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TAKE OFF	TKOF MINIMA			
	RWY	B	C	D
18	0-150	0-150	0-200	
36	0-75	0-75	0-75	

ILS 36	CAT3B	B		C		D	
	CAT 2	RA105	(100) R300	RA105	(100) R300	RA112	(105) R300
	CAT 1	550	(200) R550	550	(200) R550	550	(200) R550
	GP U/S DME	770	(430) R1000	770	(430) R1000	770	(430) R1400
	CIRC ☐	1000	(600) 1600	1300	(900) 2400	1300	(900) 3600
☐ East only.							

VORDME 18 VOR 18		B		C		D	
	VOR DME	800	(450) R1400	800	(450) R1600	800	(450) R1800
	VOR	1230	(880) R1500	1230	(880) R2000	1230	(880) R2000
	CIRC ☐	1000	(600) 1600	1300	(900) 2400	1300	(900) 3600
☐ East only.							

VORDME 36		B		C		D	
	VOR DME	810	(470) R1200	810	(470) R1200	810	(470) R1600
	CIRC ☐	1000	(600) 1600	1300	(900) 2400	1300	(900) 3600
☐ East only.							

L 36		B		C		D	
	L	860	(520) R1200	860	(520) R1200	860	(520) R1600
	CIRC ☐	1000	(600) 1600	1300	(900) 2400	1300	(900) 3600
☐ East only.							

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ARRIVAL INFO**1****AD HOURS**

H24

ATIS

136.375

SPEED RESTRICTIONS

Under radar control, if not otherwise instructed, pilot are strictly requested to respect following speed restrictions :

- **250 IAS** at **FL 100** or below
- **210 IAS** starting turn to intercept ILS/LLZ or VOR radial, or at 12 NM from RWY THR
- **180 IAS** completing the intercepting turn, or at 9 NM from RWY THR
- **160 IAS** at 7 NM from THR

NOISE ABATEMENT**Use of reverse**

The use of reverse thrust at a power higher than idle is permitted only for safety reason.

APU

The use of APU is limited to 15 min after arrival.

TAXI PROCEDURES**Special rules for TWY use**

- TWY H closed.
- TWY J usable for vacating RWY 18/36 only.
- TWY K available only for CAT C ACFT with max outer main gear wheel span as for CAT B. All ACFT not in compliance must inform TWR in advance.
- TWY is usable in both directions only in the segment BTN West Apron and RWY 17/35, remaining part usable for vacating RWY 18/36 only.
- Apron TWY T AVBL self manoeuvring for ACFT with wingspan up to 43m. For other ACFT, «Follow-me » compulsory.
- Prop / turboprop ACFT shall vacate RWY by TWY K (as far as possible) if bound to west apron.
- All ACFT with a tail height above 9m must inform ATC on GND before entering TWY N.

RWY crossing/taxiing procedures

- Contact first GND control to obtain a clearance containing RWY holding position as clearance limit, where ACFT shall hold short .
- When reaching the clearance limit, ACFT will be instructed to change freq to TWR. Clearance to cross or taxi on RWY shall be obtained **only** from TWR controller.
- After crossing RWY and having reported «RWY vacated» to TWR, ACFT will be instructed to return to GND freq for further clearance. ACFT shall not proceed beyond the cleared RWY position without further clearance from GND.

PARKING PROCEDURES

SEE SEPARATE CHART and in addition :

- For all stands follow-me or and marshalling service avbl o/r only when self manoeuvring is not safe.
- Parking areas GA1 and GA2 and stands 51 to 56 : follow-me or marshalling are always required from intermediate holding position.

ARRIVAL INFO**2****Docking system**

- Visual docking system guidance available at stands 1 to 5.
- Self parking system for all other stands.

OTHER INFORMATION

- All arriving traffic is requested to provide linatate TWR with indication of distance on final at first contact.
- Landing prohibited to ACFT with gear failure except in emergency.

STARs

No STAR text published.

ATS communications facilities

TWR: 118.400 AVBL only at ATC discretion within 15 NM up to 4000.

Preferential runway system

RWY 36 is preferential for landing provided that tail component does not exceed 7 kt (5 kt if RWY wet) and braking action is better than poor.

Diversion to LINATE

Diversion allowed with following conditions:

- 0501 to 0800: no diversion accepted.
- 0801 to 1600: max 5 diversions per hour.
- 1601 to 2300: max 2 diversions per hour.
- 2301 to 0500: only 1 flight diverted allowed.

Minimum RWY occupancy

- In order to minimize spacing b/n approaches, unless otherwise instructed by TWR, and with respect to flight safety, TWY G shall be used as rapid exit, and ACFT shall not stop before having passed the holding line signal.
- After vacating RWY, Prop./Turbo prop. ACFT shall vacate RWY, as far as possible, by TWY K if bound to West Apron.

Expected approach time (EAT)

In order to reduce radiotelephony load the EAT is transmitted only if likely that the delay will be more than 15 min.

ILS/VORDME approach RWY 36

For ATC purposes, Pilots are requested to report at DME 6 LIN.

Low Visibility Procedure

- LVP will be applied during cat 2/3 operations when RVR is less than 550m.
- Pilots will be informed by ATIS or by ATC.
- **RWY 36** will be used, and a reduced landing rate can be expected.
- When part of the manoeuvring area can not be visually monitored from TWR, taxiing operations are carried out only according to TWR instructions and informations.
- Training ILS cat 2/3 must be requested in advance to ATC.
- If an ACFT should report to be lost on manoeuvring area and if ATC should not be able to determine its position,
 - a) all ops must be suspended at once.
 - b) taxiing TFC shall be instructed to report and maintain its position and shall be informed

ARRIVAL INFO

3

about last position reported/known of the lost TFC.

c) ATC will instruct a follow-me for the search of the lost TFC, giving all information available about all TFC on manoeuvring area.

- Contingency communication failure : ACFT shall vacate the RWY via the appropriate TWY and wait for the arrival of a follow-me in order to be guided to the stand.

1. When RVR is 550m or less on TDZ RVR point, or ceiling is below 200ft :

- Landing ACFT will vacate RWY only using TWY K if proceeding to West Apron, or TWY G only if proceeding to North Apron. TWY H closed, and TWY J not usable.
- ACFT shall report to TWR when sensitive area have been vacated.
- PAPI system will be switched off.

2. in addition if SMR (surface movement radar) out of service and RVR is less than 400m :

- Only one aircraft movement at the time is permitted.
- Follow-me is mandatory :
 - a) on position K1, via TWY K to West apron,
 - or b) out of sensitive area, via TWY G to North apron.

3. in addition if SMR is avbl and RVR is between 150m and 400m at stop end point :

- Follow-me on pilot's request.

4. in addition if SMR is avbl and RVR is below 150m at stop end point :

- Follow-me is mandatory.

Codogno holding pattern

When COD U/S hold inbound 322° (R142 LIN) BTN DME 18 and DME 23 LIN, left turn, MHA 5000.

Saronno holding pattern

MHA over SRN FL 70 (or Trans. Level if higher) MAX IAS 280.

COMMUNICATION FAILURE

ICAO STANDARD and in addition :

Designated radio aid: LIN NDB.

- Non-radar vectored ACFT established on a STAR shall maintain the latest assigned level, and proceed to the radio aid associated with the STAR, performing approach procedure.
- Radar vectored ACFT outside a STAR shall resume the route by the shortest way, and comply with procedure described above.

ADDITIONAL COMPANY INFO

Company frequency

131.675 Charlie Linate.
131.850 Maintenance.

Caution

On approach charts ILS 36 and L 36 MSA values and DME distance circles are based on different radio aids.

RVR Reading

Transmissometer position from THR :

RWY	TDZ	MID	END
18	430 m (1411 ft)	1340 m (4397 ft)	2140 m (7021 ft)
36	300 m (984 ft)	1100 m (3609 ft)	2010 m (6595 ft)

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DEPARTURE INFO**1****ATIS**

136.375

START-UP PROCEDURES

GND: Linate 121.800

TWR: Linate 118.100 - 118.400 (by ATC).

Linate Planning: 119.250 only at ATC discretion. First contact of departing ACFT will be on this FREQ when so instructed by ATIS.

- Contact Linate GND 5 min. prior to start engines.
- CLR shall be requested only when ACFT is at stand or within parking areas GA 1 and GA 2.
- From stands 1 to 5, crew after clearance to push-back, will have 15 min. for push-back, start-up and start taxiing via taxiline B1.
- Parking areas GA1 and GA2 and stands 51 to 56 : follow-me or marshalling are always required to intermediate holding position.
- Stands 51 to 56 (west apron) and area GA1 : push-back or power-back to go out.
- ACFT are requested to report leaving the apron on intermediate holding position N1 and K1.

TAXI PROCEDURES**Special rules for TWY use**

- TWY H is closed and TWY J not usable for departing ACFT.
- Marshaller and follow-me avbl on request, only when self-manoeuving is not safe.
- Apron TWY T AVBL self manoeuvring for ACFT with wingspan up to 43m. For other ACFT, Follow-me compulsory.
- TWY K available only for CAT C ACFT with max outer main gear wheel span as for CAT B. All ACFT not in compliance must inform TWR in advance. TWY is usable in both directions only in the segment BTN West Apron and RWY 17/35, remaining part usable for vacating RWY 18/36 only.
- ACFT allowed taxiing must show landing lights.

RWY crossing/taxiing procedures

- Contact first GND control to obtain a clearance containing RWY holding position as clearance limit, where ACFT shall hold short .
- When reaching the clearance limit, ACFT will be instructed to change freq to TWR. Clearance to cross or taxi on RWY shall be obtained only from TWR controller.
- After crossing RWY and having reported «RWY vacated» to TWR, ACFT will be instructed to return to GND FREQ for further clearance. ACFT shall not proceed beyond the cleared RWY position without further clearance from GND.

NOISE ABATEMENT**Noise abatement procedure**

- All RWYs: Apply noise abatement TKOF technique as per Airplane Operations Manual.
- Pilots are requested to strictly adhere to initial climb procedures both on horizontal and vertical plan within the limits of ACFT performance criteria.

Preferential runway system

RWY 36 is preferential for TKOF provided that tail wind component does not exceed 7 kt (5 kt if RWY wet) and braking action is better than poor.

Engine test

Engine test at high power not permitted between 2200-0500 (Summer 2100-0400), except for ACFT immediately employed.

DEPARTURE INFO**2****APU**

Use limited to 15 min before departure at stands 1 to 5, and limited to 30 min for all other stands.

SPEED RESTRICTIONS

MAX IAS 250 below FL 100 under radar control. If unable advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "No ATC restriction on speed".

OTHER INFORMATION

- Flight departing from LINATE to ZURICH AREA shall route via OGERO reporting point.
- To reduce communication load, take off time will not be given unless upon pilot's request. Flights will receive, with en route ATC clearance, frequency and ATC unit to contact once airborne. Pilots, unless otherwise instructed by TWR, shall change over assigned frequency after take off.
- Deicing area : white dashed guide line for stand ICE 1 only.

ATS communications facilities

TWR 119.250 available only at ATC discretion.

First contact of departing ACFT will be on this FREQ when so instructed by ATIS.

Low Visibility Procedure

- LVP will be applied during cat 2/3 operations when RVR is less than 550m.
- Pilots will be informed by ATIS or by ATC.
- RWY 36 will be used, and a reduced landing rate can be expected.
- When part of the manoeuvring area can not be visually monitored from TWR, taxiing operations are carried out only according to TWR instructions and informations.
- Training ILS cat 2/3 must be requested in advance to ATC.
- If an ACFT should report to be lost on manoeuvring area and if ATC should not be able to determine its position,
 - a) all ops must be suspended at once.
 - b) taxiing TFC shall be instructed to report and maintain its position and shall be informed about last position reported/known of the lost TFC.
 - c) ATC will instruct a follow-me for the search of the lost TFC, giving all information available about all TFC on manoeuvring area.
- Contingency communication failure : 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 a follow-me in order to be guided back to the stand.

1. When RVR is 550m or less on TDZ RVR point, or ceiling is below 200ft :

- Departing ACFT will entry RWY only using TWY T.
- Taxiing must be effected through established reference points, as cat 2/3 holding position on TWY T, and intermediate holding positions.
- On holding bay, stop 1 and 2 not usable.
- TWY H is closed, and TWY J is not usable.

2. in addition if SMR (surface movement radar) out of service and RVR is less than 400m :

- Only one aircraft movement at the time is permitted.
- «Follow-me» assistance is mandatory from Apron to T5 holding position.

3. in addition if SMR is AVBL and RVR is between 150m and 400m at stop end point :

- «Follow-me» assistance on pilot's request.

4. in addition if SMR is AVBL and RVR is below 150m at stop end point :

- «Follow-me» assistance is mandatory.

DEPARTURE INFO**3****Minimum RWY occupancy**

Departing ACFT: line up manoeuvre shall start immediately after the preceding departing ACFT has initiated the take off run, or the traffic on landing has passed the threshold. Take off run shall start immediately after the take off clearance

De-icing procedures

- Position ice 1: stands 38 and 39 (max wing-span 48m)
- stand 35 (max wing-span 36m).
- All de-icing OPS are under ACFT operator/pilot-in-command responsibility. Pilots of ACFT shall request in advance (at least 50min before EOBT) to de-icing provider, through company or ramp-agent attending the flight.
- No REQ will be accepted during taxiing.
- Pilot, at start up, will report to TWR to have agreed upon de-icing OPS.
- For de-icing PSN expect TWR instructions to PSN via apron TWY.
- Follow-me on pilot's REQ.
- Pilot shall report to TWR 'ready to move' only after ground de-icing procedures have been completed.

ACFT engines status during operations:

- twin-engine ACFT: both on idle power
- three-engine ACFT: tail out, external idle power
- four-engine ACFT: external out, internal idle power
- propeller ACFT: propellers should be stopped when possible.

During LVP, marshaller will guide ACFT to de-icing position.

COMMUNICATION FAILURE

ICAO STANDARD in addition:

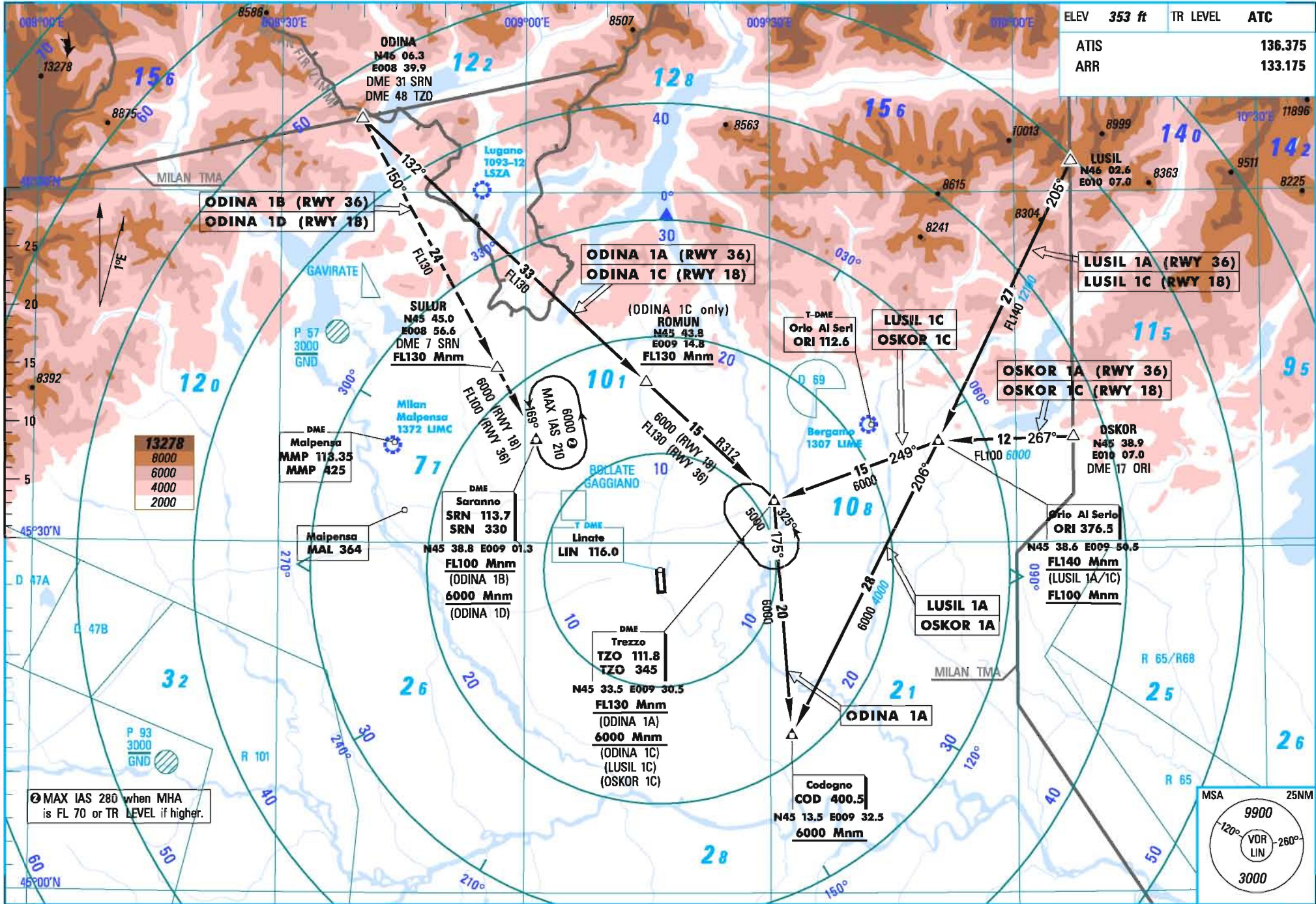
When radar vector has been received which has taken the ACFT off the SID return to such a route in the shortest way.

ADDITIONAL COMPANY INFO**Company frequency**

131.675 Charlie Linate.
131.850 Maintenance.

RNAV WAYPOINTS**1**

IDENT	COORDINATES
ML461	N45 29.6 E009 16.8
ML462	N45 30.2 E009 16.9
ML463	N45 31.2 E009 17.0
ML464	N45 31.2 E009 19.2
ML465	N45 28.4 E009 25.7
ML466	N45 25.3 E009 32.9
ML 467	N45 20.2 E009 44.8
ML601	N44 47.8 E009 20.4
ML602	N44 42.3 E009 01.6

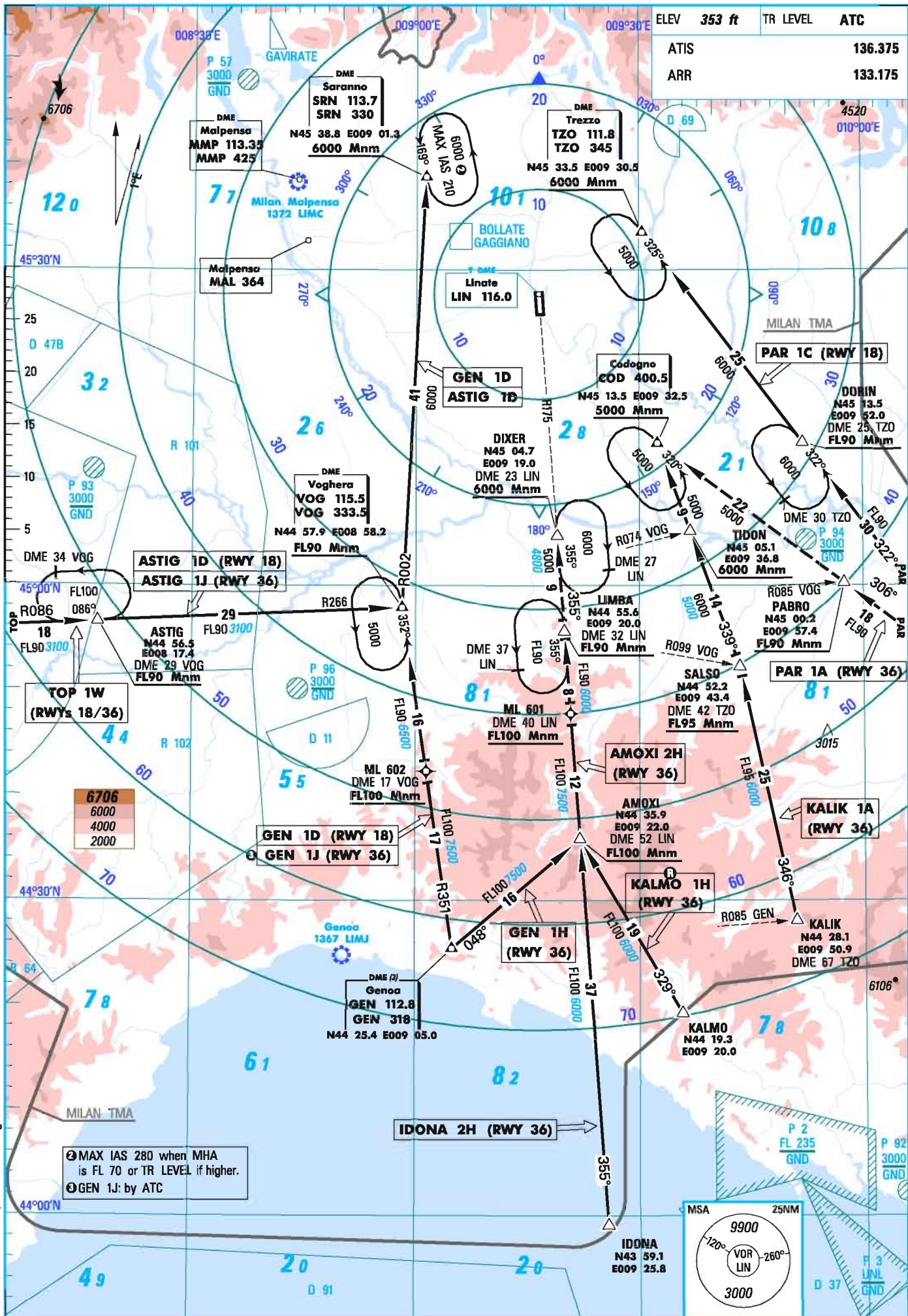


ARRIVALS NORTH

LIML/LIN

MILAN Linate
15 JAN 09

3

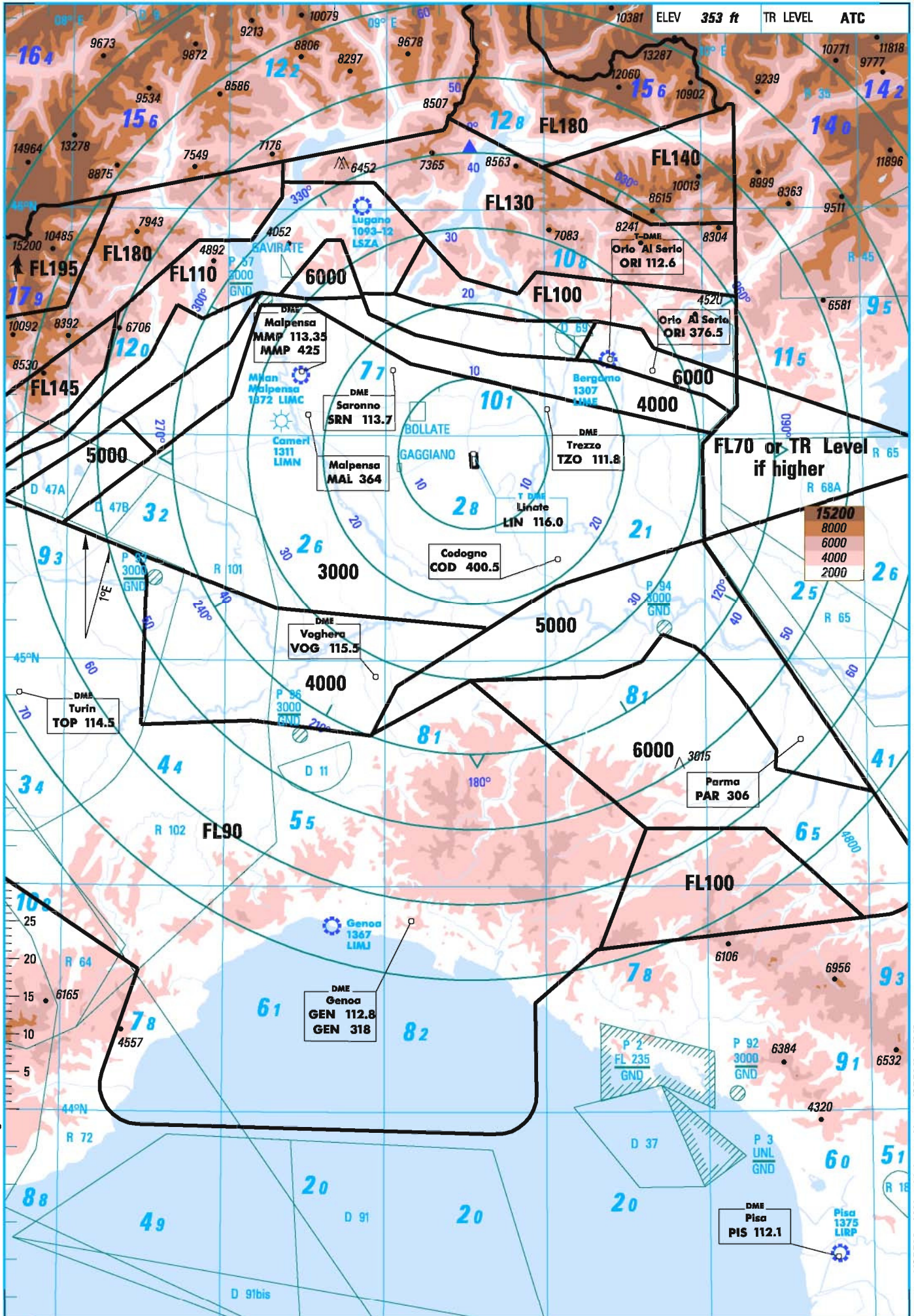


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Changes: ATIS FREQ.

MINIMUM RADAR ALTITUDES

LIML/LIN



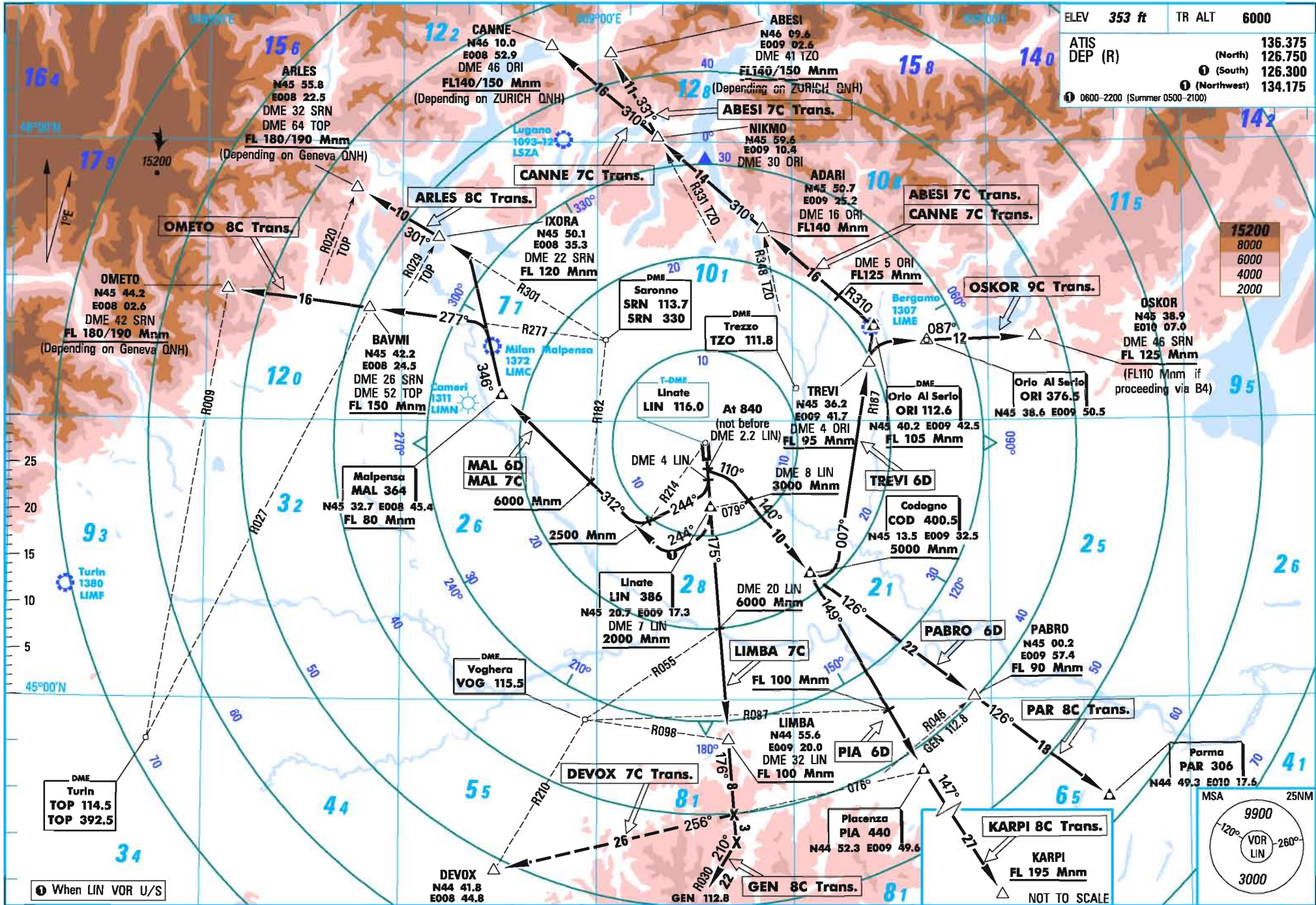
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Changes: VORDME MAL withdrawn, New VORDME MMP.

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ELEV	353 ft	TR ALT	6000
ATIS		(North)	136.375
DEP (R)		(South)	126.750
		(Northwest)	134.175
	① 0600-2200 (Summer 0500-2100)		

DEPARTURES RWY 18

LIML/LIN

MILAN Linate
12 FEB 09

5

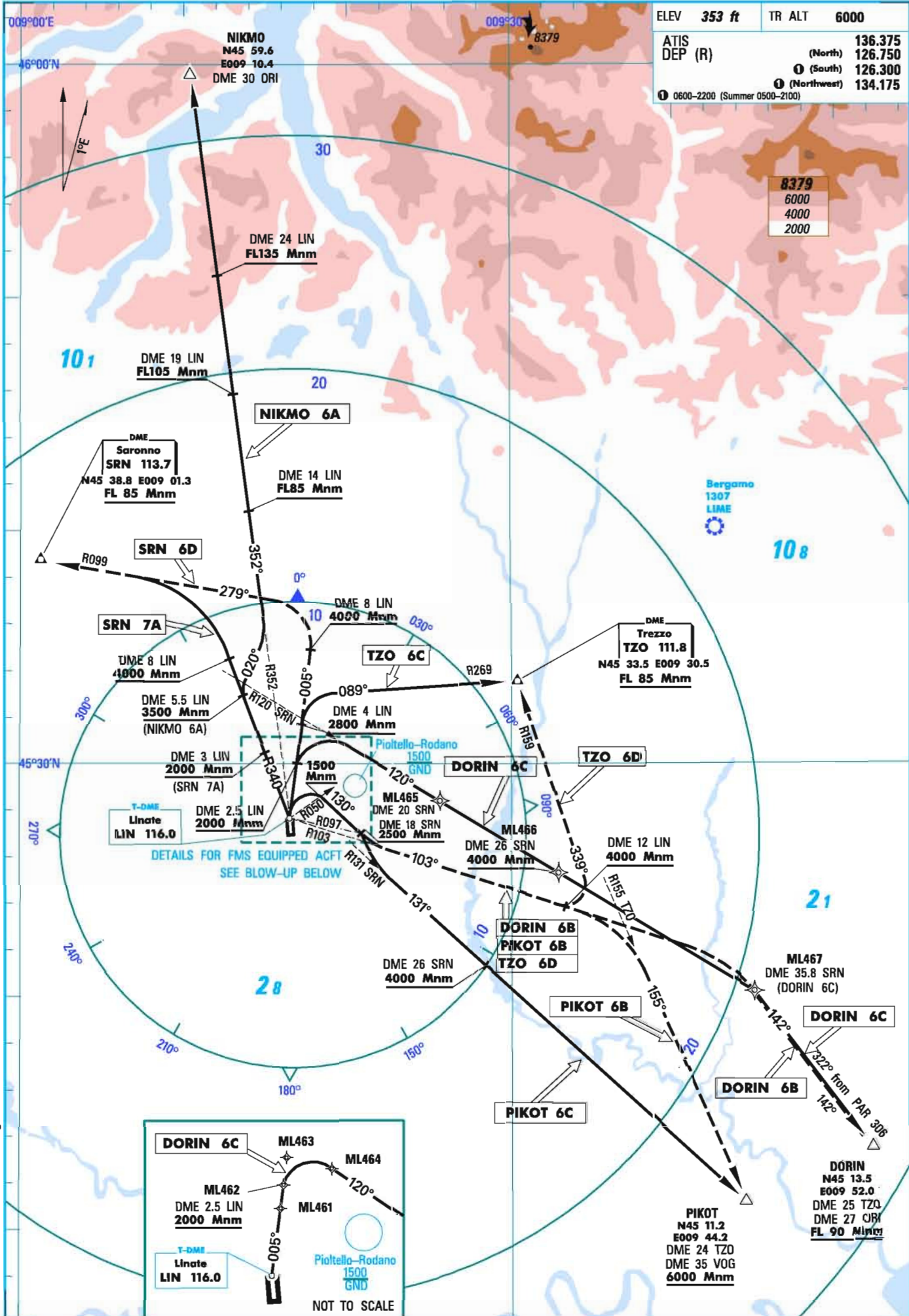
① When LIN VOR U/S

Changes: NIL

INITIAL CLIMB AND SIDs RWY 36

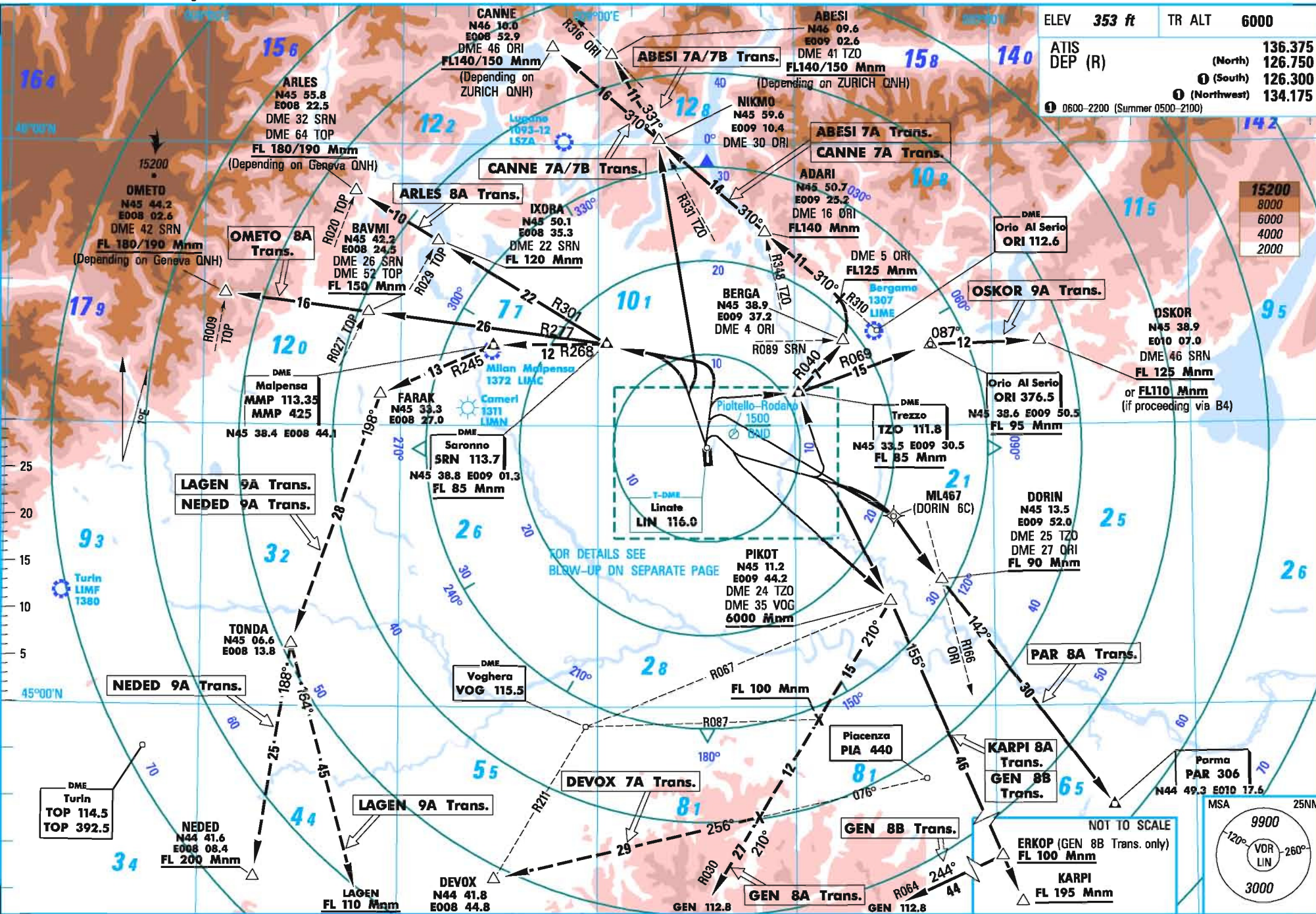
LIML/LIN

ELEV	353 ft	TR ALT	6000
ATIS			
DEP (R)	(North)	136.375	
	(South)	126.750	
	(Northwest)	134.175	
① 0600-2200 (Summer 0500-2100)			



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Changes: DORIN 6C (ML 467 addback)

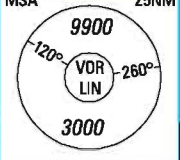


ELEV	353 ft	TR ALT	6000
ATIS	DEP (R)	(North)	136.375
		(South)	126.750
		(Northwest)	134.175
			① 0600-2200 (Summer 0500-2100)

15200	8000
	6000
	4000
	2000

FOR DETAILS SEE BLW-UP DN SEPARATE PAGE

NOT TO SCALE
ERKOP (GEN 8B Trans. only)
FL 100 Mnm



DEPARTURE TRANSITIONS RWY 36

LIM/LIN

MILAN Linate
12 FEB 09

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Changes: INITIAL CLMB revised

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SIDs RWY 18		1				
RWY 18 (175°)						
ALL SIDs						
- SID routes are also noise abatement routing. Strict adherence is necessary to reduce noise around Milan Linate airport and city of Milan.						
- For corresponding rate of climb (ft/min), see table below:						
Climb Gradient		GS - kt				
%	ft/NM	150	180	210	240	270
5.3	320	800	1000	1200	1300	1500
6.5	400	1000	1200	1400	1600	1800
SID	ROUTING	Climb restrictions				
LIMBA 7C ①②	On R175 LIN to LIMBA then...	Cross LIN L (DME 7 LIN) at 2000 Mnm , DME 20 LIN/ R055 VOG at 6000 Mnm , LIMBA at FL 100 Mnm .				
TRANSITION						
DEVOX 7C ③	... on R176 LIN to intercept 256° from PIA to DEVOX.	NIL				
GEN 8C	... on R176 LIN to intercept R030 to GEN.	NIL				
SID	ROUTING	Climb restrictions				
MAL 7C ②	On R175 LIN to DME 4 LIN, RT on 244° to R214 LIN, RT on 312° to MAL...	Cross R214 LIN at 2500 Mnm , R182 SRN at 6000 Mnm , MAL at FL 80 Mnm .				
MAL 6D ②④	On 175° to LIN L, RT on 244° to intercept 312° to MAL then...	Cross LIN L at 2000 Mnm , 132° from MAL/ R182 SRN at 6000 Mnm , MAL at FL 80 Mnm .				
TRANSITION						
ARLES 8C	... RT on 346° to intercept R301 SRN, LT to ARLES.	Cross IXORA at FL 120 Mnm , ARLES at FL 180/190 Mnm depending on Geneva QNH.				
OMETO 8C	... RT on 346° to intercept R277 SRN to OMETO.	Cross BAVMI at FL 150 Mnm , OMETO at FL 180/190 Mnm depending on Geneva QNH.				
<p>① When LIN VORDME U/S proceed to LIN NDB, then on 175° from LIN NDB to LIMBA.</p> <p>② Mnm climb gradient 5.3% (320ft/NM) up to 2500.</p> <p>③ By ATC.</p> <p>④ By ATC, when LIN VORDME U/S.</p>						

Changes: NIL

SIDs RWY 18		2	
RWY 18 (175°) (Cont'd)			
SID	ROUTING	Climb restrictions	
PABRO 6D ①	On R175 LIN to 840 (not before DME 2.2 LIN), LT on 110° to intercept R140 LIN to COD, LT on 126° to PABRO then...	Cross R140/ DME 8 LIN at 3000 Mnm , COD at 5000 Mnm , PABRO at FL 90 Mnm .	
TRANSITION			
PAR 8C	... on 126° to PAR.	NIL	
SID	ROUTING	Climb restrictions	
PIA 6D ①	On R175 LIN to 840 (not before DME 2.2 LIN), LT on 110° to intercept R140 LIN to COD, then RT on 149° to PIA then...	Cross R140/ DME 8 LIN at 3000 Mnm , COD at 5000 Mnm , R087 VOG at FL 100 Mnm .	
TRANSITION			
KARPI 8C	... on 147° to KARPI.	Cross KARPI at FL 195 Mnm .	
SID	ROUTING	Climb restrictions	
TREVI 6D ①	On R175 LIN to 840 (not before DME 2.2 LIN), LT on 110° to intercept R140 LIN to COD, LT on 007° (R187 ORI) to TREVI then...	Cross R140/DME 8 LIN at 3000 Mnm , COD at 5000 Mnm , TREVI at FL 95 Mnm .	
TRANSITION			
ABESI 7C	... on 007° (R187) to ORI, LT on R310 ORI to NIKMO, RT on R331 TZO to ABESI.	Cross ORI at FL 105 Mnm , R310/ DME 5 ORI at FL 125 Mnm , ADARI at FL 140 Mnm , ABESI at FL 140/ 150 Mnm depending on Zurich QNH.	
CANNE 7C	... on 007° (R187) to ORI, LT on R310 ORI to CANNE.	Cross ORI at FL 105 Mnm , R310/ DME 5 ORI at FL 125 Mnm , ADARI at FL 140 Mnm , CANNE at FL 140/ 150 Mnm depending on Zurich QNH.	
OSKOR 9C	... RT to ORI NDB, then 087° to OSKOR.	Cross OSKOR at FL 125 Mnm . (Or FL 110 Mnm if proceeding via AWY B4).	
<p>① Mnm climb gradient 6.5% (400ft/NM) up to 3000 between R175 LIN/ DME 2.2 LIN and R140/ DME 8 LIN.</p>			

Changes: NIL

SIDs RWY 36		3				
RWY 36 (355°)						
ALL SIDs						
- SID routes are also noise abatement routing. Strict adherence is necessary to reduce noise around Milan Linate airport and city of Milan.						
- For corresponding rate of climb (ft/min), see table below:						
Climb Gradient		GS - kt				
%	ft/NM	150	180	210	240	270
5.5	335	900	1100	1200	1400	1600
7.5	455	1200	1400	1700	1900	2100
8	486	1300	1500	1800	2000	2200
9	550	1500	1700	1900	2200	2400
SID	ROUTING	Climb restrictions				
DORIN 6C ①	On 355° to 850 (not before LIN VORDME) RT on R005 LIN to DME 2.5 LIN, then RT on R120 SRN, RT on 142° (322° from PAR) to DORIN then ... FMS equipped ACFT ; on 355° to 850 (not before LIN VORDME), RT on R005 LIN to ML 461, ML462, ML463, ML464, ML465, ML466, ML467 and DORIN.	Cross DME 2.5 LIN at 2000 Mnm , R120/ DME 26 SRN at 4000 Mnm , DORIN at FL 90 Mnm .				
DORIN 6B ②③④	On 355° to 850 (not before LIN VORDME) RT on 130° to intercept R103 LIN, RT on 142° (322° from PAR) to DORIN then ...	Cross R050 LIN at 1500 Mnm , DME 18 SRN at 2500 Mnm , R103/ DME 12 LIN at 4000 Mnm , DORIN at FL 90 Mnm .				
TRANSITION						
PAR 8A	... on 142° to PAR.					NIL
<div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> ① - Mnm climb gradient 7.5% (455ft/NM) up to 2500 (ML462 or R005/ DME 2.5 LIN). - In order to avoid sensitive areas close to the airport, undue delay in joining R005 LIN must be avoided. - Turn over point R005/ DME 2.5 LIN shall be performed with MAX IAS 180 and bank angle 25° in order to follow as close as possible the nominal trajectory. ② By ATC, when SRN VORDME U/S. ③ Mnm climb gradient 7.5% (455ft/NM) up to 2500 (R097 LIN). ④ 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°. </div>						

Changes: DORIN 6C (Routing text)

SIDs RWY 36		4	
RWY 36 (355°) (Cont'd)			
SID	ROUTING	Climb restrictions	
NIKMO 6A ①②③	On 355° to 850 (not before LIN VORDME), LT on R340 LIN to DME 5.5 LIN, RT on 020° to intercept R352 LIN to NIKMO then ...	Cross R340/ DME 5.5 LIN at 3500 Mnm R352/ DME 14 LIN at FL 85 Mnm , DME 19 LIN at FL 105 Mnm , DME 24 LIN at FL 135 Mnm .	
TRANSITION			
ABESI 7B	... LT on R331 TZO to ABESI.		Cross ABESI at FL 140/150 Mnm depending on Zurich QNH.
CANNE 7B	... LT on R310 ORI to CANNE.		Cross CANNE at FL 140/150 Mnm depending on Zurich QNH.
<div style="border: 1px solid black; padding: 5px;"> <ul style="list-style-type: none"> ① Mnm climb gradient 9% (550ft/NM). ② ACFT 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 R340 LIN must be avoided. </div>			

Changes: NIL

SIDs RWY 36			5
			RWY 36 (355°) (Cont'd)
SID	ROUTING	Climb restrictions	
PIKOT 6C ①②	On 355° to 850 (not before LIN VORDME) RT on 130° to DME 18 SRN, RT on R131 SRN to PIKOT then ...	Cross R050 LIN at 1500 Mnm , DME 18 SRN at 2500 Mnm , R131/ DME 26 SRN at 4000 Mnm , PIKOT at 6000 Mnm .	
PIKOT 6B ①③④	On 355° to 850 (not before LIN VORDME) RT on 130° to intercept R103 LIN to DME 12 LIN, RT on R155 TZO to PIKOT then ...	Cross R050 LIN at 1500 Mnm , R097 LIN at 2500 Mnm , R103/ DME 12 LIN at 4000 Mnm , PIKOT at 6000 Mnm .	
TRANSITION			
DEVOX 7A ⑤	... RT on 210° (R030 GEN) to intercept 256° from PIA to DEVOX.	Cross R087 VOG at FL 100 Mnm .	
GEN 8A ⑤	... RT on 210° (R030) to GEN.	Cross R030 GEN/ R087 VOG at FL 100 Mnm .	
GEN 8B	... on 155° to ERKOP, RT on 244° (R064) to GEN.	Cross ERKOP at FL 100 Mnm .	
KARPI 8A	... on R155 TZO to KARPI.	Cross KARPI at FL 195 Mnm .	
<p>① 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°.</p> <p>② Mnm climb gradient 7.5% (455ft/NM) up to 2500 (DME 18 SRN).</p> <p>③ By ATC, when SRN VORDME U/S.</p> <p>④ Mnm climb gradient 7.5% (455ft/NM) up to 2500 (R097 LIN).</p> <p>⑤ By ATC.</p>			

Changes: NIL

SIDs RWY 36			6
			RWY 36 (355°) (Cont'd)
SID	ROUTING	Climb restrictions	
SRN 7A ①	On 355° to 850 (not before LIN VORDME) LT on R340 LIN to DME 8 LIN, LT on 279° (R099) to SRN then ...	Cross R340/ DME 3 LIN at 2000 Mnm , R340/ DME 8 LIN at 4000 Mnm , SRN at FL 85 Mnm .	
SRN 6D ②③④	On 355° to 850 (not before LIN VORDME) RT on R005 LIN to DME 8 LIN, LT on 279° (R099) to SRN then ...	Cross R005/ DME 2.5 LIN at 2000 Mnm , DME 4 LIN at 2800 Mnm , DME 8 LIN at 4000 Mnm , SRN at FL 85 Mnm .	
TRANSITION			
ARLES 8A	... RT on R301 SRN to ARLES.	Cross IXORA at FL 120 Mnm , ARLES at FL 180/190 Mnm depending on Geneva QNH.	
LAGEN 9A ⑤	... LT on R268 SRN to MMP, LT on R245 MMP to FARAK, LT on 198° to TONDA, LT on 164° to LAGEN.	Cross LAGEN at FL 110 Mnm .	
NEDED 9A ⑤	... LT on R268 SRN to MMP, LT on R245 MMP to FARAK, LT on 198° to TONDA, LT on 188° to NEDED.	Cross NEDED at FL 200 Mnm .	
OMETO 8A	... on R277 SRN to OMETO.	Cross BAVMI at FL 150 Mnm , OMETO at FL 180/190 Mnm depending on Geneva QNH.	
<p>① Mnm climb gradient 7.5% (455ft/NM) up to SRN.</p> <p>② By ATC.</p> <p>③ Mnm climb gradient 8% (486ft/NM) up to 2800 (R005/ DME 4 LIN), then 5.5% (335ft/ NM).</p> <p>④ In order to avoid sensitive areas close to the airport, undue delay in joining R005 LIN must be avoided.</p> <p>⑤ By ATC.</p>			

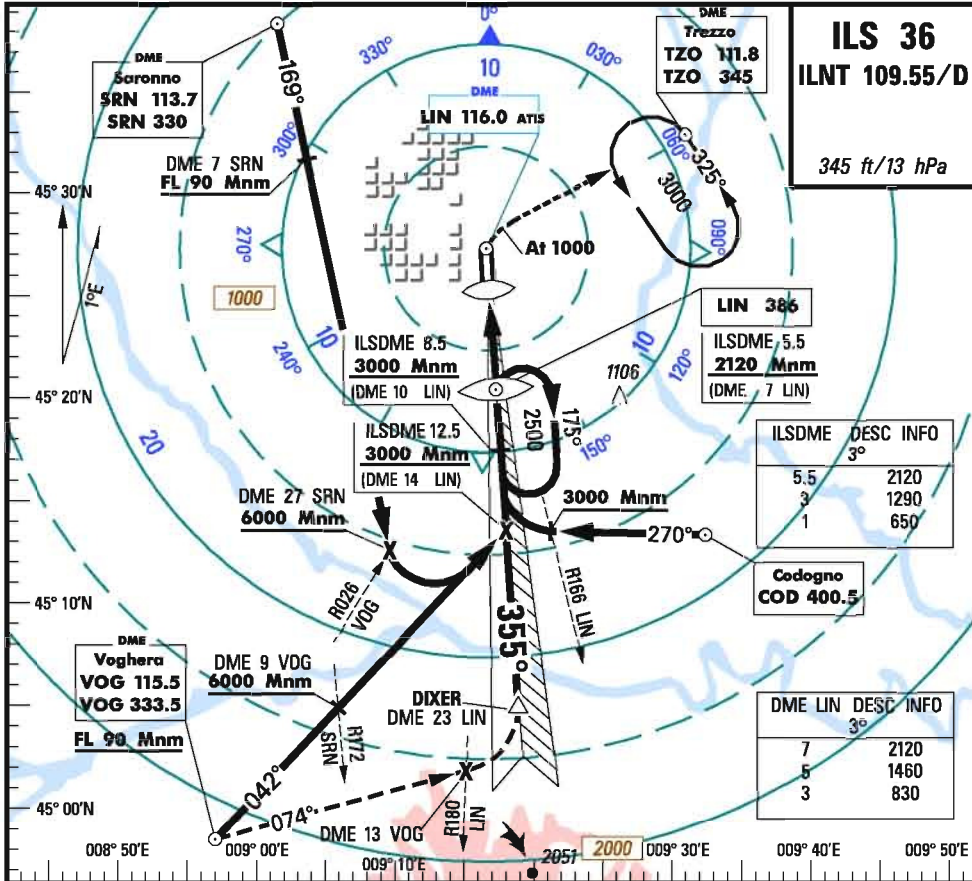
Changes: NEDED 9A (routing text)

SIDs RWY 36		7
RWY 36 (355°) (Cont'd)		
SID	ROUTING	Climb restrictions
TZO 6C ①②③	On 355° to 850 (not before LIN VORDME), RT on R005 LIN to DME 4 LIN, RT on 089° (R269) to TZO then ...	Cross R005/ DME 2.5 LIN at 2000 Mnm , DME 4 LIN at 2800 Mnm , TZO at FL 85 Mnm .
TZO 6D ④⑤⑥	On 355° to 850 (not before LIN VORDME), RT on 130° to intercept R103 LIN, LT on R103 LIN to DME 12 LIN, LT on 339° (R159) to TZO then ...	Cross R050 LIN at 1500 Mnm , R097 LIN at 2500 Mnm , R103/ DME 12 LIN at 4000 Mnm , TZO at FL 85 Mnm .
TRANSITION		
ABESI 7A	... LT on R040 TZO to BERGA, LT on R310 ORI to NIKMO, RT on R331 TZO to ABESI .	Cross R310/DME 5 ORI at FL 125 Mnm , ADARI at FL 140 Mnm , ABESI at FL 140/150 Mnm depending on Zurich QNH.
CANNE 7A	... LT on R040 TZO to BERGA, LT on R310 ORI to CANNE.	Cross R310/ DME 5 ORI at FL 125 Mnm , ADARI at FL 140 Mnm , CANNE at FL 140/150 Mnm depending on Zurich QNH.
OSKOR 9A	... LT on R069 TZO to ORI L, RT on 087° to OSKOR.	Cross ORI L at FL 95 Mnm , OSKOR at FL 125 Mnm (or FL110 Mnm if proceeding via AWY B4).
<p>① Mnm climb gradient 8% (486ft/NM) up to 2800 (R005/ DME 4 LIN).</p> <p>② In order to avoid sensitive areas close to the airport, undue delay in joining R005 LIN must be avoided.</p> <p>③ Climb in TZO holding if at level lower than 85.</p> <p>④ By ATC only, in case of unavailability of the airspace north of the aerodrome for restrictions or very bad weather.</p> <p>⑤ Mnm climb gradient 7.5% (455ft/NM) up to 2500 (R097 LIN), the 5.5% (335ft/NM).</p> <p>⑥ 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° .</p>		

Changes: NIL.

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On 355°. At 1000, RT not before LIN VOR to TZO to 3000 and hold.

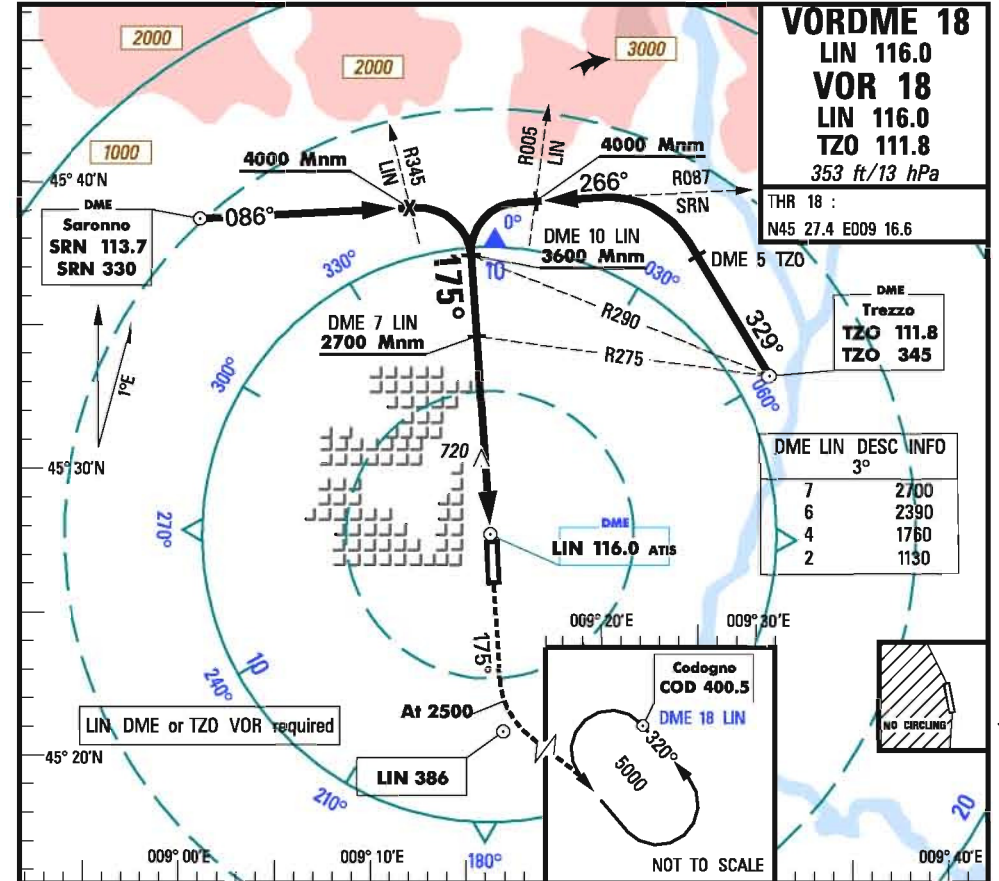
VOR DME LIN	MM	ILSDME 2.5 (DME 4 LIN)	OM L LIN
		(GP U/S only)	ILSDME 5.5 (DME 7 LIN)
		1150	2120
2442/+0.2	0.6	2.4	5.4

CAT3B	B	C	D	ATIS :	136.375	TR LEVEL	ATC
CAT 2	RA105 (100) R300	RA105 (100) R300	RA112 (105) R300	ARR	133.175	TR ALT	6000
CAT 1	550 (200) R550	550 (200) R550	550 (200) R550	TWR : Linate	118.100	MSA	25NM
GP U/S	770 (430) R1000	770 (430) R1000	770 (430) R1400	GND :	121.800		
DME	770 (600) R1000	770 (900) R1000	770 (900) R1400	OM-MAPt	GS 120 140 160		
CIRC	1000 (600) R1600	1300 (900) R2400	1300 (900) R3600	3°	Time 2'24 2'03 1'48		
				5.2%	fpm 650 750 850		

East only.

Changes: NIL..

ITALY



On 175°. At 2500, LT to COD to 5000 and hold.

(FAF)	DME 7 LIN	DME 5 LIN	DME 3 LIN	DME 2 LIN	VOR DME LIN
	2700	2080	1450	1130	MAPt
2442/-0.2	7.3	5.3	3.3	2.3	1.3
0.3					

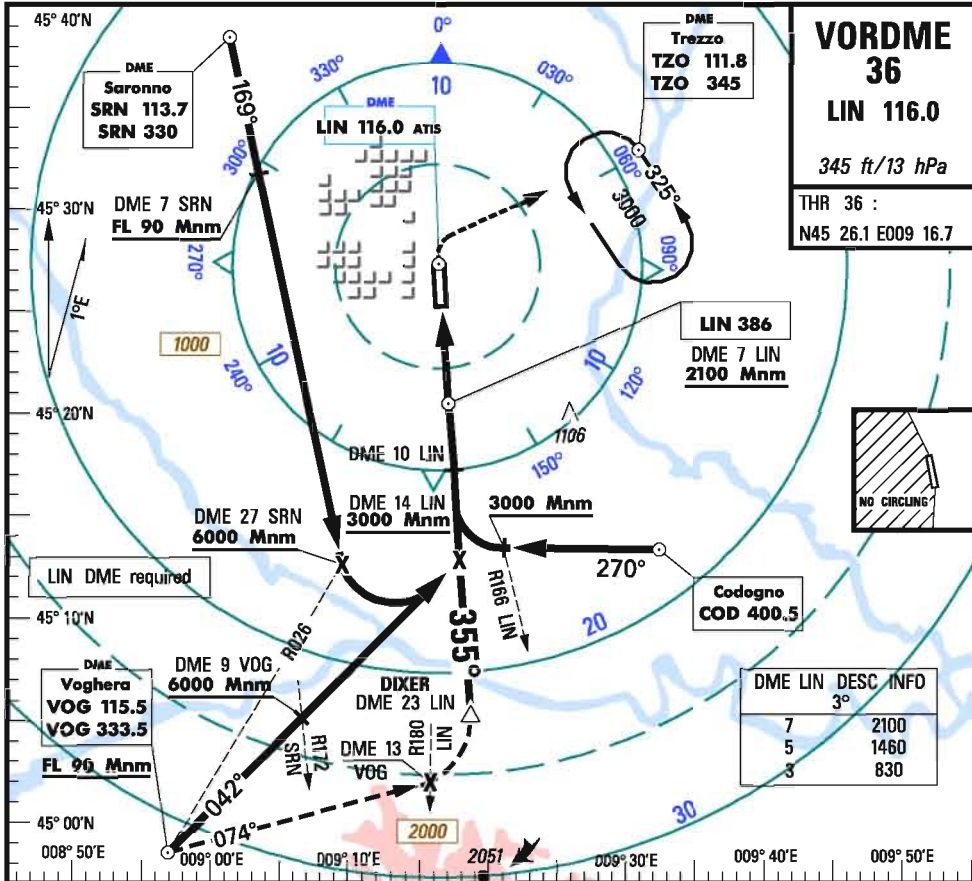
CAT3B	B	C	D	ATIS :	136.375	TR LEVEL	ATC
VOR DME	800 (450) R1400	800 (450) R1600	800 (450) R1800	ARR	133.175	TR ALT	6000
VOR	1230 (880) R1500	1230 (880) R2000	1230 (880) R2000	TWR : Linate	118.100	MSA	25NM
CIRC	1000 (600) R1600	1300 (900) R2400	1300 (900) R3600	GND :	121.800		
				OM-MAPt	GS 120 140 160		
				3°	Time 3'00 2'34 2'15		
				5.2%	fpm 650 750 850		

East only.

Changes: NIL.

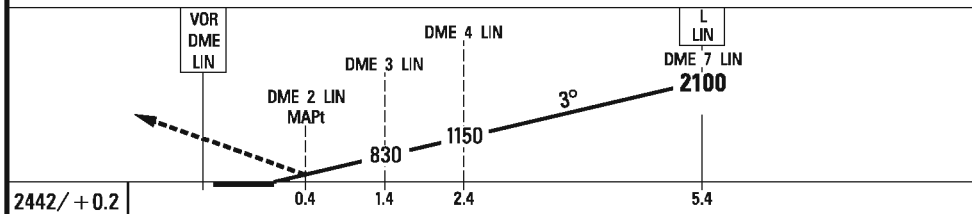
LIM/LIN

MILAN Linate
12 FEB 09
9



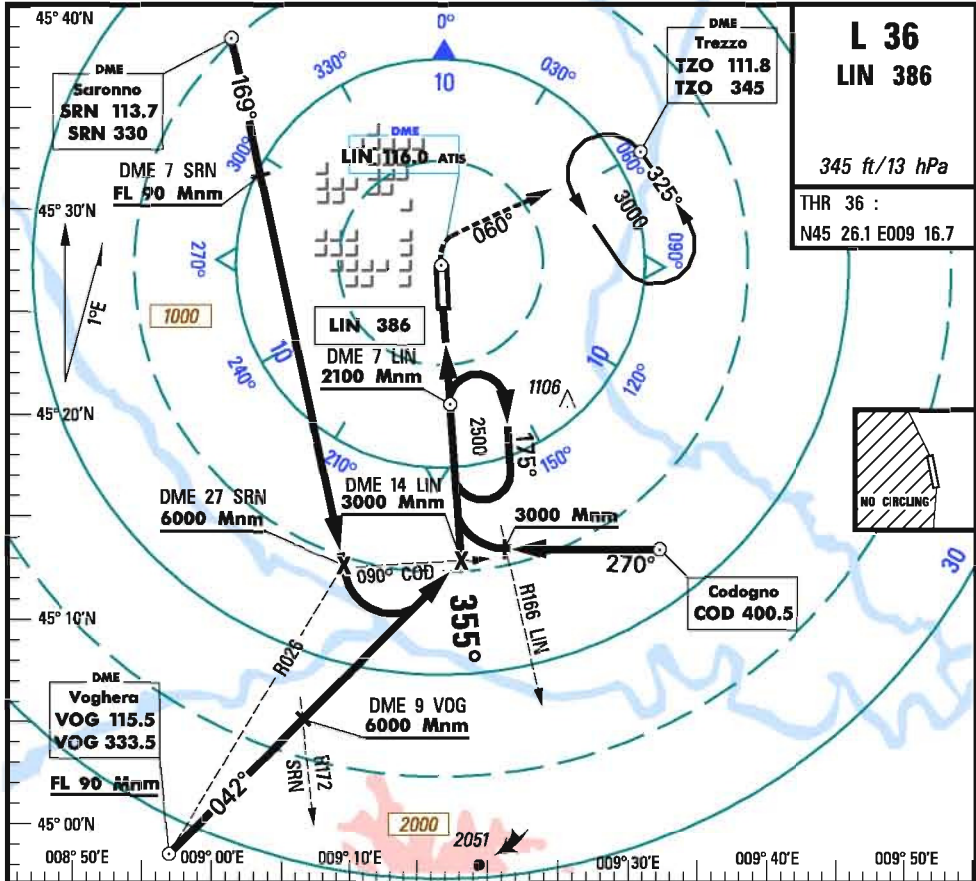
VOR DME 36
LIN 116.0
345 ft/13 hPa
THR 36 :
N45 26.1 E009 16.7

On 355° to LIN VOR, RT to TZO to 3000 and hold.



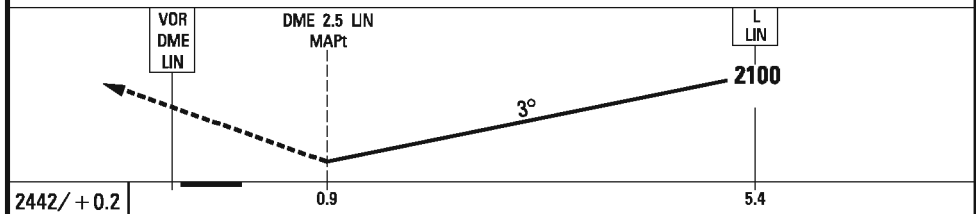
	B	C	D	ATIS :	136.375	TR LEVEL	ATC
VOR	810	810	810	ARR	133.175	TR ALT	6000
DME	(470) R1200	(470) R1200	(470) R1600	TWR : Linate	118.100	MSA	25NM
CIRC	1000 (600) 1600	1300 (900) 2400	1300 (900) 3600	① (by ATC)	118.400		
□				GND :	121.800		
				LIN-MAPt	GS 120 140 160		
				3°	Time 2'30 2'09 1'53		
				5.2%	fpm 650 750 850		

East only.
Changes: NIL..



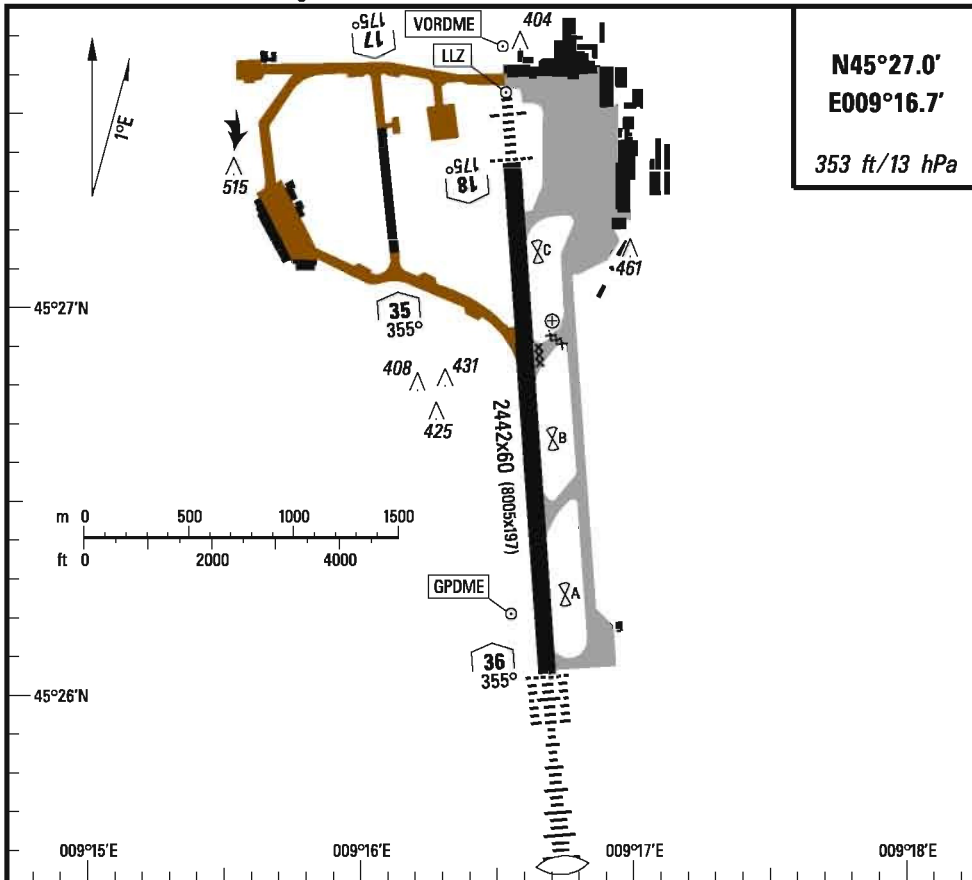
L 36
LIN 386
345 ft/13 hPa
THR 36 :
N45 26.1 E009 16.7

On 355°, RT on 060° to TZO to 3000 and hold.



	B	C	D	ATIS :	136.375	TR LEVEL	ATC
L	860	860	860	ARR	133.175	TR ALT	6000
DME	(520) R1200	(520) R1200	(520) R1600	TWR : Linate	118.100	MSA	25NM
CIRC	1000 (600) 1600	1300 (900) 2400	1300 (900) 3600	① (by ATC)	118.400		
□				GND :	121.800		
				LIN-MAPt	GS 120 140 160		
				3°	Time 2'15 1'56 1'41		
				5.2%	fpm 650 750 850		

East only.
Changes: Plan view (crossing altitude at LIN)



N45°27.0'
E009°16.7'
 353 ft/13 hPa

RWY	ELEV	SLOPE %	SUR FACE	LIMITATIONS (m)		DIMENSIONS (m)		RVR	LIGHTING					VISUAL SLOPE
				TORA	LDA	SWY	CWY		RWY	RCL	TDZ	ALS	THR	
18	353	-0.2	C/A				60	3	H60	H15		S	H	PB/3°
36	337	+0.2	C/A				60	3	H60	H15	H30	P2F	H	PB/3°

TKDF MINIMA				COMPANY INFO	GROUND FREQUENCIES:
RWY	B	C	D		
18	0-150	0-150	0-200		ATIS : 136.375
36	0-75	0-75	0-75		GND : 121.800
				REMARKS ● 300 m and REIL	TWR : 118.100
					(by ATC) 119.250
					(by ATC) 118.400

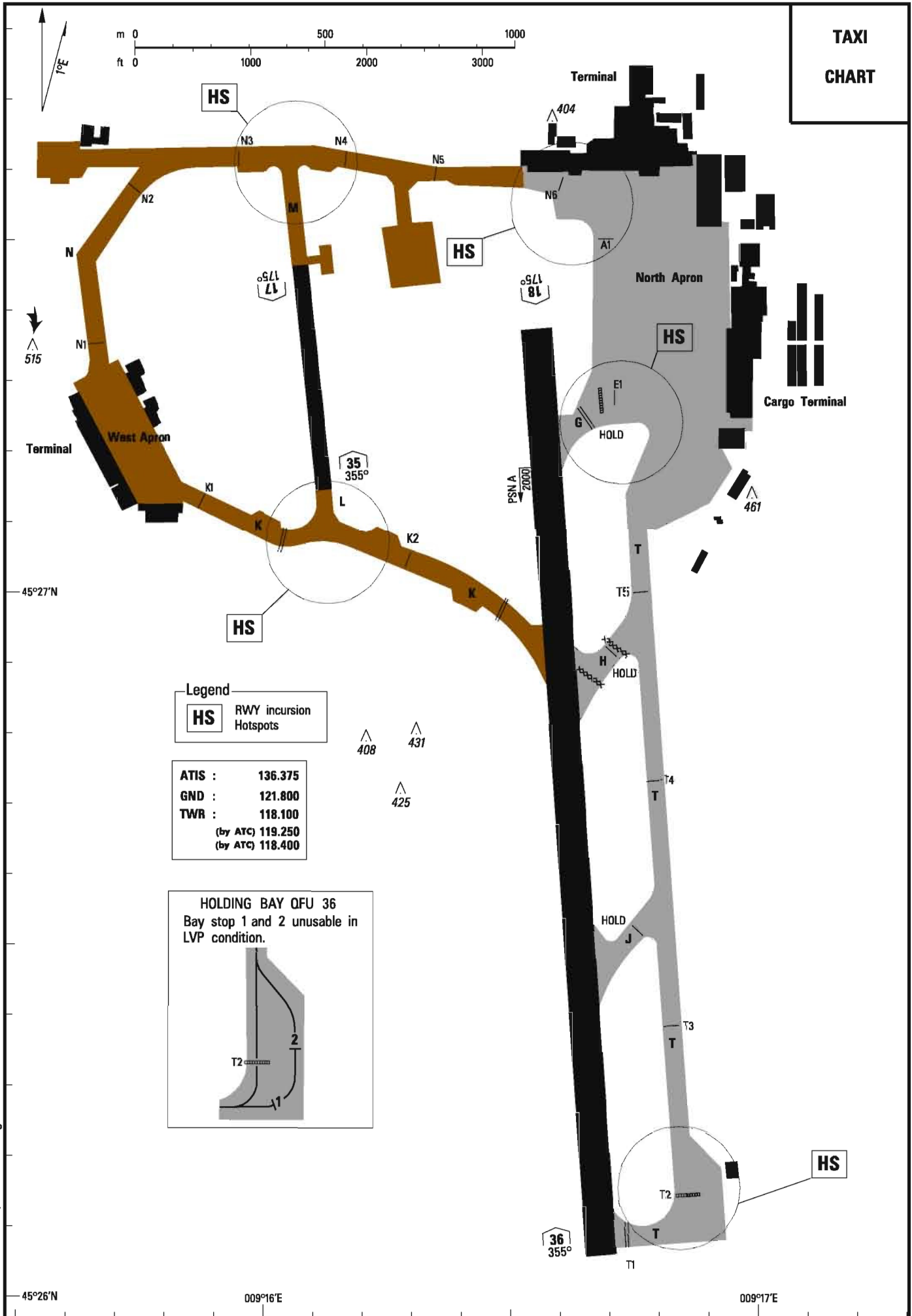
Changes: ATIS FREQ.

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TAXI CHARTS

LIML/LIN

TAXI CHART



Legend
HS RWY incursion Hotspots

ATIS : 136.375
GND : 121.800
TWR : 118.100
 (by ATC) 119.250
 (by ATC) 118.400

HOLDING BAY QFU 36
 Bay stop 1 and 2 unusable in LVP condition.

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Changes: ATIS FRIED.

LOW VISIBILITY PROCEDURE CHART

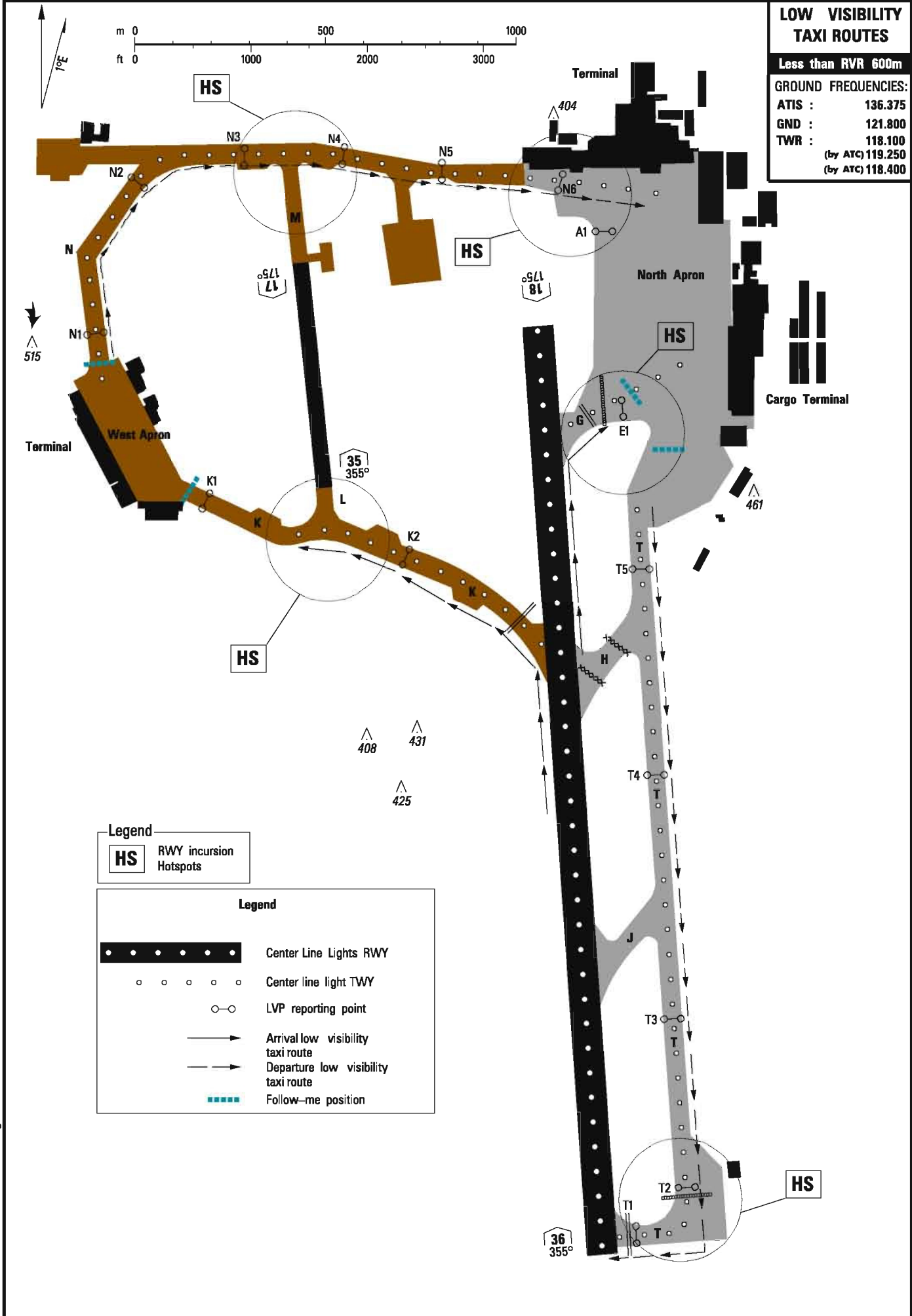
LIML/LIN

LOW VISIBILITY TAXI ROUTES

Less than RVR 600m

GROUND FREQUENCIES:

ATIS : 136.375
GND : 121.800
TWR : 118.100
(by ATC) 119.250
(by ATC) 118.400



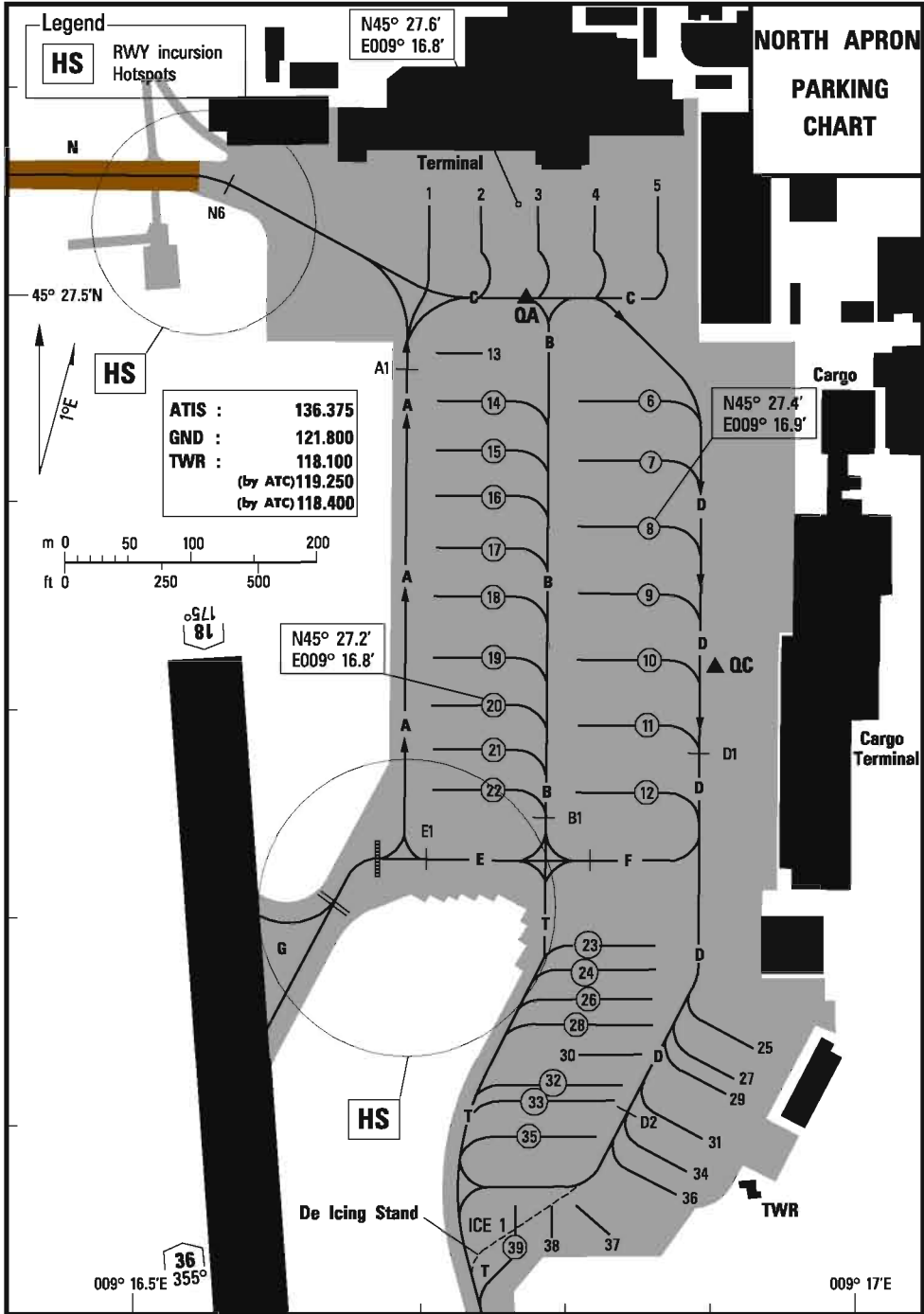
Legend
HS RWY incursion Hotspots

Legend

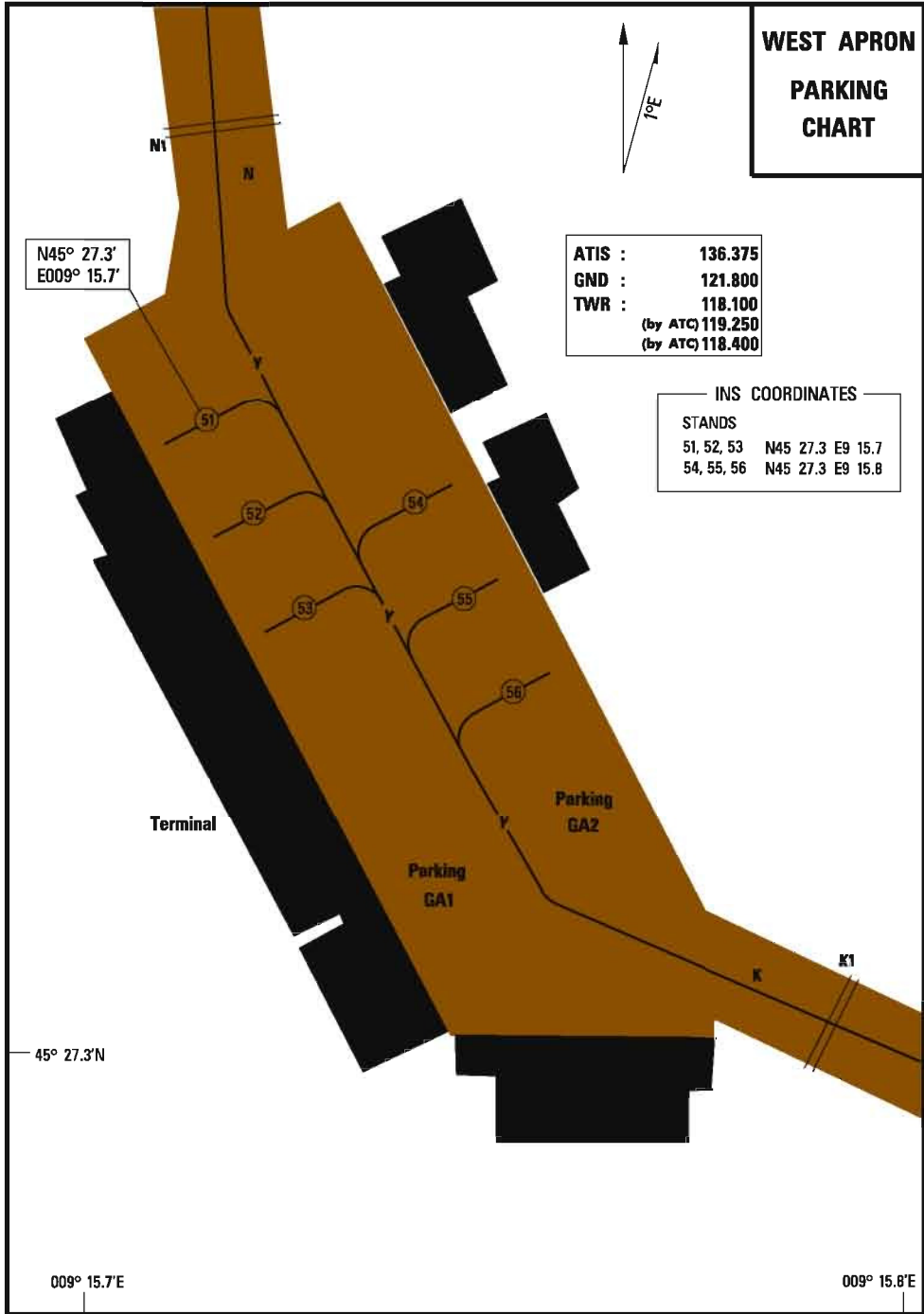
- ● ● ● ● Center Line Lights RWY
- ○ ○ ○ ○ Center line light TWY
- ○ LVP reporting point
- Arrival low visibility taxi route
- ← Departure low visibility taxi route
- ▬▬▬▬ Follow-me position

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Changes: ATIS, FREQ.



Changes: ATIS FREQ.



Changes: ATIS FREQ.