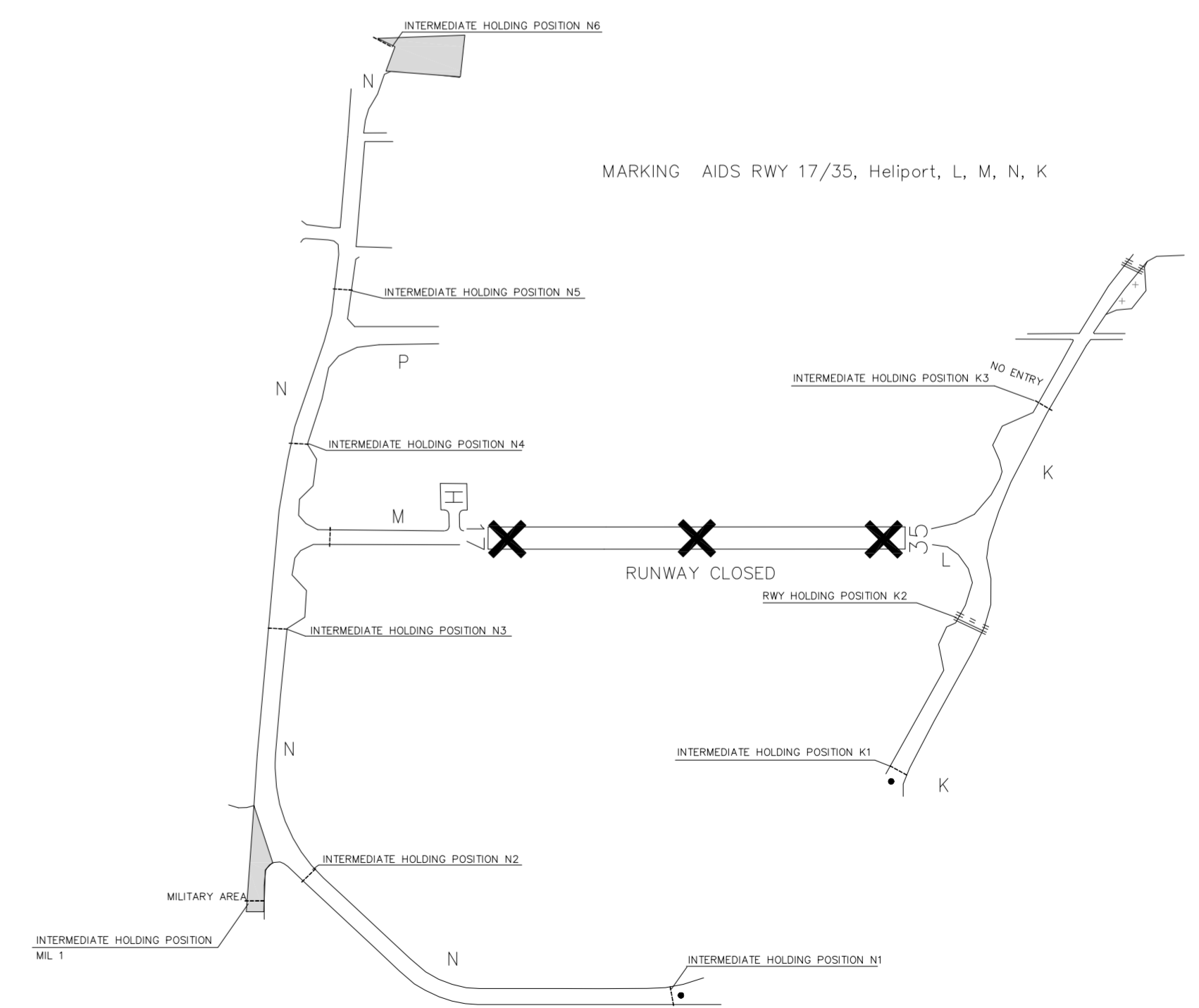
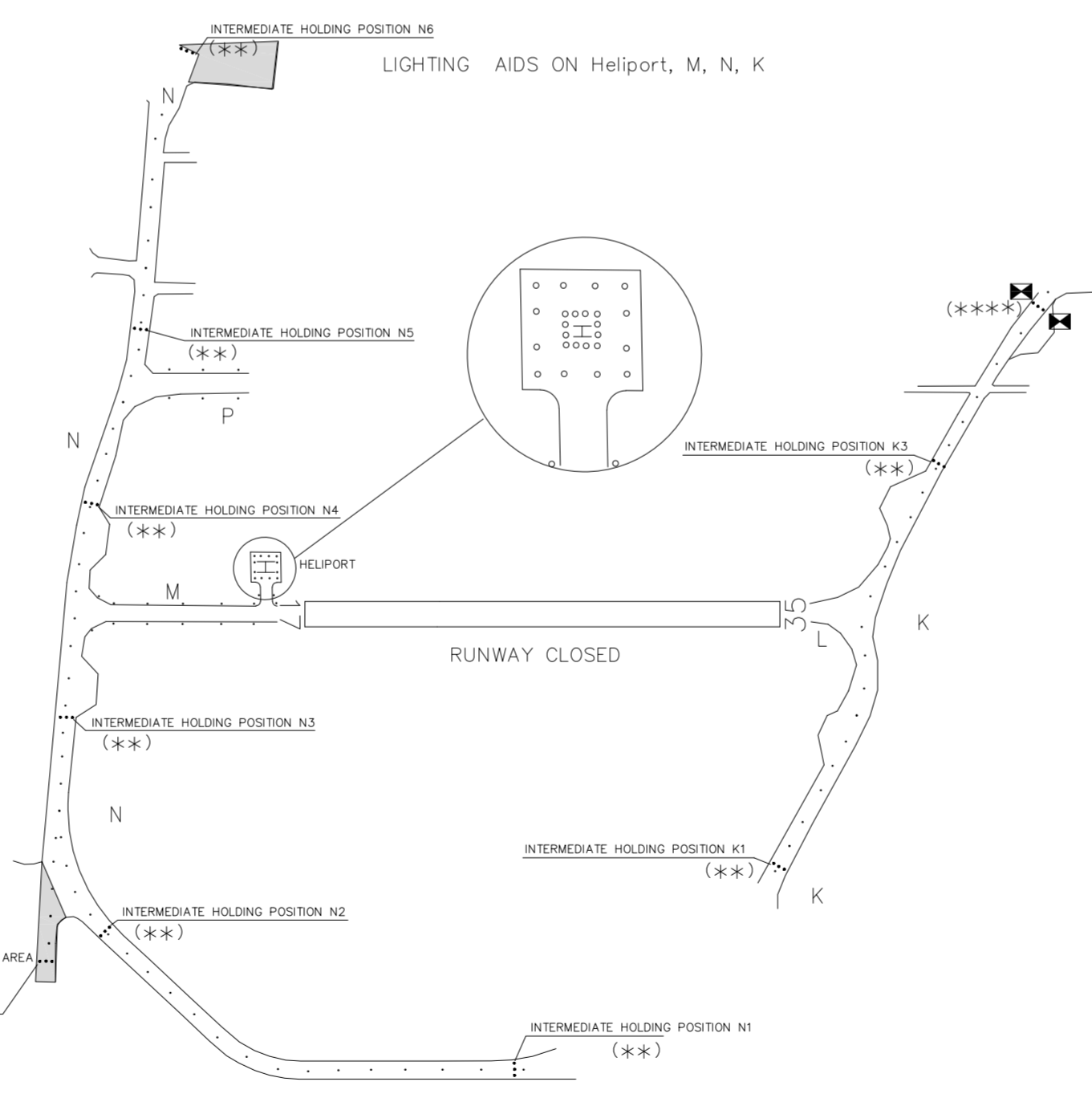
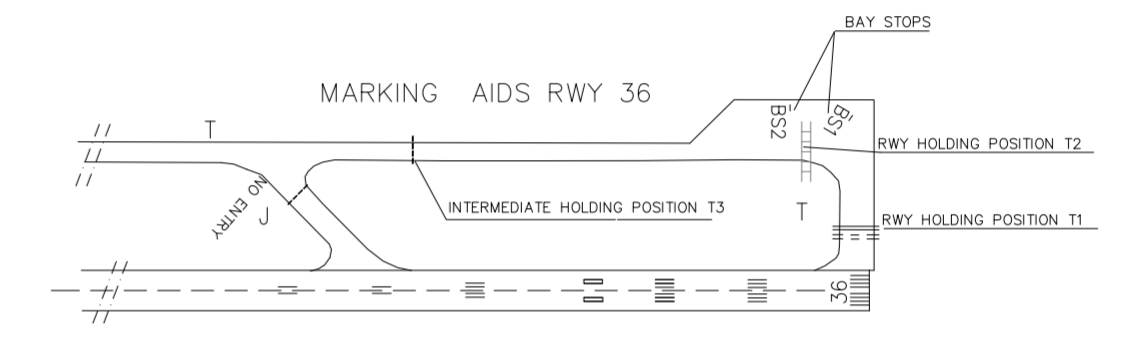
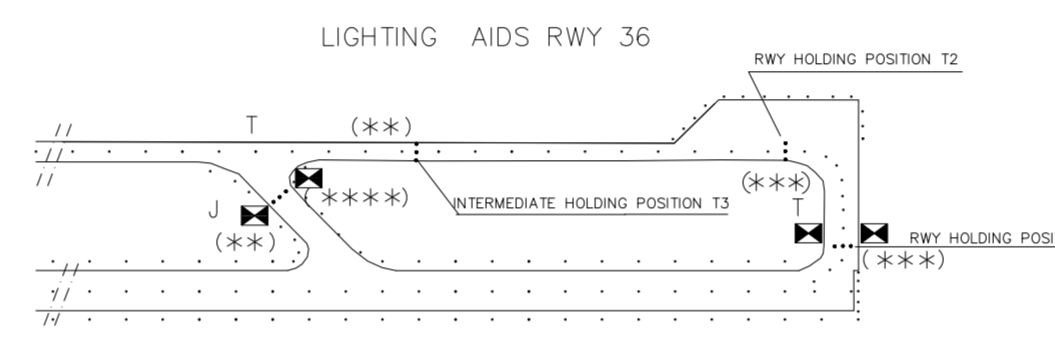
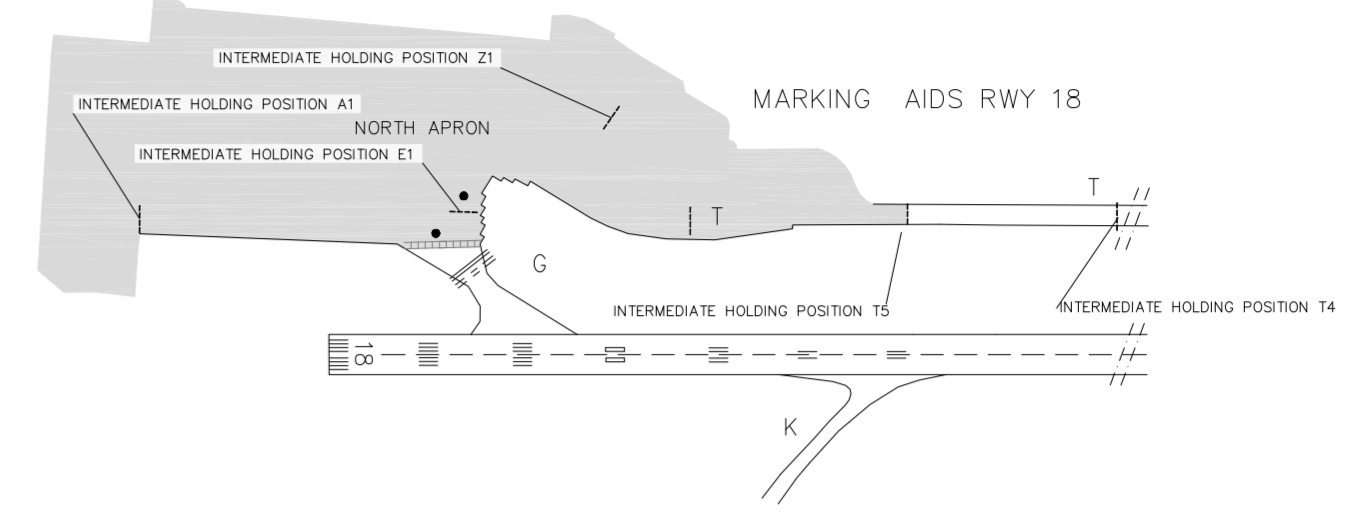
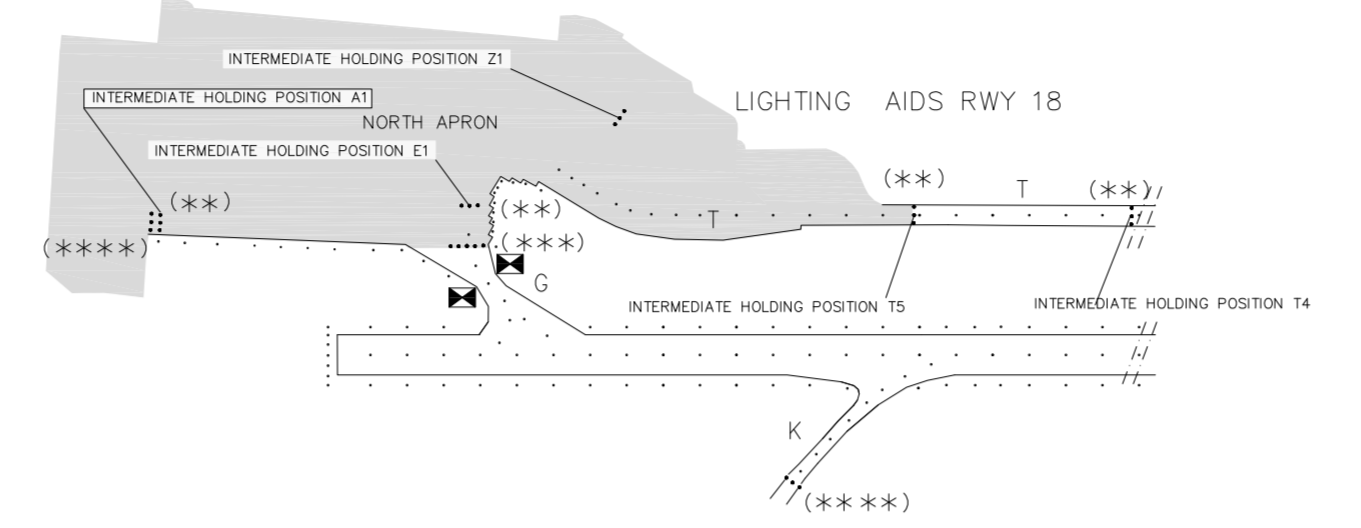
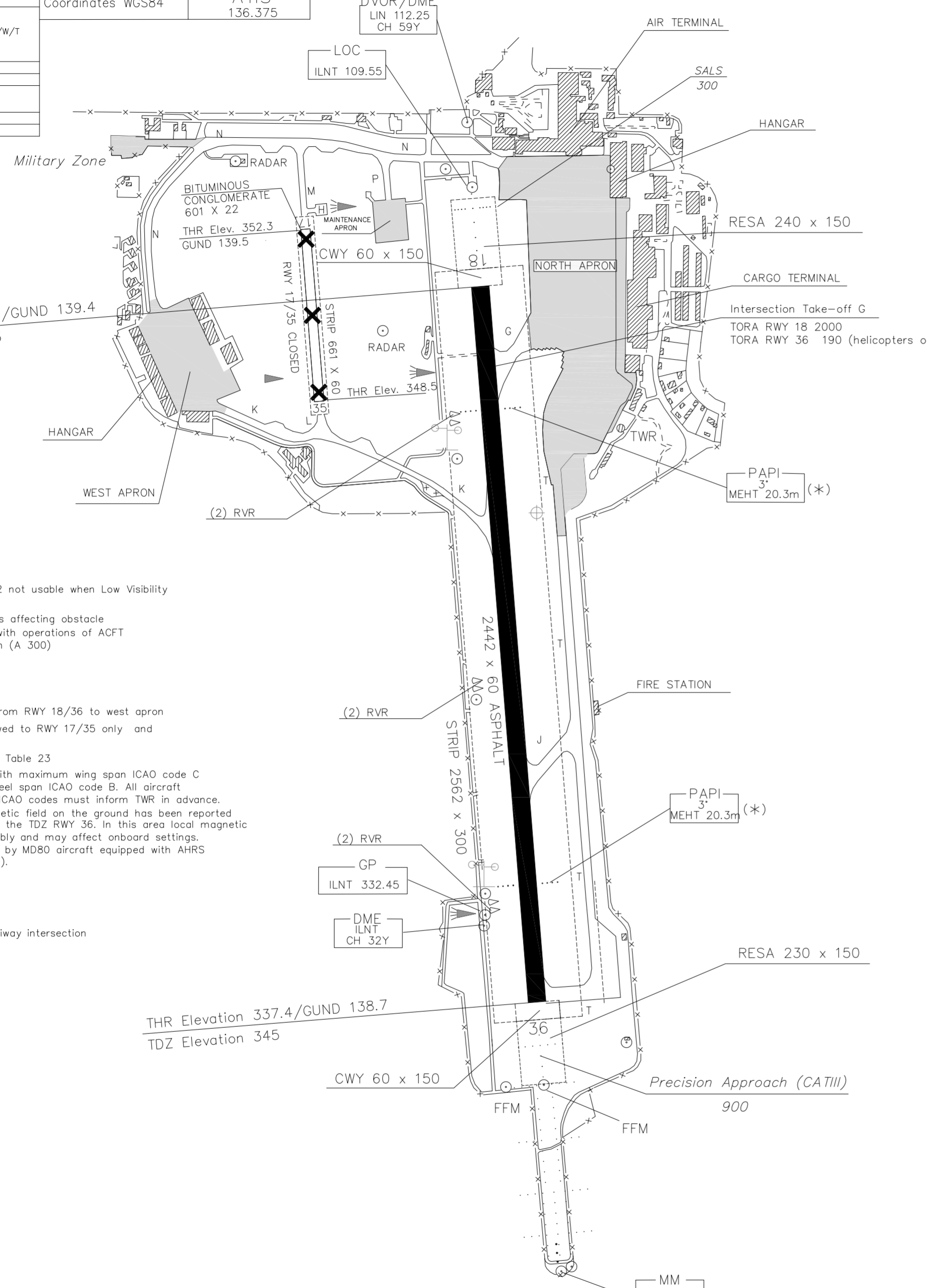


RWY	QFU	THR	bearing strength	Bearings are magnetic	TWR
18	173°N	45°27'23.33" E 009°16'33.12" E	PCN 120/F/A/W/T	Distances in metres	118.100 (118.400)
36	353°N	45°26'03.50" E 009°16'41.62" E	PCN 120/F/A/W/T	Elevation in ft AMSL	GND 121.800
17	173°N	45°27'28.95" E 009°16'05.76" E	PCN 20/F/B/W/T	Coordinates WGS84	ATIS 136.375
35	353°N	45°27'09.53" E 009°16'07.86" E	PCN 20/F/B/W/T		

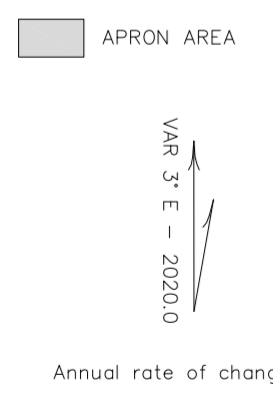
AD ELEV 353	MILANO / LINATE	
APRON ELEV 359	L I M L	45°26'58" N 009°16'42" E

HELICOPTER LANDING AREA	
Bearing	18-36
Coordinates	N 45° 27' 30.04" E 009° 16' 08.31"
Elevations	351 ft
Dimensions	28 x 28 m

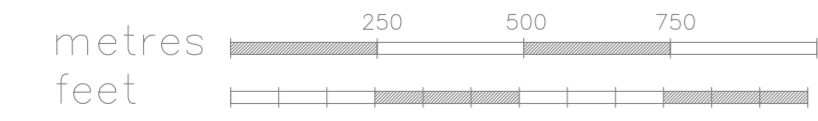


- REMARKS:
- 1) Taxing from T not allowed on J
 - 2) On holding bay STOP BS1 and BS2 not usable when Low Visibility Procedures are in progress
 - 3) (*) PAPI RWY 18 and 36, obstacles affecting obstacle protection surface are compatible with operations of ACFT with eye-to-wheel height up to 9m (A 300)
 - 4) (**) Yellow lights
 - 5) (***) STOP BAR
 - 6) (****) NO ENTRY BAR
 - 7) Centerline lights on K visible only from RWY 18/36 to west apron
 - 8) Taxing from west apron on K allowed to RWY 17/35 only and during day light only
 - 9) For F.A.T.O. use and airtaxing see Table 23
 - 10) 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.
 - 11) A local anomaly in the earth magnetic field on the ground has been reported and measured in the area close to the TDZ RWY 36. In this area local magnetic north indication may vary considerably and may affect onboard settings. Some problems have been reported by MD80 aircraft equipped with AHS (Attitude Heading Reference System).

- Follow-me position
- Intermediate holding position / taxiway intersection



TWY IDENT	WIDTH	bearing strength
P	18	PCN 120/F/A/W/T
T	30	PCN 90/F/A/W/T
T	30	PCN 80/R/C/W/T
G	30	PCN 75/F/A/W/T
J	30	PCN 91/R/B/W/T
N	18-23	PCN 82/R/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

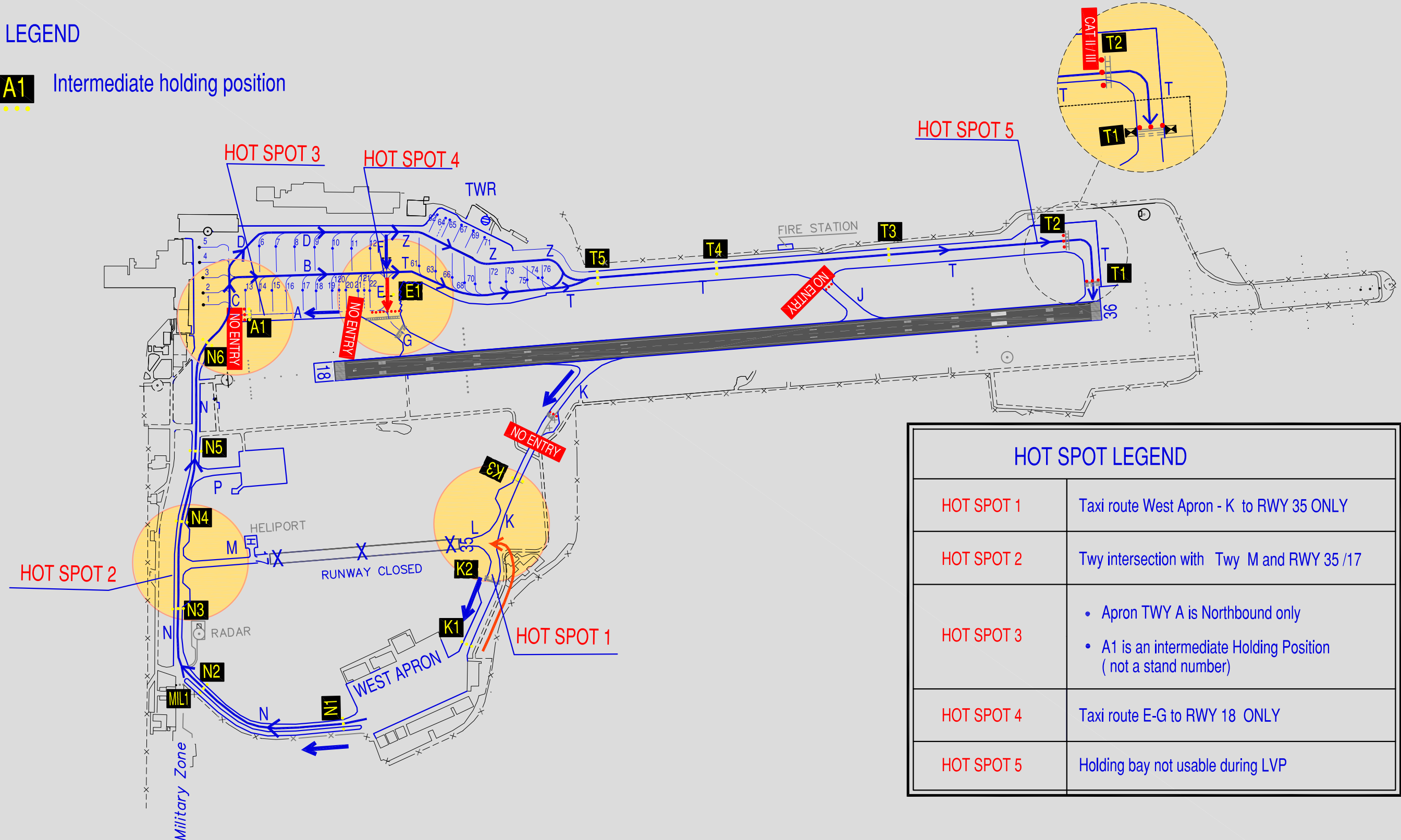


CHANGE: UPDATE RWY QFU and MAGNETIC VARIATION

ATC SERVICES			AD ELEV 353	MILANO / LINATE	
TWR 118.100 (118.400)	GND 121.800	ATIS 136.375	APRON ELEV 359		
			LIML	45°26'58" N 009°16'42" E	

LEGEND

A1 Intermediate holding position



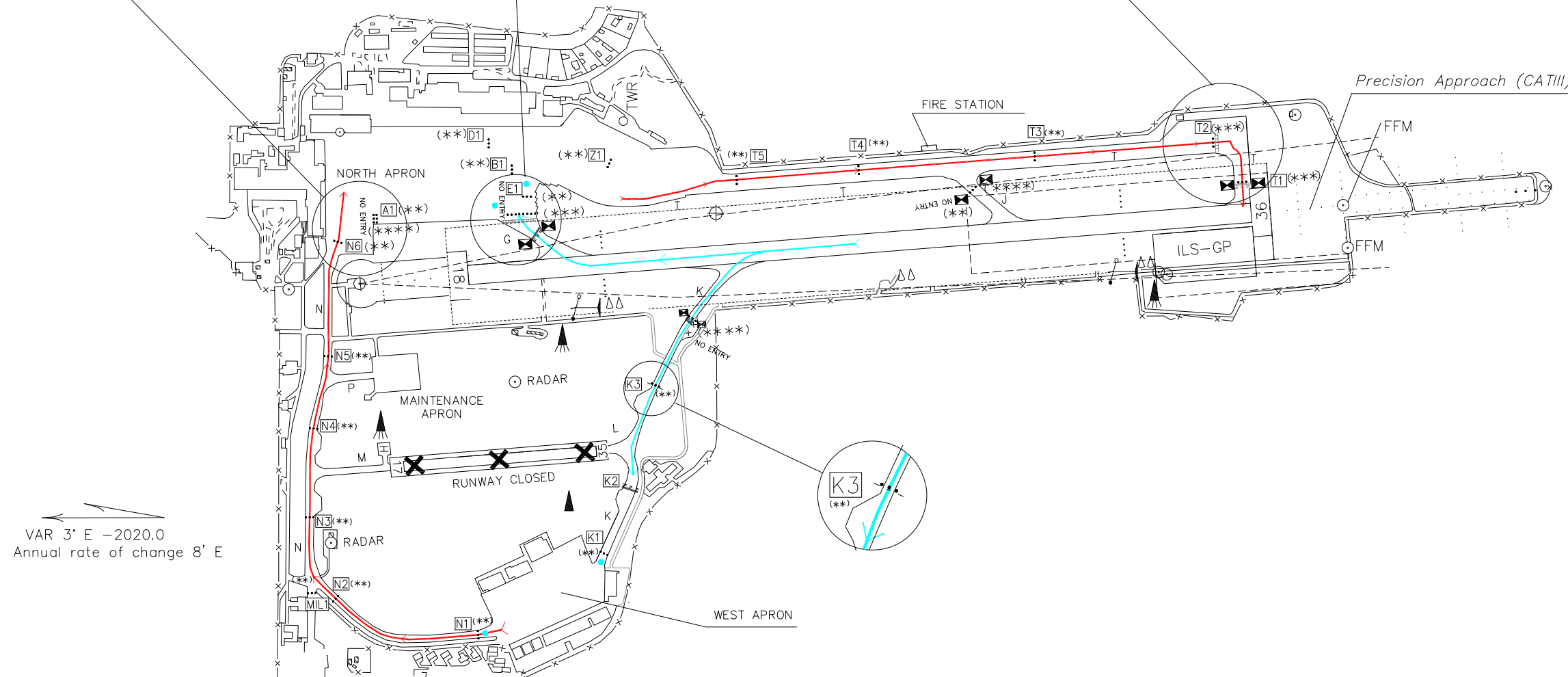
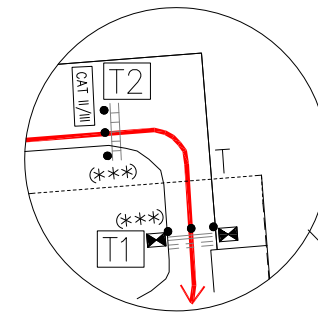
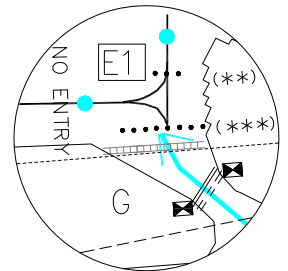
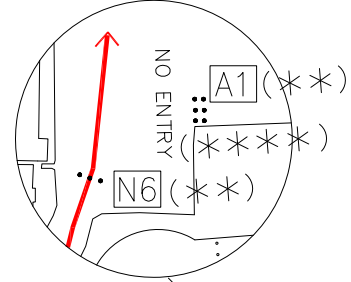
HOT SPOT LEGEND	
HOT SPOT 1	Taxi route West Apron - K to RWY 35 ONLY
HOT SPOT 2	Twy intersection with Twy M and RWY 35 /17
HOT SPOT 3	<ul style="list-style-type: none"> Apron TWY A is Northbound only A1 is an intermediate Holding Position (not a stand number)
HOT SPOT 4	Taxi route E-G to RWY 18 ONLY
HOT SPOT 5	Holding bay not usable during LVP

CHANGE: UPDATED CHART

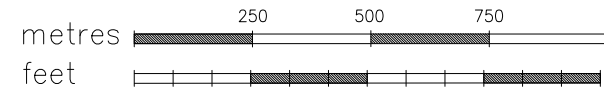
AD ELEV 353	MILANO / LINATE	
APRON ELEV 359	L I M L	45°26'58" N 009°16'42" E
TWR 118.100 (118.400) GND 121.800 ATIS 136.375		

CHANGE: UPDATED MAGNETIC VARIATION

NORTH APRON



VAR 3° E -2020.0
 Annual rate of change 8' E



- REMARKS:
- 1) J not usable
 - 2) Holding bay STOP BS1 and BS2 not usable when Low Visibility Procedures are in progress
 - 3) (**) Yellow lights
 - 4) (***) STOP BAR
 - 5) (****) NO ENTRY BAR
 - 6) TWY K centerline lights visible only from RWY 18/36 to west apron

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

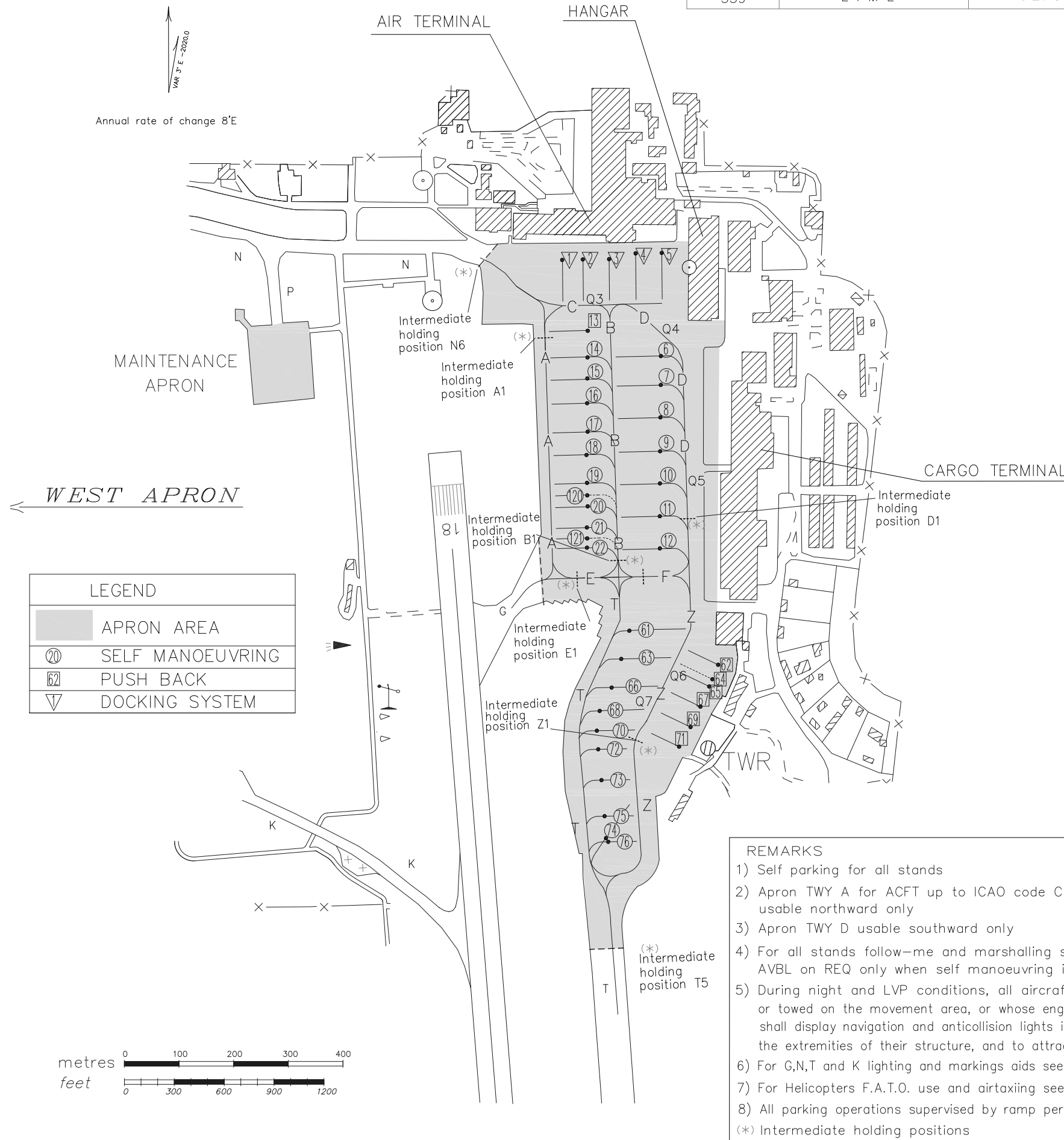
Bearings are magnetic	TWR 118.100 (118.400)
Distances in metres	GND 121.800
Elevation in ft AMSL	ATIS 136.375
Coordinates WGS84	

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	Stands: 61-76 Surface: Asphalt Strength: PCN 75/F/B/W/T
CL lights: Green	Stands: 1-22 Surface: Concrete Strength: PCN 58/R/B/W/T
	Maintenance Apron Surface: Concrete Strength: PCN 120/R/C/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°27'29.06"	009°16'51.23"
7	45°27'27.65"	009°16'51.21"
8	45°27'26.24"	009°16'51.18"
9	45°27'24.24"	009°16'51.24"
10	45°27'22.44"	009°16'51.21"
11	45°27'20.16"	009°16'51.18"
12	45°27'18.36"	009°16'51.08"
13	45°27'30.78"	009°16'44.93"
14	45°27'29.42"	009°16'44.91"
15	45°27'27.83"	009°16'44.88"
16	45°27'26.43"	009°16'44.86"
17	45°27'24.84"	009°16'44.84"
18	45°27'23.43"	009°16'44.81"
19	45°27'21.95"	009°16'44.79"
20	45°27'20.77"	009°16'44.77"
21	45°27'19.41"	009°16'44.75"
22	45°27'18.29"	009°16'44.73"
61	45°27'13.75"	009°16'49.68"
62	45°27'11.49"	009°16'56.13"
63	45°27'12.10"	009°16'48.53"
64	45°27'10.42"	009°16'55.89"
65	45°27'10.23"	009°16'55.21"
66	45°27'10.70"	009°16'47.50"
67	45°27'08.98"	009°16'54.30"
68	45°27'08.80"	009°16'46.30"
69	45°27'07.72"	009°16'53.39"
70	45°27'07.65"	009°16'45.87"
71	45°27'06.13"	009°16'53.34"
72	45°27'06.00"	009°16'45.92"
73	45°27'03.96"	009°16'46.13"
74	45°27'00.09"	009°16'46.48"
75	45°27'02.08"	009°16'46.34"
76	45°27'00.26"	009°16'46.54"
120	45°27'21.36"	009°16'44.78"
121	45°27'18.85"	009°16'44.74"



- REMARKS
- 1) Self parking for all stands
 - 2) Apron TWY A for ACFT up to ICAO code C max wingspan 36 m, usable northward only
 - 3) Apron TWY D usable southward only
 - 4) For all stands follow-me and marshalling service AVBL on REQ only when self manoeuvring is not safe
 - 5) During night and LVP conditions, all aircraft taxiing, or towed on the movement area, or whose engines are running shall display navigation and anticollision lights intended to indicate the extremities of their structure, and to attract attention to the aircraft;
 - 6) For G,N,T and K lighting and markings aids see AD 2 LIML 2-1
 - 7) For Helicopters F.A.T.O. use and airtaxiing see Table 23
 - 8) All parking operations supervised by ramp personnel
- (*) Intermediate holding positions

CHANGE: UPDATED MAGNETIC VARIATION

AIRCRAFT PARKING DOCKING REMARKS																							
1.	<p>Visual Docking Guidance Systems</p> <p>The optical guides in use are the following: Type 3-9 : stands 1-2-3-4-5</p> <p>In order to manage the process with a safety approach, hereafter is the list of the procedures that the Pilot and the Handler Operator on the ground must observe during the docking phases of the aircraft.</p> <p>In the event of critical situations during docking, these procedures must be guaranteed regardless of the type of aircraft during positioning, with particular attention to black livery aircraft.</p>																						
2.	<p>Capture phase</p> <ol style="list-style-type: none"> Once VDGS system is activated and starts intercepting the arriving plane at the stand. The aircraft must not move forward until the guidance bar on right / left indication has been displayed. The ground operator must check that the correct type of aircraft has been set up on the pilot display. In case of improperly inputs from PIC, that result in an unauthorized aircraft movement , as soon as the airplane's nose section reaches the cabin of the PBB, the ground operator must immediately press the emergency stop button <p>1.3 CAPTURE</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 65%;">Description</th> <th style="width: 35%;">Position</th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top;"> <div style="display: flex; align-items: center;"> <p>WARNING! THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE ARROWS HAVE BEEN SUPERSEDED BY THE CLOSING RATE BAR.</p> </div> <p><i>Instructions to Operators:</i></p> <ul style="list-style-type: none"> Check that the correct aircraft type is displayed on the Pilot Display. The lead-in line is to be followed. <p><i>Note: If the Safedock system is still in Active mode when the aircraft nose reaches the Passenger Boarding Bridge cab, press the Emergency-Stop button immediately!</i></p> </td> <td style="vertical-align: top;"> <p>Gate area: Empty (The aircraft is on the ground en route to gate).</p> </td> </tr> </tbody> </table> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 20%;">Image Operator Panel</th> <th colspan="5" style="text-align: center;">Image Pilot Display</th> </tr> <tr> <th></th> <th style="width: 15%;">T1-42</th> <th style="width: 15%;">T2-18</th> <th style="width: 15%;">T2S-24</th> <th style="width: 15%;">T3-9</th> <th style="width: 15%;">T3-15</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"> </td> <td style="text-align: center;"> </td> <td style="text-align: center;"> </td> <td style="text-align: center;"> </td> <td style="text-align: center;"> </td> <td style="text-align: center;"> </td> </tr> </tbody> </table>	Description	Position	<div style="display: flex; align-items: center;"> <p>WARNING! THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE ARROWS HAVE BEEN SUPERSEDED BY THE CLOSING RATE BAR.</p> </div> <p><i>Instructions to Operators:</i></p> <ul style="list-style-type: none"> Check that the correct aircraft type is displayed on the Pilot Display. The lead-in line is to be followed. <p><i>Note: If the Safedock system is still in Active mode when the aircraft nose reaches the Passenger Boarding Bridge cab, press the Emergency-Stop button immediately!</i></p>	<p>Gate area: Empty (The aircraft is on the ground en route to gate).</p>	Image Operator Panel	Image Pilot Display						T1-42	T2-18	T2S-24	T3-9	T3-15						
Description	Position																						
<div style="display: flex; align-items: center;"> <p>WARNING! THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE ARROWS HAVE BEEN SUPERSEDED BY THE CLOSING RATE BAR.</p> </div> <p><i>Instructions to Operators:</i></p> <ul style="list-style-type: none"> Check that the correct aircraft type is displayed on the Pilot Display. The lead-in line is to be followed. <p><i>Note: If the Safedock system is still in Active mode when the aircraft nose reaches the Passenger Boarding Bridge cab, press the Emergency-Stop button immediately!</i></p>	<p>Gate area: Empty (The aircraft is on the ground en route to gate).</p>																						
Image Operator Panel	Image Pilot Display																						
	T1-42	T2-18	T2S-24	T3-9	T3-15																		
3.	<p>Tracking phase</p> <ol style="list-style-type: none"> The aircraft has been identified and guided towards the STOP position. The aircraft checking process is ongoing. The Pilot correctly moves forward towards the STOP position. <p>The ground operator must check that:</p> <ul style="list-style-type: none"> the "Identified Message" is on the OP display shows; the OP message must remain visible for the entire operation process. 																						

4. **Error in checking aircraft identification**

After the capture phase, aircraft identification and confirmation algorithm are in progress. In case aircraft check and confirmation phase are not completed within 15 meters from the STOP position (configurable value), a STOP message and ID FAIL will appear on the display.

1. The Pilot must immediately stop the aircraft.
2. The ground staff will notice the id fail message appearing on the operator panel.

The docking process can be manually accomplished by "skipping" the procedure. In this case the Pilot shall not need to move forward until the bar and guidance indications are visible on the Pilot display.

2.5 FAILED AIRCRAFT VERIFICATION (ID FAIL)

Description	Position
<p>After capture of the aircraft, its geometry is checked against a stored profile. If, for any reason, aircraft verification is not confirmed 15m before the stop-position, the Pilot Display will show STOP followed by ID FAIL.</p> <p>Below there is a list of errors that can be displayed on the Operator Panel and a short description:</p> <ul style="list-style-type: none"> • Geometry failed - Geometry check failed within ID Fail limit • Nose height failed - Nose height check failed • Engine verification - Engine verification failed • Profile failed - Profile check failed • Lost track - Lost track close to stop <p><i>Note: (option) Dockings can be resumed without verification; however, it is important to follow the information below. Alternatively, the aircraft shall be marshalled-in or towed-in to the gate.</i></p> <div style="display: flex; align-items: center;"> <p>WARNING! THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.</p> </div> <p><i>Note: This may be a system event or a fault (to analyse the possible cause of the incident, see § 2.5.2 Event or Fault Diagnosis in this Chapter).</i></p>	<p>Gate area: Empty (aircraft is on the ground en route to gate).</p>

Image Operator Panel	Image Pilot Display				
	T1-42	T2-18	T2S-24	T3-9	T3-15

Overriding a Fail ID (Following Section 2.5.1) provides full responsibility to the ground operator.

2.5.1

Override ID FAIL

The override function is designed to resolve an aircraft verification problem during an active docking procedure.



WARNING! THE OVERRIDE FUNCTION GIVES THE OPERATOR RESPONSIBILITY FOR AIRCRAFT VERIFICATION, AS A TEMPORARY SOLUTION TO AN EVENT/FAULT RECOGNISED BY THE SYSTEM.

When using the override function, these instructions must be followed:

- Make sure the stand area is clear of any obstructions such as vehicles, apron or other objects which may obstruct the aircraft, including wings or engines.
- Check for the correct stop-position (ground markings).

5.	<p>Recommendation for managing Black Livery Aircraft and/or coated low reflectivity paints:</p> <ol style="list-style-type: none">1. Review the Safedock A-VDGS Operation Manual2. Always require a mandatory and early presence of ground handler for support. <p>WARNING: The Pilot must not enter the stand area before the image of the vertical arrows appears on the docking system; The Pilot must not move beyond bridge unless the vertical arrows have been replaced by "Closing stop" bar</p>
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Bearings are magnetic	TWR 118.100 (118.400)
Distances in metres	GND 121.800
Elevation in ft AMSL	ATIS 136.375
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	Stands : 54–56, Area GA2 and Area GA3 Surface : Concrete Strength: PCN 24/R/C/W/T	
CL lights: Green	Stands : 51–53 and Area GA1 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"
201	45°27'20.08"	009°15'44.79"
202	45°27'10.33"	009°15'52.88"
203	45°27'11.14"	009°15'51.71"

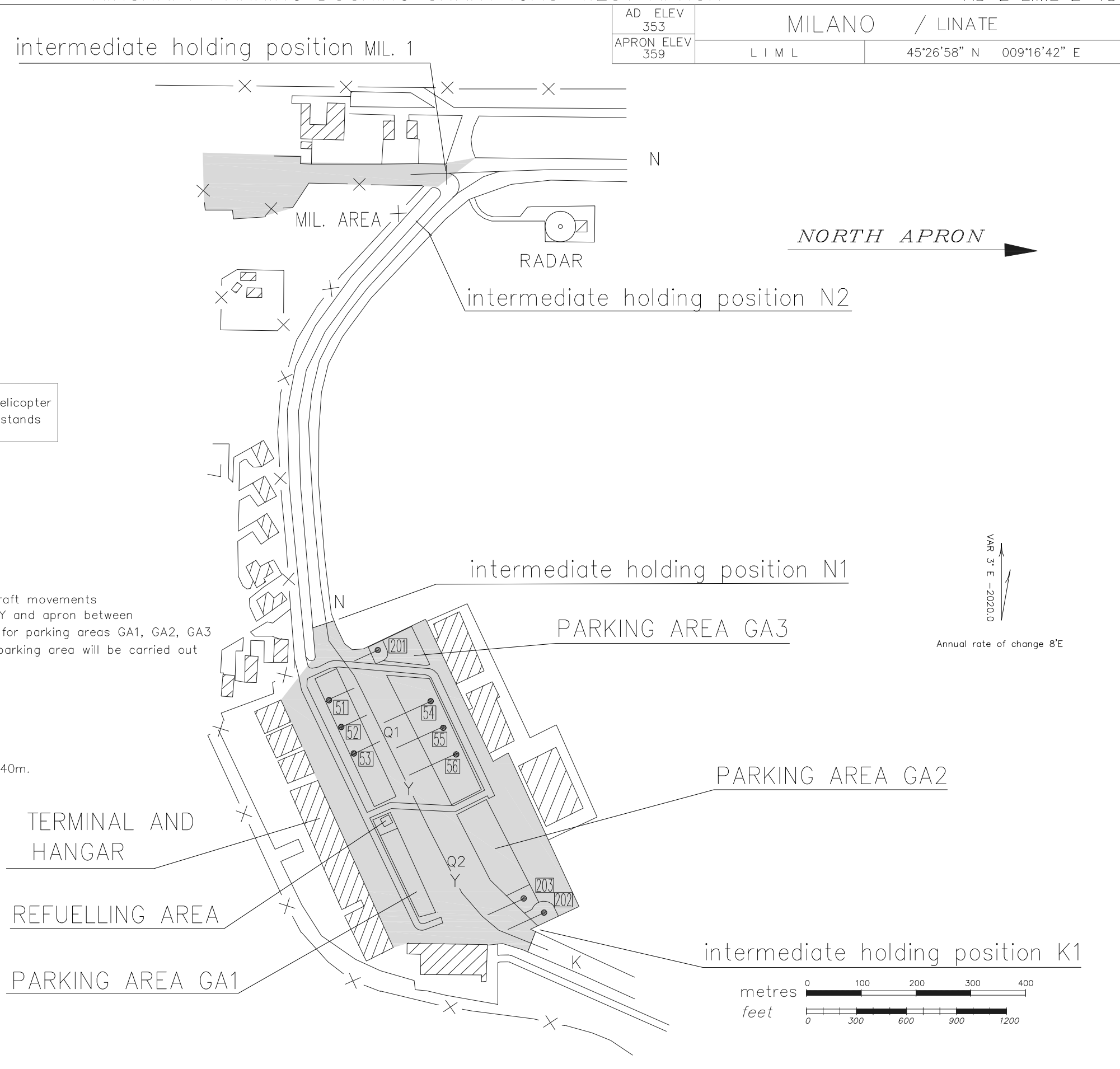
Helicopter stands

REMARKS

- 1) West apron special procedures are in force. See AD 2 LIML 1–9 item 20 point 2
- 2) The follow-me service is mandatory for all aircraft movements on the West apron and for taxiing on the TWY Y and apron between the intermediate holding positions N1 / K1 and for parking areas GA1, GA2, GA3 and stands 51–56; the final positioning in the parking area will be carried out with marshalling assistance
- 3) Taxiing on TWY K allowed to RWY 17/35 for VFR flights and during day light only
- 4) STAND 53 Max wing span 31.10m.
STANDS 51, 52, 54, 55, 56 Max wing span 34.40m.
- 5) Acft allowed taxiing must show landing lights

CHANGE: UPDATE MAGNETIC VARIATION

LEGEND	
	AREA APRON
	PUSH BACK



VAR 3° E - 2020,0
Annual rate of change 8'E

