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Terminal Charts For LIME
Revision Letter For Cycle 13-2014
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Notebook

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General Information

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

Airport Use: Public
Magnetic Variation: 2.1°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: 0332 Z
Sunset: 1914 Z,

Runway Information

Runway: 10
Length x Width: 9429 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 782 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 719 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: 9429 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 773 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

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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.

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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.

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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.

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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.

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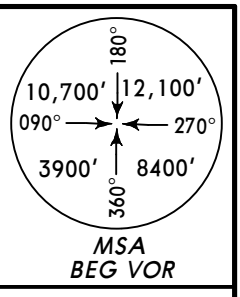
ATIS	Apt Elev	
114.95	782′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



ELTAR 1S *[ELTA1S]*

BY ATC

ONLY FOR ILS APPROACH AND WHEN RADAR SERVICE AVAILABLE

PARTIALLY OUTSIDE CONTROLLED AREA

ALSO AVAILABLE WHEN BEG VORDME UNSERVICEABLE

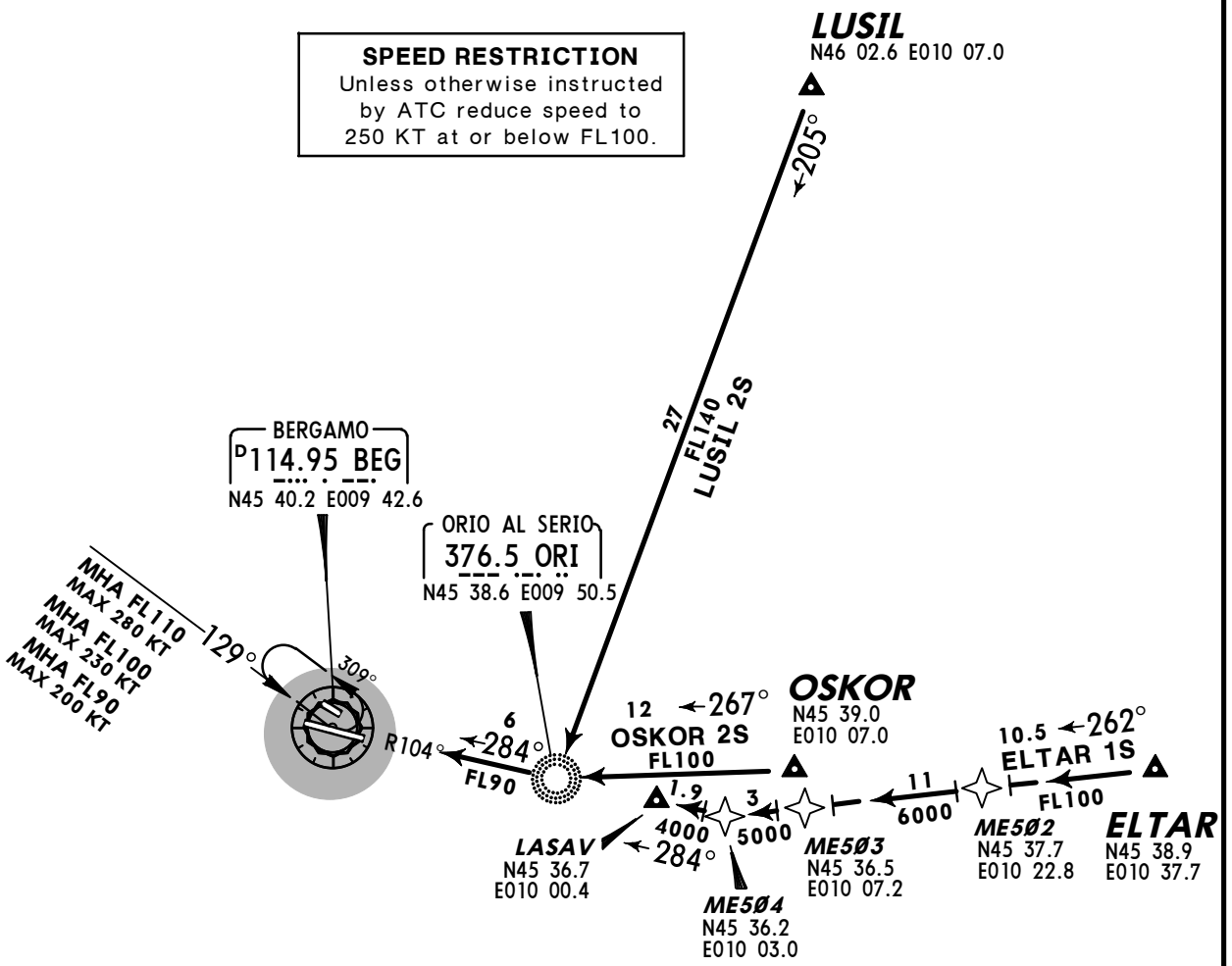
LUSIL 2S *[LUSI2S]*, OSKOR 2S *[OSKO2S]*

ARRIVALS

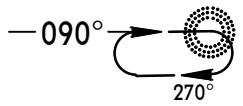
WHEN BEG VORDME UNSERVICEABLE REFER TO CHART 10-2B

CONVENTIONAL/P-RNAV (OVERLAY)

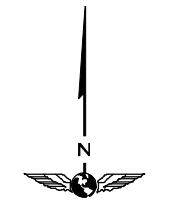
FROM NORTHEAST & EAST



HOLDING OVER ORI



MHA FL90
MAX 280 KT
MHA 6000
MAX 230 KT



NOT TO SCALE

STAR	ROUTING
ELTAR 1S	ELTAR - ME502 - ME503 - ME504 - LASAV.
LUSIL 2S	LUSIL - ORI - BEG.
OSKOR 2S	OSKOR - ORI - BEG.

CHANGES: Availability; PAR transition & STAR DORIN 3S transferred.

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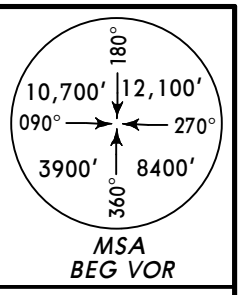
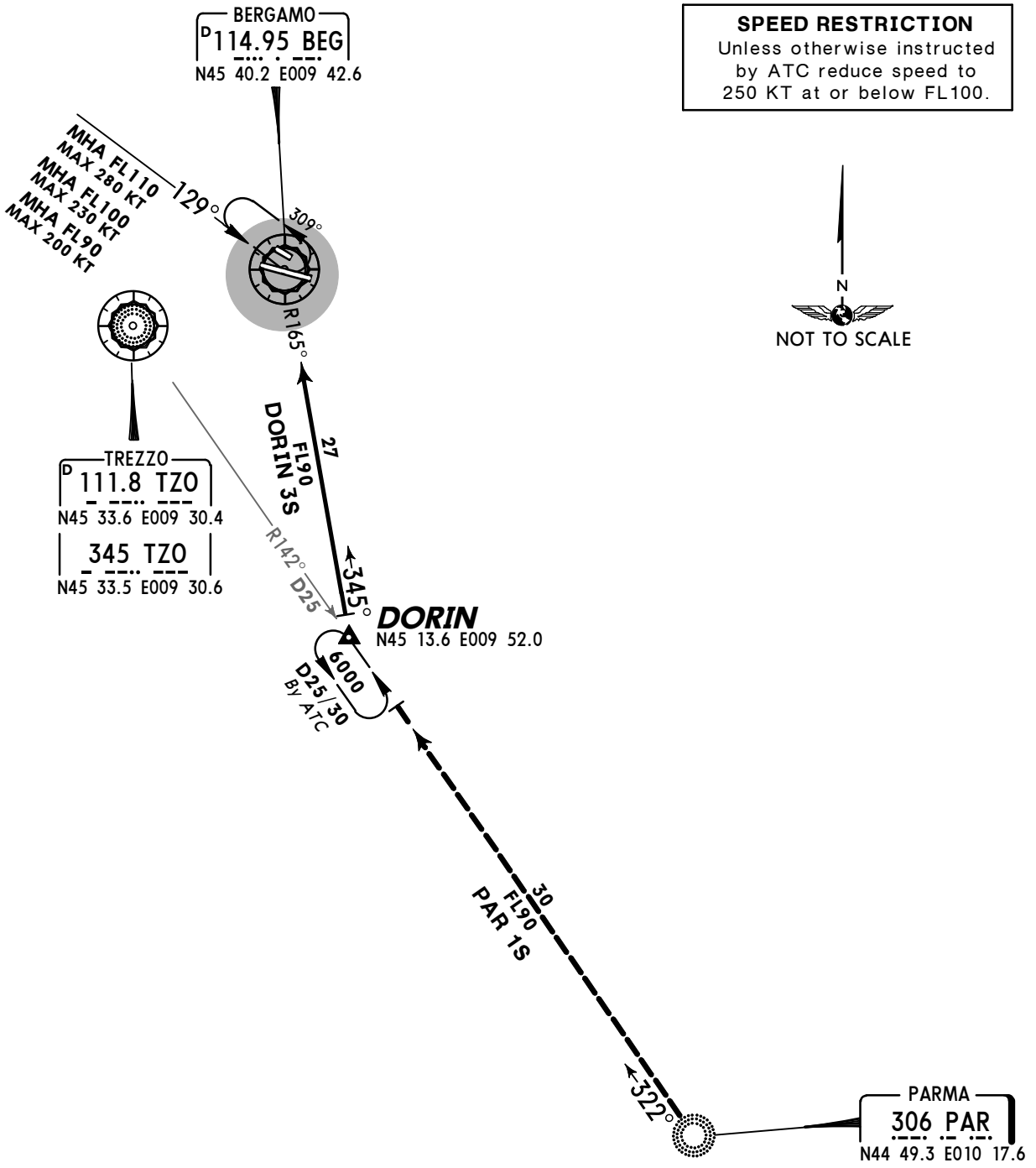
ATIS	Apt Elev	
114.95	782′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



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.

CHANGES: Availability; transitions & STARs transferred.

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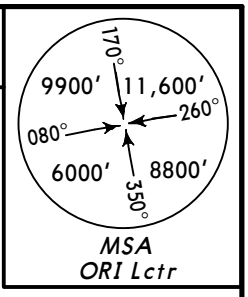
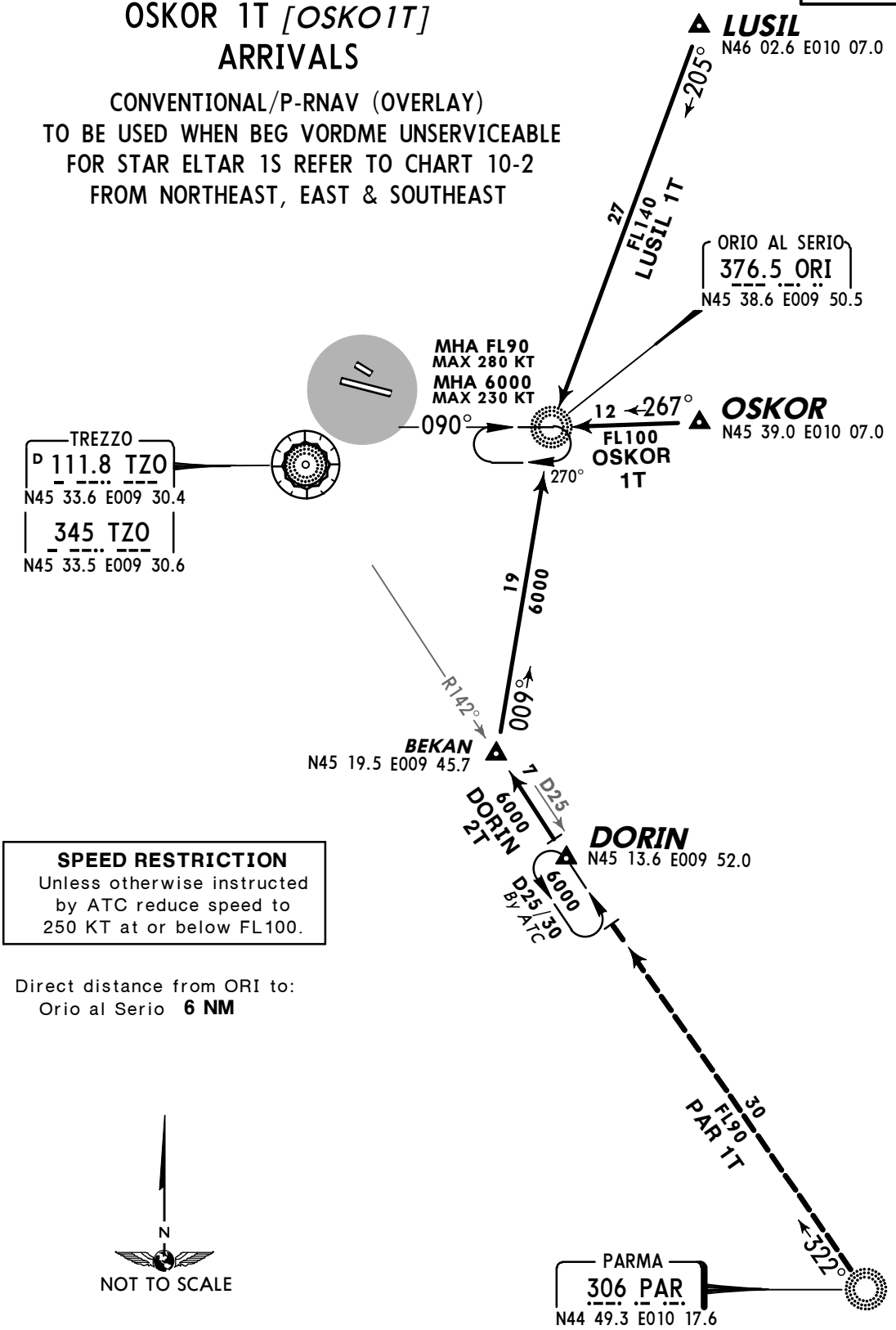
ATIS	Apt Elev	
114.95	782′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



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



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 NM**

TRANSITION	ROUTING
PAR 1T	PAR - DORIN.

STAR	ROUTING
DORIN 2T	DORIN - BEKAN - ORI.
LUSIL 1T	LUSIL - ORI.
OSKOR 1T	OSKOR - ORI.

CHANGES: Availability; DORIN 1T renumb & revised; chart reindexed.

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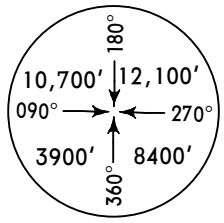
ATIS	Apt Elev	
114.95	782′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

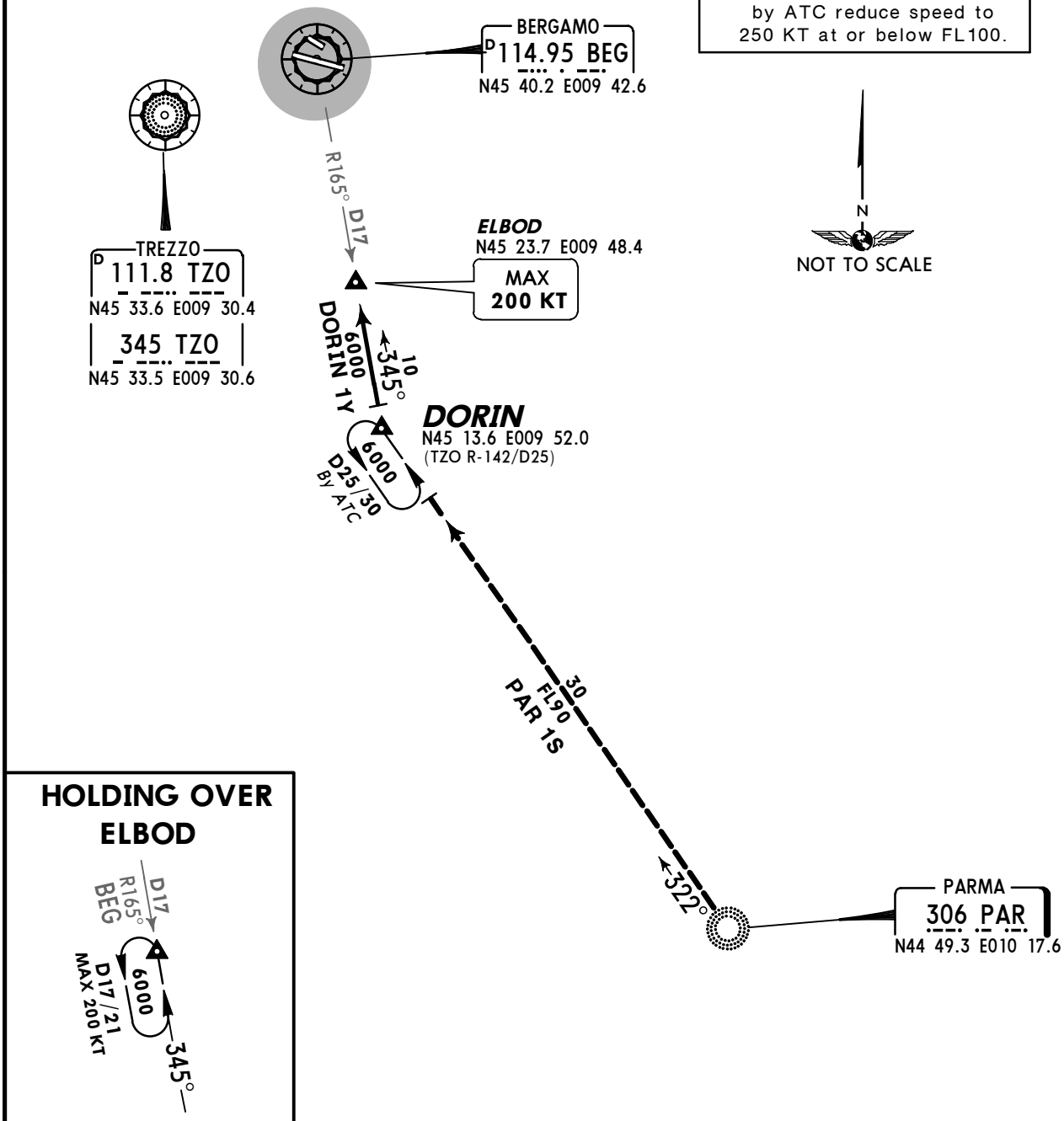


MSA
BEG VOR

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.



TRANSITION	ROUTING
PAR 1S	PAR - DORIN.
STAR	**ROUTING**
DORIN 1Y	DORIN - ELBOD (K200-).

CHANGES: Availability; chart reindexed.

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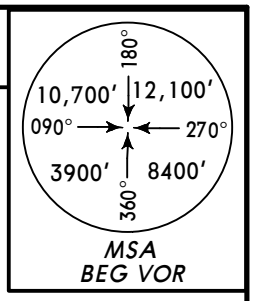
ATIS	Apt Elev	
114.95	782′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

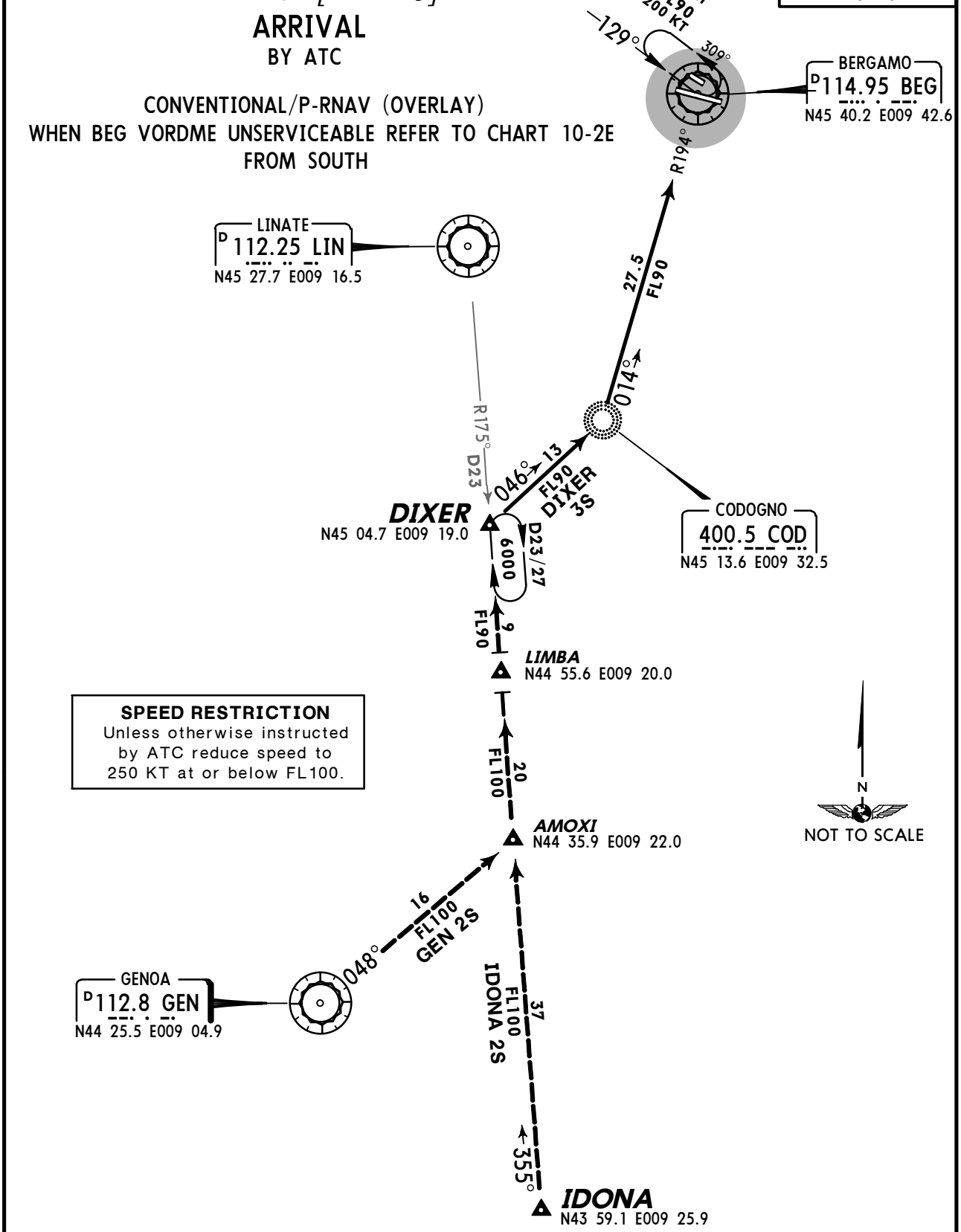


GEN 2S, IDONA 2S *[IDO2S]* TRANSITIONS

DIXER 3S *[DIXE3S]* ARRIVAL

BY ATC

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



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

CHANGES: Availability; chart reindexed.

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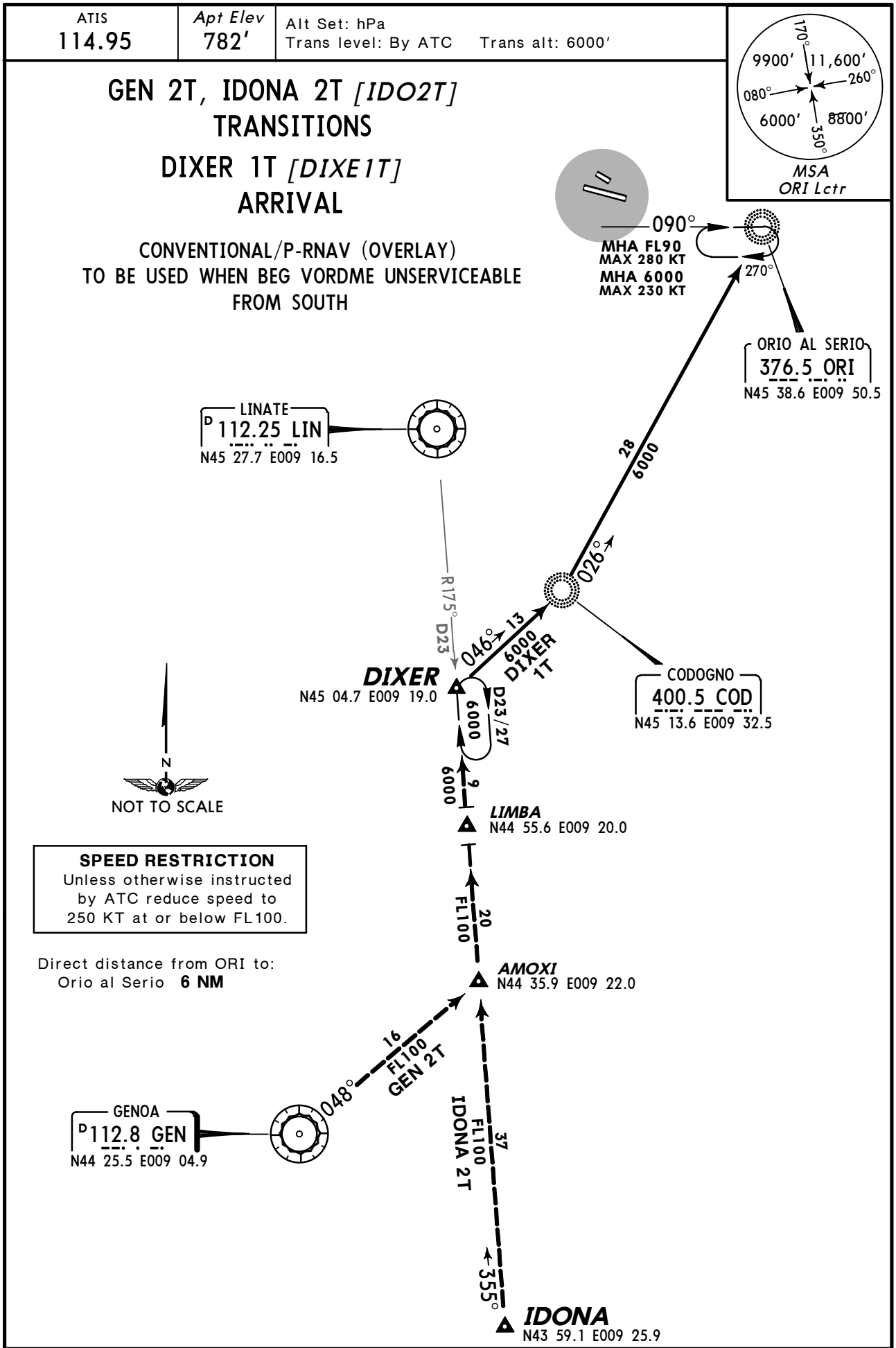
ATIS	Apt Elev	
114.95	782′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



TRANSITION	ROUTING
GEN 2T	GEN - AMOXI - LIMBA - DIXER.
IDONA 2T	IDONA - AMOXI - LIMBA - DIXER.
STAR	**ROUTING**
DIXER 1T	DIXER - COD - ORI.

CHANGES: Availability; chart reindexed.

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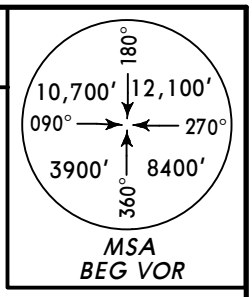
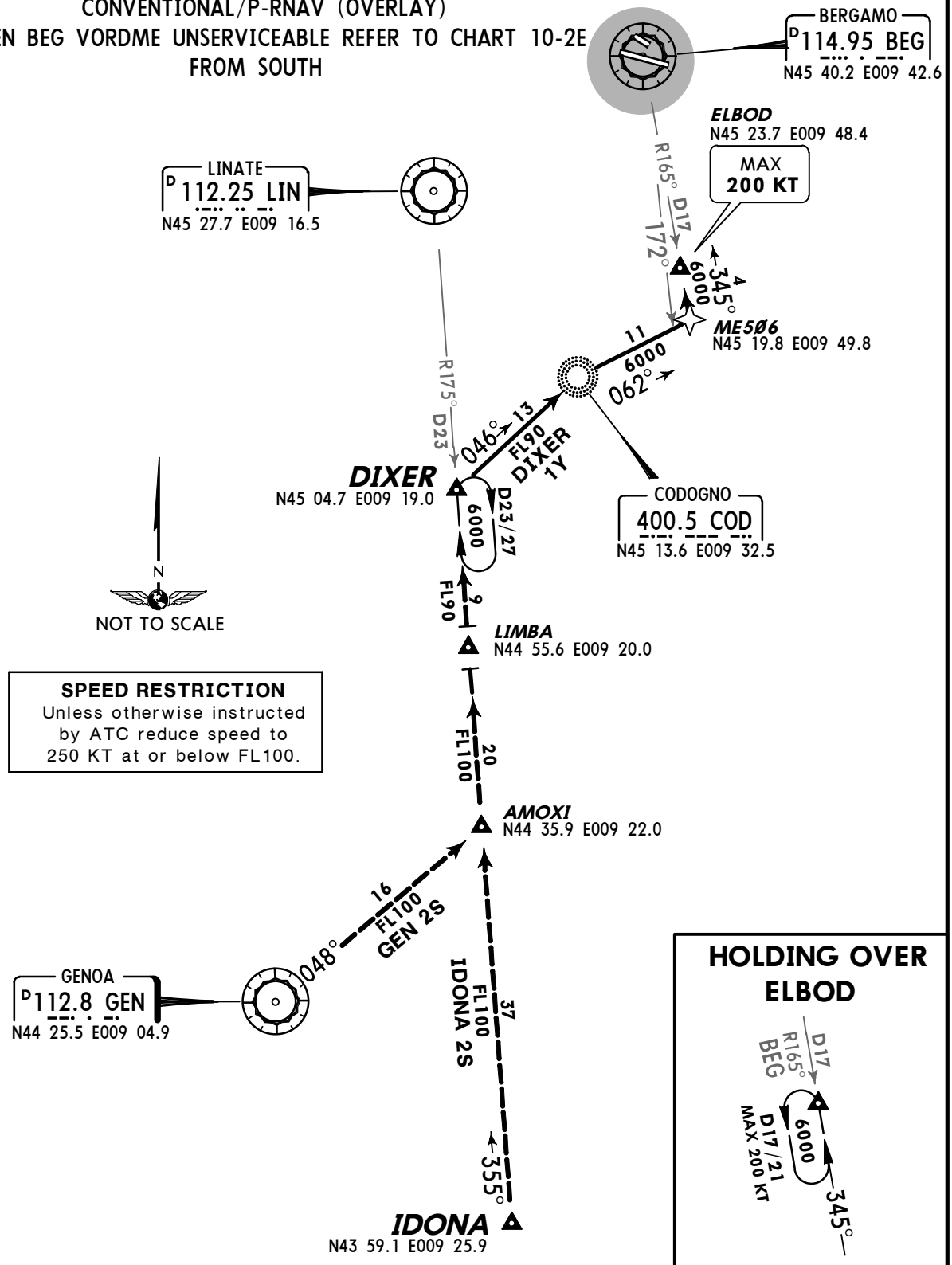
ATIS	Apt Elev	
114.95	782′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



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



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

CHANGES: Availability; chart reindexed.

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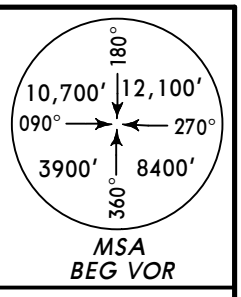
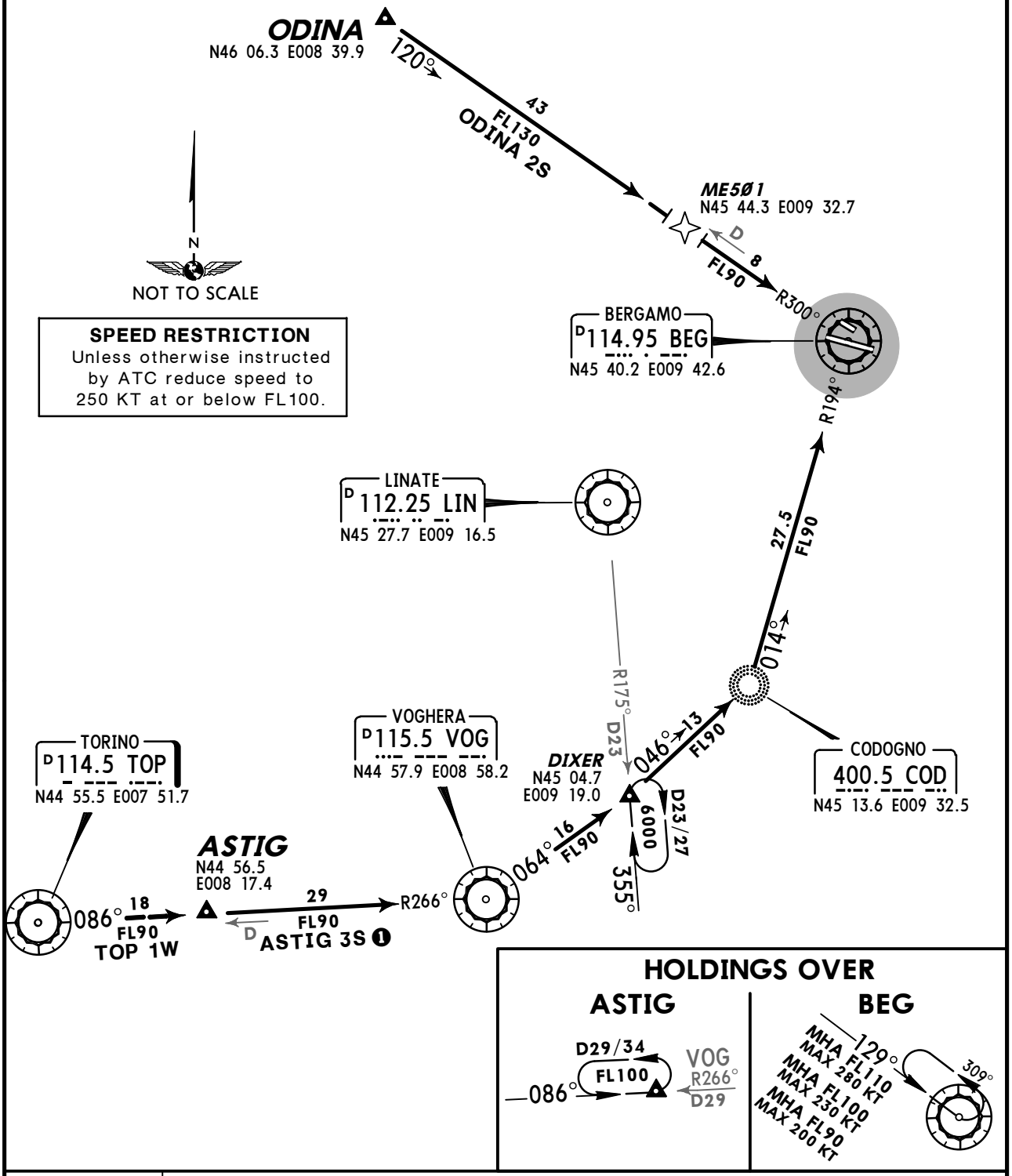
ATIS	Apt Elev	
114.95	782′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



TOP 1W
TRANSITION
ASTIG 3S *[ASTI3S]* ❶, ODINA 2S *[ODIN2S]*
ARRIVALS

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

❶ By ATC



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

TRANSITION	ROUTING
TOP 1W	TOP - ASTIG.
STAR	**ROUTING**
ASTIG 3S ❶	ASTIG - VOG - DIXER - COD - BEG.
ODINA 2S	ODINA - ME501 - BEG.

CHANGES: Availability; chart reindexed.

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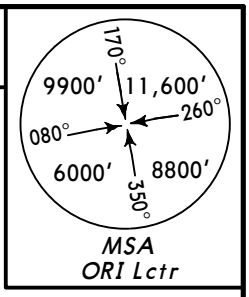
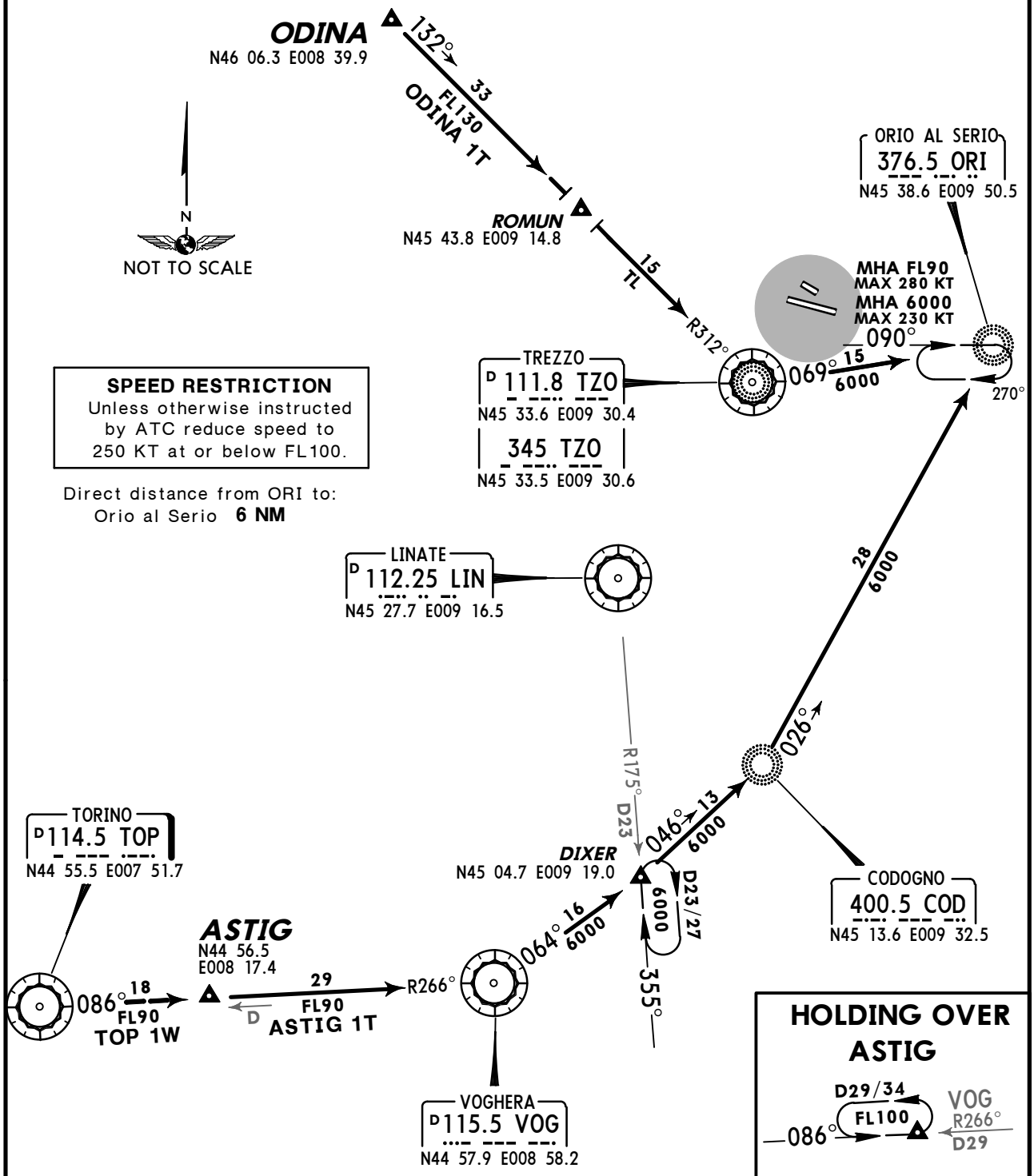
ATIS	Apt Elev	
114.95	782′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



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.

CHANGES: Availability; chart reindexed.

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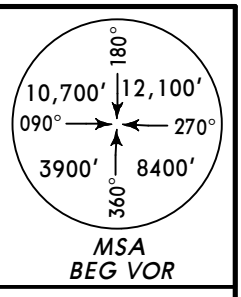
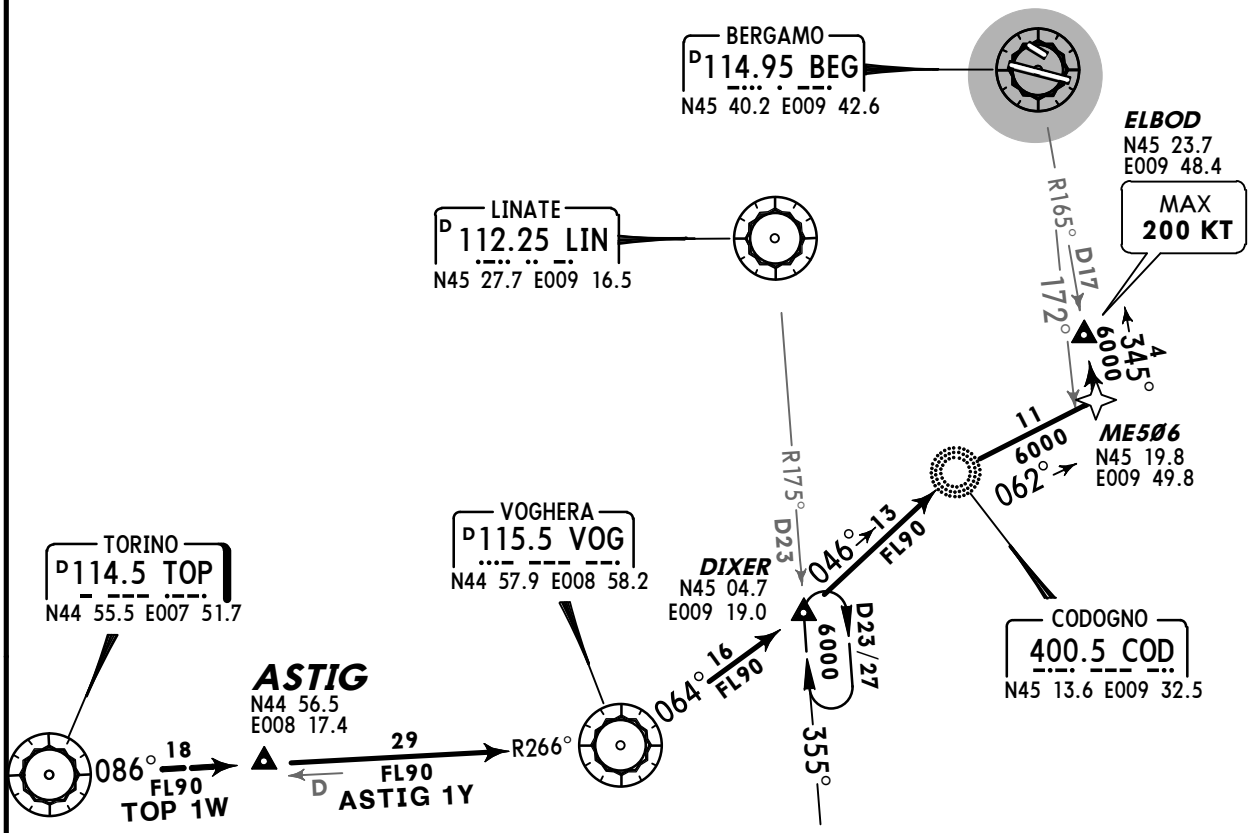
ATIS	Apt Elev	
114.95	782′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



TOP 1W TRANSITION
ASTIG 1Y [ASTI1Y] ARRIVAL

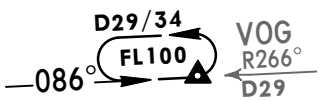
CONVENTIONAL/P-RNAV (OVERLAY)
WHEN BEG VORDME UNSERVICEABLE REFER TO CHART 10-2H
FROM WEST

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

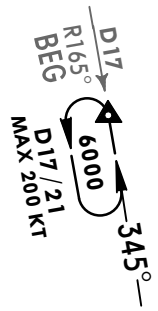


HOLDINGS OVER

ASTIG



ELBOD



TRANSITION	ROUTING
TOP 1W	TOP - ASTIG.
STAR	**ROUTING**
ASTIG 1Y	ASTIG - VOG - DIXER - COD - ME506 - ELBOD (K200-).

CHANGES: New chart.

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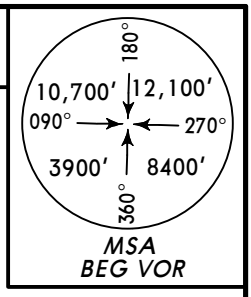
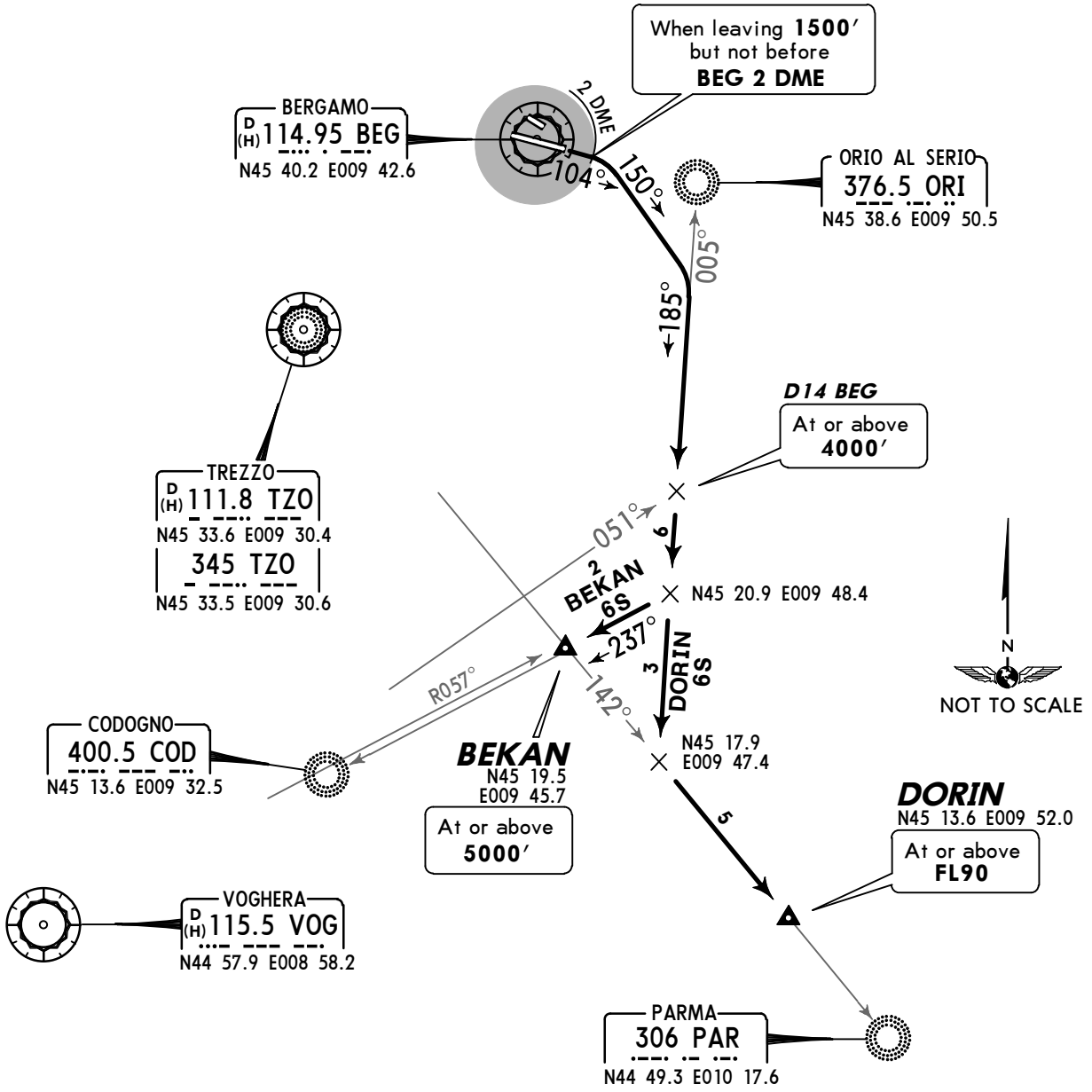
Apt Elev 782′	Trans level: By ATC Trans alt: 6000′ SIDs include noise abatement routings.



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.

CHANGES: None.

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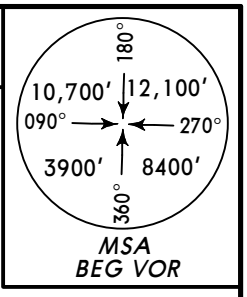
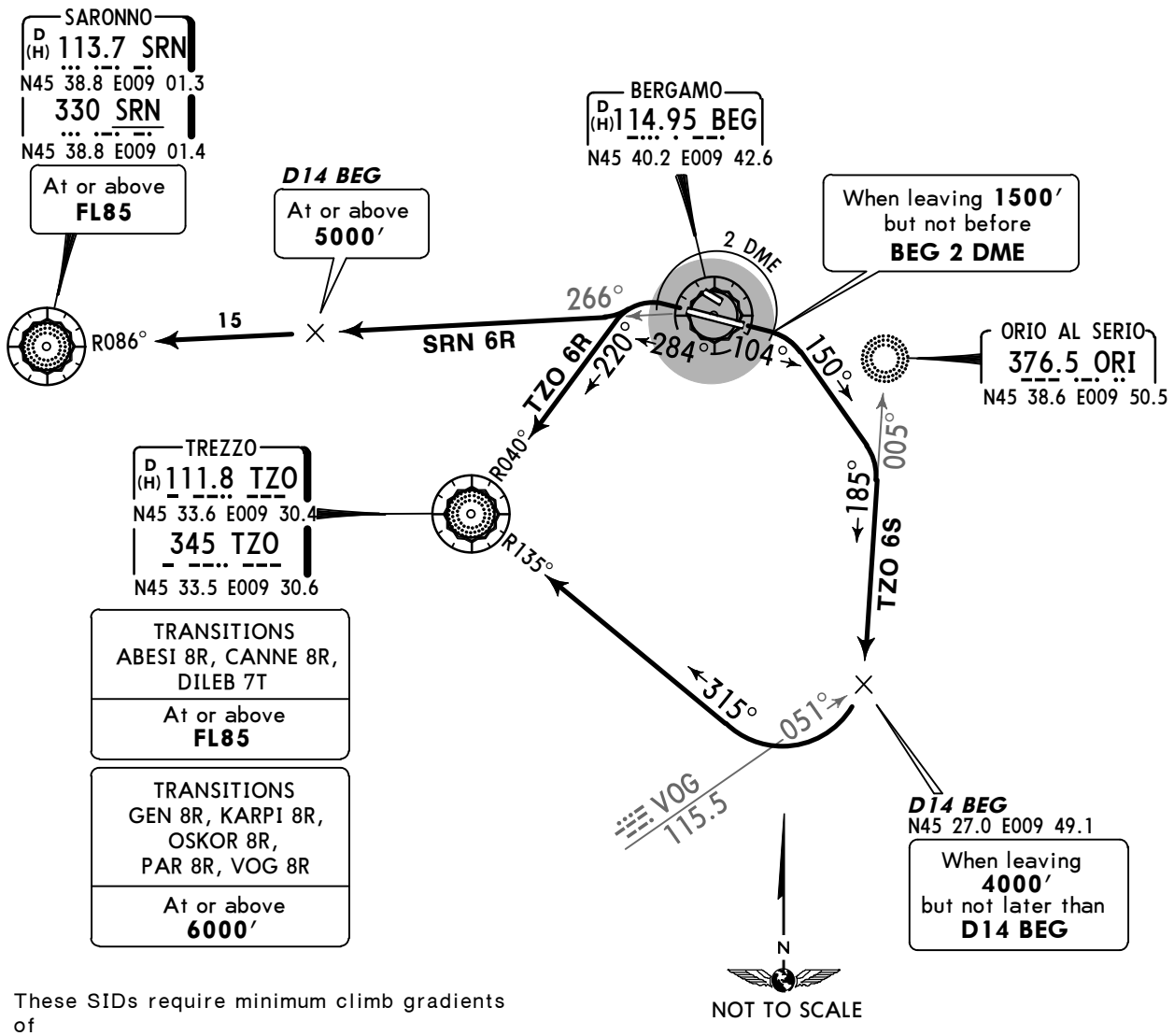
Apt Elev 782′	Trans level: By ATC Trans alt: 6000′ SIDs include noise abatement routings.



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 ❶	28	284° track, turn LEFT not before BEG 2 DME, intercept BEG R-266 to SRN.
TZO 6R ❷		284° track, turn LEFT not before BEG 2 DME, intercept TZO R-040 inbound to TZO.
TZO 6S ❷	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.

❶ When TZO VORDME unserviceable refer to chart 10-3H.
❷ 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.

CHANGES: SIDs SRN 6R & TZO 6R climb gradient raised.

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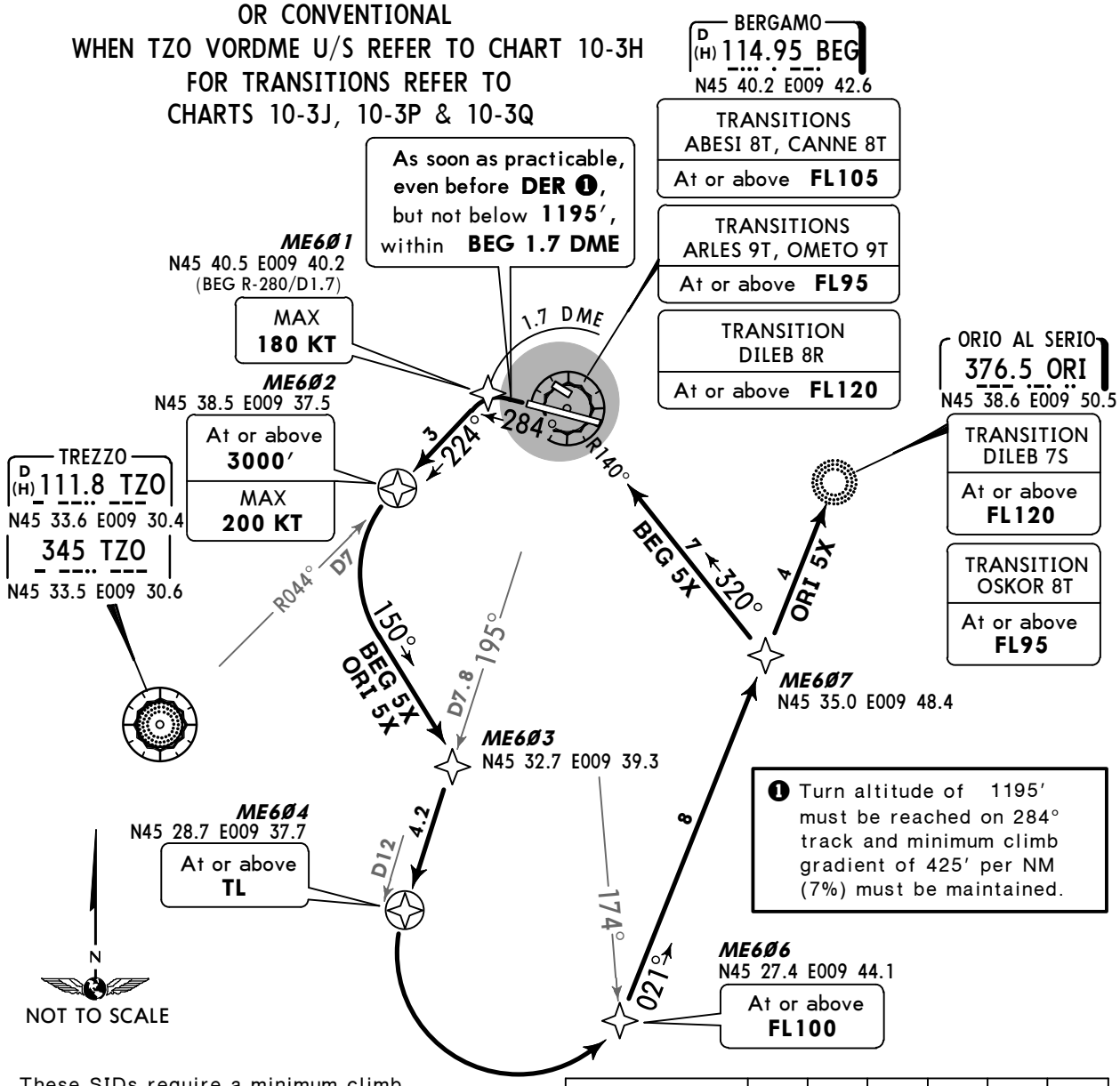
Apt Elev 782′	Trans level: By ATC Trans alt: 6000′ SIDs include noise abatement routings.

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 & 10-3Q



These 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 CLIMB

On 284° track, as soon as practicable, even before DER, ❶, but not below 1195′, 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:** (1195′+) - 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:** (1195′+) - 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.

CHANGES: Initial climb out.

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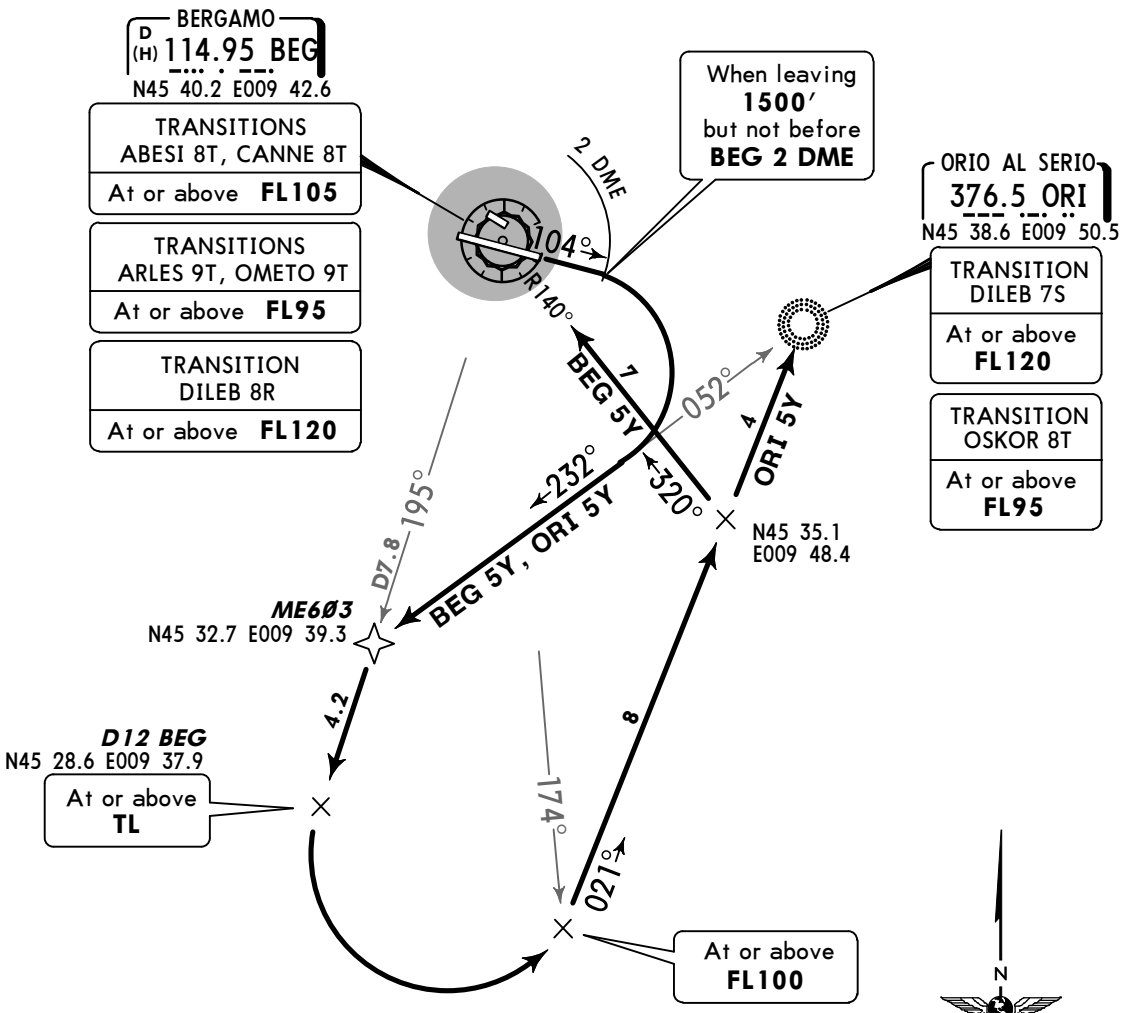
Apt Elev	
782′	Trans level: By ATC Trans alt: 6000′ SIDs include noise abatement routings.

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 & 10-3Q



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
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.

CHANGES: None.

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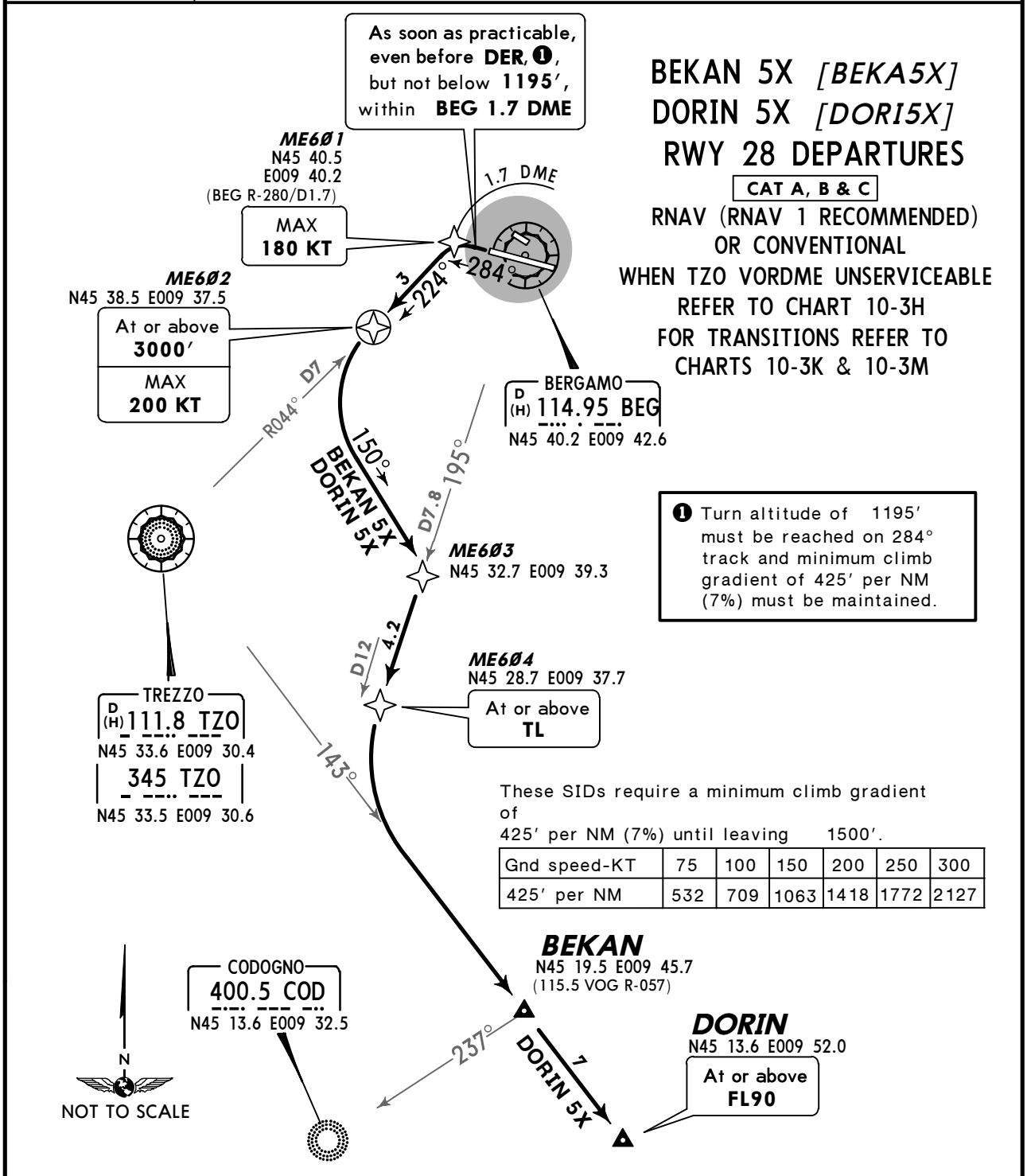
Apt Elev 782′	Trans level: By ATC Trans alt: 6000′ SIDs include noise abatement routings.



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 CLIMB

On 284° track, as soon as practicable, even before DER, ❶, but not below 1195′, 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:** (1195′+) - 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:** (1195′+) - 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.

CHANGES: Initial climb out.

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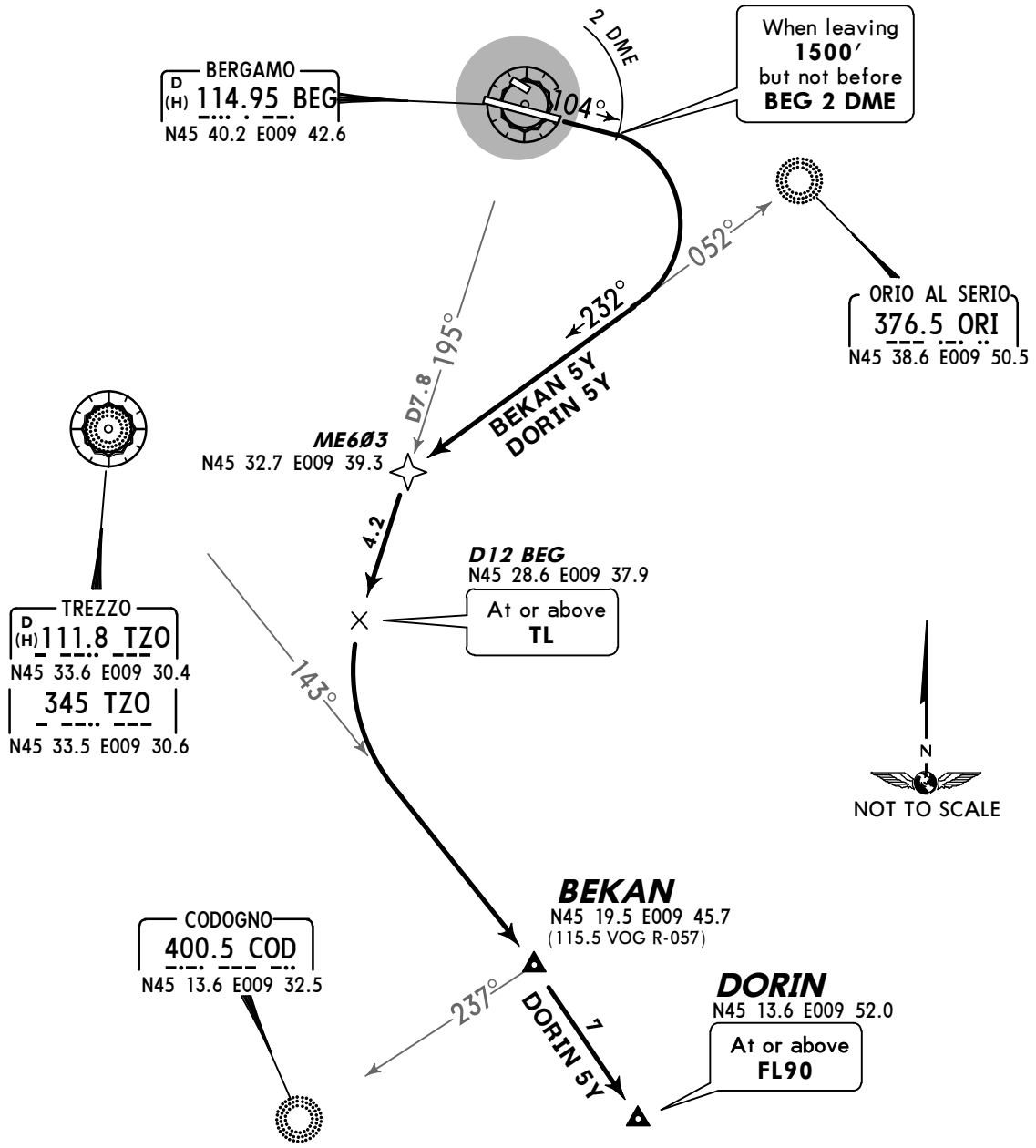
Apt Elev 782′	Trans level: By ATC Trans alt: 6000′ SIDs include noise abatement routings.

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.

CHANGES: None.

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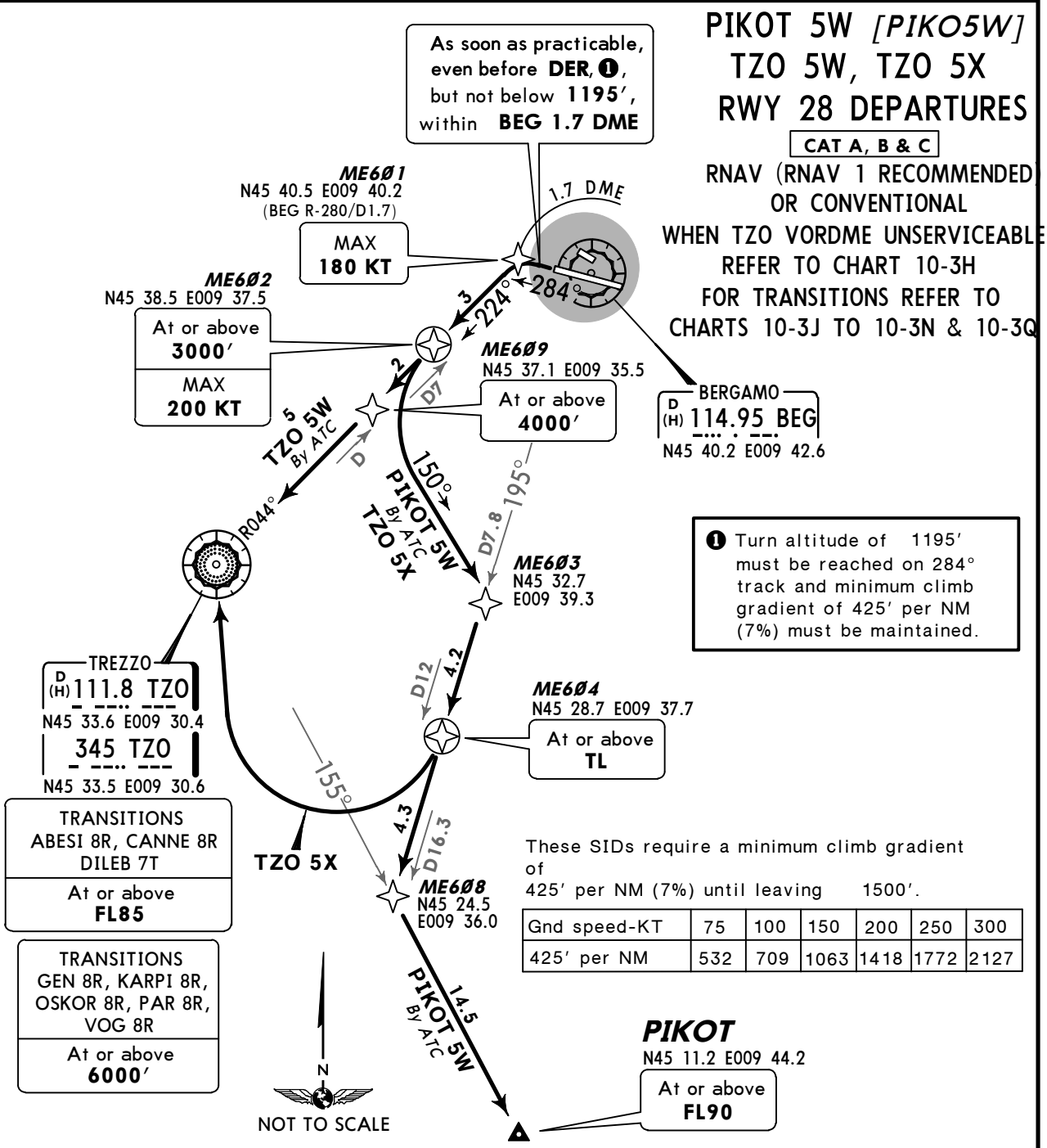
Apt Elev 782′	Trans level: By ATC Trans alt: 6000′ SIDs include noise abatement routings.

PIKOT 5W *[PIKO5W]*
TZO 5W, TZO 5X
RWY 28 DEPARTURES

CAT A, B & C

RNAV (RNAV 1 RECOMMENDED)
OR CONVENTIONAL
WHEN TZO VORDME UNSERVICEABLE
REFER TO CHART 10-3H
FOR TRANSITIONS REFER TO
CHARTS 10-3J TO 10-3N & 10-3Q



❶ Turn altitude of 1195′ must be reached on 284° track and minimum climb gradient of 425′ per NM (7%) must be maintained.

These 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 CLIMB

On 284° track, as soon as practicable, even before DER, ❶, but not below 1195′, 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:** (1195′+) - 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:** (1195′+) - 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:** (1195′+) - 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.

CHANGES: Initial climb out.

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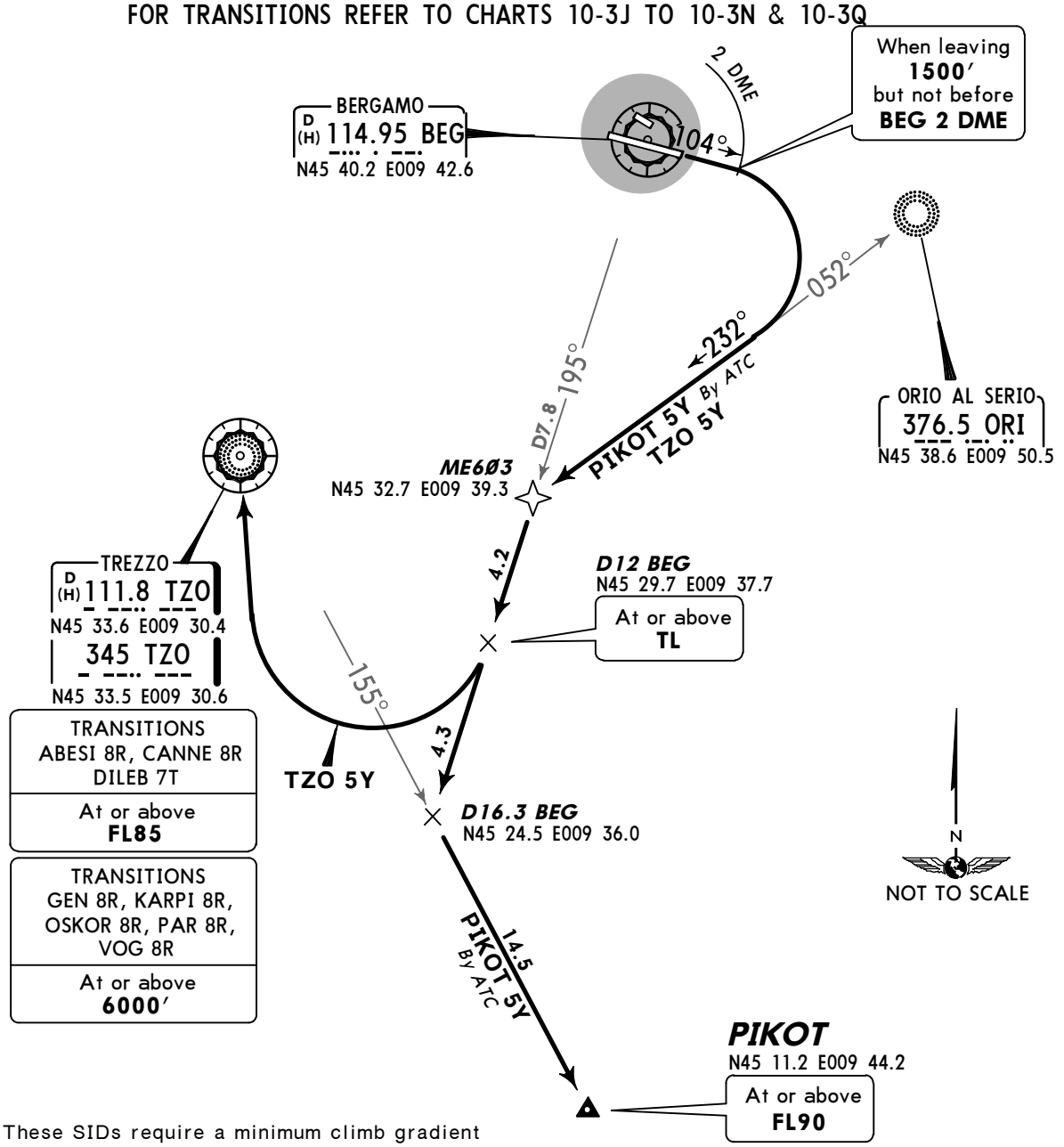
Apt Elev 782′	Trans level: By ATC Trans alt: 6000′ SIDs include noise abatement routings.

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 & 10-3Q



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
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.

CHANGES: None.

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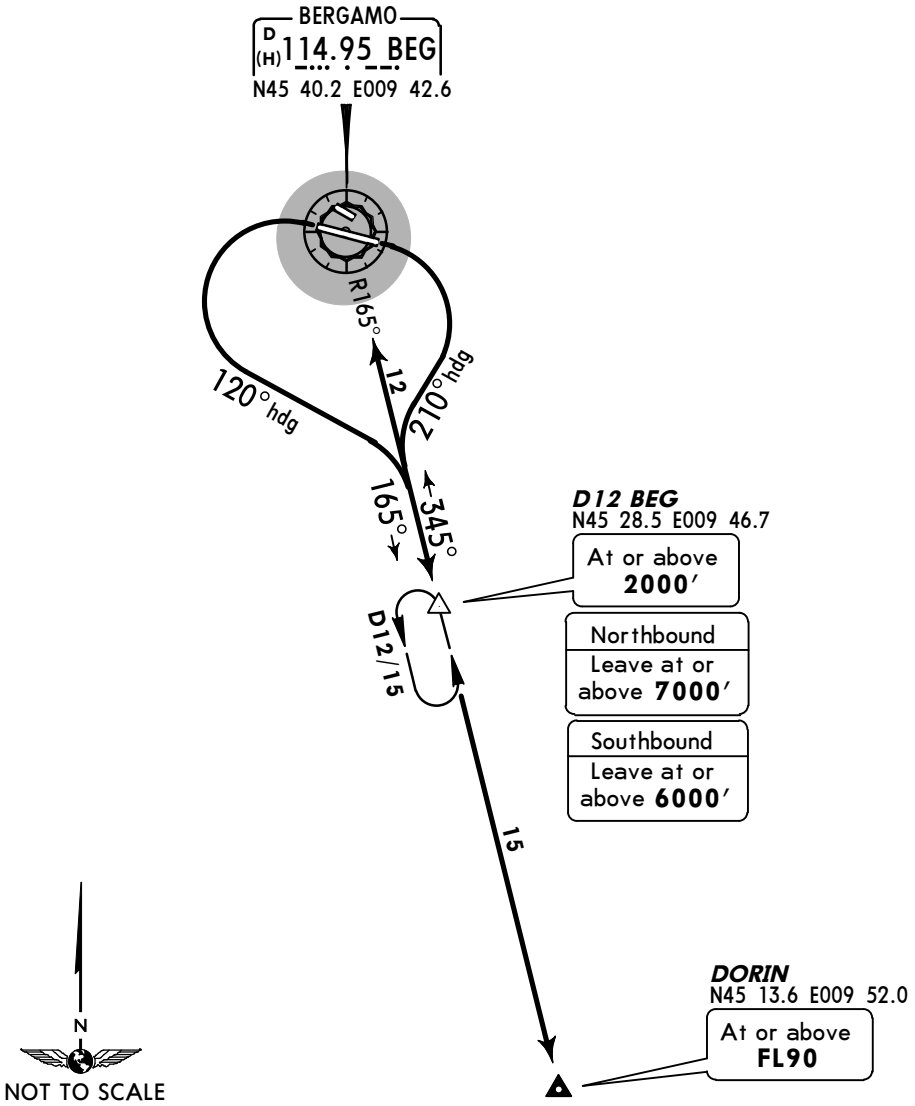
Apt Elev 782′	Trans level: By ATC Trans alt: 6000′ SIDs include noise abatement routings.

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.

CHANGES: None.

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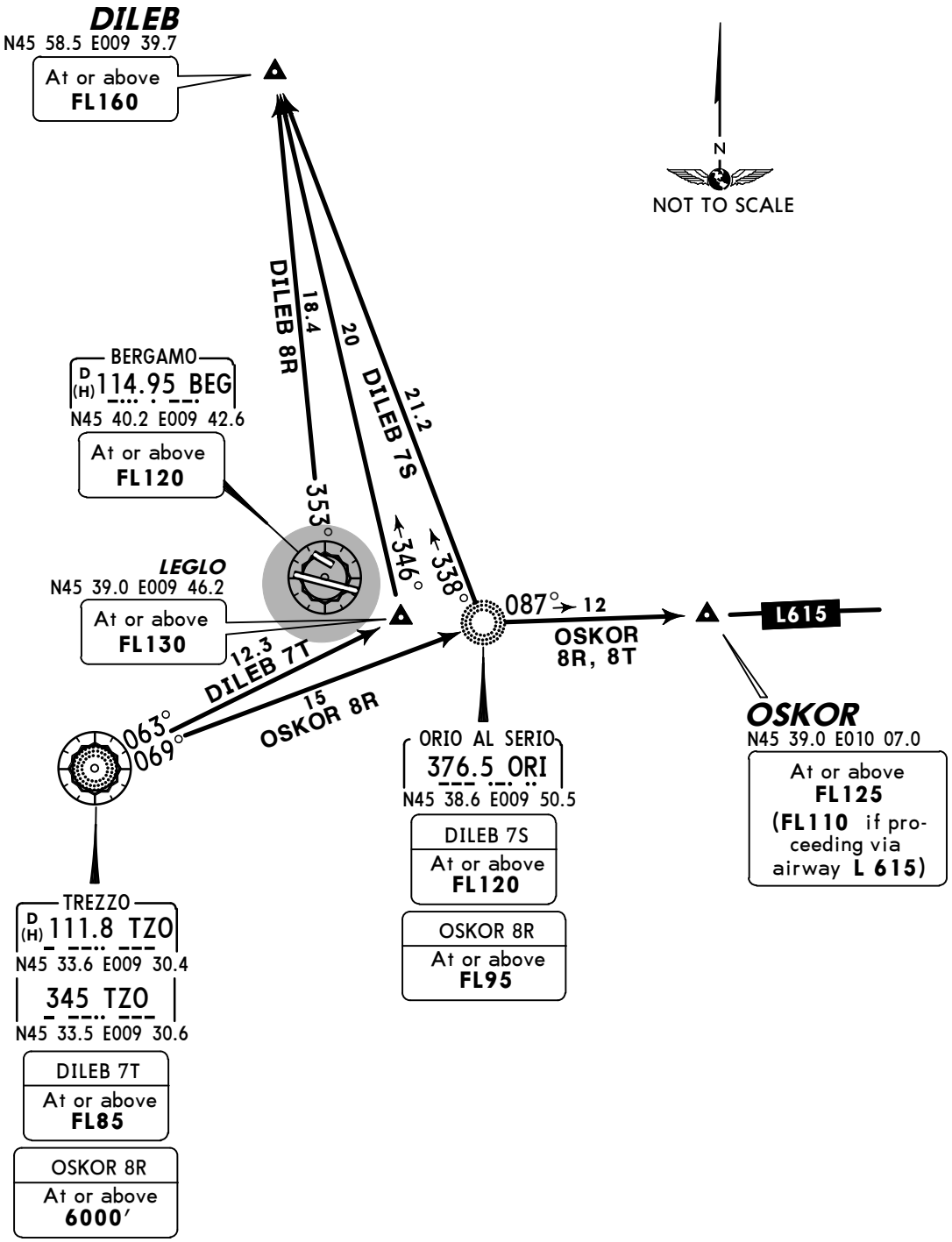
Apt Elev 782′	Trans level: By ATC Trans alt: 6000′

No MSA published

DILEB 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 ❶	At TZO proceed to LEGLO, then to DILEB.
OSKOR 8R ❶	At TZO proceed to ORI, then to OSKOR.
OSKOR 8T	At ORI proceed to OSKOR.

❶ Not available when TZO VORDME unserviceable.

CHANGES: NCRPs upgraded to CRPs.

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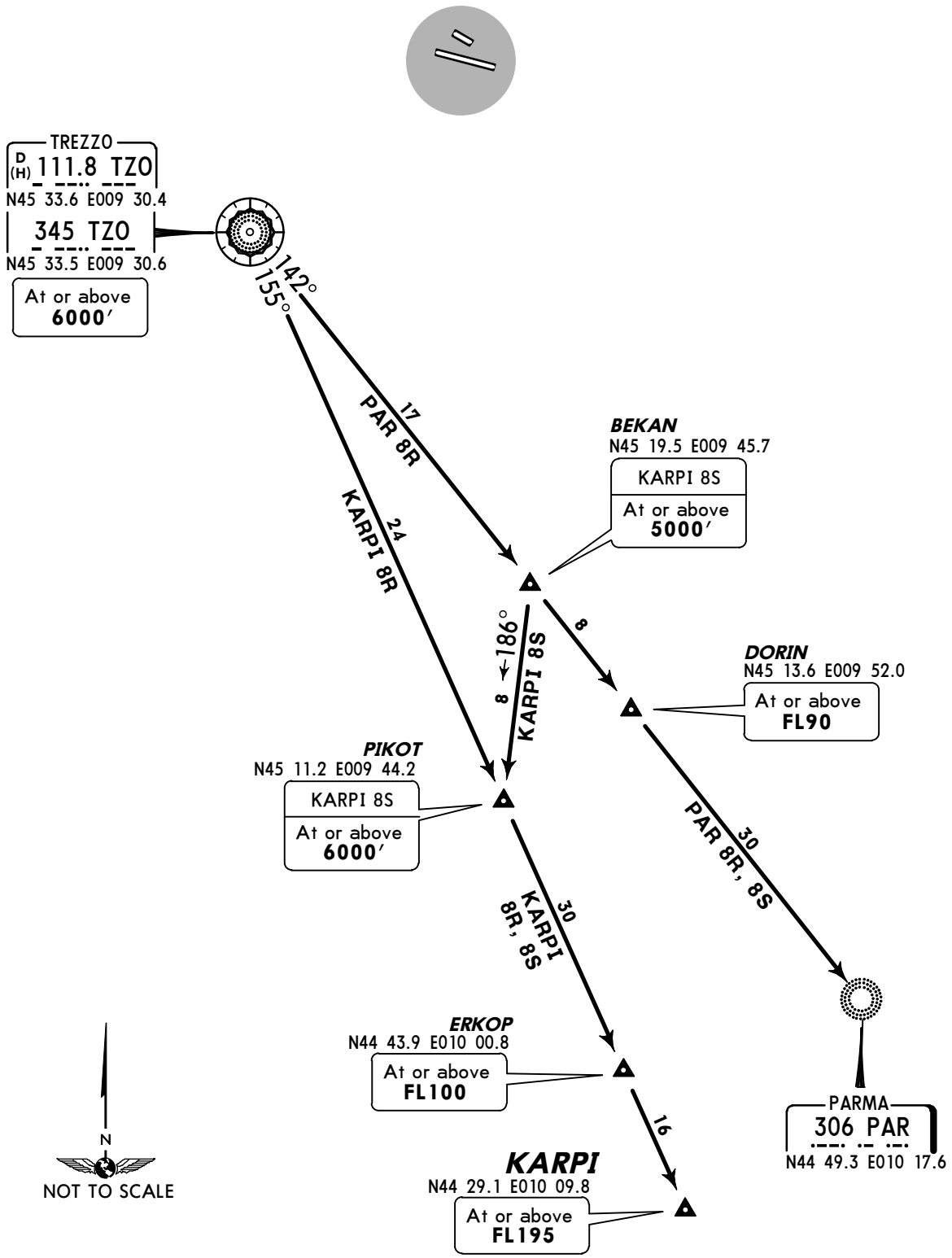
Apt Elev 782′

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 ❶	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 ❶	At TZO proceed to BEKAN, then to DORIN, then to PAR.
PAR 8S	At DORIN proceed to PAR.

❶ Not available when TZO VORDME unserviceable.

CHANGES: NCRPs upgraded to CRPs.

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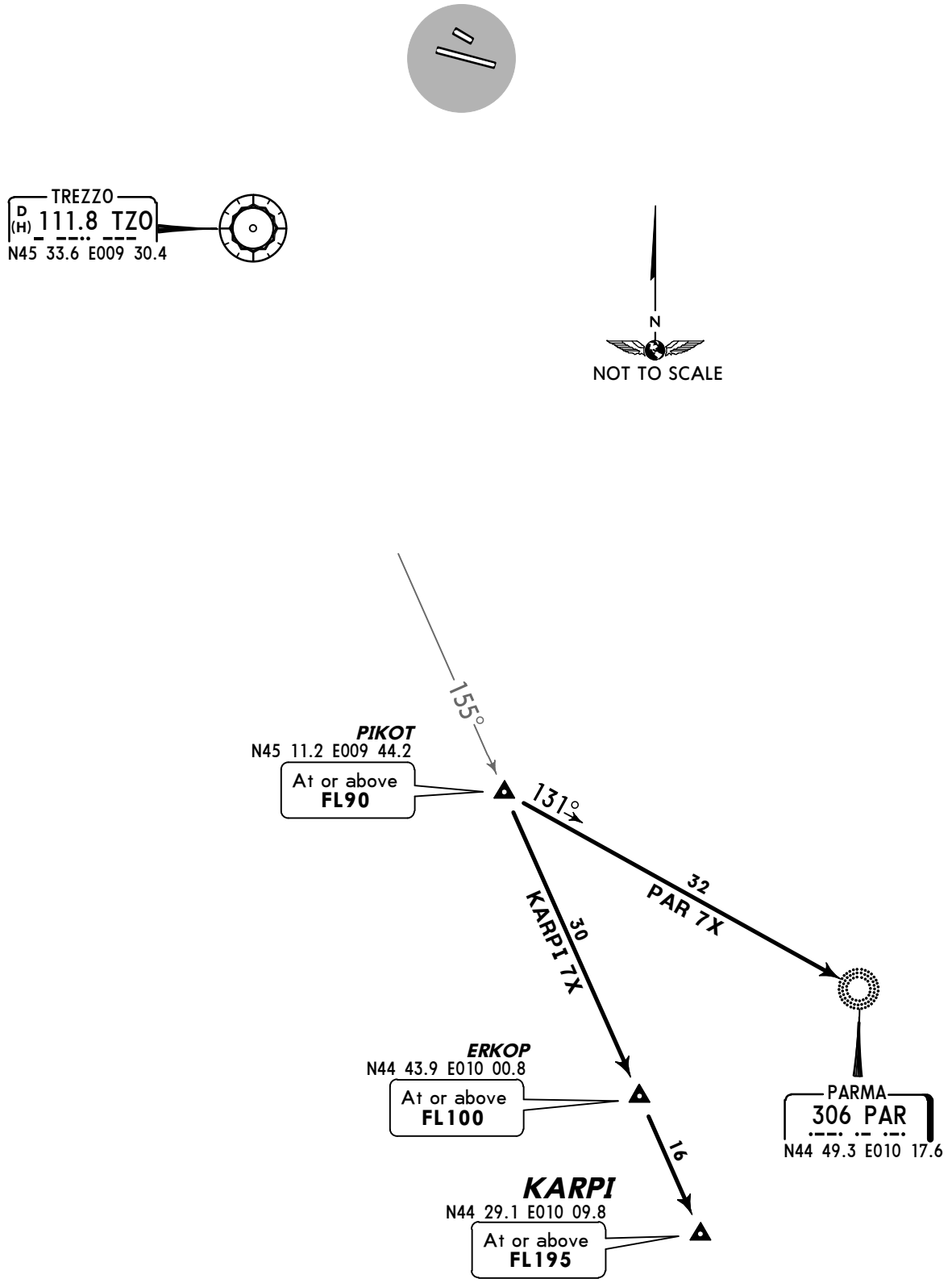
Apt Elev 782′	Trans level: By ATC Trans alt: 6000′

No MSA published

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



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

CHANGES: NCRPs upgraded to CRPs.

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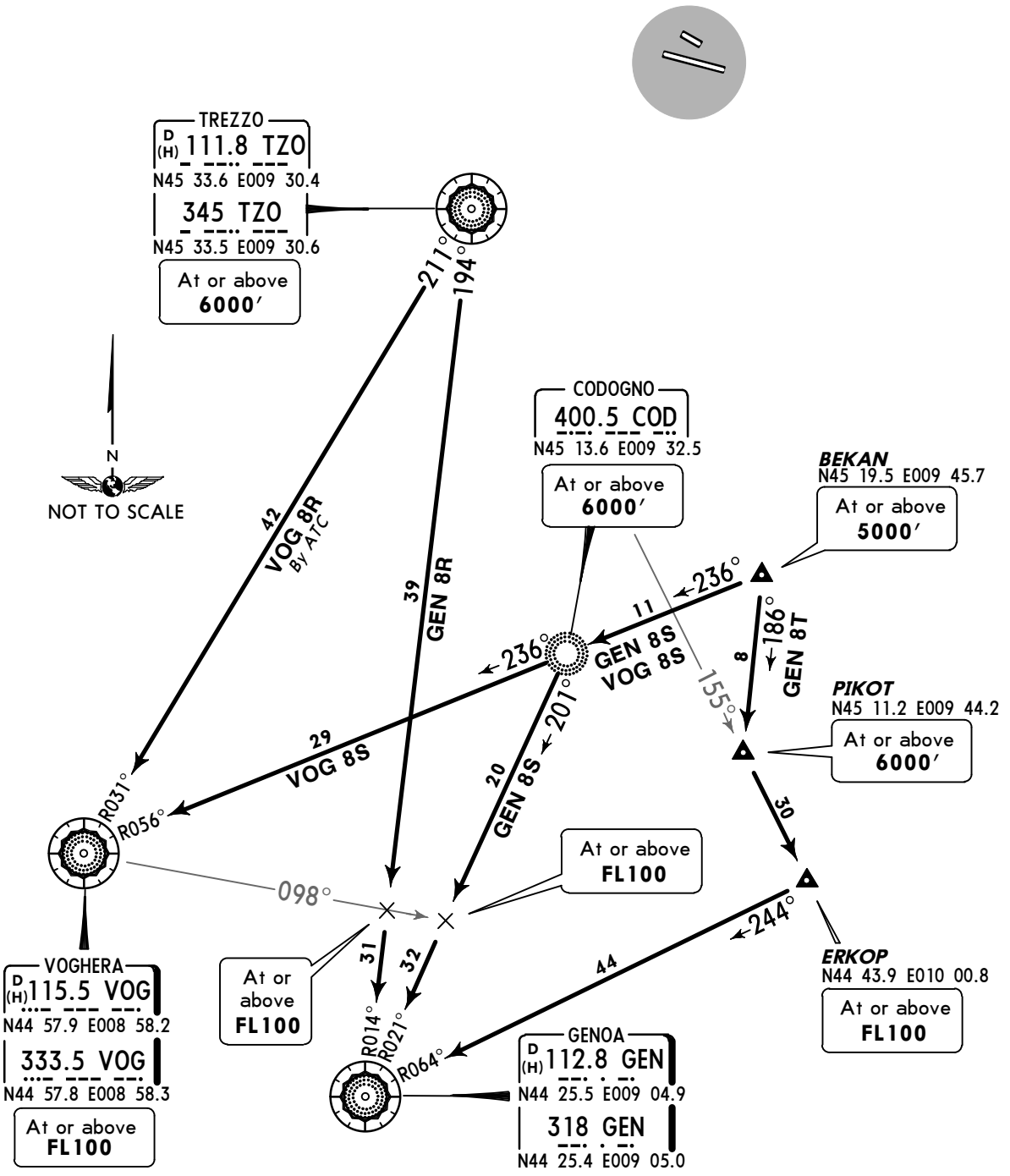
Apt Elev 782′	Trans level: By ATC Trans alt: 6000′

No MSA published

GEN 8R, GEN 8S, GEN 8T
VOG 8R, VOG 8S
TRANSITIONS



TRANSITION	ROUTING
GEN 8R ❶	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 ❶ By ATC	At TZO proceed to VOG.
VOG 8S	At BEKAN proceed to COD, then to VOG.

❶ Not available when TZO VORDME unserviceable.

CHANGES: NCRPs upgraded to CRPs.

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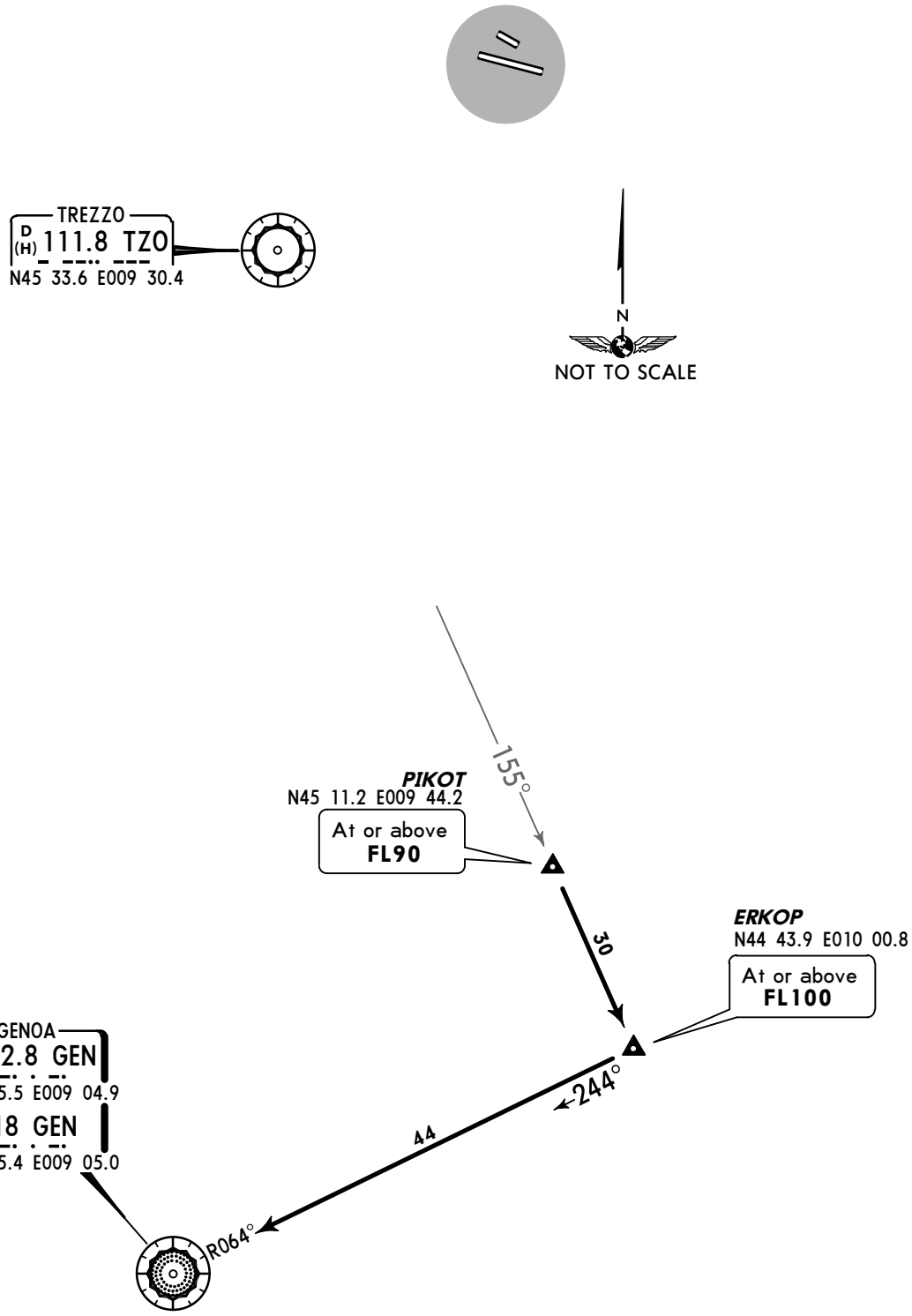
Apt Elev 782′	Trans level: By ATC Trans alt: 6000′

No MSA published

GEN 7X TRANSITION



ROUTING

At PIKOT proceed to ERKOP, then to GEN.

CHANGES: NCRPs upgraded to CRPs.

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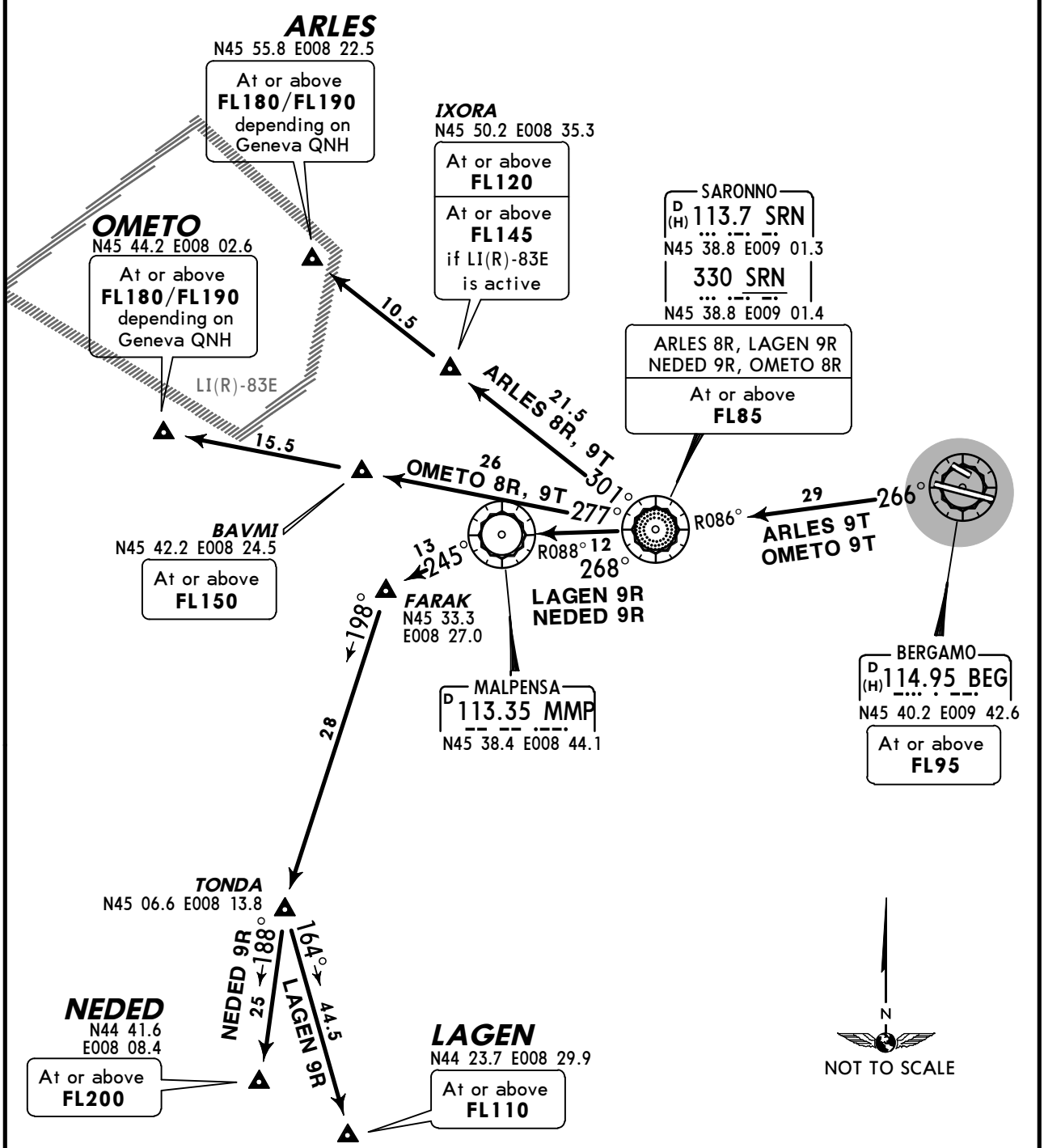
Apt Elev 782′	Trans level: By ATC Trans alt: 6000′

No MSA published

ARLES 8R *[ARL8R]*, ARLES 9T *[ARL9T]* LAGEN 9R *[LAG9R]*, NEDED 9R *[NED9R]* OMETO 8R *[OME8R]*, OMETO 9T *[OME9T]* TRANSITIONS



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.

CHANGES: NCRPs upgraded to CRPs.

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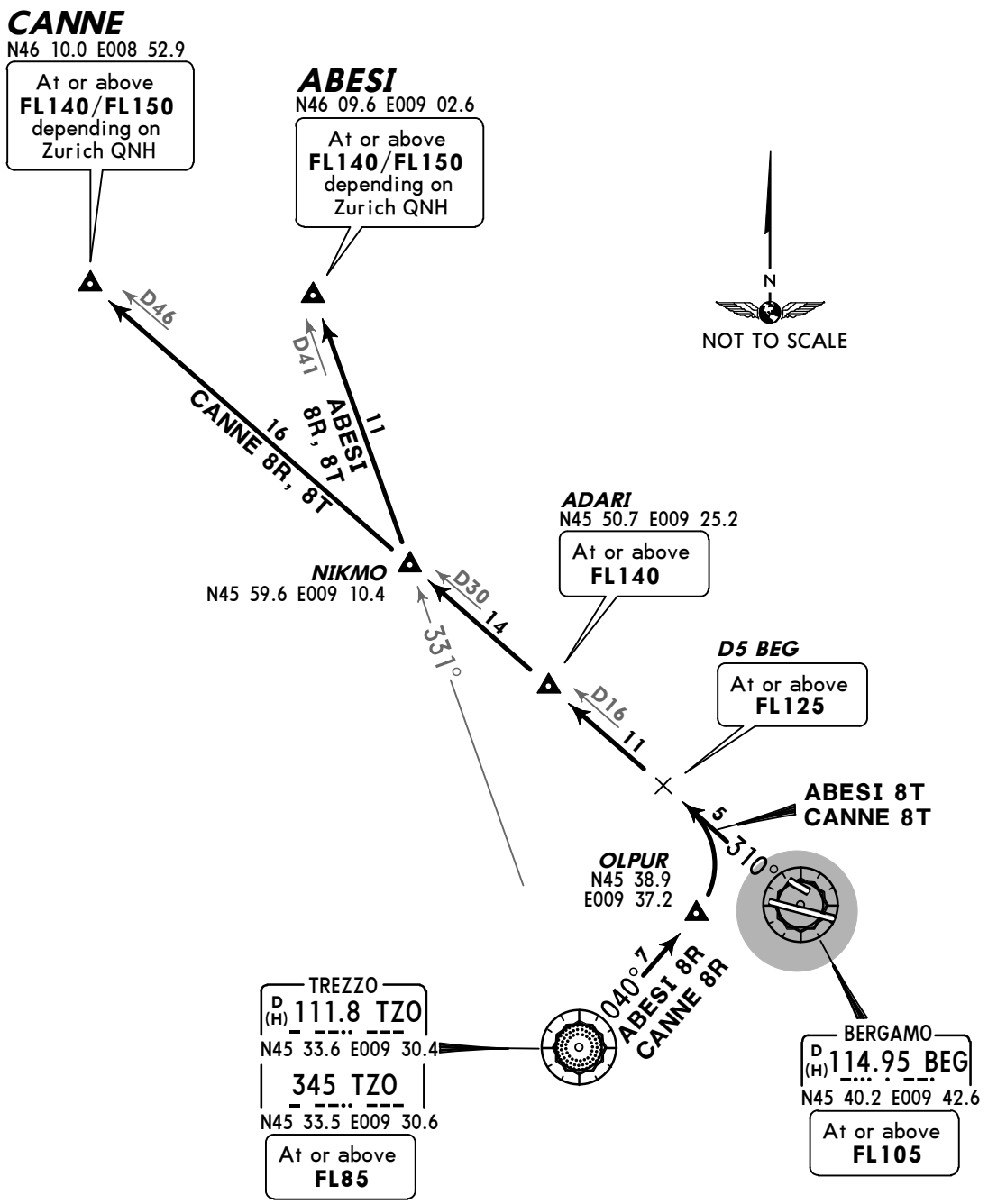
Apt Elev 782′	Trans level: By ATC Trans alt: 6000′

No MSA published

ABESI 8R *[ABE8R]*, ABESI 8T *[ABE8T]* CANNE 8R *[CAN8R]*, CANNE 8T *[CAN8T]* TRANSITIONS



TRANSITION	ROUTING
ABESI 8R ❶	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 ❶	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.

❶ Not available when TZO VORDME unserviceable.

CHANGES: NCRPs upgraded to CRPs.

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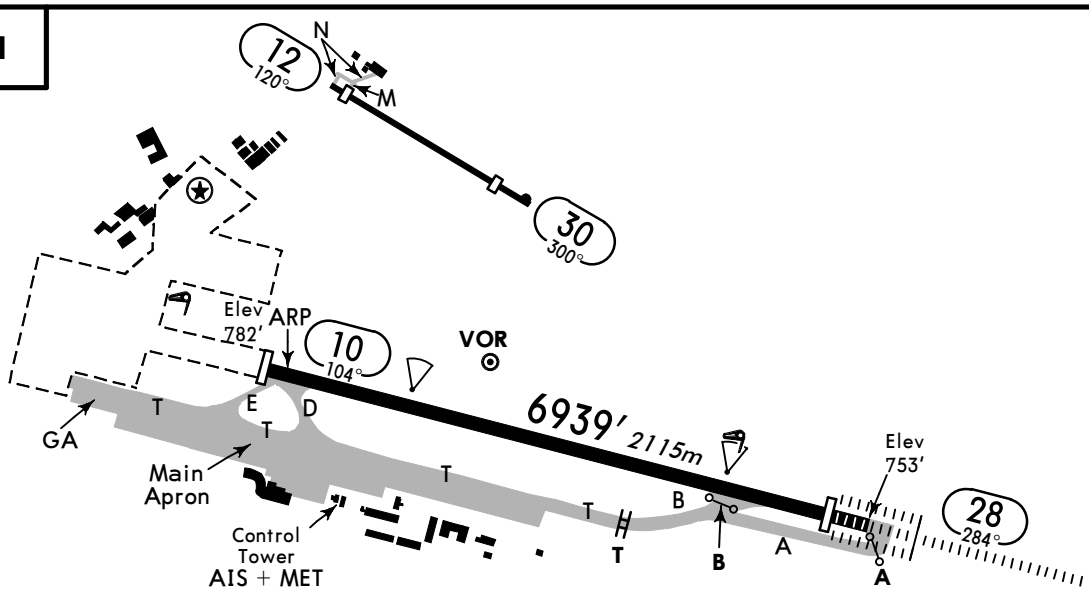
TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

PHASE 1



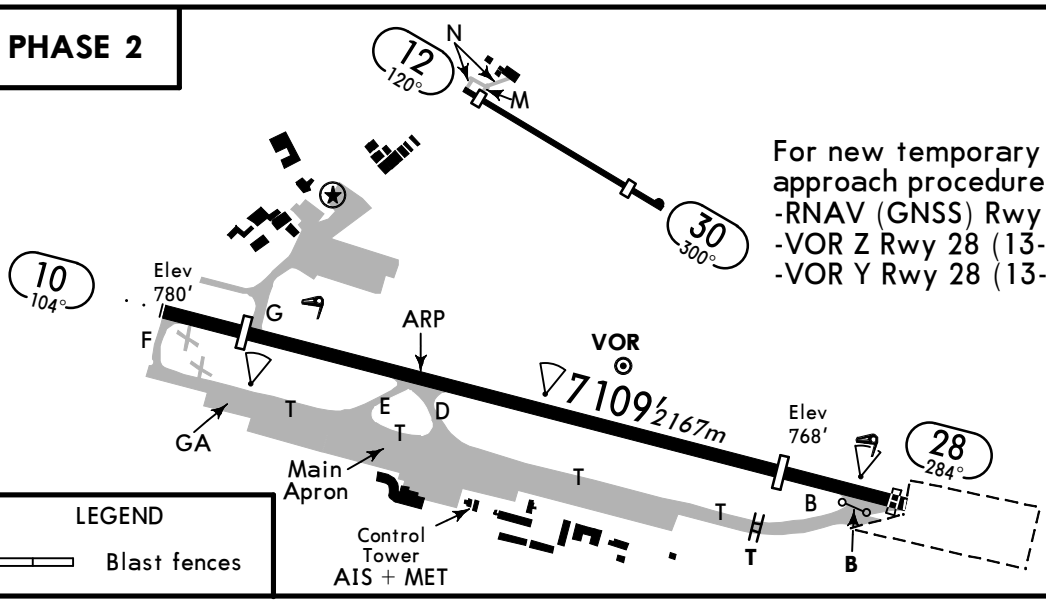
Starting from 3rd April extra maintenance works on RWY 28 end will take place on Bergamo/Orio al Serio airport, with consequent displ thresh RWY 10, closure of TWY F and G, reduction of declared distances of RWY 10/28.
Also North Apron area might be affected by works.
During the works, due to the turning off of LOC BRM, Low visibility procedures and following procedures will be suspended:
ILS Z, Y, X Rwy 28 (chart 11-1/11-1A, 11-2/11-2A, 11-3/11-3A).

The following declared distances are in place for

RWY 10:
TORA: 6939' (2115m),
LDA: 6939' (2115m),

RWY 28:
TORA from rwy head: 7234' (2205m),
TORA from twy B int: 5187' (1581m),
LDA: 6503' (1982m).

PHASE 2



For new temporary instrument approach procedures refer to
-RNAV (GNSS) Rwy 28 (12-01)
-VOR Z Rwy 28 (13-01)
-VOR Y Rwy 28 (13-02)

Works of this phase will affect RWY 10 end with consequent displ thresh RWY 28, closure of TWY A, reduction of declared distances of RWY 10/28.
RWY 10: ALS (configuration unknown) and PAPI with 3.5° available.
RWY 28: HIALS out of service.
During the works, due to the turning off of LOC BRM, Low visibility procedures and following procedures will be suspended:
ILS Z, Y, X Rwy 28 (chart 11-1/11-1A, 11-2/11-2A, 11-3/11-3A).

The following declared distances are in place for

RWY 10:
TORA from rwy head: 7109' (2167m),
TORA from twy G int: 5830' (1777m),
LDA: 6391' (1948m).

RWY 28:
TORA: 7109' (2167m),
LDA: 7109' (2167m).

CHANGES: Declared distances.

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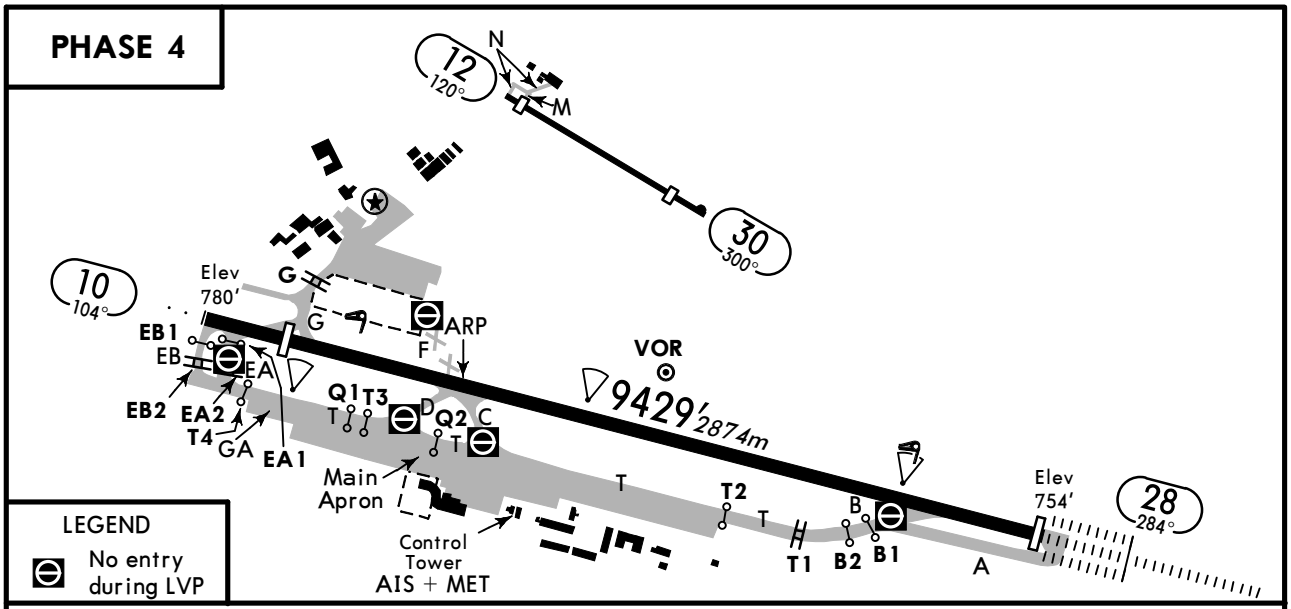
TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

PHASE 3	Runway 10/28 and Aprons closed.

PHASE 4

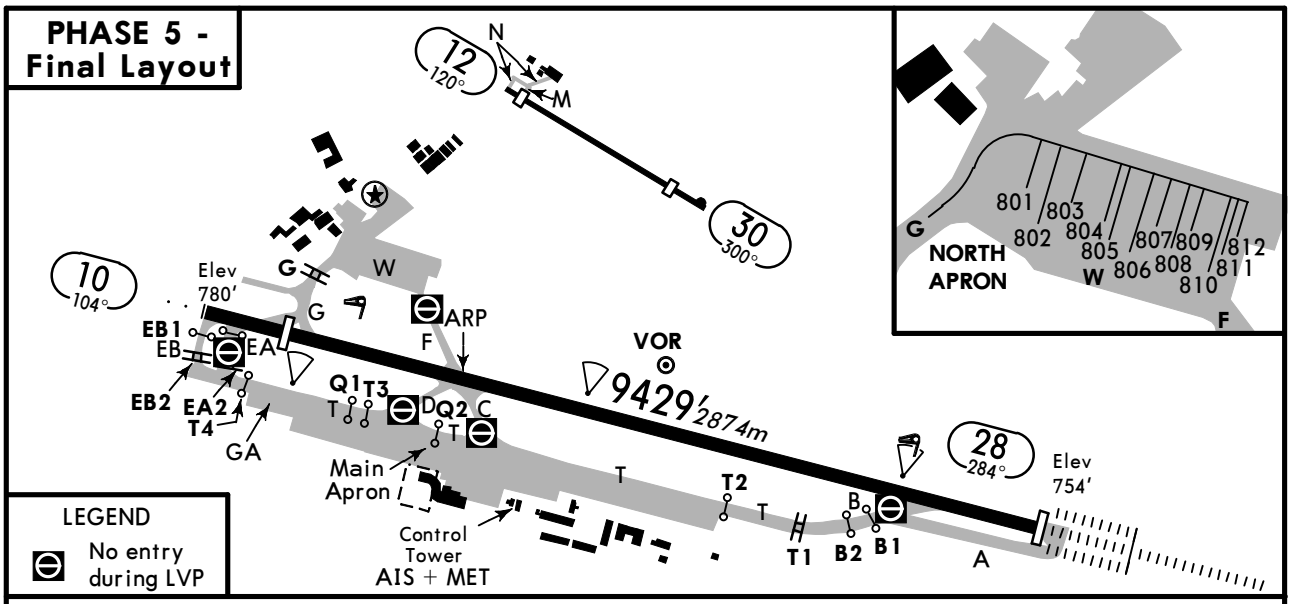


RWY opened with new physical characteristics.
TWYs renamed, some work areas still exists North of RWY.
RWY 10: ALS (configuration unknown) and PAPI with 3.5° available.
Low visibility procedures are restored with provisional editions.

The following declared distances are in place for

RWY 10:		RWY 28:	
TORA from rwy head:	9429' (2874m),	TORA from rwy head:	9429' (2874m),
TORA from twy EA int:	8711' (2655m),	TORA from twy A int:	8993' (2741m),
TORA from twy G int:	8150' (2484m),	TORA from twy B int:	7612' (2320m),
LDA:	8711' (2655m).	LDA:	8993' (2741m).

PHASE 5 - Final Layout



TWYs F and W open.
RWY 10: ALS (configuration unknown) and PAPI with 3.5° available.
The following declared distances are in place for

RWY 10:		RWY 28:	
TORA from rwy head:	9429' (2874m),	TORA from rwy head:	9429' (2874m),
TORA from twy EA int:	8711' (2655m),	TORA from twy A int:	8993' (2741m),
TORA from twy G int:	8150' (2484m),	TORA from twy B int:	7612' (2320m),
LDA:	8711' (2655m).	LDA:	8993' (2741m).

CHANGES: Phases added.

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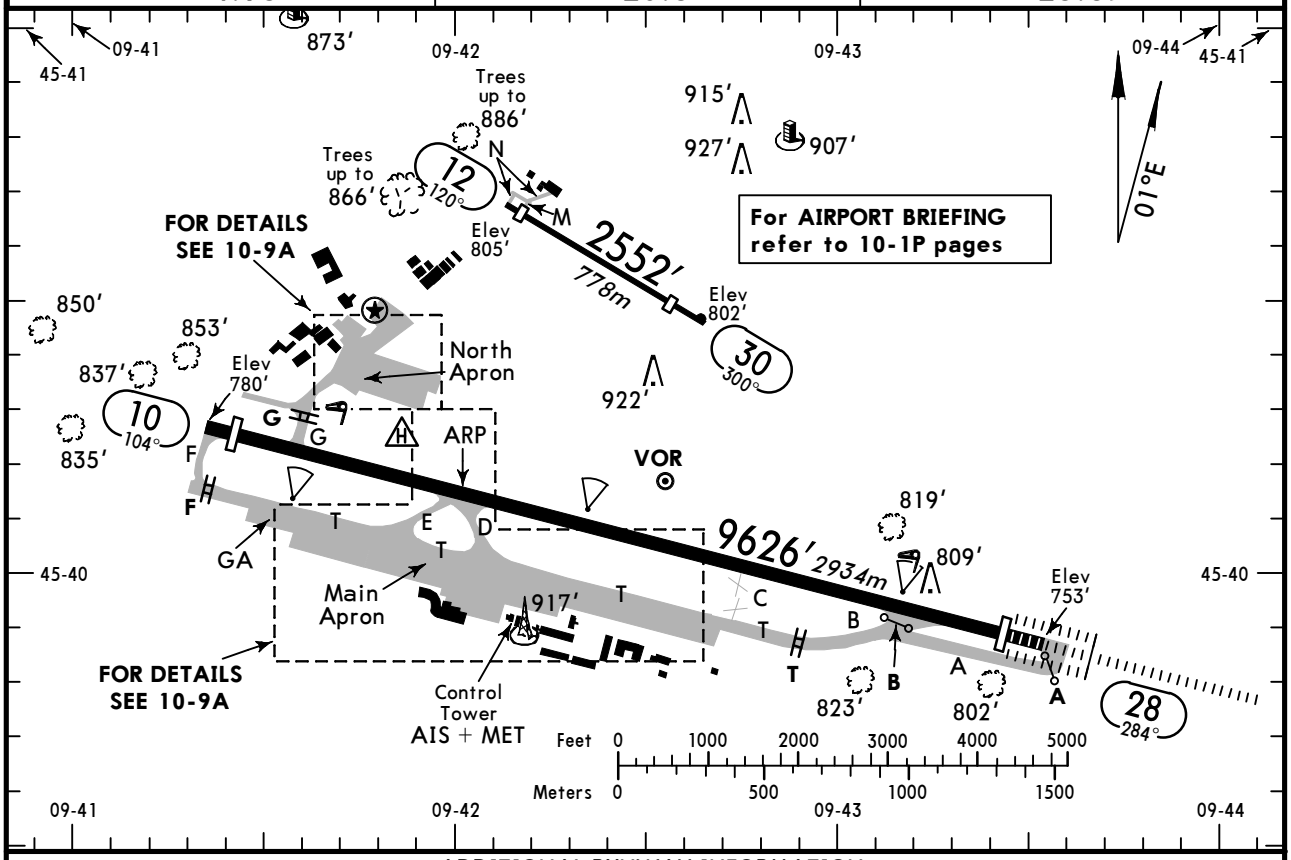
ATIS	ORIO Ground	Tower
114.95	120.5	125.87



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10 ❶	HIRL *(60m)* CL *(15m)* PAPI (3.0°) RVR	9298′ *2834m*		❷	148′ *45m*
28	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI (3.0°) RVR	9190′ *2801m*	8202′ *2500m*		
12		2343′ *714m*			59′ *18m*
30		2133′ *650m*		2461′ *750m*	

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

❷ TAKE-OFF RUN AVAILABLE

RWY 10: From rwy head 9626′(2934m)
twy G int 8530′(2600m)

RWY 28: From start point A int (On request) 9921′(3024m)
rwy head 9626′(2934m)
twy B int 7874′(2400m)

Standard TAKE-OFF ❶

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

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

CHANGES: None.

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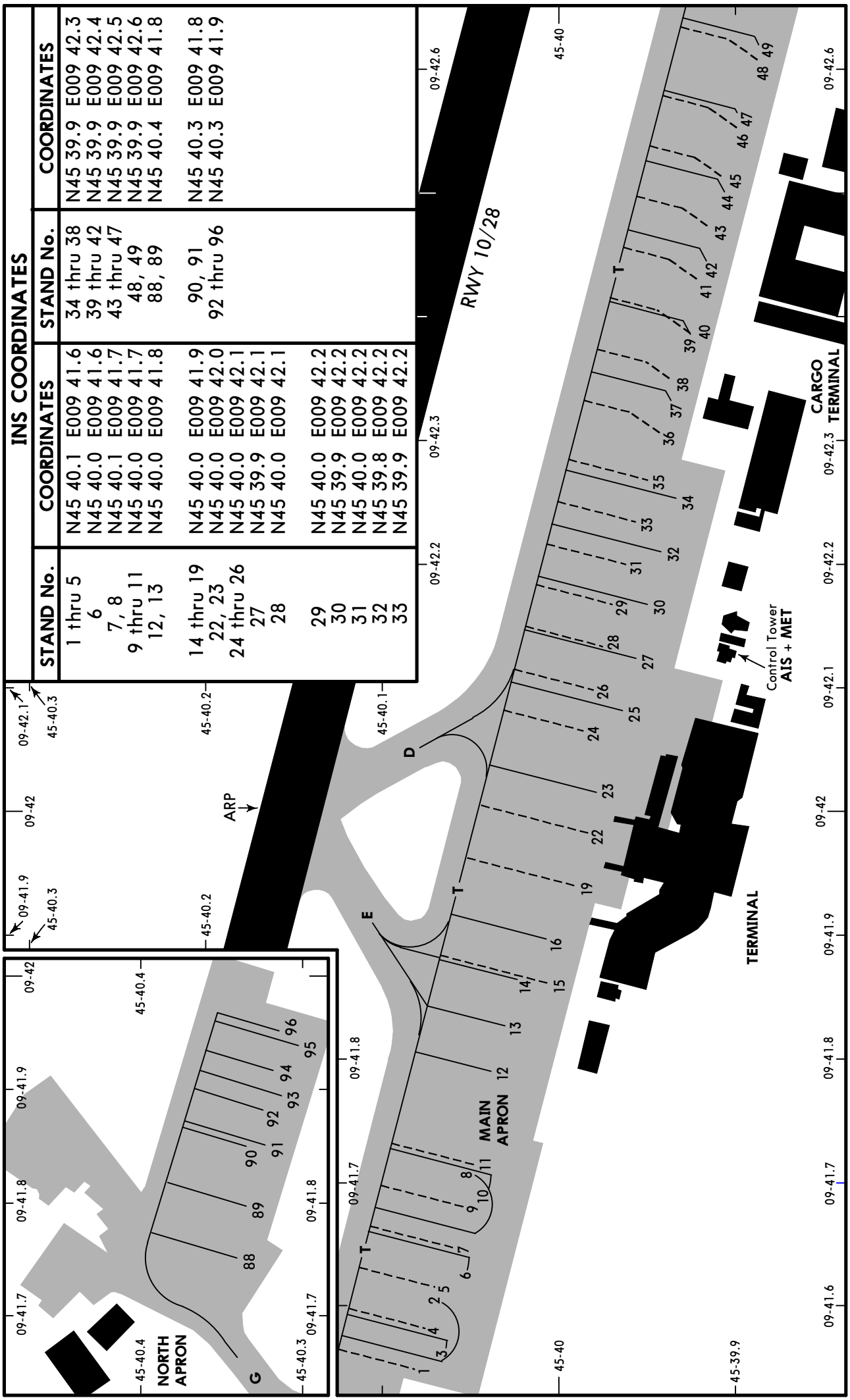

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 5	N45 40.1 E009 41.6	34 thru 38	N45 39.9 E009 42.3
6	N45 40.0 E009 41.6	39 thru 42	N45 39.9 E009 42.4
7, 8	N45 40.1 E009 41.7	43 thru 47	N45 39.9 E009 42.5
9 thru 11	N45 40.0 E009 41.7	48, 49	N45 39.9 E009 42.6
12, 13	N45 40.0 E009 41.8	88, 89	N45 40.4 E009 41.8
14 thru 19	N45 40.0 E009 41.9	90, 91	N45 40.3 E009 41.8
22, 23	N45 40.0 E009 42.0	92 thru 96	N45 40.3 E009 41.9
24 thru 26	N45 40.0 E009 42.1		
27	N45 39.9 E009 42.1		
28	N45 40.0 E009 42.1		
29	N45 40.0 E009 42.2		
30	N45 39.9 E009 42.2		
31	N45 40.0 E009 42.2		
32	N45 39.8 E009 42.2		
33	N45 39.9 E009 42.2		

CHANGES: Stands.

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BERGAMO, ITALY
ORIO AL SERIO

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

❶MM out: NOT AUTHORIZED.

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

❷Not authorized North of rwy.

❸To 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

❹Without LVP 400m are stipulated.

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

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BRIEFING STRIP

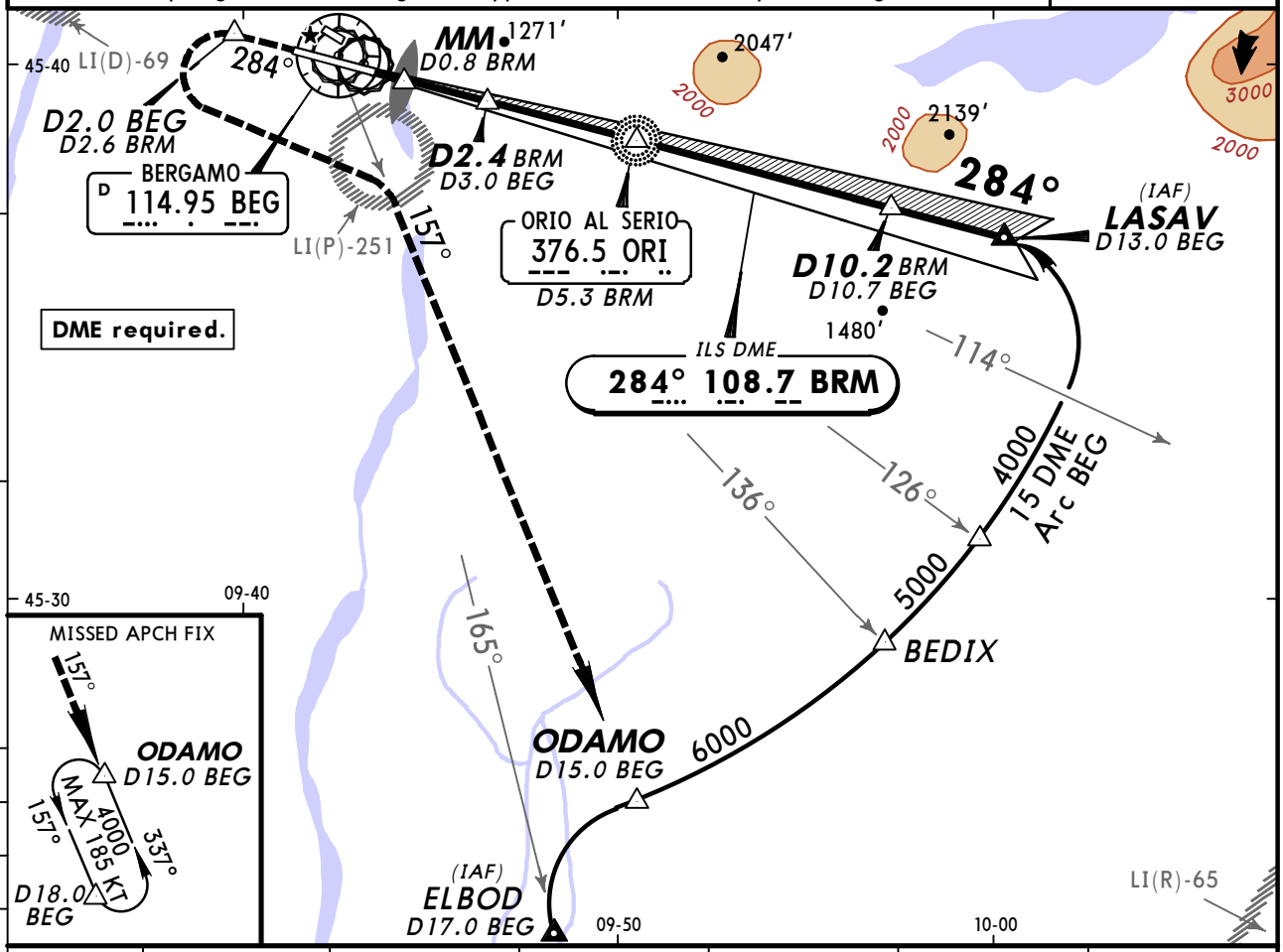
ATIS	MILAN Radar (APP)		ORIO Tower	Ground
114.95	126.3	126.75	125.87	120.5

LOC BRM	Final Apch Crs	GS ORI Lctr	ILS DA(H) Refer to Minimums	Apt Elev 782'
108.7	284°	2440' (1686')		RWY 754'

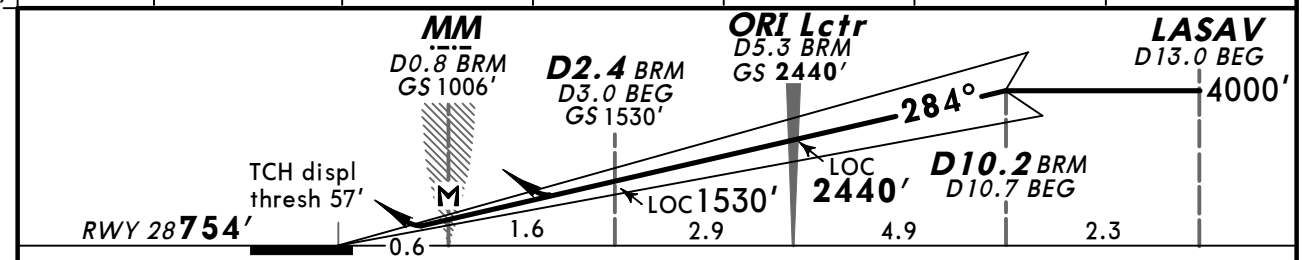
MISSED APCH: Maintain 284° climbing to 4000'. At D2.0 BEG at or above 1300' turn LEFT (MAX 185 KT) and join R-157 BEG to ODAMO.

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: 170° 9900', 11,600' 260°; 080° 6000', 8800' 350°



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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.8 BRM							

HIALS-II
PAPI PAPI
D2.0 BEG on 284°

Standard STRAIGHT-IN LANDING RWY 28

	ILS			LOC (GS out)	
DA(H)	A:970'(216') B:982'(228')	C: 990'(236') D:1001'(247')		DA(H) 1260'(506')	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C				RVR 1600m	CMV 2400m
D			RVR 1300m		

CIRCLE-TO-LAND
TO RWY 10
Not authorized
North of rwy

Max Kts	MDA(H)	VIS
100	1600'(818')	1500m
135	1600'(818')	1600m
180	1730'(948')	2400m
205	1730'(948')	3600m

PANS OPS

CHANGES: Minimums.

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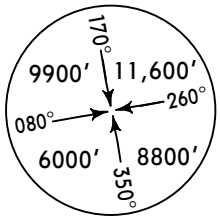
ATIS	MILAN Radar (APP)		ORIO Tower	Ground
114.95	126.3	126.75	125.87	120.5

BRIEFING STRIP™

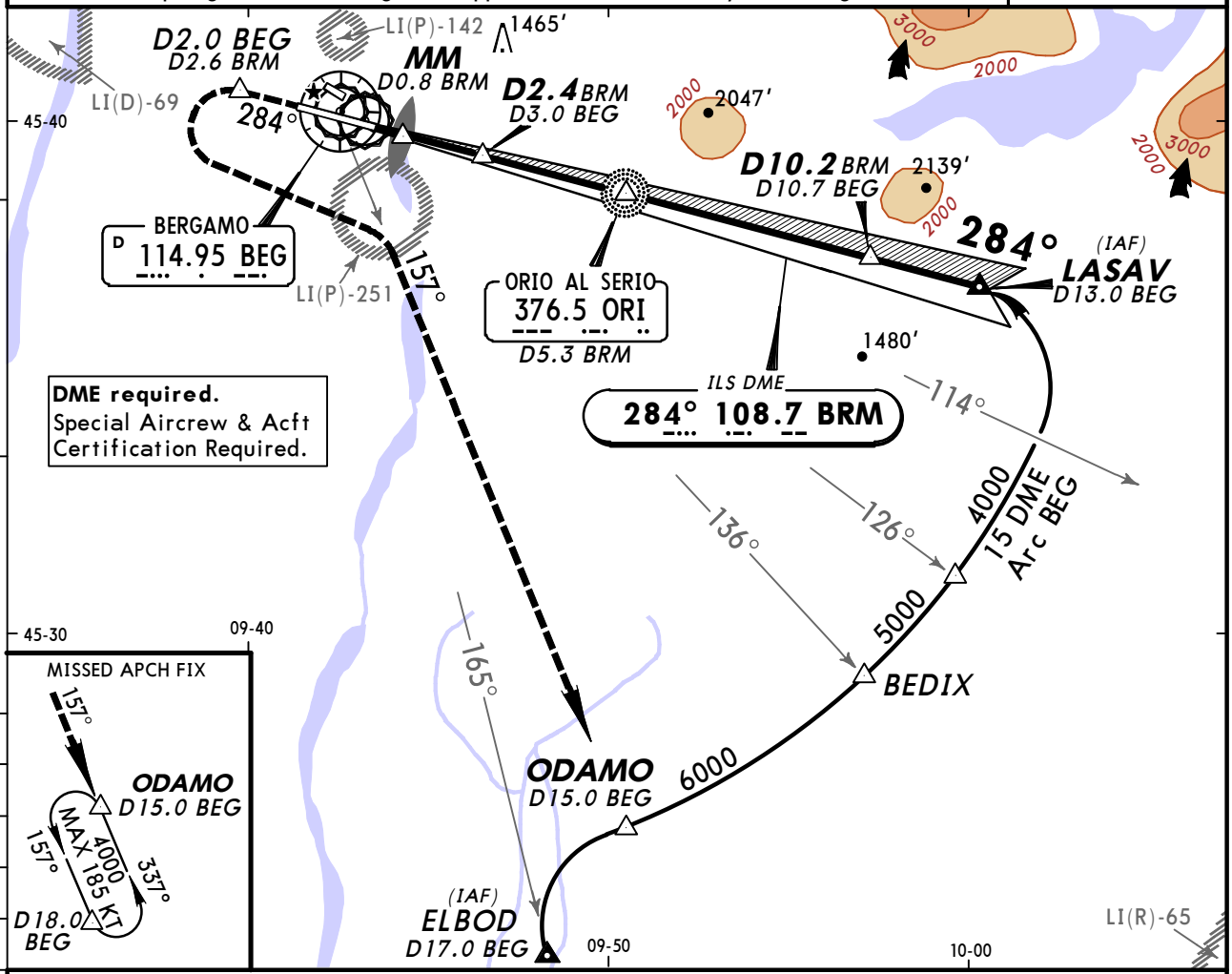
LOC BRM	Final Apch Crs	GS ORI Lctr	CAT II & IIIA ILS	Apt Elev 782'
108.7	284°	2440' (1686')	Refer to Minimums	RWY 754'

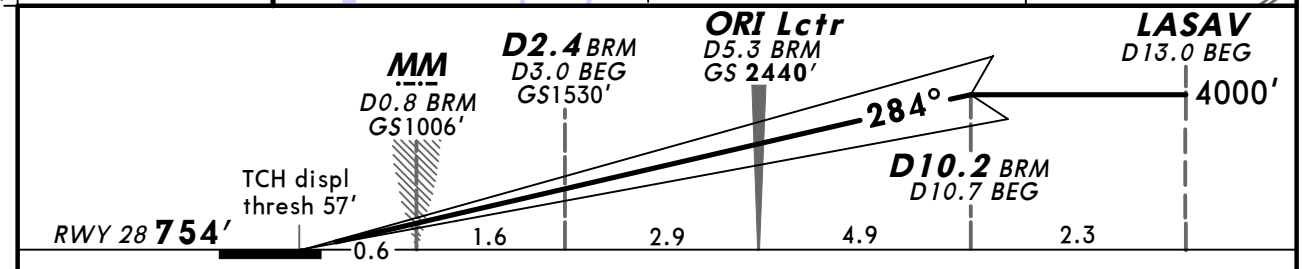
MISSED APCH: Maintain 284° climbing to 4000'. At D2.0 BEG at or above 1300' turn LEFT (MAX 185 KT) and join R-157 BEG to ODAMO.

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





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

HIALS-II
PAPI PAPI

D2.0 BEG on 284°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 28

CAT IIIA ILS	CAT II ILS	
	ABC	D
DH 50'	RA 102' DA(H) 854' (100')	RA 138' DA(H) 873' (119')
RVR 200m	RVR 300m [1]	

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

CHANGES: None.

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ATIS	MILAN Radar (APP)		ORIO Tower	Ground
114.95	126.3	126.75	125.87	120.5

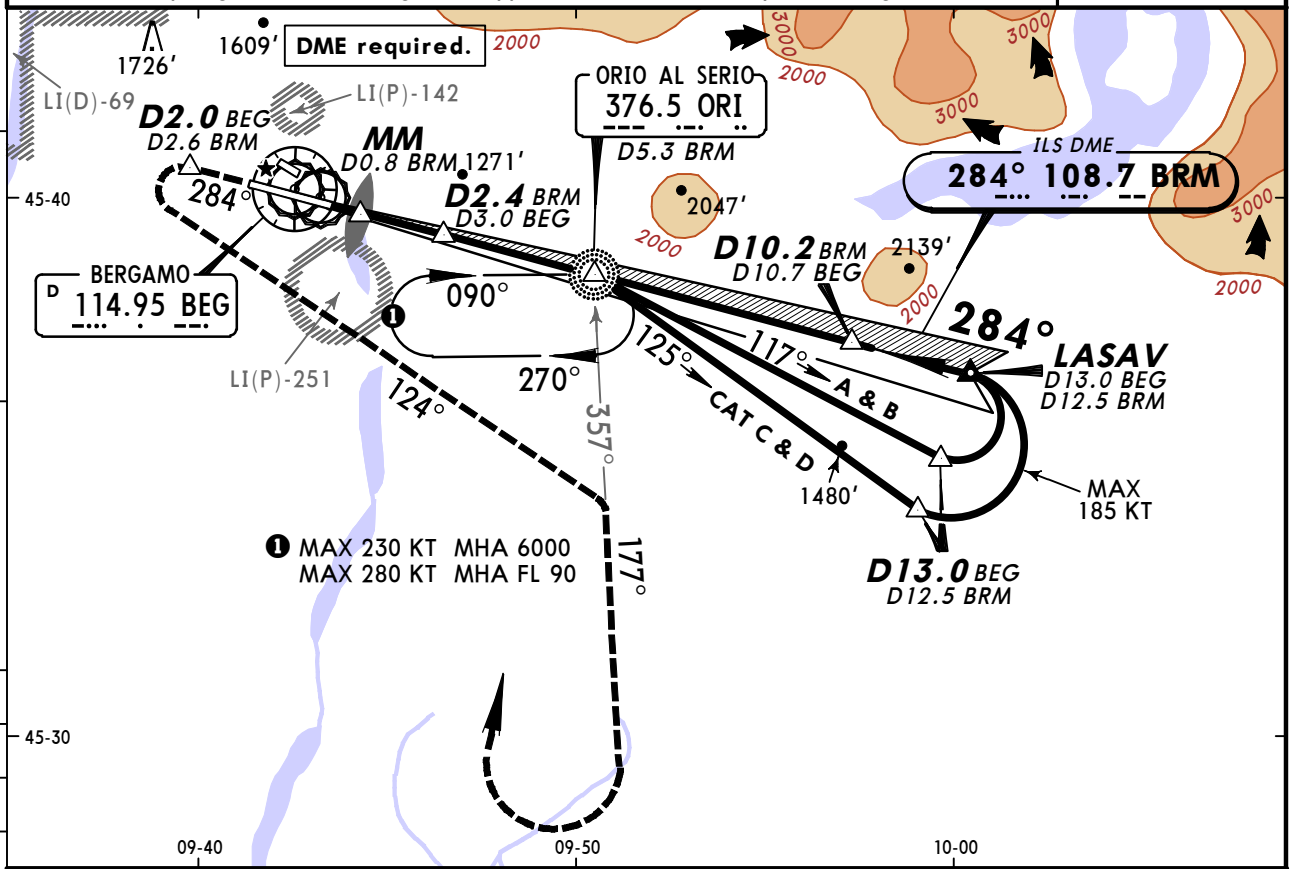
BRIEFING STRIP™

LOC BRM	Final Apch Crs	GS Lctr	ILS DA(H)	Apt Elev 782'
108.7	284°	2440' (1686')	Refer to Minimums	RWY 754'

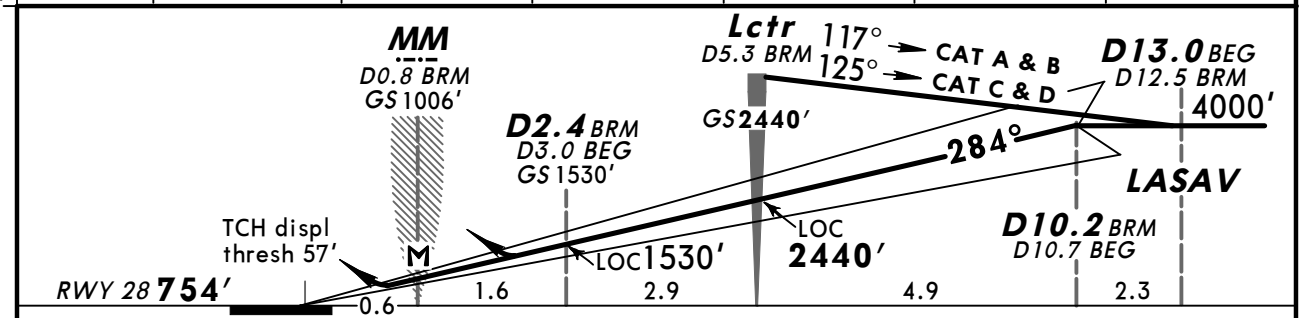
MISSED APCH: Maintain 284° climbing to 6000'. At D2.0 BEG (D2.6 BRM) at or above 1300' turn LEFT (MAX 185 KT) onto 124° to join 177° from Lctr at 2000'. Passing 4000' turn RIGHT to Lctr.

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
170° 9900' 11,600' 260° 080° 6000' 8800' 350°



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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.8 BRM							

HIALS-II
PAPI PAPI

D2.0 BEG on 284°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 28

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

CHANGES: Minimums.

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LIME/BGY
ORIO AL SERIO

JEPPESEN

3 AUG 12 (11-2A)

BERGAMO, ITALY
CAT II/III ILS Y Rwy 28

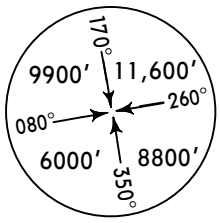
ATIS	MILAN Radar (APP)		ORIO Tower	Ground
114.95	126.3	126.75	125.87	120.5

BRIEFING STRIP

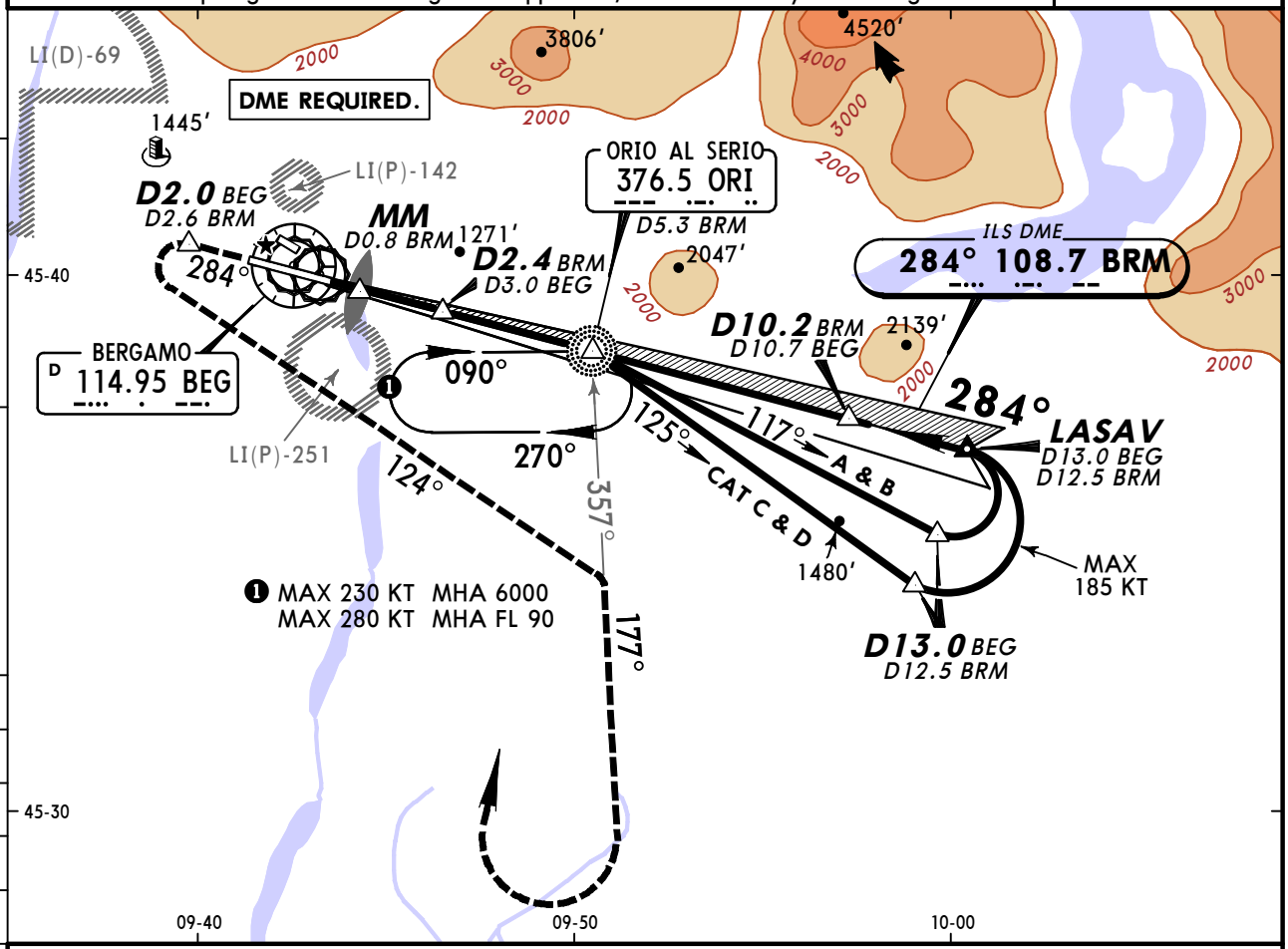
LOC	Final	GS	CAT II & IIIA ILS	Apt Elev 782′
BRM 108.7	Apch Crs 284°	Lctr 2440′ (1686′)	Refer to Minimums	RWY 754′

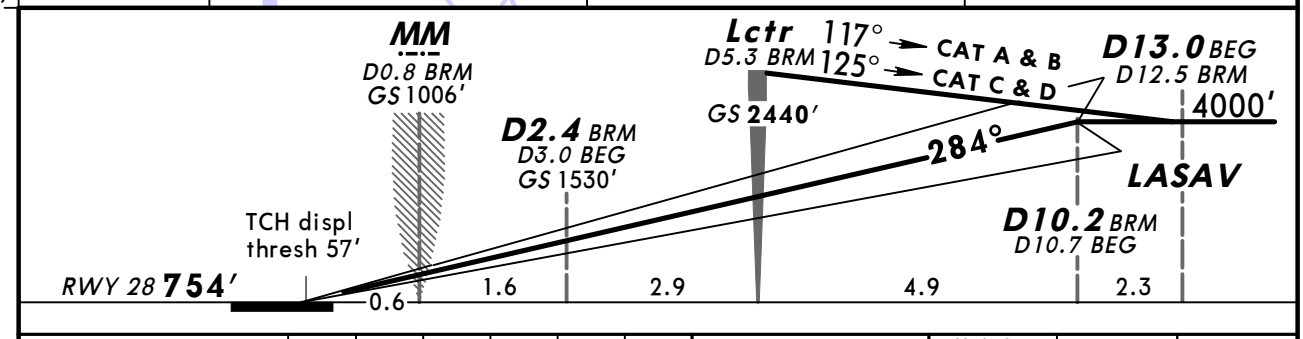
MISSED APCH: Maintain 284° climbing to 6000′. At D2.0 BEG (D2.6 BRM) at or above 1300′ turn LEFT (MAX 185 KT) onto 124° to join 177° from Lctr at 2000′. Passing 4000′ turn RIGHT to Lctr.

Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt:6000′
1. Special Aircrew & Acft Certification Required.
2. When intercepting LOC and during final approach, adhere strictly to ILS signals.



MSA ORI Lctr





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

HIALS-II PAPI PAPI

D2.0 BEG on 284°

Standard STRAIGHT-IN LANDING RWY 28

CAT IIIA ILS	CAT II ILS	
	ABC	D
DH 50′	RA 102′ DA(H) 854′(100′)	RA 138′ DA(H) 873′(119′)
RVR 200m	RVR 300m [1]	

PANS OPS

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

CHANGES: Minimums.

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LIME/BGY
ORIO AL SERIO

JEPPESEN

3 AUG 12 (11-3)

BERGAMO, ITALY
ILS X Rwy 28

ATIS	MILAN Radar (APP)		ORIO Tower	Ground
114.95	126.3	126.75	125.87	120.5

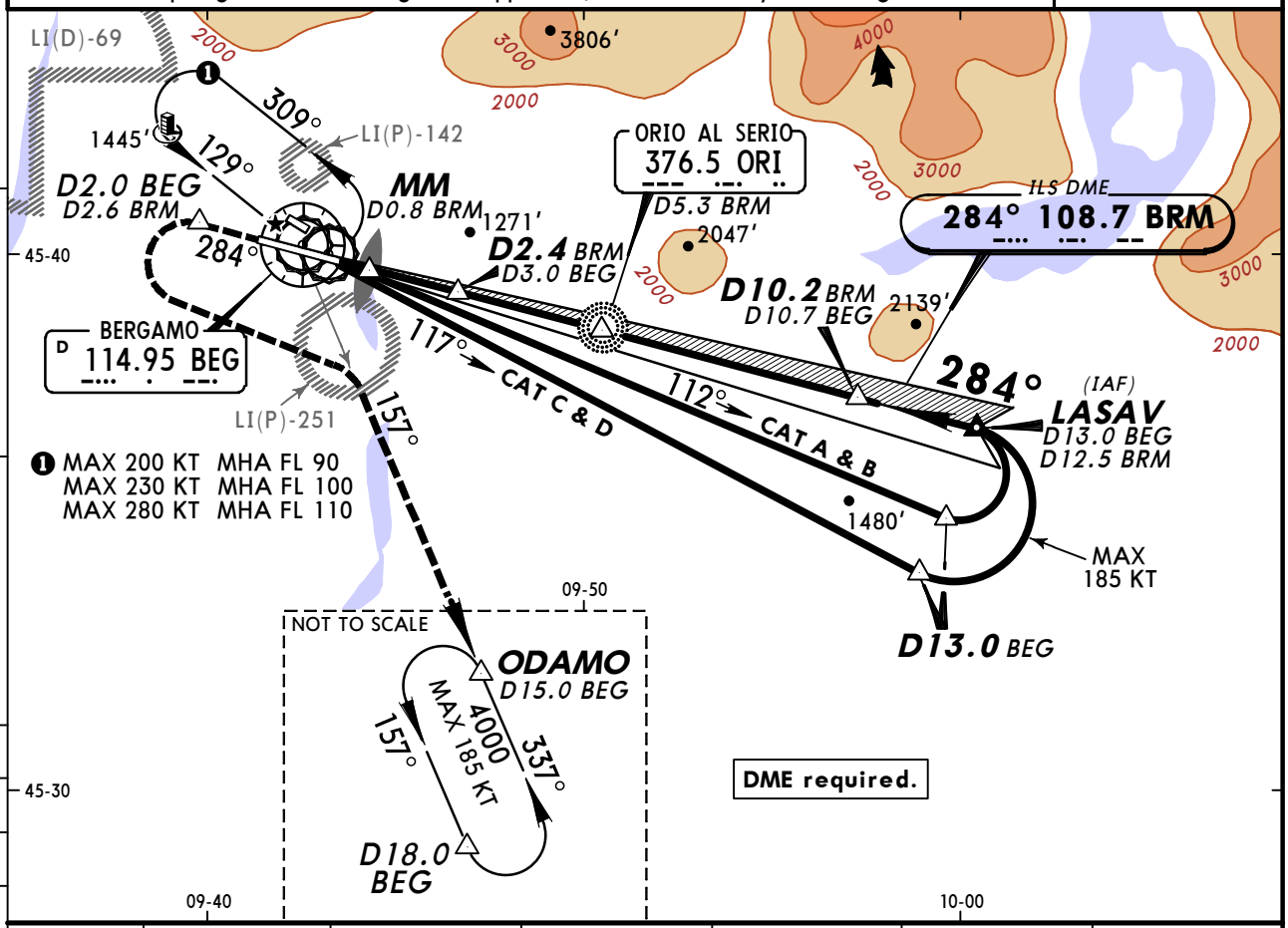
BRIEFING STRIP ™

LOC BRM	Final Apch Crs	GS Lctr	ILS DA(H)	Apt Elev / RWY
108.7	284°	2440′ (1686′)	Refer to Minimums	782′ / 754′

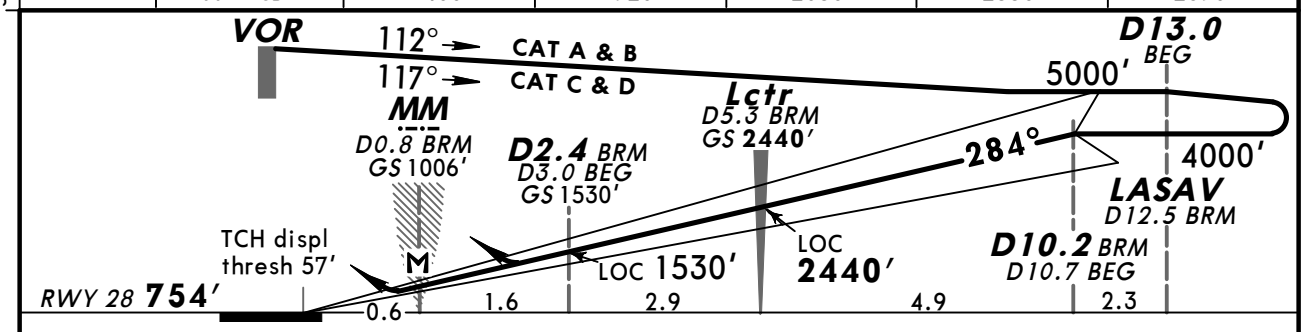
MISSED APCH: Maintain 284° climbing to 4000′. At D2.0 BEG at or above 1300′ turn LEFT (MAX 185 KT) and join R-157 BEG to ODAMO.

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: 170° 9900′; 260° 11,600′; 080° 6000′; 350° 8800′



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
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D0.8 BRM						

HIALS-II PAPI PAPI

D2.0 BEG on 284°

Standard STRAIGHT-IN LANDING RWY 28

ILS DA(H) A:970′(216′) B:982′(228′) C:990′(236′) D:1001′(247′)

LOC (GS out) DA(H) 1260′(506′)

CIRCLE-TO-LAND TO RWY 10 Not authorized North of rwy

PANS OPS

	FULL	Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		100	1600′(818′)	1500m
B						135	1600′(818′)	1600m
C				RVR 1600m	CMV 2400m	180	1730′(948′)	2400m
D			RVR 1300m			205	1730′(948′)	3600m

CHANGES: Minimums.

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LIME/BGY
ORIO AL SERIO

JEPPESEN

3 AUG 12 (11-3A)

BERGAMO, ITALY
CAT II/III ILS X Rwy 28

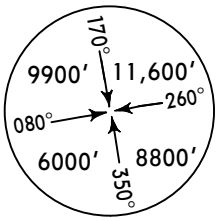
ATIS	MILAN Radar (APP)		ORIO Tower	Ground
114.95	126.3	126.75	125.87	120.5

BRIEFING STRIP ™

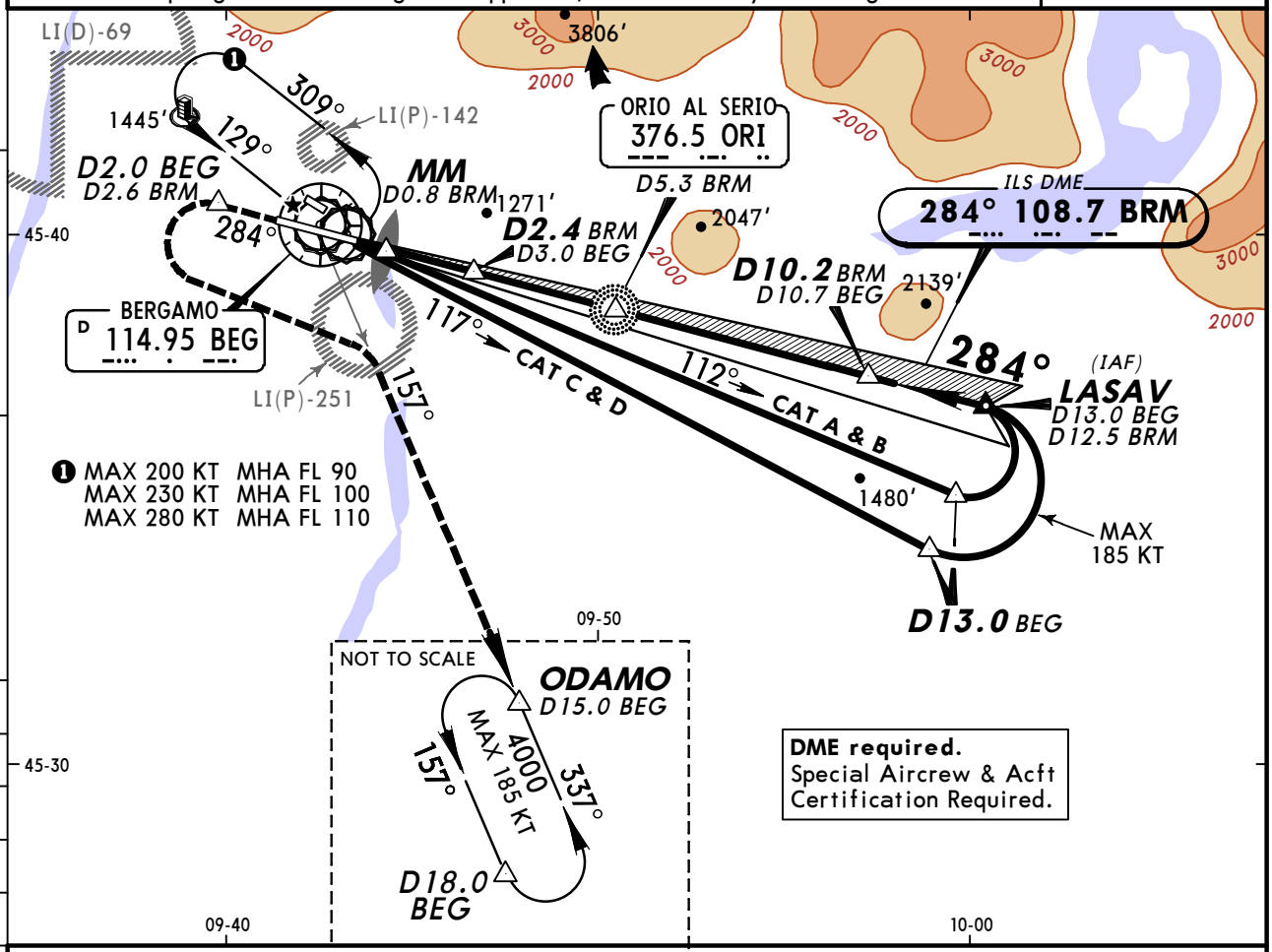
LOC BRM	Final Apch Crs	GS Lctr	CAT II & IIIA ILS Refer to Minimums	Apt Elev 782′
108.7	284°	2440′ (1686′)		RWY 754′

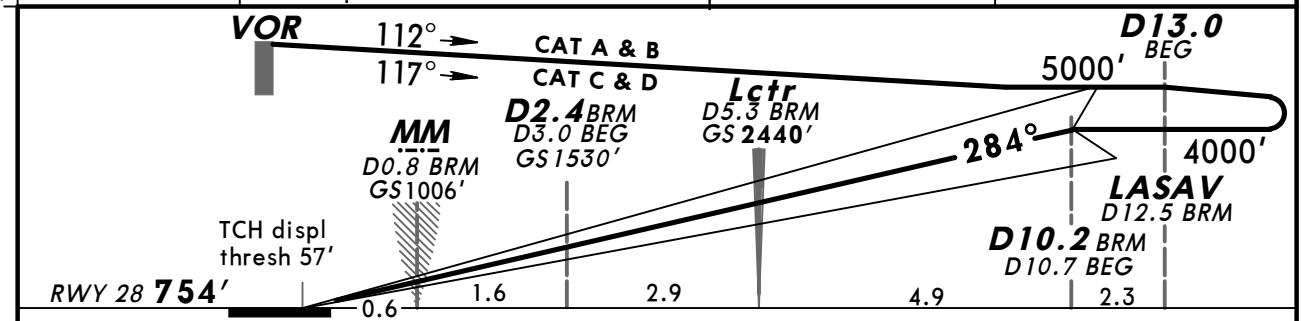
MISSED APCH: Maintain 284° climbing to 4000′. At D2.0 BEG at or above 1300′ turn LEFT (MAX 185 KT) and join R-157 BEG to ODAMO.

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





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

HIALS-II PAPI PAPI

D2.0 BEG on 284°

Standard STRAIGHT-IN LANDING RWY 28

CAT IIIA ILS	CAT II ILS	
	ABC	D
DH 50′	RA 102′ DA(H) 854′(100′)	RA 138′ DA(H) 873′(119′)
RVR 200m	RVR 300m [1]	

PANS OPS

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

CHANGES: None.

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LIME/BGY
ORIO AL SERIO

JEPPESEN

21 MAR 14 (12-01) Eff 3 Apr

BERGAMO, ITALY
RNAV (GNSS) Rwy 28

BRIEFING STRIP ™

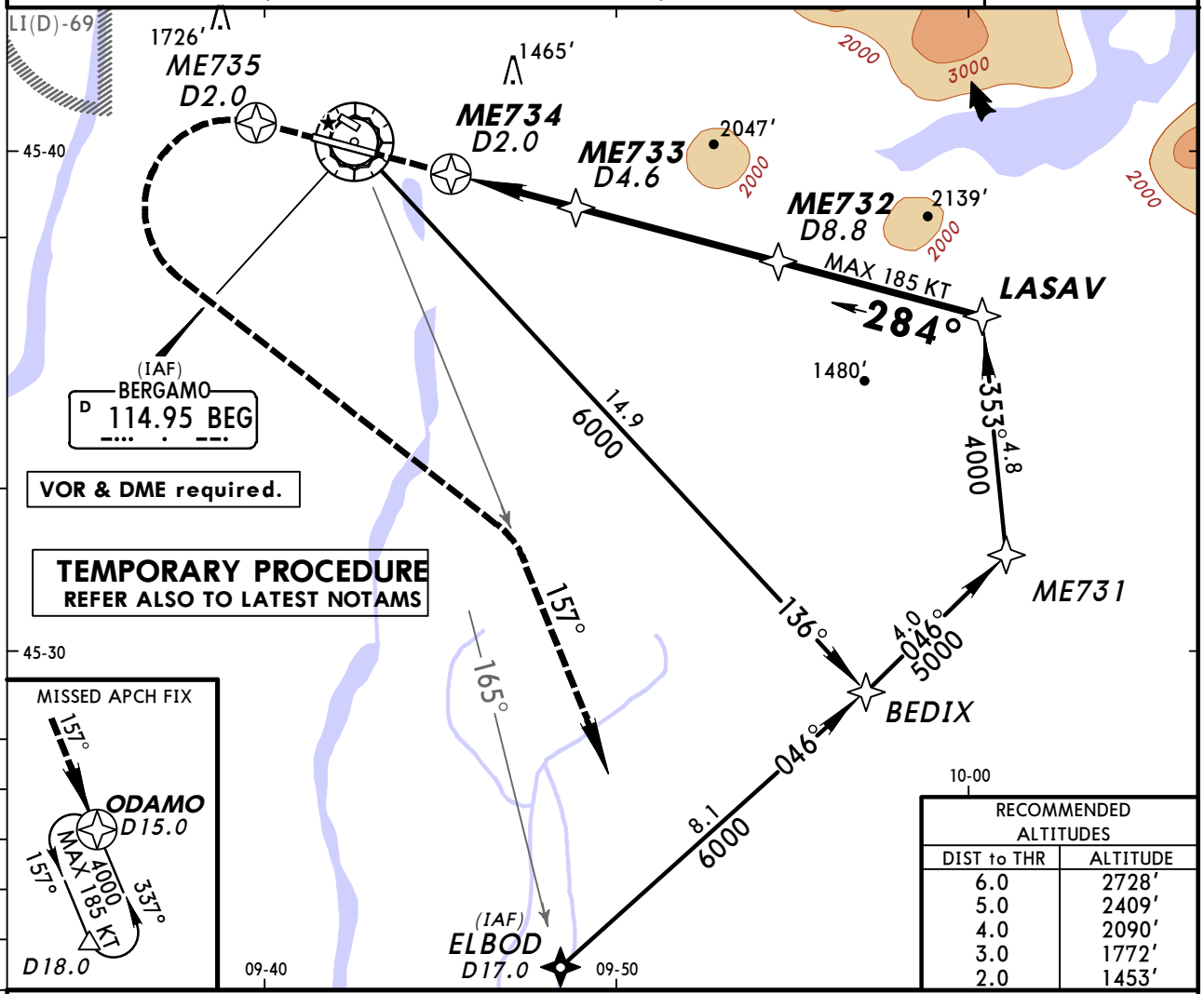
ATIS	MILAN Radar (APP)		ORIO Tower	Ground
114.95	126.3	126.75	125.87	120.5

RNAV	Final Apch Crs	Minimum Alt ME732	DA(H)	Apt Elev 782′
	284°	3500′ (2732′)	1350′ (582′)	RWY 768′

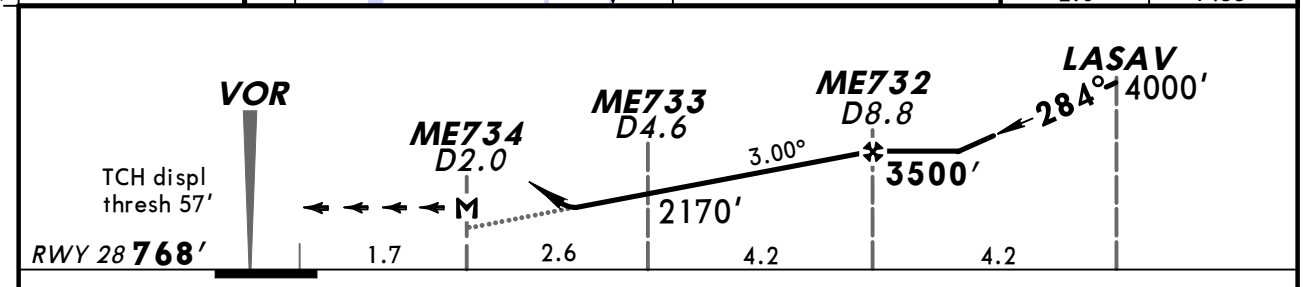
MISSED APCH: Climb on rwy heading to 4000′. At ME735 (D2.0 after VOR) turn LEFT (MAX 185 KT) to join R-157 to ODAMO.

Alt Set: hPa Rwy Elev: 28 hPa Trans level: By ATC Trans alt:6000′

MSA ARP: 180° 10,700′ 12,100′ 090° 270° 4300′ 8400′ 360°



RECOMMENDED ALTITUDES	
DIST to THR	ALTITUDE
6.0	2728′
5.0	2409′
4.0	2090′
3.0	1772′
2.0	1453′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at ME734							

PAPI-L 4000′ ME735

PANS OPS

Standard STRAIGHT-IN LANDING RWY 28

DA(H) 1350′ (582′)

A	RVR 1500m	100	1600′ (818′)	1500m
B		135	1720′ (938′)	1600m
C	CMV 2400m	180	1990′ (1208′)	2400m
D		205	1990′ (1208′)	3600m

CIRCLE-TO-LAND
TO RWY 10
Not authorized North of rwy.
Limited South of rwy.

Max Kts	MDA(H)	VIS
100	1600′ (818′)	1500m
135	1720′ (938′)	1600m
180	1990′ (1208′)	2400m
205	1990′ (1208′)	3600m

CHANGES: New temporary procedure.

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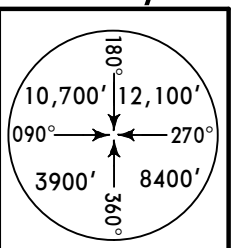
BRIEFING STRIP

ATIS	MILAN Radar (APP)		ORIO Tower	Ground
114.95	126.3	126.75	125.87	120.5

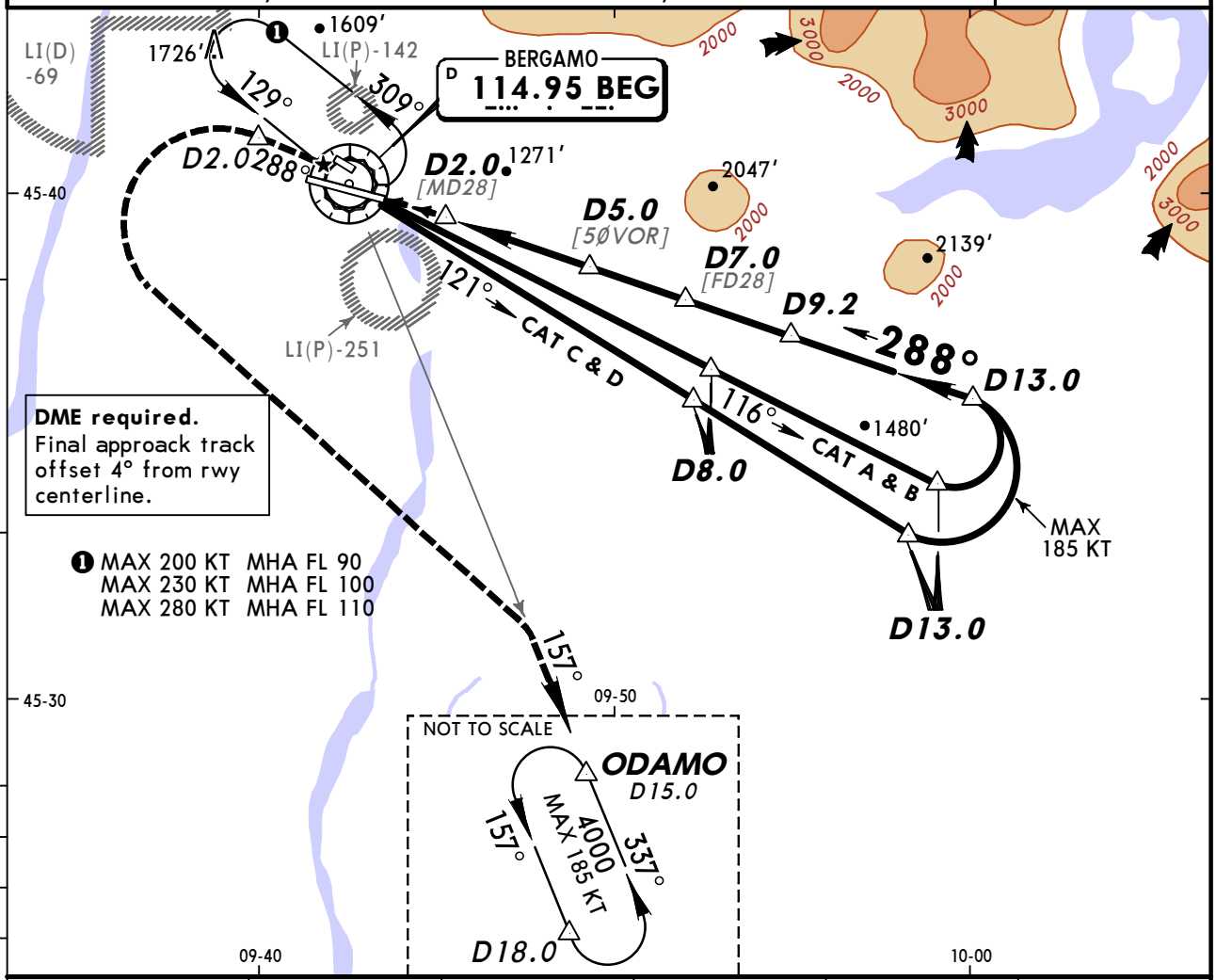
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
BEG 114.95	288°	D7.0 2800′ (2046′)	1400′ (646′)	Apt Elev 782′ RWY 754′

MISSED APCH: Climb on 288° to 4000′. At D2.0 after VOR turn LEFT (MAX 185 KT) and join R-157 to ODAMO.

Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt:6000′



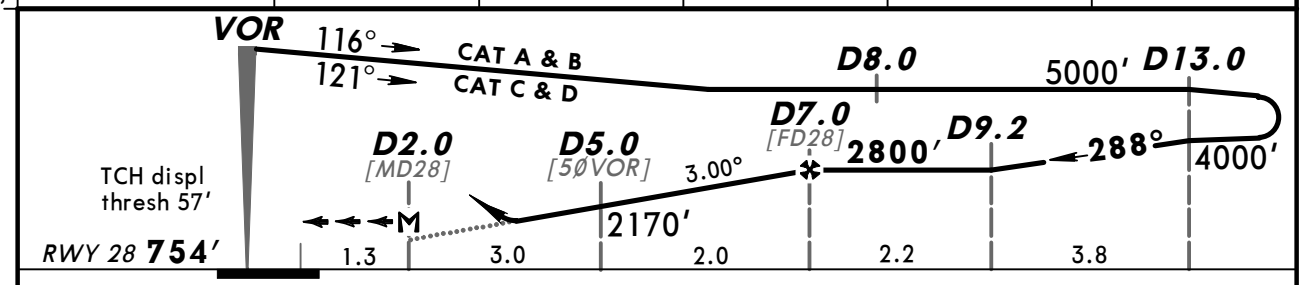
MSA BEG VOR



DME required. Final approack track offset 4° from rwy centerline.

❶ MAX 200 KT MHA FL 90
MAX 230 KT MHA FL 100
MAX 280 KT MHA FL 110

BEG DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1540′	1860′	2170′	2490′	2800′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.0							

HIALS-II
PAPI PAPI
D2.0 on 288°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 28

DA(H) 1400′ (646′)

		ALS out
A	RVR 1500m	
B		
C	CMV 2300m	CMV 2400m
D		

CIRCLE-TO-LAND
TO RWY 10
Not authorized North of rwy

Max Kts	MDA(H)	VIS
100	1600′ (818′)	1500m
135	1720′ (938′)	1600m
180	1990′ (1208′)	2400m
205	1990′ (1208′)	3600m

CHANGES: Minimums.

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LIME/BGY
ORIO AL SERIO

JEPPESEN

21 MAR 14 (13-01) Eff 3 Apr

BERGAMO, ITALY
VOR Z Rwy 28

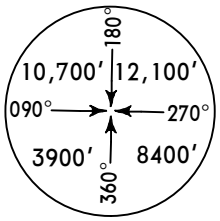
BRIEFING STRIP ™

ATIS	MILAN Radar (APP)		ORIO Tower	Ground
114.95	126.3	126.75	125.87	120.5

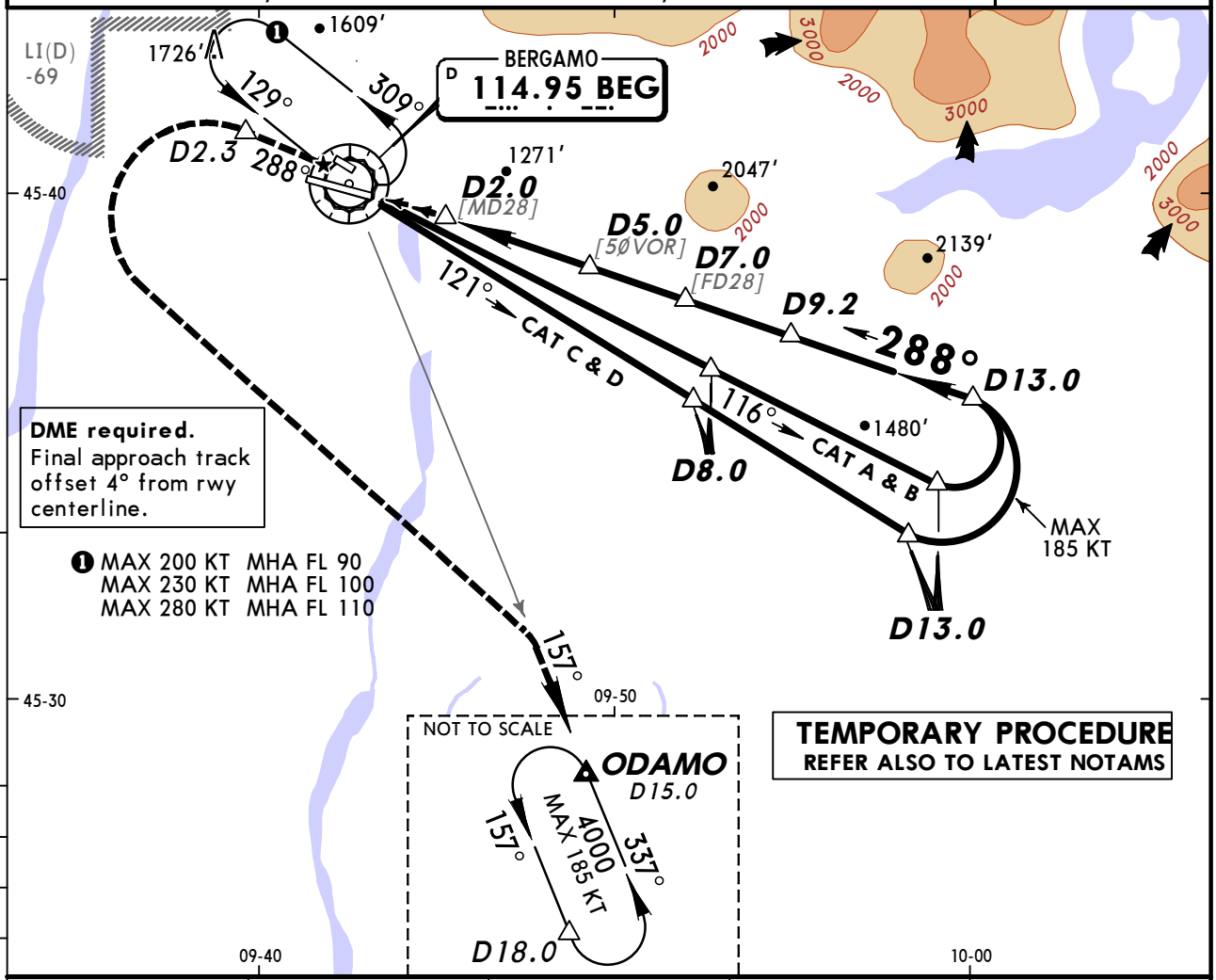
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
BEG 114.95	288°	D7.0 2900′ (2132′)	1400′ (632′)	Apt Elev 782′ RWY 768′

MISSED APCH: Climb on 288° to 4000′. At D2.3 after VOR turn LEFT (MAX 185 KT) and join R-157 to ODAMO.

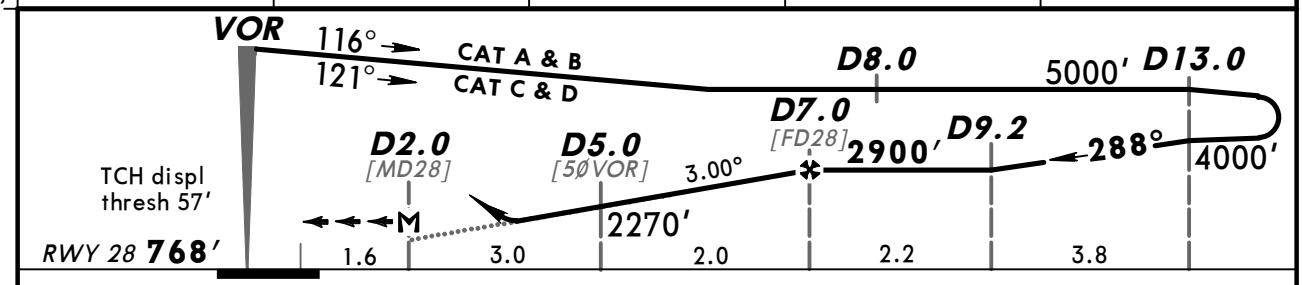
Alt Set: hPa | Rwy Elev: 28 hPa | Trans level: By ATC | Trans alt:6000′



MSA BEG VOR



BEG DME	3.0	4.0	5.0	6.0
ALTITUDE	1640′	1960′	2270′	2590′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.0							

PAPI-L | D2.3 on 288°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 28

DA(H) 1400′ (632′)

A	RVR 1500m			
B				
C	CMV 2400m			
D				

CIRCLE-TO-LAND
TO RWY 10
Not authorized North of rwy.
Limited South of rwy.

Max Kts	MDA(H)	VIS
100	1600′ (818′)	1500m
135	1720′ (938′)	1600m
180	1990′ (1208′)	2400m
205	1990′ (1208′)	3600m

CHANGES: New temporary procedure.

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LIME/BGY
ORIO AL SERIO

JEPPESEN

3 AUG 12 (13-2)

BERGAMO, ITALY
VOR Y Rwy 28

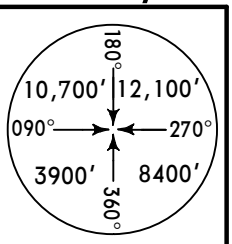
BRIEFING STRIP ™

ATIS	MILAN Radar (APP)		ORIO Tower	Ground
114.95	126.3	126.75	125.87	120.5

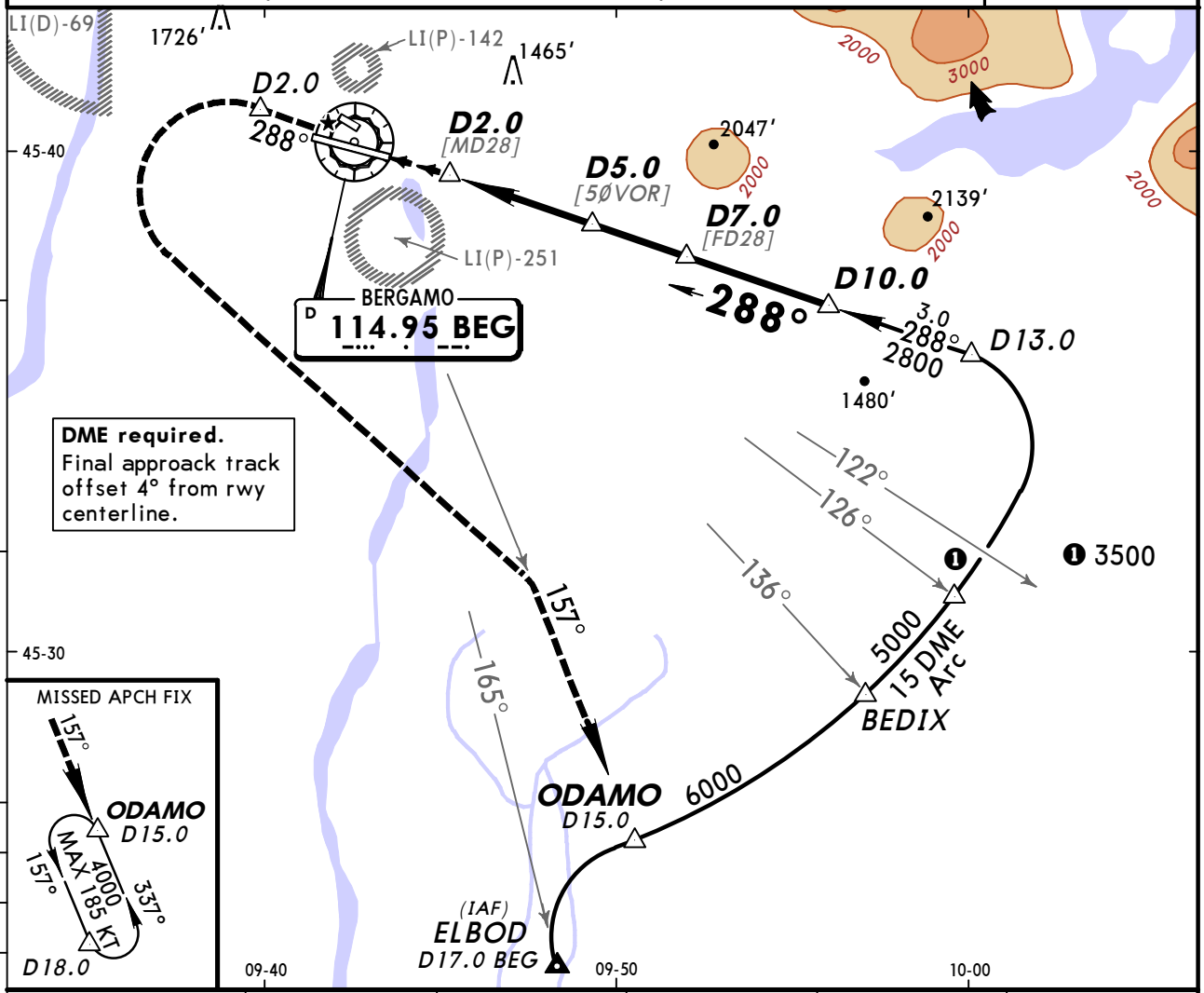
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 782′
BEG 114.95	288°	D7.0 2800′ (2046′)	1400′ (646′)	RWY 754′

MISSED APCH: Climb on 288° to 4000′. At D2.0 after VOR turn LEFT (MAX 185 KT) to join R-157 to ODAMO.

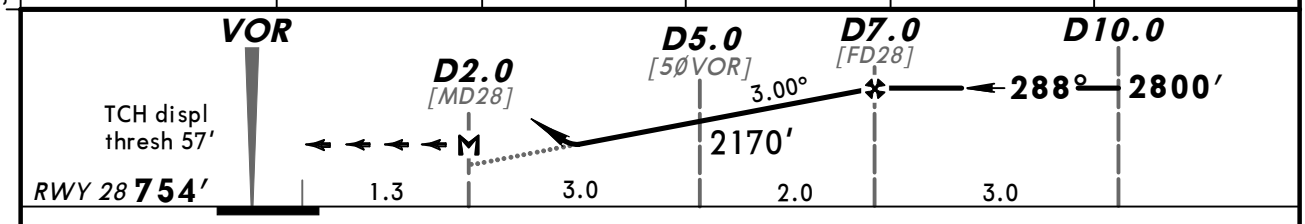
Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt:6000′



MSA BEG VOR



BEG DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1540′	1860′	2170′	2490′	2800′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.0							

HIALS-II
PAPI PAPI

D2.0 on 288°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 28

DA(H) 1400′ (646′)

		ALS out
A	RVR 1500m	
B		
C	CMV 2300m	CMV 2400m
D		

CIRCLE-TO-LAND TO RWY 10

Not authorized North of rwy

Max Kts	MDA(H)	VIS
100	1600′ (818′)	1500m
135	1720′ (938′)	1600m
180	1990′ (1208′)	2400m
205	1990′ (1208′)	3600m

CHANGES: Minimums.

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LIME/BGY
ORIO AL SERIO

JEPPESEN
21 MAR 14 (13-02) Eff 3 Apr

BERGAMO, ITALY
VOR Y Rwy 28

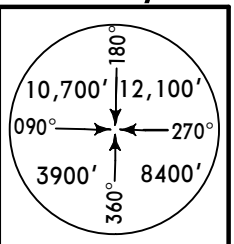
BRIEFING STRIP

ATIS	MILAN Radar (APP)		ORIO Tower	Ground
114.95	126.3	126.75	125.87	120.5

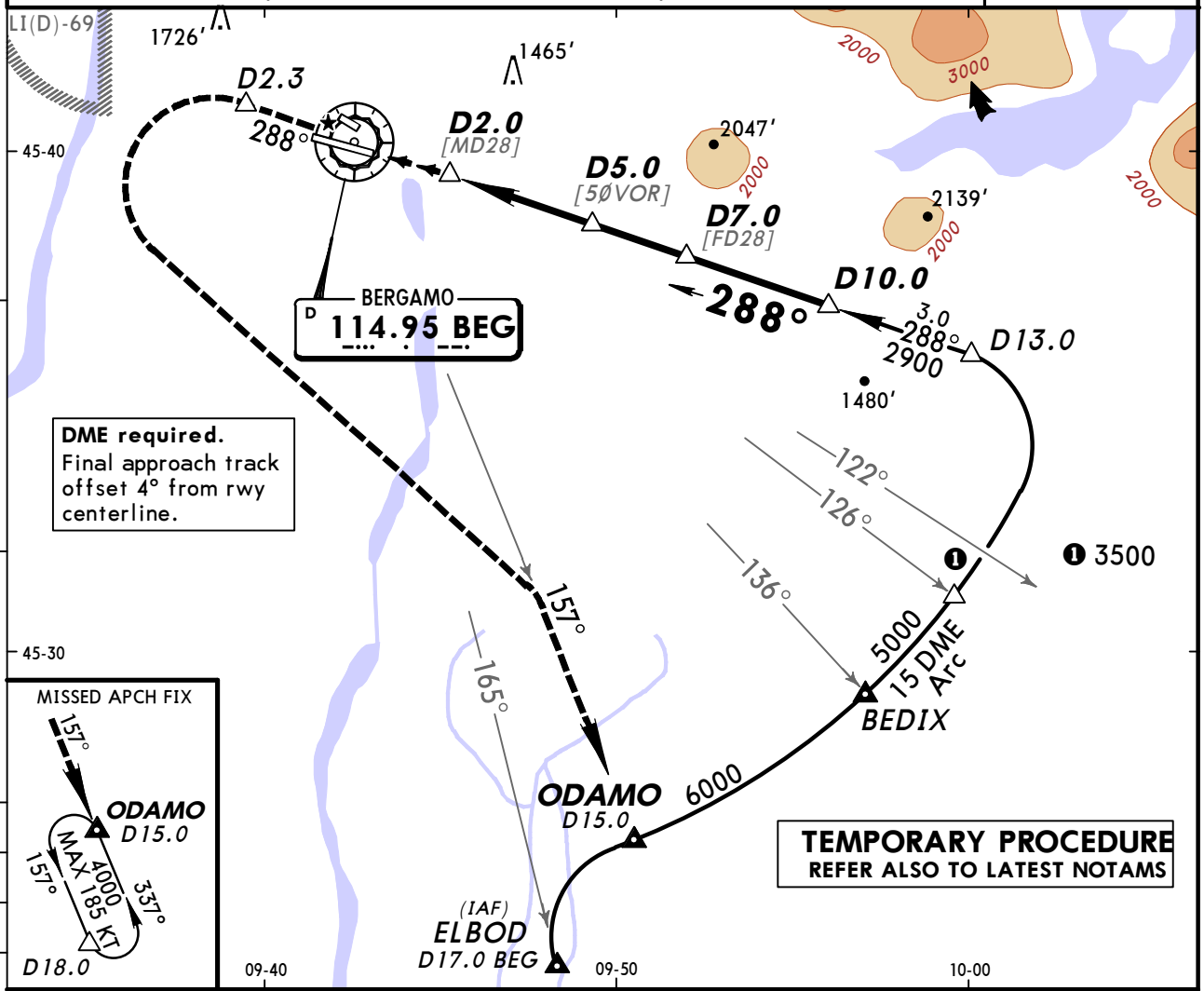
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 782′
BEG 114.95	288°	D7.0 2900′ (2132′)	1400′ (632′)	RWY 768′

MISSED APCH: Climb on 288° to 4000′. At D2.3 after VOR turn LEFT (MAX 185 KT) to join R-157 to ODAMO.

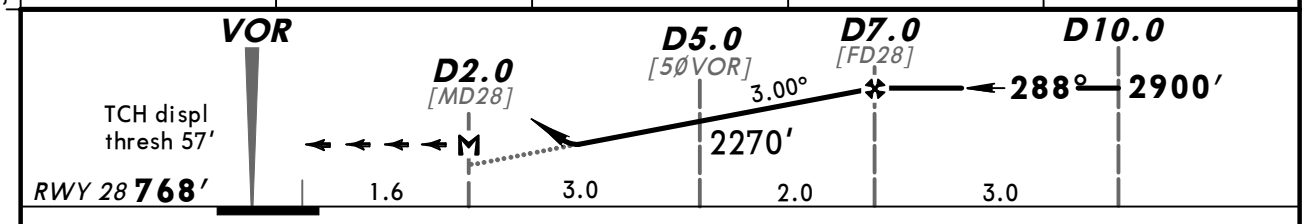
Alt Set: hPa Rwy Elev: 28 hPa Trans level: By ATC Trans alt:6000′



MSA BEG VOR



BEG DME	3.0	4.0	5.0	6.0
ALTITUDE	1640′	1960′	2270′	2590′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.0							

PAPI-L D2.3 on 288°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 28

DA(H) 1400′ (632′)

A	RVR 1500m		
B			
C	CMV 2400m		
D			

CIRCLE-TO-LAND
TO RWY 10
Not authorized North of rwy.
Limited South of rwy.

Max Kts	MDA(H)	VIS
100	1600′ (818′)	1500m
135	1720′ (938′)	1600m
180	1990′ (1208′)	2400m
205	1990′ (1208′)	3600m

CHANGES: New temporary procedure.

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JeppView for Windows

Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BERGAMO, (ORIO AL SERIO - LIME)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LIME

Type: Terminal
Effectivity: Temporary
Begin Date: 20140403
End Date: Until Further Notice

Construction work on rwy. Refer to adnl APT info (10-8/10-8A) and latest NOTAMs.