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Airport Information For LIME

Terminal Charts For LIME

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: BERGAMO ITA
ICAO/IATA: LIME / BGY
Lat/Long: N45° 40.13', E009° 42.02'
Elevation: 782 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° 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: 0701 Z
Sunset: 1557 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: 2343 ft x 59 ft
Surface Type: bitu
TDZ-Elev: 805 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: 2343 ft x 59 ft
Surface Type: bitu
TDZ-Elev: 802 ft
Displaced Threshold: 202 ft

Communication Information

ATIS: 114.950

Orio Tower: 125.875

Orio Ground: 120.500 MF

Milan Radar Approach: 126.300

Milan Radar Approach: 126.750

LIME/BGY
ORIO AL SERIO

JEPPesen
 4 SEP 15 **10-1P**

BERGAMO, ITALY
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 114.950

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, North and South Apron with RVR below 400m.

Arriving ACFT

Landing ACFT shall vacate RWY 28 on:

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

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

Departing ACFT

ACFT shall enter RWY 28:

- Via TWY G coming from North apron;
- Via TWY A coming from main apron or from TWY T.

With RVR below 400m take-off run must be started from intersection take-off A (same PSN of RWY THR 28) with reduced TORA of 8993'/2741m.

LIME/BGY
ORIO AL SERIO

4 SEP 15

JEPPESEN
10-1P1

BERGAMO, ITALY
AIRPORT BRIEFING

1. GENERAL

1.4. TAXI PROCEDURES

When RVR less than 400m, Follow-me car is mandatory on aprons.

TWY A available as follows:

It is always forbidden the presence of any code ACFT while take-off and landing for RWY 10 are being performed and during LVP operation.

It is always forbidden the presence of ACFT ICAO codes D and E while landing for RWY 28 are being performed.

During Approach on RWY 28:

It is allowed the presence of two ACFT up to ICAO C along TWY A or at the hold-point A subject to following conditions:

- Visibility equal or greater than 1500m;
- Ceiling equal to or greater than 500':

It is allowed the presence of only one ACFT up to ICAO code C with visibility less than 1500m and/or ceiling less than 500', but within CAT I conditions.

TWY EA can only be used by ICAO code D and E ACFT, if no ICAO code D or E ACFT traffic on TWY EB.

TWY EB can only be used by ICAO code D and E ACFT, if no ICAO code D or E ACFT traffic on TWY EA.

When RVR less than 400m, Follow-me car is mandatory on aprons.

1.5. PARKING INFORMATION

Use of stands 1 thru 6 shall follow marshaller or Follow-me instructions.

Push-back required on stands 109, 112, 115 thru 201, 203, 204, 206 thru 207 STOP 2, 209 STOP 1 thru 210, 302, 304, 307, 309, 311 STOP 1 thru 409.

Push-back required on stand 107 when stand 109, 112, 115 and/or 116 is occupied.

Push-back required on stand 108 or 110 when stand 112, 115 and/or 116 is occupied.

Push-back required on stand 111 or 113 when stand 115 and/or 116 is occupied.

Push-back required on stand 114 when stand 116 is occupied.

Push-back required on stand 301 when stands 304, 307, 309 and/or 311 is occupied.

Push-back required on stand 303 or 305 when stand 307, 309 and/or 311 is occupied.

Push-back required on stand 306 when stand 309 and/or 311 is occupied.

Push-back required on stand 308 or 310 when stand 311 is occupied.

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

1.6. OTHER INFORMATION

RWYs 10 and 30 right-hand circuit.

Birds.

LIME/BGY
ORIO AL SERIO

JEPPESEN
 24 OCT 14 **(10-1P2)**

BERGAMO, ITALY
AIRPORT BRIEFING

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 via TWY B:

- Allowed to ACFT coming from THR 10.
- Allowed to ACFT coming from THR 28 at DAY with MIM VIS 1500m.

Exit via TWY C:

- Allowed to ACFT coming from THR 10 and TWY F.
- Allowed to ICAO class C ACFT coming from THR 28 at DAY with MIM VIS 1500m.

Exit via TWY D:

- Allowed to ACFT coming from THR 28 and TWY F.

Exit via TWY EA:

- For ICAO class D and E ACFT subject to absence of ICAO class D and E ACFT on TWY EB.

Exit via TWY EB:

- For ICAO class D and E ACFT subject to absence of ICAO class D and E ACFT on TWY EA.

Exit via TWY F:

- Allowed to ACFT coming from THR 28, TWY C or TWY D.

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.

LIME/BGY
ORIO AL SERIO

JEPPesen
24 OCT 14 (10-1P3)

BERGAMO, ITALY
AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP & TAXI PROCEDURES

3.1.1. START-UP

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

3.1.2. TAXIING

3.1.2.1. RWY 10/28:

Entering via TWY B:

- Allowed to ACFT in direction to THR 10.
- Allowed to ACFT in direction to THR 28 at DAY with MIM VIS 1500m.

Entering via TWY C:

- Allowed to ICAO class C ACFT at DAY with MIM VIS 1500m in direction to THR 28.
- Allowed at DAY with MIM VIS 1500m in direction to THR 10.
- Allowed with MIM VIS 1500m in direction to TWY F.

Entering via TWY D:

- Allowed with MIM VIS 1500m in direction to TWY F.
- Allowed to ACFT in direction to THR 28 at DAY with MIM VIS 1500m.

Entering via TWY EA:

- For ICAO class D and E ACFT subject to absence of ICAO class D and E ACFT on TWY EB.

Entering via TWY EB:

- For ICAO class D and E ACFT subject to absence of ICAO class D and E ACFT on TWY EA.

Entering via TWY F:

- Allowed with MIM VIS 1500m in direction to TWY C or TWY D.
- Allowed at DAY with MIM VIS 1500m in direction to THR 28.

3.1.2.2. RWY 12/30:

Enter the RWY via TWY N only.

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. 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.

3.3. OTHER INFORMATION

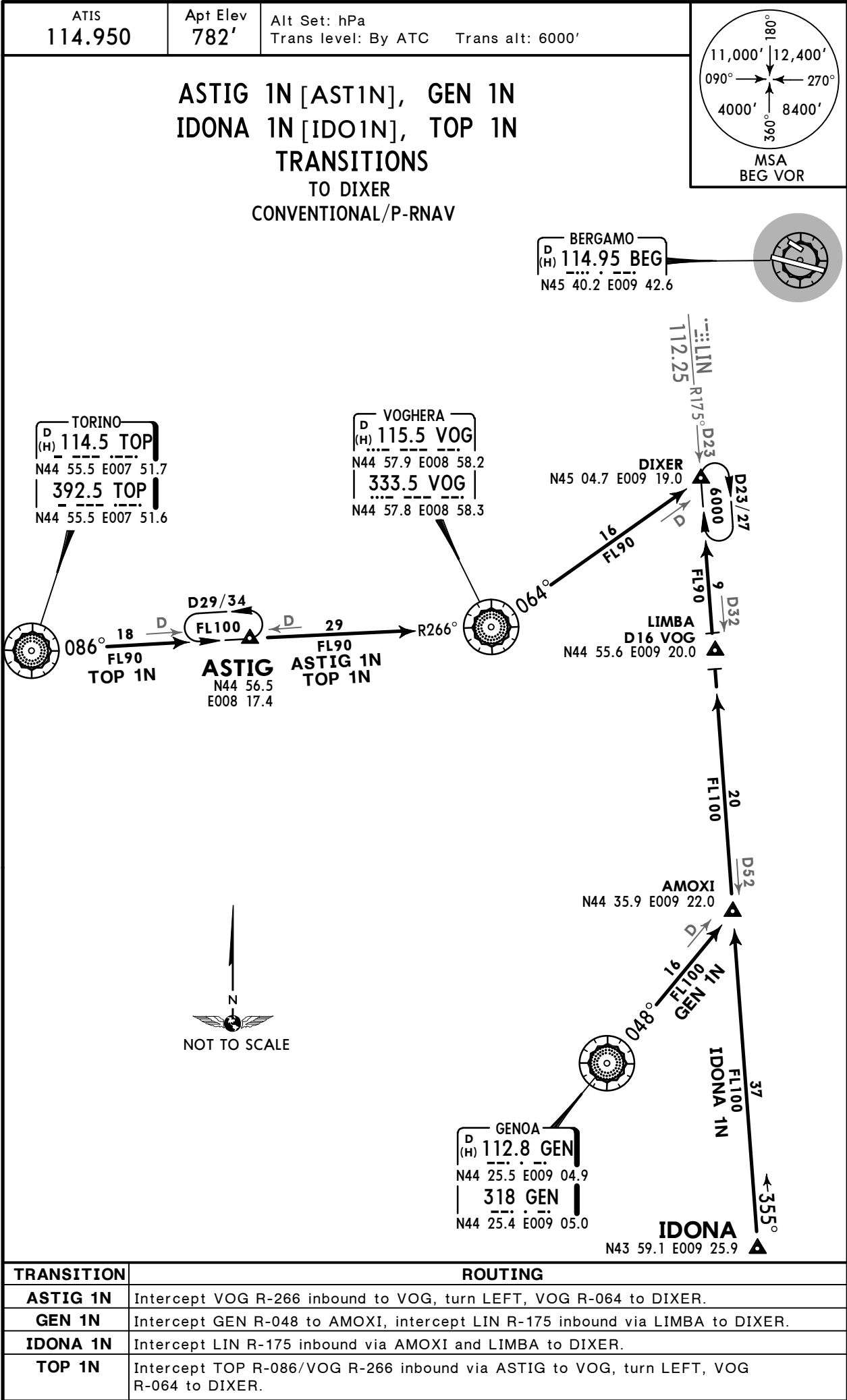
3.3.1. COMMUNICATION FAILURE ON MANOEUVRING AREA

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.

LIME/BGY
ORIO AL SERIO

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30 OCT 15 10-2 Eff 12 Nov

BERGAMO, ITALY
TRANSITION



LIME/BGY
ORIO AL SERIO

JEPPESSEN
30 OCT 15 **10-2A** **Eff 12 Nov**

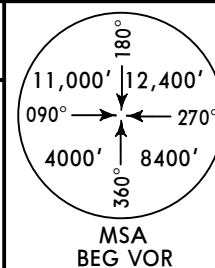
BERGAMO, ITALY

STAR

ATIS
114.950

Apt Elev
782'

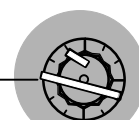
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



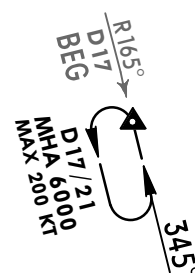
DIXER 3S [DIXE3S]
DIXER 1V [DIXE1V]
DIXER 1Y [DIXE1Y]
RWYS 28, 10 ARRIVALS
CONVENTIONAL/P-RNAV



(IAF RWY 10)
BERGAMO
D (H) 114.95 BEG
N45 40.2 E009 42.6



HOLDING OVER ELBOD



LINATE
D (L) 112.25 LIN
N45 27.7 E009 16.5

CODOGNO
400.5 COD
N45 13.6 E009 32.5

(IAF)
ELBOD
N45 23.7 E009 48.4

MAX 200 KT

ME506
N45 19.8 E009 49.8

N45 18.5 E009 46.3

DIXER
N45 04.7
E009 19.0

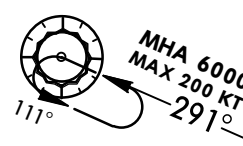
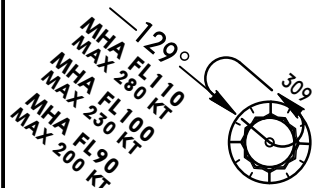


DIXER 3S, 1V, 1Y
N45 04.7
E009 19.0

HOLDINGS OVER BEG

RWY 28

RWY 10



STAR	RWY	ROUTING
DIXER 3S By ATC	28	Intercept 046° bearing to COD, turn LEFT, 014° bearing/BEG R-194 inbound to BEG.
DIXER 1V By ATC	10	
DIXER 1Y	28	DIXER - COD - ME506 - ELBOD. NON-RNAV: Intercept 046° bearing to COD, 062° bearing until passing BEG R-172, turn LEFT, intercept BEG R-165 inbound to ELBOD.

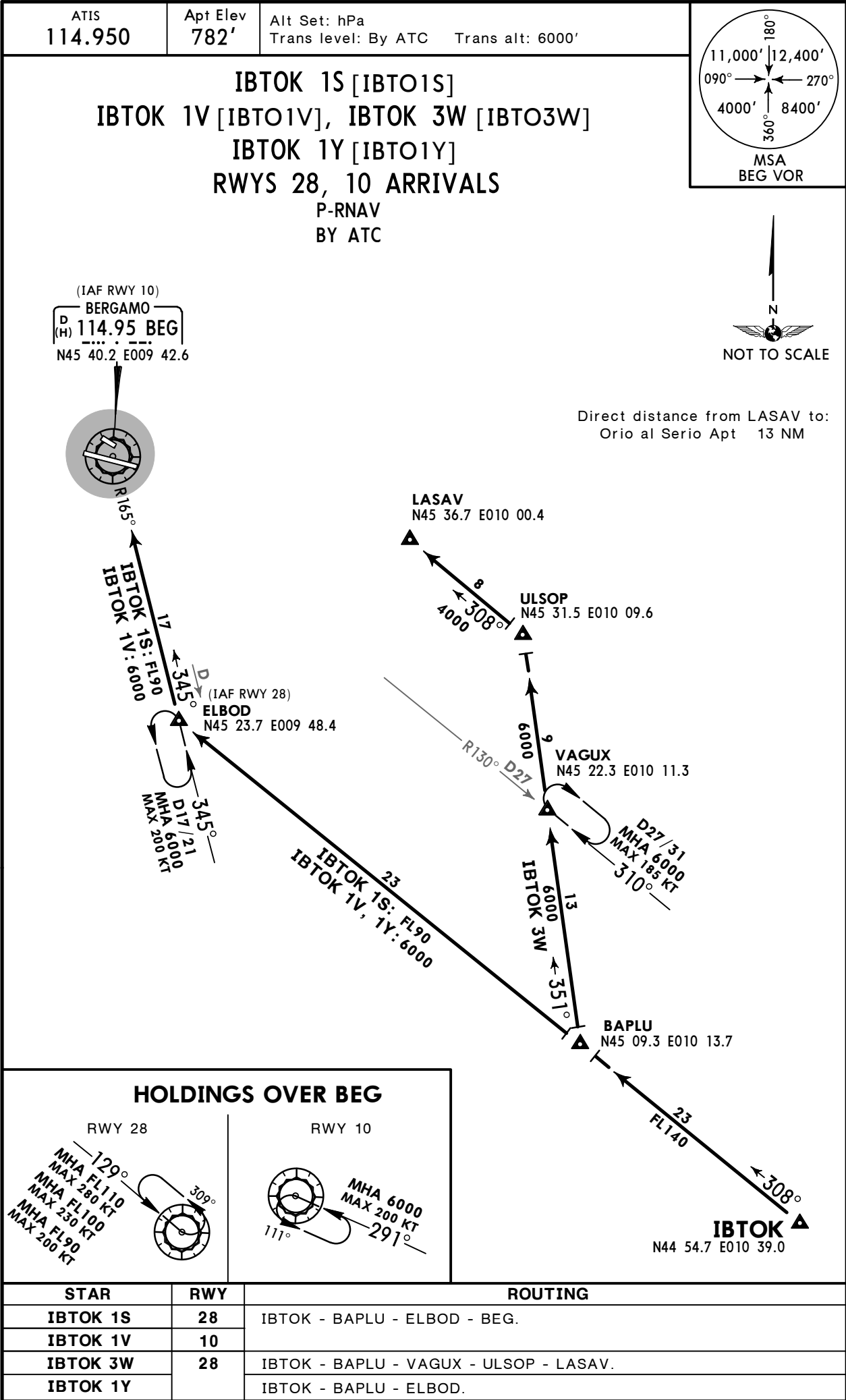
CHANGES: Holding over BEG Rwy 10.

