

Edition: 2  
Revision: 0  
Issued: 18.06.2023

# PILOT'S FAMILIARIZATION GUIDE

Written by:  
Samuele Dolce



# INDEX

<b>PART 0 - GENERIC</b>	<b>3</b>
0.1 - OBJECTIVE	3
0.2 – LEGAL DISCLAIMER	3
0.3 – AIRPORT GENERAL INFORMATION	4
0.4 – AERODROME OPERATOR SERVICING HOURS	5
0.5 – RUNWAY SPECIFICATIONS	5
0.6 – PNR – PRIOR NOTIFICATION REQUIRED	6
<b>PART 1 – AERO CLUB MILANO FACILITIES</b>	<b>7</b>
1.1 – LAND SIDE FACILITIES	7
1.2 – AERO CLUB MILANO SECRETARIAT	8
1.3 – AIR-SIDE FACILITIES	9
1.4 - APRON AND PARKING AREA	10
1.5 - AIRCRAFT REFUELING	11
1.5.1 – SAFETY MEASURES	12
<b>PART 2– OPERATIONAL PROCEDURE</b>	<b>13</b>
2.1 – TAXIING	13
2.1.1 - TAXIING FOR RUNWAY 18	13
2.1.2 - TAXIING FOR RUNWAY 36	13
2.2 - RUN-UP CHECK AREAS	14
2.3 - DEPARTURES PROCEDURES	15
2.3.1 – FLIGHT PATH DEPARTURES – RWY 18	15
2.3.2 – FLIGHT PATH DEPARTURES – RWY 36	15
2.4 - ARRIVAL PROCEDURES	16
2.4.1 – FLIGHT PATH ARRIVAL – RWY 18	16
2.4.2 – FLIGHT PATH ARRIVAL – RWY 36	16
2.5 - OPERATIONAL RULES	17
2.5.1 – HELICOPTER RULES	17
2.5.2 – HIGH PERFORMANCE AEROPLANE RULES	17
2.6 – LOST COMM. PROCEDURE	18
<b>PART 3 - AIRSPACES</b>	<b>19</b>
3.1 – THREATS IDENTIFICATION	19
3.2 – AIRSPACE HAZARDS	20
3.3 – ATZ - AERODROME TRAFFIC ZONE & TRAFFIC PATTERN	21
3.4 – LOCAL TRAINING AREA	22
3.5 – LOCAL TRAINING AREA WAYPOINTS	23
3.6 – MANDATORY VFR REPORTING POINTS	25
3.7 - LIMB – LANDING + FIREFIGHTING FEES	27
<b>USEFUL LINKS</b>	<b>28</b>
<b>FEEDBACK FORM</b>	<b>29</b>

## **PART 0 - GENERIC**

### **0.1 - OBJECTIVE**

The main objective of this guide is to support pilots, flight schools and flight operators in preparing the operations to and from LIMB.

Please remember that the entire content of this publication is property of Aero Club Milano and copyright protected.

I hope that you will find it useful and I wish you all a pleasant reading!

Samuele Dolce

### **0.2 – LEGAL DISCLAIMER**

The use of this guide does not substitute knowledge of official documentation such as ICAO Regulations, AIP ITALIA and NOTAMs.

All information published are property of Aero Club Milano.

### 0.3 – AIRPORT GENERAL INFORMATION

<b>Airport Elevation:</b>	484ft / 148m AMSL
<b>Airport Coordinates (ARP):</b>	45°32'29"N – 009°12'08"E
<b>ICAO Indicator:</b>	LIMB
<b>Class of Airspace:</b>	Uncontrolled "G" – Only VFR Traffics Allowed
<b>AIS Services:</b>	From 08:00LT to ephemeris (weekend) From 09:00LT to ephemeris (weekdays)
<b>Aerodrome firefighting CAT:</b>	ICAO CAT. 2
<b>Fuel Type Available:</b>	<b>AVGAS 100LL</b> and <b>JET A-1</b> Note: Refueling alongside by tanker may be subject to delay. Non-wheeled Helicopters refueling by tanker ONLY
<b>Distance from the city center:</b>	4.3 NM (NNE)
<b>City center connection:</b>	<ul style="list-style-type: none"> <li>• Bus line 708 to "Sesto Rondò - <b>M1</b>" underground station then follow indication to city-center.</li> <li>• Bus line 783 to "Bicocca – <b>M5</b>" underground station then follow indication to city-center.</li> <li>• Taxi on requested</li> </ul> Useful Link: <a href="https://moovitapp.com">https://moovitapp.com</a>

## 0.4 – AERODROME OPERATOR SERVICING HOURS

<b>Radio AIS - "Biga"</b>	Opening Days/Hours: 7/7 08:00 (LT) - ephemeris: Weekends 09:00 (LT) - ephemeris: Weekdays +39 02 66 50 8616 <a href="mailto:biga@aeroclubmilano.it">biga@aeroclubmilano.it</a>
<b>Customer Front Desk</b>	Opening Days/Hours: 7/7 09:00-13:00 / 14:00-18:00 (LT): Summer Time 09:00-13:00 / 14:00-17:00 (LT): Winter Time +39 02 61 01 625 <a href="mailto:segreteria@aeroclubmilano.it">segreteria@aeroclubmilano.it</a>

## 0.5 – RUNWAY SPECIFICATIONS

RWY	QFU	RWY DIMENSIONS	STRENGTH	CLEARWAY DIMENSION	STRIP DIMENSION	LIGHTS
18	179°	1080m x 30m	5T SIWL ASPHALT	60m x 150m	1200m x 150m	N/A
36	359°	1080m x 30m	5T SIWL ASPHALT	60m x 150m	1200m x 150m	N/A

RWY	TORA	ASDA	TODA	LDA
18	1080m	1080m	1140m	1080m
36	1080m	1080m	1140m	1080m

## 0.6 – PNR – PRIOR NOTIFICATION REQUIRED

PRIOR NOTIFICATION REQUIRED IS MANDATORY

All flights to/from LIMB shall be notified to Aero Club Milano by means of a specific form available at <https://services.aeroclubmilano.it/v2/pnr>.

The Prior Notification Required is a Police disposition, therefore non-complying crew and passengers may be subject to further police investigation.

Flight notification must be forwarded:

	At least <b>12 hours</b> before EOBT/ETA for flights to/from EU member states not adhering to the Schengen area
	At least <b>12 hours</b> before EOBT/ETA for flights to/from non-UE states member of the Schengen area;
	At least <b>3 hours</b> before EOBT/ETA for all other flights.

Traffic not affected:

- State Flights
- HEMS
- Training flights performed by members of both flying associations and concessionaire companies, based at LIMB, with aircraft of their own or aircraft usually based at LIMB.



## PART 1 – AERO CLUB MILANO FACILITIES

### 1.1 – LAND SIDE FACILITIES

LIMB - Bresso Airport is located in Viale Antonio Gramsci, 1 – 20091, Bresso, Milan, Italy and it is open 7/7 from 09:00(LT) AM until ephemeris.

Entrance to LIMB Bresso airport airfield is possible through a green fence on Viale Antonio Gramsci 1 in Bresso City.

Cars and motorcycles **shall be parked** at parking slots located south of the hangars.

Cars and motorcycles **shall not be parked** on the west road gate (see picture below) and shall remain always clear of obstacle, as main emergency access for rescue vehicles in case of incidents.



## 1.2 – AERO CLUB MILANO SECRETARIAT

The Aero Club Milano secretariat and operative area is accessible through the door located on the west road gate (see picture below).



Aero Club Milano operative site consists of a main operational building, located on the facing west side area of the main hangar and 2 hangars (Main Hangar and Maintenance hangar).

Access to maintenance hangar is restricted to personnel only.

Pedestrian entrance to the secretariat and operational site is granted through the doors facing and the west road gate located behind west side of the main hangars; all doors are operated through badges issued by Aero Club Milano ground staff personnel.





### 1.3 – AIR-SIDE FACILITIES

Aero Club Milano Air Side facilities are as follows:

- Operational Main Building
- North and South Hangars
- Biga (Tower) - Detached area with an additional briefing room

Access to training facilities is limited and subject with badges.

For safety reasons Yellow high visibility vest must be wear always on the main apron.

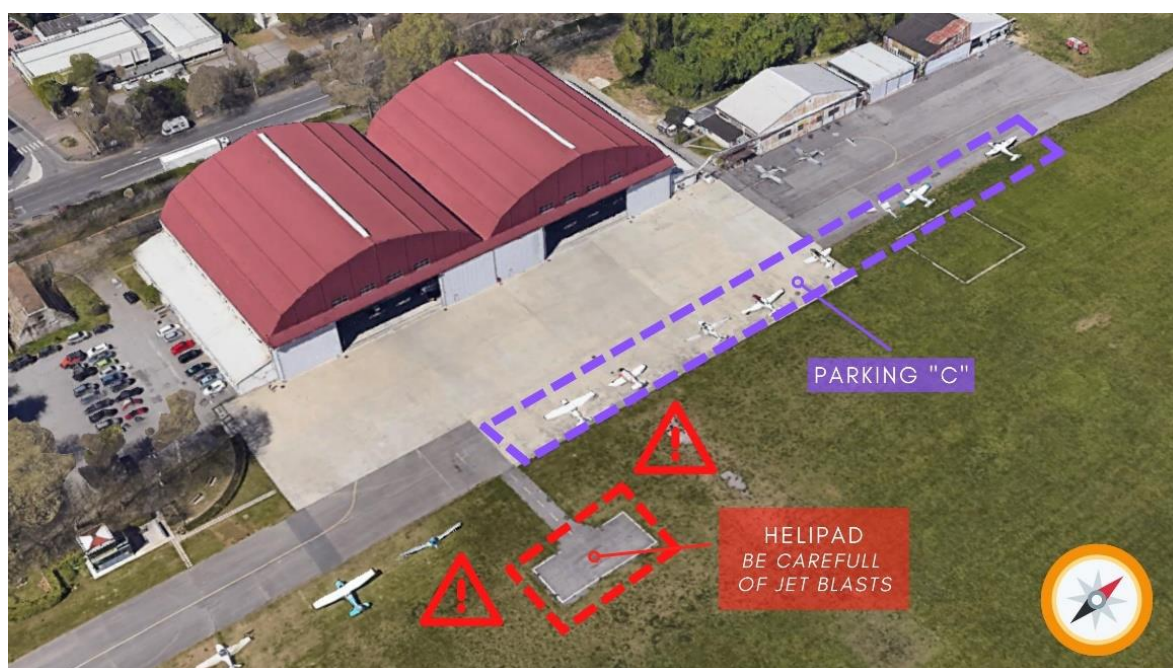
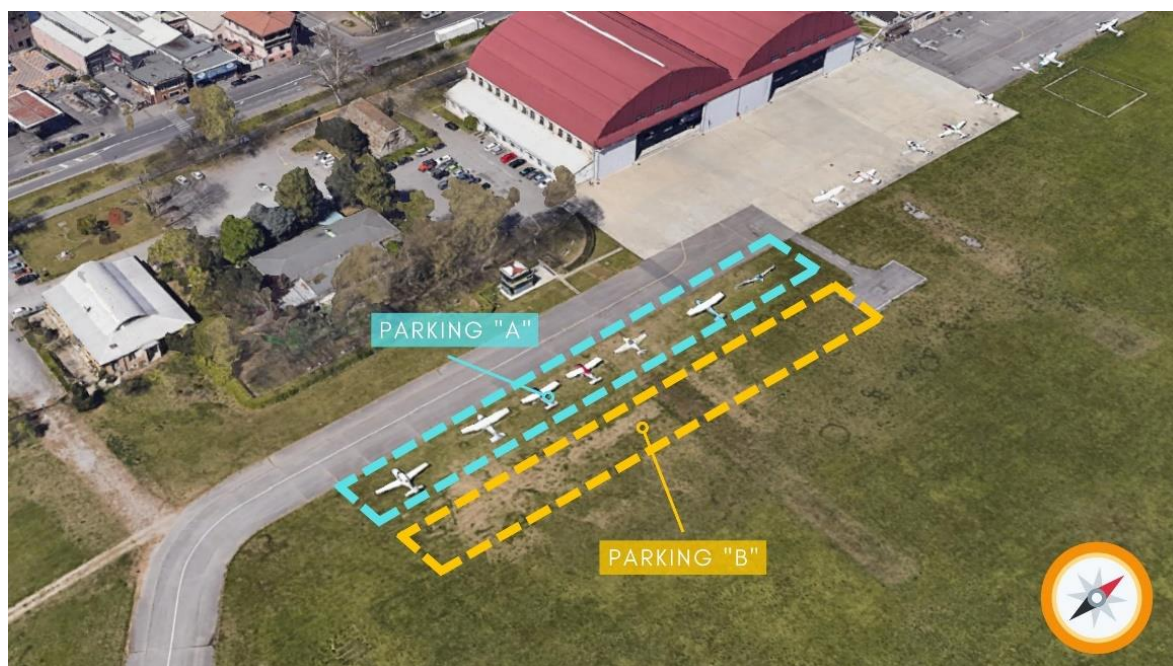


## 1.4 - APRON AND PARKING AREA

Movement area of LIMB “Bresso Airport” is characterized of heavy traffic of people, helicopters and aircrafts.

Horizontal guidance is provided but please be aware that taxiways guidance does not provide any clearance to operate safely the aircraft on the manoeuvring area, therefore massive precautions shall be taken while operating in the apron, on the taxiways and on parking slots. To minimise any reasonable risk of hazard proper beacon or strobo/navigation lights shall be activated before engine running.

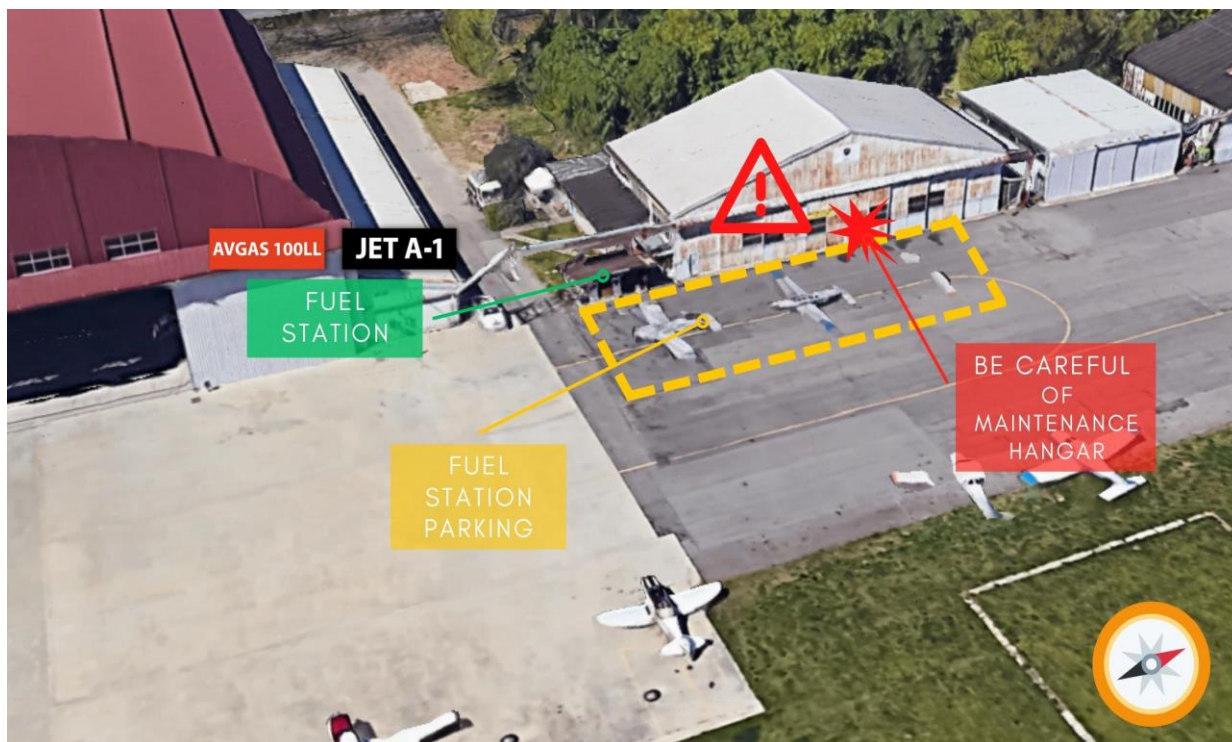
Taxi light (if installed) may be used in addition while taxiing the airplane.



## 1.5 - AIRCRAFT REFUELING

When operating in Bresso Airport, all aircraft shall be refueled at the refueling point for **AVGAS 100LL** and **JET-A1** (see picture below).

Refueling point is located between the main hangar and the maintenance hangar (see picture below).



### 1.5.1 – SAFETY MEASURES

For safety reasons, operational precautions while operating within the fuel pump station shall be accomplished:

1. Park the aircraft following the appropriate taxiway path, unless previously coordinated with ground staff personnel or radio operator.
2. Do not park the aircraft facing “North”, emergency gate shall always remain free for emergency services (*see picture below*).
3. Exercise extreme caution when taxiing in the vicinity of the refueling point to prevent the risk of wing or tail collision with maintenance hangar, other aircrafts, or ground staff personnel.
4. While leaving the aircraft please pay particular attention to have set:
  - a) MAGNETOS: OFF (extract the key and put it “on standby”)
  - b) BATTERY AND ALTERNATOR: OFF
  - c) PARKING BRAKE: RELEASED WHILE LEAVING THE AIRCRAFT.



## PART 2– OPERATIONAL PROCEDURE

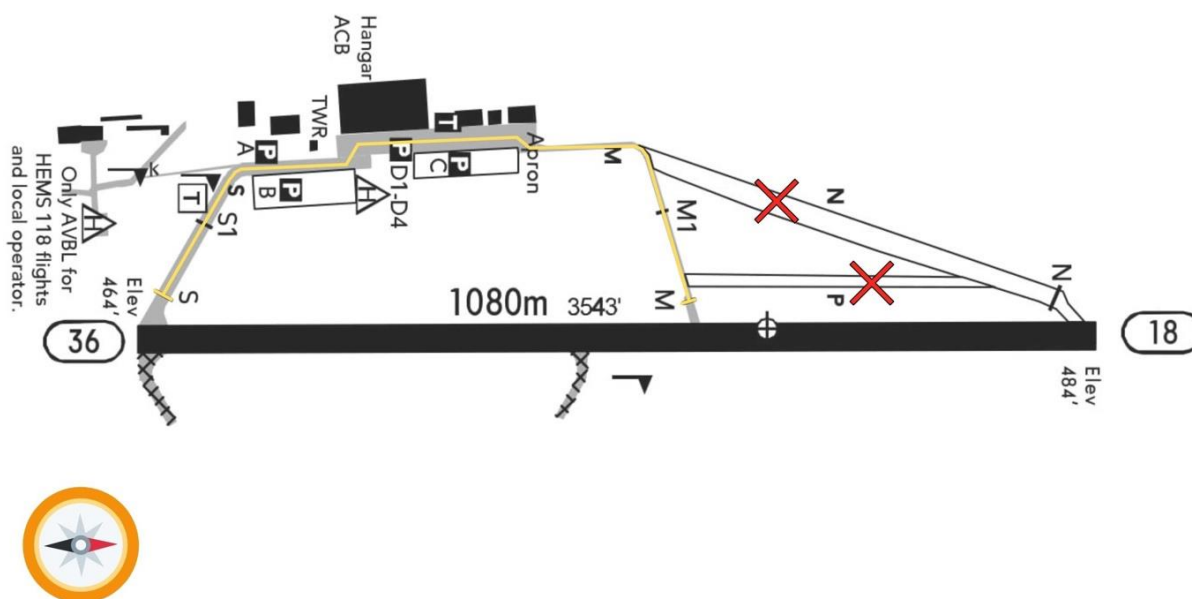
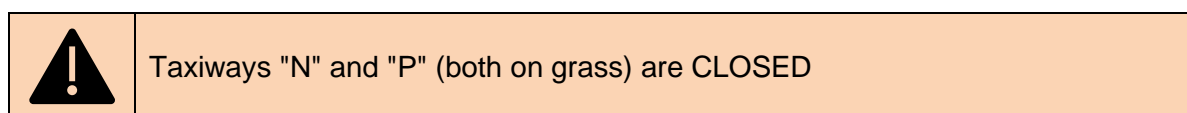
### 2.1 – TAXIING

#### 2.1.1 - TAXIING FOR RUNWAY 18

- From your position taxi via taxiway M (paved) to holding point M.
- When ready for departure: ask for a backtrack so you will be able to line up for take-off.

#### 2.1.2 - TAXIING FOR RUNWAY 36

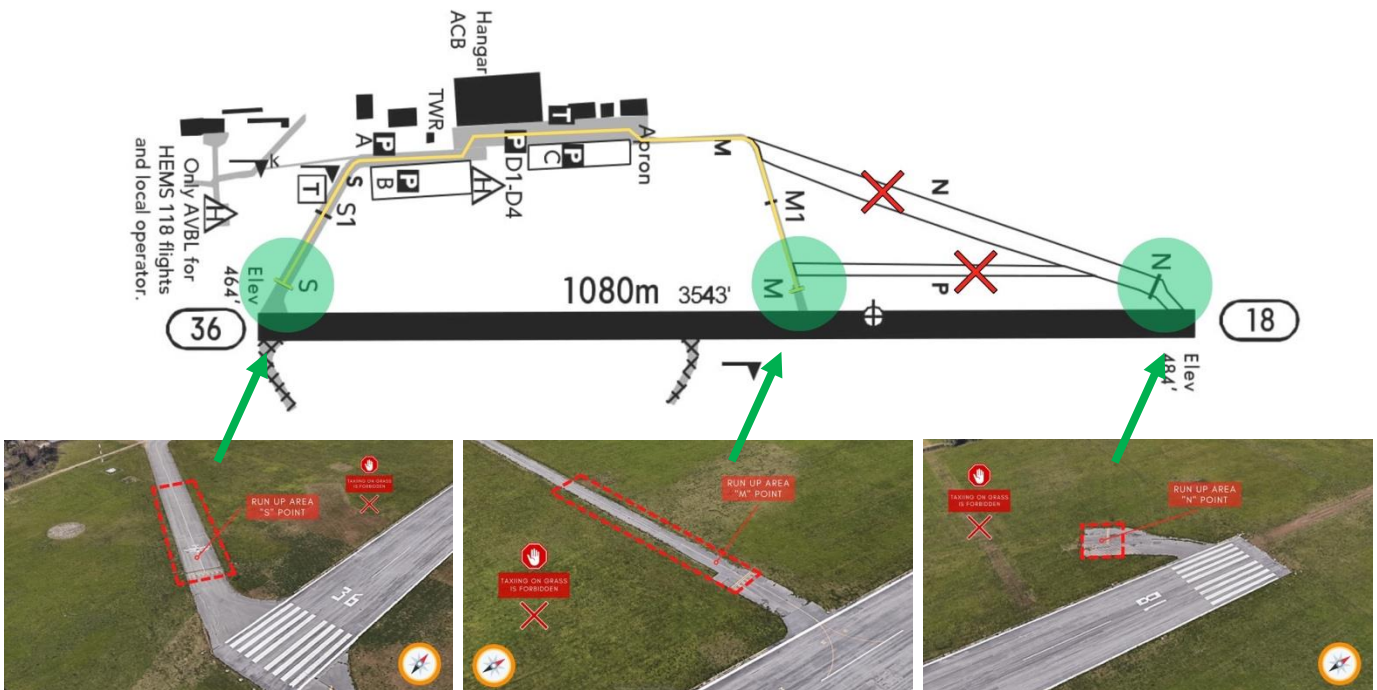
- From your position taxi via taxiway S (paved) to holding point 36.
- When ready for departure: ask to line up for take-off.



## 2.2 - RUN-UP CHECK AREAS

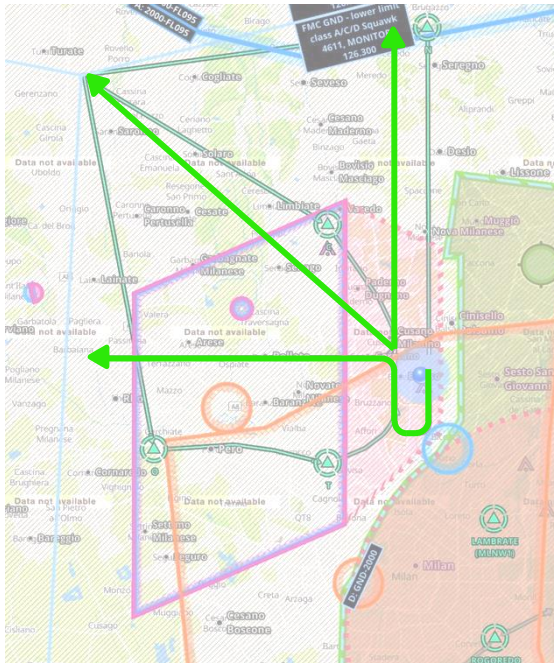
As a safety measure, engine run-up checks shall be carried out at the holding points, at a safe distance from the stop bars and any other aircraft.

These are the designed safety points for the run-up:



## 2.3 - DEPARTURES PROCEDURES

### 2.3.1 – FLIGHT PATH DEPARTURES – RWY 18



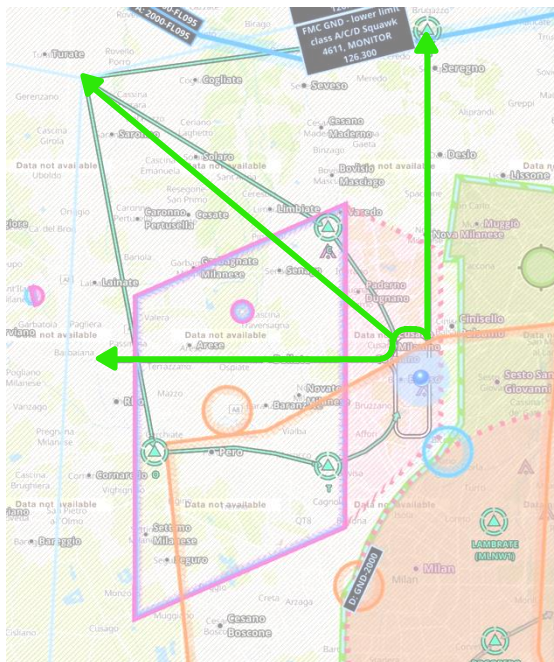
**Whatever RWY is in use (18 or 36):**

- Traffic shall maintain 1500ft AMSL until leaving ATZ or “Bresso Working Area”.



Departure Profile

### 2.3.2 – FLIGHT PATH DEPARTURES – RWY 36



**Whatever RWY is in use (18 or 36):**

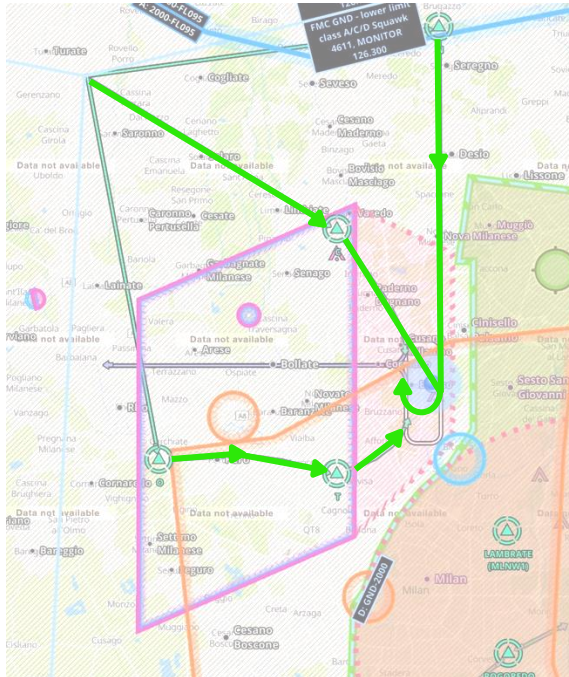
- Traffic shall maintain 1500ft AMSL until leaving ATZ or “Bresso Working Area”.



Departure Profile

## 2.4 - ARRIVAL PROCEDURES

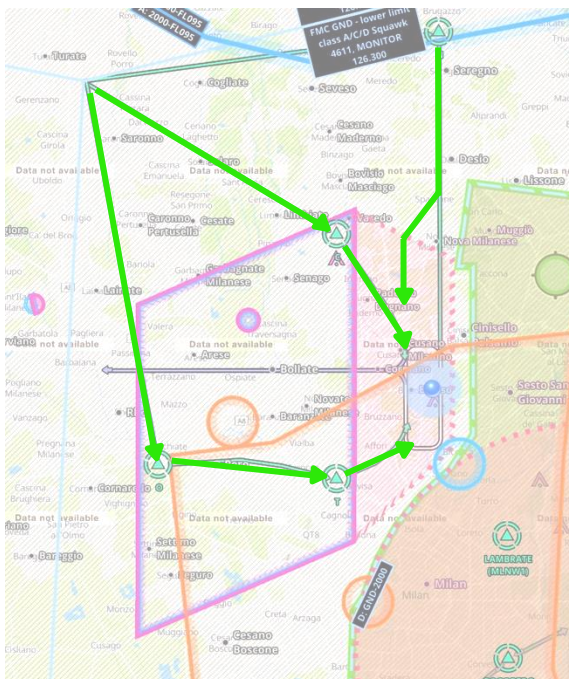
### 2.4.1 – FLIGHT PATH ARRIVAL – RWY 18



- **When approaching from North Sectors (NOVEMBER Or CHARLIE Points):**
  - Proceed OVERHEAD the field at 2000ft AMSL and then join RH downwind 18 when traffic is in sight;
  - Otherwise, maintain 2000ft AMSL performing orbits according to circuit direction and then join the pattern as soon as clear of any other traffic.
- **When approaching from OSCAR Point:**
  - Proceed inbound TANGO maintaining 2000ft AMSL.
  - As Soon As The Traffic In The Pattern Is In Sight (Especially Traffic Climbing On Crosswind-Leg), leave TANGO descending to 1500ft AMSL joining RH downwind 18.

Arrival Profile

### 2.4.2 – FLIGHT PATH ARRIVAL – RWY 36



- **When approaching from North sectors (NOVEMBER or CHARLIE points):**
  - Proceed inbound CHARLIE point maintaining 2000 ft AMSL. As soon as traffic in the pattern is in sight (especially traffic climbing on crosswind-leg), leave CHARLIE descending to 1500 ft AMSL joining LEFT downwind 36.
- **When approaching from OSCAR point:**
  - Proceed inbound TANGO maintaining 2000 ft AMSL. Leaving TANGO, proceed inbound overhead 2000 ft AMSL and join traffic pattern as essential traffic is in sight;
  - Otherwise, maintain 2000 ft performing orbits according to circuit direction (WEST of RWY) to join the pattern as soon as clear of any other traffic

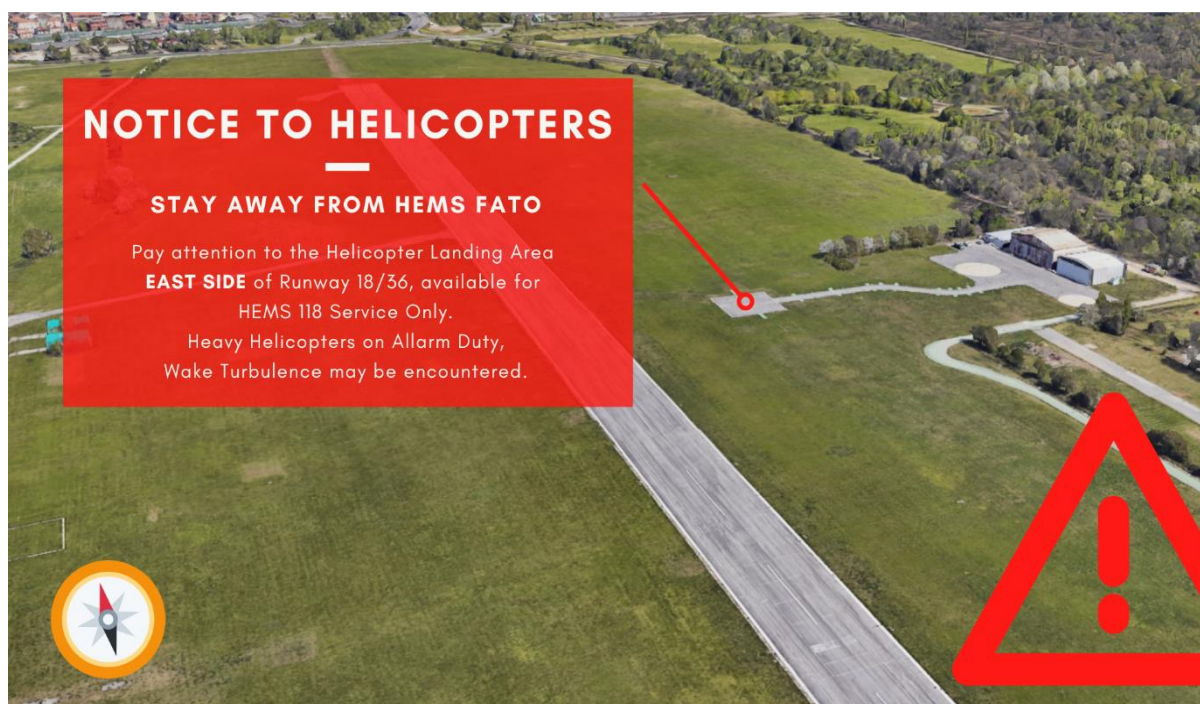
Arrival Profile



## 2.5 - OPERATIONAL RULES

### 2.5.1 – HELICOPTER RULES

- Keep clear of active RWY: Approach airfield parallel to RWY in use on the EAST side and expect to cross RWY as soon as no traffic is on Final or T/O leg.
- Please follow Radio Operator's advice.
- **Contact Bresso Radio at least 5 minutes before entry VFR reporting points.**



### 2.5.2 – HIGH PERFORMANCE AEROPLANE RULES

- Expect delay and holding on "N" Point to allow any other traffic in the pattern to leave it and give way"
- "Please advise AIS of your final approach speed".
- **Contact Bresso Radio at least 5 minutes before entry VFR reporting points.**

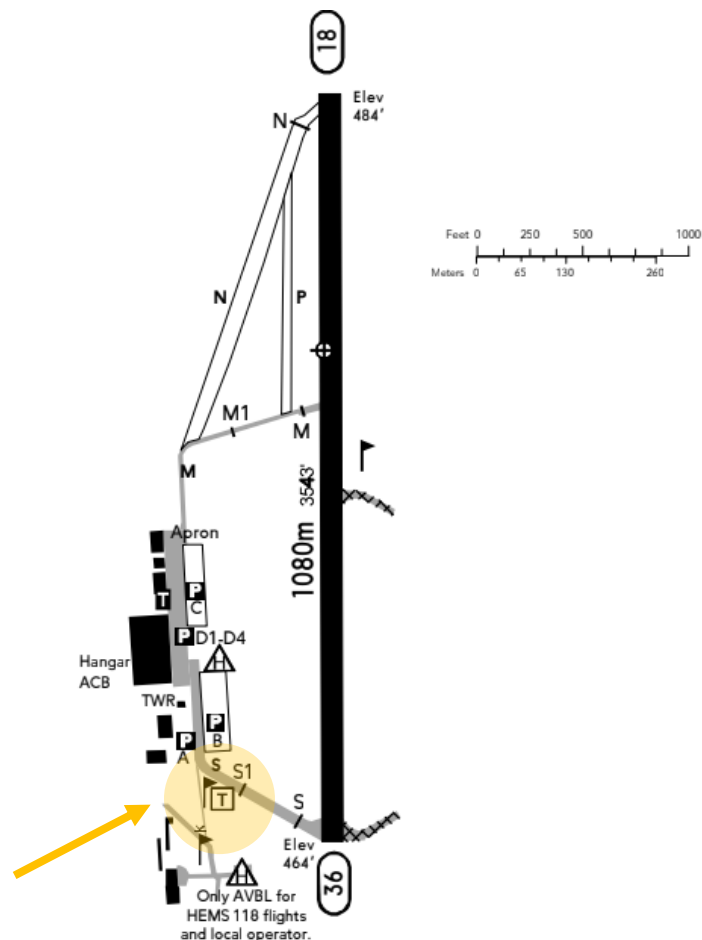
## 2.6 – LOST COMM. PROCEDURE

### IF POSITIVE COMMUNICATION IS ESTABLISHED WITH ATC:

- A. The pilot should advise that radio communications on the assigned frequency has been lost giving the aircraft's last position and altitude.
- B. There is no priority on which action should be attempted first.

### IF YOU ARE NOT ABLE TO REESTABLISH COMMUNICATION WITH ATC:

- A. Set your transponder code to 7600 for lost communication procedure.
- B. Continue to make radio calls in the blind transmission method.
- C. In the vicinity of the aerodrome:
  - a. Report overhead the field (1700ft AMSL);
  - b. Check the appropriate windsock and "T" position to verify the current runway in use (*see picture below*);
  - c. Rock your wings;
  - d. With all traffic in sight: descent to downwind currently in use (at 1500ft AMSL) then perform a full stop landing.



## PART 3 - AIRSPACES

### 3.1 – THREATS IDENTIFICATION

Please refer to the “Threat Matrix” that identifies the major threats identification and helps pilots to highlight the potential examples of risk.



## ! Threat Matrix

**How to use it?**

This threat matrix helps pilot to highlight examples of potential threat

it can be also used in your briefing to enhance threat identification, although that's not a checklist.

**1 AIRPORT**

- Congestion
- Runway Condition
- Limitations (NOTAMs)
- Delays

**2 ATC**

- Language
- Phraseology
- Accent

**3 TERRAIN**

- Minimum Sector Altitude
- Prohibited & Restricted Areas

**4 AIRCRAFT**

- Familiarity
- Defects
- Limitations

**5 CREW**

- Fatigue
- Low Experience
- Distractions
- Complacency

**6 WEATHER**

- Bad Visibility
- Wind
- Low Clouds
- Ice Possibility

THREATS AND HAZARDS IDENTIFICATION	
<b>AIRBORNE AND GROUND OPS</b>	<ul style="list-style-type: none"> <li>• Considerable light aircraft operating withing aerodrome circuit and working area;</li> <li>• Extensive use of Italian Language, although ENG is available.</li> <li>• Bresso Radio is not an ATC unit.                             <ul style="list-style-type: none"> <li>○ Radio Operators give INFORMATION and ADVICE about traffic in LIMB ATZ and BRESSO WORKING AREA as far as possible, as well as RWY in use and surface wind.</li> <li>○ DO NOT EXPECT any authorization.</li> </ul> </li> <li>• Flight Operations are under PIC's own responsibility."</li> <li>• Milano City Restricted Area (R9) next to airport</li> <li>• Apron rapidly becomes congested during summer time.</li> </ul>
<b>WEATHER</b>	<ul style="list-style-type: none"> <li>• Poor visibility during winter season, characteristic of Po Valley;</li> <li>• Expect turbulence with "Föhn" and northern winds</li> </ul>

### 3.2 – AIRSPACE HAZARDS

<p><b>R9 Restricted Milan Area</b></p>	<p>Normal Operations are forbidden over Milan City Area according to R9 restrictions</p> <p><i>To avoid R9 please stay outside principal highway which forms the boundary of the restricted area</i></p>	
<p><b>South Milan ACRO Area</b></p>	<p>Aerobatic traffic operating between 2000ft/3000ft AMSL in contact with Milan Information (124.925 Mhz)</p> <p><i>Avoid area at recommended distance of at least 1NM E or W from airspace boundaries</i></p>	
<p><b>Bresso Working Area</b></p>	<p>Intense Training Flight traffic, including solo flights, please keep continuous watch.</p> <p><i>Bresso Working Area is restricted to IT.ATO.0007 - Aero Club Milano flights</i></p>	

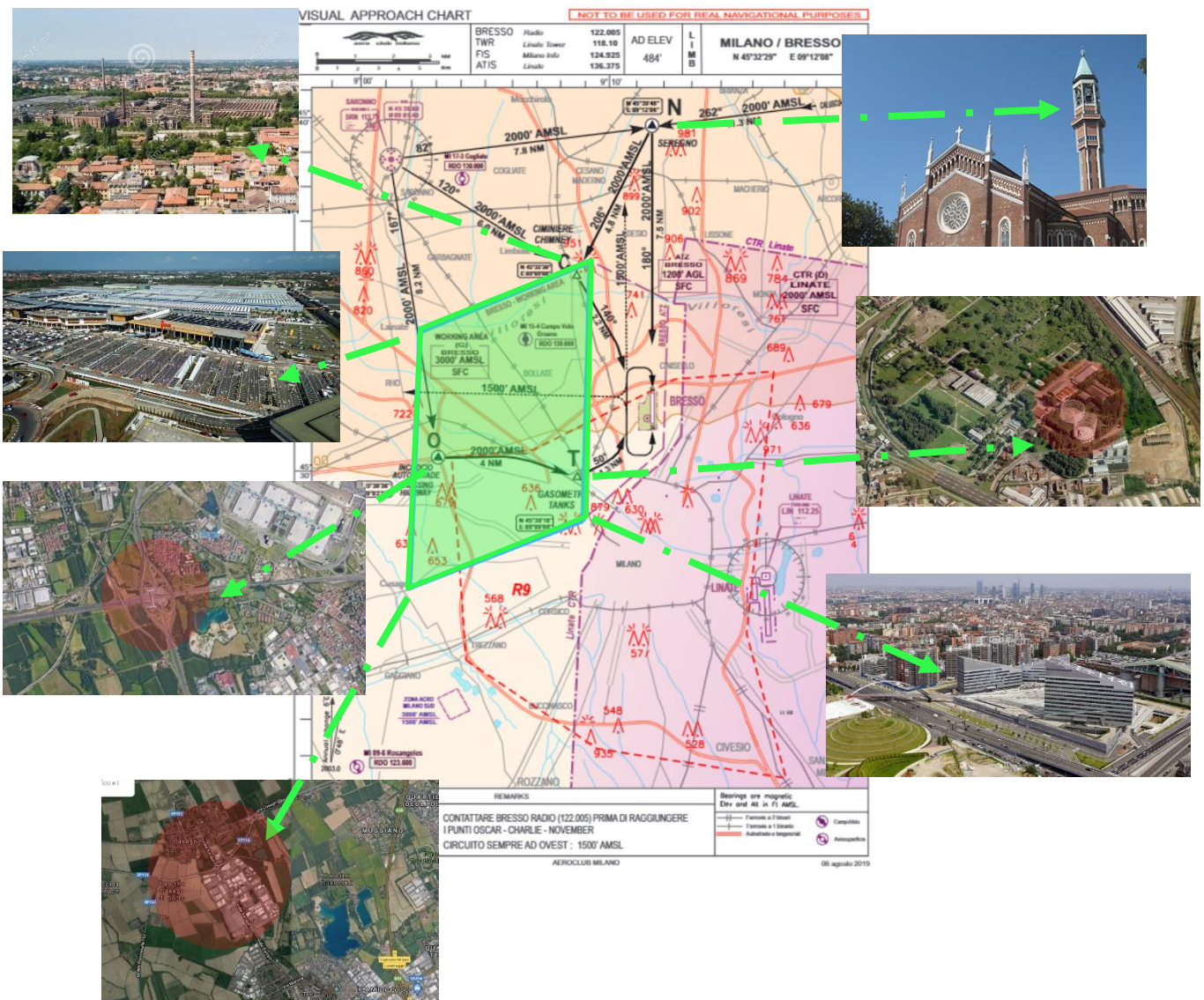


### 3.4 – LOCAL TRAINING AREA

In an attempt to improve collision avoidance in the flight training environment, the appropriate “**Bresso Working Area**” was created.


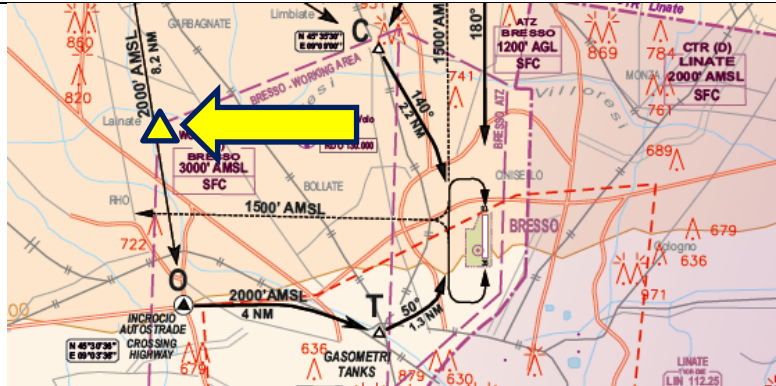
Local Working Area should be used for local flight training operations.

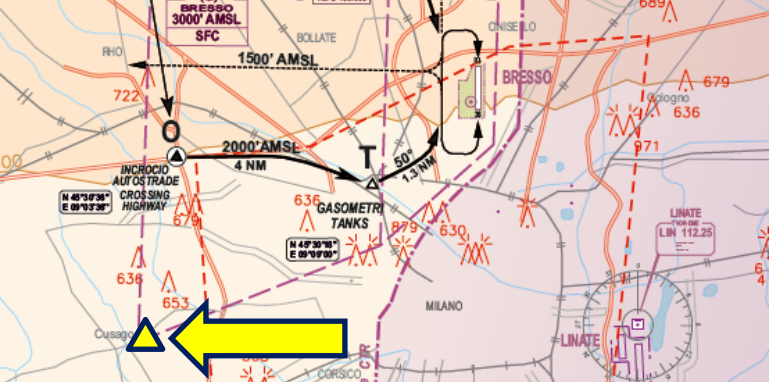
This area can be used 7 days a week and it's extend from GND' to 2000' QNH




### 3.5 – LOCAL TRAINING AREA WAYPOINTS

Bresso working area is defined between following waypoints:

<b>“C” Waypoint</b>	Coordinates: 45.553776, 9.150771	
<b>“A” Waypoint</b>	Coordinates: 45.564853, 9.055342	



<b>“Cusago” Waypoint</b>		
Cusago City	Coordinates: 45.443284, 9.041999	

<b>“Portello” Waypoint</b>		
Portello (Milan)	Coordinates: 45.485653, 9.145375	



### 3.6 – MANDATORY VFR REPORTING POINTS

<b>“C” Waypoint</b>	Coordinates: 45.553776, 9.150771	
<b>Chimney (Varedo)</b>	Additional Information: TRK: 140° 2.2NM from LIMB	
<b>“O” Reporting Point</b>	Coordinates: 45.512325, 9.061968	
<b>Motorway Exit A4 (TO-MI-VE)</b>	Additional Information: TRK: 100° 4NM inbound “T” Reporting Point	

<b>“N” Reporting Point</b>	Coordinates: 45.654045, 9.194526	
<b>Seregno Tower Bell</b>	Additional Information: TRK: 180° 7.5NM from LIMB	
<b>“T” Reporting Point</b>	Coordinates: 45.504032, 9.154104	
<b>Bovisa Tanks</b>	Additional Information: TRK: 050° 1.3NM from LIMB	

### 3.7 – LIMB - LANDING + FIREFIGHTING FEES

LANDING FEES				FIREFIGHTING FEES			TOTALS: (PAX excluded*)
MTOW	ARR	DEP	TOT	ARR	DEP	TOT	
1	€ 1,58	€ 1,58	€ 3,16	€ 3,13	€ 3,13	€ 6,26	<b>€ 9,42</b>
2	€ 3,16	€ 3,16	€ 6,32	€ 6,26	€ 6,26	€ 12,52	<b>€ 18,84</b>
3	€ 4,74	€ 4,74	€ 9,48	€ 9,39	€ 9,39	€ 18,78	<b>€ 28,26</b>
4	€ 6,32	€ 6,32	€ 12,64	€ 12,52	€ 12,52	€ 25,04	<b>€ 37,68</b>
5	€ 7,90	€ 7,90	€ 15,80	€ 15,65	€ 15,65	€ 31,30	<b>€ 47,10</b>
6	€ 9,48	€ 9,48	€ 18,96	€ 18,78	€ 18,78	€ 37,56	<b>€ 56,52</b>
7	€ 11,06	€ 11,06	€ 22,12	€ 21,91	€ 21,91	€ 43,82	<b>€ 65,94</b>
8	€ 12,64	€ 12,64	€ 25,28	€ 25,04	€ 25,04	€ 50,08	<b>€ 75,36</b>
9	€ 14,22	€ 14,22	€ 28,44	€ 28,17	€ 28,17	€ 56,34	<b>€ 84,78</b>
10	€ 15,80	€ 15,80	€ 31,60	€ 31,30	€ 31,30	€ 62,60	<b>€ 94,20</b>

**(\*) + ADDITIONAL FEES: ADD €10,22 FOR ANY PASSENGER DEPARTING FROM LIMB (IF ANY)**

## USEFUL LINKS

ITEM:	LINK:	NOTE:
<b>LIMB VFR CHARTS</b>	<a href="https://drive.google.com/drive/folders/1eGf-wJcOltNOjWZXEh02b6jkNjDSoV4?usp=sharing">https://drive.google.com/drive/folders/1eGf-wJcOltNOjWZXEh02b6jkNjDSoV4?usp=sharing</a>	DESPICED CHART MAY BE OUTDATED. USE ONLY FOR TRAINING PURPOSING AND REFERENCES ONLY
<b>PNR</b> <i>(Prior Notification Required Form)</i>	<a href="https://services.aeroclubmilano.it/v2/pnr">https://services.aeroclubmilano.it/v2/pnr</a>	/
<b>Safety Reports</b>	<a href="https://drive.google.com/drive/folders/1rtueGN81XeZo7p-11S5zx0VJxk8UIABX?usp=share_link">https://drive.google.com/drive/folders/1rtueGN81XeZo7p-11S5zx0VJxk8UIABX?usp=share_link</a>	IF ANY NEEDED, FILL AND SEND IT TO: <a href="mailto:ato@aeroclubmilano.it">ato@aeroclubmilano.it</a>
<b>Present Weather</b> <i>(Weather Station)</i>	<a href="https://www.aeroclubmilano.it/meteo/">https://www.aeroclubmilano.it/meteo/</a>	/
<b>LIMB Webcam</b>	<a href="https://www.aeroclubmilano.it/aeroporto/webcam/">https://www.aeroclubmilano.it/aeroporto/webcam/</a>	/

## FEEDBACK FORM

- 👤 You are our customer and we are here to help you 👤
- ✅ Every feedback is important for us to empower our facilities!
- 😊 Your feedback is completely anonymous; we protect your privacy :-)

Link: [https://docs.google.com/forms/d/14IQYTrWxdzK7Lz4K1Y\\_2UusQG6B\\_Fn\\_Jcl3lw2JGux8/prefill](https://docs.google.com/forms/d/14IQYTrWxdzK7Lz4K1Y_2UusQG6B_Fn_Jcl3lw2JGux8/prefill)

# Give us your Feedback!



PROJECT  
© Dolce Samuele