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 and the lights 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.

1.3.2. 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.

1.3.3. REVERSE THRUST

The use of reverse thrust at power higher than idle is allowed only in the event of proven safety/operational reasons.

1.3.4. LANDING 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 and the lights 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.

1.3.5. 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.

1.3.6. REVERSE THRUST

The use of reverse thrust at power higher than idle is allowed only in the event of proven safety/operational reasons.

1.3.7. LANDING 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 and the lights 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.

1.3.8. 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.

1.3.9. REVERSE THRUST

The use of reverse thrust at power higher than idle is allowed only in the event of proven safety/operational reasons.

1.3.10. LANDING 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 and the lights 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.

1.3.11. 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.

1.3.12. REVERSE THRUST

The use of reverse thrust at power higher than idle is allowed only in the event of proven safety/operational reasons.

1.3.13. LANDING 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 and the lights 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.

1.3.14. 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.

1.3.15. REVERSE THRUST

The use of reverse thrust at power higher than idle is allowed only in the event of proven safety/operational reasons.

1.3.16. LANDING 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 and the lights 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.
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 B: 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.

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 ORIGIN 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.
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;
   - climb at \( V_2 + 10/20 \) KT or as limited by body angle;

b) at 1500' QFE
   - reduce thrust and climb at \( V_2 + 10/20 \) KT until reaching 3000' QFE

c) at 3000' QFE
   - accelerate smoothly to enroute climb speed with flap retraction.
DORIN 1T [DORI1T], LUSIL 1T [LUSI1T]
OSKOR 1T [OSKO1T]

ARRIVALS
PAR 1T
TRANSITION
TO BE USED WHEN ORI VORDME UNSERVICEABLE FROM EAST

LUSIL
N45 02.6 E010 07.0

OSKOR
N45 39.0 E010 07.0

ORIO AL SERIO
N45 40.2 E009 42.4

DIXER 1S [DIXE1S]
ARRIVAL
GEN 1S, IDONA 1S [IDO1S]
TRANSITIONS
WHEN ORI VORDME UNSERVICEABLE
REFER TO CHART 10-2C FROM SOUTH

LIMATE/BGY
BERGAMO, ITALY

ORIO AL SERIO
BERGAMO, ITALY

CHANGES:
NEW CHART.
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**DIXER 1T [DIXE1T]**

**ARRIVAL**

**GEN 1T, IDONA 1T [IDO1T]**

**TRANSITIONS**

TO BE USED WHEN ORI VORDME UNSERVICEABLE FROM SOUTH.
LIME/BGY
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

LIME/BGY
BERGAMO, ITALY
SID

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

BEKAN ST (BEKAST), DORIN ST (DORIST)
ORIO AL SERIO 5Q (ORI 5Q)
ORIO AL SERIO 5T (ORI 5T)
RWYS 10, 28 DEPARTURES
CAT A, B & C

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

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

SID RWT INITIAL CLIMB/ROUTING
SRN 5R 28 284° track, turn LEFT not before ORI 2 DME, intercept ORI R-267 to SRN.

TZO 5R 28 284° track, turn LEFT not before ORI 2 DME, intercept TZO R-400 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 28 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.

Orizz. 111° TZO
N45 38.6 E009 01.4

Trans level: By ATC  Trans alt: 6000'

306 PAR
N44 41.3 3010 17.8
GEN 8R, GEN 8S, GEN 8T
VOG 8R, VOG 8S

TRANSITIONS TO SOUTHWEST FROM BEKAN & TZO
ABESI 7R [ABE7R], ABESI 7T [ABE7T], CANNE 7R [CAN7R], CANNE 7T [CAN7T]

TRANSITIONS TO NORTHWEST FROM ORI & TZO

ABESI
N46 10.0 E008 32.9
At or above FL140/FL150 depending on Zurich QNH

CANNE
N46 11.7 E008 37.2
At or above FL140/FL150 depending on Zurich QNH

ABESI 7T
N46 09.6 E008 02.6
At or above FL140/FL150 depending on Zurich QNH

CANNE 7T
N45 10.6 E008 30.6
At or above FL140/FL150 depending on Zurich QNH

TRANSITION ROUTING

ABESI 7R
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 7T
At ORI proceed via ADARI to NIKMO, turn LEFT, intercept ORI R-310 via ADARI and NIKMO to CANNE.

NOT TO SCALE

ABESI 7T
At or above FL125

ADARI
N45 50.7 E009 25.2
At or above FL140

NIKMO
N45 59.6 E009 10.4
At or above FL140

ORI
N46 09.6 E009 02.6
At or above FL125

TRANSITION ROUTING

ABESI 7R
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 7T
At ORI proceed via ADARI to NIKMO, turn LEFT, intercept ORI R-310 via ADARI and NIKMO to CANNE.

NOT AVAILABLE when TZO VOR/DME unserviceable.

JAR-OPS.

LIME/BGY
ORIO AL SERIO
BERGAMO, ITALY

JEPPESEN
JeppView 3.5.2.0

TRANSITION

1. First 656'/200m slippery when wet, possibility of icing at low temperature.
2. TAKE-OFF RUN AVAILABLE

RWY 10
HIRL (20m) CL/35m PAPI 5.0°
RVR 9290 2970m

RWY 28
HIRL (20m) CL/35m PAPI 5.0°
RVR 9290 2970m

300m

45-40

30

12

2133' 330m

2466' 760m

126.75

VOR

Tower

Control Tower

Tower

ORIO Ground

AIS + MET

FOR PARKING POSITIONS SEE 10-9A

FOR PARKING POSITIONS FOR PARKING POSITIONS SEE 10-9A

Refer to 10-9A pages.

For Airport Briefing refer to 10-9A pages.

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JEPPESEN
JeppView 3.5.2.0

LICENSED TO ELEFANT AIR. PRINTED ON 15 JUN 2008.
**LIME/BGY**

**BERGAMO, ITALY**

**ORIO AL SERIO**

**ILS-Papa Rwy 28**

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**MILAN Arrival (AP)ORIO Tower**

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<thead>
<tr>
<th>LOC</th>
<th>Final</th>
<th>Apch Crs</th>
<th>DME</th>
<th>ORI Lctr</th>
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**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: 1013 hPa
- Rwy Elev: 27 hPa
- Trans level: By ATC
- Trans alt: 4000'

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

**ILS**

- LOC Descent Gradient: 3% (Min 2%)
- Glidepath: 284°
- LOC (GS out)
- MDA (H): 108.7 BRM

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**CHANGES:**
- Communications.
- Not authorized North of RWY 10
- CIRCLE TO LAND TO RWY 10

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**NOTICE: PRINTED FROM AN EXPIRED REVISION. DISC 05-2008.**
MISSED APCH: Climb on track 284° to 1300', then turn LEFT onto 112° to D120.0 ORI and hold.

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

GS Descent Gradient: 5.2% MAX 230 KT MHA 6000
MAX 280 KT MHA FL 90

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

GS Descent Gradient: 5.2% MAX 230 KT MHA 6000
MAX 280 KT MHA FL 90

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

GS Descent Gradient: 5.2% MAX 230 KT MHA 6000
MAX 280 KT MHA FL 90