

LIME/BGY
ORIO AL SERIO

5 OCT 07

JEPPESEN
10-1P

BERGAMO, ITALY
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 112.6

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RWY USAGE

For a proper RWY assignment all pilots must declare the ICAO certification of their ACFT.

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

1.3.1. GENERAL

LVP will be applied during CAT II/III and Take-off operations with RVR less than 550m.

Pilots will be informed when Low Visibility Operations (LVO) are in force by ATIS broadcast or by radiotelephony.

Minimums used by operators must be accepted by appropriate CAA.

RVR and CEILING

- Predisposition: RVR equals 800m and/or CEILING equals 200 ';

- Activation: RVR TDZ equals 550m and/or CEILING is less than 200 ';

- Disactivation: RVR TDZ equals 600m and/or CEILING is 200 ' or more.

LVP will be deleted when all RVR greater than 800m or CEILING is 200 ' or more.

During activation phase, TWYs D & E are not available.

Arriving ACFT

Landing ACFT will vacate the RWY 28 by using only TWY F when proceeding to the MAIN APRON or TWY G when proceeding to the NORTH APRON.

Pilots will assess to TWR 'RWY vacated' when the ACFT has passed the last TWY alternate yellow and green centerline lights and the signs of 'RWY vacated'. These lights and signs are to be considered the border of the ILS sensitive area.

Surface movement Radar (SMR) is available to monitor pilot 'RWY vacated' reports.

Departing ACFT

On manoeuvring area taxiing is restricted to TWYs equipped with centerline lights.

On receiving taxi clearance ACFT must only proceed when a green centerline path is illuminated. In the event of failure of the lights or stopbars, ACFT will only taxi with FOLLOW-ME and on TWR instruction.

ATC will require departing ACFT to use CAT II/III holding position T for RWY 28.

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AIRPORT BRIEFING

1. GENERAL

Pilots shall never cross a stopbar and NO ENTRY red bar with red lights on.
With RVR less than 400m take-off run must be started on THR 28.

When LVP are in force, due to increased spacing between arriving ACFT, a reduced landing rate can be expected.

Training ILS CAT II/III must be requested to ATC unit in advance.

Restrictions on taxiing as follow:

- RVR less than 400m to 200m: FOLLOW-ME assistance on request.

- RVR less than 200m: FOLLOW-ME assistance is mandatory.

- RVR less than 400m: LVO are allowed when pilots report to TWR 'being standstill at holding point T'.

With surface movement radar (SMR) not available:

When RVR value at TDZ is less than 550m the movement of ACFT over the entire movement area shall be the follow:

- When landed ACFT has reported to be at the stand, another ACFT may be cleared to taxi.

With RVR value less than 400m, an ACFT may be cleared to land or take-off when another ACFT has already reported to TWR being at the holding point T.

Contingency take-off RWY 10:

When RWY 10/28 is contaminated by snow or ice and friction coefficient value suggest take-off for RWY 10, RWY 10 take-off is allowed previous ATC coordination. Departing ACFT shall start take-off run for RWY 10 from THR 10 or on pilot request from start point G.

Holding position F for RWY 10 is available by TWR.

If an ACFT should report to be lost on manoeuvring area during LVP and if ATC should not be able to determine its position then:

- all OPS must be immediately suspended.

- Taxiing traffic shall be instructed to report and maintain its position and shall be informed about last position reported/known of the lost traffic.

- ATC will instruct a FOLLOW-ME for the search of the lost traffic on the manoeuvring area.

Contingency communication failure during LVP:

Whenever an ACFT operating in the manoeuvring area experiences a communication failure it shall comply with the following:

- Departing ACFT will continue strictly on the assigned taxi route to the clearance limit. ACFT shall remain on this point and wait for the arrival of the FOLLOW-ME in order to be guided back to the stand.

- Arriving ACFT will vacate the sensitive area via the appropriate TWY and wait for the arrival of FOLLOW-ME in order to be guided to the stand.

Procedure in case of emergency and/or accident

When emergency or an accident occurs, all taxiing traffic in the manoeuvring area shall be instructed by the TWR to report and maintain position.

LIME/BGY  BERGAMO, ITALY
ORIO AL SERIO 25 MAY 07 (10-1P2) AIRPORT BRIEFING

1. GENERAL

1.4. TAXI PROCEDURES

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

TWY G: For ACFT with wingspan less than 118'/36m, available at DAY from RWY HEAD 10 with minimum VIS of 1500m.

1.5. PARKING INFORMATION

Use of stands 2 and 8 with FOLLOW-ME only.
Stand 52 entrance must be executed with FOLLOW-ME.

1.6. OTHER INFORMATION

RWY 10 and 30 right hand circuit.

LIME/BGY  BERGAMO, ITALY
ORIO AL SERIO 25 MAY 07 (10-1P3) 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

2.3. CAT II/III OPERATIONS

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

2.4. TAXI PROCEDURES

RWY 10/28:

Exit from RWY via TWY B allowed to ACFT coming from THR RWY 10.
Exit from RWY via TWY B allowed to ACFT coming from THR RWY 28 at DAY with minimum VIS of 1500m.
Exit from RWY via TWY D allowed only to ACFT coming from THR RWY 10.
Exit from RWY via TWY E allowed only to ACFT coming from THR RWY 28.

RWY 12/30:

Exit from RWY via TWY M only.

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BERGAMO, ITALY
 AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP PROCEDURE

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

3.2. TAXI PROCEDURES

RWY 10/28:
 Entering into the RWY via TWY B allowed DAY with minimum VIS of 1500m.
 TWY D entering into the RWY allowed DAY with minimum VIS of 1500m and with direction THR RWY 10.
 TWY E entering into the RWY allowed DAY with minimum VIS of 1500m and with direction THR RWY 28.

RWY 12/30:
 Enter the RWY via TWY N only.

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. GENERAL

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

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

Other reasons cannot be accepted.

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

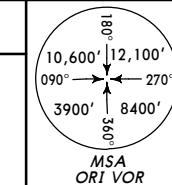
- | | |
|--------------------|--|
| a) up to 1500' QFE | - take-off power; |
| | - take-off flap; |
| b) at 1500' QFE | - climb at $V_2 + 10/20$ KT or as limited by body angle; |
| | - reduce thrust and climb at $V_2 + 10/20$ KT until reaching 3000' QFE |
| c) at 3000' QFE | - accelerate smoothly to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

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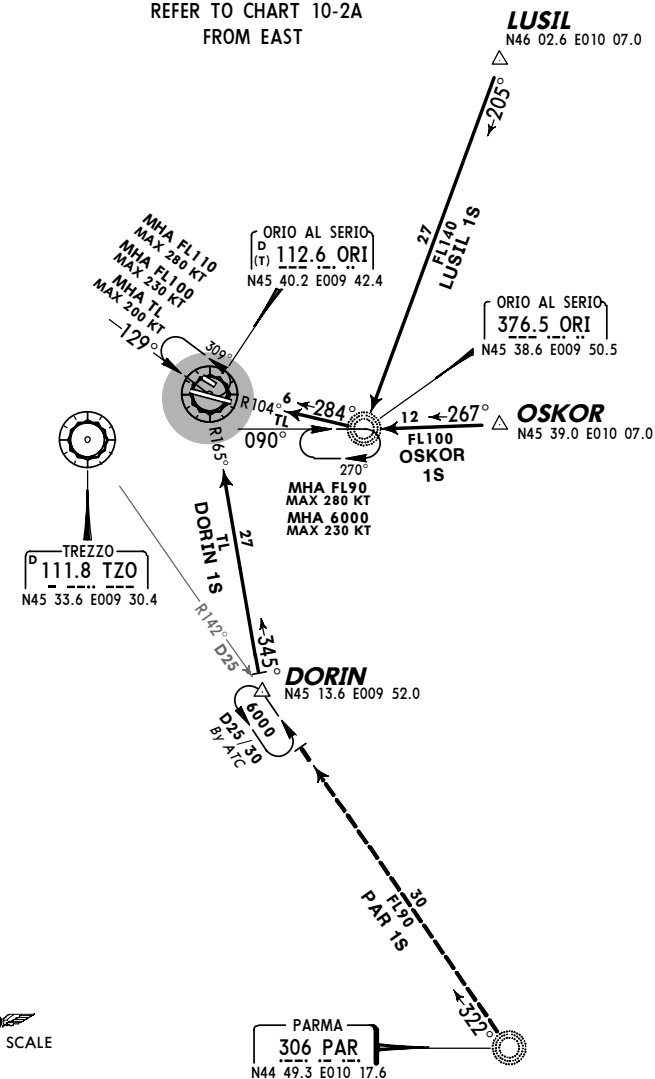
BERGAMO, ITALY
 STAR

ATIS 112.6	Apt Elev 782'	Alt Set: hPa Trans level: By ATC	Trans alt: 6000'
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**DORIN 1S [DORIN1S], LUSIL 1S [LUSIL1S]
 OSKOR 1S [OSKOR1S]
 ARRIVALS
 PAR 1S
 TRANSITION**

WHEN ORI VORDME UNSERVICEABLE
 REFER TO CHART 10-2A
 FROM EAST

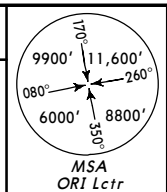


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 ORIO AL SERIO

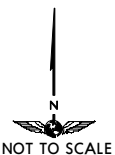
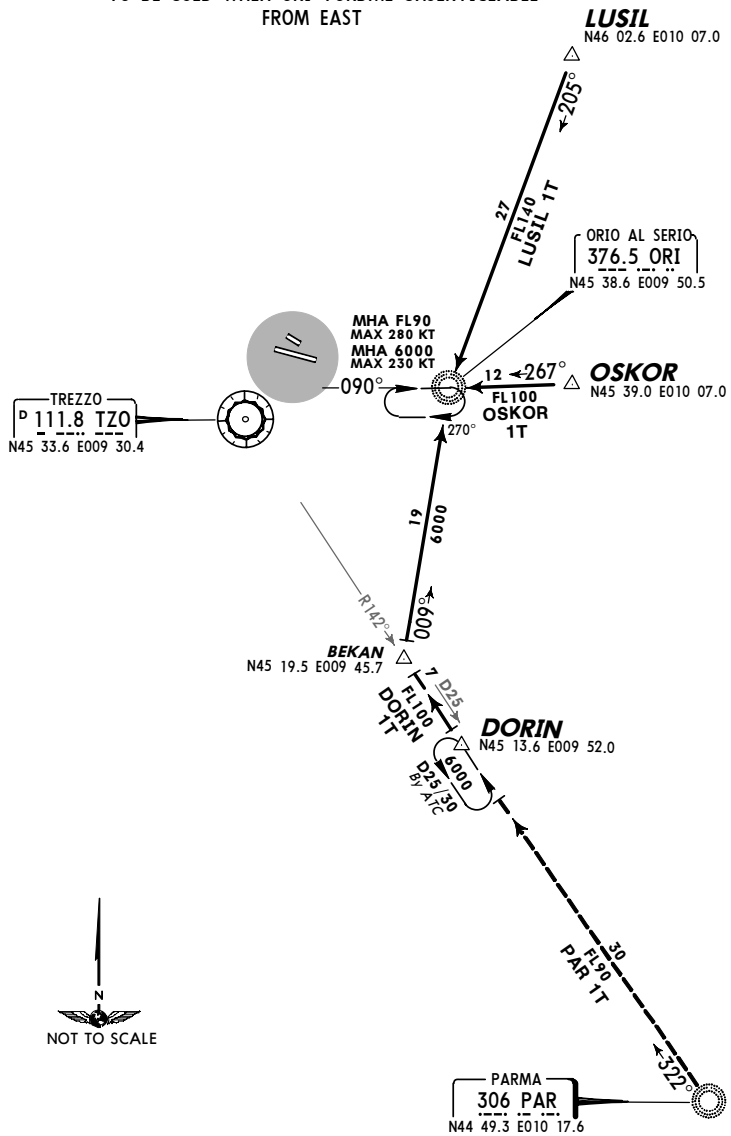
JEPPESEN
 7 APR 06 (10-2A) Eff 13 Apr

BERGAMO, ITALY
 STAR

ATIS 112.6	Apt Elev 782'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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DORIN 1T [DORI1T], LUSIL 1T [LUSI1T]
 OSKOR 1T [OSKO1T]
 ARRIVALS
 PAR 1T
 TRANSITION
 TO BE USED WHEN ORI VORDME UNSERVICEABLE
 FROM EAST



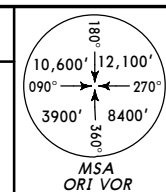
PARMA
 306 PAR
 N44 49.3 E010 17.6

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 ORIO AL SERIO

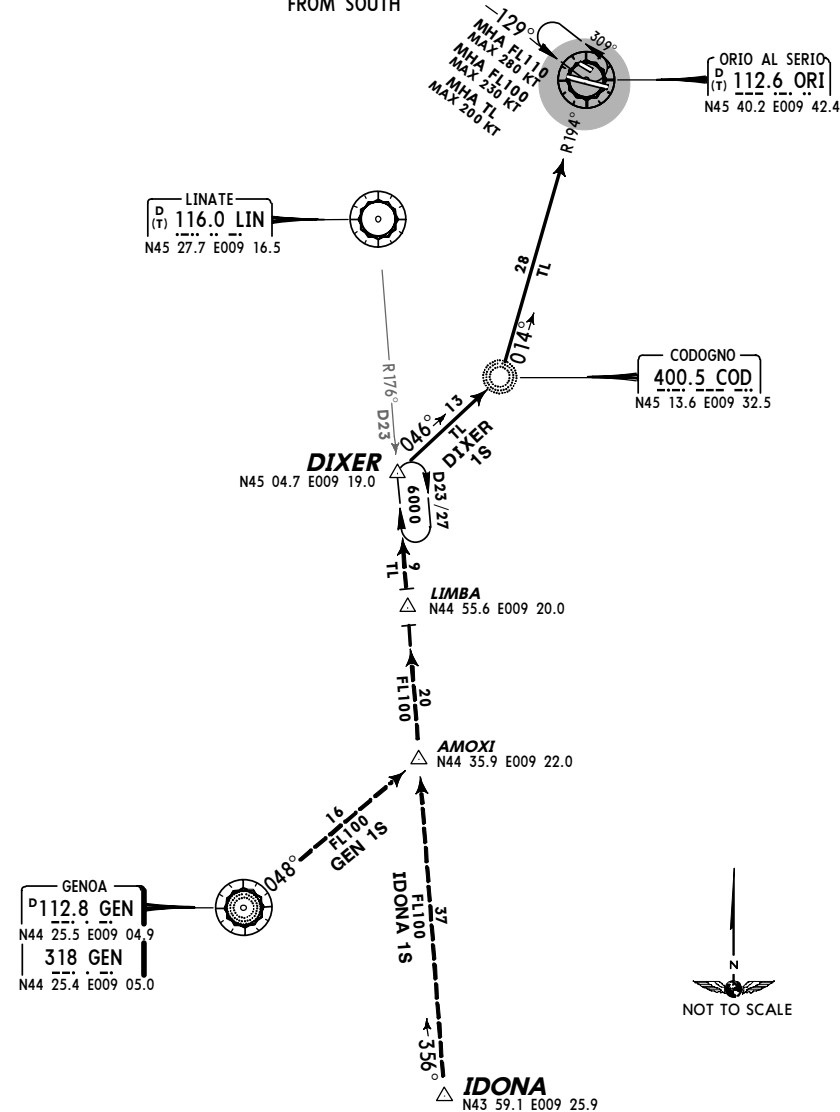
JEPPESEN
 7 APR 06 (10-2B) Eff 13 Apr

BERGAMO, ITALY
 STAR

ATIS 112.6	Apt Elev 782'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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DIXER 1S [DIXE1S]
 ARRIVAL
 GEN 1S, IDONA 1S [IDO1S]
 TRANSITIONS
 WHEN ORI VORDME UNSERVICEABLE
 REFER TO CHART 10-2C
 FROM SOUTH



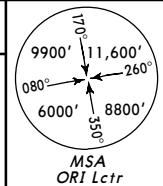
LIME/BGY
 ORIO AL SERIO

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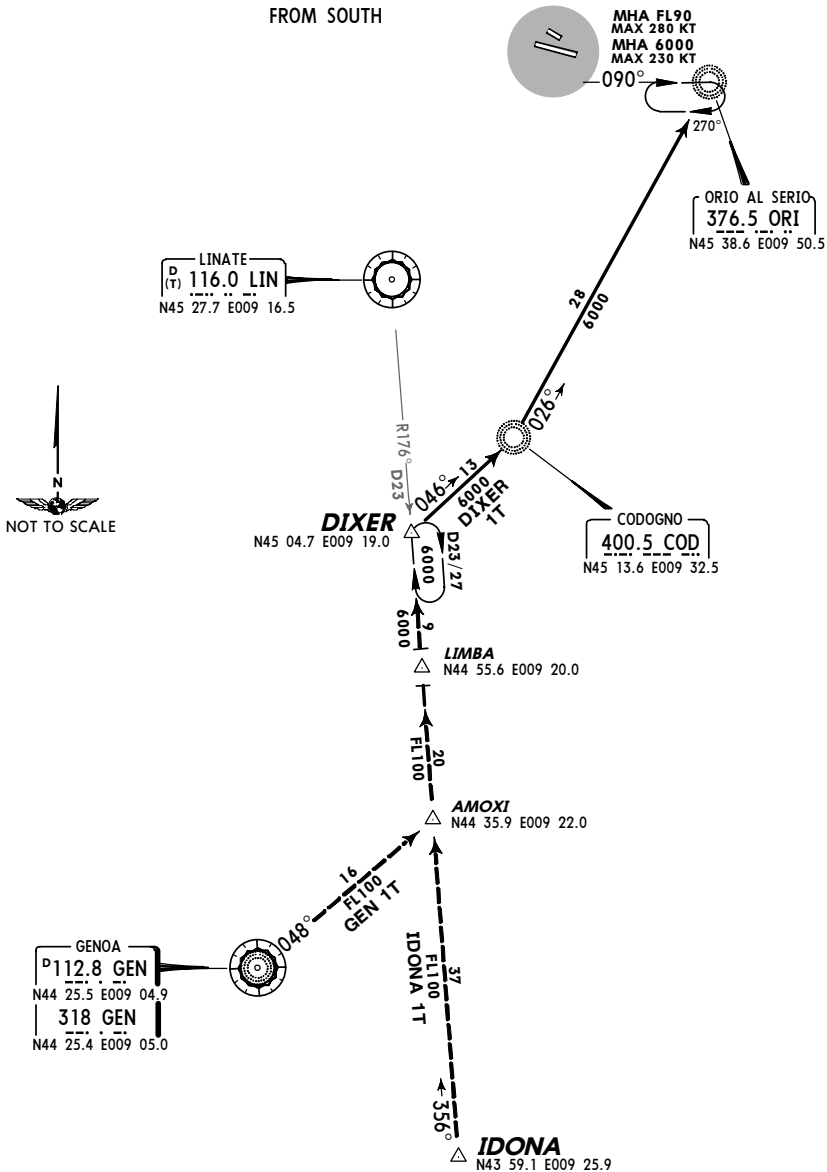
STAR

ATIS 112.6
 Apt Elev 782'
 Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'



DIXER 1T [DIXE1T]
 ARRIVAL
 GEN 1T, IDONA 1T [IDO1T]
 TRANSITIONS

TO BE USED WHEN ORI VORDME UNSERVICEABLE
 FROM SOUTH



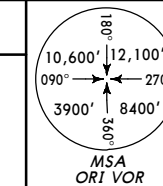
LIME/BGY
 ORIO AL SERIO

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 7 APR 06 (10-2D) Eff 13 Apr

BERGAMO, ITALY

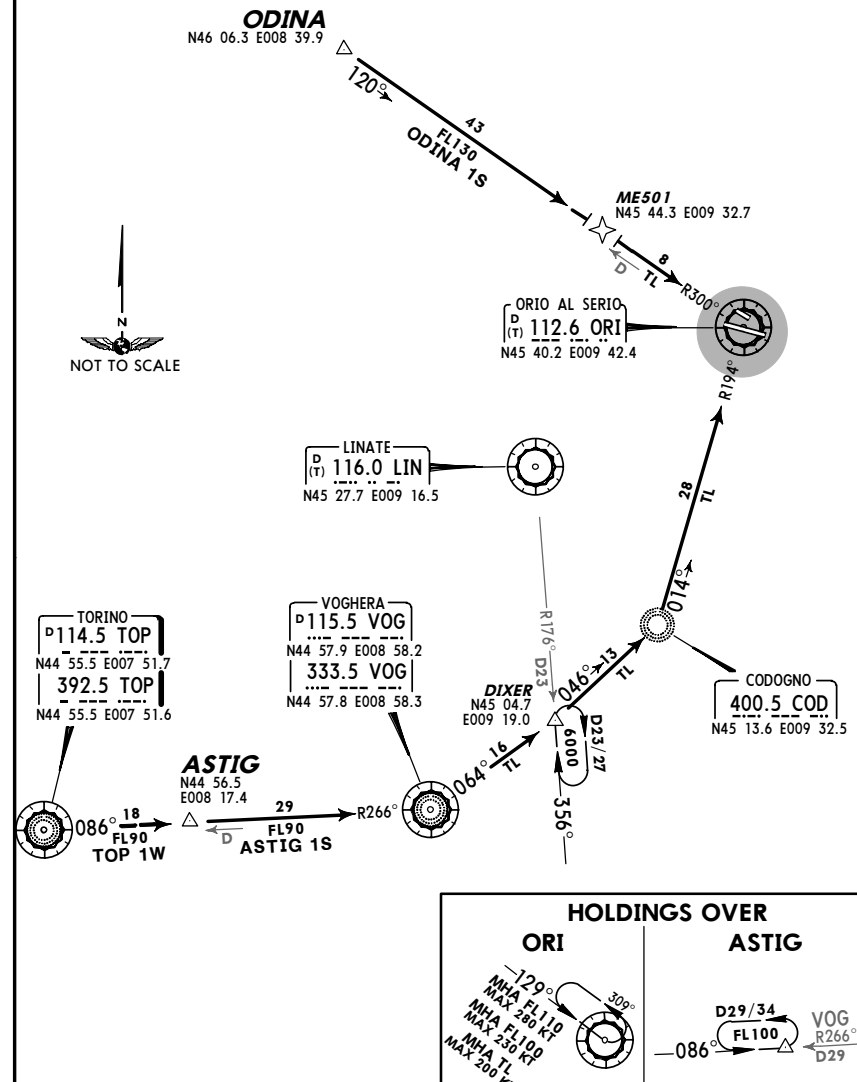
STAR

ATIS 112.6
 Apt Elev 782'
 Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'



ASTIG 1S [ASTI1S], ODINA 1S [ODIN1S]
 ARRIVALS
 TOP 1W
 TRANSITION

WHEN ORI VORDME UNSERVICEABLE
 REFER TO CHART 10-2E
 FROM WEST

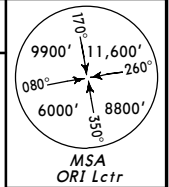


LIME/BGY
 ORIO AL SERIO

JEPPESEN
 7 APR 06 (10-2E) Eff 13 Apr

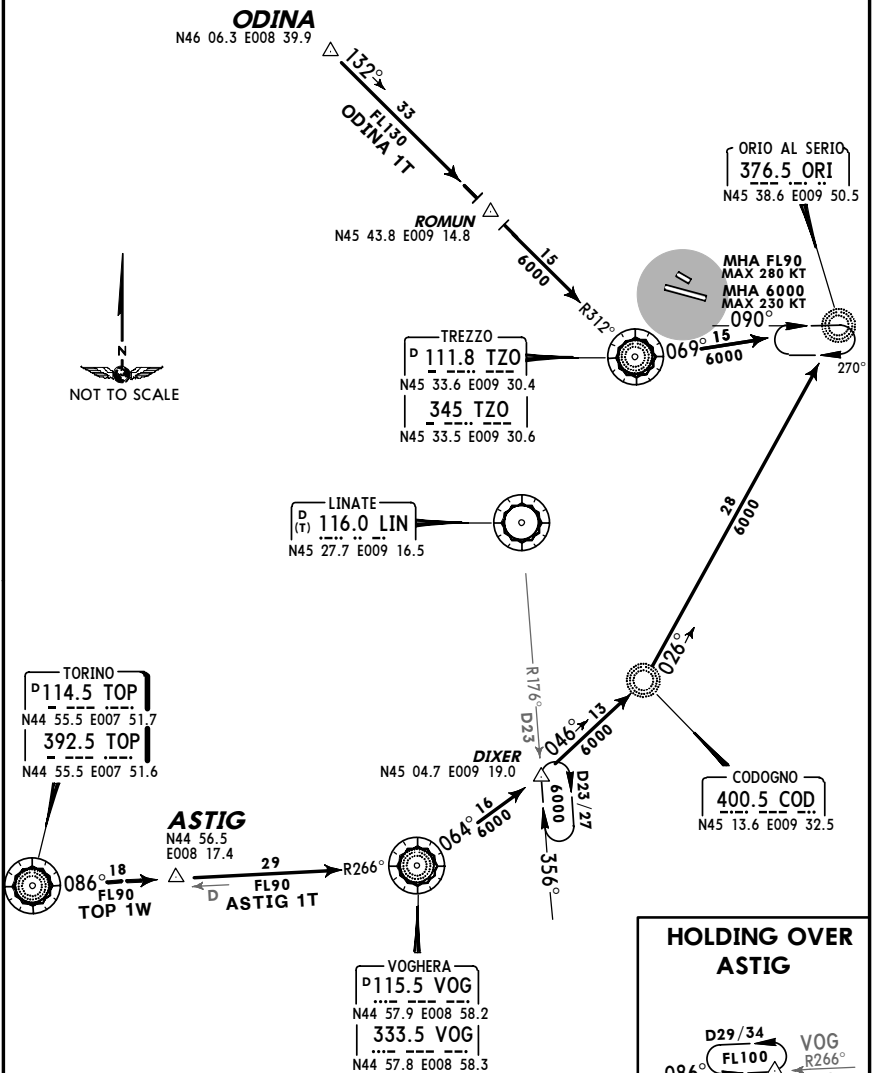
BERGAMO, ITALY
 STAR

ATIS 112.6
 Apt Elev 782'
 Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'

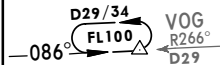


ASTIG 1T [ASTI1T], ODINA 1T [ODIN1T]
 ARRIVALS
 TOP 1W
 TRANSITION

TO BE USED WHEN ORI VORDME UNSERVICEABLE
 FROM WEST



HOLDING OVER
 ASTIG

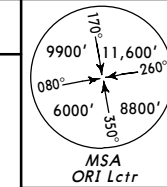


LIME/BGY
 ORIO AL SERIO

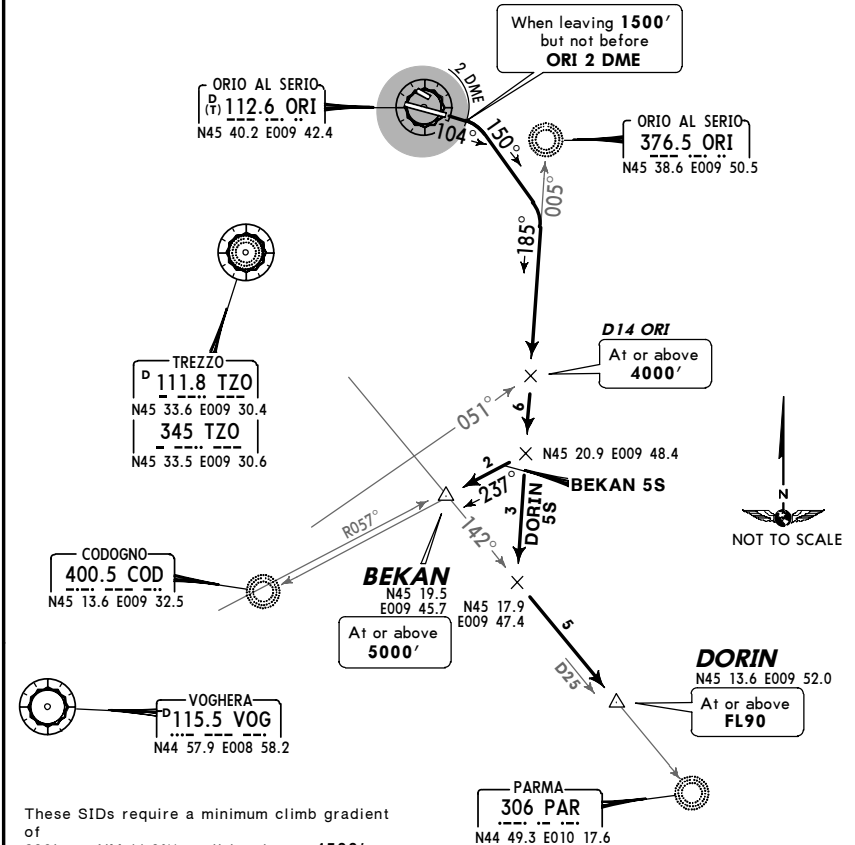
JEPPESEN
 9 NOV 07 (10-3) Eff 22 Nov

BERGAMO, ITALY
 SID

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



BEKAN 5S [BEKA5S]
 DORIN 5S [DORI5S]
 RWY 10 DEPARTURES
 WHEN TZO VORDME UNSERVICEABLE REFER TO CHART 10-3C
 FOR TRANSITIONS REFER TO CHARTS 10-3D & 10-3E



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

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

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

SID	INITIAL CLIMB/ROUTING
BEKAN 5S	104° track, when leaving 1500', but not before ORI 2 DME turn RIGHT, 150° track, intercept 185° bearing from ORI Lctr, intercept VOG R-057 inbound (237° bearing towards COD) to BEKAN.
DORIN 5S	104° track, when leaving 1500', but not before ORI 2 DME turn RIGHT, 150° track, intercept 185° bearing from ORI Lctr, intercept 142° bearing towards PAR to DORIN. Leaving 4000' pilot may request to intercept ORI R-166 to DORIN.

ALTERNATE INITIAL CLIMB (when ORI VORDME unserviceable)

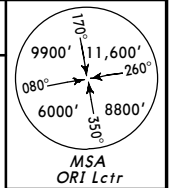
As soon as practicable turn RIGHT to TZO, then join assigned Transition.

LIME/BGY
 ORIO AL SERIO

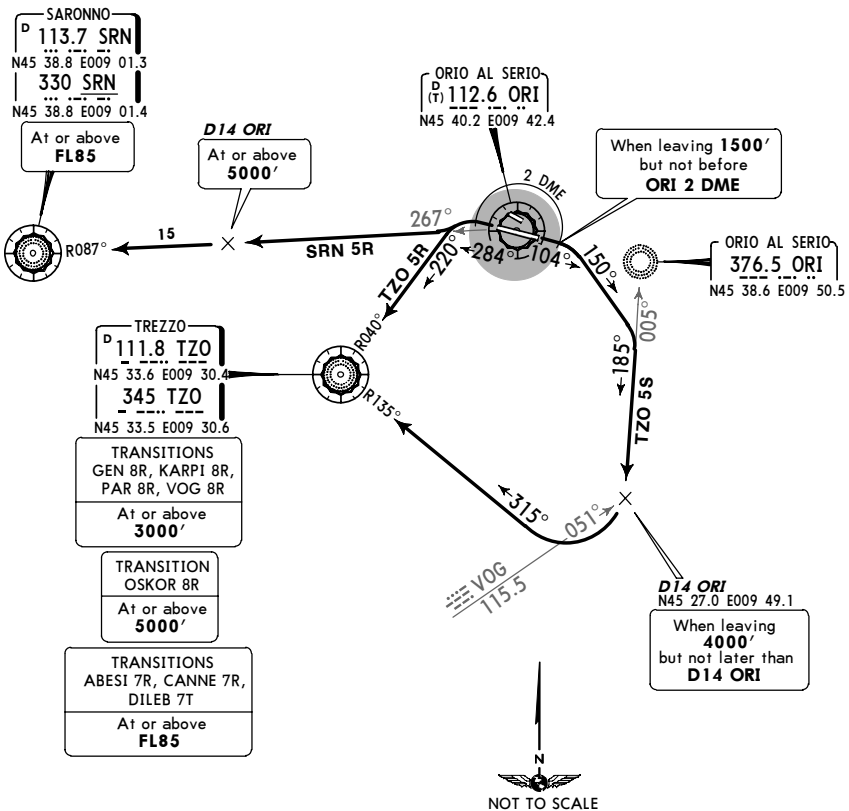
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 9 NOV 07 (10-3A) Eff 22 Nov

BERGAMO, ITALY
SID

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



SRN 5R, TZO 5R, TZO 5S
RWYS 28, 10 DEPARTURES
 WHEN TZO VORDME UNSERVICEABLE REFER TO CHART 10-3C
 FOR TRANSITIONS REFER TO CHARTS 10-3D TO 10-3G



These SIDs require a minimum climb gradient of 298' per NM (4.9%) until leaving SRN 5R: 5000'. TZO 5R: 3000'. TZO 5S: 1500'.

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

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

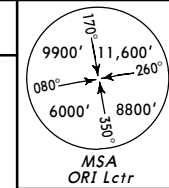
SID	RWY	INITIAL CLIMB/ROUTING
SRN 5R	28	284° track, turn LEFT not before ORI 2 DME, intercept ORI R-267 to SRN.
TZO 5R		284° track, turn LEFT not before ORI 2 DME, intercept TZO R-040 inbound to TZO.
TZO 5S	10	Climb on 104° track, when leaving 1500', but not before ORI 2 DME turn RIGHT, 150° track, intercept 185° bearing from ORI Lctr, when leaving 4000', but not later than D14 ORI turn RIGHT, intercept TZO R-135 inbound to TZO.
RWY	ALTERNATE INITIAL CLIMB (when ORI VORDME unserviceable)	
10	As soon as practicable turn RIGHT to TZO, then join assigned Transition.	
28	As soon as practicable turn LEFT to TZO, then join assigned Transition.	

LIME/BGY
 ORIO AL SERIO

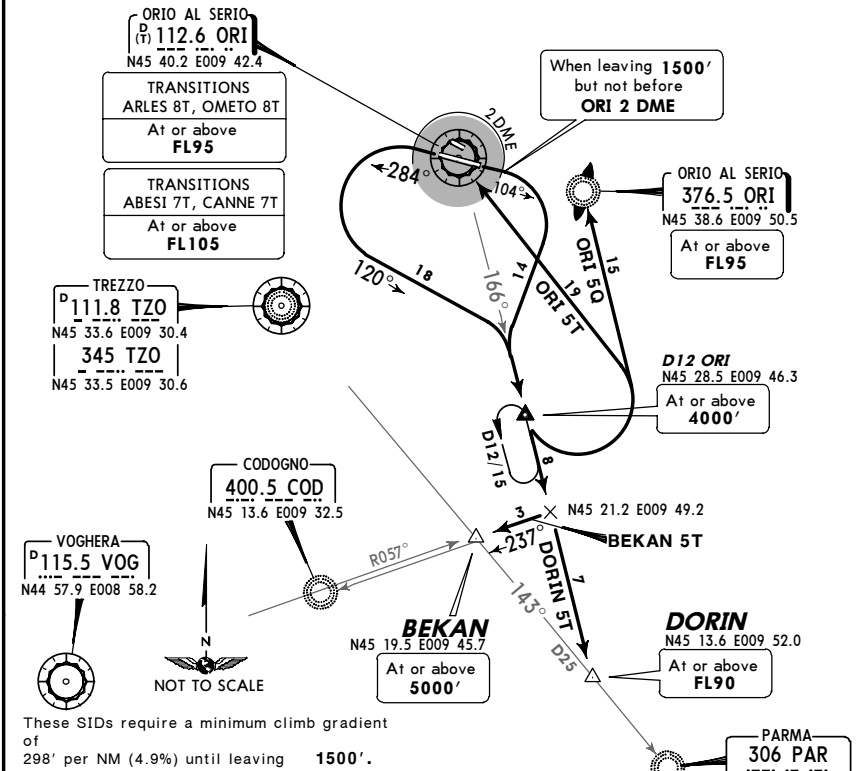
JEPPESEN
 19 NOV 04 (10-3B) Eff 25 Nov

BERGAMO, ITALY
SID

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



BEKAN 5T [BEKA5T], DORIN 5T [DORI5T]
ORIO AL SERIO 5Q (ORI 5Q)
ORIO AL SERIO 5T (ORI 5T)
RWYS 10, 28 DEPARTURES
 CAT A, B & C
 WHEN TZO VORDME UNSERVICEABLE REFER TO CHART 10-3C
 FOR TRANSITIONS REFER TO CHARTS 10-3D TO 10-3G



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

RWY	INITIAL CLIMB
10	On 104° track, when leaving 1500', but not before ORI 2 DME turn RIGHT, intercept ORI R-166 to D12 ORI.
28	On 284° track to ORI 2 DME, turn LEFT, 120° track, intercept ORI R-166 to D12 ORI.
ALTERNATE INITIAL CLIMB (when ORI VORDME unserviceable)	
10	As soon as practicable turn RIGHT to TZO, then join assigned Transition.
28	As soon as practicable turn LEFT to TZO, then join assigned Transition.
SID	ROUTING
BEKAN 5T	At D12 ORI continue on ORI R-166, intercept VOG R-057 inbound (237° bearing towards COD) to BEKAN.
DORIN 5T	At D12 ORI continue on ORI R-166 to DORIN.
ORI 5Q	At D12 ORI turn LEFT to ORI Lctr.
ORI 5T	At D12 ORI turn LEFT to ORI VORDME.

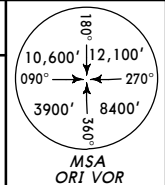
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 ORIO AL SERIO

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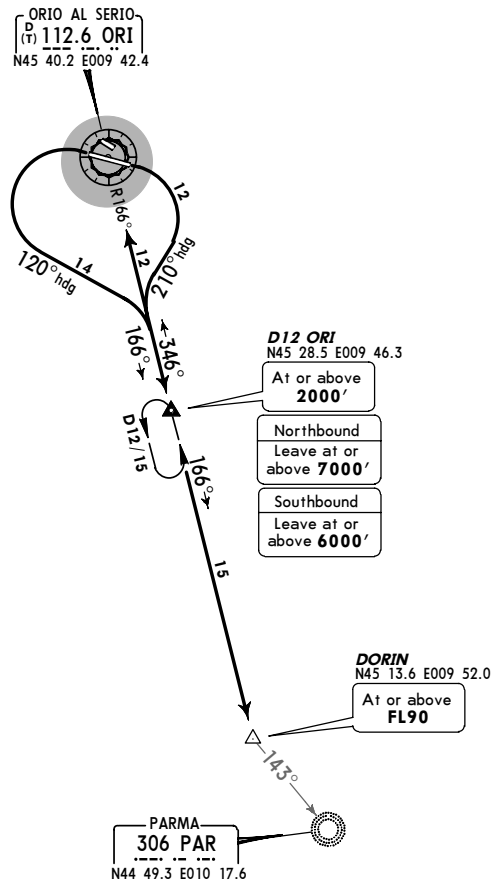
BERGAMO, ITALY

SID

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



RWYS 10, 28 ALTERNATE DEPARTURE
 USABLE WHEN TZO VORDME UNSERVICEABLE



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

INITIAL CLIMB	
10	Turn RIGHT, 210° heading, intercept ORI R-166 to D12 ORI, join holding pattern.
28	Turn LEFT, 120° heading, intercept ORI R-166 to D12 ORI, join holding pattern.
DIRECTION	ROUTING
To North	Leave holding pattern at or above 7000' and proceed to ORI, then as cleared by MILAN ACC.
To South	Leave holding pattern at or above 6000' and proceed to DORIN, then as cleared by MILAN ACC.

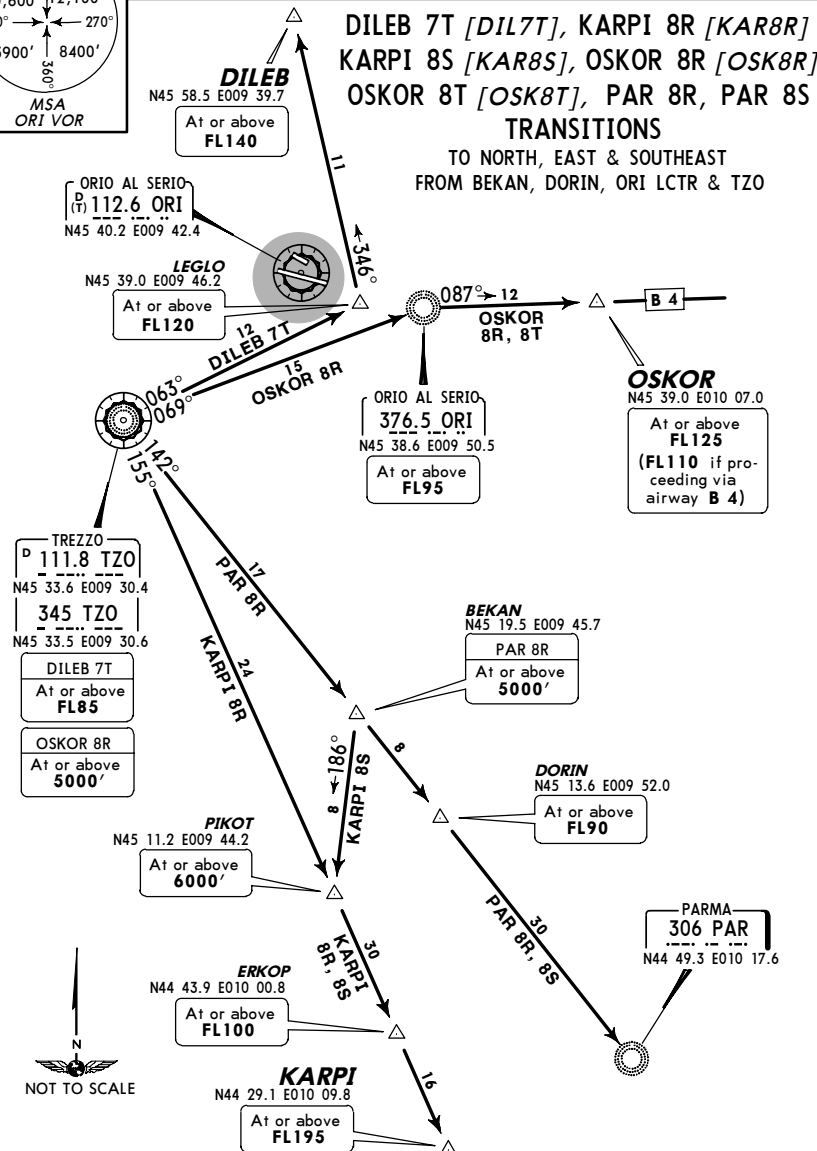
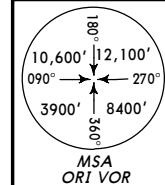
LIME/BGY
 ORIO AL SERIO

JEPPESEN
 9 NOV 07 (10-3D) Eff 22 Nov

BERGAMO, ITALY

TRANSITION

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



TRANSITION	ROUTING
DILEB 7T	At TZO proceed to LEGLO, then to DILEB.
KARPI 8R	At TZO proceed to PIKOT, then to ERKOP, then to KARPI.
KARPI 8S	At BEKAN proceed to PIKOT, then to ERKOP, then to KARPI.
OSKOR 8R	At TZO proceed to ORI Lctr, then to OSKOR.
OSKOR 8T	At ORI Lctr proceed to OSKOR.
PAR 8R	At TZO proceed to BEKAN, then to DORIN, then to PAR.
PAR 8S	At DORIN proceed to PAR.

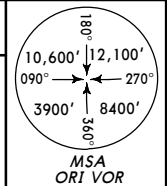
① Not available when TZO VORDME unserviceable.

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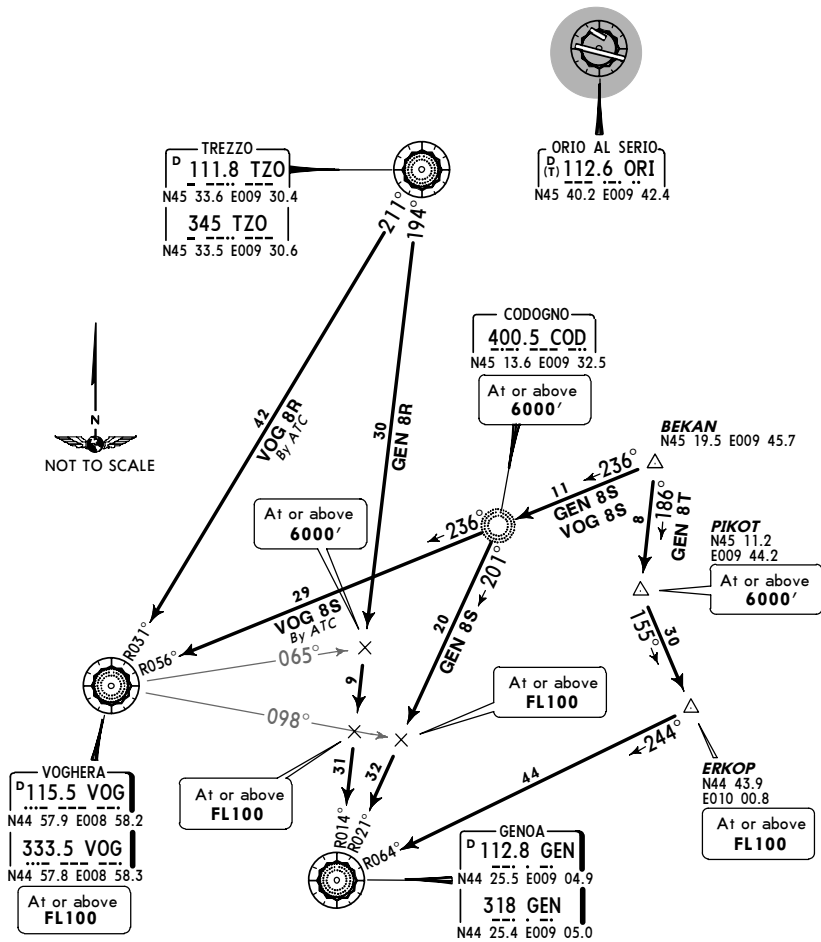
JEPPESEN
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BERGAMO, ITALY
 TRANSITION

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



GEN 8R, GEN 8S, GEN 8T
 VOG 8R, VOG 8S
 TRANSITIONS
 TO SOUTHWEST
 FROM BEKAN & TZO



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

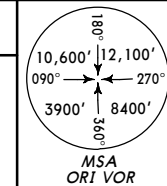
① Not available when TZO VORDME unserviceable.

LIME/BGY
 ORIO AL SERIO

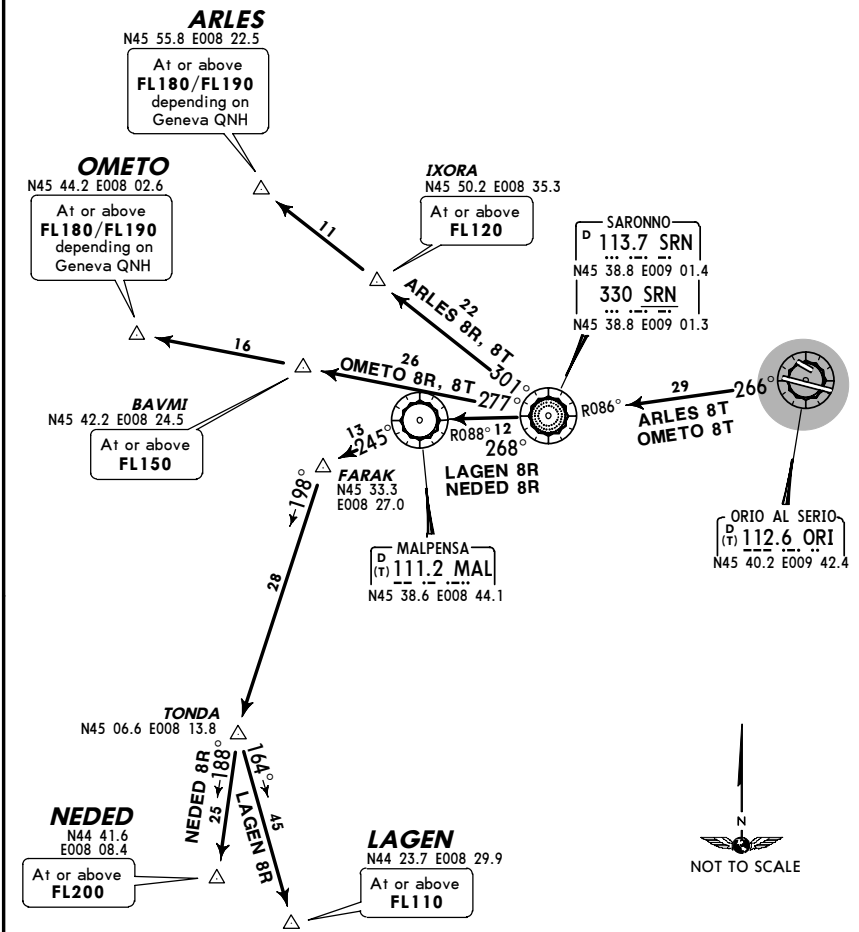
JEPPESEN
 7 APR 06 (10-3F) Eff 13 Apr

BERGAMO, ITALY
 TRANSITION

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



ARLES 8R [ARL8R], ARLES 8T [ARL8T]
 LAGEN 8R [LAG8R], NEDED 8R [NED8R]
 OMETO 8R [OME8R], OMETO 8T [OME8T]
 TRANSITIONS
 TO WEST
 FROM ORI & SRN



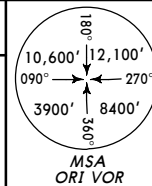
TRANSITION	ROUTING
ARLES 8R	At SRN proceed to IXORA, then to ARLES.
ARLES 8T	At ORI proceed to SRN, then to IXORA, then to ARLES.
LAGEN 8R	At SRN proceed to MAL, then to FARAK, then to TONDA, then to LAGEN.
NEDED 8R	At SRN proceed to MAL, then to FARAK, then to TONDA, then to NEDED.
OMETO 8R	At SRN proceed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

LIME/BGY
 ORIO AL SERIO

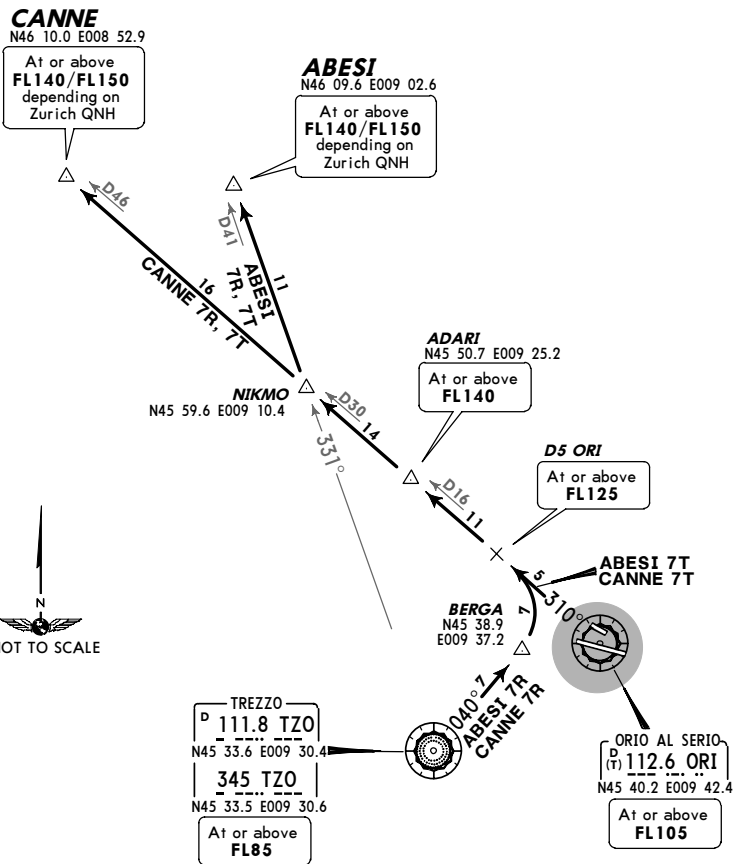
JEPPesen
 7 APR 06 (10-3G) Eff 13 Apr

BERGAMO, ITALY
 TRANSITION

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



**ABESI 7R [ABE7R], ABESI 7T [ABE7T]
 CANNE 7R [CAN7R], CANNE 7T [CAN7T]
 TRANSITIONS
 TO NORTHWEST
 FROM ORI & TZO**



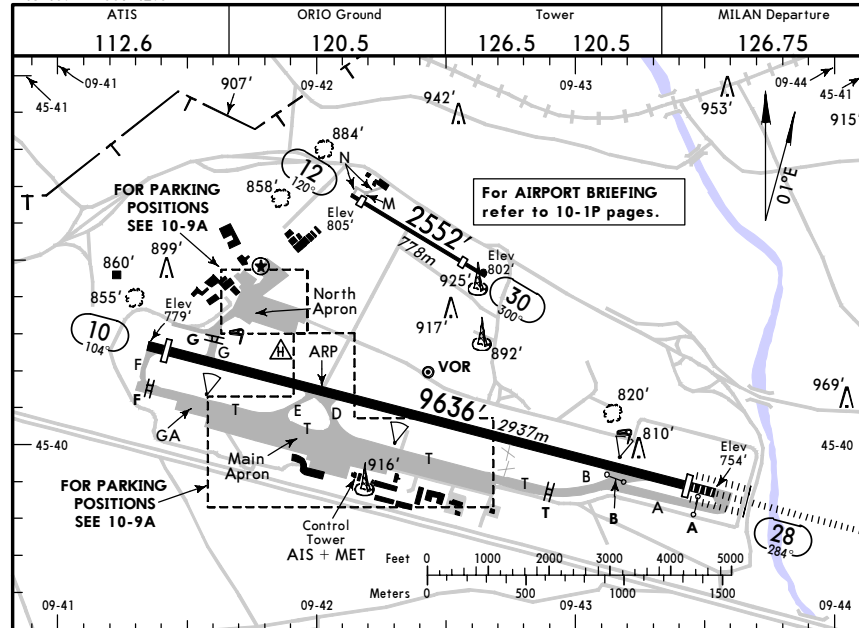
TRANSITION	ROUTING
ABESI 7R ①	At TZO proceed to BERGA, turn LEFT, intercept ORI R-310 via ADARI to NIKMO, turn RIGHT, intercept TZO R-331 to ABESI.
ABESI 7T	At ORI proceed via ADARI to NIKMO, turn RIGHT, intercept TZO R-331 to ABESI.
CANNE 7R ①	At TZO proceed to BERGA, turn LEFT, intercept ORI R-310 via ADARI and NIKMO to CANNE.
CANNE 7T	At ORI proceed via ADARI and NIKMO to CANNE.

① Not available when TZO VORDME unserviceable.

LIME/BGY
 Apt Elev 782'
 N45 40.1 E009 42.0

JEPPesen
 6 OCT 06 (10-9)

BERGAMO, ITALY
 ORIO AL SERIO



RWY	ADDITIONAL RUNWAY INFORMATION		USABLE LENGTHS		TAKE-OFF	WIDTH
	THRESHOLD	LANDING BEYOND	THRESHOLD	GLIDE SLOPE		
10	HIRL (60m) CL (15m) PAPI (3.0°)	RVR 9324' 2842m				148'
28	HIRL (60m) CL (15m) HIALS-II TDZ PAPI (3.0°)	RVR 9209' 2807m	8222'	2506m	②	45m

① First 656'/200m slippery when wet, possibility of icing at low temperature.
 ② TAKE-OFF RUN AVAILABLE
 RWY 10: From rwy head 9636' (2937m) twy G int 8530' (2600m)
 RWY 28: From twy A int (On request) 9921' (3024m) rwy head 9636' (2937m) displ thresh 9209' (2807m) twy B int 7874' (2400m)

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

	TAKE-OFF ①				
	Rwys 10/28 LVP must be in Force			LVP must be in Force	All Rwys
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

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

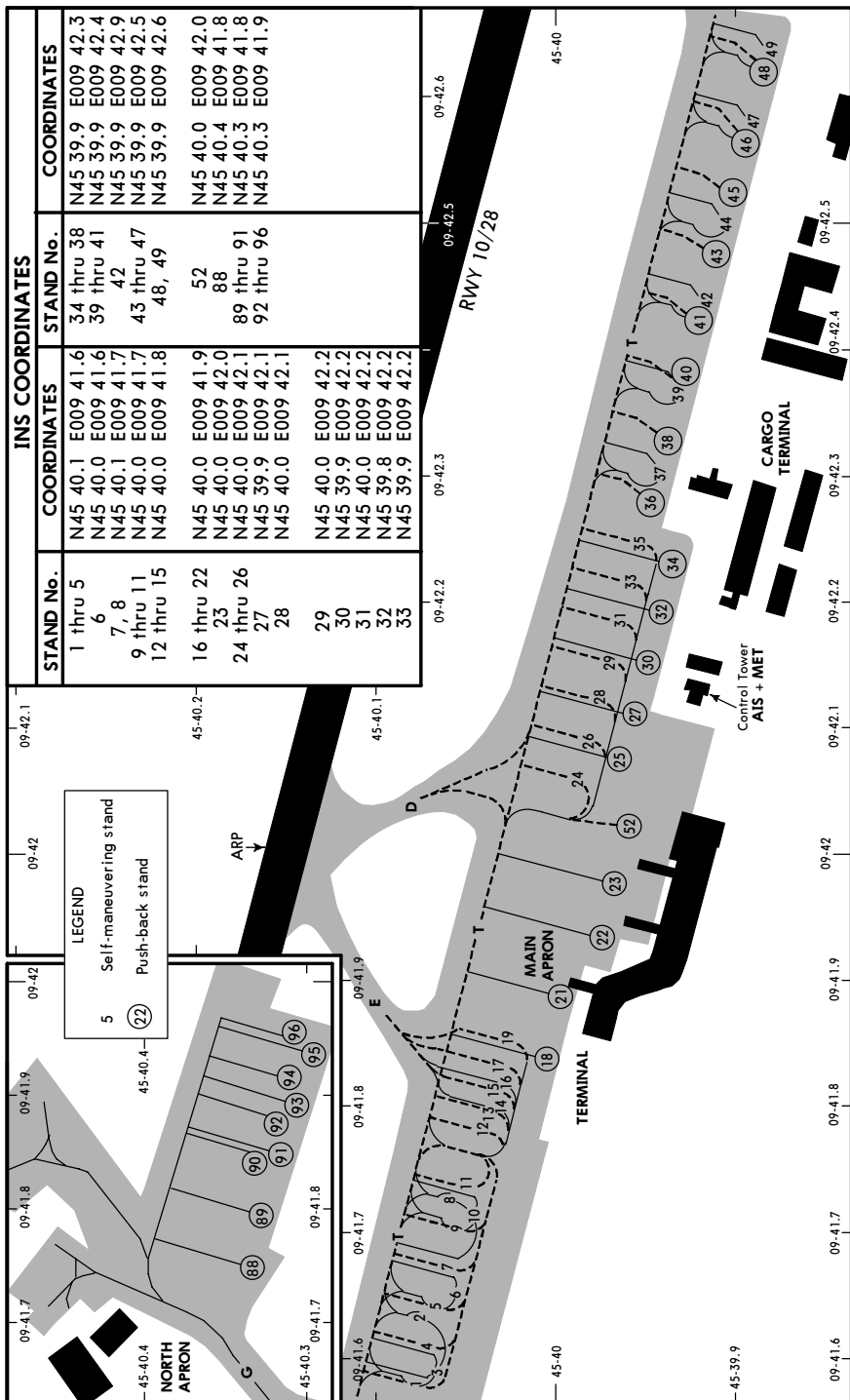
LIME/BGY

JEPPESEN

BERGAMO, ITALY

ORIO AL SERIO

6 OCT 06 (10-9A)



LEGEND

- Self-manoeuvring stand
- Push-back stand

5 (22)

CHANGES: Stands withdrawn.

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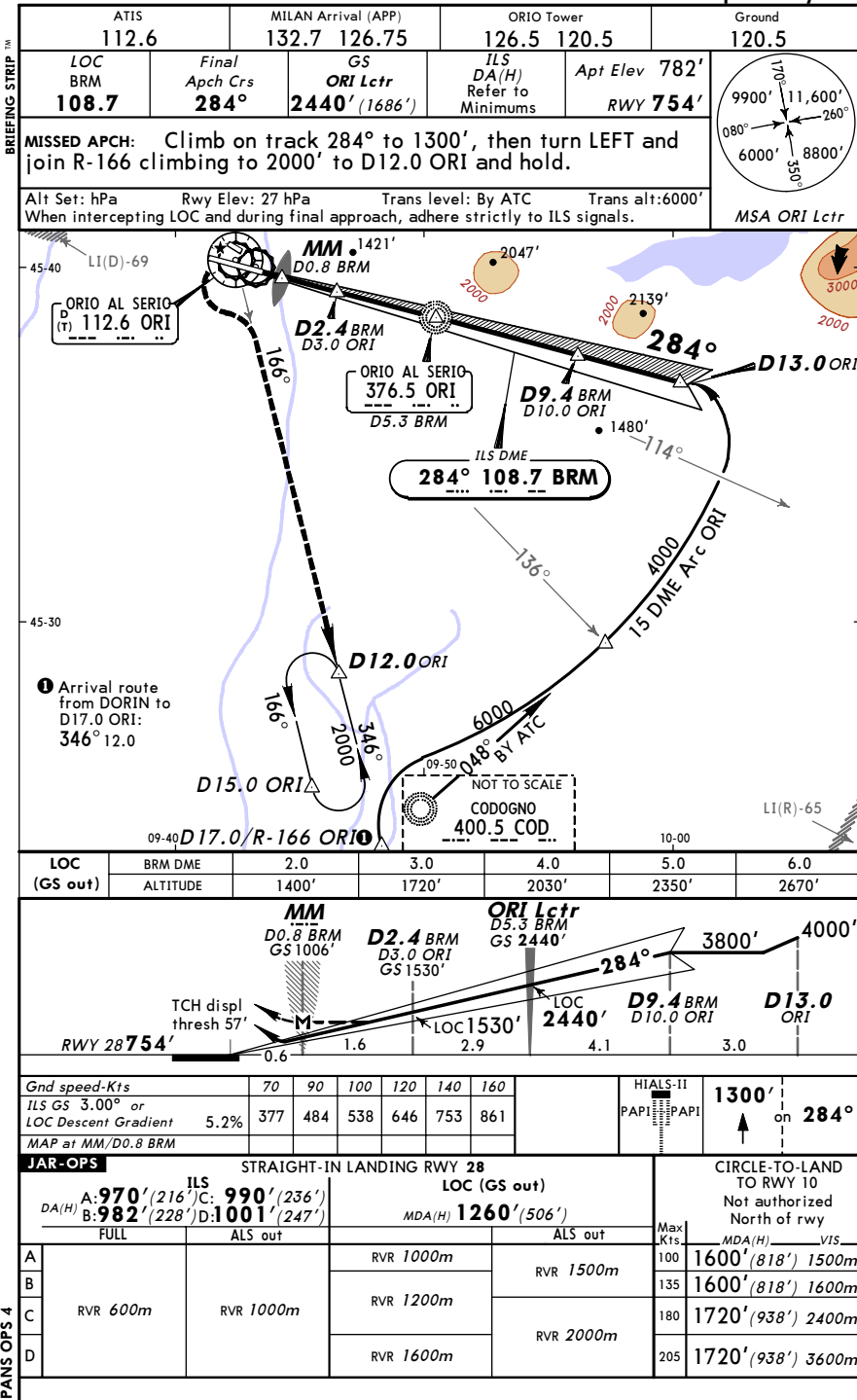
LIME/BGY
 ORIO AL SERIO

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BERGAMO, ITALY

ILS-Papa Rwy 28

2 DEC 05 (11-1)



CHANGES: Communications.

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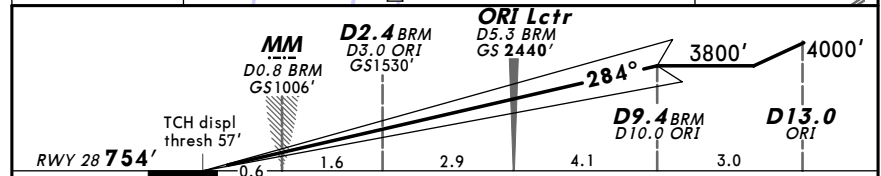
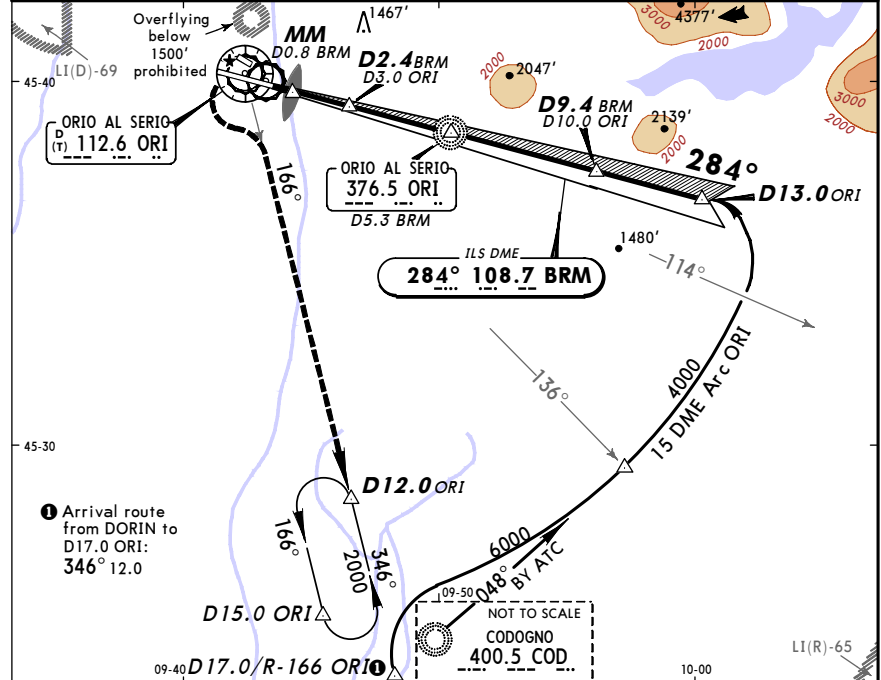
LIME/BGY **JEPPESEN** **BERGAMO, ITALY**
ORIO AL SERIO 2 DEC 05 **(11-1A)** **CAT II ILS-Papa Rwy 28**

ATIS 112.6	MILAN Arrival (APP) 132.7 126.75	ORIO Tower 126.5 120.5	Ground 120.5
LOC BRM 108.7	Final ApcH Crs 284°	GS ORI Lctr 2440' (1686')	CAT II ILS RA/DA(H) Refer to Minimums Apt Elev 782' RWY 754'

MISSED APCH: Climb on track 284° to 1300', then turn LEFT and join R-166 climbing to 2000' to D12.0 ORI and hold.

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	
GS	3.00°	377	484	538	646	753	861

HIALS-II 1300' on 284°
 PAPI PAPI

JAR-OPS STRAIGHT-IN LANDING RWY 28 CAT II ILS

A RA 148' DA(H) 881'(127')	B RA 168' DA(H) 898'(144')	C RA 177' DA(H) 910'(156')	D RA 189' DA(H) 924'(170')
RVR 400m		RVR 450m	

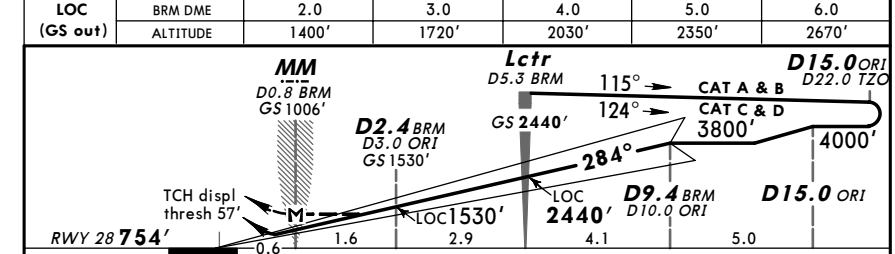
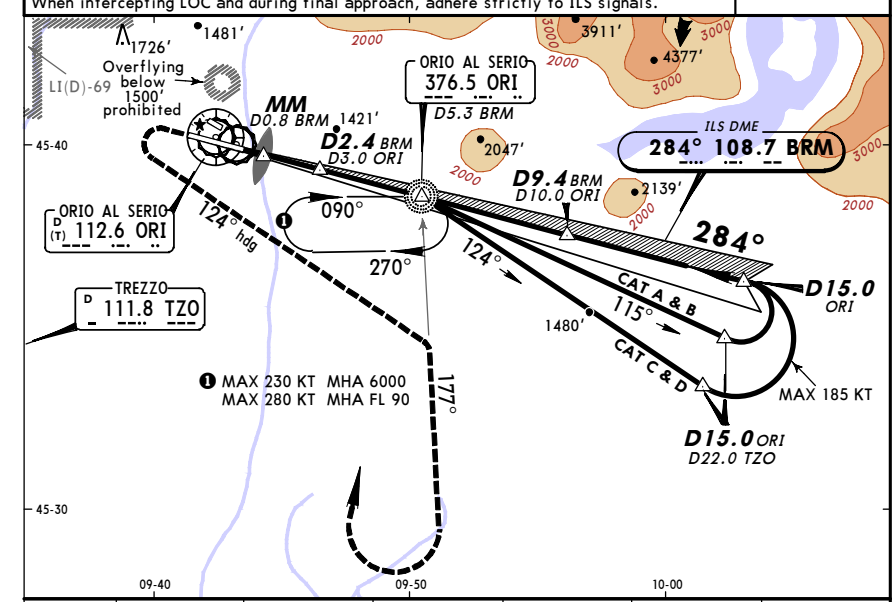
LIME/BGY **JEPPESEN** **BERGAMO, ITALY**
ORIO AL SERIO 2 DEC 05 **(11-2)** **ILS-Sierra Rwy 28**

ATIS 112.6	MILAN Arrival (APP) 132.7 126.75	ORIO Tower 126.5 120.5	Ground 120.5
LOC BRM 108.7	Final ApcH Crs 284°	GS Lctr 2440' (1686')	ILS DA(H) Refer to Minimums Apt Elev 782' RWY 754'

MISSED APCH: Climb on track 284° to 1300', then turn LEFT onto heading 124° climbing to 2000' and join 177° from ORI Lctr climbing to 4000, then turn RIGHT to Lctr climbing to 6000'.

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
ILS GS 3.00° or LOC Descent Gradient	377	484	538	646	753	861

HIALS-II 1300' on 284°
 PAPI PAPI

JAR-OPS STRAIGHT-IN LANDING RWY 28

DA(H) A: 970'(216') C: 990'(236') B: 982'(228') D: 1001'(247')	LOC (GS out) MDA(H) 1260'(506')	CIRCLE-TO-LAND TO RWY 10 Not authorized North of rwy
FULL	ALS out	Max Kts MDA(H) VIS
A	RVR 1000m	100 1600'(818') 1500m
B	RVR 1500m	135 1600'(818') 1600m
C	RVR 2000m	180 1720'(938') 2400m
D	RVR 1600m	205 1720'(938') 3600m

LIME/BGY **JEPPESEN** **BERGAMO, ITALY**
ORIO AL SERIO 2 DEC 05 **(11-2A)** **CAT II ILS-Sierra Rwy 28**

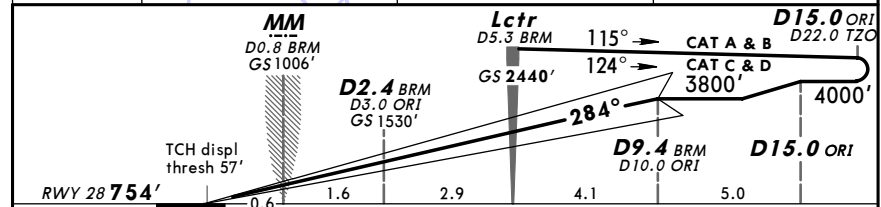
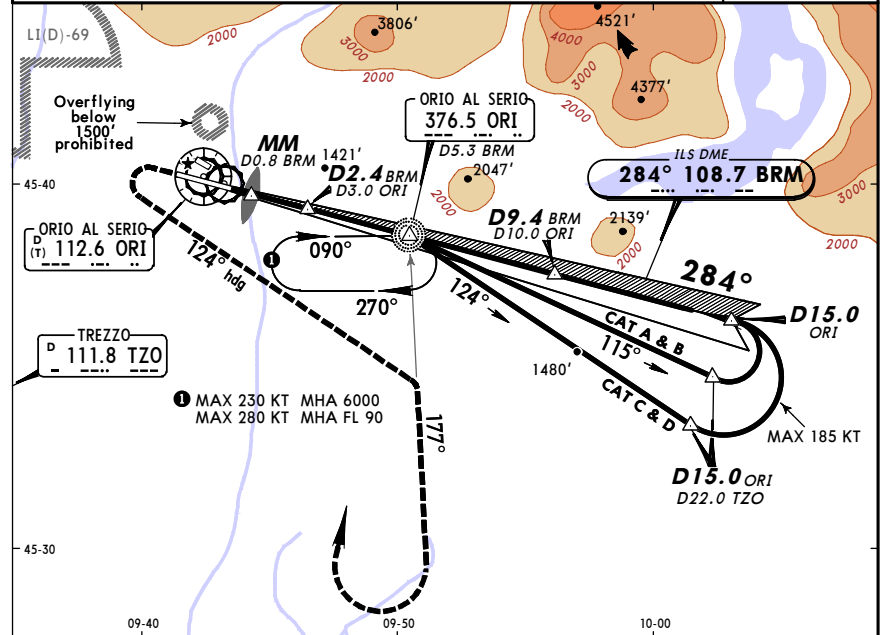
ATIS 112.6		MILAN Arrival (APP) 132.7 126.75		ORIO Tower 126.5 120.5		Ground 120.5
LOC BRM 108.7	Final Apch Crs 284°	GS Lctr 2440' (1686')	CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 782'	RWY 754'

MISSED APCH: Climb on track 284° to 1300', then turn LEFT onto heading 124° climbing to 2000' and join 177° from ORI Lctr climbing to 4000', then turn RIGHT to Lctr climbing to 6000'.

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

1. Special Aircrew & Acft Certification Required.
 2. When intercepting LOC and during final approach, adhere strictly to ILS signals.

MSA ORI Lctr



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	1300'	on 284°
GS	3.00°	377	484	538	646	753			

JAR-OPS STRAIGHT-IN LANDING RWY 28
CAT II ILS

A RA 148' DA(H) 881'(127')	B RA 168' DA(H) 898'(144')	C RA 177' DA(H) 910'(156')	D RA 189' DA(H) 924'(170')
RVR 400m		RVR 450m	

PANS OPS 4

LIME/BGY **JEPPESEN** **BERGAMO, ITALY**
ORIO AL SERIO 2 DEC 05 **(11-3)** **ILS-Tango Rwy 28**

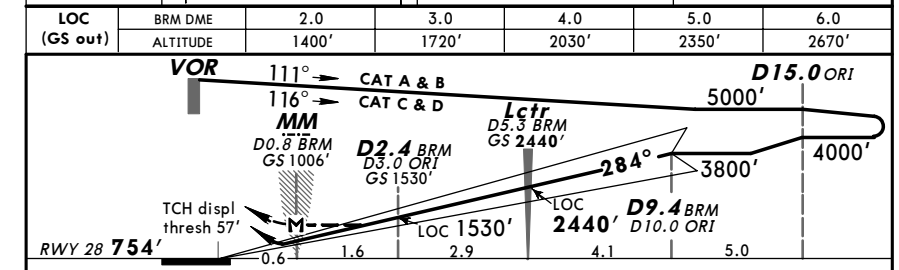
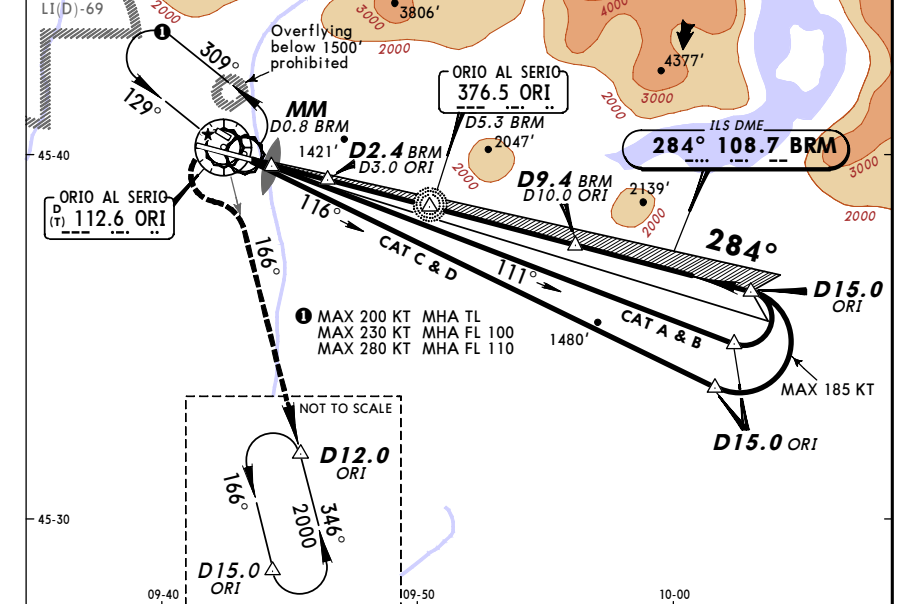
ATIS 112.6		MILAN Arrival (APP) 132.7 126.75		ORIO Tower 126.5 120.5		Ground 120.5
LOC BRM 108.7	Final Apch Crs 284°	GS Lctr 2440' (1686')	ILS DA(H) Refer to Minimums		Apt Elev 782'	RWY 754'

MISSED APCH: Climb on track 284° to 1300', then turn LEFT and join R-166 climbing to 2000' to D12.0 ORI and hold.

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

When intercepting LOC and during final approach, adhere strictly to ILS signals.

MSA ORI Lctr



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	1300'	on 284°
ILS GS 3.00° or LOC Descent Gradient	5.2%	377	484	538	646	753			

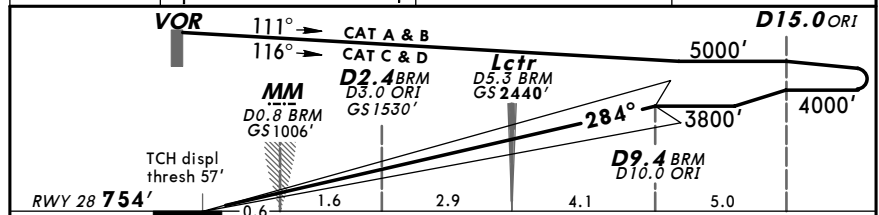
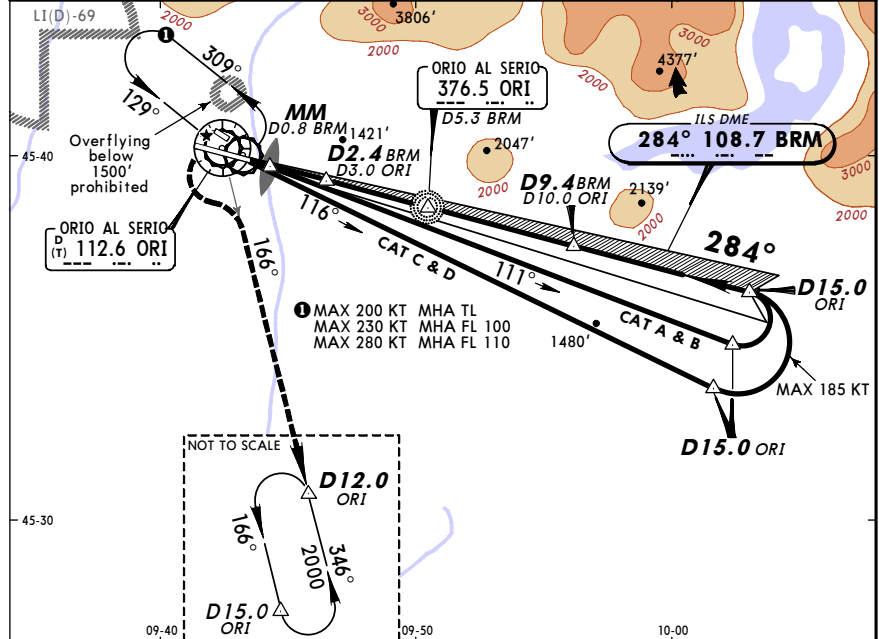
JAR-OPS STRAIGHT-IN LANDING RWY 28
ILS

A: 970'(216') C: 990'(236')		LOC (GS out)		CIRCLE-TO-LAND TO RWY 10 Not authorized North of rwy
DA(H) B: 982'(228') D: 1001'(247')		MDA(H) 1260'(506')		
A	RVR 600m	RVR 1000m	ALS out	Max Kts
			ALS out	100
			ALS out	135
			ALS out	180
B	RVR 600m	RVR 1000m	ALS out	100
			ALS out	135
			ALS out	180
			ALS out	205

PANS OPS 4

LIME/BGY **BERGAMO, ITALY**
ORIO AL SERIO 2 DEC 05 **(11-3A)** **CAT II ILS-Tango Rwy 28**

ATIS 112.6		MILAN Arrival (APP) 132.7 126.75		ORIO Tower 126.5 120.5		Ground 120.5
LOC BRM 108.7	Final Apch Crs 284°	GS Lctr 2440' (1686')	CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 782'	MSA ORI Lctr
MISSED APCH: Climb on track 284° to 1300', then turn LEFT and join R-166 climbing to 2000' to D12.0 ORI and hold.						
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.						



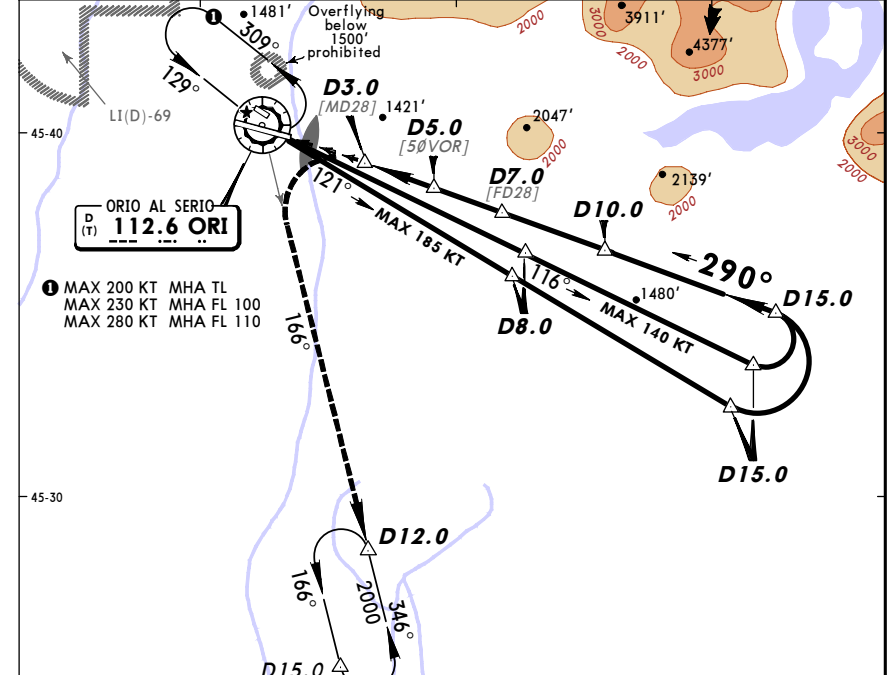
Gnd speed-Kts	70	90	100	120	140	160		HIALS-II PAPI PAPI	1300'	284°
GS	3.00°	377	484	538	646	753	861			

JAR-OPS STRAIGHT-IN LANDING RWY 28 CAT II ILS			
A RA 148' DA(H) 881'(127')	B RA 168' DA(H) 898'(144')	C RA 177' DA(H) 910'(156')	D RA 189' DA(H) 924'(170')
RVR 400m		RVR 450m	

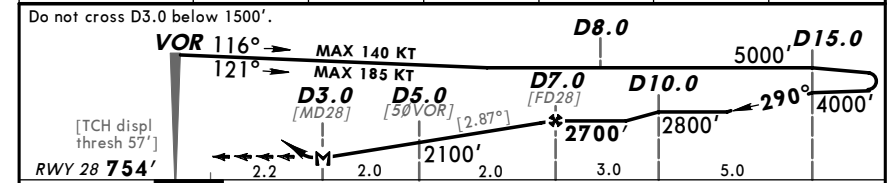
PANS OPS 4

LIME/BGY **BERGAMO, ITALY**
ORIO AL SERIO 2 DEC 05 **(13-1)** **VOR DME-Papa Rwy 28**

ATIS 112.6		MILAN Arrival (APP) 132.7 126.75		ORIO Tower 126.5 120.5		Ground 120.5
VOR ORI 112.6	Final Apch Crs 290°	Minimum Alt D7.0 2700' (1946')	MDA(H) 1500' (746')		Apt Elev 782'	MSA ORI VOR
MISSED APCH: Turn LEFT and join R-166 climbing to 2000' to D12.0 and hold.						
Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 6000'						



ORI DME	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1200'	1500'	1800'	2100'	2400'	2700'



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II PAPI PAPI	2000'	112.6
Descent Gradient	5.00%	355	457	508	609	711	812			
Descent angle	[2.87°]									
MAP at D3.0										

JAR-OPS STRAIGHT-IN LANDING RWY 28		CIRCLE-TO-LAND TO RWY 10 Not authorized North of rwy	
MDA(H) 1500' (746')			
	ALS out	Max Kts	MDA(H) VIS
A	RVR 1200m	100	1600' (818') 1500m
B	RVR 1400m	135	1600' (818') 1600m
C	RVR 1800m	180	1720' (938') 2400m
D	RVR 1800m	205	1720' (938') 3600m

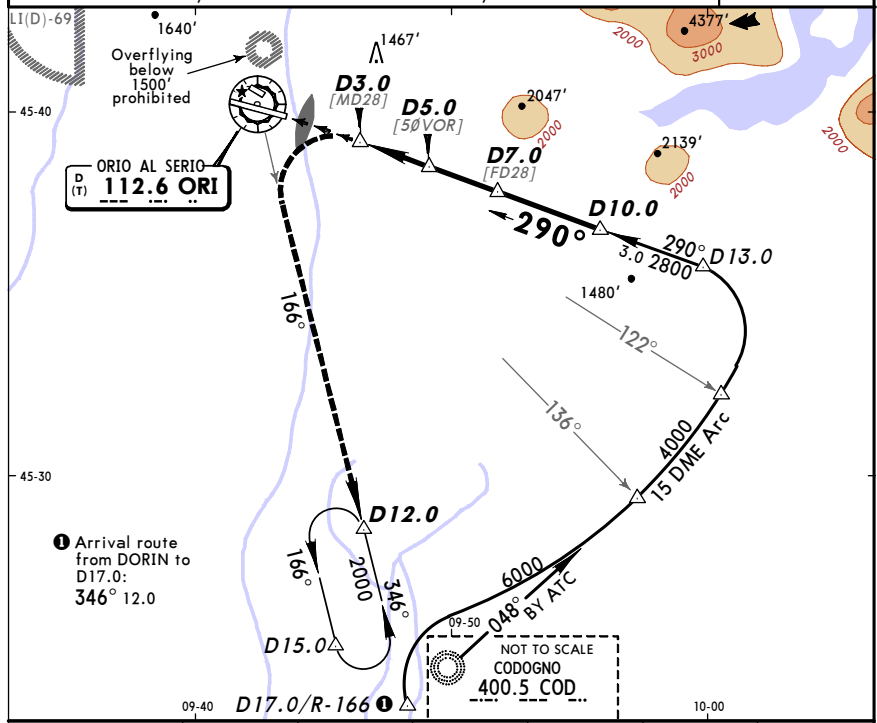
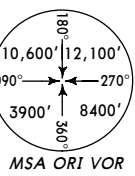
PANS OPS 4

LIME/BGY **BERGAMO, ITALY**
ORIO AL SERIO **VOR DME-Sierra Rwy 28**
 2 DEC 05 (13-2)

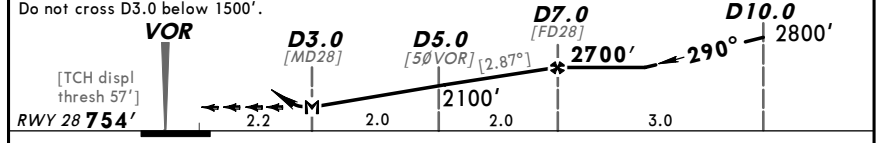
ATIS 112.6	MILAN Arrival (APP) 132.7 126.75	ORIO Tower 126.5 120.5	Ground 120.5
VOR ORI 112.6	Final Apt Crs 290°	Minimum Alt D7.0 2700' (1946')	MDA(H) 1500' (746') Apt Elev 782' RWY 754'

MISSED APCH: Turn LEFT and join R-166 climbing to 2000' to D12.0 and hold.

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



ORI DME	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1200'	1500'	1800'	2100'	2400'	2700'



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II PAPI PAPI 2000' ORI LT onto R-166
Descent Gradient	5.00%						
Descent angle	[2.87°]	355	457	508	609	812	

MAP at D3.0

JAR-OPS STRAIGHT-IN LANDING RWY 28			CIRCLE-TO-LAND TO RWY 10	
MDA(H) 1500' (746')			Not authorized North of rwy	
	ALS out	Max Kts	MDA(H)	VIS
A	RVR 1200m	100	1600' (818')	1500m
B	RVR 1500m	135	1600' (818')	1600m
C	RVR 1400m	180	1720' (938')	2400m
D	RVR 1800m	205	1720' (938')	3600m