

Linate Airport

IATA/ICAO CODE: LIN/LIML
CITY: Milan
COUNTRY: Italy

AIRPORT CONTACT

Information updated by the airport 4/2011

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ELEVATION: 353 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
17/35	601	-	-	22
18/36	2442	-	-	60

NOISE ABATEMENT PROCEDURES

(Provision of Italian Civil Aviation Authority N 42/674/A3/4.2 dated March 21, 1996)
Initial Climb Procedures:

Compliance with the procedures below shall not be required in adverse weather conditions or for safety reasons.

During the initial climb phase pilots shall maintain the following parameters:

- a) up to 1500ft QFE:
 - take off power
 - take off flap
 - climb at V2 + 10/20KT IAS or as limited by body angle
- b) at 1500ft QFE:
 - reduce thrust and climb at V2 + 10/20KT IAS until reaching 3000ft QFE
- c) at 3000ft QFE:

- accelerate smoothly to en route climb speed with flap retraction.

Approach and Landing Procedures

Pilots shall conduct their flight at a speed which permits operation of the aircraft in clean configuration until reaching a distance of approximately 12 NM from touch down.

Recommended speed is $210KT + 10KT$ or the aircraft's minimum performance speed if higher than above.

Subsequent portion of the approach, either instrument or visual, shall be flown with a properly set slope to achieve, if possible, a continuous descent, the interception of approach path not below 3000ft QFE and aircraft to be established not beyond the OM, or equivalent position.

Execution technique must be performed with aircraft deceleration action and aerodynamic configuration changes so as to achieve final speed and configuration at the OM, FAF or equivalent position.

Compliance with the above procedure is recommended provided that it is compatible with ATC instructions and weather conditions are favorable.

Non compliance is allowed in case of precision approach CAT II and II.

No instrument or visual approach shall be made at an angle less than the ILS glide path or less than 3 degrees if no ILS is available.

Aircraft executing visual approach shall intercept descent path at not lower than 1000ft QFE.

The use of reverse is allowed only at idle thrust except for provable safety reasons.

- Provision of Italian Civil Authority N 42/2314/R2 1/9 dated December 9th 1996.

Noise abatement procedures described in para above apply to all Italian aerodromes open to Civil Air Traffic.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

The preferential runway for take-offs and landings is 36R. According to ENAC provision 0003504/OML dated 05/09/2008, take-off operations from RWY 18 are permitted only when meteorological conditions or safety reasons do not allow the use of the preferential RWY 36.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Linate Airport Civil Aviation Authority ordinance nr. 23/2004

The following environmental protection measures must be applied by aircraft used for air

transportation services or of maximum take off weight above 5700 Kg or over 9 passenger seats:

- Engine run-ups at high power not permitted between 2200 and 0500 (2100 and 0400) except for aircraft to be used immediately.

APU OPERATING RESTRICTIONS

Linate Airport Civil Aviation Authority ordinance nr. 23/2004

The following environmental protection measures must be applied by aircraft used for air transportation services or of maximum take off weight above 5700 Kg or over 9 passenger seats:

- APU(Auxiliary Power Unit) is allowed only 30 minutes before departure and 15 minutes after arrival. At parking docks 1-5 the use of APU is allowed only for a maximum time of 15 minutes.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status	
Sound Insulation (Residences and Public Buildings)	-	N/A	
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	N/A	
Avigation Easements	-	No	
Zoning Laws	-	May 6th 2009 zoning was approved	
Real Estate/Property Disclosure Laws	-	-	
Acquire Land for Noise Compatibility to date	-	-	
Population within each noise contour level relative to aircraft operations	-	LVA dB(A)	Population
		60-65	8225
		65-75	1423
		>75	0
Airport Noise Contour Overlay Maps	-	Contour	
Total Cost of Noise Mitigation Programs to Date	-	-	
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-	

NOISE MONITORING SYSTEM



Since 1994, 6 fixed monitoring terminals have been operating in the area around the airport, that are linked to a master station. Since 01/01/01 the noise monitoring system is coordinated by SEA.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

Index Lva (night period is considered from 23.00-06.00)

Zone A – $L_{va} < 65 \text{ dB(A)}$: Residential area

Zone B – $65 \text{ dB(A)} < L_{va} < 75 \text{ dB(A)}$: Industrial area

Zone C – $L_{va} > 75 \text{ dB(A)}$: Country/Airfield area

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes $> 75,000$ lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes $> 75,000$ lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)

COMMENTS

In Linate works of the Airport Commission are finished with the definition of "minimum impact" scenario.