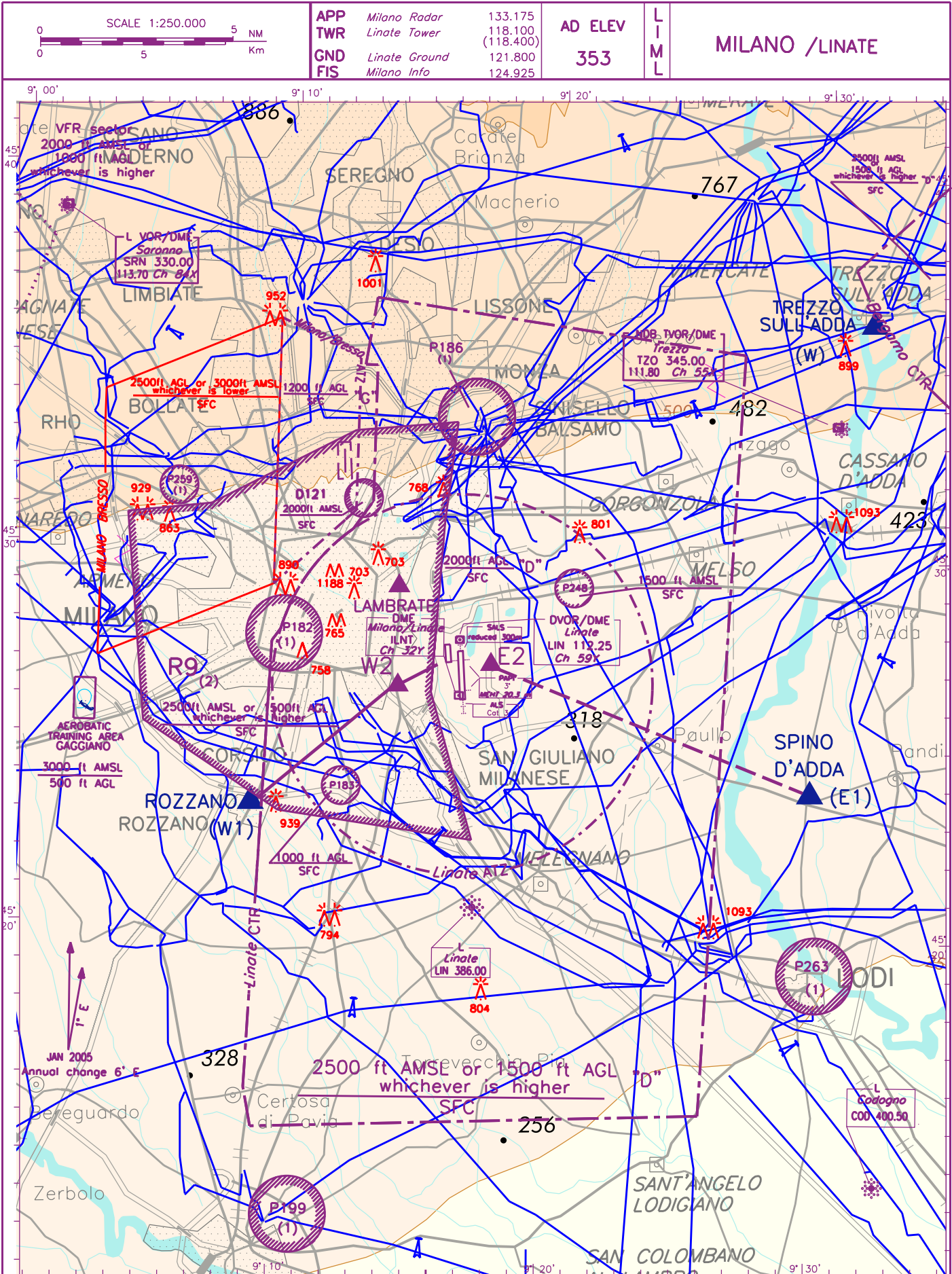




AIRSPACE CLASSIFICATION See AIP ENR 1.4 TRANSITION ALT 6000 FT BEARINGS ARE MAGNETIC ELEV AND ALT IN FT AMSL	(1) P182, P186, P199, P259 and P263 vertical limits: 1500 ft AGL SFC (2) R9: Restrictions and conditions for crossing see AIP-Italia ENR 2.1.2.23	LEGEND — Aeroclub activity and aerial work areas (See also AIP ENR 5.5.3) — Power line higher or equal to 300 ft AGL — Railroad
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Some users on ILS APCH at LIML reported false LOC captures. Pilot attention is drawn to pay max caution. See also AIP-ENR 1.3

APP *Milano Radar*
133.175

TWR *Linate Tower*
118.100 (119.250–118.400)
Linate Ground
(121.800)

AD ELEV
353

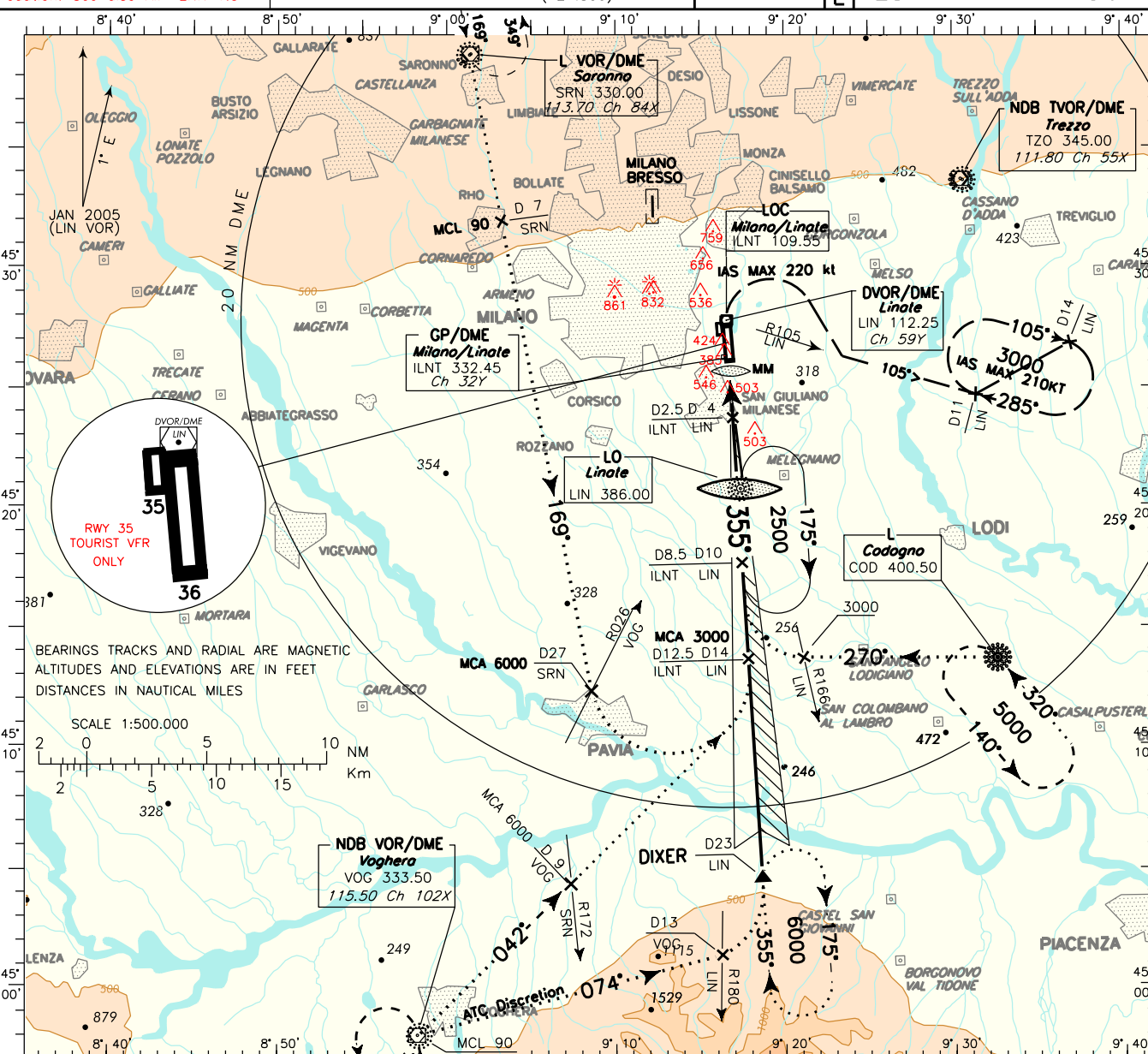
MILANO/LINATE

ILS

RWY 36

DOC 8168 - ED 4 - 1993 - AMDT12

CHANGE: MISSED APPROACH PROCEDURE MODIFIED



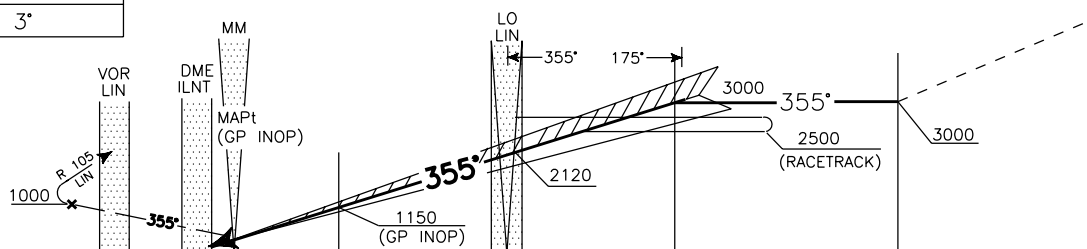
TRANSITION ALT 6000

ILS RDH 15.91 M

GP 3°

MISSED APPROACH:

Proceed on TR 355 climbing to 3000 ft, passing 1000 ft turn right (IAS MAX 220 kt and not before LIN VOR or 1.5NM ILNT DME) until joining RDL 105 LIN VOR bound to missed approach holding pattern.
Hold between 11 NM and 14 NM LIN DME, inbound TR 285°, right turn, IAS MAX 210 kt.



ILNT DME

11 NT DMF

LIN DME

LIN DME

OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS CAT I (1)	537 (200)			
	ILS CAT II (1)	402 (65)	419 (82)	431 (94)	445 (108)
	GP INOP	760 (423)			
CIRCLING (EAST OF RWY)		850 (497)	900 (547)	1200 (847)	

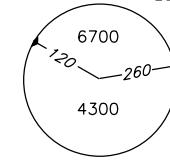
REMARK:

MM is identified as MAPT when GP inoperative.

(1) ILS CAT I/II:
Significant on
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
LIN		LO

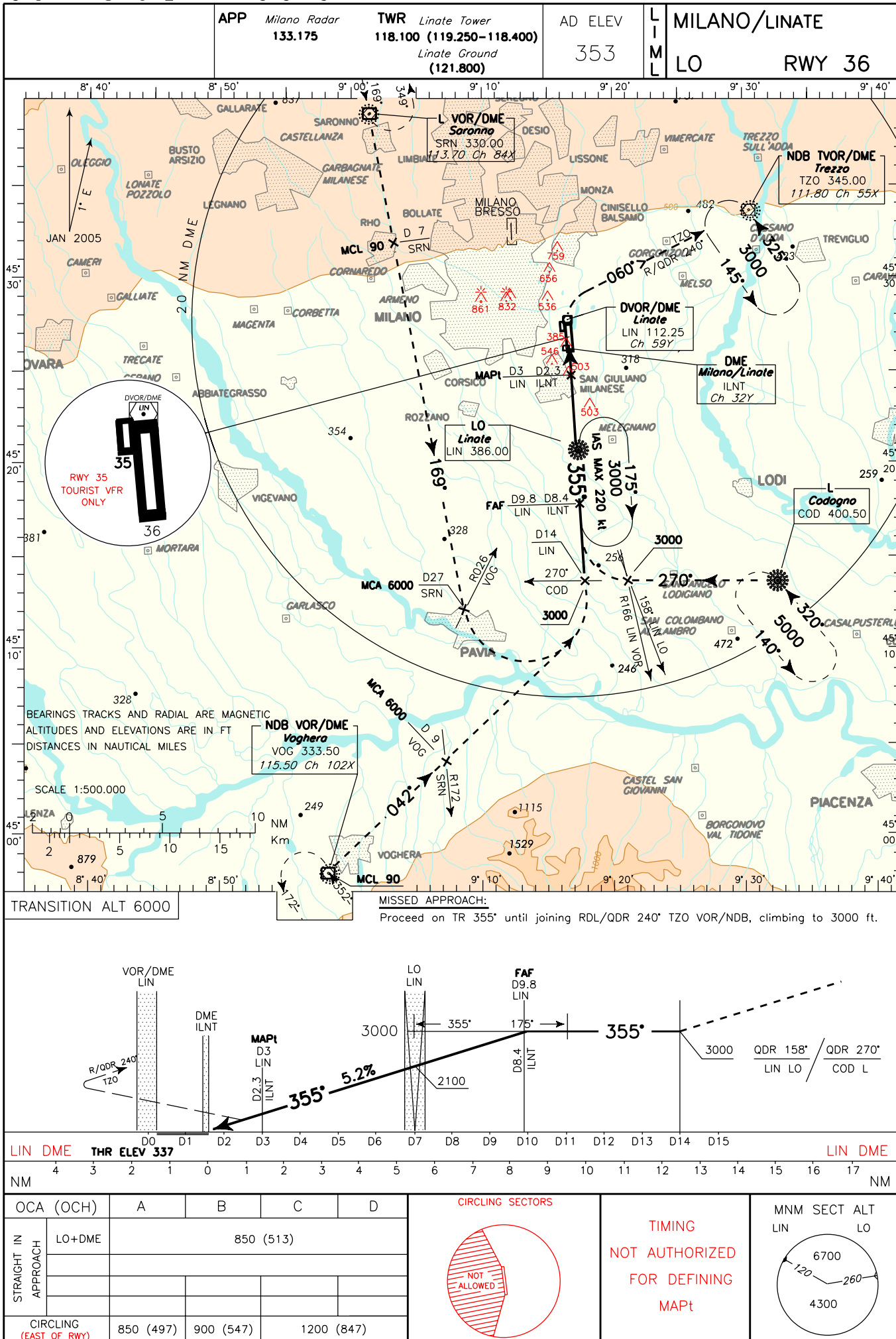


ICAO - INSTRUMENT APPROACH CHART

AD 2 LIML 5-5

DOC 8168 - ED 4 - 1993 - AMDT12

CHANGE: REVISED PROCEDURE



ICAO - INSTRUMENT APPROACH CHART

AD 2 LIML 5-7

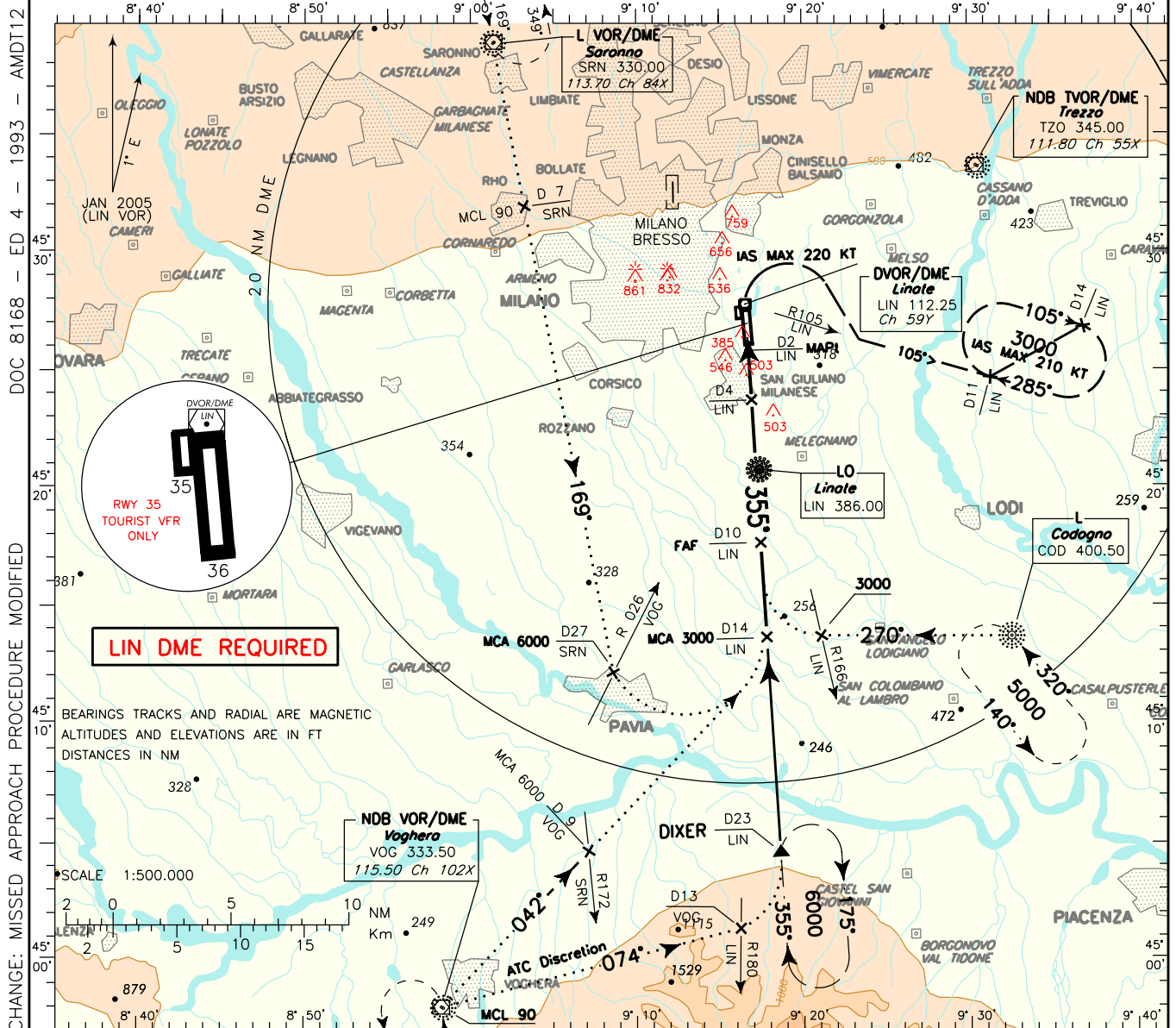
APP Milano Radar
133.175

TWR Linate Tower
118.100 (119.250-118.400)
Linate Ground
(121.800)

AD ELEV
353

MILANO/LINATE
VOR

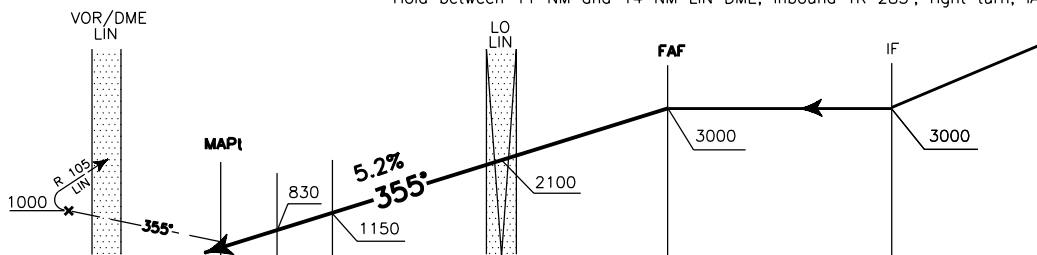
RWY 36



TRANSITION ALT 6000

MISSED APPROACH:

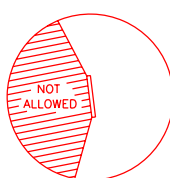
Proceed on TR 355° climbing to 3000 ft, passing 1000 ft turn right (IAS MAX 220 kt and not before LIN VOR or 1.5NM ILINT DME) until joining RDL 105 LIN VOR bound to missed approach holding pattern.
Hold between 11 NM and 14 NM LIN DME, inbound TR 285°, right turn, IAS MAX 210 kt.



LIN DME		LIN DME																					
		THR	ELEV	337	D0	D1	D2	D3	D4	D5	D6	D7	D8	D9	D10	D11	D12	D13	D14				
5	4	3	2	1	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
NM					NM																		

OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	VOR/DME	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	
LIN	VOR/DME
9900	260
3000	

ENAV - Roma

AIRAC effective date 20 OCT 2011 (A9/11)

AD 2 LIML 5-9

CHANGE: VOR OCA/H, DESCENT PROFILE and MISSED APPROACH

MISSED APPROACH: Proceed on track 175° climbing to 5000 ft. At 5 NM LIN DME turn left (IAS MAX 220kt) until joining RDL 125 LIN VOR bound to missed approach holding pattern.

Hold between 17 NM and 20 NM LIN DME, inbound TR 315° (R 135 LIN VOR), right turn, IAS MAX 210 kt.

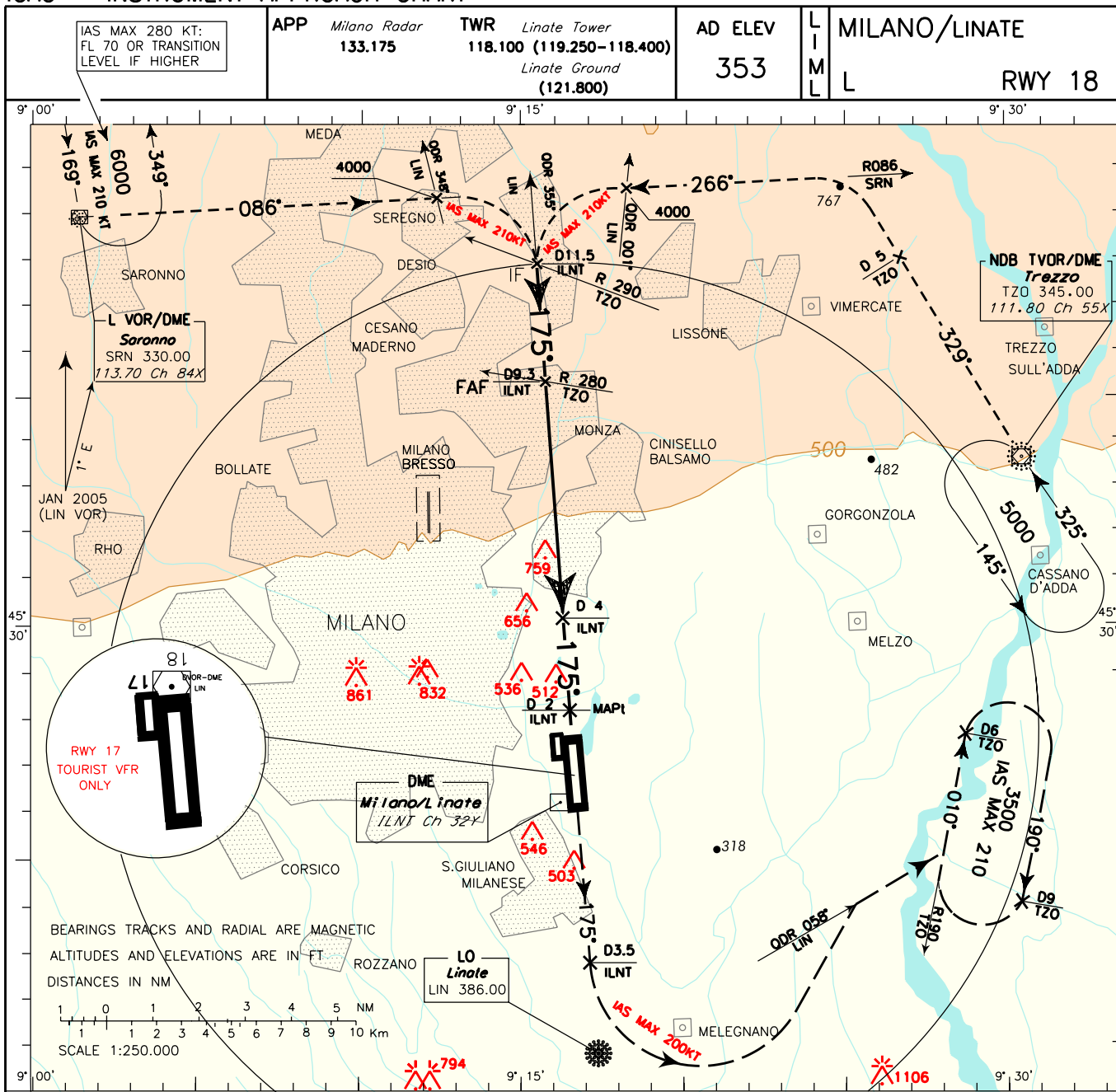
REMARK: Missed approach obstacles clearance is provided by 2.5% gradient. 3.5% (213ft/NM) is required to remain inside vertical limits of controlled airspace while proceeding to missed approach holding pattern.

ENAV – Roma

AIRAC effective date 20 OCT 2011 (A9/11)

DOC 8168 - ED 5 - 2006

CHANGE: DESCENT PROFILE and MISSED APPROACH

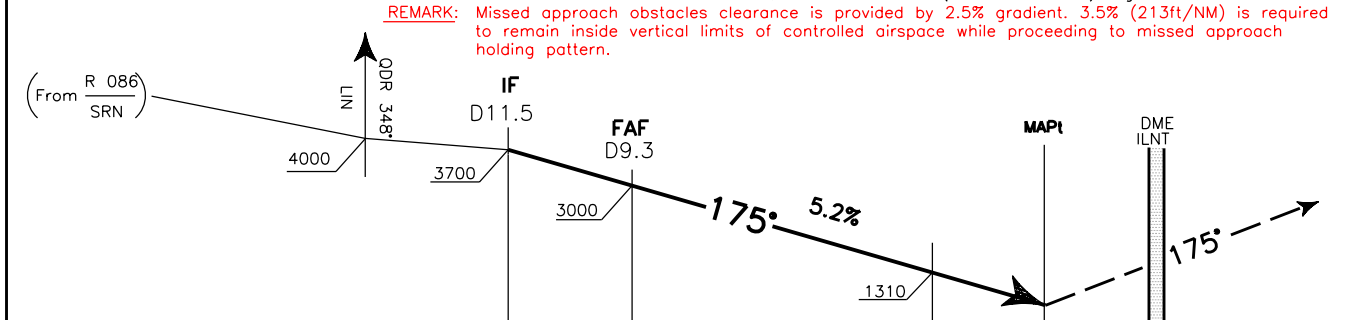


TRANSITION ALT 6000

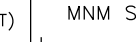
MISSED APPROACH: Proceed on track 175° climbing to 3500 ft. At 3.5 NM ILNT DME turn left (IAS MAX 200 kt) until intercepting and following QDR 058° LIN L to join missed approach holding pattern.

Hold between 6 NM and 9 NM TZO DME, inbound TR 010° (R 190 TZO VOR), right turn, IAS MAX 210 kt.

REMARK: Missed approach obstacles clearance is provided by 2.5% gradient. 3.5% (213ft/NM) is required to remain inside vertical limits of controlled airspace while proceeding to missed approach holding pattern.



ILNT DME																		D16 D15 D14 D13 D12 D11 D10 D9 D8 D7 D6 D5 D4 D3 D2 D1 D0		ILNT DME																						
																		THR ELEV 353																								
NM																		18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	NM	

OCA (OCH)					A	B	C	D	CIRCLING SECTORS 	GS	FT PER MIN	FAF—MAPT 7.8NM	ILNT DIST	ALT (HGT)	MNM SECT ALT L  LIN
STRAIGHT IN APPROACH	NDB+DME	920 (567)													
	NDB	1050 (697)													
CIRCLING (EAST OF RWY)		1050 (697)		1200 (847)											