GENERAL

Operational Hours

ATS Hours: H24

AD ADMIN Hours: H24, HJ ± 30 for operations using secondary RWY

Airport Information

RFF: CAT 8
Fuel: 0530-2400‡, other times O/R
Refuelling with PAX on board or during embarking/disembarking only with PPR.
PCN: RWY 18/36: 60/F/B/W/T

Operation

Traffic Note
AD AVBL for ACFT with MAX wingspan 48m / 157ft.

Preferential RWY
TKOF/LDG RWY 36.

Transponder OPS
For details on Transponder Mode S Operation see CRAR Italy.

Low Visibilty Procedures
When RVR below 550m or CEIL below 200ft:

ARR:
- Exit RWY on TWY K when bound for west APN or on TWY G if bound for north APN.
- Report sensitive areas vacated.
- PAPI switched off during LVP.

DEP:
- Enter RWY 36 only via TWY T.
- Taxi through reference points, as RWY HLDG PSN RWY 36 CAT II/III TWY T, intermediate HLDG points.
- TWY J not usable.

Surface movement Radar U/S or RVR below 400m:
Only one ACFT movement at a time is permitted.
Follow me mandatory:
- on PSN K1, to West APN via K
- out of the sensitive area, to the North APN via G
- from North or West APN to PSN T5.

Surface movement Radar AVBL and RVR between 150-400m: Follow-me AVBL on pilots REQ.

Surface movement Radar AVBL and RVR below 150m: Follow-me assistance mandatory.

RWY Restriction
RWY 18/36 CLSD every TUE 2315-0015‡ due ILS GND check.

TWY Restrictions
TWY N width 18m / 59ft between west APN and junction with MIL area.
TWY K, L, M width 16m / 53ft.

TWY H CLSD.

TWY J usable for vacating RWY 18/36 only.

TWY K MAX wingspan 36m / 118ft and outer main gear span MAX 6m / 20ft. If not in compliance inform ATC.

GENERAL

TWY K usable in both directions during day light only and only between west APN and RWY 17/35, remaining part usable for vacating RWY 18/36 only.

Taxilane A usable N-bound only, MAX wingspan 36m / 118ft.

ACFT with tail height above 9m / 30ft must inform ATC before entering TWY N.

Taxi/Parking
Report leaving the APN.

Apron Management service is mandatory for all ACFT self manoeuvring, pushing back and on tow.

DEP:
Line-up as soon as LDG ACFT has passed THR or DEP ACFT started TKOF run.

ARR:
Vacate RWY if practicable via TWY K if bound to West APN.

Obtain ATC CLR before taxiing on the stretch of TWY N located along the extended CL of RWY 36.

Taxilane D usable S-bound only.

Taxilane T between E and D for AFCT with wingspan above 43m / 141ft follow-me compulsory.

Self-parking for all ACFT. Follow-me and marshalling AVBL O/R only when self-manoeuvring not safe.

Stands 1-5 visual docking system AVBL.

Stand 73 push-back required to taxilane T between E and D and taxilane D N-bound.

ACFT shall wait for follow-me or marshaller on the IHPs N1 and K1

APU
Use allowed 15min after ARR and 30min prior DEP. Stands 1-5 APU is allowed only 15min.

Within stands and parking areas, ACFT not equipped with APU or with APU inoperative are allowed to use a sinlge ENG at MNM PWR.

Warnings

BEG DVOR/DME
Limitations within 25NM:
R060-R100 MRA 8000ft
R100-R270 MRA 2000ft
R270-R300 MRA 5000ft
R300-R060 MRA 12000ft

MAINT: 1st MON of each month 0730-0900‡.

COD NDB
Limitations at 15NM:
160°-220° MRA 5000ft
Limitations at 25NM:
200°-160° MRA 5000ft

MAINT: 2nd TUE of each month 0930-1030‡.

GEN VOR/DME: MAINT: 3rd TUE of each month 0930-1030‡.

GENERAL

GEN NDB: MAINT: 3rd TUE of each month 1400-1500‡.

ILS RWY 36: Limitations between 17NM and 25NM MRA 2600ft

LIN VOR/DME
Limitations at 25NM:
R110-R190 MRA 6000ft
R190-R330 MRA 4000ft
R330-R110 MRA 8000ft

MAINT: 3rd FRI of each month 0830-1000‡.

LNE NDB
Limitations at 25NM:
050°-340° MRA 2500ft
340°-050° MRA 5000ft

MAINT: 1st TUE of each month 0930-1030‡.

MAL NDB
Limitations:
100°-275° MRA 4000ft

MAINT: 2nd TUE of each month 1230-1500‡.

MMP VOR MAINT: 2nd MON of each month 2000-2200‡.

SRN VOR/DME MAINT: 2nd THU of each month 0830-1130‡.

Procedure in case of SRN VOR/DME unavailability
During SRN VOR/DME unavailability all radial values referred to SRN VOR/DME published for SID, STAR and IAC can be intended as bearings referred to SRN NDB of the same value.

SRN NDB
130°-250° MRA 5000ft
250°-130° MRA 13000ft

MAINT: 2nd WED of each month 0900-1130‡.

TZO VOR/DME
Limitations within 10NM:
R020-R330 MRA 3000ft
R330-R020 MRA 4500ft

Limitations beyond 10NM:
R020-R050 MRA 12000ft
R050-R080 MRA 10000ft
R080-R100 MRA 5000ft
R100-R300 MRA 3000ft
R300-R320 MRA 5000ft
R320-R020 MRA 10000ft

MAINT: 4th THU of each month 0830-1130‡.

Procedure in case of TZO VOR/DME unavailability
During TZO VOR/DME unavailability all radial values referred to TZO VOR/DME published for SID, STAR and IAC can be intended as bearings referred to TZO NDB of the same value.

TZO NDB MAINT: 4th WED of MAY and NOV 0900-1100‡.

VOG VOR/DME MAINT: 4th TUE of each month 0830-1130‡.

VOG NDB MAINT: 3rd WED of each month 1200-1400‡.

GENERAL

AD occasionally affected by wind shear phenomena, mainly from May to July. Mostly originated by northern winds and sometimes associated with TS.

Local anomality in earth magnetic field reported close to TDZ RWY 36. Magnetic North indication may vary considerably.
Problems reported with AHRS (Attitude Heading Reference System) equipped ACFT.

Birds in vicinity of AD.

ARRIVAL

Speed

At IAS 250KT at FL100 or below.

At IAS 210KT starting the turn to intercept the ILS/LOC or the appropriate VOR radial (in case of VOR or VOR/DME final APCH) or at a DIST of 12NM from RWY THR in case of straight-in APCH.

At IAS 180KT completing the intercepting turn or at a DIST of 9NM from RWY THR in case of straight-in APCH.

At IAS 160KT at a DIST of 5NM from RWY THR.

Communication

On first contact with TWR, ARR ACFT are requested to provide TWR with distance indication on final.

COM Failure: Radio aid designated for APCH is the radio aid associated with the STAR.

COM Failure during taxiing
ACFT shall vacate RWY and the ILS sensitive area via the appropriate TWY and wait on its first segment for the ARR of follow-me.

Arrival Procedure

Arrival Note
Unless in case of emergency, landing for ACFT with any type of landing gear failure is prohibited.

Noise Abatement Procedure: See CRAR Italy**.**

Reverse: Do not use more than idle reverse.

Warning

False LOC captures reported.

DEPARTURE

Take-off Minima

RWY		36	
All ACFT	ft - m/km	0 - 75R	-
RWY		18	
All ACFT	ft - m/km	0 - 400R/400V	-

DEPARTURE

Communication

COM Failure during taxiing
ACFT shall continue strictly on the assigned taxi route to the CLR limit and wait for follow-me.

Departure Procedure

Start-up/Push-back:
REQ start-up CLR 5min before ready to start ENGs.
REQ permission to taxi before leaving the west APN.
Report leaving the APN on IHPs N1 and K1

Airport Collaborative Decision Making (CDM)
CDM concept in use at this airport. See General Part/RAR/RAR In-Flight.

Intersection TKOF
RWY 18: Start point INT TKOF G.
INT TKOF are usable only on pilots REQ or on TWR REQ, with pilots agreement.

Noise Abatement Procedure
See CRAR Italy and in addition:
Engine Run-ups at high power prohibited between 2200-0500‡ except for ACFT to be used immediately.

De-Icing

In case of snowfall all ACFT will be automatically booked for de-icing treatment.

If treatment is not needed:
Inform TWR; and ACFT operator or handling agent shall inform de-icing OPS.

De-icing/De-snowing take place at following PSN of North APN:
- Stand 74, MAX wingspan 48m / 157ft.
- Stand 73, 75, 76 MAX wingspan 36m / 118ft.

ACFT OPR/Pilots REQ at least 50min before EOBT to de-icing provider through company or ramp-agent attending the flight. NO REQ will be accepted during taxi.

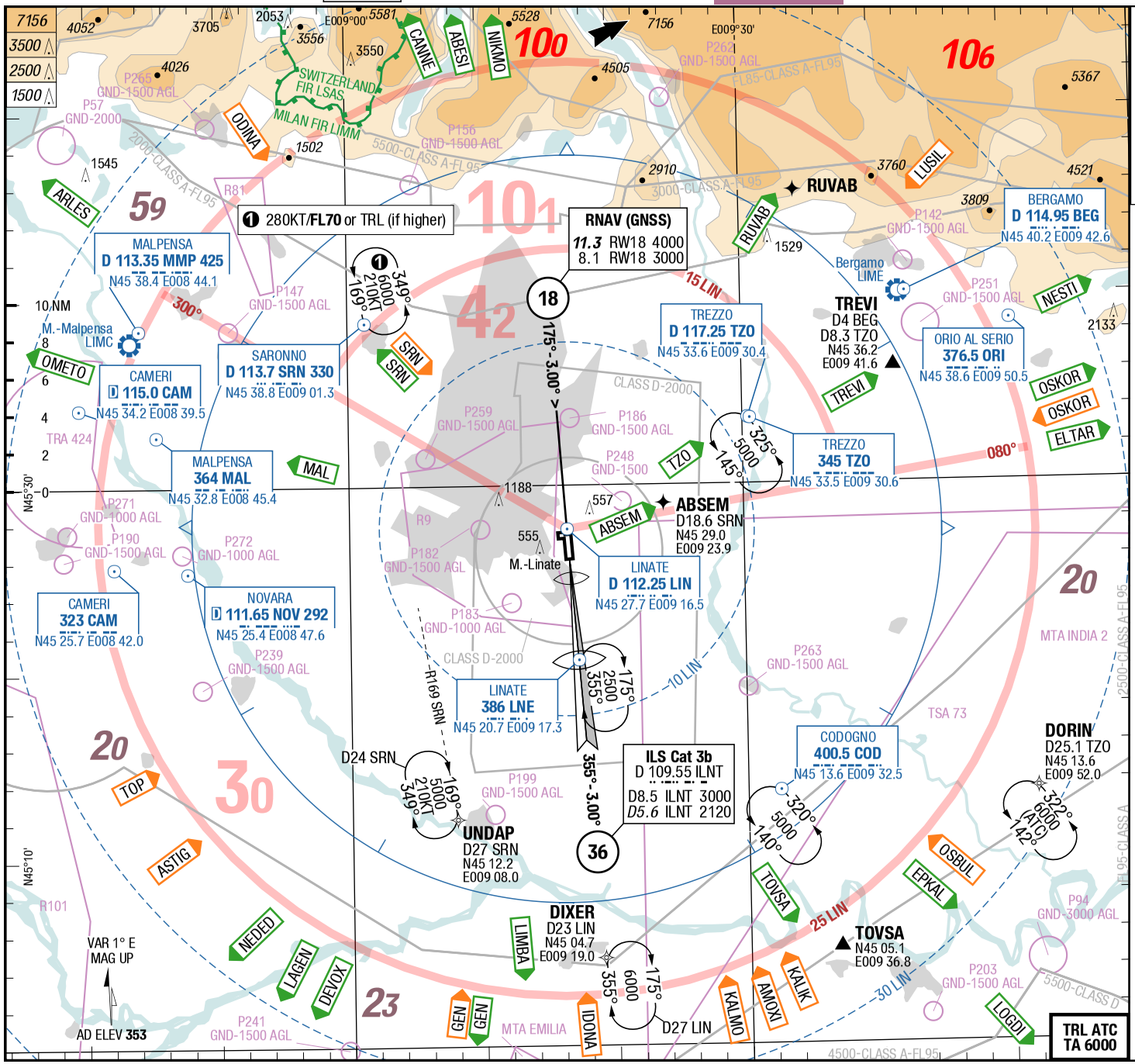
At start-up, report to TWR to have agreed upon previous de-icing OPS.

For de-icing PSN expect TWR instructions to PSN via APN TWY.

Follow-me O/R. During LVP marshaller will guide ACFT to de-icing PSN.

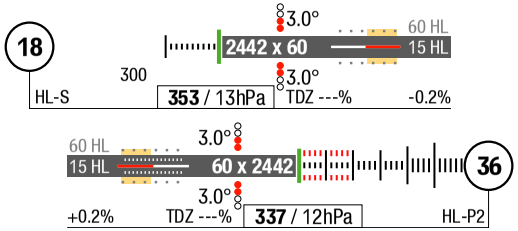
Report to TWR "ready to move" only after de-icing PROCs completed.

ENG status during de-icing:
- Twin ENG: both on idle PWR.
- Three ENG: Tail out, internal idle PWR.
- Four ENG: External out, internal idle PWR.
- PROP: PROPs should be stopped when possible.

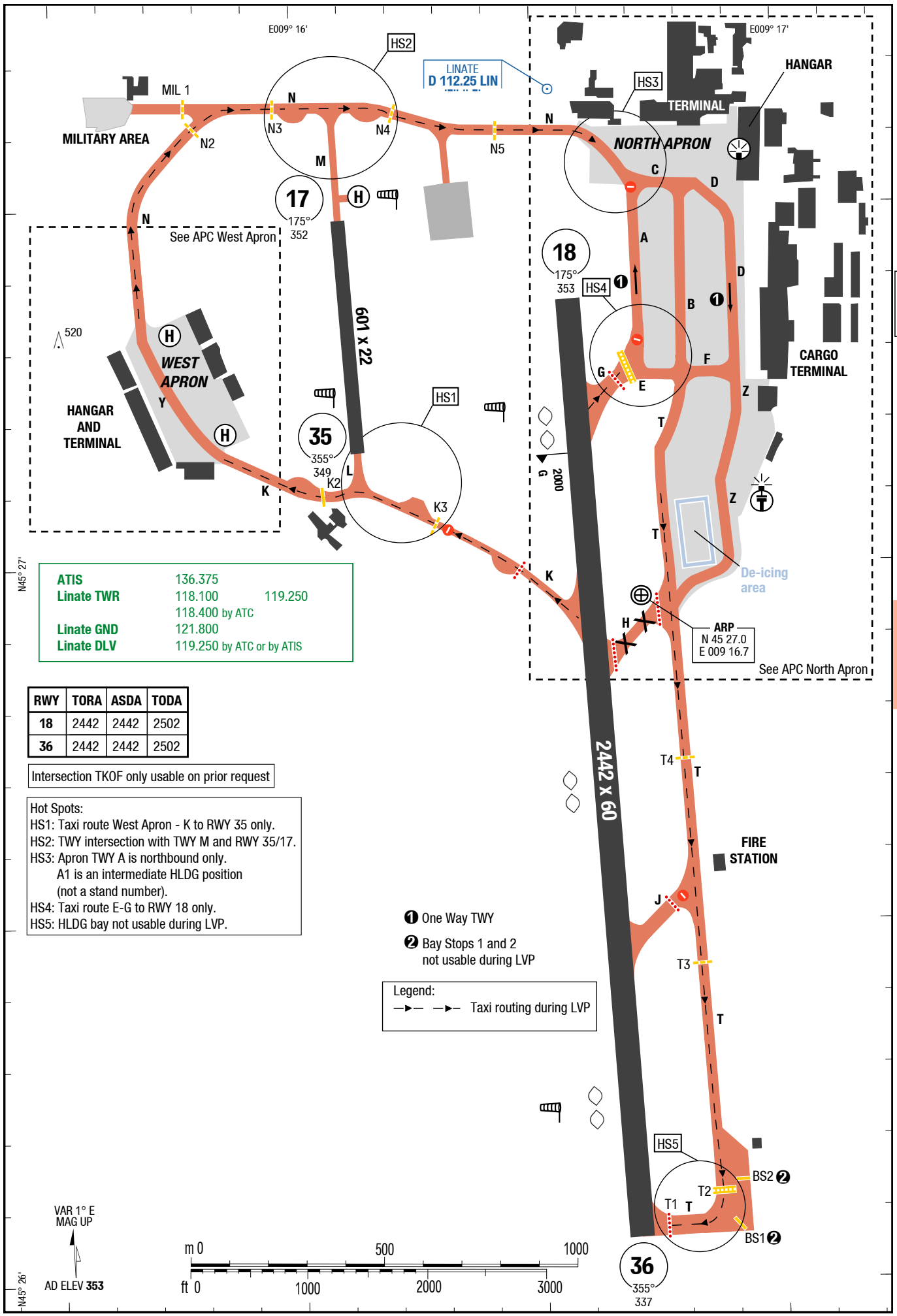


ATIS	136.375
Milan RAD	126.300 126.750 134.175 133.180
Linate TWR	118.100 118.400 by ATC
Linate GND	121.800
Linate DLV	119.250 by ATC or by ATIS

Landing RWY system:



Changes: ASP, Navaid , OBST, SUAs



ATIS	136.375	
Linate TWR	118.100	119.250
	118.400 by ATC	
Linate GND	121.800	
Linate DLV	119.250 by ATC or by ATIS	

RWY	TORA	ASDA	TODA
18	2442	2442	2502
36	2442	2442	2502

Intersection TKOF only usable on prior request

Hot Spots:
HS1: Taxi route West Apron - K to RWY 35 only.
HS2: TWY intersection with TWY M and RWY 35/17.
HS3: Apron TWY A is northbound only.
A1 is an intermediate HLDG position (not a stand number).
HS4: Taxi route E-G to RWY 18 only.
HS5: HLDG bay not usable during LVP.

❶ One Way TWY

❷ Bay Stops 1 and 2 not usable during LVP

Legend:
Taxi routing during LVP

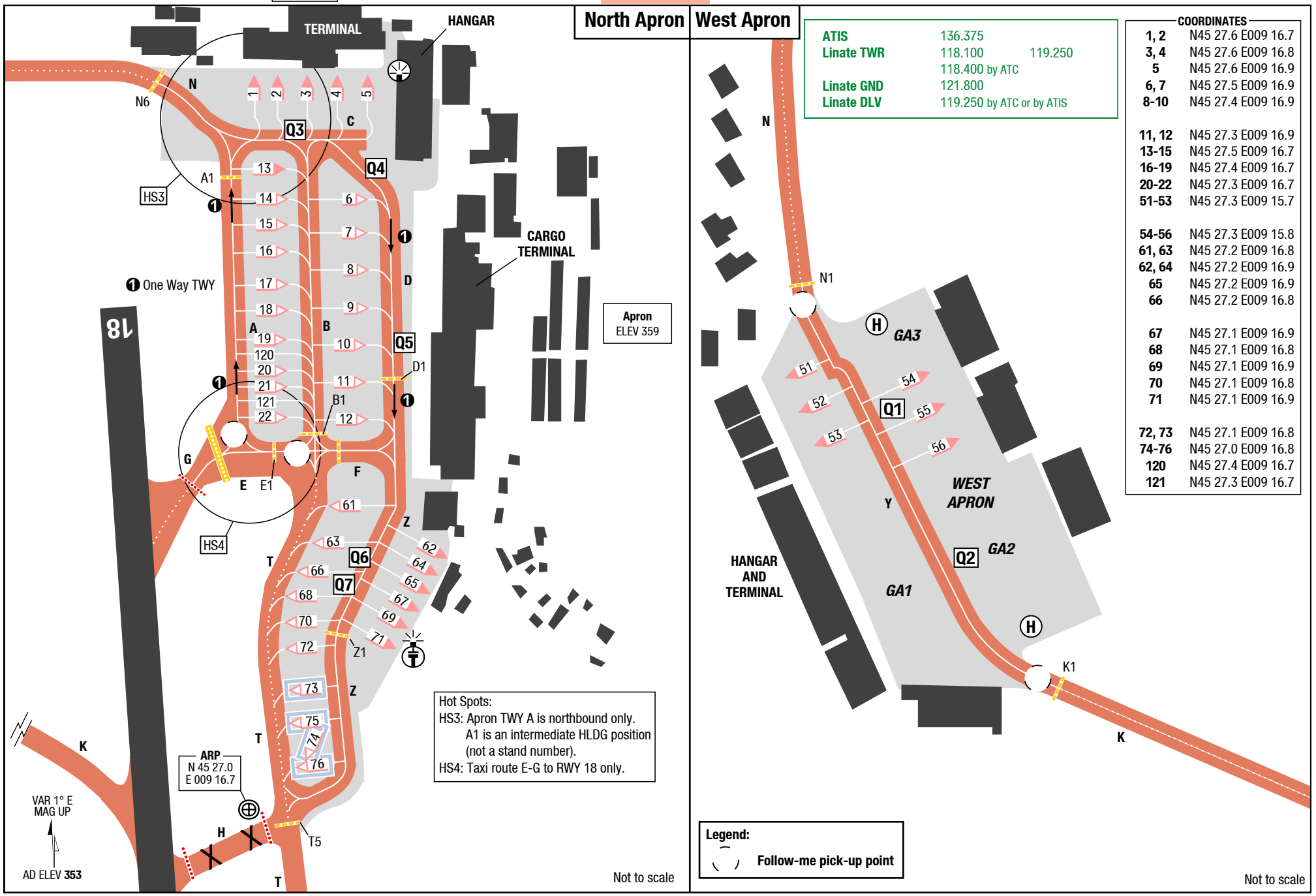
LIN-LIML

3-30

Italy **Milan** Linate
NIL
APC

APC APC

Linate **Milan** Italy
NIL
APC



ATIS	136.375	
Linate TWR	118.100	119.250
	118.400 by ATC	
Linate GND	121.800	
Linate DLV	119.250 by ATC or by ATIS	

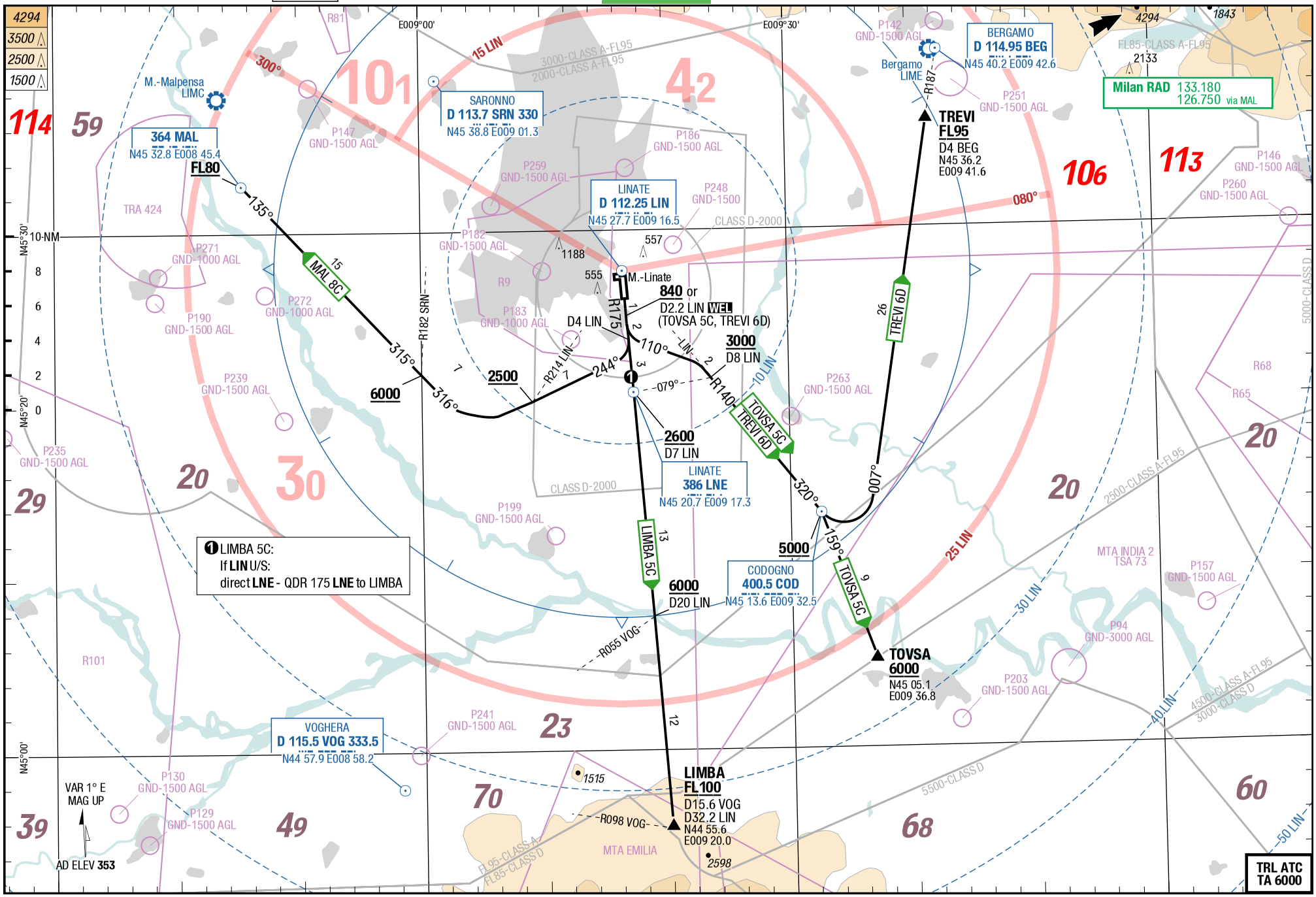
Hot Spots:
HS3: Apron TWY A is northbound only.
A1 is an intermediate HLDG position (not a stand number).
HS4: Taxi route E-G to RWY 18 only.

Legend:
Follow-me pick-up point

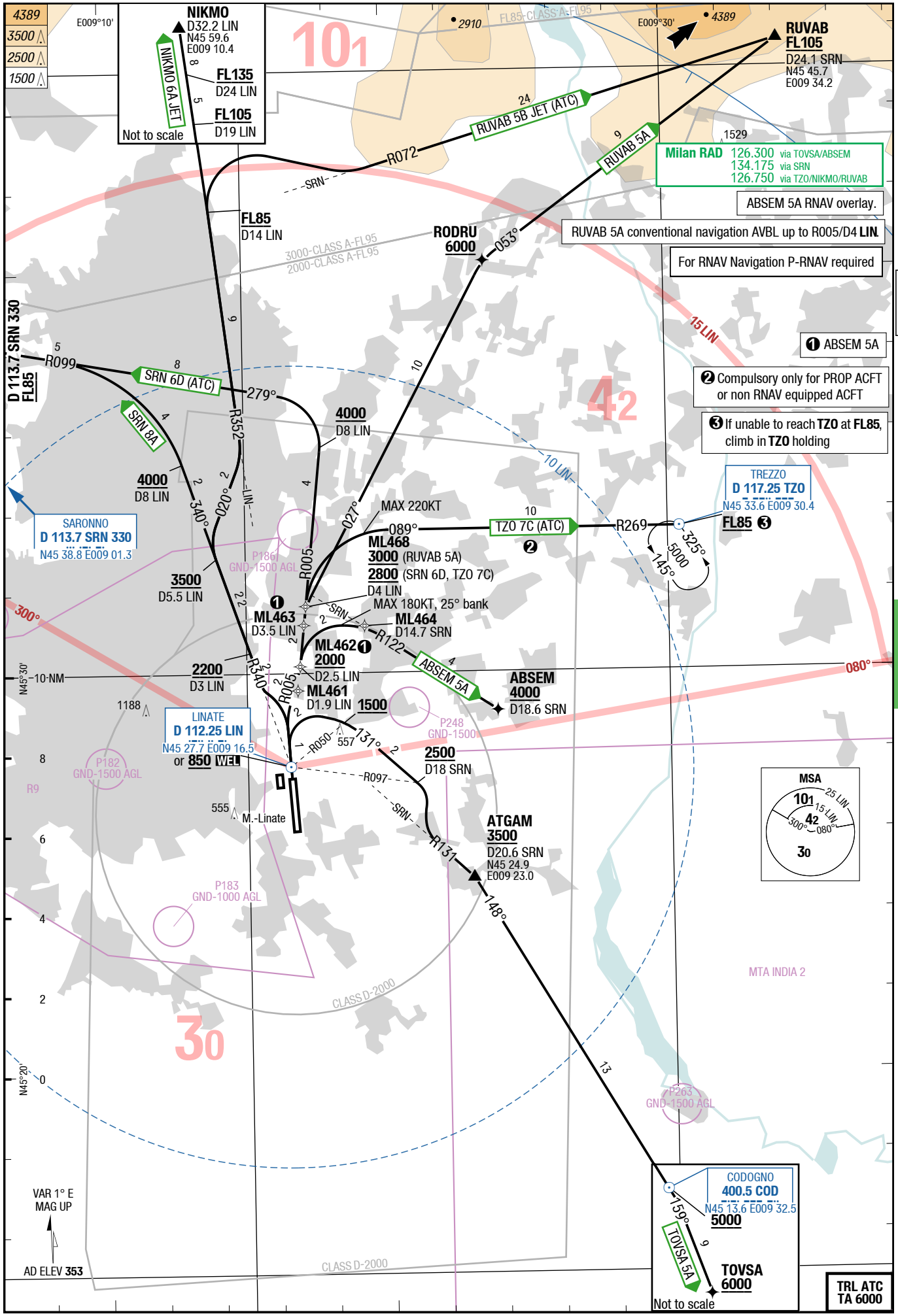
COORDINATES

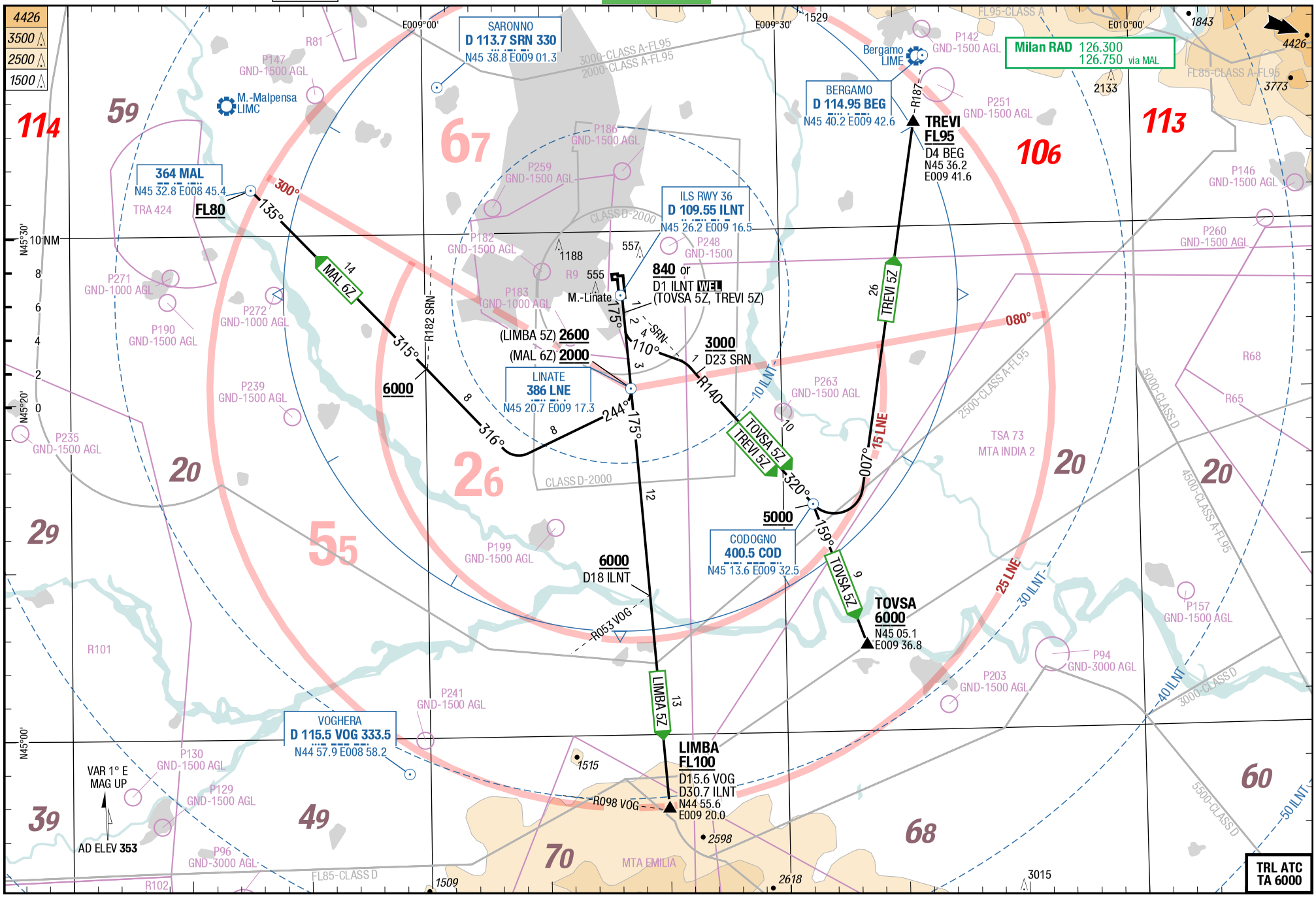
1, 2	N45 27.6 E009 16.7
3, 4	N45 27.6 E009 16.8
5	N45 27.6 E009 16.9
6, 7	N45 27.5 E009 16.9
8-10	N45 27.4 E009 16.9
11, 12	N45 27.3 E009 16.9
13-15	N45 27.5 E009 16.7
16-19	N45 27.4 E009 16.7
20-22	N45 27.3 E009 16.7
51-53	N45 27.3 E009 15.7
54-56	N45 27.3 E009 15.8
61, 63	N45 27.2 E009 16.8
62, 64	N45 27.2 E009 16.9
65	N45 27.2 E009 16.9
66	N45 27.2 E009 16.8
67	N45 27.1 E009 16.9
68	N45 27.1 E009 16.8
69	N45 27.1 E009 16.9
70	N45 27.1 E009 16.8
71	N45 27.1 E009 16.9
72, 73	N45 27.1 E009 16.8
74-76	N45 27.0 E009 16.8
120	N45 27.4 E009 16.7
121	N45 27.3 E009 16.7

Changes: Release Points

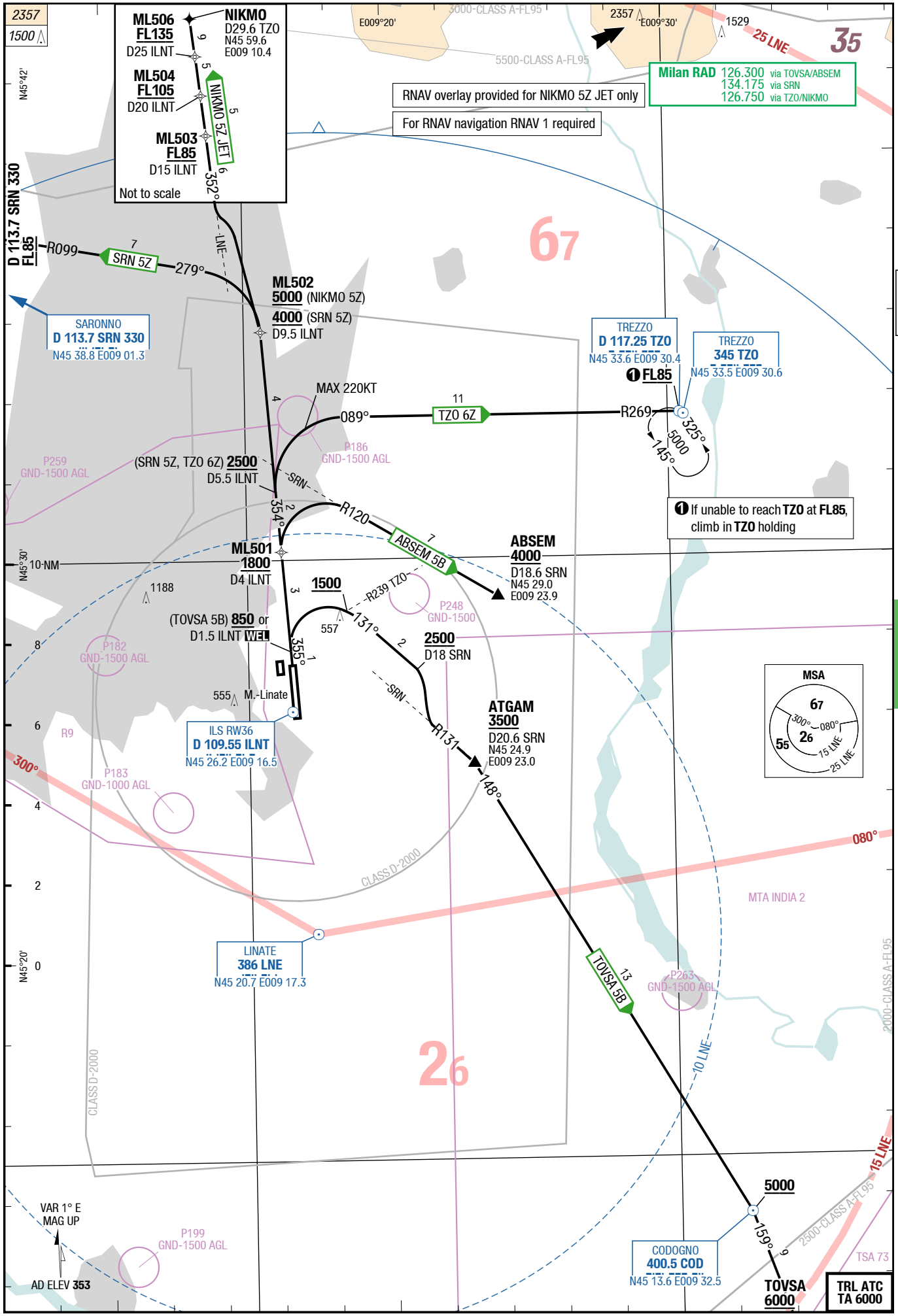


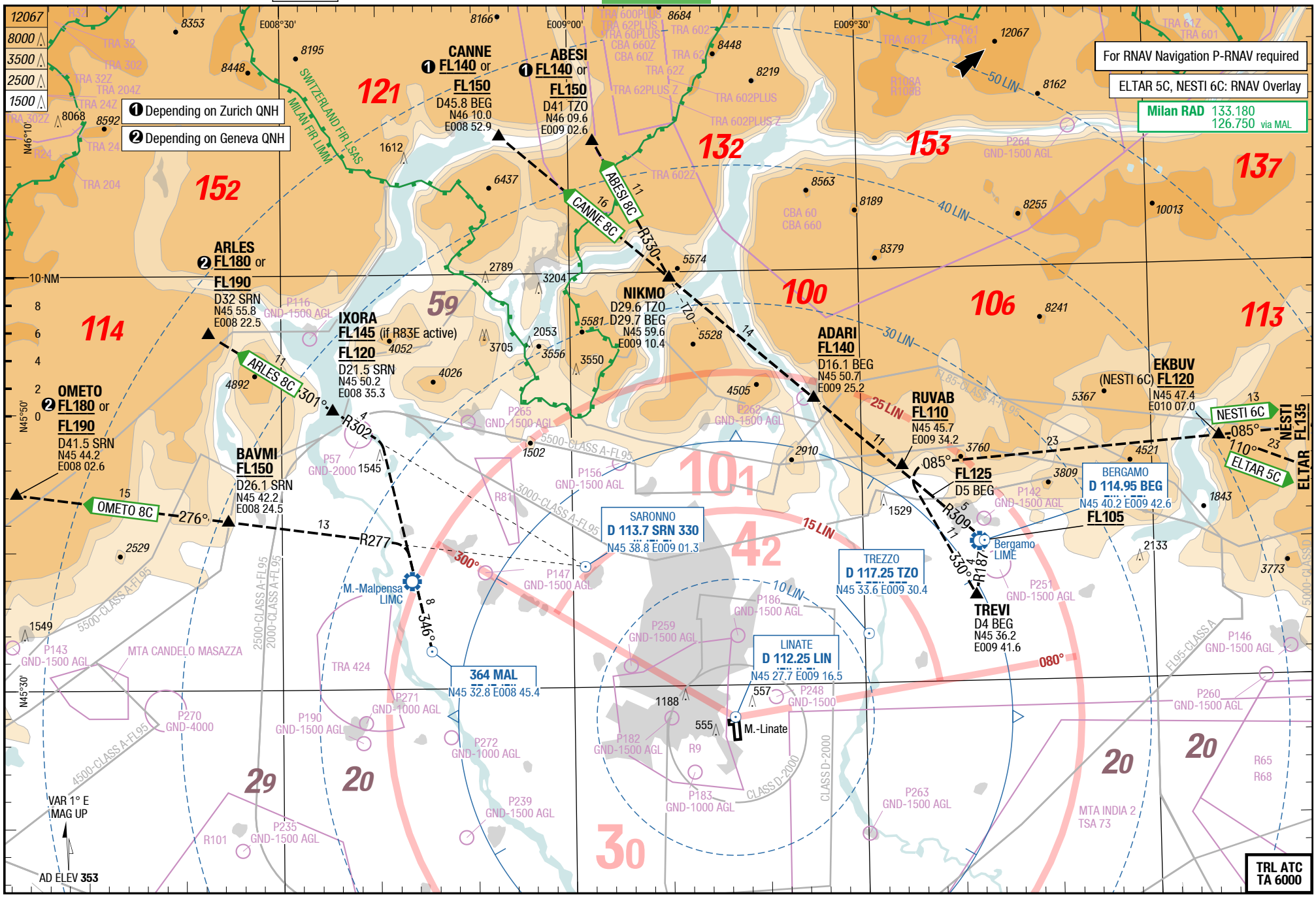
Changes: ASP, ALT, SUAs, OBST


4389
3500
2500
1500
E009°10'
NIKMO
D32.2 LIN
N45 59.6
E009 10.4
NIKMO 6A JET
Not to scale
FL135
D24 LIN
FL105
D19 LIN
101
2910
FL85-CLASS A-FL95
E009°30'
4389
RUVAB
FL105
D24.1 SRN
N45 45.7
E009 34.2
RUVAB 5B JET (ATC)
24
RUVAB 5A
9
1529
Milan RAD 126.300 via TOVSA/ABSEM
134.175 via SRN
126.750 via TZO/NIKMO/RUVAB
ABSEM 5A RNAV overlay.
RUVAB 5A conventional navigation AVBL up to R005/D4 LIN
For RNAV Navigation P-RNAV required
R072
SRN
FL85
D14 LIN
3000-CLASS A-FL95
2000-CLASS A-FL95
RODRU
6000
053°
15 LIN
❶ ABSEM 5A
❷ Compulsory only for PROP ACFT or non RNAV equipped ACFT
❸ If unable to reach TZO at FL85, climb in TZO holding
D 113.7 SRN 330
FL85
R099
SRN 6D (ATC)
8
279°
SRN 8A
4
R352
9
4000
D8 LIN
10
42
10 LIN
TREZZO
D 117.25 TZO
N45 33.6 E009 30.4
FL85 ❸
SARONNO
D 113.7 SRN 330
N45 38.8 E009 01.3
4000
D8 LIN
340°
020°
LIN
R005
027°
MAX 220KT
089°
TZO 7C (ATC)
10
❷
R269
325°
5000
145°
P186
GND-1500 AGL
ML468
3000 (RUVAB 5A)
2800 (SRN 6D, TZO 7C)
D4 LIN
MAX 180KT, 25° bank
3500
D5.5 LIN
300°
❶
ML463
D3.5 LIN
SRN
ML464
D14.7 SRN
ML462 ❶
2000
D2.5 LIN
R122
ABSEM 5A
ABSEM
4000
D18.6 SRN
080°
10-NM
N45°30'
2200
D3 LIN
R340
R005
ML461
D1.9 LIN
1500
1188
LINATE
D 112.25 LIN
N45 27.7 E009 16.5
or 850 WEL
P248
GND-1500
R050
557
131°
2500
D18 SRN
P182
GND-1500 AGL
R9
R097
555
M.-Linate
SRN
R131
ATGAM
3500
D20.6 SRN
N45 24.9
E009 23.0
MSA
101
25 LIN
15 LIN
42
300°
080°
30
148°
13
P183
GND-1000 AGL
MTA INDIA 2
CLASS D-2000
30
P263
GND-1500 AGL
N45°20'
VAR 1° E
MAG UP
AD ELEV 353
CODOGNO
400.5 COD
N45 13.6 E009 32.5
5000
159°
TOVSA 5A
9
TOVSA
6000
Not to scale
TRL ATC
TA 6000

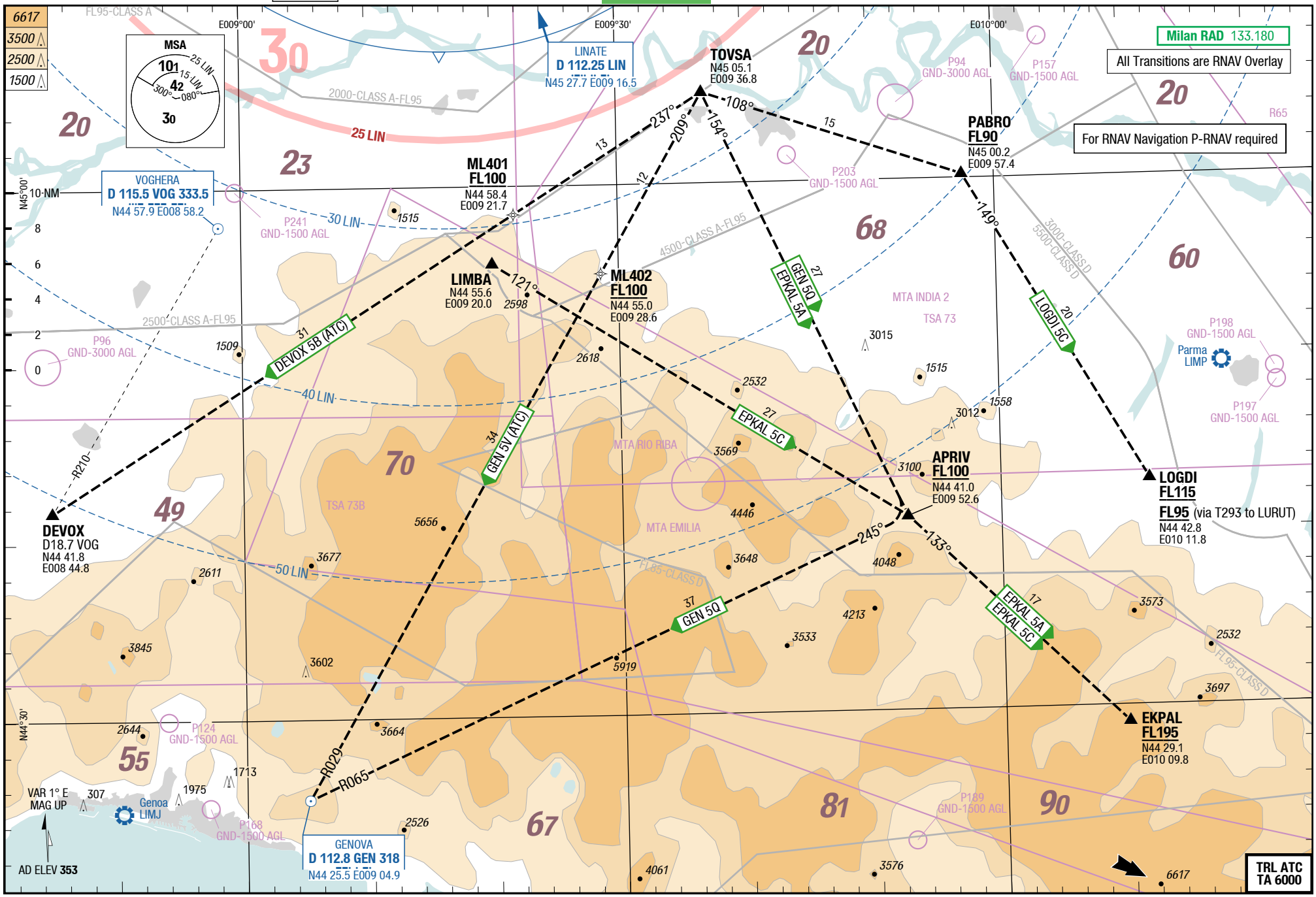


Changes: ASP, ALT, OBST, SUAs

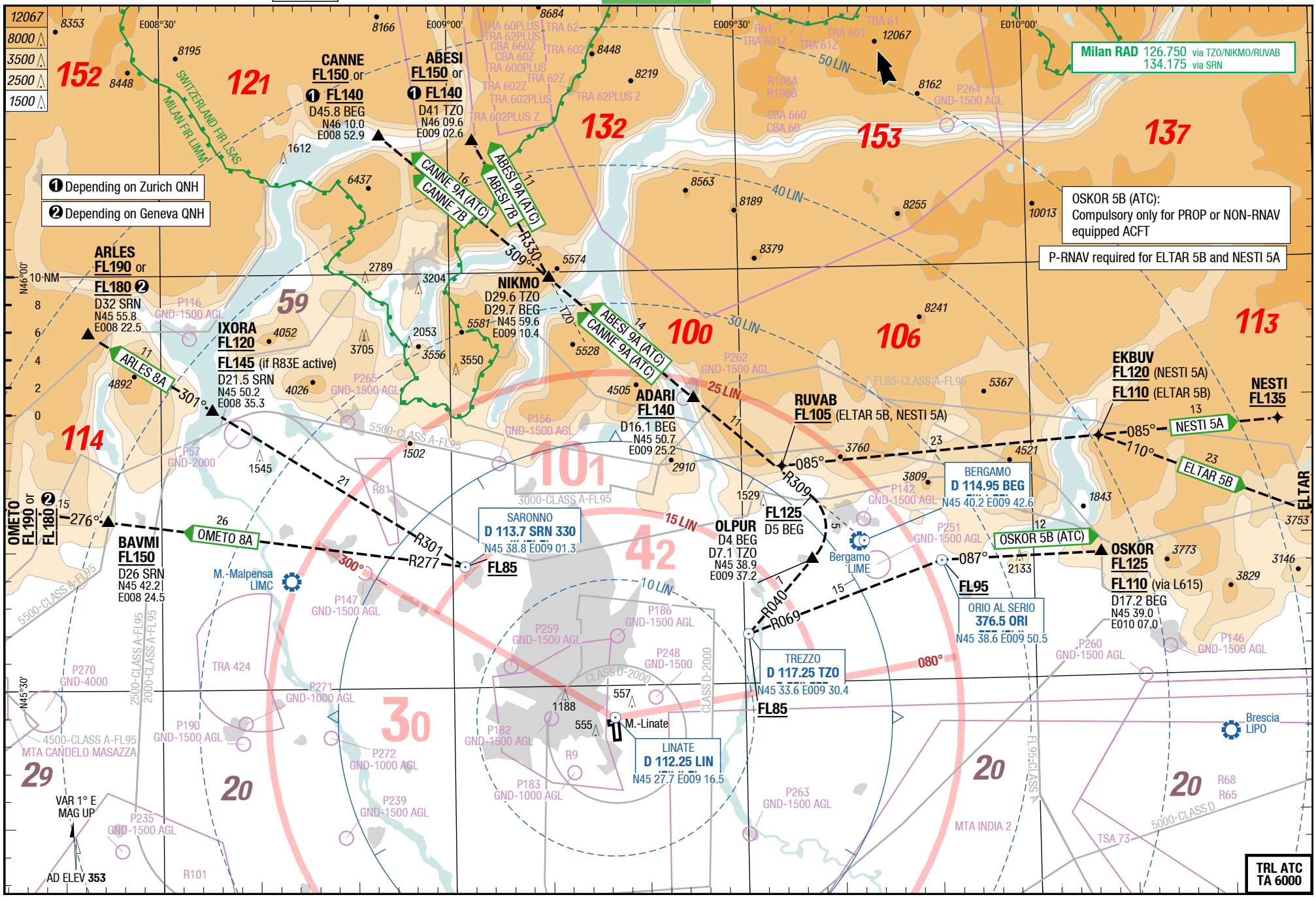

2357
1500
ML506
FL135
D25 ILNT
NIKMO
D29.6 TZO
N45 59.6
E009 10.4
ML504
FL105
D20 ILNT
ML503
FL85
D15 ILNT
NIKMO 5Z JET
Not to scale
D 113.7 SRN 330
FL85
R099
SRN 5Z
279°
352°
LNE
ML502
5000 (NIKMO 5Z)
4000 (SRN 5Z)
D9.5 ILNT
SARONNO
D 113.7 SRN 330
N45 38.8 E009 01.3
MAX 220KT
089°
TZO 6Z
R269
TREZZO
D 117.25 TZO
N45 33.6 E009 30.4
TREZZO
345 TZO
N45 33.5 E009 30.6
FL85
325°
5000
145°
If unable to reach TZO at FL85, climb in TZO holding
(SRN 5Z, TZO 6Z) 2500
D5.5 ILNT
SRN
354°
R120
ABSEM 5B
ABSEM
4000
D18.6 SRN
N45 29.0
E009 23.9
ML501
1800
D4 ILNT
1188
10-NM
(TOVSA 5B) 850 or
D1.5 ILNT WEL
1500
R239 TZO
557
131°
355°
2500
D18 SRN
555 M.-Linate
ILS RW36
D 109.55 ILNT
N45 26.2 E009 16.5
ATGAM
3500
D20.6 SRN
N45 24.9
E009 23.0
R131
148°
MSA
67
300°
080°
26
55
15 LNE
25 LNE
RNAV overlay provided for NIKMO 5Z JET only
For RNAV navigation RNAV 1 required
Milan RAD 126.300 via TOVSA/ABSEM
134.175 via SRN
126.750 via TZO/NIKMO
25 LNE
35
67
26
P259 GND-1500 AGL
P186 GND-1500 AGL
P248 GND-1500
P182 GND-1500 AGL
P183 GND-1000 AGL
P263 GND-1500 AGL
P199 GND-1500 AGL
CLASS D-2000
MTA INDIA 2
LINATE
386 LNE
N45 20.7 E009 17.3
TOVSA 5B
10 LNE
15 LNE
CODOGNO
400.5 COD
N45 13.6 E009 32.5
5000
159°
TOVSA
6000
TRL ATC
TA 6000
TSA 73
VAR 1° E
MAG UP
AD ELEV 353
E009°20'
E009°30'
N45°42'
N45°30'
N45°20'
5500-CLASS A-FL95
3000-CLASS A-FL95
2500-CLASS A-FL95
2000-CLASS A-FL95



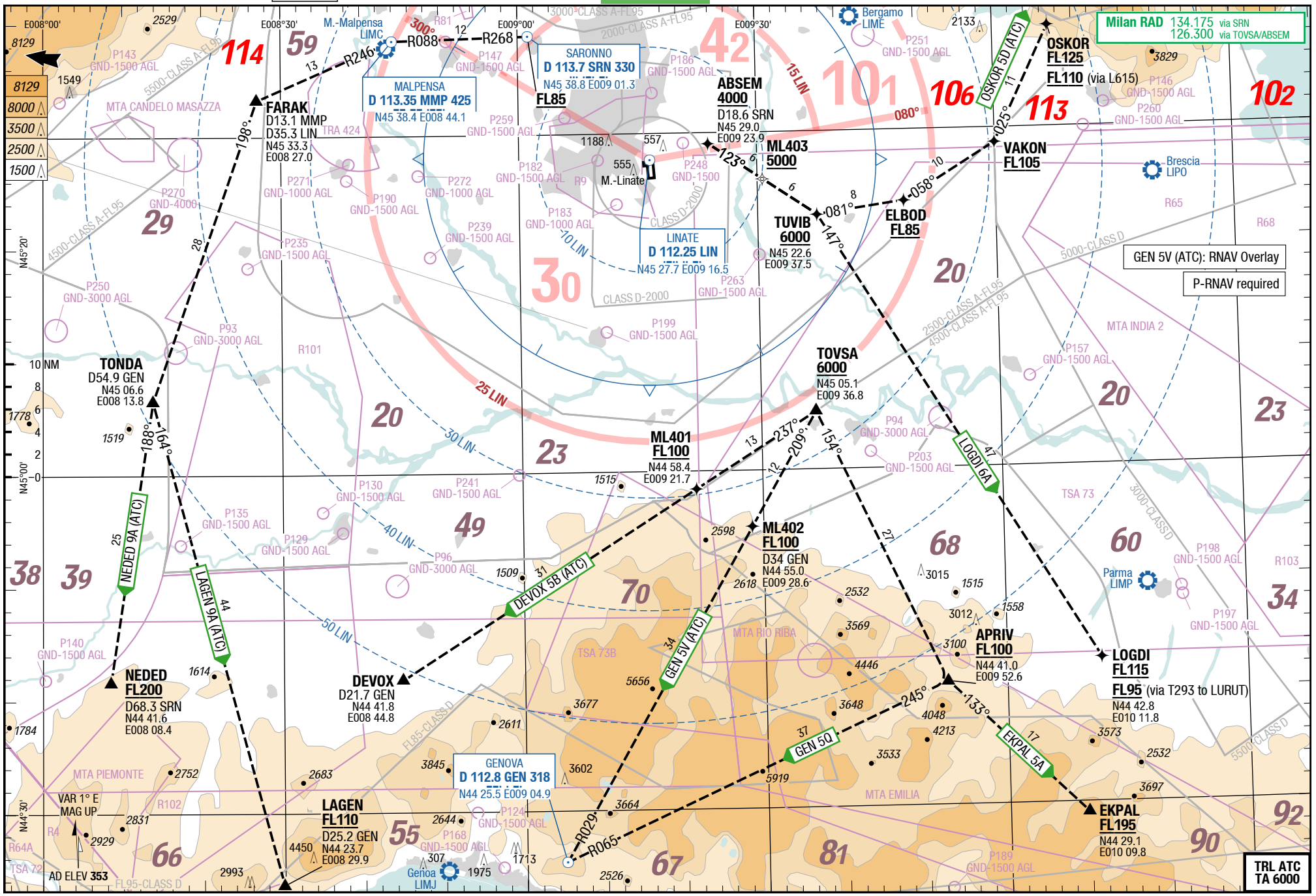
Changes: ASP, NAVAID, SUAs, OBST



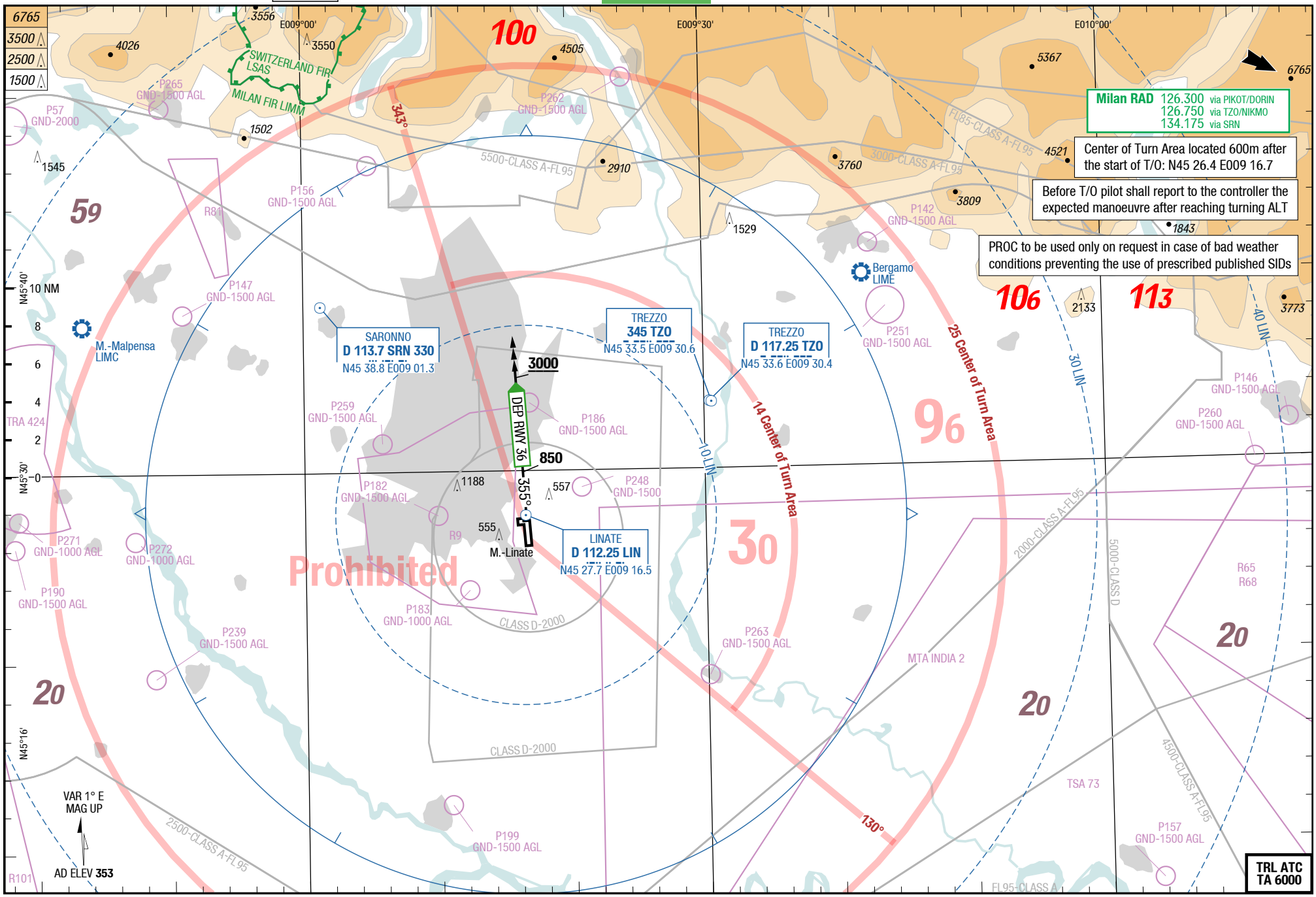
Changes: ASP, SUAs, OBST



Changes: ASP, NAVAID, SUAs, OBST



Changes: ASP, SUAs, OBST



Changes: ASP, MSA, NAVAID, ALT, SUAs, OBST

LIMBA 5C / MALPENSA 8C / TOVSA 5C / TREVI 6D

RWY 18 (175°)

	GS	120	150	180	210	240	270
5.4%	ft/MIN	700	900	1000	1200	1400	1500
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
LIMBA 5C 7.1% to 3000 **133.180**	R175 **LIN** to LIMBA If **LIN** unserviceable: direct **LNE** - QDR 175 **LNE** to LIMBA	D7 **LIN** (**LNE**) MNM **2600** D20 **LIN** (R055 **VOG**) MNM **6000** LIMBA MNM **FL100**
MALPENSA 8C **MAL 8C** 5.4% to 2500 **126.750**	R175 **LIN** - at D4 **LIN RT** 244° - crossing R214 **LIN RT** QDM 316 **MAL** to **MAL**	R214 **LIN** MNM **2500** R182 **SRN** MNM **6000** **MAL** MNM **FL80**
TOVSA 5C 6.5% to D8 LIN **133.180**	at MNM **840** or D2.2 **LIN**, whichever is later, **LT** 110° intercept R140 **LIN** (QDM 140 **COD**) to **COD** - QDR 159 **COD** to TOVSA	D8 **LIN** MNM **3000** **COD** MNM **5000** TOVSA MNM **6000**
TREVI 6D 6.5% to D8 LIN **133.180**	at MNM **840** or D2.2 **LIN**, whichever is later, **LT** 110° intercept R140 **LIN** (QDM 140 **COD**) to **COD** - **LT** 007° (R187 **BEG** inbound) to TREVI	D8 **LIN** MNM **3000** **COD** MNM **5000** TREVI MNM **FL95**

ABSEM 5A / NIKMO 6A / RUVAB 5A / RUVAB 5B

RWY 36 (355°)

	GS	120	150	180	210	240	270
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
ABSEM 5A 7.5% to D2.5 LIN **126.300**	at MNM **850** or **LIN**, whichever is later, **RT** intercept R005 **LIN** - at D2.5 **LIN RT** (at 25° bank, MAX 180KT) intercept R122 **SRN** to ABSEM **FMS** LIN [A850+] - ML461 [R] - ML462 - ML463 [K180-] - ML464 [K180-] - ABSEM	R005/D2.5 **LIN** MNM **2000** ABSEM MNM **4000** ML462 MNM **2000** ABSEM MNM **4000**
NIKMO 6A (Jet only) 9.1% **126.750** ①	at MNM **850** or **LIN**, whichever is later, **LT** intercept R340 **LIN** - at D5.5 **LIN RT** 020° intercept R352 **LIN** to NIKMO	R340/D3 **LIN** MNM **2200** R340/D5.5 **LIN** MNM **3500** R352/D14 **LIN** MNM **FL85** R352/D19 **LIN** MNM **FL105** R352/D24 **LIN** MNM **FL135**
RUVAB 5A 10% to ML468 **126.750**	at MNM **850** or **LIN**, whichever is later, **RT** intercept R005 **LIN** - at D4 **LIN RT** to RODRU - RUVAB **FMS** LIN [A850+] - ML468 [R] - RODRU [R] - RUVAB	R005/D2.5 **LIN** MNM **2000** R005/D4 **LIN** MNM **3000** RODRU MNM **6000** RUVAB MNM **FL105** ML468 MNM **3000** RODRU MNM **6000** RUVAB MNM **FL105**
RUVAB 5B (ATC) (Jet only) 9.1% **126.750** ①	at MNM **850** or **LIN**, whichever is later, **LT** intercept R340 **LIN** - at D5.5 **LIN RT** 020° intercept R352 **LIN** to D14 **LIN** - **RT** intercept R072 **SRN** to RUVAB	R340/D3 **LIN** MNM **2200** R340/D5.5 **LIN** MNM **3500** R352/D14 **LIN** MNM **FL85** RUVAB MNM **FL105**

① Aircraft unable to comply with climb gradients shall advise ATC at start-up and request to be cleared on a TZO SID.

SARONNO 6D / SARONNO 8A / TOVSA 5A / TREZZO 7C

RWY 36 (355°)

	GS	120	150	180	210	240	270
5.6%	ft/MIN	700	900	1100	1200	1400	1600
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
SARONNO 6D **SRN 6D** (ATC) 8.0% to D4 LIN 5.6% **134.175** ①	at MNM **850** or **LIN**, whichever is later, **RT** intercept R005 **LIN** - at D8 **LIN LT** intercept R099 **SRN** to **SRN**	R005/D2.5 **LIN** MNM **2000** R005/D4 **LIN** MNM **2800** R005/D8 **LIN** MNM **4000** **SRN** MNM **FL85**
SARONNO 8A **SRN 8A** 9.1% to SRN **134.175**	at MNM **850** or **LIN**, whichever is later, **LT** intercept R340 **LIN** - at D8 **LIN LT** intercept R099 **SRN** to **SRN**	R340/D3 **LIN** MNM **2200** R340/D5.5 **LIN** MNM **3500** R340/D8 **LIN** MNM **4000** **SRN** MNM **FL85**
TOVSA 5A 7.5% to D18 SRN **126.300** ②	at MNM **850** or **LIN**, whichever is later, **RT** 131° - at D18 **SRN RT** intercept R131 **SRN** to ATGAM - intercept QDM 148 **COD** to **COD** - QDR 159 **COD** to TOVSA	R050 **LIN** MNM **1500** R097/D18 **SRN** MNM **2500** ATGAM MNM **3500** **COD** MNM **5000** TOVSA MNM **6000**
TREZZO 7C **TZO 7C** (ATC) 8.0% to D4 LIN **126.750** ③④	at MNM **850** or **LIN**, whichever is later, **RT** intercept R005 **LIN** - at D4 **LIN RT** (MAX 220KT) intercept R269 **TZO** to **TZO**	R005/D2.5 **LIN** MNM **2000** R005/D4 **LIN** MNM **2800** **TZO** MNM **FL85**

① Alternate for SRN 8A.

② In order to avoid sensitive areas close to the airport, the first turn after take-off shall be performed with bank angle not higher than 20°.

③ If unable to reach TZO at FL85, climb in TZO holding.

④ Compulsory only for PROP ACFT or non RNAV equipped ACFT.

LIMBA 5Z / MALPENSA 6Z / TOVSA 5Z / TREVI 5Z

RWY 18 (175°)

	GS	120	150	180	210	240	270
5.4%	ft/MIN	700	900	1000	1200	1400	1500
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
LIMBA 5Z 7.1% to 3000 **126.300**	direct **LNE** - QDR 175 **LNE** to LIMBA	**LNE** MNM **2600** D18 **ILNT** MNM **6000** LIMBA MNM **FL100**
MALPENSA 6Z **MAL 6Z** 5.4% to 2500 **126.750**	QDM 175 **LNE** to **LNE** - **RT** 244° - intercept QDM 316 **MAL** to **MAL**	**LNE** MNM **2000** R182 **SRN** MNM **6000** **MAL** MNM **FL80**
TOVSA 5Z 6.5% to D23 SRN **126.300**	QDM 175 **LNE** - at MNM **840** or D1 **ILNT**, whichever is later, **LT** 110° intercept R140 **SRN** (QDM 140 **COD**) to **COD** - QDR 159 **COD** to TOVSA	D23 **SRN** MNM **3000** **COD** MNM **5000** TOVSA MNM **6000**
TREVI 5Z 6.5% to D23 SRN **126.300**	QDM 175 **LNE** - at MNM **840** or D1 **ILNT**, whichever is later, **LT** 110° intercept R140 **SRN** (QDM 140 **COD**) to **COD** - **LT** 007° (R187 **BEG** inbound) to TREVI	D23 **SRN** MNM **3000** **COD** MNM **5000** TREVI MNM **FL95**

ABSEM 5B / NIKMO 5Z / SARONNO 5Z / TOVSA 5B / TREZZO 6Z

RWY 36 (355°)

	GS	120	150	180	210	240	270
5.6%	ft/MIN	700	900	1100	1200	1400	1600
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200
9.1%	ft/MIN	1200	1400	1700	2000	2300	2500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
ABSEM 5B 8.0% to D4 ILNT **126.300**	QDR 355 **LNE** - at D4 **ILNT RT** intercept R120 **SRN** to ABSEM	D4 **ILNT** MNM **1800** ABSEM MNM **4000**
NIKMO 5Z (Jet only) 9.1% **126.750** ①	QDR 355 **LNE** - at D9.5 **ILNT LT** intercept QDR 352 **LNE** to NIKMO **FMS** ML501 - ML502 - ML503 - ML504 - ML506 - NIKMO	D9.5 **ILNT** MNM **5000** D15 **ILNT** MNM **FL85** D20 **ILNT** MNM **FL105** D25 **ILNT** MNM **FL135** ML501 MNM **1800** ML502 MNM **5000** ML503 MNM **FL85** ML504 MNM **FL105** ML506 MNM **FL135**
SARONNO 5Z **SRN 5Z** 8.0% to D5.5 ILNT 5.6% **134.175**	QDR 355 **LNE** - at D9.5 **ILNT LT** intercept R099 **SRN** to **SRN**	D4 **ILNT** MNM **1800** D5.5 **ILNT** MNM **2500** D9.5 **ILNT** MNM **4000** **SRN** MNM **FL85**
TOVSA 5B 7.5% to D18 SRN **126.300** ②	QDR 355 **LNE** - at MNM **850** or D1.5 **ILNT**, whichever is later, **RT** 131° - at D18 **SRN RT** intercept R131 **SRN** to ATGAM - intercept QDM 148 **COD** to **COD** - QDR 159 **COD** to TOVSA	R239 **TZO** MNM **1500** D18 **SRN** MNM **2500** ATGAM MNM **3500** **COD** MNM **5000** TOVSA MNM **6000**
TREZZO 6Z **TZO 6Z** 8.0% to D5.5 ILNT **126.750** ③	QDR 355 **LNE** - at D5.5 **ILNT RT** (MAX 220KT) intercept R269 **TZO** to **TZO**	D4 **ILNT** MNM **1800** D5.5 **ILNT** MNM **2500** **TZO** MNM **FL85**

① Aircraft unable to comply with climb gradients shall advise ATC at start-up and request to be cleared on a TZO SID.

② In order to avoid sensitive areas close to the airport, the first turn after take-off shall be performed with bank angle not higher than 20°.

③ If unable to reach TZO at FL85, climb in TZO holding.

Changes: Altitudes

LIN-LIML

Transitions RWY 18 North

Transitions RWY 18 North

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
ABESI 8C **133.180**	TREVI - **BEG** - R309 **BEG** to ADARI - NIKMO - **RT** intercept R330 **TZO** to ABESI	**BEG** MNM **FL105** D5 **BEG** MNM **FL125** ADARI MNM **FL140** ABESI MNM **FL140** / **FL150** (depending on Zurich QNH)
ARLES 8C **126.750**	**MAL** - QDR 346 **MAL** - intercept R302 **SRN** to IXORA - ARLES	IXORA MNM **FL120** / **FL145** (if R83E active) ARLES MNM **FL180** / **FL190** (depending on Geneva QNH)
CANNE 8C **133.180**	TREVI - **BEG** - R309 **BEG** to ADARI - NIKMO - CANNE	**BEG** MNM **FL105** D5 **BEG** MNM **FL125** ADARI MNM **FL140** CANNE MNM **FL140** / **FL150** (depending on Zurich QNH)
ELTAR 5C **133.180**	TREVI - RUVAB - EKBUV - ELTAR **FMS** TREVI - RUVAB [R] - EKBUV [R] - ELTAR	RUVAB MNM **FL110** RUVAB MNM **FL110**
NESTI 6C **133.180**	TREVI - RUVAB - EKBUV - NESTI **FMS** TREVI - RUVAB [R] - EKBUV - NESTI	RUVAB MNM **FL110** EKBUV MNM **FL120** NESTI MNM **FL135** RUVAB MNM **FL110** EKBUV MNM **FL120** NESTI MNM **FL135**
OMETO 8C **126.750**	**MAL** - QDR 346 **MAL** - intercept R277 **SRN** to BAVMI - OMETO	BAVMI MNM **FL150** OMETO MNM **FL180** / **FL190** (depending on Geneva QNH)

Transitions RWY 18 South

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
DEVOX 5B (ATC) **133.180**	TOVSA - ML401 - DEVOX **FMS** TOVSA - ML401 - DEVOX	ML401 MNM **FL100** ML401 MNM **FL100**
EPKAL 5A **133.180**	TOVSA - APRIV - EPKAL **FMS** TOVSA - APRIV [L] - EKPAL	APRIV MNM **FL100** EPKAL MNM **FL195** APRIV MNM **FL100** EPKAL MNM **FL195**
EPKAL 5C **133.180**	LIMBA - APRIV - EPKAL **FMS** LIMBA - APRIV - EKPAL	APRIV MNM **FL100** EPKAL MNM **FL195** APRIV MNM **FL100** EPKAL MNM **FL195**
GENOVA 5Q **GEN 5Q** **133.180**	TOVSA - APRIV - intercept R065 **GEN** to **GEN** **FMS** TOVSA - APRIV [R] - GEN	APRIV MNM **FL100** APRIV MNM **FL100**
GENOVA 5V **GEN 5V** (ATC) **133.180**	TOVSA - ML402 - intercept R029 **GEN** to **GEN** **FMS** TOVSA - ML402 - GEN	ML402 MNM **FL100** ML402 MNM **FL100**
LOGDI 5C **133.180** ①	TOVSA - PABRO - LOGDI **FMS** TOVSA - PABRO [R] - LOGDI	PABRO MNM **FL90** LOGDI MNM **FL115** (MNM **FL95** if proceeding via T293 to LURUT) PABRO MNM **FL90** LOGDI MNM **FL115** (MNM **FL95** if proceeding via T293 to LURUT)

① MNM FL95 at LOGDI if proceeding via T293 to LURUT

LIN-LIML

5-80 **Transitions RWY 36 North**

Transitions RWY 36 North

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
ABESI 7B **126.750**	NIKMO - R330 **TZO** to ABESI	ABESI MNM **FL140** / **FL150** (depending on Zurich QNH)
ABESI 9A (ATC) **126.750**	**TZO** - R040 **TZO** to OLPUR - **LT** intercept R309 **BEG** to ADARI - at NIKMO **RT** intercept R330 **TZO** to ABESI	**TZO** MNM **FL85** D5 **BEG** MNM **FL125** ADARI MNM **FL140** ABESI MNM **FL140** / **FL150** (depending on Zurich QNH)
ARLES 8A **134.175**	**SRN -** R301 **SRN** to IXORA - ARLES	**SRN** MNM **FL85** IXORA MNM **FL120** / **FL145** (if R83E active) ARLES MNM **FL180** / **FL190** (depending on Geneva QNH)
CANNE 7B **126.750**	NIKMO - R309 **BEG** to CANNE	CANNE MNM **FL140** / **FL150** (depending on Zurich QNH)
CANNE 9A (ATC) **126.750**	**TZO -** R040 **TZO** to OLPUR - **LT** intercept R309 **BEG** to ADARI - NIKMO - CANNE	**TZO** MNM **FL85** D5 **BEG** MNM **FL125** ADARI MNM **FL140** CANNE MNM **FL140** / **FL150** (depending on Zurich QNH)
ELTAR 5B RNAV **126.750**	RUVAB - EKBUV - ELTAR	RUVAB MNM **FL105** EKBUV MNM **FL110**
NESTI 5A RNAV **126.750**	RUVAB - EKBUV - NESTI	RUVAB MNM **FL105** EKBUV MNM **FL120** NESTI MNM **FL135**
OMETO 8A **134.175**	**SRN** - R277 **SRN** to BAVMI - OMETO	**SRN** MNM **FL85** BAVMI MNM **FL150** OMETO MNM **FL180** / **FL190** (depending on Geneva QNH)
OSKOR 5B (ATC) **126.750** ①	**TZO -** R069 **TZO** to **ORI** - QDR 087 **ORI** to OSKOR	**TZO** MNM **FL85** **ORI** MNM **FL95** OSKOR MNM **FL125** (or MNM **FL110** if proceeding via ATS route L615)

① Compulsory only for PROP ACFT or NON-RNAV equipped ACFT

Changes: PROC renamed

LIN-LIML

Transitions RWY 36 South

Transitions RWY 36 South

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
DEVOX 5B RNAV (ATC) **126.300**	TOVSA - ML401 - DEVOX	TOVSA MNM **6000** ML401 MNM **FL100**
EKPAL 5A RNAV **126.300**	TOVSA - APRIV - EKPAL	TOVSA MNM **6000** APRIV MNM **FL100** EKPAL MNM **FL195**
GENOVA 5Q RNAV **GEN 5Q** **126.300**	TOVSA - APRIV - GEN	TOVSA MNM **6000** APRIV MNM **FL100**
GENOVA 5V **GEN 5V** (ATC) **126.300**	TOVSA R029 **GEN** - ML402 - **GEN** **FMS:** TOVSA - ML402 - GEN	TOVSA MNM **6000** ML402 MNM **FL100** TOVSA MNM **6000** ML402 MNM **FL100**
LAGEN 9A RNAV (ATC) **134.175**	SRN - MMP - FARAK - TONDA - LAGEN	SRN MNM **FL85** LAGEN MNM **FL110**
LOGDI 6A RNAV **126.300**	ABSEM - ML403 - TUVIB - LOGDI	ABSEM MNM **4000** ML403 MNM **5000** TUVIB MNM **6000** LOGDI MNM **FL115** (or MNM **FL95** if proceeding via T293 to LURUT)
NEDED 9A RNAV (ATC) **134.175**	SRN - MMP - FARAK - TONDA - NEDED	SRN MNM **FL85** NEDED MNM **FL200**
OSKOR 5D RNAV (ATC) **126.300**	ABSEM - ML403 - TUVIB - ELBOD - VAKON - OSKOR	ABSEM MNM **4000** ML403 MNM **5000** TUVIB MNM **6000** ELBOD MNM **FL85** VAKON MNM **FL105** OSKOR MNM **FL125** (or MNM **FL110** if proceeding via L615)

Changes: PROC renamed, PROC

LIN-LIML

OMNIDIRECTIONAL DEP

RWY 36 (355°)

	GS	120	150	180	210	240	270
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
OMNIDIRECTIONAL DEP 6.1% ①②③	RWY HDG - at **850** turn at own discretion within sector 343° CW 130° from Center of Turn Area - at MNM **3000** expect vectors	Initial climb **5000**

① Center of Turn Area located 600m after the start of T/O with coordinates: N45 26.4 E009 16.7.

② Before T/O pilot shall report to the controller the expected manoeuvre after reaching the turn ALT.

③ PROC to be used only on request in case of bad weather conditions preventing the use of the prescribed published SIDs.

ATIS 136.375
Milan RAD 133.180
KALIK 1C: RNAV only
For RNAV navigation P-RNAV required

ODINA
D48.2 TZO
N46 06.3
E008 39.9

LUSIL
D38.7 TZO
N46 02.6
E010 07.0

ROMUN
D15 TZO
N45 43.8
E009 14.8

SULUR
D7 SRN
N45 45.0
E008 56.6

OSKOR
D46.1 SRN
N45 39.0
E010 07.0

TREZZO
345 TZO
N45 33.5 E009 30.6

TREZZO
D 117.25 TZO
N45 33.6 E009 30.4

SARONNO
D 113.7 SRN 330
N45 38.8 E009 01.3

ORIO AL SERIO
376.5 ORI
N45 38.6 E009 50.5

LINATE
D 112.25 LIN
N45 27.7 E009 16.5

VOGHERA
D 115.5 VOG 333.5
N44 57.9 E008 58.2

GENOVA
D 112.8 GEN 318
N44 25.5 E009 04.9

TORINO
D 114.5 TOP 392.5
N44 55.5 E007 51.7

ASTIG
D29 VOG
N44 56.5
E008 17.4

DORIN
D25.1 TZO
N45 13.6
E009 52.0

ML607
ML606
ML602
D17 GEN
N44 42.3
E009 01.6

TOVSA

HP KALIK
KALIK
D67.1 TZO
N44 28.1
E009 50.9

Bergamo
LIME

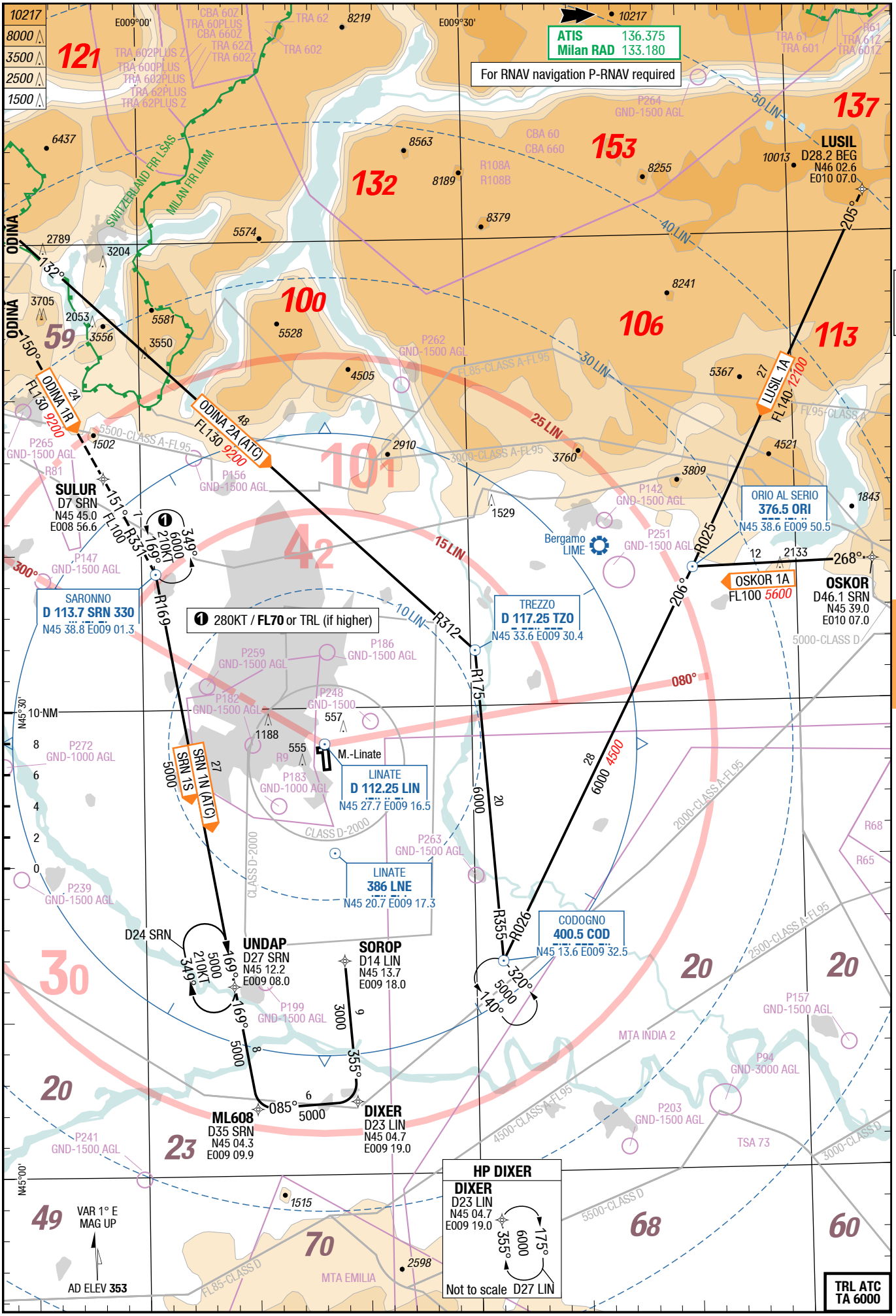
M.-Malpensa
LIMC

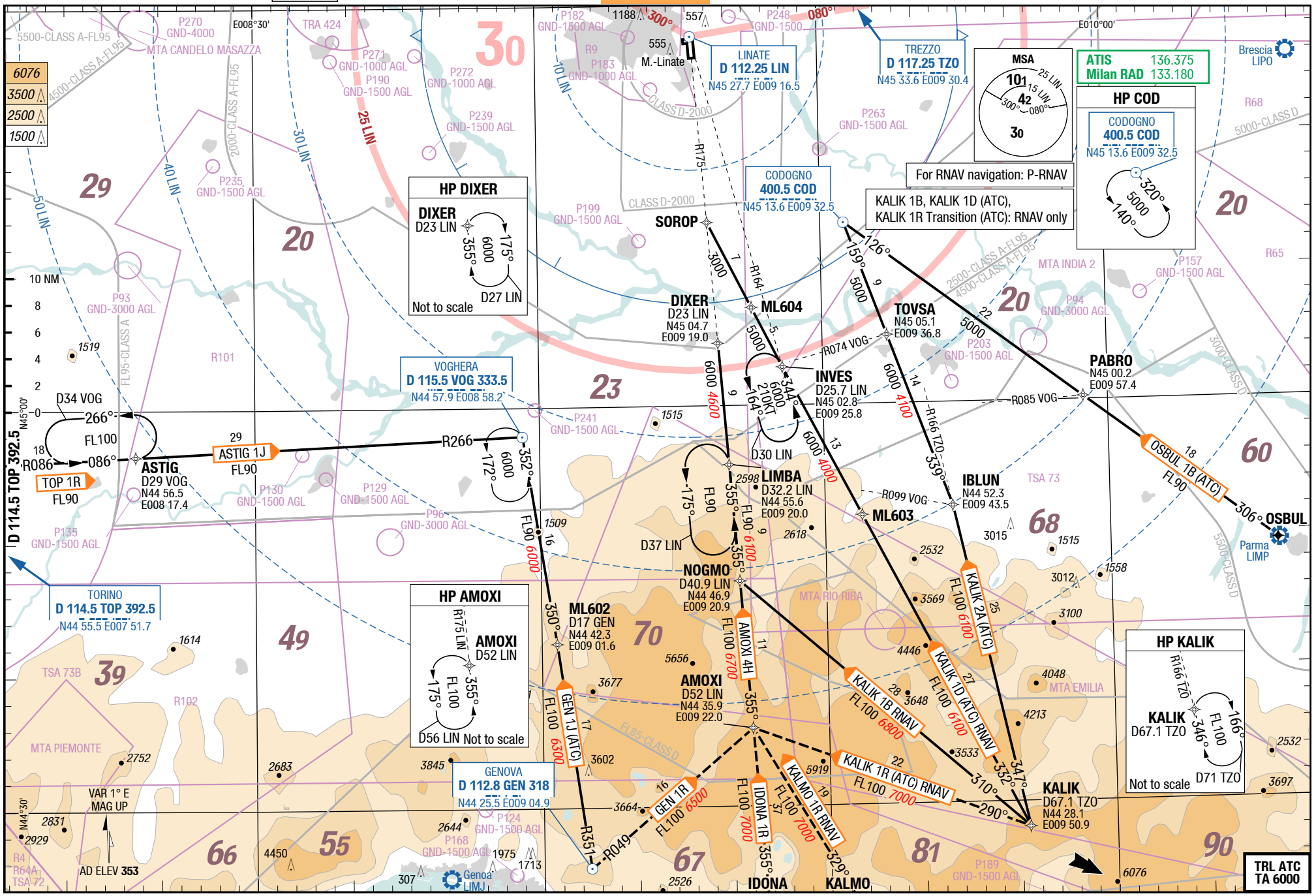
M.-Linate

280KT/FL70 or TRL (if higher)

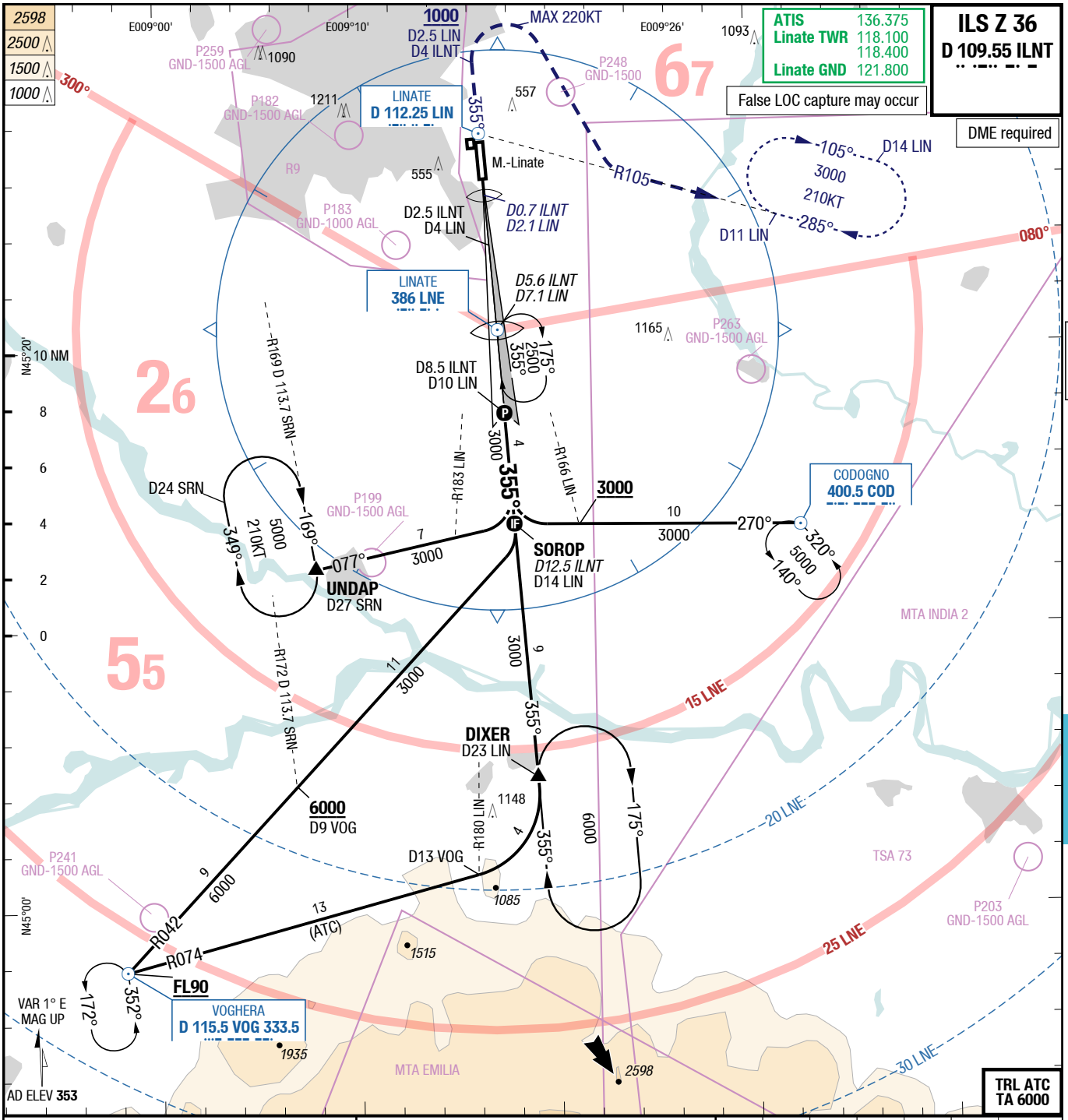
Not to scale

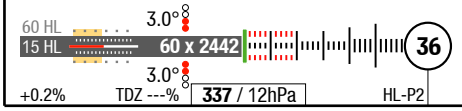
TRL ATC
TA 6000


ATIS 136.375
Milan RAD 133.180
For RNAV navigation P-RNAV required
LUSIL
D28.2 BEG
N46 02.6
E010 07.0
ODINA
SULUR
D7 SRN
N45 45.0
E008 56.6
ODINA 1R
FL130 9200
ODINA 2A (ATC)
FL130 9200
LUSIL 1A
FL140 12100
SARONNO
D 113.7 SRN 330
N45 38.8 E009 01.3
TREZZO
D 117.25 TZO
N45 33.6 E009 30.4
ORIO AL SERIO
376.5 ORI
N45 38.6 E009 50.5
OSKOR 1A
FL100 5600
OSKOR
D46.1 SRN
N45 39.0
E010 07.0
Bergamo LIME
280KT / FL70 or TRL (if higher)
M.-Linate
LINATE
D 112.25 LIN
N45 27.7 E009 16.5
LINATE
386 LNE
N45 20.7 E009 17.3
CODOGNO
400.5 COD
N45 13.6 E009 32.5
SRN 1S
SRN 1N (ATC)
UNDAP
D27 SRN
N45 12.2
E009 08.0
SOROP
D14 LIN
N45 13.7
E009 18.0
ML608
D35 SRN
N45 04.3
E009 09.9
DIXER
D23 LIN
N45 04.7
E009 19.0
HP DIXER
DIXER
D23 LIN
N45 04.7
E009 19.0
Not to scale D27 LIN
VAR 1° E
MAG UP
AD ELEV 353
TRL ATC
TA 6000
MTA INDIA 2
MTA EMILIA
TSA 73



Changes: NAVAID, OBST

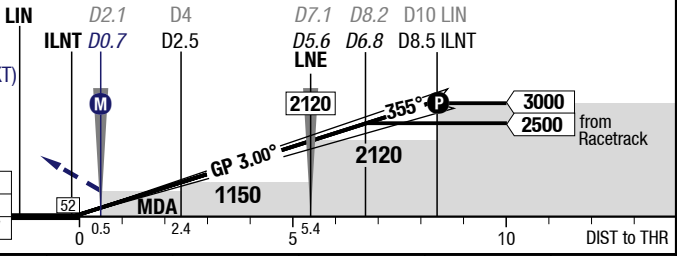




2	3	4	5	6	8.5	LOC 3.01° D ILNT
980	1300	1620	1940	2260	3000	

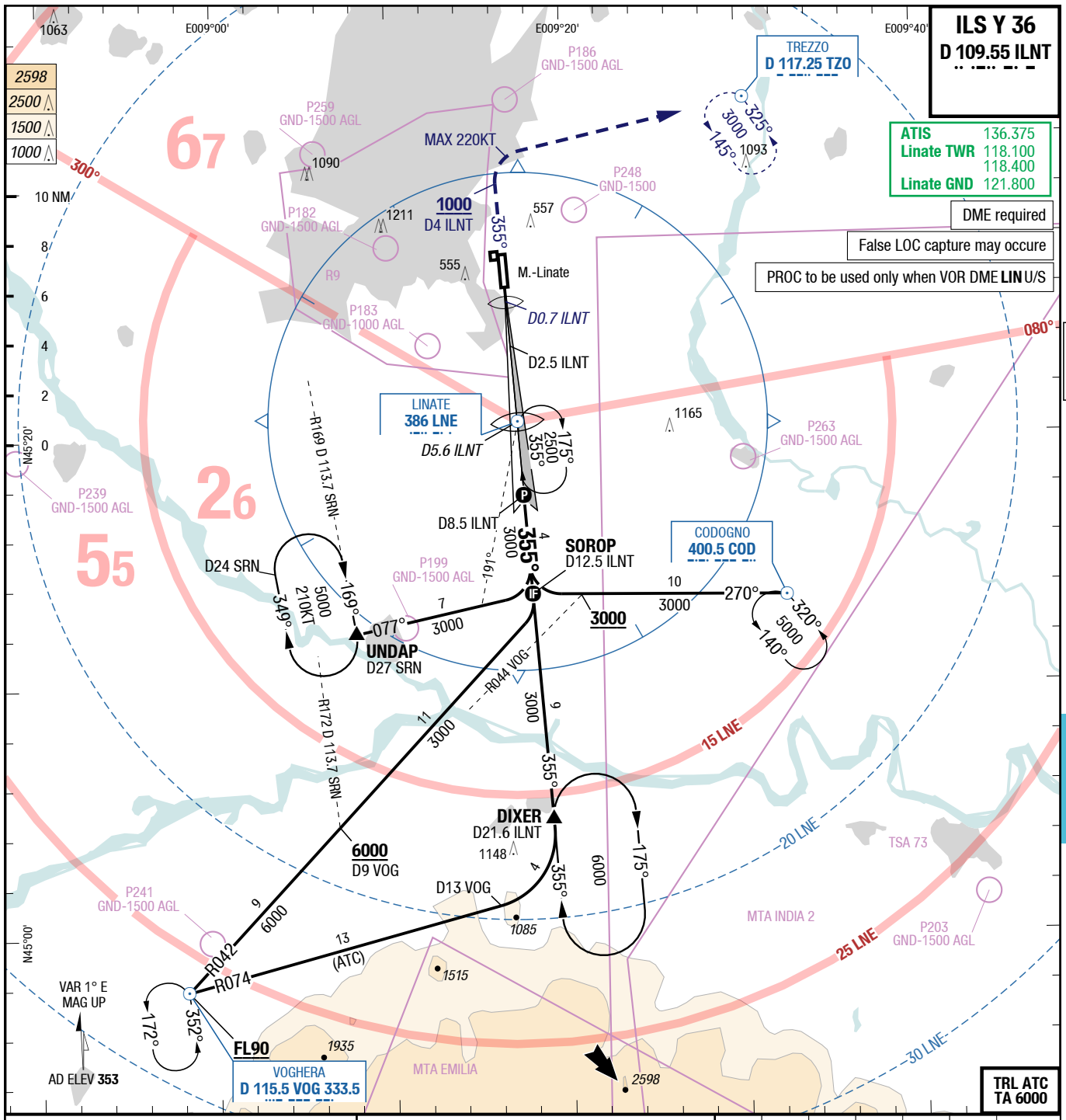
355°
at D2.5 **LIN** VOR/D4 **ILNT**
(MNM **1000**) **RT** (MAX 220KT)
intercept R105 **LIN**
to R105/D11 **LIN**
climb **3000**

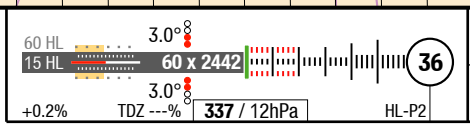
GS	120	140	160
OM	*640*	*750*	*850*
- MAPt	*2:28*	*2:07*	*1:51*



36		Cat 3b	Cat 2	Cat 1 1)	LOC DME		Circling 2)
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **108** RA	200 - 550R/800V **550**	420 - 1.2 **760**		850 - 2.4V **1200**
D	ft - m/km ft	0 - 75R **Company**	110 - 300R **115** RA 3)	200 - 550R/800V **550**	420 - 1.2 **760**		850 - 3.6V **1200**

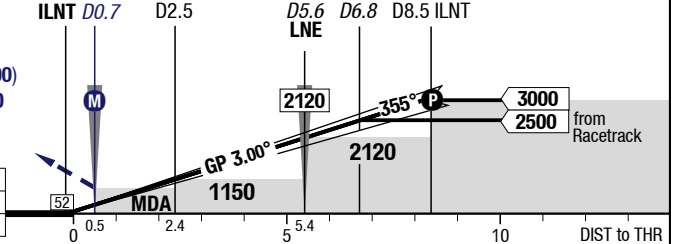
1) With EVS RVR 350m/ VIS 550m, wo EVS use STD
2) E of RWY only
3) If not conducting autoland RVR 350m required





2	3	4	5	6	8.5	LOC 3.01° D ILNT
980	1300	1620	1940	2260	3000	

355°
at D4 after **ILNT** (MNM **1000**)
RT (MAX 220KT) direct **TZO**
climb **3000**



GS	120	140	160
OM	*640*	*750*	*850*
- MAPt	*2:28*	*2:07*	*1:51*

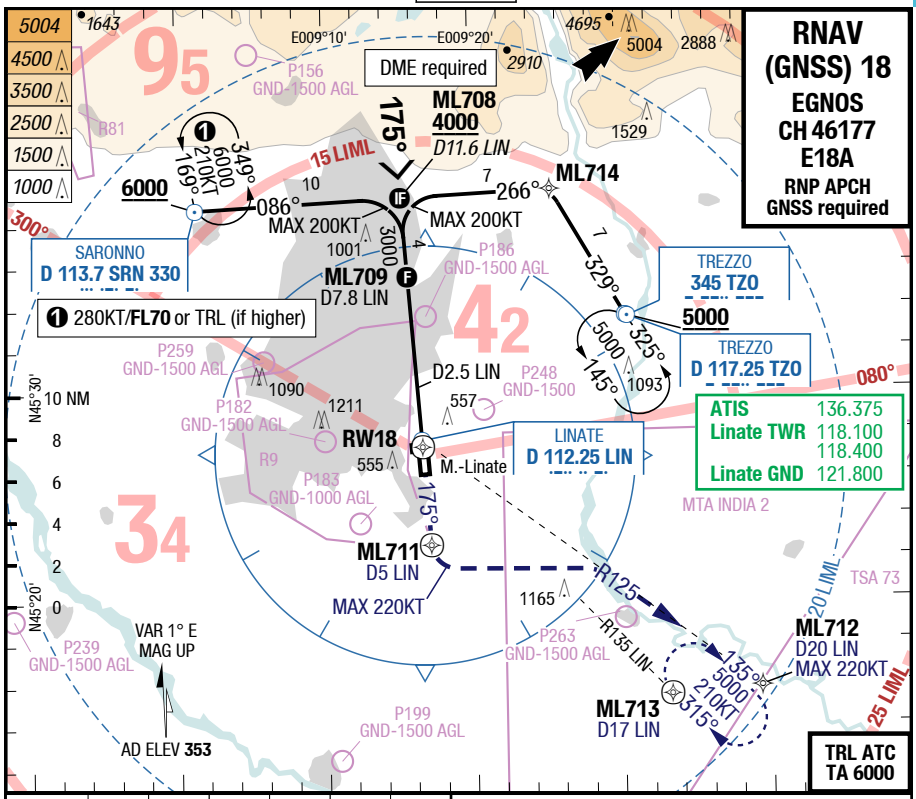
36		Cat 3b	Cat 2	Cat 1 1)	LOC DME		Circling 2)
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **108** RA	200 - 550R/800V **550**	420 - 1.2 **760**		850 - 2.4V **1200**
D	ft - m/km ft	0 - 75R **Company**	110 - 300R **115** RA 3)	200 - 550R/800V **550**	420 - 1.2 **760**		850 - 3.6V **1200**

1) With EVS RVR 350m/ VIS 550m, wo EVS use STD
2) E of RWY only
3) If not conducting autoland RVR 350m required

LIN-LIML

7-30

RNAV (GNSS) 18

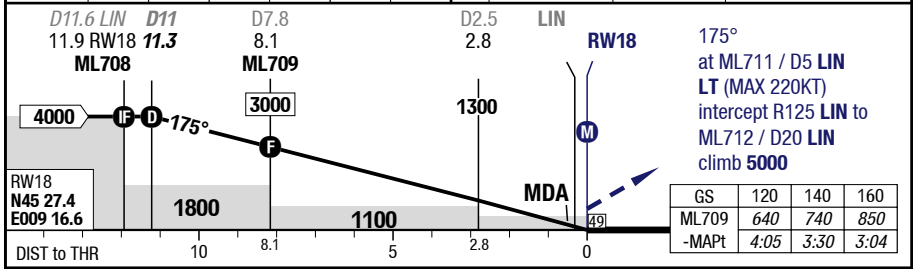


3.00° RW18	11.3	9	7	5	3	2
	4000	3270	2630	2000	1360	1040

18 HL-S

3.0° 2442 x 60 3.0° 60 HL 15 HL

300 353 / 13hPa TDZ ---% -0.2%



GS	120	140	160
ML709	640	740	850
-MAPt	4:05	3:30	3:04

18		RNAV GNSS LPV 1) 2)	RNAV GNSS VNAV 1) 3)	RNAV GNSS LNAV 1)			Circling E of RWY only 1)
C	ft - m/km ft	340 - 1.3 **690**	360 - 1.4 **710** 2)	450 - 1.9 **800**			850 - 2.4V **1200**
D	ft - m/km ft	350 - 1.4 **700**	370 - 1.5 **720** 4)	450 - 1.9 **800**			850 - 3.6V **1200**

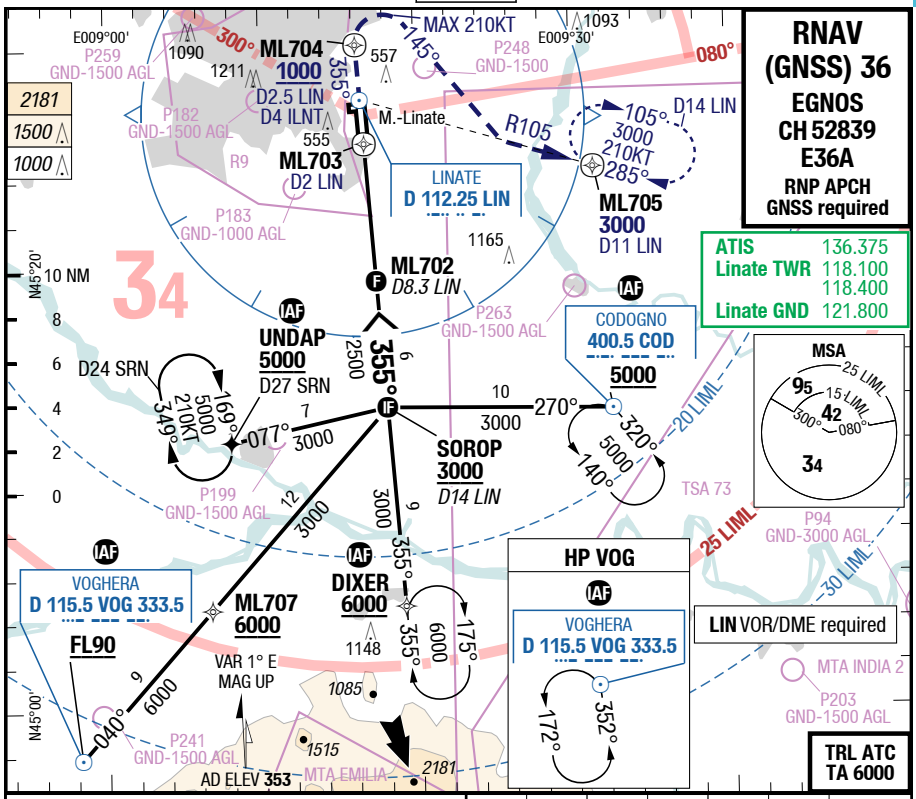
1) GA 3.5% is required to remain inside vertical limits of controlled airspace while proceeding MISAP 2) With EVS 900m 3) Uncompensated BARO VNAV NA below -20°C (-4°F) or above 50°C (122°F) 4) With EVS 1.0km

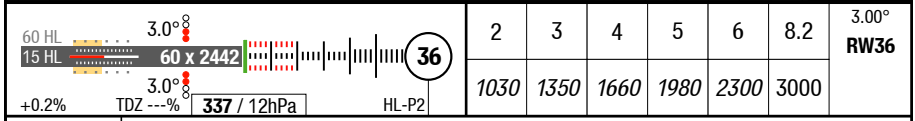
Changes: Navaid , SUAs, OBST

LIN-LIML

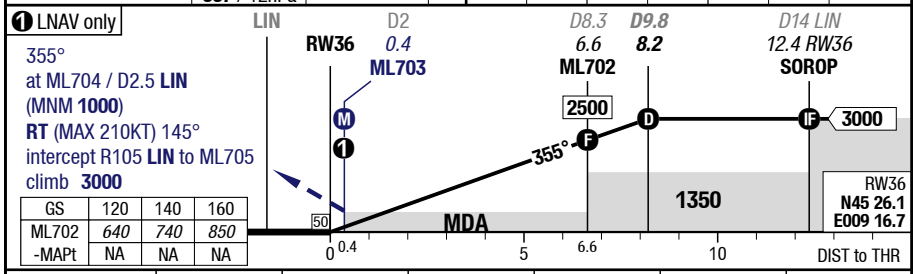
7-40

RNAV (GNSS) 36





2	3	4	5	6	8.2	3.00° RW36
1030	*1350*	*1660*	*1980*	*2300*	3000	



GS	120	140	160
ML702	*640*	*740*	*850*
-MAPt	NA	NA	NA

36		RNAV GNSS LPV 1)	RNAV GNSS VNAV 2) 3)	RNAV GNSS LNAV			Circling E of RWY only
C	ft - m/km ft	330 - 800 **670**	410 - 1.2 **750**	460 - 1.4 **800**			850 - 2.4V **1200**
D	ft - m/km ft	340 - 800 **680**	420 - 1.2 **760**	460 - 1.4 **800**			850 - 3.6V **1200**

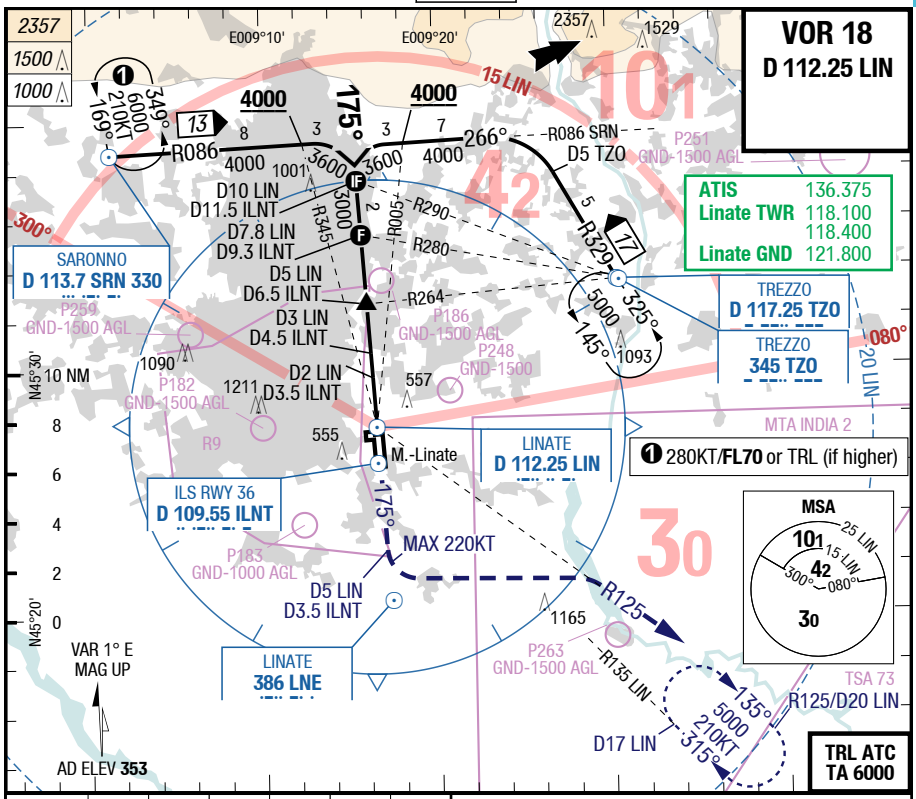
1) With EVS 550m 2) Uncompensated BARO VNAV NA below -20°C (-4°F) or above 50°C (122°F) 3) With EVS 800m

Changes: OBST, SUAs

LIN-LIML

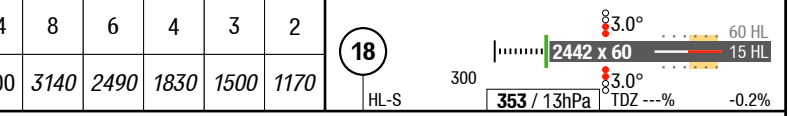
7-50

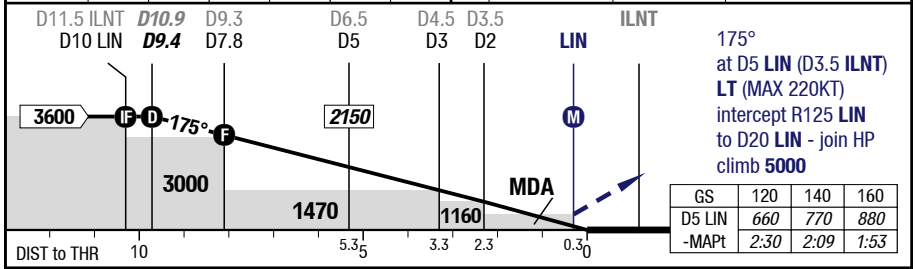
VOR 18



3.10° D LIN	9.4	8	6	4	3	2
	3600	*3140*	*2490*	*1830*	*1500*	*1170*

18 HL-S





175°
at D5 **LIN** (D3.5 **ILNT**)
LT (MAX 220KT)
intercept R125 **LIN**
to D20 **LIN** - join HP
climb **5000**

GS	120	140	160
D5 LIN	*660*	*770*	*880*
-MAPt	*2:30*	*2:09*	*1:53*

18		VOR DME GA 3.5%	VOR GA 3.5%	VOR DME GA 2.5% 1)	VOR GA 2.5% 1)		Circling 2) 3)
C	ft - m/km ft	450 - 1.9 **800**	700 - 2.4 **1050**	450 - 1.9 **800**	700 - 2.4 **1050**		850 - 2.4V **1200**
D	ft - m/km ft	450 - 1.9 **800**	700 - 2.4 **1050**	450 - 1.9 **800**	700 - 2.4 **1050**		850 - 3.6V **1200**

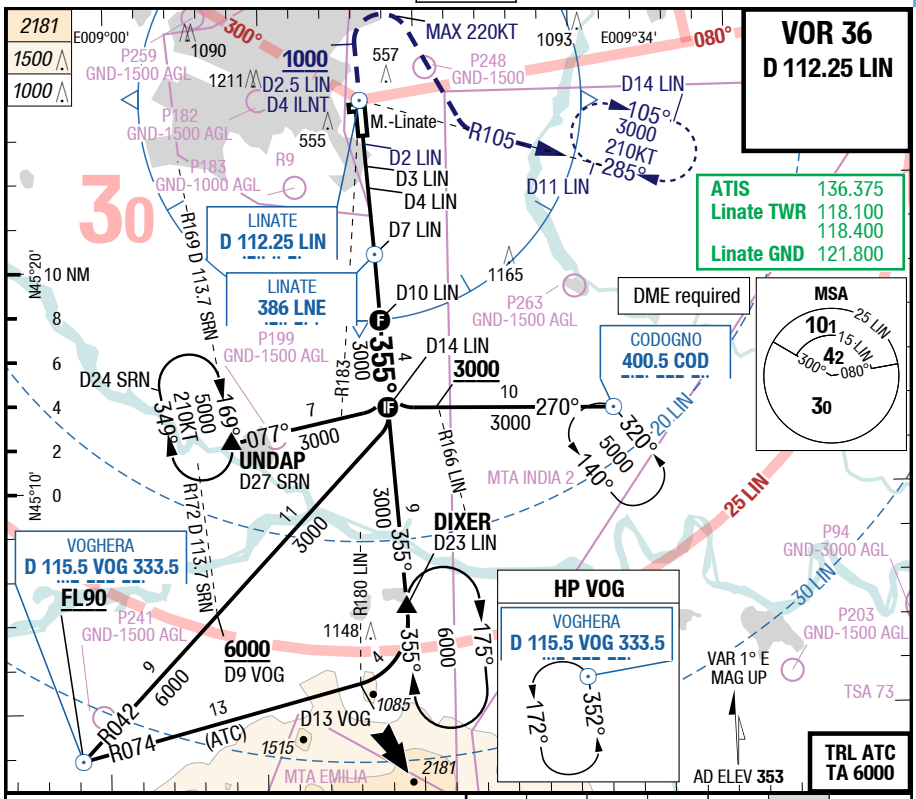
1) Will not remain inside vertical limits of controlled airspace while proceeding MISAP 2) GA 3.5% is required to remain inside vertical limits of controlled airspace while proceeding MISAP 3) E of RWY only

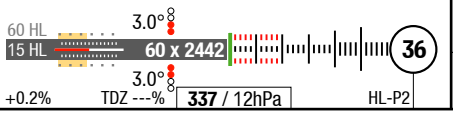
Changes: Navaid , OBST, SUAs

LIN-LIML

7-60

VOR 36



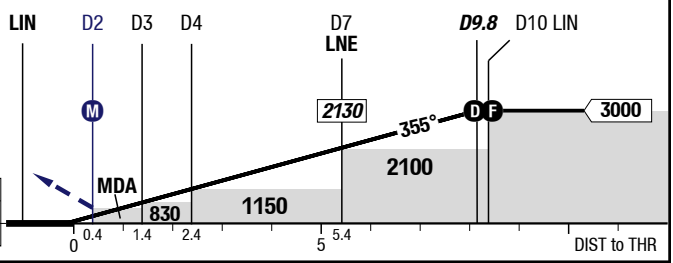


5	6	8	9	9.8	
1470	1790	2440	2760	3000	

3.03°
D LIN

355°
at D2.5 **LIN** VOR / D4 **ILNT**
MNM **1000**
RT (MAX 220KT)
intercept R105 **LIN**
to D11 **LIN**
climb **3000**

GS	120	140	160
D7 LIN	*640*	*750*	*860*
- MAPt	*2:30*	*2:09*	*1:53*



36		VOR DME					Circling 1)
C	ft - m/km ft	460 - 1.4 **800**					850 - 2.4V **1200**
D	ft - m/km ft	460 - 1.4 **800**					850 - 3.6V **1200**

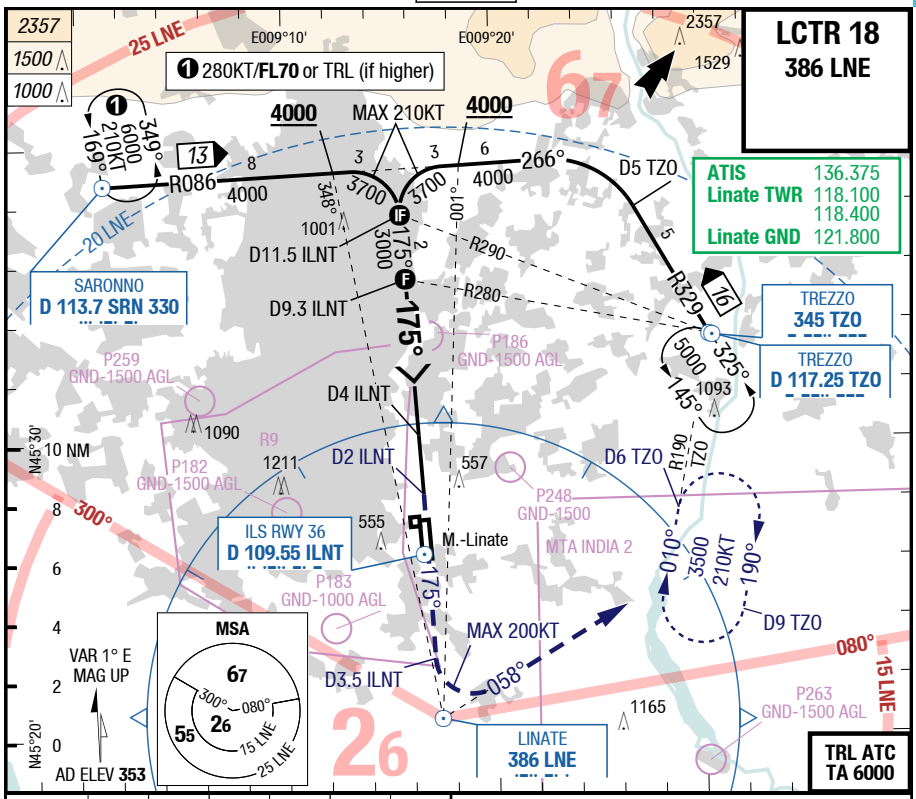
1) E of RWY only

Changes: SUAs, OBST, Editorial

LIN-LIML

7-70

LCTR 18

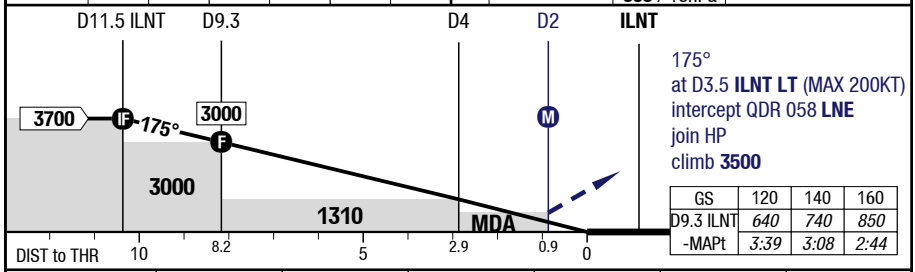


3.00° D ILNT	11.5	8	7	6	5	4
	3700	2580	2270	1950	1630	1310

18 HL-S

3.0° 2442 x 60 60 HL 15 HL 3.0°

300 353 / 13hPa TDZ ---% -0.2%



GS	120	140	160
D9.3 ILNT	*640*	*740*	*850*
-MAPt	*3:39*	*3:08*	*2:44*

18		LCTR DME ILNT GA 3.5%	LCTR GA 3.5% 1)	LCTR DME ILNT GA 2.5% 2)	LCTR GA 2.5% 1) 2)		Circling 3) 4)
C	ft - m/km ft	570 - 2.4 **920**	700 - 2.4 **1050**	570 - 2.4 **920**	700 - 2.4 **1050**		850 - 2.4V **1200**
D	ft - m/km ft	570 - 2.4 **920**	700 - 2.4 **1050**	570 - 2.4 **920**	700 - 2.4 **1050**		850 - 3.6V **1200**

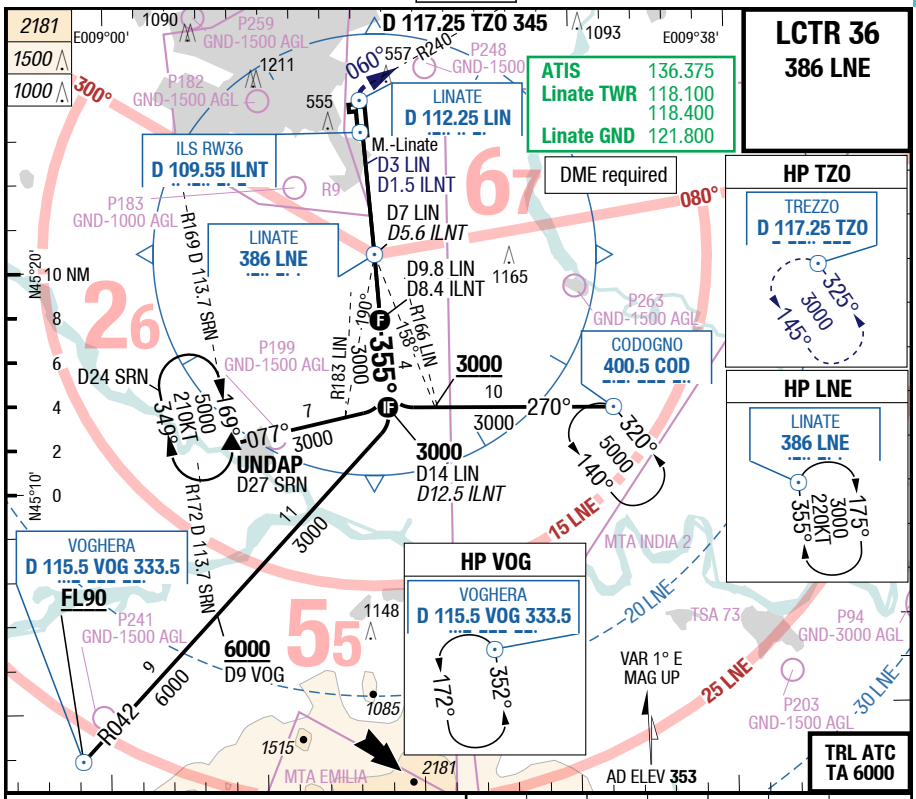
1) Timing to determine MAPt NA 2) Will not remain inside vertical limits of controlled airspace while proceeding MISAP 3) GA 3.5% is required to remain inside vertical limits of controlled airspace while proceeding MISAP 4) E of RWY only

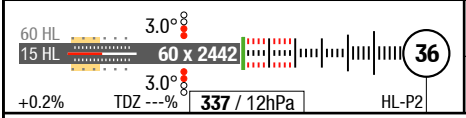
Changes: Navaid , OBST, SUAs

LIN-LIML

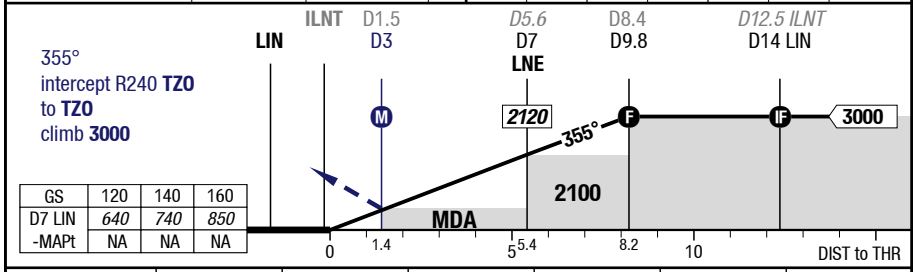
7-80

LCTR 36





4	5	6	8	9	9.8	3.00°
1140	1460	1780	2420	2740	3000	D LIN



GS	120	140	160
D7 LIN	*640*	*740*	*850*
-MAPt	NA	NA	NA

36		LCTR DME LIN					Circling 1)
C	ft - m/km ft	510 - 1.6 **850**					850 - 2.4V **1200**
D	ft - m/km ft	510 - 1.6 **850**					850 - 3.6V **1200**

1) E of RWY only

Changes: Navaid , SUAs, OBST, Editorial