

## List of pages in this Trip Kit

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Airport Information For LIML

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Revision Letter For Cycle 01-2016

Change Notices

Notebook

## General Information

Location: MILAN ITA  
ICAO/IATA: LIML / LIN  
Lat/Long: N45° 26.97', E009° 16.70'  
Elevation: 353 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: -1:00 = UTC  
Magnetic Variation: 1.0° 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: 0702 Z  
Sunset: 1559 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 Tower: 118.400
- Linate Planning Tower: 119.250
- Linate Tower: 118.100
- Linate Ground: 121.800
- Milan Radar Approach: 126.300
- Milan Radar Approach: 126.750
- Milan Radar Approach: 133.180
- Milan Radar Approach: 134.175

LIML/LIN  
LIMATE

JEPPESEN  
19 JUN 09 20-1P Eff 2 Jul

MILAN, ITALY  
AIRPORT BRIEFING

## 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.

**LIML/LIN**  
**LINATE**

19 JUN 09

**JEPPesen**

(20-1P1)

Eff 2 Jul

**MILAN, ITALY**  
**AIRPORT BRIEFING**

## **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.

**LIML/LIN**  
**LINATE**

**JEPPESEN**

16 MAY 14

**20-1P2**

**Eff 29 May**

**MILAN, ITALY**

**AIRPORT BRIEFING**

## **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).

**LIML/LIN**  
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16 MAY 14

20-1P3

Eff 29 May

**MILAN, ITALY**

**AIRPORT BRIEFING**

## **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

|                                                 |                                                                                                                                                                                                                            |
|-------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>SOBT</b><br>(Scheduled Off-Block Time):      | In a coordinated APT the APT slot is assigned to a flight in a definite period.                                                                                                                                            |
| <b>TOBT</b><br>(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. |
| <b>TSAT</b><br>(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.                                                                                        |
| <b>TTOT</b><br>(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).



LIML/LIN  
LINATE

JEPPESEN

14 MAR 14

20-1P5

MILAN, ITALY

AIRPORT BRIEFING

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### 3. DEPARTURE

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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.

**LIML/LIN**  
**LINATE**

**JEPPesen**

3 OCT 14

20-1P6

Eff 16 Oct

**MILAN, ITALY**

**AIRPORT BRIEFING**

### **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-snow-icing 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 power.

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.

Pilot shall require TWR permission to taxi before leaving the West Apron. ACFT can only move after receiving authorization.

ACFT not equipped with APU or APU inoperative are allowed to set in motion by a single motor at minimum power within stands or parking areas.

**LIML/LIN**  
**LINATE**

**JEPPESEN**

3 OCT 14

20-1P7

Eff 16 Oct

**MILAN, ITALY**

**AIRPORT BRIEFING**

### 3. DEPARTURE

#### 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.

#### 3.5. 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.

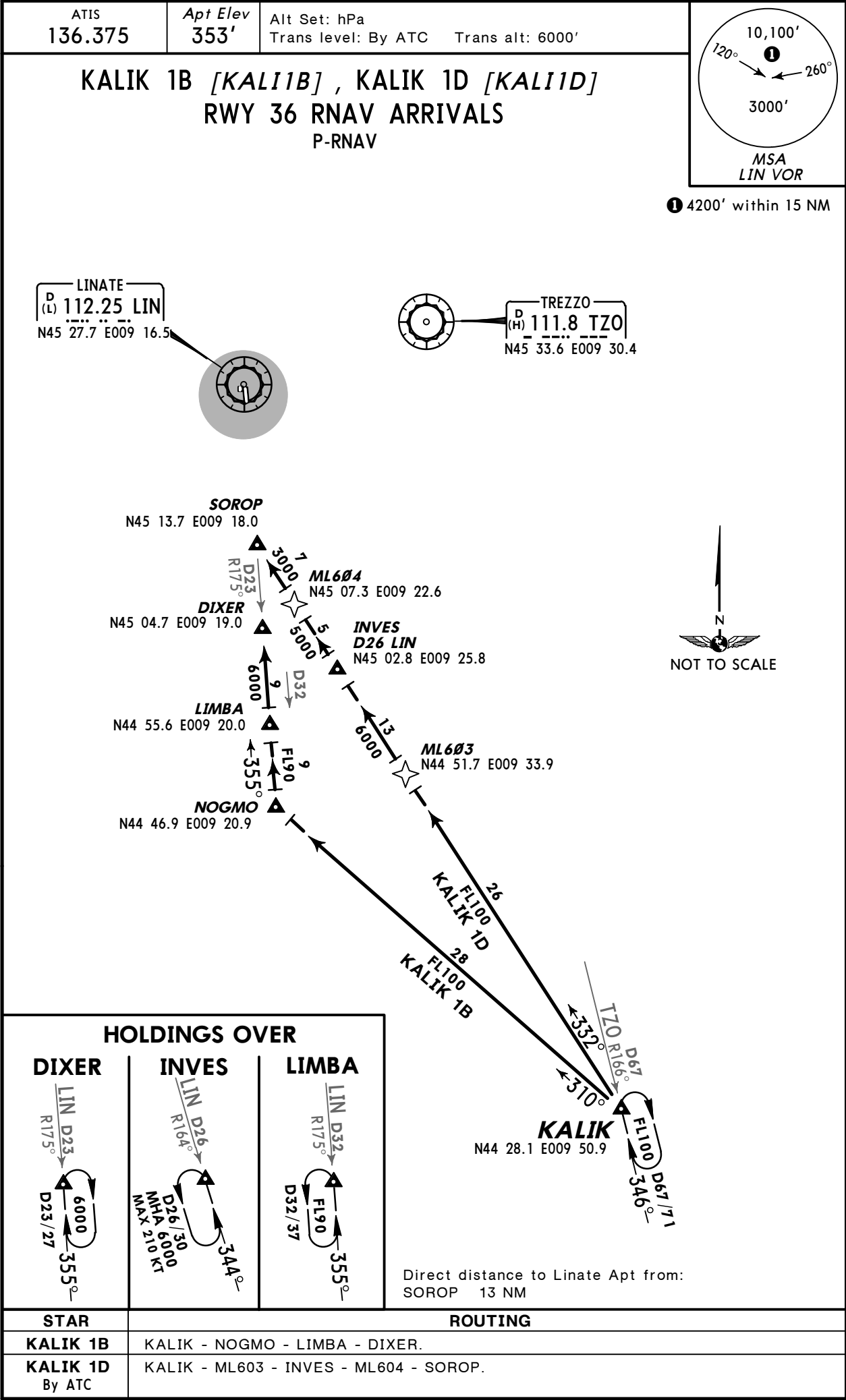
Take-off run shall start immediately after take-off clearance.

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

LIML/LIN  
LINATE

JEPPESEN  
7 NOV 14 20-2 Eff 13 Nov

MILAN, ITALY  
RNAV STAR

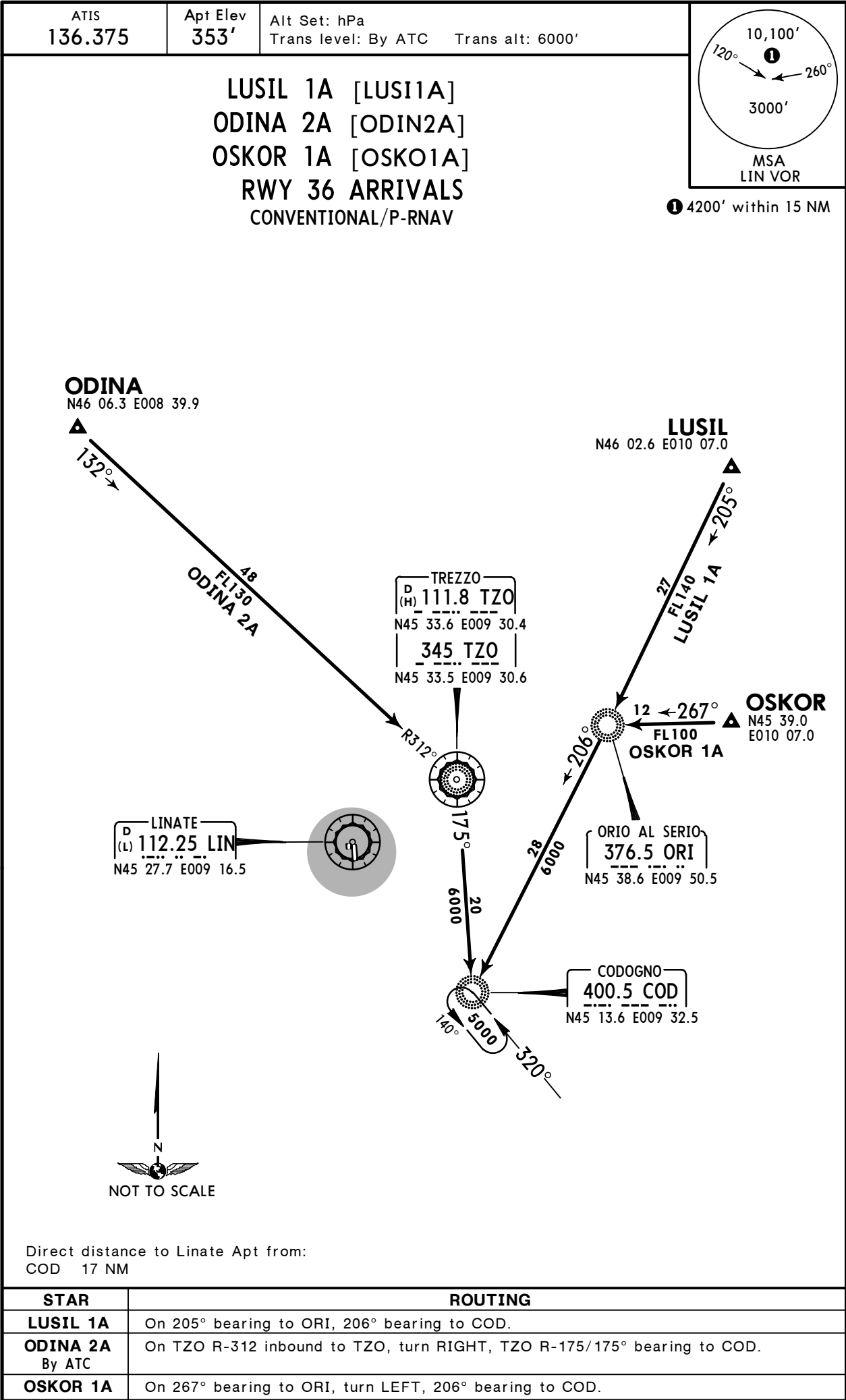




LIML/LIN  
LINATE

JEPPESEN  
22 MAY 15 20-2B Eff 28 May

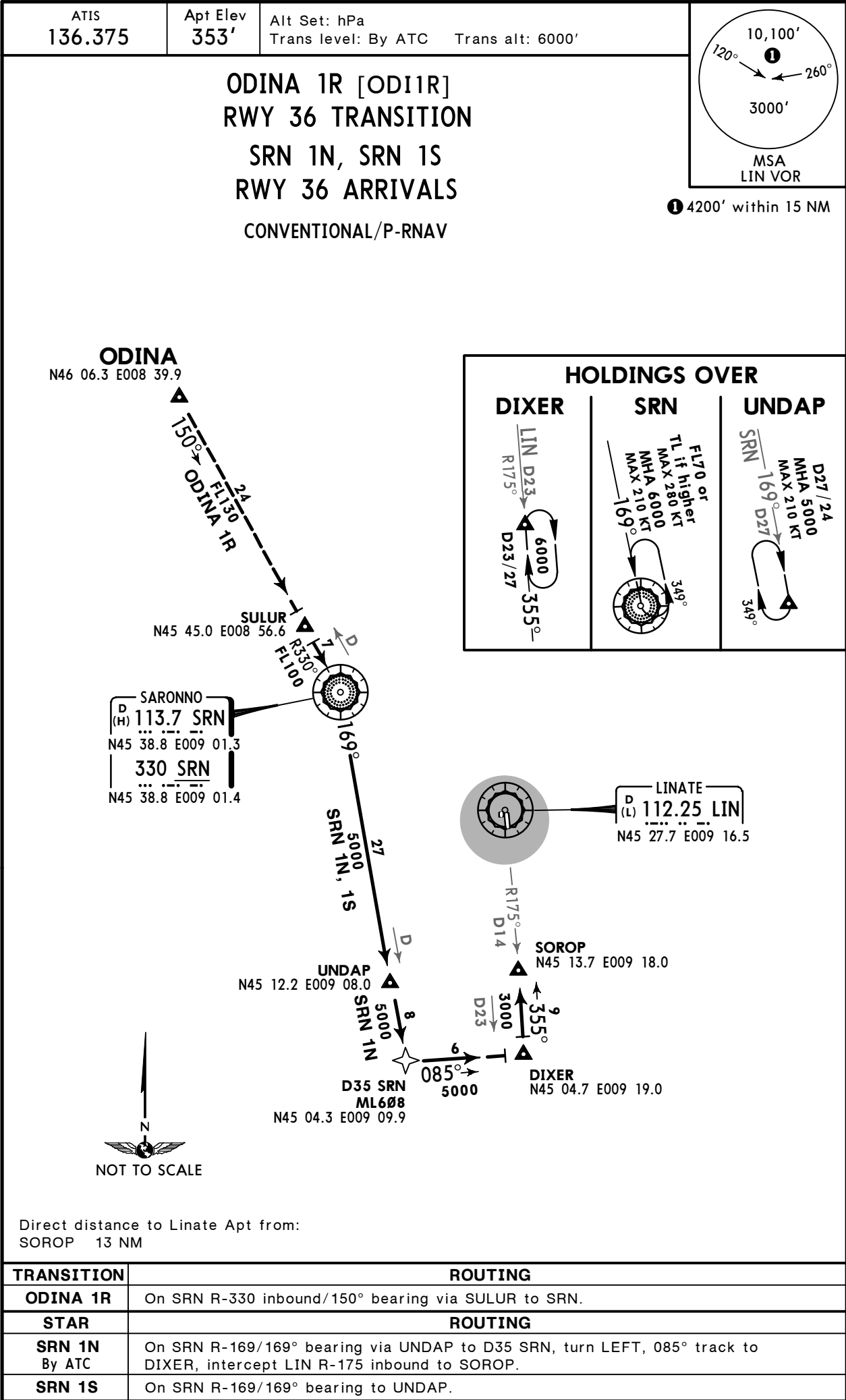
MILAN, ITALY  
STAR



LIML/LIN  
LINATE

JEPPESEN  
22 MAY 15 20-2C Eff 28 May

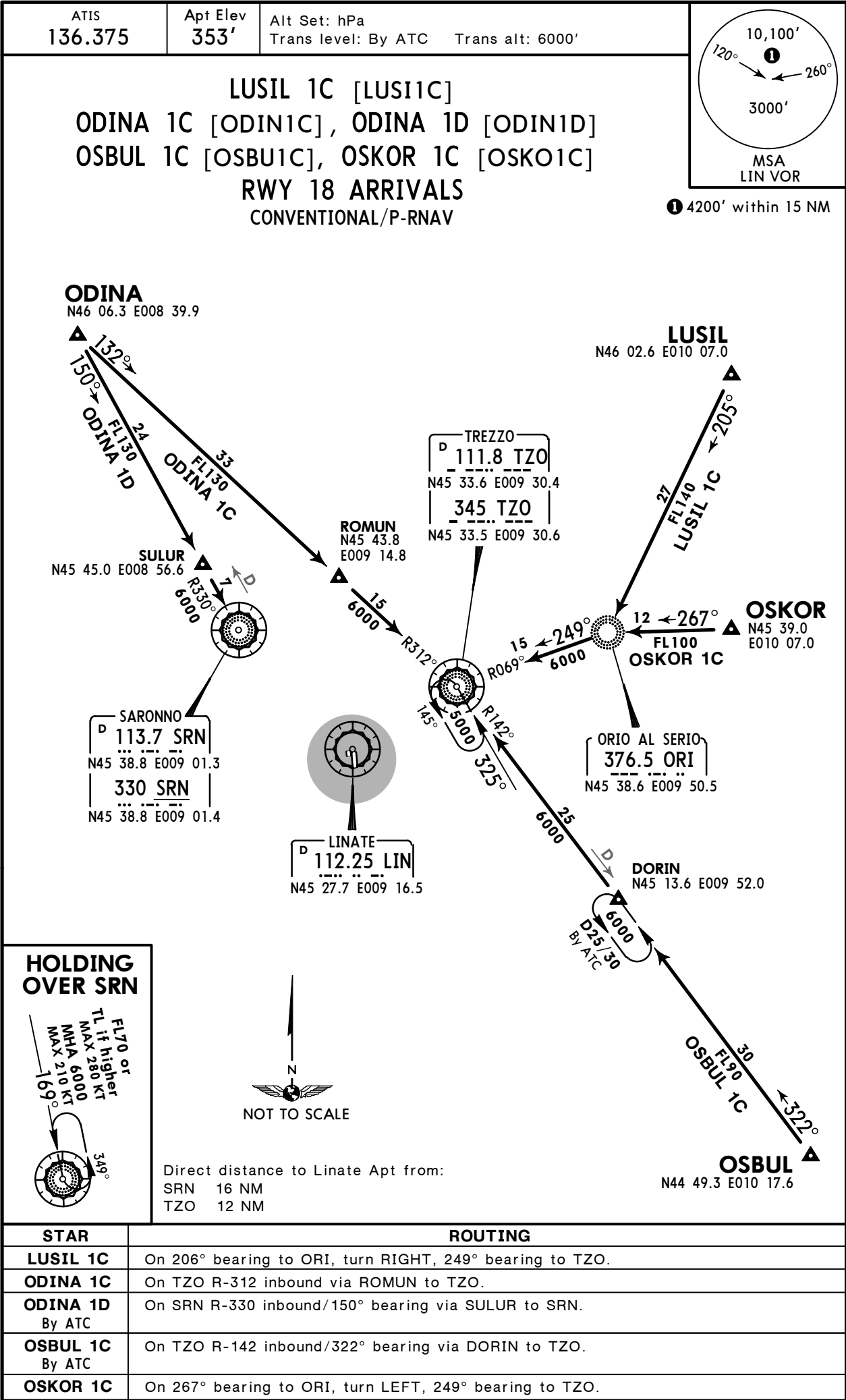
MILAN, ITALY  
STAR



LIML/LIN  
LINATE

JEPPESSEN  
25 DEC 15 (20-2D) Eff 7 Jan

MILAN, ITALY  
STAR





LIML/LIN  
LINATE

JEPPESEN

MILAN, ITALY

25 DEC 15

20-2E

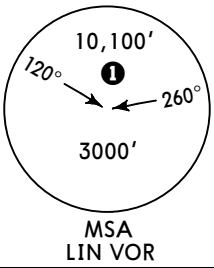
Eff 7 Jan

STAR

ATIS  
136.375

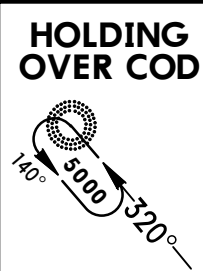
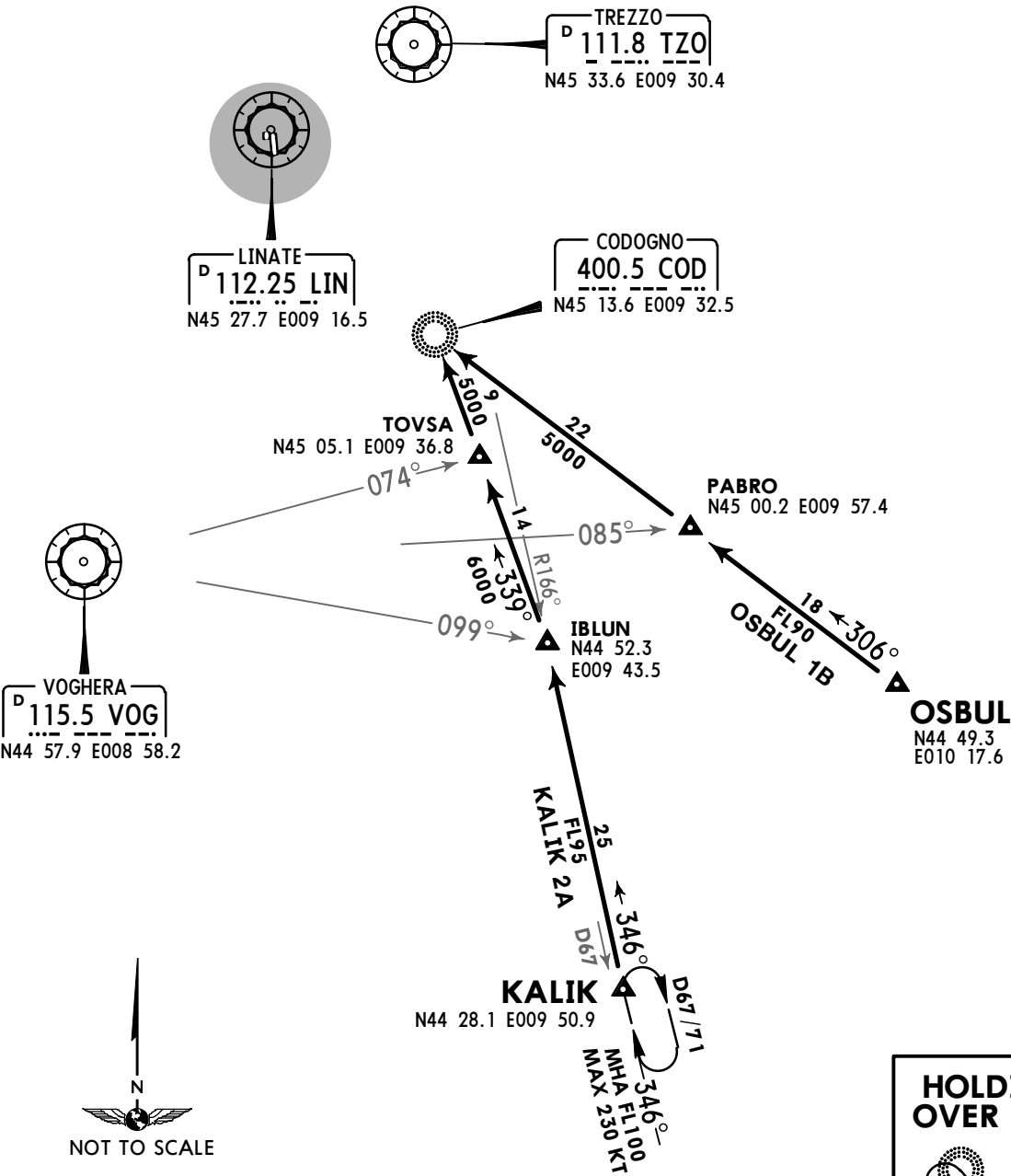
Apt Elev  
353'

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



① 4200' within 15 NM

KALIK 2A [KALI2A], OSBUL 1B [OSBU1B]  
RWY 36 ARRIVALS  
CONVENTIONAL/P-RNAV  
BY ATC



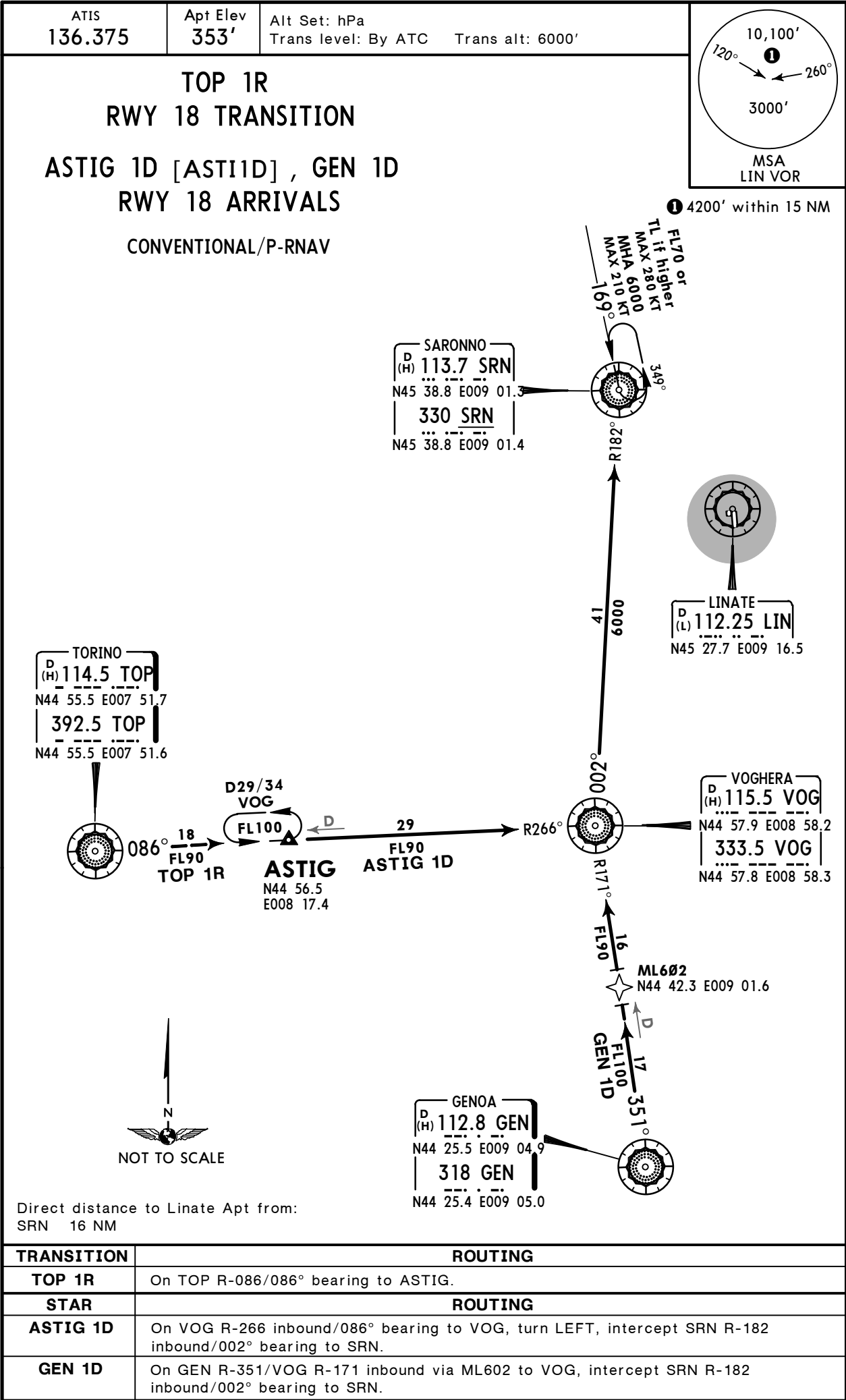
Direct distance to Linate Apt from:  
COD 17 NM

| STAR     | ROUTING                                                                            |
|----------|------------------------------------------------------------------------------------|
| KALIK 2A | On TZO R-166 inbound to IBLUN, turn LEFT, intercept 339° bearing via TOVSA to COD. |
| OSBUL 1B | On 306° bearing via PABRO to COD.                                                  |

LIML/LIN  
LINATE

JEPPESSEN  
22 MAY 15 20-2F Eff 28 May

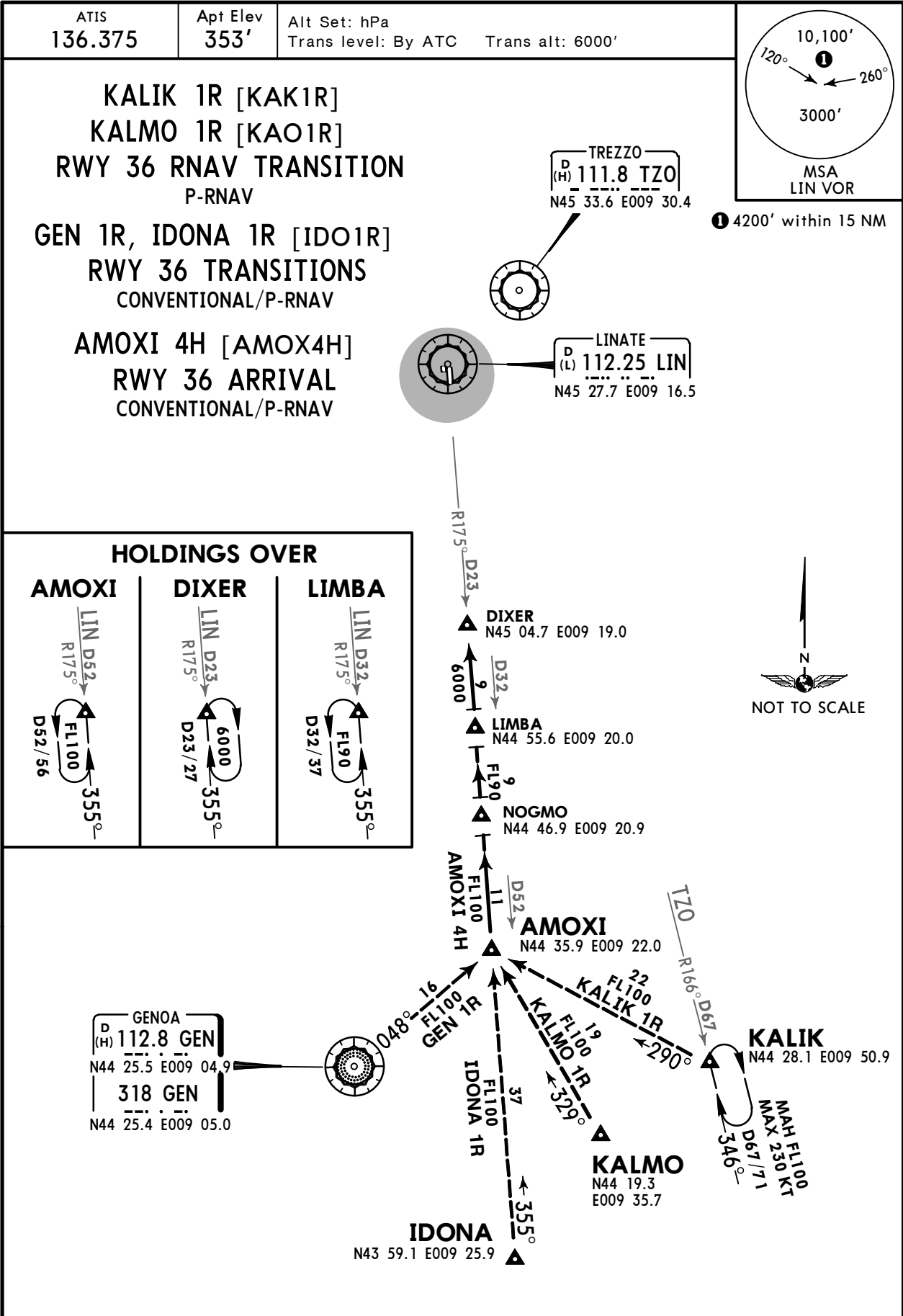
MILAN, ITALY  
STAR



LIML/LIN  
LINATE

JEPPESSEN  
22 MAY 15 20-2G Eff 28 May

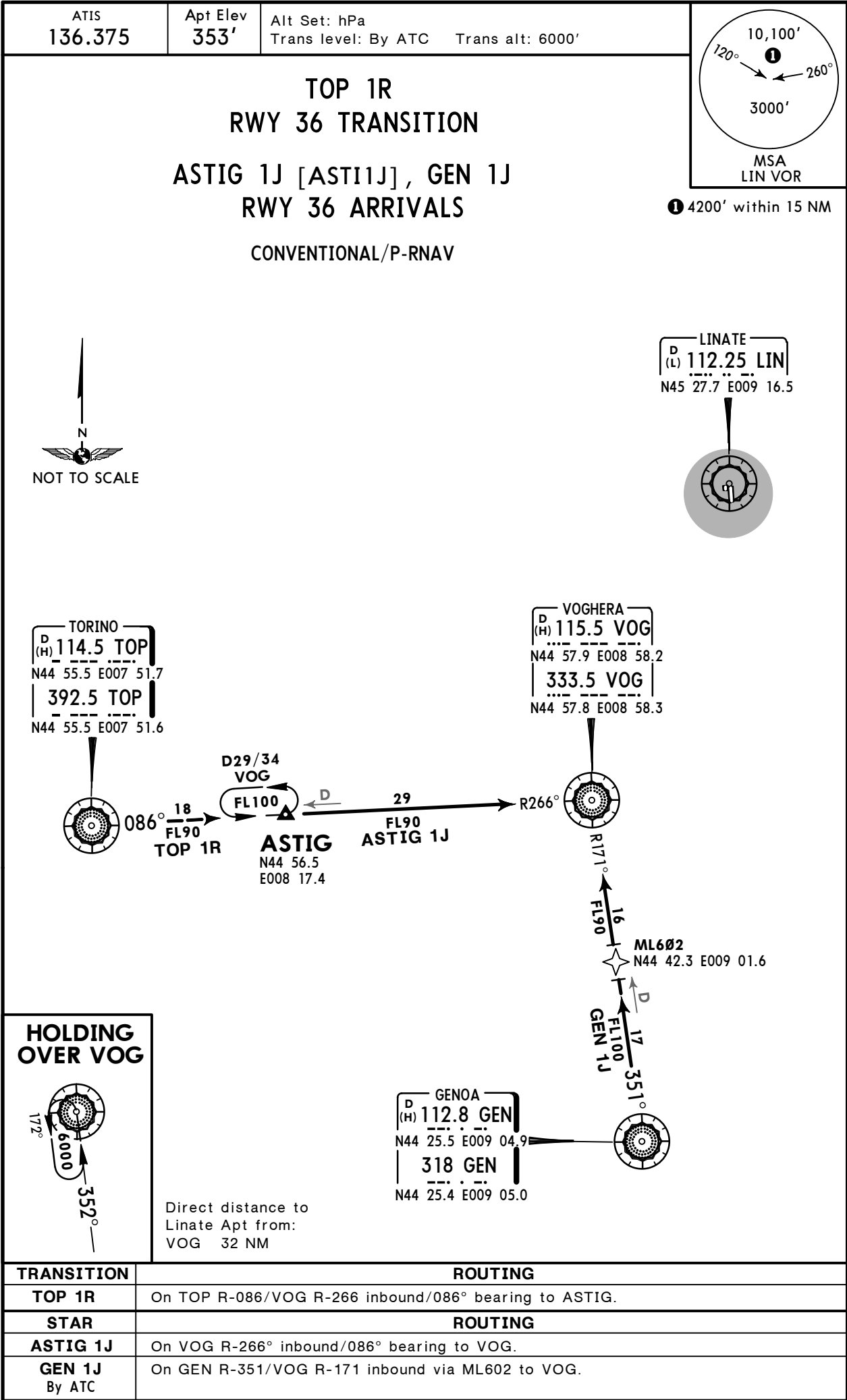
MILAN, ITALY  
STAR



LIML/LIN  
LINATE

JEPPESSEN  
22 MAY 15 (20-2H) Eff 28 May

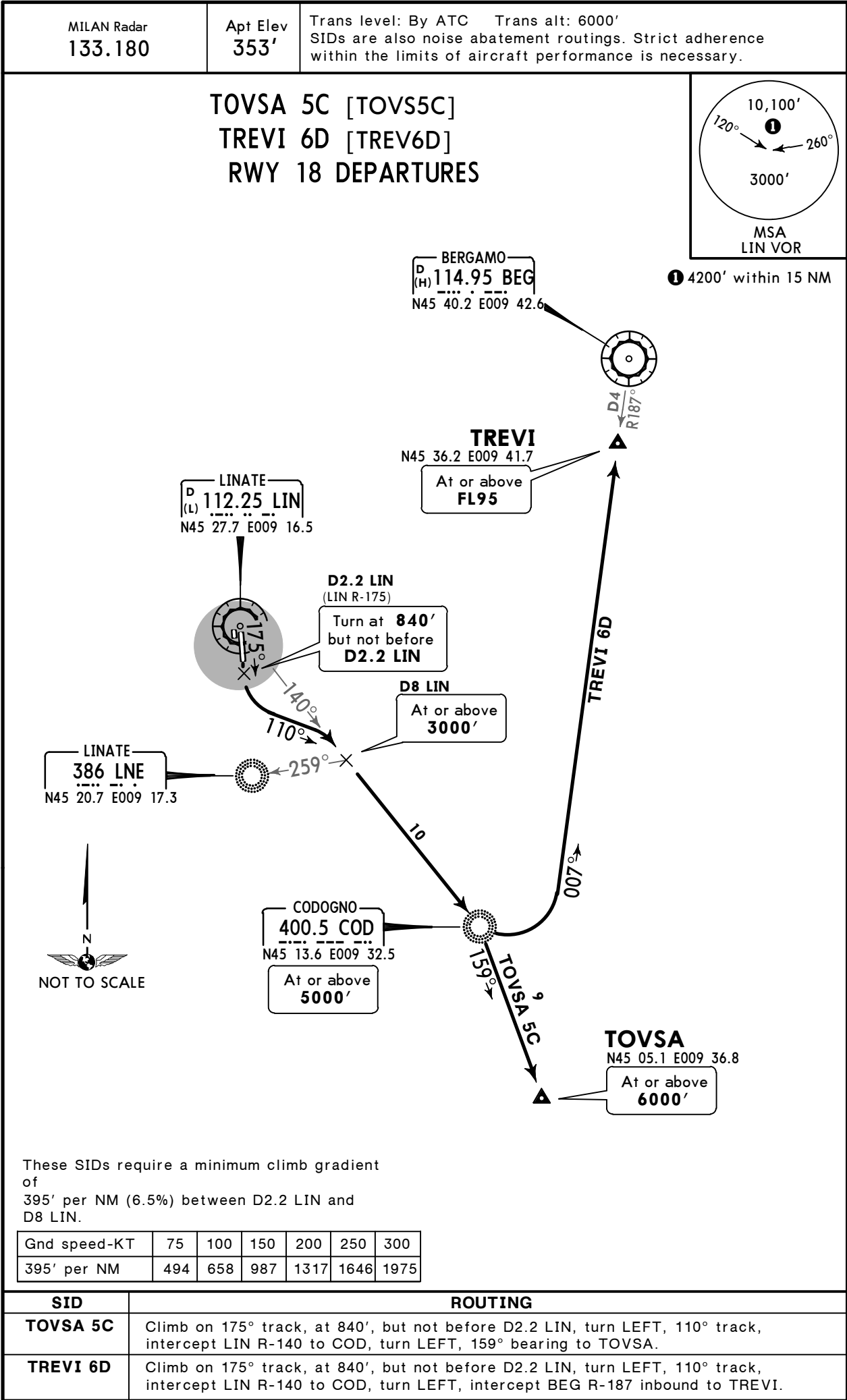
MILAN, ITALY  
STAR



LIML/LIN  
LINATE

JEPPESEN  
30 OCT 15 20-3

MILAN, ITALY  
SID



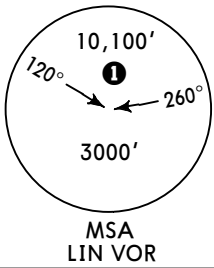
LIML/LIN  
LINATE

JEPPESSEN  
30 OCT 15 (20-3A)

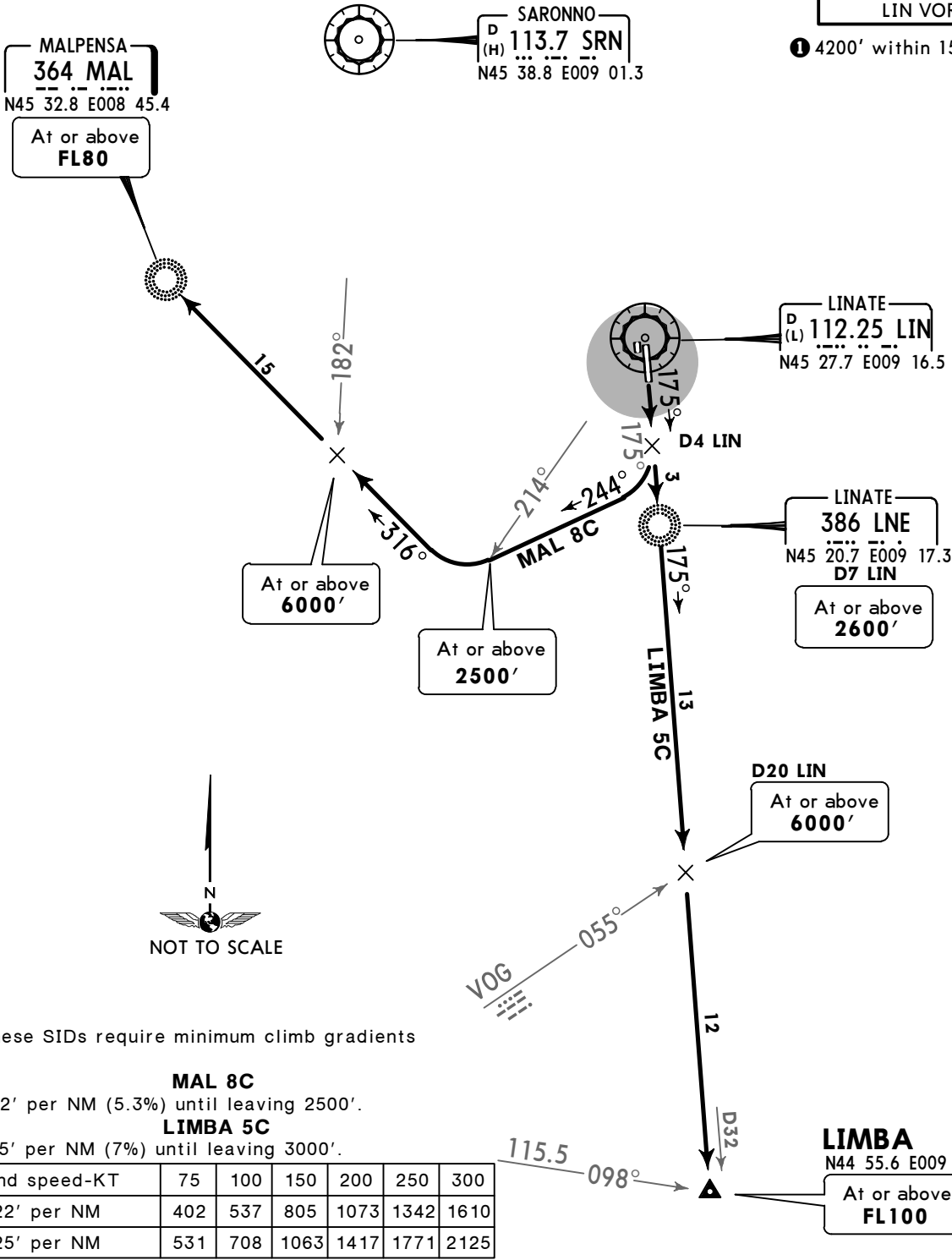
MILAN, ITALY  
SID

|                                    |         |                  |                                                                                                                                                                |
|------------------------------------|---------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| MILAN Radar<br>(via MAL)<br>126.75 | 133.180 | Apt Elev<br>353' | Trans level: By ATC    Trans alt: 6000'<br>SIDs are also noise abatement routings. Strict adherence<br>within the limits of aircraft performance is necessary. |
|------------------------------------|---------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|

LIMBA 5C [LIMB5C], MAL 8C  
RWY 18 DEPARTURES



① 4200' within 15 NM



These SIDs require minimum climb gradients  
of

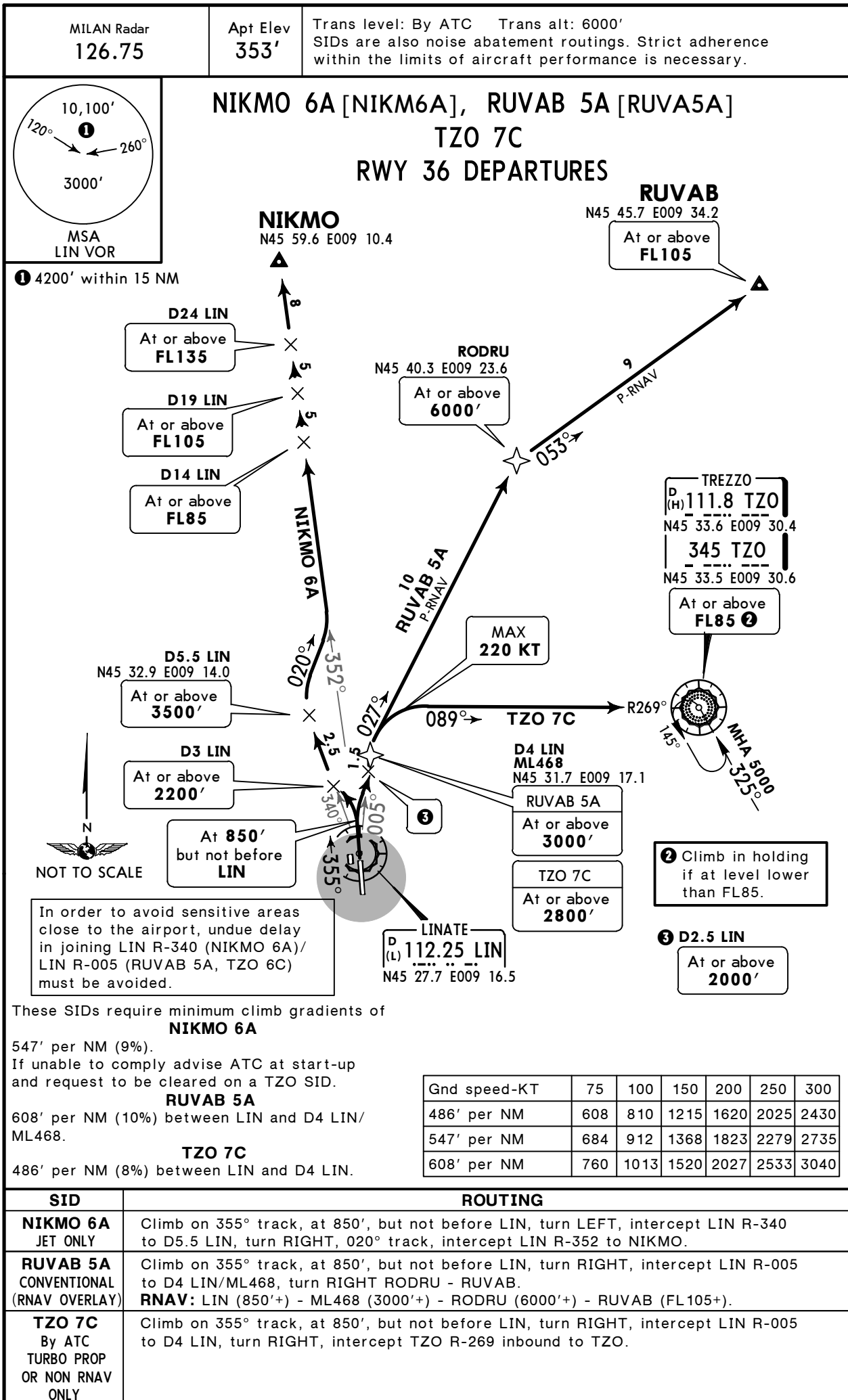
**MAL 8C**  
322' per NM (5.3%) until leaving 2500'.  
**LIMBA 5C**  
425' per NM (7%) until leaving 3000'.

|              |     |     |      |      |      |      |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
| 322' per NM  | 402 | 537 | 805  | 1073 | 1342 | 1610 |
| 425' per NM  | 531 | 708 | 1063 | 1417 | 1771 | 2125 |

| SID                                                 | ROUTING                                                                                                                     |
|-----------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|
| LIMBA 5C                                            | Intercept LIN R-175 to LIMBA.<br>② To LNE Lctr, 175° bearing to LIMBA.                                                      |
| MAL 8C                                              | Intercept LIN R-175 to D4 LIN, turn RIGHT, 244° track, when passing LIN R-214<br>turn RIGHT, intercept 316° bearing to MAL. |
| ② ALTERNATE INITIAL CLIMB (when LIN unserviceable). |                                                                                                                             |

**LIML/LIN**  
**LINATE**
**JEPPESSEN**
**MILAN, ITALY**

22 MAY 15

**20-3B**
**Eff 28 May**
**SID**


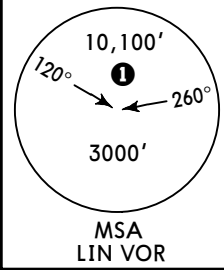
LIML/LIN  
LINATE

JEPPESEN  
22 MAY 15 (20-3C) Eff 28 May

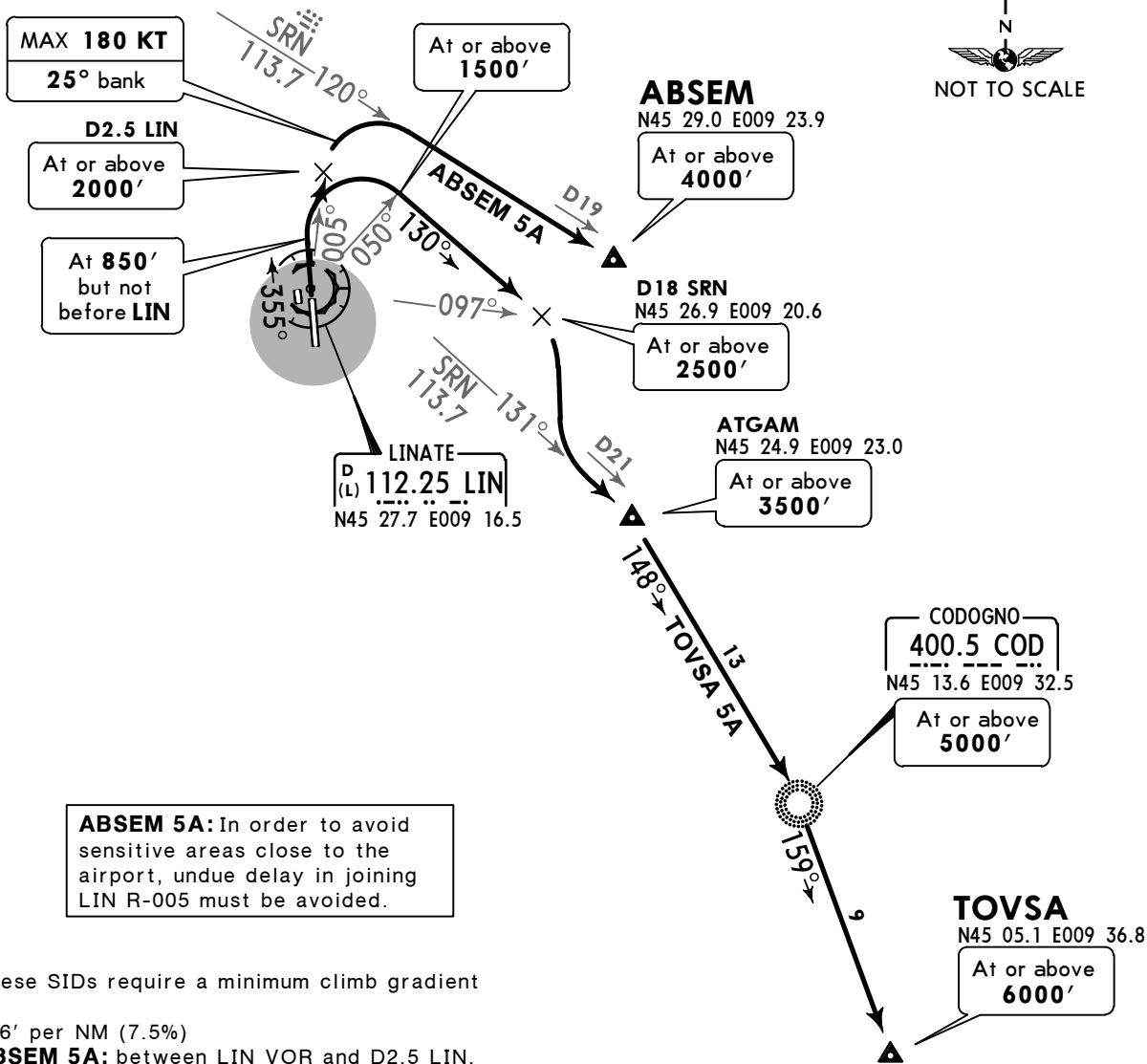
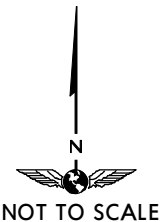
MILAN, ITALY  
SID

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

ABSEM 5A  
TOVSA 5A [TOVS5A]  
RWY 36 DEPARTURES



① 4200' within 15 NM



These SIDs require a minimum climb gradient of 456' per NM (7.5%)  
**ABSEM 5A:** between LIN VOR and D2.5 LIN.  
**TOVSA 5A** between LIN and D18 SRN.

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

**TOVSA 5A:** Execute initial turn with a bank angle not higher than 20°.

| SID                                               | ROUTING                                                                                                                                                                                                      |
|---------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>ABSEM 5A</b><br>CONVENTIONAL<br>(RNAV OVERLAY) | 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 to ABSEM.                                                                     |
| <b>TOVSA 5A</b>                                   | Climb on 355° track, at 850', but not before LIN, turn RIGHT, 130° track to D18 SRN, turn RIGHT, intercept SRN R-131 to ATGAM, turn RIGHT, intercept 148° bearing to COD, turn RIGHT, 159° bearing to TOVSA. |



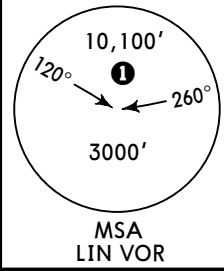
LIML/LIN  
LINATE

JEPPESSEN  
19 JUN 15 (20-3D)

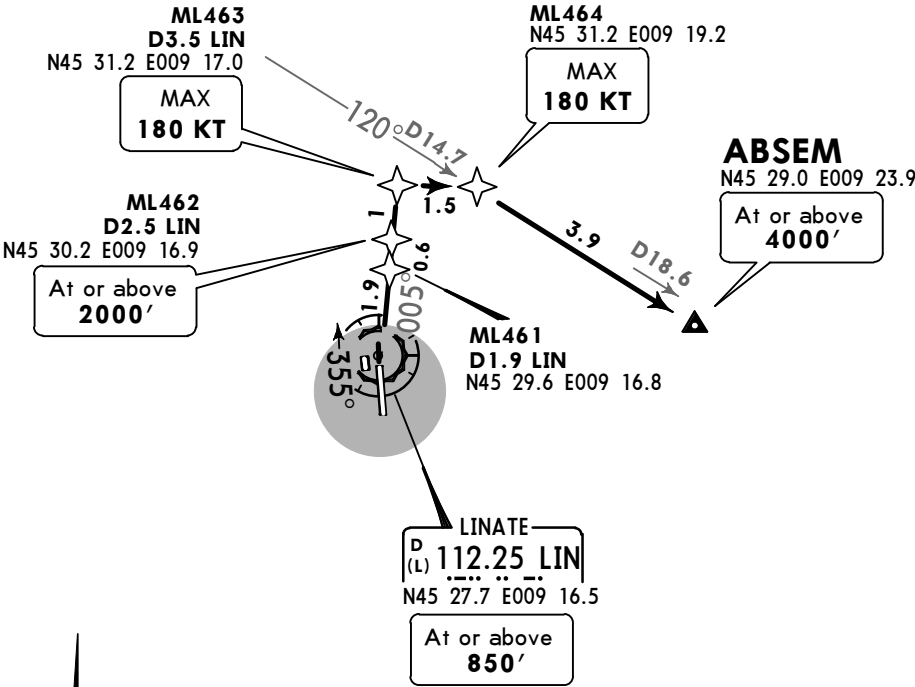
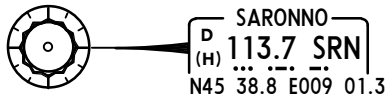
MILAN, ITALY  
RNAV SID (OVERLAY)

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

ABSEM 5A [ABSE5A]  
RWY 36 RNAV DEPARTURE (OVERLAY 20-3C)



① 4200' within 15 NM



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 VOR and ML462.

|              |     |     |      |      |      |      |
|--------------|-----|-----|------|------|------|------|
| 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-) - ABSEM (4000'+).

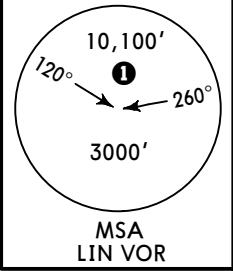
LIML/LIN  
LINATE

JEPPESSEN  
19 JUN 15 (20-3E)

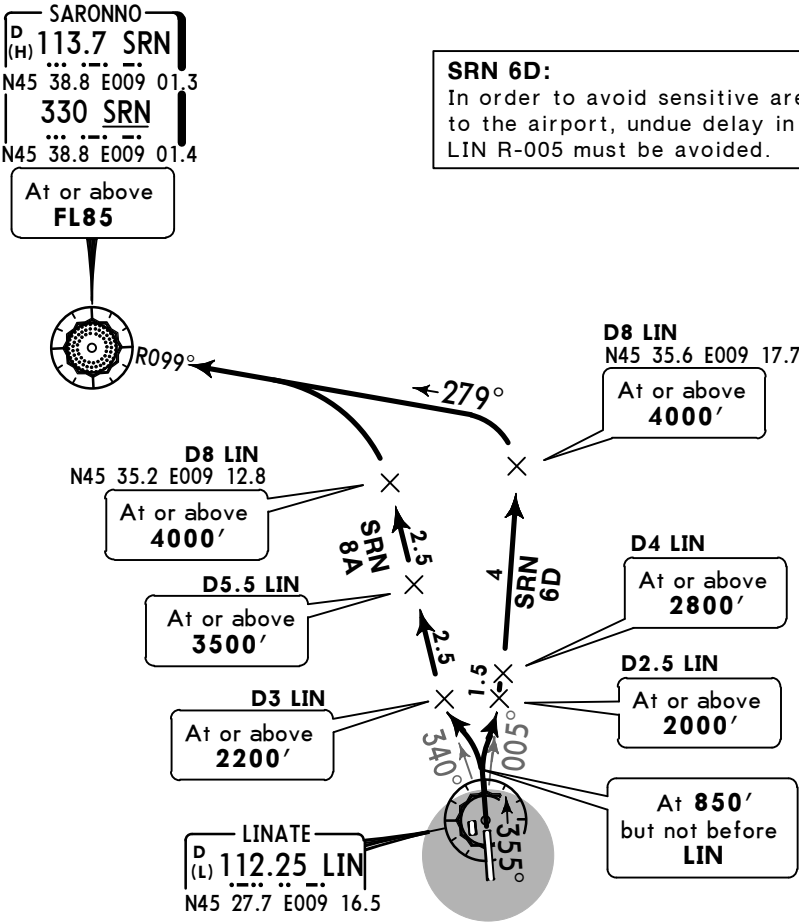
MILAN, ITALY  
SID

|                        |                  |                                                                                                                                                             |
|------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
| MILAN Radar<br>134.175 | Apt Elev<br>353' | Trans level: By ATC    Trans alt: 6000'<br>SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is necessary. |
|------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|

SRN 8A  
SRN 6D  
BY ATC, ALTERNATE FOR SID SRN 8A  
RWY 36 DEPARTURES



① 4200' within 15 NM



These SIDs require minimum climb gradients of

**SRN 8A**

550' per NM (9%) 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  |
| 334' per NM  | 418 | 557 | 835  | 1113 | 1392 | 1670 |
| 486' per NM  | 608 | 810 | 1215 | 1620 | 2025 | 2430 |
| 550' per NM  | 688 | 917 | 1375 | 1833 | 2292 | 2750 |



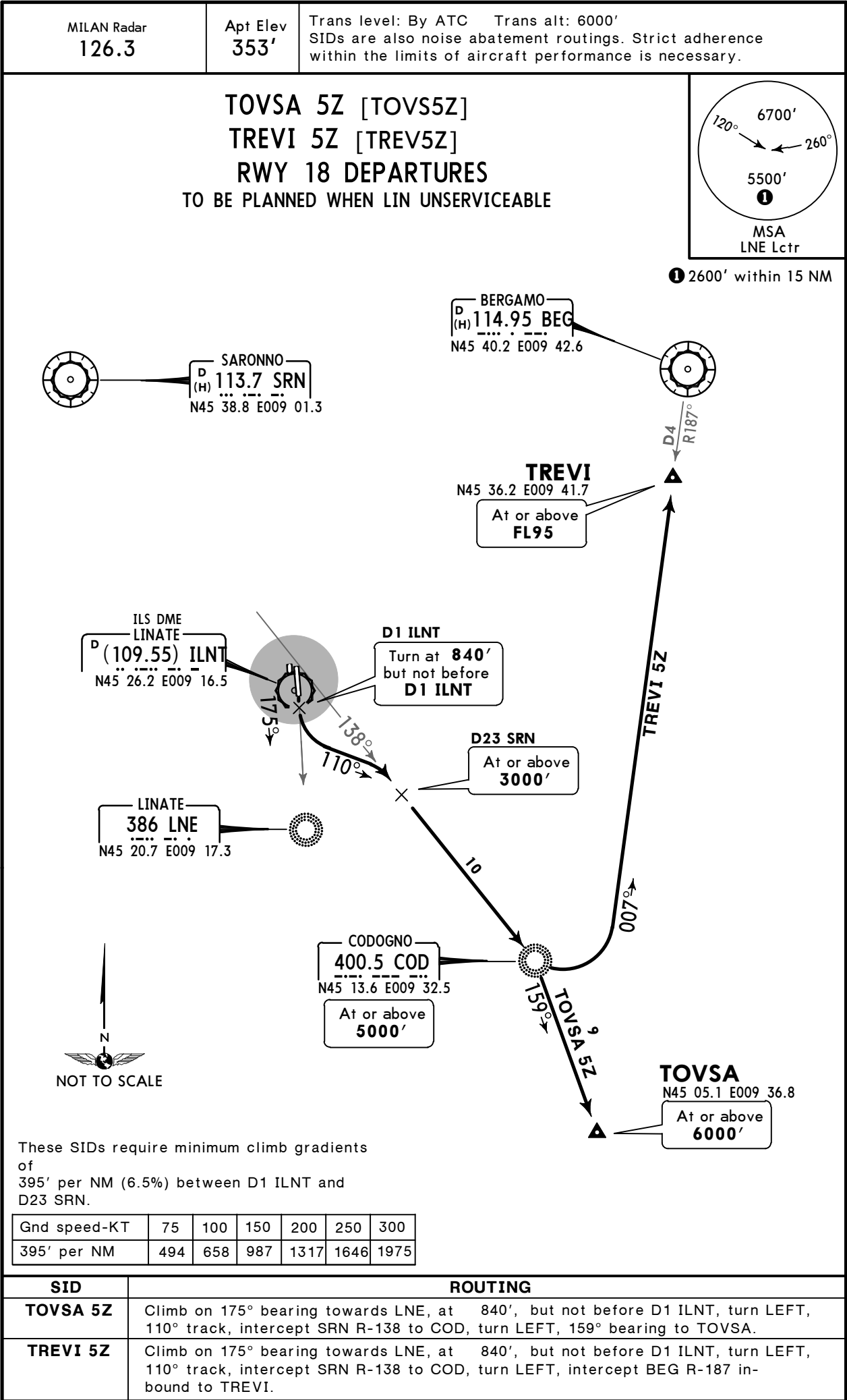
| SID    | ROUTING                                                                                                                                     |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------|
| SRN 8A | 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. |

LIML/LIN  
LINATE

JEPPESEN  
22 MAY 15 (20-3F) Eff 28 May

MILAN, ITALY

SID



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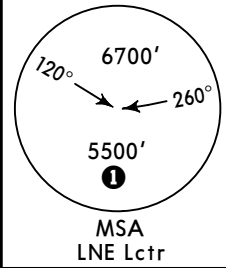
LIML/LIN  
LINATE

JEPPESEN  
22 MAY 15 (20-3H) Eff 28 May

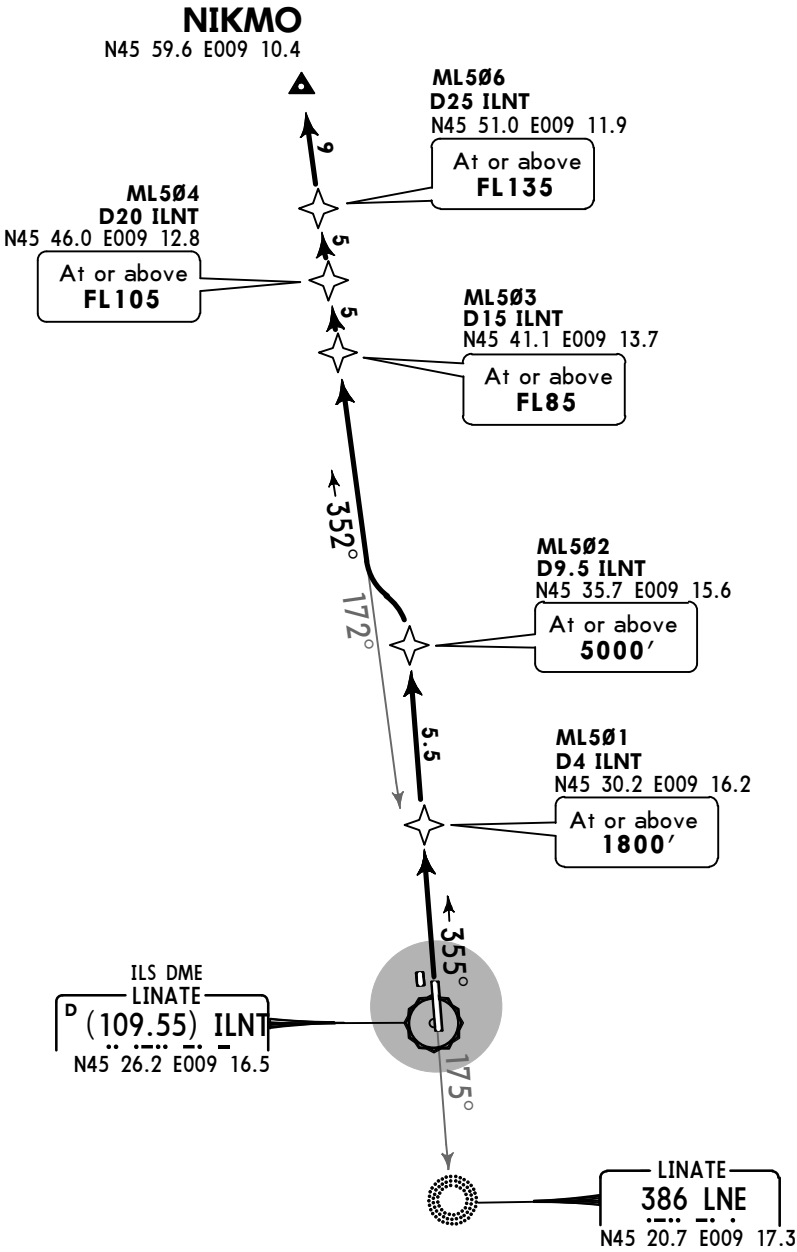
MILAN, ITALY  
SID

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

NIKMO 5Z [NIK5Z]  
RWY 36 DEPARTURE  
JET ONLY  
CONVENTIONAL/P-RNAV  
TO BE PLANNED WHEN LIN UNSERVICEABLE



① 2600' within 15 NM



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

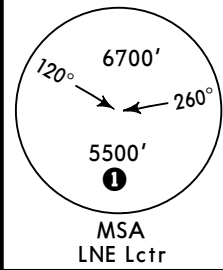
LIML/LIN  
LINATE

JEPPESEN  
22 MAY 15 (20-3J) Eff 28 May

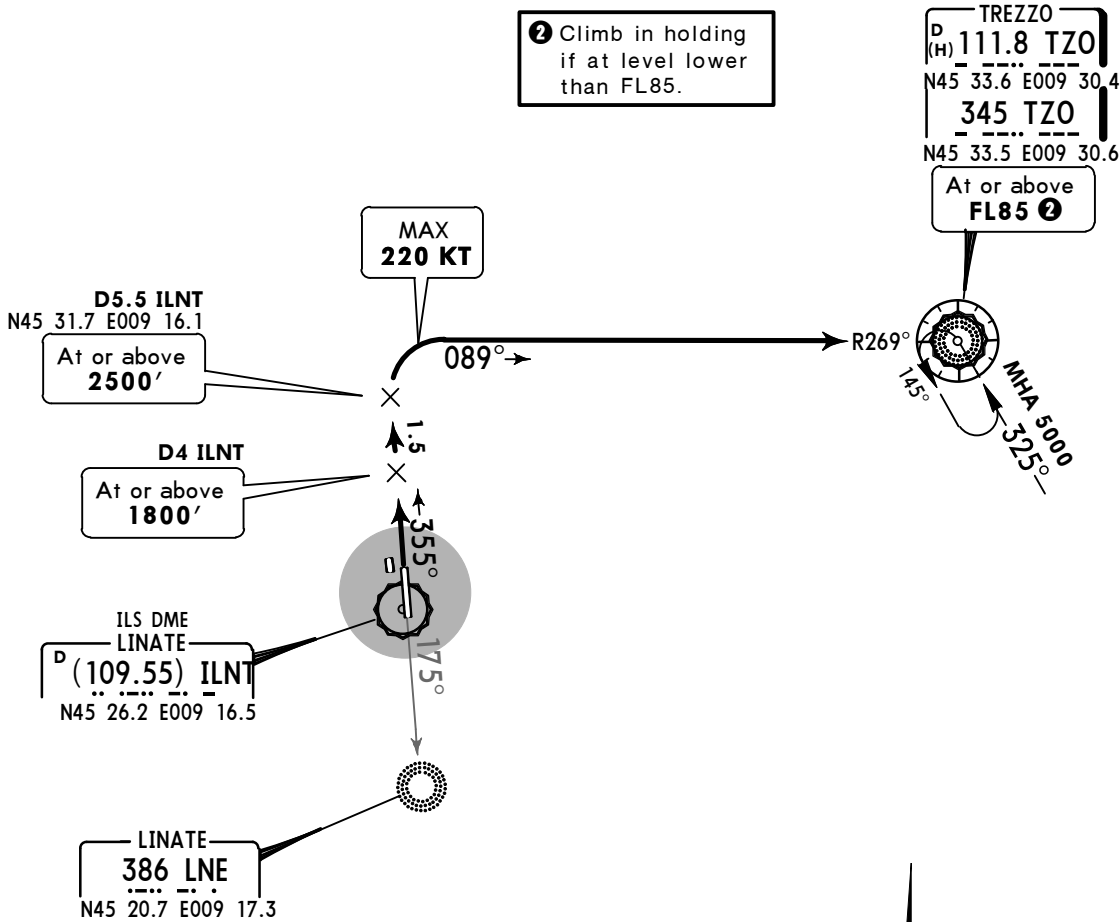
MILAN, ITALY  
SID

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

TZO 6Z  
RWY 36 DEPARTURE  
TO BE PLANNED WHEN LIN UNSERVICEABLE



① 2600' within 15 NM



This SID requires a minimum climb gradient  
of  
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 |

ROUTING

On 355° bearing from LNE to D5.5 ILNT, turn RIGHT, intercept TZO R-269 inbound to TZO.

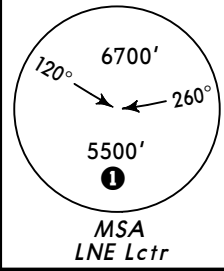
LIML/LIN  
LINATE

JEPPESEN  
7 NOV 14 20-3K Eff 13 Nov

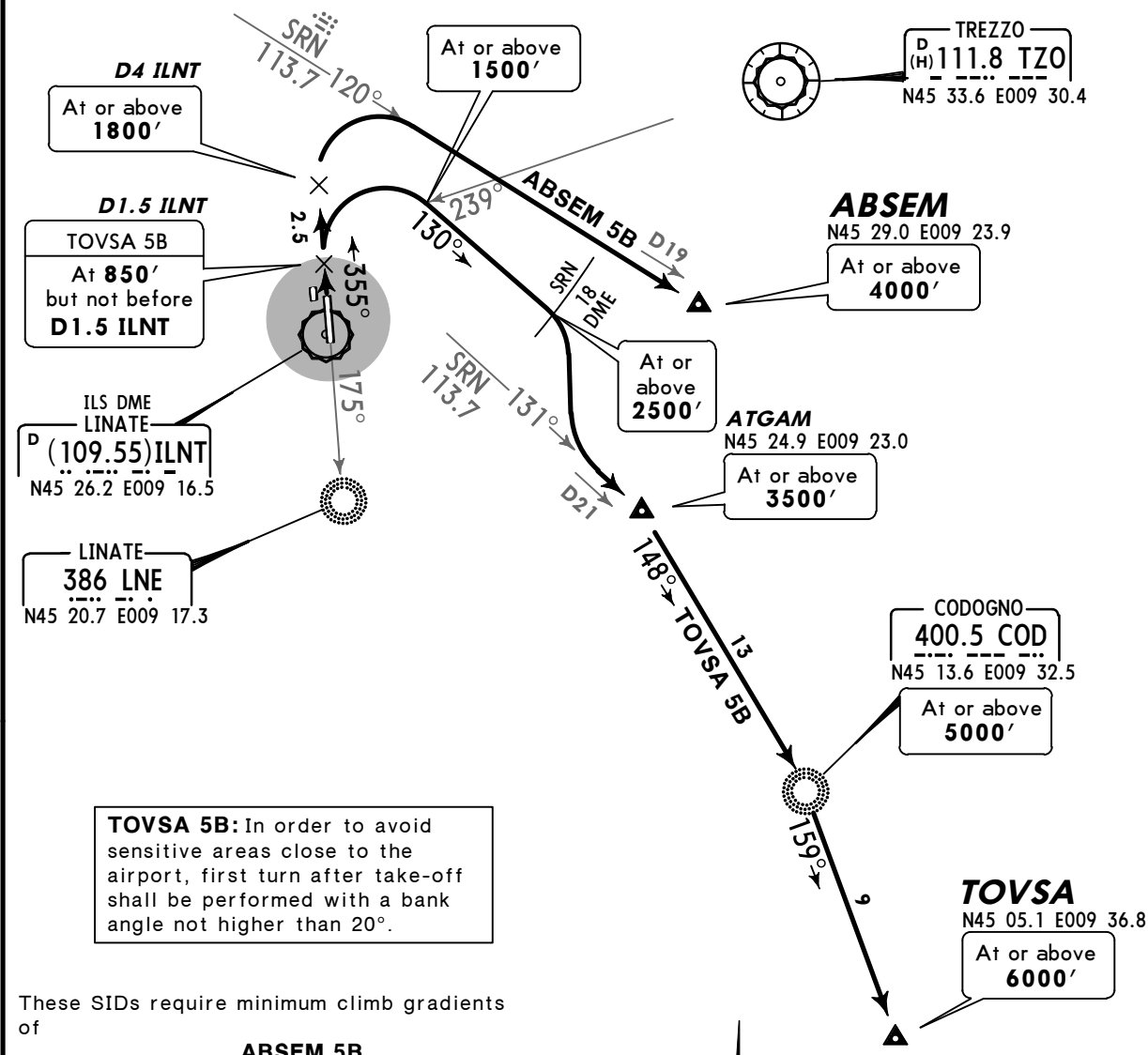
MILAN, ITALY  
SID

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

ABSEM 5B [ABSE5B]  
TOVSA 5B [TOVS5B]  
RWY 36 DEPARTURES  
TO BE PLANNED WHEN LIN UNSERVICEABLE



① 2600' within 15 NM



These SIDs require minimum climb gradients of

**ABSEM 5B**  
486' per NM (8%) until D4 ILNT.  
**TOVSA 5B**  
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                                                                                                                                                                                                                         |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ABSEM 5B | On 355° bearing from LNE to D4 ILNT, turn RIGHT, intercept SRN R-120 to ABSEM.                                                                                                                                                  |
| TOVSA 5B | Climb on 355° bearing from LNE, at 850', but not before D1.5 ILNT turn RIGHT, 130° track to SRN 18 DME, turn RIGHT, intercept SRN R-131 to ATGAM, turn RIGHT, intercept 148° bearing to COD, turn RIGHT, 159° bearing to TOVSA. |

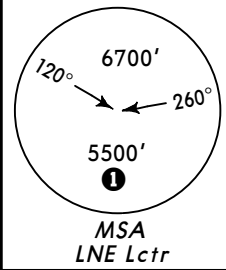
LIML/LIN  
LINATE

JEPPESEN  
7 NOV 14 (20-3L) Eff 13 Nov

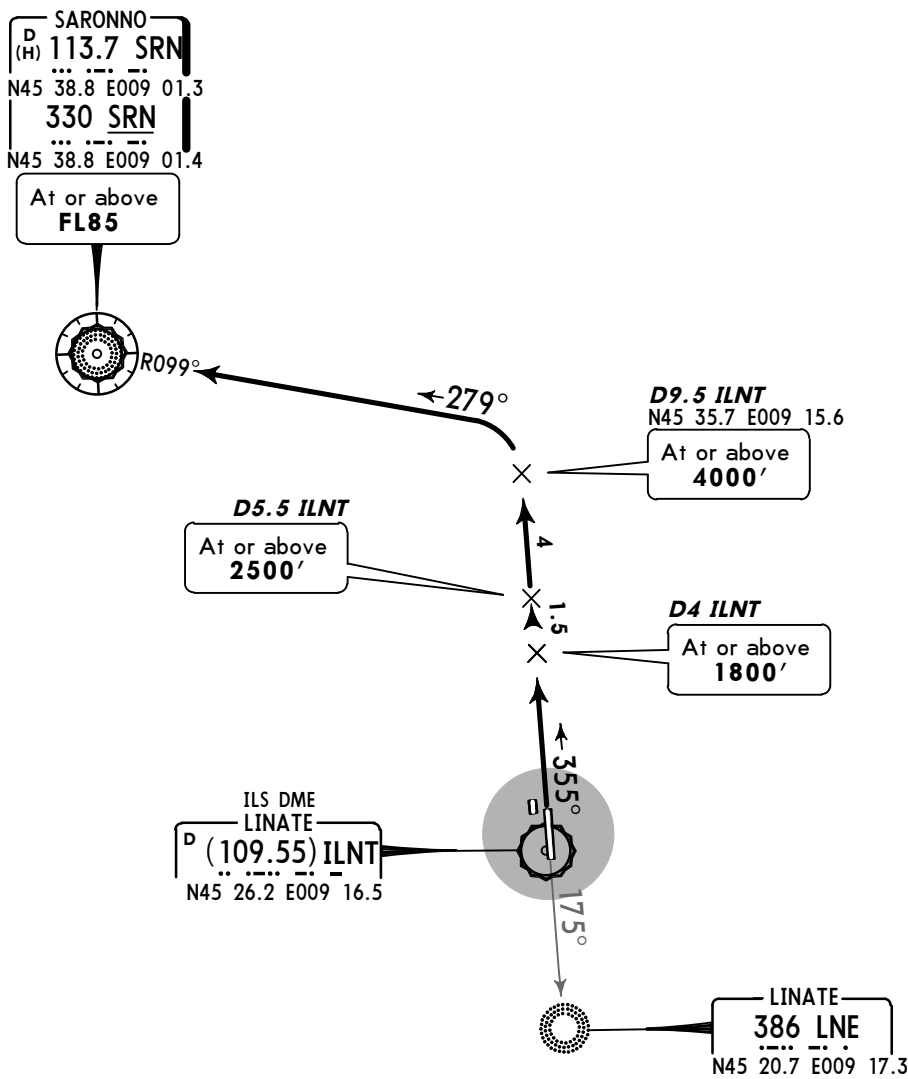
MILAN, ITALY  
SID

|                        |                  |                                                                                                                                                                |
|------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| MILAN Radar<br>134.175 | Apt Elev<br>353' | Trans level: By ATC    Trans alt: 6000'<br>SIDs are also noise abatement routings. Strict adherence<br>within the limits of aircraft performance is necessary. |
|------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|

SRN 5Z  
RWY 36 DEPARTURE  
TO BE PLANNED WHEN LIN UNSERVICEABLE



① 2600' within 15 NM



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.

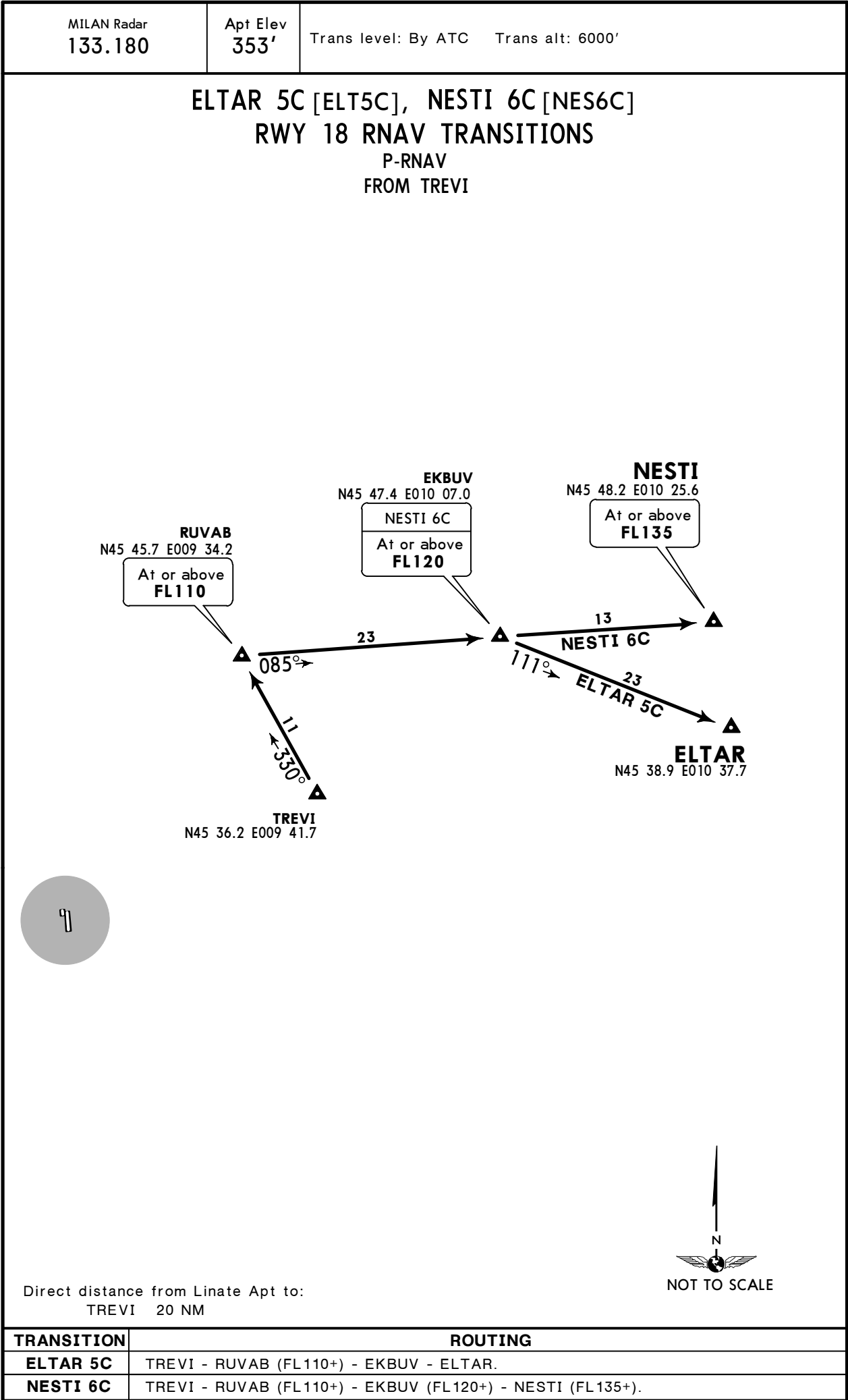


Trans level: By ATC      Trans alt: 6000'

LIML/LIN  
LINATE

JEPPESSEN  
30 OCT 15 (20-3N)

MILAN, ITALY  
RNAV TRANSITION



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|                                               |                         |                                         |
|-----------------------------------------------|-------------------------|-----------------------------------------|
| MILAN Radar                                   | Apt Elev<br><b>353'</b> | Trans level: By ATC    Trans alt: 6000' |
| (RWY 18)   (RWY 36)<br><b>133.180   126.3</b> |                         |                                         |

**DEVOX 5B [DEV5B] , GEN 5Q**  
**RWYS 18, 36 RNAV TRANSITIONS**  
 P-RNAV  
**GEN 5V**  
**RWYS 18, 36 TRANSITION**  
 CONVENTIONAL/P-RNAV  
 FROM TOVSA

Direct distance from Linate Apt to:  
TOVSA 26 NM

| TRANSITION                | ROUTING                                |
|---------------------------|----------------------------------------|
| <b>DEVOX 5B</b><br>By ATC | TOVSA - ML401 (FL100+) - DEVOX.        |
| <b>GEN 5Q</b>             | TOVSA - APRIV (FL100+) - GEN.          |
| <b>GEN 5V</b><br>By ATC   | On GEN R-029 inbound via ML402 to GEN. |

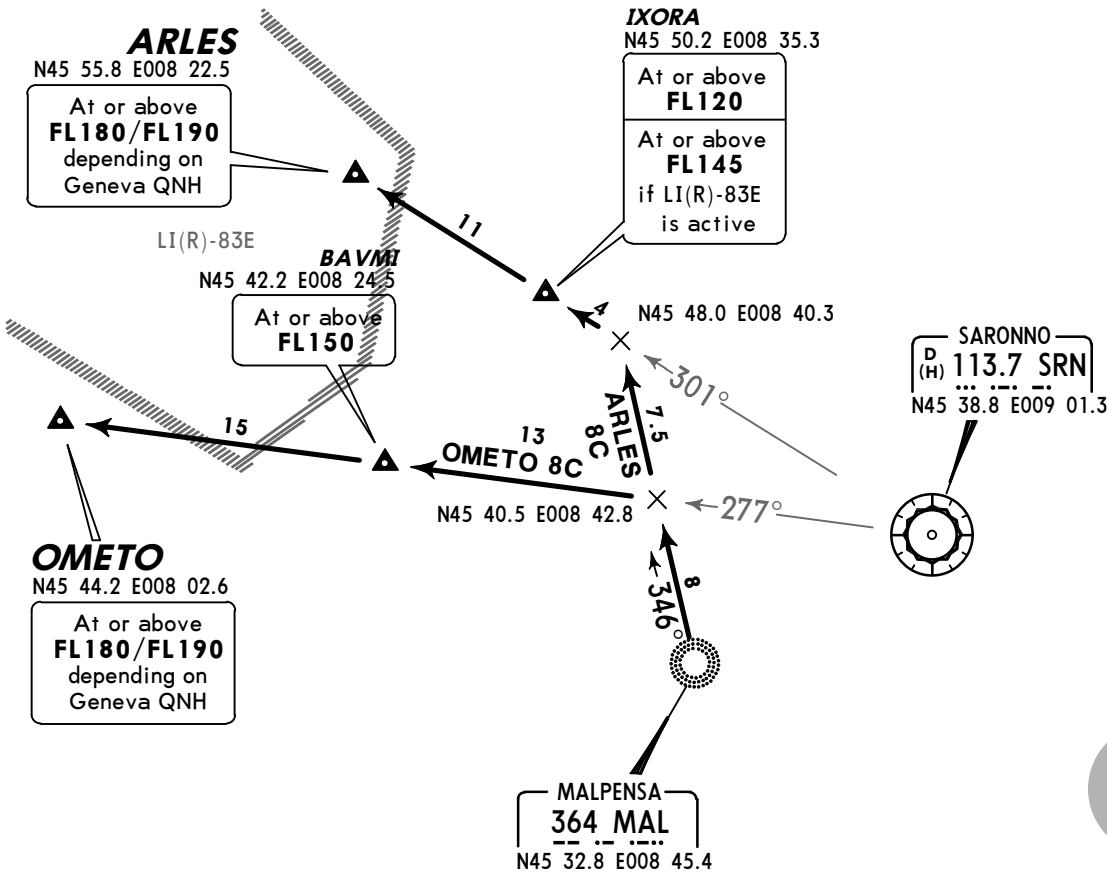
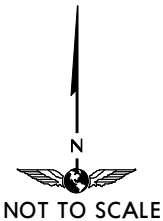
LIML/LIN  
Linate

12 DEC 14 **20-3S**

MILAN, ITALY  
**TRANSITION**

|                       |                  |                                         |
|-----------------------|------------------|-----------------------------------------|
| MILAN Radar<br>126.75 | Apt Elev<br>353' | Trans level: By ATC    Trans alt: 6000' |
|-----------------------|------------------|-----------------------------------------|

ARLES 8C [ARL8C]  
OMETO 8C [OME8C]  
RWY 18 TRANSITIONS  
FROM MAL



Direct distance from Linate Apt to:  
MAL 23 NM

| TRANSITION      | ROUTING                                                         |
|-----------------|-----------------------------------------------------------------|
| <b>ARLES 8C</b> | At MAL on 346° bearing, intercept SRN R-301 via IXORA to ARLES. |
| <b>OMETO 8C</b> | At MAL on 346° bearing, intercept SRN R-277 via BAVMI to OMETO. |

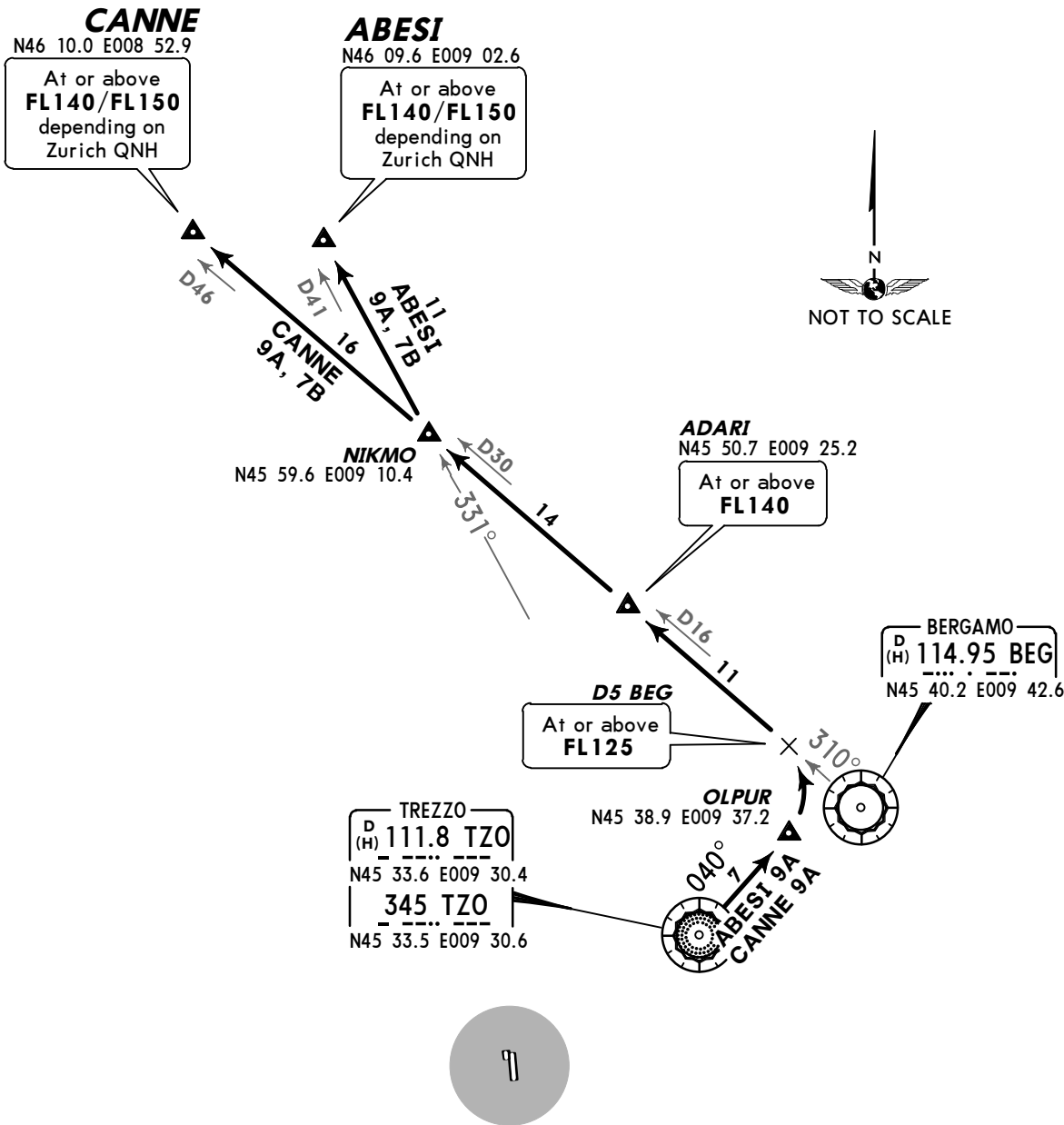
LIML/LIN  
Linate

JEPPESSEN  
12 DEC 14 (20-3T)

MILAN, ITALY  
TRANSITION

|                       |                  |                                         |
|-----------------------|------------------|-----------------------------------------|
| MILAN Radar<br>126.75 | Apt Elev<br>353' | Trans level: By ATC    Trans alt: 6000' |
|-----------------------|------------------|-----------------------------------------|

ABESI 9A [ABE9A], ABESI 7B [ABE7B]  
CANNE 9A [CAN9A], CANNE 7B [CAN7B]  
RWY 36 TRANSITIONS  
FROM NIKMO & TZO



Direct distance from Linate Apt to:  
TZO 12 NM

| TRANSITION                                               | ROUTING                                                                                                               |
|----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| <b>ABESI 9A</b><br>By ATC<br>TURBO PROP OR NON RNAV ONLY | At TZO proceed to OLPUR, turn LEFT, intercept BEG R-310 via ADARI to NIKMO, turn RIGHT, intercept TZO R-331 to ABESI. |
| <b>ABESI 7B</b>                                          | At NIKMO proceed to ABESI.                                                                                            |
| <b>CANNE 9A</b><br>By ATC<br>TURBO PROP OR NON RNAV ONLY | At TZO proceed to OLPUR, turn LEFT, intercept BEG R-310 via ADARI and NIKMO to CANNE.                                 |
| <b>CANNE 7B</b>                                          | At NIKMO proceed to CANNE.                                                                                            |

LIML/LIN  
LINATE

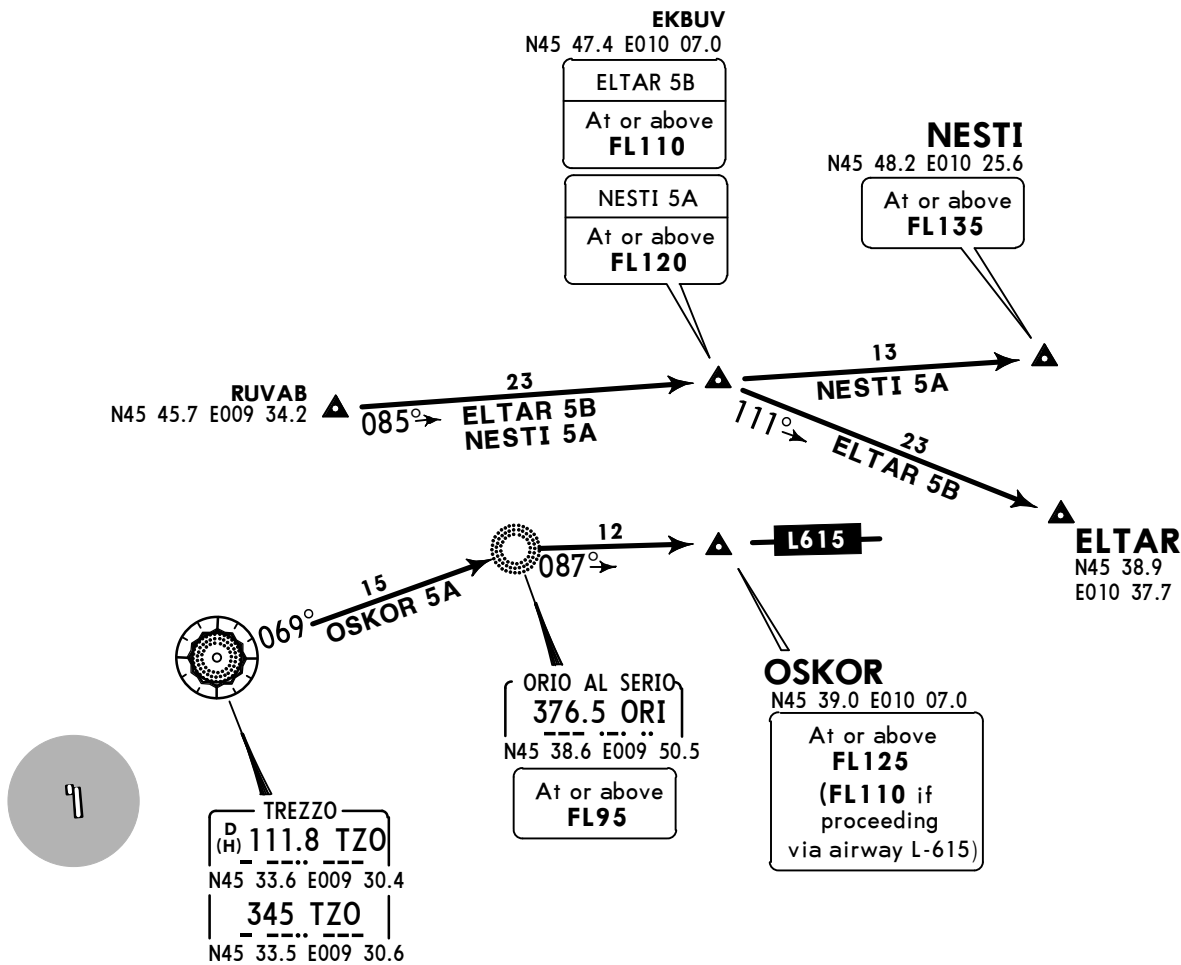
JEPPESSEN  
22 MAY 15 (20-3U) Eff 28 May

MILAN, ITALY  
TRANSITION

|                       |                  |                                         |
|-----------------------|------------------|-----------------------------------------|
| MILAN Radar<br>126.75 | Apt Elev<br>353' | Trans level: By ATC    Trans alt: 6000' |
|-----------------------|------------------|-----------------------------------------|

ELTAR 5B [ELT5B], NESTI 5A [NES5A]  
RWY 36 RNAV TRANSITIONS  
P-RNAV

OSKOR 5A [OSK5A]  
RWY 36 TRANSITION  
FROM RUVAB & TZO



Direct distance from Linate Apt to:  
RUVAB 22 NM  
TZO 12 NM

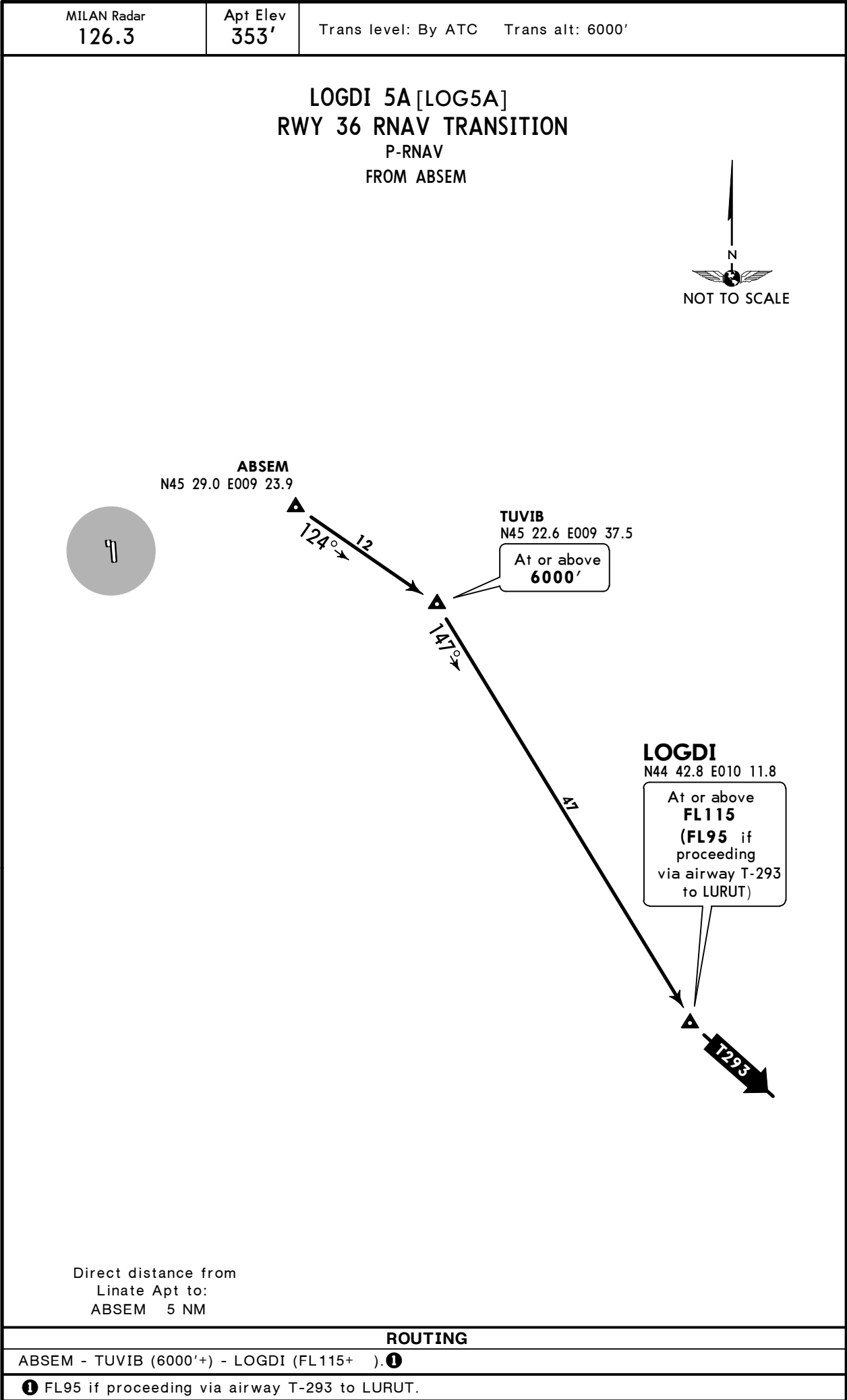


| TRANSITION                                        | ROUTING                                  |
|---------------------------------------------------|------------------------------------------|
| ELTAR 5B                                          | RUVAB - EKBUV (FL110+) - ELTAR.          |
| NESTI 5A                                          | RUVAB - EKBUV (FL120+) - NESTI (FL135+). |
| OSKOR 5A<br>By ATC<br>TURBO PROP OR NON RNAV ONLY | At TZO proceed to ORI - OSKOR.           |

LIML/LIN  
LINATE

JEPPESSEN  
22 MAY 15 (20-3V) Eff 28 May

MILAN, ITALY  
RNAV TRANSITION





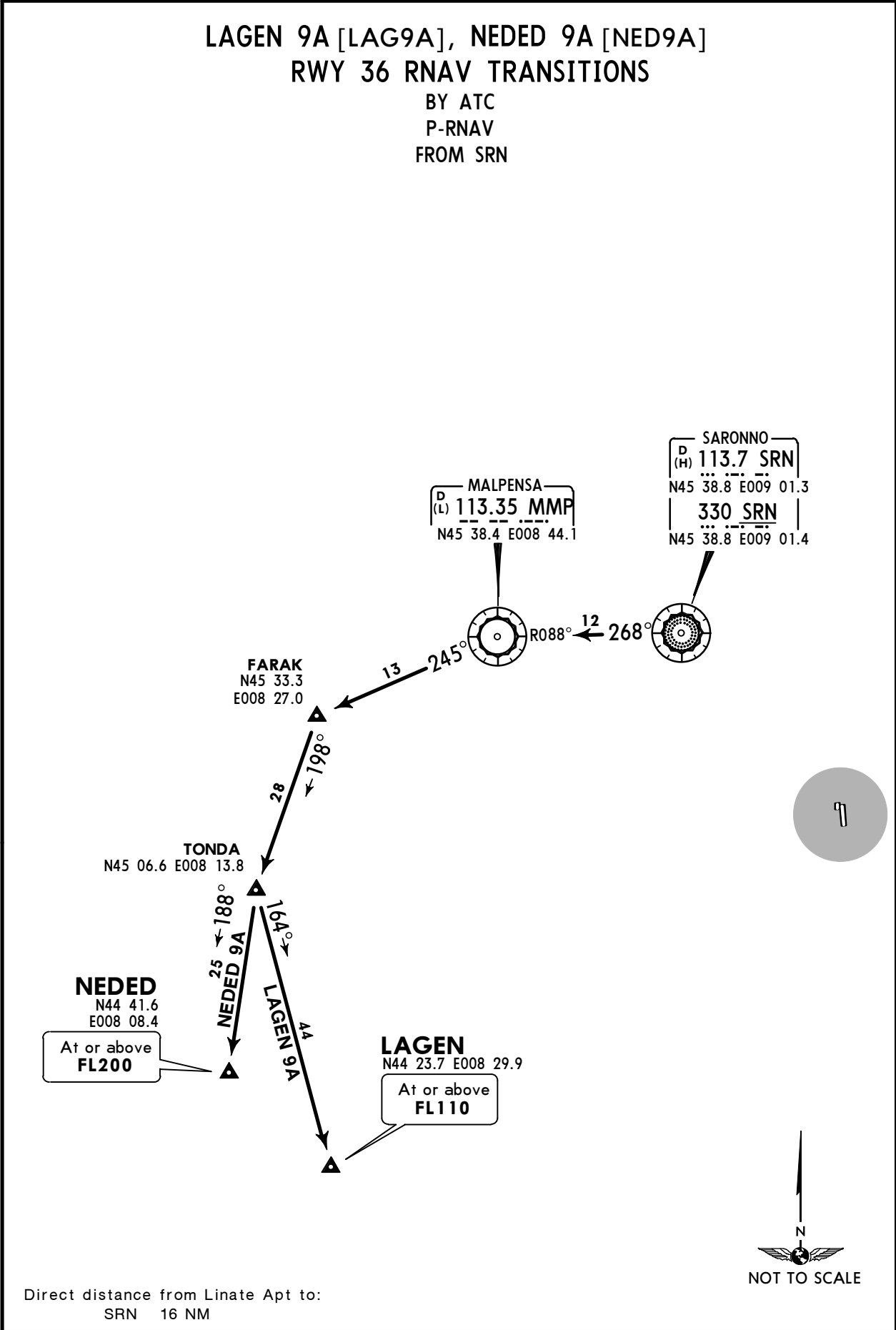
LIML/LIN  
LINATE

JEPPESEN  
22 MAY 15 **20-3W** Eff 28 May

MILAN, ITALY  
**TRANSITION**

|                        |                  |                                         |
|------------------------|------------------|-----------------------------------------|
| MILAN Radar<br>134.175 | Apt Elev<br>353' | Trans level: By ATC    Trans alt: 6000' |
|------------------------|------------------|-----------------------------------------|

LAGEN 9A [LAG9A], NEDED 9A [NED9A]  
RWY 36 RNAV TRANSITIONS  
BY ATC  
P-RNAV  
FROM SRN



| TRANSITION | ROUTING                                     |
|------------|---------------------------------------------|
| LAGEN 9A   | SRN - MMP - FARAK - TONDA - LAGEN (FL110+). |
| NEDED 9A   | SRN - MMP - FARAK - TONDA - NEDED (FL200).  |

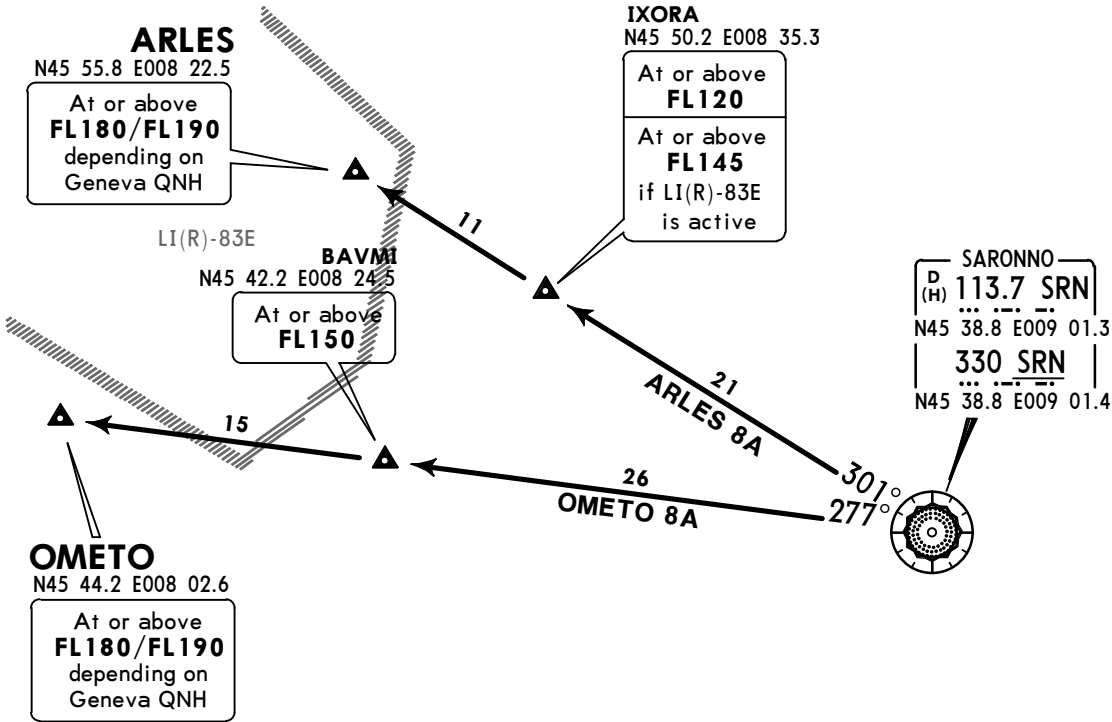
LIML/LIN  
LINATE

JEPPESEN  
22 MAY 15 (20-3X) Eff 28 May

MILAN, ITALY  
TRANSITION

|                        |                  |                                         |
|------------------------|------------------|-----------------------------------------|
| MILAN Radar<br>134.175 | Apt Elev<br>353' | Trans level: By ATC    Trans alt: 6000' |
|------------------------|------------------|-----------------------------------------|

ARLES 8A [ARL8A]  
OMETO 8A [OME8A]  
RWY 36 TRANSITIONS  
FROM SRN



Direct distance from Linate Apt to:  
SRN 16 NM

| TRANSITION | ROUTING                            |
|------------|------------------------------------|
| ARLES 8A   | At SRN proceed via IXORA to ARLES. |
| OMETO 8A   | At SRN proceed via BAVMI to OMETO. |

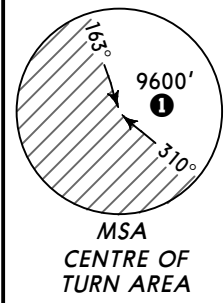
LIML/LIN  
LINATE

JEPPESEN  
7 NOV 14 (20-3X1) Eff 13 Nov

MILAN, ITALY  
DEPARTURE

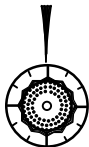
|                               |                      |                              |                  |                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------------|----------------------|------------------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| MILAN Radar                   |                      |                              | Apt Elev<br>353' | Trans level: By ATC    Trans alt: 6000'<br>1. Centre of Turn Area: N45 26.4 E009 16.7.<br>2. Before take-off pilot shall report to the controller the expected manoeuvre after reaching the turn altitude.<br>3. To be used only on pilot request in case of bad weather conditions preventing the use of the prescribed noise abatement departure routes. |
| (via<br>ABSEM/TOVSA)<br>126.3 | (via SRN)<br>134.175 | (via<br>TZO/NIKMO)<br>126.75 |                  |                                                                                                                                                                                                                                                                                                                                                            |

RWY 36 OMNIDIRECTIONAL DEPARTURE AREA



① 3000' within 14 NM

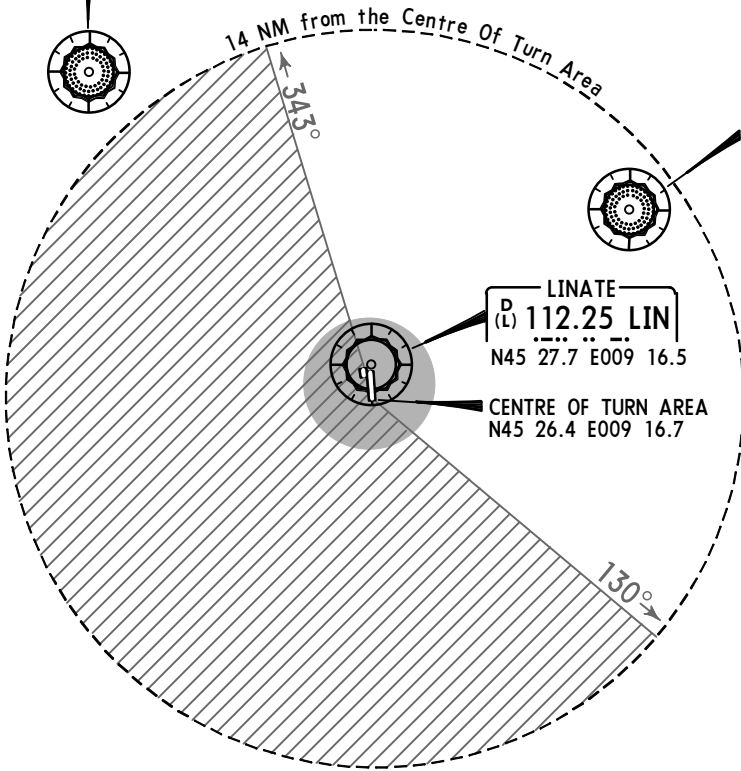
SARONNO  
D (H) 113.7 SRN  
N45 38.8 E009 01.3  
330 SRN  
N45 38.8 E009 01.4



TREZZO  
D (H) 111.8 TZO  
N45 33.6 E009 30.4  
345 TZO  
N45 33.5 E009 30.6



LINATE  
D (L) 112.25 LIN  
N45 27.7 E009 16.5  
CENTRE OF TURN AREA  
N45 26.4 E009 16.7



This SID requires a minimum climb gradient  
of  
370' per NM (6.1%)

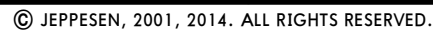
|              |     |     |     |      |      |      |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
| 370' per NM  | 463 | 617 | 925 | 1233 | 1542 | 1850 |



Initial climb clearance 5000'

ROUTING

Climb on runway heading to 850', turn at own discretion remaining in the sector between 343° and 130°. When reaching 3000', EXPECT RADAR vectoring from Milan ACC according to the planning.



LIML/LIN

MILAN, ITALY  
LINATE

| ADDITIONAL RUNWAY INFORMATION                                                                                                                   |                                                     |                    |             |          |       |
|-------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|--------------------|-------------|----------|-------|
| RWY                                                                                                                                             |                                                     | USABLE LENGTHS     |             | TAKE-OFF | WIDTH |
|                                                                                                                                                 |                                                     | — LANDING BEYOND — |             |          |       |
|                                                                                                                                                 |                                                     | Threshold          | Glide Slope |          |       |
| 17                                                                                                                                              | ① 35                                                | NA                 |             |          | 72'   |
|                                                                                                                                                 |                                                     |                    |             |          | 22m   |
|                                                                                                                                                 |                                                     |                    |             |          |       |
| ① Runway to be used with PPO.                                                                                                                   |                                                     |                    |             |          |       |
| 18                                                                                                                                              | HIRL(60m) CL(15m) HIALS REIL PAPI(3.0°) ② RVR       |                    |             | ③        | 197'  |
| 36                                                                                                                                              | HIRL(60m) CL(15m) HIALS-II SFL TDZ PAPI(3.0°) ② RVR |                    | 7050' 2149m |          | 60m   |
| ② PAPI rwy 18/36: Obstacles affecting obstacle protection surface are compatible with operations of acft with eye-to-wheel height up to 30'/9m. |                                                     |                    |             |          |       |
| ③ TAKE-OFF RUN AVAILABLE                                                                                                                        |                                                     |                    |             |          |       |
| RWY 18:                                                                                                                                         |                                                     |                    |             |          |       |
| From rwy head 8012'(2442m)                                                                                                                      |                                                     |                    |             |          |       |
| twy G int 6562'(2000m)                                                                                                                          |                                                     |                    |             |          |       |

| Standard TAKE-OFF ①                                                                            |                          |                        |         |                       |                       |
|------------------------------------------------------------------------------------------------|--------------------------|------------------------|---------|-----------------------|-----------------------|
|                                                                                                | LVP must be in Force     |                        |         |                       |                       |
|                                                                                                | Approved Operators       |                        |         |                       |                       |
|                                                                                                | HIRL, CL & mult. RVR req | RL, CL & mult. RVR req | RL & CL | RCLM (DAY only) or RL | RCLM (DAY only) or RL |
| A                                                                                              |                          |                        |         |                       | NIL (DAY only)        |
| B                                                                                              | 125m                     | 150m                   | 200m    | 250m                  | 400m                  |
| C                                                                                              |                          |                        |         |                       |                       |
| D                                                                                              | 150m                     | 200m                   | 250m    | 300m                  | 500m                  |
| ① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m. |                          |                        |         |                       |                       |

**LIML/LIN**

**LINATE**

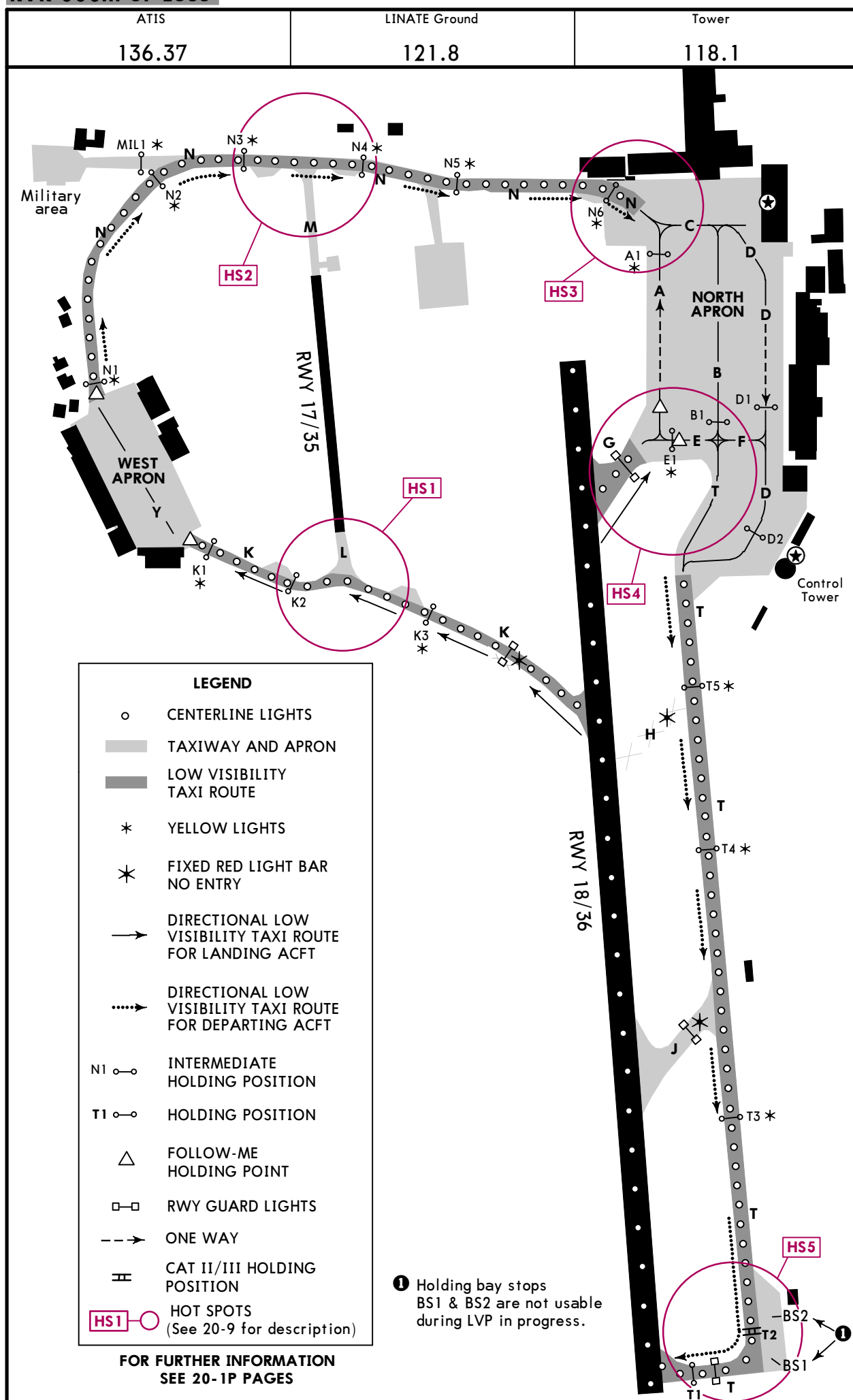
**RVR 550m or Less**

**JEPPESSEN**

4 SEP 15 **(20-9B)**

**MILAN, ITALY**

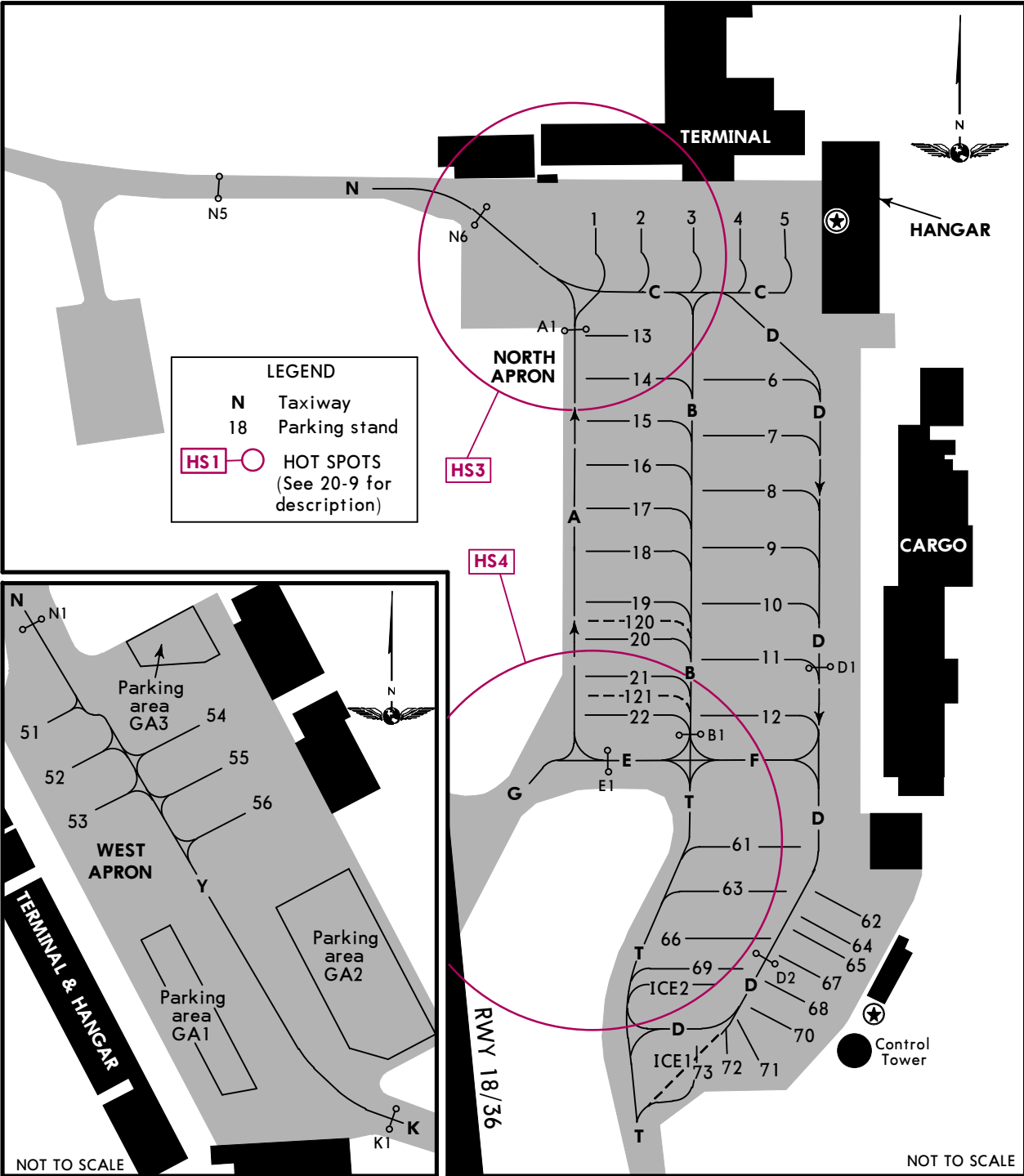
**LOW VISIBILITY TAXI ROUTES**



LIML/LIN

JEPPesen  
4 SEP 15 20-9C

MILAN, ITALY  
LINATE



| 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 | ICE1, 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 |            |                    |

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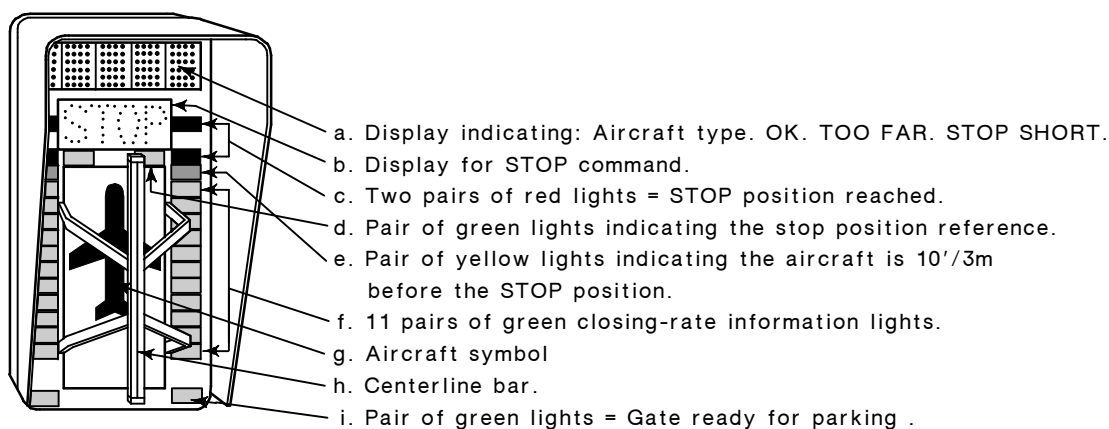
JEPPesen  
27 OCT 06 20-9D

MILAN, ITALY  
LINATE

## 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.**

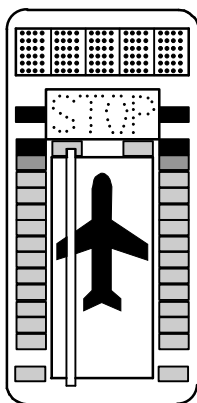


### B. ACTIVATED SYSTEM

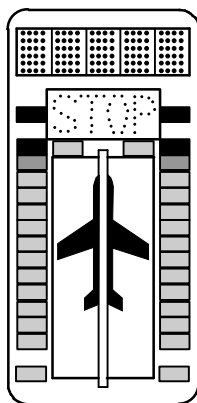
- The system is ready for use when:
  - the bottom pair of green lights are blinking
  - the aircraft type is shown (blinking) on the upper information block
  - the stopbarlights are shown
- The pilot should be aware that the correct type of aircraft is shown before using the system.

### C. CENTERLINE GUIDANCE

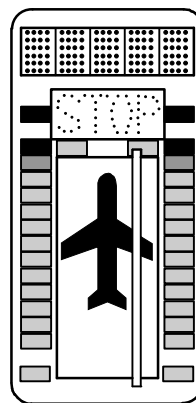
Centerline guidance is obtained by means of an illuminated bar in front of an aircraft symbol. The aircraft is on centerline when bar and symbol overlap each other.



TURN LEFT



ON CENTERLINE



TURN RIGHT



LIML/LIN

**JAA COPTER MINIMUMS**  
**MILAN, ITALY**  
LINATE

| 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<br>LTS, CL &<br>RVR info | RL, FATO<br>LTS & RCLM | Unlit/unmarked<br>defined<br>RWY/FATO | Nil Facilities<br>DAY | Nil Facilities<br>NIGHT |
| 150m                              | 200m                   | 200m                                  | 250m ❺                | 800m                    |

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

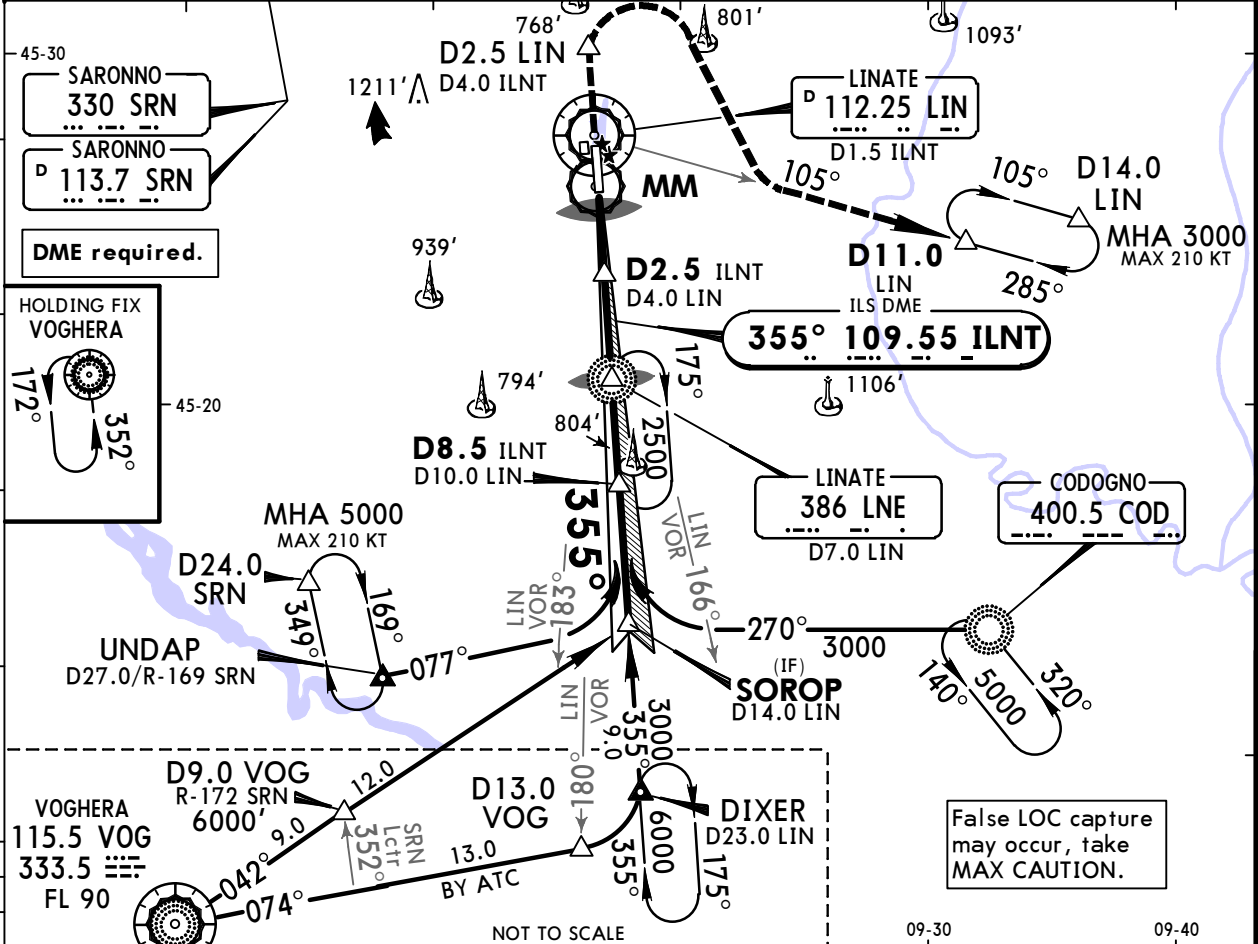
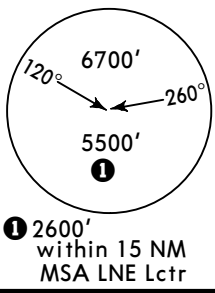
LIML/LIN  
LINATE

JEPPESSEN

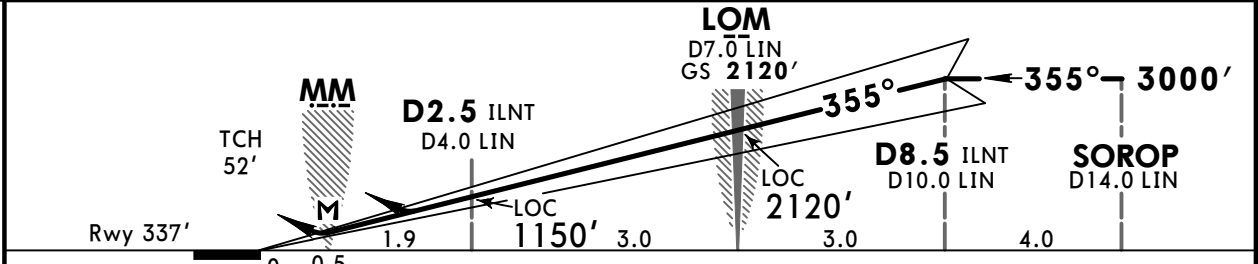
MILAN, ITALY  
ILS Z Rwy 36

18 SEP 15 (21-1)

|                                                                                                                                                                            |                                                    |                            |                             |                       |                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|----------------------------|-----------------------------|-----------------------|-----------------|
| ATIS<br>136.375                                                                                                                                                            | MILAN Radar (APP)<br>126.3 126.750 133.180 134.175 |                            |                             | LINATE Tower<br>118.1 | Ground<br>121.8 |
| LOC<br>ILNT<br>109.55                                                                                                                                                      | Final<br>Apch Crs<br>355°                          | GS<br>LOM<br>2120' (1783') | ILS<br>DA(H)<br>537' (200') | Apt Elev<br>353'      | Rwy<br>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'      |                 |



| 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' |



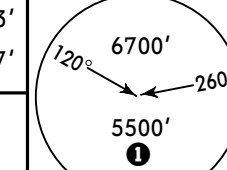
|                                |       |     |     |     |     |     |     |  |  |
|--------------------------------|-------|-----|-----|-----|-----|-----|-----|--|--|
| Gnd speed-Kts                  | 70    | 90  | 100 | 120 | 140 | 160 |     |  |  |
| ILS GS or<br>LOC Descent Angle | 3.00° | 372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

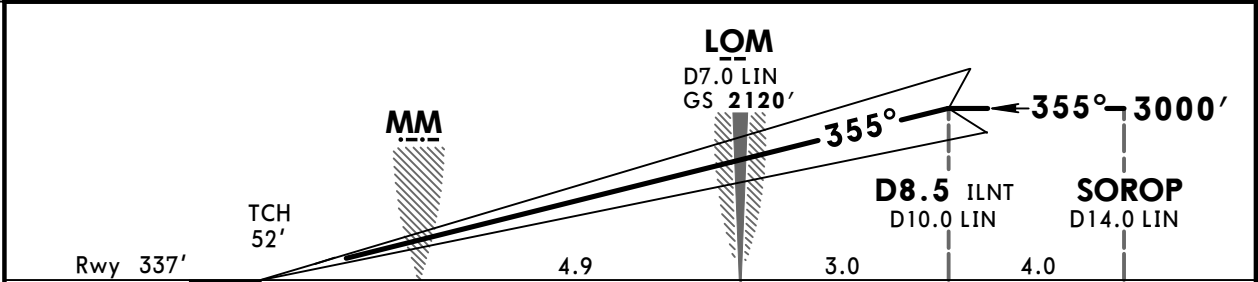
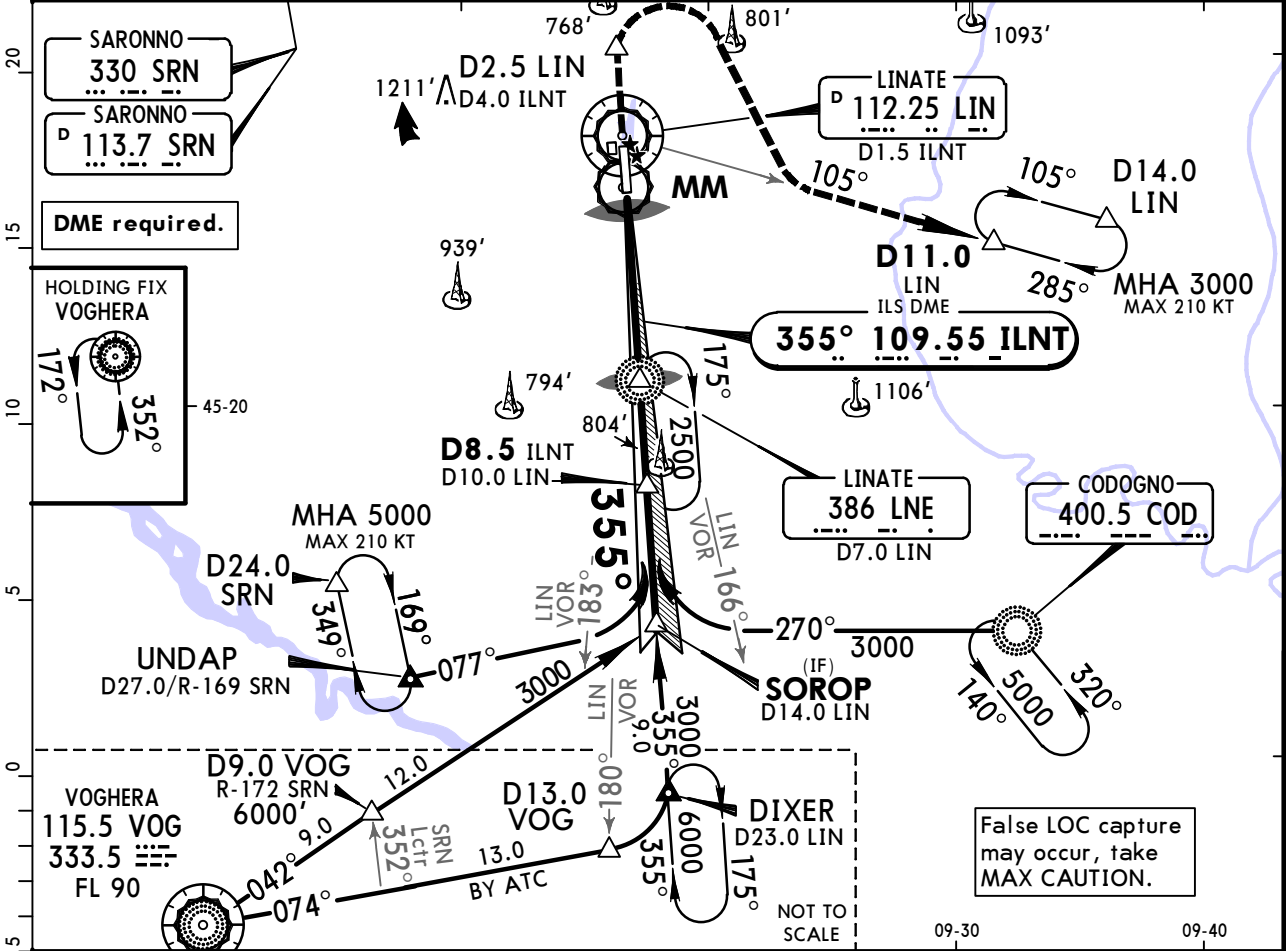
| STRAIGHT-IN LANDING RWY 36 |          |                                   |           |           | CIRCLE-TO-LAND<br>Not authorized<br>West of runway |                    |
|----------------------------|----------|-----------------------------------|-----------|-----------|----------------------------------------------------|--------------------|
| ILS<br>DA(H) 537' (200')   |          | LOC (GS out)<br>DA(H) 760' (423') |           |           |                                                    |                    |
| FULL                       |          | Limited                           | ALS out   | ALS out   | Max Kts                                            | MDA(H) VIS         |
| A                          | RVR 550m | RVR 750m                          | RVR 1200m | RVR 1300m | 100                                                | 850' (497') 1500m  |
|                            |          |                                   |           |           | 135                                                | 900' (547') 1600m  |
|                            |          |                                   |           |           | 180                                                | 1200' (847') 2400m |
|                            |          |                                   |           |           | 205                                                | 1200' (847') 3600m |

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LINATE

JEPPESSEN  
18 SEP 15 (21-1A)

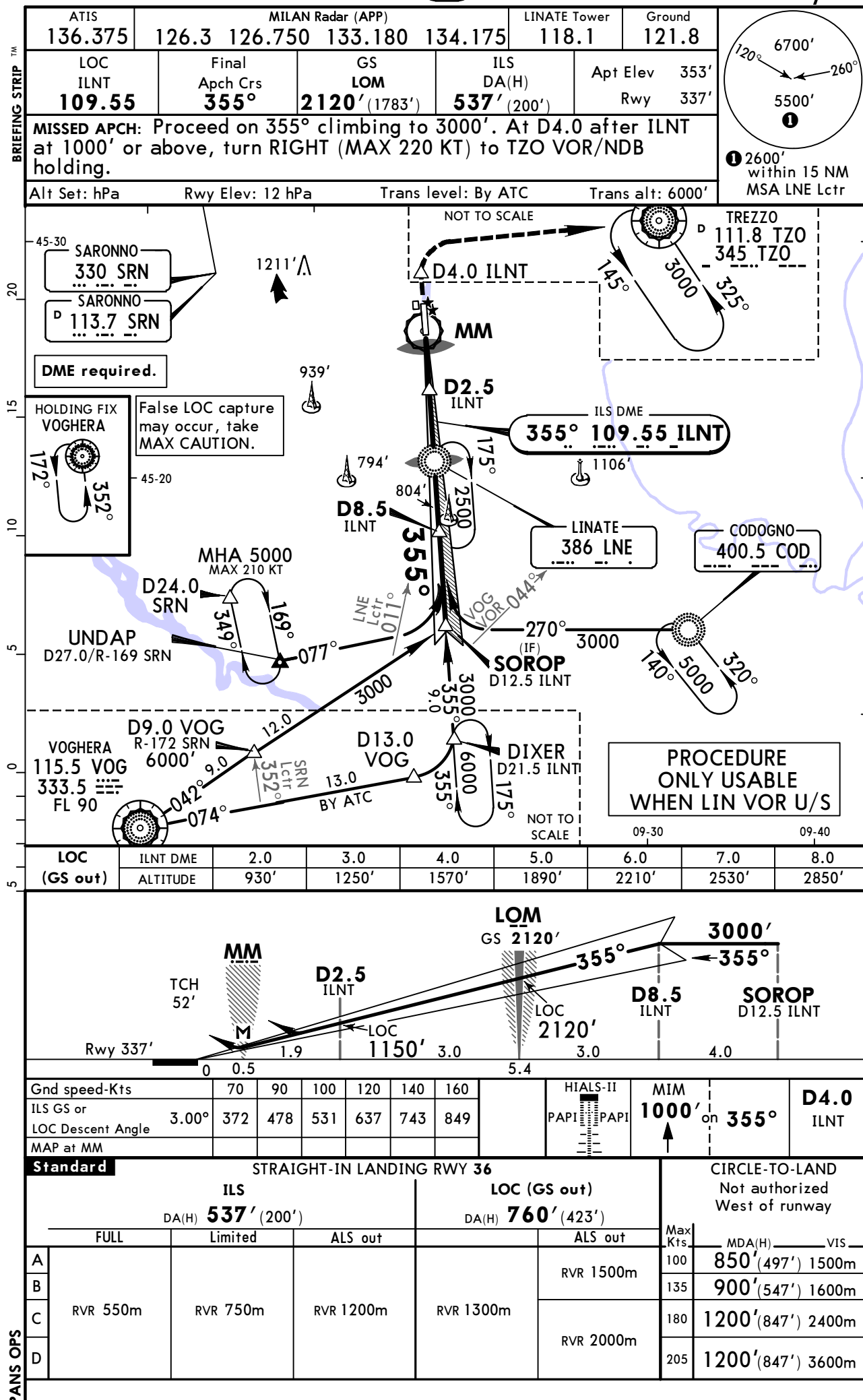
MILAN, ITALY  
CAT II/III ILS Z Rwy 36

|                                                                                                                                                                                   |  |                                                    |  |                            |  |                                              |  |                                                                                     |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------|--|----------------------------|--|----------------------------------------------|--|-------------------------------------------------------------------------------------|--|
| ATIS<br>136.375                                                                                                                                                                   |  | MILAN Radar (APP)<br>126.3 126.750 133.180 134.175 |  |                            |  | LINATE Tower<br>118.1                        |  | Ground<br>121.8                                                                     |  |
| LOC<br>ILNT<br>109.55                                                                                                                                                             |  | Final<br>Apch Crs<br>355°                          |  | GS<br>LOM<br>2120' (1783') |  | CAT II &<br>IIIA ILS<br>Refer to<br>Minimums |  | Apt Elev 353'<br>Rwy 337'                                                           |  |
| <b>MISSED APCH:</b> 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.                                                                                                                                    |  |                                                    |  |                            |  |                                              |  |                                                                                     |  |



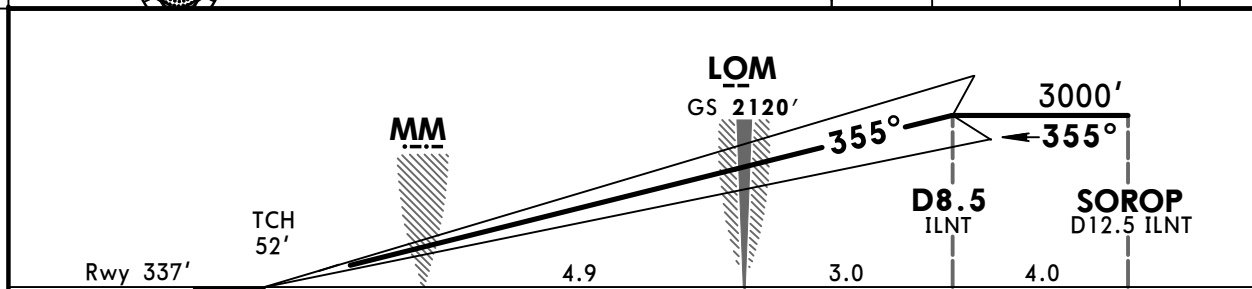
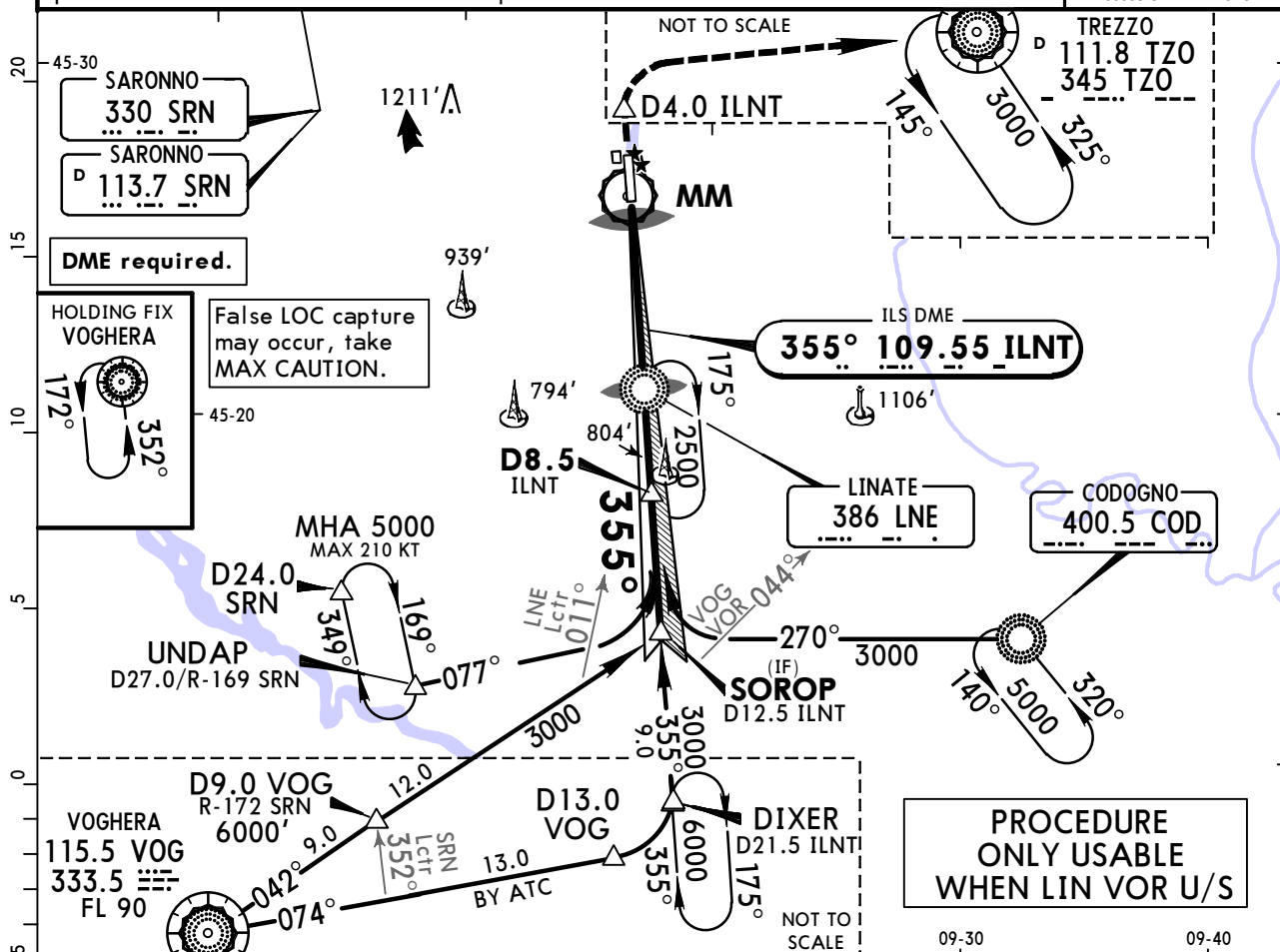
|               |       |     |     |     |     |     |                       |  |                      |             |
|---------------|-------|-----|-----|-----|-----|-----|-----------------------|--|----------------------|-------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II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

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

**LIML/LIN**  
**LINATE**
**JEPPESSEN**  
 18 SEP 15 **(21-2)**
**MILAN, ITALY**  
**ILS Y Rwy 36**


**LIML/LIN**  
**LINATE**
**JEPPESSEN**  
 18 SEP 15 **(21-2A)**
**MILAN, ITALY**  
**CAT II/III ILS Y Rwy 36**

|                                                                                                                                              |                                                           |                                   |                                        |
|----------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|-----------------------------------|----------------------------------------|
| ATIS<br><b>136.375</b>                                                                                                                       | MILAN Radar (APP)<br><b>126.3 126.750 133.180 134.175</b> | LINATE Tower<br><b>118.1</b>      | Ground<br><b>121.8</b>                 |
| LOC<br>ILNT<br><b>109.55</b>                                                                                                                 | Final<br>Apch Crs<br><b>355°</b>                          | GS<br>LOM<br><b>2120'</b> (1783') | CAT II & IIIA ILS<br>Refer to Minimums |
| Apt Elev 353'<br>Rwy 337'                                                                                                                    |                                                           |                                   |                                        |
| <b>MISSED APCH:</b> 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.                                                                                               |                                                           |                                   |                                        |



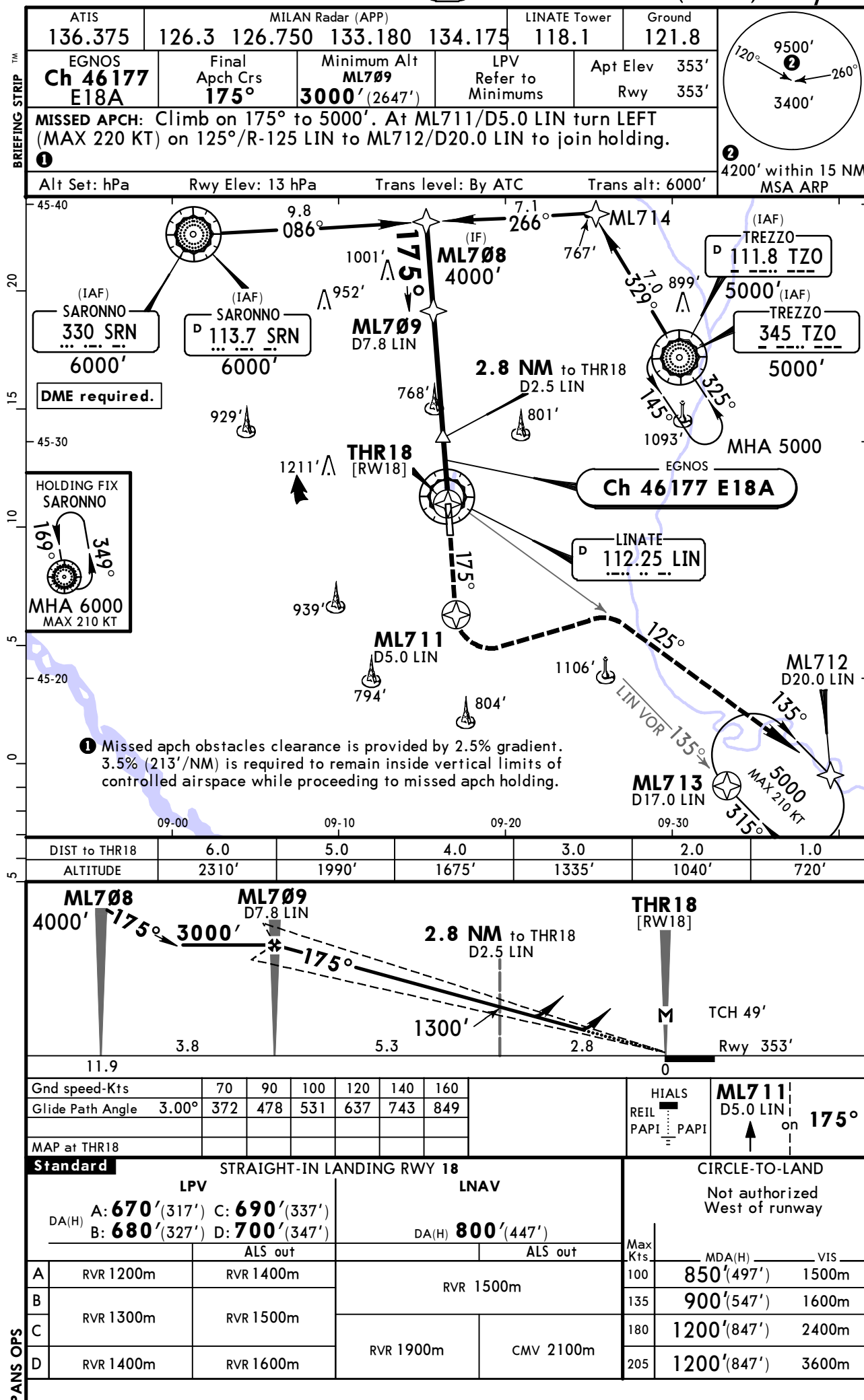
|               |       |     |     |     |     |     |          |               |      |
|---------------|-------|-----|-----|-----|-----|-----|----------|---------------|------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II | MIM           | D4.0 |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 | 849      | 1000' on 355° | ILNT |

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

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

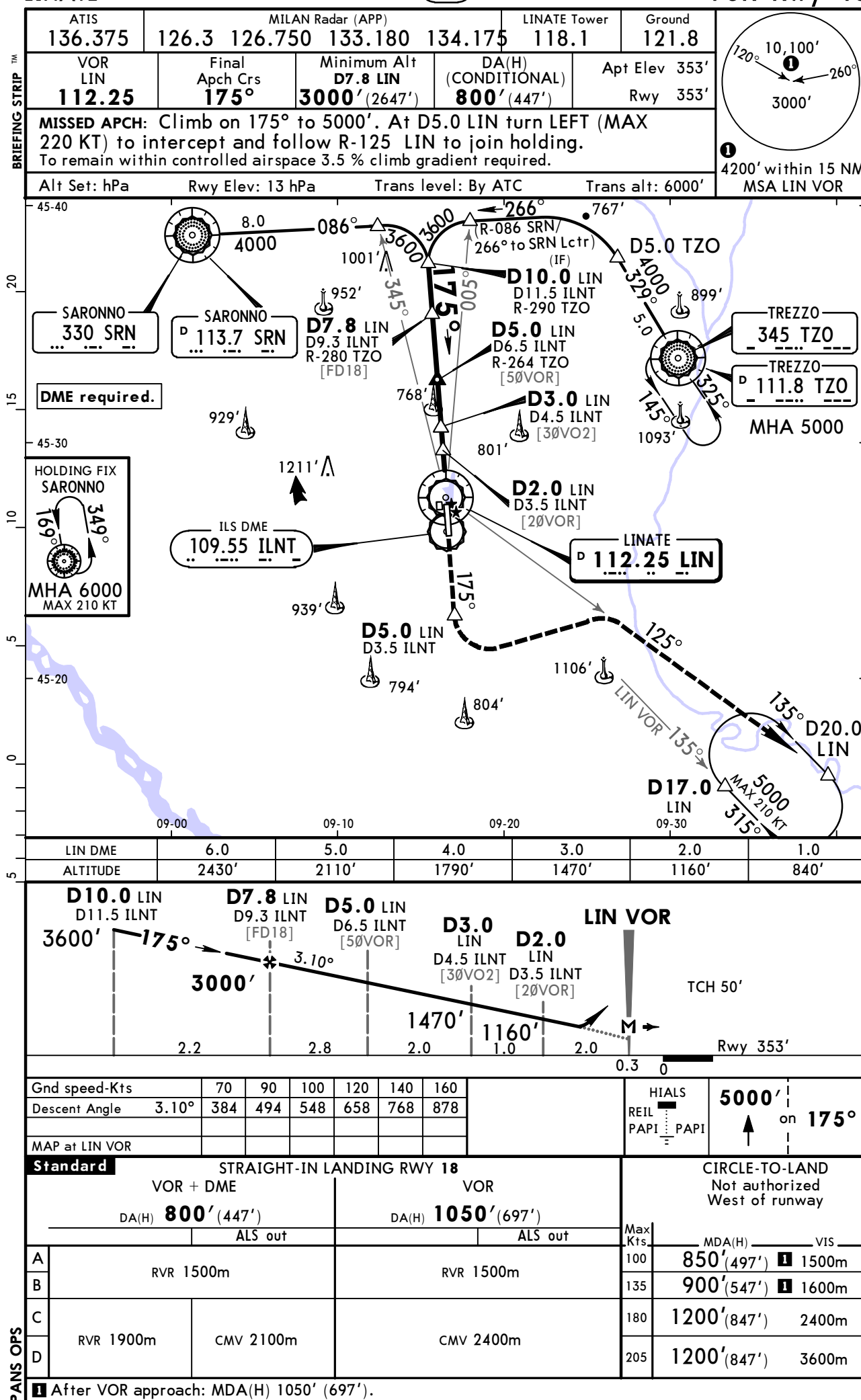
CHANGES: Communications.

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 18 SEP 15 **(22-1)**
**MILAN, ITALY**  
**RNAV (GNSS) Rwy 18**






**LIML/LIN**  
**LINATE**
**JEPPESSEN**  
 18 SEP 15 **(23-1)**
**MILAN, ITALY**  
**VOR Rwy 18**


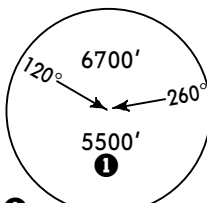


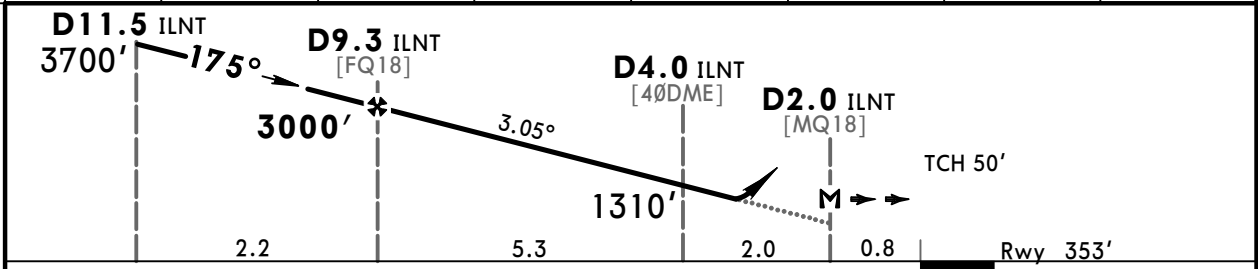
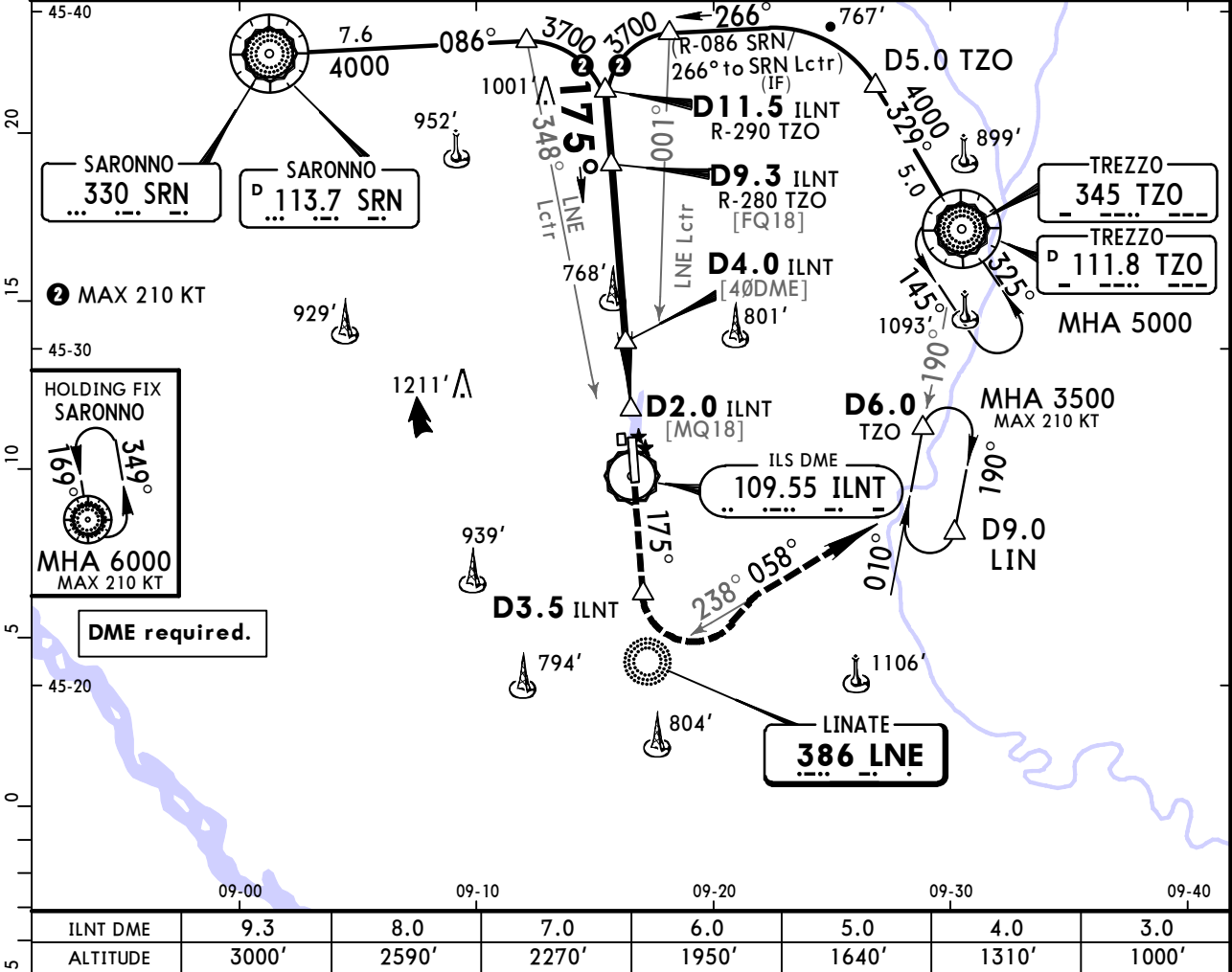


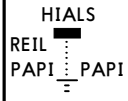
LIML/LIN  
LINATE

JEPPESSEN  
18 SEP 15 (26-1)

MILAN, ITALY  
Lctr Rwy 18

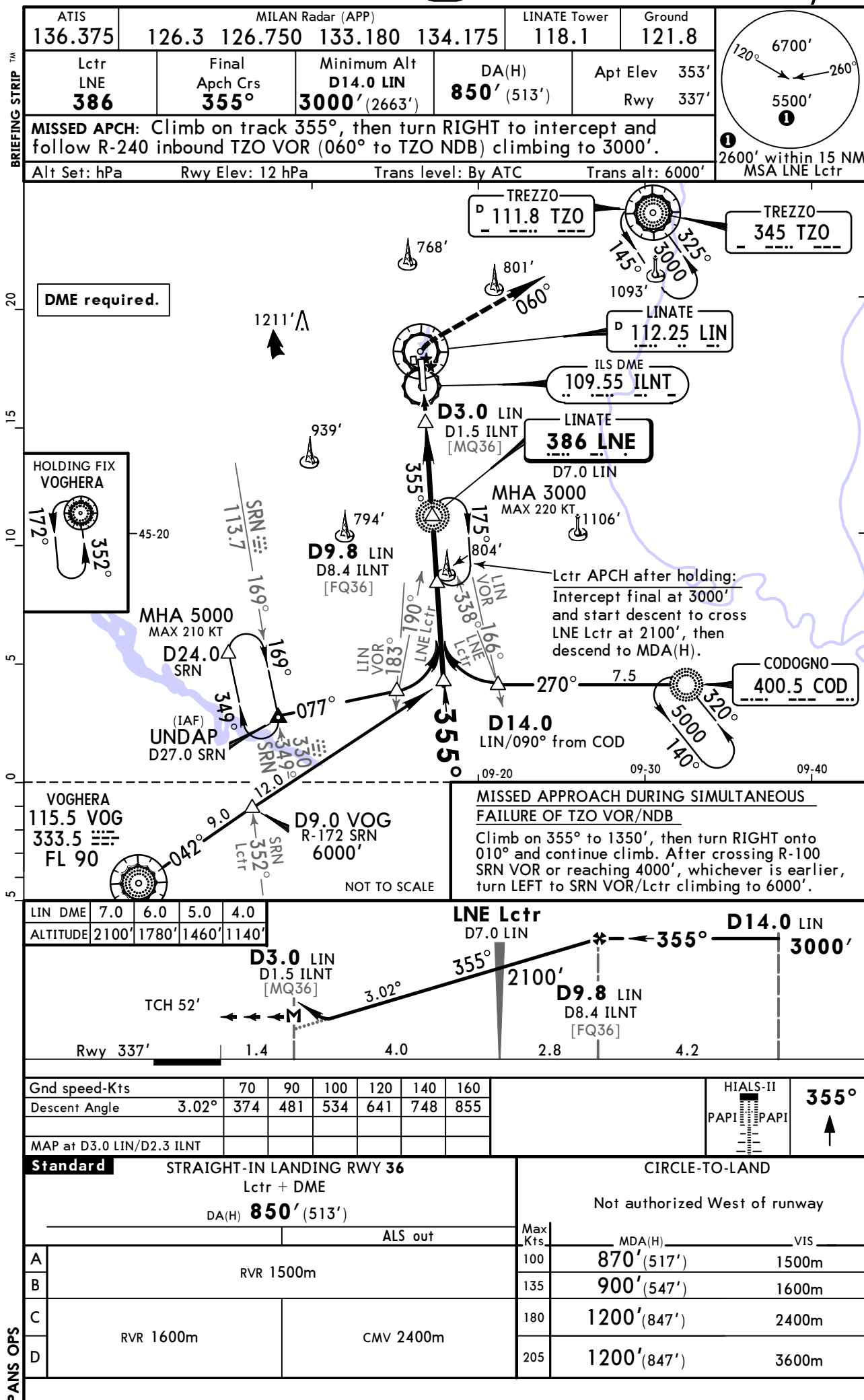
|                                                                                                                                                                                                 |                                                    |                                           |                                       |                                    |                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|-------------------------------------------|---------------------------------------|------------------------------------|-------------------------------------------------------------------------------------|
| ATIS<br>136.375                                                                                                                                                                                 | MILAN Radar (APP)<br>126.3 126.750 133.180 134.175 |                                           |                                       | LINATE Tower<br>118.1              | Ground<br>121.8                                                                     |
| Lctr<br>LNE<br>386                                                                                                                                                                              | Final<br>Apch Crs<br>175°                          | Minimum Alt<br>D9.3 ILNT<br>3000' (2647') | DA(H)<br>(CONDITIONAL)<br>920' (567') | Apt Elev 353'<br>Rwy 353'          |                                                                                     |
| <b>MISSED APCH:</b> Climb on 175° to 3500'. At D3.5 ILNT turn LEFT (MAX 220 KT) onto 058° from LNE Lctr to join holding.<br>To remain within controlled airspace 3.5 % climb gradient required. |                                                    |                                           |                                       |                                    |  |
| Alt Set: hPa                                                                                                                                                                                    | Rwy Elev: 13 hPa                                   | Trans level: By ATC                       | Trans alt: 6000'                      | 2600' within 15 NM<br>MSA LNE Lctr |                                                                                     |



|                     |     |     |     |     |     |     |                                                                                       |
|---------------------|-----|-----|-----|-----|-----|-----|---------------------------------------------------------------------------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |  |
| Descent Angle 3.05° | 378 | 486 | 540 | 648 | 755 | 863 |                                                                                       |
| MAP at D2.0 ILNT    |     |     |     |     |     |     |                                                                                       |

| STRAIGHT-IN LANDING RWY 18 |           |                    |  | CIRCLE-TO-LAND<br>Not authorized<br>West of runway |                    |
|----------------------------|-----------|--------------------|--|----------------------------------------------------|--------------------|
| Lctr + DME                 |           | Lctr               |  | Max Kts                                            | MDA(H) VIS         |
| DA(H) 920' (567')          |           | DA(H) 1050' (697') |  |                                                    |                    |
| ALS out                    |           | ALS out            |  | 100                                                | 1050' (697') 1500m |
| A                          | RVR 1500m | RVR 1500m          |  | 135                                                | 1050' (697') 1600m |
| B                          |           |                    |  | 180                                                | 1200' (847') 2400m |
| C                          | CMV 2400m | CMV 2400m          |  | 205                                                | 1200' (847') 3600m |
| D                          |           |                    |  |                                                    |                    |

**LIML/LIN**  
**LINATE**
**JEPPESSEN**

18 SEP 15 **(26-2)**
**MILAN, ITALY**  
**Lctr Rwy 36**


**Chart changes since cycle 26-2015**

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

| ACT                           | PROCEDURE IDENT              | INDEX | REV DATE    | EFF DATE    |
|-------------------------------|------------------------------|-------|-------------|-------------|
| <b>MILAN, (LINATE - LIML)</b> |                              |       |             |             |
| DEL                           | LUSIL & OSKOR1C, ODINA 1C... | 20-2D | 25 Dec 2015 | 07 Jan 2016 |
| ADD                           | LUSIL, OSBUL & OSKOR1C, O... | 20-2D | 25 Dec 2015 | 07 Jan 2016 |
| ADD                           | KALIK 2A & OSBUL 1B ARRS     | 20-2E | 25 Dec 2015 | 07 Jan 2016 |
| DEL                           | KALIK 2A & PAR 1B ARRS       | 20-2E | 25 Dec 2015 | 07 Jan 2016 |

## **TERMINAL CHART CHANGE NOTICES**

**No Chart Change Notices for Airport LIML**