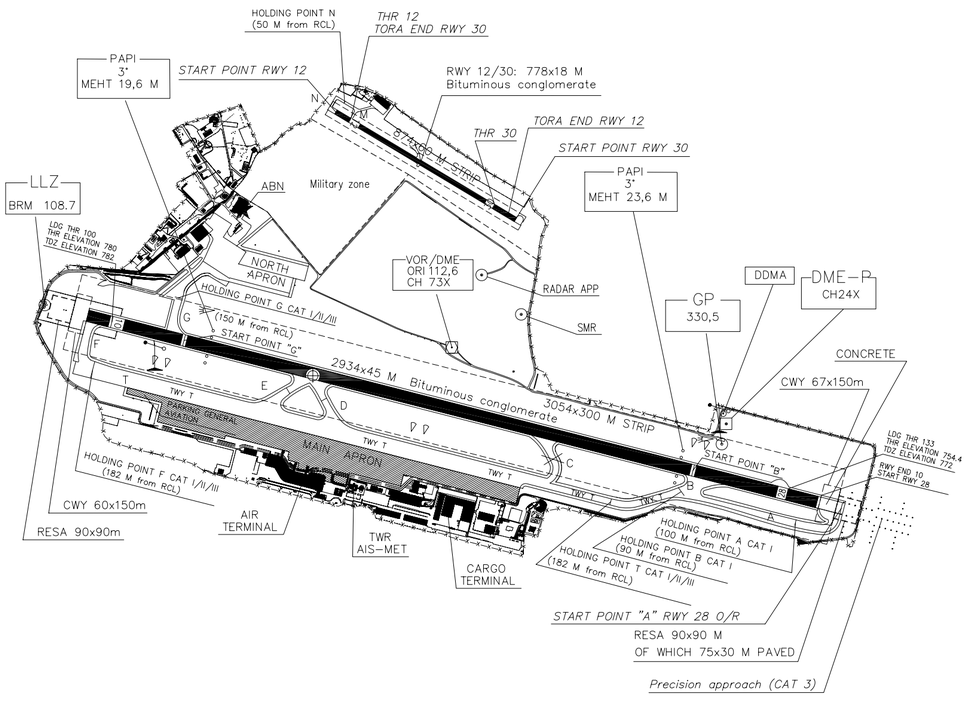
RWY	QFU	THR	bearing strength	Bearings are magnetic distances in metres Elevation in FT AMSL Coordinates WGS84	TWR 125.875
10	104°	N 45°40'15.39" E 009°41'24.97"	PCN 72/F/A/W/T		
28	284°	N 45°39'52.98" E 009°43'25.64"			
12	120°	N 45°40'40.53" E 009°42'08.02"	PCN 10/F/0.75MPa/X/T		
30	300°	N 45°40'29.52" E 009°42'33.76"			

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

VAR+TE–2005.0

Annual rate of change 6' E



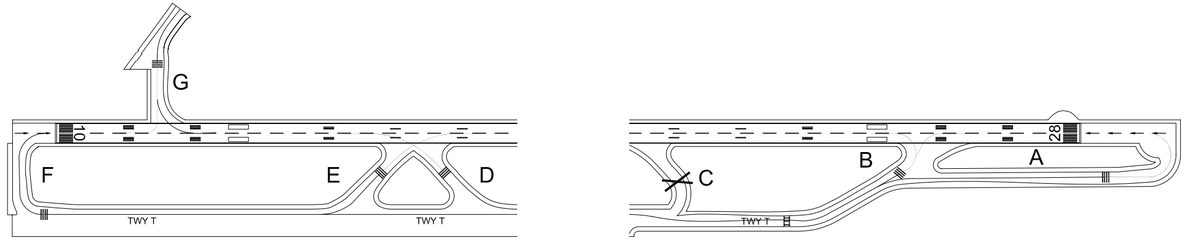
	TWY IDENT	WIDTH	bearing strength
RWY 10/28	T	25	66/F/A/W/T
	A	25	88/F/A/W/T
	B	25	54/F/A/W/T
	D	25	81/F/A/W/T
	E	25	82/F/A/W/T
	F	25	64/F/A/W/T
	G	25	88/F/A/W/T
RWY 12/30	M	7.5	NIL
	N	7.5	NIL

metres 0 200 400 600 800
feet 0 600 1200 1800 2400

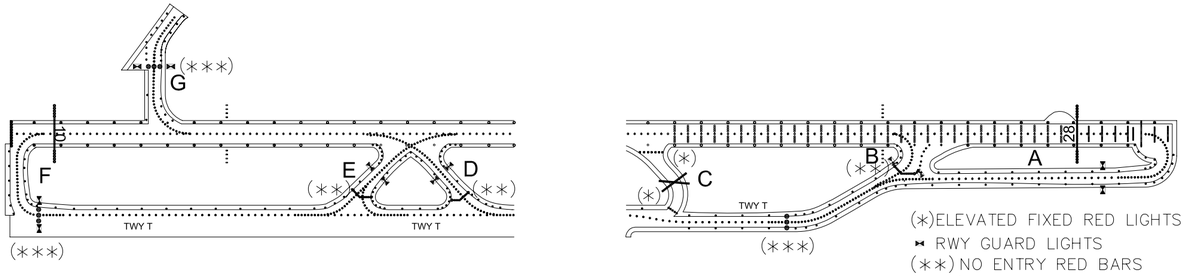
N

MARKING AIDS MANOEUVRING AREA RWY 10/28

COMPLIANT WITH ITALIAN CIVIL AVIATION AUTHORITY (ENAC) AD REGULATION

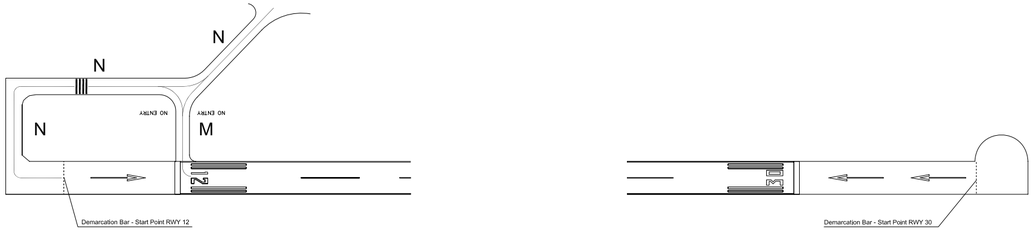


LIGHTING AIDS MANOEUVRING AREA RWY 10/28



(*)ELEVATED FIXED RED LIGHTS
⋈ RWY GUARD LIGHTS
(**) NO ENTRY RED BARS
(***) STOP BARS

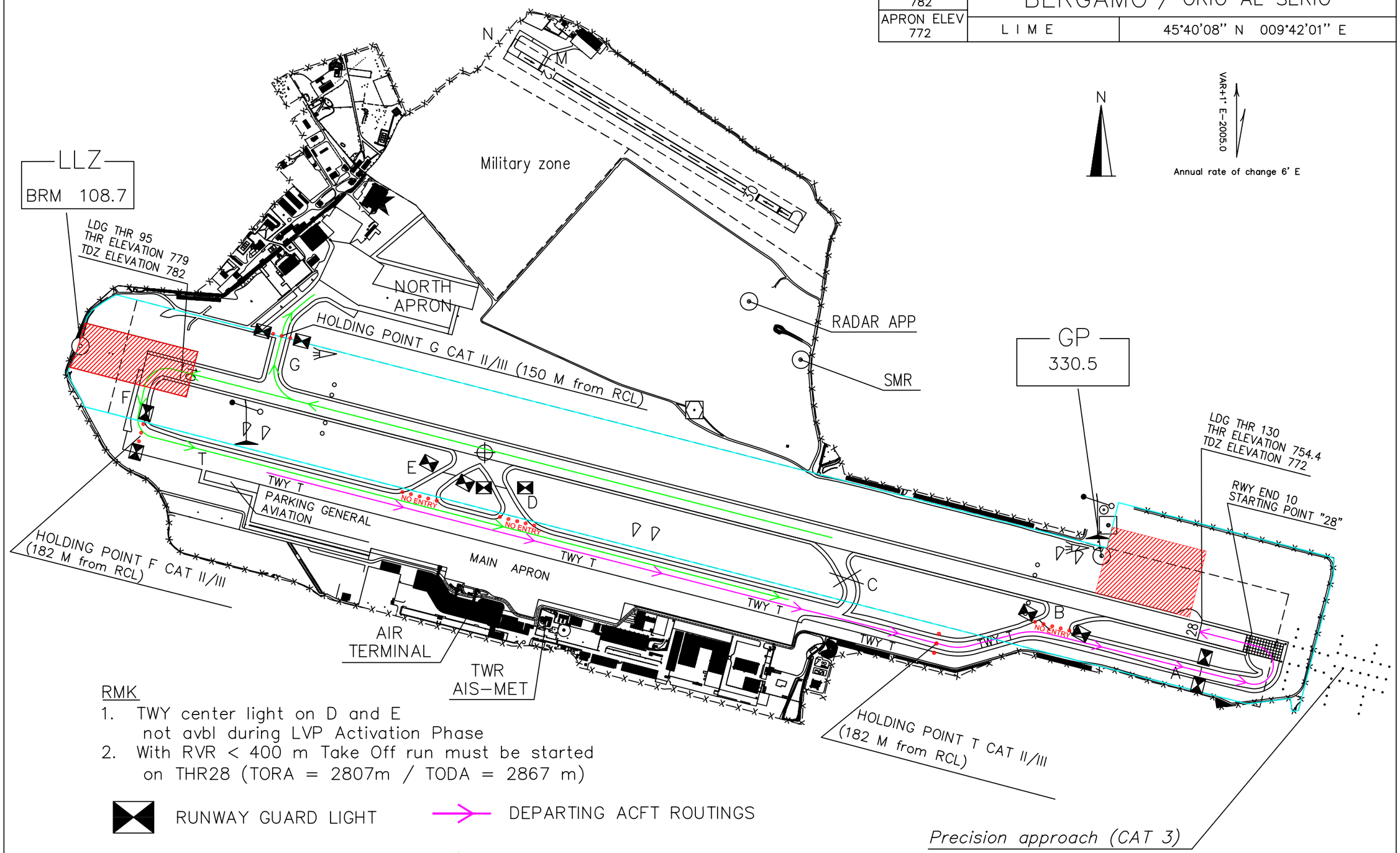
MARKING AIDS MANOEUVRING AREA RWY 12/30



CHANGE: New AD section – Updated chart

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

Change: New AD Section – reprinting



RMK

1. TWY center light on D and E not avbl during LVP Activation Phase
2. With RVR < 400 m Take Off run must be started on THR28 (TORA = 2807m / TODA = 2867 m)

RUNWAY GUARD LIGHT

STOP BARS

NO ENTRY RED BARS

DEPARTING ACFT ROUTINGS

LANDING ACFT ROUTINGS

CRITICAL AREA LIMITS

SENSITIVE AREA LIMITS

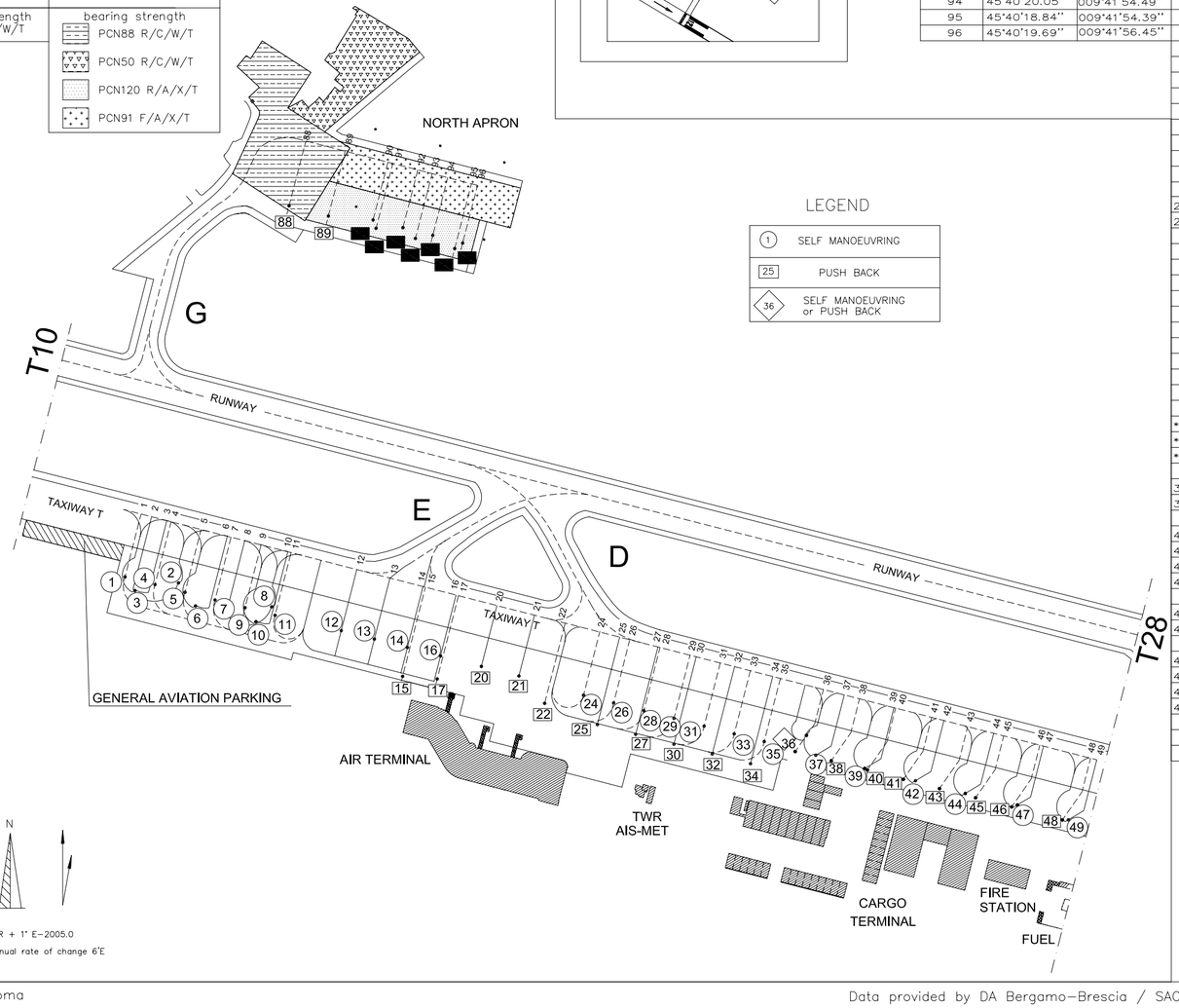
AIRCRAFT PARKING DOCKING CHART

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

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

TWR 125.875

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



LEGEND

1	SELF MANOEUVRING
25	PUSH BACK
36	SELF MANOEUVRING or PUSH BACK

NORTH APRON			MAIN APRON		
POINTS ON PARKING AREA			POINTS ON PARKING AREA		
STANDS	N	E	STANDS	N	E
88	45°40'21.45"	009°41'45.05"	1	45°40'04.36"	009°41'34.28"
89	45°40'20.98"	009°41'47.63"	2	45°40'04.13"	009°41'37.78"
90	45°40'20.79"	009°41'50.53"	3	45°40'03.75"	009°41'34.76"
91	45°40'20.40"	009°41'50.75"	4	45°40'04.00"	009°41'36.24"
92	45°40'20.42"	009°41'52.52"	5	45°40'03.63"	009°41'38.20"
93	45°40'19.92"	009°41'53.34"	6	45°40'02.85"	009°41'38.60"
94	45°40'20.05"	009°41'54.49"	7	45°40'03.27"	009°41'40.15"
95	45°40'18.84"	009°41'54.39"	8	45°40'03.03"	009°41'43.86"
96	45°40'19.69"	009°41'56.45"	9	45°40'02.91"	009°41'42.12"
			10	45°40'02.23"	009°41'42.53"
			11	45°40'02.55"	009°41'44.07"
			12	45°40'01.91"	009°41'48.45"
			13	45°40'01.51"	009°41'50.61"
			14	45°40'01.12"	009°41'52.78"
			15	45°39'59.79"	009°41'52.44"
			16	45°40'00.72"	009°41'54.94"
			17	45°39'59.66"	009°41'54.71"
			20	45°40'00.29"	009°41'57.44"
			21	45°39'59.83"	009°41'59.90"
			22 (B737–800)	45°39'58.57"	009°42'01.58"
			22 (MD–80)	45°39'58.52"	009°42'01.56"
			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(8)	45°39'56.25"	009°42'18.16"
			** 36(9)	45°39'56.09"	009°42'18.01"
			***36(10)	TBD	TBD
			37	45°39'56.10"	009°42'19.34"
			38 (B757–200)	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 (B757–200)	45°39'55.38"	009°42'22.87"
			40 (B757–300)	45°39'55.22"	009°42'22.71"
			41 (B757–200)	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 (B757–200)	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 (B757–200)	45°39'54.07"	009°42'29.92"
			45 (B757–300)	45°39'53.64"	009°42'29.76"
			46 (B757–200)	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"

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 12–13–14–16 (CONTINUOUS YELLOW LINE) AVBL UP TO B737–800 with winglets
STANDS 15–17 (BROKEN YELLOW LINE) AVBL UP TO MD80 AND B737–800 with winglets

STAND 14 ALTERNATIVE OF 15
STAND 16 ALTERNATIVE OF 17

STANDS 20 AND 21 (CONTINUOUS YELLOW LINE), AVBL UP TO B737–800 with winglets
STAND 22 (BROKEN YELLOW LINE), AVBL UP TO B737–800 with winglets AND MD–80

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 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

**	36(8) PUSH BACK B757–200 – broken yellow line
**	36(9) PUSH BACK B757–300 – broken yellow line
***	36(10) SELF MANOEUVRING ACFT CODE C UP TO ATR–42 (WINGSPAN 24.57 M) – continuous yellow line

NORTH APRON

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

WARNING

- ENTRY/EXIT TO/FM STANDS 2,8 MUST BE EXECUTED WITH FOLLOW–ME ASSISTANCE
- ENTRY/EXIT TO/FM NORTH APRON MUST BE EXECUTED WITH FOLLOW–ME ASSISTANCE
- EXIT FM STANDS 24–26–28–29–31–33 AND 35 AVBL ONLY IN PUSH BACK, WHEN ACFT PARKED IN STAND 22

100 metres
300 feet

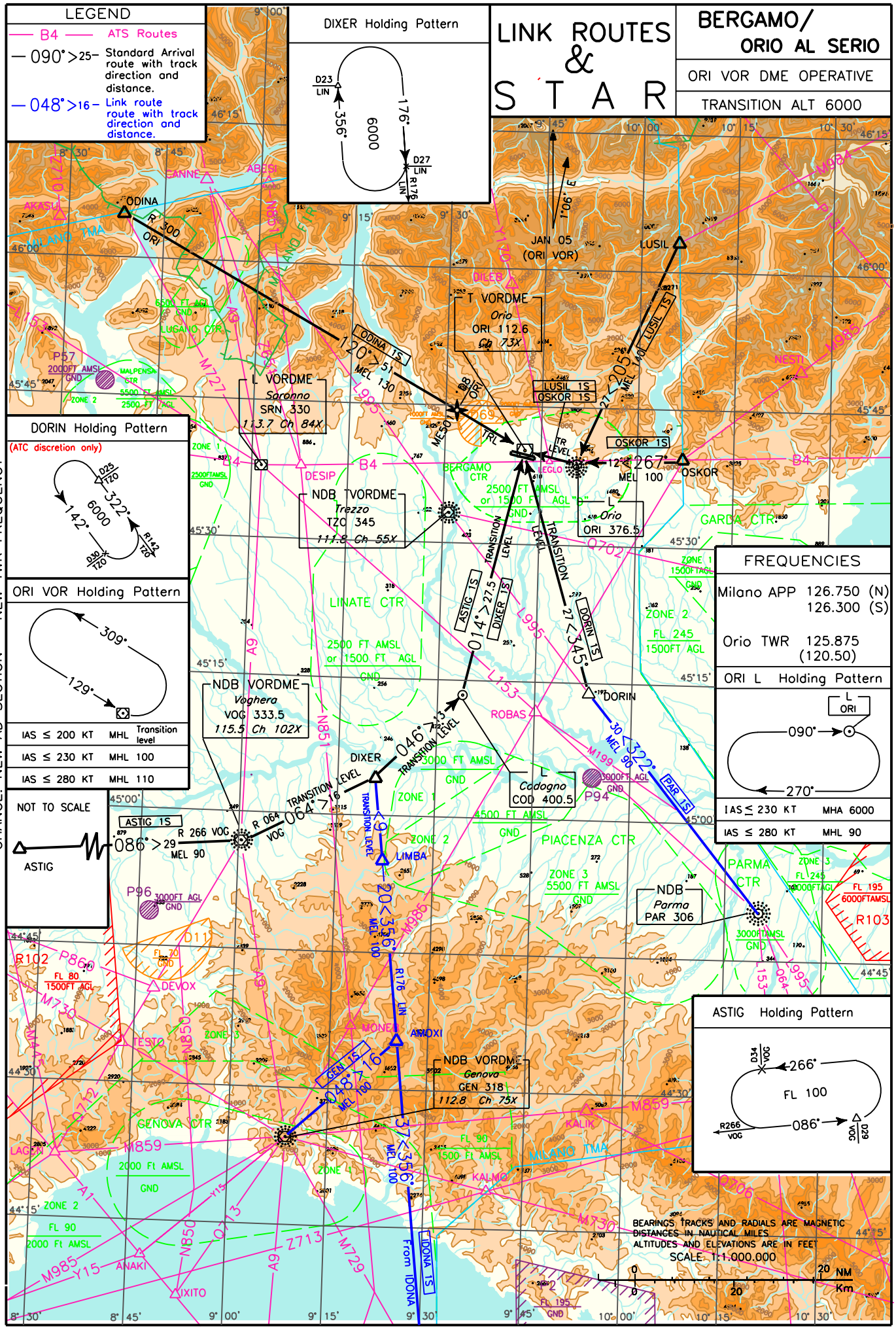
CHANGE: New AD section – TWR FREQ

LINK ROUTES & STAR

BERGAMO/ ORIO AL SERIO

ORI VOR DME OPERATIVE

TRANSITION ALT 6000



CHANGE: NEW AD SECTION – NEW TWR FREQUENCY

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 °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	PAR NDB	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	DORIN	-	322°	-	+FL 90	(2)	-	-	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 °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	IDONA	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	AMOXI	-	356°	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	LIMBA	-	356°	-	+FL 100	(2)	-	-	B-RNAV(1) or Conventional
TF	DIXER	-	356°	-	+TR Level	(2)	-	-	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 °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	GEN VOR/DME	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	AMOXI	-	048°	L	-	(2)	-	-	B-RNAV(1) or Conventional
TF	LIMBA	-	356°	-	+FL 100	(2)	-	-	B-RNAV(1) or Conventional
TF	DIXER	-	356°	-	+TR Level	(2)	-	-	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 °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	TOP VOR/DME	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ASTIG	-	086°	-	+FL 90	(2)	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended
(2) See RAC 4-1-1

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 °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ASTIG	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	VOG VOR/DME	-	086°	L	+FL 90	(2)	-	-	B-RNAV(1) or Conventional
TF	DIXER	-	064°	L	-	(2)	-	-	B-RNAV(1) or Conventional
TF	COD L	-	046°	L	-	(2)	-	-	B-RNAV(1) or Conventional
HM	ORI VOR/DME	Y	014°	L	+TR Level	(2)	-	-	B-RNAV(1) or Conventional

DORIN 1S
DORIN – ORI VOR/DME.
MEL: DORIN – ORI VOR/DME: TRL

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	DORIN	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
HM	ORI VOR/DME	Y	345°	L	+TR Level	(2)	-	-	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 °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	LUSIL	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ORI L	-	205°	R	+FL 140	(2)	-	-	B-RNAV(1) or Conventional
HM	ORI VOR/DME	Y	284°	L	+TR Level	(2)	-	-	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 °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	OSKOR	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ORI L	-	267°	R	+FL 100	(2)	-	-	B-RNAV(1) or Conventional
HM	ORI VOR/DME	Y	284°	L	+TR Level	(2)	-	-	B-RNAV(1) or Conventional

ODINA 1S
ODINA – ME501 – ORI VOR/DME.
MEL: ODINA – ME501: FL 130; ME501 – ORI VOR/DME: TRL

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ODINA	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ME501	-	120°	-	+FL 130	(2)	-	-	B-RNAV(1) or Conventional
HM	ORI VOR/DME	Y	120°	L	+TR Level	(2)	-	-	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 °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	DIXER	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	COD L	-	046°	L	-	(2)	-	-	B-RNAV(1) or Conventional
HM	ORI VOR/DME	Y	014°	L	+TR Level	(2)	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended
(2) See RAC 4-1-1

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

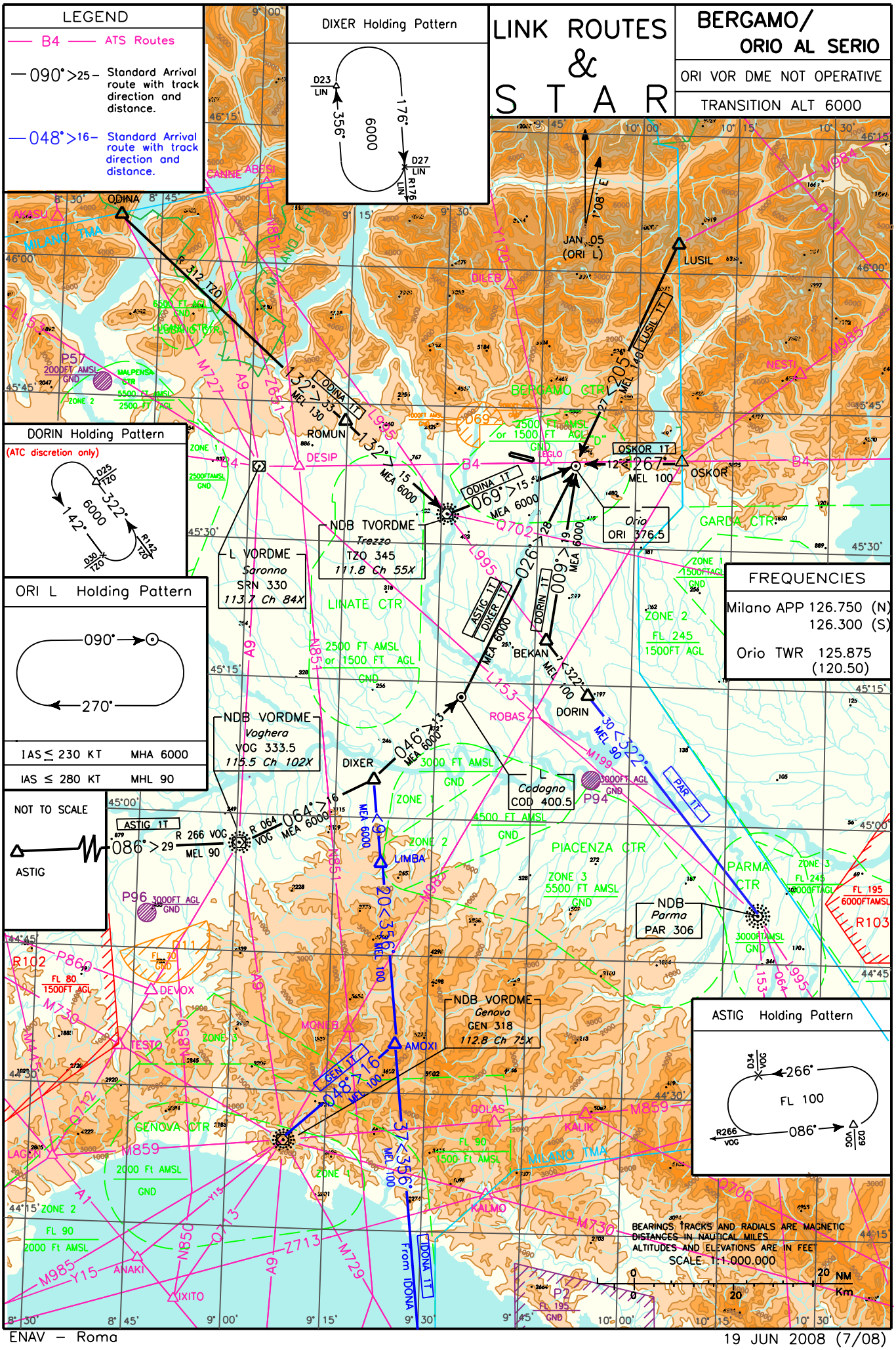
Waypoint	Latitude	Longitude
GEN	N44252770	E009045550
AMOXI	N44355119	E009220127
LIMBA	N44553600	E009195800
DIXER	N45044200	E009190000
COD	N45133450	E009322820
ORI VOR/DME	N45401170	E009422590
ASTIG	N44563018	E008172548
VOG	N44575200	E008581280
DORIN	N45133300	E009515800
BEKAN	N45193000	E009454000
ORI L	N45383760	E009503000
LUSIL	N46023500	E010070000
OSKOR	N45385700	E010070000
ODINA	N46061600	E008395400
ROMUN	N45434600	E009144900
TZO	N45333340	E009302590
ME501	N45441922	E009323913

LINK ROUTES & STAR

BERGAMO/ ORIO AL SERIO

ORI VOR DME NOT OPERATIVE

TRANSITION ALT 6000



CHANGE: NEW AD SECTION – NEW TWR FREQUENCY

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 °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	PAR NDB	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	DORIN	-	322°	-	+FL 90	(2)	-	-	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 °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	IDONA	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	AMOXI	-	356°	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	LIMBA	-	356°	-	+FL 100	(2)	-	-	B-RNAV(1) or Conventional
TF	DIXER	-	356°	-	+TR Level	(2)	-	-	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 °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	GEN VOR/DME	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	AMOXI	-	048°	L	-	(2)	-	-	B-RNAV(1) or Conventional
TF	LIMBA	-	356°	-	+FL 100	(2)	-	-	B-RNAV(1) or Conventional
TF	DIXER	-	356°	-	+TR Level	(2)	-	-	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 °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	TOP VOR/DME	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ASTIG	-	086°	-	+FL 90	(2)	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended
(2) See RAC 4-1-1

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 °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ASTIG	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	VOG VOR/DME	-	086°	L	+FL 90	(2)	-	-	B-RNAV(1) or Conventional
TF	DIXER	-	064°	L	+6000	(2)	-	-	B-RNAV(1) or Conventional
TF	COD L	-	046°	L	-	(2)	-	-	B-RNAV(1) or Conventional
HM	ORI L	Y	026°	R	+6000	(2)	-	-	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 °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	DORIN	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	BEKAN	-	322°	R	+FL 100	(2)	-	-	B-RNAV(1) or Conventional
HM	ORI L	Y	009°	R	+6000	(2)	-	-	B-RNAV(1) or Conventional

LUSIL 1T
LUSIL – ORI L.
MEL: LUSIL – ORI L: FL 140

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	LUSIL	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
HM	ORI L	Y	205°	R	+FL140	(2)	-	-	B-RNAV(1) or Conventional

OSKOR 1T
OSKOR – ORI L.
MEL: OSKOR – ORI L: FL 100

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	OSKOR	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
HM	ORI L	Y	267°	R	+FL 100	(2)	-	-	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 °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ODINA	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ROMUN	-	132°	-	+FL 130	(2)	-	-	B-RNAV(1) or Conventional
TF	TZO VOR/DME	-	132°	L	+TR Level	(2)	-	-	B-RNAV(1) or Conventional
HM	ORI L	Y	069°	R	+6000	(2)	-	-	B-RNAV(1) or Conventional

DIXER 1T
DIXER – COD L – ORI L.
MEL: DIXER – ORI L: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	DIXER	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	COD L	-	046°	L	-	(2)	-	-	B-RNAV(1) or Conventional
HM	ORI L	Y	026°	R	+6000	(2)	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended
(2) See RAC 4-1-1

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

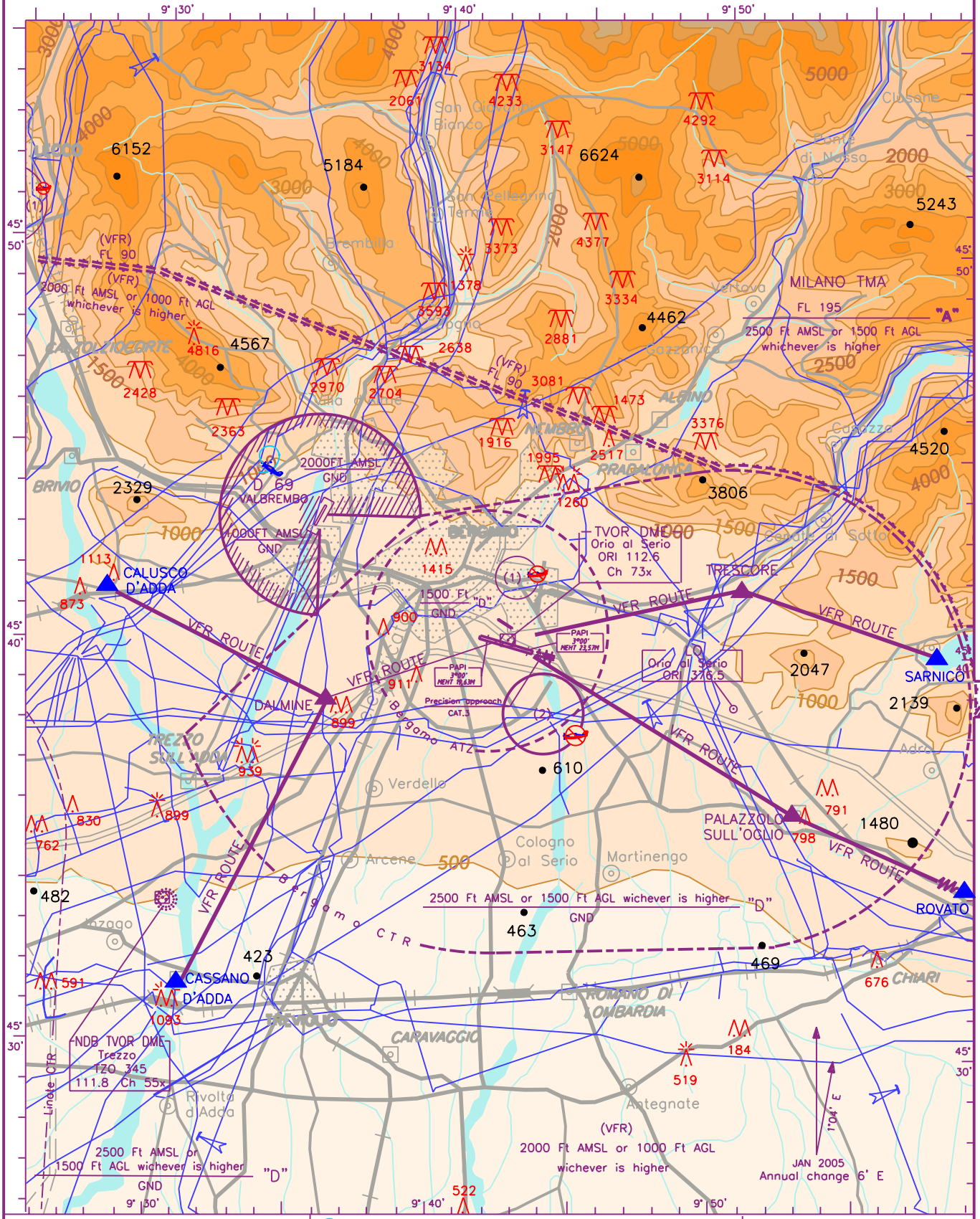
Waypoint	Latitude	Longitude
GEN	N44252770	E009045550
AMOXI	N44355119	E009220127
LIMBA	N44553600	E009195800
DIXER	N45044200	E009190000
COD	N45133450	E009322820
ORI VOR/DME	N45401170	E009422590
ASTIG	N44563018	E008172548
VOG	N44575200	E008581280
DORIN	N45133300	E009515800
BEKAN	N45193000	E009454000
ORI L	N45383760	E009503000
LUSIL	N46023500	E010070000
OSKOR	N45385700	E010070000
ODINA	N46061600	E008395400
ROMUN	N45434600	E009144900
TZO	N45333340	E009302590
ME501	N45441922	E009323913

SCALE 1:250.000

0 5 NM
0 5 Km

APP *Milano Approach*	126.300 (126.750)	AD ELEV 782	LIME
TWR *Orio al Serio*	125.875		
FIS *Milano Info*	124.925		

BERGAMO/ORIO AL SERIO



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)	power line(with or without)
Elev and Alt in Ft AMSL. Bearings are magnetic.	REMARK: For MAX ALT/FL usable by VFR flight within this area see AIP–Italia ENR 6.3–3 MILANO AREA – VFR SECTORS	railroad VISUAL REPORTING POINT ENTRY/EXIT POINT FOR AEROPLANES VFR/N OPERATIONS ALSO

CHANGE: NEW AD SECTION – NEW TWR FREQUENCY

DOC 8168 -ED 2- 1982-AM3

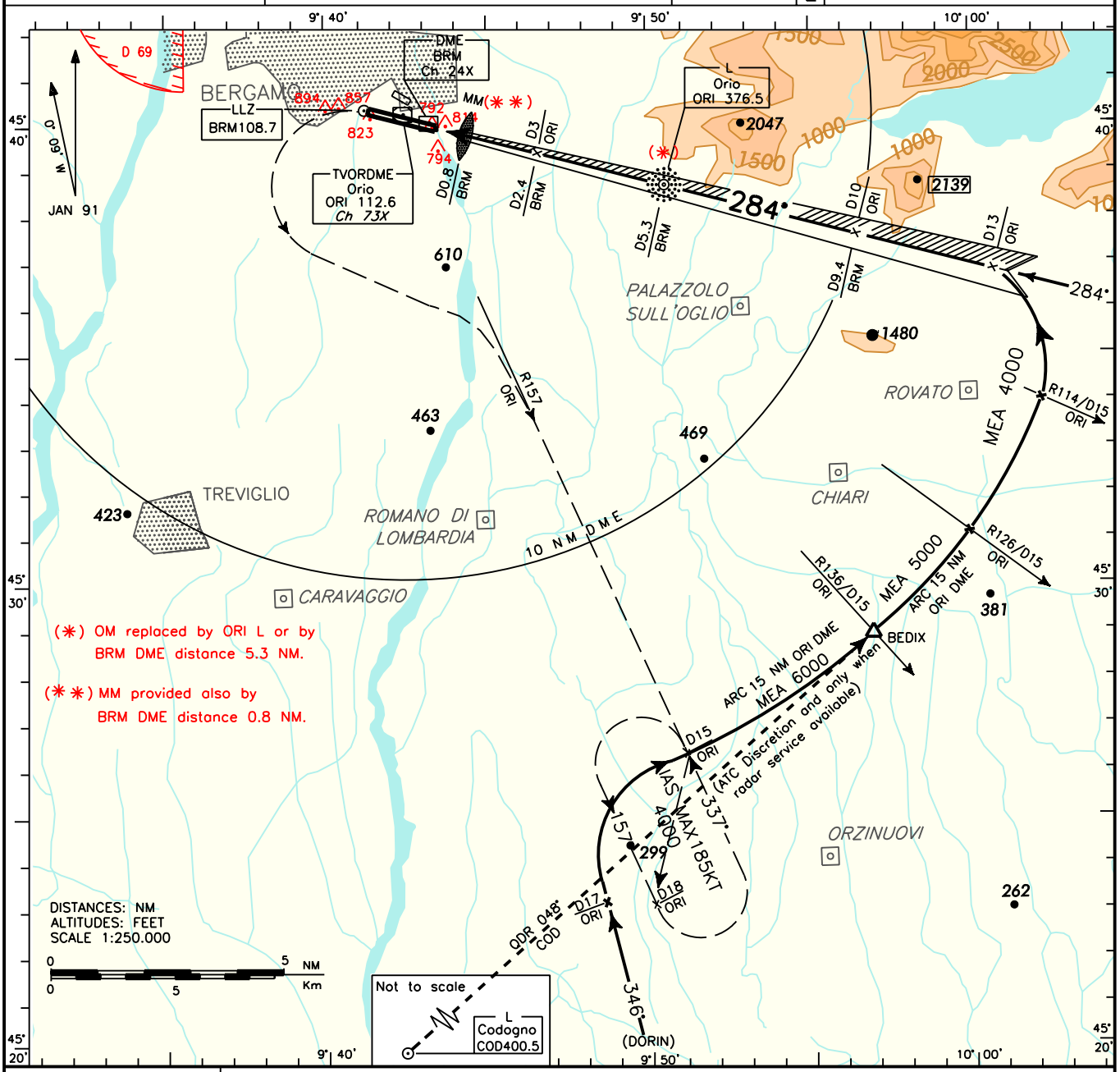
CHANGE: MEA VALUES MODIFIED and REVISED MISSED APPROACH

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

APP	TWR	AD ELEV	LIME
Milano Arrivals 126.300 (126.750)	Orio Tower 125.875 GND 120.50	782	

BERGAMO/ORIO AL SERIO

ILS-P RWY28

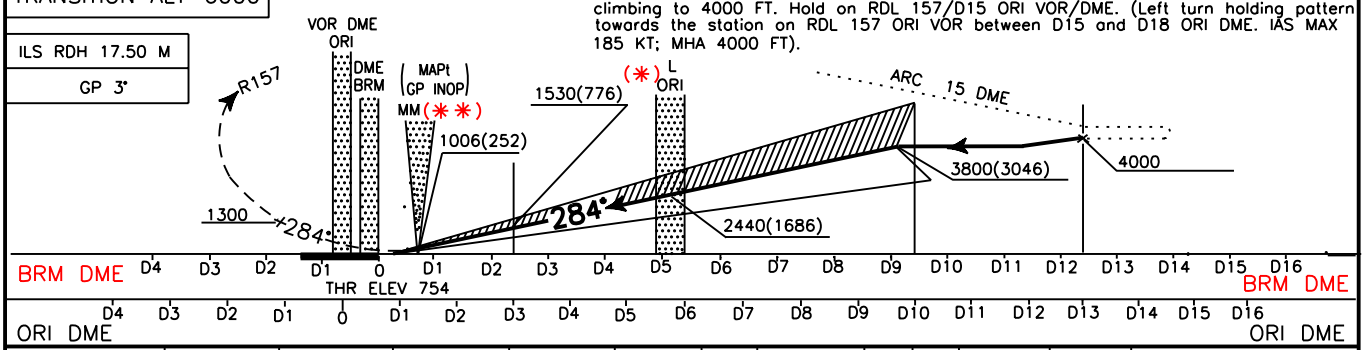


TRANSITION ALT 6000

ILS RDH 17.50 M

GP 3°

MISSED APPROACH: Maintain TR 284° until leaving 1300 FT, then turn left to join RDL 157 ORI VOR climbing to 4000 FT. Hold on RDL 157/D15 ORI VOR/DME. (Left turn holding pattern towards the station on RDL 157 ORI VOR between D15 and D18 ORI DME. IAS MAX 185 KT; MHA 4000 FT).

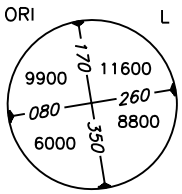


OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS I	970 (216)	982 (228)	990 (236)	1001 (247)
	ILS II	826 (72)	840 (86)	853 (99)	873 (119)
	LLZ+DME	1260 (506)			
CIRCLING RWY 10		1600 (818)		1720 (938)	

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

DIST BRM DME	ALT(HGT)	FT PER MIN	GS	ORI L-MM 4.49 NM	MM-THR 0.62 NM
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

MNM SECT ALT



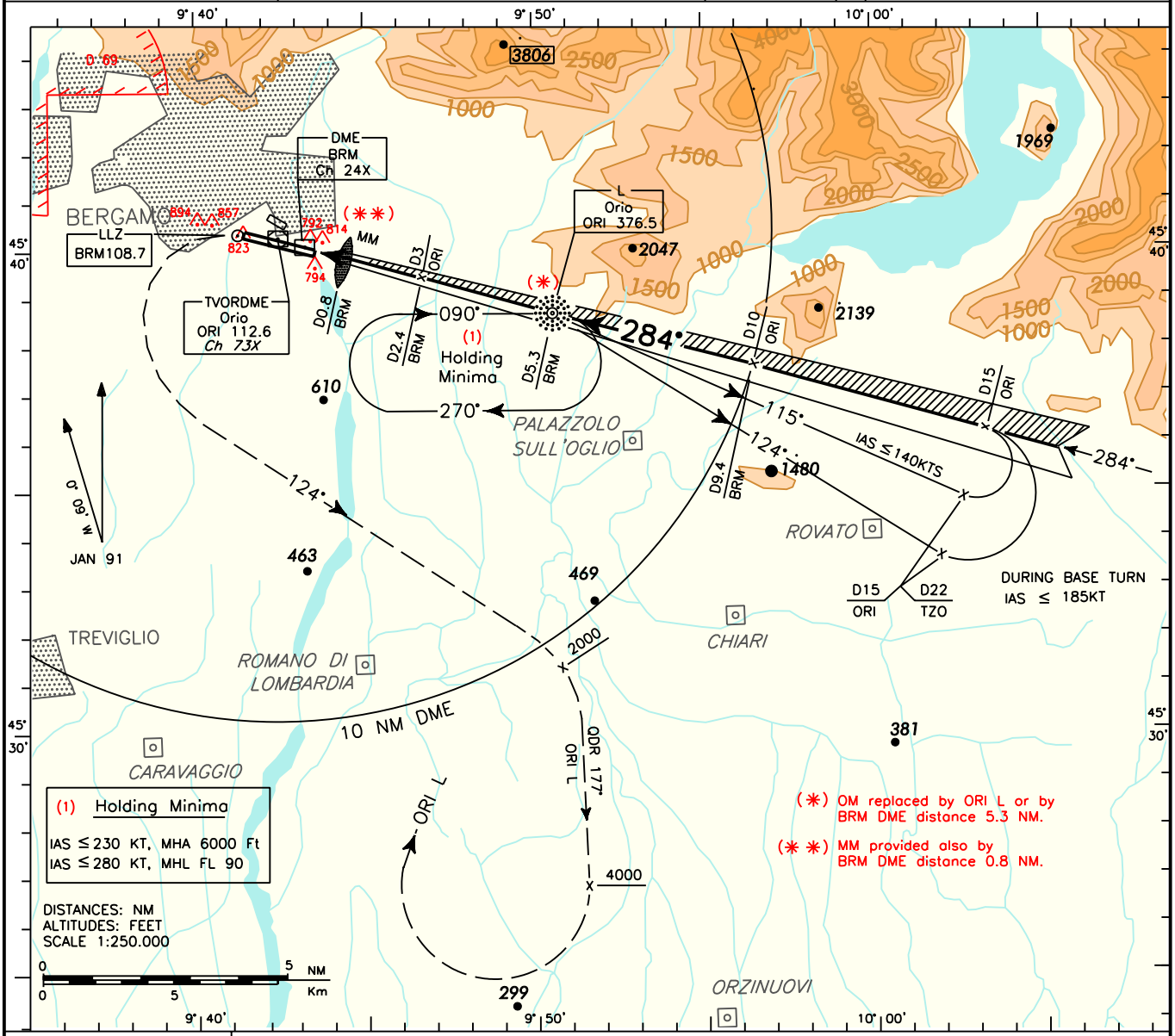
ICAO – INSTRUMENT APPROACH CHART

DOC 8168 – ED 2 – 1982 – AM3

CHANGE: NEW AD SECTION – NEW TWR FREQUENCY

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

APP	TWR	AD ELEV	LIME
Milano Arrivals 126.300 (126.750)	*Orio Tower* 125.875 GND 120.50	782	BERGAMO/ORIO AL SERIO ILS–S RWY28

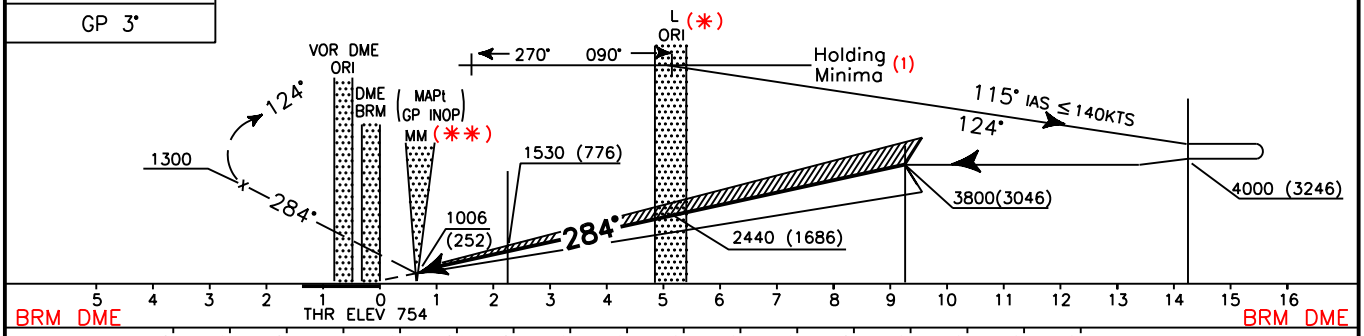


TRANSITION ALT 6000

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°

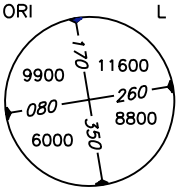


OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS I	970 (216)	982 (228)	990 (236)	1001 (247)
	ILS II	826 (72)	840 (86)	853 (99)	873 (119)
	LLZ+DME	1260 (506)			
CIRCLING RWY 10		1600 (818)		1720 (938)	

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

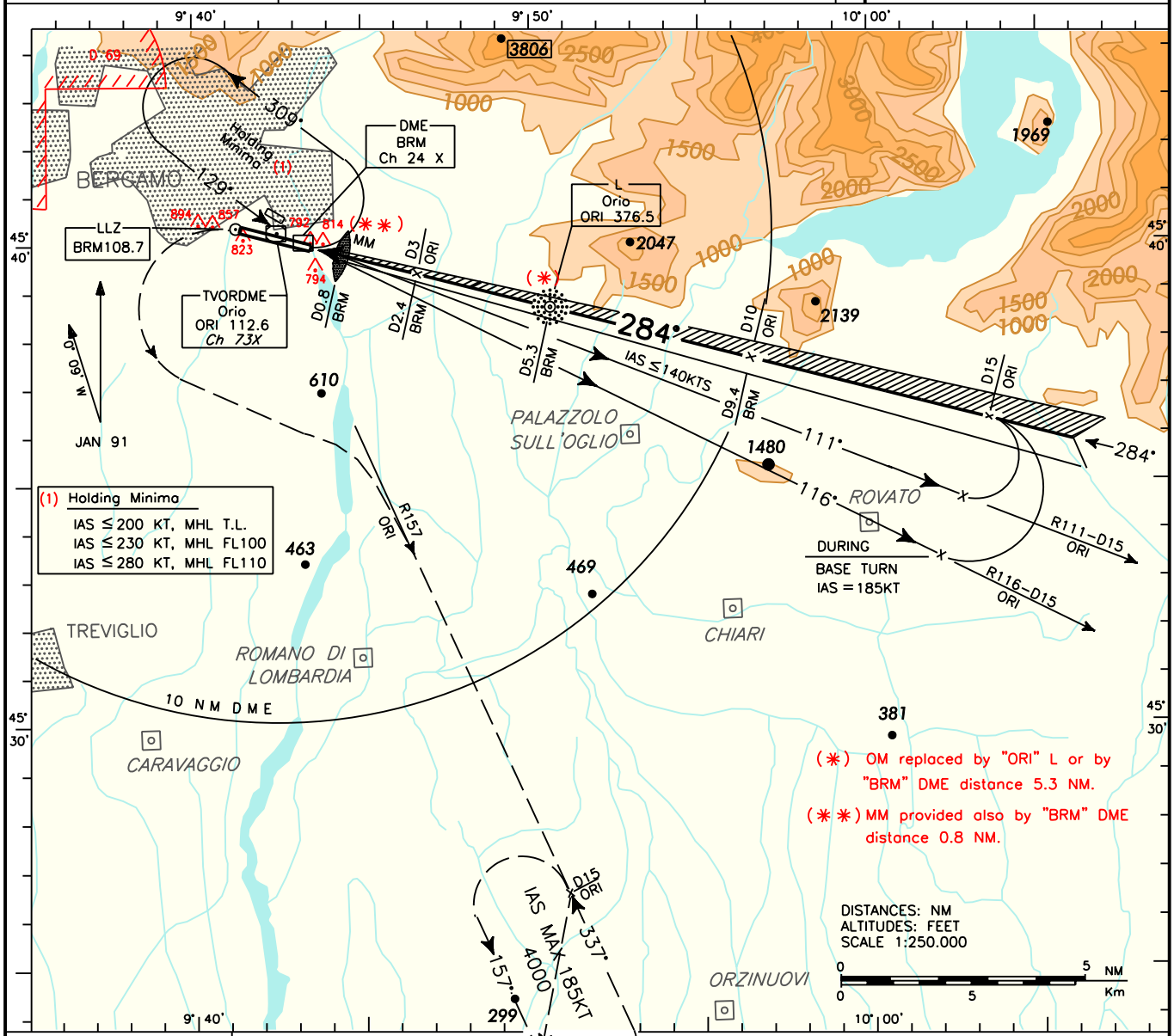
DIST BRM DME	ALT(HGT)	FT PER MIN	GS	ORI L–MM 4.49 NM	MM–THR 0.62 NM
6	2670(1916)	530	100	2 : 41	0 : 22
5	2350(1596)	640	120	2 : 15	0 : 19
4	2030(1276)	745	140	1 : 55	0 : 16
3	1715 (961)	850	160	1 : 41	0 : 14
2	1395 (641)	955	180	1 : 29	0 : 12

MNM SECT ALT



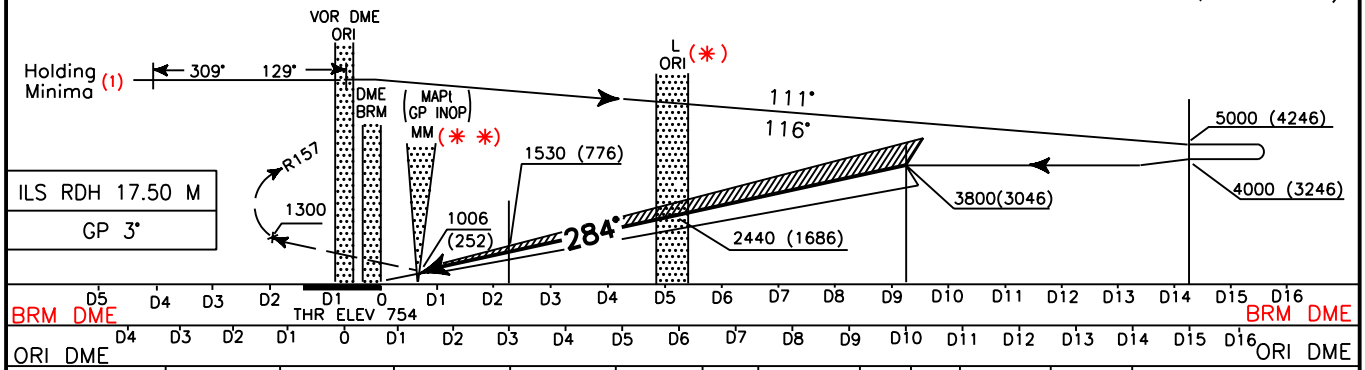
WARNING: The whole track 284° from D 15 shall be performed with reference to LLZ signal and after its interception with GP.

APP	TWR	AD ELEV	LIME
Milano Arrivals 126.300 (126.750)	Orio Tower 125.875 GND (120.50)	782	BERGAMO/ORIO AL SERIO ILS–T RWY28



TRANSITION ALT 6000

MISSED APPROACH: Maintain TR 284° until leaving 1300 FT, then turn left to join RDL 157 ORI VOR climbing to 4000 FT. Hold on RDL 157/D15 ORI VOR/DME.
(Left turn holding pattern towards the station on RDL 157 ORI VOR between D15 and D18 ORI DME. IAS MAX 185 KT; MHA 4000 FT).

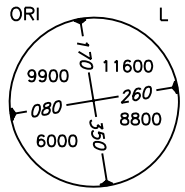


OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS I	970 (216)	982 (228)	990 (236)	1001 (247)
	ILS II	826 (72)	840 (86)	853 (99)	873 (119)
	LLZ+DME	1260 (506)			
CIRCLING RWY 10		1600 (818)		1720 (938)	

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

DIST BRM DME	ALT(HGT)	FT PER MIN	GS	ORI L–MM 4.49 NM	MM–THR 0.62 NM
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

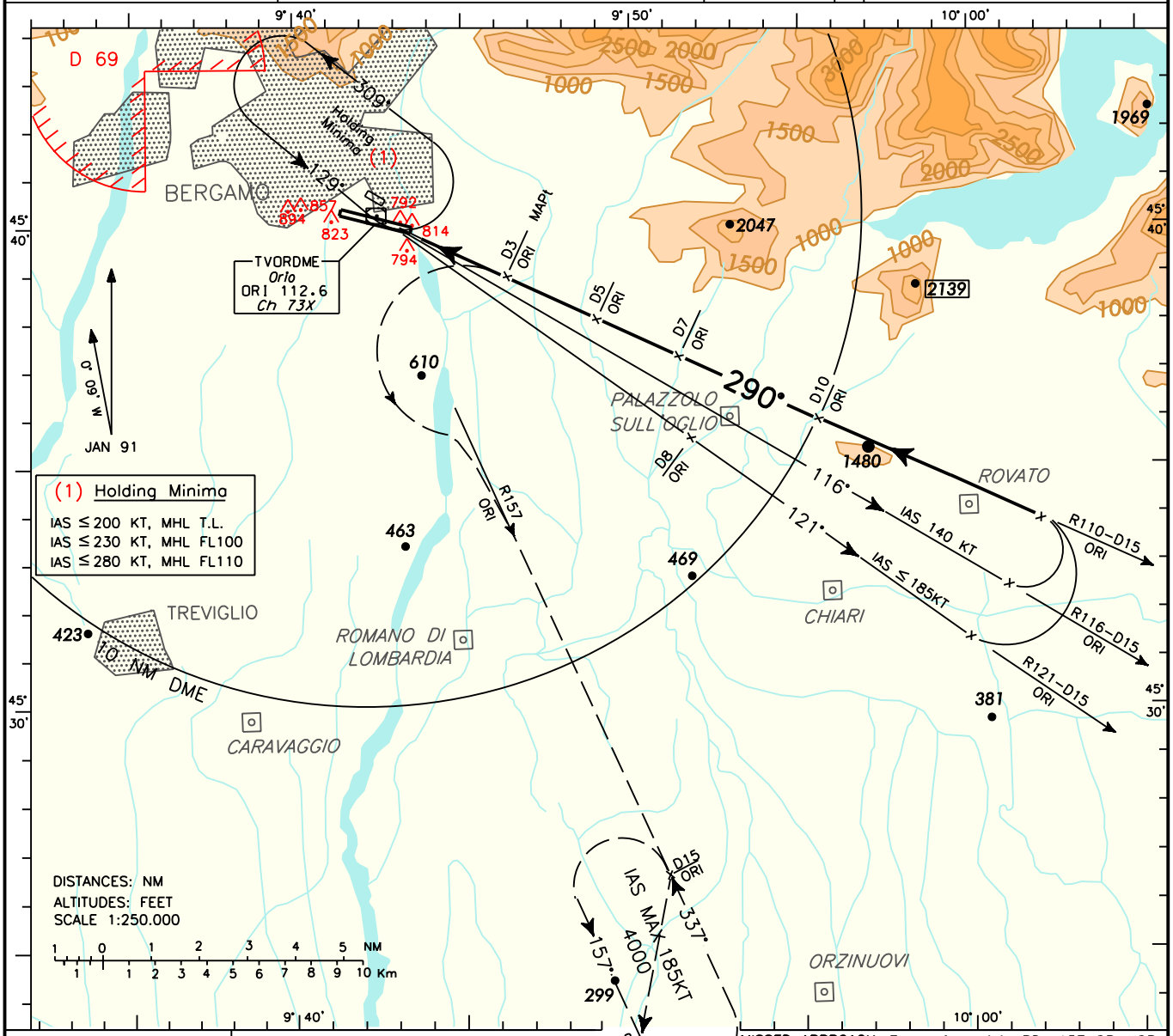
MNM SECT ALT



DOC 8168 – ED 2 – 1982 – AM3

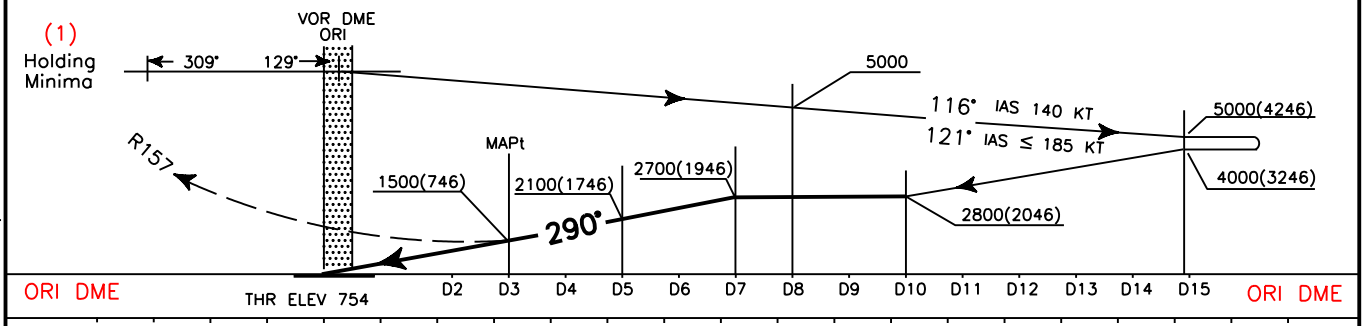
CHANGE: REVISED MISSED APPROACH PROCEDURE

APP	TWR	AD ELEV	LIME	
Milano Arrivals 126.300 (126.750)	*Orio Tower* 125.875 GND 120.50	782		**BERGAMO/ORIO AL SERIO VOR+DME-P RWY28**



TRANSITION ALT 6000

MISSED APPROACH: Turn left to join RDL 157 ORI VOR climbing to 4000FT. Hold on RDL 157/D15 ORI VOR/DME. (Left turn holding pattern towards the station on RDL 157 ORI VOR between D15 and D18 ORI DME. IAS MAX 185 KT; MHA 4000 FT).



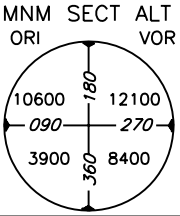
OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	VOR+DME	1500 (746)			
CIRCLING Rwy 10		1600 (818)		1720 (938)	

Final approach track not alligned with RWY axis.

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

DIST	ALT (HGT)
7DME	2700(1946)
6DME	2400(1646)
5DME	2100(1346)
4DME	1800(1046)
3DME	1500(746)
2DME	1200(446)

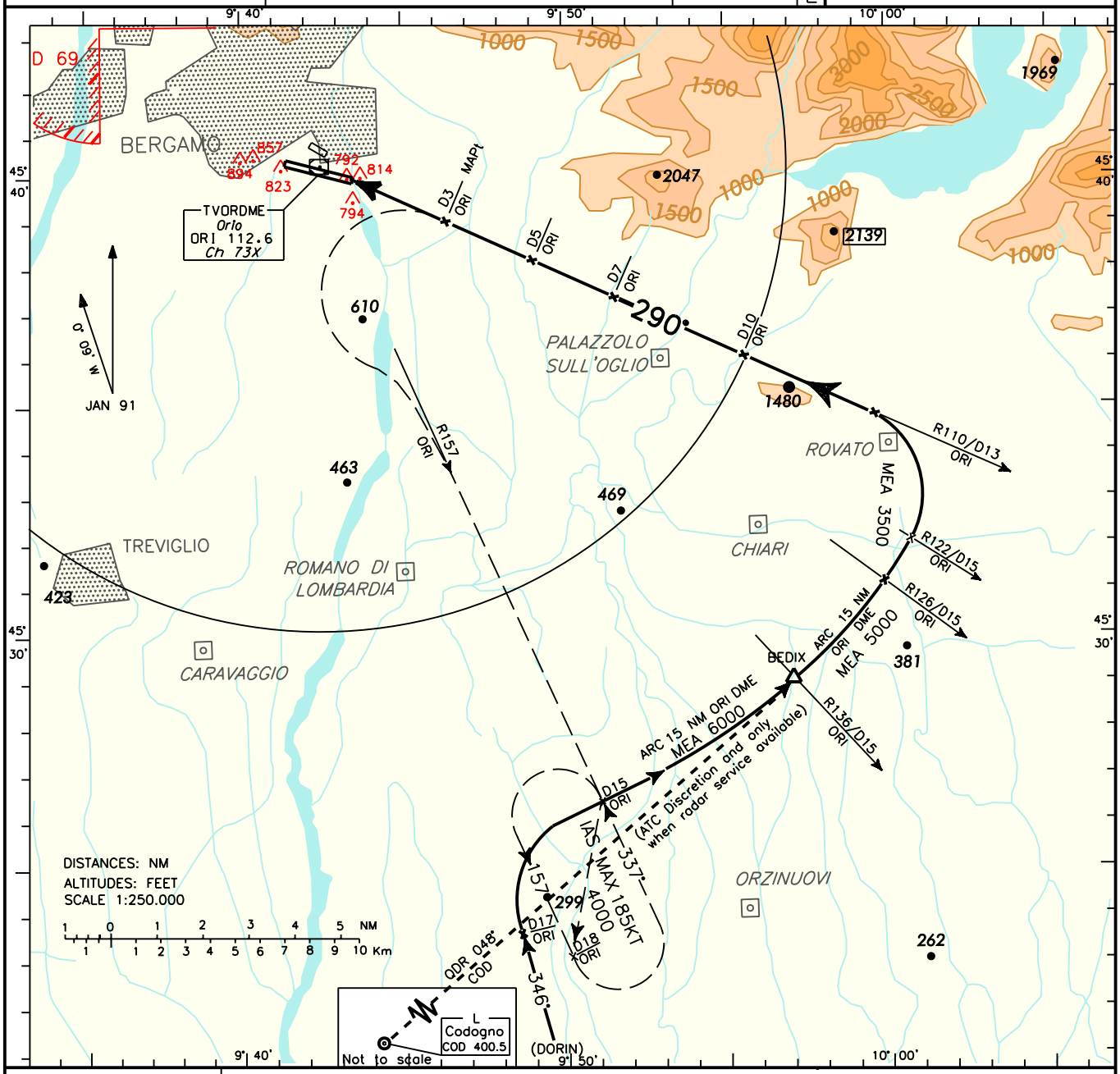
MNM SECT ALT



DOC 8168 – ED 2 – 1982 – AM3

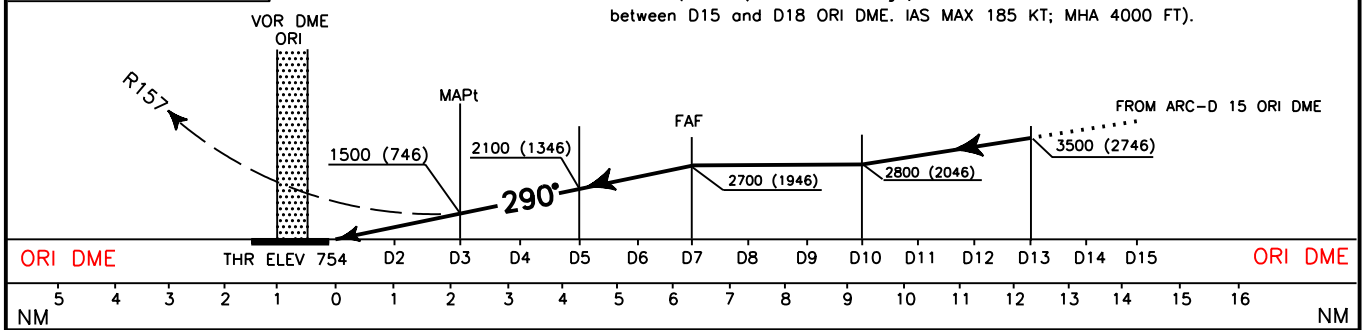
CHANGE: REVISED MISSED APPROACH PROCEDURE

APP	TWR	GND	AD ELEV	LIME	
Milano Arrivals 126.300 (126.750)	*Orio Tower* 125.875	120.50	782		**BERGAMO/ORIO AL SERIO** **VOR+DME–S RWY28**



TRANSITION ALT 6000

MISSED APPROACH: Turn left to join RDL 157 ORI VOR climbing to 4000 FT. Hold on RDL 157/D15 ORI VOR/DME. (Left turn holding pattern towards the station on RDL 157 ORI VOR between D15 and D18 ORI DME. IAS MAX 185 KT; MHA 4000 FT).

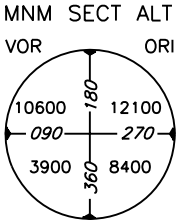


OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	VOR+DME	1500 (746)			
CIRCLING RWY 10		1600 (818)		1720 (938)	

Final approach track not aligned with RWY axis
WARNING: Circling RWY10 available limited South of the RWY.

DIST	ALT (HGT)
7DME	2700 (1946)
6DME	2400 (1646)
5DME	2100 (1346)
4DME	1800 (1046)
3DME	1500 (746)
2DME	1200 (446)

MNM SECT ALT



CHANGE: MEA VALUES MODIFIED and REVISED MISSED APPROACH

DOC 8168 – ED 2 – 1982 – AM3

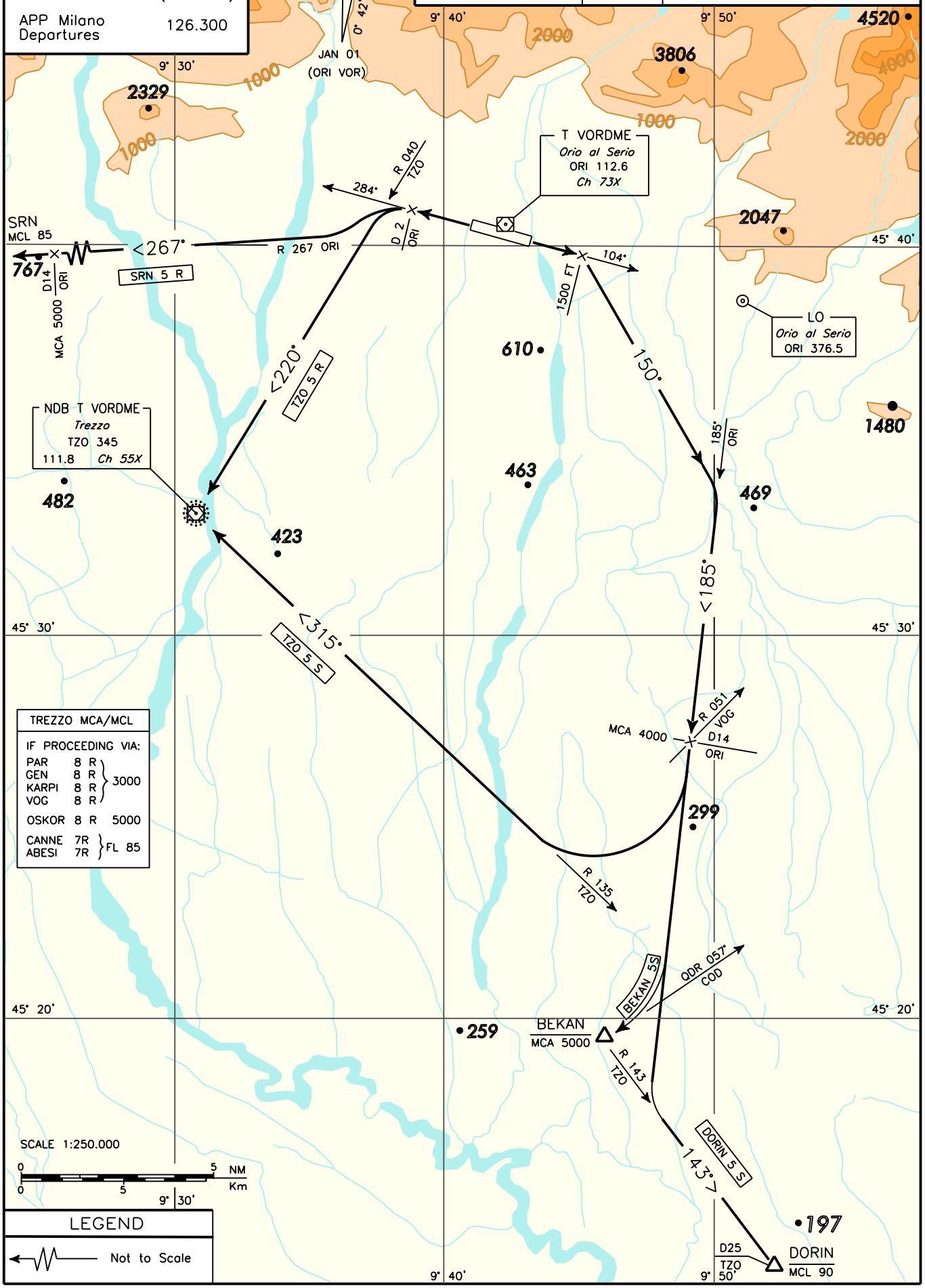
FREQUENCIES		
Orio	TWR	125.875 (120.500)
APP Milano Departures		126.300

INITIAL CLIMB PROCEDURES & SIDS

RWY 10 / 28

BERGAMO/ORIO AL SERIO

TRANSITION ALT 6000



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

CHANGE: NEW AD SECTION – NEW TWR FREQUENCY

DESCRIZIONE SIDs

Procedure antirumore

Si applica la procedura disposta da ENAC di cui al ENR 1-5.

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.

SID RWY 28

TZO 5R
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.
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.

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.
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.

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

SID RWY 10

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

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

SIDs DESCRIPTION

Noise abatement procedures

Provision of Italian Civil Aviation Authority reported in ENR 1-5 apply.

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.

SID RWY 28

TZO 5R
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.
REMARK:
1. Minimum climb gradient: 300 FT/NM (4,9%) until leaving 3000FT.
2. Left turn not before 2NM ORI DME is mandatory.

SRN 5R
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.
REMARK:
1. Minimum climb gradient: 300 FT/NM (4,9%) until leaving 5000FT.
2. Left turn not before 2NM ORI DME is mandatory.

SID RWY 10

TZO 5S
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.
REMARK:
Minimum climb gradient: 300 FT/NM (4,9%) until leaving 1500FT.

BEKAN 5S
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.
REMARK:
Minimum climb gradient: 300 FT/NM (4,9%) until leaving 1500FT.

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.
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.

DORIN 5S
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.
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.

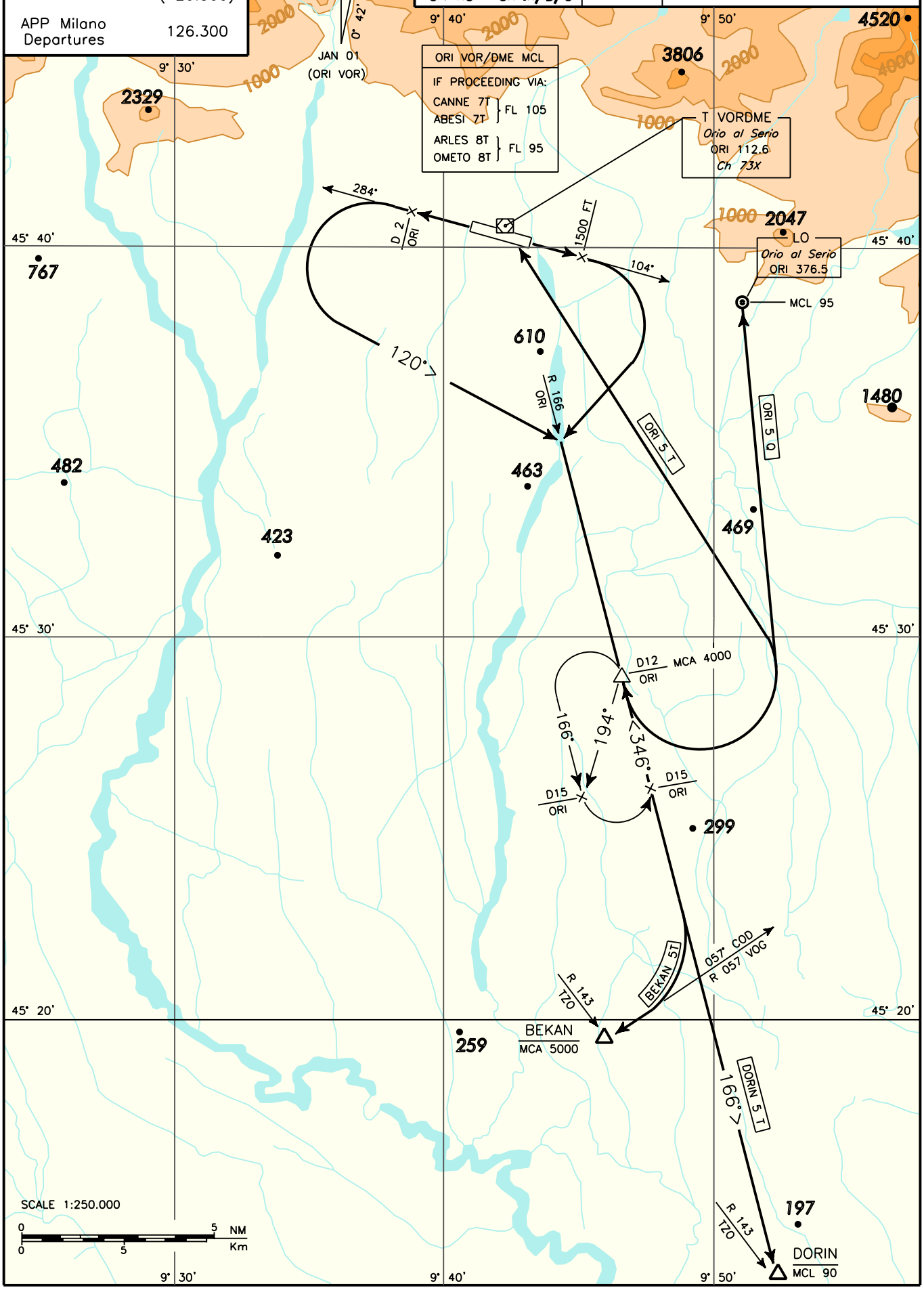
FREQUENCIES	
Orio TWR	125.875 (120.500)
APP Milano Departures	126.300

INITIAL CLIMB PROCEDURES & SIDS FOR ACFT CAT.A/B/C

RWY 10/28

BERGAMO/ORIO AL SERIO

TRANSITION ALT 6000



CHANGE: NEW AD SECTION – NEW TWR FREQUENCY

DESCRIZIONE SIDs

Procedure antirumore

Si applica la procedura disposta da ENAC di cui al ENR 1-5.

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.

SIDs DESCRIPTION

Noise abatement procedures

Provision of Italian Civil Aviation Authority reported in ENR1-5 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.

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.

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.

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

SIDs

ORI 5T
Virare a sinistra per ORI VOR.

SIDs

ORI 5T
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.

ORI 5Q
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).

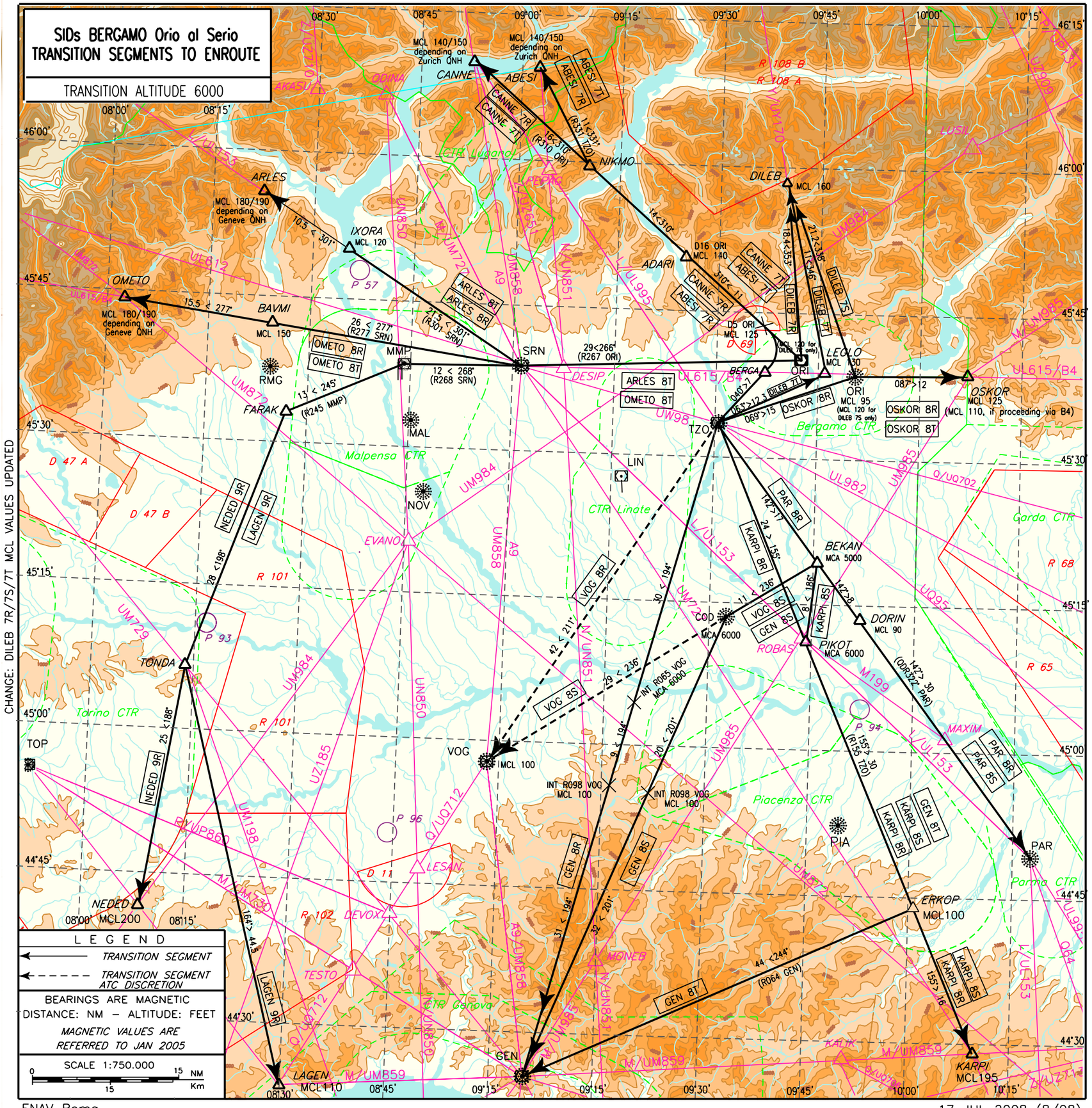
DORIN 5T
Proceed on RDL 166 ORI VOR inbound to point DORIN (INT RDL 143 TZO VOR or INT QDR 323° PAR NDB).

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.

BEKAN 5T
Proceed on RDL 166 ORI VOR until join RDL 057 VOG VOR (QDR 057° COD L) inbound to point BEKAN.

MCA: BEKAN, 5000FT.


SIDs BERGAMO Orio al Serio
TRANSITION SEGMENTS TO ENROUTE
TRANSITION ALTITUDE 6000
CHANGE: DILEB 7R/7S/7T MCL VALUES UPDATED
CANNE
ABESI
NIKMO
DILEB
ARLES
IXORA
OMETO
BAVMI
ADARI
LEOLO
OSKOR
SRN
MMP
RMG
FARAK
IMAL
NOV
LIN
TZO
BERGA
ORI
BEKAN
COD
DORIN
PIKOT
VOG
PIA
PAR
ERKOP
KARPI
GEN
LAGEN
LESAN
TONDA
NEDED
TOP
Bergamo CTR
Malpensa CTR
CTR Linate
Garda CTR
Torino CTR
Piacenza CTR
Parma CTR
CTR Genova
R 108 B
R 108 A
R 101
R 102
R 68
R 65
D 47 A
D 47 B
D 69
D 11
P 57
P 93
P 96
P 94
LEGEND
TRANSITION SEGMENT
TRANSITION SEGMENT ATC DISCRETION
BEARINGS ARE MAGNETIC
DISTANCE: NM – ALTITUDE: FEET
MAGNETIC VALUES ARE REFERRED TO JAN 2005
SCALE 1:750.000
NM
Km

DESCRIZIONE SID (ROTTE DI TRANSIZIONE)

SID DESCRIPTION (TRANSITION ROUTES)

OMETO 8R

Procedere via SRN VOR/L-BAVMI-OMETO.

OMETO 8R

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.

OMETO 8T

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.

ARLES 8R

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.

ARLES 8T

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).

ABESI 7R

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).

ABESI 7T

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.

NEDED 9R

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

NEDED 9R

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

MCL: NEDED, FL200.

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).

CANNE 7R

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).

CANNE 7T

Proceed via ORI VOR 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.

OSKOR 8R

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.

OSKOR 8T

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.

PAR 8R

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

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

PAR 8S

Procedere via DORIN-PAR NDB.

PAR 8S

Proceed via DORIN-PAR NDB.

MCL: DORIN, FL90.

GEN 8R

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

GEN 8R

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.

GEN 8S

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

VOG 8R (ATC discretion)
Proceed via TZO VOR/NDB - VOG VOR/NDB.

MCL: VOG VOR/NDB, FL100.

VOG 8S (A discrezione ATC)
Procedere via BEKAN - COD L-VOG VOR/NDB.

VOG 8S (ATC discretion)
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.

KARPI 8R

Proceed via TZO PIKOT – ERKOP - KARPI.

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

KARPI 8S

Procedere via BEKAN – PIKOT ERKOP - KARPI.

KARPI 8S

Proceed via BEKAN – PIKOT – ERKOP - KARPI.

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

GEN 8T

Procedere via BEKAN-PIKOT-ERKOP-GEN VOR/NDB.

GEN 8T

Proceed via BEKAN-PIKOT-ERKOP- GEN VOR/NDB.

MCA: PIKOT, 6000FT; ERKOP, FL100.

LAGEN 9R
Procedere via SRN VOR/L - MMP VOR/DME – FARAK - TONDA - LAGEN.

LAGEN 9R
Proceed via SRN VOR/L - MMP VOR/DME - FARAK-TONDA - LAGEN.

MCL: LAGEN, FL110.

DILEB 7R
Dopo la procedura di salita iniziale ORI 5T, procedere via ORI VOR, per il punto DILEB.

DILEB 7R
After initial climb procedure ORI 5T, proceed via ORI VOR, bound to DILEB.

MCL: ORI VOR, FL 120; DILEB, FL 160

DILEB 7S
Dopo la procedura di salita iniziale ORI 5Q, procedere via ORI L, per il punto DILEB.

DILEB 7S
After initial climb procedure ORI 5Q, proceed via ORI L, bound to DILEB.

MCL: ORI L, FL 120; DILEB, FL 160

DILEB 7T
Procedere via TZO VOR/NDB (da lasciare a FL 85 o al di sopra) - LEGLO - DILEB.

DILEB 7T
Proceed via TZO VOR/NDB (to be left at FL 85 or above) - LEGLO - DILEB.

MCL: LEGLO, FL130; DILEB, FL160