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LIME/BGY
ORIO AL SERIO

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30 OCT 15 10-2C Eff 12 Nov

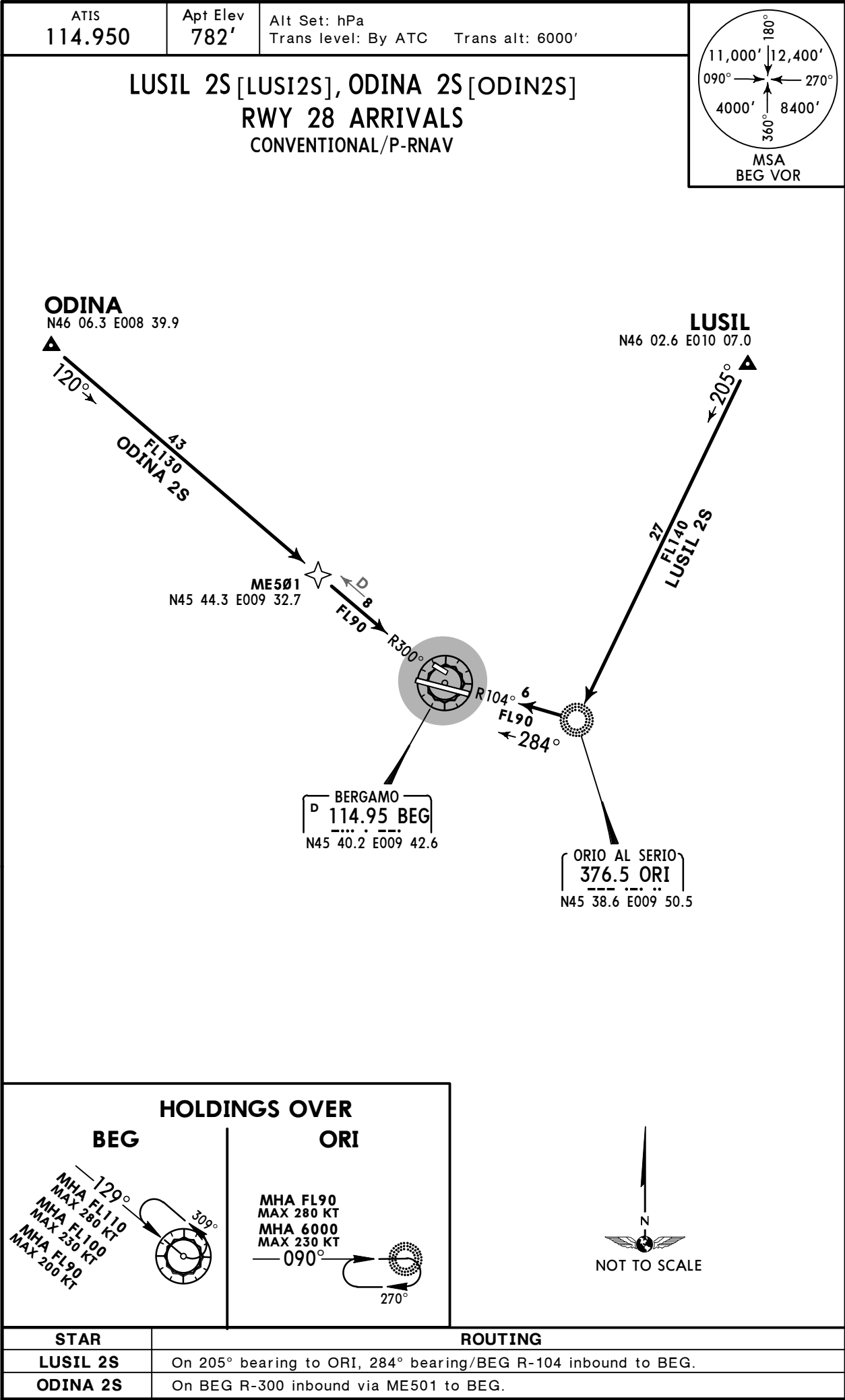
BERGAMO, ITALY
STAR



LIME/BGY
ORIO AL SERIO

25 DEC 15 **10-2D** Eff 7 Jan

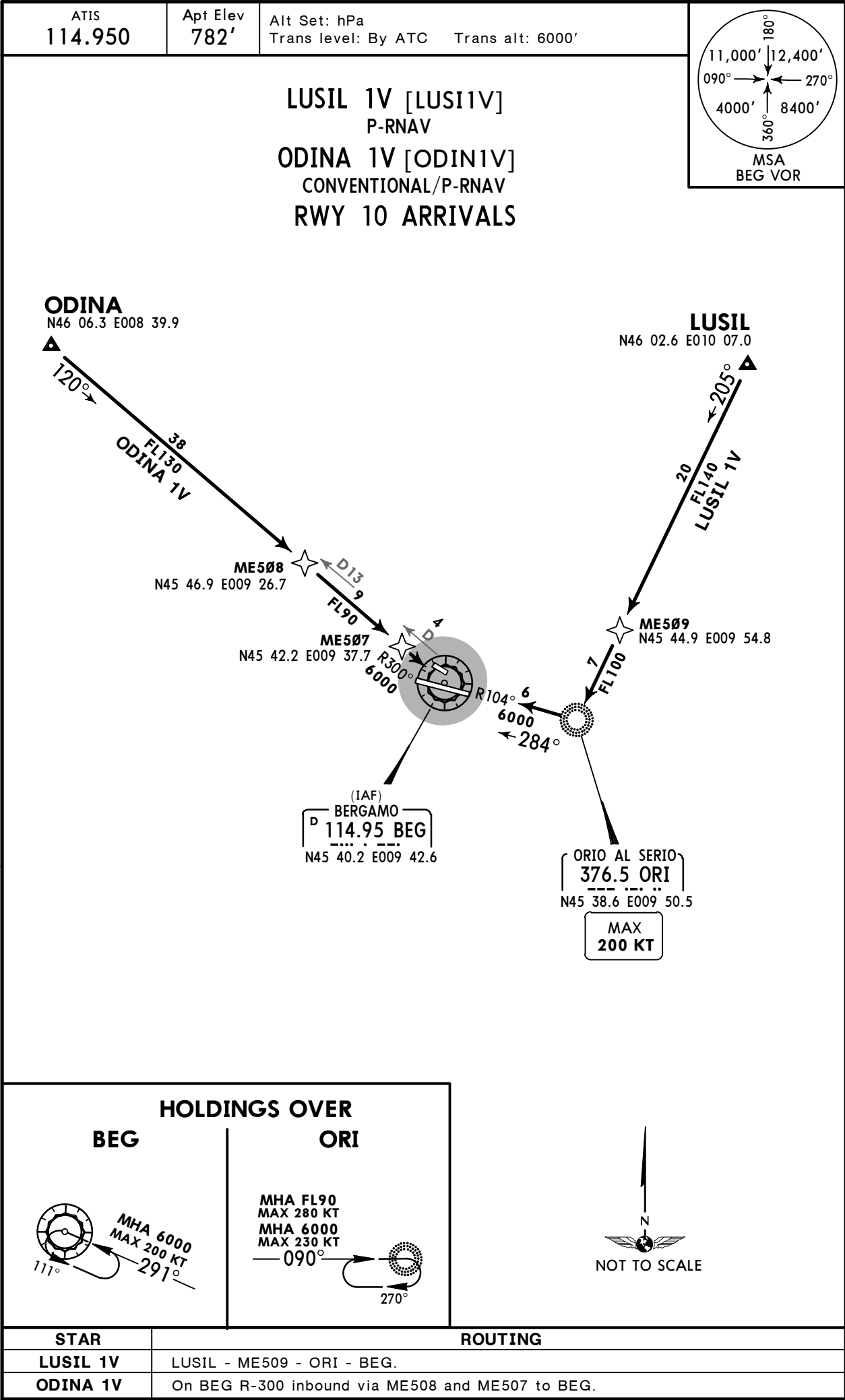
BERGAMO, ITALY
STAR



LIME/BGY
ORIO AL SERIO

25 DEC 15 **10-2E** Eff 7 Jan

BERGAMO, ITALY
STAR

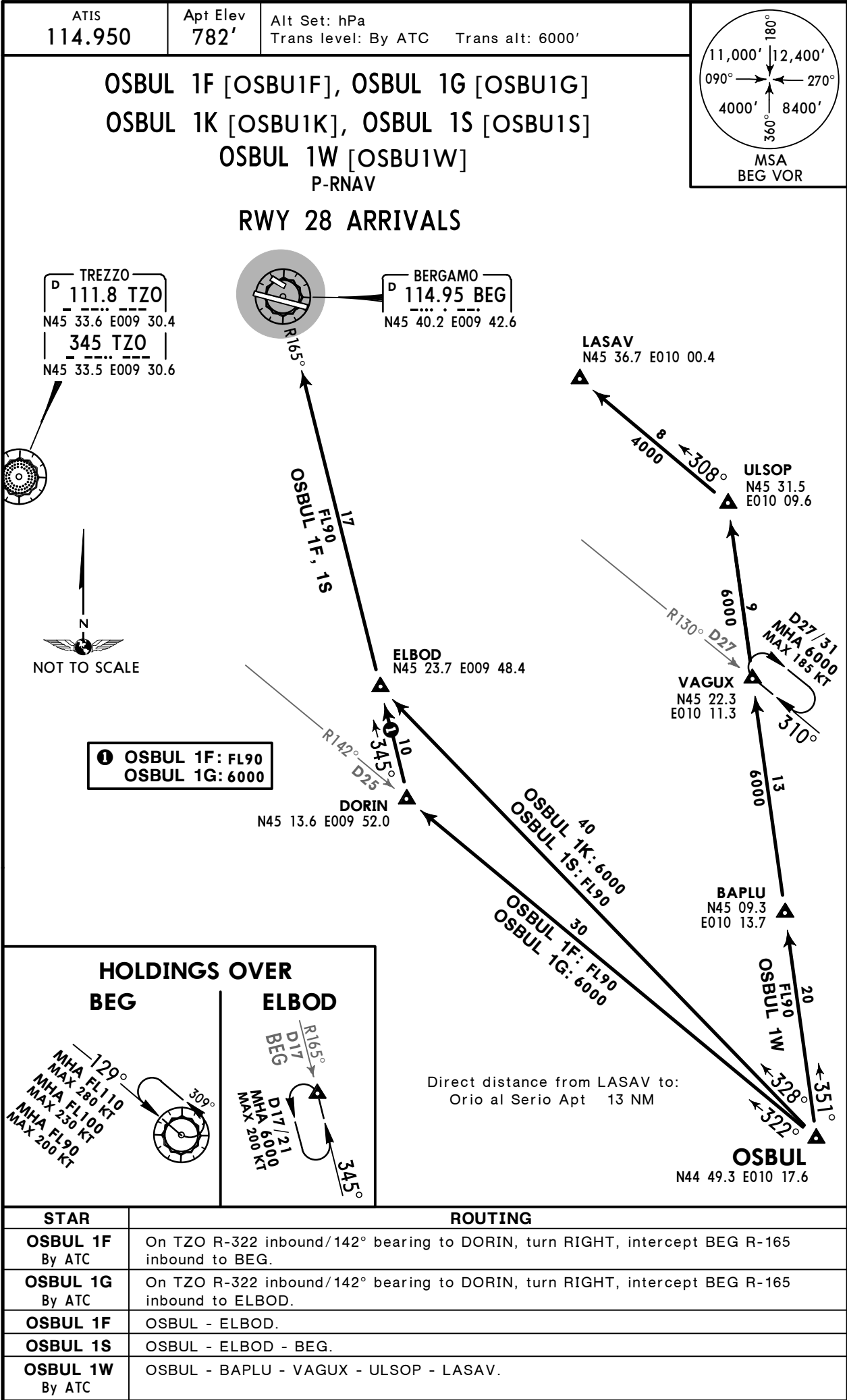


LIME/BGY
ORIO AL SERIO

25 DEC 15 10-2F Eff 7 Jan

BERGAMO, ITALY

STAR

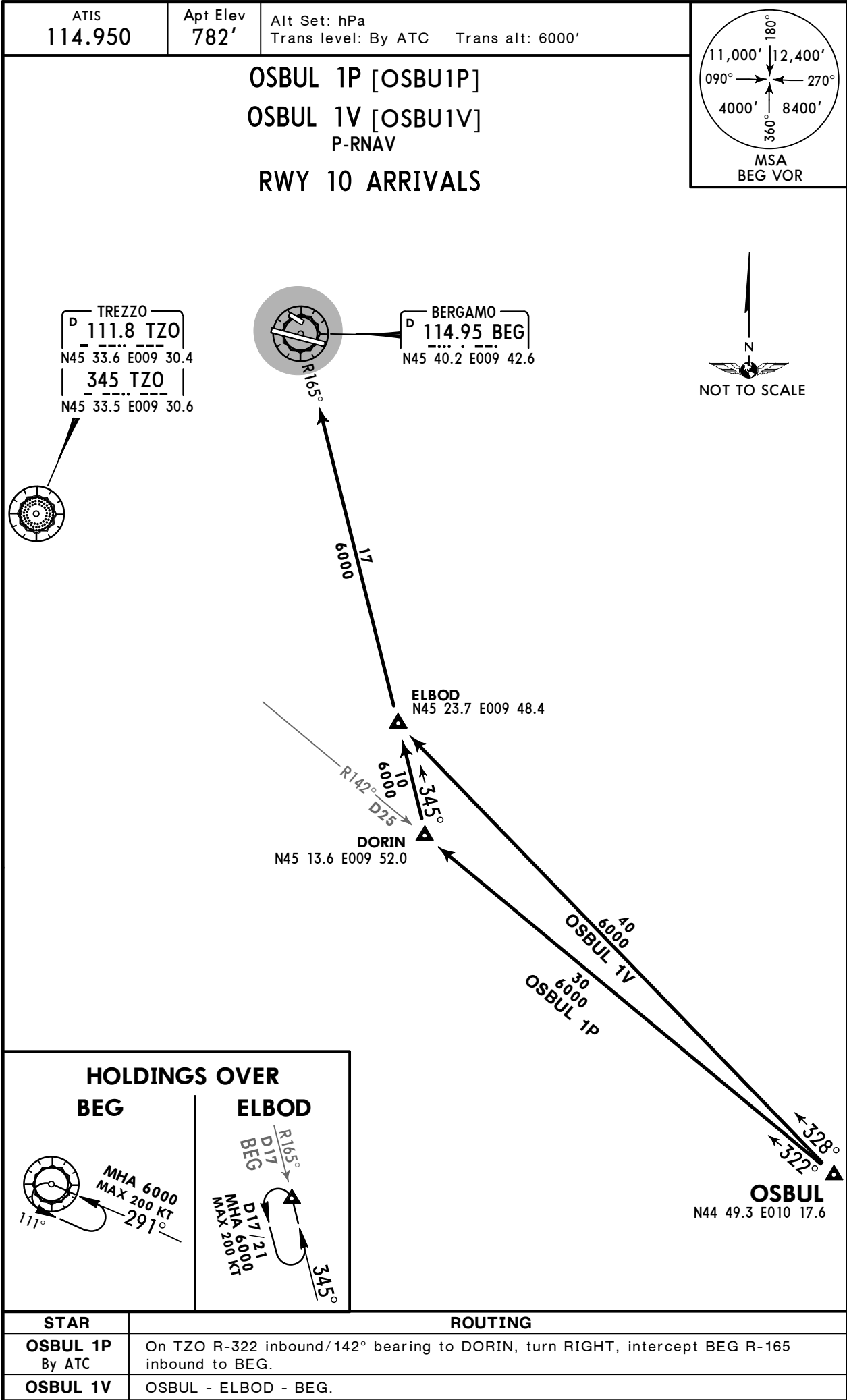


LIME/BGY
ORIO AL SERIO

25 DEC 15 10-2G Eff 7 Jan

BERGAMO, ITALY

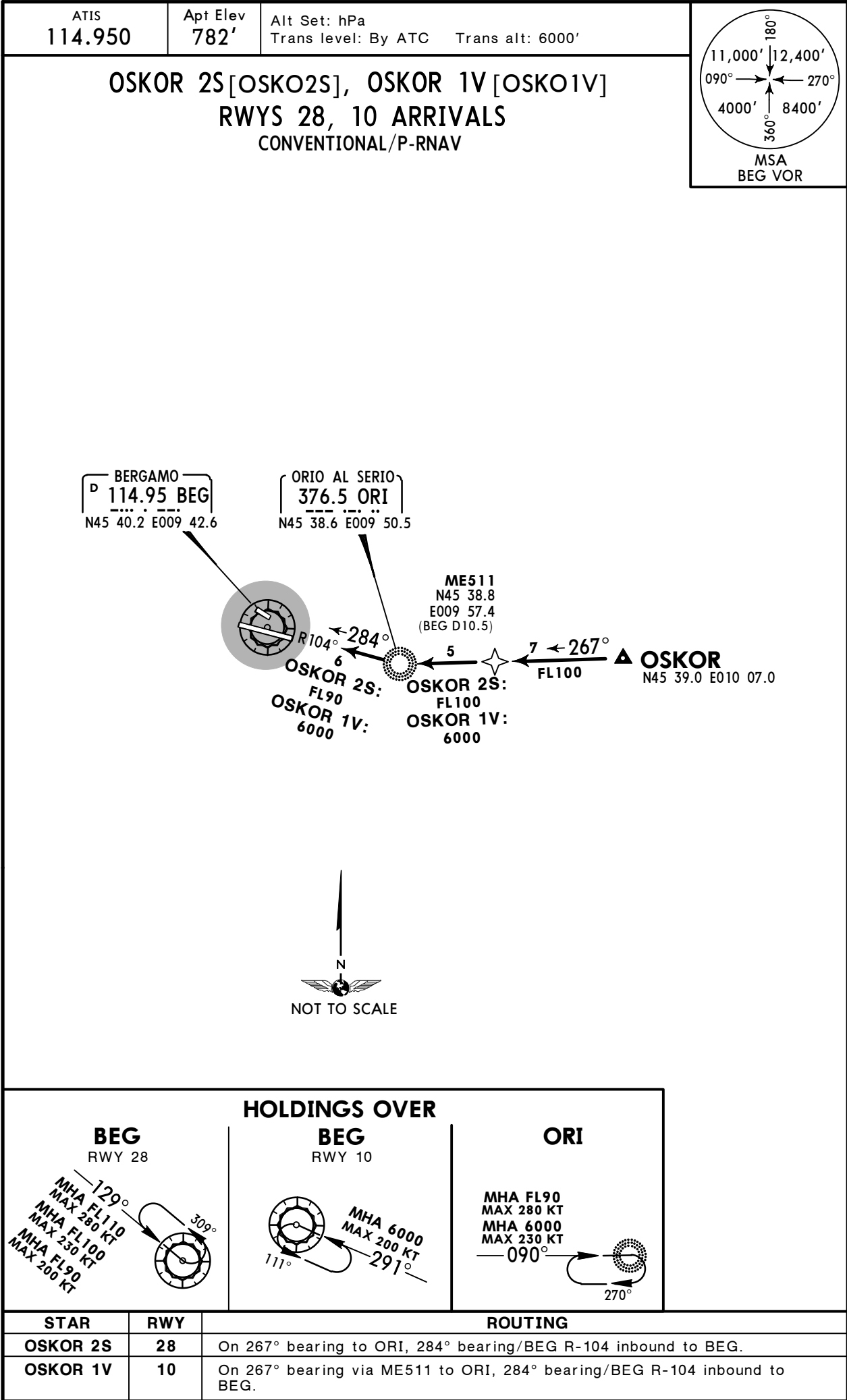
STAR



LIME/BGY
ORIO AL SERIO

25 DEC 15 **10-2H** Eff 7 Jan

BERGAMO, ITALY
STAR



LIME/BGY
ORIO AL SERIO

25 DEC 15 10-2J Eff 7 Jan

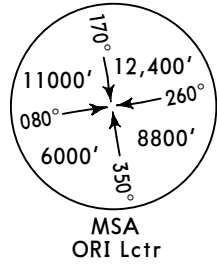
BERGAMO, ITALY

STAR

ATIS
114.950

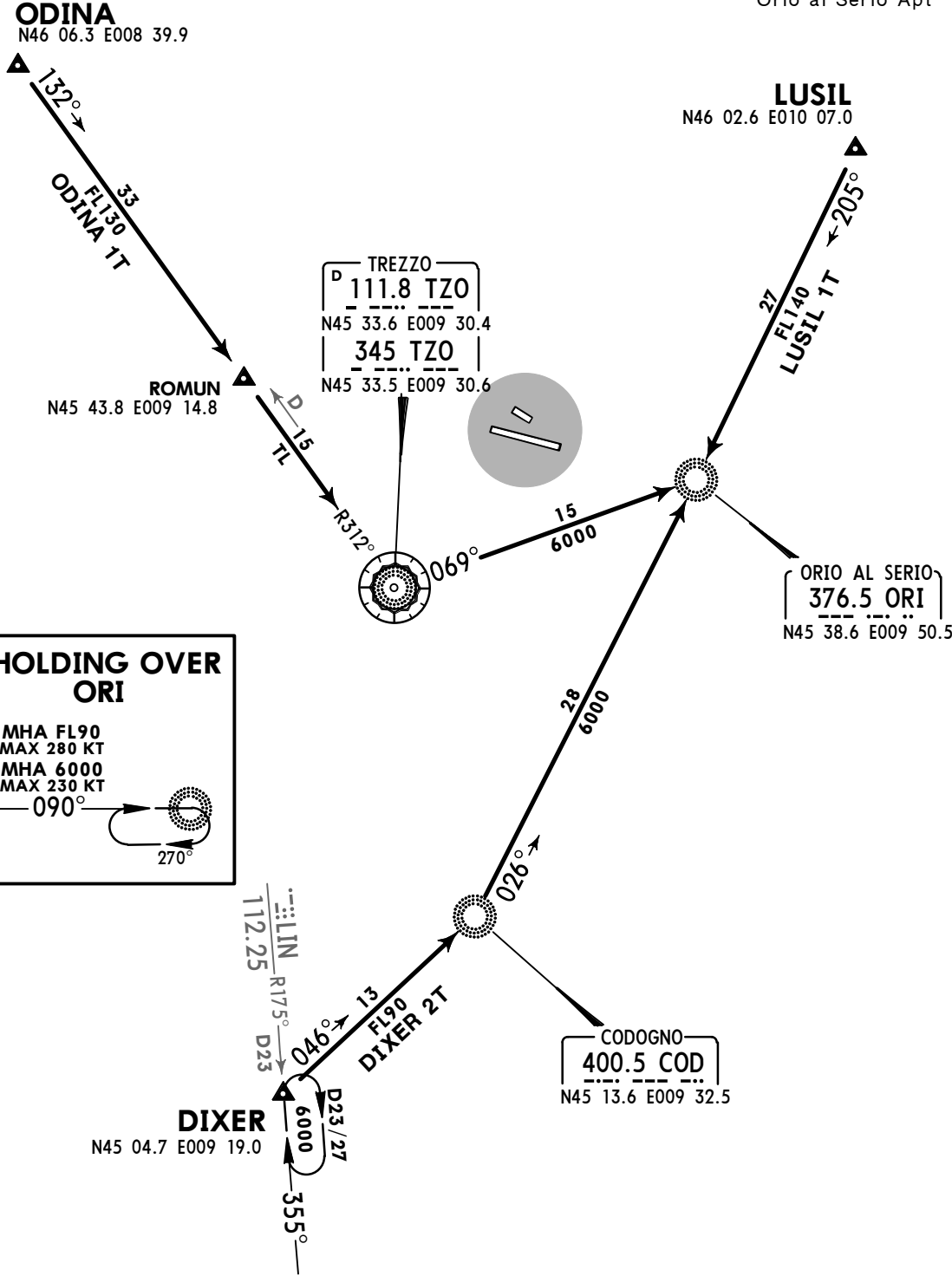
Apt Elev
782'

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



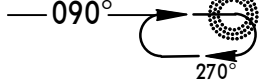
DIXER 2T [DIXE2T], LUSIL 1T [LUSI1T]
ODINA 1T [ODIN1T]
ARRIVALS
CONVENTIONAL/P-RNAV
BASED ON ORI LCTR

Direct distance from ORI to:
Orio al Serio Apt 6 NM



HOLDING OVER
ORI

MHA FL90
MAX 280 KT
MHA 6000
MAX 230 KT



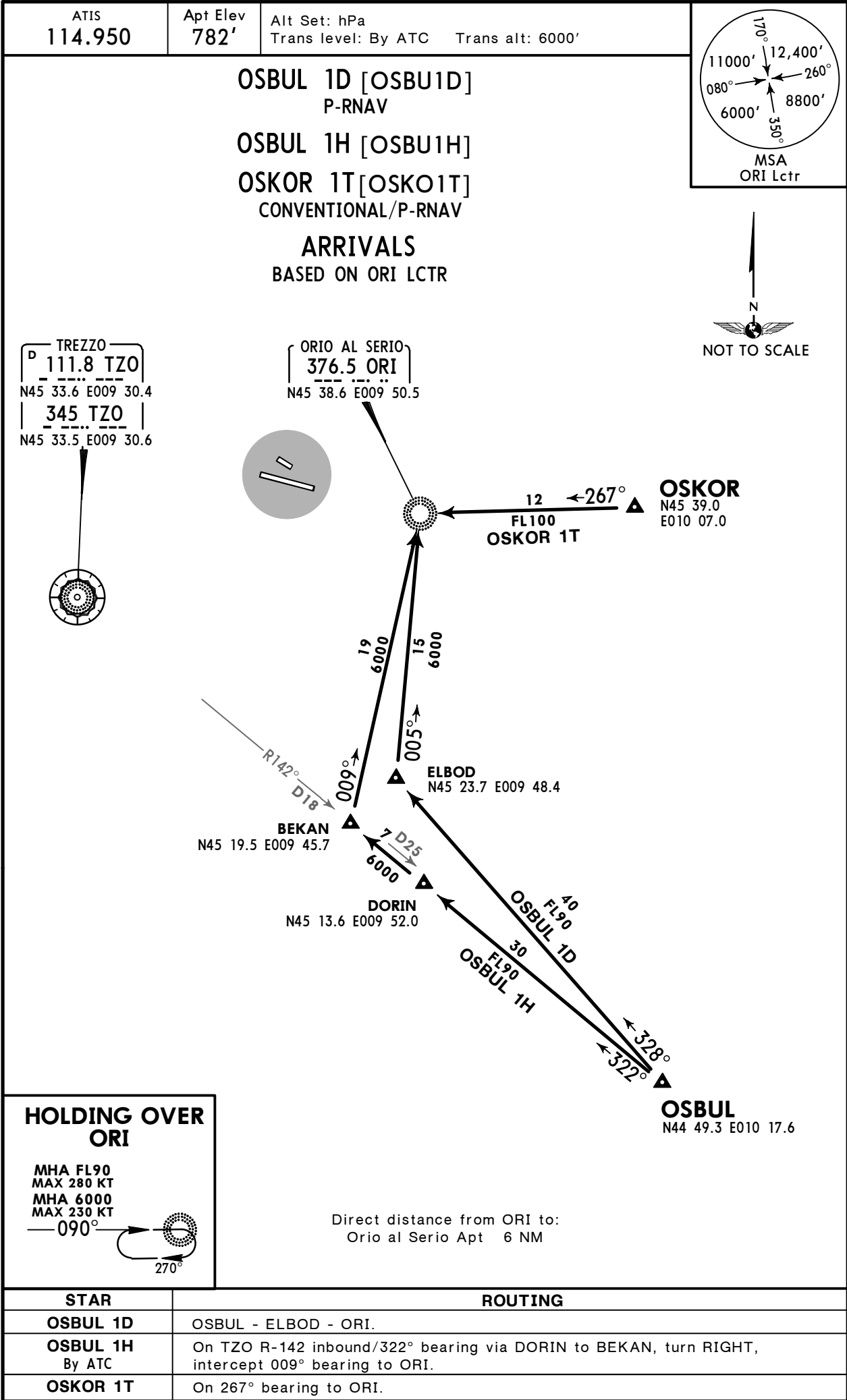
STAR	ROUTING
DIXER 2T	On 046° bearing to COD, 026° bearing to ORI.
LUSIL 1T	On 205° bearing to ORI.
ODINA 1T	On TZO R-312 inbound via ROMUN to TZO, TZO R-069/069° bearing to ORI.

LIME/BGY
ORIO AL SERIO

25 DEC 15 10-2K Eff 7 Jan

BERGAMO, ITALY

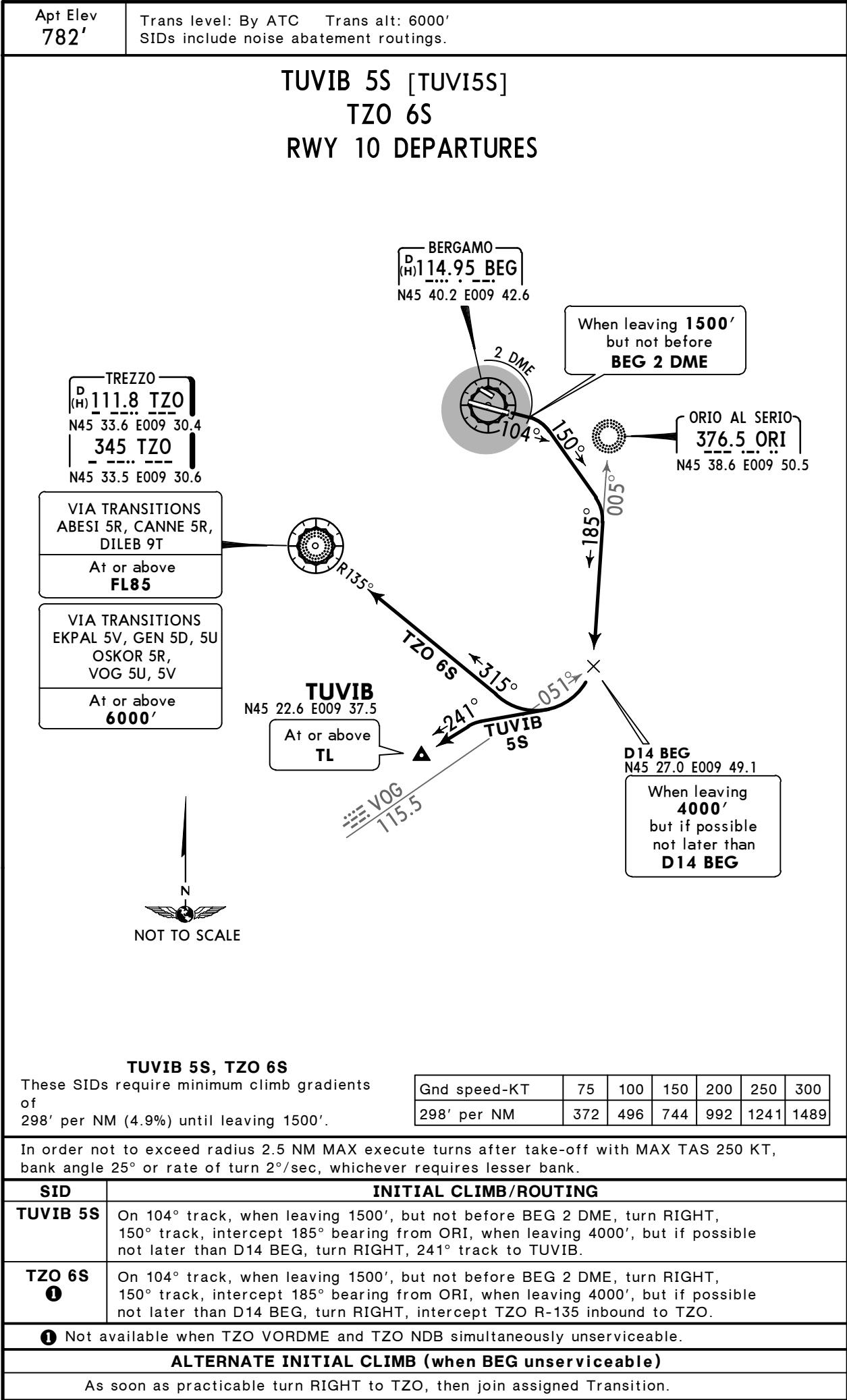
STAR



LIME/BGY
ORIO AL SERIO

12 JUN 15 **10-3A** Eff 25 Jun

BERGAMO, ITALY
SID



LIME/BGY
ORIO AL SERIO

JEPPESSEN
12 JUN 15 **(10-3B)** **Eff 25 Jun**

BERGAMO, ITALY

SID

Apt Elev
782'

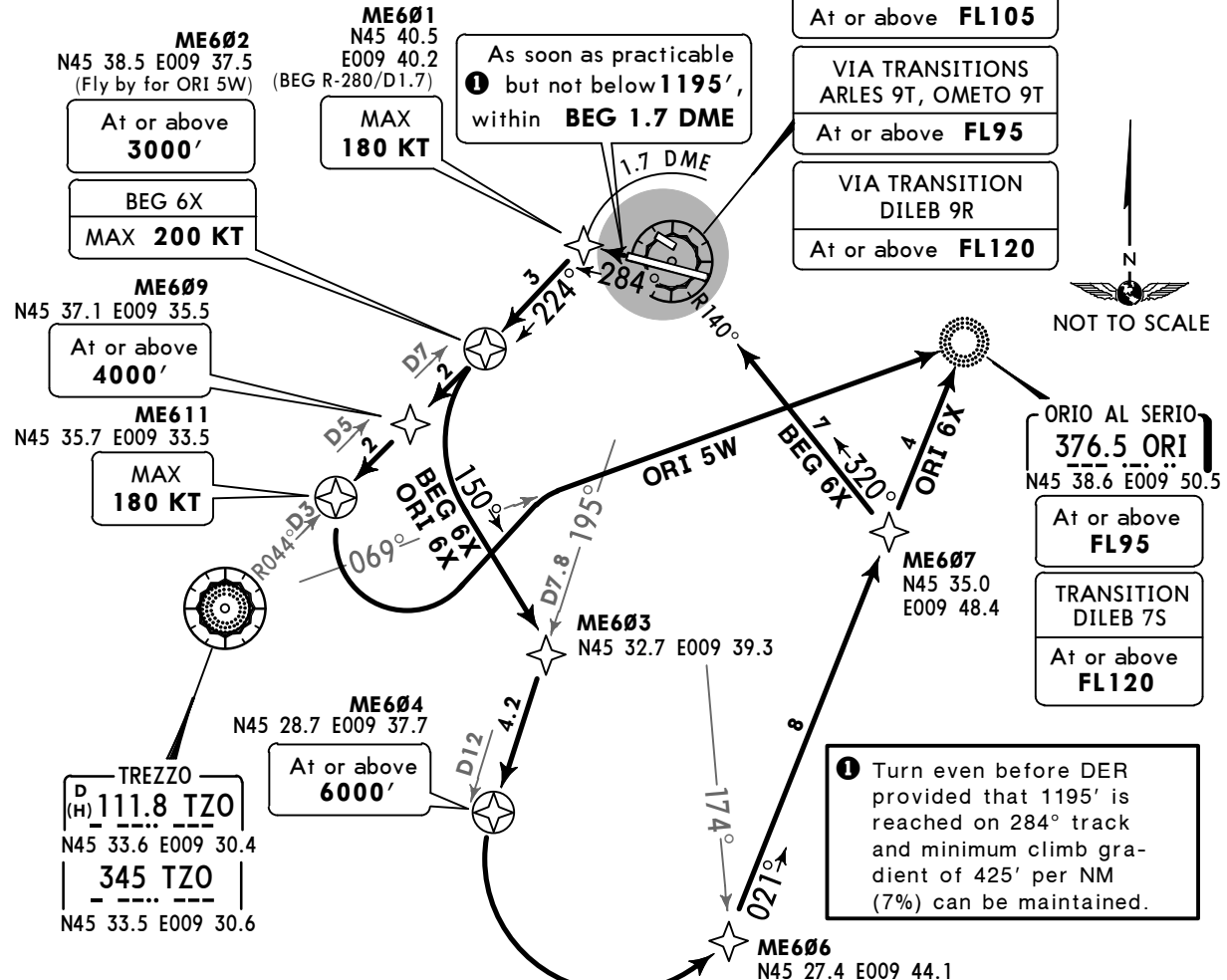
Trans level: By ATC Trans alt: 6000'
SIDs include noise abatement routings.

BEG 6X, ORI 5W, ORI 6X **RWY 28 DEPARTURES**

CAT A, B & C

CONVENTIONAL/P-RNAV

WHEN TZO VORDME AND TZO NDB SIMULTANEOUSLY U/S
REFER TO CHART 10-3H



These SIDs require a minimum climb gradient of 426' per NM (7%) until leaving 1500'.

Gnd speed-KT	75	100	150	200	250	300
426' 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, **1** but not below 1195', within BEG 1.7 DME turn LEFT, intercept TZO R-044 inbound to ME602 (TZO R-044/D7).

RNAV: (1195'+) - ME601 (K180-).

SID	ROUTING
BEG 6X	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. RNAV: ME602 (3000'+; K200-) - ME603 - ME604 (6000'+) - ME606 - ME607 - BEG.
ORI 5W	At ME602 (TZO R-044/D7) continue on TZO R-044 inbound to ME611 (TZO R-044/D3), turn LEFT, intercept TZO R-069 to ORI. RNAV: ME602 (3000'+) - ME609 (4000'+) - ME611 (K180-) - ORI (FL95+ or by ATC).
ORI 6X	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. RNAV: ME602 (3000'+) - ME603 - ME604 (6000'+) - ME606 - ORI (FL95+ or by ATC).

ALTERNATE INITIAL CLIMB (when BEG unserviceable)

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

LIME/BGY
ORIO AL SERIO

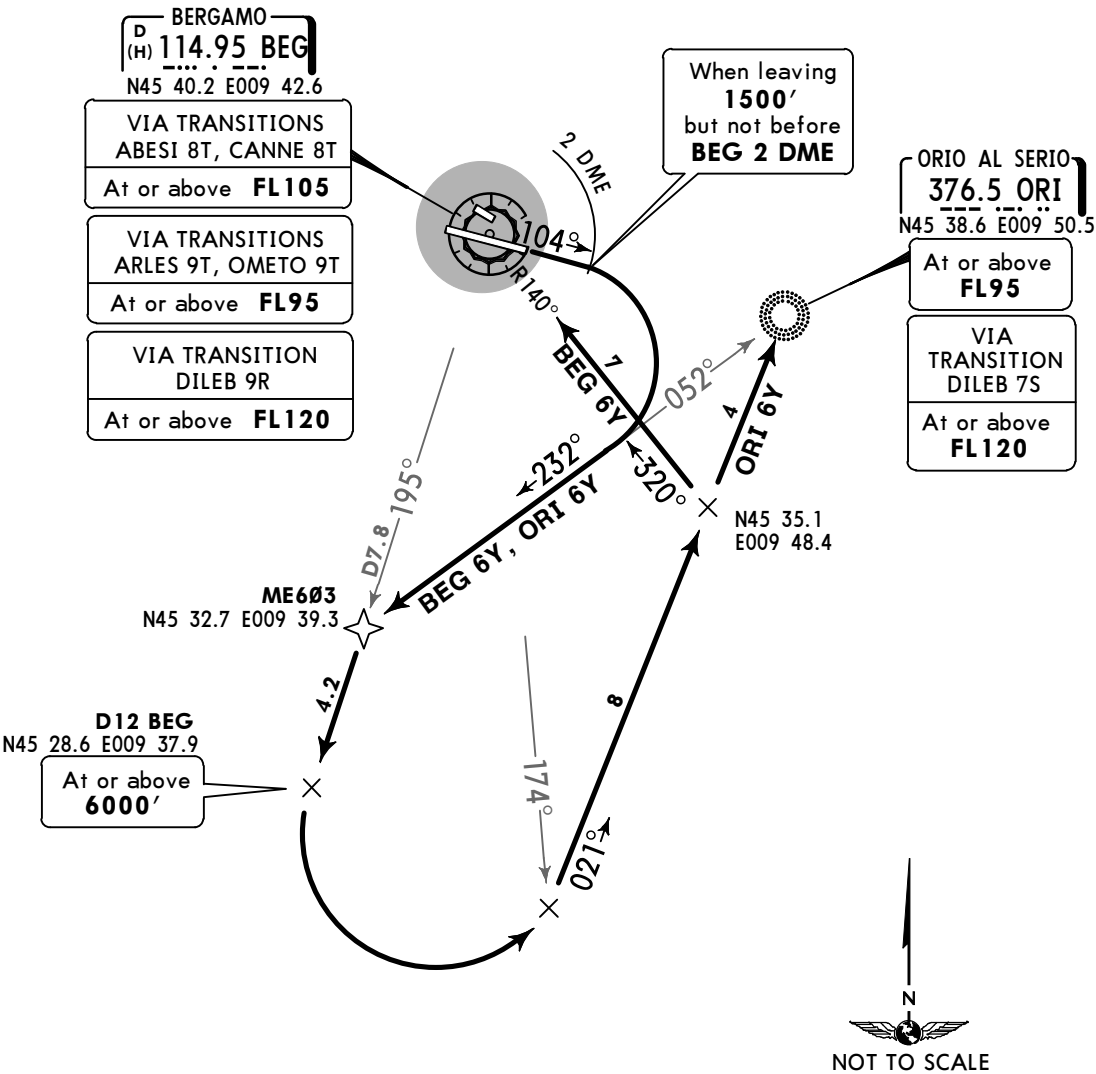
12 JUN 15 10-3C Eff 25 Jun

BERGAMO, ITALY
SID

Apt Elev
782'

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

BEG 6Y, ORI 6Y
RWY 10 DEPARTURES
CAT A, B & C



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

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 6Y	At D12 BEG turn LEFT, intercept 021° bearing towards ORI, intercept BEG R-140 inbound to BEG.
ORI 6Y	At D12 BEG turn LEFT, intercept 021° bearing to ORI.
ALTERNATE INITIAL CLIMB (when BEG unserviceable)	
As soon as practicable turn RIGHT to TZO, then join assigned Transition.	

LIME/BGY
ORIO AL SERIO

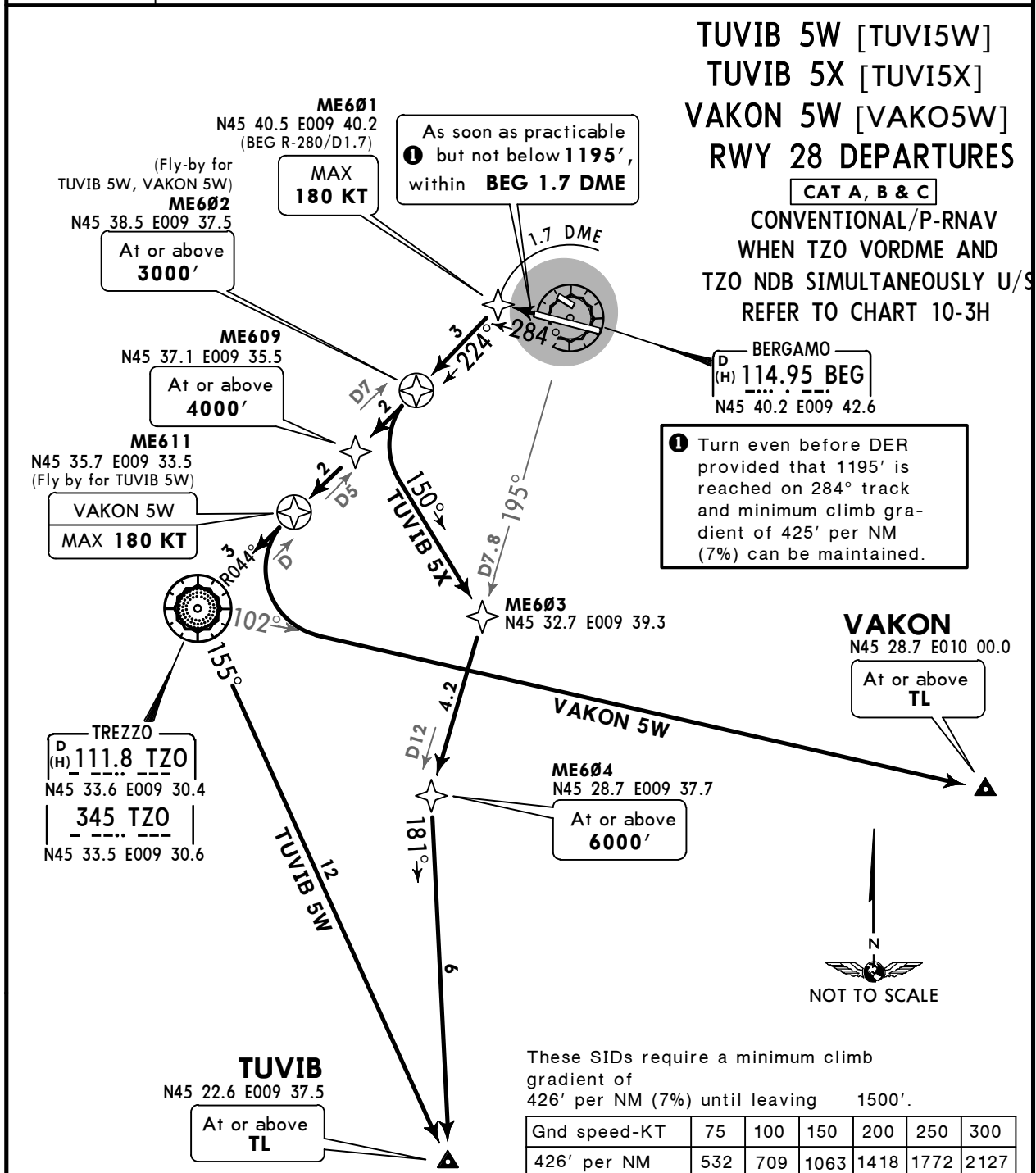
JEPPesen
12 JUN 15 **10-3D** **Eff 25 Jun**

BERGAMO, ITALY

SID

Apt Elev
782'

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



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, 1 but not below 1195', within BEG 1.7 DME turn LEFT, intercept TZO R-044 inbound to ME602 (TZO R-044/D7).

RNAV: (1195'+) - ME601 (K180-) - ME602 (3000'+).

SID	ROUTING
TUVIB 5W	At ME602 (TZO R-044/D7) continue on TZO R-044 inbound to TZO, turn LEFT, TZO R-155 to TUVIB. RNAV: ME602 (3000'+) - ME609 (4000'+) - TZO - TUVIB (TL+).
TUVIB 5X By ATC	At ME602 (TZO R-044/D7) turn LEFT, 150° track, intercept BEG R-195 to ME604 (BEG R-195/D12), 181° track to TUVIB. RNAV: ME602 (3000'+) - ME603 - ME604 (6000'+) - TUVIB (TL+).
VAKON 5W By ATC	At ME602 (TZO R-044/D7) continue on TZO R-044 inbound to ME611 (TZO R-044/D3), turn LEFT, intercept TZO R-102 to VAKON. RNAV: ME602 (3000'+) - ME609 (4000'+) - ME611 (K180-) - VAKON (TL+).

ALTERNATE INITIAL CLIMB (when BEG unserviceable)

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

LIME/BGY
ORIO AL SERIO

12 JUN 15 10-3F Eff 25 Jun

BERGAMO, ITALY
SID

Apt Elev
782'

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

TZO 6W, TZO 6X
RWY 28 DEPARTURES

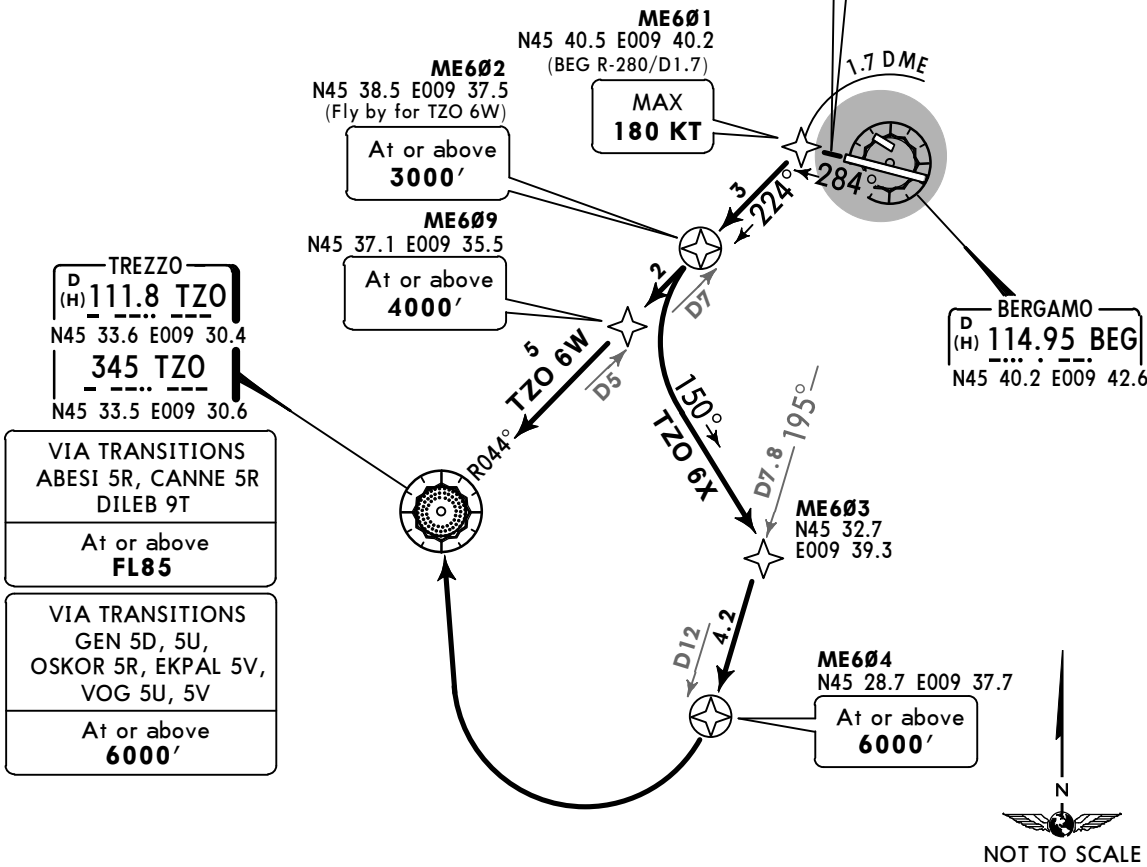
CAT A, B & C

CONVENTIONAL/P-RNAV

WHEN TZO VORDME AND TZO NDB SIMULTANEOUSLY U/S REFER TO CHART 10-3H

① Turn even before DER provided that 1195' is reached on 284° track and minimum climb gradient of 425' per NM (7%) can be maintained.

As soon as practicable ①, but not below 1195', within **BEG 1.7 DME**



These SIDs require a minimum climb gradient of 426' per NM (7%) until leaving 1500'.

Gnd speed-KT	75	100	150	200	250	300
426' per NM	533	710	1065	1420	1775	2130

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, ①, but not below 1195', within **BEG 1.7 DME** turn LEFT, intercept TZO R-044 inbound to ME602 (TZO R-044/D7).

RNAV: (1195'+) - ME601 (K180-) - ME602 (3000'+).

SID	ROUTING
TZO 6W	At ME602 (TZO R-044/D7) continue on TZO R-044 inbound to TZO. RNAV: ME602 (3000'+) - ME609 (4000'+) - TZO.
TZO 6X	At ME602 (TZO R-044/D7) turn LEFT, 150° track, intercept BEG R-195 to ME604 (BEG R-195/D12), turn RIGHT to TZO. RNAV: ME602 (3000'+) - ME603 - ME604 (6000'+) - TZO.

ALTERNATE INITIAL CLIMB (when **BEG** unserviceable)

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

LIME/BGY
ORIO AL SERIO

12 JUN 15 **10-3G** Eff 25 Jun

BERGAMO, ITALY
SID

Apt Elev
782'

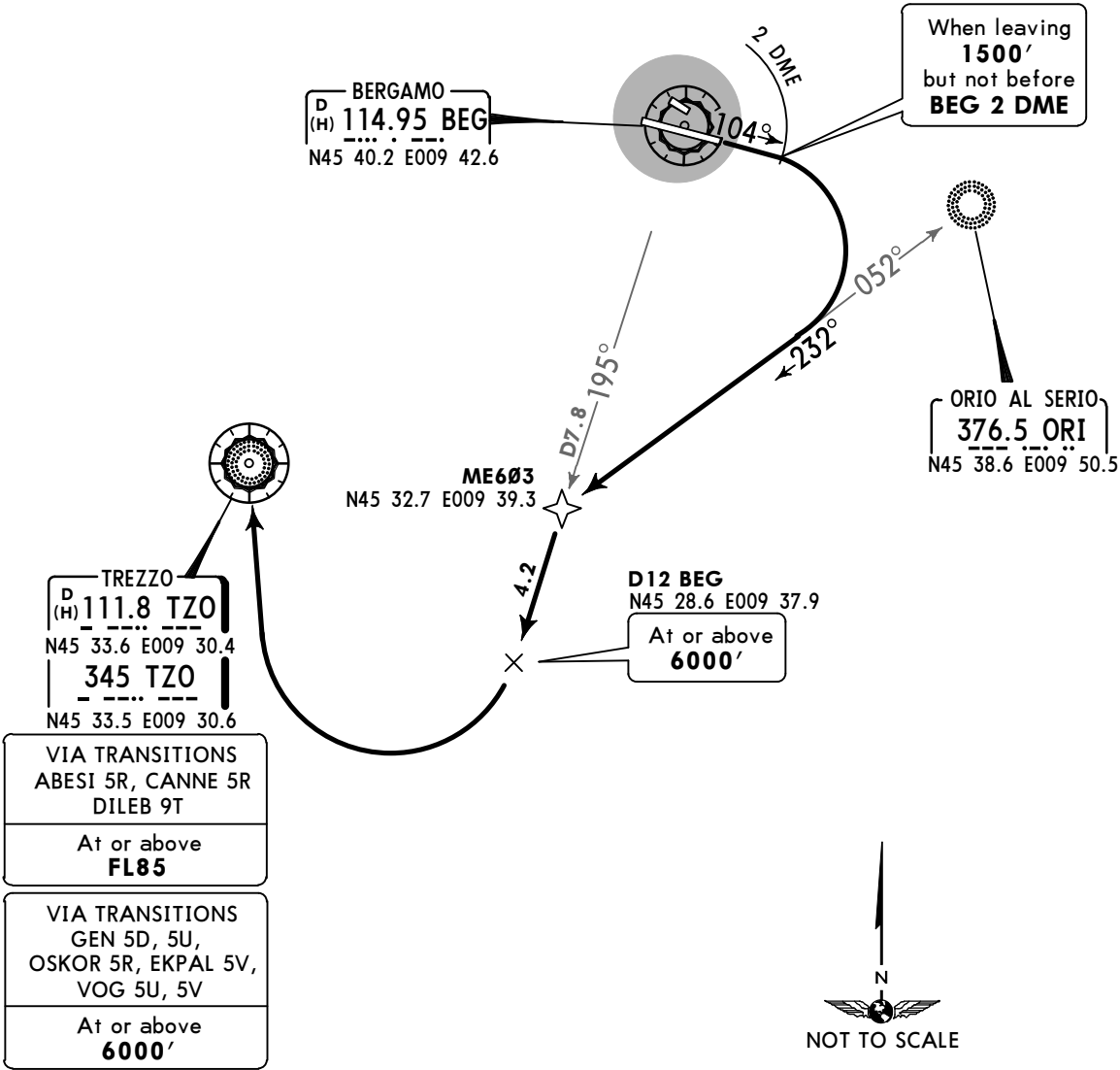
Trans level: By ATC Trans alt: 6000'
SIDs include noise abatement routings.

TZO 6Y
RWY 10 DEPARTURE

CAT A, B & C

BY ATC

WHEN TZO VORDME AND TZO NDB SIMULTANEOUSLY U/S REFER TO CHART 10-3H



These SID requires 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	373	497	745	993	1242	1490

Execute turns after take-off with MAX 200 KT.

INITIAL 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.

ROUTING

At D12 BEG turn RIGHT to TZO.

ALTERNATE INITIAL CLIMB (when BEG unserviceable)

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

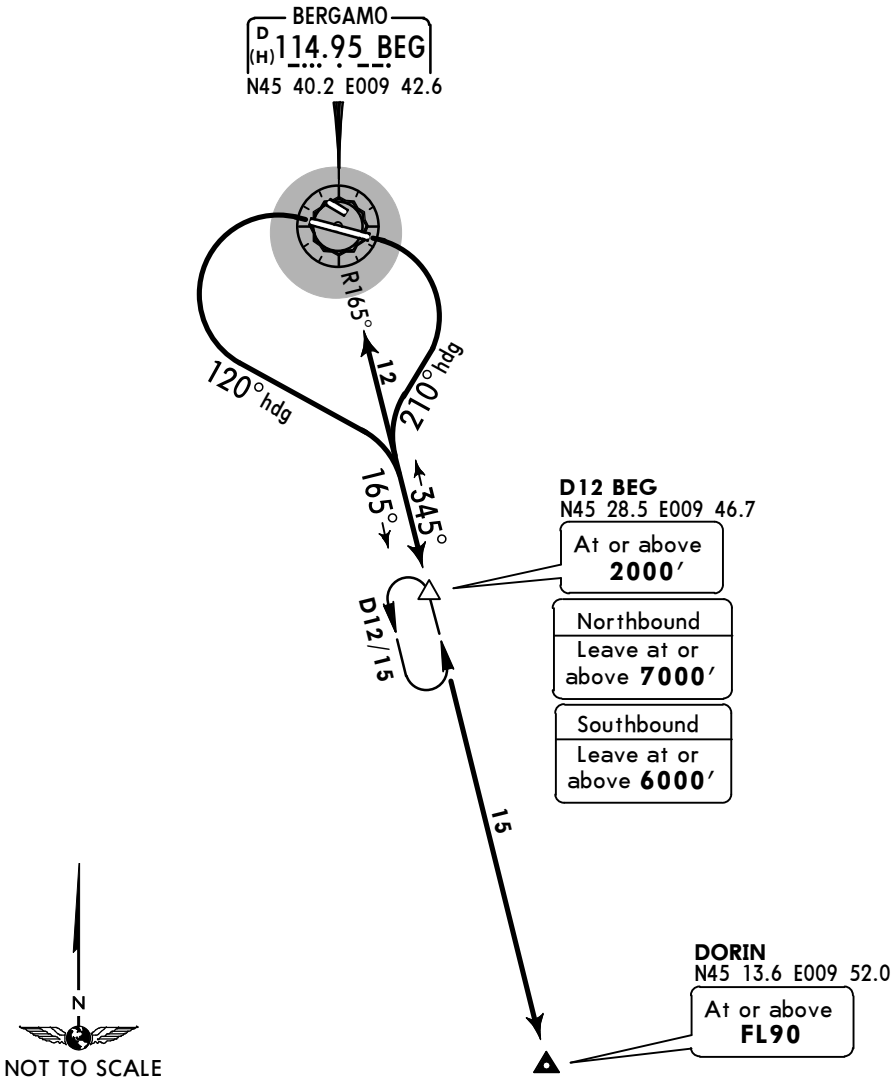
LIME/BGY
ORIO AL SERIO

12 JUN 15 10-3H Eff 25 Jun

BERGAMO, ITALY
DEPARTURE

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

RWYS 10, 28 ALTERNATE DEPARTURE
USABLE WHEN TZO VORDME AND TZO NDB SIMULTANEOUSLY UNSERVICEABLE

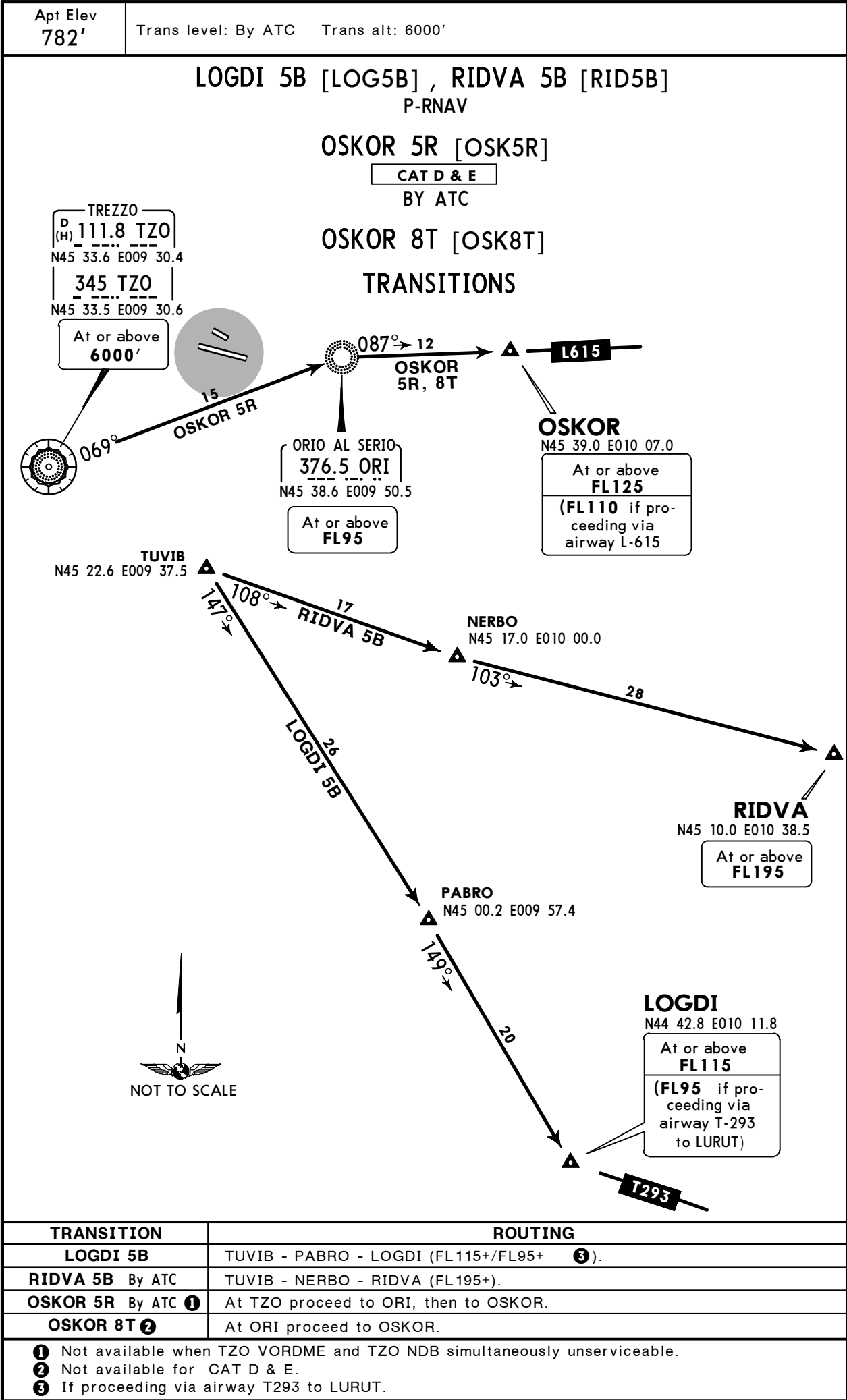


Execute turns after take-off with MAX TAS 250 KT, bank angle 25° or rate of turn 2°/sec, whichever requires lesser bank.	
RWY	INITIAL CLIMB
10	Turn RIGHT, 210° heading, intercept BEG R-165 to D12 BEG, join holding pattern.
28	Turn LEFT, 120° heading, intercept BEG R-165 to D12 BEG, join holding pattern.
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.

LIME/BGY
ORIO AL SERIO

12 JUN 15 10-3J Eff 25 Jun

BERGAMO, ITALY
TRANSITION



BERGAMO, ITALY

BERGAMO, ITALY

LIME/BGY
ORIO AL SERIO

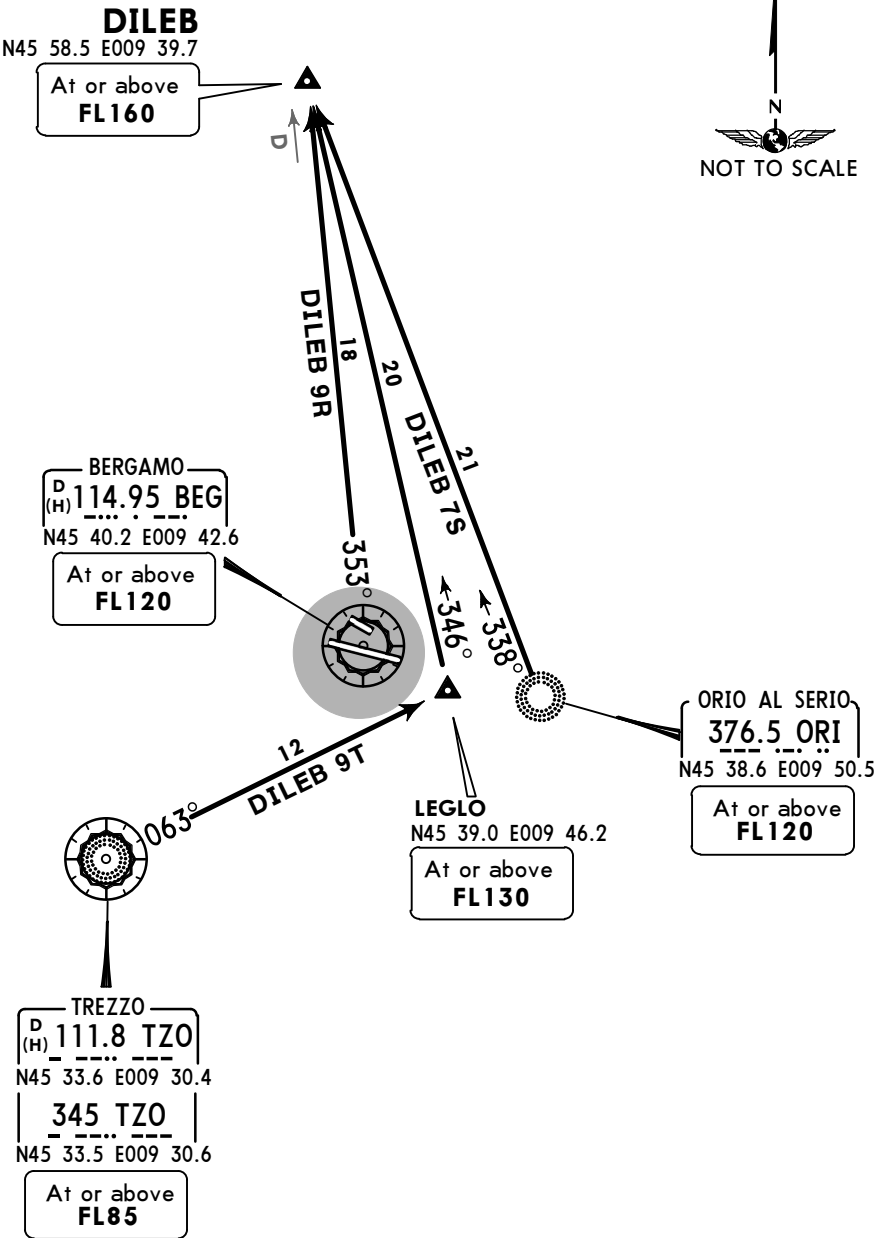
12 JUN 15 10-3Q Eff 25 Jun

BERGAMO, ITALY
TRANSITION

Apt Elev
782'

Trans level: By ATC Trans alt: 6000'

DILEB 9R [DIL9R]
DILEB 7S [DIL7S]
DILEB 9T [DIL9T]
CAT D & E
TRANSITIONS



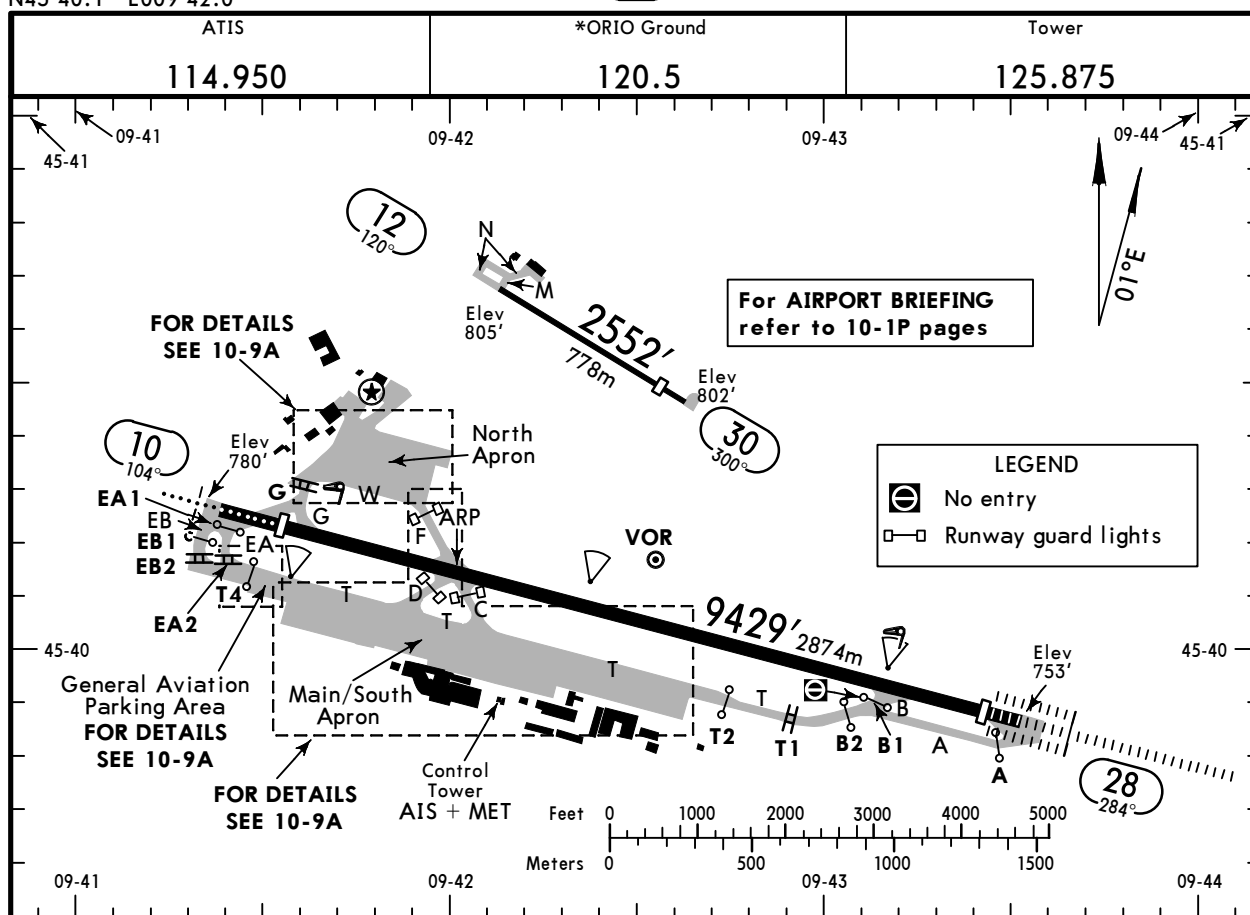
TRANSITION	ROUTING
DILEB 9R ① By ATC	At BEG proceed to DILEB.
DILEB 7S ①	At ORI proceed to DILEB.
DILEB 9T ② By ATC	At TZO proceed to LEGLO, then to DILEB.

① Not available for CAT D & E.
② Not available when TZO VORDME and TZO NDB simultaneously unserviceable.

LIME/BGY

Apt Elev **782'**
N45 40.1 E009 42.0

JEPPesen

4 SEP 15 **(10-9)**
BERGAMO, ITALY
ORIO AL SERIO

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS				
	LANDING BEYOND		TAKE-OFF	WIDTH	
	Threshold	Glide Slope			
10 ①	HIRL(60m) CL(15m) HIALS PAPI (3.5°) RVR	8711' 2655m	②	148' 45m	
28	HIRL(60m) CL(15m) HIALS-II TDZ PAPI (3.0°) RVR	8993' 2741m			

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

② TAKE-OFF RUN AVAILABLE

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

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

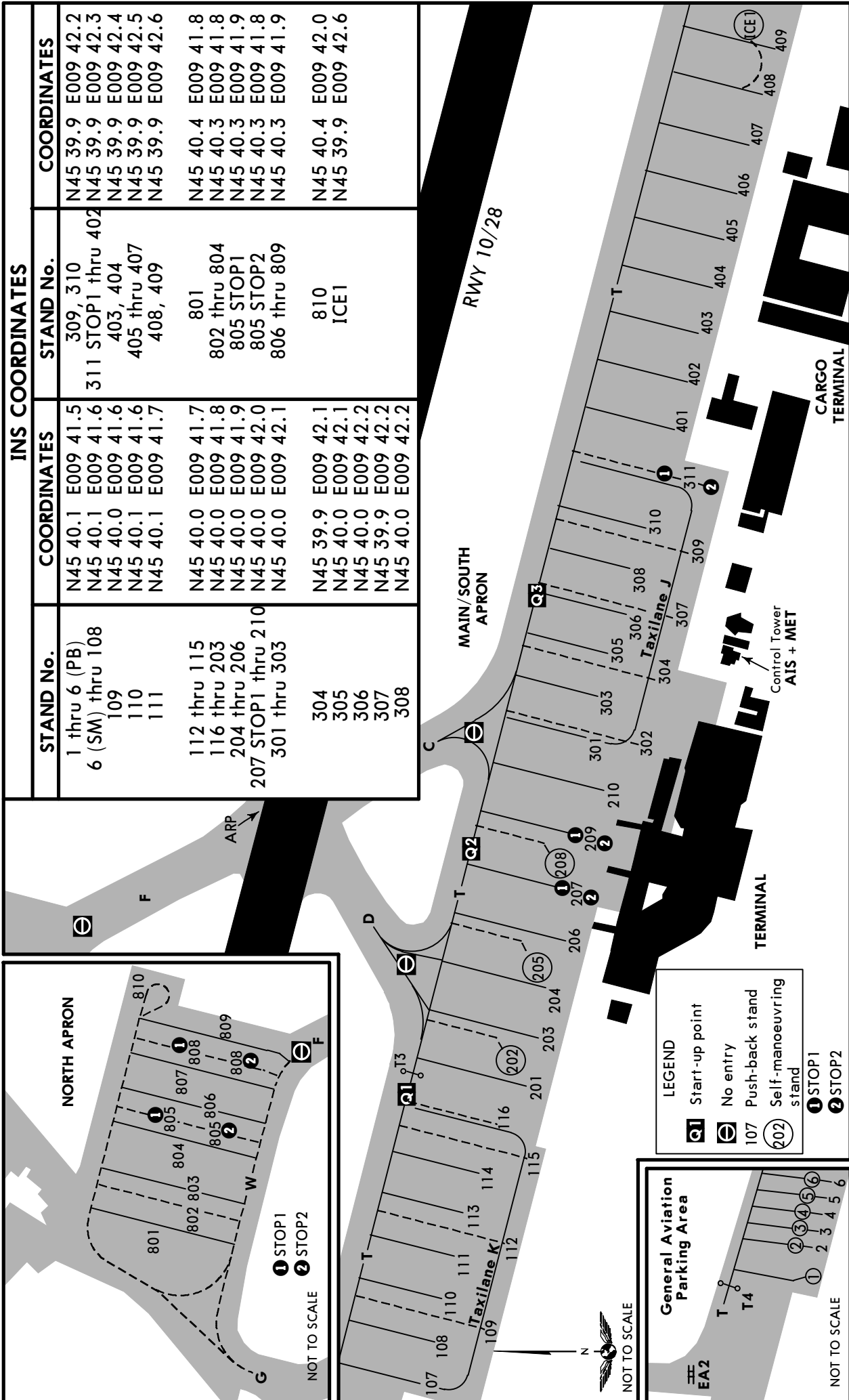
Standard
TAKE-OFF ①

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					
B	125m	150m	200m	250m	400m
C					500m
D	150m	200m	250m	300m	

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

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BERGAMO, ITALY
ORIO AL SERIO



LIME/BGY



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4 SEP 15

10-9Y

Eff 17 Sep

JAA COPTER MINIMUMS

BERGAMO, ITALY
ORIO AL SERIO

STRAIGHT-IN RWY	DA(H) / MDA(H)	RVR (ALS/ALS out)
10 VOR	1280' (498')	1000m / 1000m
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

❶ MM out: NOT AUTHORIZED.

CIRCLE-TO-LAND ❷	MDA(H)	VIS
To RWY 10	1600' (821')	1000m
To RWY 28	1490' (708')	1000m

❷ Not authorized North of rwy.

TAKE-OFF RWY 10, 28

LVP must be in Force ❸				
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 ❹	800m

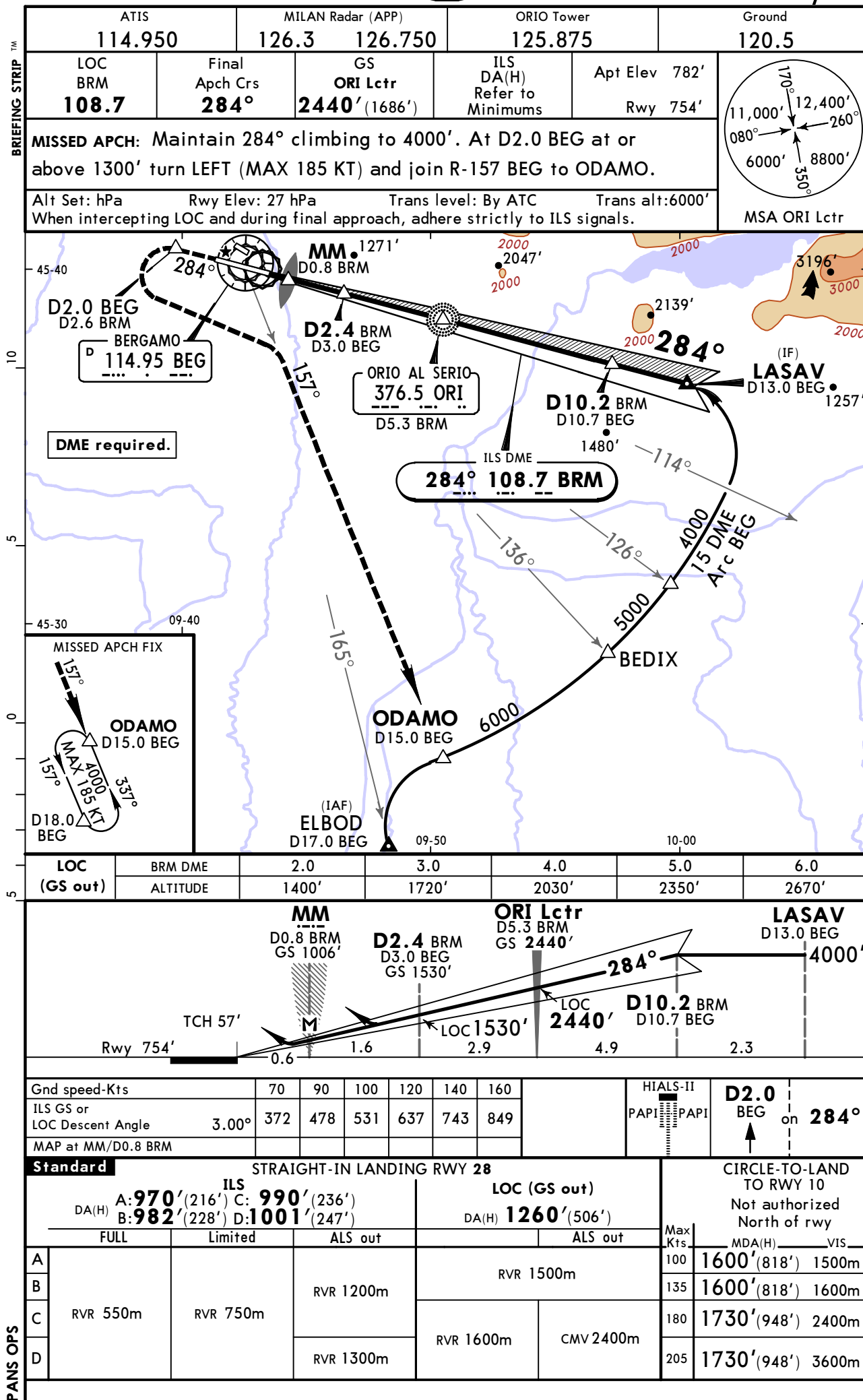
❸ Without LVP 400m are stipulated.

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

LIME/BGY
ORIO AL SERIO

JEPPESSEN
5 JUN 15 **(11-1)**

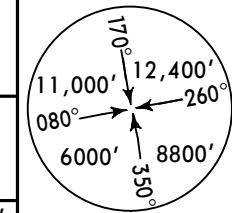
BERGAMO, ITALY
ILS Z Rwy 28

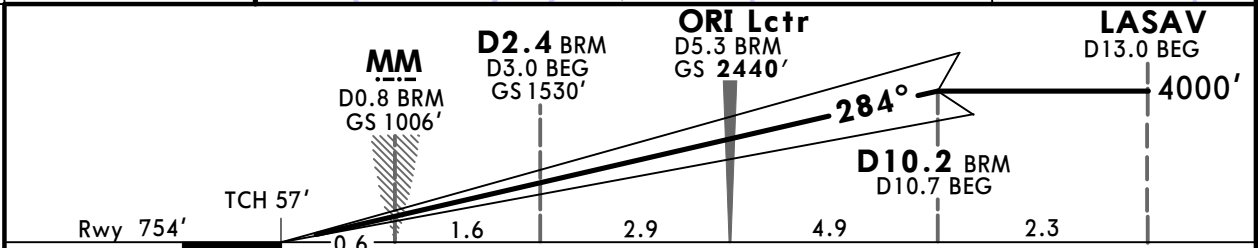
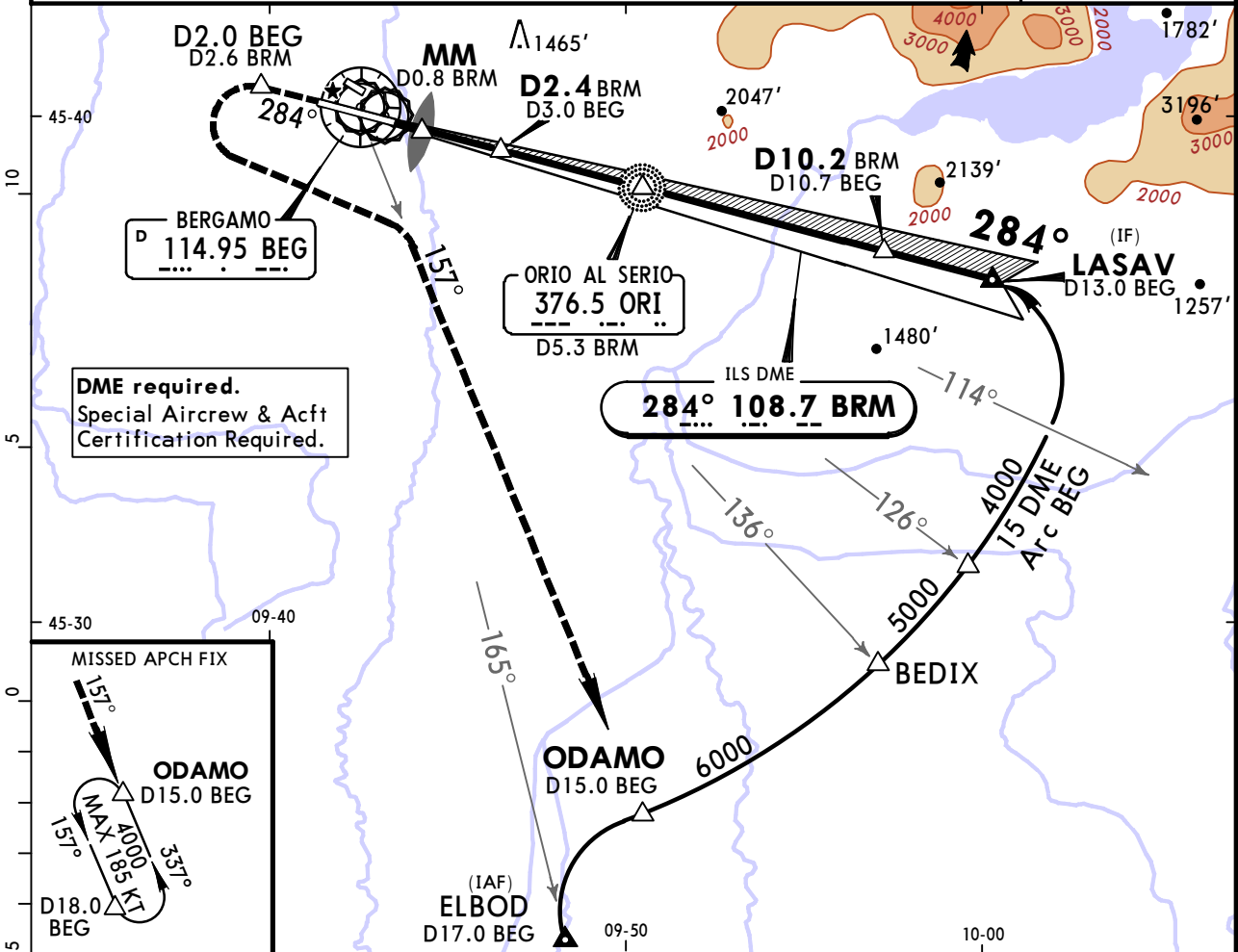


LIME/BGY
ORIO AL SERIO

JEPPESSEN
5 JUN 15 **(11-1A)**

BERGAMO, ITALY
CAT II/III ILS Z Rwy 28

ATIS 114.950		MILAN Radar (APP) 126.3 126.750		ORIO Tower 125.875		Ground 120.5	
LOC BRM 108.7	Final Apch Crs 284°	GS ORI Lctr 2440' (1686')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 782' Rwy 754'	 MSA ORI Lctr	
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.							



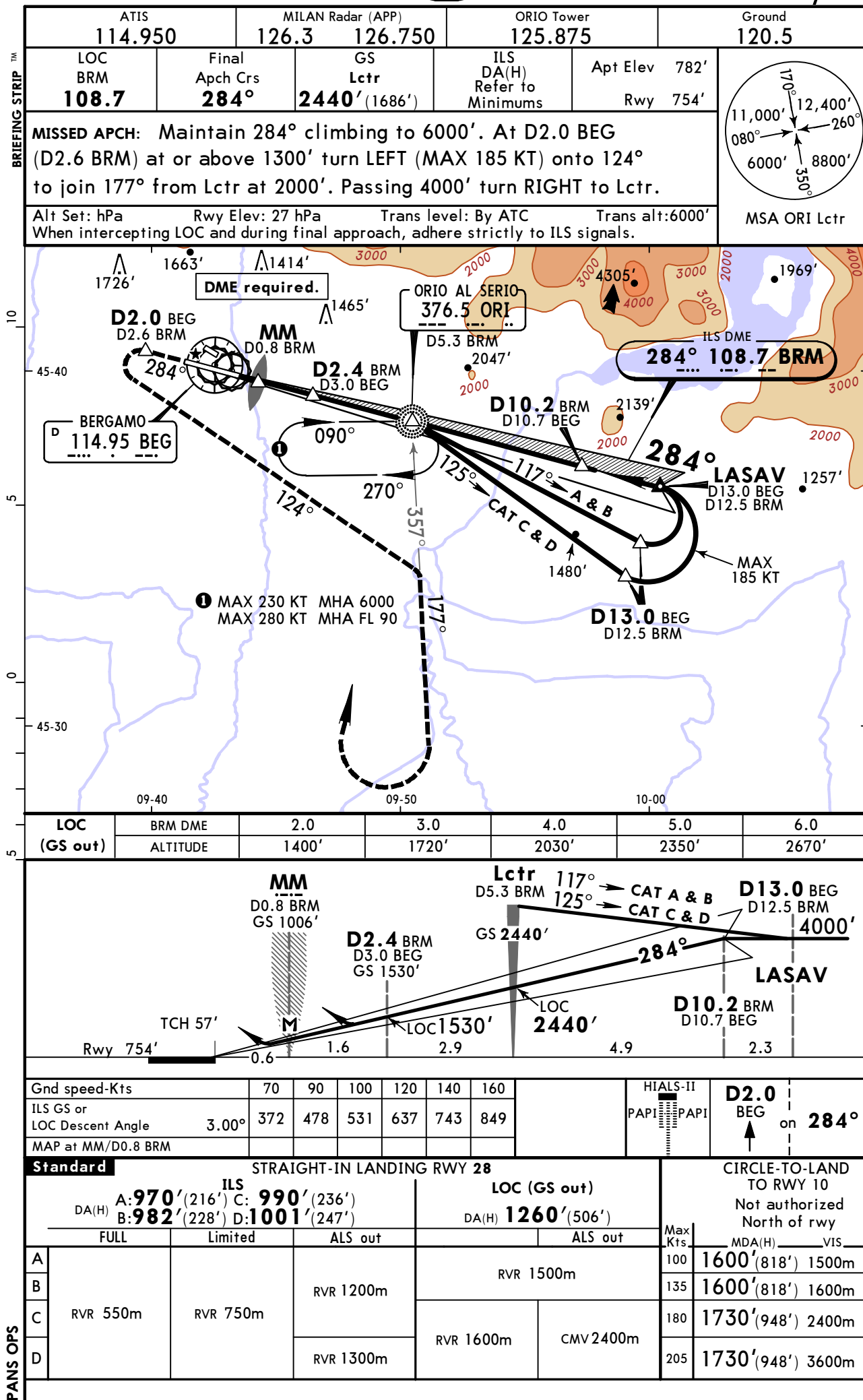
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		D2.0 BEG on 284°
GS 3.00°	372	478	531	637	743	849	PAPI	PAPI	

Standard		STRAIGHT-IN LANDING RWY 28	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABC RA 102' DA(H) 854' (100')	D RA 138' DA(H) 873' (119')
RVR 200m		RVR 300m 	

LIME/BGY
ORIO AL SERIO

JEPPESSEN
5 JUN 15 **(11-2)**

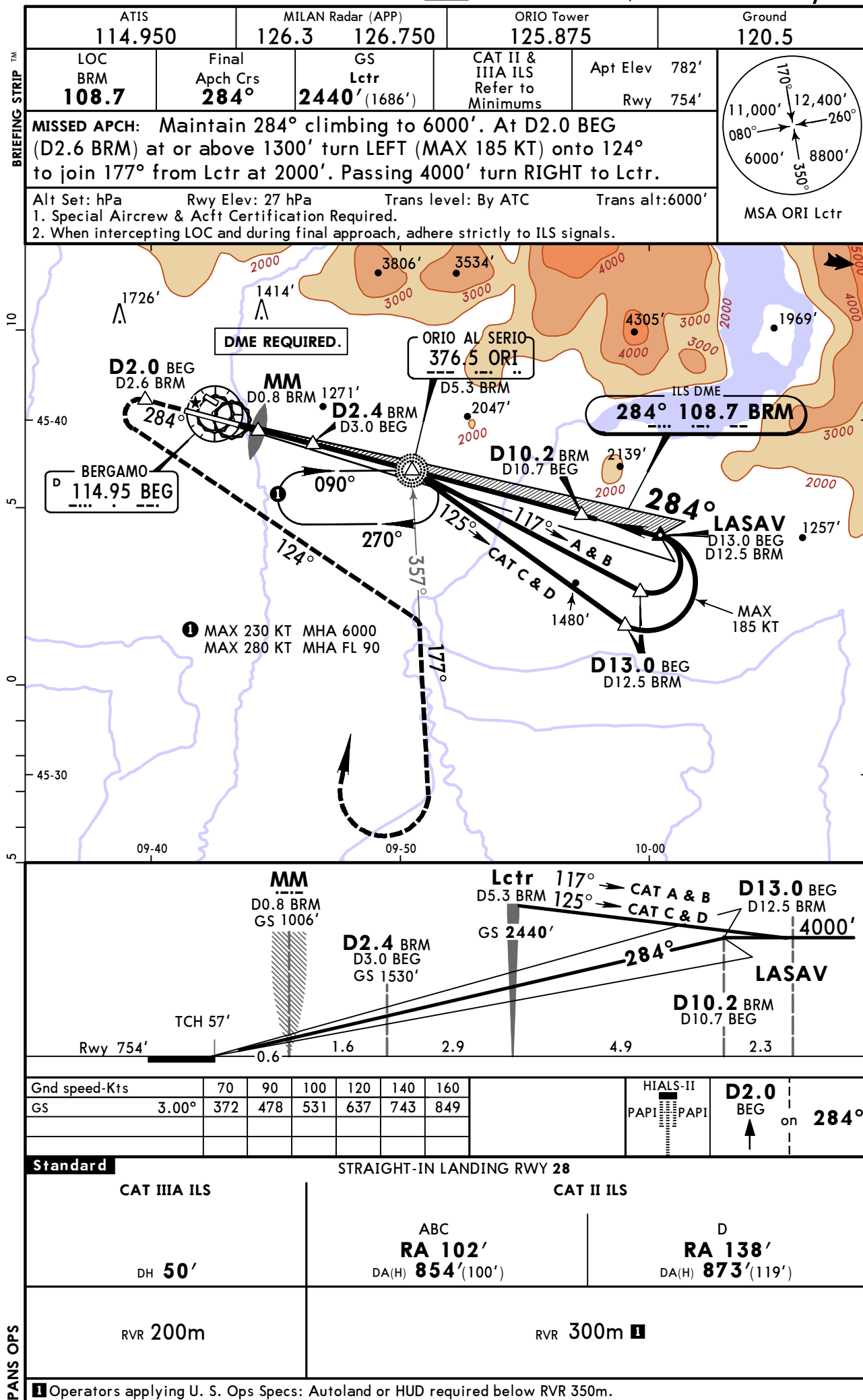
BERGAMO, ITALY
ILS Y Rwy 28



LIME/BGY
ORIO AL SERIO

JEPPESSEN
5 JUN 15 **(11-2A)**

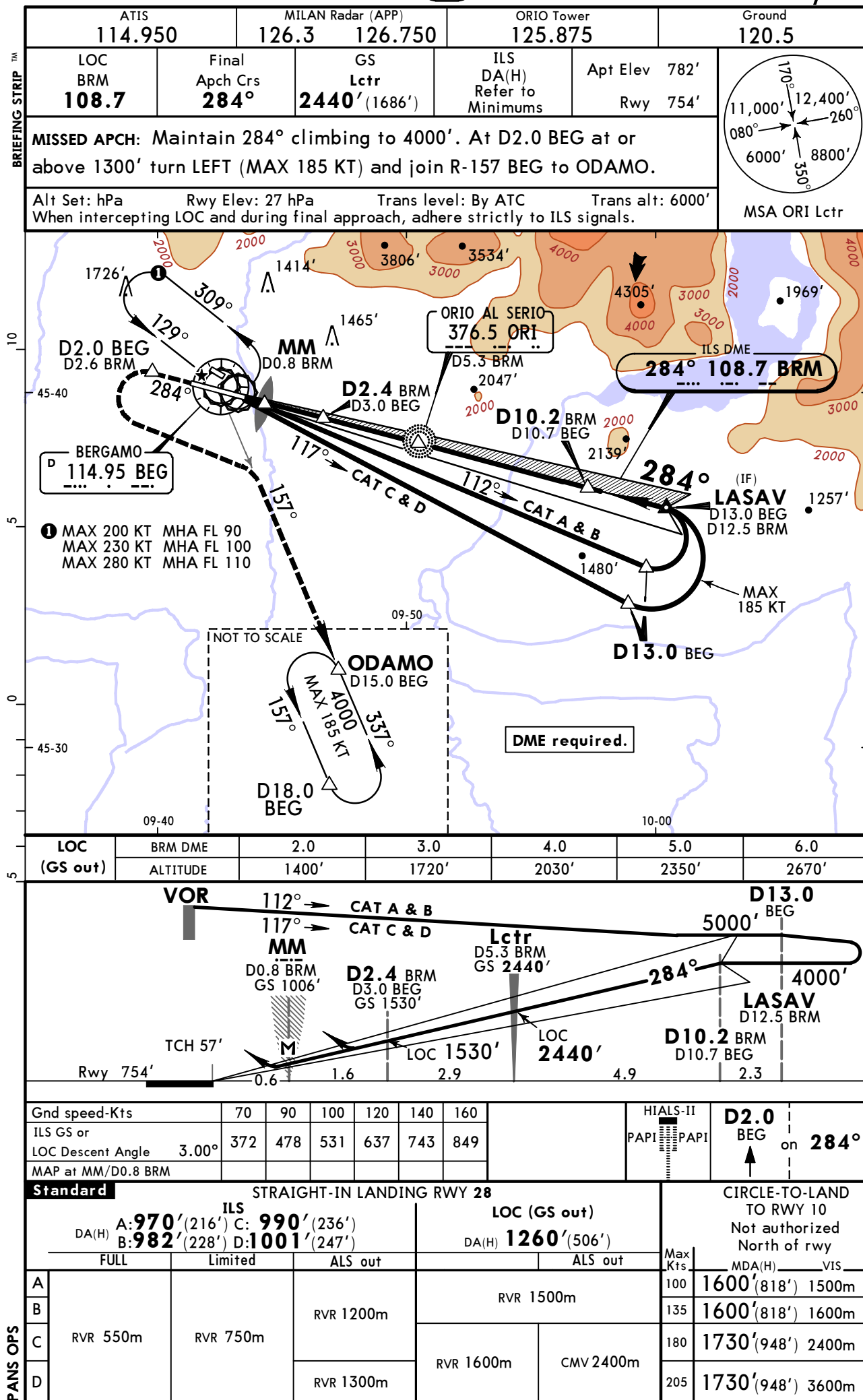
BERGAMO, ITALY
CAT II/III ILS Y Rwy 28



LIME/BGY
ORIO AL SERIO

JEPPESSEN
5 JUN 15 **(11-3)**

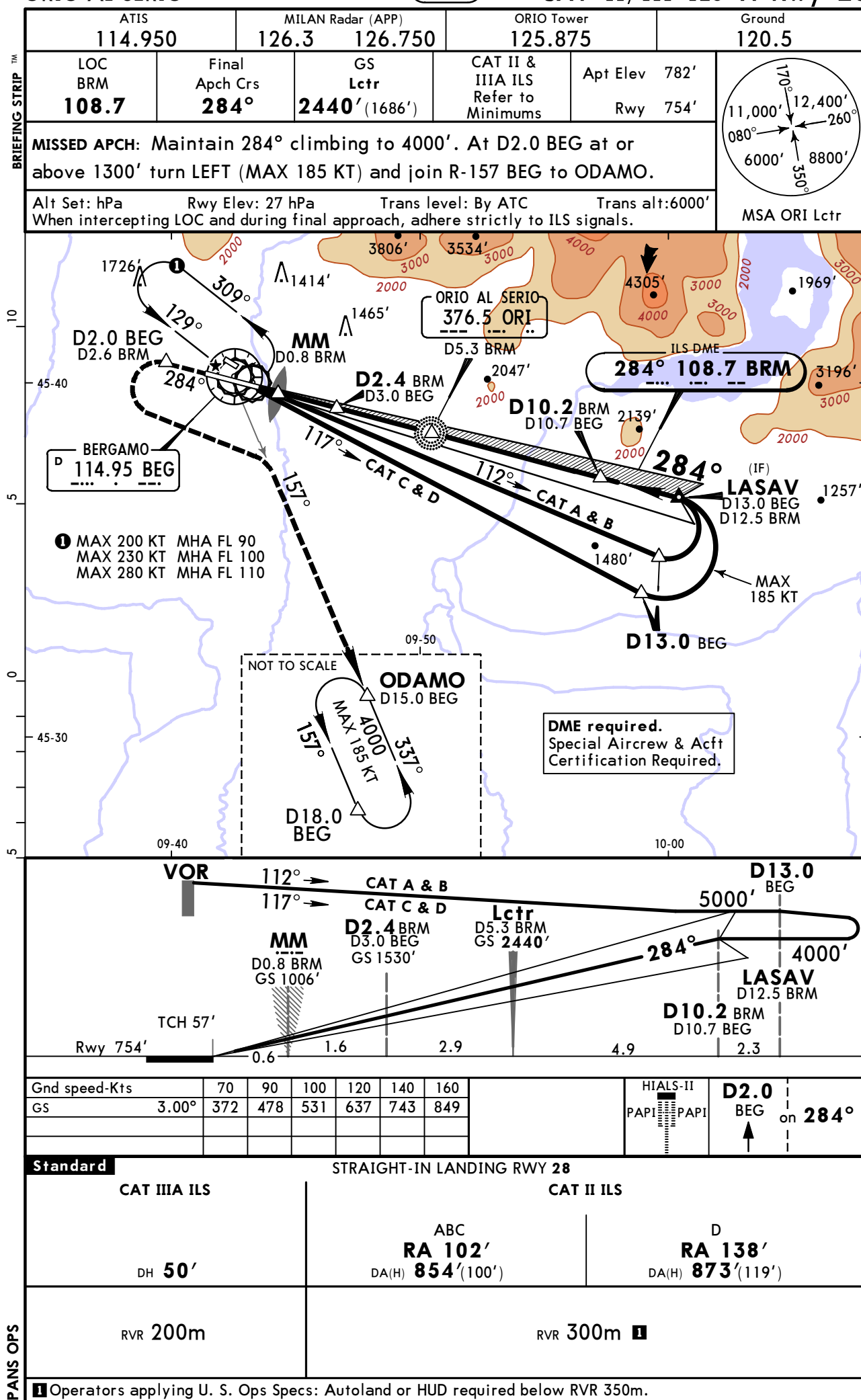
BERGAMO, ITALY
ILS X Rwy 28



LIME/BGY
ORIO AL SERIO

JEPPESSEN
5 JUN 15 **(11-3A)**

BERGAMO, ITALY
CAT II/III ILS X Rwy 28

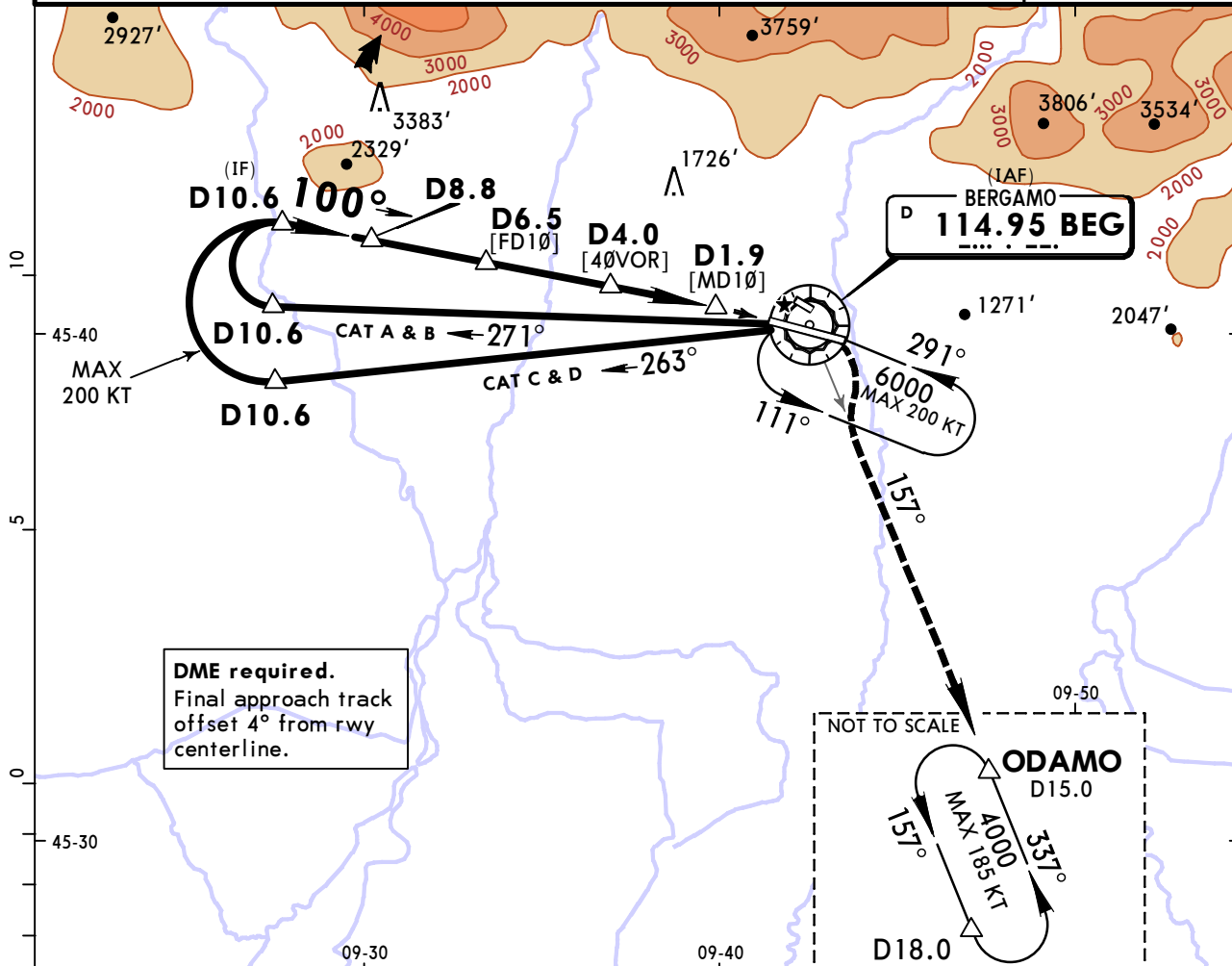
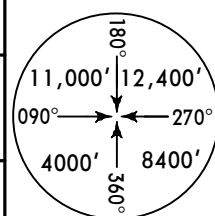


LIME/BGY
ORIO AL SERIO

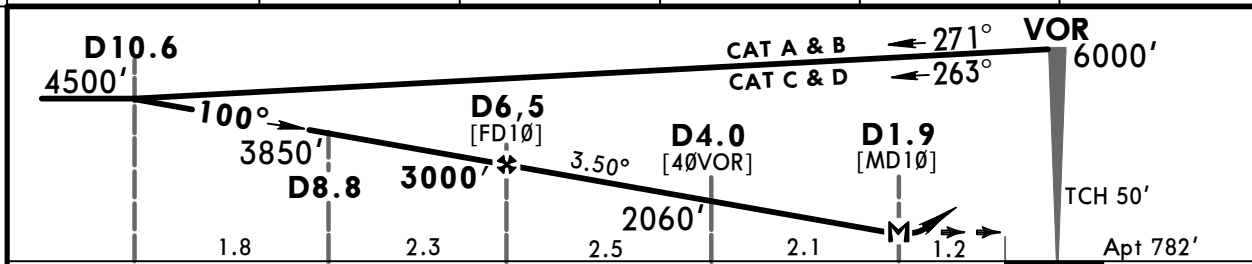
JEPPESSEN
4 SEP 15 **(13-1)** **Eff 17 Sep**

BERGAMO, ITALY
VOR Rwy 10

ATIS 114.950	MILAN Radar (APP) 126.3 126.750	ORIO Tower 125.875	Ground 120.5
VOR BEG 114.95	Final Apch Crs 100°	Minimum Alt D6.5 3000' (2218')	DA(H) 1280' (498')
Apt Elev 782'			
MISSED APCH: Climb on 100° to 4000'. At VOR turn RIGHT to join R-157 to ODAMO and hold.			
Alt Set: hPa	Apt Elev: 28 hPa	Trans level: By ATC	Trans alt: 6000'



BEG DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	3170'	2800'	2430'	2060'	1690'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		Refer to Missed Apch above
Descent Angle 3.50°	434	557	619	743	867	991	PAPI	PAPI	
							⋮		
MAP at D1.9							⋮		

Standard STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND TO RWY 28 Not authorized North of rwy			
DA(H) 1280' (498')							
ALS out				Max Kts	MDA(H)	VIS	
A	RVR 1500m			100	1490'	(708')	1500m
B				135	1590'	(808')	1600m
C				180	1750'	(968')	2400m
D	RVR 1800m	CMV 2300m		205	1750'	(968')	3600m

CHANGES: New procedure.

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LIME/BGY
ORIO AL SERIO

JEPPesen
4 SEP 15 **(13-2)** **Eff 17 Sep**

BERGAMO, ITALY
VOR Z Rwy 28

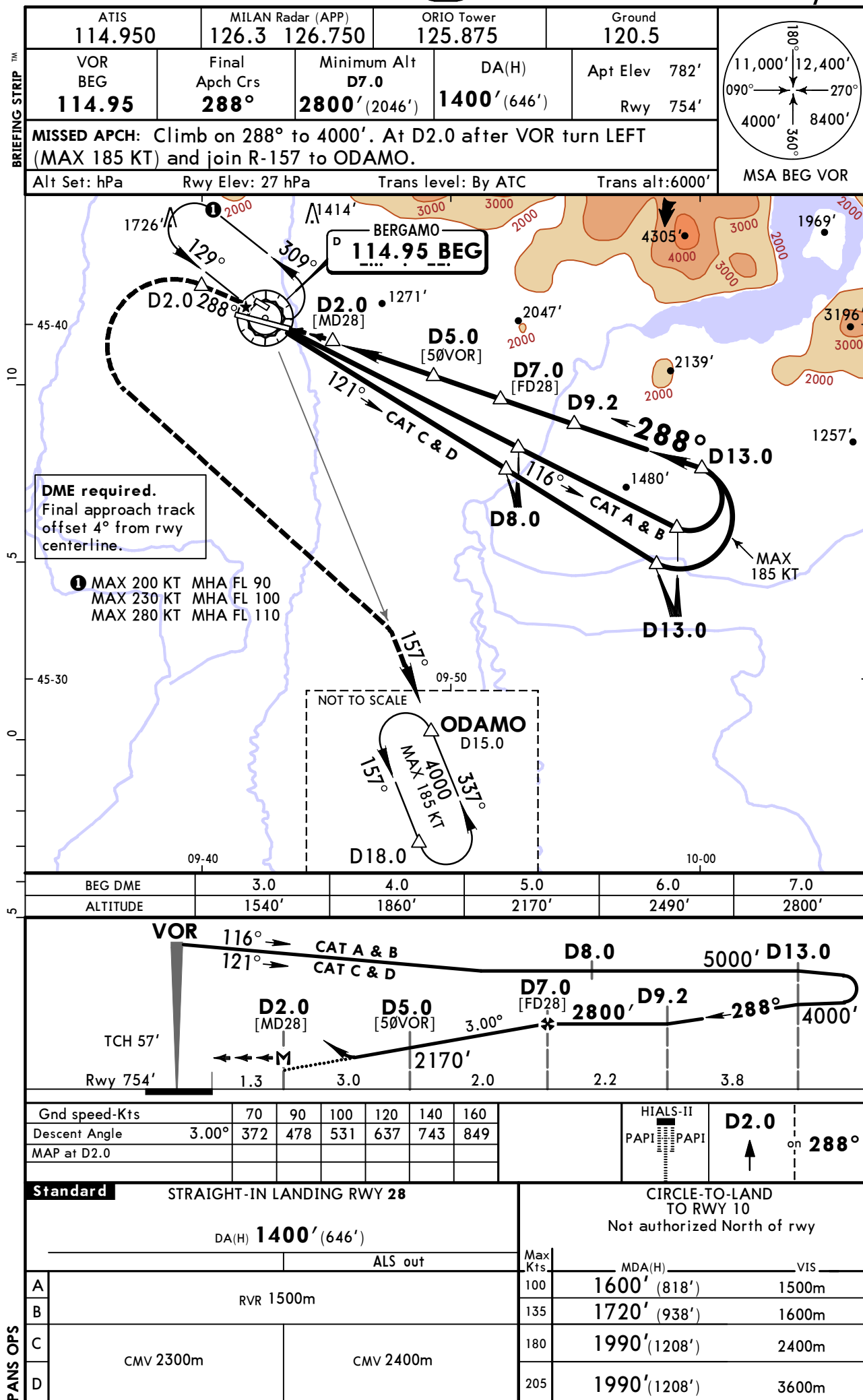


Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BERGAMO, (ORIO AL SERIO - LIME)				
ADD	LUSIL & ODINA 2S ARRS	10-2D	25 Dec 2015	07 Jan 2016
DEL	LUSIL, ODINA & OSKOR 2S A...	10-2D	25 Dec 2015	07 Jan 2016
ADD	LUSIL & ODINA 1V ARRS	10-2E	25 Dec 2015	07 Jan 2016
DEL	LUSIL, ODINA & OSKOR 1V A...	10-2E	25 Dec 2015	07 Jan 2016
ADD	OSBUL 1F, 1G, 1K, 1S & 1W...	10-2F	25 Dec 2015	07 Jan 2016
DEL	PAR 1S, 1V, 3W & 1Y ARRS	10-2F	25 Dec 2015	07 Jan 2016
DEL	DIXER 2T, LUSIL, ODINA, O...	10-2G	25 Dec 2015	07 Jan 2016
ADD	OSBUL 1P & 1V ARRS	10-2G	25 Dec 2015	07 Jan 2016
ADD	OSKOR 2S & 1V ARRS	10-2H	25 Dec 2015	07 Jan 2016
ADD	DIXER 2T, LUSIL ODINA 1T ...	10-2J	25 Dec 2015	07 Jan 2016
ADD	OSBUL 1D & 1H, OSKOR 1T A...	10-2K	25 Dec 2015	07 Jan 2016

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIME