

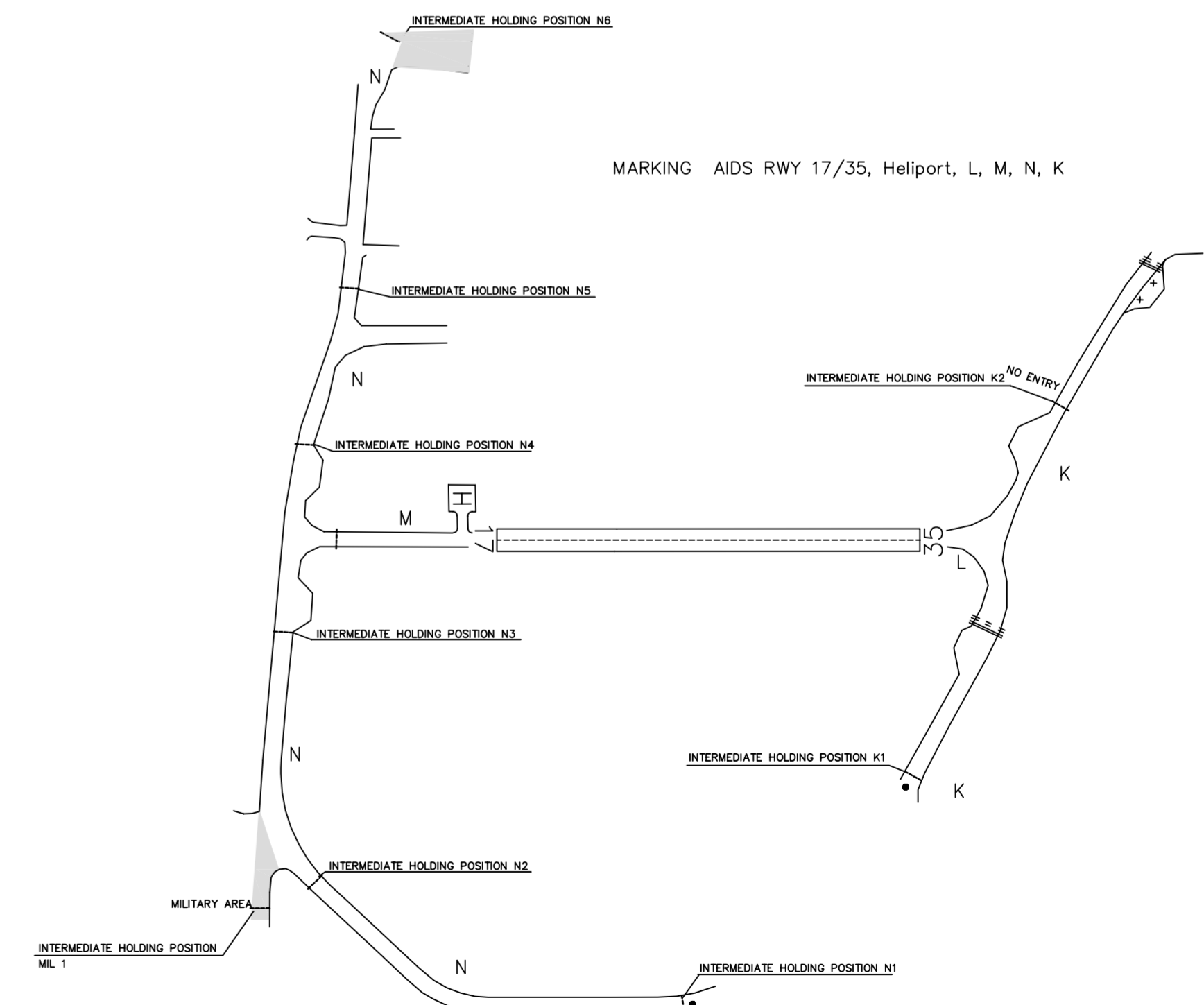
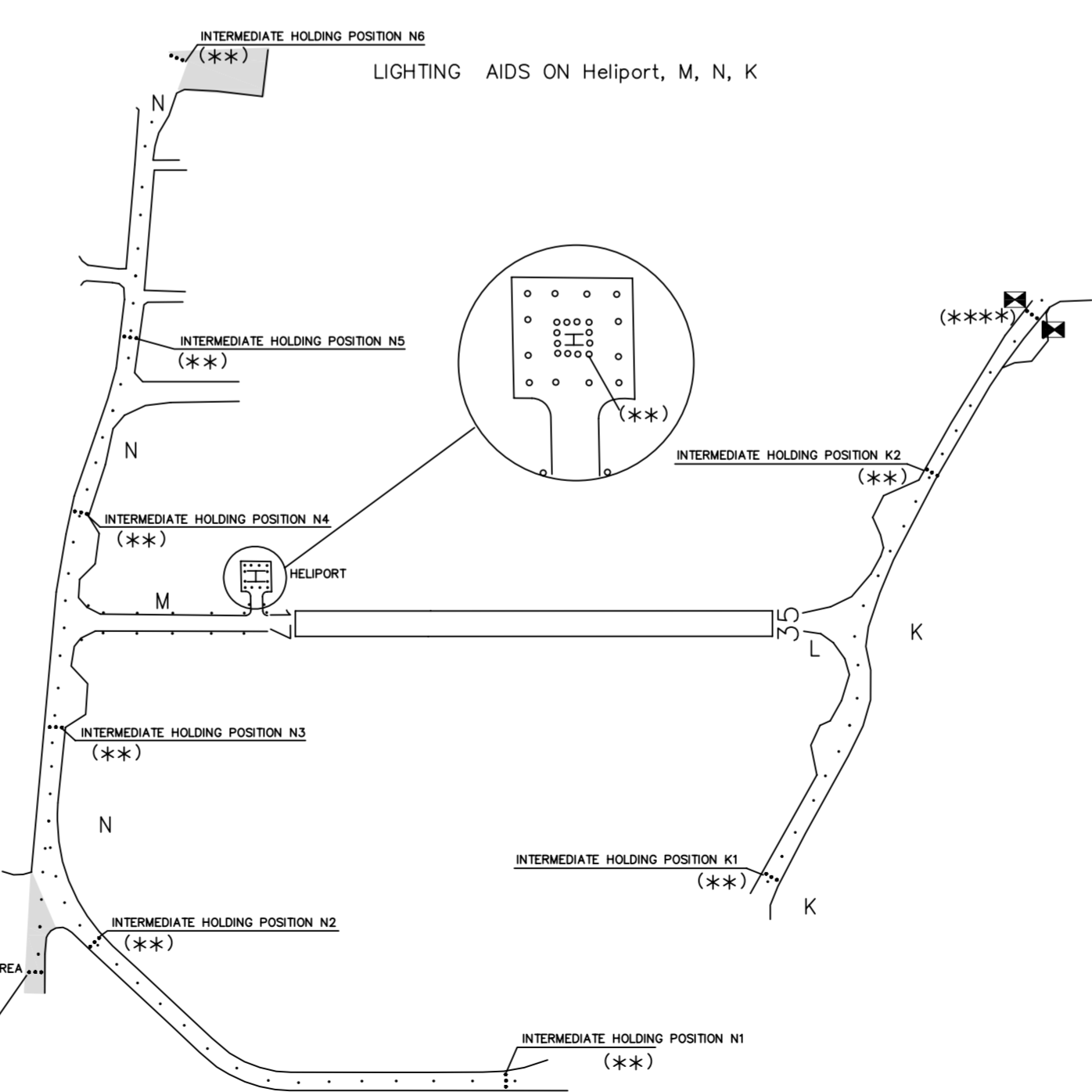
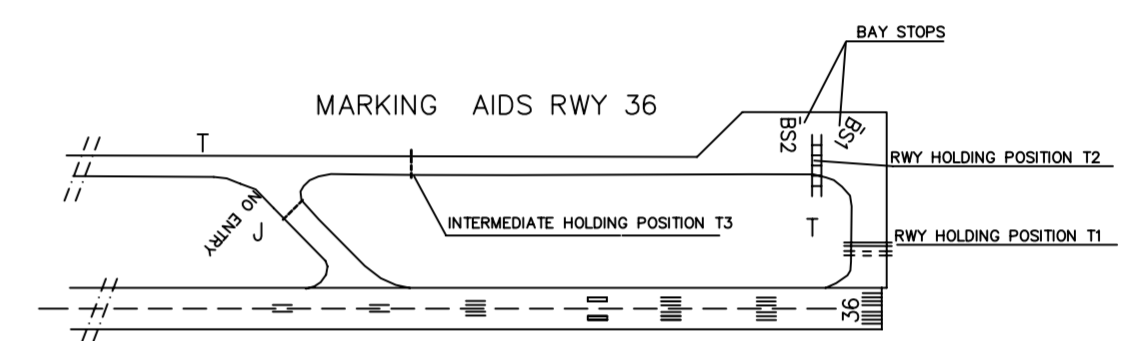
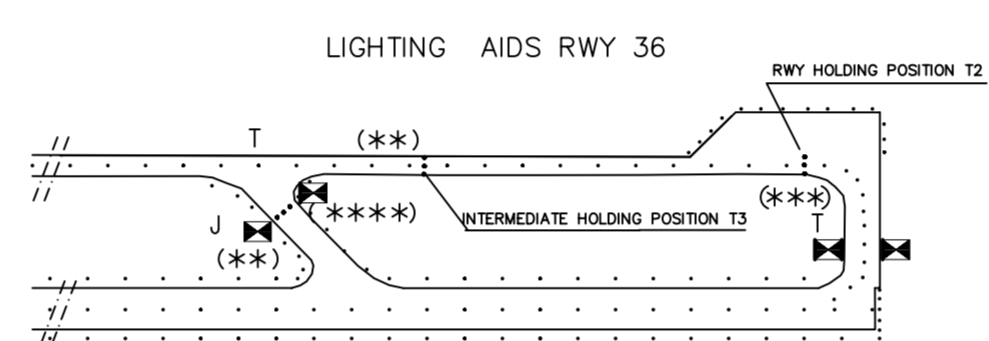
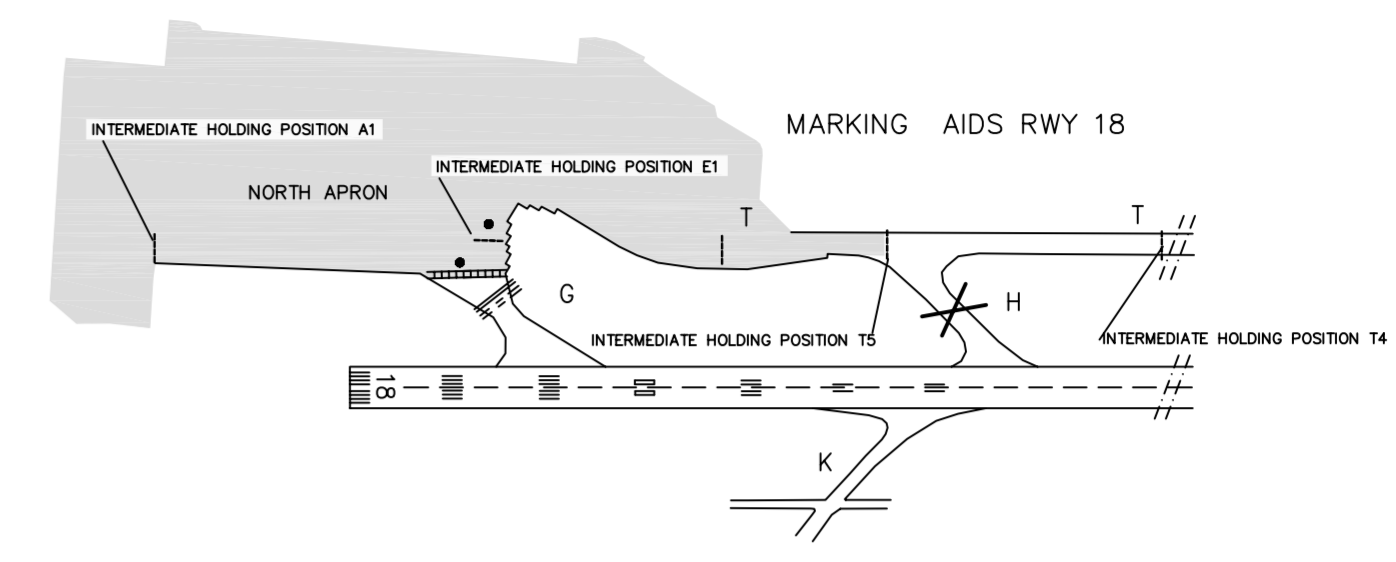
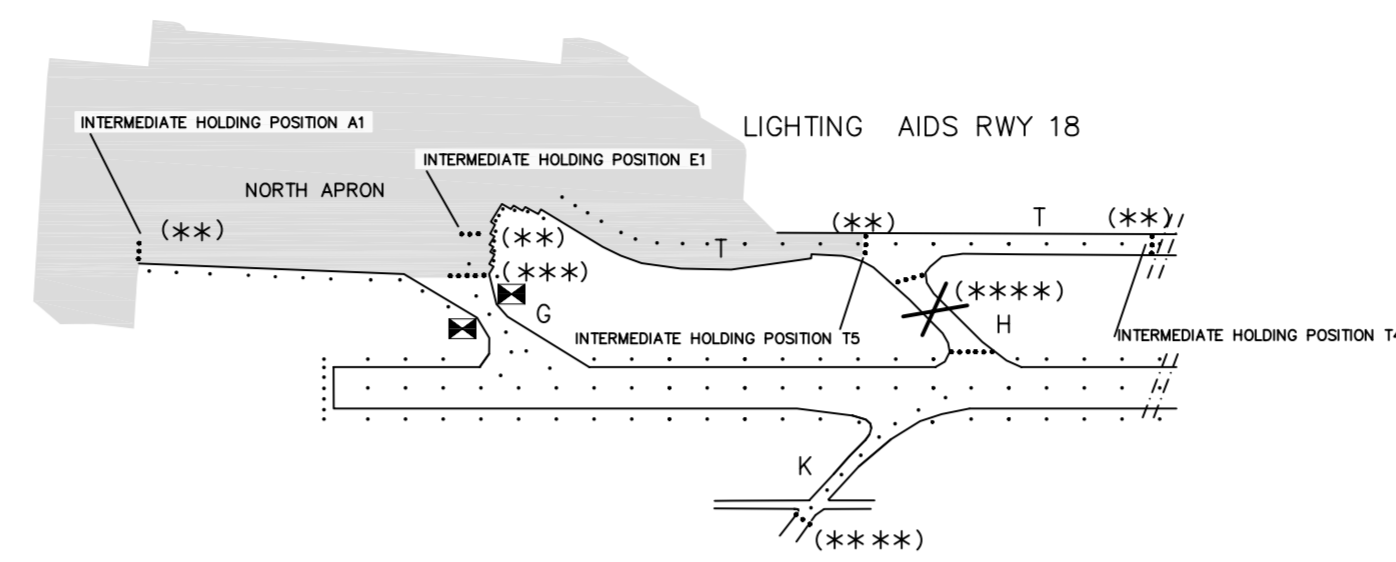
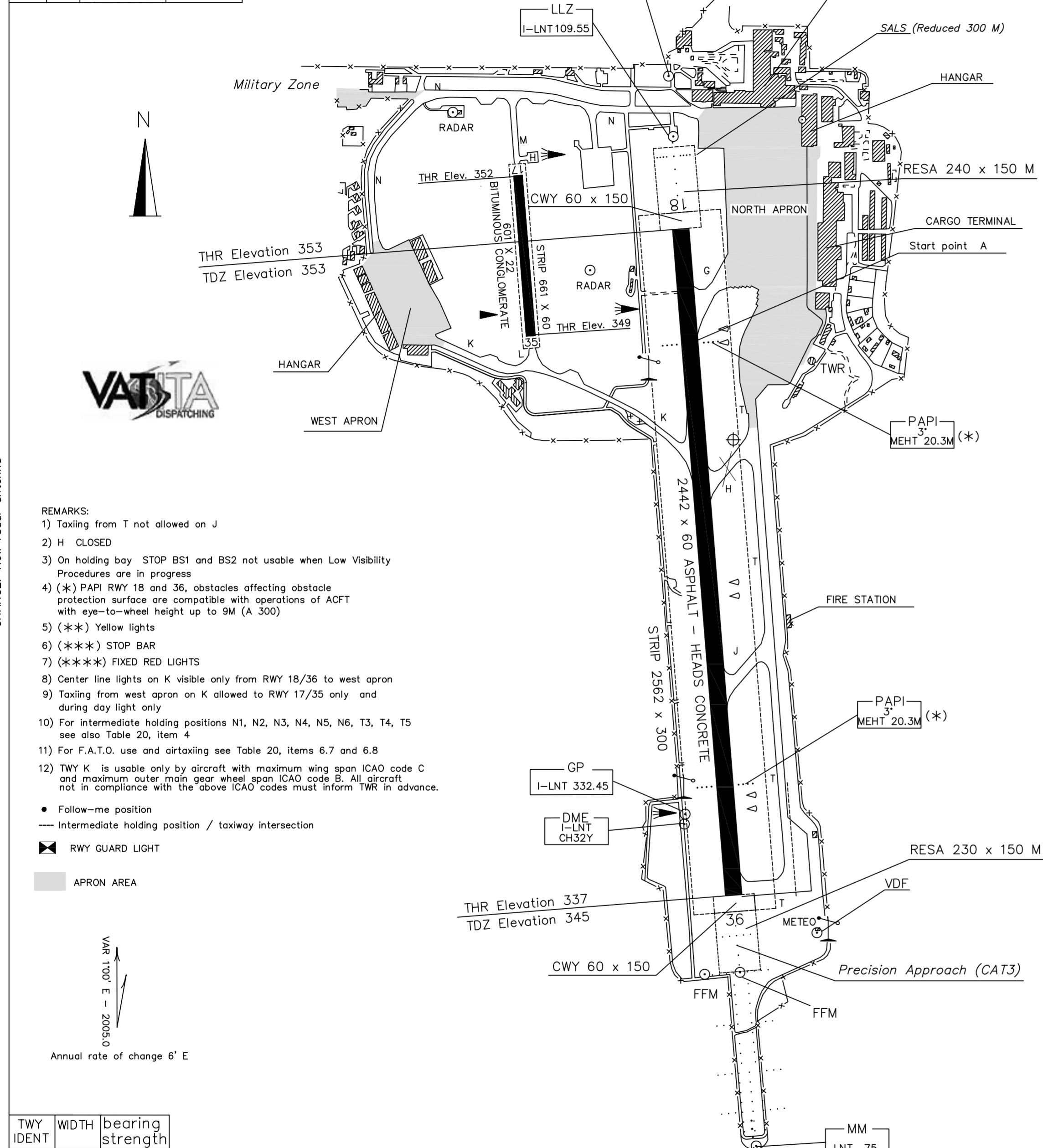
AIP Italia

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"	PCN 20/F/B/W/T

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: New radar antenna

- REMARKS:
- Taxiing from T not allowed on J
  - H CLOSED
  - On holding bay STOP BS1 and BS2 not usable when Low Visibility Procedures are in progress
  - (\*) 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)
  - (\*\*) Yellow lights
  - (\*\*\*) STOP BAR
  - (\*\*\*\*) FIXED RED LIGHTS
  - Center line lights on K visible only from RWY 18/36 to west apron
  - Taxiing from west apron on K allowed to RWY 17/35 only and during day light only
  - For intermediate holding positions N1, N2, N3, N4, N5, N6, T3, T4, T5 see also Table 20, item 4
  - For F.A.T.O. use and airtaxiing see Table 20, items 6.7 and 6.8
  - 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

VAR 100° E 1 2005.0  
Annual rate of change 6' E

TWY IDENT	WIDTH	bearing strength
T	30	PCN 87/R/B/W/T
T	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



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

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: Blue	Surface : Asphalt Strength: PCN 75/F/B/W/T
CL lights: Green	Surface : Concrete Strength: PCN 58/R/B/W/T

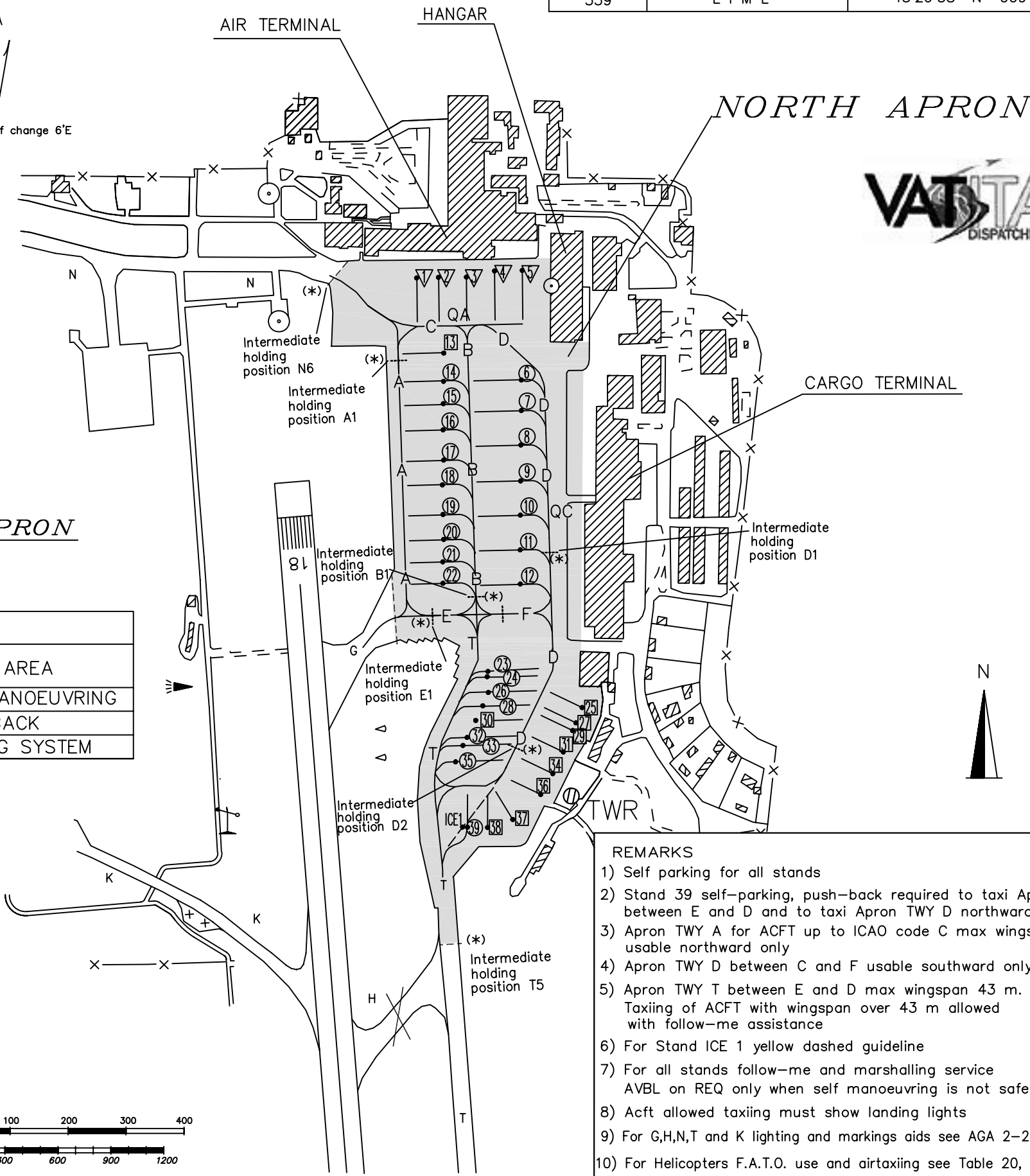
POINTS ON PARKING AREA

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

CHANGE: Updated chart

VAR 100° E - 2005.0  
Annual rate of change 6'E



LEGEND	
	APRON AREA
	SELF MANOEUVRING
	PUSH BACK
	DOCKING SYSTEM

- REMARKS
- 1) Self parking for all stands
  - 2) Stand 39 self-parking, push-back required to taxi Apron TWY D 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

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

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"

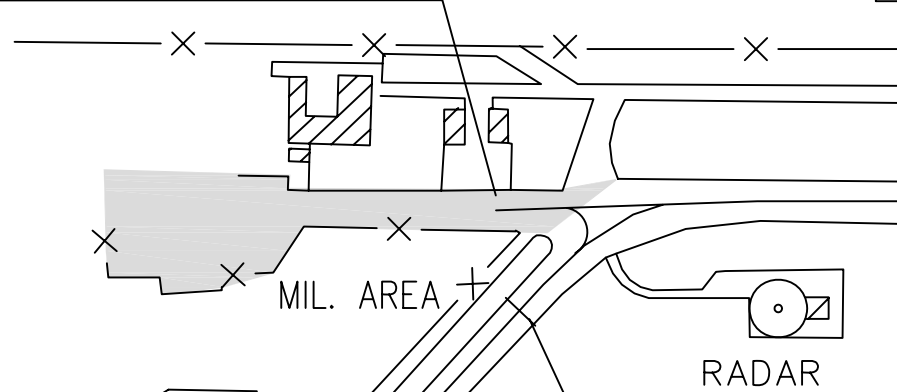


REMARKS

- 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.

LEGEND	
	AREA APRON
	PUSH BACK

intermediate holding position MIL. 1



intermediate holding position N2

NORTH APRON

WEST APRON

intermediate holding position N1

VAR 100° E - 2005.0  
Annual rate of change 6'E

PARKING AREA GA3

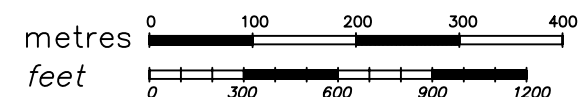
PARKING AREA GA2

PARKING AREA GA1

intermediate holding position K1

TERMINAL AND HANGAR

REFUELLING AREA



CHANGE: New parking area GA3, new release points Q1 and Q2

