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Airport Information For LIME

Terminal Charts For LIME

Revision Letter For Cycle 23-2019

Change Notices

Notebook

General Information

Location: BERGAMO ITA
ICAO/IATA: LIME / BGY
Lat/Long: N45° 40.1', E009° 42.0'
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
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0626 Z
Sunset: 1548 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 Tower: 134.105

Orio Ground: 120.505

Orio Ground: 134.105

Milan Radar Radar: 126.750 RCO

Milan Radar Radar: 126.300 RCO

LIME/BGY
ORIO AL SERIO

JEPPESEN

4 OCT 19

10-1P

Eff 10 Oct

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.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP will be in force when RVR is equal to or less than 550m and/or ceiling is below 200' and/or the rapid deterioration of weather conditions recommends so. Pilots will be informed when LVP are in force via ATIS or RTF.

1.3.1. GROUND MOVEMENT

Whenever conditions are such that all or part of the maneuvering area cannot be visually monitored from the Tower only one ACFT movement at a time allowed.

Pilots shall report reaching RHP/IHP, unless otherwise instructed.

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/South 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, and reaching stand.

Departing ACFT

ACFT shall enter RWY 28:

- Via TWY G coming from North apron;
- Via TWY A coming from Main/South apron or from TWY T.

With RVR below 400m take-off run must be started from intersection take-off A with reduced TORA of 8993'/2741m.

LIME/BGY
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 4 OCT 19

10-1P1

Eff 10 Oct

BERGAMO, ITALY
AIRPORT BRIEFING

1. GENERAL

1.4. TAXI PROCEDURES

Holding position T1 must be used by ICAO code D and E ACFT and by all other ACFT during LVP operations. Taxi with caution within Main/South and North Apron due to lower floodlighting values.

Holding positions EA2 and EB2 must always be used by all ACFT during LVP operations and RWY 10 instrument approaches and landings.

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 position 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 T available as follows:

Before requesting taxi clearance, crew will make sure that area is clear from people and equipment.

1.5. PARKING INFORMATION

Entry into stand ICE2 for ICAO code D and E ACFT available using broken yellow line lead-in located on TWY T between lead-ins of stands 102 and 103. Use of this lead-in is possible with mandatory Follow-me car assistance and only when ACFT stands from 102 to 106 are free.

Advanced Visual Docking Guidance System (A-VDGS) available at stands 204, 206, 207 (STOP1 and STOP2) and 209 (STOP1 and STOP2). In case of a A-VDGS malfunction, ACFT shall stop immediately. Caution is advised.

Entry into stand ICE2 from apron TWY K available only for ICAO code C ACFT leaving stands 102, 104, 105, 107, 108, 110, 111, 113 or 114.

Push-back required on stands 103, 106, 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.

Self-maneuvering exit from stand ICE2 for ICAO code D and E ACFT available when stands 102 and 103 are vacant.

Exit from stands 102, 104, 105, 107, 108, 110, 111, 113 and 114 available self-maneuvering using TWY K provided that the interested segment of TWY K is free from other ACFT parked at stands ICE2, 103, 106, 109, 112, 115 and/or 116.

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 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.

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ORIO AL SERIO

4 OCT 19

JEPPESEN

10-1P2

Eff 10 Oct

BERGAMO, ITALY
AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Pilots of arriving ACFT, if not otherwise instructed by ATC, shall reduce speed according to speed limit points on STARs.

However pilots shall reduce speed to:

- 210 KT, starting the turn to intercept the LOC or the appropriate VOR radial or the NDB reading (in case of VOR or NDB final approaches) or at a distance of 12NM from RWY THR in case of straight in approach;
- 180 KT completing the intercepting turn or at a distance of 8NM from the RWY THR in case of straight-in approach;
- 160 KT at a distance of 4NM from RWY THR.

Furthermore Milano ACC may request pilots:

- to adjust speed in a specific manner during the intermediate approach;
- speed adjustment of not more than ± 20 KT until a minimum distance of 4NM from the RWY 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 with direction to Main/South apron at DAY with MIM VIS 1500m.

Exit via TWY C:

- Allowed to ACFT coming from THR 10 and TWY F.
- Allowed to ICAO code 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 code D and E ACFT subject to absence of ICAO code D and E ACFT on TWY EB.

Exit via TWY EB:

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

Exit via TWY F:

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

LIME/BGY
ORIO AL SERIO

4 OCT 19

JEPPESEN

10-1P3

Eff 10 Oct

BERGAMO, ITALY
AIRPORT BRIEFING

2. ARRIVAL

2.5. OTHER INFORMATION

2.5.1. PROVISIONS FOR GENERAL AVIATION ACFT

Pilots landed on RWY 10/28 shall contact "Orio Charlie" (aerodrome operator "S.A.C.B.O. S.P.A.") on FREQ 131.705 after reaching the assigned parking area to communicate the handler chosen for ground assistance from the following list:

BGY International Services S.r.l.

Service HR: H24

Tel: +39 329 7030424
+39 335 7594214
+39 335 7594221

Fax: +39 035 5574348

E-mail: privateaviation@bgyis.it
rit.ops@bgyis.it
perativo3@bgyis.it

Web: www.bgyinternationalservices.com

G.A.S.BE. 2000 S.n.c.

Service HR: 0700-1900 (0600-1800)

O/R: 1900-0700 (1800-0600)

Tel: +39 035 4595973
+39 334 6152018

Fax: +39 035 4596091

E-mail: generalaviationlime@gmail.com

2.5.2. COMMUNICATION FAILURE ON MANEUVERING 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.

2.5.3. COMMUNICATION FAILURE

Try to establish contact on alternate frequencies:

APP: 126.3 126.750

Emergency: 121.5

TWR: 125.875

If still unable to establish contact:

- Squawk A7600.
- Approach clearance already received: Continue approach accordingly.
- Approach clearance not received:

RNAV-equipped ACFT:

Maintain assigned level and proceed along assigned STAR, or expected STAR if not assigned, until TIXUM (ELBOD/BEG), then descend to minimum holding altitude and start approach;

Non-RNAV-equipped ACFT:

Maintain assigned level and proceed according to current flight plan to ELBOD/BEG, then start descent and approach for landing.

Remark: If EAT has been issued, approach shall start at EAT.

LIME/BGY
ORIO AL SERIO

JEPPesen

4 OCT 19

10-1P4

Eff 10 Oct

BERGAMO, ITALY
AIRPORT BRIEFING

3. DEPARTURE

3.1. SPEED RESTRICTIONS

When under RADAR control and after completing noise abatement procedures pilots shall maintain not exceeding 230 KT until crossing 6000', and 250 KT above 6000' until crossing FL 100.

The above speed limit may be removed by ATC with the phrase: 'No ATC restriction on speed'.

Pilots unable to comply with such limitation shall inform ATC when requesting start-up clearance.

Similarly, whenever such a case should arise during flight, pilots shall immediately advise ATC maintaining the minimum operational speed acceptable.

3.2. DE-ICING**3.2.1. ANTI-ICING, DE-ICING AND DE-SNOWING OPERATIONS INTO ICE1 OR ICE2 DE-ICING AREAS**

Anti-icing, de-icing and de-snowing may take place at the following areas:

- ICE1: Available up to Boeing 757-200 with winglets.
- ICE2: Available up to Boeing 747-400.

Responsibilities: All anti-icing, de-icing and de-snowing operations are under ACFT operator/pilot-in-command responsibilities.

3.2.2. PROCEDURES

1. ACFT operator/pilot-in-command of ACFT shall submit the request to the de-icing provider through the ramp agent attending the flight.
2. Before taxi clearance, pilot shall report to the TWR to have already agreed upon de-icing operations.
3. Entering the de-icing area, Follow-me car and/or marshaller will guide the ACFT to the de-icing position.
4. Pilot-in-command shall report to the TWR 'ready to move' only after ground de-icing procedures have been completed.

3.2.3. ACFT ENGINES STATUS DURING DE-ICING OPERATIONS

- Twin engine ACFT: Both on idle power.
- Three engine heavy ACFT: Tail out, external idle power.
- Four engine heavy ACFT: External out, internal idle power.
- Propeller ACFT: Propellers should be shut down when possible.

3.3. START-UP AND TAXI PROCEDURES**3.3.1. START-UP**

On the Main/South apron, departing ACFT shall receive the signal "ALL CLEAR" from ground staff before requesting start-up clearance from Orio Ground.

Start-up will be provided only after ACFT has received 'ACFT ready' communication by aerodrome operator.

3.3.2. TAXIING**3.3.2.1. 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.

LIME/BGY
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4 OCT 19

10-1P5

Eff 10 Oct

BERGAMO, ITALY
AIRPORT BRIEFING

3. DEPARTURE

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.

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. 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.

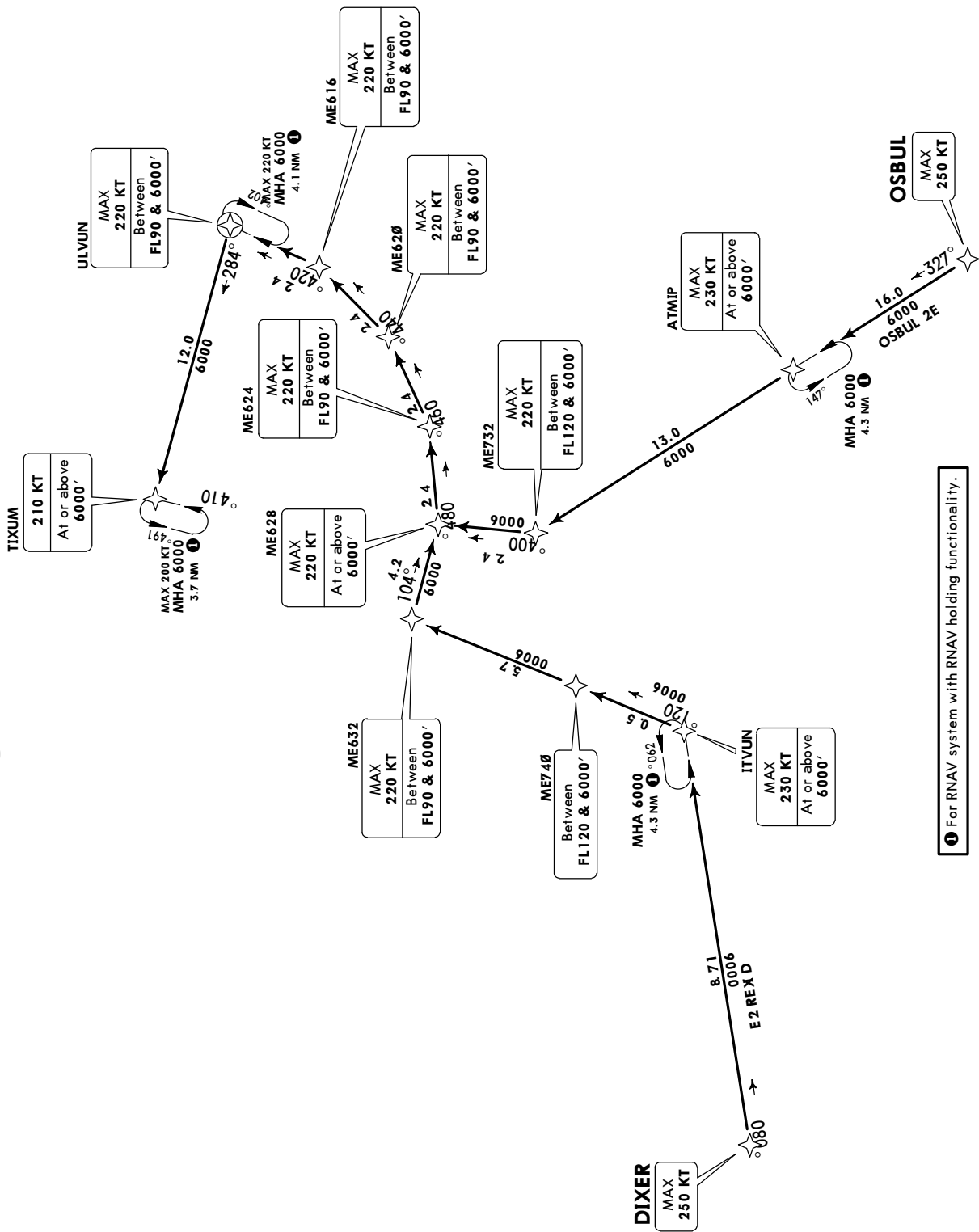
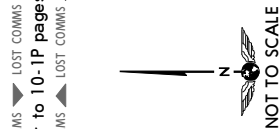
3.5. OTHER INFORMATION

3.5.1. COMMUNICATION FAILURE ON MANEUVERING 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.

DIXER 2E [DIXE2E]
OSBUL 2E [OSBU2E]
RNAV ARRIVALS

Refer to 10-1P pages.



① For RNAV system with RNAV holding functionality.

LIME/BGY
ORIO AL SERIO

22 MAR 19 10-2B Eff 28 Mar

BERGAMO, ITALY
RNAV STAR

ATIS
114.950

Apt Elev
782'

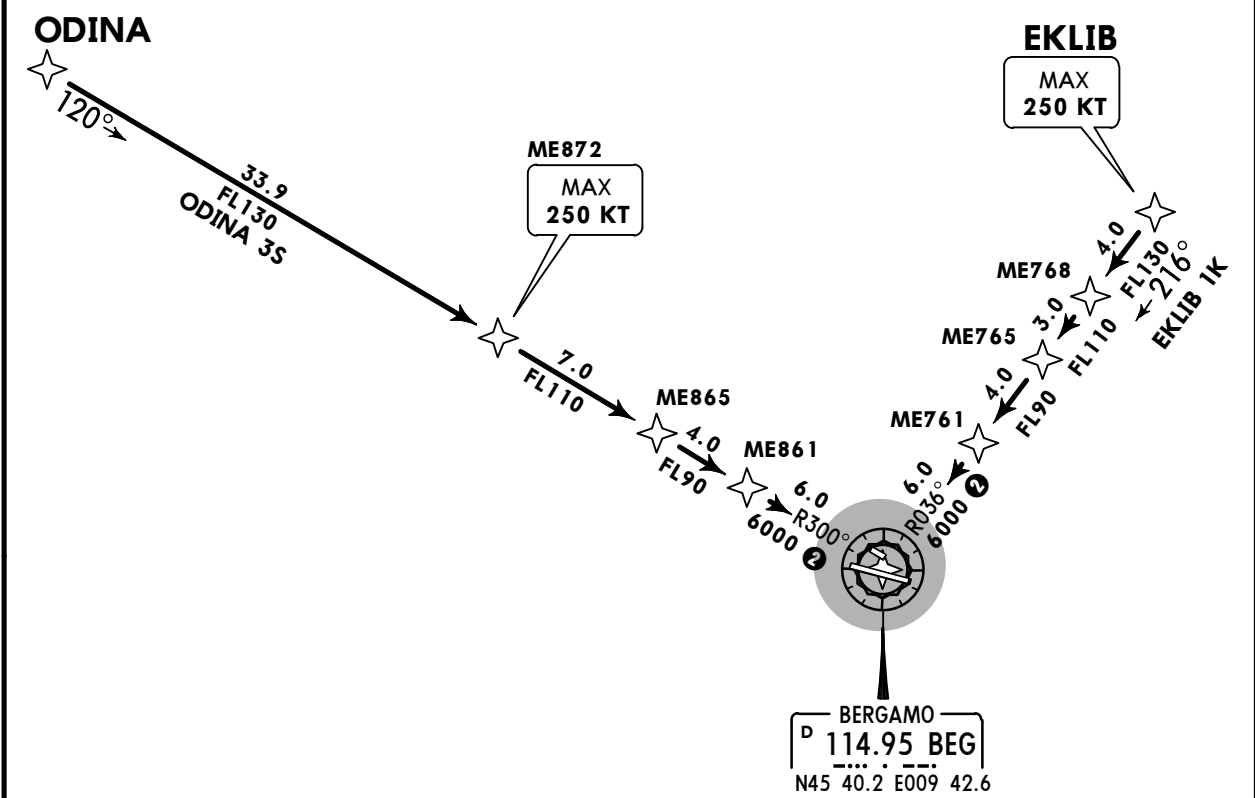
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'
RNAV 1.

EKLIB 1K [EKLI1K]
ODINA 3S [ODIN3S]
RNAV ARRIVALS
BY ATC

12,400

MSA ARP

- 1 For RNAV system with RNAV holding functionality.
- 2 MEA FL90. RWY 28 approach only.



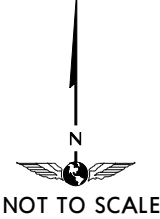
HOLDINGS OVER BEG

RWY 28 approach only

MAX 200 KT
MHA FL90
3.9 NM 1

RWY 10 approach only

MAX 185 KT
MHA 6000
3.5 NM 1



STAR	ROUTING
EKLIB 1K	EKLIB (K250-) - ME768 - ME765 - ME761 - BEG.
ODINA 3S	ODINA - ME872 (K250-) - ME865 - ME861 - BEG.

LIME/BGY
ORIO AL SERIO

22 MAR 19 10-2C Eff 28 Mar

BERGAMO, ITALY
RNAV STAR

ATIS
114.950

Apt Elev
782'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'
RNAV 1.

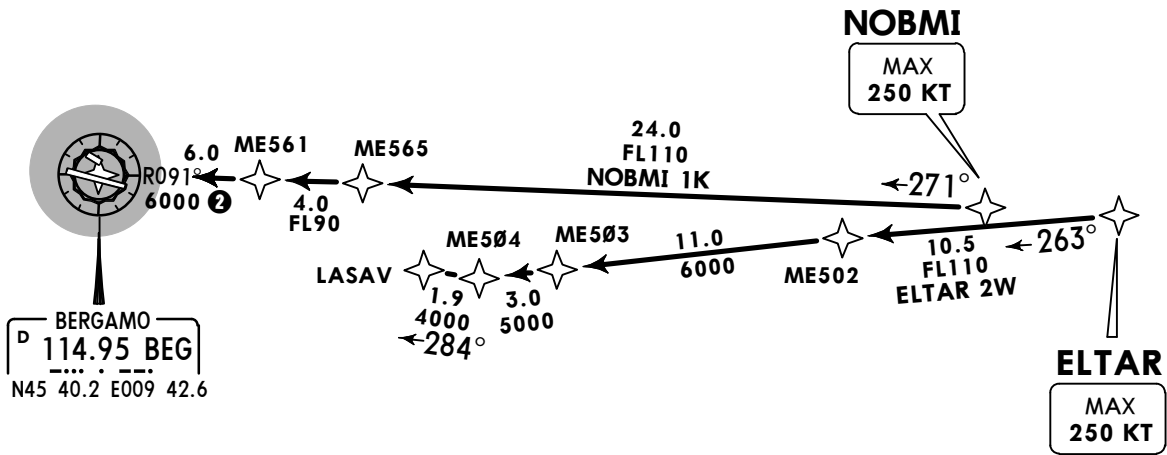
12,400

MSA ARP

ELTAR 2W [ELTA2W]
ONLY FOR ILS APPROACH RWY 28
AND WHEN RADAR SERVICE AVAILABLE

NOBMI 1K [NOBM1K]
RNAV ARRIVALS
BY ATC

- 1 For RNAV system with RNAV holding functionality.
- 2 MEA FL90. RWY 28 approach only.



HOLDINGS OVER BEG

RWY 28 approach only

MAX 200 KT
MHA FL90
3.9 NM 1

RWY 10 approach only

MAX 185 KT
MHA 6000
3.5 NM 1

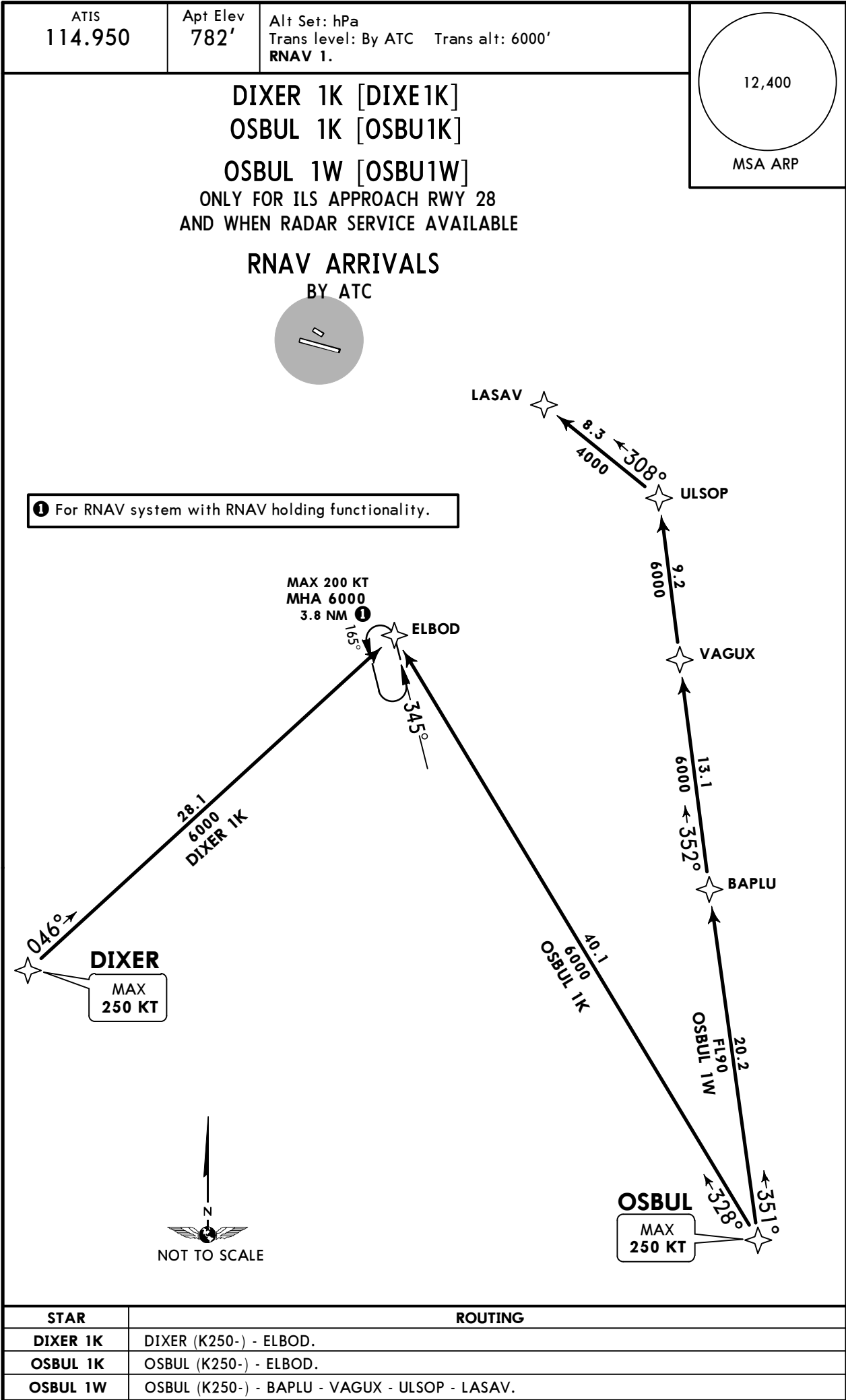


STAR	ROUTING
ELTAR 2W	ELTAR (K250-) - ME502 - ME503 - ME504 - LASAV.
NOBMI 1K	NOBMI (K250-) - ME565 - ME561 - BEG.

LIME/BGY
ORIO AL SERIO

22 MAR 19 10-2D Eff 28 Mar

BERGAMO, ITALY
RNAV STAR



LIME/BGY
ORIO AL SERIO

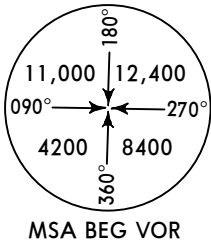
26 JUL 19 10-2F

BERGAMO, ITALY
STAR

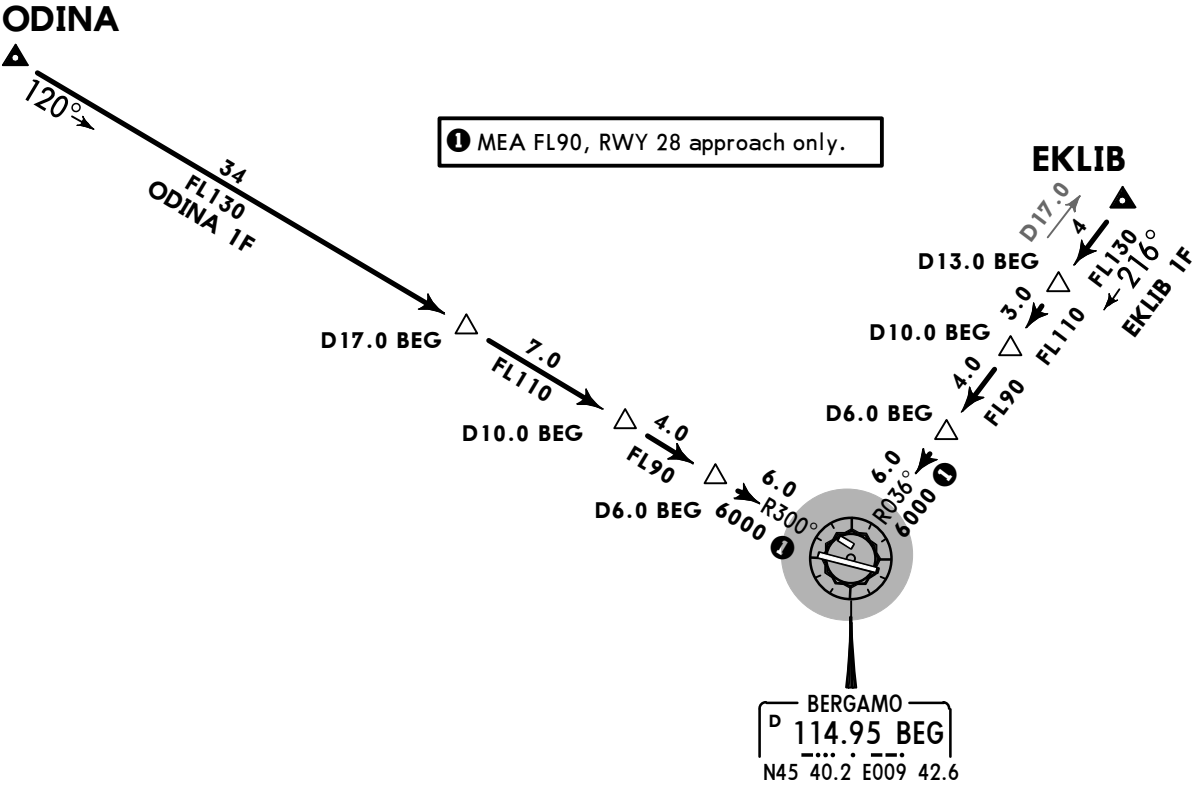
ATIS
114.950

Apt Elev
782'

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

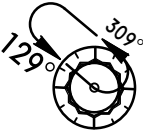


EKLIB 1F [EKLI1F]
ODINA 1F [ODIN1F]
ARRIVALS
FOR NOT RNAV EQUIPPED ACFT ONLY
BASED ON VOR
BY ATC



HOLDINGS OVER BEG

RWY 28 approach only
MAX 280 KT
MHA FL110
MAX 230 KT
MHA FL100
MAX 200 KT
MHA FL90



RWY 10 approach only
MAX 200 KT
MHA 6000



STAR	ROUTING
EKLIB 1F	On BEG R-036 inbound to BEG.
ODINA 1F	On BEG R-300 inbound to BEG.

LIME/BGY
ORIO AL SERIO

26 JUL 19 **10-2G**

BERGAMO, ITALY
STAR

ATIS
114.950

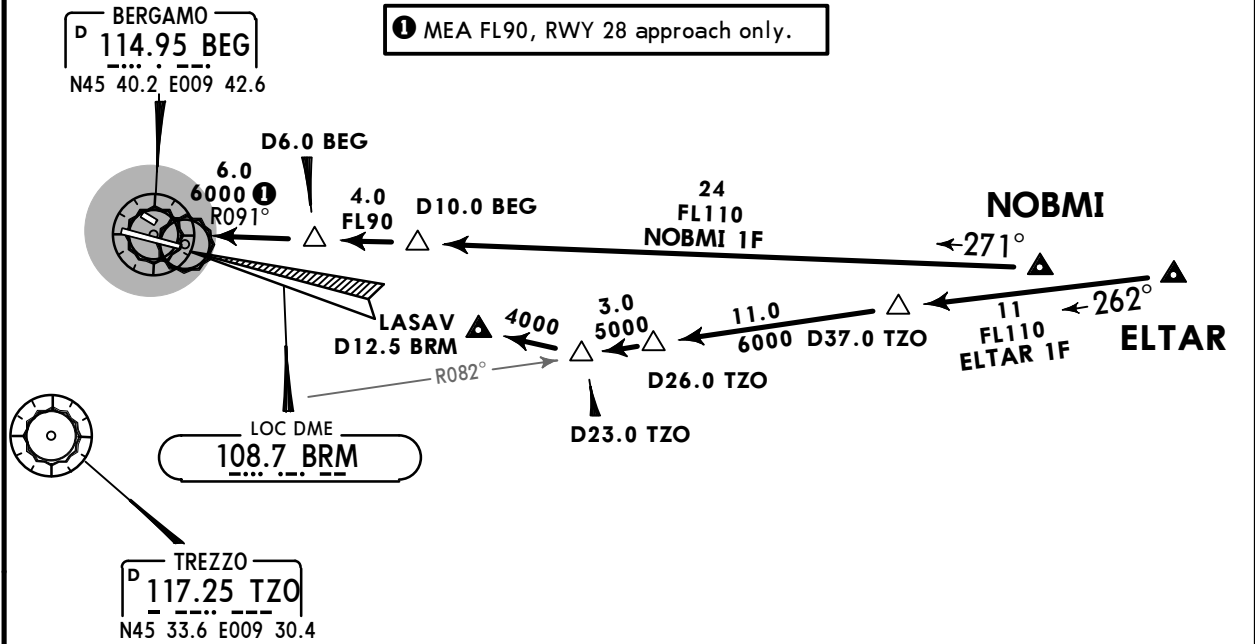
Apt Elev
782'

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

ELTAR 1F [ELTA1F]
ONLY FOR ILS APPROACH RWY 28
AND WHEN RADAR SERVICE AVAILABLE

NOBMI 1F [NOBM1F]

ARRIVALS
FOR NOT RNAV EQUIPPED ACFT ONLY
BASED ON VOR
BY ATC



HOLDINGS OVER BEG

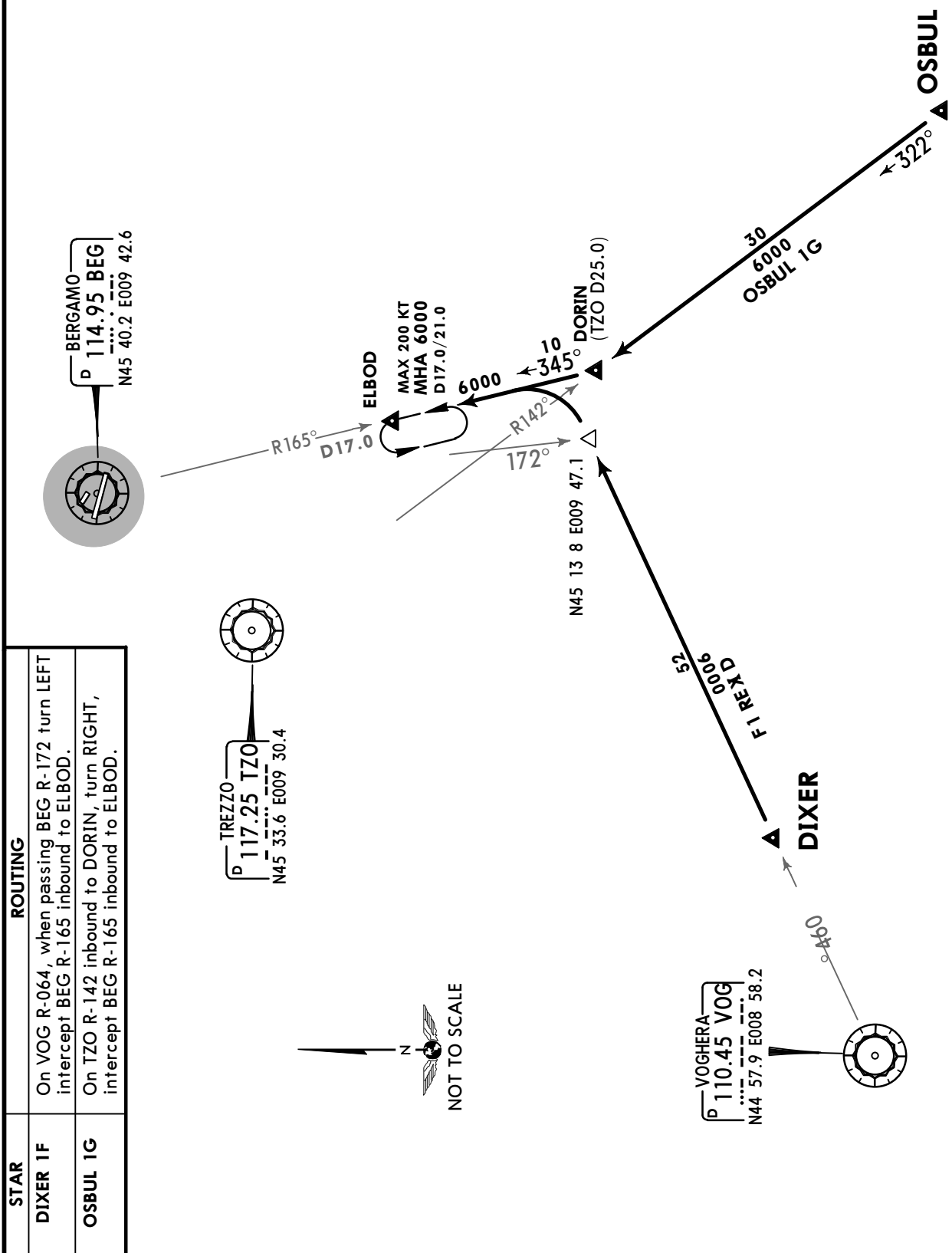
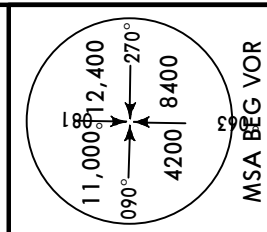
RWY 28 approach only
MAX 280 KT
MHA FL110
MAX 230 KT
MHA FL100
MAX 200 KT
MHA FL90

RWY 10 approach only
MAX 200 KT
MHA 6000

STAR	ROUTING
ELTAR 1F	On TZO R-082 inbound, intercept BRM LOC direct to LASAV.
NOBMI 1F	On BEG R-091 inbound to BEG.

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

ARRIVALS
FOR NOT RNAV EQUIPPED ACFT ONLY
BASED ON VOR
BY ATC

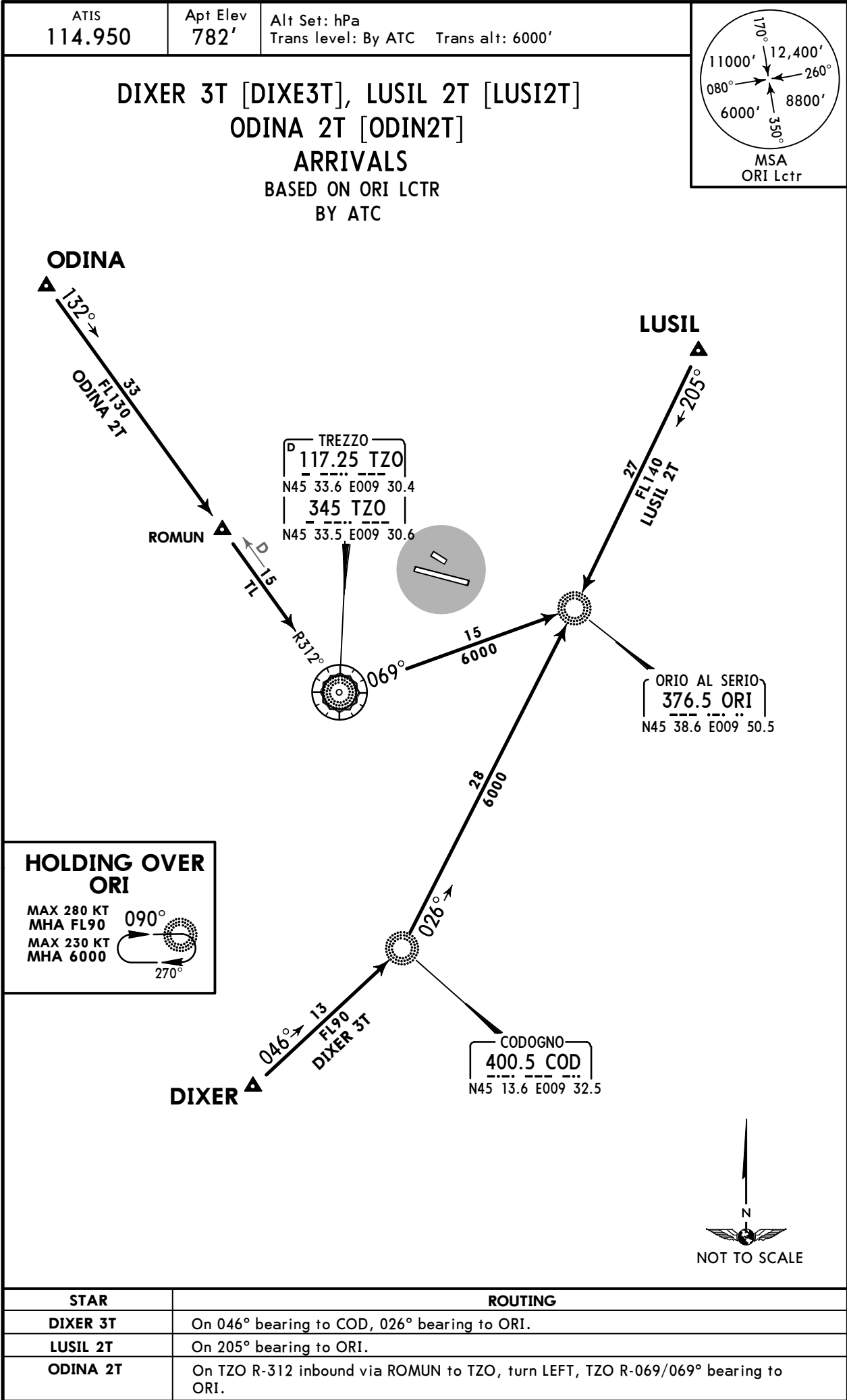


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LIME/BGY
ORIO AL SERIO

26 JUL 19 10-2J

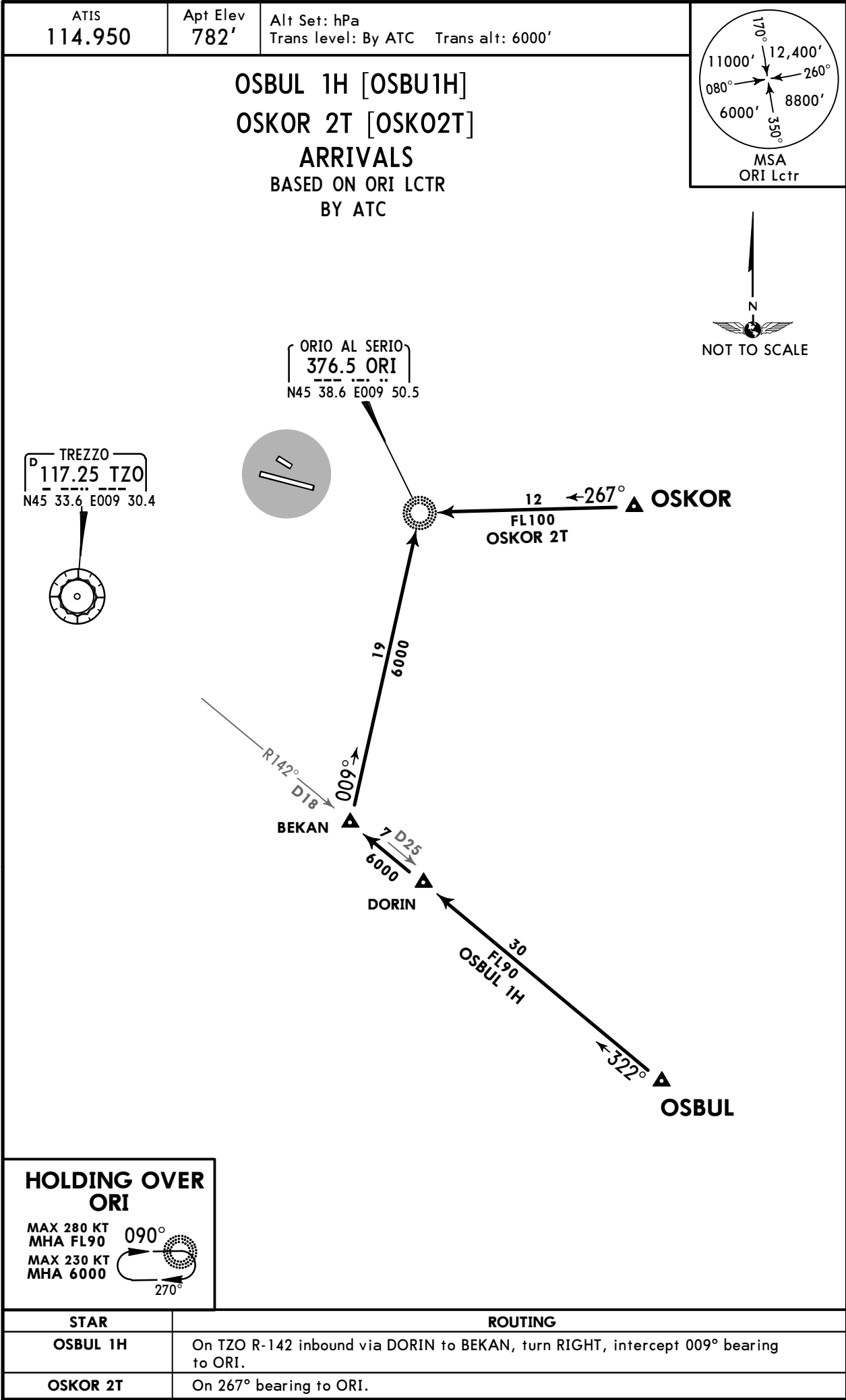
BERGAMO, ITALY
STAR



LIME/BGY
ORIO AL SERIO

22 MAR 19 10-2K Eff 28 Mar

BERGAMO, ITALY
STAR



LIME/BGY
ORIO AL SERIO

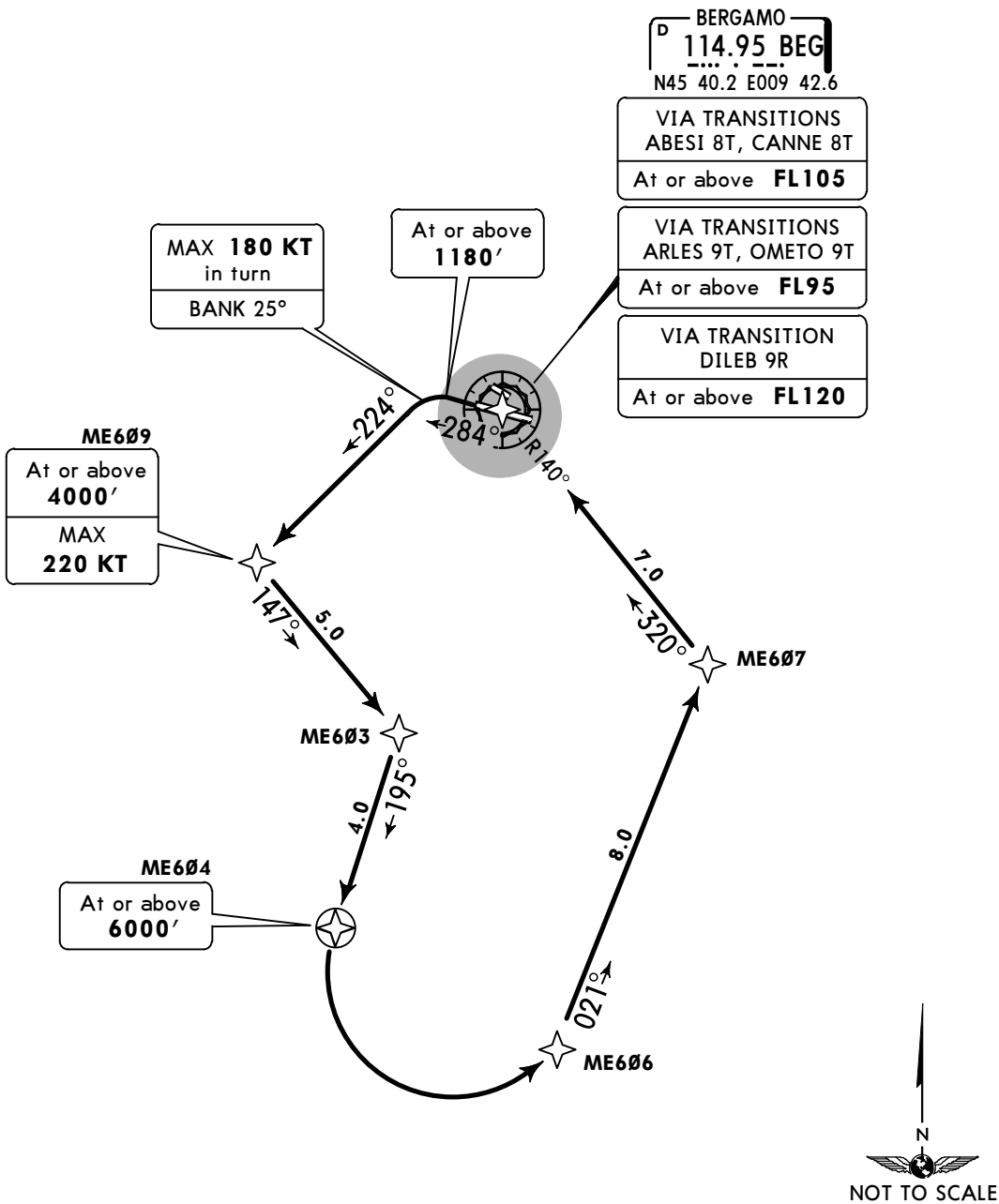
JEPPESSEN
4 OCT 19 10-3 Eff 10 Oct

BERGAMO, ITALY
RNAV SID

Apt Elev
782'

Trans level: By ATC Trans alt: 6000'
1. RNAV 1.
2. EXPECT close-in obstacles.

BEG 5Q
RWY 28 RNAV DEPARTURE
CAT A, B & C



This SID requires a minimum climb gradient
of
550' per NM (9.0%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
550' per NM	688	917	1375	1833	2292	2750

ROUTING

On 284° track until leaving 1180', turn LEFT - ME609 (4000'+; K220-) - ME603 - ME604 (6000'+) - ME606 - ME607 - BEG.

LIME/BGY
ORIO AL SERIO

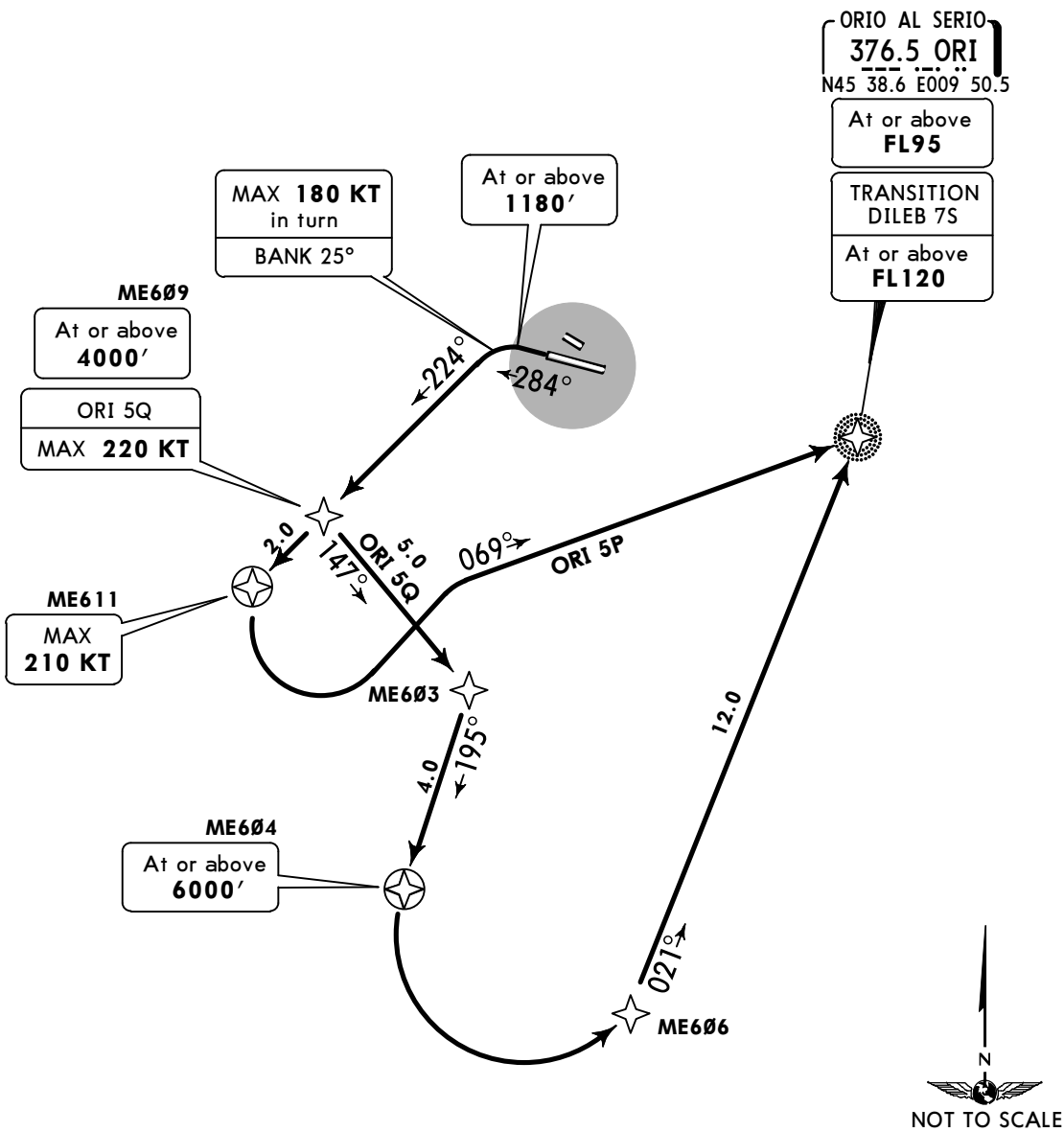
JEPPESSEN
4 OCT 19 10-3A Eff 10 Oct

BERGAMO, ITALY
RNAV SID

Apt Elev
782'

Trans level: By ATC Trans alt: 6000'
1. RNAV 1.
2. EXPECT close-in obstacles.

ORI 5P, ORI 5Q
RWY 28 RNAV DEPARTURES
CAT A, B & C



These SIDs require a minimum climb gradient of 550' per NM (9.0%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
550' per NM	688	917	1375	1833	2292	2750

SID	ROUTING
ORI 5P	On 284° track until leaving 1180', turn LEFT - ME609 (4000'+) - ME611 (K210-) - ORI.
ORI 5Q	On 284° track until leaving 1180', turn LEFT - ME609 (4000'+; K220-) - ME603 - ME604 (6000'+) - ME606 - ORI.

LIME/BGY
ORIO AL SERIO

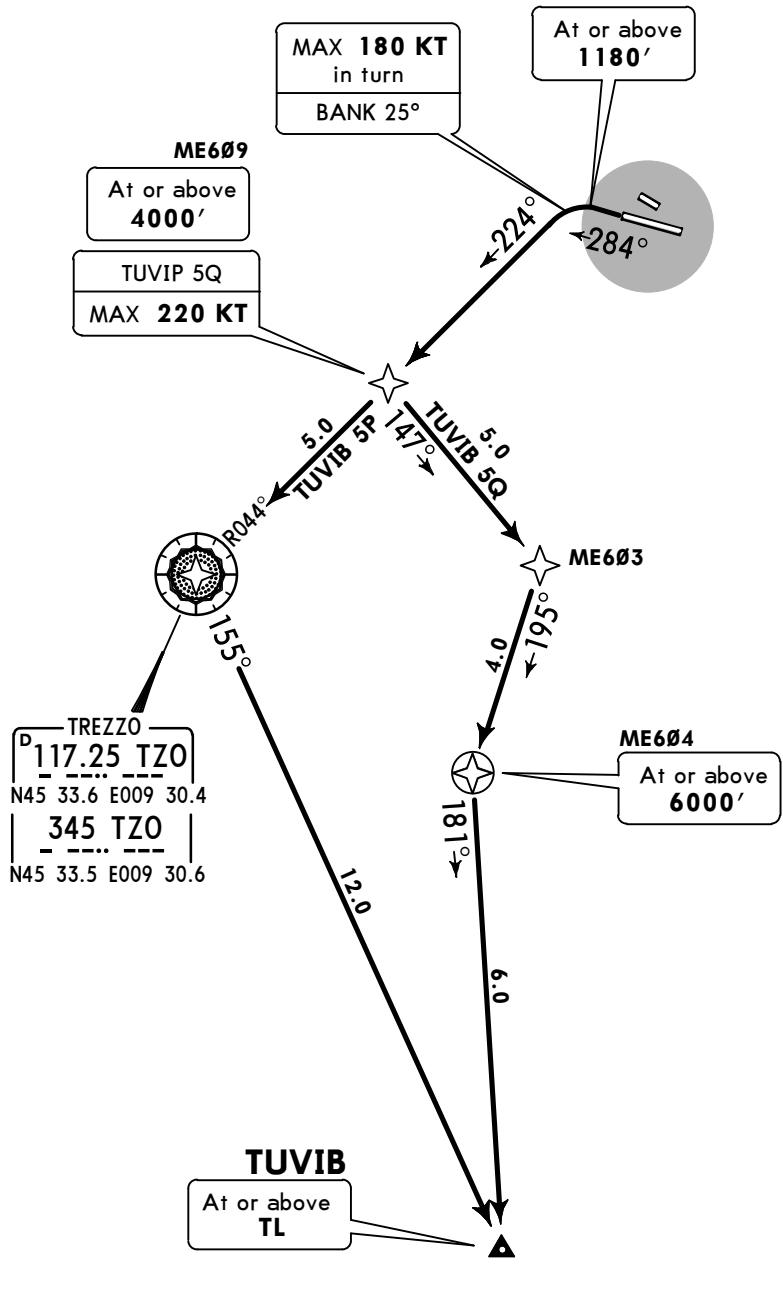
JEPPESSEN
4 OCT 19 10-3B Eff 10 Oct

BERGAMO, ITALY
RNAV SID

Apt Elev
782'

Trans level: By ATC Trans alt: 6000'
1. RNAV 1.
2. EXPECT close-in obstacles.

TUVIB 5P [TUVI5P], TUVIB 5Q [TUVI5Q]
RWY 28 RNAV DEPARTURES
CAT A, B & C



These SIDs require a minimum climb gradient of 550' per NM (9.0%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
550' per NM	688	917	1375	1833	2292	2750

SID	ROUTING
TUVIB 5P	On 284° track until leaving 1180', turn LEFT - ME609 (4000'+) - TZO - TUVIB (TL+).
TUVIB 5Q By ATC	On 284° track until leaving 1180', turn LEFT - ME609 (4000'+; K220-) - ME603 - ME604 (6000'+) - TUVIB (TL+).

LIME/BGY
ORIO AL SERIO

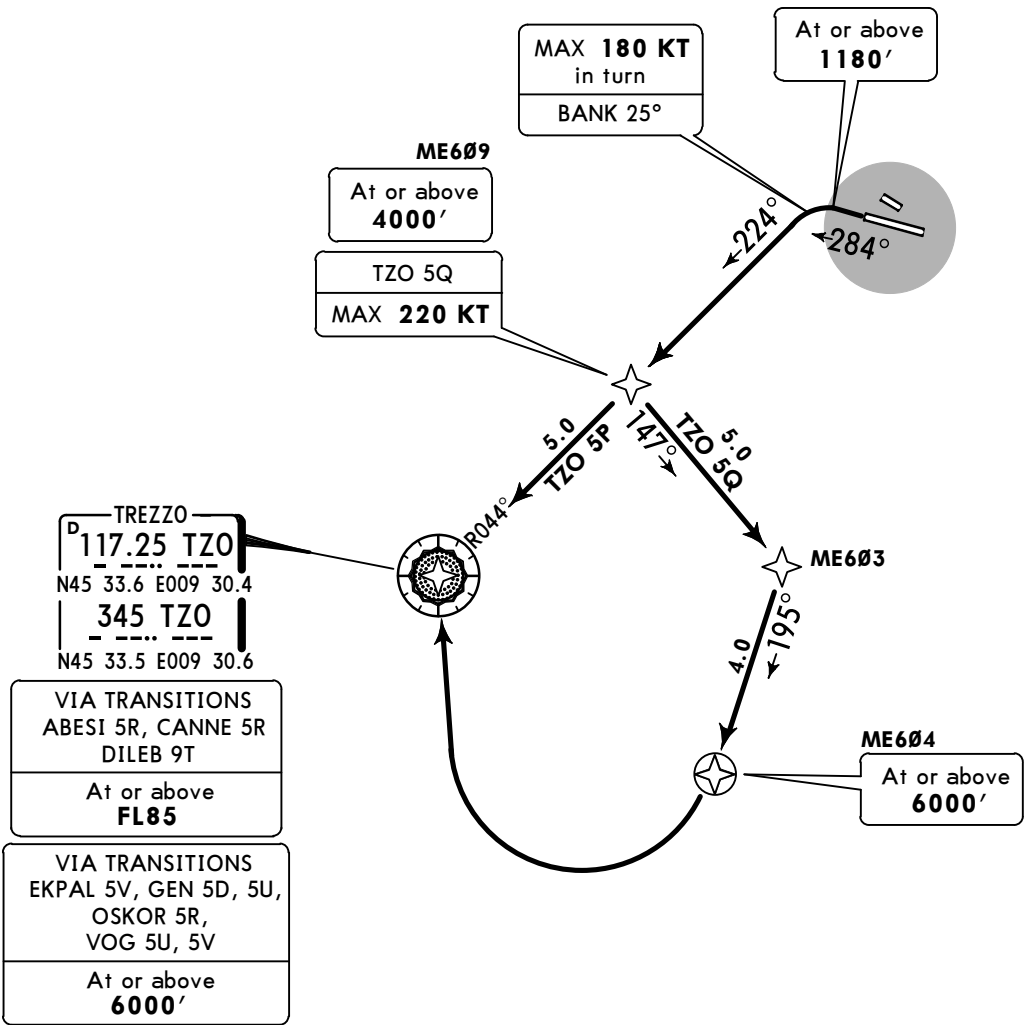
JEPPESSEN
4 OCT 19 10-3C Eff 10 Oct

BERGAMO, ITALY
RNAV SID

Apt Elev
782'

Trans level: By ATC Trans alt: 6000'
1. RNAV 1.
2. EXPECT close-in obstacles.

TZO 5P, TZO 5Q
RWY 28 RNAV DEPARTURES
CAT A, B & C



These SIDs require a minimum climb gradient of 550' per NM (9.0%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
550' per NM	688	917	1375	1833	2292	2750

SID	ROUTING
TZO 5P	On 284° track until leaving 1180', turn LEFT - ME609 (4000'+) - TZO.
TZO 5Q	On 284° track until leaving 1180', turn LEFT - ME609 (4000'+; K220-) - ME603 - ME604 (6000'+) - TZO.

LIME/BGY
ORIO AL SERIO

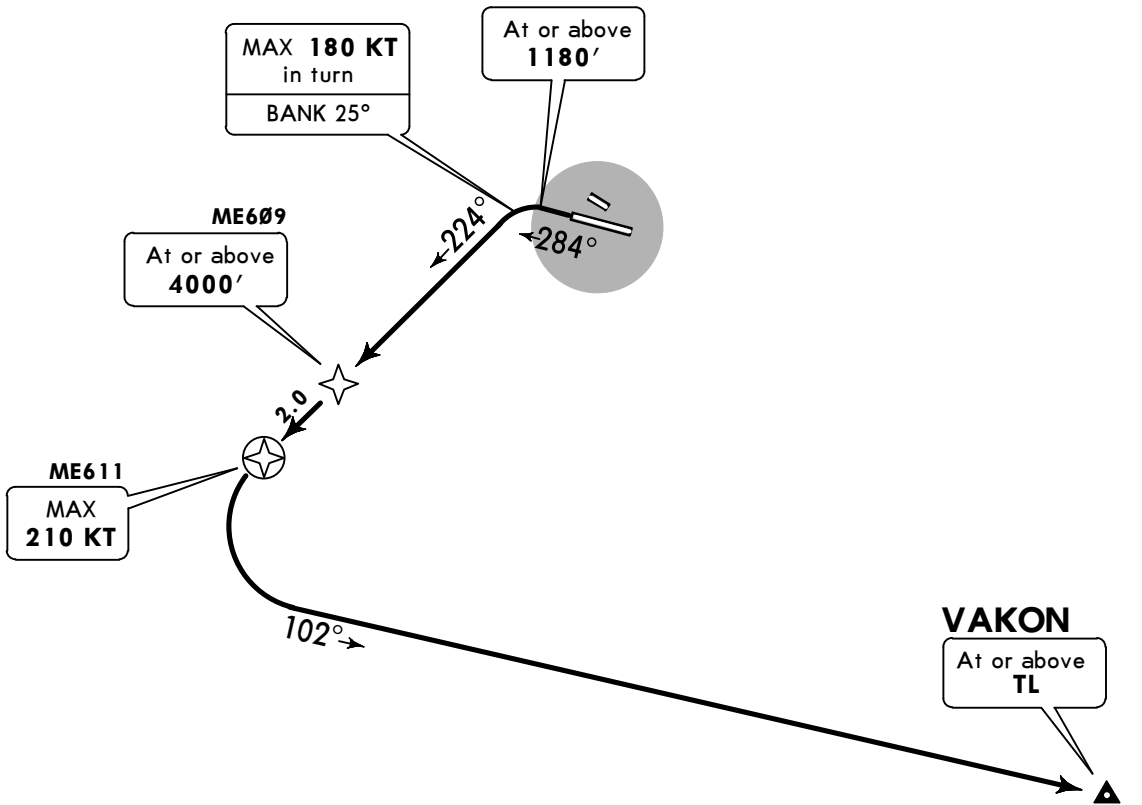
JEPPESEN
4 OCT 19 10-3D Eff 10 Oct

BERGAMO, ITALY
RNAV SID

Apt Elev
782'

Trans level: By ATC Trans alt: 6000'
1. RNAV 1.
2. EXPECT close-in obstacles.

VAKON 5P [VAK05P]
RWY 28 RNAV DEPARTURE
BY ATC
CAT A, B & C



This SID requires a minimum climb gradient of 550' per NM (9.0%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
550' per NM	688	917	1375	1833	2292	2750

ROUTING

On 284° track until leaving 1180', turn LEFT - ME609 (4000'+) - ME611 (K210-) - VAKON (TL+).

LIME/BGY
ORIO AL SERIO

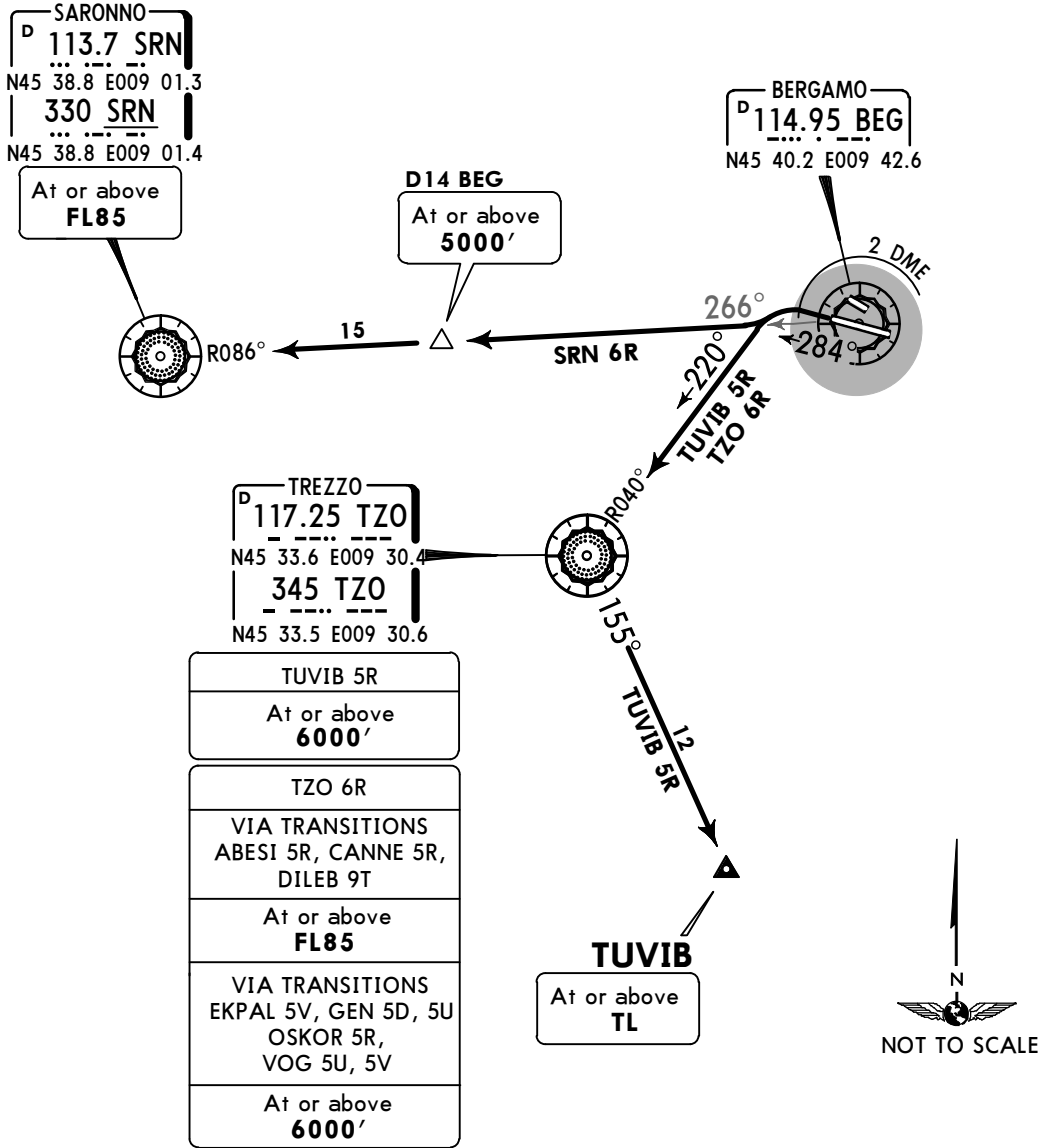
JEPPESSEN
4 OCT 19 10-3E Eff 10 Oct

BERGAMO, ITALY
SID

Apt Elev
782'

Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. SIDs include noise abatement routings.

SRN 6R [SRN6R]
TUVIB 5R [TUVI5R]
TZO 6R [TZO6R]
RWY 28 DEPARTURES



These SIDs require a minimum climb gradient of 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

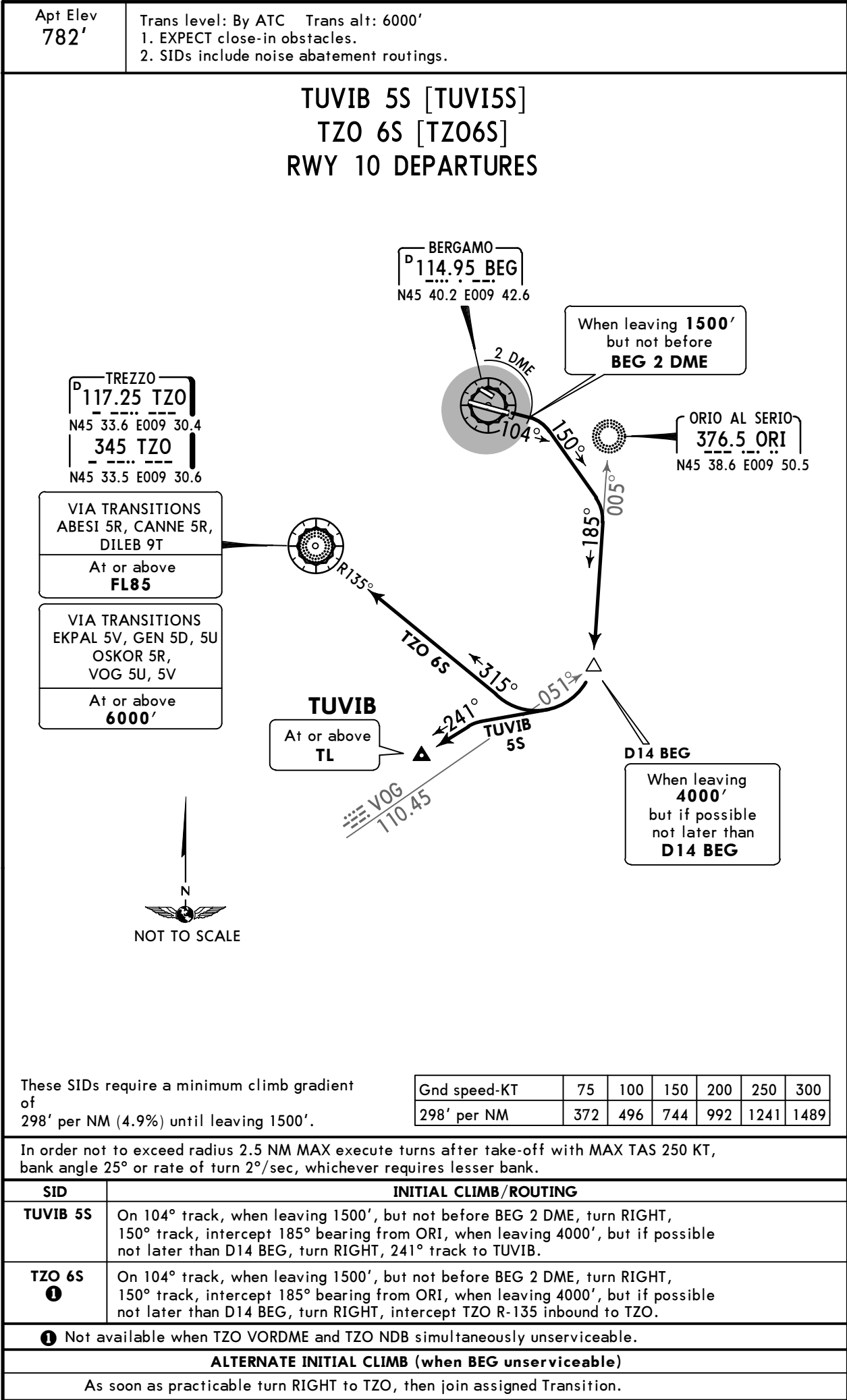
In order not to exceed radius 2.5 NM MAX execute turns after take-off with MAX TAS 250 KT, bank angle 25° or rate of turn 2°/sec, whichever requires lesser bank.

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 10-3K.	
ALTERNATE INITIAL CLIMB (when BEG unserviceable)	
As soon as practicable turn LEFT to TZO, then join assigned Transition.	

LIME/BGY
ORIO AL SERIO

JEPPESSEN
4 OCT 19 10-3F Eff 10 Oct

BERGAMO, ITALY
SID



LIME/BGY
ORIO AL SERIO

JEPPESSEN
4 OCT 19 10-3G Eff 10 Oct

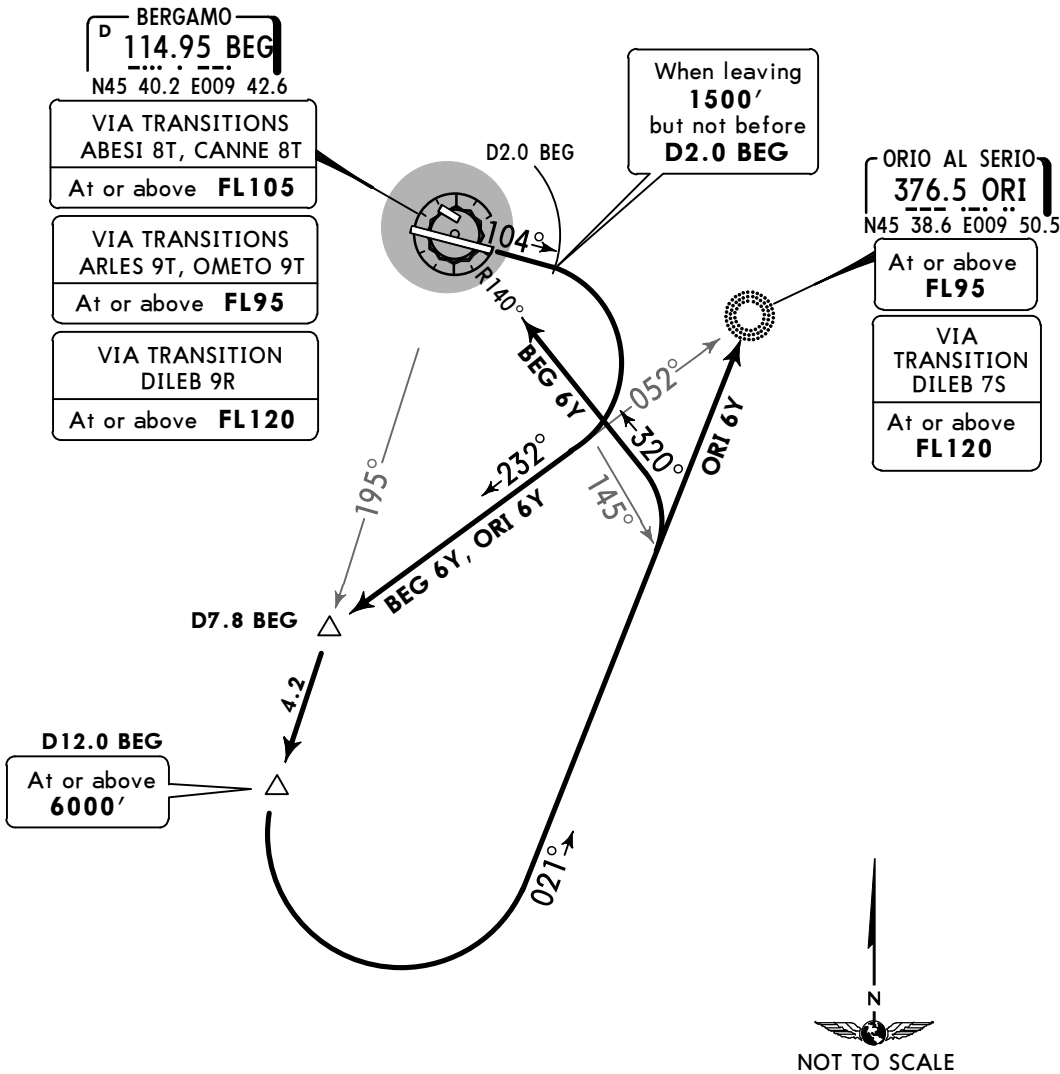
BERGAMO, ITALY
SID

Apt Elev
782'

Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. 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 D2.0 BEG, turn RIGHT, intercept 232° bearing from ORI to D7.8 BEG, intercept BEG R-195 to D12.0 BEG.

SID	ROUTING
BEG 6Y	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

JEPPESSEN
4 OCT 19 10-3H Eff 10 Oct

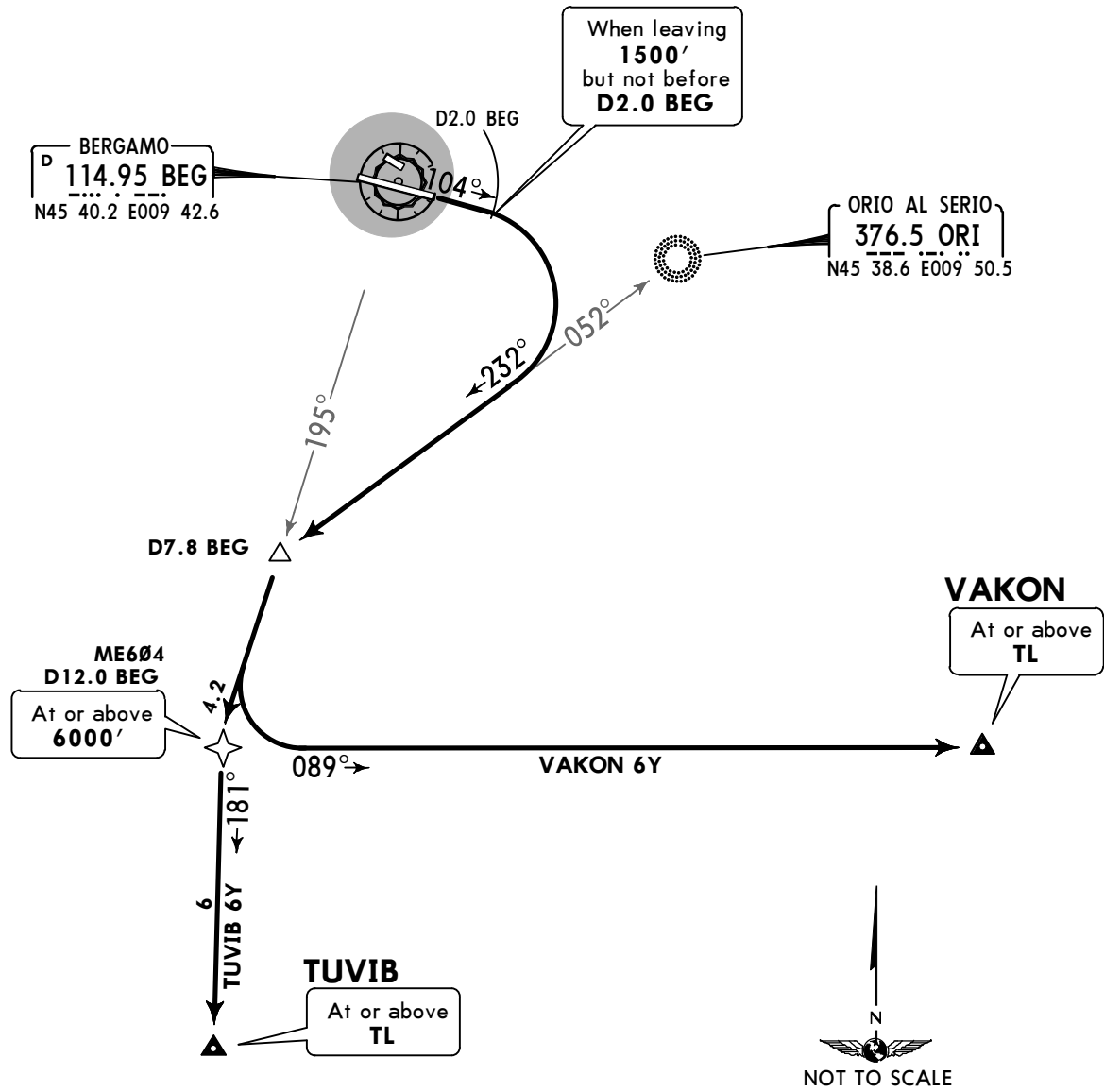
BERGAMO, ITALY
SID

Apt Elev
782'

Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. SIDs include noise abatement routings.

TUVIB 6Y [TUVI6Y]
VAKON 6Y [VAKO6Y]
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	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 D7.8 BEG, intercept BEG R-195 to ME604 ① /D12.0 BEG.

SID	ROUTING
TUVIB 6Y	At ME604/D12.0 BEG turn LEFT, 181° track to TUVIB.
VAKON 6Y By ATC	At ME604/D12.0 BEG turn LEFT to VAKON.

① After ME604 flyable according RNAV 1 specifications.

ALTERNATE INITIAL CLIMB (when BEG unserviceable)

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

LIME/BGY
ORIO AL SERIO

JEPPESSEN
4 OCT 19 10-3J Eff 10 Oct

BERGAMO, ITALY
SID

Apt Elev
782'

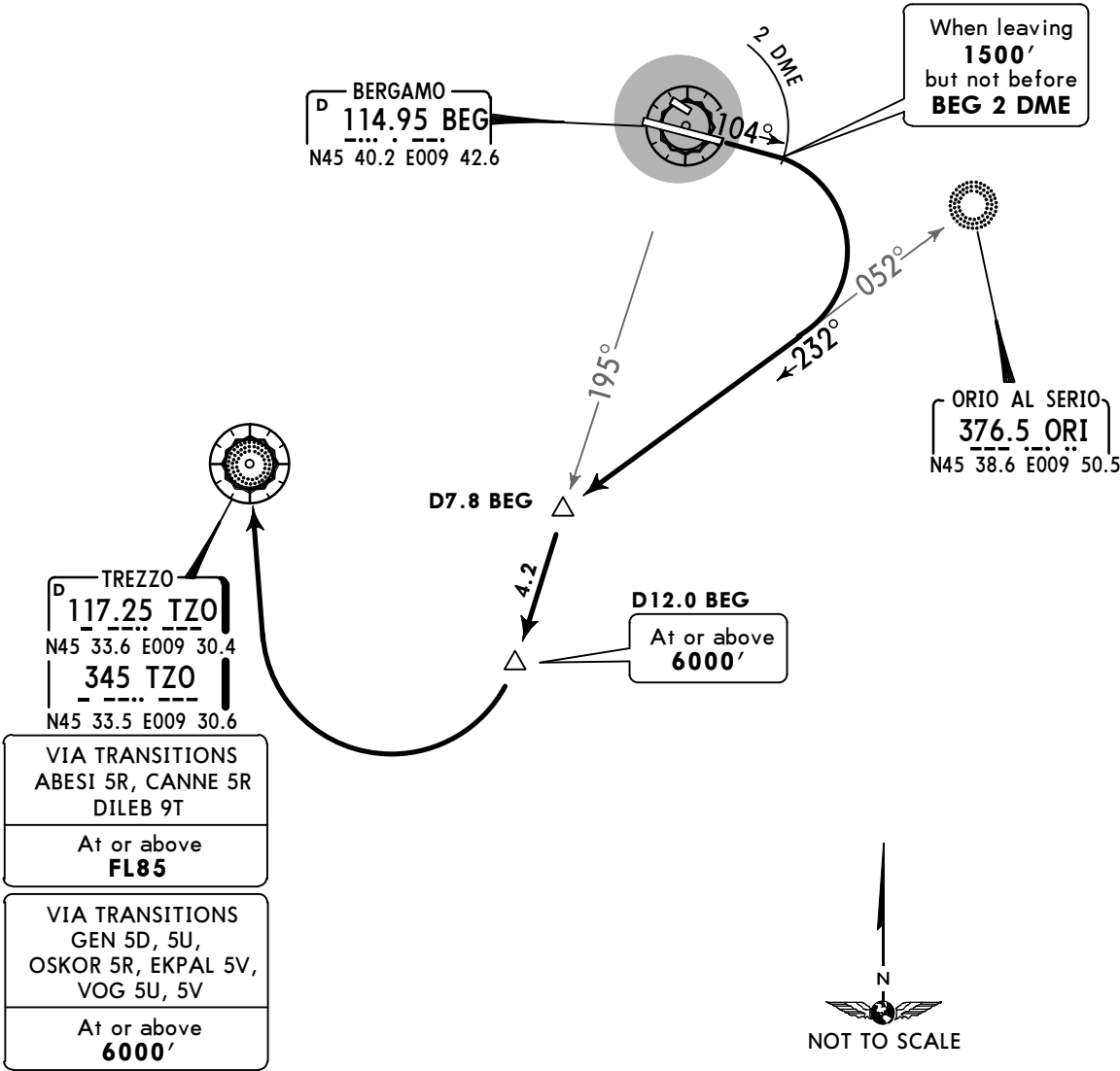
Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. SIDs include noise abatement routings.

TZO 6Y
RWY 10 DEPARTURE

CAT A, B & C

BY ATC

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



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 D7.8 BEG, intercept BEG R-195 to D12.0 BEG.

ROUTING

At D12.0 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

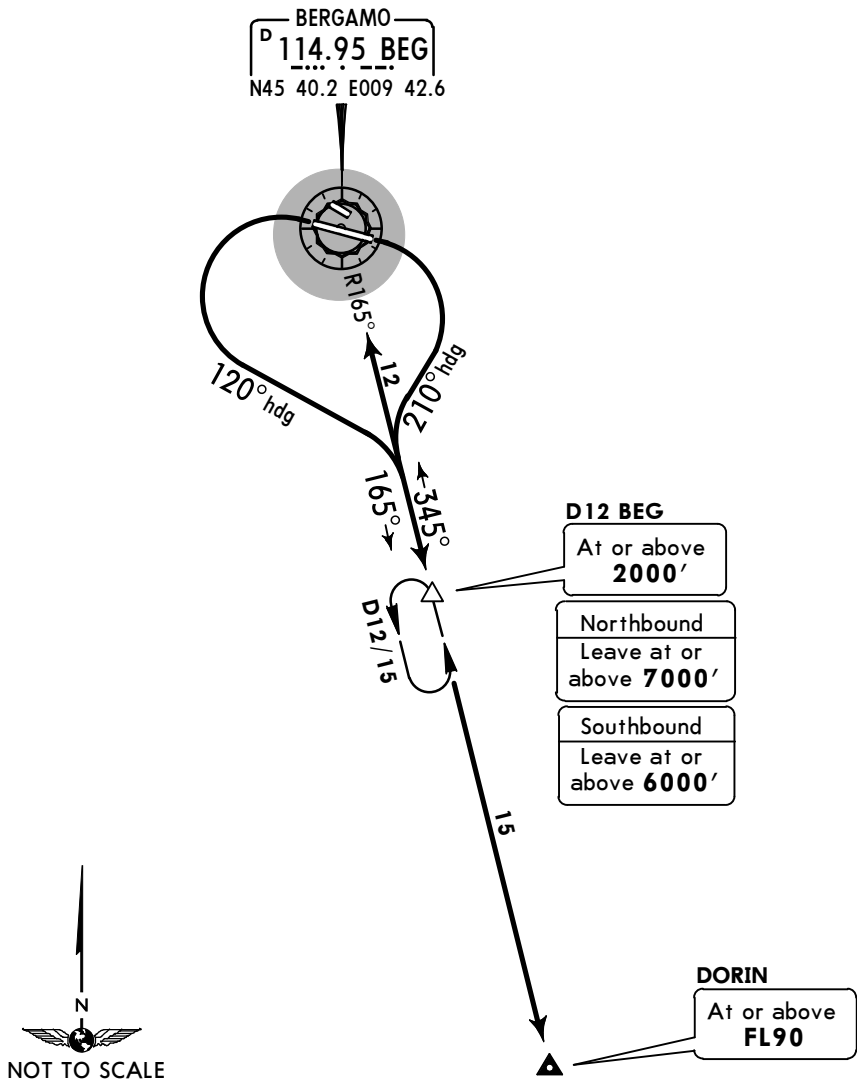
JEPPESSEN
4 OCT 19 10-3K Eff 10 Oct

BERGAMO, ITALY
DEPARTURE

Apt Elev
782'

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

ALTERNATE DEPARTURE
USABLE WHEN TZO VORDME AND TZO NDB SIMULTANEOUSLY UNSERVICEABLE

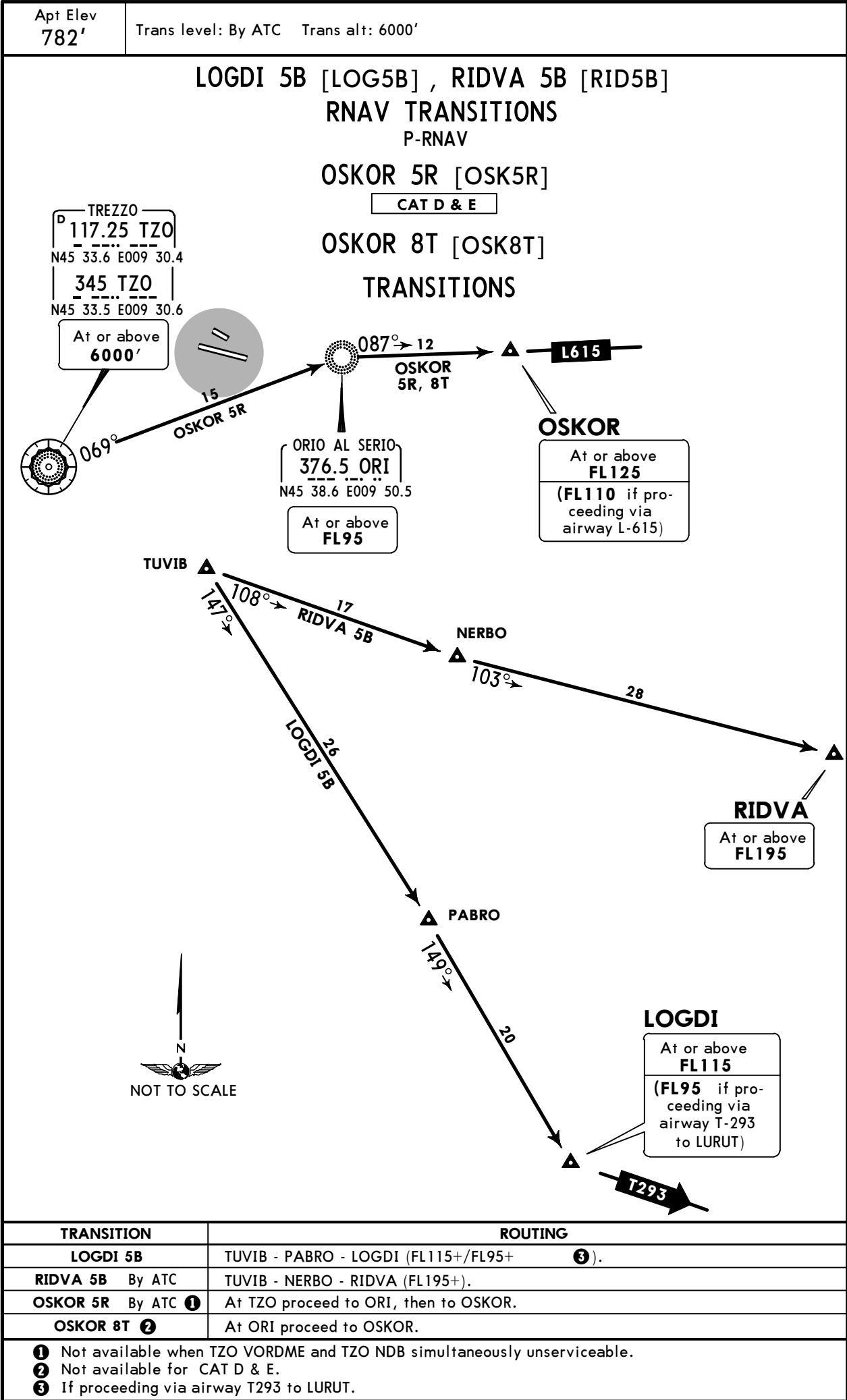


Execute turns after take-off with MAX TAS 250 KT, bank angle 25° or rate of turn 2°/sec, whichever requires lesser bank.	
RWY	INITIAL CLIMB
10	Turn RIGHT, 210° heading, intercept BEG R-165 to D12 BEG, join holding pattern.
28	Turn LEFT, 120° heading, intercept BEG R-165 to D12 BEG, join holding pattern.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

JEPPESSEN
4 OCT 19 10-3L Eff 10 Oct

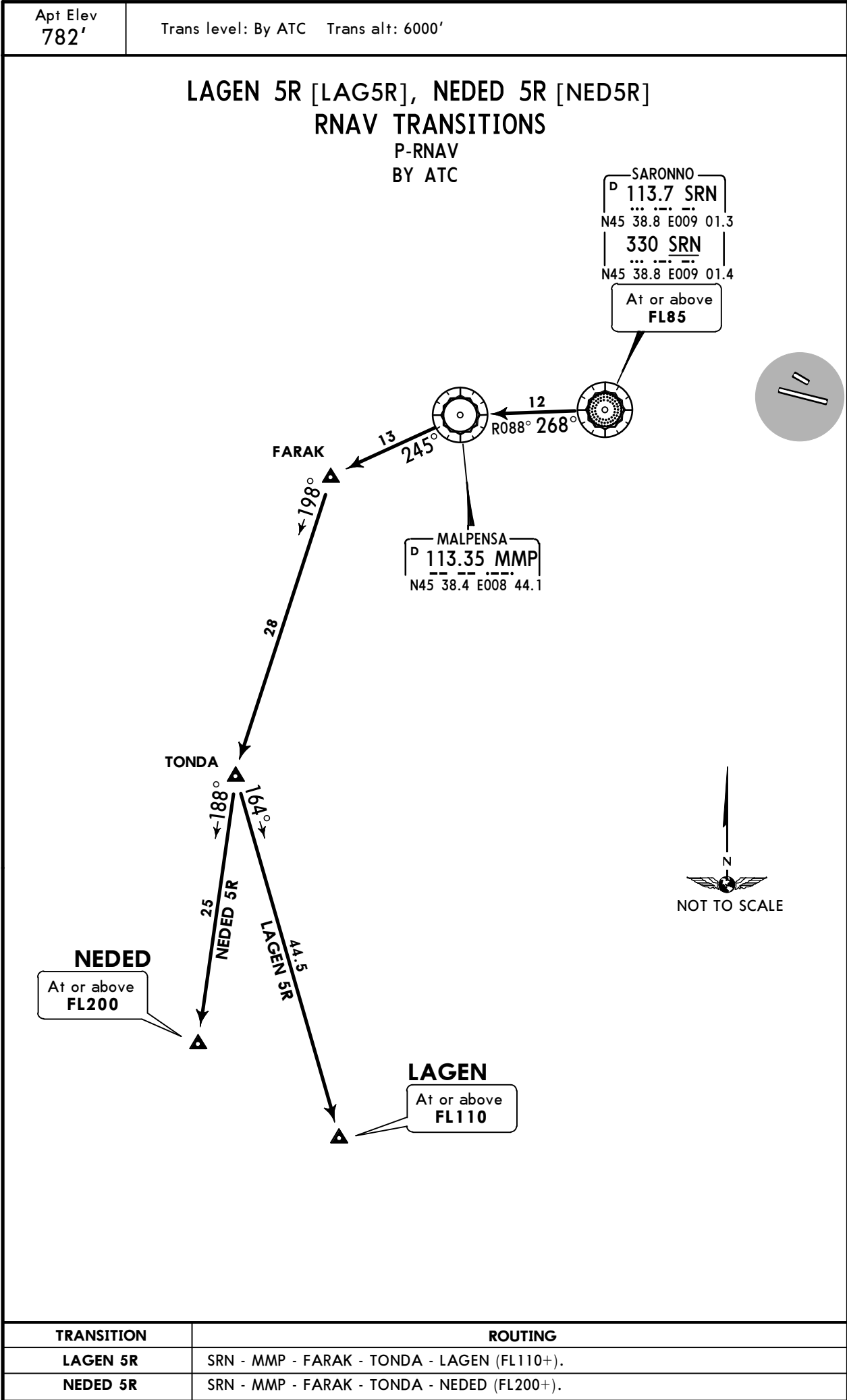
BERGAMO, ITALY
TRANSITION



LIME/BGY
ORIO AL SERIO

JEPPESSEN
4 OCT 19 10-3P Eff 10 Oct

BERGAMO, ITALY
RNAV TRANSITION

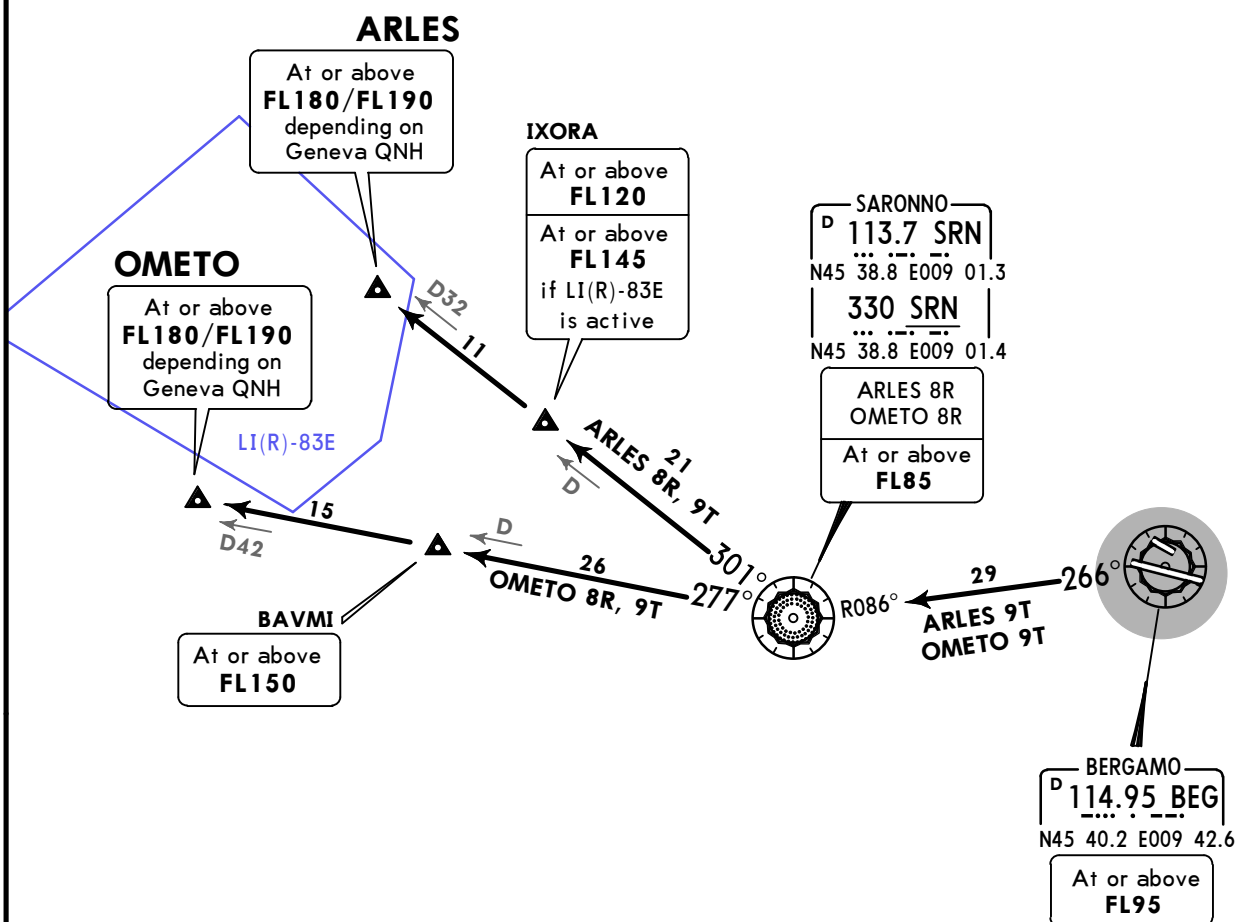


BERGAMO, ITALY

TRANSITION

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.

BERGAMO, ITALY

TRANSITION

LIME/BGY
ORIO AL SERIO

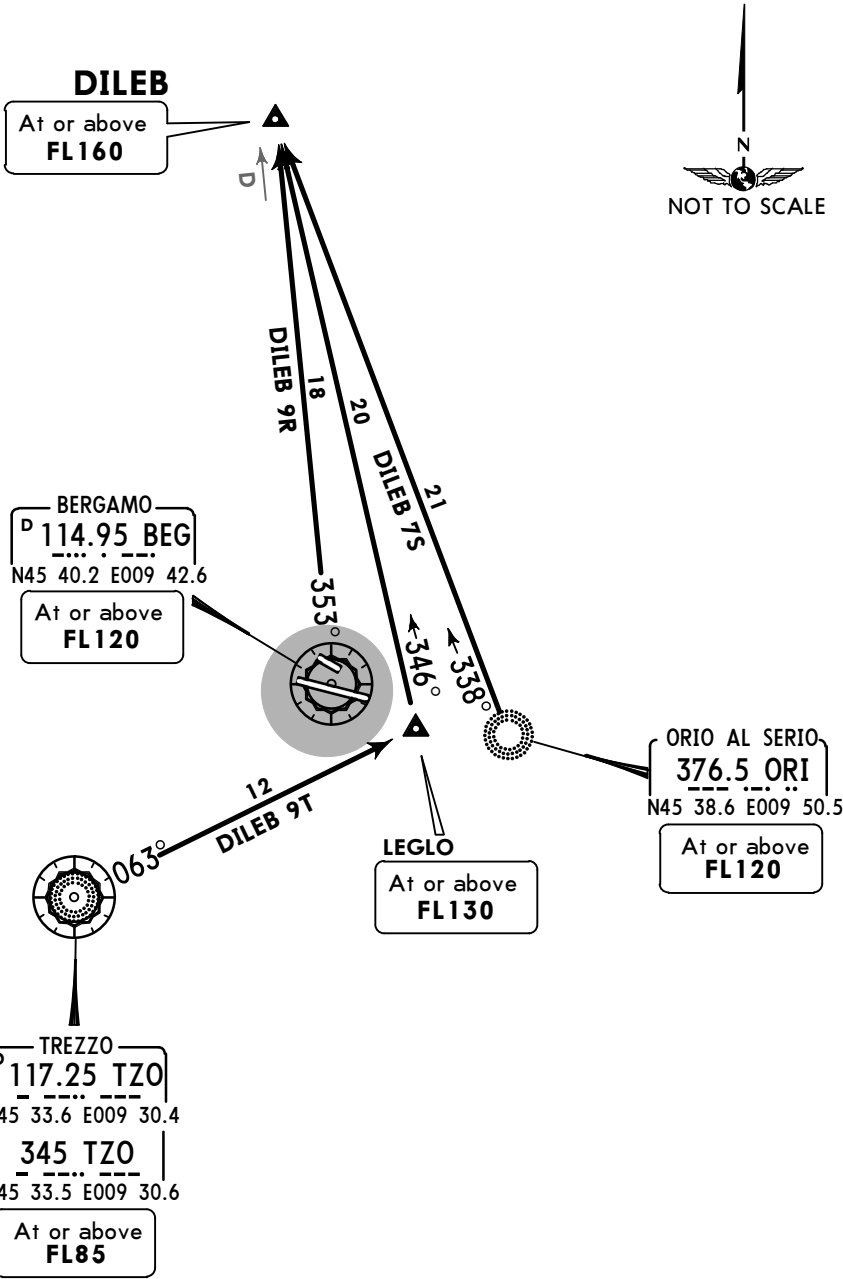
JEPPESSEN
4 OCT 19 10-3T Eff 10 Oct

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.

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LIME/BGY

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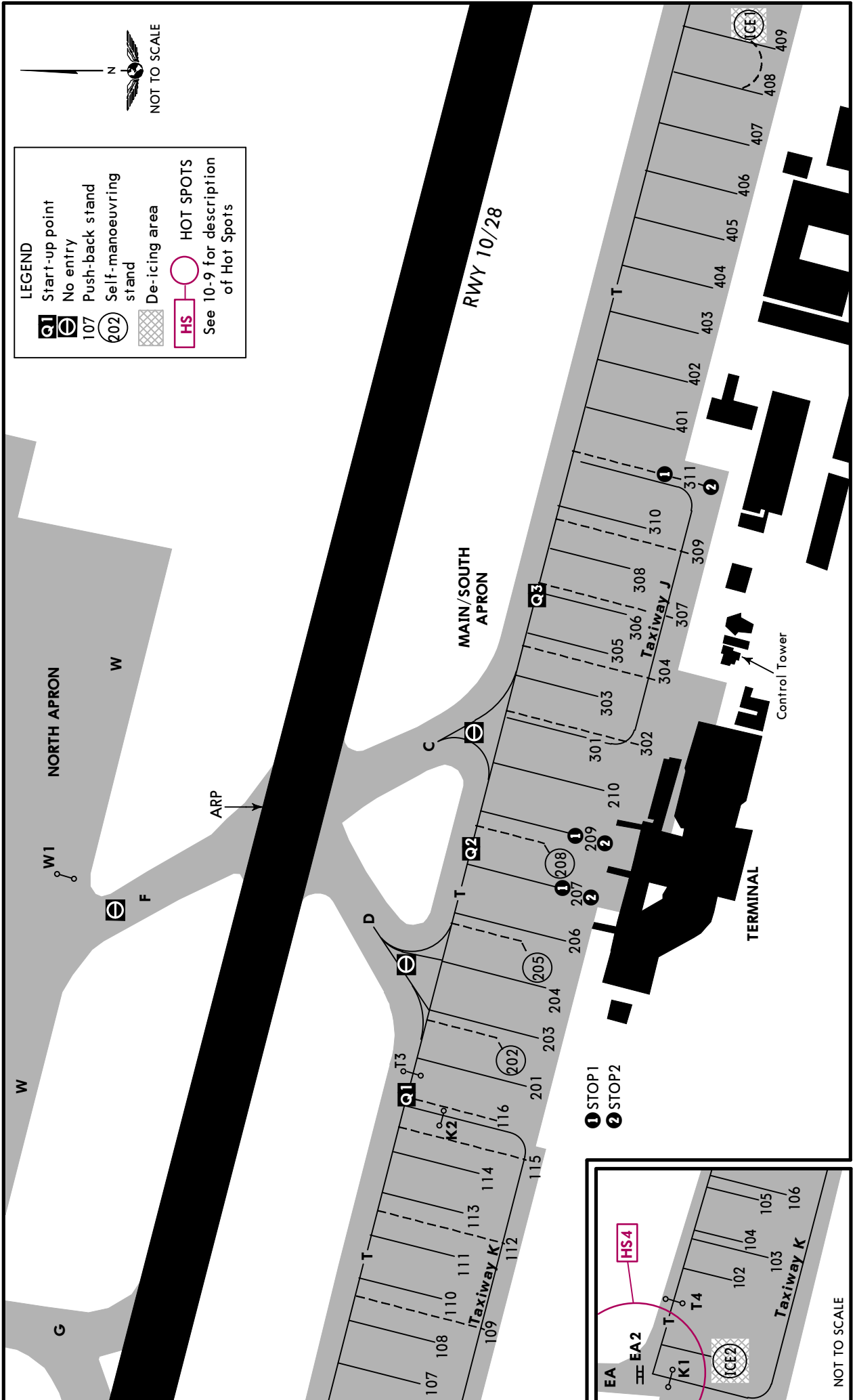
BERGAMO, ITALY

12 APR 19

10-9A

Eff 25 Apr

ORIO AL SERIO



CHANGES: North apron moved to 10-9B. Coordinates moved to 10-9C.

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LIME/BGY

JEPPESSEN

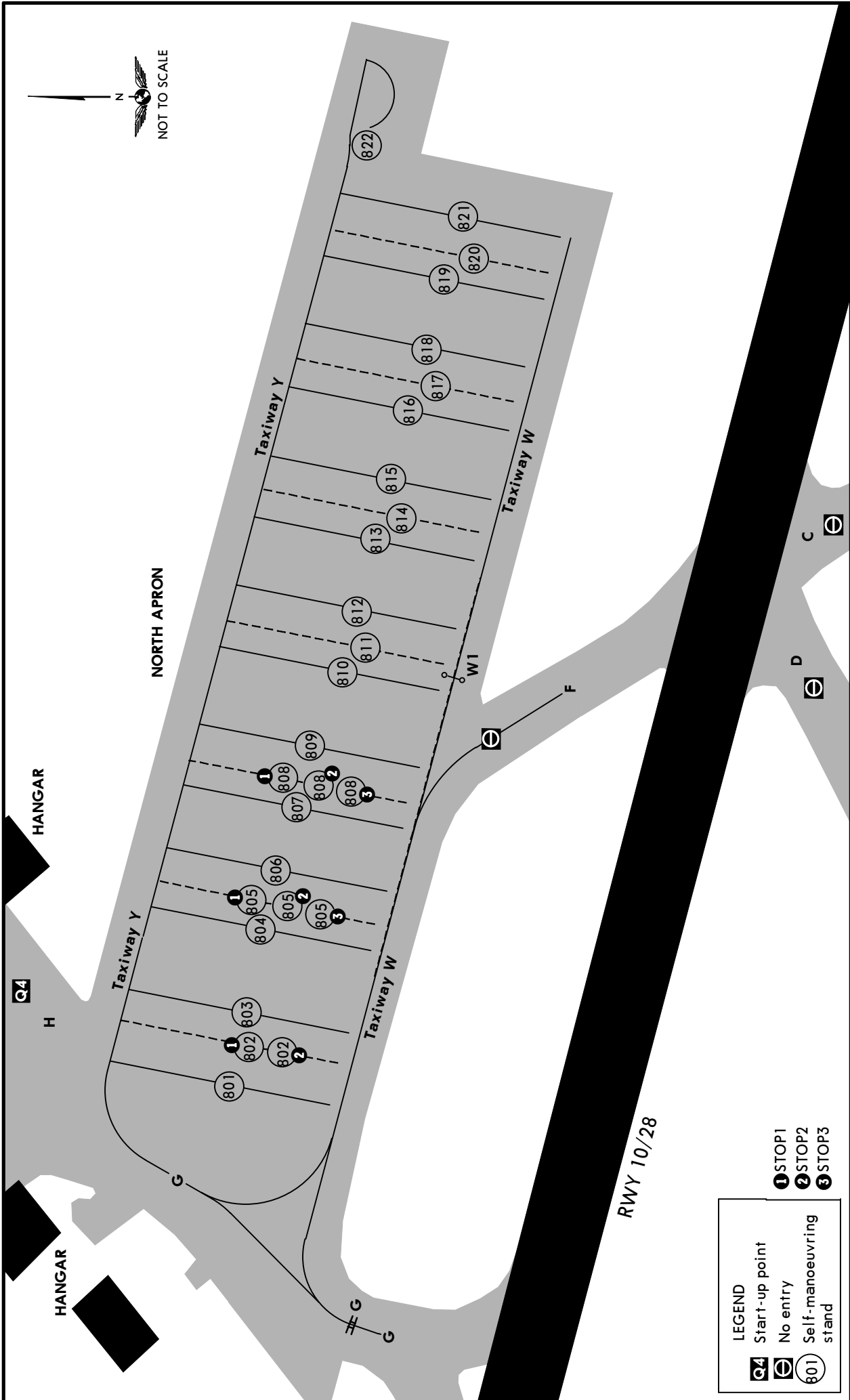
BERGAMO, ITALY

12 APR 19

10-9B

Eff 25 Apr

ORIO AL SERIO



LEGEND

- Start-up point
- No entry
- Self-manoeuvring stand

1 STOP1
2 STOP2
3 STOP3

LIME/BGY



BERGAMO, ITALY

12 APR 19

10-9C

Eff 25 Apr

ORIO AL SERIO

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
Main/South apron			
102 thru 106	N45 40.1 E009 41.5	309, 310	N45 39.9 E009 42.2
107, 108	N45 40.1 E009 41.6	311 STOP1 thru 402	N45 39.9 E009 42.3
109	N45 40.0 E009 41.6	403, 404	N45 39.9 E009 42.4
110	N45 40.1 E009 41.6	405 thru 407	N45 39.9 E009 42.5
111	N45 40.1 E009 41.7	408, 409	N45 39.9 E009 42.6
112 thru 115	N45 40.0 E009 41.7	ICE1	N45 39.9 E009 42.6
116 thru 203	N45 40.0 E009 41.8	ICE2	N45 40.1 E009 41.4
204 thru 206	N45 40.0 E009 41.9	North apron	
207 STOP1 thru 210	N45 40.0 E009 42.0	801	N45 40.4 E009 41.8
301 thru 303	N45 40.0 E009 42.1	802 STOP1 thru 804	N45 40.3 E009 41.8
304	N45 39.9 E009 42.1	805 STOP1	N45 40.3 E009 41.9
305	N45 40.0 E009 42.1	805 STOP2	N45 40.3 E009 41.8
306	N45 40.0 E009 42.2	805 STOP3 thru 809	N45 40.3 E009 41.9
307	N45 39.9 E009 42.2	810 thru 813	N45 40.3 E009 42.0
308	N45 40.0 E009 42.2	814 thru 817	N45 40.3 E009 42.1
		818 thru 821	N45 40.3 E009 42.2
		822	N45 40.3 E009 42.3

LIME/BGY

JEPPesen

BERGAMO, ITALY

12 APR 19 10-9D Eff 25 Apr

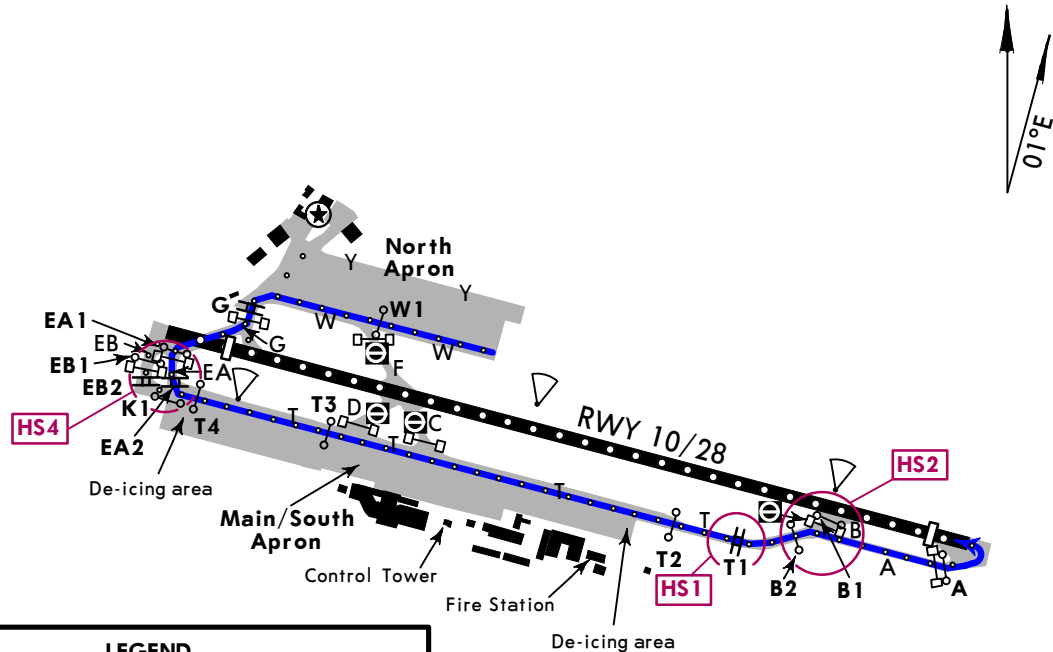
ORIO AL SERIO

RVR 550m or Less

LOW VISIBILITY TAXI ROUTES

ATIS 114.950	ORIO Ground 120.505	Tower 125.875
-----------------	------------------------	------------------

DEPARTING ACFT ROUTING RWY 10/28



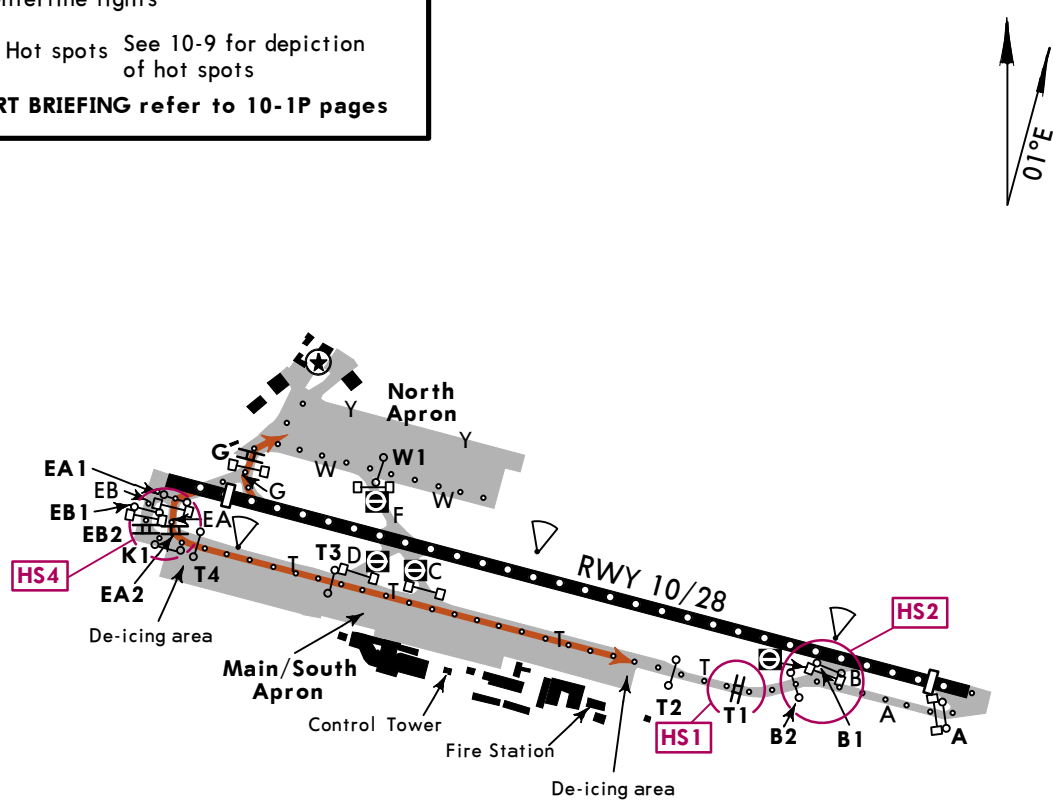
LEGEND

- LOW VISIBILITY DEP TAXI ROUTE
- LOW VISIBILITY ARR TAXI ROUTE
- No entry
- Rwy stop bar
- Rwy guard lights
- Centerline lights

Hot spots See 10-9 for depiction of hot spots

For AIRPORT BRIEFING refer to 10-1P pages

LANDING ACFT RWY 10/28



LIME/BGY

 **JEPPesen**

1 NOV 19

10-9Y

Eff 7 Nov

STD COPTER MINIMUMS

BERGAMO, ITALY

ORIO AL SERIO

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
10	VOR	1280' (498')	1000m / 1000m
	RNP (LPV)	1103' (323)	800m / 1000m
	RNP (LNAV)	1280' (500')	1000m / 1000m
28	CAT 2 ILS	854' (100')	RA 102' - 300m
	ILS	970' (216')	550m / 1000m
	LOC	1260' (506')	1000m / 1000m
	VOR	1400' (646')	1000m / 1000m

CIRCLE-TO-LAND ❶	MDA(H)	VIS
To RWY 10	1600' (818')	1000m
To RWY 28	1490' (708')	1000m

❶ Not authorized North of rwy.

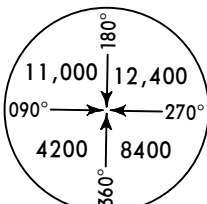
TAKE-OFF RWY 10, 28				
Low Visibility Take-off ❷				
RL/FATO LTS, RCLM & RVR info	RL/FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❸	800m

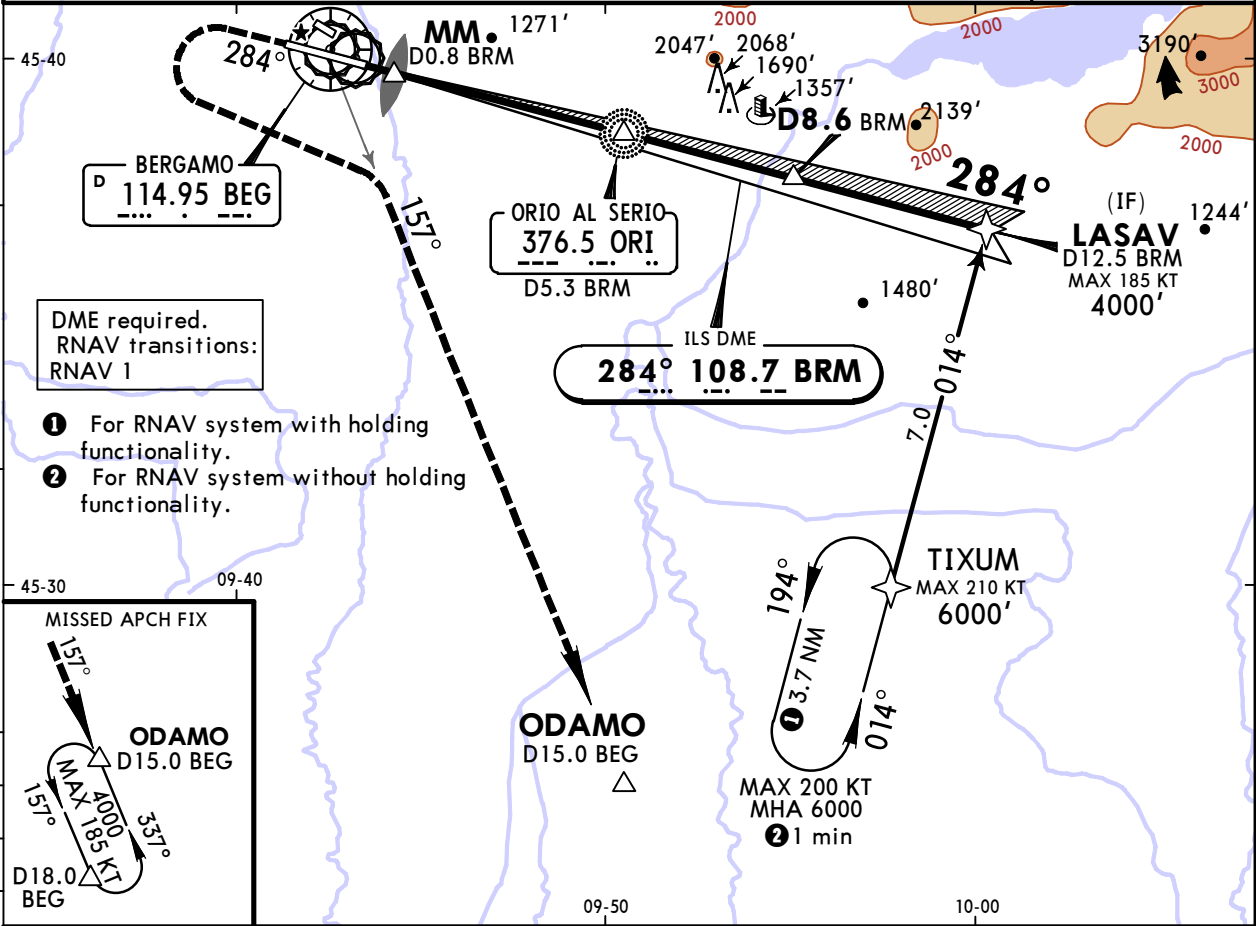
- ❷ Without Low Visibility Take-off 400m are stipulated.
- ❸ Or rejected take-off distance whichever is the greater.

LIME/BGY
ORIO AL SERIO

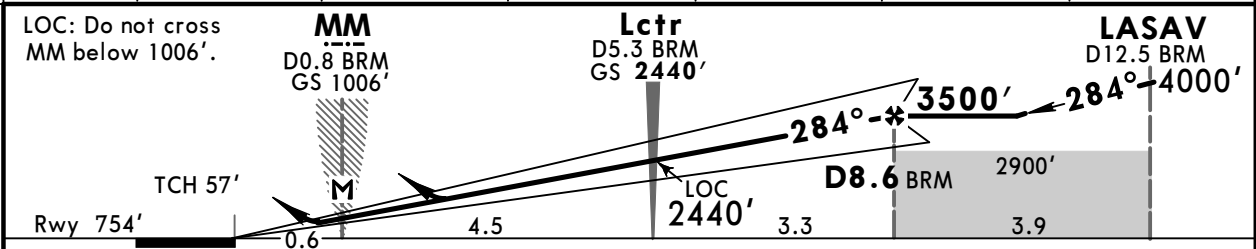
JEPPESEN
2 AUG 19 11-1 Eff 15 Aug

BERGAMO, ITALY
ILS Z Rwy 28

ATIS 114.950		MILAN Radar (APP) 126.3 126.750		ORIO Tower 125.875		Ground 120.505	
LOC BRM 108.7	Final Apch Crs 284°	GS ORI Lctr 2440' (1686')	ILS DA(H) Refer to Minimums	Apt Elev 782' Rwy 754'			
MISSED APCH: Proceed on 284° climbing to 4000'. At 1300' but not before BEG/D0.5 BRM after THR Rwy 28 turn LEFT (MAX 185 KT) to 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.							



LOC	BRM DME	2.0	3.0	4.0	5.0	6.0
(GS out)	ALTITUDE	1395'	1715'	2035'	2355'	2670'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAP PAPI	Refer to Missed Apch above
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at MM/D0.8 BRM								

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) CDFA 1260' (506')		Not authorized North of rwy		
FULL	TDZ or CL out	ALS out	ALS out	ALS out	Max Kts	MDA(H) VIS
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1500m		100 1600' (818') 1500m
B						135 1600' (818') 1600m
C			RVR 1300m	RVR 1600m	RVR 2400m	180 1730' (948') 2400m
D						205 1730' (948') 3600m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

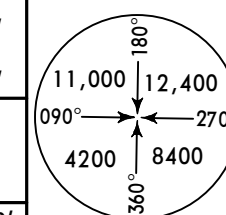
CHANGES: MSA. TIXUM speed restriction.

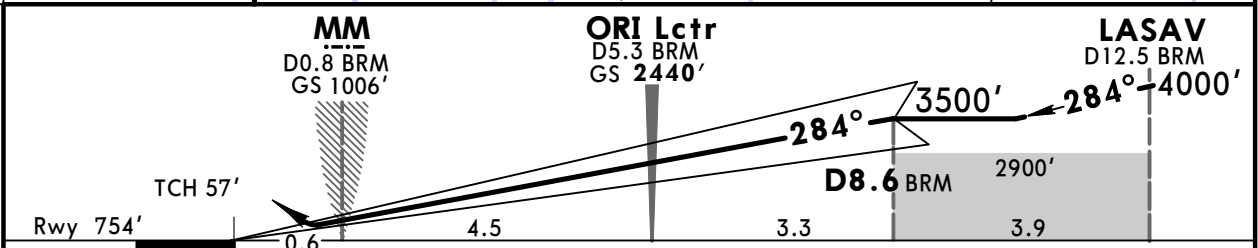
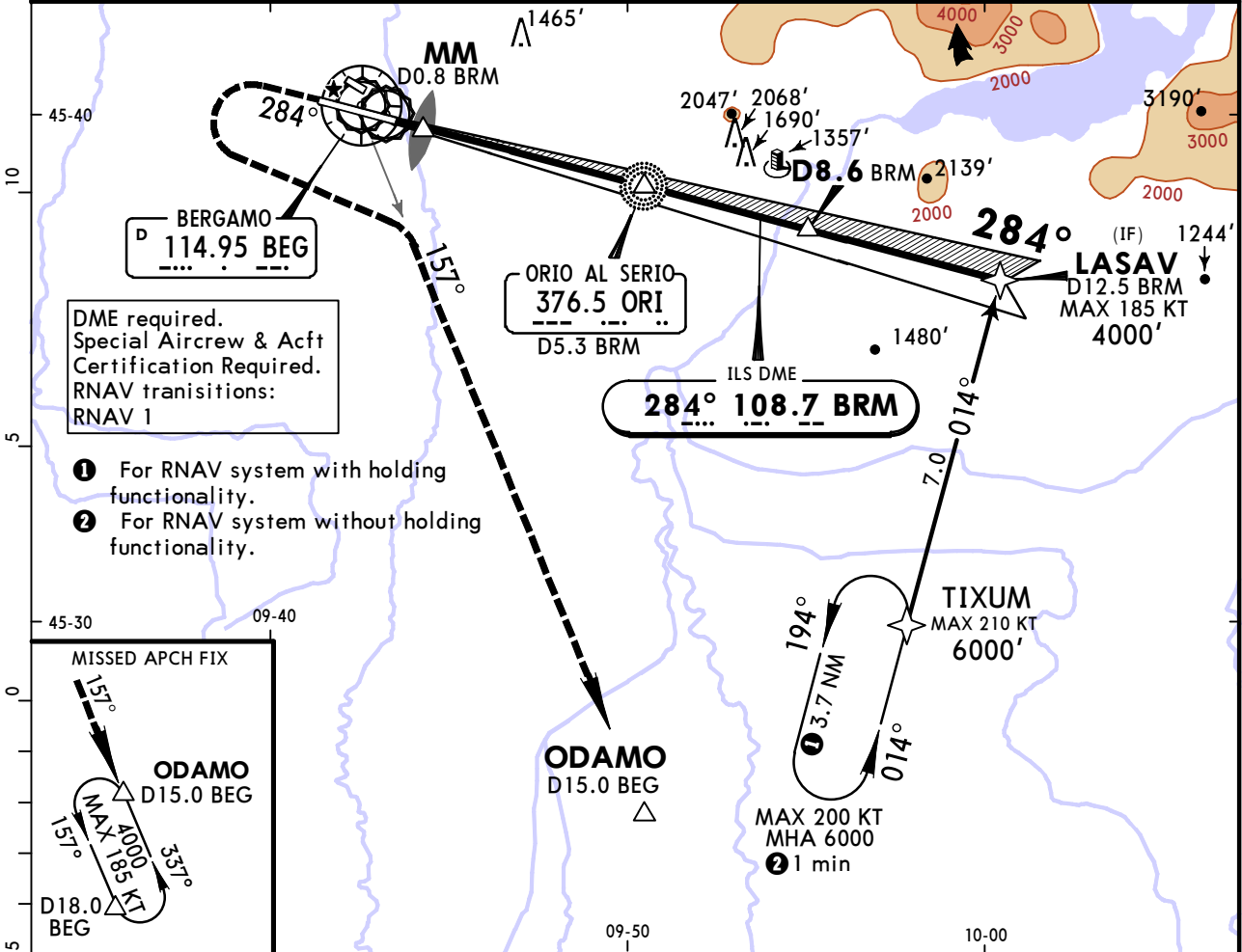
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LIME/BGY
ORIO AL SERIO

JEPPESSEN
2 AUG 19
Eff 15 Aug **(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 120.505	
LOC BRM 108.7	Final Apch Crs 284°	GS ORI Lctr 2440' (1686')	CAT IIIB, IIIA & II ILS Refer to Minimums		Apt Elev 782' Rwy 754'		
MISSED APCH: Proceed on 284° climbing to 4000'. At 1300' but not before BEG/D0.5 BRM after THR Rwy 28 turn LEFT (MAX 185 KT) to 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			Refer to Missed Apch above
GS	3.00°	372	478	531	637	743			

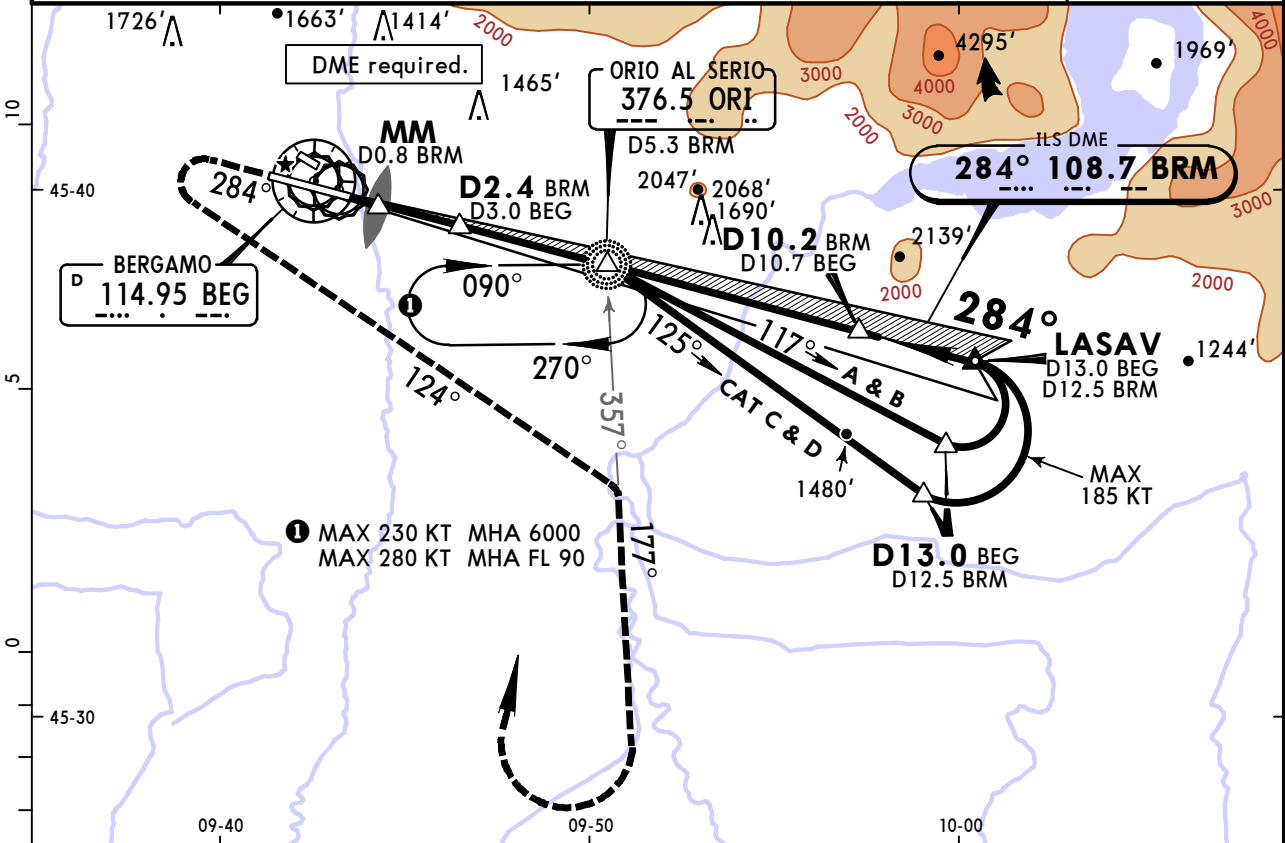
Standard			STRAIGHT-IN LANDING RWY 28		
CAT IIIB ILS		CAT IIIA ILS	CAT II ILS		
		DH 50'	ABC RA 102' DA(H) 854' (100')	D RA 138' DA(H) 873' (119')	
RVR 75m		RVR 200m	RVR 300m		

LIME/BGY
ORIO AL SERIO

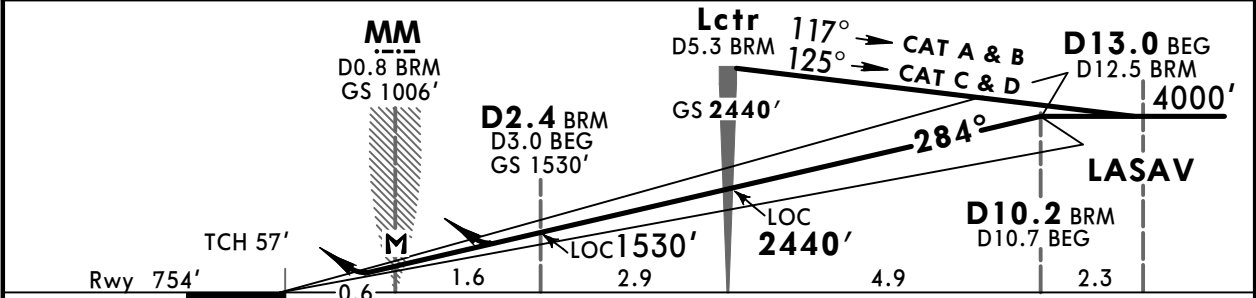
JEPPESEN
1 FEB 19 11-2

BERGAMO, ITALY
ILS Y Rwy 28

ATIS 114.950		MILAN Radar (APP) 126.3 126.750		ORIO Tower 125.875		Ground 120.505
LOC BRM 108.7	Final Apch Crs 284°	GS Lctr 2440' (1686')	ILS DA(H) Refer to Minimums	Apt Elev 782'	Rwy 754'	
MISSED APCH: Proceed on 284° climbing to 6000'. At 1300' but not before BEG/D0.5 BRM after THR Rwy 28 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



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



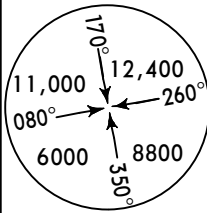
Gnd speed-Kts	70	90	100	120	140	160	 Refer to Missed Apch above	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at MM/D0.8 BRM								

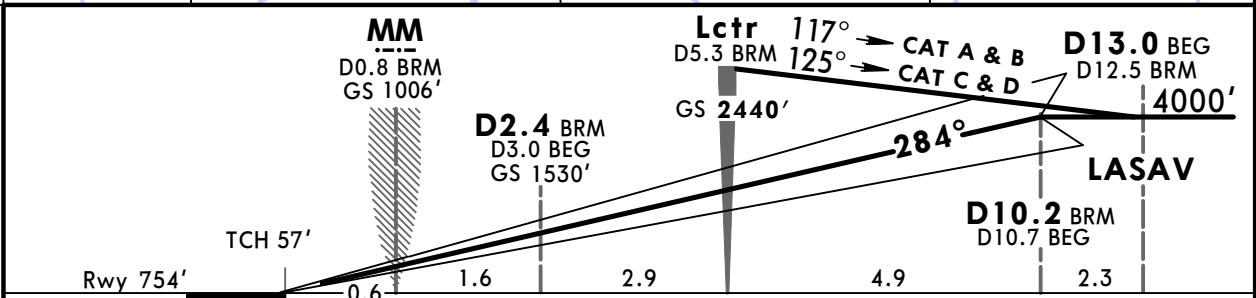
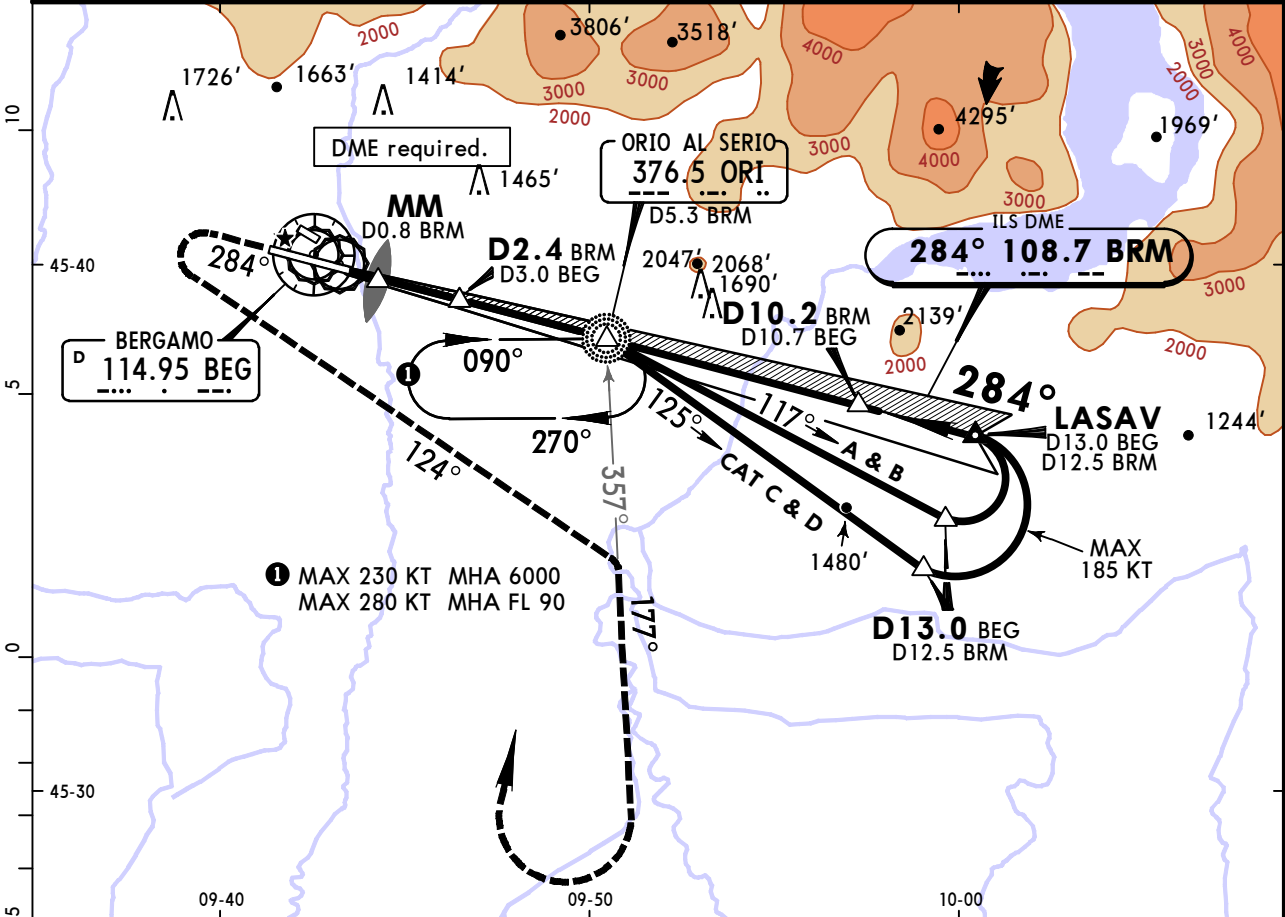
Standard			STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND TO RWY 10		
ILS DA(H) A: 970' (216') C: 990' (236') B: 982' (228') D: 1001' (247')			LOC (GS out) CDFA DA/MDA(H) 1260' (506')			Not authorized North of rwy			
FULL		TDZ or CL out	ALS out		ALS out		Max Kts	MDA(H) _____ VIS _____	
A	RVR 550m	RVR 550m I	RVR 1200m	RVR 1500m		100	1600' (818') 1500m		
B				RVR 1500m		135	1600' (818') 1600m		
C			RVR 1600m	RVR 2400m	180	1730' (948') 2400m			
D					205	1730' (948') 3600m			
I W/o HUD/AP/FD: RVR 750m									

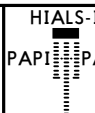
LIME/BGY
ORIO AL SERIO

JEPPESEN
1 FEB 19 (11-2A)

BERGAMO, ITALY
CAT II/III ILS Y Rwy 28

ATIS 114.950		MILAN Radar (APP) 126.3 126.750		ORIO Tower 125.875		Ground 120.505	
LOC BRM 108.7	Final Apch Crs 284°	GS Lctr 2440' (1686')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 782' Rwy 754'	 MSA ORI Lctr	
MISSED APCH: Proceed on 284° climbing to 6000'. At 1300' but not before BEG/D0.5 BRM after THR Rwy 28 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.							



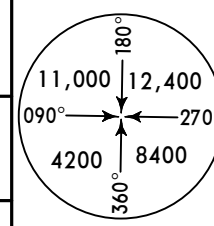
Gnd speed-Kts	70	90	100	120	140	160	 Refer to Missed Apch above	
GS	3.00°	372	478	531	637	849		

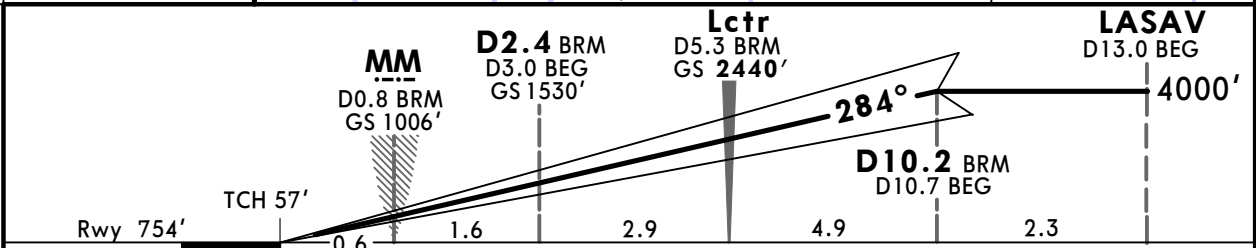
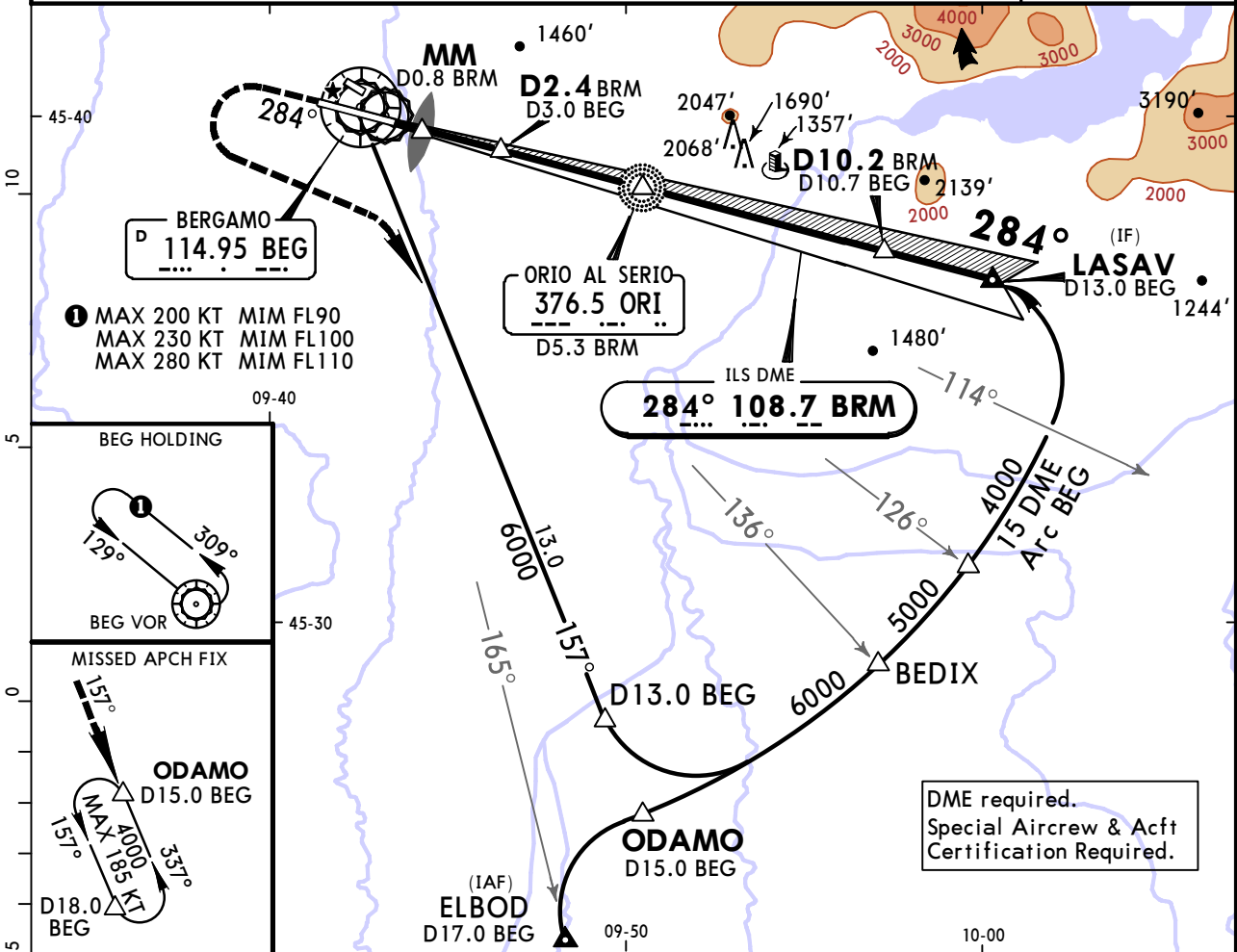
Standard		STRAIGHT-IN LANDING RWY 28	
CAT IIIA ILS 1		CAT II ILS	
		ABC	D
		RA 102'	RA 138'
DH 50'		DA(H) 854'(100')	DA(H) 873'(119')
RVR 200m	RVR 300m		
1 CAT IIIB: Mim RVR 75m.			

LIME/BGY
ORIO AL SERIO

JEPPESSEN
2 AUG 19
Eff 15 Aug **(11-3A)**

BERGAMO, ITALY
CAT II/III ILS X Rwy 28

ATIS 114.950		MILAN Radar (APP) 126.3 126.750		ORIO Tower 125.875		Ground 120.505	
LOC BRM 108.7	Final Apch Crs 284°	GS ORI Lctr 2440' (1686')	CAT IIIB, IIIA & II ILS Refer to Minimums		Apt Elev 782' Rwy 754'		
MISSED APCH: Proceed on 284° climbing to 4000'. At 1300' but not before BEG/D0.5 BRM after THR Rwy 28 turn LEFT (MAX 185 KT) to 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.							



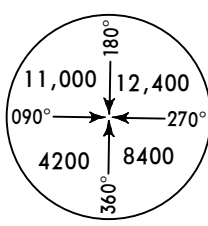
Gnd speed-Kts	70	90	100	120	140	160			Refer to Missed Apch above
GS	3.00°	372	478	531	637	743			

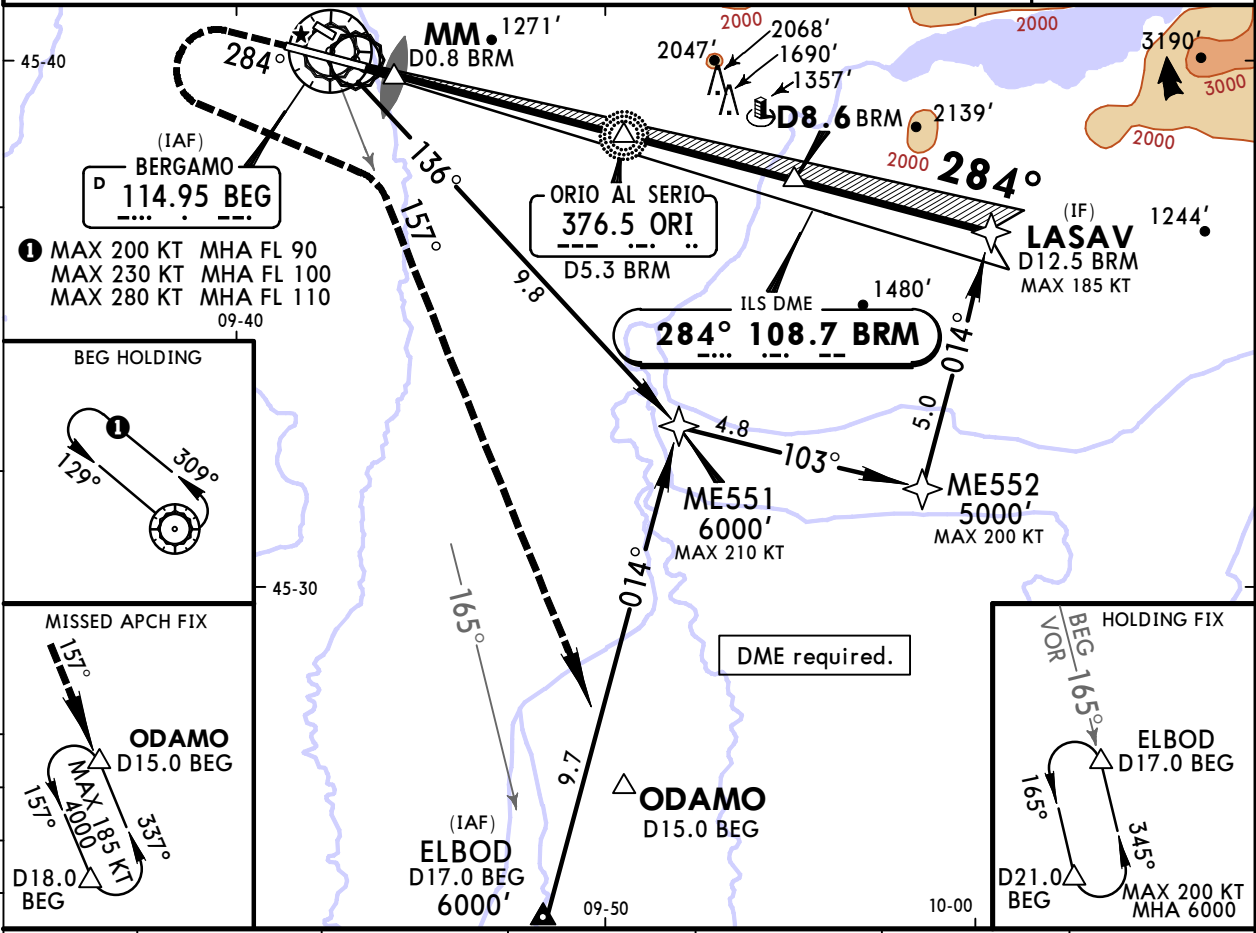
Standard			STRAIGHT-IN LANDING RWY 28		
CAT IIIB ILS		CAT IIIA ILS		CAT II ILS	
		DH 50'		ABC RA 102' DA(H) 854' (100')	D RA 138' DA(H) 873' (119')
RVR 75m		RVR 200m		RVR 300m	

LIME/BGY
ORIO AL SERIO

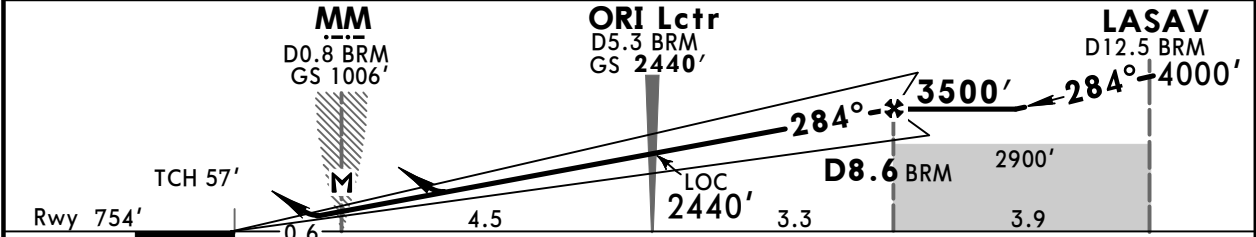
JEPPESEN
2 AUG 19 11-4 Eff 15 Aug

BERGAMO, ITALY
ILS W Rwy 28

ATIS 114.950		MILAN Radar (APP) 126.3 126.750		ORIO Tower 125.875		Ground 120.505
LOC BRM 108.7	Final Apch Crs 284°	GS ORI Lctr 2440' (1686')	ILS DA(H) Refer to Minimums	Apt Elev 782'	Rwy 754'	
MISSED APCH: Proceed on 284° climbing to 4000'. At 1300' but not before BEG/D0.5 BRM after THR Rwy 28 turn LEFT (MAX 185 KT) to 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.						



LOC (GS out)	BRM DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	1395'	1715'	2035'	2355'	2670'



0.5									
Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above	
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849			
MAP at MM/D0.8 BRM									

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

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

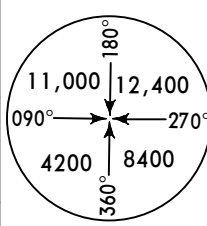
CHANGES: MSA. Speed restrictions.

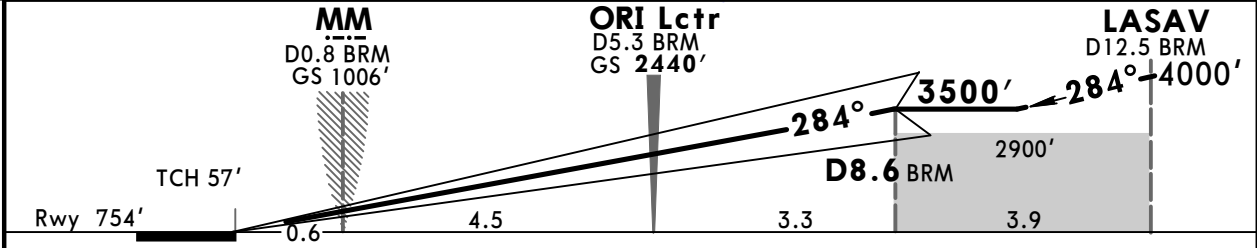
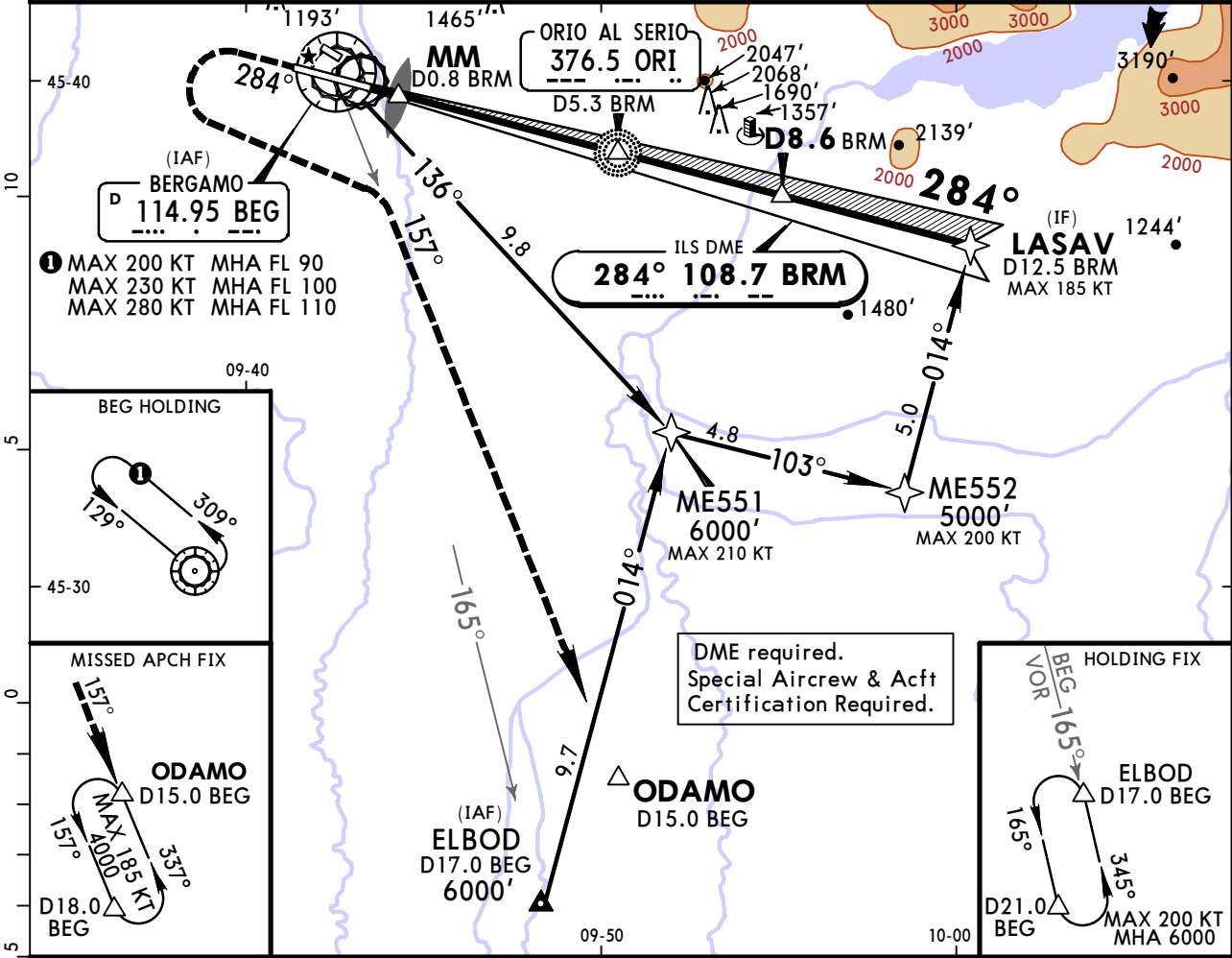
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LIME/BGY
ORIO AL SERIO

JEPPESEN
2 AUG 19
Eff 15 Aug 11-4A

BERGAMO, ITALY
CAT II/III ILS W Rwy 28

ATIS 114.950		MILAN Radar (APP) 126.3 126.750		ORIO Tower 125.875		Ground 120.505	
LOC BRM 108.7	Final Apch Crs 284°	GS ORI Lctr 2440' (1686')	CAT IIIB, IIIA & II ILS Refer to Minimums		Apt Elev 782' Rwy 754'	 MSA BEG VOR	
MISSED APCH: Proceed on 284° climbing to 4000'. At 1300' but not before BEG/D0.5 BRM after THR Rwy 28 turn LEFT (MAX 185 KT) to join R-157 BEG to ODAMO.							
Alt Set: hPa		Rwy Elev: 27 hPa		Trans level: By ATC			
When intercepting LOC and during final approach, adhere strictly to ILS signals.							
Trans alt:6000'							



Gnd speed-Kts	70	90	100	120	140	160			Refer to Missed Apch above
GS	3.00°	372	478	531	637	743			

Standard			STRAIGHT-IN LANDING RWY 28		
CAT IIIB ILS		CAT IIIA ILS		CAT II ILS	
		DH 50'		ABC RA 102' DA(H) 854' (100')	D RA 138' DA(H) 873' (119')
RVR 75m		RVR 200m		RVR 300m	

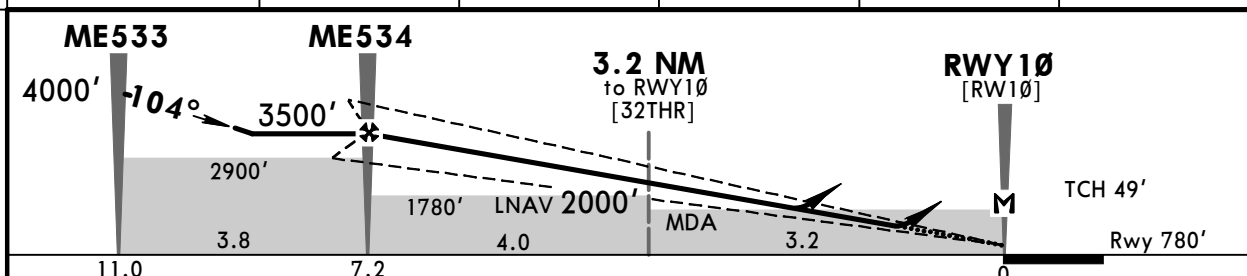
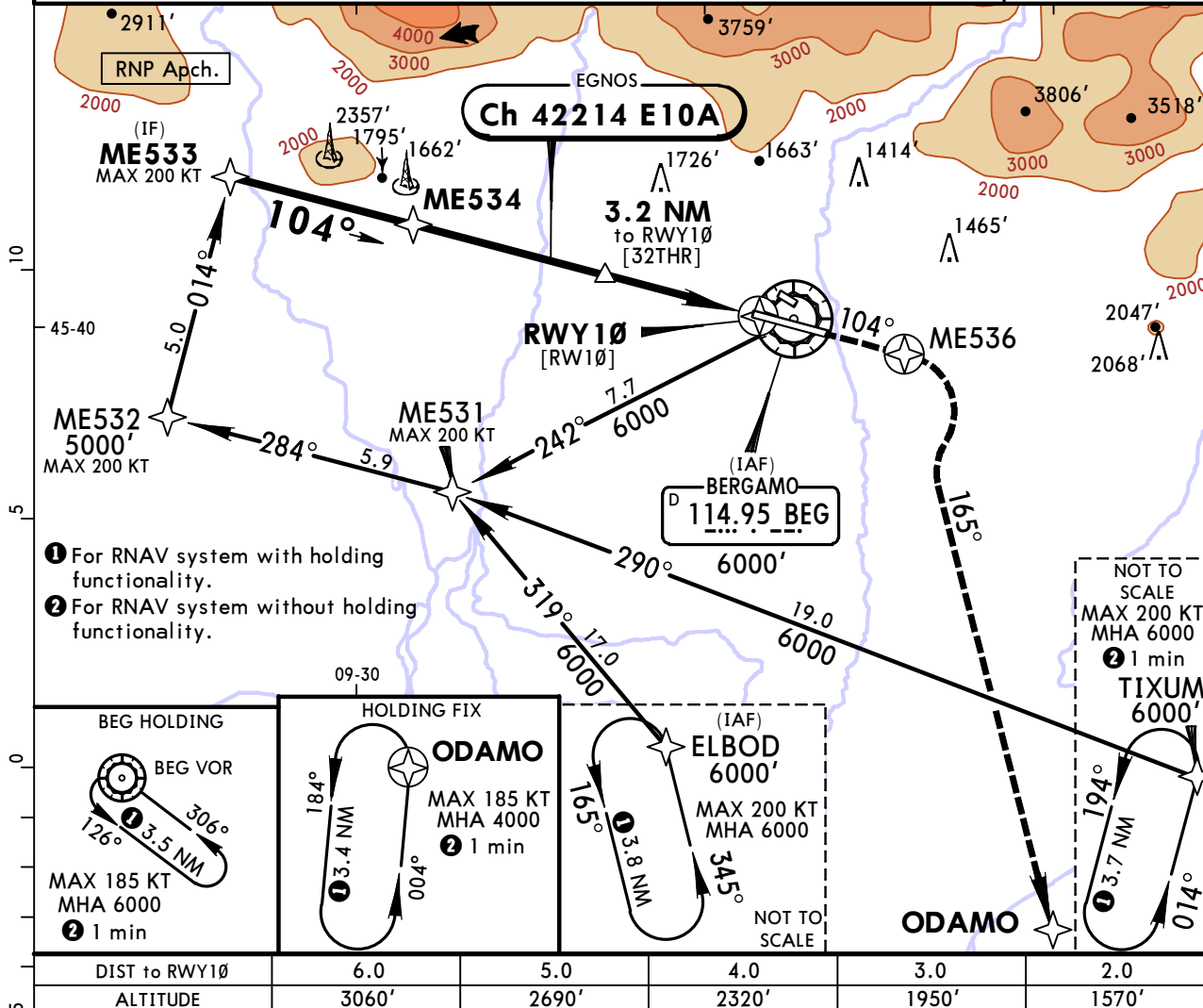
LIME/BGY
ORIO AL SERIO

JEPPESEN
1 NOV 19 **(12-1)** Eff 7 Nov

BERGAMO, ITALY
RNP RWY 10

BRIEFING STRIP™

ATIS 114.950		MILAN Radar (APP) 126.3 126.750		ORIO Tower 125.875		Ground 120.505		12,400 MSA ARP	
EGNOS Ch 42214 E10A		Final Apch Crs 104°		Procedure Alt ME534 3500' (2720')		LPV DA(H) Refer to Minimums			Apt Elev 782' Rwy 780'
MISSED APCH: Climb to 4000'. Proceed to ME536, then turn RIGHT (MAX 200 KT) to ODAMO and hold.									
Alt Set: hPa		Rwy Elev: 28 hPa		Trans level: By ATC		Trans alt: 6000'			

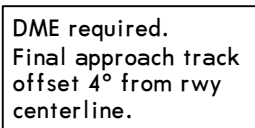


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 4000' ME536
Glide Path Angle 3.50°	434	557	619	743	867	991	
LPV: MAP at DA							
LNAV: MAP at RWY10							

Standard STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND TO RWY 28 Not authorized North of rwy	
DA(H) LPV		LNAV CDFA		Max Kts	MDA(H) VIS
A: 1103' (323') C: 1127' (347')		DA/MDA(H) 1280' (500')		100	1490' (708') 1500m
B: 1115' (335') D: 1140' (360')				135	1610' (828') 1600m
ALS out		ALS out		180	1870' (1088') 2400m
A RVR 1100m	RVR 1500m	RVR 1500m		205	1870' (1088') 3600m
B RVR 1200m	RVR 1600m	RVR 1800m	RVR 2300m		

CHANGES: Procedure title.

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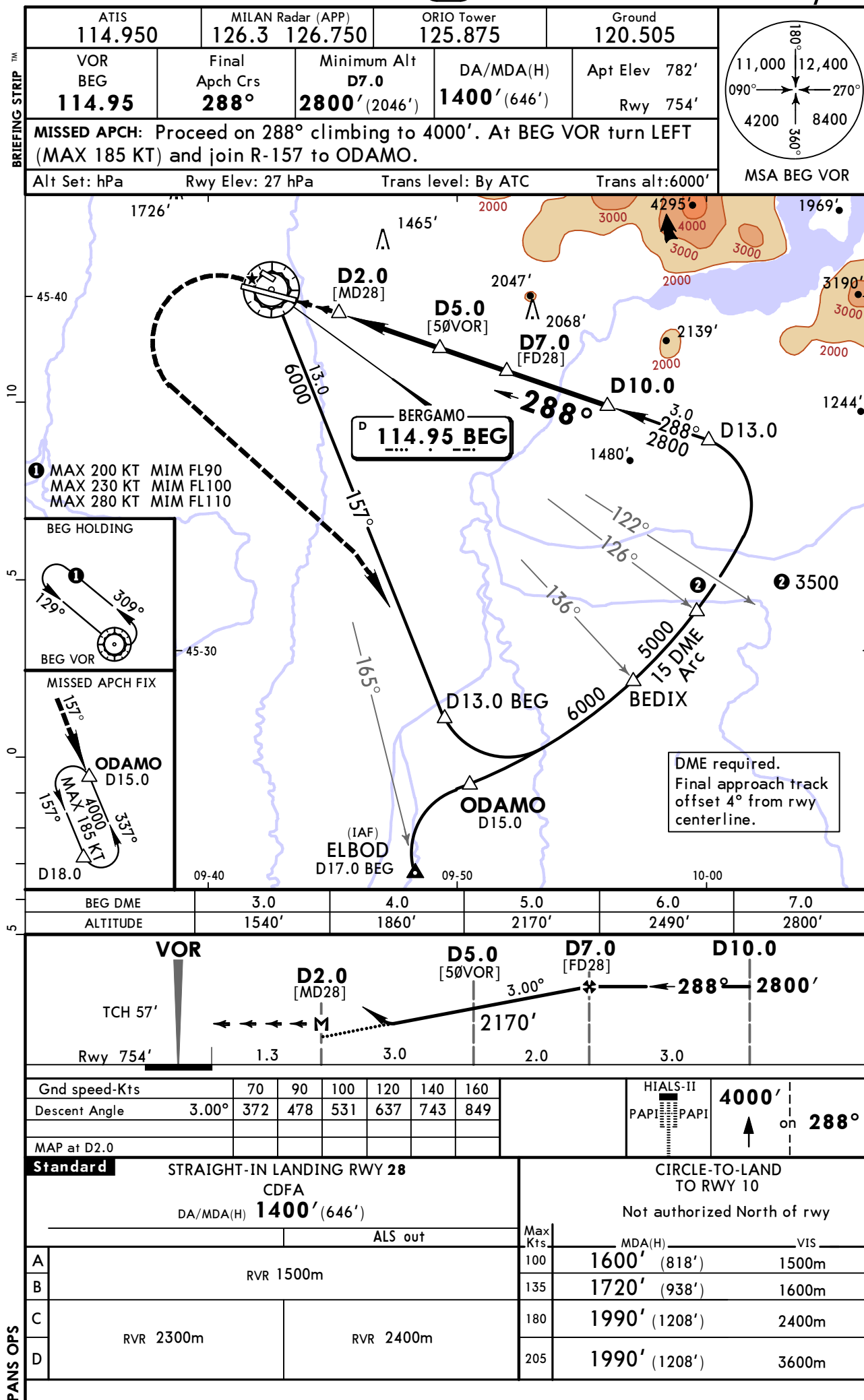


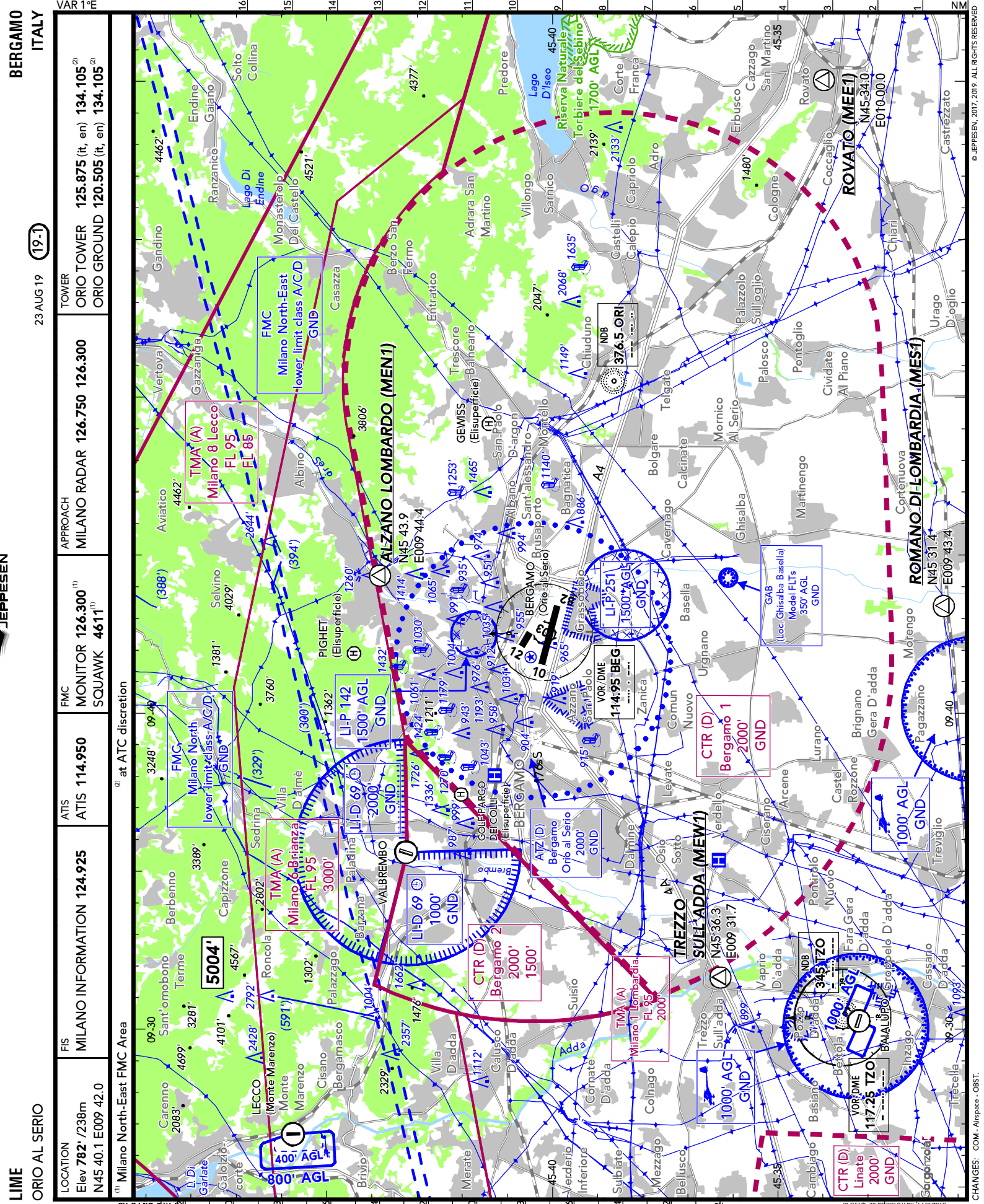
Standard		STRAIGHT-IN LANDING RWY 10 CDFA DA/MDA(H) 1280' (498')	CIRCLE-TO-LAND TO RWY 28 Not authorized North of rwy	
		ALS out	Max Kts.	MDA(H) VIS
A	RVR 1500m		100	1490' (708') 1500m
B			135	1590' (808') 1600m
C	RVR 1800m	RVR 2300m	180	1750' (968') 2400m
D			205	1750' (968') 3600m

LIME/BGY
ORIO AL SERIO

JEPPESSEN
2 AUG 19 **(13-2)**

BERGAMO, ITALY
VOR Rwy 28





LIME

ORIO AL SERIO

23 AUG 19 **19-2**

BERGAMO

ITALY

BRIEFING STRIP™

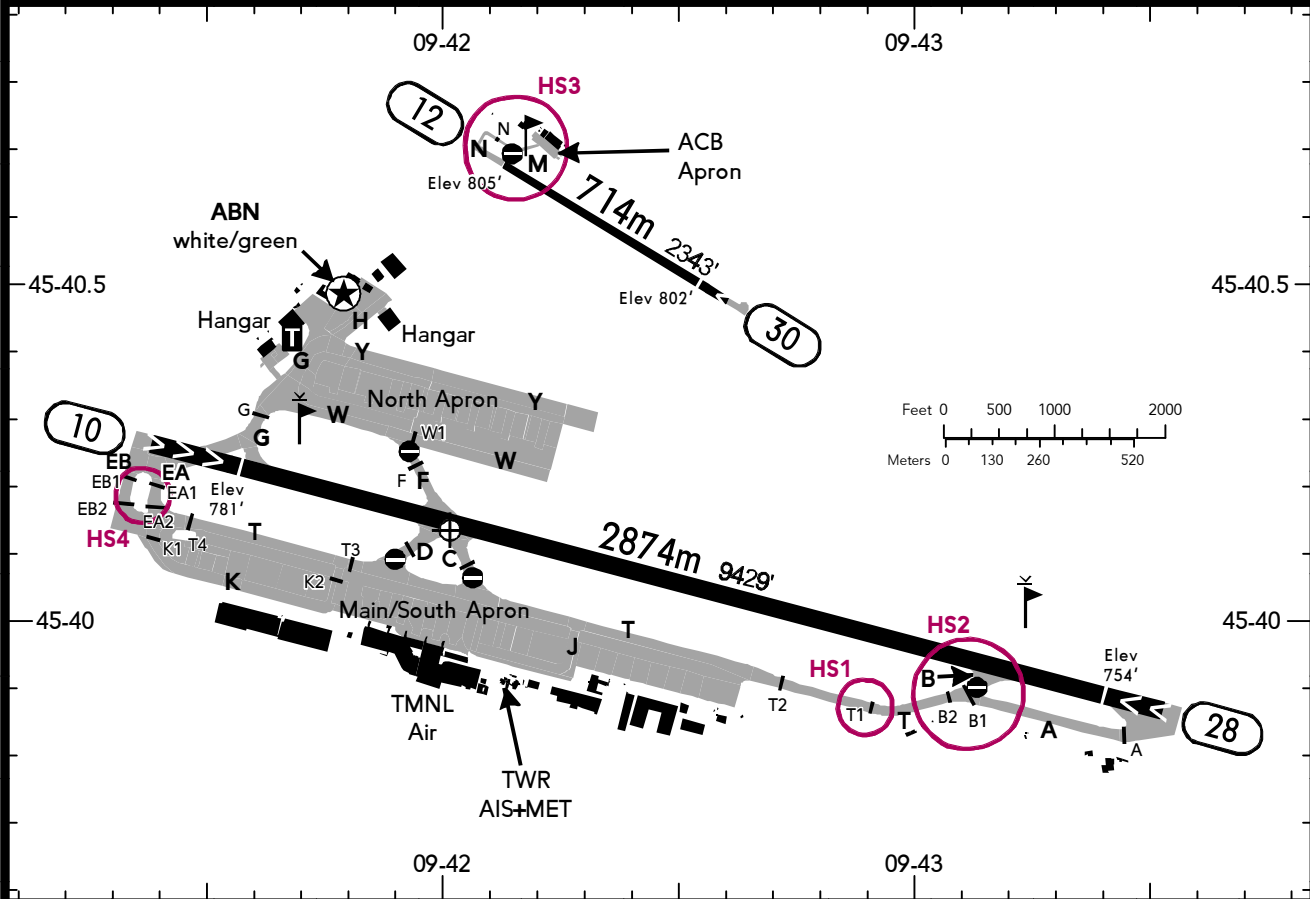
LOCATION
Elev **782'** /238m
N45 40.1 E009 42.0

ATIS
ATIS 114.950

TOWER
ORIO GROUND **120.505** (it, en) **134.105** ⁽¹⁾
ORIO TOWER **125.875** (it, en) **134.105** ⁽¹⁾

ADMITTED AIRCRAFT

⁽¹⁾ at ATC discretion



ABN - RWY 10/28: ALS - PAPI 10 (3.5°), 28 (3.0°) - THRL - RL - RCLL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
10 (104°) 28 (284°)	2874 x 45 Paved	2874	2655 2741	PCN 90/F/A/W/T	
12 (120°) ❶ 30 (300°) ❷	714 x 18 Paved	778 750	714 652	PCN 10/F/C/X/T	---

❶ TORA beginning from the Starting Point, identified by yellow dashed demarcation bar marking, at 64m before RWY THR 12

❷ TORA beginning from the Starting Point, identified by yellow dashed demarcation bar marking, at 98m before RWY THR 30

NOTE: Refer to Milano (LIML) Area Information.

Intersection TKOF

RWY	TWY	TORA (m)
10	EA	2655
	G	2484
28	A	2741
	B	2320

Advanced ULM are not allowed to enter Bergamo Orio al Serio ATZ.

Traffic Circuits

Traffic circuit:

- RWY 10/28 always SW,
- RWY 12/30 always NE.

VFR Flight Procedures

Language to be used in air-ground communication: pilots with language proficiency in en shall use the en language.

In order to reduce noise on the built-up area located S of Bergamo city:

- Traffic TKOF from RWY 10 has to maintain RWY heading till passing Serio river then proceed according to flight plan or TWR instructions,
- down wind leg for RWY 28/10 shall be flown not below an ALT 1500' avoiding Azzano S. Paolo and Grassobbio,

LIME

ORIO AL SERIO

23 AUG 19

19-3

BERGAMO

ITALY

- base turn for RWY 28 shall be initiated E of Serio river.

Ground Movement

ACFT movements to or from ACB Apron are subject to special regulation as follow:

- Only one ACFT movement at a time is allowed, ARR ACFT will normally have TAX priority over DEP ACFT.
- Pilots of DEP ACFT shall request ORIO TOWER the permission to move from parking position when ready to taxi with engines running.
- Pilots of ARR ACFT shall report ORIO TOWER the ARR at the parking position before engine shut down.
- Turning on/off the engines allowed with caution at pilots discretion.

RWY Preferential Use

RWY 12/30: Twin engine ACFT shall TKOF for RWY 30 and land on RWY 12 except for weather conditions.

RWY 12/30: TWY M is available only to exit from RWY.

TWY N is available only to enter the RWY.

RWY Incursion Hot Spots

HS1 - T1 is a CAT I/II/III RWY holding position serving RWY 28 or ACFT with wingspan equal to or greater than 36 m.

Pay attention: T1 is far away from the RWY.

HS2 - Possible TWY confusion.

Passing intermediate holding position B2 keep right for TWY 'A'.

HS3 - Area not in sight of TWR.

HS4 - EA2 and EB2 are RWY holding positions protecting RWY 10 APCH and LDG.

RWY holding positions EA1 and EB1 are not AVBL during RWY 10 APCH and LDG.

Miscellaneous

RWY 12/30 due to environment restriction, all school flights and training flights twin engines not allowed.

Birds and hares in vicinity of AD.

Pilots operating on RWY 12/30 shall consider that wind, visibility and cloud data provided by ATC are those AVBL for LDG/TKOF OPS on RWY 10 or RWY 28, whichever is in use.

Radio Failure on Manoeuvring Area

Whenever ACFT operating on the manoeuvring area experiences a radio failure it shall comply with the following:

Departing ACFT:

It shall continue strictly on the assigned taxi route to their clearance limit and wait for the ARR of the follow-me car in order to be guided back to the stand.

Arriving ACFT:

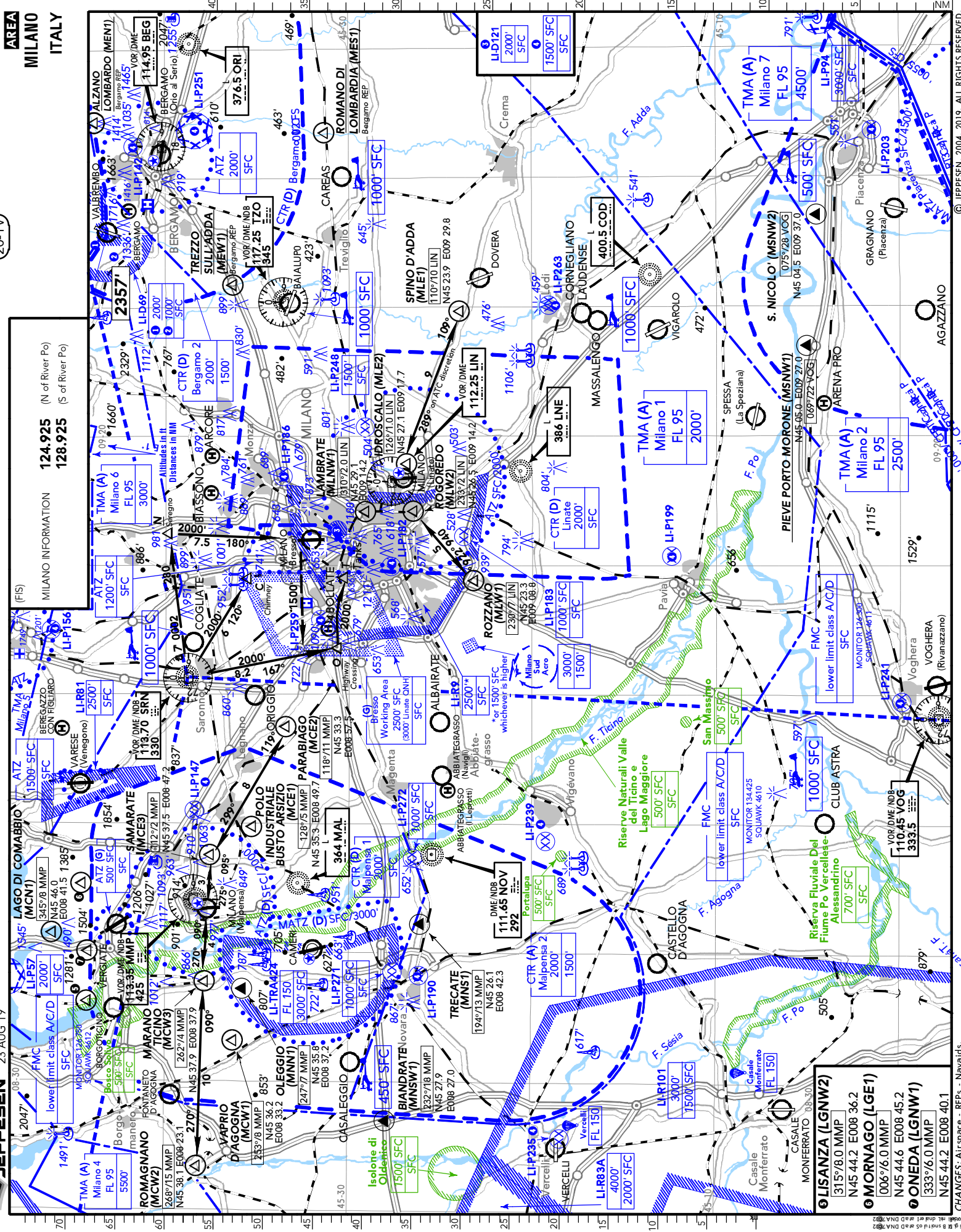
It shall vacate the RWY and ILS sensitive area via the appropriate TWY and wait on its first segment for the ARR of follow-me car in order to be guided to the stand.

20-1V

AREA
MILANO
ITALY

MILANO INFORMATION
124.925 (N of River Po)
128.925 (S of River Po)

JEPPesen 23 AUG 19



- ① LISANZA (LGNW2)
315°/8.0 MMP
N45 44.2 E008 36.2
- ② MORNAGO (LGE1)
006°/6.0 MMP
N45 44.6 E008 45.2
- ③ ONEDA (LGNW1)
333°/6.0 MMP
N45 44.2 E008 40.1

CHANGES: Airspace - REPS - NavAids.

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AREA
MILANO
ITALY

20-1VA 23 AUG 19

JEPPESEN

Rules for VFR Traffic within Milano TMA

ARR ACFT shall maintain radio contact with MILANO INFORMATION until being instructed to contact the appropriate ATS Unit of the destination AD.

DEP ACFT shall establish and maintain radio contact with MILANO INFORMATION immediately after leaving the appropriate ATS Unit freq.

Special Rules for VFR Traffic within Milano (Linate) CTR

No VFR operations are permitted within Milano (Linate) CTR EXC:

- a) DEP/ARR ACFT from/to airports and air/helisurface areas located within the CTR;
- b) Aerial work flights if authorised;
- c) State ACFT and flights, rescue, emergency and ambulance flights.

NOTE: All flights listed under a) and b), must be operated with functioning SSR Mode A&C transponders, switched on at all times.

At least 10 MIN before entering CTR, VFR flights listed above shall request clearance to APP/TWR, specifying intended entry point and requested altitude. ATC may approve the request or deny clearance to enter CTR, instructing ACFT to hold outside CTR, or issue a clearance to enter at a different ALT and Reporting Point.

In case of difficulties to establish radio contact with APP/TWR, pilots may address MILANO INFORMATION asking to relay the requests to ATC, while holding outside the CTR until radio contact is properly established.

Special Rules for VFR Traffic within Milano (Malpensa) CTR

VFR APCHs, LDG and TKOF not admitted EXC for ACFT based therein and HEL activity.

In case of MMP DME unavailability or in case of simultaneous MMP VOR and MMP NDB unavailability, activity on Vergiate and Venegono ADs shall be suspended.

Special Rules for VFR Traffic to/from Milano (Bresso)

The traffic circuit is W of the RWY and entry into the circuit is permitted from NW sector only.

Special VFR within Milano (Linate) CTR

Special VFR (SVFR) operations are permitted with a MNM VIS not less than 3 KM. When VIS is less than 3 KM but not less than 1.5 KM, SVFR operations are permitted only to pilots holding a current IFR rating and the ACFT must be:

- a) Approved for VFR with no reference to visual landmarks by the State of Register and further is equipped with:
 - Stabilised direction indicator;
 - means for indicating a failure in the functioning of the direction indicator;
 - means to communicate with Linate TWR/APP and MILANO INFORMATION.

- b) Equipped with:

2 VHF- COMs, 1 VOR (a second VOR receiver must be on board if the flight or legs of it is conducted using only VOR or NDB/DME signals), 1 ADF, 1 DME, 1 Transponder SSR Mode A&C, switched on at all times.

NOTE: HEL do not need to comply with the DME-requirement.

Restrictions and Conditions for Crossing LI-R9

Flying activity within LI-R9 is prohibited, EXC for route segments ROZZANO (MLW1) - ROGOREDO (MLW2) and ROGOREDO (MLW2) - ROZZANO (MLW1), and the airspace necessary for holding orbits on the said points, connected with LDG and DEPs to/from Milano/Linate AD.

Further exemptions within LI-R9 are granted to following activities, provided that ACFT are equipped with a functioning transponder Mode A & C, switched on at all times and further complies with the requirements as shown under Special VFR.

- VFR aerial work subject to previous documentation scrutiny by Milano/Linate AD;
- HEL Emergency Medical Service (HEMS) and SAR HEL operations;
- HELs from/to helisurfaces within LI-R9;
- flights within Milano/Bresso ATZ and working areas when entry and exit procedures are adhered to.

BERGAMO, (ORIO AL SERIO - LIME)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LIME

Type: Terminal (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Pilots of GA FLT's shall submit to the respective handling agent PPR form (AVBL on website -In the Airport - Download PPR) 24hr in advance due to limited parking capacity. Handling agents are: Airport Global Services, TEL 035326295, 3491076321 (mobile), E-Mail opsbg@agshandling.it, Web <http://www.agshandling.it>; BGY International Services, TEL 0355574270, Fax 0355574348, E-Mail rit.ops@bgyis.it, Web <http://www.bgyinternationalservices.com>; G. A. S. BE. 2000, TEL 0354595973, 3346152018 (mobile), Fax 0354596091, E-Mail generalaviationlime@gmail.com;

Chart Change Notices for Country ITA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Noise abatement procedure for initial climb to be determined by operator in accordance with ICAO Doc-8168. Disregard respective initial climb info on Italian ABPs and 10-4s; ATC pages 'State Rules and Procedures - Italy' will be updated with Rev 9 Aug.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

For all communication facilities referring to APP control service with call sign MILANO RADAR FREQ 132.700 should be read 132.705.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

EFF 21 JUN 18 Frequency Monitoring Code (FMC) Area (G) Milano North-West (Squawk 4610, MONITOR) 134.425 estbld N of CTA (D) Milano Piemonte sector 10, W of E009 00.0, E of E007 25.0 till N of Malpensa ATZ and Milano CTA Grand Paradiso sector 17. FMC Area (G) Milano North-East (Squawk 4611, MONITOR 126.300) estbld E of E009 00.0 within Milano FIS Area, N of Piacenza CTR sector 3 and Parma CTR sector 2 till N of Bergamo CTR. FMC Area (G) Milano North (Squawk 4612, MONITOR 126.750) estbld N of FMC area North-West and North-East till Swiss-Italian border. FMC Area (G) Padova Central (Squawk 4777, MONITOR 124.150) estbld in lateral limits of Padova CTAs (D) sector 7, 8, 9 and sector 11 excluding lateral limits of CTRs of Treviso, Venezia, Bologna and Ronchi. FMC Area (G) Alghero/Olbia (Squawk 5137, MONITOR 125.950) estbld within lateral limits of Sardegna CTA (D) Nord Sardegna sector 7. Vertical limit for all areas: GND - lower limit class A/C/D/E.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

ATC clearance for VFR traffic to enter CTA (D) Padova shall be requested only to Padova FIS.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

ATC clearance for VFR traffic to enter CTA (D) Milano shall be requested only to Milano FIS.

Type: Gen Tmnl (VFR)

Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Milano TMA completely revised.