1. GENERAL

1.1. ATIS

ATIS 135.55

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 DEP operations with RVR less than 550m. Requirements to operators are established by ENAC regulation "All weather ops in Italian Airspace".
- Pilots will be informed when LVP are in force via ATIS or RTF.
- Minimums used by operators must be accepted by appropriate CAA.
- Whenever conditions are such that all or part of the manoeuvring area cannot be visually monitored from Tower, taxiing operation shall be carried out according to Tower instructions and information.
- Whenever RVR is equal to or less than 550m measured on TDZ RVR point or ceiling below 200', RWY 36 will be in use and RWY entry and exit points will be as follows:

  Arriving ACFT:
  - Landing ACFT will vacate the RWY by using preferential TWY K when proceeding to West Apron and only TWY G when proceeding to North Apron.
  - ACFT shall report to Tower when sensitive areas (identified by standard centerline colour code) have been vacated.

  Departing ACFT:
  - Entry RWY 36 exclusively via TWY T.
  - Taxiing shall be carried out through established reference points: RWY holding position 36 CAT II/III on TWY T, intermediate holding positions.
  - TWY J not usable.
- With surface movement radar (SMR) out of service, in case of RVR less than 400m, only one ACFT movement at the time is permitted.
- Follow-me assistance is mandatory:
  - on K1 position, to the West Apron via TWY K,
  - out of sensitive area, to the North Apron via TWY G,
  - from North or West Apron to T5 position.
- With surface movement radar (SMR) avbl, in case of RVR value at stop end point btn 400m and 150m, follow-me assistance on pilot request, in case of RVR value at stop end point less than 150m, follow-me assistance is mandatory.
- When LVP are in force a reduced landing rate can be expected.
- Training ILS CAT II/III must be requested to ATC unit in advance.
- During LVP whenever RVR is less than 550m measured on TDZ RVR point or ceiling below 200' PAPI system will be switched-off.

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

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1. GENERAL

1.3.2. ACFT LOST ON MANOEUVRING AREA DURING LVP

If an ACFT or vehicle should report to be lost on manoeuvring area.
- all operations must be suspended at once.
- taxiing traffic has to report and maintain its position and will be informed about last position reported/known of the lost traffic.

1.3.3. COMMUNICATION FAILURE DURING LVP

- Departing ACFT will continue strictly on the assigned taxi route to the clearance limit.
  ACFT shall remain on this point and wait for the arrival of the follow-me car in order to be guided back to the stand.
- Arriving ACFT will vacate the RWY and sensitive area via appropriate TWY and wait for the arrival of a follow-me car in order to be guided to the stand.

1.4. RWY OPERATIONS

1.4.1. PREFERENTIAL RWY SYSTEM

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

1.4.2. MINIMUM RWY OCCUPANCY TIME

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

1.5. TAXI PROCEDURES

1.5.1. GENERAL

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

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 RCL RWY 36 shall request and obtain specific ATC authorization.

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

1.5.2. 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.

1.6. PARKING INFORMATION

Stands 1 thru 5 equipped with visual docking guidance system, push-back required.
Stands 13, 25, 27, 29 thru 31, 34 and 36 thru 38, push-back required.
Stand 39 push-back required to TWY T and TWY D Northward.
Stands 51 thru 56 and area G1 are push-back or power-back stands or tow to get out except for ACFT up to MTOW 4000kg. Start-up is allowed with one engine at minimum power.
Stand ICE 1 for de-icing only.
Parking areas GA1, GA2 and stands 51 thru 56 use of follow-me or marshalling service is always required from/to holding positions K1, N1 and for all local apron ACFT movements.

1. GENERAL

1.7. OTHER INFORMATION

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

1.7.1.1. ACFT EQUIPPED WITH MODE S TRANSPONDER

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.

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

On The movement area. maintain Mode A + C transponder OFF for all the duration of displacement.

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

Unless otherwise instructed by ATC pilots must comply with following speed control:

- 250 KT at or below FL 100.
- 210 KT when starting turn to intercept ILS LOC or appropriate VOR radial or when on ST-IN APCH at 12 NM from THR.
- 180 KT when completing turn to intercept ILS LOC or when on ST-IN APCH at 9 NM from THR.
- 160 KT at 7 NM from THR.

2.2. CAT II/III OPERATIONS

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

2.3. RWY OPERATIONS

2.3.1. MINIMUM RWY OCCUPANCY TIME

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

2.4. TAXI PROCEDURES

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

2.5. OTHER INFORMATION

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

2.5.1.1. ACFT EQUIPPED WITH MODE S TRANSPONDER

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.

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

Set the Mode A + C transponder to OFF as soon as the RWY is vacated;

2.5.1.3. WARNING

TCAS should be deselected after vacating the RWY.

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

De-icing takes place at stands 35 and ICE1.

3.1.2. PROCEDURE

- ACFT operator/pilot of ACFT shall submit the request to the de-icing provider, through the company or the ramp agent attending the flight, at least 50 min before EOBT.
- No request will be accepted during taxiing.
- Pilot, at start-up, will report to Tower to have already agreed upon de-icing operations.
- For de-icing position expect Tower instructions to position via apron TWY.
- Follow-me car assistance on pilot 's request. During LVP marshaller will guide the ACFT to the de-icing position.
- Pilot in command shall report to Tower "ready to move" only after ground de-icing procedures have been completed.

3.1.3. ACFT ENGINES STATUS DURING OPERATIONS

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

3.2. START-UP & TAXI PROCEDURES

TWY K from West Apron to RWY 17/35 DAY only.
ATC start-up clearance shall be requested only when ACFT is at stand or W1 Parking Areas GA1 and GA2.

3.3. SPEED RESTRICTIONS

MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".

Similarly, whenever such a situation should arise during flight, advise ATC immediately and maintain minimum operational speed acceptable.

3.4. NOISE ABATEMENT PROCEDURES

Because of noise abatement requirements pilots are requested to strictly adhere to initial climb procedures within the limits of ACFT performance criteria.
Compliance with the procedures below shall not be required in adverse weather conditions or for safety reasons.
During the initial climb phase pilots shall maintain the following parameters:

a) up to 1500' QFE - take-off power;
- take-off flap;
- climb at V_2 + 10/20 KT or as limited by body angle;

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

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

3.5. RWY OPERATIONS

3.5.1. MINIMUM RWY OCCUPANCY TIME

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

CHANGES: Start-up & taxi procedures.

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3. DEPARTURE

3.6. OTHER INFORMATION

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

3.6.1.1. 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.

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

Maintain Mode A + C transponder OFF until line-up.

3.6.1.3. WARNING

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

CHANGES: None.

LIML/LIN LINATE

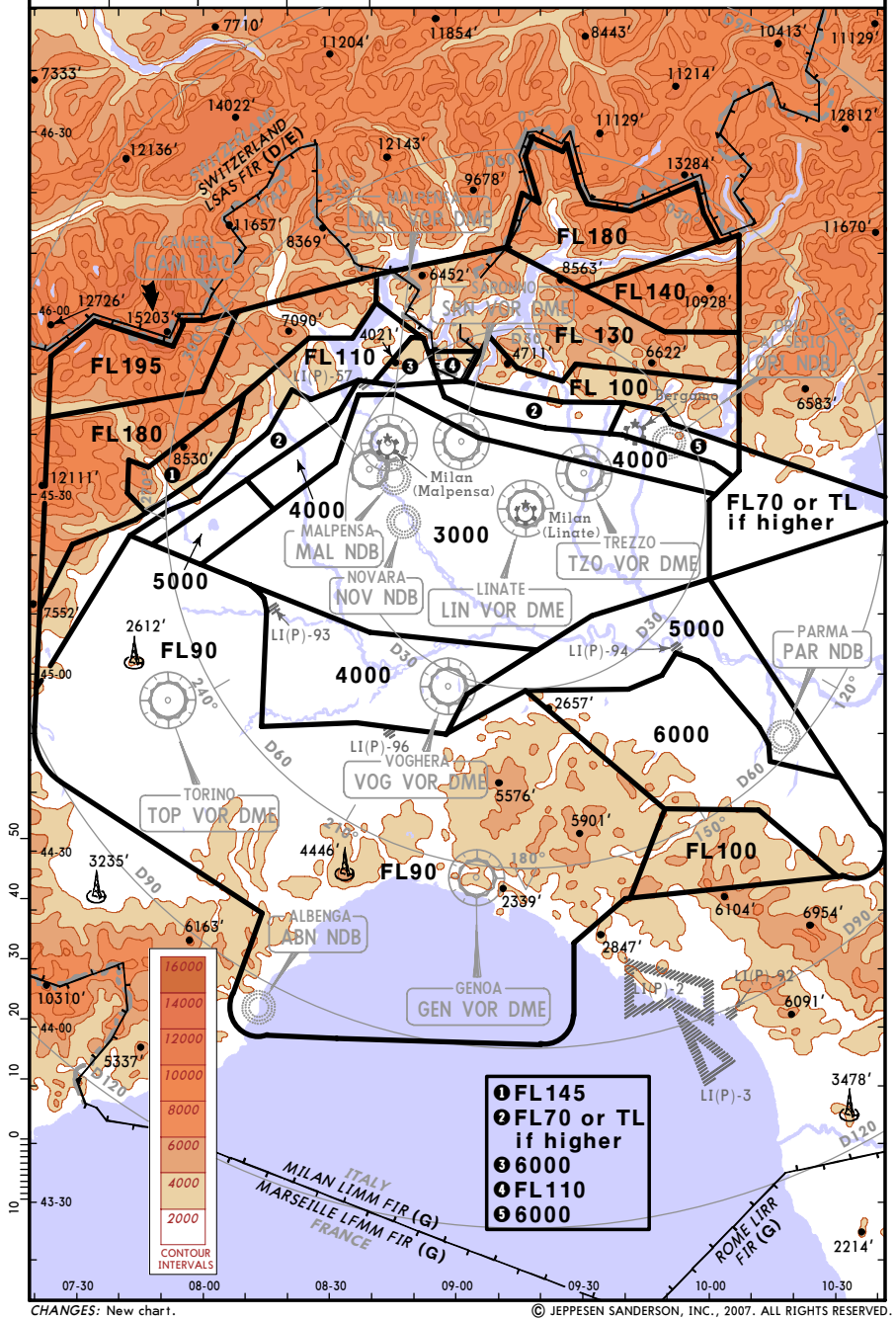
JEPPESEN 23 MAR 07 (20-1R)

MILAN, ITALY

RADAR MINIMUM ALTITUDES

*MILANO Arrivals (APP)	MILANO Departures (APP) South	MILANO Departures (APP) North	Apt Elev
132.7	*126.3	126.75	353′

Alt Set: hPa Trans level: By ATC Trans alt: 6000′
1. Altitudes are based on Milan QNH. **2.** Minimum altitudes provide 1000′ obstacle clearance within 3 NM from aircraft position until 20 NM from radar antenna and within 5 NM from aircraft position beyond 20 NM from radar antenna.



CHANGES: New chart.

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LIML/LIN LINATE

JEPPESEN 29 JUN 07 (20-2) Eff 5 Jul

MILAN, ITALY

STAR

ATIS	Apt Elev
135.55	353′

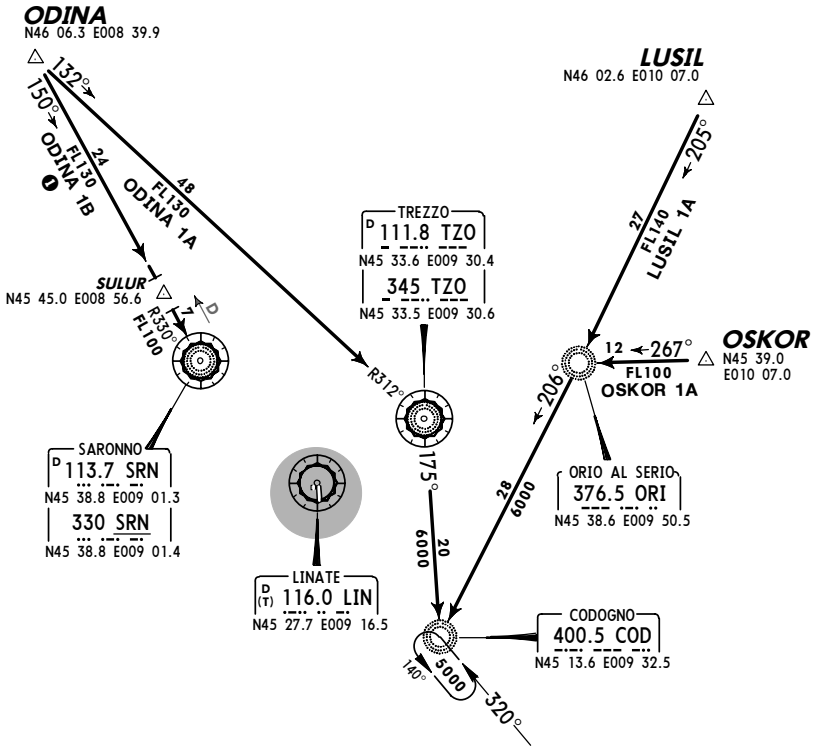
Alt Set: hPa
Trans level: By ATC Trans alt: 6000′

MSA LIN VOR: 120° 9900′ 260° 3000′

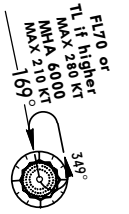
LUSIL 1A *[LUSI1A]*
ODINA 1A *[ODIN1A]*, ODINA 1B *[ODIN1B]* ❶
OSKOR 1A *[OSKO1A]*
RWY 36 ARRIVALS

B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL
FROM NORTH

❶ By ATC



HOLDING OVER SRN



CHANGES: Runway designation; restriction established.

LIML/LIN
LINATE

JEPPESEN
29 JUN 07 (20-2A) Eff 5 Jul

MILAN, ITALY
STAR

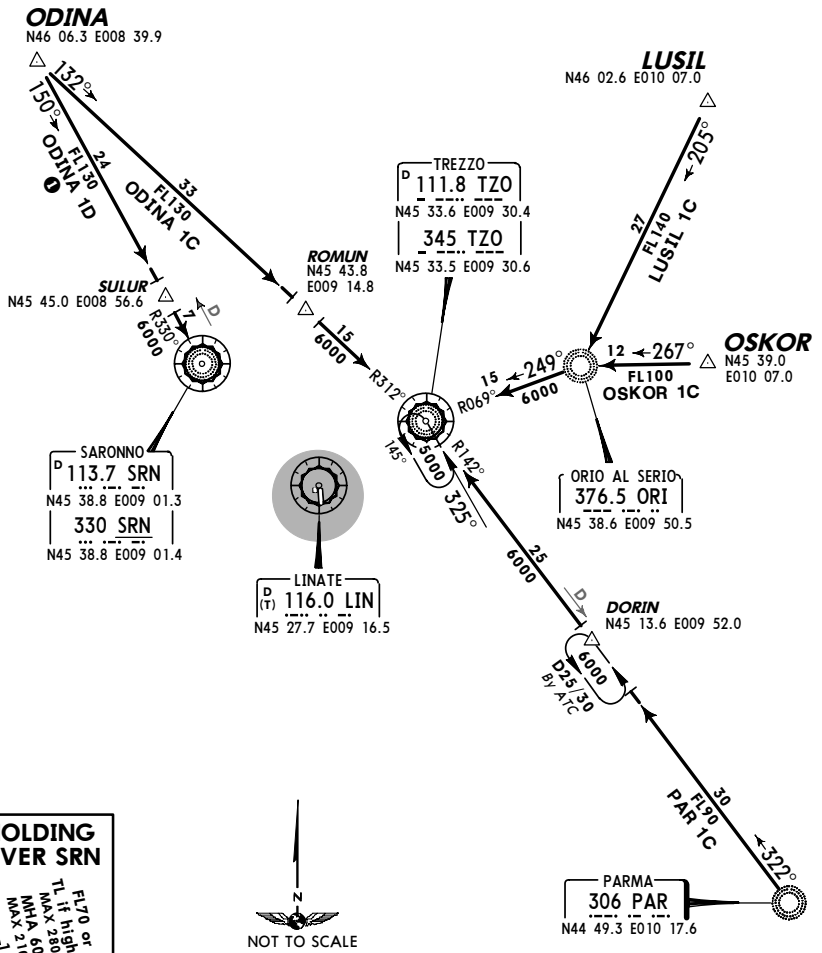
ATIS	Apt Elev	
135.55	353′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

MSA
LIN VOR
120° 9900′ 260°
3000′

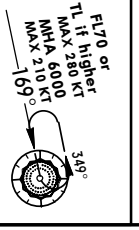
LUSIL 1C *[LUSI1C]*
ODINA 1C *[ODIN1C]*, ODINA 1D *[ODIN1D]* ❶
OSKOR 1C *[OSKO1C]*, PAR 1C
RWY 18 ARRIVALS

B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL
FROM NORTH & SOUTHEAST

❶ By ATC



HOLDING OVER SRN



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LIML/LIN
LINATE

JEPPESEN
29 JUN 07 (20-2B) Eff 5 Jul

MILAN, ITALY
STAR

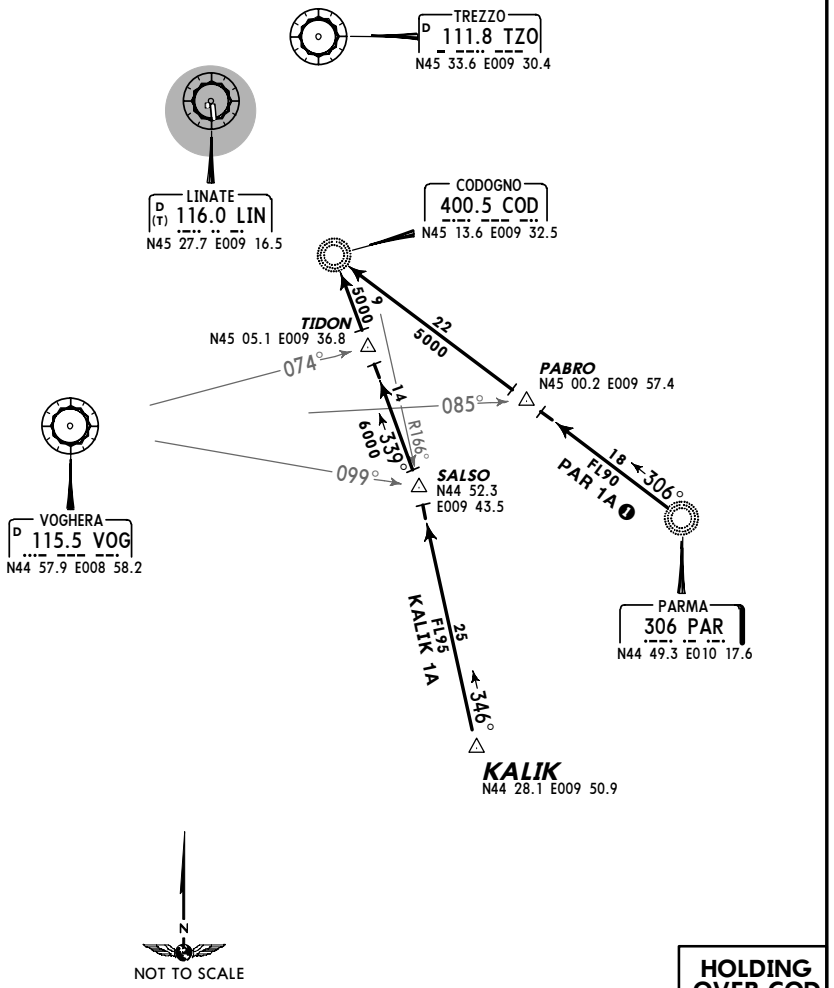
ATIS	Apt Elev	
135.55	353′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

MSA
LIN VOR
120° 9900′ 260°
3000′

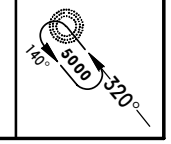
KALIK 1A *[KALI1A]*, PAR 1A ❶
RWY 36 ARRIVALS

B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL
FROM SOUTHEAST

❶ By ATC



HOLDING OVER COD



CHANGES: Runway designation; restriction established.

LIML/LIN
LINATE

JEPPESEN
29 JUN 07 (20-2C) Eff 5 Jul

MILAN, ITALY
STAR

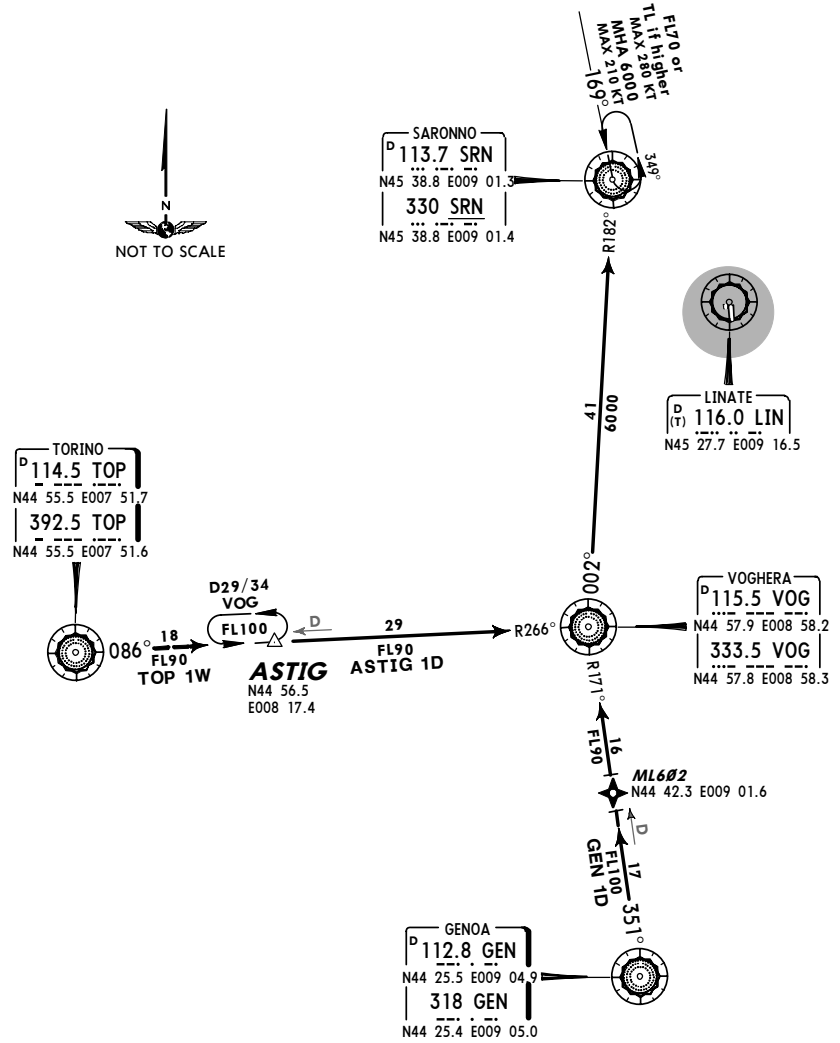
ATIS	Apt Elev	
135.55	353′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

MSA
LIN VOR
120° 9900′
260°
3000′

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

TOP 1W
RWY 18 TRANSITION

B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL
FROM SOUTH & WEST



CHANGES: Runway designation; restriction established.

LIML/LIN
LINATE

JEPPESEN
29 JUN 07 (20-2D) Eff 5 Jul

MILAN, ITALY
STAR

ATIS	Apt Elev	
135.55	353′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

MSA
LIN VOR
120° 9900′
260°
3000′

AMOXI 2H *[AMOX2H]*
RWY 36 ARRIVAL
B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL

GEN 1H, IDONA 2H *[IDO2H]*
B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL

KALMO 1H *[KAL1H]*
B-RNAV (P-RNAV RECOMMENDED)

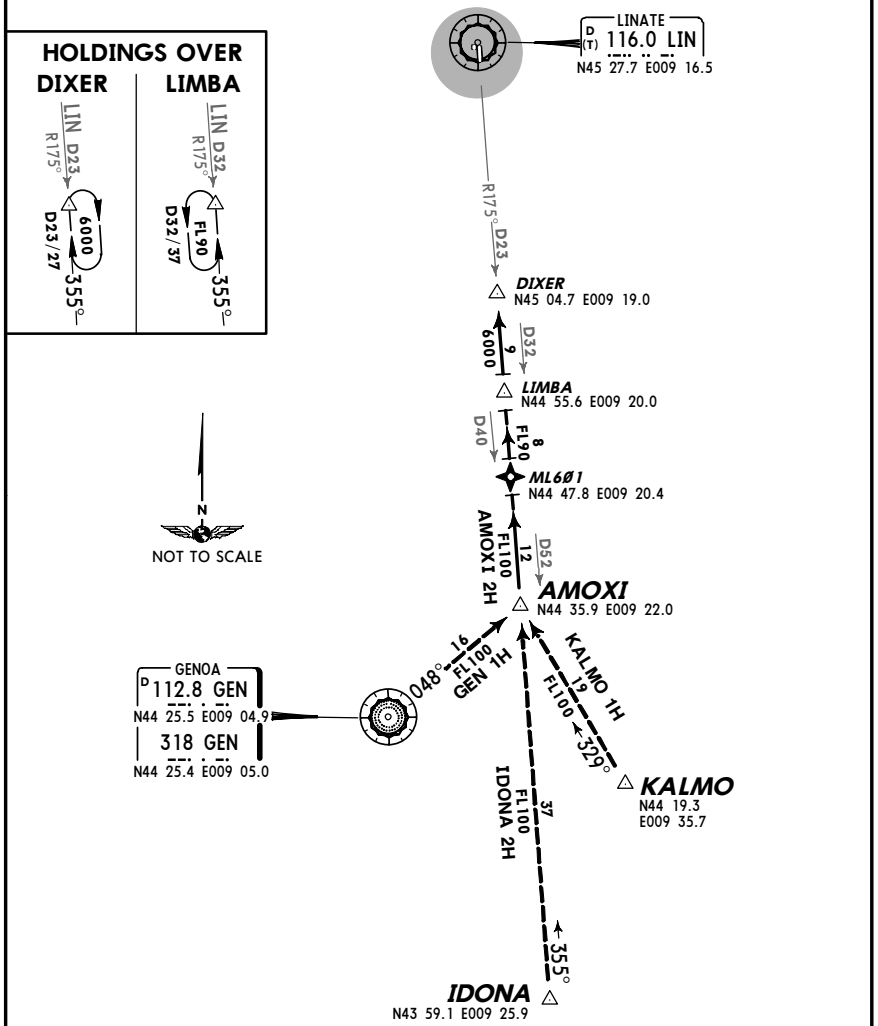
RWY 36 TRANSITIONS

FROM SOUTH

HOLDINGS OVER

DIXER
LIN D23
R175°
6000
D23/27
355°

LIMBA
LIN D32
R175°
FL90
D32/37
355°



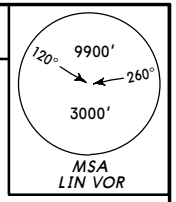
CHANGES: RWY designation; AMOXI & IDONA 1H renumbered 2H.

LIML/LIN
LINATE

JEPPESEN
29 JUN 07 (20-2E) Eff 5 Jul

MILAN, ITALY
STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 6000′
135.55	353′	

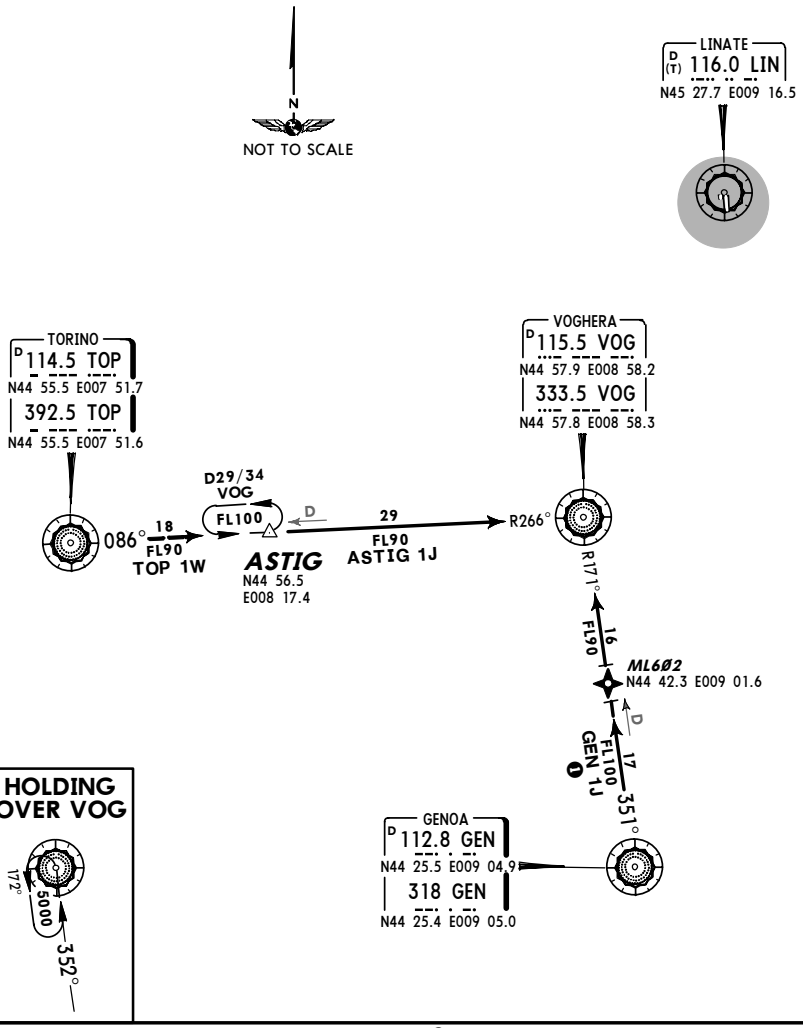


ASTIG 1J *[ASTI1J]*, GEN 1J ❶
RWY 36 ARRIVALS

TOP 1W
RWY 36 TRANSITION

B-RNAV (P-RNAV RECOMMENDED) OR CONVENTIONAL
FROM SOUTH & WEST

❶ By ATC



CHANGES: Runway designation; restriction established.

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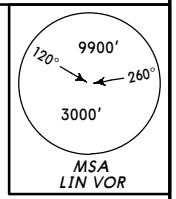
LIML/LIN
LINATE

JEPPESEN
14 SEP 07 (20-3) Eff 27 Sep

MILAN, ITALY
SID

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



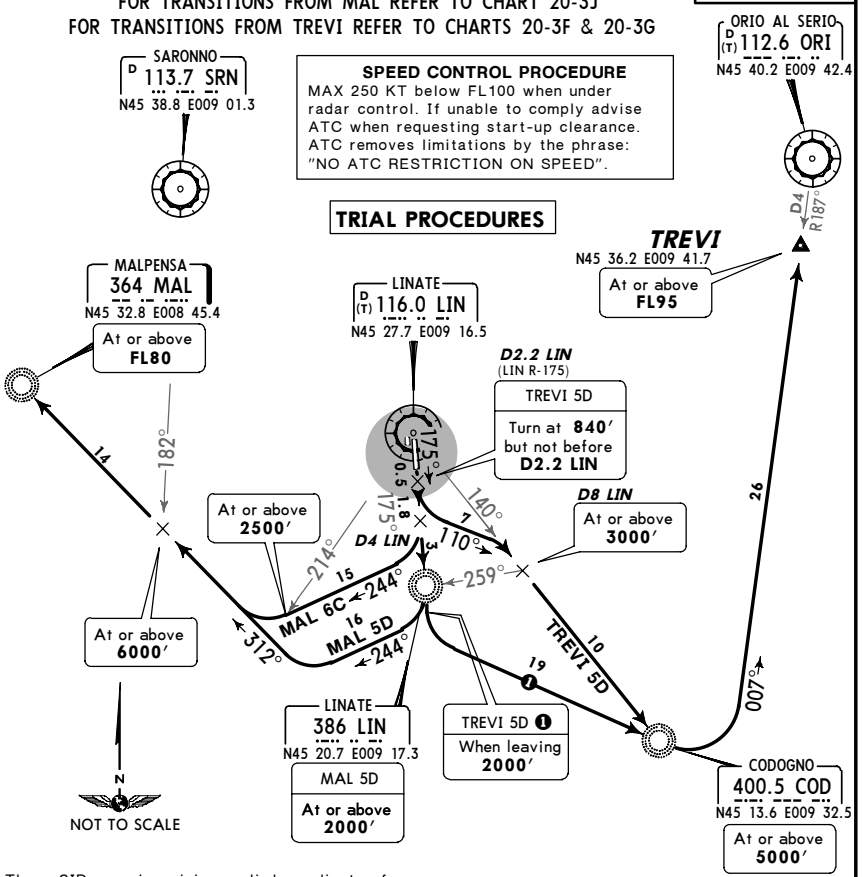
MAL 6C, TREVI 5D *[TREV5D]*
MAL 5D
BY ATC, TO BE USED WHEN LIN VOR/DME UNSERVICABLE

RWY 18 DEPARTURES
TO NORTH

FOR TRANSITIONS FROM MAL REFER TO CHART 20-3J
FOR TRANSITIONS FROM TREVI REFER TO CHARTS 20-3F & 20-3G

SPEED CONTROL PROCEDURE
MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".

TRIAL PROCEDURES



These SIDs require minimum climb gradients of
MAL 6C, 5D
322′ per NM (5.3%) until leaving **2500′.**
TREVI 5D
395′ per NM (6.5%) until D8 LIN.

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

SID	ROUTING
MAL 6C	Intercept LIN R-175 to D4 LIN, turn RIGHT, 244° track, when passing LIN R-214 turn RIGHT, intercept 312° bearing to MAL.
MAL 5D	Intercept 175° bearing to LIN Lctr, turn RIGHT, 244° track, intercept 312° bearing to MAL.
TREVI 5D	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 ORI R-187 inbound to TREVI. ❶ Climb on 175° track, when leaving **2000′,** turn LEFT to COD.

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

CHANGES: SIDs completely revised.

LIML/LIN
LINATE

JEPPESEN
14 SEP 07 (20-3A) Eff 27 Sep

MILAN, ITALY
SID

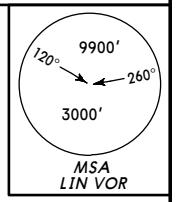
*MILAN Departure (APP)	Apt Elev	
126.3	353′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is necessary.

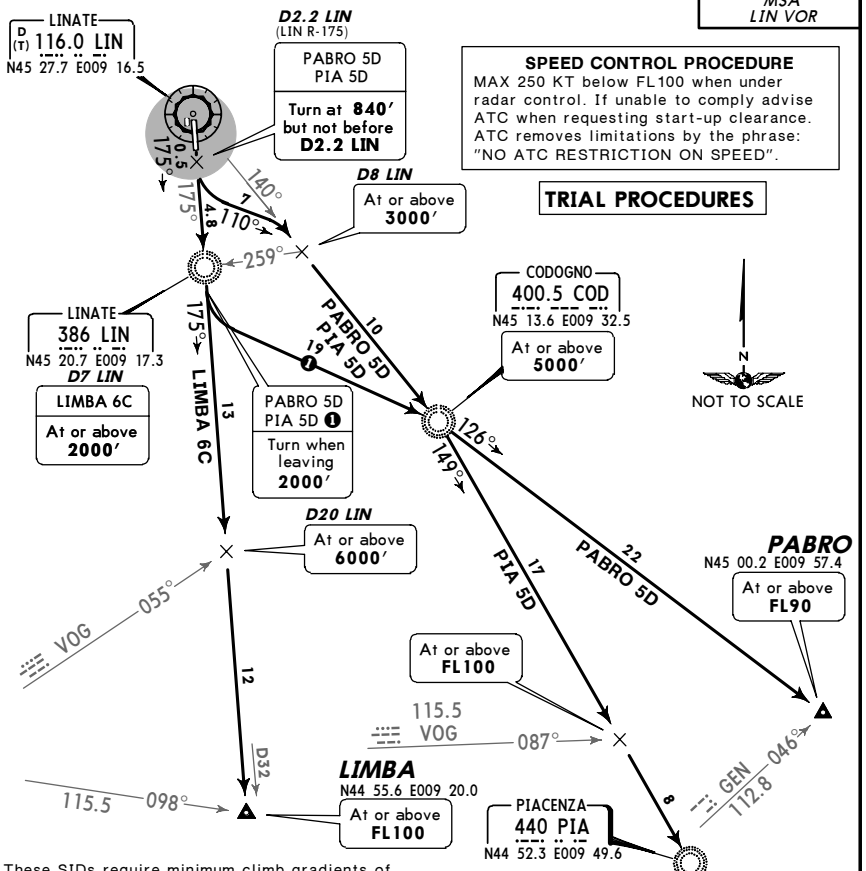
LIMBA 6C *[LIMB6C]*, PABRO 5D *[PABR5D]*, PIA 5D RWY 18 DEPARTURES

TO SOUTH

FOR TRANSITIONS FROM LIMBA & PIA REFER TO CHART 20-3H

FOR TRANSITION FROM PABRO REFER TO CHART 20-3G





These SIDs require minimum climb gradients of

LIMBA 6C

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

PABRO 5D, PIA 5D

395′ per NM (6.5%) until D8 LIN.

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

SID	ROUTING
LIMBA 6C	Intercept LIN R-175 to LIMBA. ❶ To LIN Lctr, 175° bearing to LIMBA.
PABRO 5D	Climb on 175° track, at **840′,** but not before D2.2 LIN, turn LEFT, 110° track, intercept LIN R-140 to COD, 126° bearing to PABRO. ❶ Climb on 175° track, when leaving **2000′,** turn LEFT to COD.
PIA 5D	Climb on 175° track, at **840′,** but not before D2.2 LIN, turn LEFT, 110° track, intercept LIN R-140 to COD, then to PIA. ❶ Climb on 175° track, when leaving **2000′,** turn LEFT to COD.

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

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LIML/LIN
LINATE

JEPPESEN
14 SEP 07 (20-3B) Eff 27 Sep

MILAN, ITALY
SID

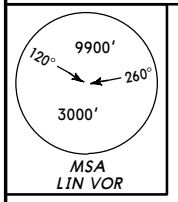
MILAN Departure (APP)	Apt Elev	
126.75	353′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is necessary.

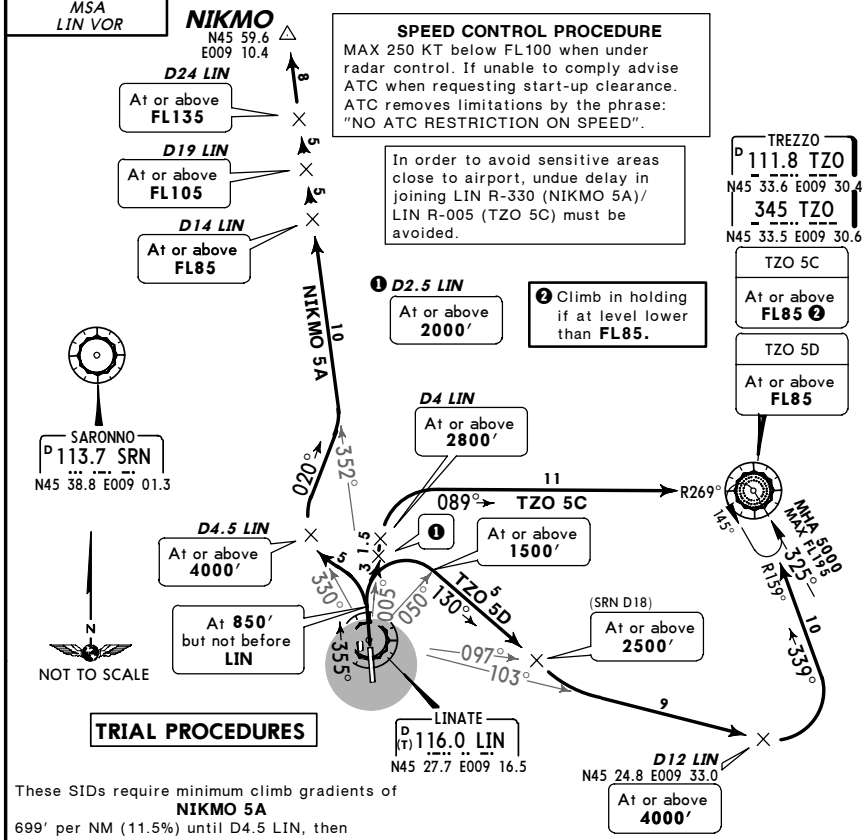
NIKMO 5A *[NIKM5A]*, TZO 5C, TZO 5D RWY 36 DEPARTURES

TO NORTH AND NORTHEAST

FOR TRANSITIONS FROM NIKMO REFER TO CHART 20-3F

FOR TRANSITIONS FROM TZO REFER TO CHARTS 20-3F & 20-3G





These SIDs require minimum climb gradients of

NIKMO 5A

699′ per NM (11.5%) until D4.5 LIN, then 456′ per NM (7.5%).

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

TZO 5C

486′ per NM (8%) until D4 LIN.

TZO 5D

456′ per NM (7.5%) until passing LIN R-097, then 334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
699′ per NM	873	1165	1747	2329	2912	3494
486′ per NM	608	810	1215	1620	2025	2430
456′ per NM	570	760	1139	1519	1899	2279
334′ per NM	418	557	835	1114	1392	1671

TZO 5D: Execute initial turn with a bank angle not higher than 20°.

SID	ROUTING
NIKMO 5A	Climb on 355° track, at **850′,** but not before LIN, turn LEFT, intercept LIN R-330 to D4.5 LIN, turn RIGHT, 020° track, intercept LIN R-352 to NIKMO.
TZO 5C	Climb on 355° track, at **850′,** but not before LIN, turn RIGHT, intercept LIN R-005 to D4 LIN, turn RIGHT, intercept TZO R-269 inbound to TZO.
TZO 5D ❸	Climb on 355° track, at **850′,** but not before LIN, turn RIGHT, 130° track, intercept LIN R-103 to D12 LIN, turn LEFT, intercept TZO R-159 inbound to TZO.

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

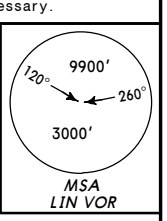
LIML/LIN
LINATE

JEPPESEN
14 SEP 07 (20-3C) Eff 27 Sep

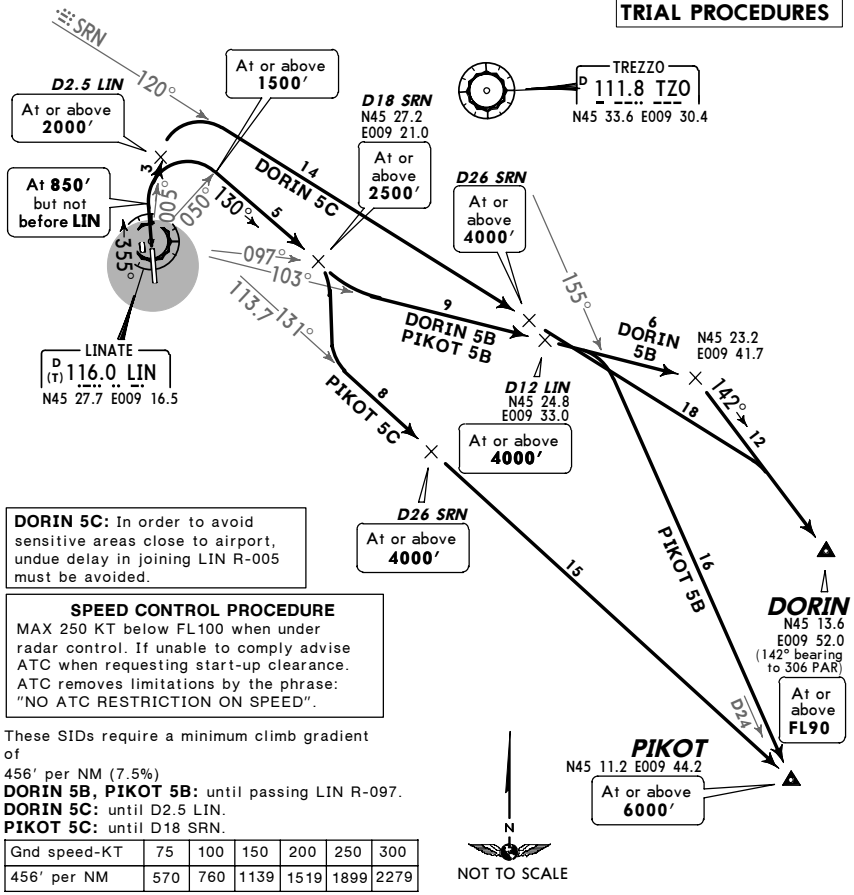
MILAN, ITALY
SID

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

DORIN 5B *[DORI5B]*, PIKOT 5B *[PIKO5B]*
BY ATC, TO BE USED WHEN SRN VOR UNSERVICABLE
DORIN 5C *[DORI5C]*, PIKOT 5C *[PIKO5C]*
RWY 36 DEPARTURES
TO SOUTH
FOR TRANSITION FROM DORIN REFER TO CHART 20-3G
FOR TRANSITIONS FROM PIKOT REFER TO CHART 20-3H



TRIAL PROCEDURES



DORIN 5C: In order to avoid sensitive areas close to airport, undue delay in joining LIN R-005 must be avoided.

SPEED CONTROL PROCEDURE
MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".

These SIDs require a minimum climb gradient of
456′ per NM (7.5%)
DORIN 5B, PIKOT 5B: until passing LIN R-097.
DORIN 5C: until D2.5 LIN.
PIKOT 5C: until D18 SRN.

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

DORIN 5B, PIKOT 5B, 5C: Execute initial turn with a bank angle not higher than 20°.

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

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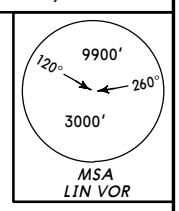
LIML/LIN
LINATE

JEPPESEN
14 SEP 07 (20-3D) Eff 27 Sep

MILAN, ITALY
SID

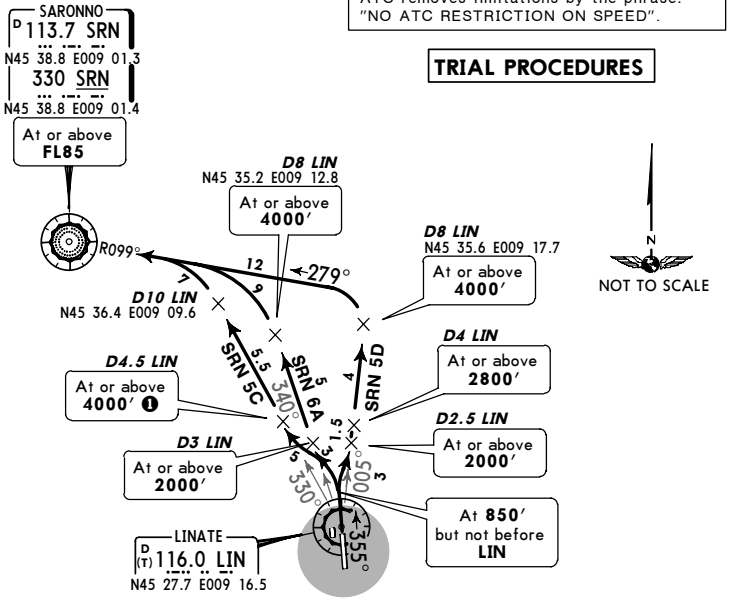
MILAN Departure (APP)	Apt Elev	
126.75	353′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is necessary.

SRN 6A, SRN 5D
BY ATC, ALTERNATE FOR SID SRN 5C
SRN 5C
RWY 36 DEPARTURES
TO NORTHWEST
FOR TRANSITIONS FROM SRN REFER TO CHART 20-3J



SPEED CONTROL PROCEDURE
MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".

TRIAL PROCEDURES



❶ If unable to comply, advise ATC at start-up and request to be cleared on SIDs SRN 6A or SRN 5D.

In order to avoid sensitive areas close to airport, undue delay in joining LIN R-330 (SRN 5C)/ LIN R-005 (SRN 5D) must be avoided.

These SIDs require minimum climb gradients of

SRN 6A
456′ per NM (7.5%) until SRN.
SRN 5C
699′ per NM (11.5%) until D4.5 LIN, then
383′ per NM (6.3%).
SRN 5D
486′ per NM (8%) until D4 LIN, then
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
699′ per NM	873	1165	1747	2329	2912	3494
486′ per NM	608	810	1215	1620	2025	2430
456′ per NM	570	760	1139	1519	1899	2279
383′ per NM	479	638	957	1276	1595	1914
334′ per NM	418	557	835	1114	1392	1671

SID	ROUTING
SRN 6A	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 5C	Climb on 355° track, at **850′,** but not before LIN, turn LEFT, intercept LIN R-330 to D10 LIN, turn LEFT, intercept SRN R-099 inbound to SRN.
SRN 5D	Climb on 355° track, at **850′,** but not before LIN, turn RIGHT, intercept LIN R-005 to D8 LIN, turn LEFT, intercept SRN R-099 inbound to SRN.

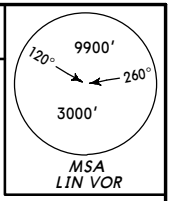
LIML/LIN LINATE

JEPPESEN
14 SEP 07 (20-3F) Eff 27 Sep

MILAN, ITALY

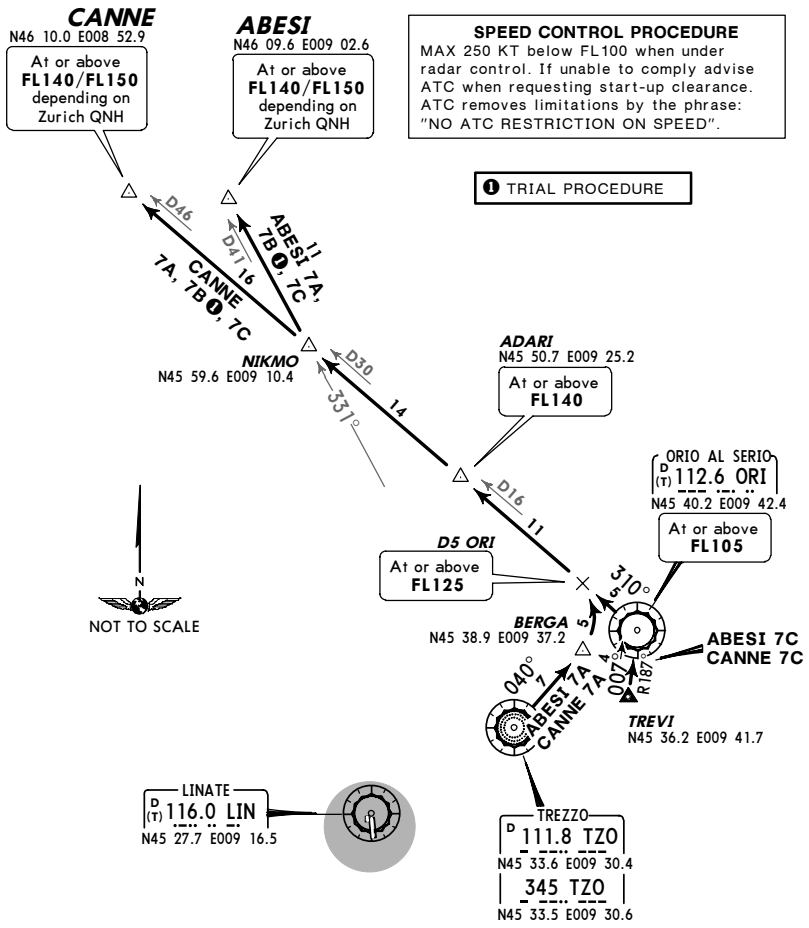
TRANSITION

MILAN Departure (APP)	Apt Elev	Trans level: By ATC	Trans alt: 6000′
126.75	353′		



ABESI 7A [ABE7A], ABESI 7B [ABE7B] ABESI 7C [ABE7C], CANNE 7A [CAN7A] CANNE 7B [CAN7B], CANNE 7C [CAN7C] RWYS 36, 18 TRANSITIONS

TO NORTH
FROM NIKMO, TREVI & TZO



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

CHANGES: Transitions from NIKMO established; chart reindexed.

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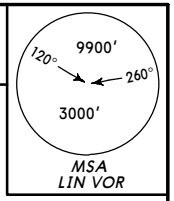
LIML/LIN LINATE

JEPPESEN
14 SEP 07 (20-3G) Eff 27 Sep

MILAN, ITALY

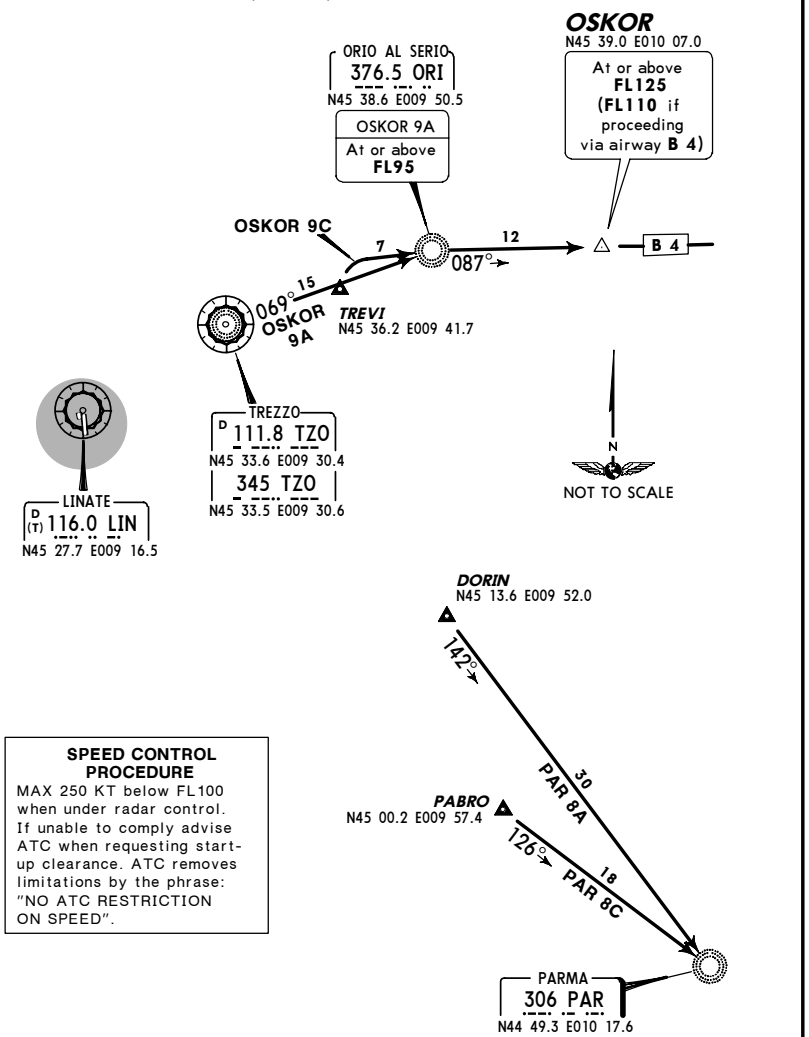
TRANSITION

MILAN Departure (APP) North	MILAN Departure (APP) South	Apt Elev	Trans level: By ATC	Trans alt: 6000′
126.75	*126.3	353′		



OSKOR 9A [OSK9A], OSKOR 9C [OSK9C] PAR 8A, PAR 8C RWYS 36, 18 TRANSITIONS

TO EAST & SOUTHEAST
FROM DORIN, PABRO, TREVI & TZO



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

CHANGES: Chart reindexed.

LIML/LIN
LINATE

JEPPESEN
14 SEP 07 (20-3H) Eff 27 Sep

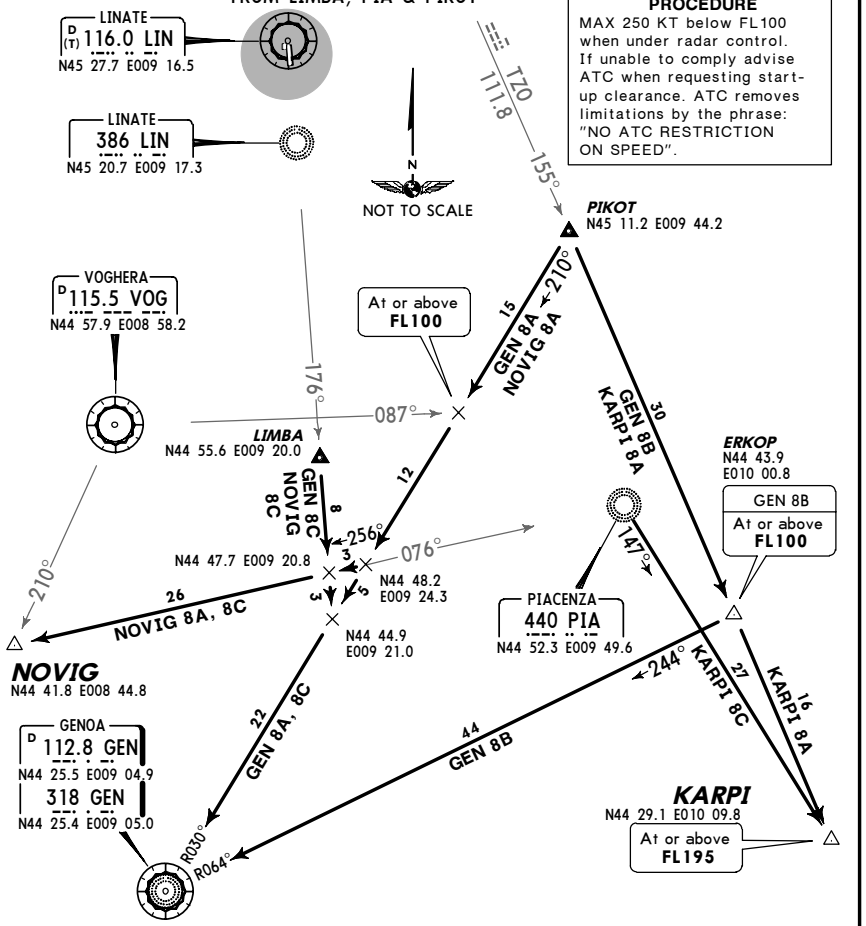
MILAN, ITALY
TRANSITION

*MILAN Departure (APP)	Apt Elev	Trans level: By ATC	Trans alt: 6000′
126.3	353′		

MSA
LIN VOR
120° 260°
9900′
3000′

GEN 8A, GEN 8B, GEN 8C
KARPI 8A *[KAR8A]*, KARPI 8C *[KAR8C]*
NOVIG 8A *[NOV8A]*, NOVIG 8C *[NOV8C]*
RWYS 36, 18 TRANSITIONS
TO SOUTH
FROM LIMBA, PIA & PIKOT

SPEED CONTROL PROCEDURE
MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".



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

CHANGES: New chart.

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LIML/LIN
LINATE

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14 SEP 07 (20-3J) Eff 27 Sep

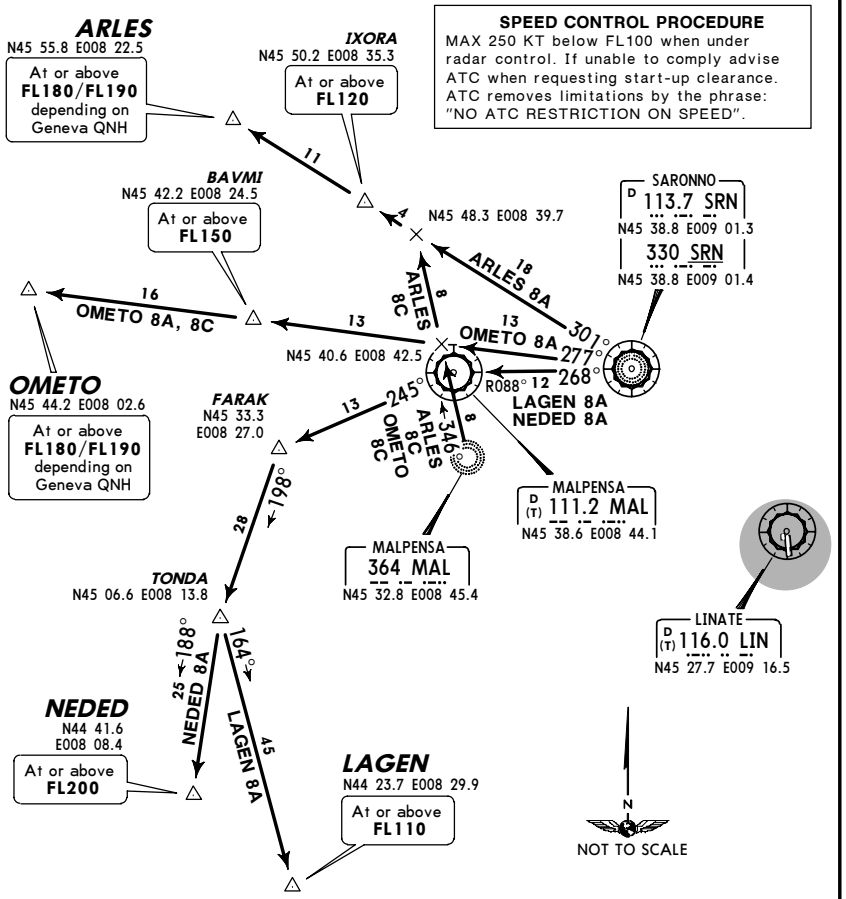
MILAN, ITALY
TRANSITION

MILAN Departure (APP) North	MILAN Departure (APP) South	Apt Elev	Trans level: By ATC	Trans alt: 6000′
126.75	*126.3	353′		

MSA
LIN VOR
120° 260°
9900′
3000′

ARLES 8A *[ARL8A]* , ARLES 8C *[ARL8C]*
LAGEN 8A *[LAG8A]*, NEDED 8A *[NED8A]*
OMETO 8A *[OME8A]* , OMETO 8C *[OME8C]*
RWYS 36, 18 TRANSITIONS
TO SOUTHWEST, WEST & NORTHWEST
FROM MAL LCTR & SRN

SPEED CONTROL PROCEDURE
MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".



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

CHANGES: New chart.

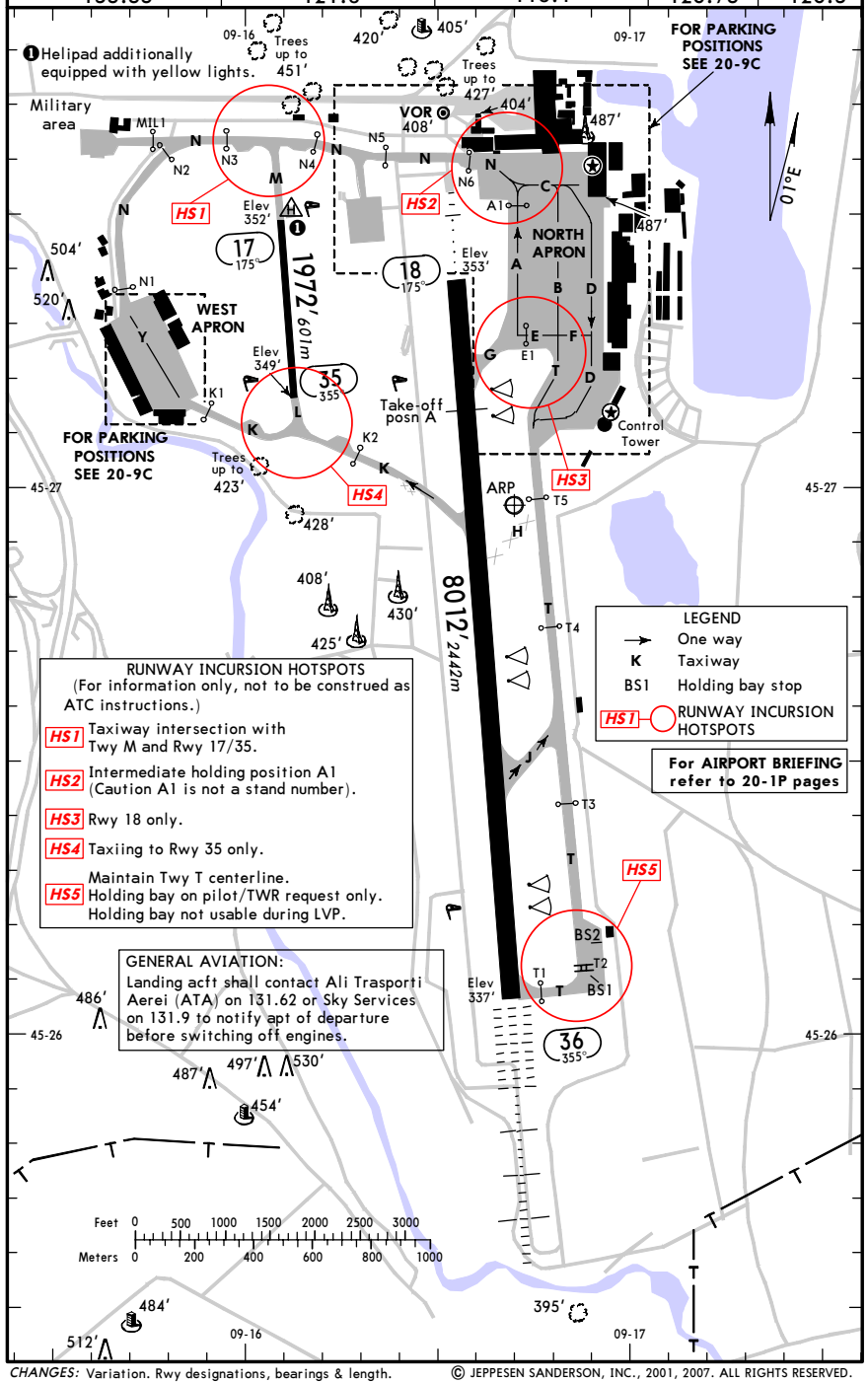
LIML/LIN — MILAN, ITALY

Apt Elev 353′
N45 27.0 E009 16.7

JEPPESEN
29 JUN 07 (20-9) Eff 5 Jul

LINATE

ATIS	LINATE Ground	Tower	MILAN Departure (R) North Sector	MILAN Departure (R) South Sector
135.55	121.8	118.1	126.75	*126.3



RUNWAY INCURSION HOTSPOTS
(For information only, not to be construed as ATC instructions.)

- HS1 Taxiway intersection with Twy M and Rwy 17/35.
- HS2 Intermediate holding position A1 (Caution A1 is not a stand number).
- HS3 Rwy 18 only.
- HS4 Taxiing to Rwy 35 only.
- HS5 Maintain Twy T centerline. Holding bay on pilot/TWR request only. Holding bay not usable during LVP.

LEGEND
→ One way
K Taxiway
BS1 Holding bay stop
HS1 RUNWAY INCURSION HOTSPOTS

For AIRPORT BRIEFING refer to 20-1P pages

GENERAL AVIATION:
Landing acft shall contact Ali Trasporti Aerei (ATA) on 131.62 or Sky Services on 131.9 to notify apt of departure before switching off engines.

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LIML/LIN — MILAN, ITALY

JEPPESEN
29 JUN 07 (20-9A) Eff 5 Jul

LINATE

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
17 ❶ 35		NA			72′ 22m

❶ Runway to be used with PPO.

18	HIRL(60m) CL(15m) ALS REIL PAPI(3.0°) ❷ RVR			❸	197′ 60m
36	HIRL(60m) CL(15m) HIALS-II SFL TDZ PAPI(3.0°) ❷ RVR		7008′ 2136m		

Touchdown zone rwy 36 slippery when wet.
❷ PAPI rwy 18/36: Obstacles affecting obstacle protection surface are compatible with operations of acft with eye-to-wheel height up to 30′/9m.
❸ Full rwy length, or from position A: 6562′ (2000m).

JAR-OPS

TAKE-OFF ❶

	Rwys 18/36 LVP must be in Force: Approved Operators HIRL, CL & mult. RVR req	Rwys 18/36 LVP must be in Force: RL, CL & mult. RVR req	Rwys 18/36 LVP must be in Force: RL & CL	All Rwys: LVP must be in Force RCLM (DAY only) or RL	All Rwys: RCLM (DAY only) or RL	All Rwys: NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

LIML/LIN
LINATE

RVR 550m or Less

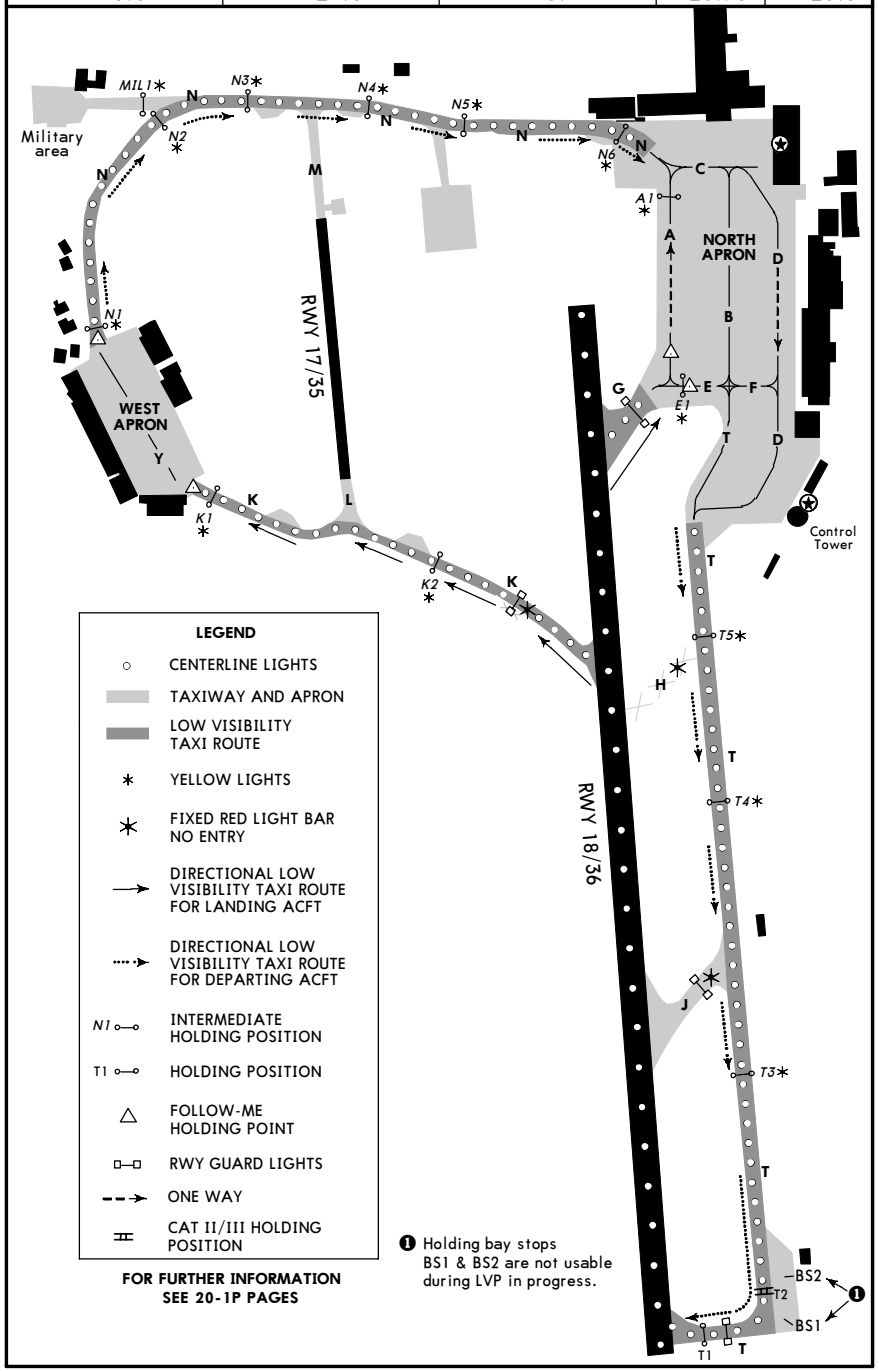
JEPPESEN

29 JUN 07
Eff 5 Jul

(20-9B)

MILAN, ITALY
LOW VISIBILITY TAXI ROUTES

ATIS	LINATE Ground	Tower	MILAN Depature (R)	
			North Sector	South Sector
116.0	121.8	118.1	126.75	*126.3



FOR FURTHER INFORMATION SEE 20-1P PAGES

❶ Holding bay stops BS1 & BS2 are not usable during LVP in progress.

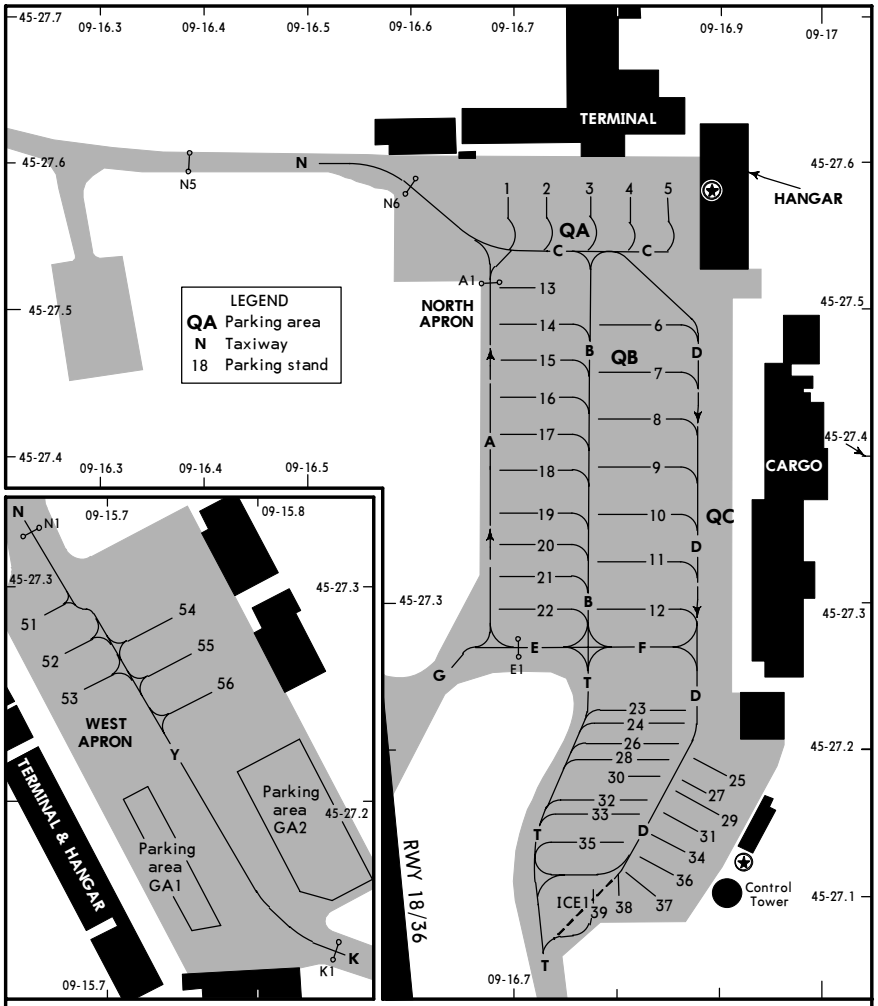
CHANGES: Rwy designations.

LIML/LIN
LINATE

JEPPESEN

29 JUN 07
(20-9C)
Eff 5 Jul

MILAN, ITALY



INS COORDINATES

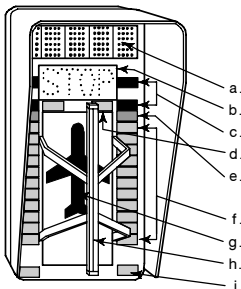
STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N45 27.6 E009 16.7	29	N45 27.2 E009 16.9
3, 4	N45 27.6 E009 16.8	30	N45 27.2 E009 16.8
5	N45 27.6 E009 16.9	31	N45 27.1 E009 16.9
6, 7	N45 27.5 E009 16.9	32, 33	N45 27.2 E009 16.8
8 thru 10	N45 27.4 E009 16.9	34	N45 27.1 E009 16.9
11, 12	N45 27.3 E009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

CHANGES: Rwy designation.

VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

A. SYSTEM DESCRIPTION

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



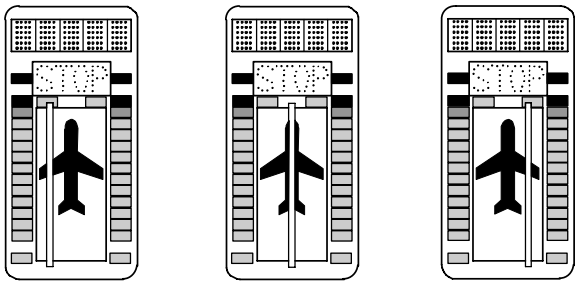
a. Display indicating: Aircraft type. OK. TOO FAR. STOP SHORT.
b. Display for STOP command.
c. Two pairs of red lights = STOP position reached.
d. Pair of green lights indicating the stop position reference.
e. Pair of yellow lights indicating the aircraft is 10'/3m before the STOP position.
f. 11 pairs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

B. ACTIVATED SYSTEM

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

C. CENTERLINE GUIDANCE

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



TURN LEFT | ON CENTERLINE | TURN RIGHT

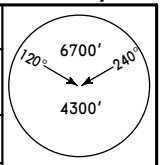
BRIEFING STRIP

ATIS	*MILAN Arrival (R)	LINATE Tower	Ground
135.55	132.7	118.1	121.8

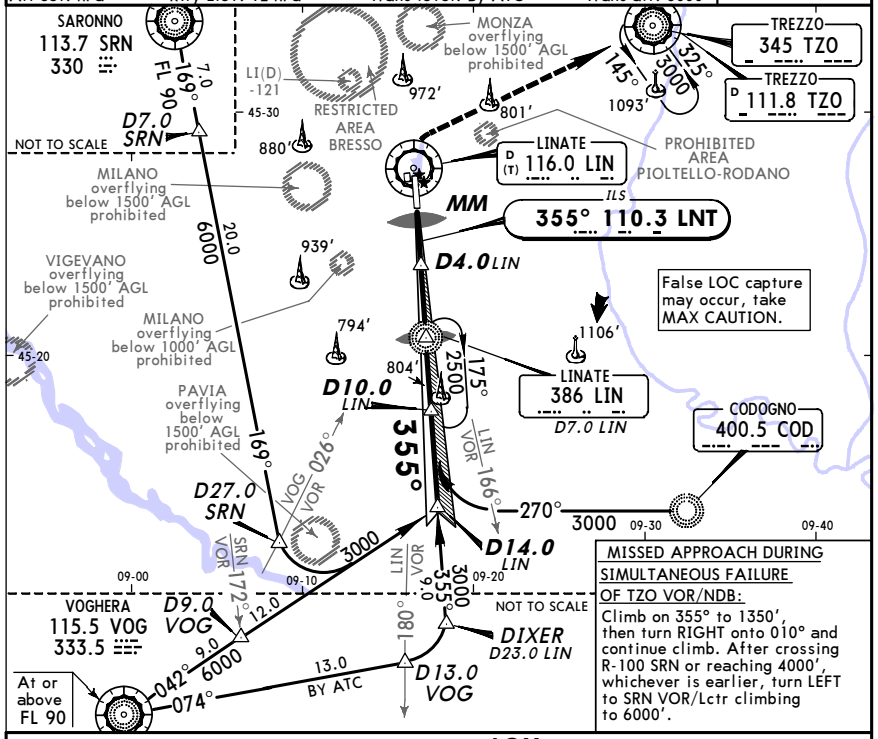
LOC LNT	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 353'
110.3	355°	2130' (1793')	537' (200')	RWY 337'

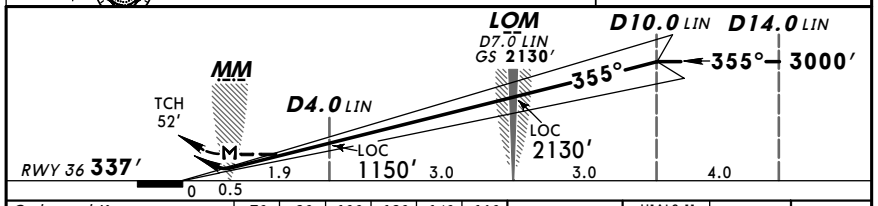
MISSED APCH: Proceed on track 355° climbing to 3000', passing 1000' turn RIGHT (not before LIN VOR) climbing to TZO VOR/NDB.

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



MSA LIN Lctr





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or	377	485	539	647	755	862
LOC Descent Gradient 5.2%						
MAP at MM						

HIALS-II PAPI PAPI 1000' on 355°

JAR-OPS STRAIGHT-IN LANDING RWY 36

	ILS DA(H) 537' (200') FULL	ILS DA(H) 537' (200') ALS out	LOC (GS out) MDA(H) 760' (423')	LOC (GS out) MM out	LOC (GS out) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	NOT AUTH	RVR 1500m
B			RVR 1000m		
C			RVR 1800m		
D			RVR 1400m		RVR 2000m

CIRCLE-TO-LAND Not authorized West of runway

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

PANS OPS 4

LIML/LIN LINATE — MILAN, ITALY — CAT II ILS Rwy 36

JEPPESEN 29 JUN 07 (21-1A) Eff 5 Jul

ATIS	*MILAN Arrival (R)	LINATE Tower	Ground
135.55	132.7	118.1	121.8

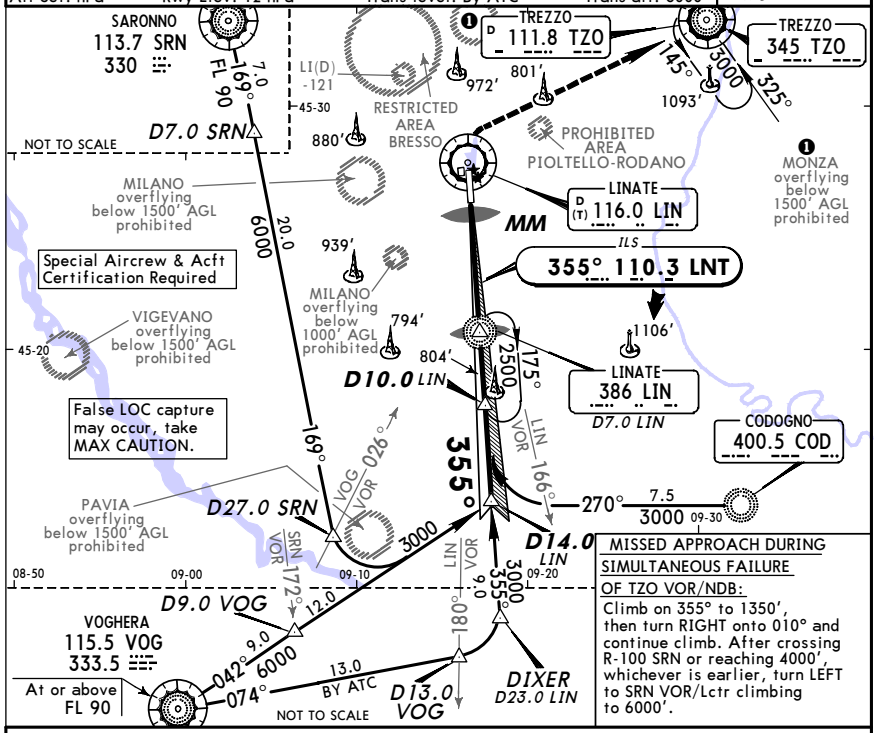
LOC	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev / RWY
LNT 110.3	355°	LOM 2130′ (1793′)	Refer to Minimums	353′ / RWY 337′

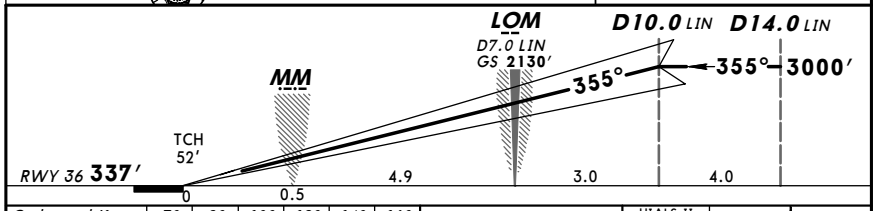
MISSED APCH: Proceed on track 355° climbing to 3000′, passing 1000′ turn RIGHT (not before LIN VOR) climbing to TZO VOR/NDB.

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

MSA LIN Lctr: 6700′ (120°–240°), 4300′

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI PAPI — 1000′ on 355°

JAR-OPS — STRAIGHT-IN LANDING RWY 36 CAT II ILS

ABC	D
RA 108′	RA 114′
DA(H) 437′ (100′)	DA(H) 442′ (105′)

RVR 300m 1

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

PANS OPS 4

CHANGES: Rwy designation. Bearings.

LIML/LIN LINATE — MILAN, ITALY — VOR Rwy 18

JEPPESEN 29 JUN 07 (23-1) Eff 5 Jul

ATIS	*MILAN Arrival (R)	LINATE Tower	Ground
135.55	132.7	118.1	121.8

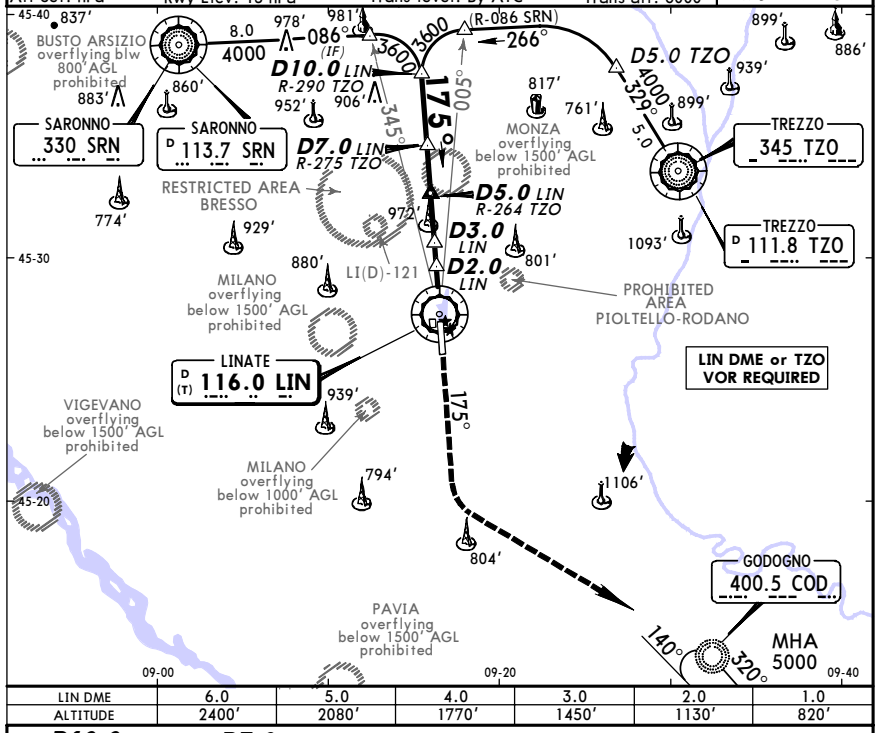
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev / RWY
LIN 116.0	175°	D7.0 LIN 2700′ (2347′)	800′ (447′)	353′ / RWY 353′

MISSED APCH: Climb on 175° to 2500′, then turn LEFT to COD Lctr climbing to 5000′.

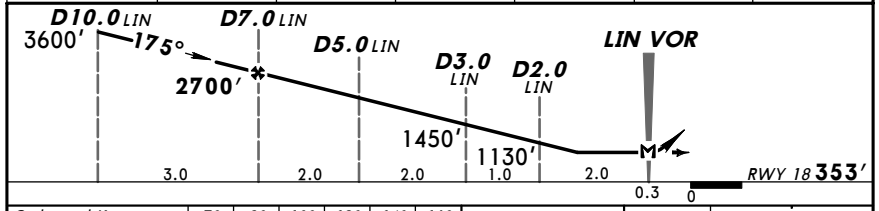
Alt Set: hPa | Rwy Elev: 13 hPa | Trans level: By ATC | Trans alt: 6000′

MSA LIN VOR: 9900′ (120°–260°), 3000′

BRIEFING STRIP™



LIN DME	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2400′	2080′	1770′	1450′	1130′	820′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at LIN VOR						

ALS REIL PAPI PAPI — 2500′ on 175°

JAR-OPS — STRAIGHT-IN LANDING RWY 18

	VOR+DME MDA(H) 800′ (447′) ALS out	VOR MDA(H) 1230′ (877′) ALS out
A	RVR 1300m	RVR 1500m
B	RVR 1400m	
C	RVR 1600m	RVR 1800m
D	RVR 1800m	RVR 2000m

CIRCLE-TO-LAND Not authorized West of runway

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

1 After VOR apch: 1230′ (877′).

PANS OPS 4

CHANGES: Procedure. Rwy designation. Minimums.

LIML/LIN
LINATE

JEPPESEN
29 JUN 07 (23-2) Eff 5 Jul

MILAN, ITALY
VOR Rwy 36

BRIEFING STRIP™

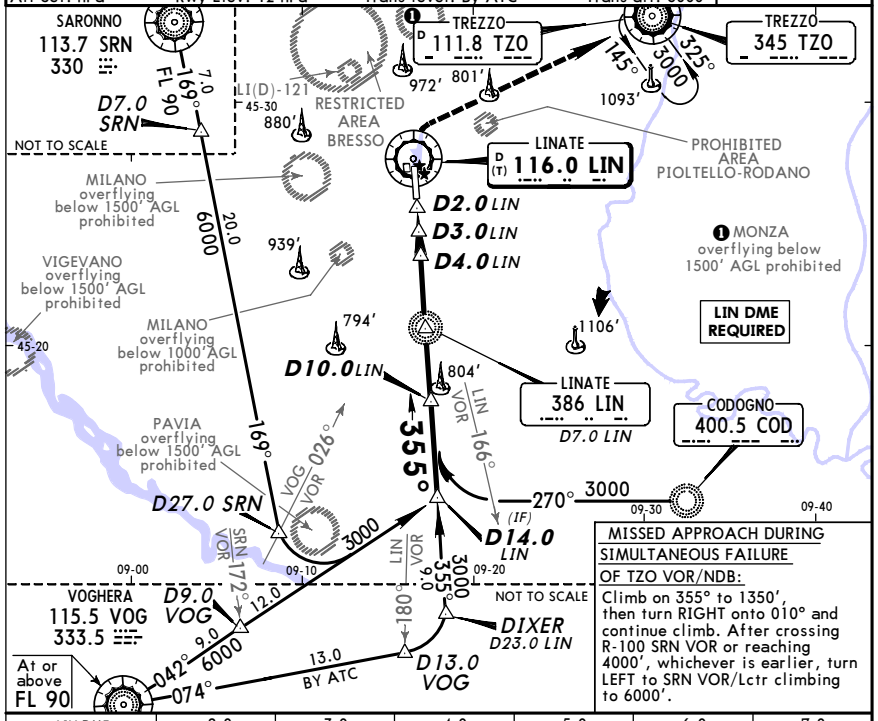
ATIS	*MILAN Arrival (R)	LINATE Tower	Ground
135.55	132.7	118.1	121.8

VOR LIN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
116.0	355°	D10.0 LIN 3000′ (2663′)	800′ (463′)	353′ / RWY 337′

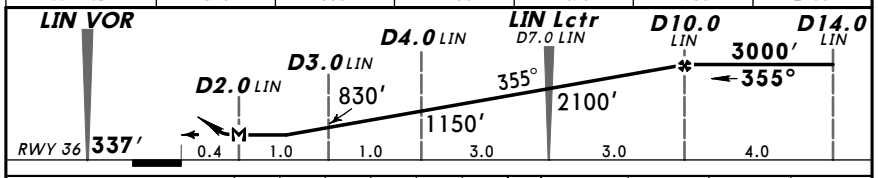
MISSED APCH: Climb to LIN VOR, then turn RIGHT to TZO VOR/NDB climbing to 3000′.

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

MSA LIN VOR
120° 9900′ 260° 3000′



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	5.2%	369	474	527	632	738	843
MAP at D2.0 LIN							

HIALS-II PAPI PAPI | LIN 116.0 | 3000′ RT | TZO 111.8 345

JAR-OPS STRAIGHT-IN LANDING RWY 36

MDA(H) 800′ (463′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1000m	RVR 1500m	100	850′ (497′)	1500m
B	RVR 1200m		135	900′ (547′)	1600m
C		RVR 2000m	180	1200′ (847′)	2400m
D	RVR 1600m		205	1200′ (847′)	3600m

CIRCLE-TO-LAND
Not authorized West of runway

PANS OPS 4

CHANGES: Procedure. Rwy designation.

LIML/LIN
LINATE

JEPPESEN
29 JUN 07 (26-1) Eff 5 Jul

MILAN, ITALY
LOCATOR Rwy 36

BRIEFING STRIP™

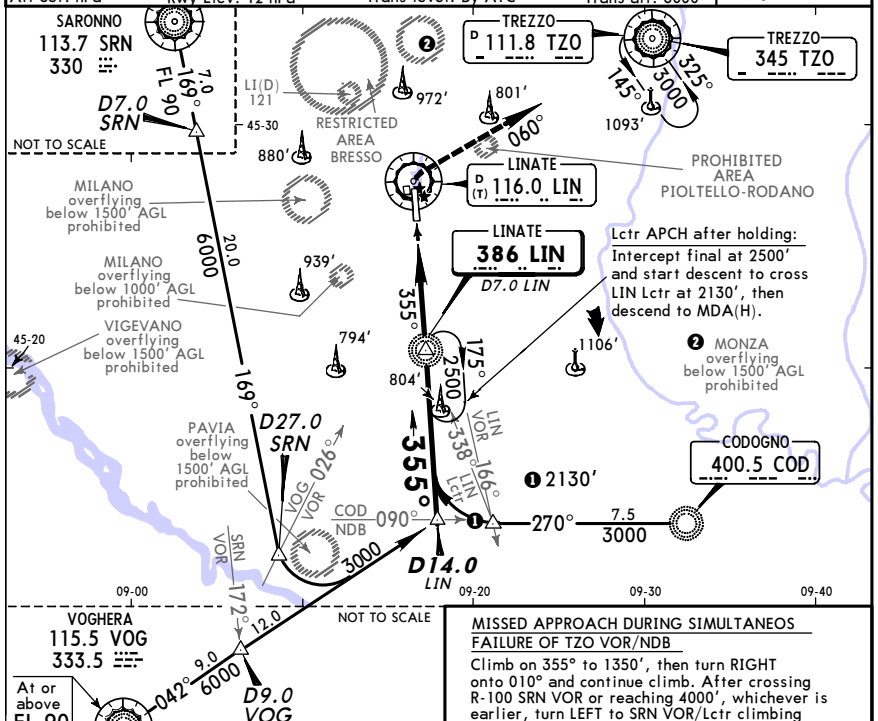
ATIS	*MILAN Arrival (R)	LINATE Tower	Ground
135.55	132.7	118.1	121.8

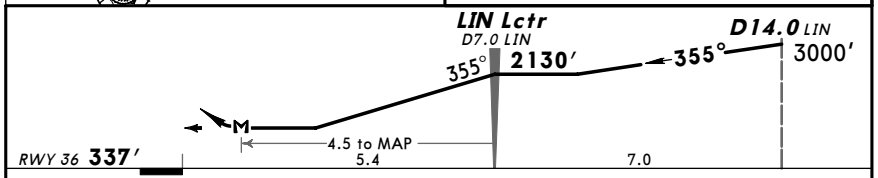
Lctr LIN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
386	355°	LIN Lctr 2130′ (1793′)	850′ (513′)	353′ / RWY 337′

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

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

MSA LIN Lctr
120° 6700′ 240° 4300′





Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	5.2%	369	474	527	632	737	843
Lctr to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

HIALS-II PAPI PAPI | 355°

JAR-OPS STRAIGHT-IN LANDING RWY 36

MDA(H) 850′ (513′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1000m	RVR 1500m	100	850′ (497′)	1500m
B	RVR 1200m		135	900′ (547′)	1600m
C		RVR 2000m	180	1200′ (847′)	2400m
D	RVR 1600m		205	1200′ (847′)	3600m

CIRCLE-TO-LAND
Not authorized West of runway

PANS OPS 4

CHANGES: Rwy designation. Bearings.