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TAKE OFF	TKOF MINIMA			
	RWY	B	C	D
	10	0-150	0-150	0-200
	28	0-75	0-75	0-75

ILS 28 PAPA	CAT3B	B		C		D	
	CAT 2	RA 102	(100) R300	RA 102	(100) R300	RA 137	(119) R300
	CAT 1	990	(230) R600	990	(240) R600	1010	(250) R600
	GP U/S DME	1260	(510) R1200	1260	(510) R1200	1260	(510) R1600
	CIRC I	1600	(900) 1600	1800	(1000) 2400	1800	(1000) 3600
	I To RWY 10. South only.						

ILS 28 SIERRA	CAT3B	B		C		D	
	CAT 2	RA 102	(100) R300	RA 102	(100) R300	RA 137	(119) R300
	CAT 1	990	(230) R600	990	(240) R600	1010	(250) R600
	GP U/S DME	1260	(510) R1200	1260	(510) R1200	1260	(510) R1600
	CIRC I	1600	(900) 1600	1800	(1000) 2400	1800	(1000) 3600
	I To RWY 10. South only.						

ILS 28 TANGO	CAT3B	B		C		D	
	CAT 2	RA 102	(100) R300	RA 102	(100) R300	RA 137	(119) R300
	CAT 1	990	(230) R600	990	(240) R600	1010	(250) R600
	GP U/S DME	1260	(510) R1200	1260	(510) R1200	1260	(510) R1600
	CIRC I	1600	(900) 1600	1800	(1000) 2400	1800	(1000) 3600
	I To RWY 10. South only.						

VORDME 28 PAPA	B		C		D	
	VOR DME	1500 (750) R1400	1500 (750) R1400	1500 (750) R1800	1500 (750) R1800	1500 (750) R1800
	CIRC I	1600 (900) 1600	1800 (1000) 2400	1800 (1000) 2400	1800 (1000) 2400	1800 (1000) 3600
	I To RWY 10. South only.					

VORDME 28 SIERRA	B		C		D	
	VOR DME	1500 (750) R1400	1500 (750) R1400	1500 (750) R1800	1500 (750) R1800	1500 (750) R1800
	CIRC I	1600 (900) 1600	1800 (1000) 2400	1800 (1000) 2400	1800 (1000) 2400	1800 (1000) 3600
	I To RWY 10. South only.					

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ARRIVAL INFO**1****AD HOURS**

H24

ATIS

112.600

SPEED RESTRICTIONS

- When under radar control, if not otherwise instructed by ATC, pilots are strictly requested to comply with following speed control (other speed adjustments may be required by Radar Control)
 - **MAX IAS 210** starting turn to intercept the ILS/LLZ or VOR RDL, or at 12 NM fm RWY THR.
 - **MAX IAS 180** completing the intercepting turn, or at 9 NM fm RWY THR.
 - **MAX IAS 160** at 5 NM from THR.
- Pilots unable to comply with the above adjustments shall inform to the Radar controller.

NOISE ABATEMENT

ACFT classified as per ICAO Annex 16 chapter 2 prohibited except emergency flight.

Approach and landing procedures

- Pilots shall conduct their flight at a speed which permits operation of the ACFT in clean configuration until reaching a distance of approximately 12 NM from touch down.
- Recommended speed is 210 kt +/- 10 kt or ACFT minimum performance speed if higher .
- Subsequent portion of the approach (instrumental or visual) shall be flown with a properly set slope to achieve, if possible, a continuous descent, the interception of approach path not below 3000 AAL and ACFT to be established not beyond the OM or equivalent position.
- Execution technique must be performed with ACFT deceleration action and aerodynamic configuration change, so as to achieve final speed and configuration at the OM, FAF, or equivalent position.
- Compliance with the above procedure is recommended provided that it is compatible with ATC instructions and weather conditions are favourable.
- Non compliance is allowed in case of CAT II and III approach.
- No instrumental or visual approach shall be made at an angle less than the ILS glide path, or less than 3° if no ILS is AVBL.
- ACFT executing a visual approach are required to be established on the ILS 28 before ORI L or ILS DME 5.3.

Reverse thrust

The use of reverse thrust higher than idle is permitted only in the event of proven safety operational reasons.

APU can not be used more than 20 minutes after arrival.

TAXI PROCEDURES**SPECIAL RULES FOR TWY USE**

- TWY A:** - Shall not be used to vacate RWY.
- TWY B:** - Exit from RWY allowed only to ACFT coming from THR 10.
- Exit from RWY allowed HJ +/- 30 for to ACFT coming from THR 28 when visibility 1500m Mnm.
- TWY C:** Closed.
- TWY D:** - Exit from RWY allowed only to ACFT coming from THR 10.
- TWY E:** Exit from RWY allowed only to ACFT coming from THR 28.

ARRIVAL INFO**2**

TWY G: Available to ACFT up to CAT C with wingspan less than 36m as follows:

- available exit from RWY 10 HJ +/- 30 MIN with visibility 1500m Mnm.
- available exit from RWY 28 with no limitations in respect of weather conditions.

HOLDING POINTS

holding A: usable in CAT 1 conditions for ACFT up to CAT C.

holding T : must always be used by CAT D/E ACFT and other ACFT types during CAT 2/3 ops.

PARKING PROCEDURES

SEE SEPARATE CHART, and in addition :

- Follow-me and marshalling assured for stands : 2 and 8.
- Stand 22 AVBL up to B737-800.

OTHER INFORMATION**ATC communication facilities**

APP: Milano 126.300 0600-2200 (summer 0500-2100).
126.750 2200-0600 (summer 2100-0500).

TWR: Orio tower 125.875, 120.500 (ATC discretion).

Traffic circuit : always South-West of RWY 10/28.

STAR: No STAR text published.

Low Visibility Procedures

LVP in progress when RVR at TDZ is less than 550 m and/or ceiling is less than 200ft.

- TWY D and E not available.
- Landing ACFT will vacate RWY 28 via TWY F (to main apron) or G (to north apron).
- Follow-me :
 1. Main Apron : RVR less than or equal to 550m to 400m : Follow-me is on request
RVR less than 400m : Follow-me is mandatory.
 2. North Apron : RVR less than or equal to 550m : Follow-me is mandatory.

COMMUNICATION FAILURE

ICAO STANDARD, and in addition :

- In the event of radio failure, the navigation aid designed to descent for landing is ORI VOR.
- Radar vectored ACFT outside a STAR shall resume the STAR by the shortest way, maintain the latest assigned level and proceed to ORI VOR, hold 5 min and start approach.

ADDITIONAL COMPANY INFO**Company frequency**

NIL.

Caution

On approach charts ILS 28, MSA values and DME distance circles are based on different radio aids.

RVR Reading

Transmissometer position from DISPL THR :

RWY	TDZ	MID	END
10	238 m (781 ft)	1248 m (4095 ft)	2348 m (7704 ft)
28	350 m (1148 ft)	1450 m (4757 ft)	2460 m (8071 ft)

Changes: NIL

Changes: TWY F deleted

DEPARTURE INFO

1

ATIS

112.600

START-UP PROCEDURES

TWR: Orio 125.875, 120.500 (ATC discretion).

GND: Orio 120.500

- Main apron : crew shall receive the signal «all clear» from GND CTL before requesting start-up engines to the TWR.
- Follow-me assured for stands : 2 and 8.
- Stand 36: self manoeuvring ACFT code (up to ATR 42).

TAXI PROCEDURES

- TKOF RWY 28 : start point B (intersection with A) available on pilot request.

SPECIAL RULES FOR TWY USE

TWY A:

- Presence of any code ACFT prohibited when take-off and landing are performed on RWY 10 and during LVP OPS.
- Presence of any ACFT code D/E prohibited when landing RWY 28 are performed.
- During the approach RWY 28 is allowed:
 - a) The presence of two ACFT up to code C along TWY A or at the holding point A subject to the following conditions: - visibility equal to or greater than 1500m
 - ceiling equal to or greater than 500ft
 - b) The presence of only one ACFT up to code C within the CAT I conditions.
 - with visibility less than 1500m.
 - and/or ceiling less than 500ft.

TWY B: - Entering into the RWY allowed HJ +/- 30 MIN with visibility 1500m Mnm.

TWY C: Closed.

TWY D:

- Entering into the RWY allowed HJ +/-30min with visibility 1500m Minimum.
- Allowed only to ACFT going to THR 10.

TWY E:

- Entering into the RWY allowed HJ +/-30min with visibility 1500m Minimum.
- Entering into RWY allowed only to ACFT going to THR 28.

TWY G: Available to ACFT up to CAT C with wingspan less than 36m as follows:

- entering into RWY 10 HJ +/- 30 MIN with visibility 1500m Mnm.
- entering into RWY 28 with no limitations in respect of weather conditions.

TWY T: After the pushback release on the TWY T, crew will make sure that the whole area is clear from equipment and people by receiving signal thumb up from the ground staff, before requesting taxi clearance.

HOLDING POINTS

holding A: usable in CAT 1 conditions for ACFT up to CAT C.

holding T : must always be used by CAT D/E ACFT and for other ACFT types during CAT 2/3 OPS.

NOISE ABATEMENT

- ACFT classified as per ICAO Annex 16 chapter 2 prohibited except emergency flight. In this case, take-off allowed from RWY 10 only. (RWY 28 authorized in case of adverse weather conditions or safety reasons)
- Apply noise abatement TKOF technique as per Airplane Operations Manual.
- Initial climb procedures described in SID text are mandatory, either the ACFT receives a coded

DEPARTURE INFO

2

SID, or a detailed ATC clearance.

- From 2200-0500 (Summer 2100-0400), all TFC shall be instructed to TKOF from RWY 10 except for weather conditions, LVP, safety reasons or for air transport service exceptional reasons, or diverting ACFT coming from other airports. Other reasons cannot be accepted.

Engines tests

- HR 2300- 0600 LT and 1400-1600 LT engine tests are forbidden.
 - Engine tests for ACFT which are immediately used may be authorized during those periods, provided that general safety is assured. Possible derogations may be granted by local civil aviation authority, in exceptional circumstances, provided that airport noise limitation is assured.
- APU is allowed 5 minutes before ETD 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 AVBL, APU can be started up 30 minutes before EOBT.

SPEED RESTRICTIONS

- ACFT under Radar control **MAX IAS 250** below **FL 100**.
- Pilots unable to comply with this limitation shall inform ATC when requesting start-up clearance.

OTHER INFORMATION

All training flights are forbidden except those of Italian flight schools with light wake turbulence.

TKOF position RWY 28: PSN A (TORA 3024m) is located at the beginning of TWY A. AVBL on pilot's request only.

Low Visibility Procedures

LVP in progress when RVR at TDZ is less than 550 m and/or ceiling is less than 200ft.

- TWY B,D and E not available.
- Departure ACFT shall use the CAT 2/3 holding position T for RWY 28
- Follow-me :
 1. Main Apron : RVR less than or equal to 550m to 400m : Follow-me is on request
RVR less than 400m : Follow-me is mandatory.
 2. North Apron : RVR less than or equal to 550m : Follow-me is mandatory.
- With RVR less than 400m, TKOF run must be started on DISPL THR 28 (TORA 2801m TODA 2861m)

COMMUNICATION FAILURE

ICAO STANDARD.

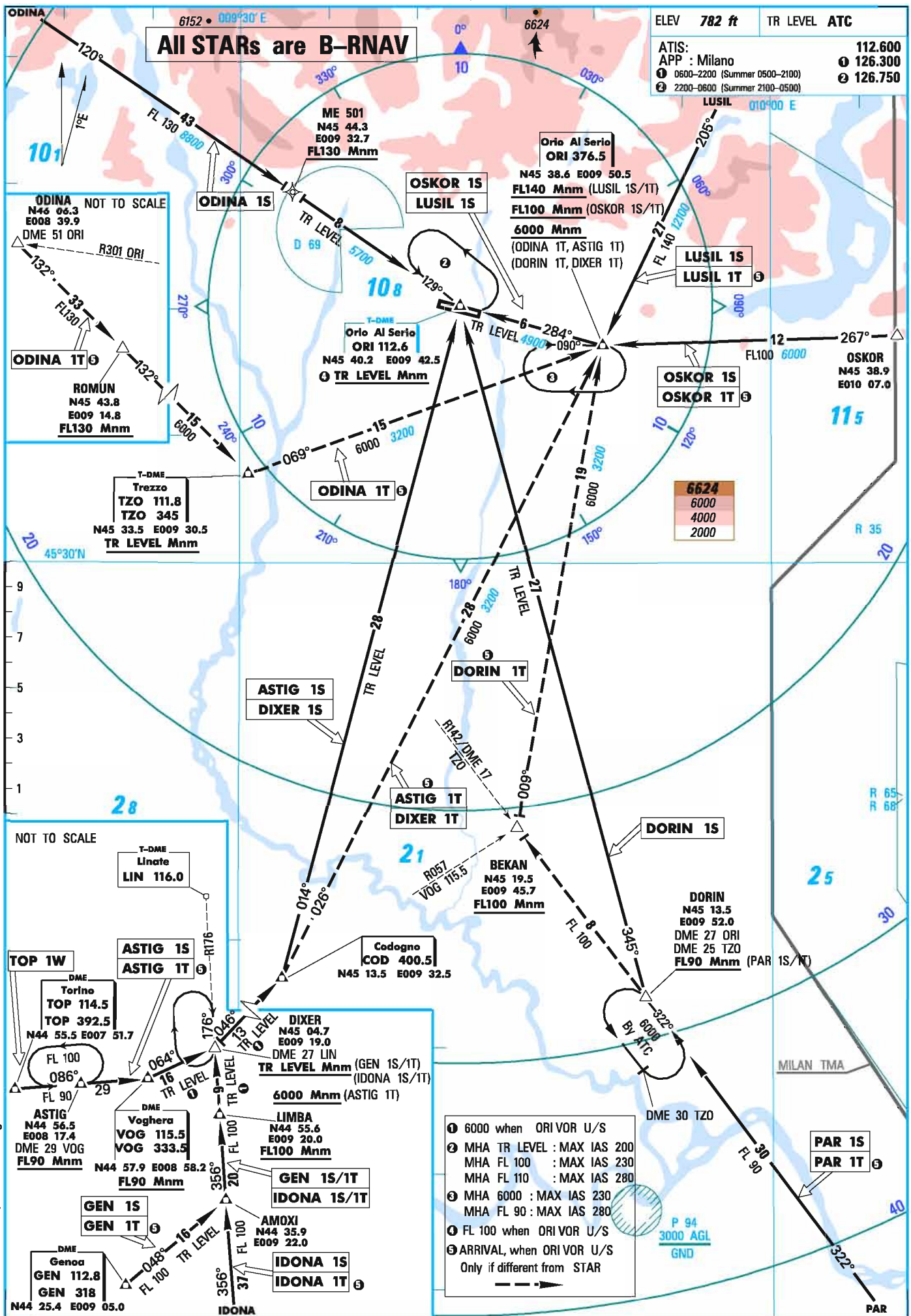
ADDITIONAL COMPANY INFO

Company frequency

NIL.

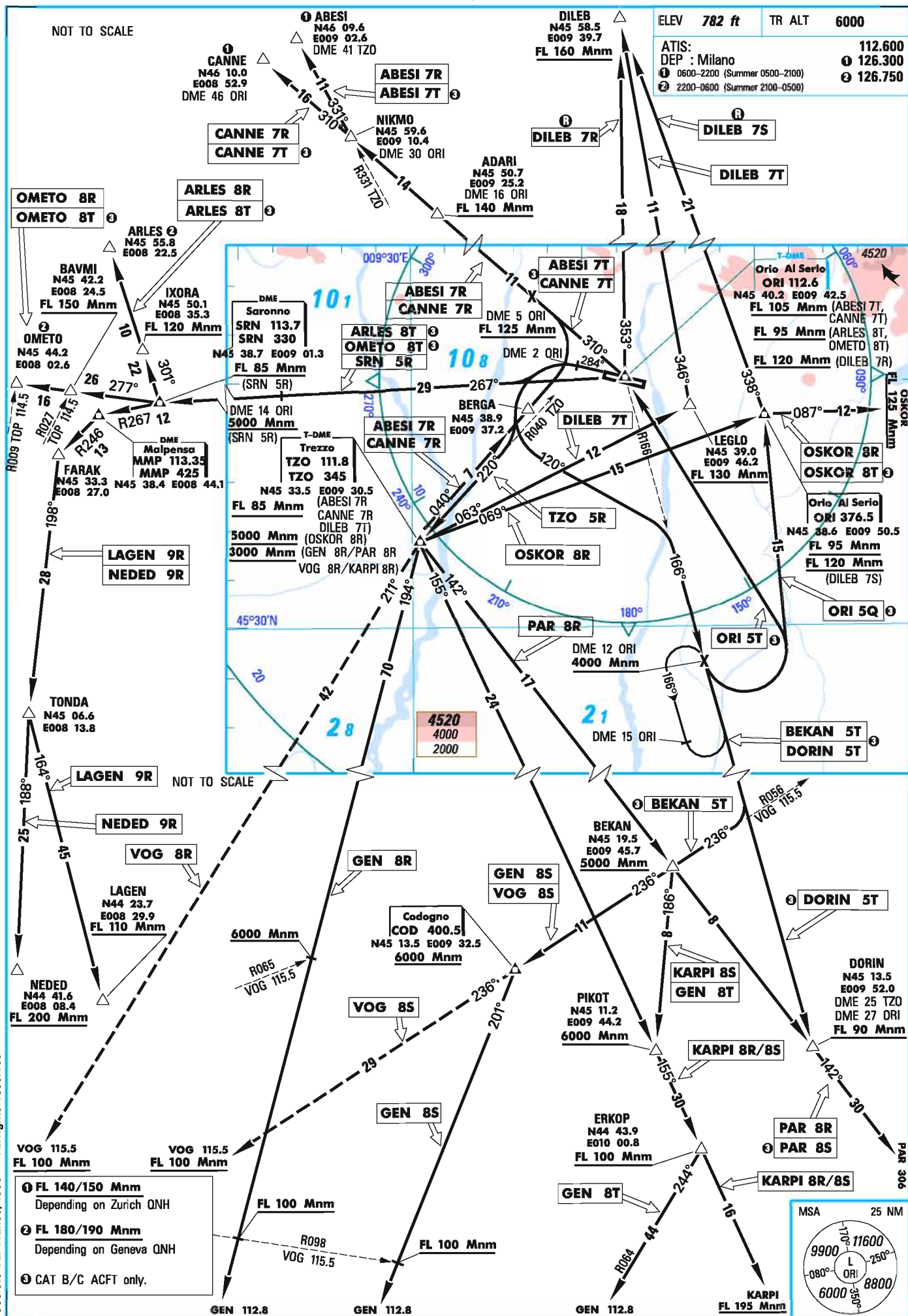
ARRIVALS

LIME/BGY





ELEV	782 ft	TR ALT	6000
ATIS:		1	
DEP : Milano		0 1	
①	0600-2200 (Summer 0500-2100)	2 1	
②	2200-0600 (Summer 2100-0500)		



LIME/BGY

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SIDs RWY 10

1

RWY 10 (104°)

ALL SIDs

- Mnm climb gradient 4.9% (300ft/min). For corresponding rate of climb (ft/min) see table below.

Climb Gradient		GS - kt				
%	ft/NM	150	180	210	240	270
4.9	300	800	900	1100	1200	1400

SID	ROUTING	Climb restrictions
BEKAN 5S ❶	On 104° to 1500 (not before DME 2 ORI), RT on 150° to intercept 185° from ORI L, RT on R056 VOG to BEKAN, then:	Cross DME 14 ORI at 4000 Mnm, BEKAN at 5000 Mnm.
TRANSITION		
GEN 8S	... On 236° to COD, LT on 201° to GEN.	Cross COD at 6000 Mnm, R098 VOG at FL100 Mnm.
GEN 8T	... On 186° to PIKOT, LT on 155° to ERKOP, RT on 244° to GEN.	Cross PIKOT at 6000 Mnm, ERKOP at FL100 Mnm.
KARPI 8S	... On 186° to PIKOT, LT on 155° to KARPI.	Cross PIKOT at 6000 Mnm, ERKOP at FL100 Mnm, KARPI at FL195 Mnm.
VOG 8S ❷	... On 236° to COD, then VOG.	Cross COD at 6000 Mnm, VOG at FL100 Mnm.

❶ After TKOF, turns shall be executed with MAX IAS 250, bank angle 25°, or rate of turn 2°/sec, whichever requires the lesser bank.

❷ By ATC.

Changes: BEKAN 5S, GEN 8S AND VOG 8S routing text.

SIDs RWY 10

2

RWY 10 (104°) (Cont'd)

SID	ROUTING	Climb restrictions
BEKAN 5T ①③	On 104° to 1500 (not before DME 2 ORI), RT on R166 OR, RT on R056 VOG to BEKAN, then:	Cross DME 12 ORI at 4000 Mnm, BEKAN at 5000 Mnm.
TRANSITION		
GEN 8S	... On 236° to COD, LT on 201° to GEN.	Cross COD at 6000 Mnm, R098 VOG at FL100 Mnm.
GEN 8T	... On 186° to PIKOT, LT on 155° to ERKOP, RT on 244° to GEN.	Cross PIKOT at 6000 Mnm, ERKOP at FL100 Mnm.
KARPI 8S	... On 186° to PIKOT, LT on 155° to KARPI.	Cross PIKOT at 6000 Mnm, ERKOP at FL100 Mnm, KARPI at FL195 Mnm.
VOG 8S ②	... On 236° to COD, then VOG.	Cross COD at 6000 Mnm, VOG at FL100 Mnm.

① After TKOF, turns shall be executed with MAX IAS 200.

② By ATC.

③ For CAT B/C ACFT only.

Changes: BEKAN 5T, GEN 8S and VOG 8S routing text.

SIDs RWY 10 3		
RWY 10 (104°) (Cont'd)		
SID	ROUTING	Climb restrictions
DORIN 5S 1③	On 104° to 1500 (not before DME 2 ORI), RT on 150° to intercept 185° from ORI L, LT on R143 TZO (323° from PAR NDB) to DORIN, then:	Cross DME 14 ORI at 4000 Mnm , DORIN at FL90 Mnm .
TRANSITION		
PAR 8S	... On 142° to PAR NDB.	NIL
SID	ROUTING	Climb restrictions
DORIN 5T 2④	On 104° to 1500 (not before DME 2 ORI), RT on R166 ORI to DORIN, then:	Cross DME 12 ORI at 4000 Mnm , DORIN at FL90 Mnm .
TRANSITION		
PAR 8S	... On 142° to PAR NDB.	NIL
SID	ROUTING	Climb restrictions
ORI 5Q 2④	On 104° to 1500 (not before DME 2 ORI), RT on R166 ORI to DME 12 ORI, LT to ORI L, then:	Cross DME 12 ORI at 4000 Mnm , ORI L at FL95 Mnm (FL120 Mnm DILEB 7S Trans.) .
TRANSITION		
DILEB 7S RNAV	... LT on 338° to DILEB.	Cross DILEB at FL160 Mnm .
OSKOR 8T	... RT on 087° to OSKOR.	Cross OSKOR at FL125 Mnm (FL110 Mnm if proceeding via AWY B4) .
<div> <p>❶ Leaving 4000, pilots may request to proceed on R166 ORI to DORIN.</p> <p>❷ After TKOF, turns shall be executed with MAX IAS 200.</p> <p>❸ After TKOF, turns shall be executed with MAX IAS 250, bank angle 25°, or rate of turn 2°/sec, whichever requires the lesser bank.</p> <p>❹ For CAT B/C ACFT only.</p> </div>		

Changes: NIL

SIDs RWY 10 4		
RWY 10 (104°) (Cont'd)		
SID	ROUTING	Climb restrictions
ORI 5T 1②	On 104° to 1500 (not before DME 2 ORI), RT on R166 ORI to DME 12 ORI, LT to ORI VOR, then:	Cross DME 12 ORI at 4000 Mnm , ORI VOR as per transition, (FL120 Mnm DILEB 7R Trans.).
TRANSITION		
ABESI 7T	... On 310° to NIKMO, RT on 331° (R331 TZO) to ABESI.	Leave ORI at FL105 Mnm . Cross DME 5 ORI at FL125 Mnm , ADARI at FL140 Mnm , ABESI at FL140/150 Mnm depending on Zurich QNH.
ARLES 8T	... On 267° to SRN, RT on 301° to ARLES.	Leave ORI at FL95 Mnm . Cross IXORA at FL120 Mnm , ARLES at FL180/190 Mnm , depending on Geneva QNH.
CANNE 7T	... On 310° to CANNE.	Leave ORI at FL105 Mnm . Cross DME 5 ORI at FL125 Mnm , ADARI at FL140 Mnm , CANNE at FL140/150 Mnm depending on Zurich QNH.
DILEB 7R RNAV	... On 353° to DILEB.	Cross DILEB at FL160 Mnm .
OMETO 8T	... On 267° to SRN, RT on 277° to OMETO.	Leave ORI at FL95 Mnm . Cross BAVMI at FL150 Mnm , OMETO at FL180/190 Mnm , depending on Geneva QNH.
<div> <p>❶ After TKOF, turns shall be executed with MAX IAS 200.</p> <p>❷ For CAT B/C ACFT only.</p> </div>		

Changes: NIL.

SIDs RWY 10		5
RWY 10 (104°) (Cont'd)		
SID	ROUTING	Climb restrictions
TZO 5S ❶	On 104° to 1500 (not before DME 2 ORI), RT on 150° to intercept 185° from ORI L to 4000 (within DME 14 ORI), RT on 315° (R135) to TZO, then:	Cross DME 14 ORI at 4000 Mnm , TZO as per transition.
TRANSITION		
ABESI 7R	... On 040° to BERGA, LT on 310° to NIKMO, RT on 331° to ABESI.	Leave TZO at FL85 Mnm . Cross DME 5 ORI at FL125 Mnm , ADARI at FL140 Mnm , ABESI at FL140/150 Mnm , depending on Zurich QNH.
CANNE 7R	... On 040° to BERGA, LT on 310° to CANNE.	Leave TZO at FL85 Mnm . Cross DME 5 ORI at FL125 Mnm , ADARI at FL140 Mnm , CANNE at FL140/150 Mnm , depending on Zurich QNH.
DILEB 7T	... On 063° to LEGLO, LT on 346° to DILEB.	Cross LEGLO at FL130 Mnm , DILEB at FL160 Mnm .
GEN 8R	... On 194° to GEN.	Cross R065 VOG at 6000 Mnm , R098 VOG at FL100 Mnm .
KARPI 8R	... On 155° to KARPI.	Cross PIKOT at 6000 Mnm , ERKOP at FL110 Mnm , KARPI at FL195 Mnm .
OSKOR 8R	... On 069° to ORI L, then on 087° to OSKOR.	Leave TZO at 5000 Mnm . Cross ORI L at FL95 Mnm , OSKOR at FL125 Mnm , (FL110 Mnm if proceeding via AWY B4).
PAR 8R	... On 142° to PAR NDB.	Cross BEKAN at 5000 Mnm , DORIN at FL90 Mnm .
VOG 8R ❷	... On 211° to VOG.	Cross VOG at FL100 Mnm .
<div>❶ After TKOF, turns shall be executed with MAX IAS 250, bank angle 25°, or rate of turn 2°/sec, whichever requires the lesser bank. ❷ By ATC.</div>		

Changes: NIL

		SIDS RWY 10
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		BERGAMO Orto al Serio 28 AUG 08
		5

SIDs RWY 28

6

RWY 28 (284 °)

ALL SIDs

- Minimum climb gradient 4.9% (300 ft/min). For corresponding rate of climb (ft/min) see table below .

Climb Gradient		GS - kt				
%	ft/NM	150	180	210	240	270
4.9	300	800	900	1100	1200	1400

SID	ROUTING	Climb restrictions
BEKAN 5T ①②	On 284° to DME 2 ORI, LT on 120° to intercept R166 ORI, RT on R056 VOG to BEKAN, then:	Cross DME 12 ORI at 4000 Mnm, BEKAN at 5000 Mnm.
TRANSITION		
GEN 8S	... On 236° to COD, LT on 201° to GEN.	Cross COD at 6000 Mnm, R098 VOG at FL100 Mnm.
GEN 8T	... On 186° to PIKOT, LT on 155° to ERKOP, RT on 244° to GEN.	Cross PIKOT at 6000 Mnm, ERKOP at FL100 Mnm.
KARPI 8S	... On 186° to PIKOT, LT on 155° to KARPI.	Cross PIKOT at 6000 Mnm, ERKOP at FL100 Mnm, KARPI at FL195 Mnm.
VOG 8S ③	... On 236° to VOG.	Cross COD at 6000 Mnm, VOG at FL100 Mnm.

SID	ROUTING	Climb restrictions
DORIN 5T ①②	On 284° to DME 2 ORI, LT on 120° to intercept R166 ORI to DORIN, then:	Cross DME 12 ORI at 4000 Mnm, DORIN at FL90 Mnm.
TRANSITION		
PAR 8S	... On 142° to PAR .	NIL

① For CAT B/C ACFT only.

② After TKOF, turns shall be executed with MAX IAS 200.

③ By ATC.

Changes: BEKAN 5T, GEN 8S and PAR 8S routing text.

SIDs RWY 28		7
RWY 28 (284°) (Cont'd)		
SID	ROUTING	Climb restrictions
ORI 5Q ①②	On 284° to DME 2 ORI, LT on 120° to intercept R166 ORI to DME 12 ORI, LT to ORI L, then:	Cross DME 12 ORI at 4000 Mnm , ORI L at FL95 Mnm (FL120 Mnm DILEB 7S Trans.) .
TRANSITION		
DILEB 7S IRNAV	... On 338° to DILEB.	Cross DILEB at FL160 Mnm .
OSKOR 8T	... RT on 087° to OSKOR.	Cross OSKOR at FL125 Mnm , (FL110 Mnm if proceeding via AWY B4).
SID	ROUTING	Climb restrictions
ORI 5T ①②	On 284° to DME 2 ORI, LT on 120° to intercept R166 ORI VOR to DME 12 ORI , then LT to ORI VOR, then:	Cross DME 12 ORI at 4000 Mnm , ORI as per transition.(FL120 Mnm DILEB 7R Trans.).
TRANSITION		
ABESI 7T	... On 310° to NIKMO, RT on 331° to ABESI.	Leave ORI at FL105 Mnm . Cross DME 5 ORI at FL125 Mnm , ADARI at FL140 Mnm , ABESI at FL140/150 Mnm depending on Zurich QNH.
ARLES 8T	... On 267° to SRN, RT on 301° to ARLES.	Leave ORI at FL95 Mnm . Cross IXORA at FL120 Mnm , ARLES at FL180/190 Mnm , depending on Geneva QNH.
CANNE 7T	... On 310° to CANNE.	Leave ORI at FL105 Mnm . Cross DME 5 ORI at FL125 Mnm , ADARI at FL140 Mnm , CANNE at FL140/150 Mnm depending on Zurich QNH.
DILEB 7R IRNAV	... On 353° to DILEB.	Cross DILEB at FL160 Mnm .
OMETO 8T	... On 267° to SRN, RT on 277° to OMETO.	Leave ORI at FL95 Mnm . Cross BAVMI at FL150 Mnm , OMETO at FL180/190 Mnm , depending on Geneva QNH.

① After TKOF, turns shall be executed with **MAX IAS 200**.

② For CAT B/C ACFT only.

Changes: NIL

<div> <div>SIDs RWY 28</div> <div>8</div> </div>		
RWY 28 (284°) (Cont'd)		
SID	ROUTING	Climb restrictions
SRN 5R ①②	On 284° to DME 2 ORI, LT to intercept R267 ORI to SRN, then:	Cross DME 14 ORI at 5000 Mnm , SRN at FL85 Mnm .
TRANSITION		
ARLES 8R	... RT on 301° to ARLES.	Cross IXORA at FL120 Mnm , ARLES at FL180/190 Mnm , depending on Geneva QNH.
LAGEN 9R	... On R267 SRN to MMP, R246 MMP to FARAK, on 198° to TONDA, on 164° to LAGEN.	Cross LAGEN at FL110 Mnm
NEDED 9R	... On R267 SRN to MMP, R246 MMP to FARAK, on 198° to TONDA, on 188° to NEDED.	Cross NEDED at FL200 Mnm
OMETO 8R	... RT on 277° to OMETO.	Cross BAVMI at FL150 Mnm , OMETO at FL180/190 Mnm , depending on Geneva QNH.
SID	ROUTING	Climb restrictions
TZO 5R ②③	On 284° to DME 2 ORI, LT on 220° (R040) to TZO, then :	Cross TZO at 3000 Mnm , or apply restriction described in transition.
TRANSITION		
ABESI 7R	... On 040° to BERGA, LT on 310° (R310 ORI) to NIKMO, RT on 331° to ABESI.	Leave TZO at FL85 Mnm . Cross DME 5 ORI at FL125 Mnm , ADARI at FL140 Mnm , ABESI at FL140/150 Mnm depending on Zurich QNH.
CANNE 7R	... On 040° to BERGA, LT on 310° (R310 ORI) to CANNE.	Leave TZO at FL85 Mnm . Cross DME 5 ORI at FL125 Mnm , ADARI at FL140 Mnm , CANNE at FL140/150 Mnm depending on Zurich QNH.
<div> <div> <div>① Minimum climb gradient 4.9% (300 ft/min) up to 5000.</div> <div>② Minimum climb gradient 4.9% (300 ft/min) up to 3000.</div> <div>③ After TKOF, turns shall be executed with MAX IAS 250, bank angle 25° , or rate of turn 2°/sec, whichever requires the lesser bank.</div> </div> </div>		

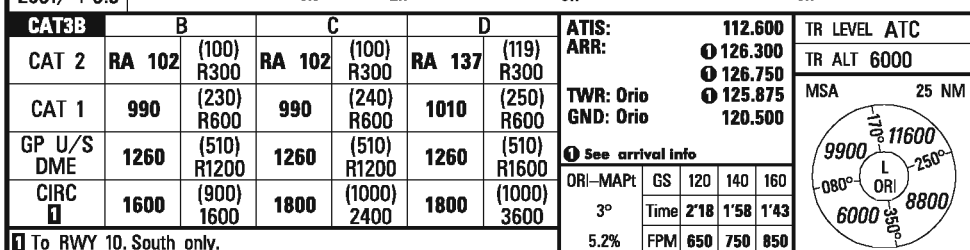
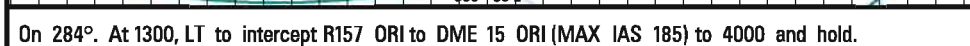
Changes: NIL.

<div> <div>SIDs RWY 28</div> <div>9</div> </div>		
RWY 28 (284°) (Cont'd)		
DILEB 7T	... On 063° to LEGLO, LT on 346° to DILEB.	Cross LEGLO at FL120 Mnm , DILEB at FL160 Mnm .
GEN 8R	... On 194° to GEN.	Cross R065 VOG at 6000 Mnm , R098 VOG at FL100 Mnm .
KARPI 8R	... On 155° to KARPI.	Cross PIKOT at 6000 Mnm , ERKOP at FL100 Mnm , KARPI at FL195 Mnm .
OSKOR 8R	... On 069° to ORI L, RT on 087° to OSKOR.	Leave TZO at 5000 Mnm . Cross ORI L at FL95 Mnm , OSKOR at FL125 Mnm (FL110 Mnm if proceeding via AWY B4).
PAR 8R	... On 142° to PAR NDB.	Cross BEKAN at 5000 Mnm , DORIN at FL90 Mnm .
VOG 8R ①	... On 211° to VOG.	Cross VOG at FL100 Mnm .
<div> <div> <div>① By ATC.</div> </div> </div>		

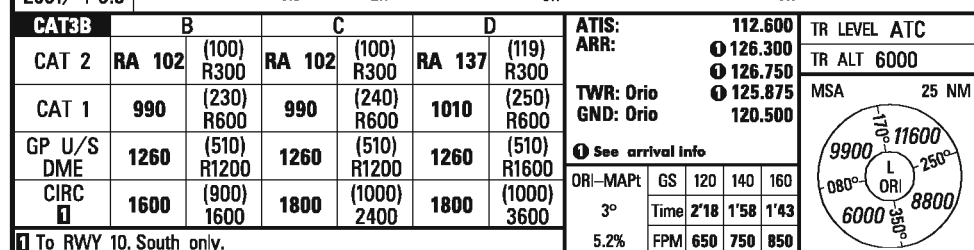
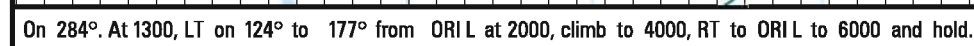
Changes: DILEB 7T (Crossing ALT at DILEB).

LIME/BGY

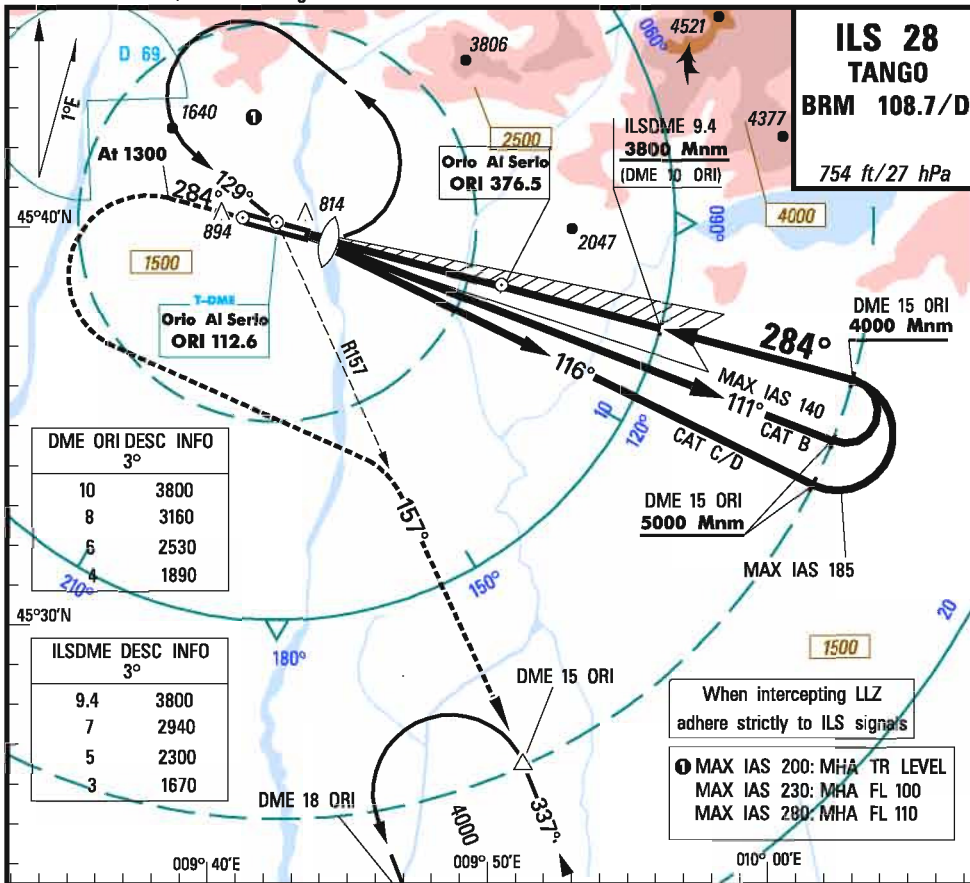
**INTENTIONALLY
LEFT
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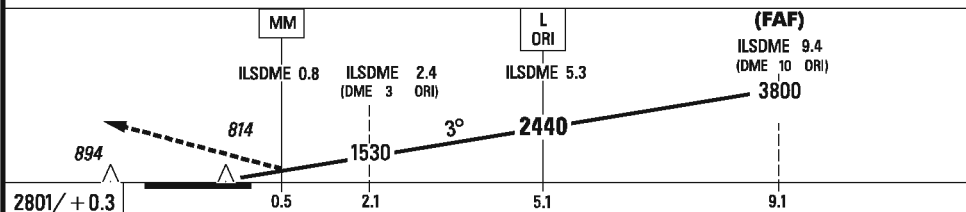
Changes: R114 ORI added.



Changes: NIL.



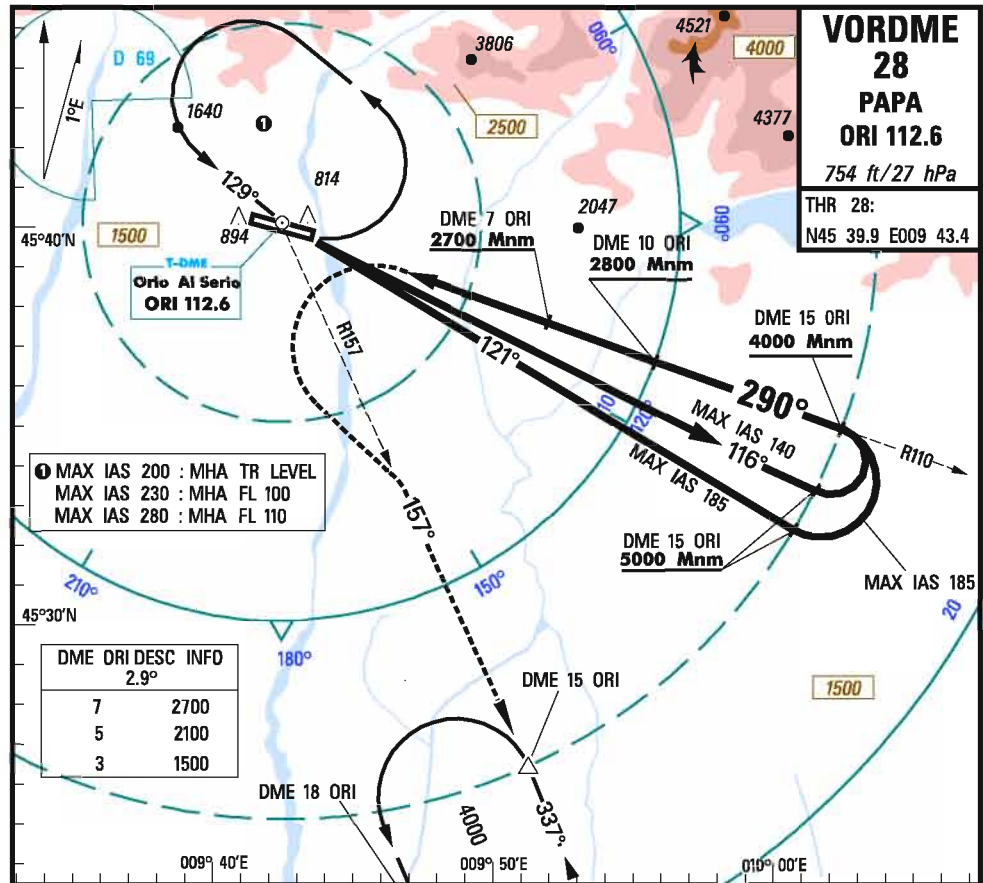
On 284°. At 1300, LT to intercept R157 ORI to DME 15 ORI (MAX IAS 185) at 4000 and hold.



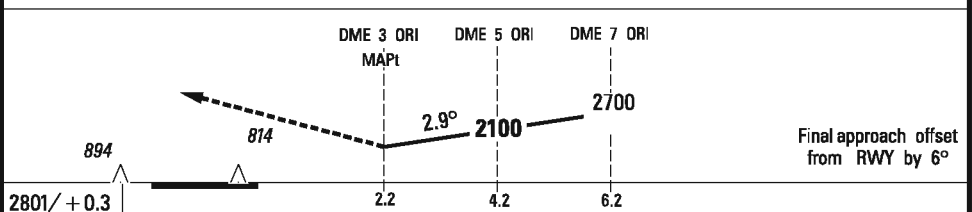
CAT3B	B	C	D	ATIS:	112.600	TR LEVEL ATC
CAT 2	RA 102	(100) R300	RA 102	ARR:	① 126.300	TR ALT 6000
CAT 1	990	(230) R600	990	TWR: Orio	① 126.750	MSA 25 NM
GP U/S DME	1260	(510) R1200	1260	GND: Orio	① 125.875	
CIRC	1600	(900) 1600	1800	① See arrival info	120.500	
				ORI-MAPt	GS 120 140 160	
				3°	Time 2'18 1'58 1'43	
				5.2%	FPM 650 750 850	

① To RWY 10. South only.

Changes: NIL.



LT on R157 ORI to DME 15 ORI (MAX IAS 185) to 4000 and hold.



VOR	B	C	D	ATIS:	112.600	TR LEVEL ATC
DME	1500	(750) R1400	1500	ARR:	① 126.300	TR ALT 6000
CIRC	1600	(900) 1600	1800	TWR: Orio	① 126.750	MSA 25 NM
				GND: Orio	① 125.875	
				① See arrival info	120.500	
				DME 5 ORI	GS 120 140 160	
				-MAPt	Time 1'00 0'51 0'45	
				2.9° 5.1%	FPM 617 720 823	

① To RWY 10. South only.

Changes: NIL.

LIME/BGY

BERGAMO Orio al Serio
28 AUG 08

V7

LOW VISIBILITY TAXI AND PARKING CHARTS

LIME/BGY

23 OCT 08

