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Airport Information For LIML
Terminal Charts For LIML
Revision Letter For Cycle 08-2013
Change Notices
Notebook

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General Information

Location: Milan Ita
IATA Code: LIN
Lat/Long: N45° 27.0' E009° 16.7'
Elevation: 353 ft

Airport Use: Public
Magnetic Variation: 1.9°E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0438 Z
Sunset: 1808 Z,

Runway Information

Runway: 17
Length x Width: 1972 ft x 72 ft
Surface Type: bitu
TDZ-Elev: 352 ft

Runway: 18
Length x Width: 8012 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 353 ft
Lighting: Edge, ALS, Centerline, REIL

Runway: 35
Length x Width: 1972 ft x 72 ft
Surface Type: bitu
TDZ-Elev: 349 ft

Runway: 36
Length x Width: 8012 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 345 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

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ATIS 136.375
Linate Planning Tower 119.25
Linate Tower 118.4
Linate Tower 118.1
Linate Ground Control 121.8
Milan Radar Approach Control 134.175
Milan Radar Approach Control 133.175
Milan Radar Approach Control 126.75
Milan Radar Approach Control 126.3

1. GENERAL

1.1. ATIS

ATIS 136.37

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. REVERSE THRUST

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

1.2.2. RUN-UP TESTS

Engine tests at high power are prohibited between 2200-0500LT, except for ACFT to be used immediately.

1.2.3. AUXILIARY POWER UNITS (APUs)

Use of APU is allowed 30 minutes before departure, 15 minutes after arrival and 15 minutes at parking docks 1-5.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP will be applied during CAT II/III and departure operations when
- RVR reported at TDZ is 550m or below,
- ceiling is below 200' according to the local MET report,
- the rapid detoriation of weather conditions recommends so.

Pilots will be informed via ATIS and/or RTF when LVP are in force.

1.3.2. GROUND MOVEMENT

For Low Visibility Taxi Routes refer to 20-9 charts.

1.3.2.1. GENERAL

In case of failure of the Surface Movement Radar with RVR, measured on any available transmissometer, is below 400m only one ACFT movement at the time is allowed and Follow-me assistance always mandatory.

1.3.2.2. ARRIVAL

Landing ACFT shall vacate the RWY preferentially via TWY K to the West Apron and only via TWY G to the North Apron.
TWY J not available.
ACFT shall report to Tower when the ILS sensitive area has been vacated (identified by the end of the green/yellow color coded TWY centerline lights) and when the assigned stand has been reached.

1.3.2.3. DEPARTURE

ACFT shall enter RWY 36 via TWY T only.
TWY J not available.
Holding bay RWY 36 not available.
When RVR, measured on any available transmissometer, is below 400m, Follow-me assistance is mandatory on West Apron.

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1. GENERAL

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. OPERATION OF MODE S TRANSPONDER WHEN ACFT IS ON GROUND

1.4.1.1. ACFT EQUIPPED WITH MODE S TRANSPONDER

From either push-back or taxi request, whichever is earlier:
- Enter through the FMS or transponder control panel:
  - Flight Identification as specified in item 7 of ICAO flight plan form; or
  - In the absence of Flight Identification, the ACFT Registration;
- Select XPDR or its equivalent depending on the specifications of the installed model;
- Select AUTO mode, if the function is available;
- Do not select the OFF or STAND BY functions;
- Set the Mode A code assigned by ATC.

After landing until at a stand:
- Select XPDR or its equivalent depending on the specifications of the installed model;
- Select AUTO mode, if the function is available;
- Do not select the OFF or STAND BY functions;
- Maintain the Mode A code assigned by ATC.

On the movement area:
- Select XPDR or its equivalent depending on the specifications of the installed model;
- Select AUTO mode, if the function is available;
- Do not select the OFF or STAND BY functions;
- Set Mode A code to 1000.

1.4.1.2. ACFT NOT EQUIPPED WITH MODE S TRANSPONDER OR WITH UNSERVICEABLE MODE S TRANSPONDER

Departing ACFT maintain Mode A + C transponder OFF until line-up.
Arriving ACFT set the Mode A + C transponder to OFF as soon as the RWY is vacated.
On the movement area maintain Mode A + C transponder OFF for all the duration of displacement.

1.4.1.3. WARNING

TCAS should be selected before entering the RWY, after receiving line-up clearance and should be deselected after vacating the RWY.

1.5. RWY OPERATIONS

1.5.1. PREFERENTIAL RWY SYSTEM

Use RWY 36. MAX tailwind component 7 KT (dry RWY) or 5 KT (wet RWY).

According to ENAC provision 0003504/OML dated 05.09.2008, take-off operations from RWY 18 are permitted only when meteo conditions or safety reasons do not allow the use of the preferential RWY 36.

1.5.2. MINIMUM RWY OCCUPANCY TIME

To minimize spacing between successive approaches, a special operational practice applies, unless otherwise instructed by Tower and with due respect to flight safety.

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1. GENERAL

1.6. TAXI PROCEDURES

1.6.1. GENERAL

ACFT with taxi allowance must switch on landing lights.
TWY A MAX wingspan 118 '/36m.

TWY K centerline lights visible from RWY 18/36 to West Apron only.

TWY K available for ACFT with MAX wingspan ICAO class C and MAX outer main gear wheel span ICAO class B. All ACFT not in compliance must inform Tower in advance.

ACFT with a tail height above 30'/9m must inform Ground before entering TWY N. Any ACFT prior to taxi on the stretch of TWY N located along the extended RWY centerline of RWY 36 shall request and obtain specific ATC authorization.

On TWY T Follow-me car required for ACFT with wingspan exceeding 141 '/43m.

1.6.2. RWY CROSSING PROCEDURE

ACFT which is required to cross or to taxi on active RWY will be issued instructions by the Ground controller, which will include a RWY holding position as a clearance limit, in which the ACFT will be required to hold short of the active RWY.
When reaching the clearance limit specified in the taxiing instructions, the ACFT will be instructed to change frequency to Tower.
After crossing RWY and having reported "runway vacated" to the Tower controller, ACFT will be instructed to revert to Ground for further clearance. In the absence of further clearance it is essential that the ACFT does not proceed beyond the first position cleared of the RWY.

1.7. PARKING INFORMATION

Stands 1 thru 5 equipped with visual docking guidance system, push-back required.
On stands 13, 25, 27, 29 thru 31, 34 and 36 thru 38, push-back required.
On stand 39 push-back required to TWY T and TWY D Northward.
On stands 51 thru 56 and areas GA1 and GA2, push-back or tow to get out compulsory for ACFT above MTOW 4000kg.
Taxiing out with Follow-me or marshaller assistance allowed only as follows:
- from area GA3 for all ACFT
- from area GA2 for ACFT with MTOW below 4000 kg and for turboprop

Stand ICE 1 for de-icing only.
Parking areas GA1, GA2, GA3 and stands 51 thru 56 use of Follow-me car or marshalling service is always required from/to holding positions N1/K1 and for all West apron ACFT movements.

1.8. OTHER INFORMATION

Aerodrome occasionally affected by terrain-induced wind shear phenomena, more frequently occurring from May to July, mostly originated by northern winds.

Birds on manoeuvring area and surroundings.

A local anomaly in the earth magnetic field on the ground has been reported and measured on the area close to TDZ RWY 36. In this area local magnetic North indication may vary considerably and may affect onboard settings. Some problems have been reported by MD80 ACFT equipped with AHRS (Attitude Heading Reference System).

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

Unless otherwise instructed by ATC pilots must comply with following speed control:
- 250 KT at or below FL 100.
- 210 KT when starting turn to intercept ILS LOC or appropriate VOR radial or when on ST-IN APCH at 12 NM from THR.
- 180 KT when completing turn to intercept ILS LOC or when on ST-IN APCH at 9 NM from THR.
- 160 KT at 7 NM from THR.

2.2. CAT II/III OPERATIONS

RWY 36 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. RWY OPERATIONS

2.3.1. MINIMUM RWY OCCUPANCY TIME

After vacating RWY, ACFT shall not stop before having passed the holding line.
Propeller and turbo propeller engine ACFT shall vacate the RWY as far as possible by TWY K if bound to West Apron.

2.4. TAXI PROCEDURE

2.4.1. COMMUNICATION FAILURE

Whenever an ACFT experiences a communication failure, it shall vacate the RWY and the ILS sensitive area via the appropriate TWY and wait on its first segment for the arrival of the Follow-me car in order to be guided to the stand.

2.5. OTHER INFORMATION

Arriving traffic is requested to provide Tower with indication of distance on final at first contact.

During SRN VOR unavailability all radial values referred to SRN VOR can be intended as bearings referred to SRN Lctr of same value.
During TZO VOR unavailability all radial values referred to TZO VOR can be intended as bearings referred to TZO NDB of same value.

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3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

De-icing takes place at stands 35 and ICE1.

3.1.2. PROCEDURE

ACFT operator/pilot of ACFT shall submit the request to the de-icing provider, through the company or the ramp agent attending the flight, at least 50 min before EOBT.
No request will be accepted during taxiing.
Pilot, at start-up, will report to Tower to have already agreed upon de-icing operations.
For de-icing position expect Tower instructions to position via apron TWY.
Follow-me car assistance on pilot 's request. During LVP marshaller will guide the ACFT to the de-icing position.
Pilot in command shall report to Tower "ready to move" only after ground de-icing procedures have been completed.
In case of snowfall, all ACFT will be automatically booked for de-icing/de-snowing treatment. If treatment is not needed, advise Tower.

3.1.3. ACFT ENGINES STATUS DURING OPERATIONS

Twin-engine ACFT: Both on idle power.
Three-engine ACFT: Tail out, internal idle tower.
Four-engine ACFT: External out, internal idle power.
Propeller ACFT: Propellers should be stopped when possible.

3.2. START-UP & TAXI PROCEDURES

3.2.1. GENERAL

At West apron not later than 5 min after ATC start-up clearance, ACFT pushing-back or taxiing will be performed.
Further information for North apron service provided on ATIS frequency.

3.2.2. START-UP

At West apron ATC start-up clearance shall be requested when ACFT is at stand or within areas GA1, GA2 or GA3, start-up is allowed with one engine at minimum power.
At North apron pilot shall request start-up clearance 5 min before ready to start engines, handling operations completed.

3.2.3. TAXIING AT WEST APRON

Pilot shall request taxiing from ATC when ready to move from Q1.
Q1 and Q2 occupancy time shall be reduced to the minimum.
TWY K from West Apron to RWY 17/35 DAY only.
Pilots are requested to report leaving the West Apron on intermediate holding position N1 and K1.

3.3. COMMUNICATION FAILURE

Whenever an ACFT experiences a communication failure, it shall continue strictly on the assigned taxi route to the clearance limit and wait for the arrival of the Follow-me car in order to be guided back to the stand.

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3. DEPARTURE

3.4. NOISE ABATEMENT PROCEDURES

Because of noise abatement requirements pilots are requested to strictly adhere to initial climb procedures within the limits of ACFT performance criteria.
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' QFE
- take-off power;
- take-off flap;
- climb at V_2 + 10/20 KT or as limited by body angle;

b) at 1500' QFE
- reduce thrust and climb V_2 + 10/20 KT until reaching 3000 ' QFE;

c) at 3000' QFE
- accelerate smoothly to enroute climb speed with flap retraction.

3.5. RWY OPERATIONS

3.5.1. MINIMUM RWY OCCUPANCY TIME

Pilots shall comply with instructions to Line-up without any delay. Line-up manoeuvre shall start immediately after the preceding departing ACFT has begun the take-off run or the landing traffic has passed the THR.
As far as possible pre-flight checks should be completed before line-up. Any other checks following line-up shall be carried out as quickly as possible.
Take-off run shall start immediately after take-off clearance.
Prior to line-up, pilots must inform Tower if unable to comply.

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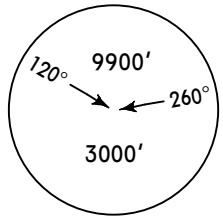
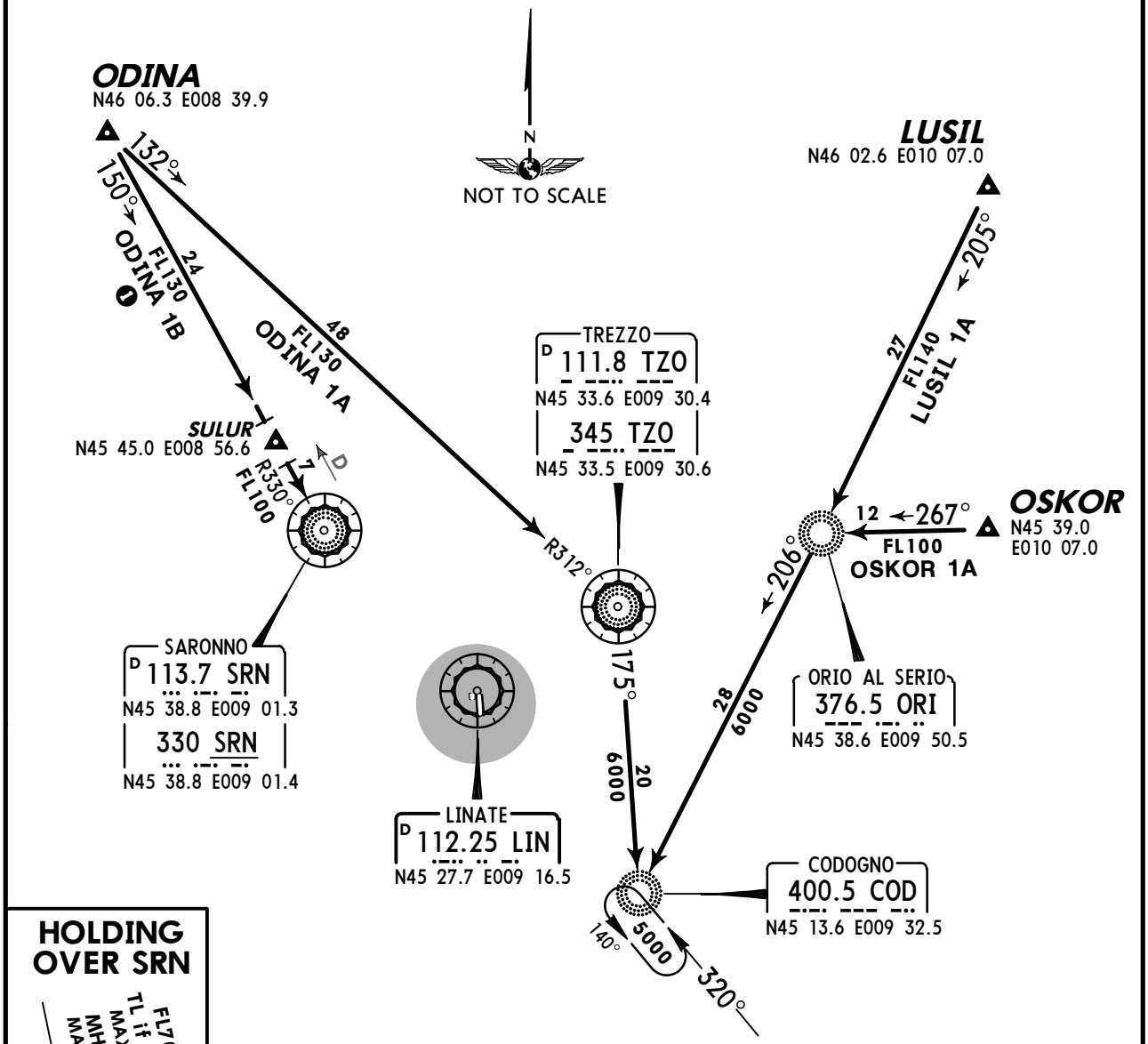
ATIS	Apt Elev	
136.37	353′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

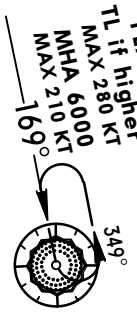
LUSIL 1A *[LUSI1A]*
ODINA 1A *[ODIN1A]*, ODINA 1B *[ODIN1B]* ❶
OSKOR 1A *[OSKO1A]*
RWY 36 ARRIVALS
CONVENTIONAL/P-RNAV (OVERLAY)
FROM NORTH

❶ By ATC





HOLDING OVER SRN



Direct distance from COD to:
Linate Apt **17 NM**
Direct distance from SRN to:
Linate Apt **16 NM**

STAR	ROUTING
LUSIL 1A	LUSIL - ORI - COD.
ODINA 1A	ODINA - TZO - COD.
ODINA 1B	ODINA - SULUR - SRN.
OSKOR 1A	OSKOR - ORI - COD.

CHANGES: Availability.

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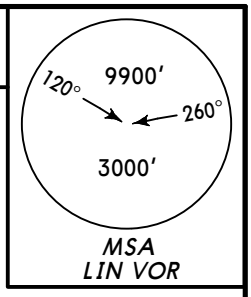
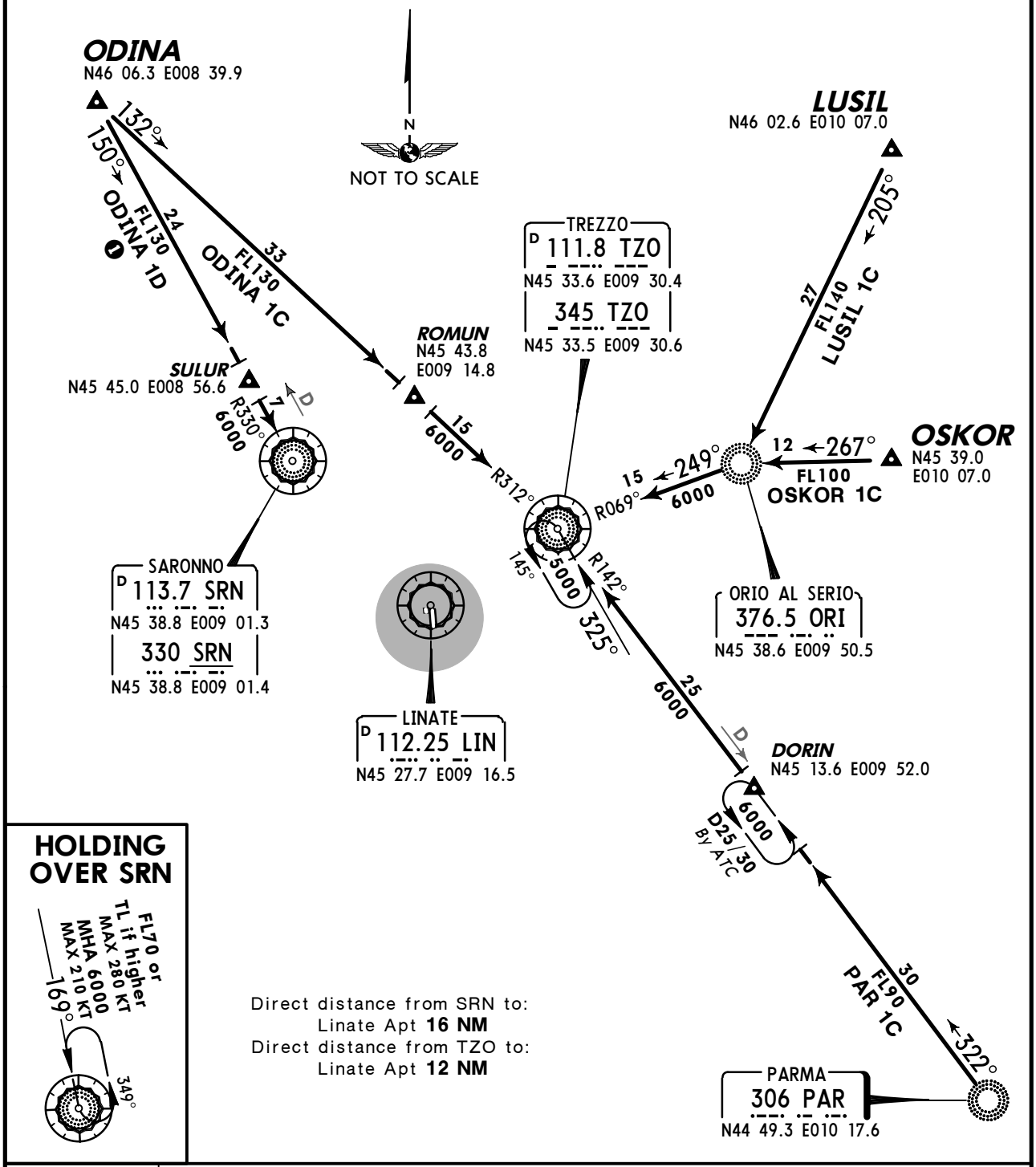
ATIS	Apt Elev	
136.37	353′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



LUSIL 1C *[LUSI1C]*
ODINA 1C *[ODIN1C]*, ODINA 1D *[ODIN1D]* ❶
OSKOR 1C *[OSKO1C]*, PAR 1C
RWY 18 ARRIVALS

CONVENTIONAL/P-RNAV (OVERLAY)
FROM NORTH & SOUTHEAST

❶ By ATC



Direct distance from SRN to:
Linate Apt **16 NM**
Direct distance from TZO to:
Linate Apt **12 NM**

STAR	ROUTING
LUSIL 1C	LUSIL - ORI - TZO.
ODINA 1C	ODINA - ROMUN - TZO.
ODINA 1D	ODINA - SULUR - SRN.
OSKOR 1C	OSKOR - ORI - TZO.
PAR 1C	PAR - DORIN - TZO.

CHANGES: Availability.

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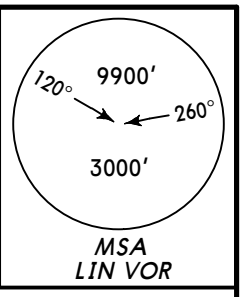
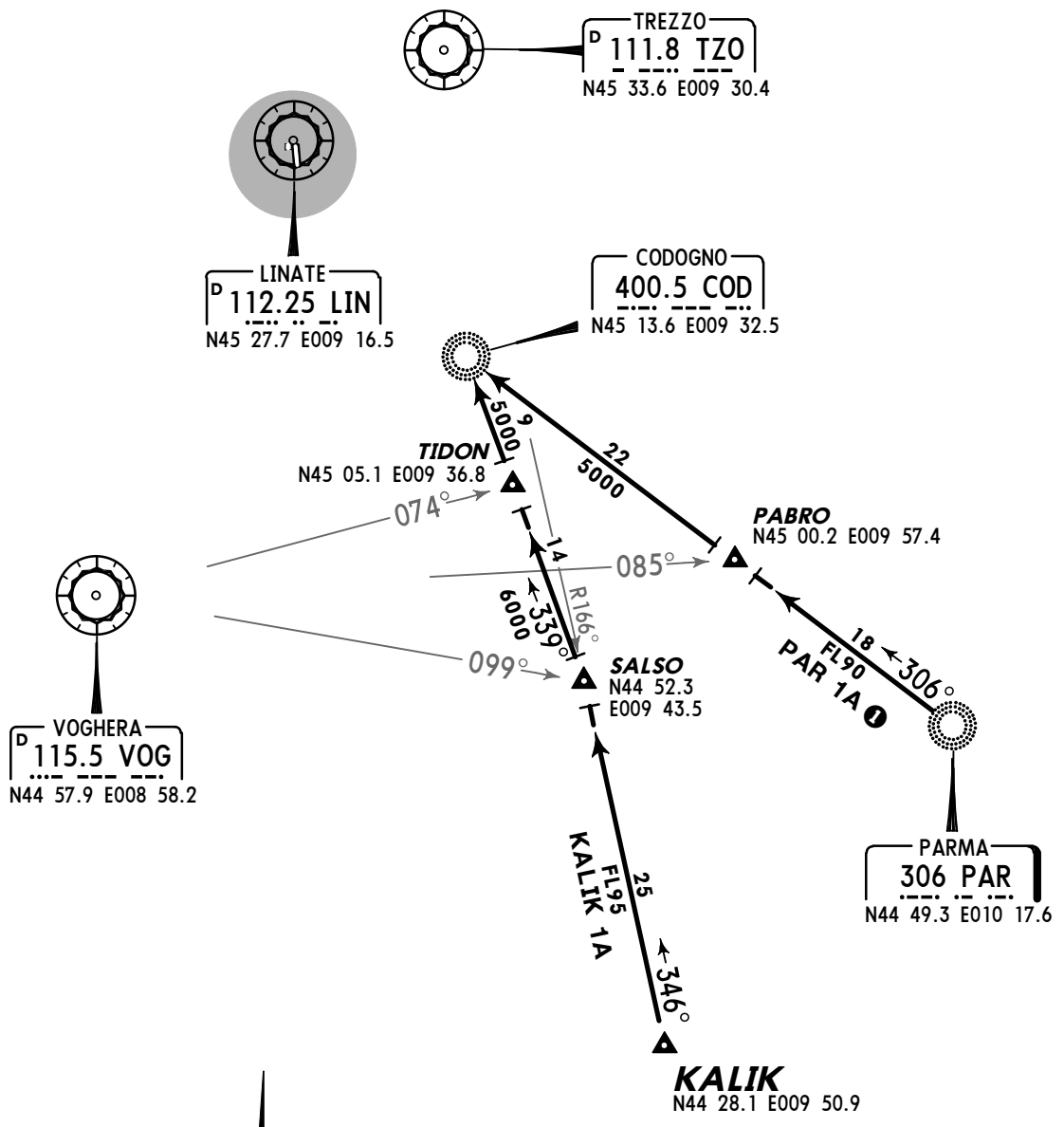
ATIS	Apt Elev	
136.37	353′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

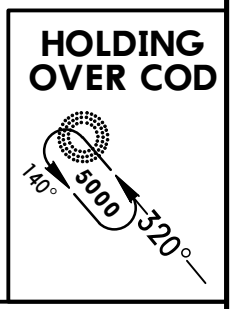


KALIK 1A *[KALI1A]*, PAR 1A ❶
RWY 36 ARRIVALS
CONVENTIONAL/P-RNAV (OVERLAY)
FROM SOUTHEAST

❶ By ATC

Direct distance from COD to:
Linate Apt **17 NM**





STAR	ROUTING
KALIK 1A	KALIK - SALSO - TIDON - COD.
PAR 1A	PAR - PABRO - COD.

CHANGES: Availability.

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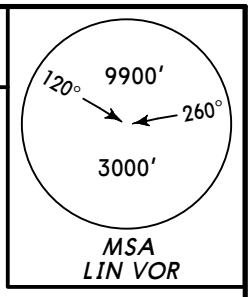
ATIS	Apt Elev	
136.37	353′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



TOP 1W
RWY 18 TRANSITION

ASTIG 1D *[ASTI1D]*, GEN 1D
RWY 18 ARRIVALS

CONVENTIONAL/P-RNAV (OVERLAY)
FROM SOUTH & WEST

Direct distance from SRN to:
Linate Apt **16 NM**

FL70 or TL if higher
MAX 280 KT
MHA 6000
MAX 210 KT
169°
349°
SARONNO
D 113.7 SRN
N45 38.8 E009 01.3
330 SRN
N45 38.8 E009 01.4
R182°
41
6000
LINATE
D 112.25 LIN
N45 27.7 E009 16.5
TORINO
D 114.5 TOP
N44 55.5 E007 51.7
392.5 TOP
N44 55.5 E007 51.6
D29/34
VOG
FL100
D
29
FL90
ASTIG 1D
R266°
200°
VOGHERA
D 115.5 VOG
N44 57.9 E008 58.2
333.5 VOG
N44 57.8 E008 58.3
086°
18
FL90
TOP 1W
ASTIG
N44 56.5
E008 17.4
R171°
16
FL90
ML6Ø2
N44 42.3 E009 01.6
D
17
FL100
GEN 1D
351°
GENOA
D 112.8 GEN
N44 25.5 E009 04.9
318 GEN
N44 25.4 E009 05.0
N
NOT TO SCALE

TRANSITION	ROUTING
TOP 1W	TOP - ASTIG.
STAR	**ROUTING**
ASTIG 1D	ASTIG - VOG - SRN.
GEN 1D	GEN - ML602 - VOG - SRN.

CHANGES: Availability.

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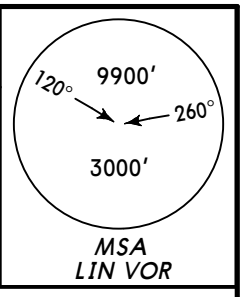
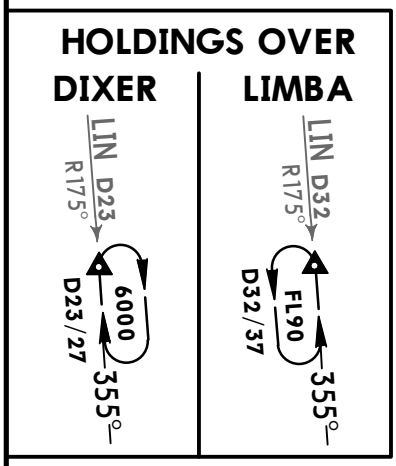
ATIS	Apt Elev	
136.37	353′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

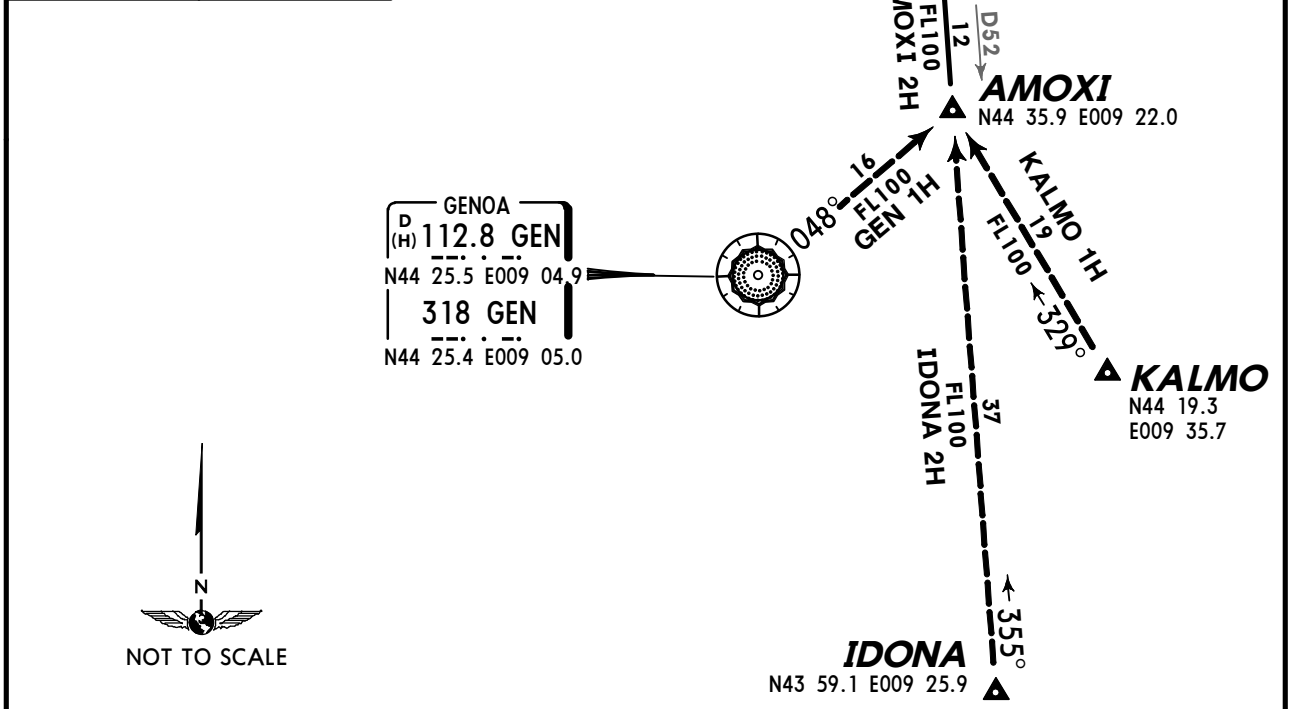


GEN 1H, IDONA 2H *[IDO2H]*
KALMO 1H *[KAL1H]*
RWY 36 TRANSITIONS

AMOXI 2H *[AMOX2H]*
RWY 36 ARRIVAL

CONVENTIONAL/P-RNAV (OVERLAY)





TRANSITION	ROUTING
GEN 1H	GEN - AMOXI.
IDONA 2H	IDONA - AMOXI.
KALMO 1H	KALMO - AMOXI.
STAR	**ROUTING**
AMOXI 2H	AMOXI - ML601 - LIMBA - DIXER.

CHANGES: None.

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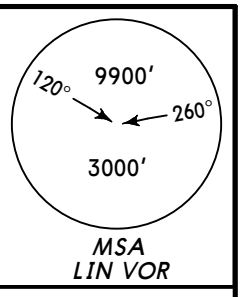
ATIS	Apt Elev	
136.37	353′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



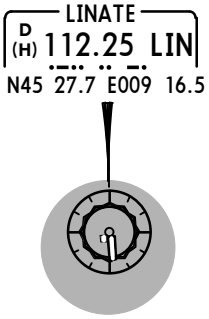
TOP 1W
RWY 36 TRANSITION

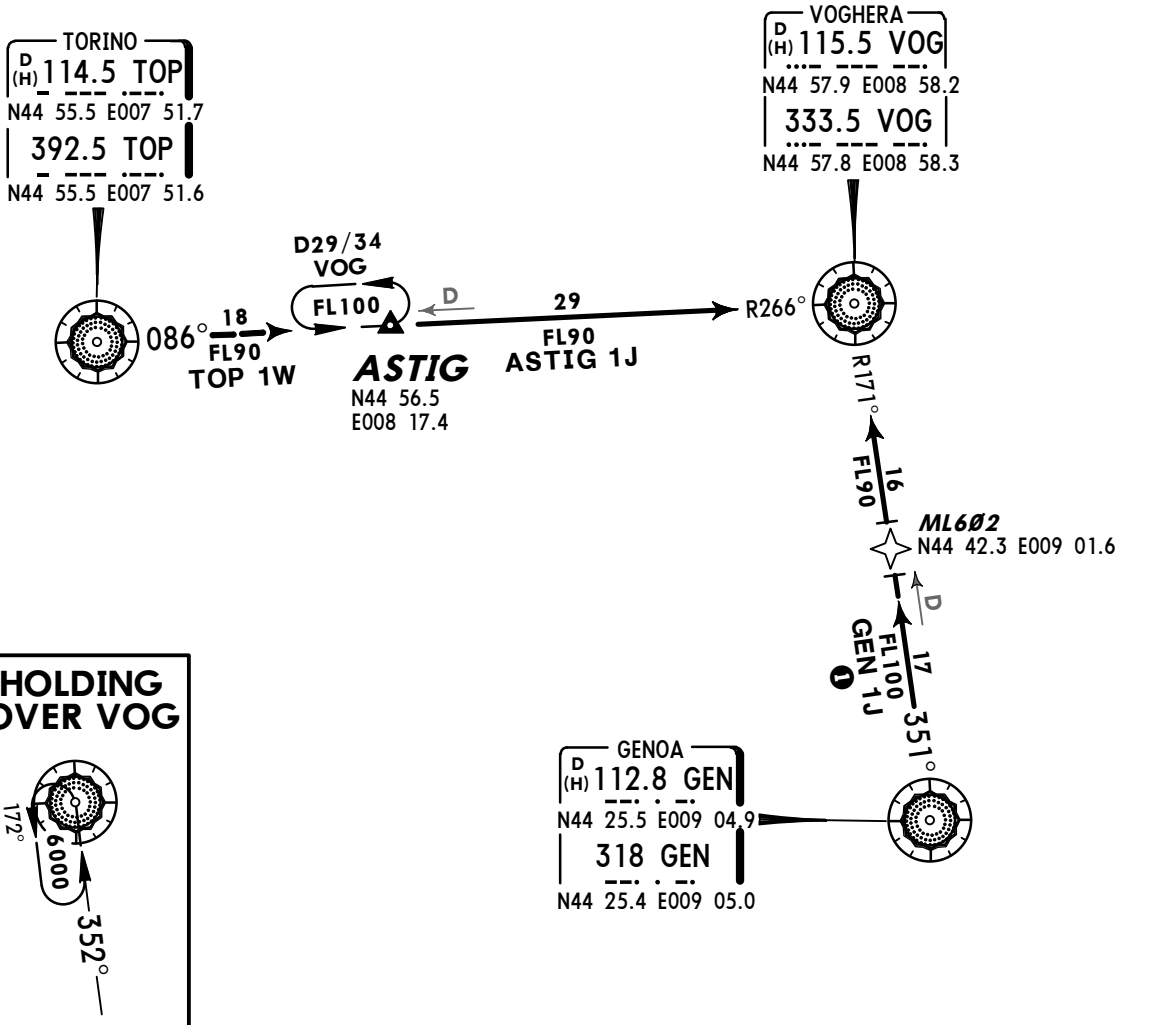
ASTIG 1J *[ASTI1J]*, GEN 1J ❶
RWY 36 ARRIVALS

CONVENTIONAL/P-RNAV (OVERLAY)

❶ By ATC

Direct distance from VOG to:
Linate Apt **32 NM**





TRANSITION	ROUTING
TOP 1W	TOP - ASTIG.
STAR	**ROUTING**
ASTIG 1J	ASTIG - VOG.
GEN 1J	GEN - ML602 - VOG.

CHANGES: VOG hold altitude.

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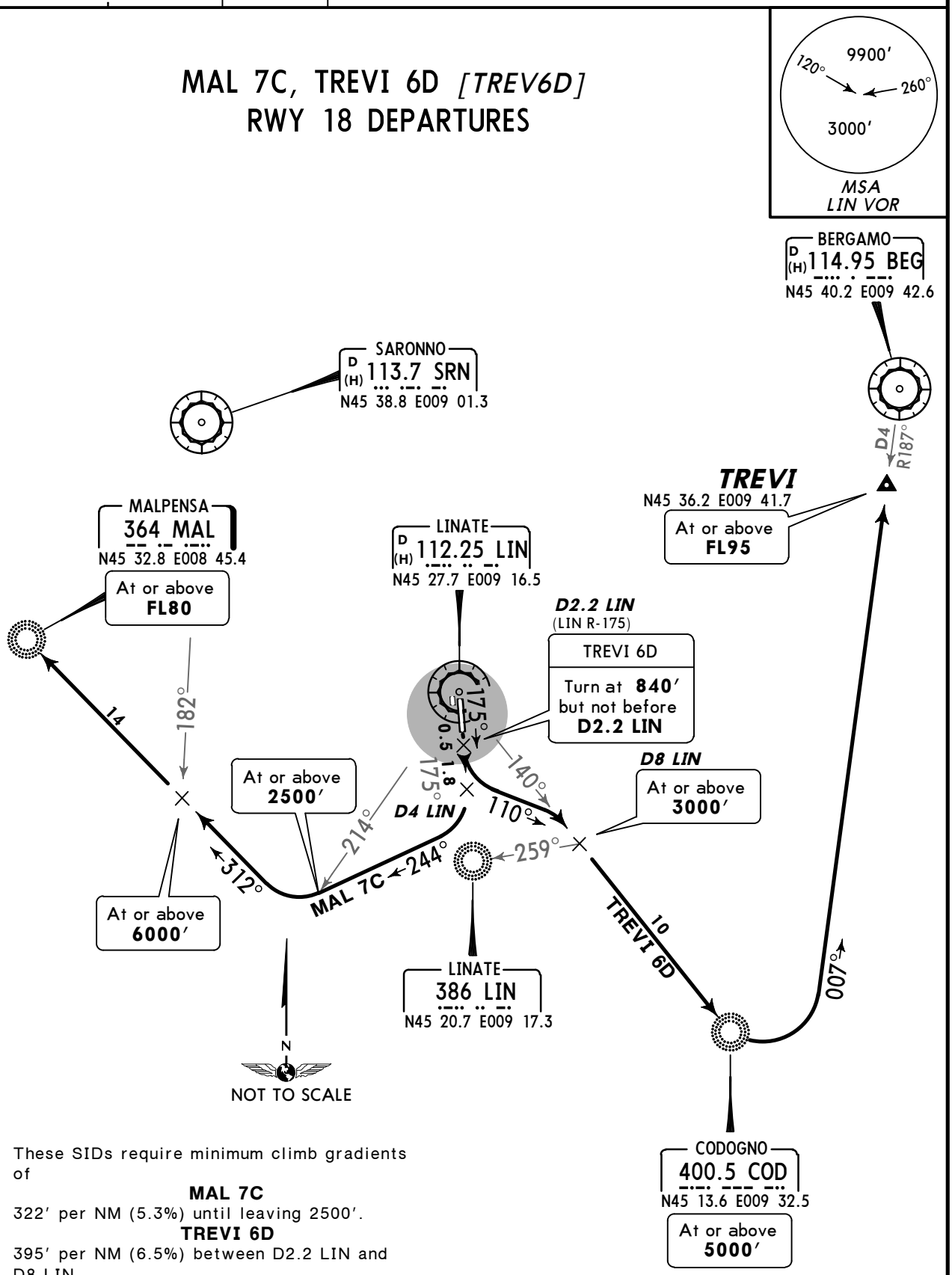
MILAN Radar	(via MAL)	Apt Elev	
126.3	126.75	353′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is necessary.

MAL 7C, TREVI 6D *[TREV6D]*
RWY 18 DEPARTURES



These SIDs require minimum climb gradients of

MAL 7C

322′ per NM (5.3%) until leaving 2500′.

TREVI 6D

395′ per NM (6.5%) between D2.2 LIN and D8 LIN.

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975
322′ per NM	403	537	805	1073	1342	1610

SID	ROUTING
MAL 7C	Intercept LIN R-175 to D4 LIN, turn RIGHT, 244° track, when passing LIN R-214 turn RIGHT, intercept 312° bearing to MAL.
TREVI 6D	Climb on 175° track, at 840′, but not before D2.2 LIN, turn LEFT, 110° track, intercept LIN R-140 to COD, turn LEFT, intercept BEG R-187 inbound to TREVI.

CHANGES: None.

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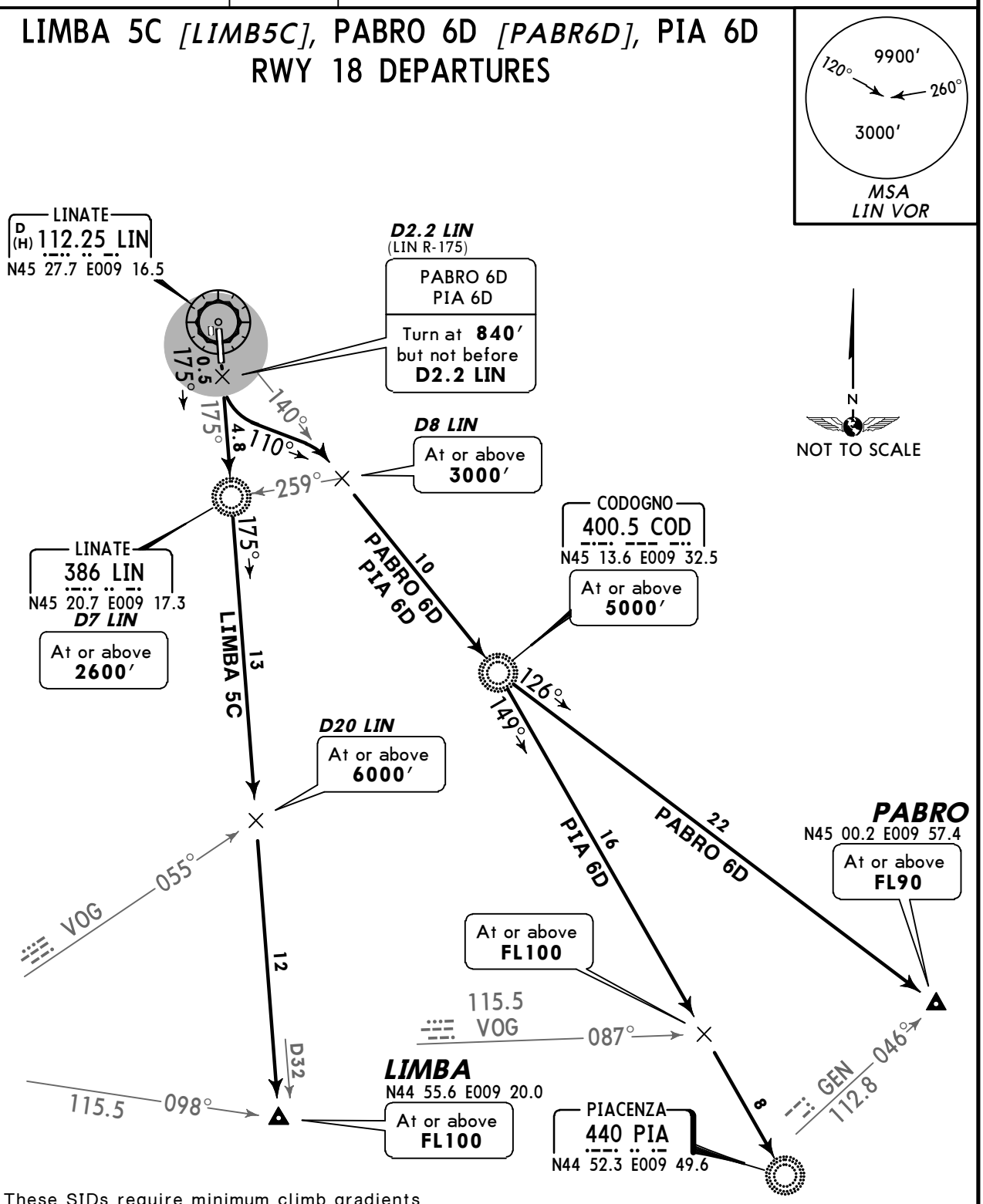
MILAN Radar	Apt Elev	
126.3	353′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is necessary.

LIMBA 5C *[LIMB5C]*, PABRO 6D *[PABR6D]*, PIA 6D RWY 18 DEPARTURES



These SIDs require minimum climb gradients of

LIMBA 5C
425′ per NM (7%) until leaving 3000′.

PABRO 6D, PIA 6D
395′ per NM (6.5%) between D2.2 LIN and D8 LIN.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127
395′ per NM	494	658	987	1317	1646	1975

SID	ROUTING
LIMBA 5C	Intercept LIN R-175 to LIMBA. ❶ To LIN Lctr, 175° bearing to LIMBA.
PABRO 6D	Climb on 175° track, at 840′, but not before D2.2 LIN, turn LEFT, 110° track, intercept LIN R-140 to COD, 126° bearing to PABRO.
PIA 6D	Climb on 175° track, at 840′, but not before D2.2 LIN, turn LEFT, 110° track, intercept LIN R-140 to COD, then to PIA.

❶ ALTERNATE INITIAL CLIMB (when LIN VOR/DME unserviceable).

CHANGES: SID LIMBA 7C renumbered 5C and revised.

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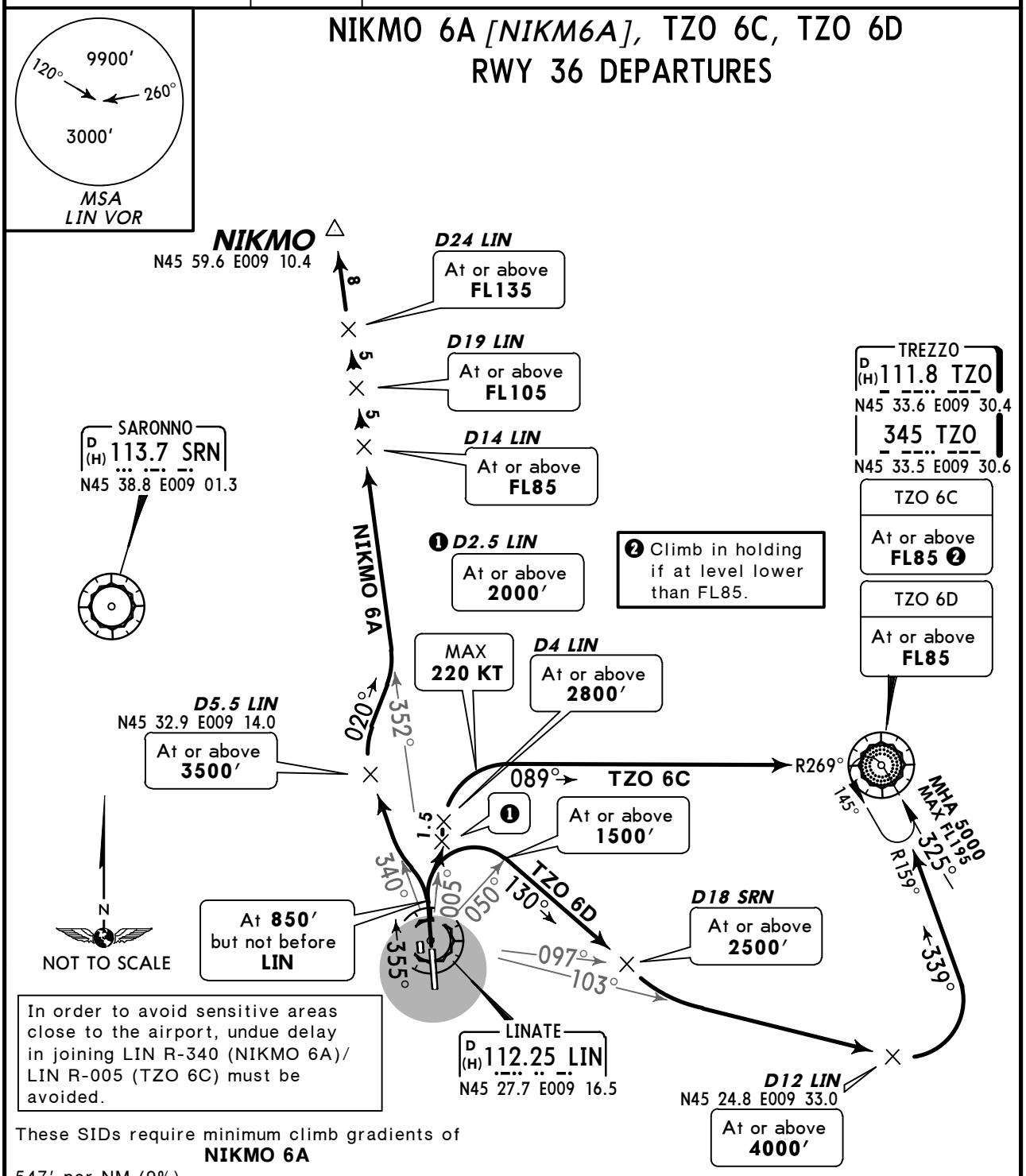
MILAN Radar	Apt Elev	
126.75	353′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is necessary.

NIKMO 6A *[NIKM6A]*, TZO 6C, TZO 6D
RWY 36 DEPARTURES



In order to avoid sensitive areas close to the airport, undue delay in joining LIN R-340 (NIKMO 6A)/ LIN R-005 (TZO 6C) must be avoided.

These SIDs require minimum climb gradients of

NIKMO 6A

547′ per NM (9%).
If unable to comply advise ATC at start-up and request to be cleared on a TZO SID.

TZO 6C

486′ per NM (8%) between LIN and D4 LIN.

TZO 6D

456′ per NM (7.5%) between LIN and LIN R-097 on 130° track, then 334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
547′ per NM	684	911	1367	1823	2279	2734
486′ per NM	608	810	1215	1620	2025	2430
456′ per NM	570	760	1139	1519	1899	2279
334′ per NM	418	557	835	1114	1392	1671

TZO 6D: Execute initial turn with a bank angle not higher than 20°.

SID	ROUTING
NIKMO 6A JET ONLY	Climb on 355° track, at 850′, but not before LIN, turn LEFT, intercept LIN R-340 to D5.5 LIN, turn RIGHT, 020° track, intercept LIN R-352 to NIKMO.
TZO 6C	Climb on 355° track, at 850′, but not before LIN, turn RIGHT, intercept LIN R-005 to D4 LIN, turn RIGHT, intercept TZO R-269 inbound to TZO.
TZO 6D ❸	Climb on 355° track, at 850′, but not before LIN, turn RIGHT, 130° track, intercept LIN R-103 to D12 LIN, turn LEFT, intercept TZO R-159 inbound to TZO.

❸ Only by ATC, in case of unavailability of the airspace north of the aerodrome for restrictions or due to very bad weather.

CHANGES: SID TZO 6C speed restriction established.

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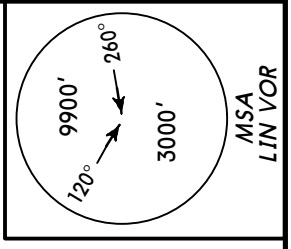
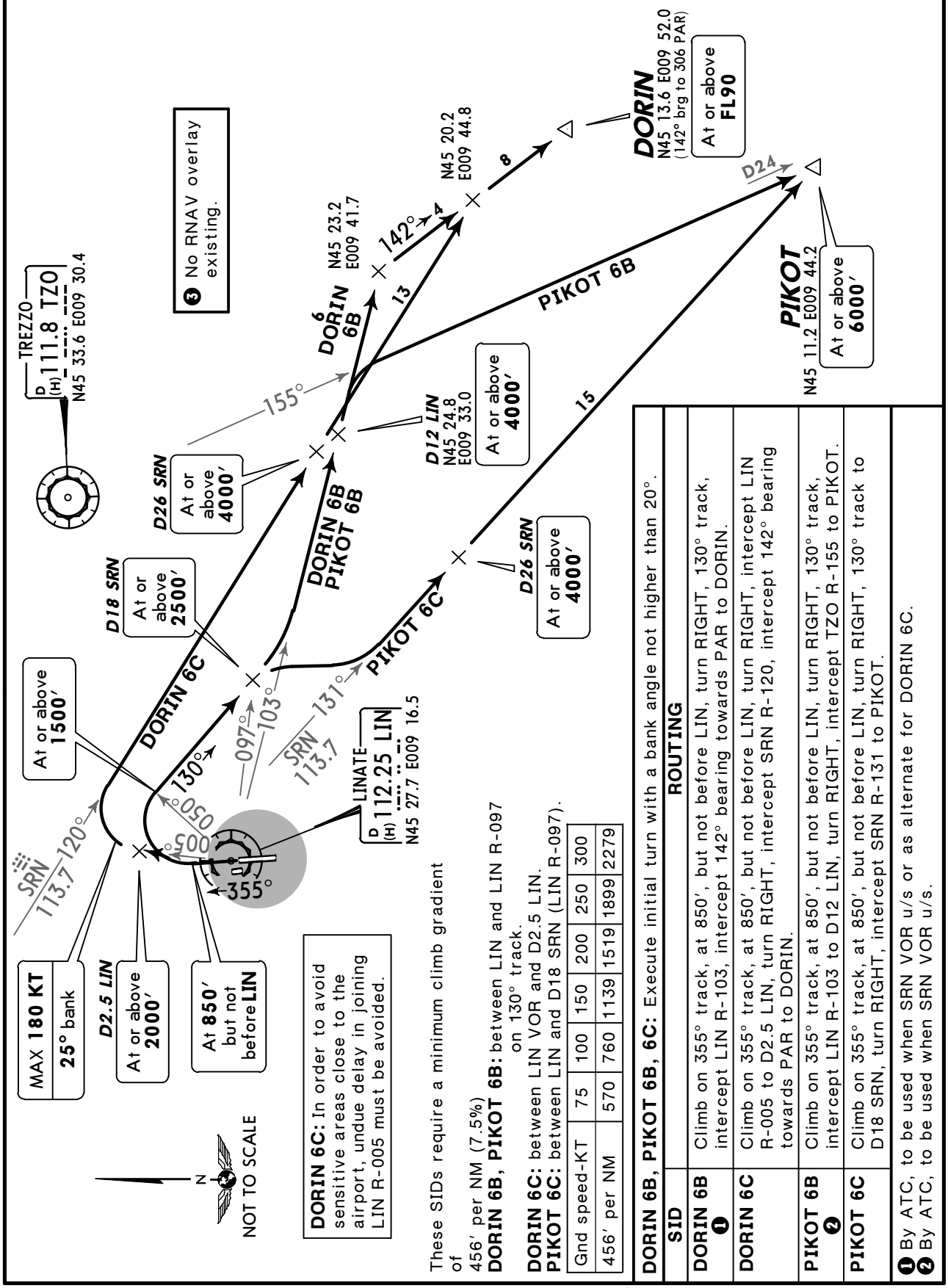
MILAN Radar	Apt Elev	
126.3	353′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is necessary.

DORIN 6B [DORI6B] ❸, DORIN 6C
PIKOT 6B [PIKO6B]❸, PIKOT 6C [PIKO6C]❸
RWY 36 DEPARTURES





These SIDs require a minimum climb gradient of
456′ per NM (7.5%)
DORIN 6B, PIKOT 6B: between LIN and LIN R-097 on 130° track.
DORIN 6C: between LIN VOR and D2.5 LIN.
PIKOT 6C: between LIN and D18 SRN (LIN R-097).

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279

DORIN 6B, PIKOT 6B, 6C: Execute initial turn with a bank angle not higher than 20°.

SID	ROUTING
DORIN 6B ❶	Climb on 355° track, at 850′, but not before LIN, turn RIGHT, 130° track, intercept LIN R-103, intercept 142° bearing towards PAR to DORIN.
DORIN 6C	Climb on 355° track, at 850′, but not before LIN, turn RIGHT, intercept LIN R-005 to D2.5 LIN, turn RIGHT, intercept SRN R-120, intercept 142° bearing towards PAR to DORIN.
PIKOT 6B ❷	Climb on 355° track, at 850′, but not before LIN, turn RIGHT, 130° track, intercept LIN R-103 to D12 LIN, turn RIGHT, intercept TZO R-155 to PIKOT.
PIKOT 6C	Climb on 355° track, at 850′, but not before LIN, turn RIGHT, 130° track to D18 SRN, turn RIGHT, intercept SRN R-131 to PIKOT.

❶ By ATC, to be used when SRN VOR u/s or as alternate for DORIN 6C.
❷ By ATC, to be used when SRN VOR u/s.

CHANGES: None.

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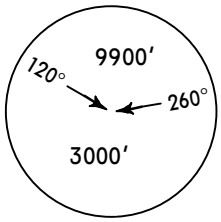
MILAN Radar	Apt Elev	
134.17	353′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is necessary.

SRN 7A

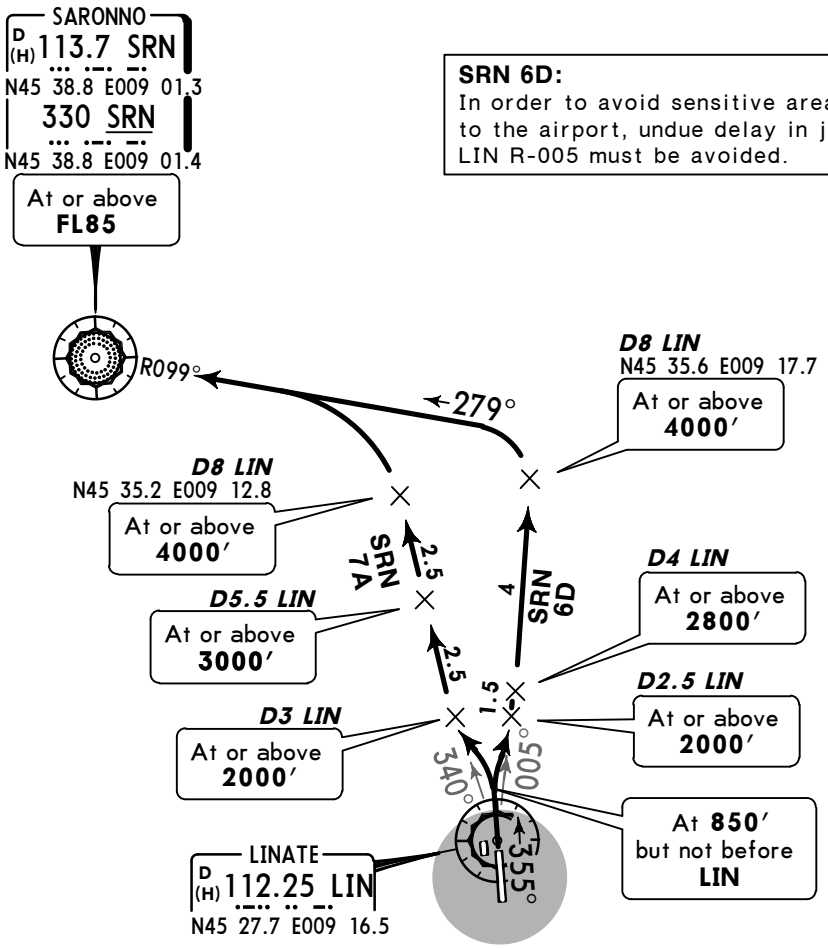
SRN 6D

BY ATC, ALTERNATE FOR SID SRN 7A

RWY 36 DEPARTURES



MSA
LIN VOR



SRN 6D:
In order to avoid sensitive areas close to the airport, undue delay in joining LIN R-005 must be avoided.

These SIDs require minimum climb gradients of

SRN 7A

456′ per NM (7.5%) between LIN and SRN.

SRN 6D

486′ per NM (8%) between LIN and D4 LIN, then 334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
486′ per NM	608	810	1215	1620	2025	2430
456′ per NM	570	760	1139	1519	1899	2279
334′ per NM	418	557	835	1114	1392	1671

NOT TO SCALE

SID	ROUTING
SRN 7A	Climb on 355° track, at 850′, but not before LIN, turn LEFT, intercept LIN R-340 to D8 LIN, turn LEFT, intercept SRN R-099 inbound to SRN.
SRN 6D	Climb on 355° track, at 850′, but not before LIN, turn RIGHT, intercept LIN R-005 to D8 LIN, turn LEFT, intercept SRN R-099 inbound to SRN.

CHANGES: Crossing at D5.5 LIN established.

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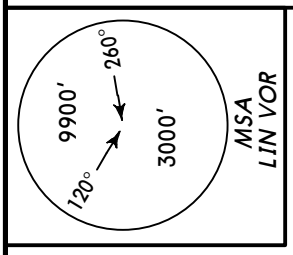
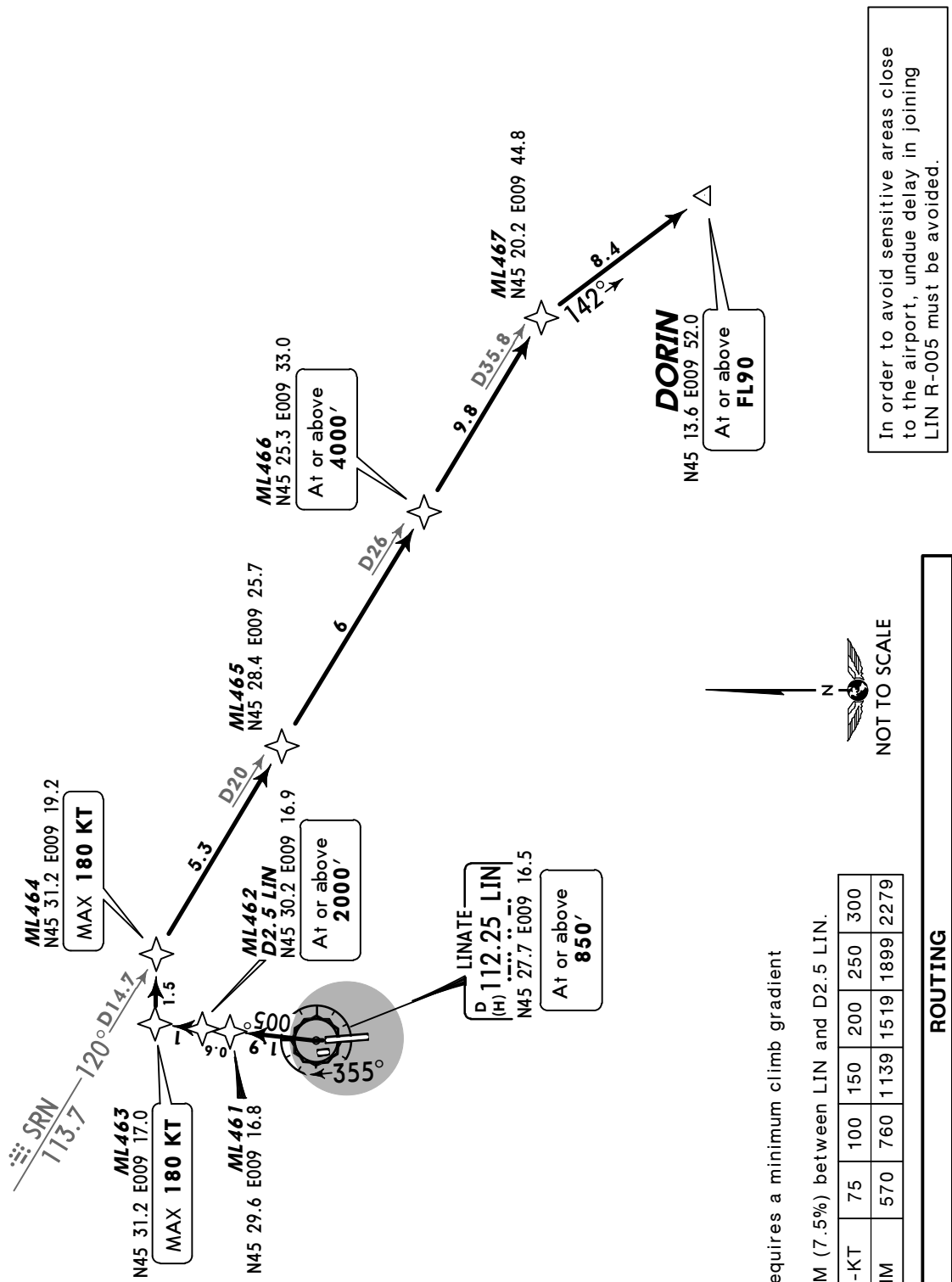
MILAN Radar	Apt Elev	
126.3	353′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is necessary.



DORIN 6C *[DORI6C]*
RWY 36 RNAV DEPARTURE (OVERLAY 20-3C)



In order to avoid sensitive areas close to the airport, undue delay in joining LIN R-005 must be avoided.

This SID requires a minimum climb gradient of 456′ per NM (7.5%) between LIN and D2.5 LIN.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279

ROUTING

LIN (850+) - ML461 - ML462 (2000+) - ML463 (K180-) - ML464 (K180-) - ML465 - ML466 (4000+) - ML467 - DORIN (FL90+).

CHANGES: None.

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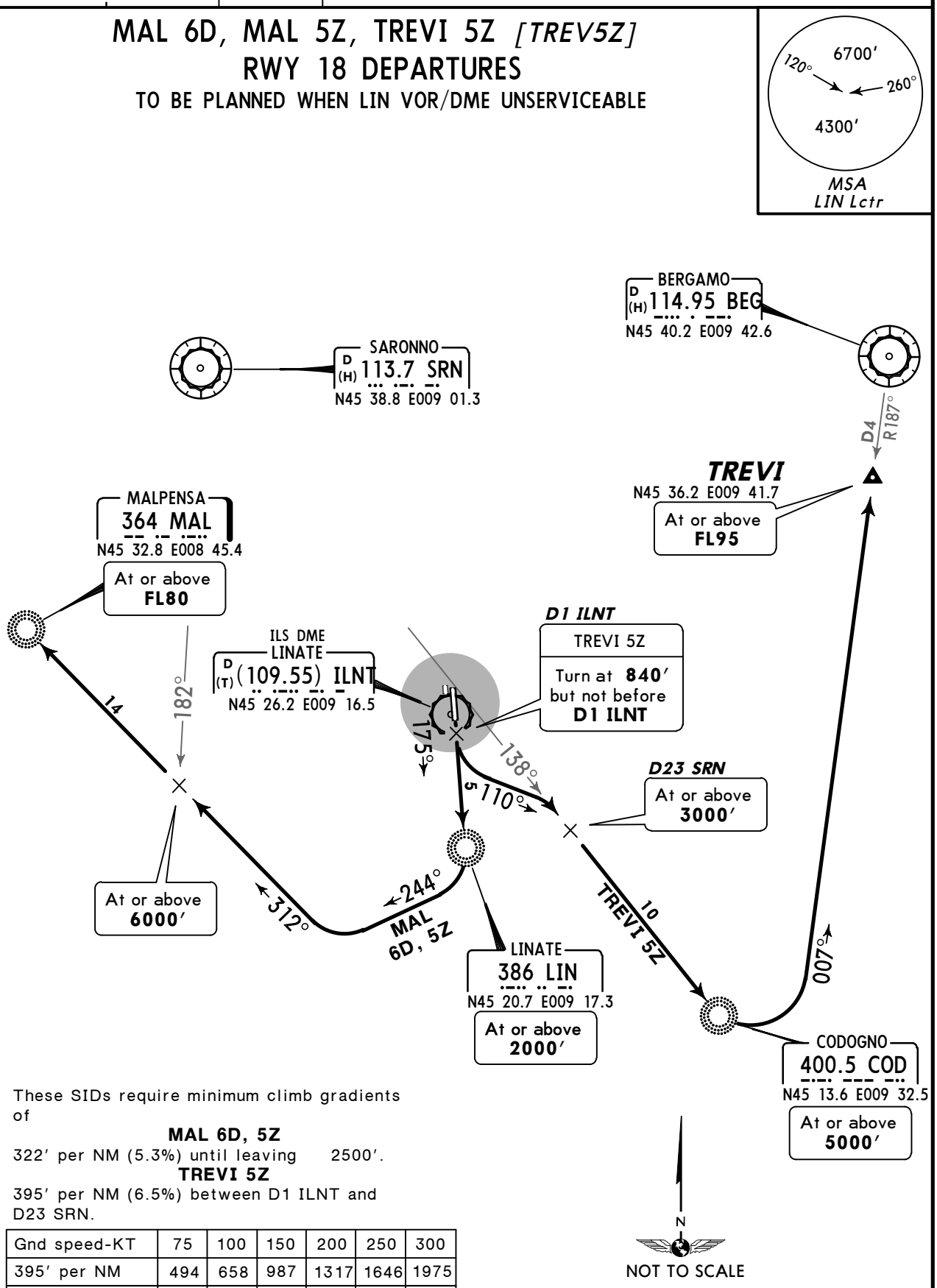
MILAN Radar		Apt Elev	Trans level: By ATC Trans alt: 6000′
126.3	(via MAL) 126.75	353′	SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is necessary.

MAL 6D, MAL 5Z, TREVI 5Z *[TREV5Z]*
RWY 18 DEPARTURES
TO BE PLANNED WHEN LIN VOR/DME UNSERVICEABLE



These SIDs require minimum climb gradients of

MAL 6D, 5Z

322′ per NM (5.3%) until leaving 2500′.

TREVI 5Z

395′ per NM (6.5%) between D1 ILNT and D23 SRN.

Gnd speed-KT	75	100	150	200	250	300
395′ per NM	494	658	987	1317	1646	1975
322′ per NM	403	537	805	1073	1342	1610

SID	ROUTING
MAL 6D By ATC	Intercept 175° bearing to LIN, turn RIGHT, 244° track, intercept 312° bearing to MAL.
MAL 5Z	
TREVI 5Z	Climb on 175° bearing towards LIN, at 840′, but not before D1 ILNT, turn LEFT, 110° track, intercept SRN R-138 to COD, turn LEFT, intercept BEG R-187 inbound to TREVI.

CHANGES: None.

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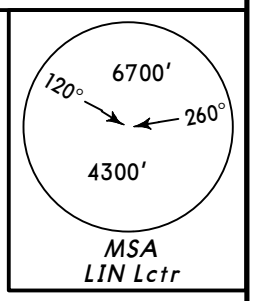
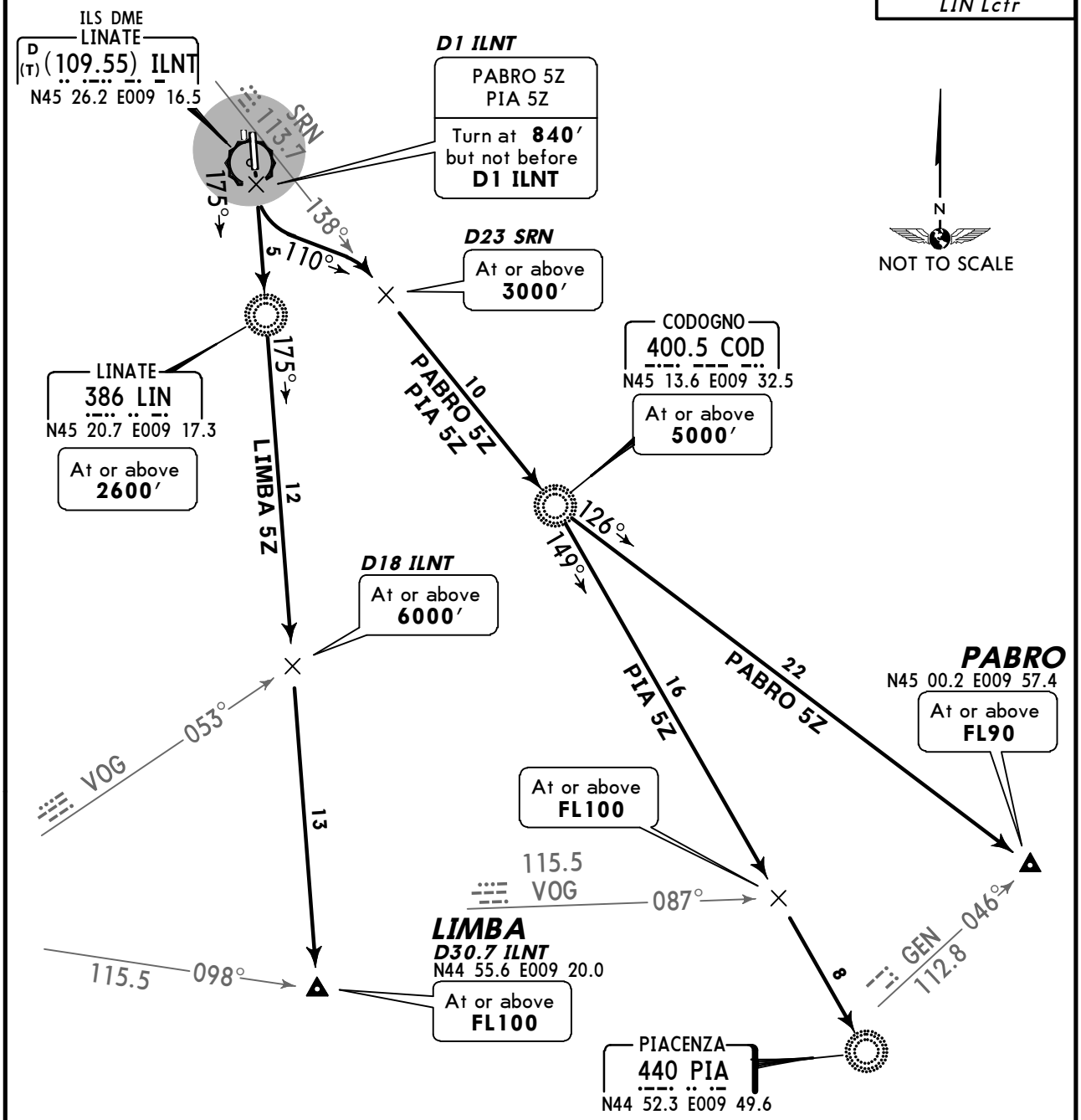
MILAN Radar	Apt Elev	
126.3	353′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is necessary.

LIMBA 5Z *[LIMB5Z]*, PABRO 5Z *[PABR5Z]*, PIA 5Z RWY 18 DEPARTURES

TO BE PLANNED WHEN LIN VOR/DME UNSERVICEABLE





These SIDs require minimum climb gradients of

LIMBA 5Z

425′ per NM (7%) until leaving 3000′.

PABRO 5Z, PIA 5Z

395′ per NM (6.5%) between D1 ILNT and D23 SRN.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127
395′ per NM	494	658	987	1317	1646	1975

SID	ROUTING
LIMBA 5Z	To LIN, 175° bearing to LIMBA.
PABRO 5Z	Climb on 175° bearing towards LIN, at 840′, but not before D1 ILNT turn LEFT, 110° track, intercept SRN R-138 to COD, 126° bearing to PABRO.
PIA 5Z	Climb on 175° bearing towards LIN, at 840′, but not before D1 ILNT turn LEFT, 110° track, intercept SRN R-138 to COD, 149° bearing to PIA.

CHANGES: SID LIMBA 5Z revised.

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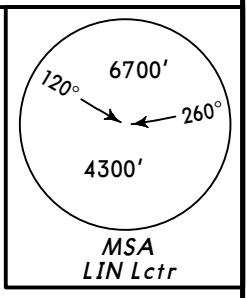
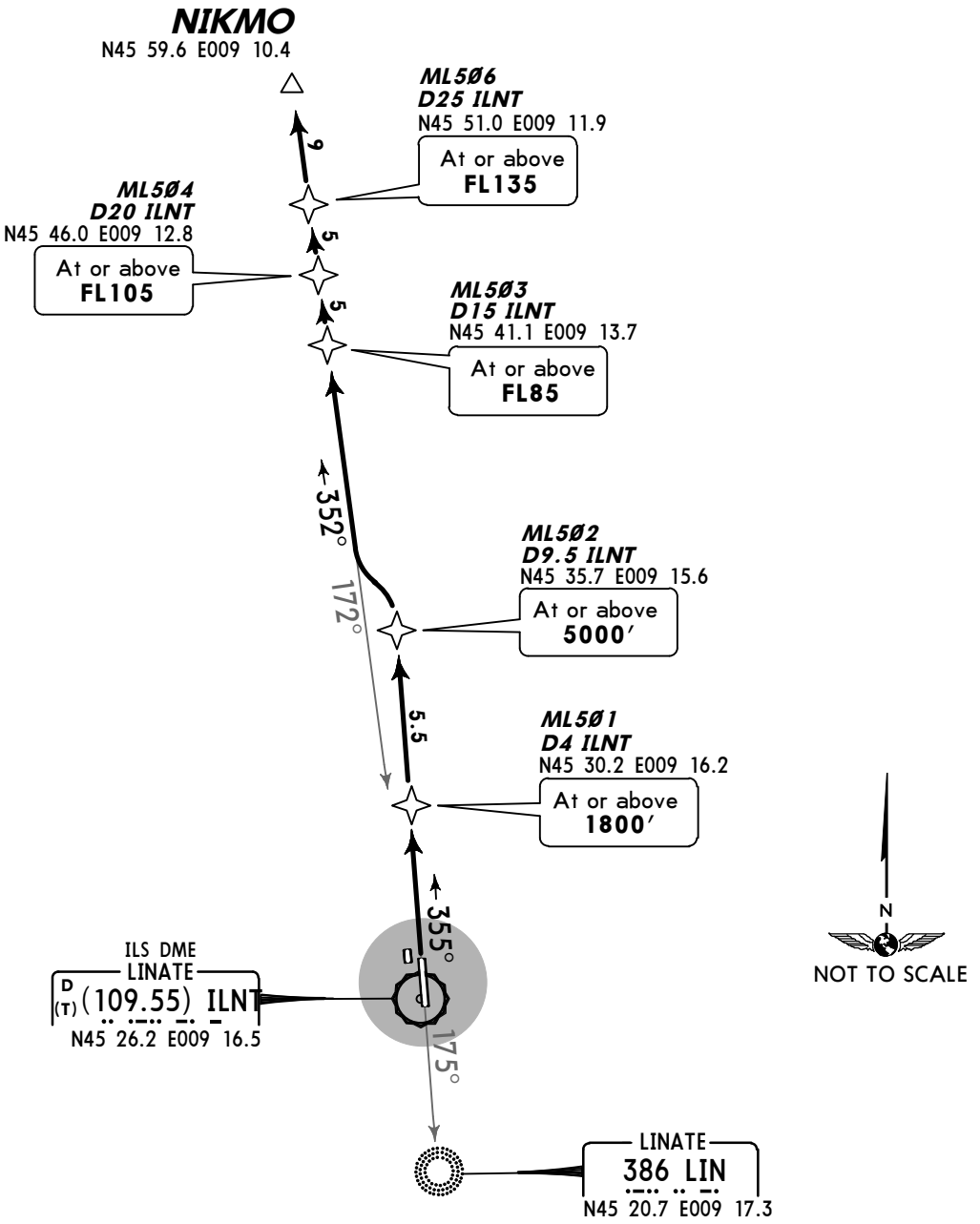
MILAN Radar	Apt Elev	
126.75	353′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is necessary.

NIKMO 5Z *[NIKM5Z]*
RWY 36 DEPARTURE
JET ONLY
TO BE PLANNED WHEN LIN VOR/DME UNSERVICEABLE





This SID requires a minimum climb gradient of
547′ per NM (9%).
If unable to comply advise ATC at start-up and request to be cleared on a TZO SID.

Gnd speed-KT	75	100	150	200	250	300
547′ per NM	684	911	1367	1823	2279	2734

ROUTING

On 355° bearing from LIN to D9.5 ILNT, intercept 352° bearing from LIN to NIKMO.
❶ **RNAV:** (800′+) - ML501 (1800′+) - ML502 (5000′+) - ML503 (FL85+) - ML504 (FL105+) - ML506 (FL135+) - NIKMO.

❶ For RNAV 1 equipped aircraft.

CHANGES: RNAV waypoints renumbered.

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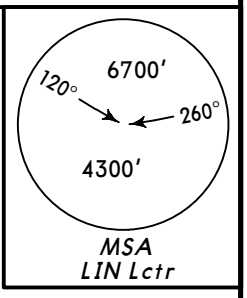
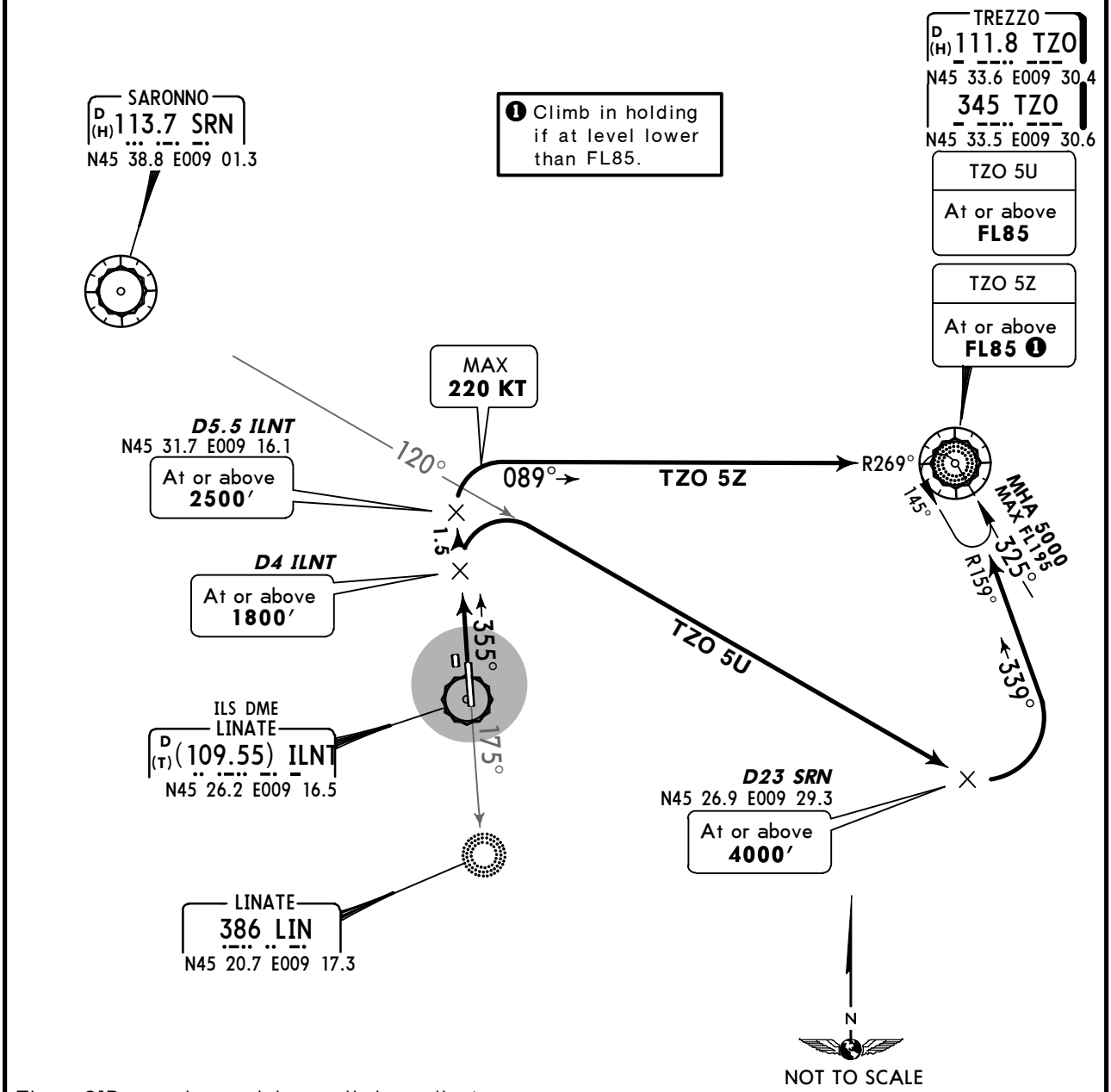
MILAN Radar	Apt Elev	
126.75	353′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is necessary.

TZO 5U
BY ATC

TZO 5Z
RWY 36 DEPARTURES
TO BE PLANNED WHEN LIN VOR/DME UNSERVICEABLE





These SIDs require a minimum climb gradient of

TZO 5U

486′ per NM (8%) until D4 ILNT.

TZO 5Z

486′ per NM (8%) until D5.5 ILNT.

Gnd speed-KT	75	100	150	200	250	300
486′ per NM	608	810	1215	1620	2025	2430

SID	ROUTING
TZO 5U BY ATC	On 355° bearing from LIN to D4 ILNT, turn RIGHT, intercept SRN R-120 to D23 SRN, turn LEFT, intercept TZO R-159 inbound to TZO.
TZO 5Z	On 355° bearing from LIN to D5.5 ILNT, turn RIGHT, intercept TZO R-269 inbound to TZO.

CHANGES: None.

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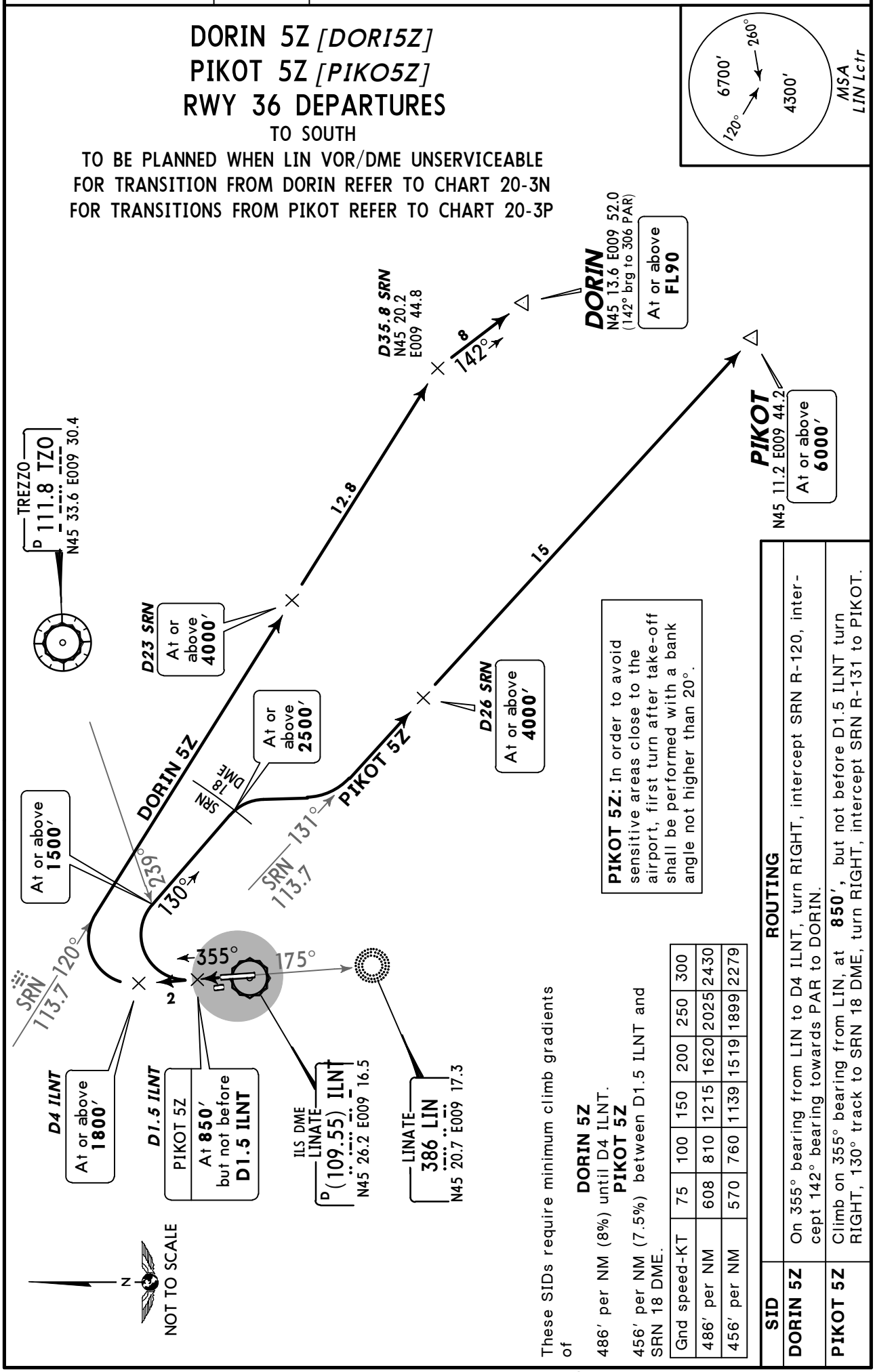
MILAN Radar	Apt Elev	
126.3	353′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is necessary.

DORIN 5Z *[DORI5Z]*
PIKOT 5Z *[PIKO5Z]*
RWY 36 DEPARTURES

TO SOUTH

TO BE PLANNED WHEN LIN VOR/DME UNSERVICEABLE
FOR TRANSITION FROM DORIN REFER TO CHART 20-3N
FOR TRANSITIONS FROM PIKOT REFER TO CHART 20-3P



These SIDs require minimum climb gradients of

DORIN 5Z
486′ per NM (8%) until D4 ILNT.

PIKOT 5Z
456′ per NM (7.5%) between D1.5 ILNT and SRN 18 DME.

Gnd speed-KT	75	100	150	200	250	300
486′ per NM	608	810	1215	1620	2025	2430
456′ per NM	570	760	1139	1519	1899	2279

SID	ROUTING
DORIN 5Z	On 355° bearing from LIN to D4 ILNT, turn RIGHT, intercept SRN R-120, intercept 142° bearing towards PAR to DORIN.
PIKOT 5Z	Climb on 355° bearing from LIN, at **850′**, but not before D1.5 ILNT turn RIGHT, 130° track to SRN 18 DME, turn RIGHT, intercept SRN R-131 to PIKOT.

CHANGES: Communications.

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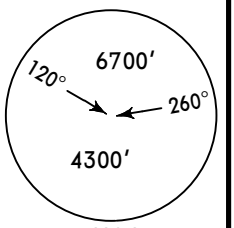
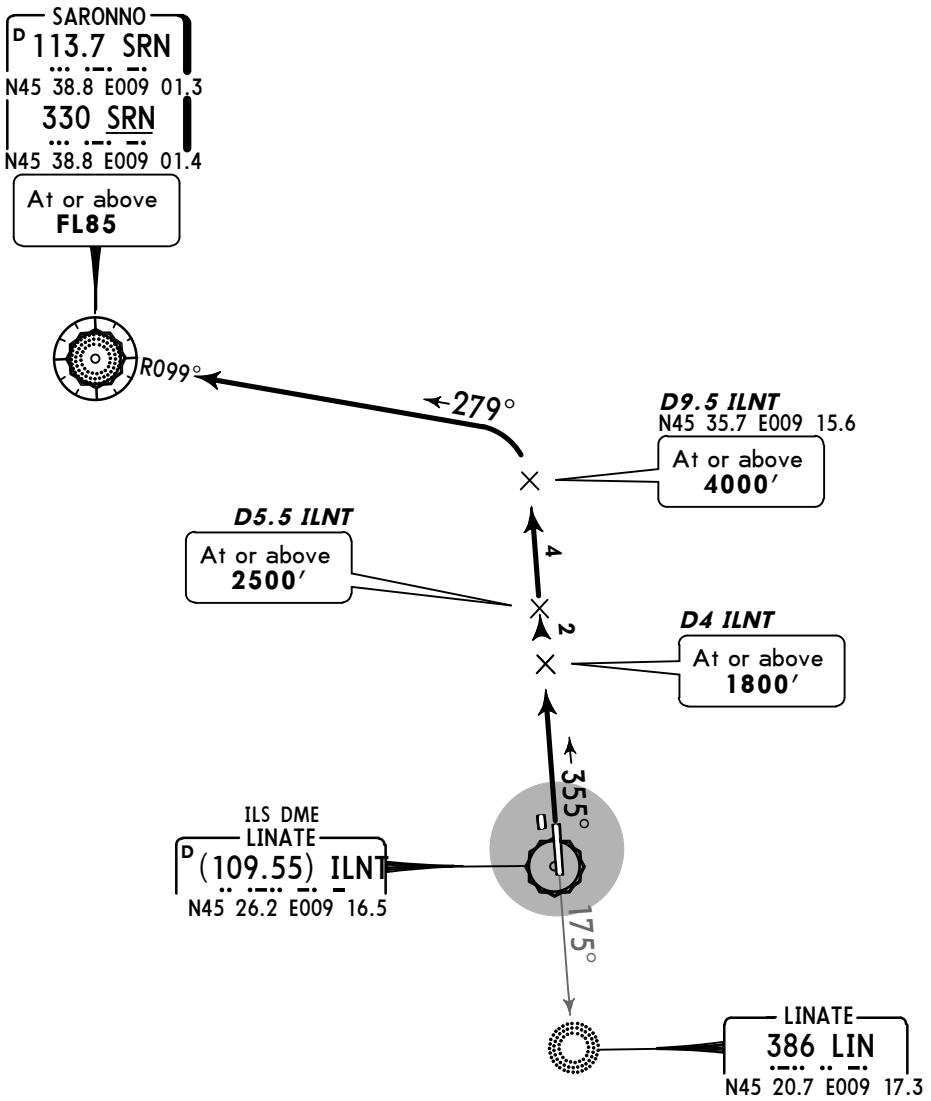
MILAN Radar	Apt Elev	
134.17	353′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is necessary.

SRN 5Z
RWY 36 DEPARTURE
TO NORTHWEST
TO BE PLANNED WHEN LIN VOR/DME UNSERVICEABLE
FOR TRANSITIONS FROM SRN REFER TO CHART 20-3Q





This SID requires minimum climb gradients of
486′ per NM (8%) until D5.5 ILNT, then
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
486′ per NM	608	810	1215	1620	2025	2430
334′ per NM	418	557	835	1114	1392	1671

NOT TO SCALE

ROUTING

On 355° bearing from LIN to D9.5 ILNT, turn LEFT, intercept SRN R-099 inbound to SRN.

CHANGES: Communications.

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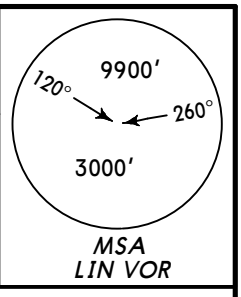
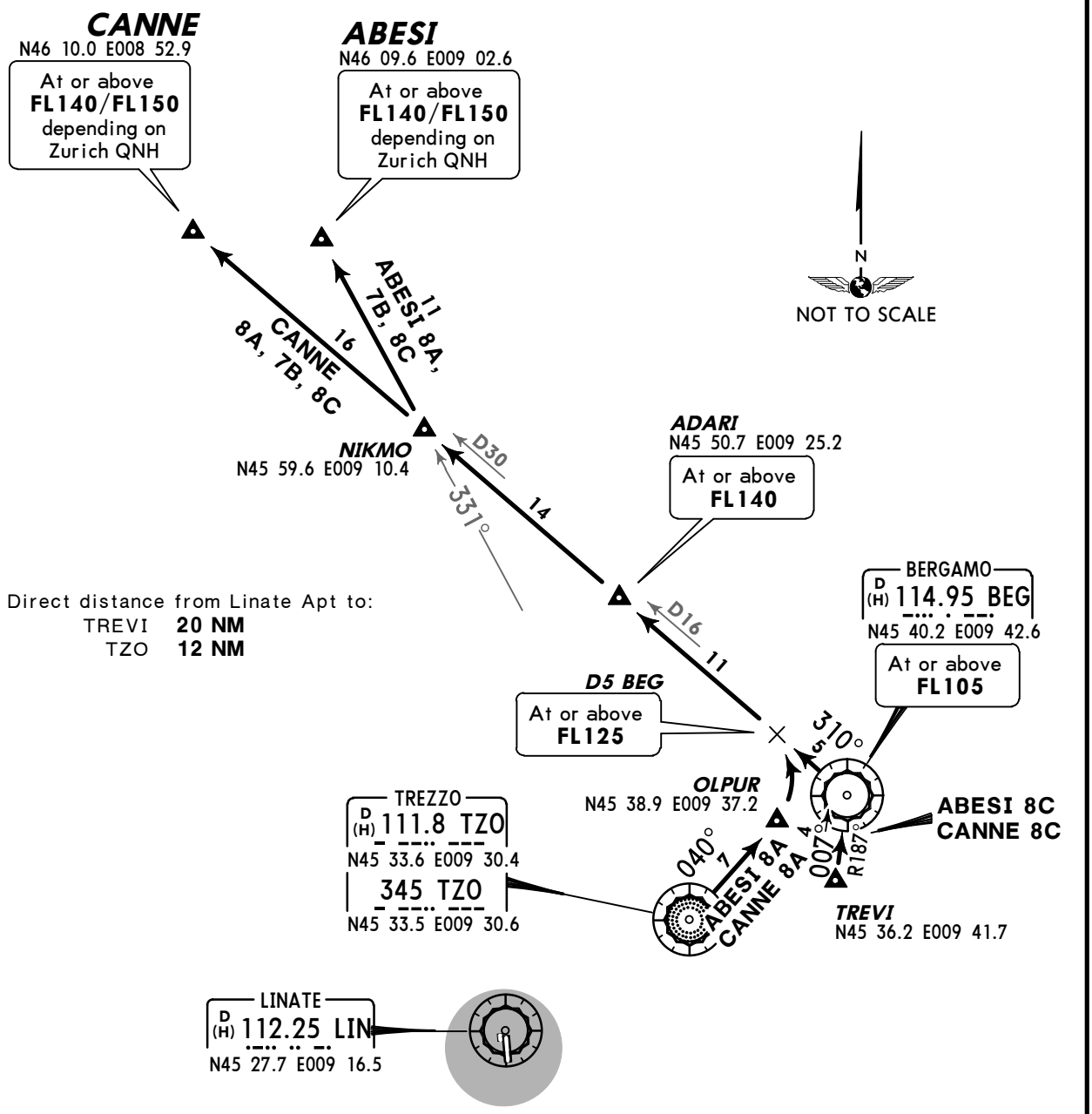
MILAN Radar	Apt Elev	Trans level: By ATC Trans alt: 6000′
126.75	353′	



ABESI 8A *[ABE8A]*, ABESI 7B *[ABE7B]* ABESI 8C *[ABE8C]*, CANNE 8A *[CAN8A]* CANNE 7B *[CAN7B]* , CANNE 8C *[CAN8C]* RWYS 36, 18 TRANSITIONS

FROM NIKMO, TREVI & TZO



TRANSITION	RWY	ROUTING
ABESI 8A	36	At TZO proceed to OLPUR, turn LEFT, intercept BEG R-310 via ADARI to NIKMO, turn RIGHT, intercept TZO R-331 to ABESI.
ABESI 7B		At NIKMO proceed to ABESI.
ABESI 8C	18	At TREVI proceed to BEG, turn LEFT, BEG R-310 via ADARI to NIKMO, turn RIGHT, intercept TZO R-331 to ABESI.
CANNE 8A	36	At TZO proceed to OLPUR, turn LEFT, intercept BEG R-310 via ADARI and NIKMO to CANNE.
CANNE 7B		At NIKMO proceed to CANNE.
CANNE 8C	18	At TREVI proceed to BEG, turn LEFT, BEG R-310 via ADARI and NIKMO to CANNE.

CHANGES: NCRPs upgraded to CRPs.

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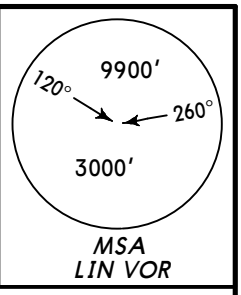
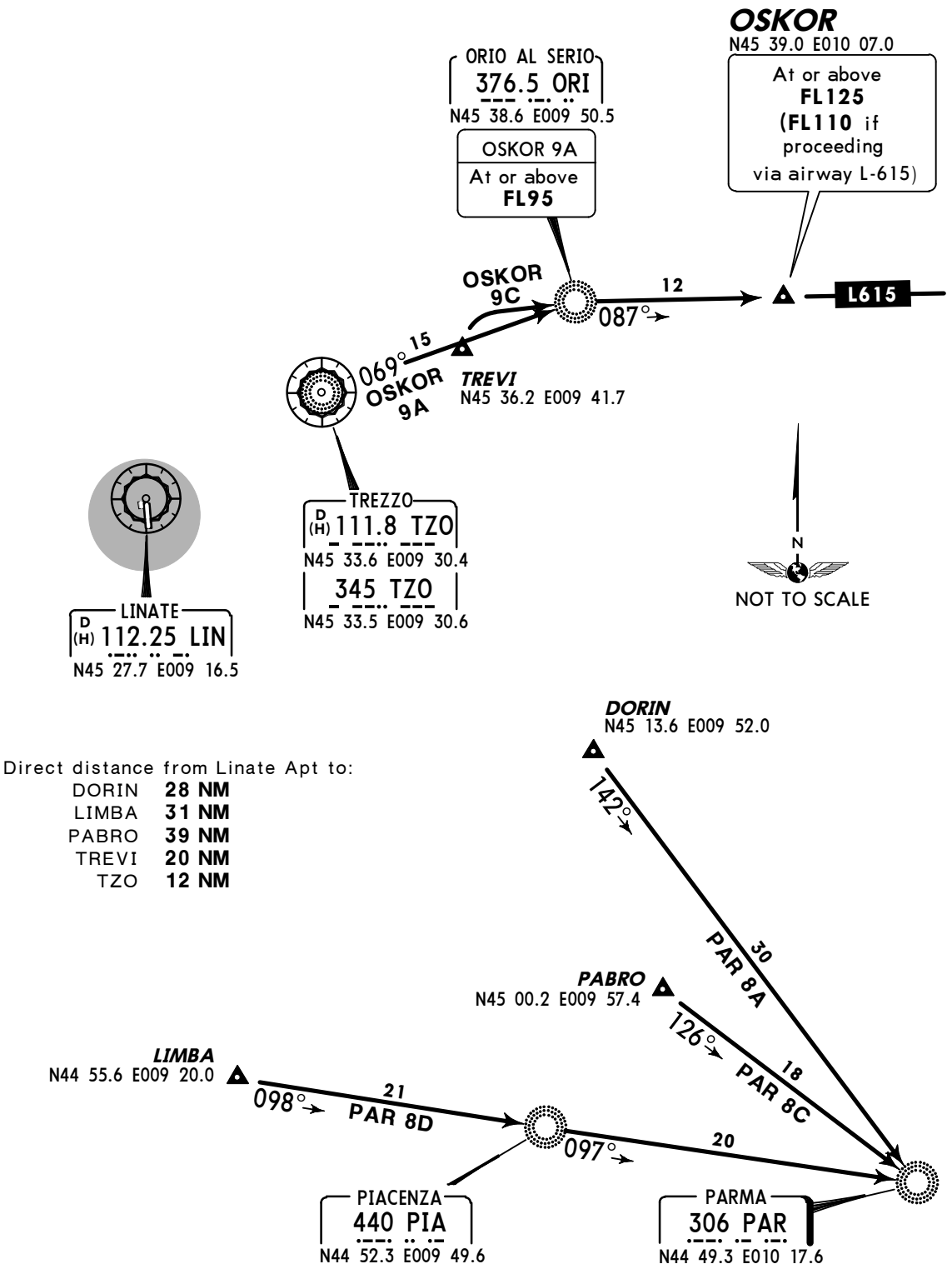
MILAN Radar		Apt Elev	
126.3	(via TZO) 126.75	353′	Trans level: By ATC Trans alt: 6000′



OSKOR 9A *[OSK9A]*, OSKOR 9C *[OSK9C]*
PAR 8A, PAR 8C, PAR 8D
RWYS 36, 18 TRANSITIONS
FROM DORIN, LIMBA, PABRO, TREVI & TZO



Direct distance from Linate Apt to:

DORIN	**28 NM**
LIMBA	**31 NM**
PABRO	**39 NM**
TREVI	**20 NM**
TZO	**12 NM**

TRANSITION	RWY	ROUTING
OSKOR 9A	**36**	At TZO proceed to ORI, then to OSKOR.
OSKOR 9C	**18**	At TREVI turn RIGHT to ORI, then to OSKOR.
PAR 8A	**36**	At DORIN proceed to PAR.
PAR 8C	**18**	At PABRO proceed to PAR.
PAR 8D		At LIMBA proceed via PIA to PAR.

CHANGES: NCRPs upgraded to CRPs.

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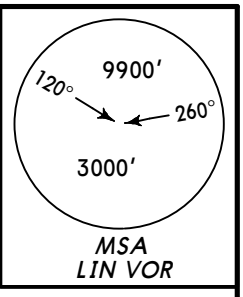
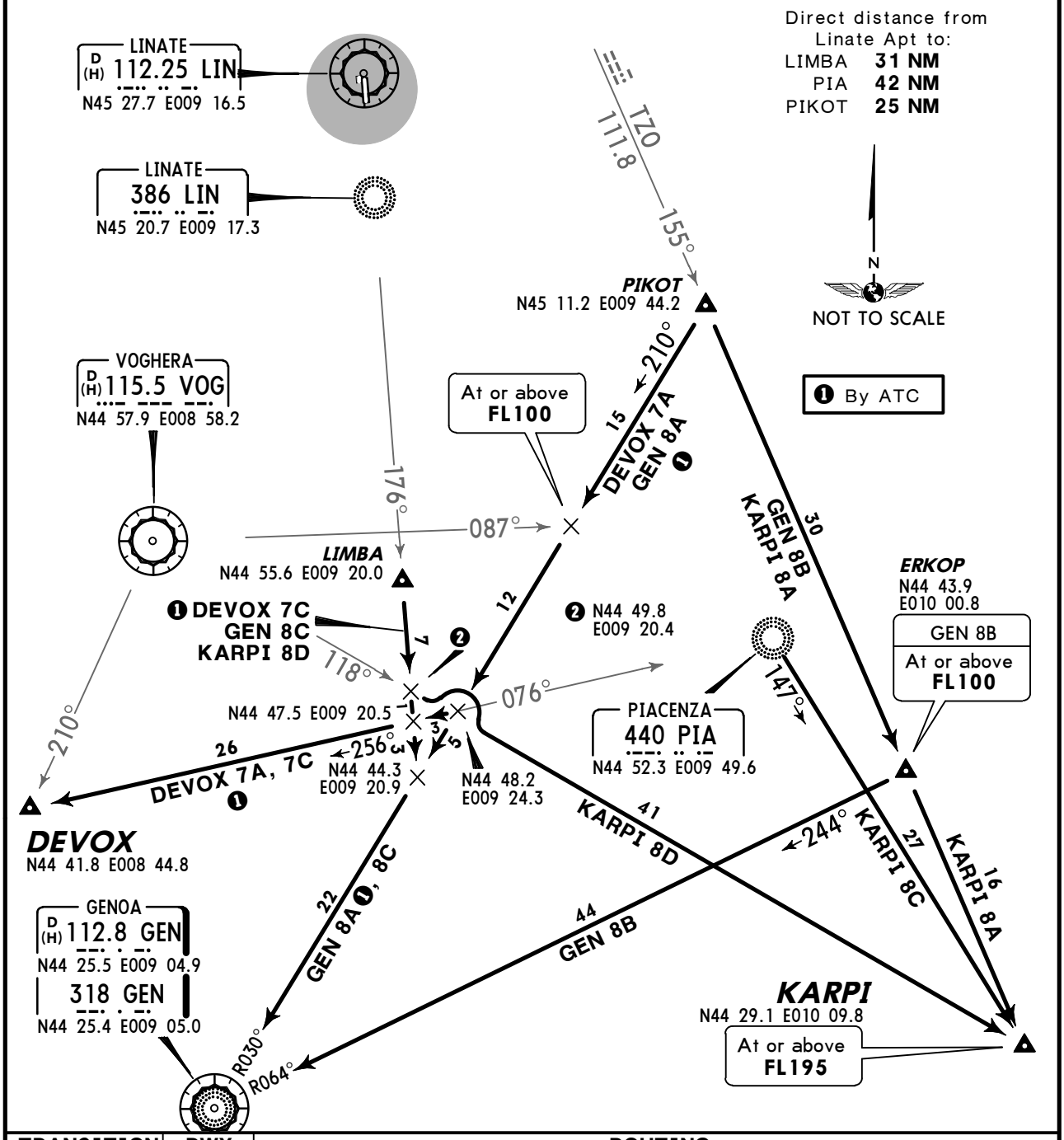
MILAN Radar	Apt Elev	
126.3	353′	Trans level: By ATC Trans alt: 6000′



DEVOX 7A [DEV7A]❶, DEVOX 7C [DEV7C]❶
GEN 8A❶, GEN 8B, GEN 8C
KARPI 8A [KAR8A], KARPI 8C [KAR8C], KARPI 8D [KAR8D]
RWYS 36, 18 TRANSITIONS
FROM LIMBA, PIA & PIKOT



TRANSITION	RWY	ROUTING
DEVOX 7A	36	At PIKOT turn RIGHT, intercept GEN R-030 inbound, intercept 256° bearing from PIA to DEVOX.
DEVOX 7C	18	At LIMBA intercept LIN R-176 (176° bearing from LIN Lctr), intercept 256° bearing from PIA to DEVOX.
GEN 8A	36	At PIKOT proceed to GEN.
GEN 8B		At PIKOT proceed to ERKOP, then to GEN.
GEN 8C	18	At LIMBA intercept LIN R-176 (176° bearing from LIN Lctr), intercept GEN R-030 inbound to GEN.
KARPI 8A	36	At PIKOT proceed to KARPI.
KARPI 8C	18	At PIA proceed to KARPI.
KARPI 8D		At LIMBA intercept LIN R-176 (176° bearing from LIN Lctr), intercept VOG R-118 to KARPI.

CHANGES: NCRPs upgraded to CRPs.

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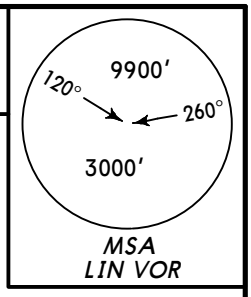
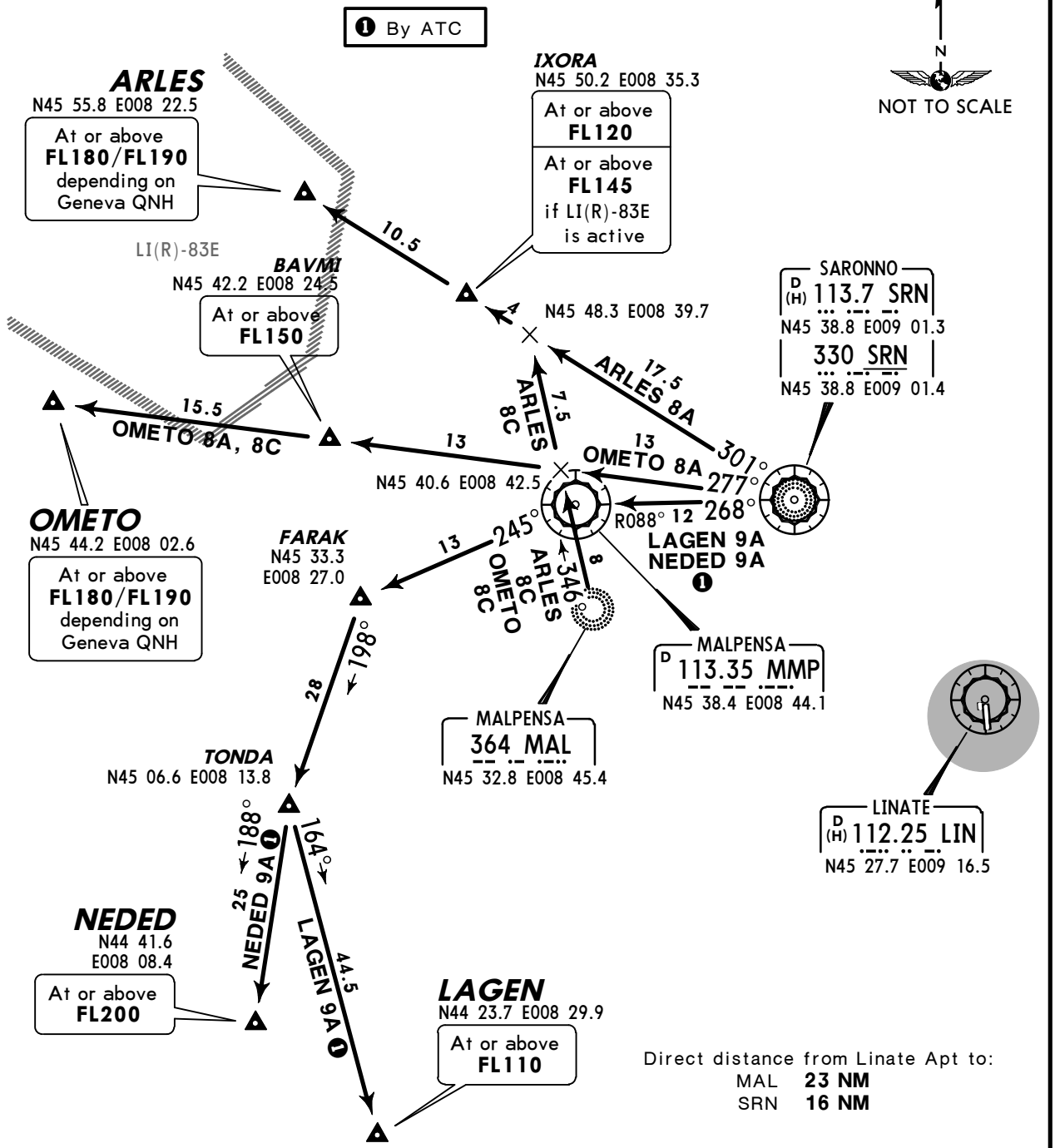
MILAN Radar (via MAL)	MILAN Radar (via SRN)	Apt Elev	Trans level: By ATC	Trans alt: 6000′
126.3	134.17	353′		



ARLES 8A *[ARL8A]*, ARLES 8C *[ARL8C]*
LAGEN 9A *[LAG9A]*❶, NEDED 9A *[NED9A]*❶
OMETO 8A *[OME8A]*, OMETO 8C *[OME8C]*
RWYS 36, 18 TRANSITIONS
FROM MAL & SRN



TRANSITION	RWY	ROUTING
ARLES 8A	36	At SRN proceed via IXORA to ARLES.
ARLES 8C	18	At MAL on 346° bearing, intercept SRN R-301 via IXORA to ARLES.
LAGEN 9A	36	At SRN proceed to MMP, then to FARAK, then to TONDA, then to LAGEN.
NEDED 9A		At SRN proceed to MMP, then to FARAK, then to TONDA, then to NEDED.
OMETO 8A		At SRN proceed via BAVMI to OMETO.
OMETO 8C	18	At MAL on 346° bearing, intercept SRN R-277 via BAVMI to OMETO.

CHANGES: NCRPs upgraded to CRPs.

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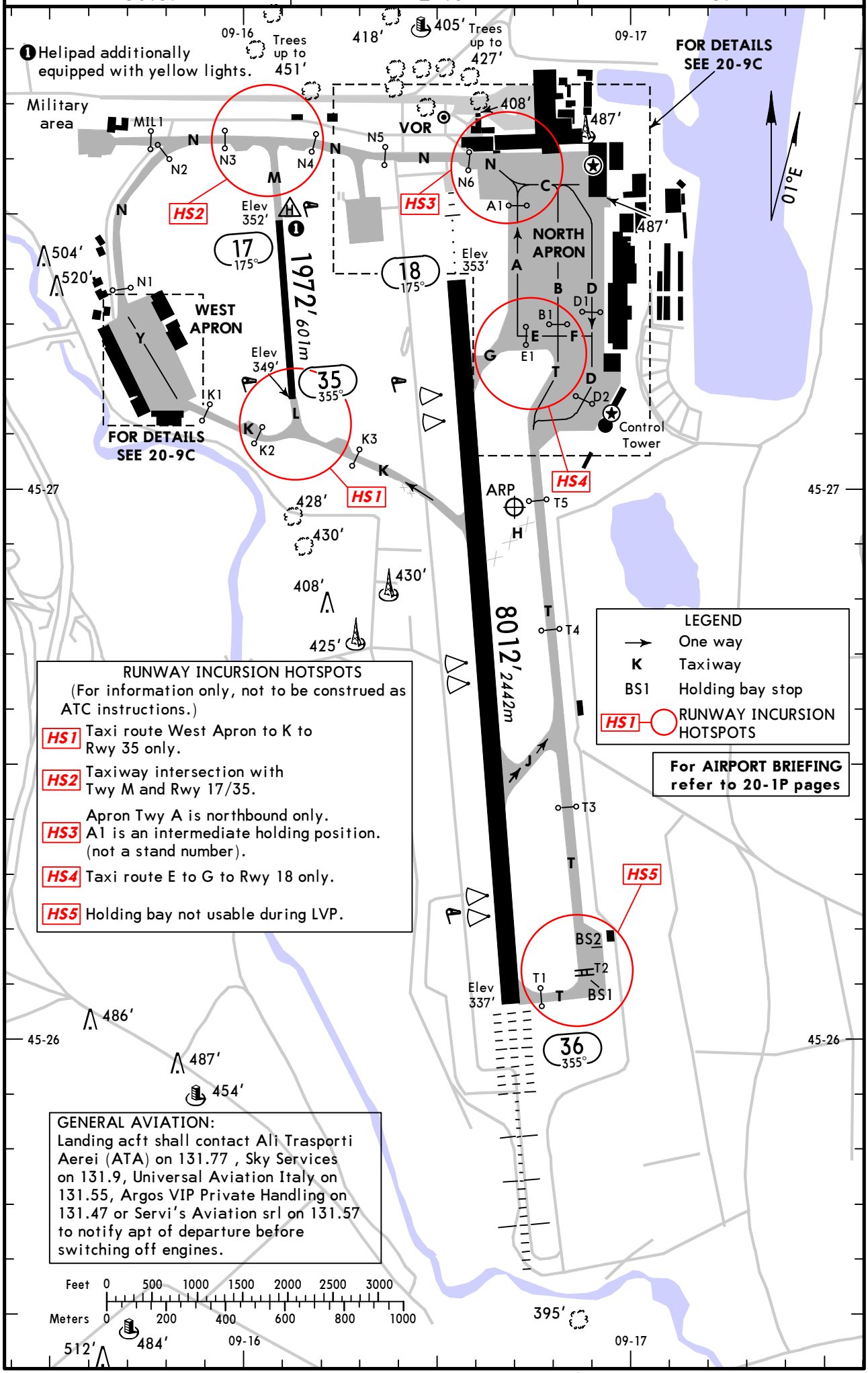
ATIS	LINATE Ground	Tower
136.37	121.8	118.1



CHANGES: Take-off position A withdrawn.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
17 ❶ 35		NA			72′ *22m*
❶ Runway to be used with PPO.					
18	HIRL*(60m)* CL*(15m)* ALS REIL PAPI(3.0°) ❷ RVR			❸	197′ *60m*
36	HIRL*(60m)* CL*(15m)* HIALS-II SFL TDZ PAPI(3.0°) ❷RVR		7050′ *2149m*		

❷ PAPI rwy 18/36: Obstacles affecting obstacle protection surface are compatible with operations of acft with eye-to-wheel height up to 30′/9m.
❸ TAKE-OFF RUN AVAILABLE
RWY 18:
From rwy head 8012′(2442m)
twy G int 6562′(2000m)

Standard

TAKE-OFF 1

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force: RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: TORA.

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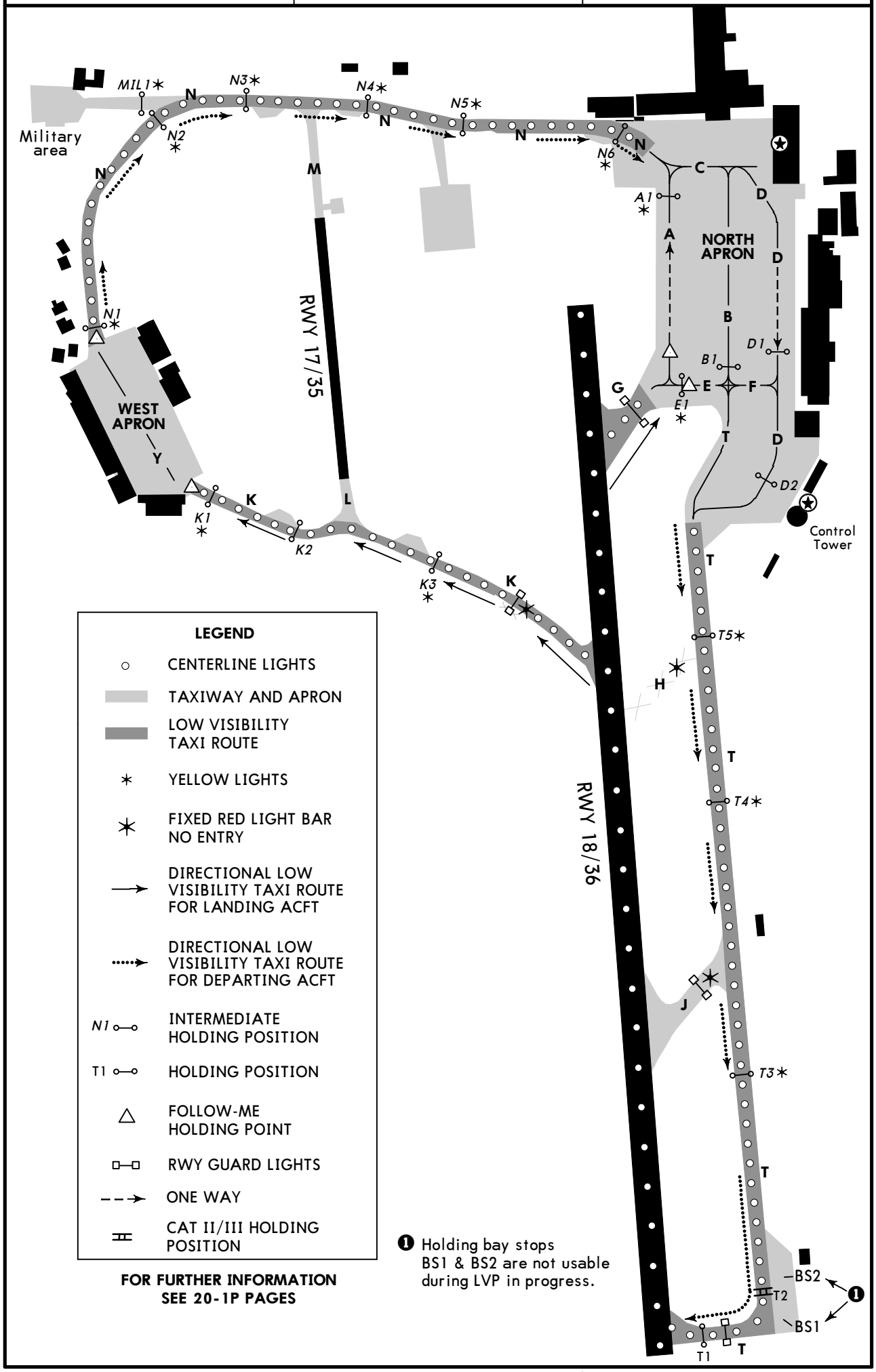
ATIS	LINATE Ground	Tower
136.37	121.8	118.1



CHANGES: Holding positions K2 & K3.

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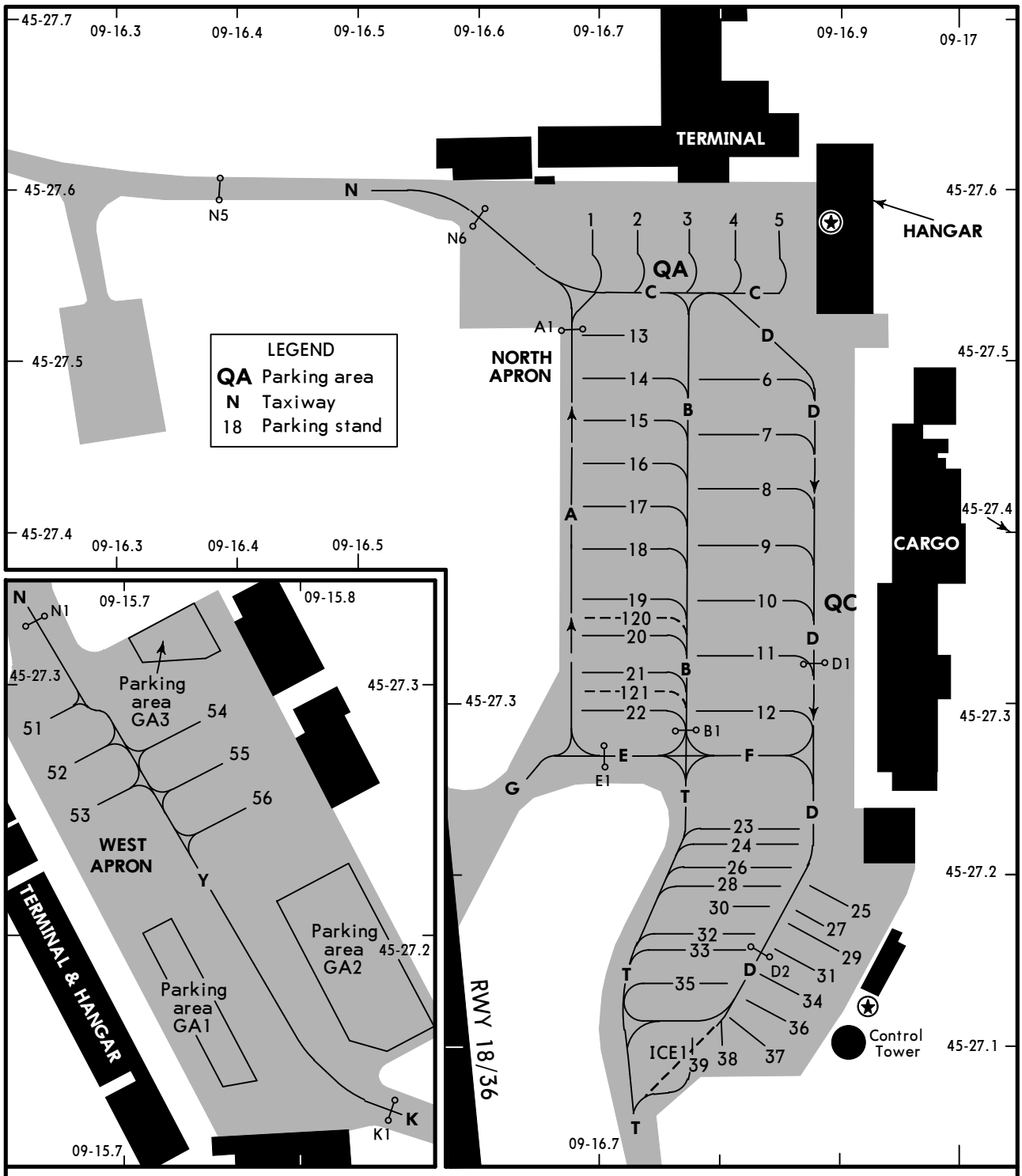

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N45 27.6 E009 16.7	29	N45 27.2 E009 16.9
3, 4	N45 27.6 E009 16.8	30	N45 27.2 E009 16.8
5	N45 27.6 E009 16.9	31	N45 27.1 E009 16.9
6, 7	N45 27.5 E009 16.9	32, 33	N45 27.2 E009 16.8
8 thru 10	N45 27.4 E009 16.9	34	N45 27.1 E009 16.9
11, 12	N45 27.3 E009 16.9	35	N45 27.1 E009 16.8
13 thru 15	N45 27.5 E009 16.8	36, 37	N45 27.1 E009 16.9
16 thru 18	N45 27.4 E009 16.8	38, 39	N45 27.1 E009 16.8
19	N45 27.4 E009 16.7	51thru 53	N45 27.3 E009 15.7
20 thru 22	N45 27.3 E009 16.7	54 thru 56	N45 27.3 E009 15.8
23, 24	N45 27.2 E009 16.8	120	N45 27.4 E009 16.7
25	N45 27.2 E009 16.9	121	N45 27.3 E009 16.7
26	N45 27.2 E009 16.8		
27	N45 27.2 E009 16.9		
28	N45 27.2 E009 16.8		

CHANGES: None.

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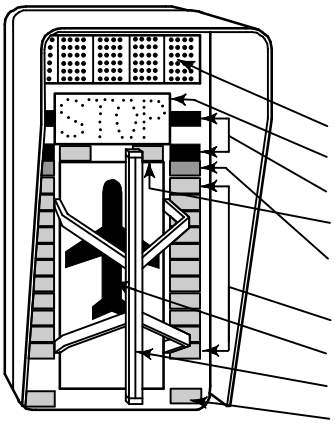
VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

A. SYSTEM DESCRIPTION

The system consists of a display unit in front of the parking position and a number of sensors in the apron surface. **On the display the left-hand pilot gets the correct alignment as well as the closing-rate and stop information.**



a. Display indicating: Aircraft type. OK. TOO FAR. STOP SHORT.
b. Display for STOP command.
c. Two pairs of red lights = STOP position reached.
d. Pair of green lights indicating the stop position reference.
e. Pair of yellow lights indicating the aircraft is 10'/3m before the STOP position.
f. 11 pairs of green closing-rate information lights.
g. Aircraft symbol
h. Centerline bar.
i. Pair of green lights = Gate ready for parking .

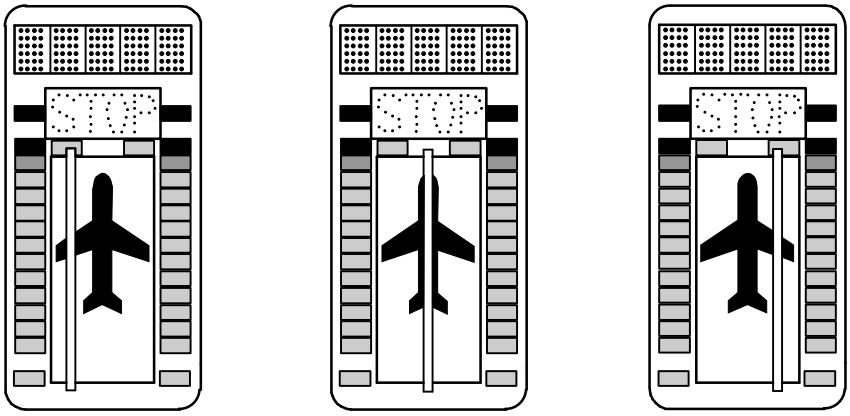
B. ACTIVATED SYSTEM

1. The system is ready for use when:
- the bottom pair of green lights are blinking
- the aircraft type is shown (blinking) on the upper information block
- the stopbarlights are shown

2. The pilot should be aware that the correct type of aircraft is shown before using the system.

C. CENTERLINE GUIDANCE

Centerline guidance is obtained by means of an illuminated bar in front of an aircraft symbol. The aircraft is on centerline when bar and symbol overlap each other.



TURN LEFT ON CENTERLINE TURN RIGHT

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STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
18	VOR+DME	800′(447′)	800m / 1000m
	VOR	1050′(697′)	1000m / 1000m
	NDB+DME	920′(567′)	1000m / 1000m
	NDB	1050′(697′)	1000m / 1000m
36	CAT 2 ILS	437′ (100′)	RA 107′ - 300m
	ILS	537′ (200′)	500m / 1000m
	LOC ❶	760′ (423′)	800m / 1000m
	RNAV (LPV)	650′ (313′)	800m / 1000m
	RNAV (LNAV)	800′ (463′)	1000m / 1000m
	VOR	800′ (463′)	1000m / 1000m
	Lctr+DME	850′ (513′)	1000m / 1000m

❶ MM out: NOT AUTHORIZED.

CIRCLE-TO-LAND ❷	MDA(H)	VIS
	850′ (497′) ❸	1000m

❷ Not authorized West of runway.
❸ After VOR, NDB+DME or NDB 18: 1050′ (697′).

TAKE-OFF RWY 17, 18, 35, 36

LVP must be in Force ❹				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❺	800m

❹ Without LVP 400m are stipulated.
❺ Or rejected take-off distance whichever is the greater.

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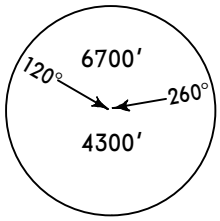
BRIEFING STRIP ™

ATIS	MILAN Radar (APP)				LINATE Tower	Ground
136.37	126.3	126.75	133.17	134.17	118.1	121.8

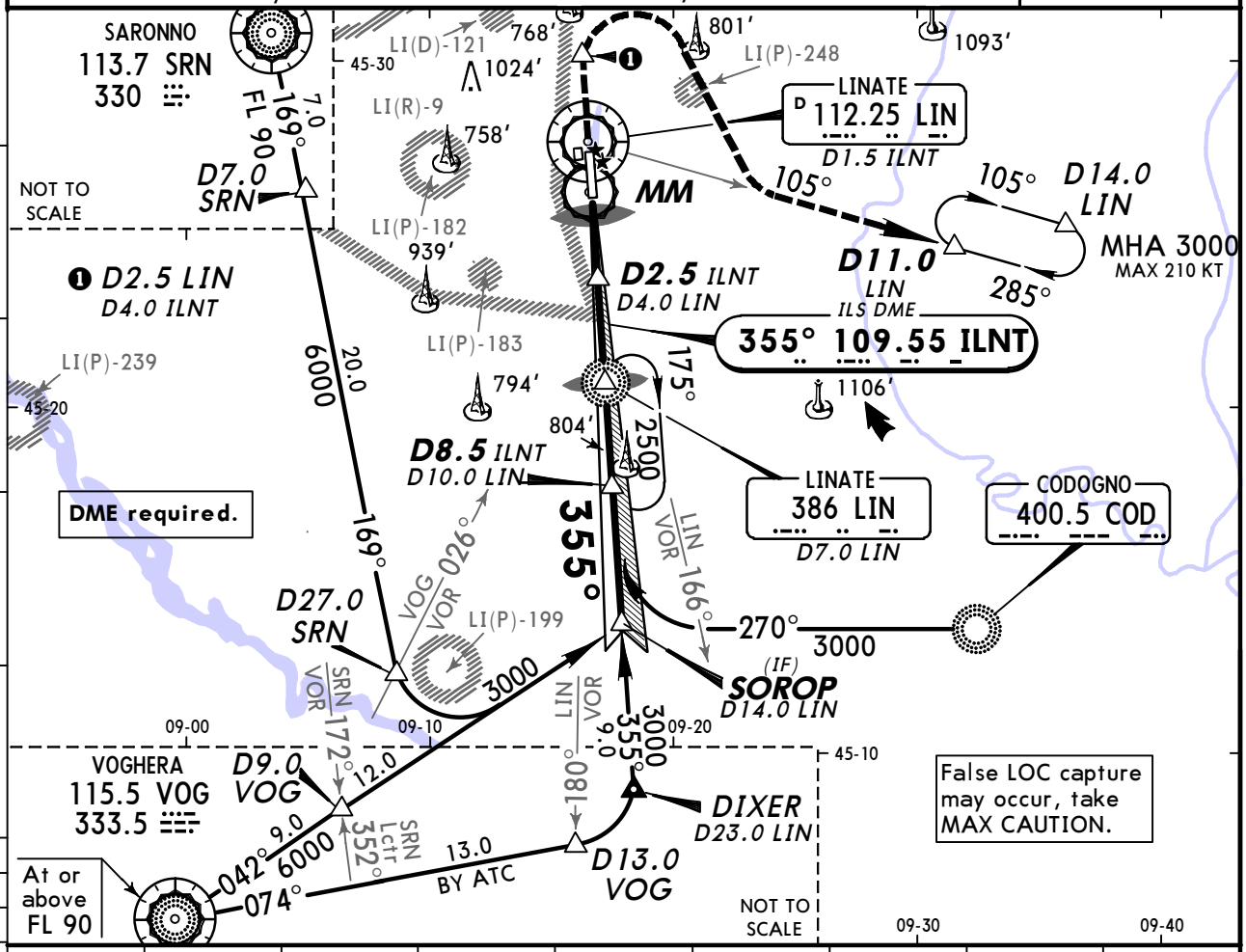
LOC	Final	GS	ILS	
ILNT	Apch Crs	LOM	DA(H)	Apt Elev 353′
109.55	355°	2120′ (1783′)	537′ (200′)	RWY 337′

MISSED APCH: Proceed on 355° climbing to 3000′. At D2.5 after LIN (D4.0 ILNT) at 1000′ or above turn RIGHT (MAX 220 KT) to intercept and follow R-105 LIN VOR to join holding.

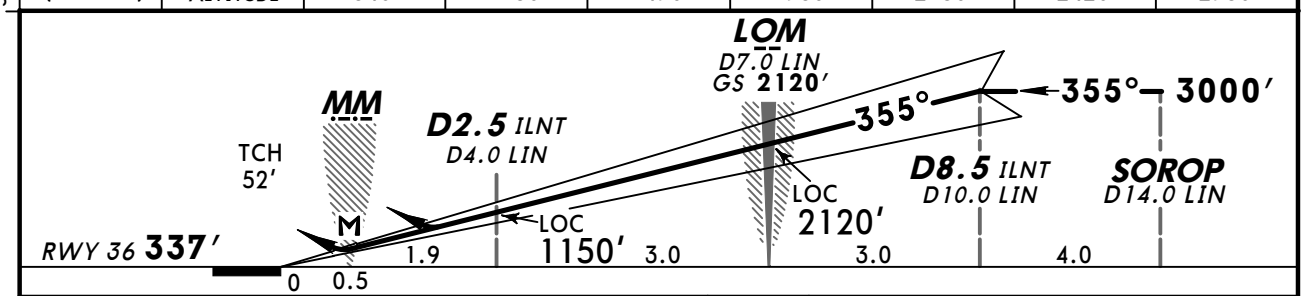
Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 6000′



MSA LIN Lctr



LOC (GS out)	LIN DME	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	840′	1150′	1470′	1780′	2130′	2420′	2730′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM						

HIALS-II
PAPI PAPI

MIM 1000′ on 355°

D2.5 LIN

Standard STRAIGHT-IN LANDING RWY 36

	ILS DA(H) 537′ (200′)			LOC (GS out) DA(H) 760′ (423′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m	RVR 1500m
B					
C					RVR 2000m
D					

CIRCLE-TO-LAND
Not authorized
West of runway

Max Kts.	MDA(H)	VIS
100	850′ (497′)	1500m
135	900′ (547′)	1600m
180	1200′ (847′)	2400m
205	1200′ (847′)	3600m

PANS OPS

CHANGES: Fix designation.

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ATIS	MILAN Radar (APP)	LINATE Tower	Ground
136.37	126.3 126.75 133.17 134.17	118.1	121.8

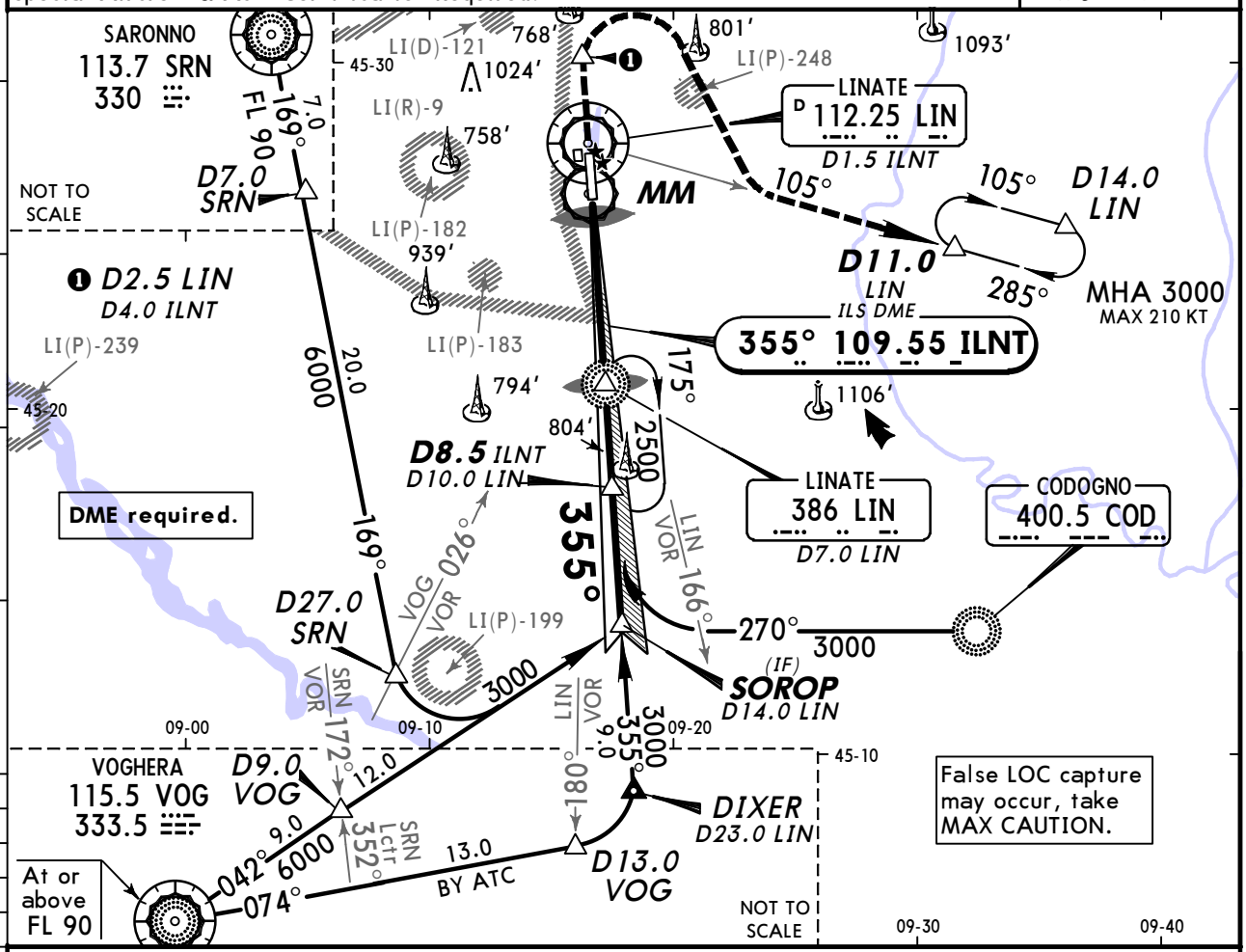
BRIEFING STRIP ™

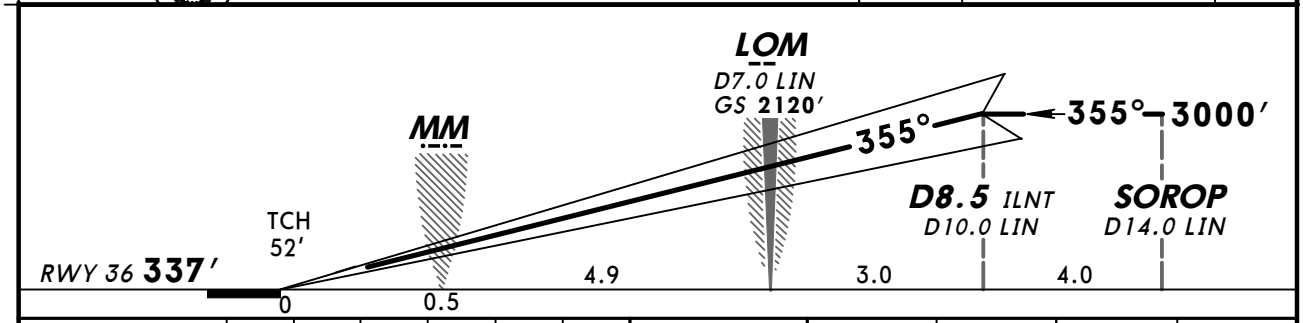
LOC ILNT	Final Apch Crs	GS LOM	CAT II & IIIA ILS	Apt Elev 353′
109.55	355°	2120′ (1783′)	Refer to Minimums	RWY 337′

MISSED APCH: Proceed on 355° climbing to 3000′. At D2.5 after LIN (D4.0 ILNT) at 1000′ or above turn RIGHT (MAX 220 KT) to intercept and follow R-105 LIN VOR to join holding.

Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000′
Special Aircrew & Acft Certification Required.

MSA LIN Lctr: 120° 6700′, 260° 4300′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II PAPI PAPI

MIM 1000′ on 355°

D2.5 LIN

PANS OPS

Standard

STRAIGHT-IN LANDING RWY 36

CAT IIIA ILS	CAT II ILS ABC	CAT II ILS D
DH 50′	RA 107′ DA(H) 437′ (100′)	RA 115′ DA(H) 445′ (108′)
RVR 200m	RVR 300m [1]	

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Fix designation. Minimums.

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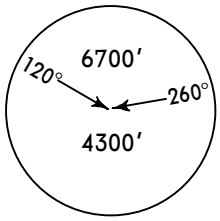
BRIEFING STRIP ™

ATIS	MILAN Radar (APP)				LINATE Tower	Ground
136.37	126.3	126.75	133.17	134.17	118.1	121.8

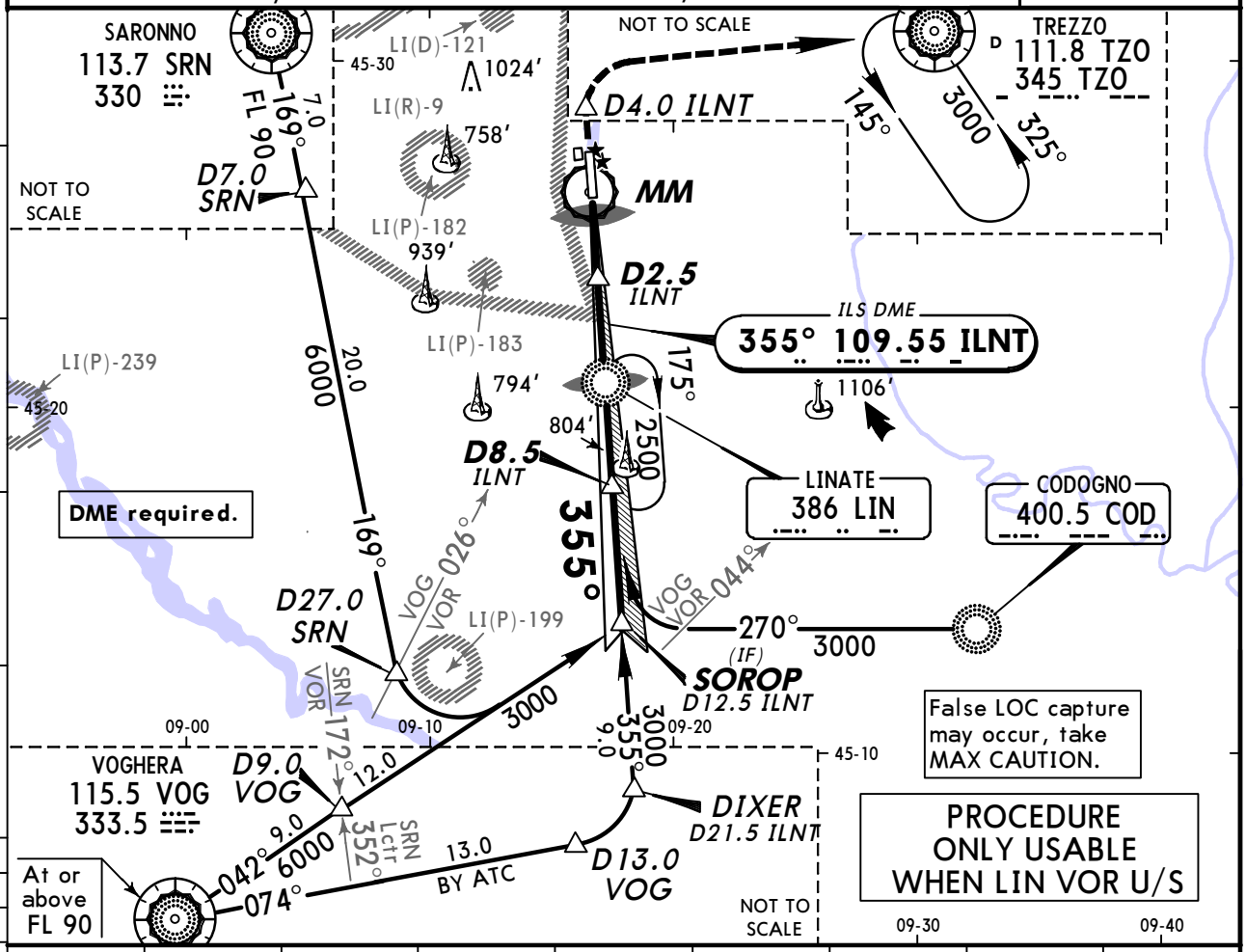
LOC	Final	GS	ILS	
ILNT	Apch Crs	LOM	DA(H)	Apt Elev 353′
109.55	355°	2120′ (1783′)	537′ (200′)	RWY 337′

MISSED APCH: Proceed on 355° climbing to 3000′. At D4.0 after ILNT at 1000′ or above, turn RIGHT (MAX 220 KT) to TZO VOR/NDB holding.

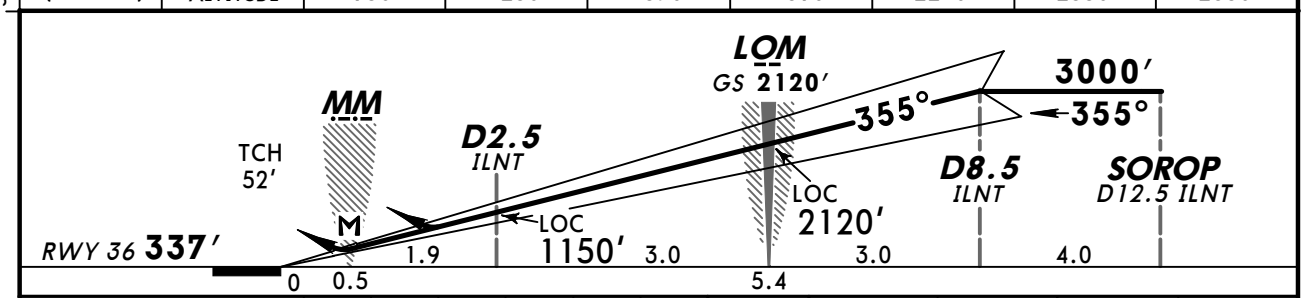
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000′



MSA LIN Lctr



LOC (GS out)								
	ILNT DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	930′	1250′	1570′	1890′	2210′	2530′	2850′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM						

HIALS-II
PAPI PAPI

MIM 1000′ on 355°

D4.0 ILNT

Standard STRAIGHT-IN LANDING RWY 36

	ILS DA(H) 537′ (200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) DA(H) 760′ (423′)	LOC (GS out) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m	RVR 1500m
B					
C					RVR 2000m
D					

CIRCLE-TO-LAND
Not authorized
West of runway

Max Kts.	MDA(H)	VIS
100	850′ (497′)	1500m
135	900′ (547′)	1600m
180	1200′ (847′)	2400m
205	1200′ (847′)	3600m

PANS OPS

CHANGES: Fix designation.

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BRIEFING STRIP ™

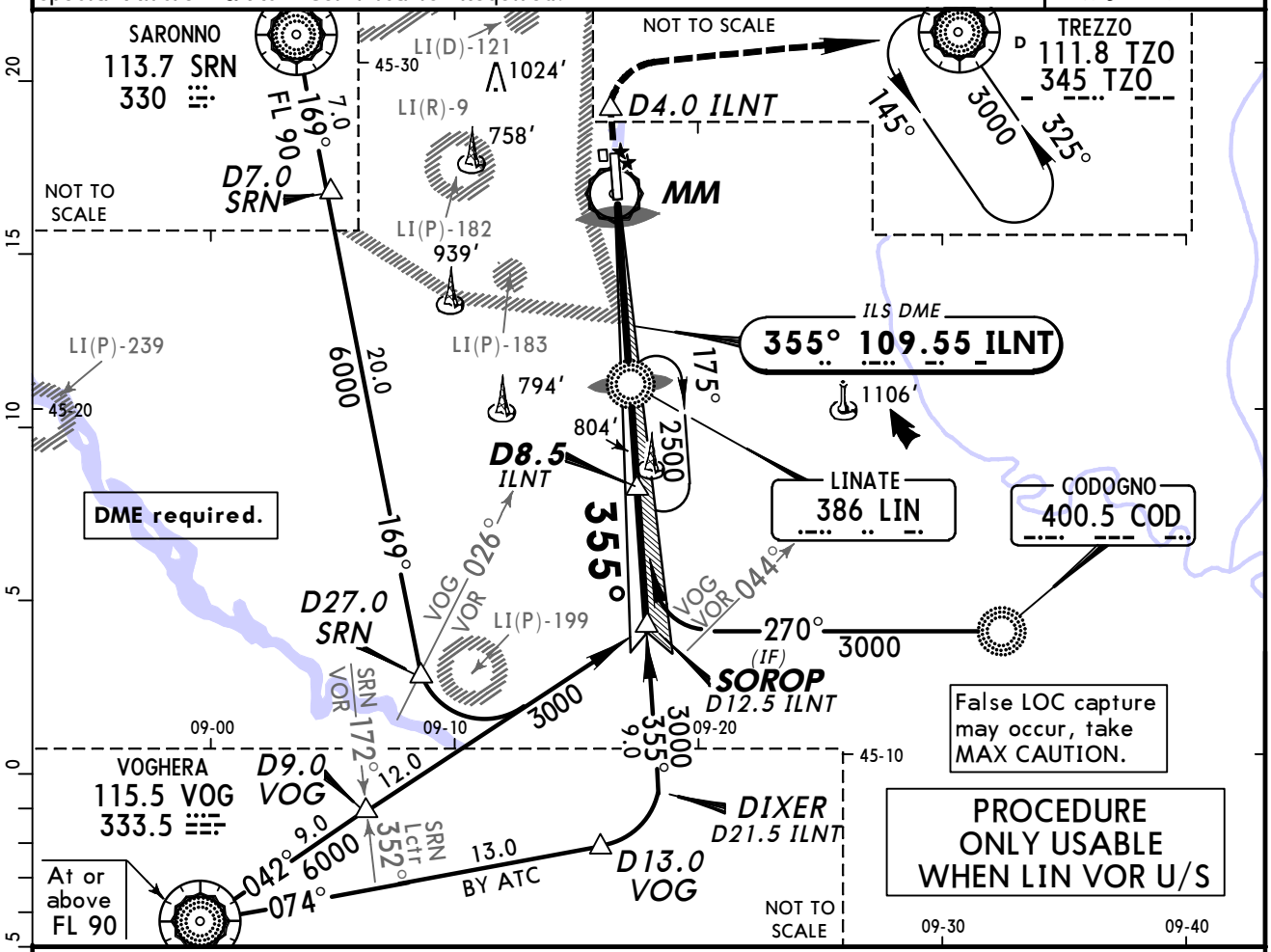
ATIS	MILAN Radar (APP)	LINATE Tower	Ground
136.37	126.3 126.75 133.17 134.17	118.1	121.8

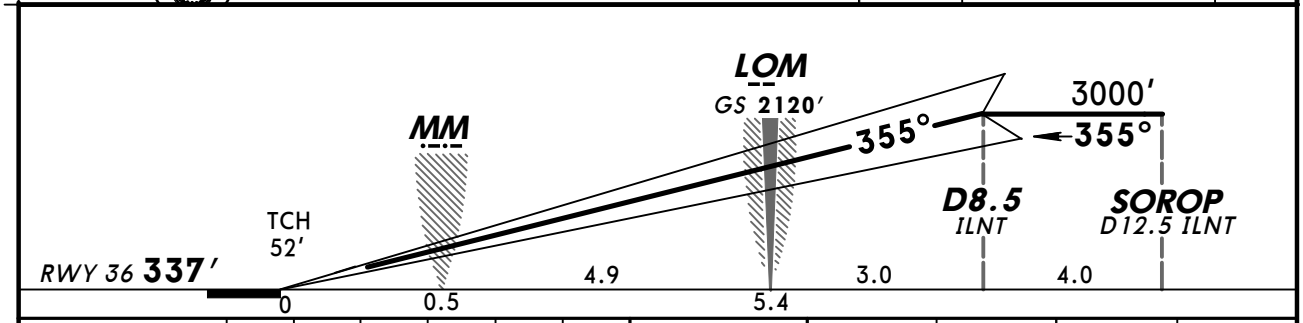
LOC ILNT	Final Apch Crs	GS LOM	CAT II & IIIA ILS	Apt Elev 353′
109.55	355°	2120′ (1783′)	Refer to Minimums	RWY 337′

MISSED APCH: Proceed on 355° climbing to 3000′. At D4.0 after ILNT at 1000′ or above, turn RIGHT (MAX 220 KT) to TZO VOR/NDB holding.

Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000′
Special Aircrew & Acft Certification Required.

MSA LIN Lctr: 120° 6700′, 260° 4300′





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II PAPI PAPI

MIM 1000′ on 355°

D4.0 ILNT

Standard

STRAIGHT-IN LANDING RWY 36

CAT IIIA ILS	ABC	CAT II ILS D
DH 50′	RA 107′ DA(H) 437′ (100′)	RA 115′ DA(H) 445′ (108′)
RVR 200m	RVR 300m [1]	

PANS OPS

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Fix designation. Minimums.

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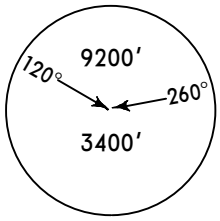
BRIEFING STRIP ™

ATIS	MILAN Radar (APP)				LINATE Tower	Ground
136.37	126.3	126.75	133.17	134.17	118.1	121.8

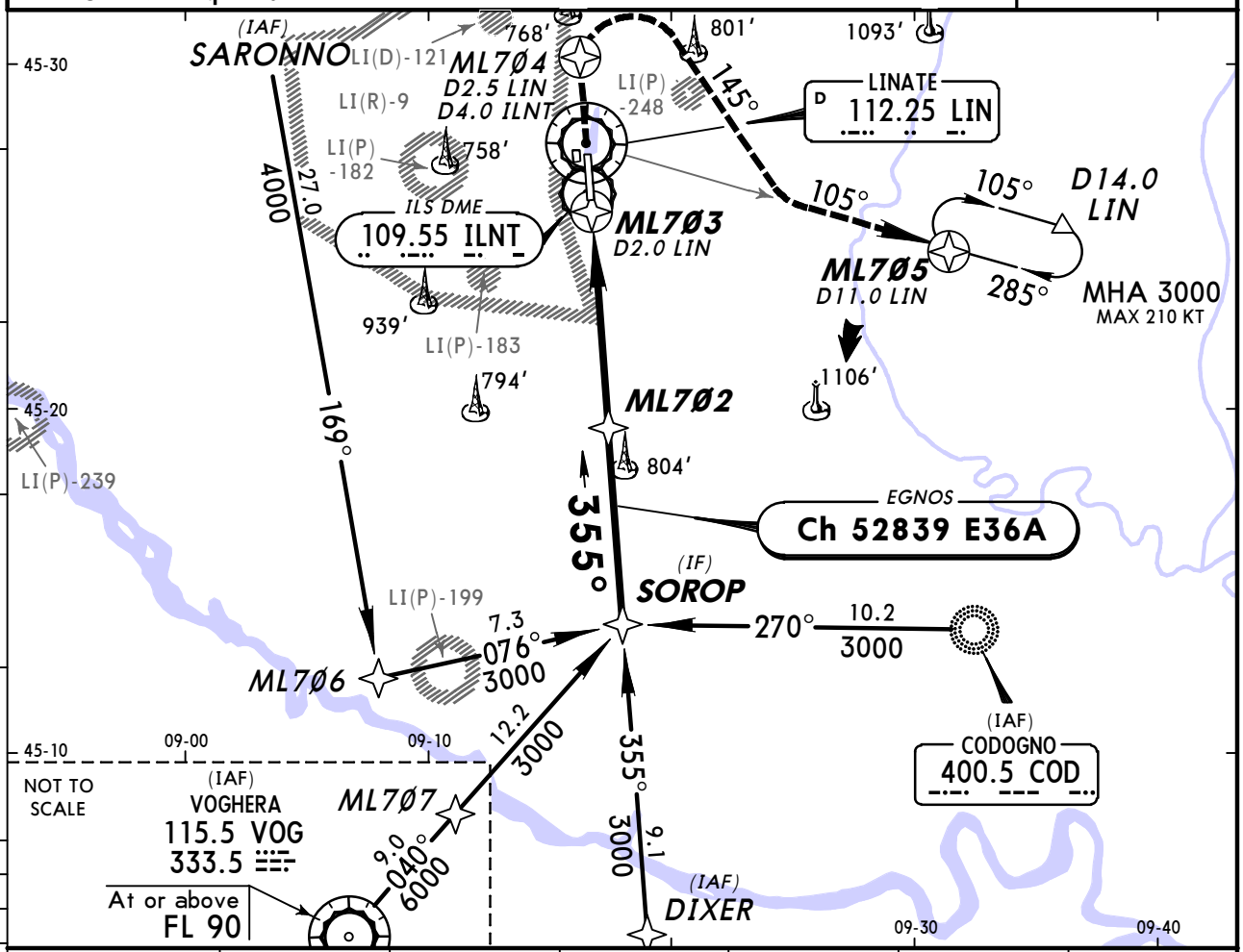
EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 353′
Ch 52839 E36A	355°	ML7Ø2 2500′ (2163′)	Refer to Minimums	RWY 337′

MISSED APCH: Proceed on 355° climbing to 3000′. At ML7Ø4 (D2.5 LIN) at 1000′ or above turn RIGHT (MAX 210 KT) to intercept and follow R-105 LIN VOR to join holding.

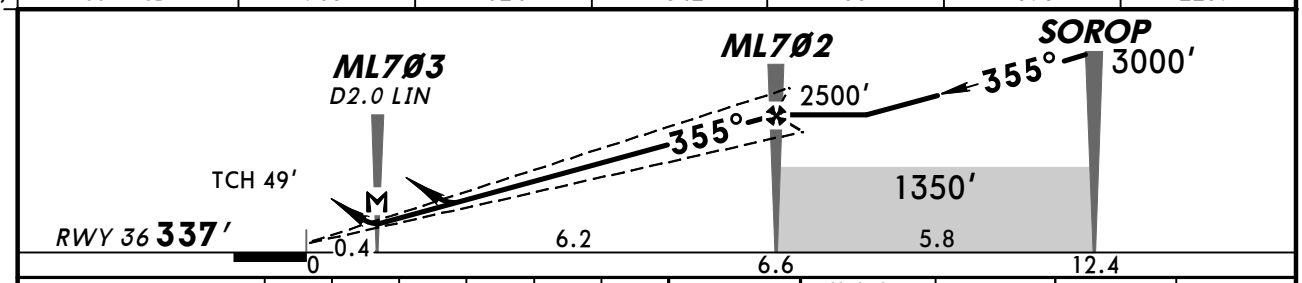
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000′
LIN VOR DME required.



MSA
ARP



DIST to THR	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	705′	1024′	1342′	1661′	1979′	2297′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at ML7Ø3						

HIALS-II
PAPI PAPI

MIM 1000′ on 355° ML7Ø4

Standard STRAIGHT-IN LANDING RWY 36

	LPV		LNAV	
	A: 650′ (313′) C: 670′ (333′)		DA(H) 800′ (463′)	
	DA(H) B: 660′ (323′) D: 680′ (343′)			
		ALS out		ALS out
A	RVR 700m	RVR 1400m	RVR 1500m	
B	RVR 800m	RVR 1500m		
C			RVR 1500m	CMV 2200m
D	RVR 900m	RVR 1600m		

CIRCLE-TO-LAND
Not authorized
West of runway

Max Kts	MDA(H)	VIS
100	850′ (497′)	1500m
135	900′ (547′)	1600m
180	1200′ (847′)	2400m
205	1200′ (847′)	3600m

PANS OPS

CHANGES: EGNOS.

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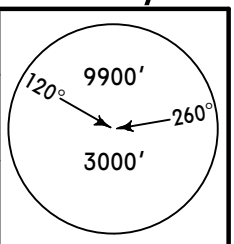
ATIS	MILAN Radar (APP)	LINATE Tower	Ground
136.37	126.3 126.75 133.17 134.17	118.1	121.8

VOR	Final Apch Crs	Minimum Alt	DA(H) (CONDITIONAL)	Apt Elev 353'
LIN 112.25	175°	D7.8 LIN 3000' (2647')	800' (447')	RWY 353'

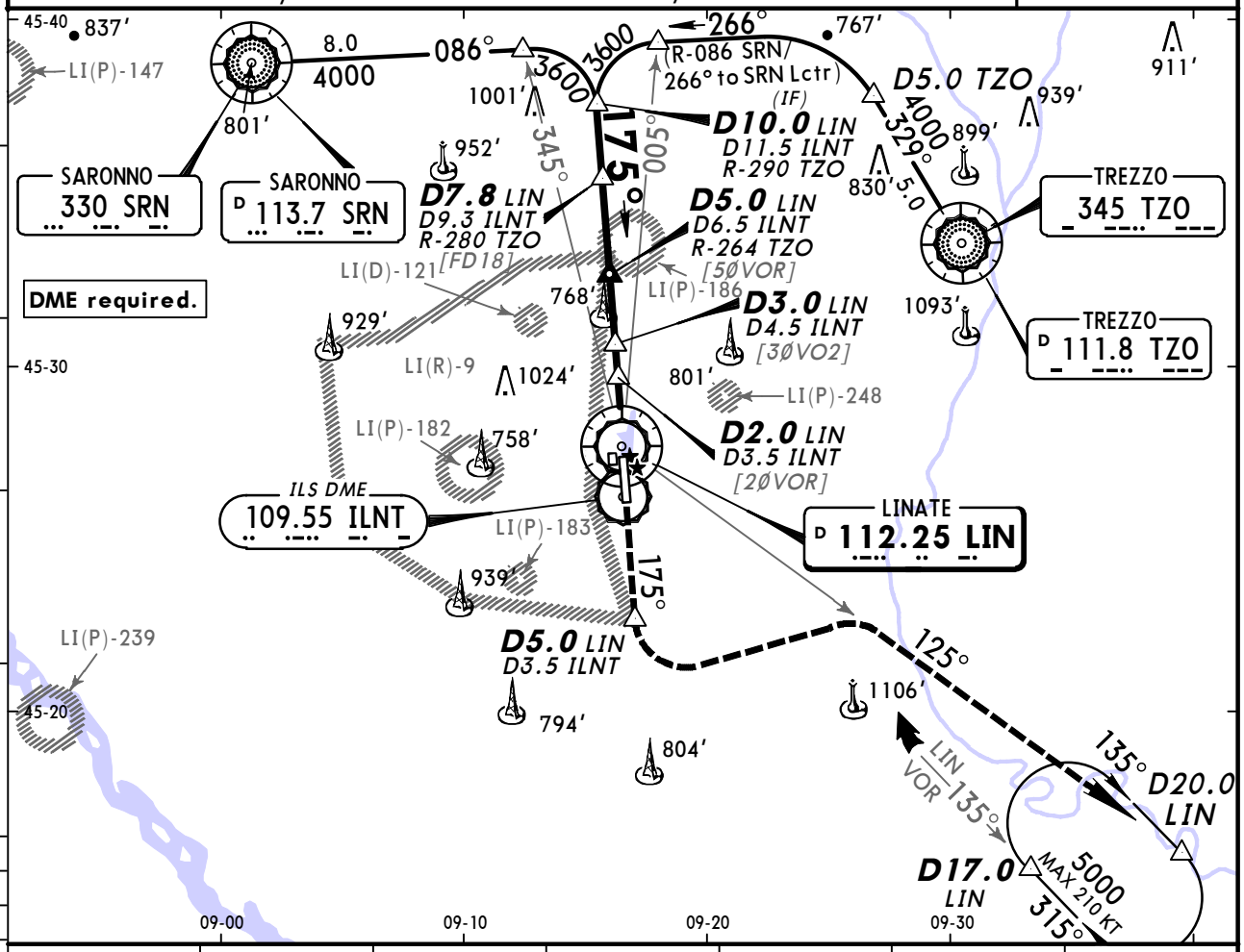
MISSED APCH: Climb on 175° to 5000'. At D5.0 LIN turn LEFT (MAX 220 KT) to intercept and follow R-125 LIN VOR to join holding.
To remain within controlled airspace 3.5 % climb gradient required.

Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 6000'

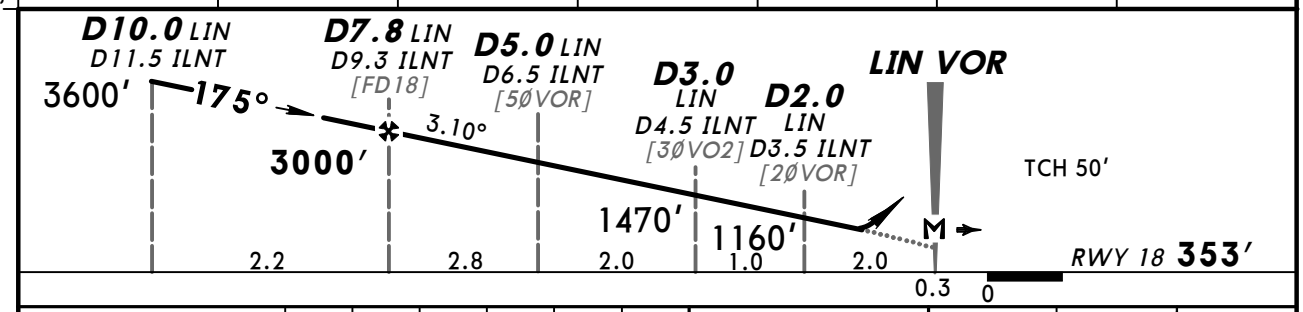


MSA LIN VOR

BRIEFING STRIP ™



LIN DME	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2430'	2110'	1790'	1470'	1160'	840'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at LIN VOR							

ALS
REIL
PAPI PAPI

5000' on 175°

Standard STRAIGHT-IN LANDING RWY 18

	VOR + DME DA(H) 800' (447')		VOR DA(H) 1050' (697')	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1900m	CMV 2100m	CMV 2400m	
D				

CIRCLE-TO-LAND
Not authorized
West of runway

Max Kts	MDA(H)	VIS
100	850' (497') [1]	1500m
135	900' (547') [1]	1600m
180	1200' (847')	2400m
205	1200' (847')	3600m

[1] After VOR approach: MDA(H) 1050' (697').

PANS OPS 4

CHANGES: Note.

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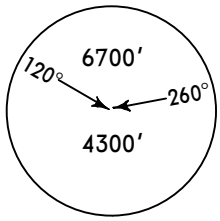
BRIEFING STRIP ™

ATIS	MILAN Radar (APP)				LINATE Tower	Ground
136.37	126.3	126.75	133.17	134.17	118.1	121.8

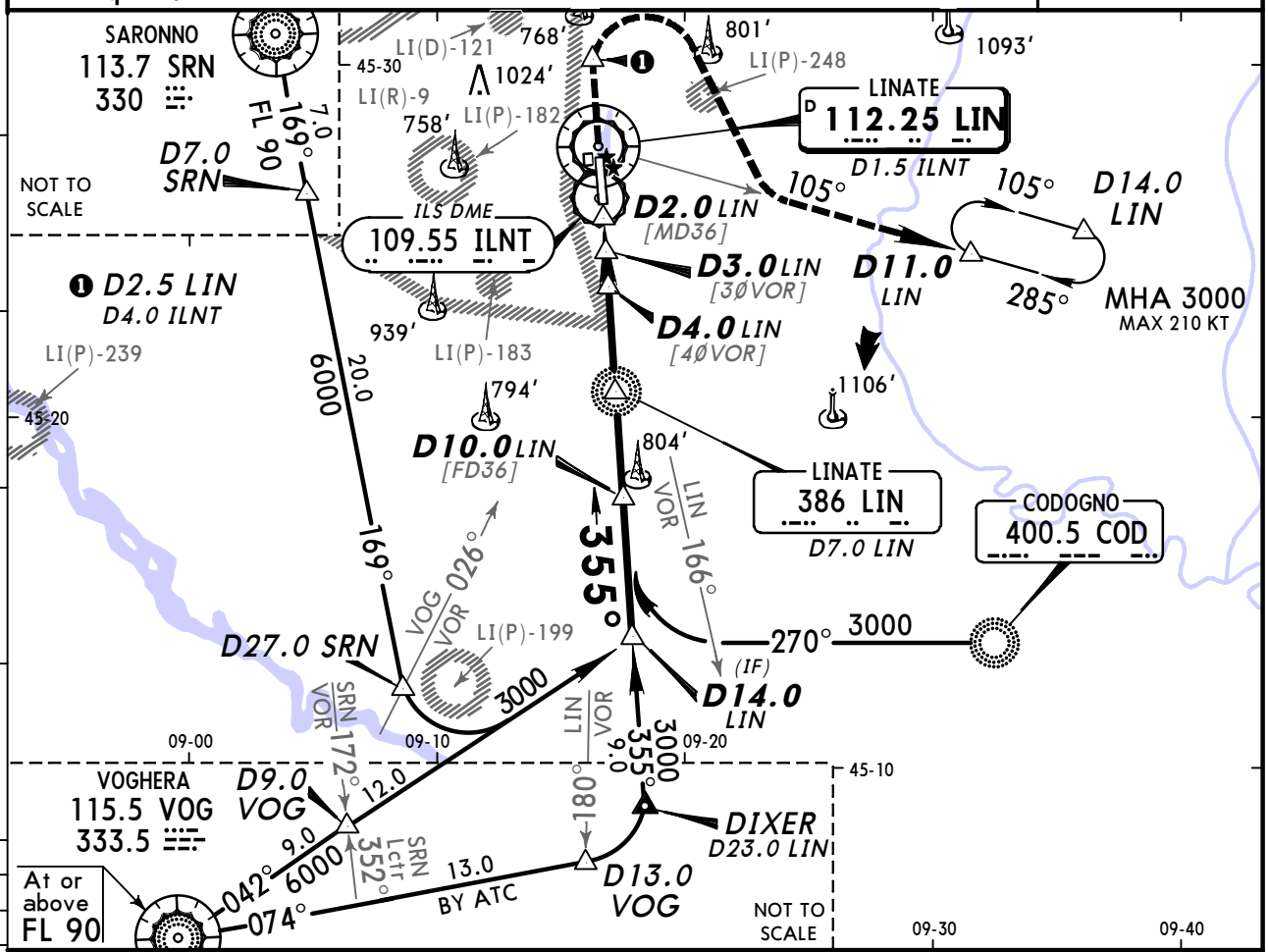
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 353′
LIN 112.25	355°	D10.0 LIN 3000′ (2663′)	800′ (463′)	RWY 337′

MISSED APCH: Proceed on 355° climbing to 3000′. At D2.5 after LIN (D4.0 ILNT) at 1000′ or above turn RIGHT (MAX 220 KT) to intercept and follow R-105 LIN VOR to join holding.

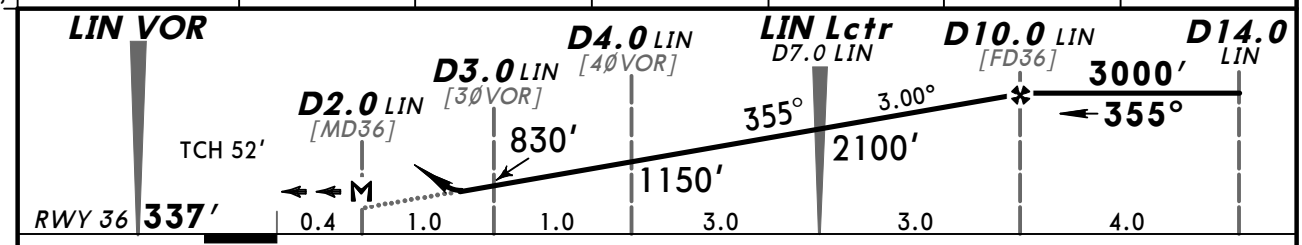
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000′
DME required.



MSA LIN Lctr



LIN DME	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	510′	830′	1150′	1470′	1780′	2100′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.0 LIN						

HIALS-II
PAPI PAPI

355°

D2.5 LIN at 1000′ or above

Standard STRAIGHT-IN LANDING RWY 36

DA(H) 800′ (463′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1500m	CMV 2200m
D		

CIRCLE-TO-LAND
Not authorized
West of runway

Max Kts.	MDA(H)	VIS
100	850′ (497′)	1500m
135	900′ (547′)	1600m
180	1200′ (847′)	2400m
205	1200′ (847′)	3600m

PANS OPS 4

CHANGES: Missed approach.

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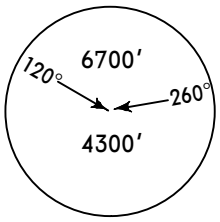
BRIEFING STRIP ™

ATIS	MILAN Radar (APP)	LINATE Tower	Ground
136.37	126.3 126.75 133.17 134.17	118.1	121.8

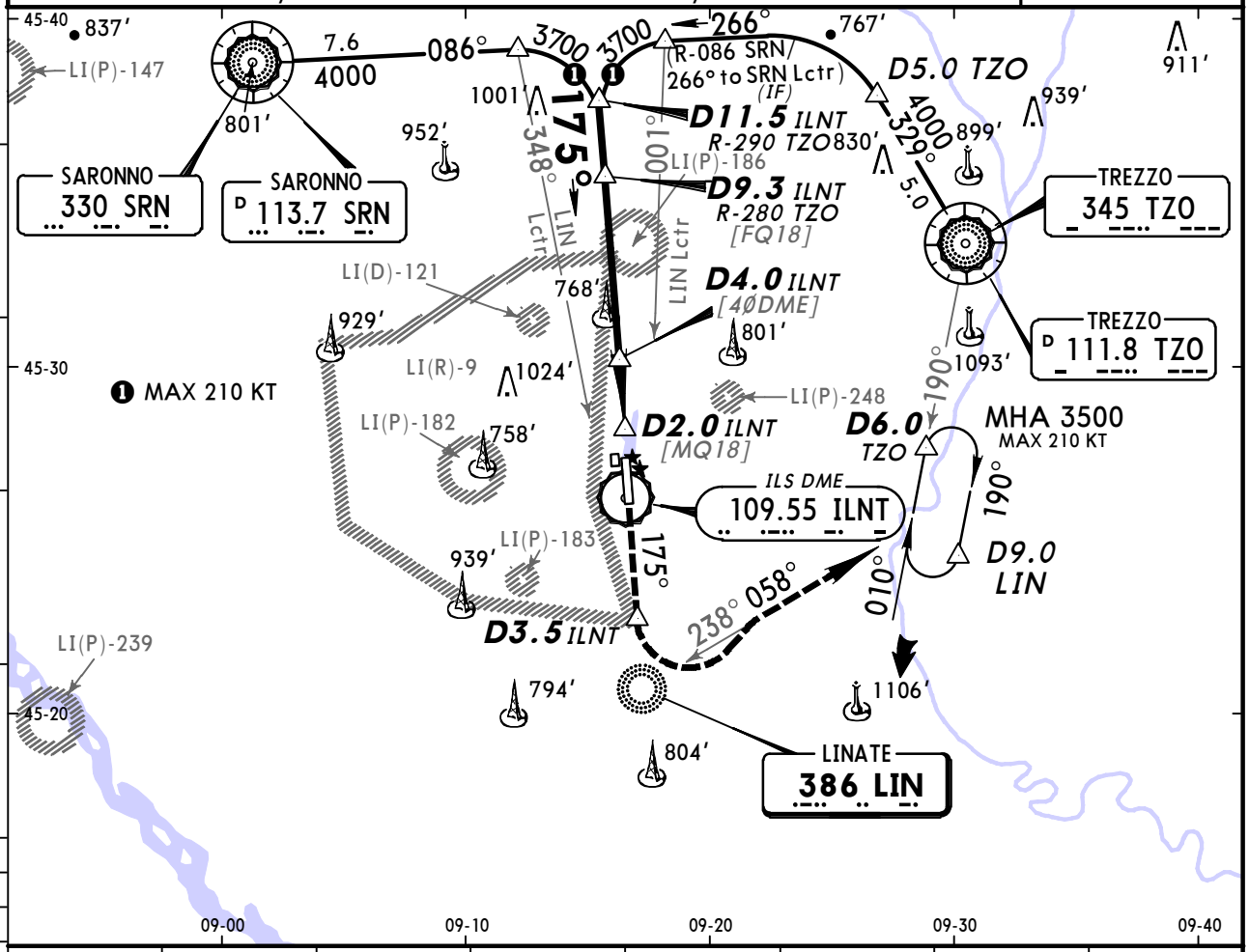
Lctr	Final Apch Crs	Minimum Alt	DA(H) (CONDITIONAL)	Apt Elev 353'
LIN 386	175°	D9.3 ILNT 3000' (2647')	920' (567')	RWY 353'

MISSED APCH: Climb on 175° to 3500'. At D3.5 ILNT turn LEFT (MAX 220 KT) onto 058° from LIN Lctr to join holding.
To remain within controlled airspace 3.5 % climb gradient required.

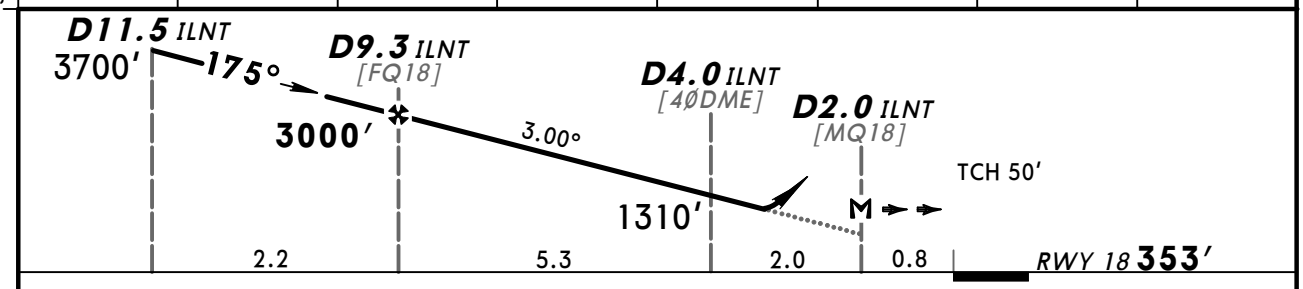
Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 6000'



MSA LIN Lctr



ILNT DME	9.3	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	3000'	2590'	2270'	1950'	1640'	1310'	1000'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.0 ILNT						

ALS
REIL
PAPI PAPI

3500' on 175°

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 18

	NDB + DME		NDB	
	DA(H) 920' (567')		DA(H) 1050' (697')	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	CMV 2400m		CMV 2400m	
D				

CIRCLE-TO-LAND
Not authorized
West of runway

Max Kts	MDA(H)	VIS
100	1050' (697')	1500m
135	1050' (697')	1600m
180	1200' (847')	2400m
205	1200' (847')	3600m

CHANGES: Final approach. Missed approach.

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BRIEFING STRIP ™

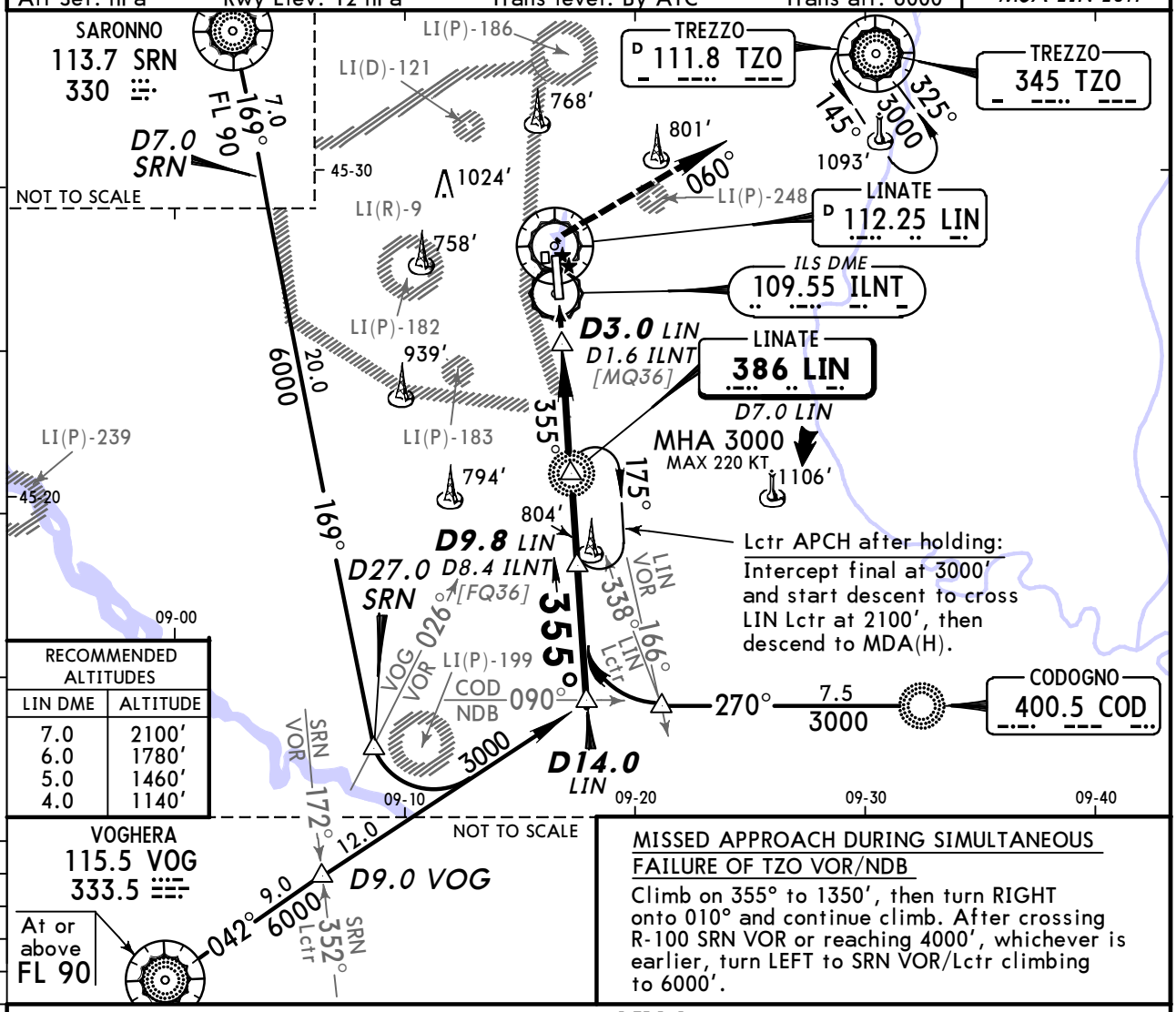
ATIS	MILAN Radar (APP)				LINATE Tower	Ground
136.37	126.3	126.75	133.17	134.17	118.1	121.8

Lctr	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 353'
LIN 386	355°	D14.0 LIN 3000' (2663')	850' (513')	RWY 337'

MISSED APCH: Climb on track 355°, then turn RIGHT to intercept and follow R-240 inbound TZO VOR (060° to TZO NDB) climbing to 3000'.

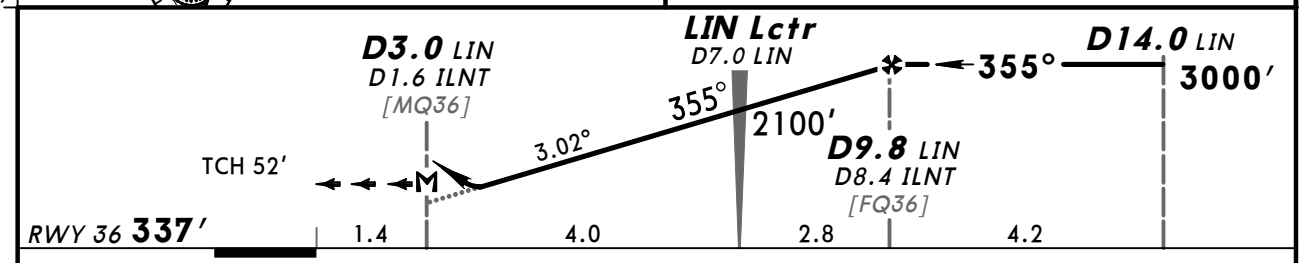
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000'

MSA LIN Lctr: 120° 6700', 260° 4300'



MISSED APPROACH DURING SIMULTANEOUS FAILURE OF TZO VOR/NDB

Climb on 355° to 1350', then turn RIGHT onto 010° and continue climb. After crossing R-100 SRN VOR or reaching 4000', whichever is earlier, turn LEFT to SRN VOR/Lctr climbing to 6000'.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.02°	374	481	534	641	748	855
MAP at D3.0 LIN/D2.3 ILNT						

HIALS-II PAPI PAPI 355°

Standard STRAIGHT-IN LANDING RWY 36
Lctr + DME
DA(H) 850' (513')

		ALS out
A	RVR 1500m	
B		
C	RVR 1600m	CMV 2400m
D		

CIRCLE-TO-LAND
Not authorized West of runway

Max Kts	MDA(H)	VIS
100	870' (517')	1500m
135	900' (547')	1600m
180	1200' (847')	2400m
205	1200' (847')	3600m

PANS OPS 4

CHANGES: Final approach.

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Chart changes since cycle 07-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MILAN, (LINATE - LIML)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIML