

Bergamo Orio al Serio Airport

IATA/ICAO CODE: BGY/LIME
 CITY: Orio al Serio
 COUNTRY: Italy

AIRPORT CONTACT

No changes reported by the airport in 2011
 Verify information below with the airport

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Name:	ENAC (Civil Aviation Authority)	S.A.C.B.O.
Title:	Airport Administration Authority	Airport Operator
Airport:	Bergamo Orio al Serio Airport	
Address:	ENAC (Civil Aviation Authority) Via Aeroporto, 13 24050 Aeroporto civile Bergamo/Orio al Serio Italy	
Phone:	+ 39 035 311269	+39 035 326331 +39 035 326326
FAX:	+ 39 035 311408	+39 035 313432
Email:	aero.bergamo@enac.gov.it	
Airport Web Site:	www.orioaeroporto.it	

ELEVATION: 782 ft.

RUNWAY INFORMATION				
Orientation	Length(m)	Displaced Threshold(m)	Glide Slope(deg)	Width(m)
10/28	2934	10/100 28/133	-	45
12/30	778	-	-	18

NOISE ABATEMENT PROCEDURES

Noise abatement procedures (Provision of Italian Civil Aviation Authority N 42/674/A3 dated March 21, 1996

19.1 Initial climb procedures

Compliance with the procedures below shall not be required in adverse weather conditions or for safety reasons.

During the initial climb phase pilots shall maintain the following parameters:

- a) up to 1500 ft QFE:
 - take-off power
 - takeoff flap
 - climb V2+10/20 kt IAS or as limited by body angle
- b) at 1500 ft QFE
 - reduce thrust and climb at V2+ 10/20 kt IAS until reaching 3000 ft QFE

c) at 3000 ft QFE

- accelerate smoothly to en-route climb speed with flap retraction.

19.2 Approach and landing procedures

Pilots shall conduct their flight at a speed which permits operation of the aircraft in clean configuration until reaching a distance of approximately 12 NM from touch down.

Recommended speed is 210 kt + or - 10 KT or the aircraft's minimum performance speed if higher than above.

Subsequent portion of the approach, either instrument or visual, shall be flown with a properly set slope to achieve, if possible, a continuous descent, the interception of approach path not below 3000 ft QFE and aircraft to be established not beyond the OM or equivalent position.

Execution technique must be performed with aircraft deceleration action and aerodynamic configuration change so as to achieve final speed and configuration at the OM, FAF or equivalent position.

Compliance with the above procedure is recommended provided that it is compatible with ATC instructions and weather conditions are favorable.

Non compliance is allowed in case of precision approach CAT II and III.

No instrument or visual approach shall be made at an angle less than the ILS glide path or less than 3 degrees if no ILS is available.

Aircraft executing a visual approach shall intercept descent path at not lower than 1000 FT QFE.

19.3 Provisions of Italian Civil Aviation Authority N 42/255/R2/1-9 dated March 17, 1997
Noise abatement procedures described in paragraph 19.1 apply to the following aerodromes: Torino Caselle, Milano Linate, Milano Malpensa, Bergamo, Bologna, Ancona, Forli (only to RWY 30), Napoli, Pescara, Reggio Calabria (only to RWY 15/33), Rimini, Roma Ciampino, Roma Fiumicino (to RWY 25 excluded), Rinchi (only to TWY 09), Treviso S. Angelo (approved in Treviso AD by local DCA with provision n 404/2/32 dated 2 February 2001); noise abatement procedures described in paragraph 19.2 apply to all Italian aerodromes open to civil air traffic.

The use of the reverse thrust at power higher than idle is allowed only in the event of proven safety/operational reasons.

In addition to the above information, see preferential runways below.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

Runway Preferential Use:

1) RWY 10/28: see Table 21 - NOISE ABATEMENT PROCEDURES. (see information below under Use of RWY below)

2) RWY 12/30: Twin engine aircraft shall take off for RWY 30 and land on RWY 12 except for:

Use of Runway:

1)Departures

- a) VFR traffic taking off from RWY shall follow the same IFR initial climb procedure with visual reference to the motorway toll gate:
- b) Aircraft certified ICAO Annex 16 Chapter 2 shall not use Bergamo/Orio al Serio aerodrome, except for emergency flights. Such aircraft are allowed to take off from RWY 10 only. The use of RWY 28 will be authorized in case of adverse meteorological conditions or for safety reasons.

Night Restrictions:

From 2200 - 0500 (2100-0400) all traffic shall be instructed to take off from RWY 10 except for:

- a) weather conditions that recommend to use RWY 28;
- b) low visibility procedures;
- c) safety reasons or for exceptional reasons concerning air transport service; other reasons cannot be accepted.

Due to noise abatement procedures arriving traffic may be subject to in flight delay and departing traffic may be subject to start-up delay between 2200-0500 (2100-0400).

OPERATING QUOTA- **NONE**

ENGINE RUN-UP RESTRICTIONS

From 2200 till 0500 (2100-0400) and from 1300 to 1500 (1200-1400) engine tests are forbidden except for authorised aircraft to be used immediately, provided that the general safety is assured; possible derogations may be granted by local Civil Aviation Authority, in exceptional circumstances, provided that airport noise limitation is assured.

APU OPERATING RESTRICTIONS

Use of APU is allowed 5 minute before EOBT but only to start up engines, in case of extraordinary reasons, the use of APU shall be reduced to the shortest time. If ground generator units are not available, APU can be started up 30 minutes before EOBT and switched off 20 minutes after arrival.

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NOISE BUDGET RESTRICTIONS - **NONE**

NOISE SURCHARGE - **NONE**

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for		

Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)