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Trip Kit Index

Airport Information For LIME

Terminal Charts For LIME

Revision Letter For Cycle 13-2016

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: 0331 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: 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: 126.750

Milan Radar Approach: 126.300

LIME/BGY
ORIO AL SERIO

4 SEP 15

JEPPesen

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 holding 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

24 OCT 14

JEPPesen
10-1P3BERGAMO, 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.

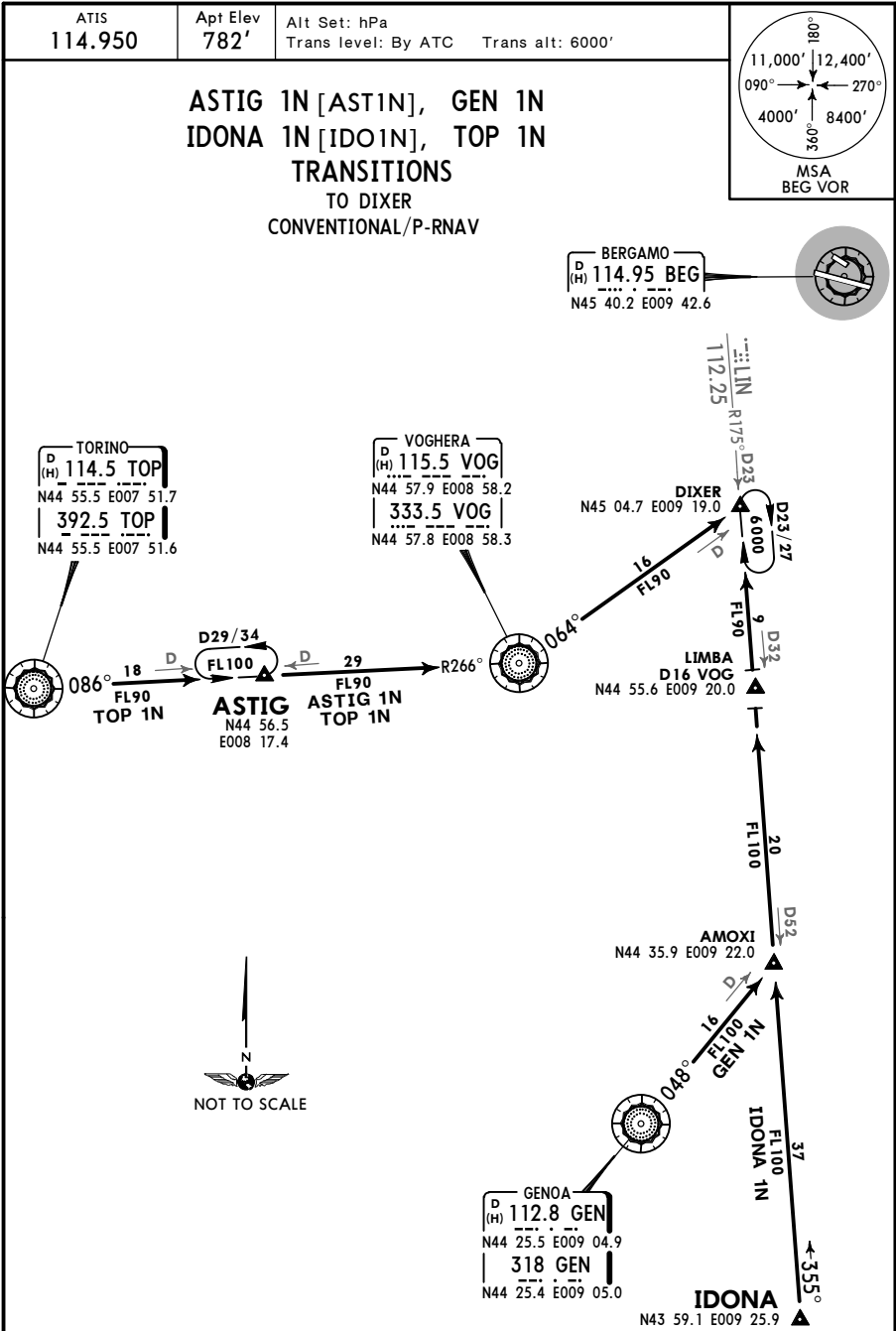
3.3. OTHER INFORMATION**3.3.1. COMMUNICATION FAILURE ON MANOEUVRING AREA**

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

JEPPesen
30 OCT 15 10-2 Eff 12 Nov

BERGAMO, ITALY
TRANSITION

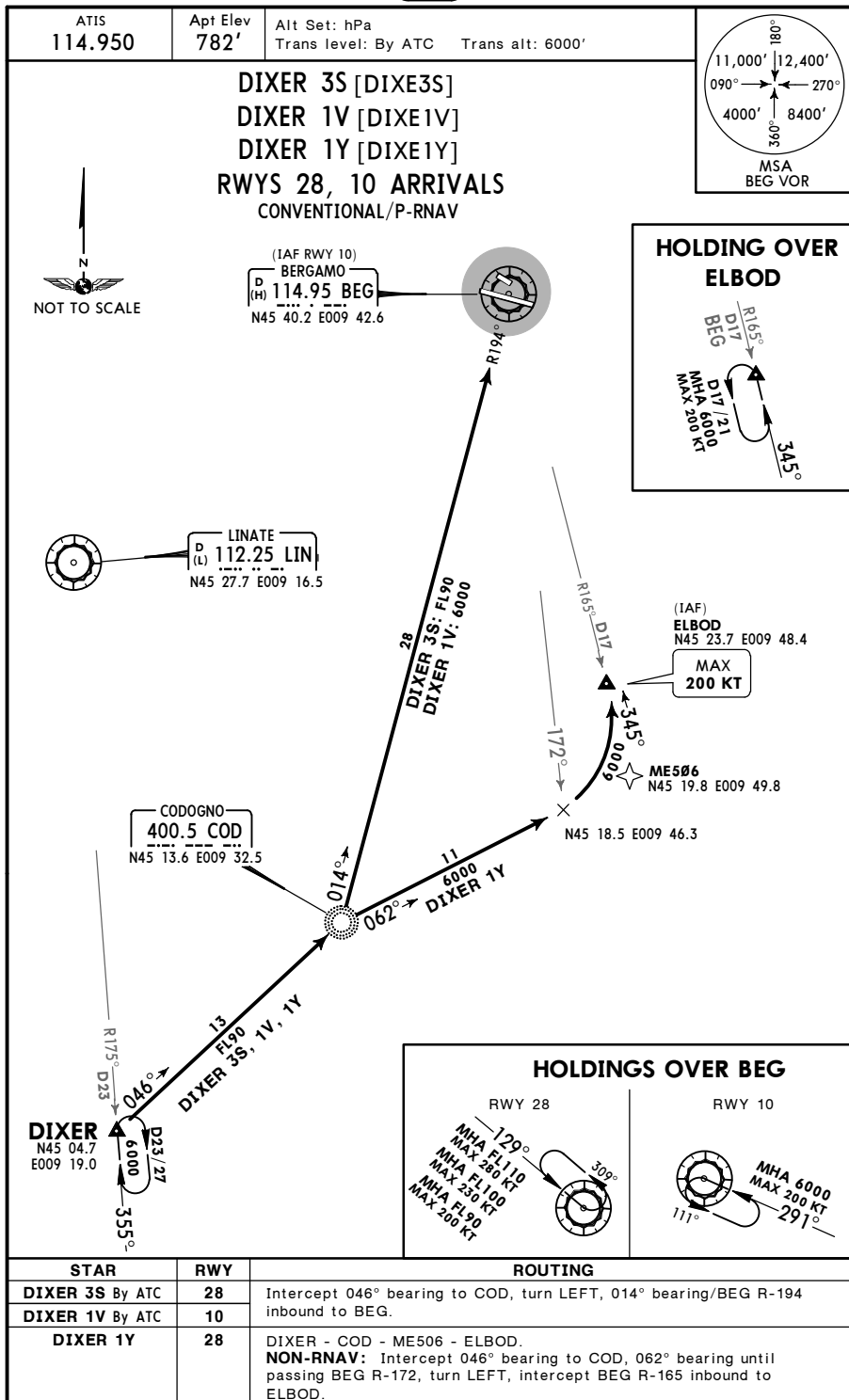


TRANSITION	ROUTING
ASTIG 1N	Intercept VOG R-266 inbound to VOG, turn LEFT, VOG R-064 to DIXER.
GEN 1N	Intercept GEN R-048 to AMOXI, intercept LIN R-175 inbound via LIMBA to DIXER.
IDONA 1N	Intercept LIN R-175 inbound via AMOXI and LIMBA to DIXER.
TOP 1N	Intercept TOP R-086/VOG R-266 inbound via ASTIG to VOG, turn LEFT, VOG R-064 to DIXER.

LIME/BGY
ORIO AL SERIO

JEPPesen
30 OCT 15 (10-2A) Eff 12 Nov

BERGAMO, ITALY
STAR



LIME/BGY
ORIO AL SERIO

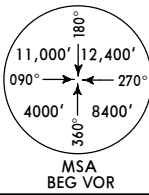
JEPPesen
30 OCT 15 (10-2B) Eff 12 Nov

BERGAMO, ITALY
STAR

ATIS
114.950

Apt Elev
782'

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



ELTAR 1W [ELTA1W]
RWY 28 ARRIVAL
TO BE USED FOR ILS APPROACH AND WHEN RADAR SERVICE AVAILABLE
CONVENTIONAL/P-RNAV
BY ATC

BERGAMO
D (H) 114.95 BEG
N45 40.2 E009 42.6

ILS DME
108.7 BRM

LASAV
D12.5 BRM
N45 36.7
E010 00.4

ME504
D14.5 BRM
N45 36.2
E010 03.0

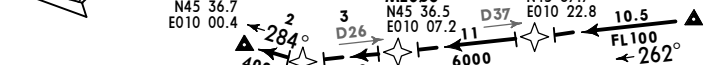
ME503
N45 36.5
E010 07.2

ME502
N45 37.7
E010 22.8

ELTAR
N45 38.9
E010 37.7



TREZZO
D (H) 111.8 TZO
N45 33.6 E009 30.4
345 TZO
N45 33.5 E009 30.6



ROUTING

Intercept TZO R-082 inbound/262° bearing towards TZO via ME502 and ME503 to ME504, 284° track to LASAV.

LIME/BGY
ORIO AL SERIO

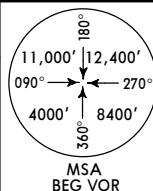
JEPPesen
30 OCT 15 **10-2C** **Eff 12 Nov**

BERGAMO, ITALY
STAR

ATIS
114.950

Apt Elev
782'

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

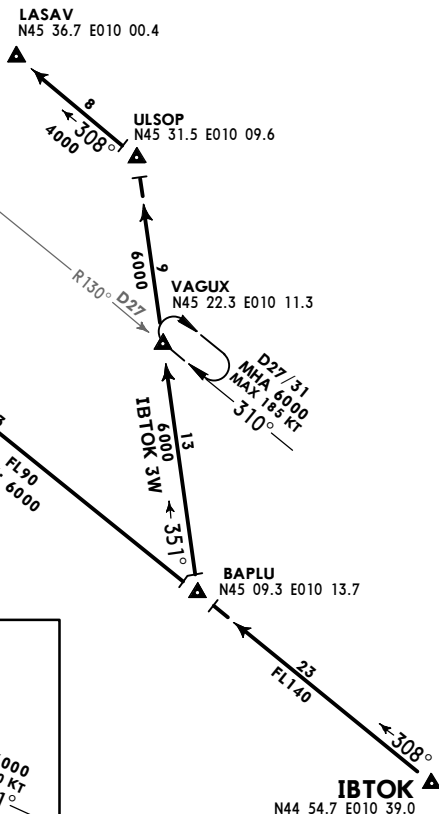
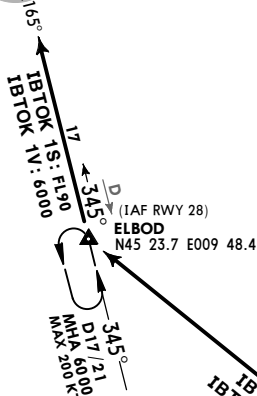
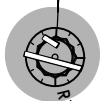


IBTOK 1S [IBTO1S]
IBTOK 1V [IBTO1V], IBTOK 3W [IBTO3W]
IBTOK 1Y [IBTO1Y]
RWYS 28, 10 ARRIVALS
P-RNAV
BY ATC

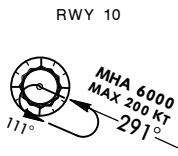
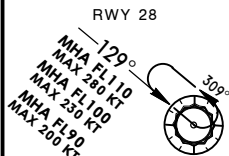


Direct distance from LASAV to:
Orio al Serio Apt 13 NM

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



HOLDINGS OVER BEG



STAR	RWY	ROUTING
IBTOK 1S	28	IBTOK - BAPLU - ELBOD - BEG.
IBTOK 1V	10	IBTOK - BAPLU - VAGUX - ULSOP - LASAV.
IBTOK 3W	28	IBTOK - BAPLU - VAGUX - ULSOP - LASAV.
IBTOK 1Y		IBTOK - BAPLU - ELBOD.

