



ENG VERSION

BERGAMO ORIO AL SERIO AIRPORT

LIME / BGY

FAMILIARISATION

APRIL 2025 - VERSION ACB1
FOR TRAINING USE ONLY

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OVERVIEW

- RWY 12/30 available from 09h to 19h or sunset time if earlier, TUE/SUN, unless notified differently from AecBG
- Coordinate with front desk if flights are planned outside 09/19h
- Class D airspace extends from surface to 2000 feet
- Class A airspace ranges from 2000 to 9500 feet
- The surrounding uncontrolled airspace “G class”, during weekends or clement weather, experiences high volume of traffic, primarily flowing west/east and over the lakes or through valleys
- Elevated terrain is located to the north, northeast, and east, with the highest MSA to the N/E at 12,400 feet
- Operations on RWY 12/30 are dependent to ATC decisions, coordination with ATC might require holding/waiting time
- Apron and taxiways are considered as Movement Area, so only 1 movement is allowed
- Operations on RWY 12/30 are **suspended** when the Runway Condition Code (RCC) indicates wet conditions or it's raining.
- Traffic circuit RWY 12/30 always N of field at 1500 ft. Traffic circuit RWY10/28 always S at 1800 ft

DEPARTURE RWY 12/30

- Airport elevation 782 ft
- Refueling must be performed by Aero club staff; coordinate with front desk
- One movement at a time. Consider delaying engine start-up accordingly
- Line up or backtrack is performed ONLY via TWY MA unless notified differently from ATC. Always readback and comply with ATC instructions
- Call ORIO TOWER for departure information and taxi clearance after engine start. Verify QNH
- Engine run-up must be performed on TWY MA, parallel to RWY 12/30
- Note RWY 12 starts abeam TWY MB. If cleared for “Line up and wait RWY 12”, taxi to RWY 12 starting point (before piano keys) and hold position (recommended static takeoff)
- After departure, comply with ATC instructions. Do not climb above 2000ft
- During peak traffic times, even if exit point is SOUTH of the field, ATC might direct you to the NORTH and thereafter allows you to proceed SOUTH
- RWY 30 is the preferred runway for ATC. Expect delays if RWY 12 is requested

DEPARTURE ROUTES RWY 12

VRP EXIT POINTS

NORTH: MEN1
EAST: MEE1
SOUTH: MES1
WEST: MEW1

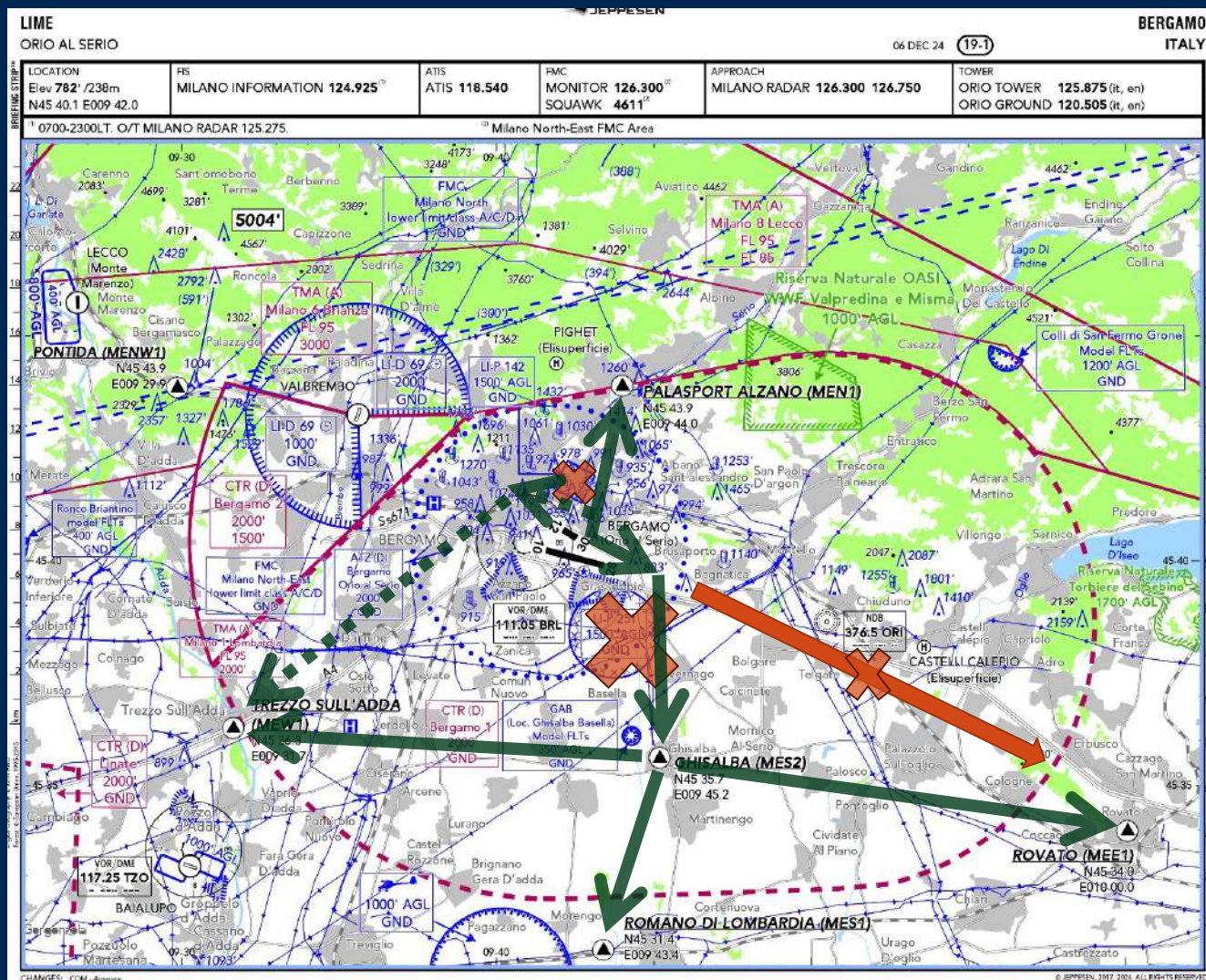
Maintain 2000 ft, unless otherwise instructed by ATC.

VRP ROUTING

MES2 (Ghisalba) is used as ATC tool to quickly move VFR traffic away from final RWY28

Note: dashed **arrows** routings are available only in exceptional circumstances and when no IFR traffic is reported inside the CTR.
MEE1 exit point is only allowed after routing to MES2

Red crosses highlight P areas
Red cross on the red arrow highlight a forbidden route



Do not commence taxi without ATC clearance. Follow ATC instructions, if in doubt ask to clarify. If unable, advise asap.
Strive to maintain assigned altitude within 100 ft tolerance

Always remember to set the Transponder on ALT mode

Basic traffic information service is provided according to class D airspace (CTR). Due to high traffic load, always maintain great attention and lookout to the traffic known in the airspace

DEPARTURE RWY 12

TORA 714 m

Threats

RWY departure leg intersects RWY 28 short final.

Mitigation

Follow ATC instructions. If unsure, ask for confirmation.

In all cases: follow ATC instructions. If unable, advise asap.



Departure to the North: after takeoff start left turn at 1100 ft.

Departure to the East, South, West: after takeoff start right turn at 1300 ft AFTER Serio river (located on RWY28 threshold).

It might happen that also for exit points located SOUTH of the field, ATC might instruct to proceed initially NORTH (towards MEN1) and thereafter to cross the final 10/28 to proceed SOUTH towards MES2.

DEPARTURE ROUTES RWY 30

VRP EXIT POINTS

NORTH: MEN1
EAST: MEE1
SOUTH: MES1
WEST: MEW1

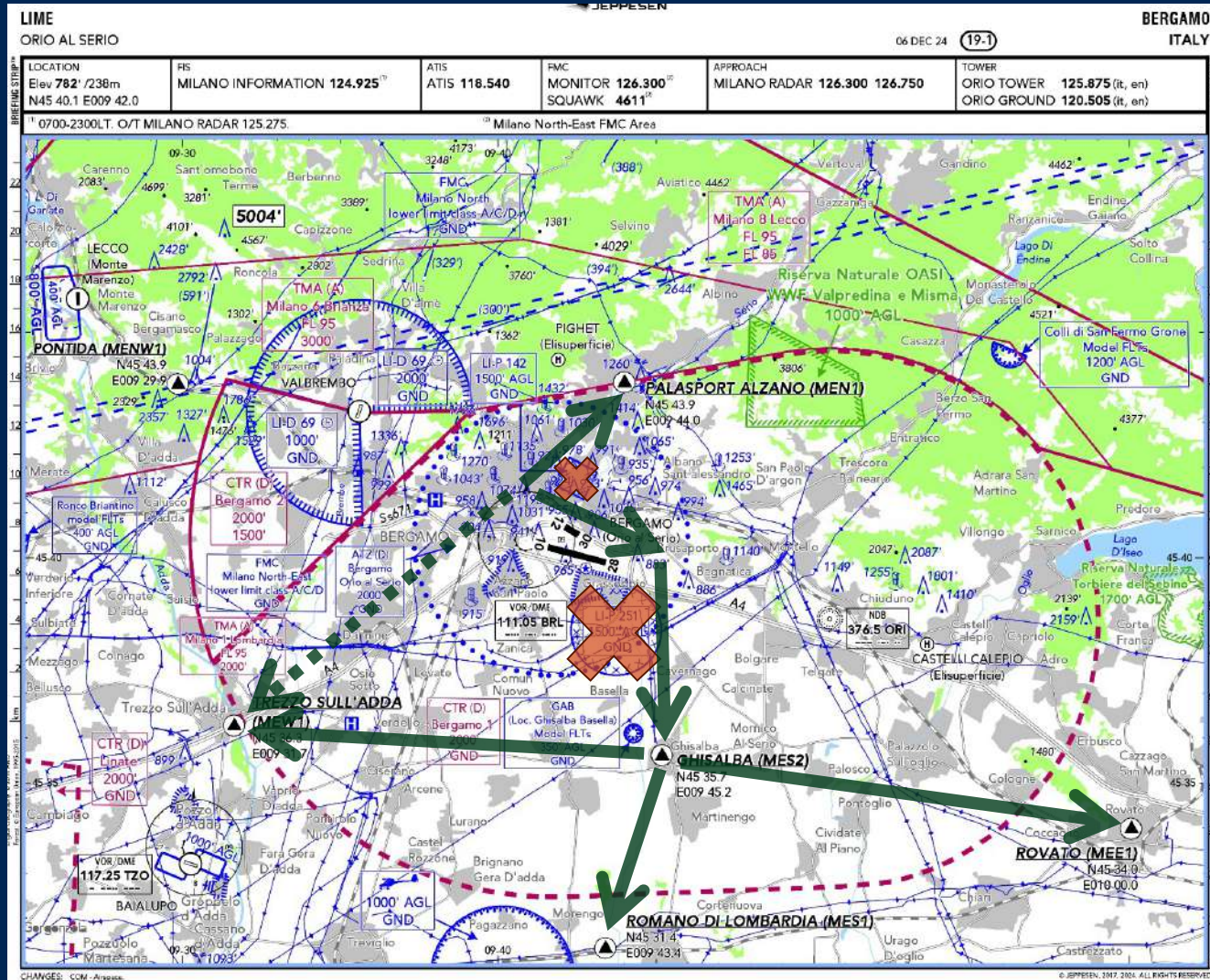
Maintain 2000 ft, unless otherwise instructed by ATC.

VRP ROUTING

MES2 (Ghisalba) is used as ATC tool to quickly move VFR traffic away from final RWY28

Note: dashed **arrows** routings are available only in exceptional circumstances and when no IFR traffic is reported inside the CTR.
MEE1 exit point is only allowed after routing to MES2

Red crosses highlight P areas



Do not commence taxi without ATC clearance.
Follow ATC instructions, if in doubt ask to clarify. If unable, advise asap.
Strive to maintain assigned altitude within 100 ft tolerance

Always remember to set the Transponder on ALT mode

Basic traffic information service is provided according to class D airspace (CTR).
Due to high traffic load, always maintain great attention and lookout to the traffic known in the airspace

DEPARTURE RWY 30

TORA 714 m

Threats:

High terrain along RWY departure leg.
Busy airfield ahead (Valbrembo): congested traffic pattern with gliders and training flights.

Mitigation:

Maintain VMC, expeditiously climb to 2000 ft or cleared altitude. Keep a good look out and monitor frequency.

In all cases: follow ATC instructions. If unable, advise asap.



Departure to the North: after takeoff fly track 295°, **do not** turn right before reaching 1500 ft **and not** before Bergamo train station, due to noise sensitive and P areas, then continue as cleared.

Departure to the East, South, West: comply with ATC instructions, expect a downwind RWY30 and then direct to VRP EXIT points at 2000ft.

It might happen that also for exit points located SOUTH or EAST of the field, ATC might instruct to proceed initially NORTH (towards MEN1) and thereafter to cross the final 10/28 to proceed SOUTH towards MES2.

ARRIVAL RWY 12/30

- Airport elevation 782 ft
- Short and narrow RWY, displaced landing threshold. After landing RWY 30, expect to vacate via TWY MB. After landing RWY 12, ask for backtrack authorization and exit via TWY MB
- One movement at a time. Aircrafts that are on the approach or performing visual circuit pattern have priority
- RWY 12/30 traffic pattern always N at 1500 ft, caution noise sensitive area and P area. The circuit should be executed at 1500 ft SOUTH of the “Bergamo Prison” that is a prohibited area to overfly
- Call ORIO TOWER for arrival information and clearance before reaching VRP ENTRY points. Verify QNH
- Report to ORIO TOWER RWY vacated after landing
- Follow marshaller’s instructions for parking (if present)
- Report to ORIO TOWER when parking position is reached
- During peak traffic times or when operating in reduced visibility (less than 3000mt), consider a MEN1 arrival
- Possible delay actions from ATC: orbit on downwind leg / if coming from SOUTH, MES2 will be used as fix limit to orbit and hold before crossing final 10/28

VRP ENTRY POINTS

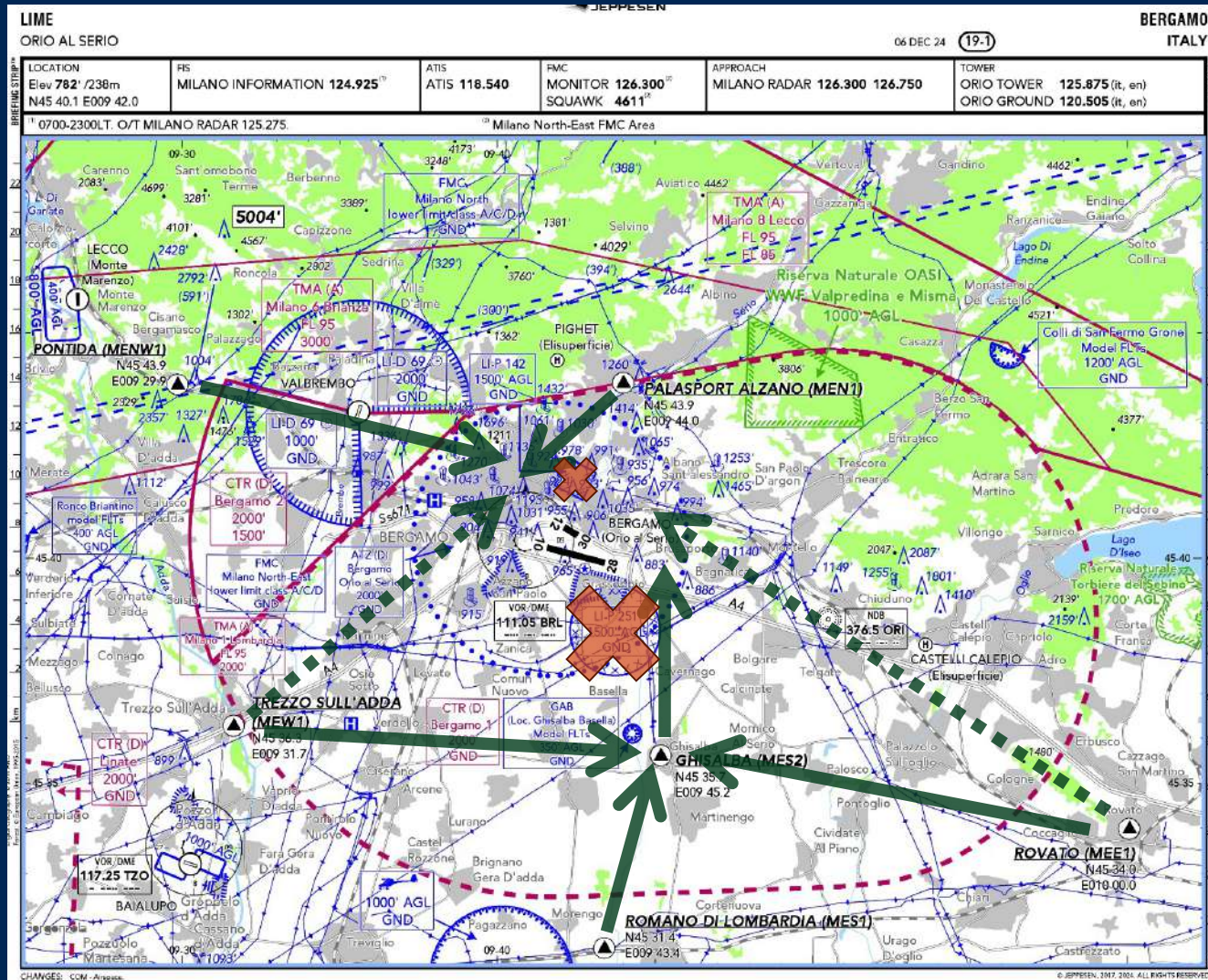
Maintain 2000ft ft at VRP,
unless otherwise instructed by
ATC.

VRP ROUTING

MES2
MENW1
Are used as ATC tool as delay
actions for VFR traffic.
(holding)

Dashed **arrows** routing is available only in exceptional circumstances and when no IFR traffic is reported inside the CTR.

Red crosses highlight P areas.



Do not enter the CTR without ATC clearance. Follow ATC instructions, if in doubt ask to clarify. If unable, advise asap. Strive to maintain assigned altitude within 100 ft tolerance.

Always remember to set the Transponder on ALT mode

Basic traffic information service is provided according to class D airspace (CTR). Due to high traffic load, always maintain great attention and lookout to the traffic known in the airspace

LANDING RWY 12

LDA 714 m

Threats:

No PAPI. Missed approach requires immediate left turn at 1100ft.

Mitigation:

Slow down according to aircraft performance or SOP. Brief G/A.



Arrival from the North: expect to join left downwind or base at 1500 ft. Caution to avoid P area north of the airfield and noise sensitive area on final. (do not turn on base until abeam Bergamo train station)

Arrival from the East and South: expect to join left downwind at 1500 ft.

Arrival from the West: traffic permitting, expect to join right base at 1500 ft. Alternatively expect to be rerouted to MES2 and then left downwind.

In all cases: do not proceed beyond VRP unless instructed by ATC. Follow ATC instructions. If unable, advise asap.

ARRIVAL ROUTES RWY 30

VRP ENTRY POINTS

NORTH: MEN1
EAST: MEE1
SOUTH: MES1
WEST: MEW1

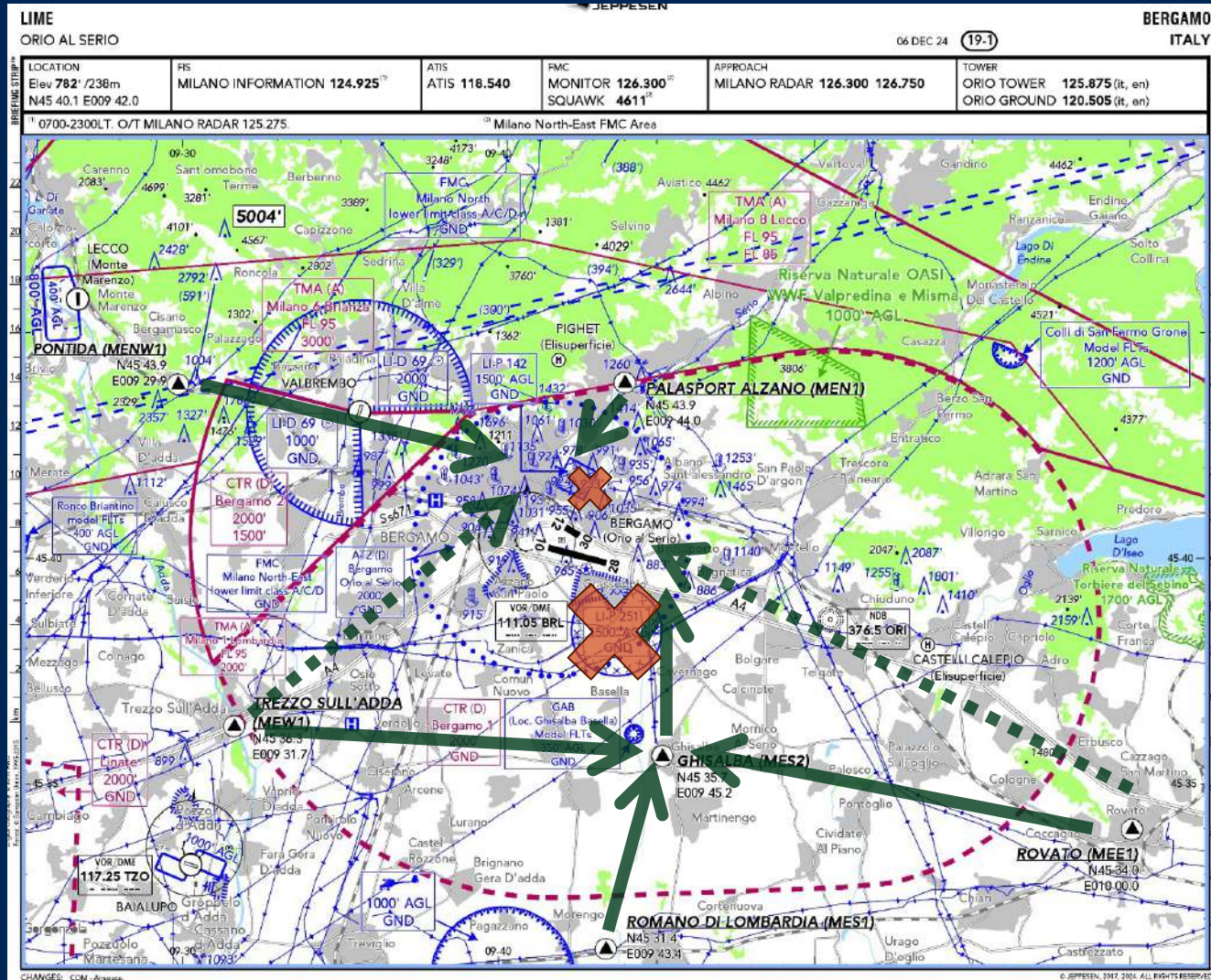
Maintain 2000 ft at VRP, unless otherwise instructed by ATC.

VRP ROUTING

MES2
MENW1
Are used as ATC tool as delay actions for VFR traffic. (holding)

Dashed **arrows** routing is available only in exceptional circumstances and when no IFR traffic is reported inside the CTR.

Red crosses highlight P areas.



Do not enter the CTR without ATC clearance. Follow ATC instructions, if in doubt ask to clarify. If unable, advise asap. Strive to maintain assigned altitude within 100 ft tolerance.

Always remember to set the Transponder on ALT mode

Basic traffic information service is provided according to class D airspace (CTR). Due to high traffic load, always maintain great attention and lookout to the traffic known in the airspace

LANDING RWY 30

LDA 652 m

Threats:

No PAPI. Traffic of medium wake turbulence category on short final RWY 28. Obstacles on short final. Short RWY.

Mitigation:

Carefully listen ATC instructions. Fly Vref precisely on approach. Fly Vref precisely on approach.



Arrival from the North: expect to join right base. Caution to avoid P area north of the airfield. (Bergamo prison)

Arrival from the East: traffic permitting, expect to join long final. Alternatively expect to proceed to MES2 and when traffic permitted to join left base.

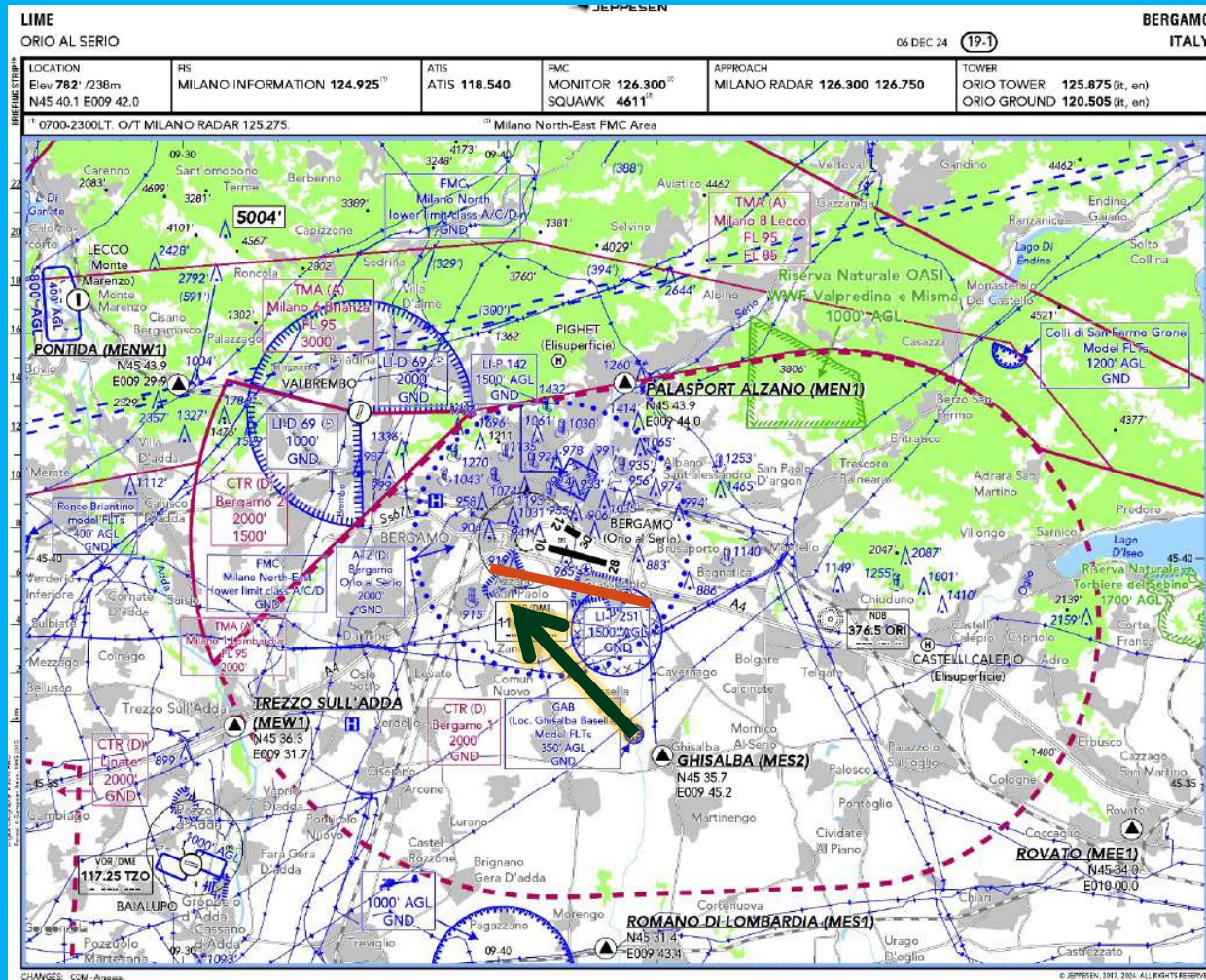
Arrival from the South and West: expect to proceed to MES2 and when traffic permitted to join left base.

In all cases: do not proceed beyond VRP unless instructed by ATC. Follow ATC instructions. If unable, advise asap.

SPECIAL ATC REQUEST

Independently from the RWY in use, ATC may request, to improve traffic flow and reduce waiting time, to proceed via MES2 and then for an initial downwind RWY 10/28 behind the tower building.

That means to proceed initially towards Bergamo CITY and then to perform an extended downwind leg SOUTH of RWY 10/28. (left downwind RWY 28 / right downwind RWY 10) Only when cleared by ATC, proceed towards the Aero club RWY 12/30.



In all cases: do not proceed beyond VRP unless instructed by ATC. Follow ATC instructions. If unable, advise asap.

GO AROUND AND MISSED APPROACH

Whenever an approach does not meet the approach stabilization criteria, or in case of long/bounced landing, a go-around shall be performed

RWY 30 G/A

DER LT 295° to abeam
Bergamo train station
RT 118° to join right
downwind.
Climb 1500 MSL

Caution: P area (prison) from
Surface to 2300 MSL.

Warning: do not climb
above 2000 MSL due to "A"
airspace.



RWY 12 G/A

DER 118° to 1100 MSL
LT 298° to join left
downwind. Avoid short final
RWY 28.
Climb 1500 MSL

Caution: P area (prison) from
Surface to 2300 MSL.

Warning: do not climb
above 2000 MSL due to "A"
airspace.

TERRAIN

Note:

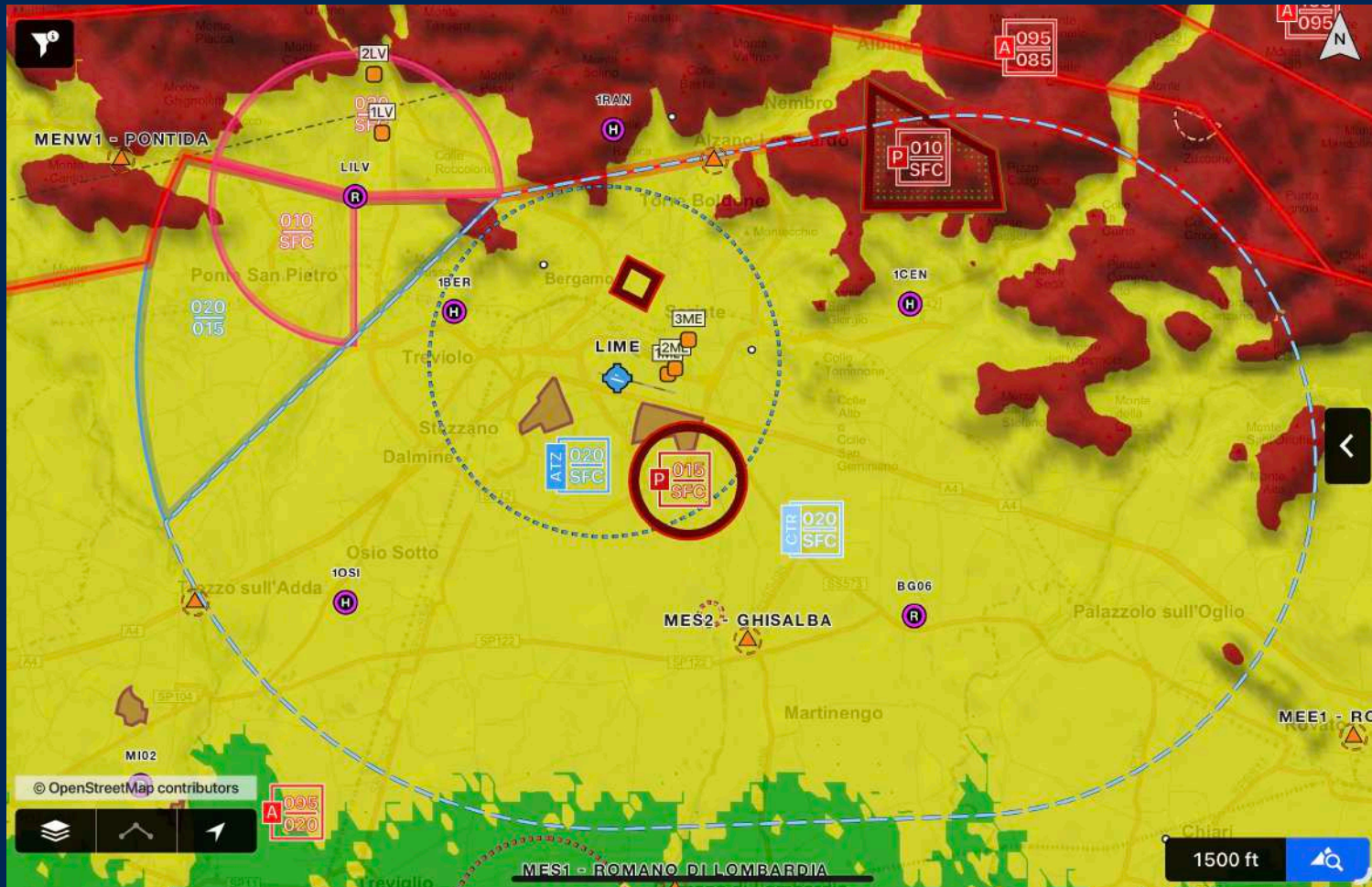
Terrain higher than 1400 ft painted in red.

Threats:

Arrivals from the north subject to high terrain and close-in obstacles.
Terrain in close proximity along final RWY 30, on the right side.

Mitigation:

Maintain VMC and verify QNH. For northerly arrival, do not descend below 2000 ft until reaching MEN1. When established on long final RWY 30, do not deviate right of runway alignment.



WEATHER

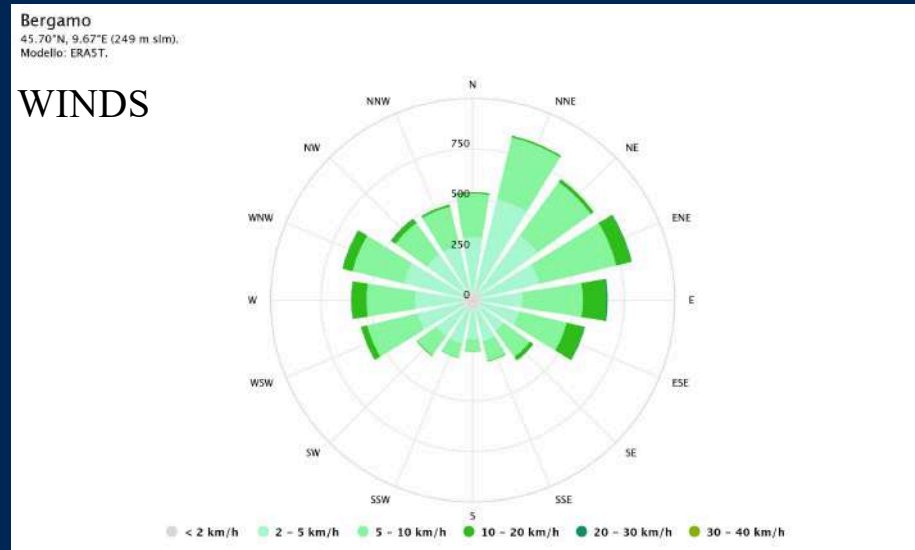
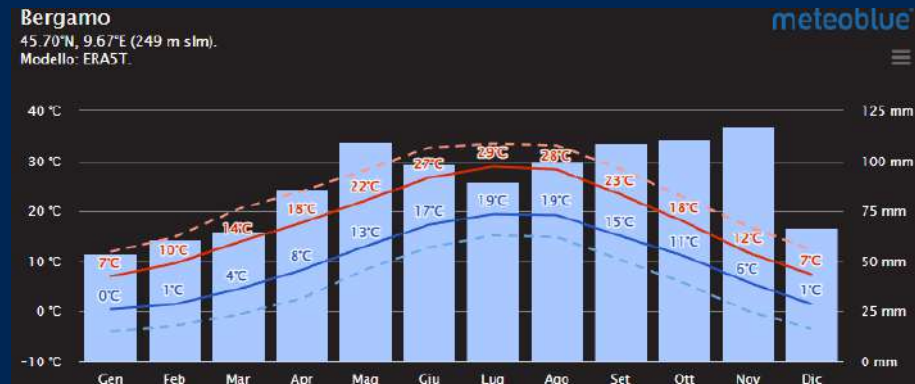
RWY 28 is the most common for departure and arrival.
In strong N/NE winds expect windshear.
During summer months, expect TS associated with GR and GS in the vicinity of the airfield.

Threats:

Windshear. Heavy thunderstorms in summer months with hail phenomena. Surface temperatures above 30° C between June and August.

Mitigation:

Ask for PIREPs before commencing the approach. Avoid high TOW/LW, limit payload to keep gross weight comfortably below MLW. Always check POH landing performance, be careful in case of presence of tailwind.



In case of challenging WX condition, consider delaying or cancelling the flight. Verify METAR/TAF of surrounding airfields: LIMC/LIML/LIPO/LIPX.

During summer months, expect very high Density Altitude. Takeoff and landing distance required might more runway than expected, depending on aircraft type. Verify actual performance accurately on the POH.

Operations might be suspended if t° exceeds 35° or according to Safety Manager decisions.

Landing on RWY 28 can be requested due to WX, subject to ATC clearance and traffic intensity. Expect delay. Beware, no taxiways available between commercial aprons and Aero Club, positioning flight will be required after landing on main runway.

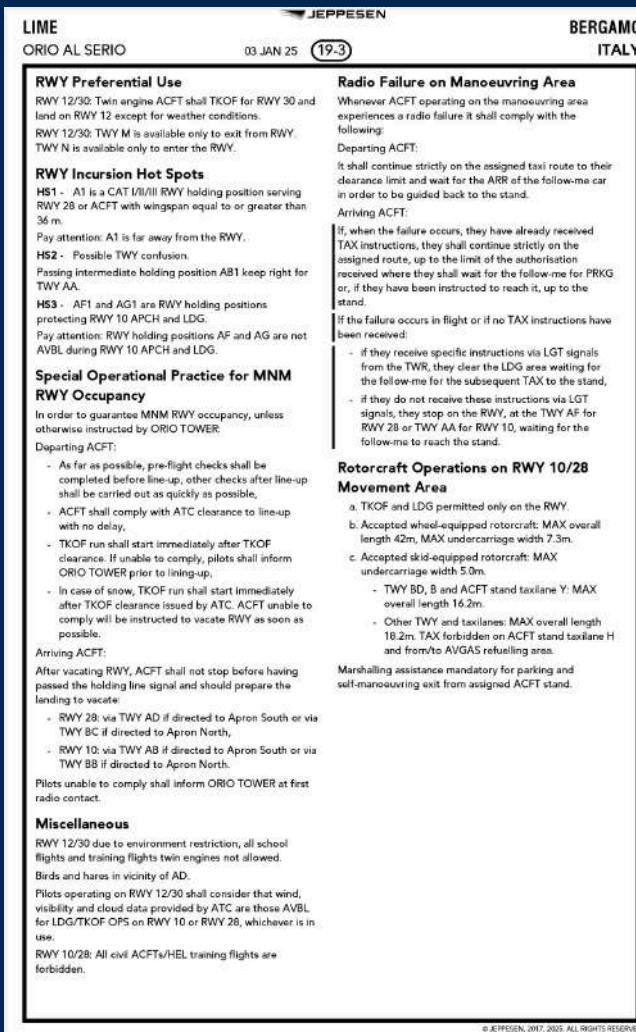
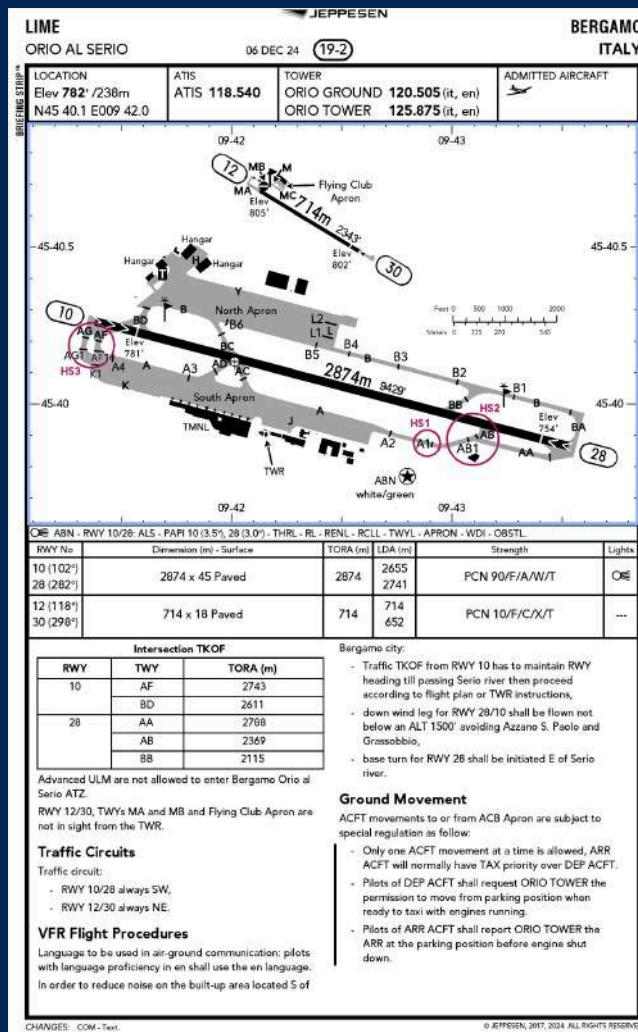
OPERATIONS

Threats:

Busy commercial airport, mostly cat C aircraft of medium wake turbulence category. Medium category helicopters operating near RWY 12 threshold. ATC service can be marginal at times. Presence of wildlife.

Mitigation:

Maintain a good lookout and monitor radio frequency carefully. Monitor 121.5 on COM2. Verify transponder ON/ALT mode. Maintain at least 5 nm separation following a medium category traffic on final. Remain vigilant, follow ATC instruction precisely; if not clear, ask to say it again or to clarify. Adhere to ICAO R/T phraseology in English.



It is recommended to file a flight plan for departure and arrival at least 60 minutes prior. Alternatively, a “shortened flight plan” at the parking stand via R/T is also accepted. (if not crossing Italian national borders) Before calling on TWR freq, listen out a couple of minutes to build up a mental picture of the traffic flow.

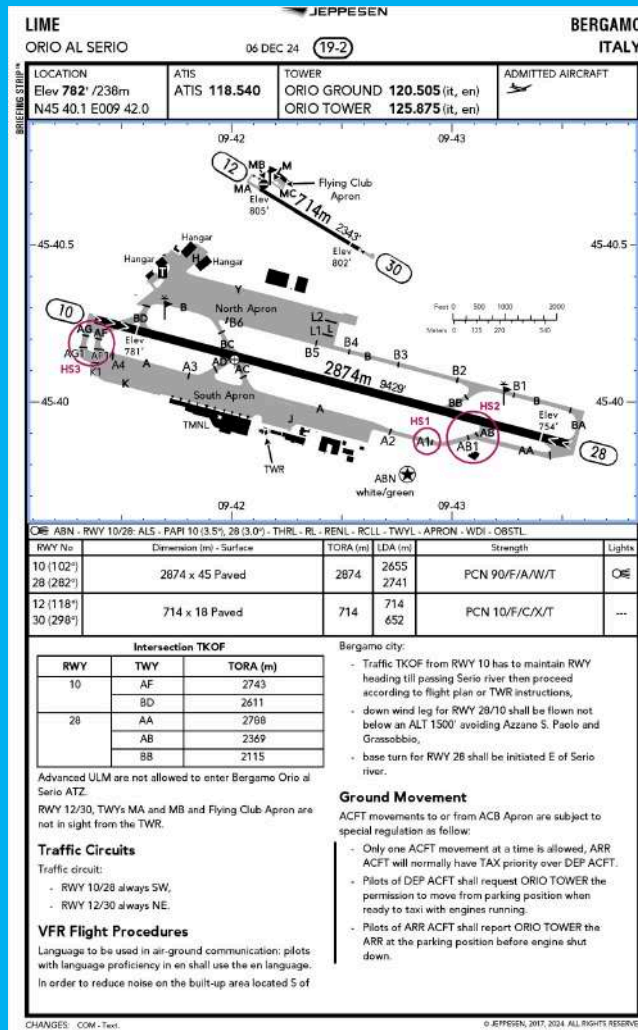
It is recommended to add extra fuel in addition to alternate and reserve fuel.

Expect delays when RWY10 in use.

Always be courteous and professional with ATC. Maintain standard R/T. For any issue, discuss it with Aero Club staff. Maintenance support available at Flying Club Apron.

!!CHECK FOR CHARTS UPDATES!!

OPERATIONS



NOTAM

Carefully check NOTAMs status as it may be forbidden to land into domestic RWY (Aero club) if aircraft is not based in Bergamo Aero Club or if the flight is not a maintenance flight.

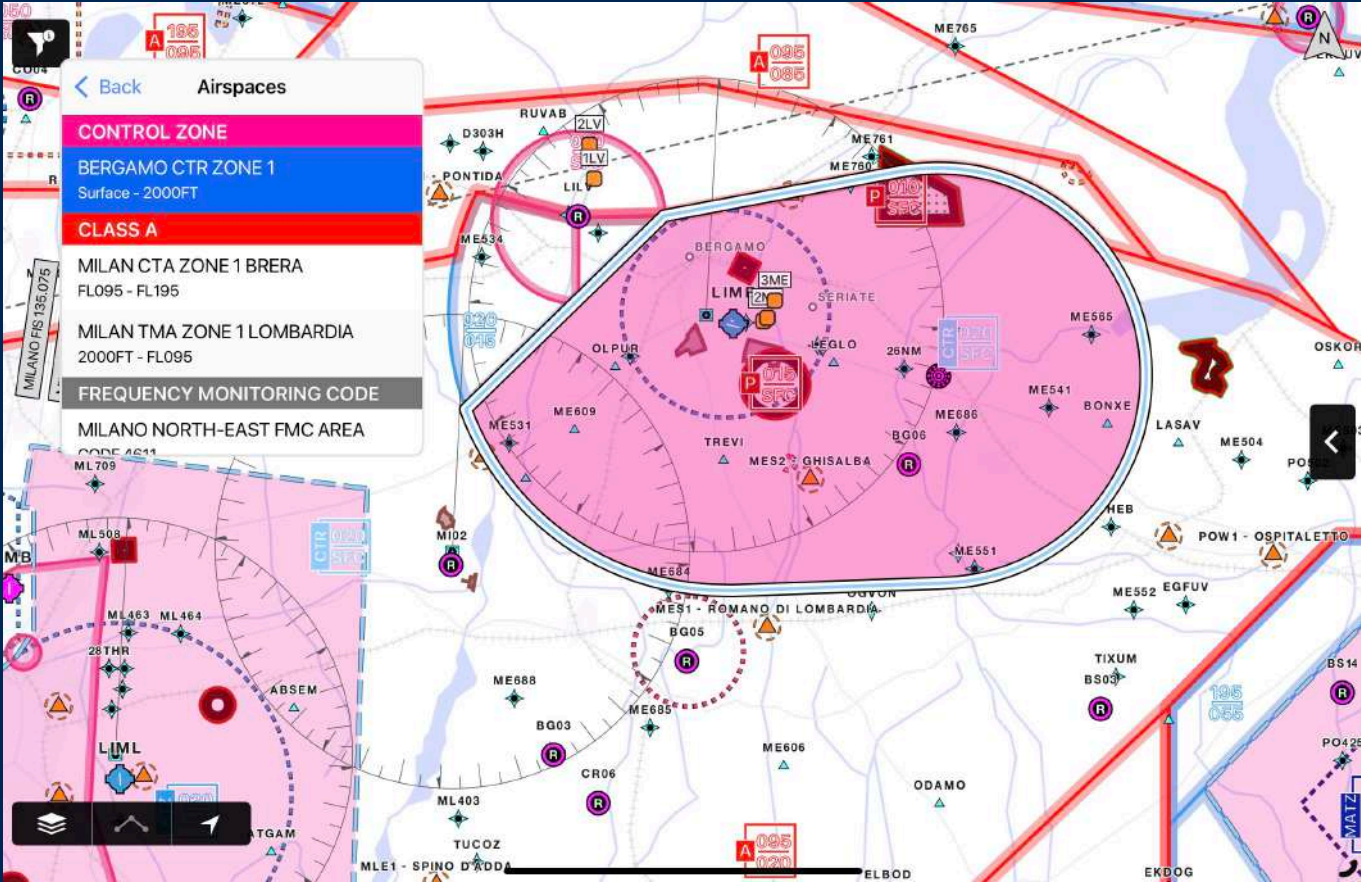
CHECK NOTAM.

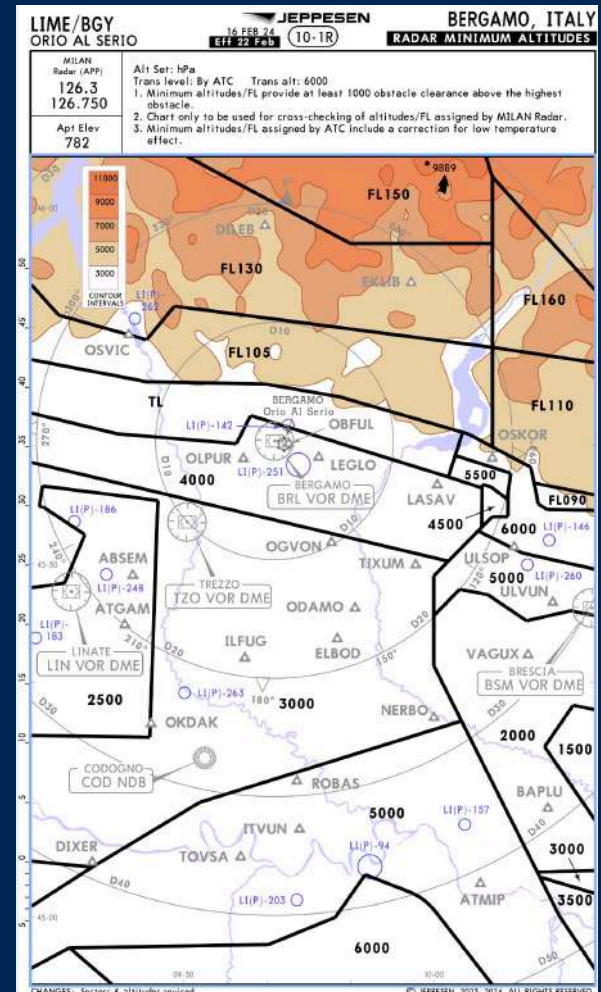
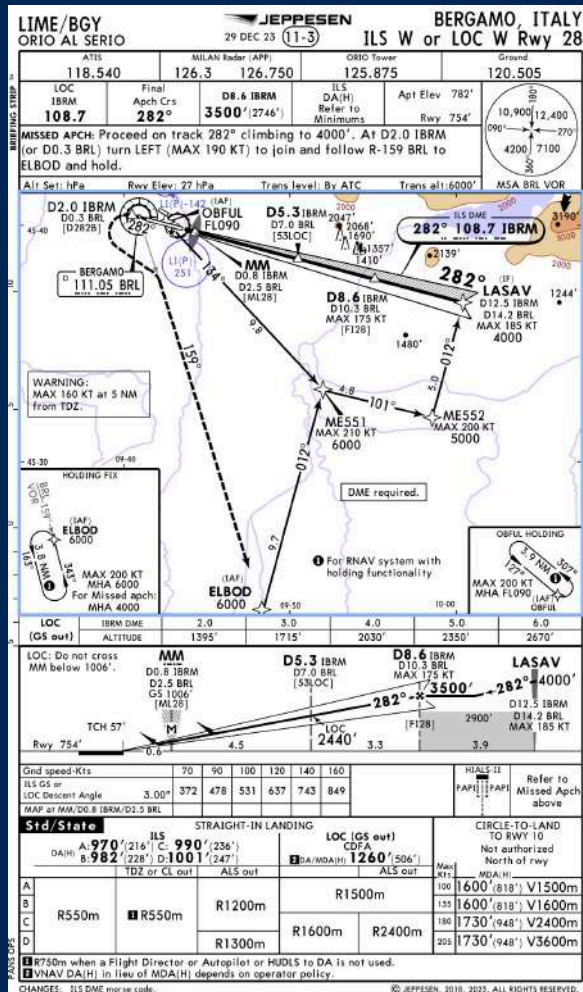
CHECK GEN DEC section in the Aero Club website.

CALL the Aero club staff for info.

Note: Filling a Flight Plan DOES NOT guarantee to land onto domestic RWY.

If the runway is reported wet or it's raining, RWY 12/30 is closed and operations are suspended.





!!CHECK FOR CHARTS UPDATES!!

CONTACTS

- Aero Club Flight Ops: +39 035 297062 (open TUE/SUN) operativo@aeroclub.bg.it
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