

MILAN (Linate) (LIN/LIML)

Elevation 353ft

CATEGORY B

AV brief – not required

GENERAL

- Airfield is 4 nm SE of Milan city.
- Milan Bresso is 7 nm NW of Linate also with a N/S runway.
- There is a lake immediately E of the airfield.

Threats

CFIT

- The ALPS commence 18 nm N.
- Obstructions to nearly 1,200ft asl 7 nm SE and nearly 1,100ft asl 11 nm NW. Numerous radio masts, not all lit, in the general vicinity of the airfield.

Loss of Control

- Low level WINDSHEAR and TURBULENCE even in light winds, especially from the N.

Mid Air Collision

- Local R/T in Italian.

ARRIVAL

Diversion Airports

MILAN (Malpensa)	MXP/LIMC	026 nm/295°T	CAT B
VERONA	VRN/LIPX	068 nm/093°T	CAT B
GENOA	GOA/LIMJ	065 nm/197°T	CAT B
BOLOGNA	BLQ/LIPE	102 nm/123°T	CAT A

Others that may be used include Turin, Venice, Nice and Bergamo.

- Speed restrictions apply, for STAR and IAC where speed limits are not published or vectored ACFT for a pilot interpreted APCH:
 - 250kts at or below FL100,
 - 210kts starting base turn,
 - 210kts at a distance of 20NM from touchdown,
 - 190kts at a distance of 12NM from touchdown,
 - 160kts at a distance of 7NM from touchdown.
- Diversion of Charter Flights may not be accepted due congestion except in emergency.
- Landing for aircraft with any type of landing gear failure is forbidden, except in emergency.
- For arrivals via TOP to runway 36 expect TOP 1R transition, ASTIG1J STAR and arrival via VOGHERA. Aircraft are then vectored via UNDEP or DIXER for SOROP.

Approach

- False LOC capture has been reported on Rwy 36.
- Two flashing white lights each side of Rwy 18L threshold.
- Circling E of airfield only.
- Rwy 36 touchdown area slippery when wet due rubber deposits.

BAV Crew Reports

- *During a go-around from ILS 36 a BA crew report receiving a revised missed approach procedure from ATC; they were told to turn for CODOGNO NDB 17 nm to the SE.*

GROUND

- Radio load sheets are permitted.

Parking

- No aircraft docking guidance system or marshalling staff is used on remote stands. Crew must use a line painted on the ramp as a guidance.
- One line is for B767-300. Other types should park with Captains shoulder abeam other unlabelled line.
- Extreme caution is advised on the ramp areas during low visibility. Follow-me vehicle available on request.
- **No aircraft with wingspan over 48 m authorised (i.e. B747/B777).**

DEPARTURE

- If Rwy 18 is required for take-off when Rwy 36 is in use, advise ATC with at least 30 mins notice to avoid extensive delay.
- Start up procedures and preferential use of Rwy 36.
- Departures from 36 to the North are usually NIKMO 6A with ABESI 7B transition.
- De-snowing and de-icing carried out at dedicated stands. Request as early as possible.
- See Performance Manual for Initial Terrain Clearance data.

WEATHER

- High incidence of FOG in Winter at all times of the day. It forms in a “cold pool” of stagnant air at the W end of the Po valley and often persists through the passage of a depression when heavy rain or snow falls through the fog.
- Severe Icing with a double freezing level may be anticipated with the passage of a warm front in Winter.
- Heavy Cb build-ups in summer particularly to the N.

OPERATIONAL INFORMATION

Handling Agent	AVIA PARTNER
Handling Agent VHF	131.8
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power for contracted time ONLY (75mins) – then use APU
If BOTH electrical power and air conditioning is required:	Use APU for air-conditioning (Keep ground power connected according to guidance above to reduce fuel burn)