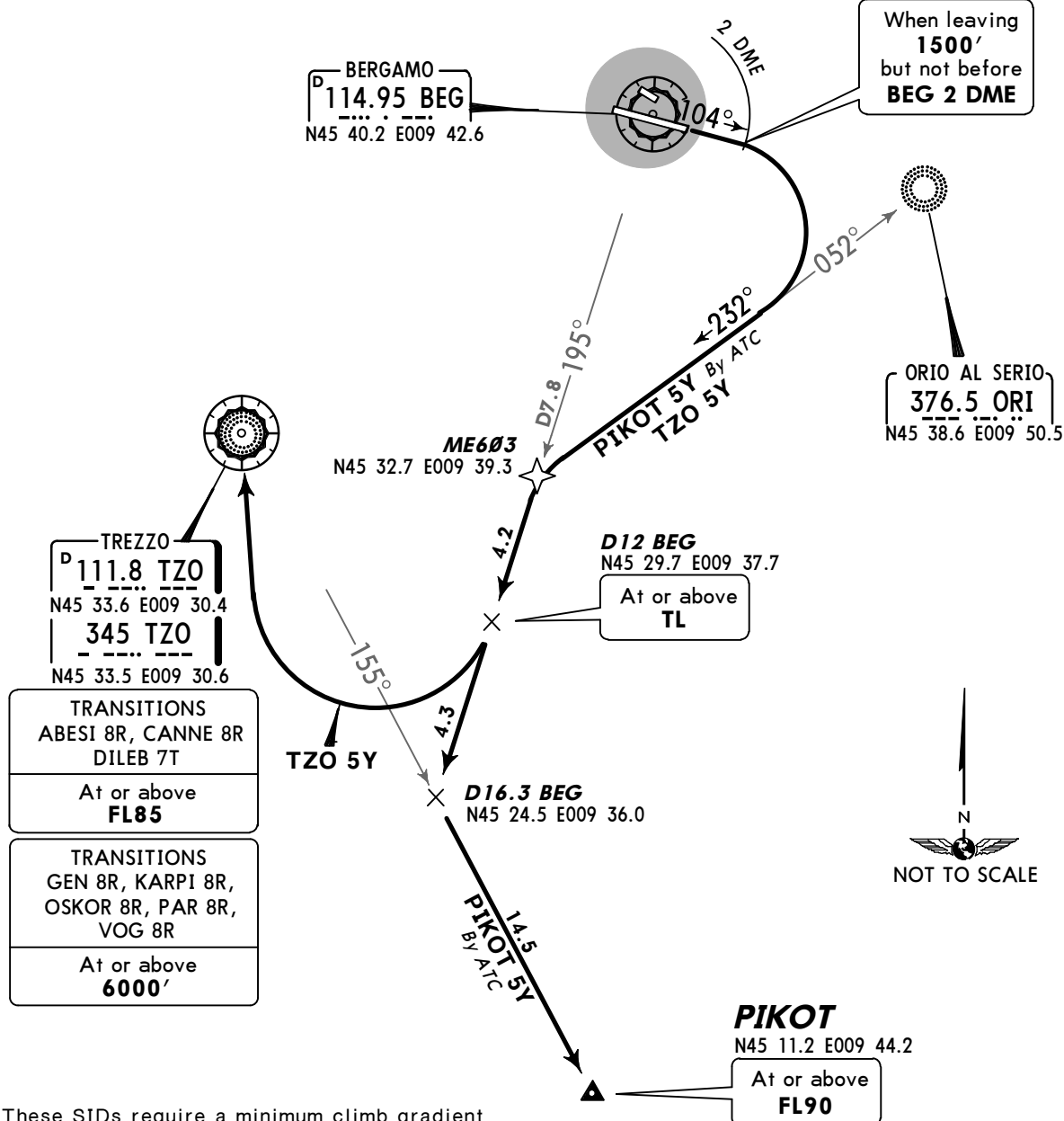
SID	ROUTING
PIKOT 5W By ATC	At ME602 (TZO R-044/D7) turn LEFT, 150° track, intercept BEG R-195 to ME608 (BEG R-195/D16.3), turn LEFT, intercept TZO R-155 to PIKOT, then join assigned Transition. RNAV: (1220+) - ME601(K180-) - ME602 (3000+; K200-) - ME603 - ME604 (TL+) - ME608 - PIKOT (FL90+).
TZO 5W By ATC	At ME602 (TZO R-044/D7) continue on TZO R-044 inbound to TZO, then join assigned Transition. RNAV: (1220+) - ME601(K180-) - ME602 (3000+; K200-) - ME609 (4000+) - TZO.
TZO 5X	At ME602 (TZO R-044/D7) turn LEFT, 150° track, intercept BEG R-195 to ME604 (BEG R-195/D12), turn RIGHT to TZO, then join assigned Transition. RNAV: (1220+) - ME601(K180-) - ME602 (3000+; K200-) - ME603 - ME604 (TL+) - TZO.

ALTERNATE INITIAL CLIMB (when BEG unserviceable)

As soon as practicable turn LEFT to TZO, then join assigned Transition.

Apt Elev
782'Trans level: By ATC Trans alt: 6000'
SIDs include noise abatement routings.**PIKOT 5Y [PIKO5Y]
TZO 5Y
RWY 10 DEPARTURES**

CAT A, B & C

WHEN TZO VORDME UNSERVICEABLE REFER TO CHART 10-3H
FOR TRANSITIONS REFER TO CHARTS 10-3J TO 10-3N & 10-3QThese SIDs require a minimum climb gradient
of
298' per NM (4.9%) until leaving **1500'**.

Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489

Execute turns after take-off with MAX 200 KT.

INITIAL CLIMBClimb on 104° track, when leaving **1500'**, but not before BEG 2 DME turn RIGHT, intercept 232° bearing from ORI to ME603 (BEG R-195/D7.8), intercept BEG R-195 to D12 BEG.

SID	ROUTING
PIKOT 5Y By ATC	At D12 BEG continue on BEG R-195 to D16.3 BEG, turn LEFT, intercept TZO R-155 to PIKOT, then join assigned Transition.
TZO 5Y	At D12 BEG turn RIGHT to TZO, then join assigned Transition.

ALTERNATE INITIAL CLIMB (when BEG unserviceable)

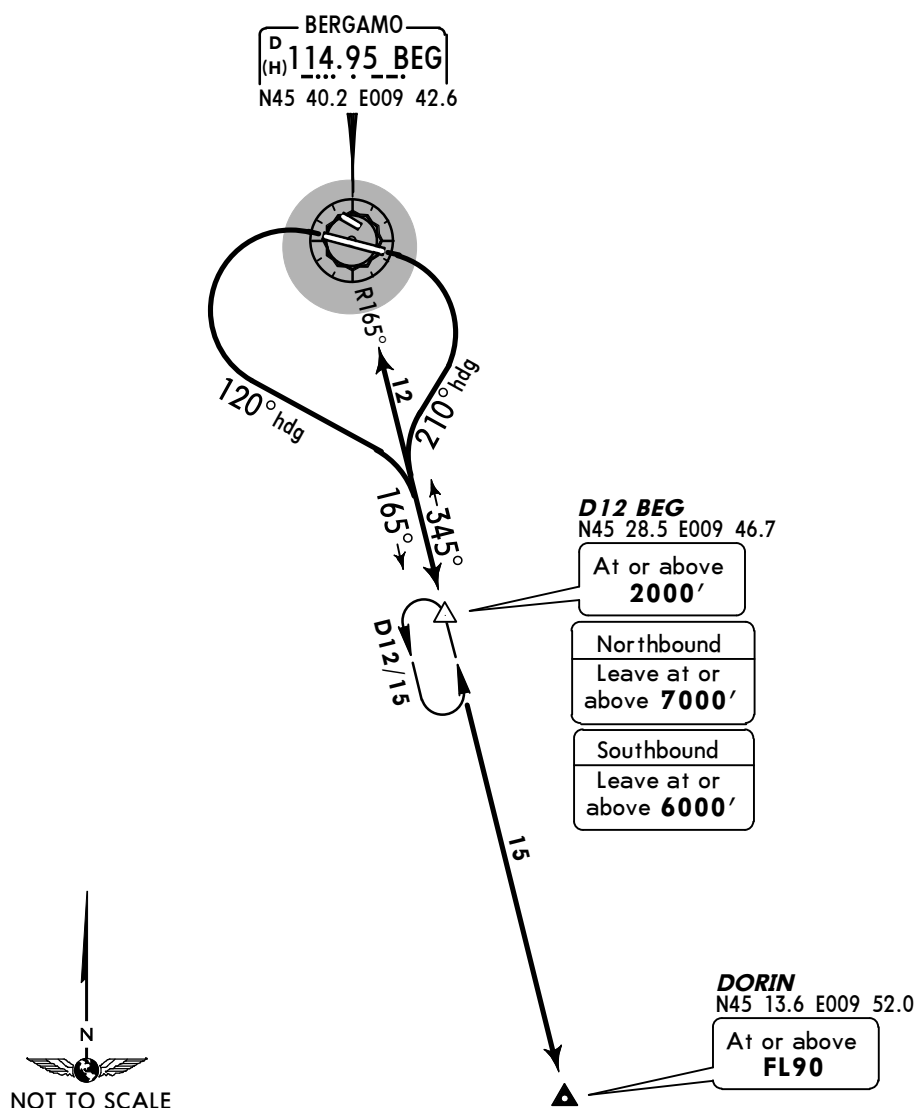
As soon as practicable turn RIGHT to TZO, then join assigned Transition.

Apt Elev
782'

Trans level: By ATC Trans alt: 6000'
SIDs include noise abatement routings.

No MSA
published

RWYS 10, 28 ALTERNATE DEPARTURE
USABLE WHEN TZO VORDME UNSERVICEABLE

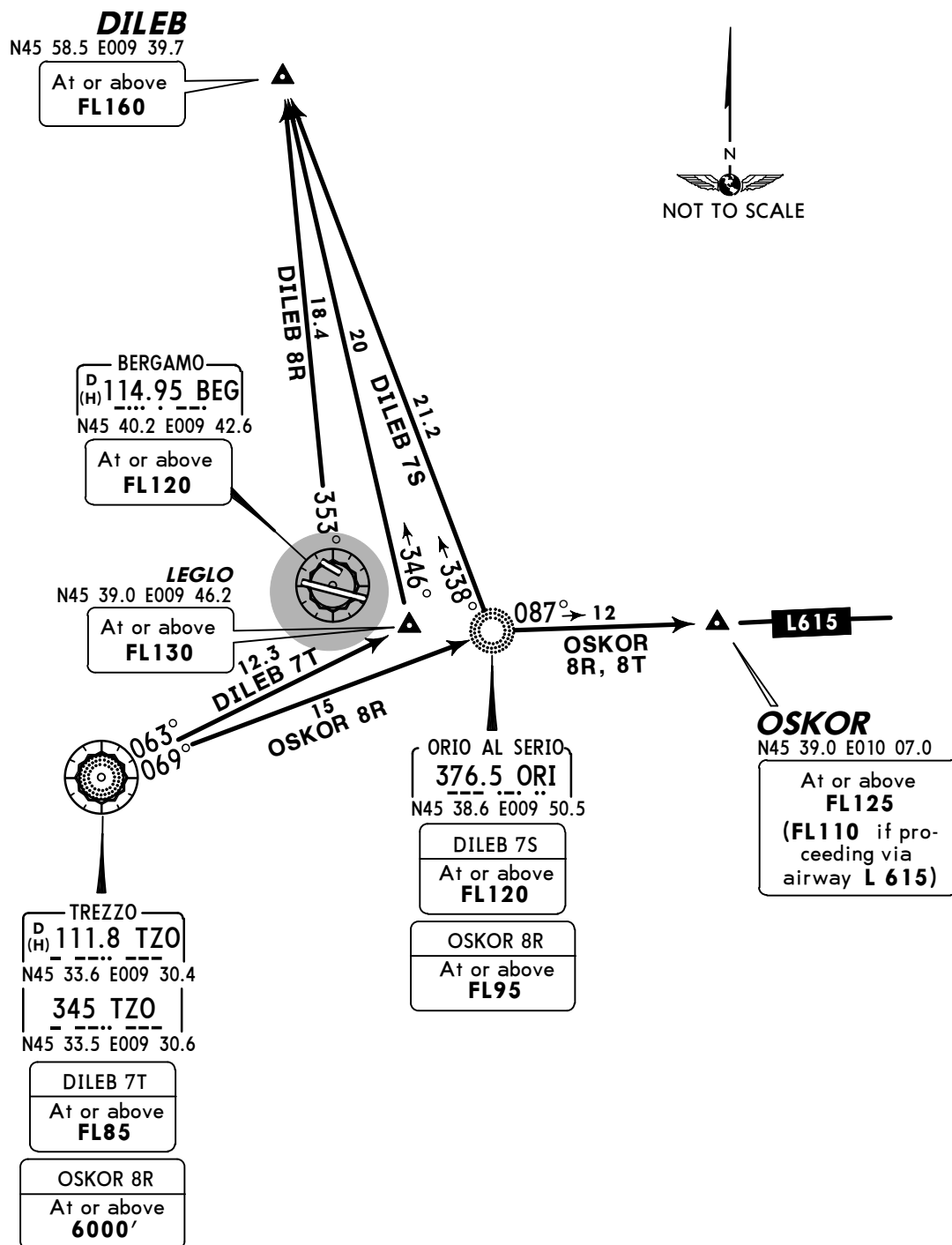


Execute turns after take-off with MAX TAS 250 KT, bank angle 25° or rate of turn 2°/sec, whichever requires lesser bank.

RWY	INITIAL CLIMB
10	Turn RIGHT, 210° heading, intercept BEG R-165 to D12 BEG, join holding pattern.
28	Turn LEFT, 120° heading, intercept BEG R-165 to D12 BEG, join holding pattern.
DIRECTION	ROUTING
To North	Leave holding pattern at or above 7000' to BEG, then as cleared by MILAN ACC.
To South	Leave holding pattern at or above 6000' to DORIN, then as cleared by MILAN ACC.

Apt Elev
782'

Trans level: By ATC Trans alt: 6000'

No MSA
publishedDILEB 8R [DIL8R], DILEB 7S [DIL7S]
DILEB 7T [DIL7T]
OSKOR 8R [OSK8R], OSKOR 8T [OSK8T]
TRANSITIONS

TRANSITION

ROUTING

DILEB 8R

At BEG proceed to DILEB.

DILEB 7S

At ORI proceed to DILEB.

DILEB 7T ①

At TZO proceed to LEGLO, then to DILEB.

OSKOR 8R ①

At TZO proceed to ORI, then to OSKOR.

OSKOR 8T

At ORI proceed to OSKOR.

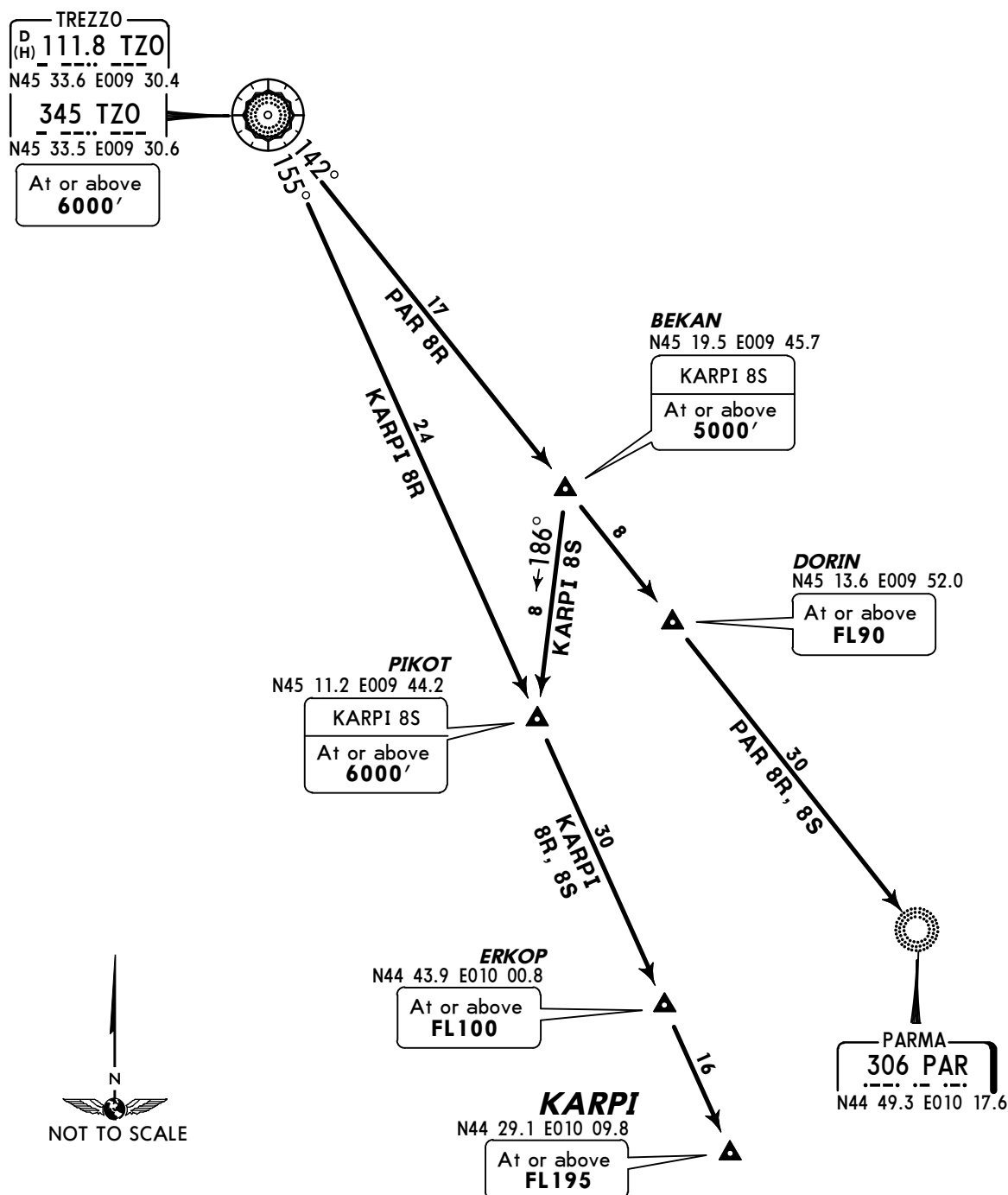
① Not available when TZO VORDME unserviceable.

Apt Elev
782'

Trans level: By ATC Trans alt: 6000'

No MSA
published

KARPI 8R [KAR8R], KARPI 8S [KAR8S] PAR 8R, PAR 8S TRANSITIONS



TRANSITION	ROUTING
KARPI 8R ①	At TZO proceed to PIKOT, then to ERKOP, then to KARPI.
KARPI 8S	At BEKAN proceed to PIKOT, then to ERKOP, then to KARPI.
PAR 8R ①	At TZO proceed to BEKAN, then to DORIN, then to PAR.
PAR 8S	At DORIN proceed to PAR.

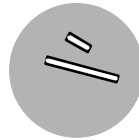
① Not available when TZO VORDME unserviceable.

Apt Elev
782'

Trans level: By ATC Trans alt: 6000'

No MSA
published

**KARPI 7X [KAR7X]
PAR 7X
TRANSITIONS**



TREZZO
D 111.8 TZO
(H) N45 33.6 E009 30.4

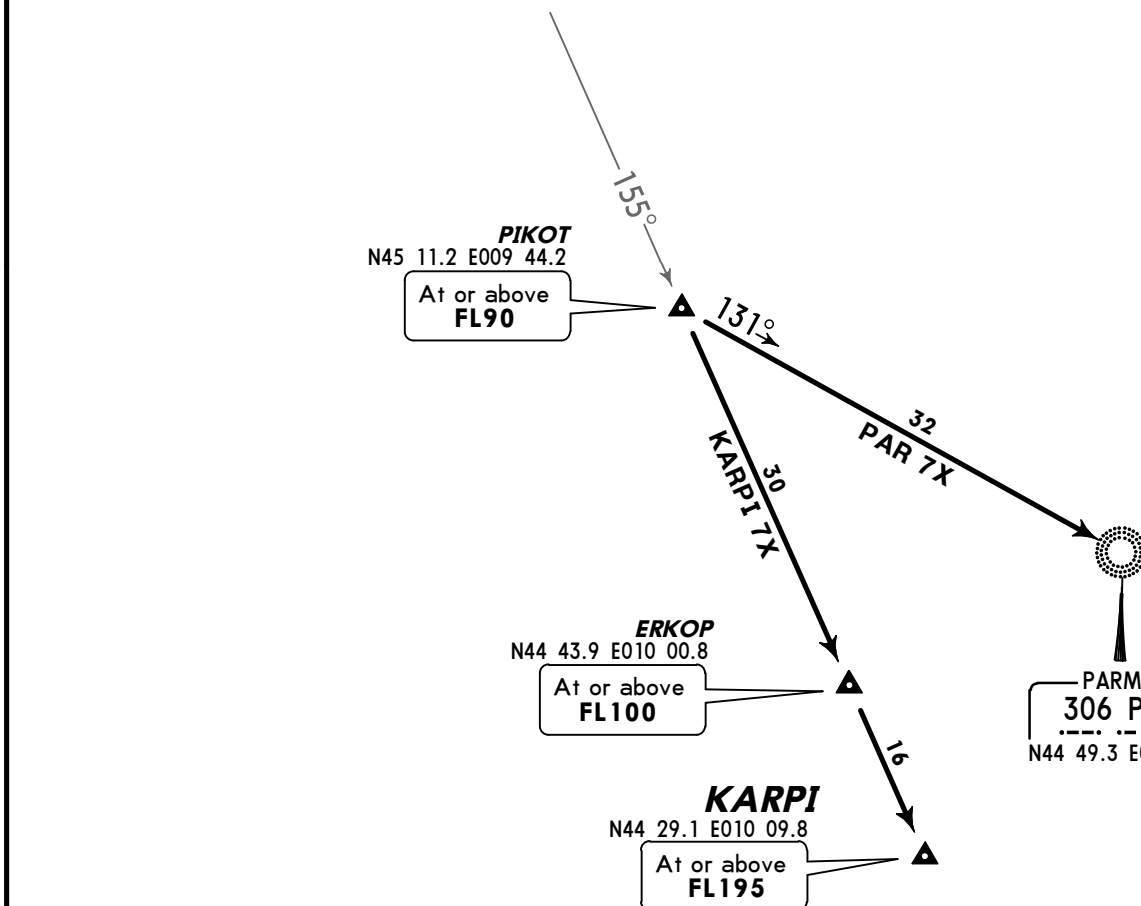


PIKOT
N45 11.2 E009 44.2
At or above
FL90

ERKOP
N44 43.9 E010 00.8
At or above
FL100

KARPI
N44 29.1 E010 09.8
At or above
FL195

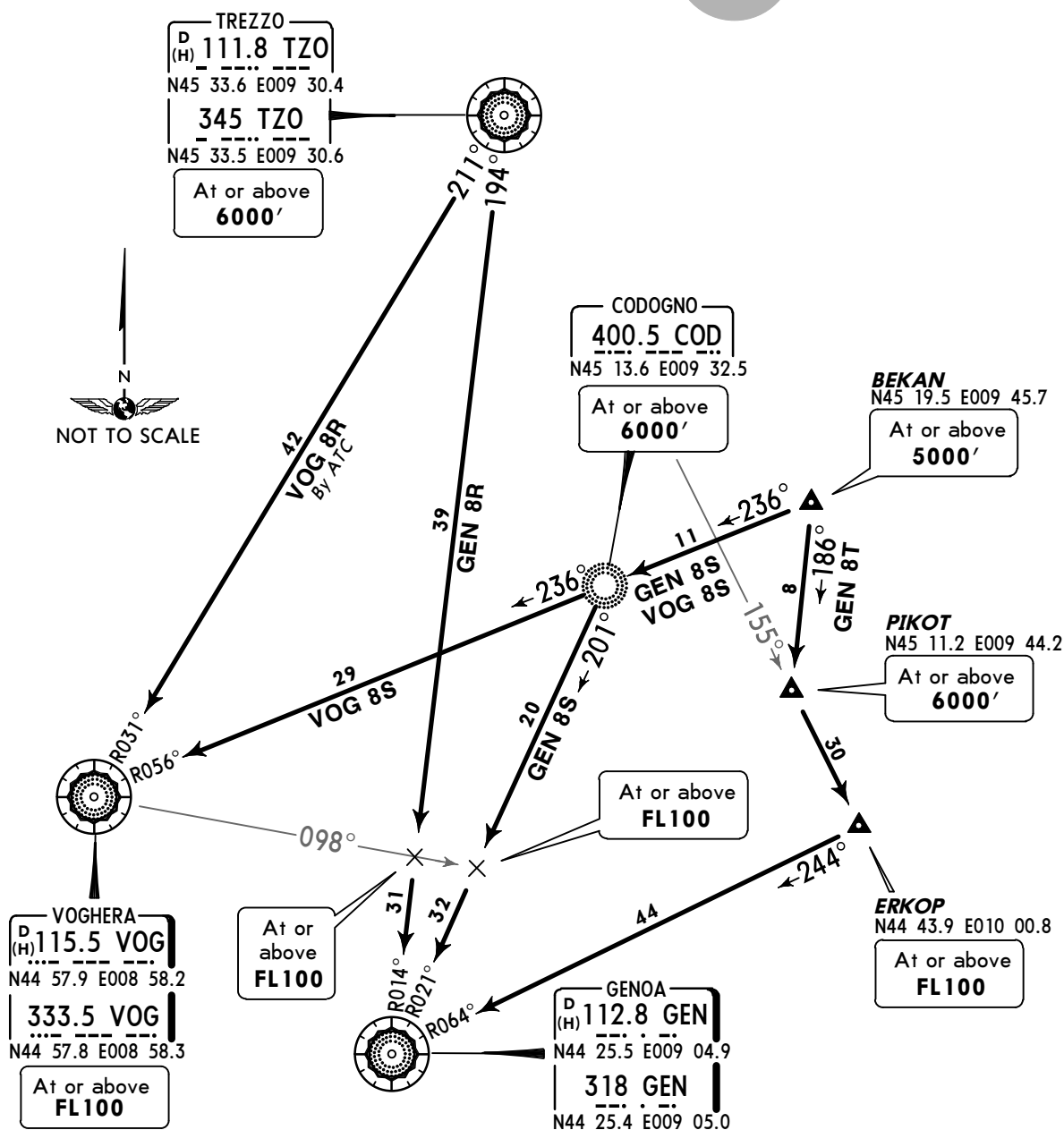
PARMA
306 PAR
N44 49.3 E010 17.6



TRANSITION	ROUTING
KARPI 7X	At PIKOT, proceed to ERKOP, then to KARPI.
PAR 7X	At PIKOT proceed to PAR.

Apt Elev
782'

Trans level: By ATC Trans alt: 6000'

No MSA
publishedGEN 8R, GEN 8S, GEN 8T
VOG 8R, VOG 8S
TRANSITIONS

TRANSITION	ROUTING
GEN 8R ①	At TZO proceed to GEN.
GEN 8S	At BEKAN proceed to COD, then to GEN.
GEN 8T	At BEKAN proceed to PIKOT, then to ERKOP, then to GEN.
VOG 8R ① By ATC	At TZO proceed to VOG.
VOG 8S	At BEKAN proceed to COD, then to VOG.

① Not available when TZO VORDME unserviceable.

Apt Elev
782'

Trans level: By ATC Trans alt: 6000'

No MSA
published

GEN 7X TRANSITION

TREZZO
D 111.8 TZO
(H) 111.8 TZO
N45 33.6 E009 30.4



PIKOT
N45 11.2 E009 44.2
At or above
FL90

ERKOP
N44 43.9 E010 00.8
At or above
FL100

GENOA
D 112.8 GEN
(H) 112.8 GEN
N44 25.5 E009 04.9
318 GEN
N44 25.4 E009 05.0



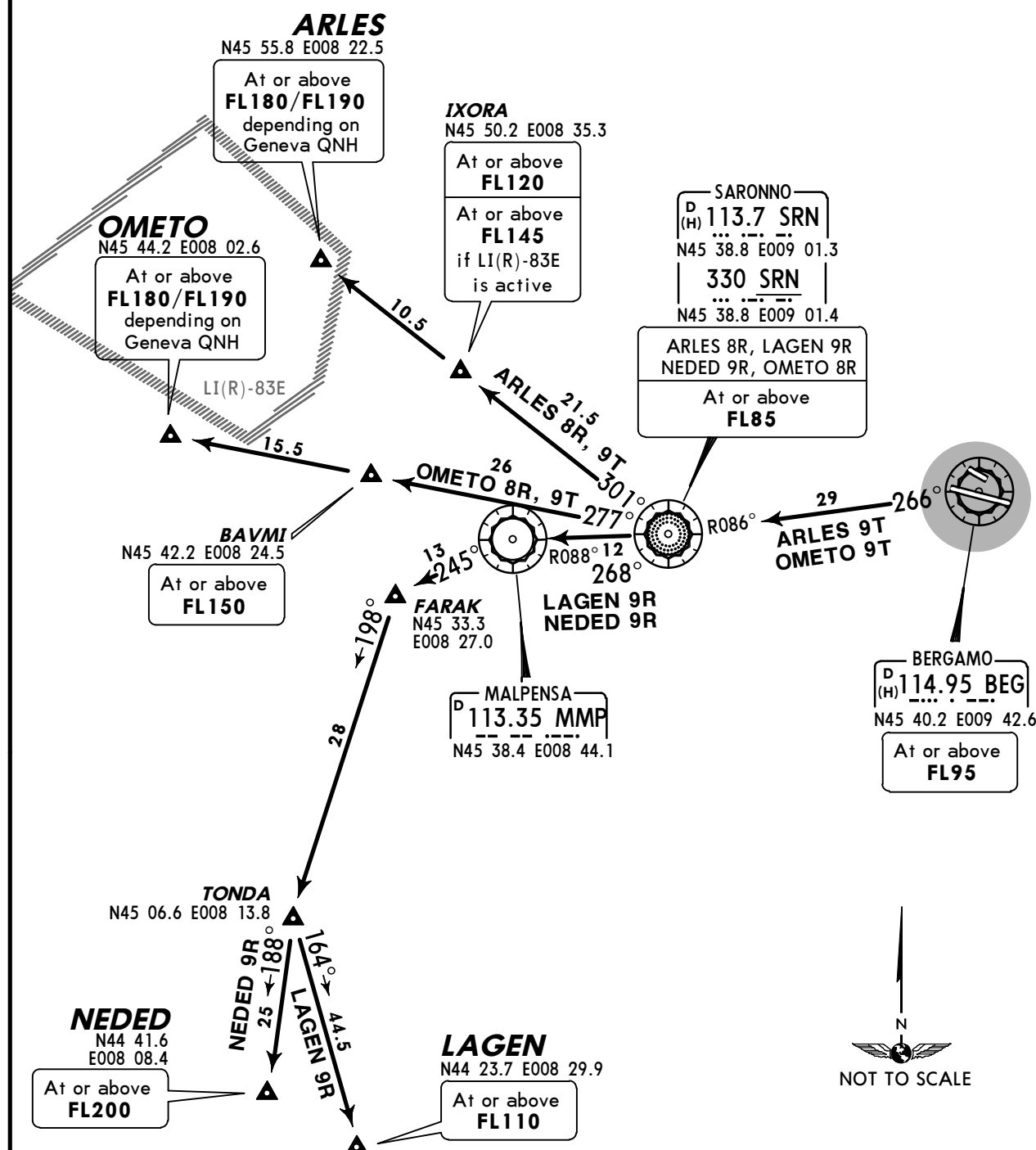
ROUTING

At PIKOT proceed to ERKOP, then to GEN.

Trans level: By ATC Trans alt: 6000'

*No MSA
published*

No MSA published



TRANSITION	ROUTING
ARLES 8R	At SRN proceed to IXORA, then to ARLES.
ARLES 9T	At BEG proceed to SRN, then to IXORA, then to ARLES.
LAGEN 9R	At SRN proceed to MMP, then to FARAK, then to TONDA, then to LAGEN.
NEDED 9R	At SRN proceed to MMP, then to FARAK, then to TONDA, then to NEDED.
OMETO 8R	At SRN proceed to BAVMI, then to OMETO.
OMETO 9T	At BEG proceed to SRN, then to BAVMI, then to OMETO.

Apt Elev
782'

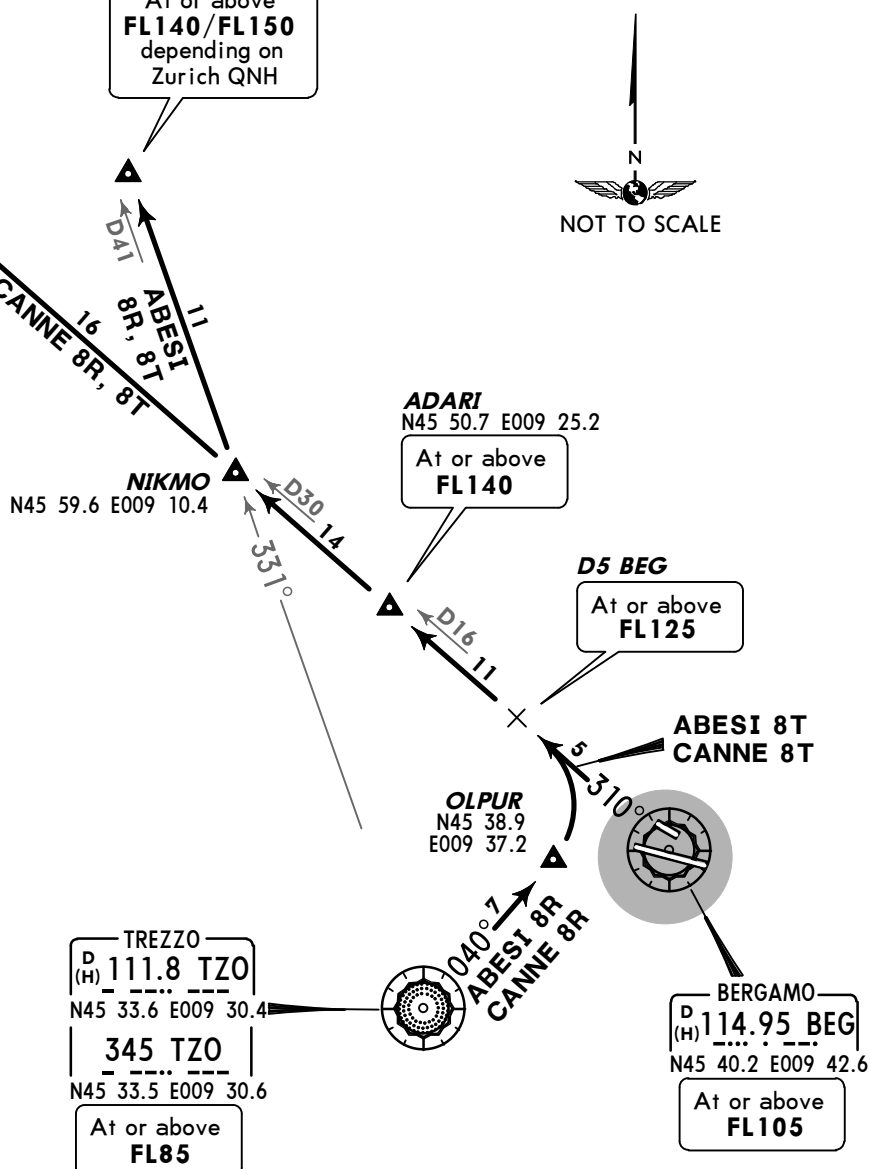
Trans level: By ATC Trans alt: 6000'

No MSA
publishedABESI 8R [ABE8R], ABESI 8T [ABE8T]
CANNE 8R [CAN8R], CANNE 8T [CAN8T]
TRANSITIONS**CANNE**

N46 10.0 E008 52.9

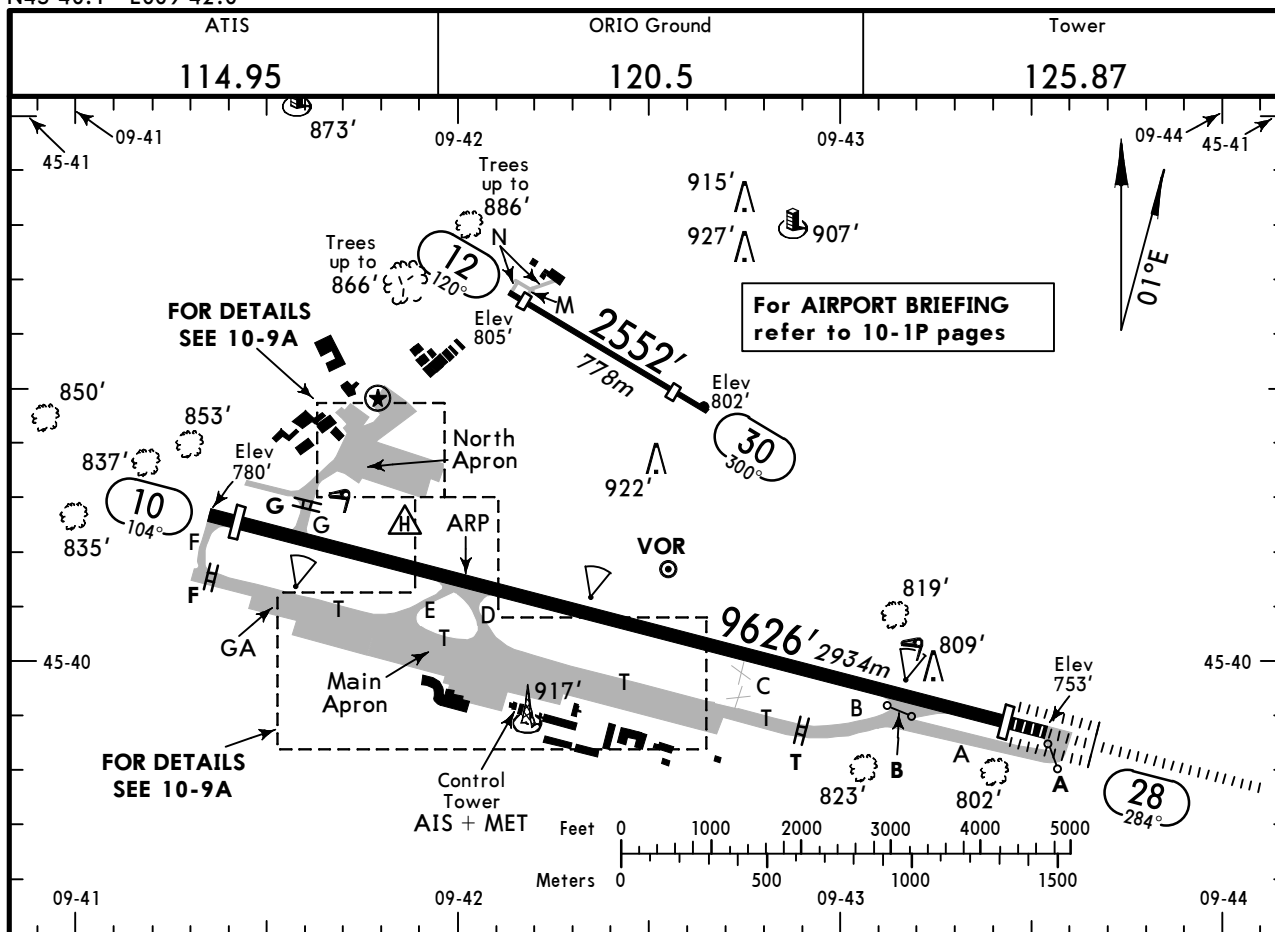
At or above
FL140/FL150
depending on
Zurich QNH**ABESI**

N46 09.6 E009 02.6

At or above
FL140/FL150
depending on
Zurich QNH

TRANSITION	ROUTING
ABESI 8R ①	At TZO proceed to OLPUR, turn LEFT, intercept BEG R-310 via ADARI to NIKMO, turn RIGHT, intercept TZO R-331 to ABESI.
ABESI 8T	At BEG proceed via ADARI to NIKMO, turn RIGHT, intercept TZO R-331 to ABESI.
CANNE 8R ①	At TZO proceed to OLPUR, turn LEFT, intercept BEG R-310 via ADARI and NIKMO to CANNE.
CANNE 8T	At BEG proceed via ADARI and NIKMO to CANNE.

① Not available when TZO VORDME unserviceable.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
10	HIRL (60m) CL (15m) PAPI (3.0°)	RVR 9298' 2834m		2	148' 45m
28	HIRL (60m) CL (15m) HIALS-II TDZ PAPI (3.0°)	RVR 9190' 2801m	8202' 2500m		

① First 656'/200m slippery when wet, possibility of icing at low temperature.

② TAKE-OFF RUN AVAILABLE

RWY 10:	From rwy head	9626' (2934m)	RWY 28:	From start point A int (On request)	9921' (3024m)
	twy G int	8530' (2600m)		rwy head	9626' (2934m)
				twy B int	7874' (2400m)

12		2343' 714m			59'
30		2133' 650m		2461' 750m	18m

Standard

TAKE-OFF 1

	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		

① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.



STRAIGHT-IN RWY	DA(H) / MDA(H)	RVR (ALS/ALS out)
28	854' (100')	RA 106' - 300m
CAT 2 ILS	970' (216')	550m / 1000m
ILS	1260' (506')	1000m / 1000m
LOC ❶	1400' (646')	1000m / 1000m
VOR		

❶ MM out: NOT AUTHORIZED.

CIRCLE-TO-LAND ❷	MDA(H)	VIS
	1600' (821') ❸	1000m

❷ Not authorized North of rwy.

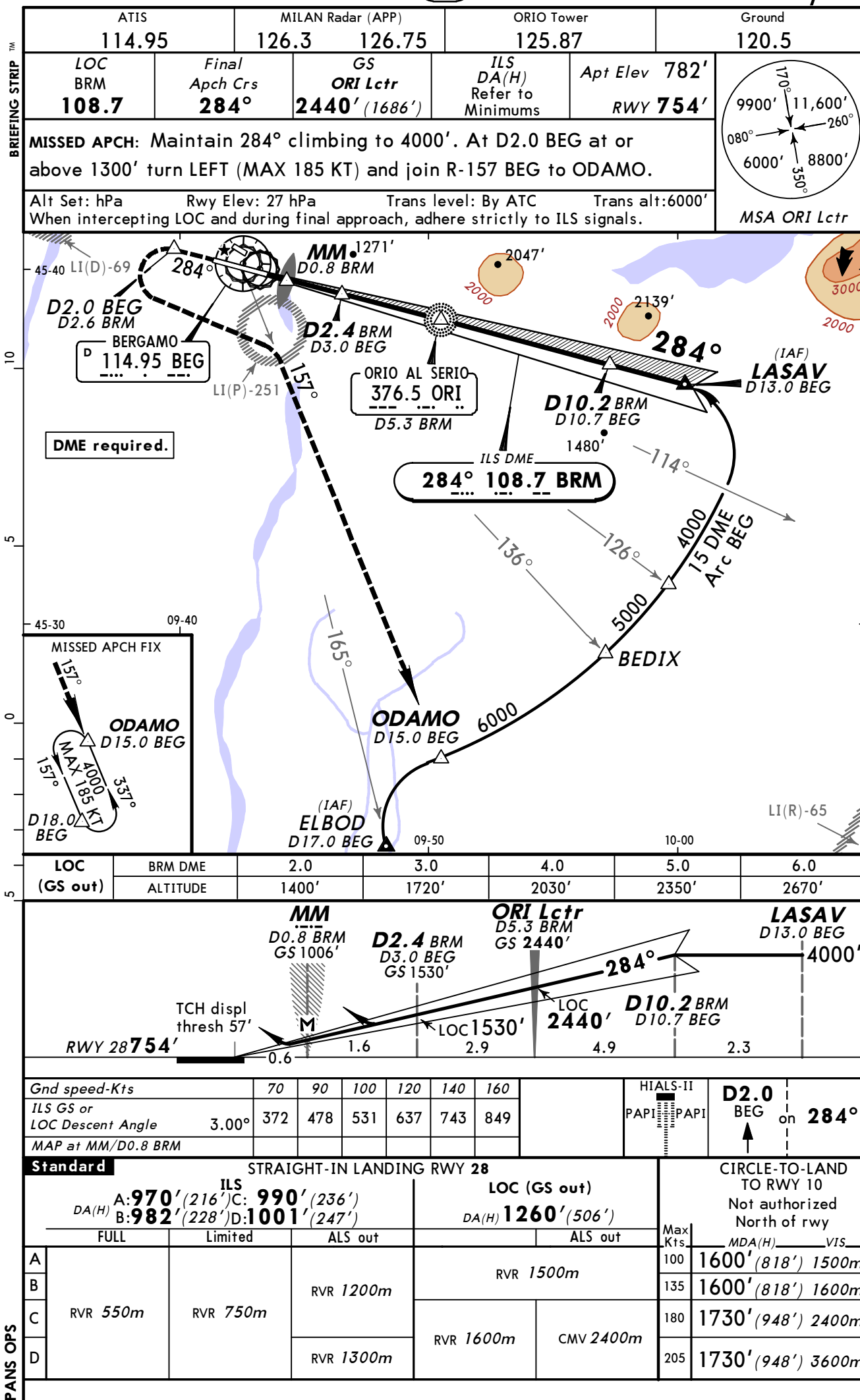
❸ To RWY 10.

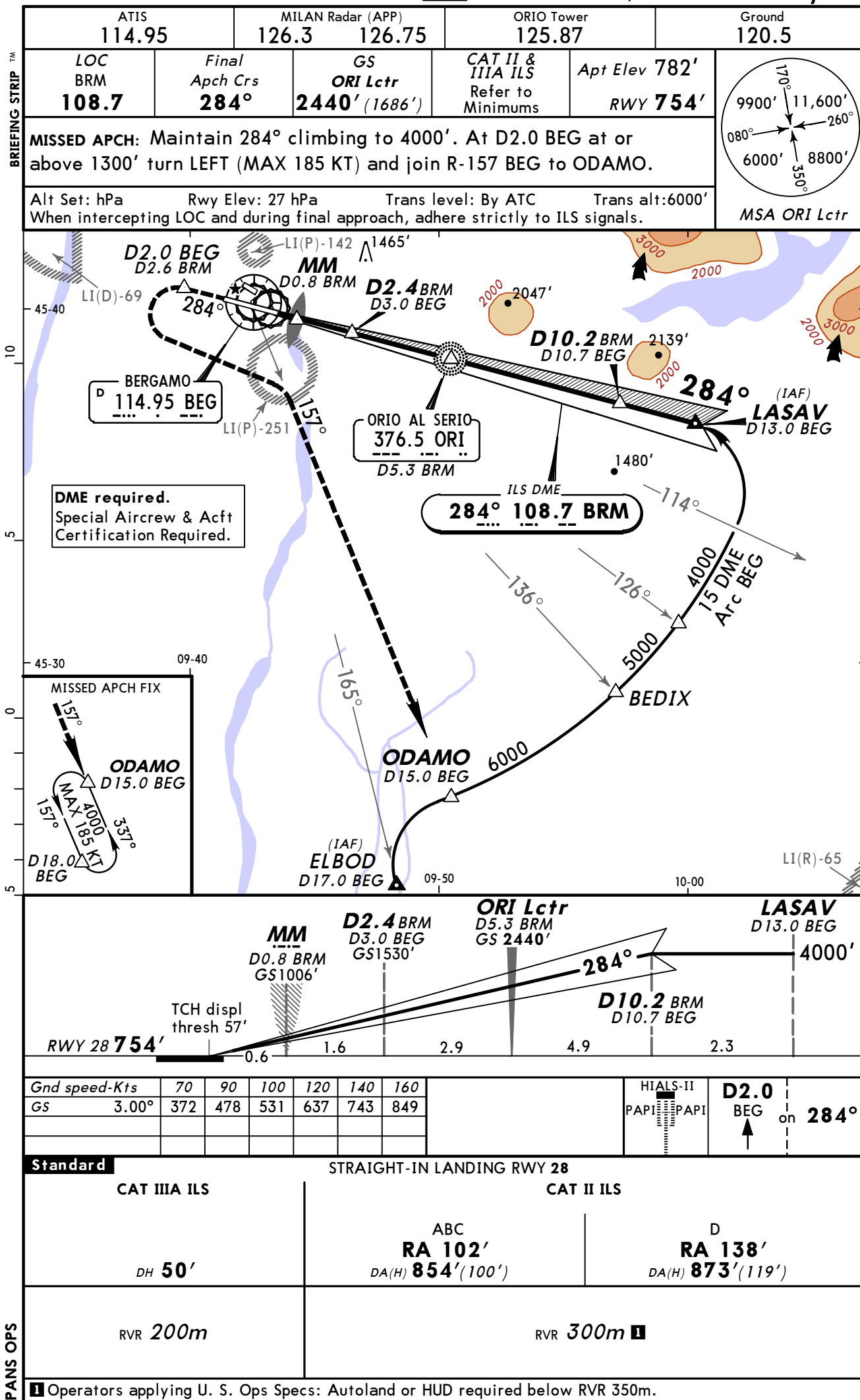
TAKE-OFF RWY 10, 28

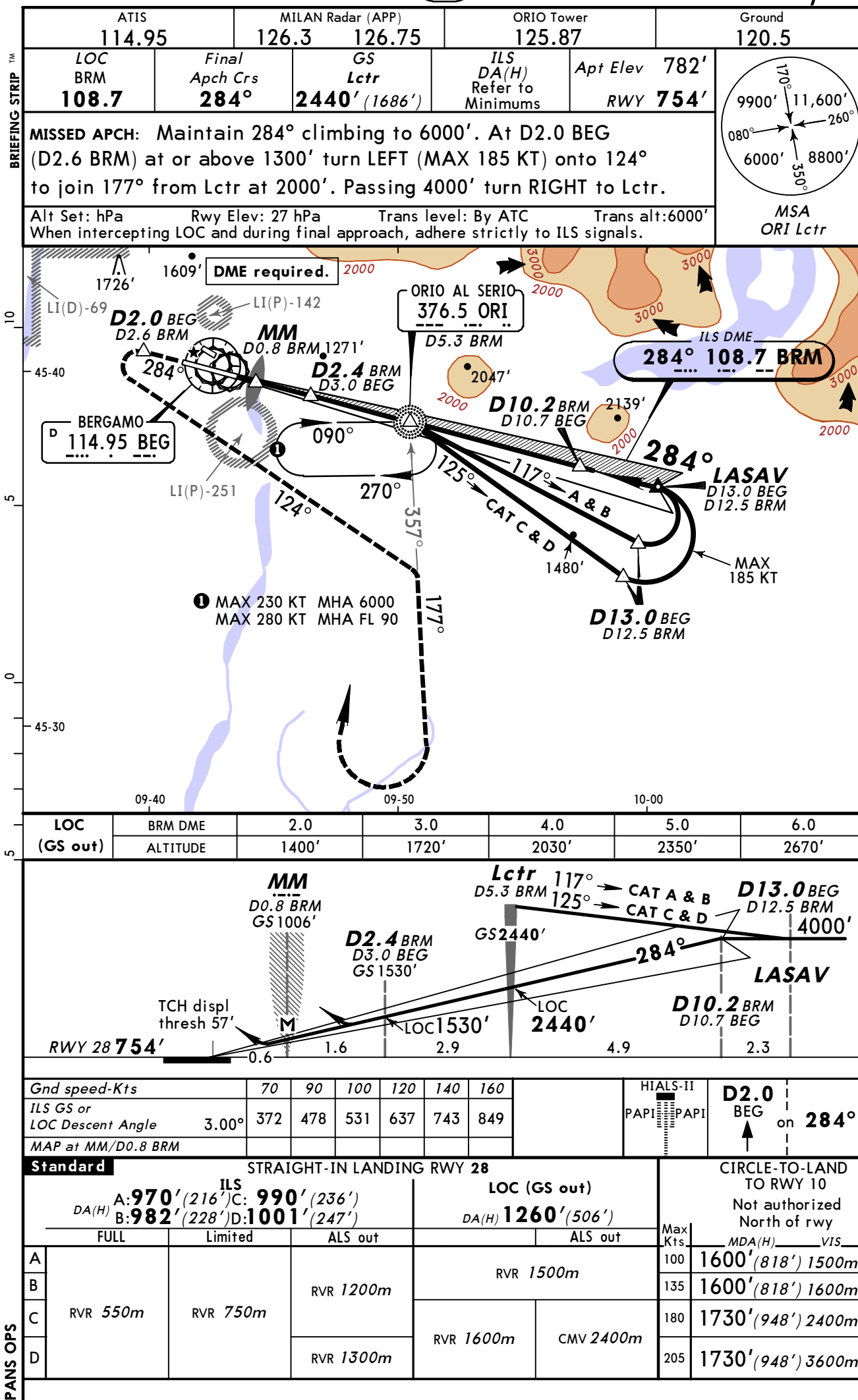
LVP must be in Force ❹				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❺	800m

❹ Without LVP 400m are stipulated.

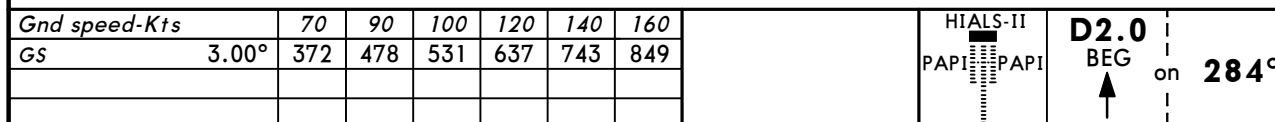
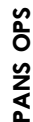
❺ Or rejected take-off distance whichever is the greater.





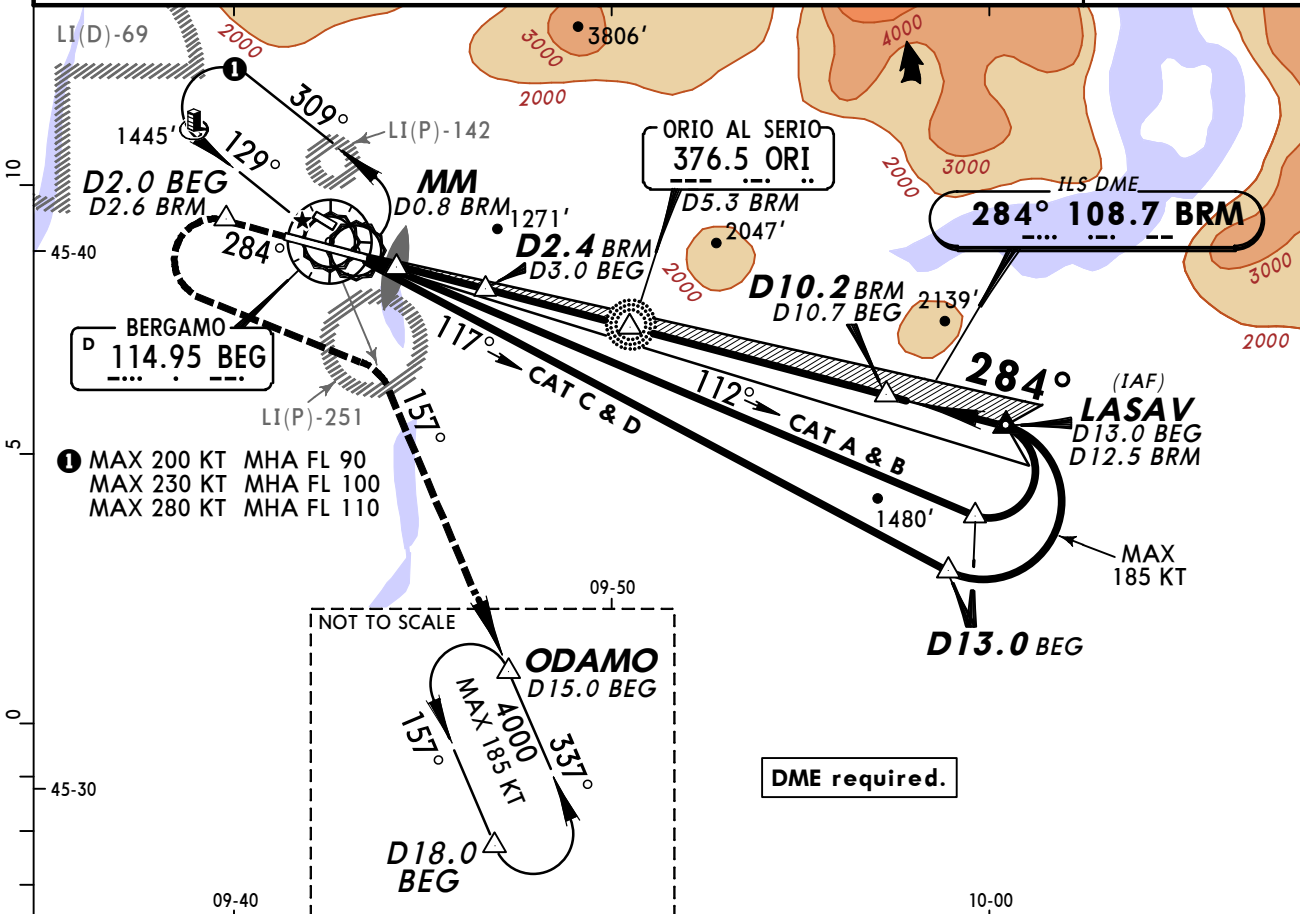


MSA ORI Lctr

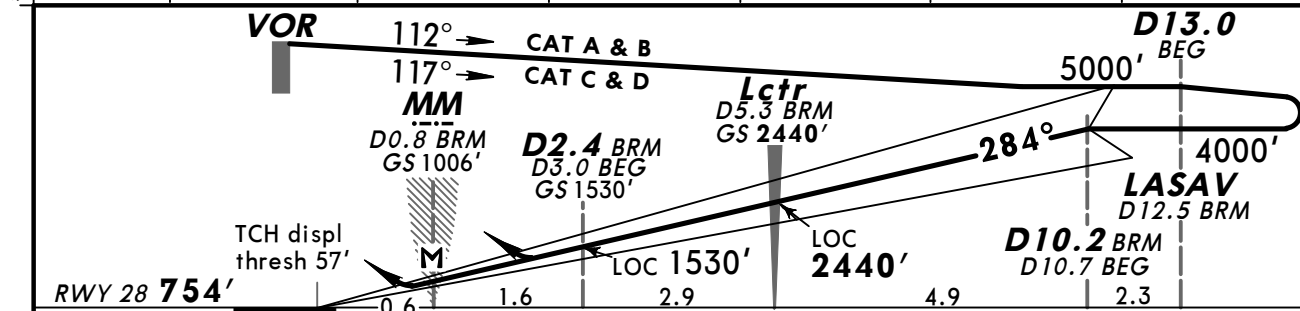


1 Operators applying U. S. Ops Specs: Autoland or HUD required below RVR 350m.

ATIS 114.95		MILAN Radar (APP) 126.3 126.75		ORIO Tower 125.87		Ground 120.5
LOC BRM 108.7	Final Apch Crs 284°	GS Lctr 2440' (1686')	ILS DA(H) Refer to Minimums	Apt Elev 782'	RWY 754'	
MISSED APCH: Maintain 284° climbing to 4000'. At D2.0 BEG at or above 1300' turn LEFT (MAX 185 KT) and join R-157 BEG to ODAMO.						
Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 6000' When intercepting LOC and during final approach, adhere strictly to ILS signals.						MSA ORI Lctr

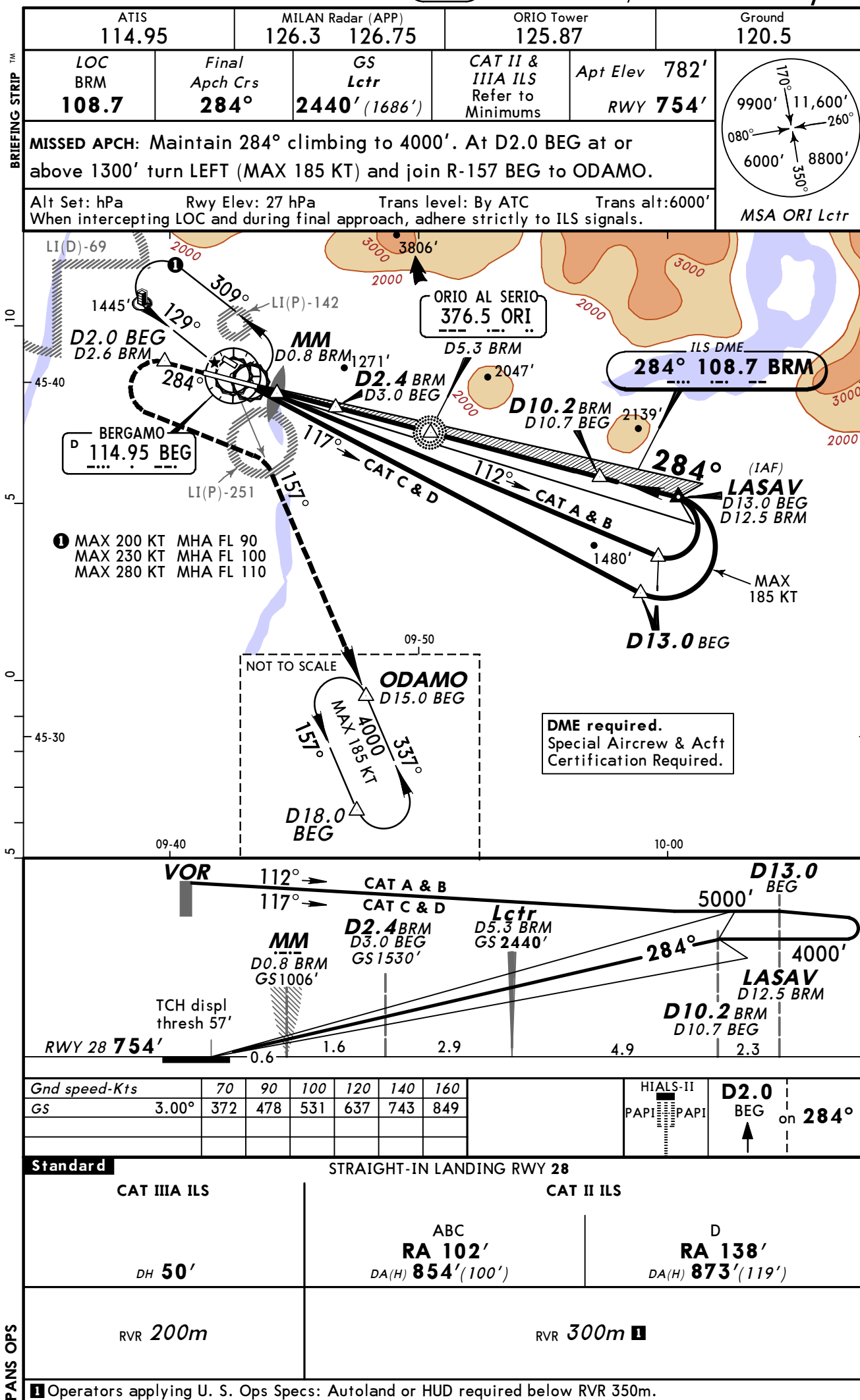


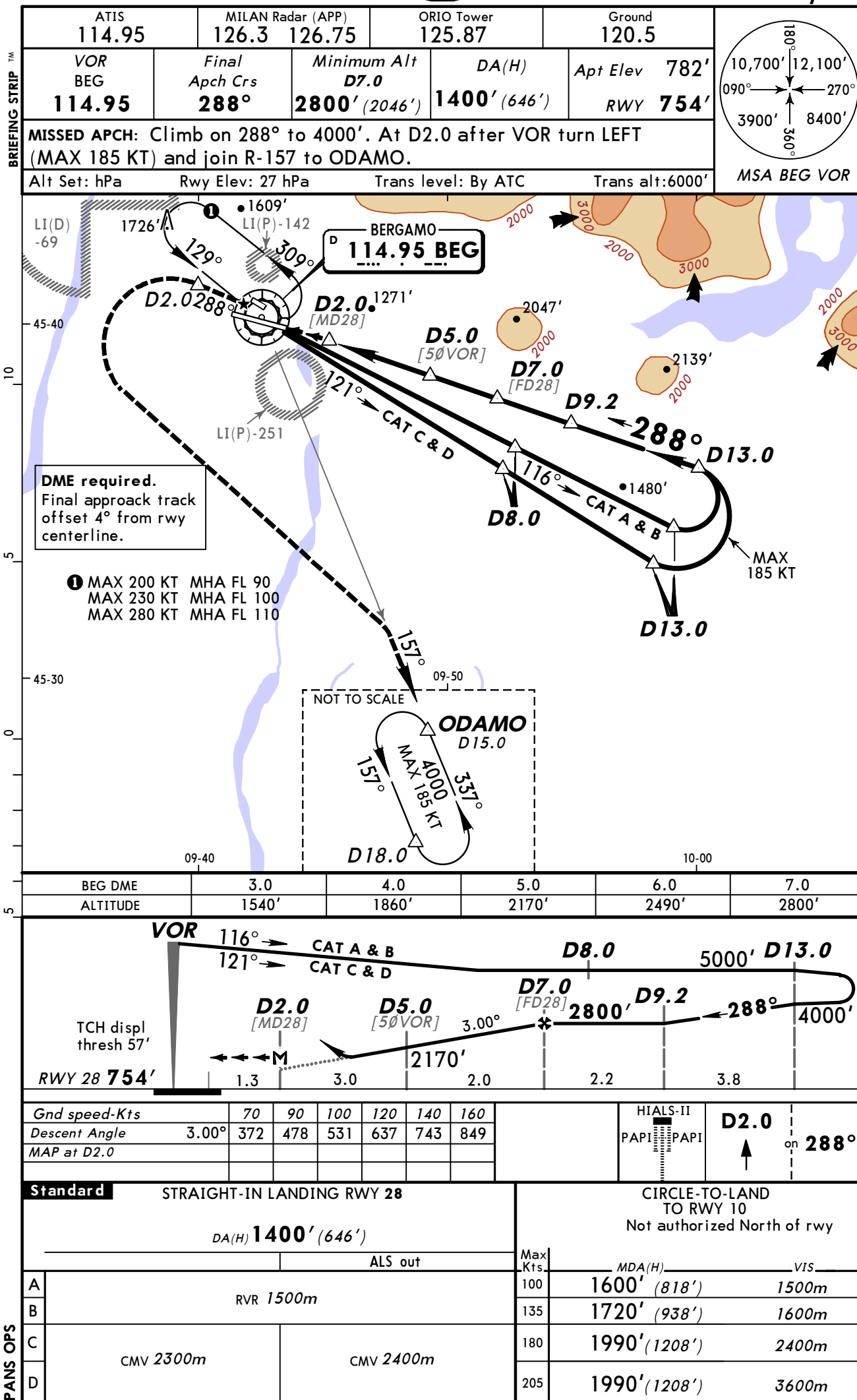
LOC (GS out)	BRM DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	1400'	1720'	2030'	2350'	2670'

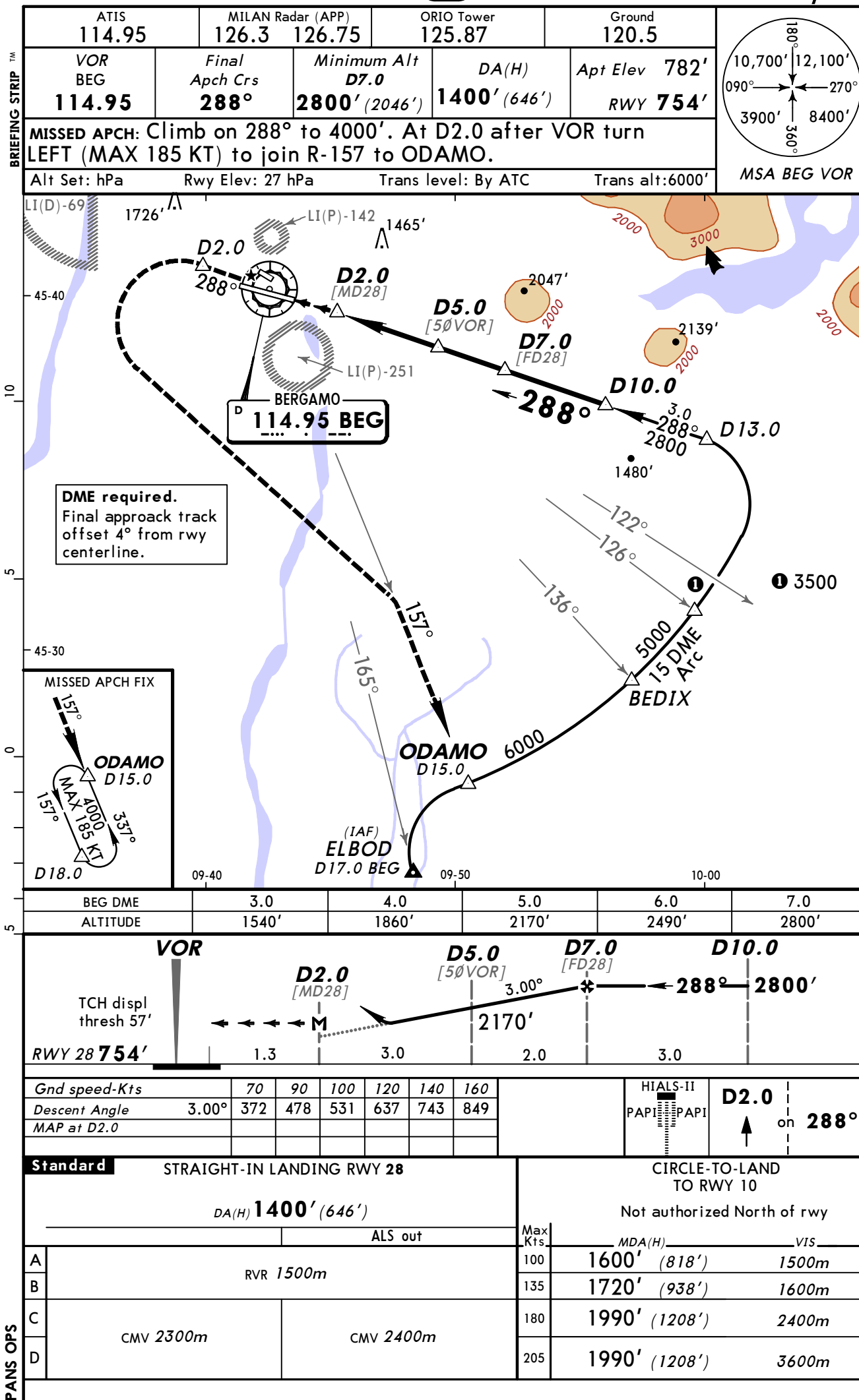


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI		D2.0 BEG on 284°
ILS GS or	372	478	531	637	743	849			
LOC Descent Angle 3.00°									
MAP at MM/D0.8 BRM									

STRAIGHT-IN LANDING RWY 28					CIRCLE-TO-LAND TO RWY 10	
ILS A: 970' (216') C: 990' (236') DA(H) B: 982' (228') D: 1001' (247')			LOC (GS out) DA(H) 1260' (506')		Not authorized North of rwy	
FULL	Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A			RVR 1500m		100	1600' (818') 1500m
B			RVR 1500m		135	1600' (818') 1600m
C	RVR 550m	RVR 750m	RVR 1200m		180	1730' (948') 2400m
D			RVR 1300m	RVR 1600m CMV 2400m	205	1730' (948') 3600m







BERGAMO, (ORIO AL SERIO - LIME)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIME