

CHANGE: REVISED CHART

LINK ROUTES Bergamo Orio al Serio (ORI VOR/DME operative)**PAR 1S**

PAR NDB – DORIN.
MEL: PAR NDB – DORIN: FL 90

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	PAR NDB	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	DORIN	-	322°	-	+FL 90	-	-	-	B-RNAV ⁽¹⁾ or Conventional

IDONA 1S

IDONA – AMOXI – LIMBA – DIXER.
MEL/MEA: IDONA – LIMBA: FL 100; LIMBA – DIXER: TR Level

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	IDONA	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	AMOXI	-	356°	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	LIMBA	-	356°	-	+FL 100	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	DIXER	-	356°	-	+TR Level	-	-	-	B-RNAV ⁽¹⁾ or Conventional

GEN 1S

GEN VOR/DME – AMOXI – LIMBA – DIXER.
MEL/MEA: GEN VOR/DME – LIMBA: FL 100; LIMBA – DIXER: TR Level

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	GEN VOR/DME	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	AMOXI	-	048°	L	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	LIMBA	-	356°	-	+FL 100	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	DIXER	-	356°	-	+TR Level	-	-	-	B-RNAV ⁽¹⁾ or Conventional

TOP 1W

TOP VOR/DME – ASTIG.
MEL: TOP VOR/DME – ASTIG: FL 90

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	TOP VOR/DME	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	ASTIG	-	086°	-	+FL 90	-	-	-	B-RNAV ⁽¹⁾ or Conventional

(1) P-RNAV recommended

STAR Bergamo Orio al Serio (ORI VOR/DME operative)**ASTIG 1S**

ASTIG – VOG VOR/DME – DIXER – COD L – ORI VOR/DME.

MEL: ASTIG – VOG VOR/DME: FL 90; VOG VOR/DME – ORI VOR/DME: TRL

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	ASTIG	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	VOG VOR/DME	-	086°	L	+FL 90	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	DIXER	-	064°	L	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	COD L	-	046°	L	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
HM	ORI VOR/DME	Y	014°	L	+TR Level	-	-	-	B-RNAV ⁽¹⁾ or Conventional

DORIN 1S

DORIN – ORI VOR/DME.

MEL: DORIN – ORI VOR/DME: TRL

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	DORIN	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
HM	ORI VOR/DME	Y	345°	L	+TR Level	-	-	-	B-RNAV ⁽¹⁾ or Conventional

LUSIL 1S

LUSIL – ORI L – ORI VOR/DME.

MEL: LUSIL – ORI L: FL 140; ORI L – ORI VOR/DME: TRL

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	LUSIL	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	ORI L	-	205°	R	+FL 140	-	-	-	B-RNAV ⁽¹⁾ or Conventional
HM	ORI VOR/DME	Y	284°	L	+TR Level	-	-	-	B-RNAV ⁽¹⁾ or Conventional

OSKOR 1S

OSKOR – ORI L – ORI VOR/DME.

MEL: OSKOR – ORI L: FL 100; ORI L – ORI VOR/DME: TRL

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	OSKOR	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	ORI L	-	267°	R	+FL 100	-	-	-	B-RNAV ⁽¹⁾ or Conventional
HM	ORI VOR/DME	Y	284°	L	+TR Level	-	-	-	B-RNAV ⁽¹⁾ or Conventional

ODINA 1S

ODINA – ME501 – ORI VOR/DME.

MEL: ODINA – ME501: FL 130; ME501 – ORI VOR/DME: TR L

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	ODINA	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	ME501	-	120°	-	+FL 130	-	-	-	B-RNAV ⁽¹⁾ or Conventional
HM	ORI VOR/DME	Y	120°	L	+TR Level	-	-	-	B-RNAV ⁽¹⁾ or Conventional

DIXER 1S

DIXER – COD L – ORI VOR/DME.

MEL: DIXER – ORI VOR/DME: TR Level

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	DIXER	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	COD L	-	046°	L	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
HM	ORI VOR/DME	Y	014°	L	+TR Level	-	-	-	B-RNAV ⁽¹⁾ or Conventional

(1) P-RNAV recommended

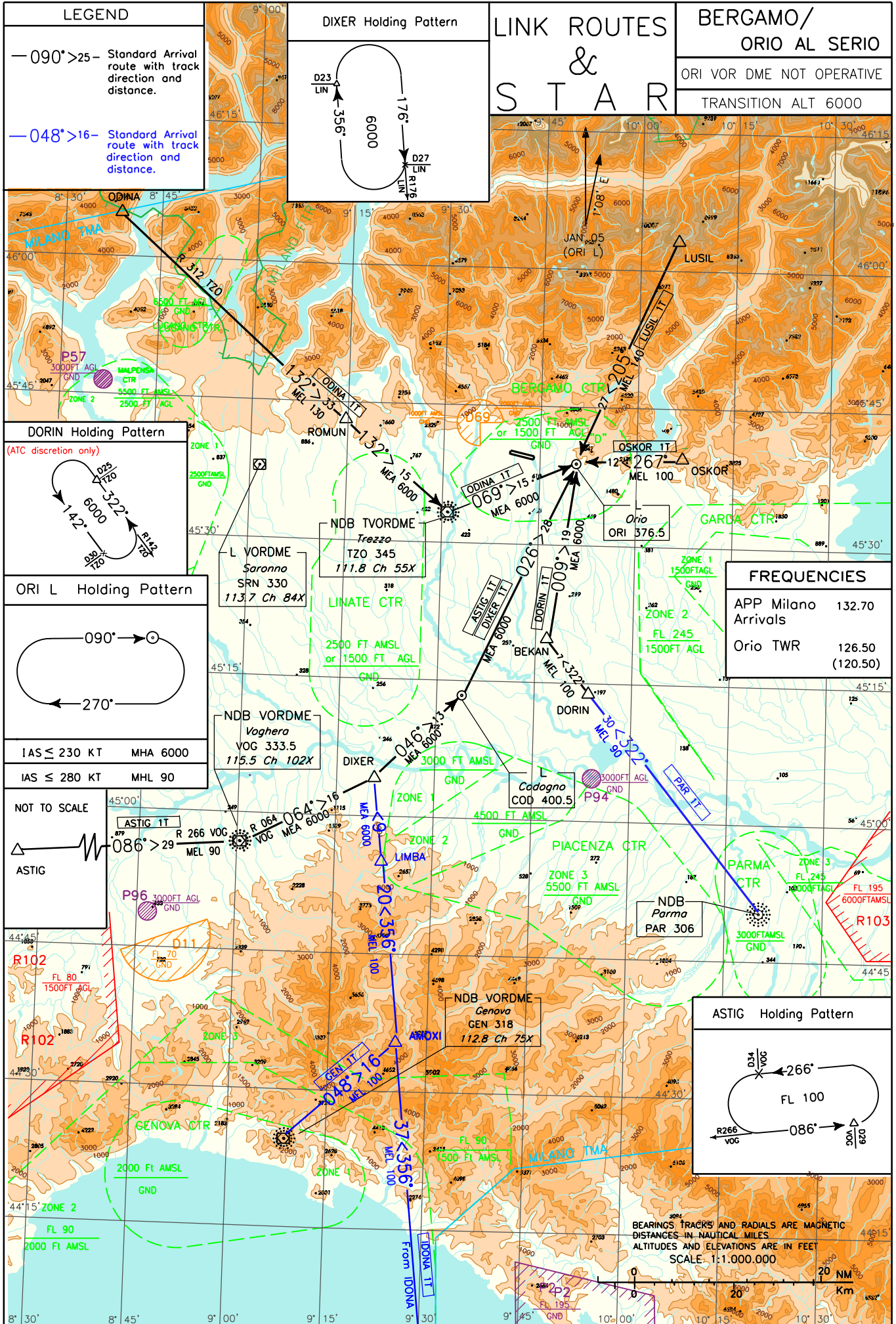
NOTA: Le tabelle sopra riportate vengono fornita a carattere sperimentale e solo per scopi di codifica dei dati.

REMARK: The above tables are provided on trial basis and for data coding purposes only.

REF: Guidance Material for the Design of Terminal Procedures for Area Navigation, EUROCONTROL, ed. 3.0 03/2003

Waypoints Table formatted according ARINC 424 standards

Waypoint	Latitude	Longitude	CRCV
GEN	N44252770	E009045550	618D9479
AMOXI	N44355119	E009220127	43674BBB
LIMBA	N44553600	E009195800	8545AD0A
DIXER	N45044200	E009190000	141A87B5
COD	N45133450	E009322820	A4D21470
ORI VOR/DME	N45401170	E009422590	7D8C11F6
ASTIG	N44563018	E008172548	4FF9D5B5
VOG	N44575200	E008581280	2532C8E2
DORIN	N45133300	E009515800	3234B4D8
BEKAN	N45193000	E009454000	D3867EB1
ORI L	N45383760	E009503000	1F84AF0A
LUSIL	N46023500	E010070000	F26DCAF0
OSKOR	N45385700	E010070000	DBECCFBD
ODINA	N46061600	E008395400	E845D60E
ROMUN	N45434600	E009144900	EDF20A50
TZO	N45333340	E009302590	986465D7
ME501	N45441922	E009323913	FCE324B2



CHANGE: REVISED CHART

LINK ROUTES Bergamo Orio al Serio (ORI VOR/DME not operative)**PAR 1T**

PAR NDB – DORIN.
MEL: PAR NDB – DORIN: FL 90

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	PAR NDB	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	DORIN	-	322°	-	+FL 90	-	-	-	B-RNAV ⁽¹⁾ or Conventional

IDONA 1T

IDONA – AMOXI – LIMBA – DIXER.
MEL/MEA: IDONA – LIMBA: FL 100; LIMBA – DIXER: TR Level

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	IDONA	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	AMOXI	-	356°	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	LIMBA	-	356°	-	+FL 100	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	DIXER	-	356°	-	+TR Level	-	-	-	B-RNAV ⁽¹⁾ or Conventional

GEN 1T

GEN VOR/DME – AMOXI – LIMBA – DIXER.
MEL/MEA: GEN VOR/DME – LIMBA: FL 100; LIMBA – DIXER: TR Level

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	GEN VOR/DME	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	AMOXI	-	048°	L	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	LIMBA	-	356°	-	+FL 100	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	DIXER	-	356°	-	+TR Level	-	-	-	B-RNAV ⁽¹⁾ or Conventional

TOP 1W

TOP VOR/DME – ASTIG.
MEL: TOP VOR/DME – ASTIG: FL 90

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	TOP VOR/DME	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	ASTIG	-	086°	-	+FL 90	-	-	-	B-RNAV ⁽¹⁾ or Conventional

(1) P-RNAV recommended

STAR Bergamo Orio al Serio (ORI VOR/DME not operative)**ASTIG 1T**

ASTIG – VOG VOR/DME – DIXER – COD L – ORI L.

MEL/MEA: ASTIG – VOG VOR/DME: FL 90; VOG VOR/DME – ORI L: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	ASTIG	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	VOG VOR/DME	-	086°	L	+FL 90	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	DIXER	-	064°	L	+6000	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	COD L	-	046°	L	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
HM	ORI L	Y	026°	R	+6000	-	-	-	B-RNAV ⁽¹⁾ or Conventional

DORIN 1T

DORIN – BEKAN – ORI L.

MEL/MEA: DORIN – BEKAN: FL 100; BEKAN – ORI L: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	DORIN	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	BEKAN	-	322°	R	+FL 100	-	-	-	B-RNAV ⁽¹⁾ or Conventional
HM	ORI L	Y	009°	R	+6000	-	-	-	B-RNAV ⁽¹⁾ or Conventional

LUSIL 1T

LUSIL – ORI L.

MEL: LUSIL – ORI L: FL 140

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	LUSIL	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
HM	ORI L	Y	205°	R	+FL140	-	-	-	B-RNAV ⁽¹⁾ or Conventional

OSKOR 1T

OSKOR – ORI L.

MEL: OSKOR – ORI L: FL 100

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	OSKOR	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
HM	ORI L	Y	267°	R	+FL 100	-	-	-	B-RNAV ⁽¹⁾ or Conventional

ODINA 1T

ODINA – ROMUN – TZO VOR/DME – ORI L.

MEL: ODINA – ROMUN: FL 130; ROMUN – TZO VOR/DME: TRL; TZO VOR/DME – ORI L: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	ODINA	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	ROMUN	-	132°	-	+FL 130	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	TZO VOR/DME	-	132°	L	+TR Level	-	-	-	B-RNAV ⁽¹⁾ or Conventional
HM	ORI L	Y	069°	R	+6000	-	-	-	B-RNAV ⁽¹⁾ or Conventional

DIXER 1T

DIXER – COD L – ORI L.

MEL: DIXER – ORI L: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	DIXER	-	-	-	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
TF	COD L	-	046°	L	-	-	-	-	B-RNAV ⁽¹⁾ or Conventional
HM	ORI L	Y	026°	R	+6000	-	-	-	B-RNAV ⁽¹⁾ or Conventional

(1) P-RNAV recommended

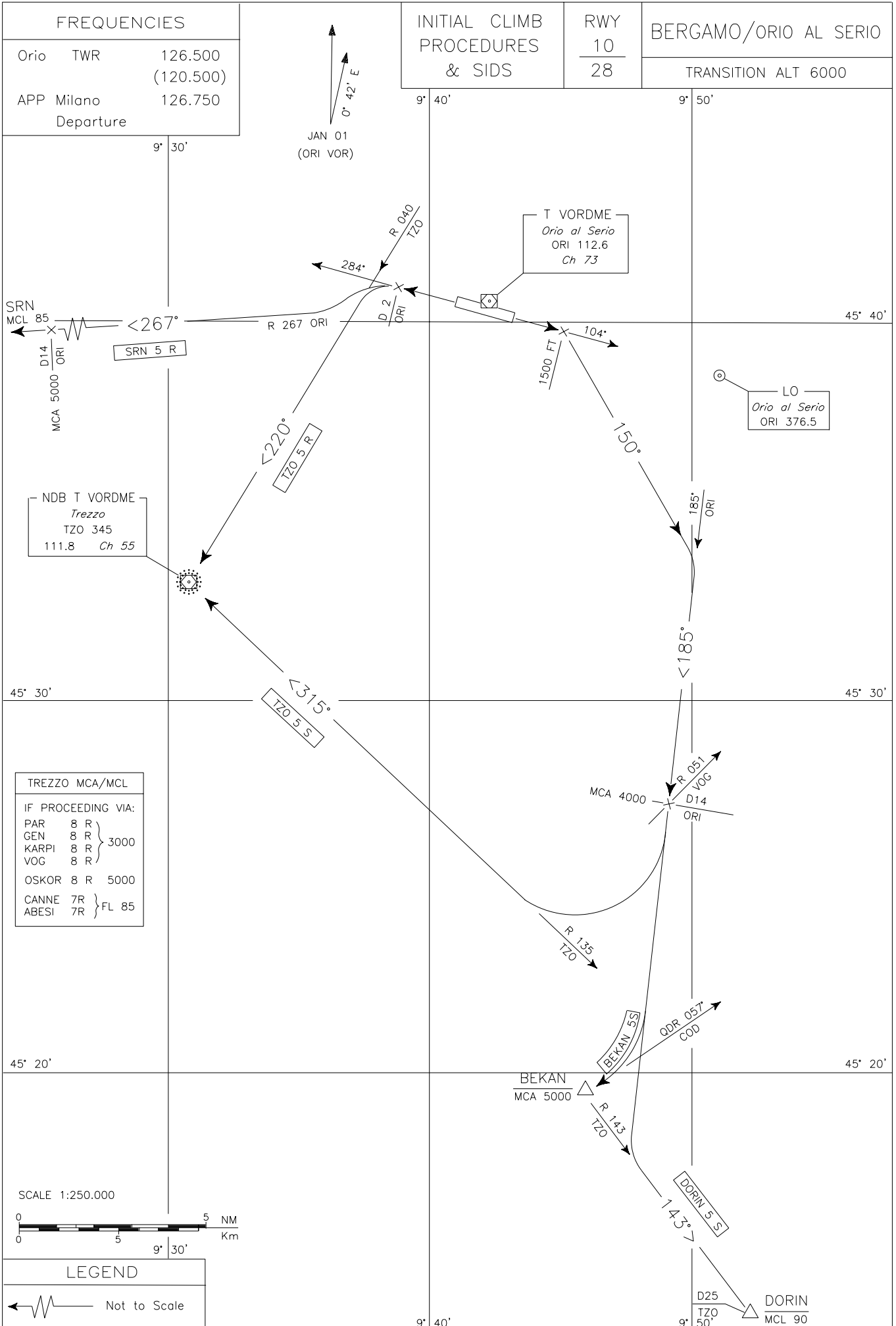
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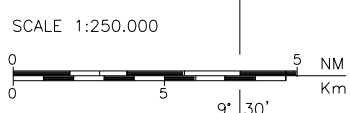
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COD	N45133450	E009322820	A4D21470
ORI VOR/DME	N45401170	E009422590	7D8C11F6
ASTIG	N44563018	E008172548	4FF9D5B5
VOG	N44575200	E008581280	2532C8E2
DORIN	N45133300	E009515800	3234B4D8
BEKAN	N45193000	E009454000	D3867EB1
ORI L	N45383760	E009503000	1F84AF0A
LUSIL	N46023500	E010070000	F26DCAF0
OSKOR	N45385700	E010070000	DBECCFBD
ODINA	N46061600	E008395400	E845D60E
ROMUN	N45434600	E009144900	EDF20A50
TZO	N45333340	E009302590	986465D7
ME501	N45441922	E009323913	FCE324B2



CHANGE: Revised Chart

TREZZO MCA/MCL	
IF PROCEEDING VIA:	
PAR 8 R	} 3000
GEN 8 R	
KARPI 8 R	
VOG 8 R	
OSKOR 8 R	} 5000
CANNE 7R	} FL 85
ABESI 7R	



LEGEND	
	Not to Scale

DESCRIZIONE SIDs

SIDs DESCRIPTION

Procedure antirumore

Si applica la procedura disposta da ENAC di cui al RAC 1-85 para 19.1.

Noise abatement procedures

Provision of Italian Civil Aviation Authority reported in RAC 1-85 para 19.1 apply.

Requisiti generali

Le virate dopo il decollo dovranno essere effettuate con:

- TAS: non superiore a 250KT;
- Angolo di Banco: 25°, oppure
- Rateo di virata: 2°/sec. se tale rateo comporta un angolo di banco inferiore.

General requirements

After take-off turns shall be executed with:

- TAS: not more than 250KT;
- Bank angle: 25°, or
- Rate of turn: 2°/sec. whichever requires lesser bank.

SIDs RWY 28

TZO 5R

SIDs RWY 28

Dopo il decollo continuare su prua pista (rotta 284°) fino a 2NM ORI DME, quindi virare a sinistra su rotta 220° (RDL/QDR 040 TZO VOR/NDB) per TZO VOR/NDB.

After take-off proceed on RWY heading (track 284°) until 2NM ORI DME, then turn left on track 220°(RDL/QDR 040 TZO VOR/NDB) inbound to TZO VOR/NDB.

NOTE:

1. Gradiente minimo di salita: 300 FT/NM (4,9%) fino a lasciare 3000FT.
2. La virata a sinistra non prima di 2NM ORI DME è obbligatoria.

REMARK:

1. Minimum climb gradient: 300 FT/NM (4,9%) until leaving 3000FT.
2. Left turn not before 2NM ORI DME is mandatory.

MCA: TZO VOR/NDB, 3000FT (vedi anche successivo Segmento di Transizione/ see also next Transition Segment to Enroute).

SRN 5R

Dopo il decollo continuare su prua pista (rotta 284°) fino a 2NM ORI DME, quindi virare a sinistra per intercettare e seguire RDL 267 ORI VOR per SRN VOR/L.

After take-off proceed on RWY heading (track 284°) until 2NM ORI DME, then turn left until join RDL 267 ORI VOR inbound to SRN VOR/L.

NOTE:

1. Gradiente minimo di salita: 300 FT/NM (4,9%) fino a lasciare 5000FT.
2. La virata a sinistra non prima di 2NM ORI DME è obbligatoria.

REMARK:

1. Minimum climb gradient: 300 FT/NM (4,9%) until leaving 5000FT.
2. Left turn not before 2NM ORI DME is mandatory.

MCA/MCL: RDL 267/14NM ORI VOR/DME, 5000FT; SRN VOR/L, FL85.

SIDs RWY 10

TZO 5S

SIDs RWY 10

Dopo il decollo continuare su prua pista (rotta 104°) fino a lasciare 1500FT, quindi, comunque non prima di 2NM ORI DME, virare a destra su rotta 150° per intercettare e seguire QDR 185° ORI L fino a lasciare 4000FT (possibilmente entro 14NM ORI DME), quindi virare a destra su rotta 315° (RDL/QDR 135 TZO VOR/NDB) per TZO VOR/NDB.

After take-off proceed on RWY heading (track 104°) until leaving 1500FT, then, anyway not before 2NM ORI DME, turn right on track 150° until join QDR 185° ORI L until leaving 4000FT (within 14NM ORI DME if possible), then turn right on track 315° (RDL/QDR 135 TZO VOR/NDB) inbound to TZO VOR/NDB.

NOTA:

Gradiente minimo di salita: 300 FT/NM (4,9%) fino a lasciare 1500FT.

REMARK:

Minimum climb gradient: 300 FT/NM (4,9%) until leaving 1500FT.

MCA/MCL: INT QDR 185° ORI L/14NM ORI DME (or INT QDR 185° ORI L/RDL 051 VOG VOR), 4000FT; TZO VOR/NDB, (vedi successivo Segmento di Transizione/see next Transition Segment to Enroute).

BEKAN 5S

Dopo il decollo continuare su prua pista (rotta 104°) fino a lasciare 1500FT, quindi, comunque non prima di 2NM ORI DME, virare a destra su rotta 150° per intercettare e seguire QDR 185° ORI L fino ad intercettare e seguire RDL 057 VOG VOR (QDR 057° COD L) per il punto BEKAN.

After take-off proceed on RWY heading (track 104°) until leaving 1500FT, then, anyway not before 2NM ORI DME, turn right on track 150° until join QDR 185° ORI L and proceed until join RDL 057 VOG VOR (QDR 057° COD L) inbound to point BEKAN.

NOTA:

Gradiente minimo di salita: 300 FT/NM (4,9%) fino a lasciare 1500FT.

REMARK:

Minimum climb gradient: 300 FT/NM (4,9%) until leaving 1500FT.

MCA/MCL: INT QDR 185° ORI L/14NM ORI DME (or INT QDR 185° ORI L/RDL 051 VOG VOR), 4000FT; BEKAN, 5000FT.

DORIN 5S

Dopo il decollo continuare su prua pista (rotta 104°) fino a lasciare 1500FT, quindi, comunque non prima di 2NM ORI DME, virare a destra su rotta 150° per intercettare e seguire QDR 185° ORI L fino ad intercettare e seguire QDR 323° PAR NDB per il punto DORIN.

After take-off proceed on RWY heading (track 104°) until leaving 1500FT, then, anyway not before 2NM ORI DME, turn right on track 150° until join QDR 185° ORI L and proceed until join QDR 323° PAR NDB inbound to point DORIN.

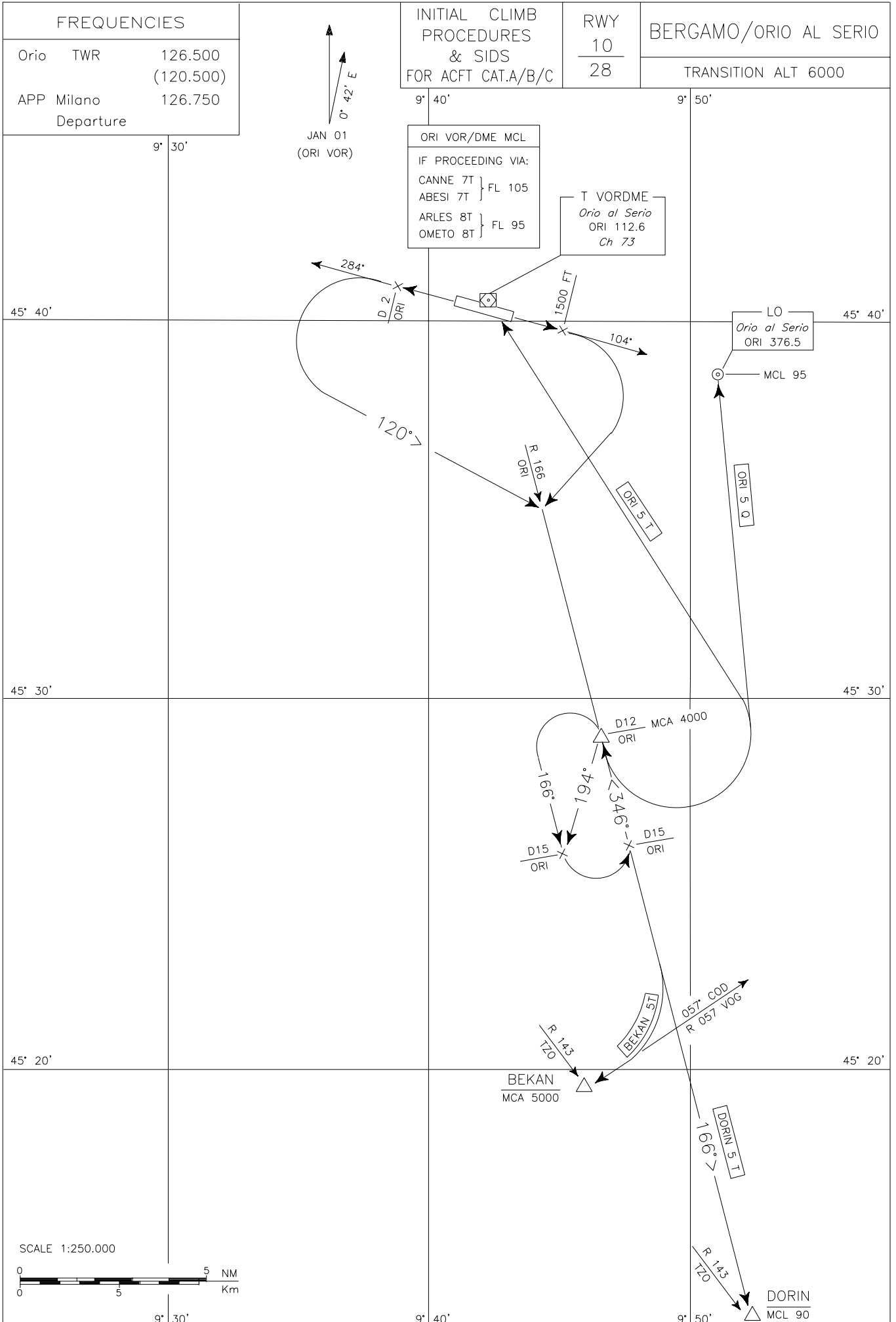
NOTE:

1. Gradiente minimo di salita: 300 FT/NM (4,9%) fino a lasciare 1500FT.
2. Lasciando 4000FT i piloti potranno richiedere di procedere per il punto DORIN su RDL 166 ORI VOR, attraversando DORIN a FL90 o al di sopra.

REMARK:

1. Minimum climb gradient: 300 FT/NM (4,9%) until leaving 1500FT.
2. Leaving 4000FT pilots may request to proceed on RDL166 ORI VOR inbound to DORIN to be crossed at FL90 or above.

MCA/MCL: INT QDR 185° ORI L/14NM ORI DME (or INT QDR 185° ORI L/RDL 051 VOG VOR), 4000FT; DORIN, FL90.



CHANGES: New RWY identification

DESCRIZIONE SIDs**SIDs DESCRIPTION****Procedure antirumore**

Si applica la procedura disposta da ENAC di cui al RAC 1-85 para 19.1.

Requisiti generali

- Le virate dopo il decollo dovranno essere effettuate con IAS MAX 200 KT.
- Gradiente minimo di salita: 300 FT/NM (4,9%) fino a lasciare 1500FT.

SALITA INIZIALE RWY 28

Dopo il decollo continuare su prua pista (rotta 284°) fino a 2NM ORI DME, quindi virare a sinistra su rotta 120° fino ad intercettare e seguire RDL 166 ORI VOR per il punto RDL 166/12NM ORI VOR/DME.

MCA: RDL 166/12NM ORI VOR/DME, 4000FT.

SALITA INIZIALE RWY 10

Dopo il decollo continuare su prua pista (rotta 104°) fino a lasciare 1500FT, quindi, comunque non prima di 2NM ORI DME, virare a destra fino ad intercettare e seguire RDL 166 ORI VOR per il punto RDL 166/12NM ORI VOR/DME.

MCA: RDL 166/12NM ORI VOR/DME, 4000FT.

Noise abatement procedures

Provision of Italian Civil Aviation Authority reported in RAC 1-85 para 19.1 apply.

General requirements

- After take-off turns shall be executed with IAS MAX 200 KT.
- Minimum climb gradient: 300 FT/NM (4,9%) until leaving 1500FT.

INITIAL CLIMB RWY 28

After take-off proceed on RWY heading (track 284°) until 2NM ORI DME, then turn left on track 120° until join RDL 166 ORI VOR inbound to point RDL 166/12NM ORI VOR/DME.

INITIAL CLIMB RWY 10

After take-off proceed on RWY heading (track 104°) until leaving 1500FT, then, anyway not before 2NM ORI DME, turn right until join RDL 166 ORI VOR inbound to point RDL 166/12NM ORI VOR/DME.

SIDs**ORI 5T**

Virare a sinistra per ORI VOR.

Turn left inbound to ORI VOR.

MCL: ORI VOR, FL95 (o come previsto per il successivo Segmento di Transizione/ or as prescribed for next Transition Segment to Enroute).

ORI 5Q

Virare a sinistra per ORI L.

Turn left inbound to ORI L.

MCL: ORI L, FL95.

DORIN 5T

Continuare su RDL 166 ORI VOR per il punto DORIN (INT RDL 143 TZO VOR o INT QDR 323° PAR NDB).

Proceed on RDL 166 ORI VOR inbound to point DORIN (INT RDL 143 TZO VOR or INT QDR 323° PAR NDB).

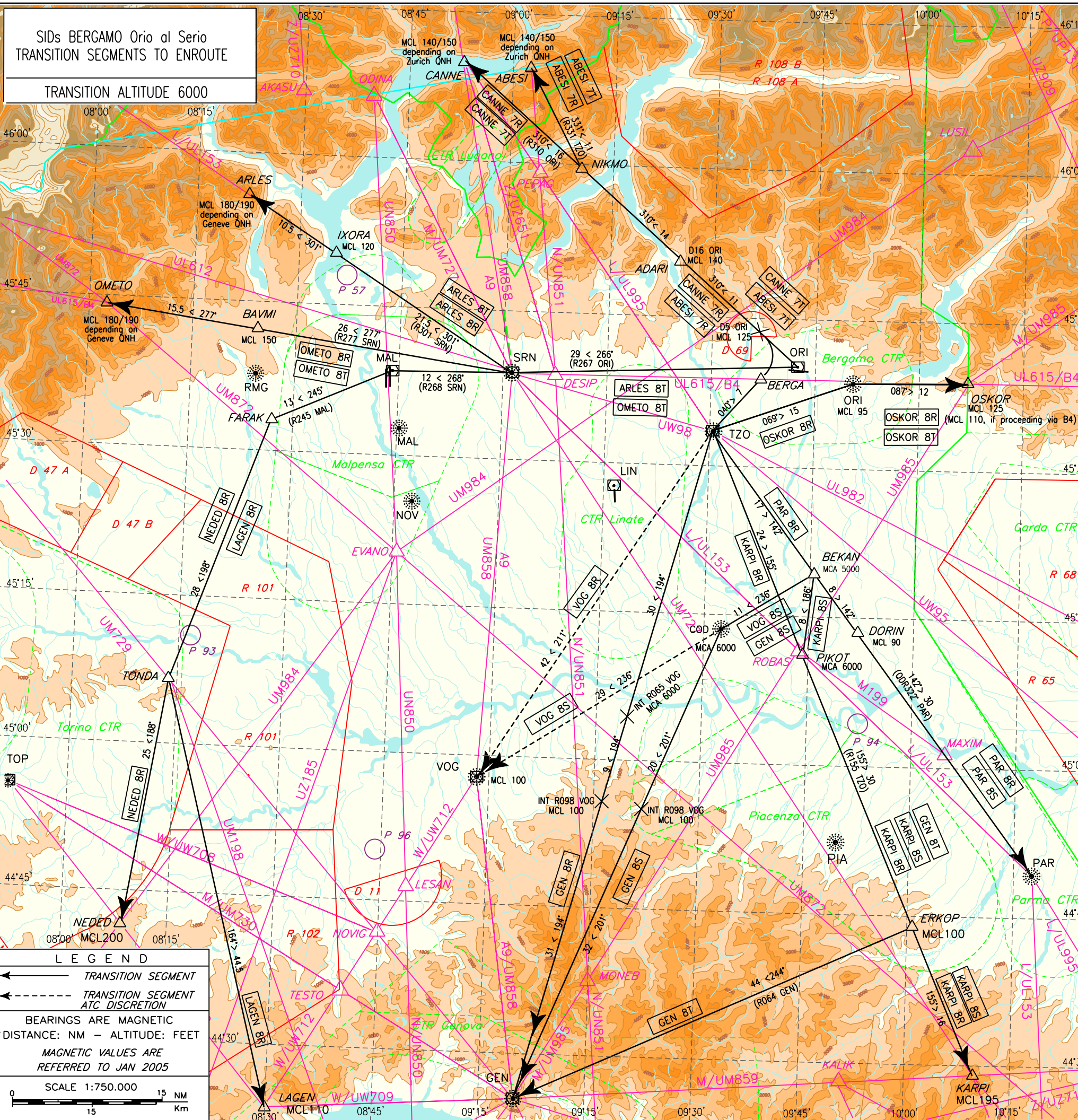
MCL: DORIN, FL90.

BEKAN 5T

Continuare su RDL 166 ORI VOR fino ad intercettare e seguire RDL 057 VOG VOR (QDR 057° COD L) per il punto BEKAN.

Proceed on RDL 166 ORI VOR until join RDL 057 VOG VOR (QDR 057° COD L) inbound to point BEKAN.

MCA: BEKAN, 5000FT.



CHANGE: Revised chart

**DESCRIZIONE SID
(ROTTE DI TRANSIZIONE)****SID DESCRIPTION
(TRANSITION ROUTES)****OMETO 8R**

Procedere via SRN VOR/L-BAVMI-OMETO.

Proceed via SRN VOR/L-BAVMI-OMETO.

MCL: BAVMI, FL150; OMETO, FL180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH.

OMETO 8T

Procedere via ORI VOR-SRN VOR/L-BAVMI-OMETO.

Proceed via ORI VOR-SRN VOR/L-BAVMI-OMETO.

MCL: BAVMI, FL150; OMETO, FL180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH.

ARLES 8R

Procedere via SRN VOR/L-IXORA-ARLES.

Proceed via SRN VOR/L-IXORA-ARLES.

MCL: IXORA, FL120; ARLES, FL180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH.

ARLES 8T

Procedere via ORI VOR-SRN VOR/L-IXORA-ARLES.

Proceed via ORI VOR-SRN VOR/L-IXORA-ARLES.

MCL: IXORA, FL120; ARLES, FL180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH.

ABESI 7R

Procedere via TZO VOR/NDB (da lasciare a FL85 o più) - BERGA, quindi virare a sinistra fino ad intercettare e seguire RDL310 ORI VOR e procedere via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME), quindi virare a destra fino ad intercettare e seguire RDL331 TZO VOR per il punto ABESI (RDL331/41 NM TZO VOR/DME).

Proceed via TZO VOR/NDB (to be left at FL85 or above) - BERGA, then turn left until join RDL310 ORI VOR and proceed via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME), then turn right until joining RDL331 TZO VOR bound to ABESI (RDL331/41 NM TZO VOR/DME).

MCL: RDL310/5NM ORI VOR/DME, FL125; ADARI, FL140; ABESI, FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH.

ABESI 7T

Procedere via ORI VOR (da lasciare a FL105 o più) - ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME), quindi virare a destra fino ad intercettare e seguire RDL331 TZO VOR per il punto ABESI (RDL331/41 NM TZO VOR/DME).

Proceed via ORI VOR (to be left at FL105 or above) - ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME), then turn right until joining RDL331 TZO VOR bound to point ABESI (RDL331/41 NM TZO VOR/DME).

MCL: RDL310/5NM ORI VOR/DME, FL125; ADARI, FL140;
 ABESI, FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH.

CANNE 7R

Procedere via TZO VOR/NDB (da lasciare a FL85 o più) - BERGA, quindi virare a sinistra fino ad intercettare e seguire RDL310 ORI VOR e procedere via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME) - CANNE (RDL310/46 NM ORI VOR/DME).

Proceed via TZO VOR/NDB (to be left at FL85 or above) - BERGA, then turn left until joining RDL310 ORI VOR and proceed via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME) - CANNE (RDL310/46 NM ORI VOR/DME).

MCL: RDL310/5NM ORI VOR/DME, FL125; ADARI, FL140;
 CANNE, FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH.

CANNE 7T

Procedere via ORI VOR (da lasciare a FL105 o più) - ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME) - CANNE (RDL310/46 NM ORI VOR/DME).

Proceed via ORI VOR (to be left at FL105 or above) - ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME) - CANNE (RDL310/46 NM ORI VOR/DME).

MCL: RDL310/5NM ORI VOR/DME, FL125; ADARI, FL140;
 CANNE, FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH.

OSKOR 8R

Procedere via TZO VOR/NDB VOR (da lasciare a 5000FT o più) - ORI L - OSKOR.

Proceed via TZO VOR/NDB VOR (to be left at 5000FT or above) - ORI L - OSKOR.

MCL: ORI L, FL95; OSKOR, FL125 (or FL110 if proceeding via AWY B4).

OSKOR 8T

Procedere via ORI L-OSKOR.

Proceed via ORI L-OSKOR.

MCL: OSKOR, FL125 (or FL110 if proceeding via AWY B4).

PAR 8R

Procedere via TZO VOR/NDB-BEKAN-DORIN-PAR NDB.

Proceed via TZO VOR/NDB-BEKAN-DORIN-PAR NDB.

MCA/MCL: BEKAN, 5000FT; DORIN, FL90.

PAR 8S

Procedere via DORIN-PAR NDB.

Proceed via DORIN-PAR NDB.

GEN 8R

Procedere via TZO VOR/NDB-GEN VOR/NDB.

Proceed via TZO VOR/NDB-GEN VOR/NDB.

MCA/MCL: INT RDL014 GEN VOR/RDL065 VOG VOR, 6000FT;
 INT RDL014 GEN VOR/RDL098 VOG VOR, FL100.

GEN 8S

Procedere via BEKAN-COD L-GEN VOR/NDB.

Proceed via BEKAN-COD L-GEN VOR/NDB.

MCA/MCL: COD L, 6000FT; INT RDL021 GEN VOR/RDL098 VOG VOR, FL100.

VOG 8R
(A discrezione ATC/ATC discretion)

Procedere via TZO VOR/NDB-VOG VOR/NDB.

Proceed via TZO VOR/NDB-VOG VOR/NDB.

MCL: VOG VOR/NDB, FL100.

VOG 8S
(A discrezione ATC/ATC discretion)

Procedere via BEKAN-COD L-VOG VOR/NDB.

Proceed via BEKAN-COD L-VOG VOR/NDB.

MCA/MCL: COD L, 6000FT; VOG VOR/NDB, FL100.

KARPI 8R

Procedere via TZO-PIKOT-ERKOP-KARPI.

Proceed via TZO-PIKOT-ERKOP-KARPI.

MCA/MCL: PIKOT, 6000FT; ERKOP, FL100; KARPI, FL195.

KARPI 8S

Procedere via BEKAN-PIKOT-ERKOP-KARPI.

Proceed via BEKAN-PIKOT-ERKOP-KARPI.

MCA/MCL: PIKOT, 6000FT; ERKOP, FL100; KARPI, FL195.

GEN 8T

Procedere via BEKAN-PIKOT-ERKOP-KARPI.

Proceed via BEKAN-PIKOT-ERKOP-KARPI.

MCA: PIKOT, 6000FT; ERKOP, FL100.

LAGEN 8R

Procedere via SRN VOR/L-MAL VOR/DME-FARAK-
TONDA-LAGEN.

Proceed via SRN VOR/L-MAL VOR/DME-FARAK-
TONDA-LAGEN.

MCL: LAGEN, FL110.

NEDED 8R

Procedere via SRN VOR/L-MAL VOR/DME-FARAK-
TONDA-NEDED.

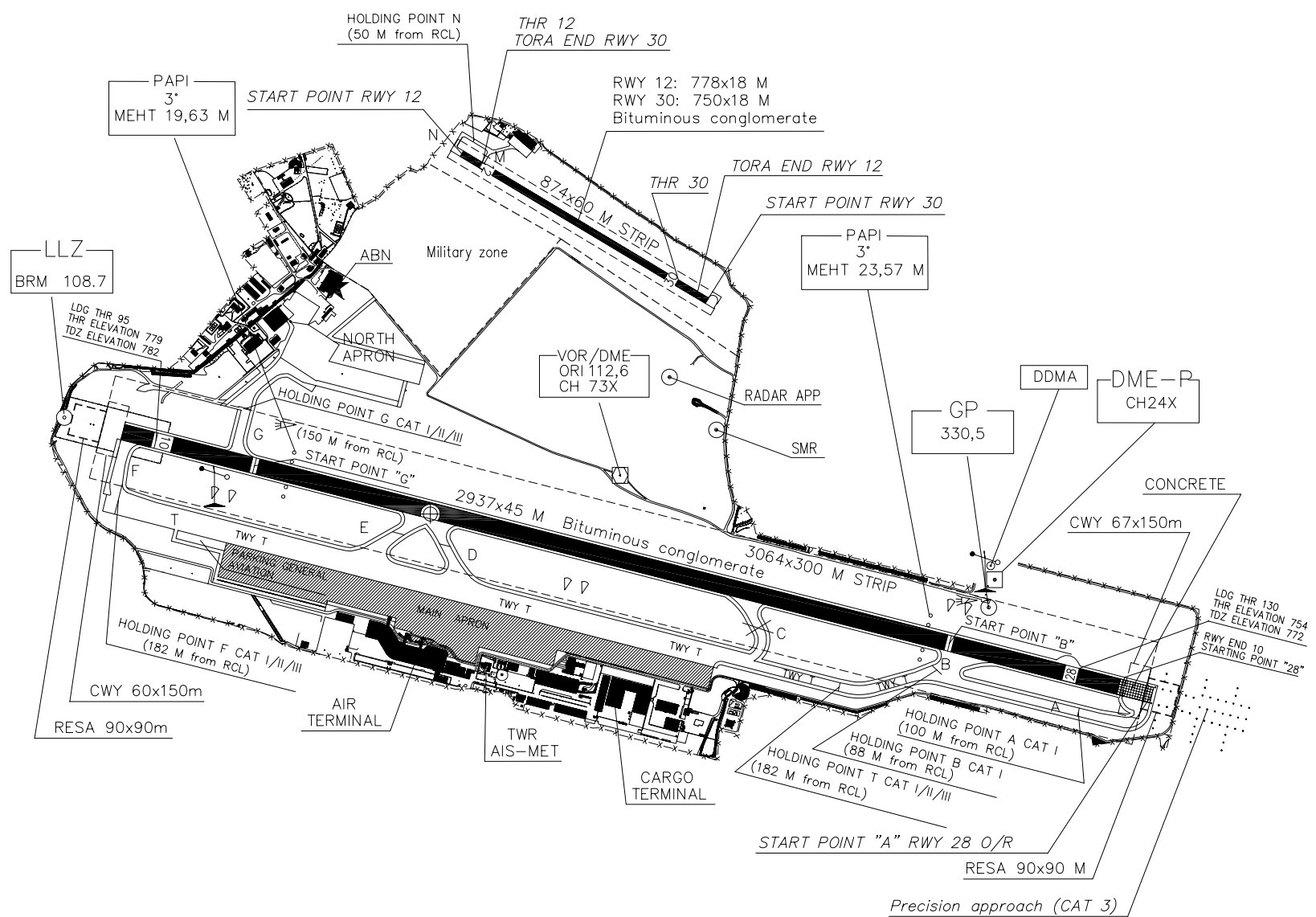
Proceed via SRN VOR/L-MAL VOR/DME-FARAK-
TONDA-NEDED.

MCL: NEDED, FL200.

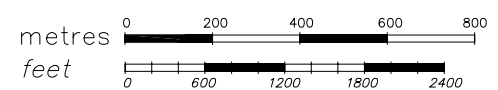
RWY	QFU	THR	bearing strength	Bearings are magnetic distances in metres Elevation in FT AMSL Coordinates WGS84	TWR 126.5
10	104°	N 45°40'15.405" E 009°41'24.888"	PCN 72/F/A/W/T		
28	284°	N 45°39'52.959" E 009°43'25.742"			
12	120°	N 45°40'40.54" E 009°42'08.01"	PCN 10/F/0.75MPa/X/T		
30	300°	N 45°40'29.53" E 009°42'53.75"			

AD ELEV 782	BERGAMO / ORIO AL SERIO	
APRON ELEV 772	L I M E	45°40'08" N 009°42'01" E

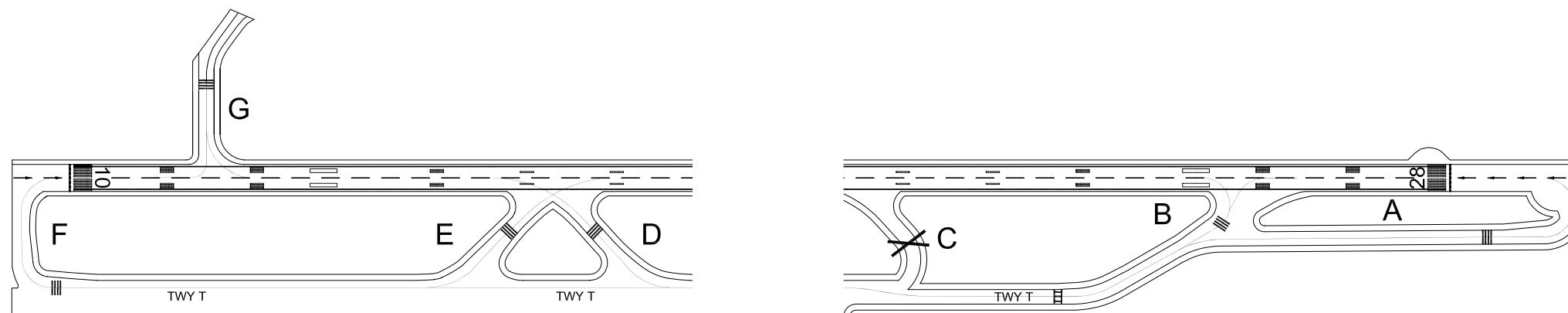
VAR+106° E-2005.0
Annual rate of change 6" E



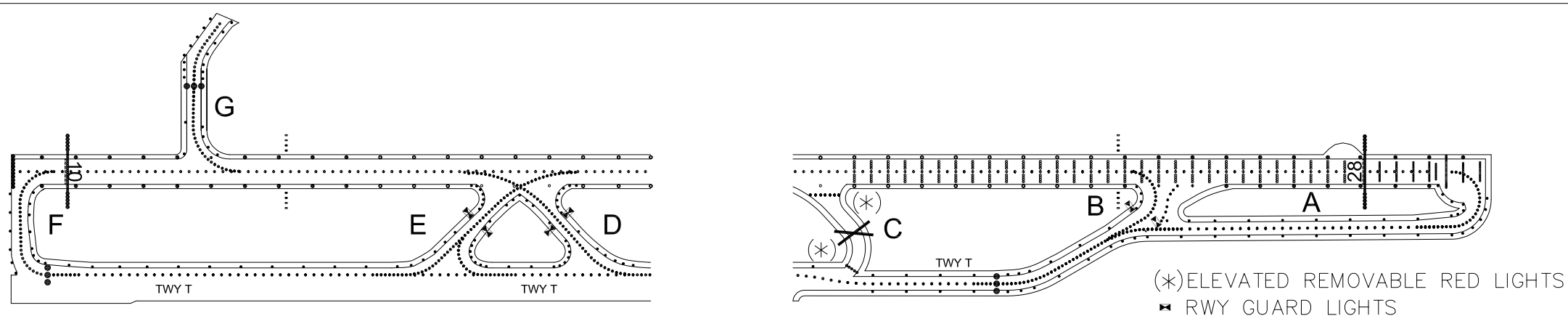
RWY	TWY IDENT	WIDTH	bearing strength
RWY 10/28	T	25	66/F/A/W/T
	A	25	88/F/A/W/T
	B	25	54/F/A/W/T
	D	25	81/F/A/W/T
	E	25	82/F/A/W/T
	F	25	64/F/A/W/T
	G	25	88/F/A/W/T
RWY 12/30	M	7.5	NIL
	N	7.5	NIL



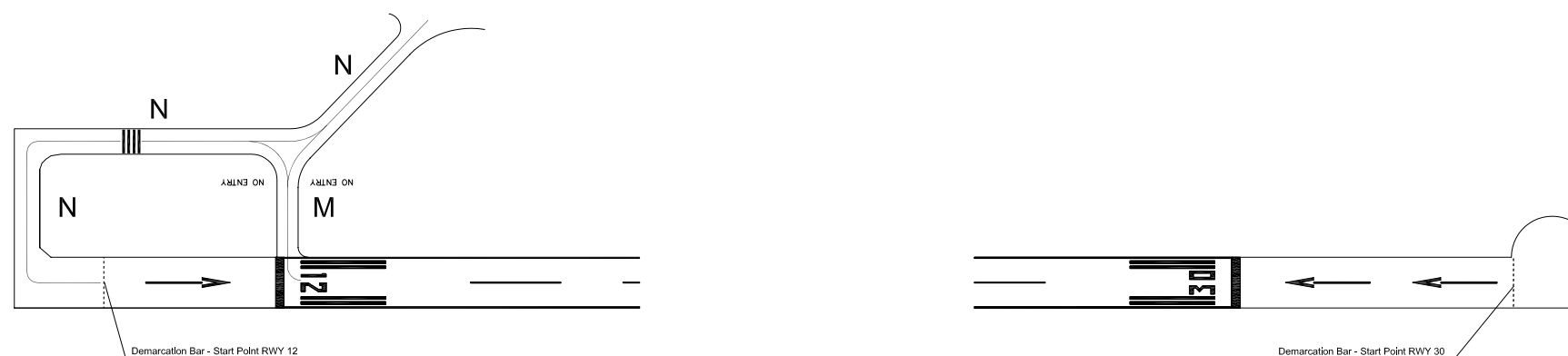
MARKING AIDS MANOEUVERING AREA RWY 10/28
COMPLIANT WITH ITALIAN CIVIL AVIATION AUTHORITY (ENAC) AD REGULATION



LIGHTING AIDS MANOEUVERING AREA RWY 10/28



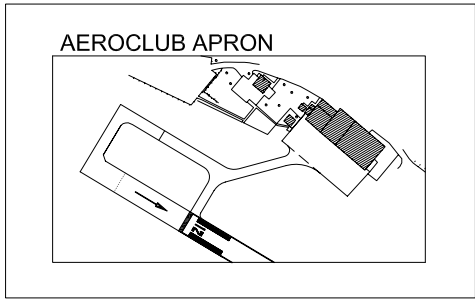
MARKING AIDS MANOEUVERING AREA RWY 12/30



Bearings are magnetic
Distances in metres
Elevation in FT AMSL
Coordinates WGS84

TWR
126.50

MAIN APRON	NORTH APRON
Surface: CONCRETE	Surface: CONCRETE BITUMINOUS CONGLOMERATE
bearing strength PCN83 R/C/W/T	bearing strength PCN88 R/C/W/T PCN50 R/C/W/T PCN120 R/A/X/T PCN91 F/A/X/T



NORTH APRON POINTS ON PARKING AREA			MAIN APRON POINTS ON PARKING AREA		
STANDS	N	E	STANDS	N	E
86	45°40'27.46"	009°41'45.54"	1	45°40'04.36"	009°41'34.28"
87	45°40'28.15"	009°41'51.65"	2	45°40'04.13"	009°41'37.78"
88	45°40'21.45"	009°41'45.05"	3	45°40'03.75"	009°41'34.76"
89	45°40'20.98"	009°41'47.63"	4	45°40'04.00"	009°41'36.24"
90	45°40'20.79"	009°41'50.53"	5	45°40'03.63"	009°41'38.20"
91	45°40'20.40"	009°41'50.75"	6	45°40'02.85"	009°41'38.60"
92	45°40'20.42"	009°41'52.52"	7	45°40'03.27"	009°41'40.15"
93	45°40'19.92"	009°41'53.34"	8	45°40'03.03"	009°41'43.86"
94	45°40'20.05"	009°41'54.49"	9	45°40'02.91"	009°41'42.12"
95	45°40'18.84"	009°41'54.39"	10	45°40'02.23"	009°41'42.53"
96	45°40'19.69"	009°41'56.45"	11	45°40'02.55"	009°41'44.07"
			12	45°40'02.00"	009°41'47.92"
			13	45°40'01.73"	009°41'49.41"
			14 (B737)	45°40'01.56"	009°41'49.45"
			14 (MD80)	45°40'01.51"	009°41'49.43"
			15	45°40'01.46"	009°41'50.88"
			16 (B737)	45°40'01.20"	009°41'51.38"
			16 (MD80)	45°40'01.16"	009°41'51.37"
			17	45°40'01.19"	009°41'52.34"
			18	TBD	TBD
			19	45°40'00.91"	009°41'53.82"
			21	TBD	TBD
			* 22(1)	45°39'57.91"	009°41'56.55"
			* 22(2)	45°39'58.00"	009°41'56.58"
			* 22(3)	45°39'58.03"	009°41'56.59"
			* 23(4)	45°39'57.66"	009°41'59.09"
			* 23(5)	45°39'57.71"	009°41'59.11"
			* 23(6)	45°39'57.75"	009°41'59.12"
			* 23(7)	45°39'57.80"	009°41'59.14"
			24	45°39'58.78"	009°42'04.51"
			25	45°39'57.37"	009°42'05.38"
			26	45°39'58.41"	009°42'06.48"
			27	45°39'56.92"	009°42'07.88"
			28	45°39'58.05"	009°42'08.45"
			29	45°39'57.68"	009°42'10.41"
			30	45°39'56.45"	009°42'10.39"
			31	45°39'57.32"	009°42'12.38"
			32	45°39'45.99"	009°42'12.89"
			33	45°39'56.95"	009°42'14.37"
			34	45°39'55.53"	009°42'15.41"
			35	45°39'56.58"	009°42'16.33"
			36 (B737-200)	45°39'56.25"	009°42'18.16"
			36 (B757-300)	45°39'56.09"	009°42'18.01"
			37	45°39'56.10"	009°42'19.34"
			38 (B737-200)	45°39'55.81"	009°42'20.51"
			38 (B757-300)	45°39'55.65"	009°42'20.35"
			39	45°39'55.49"	009°42'22.61"
			40 (B737-200)	45°39'55.38"	009°42'22.87"
			40 (B757-300)	45°39'55.22"	009°42'22.71"
			41 (B737-200)	45°39'54.94"	009°42'25.22"
			41 (B757-300)	45°39'54.78"	009°42'25.06"
			42	45°39'54.89"	009°42'55.87"
			43 (B737-200)	45°39'54.51"	009°42'27.57"
			43 (B757-300)	45°39'54.35"	009°42'27.41"
			44	45°39'54.28"	009°42'29.13"
			45 (B737-200)	45°39'54.07"	009°42'29.92"
			45 (B757-300)	45°39'53.64"	009°42'29.76"
			46 (B737-200)	45°39'53.64"	009°42'32.26"
			46 (B757-300)	45°39'53.48"	009°42'32.11"
			47	45°39'53.68"	009°42'32.40"
			48	45°39'52.87"	009°42'35.41"
			49	45°39'53.03"	009°42'35.91"
			50	45°39'56.02"	009°42'04.68"
			51	45°39'55.82"	009°42'05.82"
			52	45°39'57.60"	009°42'01.71"

AD ELEV 782	BERGAMO / ORIO AL SERIO	
APRON ELEV 772	LIME	45°40'08" N 009°42'01" E

MAIN APRON

STANDS 1-4-5-7-9-11 (BROKEN YELLOW LINE), AVBL UP TO A321/B737-900
STAND 2 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 3-6, AVBL UP TO AN124
ENTRY & EXIT BY FOLLOW-ME ASSISTANCE
STANDS 3-6-10 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 1-4-5-7-9-11, AVBL UP TO IL86 / B767-300
STANDS 8 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 6-10, AVBL UP TO B747-400
ENTRY & EXIT BY FOLLOW-ME ASSISTANCE
STANDS 12-13-15-17-19 (BROKEN YELLOW LINE) AVBL UP TO ATR42
STANDS 14-16 (CONTINUOUS YELLOW LINE) AVBL UP TO MD80/B727-100/B737-500
STANDS 18-21 (CONTINUOUS YELLOW LINE) AVBL UP TO B737/800 with winglets
STANDS 14-16-18-21 ALTERNATIVE OF 12-13-15-17-19
STANDS 22 (CONTINUOUS YELLOW LINE), AVBL UP TO B737-800
STANDS 23 (CONTINUOUS YELLOW LINE), AVBL UP TO B767-300
STANDS 24-26-28-29-31-33-35 (BROKEN YELLOW LINE), AVBL UP TO B737-800
STANDS 25-27-30-32-34 (CONTINUOUS YELLOW LINE), ALTERNATIVE OF 24-26-28-29-31-33-35, AVBL UP TO A300/B767-300
STANDS 37-39-42-44-47 (CONTINUOUS YELLOW LINE), AVBL UP TO B737-800
STANDS 36-38-40-41-43-45-46-48 (BROKEN YELLOW LINE), ALTERNATIVE OF 37-39-42-44-47-49, AVBL UP TO B757
STANDS 49 (CONTINUOUS YELLOW LINE), AVBL UP TO AN12
STANDS 50-51 (CONTINUOUS YELLOW LINE), AVBL UP TO Do 328
ENTRY & EXIT BY FOLLOW-ME ASSISTANCE
STANDS 22, 23, 25, 27, 30, 32 AND 34 ARE PROVIDED WITH POINT "Z".
ON PUSH-BACK REQ. PILOTS CAN RECEIVE INSTRUCTIONS EITHER TO STOP
AT ABOVE MENTIONED POINT "Z" OR TO PROCEED STRAIGHT TO TWY T

REMARKS

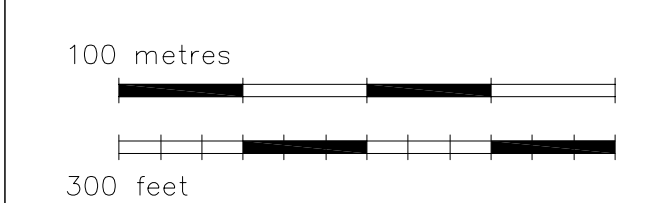
* 22(1) MD80-MD90-DC9-BAE146-F28-F100
* 22(2) A320-A321-B727
* 22(3) RJ85-B737
* 23(4) MD80-MD90-DC9-BAE146-F28-F100
* 23(5) B737-B767
* 23(6) A320-A321-B727-B757
* 23(7) A300-A310-RJ85

NORTH APRON

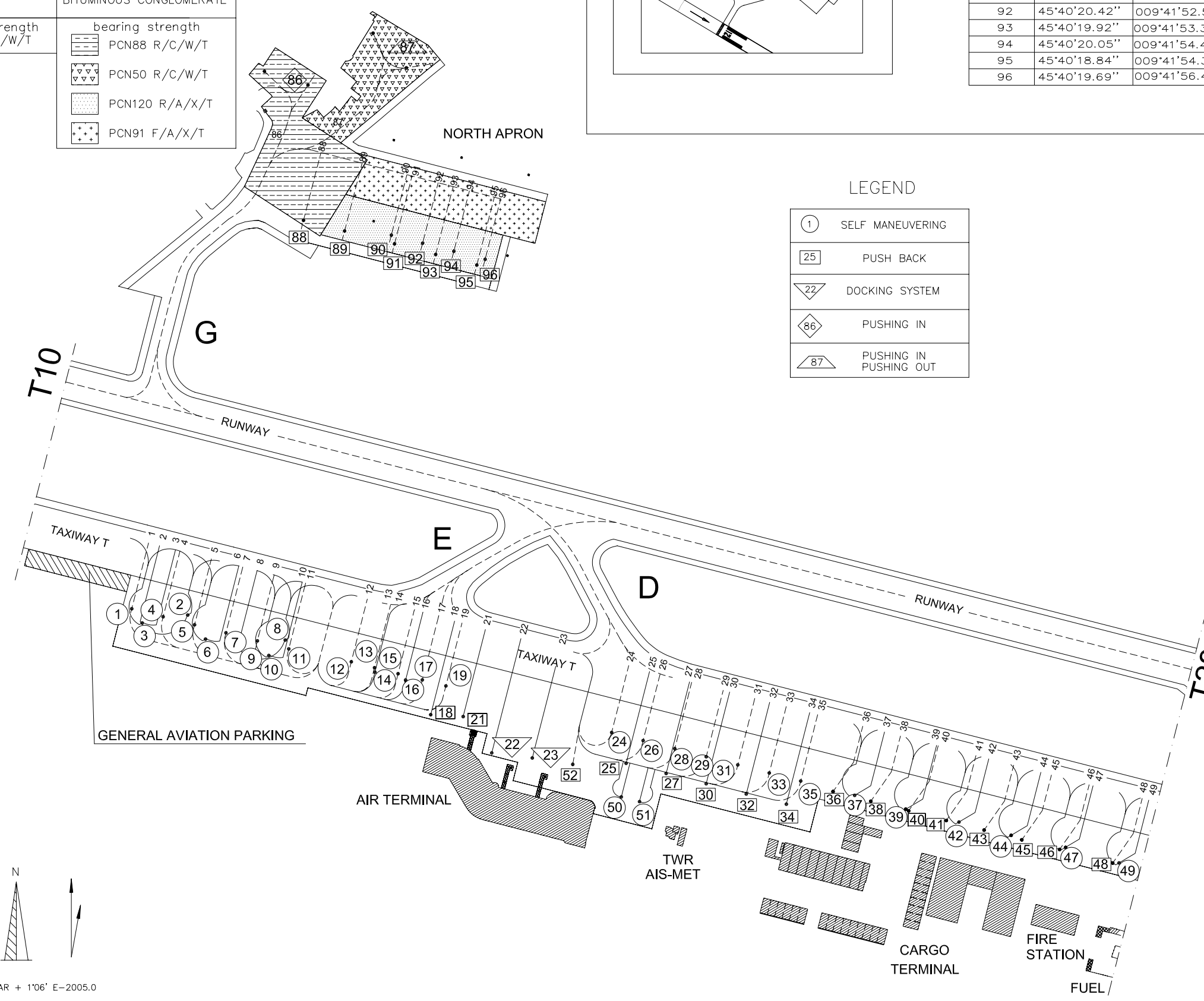
STAND 86, AVBL UP TO B737, (CONTINUOUS YELLOW LINE)
STAND 87, AVBL UP TO B727, (CONTINUOUS YELLOW LINE)
STAND 88, 89, AVBL UP TO B767-300, (CONTINUOUS YELLOW LINE)
STAND 90, 92, 94 AND 96, AVBL UP TO B737-800, (CONTINUOUS YELLOW LINE)
STAND 91, 93 AND 95, AVBL UP TO B767-300 (BROKEN YELLOW LINE)

WARNING

- ENTRY/EXIT TO/FM STANDS 2,8,50,51 MUST BE EXECUTED WITH FOLLOW-ME ASSISTANCE
- STAND 52 PUSH BACK AVBL UP TO B737-800 AND ONLY FROM 21.00 TO 05.00 SUMMER TIME (FROM 22.00 TO 06.00 WINTER TIME)
ENTRANCE MUST BE EXECUTED WITH FOLLOW-ME ASSISTANCE
- ENTRY/EXIT TO/FM NORTH APRON MUST BE EXECUTED WITH FOLLOW-ME ASSISTANCE



CHANGE: Stand 20 Withdrawn; Updated Stands n. 18 - 21 and Bearing Strength North Apron



LEGEND

1	SELF MANEUVERING
25	PUSH BACK
22	DOCKING SYSTEM
86	PUSHING IN
87	PUSHING IN PUSHING OUT

VAR + 1°06' E-2005.0
Annual rate of change 6'E

ICAO - INSTRUMENT APPROACH CHART

WARNING: The whole track 284° from D 13 shall be performed with reference to LLZ signal and after its interception with GP.

APP *Milano Arrivals*
132.70

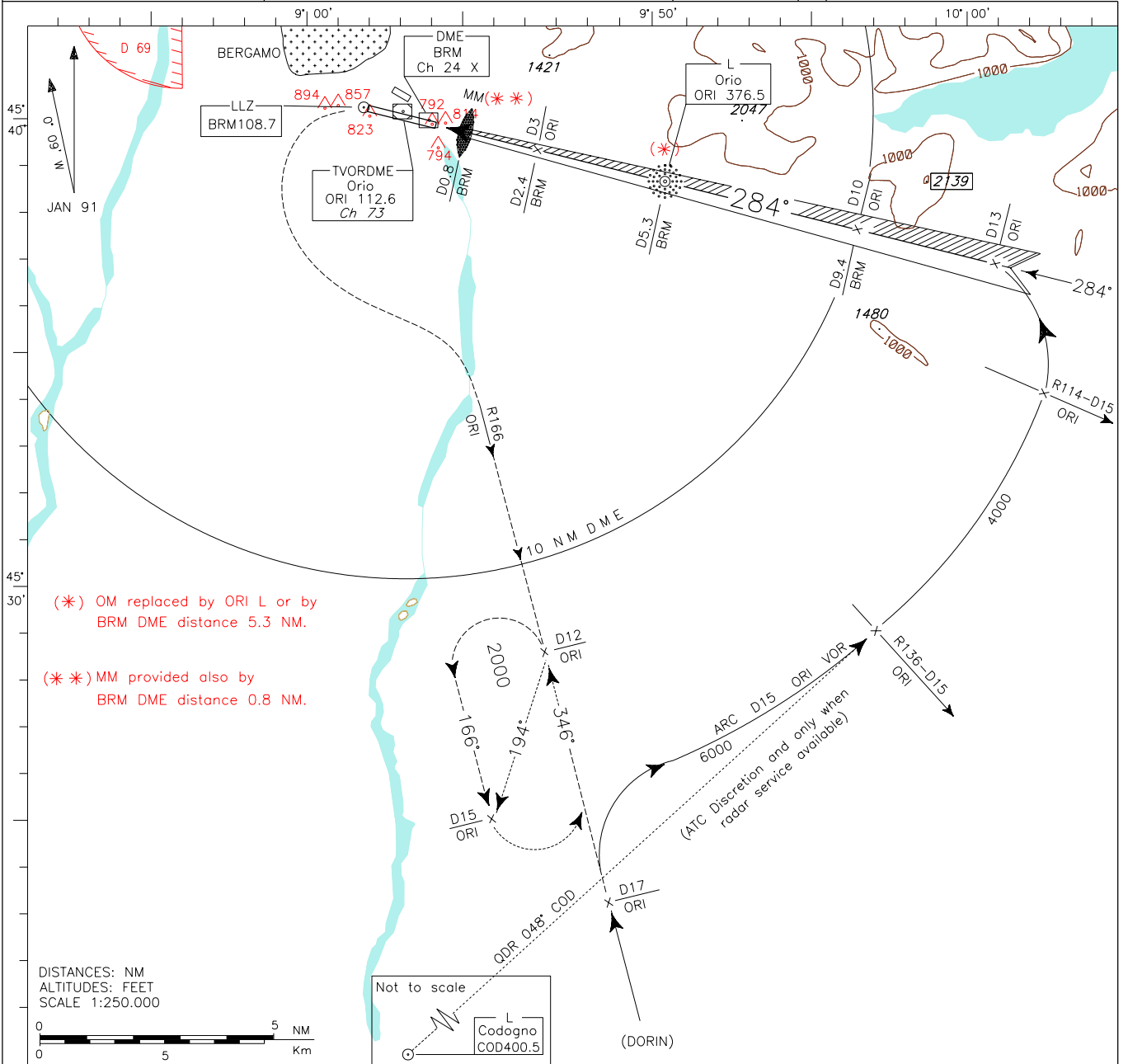
TWR *Orio Tower*
126.50
GND 120.50

AD ELEV
782

BERGAMO / ORIO AL SERIO
ILS - P RWY28

DOC 8168 - ED 2 - 1982 - AMS

CHANGES: New RWY identification and AD elevation

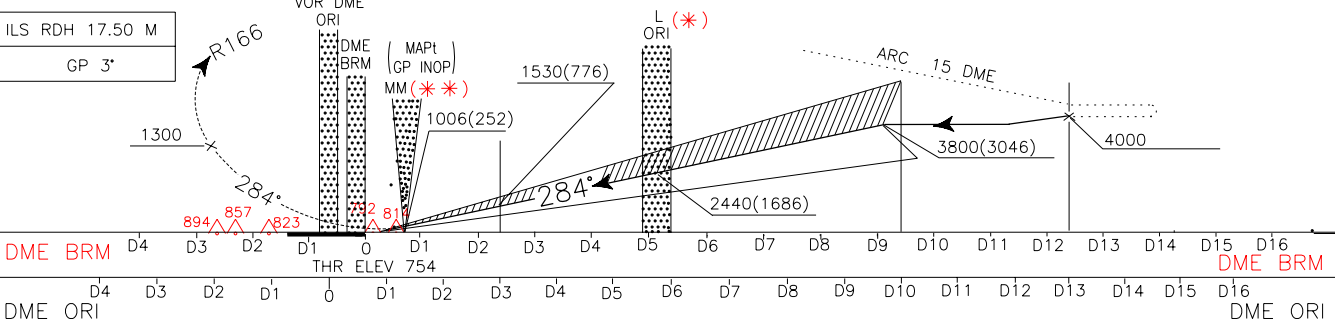


(*) OM replaced by ORI L or by BRM DME distance 5.3 NM.
 (**) MM provided also by BRM DME distance 0.8 NM.

DISTANCES: NM
 ALTITUDES: FEET
 SCALE 1:250.000

TRANSITION ALT 6000

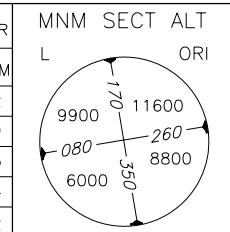
MISSED APPROACH: Maintain track 284° until leaving 1300 FT then turn left to join RDL 166 ORI VOR climbing to 2000 FT. Hold between 12 and 15 DME. Inbound track 346° left turns.



	OCA (OCH)	A	B	C	D
STRAIGHT IN APPROACH	ILS I	970 (216)	982 (228)	990 (236)	1001 (247)
	ILS II	826 (72)	840 (86)	853 (99)	873 (119)
	LLZ+DME	1260 (506)			
CIRCLING RWY 10		1600 (818)		1720 (938)	

WARNING:
 Circling RWY 10 available limited South of the RWY.

DIST BRM DME	ALT(HGT)	FT PER MIN	GS	ORI L-MM	
				MM-THR	MM-THR
6	2670(1916)	530	100	4.49 NM	0 : 22
5	2350(1596)	640	120	2 : 15	0 : 19
4	2030(1276)	745	140	1 : 55	0 : 16
3	1715 (961)	850	160	1 : 41	0 : 14
2	1395 (641)	955	180	1 : 29	0 : 12

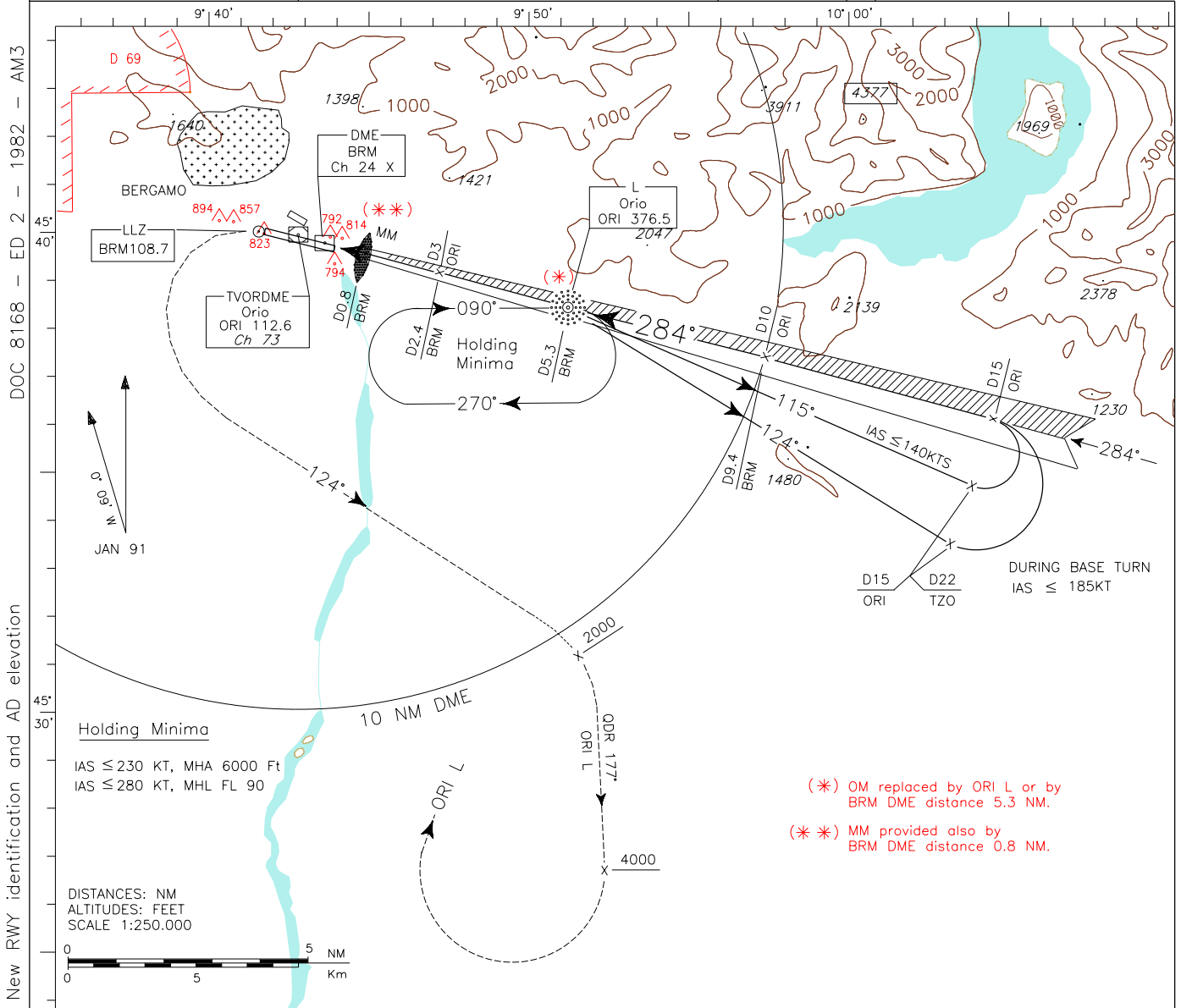


ICAO – INSTRUMENT APPROACH CHART

WARNING: The whole track 284° from D 15 shall be performed with reference to LLZ signal and after its interception with GP.

APP *Milano Arrivals* TWR *Orio Tower*
 132.70 126.50
 GND 120.50

AD ELEV **782** L ILS-S RWY28
 M BERGAMO/ORIO AL SERIO



CHANGES: New RWY identification and AD elevation

TRANSITION ALT 6000

MISSED APPROACH: Maintain track 284° until leaving 1300 FT then turn left on heading 124° to join QDR 177° ORI L at 2000 FT, climb to 4000 FT, then turn right to ORI L climbing to 6000 FT.

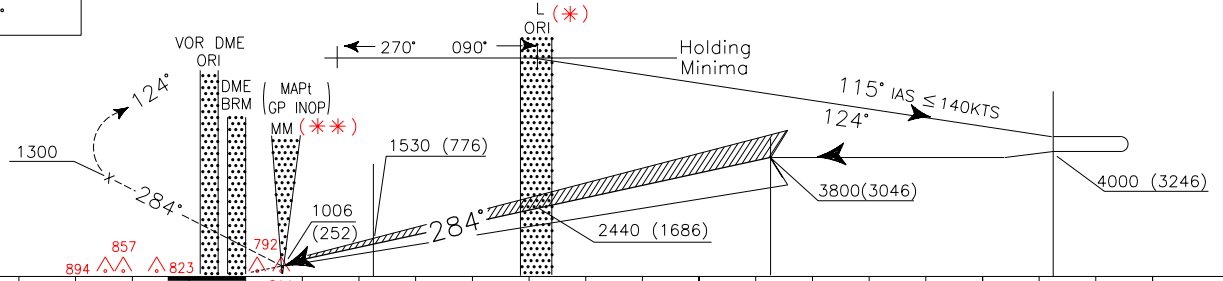
ILS RDH 17.50 M

GP 3°

(*) OM replaced by ORI L or by BRM DME distance 5.3 NM.
 (**) MM provided also by BRM DME distance 0.8 NM.

Holding Minima
 IAS ≤ 230 KT, MHA 6000 Ft
 IAS ≤ 280 KT, MHL FL 90

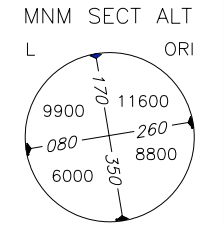
DISTANCES: NM
 ALTITUDES: FEET
 SCALE 1:250,000



DME BRM	5	4	3	2	1	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	DME BRM
DME ORI	D3	D2	D1	0	D1	D2	D3	D4	D5	D6	D7	D8	D9	D10	D11	D12	D13	DME ORI					

OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS I	970 (216)	982 (228)	990 (236)	1001 (247)
	ILS II	826 (72)	840 (86)	853 (99)	873 (119)
	LLZ+DME	1260 (506)			
CIRCLING RWY 10		1600 (818)		1720 (938)	

DIST BRM DME	ALT(HGT)	FT PER MIN	GS	WARNING: Circling RWY 10 available limited South of the RWY.	
				ORI L-MM	MM-THR
6	2670(1916)	530	100	2 : 41	0 : 22
5	2350(1596)	640	120	2 : 15	0 : 19
4	2030(1276)	745	140	1 : 55	0 : 16
3	1715 (961)	850	160	1 : 41	0 : 14
2	1395 (641)	955	180	1 : 29	0 : 12



ICAO – INSTRUMENT APPROACH CHART

WARNING: The whole track 284° from D 15 shall be performed with reference to LLZ signal and after its interception with GP.

APP *Milano Arrivals*
132.70

TWR *Orio Tower*
126.50
GND (120.50)

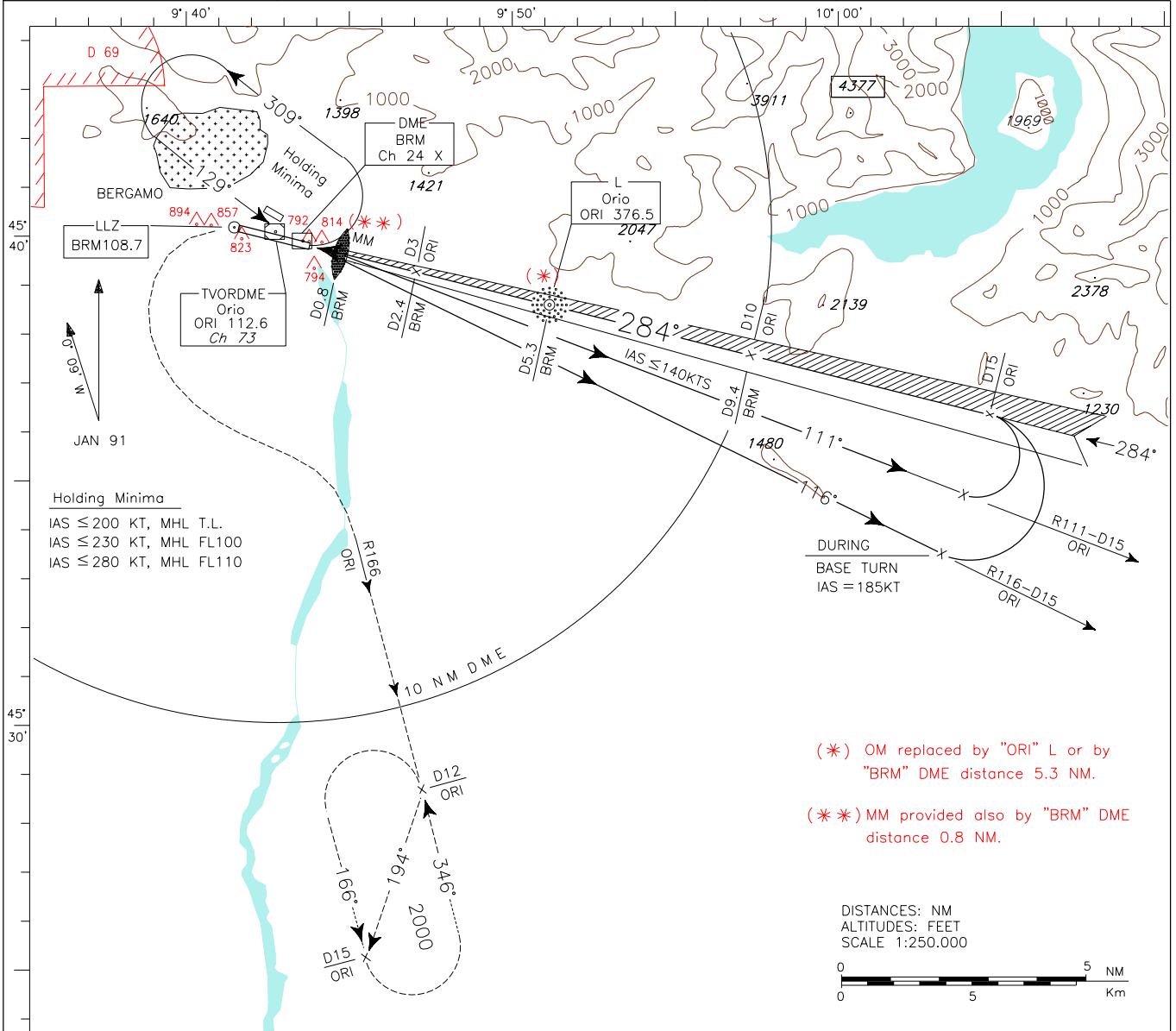
AD ELEV
782

L
I
M
E

BERGAMO/ORIO AL SERIO
ILS-T RWY28

DOC 8168 – ED 2 – 1982 – AM3

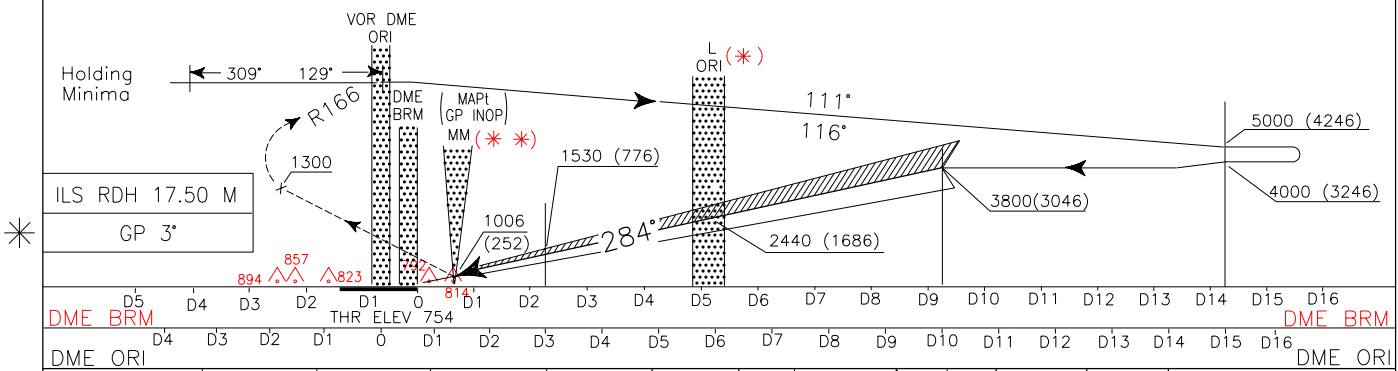
CHANGES: New RWY identification and AD elevation



(*) OM replaced by "ORI" L or by "BRM" DME distance 5.3 NM.
(**) MM provided also by "BRM" DME distance 0.8 NM.

TRANSITION ALT 6000

MISSED APPROACH: Maintain track 284° until leaving 1300 FT then turn left to join RDL 166 ORI VOR DME climbing to 2000 FT. Hold between 12 and 15 DME. Inbound track 346° left turns.



STRAIGHT IN APPROACH	OCA (OCH)				WARNING: Circling RWY 10 available limited South of the RWY.	DIST BRM DME	ALT(HGT)	FT PER MIN	GS	ORI L-MM	MM-THR	MNM SECT ALT
	ILS I	A	B	C								
ILS I	970 (216)	982 (228)	990 (236)	1001 (247)		6	2670(1916)	530	100	2 : 41	0 : 22	
ILS II	826 (72)	840 (86)	853 (99)	873 (119)		5	2350(1596)	640	120	2 : 15	0 : 19	
LLZ+DME	1260 (506)					4	2030(1276)	745	140	1 : 55	0 : 16	
CIRCLING RWY 10	1600 (818)		1720 (938)			3	1715 (961)	850	160	1 : 41	0 : 14	
	1600 (818)		1720 (938)			2	1395 (641)	955	180	1 : 29	0 : 12	

ICAO - INSTRUMENT APPROACH CHART

APP *Milano Arrivals*
132.70

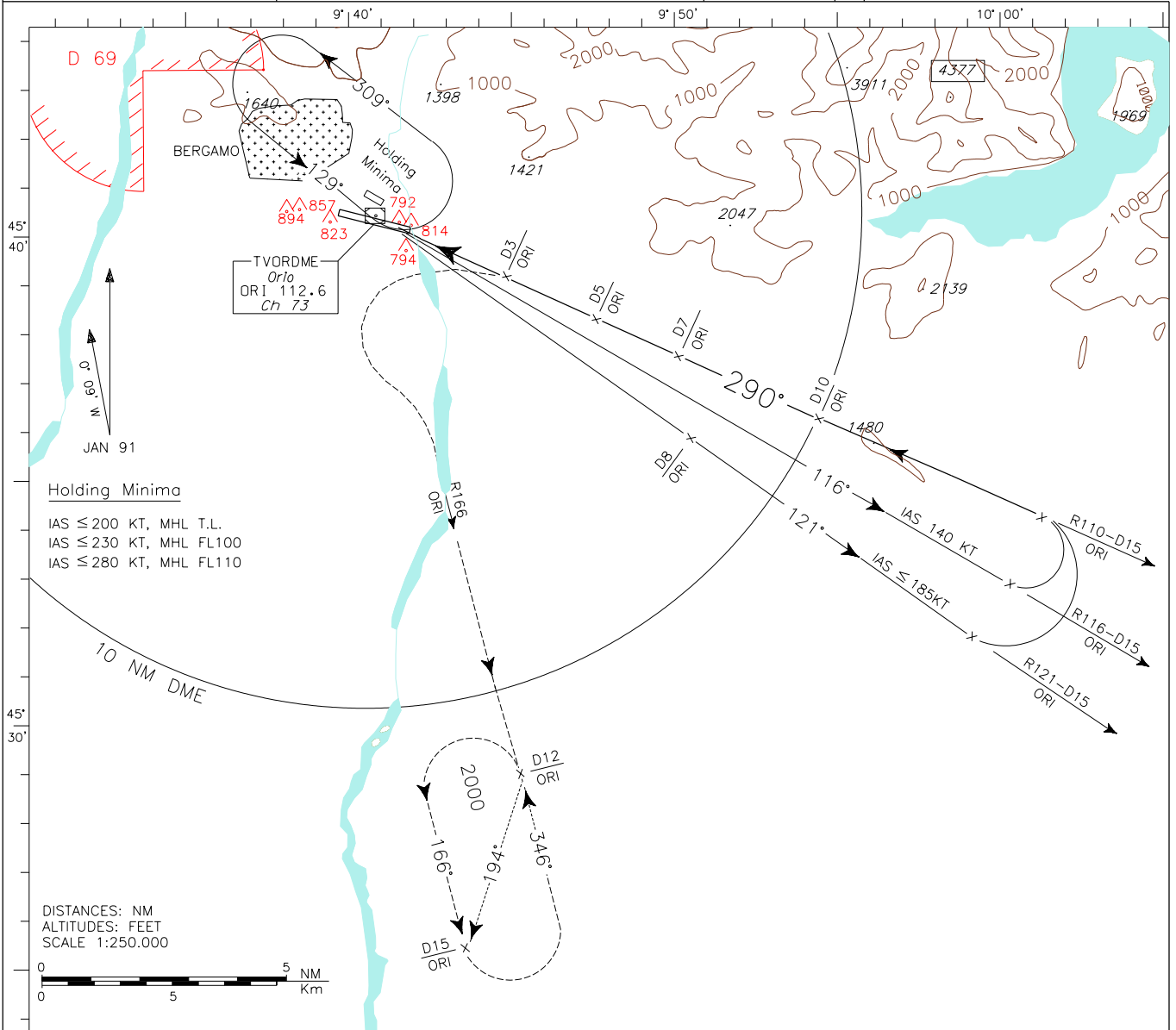
TWR *Orio Tower*
126.50
GND 120.50

AD ELEV
782

L
I
M
E

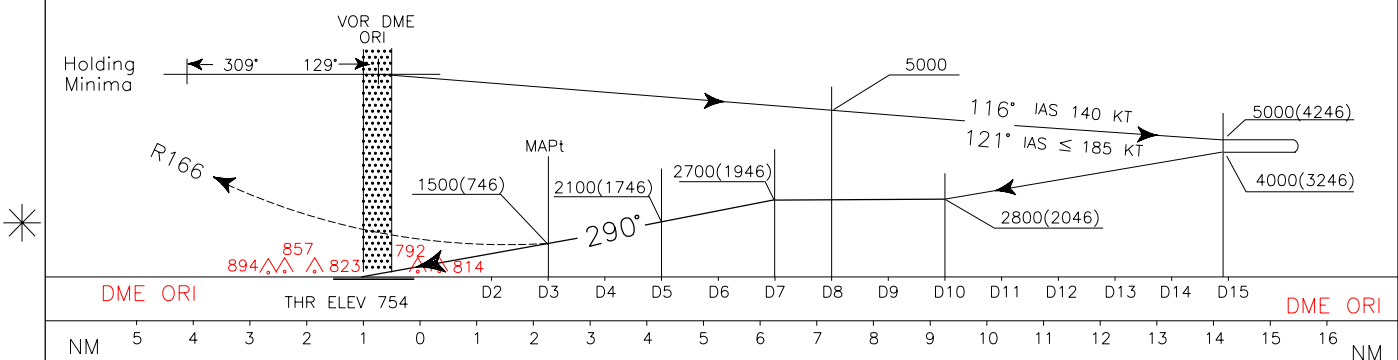
BERGAMO/ORIO AL SERIO
VOR+DME-P RWY28

DOC 8168 - ED 2 - 1982 - AM3
CHANGES: New RWY identification and AD elevation



TRANSITION ALT 6000

MISSED APPROACH: Turn left to join R166 ORI VOR climbing to 2000 FT. Hold between 12 and 15 DME ORI VOR. Inbound track 346° left turns.



OCA (OCH)		A	B	C	D	Final approach track not aligned with RWY axis.	DIST	ALT (HGT)	MNM SECT ALT VOR ORI
STRAIGHT IN APPROACH	VOR+DME	1500 (746)							
						6DME	2400(1646)		
						5DME	2100(1346)		
						4DME	1800(1046)		
						3DME	1500(746)		
CIRCLING Rwy 10		1600 (818)		1720 (938)		2DME	1200(446)		

ICAO – INSTRUMENT APPROACH CHART

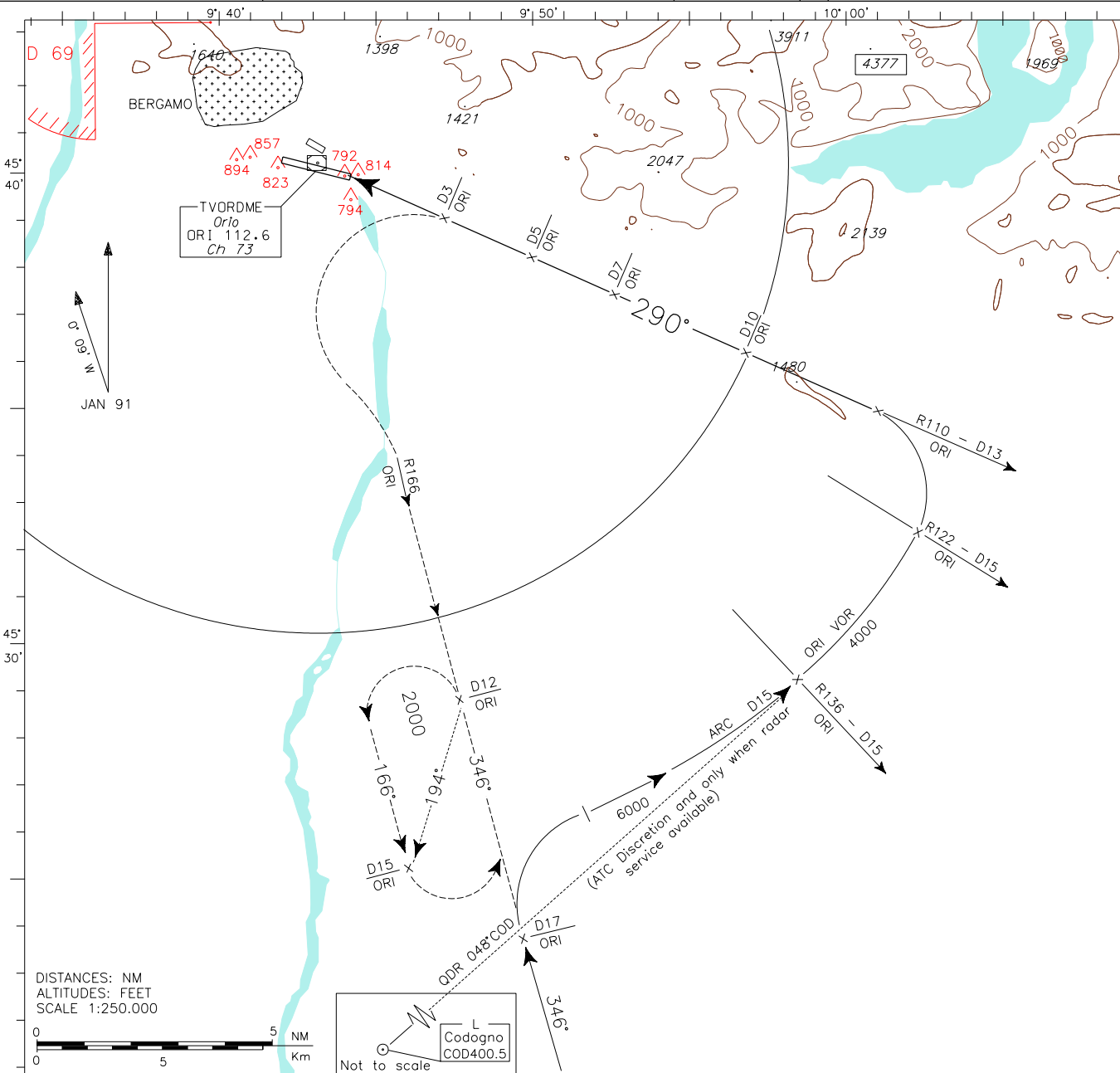
APP *Milano Arrivals*
132.70

TWR *Orio Tower*
126.50
GND 120.50

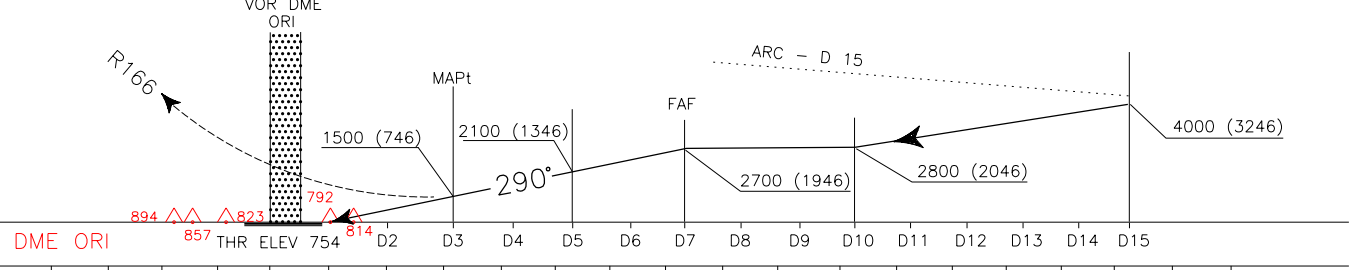
AD ELEV
782

L I M E BERGAMO/ORIO AL SERIO
VOR+DME-S RWY28

DOC 8168 – ED 2 – 1982 – AM3
CHANGES: New RWY identification and AD elevation

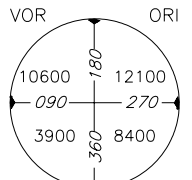


TRANSITION ALT 6000
MISSED APPROACH: Turn left to join R166 ORI VOR climbing to 2000 FT. Hold between 12 and 15 DME ORI VOR. Inbound track 346° left turns.



DME ORI 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 NM

OCA (OCH)		A	B	C	D	Final approach track not aligned with RWY axis WARNING: Circling RWY10 available limited South of the RWY.	DIST	ALT (HGT)	MNM SECT ALT	
STRAIGHT IN APPROACH	VOR+DME	1500 (746)					7DME	2700 (1946)	VOR	ORI
							6DME	2400 (1646)		
								5DME	2100 (1346)	
CIRCLING RWY 10		1600 (818)		1720 (938)		4DME	1800 (1046)			
						3DME	1500 (746)			
						2DME	1200 (446)			



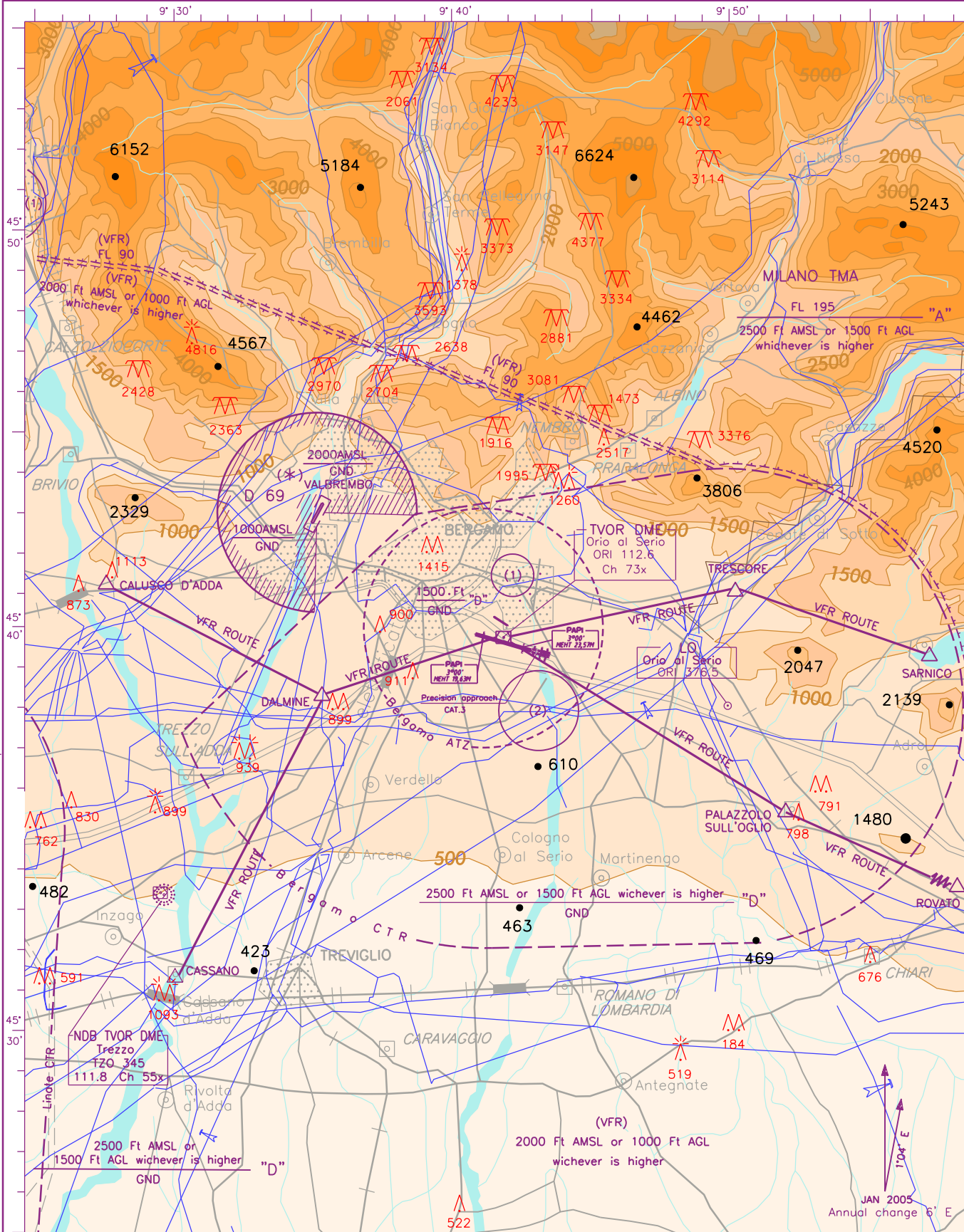
N° 170/8

ENAV

AIRAC effective date 25 NOV 2004 (A10/04)

ICAO - VISUAL APPROACH CHART

SCALE 1:250.000 0 5 NM 0 5 Km	APP Milano Approach 126.75 132.70 TWR Orio al Serio 126.50 FIS Milano Info 124.925	AD ELEV 782	L I M E BERGAMO/ORIO AL SERIO
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CHANGE: Updated chart

AIRSPACE CLASSIFICATION See AIP ENR 1.4	(*) Heavy gliders activity (See AIP-Italia ENR 5.1-3)	LEGEND
TRANSITION ALT 6000 FT	(1) Overflying interdicted below 1500 Ft (See AIP ENR 5.6-1) (2) Overflying interdicted below 1500 Ft (See AIP ENR 5.6.2-28)	
Elev and Alt in Ft AMSL. Bearings are magnetic.	REMARK: For MAX ALT/FL usable by VFR flight within this area see AIP-Italia RAC 4-1-1.19 MILANO AREA - VFR SECTORS	