GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 8

Fuel: Refuelling with PAX on board or during embarking/disembarking only with PPR and approved only on Main/South APN stands 102, 104, 105, 107, 108, 110, 111, 113, 114, 201-210, 301, 303, 305, 306, 308, 310 and 401-409 and on North APN stands 801-809.

PCN: RWY 10/28: 90/F/A/W/T

Operation

Preferential RWY: 2200-0500‡ TKOF RWY 10.

Low Visibility Procedure
LVP in force when RVR is 550m or below and/ or cloud base height is below 200ft.

Taxi during LVP
Follow-me is mandatory on Main/South APN and North APN when RVR below 400m.

ARR
Vacate RWY 28 on:
TWY EA if directed to Main/South APN
TWY G if directed to North APN.
Report "RWY vacated".

DEP:
Enter RWY 28:
Via TWY G coming from North APN.
Via TWY A coming from Main/South APN or from TWY T.
With RVR 400m or below TKOF run must be started from INT TKOF A with reduced TORA of 2741m / 8993ft.

Enter RWY 10:
Via TWY G coming from North Apron.
Via TWY EB coming from Main/South Apron.
With RVR 400m or below TKOF run must be started from INT TKOF EA with reduced TORA of 2655m / 8711ft.

Report TWR when reaching RWY holding position/ Intermediate holding position; when ILS sensitive area has been vacated and when reaching stand.

With Surface Movement Radar (SMR) not AVBL:
When all or part of manoeuvring area cannot be monitored from TWR, only one ACFT movement allowed at a time and follow-me is always mandatory.

RWY Restriction
TKOF point B AVBL O/R.

GENERAL

TWY Restriction

TWY M, N width 8m / 26ft.

TWY A AVBL as follows:
- Not AVBL while TKOF/APCH performed on RWY 10 and during LVP.
- Not AVBL for ACFT code D and E during APCH on RWY 28.
- During APCH RWY 28:
  The presence of two ACFT up to code C along TWY A or at HLDG point A is allowed under the following COND:
  - VIS MNM 1500m.
  - Cloud base MNM 500ft.

  The presence of one ACFT up to code C is allowed with VIS below 1500m and/or CEIL below 500ft, but with CAT I COND.

TWY B AVBL as follows:
- Exit from RWY allowed to ACFT coming from THR RWY 10.
- Exit from RWY allowed to ACFT coming from THR RWY 28 AVBL HJ -/+ 30min with VIS 1500m or above.
- Entry into RWY allowed to ACFT with direction to THR RWY 10.
- Entry into RWY allowed to ACFT with direction to THR RWY 28 HJ -/+ 30min with VIS 1500m or above.

TWY C AVBL as follows:
- Exit from RWY allowed to ACFT coming from THR RWY 10 and TWY F.
- Exit from THR RWY 28 allowed to ACFT up to code C, HJ -/+ 30min with VIS 1500m or above.
- Entry into RWY with direction to THR RWY 28 allowed to ACFT up to code C, HJ -/+ 30min with VIS 1500m or above.
- Entry into RWY with direction THR RWY 10 allowed HJ -/+ 30min with VIS1500m or above.
- Entry into RWY with direction TWY F allowed when VIS 1500m or above.

TWY D AVBL as follows:
- Exit from RWY for ACFT coming from THR RWY 28 and TWY F.
- Entry into RWY with direction TWY F allowed with VIS 1500m or above.
- Entry into RWY with direction THR RWY 28 allowed HJ -/+ 30min with VIS 1500m or above.

TWY EA AVBL as follows:
- Entry and exit for ACFT up to code C
- Entry and exit for ACFT code D and E subject to absence of ACFT code D or E on TWY EB.

TWY EB AVBL as follows:
- Entry and exit for ACFT up to code C
- Entry and exit for ACFT code D and E subject to absence of ACFT code D or E on TWY EA.

TWY F AVBL as follows:
- Exit from RWY for ACFT coming from THR RWY 28, TWY C or D.
- Entry into RWY with direction TWY C or D when VIS 1500m or above.
- Entry into RWY with direction THR RWY 28 allowed HJ -/+ 30min with VIS 1500m or above.

HLDG point T1 compulsory for code D and E ACFT, for all other ACFT during LVP.

Taxi/Parking

Follow marshaller and/or follow-me instructions to enter stands 1 to 6.

Follow-me AVBL O/R.

Main/South Apron: Entry from TWY T, exit via taxilane K or J.

North Apron: Entry via TWY G - Taxilane Y; exit via TWY W.

GENERAL

APU
Use of APU RESTR to 20min after ARR.

Use of APU is allowed 5min before EOBT but only to start-up ENG, in case of extraordinary reasons, the use of APU shall be reduced to the shortest time. If GND generator units are not AVBL, APU can be started up to 30min before EOBT.

Engine Run-ups
Between 2200-0500‡ and 1300-1500‡ engine tests prohibited, except with authorization from AD authority.

Warnings

BEG VOR/DME limitations at 25NM:
R060-R100 MRA 8000ft.
R100-R270 MRA 2000ft.
R270-R300 MRA 5000ft.
R300-R060 MRA 12000ft.
MAINT: 1st MON each month 0730-0900‡.

ILS LOC RWY 28 BRM limitations beyond 17NM MRA 6000ft.

BRM DME limitations at 25NM:
R060-R100 MRA 9000ft.
R100-R120 MRA 4000ft.
R120-R270 MRA 2000ft.
R270-R300 MRA 6000ft.
R300-R060 MRA 12000ft.

LIN VOR/DME limitations at 25NM:
R110-R190 MRA 6000ft.
R190-R330 MRA 4000ft.
R330-R110 MRA 8000ft.
MAINT: 3rd FRI each month 0830-1000‡.

GEN VOR/DME MAINT: 3rd THU each month 0930-1030‡.

MMP VOR/DME MAINT: 2nd MON each month 2000-2200‡.

SRN VOR/DME MAINT: 2nd THU each month 0830-1130‡.

TZO TVOR/DME MAINT: 4th THU each month 0830-1130‡.

VOG VOR/DME MAINT: 4th TUE each month 0830-1130‡.

GEN NDB MAINT: 3rd THU each month 1400-1500‡.

SRN NDB MAINT: 2nd WED each month 0900-1130‡.

TZO NDB MAINT: 4th WED of MAY and NOV 0900-1100‡.

VOG NDB MAINT: 3rd WED each month 1200-1400‡.

First 200m / 656ft of RWY 10/28 slippery when wet.

AD occasionally affected by wind shear phenomena, more frequently from JUL-NOV and MAR. Mostly originated by northern winds or associated with TS. The challenging of wind along the alpine valleys may induce abrupt wind discontinuities along the APCH path.

Birds in vicinity of AD.

ARRIVAL

Speed

At IAS 250KT at FL100 or below.

At IAS 210KT starting the turn to intercept the ILS/LOC or the appropriate VOR radial (in case of VOR or VOR/DME final APCH) or at a DIST of 12NM from RWY THR in case of straight-in APCH.

At IAS 180KT completing the intercepting turn or at a DIST of 9NM from RWY THR in case of straight-in APCH.

At IAS 160KT at a DIST of 5NM from RWY THR.

Communication

COM Failure
Radio aid designed for descent is VOR BEG.
During LVP: Vacate sensitive area and wait for follow-me.

COM Failure PROC in maneuvering area: ACFT shall vacate RWY and ILS sensitive area via the appropriate TWY and wait on its first segment for the ARR of the follow-me vehicle in order to be guided to stand.

Arrival Procedure

DORIN HLDG at ATC discretion.

Noise Abatement Procedure: See CRAR.

VFR Traffic Pattern: RWY 10 right-hand circuit.

Non-standard GP Intercept Position on RWY 28
GP intercepts RWY 28 at *332m / 1088ft* after landing threshold.
Remaining DIST beyond GP is *2409m / 7905ft*.

DEPARTURE

Take-off Minima

RWY		28	
All ACFT	ft - m/km	0 - 75R	-
RWY		10	
All ACFT	ft - m/km	0 - 550R/550V	-

Communication

COM Failure: During LVP: Taxi to CLR limit and wait for follow-me

COM Failure PROC in maneuvering area: ACFT shall continue strictly on the assigned taxi route to their clearance limit and wait for follow-me in order to be guided back to stand

Departure Procedure

Start-up/Push-back

REQ start-up on GND after received "all clear" from ground staff.

After push-back release on TWY T, crew will make sure that whole area is clear from equipment and people by receiving signal thumb up from the GND staff, before REQ taxi CLR.

Noise Abatement Procedure

ACFT certified ICAO Annex 16 Chapter 2 shall not use Bergamo/Orio AD, except for EMERG flights. Such ACFT are allowed to TKOF from RWY 10 only. The use of RWY 28 will be authorized in case of adverse MET COND or for safety reasons.

TKOF PROC: See CRAR.

De-Icing

De-icing position ICE1 AVBL up to B752 with winglets.

De-icing position ICE2 AVBL up to B744.

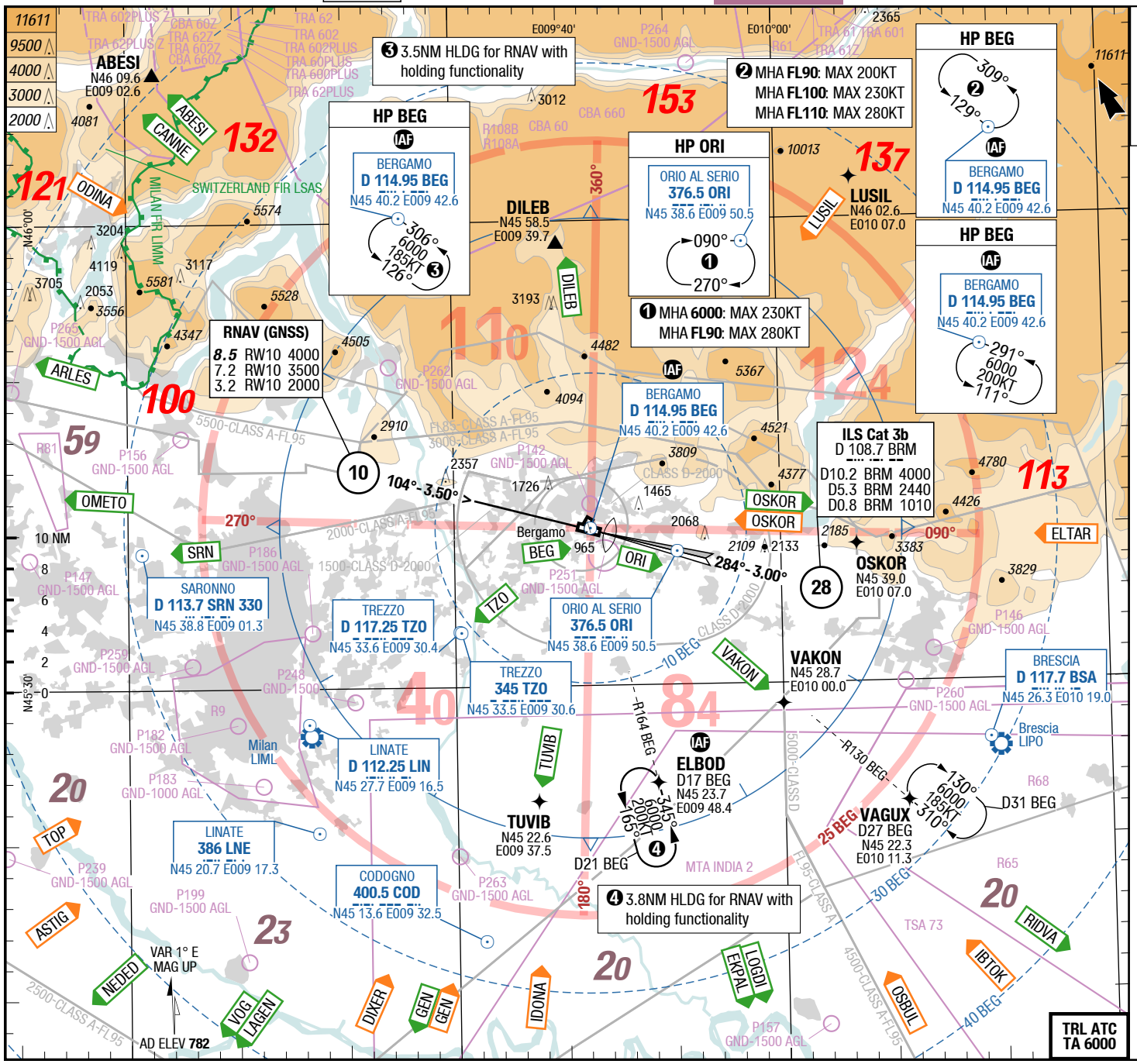
Submit the de-icing request to the provider.

Before taxi clearance report to TWR to have agreed upon de-icing OPS.

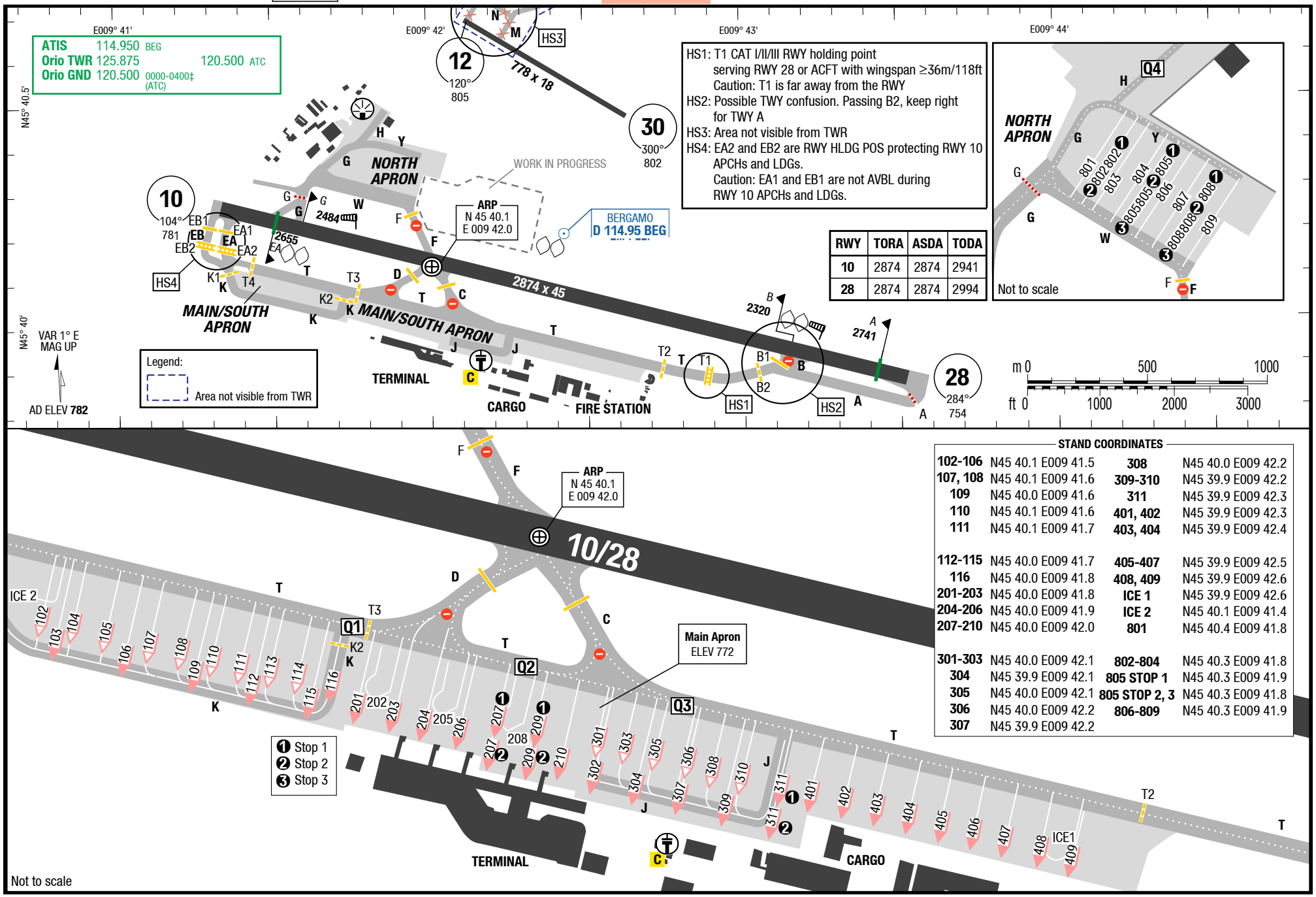
Follow-me/ marshaller will guide the ACFT to the de-icing position.

Report 'ready to move' only after de-icing PROC completed.

ACFT ENG status during de-icing:
- Twin ENG: both on idle PWR.
- 3 ENG HEAVY: tail out, external idle PWR.
- 4 ENG HEAVY: external out, internal idle PWR.
- PROP: shut down if possible.



Changes: Nil



STAND COORDINATES

102-106	N45 40.1 E009 41.5	**308**	N45 40.0 E009 42.2
107, 108	N45 40.1 E009 41.6	**309-310**	N45 39.9 E009 42.2
109	N45 40.0 E009 41.6	**311**	N45 39.9 E009 42.3
110	N45 40.1 E009 41.6	**401, 402**	N45 39.9 E009 42.3
111	N45 40.1 E009 41.7	**403, 404**	N45 39.9 E009 42.4
112-115	N45 40.0 E009 41.7	**405-407**	N45 39.9 E009 42.5
116	N45 40.0 E009 41.8	**408, 409**	N45 39.9 E009 42.6
201-203	N45 40.0 E009 41.8	**ICE 1**	N45 39.9 E009 42.6
204-206	N45 40.0 E009 41.9	**ICE 2**	N45 40.1 E009 41.4
207-210	N45 40.0 E009 42.0	**801**	N45 40.4 E009 41.8
301-303	N45 40.0 E009 42.1	**802-804**	N45 40.3 E009 41.8
304	N45 39.9 E009 42.1	**805 STOP 1**	N45 40.3 E009 41.9
305	N45 40.0 E009 42.1	**805 STOP 2, 3**	N45 40.3 E009 41.8
306	N45 40.0 E009 42.2	**806-809**	N45 40.3 E009 41.9
307	N45 39.9 E009 42.2		

Changes: WIP, Note, COORD

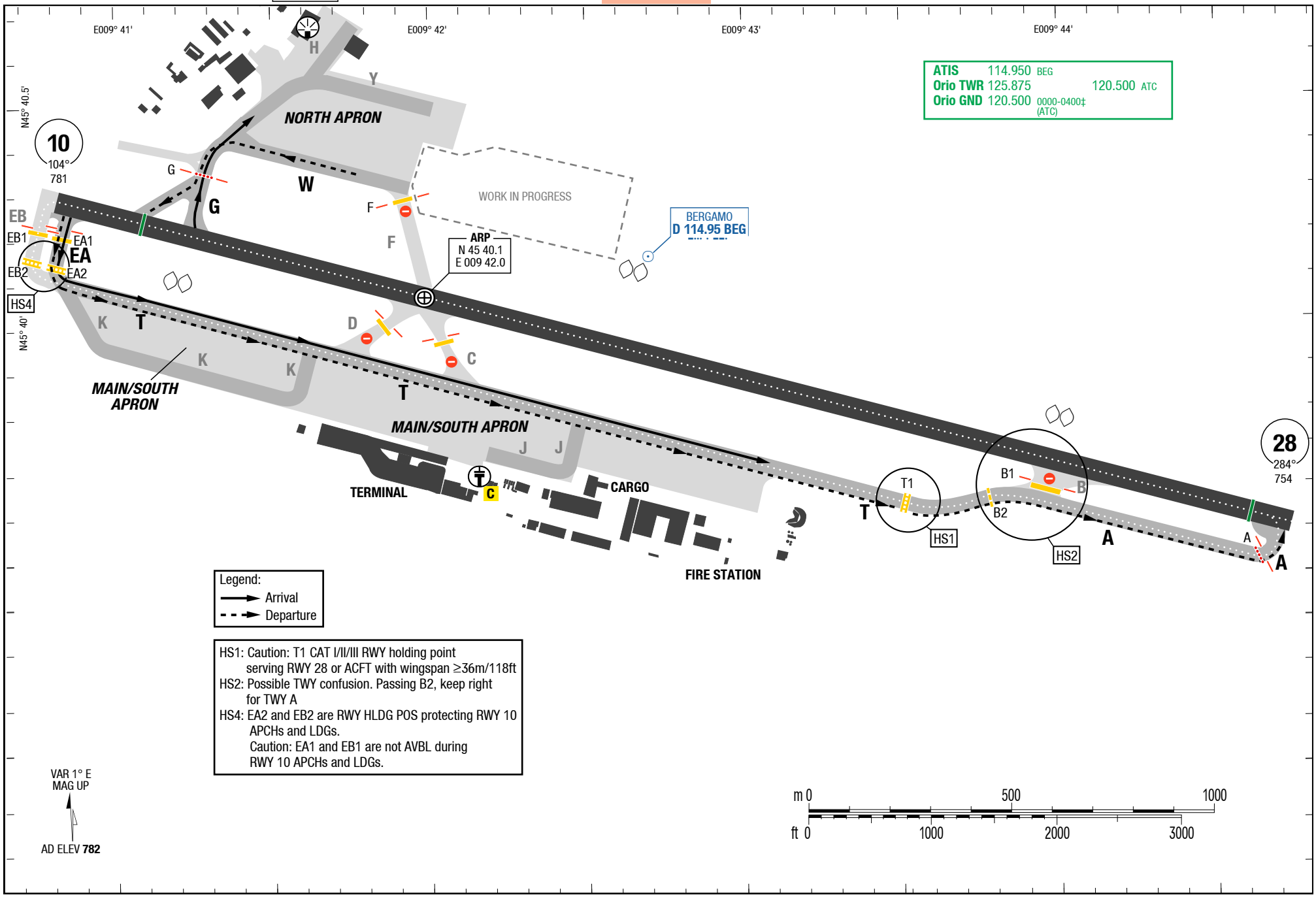
BGY-LIME

3-30

Italy **Bergamo** Orio Al Serio
NIL
LVC

LVC LVC

Orio Al Serio **Bergamo** Italy
NIL
LVC



Changes: WIP, Note

BGY-LIME

4-08

Italy **Bergamo** Orio Al Serio

Noise Abatement SIDs RWY 28

Noise Abatement RNAV SIDs RWY 28

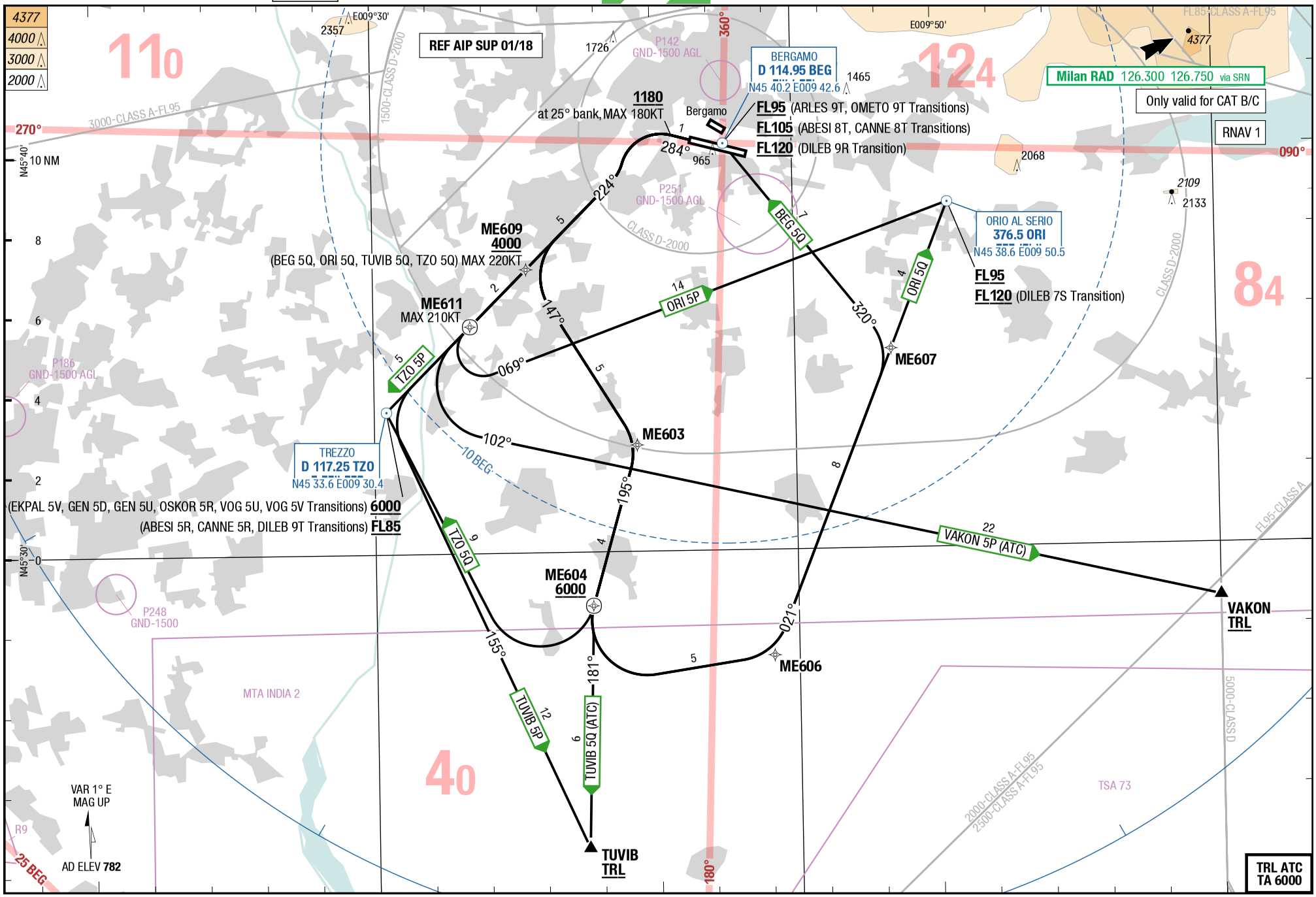
SID

SID

Orio Al Serio **Bergamo** Italy

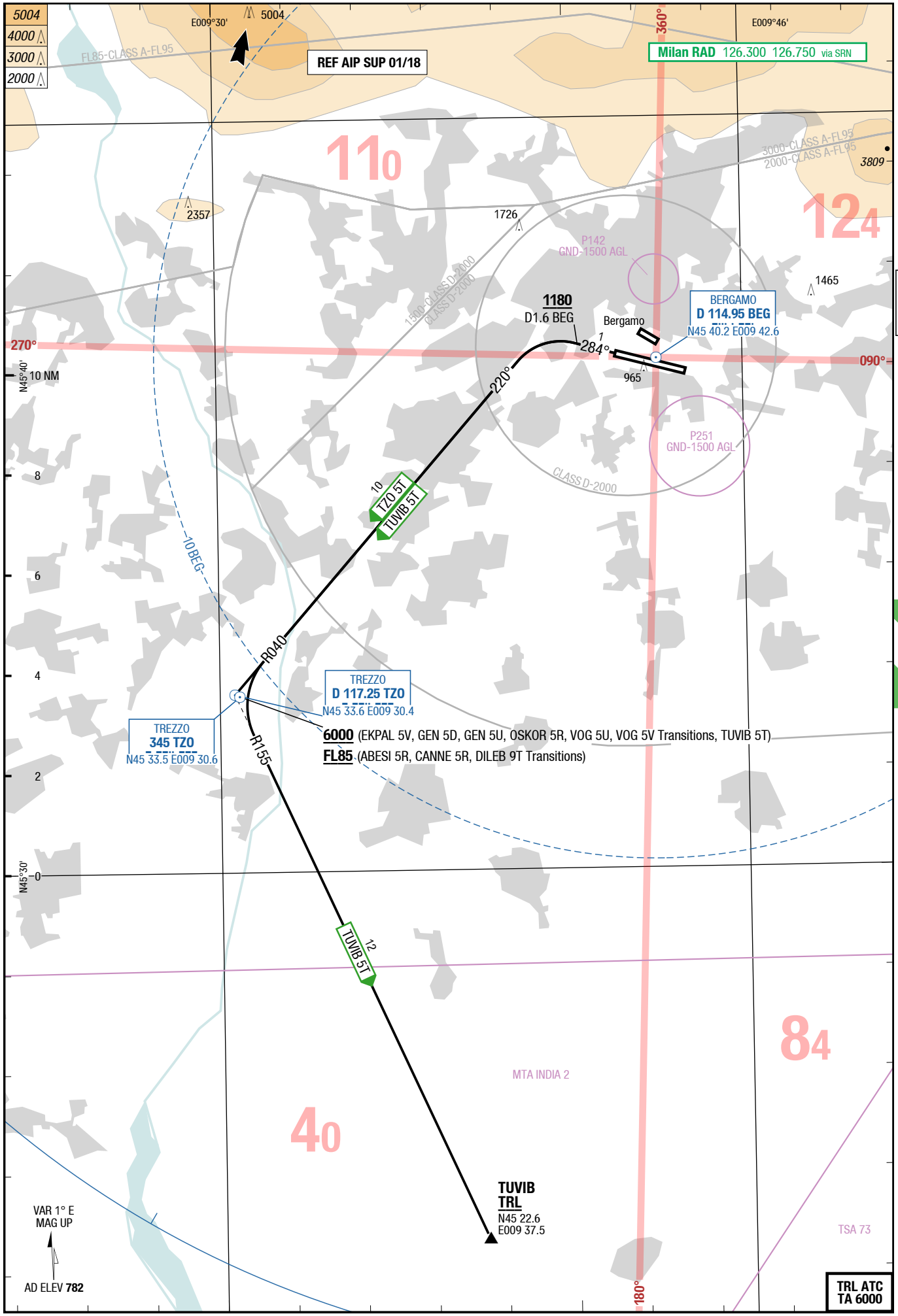
Noise Abatement SIDs RWY 28

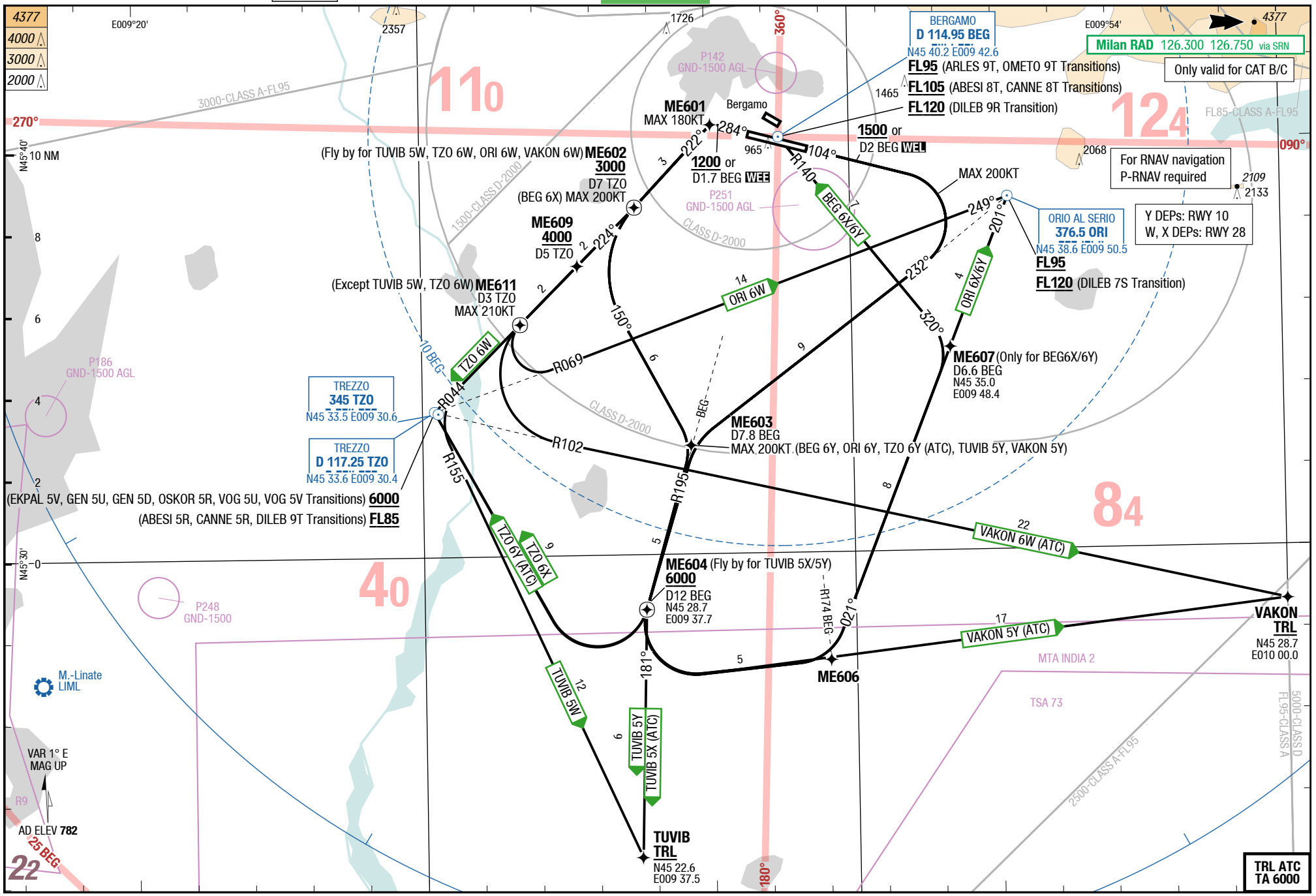
Noise Abatement RNAV SIDs RWY 28



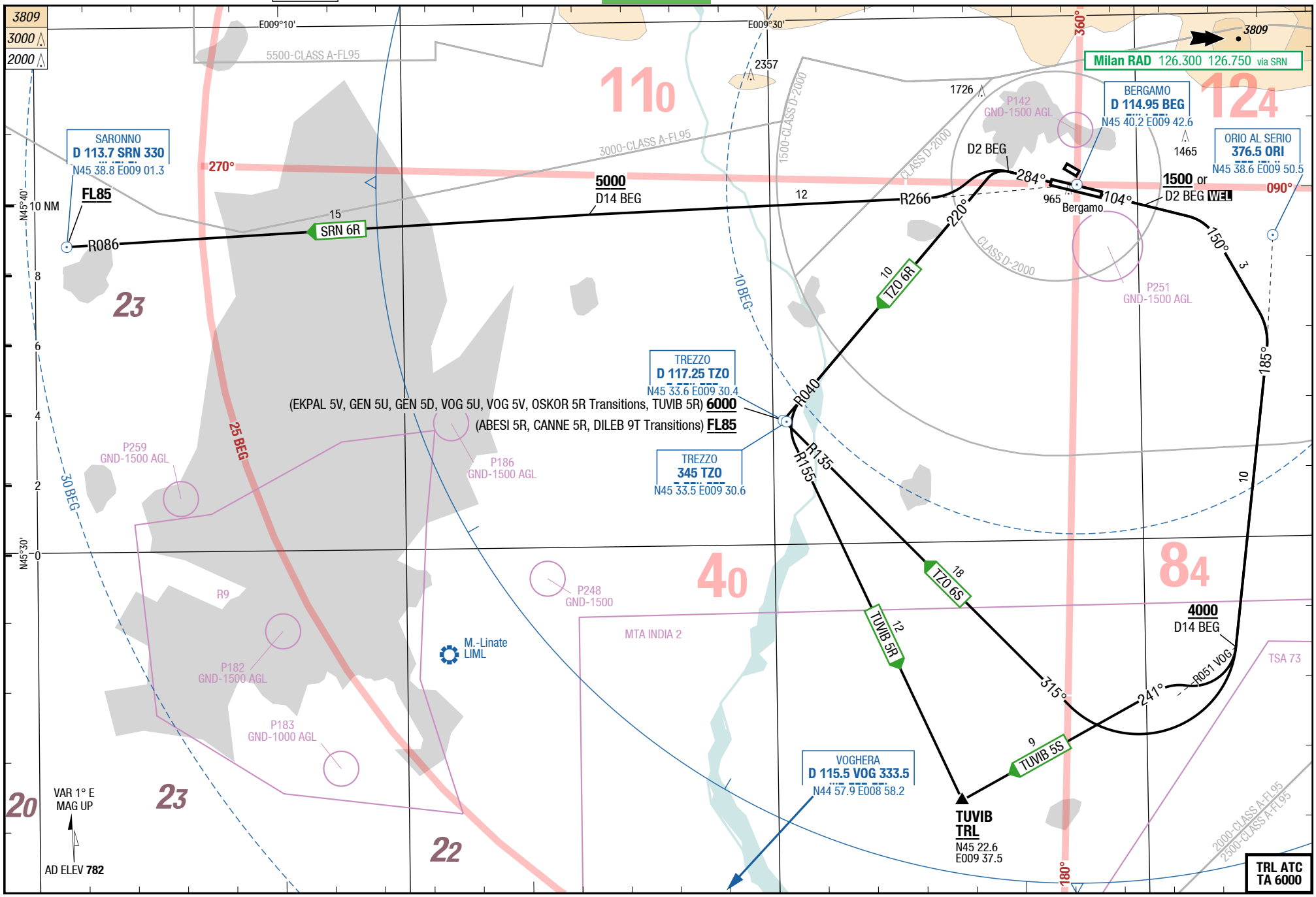
Changes: Navaid TZO, ASP, OBST, SUAs

Changes: Navaid TZO, OBST

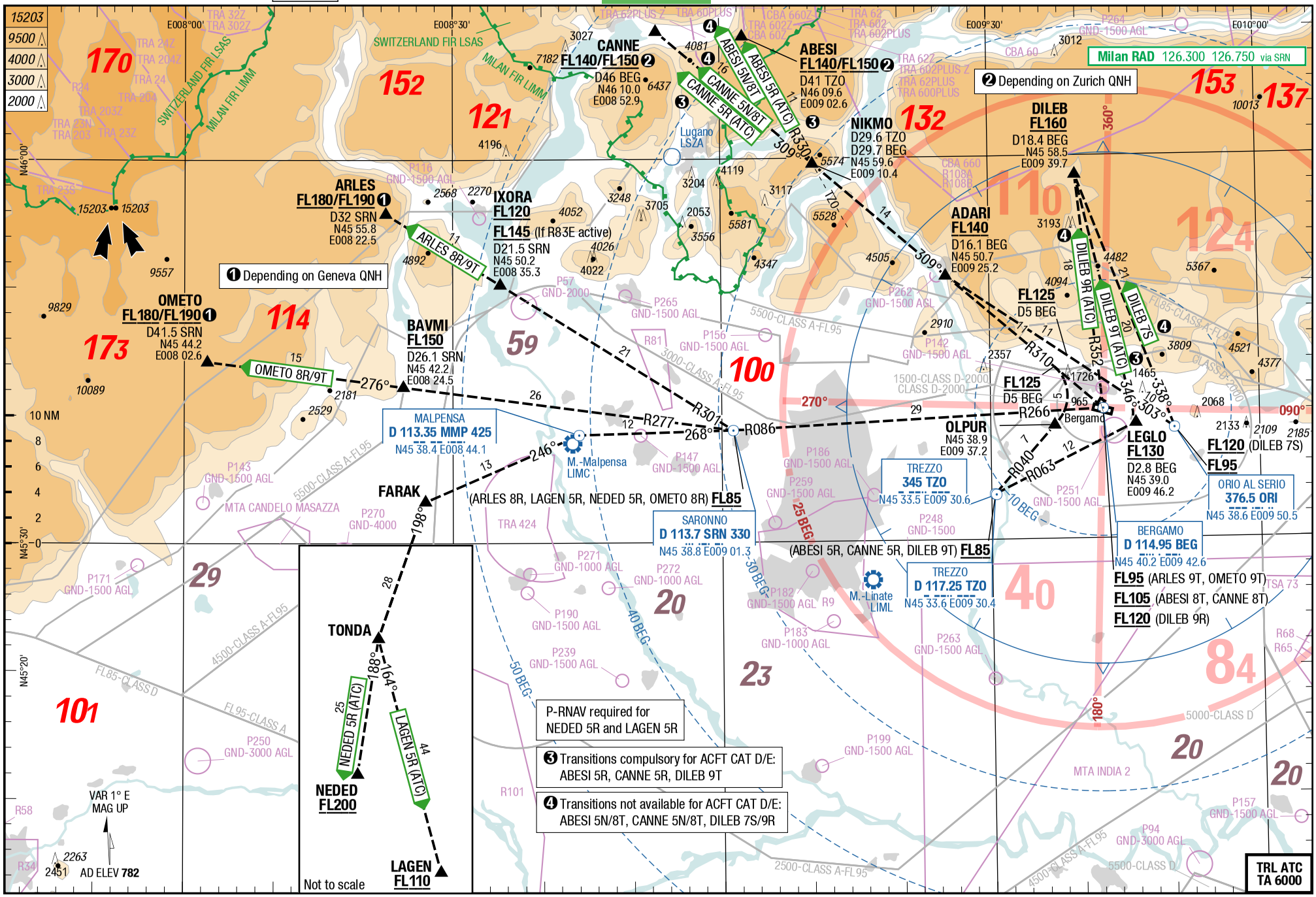




Changes: Navaid TZO, ASP, ALT, SUAs, OBST

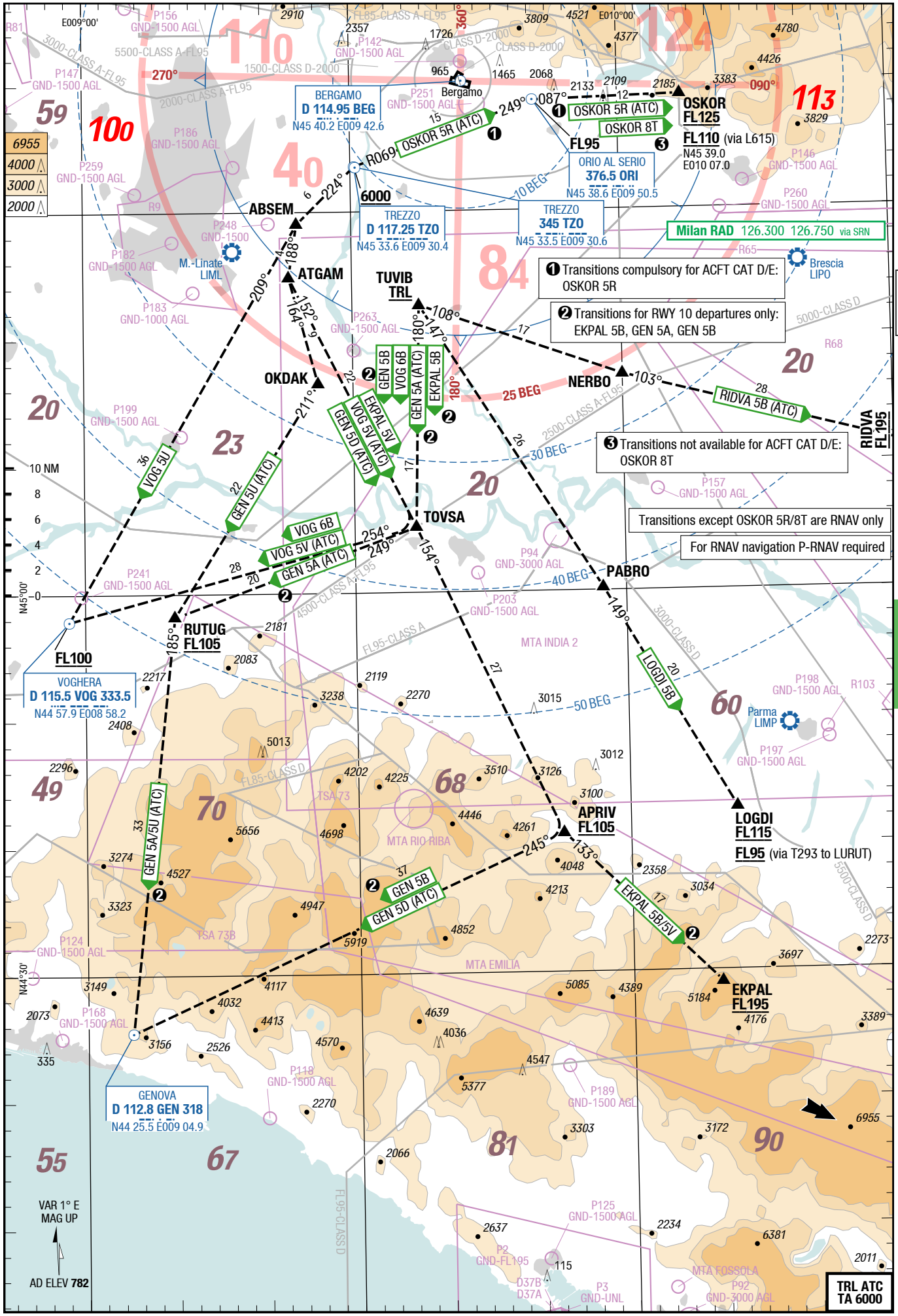


Changes: ASP, Navaid TZO, ALT, SUAs, OBST



Changes: ASP, Navaid TZO, SUAs, OBST

TRANSITIONs South/East



❶ Transitions compulsory for ACFT CAT D/E: OSKOR 5R

❷ Transitions for RWY 10 departures only: EKPAL 5B, GEN 5A, GEN 5B

❸ Transitions not available for ACFT CAT D/E: OSKOR 8T

Transitions except OSKOR 5R/8T are RNAV only

For RNAV navigation P-RNAV required

BGY-LIME

5-08 **Noise Abatement RNAV SIDs RWY 28**

BERGAMO 5Q / ORIO AL SERIO 5P / ORIO AL SERIO 5Q / TREZZO 5P / TREZZO 5Q / TUVIB 5P / TUVIB 5Q

RWY 28 (284°)

	GS	120	150	180	210	240	270
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
BERGAMO 5Q **BEG 5Q** 9.0% to 3000 **126.300** ①②	284° [A1180+ ;K180-] - 224° ME609 [K220-] - ME603 - ME604 [L] - DCT ME606 - ME607 - BEG	ME609 MNM **4000** ME604 MNM **6000** BEG MNM **FL95/FL105/ FL120** (depending on transition)
ORIO AL SERIO 5P **ORI 5P** 9.0% to 3000 **126.300** ①②	284° [A1180+ ;K180-] - 224° ME609 - ME611 [K210- ;L] - 069° ORI	ME609 MNM **4000** ORI MNM **FL95/FL120** (depending on transition)
ORIO AL SERIO 5Q **ORI 5Q** 9.0% to 3000 **126.300** ①②	284° [A1180+ ;K180-] - 224° ME609 [K220-] - ME603 - ME604 [L] - DCT ME606 - ORI	ME609 MNM **4000** ME604 MNM **6000** ORI MNM **FL95/FL120** (depending on transition)
TREZZO 5P **TZO 5P** 9.0% to 3000 **126.300** ①②	284° [A1180+ ;K180-] - 224° ME609 - TZO	ME609 MNM **4000** TZO MNM **6000/FL85** (depending on transition)
TREZZO 5Q **TZO 5Q** 9.0% to 3000 **126.300** ①②	284° [A1180+ ;K180-] - 224° ME609 [K220-] - ME603 - ME604 [R] - DCT TZO	ME609 MNM **4000** ME604 MNM **6000** TZO MNM **6000/FL85** (depending on transition)
TUVIB 5P 9.0% to 3000 **126.300** ①②	284° [A1180+ ;K180-] - 224° ME609 - TZO - TUVIB	ME609 MNM **4000** TUVIB MNM **TRL**
TUVIB 5Q (ATC) 9.0% to 3000 **126.300** ①②	284° [A1180+ ;K180-] - 224° ME609 [K220-] - ME603 - ME604 - TUVIB	ME609 MNM **4000** ME604 MNM **6000** TUVIB MNM **TRL**

① Turns leaving MNM 1180 shall be executed with 25° bank angle

② Only valid for CAT B/C

Changes: New

BGY-LIME

5-09

Noise Abatement RNAV SIDs RWY 28

VAKON 5P

RWY 28 (284°)

	GS	120	150	180	210	240	270
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
VAKON 5P (ATC) 9.0% to 3000 **126.300** ①②	284° [A1180+ ;K180-] - 224° ME609 - ME611 [K210-] - 102° VAKON	ME609 MNM **4000** VAKON MNM **TRL**

① Turns leaving MNM 1180 shall be executed with 25° bank angle

② Only valid for CAT B/C

Changes: New

BERGAMO 6Y / ORIO AL SERIO 6Y / TREZZO 6Y / TUVIB 5Y / VAKON 5Y

RWY 10 (104°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
BERGAMO 6Y **BEG 6Y** 5.0% to 1500 **126.300** ①②	at MNM **1500** or D2 **BEG**, whichever is later, **RT** intercept QDR 232 **ORI** - at ME603 (R195/D7.8 **BEG**) intercept R195 **BEG** - at D12 **BEG LT** intercept QDR 201 **ORI** inbound - intercept R140 **BEG** to **BEG**	R195/D12 **BEG** MNM **6000** **BEG** MNM **FL95/FL105/ FL120** (depending on transition)
ORIO AL SERIO 6Y **ORI 6Y** 5.0% to 1500 **126.300** ①②	at MNM **1500** or D2 **BEG**, whichever is later, **RT** intercept QDR 232 **ORI** - at ME603 (R195/D7.8 **BEG**) intercept R195 **BEG** - at D12 **BEG LT** intercept QDR 201 **ORI** to **ORI**	R195/D12 **BEG** MNM **6000** **ORI** MNM **FL95/FL120** (depending on transition)
TREZZO 6Y **TZO 6Y** (ATC) 5.0% to 1500 **126.300** ①②	at MNM **1500** or D2 **BEG**, whichever is later, **RT** intercept QDR 232 **ORI** - at ME603 (R195/D7.8 **BEG**) intercept R195 **BEG** - at D12 **BEG RT** direct **TZO**	R195/D12 **BEG** MNM **6000** **TZO** MNM **6000/FL85** (depending on transition)
TUVIB 5Y 5.0% to 1500 **126.300** ①②	at MNM **1500** or D2 **BEG**, whichever is later, **RT** intercept QDR 232 **ORI** - at ME603 (R195/D7.8 **BEG**) intercept R195 **BEG** - at D12 **BEG LT** 181° to TUVIB	R195/D12 **BEG** MNM **6000** TUVIB MNM **TRL**
VAKON 5Y (ATC) 5.0% to 1500 **126.300** ①②	at MNM **1500** or D2 **BEG**, whichever is later, **RT** intercept QDR 232 **ORI** - at ME603 (R195/D7.8 **BEG**) intercept R195 **BEG** - at D12 **BEG LT** direct VAKON	R195/D12 **BEG** MNM **6000** VAKON MNM **TRL**

① Only valid for CAT B/C

② Turns after take-off MAX 200KT

BERGAMO 6X / ORIO AL SERIO 6W / ORIO AL SERIO 6X / TREZZO 6W

RWY 28 (284°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
BERGAMO 6X **BEG 6X** 7.0% to 1500 **126.300** ①②	at MNM **1200** or D1.7 **BEG**, whichever is earlier, **LT** intercept R044 **TZO** inbound - at ME602 (R044/D7 **TZO**) (MAX 200KT) **LT** 150° intercept R195 **BEG -** at ME604 (R195/D12 **BEG**) **LT** QDR 201 **ORI** inbound - intercept R140 **BEG** to **BEG** **FMS** [A1200+] - ME601 [K180**-** ;L] - ME602 [A3000+ ;K200**-** ;L] - ME603 [R] - ME604 [A6000+ ;L] - ME606 [L] - ME607 [L] - BEG [F95+/F105+/F120+]	ME602 (R044/D7 **TZO**) MNM **3000** ME604 (R195/D12 **BEG**) MNM **6000** **BEG** MNM **FL95/FL105/ FL120** (depending on transition)
ORIO AL SERIO 6W **ORI 6W** 7.0% to 1500 **126.300** ①②	at MNM **1200** or D1.7 **BEG**, whichever is earlier, **LT** intercept R044 **TZO** inbound to ME602 (R044/D7 **TZO**) - ME609 (R044/D5 **TZO**) - ME611 (R044/D3 **TZO**) - **LT** intercept R069/QDR 069 **TZO - ORI** **FMS** [A1200+] - ME601 [K180**-** ;L] - ME602 [A3000+] - ME609 [A4000+] - ME611 [K210**-** ;L] - ORI [F95+/F120+]	ME602 (R044/D7 **TZO**) MNM **3000** ME609 (R044/D5 **TZO**) MNM **4000** **ORI** MNM **FL95/FL120** (depending on transition)
ORIO AL SERIO 6X **ORI 6X** 7.0% to 1500 **126.300** ①②	at MNM **1200** or D1.7 **BEG**, whichever is earlier, **LT** intercept R044 **TZO** inbound - at ME602 (R044/D7 **TZO**) **LT** 150° intercept R195 **BEG** - at ME604 (R195/D12 **BEG**) **LT** intercept QDR 201 **ORI** to **ORI** **FMS** [A1200+] - ME601 [K180**-** ;L] - ME602 [A3000+ ;L] - ME603 [R] - ME604 [A6000+ ;L] - ME606 [L] - ORI [F95+/F120+]	ME602 (R044/D7 **TZO**) MNM **3000** ME604 (R195/D12 **BEG**) MNM **6000** **ORI** MNM **FL95/FL120** (depending on transition)
TREZZO 6W **TZO 6W** 7.0% to 1500 **126.300** ①②	at MNM **1200** or D1.7 **BEG**, whichever is earlier, **LT** intercept R044 **TZO** inbound to ME602 (R044/D7 **TZO**) - ME609 - **TZO** **FMS** [A1200+] - ME601 [K180**-** ;L] - ME602 [A3000+] - ME609 [A4000+] - TZO [6000+/F85+]	ME602 (R044/D7 **TZO**) MNM **3000** ME609 (R044/D5 **TZO**) MNM **4000** **TZO** MNM **6000/FL85** (depending on transition)

① Only valid for CAT B/C

② Turns after take-off MAX 180KT and bank angle of 25° or rate of turn 2°/s, whichever requires a lesser bank.

BGY-LIME

5-28 **Noise Abatement SIDs RWY 28**

TREZZO 5T / TUVIB 5T

RWY 28 (284°)

	GS	120	150	180	210	240	270
8.3%	ft/MIN	1100	1300	1600	1800	2100	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
TREZZO 5T **TZO 5T** 8.3% to 3000 **126.300** ①	at D1.6 **BEG LT** intercept R040/QDR 040 **TZO** to **TZO**	D1.6 **BEG** MNM **1180** **TZO** MNM **6000/FL85** (depending on transition)
TUVIB 5T 8.3% to 3000 **126.300** ①	at D1.6 **BEG LT** intercept R040/QDR 040 **TZO** to **TZO** - R155/ QDR155 **TZO** to TUVIB	D1.6 **BEG** MNM **1180** **TZO** MNM **6000** TUVIB MNM **TRL**

① Turns after take-off MAX TAS 220KT, 25° bank or MIN rate of turn 2.82°/sec, whichever requires a lesser bank.

Changes: New

TREZZO 6X / TUVIB 5W / TUVIB 5X / VAKON 6W

RWY 28 (284°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
TREZZO 6X **TZO 6X** 7.0% to 1500 **126.300** ①②	at MNM **1200** or D1.7 **BEG**, whichever is earlier, **LT** intercept R044 **TZO** inbound - at ME602 (R044/D7 **TZO**) **LT** 150° intercept R195 **BEG** - at ME604 (R195/D12 **BEG**) **RT** direct **TZO** **FMS** [A1200+] - ME601 [K180**-** ;L] - ME602 [A3000+ ;L] - ME603 [R] - ME604 [A6000+ ;R] - TZO [6000+/F85+]	ME602 (R044/D7 **TZO**) MNM **3000** ME604 (R195/D12 **BEG**) MNM **6000** **TZO** MNM **6000/FL85** (depending on transition)
TUVIB 5W 7.0% to 1500 **126.300** ①②	at MNM **1200** or D1.7 **BEG**, whichever is earlier, **LT** intercept R044 **TZO** inbound to ME602 (R044/D7 **TZO**) - ME609 - **TZO** - R155 **TZO** to TUVIB **FMS** [A1200+] - ME601 [K180**-** ;L] - ME602 [A3000+] - ME609 [A4000+] - TZO [L] - TUVIB [TRL+]	ME602 (R044/D7 **TZO**) MNM **3000** ME609 (R044/D5 **TZO**) MNM **4000** TUVIB MNM **TRL**
TUVIB 5X (ATC) 7.0% to 1500 **126.300** ①②	at MNM **1200** or D1.7 **BEG**, whichever is earlier, **LT** intercept R044 **TZO** inbound - at ME602 (R044/D7 **TZO**) **LT** 150° intercept R195 **BEG** - at ME604 (R195/D12 **BEG**) **LT** 181° to TUVIB **FMS** [A1200+] - ME601 [K180**-** ;L] - ME602 [A3000+ ;L] - ME603 [R] - ME604 [A6000+ ;L] -TUVIB [TRL+]	ME602 (R044/D7 **TZO**) MNM **3000** ME604 (R195/D12 **BEG**) MNM **6000** TUVIB MNM **TRL**
VAKON 6W (ATC) 7.0% to 1500 **126.300** ①②	at MNM **1200** or D1.7 **BEG**, whichever is earlier, **LT** intercept R044 **TZO** inbound to ME602 (R044/D7 **TZO**) - ME609 (R044/D5 **TZO**) - ME611 (R044/D3 **TZO**) - **LT** intercept R102/QDR 102 **TZO** to VAKON **FMS** [A1200+] - ME601 [K180**-** ;L] - ME602 [A3000+] - ME609 [A4000+] - ME611 [K210- ;L] - VAKON [TRL+]	ME602 (R044/D7 **TZO**) MNM **3000** ME609 (R044/D5 **TZO**) MNM **4000** VAKON MNM **TRL**

① Only valid for CAT B/C

② Turns after take-off MAX 180KT and bank angle of 25° or rate of turn 2°/s, whichever requires a lesser bank.

SARONNO 6R / TREZZO 6R / TREZZO 6S / TUVIB 5R / TUVIB 5S

RWYs 10 (104°) / 28 (284°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
8.4%	ft/MIN	1100	1300	1600	1800	2100	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
TREZZO 6S **TZO 6S** 5.0% to 1500 **126.300** ①	at MNM **1500** or D2 **BEG**, whichever is later, **RT** 150° intercept QDR 185 **ORI** - at MNM **4000** (within D14 **BEG** if possible) **RT** intercept R135 **TZO** (QDM 315 **TZO**) to **TZO**	D14 **BEG** MNM **4000** **TZO** MNM **6000/FL85** (depending on transition)
TUVIB 5S 5.0% to 1500 **126.300** ①	at MNM **1500** or D2 **BEG**, whichever is later, **RT** 150° - intercept QDR 185 **ORI** - at MNM **4000** (within D14 **BEG** if possible) **RT** 241° to TUVIB	D14 **BEG** MNM **4000** TUVIB MNM **TRL**
	Runway 28	
SARONNO 6R **SRN 6R** 8.4% to 5000 **126.750** ①	at D2 **BEG LT** intercept R266 **BEG** to **SRN**	R266/D14 **BEG** MNM **5000** **SRN** MNM **FL85**
TREZZO 6R **TZO 6R** 8.4% to 3000 **126.300** ①	at D2 **BEG LT** 220° - intercept R040/QDR 040 **TZO** to **TZO**	**TZO** MNM **6000/FL85** (depending on transition)
TUVIB 5R 8.4% to 3000 **126.300** ①	at D2 **BEG LT** 220° - intercept R040/QDR 040 **TZO** to **TZO** - R155 **TZO** to TUVIB	**TZO** MNM **6000** TUVIB MNM **TRL**

① Turns after take-off MAX TAS 250KT, 25° bank or MIN rate of turn 2°/sec, whichever requires a lesser bank.

TRANSITIONs North/West

DESIGNATOR	ROUTING	ALTITUDES
ABESI 5N **126.300** ①③	**ORI** - 303° to ADARI (QDR 303 **ORI**/D16.1 **BEG**) - 309° to NIKMO (R310/D29.7 **BEG**) - **RT** R330 **TZO** to ABESI (R330/D41 **TZO**)	**ORI** MNM **FL95** D5 **BEG** MNM **FL125** ADARI MNM **FL140** ABESI MNM **FL150**
ABESI 5R (ATC) **126.300** ②③	**TZO** - R040 **TZO** to OLPUR - **LT** intercept R310 **BEG** to ADARI (R310/D16.1 **BEG**) - NIKMO (R310/D29.7 **BEG**) - **RT** intercept R330 **TZO** to ABESI (R330/D41 **TZO**)	**TZO** MNM **FL85** D5 **BEG** MNM **FL125** ADARI MNM **FL140** ABESI MNM **FL150**
ABESI 8T **126.300** ①③	**BEG** - R310 **BEG** to ADARI (R310/D16.1 **BEG**) - NIKMO (R310/D29.7 **BEG**) - **RT** intercept R330 **TZO** to ABESI (R330/D41 **TZO**)	**BEG** MNM **FL105** D5 **BEG** MNM **FL125** ADARI MNM **FL140** ABESI MNM **FL150**
ARLES 8R **126.750** ④	**SRN** - R301/QDR 301 **SRN** to IXORA (R301/QDR 301/D21.5 **SRN**) - ARLES (R301/QDR 301/D32 **SRN**)	**SRN** MNM **FL85** IXORA MNM **FL120/ FL145** (if R83E active) ARLES MNM **FL190**
ARLES 9T **126.300** ④	**BEG** - R266 **BEG** to **SRN** - **RT** R301/QDR 301 **SRN** to IXORA (R301/QDR 301/D21.5 **SRN**) - ARLES (R301/QDR 301/D32 **SRN**)	**BEG** MNM **FL95** IXORA MNM **FL120/ FL145** (if R83E active) ARLES MNM **FL190**
CANNE 5N **126.300** ①⑤	**ORI** - 303° to ADARI (QDR 303 **ORI**/D16.1 **BEG**) - 309° to NIKMO (R310/D29.7 **BEG**) - CANNE (R310/D46 **BEG**)	**ORI** MNM **FL95** D5 **BEG** MNM **FL125** ADARI MNM **FL140** CANNE MNM **FL150**
CANNE 5R (ATC) **126.300** ②⑤	**TZO** - R040 **TZO** to OLPUR - **LT** intercept R310 **BEG** to ADARI (R310/D16.1 **BEG**) - NIKMO (R310/D29.7 **BEG**) - CANNE (R310/D46 **BEG**)	**TZO** MNM **FL85** D5 **BEG** MNM **FL125** ADARI MNM **FL140** CANNE MNM **FL150**
CANNE 8T **126.300** ①⑤	**BEG** - R310 **BEG** to ADARI (R310/D16.1 **BEG**) - NIKMO (R310/D29.7 **BEG**) - CANNE (R310/D46 **BEG**)	**BEG** MNM **FL105** D5 **BEG** MNM **FL125** ADARI MNM **FL140** CANNE MNM **FL150**
DILEB 7S **126.300** ①	**ORI** - 338° to DILEB (QDR 338 **ORI**/D18.4 **BEG**)	**ORI** MNM **FL120** DILEB MNM **FL160**

① Not available for ACFT CAT D/E
② Compulsory for ACFT CAT D/E
③ ABESI MNM FL140 depending on LSZH QNH
④ ARLES MNM FL180 depending on LSGG QNH
⑤ CANNE MNM FL140 depending on LSZH QNH

Changes: Note, PROC renumbered

TRANSITIONs North/West

DESIGNATOR	ROUTING	ALTITUDES
DILEB 9R (ATC) **126.300** ①	**BEG** - R352 **BEG** to DILEB (R352/D18.4 **BEG**)	**BEG** MNM **FL120** DILEB MNM **FL160**
DILEB 9T (ATC) **126.300** ②	**TZO** - LEGLO - DILEB	**TZO** MNM **FL85** LEGLO MNM **FL130** DILEB MNM **FL160**
LAGEN 5R RNAV (ATC) **126.750**	**SRN** - **MMP** - FARAK - TONDA - LAGEN	**SRN** MNM **FL85** LAGEN MNM **FL110**
NEDED 5R RNAV (ATC) **126.750**	**SRN** - **MMP** - FARAK - TONDA - NEDED	**SRN** MNM **FL85** NEDED MNM **FL200**
OMETO 8R **126.750** ③	**SRN** - R277 **SRN** to BAVMI (R277/D26.1 **SRN**) - OMETO (R277/D41.5 **SRN**)	**SRN** MNM **FL85** BAVMI MNM **FL150** OMETO MNM **FL190**
OMETO 9T **126.300** ③	**BEG** - R266 **BEG** to **SRN** - R277 **SRN** to BAVMI (R277/D26.1 **SRN**) - OMETO (R277/D41.5 **SRN**)	**BEG** MNM **FL95** BAVMI MNM **FL150** OMETO MNM **FL190**

① Not available for ACFT CAT D/E
② Compulsory for ACFT CAT D/E
③ OMETO MNM FL180 depending on LSGG QNH

Changes: Note, PROC renumbered

TRANSITIONs South/East

DESIGNATOR	ROUTING	ALTITUDES
EKPAL 5B RNAV **126.300** ①	TUVIB - TOVSA - APRIV - EKPAL	TUVIB MNM **TRL** APRIV MNM **FL105** EKPAL MNM **FL195**
EKPAL 5V RNAV **126.300**	**TZO** - ABSEM - ATGAM - TOVSA - APRIV - EKPAL	**TZO** MNM **6000** APRIV MNM **FL105** EKPAL MNM **FL195**
GENOVA 5A RNAV **GEN 5A RNAV** (ATC) **126.300** ①	TUVIB - TOVSA - RUTUG - **GEN**	TUVIB MNM **TRL** RUTUG MNM **FL105**
GENOVA 5B RNAV **GEN 5B RNAV** **126.300** ①	TUVIB - TOVSA - APRIV - **GEN**	TUVIB MNM **TRL** APRIV MNM **FL105**
GENOVA 5D RNAV **GEN 5D RNAV** (ATC) **126.300**	**TZO** - ABSEM - ATGAM - TOVSA - APRIV - **GEN**	**TZO** MNM **6000** APRIV MNM **FL105**
GENOVA 5U RNAV **GEN 5U RNAV** (ATC) **126.300**	**TZO** - ABSEM - ATGAM - OKDAK - RUTUG - **GEN**	**TZO** MNM **6000** RUTUG MNM **FL105**
LOGDI 5B RNAV **126.300** ③	TUVIB - PABRO - LOGDI	TUVIB MNM **TRL** LOGDI MNM **FL115**
OSKOR 5R (ATC) **126.300** ②④	**TZO** - **ORI** - OSKOR	**TZO** MNM **6000** **ORI** MNM **FL95** OSKOR MNM **FL125**
OSKOR 8T **126.300** ④⑤	**ORI** - 087° to OSKOR (QDR 087 **ORI**/D17 **BEG**)	**ORI** MNM **FL95** OSKOR MNM **FL125**
RIDVA 5B RNAV (ATC) **126.300**	TUVIB - NERBO - RIDVA	TUVIB MNM **TRL** RIDVA MNM **FL195**

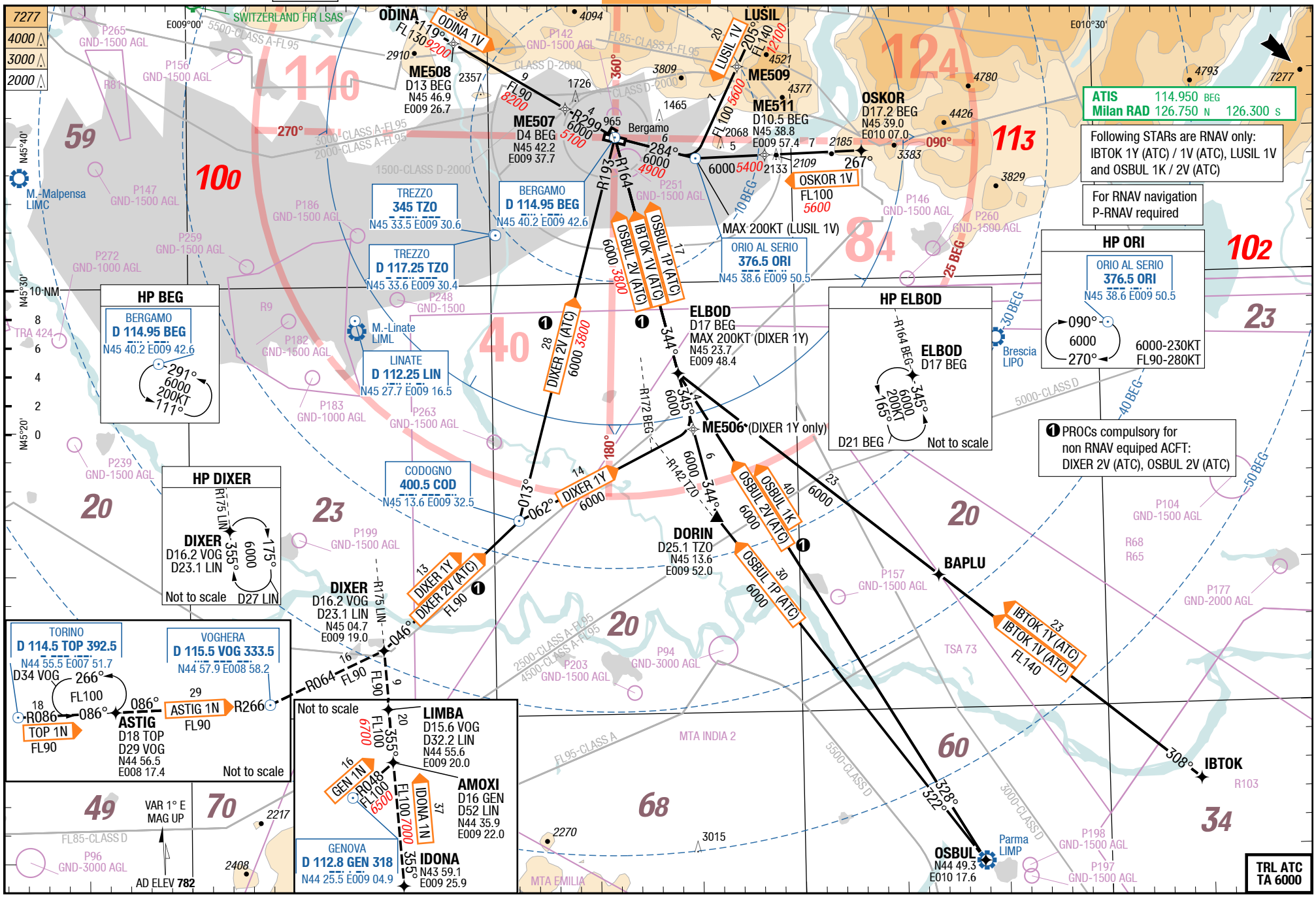
① For RWY 10 departures only
② Compulsory for ACFT CAT D/E
③ LOGDI MNM FL95 if proceeding via AWY T293 to LURUT
④ OSKOR MNM FL110 if proceeding via AWY L615
⑤ Not available for ACFT CAT D/E

Changes: PROC renumbered, Note

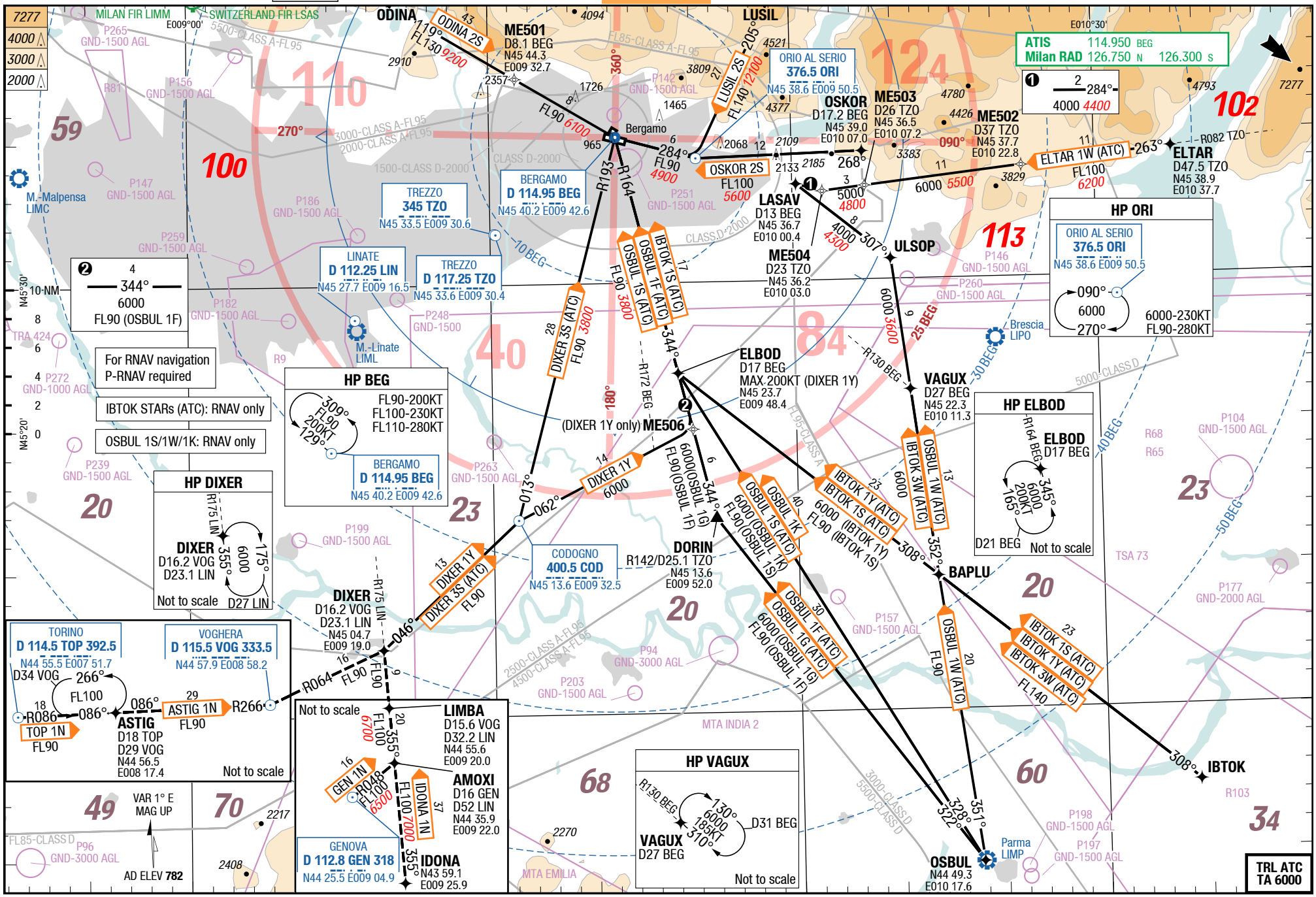
TRANSITIONs South/East

DESIGNATOR	ROUTING	ALTITUDES
VOGHERA 5U RNAV **VOG 5U RNAV** **126.300**	**TZO** - ABSEM - **VOG**	**TZO** MNM **6000** **VOG** MNM **FL100**
VOGHERA 5V RNAV **VOG 5V RNAV** (ATC) **126.300**	**TZO** - ABSEM - ATGAM - TOVSA - **VOG**	**TZO** MNM **6000** **VOG** MNM **FL100**
VOGHERA 6B RNAV **VOG 6B RNAV** **126.300**	TUVIB - TOVSA - **VOG**	TUVIB MNM **TRL** **VOG** MNM **FL100**

Changes: PROC renumbered, Note



Changes: ASP, MTCA, Navaid TZO, PROC, SUAs, OBST



Changes: PROC renamed, ASP, Navaid TZO, SUAs, OBST

BGY-LIME

Italy **Bergamo** Orio Al Serio

NIL

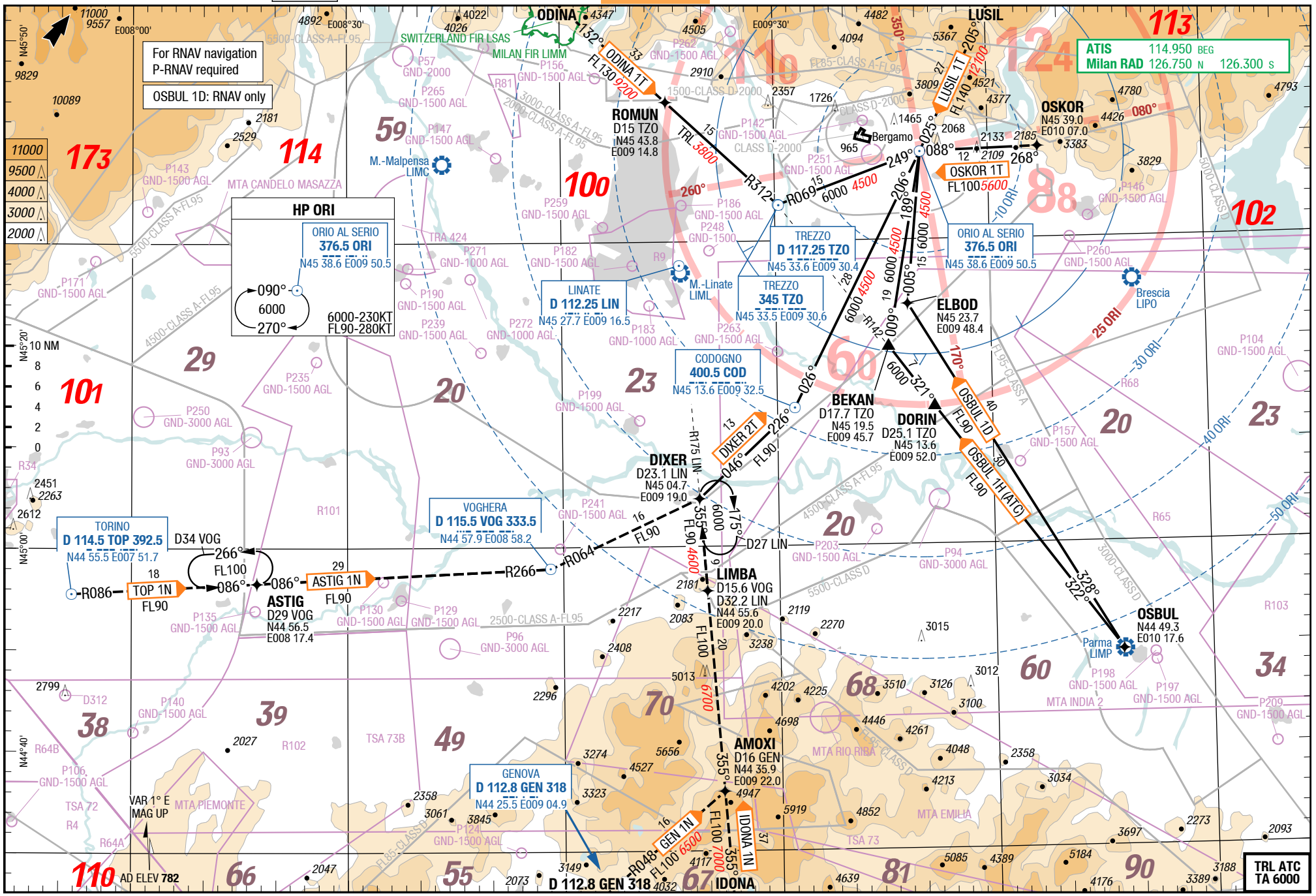
STARs RNAV Overlay (VOR DME BEG INOP)

STAR STAR

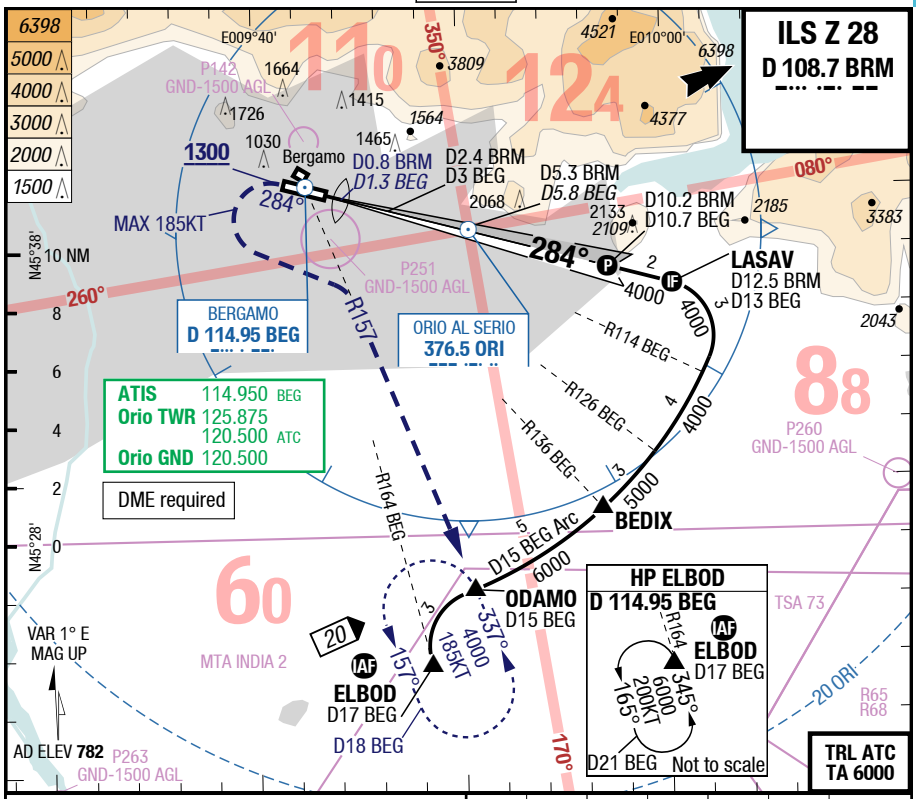
Orio Al Serio **Bergamo** Italy

NIL

STARs RNAV Overlay (VOR DME BEG INOP)



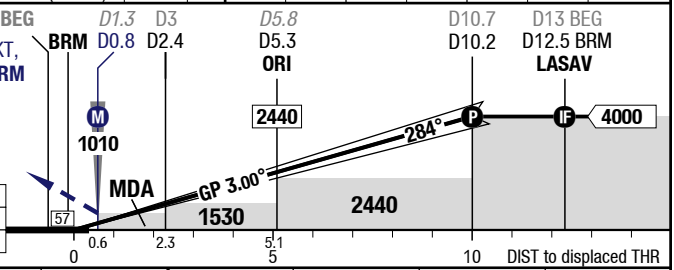
Changes: ASP, Navaid TZO, Note, OBST, SUAs



3	4	5	6	8	10.2	LOC 3.00° D BRM
1710	2030	2350	2670	3300	4000	

284°
at MNM **1300 LT** (MAX 185KT,
no **LT** before **BEG** or D0.5 **BRM**
after THR 28)
intercept R157 **BEG**
to ODAMO
climb **4000**

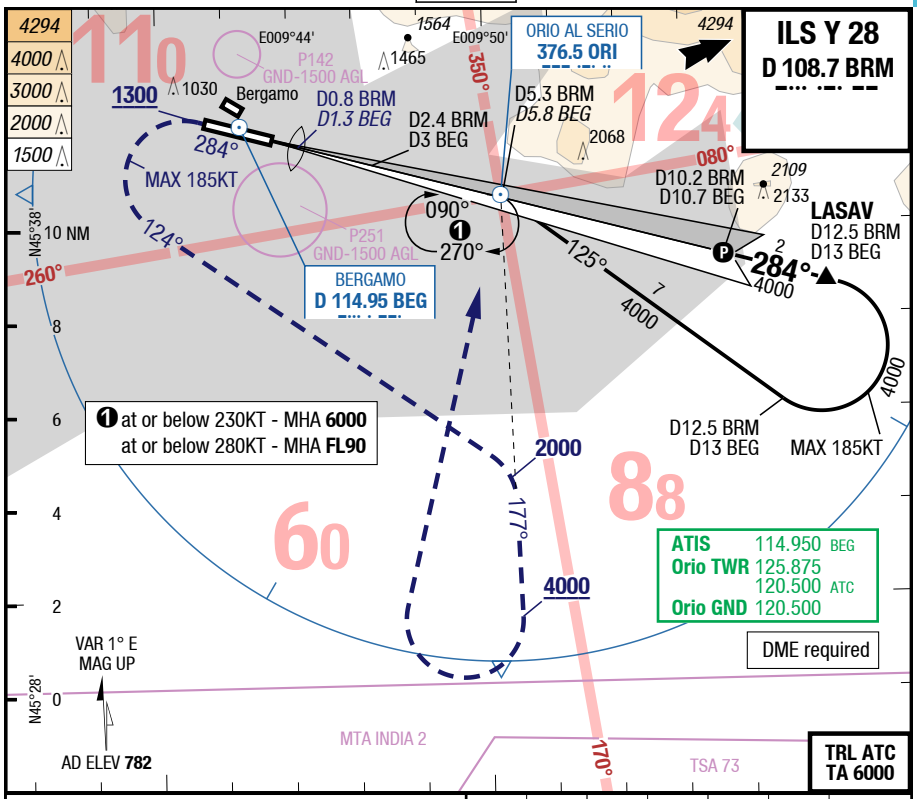
GS	120	140	160
D5.3 BRM	*640*	*740*	*850*
-MAPt	*2:15*	*1:56*	*1:41*

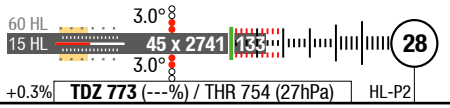


28		Cat 3b DME	Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	LOC DME	Circling S of RWY only
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **103** RA	220 - 450 **990**	220 - 550 **990**	490 - 1.5 **1260**	950 - 2.4V **1730**
D	ft - m/km ft	0 - 75R **Company**	120 - 300R **138** RA 2)	230 - 500 **1010**	230 - 550 **1010**	490 - 1.5 **1260**	950 - 3.6V **1730**

1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: SUAs, OBST

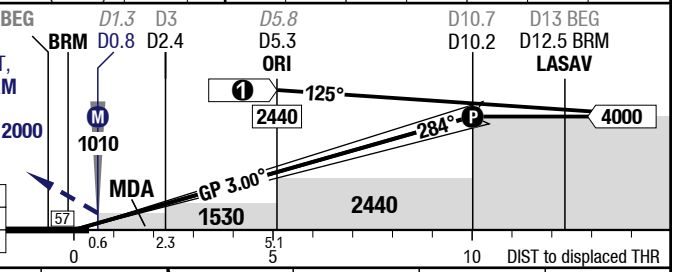




3	4	5	6	8	10.2	LOC 3.00° D BRM
1710	2030	2350	2670	3300	4000	

284°
at MNM **1300 LT** (MAX 185KT,
no **LT** before **BEG** or D0.5 **BRM**
after THR 28) 124°
RT intercept QDR 177 **ORI** at **2000**
at MNM **4000 RT** direct **ORI**
climb **6000**

GS	120	140	160
D5.3 BRM	*640*	*740*	*850*
-MAPt	*2:15*	*1:56*	*1:41*



28		Cat 3b DME	Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	LOC DME	Circling S of RWY only
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **103** RA	220 - 450 **990**	220 - 550 **990**	490 - 1.5 **1260**	950 - 2.4V **1730**
D	ft - m/km ft	0 - 75R **Company**	120 - 300R **138** RA 2)	230 - 500 **1010**	230 - 550 **1010**	490 - 1.5 **1260**	950 - 3.6V **1730**

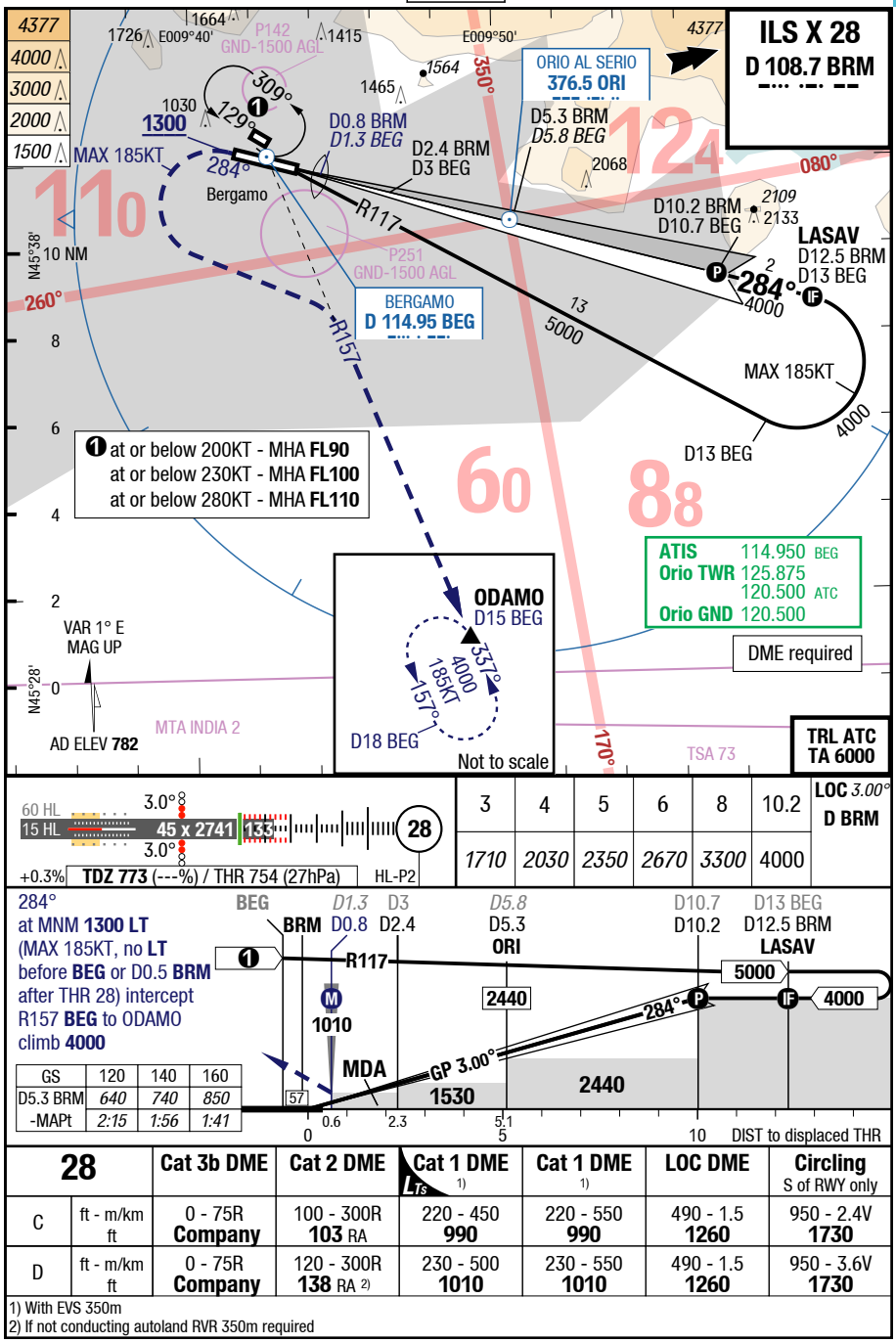
1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: OBST

BGY-LIME

7-30

ILS X 28



3	4	5	6	8	10.2
1710	2030	2350	2670	3300	4000

GS	120	140	160
D5.3 BRM	640	740	850
-MAPt	2:15	1:56	1:41

28		Cat 3b DME	Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	LOC DME	Circling S of RWY only
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **103** RA	220 - 450 **990**	220 - 550 **990**	490 - 1.5 **1260**	950 - 2.4V **1730**
D	ft - m/km ft	0 - 75R **Company**	120 - 300R **138** RA 2)	230 - 500 **1010**	230 - 550 **1010**	490 - 1.5 **1260**	950 - 3.6V **1730**

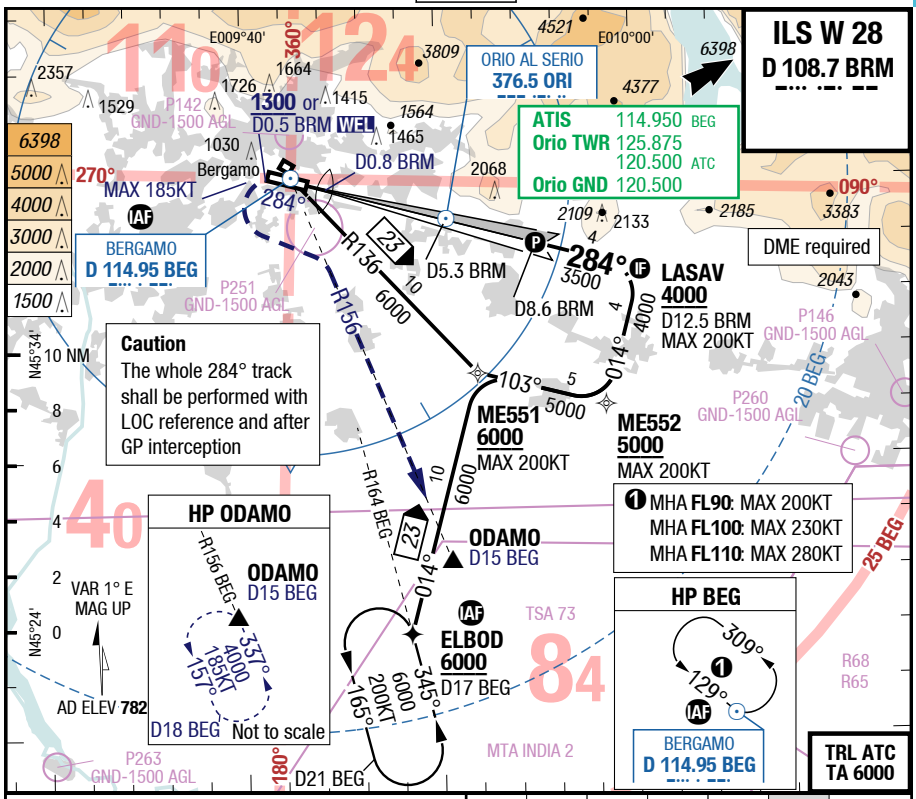
1) With EVS 350m
2) If not conducting autoland RVR 350m required

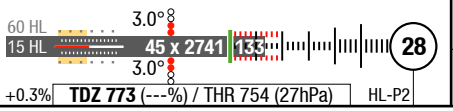
Changes: SUAs, OBST

BGY-LIME

7-40

ILS W 28



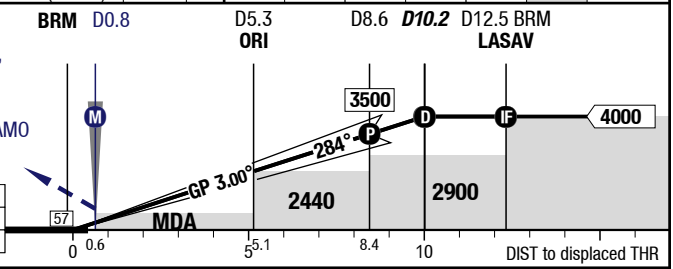


3	5	7	9	10.2	
1720	*2350*	*2990*	*3630*	4000	

LOC *3.01°*
D BRM

284°
at MNM **1300** or D0.5 **BRM**, whichever is later **LT**
(MAX 185KT)
intercept R156 **BEG** to ODAMO
climb **4000**

GS	120	140	160
D8.6 BRM	*640*	*750*	*850*
-MAPt	NA	NA	NA



28		Cat 3b DME	Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	LOC DME	Circling S of RWY only
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **103** RA	220 - 450 **990**	220 - 550 **990**	490 - 1.5 **1260**	950 - 2.4V **1730**
D	ft - m/km ft	0 - 75R **Company**	120 - 300R **138** RA 2)	230 - 500 **1010**	230 - 550 **1010**	490 - 1.5 **1260**	950 - 3.6V **1730**

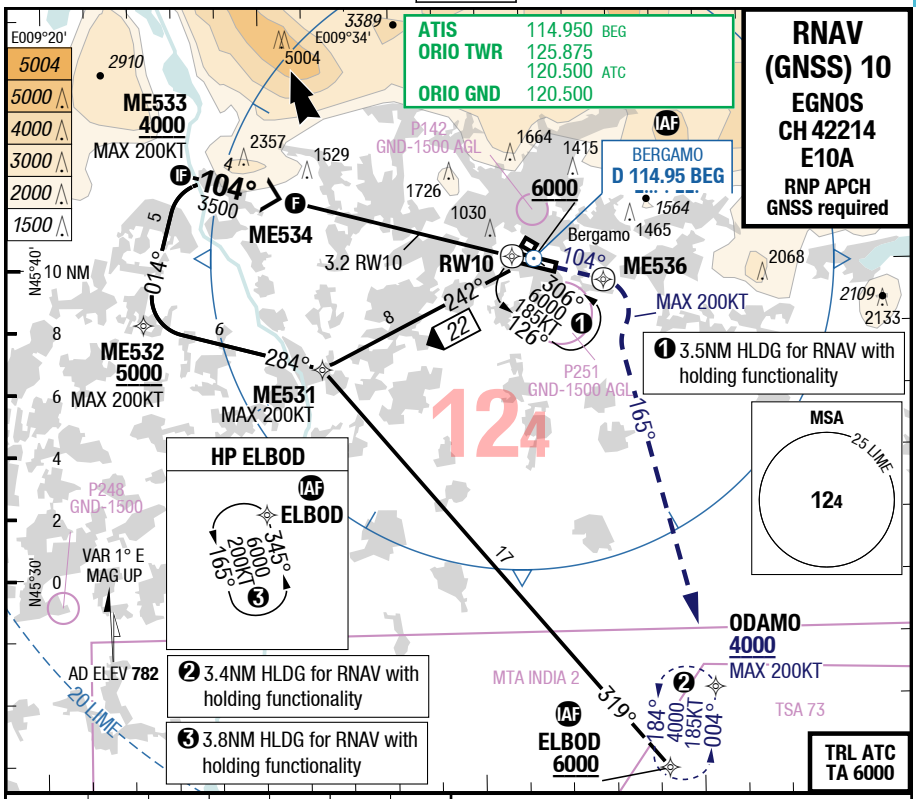
1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: new

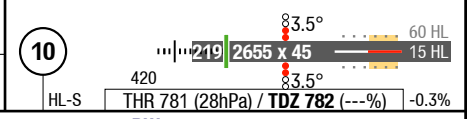
BGY-LIME

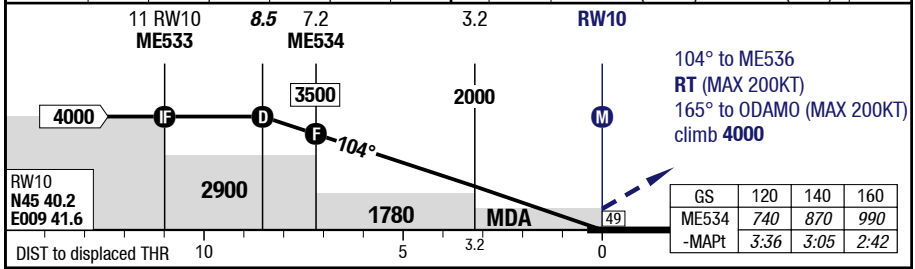
7-50

RNAV (GNSS) 10



3.50° RW10	8.5	6	5	4	3	2
	4000	3060	2690	2320	1940	1570



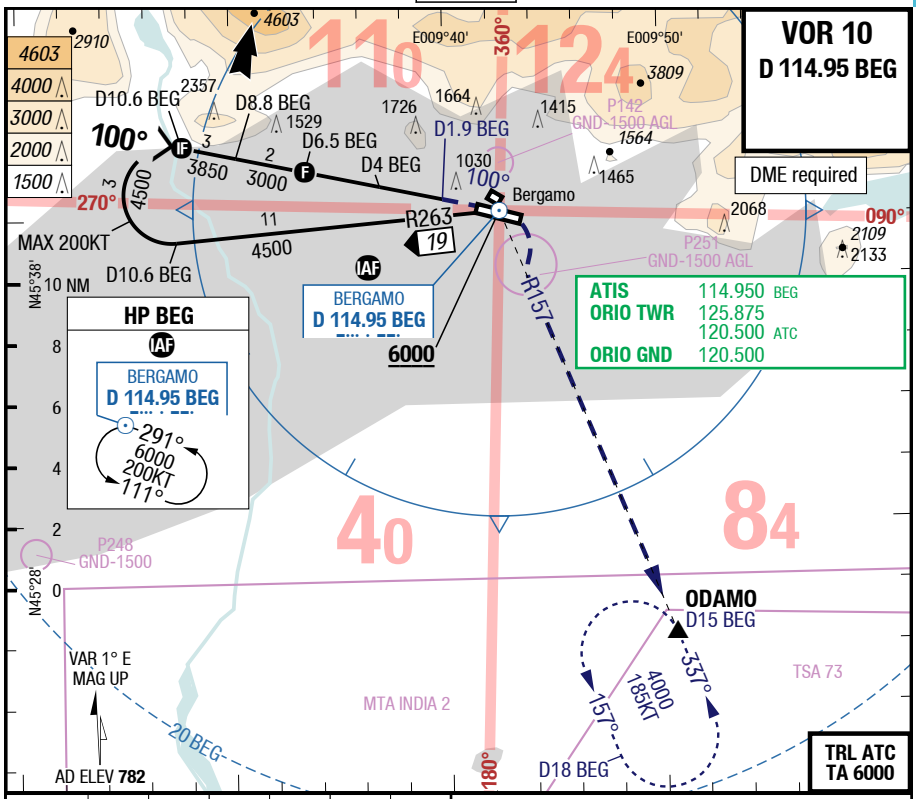


GS	120	140	160
ME534	*740*	*870*	*990*
-MAPt	*3:36*	*3:05*	*2:42*

10		RNAV GNSS LPV 1)	RNAV GNSS LNAV				Circling S of RWY only
C	ft - m/km ft	350 - 1.2 **1130**	500 - 1.8 **1280**				1020 - 2.4V **1800**
D	ft - m/km ft	360 - 1.2 **1140**	500 - 1.8 **1280**				1020 - 3.6V **1800**

1) With EVS 800m

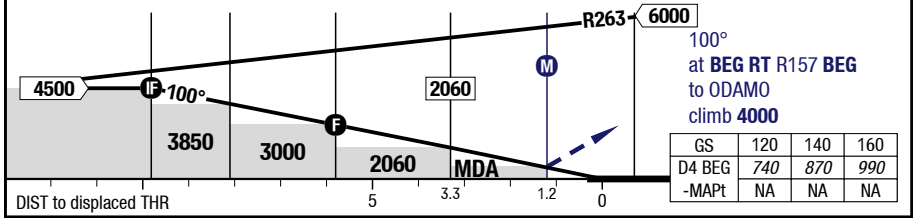
Changes: PROC, MIN, SUAs, HLDG, Note, OBST



3.50°	10.6	9	7	6	5	3
D BEG						
100°	4500	*3940*	*3190*	*2820*	*2440*	*1700*
RWY 104°						

10 — 3.5° — 219 — 2655 x 45 — 60 HL — 15 HL — 3.5° — 420 — HL-S — THR 781 (28hPa) / **TDZ 782** (---%) — -0.3%

D10.6 BEG D8.8 D6.5 D4 D1.9 **BEG**



GS	120	140	160
D4 BEG	*740*	*870*	*990*
-MAPt	NA	NA	NA

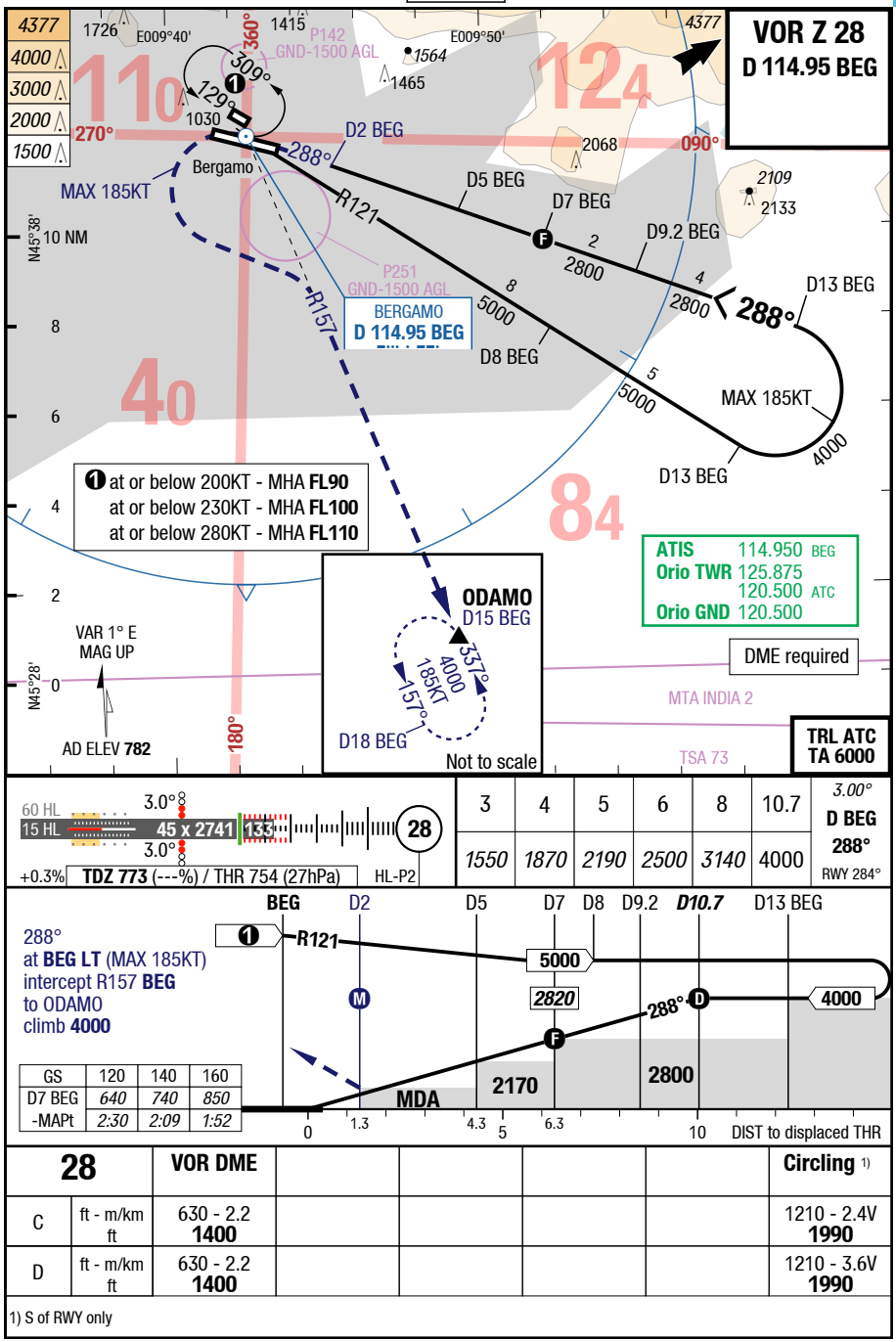
10		**VOR DME**					**Circling** S of RWY only
C	ft - m/km ft	500 - 1.8 **1280**					970 - 2.4V **1750**
D	ft - m/km ft	500 - 1.8 **1280**					970 - 3.6V **1750**

Changes: SUAs, OBST

BGY-LIME

7-80

VOR Z 28



3	4	5	6	8	10.7
1550	1870	2190	2500	3140	4000

3.00°
D BEG
288°
RWY 284°

GS	120	140	160
D7 BEG	640	740	850
-MAPt	2:30	2:09	1:52

28		VOR DME					Circling 1)
C	ft - m/km ft	630 - 2.2 **1400**					1210 - 2.4V **1990**
D	ft - m/km ft	630 - 2.2 **1400**					1210 - 3.6V **1990**

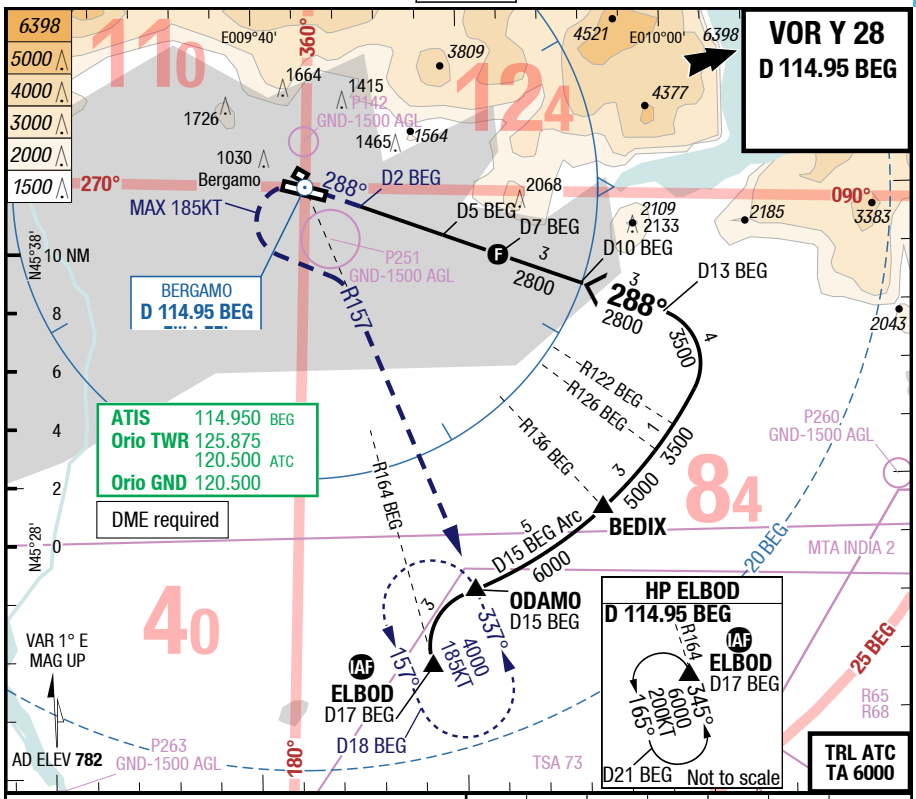
1) S of RWY only

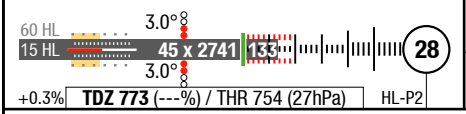
Changes: OBST

BGY-LIME

7-90

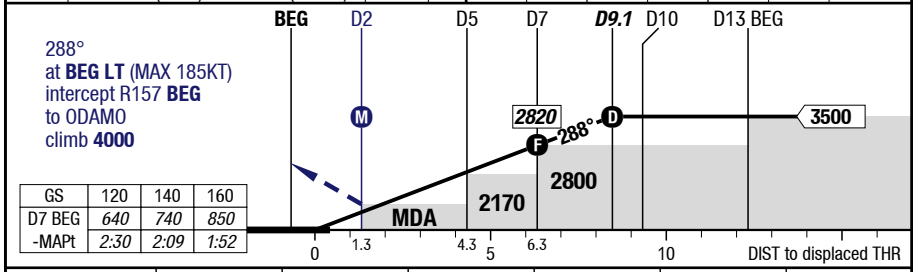
VOR Y 28





3	4	5	6	8	9.1
1550	1870	2190	2500	3140	3500

3.00°
D BEG
288°
RWY 284°



GS	120	140	160
D7 BEG	640	740	850
-MAPt	2:30	2:09	1:52

28		VOR DME					Circling 1)
C	ft - m/km ft	630 - 2.2 **1400**					1210 - 2.4V **1990**
D	ft - m/km ft	630 - 2.2 **1400**					1210 - 3.6V **1990**

1) S of RWY only

Changes: SUAs, OBST