LIME/BGY
ORIO AL SERIO

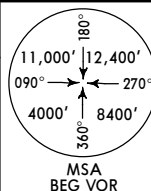
JEPPesen
25 DEC 15 (10-2D) Eff 7 Jan

BERGAMO, ITALY
STAR

ATIS
114.950

Apt Elev
782'

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



LUSIL 2S [LUSI2S], ODINA 2S [ODIN2S]
RWY 28 ARRIVALS
CONVENTIONAL/P-RNAV

ODINA

N46 06.3 E008 39.9

120°
43
FL130
ODINA 2S

MES01
N45 44.3 E009 32.7

D 8

FL90

R300°

BERGAMO
114.95 BEG
N45 40.2 E009 42.6

LUSIL

N46 02.6 E010 07.0

205°
27
FL140
LUSIL 2S

R104°

6

FL90

284°

ORIO AL SERIO
376.5 ORI
N45 38.6 E009 50.5

HOLDINGS OVER

BEG

ORI



MHA FL90
MAX 280 KT
MHA 6000
MAX 250 KT

090°

270°



STAR

ROUTING

LUSIL 2S

On 205° bearing to ORI, 284° bearing/BEG R-104 inbound to BEG.

ODINA 2S

On BEG R-300 inbound via MES01 to BEG.

LIME/BGY
ORIO AL SERIO

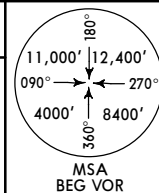
25 DEC 15 **10-2E** **Eff 7 Jan**

BERGAMO, ITALY
STAR

ATIS
114.950

Apt Elev
782'

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



LUSIL 1V [LUSI1V]
P-RNAV
ODINA 1V [ODINI1V]
CONVENTIONAL/P-RNAV
RWY 10 ARRIVALS

ODINA
N46 06.3 E008 39.9

120°
38
FL130
ODINA 1V

ME508
N45 46.9 E009 26.7

ME507
N45 42.2 E009 37.7

(IAF)
BERGAMO
D 114.95 BEG
N45 40.2 E009 42.6

LUSIL
N46 02.6 E010 07.0

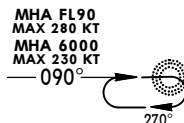
205°
20
FL140
LUSIL 1V

ME509
N45 44.9 E009 54.8

ORIO AL SERIO
376.5 ORI
N45 38.6 E009 50.5

MAX
200 KT

HOLDINGS OVER
BEG **ORI**



STAR

ROUTING

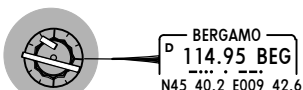
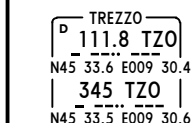
LUSIL 1V

LUSIL - ME509 - ORI - BEG.

ODINA 1V

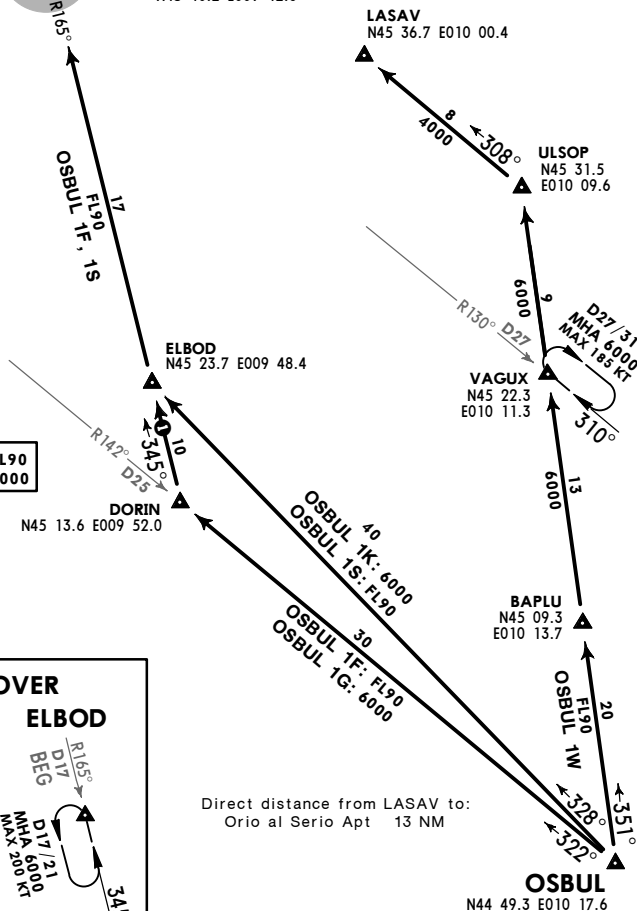
On BEG R-300 inbound via ME508 and ME507 to BEG.

RWY 28 ARRIVALS



NOT TO SCALE

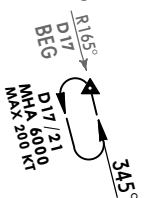
① OSBUL 1F: FL90
OSBUL 1G: 6000



HOLDINGS OVER		
BEG		END
01-01-2018		01-01-2019
01-01-2019		01-01-2020
01-01-2020		01-01-2021
01-01-2021		01-01-2022
01-01-2022		01-01-2023
01-01-2023		01-01-2024
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01-01-2095		01-01-2096
01-01-2096		01-01-2097
01-01-2097		01-01-2098
01-01-2098		01-01-2099
01-01-2099		01-01-2100



ELBOD



Direct distance from LASAV to:
Orio al Serio Apt 13 NM

OSBUL
N44 49.3 E010 17.6

STAR	ROUTING
OSBUL 1F By ATC	On TZO R-322 inbound/142° bearing to DORIN, turn RIGHT, intercept BEG R-165 inbound to BEG.
OSBUL 1G By ATC	On TZO R-322 inbound/142° bearing to DORIN, turn RIGHT, intercept BEG R-165 inbound to ELBOD.
OSBUL 1K	OSBUL - ELBOD.
OSBUL 1S	OSBUL - ELBOD - BEG.
OSBUL 1W By ATC	OSBUL - BAPLU - VAGUX - ULSOP - LASAV.

LIME/BGY
ORIO AL SERIO

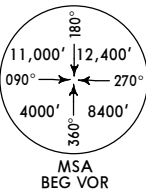
8 JAN 16 (10-2G)

BERGAMO, ITALY
STAR

ATIS
114.950

Apt Elev
782'

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

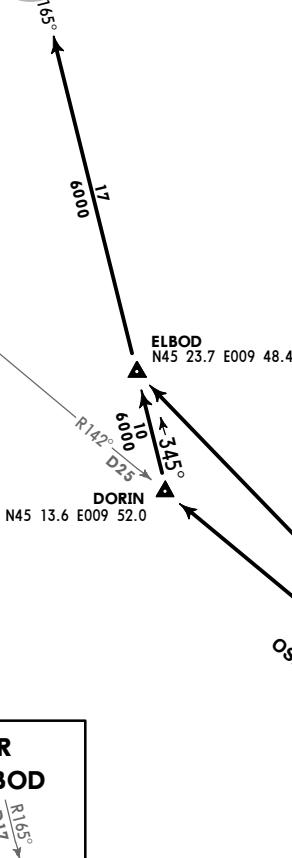


OSBUL 1P [OSBU1P]
OSBUL 1V [OSBU1V]
P-RNAV
RWY 10 ARRIVALS

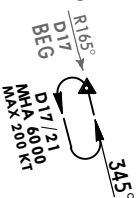


TREZZO
D 111.8 TZO
N45 33.6 E009 30.4
345 TZO
N45 33.5 E009 30.6

BERGAMO
D 114.95 BEG
N45 40.2 E009 42.6



HOLDINGS OVER
BEG ELBOD



STAR

ROUTING

OSBUL 1P
By ATC

On TZO R-322 inbound/142° bearing to DORIN, turn RIGHT, intercept BEG R-165 inbound to BEG.

OSBUL 1V

OSBUL - ELBOD - BEG.

LIME/BGY
ORIO AL SERIO

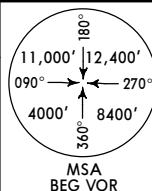
JEPPESSEN
25 DEC 15 (10-2H) Eff 7 Jan

BERGAMO, ITALY
STAR

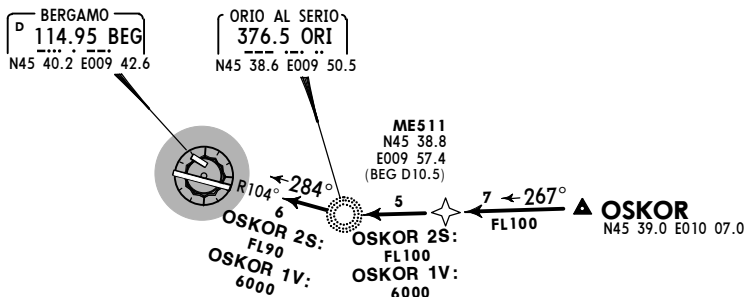
ATIS
114.950

Apt Elev
782'

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



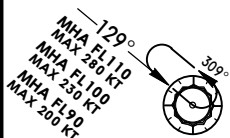
OSKOR 2S[OSKO2S], OSKOR 1V[OSKO1V]
RWYS 28, 10 ARRIVALS
CONVENTIONAL/P-RNAV



HOLDINGS OVER

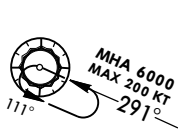
BEG

RWY 28



BEG

RWY 10



ORI



STAR

RWY

ROUTING

OSKOR 2S

28

On 267° bearing to ORI, 284° bearing/BEG R-104 inbound to BEG.

OSKOR 1V

10

On 267° bearing via ME511 to ORI, 284° bearing/BEG R-104 inbound to BEG.

LIME/BGY
ORIO AL SERIO

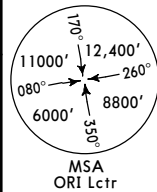
JEPPESSEN
25 DEC 15 (10-2K) Eff 7 Jan

BERGAMO, ITALY
STAR

ATIS
114.950

Apt Elev
782'

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



OSBUL 1D [OSBU1D]
P-RNAV

OSBUL 1H [OSBU1H]

OSKOR 1T [OSKO1T]
CONVENTIONAL/P-RNAV

ARRIVALS
BASED ON ORI LCTR



TREZZO
D 111.8 TZO
N45 33.6 E009 30.4
345 TZO
N45 33.5 E009 30.6

ORIO AL SERIO
376.5 ORI
N45 38.6 E009 50.5



OSKOR
N45 39.0
E010 07.0
12 ← 267°
FL100
OSKOR 1T

19
6000
15
6000
005°

ELBOD
N45 23.7 E009 48.4

R142° D18
009°
BEKAN
N45 19.5 E009 45.7
7 D25
6000

DORIN
N45 13.6 E009 52.0

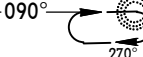
40
FL90
OSBUL 1D
30
FL90
OSBUL 1H

← 328°
← 322°

OSBUL
N44 49.3 E010 17.6

HOLDING OVER
ORI

MHA FL90
MAX 280 KT
MHA 6000
MAX 230 KT



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

STAR

ROUTING

OSBUL 1D

OSBUL - ELBOD - ORI.

OSBUL 1H

On TZO R-142 inbound/322° bearing via DORIN to BEKAN, turn RIGHT, intercept 009° bearing to ORI.

OSKOR 1T

On 267° bearing to ORI.

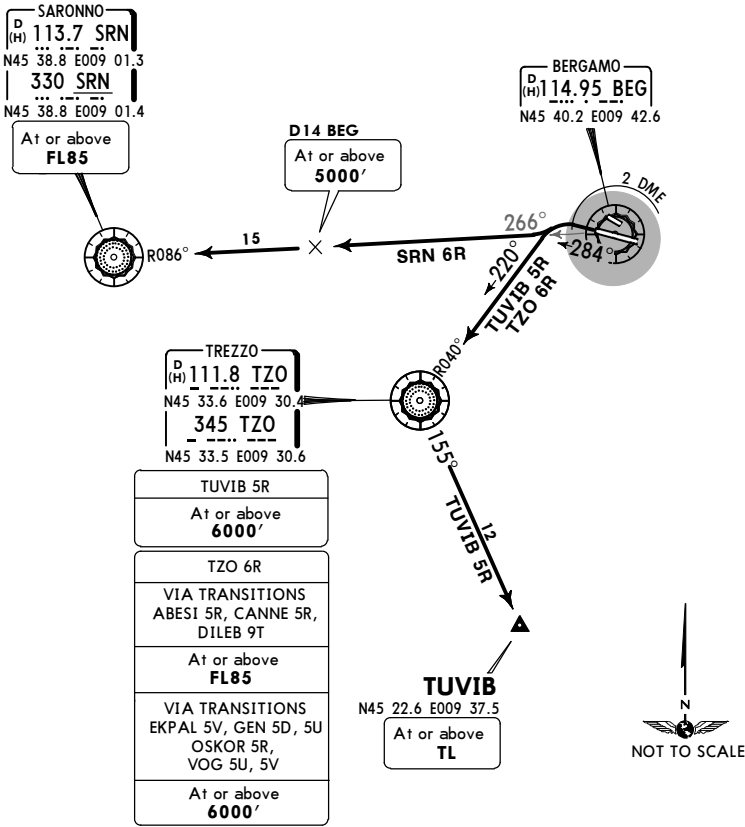
LIME/BGY
ORIO AL SERIO

JEPPesen
12 JUN 15 (10-3) Eff 25 Jun

BERGAMO, ITALY
SID

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

SRN 6R
TUVIB 5R [TUV15R]
TZO 6R
RWY 28 DEPARTURES



These SIDs require a minimum climb gradient of

SRN 6R

505' per NM (8.3%) until leaving 5000'.

TUVIB 5R, TZO 6R

505' per NM (8.3%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
505' per NM	630	841	1261	1681	2101	2522

In order not to exceed radius 2.5 NM MAX 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
SRN 6R	284° track, turn LEFT not before BEG 2 DME, intercept BEG R-266 to SRN.
TZO 6R ①	284° track, turn LEFT not before BEG 2 DME, intercept TZO R-040 inbound to TZO.
TUVIB 5R ②	284° track, turn LEFT not before BEG 2 DME, intercept TZO R-040 inbound to TZO, turn LEFT, 155° track to TUVIB.

- ① Not available when TZO VORDME and TZO NDB simultaneously unserviceable.
② When TZO VORDME and TZO NDB simultaneously unserviceable refer to chart 10-3H.

ALTERNATE INITIAL CLIMB (when BEG unserviceable)

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

LIME/BGY
ORIO AL SERIO

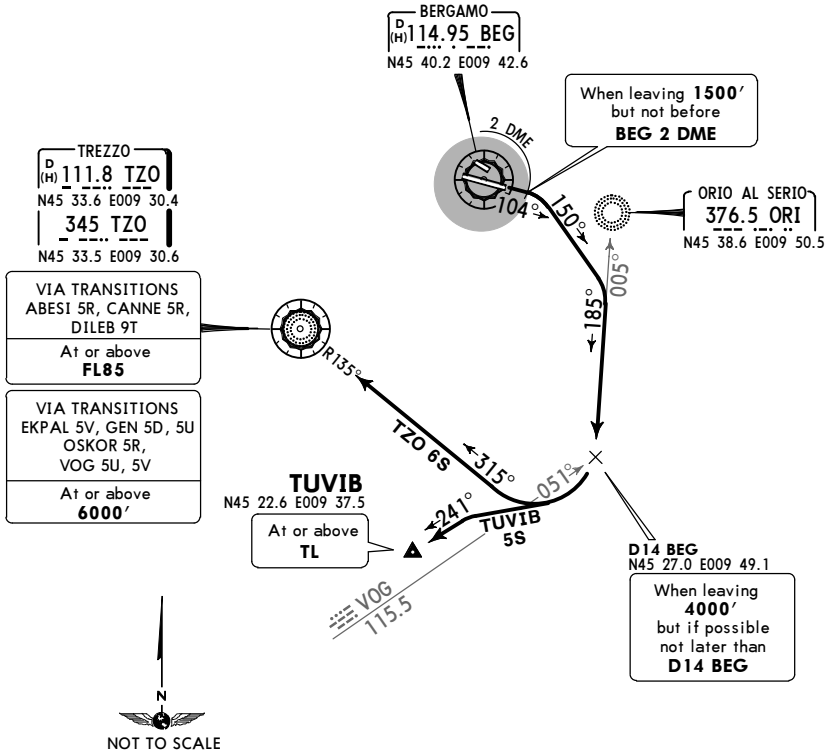
JEPPesen
12 JUN 15 (10-3A) Eff 25 Jun

BERGAMO, ITALY
SID

Apt Elev
782'

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

TUVIB 5S [TUVI5S]
TZO 6S
RWY 10 DEPARTURES



TUVIB 5S, TZO 6S

These SIDs require minimum climb gradients 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

In order not to exceed radius 2.5 NM MAX 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
TUVIB 5S	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 if possible not later than D14 BEG, turn RIGHT, 241° track to TUVIB.
TZO 6S ①	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 if possible not later than D14 BEG, turn RIGHT, intercept TZO R-135 inbound to TZO.
① Not available when TZO VORDME and TZO NDB simultaneously unserviceable.	
ALTERNATE INITIAL CLIMB (when BEG unserviceable)	
As soon as practicable turn RIGHT to TZO, then join assigned Transition.	

LIME/BGY
ORIO AL SERIO

JEPPesen
29 APR 16 10-3B

BERGAMO, ITALY
SID

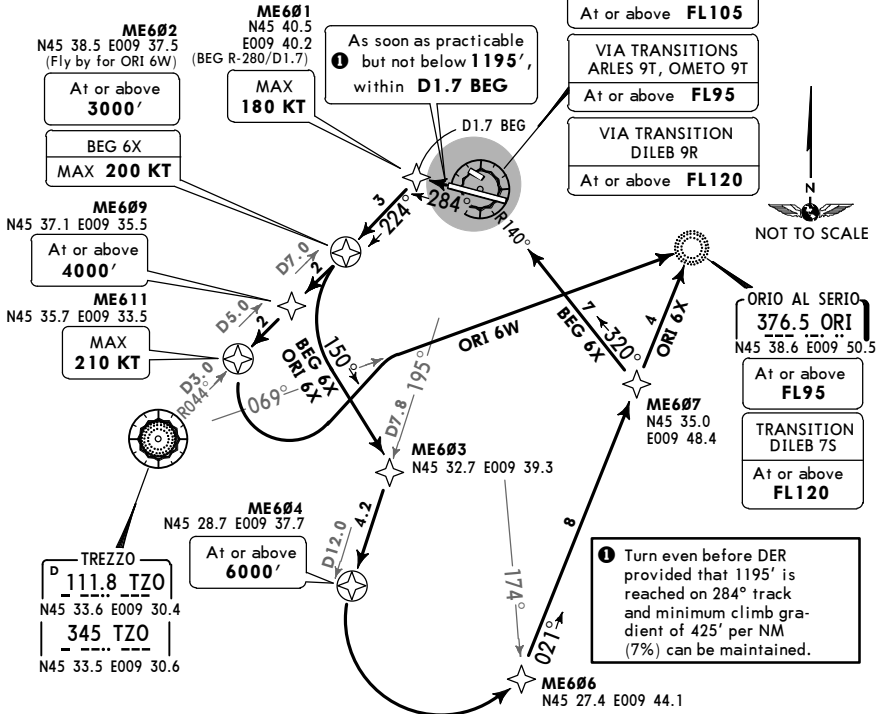
Apt Elev 782' Trans level: By ATC Trans alt: 6000'
SIDs include noise abatement routings.

BEG 6X, ORI 6W, ORI 6X

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 D1.7 BEG turn LEFT, intercept TZO R-044 inbound to ME602 (TZO R-044/D7.0).
RNAV: (1195'+) - ME601 (K180-).

SID	RWY	ROUTING
BEG 6X	28	At ME602 (TZO R-044/D7.0) turn LEFT, 150° track, intercept BEG R-195 to ME604 (BEG R-195/D12.0), 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 6W		At ME602 (TZO R-044/D7.0) continue on TZO R-044 inbound to ME611 (TZO R-044/D3.0), turn LEFT, intercept TZO R-069 to ORI. RNAV: ME602 (3000'+) - ME609 (4000'+) - ME611 (K210-) - ORI (FL95+ or by ATC).
ORI 6X		At ME602 (TZO R-044/D7.0) turn LEFT, 150° track, intercept BEG R-195 to ME604 (BEG R-195/D12.0), 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.

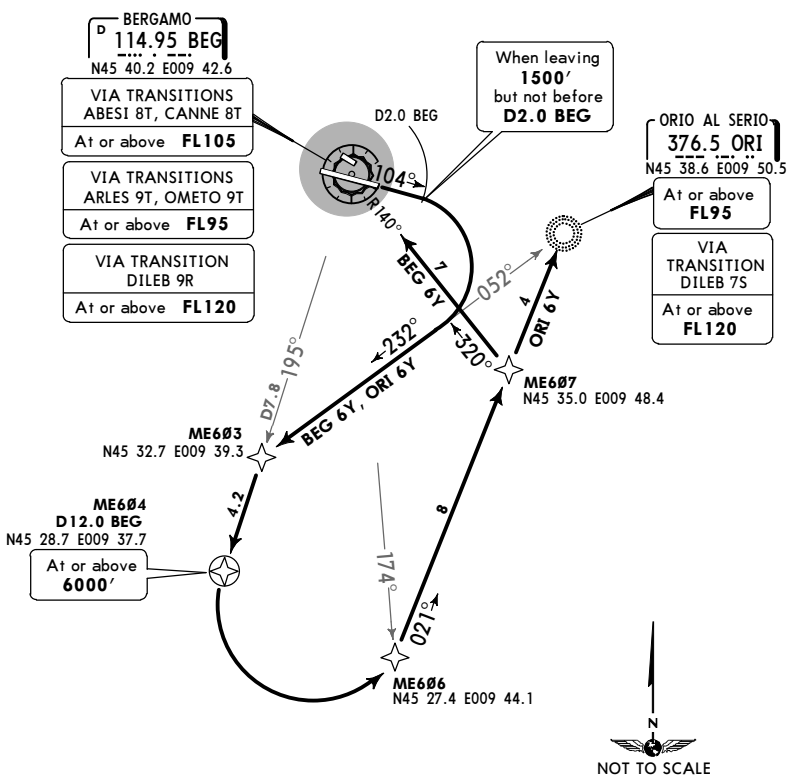
LIME/BGY
ORIO AL SERIO

29 APR 16 **10-3C**

BERGAMO, ITALY
SID

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

BEG 6Y, ORI 6Y
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 D2.0 BEG, turn RIGHT, intercept 232° bearing from ORI to ME603 (BEG R-195/D7.8), intercept BEG R-195 to D12 BEG.

SID	RWY	ROUTING
BEG 6Y	10	At D12.0 BEG turn LEFT, intercept 021° bearing towards ORI, intercept BEG R-140 inbound to BEG.
ORI 6Y		At D12.0 BEG turn LEFT, intercept 021° bearing to ORI.

