



MILANO ACC

ATC Briefing and Standard Operating Procedures

Document intended for VATITA internal use only
NOT TO BE USED FOR REAL LIFE NAVIGATION
Version 1.1

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1. Changes

VERSION	CHANGES	EFFECTIVE DATE
1.0	Creation of document	January 2024
1.1	Sectors update ANW, SOPs update	February 2025

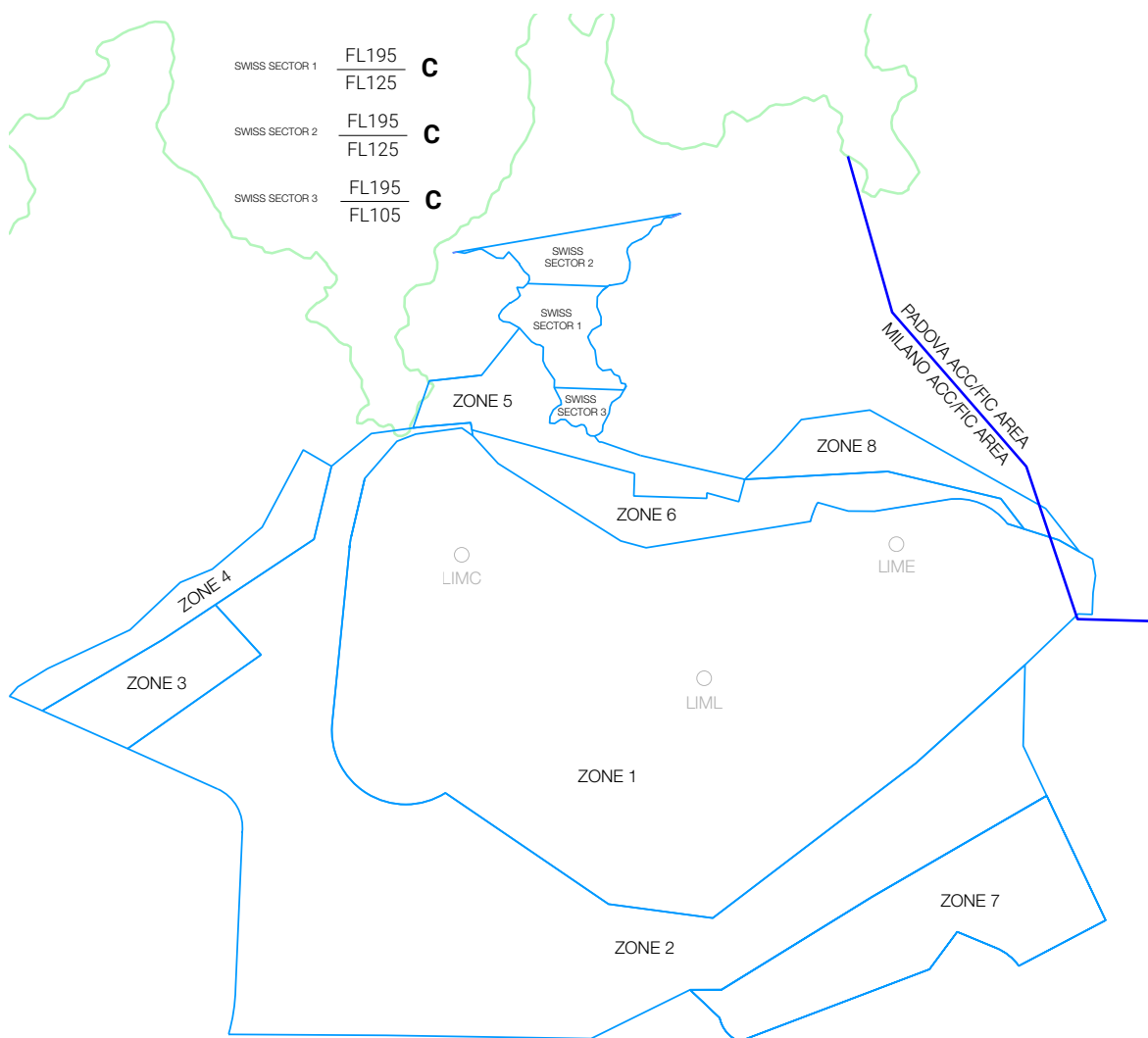
2. Introduction

This briefing is intended for all VATITA home and visiting ATCOs that intend to control all Milano APP and aerodrome positions, and ACC positions interacting with Milano APP.

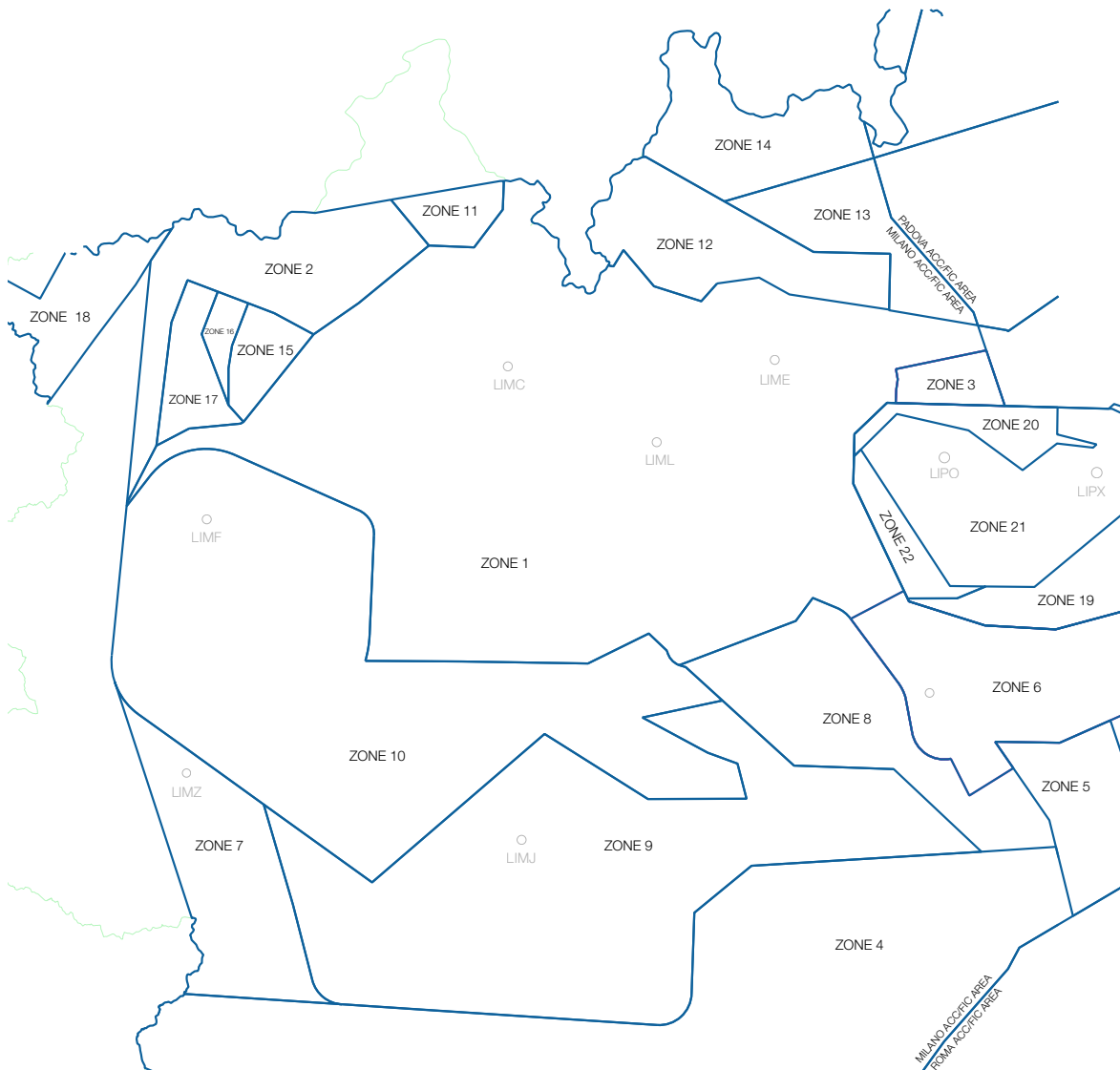
3. Airspace structure

Milano TMA consists of 8 zones of Class A airspace mainly established to protect IFR traffic and procedures for the following international airports:

- Milano - Malpensa (LIMC)
- Milano - Linate (LIML)
- Bergamo - Orio al Serio (LIME)



Above the TMA lies an extensive CTA, divided in 20 Class D and 1 Class A (Brera) zones. VFR flights are to stay outside of the TMA at all times.



AIRSPACE	ATS UNIT
Milano CTA	Milano ACC (LIMM_*_CTR)
Milano TMA	Milano APP (LIMM_*_APP)
Milano ACC uncontrolled airspace	Milano FIC (LIMM_I_APP)

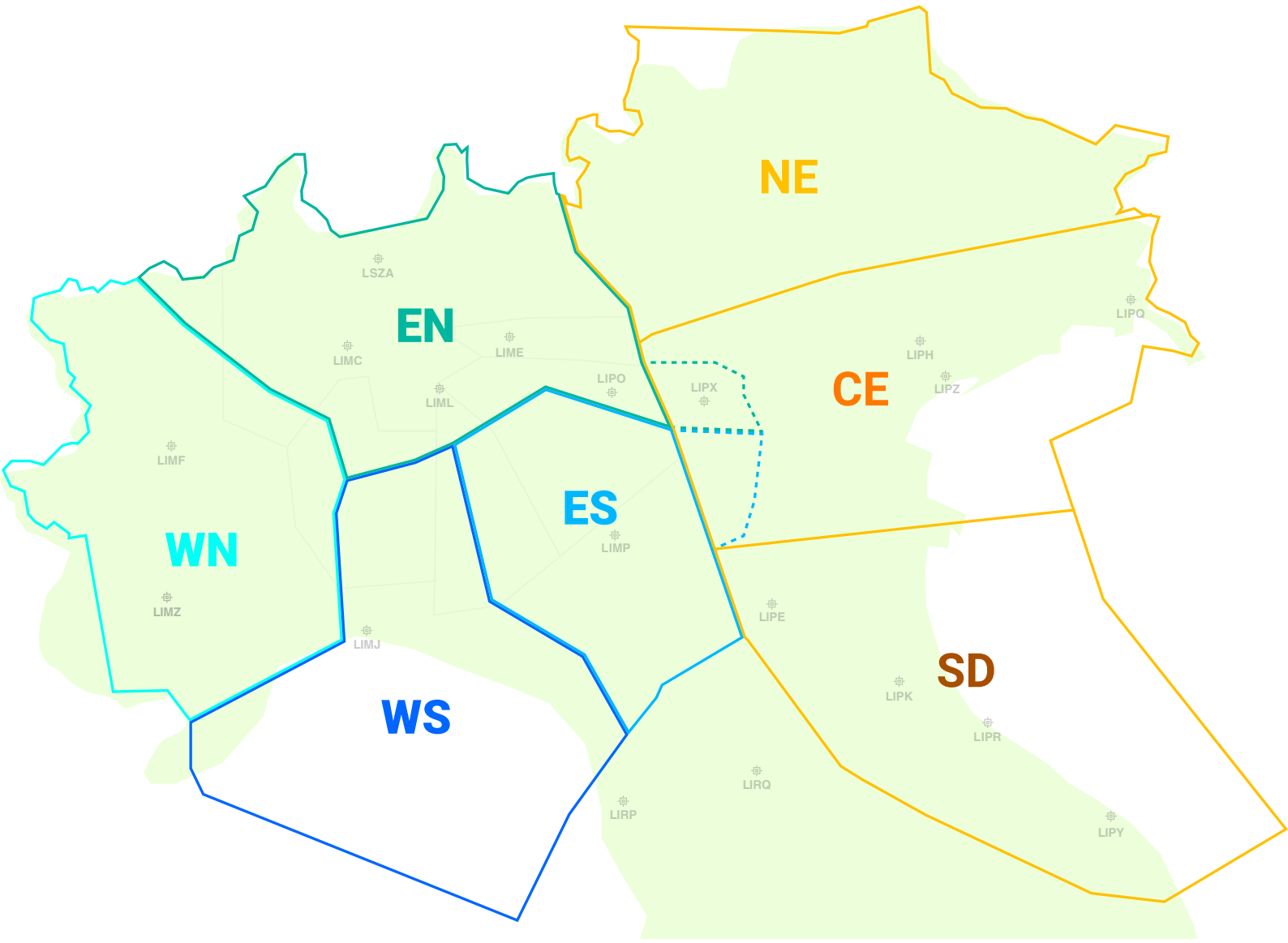
Milano APP is therefore responsible for managing IFR departures and arrivals in and out of Malpensa (LIMC), Linate (LIML), Bergamo (LIME) and also Lugano (LSZA) airport, that is part of vACC Switzerland.

Milano APP may also provide, based on workload and at ATC discretion, Flight Information Service to aircraft flying VFR directly below the TMA floor.

4. Milano ACC

4.1 Sectors

- GND- FL195
- GND - UNL



4.2 Configurations

Based on the positions open at any given time, the AoR and responsibilities for each position change as seen below. The configurations in the table below are the only possible both during normal operations and events, no other combination is possible.

CONFIG	REQUIRED ATCOs	POSITION ONLINE	SECTOR ALLOCATION	LEVELS ALLOCATION
ALPHA	1	LIMM_CTRL	EN-WN-WS-ES + NE-CE-SD	SFC - UNL
BRAVO	1	LIMM_EN_CTRL	EN-WN-WS-ES	SFC - UNL
CHARLIE	2	LIMM_EN_CTRL	EN-WN-WS-ES	SFC - FL305
		LIMM_WU_CTRL	EN-WN-WS-ES	FL305 - UNL
DELTA	2	LIMM_EN_CTRL	EN-ES	SFC - UNL
		LIMM_WS_CTRL	WN-WS	SFC - UNL
ECHO	3	LIMM_EN_CTRL	EN-ES	SFC - FL305
		LIMM_WS_CTRL	WN-WS	
		LIMM_WU_CTRL	EN-WN-WS-ES	FL305 - UNL
FOXTROT	4	LIMM_EN_CTRL	EN	SFC - UNL
		LIMM_WS_CTRL	WS	
		LIMM_WN_CTRL	WN	
		LIMM_ES_CTRL	ES	
GOLF	5	LIMM_EN_CTRL	EN	SFC - FL305
		LIMM_WS_CTRL	WS	
		LIMM_WN_CTRL	WN	
		LIMM_ES_CTRL	ES	
		LIMM_WU_CTRL	EN-WN-WS-ES	FL305 - UNL
HOTEL	6	LIMM_EN_CTRL	EN	SFC - FL305
		LIMM_WS_CTRL	WS	
		LIMM_WN_CTRL	WN	
		LIMM_ES_CTRL	ES	
		LIMM_WU_CTRL	WN-WS	
		LIMM_EU_CTRL	EN-ES	

4.3 Sectors SOPs

ES

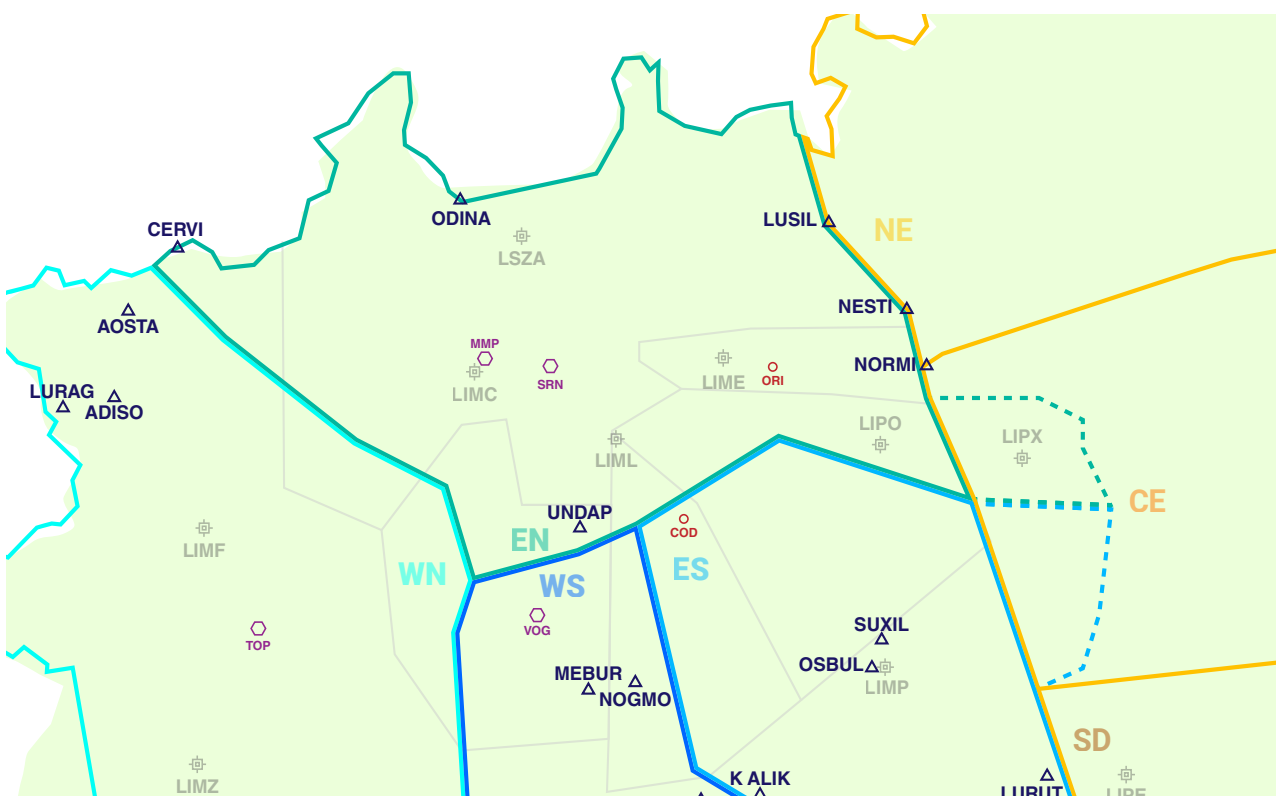
STANDARD OPERATING PROCEDURES	
LIMC	- transfers inbound traffic cleared via MIVKI-GOLAS-MEBUR , to WS below FL305
LIME	- clears RNAV-equipped traffic arriving to RNAV1 (Point Merge Star) STARs - transfers arriving traffic descending to FL200 to ADE , aircrafts with the same destination and spaced by at least 8nm may be transferred at the same altitude
LIML	- transfers to WS the traffic along the KALIK-NOGMO route descending to FL220
LIMP	- coordinates all traffic inbound from the south with ADE - transfers departing traffic to the north to ADE , coordinating the level
LIPX LIPO	- receives departures from LIPX, LIPO via OSBUL at FL130 from LIPX_APP - transfers arrivals via OSBUL at FL140 to LIPX_APP after coordinating the level with ADE and LIPX_APP . - coordinates with LIPX_APP for holdings over SUXIL at or above 3000 ft and OSBUL at or above FL100 .
LIPE	- coordinates hand off FL with LIPE_APP , hands off traffic to LIPE_APP in the descent
LFMN	- clears inbounds to FL340 hands them off to WS
LSGG	- hands off traffic at FL350 to EN
OGLAK EROVI	- is responsible for the compatibility of converging traffic exiting via OGLAK and EROVI
M872	- transfer traffic on the M872 to EN sector after coordination with WS . Given the proximity of Q704 and Q705 airways, all traffic in the BEROK-OGLAK-TINKU and EMBOS-GIPIX lines must be coordinated between ES and WS in case of any horizontal deviation.



EN

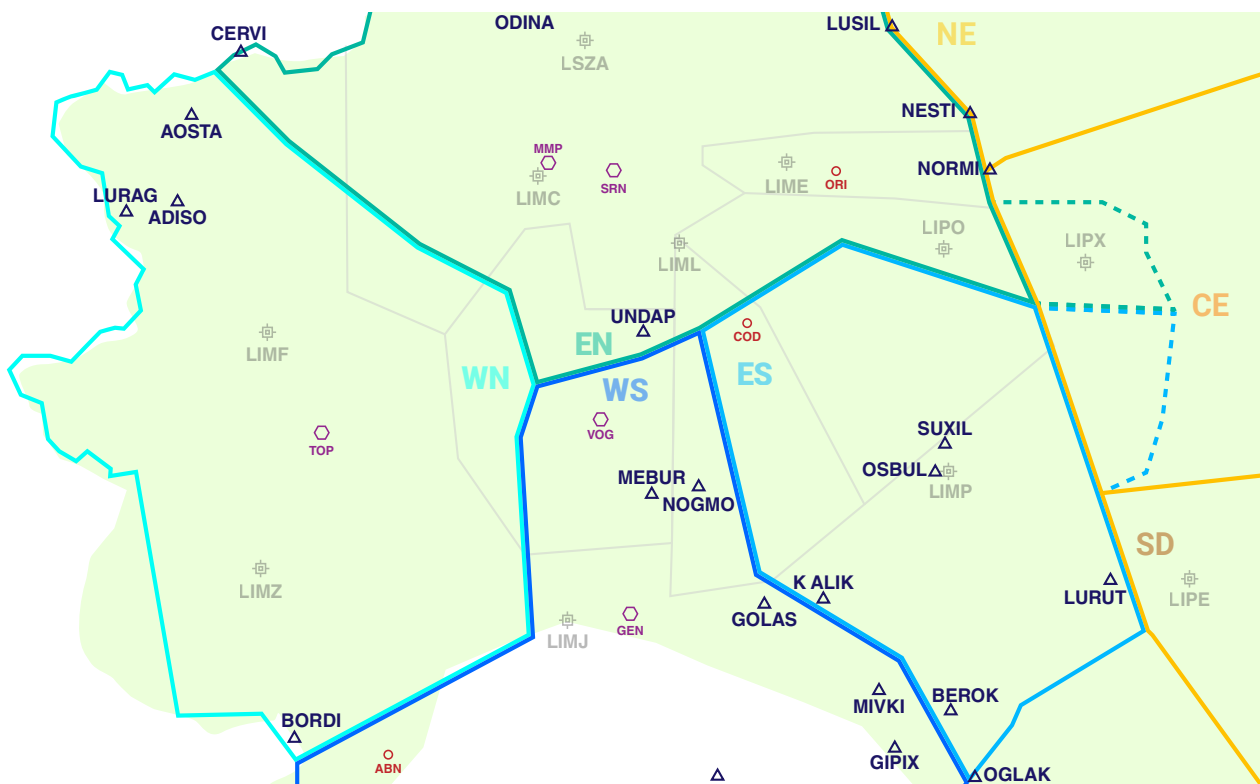
STANDARD OPERATING PROCEDURES

LIMC LIME	- clears inbound RNAV-equipped traffic to RNAV1 STARs (Trombone and PMS). Transfers inbound traffic to ANE cleared to FL210 . Aircrafts with the same destination and spaced by at least 8nm may be transferred at the same altitude
LIML	- clears arrivals via SRN to UNDAP and arrivals via ORI to COD
LIMJ	- transfers traffic arriving at LIMJ via SRN-VOG-GEN at FL250 to WS after informing ES
LIMF LIMZ	- transfers inbound traffic from LUSIL/NOBMI to WN after coordinating the level. This transfer should not occur before crossing the ODINA-SRN line
LIPO LIPX	- transfers inbound traffic to ANE
LIPE	- coordinates hand off FL with LIPE_APP , hands off traffic to LIPE_APP in the descent
LFMN	- clears inbound to FL340 and hands them off in the descent to WN
LSGG	- Hands off traffic to WN (Coordination required)
T293	- receive coordination from WN sectors for flights proceeding on airway T293 LURAG-LURUT direction
CERVI	- traffic from EN sector heading to CERVI must always be coordinated with WN sectors, even when the entry level into the Milan ACC AoR is equal to the exit level
AOSTA	- traffic proceeding via AOSTA must be transferred to WN



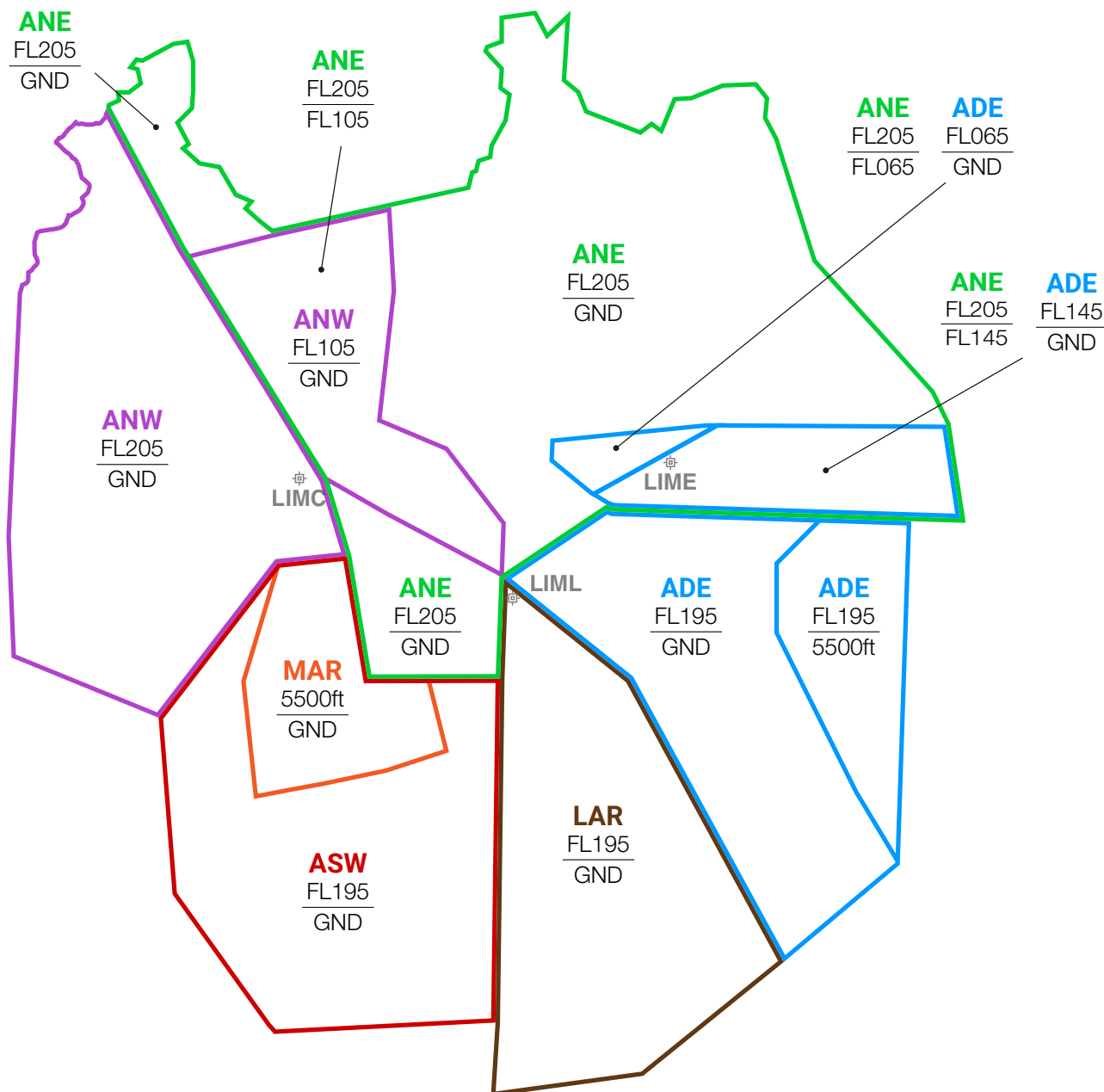
WN

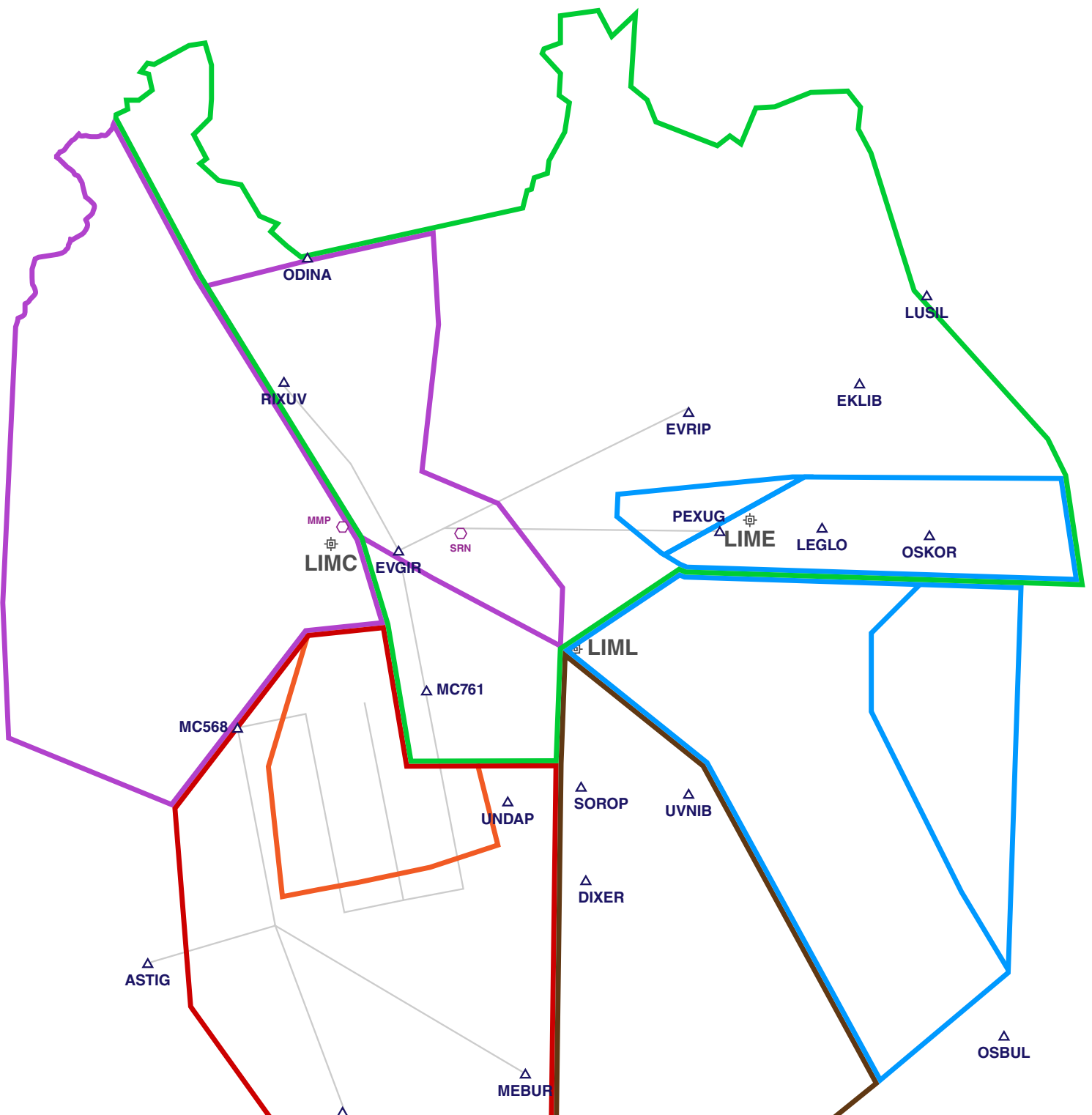
STANDARD OPERATING PROCEDURES	
LIMF	<ul style="list-style-type: none"> - receives inbound traffic from ANE at FL150 - transfers departures via MATOG to FL190 to EN - transfers all departures via MMP at FL140 to ANE
LIMZ	<ul style="list-style-type: none"> - receives inbound traffic from ANE at FL150
LIMW	<ul style="list-style-type: none"> - transfers inbound traffic to ASW after coordinating the level
LIMC LIML LIME LSZA	<ul style="list-style-type: none"> - transfers inbound traffic at FL200 to ASW, released for descend to FL160 - traffic arriving at LIMC is also released horizontally for: <ul style="list-style-type: none"> - a direct route up to MC568 - a maximum turn of 20° to the right
LIPE	<ul style="list-style-type: none"> - clears traffic to FL310 and hands off traffic in the descent to WS
LFMN	<ul style="list-style-type: none"> - clears inbound for the BORDI7R arrival and FL170 to reach over BORDI (prior coordination with Marseille), hands them off to LFMN_APP
LSGG	<ul style="list-style-type: none"> - hands off traffic according to LoA
TOP-GEN	<ul style="list-style-type: none"> - coordinates with ASW for traffic along the TOP-GEN Line
T293	<ul style="list-style-type: none"> - coordinate all traffic on AWY T293 (LURAG-LURUT) with EN sector even when the entry level into the Milan ACC area is the same as the exit level
MOLUS	<ul style="list-style-type: none"> - is responsible for the compatibility of converging traffic on MOLUS (usually exiting via AOSTA and CERVI)



5. Milano APP

5.1 Sectors

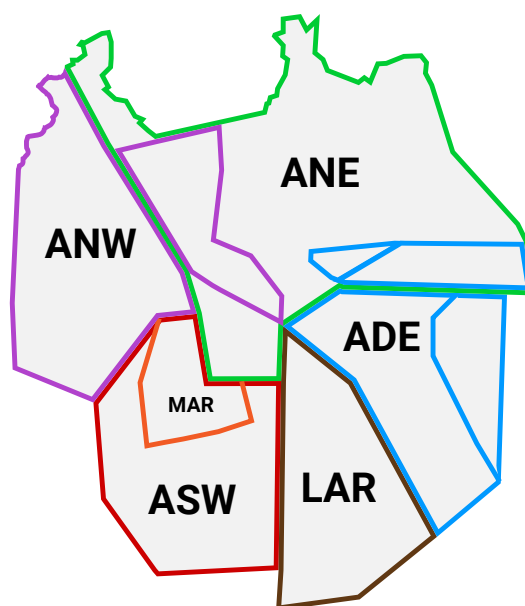




5.2 Configurations

There are 6 APP positions available to open:

- LIMM_ANE_APP (Milano radar)
- LIMM_ANW_APP (Milano radar)
- LIMM_ASW_APP (Milano radar)
- LIMM_ADE_APP (Milano radar)
- LIMM_MAR_APP (Milano radar)
- LIMM_LAR_APP (Milano radar)



Based on the positions open at any given time, the AoR and responsibilities for each position change as seen below.

The configurations in the table below are the only possible both during normal operations and events, no other combination is possible.

ANW can be opened in any configuration as long as ANE is online.

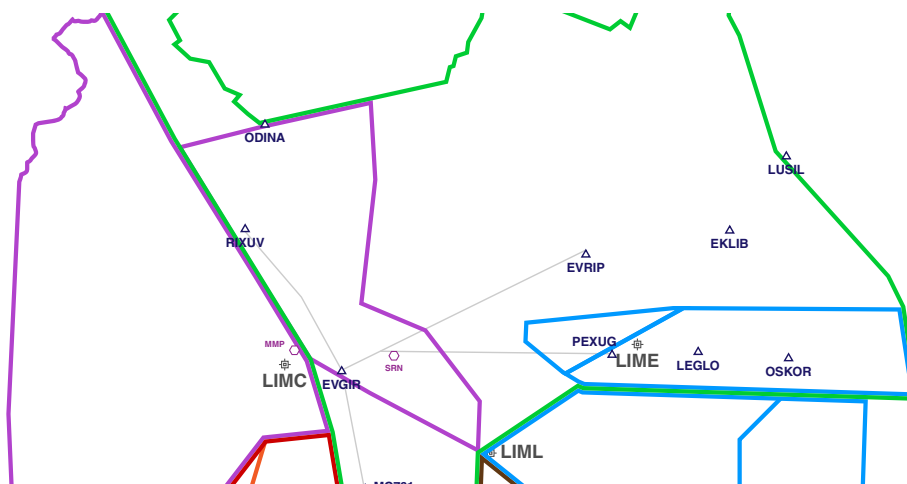
CONFIG	REQUIRED ATCOs	POSITION ONLINE	SECTOR ALLOCATION
ALPHA	1	LIMM_ANE_APP	ANE - ASW - ADE - LAR - MAR - ANW
BRAVO	2	LIMM_ANE_APP	ANE - ASW - MAR - ANW
		LIMM_ADE_APP	ADE - LAR
CHARLIE	2	LIMM_ANE_APP	ANE - ADE - LAR - ANW
		LIMM_ASW_APP	ASW - MAR
DELTA	2	LIMM_ANE_APP	ANE - ASW - ADE - LAR - ANW
		LIMM_MAR_APP	MAR
ECHO	2	LIMM_ANE_APP	ANE - ASW - ADE - MAR - ANW
		LIMM_LAR_APP	LAR
FOXTROT	3	LIMM_ANE_APP	ANE - ANW
		LIMM_ASW_APP	ASW - MAR
		LIMM_ADE_APP	ADE - LAR
GOLF	4	LIMM_ANE_APP	ANE - ANW
		LIMM_ASW_APP	ASW
		LIMM_ADE_APP	ADE - LAR
		LIMM_MAR_APP	MAR
HOTEL	5	LIMM_ANE_APP	ANE - ANW
		LIMM_ASW_APP	ASW
		LIMM_ADE_APP	ADE
		LIMM_MAR_APP	MAR
		LIMM_LAR_APP	LAR

5.3 Sector SOPs

ANE

STANDARD OPERATING PROCEDURES

LIMC	<ul style="list-style-type: none"> - receives inbounds from EN descending to FL210 and clears for the 3E RNAV1 STAR. Aircraft with horizontal separation of at least 8 nm, constant or increasing, can be transferred at the same altitude - transfers inbounds to MAR while in the descent to 6000 ft. Aircraft with horizontal separation of at least 6 NM, constant or increasing, can be transferred at the same altitude - during the sequencing phases and as long as the trombone isn't full, optimizes inbound traffic using the 'direct to' technique to achieve a spacing of 3 nm. For this purpose, you may authorize traffic direct to points on the trombone up to MC761 without prior coordination with MAR. Any direct routings to points beyond MC761 must be subject to prior coordination with MAR - during the sequencing phases, traffic will be transferred to the MAR sector not before EVGIR and not beyond MC761. In such circumstances ANE should take into account the amount of traffic in the MAR sector and avoid overloading it - can Transfer traffic along the RIXUV1G STAR to MAR, after coordinating the transfer level with ASW
LIME	<ul style="list-style-type: none"> - receives inbound already cleared for the 4E RNAV1 STAR and transfers them to ADE descending to FL130. - aircraft with horizontal separation of at least 8 nm, constant or increasing, can be transferred at the same altitude
LIML	<ul style="list-style-type: none"> - manages ICPs via SRN which must be coordinated with ANW. SRN departures from LIME will be transferred to EN - receives departing traffic via LEGLO-DILEB and LEGLO-PEPAG from ADE at FL120
LIPX LIPO LIPL	<ul style="list-style-type: none"> - inbounds via LUSIL/NOBMI will be cleared to FL150 and transferred to ADE - inbounds via ODINA can be cleared to UNDAP and then transferred as soon as possible to LAR descending to FL90
LSZA	<ul style="list-style-type: none"> - transfers to ANW cleared to PINIK descending to FL110



ANW

STANDARD OPERATING PROCEDURES

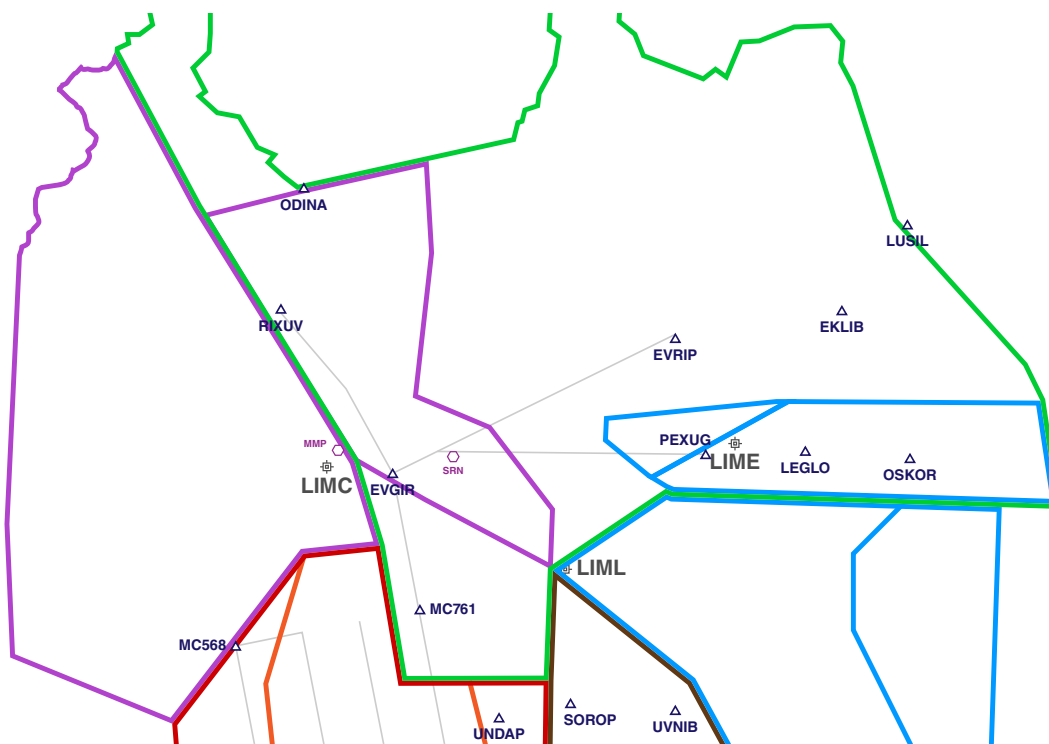
LIMF LIMZ	<ul style="list-style-type: none"> - transfers inbounds to LIMF LIMZ to WN0 at FL150 - receives from WN0 LIMF departures via MMP TSE at FL140
LIMC	<ul style="list-style-type: none"> - transfers to ANE departures via SRN / IRKED climbing to FL100 - transfers to WN departures from LIMC via AOSTA climbing to FL200 - receives from ANE traffic authorized on RIXUV3G arrival - transfers to MAR traffic along RIXUV3G coordinating the level
LIML	<ul style="list-style-type: none"> - transfers to ANE traffic from LIML via SRN-SOSAL at FL100 - authorizes traffic via SRN-OMETO initially at FL100 and the at FL205 and transfers them to WN - transfers to WN traffic via SOSAL and AOSTA climbing to FL200

RWY 17s IN USE AT LIMC

SRN	<ul style="list-style-type: none"> - authorizes departing traffic to FL100 and transfers them to ANE once clear of conflict with traffic on the INLER-MMP segment
TONDA	<ul style="list-style-type: none"> - once clear of conflict with traffic on the INLER-MMP segment, authorizes departures to FL110, coordinates with ASW climb to FL200 and transfers to WN
AOSTA	<ul style="list-style-type: none"> - once clear of conflict with traffic on the INLER-MMP segment, authorizes departures to FL110, coordinates with ASW climb to FL200 and transfers to WN
NOBKE	<ul style="list-style-type: none"> - departures will be transferred by TWR to ASW

RWY 17 IN USE AT LIML

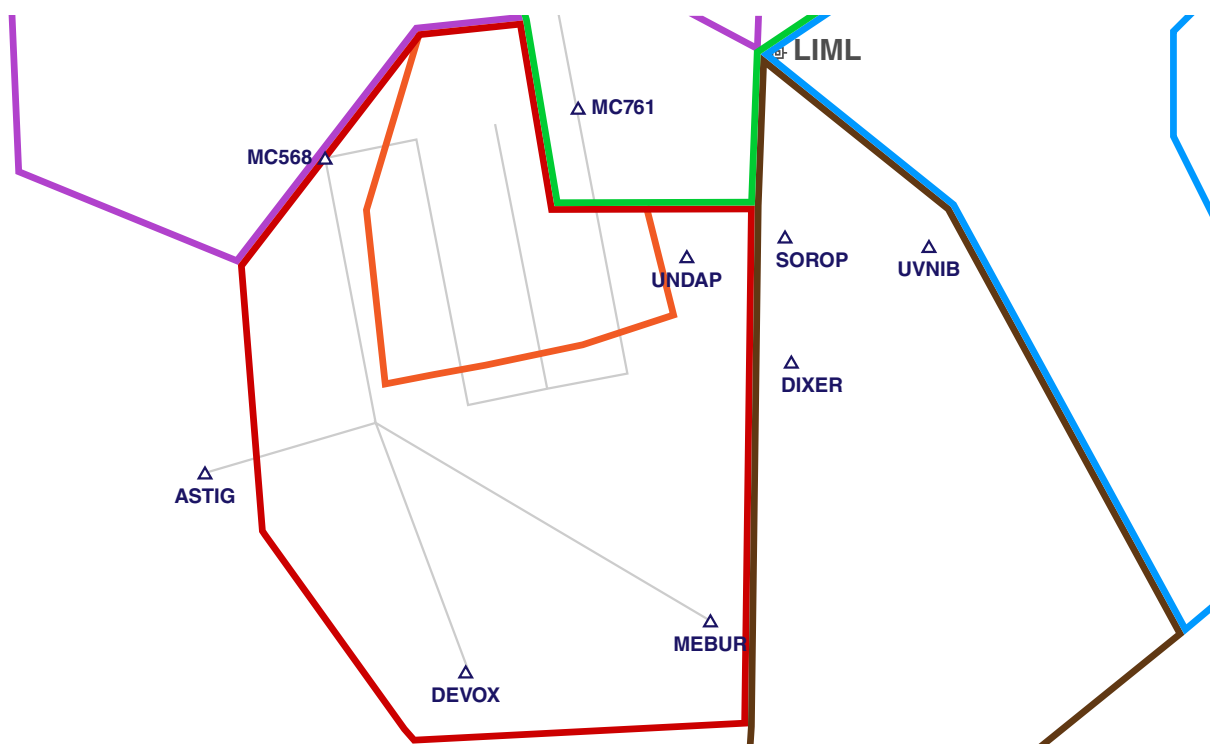
MMP	<ul style="list-style-type: none"> - handles departures via MMP
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ASW

STANDARD OPERATING PROCEDURES

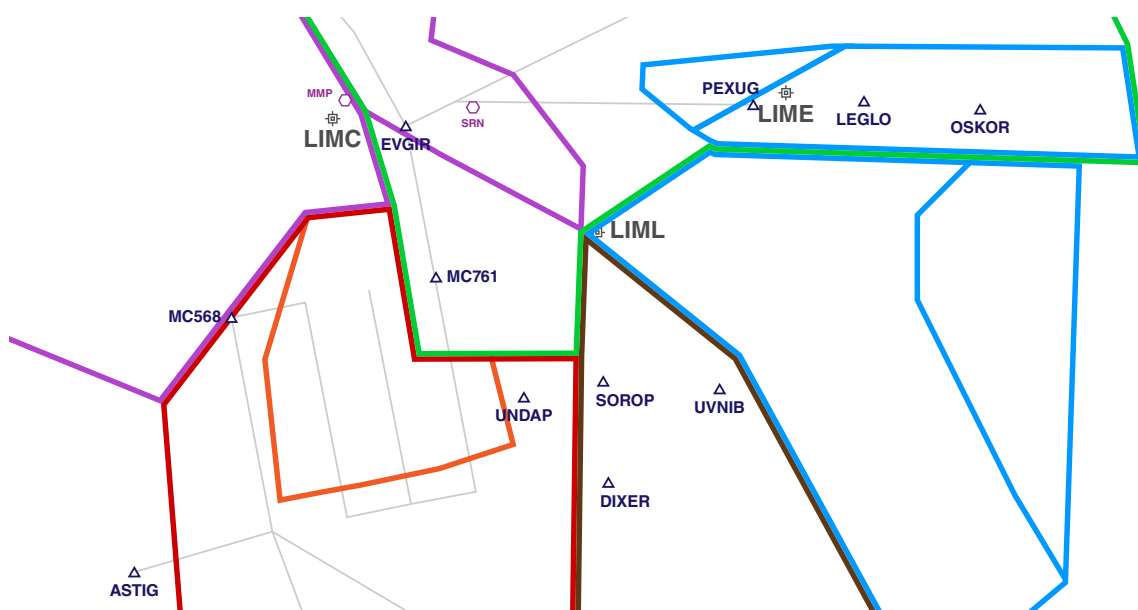
LIMC	<ul style="list-style-type: none"> - transfers inbounds to MAR on the RNAV STAR, descending to 5000 ft. Aircraft with horizontal separation of at least 6 nm, constant or increasing, can be transferred at the same altitude - during the sequencing phases and as long as the trombone isn't full, optimizes inbound traffic to LIMC using the 'direct to' technique to achieve a spacing of 3 nm between successive traffic. For this purpose, you may authorize directs to points on the trombone up to MC568 without prior coordination with MAR. Any direct routings to points beyond MC568 must be subject to prior coordination with MAR - during the sequencing phases, traffic will be transferred to the MAR sector not before IBSAP and not beyond MC568 - receives from WN inbounds to LIMC via ASTIG at FL 200, released for descent down to FL160 and a direct route to MC568 or a turn of maximum 20° to the right - coordinates with ANW transfer point and altitude for inbound traffic on the RIXUV 3G STAR. If traffic conditions permits, approves transfer to MAR.
LSZA	- receives from WN inbound traffic via ASTIG at FL200 , coordinating the descent with ANE
LIME	<ul style="list-style-type: none"> - receives from WN inbound traffic via ASTIG at FL200 - transfers to LAR descending FL160 released for further descent
LIML	- clears inbound traffic to VOG at FL90 and transfers it to LAR



ADE

STANDARD OPERATING PROCEDURES

<p>LIME</p>	<ul style="list-style-type: none"> - sets up the approach sequence (director function) - communicates the type of approach to the pilot (ILS v/z, VOR...) - communicates the distance to be covered (track miles) to the pilot - communicates the type and distance of the preceding aircraft - will sequence arrivals using the PMS 4E arrivals and, when required, vectors to TIXUM will be provided - will shorten the approach of southbound traffic by clearing them to fly OGVON then TIXUM - preferred procedure in LIME is the ILS V, however alternating between Z and V can aid to achieve the required spacing
	<ul style="list-style-type: none"> - handles all departures from except ICPs via SRN - transfers departures via ABSEM at FL 90 to LAR - transfers departures via LEGLO at FL 120 to ANE
<p>LIML</p>	<ul style="list-style-type: none"> - receives from ANE traffic via LUSIL / NOBMI - UVNIB at FL150 - transfer to LAR descending to FL110 <hr/> <ul style="list-style-type: none"> - manages departures for RWY 35 via TZO
<p>LIPX LIPO LIPL</p>	<ul style="list-style-type: none"> - receives inbound traffic to LIPX/PO via NEVNI / SRN / TZO descending to FL150 from ANE - transfers inbound traffic to LIPX/PO via SRN / TZO, after level coordination, to ES0_APP - transfers to ES0_APP inbound traffic via NEVNI at FL130 - receives inbound traffic via TZO from ANE, after a flight level coordination <hr/> <ul style="list-style-type: none"> - receives departures from LIPX to LEGLO at FL120 from ES0_APP - receives departures from LIPO via OSKOR / UVNIB and departures from LIPX via UVNIB from ES0_APP, after coordination - can receive departures from LIPX/PO/PL via OSBUL at FL 130 in coordination with ES0_APP and ES sector.
<p>ULVUN</p>	<ul style="list-style-type: none"> - Coordinates holdings at ULVUN with ES0_APP below FL145



MAR

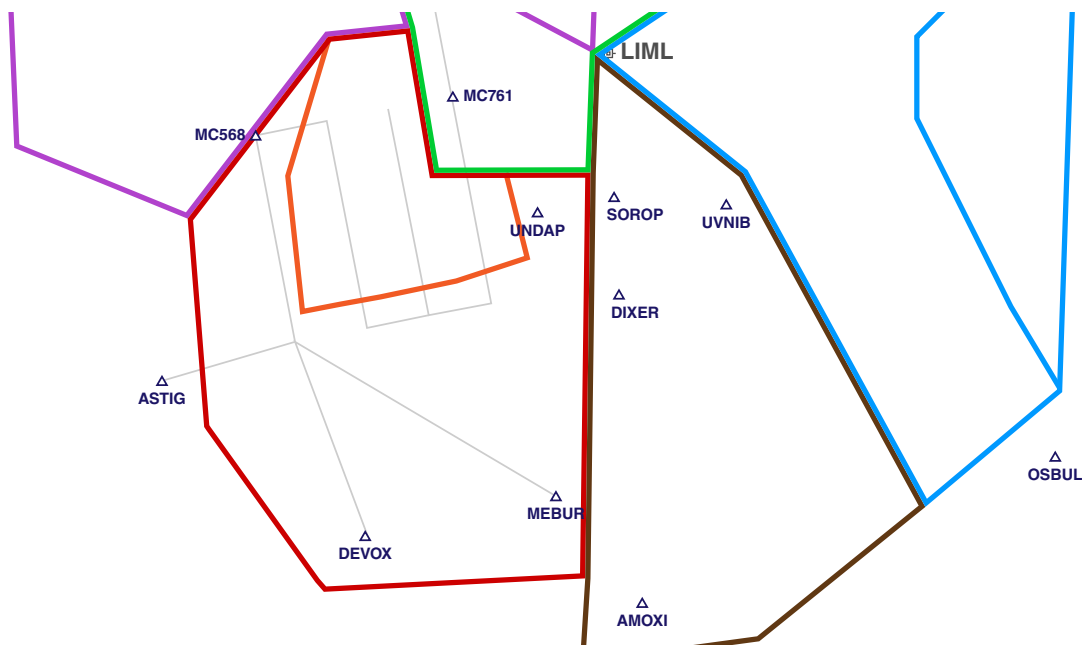
STANDARD OPERATING PROCEDURES

- | | |
|-------------|--|
| LIMC | <ul style="list-style-type: none"> - director sector for LIMC - receives traffic on the eastern downwind at 6000ft from ANE - receives traffic on the western downwind at 5000ft from ASW - communicates the distance to be covered (track miles) to the pilot - communicates the type and distance of the preceding aircraft - clears the aircraft for the approach using the base - final vector technique |
|-------------|--|

LAR

STANDARD OPERATING PROCEDURES

- | | |
|-------------|--|
| LIML | <ul style="list-style-type: none"> - permanently delegates to WS the airspace between the points KALIK - INVES - DIXER - AMOXI for the descent of aircrafts inbound LIML to FL140, revoking the delegation if necessary - receives inbound from ANE, ADE, ASW according to the respective SOPs - receives traffic from WS descending to FL140 - sets up the approach sequence - communicates the type of approach to the pilot (ILS, VOR...) - communicates the distance to be covered (track miles) to the pilot - communicates the type and distance of the preceding aircraft - clears the aircraft for the approach using the base - final vector technique - applies spacing of 8nm for successive inbounds, after coordination with TWR spacing can be reduced to 3nm |
| | <ul style="list-style-type: none"> - manages departures via TOVSA |
| LIME | <ul style="list-style-type: none"> - transfers inbounds to ADE on the descent to FL140 - receives from ASW traffic cleared to VOG descending to FL160 |



6. STARs and FLAS

6.1 LIMC - Malpensa

RWY	STAR	FROM SCT	FLAS ACC > APP	TO SECTOR
35L / 35R	ASTIG3E	WN	FL160 or FL200	ASW
	DEVOX3E	WS	FL200	ASW
	EVRIP3E	EN	FL210	ANE
	MEBUR3E	WS	FL200	ASW
	RIXUV3E	LSAS LoA	LSAS LoA	ANE
RWY	STAR	FROM SCT	FLAS ACC > APP	TO SECTOR
17L	ASTIG3H	WN	FL200	ASW
	DEVOX3H	WS	FL200	ASW
	EVRIP3H	EN	FL210	ANE
	MEBUR3H	WS	FL200	ASW
	RIXUV3H	LSAS LoA	LSAS LoA	ANE

6.2 LIML - Linate

RWY	STAR	FROM SCT	FLAS ACC > APP	TO SECTOR
35	AMOXI1H	WS	FL140 or FL200	LAR
	ASTIG3J	WN	FL200	ASW
	LUSIL3A	EN	FL210	ANE
	ODINA3A	EN	FL210	ANE
	OSKOR3A	ES	FL210	ANE
	SRN2S/2N	EN	FL210	ANE
RWY	STAR	FROM SCT	FLAS ACC > APP	TO SECTOR
17	ASTIG3D	WN	FL200	ASW
	GEN3D	WS	FL200	LAR
	LUSIL3C	EN	FL210	ANE
	ODINA2D	EN	FL210	ANE
	OSKOR3C	EN	FL210	ANE

6.3 LIME - Bergamo Orio al Serio

RWY	STAR	FROM SCT	FLAS ACC > APP	TO SECTOR
28/10	DIXER4E	WS or WN	FL200	LAR or ASW
	EKLIB4E	EN	FL210	ANE
	ODINA4E	EN	FL210	ANE
	OSBUL4E	ES	FL200	ADE
	OSKOR4E	EN	FL210	ANE

7. Preferential runway system

Each airport has a different set of guidelines to choose the runway/s in use. The TWR controller (or any top-down station covering its duties) is the only ATS unit authorized to choose the runway/s in use at any given time.

7.1 LIMC - Malpensa

Preferential runways for departure and arrival are 35L and 35R, normally used in a segregated configuration.

During the night (22.30 LT - 05.30 LT) runway 35L is used for arrivals and runway 17R for departures.

If the tailwind component for runways 35L and 35R exceeds 10 KT, runways 17L and 17R may be used at ATC discretion for departure and arrival.

7.2 LIML - Linate

Preferential runway for departure and arrival is runway 35.

If the tailwind component for runway 35 exceeds 7 KT (dry runway) or 5 KT (wet runway), runway 17 may be used at ATC discretion for departure and arrival.

7.3 LIME - Orio al Serio

Preferential runway for departure and arrival is runway 28.

If the tailwind component for runway 28 exceeds 10 KT, runway 10 may be used at ATC discretion for departure and arrival.

7.4 LSZA - Lugano

Preferential runway for departure is runway 19 (backtrack may be required).

Preferential runway for arrival is runway 01.

8. Arrival procedures

8.1 LIMC - Malpensa

When runway 35L is in use for arrival and runway crossings are being conducted, a minimum of 6 NM separation (plus wake turbulence separation if applicable) between arrivals is required to allow for the crossings to happen with a safety margin.

When runway 35L is in use for arrival and taxiway H is being used, a minimum of 4 NM separation (plus wake turbulence separation if applicable) between arrivals is required.

When runway 35R is in use for arrival, a minimum of 4 NM separation (plus wake turbulence separation if applicable) between arrivals is required.

When runway 17L is in use for arrival, a minimum of 6 NM separation (plus wake turbulence separation if applicable) between arrivals is required.

Missed approaches for runways 35L and 35R are transferred to the position covering sector ANW. Missed approaches for runways 17L and 17R are transferred to the position covering sector ASW.

Dependent parallel ILS approaches may be conducted on runways 35L and 35R if:

- LIMM_MAR_APP is online
- both aircraft are flying an ILS approach
- both aircraft are informed that parallel approaches are in progress
- a separation minima of 3 NM / 1000 ft will be maintained at all times

Therefore the separation minima will be:

- 4 NM (plus wake turbulence separation if applicable) between aircraft on the same localizer, and 3 NM between aircraft on adjacent localizers

8.2 LIML - Linate

When runway 35 is in use for arrival, a minimum of 4 NM separation (plus wake turbulence separation if applicable) between arrivals is required.

When runway 17 is in use for arrival, a minimum of 6 NM separation (plus wake turbulence separation if applicable) between arrivals is required.

All missed approaches (RWYs 17/35) are transferred to the position covering sector LAR.

8.3 LIME - Orio al Serio

When runway 28 is in use for arrival, a minimum of 6 NM separation (plus wake turbulence separation if applicable) between arrivals is required.

When runway 10 is in use for arrival, a minimum of 6 NM separation (plus wake turbulence separation if applicable) between arrivals is required.

All missed approaches (RWYs 10/28) are transferred to the position covering sector ADE.

9. Low Visibility Procedures

LVP are applied on an airport-to-airport basis and the decision to apply them is taken by the TWR controller.

Conditions that need to be present to apply LVP are RVR < 550 m and/or ceiling < 200 ft.

In case of LVP in progress, all arrivals will have a 10 NM spacing between them and pilots will need to be informed that LVP are in progress. Ground movements may also be reduced at ATC discretion.

10. Speed restrictions and control

If not otherwise instructed by ATC or on a STAR with specified speed limitations, all aircraft arriving into LIMC, LIML and LIME will have to respect the following max speeds:

LIMC - LIME	LIML
230 KIAS FL100-	250 KIAS FL100-
210 KIAS 20 NM from TDZ	210 KIAS 20 NM from TDZ
190 KIAS 12 NM from TDZ	190 KIAS 12 NM from TDZ
160 KIAS 5 NM from TDZ	160 KIAS 7 NM from TDZ

Speed below FL100 may be adjusted by ATC with increments not exceeding 20 KIAS. Speed may not be controlled by ATC less than 4 NM from TDZ.

11. Transition level

A common transition level is established for LIMC, LIML and LIME using the lowest of the three QNH values available in the latest METAR report.

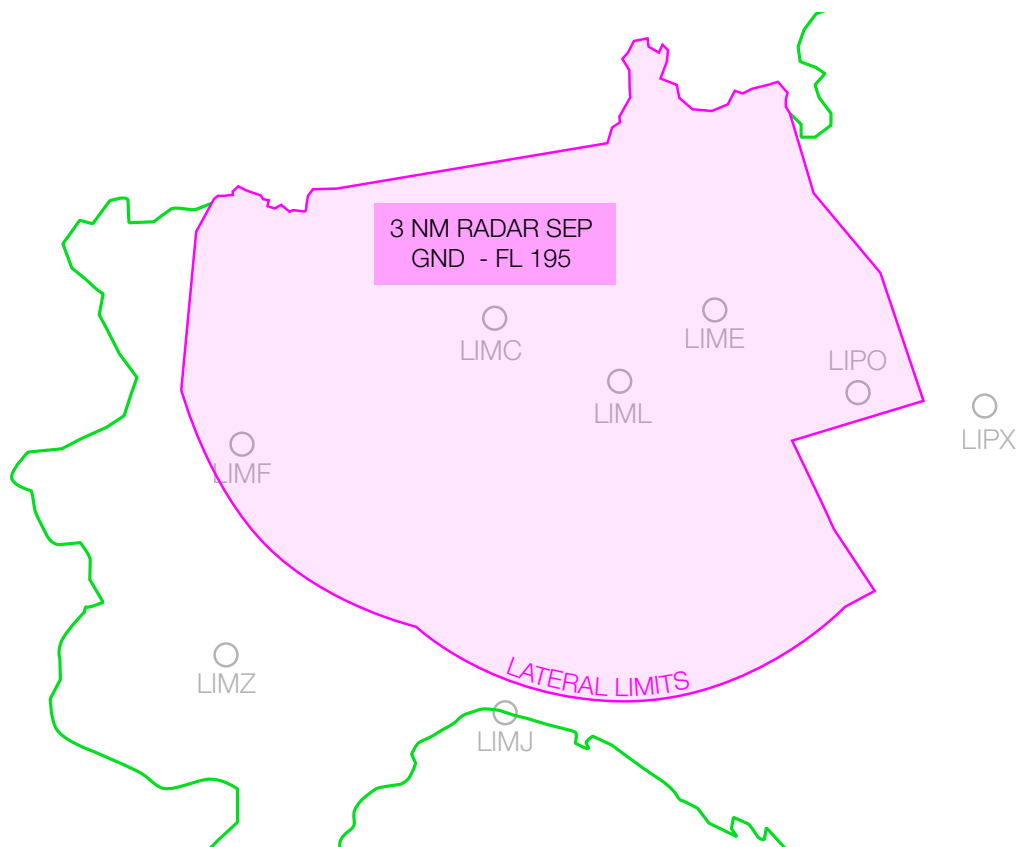
12. Wake turbulence separation standards

12.1 Airborne traffic

PRECEDING A/C	FOLLOWING A/C	MINIMUM SEPARATION
SUPER	HEAVY	5 NM
SUPER	MEDIUM	7 NM
SUPER	LIGHT	8 NM
HEAVY	HEAVY	4 NM
HEAVY	MEDIUM	5 NM
HEAVY	LIGHT	6 NM
MEDIUM	LIGHT	5 NM

13. Radar separation minima

Standard radar separation minima is 5 NM, this can be reduced to 3 NM inside the area depicted in magenta the picture below.



14. Exceptions

Some circumstances may require exceptions to the rules contained in this briefing. In such cases ATCOs will coordinate tactically to decide the best course of action in order to maintain the traffic flow safe and efficient. Any other exception made by the Training Department, Events Team or Executive Staff will override the contents of this briefing.

15. Validity

This briefing will be valid from the date of publication until future revision. AIP Italy and Sectorfile data will have priority over the rules contained in this briefing. In case of further discrepancies, coordination between ATCOs can override this briefing.