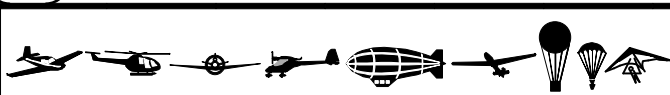


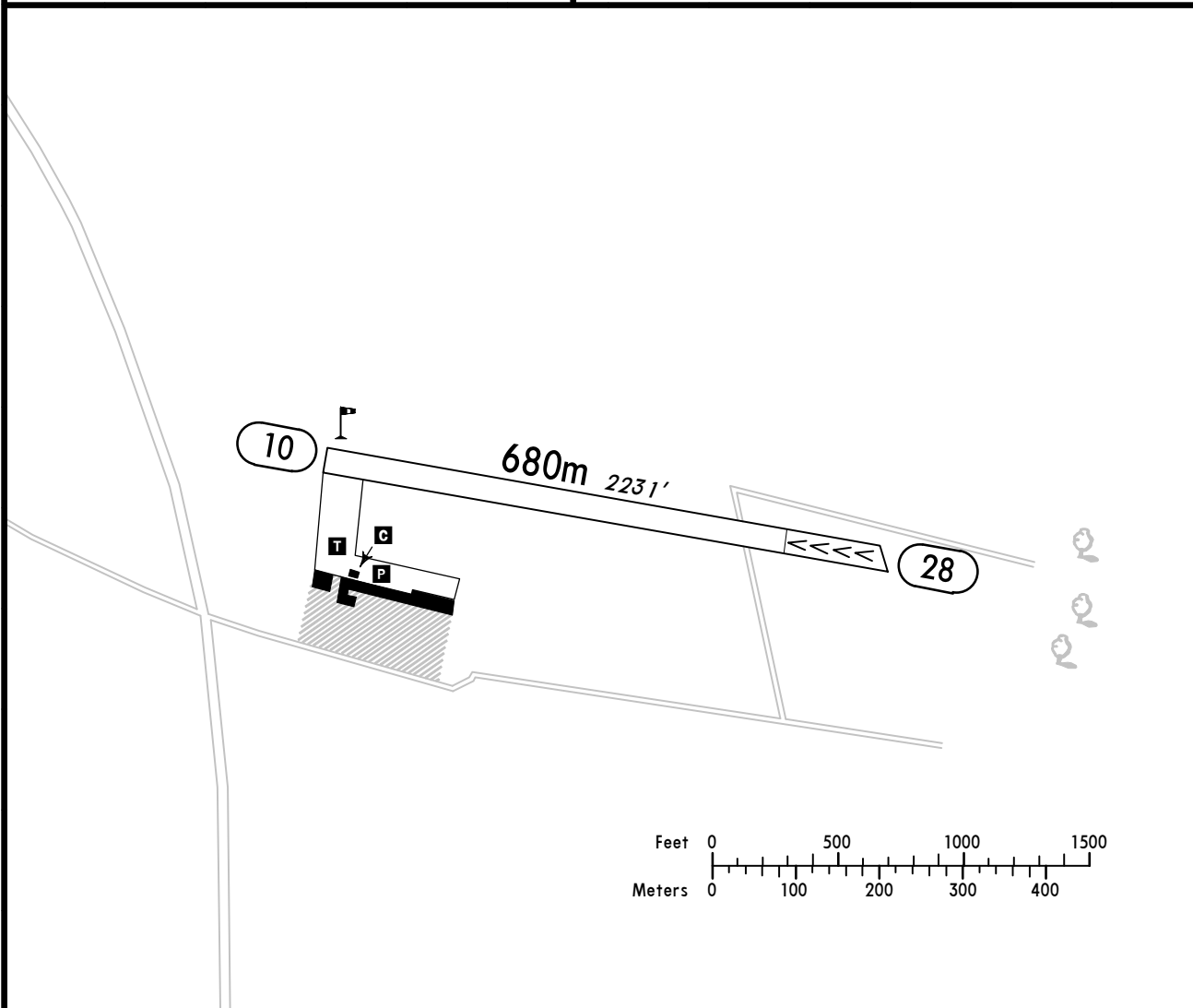


**SPESSA**  
 LA SPEZIANA  
 ITALY

19-2 03 OCT 08



(FIS)  
 MILANO INFORMATION **124.92**



(O/R, limited)    (O/R)

OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
10	680 x 30 Grass	570	680	2t MPW	--
28		680	570		

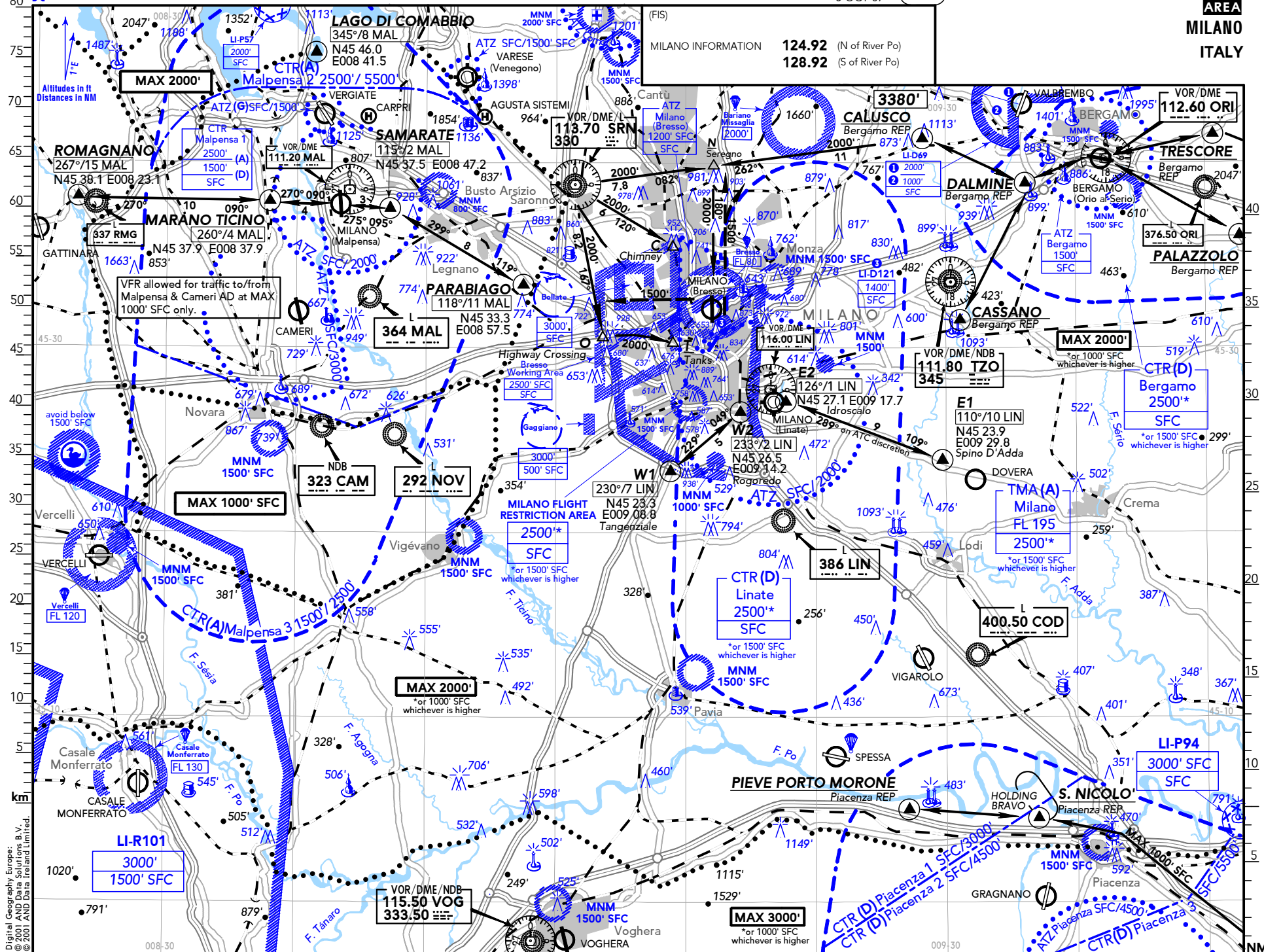
**Traffic circuits:**

- at 1000' SFC for aeroplanes and Gliders
  - RWY 10 RH
- at 500' SFC for ULM:
  - RWY 10 RH

Pay attention to ULM and NORDO ACFT traffic.

Trees in front of RWY 10.

Avoid overflying village of Sosteno 2 NM W AD.



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► **General Rules for VFR Traffic**

VFR flights are allowed within sectors shown on 20-1V to:

- MIL ACFT,
- Private ACFT,
- 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 Provisions for VFR Traffic within Milano (Linate) CTR**

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

- a) DEP/ARR ACFT from/to airports and air/helisurface areas located within the CTR (D);
- 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 (D) until radio contact is properly established.

- VFR operations are allowed under following meteorological minima:
- Ground VIS 5 KM or more,
  - ceiling 1500' or more.

**Milano Flight Restriction Area**

Flying activity is prohibited except for route segments W1- W2 and vice versa, and the airspace necessary for holding at this points, connected with LDG & DEP to/from Milano (Linate).

Further exemptions within Milano Flight Restriction Area 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.

- a) VFR aerial work, if authorised by Milano (Linate) ATC;
- b) HEL Emergency Medical Service (HEMS) and SAR HEL operations;
- c) HEL from/to HEL surfaces within the Flight Restriction Area;
- d) Flights within Milano (Bresso) ATZ (G) and working areas when entry and exit procedures are adhered to.

**Special VFR**

Special VFR 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, Special VFR 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.

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

**Special Instructions 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.