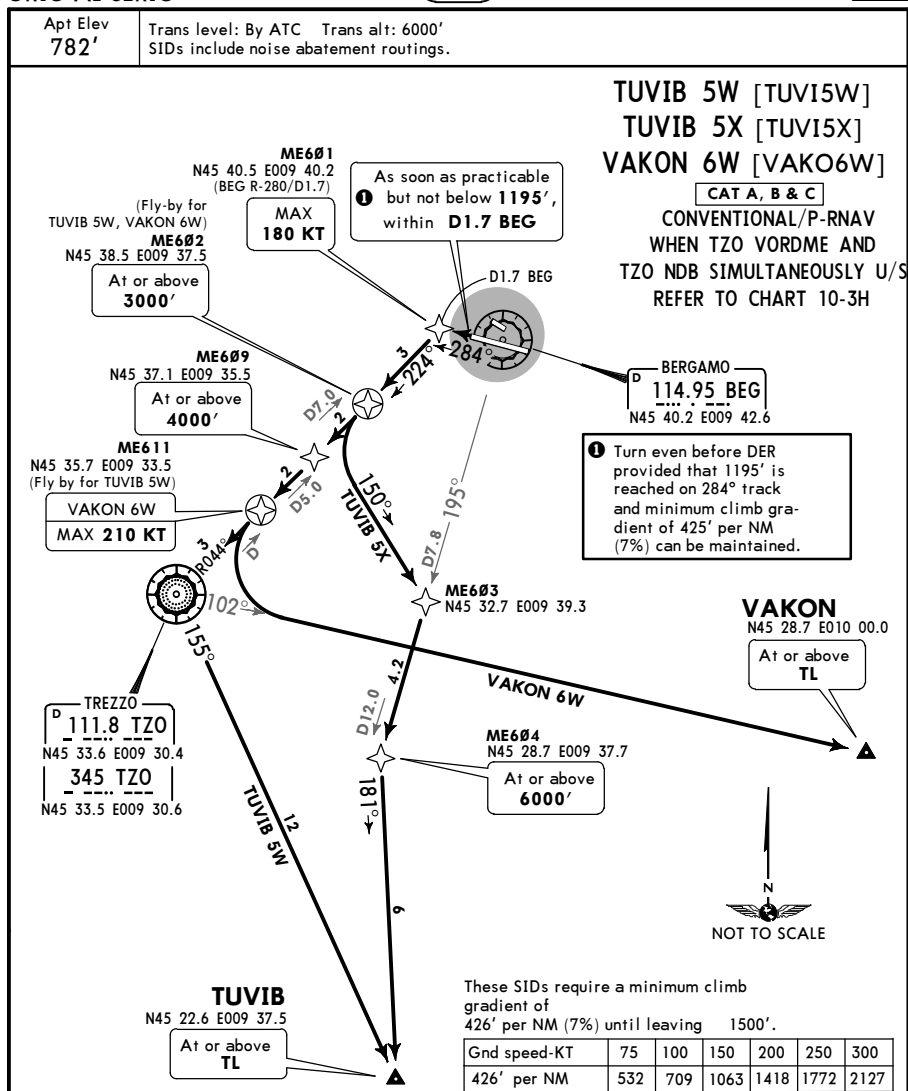
ALTERNATE INITIAL CLIMB (when BEG unserviceable)

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

LIME/BGY
ORIO AL SERIO

JEPPesen
29 APR 16 (10-3D)

BERGAMO, ITALY
SID



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 D1.7 BEG turn LEFT, intercept TZO R-044 inbound to ME602 (TZO R-044/D7.0).

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

SID	RWY	ROUTING
TUVIB 5W	28	At ME602 (TZO R-044/D7.0) 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/D7.0) turn LEFT, 150° track, intercept BEG R-195 to ME604 (BEG R-195/D12.0), 181° track to TUVIB. RNAV: ME602 (3000'+) - ME603 - ME604 (6000'+) - TUVIB (TL+).
VAKON 6W By ATC		At ME602 (TZO R-044/D7.0) continue on TZO R-044 inbound to ME611 (TZO R-044/D3.0), turn LEFT, intercept TZO R-102 to VAKON. RNAV: ME602 (3000'+) - ME609 (4000'+) - ME611 (K210-) - 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

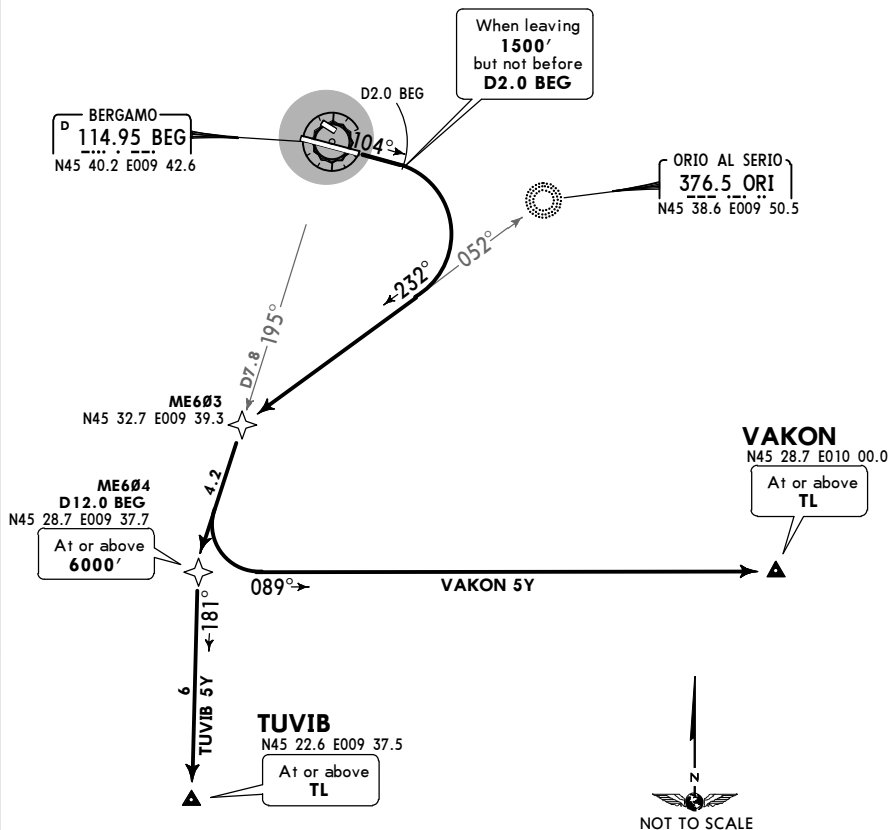
JEPPesen
29 APR 16 (10-3E)

BERGAMO, ITALY
SID

Apt Elev
782'

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

TUVIB 5Y [TUVI5Y]
VAKON 5Y [VAKO5Y]
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	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 D2.0 BEG, turn RIGHT, intercept 232° bearing from ORI to ME603 (BEG R-195/D7.8), intercept BEG R-195 to D12.0 BEG.

SID	RWY	ROUTING
TUVIB 5Y	10	At D12.0 BEG turn LEFT, 181° track to TUVIB.
VAKON 5Y By ATC		At D12.0 BEG turn LEFT to VAKON.

ALTERNATE INITIAL CLIMB (when BEG unserviceable)

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

LIME/BGY
ORIO AL SERIO

JEPPesen
29 APR 16 10-3F

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

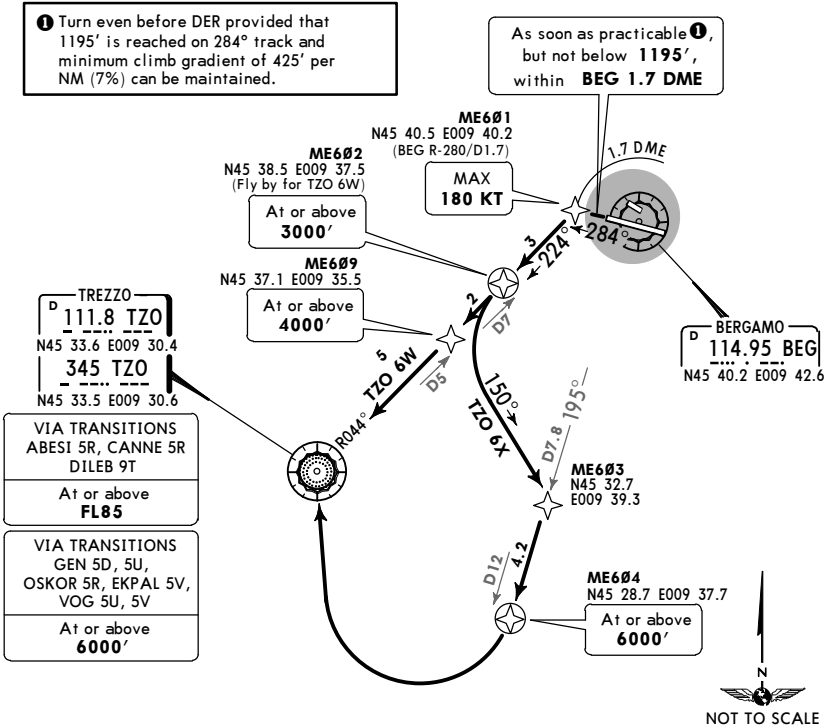
CAT A, B & C

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

JEPPesen
29 APR 16 (10-3G)

BERGAMO, ITALY
SID

Apt Elev
782'

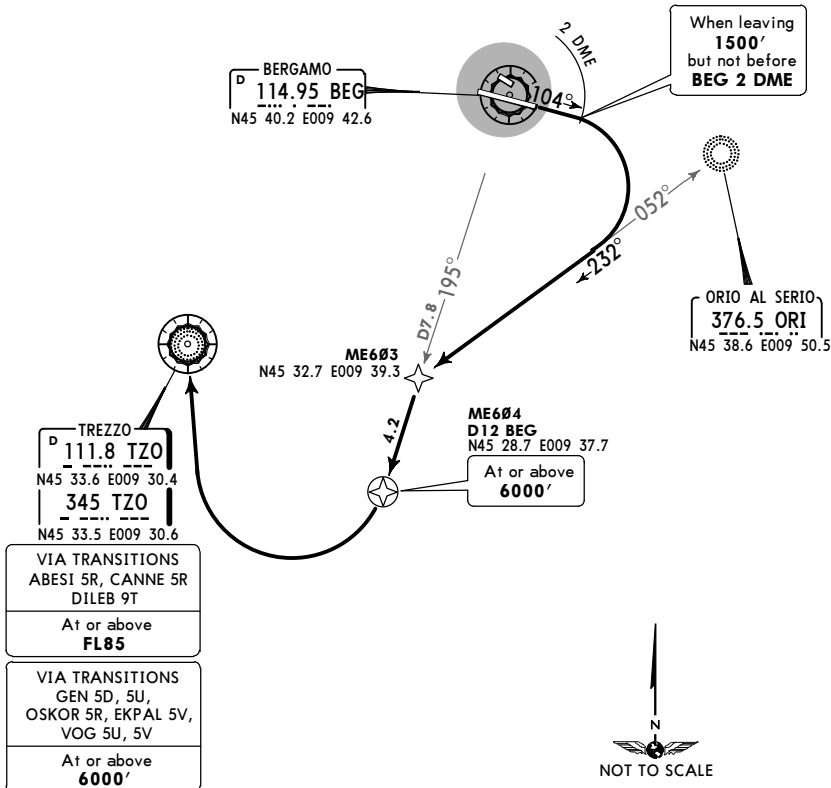
Trans level: By ATC Trans alt: 6000'
SIDs include noise abatement routings.

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

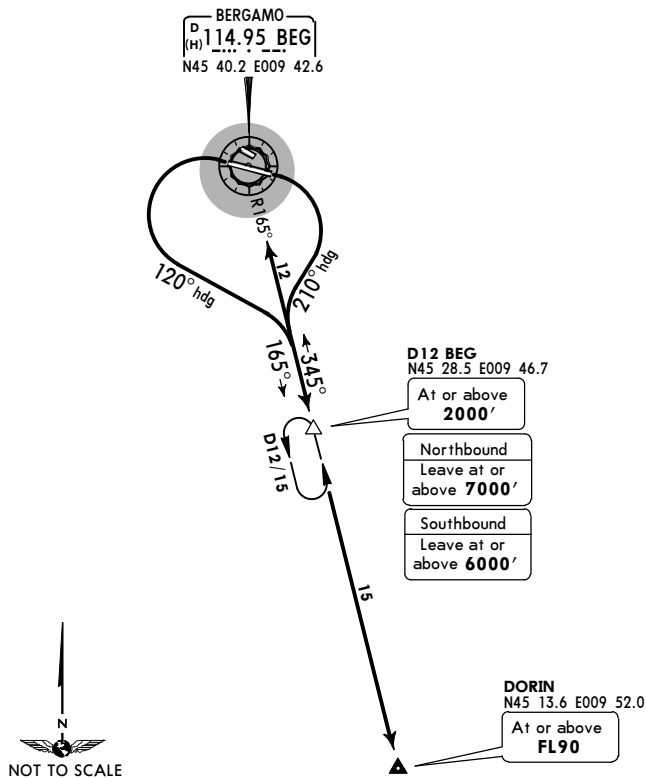
JEPPesen
12 JUN 15 (10-3H) Eff 25 Jun

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



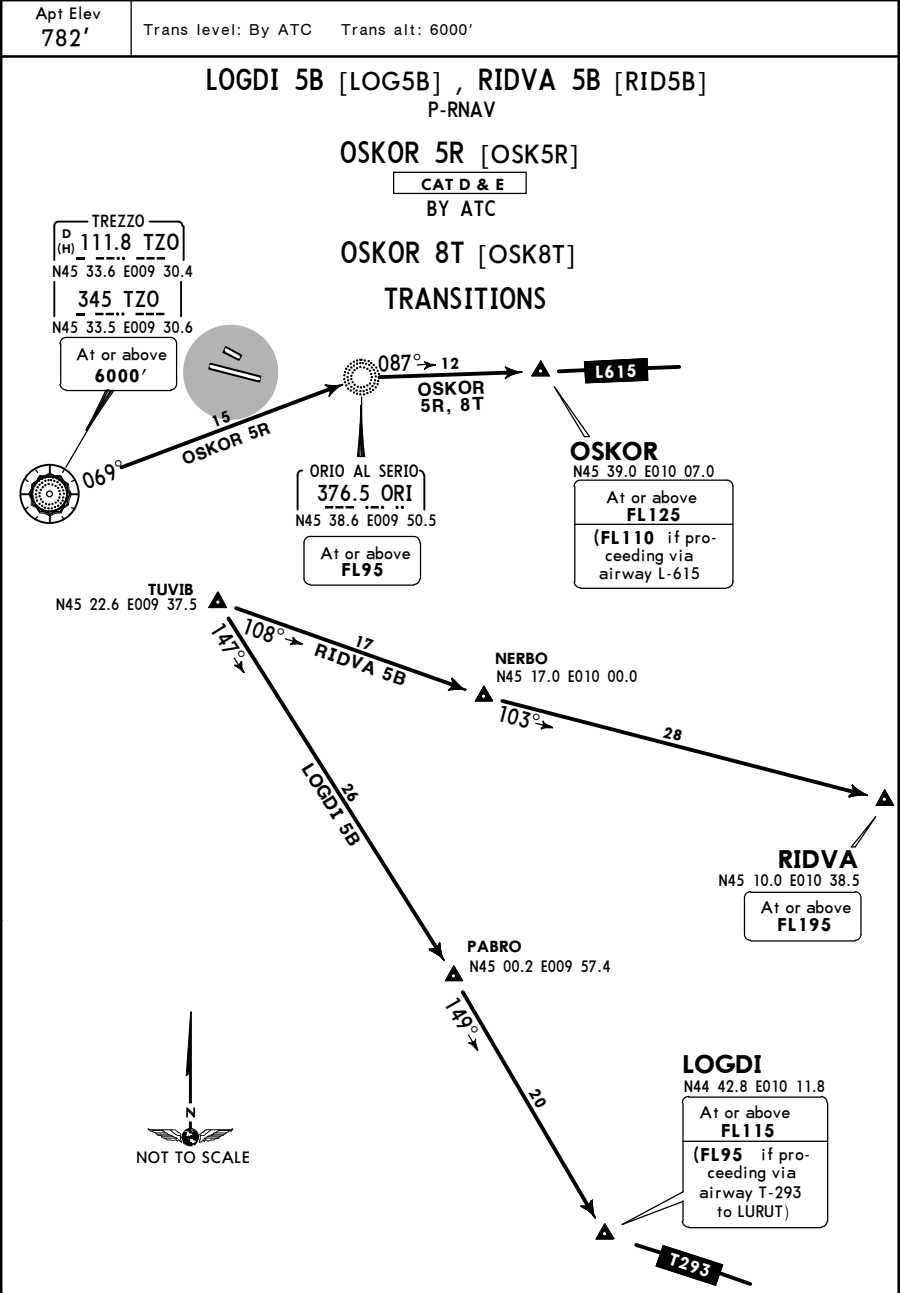
Execute turns after take-off with MAX TAS 250 KT, bank angle 25° or rate of turn 2°/sec, whichever requires lesser bank.

RWY	INITIAL CLIMB
10	Turn RIGHT, 210° heading, intercept BEG R-165 to D12 BEG, join holding pattern.
28	Turn RIGHT, 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

JEPPesen
12 JUN 15 (10-3J) Eff 25 Jun

BERGAMO, ITALY
TRANSITION



TRANSITION	ROUTING
LOGDI 5B	TUVIB - PABRO - LOGDI (FL115+/FL95+ ③).
RIDVA 5B By ATC	TUVIB - NERBO - RIDVA (FL195+).
OSKOR 5R By ATC ①	At TZO proceed to ORI, then to OSKOR.
OSKOR 8T ②	At ORI proceed to OSKOR.

- ① Not available when TZO VORDME and TZO NDB simultaneously unserviceable.
② Not available for CAT D & E.
③ If proceeding via airway T293 to LURUT.

LIME/BGY
ORIO AL SERIO

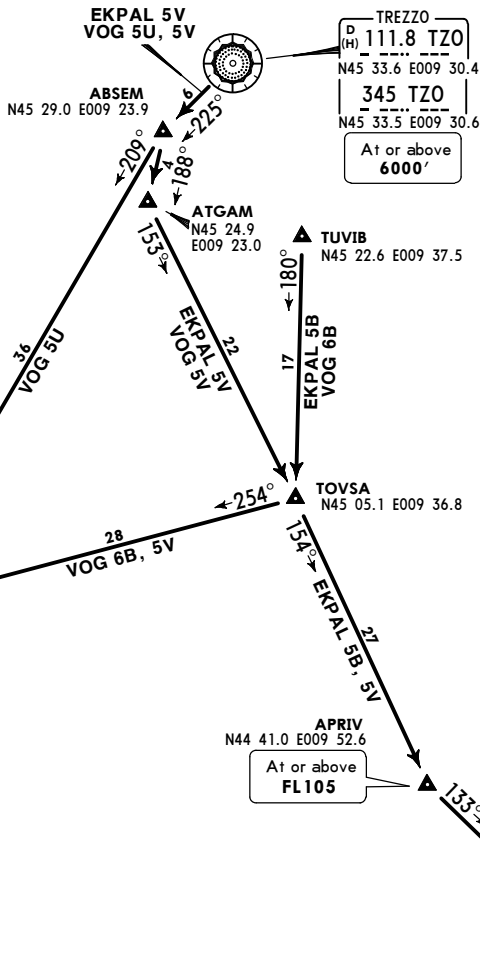
12 JUN 15 **10-3K** Eff 25 Jun

BERGAMO, ITALY
TRANSITION

Apt Elev
782'

Trans level: By ATC Trans alt: 6000'

EKPAL 5B [EKP5B] , EKPAL 5V [EKP5V]
VOG 6B, VOG 5U, VOG 5V
TRANSITIONS
P-RNAV



TRANSITION	ROUTING
EKPAL 5B ①	TUVIB - TOVSA - APRIV (FL105+) - EKPAL (FL195+).
EKPAL 5V ②	TZO - ABSEM - ATGAM - TOVSA - APRIV (FL105+) - EKPAL (FL195+).
VOG 6B	TUVIB - TOVSA - VOG (FL100+).
VOG 5U ②	TZO - ABSEM - VOG (FL100+).
VOG 5V ② By ATC	TZO - ABSEM - ATGAM - TOVSA - VOG (FL100+).

① Departure Rwy 10.

② Not available when TZO VORDME and TZO NDB simultaneously unserviceable.

LIME/BGY
ORIO AL SERIO

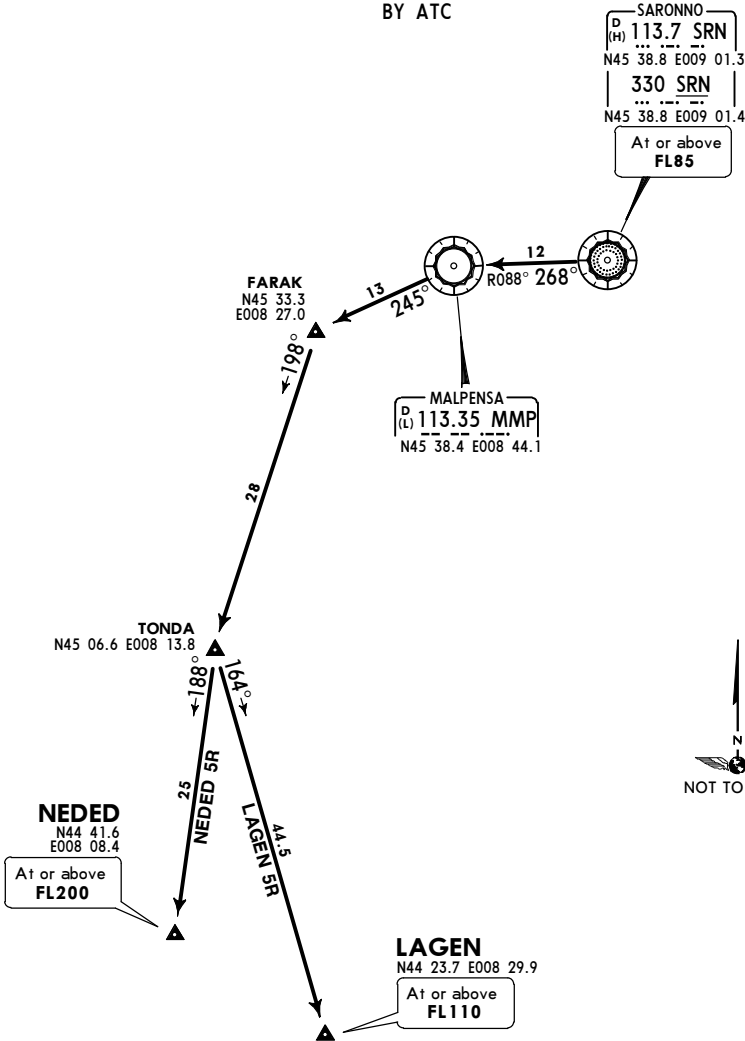
12 JUN 15 (10-3M) Eff 25 Jun

BERGAMO, ITALY
TRANSITION

Apt Elev
782'

Trans level: By ATC Trans alt: 6000'

LAGEN 5R [LAG5R], NEDED 5R [NED5R]
TRANSITIONS
P-RNAV
BY ATC



TRANSITION	ROUTING
LAGEN 5R	SRN - MMP - FARAK - TONDA - LAGEN (FL110+).
NEDED 5R	SRN - MMP - FARAK - TONDA - NEDED (FL200+).

LIME/BGY
ORIO AL SERIO

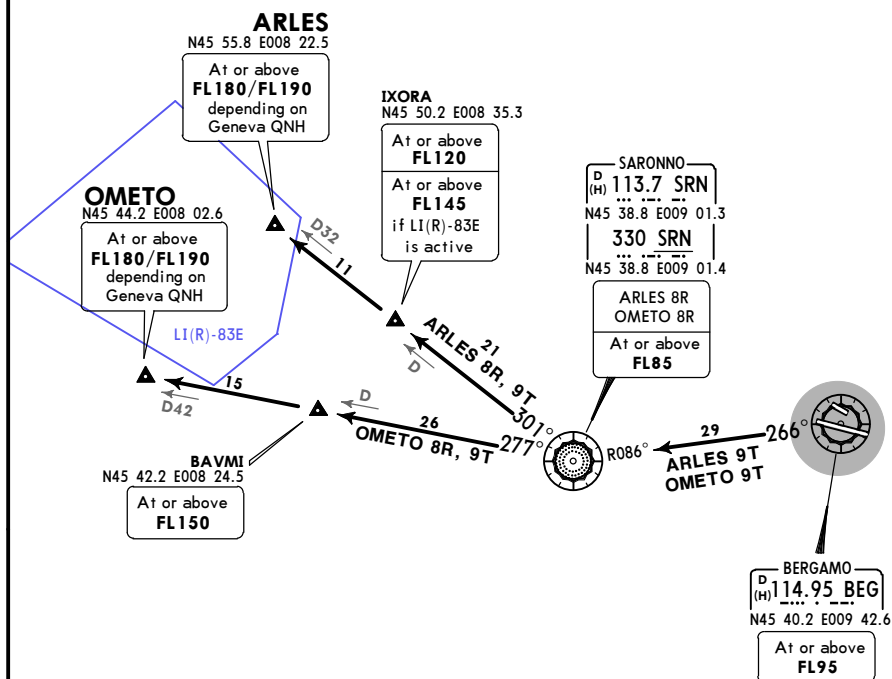
JEPPESSEN
12 JUN 15 10-3N Eff 25 Jun

BERGAMO, ITALY
TRANSITION

Apt Elev
782'

Trans level: By ATC Trans alt: 6000'

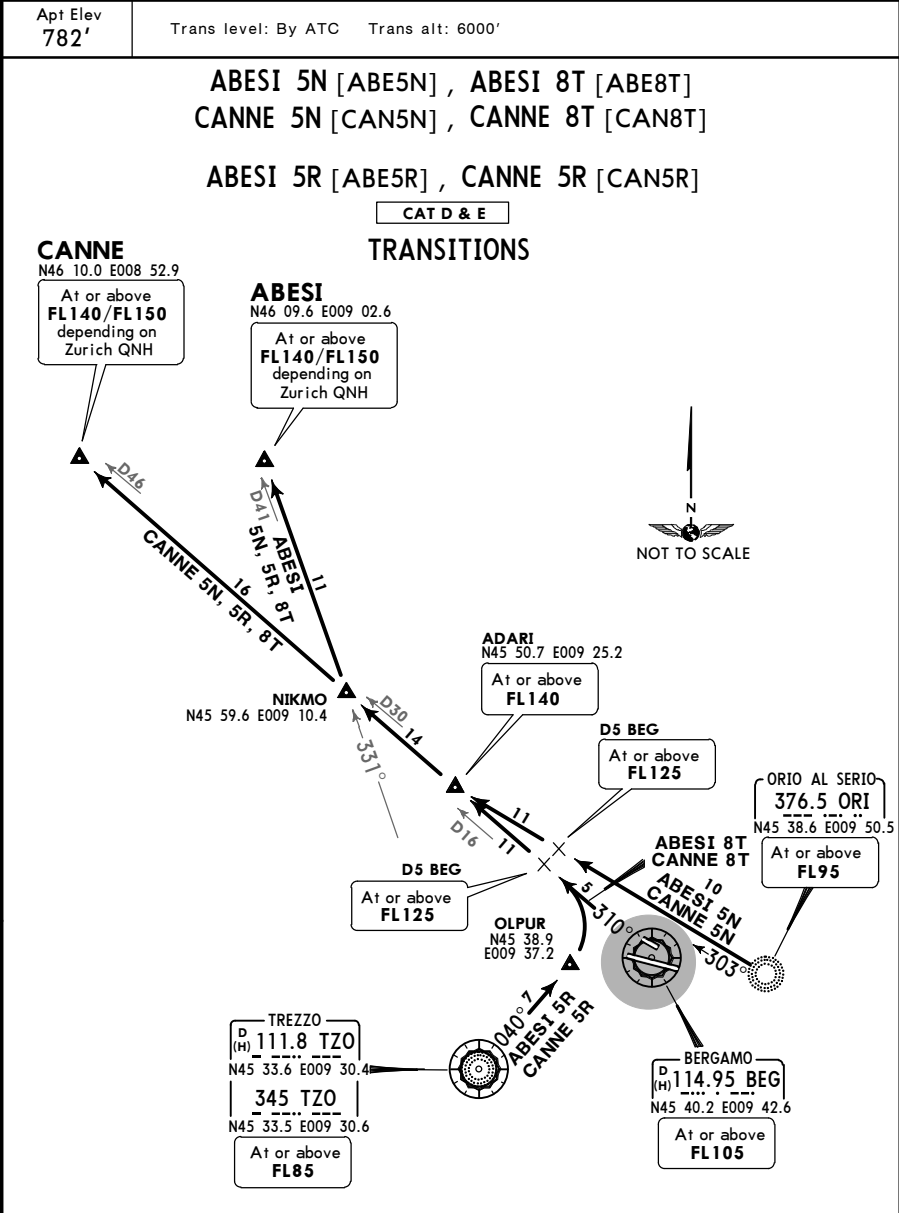
ARLES 8R [ARL8R], ARLES 9T [ARL9T]
OMETO 8R [OME8R], OMETO 9T [OME9T]
TRANSITIONS



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.
OMETO 8R	At SRN proceed to BAVMI, then to OMETO.
OMETO 9T	At BEG proceed to SRN, then to BAVMI, then to OMETO.

CHANGES: None.

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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'

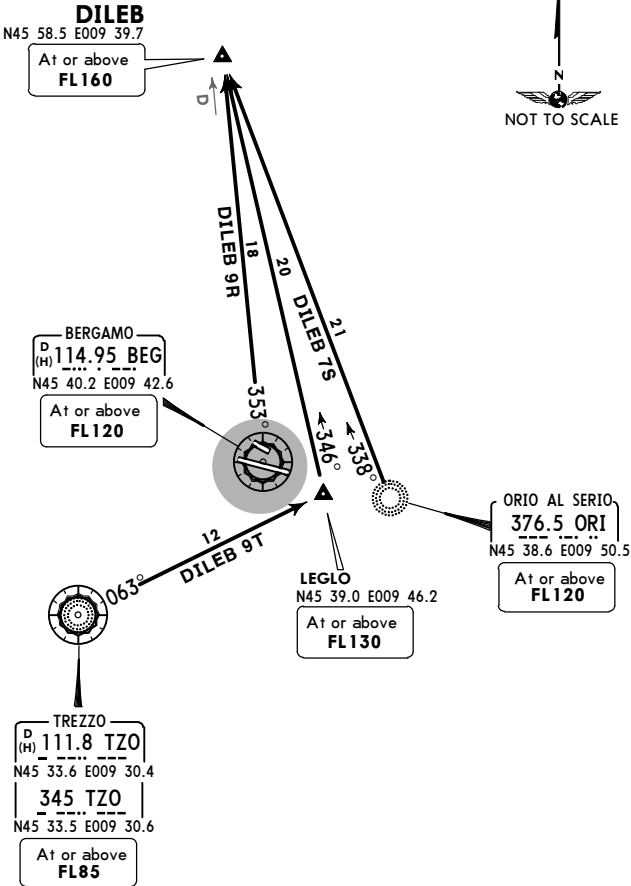
DILEB 9R [DIL9R]

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 LEGGIO, then to DILEB.
① Not available for CAT D & E. ② Not available when TZO VORDME and TZO NDB simultaneously unserviceable.	

LIME/BGY

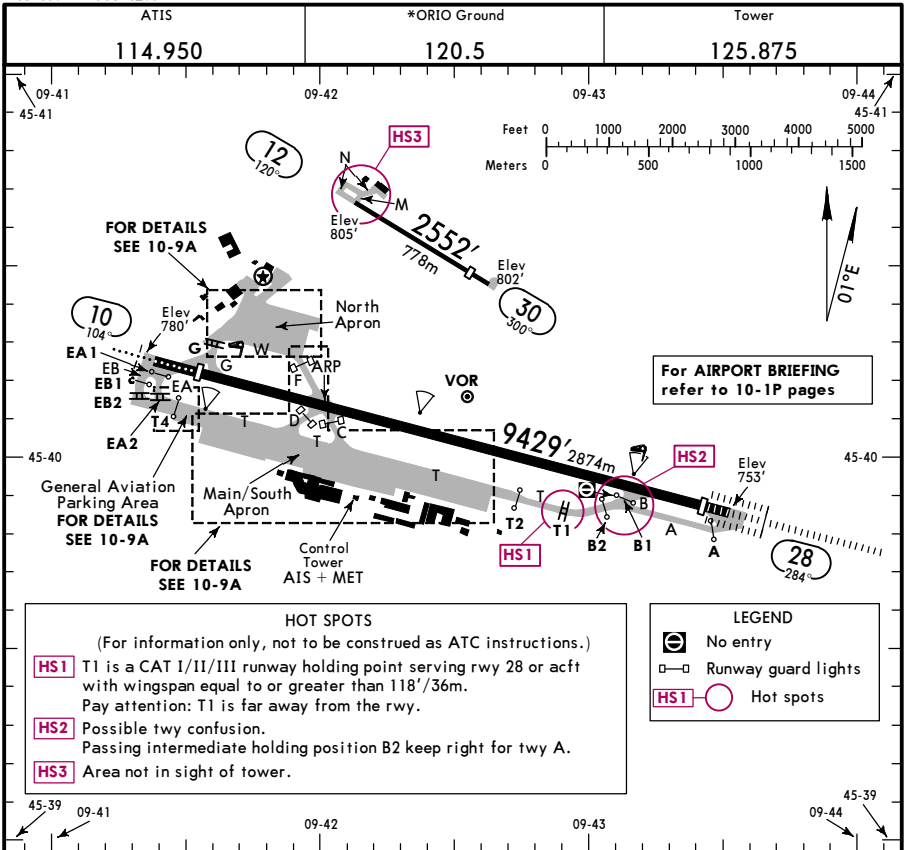
Apt Elev **782'**
N45 40.1 E009 42.0

JEPPesen

13 MAY 16 **(10-9)** **Eff 26 May**

BERGAMO, ITALY

ORIO AL SERIO



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
10	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				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

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

General Aviation Parking Area

LEGEND

- Q1** Start-up point
- E** No entry
- 107** Push-back stand
- 202** Self-manoeuvring stand
- 1** STOP 1
- 2** STOP 2

NOT TO SCALE

Map Labels:

- LOT 107** (Start-up point Q1)
- LOT 108**
- LOT 109**
- Taxi Lane K**
- LOT 110**
- LOT 111**
- LOT 112**
- LOT 113**
- LOT 114**
- LOT 115**
- LOT 116**
- LOT 201**
- LOT 202**
- LOT 203**
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- LOT 311**
- Taxi Lane J**
- Taxi Lane I**
- LOT 401**
- LOT 402**
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- LOT 500**

Other Labels:

- MAIN/SOUTH APRON**
- RWY 10/28**
- TERMINAL**
- CARGO TERMINAL**
- Control Tower AIS + MET**
- ICE 1**
- ICE 2**
- ICE 3**
- ICE 4**
- ICE 5**
- ICE 6**
- ICE 7**
- ICE 8**
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- ICE 100**

LIME/BGY

JEPPESEN

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 ①	1260' (506')	1000m / 1000m
VOR	1400' (646')	1000m / 1000m

① MM out: NOT AUTHORIZED.

CIRCLE-TO-LAND ②	MDA(H)	VIS
To RWY 10	1600' (821')	1000m
To RWY 28	1490' (708')	1000m

② Not authorized North of rwy.

