

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LIML

Terminal Charts For LIML

Revision Letter For Cycle 13-2014

Change Notices

Notebook

General Information

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

Airport Use: Public
Magnetic Variation: 2.0°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: 0335 Z
Sunset: 1915 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

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

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 deterioration 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.

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.

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, 62, 64 thru 68 and 70 thru 72, push-back required.

On stand 73 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 4000kg 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).

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Unless otherwise instructed by ATC pilots must comply with the 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 12NM from THR.
- 180 KT when completing turn to intercept ILS LOC or when on ST-IN APCH at 9NM from THR.
- 160 KT at 7NM 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.

3. DEPARTURE

3.1. APT COLLABORATION DECISION MAKING (A-CDM) PROCEDURE

3.1.1. GENERAL

APT Collaborative Decision Making (A-CDM) is an operational procedure to improve air traffic management through a better information sharing among all involved stakeholders. This new procedure increases efficiency and punctuality by improving air traffic flow and APT capacity management, reducing delays by improving events' predictability and optimizing resources utilization.

One of the main objectives of A-CDM is the evaluation of the "Target Take-Off Time" (TTOT) as thoroughly as possible in order to improve the "en-route" and "sector" planning by the European ATM; this can be reached by implementing a series of "DPI" (Departure Planning Information) sent to NMOC and a series of "EFD" (ETFMS Flight Data Messages) received by NMOC. Therefore APT CDM can be considered as the basis for connecting the APT to ATM system.

3.1.2. PRINCIPAL DEFINITIONS

SOBT (Scheduled Off-Block Time):	In a coordinated APT the APT slot is assigned to a flight in a definite period.
TOBT (Target Off-Block Time):	Time when the ACFT is estimated to be ready to move (doors closed, boarding bridge/stairs removed, push-back vehicle available and ready to start up), according to information from flight operational process evolution.
TSAT (Target Start-Up Approval Time):	Time, computed on TOBT, when the startup Clearance can be obtained by LINATE Tower, based on local constraints and CTOT allocation.
TTOT (Target Take-Off Time):	Time, computed first on TOBT and later on TSAT, when ACFT is expected to take off from Linate with its impact on the network.

3.1.3. SOBT AND EOBT

Three hours before EOBT and after receiving the ATC Flight Plan from ENAV systems, the A-CDM platform compares the EOBT with the APT slot, as updated by ETD messages sent by the airline, if any. In case of inconsistencies between the APT slot and EOBT, it will be possible to view the expected alarms on the A-CDM platform.

The airline is responsible to check the compliance of the Flight Plan EOBT and the APT slot and to monitor alarms on A-CDM platform.

3.1.4. TOBT

TOBT is automatically calculated by A-CDM platform when the linked incoming flight enters in LIMM FIR (Milan ACC) or, for originating flights only, at EOBT -2h.

Once the TOBT has been issued, AO/GH are responsible for its accuracy and it should be updated for changes of +/- 5 minutes. In case of discrepancy of more than 15 minutes between TOBT and EOBT, AO/GH shall send a delay message (DLA) to NMOC. In this case the A-CDM platform generates an alarm. For other changes to the flight plan, the airlines shall send a CHG message.

TOBT can be updated by AO/GH without limitations until TSAT issue (TOBT-40 minutes). Thereafter it can be updated up to a maximum of 3 times; otherwise the flight is removed by the pre-departure sequence and, when a new TOBT is input, it is rescheduled with lower priority.

TOBT is cancelled if the ACFT is not READY within TOBT.

TOBT has to be cancelled by AO/GH in case of lack of information on the reliability of the information included in the platform (e.g. ACFT with technical problems).

3. DEPARTURE

In case of TOBT cancellation, TSAT is cancelled too: AO/GH are responsible of the new TOBT input which shall be at least 5 minutes after the input clock time and/or from the previous value. The new TSAT will be given in accordance with the new TOBT.

Since TOBT plays a fundamental role in the APT process, the accuracy of the data is indispensable, both in terms of its reliability and of timeliness of the communication in case of update.

3.1.5. TSAT

TSAT is calculated by ENAV system according to the TOBT and it is communicated to the AO/GH through the A-CDM platform. As for TOBT, also TSAT is updated for changes of +/- 5 minutes.

TSAT is issued at TOBT -40 minutes and takes into account, besides confirmed TOBT, those aspects of the ongoing situation at Linate APT (e.g. RWY in use) and those related to external factors dependent on the network (e.g. CTOT).

The start-up clearance by LINATE Tower will be in accordance with TSAT and the actual traffic situation.

3.1.6. TTOT

TTOT calculated from TOBT is the time when the ACFT is expected to take off basing on the expected ready communication given by AO/GH.

TTOT calculated from TSAT is the time when the ACFT is expected to take off basing on the ATC systems elaborations aimed to optimize the sequence at the holding point.

3.1.7. START-UP AND PUSH-BACK

The start-up clearance will take place after the READY and in accordance with the AMS procedure that is being defined.

Pilot-in-Command can ask for start-up authorization and clearance within TSAT +/- 5 minutes.

TWR Delivery will give the start-up authorization and the clearance taking into account TSAT and the actual traffic condition on the APT.

Push-back/taxi approval must be requested not later than 5 minutes after start-up authorization and start-up clearance (ASAT) and it shall start within 2 minutes from ASAT.

If the operations delays exceed the expected tolerance windows, the flight will be asked to re-contact AO/GH and input a new TOBT.

3. DEPARTURE

3.2. DE-ICING

3.2.1. GENERAL

De-icing takes place at stands ICE1 and ICE2.

3.2.2. 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 minutes 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.

3.2.3. 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.

3.3. START-UP & TAXI PROCEDURES

3.3.1. GENERAL

At West apron not later than 5 minutes after ATC start-up clearance, ACFT pushing-back or taxiing will be performed.

Further information for North apron service provided on ATIS frequency.

3.3.2. 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 minutes before ready to start engines, handling operations completed.

3.3.3. 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.

3.4. 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.

3. DEPARTURE

3.5. 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.

3.6. RWY OPERATIONS

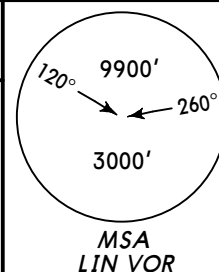
3.6.1. MINIMUM RWY OCCUPANCY TIME

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.

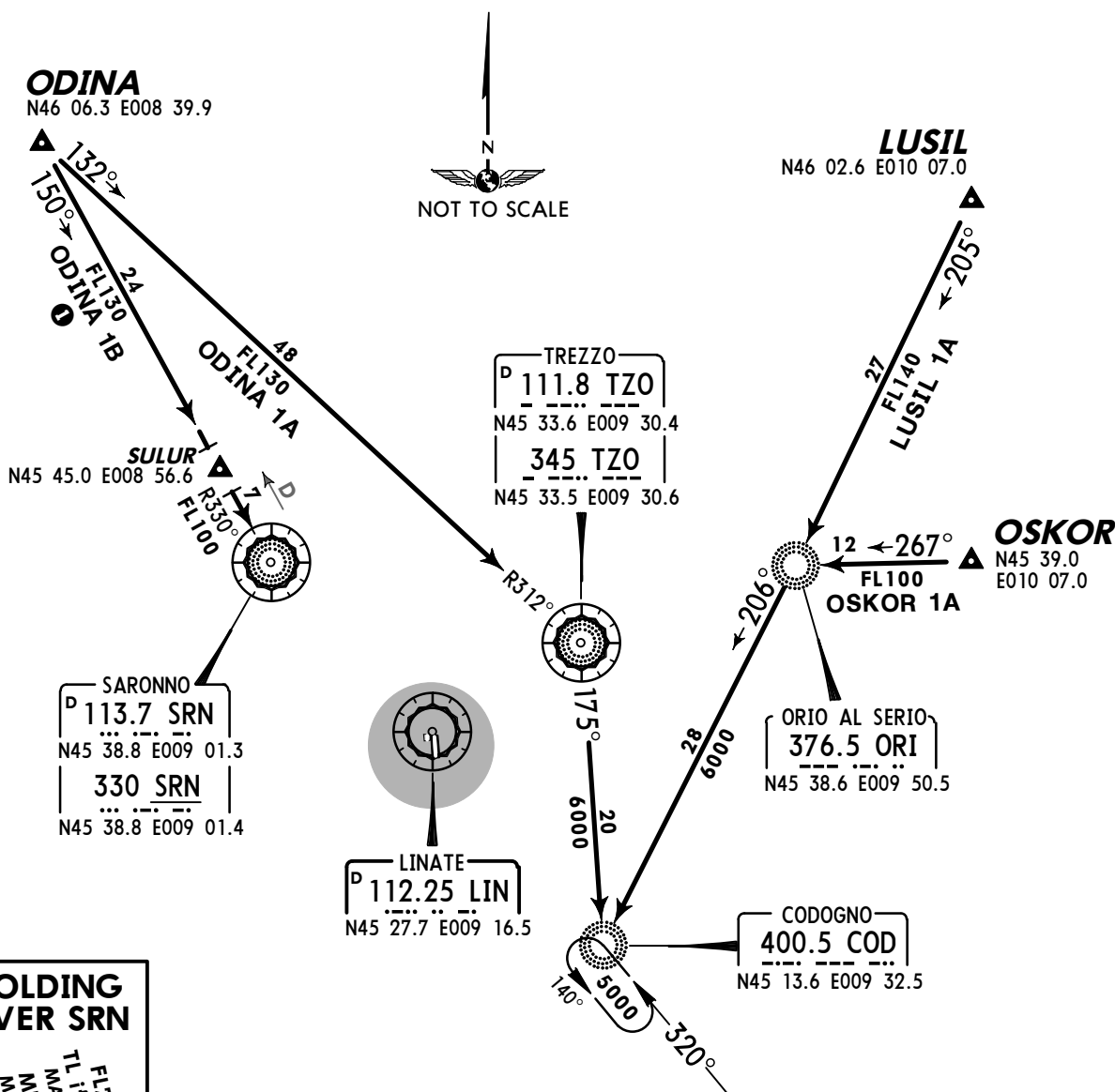
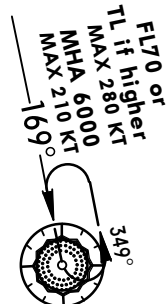
Take-off run shall start immediately after take-off clearance.

Prior to line-up, pilots must inform Tower if unable to comply.

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

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

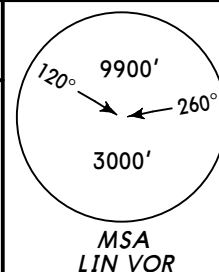
① By ATC

**HOLDING
OVER SRN**

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

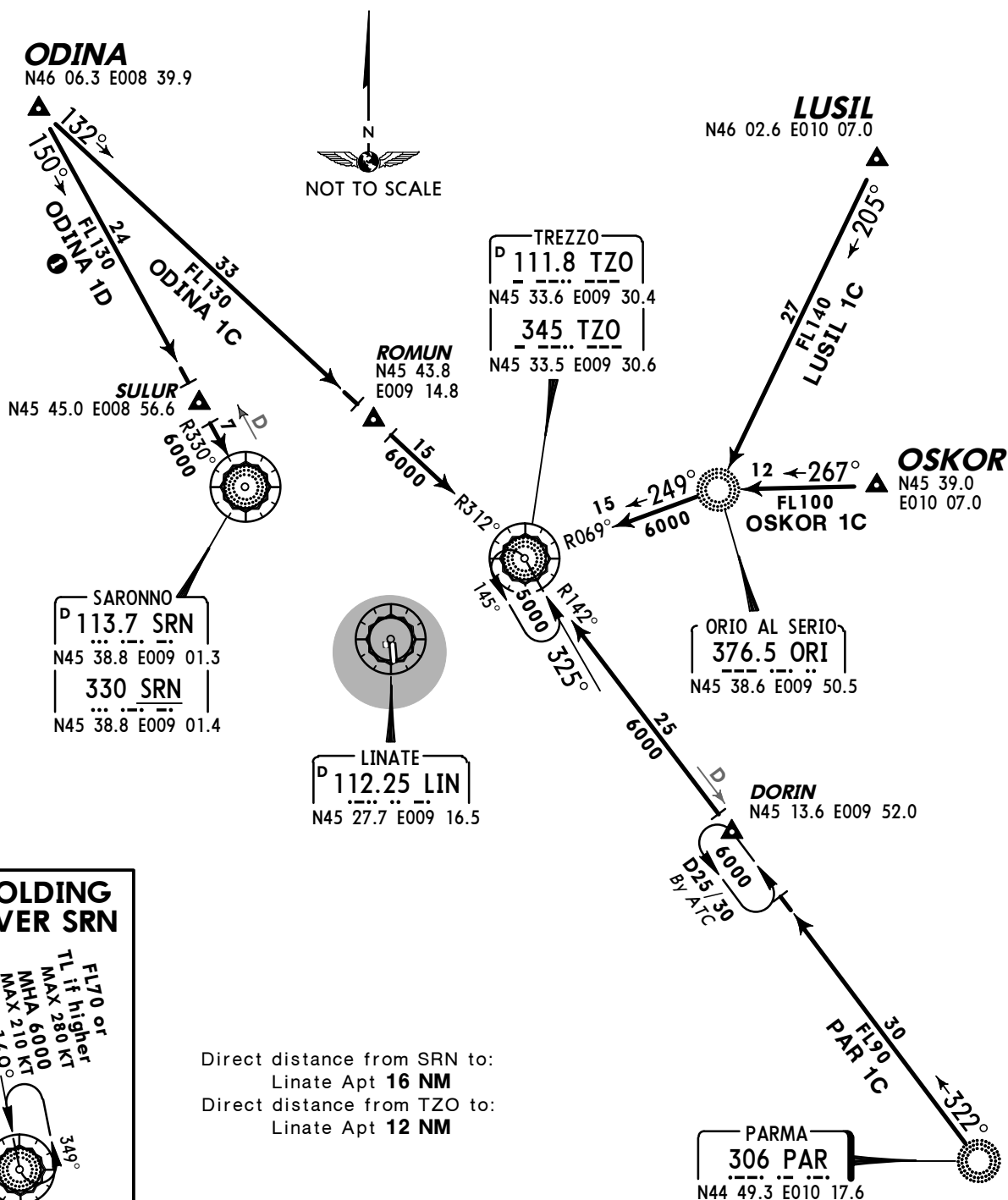
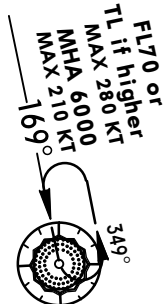
STAR**ROUTING**

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

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

LUSIL 1C [LUSI1C]
ODINA 1C [ODIN1C], ODINA 1D [ODIN1D] ①
OSKOR 1C [OSKO1C], PAR 1C
RWY 18 ARRIVALS
CONVENTIONAL/P-RNAV (OVERLAY)
FROM NORTH & SOUTHEAST

① By ATC

**HOLDING OVER SRN**

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

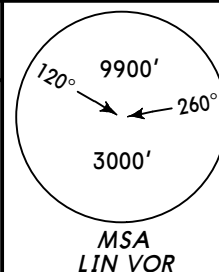
STAR**ROUTING**

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.

ATIS
136.37

Apt Elev
353'

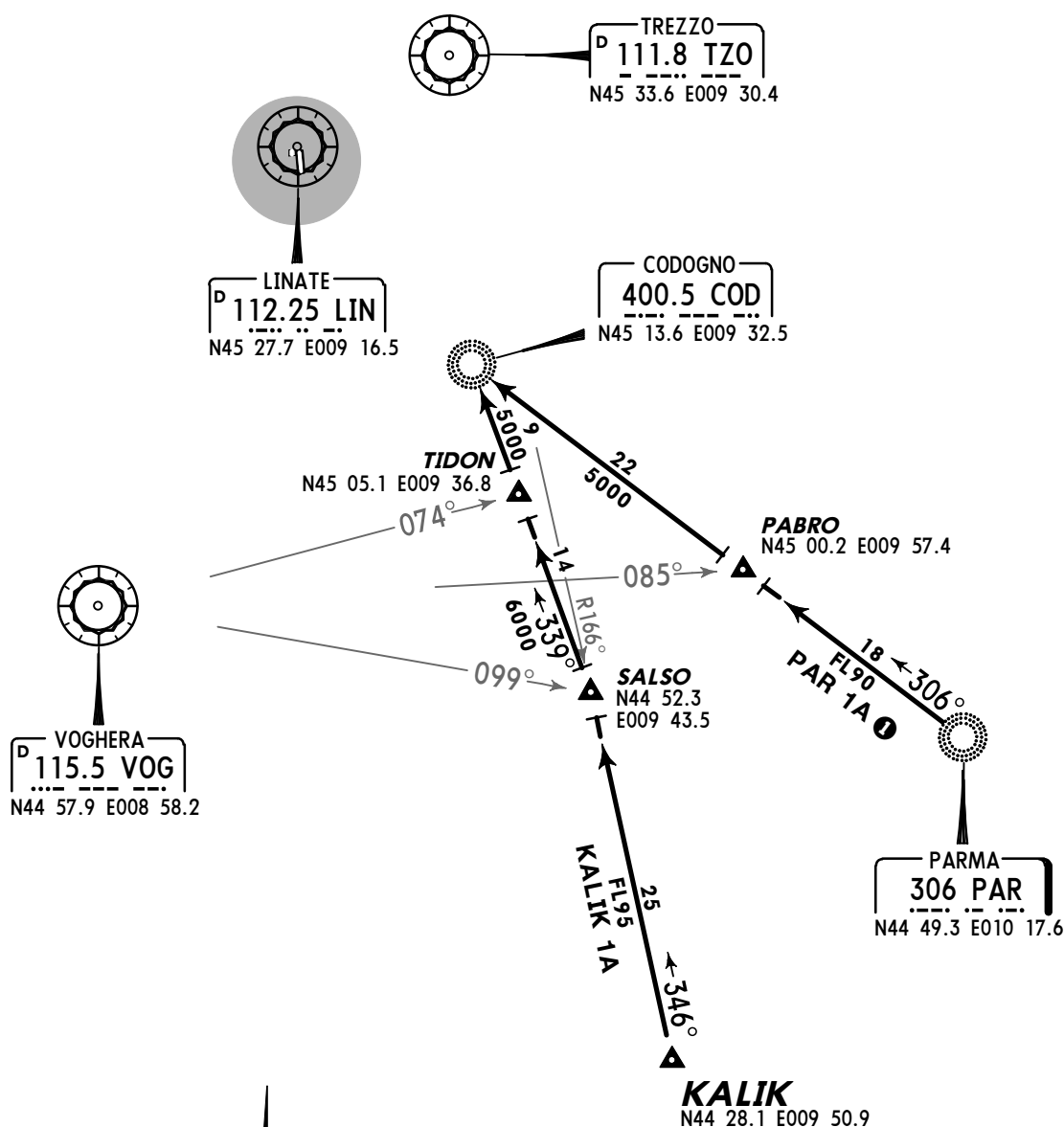
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



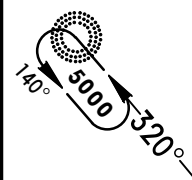
KALIK 1A [KAL11A], PAR 1A
RWY 36 ARRIVALS
CONVENTIONAL/P-RNAV (OVERLAY)
FROM SOUTHEAST

1 By ATC

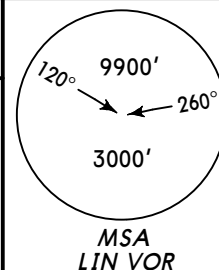
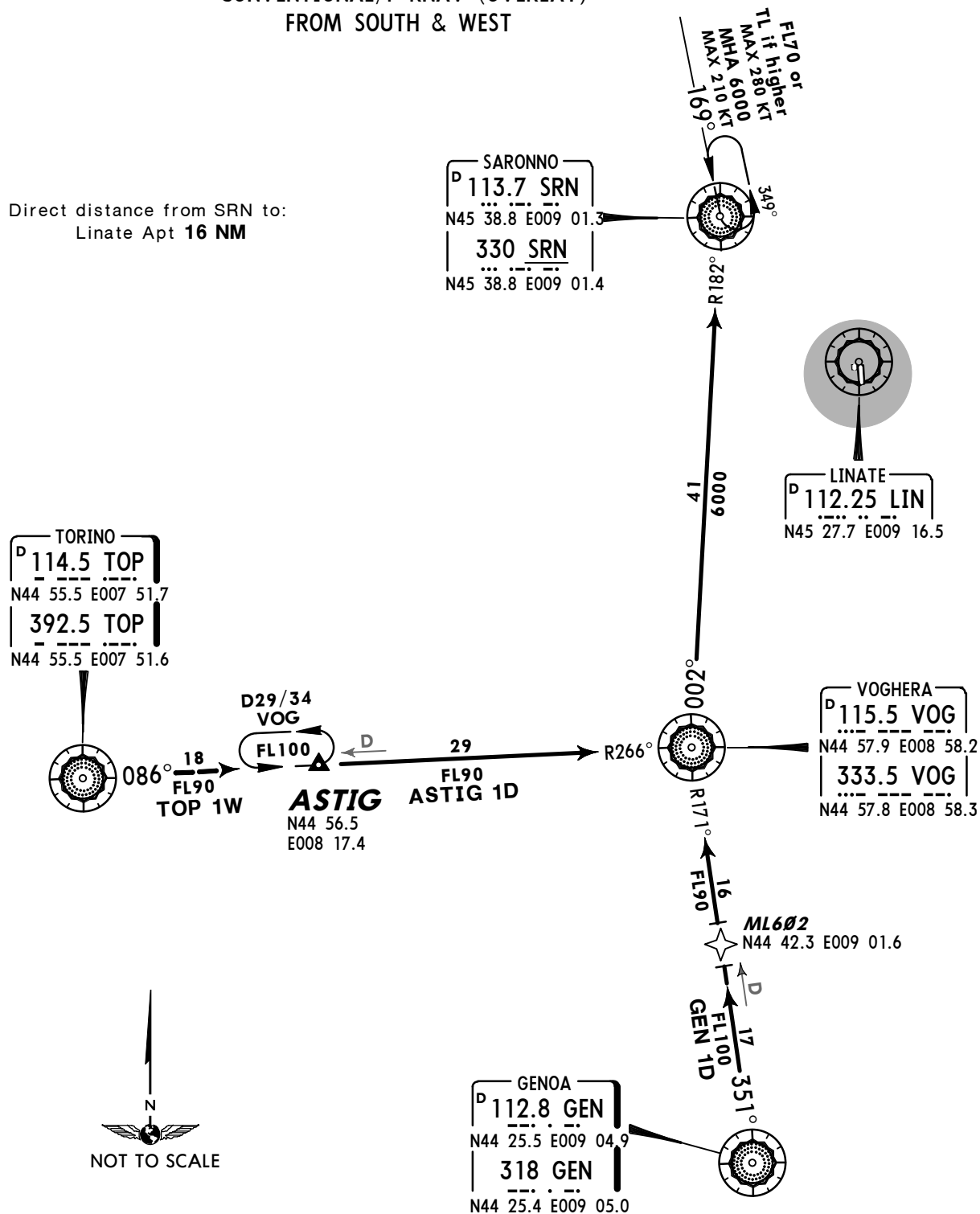
Direct distance from COD to:
Linate Apt **17 NM**



**HOLDING
OVER COD**



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

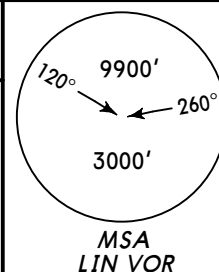
ATIS
136.37Apt Elev
353'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'TOP 1W
RWY 18 TRANSITIONASTIG 1D [ASTI1D], GEN 1D
RWY 18 ARRIVALSCONVENTIONAL/P-RNAV (OVERLAY)
FROM SOUTH & WESTDirect distance from SRN to:
Linate Apt **16 NM**

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

ATIS
136.37

Apt Elev
353'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



GEN 1H, IDONA 2H [IDO2H]

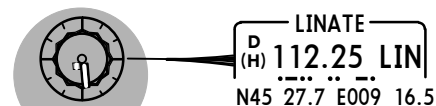
KALMO 1H [KAL1H]

RWY 36 TRANSITIONS

AMOXI 2H [AMOX2H]

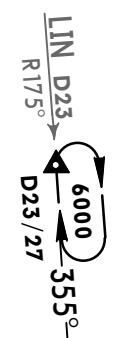
RWY 36 ARRIVAL

CONVENTIONAL/P-RNAV (OVERLAY)



HOLDINGS OVER

DIXER



LIMBA



R175° D23
DIXER
N45 04.7 E009 19.0

D32
LIMBA
N44 55.6 E009 20.0

D40
FL90
ML601
N44 47.8 E009 20.4

D52
FL100
AMOXI 2H
AMOXI
N44 35.9 E009 22.0

GENOA
D(H) 112.8 GEN
N44 25.5 E009 04.9
318 GEN
N44 25.4 E009 05.0



048°
FL100
GEN 1H
KALMO 1H
FL100
KALMO
N44 19.3 E009 35.7

FL100
IDONA 2H

IDONA
N43 59.1 E009 25.9

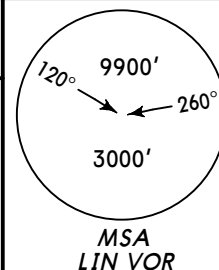


TRANSITION	ROUTING
GEN 1H	GEN - AMOXI.
IDONA 2H	IDONA - AMOXI.
KALMO 1H	KALMO - AMOXI.
STAR	ROUTING
AMOXI 2H	AMOXI - ML601 - LIMBA - DIXER.

ATIS
136.37

Apt Elev
353'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



TOP 1W
RWY 36 TRANSITION

ASTIG 1J [AST11J], GEN 1J ①
RWY 36 ARRIVALS

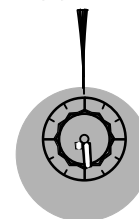
CONVENTIONAL/P-RNAV (OVERLAY)



① By ATC

Direct distance from VOG to:
Linate Apt 32 NM

LINATE
D (H) 112.25 LIN
N45 27.7 E009 16.5



TORINO
D (H) 114.5 TOP
N44 55.5 E007 51.7
392.5 TOP
N44 55.5 E007 51.6

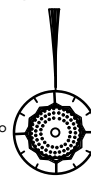


D29/34
VOG
FL100
086° 18
FL90
TOP 1W

ASTIG
N44 56.5
E008 17.4

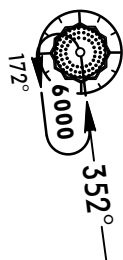
29
FL90
ASTIG 1J

VOGHERA
D (H) 115.5 VOG
N44 57.9 E008 58.2
333.5 VOG
N44 57.8 E008 58.3

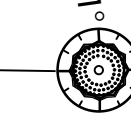


R266°
R171°
FL16
FL90
ML602
N44 42.3 E009 01.6
D
FL17
351°
GEN 1J ①

HOLDING
OVER VOG



GENOA
D (H) 112.8 GEN
N44 25.5 E009 04.9
318 GEN
N44 25.4 E009 05.0



TRANSITION

ROUTING

TOP 1W

TOP - ASTIG.

STAR

ROUTING

ASTIG 1J

ASTIG - VOG.

GEN 1J

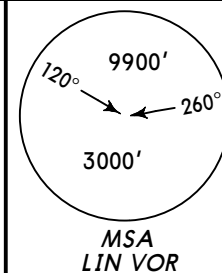
GEN - ML602 - VOG.

MILAN Radar
(via MAL)
126.3 126.75

Apt Elev
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



BERGAMO
D (H) 114.95 BEG
N45 40.2 E009 42.6

SARONNO
D (H) 113.7 SRN
N45 38.8 E009 01.3

MALPENSA
364 MAL
N45 32.8 E008 45.4

At or above
FL80

LINATE
D (H) 112.25 LIN
N45 27.7 E009 16.5

D2.2 LIN
(LIN R-175)

TREVI 6D
Turn at 840'
but not before
D2.2 LIN

TREVI
N45 36.2 E009 41.7
At or above
FL95

D8 LIN
At or above
3000'

At or above
6000'

At or above
2500'

D4 LIN

MAL 7C

LINATE
386 LNE
N45 20.7 E009 17.3

TREVI 6D

CODOGNO
400.5 COD
N45 13.6 E009 32.5
At or above
5000'



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

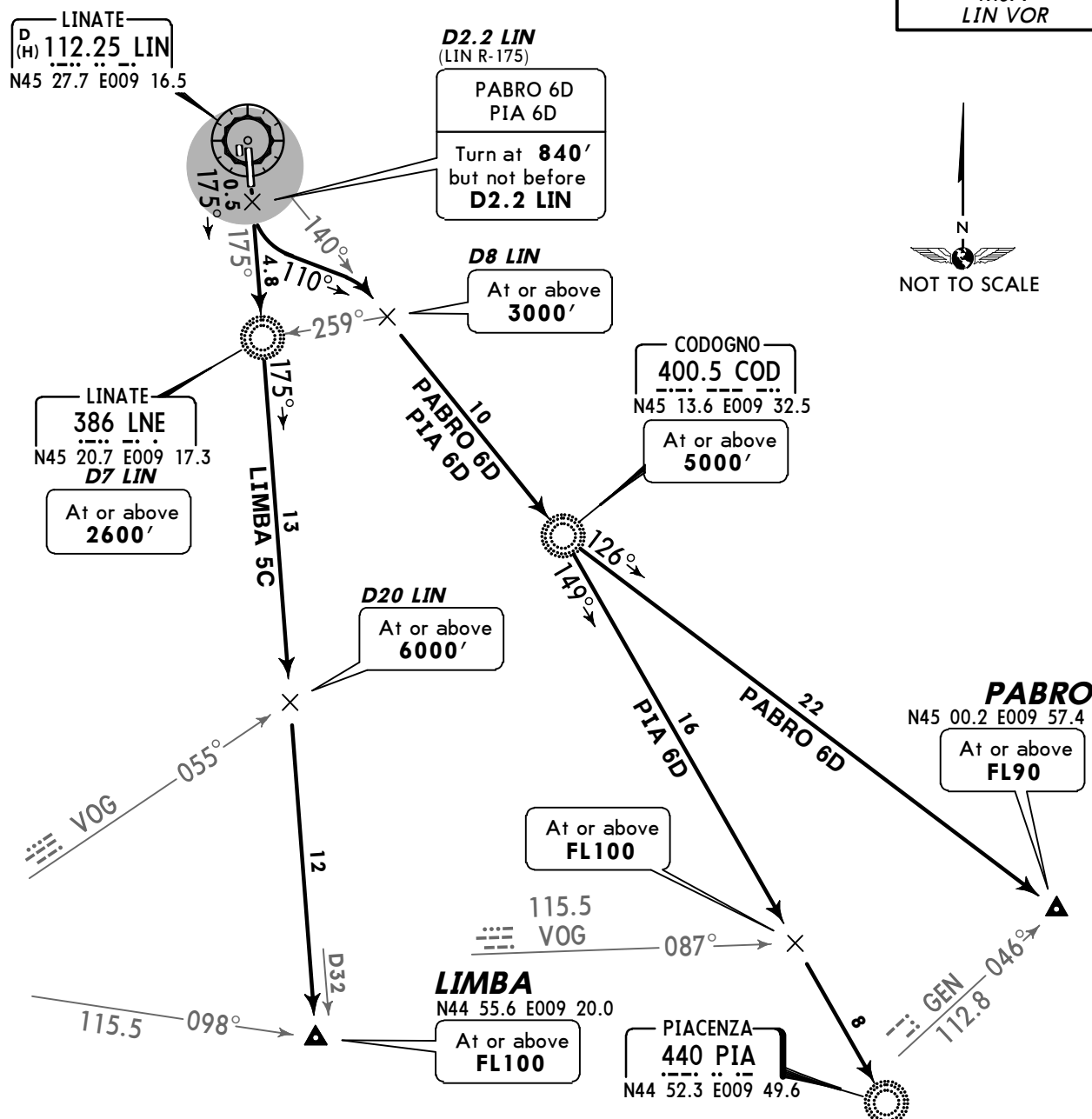
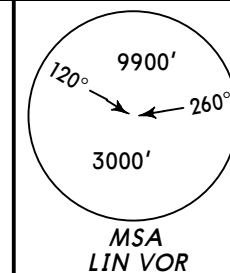
ROUTING

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.

MILAN Radar
126.3Apt Elev
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. ① To LNE 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.
① ALTERNATE INITIAL CLIMB (when LIN unserviceable).	

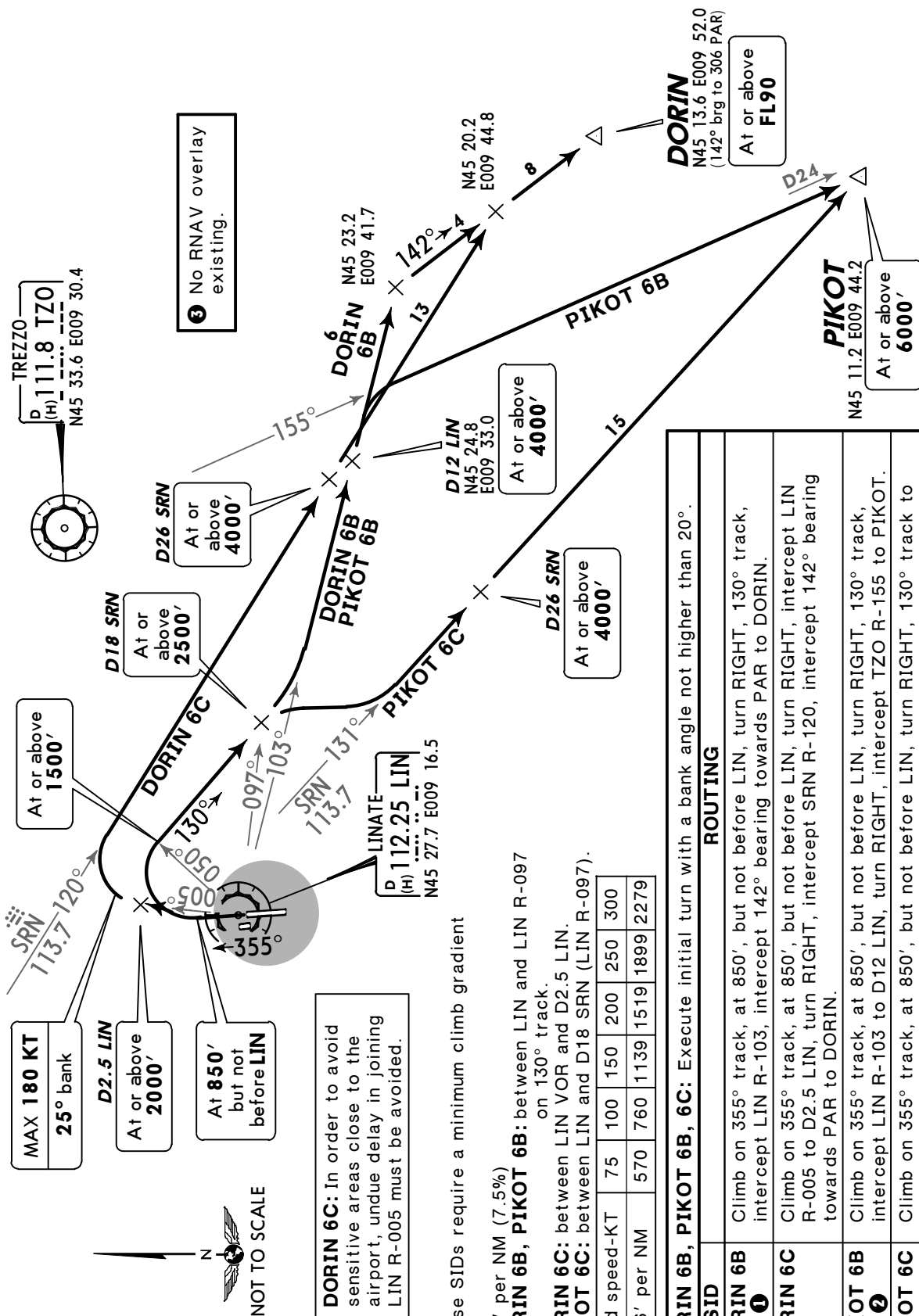
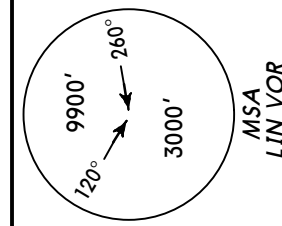
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MILAN Radar
126.3

Apt Elev
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] ③, DORIN 6C PIKOT 6B [PIKO6B] ③, PIKOT 6C [PIKO6C] ③ RWY 36 DEPARTURES



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

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 ①	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 ②	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.

① By ATC, to be used when SRN VOR u/s or as alternate for DORIN 6C.
② By ATC, to be used when SRN VOR u/s.

MILAN Radar
134.17

Apt Elev
353'

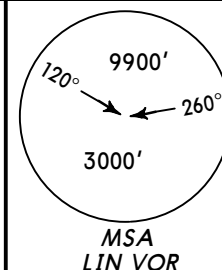
Trans level: By ATC Trans alt: 6000'
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is necessary.

SRN 7A

SRN 6D

BY ATC, ALTERNATE FOR SID SRN 7A

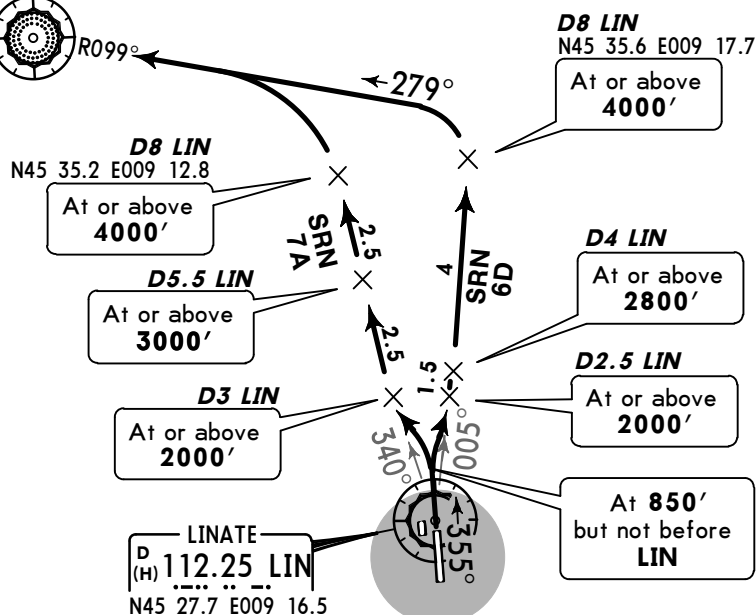
RWY 36 DEPARTURES


SARONNO
D (H) 113.7 SRN
N45 38.8 E009 01.3
330 SRN
N45 38.8 E009 01.4

At or above
FL85


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



SID

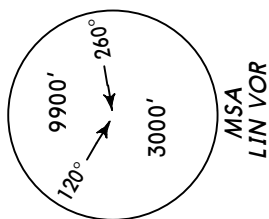
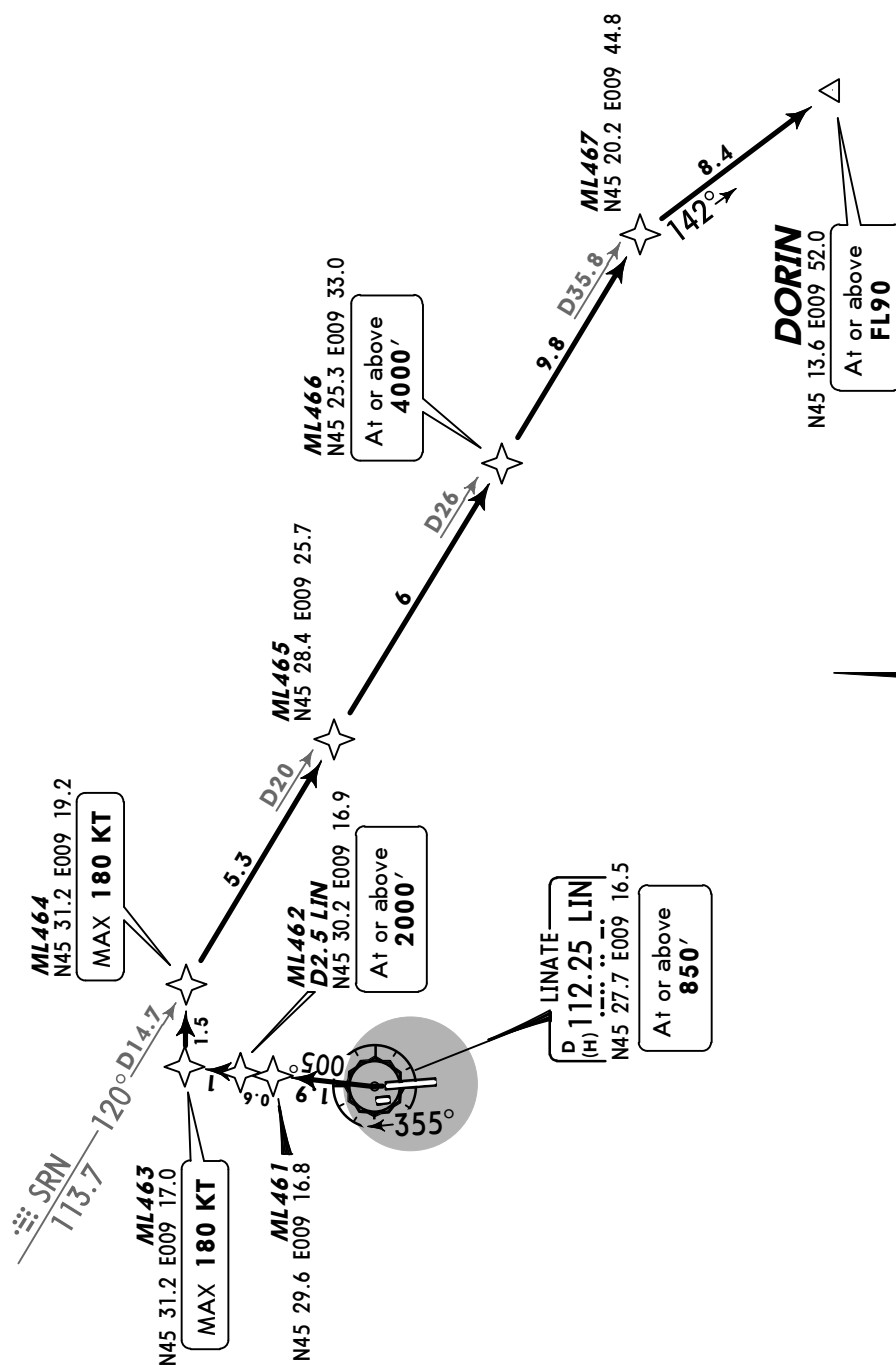
ROUTING

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

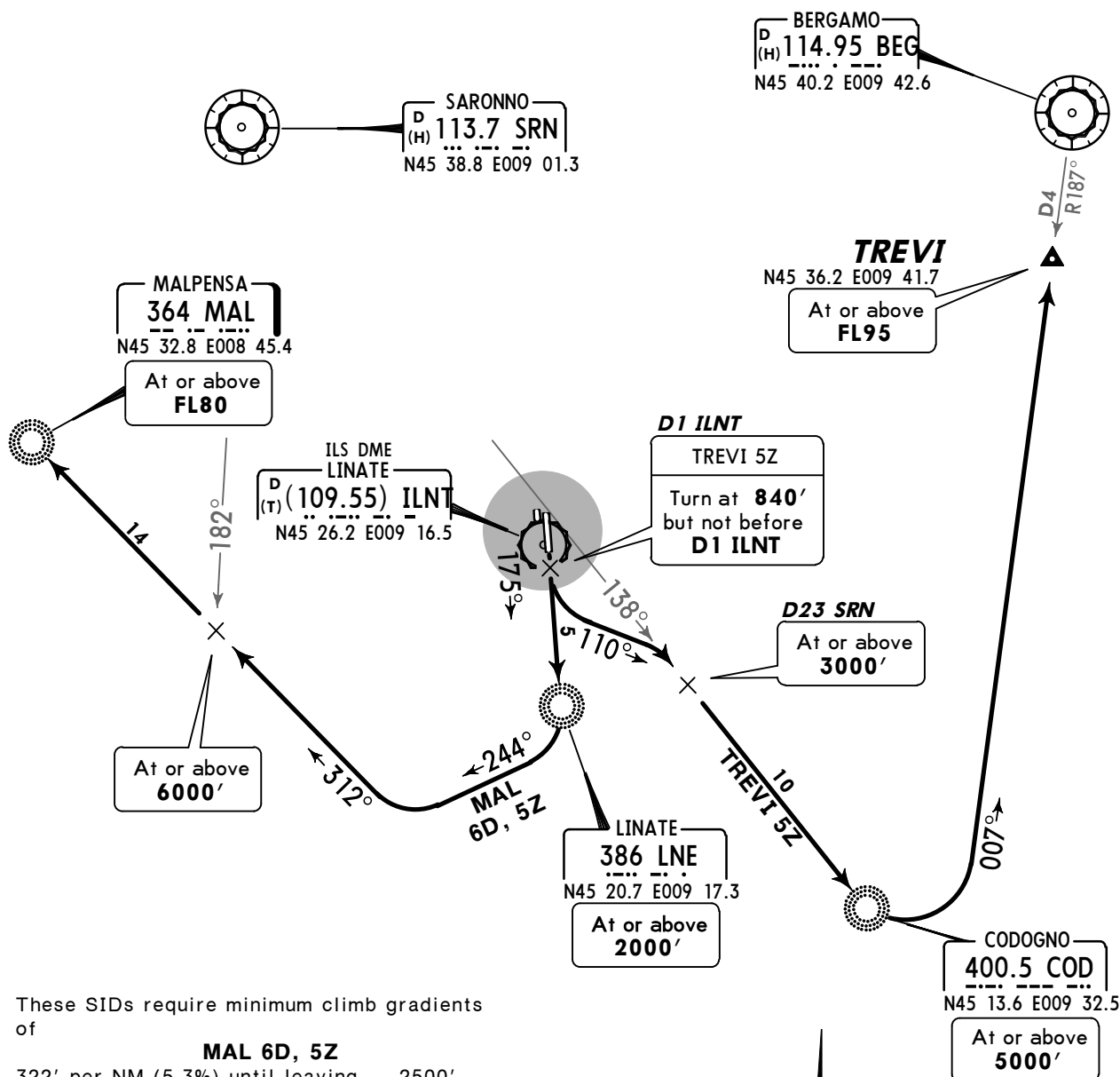
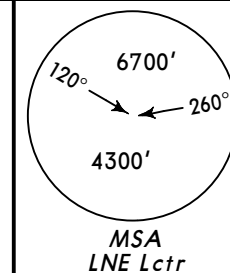
Climb on 355° track, at 850', but not before LIN, turn RIGHT, intercept LIN R-005 to D8 LIN, turn LEFT, intercept SRN R-099 inbound to SRN.

MILAN Radar
126.3Apt Elev
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+).

MILAN Radar
(via MAL)
126.3 126.75Apt Elev
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 6D, MAL 5Z, TREVI 5Z [TREV5Z]
RWY 18 DEPARTURES**
TO BE PLANNED WHEN LIN UNSERVICEABLEThese SIDs require minimum climb gradients
of**MAL 6D, 5Z**

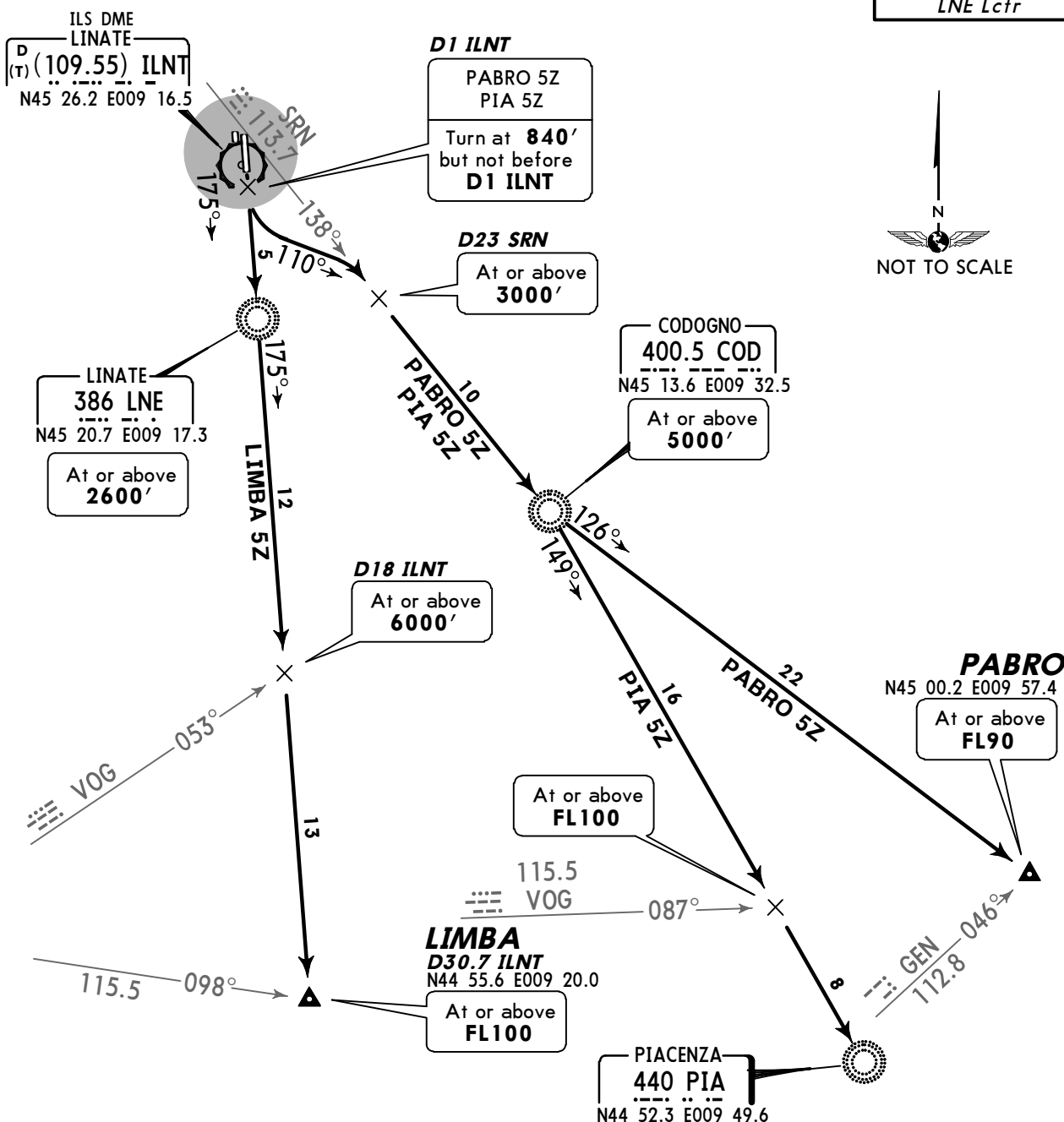
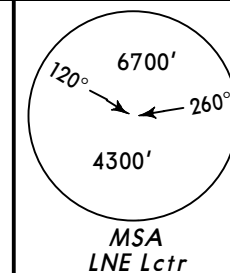
322' per NM (5.3%) until leaving 2500'.

TREVI 5Z395' 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 LNE, turn RIGHT, 244° track, intercept 312° bearing to MAL.
MAL 5Z	
TREVI 5Z	Climb on 175° bearing towards LNE, at 840', but not before D1 ILNT, turn LEFT, 110° track, intercept SRN R-138 to COD, turn LEFT, intercept BEG R-187 in-bound to TREVI.

MILAN Radar
126.3Apt Elev
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 UNSERVICEABLEThese SIDs require minimum climb gradients
of**LIMBA 5Z**

425' per NM (7%) until leaving 3000'.

PABRO 5Z, PIA 5Z395' 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

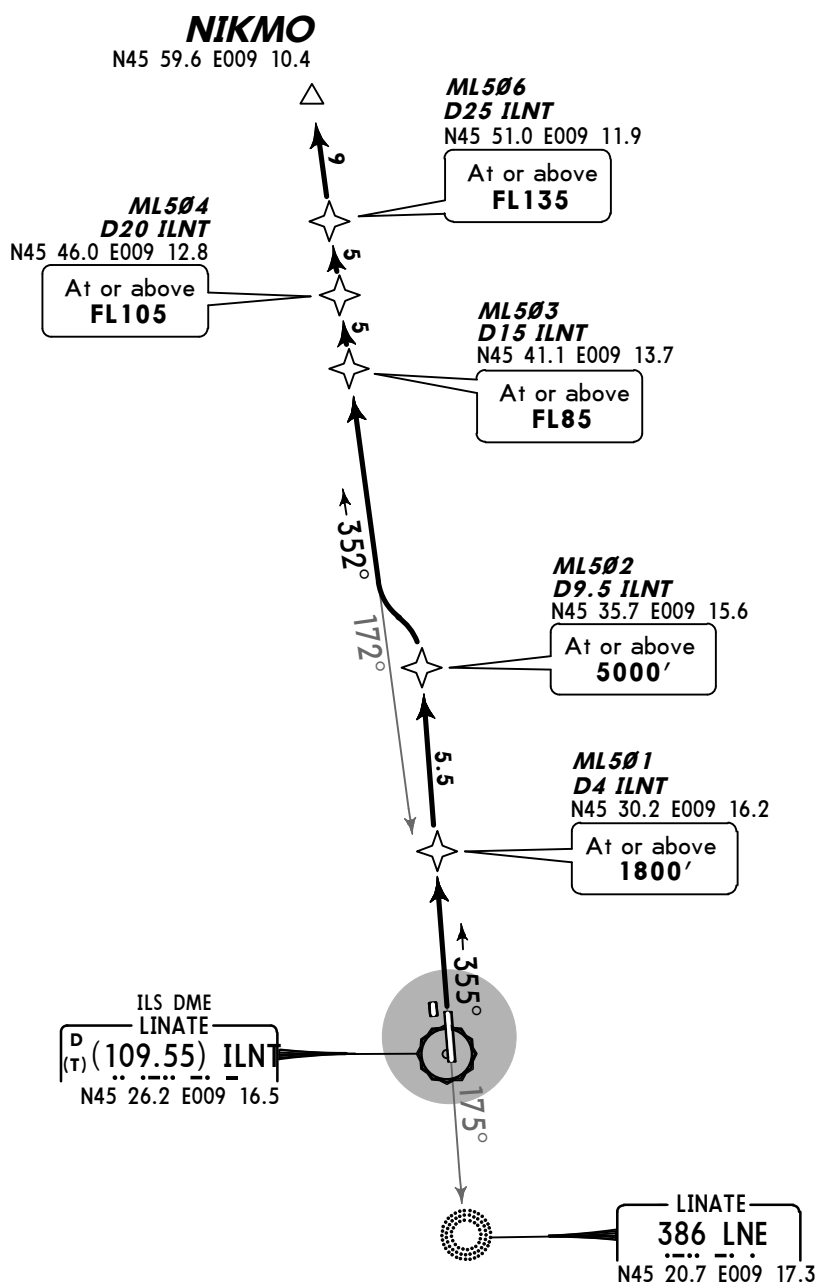
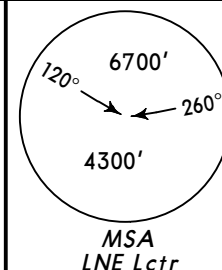
SID	ROUTING
LIMBA 5Z	To LNE, 175° bearing to LIMBA.
PABRO 5Z	Climb on 175° bearing towards LNE, at 840', but not before D1 ILNT turn LEFT, 110° track, intercept SRN R-138 to COD, 126° bearing to PABRO.
PIA 5Z	Climb on 175° bearing towards LNE, at 840', but not before D1 ILNT turn LEFT, 110° track, intercept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

MILAN Radar
126.75

Apt Elev
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 [NIK5Z]
RWY 36 DEPARTURE
JET ONLY
TO BE PLANNED WHEN LIN 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.

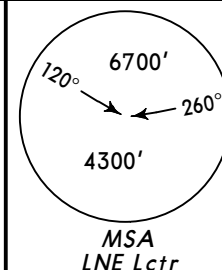
Gnd speed-KT	75	100	150	200	250	300
547' per NM	684	911	1367	1823	2279	2734

ROUTING

On 355° bearing from LNE to D9.5 ILNT, intercept 352° bearing from LNE to NIKMO.

① **RNAV:** (800'+) - ML501 (1800'+) - ML502 (5000'+) - ML503 (FL85+) - ML504 (FL105+) - ML506 (FL135+) - NIKMO.

① For RNAV 1 equipped aircraft.

MILAN Radar
126.75Apt Elev
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 UNSERVICEABLESARONNO
D(H) 113.7 SRN
N45 38.8 E009 01.31 Climb in holding
if at level lower
than FL85.TREZZO
D(H) 111.8 TZO
N45 33.6 E009 30.4
345 TZO
N45 33.5 E009 30.6TZO 5U
At or above
FL85
TZO 5Z
At or above
FL85 1D5.5 ILNT
N45 31.7 E009 16.1
At or above
2500'D4 ILNT
At or above
1800'ILS DME
LINATE
D(T) (109.55) ILNT
N45 26.2 E009 16.5LINATE
386 LNE
N45 20.7 E009 17.3MAX
220 KT

120°

089°

TZO 5Z

TZO 5U

R269°

145°

R159°

325°

336°

MHA 5000
MAX FL 195D23 SRN
N45 26.9 E009 29.3
At or above
4000'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 LNE 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 LNE to D5.5 ILNT, turn RIGHT, intercept TZO R-269 inbound to TZO.

MILAN Radar
126.3

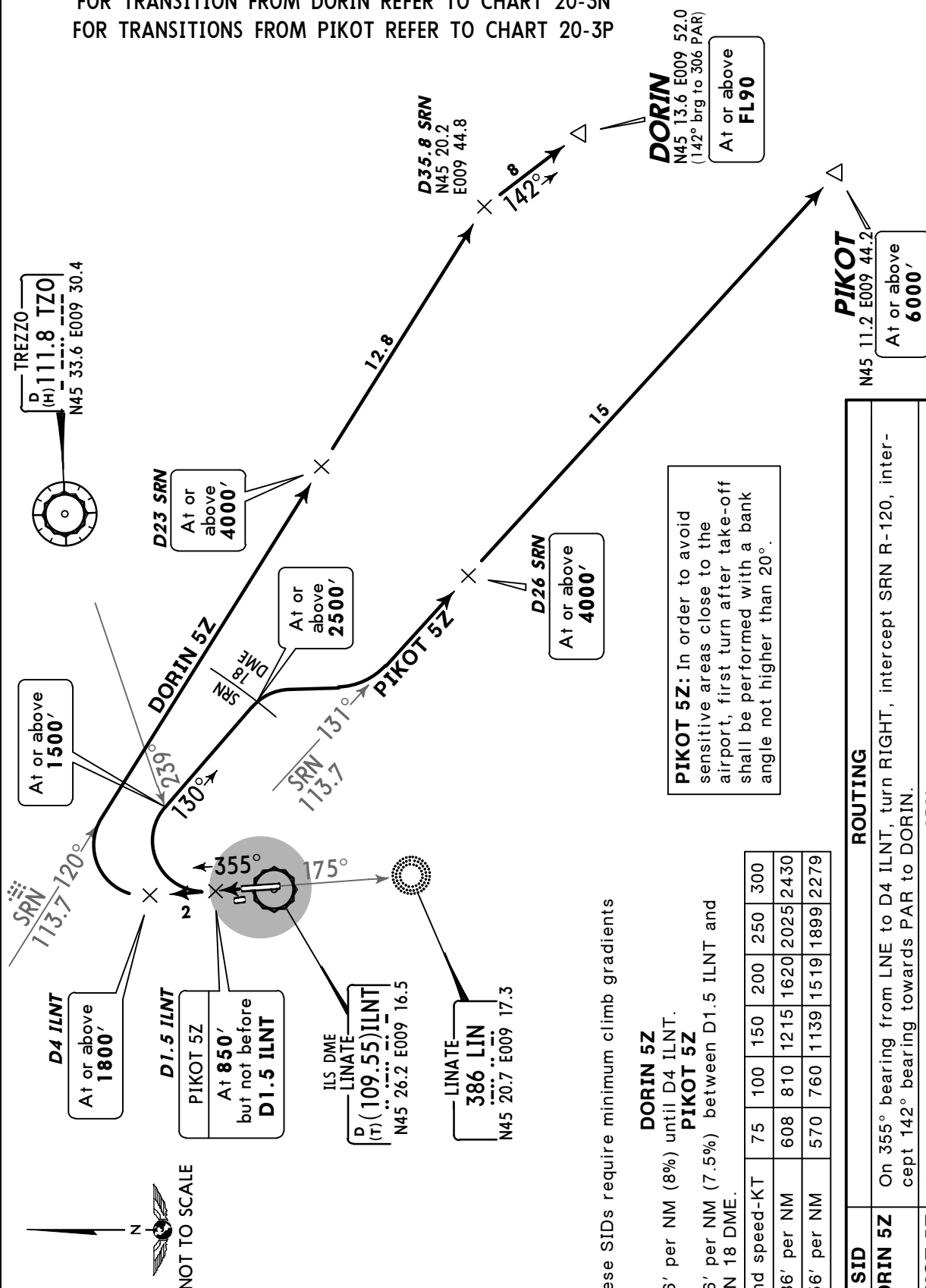
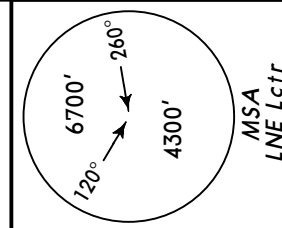
Apt Elev
353'

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 [DOR15Z] PIKOT 5Z [PIK05Z] RWY 36 DEPARTURES

TO SOUTH

TO BE PLANNED WHEN LIN 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.

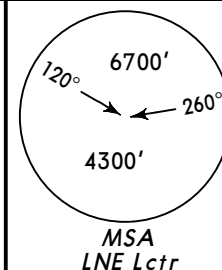
Gnd speed-KT	75	100	150	200	250	300
486' per NM	608	810	1215	1620	2025	2430
456' per NM	570	760	1139	1519	1899	2279

MILAN Radar
134.17

Apt Elev
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 UNSERVICEABLE
FOR TRANSITIONS FROM SRN REFER TO CHART 20-3Q



SARONNO
D (H) 113.7 SRN
N45 38.8 E009 01.3
330 SRN
N45 38.8 E009 01.4

At or above
FL85


D5.5 ILNT

At or above
2500'

←279°

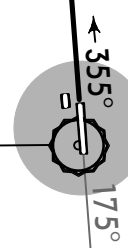
D9.5 ILNT
N45 35.7 E009 15.6

At or above
4000'

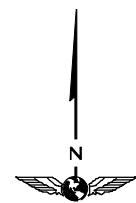
D4 ILNT

At or above
1800'

ILS DME
LINATE
D (T) (109.55) ILNT
N45 26.2 E009 16.5


←355°
175°

LINATE
386 LNE
N45 20.7 E009 17.3



NOT TO SCALE

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

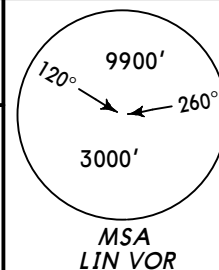
Gnd speed-KT	75	100	150	200	250	300
486' per NM	608	810	1215	1620	2025	2430
334' per NM	418	557	835	1114	1392	1671

ROUTING

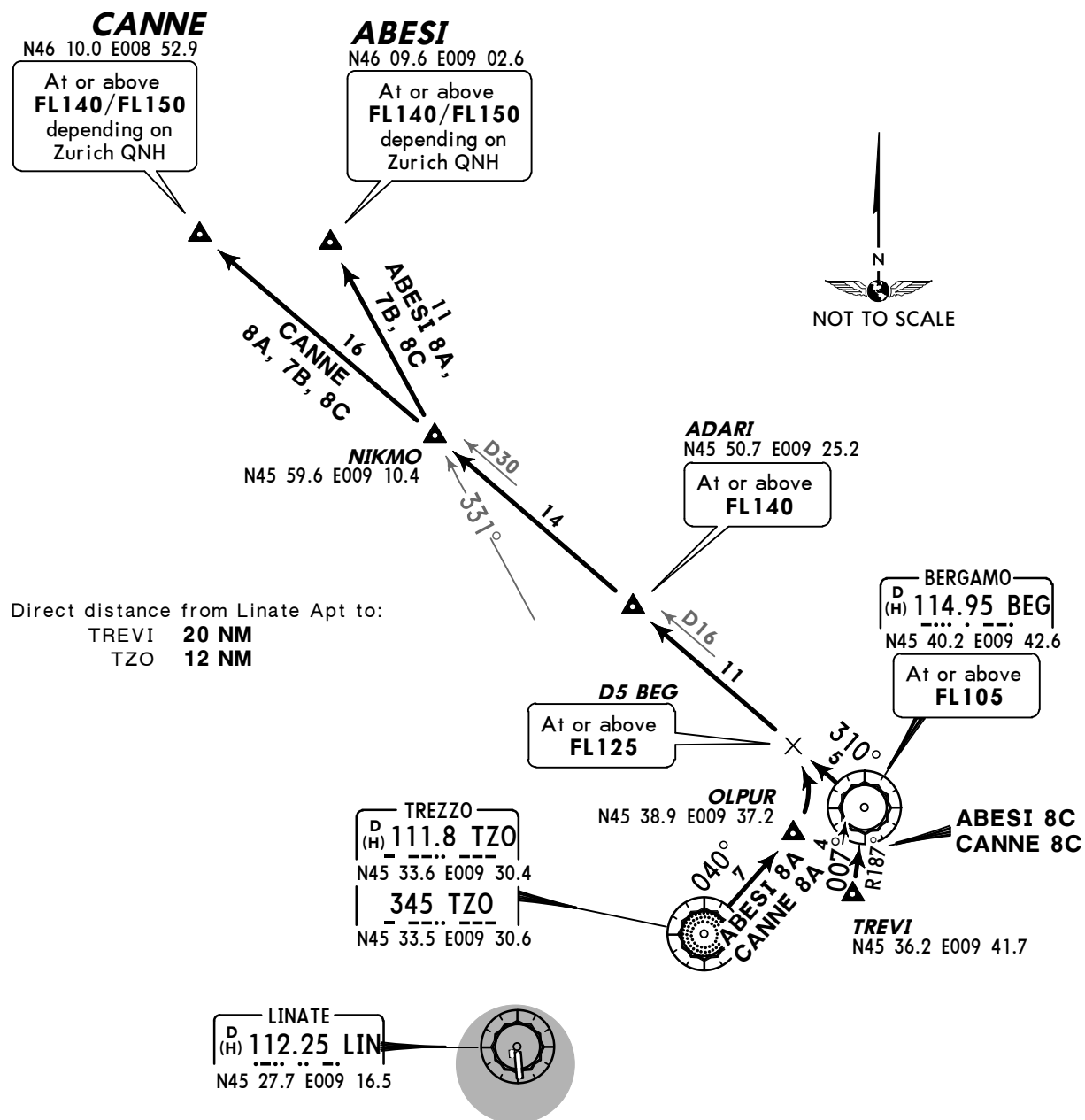
On 355° bearing from LNE to D9.5 ILNT, turn LEFT, intercept SRN R-099 inbound to SRN.

MILAN Radar
126.75Apt Elev
353'

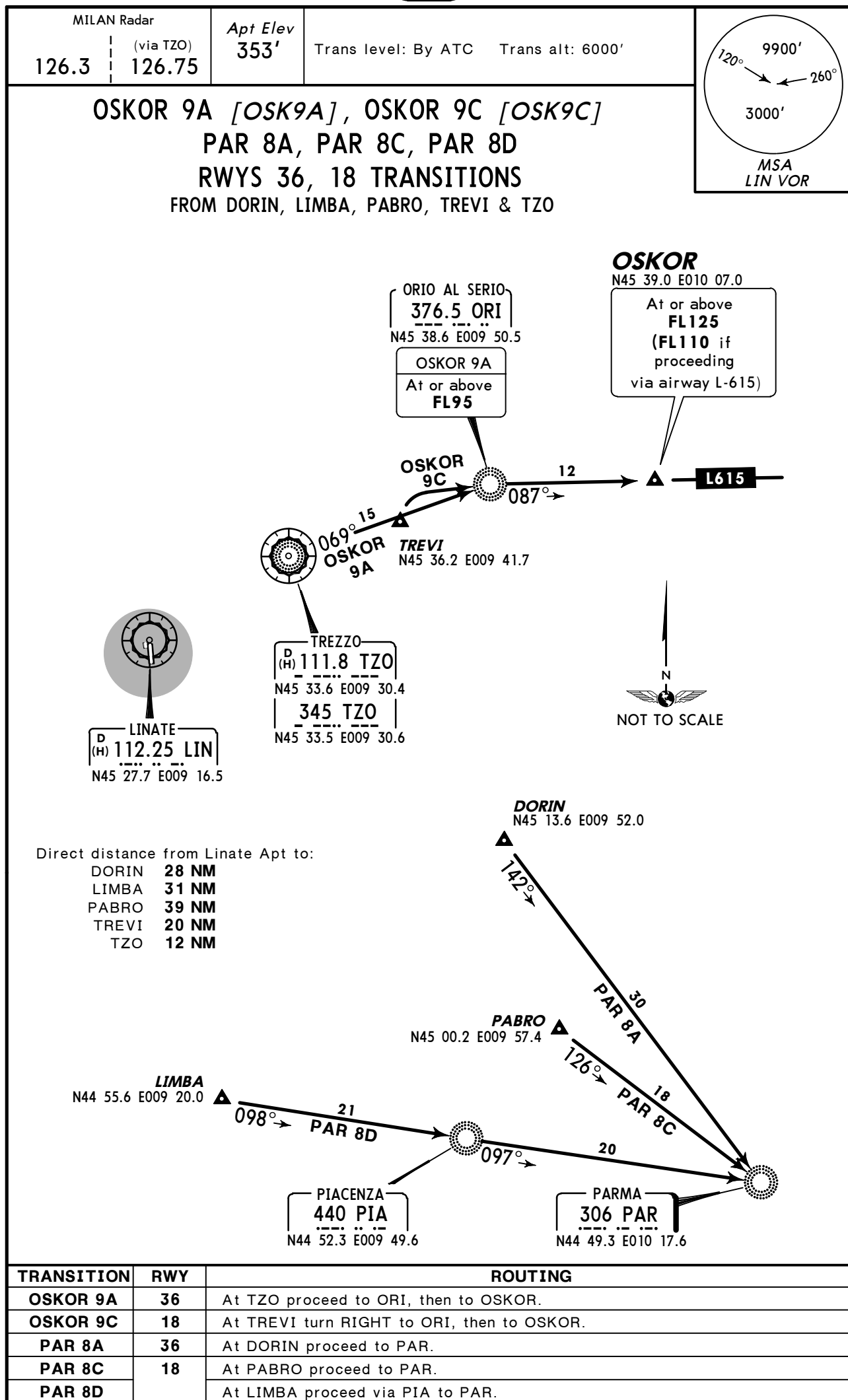
Trans level: By ATC Trans alt: 6000'



**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**



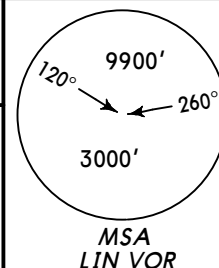
TRANSITION	RWY	ROUTING
ABESI 8A	36	At TZO proceed to OLPUR, turn LEFT, intercept BEG R-310 via ADARI to NIKMO, turn RIGHT, intercept TZO R-331 to ABESI.
ABESI 7B		At NIKMO proceed to ABESI.
ABESI 8C	18	At TREVI proceed to BEG, turn LEFT, BEG R-310 via ADARI to NIKMO, turn RIGHT, intercept TZO R-331 to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



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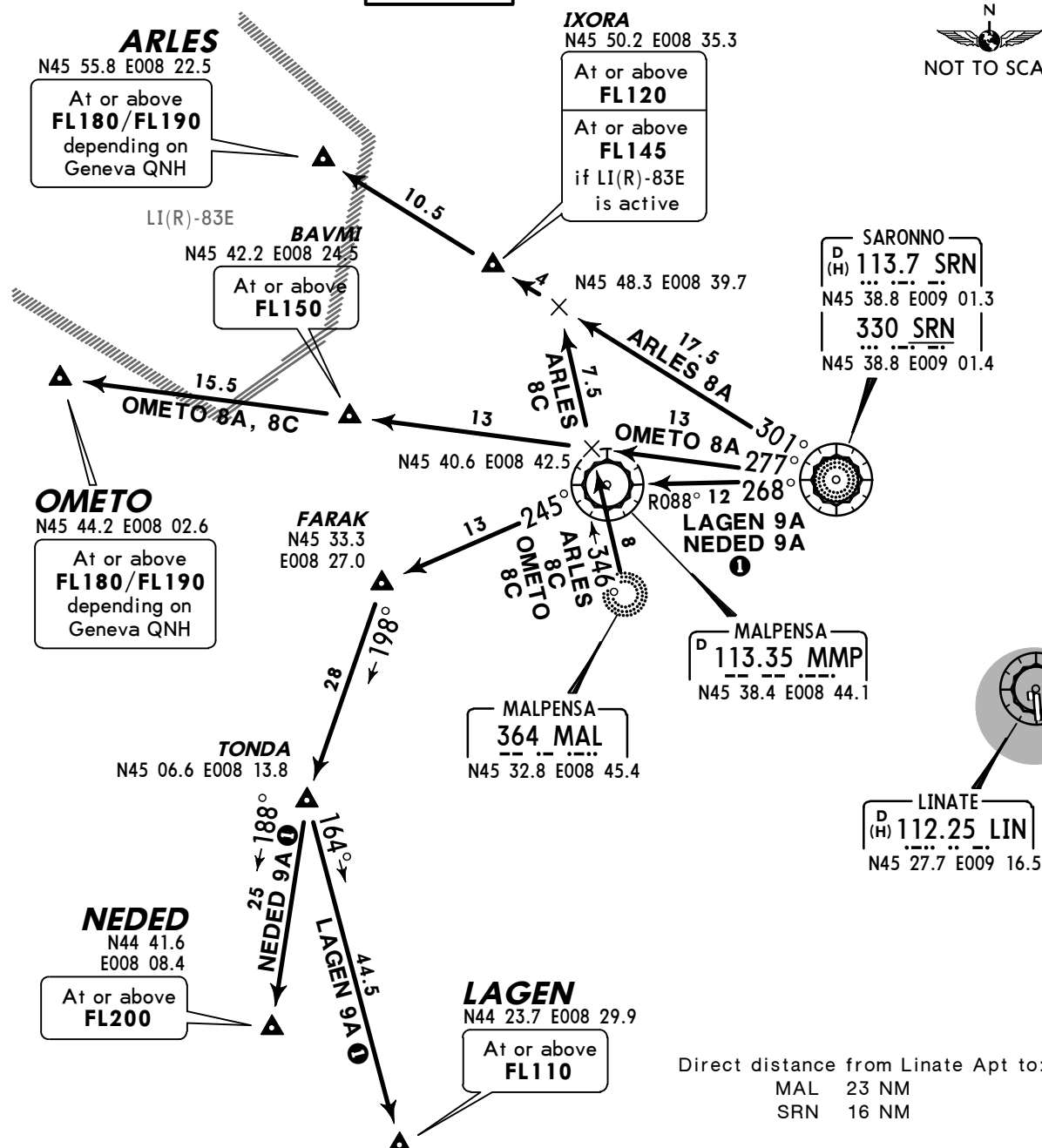
MILAN Radar
(via MAL) 126.3
(via SRN) 134.17Apt Elev
353'

Trans level: By ATC Trans alt: 6000'



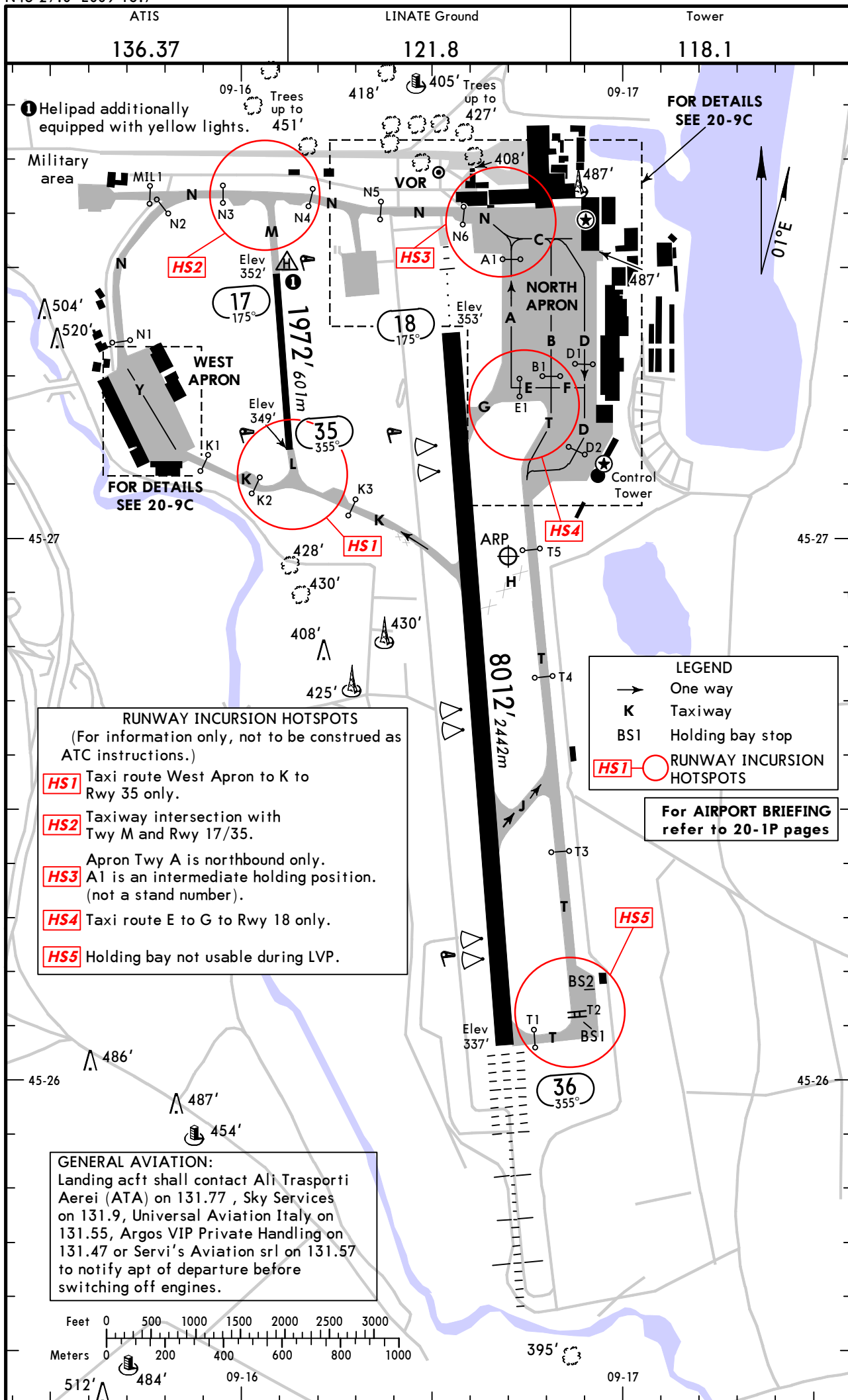
ARLES 8A [ARL8A], ARLES 8C [ARL8C]
LAGEN 9A [LAG9A]①, NEDED 9A [NED9A]①
OMETO 8A [OME8A], OMETO 8C [OME8C]
RWYS 36, 18 TRANSITIONS
FROM MAL & SRN

① By ATC



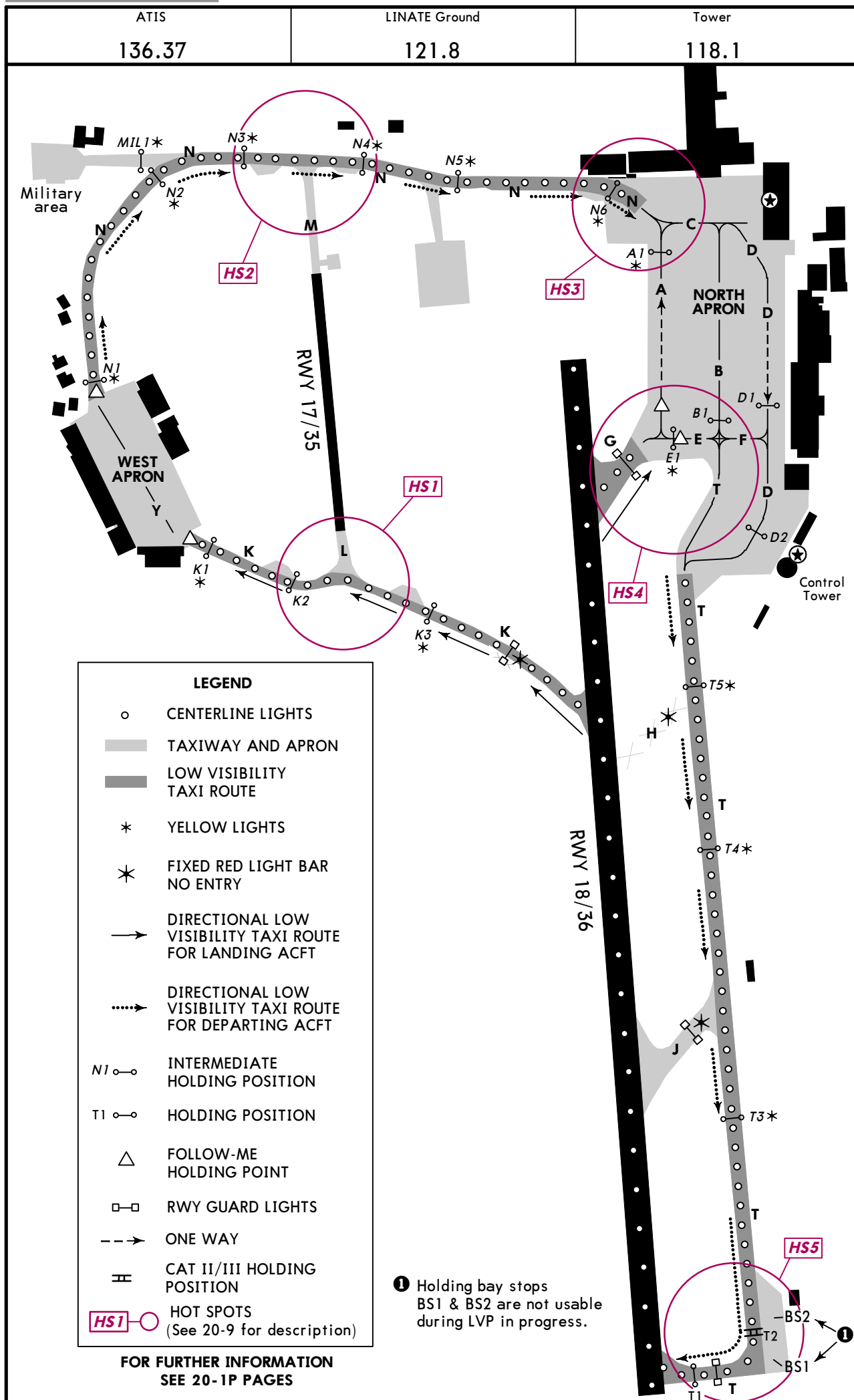
Direct distance from Linate Apt to:
MAL 23 NM
SRN 16 NM

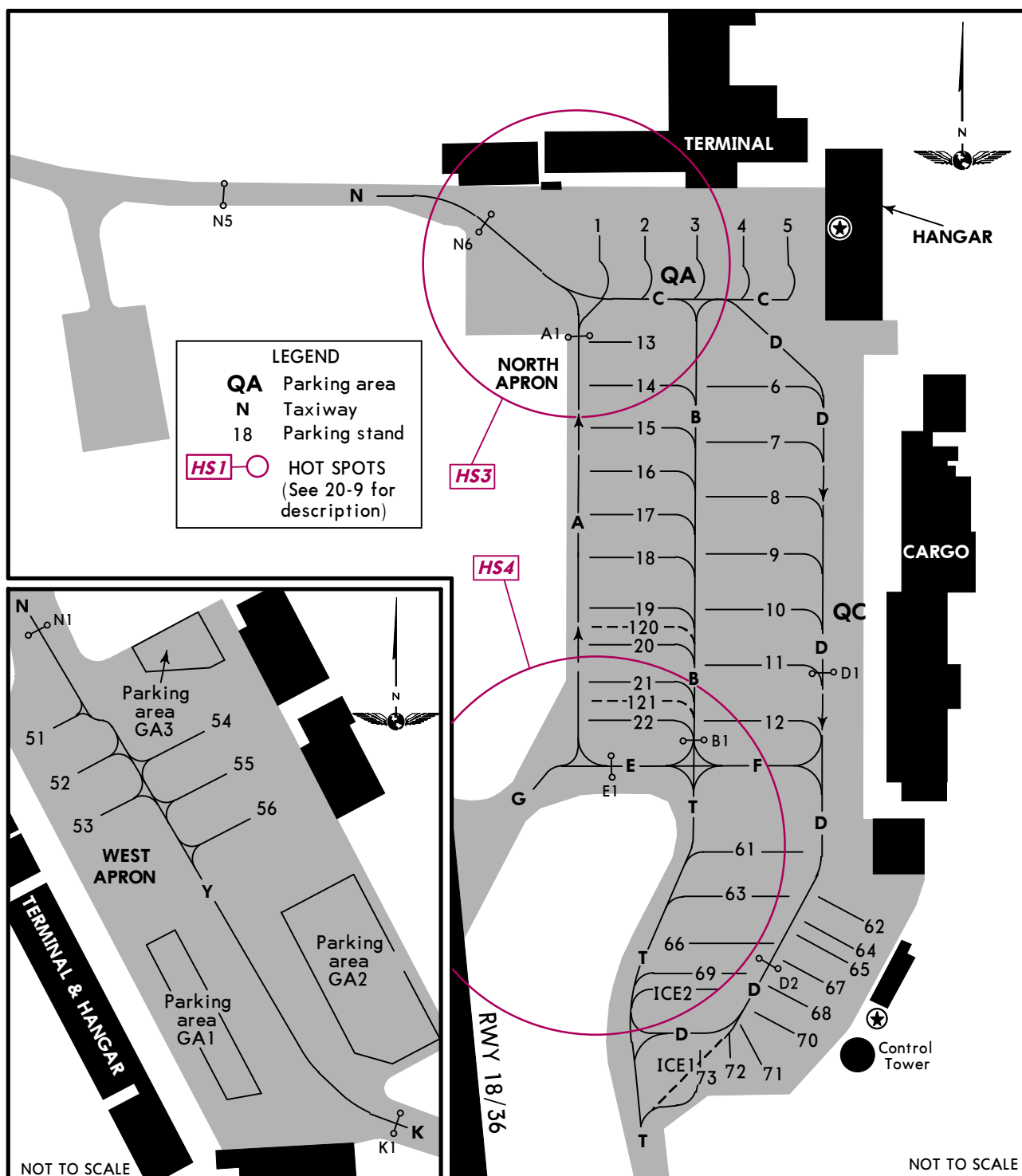
TRANSITION	RWY	ROUTING
ARLES 8A	36	At SRN proceed via IXORA to ARLES.
ARLES 8C	18	At MAL on 346° bearing, intercept SRN R-301 via IXORA to ARLES.
LAGEN 9A	36	At SRN proceed to MMP, then to FARAK, then to TONDA, then to LAGEN.
NEDED 9A		At SRN proceed to MMP, then to FARAK, then to TONDA, then to NEDED.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



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
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'
36	HIRL(60m) CL(15m) HIALS-II SFL TDZ PAPI(3.0°) ❷ RVR		7050' 2149m		60m
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	LVP must be in Force			RCLM (DAY only) or RL	NIL (DAY only)
		HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL		
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		
1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.						





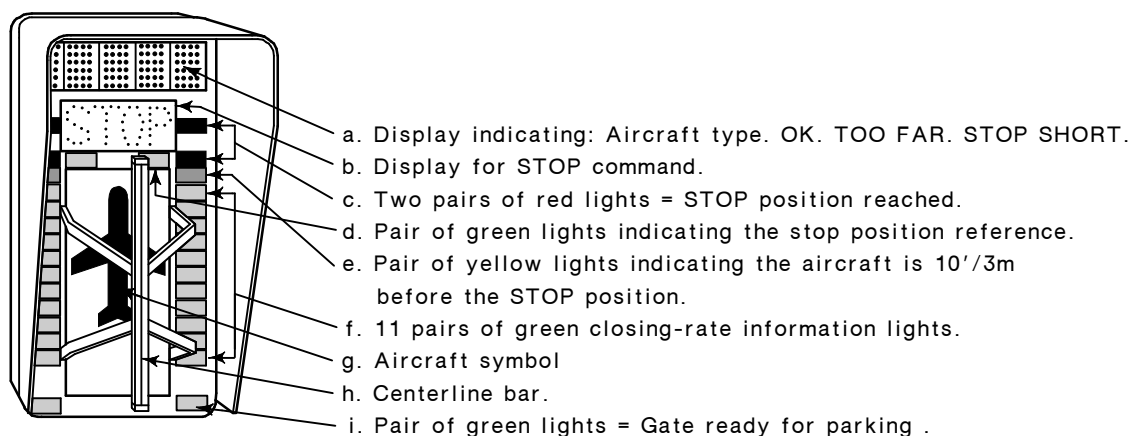
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N45 27.6 E009 16.7	64, 65	N45 27.2 E009 16.9
3, 4	N45 27.6 E009 16.8	66	N45 27.2 E009 16.8
5	N45 27.6 E009 16.9	67, 68	N45 27.1 E009 16.9
6, 7	N45 27.5 E009 16.9	69	N45 27.1 E009 16.8
8 thru 10	N45 27.4 E009 16.9	70, 71	N45 27.1 E009 16.9
11, 12	N45 27.3 E009 16.9	72, 73	N45 27.1 E009 16.8
13 thru 15	N45 27.5 E009 16.8	120	N45 27.4 E009 16.7
16 thru 18	N45 27.4 E009 16.8	121	N45 27.3 E009 16.7
19	N45 27.4 E009 16.7	ICE2	N45 27.1 E009 16.8
20 thru 22	N45 27.3 E009 16.7		
51 thru 53	N45 27.3 E009 15.7		
54 thru 56	N45 27.3 E009 15.8		
61	N45 27.2 E009 16.8		
62	N45 27.2 E009 16.9		
63	N45 27.2 E009 16.8		

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.**

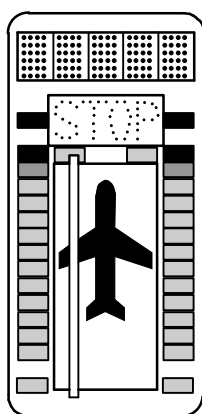


B. ACTIVATED SYSTEM

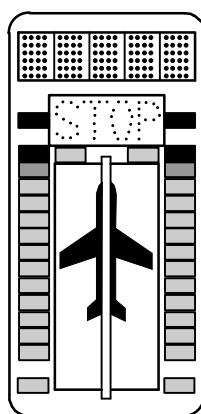
1. The system is ready for use when:
 - the bottom pair of green lights are blinking
 - the aircraft type is shown (blinking) on the upper information block
 - the stopbarlights are shown
2. The pilot should be aware that the correct type of aircraft is shown before using the system.

C. CENTERLINE GUIDANCE

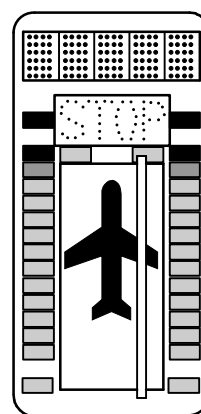
Centerline guidance is obtained by means of an illuminated bar in front of an aircraft symbol. The aircraft is on centerline when bar and symbol overlap each other.



TURN LEFT



ON CENTERLINE



TURN RIGHT

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

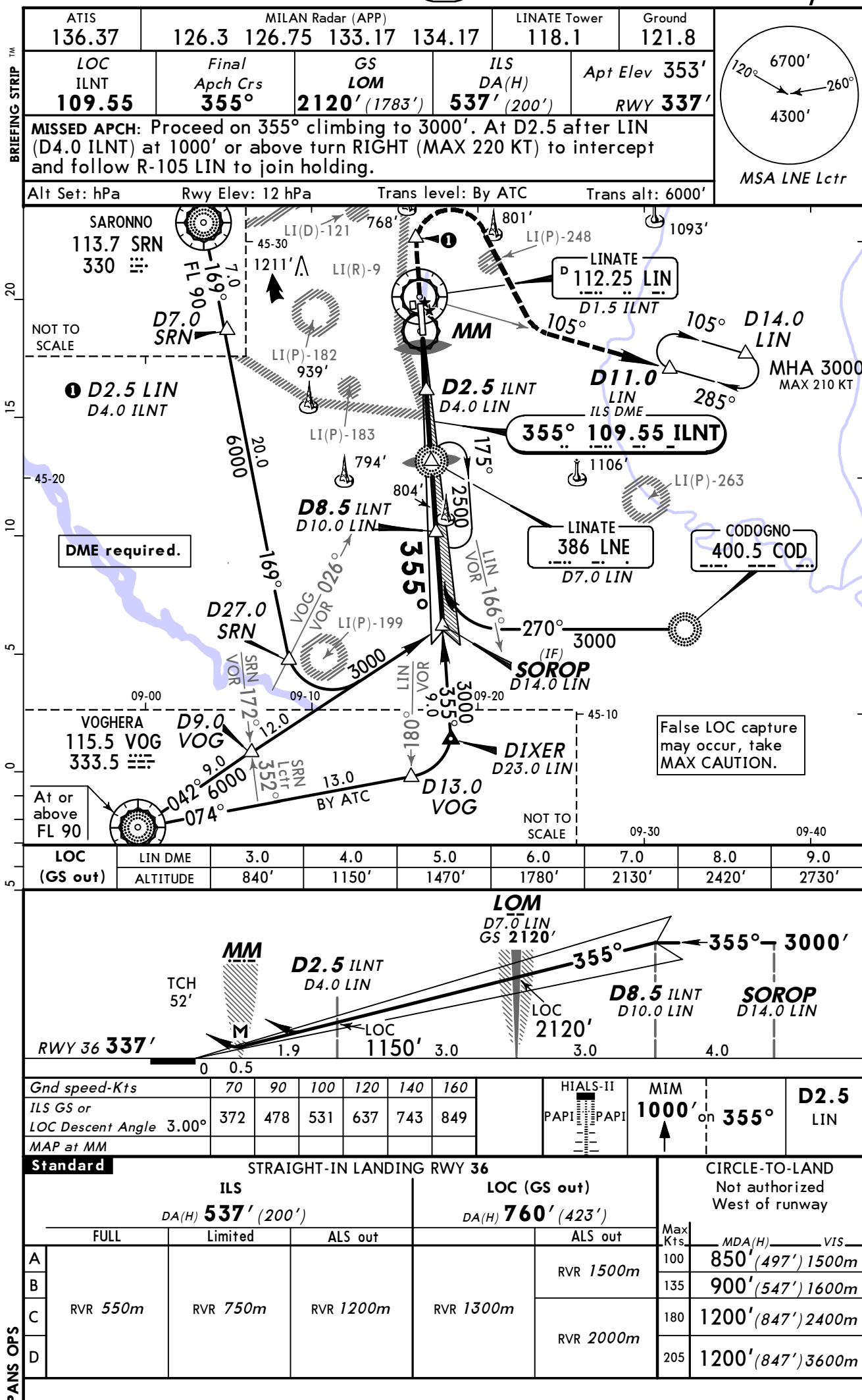
❷ Not authorized West of runway.

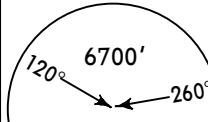
❸ After VOR, NDB+DME or NDB 18: 1050' (697').

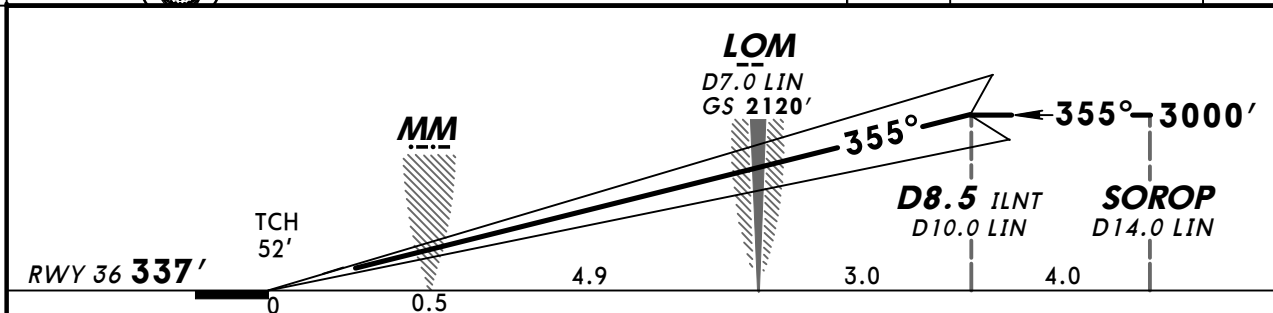
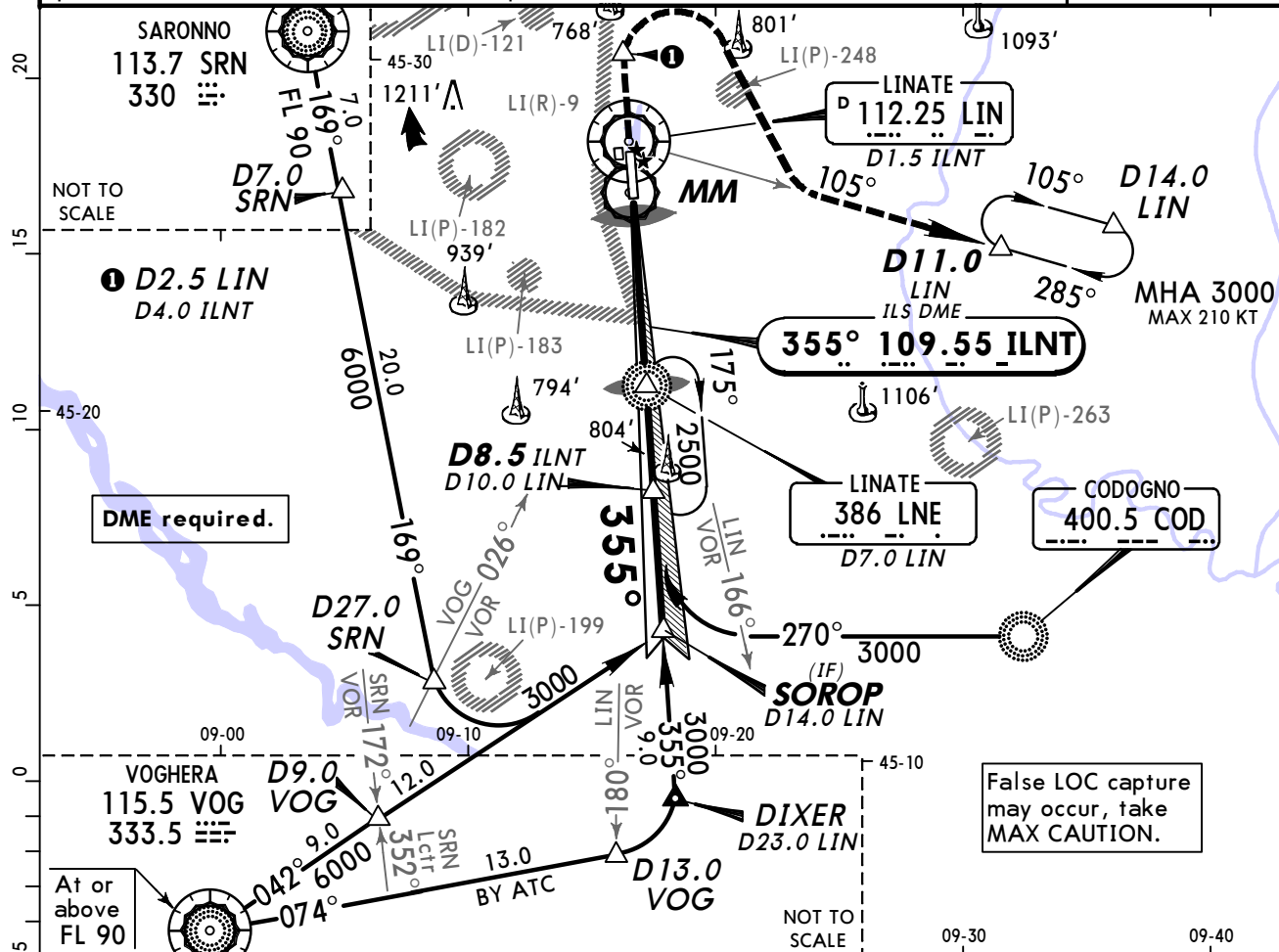
TAKE-OFF RWY 17, 18, 35, 36				
LVP must be in Force ❹				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❺	800m

❹ Without LVP 400m are stipulated.

❺ Or rejected take-off distance whichever is the greater.



BRIEFING STRIP™	ATIS 136.37		MILAN Radar (APP) 126.3 126.75 133.17 134.17				LINATE Tower 118.1		Ground 121.8		
	LOC ILNT 109.55	Final Apch Crs 355°		GS LOM 2120' (1783')		CAT II & IIIA ILS Refer to Minimums		Apt Elev 353' 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 to join holding.										
	Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 6000'										
	Special Aircrew & Acft Certification Required.										
MSA LNE Lctr											

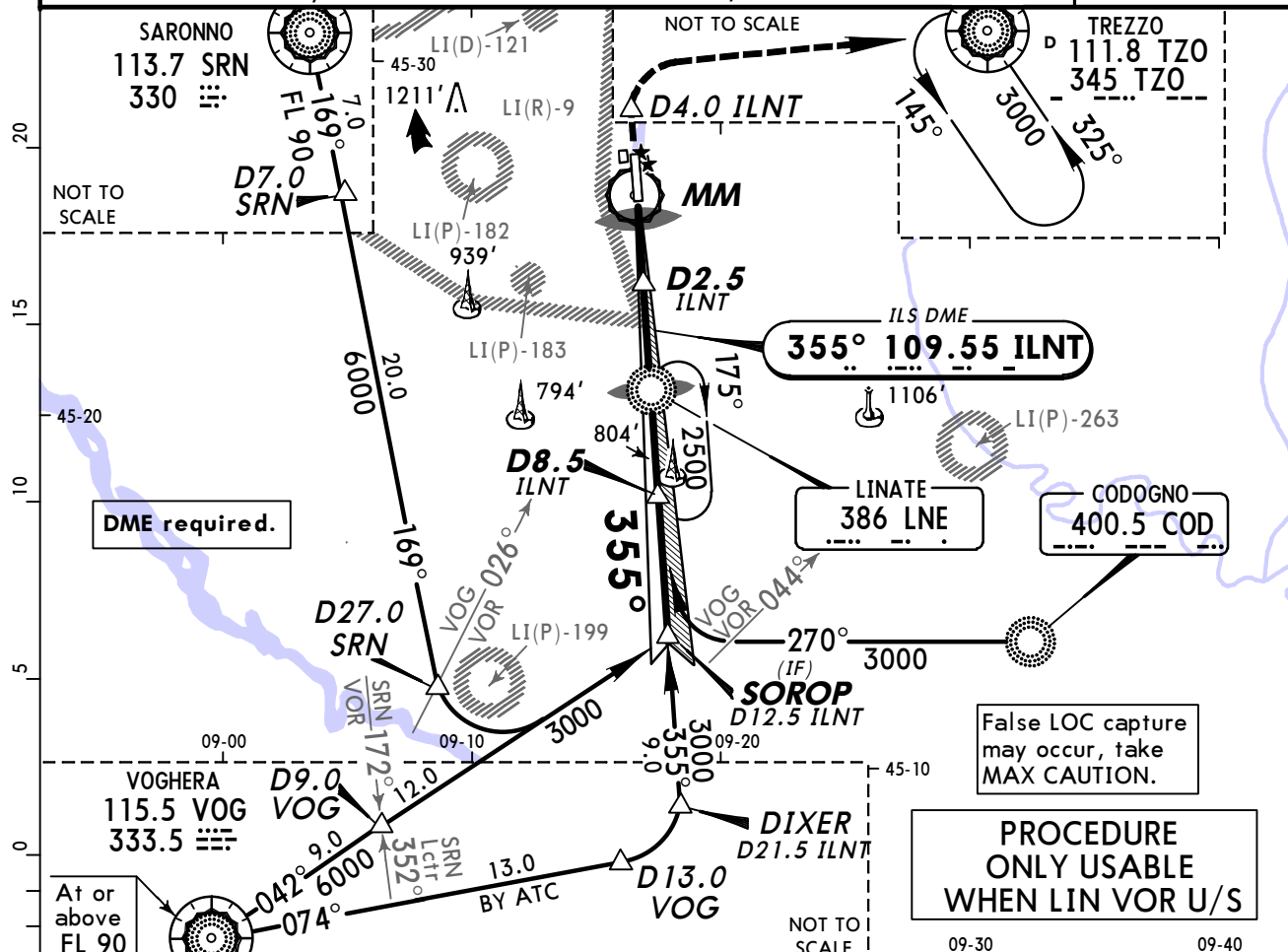
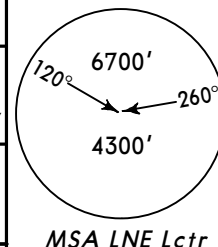


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	MIM 1000' on 355°	D2.5 LIN
GS	3.00°	372	478	531	637	743			

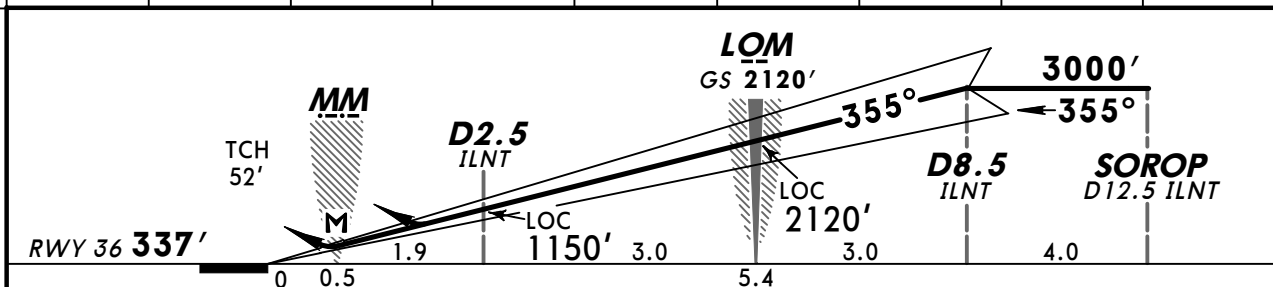
Standard CAT IIIA ILS DH 50' RVR 200m		STRAIGHT-IN LANDING RWY 36 ABC RA 107' DA(H) 437' (100')		CAT II ILS D RA 115' DA(H) 445' (108') RVR 300m	
--	--	--	--	---	--

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

ATIS 136.37	MILAN Radar (APP) 126.3 126.75 133.17 134.17	LINATE Tower 118.1	Ground 121.8
LOC ILNT 109.55	Final Apch Crs 355°	GS LOM 2120' (1783')	ILS DA(H) 537' (200')
Apt Elev 353' 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'



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								

STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND Not authorized West of runway	
ILS DA(H) 537' (200')		LOC (GS out) DA(H) 760' (423')			
FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A				100	850' (497') 1500m
B				135	900' (547') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	180	1200' (847') 2400m
D				205	1200' (847') 3600m

BRIEFING STRIP TM



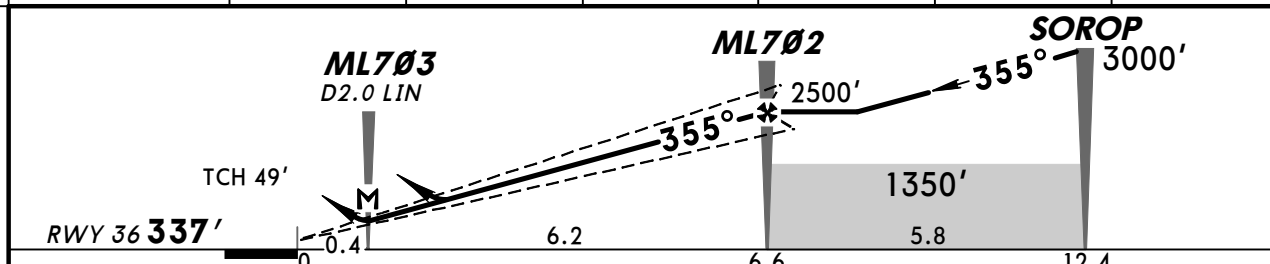
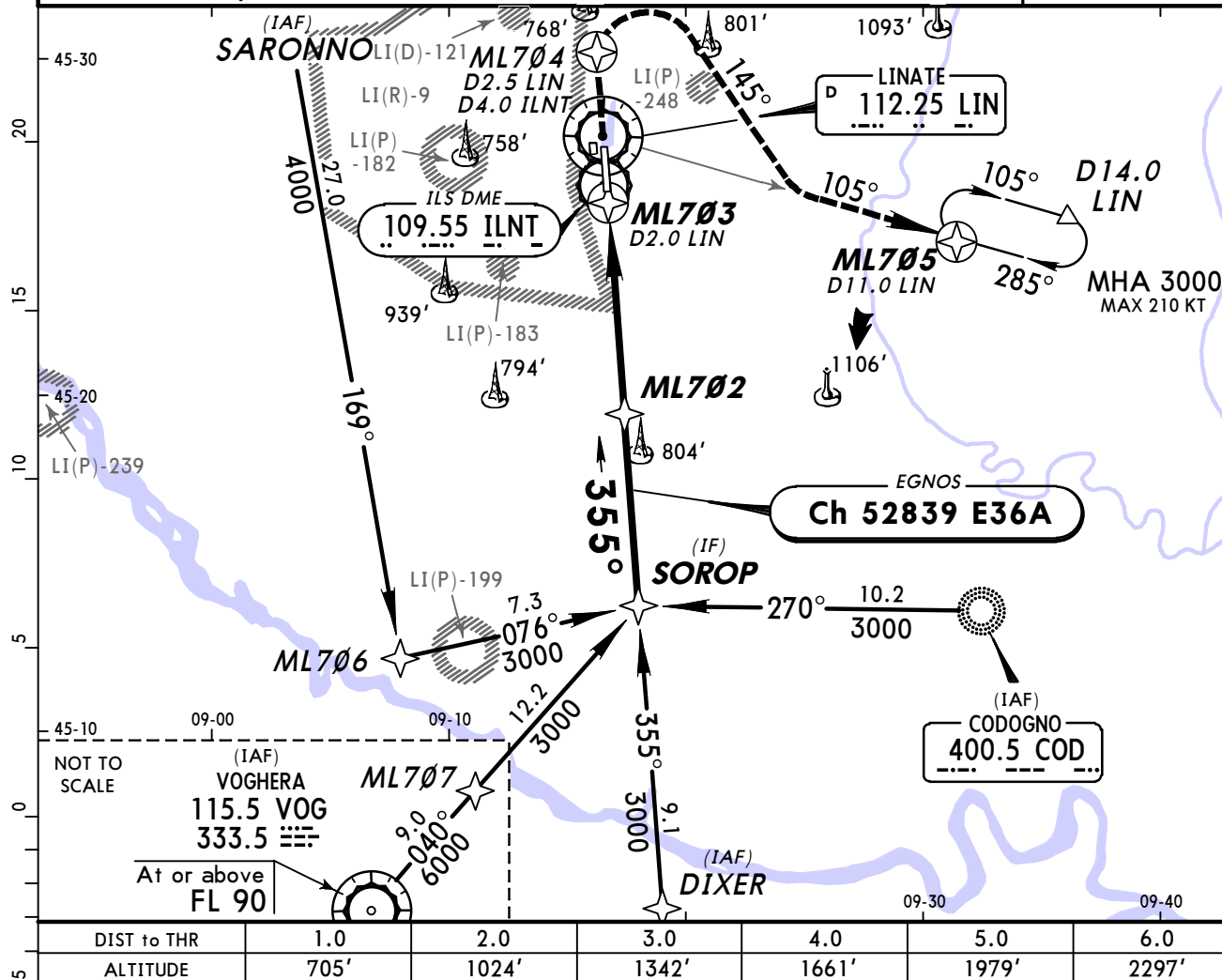
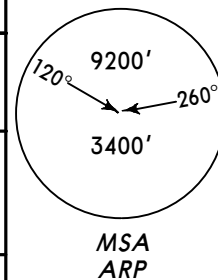
1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

BRIEFING STRIP

ATIS 136.37	MILAN Radar (APP) 126.3 126.75 133.17 134.17	LINATE Tower 118.1	Ground 121.8
EGNOS Ch 52839 E36A	Final Apch Crs 355°	Procedure Alt ML702 2500' (2163')	LPV DA(H) Refer to Minimums Apt Elev 353' RWY 337'

MISSED APCH: Proceed on 355° climbing to 3000'. At ML704 (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.

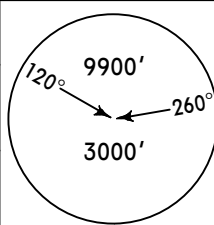


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at ML703						

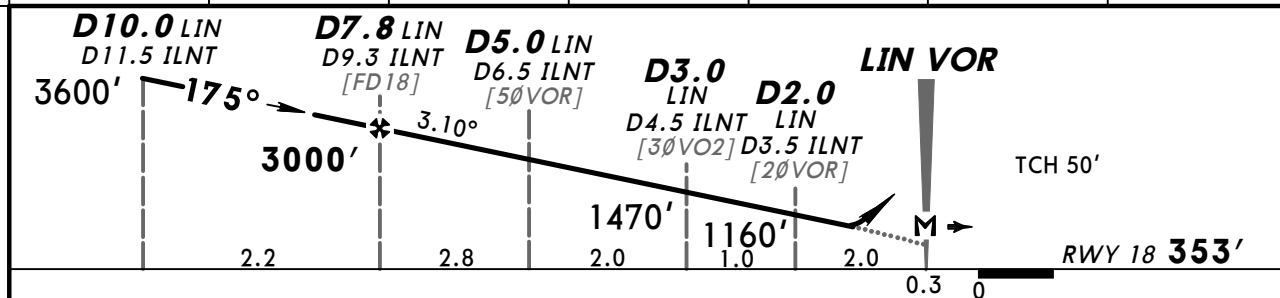
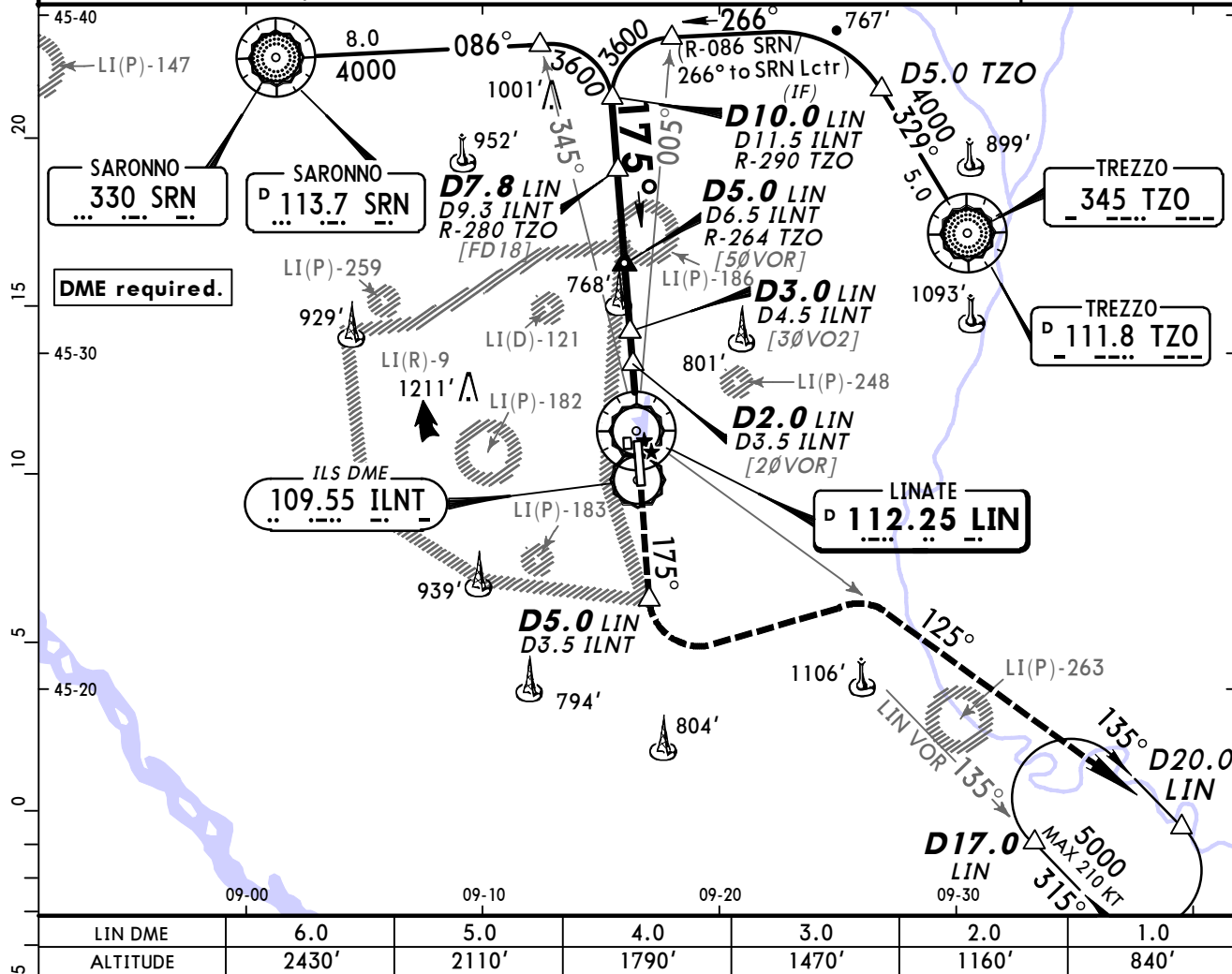
STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND	
LPV		LNAV		Not authorized West of runway	
A: 650' (313') C: 670' (333')		DA(H) 800' (463')			
DA(H) B: 660' (323') D: 680' (343')					
ALS out		ALS out		Max Kts	MDA(H) VIS
A	RVR 700m	RVR 1400m		100	850' (497') 1500m
B	RVR 800m	RVR 1500m	RVR 1500m	135	900' (547') 1600m
C				180	1200' (847') 2400m
D	RVR 900m	RVR 1600m	RVR 1500m CMV 2200m	205	1200' (847') 3600m

BRIEFING STRIP™

ATIS 136.37	MILAN Radar (APP) 126.3 126.75 133.17 134.17				LINATE Tower 118.1	Ground 121.8
VOR LIN 112.25	Final Apch Crs 175°	Minimum Alt D7.8 LIN 3000' (2647')	DA(H) (CONDITIONAL) 800' (447')	Apt Elev 353'	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 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



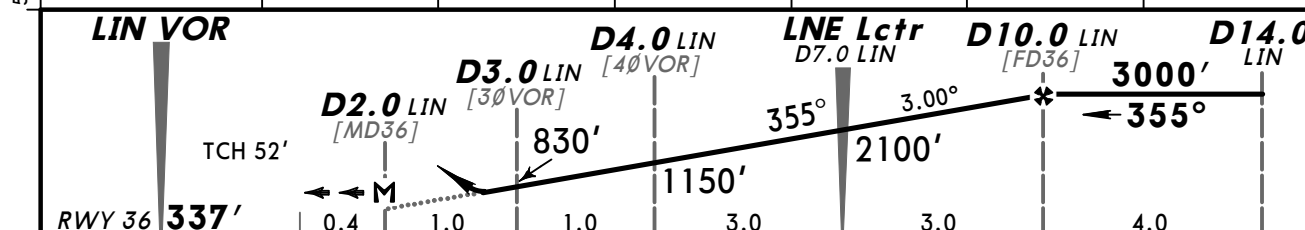
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI 5000' on 175°
Descent Angle 3.10°	384	494	548	658	768	878	
MAP at LIN VOR							

Standard STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND Not authorized West of runway	
VOR + DME		VOR		Max Kts	MDA(H) VIS
DA(H) 800' (447')		DA(H) 1050' (697')			
ALS out		ALS out		100	850' (497') 1500m
RVR 1500m		RVR 1500m		135	900' (547') 1600m
RVR 1900m		CMV 2100m		180	1200' (847') 2400m
RVR 1900m		CMV 2400m		205	1200' (847') 3600m

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

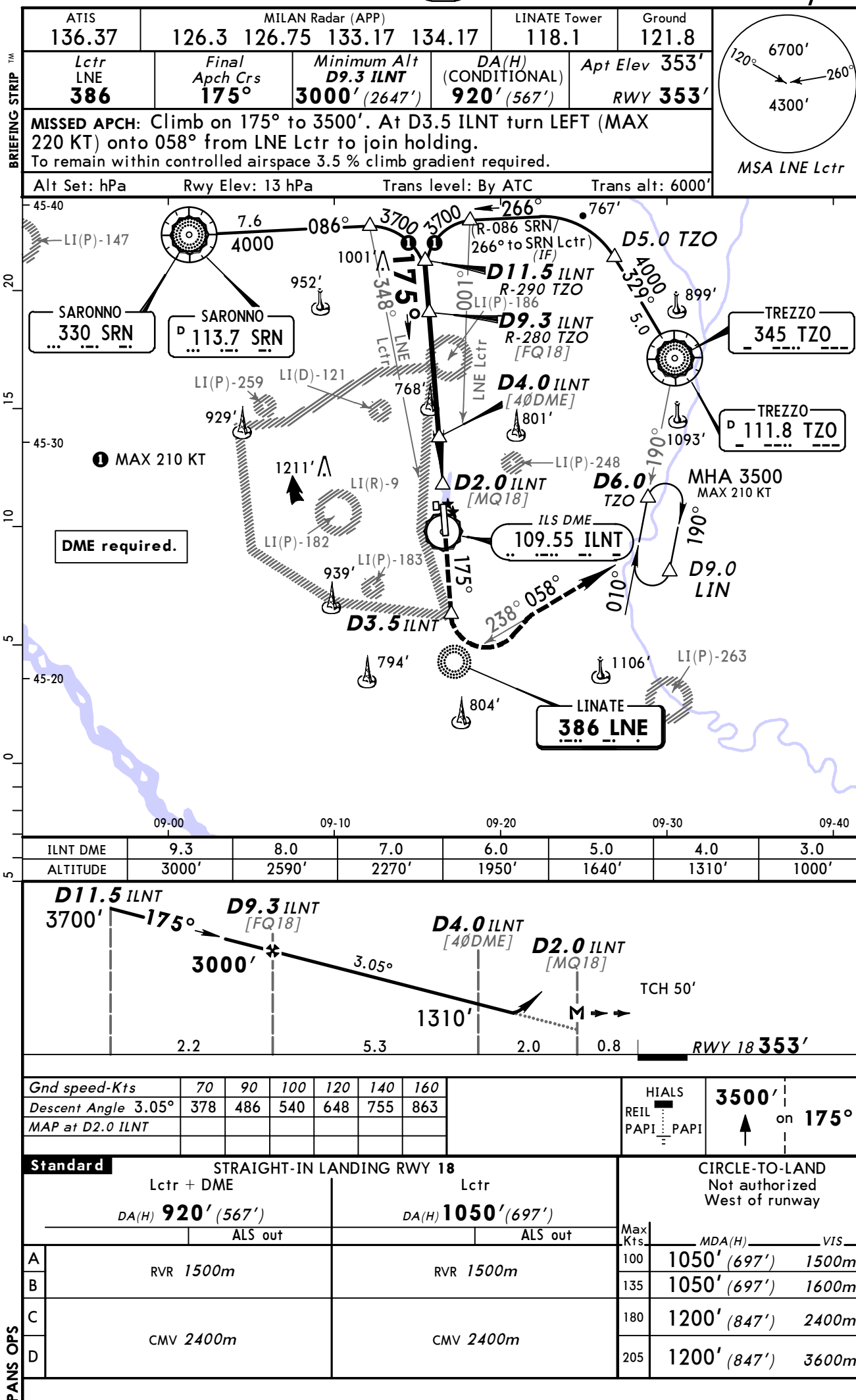
CHANGES: None.

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<i>Gnd speed-Kts</i>	70	90	100	120	140	160		355° 	D2.5 LIN at or above
<i>Descent Angle 3.00°</i>	372	478	531	637	743	849			
<i>MAP at D2.0 LIN</i>									

Standard		STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND Not authorized West of runway		
		DA(H) 800' (463')				
		ALS out		Max Kts	MDA(H) VIS	
A	RVR 1500m			100	850' (497') 1500m	
B				135	900' (547') 1600m	
C	RVR 1500m		CMV 2200m		180	1200' (847') 2400m
D					205	1200' (847') 3600m



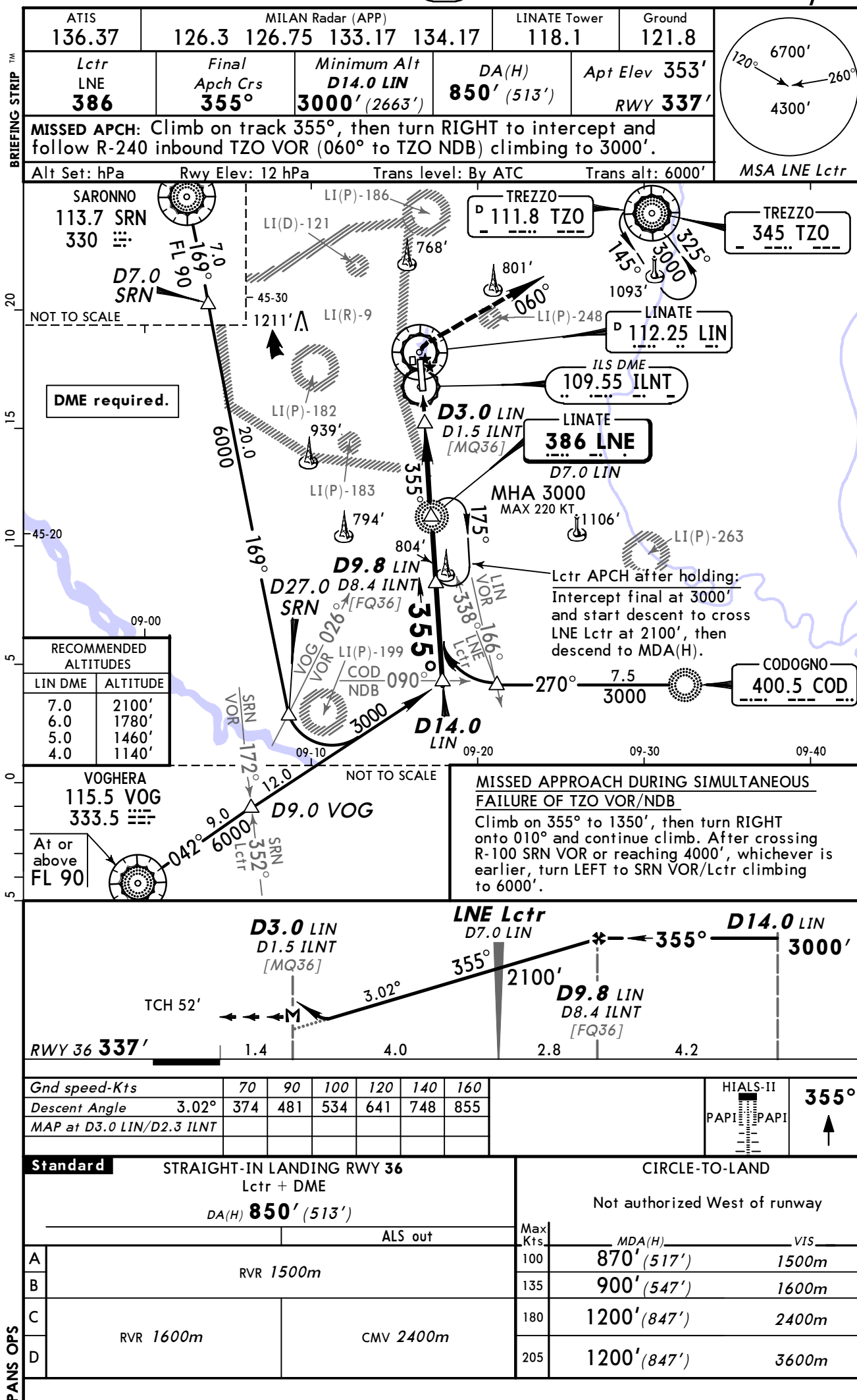


Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MILAN, (LINATE - LIML)				
REV	AIRPORT BRIEFING (DEP CON...	20-1P6	13 Jun 2014	26 Jun 2014
REV	AIRPORT BRIEFING (DEP CON...	20-1P7	13 Jun 2014	26 Jun 2014

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIML