

PILOT'S FAMILIARIZATION BRIEFING

LIMB - Bresso Airport



Edition 1, Revision 3 issued: 10.04.2023

OBJECTIVE

FIRST OF ALL... WELCOME!

Bresso Airport offers a wide range of activities for aircrafts and helicopters, such as leisure flights, transport of persons and goods, and many air connections.

This **Airport Briefing Guide** has been developed having in mind pilots and ground operator's needs to safely operate into Bresso Airport.



LEGAL DISCLAIMER

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

All information published are property of Aero Club Milano.

AIRPORT GENERAL INFORMATION

AIRPORT ELEVATION	484ft AMSL
CLASS OF AIRSPACE	Uncontrolled (G) - Only VFR Traffic allowed
AIS SERVICES	from 08:00LT to ephemeris (weekend) from 09:00LT to ephemeris (weekdays)
AERODROME FIRE FIGHTING CAT	CAT. 2 - ICAO
FUEL TYPE AVAILABLE	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="background-color: #f9a825; padding: 2px 10px; border-radius: 5px;">AVGAS 100LL</div> <div style="background-color: #1a3d4d; color: white; padding: 2px 10px; border-radius: 5px;">JET A-1</div> </div> <p>Refuelling alongside by tanker may be subject to delay Non-wheeled Helicopters refuelling by tanker ONLY</p>
DISTANCE FROM CITY CENTER	4.3NM (NNE)

PNR

PRIOR NOTIFICATION REQUIRED IS MANDATORY!

Flight Operations in LIMB requires a Prior Notification Permission (PNR) in order to fly to or from LIMB.

This is a POLICE DISPOSITION:
non-complying crew and passengers may be subject to further police investigation.

- 03:00 HRS BEFORE ETA/EOBT
- 12:00 HRS BEFORE ETA/EOBT
- 12:00 HRS BEFORE ETA/EOBT

PNR LINK

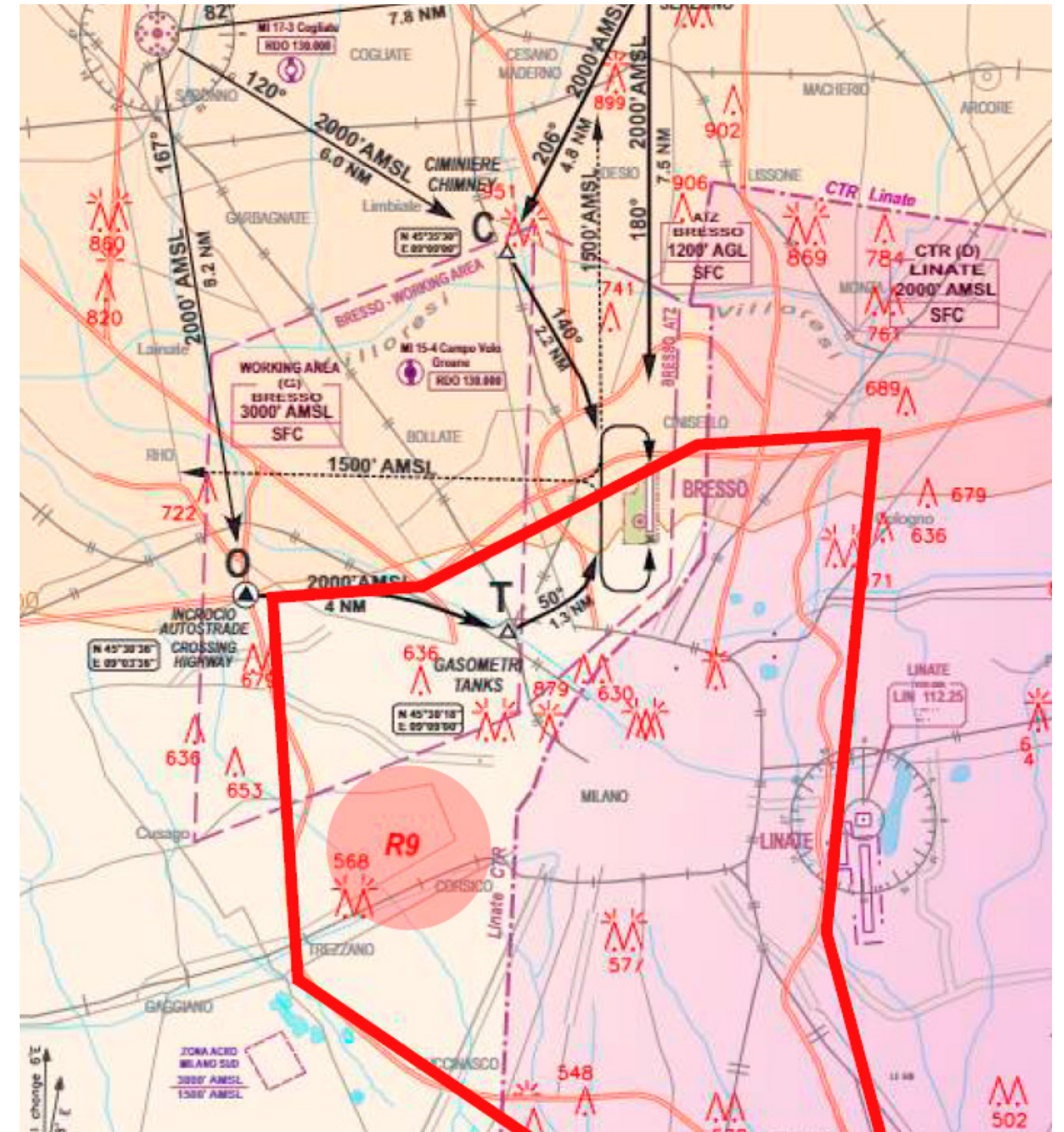
It is available in italian and in english.



AIRSPACE GENERAL INFORMATION

MILAN CITY RESTRICTED AREA (R9)

■ TEM



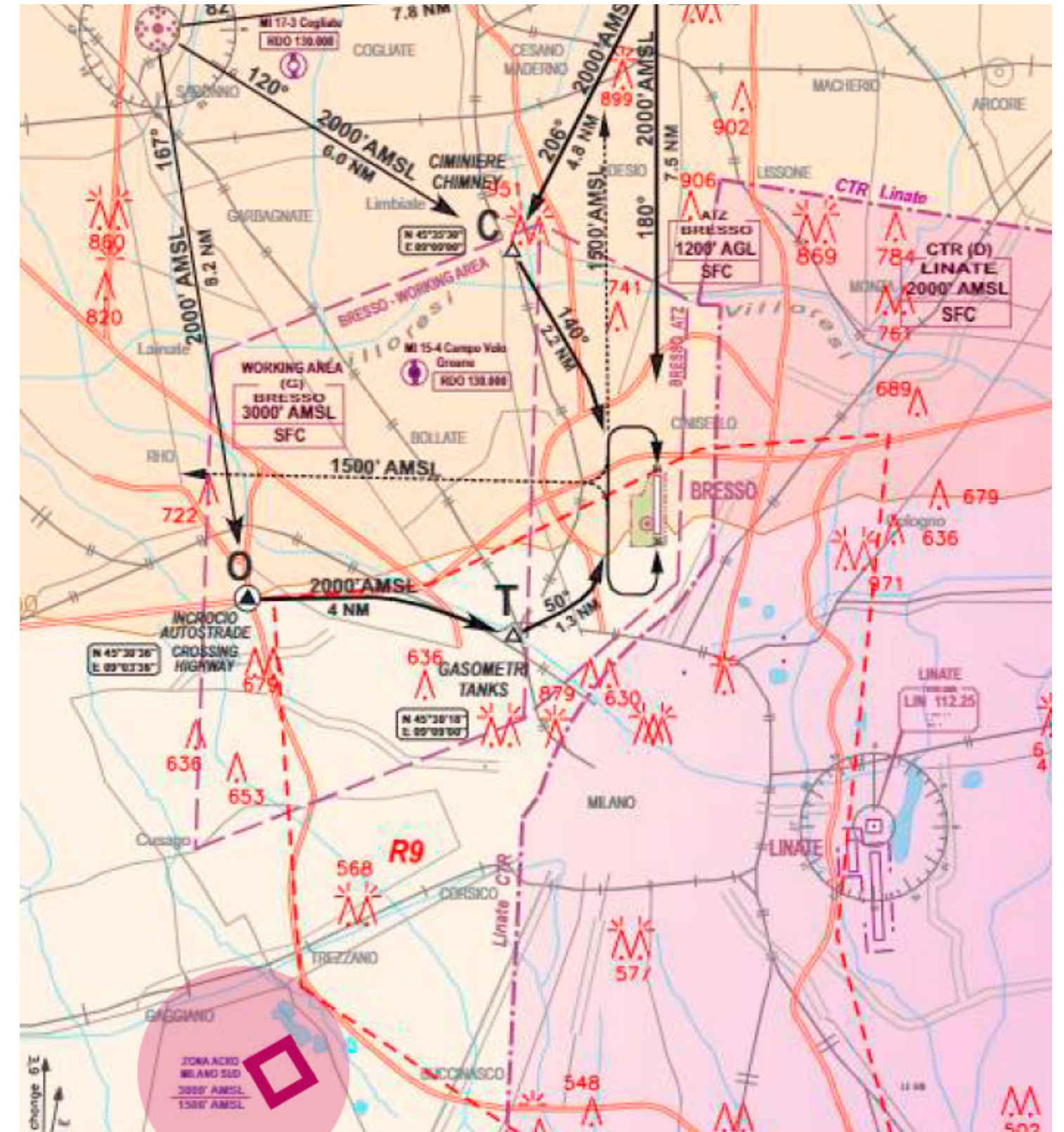
AIRSPACE GENERAL INFORMATION

MILANO SUD ACRO AREA

■ TEM

3000 FT AMSL
2000 FT AMSL

- Aerobatic traffic operating between 2000ft/3000ft AMSL in contact with Milano Information (124.925)
- Avoid area at recommended distance of at least 1NM E/W from airspace boundaries.



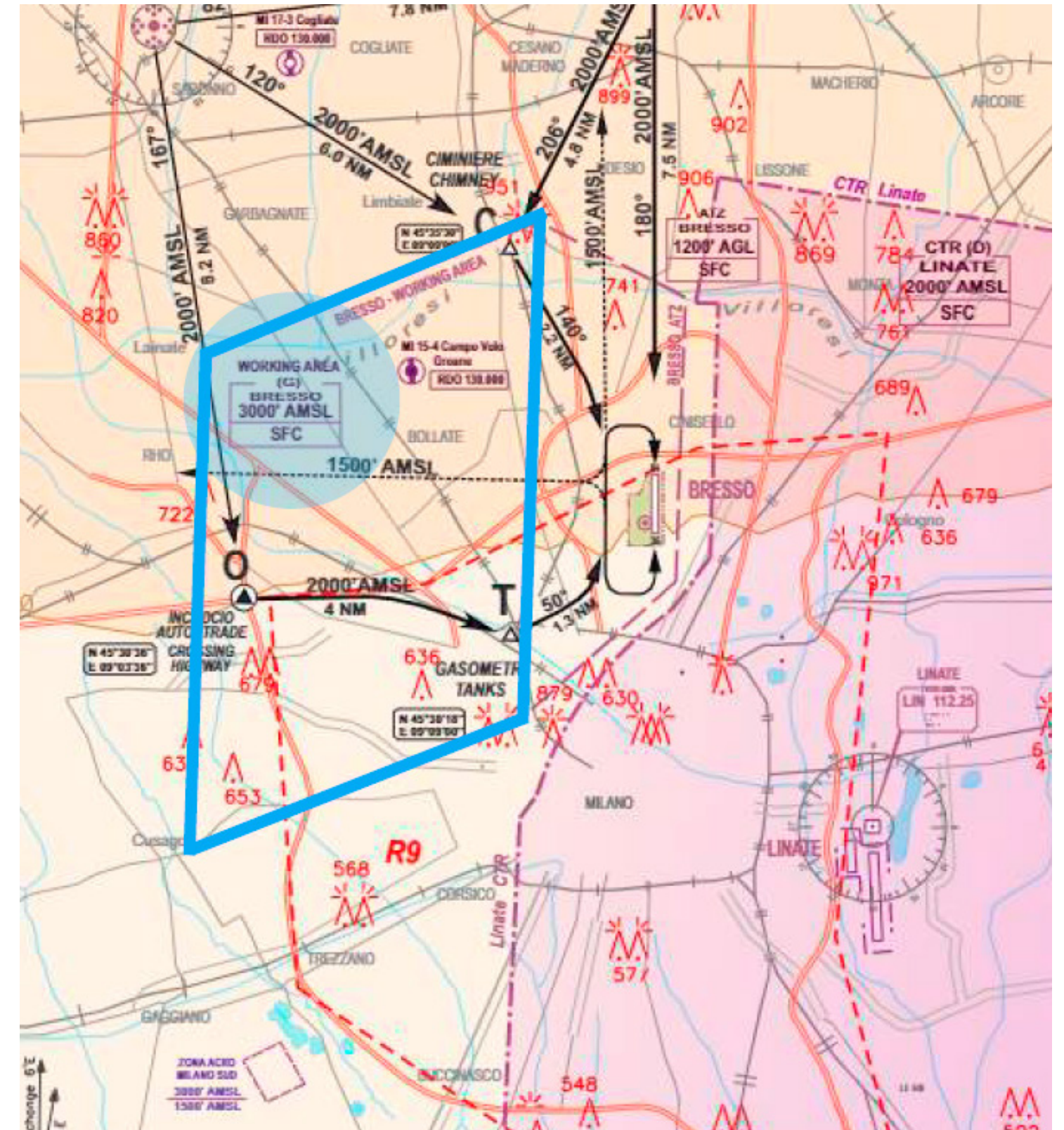
AIRSPACE GENERAL INFORMATION

BRESSO WORKING AREA

■ TEM

3000 FT AMSL SFC

- Intense Training Flight traffic, including solo flights, please keep continuous watch.
- Bresso Working Area is restricted to IT.ATO.0007 - Aero Club Milano flights



AERODROME OPERATOR

OPENING HOURS RADIO 7/7:

08:00LT - ephemeris: Weekends

09:00LT - ephemeris: Weekdays

+39 02 66 50 8616 biga@aeroclubmilano.it

OPENING HOURS CUSTOMER FRONT DESK 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 segreteria@aeroclubmilano.it



RUNWAY SPECIFICATION

RWY	QFU	RWY DIMENSION	STRENGTH	CLEARWAY DIMENSION	STRIP DIMENSION	LIGHTS
18	179°	1080m x 30m	5T SIWL ASPHALT	60m x 150m	1200m x 150m	NOT AVAILABLE
36	359°	1080m x 30m	5T SIWL ASPHALT	60m x 150m	1200m x 150m	NOT AVAILABLE

RWY	TORA (M)	ASDA (M)	TODA (M)	LDA (M)
18	1080	1080	1140	1080
36	1080	1080	1140	1080

TEM

■ TEM

AIRBORNE AND GROUND OPERATIONS

- Considerable light aircraft operating within aerodrome circuit and working area;
- Extensive use of Italian Language, although ENG is available
- Bresso Radio IS NOT AN ATC UNIT! 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. DO NOT EXPECT any authorization.
- Flight operations are under PIC's own responsibility."
- Milano city Restricted Area (R9) next to airport
- Apron rapidly becomes congested during summer time

WEATHER

- Poor visibility during winter season, characteristic of Po Valley;
- Expect turbulence with "Föhn" and northern winds.

OPERATIONAL RULES

PREFERENTIAL RUNWAY: 18

RADIO FREQUENCY: 122.005 MHZ

- Call sign: "Bresso Radio" is assigned for GA traffic information, no traffic separation provided.
- At first communication with Bresso Radio please report your call sign followed by "helicopter" or "high performance aeroplane" as applicable.



OPERATIONAL RULES

IF YOU ARE AN HELICOPTER:

- **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.

IF YOU ARE AN HPA:

- 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.



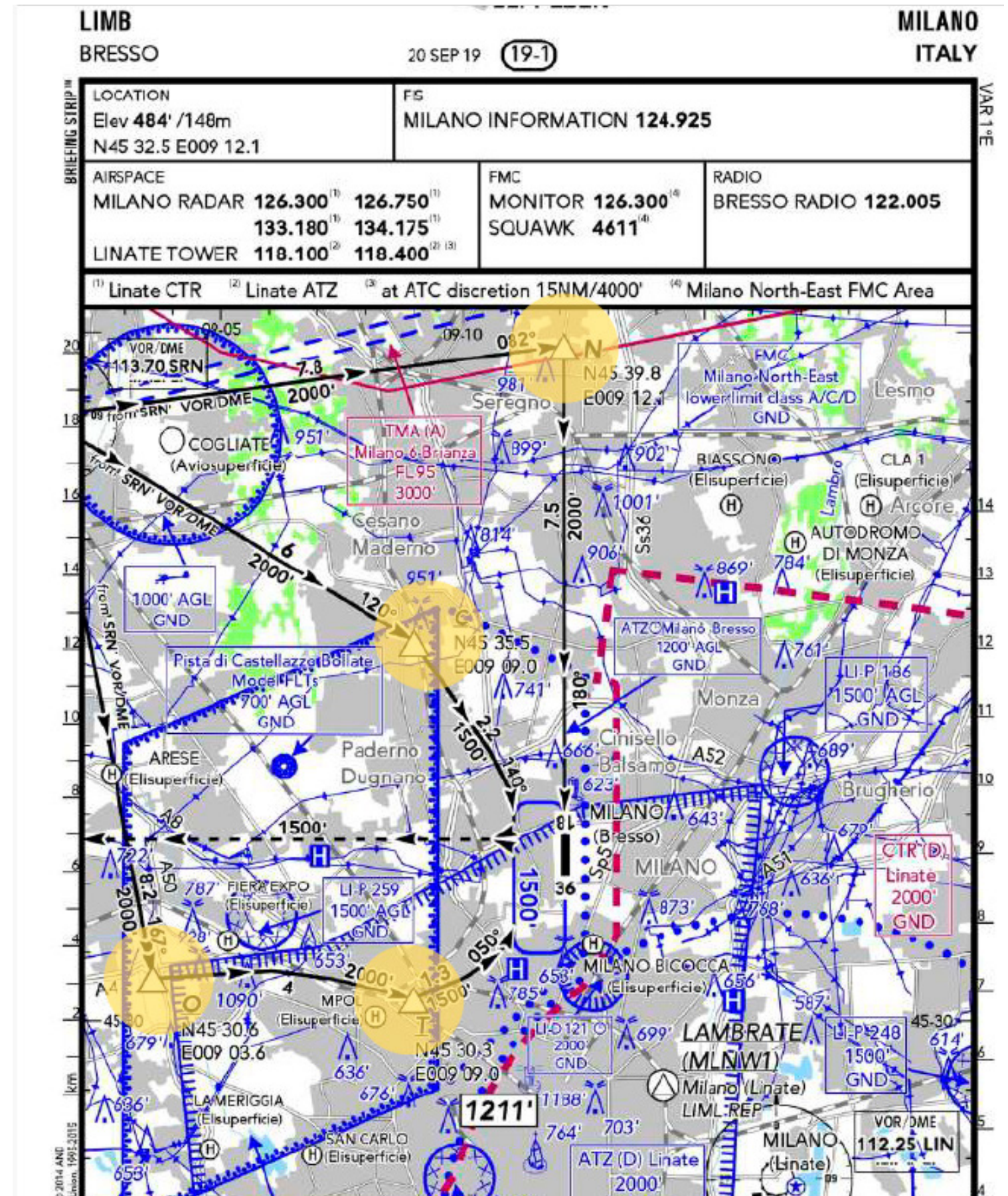
VFR REPORTING POINTS

There are 4 reporting points used for the entry and exit routes.

They are:

- POINT "N"
- POINT "C"
- POINT "O"
- POINT "T"

Validity of approach chart shall always be verified



"N" REPORTING POINT SEREGNO



“C” REPORTING POINT CHIMMEY/VAREDO



**TRK 140°
2.2 NM
OVERHEAD
FIELD 2000**

“O” REPORTING POINT MOTORWAY EXIT A4 (MI-VE)



"T" REPORTING POINT TANKS

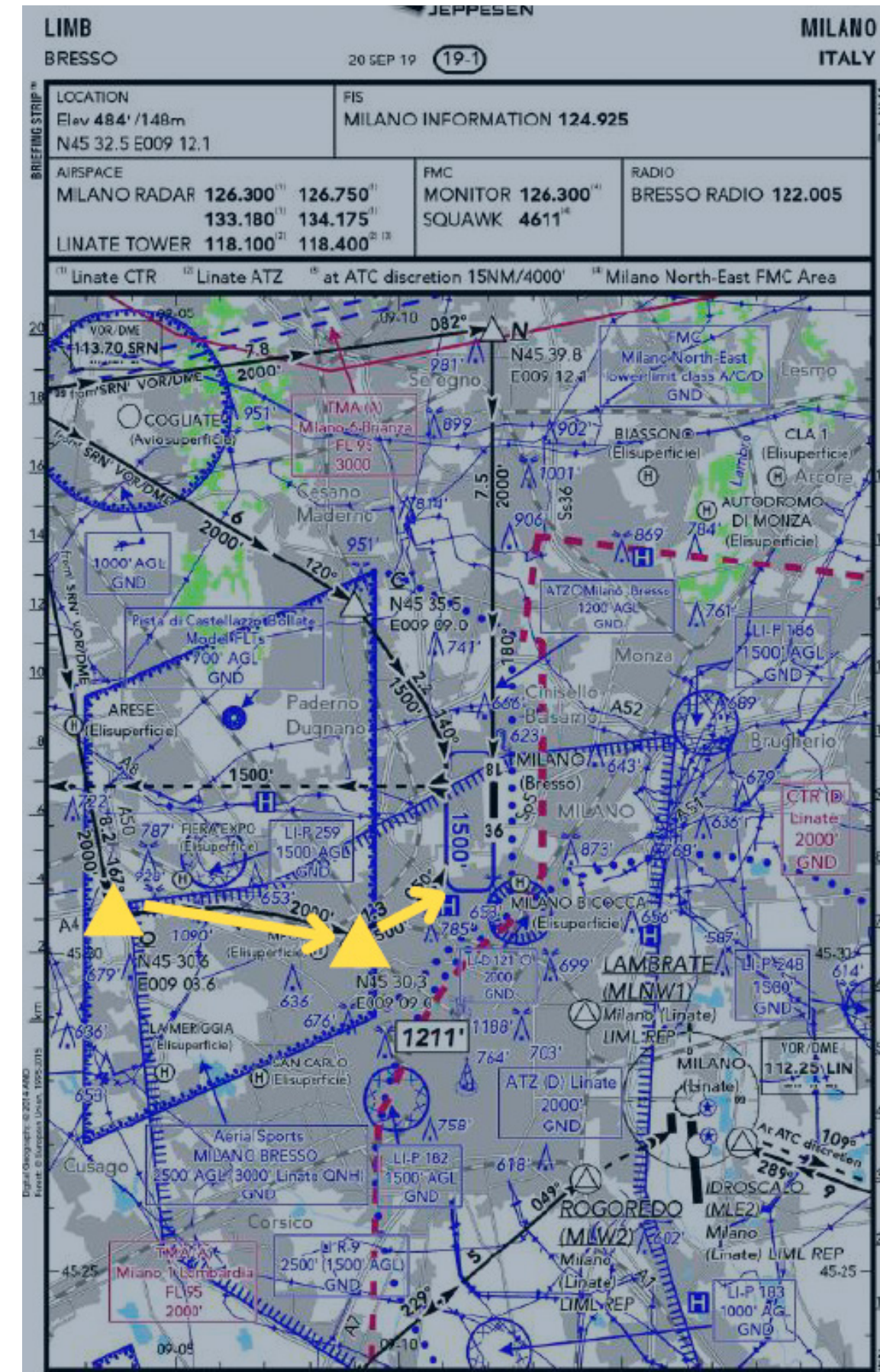


RWY 18 IN USE

"O" ARRIVAL

RECOMMENDED PROCEDURES

- Report "O" Point 2000 FT AMSL
- Proceed with course 100° inbound "T" Point and report when reaching
- **When traffic in sight:** proceed with course 050° descending to 1500 FT AMSL to enter right downwind RWY 18

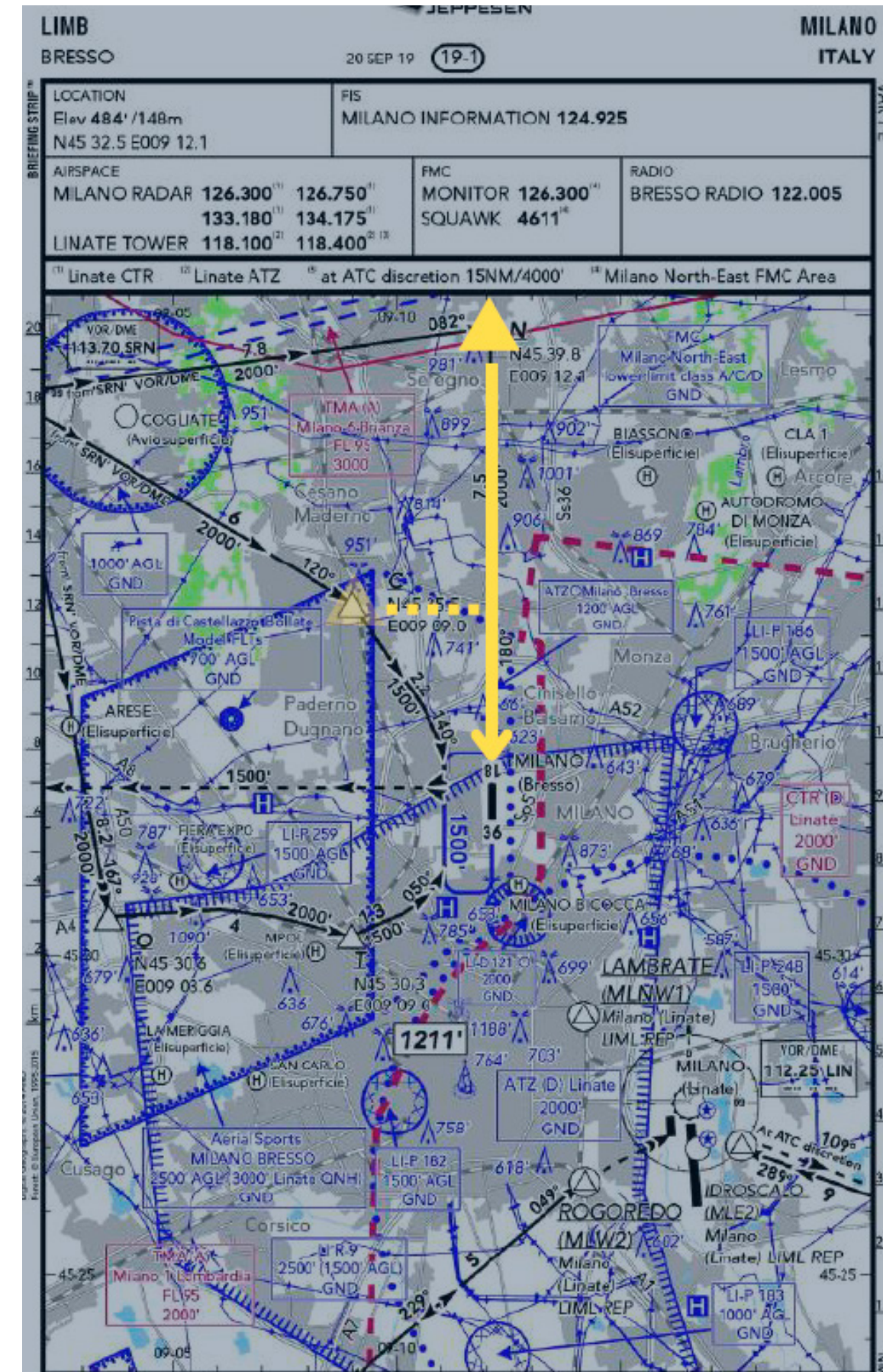


RWY 18 IN USE

"N" ARRIVAL

RECOMMENDED PROCEDURES

- Report "N" Point 2000 FT AMSL
- **When traffic in circuit:**
continue 2000 FT AMSL and report overhead the field to join RH downwind 18
- **When no traffic in circuit:**
proceed with course 180° and report "East Abeam C Point" for further TFC info

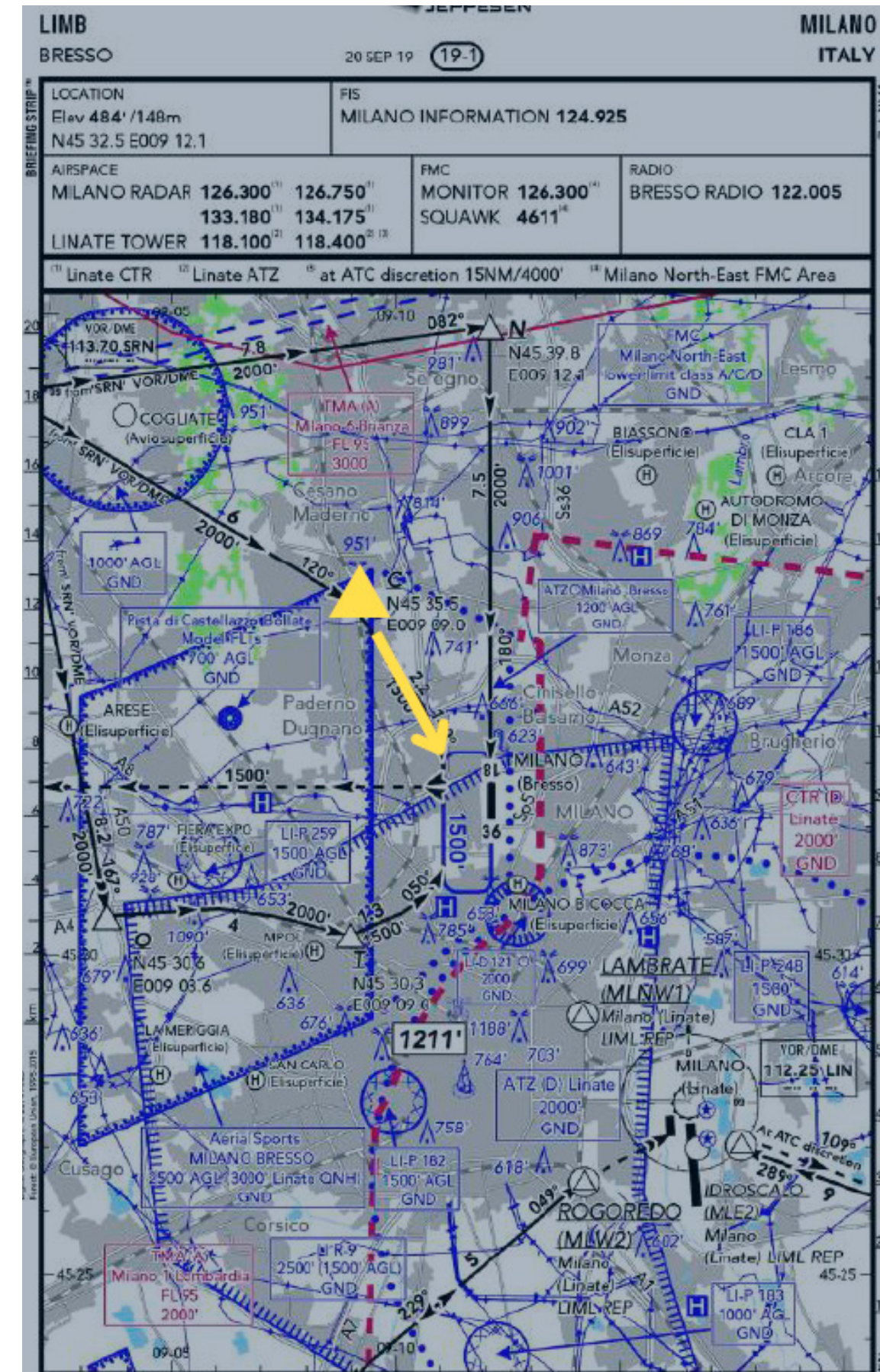


RWY 36 IN USE

"C" ARRIVAL

RECOMMENDED PROCEDURES

- Report "C" Point 2000 FT AMSL
- **When traffic insight:**
 proceed course 140°, descend at 1500 FT AMSL to enter left downwind 36

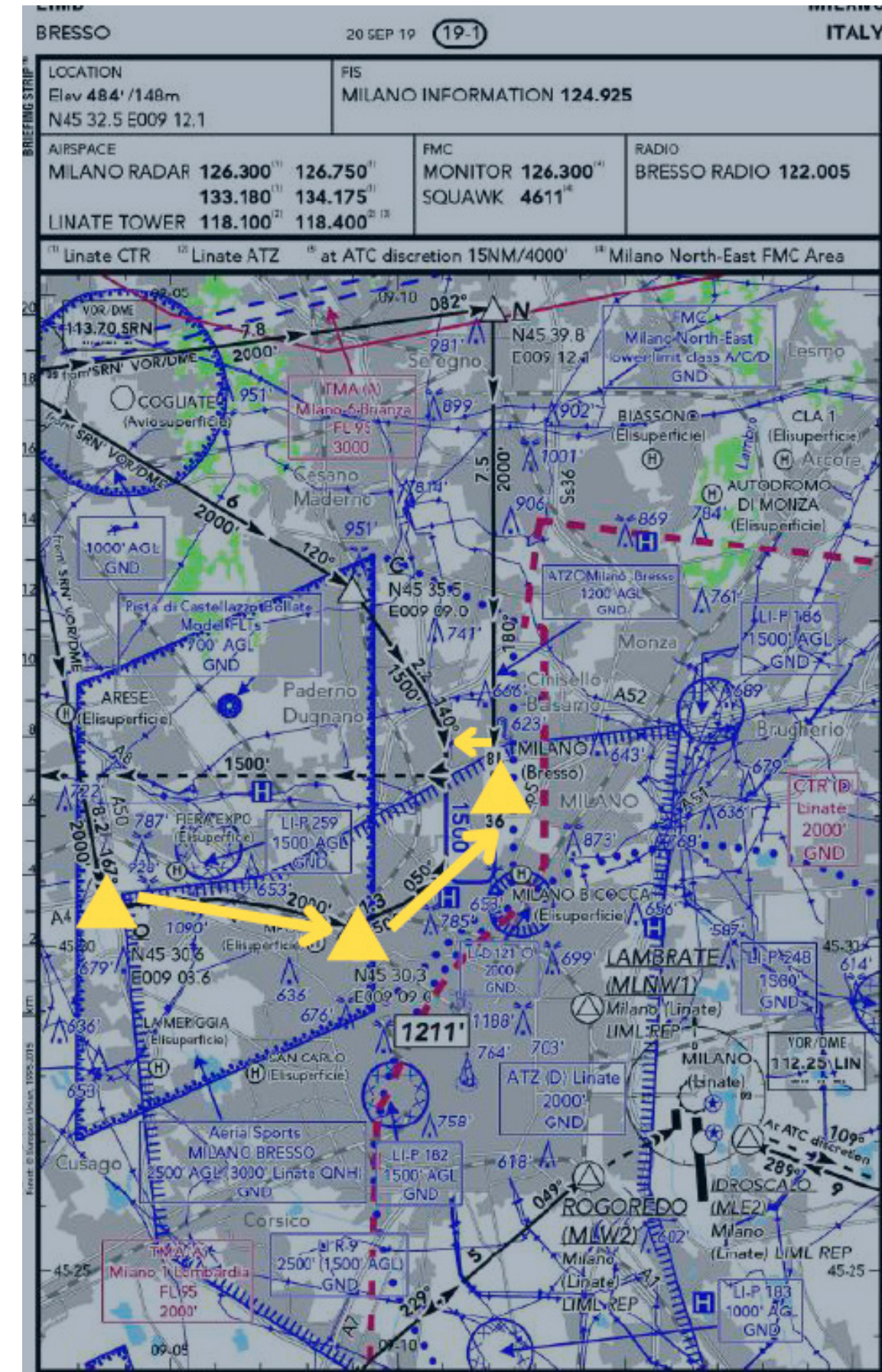


RWY 36 IN USE

"O" ARRIVAL

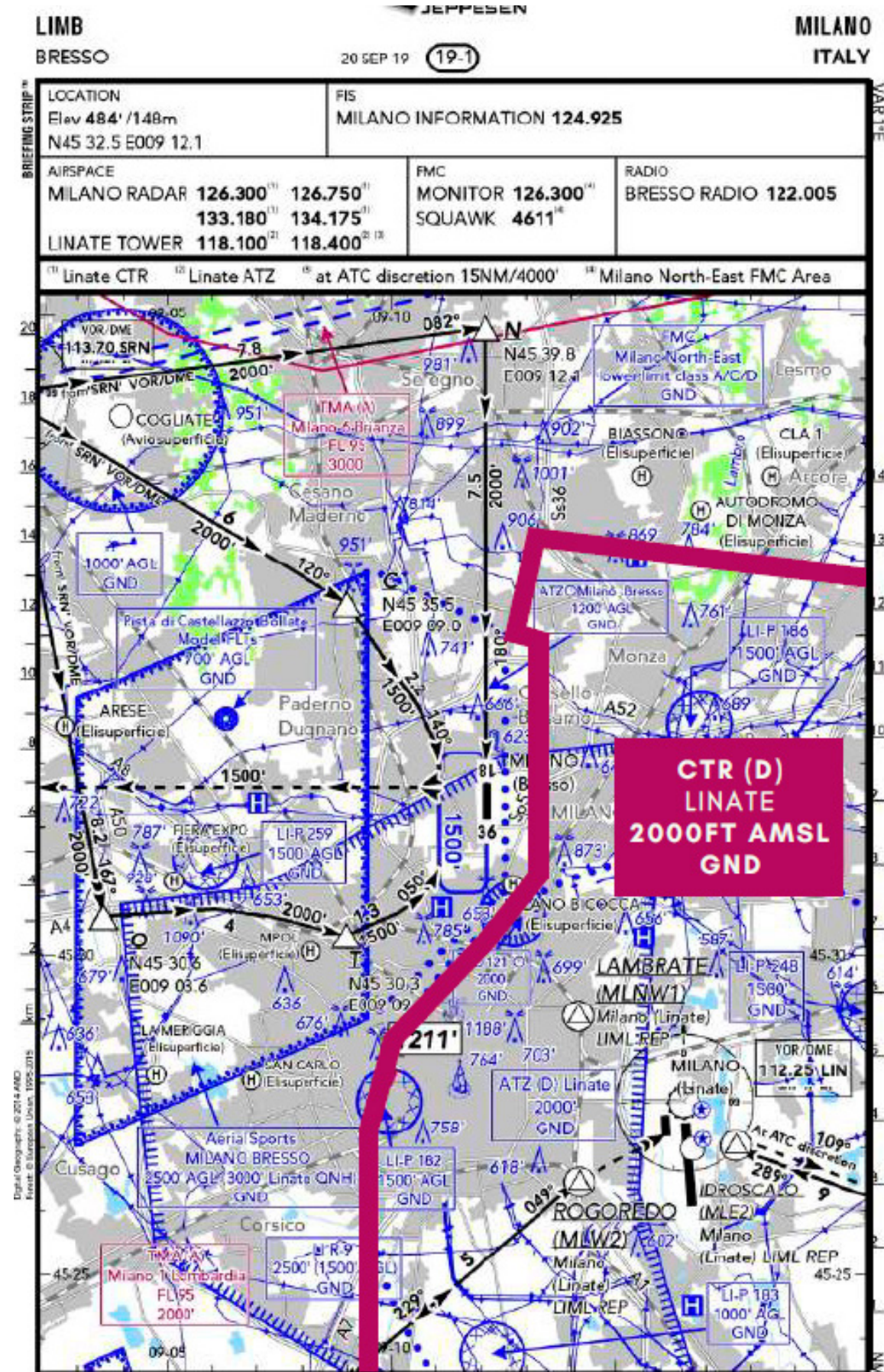
RECOMMENDED PROCEDURES

- Report "O" Point 2000 FT AMSL
- Proceed with course 100° inbound "T" Point and report when reaching
- Maintaint 2000 FT AMSL and proceed overhead the field
- **Whit traffic insight:**
you may now descend at 1500 FT AMSL to enter left downwind 36



TRAFFIC PATTERN

- Traffic circuit patten is:
 - WEST of field for AEROPLANES
- TEM
- Linate cotrolled area
 - Pay attention to linate Controlled Area - CTR (D) - East of Bresso Airport
- Traffic pattern is 1500 FT AMSL
- 2000 FT AMSL overhead the field



REMINDER

Remember that Bresso is an uncontrolled aerodrome,
therefore is your responsibility to close the flight plan once on the ground!

ARO LINATE: (+39) 02 71 02 00 19

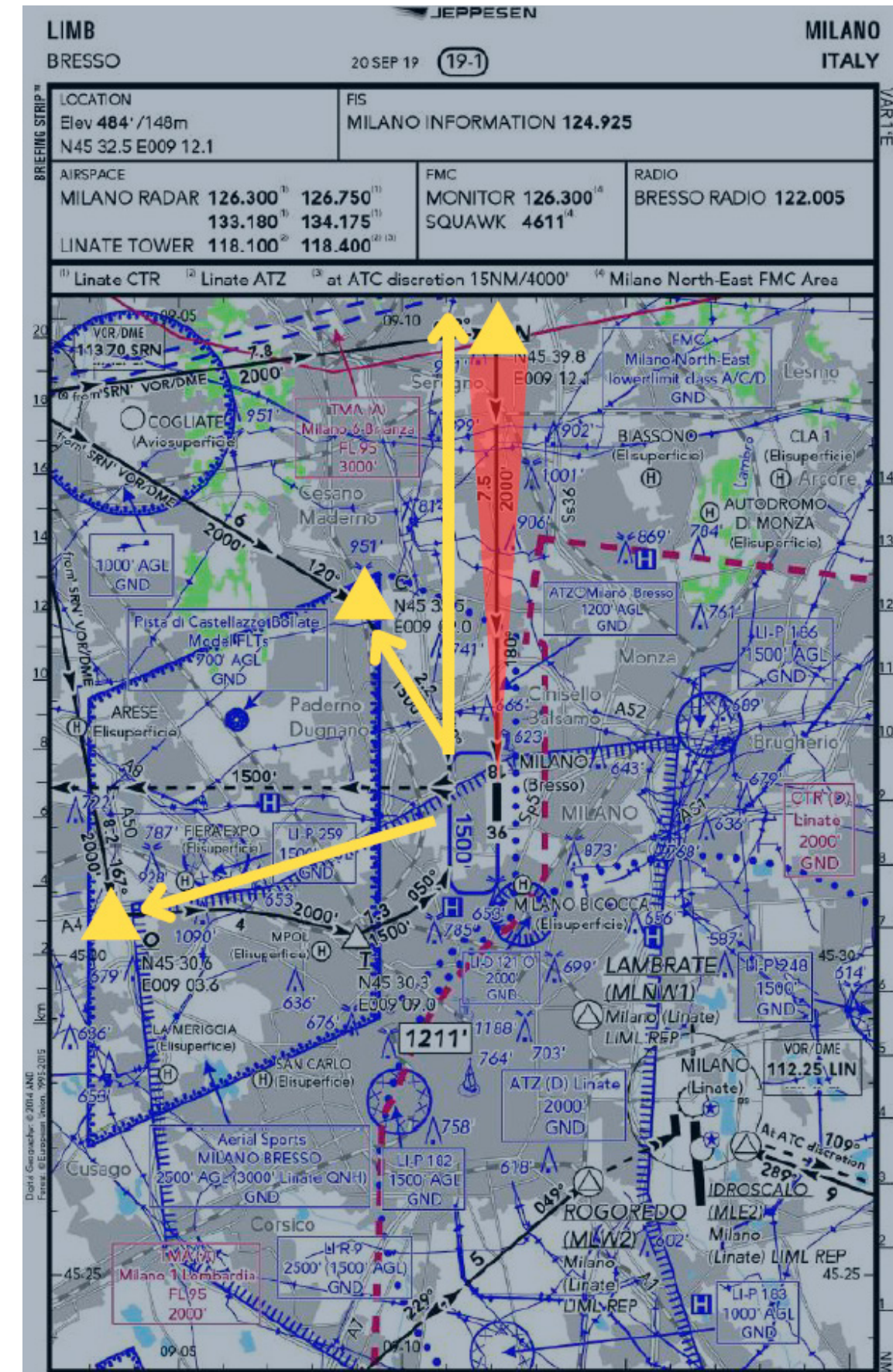
DEPARTURE PROCEDURES

RECOMMENDED PROCEDURES

- Whether is RWY 18 or 36 in use, maintain 1500 FT AMSL, ground contact and report "C", "O", "N" Points before contacting Milan information (124.925)
 - When leaving inbound "N" please maintain West side of Long Final Sector to provide traffic separation

TEM

- Airborne operations:
 - Considerable light aircraft operating within aerodrome circuit and working area: pay attention!



DEPARTURE PROCEDURES INTO IFR PICK-UP

- Maximum altitude is 2000 FT, unless cleared by Milan Radar
 - Please follow route and profile as a standard VFR Departure and expect to change with Milan Information (124.925)
- You will then open the flight plan directly with Milan information
 - Before departure set XPDR Code **7000**, Mode "A" Active, when switching with Milano info. Set squawk **2000**.

LIMB BRESSO		JEPPESEN		MILANO ITALY	
		20 SEP 19 (19-1)			
LOCATION Elev 484' /148m N45 32.5 E009 12.1		FIS MILANO INFORMATION 124.925			
AIRSPACE MILANO RADAR 126.300 ⁽¹⁾ 126.750 ⁽¹⁾ 133.180 ⁽¹⁾ 134.175 ⁽¹⁾ LINATE TOWER 118.100 ⁽²⁾ 118.400 ^{(2) (3)}		FMC MONITOR 126.300 ⁽⁴⁾ SQUAWK 4611 ⁽⁴⁾		RADIO BRESSO RADIO 122.005	
⁽¹⁾ Linate CTR ⁽²⁾ Linate ATZ ⁽³⁾ at ATC discretion 15NM/4000' ⁽⁴⁾ Milano North-East FMC Area					

MILAN INFORMATION:

124.925

MILAN RADAR:

126.300

126.750

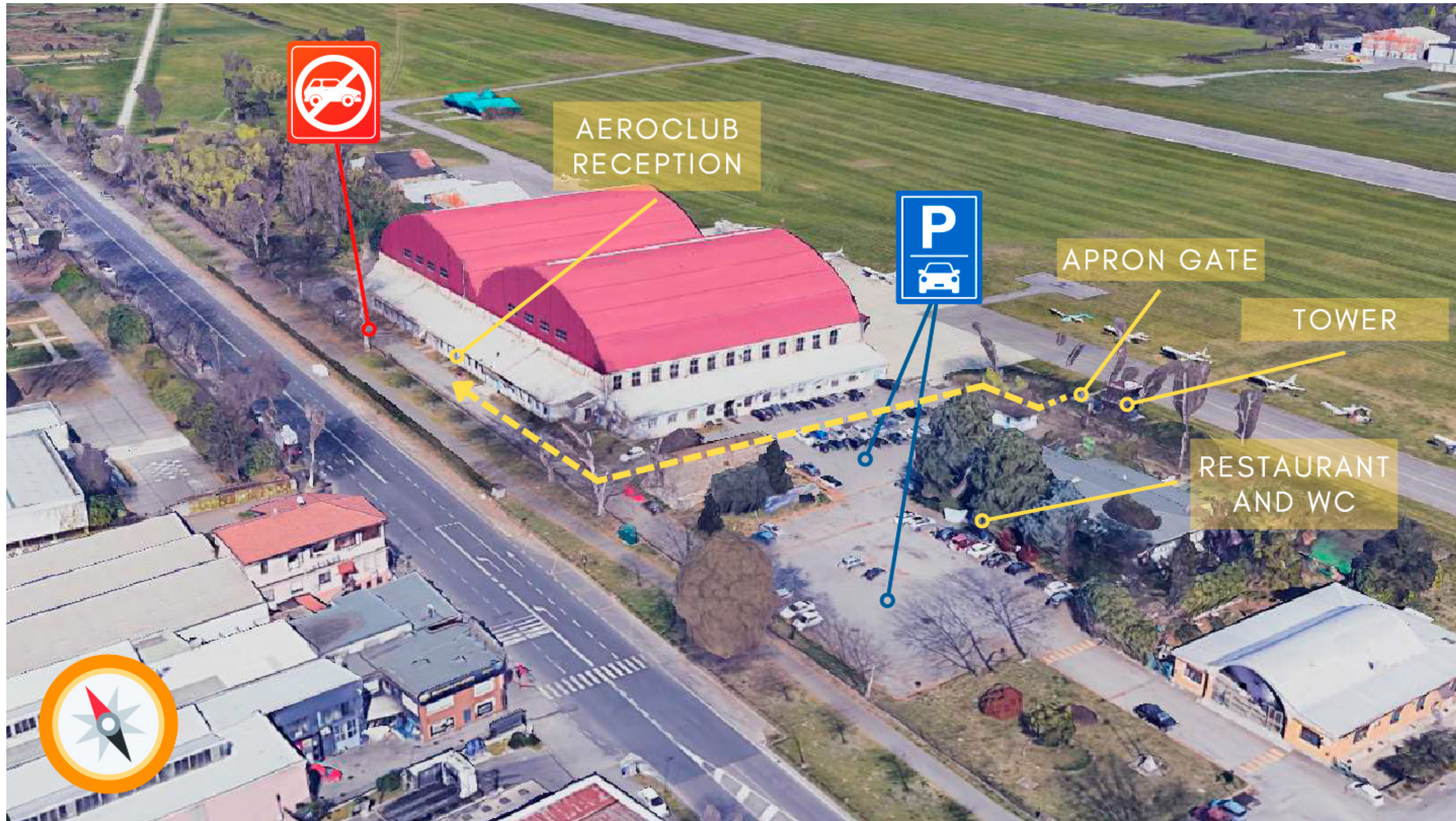
LINATE TOWER

118.100

ARO LINATE:

(+39) 02 71 02 00 19

LAND SIDE



LAND SIDE



AIR SIDE







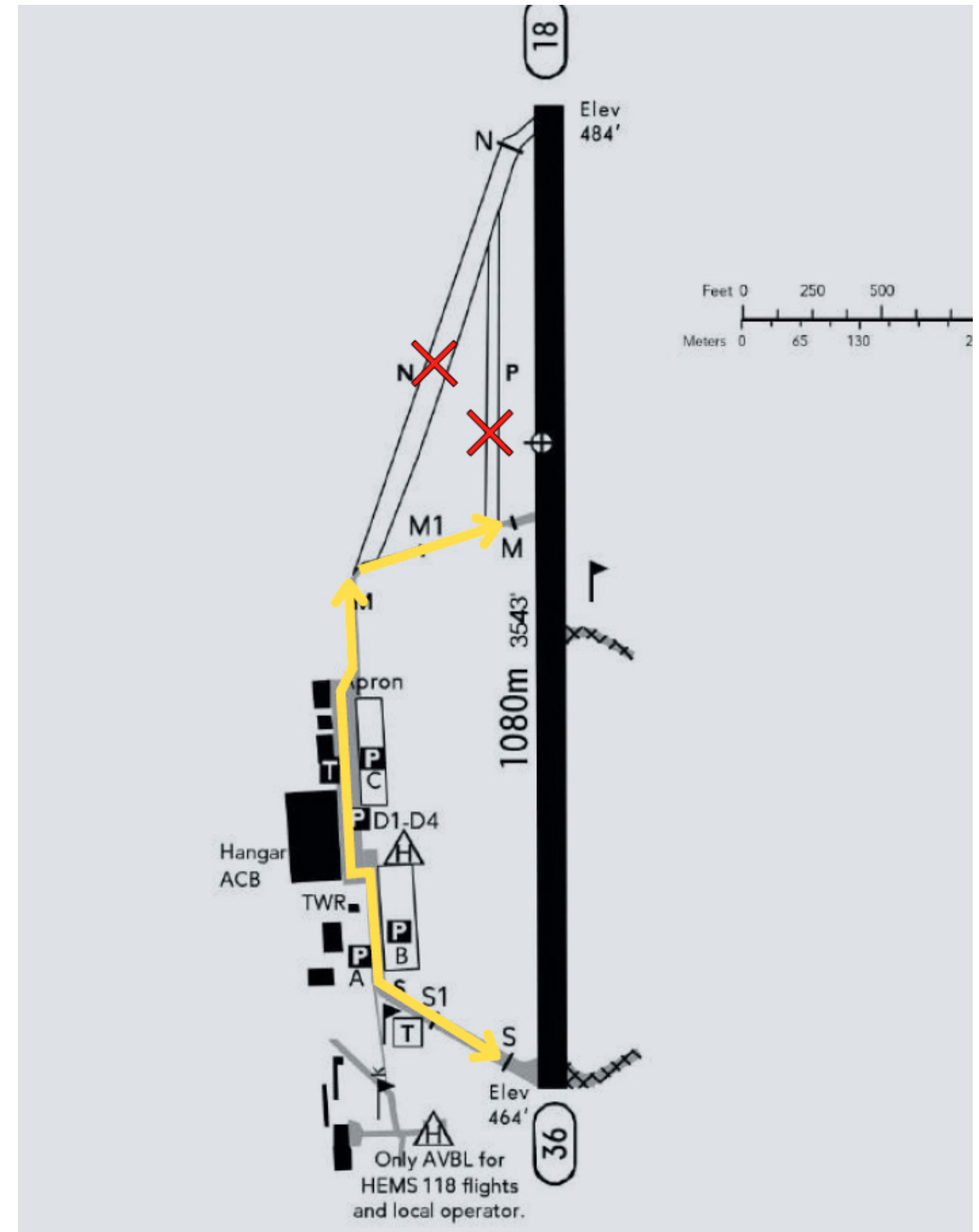
GROUND OPERATIONS

- **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

- **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

NOTICE:

Taxiways "N" and "P" (both on grass) are CLOSED

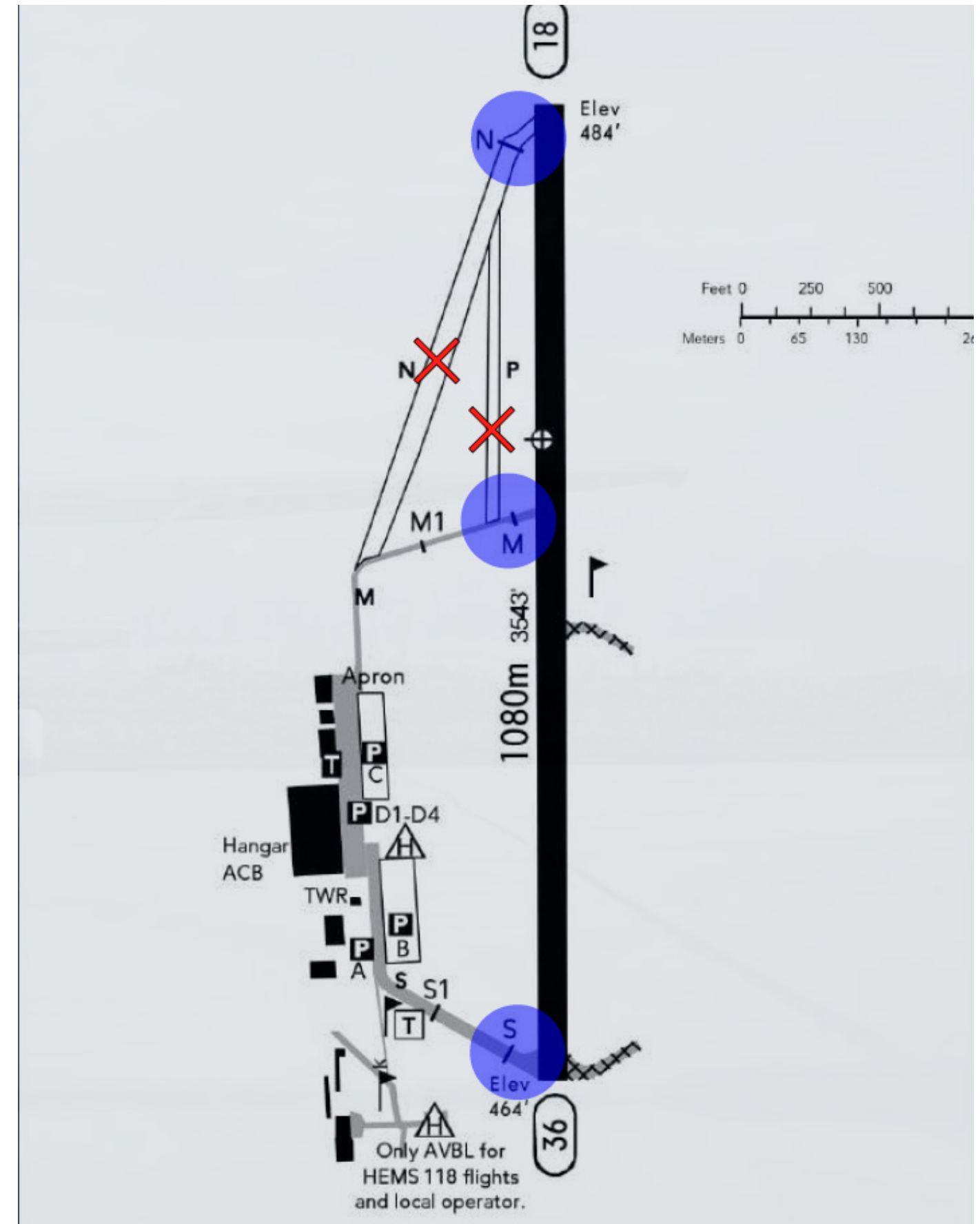


GROUND OPERATIONS

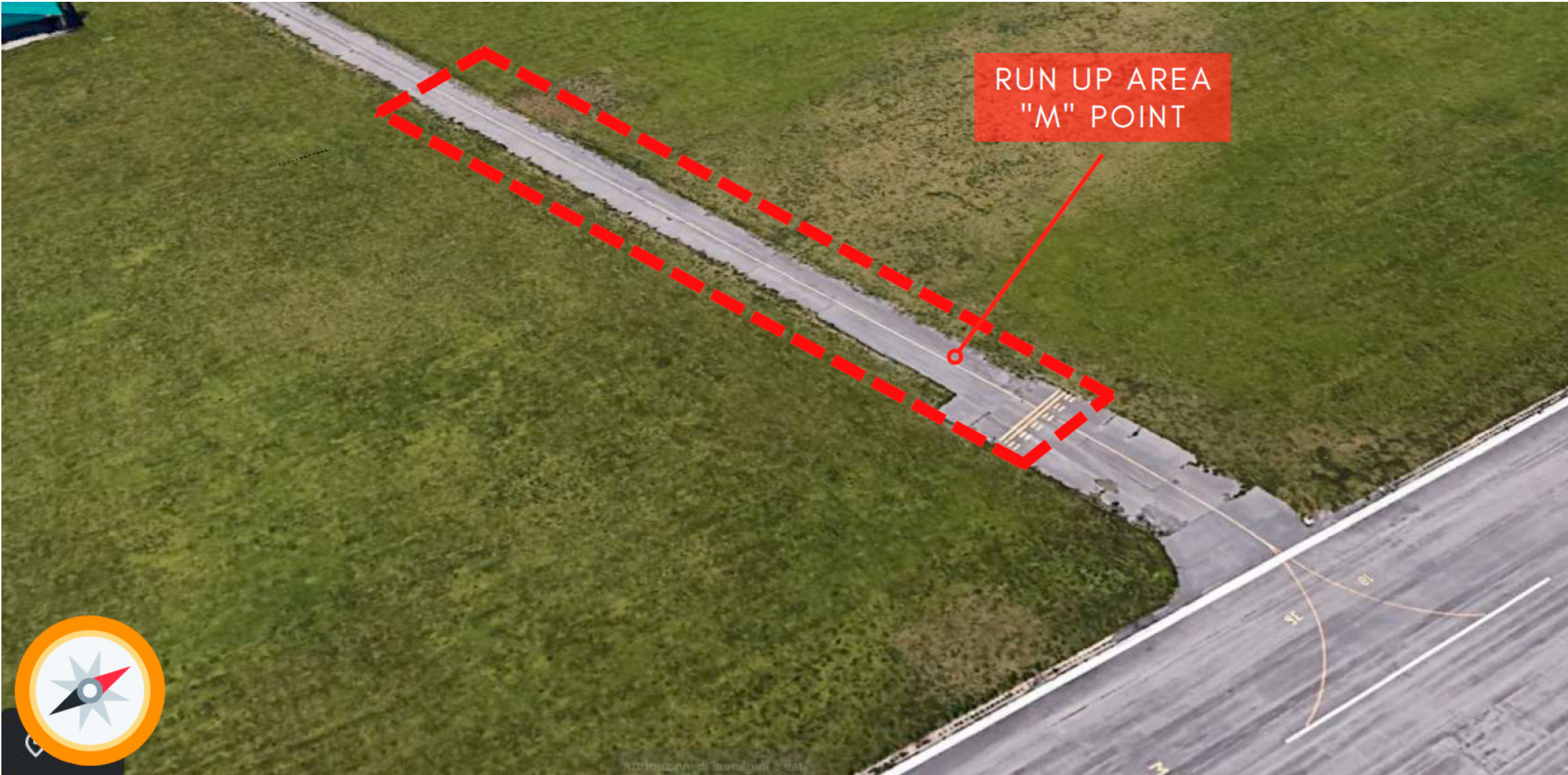
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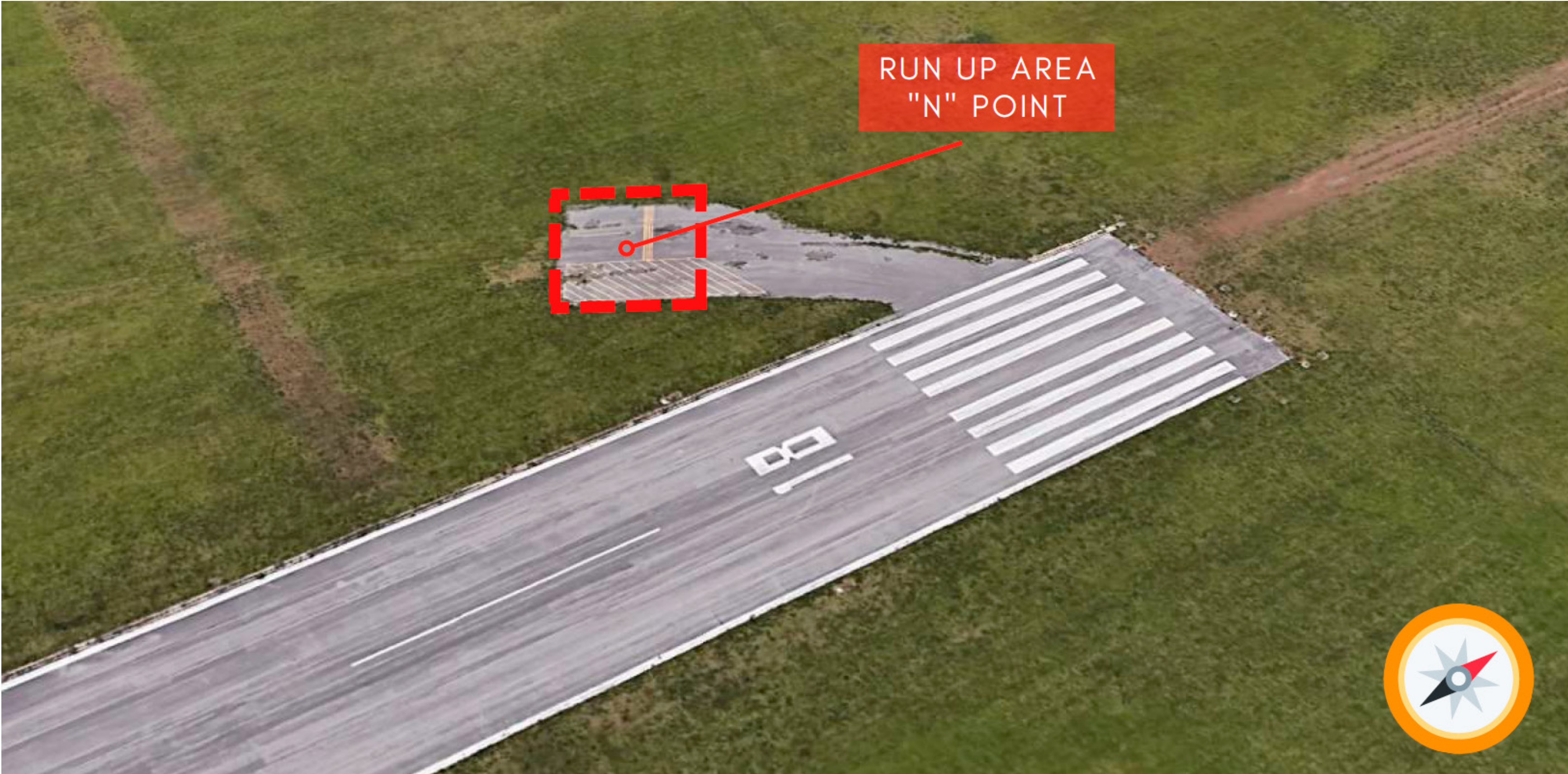
ENGINE RUN-UP CHECKS:

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.







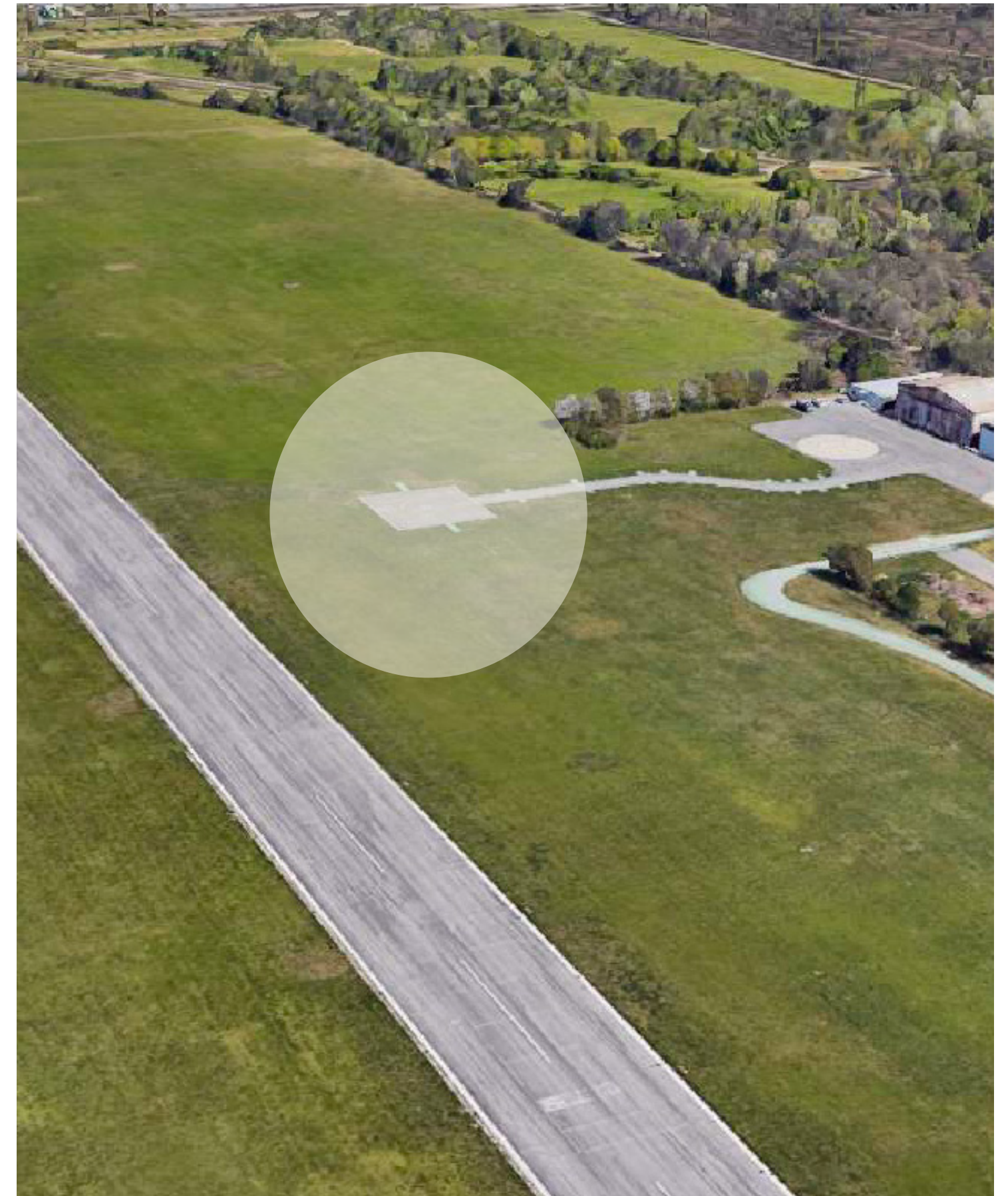


NOTICE TO HELICOPTERS

■ TEM

STAY AWAY FROM HEMS FATO

Pay attention to the Helicopter Landing Area EAST SIDE of Runway 18/36, available for HEMS 118 Service Only.
Heavy Helicopters on Allarm Duty, Wake Turbulence may be encountered.



USEFUL LINKS

- **LIMB VFR CHARTS**

APPROACH CHART GROUND MOVEMENT CHART

Despicted chart may be outdated.

Use only for training purposing and references only

- **PNR**

PRIOR NOTIFICATION REQUIRED

- **SAFETY REPORTS**

GROUND AND FLIGHT REPORTs

If any needed, fill and send it to: ato@aeroclubmilano.it

- **PRESENT WEATHER**

Weather station

- **WEBCAM**

Limb

GIVE YOUR FEEDBACK

[CLICK HERE AND HELP US TO IMPROVE!](#)



