

ENG VERSION

BERGAMO ORIO AL SERIO AIRPORT

LIME / BGY

FAMILIARISATION

APRIL 2025 - VERSION ACB1

FOR TRAINING USE ONLY

VERIFY INFORMATION ON CURRENT AIP AND CHARTS

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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 <u>must</u> 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 <u>AFTER</u> 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 asan



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 <u>arrival information and clearance</u> 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

ARRIVAL ROUTES RWY 12

VRP ENTRY POINTS

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

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.



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

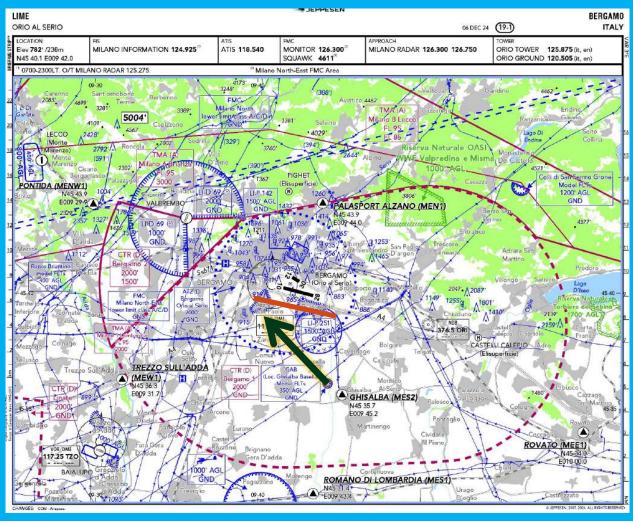
Arrival from the East: traffic permitting, expect to join long final. Alternatively expect to proceed to MES2 and when traffic permitted to join left base.

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

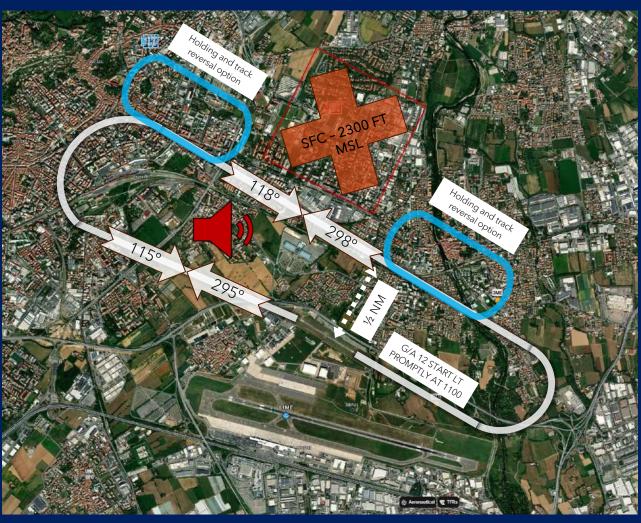
Whenever an approach does not meet the approach stabilization criteria, or in case of long/bounced landing, a go-around shall be performed

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:

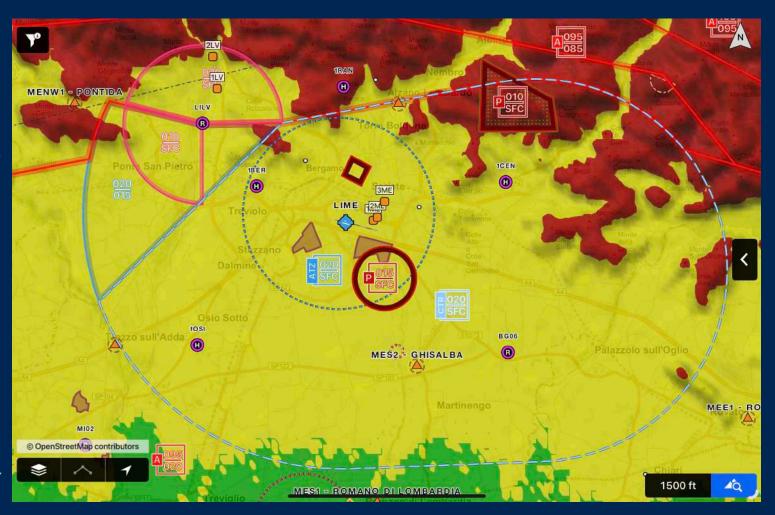
Terrain higher than 1400 ft painted in red.

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.

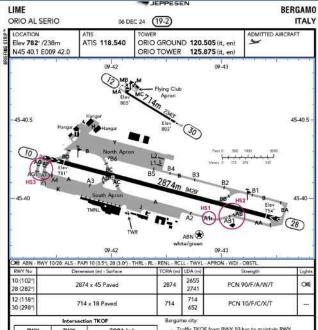
OPERATIONS

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.



RWY	TWY	TORA (m)
10	AF	2743
	BD	2611
28	AA	2788
	AB	2369
	88	2115

Advanced ULM are not allowed to enter Bergamo Orio al Serio ATZ.

RWY 12/30, TWYs MA and MB and Flying Club Apron are not in sight from the TWR.

Traffic Circuits

offic circuit:

CHANGES: COM - Text.

RWY 10/28 always SW, RWY 12/30 always NE.

VFR Flight Procedures

Language to be used in air-ground communication: pilots with language proficiency in en shall use the en language. In order to reduce noise on the built-up area located 5 of

- Traffic TKOF from RWY 10 has to maintain RWY heading till passing Serio river then proceed according to flight plan or TWR instructions,
- down wind leg for RWY 28/10 shall be flown not below an ALT 1500' avoiding Azzano S. Paolo and Grassobbio,
- base turn for RWY 28 shall be initiated E of Serio

Ground Movement

ACFT movements to or from ACB Apron are subject to special regulation as follow:

- Only one ACFT movement at a time is allowed, ARR ACFT will normally have TAX priority over DEP ACFT.
- Pilots of DEP ACFT shall request ORIO TOWER the permission to move from parking position when ready to taxi with engines running.
- Pilots of ARR ACFT shall report ORIO TOWER the ARR at the parking position before engine shut down.

ORIO AL SERIO

RWY Preferential Use

RWY 12/30: Twin engine ACFT shall TICOF for RWY 30 and land on RWY 12 except for weather conditions. RWY 12/30: TWY M is available only to exit from RWY. TWY N is available only to enter the RWY.

RWY Incursion Hot Spots

protecting RWY 10 APCH and LDG.

HS1 - A1 is a CAT I/II/III RWY holding position serving RWY 28 or ACFT with wingspan equal to or greater than 36 m.

Pay attention: A1 is far away from the RWY.

HS2 - Possible TWY confusion.
Passing intermediate holding position AB1 keep right for

TWY AA.

HS3 - AF1 and AG1 are RWY holding positions

Pay attention: RWY holding positions AF and AG are not AVBL during RWY 10 APCH and LDG.

Special Operational Practice for MNM RWY Occupancy

In order to guarantee MNM RWY occupancy, unless otherwise instructed by ORIO TOWER: Departing ACFT:

- As far as possible, pre-flight checks shall be completed before line-up, other checks after line-up shall be carried out as quickly as possible.
- ahall be carried out as quickly as possible,

 ACFT shall comply with ATC clearance to line-up
- TKOF run shall start immediately after TKOF clearance. If unable to comply, pilots shall inform ORIO TOWER prior to lining-up.
- In case of snow, TKOF run shall start immediately after TKOF clearance issued by ATC. ACFT unable to comply will be instructed to vacate RWY as soon as

Arriving ACFT:

After vacating RWY, ACFT shall not stop before having passed the holding line signal and should prepare the landing to vacate:

- RWY 28: via TWY AD if directed to Apron South or via TWY BC if directed to Apron North,
- RWY 10: via TWY AB if directed to Apron South or via TWY BB if directed to Apron North.

Pilots unable to comply shall inform ORIO TOWER at first radio contact.

Miscellaneous

RWY 12/30 due to environment restriction, all school flights and training flights twin engines not allowed.

Birds and hares in vicinity of AD.

Pilots operating on RWY 12/30 shall consider that wind,
visibility and cloud data provided by ATC are those AVBL
for LDG/TKOF-OPS on RWY 10 or RWY 28, whichever is in

use. RWY 10/28: All civil ACFTs/HEL training flights are

03 JAN 25 (19-3)

Radio Failure on Manoeuvring Area

BERGAMO

ITALY

Whenever ACFT operating on the manoeuvring area experiences a radio failure it shall comply with the following:

Departing ACFT:

JEPPESEN

It shall continue strictly on the assigned taxi route to their clearance limit and wait for the ARR of the follow-me car in order to be guided back to the stand. Arriving ACFT:

If, when the failure occurs, they have already received TAX instructions, they shall continue strictly on the assigned route, up to the limit of the authorisation received where they shall wait for the follow-me for PRKG or, if they have been instructed to reach it, up to the

If the failure occurs in flight or if no TAX instructions have been received:

- if they receive specific instructions via LGT signals from the TWR, they clear the LDG area weiting for the follow-me for the subsequent TAX to the stand,
- if they do not receive these instructions via LGT signals, they stop on the RWY, at the TWY AF for RWY 28 or TWY AA for RWY 10, waiting for the

Rotorcraft Operations on RWY 10/28 Movement Area

- a. TKOF and LDG permitted only on the RWY.
- b. Accepted wheel-equipped rotorcraft: MAX overall length 42m, MAX undercarriage width 7.3m.
- Accepted skid-equipped rotorcraft: MAX undercarriage width 5.0m.
 - TWY BD, B and ACFT stand taxilane Y: MAX overall length 16.2m.
 - Other TWY and taxilanes: MAX overall length 18.2m. TAX forbidden on ACFT stand taxilane H and from/to AVGAS refuelling area.

Marshalling assistance mandatory for parking and self-manoeuvring exit from assigned ACFT stand.

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.

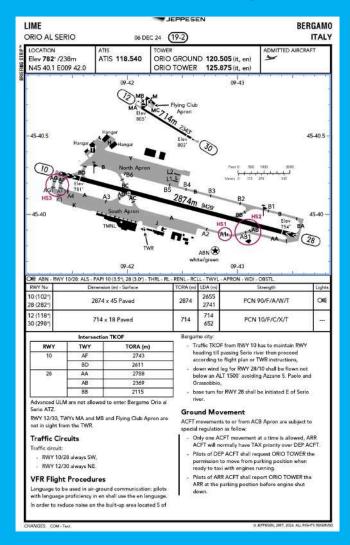
Maintain standard R/T.

For any issue, discuss it with Aero Club staff.

Maintenance support available at Flying Club Apron.

!!CHECK FOR CHARTS UPDATES!!

OPERATIONS



NOTAM

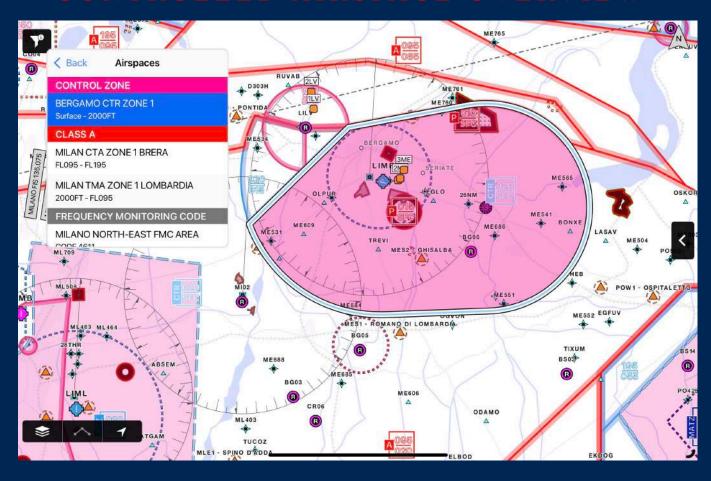
Carefully check NOTAMs status as it may be forbidden to land into domestic RWY (Aero club) if aircraft is <u>not</u> based in Bergamo Aero Club or if the flight is <u>not</u> a maintenance flight.

CHECK NOTAM.
CHECK GEN DEC section in the Aero Club website.
CALL the Aero club staff for info.

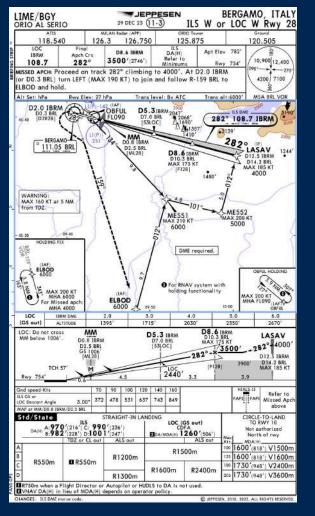
Note: Filling a Flight Plan <u>DOES NOT</u> guarantee to land onto domestic RWY.

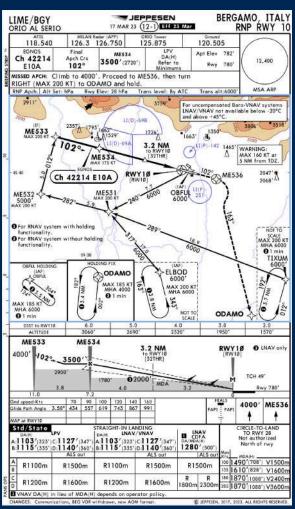
If the runway is reported wet or it's raining, RWY 12/30 is closed and operations are suspended.

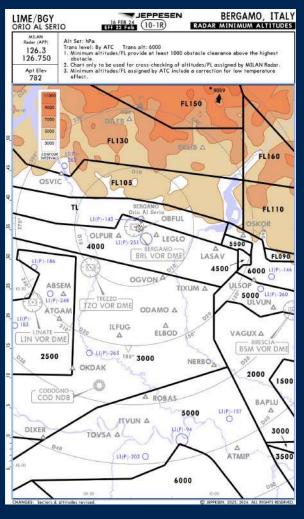
CONTROLLED AIRSPACE OVERVIEW



RWY 28/10 INSTRUMENT APPROACH PLATES







!!CHECK FOR CHARTS UPDATES!!

CONTACTS

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