TAKE-OFF RWY 10, 28				
LVP must be in Force ③				
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 ④	800m

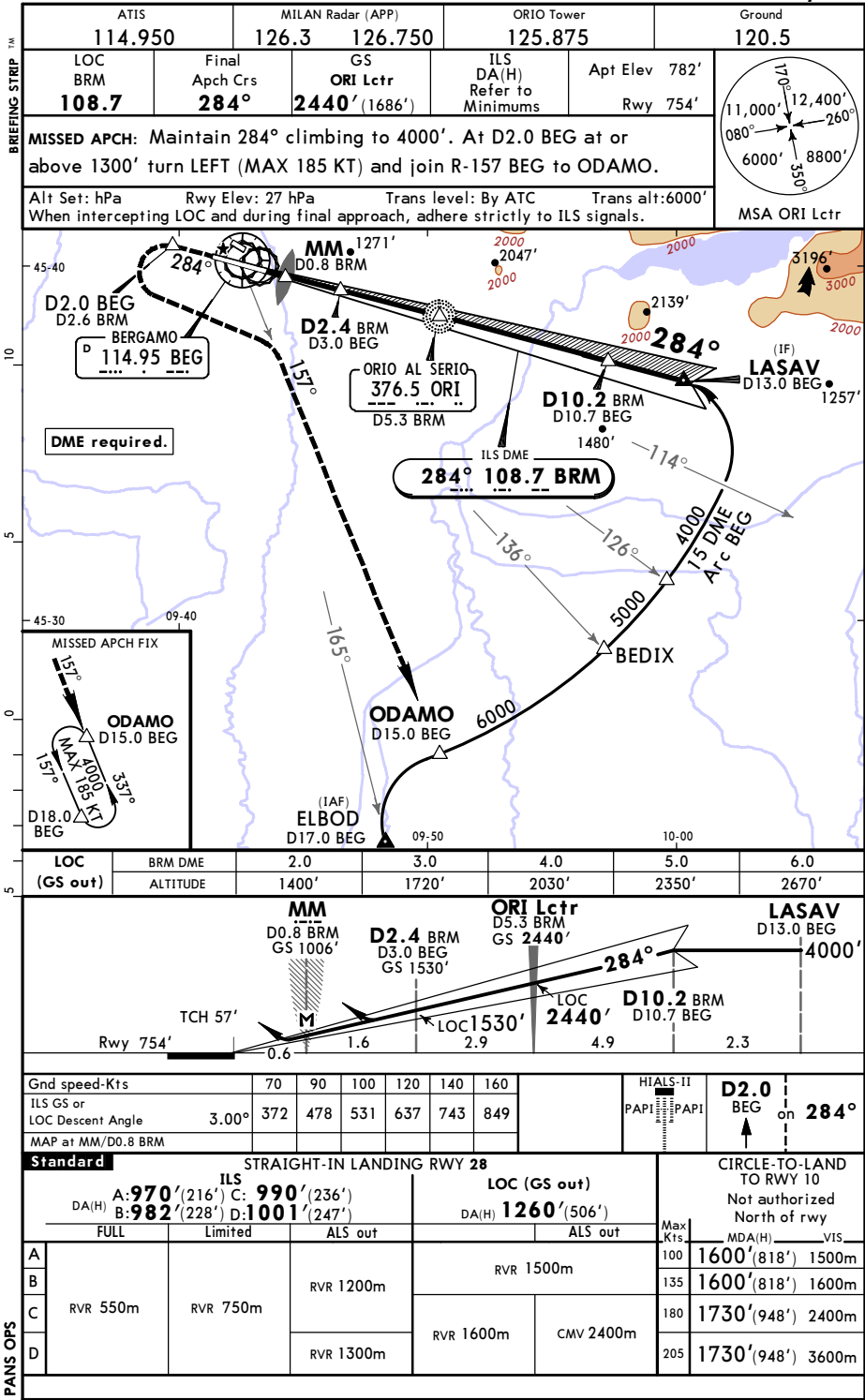
③ Without LVP 400m are stipulated.

④ Or rejected take-off distance whichever is the greater.

LIME/BGY
ORIO AL SERIO

JEPPesen
5 JUN 15 11-1

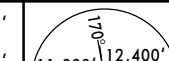
BERGAMO, ITALY
ILS Z Rwy 28

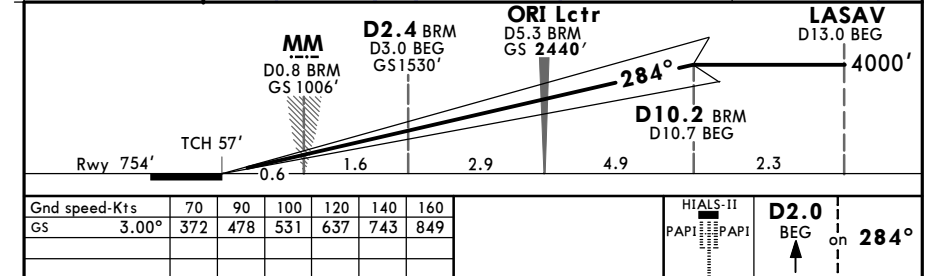
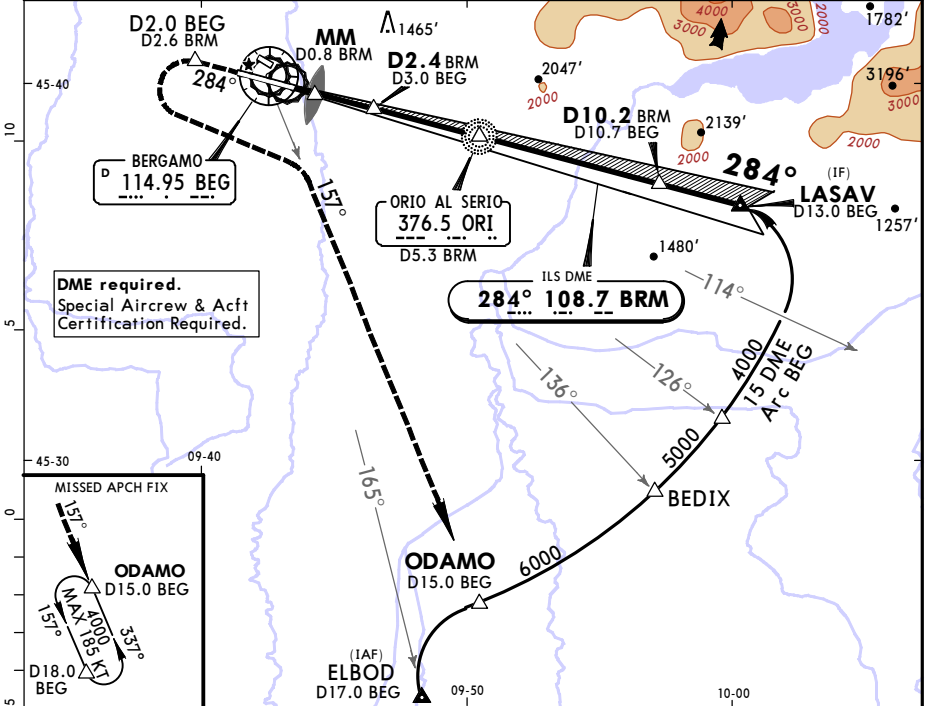


LIME/BGY
ORIO AL SERIO

JEPPesen
5 JUN 15 (11-1A)

BERGAMO, ITALY
CAT II/III ILS Z Rwy 28

BRIEFING STRIP TM	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'	
	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.							



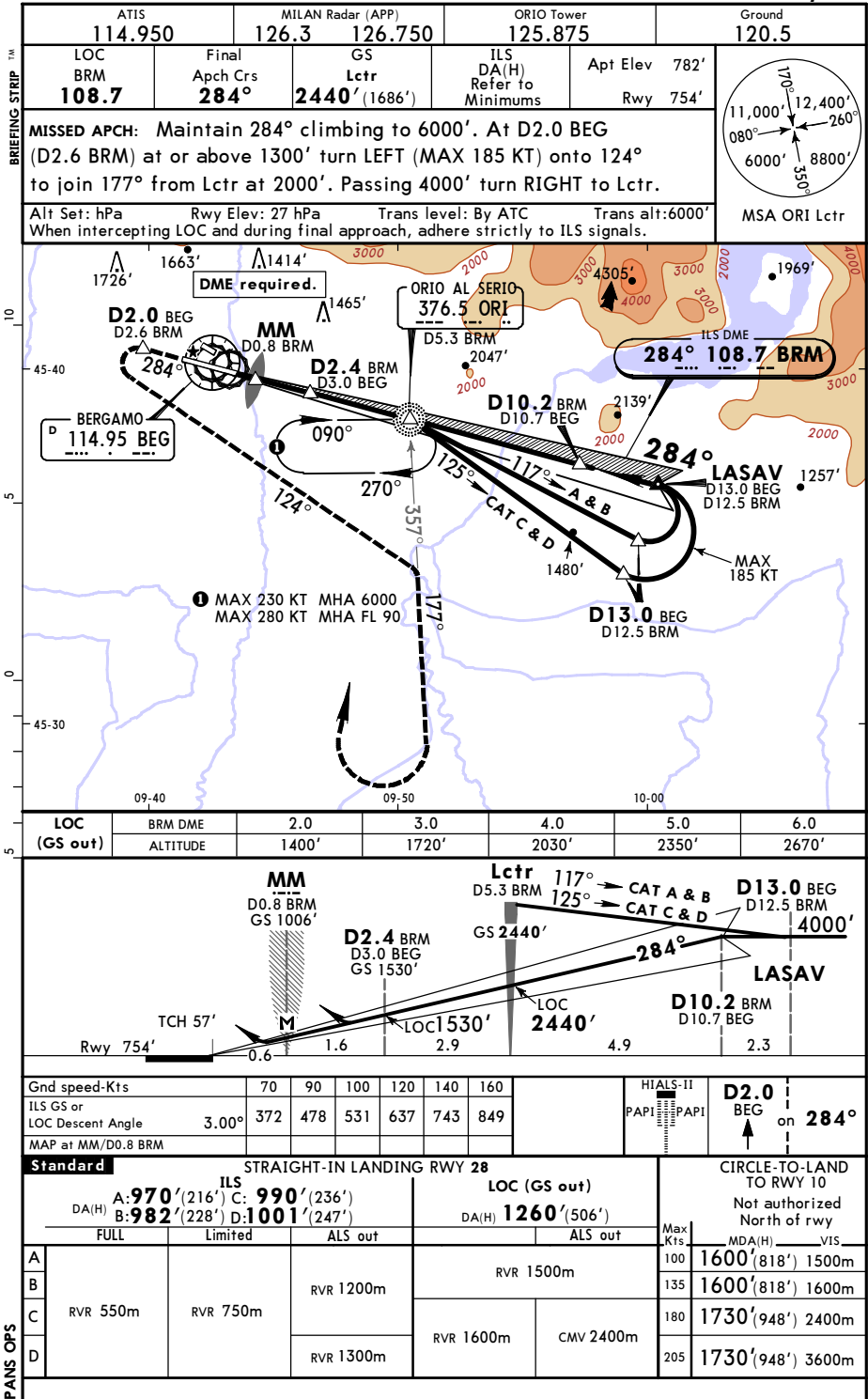
Standard		STRAIGHT-IN LANDING RWY 28	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABC RA 102' DA(H) 854' (100')	D RA 138' DA(H) 873' (119')
RVR 200m		RVR 300m	

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

LIME/BGY
ORIO AL SERIO

JEPPesen
5 JUN 15 11-2

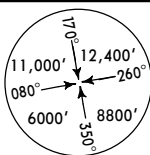
BERGAMO, ITALY
ILS Y Rwy 28

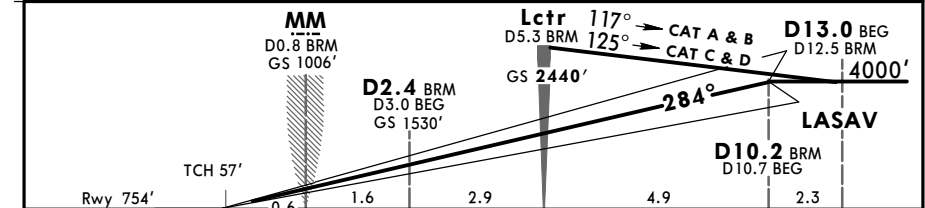
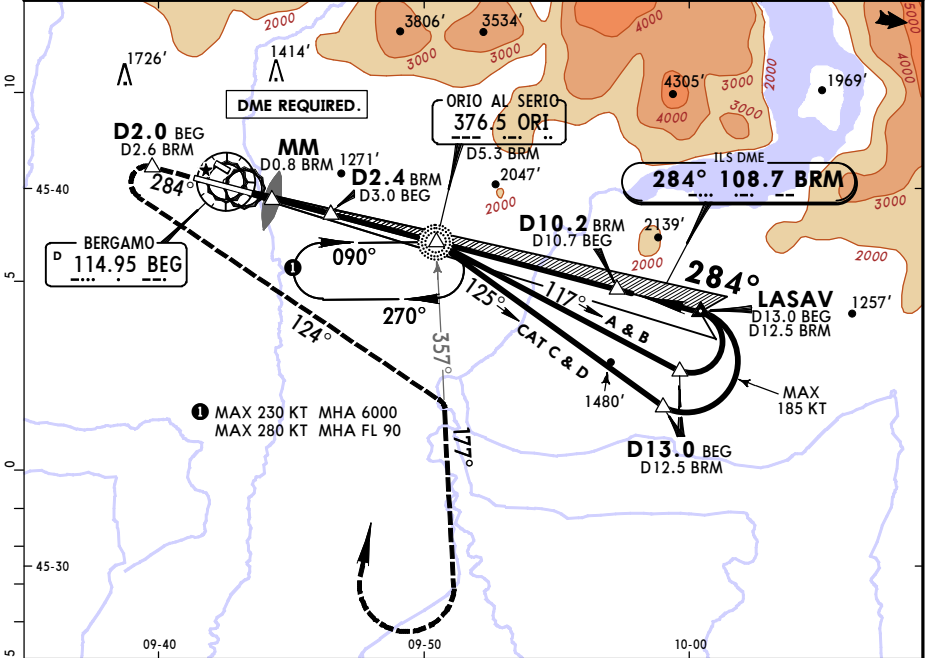


LIME/BGY
ORIO AL SERIO

JEPPESSEN
5 JUN 15 11-2A

BERGAMO, ITALY
CAT II/III ILS Y Rwy 28

BRIEFING STRIP™	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 Lctr 2440' (1686')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 782' 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			
	1. Special Aircrew & Acft Certification Required. 2. When intercepting LOC and during final approach, adhere strictly to ILS signals.						MSA ORI Lctr	

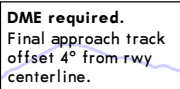


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI		D2.0 BEG on 284°
GS	3.00°	372	478	531	637	743	849		

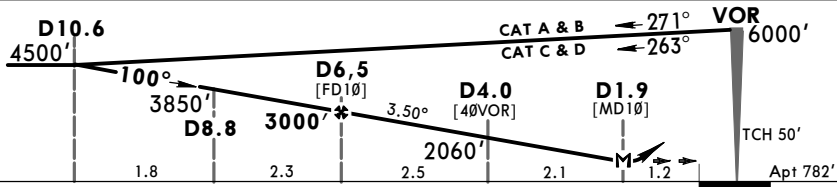
Standard		STRAIGHT-IN LANDING RWY 28	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABC RA 102' DA(H) 854'(100')	D RA 138' DA(H) 873'(119')
RVR 200m		RVR 300m	

Standard				STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND TO RWY 10			
DA(H) A: 970' (216') C: 990' (236') B: 982' (228') D: 1001' (247')				LOC (GS out) DA(H) 1260' (506')				Not authorized North of rwy			
FULL		Limited		ALS out		ALS out		Max Kts	MDA(H) _____ VIS _____		
A	RVR 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	

Alt Set: hPa	Apt Elev: 28 hPa	Trans level: By ATC	Trans alt: 6000'
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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
Descent Angle 3.50°	434	557	619	743	867	991
MAP at D1 9						

HIALS
PAPI : PAR

Refer to
Missed Apch
above

MAP at D1.9 Standard

STRAIGHT-IN LANDING RWY 10

CIRCLE-TO-LAND
TO RWY 28
Not authorized North of rwy

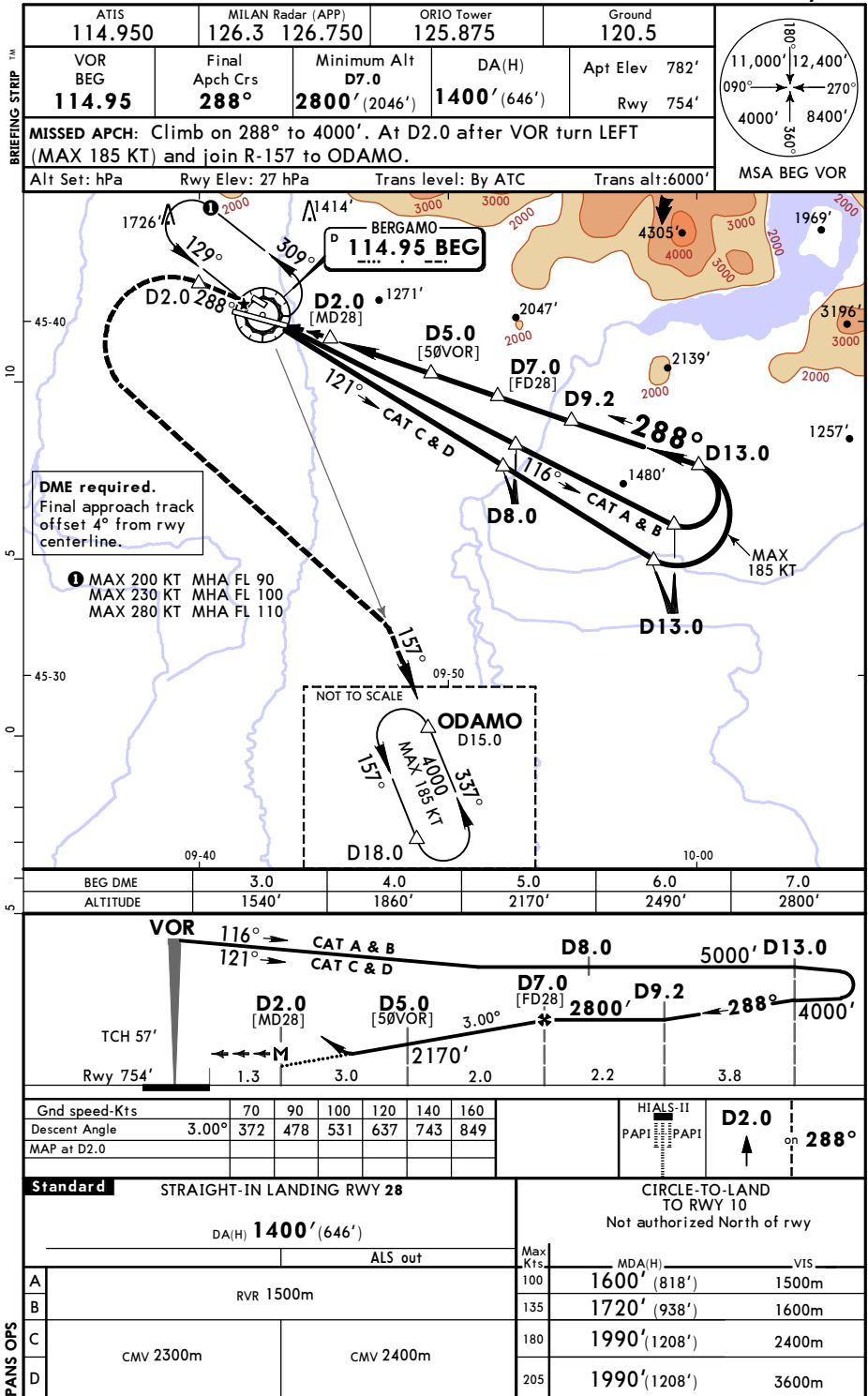
DA(H) 1200' (470')		ALS out	Max Kfs.	MDA(H)	VIS
A	RVR 1500m		100	1490' (708')	1500m
B			135	1590' (808')	1600m
C	RVR 1800m	CMV 2300m	180	1750' (968')	2400m
D			205	1750' (968')	3600m

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LIME/BGY
ORIO AL SERIO

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

BERGAMO, ITALY
VOR Z Rwy 28

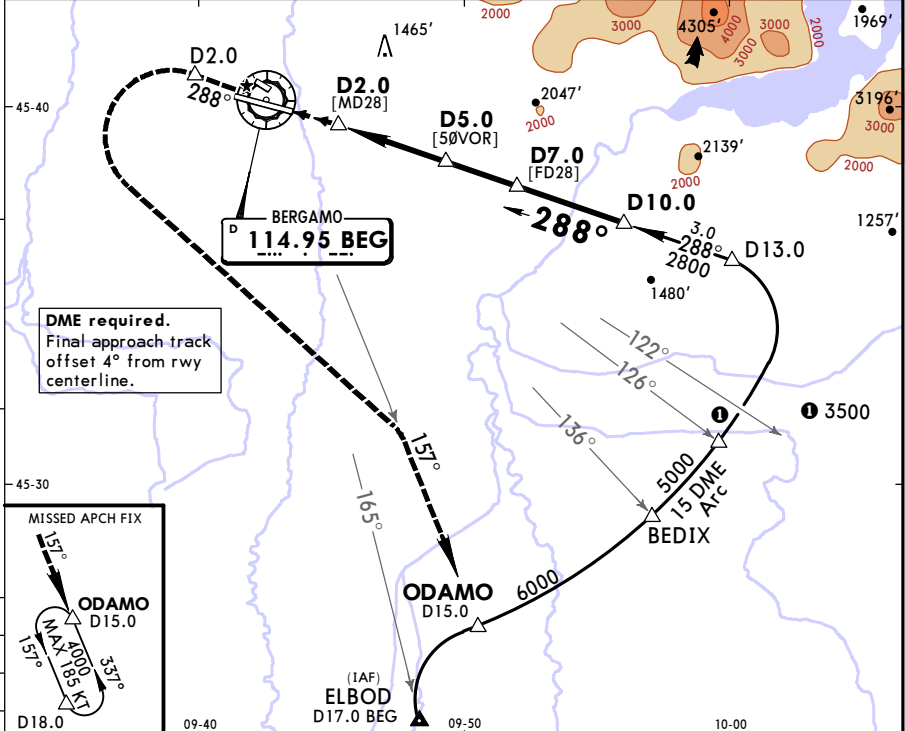
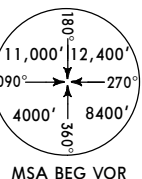


LIME/BGY
ORIO AL SERIO

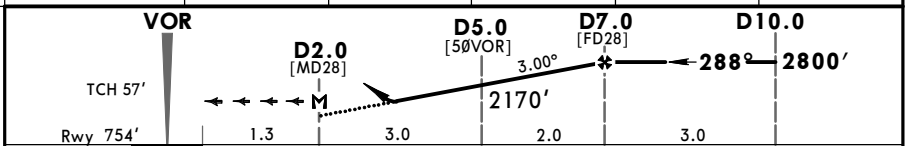
JEPESEN
4 SEP 15 (13-3) Eff 17 Sep

BERGAMO, ITALY
VOR Y Rwy 28

ATIS 114.950	MILAN Radar (APP) 126.3 126.750	ORIO Tower 125.875	Ground 120.5
VOR BEG 114.95	Final ApcH Crs 288°	Minimum Alt D7.0 2800' (2046')	DA(H) 1400' (646')
			Apt Elev 782' 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'



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	849
MAP at D2.0						

Standard STRAIGHT-IN LANDING RWY 28			CIRCLE-TO-LAND TO RWY 10		
DA(H) 1400' (646')			Not authorized North of rwy		
ALS out			Max Kts	MDA(H)	VIS
RVR 1500m			100	1600' (818')	1500m
			135	1720' (938')	1600m
			180	1990' (1208')	2400m
			205	1990' (1208')	3600m



Chart changes since cycle 12-2016

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

BERGAMO, (ORIO AL SERIO - LIME)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIME