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Trip Kit Index

Airport Information For LIML

Terminal Charts For LIML

Revision Letter For Cycle 13-2016

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: 0334 Z
Sunset: 1914 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: 126.750
Milan Radar Approach: 133.180
Milan Radar Approach: 134.175
Milan Radar Approach: 126.300

LIML/LIN
LINATEJEPPesen
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.

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19 JUN 09

(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
11 MAR 16 **(20-1P2)**

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
LINATEJEPPesen
11 MAR 16 (20-1P3)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. PROVISIONS FOR GENERAL AVIATION ACFT ON WEST APRON

Landing ACFT shall contact West Apron Coordination (131.775, Tel: +39 02 702 058 01) to communicate the handler chosen to notify APT of departure before switching off engines:

- Prime Aviation Services on 131.410;
- Sky Services on 131.9;
- Universal Aviation Italy on 131.550;
- Argos VIP Private Handling on 131.475 or Servi's Aviation srl on 131.575.

Pilots shall inform the selected handler of arrival time.

Pilots shall wait for follow-me or marshalling service on holding points N1 and K1.

2.6. 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.

LIML/LIN
LINATEJEPPesen
14 MAR 14 (20-1P4)MILAN, ITALY
AIRPORT BRIEFING**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).

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14 MAR 14 (20-1P5)MILAN, ITALY
AIRPORT BRIEFING**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.

LIML/LIN
LINATE

3 OCT 14

JEPPESSEN

(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-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 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

3 OCT 14

JEPPesen

(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
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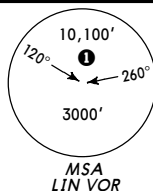
JEPPESSEN
7 NOV 14 (20-2) Eff 13 Nov

MILAN, ITALY
RNAV STAR

ATIS
136.375

Apt Elev
353'

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

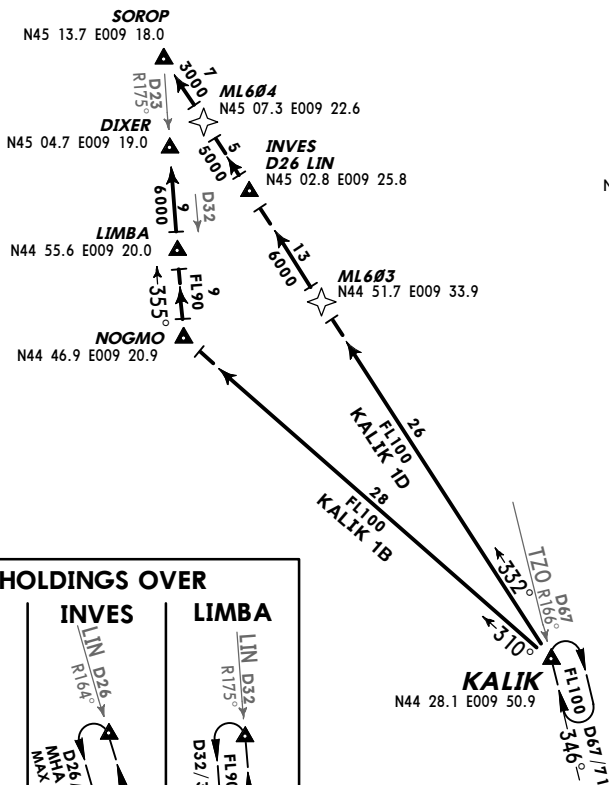


① 4200' within 15 NM

KALIK 1B [KALI1B] , KALIK 1D [KALI1D]
RWY 36 RNAV ARRIVALS
P-RNAV

LINATE
(L) 112.25 LIN
N45 27.7 E009 16.5

TREZZO
(H) 111.8 TZO
N45 33.6 E009 30.4

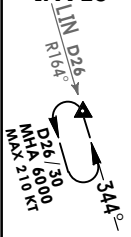


HOLDINGS OVER

DIXER

INVES

LIMBA



Direct distance to Linate Apt from:
SOROP 13 NM

STAR

ROUTING

KALIK 1B

KALIK - NOGMO - LIMBA - DIXER.

KALIK 1D

KALIK - ML603 - INVES - ML604 - SOROP.

By ATC

LIML/LIN
LINATE

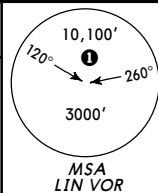
JEPPESSEN
7 NOV 14 (20-2A) Eff 13 Nov

MILAN, ITALY
RNAV STAR

ATIS
136.375

Apt Elev
353'

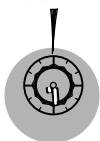
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



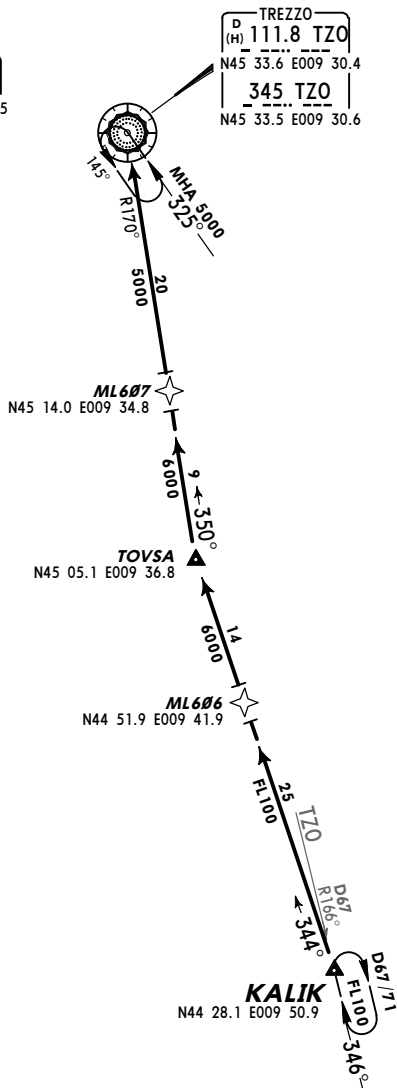
① 4200' within 15 NM

KALIK 1C [KAL11C]
RWY 18 RNAV ARRIVAL
P-RNAV
BY ATC

LINATE
D (L) 112.25 LIN
N45 27.7 E009 16.5



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



Direct distance to Linate Apt from:
TZO 12 NM

ROUTING

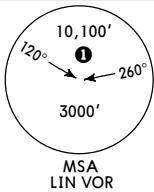
KALIK - ML606 - TOVSA - ML607 - TZO.

LIML/LIN
LINATE

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

MILAN, ITALY
STAR

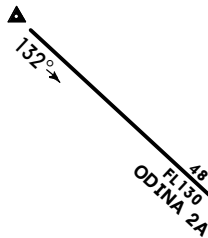
ATIS 136.375
Apt Elev 353'
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



① 4200' within 15 NM

LUSIL 1A [LUSI1A]
ODINA 2A [ODIN2A]
OSKOR 1A [OSKO1A]
RWY 36 ARRIVALS
CONVENTIONAL/P-RNAV

ODINA
N46 06.3 E008 39.9



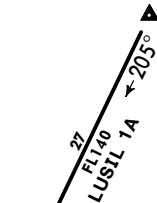
TREZZO
D(H) 111.8 TZO
N45 33.6 E009 30.4
345 TZO
N45 33.5 E009 30.6



LINATE
D(L) 112.25 LIN
N45 27.7 E009 16.5



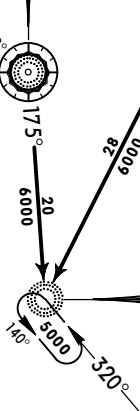
LUSIL
N46 02.6 E010 07.0



OSKOR
N45 39.0 E010 07.0
OSKOR 1A
FL100

ORIO AL SERIO
376.5 ORI
N45 38.6 E009 50.5

CODOGNO
400.5 COD
N45 13.6 E009 32.5



Direct distance to Linate Apt from:
COD 17 NM

STAR	ROUTING
LUSIL 1A	On 205° bearing to ORI, 206° bearing to COD.
ODINA 2A By ATC	On TZO R-312 inbound to TZO, turn RIGHT, TZO R-175/175° bearing to COD.
OSKOR 1A	On 267° bearing to ORI, turn LEFT, 206° bearing to COD.

LIML/LIN
LINATE



JEPPESSEN

22 MAY 15

(20-2C)

Eff 28 May

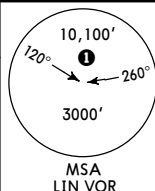
MILAN, ITALY

STAR

ATIS
136.375

Apt Elev
353'

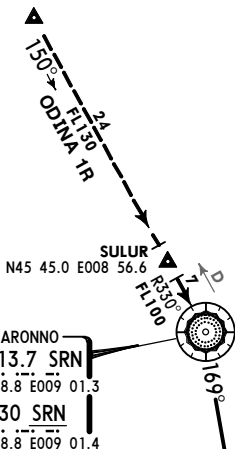
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



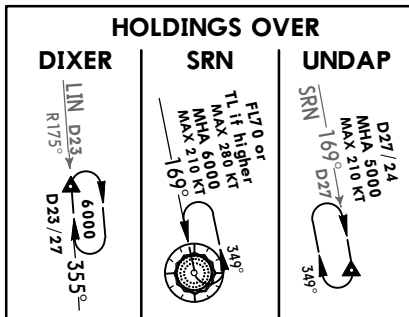
ODINA 1R [ODI1R]
RWY 36 TRANSITION
SRN 1N, SRN 1S
RWY 36 ARRIVALS
CONVENTIONAL/P-RNAV

① 4200' within 15 NM

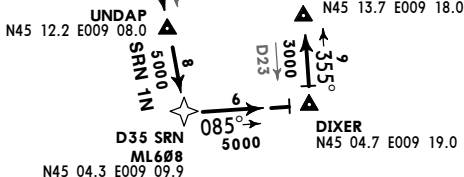
ODINA
N46 06.3 E008 39.9



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



LINATE
D(L) 112.25 LIN
N45 27.7 E009 16.5



Direct distance to Linate Apt from:
SOROP 13 NM

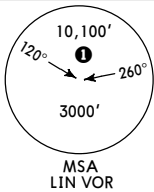
TRANSITION	ROUTING
ODINA 1R	On SRN R-330 inbound/150° bearing via SULUR to SRN.
STAR	ROUTING
SRN 1N By ATC	On SRN R-169/169° bearing via UNDAF to D35 SRN, turn LEFT, 085° track to DIXER, intercept LIN R-175 inbound to SOROP.
SRN 1S	On SRN R-169/169° bearing to UNDAF.

LIML/LIN
LINATE

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

MILAN, ITALY
STAR

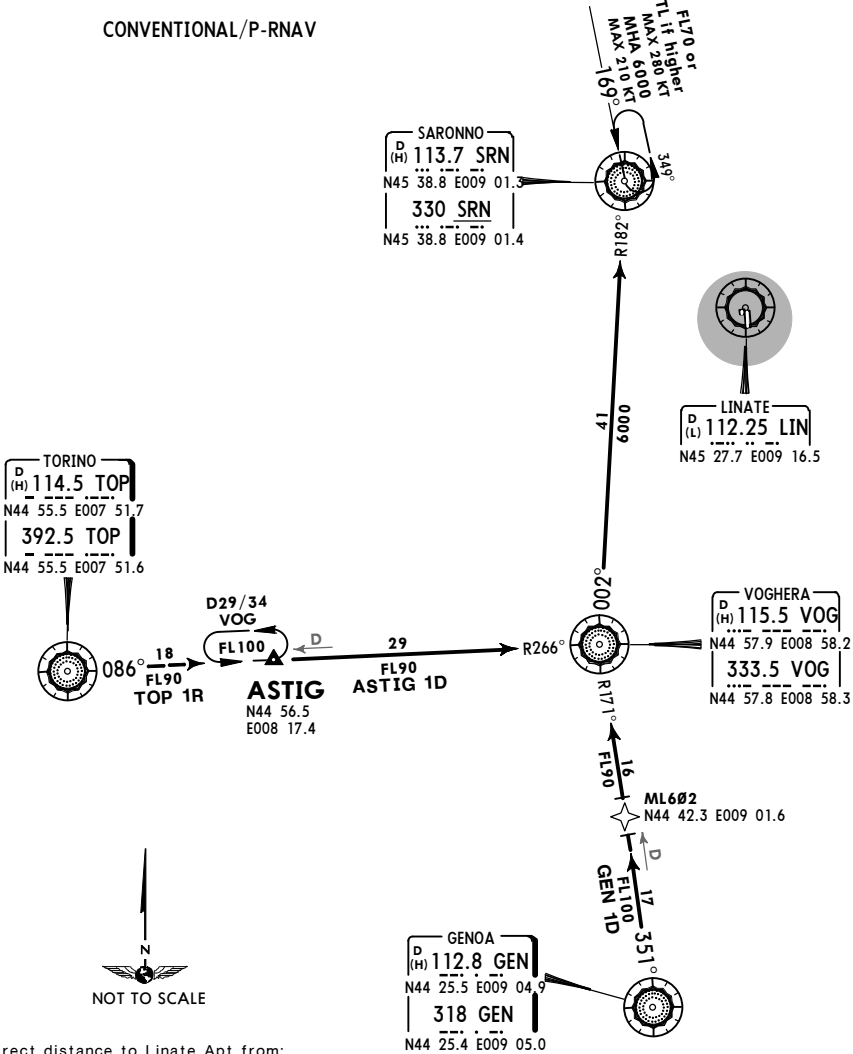
ATIS 136.375
Apt Elev 353'
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



TOP 1R
RWY 18 TRANSITION
ASTIG 1D [ASTI1D], GEN 1D
RWY 18 ARRIVALS

CONVENTIONAL/P-RNAV

4200' within 15 NM



Direct distance to Linate Apt from:
SRN 16 NM

TRANSITION	ROUTING
TOP 1R	On TOP R-086/086° bearing to ASTIG.
STAR	ROUTING
ASTIG 1D	On VOG R-266 inbound/086° bearing to VOG, turn LEFT, intercept SRN R-182 inbound/002° bearing to SRN.
GEN 1D	On GEN R-351/VOG R-171 inbound via ML602 to VOG, intercept SRN R-182 inbound/002° bearing to SRN.

LIML/LIN
LINATE

JEPPESSEN

22 MAY 15

(20-2G)

Eff 28 May

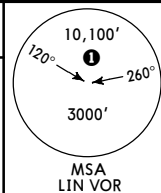
MILAN, ITALY

STAR

ATIS
136.375

Apt Elev
353'

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



① 4200' within 15 NM

KALIK 1R [KAK1R]
KALMO 1R [KAO1R]
RWY 36 RNAV TRANSITION
P-RNAV

GEN 1R, IDONA 1R [IDO1R]
RWY 36 TRANSITIONS
CONVENTIONAL/P-RNAV

AMOXI 4H [AMOX4H]
RWY 36 ARRIVAL
CONVENTIONAL/P-RNAV

TREZZO
D (H) 111.8 TZO
N45 33.6 E009 30.4



LINATE
D (L) 112.25 LIN
N45 27.7 E009 16.5



HOLDINGS OVER

AMOXI



DIXER



LIMBA



R175

D23

DIXER

N45 04.7 E009 19.0

D32

LIMBA

N44 55.6 E009 20.0

FL90

NOGMO

N44 46.9 E009 20.9

FL90

AMOXI 4H

N44 35.9 E009 22.0

FL100

GEN 1R

N44 25.5 E009 04.9

FL100

IDONA 1R

N43 59.1 E009 25.9

FL100

KALIK 1R

N44 28.1 E009 50.9

FL100

KALMO 1R

N44 19.3 E009 35.7

FL100

FL100

FL100

FL100

FL100

FL100

FL100

FL100

FL100

FL100

FL100

FL100

FL100

FL100

FL100

FL100

FL100

FL100

FL100



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



IDONA
N43 59.1 E009 25.9

TRANSITION		ROUTING	
GEN 1R		On GEN R-048/048° bearing to AMOXI.	
IDONA 1R		On LIN R-175 inbound to AMOXI.	
KALIK 1R By ATC		KALIK - AMOXI.	
KALMO 1R		KALMO - AMOXI.	
STAR		ROUTING	
AMOXI 4H		On LIN R-175 inbound via NOGMO and LIMBA to DIXER.	

LIML/LIN
LINATE

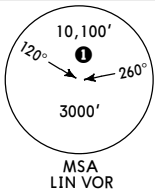
JEPPesen
22 MAY 15 (20-2H) Eff 28 May

MILAN, ITALY
STAR

ATIS
136.375

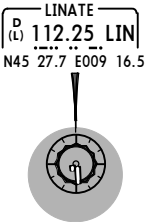
Apt Elev
353'

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



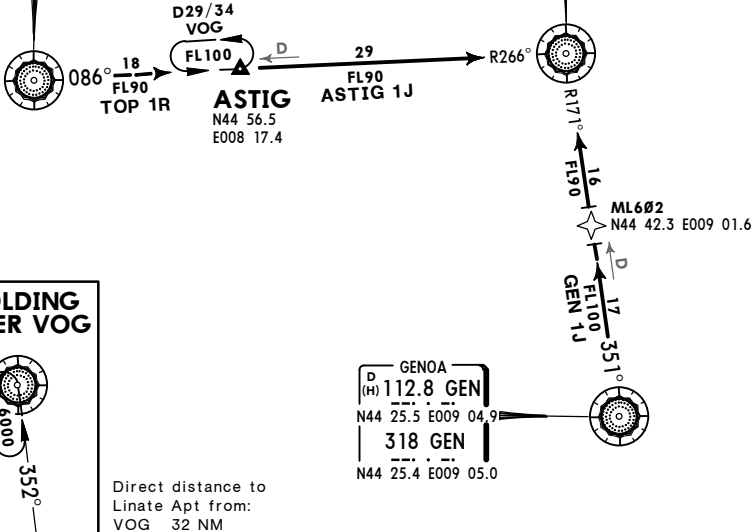
① 4200' within 15 NM

TOP 1R
RWY 36 TRANSITION
ASTIG 1J [ASTI1J], GEN 1J
RWY 36 ARRIVALS
CONVENTIONAL/P-RNAV

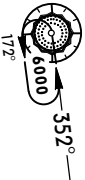


TORINO
D(H) 114.5 TOP
N44 55.5 E007 51.7
392.5 TOP
N44 55.5 E007 51.6

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



HOLDING
OVER VOG



Direct distance to
Linat Apt from:
VOG 32 NM

TRANSITION	ROUTING
TOP 1R	On TOP R-086/VOG R-266 inbound/086° bearing to ASTIG.
STAR	ROUTING
ASTIG 1J	On VOG R-266° inbound/086° bearing to VOG.
GEN 1J By ATC	On GEN R-351/VOG R-171 inbound via ML602 to VOG.

LIML/LIN
LINATE

JEPPESSEN
30 OCT 15 (20-3)

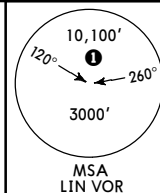
MILAN, ITALY
SID

MILAN Radar
133.180

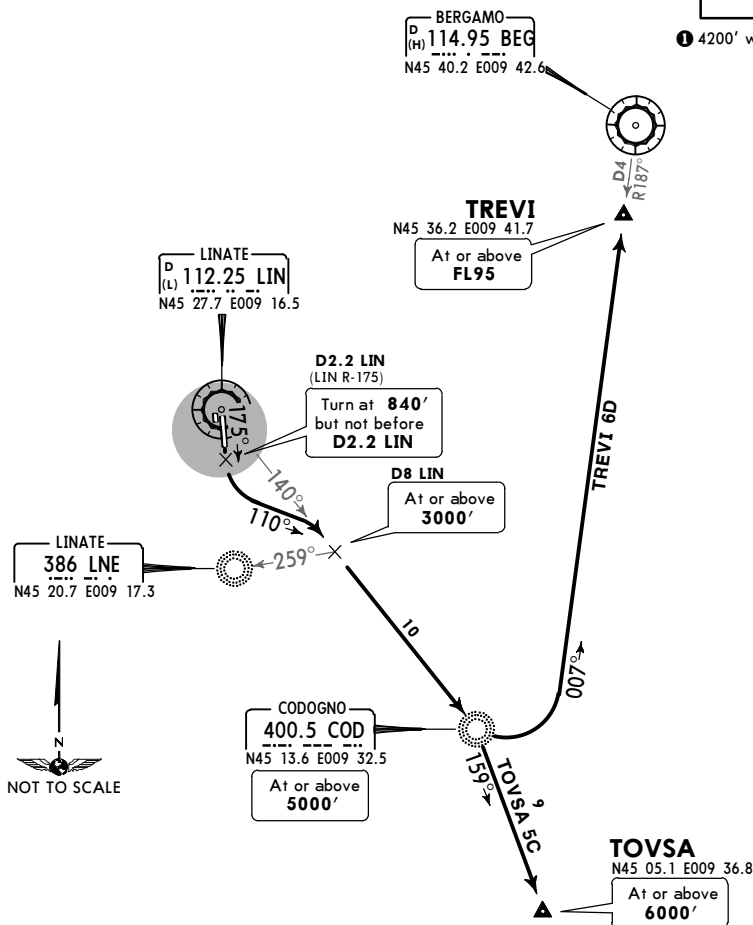
Apt Elev
353'

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

TOVSA 5C [TOVS5C]
TREVI 6D [TREV6D]
RWY 18 DEPARTURES



① 4200' within 15 NM



These SIDs require a minimum climb gradient
of
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

SID	ROUTING
TOVSA 5C	Climb on 175° track, at 840', but not before D2.2 LIN, turn LEFT, 110° track, intercept LIN R-140 to COD, turn LEFT, 159° bearing to TOVSA.
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.

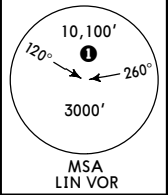
LIML/LIN
LINATE

JEPPESSEN
30 OCT 15 (20-3A)

MILAN, ITALY
SID

MILAN Radar (via MAL) 126.75	Apt Elev 353'	Trans level: By ATC SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is necessary.	Trans alt: 6000'
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LIMBA 5C [LIMB5C], MAL 8C
RWY 18 DEPARTURES



① 4200' within 15 NM

MALPENSA
364 MAL
N45 32.8 E008 45.4

At or above
FL80



SARONNO
D (H) 113.7 SRN
N45 38.8 E009 01.3

LINATE
D (L) 112.25 LIN
N45 27.7 E009 16.5

LINATE
386 LNE
N45 20.7 E009 17.3
D7 LIN
At or above
2600'

D20 LIN
At or above
6000'

LIMBA
N44 55.6 E009 20.0
At or above
FL100



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

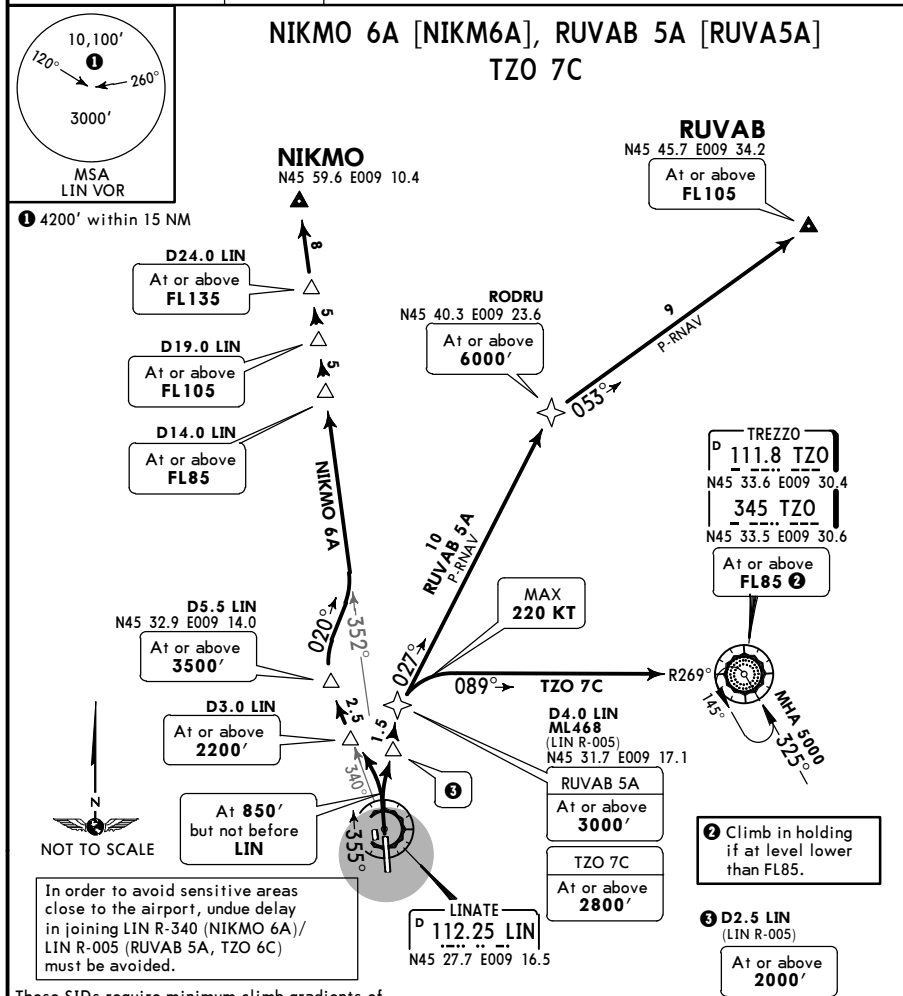
SID	ROUTING
LIMBA 5C	Intercept LIN R-175 to LIMBA. ② To LNE Lctr, 175° bearing to LIMBA.
MAL 8C	Intercept LIN R-175 to D4 LIN, turn RIGHT, 244° track, when passing LIN R-214 turn RIGHT, intercept 316° bearing to MAL.
② ALTERNATE INITIAL CLIMB (when LIN unserviceable).	

LIML/LIN
LINATE

JEPPESSEN
3 JUN 16 (20-3B)

MILAN, ITALY
SID

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.
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These SIDs require minimum climb gradients of
NIKMO 6A

547' per NM (9%).

If unable to comply advise ATC at start-up and request to be cleared on a TZO SID.

RUVAB 5A

608' per NM (10%) between LIN and D4.0 LIN/ML468.

TZO 7C

486' per NM (8%) between LIN and D4.0 LIN.

Gnd speed-KT	75	100	150	200	250	300
486' per NM	608	810	1215	1620	2025	2430
547' per NM	684	912	1368	1823	2279	2735
608' per NM	760	1013	1520	2027	2533	3040

SID	RWY	ROUTING
NIKMO 6A JET ONLY	36	Climb on 355° track, at 850', but not before LIN, turn LEFT, intercept LIN R-340 to D5.5 LIN, turn RIGHT, 020° track, intercept LIN R-352 to NIKMO.
RUVAB 5A CONVENTIONAL (RNAV OVERLAY)		Climb on 355° track, at 850', but not before LIN, turn RIGHT, intercept LIN R-005 to D4.0 LIN/ML468, turn RIGHT RODRU - RUVAB. RNAV: LIN (850'+) - ML468 (3000'+) - RODRU (6000'+) - RUVAB (FL105+).
TZO 7C By ATC TURBO PROP OR NON RNAV ONLY		Climb on 355° track, at 850', but not before LIN, turn RIGHT, intercept LIN R-005 to D4.0 LIN, turn RIGHT, intercept TZO R-269 inbound to TZO.

CHANGES: None.

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LIML/LIN
LINATE

JEPPESSEN
3 JUN 16 (20-3C)

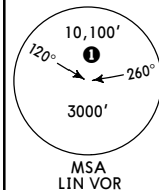
MILAN, ITALY
SID

MILAN Radar
126.3

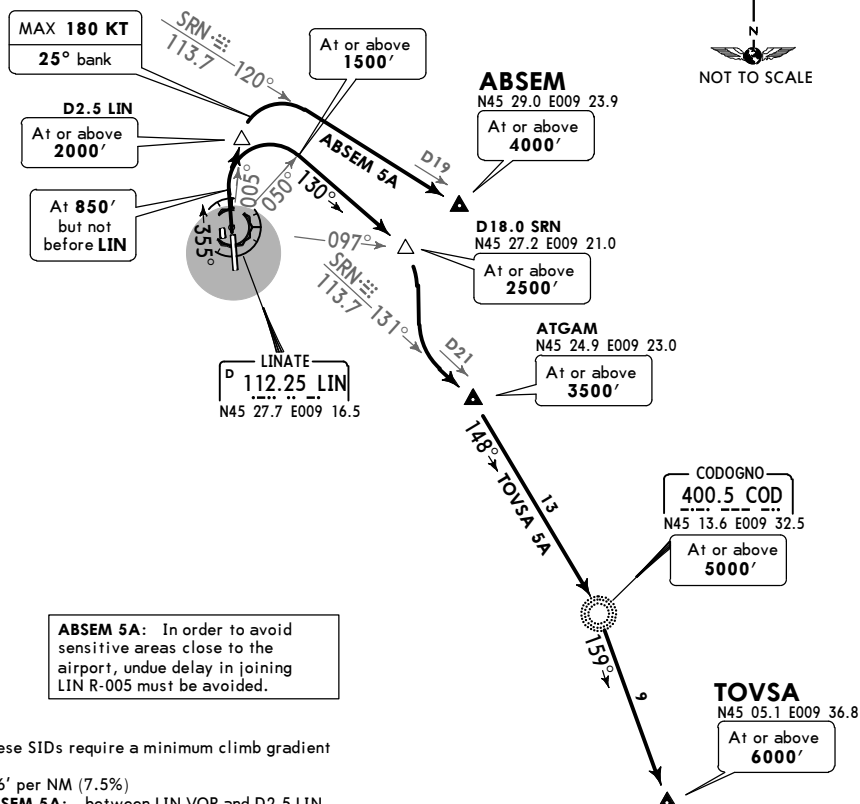
Apt Elev
353'

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

ABSEM 5A TOVSA 5A [TOVS5A]



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 D18.0 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	RWY	ROUTING
ABSEM 5A CONVENTIONAL (RNAV OVERLAY)	36	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.
TOVSA 5A		Climb on 355° track, at 850', but not before LIN, turn RIGHT, 130° track to D18.0 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)**

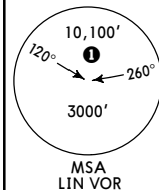
MILAN, ITALY
RNAV SID (OVERLAY)

MILAN Radar
126.3

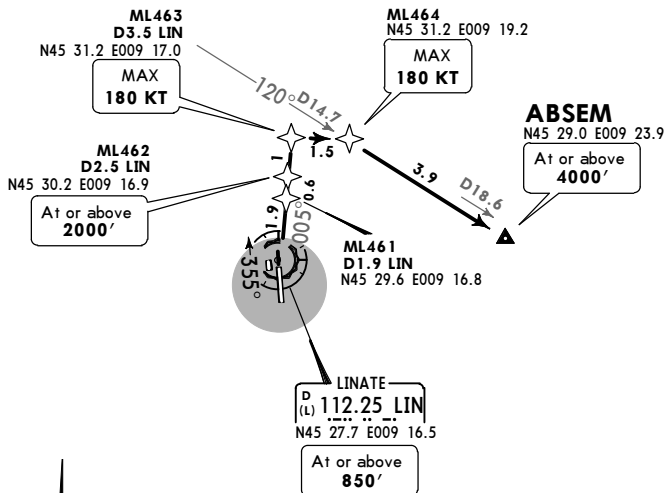
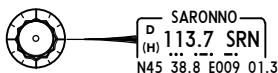
Apt Elev
353'

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

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



① 4200' within 15 NM



NOT TO SCALE

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)

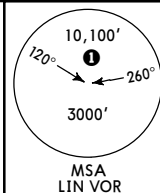
MILAN, ITALY
SID

MILAN Radar
134.175

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



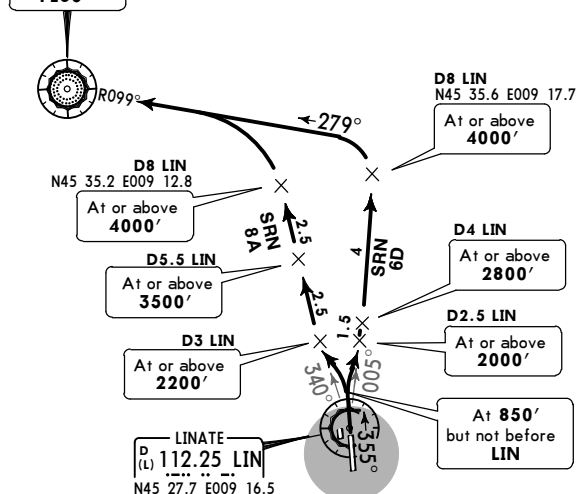
① 4200' within 15 NM

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 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.

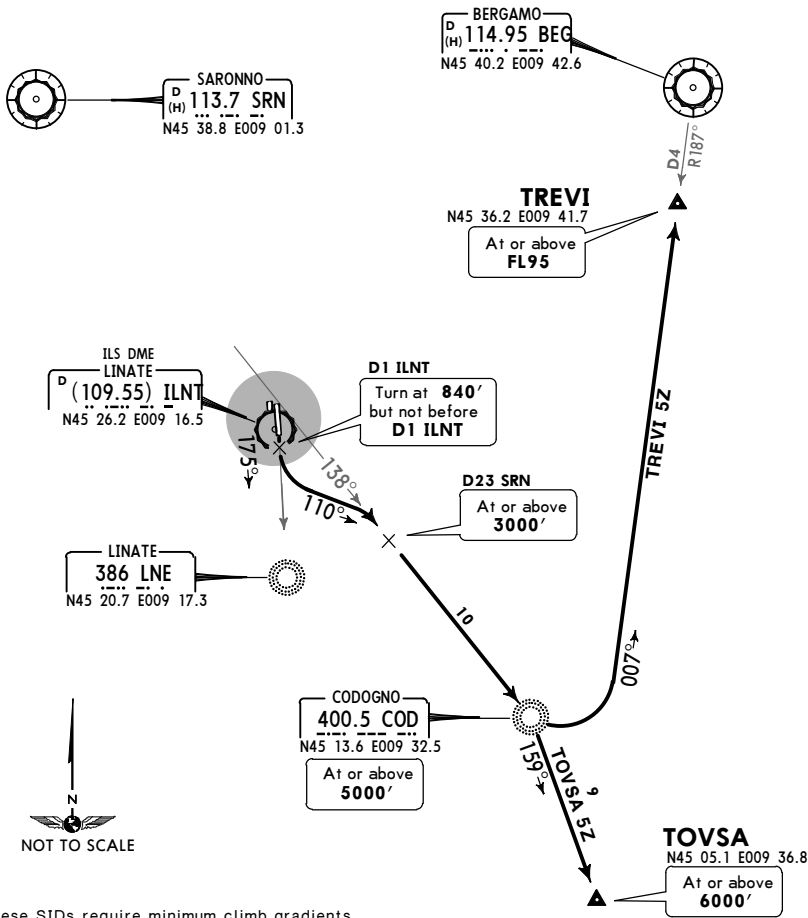
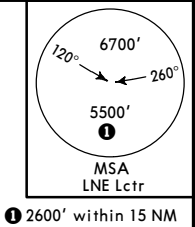
LIML/LIN
LINATE

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

MILAN, ITALY
SID

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.
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TOVSA 5Z [TOVS5Z]
TREVI 5Z [TREV5Z]
RWY 18 DEPARTURES
TO BE PLANNED WHEN LIN UNSERVICEABLE



These SIDs require minimum climb gradients of 395' per NM (6.5%) between D1 ILNT and D23 SRN.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975

SID	ROUTING
TOVSA 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, 159° bearing to TOVSA.
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 inbound to TREVI.

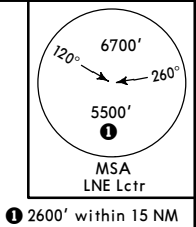
LIML/LIN
LINATE

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

MILAN, ITALY
SID

MILAN Radar (via MAL) 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.
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LIMBA 5Z [LIMB5Z], MAL 6Z
RWY 18 DEPARTURES
TO BE PLANNED WHEN LIN UNSERVICEABLE



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

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

LINATE
386 LNE
N45 20.7 E009 17.3
MAL 6Z
At or above
2000'
LIMBA 5Z
At or above
2600'

D18 ILNT
At or above
6000'

LIMBA
D30.7 ILNT
N44 55.6 E009 20.0
At or above
FL100



Direct distance from Linate Apt to:
LNE 6 NM

These SIDs require minimum climb gradients of

LIMBA 5Z
425' per NM (7%) until leaving 3000'.

MAL 6Z
322' per NM (5.3%) until leaving 2500'.

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 5Z	To LNE, 175° bearing to LIMBA.
MAL 6Z	Intercept 175° bearing to LNE, turn RIGHT, 244° track, intercept 316° bearing to MAL.

LIML/LIN
LINATE



JEPPESSEN

22 MAY 15

(20-3J)

Eff 28 May

MILAN, ITALY

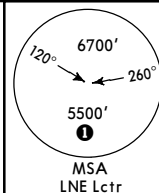
SID

MILAN Radar
126.75

Apt Elev
353'

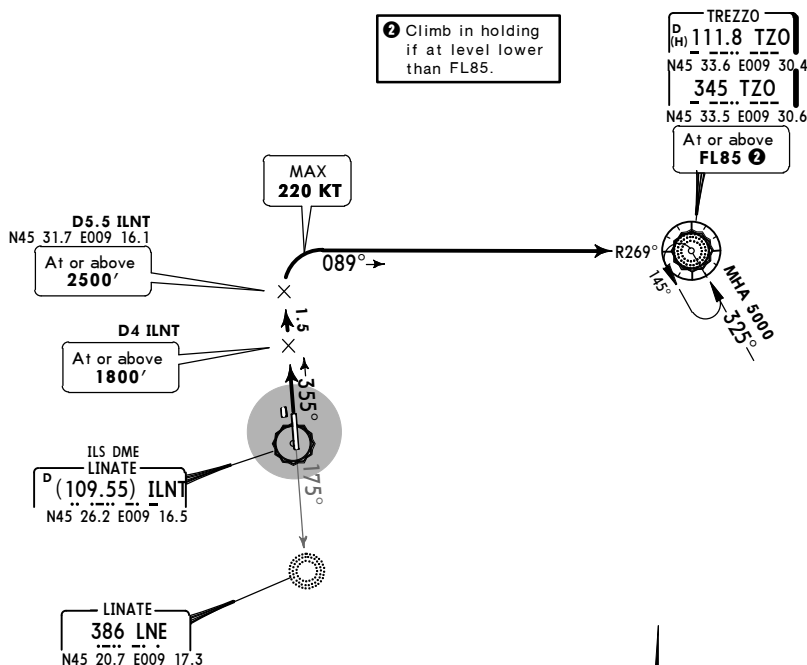
Trans level: By ATC Trans alt: 6000'
SIDs are also noise abatement routings. Strict adherence
within the limits of aircraft performance is necessary.

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



① 2600' within 15 NM

② Climb in holding
if at level lower
than FL85.



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

JEPPESSEN
7 NOV 14 (20-3K) Eff 13 Nov

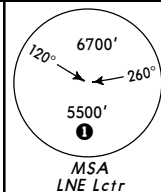
MILAN, ITALY
SID

MILAN Radar
126.3

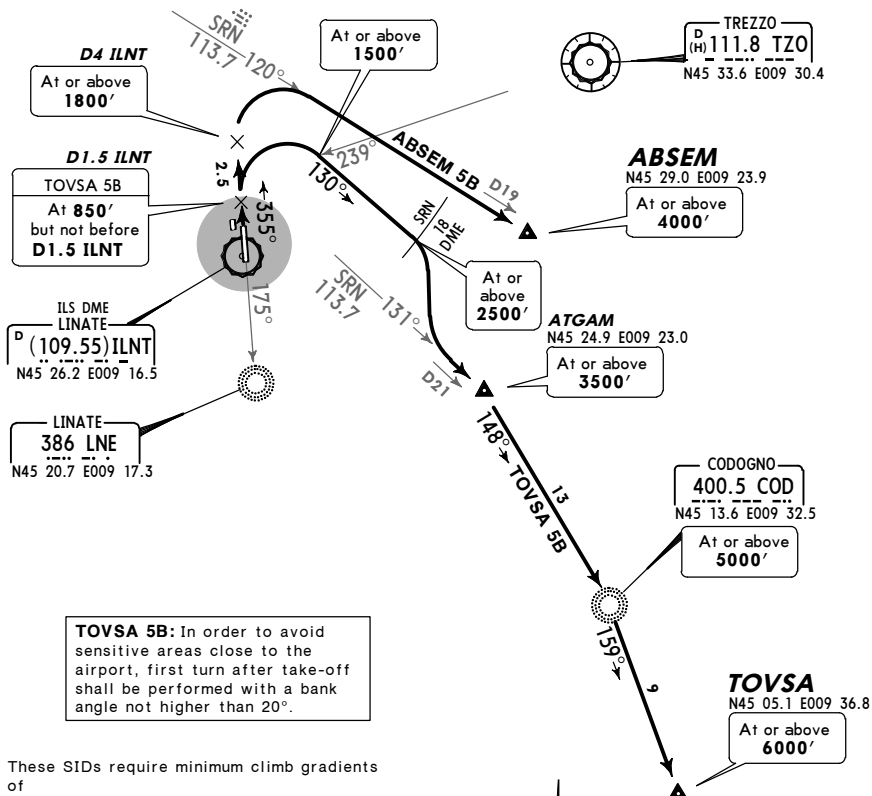
Apt Elev
353'

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

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



① 2600' within 15 NM



TOVSA 5B: In order to avoid sensitive areas close to the airport, first turn after take-off shall be performed with a bank angle not higher than 20°.

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

JEPPESSEN

7 NOV 14

(20-3L)

Eff 13 Nov

MILAN, ITALY

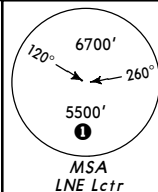
SID

MILAN Radar
134.175

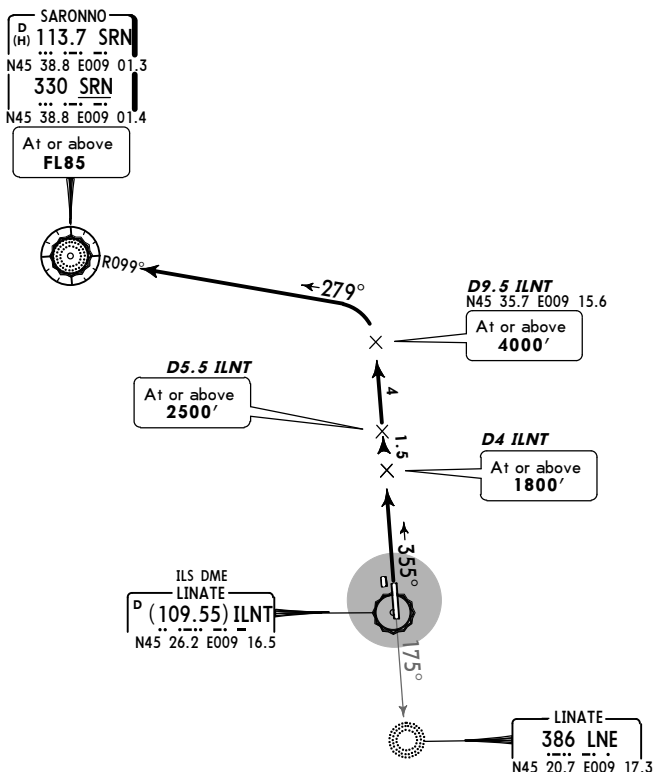
Apt Elev
353'

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 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.

LIML/LIN
LINATE

JEPPESSEN
30 OCT 15 (20-3M)

MILAN, ITALY
TRANSITION

MILAN Radar
133.180

Apt Elev
353'

Trans level: By ATC Trans alt: 6000'

ABESI 8C [ABE8C], CANNE 8C [CAN8C]
RWY 18 TRANSITIONS
FROM TREVI

CANNE
N46 10.0 E008 52.9

At or above
FL140/FL150
depending on
Zurich QNH

ABESI

N46 09.6 E009 02.6

At or above
FL140/FL150
depending on
Zurich QNH

NIKMO
N45 59.6 E009 10.4

ADARI
N45 50.7 E009 25.2

At or above
FL140

BERGAMO
D 114.95 BEG
(H) N45 40.2 E009 42.6

At or above
FL105

D5 BEG

At or above
FL125

TREZZO
D 111.8 TZO
(H) N45 33.6 E009 30.4

TREVI
N45 36.2 E009 41.7



Direct distance from Linate Apt to:
TREVI 20 NM

TRANSITION	ROUTING
ABESI 8C	At TREVI proceed to BEG, turn LEFT, BEG R-310 via ADARI to NIKMO, turn RIGHT, intercept TZO R-331 to ABESI.
CANNE 8C	At TREVI proceed to BEG, turn LEFT, BEG R-310 via ADARI and NIKMO to CANNE.

LIML/LIN
Linate

 **JEPPESSEN**
30 OCT 15 (20-3N)

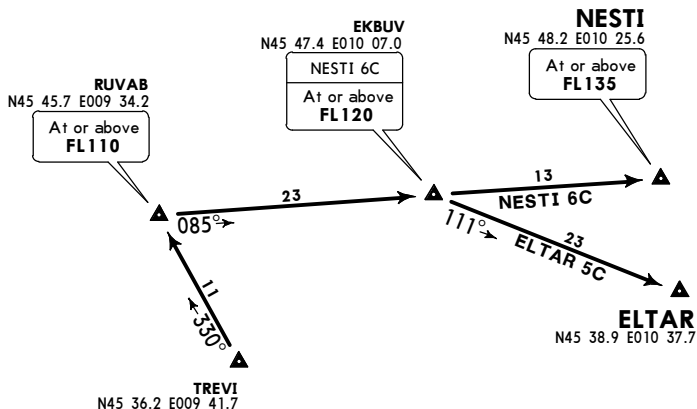
MILAN, ITALY
RNAV TRANSITION

MILAN Radar
133.180

Apt Elev
353'

Trans level: By ATC Trans alt: 6000'

ELTAR 5C [ELT5C], NESTI 6C [NES6C]
RWY 18 RNAV TRANSITIONS
P-RNAV
FROM TREVI



Direct distance from Linate Apt to:
TREVI 20 NM

TRANSITION	ROUTING
ELTAR 5C	TREVI - RUVAB (FL110+) - EKBUV - ELTAR.
NESTI 6C	TREVI - RUVAB (FL110+) - EKBUV (FL120+) - NESTI (FL135+).

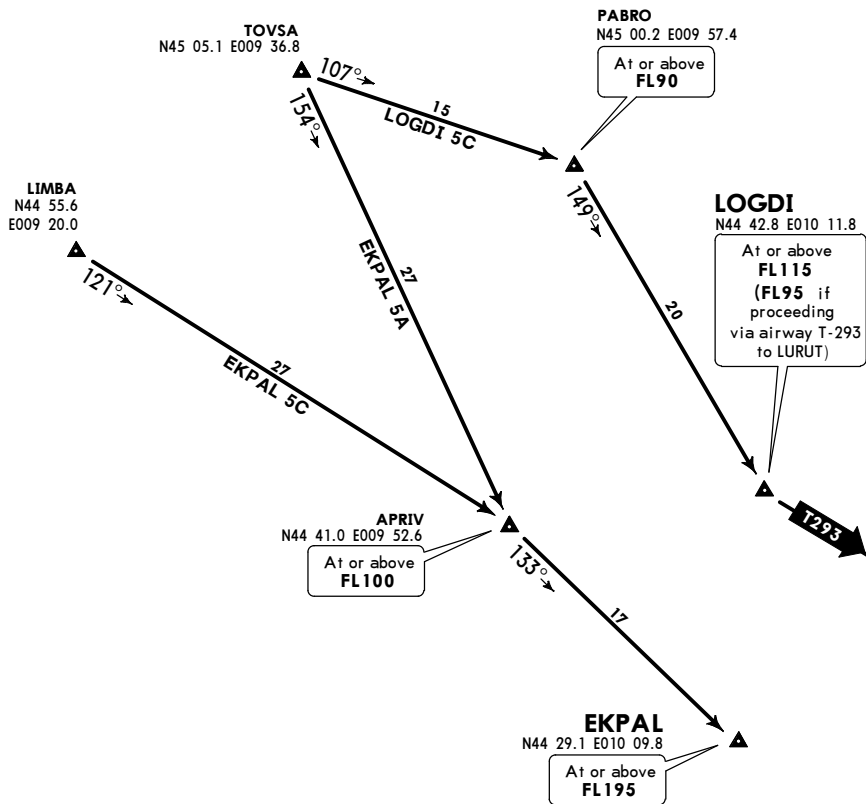
LIML/LIN
LINATE

 **JEPPESSEN**
30 OCT 15 (20-3P)

MILAN, ITALY
RNAV TRANSITION

MILAN Radar (RWY 18) (RWY 36) 133.180 126.3		Apt Elev 353'	Trans level: By ATC	Trans alt: 6000'
---	--	------------------	---------------------	------------------

EKPAL 5A[EKP5A], EKPAL 5C[EKP5C]
LOGDI 5C[LOG5C]
RWYS 18, 36 RNAV TRANSITIONS
P-RNAV
FROM LIMBA & TOVSA



Direct distance from
Linate Apt to:
LIMBA 31 NM
TOVSA 26 NM

TRANSITION	RWY	ROUTING
EKPAL 5A	18, 36	TOVSA - APRIV (FL100+) - EKPAL (FL195+).
EKPAL 5C	18	LIMBA - APRIV (FL100+) - EKPAL (FL195+).
LOGDI 5C		TOVSA - PABRO (FL90+) - LOGDI (FL115+ ).

 FL95 if proceeding via airway T-293 to LURUT.

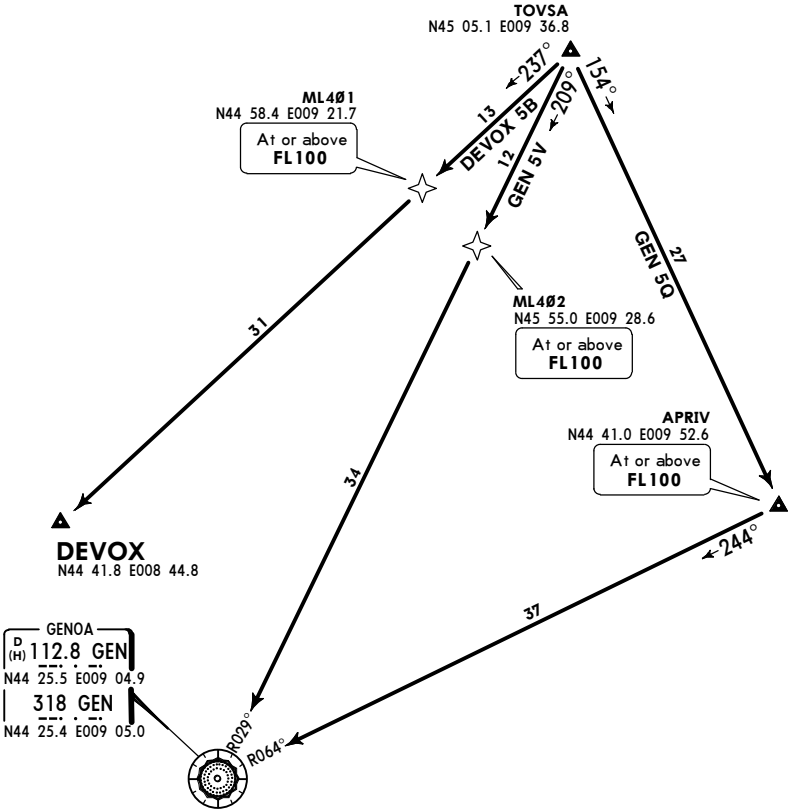
LIML/LIN
LINATE

 **JEPPESSEN**
30 OCT 15 (20-3Q)

MILAN, ITALY
TRANSITION

MILAN Radar (RWY 18) (RWY 36) 133.180 126.3		Apt Elev 353'	Trans level: By ATC	Trans alt: 6000'
---	--	------------------	---------------------	------------------

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



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

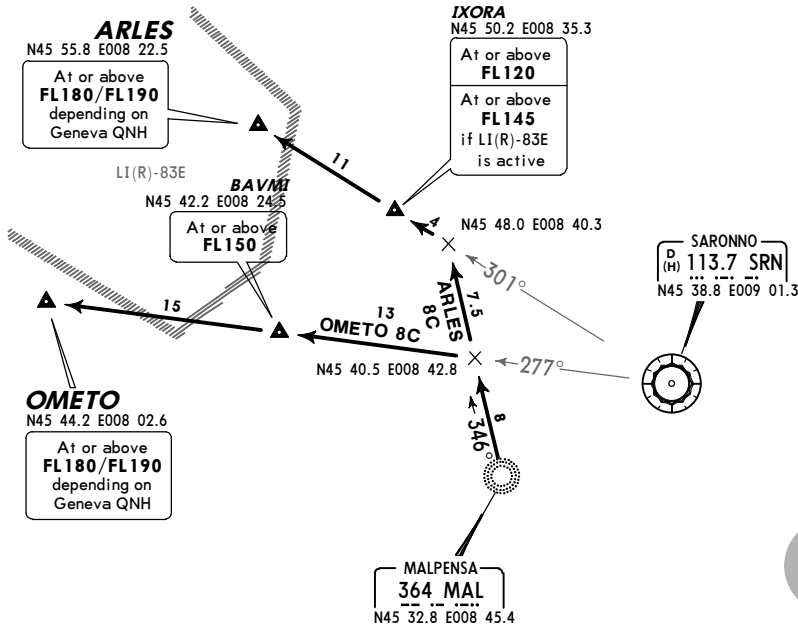
LIML/LIN
LINATE

JEPPESSEN
12 DEC 14 (20-3S)

MILAN, ITALY
TRANSITION

MILAN Radar 126.75	Apt Elev 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
ARLES 8C	At MAL on 346° bearing, intercept SRN R-301 via IXORA to ARLES.
OMETO 8C	At MAL on 346° bearing, intercept SRN R-277 via BAVMI to OMETO.

CHANGES: None.

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LIML/LIN
LINATE

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

MILAN, ITALY
TRANSITION

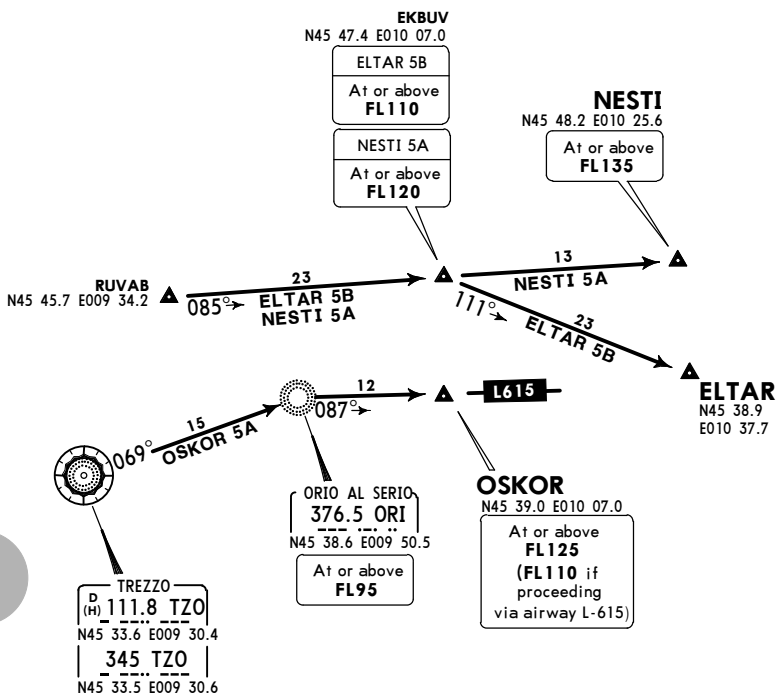
MILAN Radar
126.75

Apt Elev
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 By ATC 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

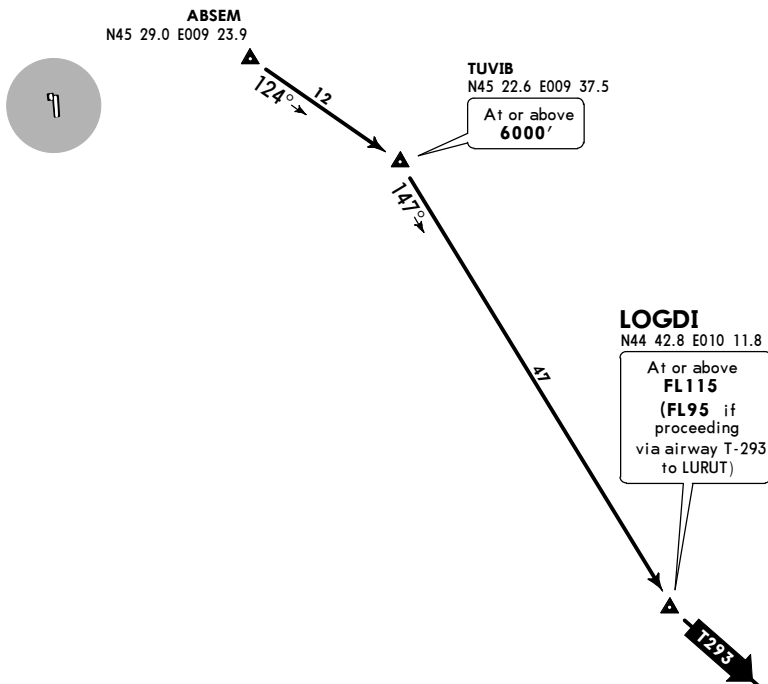
RNAV TRANSITION

MILAN Radar
126.3

Apt Elev
353'

Trans level: By ATC Trans alt: 6000'

**LOGDI 5A [LOG5A]
RWY 36 RNAV TRANSITION**
P-RNAV
FROM ABSEM



Direct distance from
Linate Apt to:
ABSEM 5 NM

ROUTING

ABSEM - TUVIB (6000'+) - LOGDI (FL115+) ①

① FL95 if proceeding via airway T-293 to LURUT.

LIML/LIN
LINATE

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

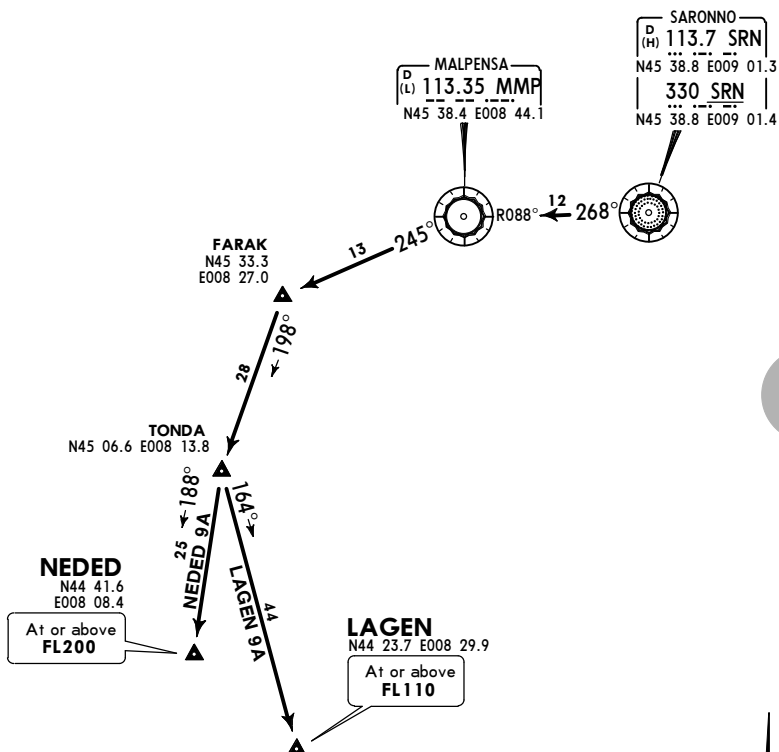
MILAN, ITALY
TRANSITION

MILAN Radar
134.175

Apt Elev
353'

Trans level: By ATC Trans alt: 6000'

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



Direct distance from Linate Apt to:
SRN 16 NM

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

CHANGES: Availability.

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LIML/LIN
LINATE

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

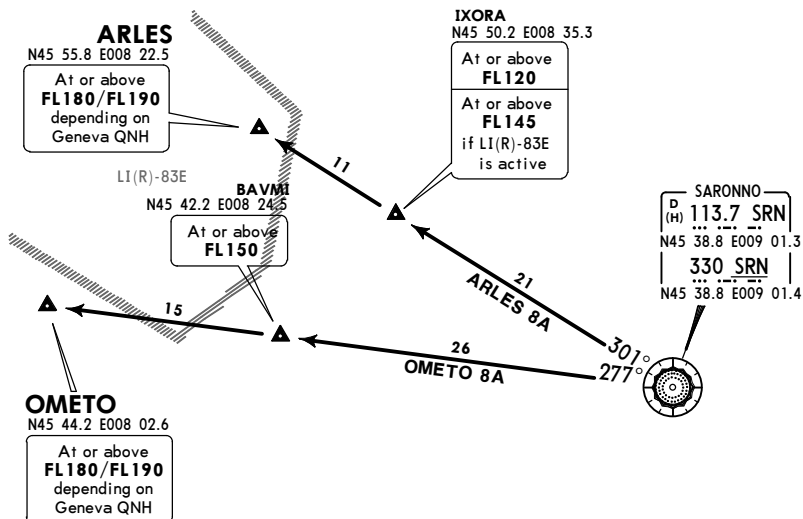
MILAN, ITALY
TRANSITION

MILAN Radar
134.175

Apt Elev
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.

CHANGES: None.

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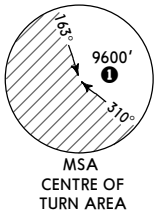
LIML/LIN
LINATE

JEPPESSEN
1 APR 16 (20-3X1)

MILAN, ITALY
DEPARTURE

MILAN Radar			Apt Elev 353'	Trans level: By ATC Trans alt: 6000' 1. Centre of Turn Area: N45 26.4 E009 16.7. 2. Before take-off pilot shall report to the controller the expected manoeuvre after reaching the turn altitude. 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 ABSEM/TOVSA)	(via SRN)	(via NIKMO/RUVAB/TZO)		
126.3	134.175	126.750		

RWY 36 OMNIDIRECTIONAL DEPARTURE AREA



① 3000' within 14 NM

SARONNO
D 113.7 SRN
N45 38.8 E009 01.3
330 SRN
N45 38.8 E009 01.4



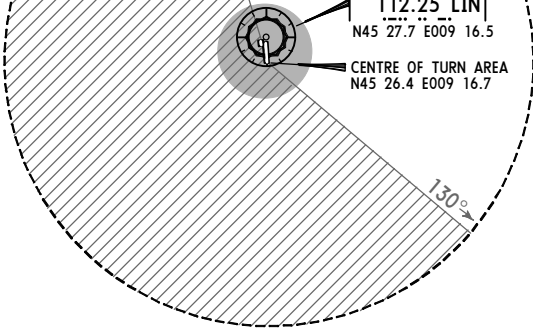
14 NM from the Centre Of Turn Area
343°

TREZZO
D 111.8 TZO
N45 33.6 E009 30.4
345 TZO
N45 33.5 E009 30.6



LINATE
D 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

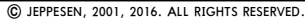
Initial climb clearance 5000'

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.



NOT TO SCALE



LIML/LIN

 **JEPPesen**
11 MAR 16 **(20-9A)**

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				
	Approved Operators	LVP must be in Force				NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	
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.						

LIML/LIN
LINATE

RVR 550m or Less

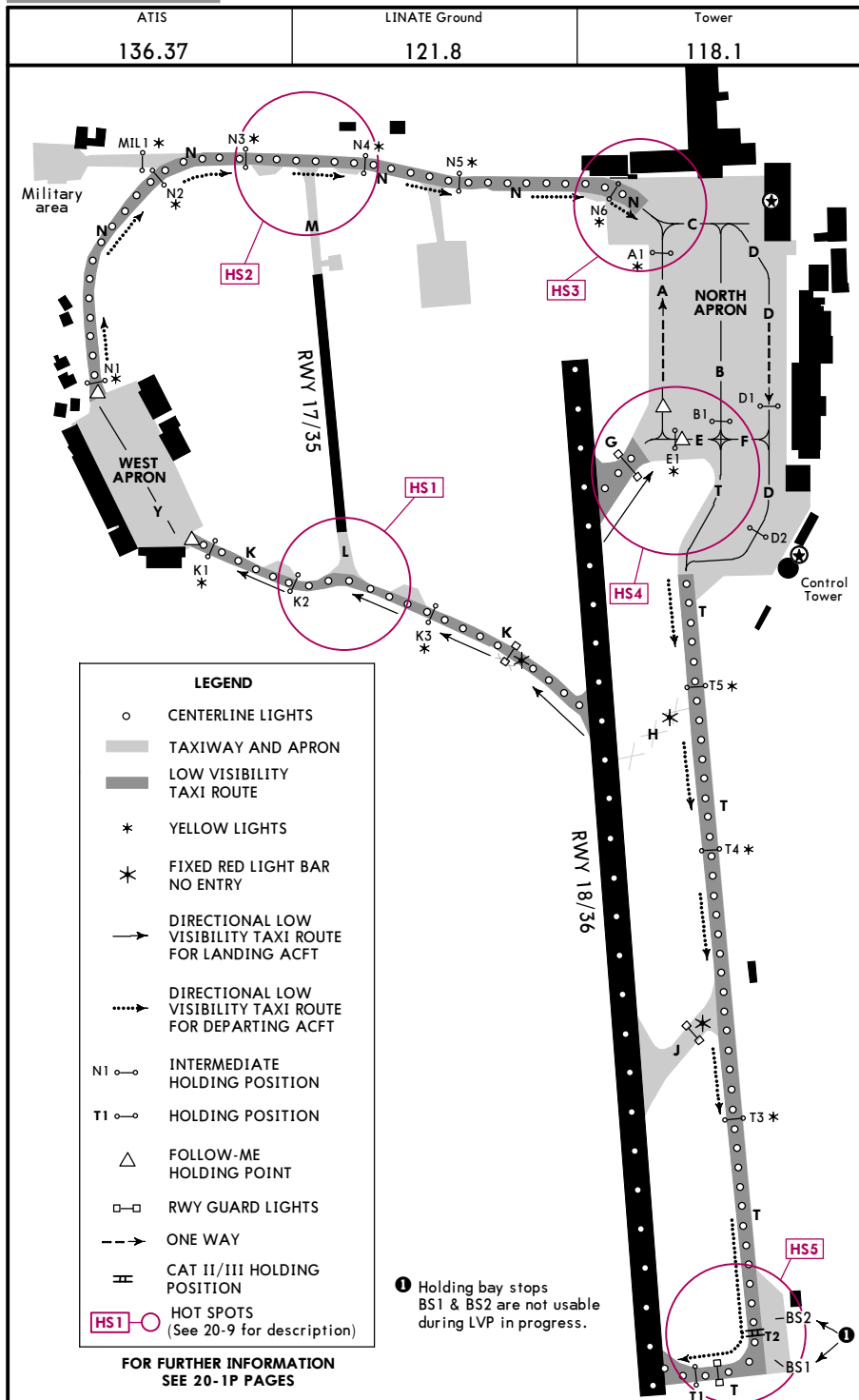
JEPPesen

4 SEP 15

(20-9B)

MILAN, ITALY

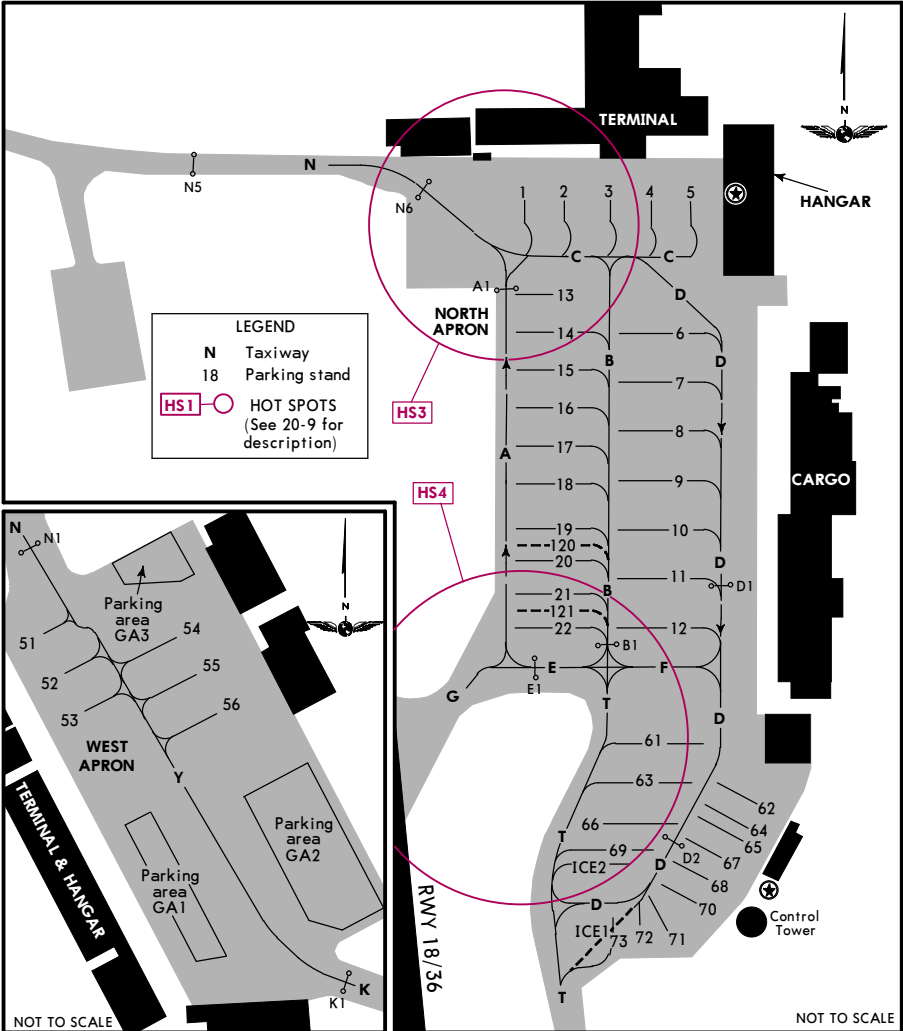
LOW VISIBILITY TAXI ROUTES



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		

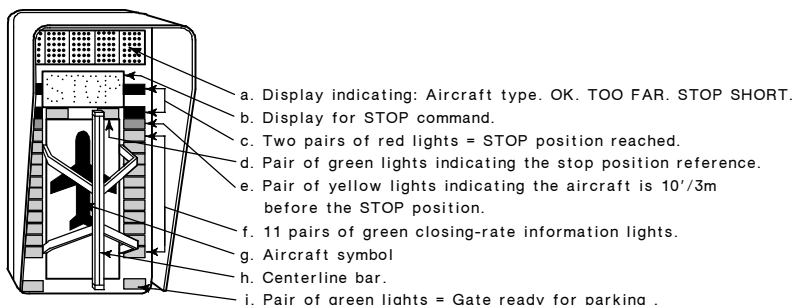
LIML/LIN

JEPPesen

27 OCT 06 (20-9D)

MILAN, ITALY
LINATE**VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)****A. SYSTEM DESCRIPTION**

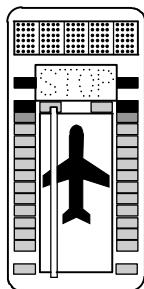
The system consists of a display unit in front of the parking position and a number of sensors in the apron surface. **On the display the left-hand pilot gets the correct alignment as well as the closing-rate and stop information.**

**B. ACTIVATED SYSTEM**

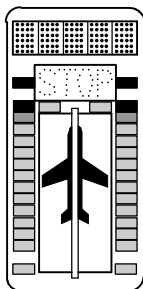
1. The system is ready for use when:
 - the bottom pair of green lights are blinking
 - the aircraft type is shown (blinking) on the upper information block
 - the stopbarlights are shown
2. The pilot should be aware that the correct type of aircraft is shown before using the system.

C. CENTERLINE GUIDANCE

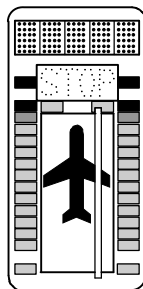
Centerline guidance is obtained by means of an illuminated bar in front of an aircraft symbol. The aircraft is on centerline when bar and symbol overlap each other.



TURN LEFT



ON CENTERLINE



TURN RIGHT

LIML/LIN



JEPPESSEN

7 DEC 12

20-9Y

Eff 13 Dec

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 ①	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

① MM out: NOT AUTHORIZED.

CIRCLE-TO-LAND ②	MDA(H)	VIS
	850' (497') ③	1000m

② Not authorized West of runway.

③ After VOR, NDB+DME or NDB 18: 1050' (697').

TAKE-OFF RWY 17, 18, 35, 36				
LVP must be in Force ①				
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 ③	800m

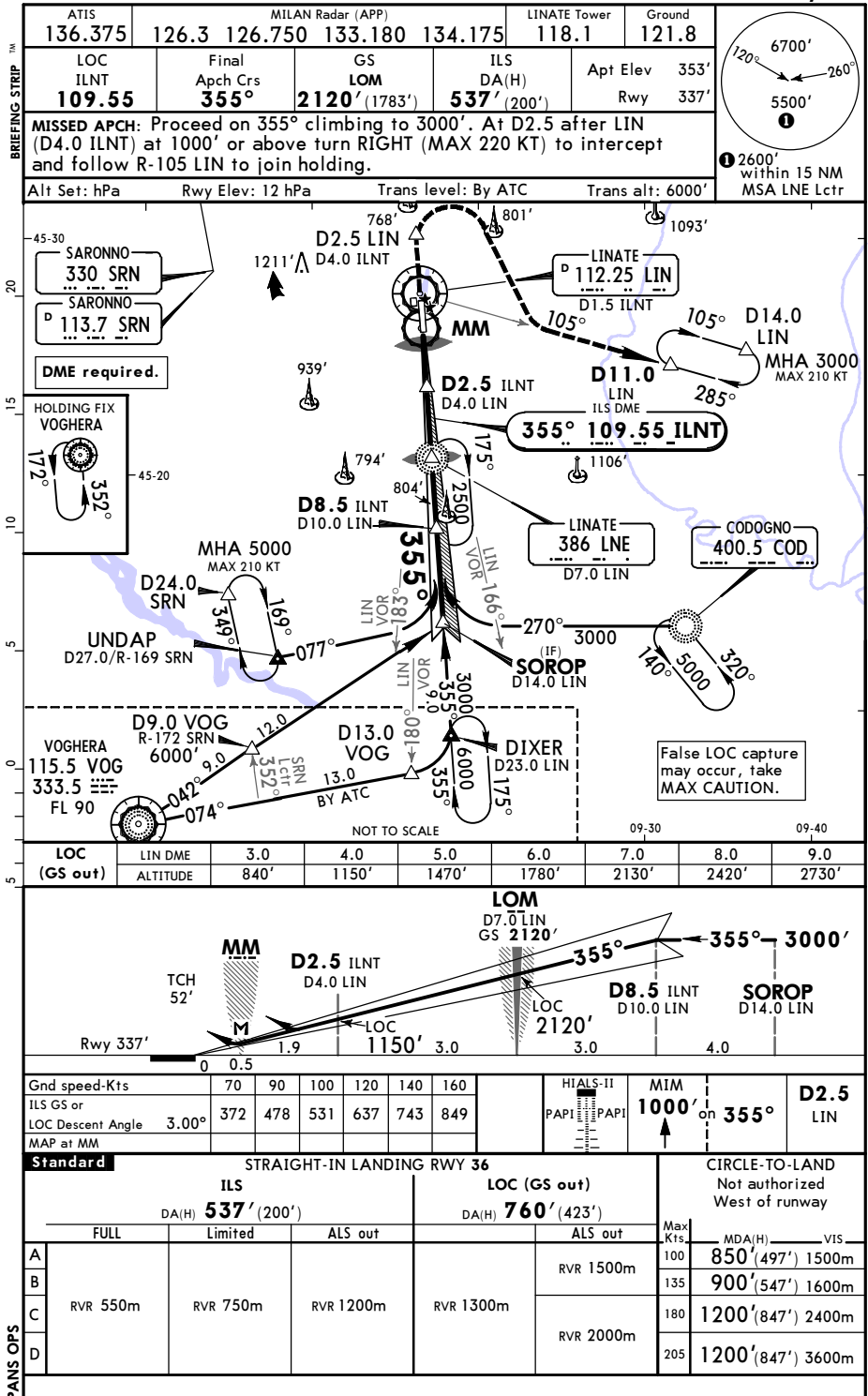
① Without LVP 400m are stipulated.

③ Or rejected take-off distance whichever is the greater.

LIML/LIN
LINATE

18 SEP 15 (21-1)

MILAN, ITALY
ILS Z Rwy 36



LIML/LIN
LINATE

JEPPESSEN
18 SEP 15 (21-2)

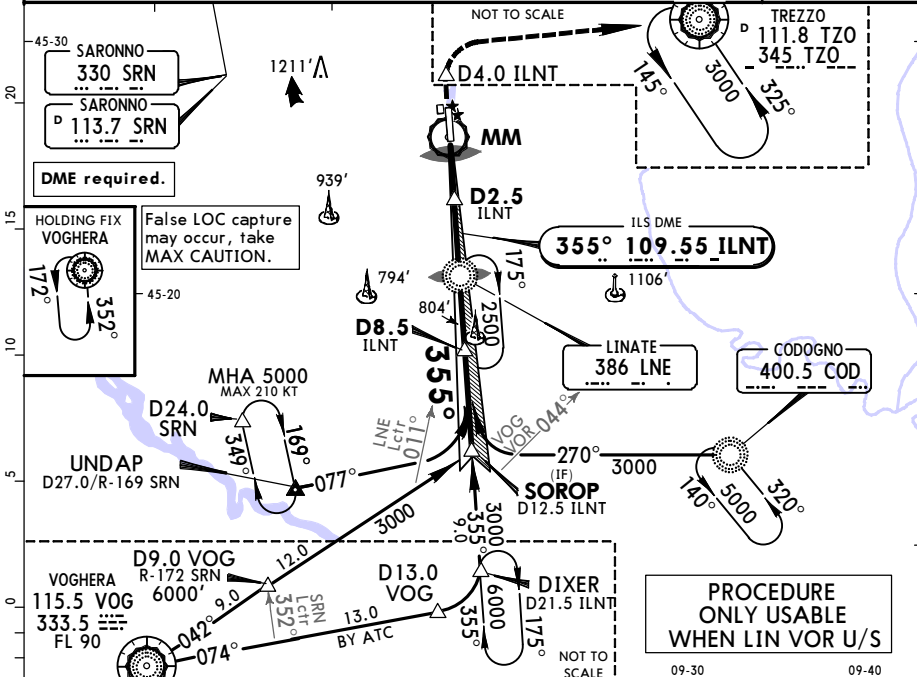
MILAN, ITALY
ILS Y Rwy 36

BRIEFING STRIP™

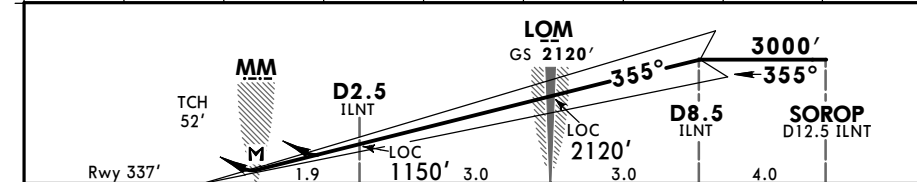
ATIS	MILAN Radar (APP)				LINATE Tower	Ground
136.375	126.3	126.750	133.180	134.175	118.1	121.8
LOC ILNT	Final Apch Crs	GS LOM	ILS DA(H)		Apt Elev	353'
109.55	355°	2120' (1783')	537' (200')		Rwy	337'
MISSED APCH: Proceed on 355° climbing to 3000'. At D4.0 after ILNT at 1000' or above, turn RIGHT (MAX 220 KT) to TZO VOR/NDB holding.						
Alt Set: hPa		Rwy Elev: 12 hPa	Trans level: By ATC		Trans alt: 6000'	

120° 6700'
260° 5500'
①

① 2600' within 15 NM
MSA LNE Lctr



LOC (GS out)	ILNT DME ALTITUDE	2.0 930'	3.0 1250'	4.0 1570'	5.0 1890'	6.0 2210'	7.0 2530'	8.0 2850'
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Gnd speed-Kts	70	90	100	120	140	160		MIM 1000' on 355°	D4.0 ILNT
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			
MAP at MM									

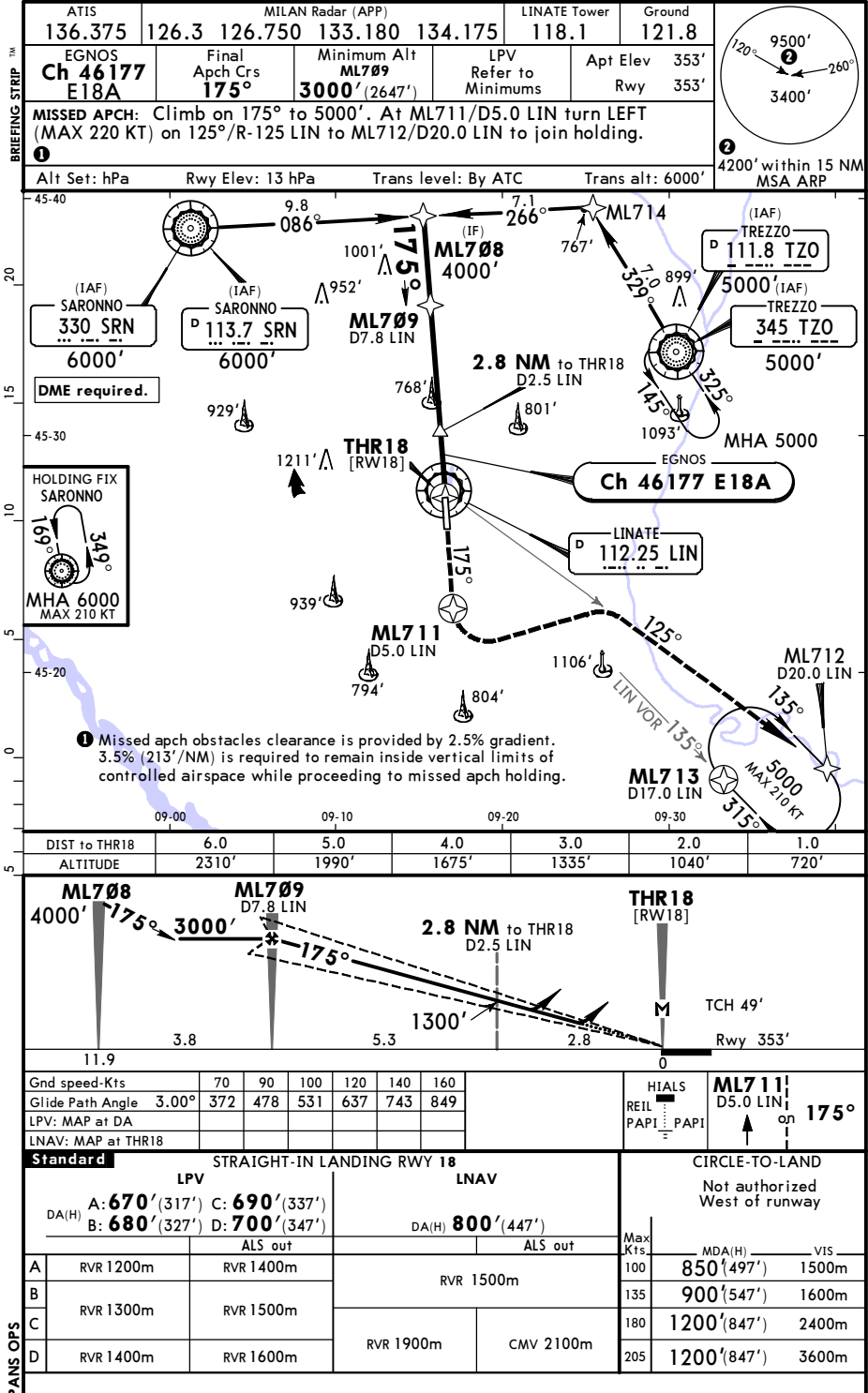
STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND Not authorized West of runway			
ILS DA(H) 537' (200')			LOC (GS out) DA(H) 760' (423')				
FULL			ALS out			Max Kts.	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m	RVR 1500m	100	850' (497') 1500m
						135	900' (547') 1600m
						180	1200' (847') 2400m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

PANS OPS

LIM/LIN
LINATE

JEPPesen
19 FEB 16 (22-1) Eff 3 Mar

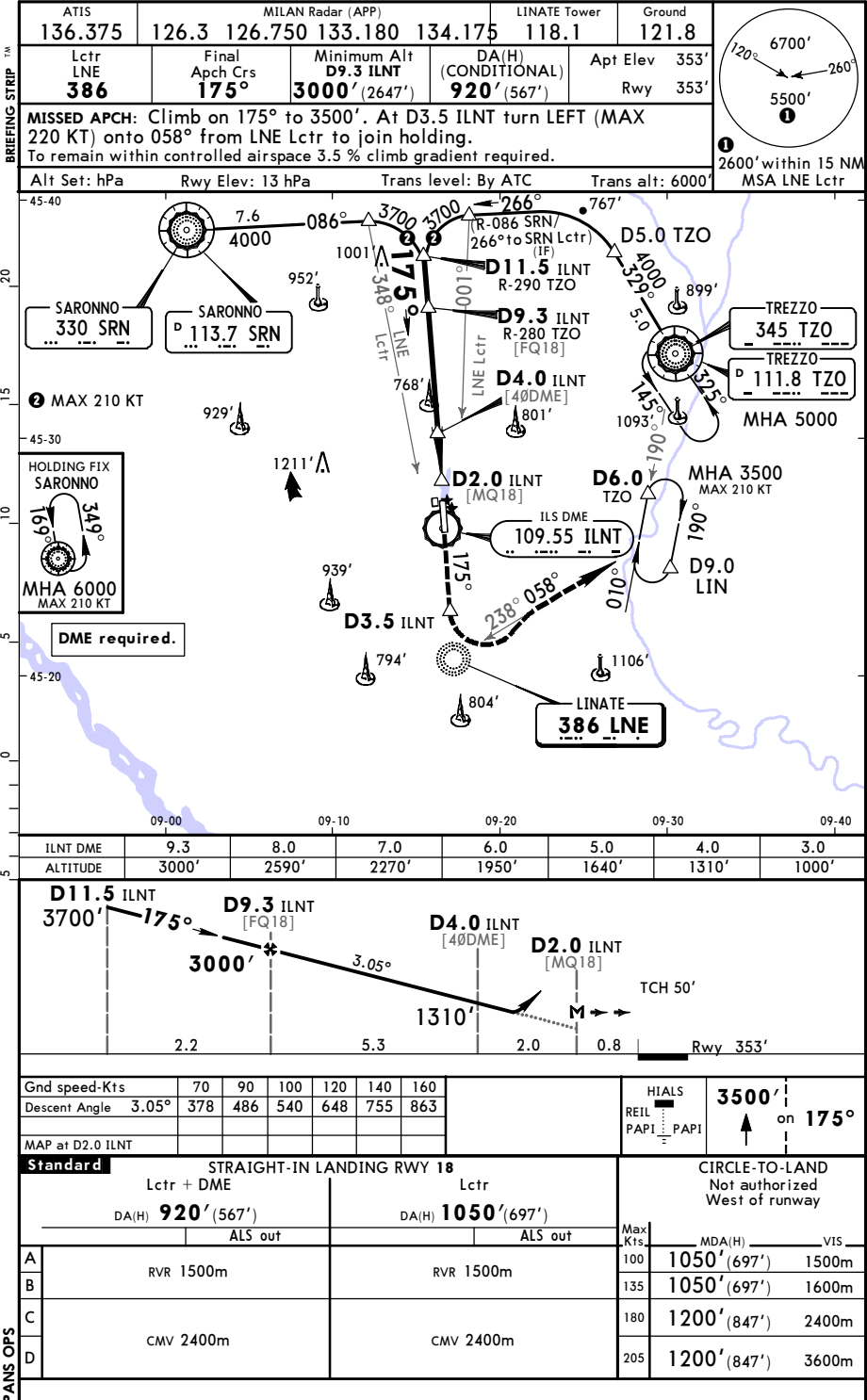
MILAN, ITALY
RNAV (GNSS) Rwy 18



LIML/LIN
LINATE

JEPPESSEN
18 SEP 15 (26-1)

MILAN, ITALY
Lctr Rwy 18



LIML/LIN
LINATE

JEPPesen
18 SEP 15 (26-2)

MILAN, ITALY
Lctr Rwy 36

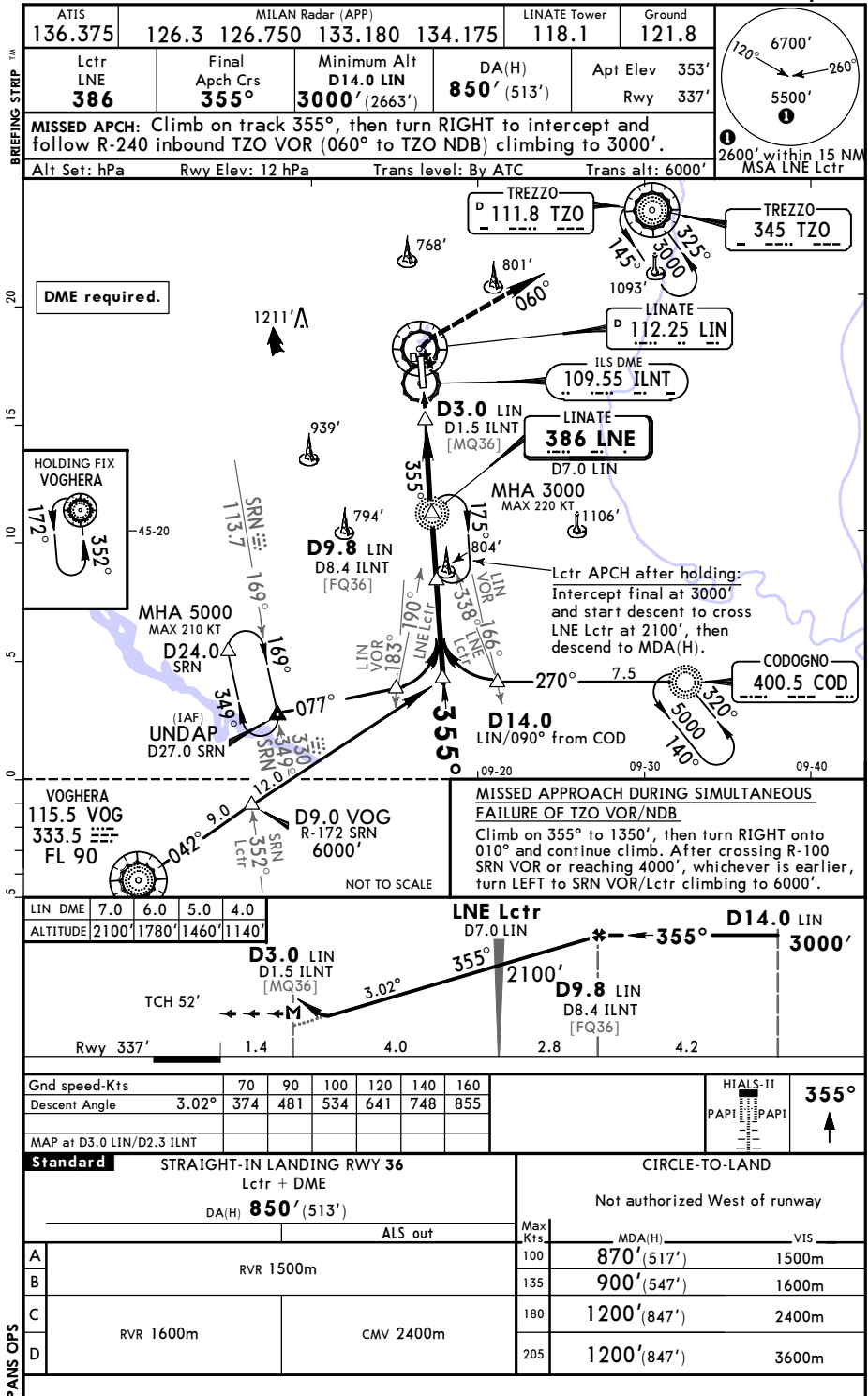


Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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MILAN, (LINATE - LIML)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIML