

AREA
MILANO
ITALY

20-1VA 26 NOV 10

JEPPESEN

Rules for VFR Traffic

VFR flights are allowed within sectors shown on 20-1V to MIL ACFT, private ACFT and domestic airlines for training purposes only.

All flights operating within VFR sectors below TMA (A) Milano shall keep an operational transponder mode A and C switched on at all times during the flight.

ACFT are to maintain radio contact with MILANO INFORMATION until being instructed to contact the appropriate ATS Unit of the destination AD.

Special Rules for VFR Traffic within Milano (Linate) CTR

No VFR operations are permitted within Milano (Linate) CTR EXC:

- a) DEP/ARR ACFT from/to airports and air/helisurface areas located within the CTR;
- b) Aerial work flights if authorised;
- c) State ACFT and flights, rescue, emergency and ambulance flights.

NOTE: All flights listed under a) and b), must be operated with functioning SSR Mode A&C transponders, switched on at all times.

At least 10 MIN before entering CTR, VFR flights listed above shall request clearance to APP/TWR, specifying intended entry point and requested altitude. ATC may approve the request or deny clearance to enter CTR, instructing ACFT to hold outside CTR, or issue a clearance to enter at a different ALT and Reporting Point.

In case of difficulties to establish radio contact with APP/TWR, pilots may address MILANO INFORMATION asking to relay the requests to ATC, while holding outside the CTR until radio contact is properly established.

Special Rules for VFR Traffic within Milano (Malpensa) CTR

VFR APCHs, LDG and TKOF not admitted EXC for ACFT based therein and HEL activity.

In case of MMP DME unavailability or in case of simultaneous MMP VOR and MMP NDB unavailability, activity on Vergiate and Venegono ADs shall be suspended.

Special Rules for VFR Traffic to/from Milano (Bresso)

The traffic circuit is W of the RWY and entry into the circuit is permitted from NW sector only.

Special VFR

Special VFR (SVFR) operations are permitted with a MNM VIS not less than 3 KM. When VIS is less than 3 KM but not less than 1.5 KM, SVFR operations are permitted only to pilots holding a current IFR rating and the ACFT must be:

- a) Approved for VFR with no reference to visual landmarks by the State of Register and further is equipped with:
 - Stabilised direction indicator;
 - means for indicating a failure in the functioning of the direction indicator;
 - means to communicate with Linate TWR/APP and MILANO INFORMATION.

- b) Equipped with:

2 VHF- COMs, 1 VOR (a second VOR receiver must be on board if the flight or legs of it is conducted using only VOR or NDB/DME signals), 1 ADF, 1 DME, 1 Transponder SSR Mode A&C, switched on at all times.

NOTE: HEL do not need to comply with the DME-requirement.

Restrictions and Conditions for Crossing LI-R9

Flying activity within LI-R9 is prohibited, EXC for route segments W1-W2 and W2-W1, and the airspace necessary for holding orbits on the said points, connected with LDG and DEPs to/from Milano/Linate AD.

Further exemptions within LI-R9 are granted to following activities, provided that ACFT are equipped with a functioning transponder Mode A & C, switched on at all times and further complies with the requirements as shown under Special VFR.

- VFR aerial work subject to previous documentation scrutiny by Milano/Linate AD;
- HEL Emergency Medical Service (HEMS) and SAR HEL operations;
- HELs from/to helisurfaces within LI-R9;
- flights within Milano/Bresso ATZ and working areas when entry and exit procedures are adhered to.