LINK ROUTES & STAR

MILANO/LINATE

RWY 36

TRANSITION ALT 6000

FREQUENCIES

APP Milano Arrivals 133.175

Linate TWR 118.100 (118.400 – 119.250)

LEGEND

031°>25 — Standard Arrival route with track direction direction and distance

329°>19 — Link Routes with track direction and distance

A9 — ATS Routes

Not to scale

STAR ATC discretion.

MNM SECT ALT

LIN VOR DME

9900 / 120 / 260 / 3000

DIXER Holding Pattern

D23 LIN — 175° — 6000 — 355° — D27 LIN

COD Holding Pattern

COD — 320° — 5000 — 140°

VOG Holding Pattern

VOG — 352° — 5000 — 172°

LIMBA Holding Pattern

LIMBA — D32 LIN — 355° — FL 90 — 175° — D37 LIN — R175 LIN

ASTIG Holding Pattern

D34 VOG — 266° — FL 100 — 086° — ASTIG — D26 VOG — R 266 VOG

SRN Holding Pattern

IAS MAX 280 KT

MHL is FL 70 or transition level if higher

SRN — 349° — 6000 — 169° — IAS MAX 210 KT

CHANGE: NEW MILANO APP and TWR FREQUENCIES

ODINA — JAN 05 (COD L) — 132°>48 — 150°>24 — ODINA 1B — R 330 SRN — MEL 130 — ODINA 1A — MEL 130

SULUR — DORN — MEL 100 — DESIP

LUSIL — LUSIL 1A — 205° — MEL 140 — 27<205° — MEL 140

L Orio ORI 376.5

OSKOR 1A — 267° — MEL 100 — OSKOR

MEA 6000

L VOR DME Saronno SRN 330 113.7 Ch 84X

NDB VOR DME Trezzo TZO 345 111.8Ch 55X

TVOR DME Linate LIN 116.0 Ch 107X

36

LO Linate LIN 386

L Codogno COD 400.5

ODINA 1A — 75°>20 — MEA 6000 — LUSIL 1A — OSKOR 1A — 28<206°

MEA 5000 — 9<339° — 22<306° — ROBAS

NDB VOR DME Torino TOP 392.5 114.5 Ch 92X

TOP 1W — 086°>18 — MEL 90

ASTIG — ASTIG 1J — MEL 90 — 086°>29 — R 266 VOG

NDB VOR DME Voghera VOG 333.5 115.5 Ch102X

DIXER — D23 LIN — R 074 VOG — TIDON — PABRO — R 085 VOG — 18<306° — PAR 1A — MEL 90

LIMBA — R 175 LIN — MEL 90 — 8<339° — 14<339° — QDR 159 COD — R 099 VOG — SALSO — R 166 TZO — 25<346° — KALIK 1A — MEL 95

NDB Parma PAR 306

ML601 — D40 LIN — AMOXI 2H1 — 12<355° — AMOXI — D52 LIN

ML602 — D17 GEN — GEN 1J — 17<351° — MEL 100

GEN 1H — 048°>16 — MEL 100 — 19<329° — MEL 100

NDB VORDME Genova GEN 318 112.8 Ch 75X

KALIK — KALMO 1H — KALMO — IDONA 2H — 37<355° — MEL 100

NDB Albenga ABN 420

LUKIM — IXITO — ANAKI — ENOBA — LAGEN — TESTO — NOVIG — LESAN — MONEBA — DORAV

R 101 — REMARK: For further information on this area see ENR 6.2–3

R 102 — R64

P57 — P96 — P94 — D11

MALPENSA CTR — BERGAMO CTR — LINATE CTR — PIACENZA CTR — TORINO CTR — GENOVA CTR — MILANO TMA

BEARINGS TRACKS AND RADIALS ARE MAGNETIC

ALTITUDES AND ELEVATIONS ARE IN FEET

DISTANCES IN NAUTICAL MILES

SCALE 1:1.000.000

0 20 NM

0 20 Km

from IDONA

LINK ROUTES Milano Linate RWY36

GEN 1H
GEN VOR/DME – AMOXI.
MEL: GEN VOR/DME – AMOXI: FL 100

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	GEN	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	AMOXI	-	048°	-	+FL 100	(2)	-	-	B-RNAV(1) or Conventional

KALMO 1H
KALMO – AMOXI.
MEL: KALMO – AMOXI: FL 100

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	KALMO	-	-	-	-	(2)	-	-	B-RNAV(1)
TF	AMOXI	-	329°	-	+FL 100	(2)	-	-	B-RNAV(1)

TOP 1W
TOP VOR/DME – ASTIG.
MEL: TOP VOR/DME – ASTIG: FL 90

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	TOP VOR/DME	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ASTIG	-	086°	-	+FL 90	(2)	-	-	B-RNAV(1) or Conventional

IDONA 2H
IDONA – AMOXI.
MEL: IDONA – AMOXI: FL 100

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	IDONA	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	AMOXI	-	355°	-	+FL 100	(2)	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended
(2) See RAC 4-1-1

STAR Milano Linate RWY36

KALIK 1A
KALIK – SALSO – TIDON – COD L.
MEL/MEA: KALIK – SALSO: FL 95; SALSO – TIDON: 6000FT; TIDON – COD L: 5000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	KALIK	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	SALSO	-	346°	-	+FL 95	(2)	-	-	B-RNAV(1) or Conventional
TF	TIDON	-	339°		+6000 FT	(2)	-	-	B-RNAV(1) or Conventional
HM	COD L	Y	339°	L	+5000 FT	(2)	-	-	B-RNAV(1) or Conventional

PAR 1A (ATC DISCRETION)
PAR NDB – PABRO – COD L.
MEL/MEA: PAR NDB – PABRO: FL 90; PABRO – COD L: 5000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	PAR NDB	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	PABRO	-	306°	-	+FL 90	(2)	-	-	B-RNAV(1) or Conventional
HM	COD L	Y	306°	L	+5000 FT	(2)	-	-	B-RNAV(1) or Conventional

GEN 1J (ATC DISCRETION)
GEN VOR/DME – ML602 – VOG VOR/DME.
MEL/MEA: GEN VOR/DME – ML602: FL 100; ML602 – VOG VOR/DME: FL 90

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	GEN VOR/DME	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ML602	-	351°	-	+FL 100	(2)	-	-	B-RNAV(1) or Conventional
HM	VOG VOR/DME	Y	351°	L	+FL 90	(2)	-	-	B-RNAV(1) or Conventional

AMOXI 2H
AMOXI – ML601 – LIMBA – DIXER.
MEL/MEA: AMOXI – ML601: FL 100; ML601 – LIMBA: FL 90; LIMBA – DIXER: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	AMOXI	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ML601	-	355°	-	+FL 100	(2)	-	-	B-RNAV(1) or Conventional
TF	LIMBA	-	355°	-	+FL 90	(2)	-	-	B-RNAV(1) or Conventional
HM	DIXER	Y	355°	R	+6000 FT	(2)	LIN VOR/DME	RDL 175/D23	B-RNAV(1) or Conventional

ASTIG 1J
ASTIG – VOG VOR/DME.
MEL: ASTIG – VOG VOR/DME: FL 90

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ASTIG	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
HM	VOG VOR/DME	Y	086°	L	+FL 90	(2)	-	-	B-RNAV(1) or Conventional

LUSIL 1A
LUSIL – ORI L – COD L.
MEL/MEA: LUSIL – ORI L: FL 140; ORI L – COD L: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	LUSIL	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ORI L	-	205°	-	+FL 140	(2)	-	-	B-RNAV(1) or Conventional
HM	COD L	Y	206°	L	+6000 FT	(2)	-	-	B-RNAV(1) or Conventional

OSKOR 1A
OSKOR – ORI L – COD L.
MEL/MEA: OSKOR – ORI L: FL 100; ORI L– COD L: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	OSKOR	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ORI L	-	267°	L	+FL 100	(2)	-	-	B-RNAV(1) or Conventional
HM	COD L	Y	206°	L	+6000 FT	(2)	-	-	B-RNAV(1) or Conventional

ODINA 1A
ODINA – TZO VOR/DME – COD L.
MEL/MEA: ODINA – TZO VOR/DME: FL 130; TZO VOR/DME – COD L: 6000 FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ODINA	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	TZO VOR/DME	-	132°	R	+FL 130	(2)	-	-	B-RNAV(1) or Conventional
HM	COD L	Y	175°	L	+6000 FT	(2)	-	-	B-RNAV(1) or Conventional

ODINA 1B (ATC DISCRETION)
ODINA – SULUR – SRN VOR/DME.
MEL: ODINA – SULUR: FL 130; SULUR – SRN VOR/DME: FL 100

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ODINA	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	SULUR	-	150°	-	+FL 130	(2)	-	-	B-RNAV(1) or Conventional
HM	SRN VOR/DME	Y	150°	L	+FL 100	(2)	-	-	B-RNAV(1) or Conventional

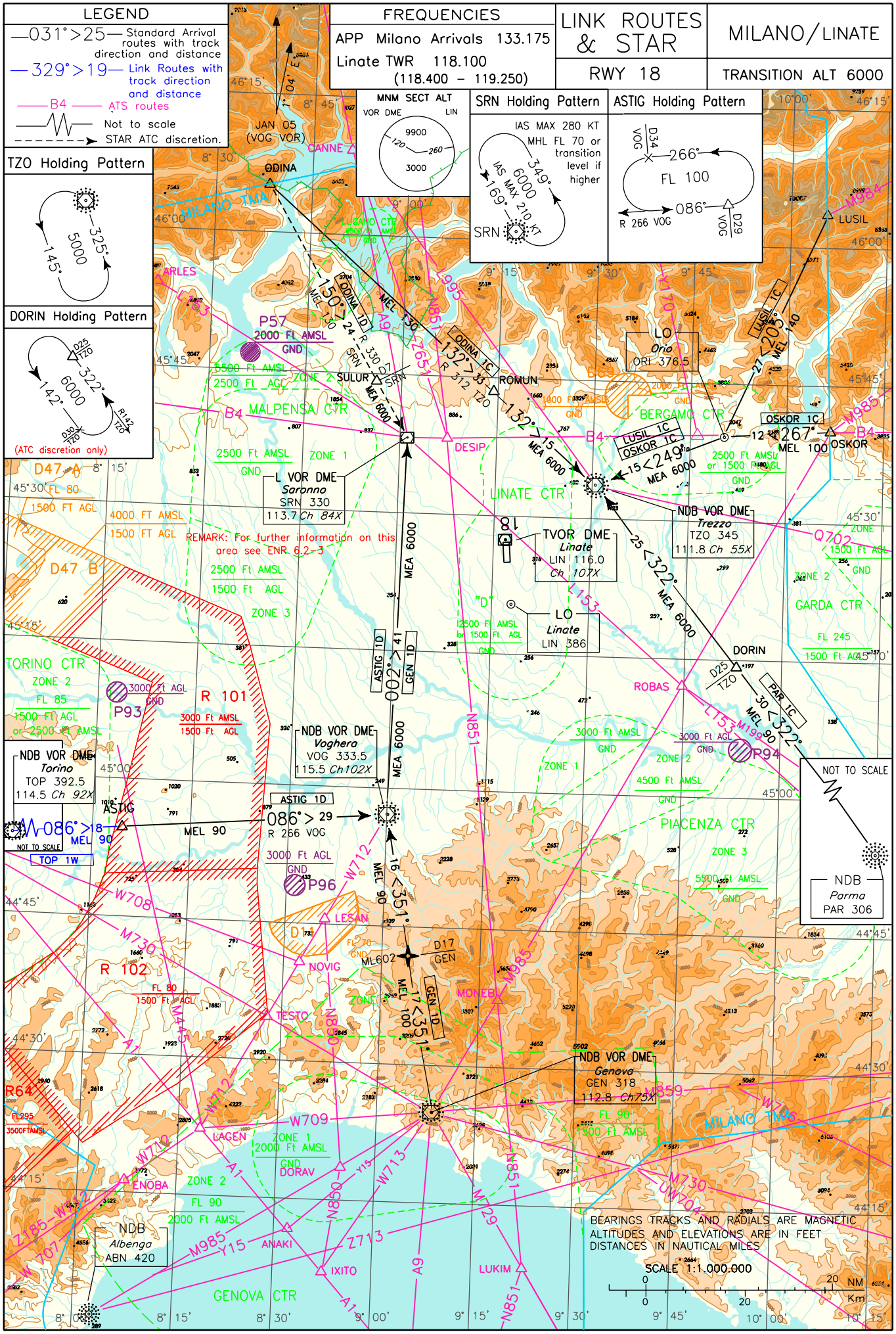
(1) P-RNAV recommended
(2) See RAC 4-1-1

NOTA: Le tabelle sopra riportate vengono fornita a carattere sperimentale e solo per scopi di codifica dei dati.
REMARK: The above tables are provided on trial basis and for data coding purposes only.

REF: Guidance Material for the Design of Terminal Procedures for Area Navigation, EUROCONTROL, ed. 3.0 03/2003

Waypoints Table formatted according ARINC 424 standards

Waypoint	Latitude	Longitude
ML601	N44474755	E009202628
ML602	N44421762	E009013588


LEGEND
031°>25 Standard Arrival routes with track direction and distance
329°>19 Link Routes with track direction and distance
B4 ATS routes
Not to scale
STAR ATC discretion.
FREQUENCIES
APP Milano Arrivals 133.175
Linate TWR 118.100
(118.400 – 119.250)
LINK ROUTES & STAR
RWY 18
MILANO/LINATE
TRANSITION ALT 6000
MNM SECT ALT
VOR DME
LIN
9900
3000
SRN Holding Pattern
IAS MAX 280 KT
MHL FL 70 or transition level if higher
ASTIG Holding Pattern
FL 100
TZO Holding Pattern
DORIN Holding Pattern
(ATC discretion only)
CHANGE: NEW MILANO APP and TWR FREQUENCIES
ODINA
SULUR
ROMUN
LUSIL
OSKOR
DORIN
ROBAS
ASTIG
LESAN
NOVIG
TESTO
LAGEN
ENOBA
ANAKI
IXITO
LUKIM
MONEBU
DESIP
L VOR DME
Saronno
SRN 330
113.7 Ch 84X
TVOR DME
Linate
LIN 116.0
Ch 107X
NDB VOR DME
Trezzo
TZO 345
111.8 Ch 55X
NDB VOR DME
Voghera
VOG 333.5
115.5 Ch102X
NDB VOR DME
Torino
TOP 392.5
114.5 Ch 92X
NDB VOR DME
Genova
GEN 318
112.8 Ch75X
NDB
Parma
PAR 306
NDB
Albenga
ABN 420
LO
Orio
ORI 376.5
LO
Linate
LIN 386
MALPENSA CTR
LINATE CTR
BERGAMO CTR
GARDA CTR
TORINO CTR
PIACENZA CTR
GENOVA CTR
R 101
R 102
P57
P93
P96
P94
D47 A
D47 B
D17
D1
REMARK: For further information on this area see ENR 6.2-3
BEARINGS TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES IN NAUTICAL MILES
SCALE 1:1.000.000
NM
Km

LINK ROUTES Milano Linate RWY18

TOP 1W
TOP VOR/DME – ASTIG.
MEL: TOP VOR/DME – ASTIG: FL 90

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	TOP VOR/DME	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ASTIG	-	086°	-	+FL 90	(2)	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended
(2) See RAC 4-1-1

STAR Milano Linate RWY18

GEN 1D
GEN VOR/DME – ML602 – VOG VOR/DME – SRN VOR/DME.
MEL/MEA: GEN VOR/DME – ML602: FL 100; ML602 – VOG VOR/DME: FL 90; VOG VOR/DME – SRN VOR/DME: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	GEN VOR/DME	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ML602	-	351°	-	+FL 100	(2)	-	-	B-RNAV(1) or Conventional
TF	VOG VOR/DME	-	351°	-	+FL 90	(2)	-	-	B-RNAV(1) or Conventional
HM	SRN VOR/DME	Y	002°	L	+6000 FT	(2)	-	-	B-RNAV(1) or Conventional

ASTIG 1D
ASTIG – VOG VOR/DME – SRN VOR/DME.
MEL/MEA: ASTIG – VOG VOR/DME: FL 90; VOG VOR/DME – SRN VOR/DME: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ASTIG	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	VOG VOR/DME	-	086°	L	+FL 90	(2)	-	-	B-RNAV(1) or Conventional
HM	SRN VOR/DME	-	002°	L	+6000 FT	(2)	-	-	B-RNAV(1) or Conventional

ODINA 1D (ATC DISCRETION)
ODINA – SULUR – SRN VOR/DME.
MEL/MEA: ODINA – SULUR: FL 130; SULUR – SRN VOR/DME: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ODINA	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	SULUR	-	150°	-	+FL 130	(2)	-	-	B-RNAV(1) or Conventional
HM	SRN VOR/DME	Y	150°	L	+6000 FT	(2)	-	-	B-RNAV(1) or Conventional

ODINA 1C
ODINA – ROMUN – TZO VOR/DME.
MEL/MEA: ODINA – ROMUN: FL 130; ROMUN – TZO VOR/DME: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ODINA	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ROMUN	-	132°	-	+FL 130	(2)	-	-	B-RNAV(1) or Conventional
HM	TZO VOR/DME	Y	132°	L	+6000 FT	(2)	-	-	B-RNAV(1) or Conventional

LUSIL 1C
LUSIL – ORI L – TZO VOR/DME.
MEL/MEA: LUSIL – ORI L: FL 140; ORI L – TZO VOR/DME: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	LUSIL	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ORI L	-	205°	R	+FL 140	(2)	-	-	B-RNAV(1) or Conventional
HM	TZO VOR/DME	Y	249°	L	+6000 FT	(2)	-	-	B-RNAV(1) or Conventional

OSKOR 1C
OSKOR – ORI L – TZO VOR/DME.
MEL/MEA: OSKOR – ORI L: FL 100; ORI L – TZO VOR/DME: 6000 FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	OSKOR	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	ORI L	-	267°	L	+FL 100	(2)	-	-	B-RNAV(1) or Conventional
HM	TZO VOR/DME	Y	249°	L	+6000 FT	(2)	-	-	B-RNAV(1) or Conventional

PAR 1C
PAR NDB – DORIN – TZO VOR/DME.
MEL/MEA: PAR NDB – DORIN: FL 90; DORIN – TZO VOR/DME: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	PAR NDB	-	-	-	-	(2)	-	-	B-RNAV(1) or Conventional
TF	DORIN	-	322°	-	+FL 90	(2)	-	-	B-RNAV(1) or Conventional
HM	TZO VOR/DME	Y	322°	L	+6000 FT	(2)	-	-	B-RNAV(1) or Conventional

(1) P-RNAV recommended
(2) See RAC 4-1-1

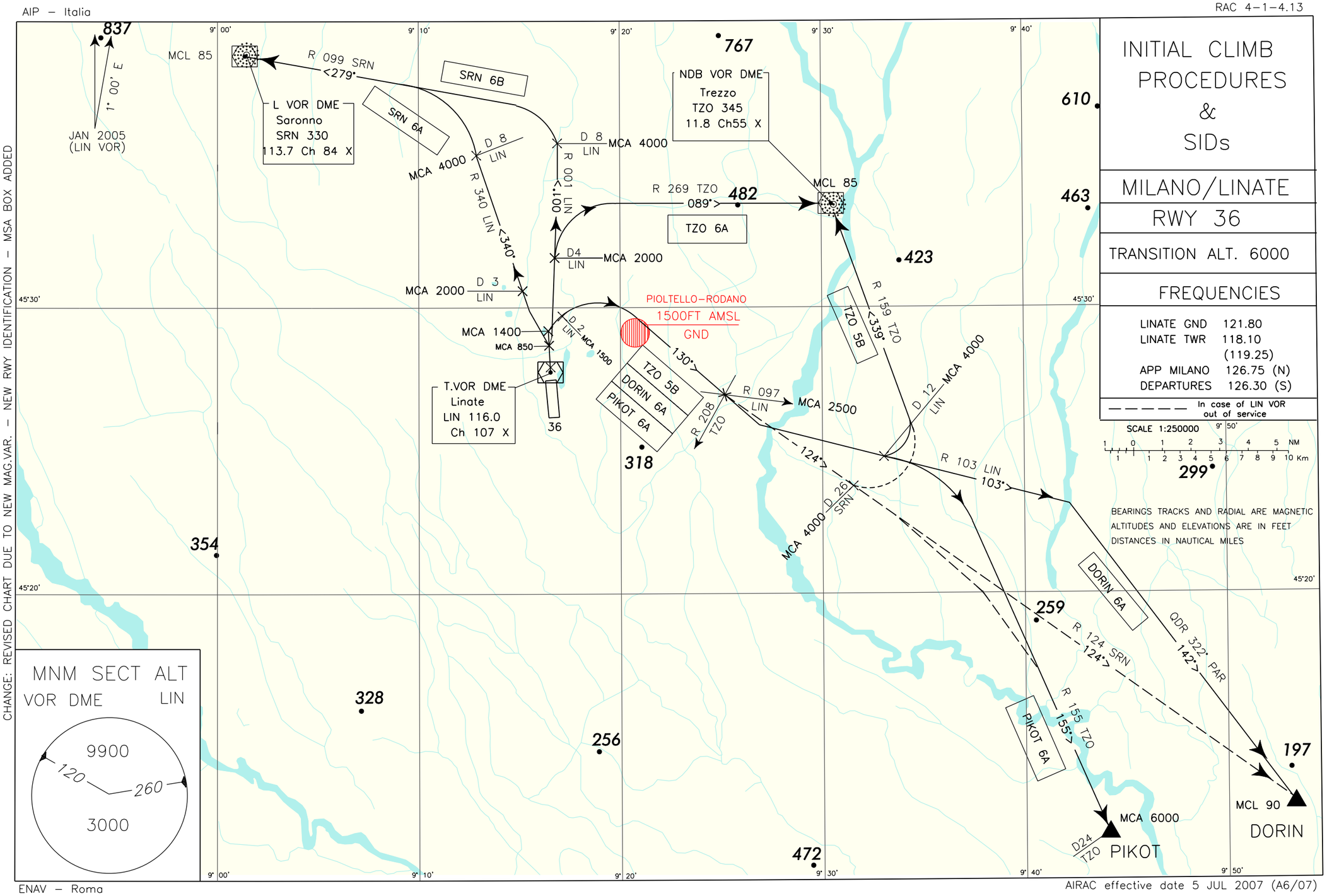
NOTA: Le tabelle sopra riportate vengono fornita a carattere sperimentale e solo per scopi di codifica dei dati.
REMARK: The above tables are provided on trial basis and for data coding purposes only.

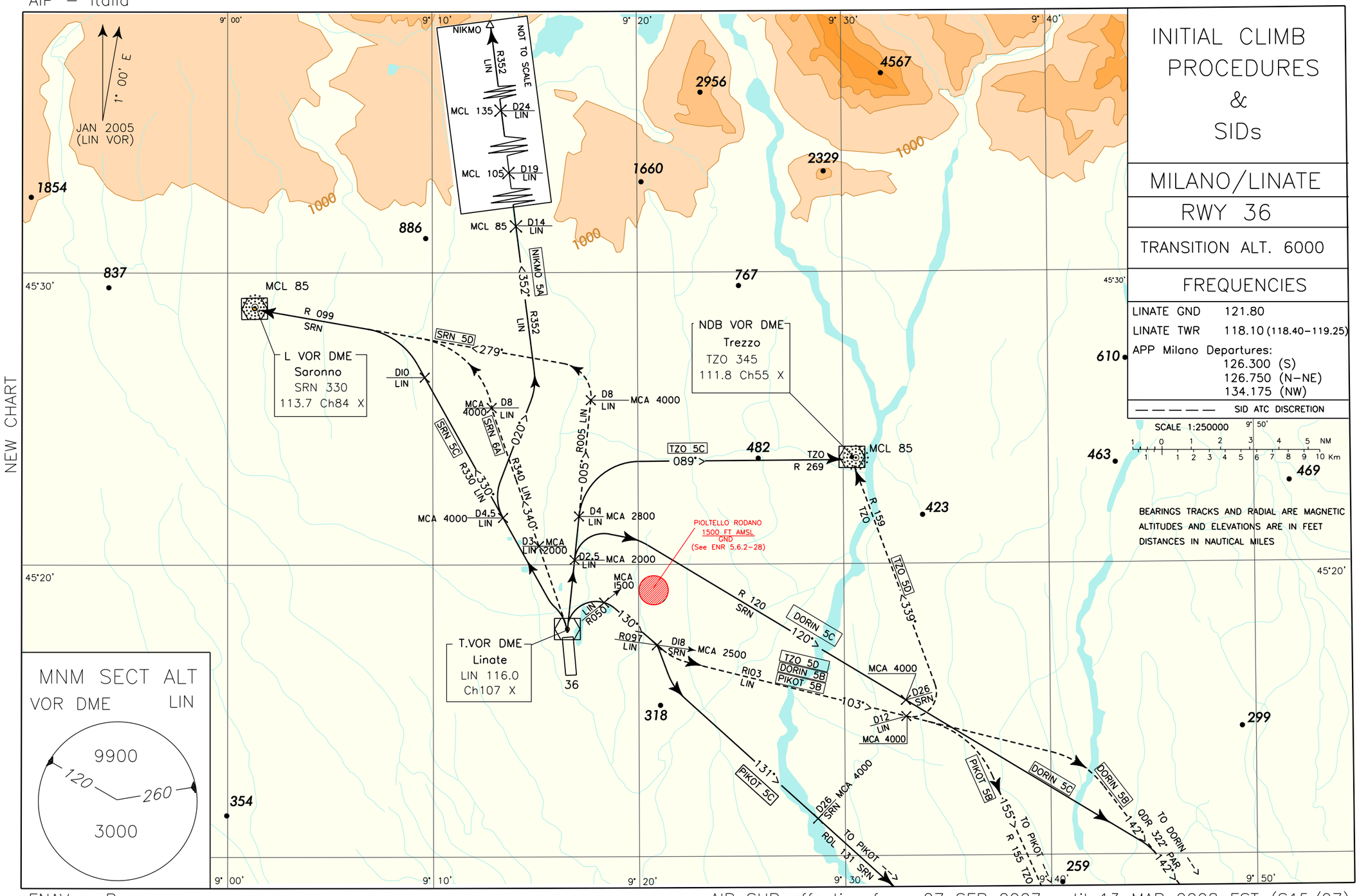
REF: Guidance Material for the Design of Terminal Procedures for Area Navigation, EUROCONTROL, ed. 3.0 03/2003

Waypoints Table formatted according ARINC 424 standards

Waypoint	Latitude	Longitude
ML602	N44421762	E009013588

CHANGE: REVISED CHART DUE TO NEW MAG.VAR. – NEW RWY IDENTIFICATION – MSA BOX ADDED




INITIAL CLIMB PROCEDURES & SIDs
MILANO/LINATE
RWY 36
TRANSITION ALT. 6000
FREQUENCIES
LINATE GND 121.80
LINATE TWR 118.10 (118.40–119.25)
APP Milano Departures:
126.300 (S)
126.750 (N–NE)
134.175 (NW)
SID ATC DISCRETION
SCALE 1:250000
BEARINGS TRACKS AND RADIAL ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES IN NAUTICAL MILES
NEW CHART
JAN 2005 (LIN VOR)
1° 00' E
NOT TO SCALE
NIKMO
R352 LIN
MCL 135
D24 LIN
MCL 105
D19 LIN
MCL 85
D14 LIN
NIKMO 5A
<352°
R352 LIN
L VOR DME
Saronno
SRN 330
113.7 Ch84 X
R 099 SRN
SRN 5D
<279°
D10 LIN
MCA 4000
D8 LIN
SRN 6A
SRN 5C
<330°
R330 LIN
<340° LIN
<020°
R005 LIN
<005°
MCA 4000
D4.5 LIN
D3 LIN
MCA 2000
D4 LIN
MCA 2800
D2.5 LIN
MCA 2000
MCA 1500
LIN R050
<130°
R097 LIN
D18 SRN
MCA 2500
R103 LIN
T.VOR DME
Linate
LIN 116.0
Ch107 X
36
NDB VOR DME
Trezzo
TZO 345
111.8 Ch55 X
TZO 5C
089°
482
TZO R 269
MCL 85
R 159 TZO
TZO 5D
<339°
R 120 SRN
DORIN 5C
120°
TZO 5D
DORIN 5B
PIKOT 5B
MCA 4000
D26 SRN
103°
D12 LIN
MCA 4000
131°
PIKOT 5C
D26 SRN
MCA 4000
TO PIKOT
RDL 131 SRN
PIKOT 5B
155°
TO PIKOT
R 155 TZO
DORIN 5C
DORIN 5B
142°
TO DORIN
QDR 322° PAR
PIOLTELLO RODANO
1500 FT AMSL
GND
(See ENR 5.6.2–28)
MNM SECT ALT
VOR DME LIN
9900
120
260
3000
1854
886
837
1660
2956
4567
2329
767
610
463
469
423
318
299
354
259
1000
45°30'
45°20'
9° 00'
9° 10'
9° 20'
9° 30'
9° 40'
9° 50'

DESCRIZIONE SIDs

RWY 36

Procedure antirumore
Si applica la procedura disposta dall'ENAC di cui all'ENR 1.5.

TZO 6A
Dopo il decollo continuare su rotta 355° fino a lasciare 850 FT, quindi virare a destra per intercettare e seguire RDL 001 LIN VOR fino al punto RDL001/D4 LIN VOR/DME, quindi virare a destra per intercettare e seguire RDL 269 TZO VOR per TZO VOR/DME.

SIDs DESCRIPTION

RWY 36

Noise abatement procedures
Provision of Italian Civil Aviation Authority reported in ENR 1.5 apply.

TZO 6A
After take-off proceed on track 355° until passing through 850 FT, then turn right to join RDL 001 LIN VOR till point RDL001/D4 LIN VOR/DME, then turn right to join RDL 269 TZO VOR inbound to TZO VOR/DME.

MCA/MCL: RDL001/D4 LIN VOR/DME, 2000FT; TZO VOR/DME, FL85.

NOTA: i piloti impossibilitati ad ottemperare alla procedura di partenza sopra riportata dovranno darne avviso all'ATC prima della messa in moto e richiedere l'uscita alternativa per la SID TZO 5B.

REMARK: pilots unable to comply with the above mentioned procedure shall advice ATC before engines start-up and request alternative exìt procedure for SID TZO 5B.

TZO 5B
Dopo il decollo continuare su rotta 355° fino a lasciare 1400 FT, quindi, non prima di LIN VOR/DME, virare a destra su rotta 130° fino ad intercettare e seguire RDL 103 LIN VOR (RDL 124 SRN VOR se LIN VOR indisponibile). A D12 LIN DME (D26 SRN DME se LIN DME indisponibile) virare a sinistra per intercettare e seguire RDL 159 TZO VOR per TZO VOR/DME.

TZO 5B
After take-off proceed on track 355° until passing through 1400 FT, then, not before LIN VOR/DME, turn right on track 130° to join RDL 103 LIN VOR (RDL 124 SRN VOR if LIN VOR out of service). At D12 LIN DME (D26 SRN DME if LIN DME out of service) turn left to join RDL 159 TZO VOR inbound to TZO VOR/DME.

MCA/MCL: D2 LIN DME, 1500FT (per sorvolare l'area proibita/to overfly prohibited area PIOLTELLO-RODANO);
INT TR130°/RDL097 LIN VOR(o/or RDL208 TZO VOR), 2500FT; RDL103/D12 LIN VOR/DME (o/or RDL124/D26 SRN VOR/DME se/if LIN VOR/DME indisponibile/out of service), 4000FT; TZO VOR/DME, FL85.

SRN 6A
Dopo il decollo continuare su rotta 355° fino a lasciare 850 FT, quindi, non prima di LIN VOR/DME, virare a sinistra per intercettare e seguire RDL 340 LIN VOR fino al punto RDL340/D8 LIN VOR/DME, quindi virare a sinistra per intercettare e seguire RDL 099 SRN VOR per SRN VOR/DME.

SRN 6A
After take-off proceed on track 355° until passing through 850 FT, then, not before LIN VOR/DME, turn left to join RDL 340LIN VOR till point RDL340/D8 LIN VOR/DME, then turn left to join RDL 099 SRN VOR inbound to SRN VOR/DME.

MCA/MCL: RDL340/D3 LIN VOR/DME, 2000FT; RDL340/D8 LIN VOR/DME, 4000FT; SRN VOR/DME, FL85.

SRN 6B
Dopo il decollo continuare su rotta 355° fino a lasciare 850 FT, quindi virare a destra per intercettare e seguire RDL 001 LIN VOR fino al punto RDL001/D8 LIN VOR/DME, quindi virare a sinistra per intercettare e seguire RDL 099 SRN VOR per SRN VOR/DME.

SRN 6B
After take-off proceed on track 355° until passing through 850 FT, then turn right to join RDL 001 LIN VOR till point RDL001/D8 LIN VOR/DME, then turn left to join RDL 099 SRN VOR inbound to SRN VOR/DME.

MCA/MCL: RDL001/D4 LIN VOR/DME, 2000FT; RDL001/D8 LIN VOR/DME, 4000FT; SRN VOR/DME, FL85.

DORIN 6A
Dopo il decollo continuare su rotta 355° fino a lasciare 1400 FT, quindi, non prima di LIN VOR/DME, virare a destra su rotta 130° fino ad intercettare e seguire RDL 103 LIN VOR (RDL124 SRN VOR se LIN VOR indisponibile); procedere su RDL 103 LIN fino ad intercettare e seguire QDR 322° PAR NDB per il punto DORIN (oppure, se LIN VOR indisponibile, procedere su RDL 124 SRN VOR per il punto DORIN).

DORIN 6A
Atter take-off proceed on track 355° until passing through 1400 FT, then, not before LIN VOR/DME, turn right on track 130° to join RDL 103 LIN VOR (RDL 124 SRN VOR if LIN VOR out of service); proceed on RDL 103 LIN to join QDR 322° PAR NDB inbound to DORIN (or, if LIN VOR out o service, proceed on RDL 124 SRN VOR inbound to point DORIN).

MCA/MCL: D2 LIN DME, 1500FT (per sorvolare l'area proibita/to overfly prohibited area PIOLTELLO-RODANO);
INT TR130°/RDL097 LIN VOR (o/or RDL208 TZO VOR), 2500 FT; RDL103/D12 LIN VOR/DME (o/or RDL124/D26 SRN VOR/DME se/if LIN VOR/DME indisponibile/out of service), 4000FT; DORIN, FL90.

PIKOT 6A
Dopo il decollo continuare su rotta 355° fino a lasciare 1400 FT, quindi, non prima di LIN VOR/DME, virare a destra su rotta 130° fino ad intercettare e seguire RDL 103 LIN VOR (RDL 124 SRN VOR se LIN VOR indisponibile). A D12 LIN DME (D26 SRN DME se LIN DME indisponibile) virare a destra per intercettare e seguire RDL 155 TZO VOR per il punto PIKOT (D24 TZO).

PIKOT 6A
Alter take-off proceed on track 355° until passing through 1400 FT, then, not before LIN VOR/DME, turn right on track 130° to join RDL 103 LIN VOR (RDL 124 SRN VOR if LIN VOR out of service). At D12 LIN DME (D26 SRN DME if LIN DME out of service) turn right to join RDL 155 TZO VOR inbound to PIKOT (D24 TZO).

MCA/MCL: D2 LIN DME, 1500FT (per sorvolare l'area proibita/to overfly prohibited area PIOLTELLO-RODANO);
INT TR130°/RDL097 LIN VOR (o/or RDL208 TZO VOR), 2500FT; RDL103/D12 LIN VOR/DME (o/or RDL124/D26 SRN VOR/DME se/if LIN VOR/DME indisponibile/out of service), 4000FT; PIKOT, 6000FT.

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DESCRIZIONE DELLE SID
RWY 36

Procedure antirumore

Oltre a quanto riportato nel presente paragrafo si applica la procedura disposta dall'ENAC di cui all'ENR 1.5.
In accordo al provvedimento ENAC DA Milano Linate n°1896/OML del 06/07/07, in via sperimentale, le sottoelencate SIDs saranno utilizzate come procedure antirumore. Conseguentemente tutto il traffico in partenza dall'aeroporto di Milano Linate dovrà pianificare la partenza strumentale e riceverà l'autorizzazione ATC in accordo allo schema seguente:

Rotta pianificata	Radiale di uscita	SID assegnata
OMETO, ARLES, ABESI, CANNE	RDL 330 LIN VOR	SRN 5C (ARLES, OMETO) NIKMO 5A (ABESI, CANNE)
OSKOR	RDL 005 LIN VOR	TZO5C
PAR (esclusi dest. LIRF e Sardegna)	RDL005 LIN VOR con virata a D2.5 LIN DME	DORIN 5C
KARPI (dest. LIRF), GEN	HDG 130°	PIKOT 5C

Durante il periodo di prova le seguenti SIDs sono sospese:
SRN 6B, PIKOT 6A, DORIN 6A, TZO 6A, TZO 5B
Durante il periodo di prova la seguente SID è modificata in "A DICREZIONE ATC:
SRN 6A.

SRN 5C

Dopo il decollo continuare su TR 355°. A 500FT AGL (850FT AMSL), non prima di LIN VOR/DME, virare a sinistra per intercettare RDL 330 LIN VOR fino al punto RDL330/D10 LIN VOR/DME, quindi virare a sinistra per intercettare e seguire RDL099 SRN VOR diretti a SRN VORDME.

SIDs DESCRIPTION
RWY 36

Noise abatement procedures

In addition to what hereafter is stated, see also ENR 1.5 for general provisions.
According to ENAC regulation DA Milano Linate n°1896/OML dated 06/07/07, on trial basis, the following new SIDs will be used as noise abatement procedures. Consequently all traffic departing from Milano Linate a/d shall plan instrument departure and will be cleared by ATC according to the following scheme:

Planned Route	Exit radial	Assigned SID
OMETO, ARLES, ABESI, CANNE	RDL 330 LIN VOR	SRN 5C (ARLES, OMETO) NIKMO 5A (ABESI, CANNE)
OSKOR	RDL 005 LIN VOR	TZO5C
PAR (dest. LIRF e Sardegna excepted)	RDL005 LIN VOR with turning at D2.5 LIN DME	DORIN 5C
KARPI (Dest. LIRF), GEN	HDG 130°	PIKOT 5C

During the trial period following SIDs are suspended::
SRN 6B, PIKOT 6A, DORIN 6A, TZO 6A, TZO 5B
During the trial period following SID is modified as "ATC Discretion":
SRN 6A.

SRN 5C

After take-off proceed on TR 355°. At 500FT AGL (850FT AMSL), not before LIN VOR/DME, turn left to join RDL 330 LIN VOR till point RDL330/D10 LIN VOR/DME, then turn left to join RDL 099 SRN VOR bound to SRN VORDME.

MCA/MCL: RDL330/D4.5 LIN VOR/DME, 4000FT; SRN VORDME, FL 85

NOTE:

1. Gradiente di salita: Tra LIN VOR e RDL330/D4.5 LIN VORDME, 11.5%, quindi il 6.3%;
2. Gli aa/mm con prestazioni di salita limitate, che non garantiscono il sorvolo del punto RDL330/D4.5 LIN VORDME a 4000FT o al di sopra, dovranno avvisare l'ATC all'atto della messa in moto e richiedere di procedere sulla SRN 6A o sulla SRN 5D.
3. Al fine di evitare aree sensibili in vicinanza dell'aeroporto, l'intercettazione della RDL330 LIN dovrà essere effettuata senza eccessivo ritardo

REMARKS:

1. PDG between LIN VOR and RDL330/D4.5 LIN VORDME, 11.5% then 6.3%;
2. Aa/cc with poor climb performance, unable to overfly point RDL330/D4.5 LIN VORDME at 4000FT or above, shall advise ATC at start-up and request to be cleared on SRN 6A or SRN 5D.
3. In order to avoid sensitive areas close to the airport, undue delay in joining RDL330 LIN VOR must be avoided

SRN 5D (A DISCREZIONE ATC, ALTERNATIVA ALLA SRN 5C)

Dopo il decollo continuare su TR 355°. A 500FT AGL (850FT AMSL), non prima di LIN VOR/DME, virare a destra per intercettare RDL005 LIN VOR fino al punto RDL005/D8 LIN VOR/DME, quindi virare a sinistra per intercettare e seguire RDL099 SRN VOR diretti a SRN VORDME

SRN 5D (ATC DISCRETION, ALTERNATE FOR SRN 5C)

After take-off proceed on TR 355°. At 500FT AGL (850FT AMSL), not before LIN VOR/DME, turn right to join RDL005 LIN VOR till point RDL005/D8 LIN VOR/DME, then turn left to join RDL099 SRN VOR bound to SRN VORDME.

MCA/MCL: RDL005/D2.5 LIN VOR/DME,2000FT; RDL005/D4 LIN VOR/DME,2800FT; RDL005/D8 LIN VOR/DME, 4000FT; SRN VORDME, FL 85

NOTE:

1. Gradiente di salita: Tra LIN VOR e RDL005/D4 LIN VORDME 8%; poi 5.5%
2. Al fine di evitare aree sensibili in vicinanza dell'aeroporto, l'intercettazione della RDL005 LIN dovrà essere effettuata senza eccessivo ritardo

REMARKS:

1. PDG: Between LIN VOR and RDL005/D4 LIN VOR/DME 8%; then 5.5%
2. In order to avoid sensitive areas close to the airport, undue delay in joining RDL005 LIN VOR must be avoided

SRN 6A (A DISCREZIONE ATC, ALTERNATIVA ALLA SRN 5C)
Dopo il decollo continuare su TR 355°. A 500 FT AGL (850 FT AMSL) non prima di LIN VOR/DME, virare a sinistra per intercettare e seguire RDL340 LIN VOR fino al punto RDL340/D8 LIN VOR/DME, quindi virare a sinistra per intercettare e seguire RDL099 SRN VOR per SRN VOR/DME.

SRN 6A (ATC DISCRETION, ALTERNATE FOR SRN 5C)
After take-off proceed on TR 355°. At 500 FT AGL (850FT AMSL), not before LIN VOR/DME, turn left to join RDL 340LIN VOR till point RDL340/D8 LIN VOR/DME, then turn left to join RDL099 SRN VOR bound to SRN VOR/DME.

MCA/MCL: RDL340/D3 LIN VOR/DME, 2000FT; RDL340/D8 LIN VOR/DME, 4000FT; SRN VOR/DME, FL85.

NOTE:
Gradiente di salita: Tra LIN VOR e SRN VORDME 7.5%;

REMARKS:
PDG: Between LIN VOR and SRN VOR/DME 7.5%;

NIKMO 5A
Dopo il decollo continuare su TR 355°. A 500FT AGL (850FT AMSL), non prima di LIN VOR/DME, virare a sinistra per intercettare RDL330 LIN VOR fino al punto RDL330/D4.5 LIN VORDME, quindi virare a destra su TR 020° per intercettare e seguire RDL352 LIN VOR diretti al punto NIKMO.

NIKMO 5A
Alter take-off proceed on TR 355°. At 500FT AGL (850FT AMSL), not before LIN VOR/DME, turn left to join RDL330 LIN VOR till point RDL330/D4.5 LIN VOR/DME, then turn right on TR 020° to join RDL352 LIN VOR bound to NIKMO .

MCA/MCL: RDL330/D4.5 LIN VOR/DME, 4000FT; RDL352/D14 LIN VOR/DME FL 85; RDL352/D19 LIN VOR/DME, FL 105; RDL352/D24 LIN VOR/DME FL 135.

NOTE:
1. Gradiente di salita: Tra LIN VOR e RDL330/D4.5 LIN VORDME 11.5%, quindi 7.5%;
2. Gli aeromobili con prestazioni di salita limitate, non conformi con i gradienti di cui sopra. dovranno avvisare l'ente ATC alla messa in moto e per richiedere un'uscita verso TZO.
3. Al fine di evitare aree sensibili in vicinanza dell'aeroporto, l'intercettazione della RDL330 LIN dovrà essere effettuata senza eccessivo ritardo.

REMARKS:
1. PDG: Between LIN VOR and RDL330/D4.5 LIN VOR/DME 11.5% then 7.5%;
2. Aircraft with poor climb performance, unable to comply with the above gradients, shall advise ATC at start-up and request to be cleared on a TZO SID.
3. In order to avoid sensitive areas close to the airport, undue delay in joining RDL330 LIN VOR must be avoided

TZO 5C
Dopo il decollo continuare su TR 355°. A 500FT AGL (850FT AMSL), non prima di LIN VOR/DME, virare a destra per intercettare RDL005 LIN VOR fino al punto RDL005/D4 LIN VOR/DME, quindi virare a destra per intercettare RDL269 TZO VOR diretti a TZO VOR/DME.

TZO 5C
After take-off proceed on TR 355°. At 500FT AGL (850FT AMSL), not before LIN VOR/DME, turn right to join RDLDL005 LIN VOR till point RDL005/D4 LIN VOR/DME, then turn right to join RDL269 TZO VOR bound to TZO VORDME.

MCA/MCL: RDL005/D2.5 LIN VOR/DME, 2000FT; RDL005/D4 LIN VOR/DME, 2800FT; TZO VOR/DME, FL 85 (RMK 3).

NOTE:
1. Gradiente di salita: Tra LIN VOR e RDL005/D4 LIN VORDME 8%;
2. Al fine di evitare aree sensibili in vicinanza dell'aeroporto, l'intercettazione della RDL005 LIN dovrà essere effettuata senza eccessivo ritardo.
3. Salire in holding su TZO se a quota inferiore a FL 85

REMARKS:
1. PDG: Between LIN VOR e RDL005/D4 LIN VORDME 8%
2. In order to avoid sensitive areas close to the airport, undue delay in joining RDL005 LIN VOR must be avoided.
3. Climb in TZO holding if at level lower than 85.

TZO 5D (A DISCREZIONE ATC, UTILIZZABILE IN CASO DI INDISPONIBILITA' DELLO SPAZIO AEREO A NORD DELL'AEROPORTO PER RESTRIZIONI O CATTIVO TEMPO)

Dopo il decollo continuare su TR 355°. A 500FT AGL (850FT AMSL), non prima di LIN VOR/DME, virare a destra su TR 130° per intercettare RDL103 LIN VOR fino al punto RDL103/D12 LIN VOR/DME, quindi virare a sinistra per intercettare RDL159 TZO VOR diretti a TZO VORDME.

TZO 5D (ATC DISCRETION ONLY, IN CASE OF UNAVAILABILITY OF THE AIRPSACE NORTH OF THE AERODROME FOR RESTRICTIONS OR VERY BAD WEATHER)
After take-off proceed on TR 355°. At 500FT AGL (850FT AMSL), not before LIN VOR/DME, turn right on TR 130° to join RDL103 LIN VOR till point RDL103/D12 LIN VOR/DME, the turn left to join RDL159 TZO VOR bound to TZO VORDME.

MCA/MCL: INT RDL050 LIN VOR, 1500FT; INT TR 130°/RDL097 LIN VOR, 2500FT; RDL103/D12 LIN VOR/DME, 4000FT; TZO VORDME, FL85

NOTE:
1. Gradiente di salita: Tra LIN VOR ed INT TR 130°/RDL097 LIN VOR, 7.5%, quindi 5.5%.
2. Al fine di evitare aree sensibili in vicinanza dell'aeroporto, la prima virata dopo il decollo dovrà essere effettuata con angolo di banco non superiore a 20°.

REMARKS:
1. PDG: Between LIN VOR and INT TR 130°/RDL097 LIN VOR, 7.5%, then 5,5%
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°.

DORIN 5C
Dopo il decollo continuare su TR 355°. A 500FT AGL (850FT AMSL), non prima di LIN VOR/DME, virare a destra per intercettare RDL 005 LIN VOR fino al punto RDL005/D2.5 LIN VOR/DME, quindi virare a destra per intercettare RDL120 SRN VOR fino ad intercettare il QDR 322° di PAR NDB diretti al punto DORIN.

DORIN 5C
After take-off proceed on TR 355°. At 500FT AGL (850FT AMSL), not before LIN VOR/ME, turn right to join RDL 005 LIN VOR till point RDL005/D2.5 LIN VOR/DME, then turn right to join RDL120 SRN VOR to join QDR 322° PAR NDB bound to DORIN.

MCA/MCL: RDL005/D2.5 LIN VOR/DME, 2000FT; RDL120/D26 SRN VORDME, 4000FT; DORIN , FL 90.

NOTE:
1. Gradiente di salita: Tra LIN VOR e RDL005/D2.5 LIN VORDME 7.5%;
2. Al fine di evitare aree sensibili in vicinanza dell'aeroporto, l'intercettazione della RDL005 LIN dovrà essere effettuata senza eccessivo ritardo.

REMARKS:
1. PDG: Between LIN VOR and RDL005/D2.5 LIN VOR/DME 7.5%;
2. In order to avoid sensitive areas close to the airport, undue delay in joining RDL005 LIN VOR must be avoided

DORIN 5B (A DISCREZIONE ATC, DA UTILIZZARE IN CASO DI INDISPONIBILITA' DI SRN VOR)
Dopo il decollo continuare su TR 355°. A 500FT AGL (850FT AMSL), non prima di LIN VOR/DME, virare a destra su TR 130° per intercettare RDL103 LIN VOR fino ad intercettare e seguire QDR 322° PAR NDB diretti al punto DORIN.

DORIN 5B (ATC DISCRETION ONLY, TO BE USED IN CASE OF UNAVAILABILITY OF SRN VOR)
After take-off proceed on TR 355°. At 500FT AGL (850FT AMSL), not before LIN VOR/DME, turn right on TR 130° to join RDL103 LIN VOR until joining QDR 322° PAR NDB to DORIN point.

MCA/MCL: RDL320/3NM MAL VOR/DME, 1750 FT; RDL320/6NM MAL VOR/DME, 3000 FT; DORIN, FL 90.

NOTE:
1. Gradiente di salita: Tra LIN VOR ed INT TR130°/RDL097 LIN VOR 7.5%;
2. Per evitare aree sensibili in vicinanza dell'a/d, la prima virata dopo il decollo dovrà essere effettuata con un angolo di banco non superiore ai 20°.

REMARKS:
1. PDG: Between LIN VOR and INT TR130°/RDL097 LIN VOR 7.5%;
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°

PIKOT 5C
Dopo il decollo continuare su TR 355°. A 500FT AGL (850FT AMSL), non prima di LIN VOR/DME, virare a destra su TR 130° fino a D18 SRN DME , quindi virare a destra per intercettare RDL131 SRN VOR diretti al punto PIKOT (D24 TZO DME)

PIKOT 5C
After take-off proceed on TR 355°. At 500FT AGL (850FT AMSL), not before LIN VOR/DME, turn right on TR 130° until D18 SRN DME , then turn right to join RDL131 SRN VOR bound to PIKOT (D24 TZO DME).

MCA/MCL: INT RDL050 LIN VOR, 1500FT; INT TR 130°/D18 SRN DME , 2500FT; RDL131/D26 SRN VOR/DME, 4000FT; PIKOT, 6000FT

NOTE:
1. Gradiente di salita: Tra LIN VOR ed INT TR130°/D18 SRN DME 7.5%;
2. Per evitare aree sensibili in vicinanza dell'aerodromo, la prima virata dopo il decollo dovrà essere effettuata con un angolo di banco non superiore ai 20°.

REMARKS:
1. PDG: Between LIN VOR and INT TR130°/D18 SRN DME 7.5%;
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°

PIKOT 5B (A DISCREZIONE ATC, UTILIZZABILE IN CASO DI INDISPONIBILITA' DI SRN VOR)
Dopo il decollo continuare su TR 355°. A 500FT AGL (850FT AMSL), non prima di LIN VOR/DME, virare a destra su TR 130° fino ad intercettare RDL103 LIN VOR fino al punto RDL103/D12 LIN VOR/DME, quindi virare a destra per intercettare e seguire R155 TZO VOR diretti al punto PIKOT (D24 TZO DME).

PIKOT 5B (ATC DISCRETION ONLY, TO BE USED IN CASE OF UNAVAILABILITY OF SRN VOR)
After take-off proceed on TR 355°. At 500FT AGL (850FT AMSL), not before LIN VOR/DME, turn right on TR 130° to join RDL103 LIN VOR till RDL103/D12 LIN VOR/DME, then turn right to join RDL155 TZO VOR bound to PIKOT (D24 TZO DME).

MCA/MCL: INT RDL050 LIN VOR, 1500FT; INT TR 130°/RDL097 LIN VOR, 2500FT; RDL103/D12 LIN VOR/DME, 4000FT; PIKOT, 6000FT

NOTE:
1. Gradiente di salita: Tra LIN VOR ed INT TR130°/RDL097 LIN VOR 7.5%;
2. Per evitare aree sensibili in vicinanza dell'a/d, la prima virata dopo il decollo dovrà essere effettuata con un angolo di banco non superiore ai 20°.

REMARKS:
1. PDG: Between LIN VOR and INT TR130°/RDL097 LIN VOR 7.5%;
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°

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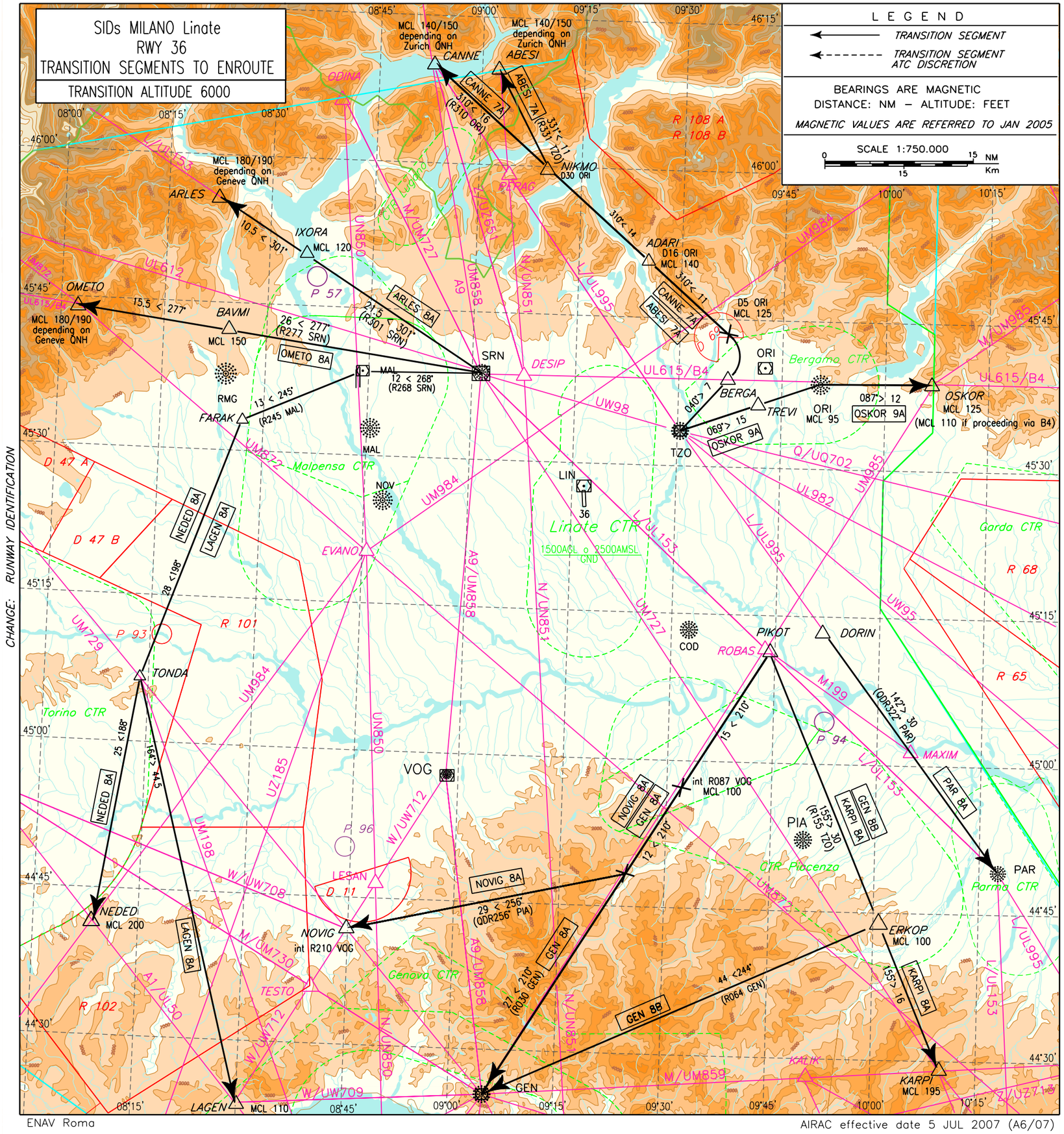
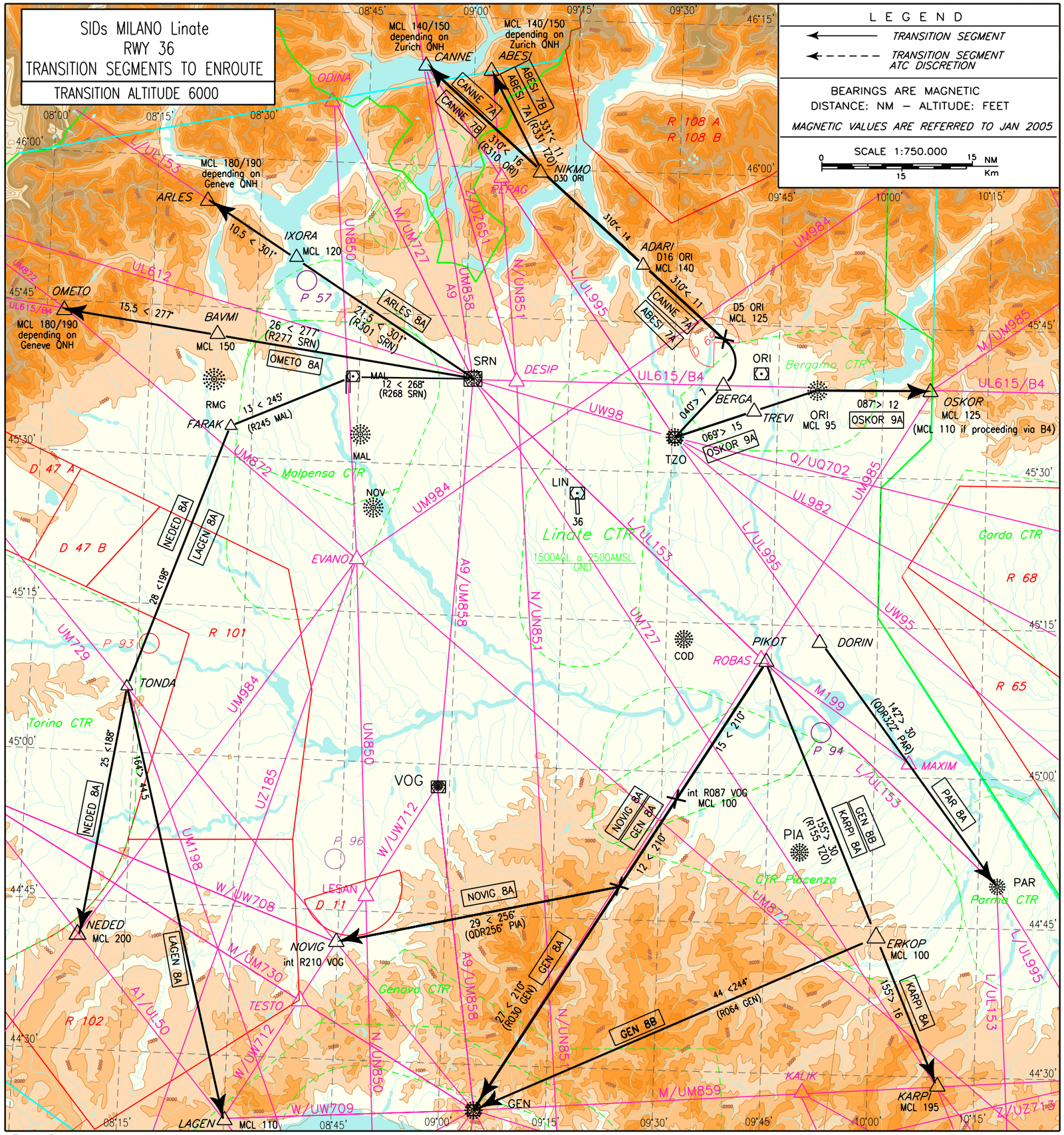


CHANGE: RUNWAY IDENTIFICATION


SIDs MILANO Linate
RWY 36
TRANSITION SEGMENTS TO ENROUTE
TRANSITION ALTITUDE 6000
LEGEND
TRANSITION SEGMENT
TRANSITION SEGMENT ATC DISCRETION
BEARINGS ARE MAGNETIC
DISTANCE: NM – ALTITUDE: FEET
MAGNETIC VALUES ARE REFERRED TO JAN 2005
SCALE 1:750.000
0 15 NM
15 Km
MCL 140/150 depending on Zurich QNH
CANNE
ABESI
CANNE 7A
CANNE 7B
ABESI 7A
ABESI 7B
310° < 16 (R310 ORI)
331° < 11 (R331 TZO)
NIKMO
D30 ORI
310° < 14
ADARI
D16 ORI
MCL 140
310° < 11
D5 ORI
MCL 125
MCL 180/190 depending on Geneve QNH
ARLES
10.5 < 301°
IXORA
MCL 120
ARLES 8A
21.5 < 301° (R301 SRN)
OMETO
15.5 < 277°
BAVMI
MCL 150
26 < 277° (R277 SRN)
OMETO 8A
MAL
12 < 268° (R268 SRN)
SRN
RMG
13 < 245° (R245 MAL)
FARAK
MAL
NOV
NEDED 8A
LAGEN 8A
28 <198°
EVANO
ORI
Bergamo CTR
BERGA
040° > 7
TREVI
ORI
MCL 95
087° > 12
OSKOR 9A
OSKOR
MCL 125
(MCL 110 if proceeding via B4)
069° > 15
OSKOR 9A
TZO
LIN
36
Linate CTR
1500AGL o 2500AMSL
GND
Malpensa CTR
Garda CTR
R 108 A
R 108 B
D 47 A
D 47 B
R 101
R 68
R 65
R 102
P 57
P 93
P 94
P 96
D 11
TONDA
Torino CTR
25 <188°
164° > 14.5
NEDED
MCL 200
LAGEN
MCL 110
COD
PIKOT
ROBAS
DORIN
15 < 210°
142° > 30 (QDR322° PAR)
MAXIM
PAR 8A
PAR
Parma CTR
VOG
int R087 VOG
MCL 100
NOVIG 8A
GEN 8A
12 < 210°
PIA
155° > 30 (R155 TZO)
GEN 8B
KARPI 8A
CTR Piacenza
LESAN
NOVIG
int R210 VOG
29 < 256° (QDR256° PIA)
Genova CTR
27 < 210° (R030 GEN)
GEN
44 <244° (R064 GEN)
ERKOP
MCL 100
155° > 16
KARPI
MCL 195
KALIK
TESTO
DESIP
ODINA
UL615/B4
UW98
UM984
UM985
UL982
UW95
UM727
UM858
UM851
UM850
UL995
UL153
UZ185
UW712
UW708
UW709
UM198
UM729
UM730
UM859
UZ713
UL50
UM872
UM199
UL612
UL615/B4
Q/UQ702
08°45' 09°00' 09°15' 09°30' 46°15' 08°00' 08°15' 08°30' 46°00' 09°45' 10°00' 10°15' 45°45' 45°30' 45°15' 45°00' 44°45' 44°30'

NEW CHART

DESCRIZIONE SID (ROTTE DI TRANSIZIONE)

RWY 36

OMETO 8A
Procedere via SRN VOR/L-BAVMI-OMETO.

ARLES 8A
Procedere via SRN VOR/L-IXORA-ARLES.

ABESI 7A
Procedere via TZO VOR/NDB-BERGA, quindi virare a sinistra fino ad intercettare e seguire RDL310 ORI VOR e procedere via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME), quindi virare a destra fino ad intercettare e seguire RDL331 TZO VOR/NDB per il punto ABESI (RDL331/41 NM TZO VOR/DME).

CANNE 7A
Procedere via TZO VOR/NDB-BERGA, quindi virare a sinistra fino ad intercettare e seguire RDL310 ORI VOR e procedere via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME) - CANNE (RDL310/46 NM ORI VOR/DME).

OSKOR 9A
Procedere via TZO VOR/NDB-ORI L-OSKOR.

PAR 8A
Procedere via DORIN-PAR NDB.

KARPI 8A
Procedere via PIKOT-KARPI.

GEN 8A
Procedere via PIKOT-GEN VOR/NDB.

NOVIG 8A
Sul punto PIKOT virare a destra su RDL030 GEN VOR fino ad intercettare e seguire QDR256° PIA NDB per il punto NOVIG (INT QDR256° PIA NDB/RDL210 VOG VOR).

GEN 8B
Procedere via PIKOT-ERKOP-GEN VOR/NDB.

LAGEN 8A
Procedere via SRN VOR/L-MAL VOR/DME-FARAK-TONDA-LAGEN.

NEDED 8A
Procedere via SRN VOR/L-MAL VOR/DME-FARAK-TONDA-NEDED.

SID DESCRIPTION (TRANSITION ROUTES)

RWY 36

OMETO 8A
Proceed via SRN VOR/L-BAVMI-OMETO.

MCL: BAVMI, FL150; OMETO, FL180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH.

ARLES 8A
Proceed via SRN VOR/L-IXORA-ARLES.

MCL: IXORA, FL120; ARLES, FL180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH.

ABESI 7A
Proceed via TZO VOR/NDB-BERGA, then turn left until joining RDL310 ORI VOR and proceed via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME), then turn right until joining RDL331 TZO VOR/NDB to ABESI (RDL331/41 NM TZO VOR/DME).

MCL: RDL310/5NM ORI VOR/DME, FL125; ADARI, FL140;
ABESI, FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH.

CANNE 7A
Proceed via TZO VOR/NDB-BERGA, then turn left until join RDL310 ORI VOR and proceed via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME) - CANNE (RDL310/46 NM ORI VOR/DME).

MCL: RDL310/5NM ORI VOR/DME, FL125; ADARI, FL140;
CANNE, FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH.

OSKOR 9A
Proceed via TZO VOR/NDB-ORI L-OSKOR.

MCL: ORI L, FL95; OSKOR, FL125 (or FL110 if proceeding via AWY B4).

PAR 8A
Proceed via DORIN-PAR NDB

KARPI 8A
Proceed via PIKOT-KARPI.

MCL: KARPI, FL195.

GEN 8A
Proceed via PIKOT-GEN VOR/NDB.

MCL: INT RDL030 GEN VOR/RDL087 VOG VOR, FL100.

NOVIG 8A
Over point PIKOT turn right on RDL030 GEN VOR until join QDR256° PIA NDB inbound to point NOVIG (INT QDR256° PIA NDB/RDL210 VOG VOR).

MCL: INT RDL030 GEN VOR/RDL087 VOG VOR, FL100.

GEN 8B
Proceed via PIKOT-ERKOP-GEN VOR/NDB.

MCL: ERKOP, FL100.

LAGEN 8A
Proceed via SRN VOR/L-MAL VOR/DME-FARAK-TONDA-LAGEN.

MCL: LAGEN, FL110.

NEDED 8A
Proceed via SRN VOR/L-MAL VOR/DME-FARAK-TONDA-NEDED.

MCL: NEDED, FL200.

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DESCRIZIONE SID (ROTTE DI TRANSIZIONE)

RWY 36

OMETO 8A
Procedere via SRN VOR/L-BAVMI-OMETO.

ARLES 8A
Procedere via SRN VOR/L-IXORA-ARLES.

MCL: IXORA, FL120; ARLES, FL180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH.

ABESI 7A
Procedere via TZO VOR/NDB-BERGA, quindi virare a sinistra fino ad intercettare e seguire RDL310 ORI VOR e procedere via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME), quindi virare a destra fino ad intercettare e seguire RDL331 TZO VOR/NDB per il punto ABESI (RDL331/41 NM TZO VOR/DME).

MCL: RDL310/5NM ORI VOR/DME, FL125; ADARI, FL140;
ABESI, FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH.

CANNE 7A
Procedere via TZO VOR/NDB-BERGA, quindi virare a sinistra fino ad intercettare e seguire RDL310 ORI VOR e procedere via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME) - CANNE (RDL310/46 NM ORI VOR/DME).

MCL: RDL310/5NM ORI VOR/DME, FL125; ADARI, FL140;
CANNE, FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH.

OSKOR 9A
Procedere via TZO VOR/NDB-ORI L-OSKOR.

MCL: ORI L, FL95; OSKOR, FL125 (or FL110 if proceeding via AWY B4).

PAR 8A
Procedere via DORIN-PAR NDB.

KARPI 8A
Procedere via PIKOT-KARPI.

MCL: KARPI, FL195.

GEN 8A
Procedere via PIKOT-GEN VOR/NDB.

MCL: INT RDL030 GEN VOR/RDL087 VOG VOR, FL100.

NOVIG 8A
Sul punto PIKOT virare a destra su RDL030 GEN VOR fino ad intercettare e seguire QDR256° PIA NDB per il punto NOVIG (INT QDR256° PIA NDB/RDL210 VOG VOR).

MCL: INT RDL030 GEN VOR/RDL087 VOG VOR, FL100.

GEN 8B
Procedere via PIKOT-ERKOP-GEN VOR/NDB.

MCL: ERKOP, FL100.

LAGEN 8A
Procedere via SRN VOR/L-MAL VOR/DME-FARAK-TONDA-LAGEN.

MCL: LAGEN, FL110.

NEDED 8A
Procedere via SRN VOR/L-MAL VOR/DME-FARAK-TONDA-NEDED.

MCL: NEDED, FL200.

ABESI 7B
Procedere via NIKMO – ABESI.

MCL: ABESI, FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH

CANNE 7B
Procedere via NIKMO – CANNE.

MCL: CANNE, FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH

SID DESCRIPTION (TRANSITION ROUTES)

RWY 36

OMETO 8A
Proceed via SRN VOR/L-BAVMI-OMETO.

ARLES 8A
Proceed via SRN VOR/L-IXORA-ARLES.

ABESI 7A
Proceed via TZO VOR/NDB-BERGA, then turn left until joining RDL310 ORI VOR and proceed via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME), then turn right until joining RDL331 TZO VOR/NDB to ABESI (RDL331/41 NM TZO VOR/DME).

CANNE 7A
Proceed via TZO VOR/NDB-BERGA, then turn left until join RDL310 ORI VOR and proceed via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME) - CANNE (RDL310/46 NM ORI VOR/DME).

OSKOR 9A
Proceed via TZO VOR/NDB-ORI L-OSKOR.

PAR 8A
Proceed via DORIN-PAR NDB

KARPI 8A
Proceed via PIKOT-KARPI.

GEN 8A
Proceed via PIKOT-GEN VOR/NDB.

NOVIG 8A
Over point PIKOT turn right on RDL030 GEN VOR until join QDR256° PIA NDB inbound to point NOVIG (INT QDR256° PIA NDB/RDL210 VOG VOR).

GEN 8B
Proceed via PIKOT-ERKOP-GEN VOR/NDB.

LAGEN 8A
Proceed via SRN VOR/L-MAL VOR/DME-FARAK-TONDA-LAGEN.

NEDED 8A
Proceed via SRN VOR/L-MAL VOR/DME-FARAK-TONDA-NEDED.

ABESI 7B
Proceed via NIKMO – ABESI.

CANNE 7B
Proceed via NIKMO – CANNE.

Intenzionalmente bianca

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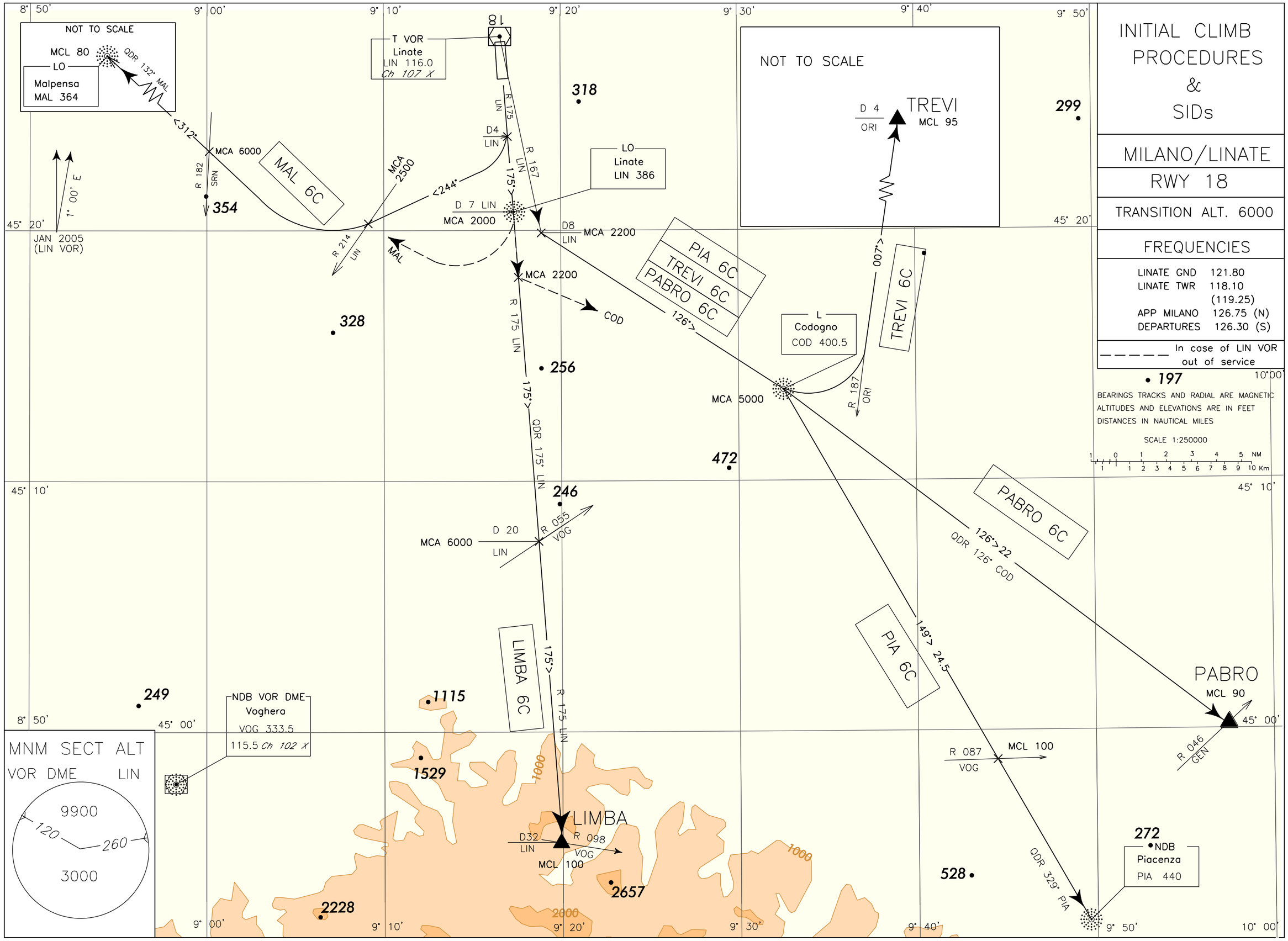
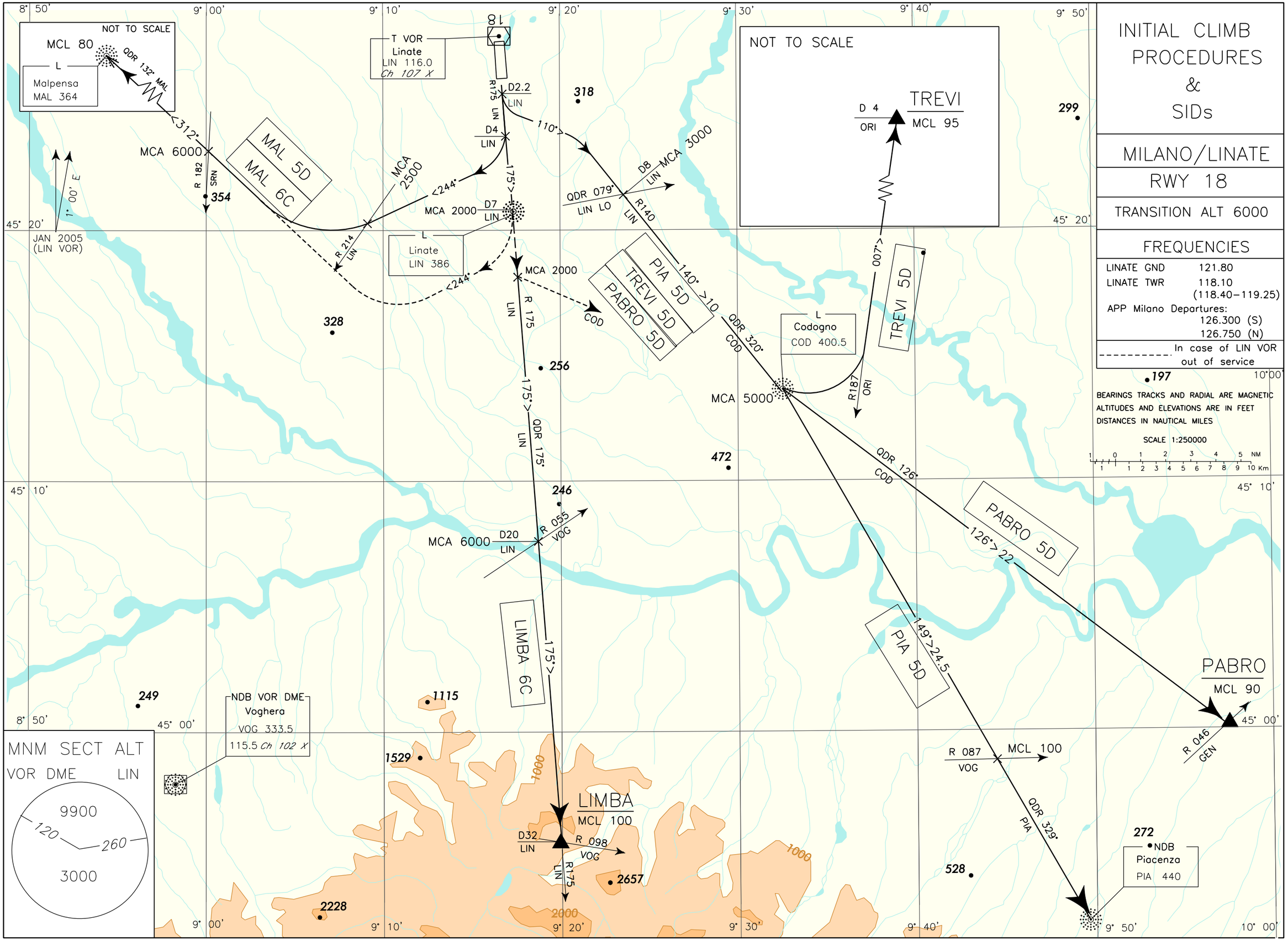
CHANGE: REVISED CHART DUE TO NEW MAG.VAR. – NEW RWY IDENTIFICATION – MSA BOX ADDED




INITIAL CLIMB PROCEDURES & SIDs
MILANO/LINATE
RWY 18
TRANSITION ALT 6000
FREQUENCIES
LINATE GND 121.80
LINATE TWR 118.10 (118.40–119.25)
APP Milano Departures:
126.300 (S)
126.750 (N)
In case of LIN VOR out of service
BEARINGS TRACKS AND RADIAL ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES IN NAUTICAL MILES
SCALE 1:250000
NOT TO SCALE
MCL 80
L
Malpensa
MAL 364
QDR 132° MAL
<312°
MCA 6000
R 182 SRN
354
MAL 5D
MAL 6C
JAN 2005 (LIN VOR)
1° 00' E
T VOR
Linate
LIN 116.0
Ch 107 X
18
R175 LIN
D2.2 LIN
D4 LIN
110°>
318
MCA 2500
<244°
175°>
MCA 2000
D7 LIN
L
Linate
LIN 386
R 214 LIN
<244°
MCA 2000
R 175 LIN
COD
328
256
175°> QDR 175° LIN
LIMBA 6C
MCA 6000
D20 LIN
R 055 VOG
246
472
QDR 079° LIN LO
D8 LIN
MCA 3000
R140 LIN
140°>10
PIA 5D
TREVI 5D
PABRO 5D
QDR 320° COD
MCA 5000
L
Codogno
COD 400.5
007°>
TREVI 5D
R187 ORI
NOT TO SCALE
D 4 ORI
TREVI
MCL 95
299
QDR 126° COD
PABRO 5D
126°>22
149°>24.5
PIA 5D
PABRO
MCL 90
R 046 GEN
R 087 VOG
MCL 100
QDR 329° PIA
272
NDB
Piacenza
PIA 440
528
249
NDB VOR DME
Voghera
VOG 333.5
115.5 Ch 102 X
1115
1529
1000
LIMBA
MCL 100
D32 LIN
R 098 VOG
R175 LIN
2657
2000
2228
MNM SECT ALT
VOR DME LIN
9900
120
260
3000
8° 50'
9° 00'
9° 10'
9° 20'
9° 30'
9° 40'
9° 50'
10° 00'
45° 20'
45° 10'
45° 00'
197

DESCRIZIONE SIDs

RWY 18

Procedure antirumore
Si applica la procedura disposta dall'ENAC di cui all'ENR 1.5.

Gradiente di salita
Gradiente di salita minimo consigliato: 320 FT/NM fino a lasciare 2500FT.

MAL 6C
Dopo il decollo continuare su rotta 175° (RDL175 LIN VOR) fino a D4 LIN DME, quindi virare a destra per rotta 244°. Intercettando RDL 214 LIN VOR virare a destra su rotta 312° (QDR132° MAL L) per MAL L.

NOTA: In caso di avaria a LIN VOR/DME la virata a destra per MAL L dovrà essere effettuata su LIN L a 2000FT o al di sopra.

SIDs DESCRIPTION

RWY 18

Noise abatement procedures
Provision of Italian Civil Aviation Authority reported in ENR 1.5 apply.

Climb gradient
Suggested MNM climb gradient: 320 FT/NM until leaving 2500FT.

MAL 6C
After take-off proceed on track 175° (RDL175 LIN VOR) until D4 LIN DME, then turn right on track 244°. Crossing RDL214 LIN VOR turn right on track 312° (QDR132° MAL L) inbound to MAL L.

REMARK: In case of LIN VOR/DME unavailability right turn to MAL L shall be performed over LIN L at 2000FT or above

MCA/MCL: INT TR244°/RDL214 LIN VOR, 2500FT; INT QDR132° MAL L/RDL182 SRN VOR, 6000FT; MAL L, FL80.

LIMBA 6C
Dopo il decollo continuare su rotta 175° (RDL175 LIN VOR) fino al punto LIMBA (D32 LIN DME).

NOTA: In caso di avaria a LIN VOR/DME procedere per LIN L, quindi su QDR175° LIN L fino al punto LIMBA (INT QDR175° LIN L/RDL098 VOG VOR).

LIMBA 6C
After take-off proceed on track 175° (RDL175 LIN VOR) inbound to point LIMBA (D32 LIN DME).

REMARK: In case of LIN VOR/DME unavailability proceed inbound to LIN L, then on QDR175° LIN L until point LIMBA (INT QDR175° LIN L/RDL098 VOG VOR).

MCA/MCL: RDL175/D7 LIN VOR/DME (LIN L), 2000FT; RDL175/D20 LIN VOR/DME (INT RDL055 VOG VOR), 6000FT; LIMBA (RDL175/D32 LIN VOR/DME, INT RDL098 VOG VOR), FL100.

PIA 6C
Dopo il decollo procedere su RDL167 LIN VOR fino a D8 LIN DME, quindi virare a sinistra per COD L, indi procedere per PIA NDB.

NOTA: In caso di avaria a LIN VOR/DME procedere su rotta 175° fino a lasciare 2200FT, quindi virare a sinistra per COD

PIA 6C
After take-off proceed on RDL167 LIN VOR until D8 LIN DME, then turn left inbound to COD L, then proceed inbound to PIA NDB.

REMARK: In case of LIN VOR/DME unavailability proceed on track 175° until leaving 2200FT, then turn left inbound to COD L.

MCA/MCL: RDL167/D8 LIN VOR/DME (LIN L), 2200FT; COD L, 5000 FT; INT QDR329° PIA NDB/RDL087 VOG VOR, FL100.

TREVI 6C
Dopo il decollo procedere su RDL167 LIN VOR fino a D8 LIN DME, quindi virare a sinistra per COD L. Indi virare a sinistra su rotta 007° (RDL187 ORI VOR) per il punto TREVI (RDL187/D4 ORI VOR/DME).

NOTA: In caso di avaria a LIN VOR/DME procedere su rotta 175° fino a lasciare 2200FT, quindi virare a sinistra per COD L.

TREVI 6C
After take-off proceed on RDL167 LIN VOR until D8 LIN DME, then turn left inbound to COD L. Then turn left on track 007° (RDL187 ORI VOR) inbound to point TREVI (RDL187/D4 ORI VOR/DME).

REMARK: In case of LIN VOR/DME unavailability proceed on track 175° until leaving 2200FT, then turn left inbound to COD L.

MCA/MCL: RDL167/D8 LIN VOR/DME: 2200 FT; CDO L: 5000 FT; TREVI (RDL 187/D4 ORI VOR/DME): FL 95.

PABRO 6C
Dopo il decollo procedere su RDL167 LIN VOR fino a D8 LIN DME, quindi virare a sinistra per COD L. Indi procedere su QDR126° COD L per il punto PABRO (INT QDR126° COD L/RDL046 GEN VOR).

NOTA: In caso di avaria a LIN VOR/DME procedere su rotta 175° fino a lasciare 2200FT, quindi virare a sinistra per COD L.

PABRO 6C
After take-off proceed on RDL167 LIN VOR until D8 LIN DME, then turn left inbound to COD L. Then proceed on QDR126° COD L inbound to point PABRO (INT QDR126° COD L/RDL046 GEN VOR).

REMARK: In case of LIN VOR/DME unavailability proceed on track 175° until leaving 2200FT, then turn left inbound to COD L.

MCA/MCL: RDL167/D8 LIN VOR/DME, 2200FT; COD L, 5000 FT; PABRO, FL90.

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DESCRIZIONE SIDs

RWY 18

Procedure antirumore

Oltre a quanto riportato nel presente paragrafo si applica la procedura disposta dall'ENAC di cui all'ENR 1.5.

In accordo al provvedimento ENAC DA Milano Linate n° 1896/OML del 06/07/07, in via sperimentale, le sottoelencate SIDs saranno utilizzate come procedure antirumore. Conseguentemente tutto il traffico in partenza dall'aeroporto di Milano Linate dovrà pianificare la partenza strumentale e riceverà l'autorizzazione ATC in accordo allo schema seguente:

Rotta pianificata	Radiale di uscita	SID assegnata
OMETO, ARLES	RDL175 LIN VOR	MAL 6C
OSKOR, CANNE, ABESI	RDL175 LIN VOR con virata a D2.2 su HDG 110°	TREVI 5D
PAR	RDL175 LIN VOR con virata a D2.2 su HDG 110°	PABRO 5D
KARPI	RDL175 LIN VOR con virata a D2.2 su HDG 110°	PIA 5D
NOVIG, GEN	RDL175 LIN VOR	LIMBA 6C

Durante il periodo di prova le seguenti SID sono sospese:
PIA 6C, TREVI 6C, PABRO 6C

MAL 6C

Dopo il decollo continuare su TR 175° (RDL175 LIN VOR) fino a D4 LIN DME, quindi virare a destra per TR 244°. Intercettando RDL 214 LIN VOR virare a destra su TR 312° (QDR132° MAL L) per MAL L.

NOTA:

Gradiente di salita: 5.3% fino a lasciare 2500FT;

MCA/MCL: INT TR244°/RDL214 LIN VOR, 2500FT; INT QDR132° MAL L/RDL182 SRN VOR, 6000FT; MAL L, FL80.

MAL 5D (A DISCREZIONE ATC, IN CASO DI INDISPONIBILITA' DI LIN VORDME)

Dopo il decollo continuare su TR 175° (QDR 355° LIN L) fino a LIN L, quindi virare a destra per TR 244° fino ad intercettare e seguire QDR 132° MAL L per MAL L.

NOTA:

Gradiente di salita: 5.3% fino a lasciare 2500FT;

MCA/MCL: LIN L, 2000FT; INT QDR132° MAL L/RDL182 SRN VOR, 6000FT; MAL L, FL80.

LIMBA 6C

Dopo il decollo continuare su TR 175° (RDL175 LIN VOR) fino al punto LIMBA (D32 LIN DME).

NOTA:

1. Gradiente di salita 5.3% fino a lasciare 2500FT;
2. In caso di avaria a LIN VOR/DME procedere per LIN L, quindi su QDR 175° LIN L fino al punto LIMBA (INT QDR 175° LIN L/ RDL098 VOG VOR)

MCA/MCL: RDL175/D7 LIN VOR/DME (LIN L), 2000FT; RDL175/D20 LIN VOR/DME (INT RDL055 VOG VOR), 6000FT; LIMBA (RDL175/D32 LIN VOR/DME, INT RDL098 VOG VOR), FL100.

SIDs DESCRIPTION

RWY 18

Noise abatement procedures

In addition to what hereafter is stated, see also ENR 1.5 for general provisions.

According to ENAC regulation DA Milano Linate n° 1896/OML dated 06/07/07, on trial basis, the following new SIDs will be used as noise abatement procedures. Consequently all traffic departing from Milano Linate airport shall plan instrument departure and will be cleared by ATC according to the following scheme:

Planned Route	Exit Radial	Assigned SID
OMETO, ARLES	RDL175 LIN VOR	MAL 6C
OSKOR, CANNE, ABESI	RDL175 LIN VOR with turning at D2.2 on HDG 110°	TREVI 5D
PAR	RDL175 LIN VOR with turning at D2.2 on HDG 110°	PABRO 5D
KARPI	RDL175 LIN VOR with turning at D2.2 on HDG 110°	PIA 5D
NOVIG, GEN	RDL175 LIN VOR	LIMBA 6C

During the trial period following SIDs are suspended:
PIA 6C, TREVI 6C, PABRO 6C

MAL 6C

After take-off proceed on TR 175° (RDL175 LIN VOR) until D4 LIN DME, then turn right on TR 244°. Crossing RDL214 LIN VOR turn right on TR 312° (QDR132° MAL L) bound to MAL L.

REMARK:

PDG: 5.3% until leaving 2500FT;

MAL 5D (ATC DISCRETION, IN CASE OF UNAVAILABILITY OF LIN VORDME)

After take-off proceed on TR 175° ° (QDR 355° LIN L) until LIN L, then turn right on TR 244° until join and follow QDR132° MAL L bound to MAL L.

REMARK:

PDG: 5.3% until leaving 2500FT;

LIMBA 6C

After take-off proceed on TR 175° (RDL175 LIN VOR) bound to point LIMBA (D32 LIN DME).

REMARK:

1. PDG: 5.3% until leaving 2500FT;
2. In case of LIN VOR/DME unavailability proceed bound to LIN L, then on QDR175° LIN L until point LIMBA (INT QDR175° LIN L/RDL098 VOG VOR).

PIA 5D
Dopo il decollo procedere su TR 175°. A 500FT AGL (840FT AMSL), non prima di RDL175/D2.2 LIN VOR/DME, virare a sinistra su TR 110° per intercettare RDL140 LIN VOR (QDR 320° COD L) fino a COD L, quindi procedere diretti a PIA NDB.
NOTA:
Gradiente di salita: Tra RDL175/D2.2 LIN VOR/DME e RDL140/D8 LIN VOR/DME (OR INT QDR 320° COD L QDR 079° LIN LO) 6.5%;

PIA 5D
After take-off proceed on TR 175°. At 500FT AGL (840FT AMSL), not before RDL175/D2.2 LIN VOR/DME, turn left on TR 110° to join RDL140 LIN VOR (QDR 320° COD L) bound to COD L, then proceed bound to PIA NDB.
REMARK:
PDG: Between RDL175/D2.2 LIN VOR/DME and RDL140/D8 LIN VOR/DME (OR INT QDR 320° COD L QDR 079° LIN LO) 6.5%;

MCA/MCL: RDL140/D8 LIN VOR/DME ,3000FT; COD L, 5000 FT; INT QDR329° PIA NDB/RDL087 VOG VOR, FL100.

TREVI 5D
Dopo il decollo procedere su TR 175°. A 500FT AGL (840FT AMSL),non prima di RDL175/D2.2 LIN VOR/DME, virare a sinistra su TR 110° per intercettare RDL140 LIN VOR (QDR 320° COD L) diretti a COD L, quindi virare a sinistra su TR 007° (RDL187 ORI VOR) per il punto TREVI (RDL187/D4 ORI VOR/DME).

NOTA:
1. Gradiente di salita: Tra RDL175/D2.2 LIN VOR/DME e RDL140/D8 LIN VOR/DME (OR INT QDR 320° COD L QDR 079° LIN LO) 6.5%;

TREVI 5D
After take-off proceed on TR 175°. At 500FT AGL (840Ft AMSL), not before RDL175/D2.2 LIN VOR/DME, turn left on TR 110° to join RDL140 LIN VOR (QDR 320° COD L) bound to COD L, then turn left on TR 007° (RDL187 ORI VOR) bound to TREVI (RDL187/D4 ORI VOR/DME).

REMARK:
1. PDG: Between RDL175/D2.2 LIN VOR/DME and RDL140/D8 LIN VOR/DME (OR INT QDR 320° COD L QDR 079° LIN LO) 6.5%;

MCA/MCL: RDL140/D8 LIN VOR/DME ,3000FT; COD L, 5000 FT; TREVI, FL 95.

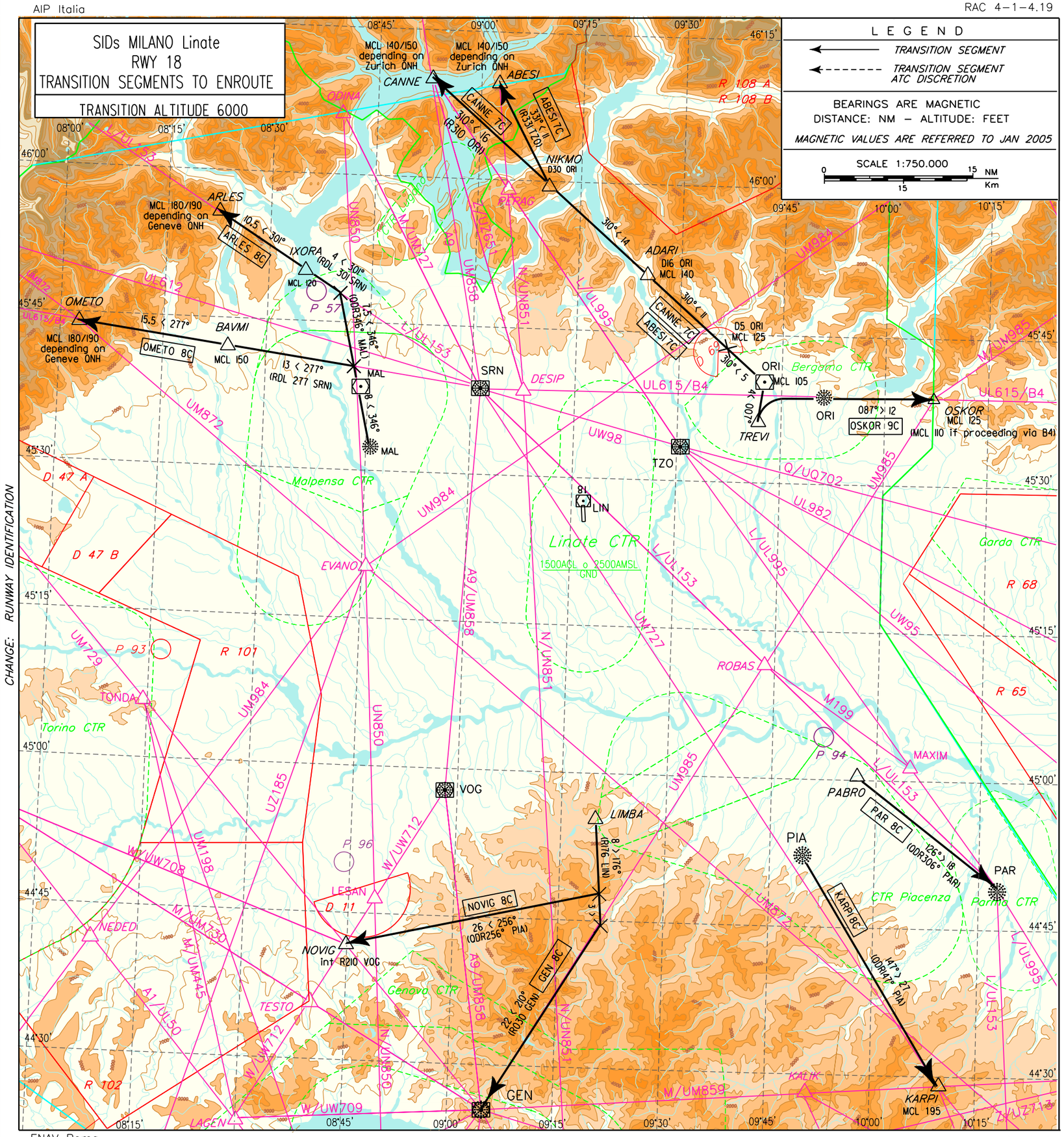
PABRO 5D
Dopo il decollo procedere su TR 175°. A 500FT AGL (840FT AMSL), non prima di RDL175/D2.2 LIN VOR/DME, virare a sinistra su TR 110° per intercettare RDL140 LIN VOR (QDR 320° COD L) diretti a COD L, quindi procedere su QDR126° COD L per il punto PABRO (INT QDR126° COD L/RDL046 GEN VOR).

NOTA:
Gradiente di salita: Tra RDL175/D2.2 LIN VOR/DME e RDL140/D8 LIN VOR/DME (OR INT QDR 320° COD L QDR 079° LIN LO) 6.5%;

PABRO 5D
After take-off proceed on TR 175°. At 500FT AGL (840FT AMSL), not before RDL175/D2.2 LIN VOR/DME, turn left on TR 110° to join RDL140 LIN VOR (QDR 320° COD L) bound to COD L, then proceed on QDR126° COD L bound to PABRO (INT QDR126° COD L/RDL046 GEN VOR).

REMARK:
PDG: Between RDL175/D2.2 LIN VOR/DME and RDL140/D8 LIN VOR/DME (OR INT QDR 320° COD L QDR 079° LIN LO) 6.5%;

MCA/MCL: RDL140/D8 LIN VOR/DME ,3000FT; COD L, 5000 FT; PABRO, FL90.


SIDs MILANO Linate
RWY 18
TRANSITION SEGMENTS TO ENROUTE
TRANSITION ALTITUDE 6000
LEGEND
TRANSITION SEGMENT
TRANSITION SEGMENT ATC DISCRETION
BEARINGS ARE MAGNETIC
DISTANCE: NM – ALTITUDE: FEET
MAGNETIC VALUES ARE REFERRED TO JAN 2005
SCALE 1:750.000
CHANGE: RUNWAY IDENTIFICATION
CANNE
ABESI
NIKMO
ARLES
IXORA
OMETO
BAVMI
MAL
SRN
DESIP
ADARI
ORI
TREVI
OSKOR
TZO
LIN
EVANO
ROBAS
TONDA
VOG
LIMBA
PIA
PAR
PABRO
MAXIM
LESAN
NOVIG
NEDED
TESTO
GEN
KALIK
KARPI
LAGEN
Malpensa CTR
Linate CTR
Bergamo CTR
Garda CTR
Torino CTR
Genova CTR
CTR Piacenza
Parma CTR
R 108 A
R 108 B
D 47 A
D 47 B
R 101
P 93
R 68
R 65
P 94
P 96
R 102
D 11
P 57
MCL 140/150 depending on Zurich QNH
MCL 180/190 depending on Geneve QNH
MCL 120
MCL 150
MCL 140
MCL 125
MCL 105
MCL 110 if proceeding via B4
MCL 195
CANNE 7C
ABESI 7C
ARLES 8C
OMETO 8C
OSKOR 9C
PAR 8C
KARPI 8C
NOVIG 8C
GEN 8C
NOVIG int R210 VOG
1500ACL o 2500AMSL GND

DESCRIZIONE SID (ROTTE DI TRANSIZIONE)

RWY 18

OMETO 8C
Lasciare MAL L su QDR346° fino ad intercettare e seguire RDL/QDR277° SRN VOR/L per il punto BAVMI, quindi OMETO.

ARLES 8C
Lasciare MAL L su QDR346° fino ad intercettare e seguire RDL/QDR301° SRN VOR/L per il punto IXORA, quindi ARLES.

ABESI 7C
Procedere via TREVI - ORI VOR, quindi virare a sinistra su RDL310 ORI VOR e procedere via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME), quindi virare a destra fino ad intercettare e seguire RDL331 TZO VOR per ABESI (RDL331/41 NM TZO VOR/DME).

CANNE 7C
Procedere via TREVI - ORI VOR, quindi virare a sinistra su RDL 310 ORI VOR e procedere via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME) - CANNE (RDL310/46 NM ORI VOR/DME).

OSKOR 9C
Sul punto TREVI virare a destra per ORI L, quindi OSKOR.

PAR 8C
Procedere via PABRO - PAR NDB.

KARPI 8C
Procedere via PIA NDB - KARPI.

GEN 8C
Sul punto LIMBA continuare su RDL176 LIN VOR (QDR176° LIN L) fino ad intercettare e seguire RDL030 GEN VOR (TR210°) per GEN VOR/NDB.

NOVIG 8C
Sul punto LIMBA continuare su RDL176 LIN VOR (QDR176° LIN L) fino ad intercettare e seguire QDR256° PIA NDB per il punto NOVIG (INT QDR256° PIA NDB/RDL210 VOG VOR).

SID DESCRIPTION (TRANSITION ROUTES)

RWY 18

OMETO 8C
Leave MAL L on QDR346° until joining RDL/QDR277° SRN VOR/L bound to point BAVMI, then OMETO.

MCL: BAVMI, FL150; OMETO, FL180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH.

ARLES 8C
Leave MAL L on QDR346° until joining RDL/QDR301° SRN VOR/L bound to point IXORA, then ARLES.

MCL: IXORA, FL120; ARLES, FL180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH.

ABESI 7C
Proceed via TREVI - ORI VOR, then turn left on RDL310 ORI VOR and proceed via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL 310/30 NM ORI VOR/DME), then turn right until joining RDL331 TZO VOR inbound to ABESI (RDL331/41 NM TZO VOR/DME).

MCL: ORI VOR, FL105; RDL310/5 NM ORI VOR/DME, FL125; ADARI, FL140;
ABESI, FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH.

CANNE 7C
Proceed via TREVI - ORI VOR, then turn left on RDL310 ORI VOR and proceed via ADARI (RDL310/16 NM ORI VOR/DME) - NIKMO (RDL310/30 NM ORI VOR/DME) - CANNE (RDL310/46 NM ORI VOR/DME).

MCL: ORI VOR, FL105; RDL310/5 NM ORI VOR/DME, FL125; ADARI, FL140;
CANNE, FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH.

OSKOR 9C
Over point TREVI turn right inbound to ORI L, then OSKOR.

MCL: OSKOR, FL125 (or FL110 if proceeding via AWY B4).

PAR 8C
Proceed via PABRO - PAR NDB.

KARPI 8C
Proceed via PIA NDB - KARPI.

MCL: KARPI, FL195.

GEN 8C
Over point LIMBA proceed on RDL176 LIN VOR (QDR176° LIN L) until joining RDL030 GEN VOR (TR210°) bound to GEN VOR/NDB.

NOVIG 8C
Over point LIMBA proceed on RDL176 LIN VOR (QDR176° LIN L) until joining QDR256° PIA NDB inbound to point NOVIG (INT QDR256° PIA NDB/RDL210 VOG VOR).

AERODROME CHART ICAO

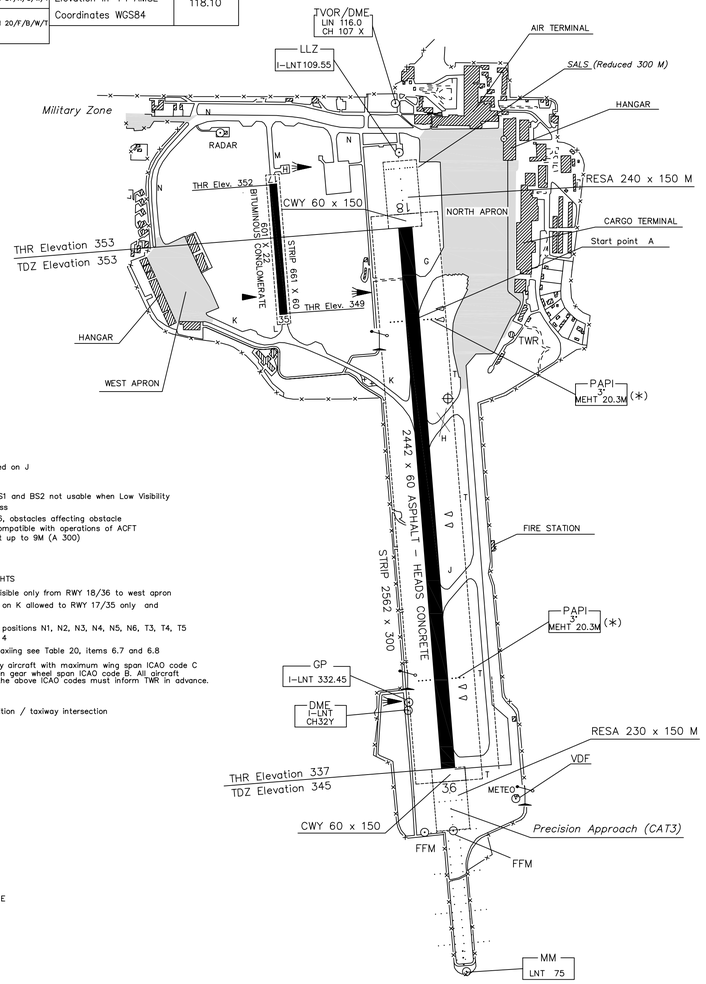
RWY	QFU	THR	bearing strength
18	175°	N 45°27'22.37" E 009°16'33.12"	PCN 66/R/B/W/T
36	355°	N 45°26'03.50" E 009°16'41.62"	PCN 87/R/C/W/T
17	175°	N 45°27'28.95" E 009°16'05.76"	PCN 20/F/B/W/T
35	355°	N 45°27'09.53" E 009°16'07.86"	

Bearings are magnetic
Distances in metres
Elevation in FT AMSL
Coordinates WGS84

TWR
118.10

AD ELEV 353	MILANO / LINATE	
APRON ELEV 359	L I M L	45°26'58" N 009°16'42" E

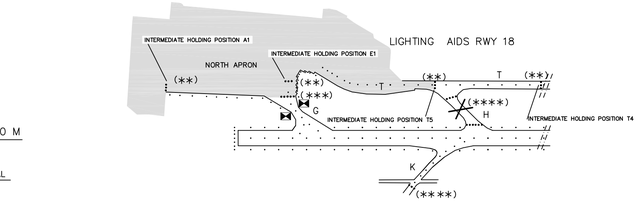
CHANGE: RESA RWY 36, new ILS and DME I–LNT

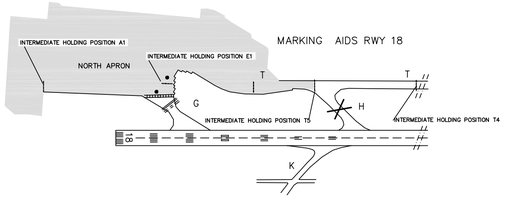


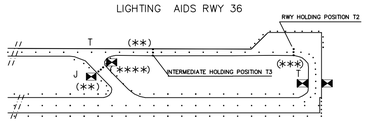
REMARKS:
1) Taxiing from T not allowed on J
2) H CLOSED
3) On holding bay STOP BS1 and BS2 not usable when Low Visibility Procedures are in progress
4) (*) PAPI RWY 18 and 36, obstacles affecting obstacle protection surface are compatible with operations of ACFT with eye–to–wheel height up to 9M (A 300)
5) (**) Yellow lights
6) (***) STOP BAR
7) (****) FIXED RED LIGHTS
8) Center line lights on K visible only from RWY 18/36 to west apron
9) Taxiing from west apron on K allowed to RWY 17/35 only and during day light only
10) For intermediate holding positions N1, N2, N3, N4, N5, N6, T3, T4, T5 see also Table 20, item 4
11) For F.A.T.O. use and airtaxiing see Table 20, items 6.7 and 6.8
12) TWY K is usable only by aircraft with maximum wing span ICAO code C and maximum outer main gear wheel span ICAO code B. All aircraft not in compliance with the above ICAO codes must inform TWR in advance.

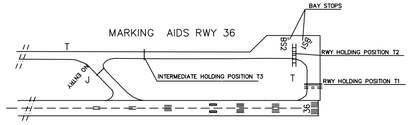
● Follow–me position
---- Intermediate holding position / taxiway intersection
RWY GUARD LIGHT
APRON AREA

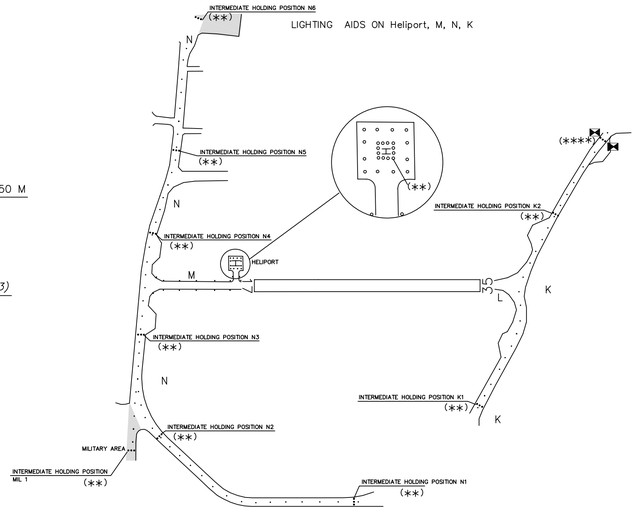
TWY IDENT	WIDTH	bearing strength
T	30	PCN 87/R/B/W/T
BAY STOPS–36	30	PCN 80/R/C/W/T
G	30	PCN 63/F/A/W/T
J	30	PCN 91/R/B/W/T
N	18–23	PCN 82/F/C/W/T
K	16	PCN 27/F/B/W/T
M	16	PCN 21/F/B/W/T
L	16	PCN 23/F/B/W/T

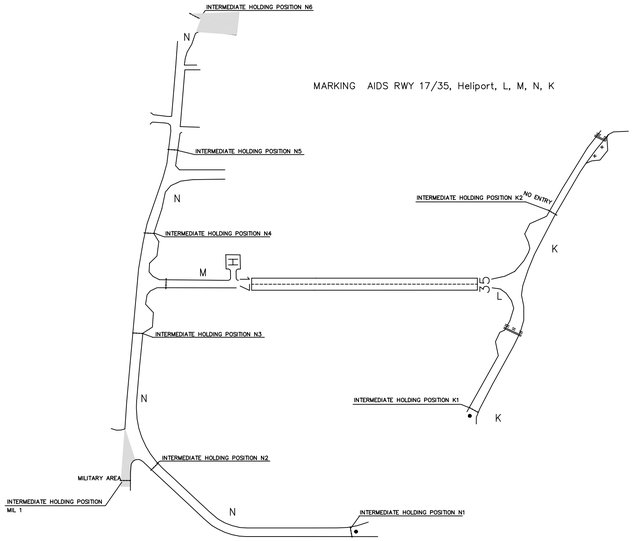










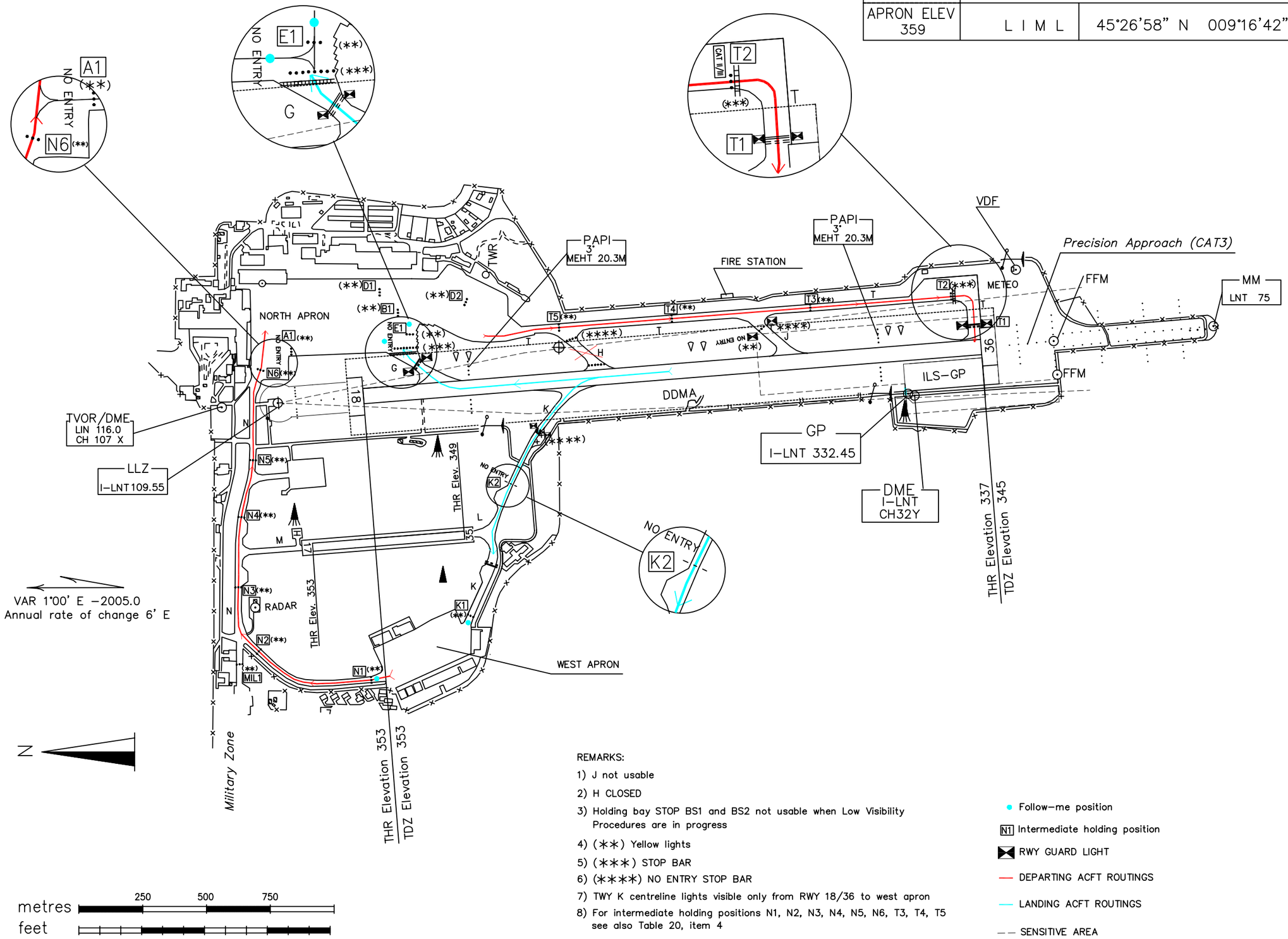


Data provided by DA Linate and SEA

LOW VISIBILITY PROCEDURES CHART

AD ELEV 353	MILANO / LINATE	
APRON ELEV 359	L I M L	45°26'58" N 009°16'42" E

CHANGE: New ILS and DME I–LNT



REMARKS:

1) J not usable
2) H CLOSED
3) Holding bay STOP BS1 and BS2 not usable when Low Visibility Procedures are in progress
4) (**) Yellow lights
5) (***) STOP BAR
6) (****) NO ENTRY STOP BAR
7) TWY K centreline lights visible only from RWY 18/36 to west apron
8) For intermediate holding positions N1, N2, N3, N4, N5, N6, T3, T4, T5 see also Table 20, item 4

- Follow–me position
- N1 Intermediate holding position
- RWY GUARD LIGHT
- DEPARTING ACFT ROUTINGS
- LANDING ACFT ROUTINGS
- SENSITIVE AREA

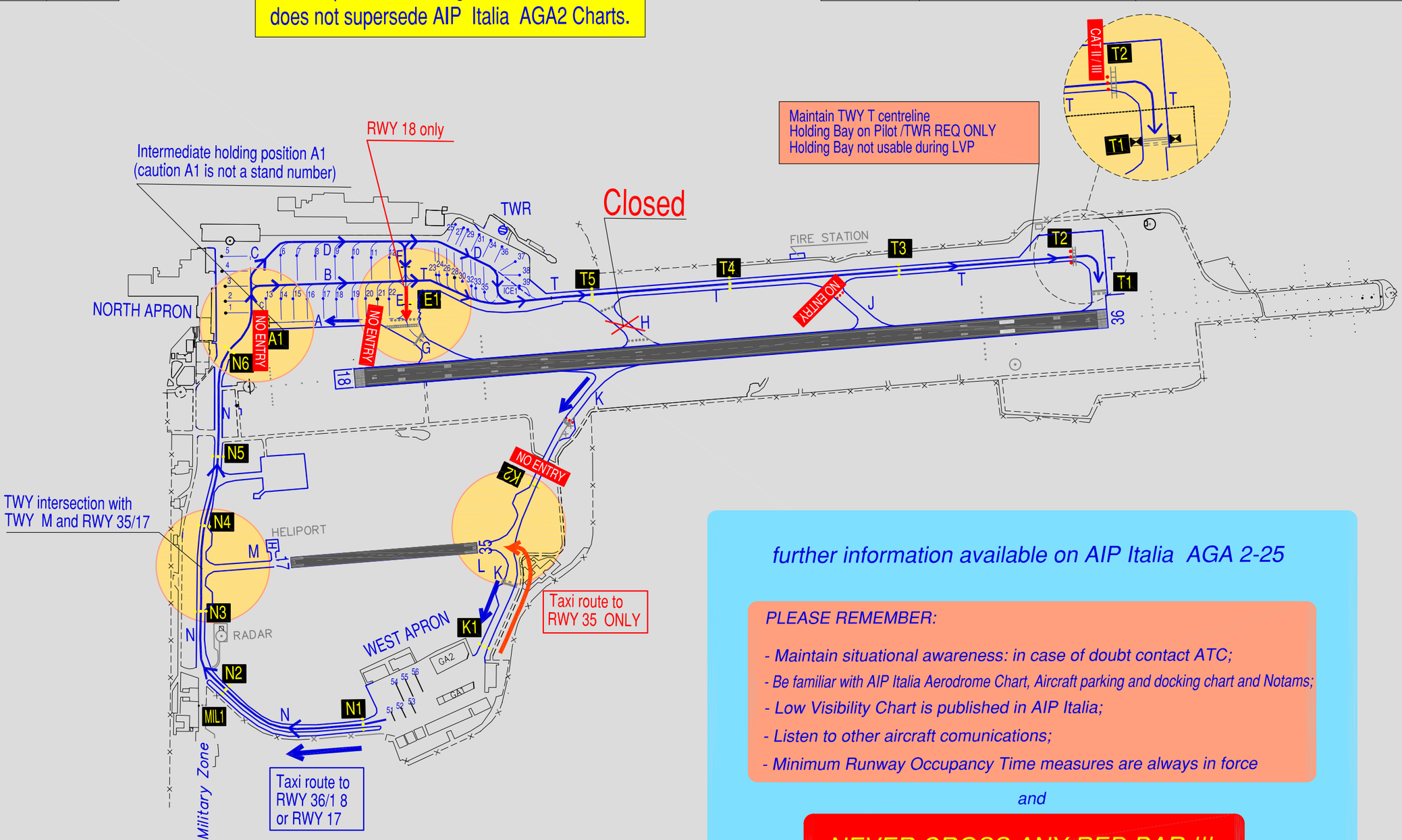
Data provided by DA Linate and SEA

HOT SPOT MAP (NOT FOR NAVIGATION)

ATC SERVICES	
TWR 118.10	GND 121.80

AD ELEV 353	MILANO / LINATE	
APRON ELEV 359	LIML	45°26'58" N 009°16'42" E

This map is not for navigation and does not supersede AIP Italia AGA2 Charts.



further information available on AIP Italia AGA 2-25

PLEASE REMEMBER:

- *Maintain situational awareness: in case of doubt contact ATC;*
- *Be familiar with AIP Italia Aerodrome Chart, Aircraft parking and docking chart and Notams;*
- *Low Visibility Chart is published in AIP Italia;*
- *Listen to other aircraft comunications;*
- *Minimum Runway Occupancy Time measures are always in force*

and

NEVER CROSS ANY RED BAR !!!

CHANGE: Updated chart

Data provided by DA Linate and SEA

AIRCRAFT PARKING DOCKING CHART

Bearings are magnetic Distances in metres Elevation in ft AMSL Coordinates WGS84	TWR 118.10 (118.40 at ATC discretion only)

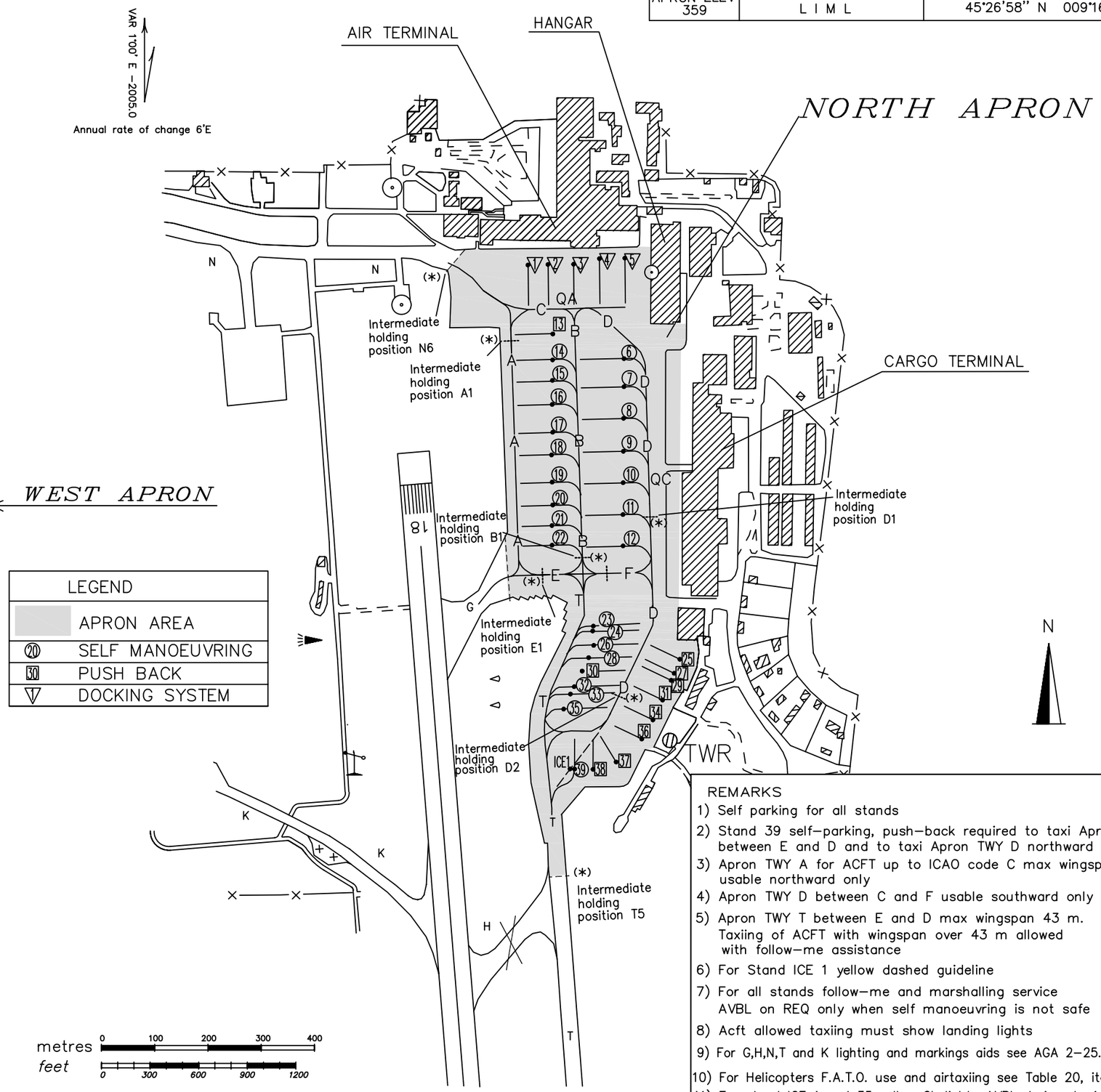
APRON	
lighting	bearing strength
Edge: Blue	Surface : Asphalt Strength: PCN 75/F/B/W/T
CL lights: Green	Surface : Concrete Strength: PCN 58/R/B/W/T

AD ELEV 353	MILANO / LINATE	
APRON ELEV 359	L I M L	45°26'58" N 009°16'42" E

CHANGE: Updated chart

POINTS ON PARKING AREA

STANDS	N	E
1	45°27'35.74"	009°16'42.57"
2	45°27'35.72"	009°16'44.57"
3	45°27'35.71"	009°16'46.85"
4	45°27'35.76"	009°16'49.12"
5	45°27'35.74"	009°16'51.68"
6	45°27'29.10"	009°16'51.08"
7	45°27'27.69"	009°16'51.06"
8	45°27'26.28"	009°16'51.03"
9	45°27'24.28"	009°16'51.40"
10	45°27'22.49"	009°16'51.38"
11	45°27'20.21"	009°16'51.34"
12	45°27'18.41"	009°16'51.32"
13	45°27'30.87"	009°16'45.12"
14	45°27'29.28"	009°16'45.10"
15	45°27'27.87"	009°16'45.08"
16	45°27'26.46"	009°16'45.06"
17	45°27'24.88"	009°16'45.03"
18	45°27'23.47"	009°16'45.01"
19	45°27'21.99"	009°16'44.99"
20	45°27'20.81"	009°16'44.96"
21	45°27'19.45"	009°16'44.95"
22	45°27'18.27"	009°16'44.92"
23	45°27'13.62"	009°16'49.72"
24	45°27'13.30"	009°16'49.44"
25	45°27'11.49"	009°16'56.13"
26	45°27'12.38"	009°16'48.84"
27	45°27'10.42"	009°16'55.89"
28	45°27'11.76"	009°16'48.30"
29	45°27'10.23"	009°16'55.21"
30	45°27'11.14"	009°16'47.94"
31	45°27'08.98"	009°16'54.30"
32	45°27'10.38"	009°16'47.14"
33	45°27'09.90"	009°16'47.04"
34	45°27'07.72"	009°16'53.39"
35	45°27'08.66"	009°16'46.07"
36	45°27'06.47"	009°16'52.48"
37	45°27'04.05"	009°16'51.00"
38	45°27'03.60"	009°16'48.60"
39	45°27'04.01"	009°16'46.60"
ICE1	DEICING ONLY	



REMARKS

1) Self parking for all stands
2) Stand 39 self–parking, push–back required to taxi Apron TWY T between E and D and to taxi Apron TWY D northward
3) Apron TWY A for ACFT up to ICAO code C max wingspan 36 m, usable northward only
4) Apron TWY D between C and F usable southward only
5) Apron TWY T between E and D max wingspan 43 m. Taxiing of ACFT with wingspan over 43 m allowed with follow–me assistance
6) For Stand ICE 1 yellow dashed guideline
7) For all stands follow–me and marshalling service AVBL on REQ only when self manoeuvring is not safe
8) Acft allowed taxiing must show landing lights
9) For G,H,N,T and K lighting and markings aids see AGA 2–25.5
10) For Helicopters F.A.T.O. use and airtaxiing see Table 20, item 6.7 and 6.8
11) For stand ICE 1 and 35 yellow CL lights AVBL during de–icing ops.

(*) Intermediate holding positions

Data provided by DA Linate and SEA

AIRCRAFT PARKING DOCKING CHART

Bearings are magnetic Distances in metres Elevation in FT AMSL Coordinates WGS84	TWR 118.10 (118.40 at ATC discretion only)

AD ELEV 353	MILANO / LINATE	
APRON ELEV 359	L I M L	45°26'58" N 009°16'42" E

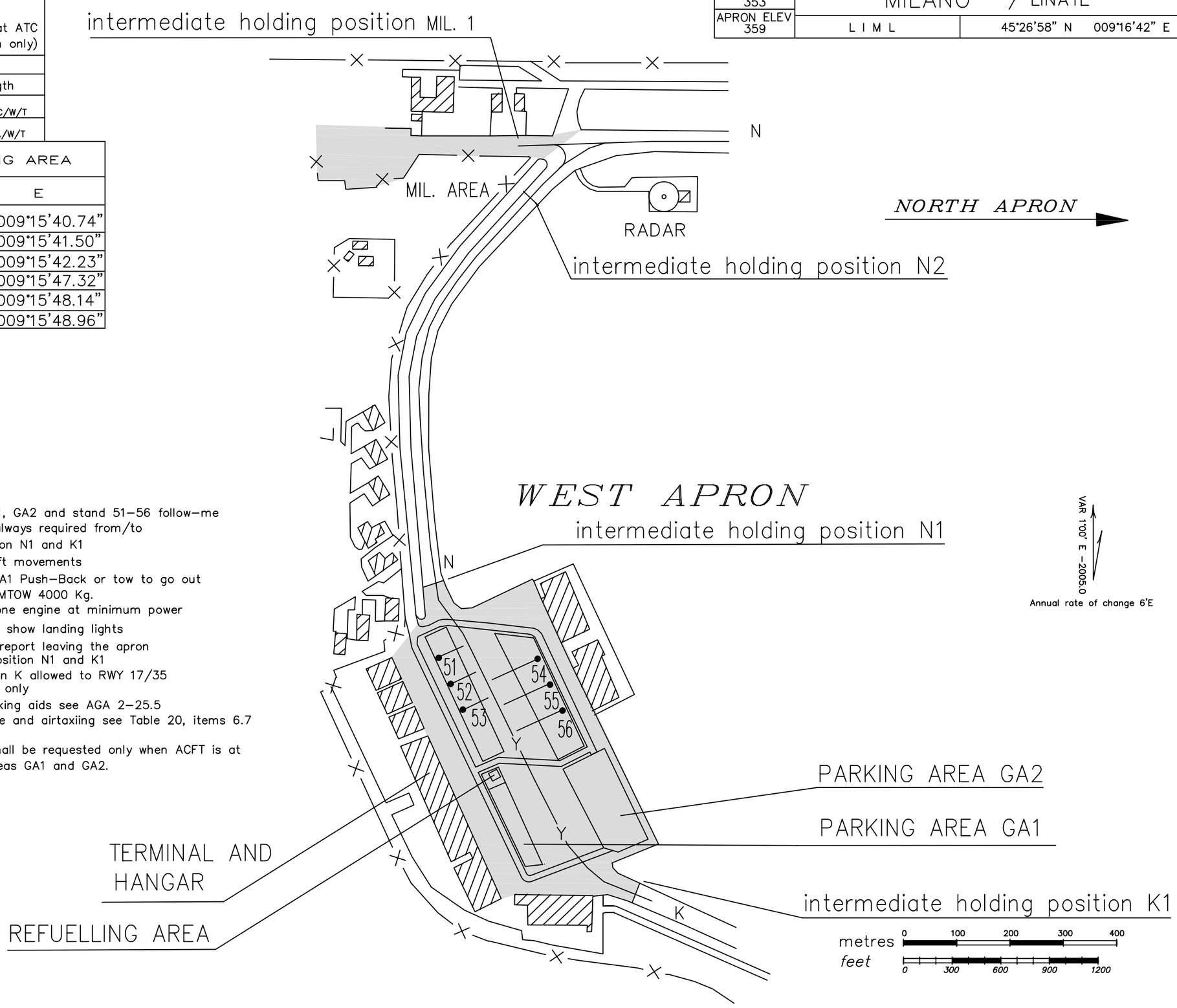
APRON		
lighting	bearing	strength
Edge: None	Surface : Concrete Strength: PCN 24/R/C/W/T	
	Surface : Asphalt Strength: PCN 17/F/A/W/T	

POINTS ON PARKING AREA		
STANDS	N	E
51	45°27'17.93"	009°15'40.74"
52	45°27'16.79"	009°15'41.50"
53	45°27'15.70"	009°15'42.23"
54	45°27'18.76"	009°15'47.32"
55	45°27'17.54"	009°15'48.14"
56	45°27'16.31"	009°15'48.96"

CHANGE: Remarks, stands coordinates

REMARKS

1) For use parking areas GA1, GA2 and stand 51–56 follow–me or marshalling service is always required from/to intermediate holding position N1 and K1 and for local apron aircraft movements
2) Stands 51–56 and area GA1 Push–Back or tow to go out except for aircraft up to MTOW 4000 Kg. Start–up is allowed with one engine at minimum power
3) ACFT allowed taxiing must show landing lights
4) Aircraft are requested to report leaving the apron on intermediate holding position N1 and K1
5) Taxiing from west apron on K allowed to RWY 17/35 only and during day light only
6) For N, K lighting and marking aids see AGA 2–25.5
7) For Helicopters F.A.T.O. use and airtaxiing see Table 20, items 6.7 and 6.8.
8) ATC start–up clearance shall be requested only when ACFT is at stand or within parking areas GA1 and GA2.



APRON AREA

Data provided by DA Linate and SEA

ICAO – INSTRUMENT APPROACH CHART

WARNING:
Some users on ILS APCH at LIML reported false LLZ captures. Pilot attention is drawn to pay max caution. See also AIP–ENR 1.

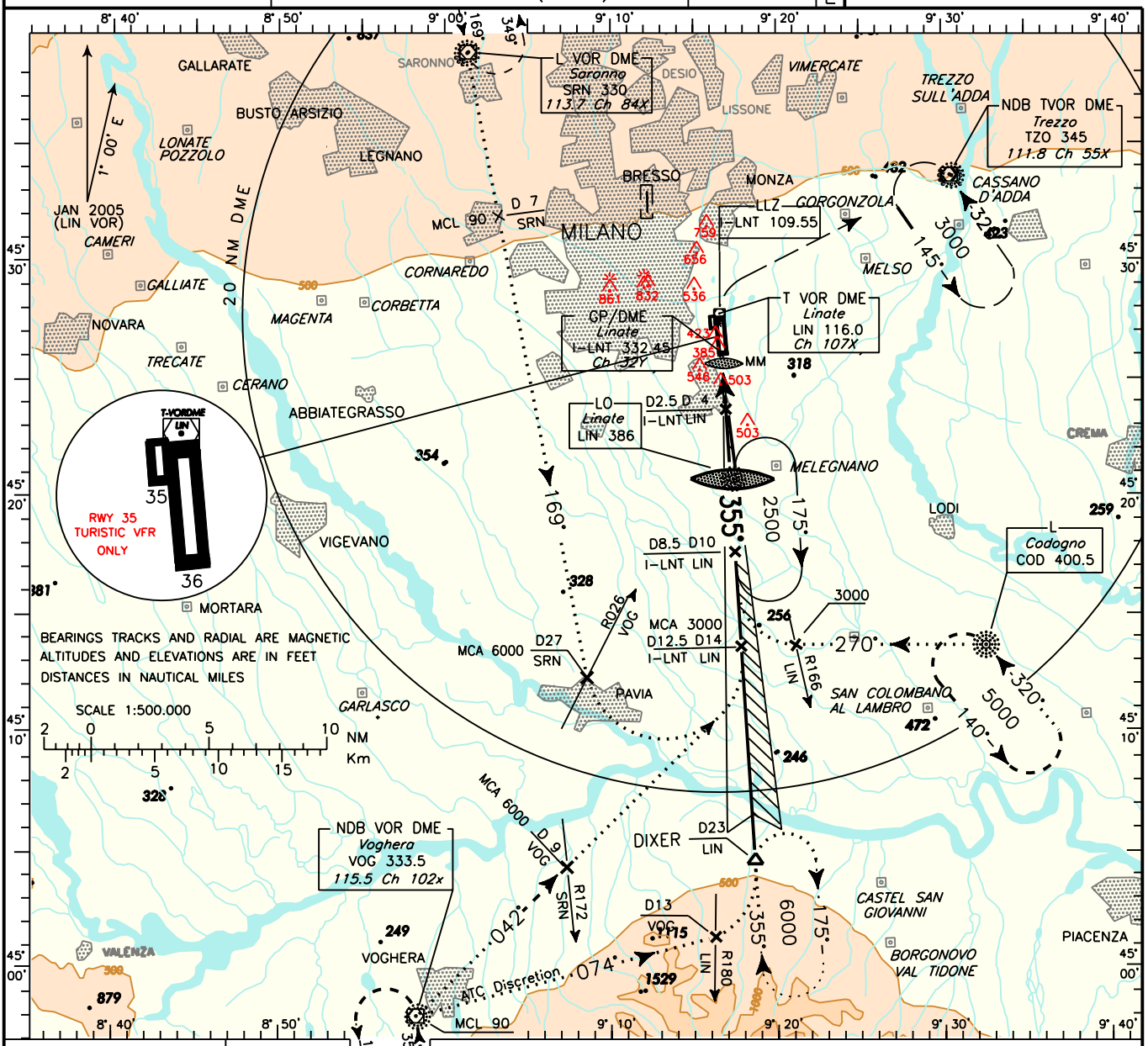
APP	TWR	AD ELEV	LIML
Milano Arrivals 133.175	*Linate Tower* 118.100 (119.250–118.400) *Linate Ground* (121.800)	353	

MILANO/LINATE

ILS RWY 36

DOC 8168 – ED 4 – 1993 – AM12

CHANGE: PROFILE VIEW UPDATED

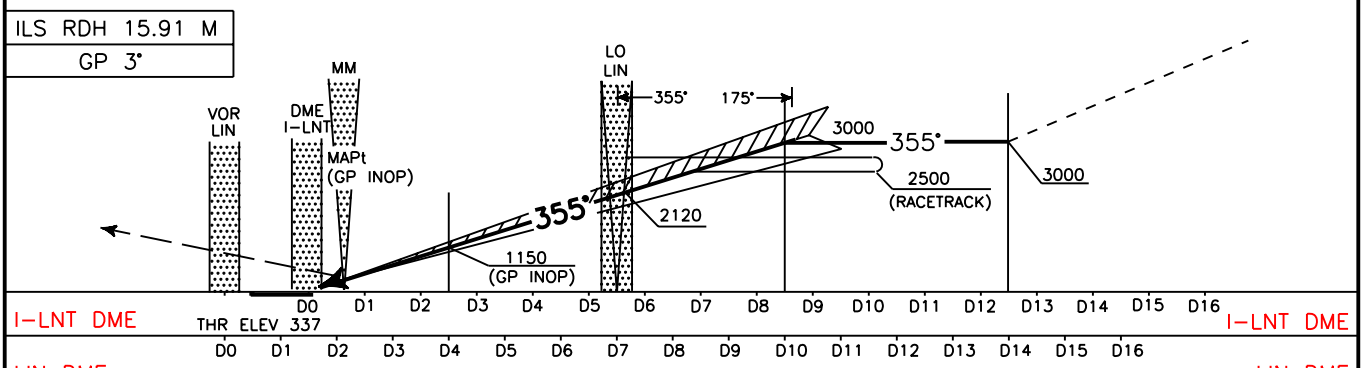


TRANSITION ALT 6000

MISSED APPROACH: Proceed on TR 355° climbing to 3000 FT, passing 1000 FT turn right, not before LIN VOR, inbound to TZO VOR/NDB.

ILS RDH 15.91 M

GP 3°



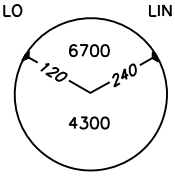
OCA (OCH)	A	B	C	D
STRAIGHT IN APPROACH: ILS CAT I (1)	537 (200)			
ILS CAT II (1)	402 (65)	412 (75)	427 (90)	442 (105)
ILS CAT III				
GP INOP	760 (423)			
CIRCLING (EAST OF RWY)	850 (497)	900 (547)	1200 (847)	

REMARK:
MM is identified as MAPt when GP inoperative.

(1) ILS CAT I/II: Significant obstacle RWY Slope.

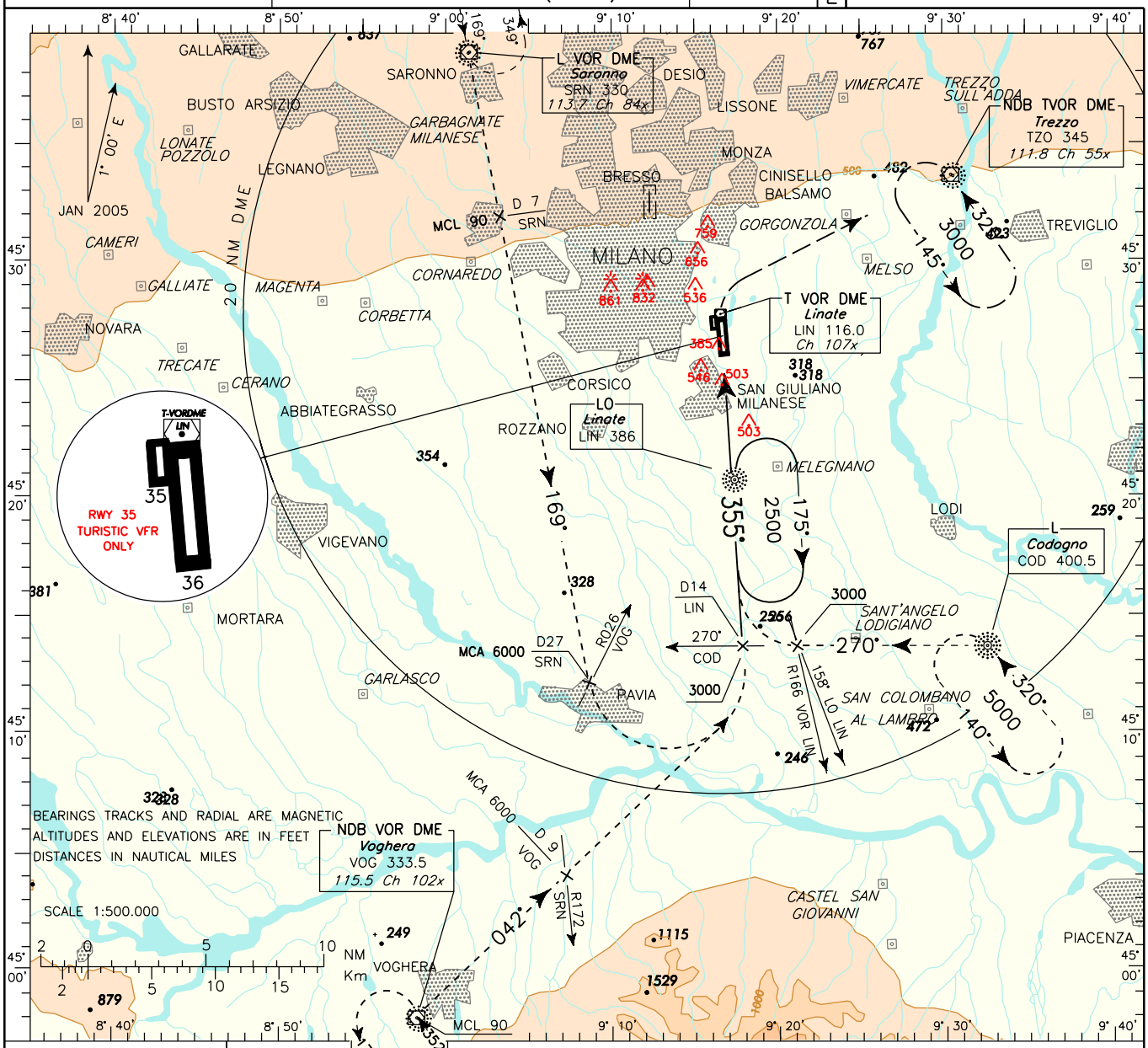
GS	FT PER MIN	OM–THR 5.38 NM
80	420	4 : 03
100	525	3 : 14
120	630	2 : 42
140	735	2 : 19
160	845	2 : 01
180	950	1 : 48

MNM SECT ALT



ICAO – INSTRUMENT APPROACH CHART

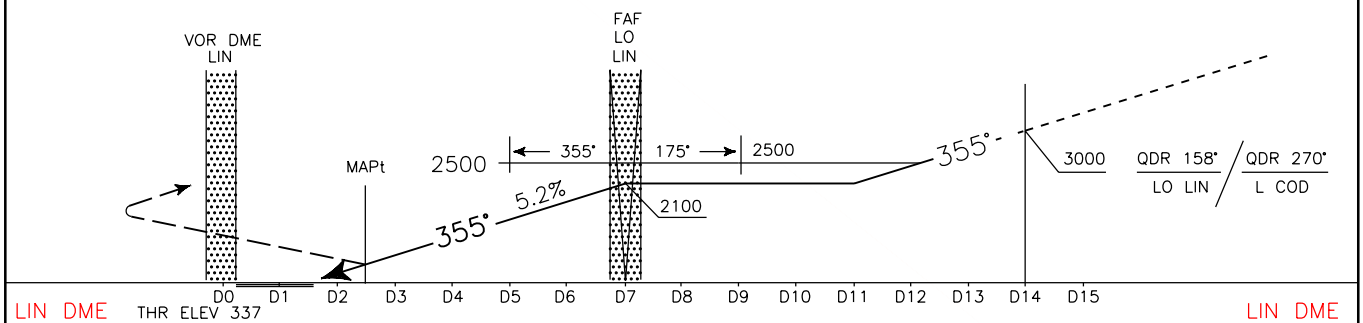
APP	TWR	AD ELEV	LIML	MILANO/LINATE
Milano Arrivals 133.175	*Linate Tower* 118.100 (119.250–118.400) *Linate Ground* (121.800)	353		LO RWY 36



BEARINGS TRACKS AND RADIAL ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES IN NAUTICAL MILES

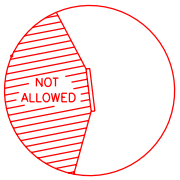
TRANSITION ALT 6000

MISSED APPROACH:
Proceed on track 355° to intercept and follow QDM 060° to TZO VOR NDB climbing to 3000 Ft.



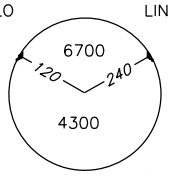
OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	LO	850 (513)			
CIRCLING (EAST OF RWY)		850 (497)	900 (547)	1200 (847)	

CIRCLING SECTORS



GS	FT PER MIN	LO–MAP 4.5 NM
80	420	3 : 22
100	525	2 : 42
120	630	2 : 15
140	735	1 : 55
160	845	1 : 41
180	950	1 : 30

MNM SECT ALT



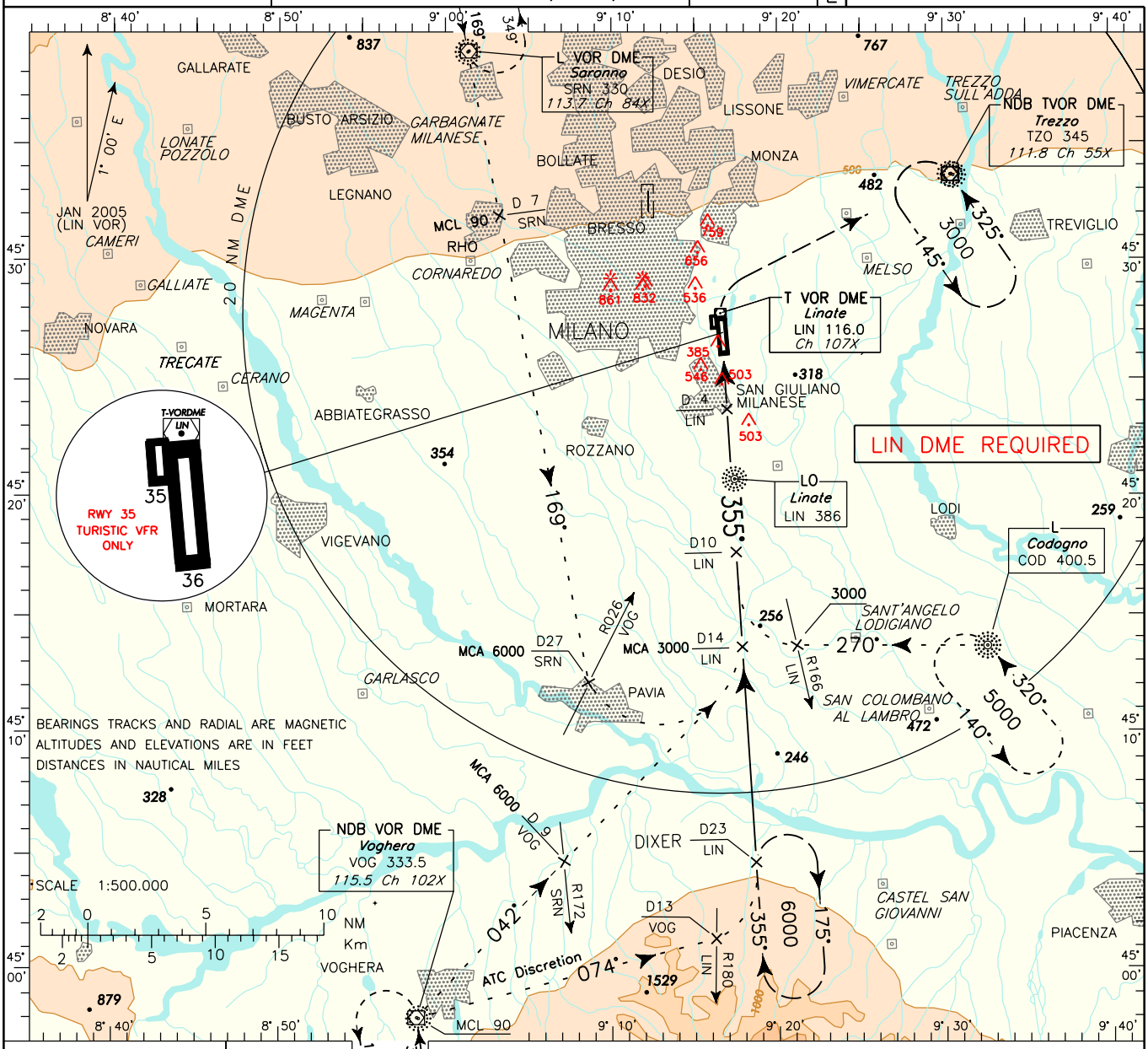
DOC 8168 – ED 4 – 1993 – AM12
CHANGE: NEW APP and TWR FREQUENCIES

ICAO – INSTRUMENT APPROACH CHART

APP	TWR	AD ELEV	LIML	MILANO/LINATE
Milano Arrivals 133.175	*Linate Tower* 118.100 (119.250–118.400) *Linate Ground* (121.800)	353		VOR RWY 36

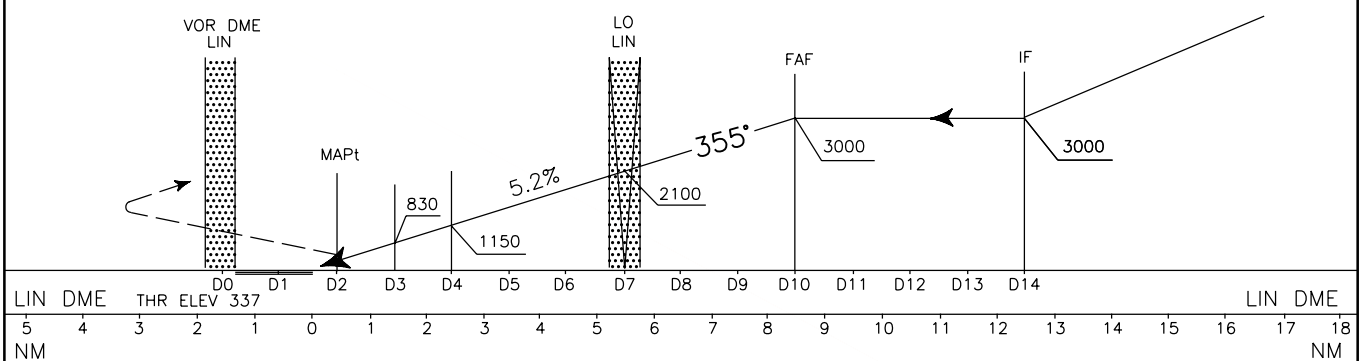
DOC 8168 – ED 4 – 1993 – AM12

CHANGE: NEW APP and TWR FREQUENCIES



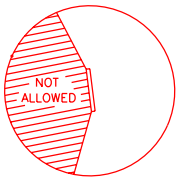
TRANSITION ALT 6000

MISSED APPROACH:
Proceed to LIN VOR DME then turn right to TZO VOR NDB climbing to 3000FT.



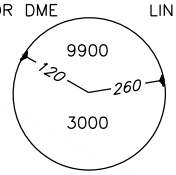
OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	VORDME	800 (463)			
CIRCLING (EAST OF RWY)		850 (497)	900 (547)	1200 (847)	

CIRCLING SECTORS



GS	FT PER MIN	DIST	ALT (HGT)
80	420	7DME	2100 (1763)
100	525	6DME	1780 (1443)
120	630	5DME	1465 (1128)
140	735	4DME	1150 (813)
160	845	3DME	830 (493)
180	950	2DME	510 (173)

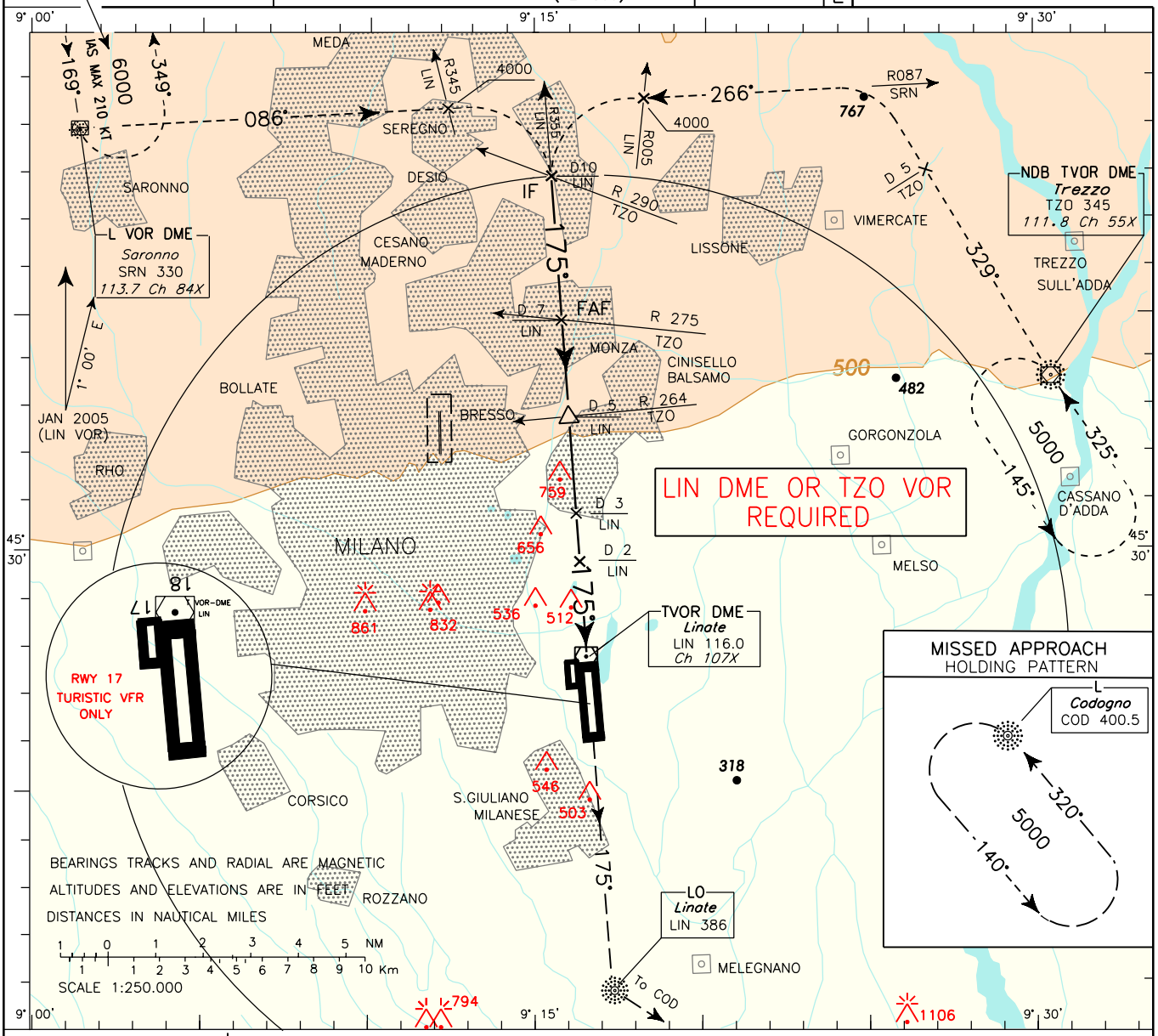
MNM SECT ALT



ICAO – INSTRUMENT APPROACH CHART

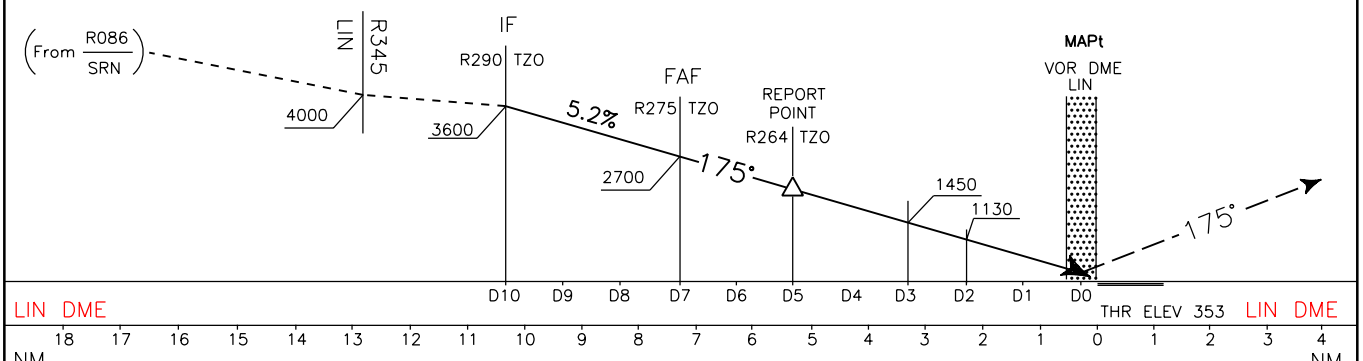
APP	TWR	AD ELEV	LIML	MILANO/LINATE
Milano Arrivals 133.175	*Linate Tower* 118.100 (119.250–118.400) *Linate Ground* (121.800)	353		VOR RWY 18

IAS MAX 280 KT: FL 70 OR TRANSITION LEVEL IF HIGHER



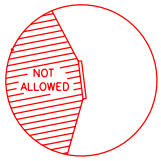
TRANSITION ALT 6000

MISSED APPROACH: Proceed on track 175° climbing to 2500 Ft, then turn left to COD L climbing to 5000 Ft.



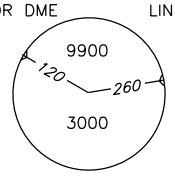
OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	VOR+DME	800 (447)			
	VOR	1230 (877)			
CIRCLING (EAST OF RWY)		850 (497)	900 (547)	1200 (847)	

CIRCLING SECTORS



GS	FT PER MIN	DIST	ALT (HGT)
80	420	6DME	2395 (2042)
100	525	5DME	2079 (1726)
120	630	4DME	1763 (1410)
140	735	3DME	1450 (1097)
160	845	2DME	1130 (777)
180	950	1DME	815 (462)

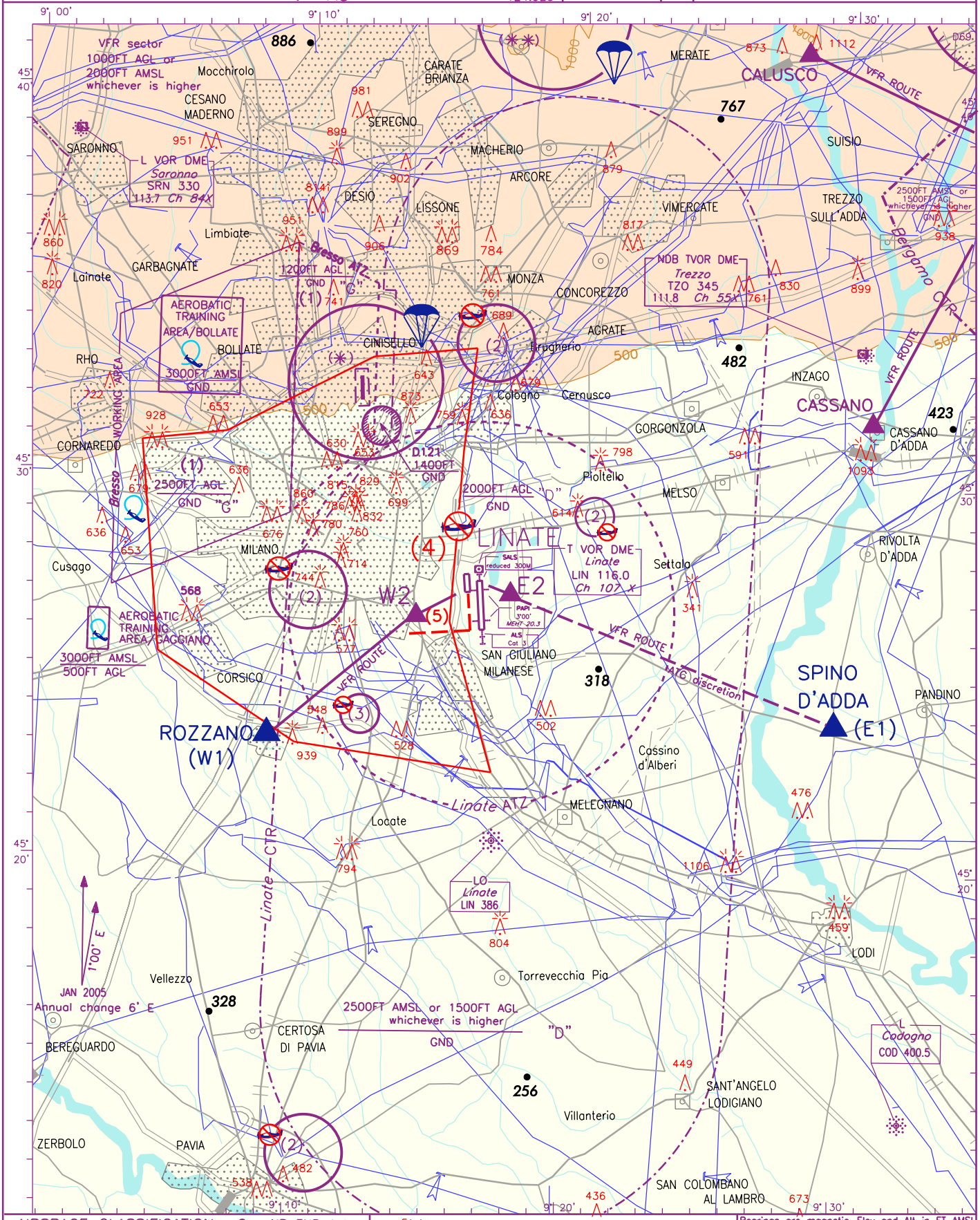
MNM SECT ALT



DOC 8168 – ED 4 – 1993 – AM12
CHANGE: NEW APP and TWR FREQUENCIES

ICAO – VISUAL APPROACH CHART

SCALE 1:250.000	APP	Milano Arrivals	133.175	AD ELEV	LIML	MILANO /LINATE
TRANSITION ALT 6000	TWR	Linate Tower	118.10 (118.40)	353		
	GND	Linate Ground	121.80			
	FIS	Milano Info	124.925			



CHANGE: "MILANO ARRIVALS" FREQUENCY UPDATED

AIRSPACE CLASSIFICATION See AIP ENR 1.4

REMARKS / WARNINGS/ LEGEND

- (✱) Parachuting Activity – 3000 FT AMSL(MAX FL 80) (See AIP –Italia ENR 5.5.1)
- (✱✱) Parachuting Activity – 2000 FT AMSL (See AIP – Italia ENR 5.5.1)
- Aerobatic and/or working areas

- (1) See AIP – Italia ENR 5.5.3.
- (2) Overflying interdicted at or below 1500 FT AGL
- (3) Overflying interdicted at or below 1000 FT AGL
- (4) Milano F.R.A. (See AIP ENR 5.6.2)
- (5) RWY 35/17 operations (See AIP RAC 4–1–4)

For points (2) and (3) SEE AIP–Italia ENR 5.6.1

REMARK: For max VFR ALT/FL usable see also ENR 6.3–3

Bearings are magnetic–Elev and Alt in FT AMSL

- Entry/exit point for aeroplane VFR/N operation also
- Visual Reporting Point
- VFR sectors
- power line (with or without)
- railroad