11 JEPPESEN BERGAMO, ITALY LIME/BGY 5 OCT 07 10-1P AIRPORT BRIEFING ORIO AL SERIO

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

Arrivina 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.

CHANGES: Auxiliary power units (APU).

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LIME/BGY ORIO AL SERIO

5 OCT 07 (10-1P1) BERGAMO, ITALY AIRPORT BRIEFING

1. GENERAL

11 JEPPESEN

Pilots shall never cross a stoppar 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

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

CHANGES: None.

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

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

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 vorbidden. During approaches for RWY 28 the presence of ACFT with wingspan 118'/36m or more is vorbidden, 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

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.

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"JEPPESEN BERGAMO, ITALY 25 MAY 07 (10-1P3) AIRPORT BRIEFING ORIO AL SERIO

2. ARRIVAL

2.1. SPEED RESTRICTIONS

LIME/BGY

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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LIME/BGY SOCT 07 10-1P4 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;

-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' OE

c) at 3000' QFE - accelerate smoothly to enroute climb speed with flap

retraction.

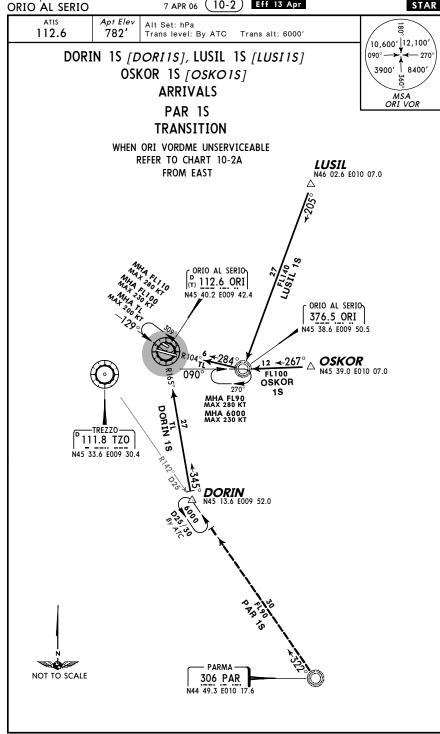
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LIME/BGY
ORIO AL SERIO

TAPR 06

TO APR 06



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BERGAMO, ITALY **JEPPESEN** LIME/BGY 7 APR 06 (10-2A) Eff 13 Apr STAR ORIO AL SERIO Apt Elev Alt Set: hPa 112.6 782' Trans level: By ATC Trans alt: 6000 99001 11,600 DORIN 1T [DORI1T], LUSIL 1T [LUSI1T] 8800 6000' OSKOR 1T [OSKO1T] **ARRIVALS** MSA ORI Letr PAR 1T TRANSITION TO BE USED WHEN ORI VORDME UNSERVICEABLE **LUSIL** N46 02.6 E010 07.0 FROM EAST ORIO AL SERIO 376.5 ORI N45 38.6 E009 50.5 MHA FL90 MAX 280 KT MHA 6000 MAX 230 KT FL100 OSKOR -TREZZO -[□] 111.8 TZO N45 33.6 E009 30.4 **BEKAN** N45 19.5 E009 45.7 DORIN N45 13.6 E009 52.0 NOT TO SCALE **306 PAR** N44 49.3 E010 17.6

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CHANGES: STARs transf & established; transition established.

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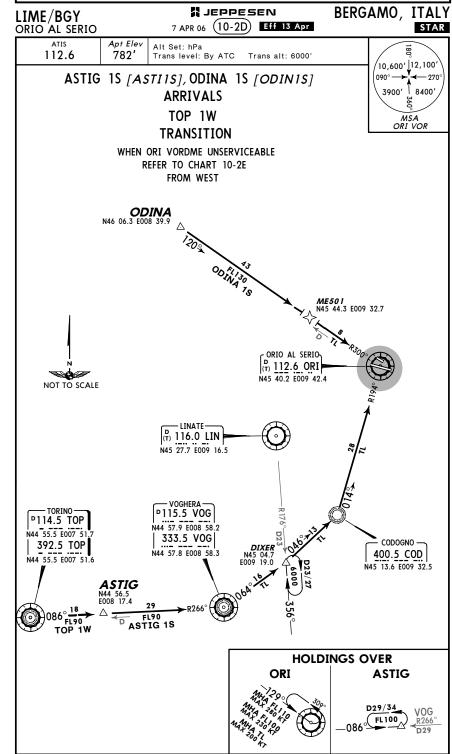
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M JEPPESEN BERGAMO, ITALY LIME/BGY 7 APR 06 (10-2B) Eff 13 Apr ORIO AL SERIO Apt Elev Alt Set: hPa 112.6 782' Trans level: By ATC Trans alt: 6000' 10,600' 12,100' \ DIXER 1S [DIXE1S] 3900' 8400' ARRIVAL GEN 1S, IDONA 1S [IDO1S] MSA ORI VOR **TRANSITIONS** WHEN ORI VORDME UNSERVICEABLE REFER TO CHART 10-2C FROM SOUTH ORIO AL SERIO D 112.6 ORI N45 40.2 E009 42.4 LINATE-(F) 116.0 LIN N45 27.7 E009 16.5 CODOGNO -400.5 COD N45 13.6 E009 32.5 DIXER N45 04.7 E009 19.0 *LIMBA* N44 55.6 E009 20.0 △ AMOXI △ N44 35.9 E009 22.0 - GENOA D112.8 GEN N44 25.5 E009 04.9 318 GEN N44 25.4 E009 05.0 NOT TO SCALE **IDONA** N43 59.1 E009 25.9

BERGAMO, ITALY I JEPPESEN LIME/BGY (10-2C) Eff 13 Apr 7 APR 06 STAR ORIO AL SERIO Apt Elev Alt Set: hPa 112.6 782' Trans level: By ATC Trans alt: 6000 9900' 11,600' DIXER 1T [DIXE1T] 8800 6000' ARRIVAL GEN 1T, IDONA 1T [IDO1T] MSA ORI Letr TRANSITIONS TO BE USED WHEN ORI VORDME UNSERVICEABLE FROM SOUTH MHA 6000 MAX 230 KT ORIO AL SERIO 376.5 ORI N45 38.6 E009 50.5 (T) 116.0 LIN N45 27.7 E009 16.5 **DIXER** N45 04.7 E009 19.0 CODOGNO -NOT TO SCALE 400.5_COD N45 13.6 E009 32.5 **LIMBA** △ N44 55.6 E009 20.0 △ **AMOXI** △ N44 35.9 E009 22.0 GENOA □112.8 GEN N44 25.5 E009 04.9 318 GEN N44 25.4 E009 05.0 **IDONA** N43 59.1 E009 25.9

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BERGAMO, ITALY I JEPPESEN LIME/BGY (10-2E) Eff 13 Apr ORIO AL SERIO STAR 7 APR 06 Apt Elev Alt Set: hPa 112.6 782' Trans level: By ATC Trans alt: 6000 9900' 11,600' ____260° ASTIG 1T [ASTIIT], ODINA 1T [ODINIT] 8800 6000' **ARRIVALS** TOP 1W MSAORI Lctr TRANSITION TO BE USED WHEN ORI VORDME UNSERVICEABLE FROM WEST **ODINA** N46 06.3 E008 39.9 ORIO AL SERION 376.5 ORI N45 38.6 E009 50.5 **ROMUN** N45 43.8 E009 14.8 MHA FL90 MAX 280 KT MHA 6000 MAX 230 KT _090°____ TREZZO [□] 111.8 TZO N45 33.6 E009 30.4 NOT TO SCALE 345 TZO N45 33.5 E009 30.6 -LINATE-(T) 116.0 LIN N45 27.7 E009 16.5 - TORINO -P114.5 TOP N44 55.5 E007 51. 392.5 TOP **DIXER** N45 04.7 E009 19.0 N44 55.5 E007 51.6 CODOGNO -400.5 COD **ASTIG** N44 56.5 E008 17.4 N45 13.6 E009 32.5 FL90 D ASTIG 1T TOP 1W **HOLDING OVER ASTIG** – VOGHERA – P115.5 VOG N44 57.9 E008 58.2 D29/34 VOG 333.5 VOG FL100, N44 57.8 E008 58.3 R266

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CHANGES: New chart.

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MJEPPESEN BERGAMO, ITALY LIME/BGY (10-3) Eff 22 Nov ORIO AL SERIO 9 NOV 07 Apt Elev Trans level: By ATC Trans alt: 6000' 782' 9900' 11,600' BEKAN 5S [BEKA5S] 8800 6000' DORIN 5S [DORI5S] **RWY 10 DEPARTURES** MSA ORI Letr WHEN TZO VORDME UNSERVICEABLE REFER TO CHART 10-3C FOR TRANSITIONS REFER TO CHARTS 10-3D & 10-3E When leaving 1500' but not before ORI 2 DME ORIO AL SERIO-(円) 112.6 ORI ORIO AL SERIO N45 40.2 E009 42.4 376.5 ORI N45 38.6 E009 50.5 D14 ORI At or above -TREZZO: □ 111.8 TZO 4000' N45 33.6 E009 30.4 345 TZO × N45 20.9 E009 48.4 N45 33.5 E009 30.6 BEKAN 5S NOT TO SCALE CODOGNO-400.5 COD BEKAN N45 19.5 E009 45.7 N45 13.6 E009 32.5 N45 17.9 E009 47.4 At or above 5000' **DORIN** N45 13.6 E009 52.0 -VOGHERA-At or above P115.5 VOG FL90 N44 57.9 E008 58.2 PARMA-306 PAR These SIDs require a minimum climb gradient N44 49.3 E010 17.6 298' per NM (4.9%) until leaving 1500'. 75 100 150 200 250 300 372 496 744 992 1241 1489 298' per NM 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/ROUTING SID **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 **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 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

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TZO 5S: 1500'.

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

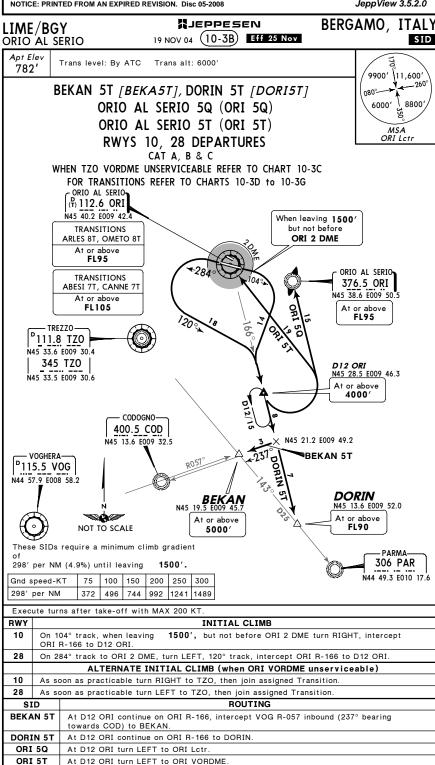
Execute turns after take-off with MAX TAS 250 KT, bank angle 25° or rate of turn 2°/sec, whichever requires lesser bank

SID	RWY	INITIAL CLIMB/ROUTING					
SRN 5	5R 28	284° track, turn LEFT not before ORI 2 DME, intercept ORI R-267 to SRN.					
TZO 5	5R	284° track, turn LEFT not before ORI 2 DME, intercept TZO R-040 inbound to TZO.					
TZO S	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.					

CHANGES: Crossing at TZO.

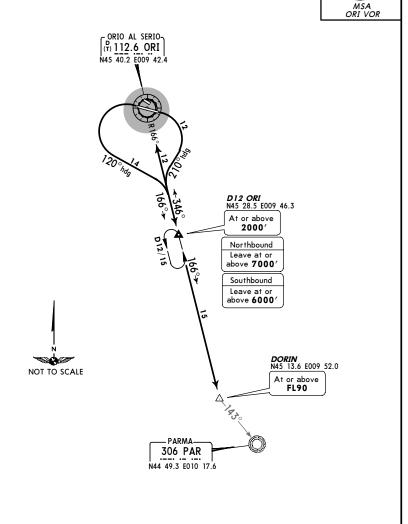
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BERGAMO, ITALY **MJEPPESEN** LIME/BGY 19 NOV 04 (10-3C) Eff 25 Nov ORIO AL SERIO

Trans level: By ATC Trans alt: 6000' 782' 10,600' 12,100' <--- 270° RWYS 10, 28 ALTERNATE DEPARTURE 3900' 8400' 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

RWY	INITIAL CLIMB							
10	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.							
DIR	ECTION	ROUTING						
To North		Leave holding pattern at or above 7000' and proceed to ORI, then as cleared by MILAN ACC.						

Leave holding pattern at or above 6000' and proceed to DORIN, then as cleared

CHANGES: Runway designation; new format

by MILAN ACC

To South

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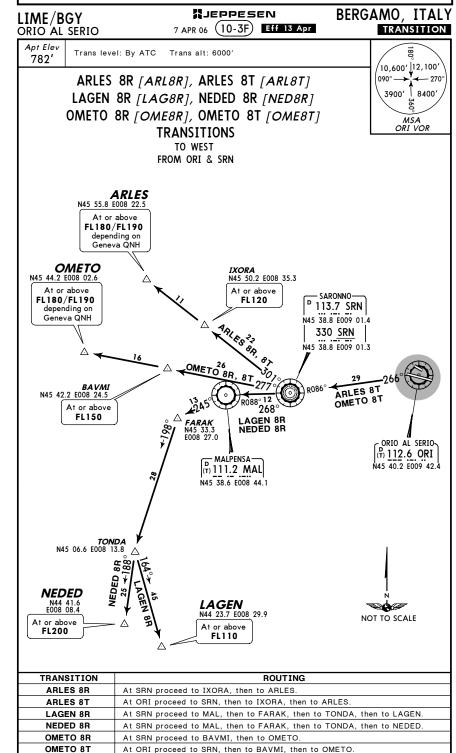
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JeppView 3.5.2.0 BERGAMO, ITALY MJEPPESEN LIME/BGY 9 NOV 07 (10-3D) Eff 22 Nov TRANSITION ORIO AL SERIO Apt Elev Trans level: By ATC Trans alt: 6000' 782' /10,600' |12,100' 090° ---DILEB 7T [DIL7T], KARPI 8R [KAR8R] 、3900′ [|] 8400′ KARPI 8S [KAR8S], OSKOR 8R [OSK8R] **DILEB**N45 58.5 E009 39.7 OSKOR 8T [OSK8T], PAR 8R, PAR 8S MSA ORI VOR At or above TRANSITIONS FL140 TO NORTH, EAST & SOUTHEAST ORIO AL SERIO (7) 112.6 ORI FROM BEKAN, DORIN, ORI LCTR & TZO N45 40.2 E009 42.4 **LEGLO** N45 39.0 E009 46.2 ∞087°> 12 В 4 At or above FL120 8R, 8T **OSKOR** ORIO AL SERIO N45 39.0 E010 07.0 376.5 ORI At or above FL125 N45 38.6 E009 50.5 (FL110 if pro-At or above ceeding via FL95 airway **B 4**) TREZZO -P 111.8 TZO N45 33.6 E009 30.4 **BEKAN** N45 19.5 E009 45.7 345 TZO N45 33.5 E009 30.6 PAR 8R DILEB 7T At or above 5000' At or above FL85 4186° 1 88 J OSKOR 8R At or above **DORIN** N45 13.6 E009 52.0 5000' At or above PIKOT N45 11.2 E009 44.2 At or above 6000' -PARMA-306 PAR N44 49.3 E010 17.6 **ERKOP** N44 43.9 E010 00.8 At or above FL100 **KARPI** NOT TO SCALE N44 29.1 E010 09.8 At or above FL195 TRANSITION ROUTING DILEB 7T 0 At TZO proceed to LEGLO, then to DILEB KARPI 8R 1 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 0 At TZO proceed to ORI Lctr. then to OSKOR. OSKOR 8T At ORI Lctr proceed to OSKOR PAR 8R 1 At TZO proceed to BEKAN, then to DORIN, then to PAR PAR 8S At DORIN proceed to PAR Not available when TZO VORDME unserviceable

BERGAMO, ITALY **MJEPPESEN** LIME/BGY (10-3E) Eff 22 Nov TRANSITION ORIO AL SERIO Trans level: By ATC Trans alt: 6000' 782' 10,600' 12,100' GEN 8R, GEN 8S, GEN 8T 3900' 8400' VOG 8R, VOG 8S **TRANSITIONS** MSA ORI VOR TO SOUTHWEST FROM BEKAN & TZO TREZZO - ORIO AL SERIO-(元) 112.6 ORI 111.8 TZO N45 40.2 E009 42.4 N45 33.6 E009 30.4 345 TZO N45 33.5 E009 30.6 CODOGNO-400.5 COD N45 13.6 E009 32.5 At or above 6000' N45 19.5 E009 45.7 NOT TO SCALE At or above **PIKOT** N45 11.2 E009 44.2 6000' At or above 6000' At or above FL100 **ERKOP** - VOGHERA-N44 43.9 E010 00.8 D115.5 VOG At or above FL100 N44 57.9 E008 58.2 At or above - GENOA -D 112.8 GEN FL100 333.5 VOG 44 25.5 E009 04.9 N44 57.8 E008 58.3 318 GEN N44 25.4 E009 05.0 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 0 At TZO proceed to VOG. By ATC **VOG 8S** At BEKAN proceed to COD, then to VOG Not available when TZO VORDME unserviceable.

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BERGAMO, ITALY **MJEPPESEN** LIME/BGY 7 APR 06 (10-3G) Eff 13 Apr TRANSITION ORIO AL SERIO Trans level: By ATC Trans alt: 6000' 782' 10,600' 12,100' ABESI 7R [ABE7R], ABESI 7T [ABE7T] 8400' 3900' CANNE 7R [CAN7R], CANNE 7T [CAN7T] **TRANSITIONS** MSA ORI VOR TO NORTHWEST FROM ORI & TZO **CANNE** N46 10.0 E008 52.9 At or above **ABESI** N46 09.6 E009 02.6 FL140/FL150 depending on Zurich QNH At or above FL140/FL150 depending on Zurich QNH **ADARI** N45 50.7 E009 25.2 At or above NIKMO \triangle FL140 N45 59.6 E009 10.4 D5 ORI At or above FL125 ABESI 7T **BERGA** NOT TO SCALE TREZZO -111.8 TZO ORIO AL SERIO-N45 33.6 E009 30. (T) 112.6 ORI 345 TZO N45 40.2 E009 42.4 N45 33.5 E009 30.6 At or above At or above FL105 FL85 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 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. Not available when TZO VORDME unserviceable.

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BERGAMO, ITALY LIME/BGY I JEPPESEN Apt Elev 782' 6 OCT 06 (10-9) ORIO AL SERIO N45 40.1 E009 42.0 ORIO Ground MILAN Departure 112.6 120.5 126.5 120.5 126.75 09-44 09-41 09-42 45-41 45-41 953' 915' 3010 FOR PARKING For AIRPORT BRIEFING POSITIONS refer to 10-1P pages. SEE 10-9A 969′ ∧ 820' 0 45-40 45-40 FOR PARKING POSITIONS ⁻ ininiminini Tanananinini SEE 10-9A Control ${\sf AIS} + {\sf MET}$ 09-41 09-42 09-44 ADDITIONAL RUNWAY INFORMATION **USABLE LENGTHS** LANDING BEYOND RWY Threshold Glide Slope TAKE-OFF WIDTH RVR 9324' 2842m HIRL(60m) CL(15m) PAPI (3.0°) 148' Ø • First 656'/200m slippery when wet, possibility of icing at low temperature. 2 TAKE-OFF RUN AVAILABLE 9921'(3024m) 9636'(2937m) RWY 10: From rwy head RWY 28: From twy A int (On request) 9636'(2937m) twy G int 8530'(2600m) rwy head 9209'(2807m) displ thresh twy B int 7874'(2400m) 12 2343' 714m 30 2133' 650m 2461' 750m 18m JAR-OPS TAKE-OFF I Rwys 10/28 All Rwys LVP must be in Force LVP must be in Force Approved Operators RCLM (DAY only) HIRI CI RI CI RCLM (DAY only) NIL (DAY only) & mult, RVR rea & mult, RVR rea RL & CL or RI or RI 125m 150m 200m 250m 400m 500m 200m 250m 150m 300m ■ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

CHANGES: Lights.

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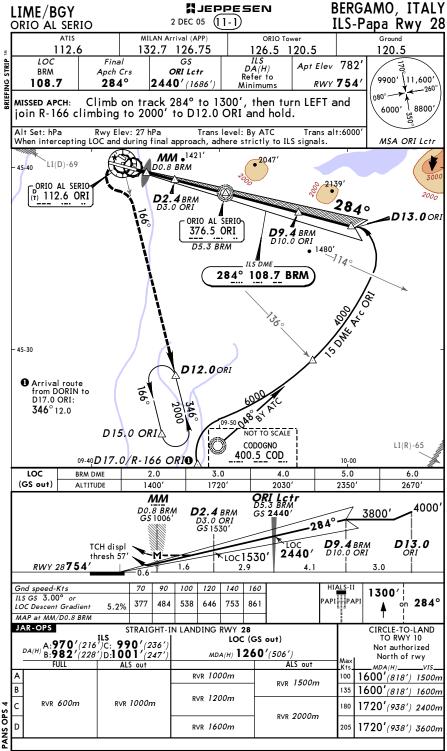
BERGAMO, ITALY LIME/BGY **MALERPESEN** 6 OCT 06 (10-9A) ORIO AL SERIO 0.0 04000 NA5 NA5 NA5 NA5 NA5 2222 X X X X RWY 10/28 91 XXXX 44444 5453 5454 XXXX 444444 5555 22 26 16 thru 23 24 thru 27 28 29 30 31 33 33 09-42 Self-maneuvering Push-back stand LEGEND 5

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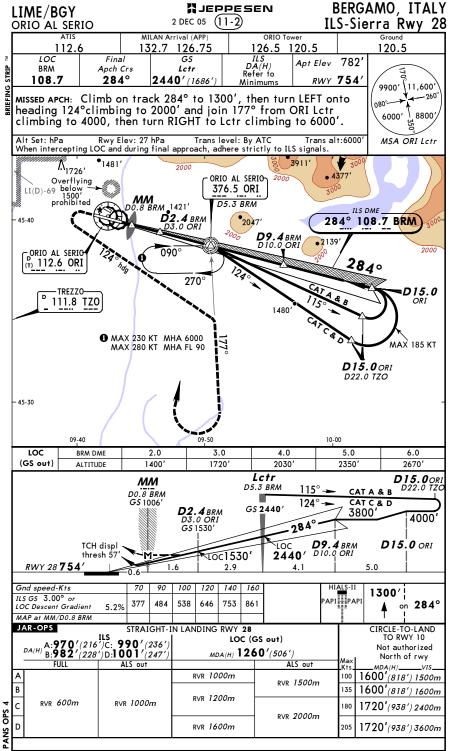
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BERGAMO, ITALY JEPPESEN LIME/BGY 2 DEC 05 (11-1A) CAT II ILS-Papa Rwy 28 ORIO AL SERIO ATIS MILAN Arrival (APP) ORIO Tower 126.5 120.5 120.5 112.6 132.7 126.75 LOC Final CAT II ILS Apt Elev 782' RA/DA(H) BRM Apch Crs ORI Letr Refer to 284° ′9900′\11,600′ 108.7 2440' (1686' RWY 754' Minimums MISSED APCH: Climb on track 284° to 1300', then turn LEFT and join R-166 climbing to 2000' to D12.0 ORI and hold. 8800 6000' Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt 1. Special Aircrew & Acft Certification Required. 2. When intercepting LOC and during final approach, adhere strictly to ILS signals. Trans alt:6000 MSA ORI Lctr ∧¹⁴⁶⁷ 4377' Overflying мм DO.8 BRM **D2.4**BRM 1500' 45-40 LI(D)-69 2047 prohibited D3.0 ORI **D9.4** BRM D10.0 ORI ORIO AL SERIO-(f) 112.6 ORI 2840 ORIO AL SERIO 376.5 ORI D13.0 ORI D5.3 BRM 1480′ ILS DME_ 284° 108.7 BRM 45-30 D12.0 ORI Arrival route from DORIN to 6 D17.0 ORI: 50 Q48 BY AT **346°** 12.0 D15.0 ORI 2 NOT TO SCALE CODOGNO LI(R)-65 400.5 COD 09-40 D 17.0/R-166 ORIO 10-00 ORI Lctr **D2.4** BRM D5.3 BRM ММ GS 2440' 14000 D3.0 ORI GS1530' 3800' DO.8 BRM 284° GS 1006 **D9.4** BRM D10.0 ORI D13.0 TCH displ thresh 57 RWY 28 754 4.1 3.0 70 90 100 120 140 160 Gnd speed-Kts 1300' 3.00° 377 484 538 646 753 861 PAPI PAPI on 284° JAR-OPS STRAIGHT-IN LANDING RWY 28 CAT II ILS RA 177' RA 148' RA 168' RA 189' DA(H) 881'(127' DA(H) 898'(144') DA(H) 910'(156' DA(H) 924'(170') RVR 400m RVR 450m

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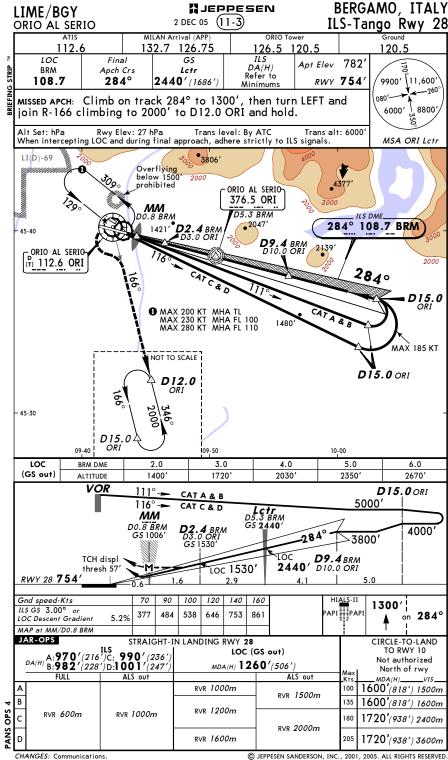
BERGAMO, ITALY #JEPPESEN LIME/BGY 2 DEC 05 (11-2A) CAT II ILS-Sierra Rwy 28 ORIO AL SERIO MILAN Arrival (APP ORIO Tower ATIS 132.7 126.75 112.6 126.5 120.5 120.5 LOC Final GS CAT II ILS Apt Elev 782 RA/DA(H)BRM Apch Crs Lctr Refer to 108.7 284° 2440' (1686') RWY 754 Minimums 9900' \11,600' MISSED APCH: 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 Letr climbing to 6000'. 6000' 8800' Rwv Elev: 27 hPa Alt Set: 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 4521 LI(D)-69 ORIO AL SERIO Overflying below 1500' prohibited 376.5 ORI ΜМ D5.3 BRM 0.8 BRM 1421'

***D2.4** BRM
D3.0 ORI IIS DMF 2047 284° 108.7 BRM 45-40 **D9.4** BRM ORIO AL SERIO D10.0 ORI 2000 2840 270° D15.0 -TREZZO-□ 111.8 TZO 1480 MAX 230 KT MHA 6000 MAX 280 KT MHA FL 90 MAX 185 KT **D15.0** ORI D22.0 TZO 45-30 09-40 10-00 D15.0 OR Lctr ΜМ D5.3 BRM 115° **→** D22.0 TZC CAT A & B DO.8 BRM G\$ 1006' 124°-- CAT C & D GS 2440' 3800 **D2.4** BRM 4000 GS 1530' **D9.4** BRM TCH displ D15.0 ORI D10.0 ORI thresh 57 RWY 28 754 1.6 2.9 4.1 5.0 70 90 100 120 140 160 Gnd speed-Kts 1300' 3.00° 377 484 538 646 753 861 PAPI 284 on JAR-OPS STRAIGHT-IN LANDING RWY 28 CAT II ILS RA 177' RA 148' RA 168' RA 189' DA(H) 910'(156') DA(H) 881'(127' DA(H) 898'(144') DA(H) 924'(170') RVR 400m RVR 450m

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BERGAMO, ITALY JEPPESEN LIME/BGY 2 DEC 05 (11-3A) CAT II ILS-Tango Rwy 28 ORIO AL SERIO ATIS MILAN Arrival (APP) ORIO Tower 126.5 120.5 112.6 120.5 132.7 126.75 LOC Final GS CAT II ILS Apt Elev 782 BRM Apch Crs Lctr RA/DA(H) Refer to 9900' \11,600' 284° 108.7 2440' (1686') 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. 88001 6000' Rwy Elev: 27 hPa Special Aircrew & Acft Certification Required.
 When intercepting LOC and during final approach, adhere strictly to ILS signals. MSA ORI Lctr 3806 ORIO AL SERIO-376.5 ORI **MM** D0.8 BRM_{1421′} D5.3 BRM ILS DME. 284° 108.7 BRM 2047 Overflying **D2.4** BRM D3.0 ORI 45-40 below 1500' D9.4BRM D10.0 ORI prohibited - ORIO AL SERIO 2840 (T) 112.6 ORI ■D15.0 MAX 200 KT MHA TL MAX 230 KT MHA FL 100 MAX 280 KT MHA FL 110 1480' MAX 185 KT NOT TO SCALE **D15.0** ORI D12.0 ORI 45-30 6 D15.0 09-40 10-00 **D15.0** ORI **VOR** CATA&B 5000 CAT C & D **D2.4**BRM D3.0 ORI ММ 4000 .284° GS 1530 D0.8 BRM >3800 GS 1006 TCH displ **D9.4** BRM thresh 57 RWY 28 754 2.9 4.1 5.0 90 100 120 140 Gnd speed-Kts 70 1300' 3.00° 377 484 538 646 753 861 PAPI on 284° JAR-OPS STRAIGHT-IN LANDING RWY 28 CAT II ILS RA 177' RA 148' RA 168' RA 189' DA(H) 881'(127' DA(H) 910'(156' DA(H) 898'(144') DA(H) 924'(170') RVR 400m RVR 450m

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BERGAMO, ITALY MJEPPESEN LIME/BGY 2 DEC 05 (13-1) VOR DME-Papa Rwy 28 ORIO AL SERIO Ground 120.5 MILAN Arrival (APP) 112.6 132.7 126.75 126.5 120.5 VOR Minimum Alt 10,600' 12,100' MDA(H) Apt Elev 782 ORI Apch Crs D7.0 1500' (746') 290° 2700′ (1946′) 112.6 RWY 754 8400' 3900' MISSED APCH: Turn LEFT and join R-166 climbing to 2000' to D12.0 and hold. MSA ORI VOR Alt Set: hPa Trans alt:6000' Rwy Elev: 27 hPa Trans level: By ATC Overflying below 1500' prohibited 1481' 39111 D3.0 [MD28] 1421' LI(D)-69 D5.0 45-40 - ORIO AL SERIO-D10.0 (T) 112.6 ORI 2900 1 MAX 200 KT MHA TL D15.0 MAX 230 KT MHA FL 100 MAX 280 KT MHA FL 110 D8.0 D15.0 - 45-30 D12.0 1660 D15.0 10-00 ORI DME 2.0 3.0 4.0 5.0 6.0 7.0 2100' 2400' 27001 ALTITUDE 1200 Do not cross D3.0 below 1500'. D8.0 5000'**D15.0** VOR 116° → MAX 140 KT MAX 185 KT D7.0 D10.0 D3.0 D5.0 _**290**° | 4000 *2700 2800 [TCH displ thresh 57 RWY 28 754 2.0 3.0 HIALS-II PAPI PAPI Gnd speed-Kts 70 90 100 120 140 160 2000' 112.6 Descent Gradient 5.00% 355 457 508 609 711 812 onto • [2.87°] Descent angle LT ! R-166 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 RVR 1200m 100 1600'(818') 1500m RVR 1500m 135 1600'(818') 1600m RVR 1400m OPS 1720'(938' 2400m RVR 2000m RVR 1800m 1720′(938′)

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T 112.6 ORI 45-30 D12.0 • Arrival route from DORIN to 8 D17.0: **346°** 12.0 D15.0 NOT TO SCALE CODOGNO 400.5 COD 09-40 D17.0/R-166 1 \(\Delta \) 10-00 ORI DME 2.0 3.0 4.0 5.0 6.0 7.0 1200 1500' 1800' 2100 2400' 2700' ALTITUDE Do not cross D3.0 below 1500'. D10.0 **D7.0** [FD28] VOR → 2800' D5.0 D3.0 2700' [50 VOR] [2.87° [TCH displ thresh 57' 2100 RWY 28 754' 3.0 70 90 100 120 140 160 Gnd speed-Kts 2000' ORI 112.6 LT onto ORI Descent Gradient 5.00% Descent angle [2.87°] PAPI 355 457 508 609 711 812 R-166 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 MDA(H) RVR 1200m 1600' (818') 1500m RVR 1500m 1600' (818') 1600m RVR 1400m 1720′ (938′) 2400m RVR 2000m RVR 1800m 1720′ (938′) 3600m CHANGES: Communications.

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