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Terminal Charts For LIMC
Revision Letter For Cycle 15-2013
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General Information

Location: Milan Ita
IATA Code: MXP
Lat/Long: N45° 37.8' E008° 43.4'
Elevation: 768 ft

Airport Use: Public
Magnetic Variation: 1.8°E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0356 Z
Sunset: 1907 Z,

Runway Information

Runway: 17L
Length x Width: 12861 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 745 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 3094 ft

Runway: 17R
Length x Width: 12861 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 764 ft
Lighting: Edge, Centerline, REIL

Runway: 35L
Length x Width: 12861 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 714 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1329 ft

Runway: 35R
Length x Width: 12861 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 708 ft
Lighting: Edge, ALS, Centerline, TDZ

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Communication Information

ATIS 121.625 Departure Service
ATIS 120.025 Arrival Service
Malpensa Ground North Tower 121.825
Malpensa Tower 128.35
Malpensa Tower 119.0
Malpensa Ground West Ground Control 121.9
Malpensa Clearance Delivery 120.9
Milan Radar Approach Control 134.175
Milan Radar Approach Control 132.7
Milan Radar Approach Control 126.75
Milan Radar Approach Control 125.625
Milan Radar Approach Control 118.8

1. GENERAL

1.1. ATIS

ATIS Arrival 120.02
ATIS Departure 121.62

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

ACFT classified according to ICAO Annex 16, Volume I, Chapter 2 are not allowed to use APT except in case of emergency.
In this case, take-off is allowed from RWY 17R only. Use of a different RWY will be authorized in case of adverse meteorological conditions or safety reasons only.

1.2.2. REVERSE THRUST

The use of reverse thrust at power higher than idle is allowed only in the event of proven safety/operational reasons.

1.2.3. RWY USAGE

RWY utilization will be selected by ATC according to the following wind components:
MAX 10 KT steady and measured tail wind component.

When the RWY selection by ATC is considered not suitable for the operation desired, pilots may request permission to use a different RWY.
In such case the ACFT may be subject to delay.

1.2.4. RWY USAGE AT NIGHT

Between 2330-0630LT RWY 35L must be used for landing and RWY 17R must be used for take-off.
When RWY 17R is not available for safety reasons, meteorological conditions and delays of more than 20 minutes, RWY 35L will be used for take-off. If RWY 35L/17R is closed, RWY 35R will be used for take-off.

1.2.5. RUN-UP TESTS

Engine tests other than engine pre-flight tests are not allowed. Additional engine tests may be approved on request and shall not last for more than 10 minutes during period SR-SS.

1.2.6. AUXILIARY POWER UNIT (APU)

Use of APU is allowed 5 minutes before STD but only to start-up engines.
In case of extraordinary reasons APU can be used; however this operation shall be limited to the shortest time.
If ground generator units are not available at the aerodrome, APU can be started up to 60 minutes before STD and switched off 20 minutes after arrival.
The term ground generator unit is intended to mean the power supply and air-conditioning units associated with the finger.

1.3. LOW VISIBILITY PROCEDURES (LVP)

For LVP taxi routings refer to 10-9 charts.

1.3.1. GENERAL

LVP will be applied during CAT II/III and take-off operations with RVR 550m (TDZ) or less, ceiling below 200' or when rapid deterioration of wether conditions recommends so.
Pilots will be informend by ATIS or RTF when LVP are in force.
Pilots wishing to conduct CAT II/III approaches and landing for training purposes shall inform ATC in advance.

When LVP are in place RWYs shall be used as follows:
- RWY 35R only for take-off,
- RWY 35L only for landing,
- RWY 17L/R not usable.

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1. GENERAL

a) ACFT arriving on RWY 35L directed to Terminal 1 shall vacate the RWY only on TWY L and/or EW and/or BW and Apron TWY N, P, R, S and T to West apron.
b) ACFT arriving on RWY 35L directed to Terminal 2 shall vacate only on TWY BE and/or EM.
c) ACFT departing from RWY 35R shall taxi to CA holding point/CAT II/III holding position:
- only on TWY C if coming from Terminal 2,
- if coming from Terminal 1 taxiing only via TWY W or TWY K or apron TWY Y (direction North-South) or TWY Z (direction East-West) and then via TWY H or via TWY GW and GE to cross RWY 35L, during de-icing operations,
- ACFT from Terminal 1 to join TWY W shall use Apron TWY S and T (ATC discretion) and Apron TWY V.

d) SINGLE RWY OPERATIONS
Whenever one of the RWYs is not available and LVP are in place RWY shall be used as follows:
RWY 35L
- Arriving ACFT directed to Terminal 1, shall vacate the RWY only via TWY L and/or TWY EW and/or TWY BW;
- Arriving ACFT directed to Terminal 2, shall vacate the RWY only via TWY EM and/or TWY BE;
- Departing ACFT coming from Terminal 1, shall taxi to GW CAT I/II/III holding position, only via TWY W or TWY K or Apron TWY Y (direction North-South).
- Departing ACFT coming from Terminal 2 shall taxi to GE CAT I/II/III holding position, only via TWY C.

RWY 35R
- Arriving ACFT directed to Terminal 1, shall vacate the RWY only via TWY D and/or TWY E;
- Arriving ACFT directed to Terminal 2, shall vacate the RWY only via TWY E and/or AB and/or AA;
- Departing ACFT coming from Terminal 1 shall taxi to CA CAT II/III holding position, only via TWY W or TWY K or Apron TWY Y and then via TWY GW and TWY GE to cross RWY 35L or via TWY H.
- Departing ACFT coming from Terminal 2 shall taxi to CA CAT II/III holding position, only via TWY C.

ACFT will report to Tower as soon as they vacate ILS sensitive area and when reached assigned stand.

1.3.2. GROUND MOVEMENT

In low visibility conditions the following reference points are available for ACFT movements:
a) RWY holding positions CAT II/III:
- TWY GW - TWY GE (RWY 35L),
- TWY CA (RWY 35R).

b) Intermediate holding positions shown on 10-9 charts.

On Terminal 2 apron follow-me car assistance is mandatory when TDZ RVR is below 150m.

Both SMR (Surface Movement Radar) unavailable
Only one movement at a time will take place.
Only RWY 35L will be used for take-off and landing.
Follow-me car assistance is mandatory on aprons.

1.3.3. MOVEMENT FROM/TO APRON GA

Arriving traffic must vacate RWY 35L via TWY BW or TWY EW and then proceed to GA apron via TWY W. Follow-me assistance mandatory to join GA apron.
Follow-me assistance mandatory to reach TWY W intersection for ACFT departing from GA Aviation apron. Once on TWY W, ACFT movement must be in accordance with Tower instruction.

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1. GENERAL

1.3.4. CONTINGENCIES

Radio failure on the manoeuvring area:

Whenever an ACFT experiences a radio failure on the manoeuvring area, shall operate as follows:

- Departing ACFT: He shall continue taxiing, along the assigned route, to the clearance limit position, paying particular attention in avoiding any diversion; in this position, he shall wait for the follow-me to go back to his parking stand.
- Arriving ACFT: After vacating RWY and sensitive areas on the appropriate TWY, he shall maintain position and wait for the follow-me assistance to reach the parking stand.

The above applies in all cases, without exceptions, provided that all APT operations shall be suspended with SMR inoperative.

State of emergency and/or accident:

Whenever a state of emergency or accident occurs, Tower shall instruct all ACFT taxiing on the manoeuvring area to report and maintain their position.
Tower shall give maximum priority and assistance to the rescue means, according to the APT Emergency Plan.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. OPERATION OF MODE S TRANSPONDER WHEN ACFT IS ON GROUND

1.4.1.1. ACFT EQUIPPED WITH MODE S TRANSPONDER

From either push-back or taxi request, whichever is earlier:

- Enter through the FMS or transponder control panel:
  - Flight Identification as specified in item 7 of ICAO flight plan form; or
  - In the absence of Flight Identification, the ACFT Registration;
- Select XPDR or its equivalent depending on the specifications of the installed model;
- Select AUTO mode, if the function is available;
- Do not select the OFF or STAND BY functions;
- Set the Mode A code assigned by ATC.

After landing until at a stand:

- Select XPDR or its equivalent depending on the specifications of the installed model;
- Select AUTO mode, if the function is available;
- Do not select the OFF or STAND BY functions;
- Maintain the Mode A code assigned by ATC.

On the movement area:

- Select XPDR or its equivalent depending on the specifications of the installed model;
- Select AUTO mode, if the function is available;
- Do not select the OFF or STAND BY functions;
- Set Mode A code to 1000.

1.4.1.2. ACFT NOT EQUIPPED WITH MODE S TRANSPONDER OR WITH UNSERVICEABLE MODE S TRANSPONDER

Departing ACFT maintain Mode A + C transponder OFF until line-up.
Arriving ACFT set the Mode A + C transponder to OFF as soon as the RWY is vacated.
On the movement area maintain Mode A + C transponder OFF for all the duration of displacement.

1.4.1.3. WARNING

TCAS should be selected before entering the RWY, after receiving line-up clearance and should be deselected after vacating the RWY.

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1. GENERAL

1.5. RWY OPERATIONS

1.5.1. RWY 17R/35L CROSSING PROCEDURES

ACFT which are required to cross RWY 17R/35L will be issued instructions which will include a taxi clearance limit, in which the ACFT will be required to hold short of the RWY, by:

- the Ground Movement Controller, if taxiing out from the aprons.
- the Air Controller responsible for operations on RWY 17L/35R, if landed on RWY 17L/35R.

When approaching the clearance limit specified in the taxiing instructions, the ACFT will be instructed to change frequency to that of the Air Controller responsible for operations on RWY 17R/35L.

After crossing RWY and having reported 'RWY vacated' with the Air Controller, the ACFT will be instructed to change frequency to that of the appropriate Controller.

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1. GENERAL

1.6. TAXI PROCEDURES

1.6.1. GENERAL

TWY AA to be used for vacating RWY 17L/35R or for departure RWY 17L with aerodrome operative in CAT I.
TWY GS MAX wingspan 78'/24m and must be used with follow-me assistance when proceeding to GA apron.
TWY AB to be used for vacating RWY 17L/35R or for departures from intersection take-off AB RWY 17L with aerodrome operative in CAT I .
Apron TWY C MAX wingspan 118'/36m.
TWY K MAX wingspan 200'/61m while code F ACFT taxiing on TWY W.
Apron TWY N MAX wingspan 157'/48m.
TWY GH available for engine test only.
For code F ACFT use of TWYs refer to 10-9 charts.

A380 ACFT shall keep outer engines on idle power except on TWY BE, BW and H.

1.6.2. TWY PREFERENTIAL USE

For the description of TWY preferential use the following terms are employed:
- "IN" to indicate the TWY used to reach the apron.
- "OUT" to inicate the TWY used to leave the apron.

Apron West:
- TWY W used as TWY "IN".
- Apron TWY K and apron TWY Y used as TWY "OUT".

Apron North:
- Apron TWY A and B used as TWY "IN".
- Apron TWY C used as TWY "OUT".

Heavy ACFT approaching RWY 35R shall conduct the landing in order to clear the RWY via TWY E. Heavy ACFT approaching 35L shall conduct the landing in order to clear the RWY via TWY EM, if directed to Terminal 2, or via TWY EW instead, if directed to Terminal 1. When on TWY W it will be given initially W9 as clearance limit.

In order to reduce acoustic pollution, heavy ACFT and MD80 shall perform line-up and take-off from RWY 35L using TWY GW or GE.

TWY DB shall be used by landed ACFT proceeding Apron TWY S, T, U and V.

TWY DA, L and EW shall be used by ACFT proceeding to Apron TWY N, P and R (holding at W7). ACFT coming from TWY BW will be given W10 as clearance limit. ACFT coming from TWY EW will be given W9 as clearance limit.

1.7. PARKING INFORMATION

Stands 108, 401 thru 413, 501 thru 513 and 601 thru 613 equipped with docking guidance system.
On stands 101 thru 117, 302, 304, 307, 309, 312, 314, 317, 319, 392, 394, 395, 396, 401, 402, 404 thru 406, 408 thru 413, 495, 499, 501 thru 513, 595, 599, 601 thru 625 and 701 thru 718 push-back required.
On stands 301, 303, 305, 306, 308, 310, 311, 313, 315, 316, 318 and 320 power-back required.

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1. GENERAL

1.8. OTHER INFORMATION

1.8.1. GENERAL

RWYs 35L and 35R right-hand circuit.

1.8.2. USE OF HOLDING BAY/POSITIONS

Holding bays/positions CF1, CF2, CA1 and CA2 usable with APT operating in CAT I.
CF2 is usable DAY only and may be used as isolated parking position for CAT E ACFT.
In this case movements on TWYs CF and FE are not allowed.
CA1 and CA2 available for ACFT with MAX wingspan of 118'/36m and MAX length of 153'/46.5m and usable DAY only.

Holding bays/positions 794, 795, 901, GH1, H7, K1 and Z1 available for self-manoeuvring ACFT with APT operating in CAT I and DAY only.
K1 available for ACFT with MAX wingspan of 213'/65m.
Z1 available for ACFT with MAX wingspan of 118'/36m.
901 and GH1 used for engine test.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Unless otherwise instructed by ATC pilots must comply with following speed control:
- 270 KT at or below FL250 within area defined by following points: GEN-PIA-ORI-MARCO-ABESI-CANNE-ODINA-AKASU-PIMOT-TOP-LAGEN-GEN.
- 230 KT at or below FL100.
- 210 KT at VERCE/RIGON points or at 20NM from TDZ on straight-in approach RWY 35L/R.
- 180 KT at 9NM from TDZ.
- 160 KT at 5NM from TDZ.

2.2. CAT II/III OPERATIONS

RWY 35L and 35R approved for CAT II/III operations; special aircrew and ACFT certification required.

2.3. RWY OPERATIONS

2.3.1. GENERAL

RWY 35L preferential for code F ACFT landing.

2.3.2. MINIMUM RWY OCCUPANCY

Landing ACFT on RWY 35R are requested to vacate the RWY not after intersection E as fast as practicable. ACFT unable to comply must advise MALPENSA Tower at the first contact.
Landing heavy ACFT on RWY 35L should perform their landing in order to vacate the RWY via TWY EM or EW, or when landed on RWY 35R via TWY E.

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2. ARRIVAL

2.4. TAXI PROCEDURES

2.4.1. TAXI ROUTINE

2.4.1.1. RWY 17L

If going to apron North via TWY C.
If going to apron West via:
- TWY C - TWY FE or TWY C - TWY CF (hold short RWY 17R/35L).
- TWY GE (hold short RWY 17R/35L).
- TWY C - TWY H (ATC discretion).

2.4.1.2. RWY 35L

If going to apron North via TWY BE or TWY EM.
If going to apron West via:
- TWY EW - TWY W or TWY BW.
- TWY L - TWY DA for stands with access via Apron TWY N, P and R.
- TWY L - TWY DB for stands with access via Apron TWY S, T, U and V.

2.4.1.3. RWY 35R

If going to apron North via TWY E - TWY A or AB and/or AA.
If going to apron West via:
- TWY E - TWY EM (hold short RWY 17R/35L)
- TWY D - TWY DE for stands with access via Apron TWY N, P and R (hold short RWY 17R/35L)
- TWY D - TWY DM for stands with access via Apron TWY S, T, U and V (hold short RWY 17R/35L)
- TWY H (ATC discretion) for stands with access via Apron TWY Y

2.5. OTHER INFORMATION

WARNING: ACFT taxiing independently on TWY H underneath short final RWY 35L.

2.5.1. GENERAL

During SRN VOR unavailability all radial values referred to SRN VOR for published SID STAR and approach procedures can be intended as bearings referred to SRN Lctr of same value.
During TZO VOR unavailability all radial values referred to TZO VOR for published transition segment to enroute can be intended as bearings referred to TZO NDB of same value.
Arriving traffic is requested to provide MALPENSA Tower with indication of distance on final at first contact.

2.5.2. RADAR SEPARATION ON FINAL APPROACH

A minimum of 3NM Radar Separation will be provided between ACFT established on the same LOC course RWY 35L/35R (with additional longitudinal separation as required for wake turbulence).

2.5.3. "LANDING AFTER" PROCEDURE RWY 35R

Land after procedure is implemented with the following prescriptions:
When two successive ACFT are in sequence to land, the second one may be allowed to land before the first one has vacated the RWY in use.
This procedure may be applied only during daylight provided that:
- the RWY is dry and free of any kind of precipitation,
- the second ACFT has been informed and is able to see the first ACFT, continually, until it has vacated the runway.

When applying Land After Procedure, ATC will not issue a landing clearance.
ATC will give to the second ACFT the instruction to land after the preceding ACFT using the following phraseology: "(CALL SIGN) Land After (ACFT TYPE) landing on RWY 35R." Responsibility for ensuring adequate separation between the two ACFT rests with the pilot of the second ACFT including respect of prescribed wake turbulence separation.

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2. ARRIVAL

2.5.4. PARALLEL ILS APPROACHES TO RWY 35L AND 35R

2.5.4.1. CONDITIONS

Dependent parallel approaches may be conducted to parallel RWYs provided that:
- Radar service is operative,
- ILS equipment is operative on both RWYs and the ACFT are making ILS approaches,
- ACFT are advised that approaches are in use to both RWYs; this information may be provided through the ATIS.

2.5.4.2. SEPARATION

A minimum of 1000' vertical separation or a minimum of 3NM radar separation will be provided between ACFT during turn-on to parallel LOC courses.
The minimum radar separation between ACFT established on a LOC course will be:
- 3NM between ACFT on the same LOC course (with additional longitudinal separation as required for wake turbulence).
- 3NM between successive ACFT on adjacent localizer course.

Radar service will terminate when one of the following occurs:
- Visual separation occurs.
- The ACFT reports the approach lights or RWY in sight.
- The ACFT has been instructed to contact MALPENSA Tower.

3. DEPARTURE

3.1. DE-ICING

De-Icing/De-Snowing takes place at following De-Icing Areas:
Area 1: Position 795 (MAX ACFT CAT F), 794 and K1 (MAX CAT E), Z1 (MAX CAT C).
Position 794 not available when CAT F ACFT in stand 795.
Area 2: Position 791 thru 793 (MAX CAT C).
Area 3: Position 202 (MAX CAT E), 201, 203 (MAX CAT C).
De-Icing Operation H24.
Minimum standard taxi-time may increase in accordance to weather condition.

Responsibilities:
All De-Icing/De-Snowing operations are under AO/Pilot in Command responsibility.

Procedures:
AO/Pilots of ACFT shall put request to De-Icing provider through ramp agent attending the flight.
Pilot at Start-up will report to Tower to have agreed upon previously De-Icing operations.
For Area 1 (Main Area) expect Tower instructions to Y1 or K2 holding positions.
After that, taxiing to De-Icing Areas with follow-me car.
Marshaller will guide ACFT to De-Icing positions.
Pilot in Command shall report to Tower 'Ready to move' only after ground De-Icing procedures have been completed.

ACFT engines status during operation:

Twin-engine ACFT:	Both on idle power
Three-engine ACFT:	Tail out, external idle power.
Four-engine ACFT:	External out, internal idle power.
Prop ACFT:	Propellers should be stopped.

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3. DEPARTURE

3.2. START-UP AND TAXI PROCEDURES

3.2.1. APRON MANAGEMENT

Preflight data, ATC- and start-up clearance will be issued on MALPENSA Delivery.
Pilots must require taxi clearance on appropriate apron frequency.
Pilots shall request start-up clearance 5 min before ready to start engines, handling operations completed.
Further information concerning apron service could be provided on ATIS.

3.2.2. TAXI ROUTINE

RWY 35L coming from apron West via:
- TWY Y - TWY GW for ACFT parked at stands 609 thru 613, 621 thru 625 or 701 thru 718.
- TWY K - TWY WB for medium/light ACFT parked at the remaining stands of apron West.
- TWY K - TWY GW for heavy ACFT.
- TWY U - TWY W - TWY WB or TWY W - TWY GW.

RWY 35R coming from apron West via:
- TWY W/K - TWY Z - TWY H
- TWY Y - TWY H
- TWY U - TWY F (hold short of RWY 35L).
- TWY K - TWY GW or TWY Y - TWY GW (hold short of RWY 35L).

RWY 35L coming from apron North via:
- TWY C - TWY GE.

RWY 35R coming from apron North via:
- TWY C - TWY CA.

RWY 17R coming from apron West via:
- Apron TWY N, P and R then TWY W then TWY EW or TWY BW.

RWY 17R coming from apron North via:
- TWY BE or TWY EM.

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. RUNWAY USAGE

During trial period RWYs 35L/R are in use according to following schemes:
- First day:
  - between 0630-1430LT: RWY 35L;
  - between 1430-2330LT: RWY 35R.
- Second day:
  - between 0630-1430LT: RWY 35R;
  - between 1430-2330LT: RWY 35L.

A daily alternation of schemes 'First day' and 'Second day' shall be applied, meaning that if on one day the applied scheme is 'First day' the next day will be 'Second day', and vice-versa.
A tolerance of +/- 10 minutes is allowed to the established time for RWY change to permit the management of ground operations by the tower. When RWY 35L/R is in use, take-off from RWY 17L/R is allowed, but subject to ATC delay.

"Fist day" scheme 2013			
MAY 02	JUN 01	JUL 01	AUG 02
SEP 01	OCT 01	NOV 02	DEC 02

"Second day" scheme 2013			
MAY 01	JUN 02	JUL 02	AUG 01
SEP 02	OCT 02	NOV 01	DEC 01

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3. DEPARTURE

"Fist day" scheme 2014			
JAN 01	FEB 02	MAR 02	APR 01
MAY 01	JUN 02	JUL 02	AUG 01
SEP 02	OCT 02	NOV 01	DEC 01

"Second day" scheme 2014			
JAN 02	FEB 01	MAR 01	APR 02
MAY 02	JUN 01	JUL 01	AUG 02
SEP 01	OCT 01	NOV 02	DEC 02

The above alternate use of the runways may not be applied for safety (e.g. operational or meteorological) or security reasons.
Exceptionally, two flexible windows for take-off from both runways, according to final destination and traffic congestion peaks forecast, can be applied for max 120 minutes under previous Civil Aviation Authority approval.

The alternate use of runways above is based on a principle of equal distribution of the aircraft on the two runways. The application of a compensation mechanism, under provision of the Civil Aviation Authority and after NOTAM issue, may change for short periods the time of change of the runways in use.
Except from what is stated above, the RWY use scheme is mandatory. Any request for different use must be approved by ENAC at least two hours in advance.

Due to daily periodic inspections RWYs17/35 are closed at certain times.
Expect short time alterations due to traffic congestion.

During take-off climb, standard noise abatement procedures established by operators in compliance with manufacturer technical documentation must be applied.
During the initial climb phase, pilots shall maintain the following parameters:

a) up to 1500' QFE
- take-off power;
- take-off flap;
- climb at V_2 + 10/20 KT or as limited by body angle;

b) at 1500' QFE
- reduce thrust and climb at V_2 + 10/20 KT until reaching 3000'QFE

c) at 3000' QFE
- accelerate smoothly to enroute climb speed with flap retraction.

RWYs 17L/R
Noise abatement procedures shall be applied until passing 4000'.
Initial climb procedures shall be performed using the maximum rate of climb compatible with the ACFT performances until passing at least 5000'.

3.4. RUNWAY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY

Departing ACFT shall comply with ATC clearance to line-up without any delay and line-up manoeuvre shall start immediately after the preceding departing ACFT has initiated the take-off run. As far as possible pre-flight checks shall be completed before line-up. Any other checks following line-up shall be carried out as quickly as possible. Take-off run shall start immediately after take-off clearance.
Prior to line-up, pilots must inform MALPENSA Tower if unable to comply with above minimum RWY occupancy criteria.

3.5. OTHER INFORMATION

To reduce communication load, take-off time will not be given unless upon pilot 's request.

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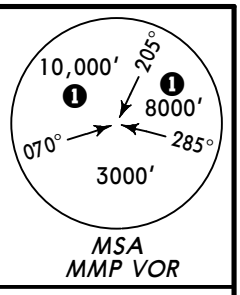
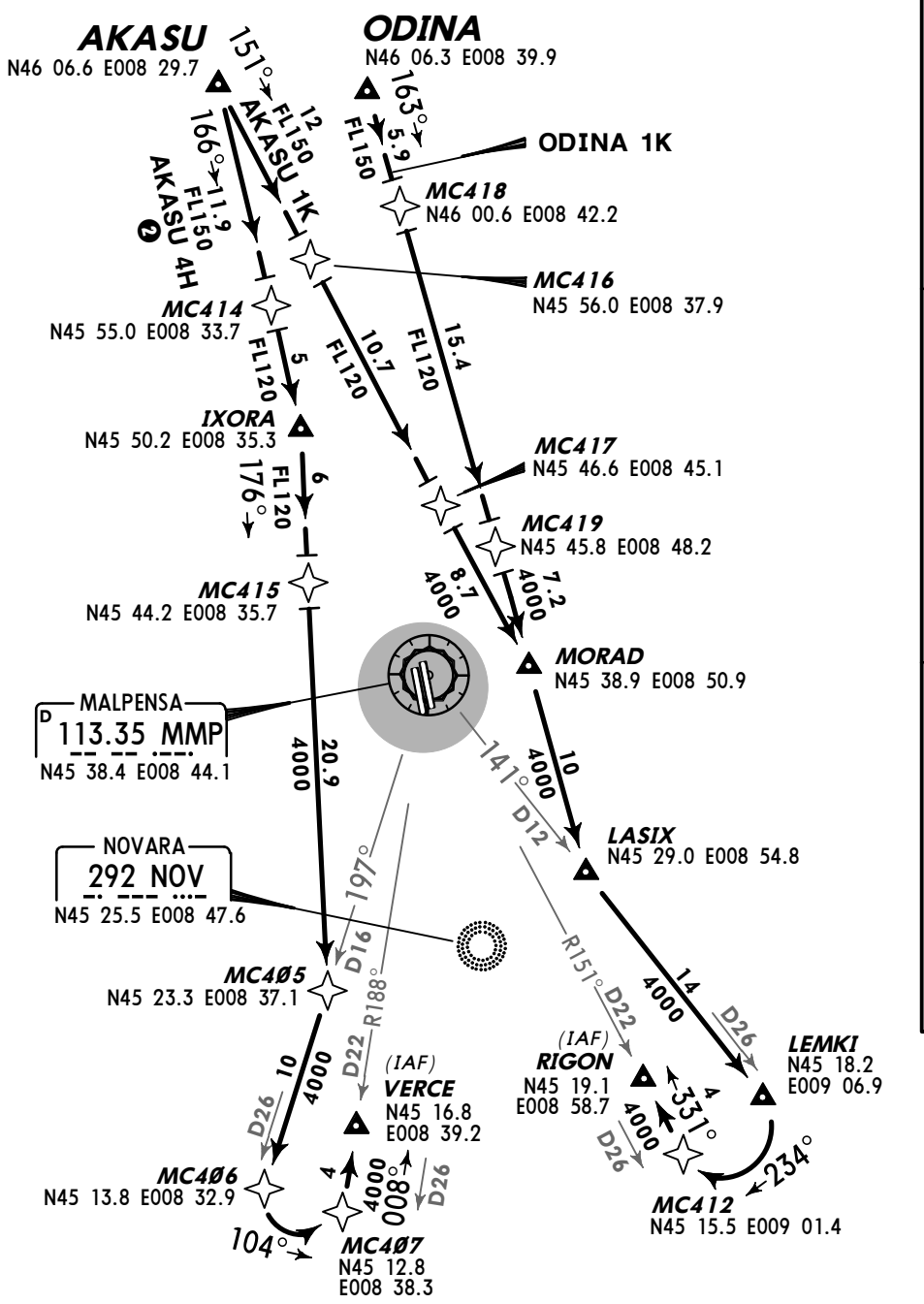
ATIS Arrival	Apt Elev	
120.02	768′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Holdings are defined by conventional navigation.



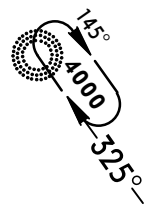
❶ 6000′ within 10 NM

AKASU 4H [AKAS4H]❷, AKASU 1K [AKAS1K]
ODINA 1K [ODIN1K]
P-RNAV ARRIVALS

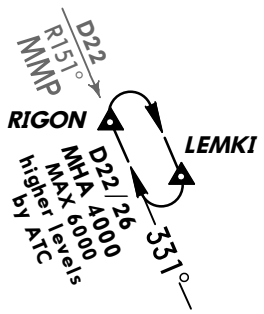
❷ By ATC.



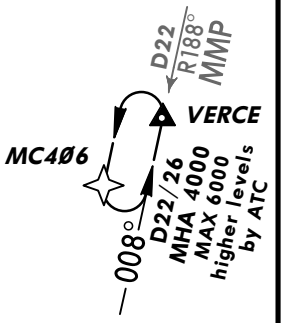
HOLDINGS OVER NOV



RIGON



VERCE



NOT TO SCALE

STAR	ROUTING
AKASU 4H	AKASU - MC414 - IXORA - MC415 - MC405 - MC406 - MC407 - VERCE.
AKASU 1K	AKASU - MC416 - MC417 - MORAD - LASIX - LEMKI - MC412 - RIGON.
ODINA 1K	ODINA - MC418 - MC419 - MORAD - LASIX - LEMKI - MC412 - RIGON.

CHANGES: Speed restriction at MC407 withdrawn.

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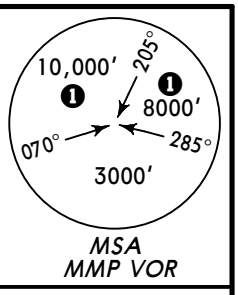
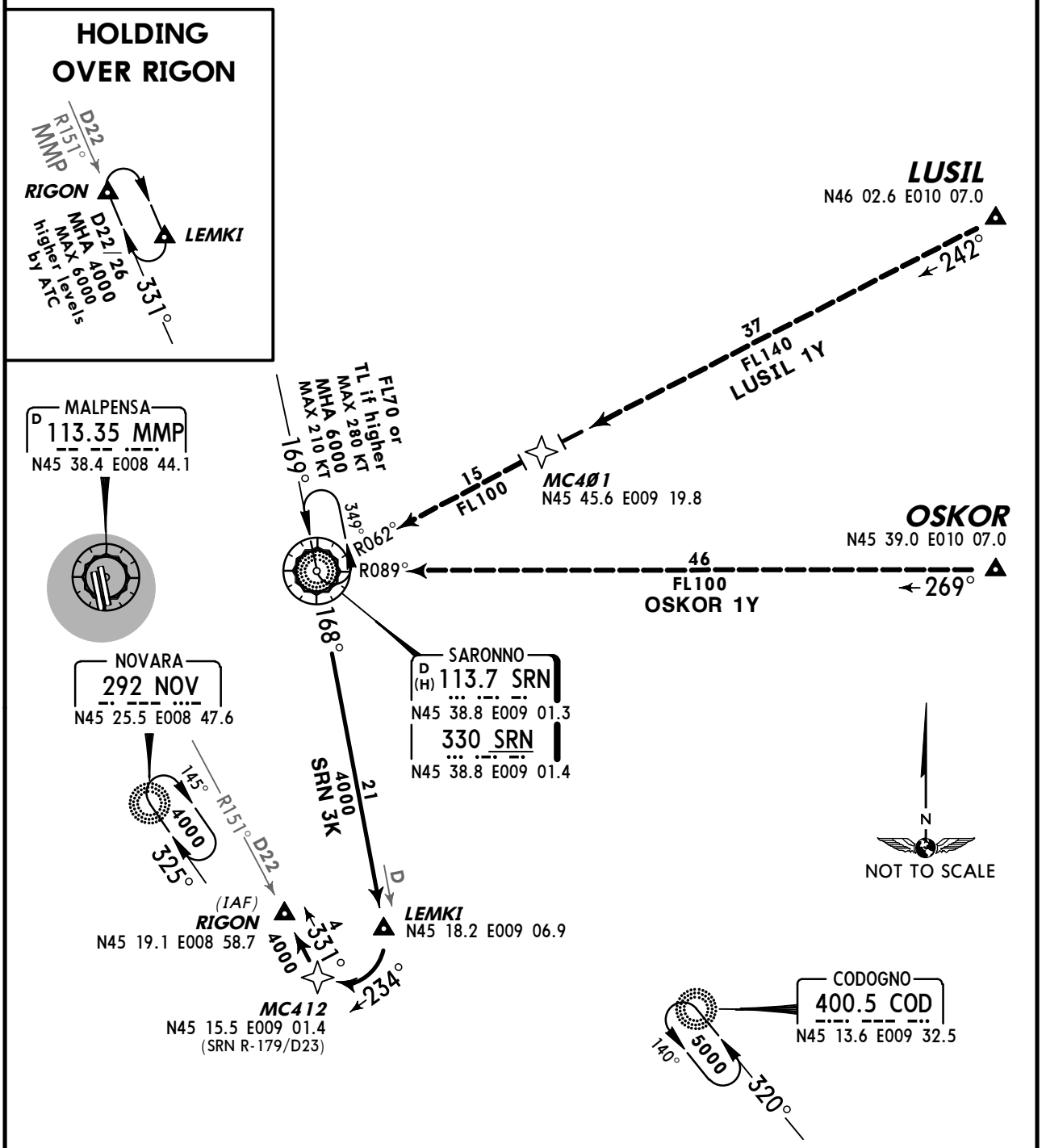
ATIS Arrival	Apt Elev	
120.02	768′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Holdings are defined by conventional navigation.



LUSIL 1Y *[LUS1Y]*, OSKOR 1Y *[OSK1Y]*
P-RNAV TRANSITIONS
SRN 3K
P-RNAV ARRIVAL



TRANSITION	ROUTING
LUSIL 1Y	LUSIL - MC401 - SRN.
OSKOR 1Y	OSKOR - SRN.
STAR	**ROUTING**
SRN 3K	SRN - LEMKI - MC412 - RIGON.

CHANGES: None.

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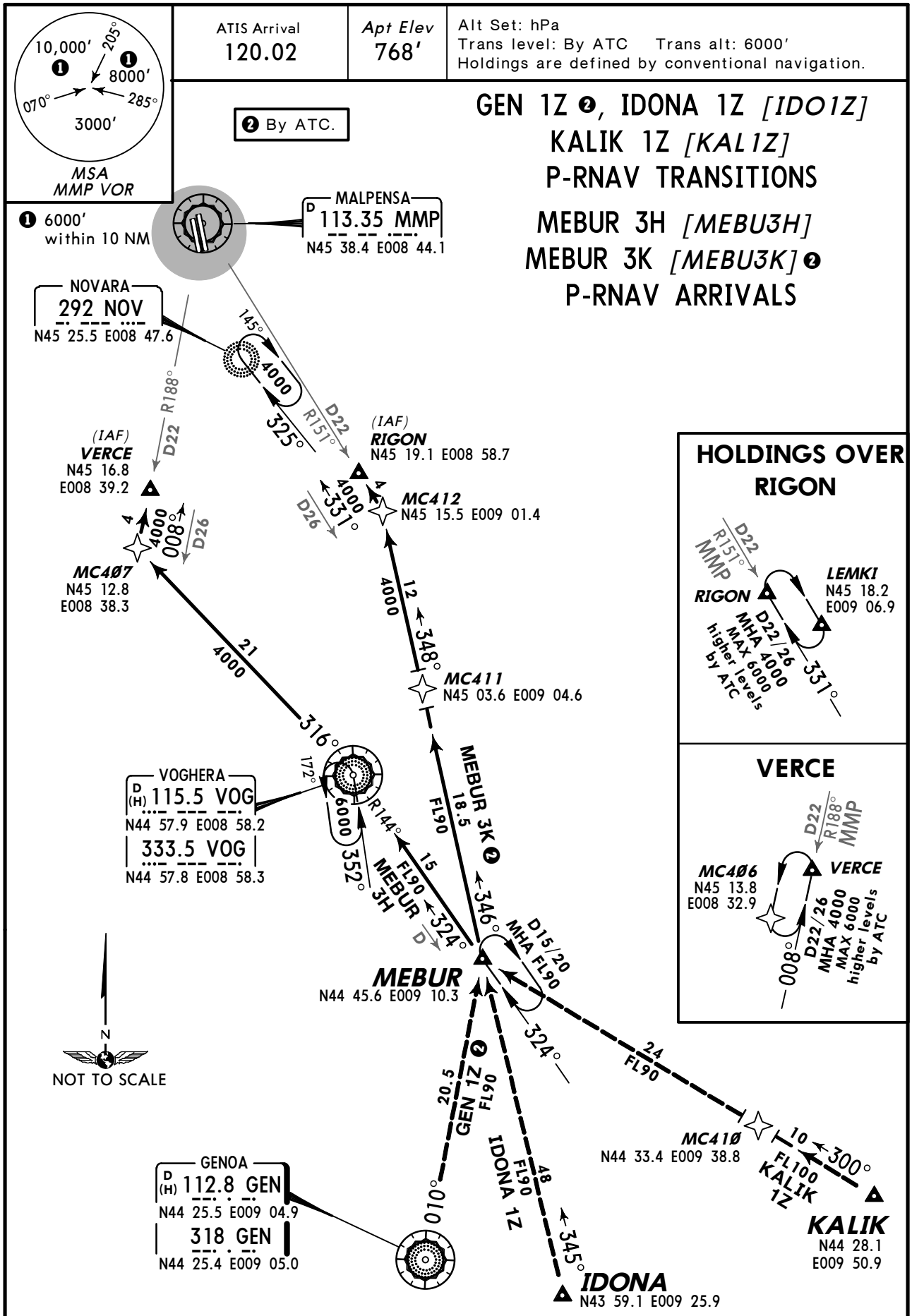
ATIS Arrival	Apt Elev	
120.02	768′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Holdings are defined by conventional navigation.



TRANSITION	ROUTING
GEN 1Z	GEN - MEBUR.
IDONA 1Z	IDONA - MEBUR.
KALIK 1Z	KALIK - MC410 - MEBUR.
STAR	**ROUTING**
MEBUR 3H	MEBUR - VOG - MC407 - VERCE.
MEBUR 3K	MEBUR - MC411 - MC412 - RIGON.

CHANGES: VOG hold altitude.

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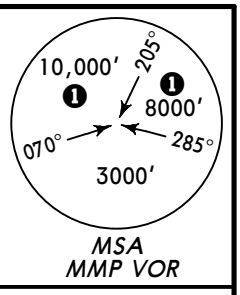
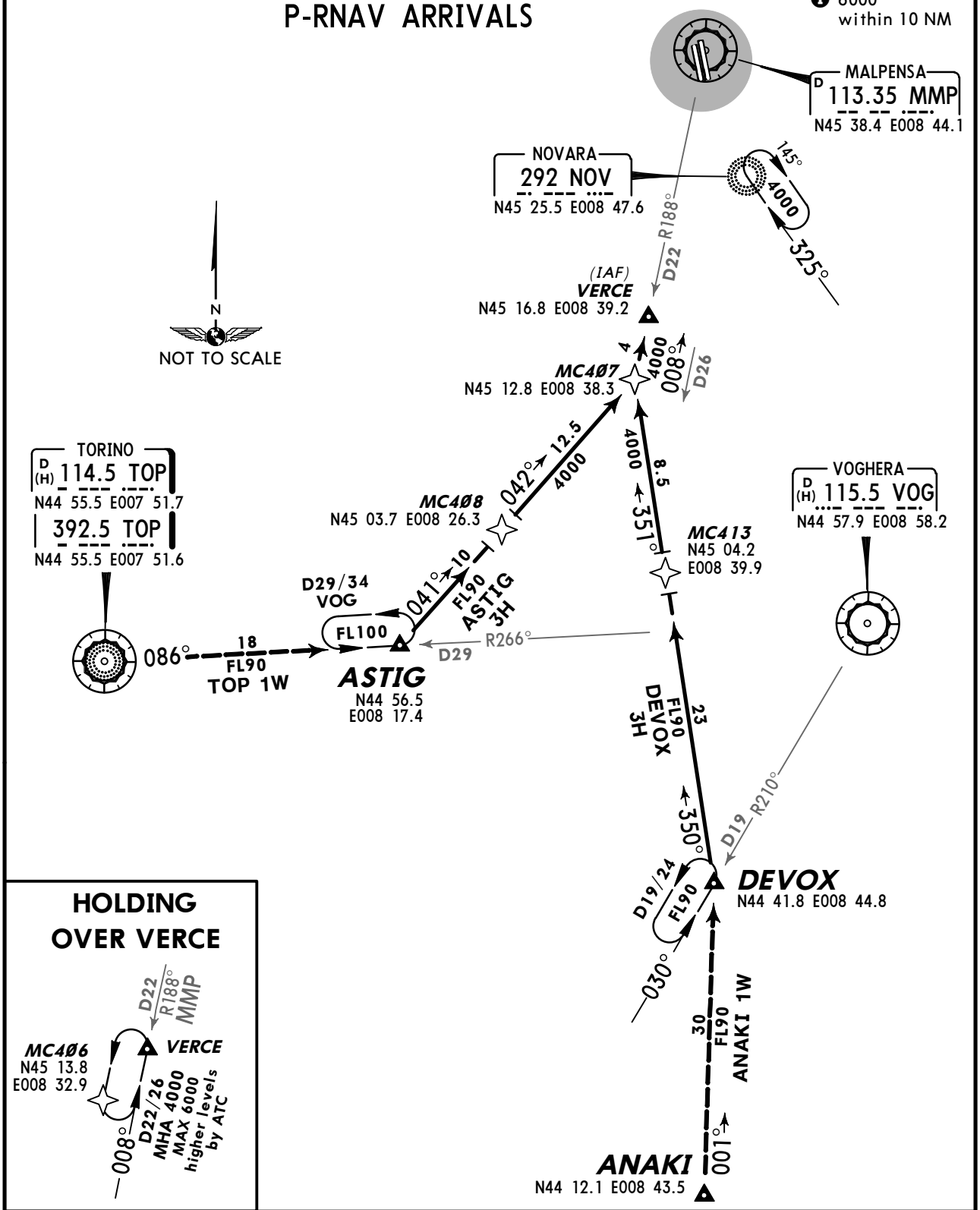
ATIS Arrival	Apt Elev	
120.02	768′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Holdings are defined by conventional navigation.



ANAKI 1W *[ANA1W]*, TOP 1W
P-RNAV TRANSITIONS

ASTIG 3H *[ASTI3H]*, DEVOX 3H *[DEVO3H]*
P-RNAV ARRIVALS



TRANSITION	ROUTING
ANAKI 1W	ANAKI - DEVOX.
TOP 1W	TOP - ASTIG.
STAR	**ROUTING**
ASTIG 3H	ASTIG - MC408 - MC407 - VERCE.
DEVOX 3H	DEVOX - MC413 - MC407 - VERCE.

CHANGES: None.

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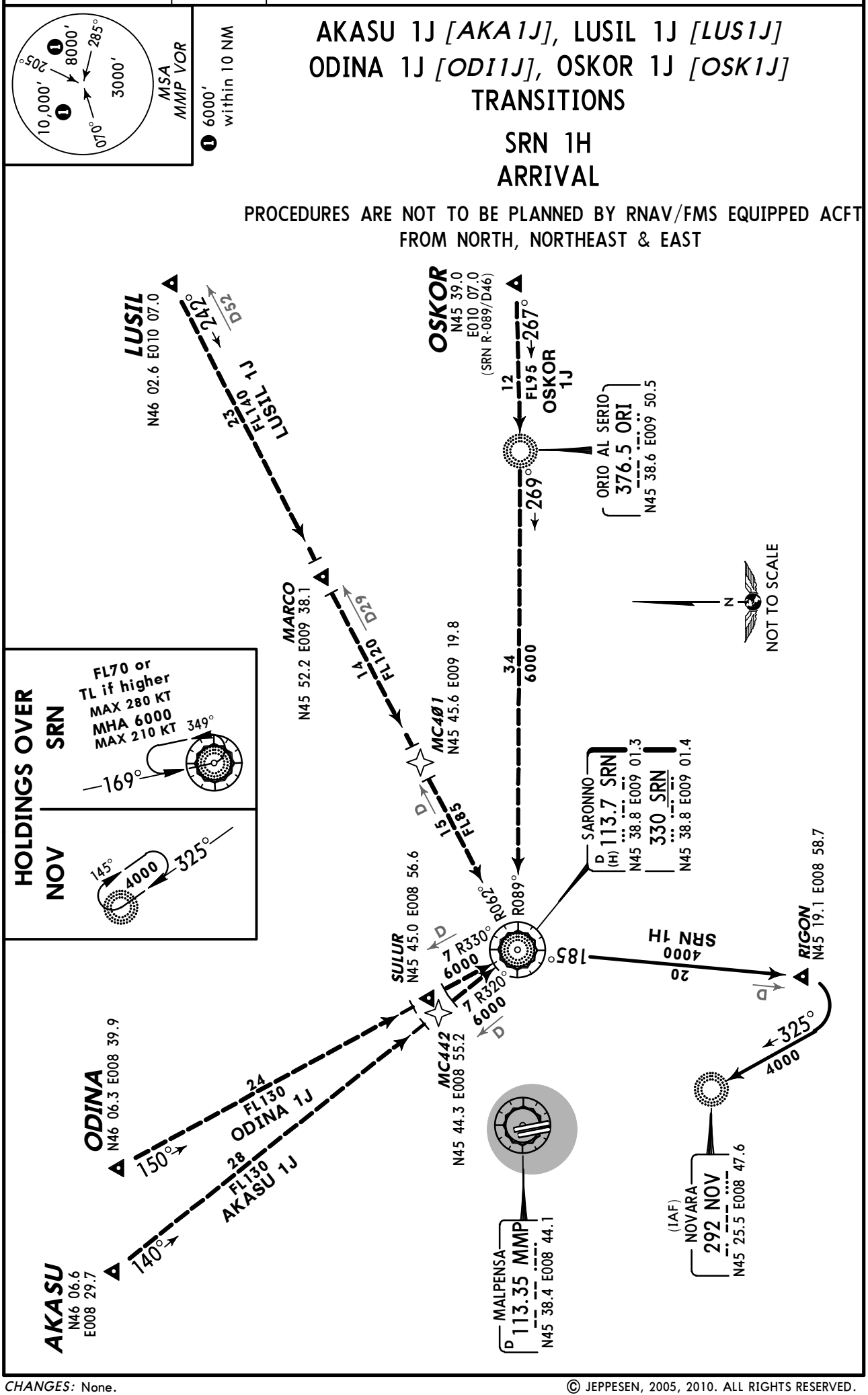
ATIS Arrival	Apt Elev	
120.02	768′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



CHANGES: None.

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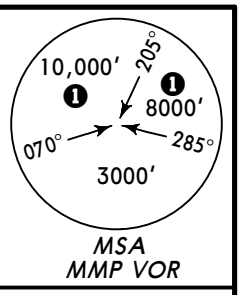
ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 6000′
120.02	768′	

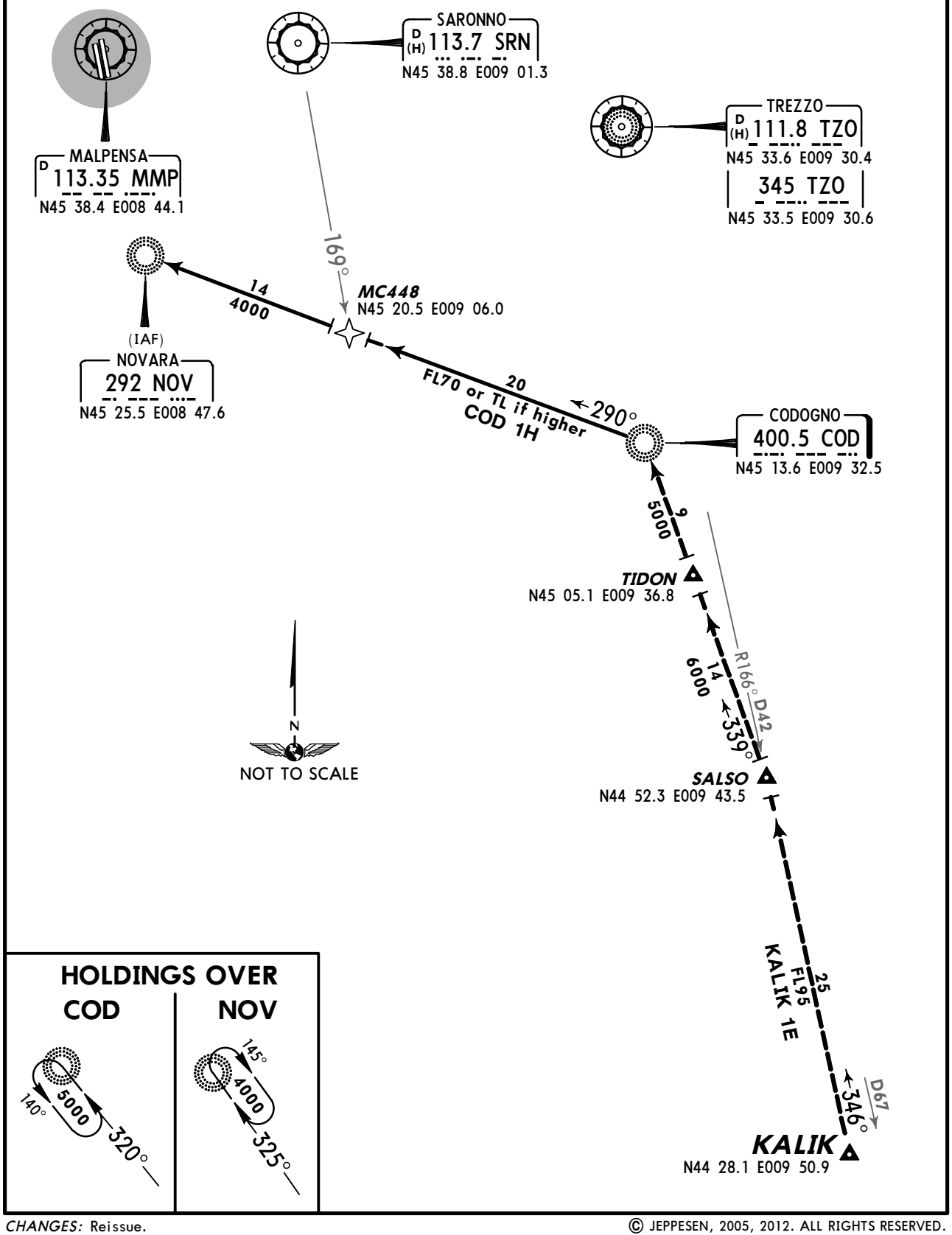


❶ 6000′ within 10 NM

KALIK 1E *[KAL1E]*
TRANSITION
COD 1H
ARRIVAL

BY ATC

PROCEDURES ARE NOT TO BE PLANNED BY RNAV/FMS EQUIPPED ACFT FROM SOUTHEAST



CHANGES: Reissue.

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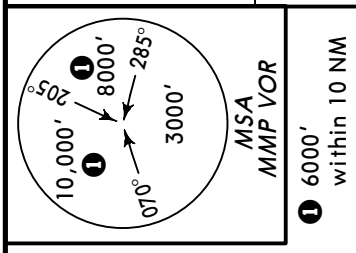
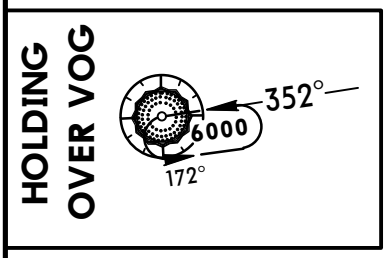
ATIS Arrival	Apt Elev	
120.02	768′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



GEN 2F, KALIK 2F *[KAL2F]*, PAR 2F, TOP 2F TRANSITIONS

VOG 1H ARRIVAL

PROCEDURES ARE NOT TO BE PLANNED BY RNAV/FMS EQUIPPED ACFT



PARMA
306 PAR
N44 49.3 E010 17.6

278°

41
FL100
PAR 2F

LIMBA
N44 55.6 E009 20.0

D16
10
FL100
277°

KALIK
N44 28.1 E009 50.9

D48
307°

42
FL100
KALIK 2F

MC445
N44 57.0
E009 06.7

MC444
N44 54.2
E009 04.9

VOGHERA
D (H) 115.5 VOG
N44 57.9 E008 58.2
333.5 VOG
N44 57.8 E008 58.3

Direct distance from NOV to Malpensa Apt: **13 NM**

6
R097°
6000

6
6000
R127°

27
FL90
GEN 2F

351°

6
R171°
6000

MC443
N44 51.9 E008 59.5

11
344°

5000
VOG
1H

6
R266°
6000

MC446
N44 57.6 E008 49.8

MC447
N45 08.5 E008 54.2

17.5
4000

325°

145°
4000

(IAF)
NOVARA
292 NOV
N45 25.5 E008 47.6

MALPENSA
D 113.35 MMP
N45 38.4 E008 44.1

GENOA
D (H) 112.8 GEN
N44 25.5 E009 04.9
318 GEN
N44 25.4 E009 05.0

41
FL90
TOP 2F

086°

TORINO
D (H) 114.5 TOP
N44 55.5 E007 51.7
392.5 TOP
N44 55.5 E007 51.6

N

NOT TO SCALE

CHANGES: RNAV TRANSITIONS renumbered.

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SID DESIGNATION	REFER TO CHART
BLA 6C, 6D	10-3A
BLA 6E, 6F	10-3B
FARAK 5C, 5D	10-3C
FARAK 5F	10-3D
INDAV 5D, 5F	10-3E
NELAB 5C, 5E	10-3F
SRN 9D, 9F	10-3G
TELVA 8F	10-3H
BLA 7G, 6H, 6L	10-3J
FARAK 5G, 8H	10-3K
NELAB 6G, 5H, 5L	10-3L
SRN 5G, 9H	10-3M
TELVA 5G, 7H	10-3N
BLA 5V, 6Y	10-3P
NELAB 5V, 5Y, NOV 7V	10-3Q
FARAK 5V, 5Y, SRN 5X	10-3S
RWYS 35 L/R DEPARTURES	10-3T

TRANSITION DESIGNATION	REFER TO CHART
ABESI 9Q, CANNE 9Q	10-3U
KARPI 6Q, OSKOR 5Q, PAR 9Q, VAKON 8Q	10-3V
KARPI 9J, OSKOR 9J, PAR 5J, VOG 5J	10-3W
KARPI 9Z, LESAN 9Z, PAR 5Z, VOG 9Z	10-3X
ABESI 9U, CANNE 9U	10-3X1
KARPI 5U, OSKOR 9U, PAR 5U, VAKON 8U	10-3X2
LAGEN 9U, NEDED 8U, TOP 9U	10-3X3
ABESI 9J, CANNE 9J	10-3X4
AOSTA 7J, 7K	10-3X5
AOSTA 5L, LAGEN 9J, NEDED 9J, TOP 9J	10-3X6
LAGEN 7X, NEDED 7X, TOP 7X	10-3X7
ABESI 5W, CANNE 5W	10-3X8
AOSTA 5W, 5X	10-3X9

CHANGES: SIDs renumbered.

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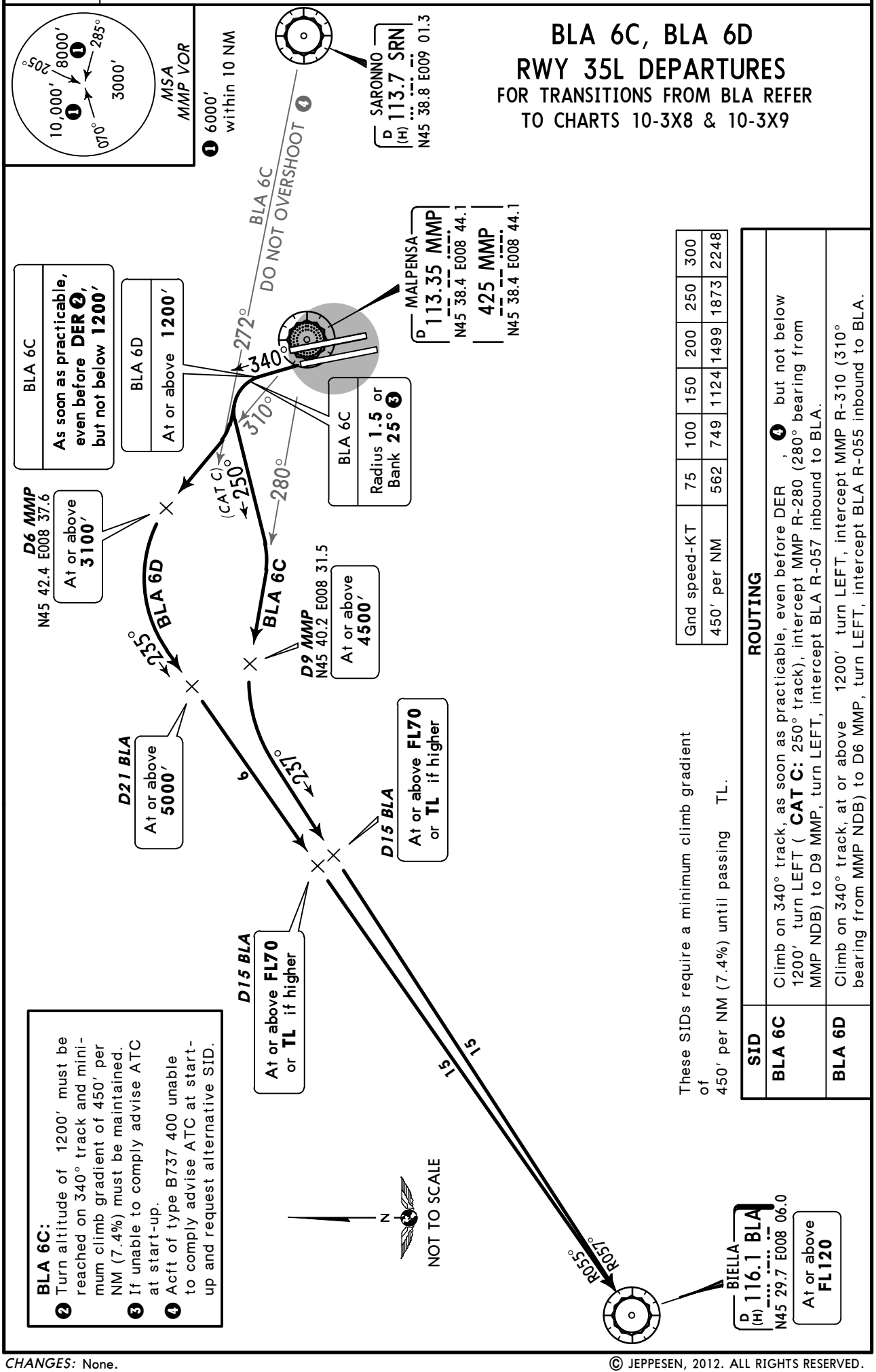
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.

BLA 6C, BLA 6D
RWY 35L DEPARTURES
FOR TRANSITIONS FROM BLA REFER TO CHARTS 10-3X8 & 10-3X9



Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248

These SIDs require a minimum climb gradient of 450′ per NM (7.4%) until passing TL.

SID	ROUTING
BLA 6C	Climb on 340° track, as soon as practicable, even before DER, ❹ but not below 1200′ turn LEFT (CAT C: 250° track), intercept MMP R-280 (280° bearing from MMP NDB) to D9 MMP, turn LEFT, intercept BLA R-057 inbound to BLA.
BLA 6D	Climb on 340° track, at or above 1200′ turn LEFT, intercept MMP R-310 (310° bearing from MMP NDB) to D6 MMP, turn LEFT, intercept BLA R-055 inbound to BLA.

BLA 6C:
❷ Turn altitude of 1200′ must be reached on 340° track and minimum climb gradient of 450′ per NM (7.4%) must be maintained.
❸ If unable to comply advise ATC at start-up.
❹ Acft of type B737 400 unable to comply advise ATC at start-up and request alternative SID.

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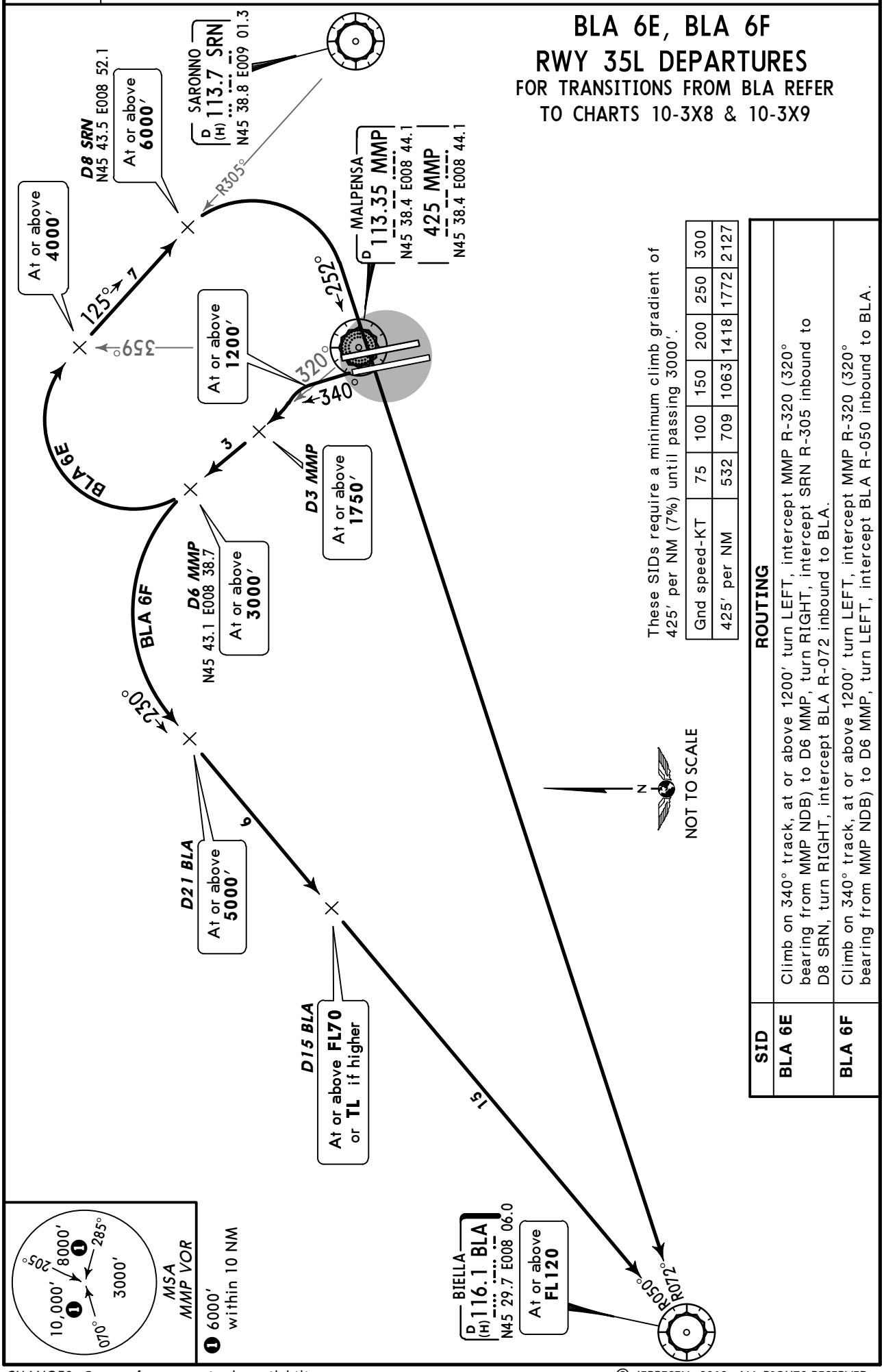
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.

BLA 6E, BLA 6F
RWY 35L DEPARTURES
FOR TRANSITIONS FROM BLA REFER TO CHARTS 10-3X8 & 10-3X9



These SIDs require a minimum climb gradient of 425′ per NM (7%) until passing 3000′.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127

SID	ROUTING
BLA 6E	Climb on 340° track, at or above 1200′ turn LEFT, intercept MMP R-320 (320° bearing from MMP NDB) to D6 MMP, turn RIGHT, intercept SRN R-305 inbound to D8 SRN, turn RIGHT, intercept BLA R-072 inbound to BLA.
BLA 6F	Climb on 340° track, at or above 1200′ turn LEFT, intercept MMP R-320 (320° bearing from MMP NDB) to D6 MMP, turn LEFT, intercept BLA R-050 inbound to BLA.

CHANGES: Cross reference revised; availability.

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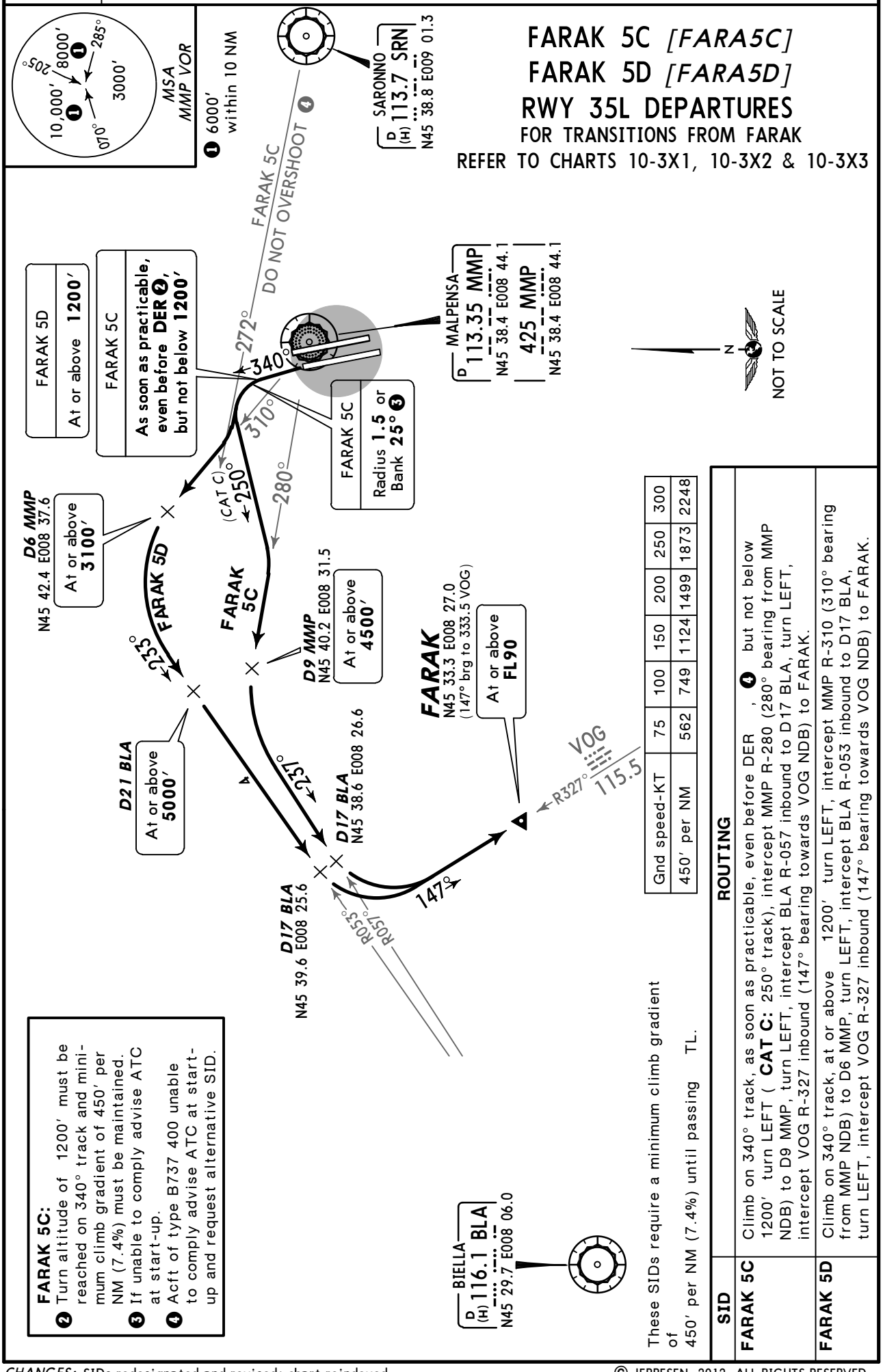
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.

FARAK 5C *[FARA5C]*
FARAK 5D *[FARA5D]*
RWY 35L DEPARTURES
FOR TRANSITIONS FROM FARAK
REFER TO CHARTS 10-3X1, 10-3X2 & 10-3X3



Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248

FARAK 5C:
❷ Turn altitude of 1200′ must be reached on 340° track and minimum climb gradient of 450′ per NM (7.4%) must be maintained.
❸ If unable to comply advise ATC at start-up.
❹ Acft of type B737 400 unable to comply advise ATC at start-up and request alternative SID.

SID	ROUTING
FARAK 5C	Climb on 340° track, as soon as practicable, even before DER , ❹ but not below 1200′ turn LEFT (**CAT C:** 250° track), intercept MMP R-280 (280° bearing from MMP NDB) to D9 MMP, turn LEFT, intercept BLA R-057 inbound to D17 BLA, turn LEFT, intercept VOG R-327 inbound (147° bearing towards VOG NDB) to FARAK.
FARAK 5D	Climb on 340° track, at or above 1200′ turn LEFT, intercept MMP R-310 (310° bearing from MMP NDB) to D6 MMP, turn LEFT, intercept BLA R-053 inbound to D17 BLA, turn LEFT, intercept VOG R-327 inbound (147° bearing towards VOG NDB) to FARAK.

CHANGES: SIDs redesignated and revised; chart reindexed.

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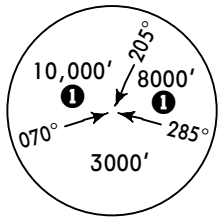
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.

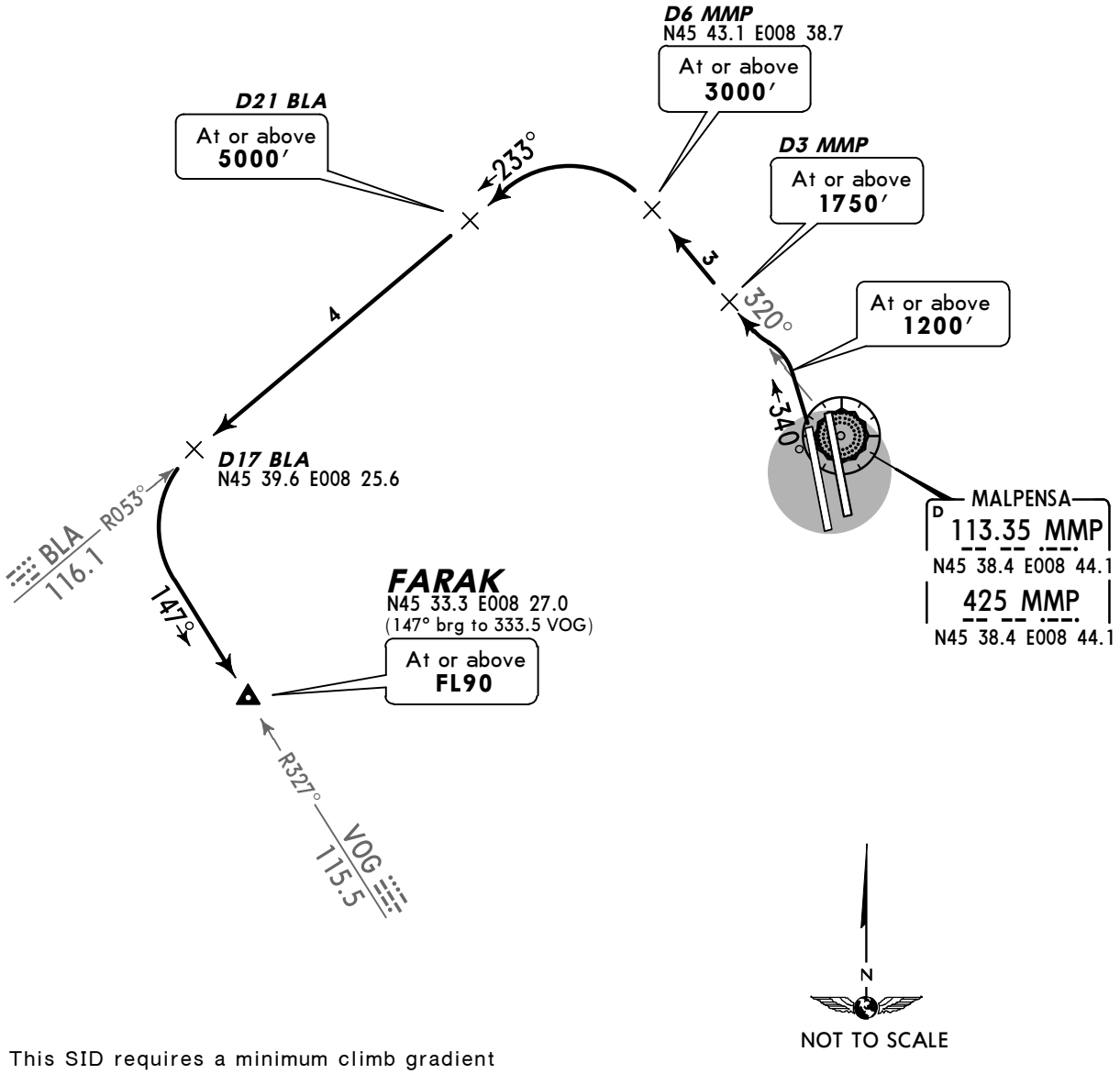


MSA
MMP VOR

❶ 6000′
within 10 NM

FARAK 5F *[FARA5F]*
RWY 35L DEPARTURE

FOR TRANSITIONS FROM FARAK REFER TO
CHARTS 10-3X1, 10-3X2 & 10-3X3



This SID requires a minimum climb gradient of
425′ per NM (7%) until passing 3000′.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127

ROUTING

Climb on 340° track, at or above 1200′ turn LEFT, intercept MMP R-320 (320° bearing from MMP NDB) to D6 MMP, turn LEFT, intercept BLA R-053 inbound to D17 BLA, turn LEFT, intercept VOG R-327 inbound (147° bearing towards VOG NDB) to FARAK.

CHANGES: SID redesignated & revised; chart reindexed.

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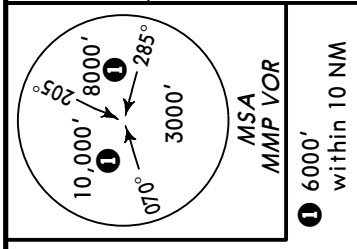
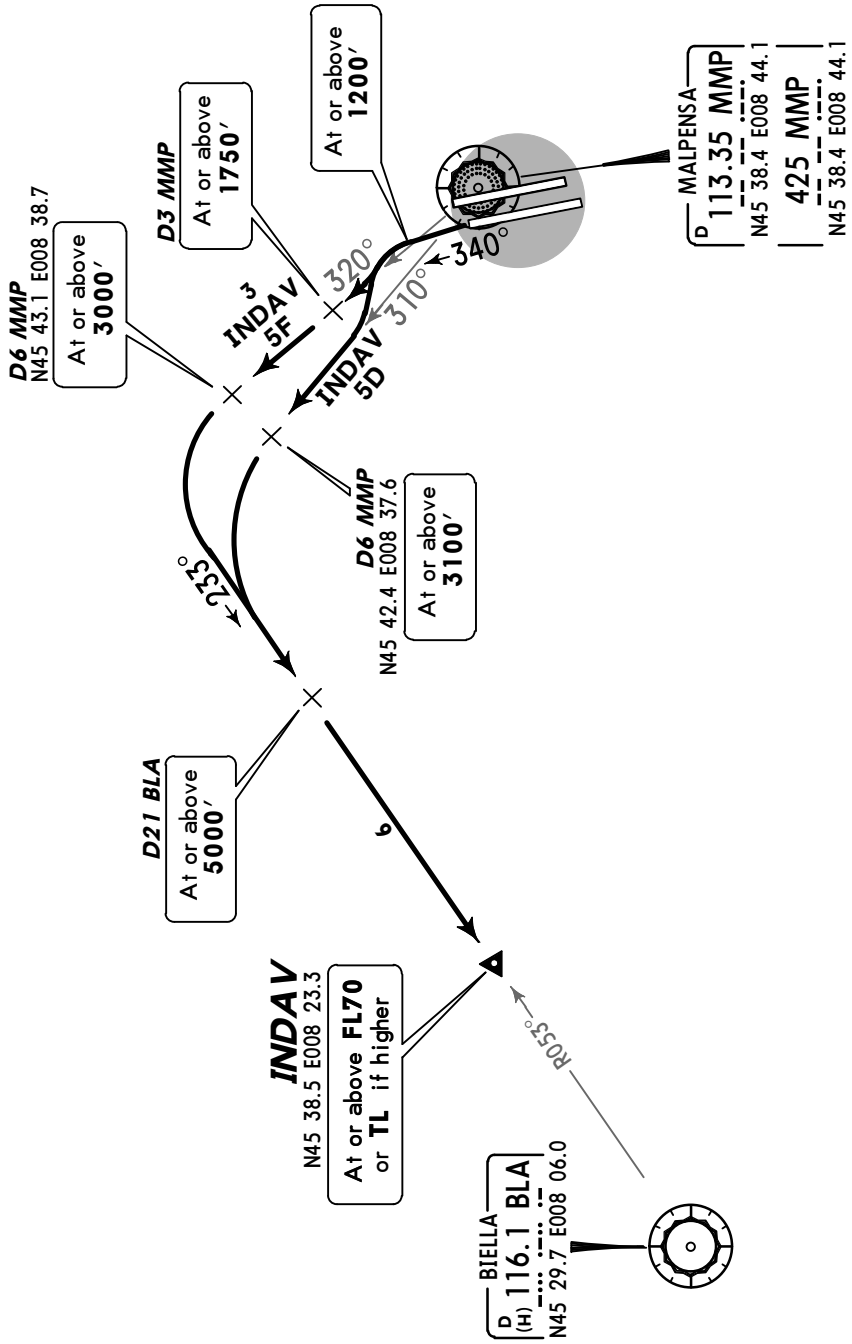
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.

INDAV 5D *[INDA5D]*
INDAV 5F *[INDA5F]*
RWY 35L DEPARTURES
FOR TRANSITIONS FROM INDAV
REFER TO CHARTS 10-3X7





NOT TO SCALE

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248
425′ per NM	532	709	1063	1418	1772	2127

These SIDs require minimum climb gradients of

INDAV 5D
450′ per NM (7.4%) until passing TL.

INDAV 5F
425′ per NM (7%) until passing 3000′.

SID	ROUTING
INDAV 5D	Climb on 340° track, at or above 1200′ turn LEFT, intercept MMP R-310 (310° bearing from MMP NDB) to D6 MMP, turn LEFT, intercept BLA R-053 inbound to INDAV.
INDAV 5F	Climb on 340° track, at or above 1200′ turn LEFT, intercept MMP R-320 (320° bearing from MMP NDB) to D6 MMP, turn LEFT, intercept BLA R-053 inbound to INDAV.

CHANGES: SIDs established & transferred; chart reindexed.

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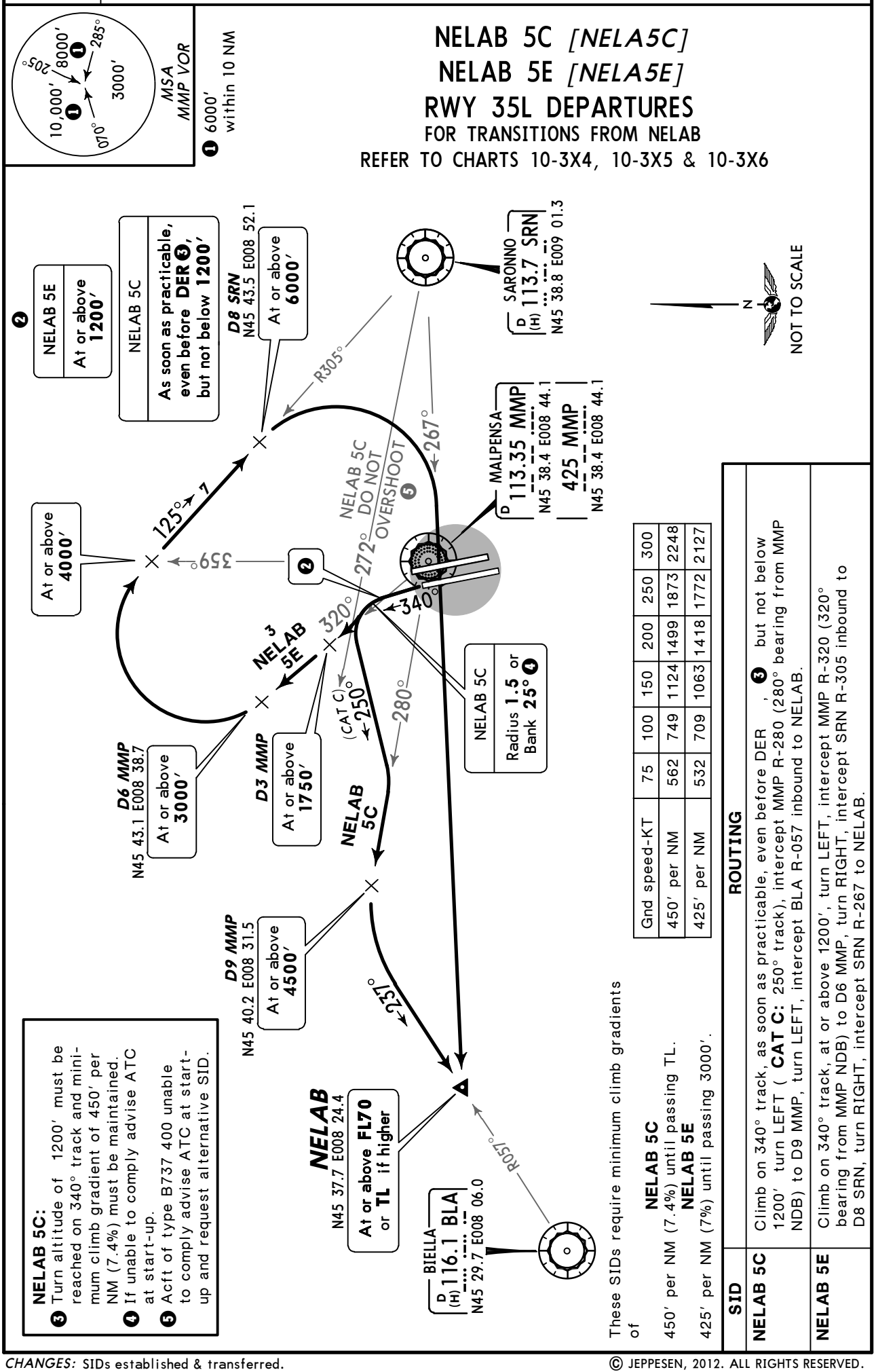
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.



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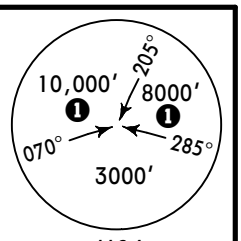
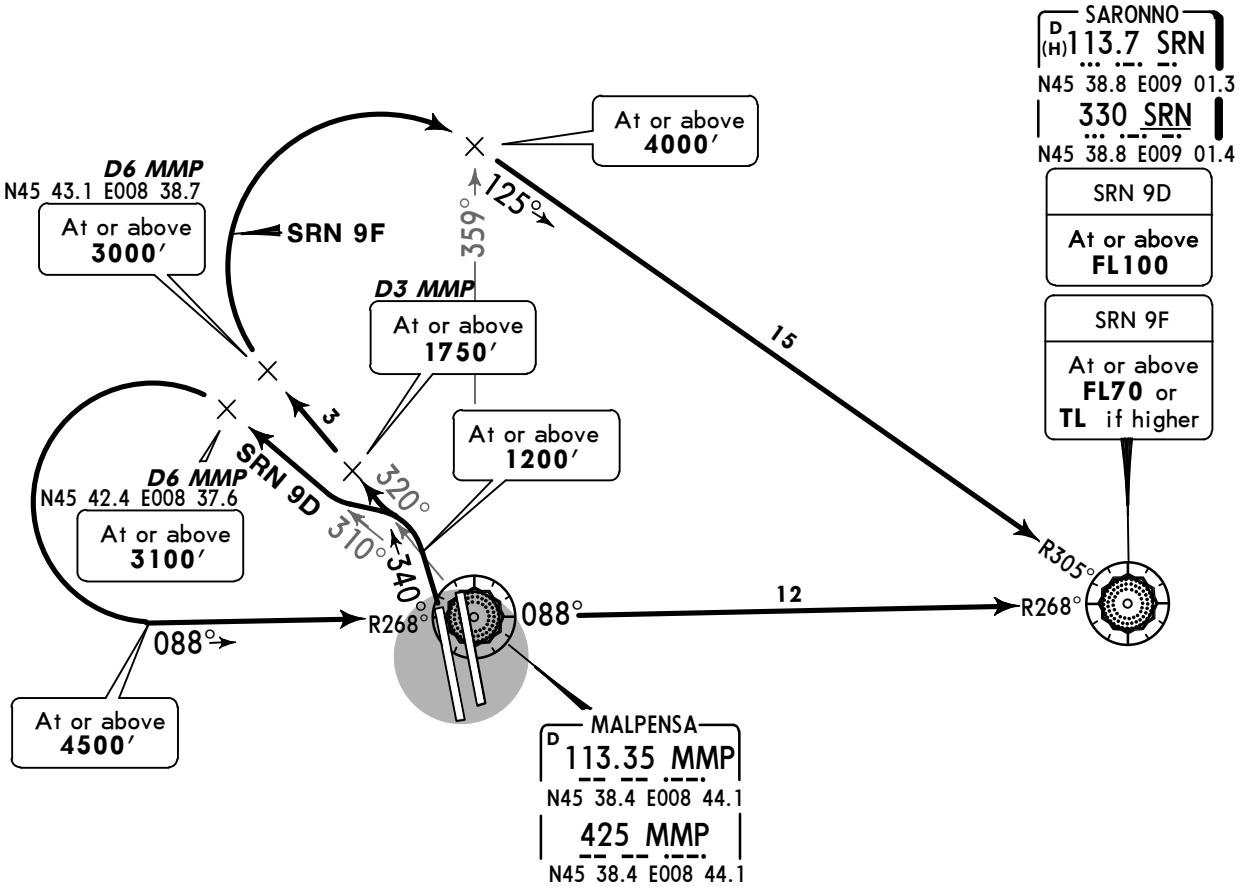
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.



MSA
MMP VOR

❶ 6000′
within 10 NM

SRN 9D, SRN 9F
RWY 35L DEPARTURES
FOR TRANSITIONS FROM SRN REFER TO CHART 10-3U & 10-3V



These SIDs require minimum climb gradients of

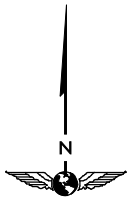
SRN 9D

450′ per NM (7.4%) until passing 4500′.

SRN 9F

425′ per NM (7%) until passing 3000′.

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248
425′ per NM	532	709	1063	1418	1772	2127



NOT TO SCALE

SID	ROUTING
SRN 9D	Climb on 340° track, at or above 1200′ turn LEFT, intercept MMP R-310 (310° bearing from MMP NDB) to D6 MMP, turn LEFT, intercept MMP R-268 inbound (088° bearing to MMP NDB) to MMP, intercept SRN R-268 inbound to SRN.
SRN 9F	Climb on 340° track, at or above 1200′ turn LEFT, intercept MMP R-320 (320° bearing from MMP NDB) to D6 MMP, turn RIGHT, intercept SRN R-305 inbound to SRN.

CHANGES: Cross reference revised; chart reindexed.

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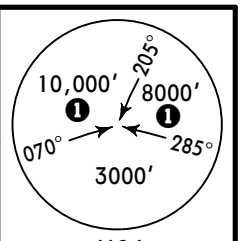
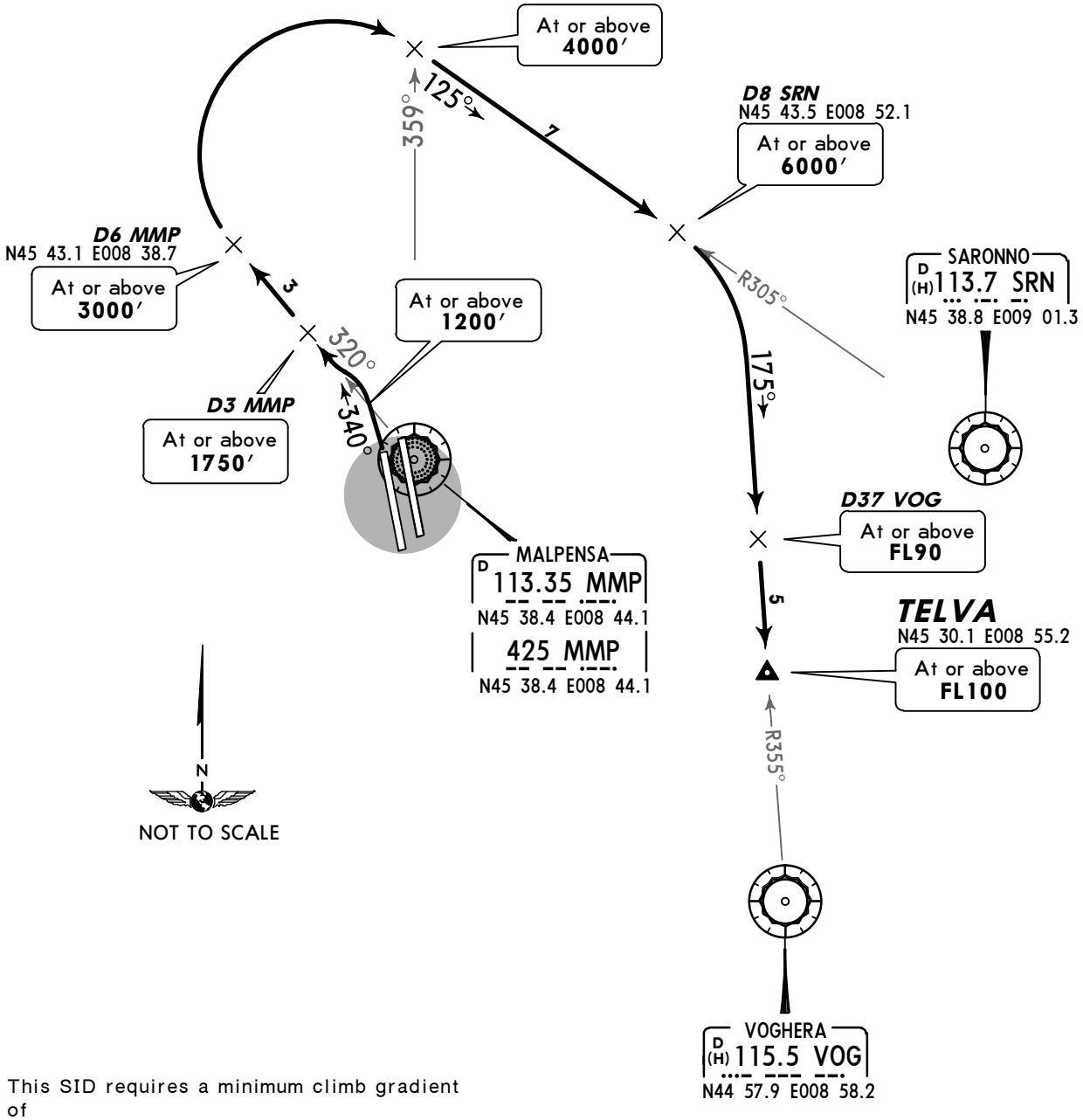
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.



MSA
MMP VOR

❶ 6000′
within 10 NM

TELVA 8F *[TELV8F]*
RWY 35L DEPARTURE
FOR TRANSITIONS FROM TELVA REFER TO CHART 10-3W



This SID requires a minimum climb gradient of
7.0% until passing 3000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127

ROUTING

Climb on 340° track, at or above 1200′ turn LEFT, intercept MMP R-320 (320° bearing from MMP NDB) to D6 MMP, turn RIGHT, intercept SRN R-305 inbound to D8 SRN, turn RIGHT, intercept VOG R-355 inbound to TELVA.

CHANGES: None.

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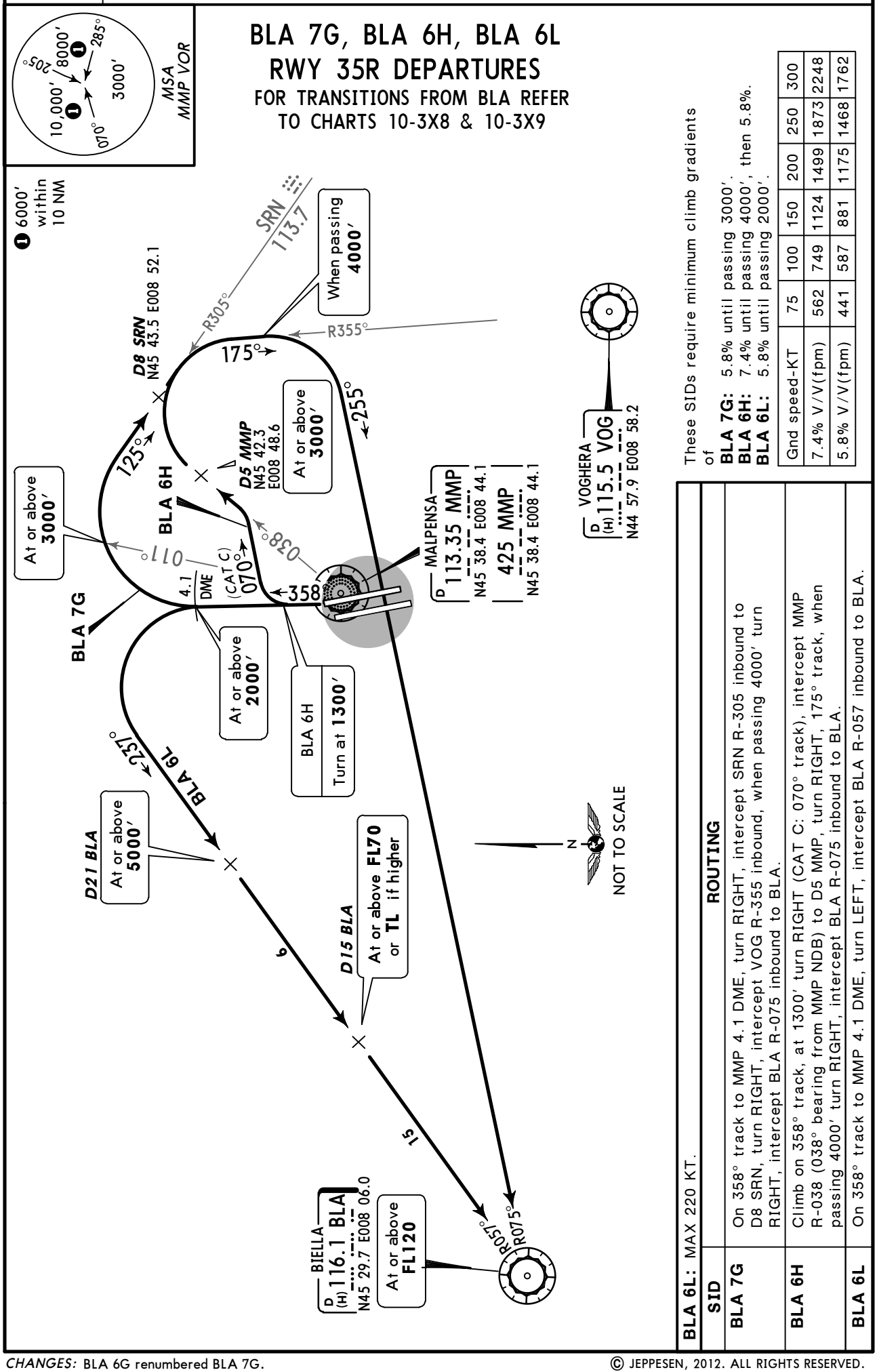
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.

BLA 7G, BLA 6H, BLA 6L RWY 35R DEPARTURES

FOR TRANSITIONS FROM BLA REFER TO CHARTS 10-3X8 & 10-3X9



These SIDs require minimum climb gradients of
BLA 7G: 5.8% until passing 3000′.
BLA 6H: 7.4% until passing 4000′, then 5.8%.
BLA 6L: 5.8% until passing 2000′.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V(fpm)	562	749	1124	1499	1873	2248
5.8% V/V(fpm)	441	587	881	1175	1468	1762

BLA 6L: MAX 220 KT.

SID	ROUTING
BLA 7G	On 358° track to MMP 4.1 DME, turn RIGHT, intercept SRN R-305 inbound to D8 SRN, turn RIGHT, intercept VOG R-355 inbound, when passing 4000′ turn RIGHT, intercept BLA R-075 inbound to BLA.
BLA 6H	Climb on 358° track, at 1300′ turn RIGHT (CAT C: 070° track), intercept MMP R-038 (038° bearing from MMP NDB) to D5 MMP, turn RIGHT, 175° track, when passing 4000′ turn RIGHT, intercept BLA R-075 inbound to BLA.
BLA 6L	On 358° track to MMP 4.1 DME, turn LEFT, intercept BLA R-057 inbound to BLA.

CHANGES: BLA 6G renumbered BLA 7G.

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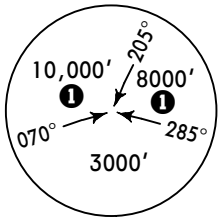
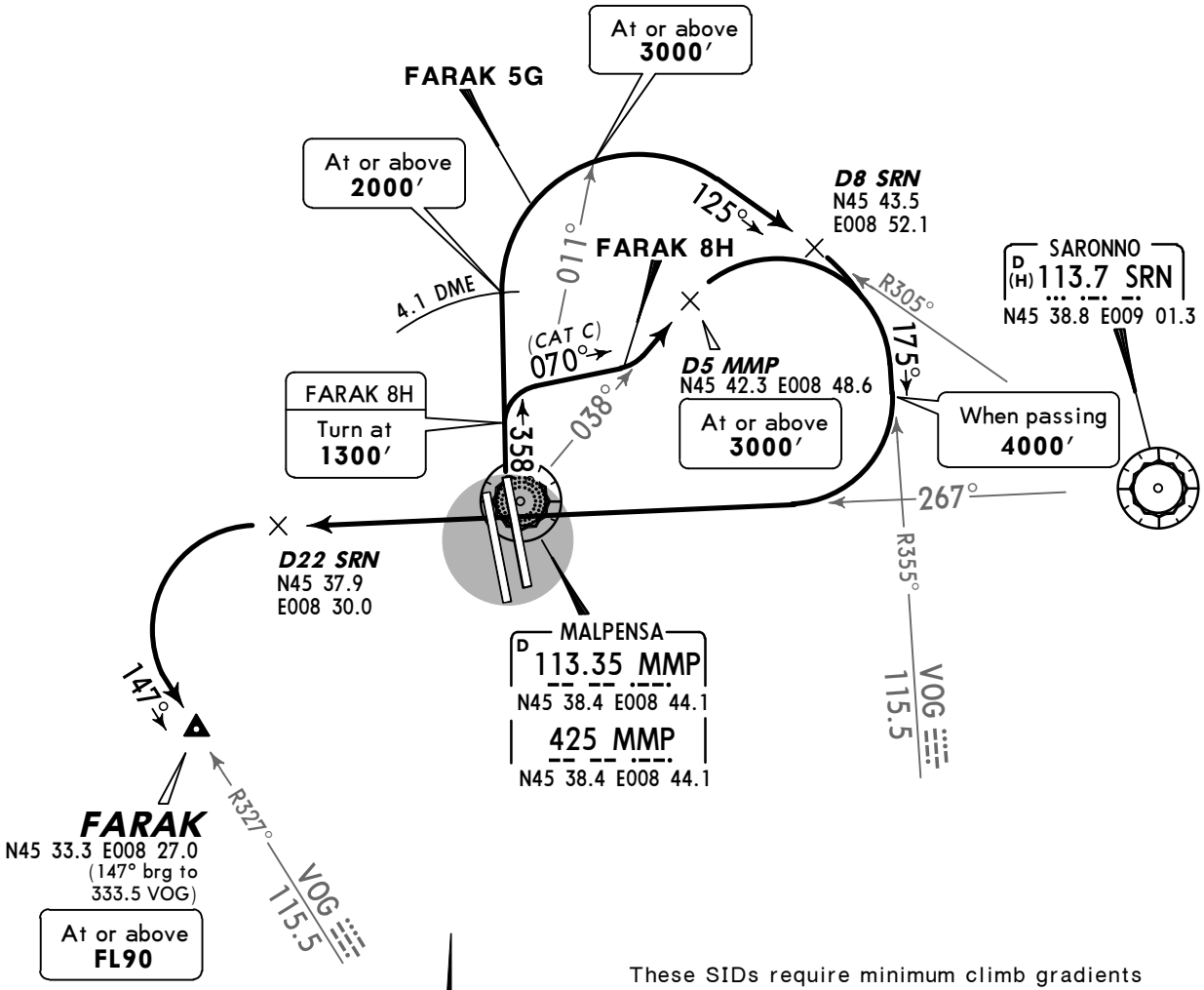
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.



MSA
MMP VOR

❶ 6000′ within 10 NM

FARAK 5G, FARAK 8H *[FARA8H]*
RWY 35R DEPARTURES
FOR TRANSITIONS FROM FARAK REFER TO CHARTS 10-3X1, 10-3X2 & 10-3X3



These SIDs require minimum climb gradients of
FARAK 5G: 5.8% until passing 3000′.
FARAK 8H: 7.4% until passing 4000′, then 5.8%.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V(fpm)	562	749	1124	1499	1873	2248
5.8% V/V(fpm)	441	587	881	1175	1468	1762

SID	ROUTING
FARAK 5G	On 358° track to MMP 4.1 DME, turn RIGHT, intercept SRN R-305 inbound to D8 SRN, turn RIGHT, intercept VOG R-355 inbound, when passing 4000′ turn RIGHT, intercept SRN R-267 to D22 SRN, turn LEFT, intercept VOG R-327 inbound (147° bearing towards VOG NDB) to FARAK.
FARAK 8H	Climb on 358° track, at 1300′ turn RIGHT (CAT C: 070° track), intercept MMP R-038 (038° bearing from MMP) to D5 MMP, turn RIGHT, 175° track, when passing 4000′ turn RIGHT, intercept SRN R-267 to D22 SRN, turn LEFT, intercept VOG R-327 inbound (147° bearing towards VOG NDB) to FARAK.

CHANGES: FARAK 7G renumbered FARAK 5G.

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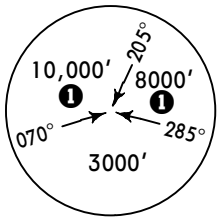
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.

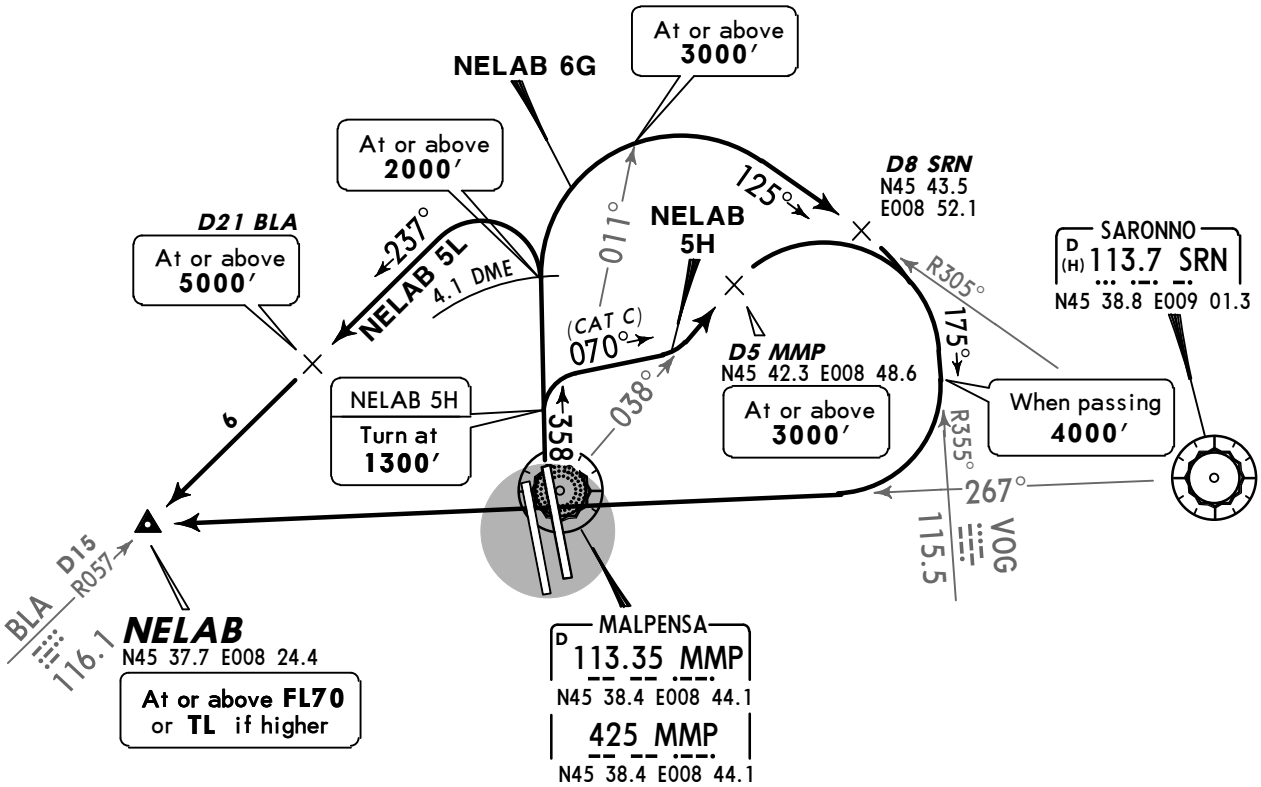


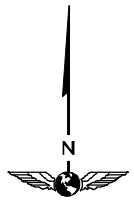
MSA
MMP VOR

❶ 6000′ within 10 NM

NELAB 6G
NELAB 5H *[NELA5H]*
NELAB 5L *[NELA5L]*
RWY 35R DEPARTURES

FOR TRANSITIONS FROM NELAB REFER TO CHARTS 10-3X4, 10-3X5 & 10-3X6





NOT TO SCALE

These SIDs require minimum climb gradients of

NELAB 6G: 5.8% until passing 3000′.
NELAB 5H: 7.4% until passing 4000′, then 5.8%.
NELAB 5L: 5.8% until passing 2000′.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V(fpm)	562	749	1124	1499	1873	2248
5.8% V/V(fpm)	441	587	881	1175	1468	1762

NELAB 5L: MAX 220 KT.

SID	ROUTING
NELAB 6G	On 358° track to MMP 4.1 DME, turn RIGHT, intercept SRN R-305 inbound to D8 SRN, turn RIGHT, intercept VOG R-355 inbound, when passing 4000′ turn RIGHT, intercept SRN R-267 to NELAB.
NELAB 5H	Climb on 358° track, at 1300′ turn RIGHT (CAT C: 070° track), intercept MMP R-038 (038° bearing from MMP) to D5 MMP, turn RIGHT, 175° track, when passing 4000′ turn RIGHT, intercept SRN R-267 to NELAB.
NELAB 5L	On 358° track to MMP 4.1 DME, turn LEFT, intercept BLA R-057 inbound to NELAB.

CHANGES: NELAB 5G renumbered NELAB 6G.

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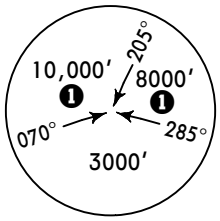
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.

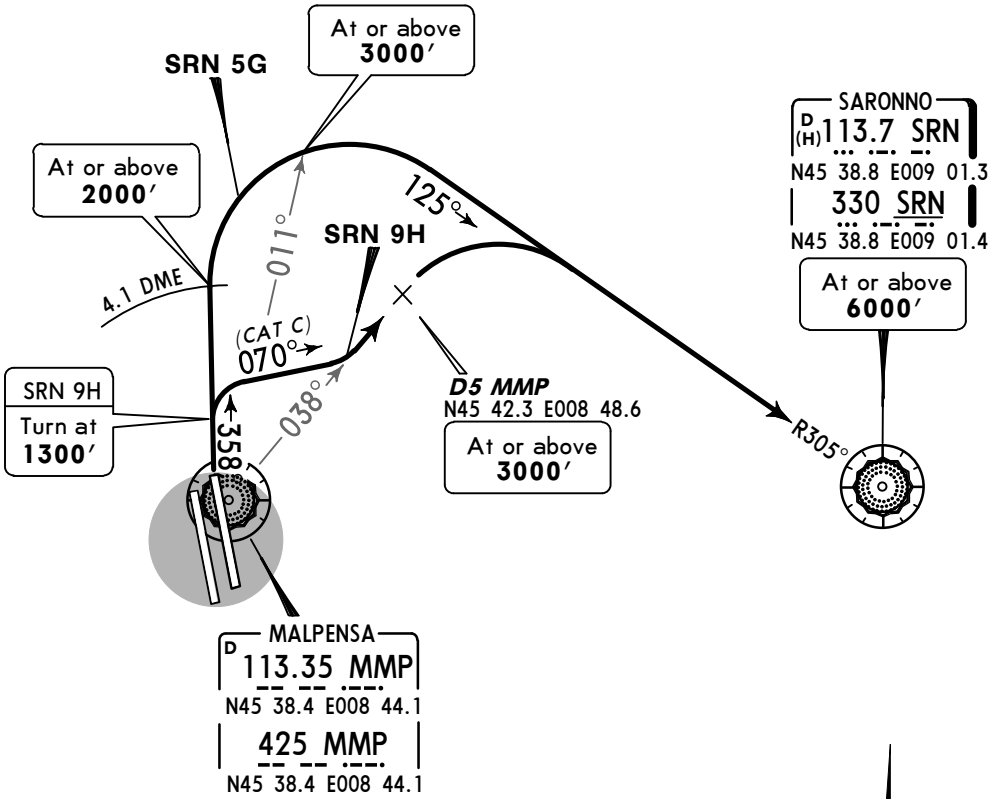


MSA
MMP VOR

❶ 6000′ within 10 NM

SRN 5G, SRN 9H
RWY 35R DEPARTURES

FOR TRANSITIONS FROM SRN REFER TO CHART 10-3U & 10-3V



NOT TO SCALE

These SIDs require minimum climb gradients of
SRN 5G: 5.8% until passing 3000′.
SRN 9H: 7.6% until passing 3000′, then 5.8%.

Gnd speed-KT	75	100	150	200	250	300
7.6% V/V(fpm)	577	770	1154	1539	1924	2309
5.8% V/V(fpm)	441	587	881	1175	1468	1762

SID	ROUTING
SRN 5G	On 358° track to MMP 4.1 DME, turn RIGHT, intercept SRN R-305 inbound to SRN.
SRN 9H	Climb on 358° track, at 1300′ turn RIGHT (CAT C: 070° track), intercept MMP R-038 (038° bearing from MMP) to D5 MMP, turn RIGHT, intercept SRN R-305 inbound to SRN.

CHANGES: SRN 7G renumbered SRN 5G.

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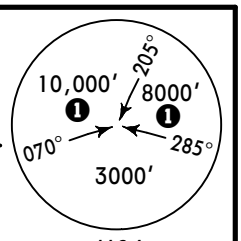
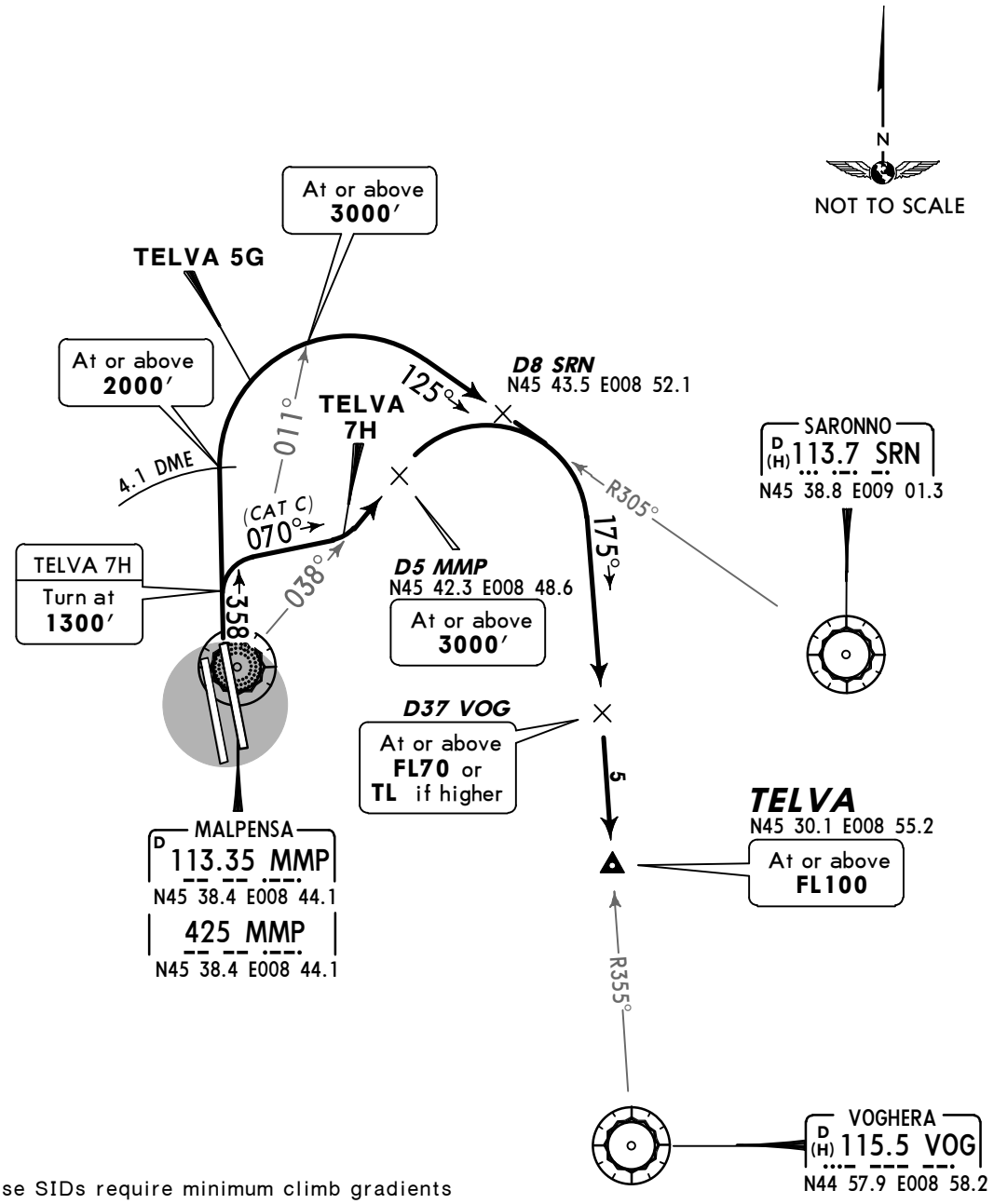
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.



MSA
MMP VOR

❶ 6000′ within 10 NM

TELVA 5G, TELVA 7H *[TELV7H]*
RWY 35R DEPARTURES
FOR TRANSITIONS FROM TELVA REFER TO CHART 10-3W



These SIDs require minimum climb gradients of

TELVA 5G: 5.8% until passing TL.

TELVA 7H: 7.6% until passing 3000′, then 5.8%.

Gnd speed-KT	75	100	150	200	250	300
7.6% V/V(fpm)	577	770	1154	1539	1924	2309
5.8% V/V(fpm)	441	587	881	1175	1468	1762

SID	ROUTING
TELVA 5G	On 358° track to MMP 4.1 DME, turn RIGHT, intercept SRN R-305 inbound to D8 SRN, turn RIGHT, intercept VOG R-355 inbound to TELVA.
TELVA 7H	Climb on 358° track, at 1300′ turn RIGHT (CAT C: 070° track), intercept MMP R-038 (038° bearing from MMP NDB) to D5 MMP, turn RIGHT, intercept VOG R-355 inbound to VOG.

CHANGES: TELVA 7G renumbered TELVA 5G.

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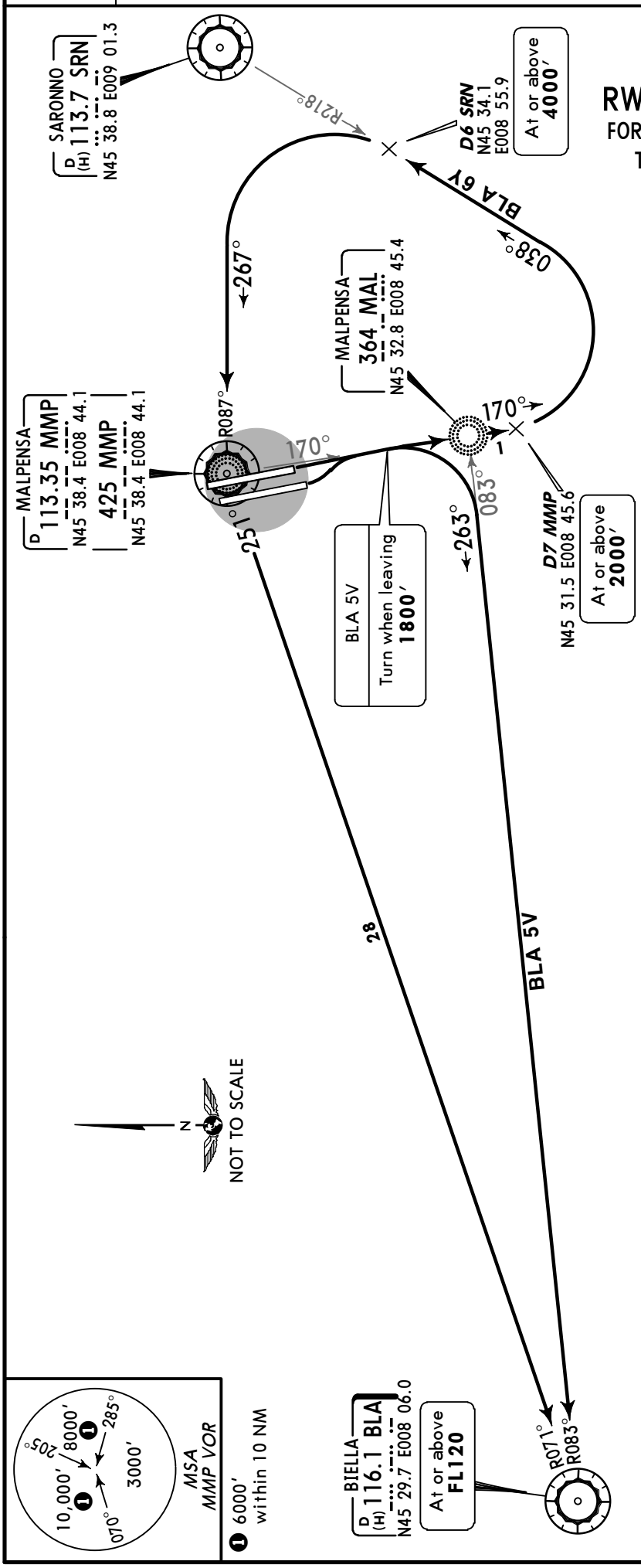
Apt Elev	
768′	Trans level: By ATC Trans alt: 6000′ SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

BLA 5V, BLA 6Y
RWYS 17L/R DEPARTURES
FOR TRANSITIONS FROM BLA REFER TO CHARTS 10-3X8 & 10-3X9



Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248
304′ per NM	380	506	760	1013	1266	1519

These SIDs require minimum climb gradients of
BLA 5V: 450′ per NM (7.4%) until passing TL.
BLA 6Y: 304′ per NM (5%) until passing 1500′.

SID	ROUTING
BLA 5V 2	Climb on MMP R-170 (170° bearing from MMP NDB) until leaving 1800′, turn RIGHT, intercept BLA R-083 inbound (263° bearing from MAL) to BLA.
BLA 6Y	On MMP R-170 (170° bearing from MMP NDB) via MAL to D7 MMP, turn LEFT, intercept SRN R-218 inbound to D6 SRN, turn LEFT to MMP, turn LEFT, intercept BLA R-071 inbound to BLA.

2 SID subject to traffic in Cameri ATZ.

CHANGES: Availability; cross reference note; chart reindexed.

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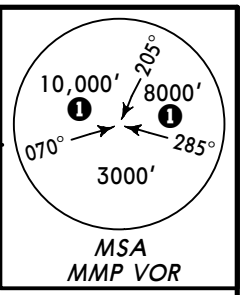
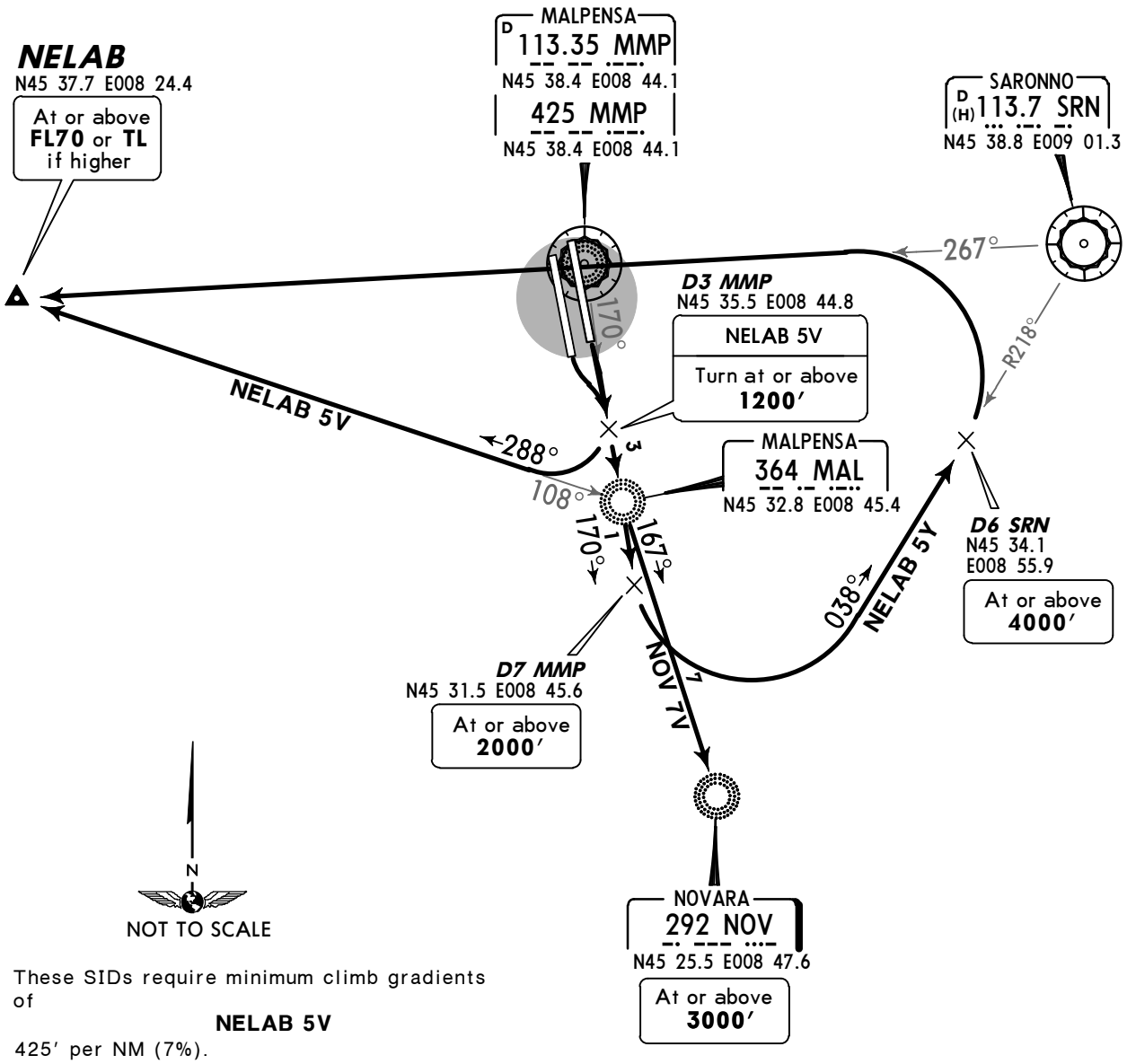
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.



NELAB 5V *[NELA5V]*
NELAB 5Y *[NELA5Y]*
NOV 7V
RWYS 17L/R DEPARTURES

FOR TRANSITIONS FROM NOV REFER TO CHART 10-3X
FOR TRANSITIONS FROM NELAB REFER TO CHARTS 10-3X4 & 10-3X5, 10-3X6



These SIDs require minimum climb gradients of

NELAB 5V

425′ per NM (7%).

NELAB 5Y, NOV 7V

304′ per NM (5%) until passing 1500′.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127
304′ per NM	380	506	760	1013	1266	1519

SID	ROUTING
NELAB 5V ❷	Climb on MMP R-170 (170° bearing from MMP NDB) to D3 MMP, turn RIGHT, intercept 288° bearing from MAL to NELAB.
NELAB 5Y	Climb on MMP R-170 (170° bearing from MMP NDB) via MAL to D7 MMP, turn LEFT, intercept SRN R-218 inbound to D6 SRN, turn LEFT, intercept SRN R-267 to NELAB.
NOV 7V	Intercept MMP R-170 (170° bearing from MMP NDB) to MAL, intercept 167° bearing to NOV.

❷ SID subject to traffic in Cameri ATZ.

CHANGES: SIDs established, withdrawn & transferred.

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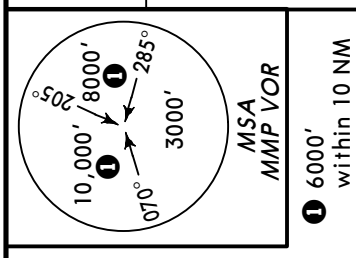
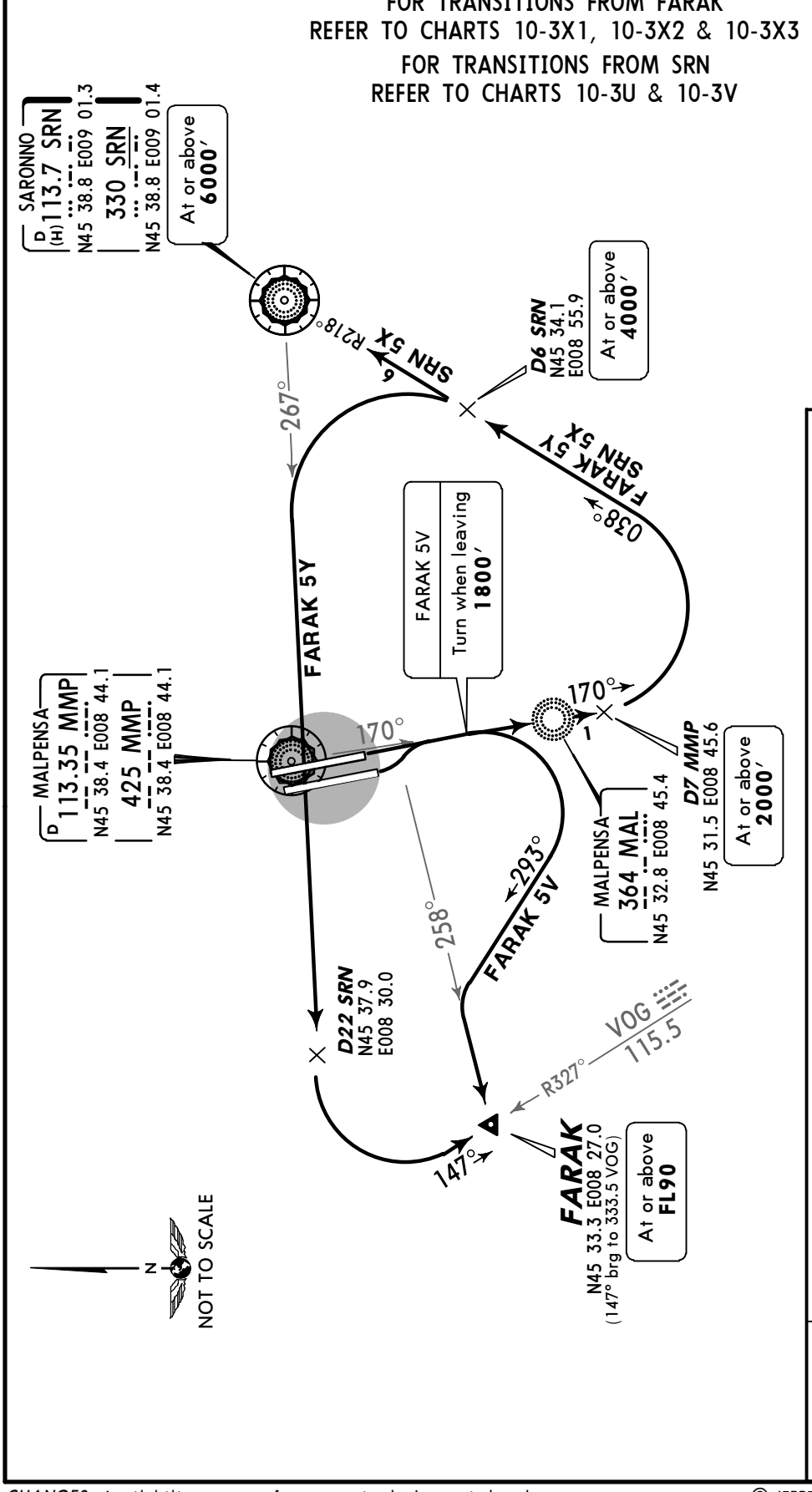
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

FARAK 5V *[FARA5V]*
FARAK 5Y *[FARA5Y]*
SRN 5X
RWYS 17L/R DEPARTURES

FOR TRANSITIONS FROM FARAK
REFER TO CHARTS 10-3X1, 10-3X2 & 10-3X3

FOR TRANSITIONS FROM SRN
REFER TO CHARTS 10-3U & 10-3V





These SIDs require minimum climb gradients of

425′ per NM (7%).
FARAK 5V

304′ per NM (5%) until passing 1500′.
FARAK 5Y, SRN 5X

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127
304′ per NM	380	506	760	1013	1266	1519

SID	ROUTING
FARAK 5V❷	Climb on MMP R-170 (170° bearing from MMP NDB) until leaving 1800′, turn RIGHT, 293° track, intercept SRN R-258 to FARAK.
FARAK 5Y	On MMP R-170 (170° bearing from MAL NDB) via MAL to D7 MMP, turn LEFT, intercept SRN R-218 inbound to D6 SRN, turn LEFT, intercept SRN R-267 to D22 SRN, turn LEFT, intercept VOG R-327 inbound (147° bearing towards VOG NDB) to FARAK.
SRN 5X	On MMP R-170 (170° bearing from MAL NDB) via MAL to D7 MMP, turn LEFT, intercept SRN R-218 inbound to SRN.

❷ SID subject to traffic in Cameri ATZ.

CHANGES: Availability; cross reference revised; chart reindexed.

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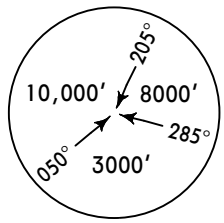
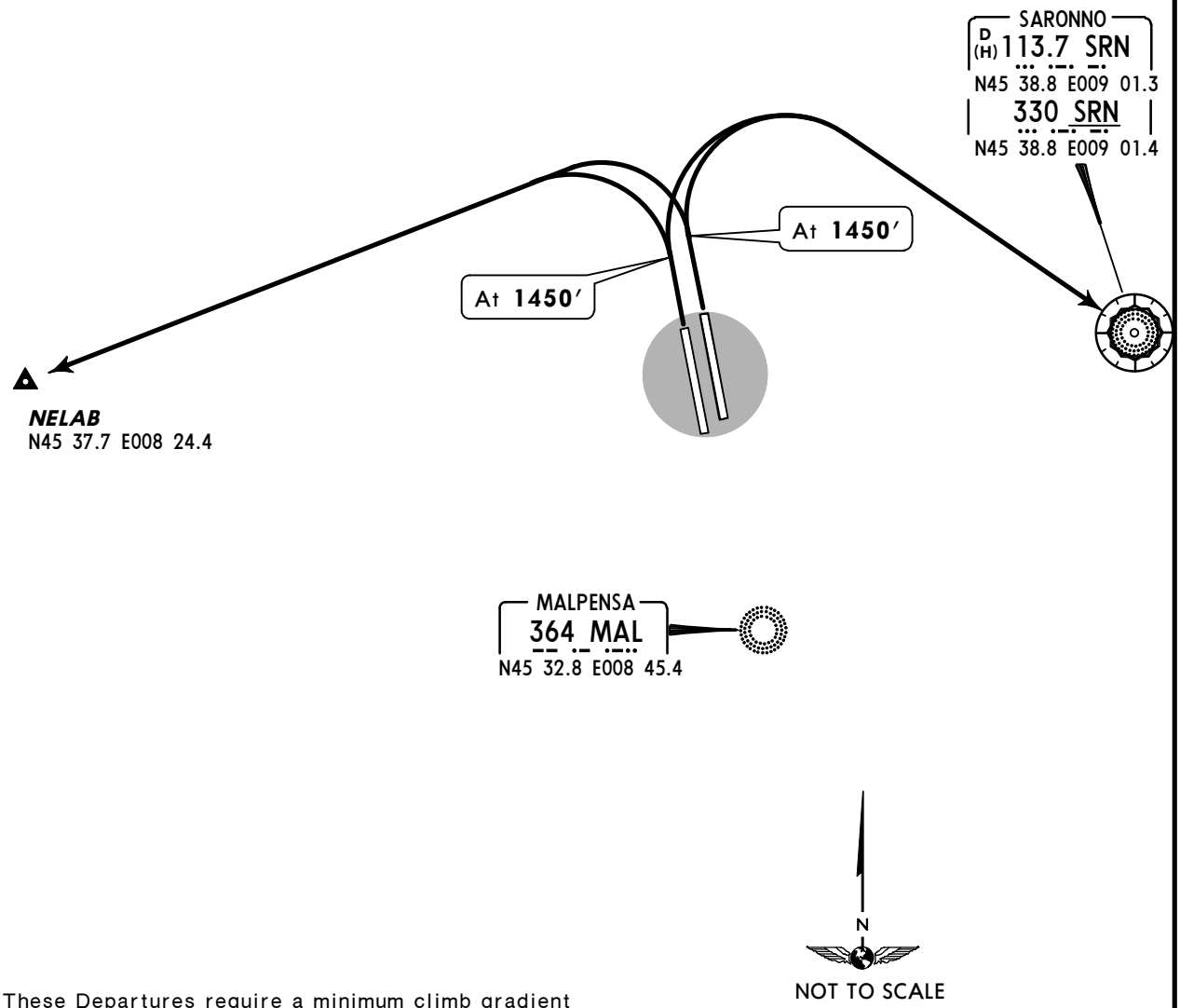
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.



MSA
MAL NDB

RWYS 35L/R DEPARTURES
TO BE USED WHEN MMP VOR/DME UNSERVICEABLE



These Departures require a minimum climb gradient of
352′ per NM (5.8%) until passing TL due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
352′ per NM	441	587	881	1175	1468	1762

If unable to comply advise ATC.

ROUTING

Climb on runway heading to 1450′, turn LEFT to NELAB or RIGHT to SRN according to ATC clearance.

CHANGES: RMG NDB replaced by NELAB; chart reindexed.

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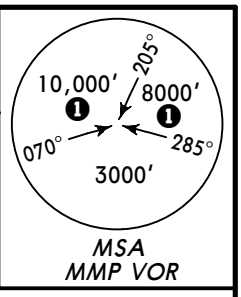
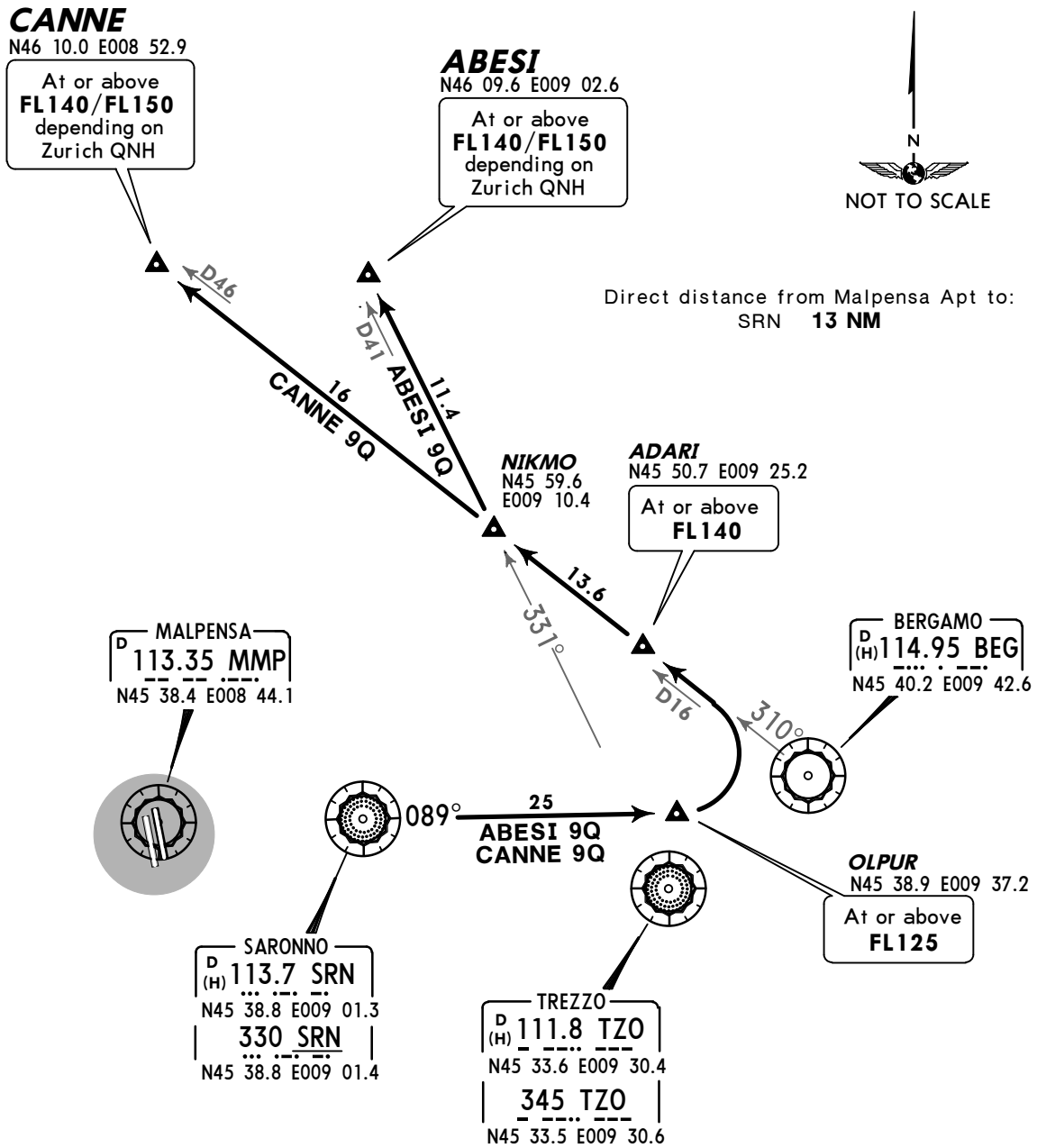
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′



ABESI 9Q *[ABE9Q]*, CANNE 9Q *[CAN9Q]* TRANSITIONS

FROM SRN



TRANSITION	ROUTING
ABESI 9Q	At SRN proceed to OLPUR, turn LEFT, intercept BEG R-310 via ADARI to NIKMO, turn RIGHT, intercept TZO R-331 to ABESI.
CANNE 9Q	At SRN proceed to OLPUR, turn LEFT, intercept BEG R-310 via ADARI and NIKMO to CANNE.

CHANGES: Chart reindexed.

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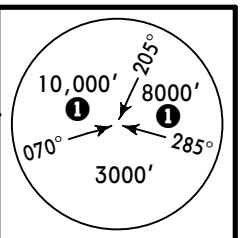
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′

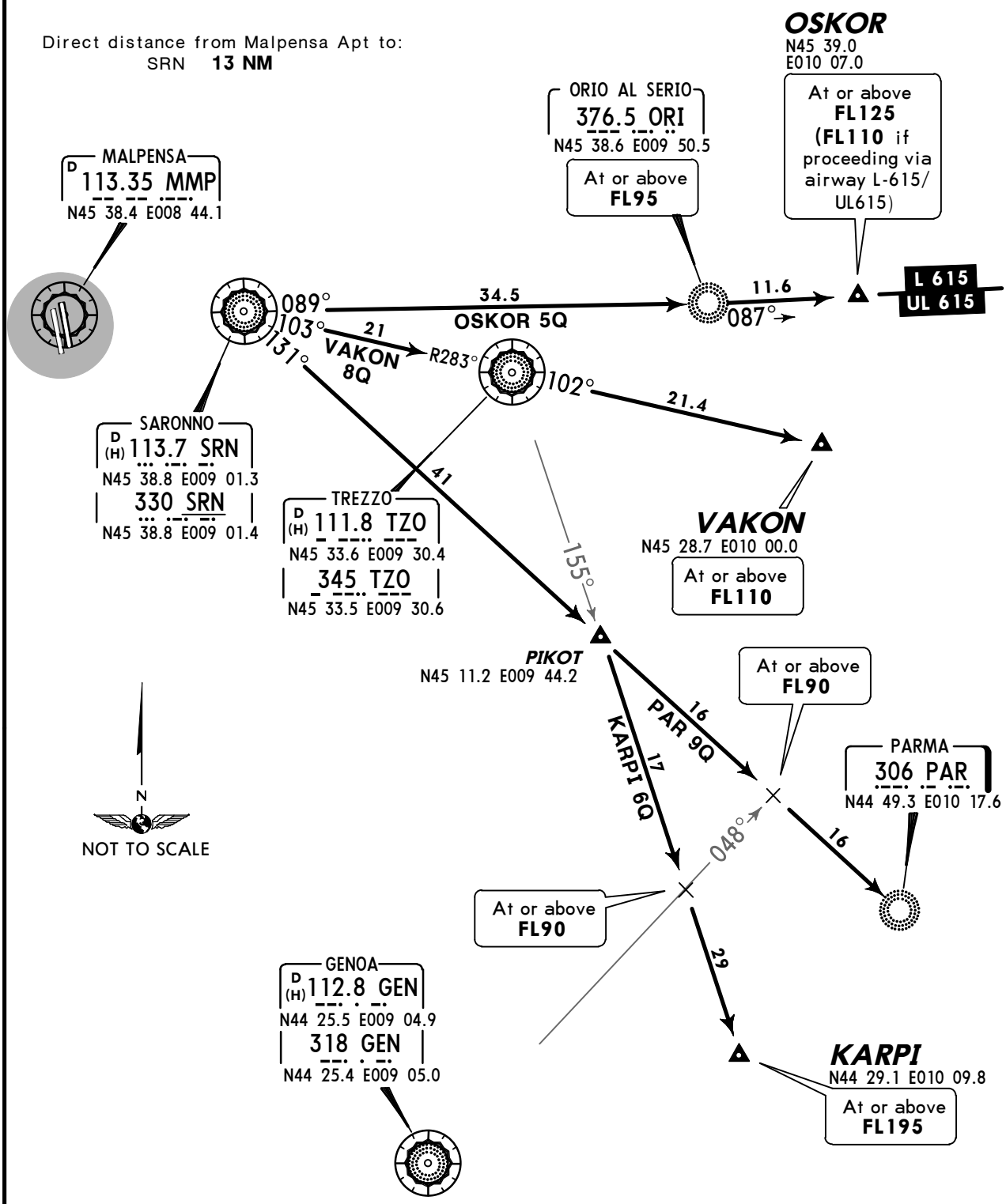
KARPI 6Q *[KAR6Q]*, OSKOR 5Q *[OSK5Q]*
PAR 9Q, VAKON 8Q *[VAK8Q]*
TRANSITIONS
FROM SRN



MSA
MMP VOR

❶ 6000′ within 10 NM

Direct distance from Malpensa Apt to:
SRN **13 NM**



TRANSITION	ROUTING
KARPI 6Q	At SRN, SRN R-131 to PIKOT, intercept TZO R-155 to KARPI.
OSKOR 5Q	At SRN proceed via ORI to OSKOR.
PAR 9Q	At SRN proceed to PAR.
VAKON 8Q	At SRN proceed via TZO to VAKON.

CHANGES: Chart reindexed.

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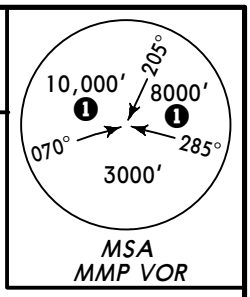
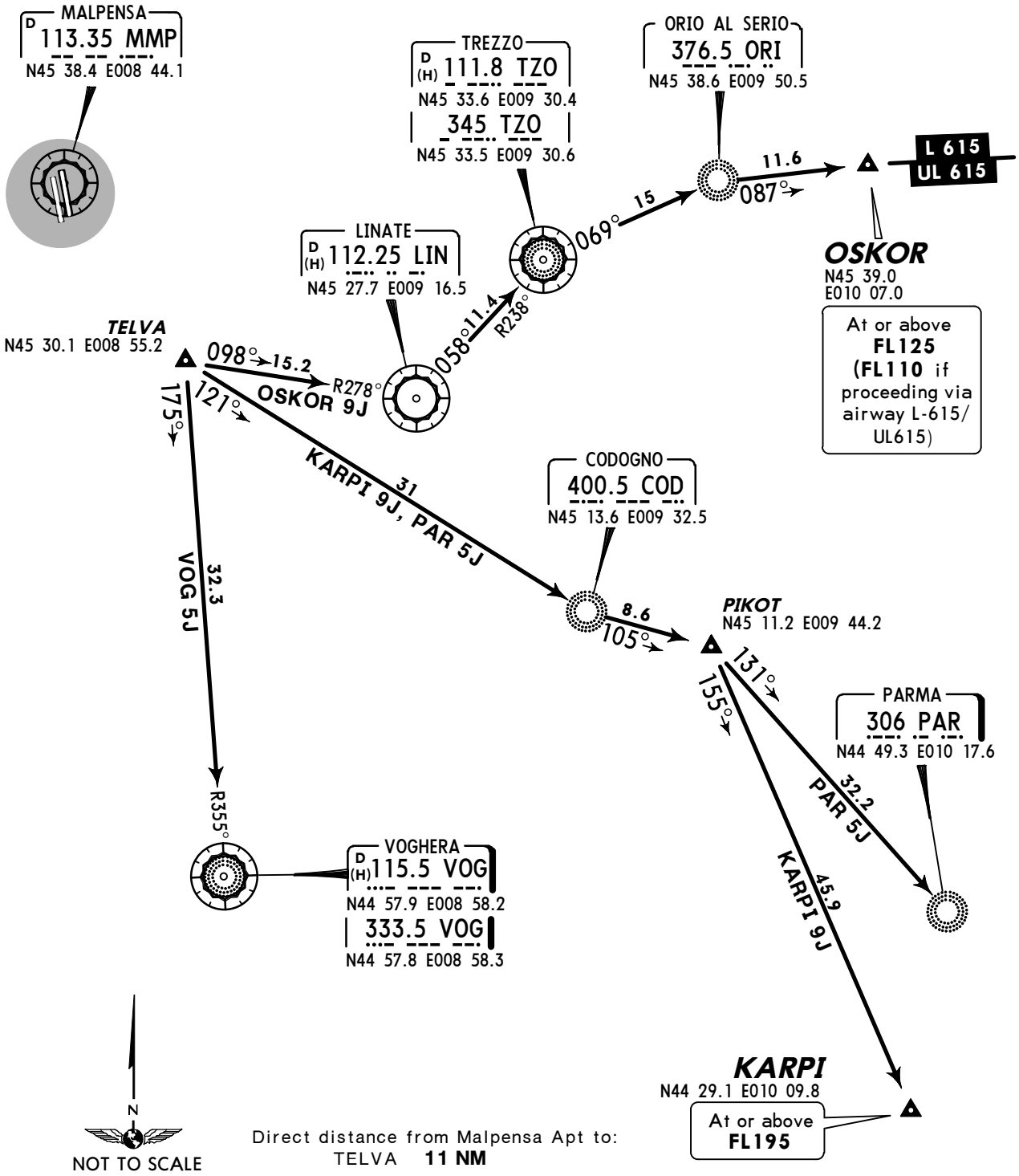
Apt Elev	Trans level: By ATC Trans alt: 6000′
768′	



KARPI 9J *[KAR9J]*, OSKOR 9J *[OSK9J]*
PAR 5J, VOG 5J
TRANSITIONS
FROM TELVA



TRANSITION	ROUTING
KARPI 9J	At TELVA, intercept 121° bearing to COD, then to PIKOT, then to KARPI.
OSKOR 9J	At TELVA, intercept LIN R-278 inbound to LIN, turn LEFT to TZO, then to ORI, then to OSKOR.
PAR 5J	At TELVA, intercept 121° bearing to COD, then to PIKOT, then to PAR.
VOG 5J	At TELVA, intercept VOG R-355 inbound to VOG.

CHANGES: Chart reindexed.

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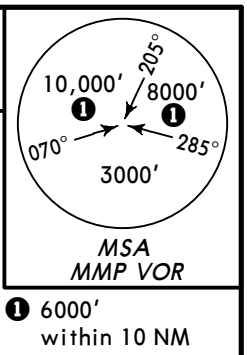
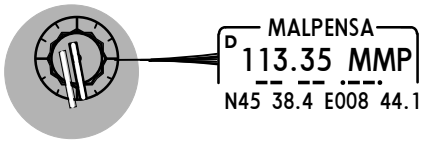
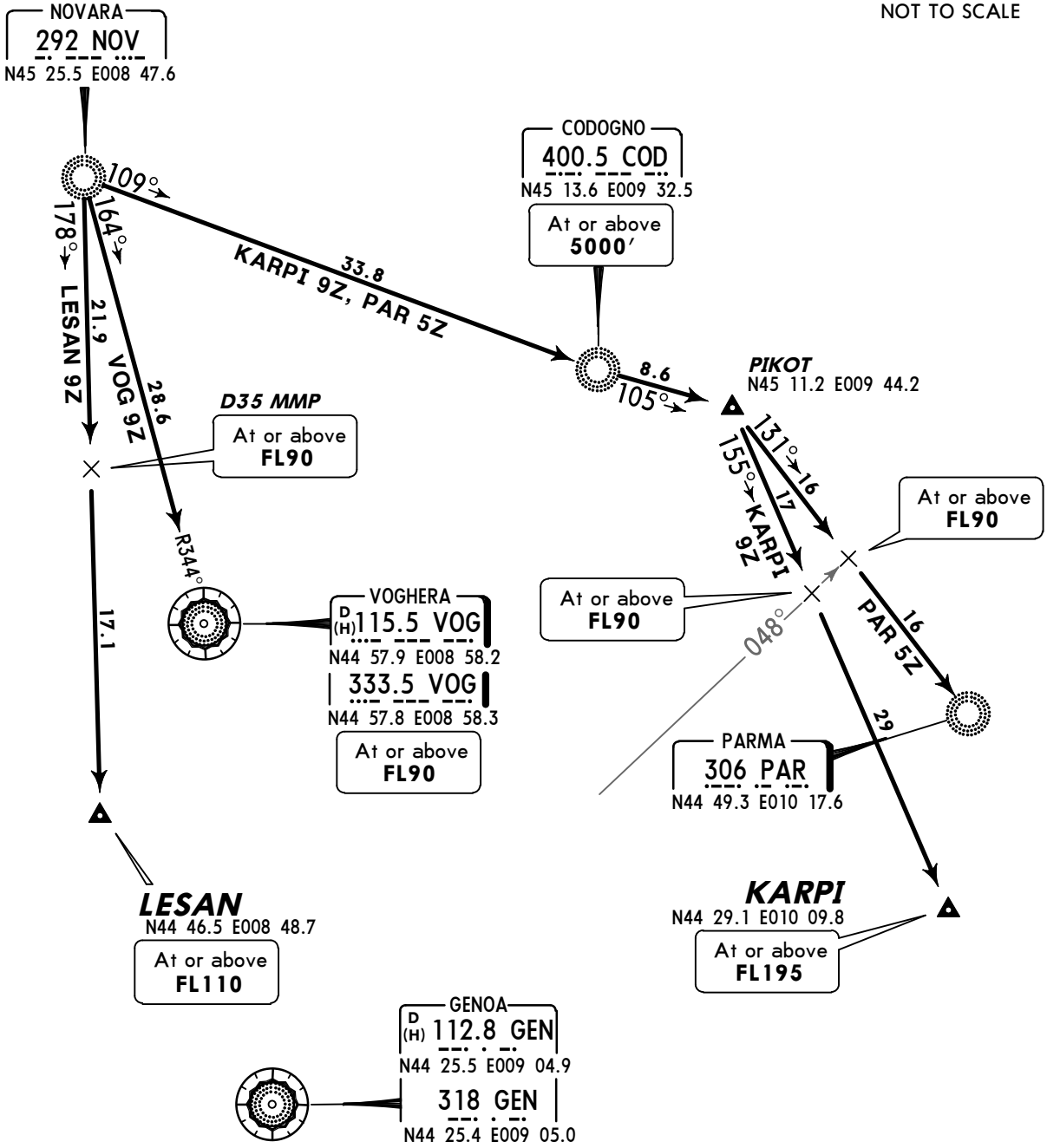
Apt Elev	Trans level: By ATC Trans alt: 6000′
768′	



KARPI 9Z *[KAR9Z]*, LESAN 9Z *[LES9Z]*
PAR 5Z, VOG 9Z
TRANSITIONS
FROM NOV



Direct distance from Malpensa Apt to:
NOV **13 NM**



TRANSITION	ROUTING
KARPI 9Z	At NOV proceed to COD, then to PIKOT, then to KARPI.
LESAN 9Z	At NOV intercept 178° bearing to LESAN.
PAR 5Z	At NOV proceed to COD, then to PIKOT, then to PAR.
VOG 9Z	At NOV proceed to VOG.

CHANGES: Chart reindexed.

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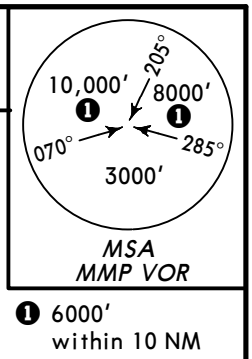
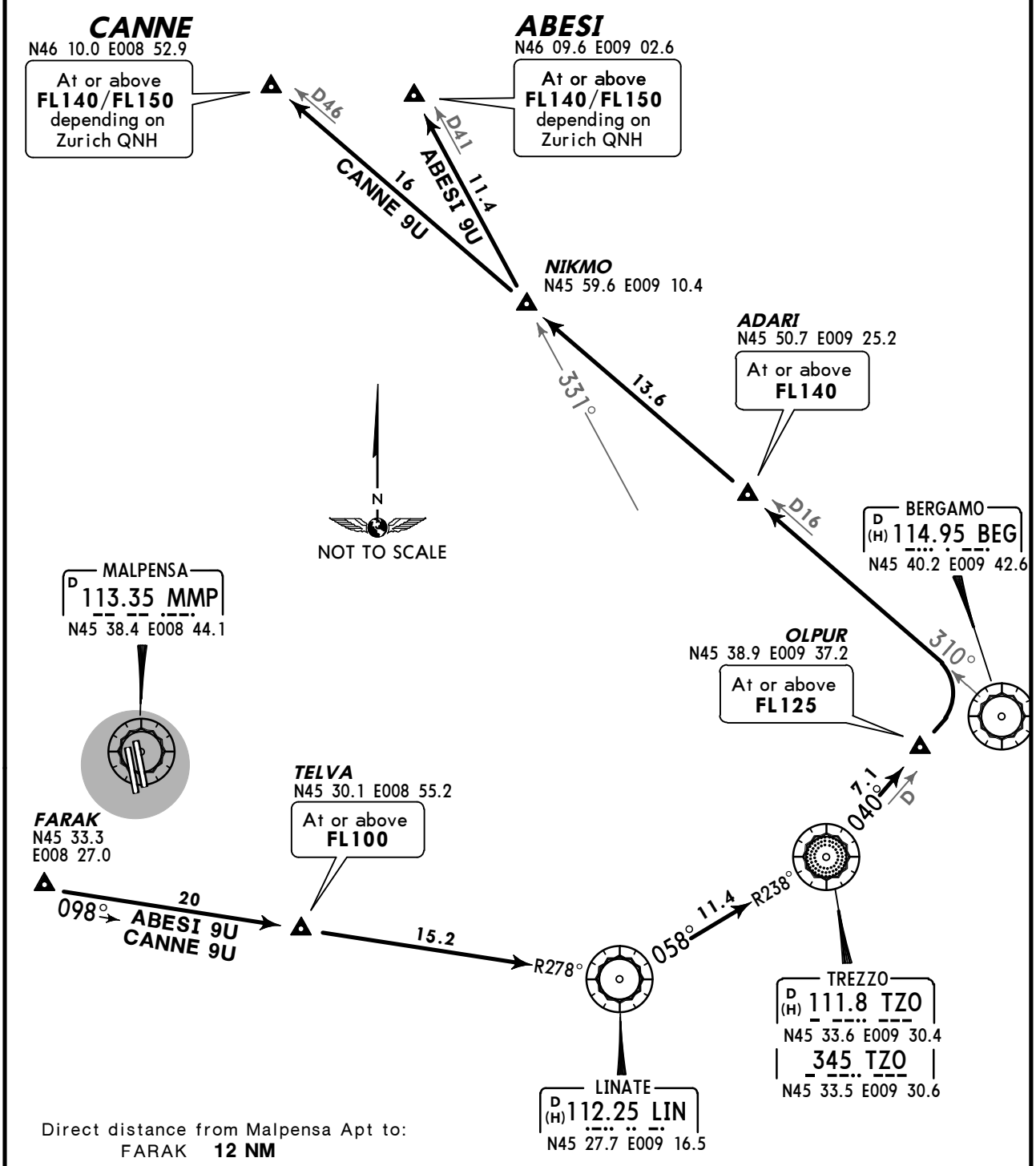
Apt Elev	
768′	Trans level: By ATC Trans alt: 6000′



ABESI 9U [ABE9U], CANNE 9U [CAN9U] TRANSITIONS

FROM FARAK



Direct distance from Malpensa Apt to:
FARAK **12 NM**

TRANSITION	ROUTING
ABESI 9U	At FARAK intercept LIN R-278 inbound via TELVA to LIN, turn LEFT, LIN R-058 to TZO, TZO R-040 to OLPUR, turn LEFT, intercept BEG R-310 via ADARI to NIKMO, turn RIGHT, intercept TZO R-331 to ABESI.
CANNE 9U	At FARAK intercept LIN R-278 inbound via TELVA to LIN, turn LEFT, LIN R-058 to TZO, TZO R-040 to OLPUR, turn LEFT, intercept BEG R-310 via ADARI and NIKMO to CANNE.

CHANGES: Chart reindexed.

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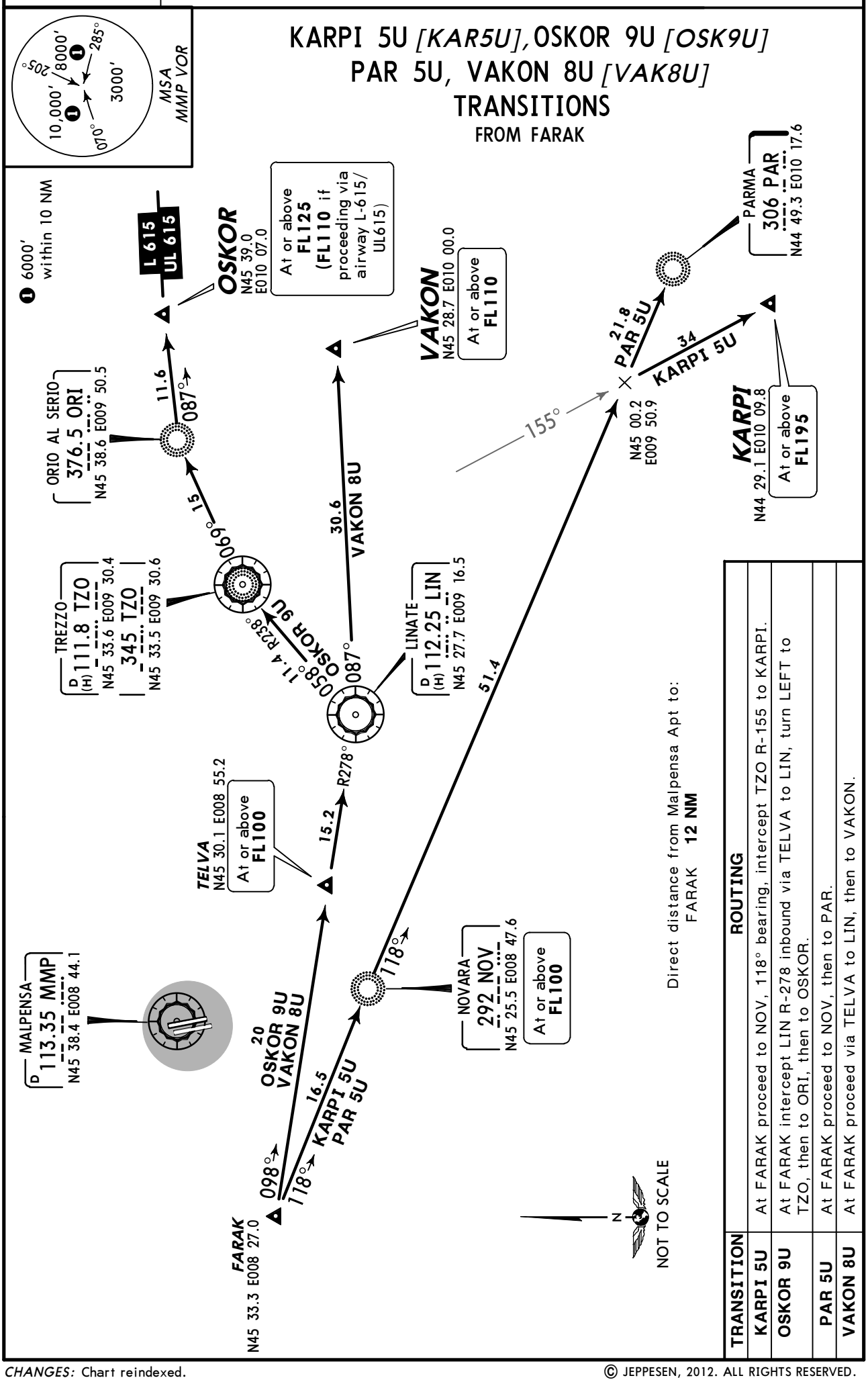
Apt Elev	
768′	Trans level: By ATC Trans alt: 6000′



TRANSITION	ROUTING
KARPI 5U	At FARAK proceed to NOV, 118° bearing, intercept TZO R-155 to KARPI.
OSKOR 9U	At FARAK intercept LIN R-278 inbound via TELVA to LIN, turn LEFT to TZO, then to ORI, then to OSKOR.
PAR 5U	At FARAK proceed to NOV, then to PAR.
VAKON 8U	At FARAK proceed via TELVA to LIN, then to VAKON.

CHANGES: Chart reindexed.

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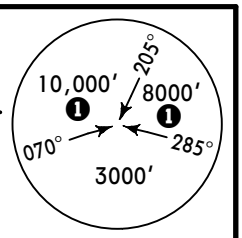
Apt Elev	
768′	Trans level: By ATC Trans alt: 6000′



MSA
MMP VOR

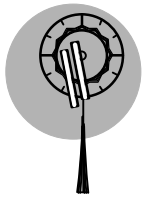
❶ 6000′
within 10 NM

LAGEN 9U *[LAG9U]*, NEDED 8U *[NED8U]*, TOP 9U TRANSITIONS

FROM FARAK

NOT TO SCALE

Direct distance from Malpensa Apt to:
FARAK **12 NM**



MALPENSA
D 113.35 MMP
N45 38.4 E008 44.1

FARAK
N45 33.3 E008 27.0

198°
28.3

TORINO
D (H) 114.5 TOP
N44 55.5 E007 51.7
392.5 TOP
N44 55.5 E007 51.6

At or above
ENROUTE FL
according to
next awy segment

TONDA
N45 06.6 E008 13.8

234°
19.2
TOP 9U
R054°

188°
25.2
NEDED 8U

164°
44.4
LAGEN 9U

NEDED
N44 41.6 E008 08.4

At or above
FL200

LAGEN
N44 23.7 E008 29.9

At or above
FL110

TRANSITION	ROUTING
LAGEN 9U	At FARAK proceed to TONDA, then to LAGEN.
NEDED 8U	At FARAK proceed to TONDA, then to NEDED.
TOP 9U	At FARAK proceed to TONDA, then to TOP.

CHANGES: Chart reindexed.

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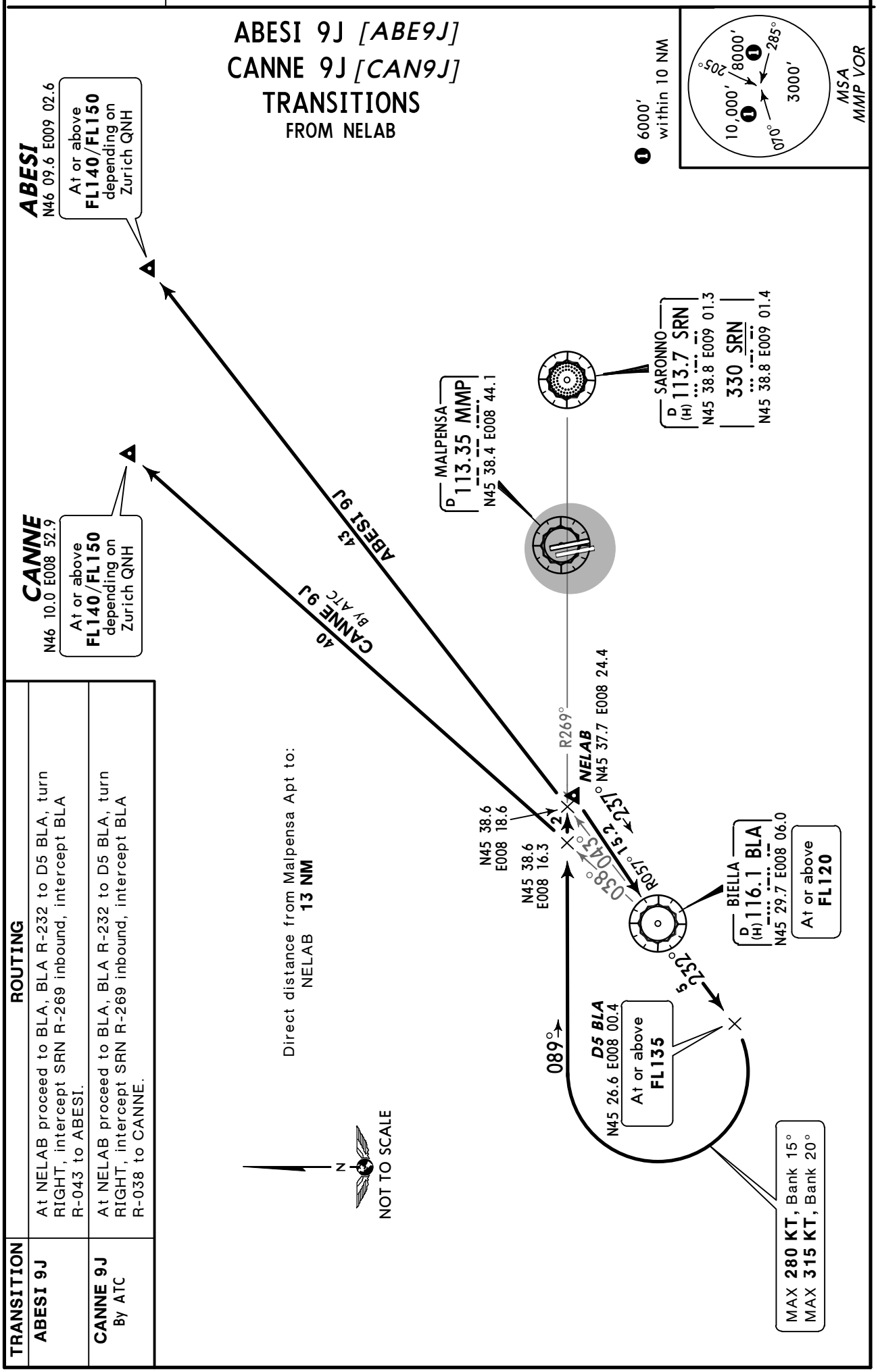
Apt Elev	
768′	Trans level: By ATC Trans alt: 6000′

ABESI 9J *[ABE9J]*
CANNE 9J *[CAN9J]*
TRANSITIONS
FROM NELAB



TRANSITION	ROUTING
ABESI 9J	At NELAB proceed to BLA, BLA R-232 to D5 BLA, turn RIGHT, intercept SRN R-269 inbound, intercept BLA R-043 to ABESI.
CANNE 9J By ATC	At NELAB proceed to BLA, BLA R-232 to D5 BLA, turn RIGHT, intercept SRN R-269 inbound, intercept BLA R-038 to CANNE.

CHANGES: Transitions renumbered & revised; chart reindexed.

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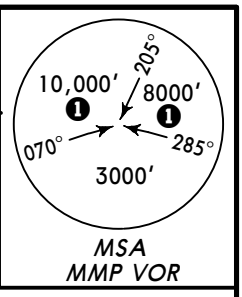
Apt Elev	Trans level: By ATC Trans alt: 6000′
768′	

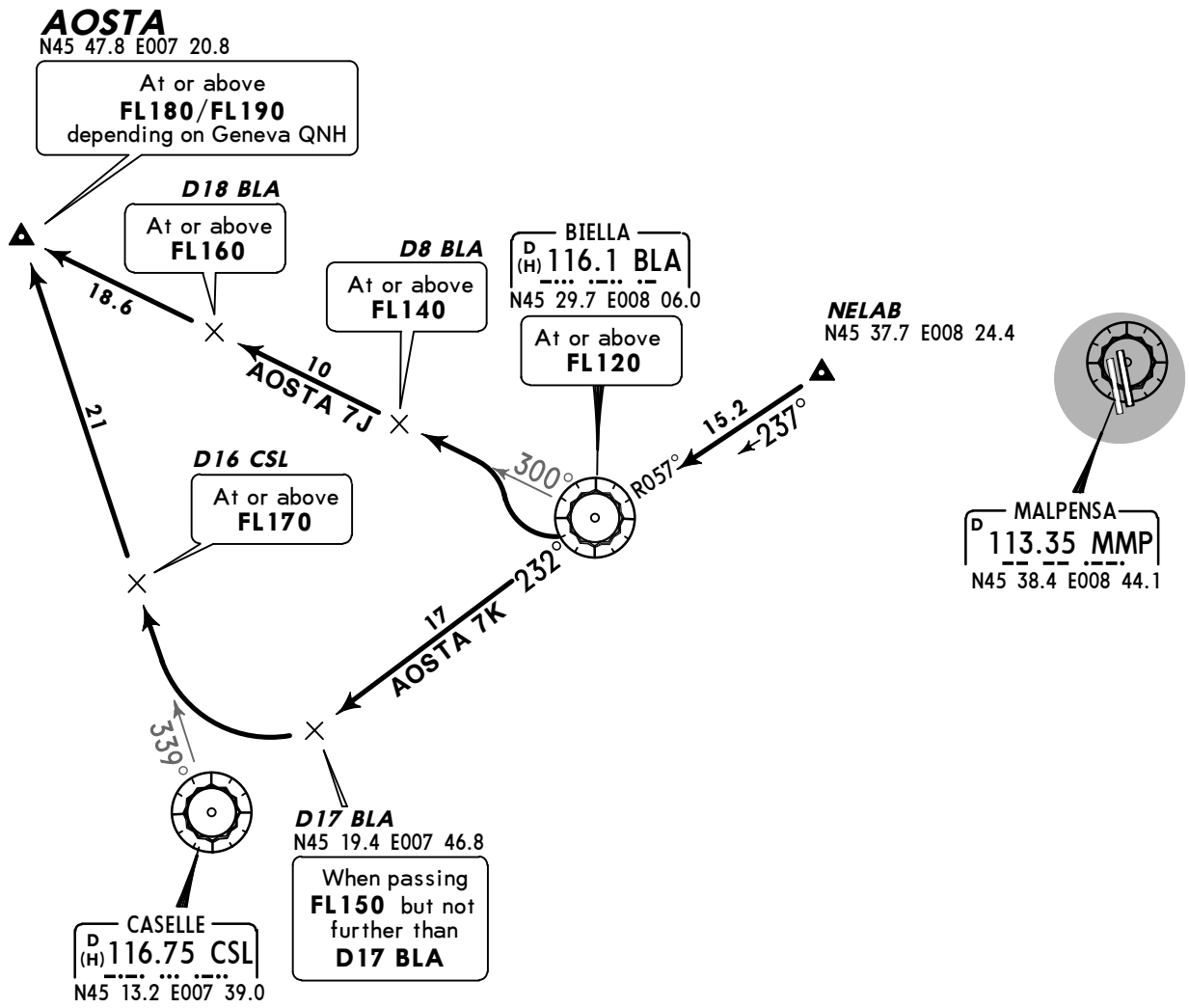


❶ 6000′ within 10 NM

AOSTA 7J [AOS7J], AOSTA 7K [AOS7K] TRANSITIONS

FROM NELAB

Direct distance from Malpensa Apt to:
NELAB **13 NM**



❷ If BLA unserviceable Transitions are to be flown with RNAV equipment and under RADAR control. If unable to comply advise ATC prior to engine start-up.

NOT TO SCALE

TRANSITION	ROUTING
AOSTA 7J ❷	At NELAB proceed to BLA, then to AOSTA.
AOSTA 7K	At NELAB proceed to BLA, turn LEFT, BLA R-232 until passing FL150, but not further than D17 BLA, turn RIGHT, intercept CSL R-339 to AOSTA.

CHANGES: Transitions renumbered, revised & transferred.

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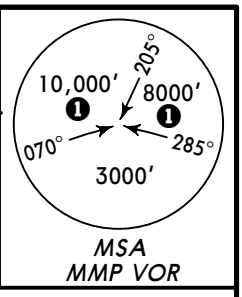
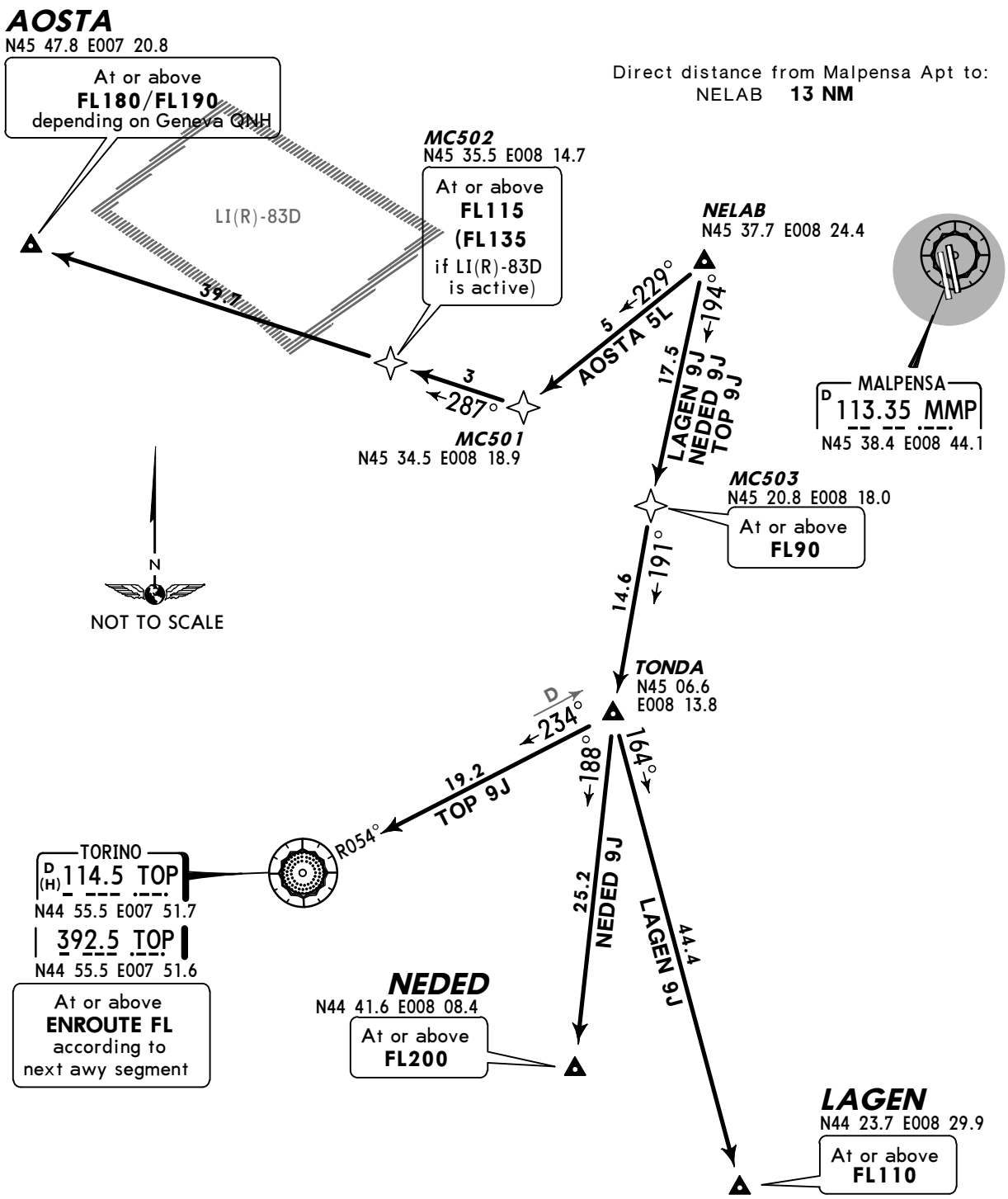
Apt Elev	Trans level: By ATC Trans alt: 6000'
768'	



❶ 6000' within 10 NM

AOSTA 5L *[AOS5L]*, LAGEN 9J *[LAG9J]* NEDED 9J *[NED9J]*, TOP 9J P-RNAV TRANSITIONS

FROM NELAB



TRANSITION	ROUTING
AOSTA 5L	NELAB - MC501 - MC502 (FL115+/FL135+) - AOSTA (FL180+/FL190+).
LAGEN 9J	NELAB - MC503 (FL90+) - TONDA - LAGEN (FL110+).
NEDED 9J	NELAB - MC503 (FL90+) - TONDA - NEDED (FL200+).
TOP 9J	NELAB - MC503 (FL90+) - TONDA - TOP (Enroute FL+).

CHANGES: Transitions established, renumbered, revised & transferred.

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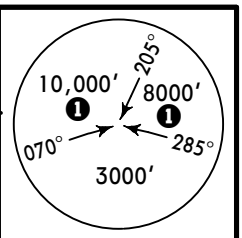
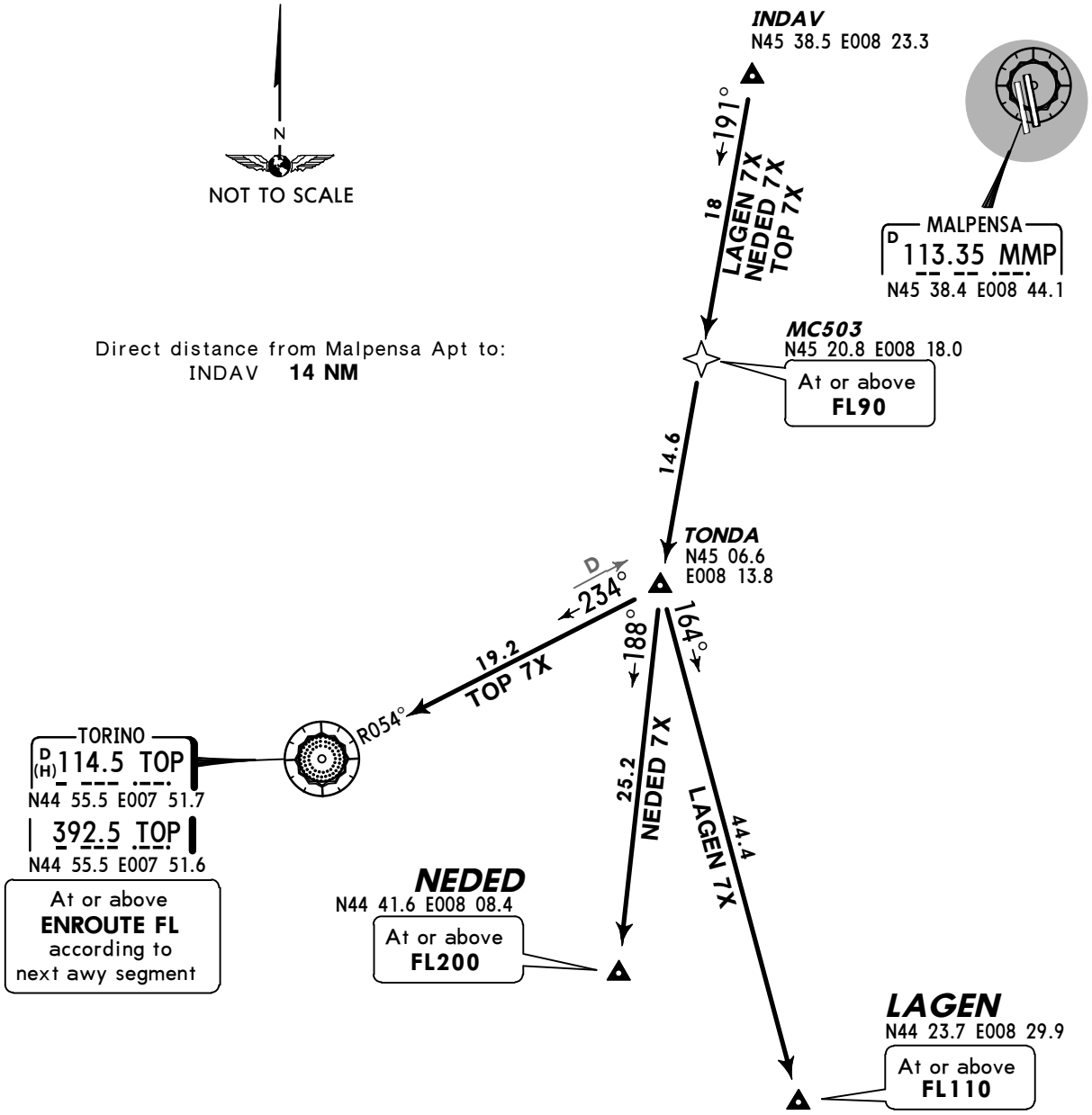
Apt Elev	
768′	Trans level: By ATC Trans alt: 6000′



MSA
MMP VOR

❶ 6000′
within 10 NM

LAGEN 7X *[LAG7X]* , NEDED 7X *[NED7X]*
TOP 7X
P-RNAV TRANSITIONS
FROM INDAV



Direct distance from Malpensa Apt to:
INDAV **14 NM**

TRANSITION	ROUTING
LAGEN 7X	INDAV - MC503 (FL90+) - TONDA - LAGEN (FL110+).
NEDED 7X	INDAV - MC503 (FL90+) - TONDA - NEDED (FL200+).
TOP 7X	INDAV - MC503 (FL90+) - TONDA - TOP (Enroute FL+).

CHANGES: Transitions established & transferred.

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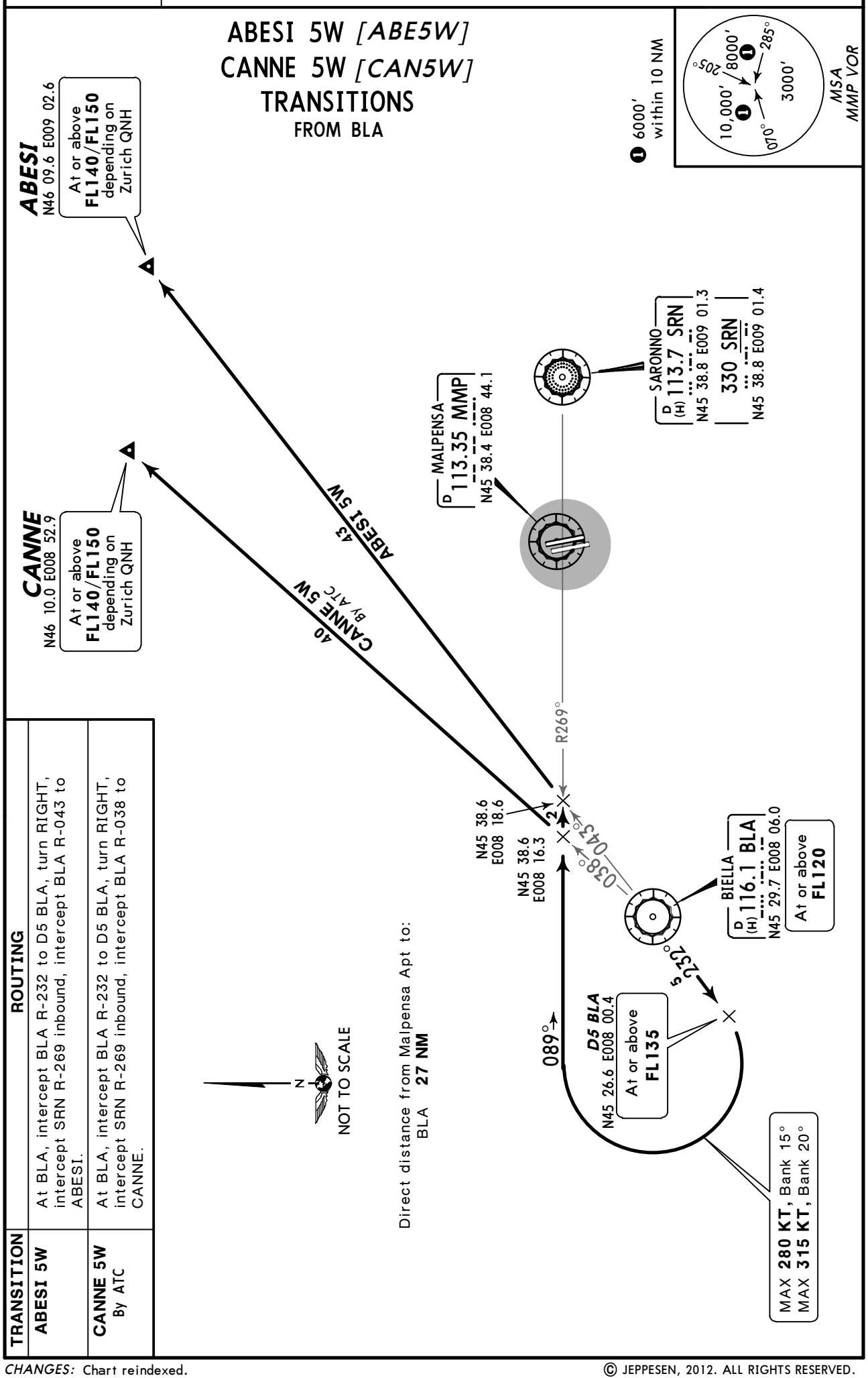
Apt Elev	
768′	Trans level: By ATC Trans alt: 6000′

ABESI 5W [ABE5W]
CANNE 5W [CAN5W]
TRANSITIONS
FROM BLA



TRANSITION	ROUTING
ABESI 5W	At BLA, intercept BLA R-232 to D5 BLA, turn RIGHT, intercept SRN R-269 inbound, intercept BLA R-043 to ABESI.
CANNE 5W By ATC	At BLA, intercept BLA R-232 to D5 BLA, turn RIGHT, intercept SRN R-269 inbound, intercept BLA R-038 to CANNE.

CHANGES: Chart reindexed.

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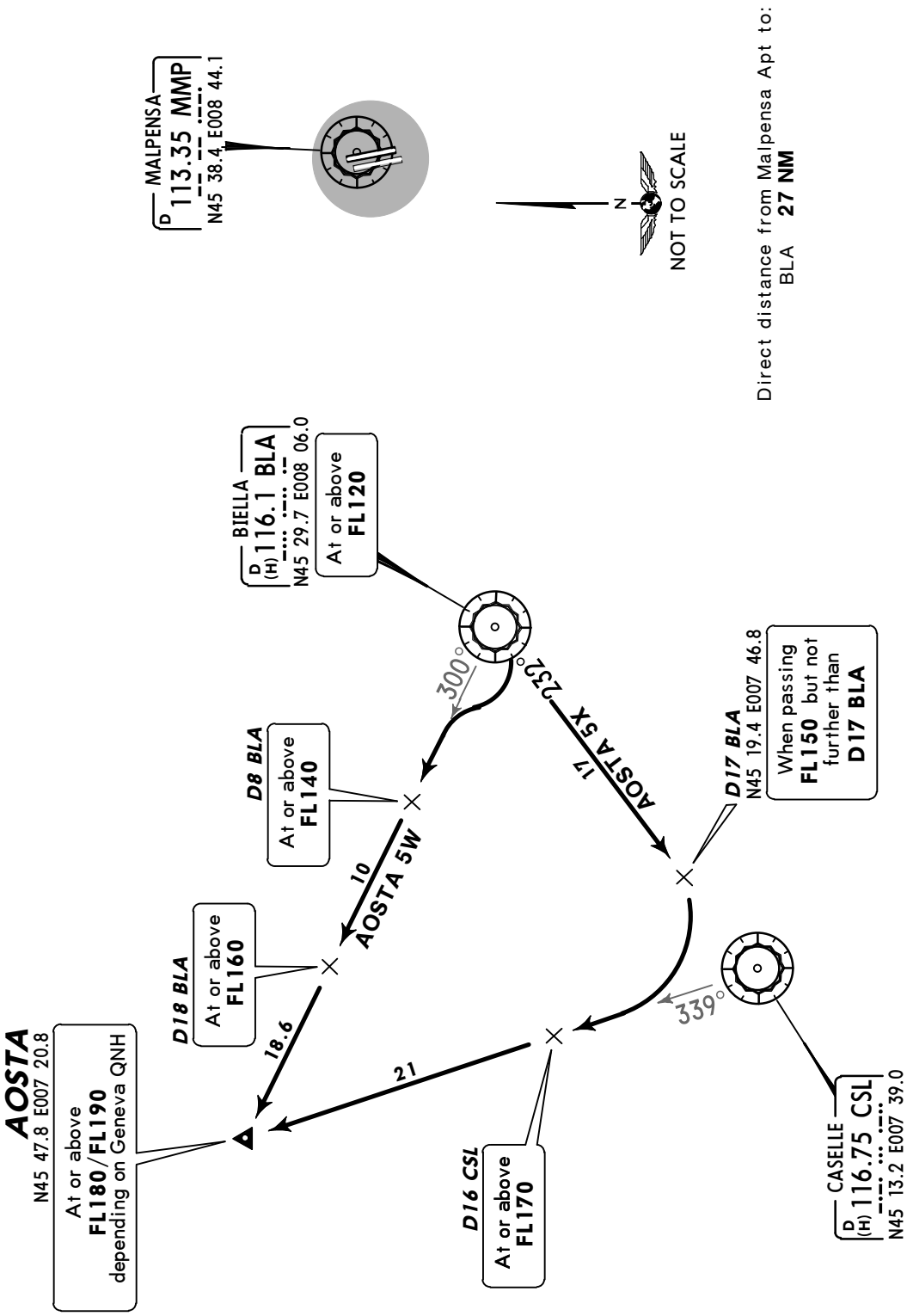
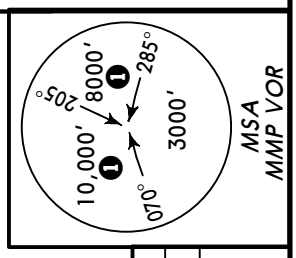
Apt Elev	
768′	Trans level: By ATC Trans alt: 6000′

AOSTA 5W *[AOS5W]*
AOSTA 5X *[AOS5X]*
TRANSITIONS
FROM BLA



6000′ within 10 NM



TRANSITION	ROUTING
AOSTA 5W	At BLA proceed to AOSTA.
AOSTA 5X	At BLA, turn LEFT, BLA R-232 until passing FL150, but not further than D17 BLA, turn RIGHT, intercept CSL R-339 to AOSTA.

CHANGES: Chart reindexed.

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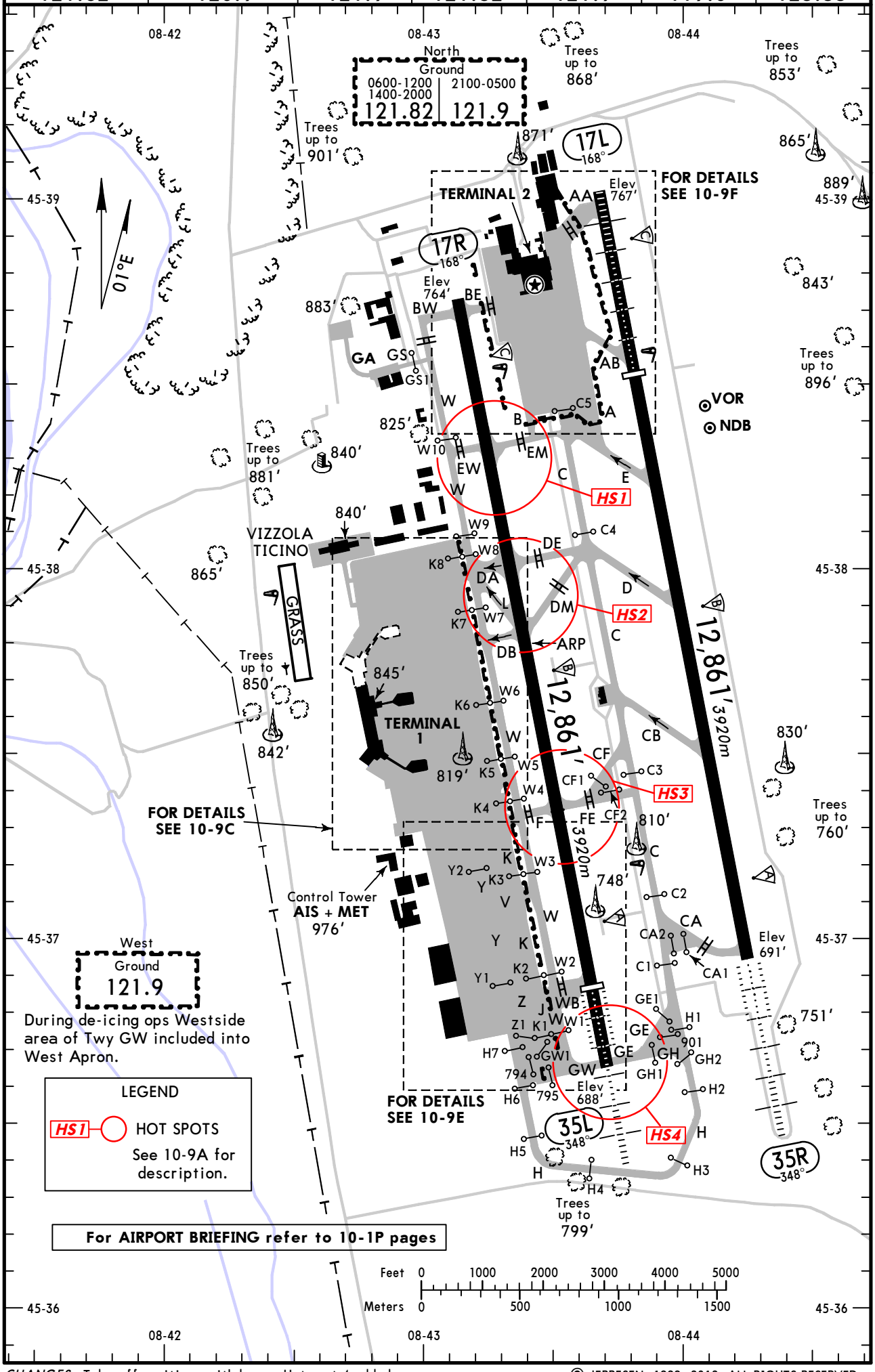
ATIS Departure	*MALPENSA Delivery	Ground West	Ground North 0600-1200 1400-2000	Ground North 2100-0500	Tower Rwy 17L/35R	Tower Rwy 17R/35L
121.62	120.9	121.9	121.82	121.9	119.0	128.35



CHANGES: Take-off positions withdrawn. Hot spot 4 added.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
17L	HIRL *(60m)* CL *(15m)* HIALS PAPI (3.0°) RVR	9767′ *2977m*	8716′ *2656m*	❷	197′ *60m*
35R	HIRL *(60m)* CL *(15m)* HIALS-II SFL TDZ ❶ RVR		11,857′ *3614m*		

❶ PAPI (3.0°), HST-D
❷ TAKE-OFF RUN AVAILABLE
RWY 17L: From rwy head 12,861′ (3920m)
twy AB int 9744′ (2970m)

17R	HIRL *(60m)* CL *(15m)* PAPI (3.0°) RVR			❹	197′ *60m*
35L	HIRL *(60m)* CL *(15m)* HIALS-II SFL TDZ ❸ RVR	11,532′ *3515m*	10,505′ *3202m*		

❸ PAPI (3.0°), HST-L
❹ TAKE-OFF RUN AVAILABLE
RWY 17R: From rwy head 12,861′ (3920m)
twy EW/EM int 9859′ (3005m)
RWY 35L: From rwy head 12,861′ (3920m)
twy WB int 11,532′ (3515m)
twy F/FE int 8366′ (2550m)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Rwy crossing must be cleared by Tower.

HS2 When on twy DE or DM rwy crossing must be cleared by Tower.
On rollout do not use Twy DE or DM to vacate the rwy unless instructed by ATC.

HS3 Rwy crossing must be cleared by Tower.
On rollout do not use Twy F or FE to vacate the rwy unless instructed by ATC.

HS4 Unified CAT I/II/III holding position located 155m from rwy centerline.

Standard TAKE-OFF ❶

	LVP must be in Force					
	❷ Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.
❷ With approved guidance system: Rwys 35L/35R ABCD 75m.

CHANGES: TORA. Hot spot 4 added.

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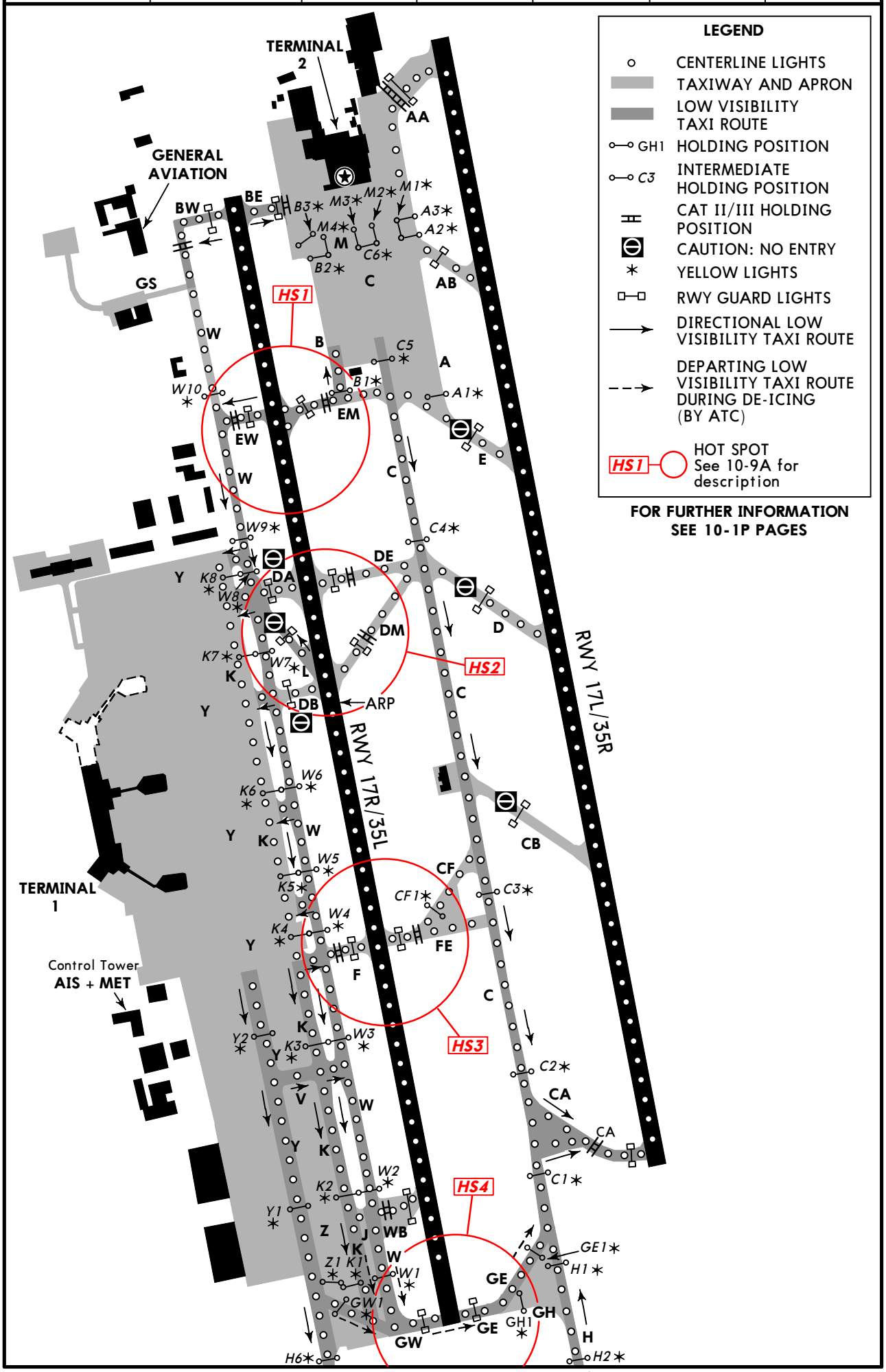
ATIS Departure	*MALPENSA Delivery	Ground West	Ground North 0600-1200 1400-2000	Ground North 2100-0500	Tower Rwy 17L/35R	Tower Rwy 17R/35L
121.62	120.9	121.9	121.82	121.9	119.0	128.35



CHANGES: None.

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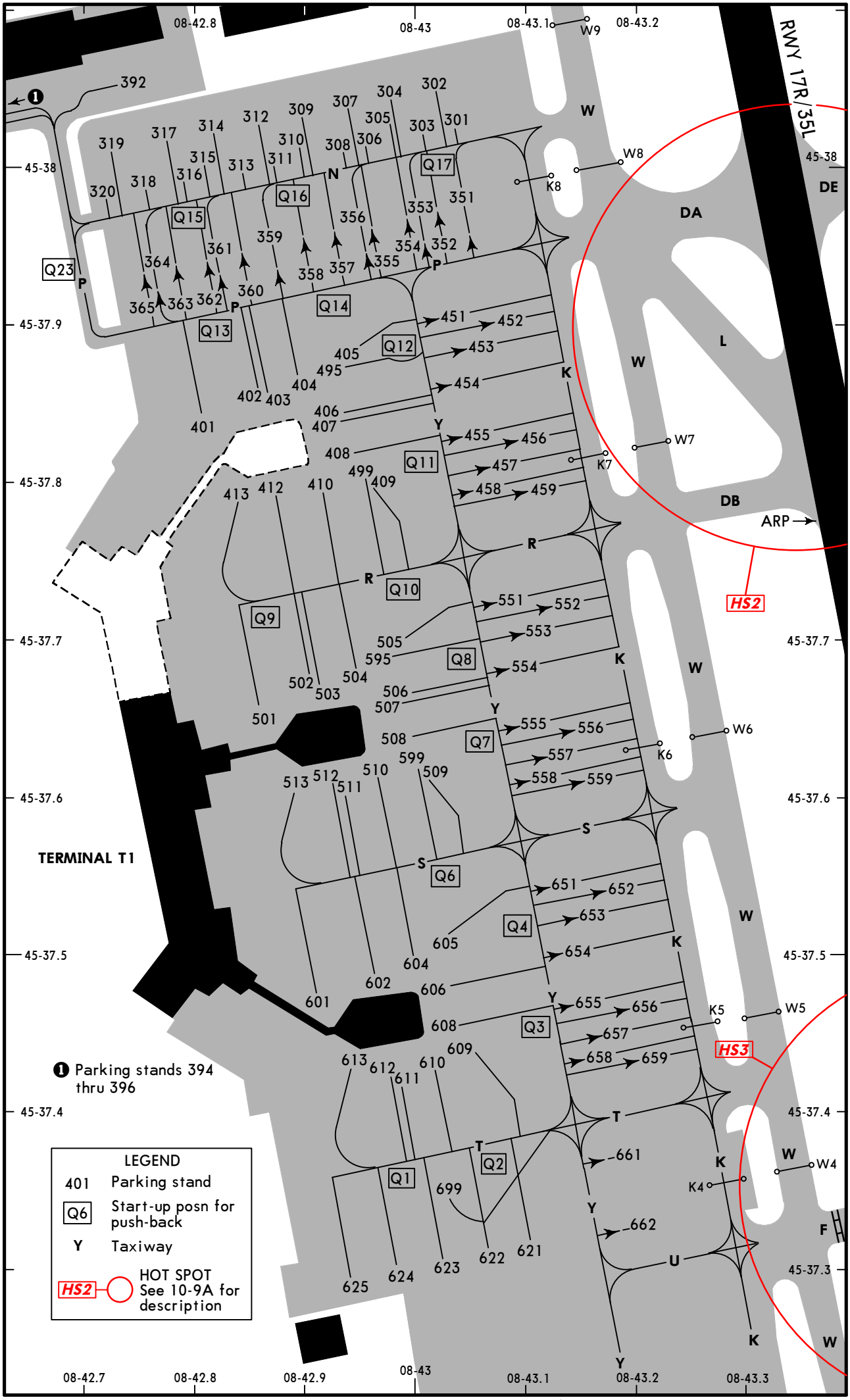

CHANGES: Stands. Start-up posn Q5 withdrawn.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
301 thru 305	N45 38.1 E008 43.0	511 thru 513	N45 37.6 E008 42.9
306 thru 312	N45 38.1 E008 42.9	551	N45 37.8 E008 43.1
313 thru 318	N45 38.1 E008 42.8	552	N45 37.7 E008 43.1
319	N45 38.1 E008 42.7	553	N45 37.8 E008 43.1
320	N45 38.0 E008 42.7	554, 555	N45 37.7 E008 43.1
351 thru 355	N45 38.0 E008 43.0	556, 557	N45 37.7 E008 43.2
356 thru 359	N45 38.0 E008 42.9	558, 559	N45 37.6 E008 43.2
360 thru 365	N45 38.0 E008 42.8	595	N45 37.7 E008 43.0
392	N45 38.1 E008 42.7	599	N45 37.6 E008 43.0
394	N45 38.1 E008 42.5	601	N45 37.5 E008 42.9
395	N45 38.1 E008 42.6	602 thru 606	N45 37.5 E008 43.0
396	N45 38.1 E008 42.5	608, 609	N45 37.5 E008 43.1
401	N45 37.9 E008 42.8	610 thru 612	N45 37.4 E008 43.0
402 thru 407	N45 37.9 E008 42.9	613	N45 37.4 E008 42.9
408	N45 37.8 E008 42.9	621, 622	N45 37.3 E008 43.1
409	N45 37.8 E008 43.0	623 thru 625	N45 37.3 E008 43.0
410, 412	N45 37.8 E008 42.9	651, 652	N45 37.6 E008 43.2
413	N45 37.8 E008 42.8	653 thru 658	N45 37.5 E008 43.2
451 thru 456	N45 37.9 E008 43.1	659 thru 662	N45 37.4 E008 43.2
457 thru 459	N45 37.8 E008 43.1	699	N45 37.4 E008 43.0
495	N45 37.9 E008 42.9		
499	N45 37.8 E008 43.0		
501 thru 503	N45 37.7 E008 42.9		
504 thru 508	N45 37.7 E008 43.0		
509, 510	N45 37.6 E008 43.0		

CHANGES: Stands.

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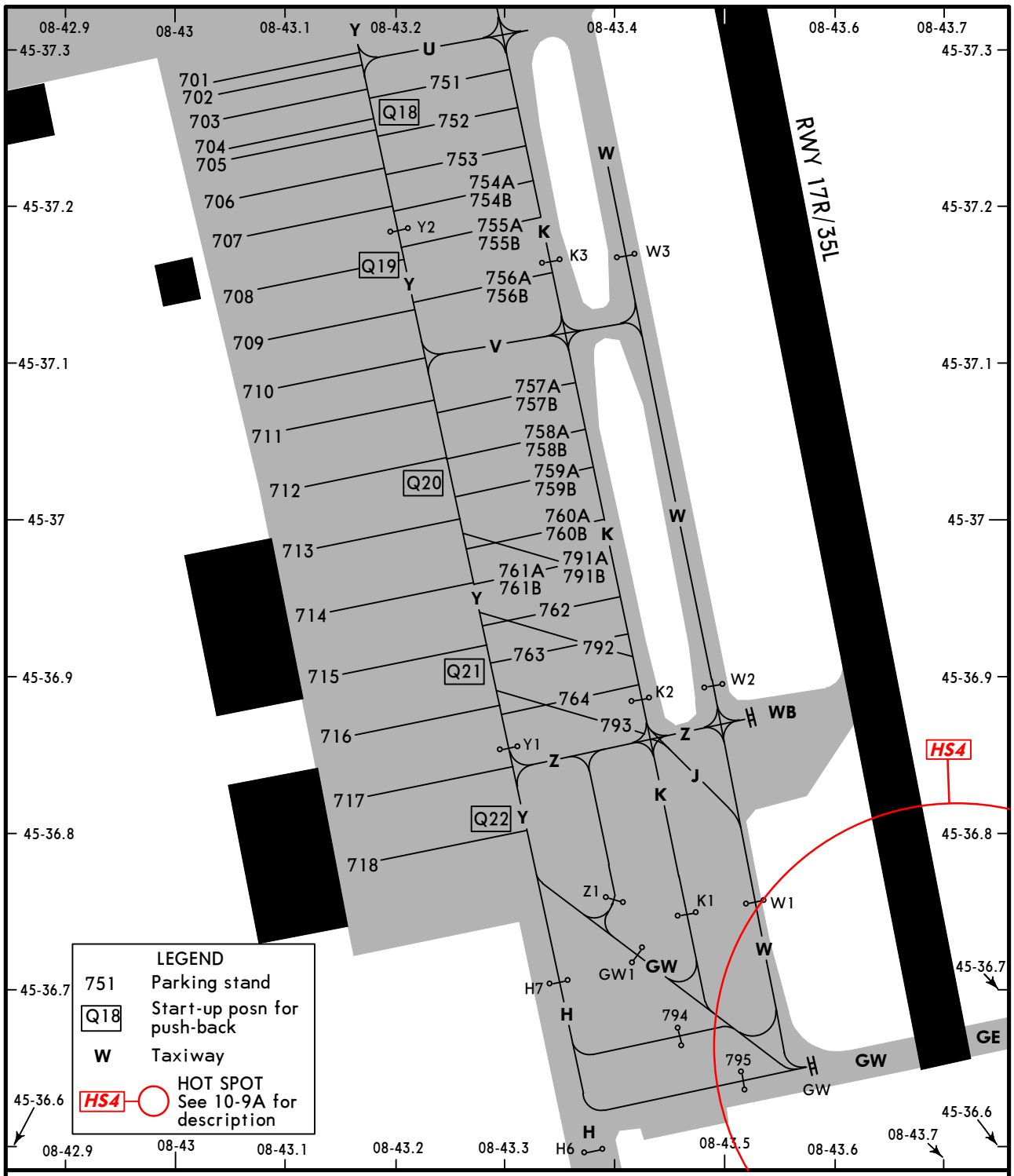

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
701 thru 703	N45 37.3 E008 43.1	758A thru 761B	N45 37.0 E008 43.3
704 thru 707	N45 37.2 E008 43.1	762 thru 764	N45 36.9 E008 43.4
708 thru 710	N45 37.1 E008 43.1	791A, 791B	N45 37.0 E008 43.3
711	N45 37.0 E008 43.1	792, 793	N45 36.9 E008 43.4
712, 713	N45 37.0 E008 43.2		
714 thru 716	N45 36.9 E008 43.2		
717, 718	N45 36.8 E008 43.2		
751, 752	N45 37.3 E008 43.3		
753 thru 755B	N45 37.2 E008 43.3		
756A thru 757B	N45 37.1 E008 43.3		

CHANGES: None.

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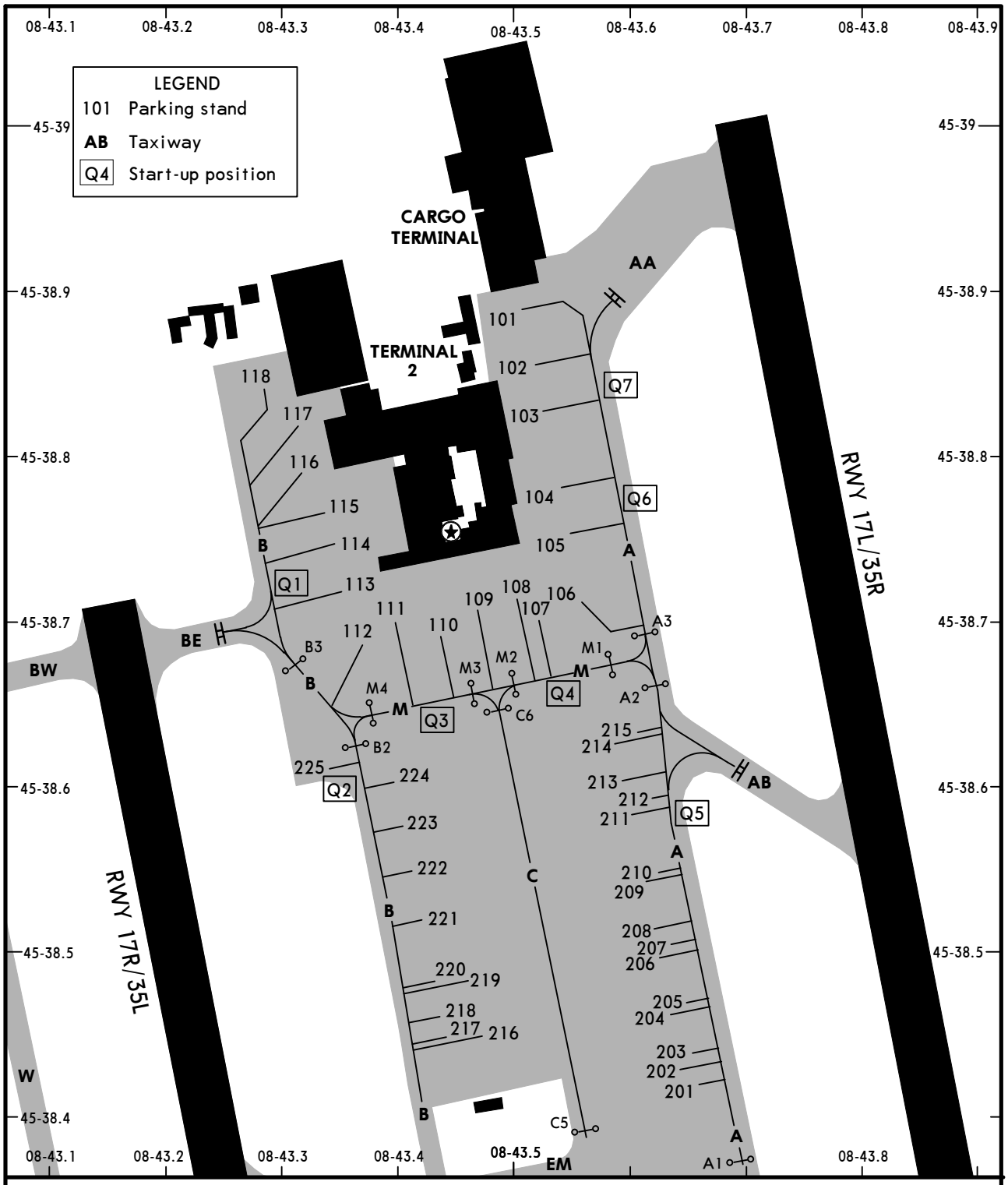

INS COORDINATES

STAND No.	COORDINATES		
101, 102	N45 38.9 E008 43.5		
103 thru 105	N45 38.8 E008 43.5		
106 thru 108	N45 38.7 E008 43.5		
109 thru 111	N45 38.7 E008 43.4		
112, 113	N45 38.7 E008 43.3		
114 thru 117	N45 38.8 E008 43.3		
118	N45 38.9 E008 43.2		
201 thru 203	N45 38.4 E008 43.6		
204 thru 210	N45 38.5 E008 43.5		
211 thru 215	N45 38.6 E008 43.5		
216 thru 221	N45 38.5 E008 43.5		
222 thru 224	N45 38.6 E008 43.4		
225	N45 38.6 E008 43.3		

CHANGES: Holding positions. Coordinates.

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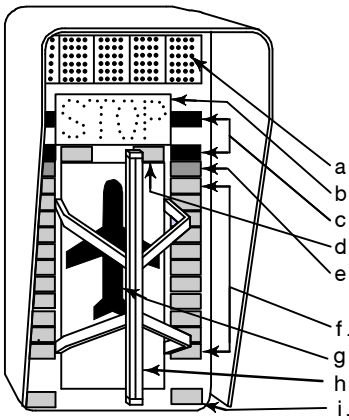
VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

A. SYSTEM DESCRIPTION

The docking system consists of a display unit in front of parking position and a number of sensors in the apron surface. **On the display the left-hand pilot gets the correct alignment as well as the closing-rate and stop information.**



a. Display indicating: Aircraft type. OK. TOO FAR. STOP SHORT.
b. Display for STOP command.
c. Two pairs of red lights = STOP position reached.
d. Pair of green lights indicating the stop position reference.
e. Pair of yellow lights indicating the aircraft is 10′ (3m) before the STOP position.
f. 11 pairs of green closing-rate information lights.
g. Aircraft symbol
h. Centerline bar
i. Pair of green lights = permission to enter Gate .

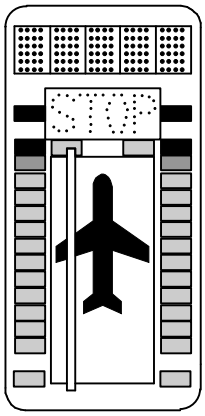
B. ACTIVATED SYSTEM

1. The system is ready when:
 - the bottom pair of green lights are blinking
 - the aircraft type is shown (blinking) on the upper information block
 - the stopbarlights are shown

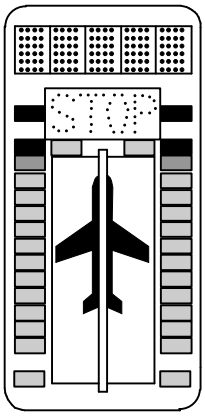
2. The pilot should be aware that the correct type of aircraft is shown before using the system.

C. CENTERLINE GUIDANCE

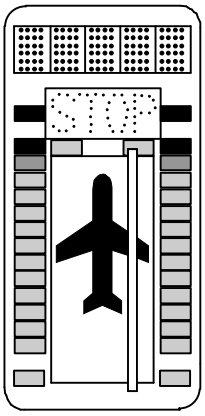
Centerline guidance is obtained by means of an illuminated bar in front of an aircraft symbol. The aircraft is on centerline when bar and symbol overlap each other.



TURN LEFT



ON CENTERLINE



TURN RIGHT

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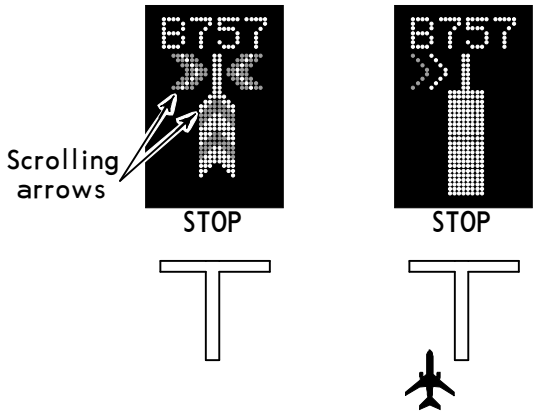
VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK Type 3)

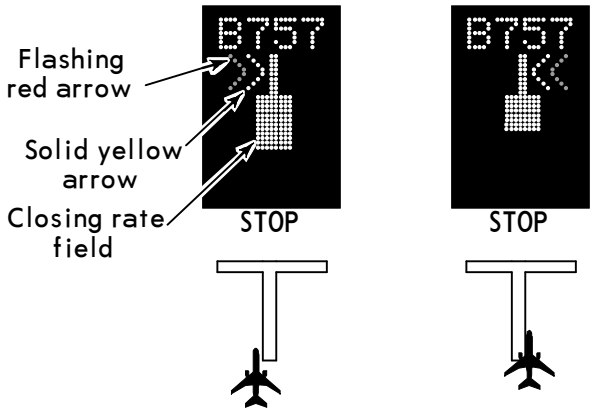
Check that the correct aircraft type is displayed. The scrolling arrows indicate that the system is activated.

Follow the lead-in line.

When the solid yellow closing rate field appears, the aircraft has been caught by the scanning unit. The scanning unit checks the correct aircraft type and the display provides azimuth guidance information.

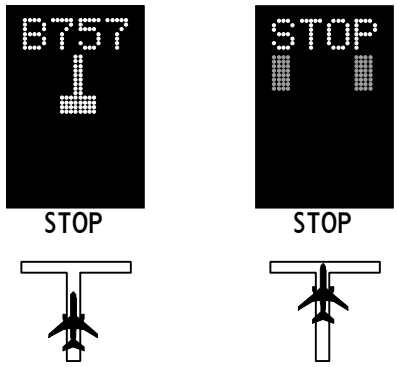


The flashing red and solid yellow arrows provide azimuth guidance information. The flashing red arrow shows the direction to steer, while the solid yellow arrow indicates how far the aircraft is off of the centerline.



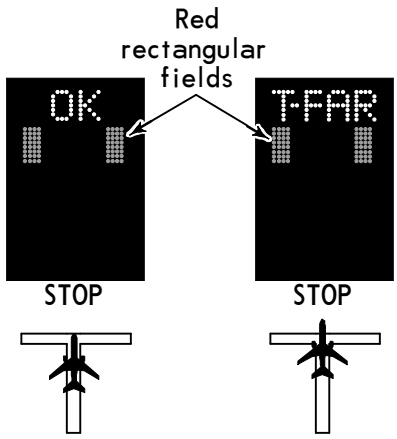
39'/12m from the stop-position the closing rate field starts the indication of "Distance to go" by turning off one row of LEDs for each one half meter the aircraft advances towards the stop-position.

When the correct stop-position ist reached all yellow closing rate field LEDs will be off, "STOP" and two red rectangular fields will appear on the display.

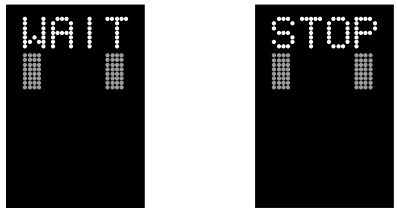


When the aircraft is correctly parked "OK" will be displayed after a few seconds.

If the aircraft has overshot the stop-position "T-FAR" (too far) will be displayed.



The aircraft must be verified at least 39'/12m before the correct stop position. If this does not occur, the system displays "STOP" with two red, rectangular fields being lit in the azimuth guidance area of the display. While the aircraft is stopped, the system will attempt to verify it. If successful, the docking procedure will continue. If an unverified object is found in the scanning area during docking, the system will show "WAIT". When the object has disappeared the procedure will be resumed.



CHANGES: Chart reindexed.

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BRIEFING STRIP

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200	Ground North 1400-2000	Ground North 2100-0500
120.02	125.62	126.75	134.17	119.0	121.9	121.82		121.9

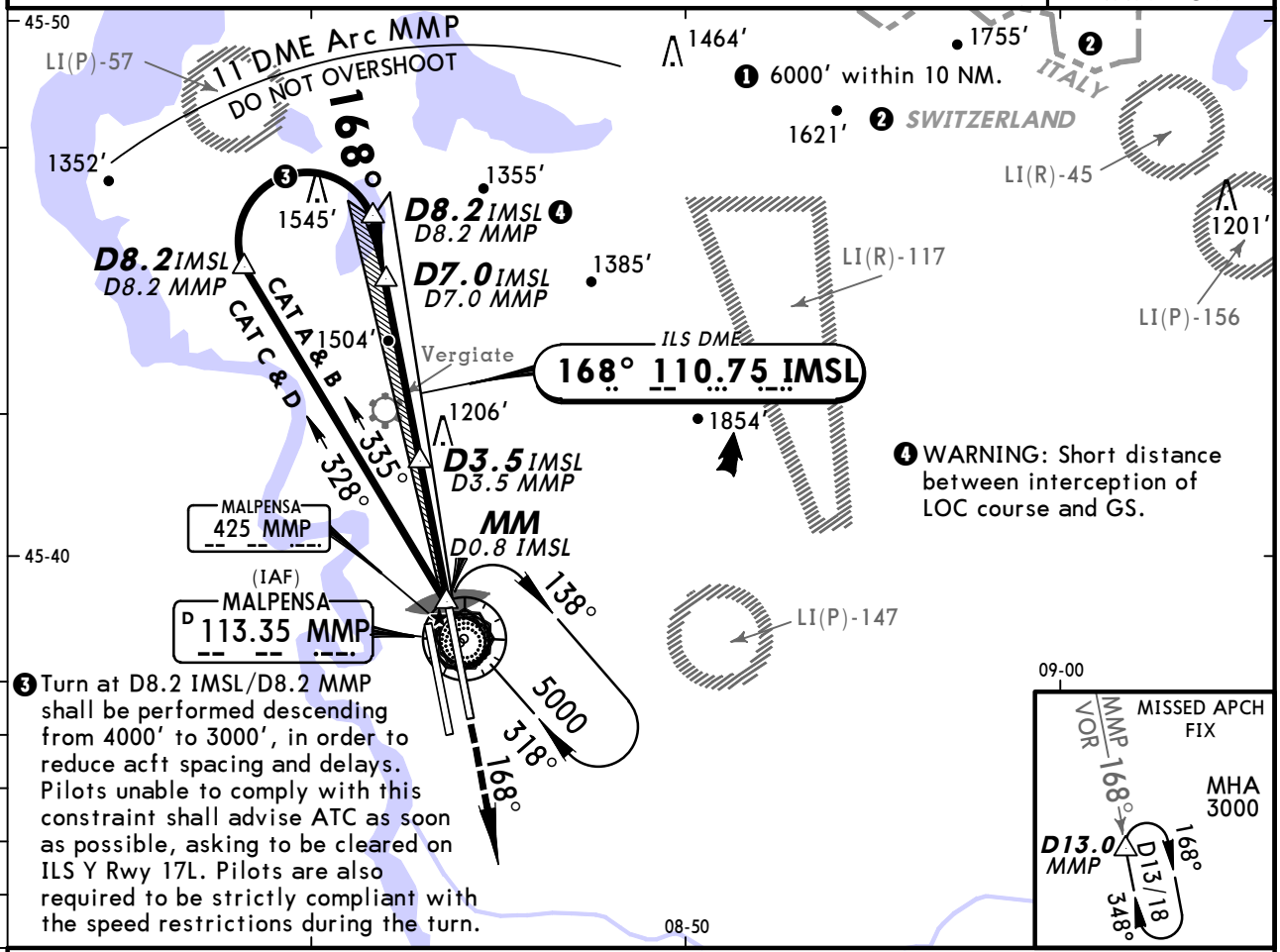
LOC IMSL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 768'
110.75	168°	D3.5 IMSL 1846'(1101')	Refer to Minimums	RWY 745'

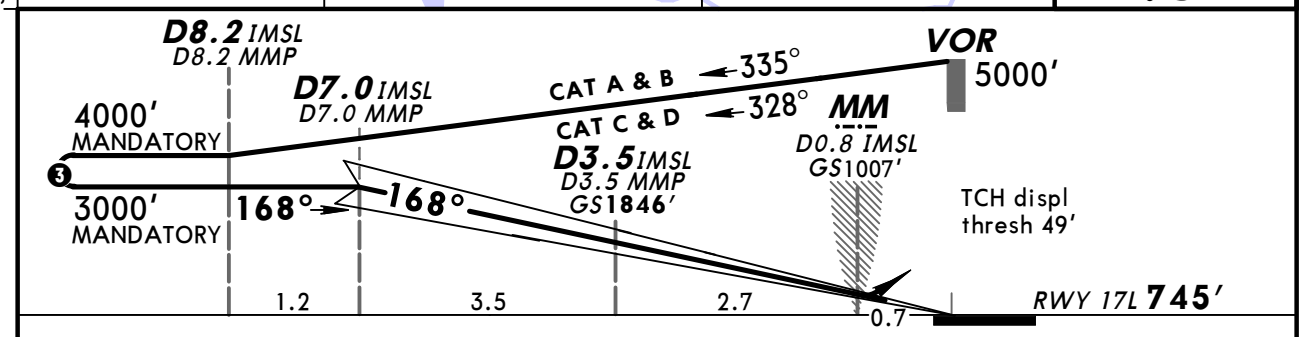
MISSED APCH: Proceed on track 168° to 3000' and hold between D13.0/R-168 MMP and D18.0 MMP.

Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 6000'

1. **MMP VOR DME REQUIRED.** 2. Procedure MAX 185 KT.

MSA MMP VOR: 10,000' (205°–070°), 8000' (205°–285°), 3000'





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	377	484	538	646	753	861

HIALS, PAPI, PAPI — 3000' on 168°

Standard STRAIGHT-IN LANDING RWY 17L

	ILS			LOC (GS out)
DA(H)	A: 955' (210') C: 975' (230') B: 965' (220') D: 985' (240')			
	FULL	Limited	ALS out	
A	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE
B				
C				
D				

CIRCLE-TO-LAND TO RWY 17R

Max Kts	MDA(H)	VIS
100	1450' (682')	1500m
135	1450' (682')	1600m
180	1650' (882')	2400m
205	1690' (922')	3600m

PANS OPS 4

CHANGES: Communications.

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BRIEFING STRIP

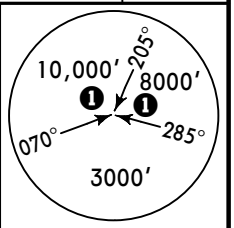
ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	West	Ground North 0600-1200	1400-2000	2100-0500
120.02	125.62	126.75	134.17	119.0	121.9	121.82		121.9

LOC IMNR	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 768′
111.1	168°	D7.3 MMP 3000′ (2236′)	1370′ (606′)	RWY 764′

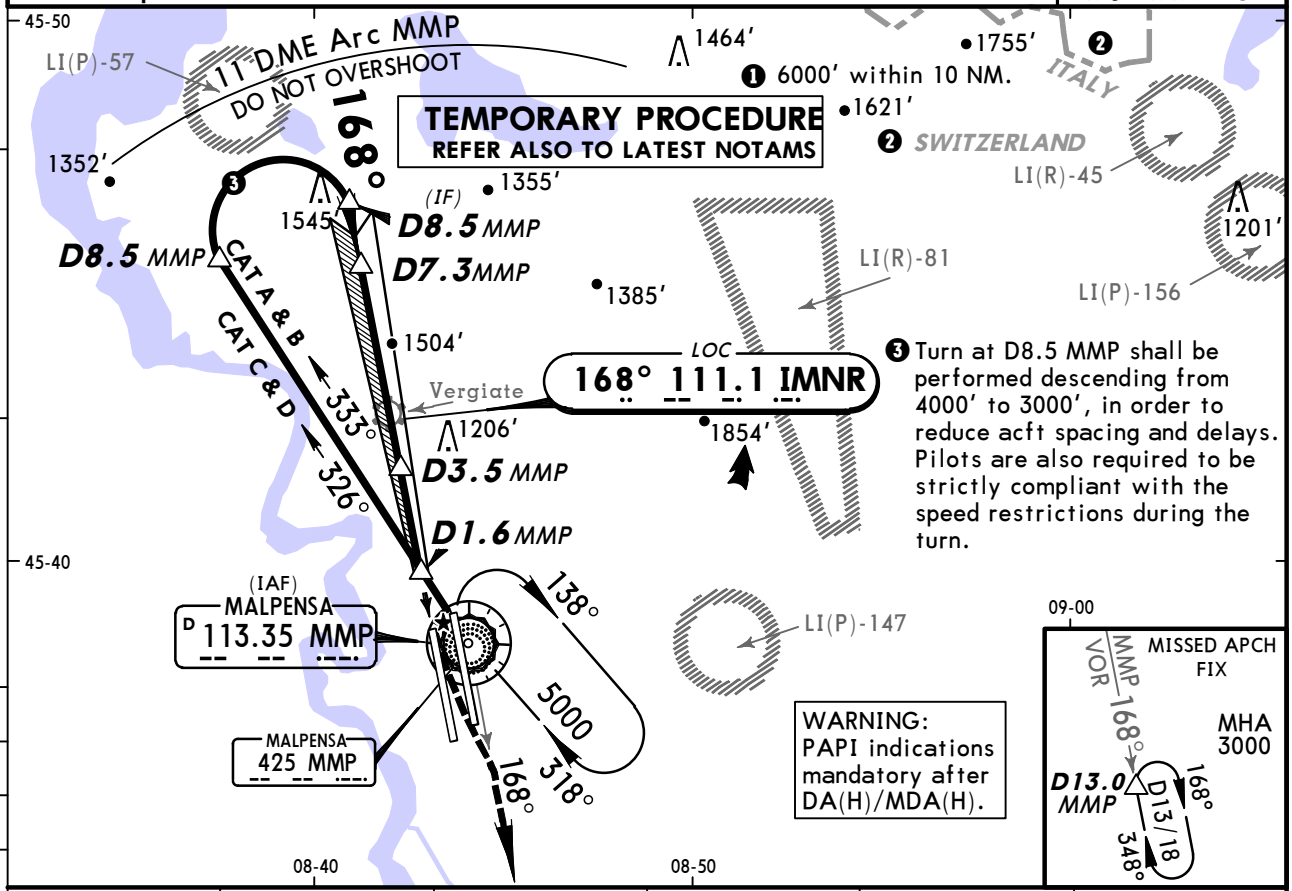
MISSED APCH: Proceed on track 168° to 3000′. At 1500′ turn LEFT to join R-168 MMP to missed approach holding.

Alt Set: hPa Rwy Elev: 28 hPa Trans level: By ATC Trans alt: 6000′

1. **DME required.** 2. Procedure MAX 185 KT.

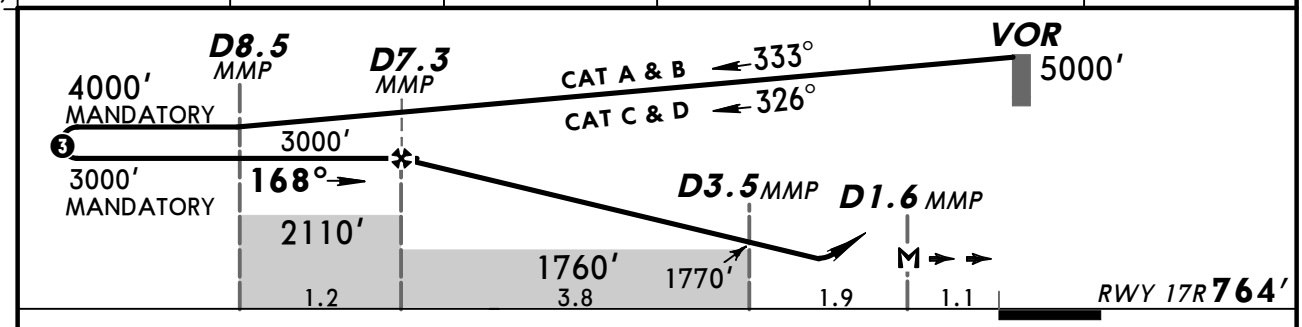


MSA MMP VOR



❸ Turn at D8.5 MMP shall be performed descending from 4000′ to 3000′, in order to reduce acft spacing and delays. Pilots are also required to be strictly compliant with the speed restrictions during the turn.

MMP DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2910′	2590′	2270′	1940′	1620′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.6 MMP						

PAPI 1500′ on 168° LT onto MMP 113.35 R-168

Standard STRAIGHT-IN LANDING RWY **17R**

DA(H) **1370′** (606′)

A	RVR 1500m	
B		
C	CMV 2400m	
D		

CIRCLE-TO-LAND

Not authorized
West of airport

Max Kts	MDA(H)	VIS
100	1450′ (682′)	1500m
135	1450′ (682′)	1600m
180	1650′ (882′)	2400m
205	1690′ (922′)	3600m

PANS OPS

CHANGES: New temporary procedure.

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BRIEFING STRIP ™

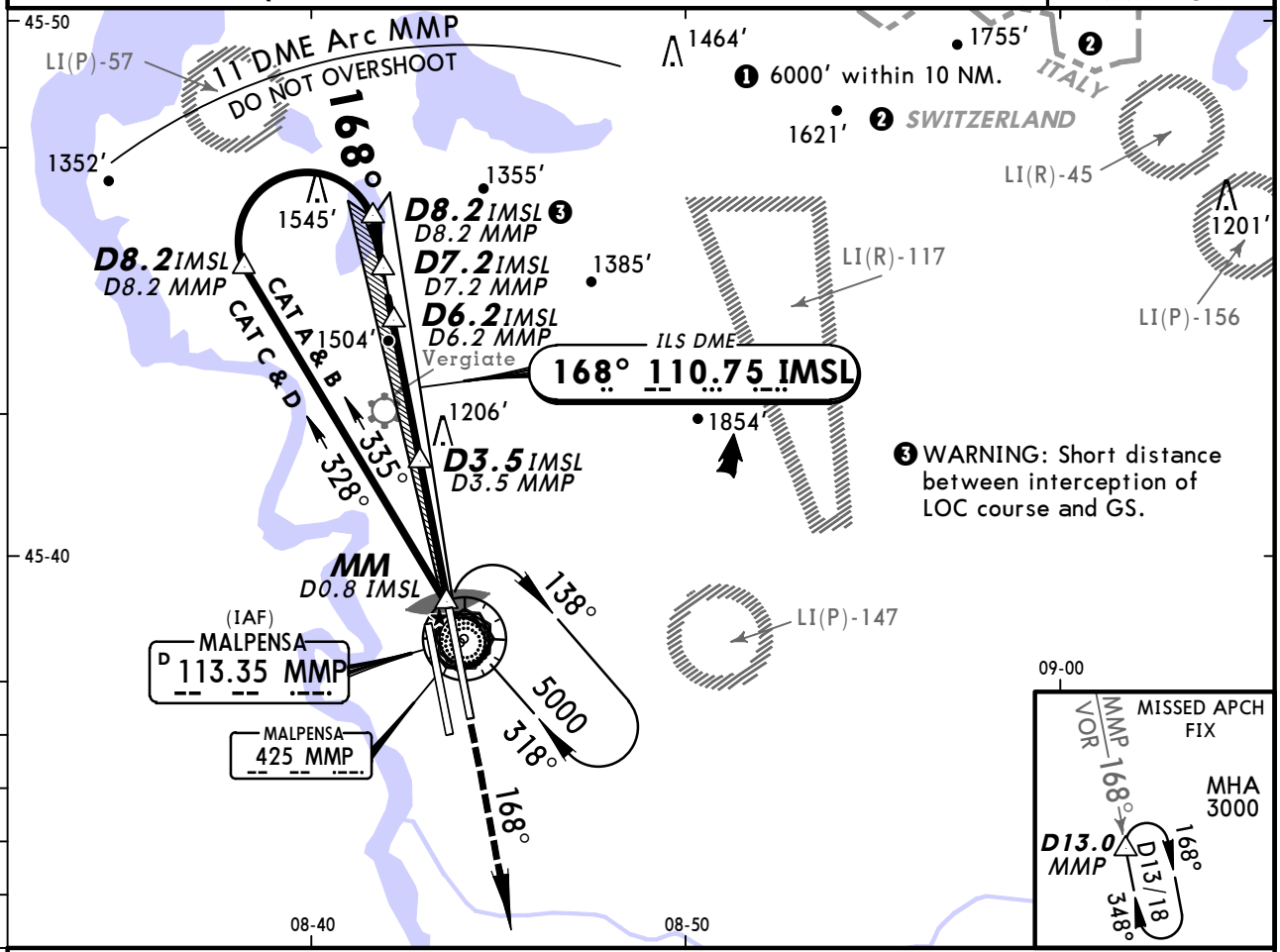
ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200	Ground North 1400-2000	Ground North 2100-0500
120.02	125.62	126.75	134.17	119.0	121.9	121.82		121.9

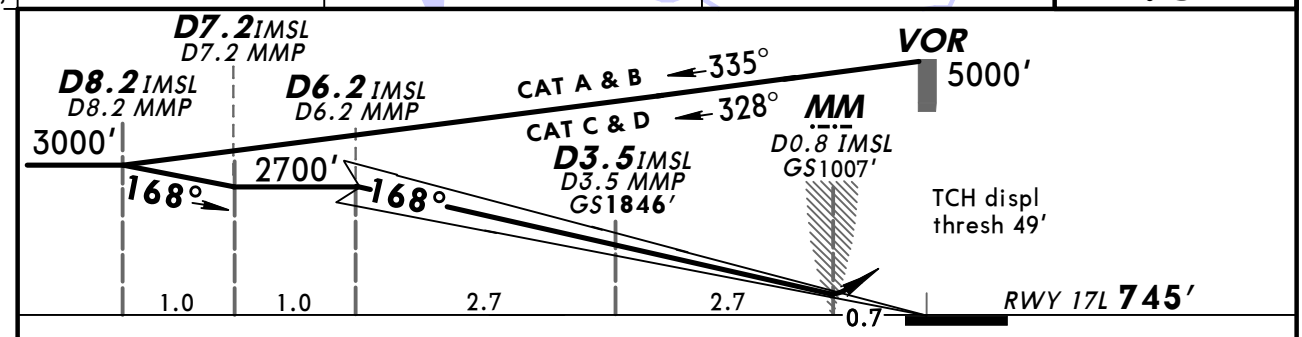
LOC IMSL	Final Apch Crs	GS D3.5 IMSL	ILS DA(H)	Apt Elev 768'
110.75	168°	1846'(1101')	Refer to Minimums	RWY 745'

MISSED APCH: Proceed on track 168° to 3000' and hold between D13.0/R-168 MMP and D18.0 MMP.

Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 6000'
1. **MMP VOR DME REQUIRED.** 2. Procedure MAX 185 KT.

MSA MMP VOR: 10,000' (205°–070°), 8000' (205°–285°), 3000'





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	377	484	538	646	753	861

HIALS
PAPI PAPI
3000' on 168°

Standard STRAIGHT-IN LANDING RWY 17L

	ILS FULL	ILS Limited	ILS ALS out	LOC (GS out)
DA(H)	A: 955' (210') C: 975' (230') B: 965' (220') D: 985' (240')			
A	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE
B				
C				
D				

CIRCLE-TO-LAND TO RWY 17R

Max Kts	MDA(H)	VIS
100	1450' (682')	1500m
135	1450' (682')	1600m
180	1650' (882')	2400m
205	1690' (922')	3600m

PANS OPS 4

CHANGES: Communications.

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BRIEFING STRIP TM

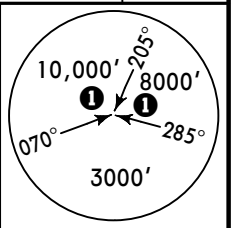
ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200 1400-2000	Ground North 2100-0500
120.02	125.62	126.75	134.17	119.0	121.9	121.82	121.9

LOC IMSL	Final Apch Crs	Minimum Alt D5.0 IMSL	DA(H)	Apt Elev 768′ / RWY 745′
110.75	168°	2360′ (1615′)	1300′ (555′)	

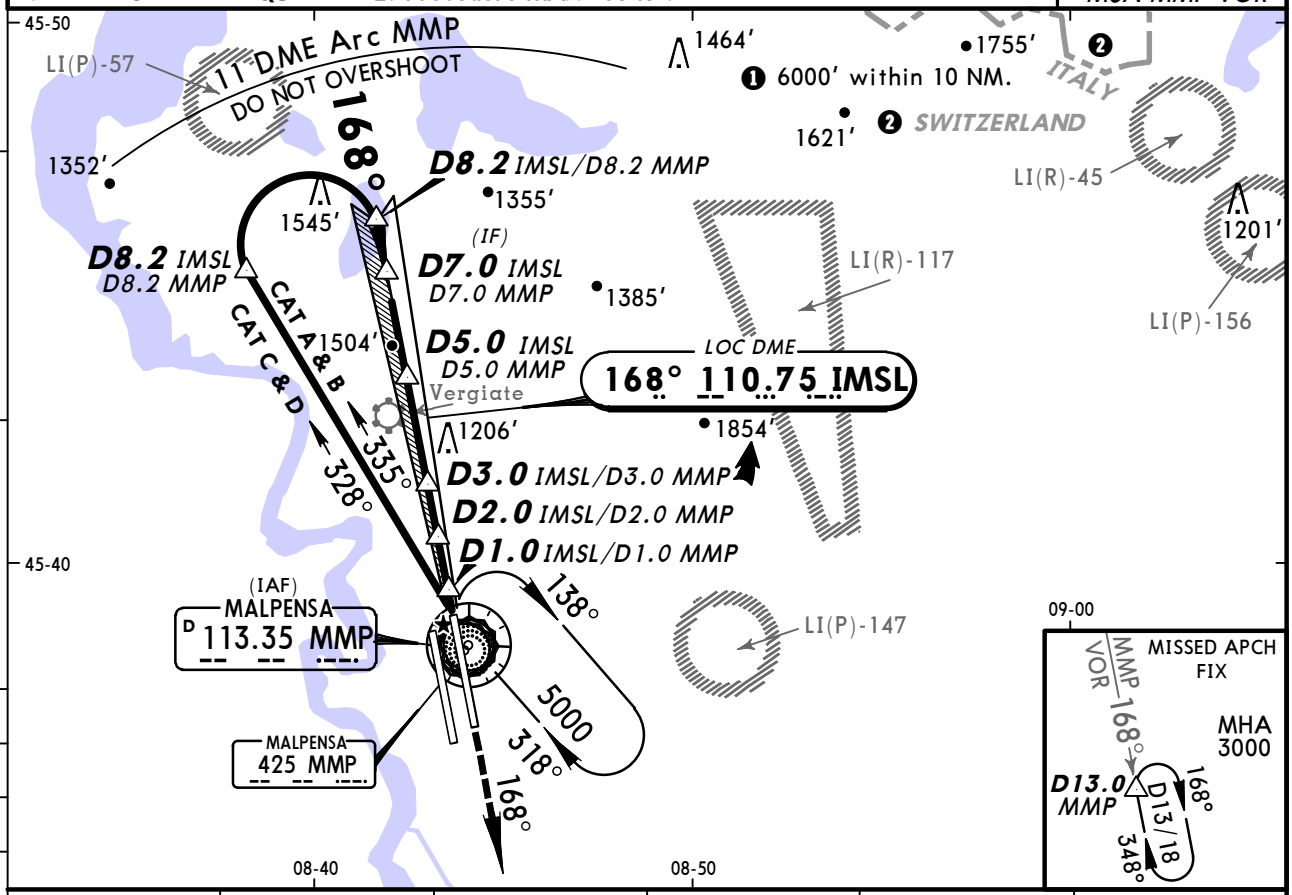
MISSED APCH: Proceed on track 168° to 3000′ and hold between D13.0/R-168 MMP and D18.0 MMP.

Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 6000′

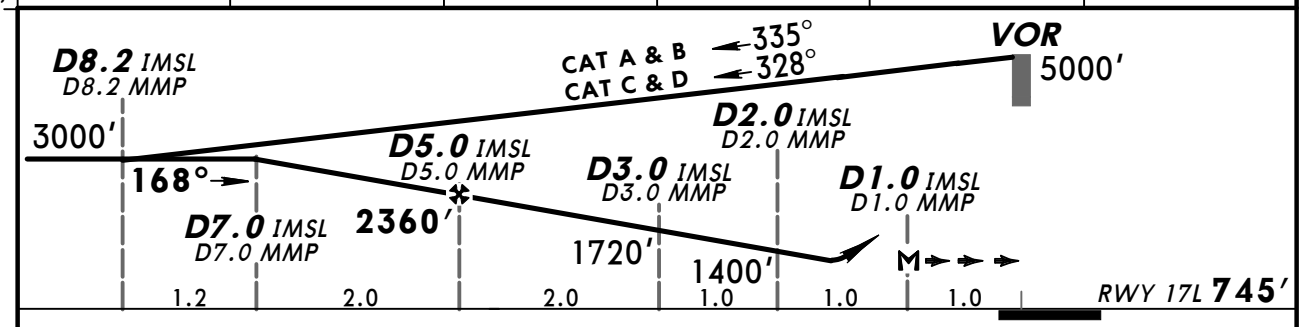
1. **MMP VOR DME REQUIRED.** 2. Procedure MAX 185 KT.



MSA MMP VOR



MMP DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2360′	2040′	1720′	1400′	1080′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	369	474	527	632	737	843
MAP at D1.0 IMSL/D1.0 MMP							

HIALS
PAPI PAPI
3000′ on 168°

Standard STRAIGHT-IN LANDING RWY 17L

DA(H) 1300′(555′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1800m	CMV 2400m
D		

CIRCLE-TO-LAND TO RWY 17R

Max Kts	MDA(H)	VIS
100	1450′ (682′)	1500m
135	1450′ (682′)	1600m
180	1650′ (882′)	2400m
205	1690′ (922′)	3600m

PANS OPS 4

CHANGES: Communications.

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BRIEFING STRIP

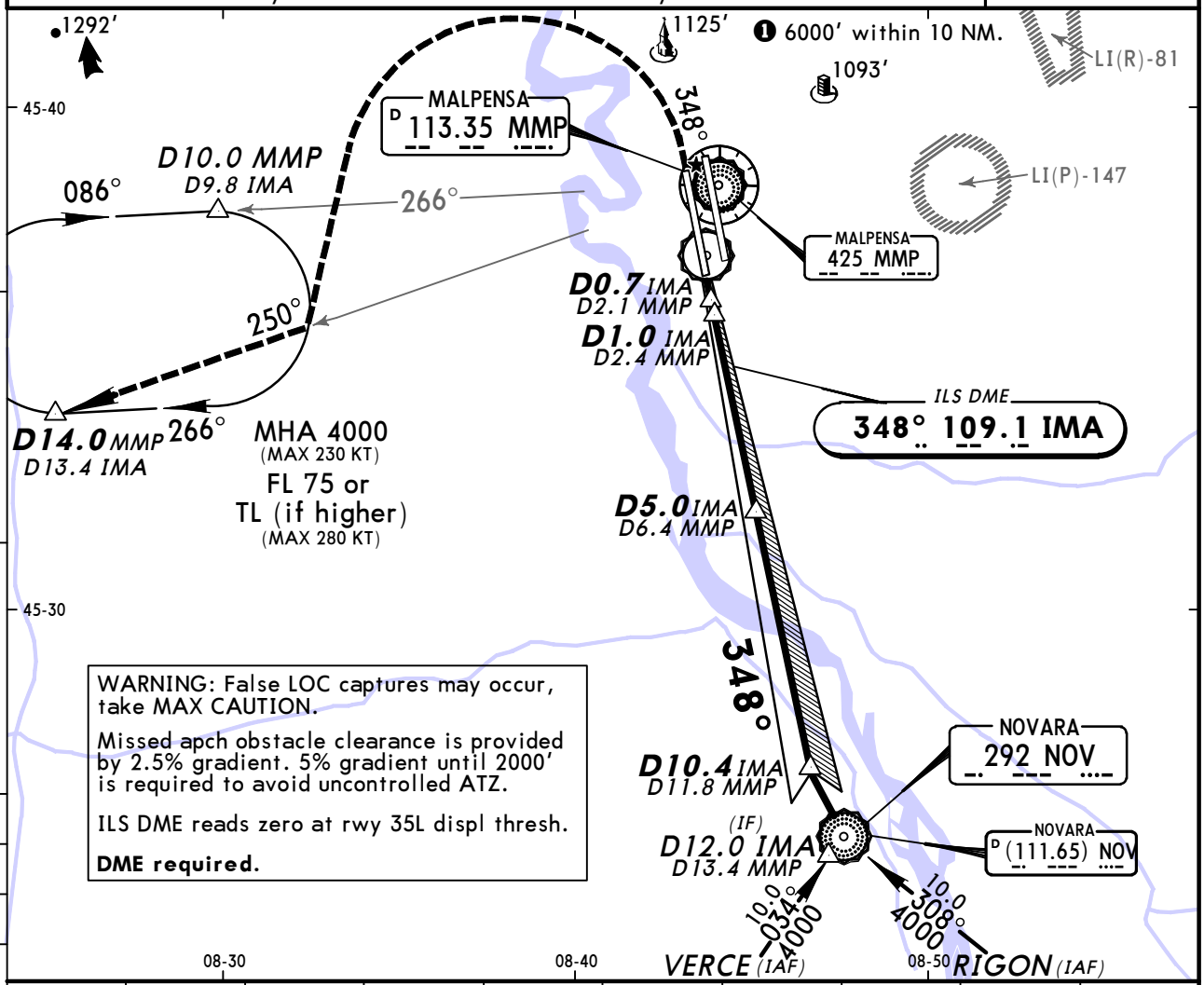
ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200	Ground North 1400-2000	Ground North 2100-0500
120.02	125.62	126.75	134.17	128.35	121.9	121.82		121.9

LOC IMA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 768'
109.1	348°	D5.0 IMA 2295' (1599')	Refer to Minimums	RWY 696'

MISSED APCH: Climb on 348° to 1450', then turn LEFT to intercept R-250 MMP and join holding at 4000'.

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 6000'

MSA MMP VOR: 10,000' (205°–070°), 8000' (205°–285°), 3000'



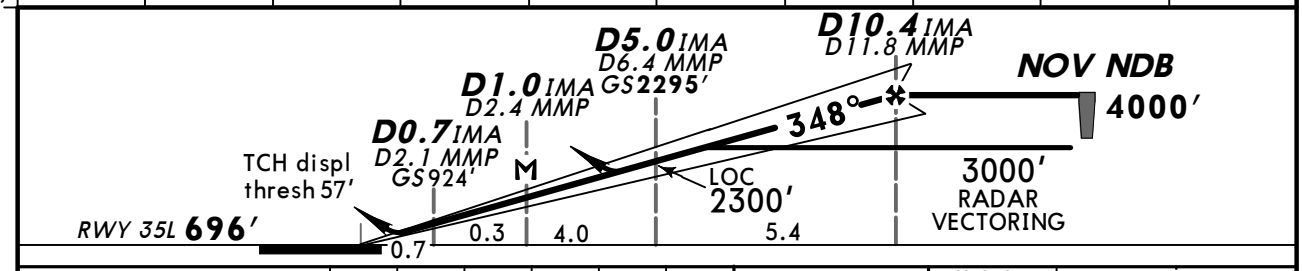
WARNING: False LOC captures may occur, take MAX CAUTION.

Missed apch obstacle clearance is provided by 2.5% gradient. 5% gradient until 2000' is required to avoid uncontrolled ATZ.

ILS DME reads zero at rwy 35L displ thresh.

DME required.

LOC (GS out)	IMA DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	1400'	1720'	2030'	2350'	2670'	2990'	3310'	3630'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D1.0 IMA/D2.1 MMP						

HIALS-II
PAPI PAPI
1450' on 348°

Standard STRAIGHT-IN LANDING RWY 35L

	ILS DA(H)	LOC (GS out) DA(H)
	ABC: 896' (200')	1140' (444')
	D: 898' (202')	

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					CMV 2100m
D					

CIRCLE-TO-LAND
Not authorized
West of airport

Max Kts	MDA(H)	VIS
100	1450' (682')	1500m
135	1450' (682')	1600m
180	1650' (882')	2400m
205	1690' (922')	3600m

PANS OPS 4

CHANGES: Procedure.

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MILAN, ITALY
CAT II/III ILS Z Rwy 35L

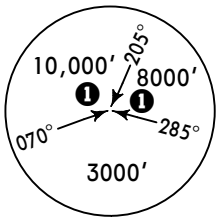
BRIEFING STRIP ™

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200	Ground North 1400-2000	Ground North 2100-0500
120.02	125.62	126.75	134.17	128.35	121.9	121.82		121.9

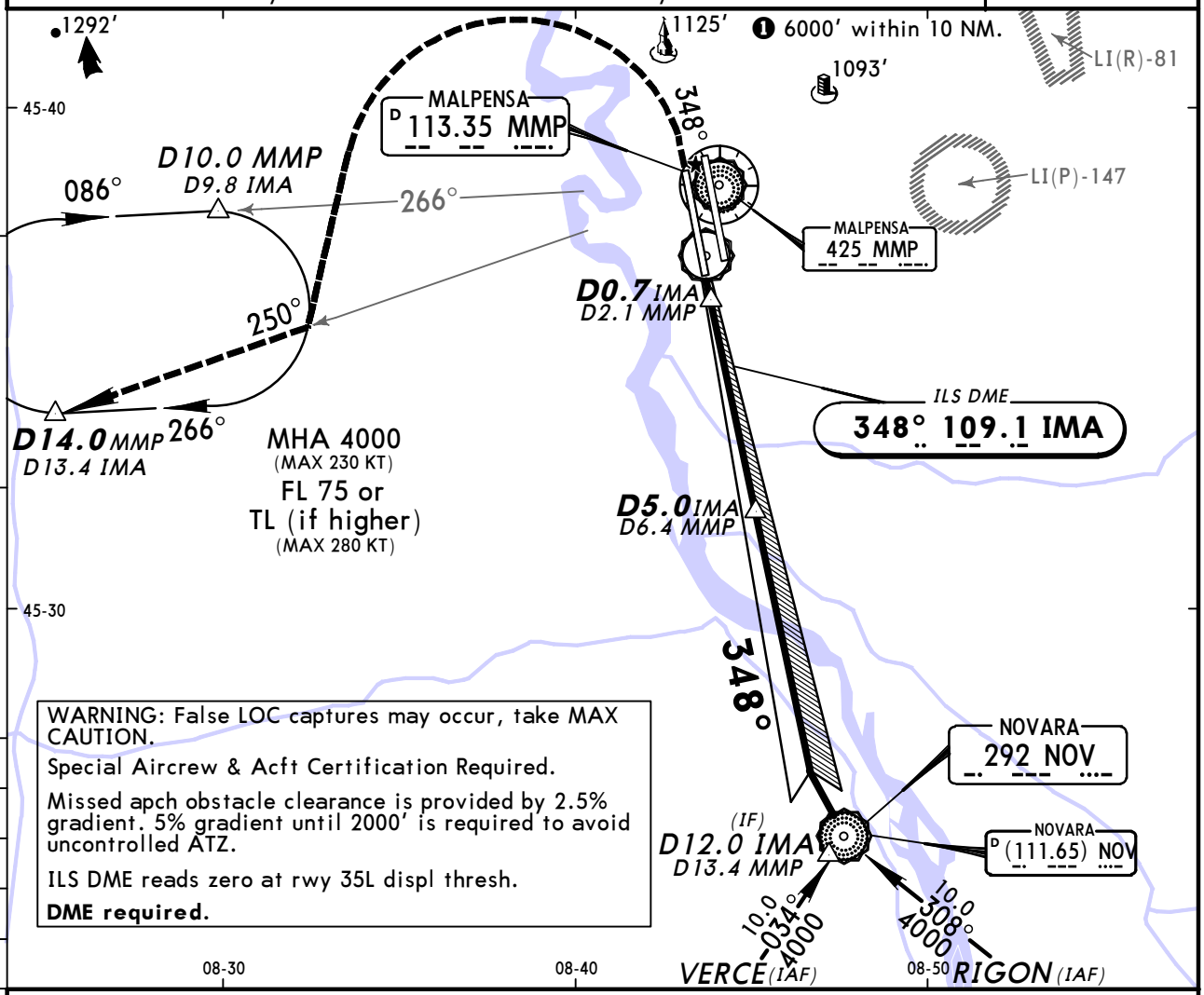
LOC	Final	GS	CAT II/IIIA ILS	
IMA 109.1	Apch Crs 348°	D5.0 IMA 2295′ (1599′)	Refer to Minimums	Apt Elev 768′ RWY 696′

MISSED APCH: Climb on 348° to 1450′, then turn LEFT to intercept R-250 MMP and join holding at 4000′.

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 6000′



MSA
MMP VOR



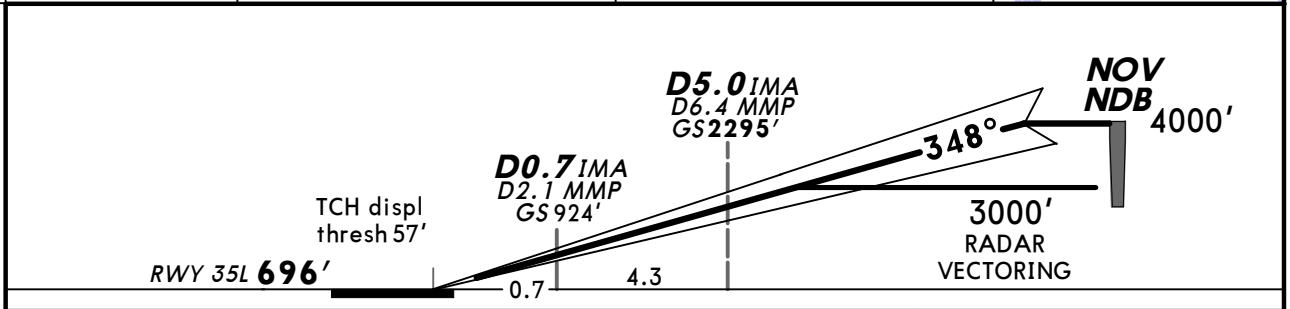
WARNING: False LOC captures may occur, take MAX CAUTION.

Special Aircrew & Acft Certification Required.

Missed apch obstacle clearance is provided by 2.5% gradient. 5% gradient until 2000′ is required to avoid uncontrolled ATZ.

ILS DME reads zero at rwy 35L displ thresh.

DME required.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	485	539	647	755	862

HIALS-II
PAPI PAPI

1450′ on 348°

Standard

STRAIGHT-IN LANDING RWY 35L

CAT IIIA ILS	CAT II ILS ABC	CAT II ILS D
DH 50′	RA 105′ DA(H) 796′ (100′)	RA 118′ DA(H) 807′ (111′)
RVR 200m	RVR 300m [1]	

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 4

CHANGES: Procedure. Minimums.

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BRIEFING STRIP ™

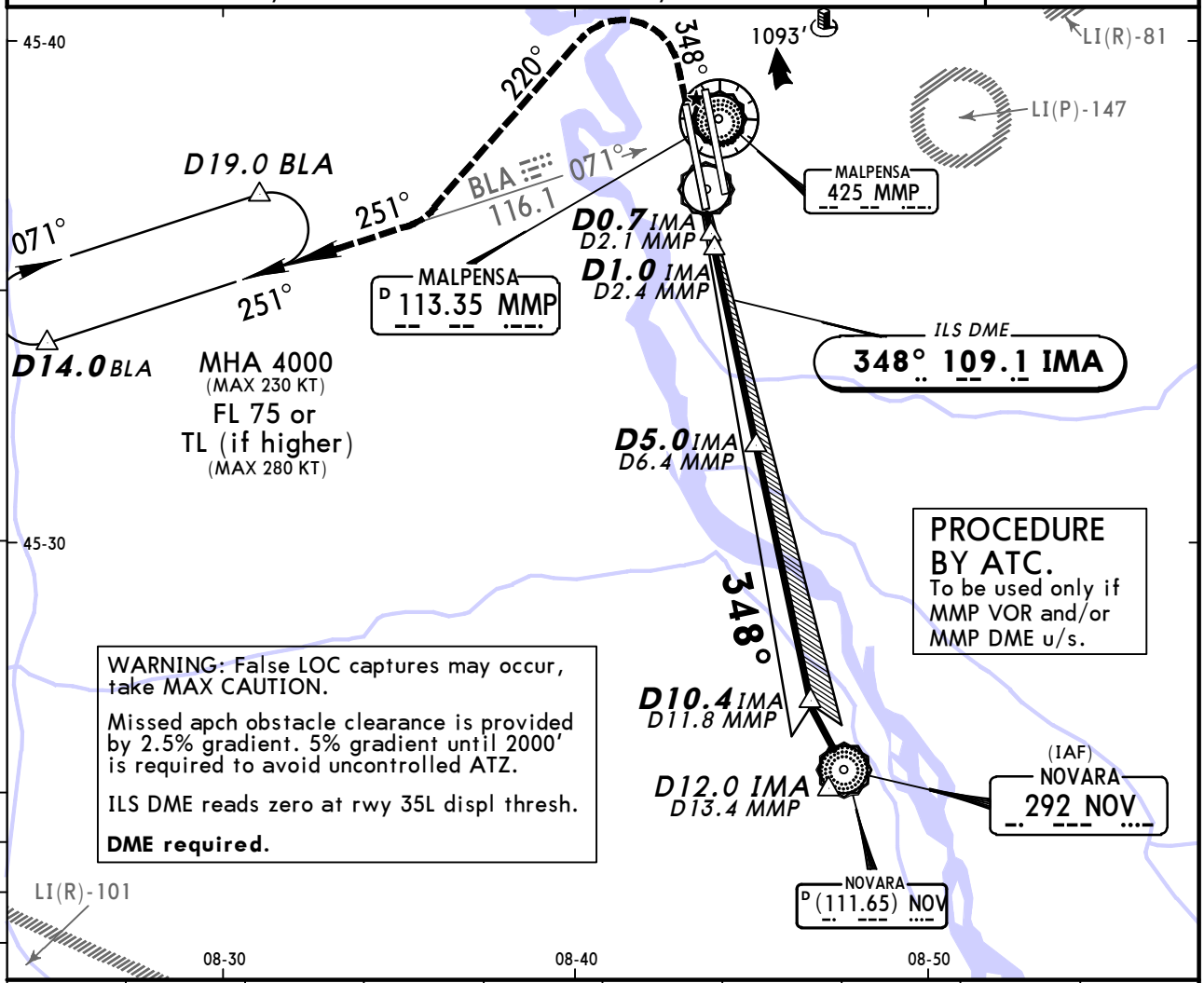
ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200 1400-2000	Ground North 2100-0500
120.02	125.62	126.75	134.17	128.35	121.9	121.82	121.9

LOC IMA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 768'
109.1	348°	D5.0 IMA 2295' (1599')	Refer to Minimums	RWY 696'

MISSED APCH: Climb on 348° to 1450', then turn LEFT onto 220° to intercept R-071 BLA inbound and join holding at 4000'.

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 6000'

MSA NOV NDB: 7000' (070°–205°), 6000' (205°–285°), 3000' (285°–070°)



PROCEDURE BY ATC.
To be used only if MMP VOR and/or MMP DME u/s.

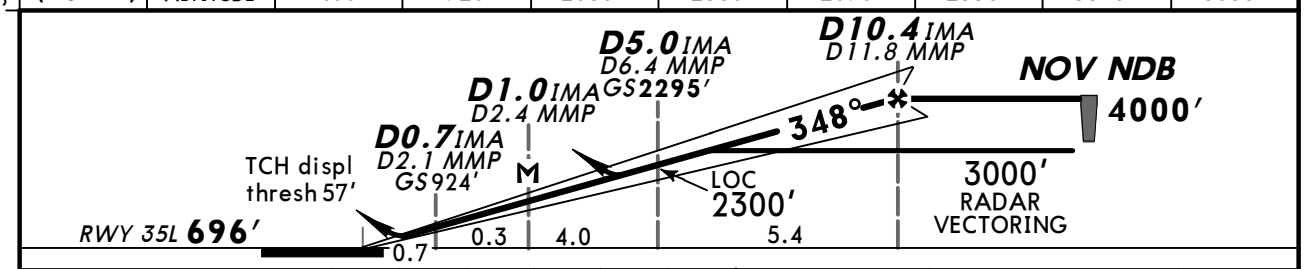
WARNING: False LOC captures may occur, take MAX CAUTION.

Missed apch obstacle clearance is provided by 2.5% gradient. 5% gradient until 2000' is required to avoid uncontrolled ATZ.

ILS DME reads zero at rwy 35L displ thresh.

DME required.

LOC (GS out)	IMA DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	1400'	1720'	2030'	2350'	2670'	2990'	3310'	3630'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D1.0 IMA/D2.1 MMP						

HIALS-II
PAPI PAPI
1450' on 348°

Standard STRAIGHT-IN LANDING RWY 35L

	ILS DA(H) ABC: 896' (200') D: 898' (202')			LOC (GS out) DA(H) 1140' (444')	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					CMV 2100m
D					

CIRCLE-TO-LAND
Not authorized
West of airport

Max Kts	MDA(H)	VIS
100	1450' (682')	1500m
135	1450' (682')	1600m
180	1650' (882')	2400m
205	1690' (922')	3600m

PANS OPS 4

CHANGES: Chart reindexed. Procedure.

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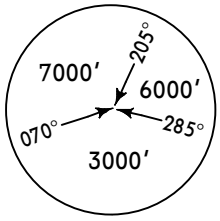
BRIEFING STRIP

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200	Ground North 1400-2000	Ground North 2100-0500
120.02	125.62	126.75	134.17	128.35	121.9	121.82		121.9

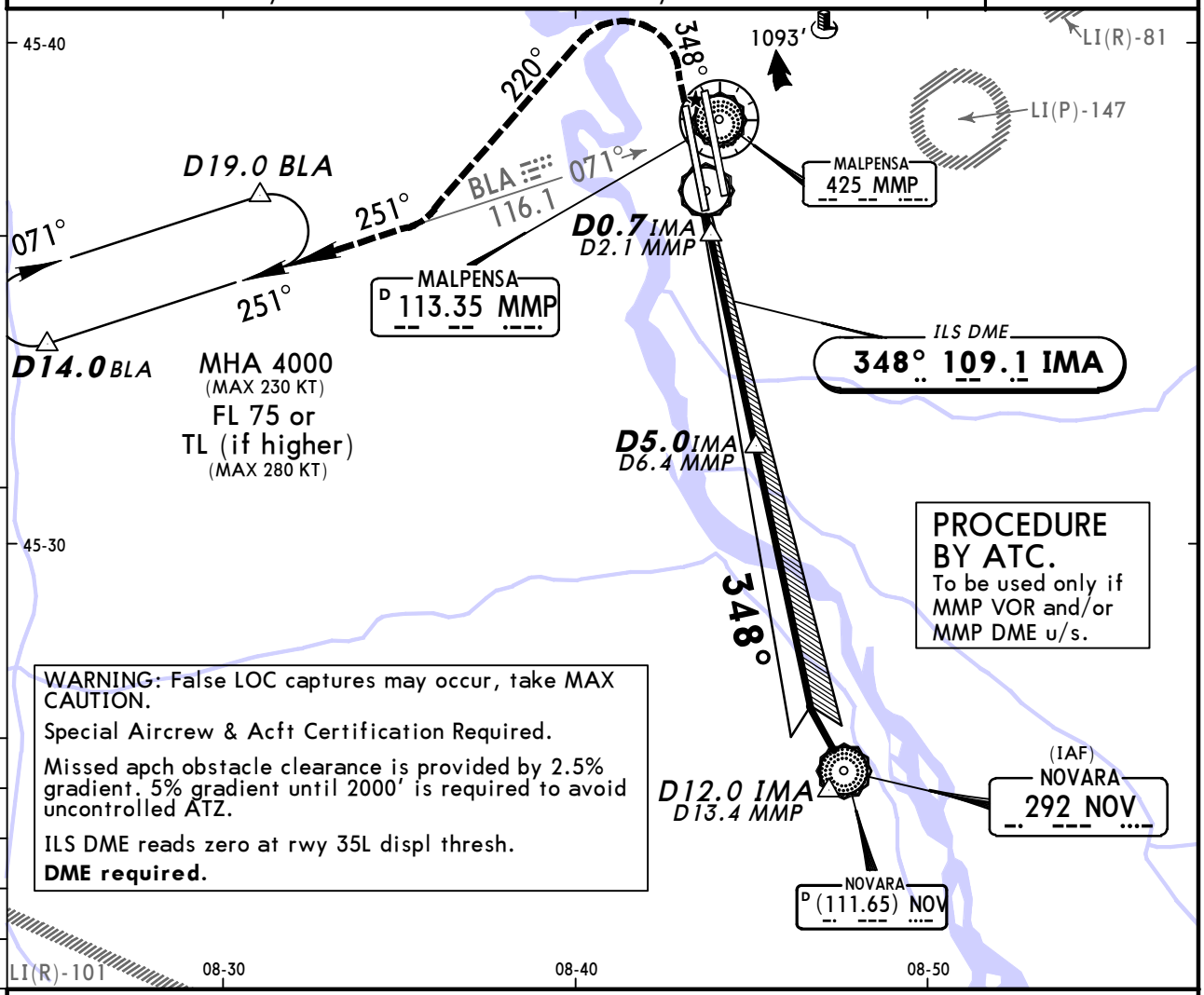
LOC IMA	Final Apch Crs	GS	CAT II/IIIA ILS	Apt Elev 768′
109.1	348°	D5.0 IMA 2295′ (1599′)	Refer to Minimums	RWY 696′

MISSED APCH: Climb on 348° to 1450′, then turn LEFT onto 220° to intercept R-071 BLA inbound and join holding at 4000′.

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 6000′



MSA
NOV NDB



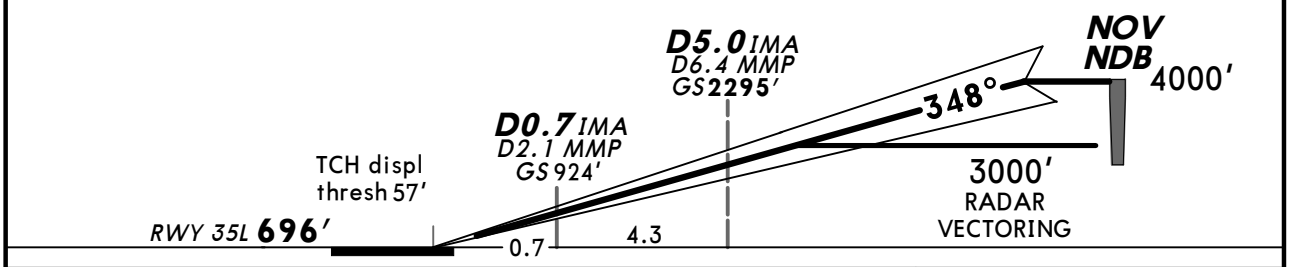
WARNING: False LOC captures may occur, take MAX CAUTION.

Special Aircrew & Acft Certification Required.

Missed apch obstacle clearance is provided by 2.5% gradient. 5% gradient until 2000′ is required to avoid uncontrolled ATZ.

ILS DME reads zero at rwy 35L displ thresh.

DME required.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	485	539	647	755	862

HIALS-II
PAPI PAPI

1450′ on 348°

Standard STRAIGHT-IN LANDING RWY 35L

CAT IIIA ILS	CAT II ILS ABC	CAT II ILS D
DH 50′	RA 105′ DA(H) 796′ (100′)	RA 118′ DA(H) 807′ (111′)
RVR 200m	RVR 300m [1]	

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 4

CHANGES: Chart reindexed. Procedure. Minimums.

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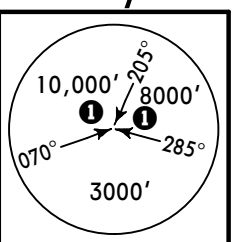
BRIEFING STRIP

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200 1400-2000	Ground North 2100-0500
120.02	125.62	126.75	134.17	128.35	121.9	121.82	121.9

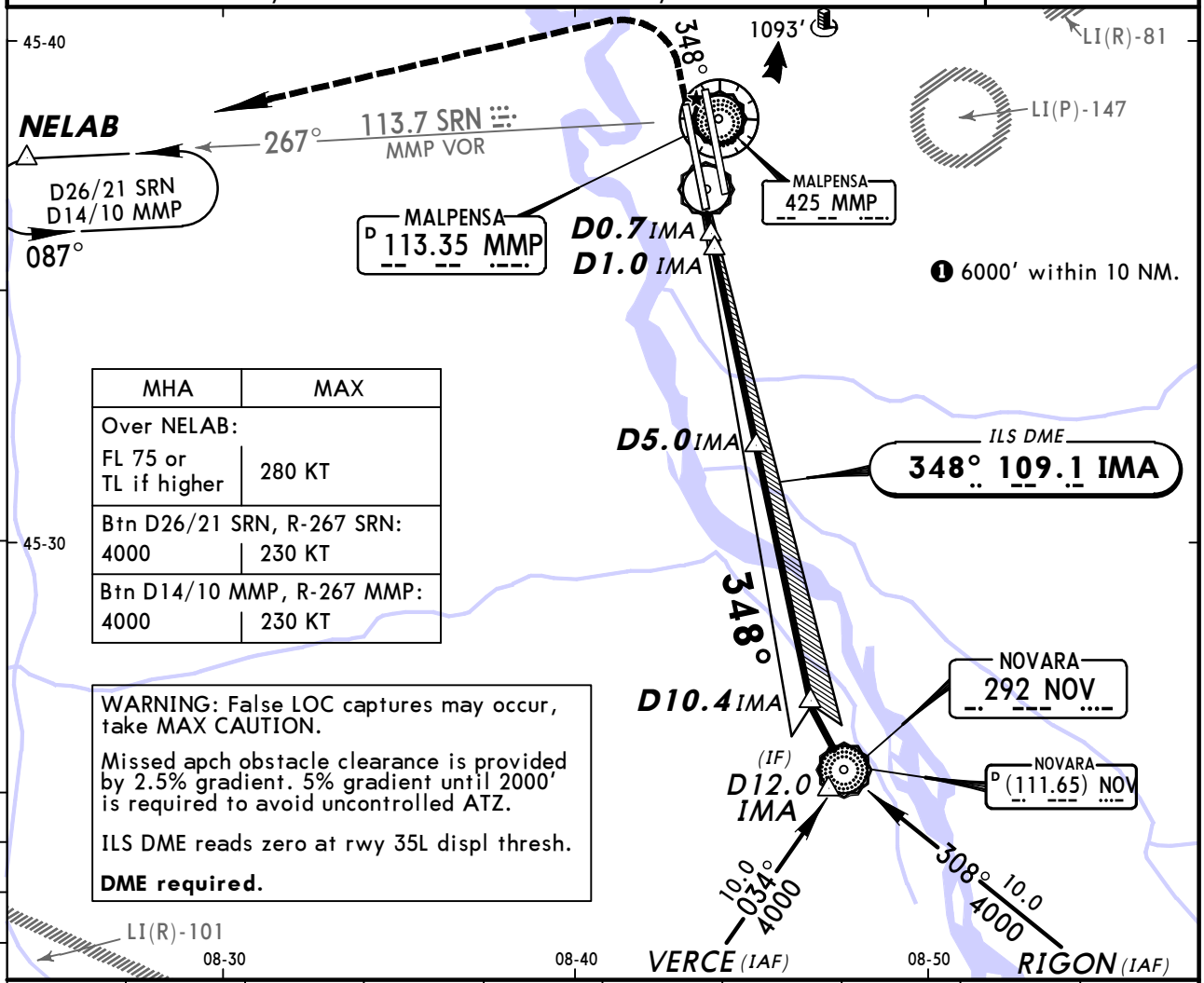
LOC IMA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 768'
109.1	348°	D5.0 IMA 2295' (1599')	Refer to Minimums	RWY 696'

MISSED APCH: Climb on 348° to 1450', then turn LEFT to intercept and follow R-267 SRN/MMP direct to NELAB climbing to 4000'.

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 6000'



MSA
MMP VOR



MHA	MAX
Over NELAB: FL 75 or TL if higher	280 KT
Btn D26/21 SRN, R-267 SRN: 4000	230 KT
Btn D14/10 MMP, R-267 MMP: 4000	230 KT

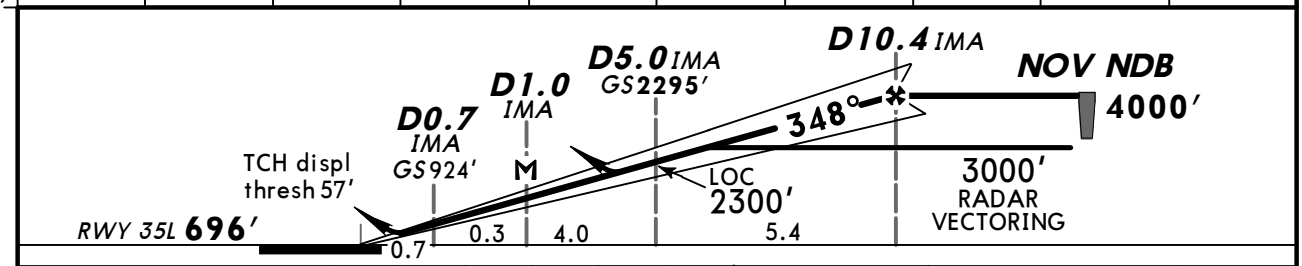
WARNING: False LOC captures may occur, take MAX CAUTION.

Missed apch obstacle clearance is provided by 2.5% gradient. 5% gradient until 2000' is required to avoid uncontrolled ATZ.

ILS DME reads zero at rwy 35L displ thresh.

DME required.

LOC (GS out)	IMA DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	1400'	1720'	2030'	2350'	2670'	2990'	3310'	3630'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	485	539	647	755	862
MAP at D1.0 IMA							

HIALS-II
PAPI PAPI

1450' on 348°

Standard STRAIGHT-IN LANDING RWY 35L

ILS DA(H) ABC: 896' (200') D: 898' (202')

LOC (GS out) DA(H) 1140' (444')

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					CMV 2100m
D					

CIRCLE-TO-LAND

Not authorized
West of airport

Max Kts	MDA(H)	VIS
100	1450' (682')	1500m
135	1450' (682')	1600m
180	1650' (882')	2400m
205	1690' (922')	3600m

PANS OPS

CHANGES: RMG Lctr replaced by NELAB. Holding information.

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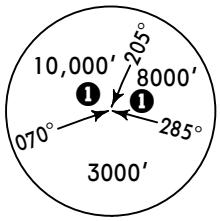
BRIEFING STRIP

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200	Ground North 1400-2000	Ground North 2100-0500
120.02	125.62	126.75	134.17	128.35	121.9	121.82		121.9

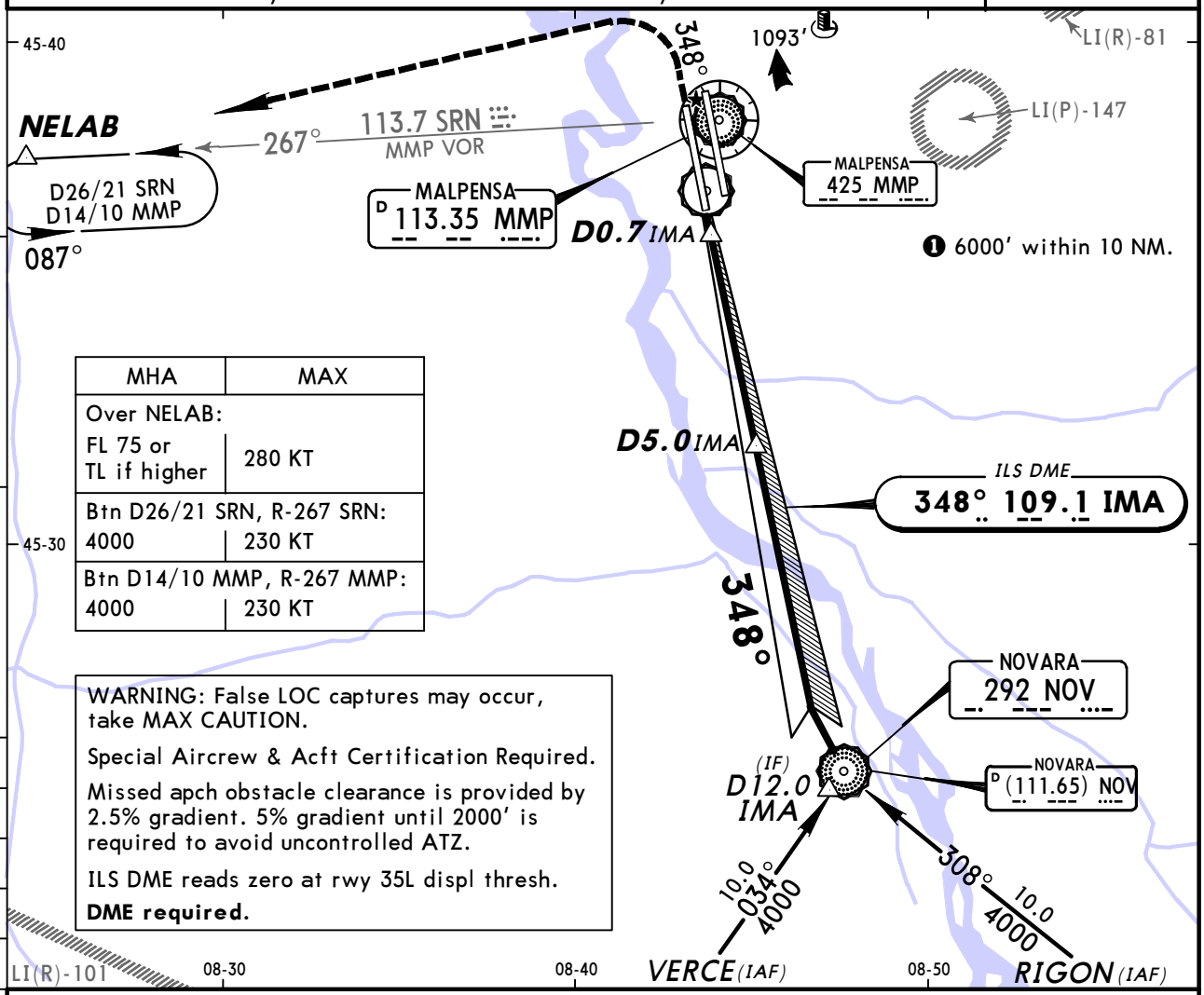
LOC IMA	Final Apch Crs	GS	CAT II/IIIA ILS	Apt Elev 768′
109.1	348°	D5.0 IMA 2295′ (1599′)	Refer to Minimums	RWY 696′

MISSED APCH: Climb on 348° to 1450′, then turn LEFT to intercept and follow R-267 SRN/MMP direct to NELAB climbing to 4000′.

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 6000′



MSA
MMP VOR



MHA	MAX
Over NELAB: FL 75 or TL if higher	280 KT
Btn D26/21 SRN, R-267 SRN: 4000	230 KT
Btn D14/10 MMP, R-267 MMP: 4000	230 KT

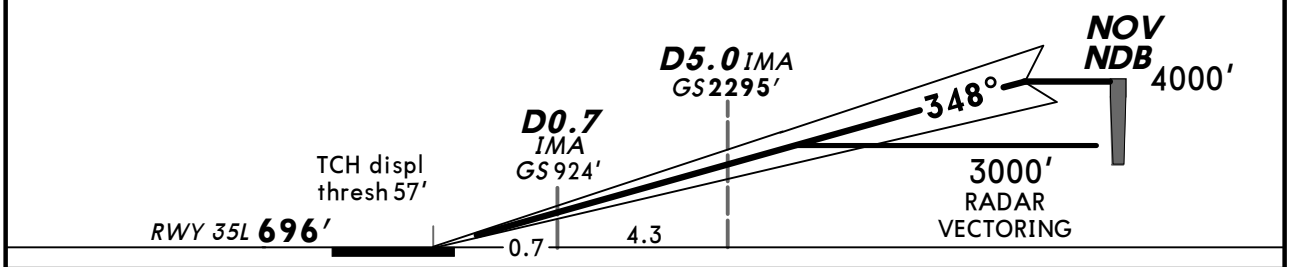
WARNING: False LOC captures may occur, take MAX CAUTION.

Special Aircrew & Acft Certification Required.

Missed apch obstacle clearance is provided by 2.5% gradient. 5% gradient until 2000′ is required to avoid uncontrolled ATZ.

ILS DME reads zero at rwy 35L displ thresh.

DME required.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	485	539	647	755	862

HIALS-II
PAPI PAPI

1450′ on 348°

Standard

STRAIGHT-IN LANDING RWY 35L

CAT IIIA ILS	CAT II ILS ABC	CAT II ILS D
DH 50′	RA 105′ DA(H) 796′ (100′)	RA 118′ DA(H) 807′ (111′)
RVR 200m	RVR 300m [1]	

PANS OPS

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: RMG Lctr replaced by NELAB. Holding information.

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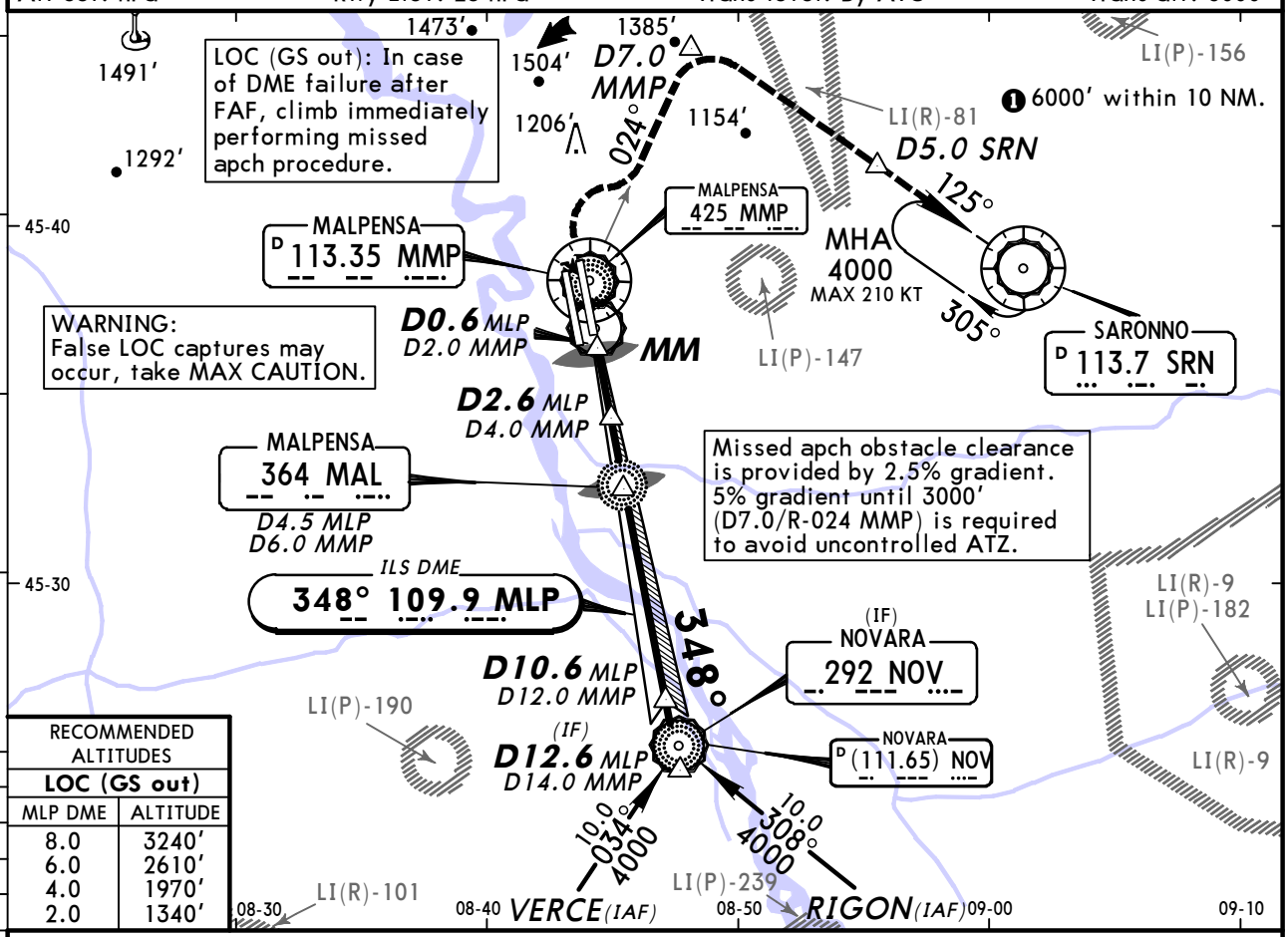
ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200 / 1400-2000	Ground North 2100-0500
120.02	125.62	126.75	134.17	119.0	121.9	121.82	121.9

LOC MLP	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
109.9	348°	2110′ (1419′)	891′ (200′)	Apt Elev 768′ / RWY 691′

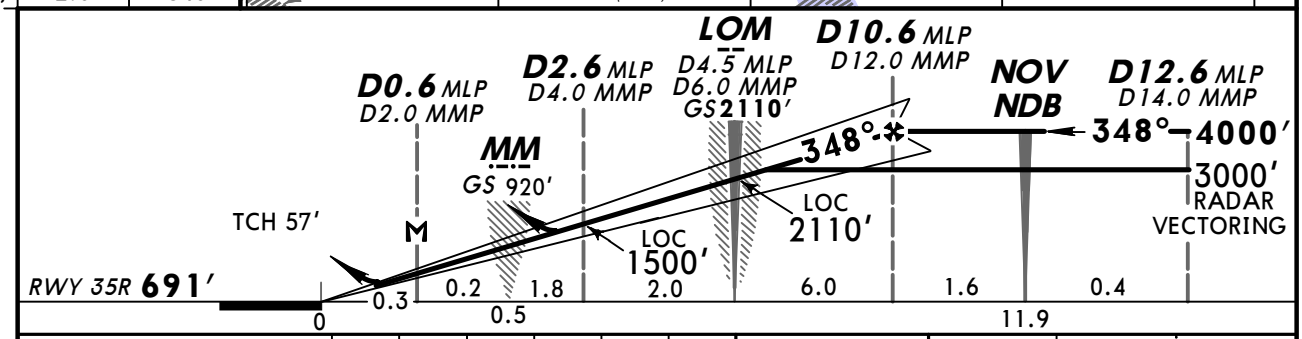
MISSED APCH: Climb on 348° to 1450′, then turn RIGHT as soon as possible to join R-024 MMP climbing to 3000′. At 3000′, not further than D7.0/R-024 MMP, turn RIGHT to SRN VOR. Maintain 3000′ until D5.0 SRN, then climb to 4000′.

MSA MMP VOR: 10,000′ (205°–070°), 8000′ (205°–285°), 3000′

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 6000′



RECOMMENDED ALTITUDES LOC (GS out)	
MLP DME	ALTITUDE
8.0	3240′
6.0	2610′
4.0	1970′
2.0	1340′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D0.6 MLP/D2.0 MMP						

HIALS-II
PAPI PAPI
1450′ on 348°

Standard STRAIGHT-IN LANDING RWY 35R

	ILS DA(H) 891′ (200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) DA(H) 1140′ (449′)	LOC (GS out) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					CMV 2100m
D					

CIRCLE-TO-LAND
Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1450′ (682′)	1500m
135	1450′ (682′)	1600m
180	1650′ (882′)	2400m
205	1690′ (922′)	3600m

PANS OPS 4

CHANGES: Chart reindexed.

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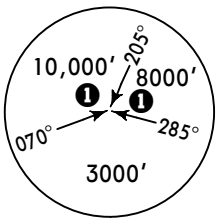
ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200	Ground North 1400-2000	Ground North 2100-0500
120.02	125.62	126.75	134.17	119.0	121.9	121.82		121.9

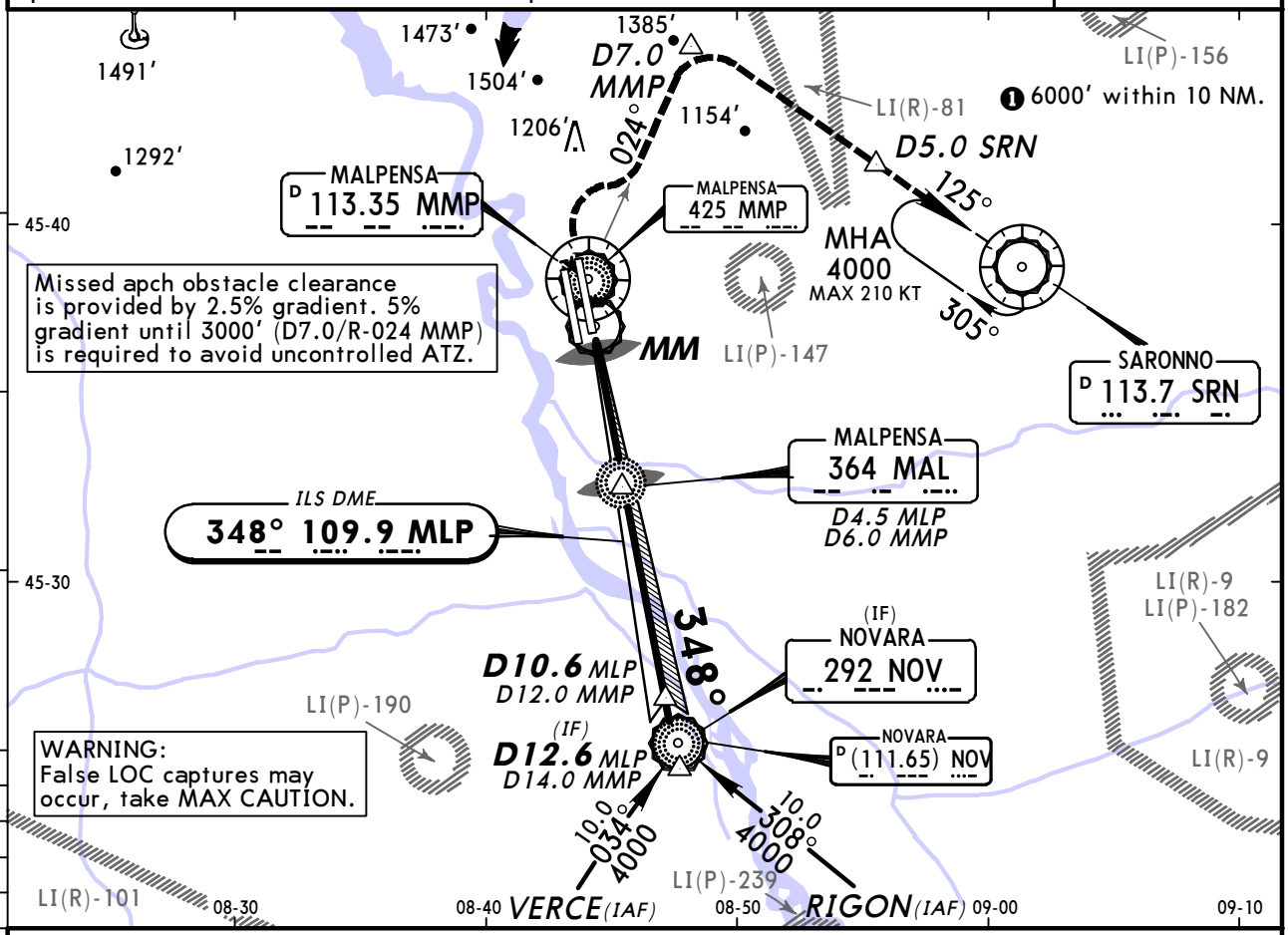
LOC MLP	Final Apch Crs	GS LOM	CAT II/IIIA ILS	Apt Elev / RWY
109.9	348°	2110′ (1419′)	Refer to Minimums	Apt Elev 768′ RWY 691′

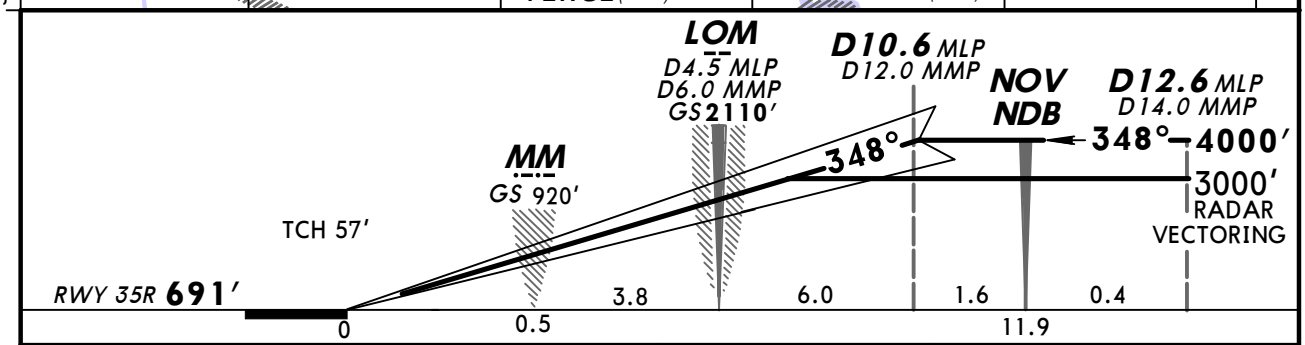
MISSED APCH: Climb on 348° to 1450′, then turn RIGHT as soon as possible to join R-024 MMP climbing to 3000′. At 3000′, not further than D7.0/R-024 MMP, turn RIGHT to SRN VOR. Maintain 3000′ until D5.0 SRN, then climb to 4000′.

Alt Set: hPa Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 6000′
Special Aircrew & Acft Certification Required.



MSA
MMP VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	485	539	647	755	862

HIALS-II
PAPI PAPI

1450′ on 348°

Standard STRAIGHT-IN LANDING RWY 35R

CAT IIIA ILS	CAT II ILS ABC	CAT II ILS D
DH 50′	RA 105′ DA(H) 791′ (100′)	RA 110′ DA(H) 796′ (105′)
RVR 200m	RVR 300m [1]	

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 4

CHANGES: Chart reindexed. Minimums.

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LIMC/MXP
MALPENSA

JEPPESEN

22 APR 11 (11-8) **Eff 5 May**

MILAN, ITALY
ILS Y Rwy 35R

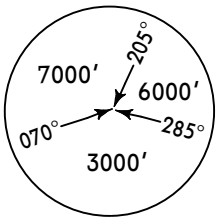
BRIEFING STRIP ™

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200	Ground North 1400-2000	Ground North 2100-0500
120.02	125.62	126.75	134.17	128.35	121.9	121.82		121.9

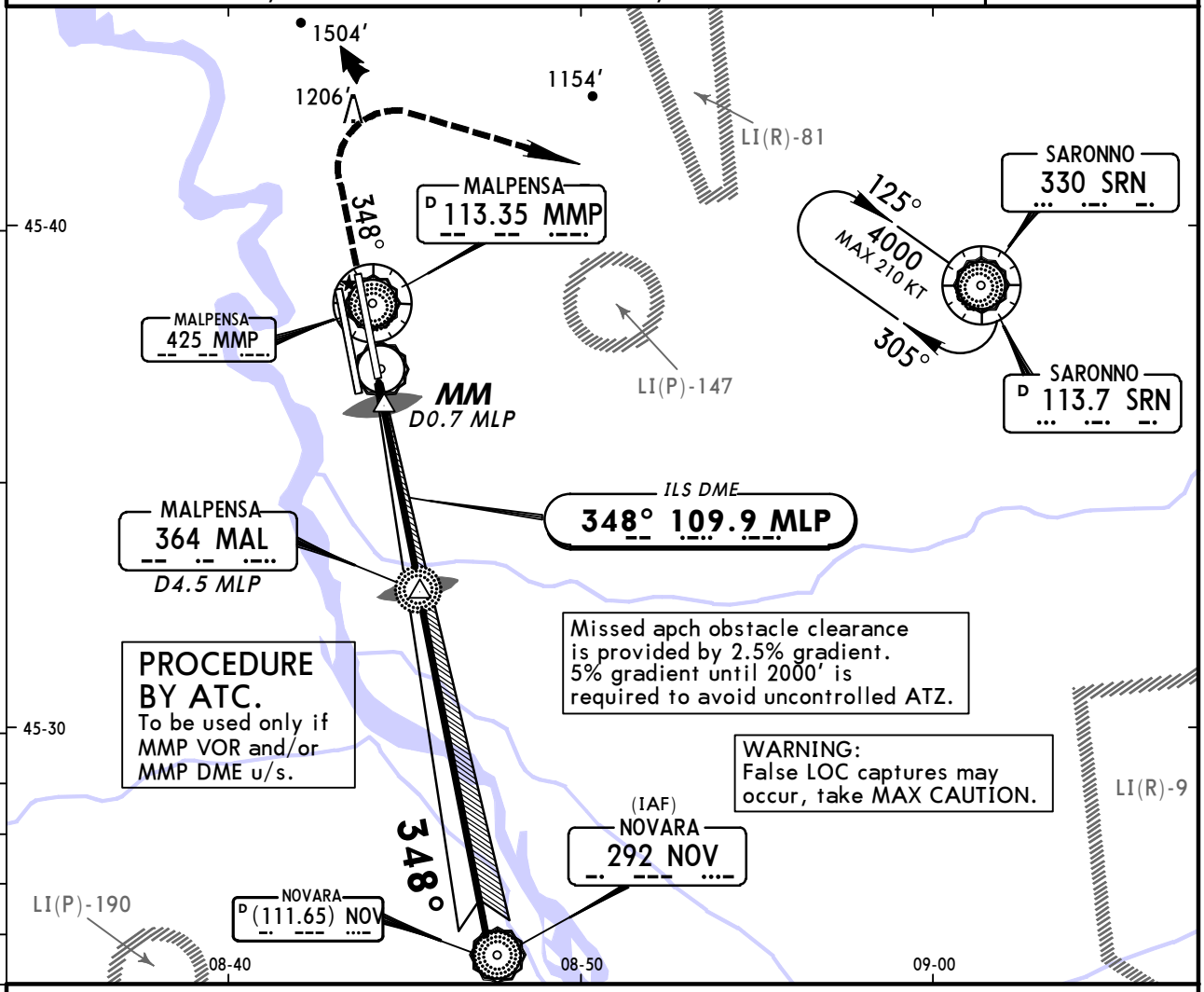
LOC MLP	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 768′
109.9	348°	2110′ (1419′)	891′ (200′)	RWY 691′

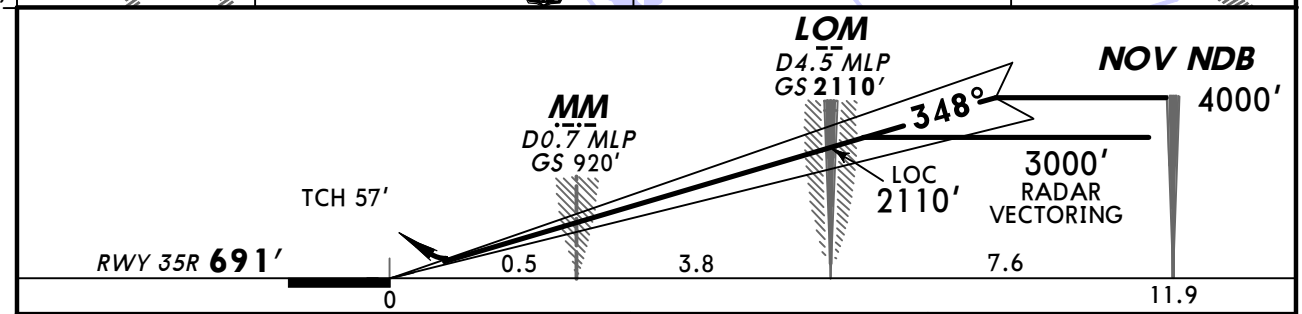
MISSED APCH: Climb on 348° to 1450′, then turn RIGHT to SRN VOR/Lctr climbing to 4000′.

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 6000′



MSA
NOV NDB





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00°	377	485	539	647	755	862

HIALS-II
PAPI PAPI

1450′ on 348°

Standard STRAIGHT-IN LANDING RWY **35R**

	ILS DA(H) 891′ (200′) FULL	Limited	ALS out	LOC (GS out)
A	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE
B				
C				
D				

CIRCLE-TO-LAND
Not authorized
West of airport

Max Kts	MDA(H)	VIS
100	1450′ (682′)	1500m
135	1450′ (682′)	1600m
180	1650′ (882′)	2400m
205	1690′ (922′)	3600m

PANS OPS 4

CHANGES: Chart reindexed.

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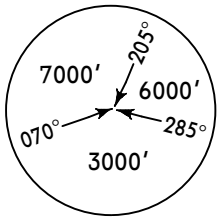
BRIEFING STRIP

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200	Ground North 1400-2000	Ground North 2100-0500
120.02	125.62	126.75	134.17	128.35	121.9	121.82		121.9

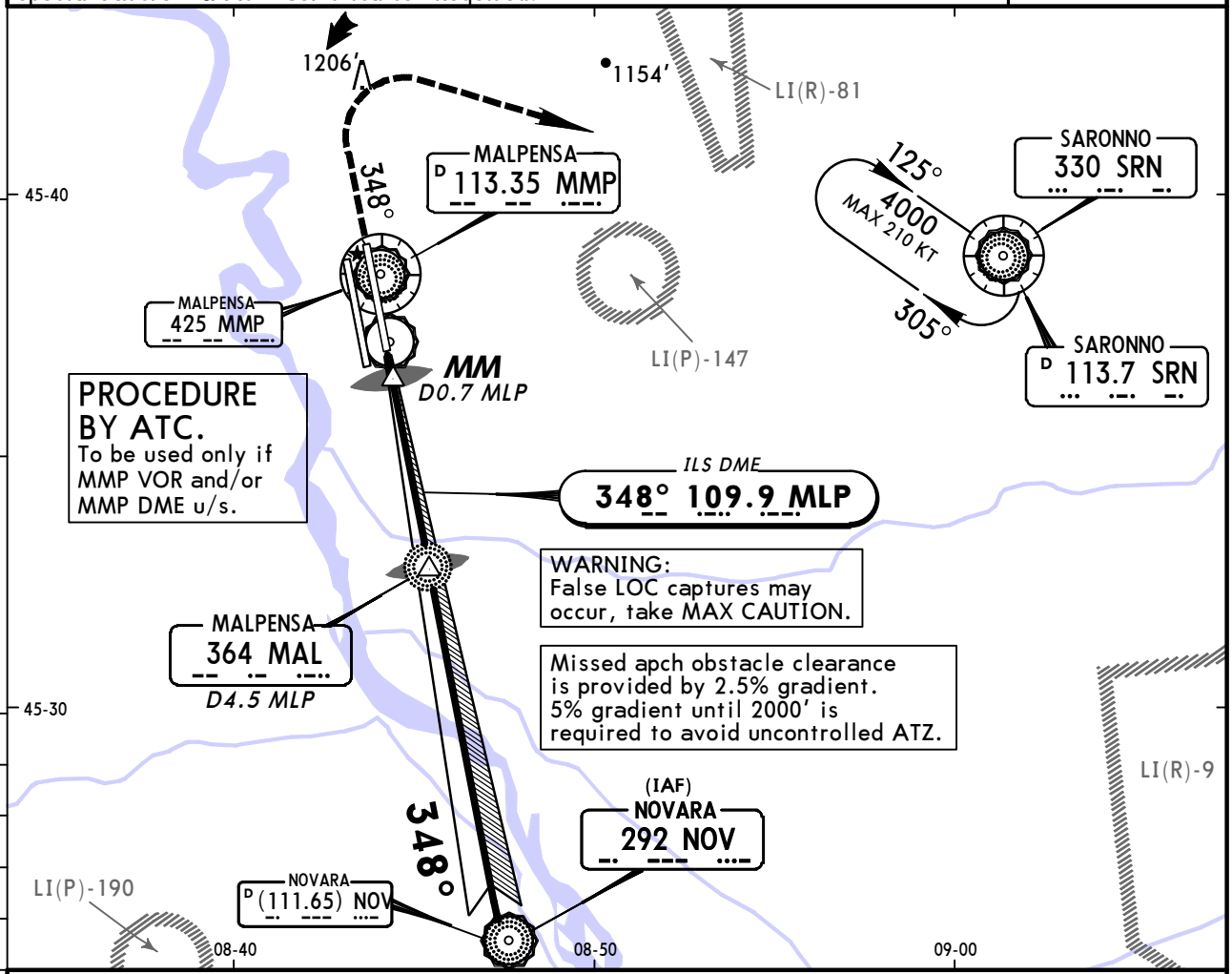
LOC MLP	Final Apch Crs	GS LOM	CAT II/IIIA ILS	Apt Elev / RWY
109.9	348°	2110′ (1419′)	Refer to Minimums	768′ / 691′

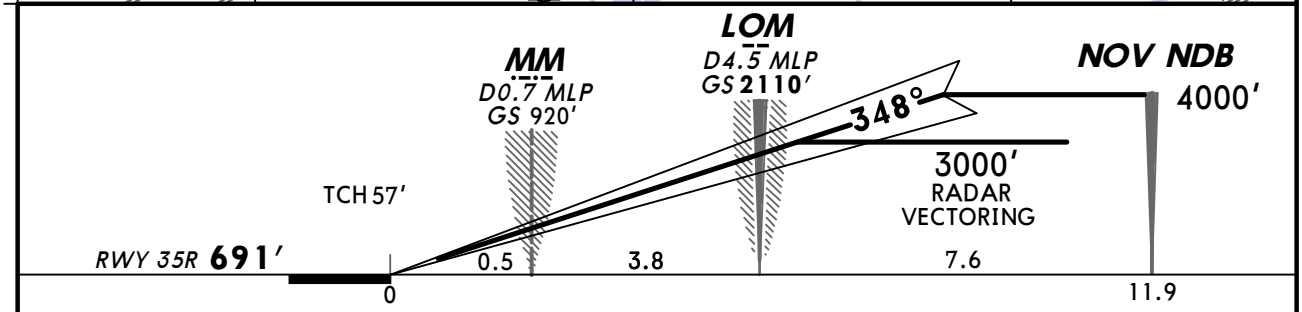
MISSED APCH: Climb on 348° to 1450′, then turn RIGHT to SRN VOR/Lctr climbing to 4000′.

Alt Set: hPa Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 6000′
Special Aircrew & Acft Certification Required.



MSA
NOV NDB





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II
PAPI PAPI

1450′ on 348°

Standard

STRAIGHT-IN LANDING RWY 35R

CAT IIIA ILS	CAT II ILS ABC	CAT II ILS D
DH 50′	RA 105′ DA(H) 791′ (100′)	RA 110′ DA(H) 796′ (105′)
RVR 200m	RVR 300m [1]	

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 4

CHANGES: Chart reindexed. Minimums.

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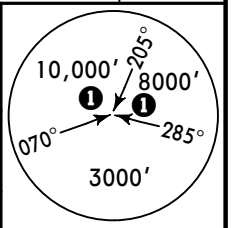
BRIEFING STRIP

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200	1400-2000	2100-0500
120.02	125.62	126.75	134.17		121.9	121.82		121.9

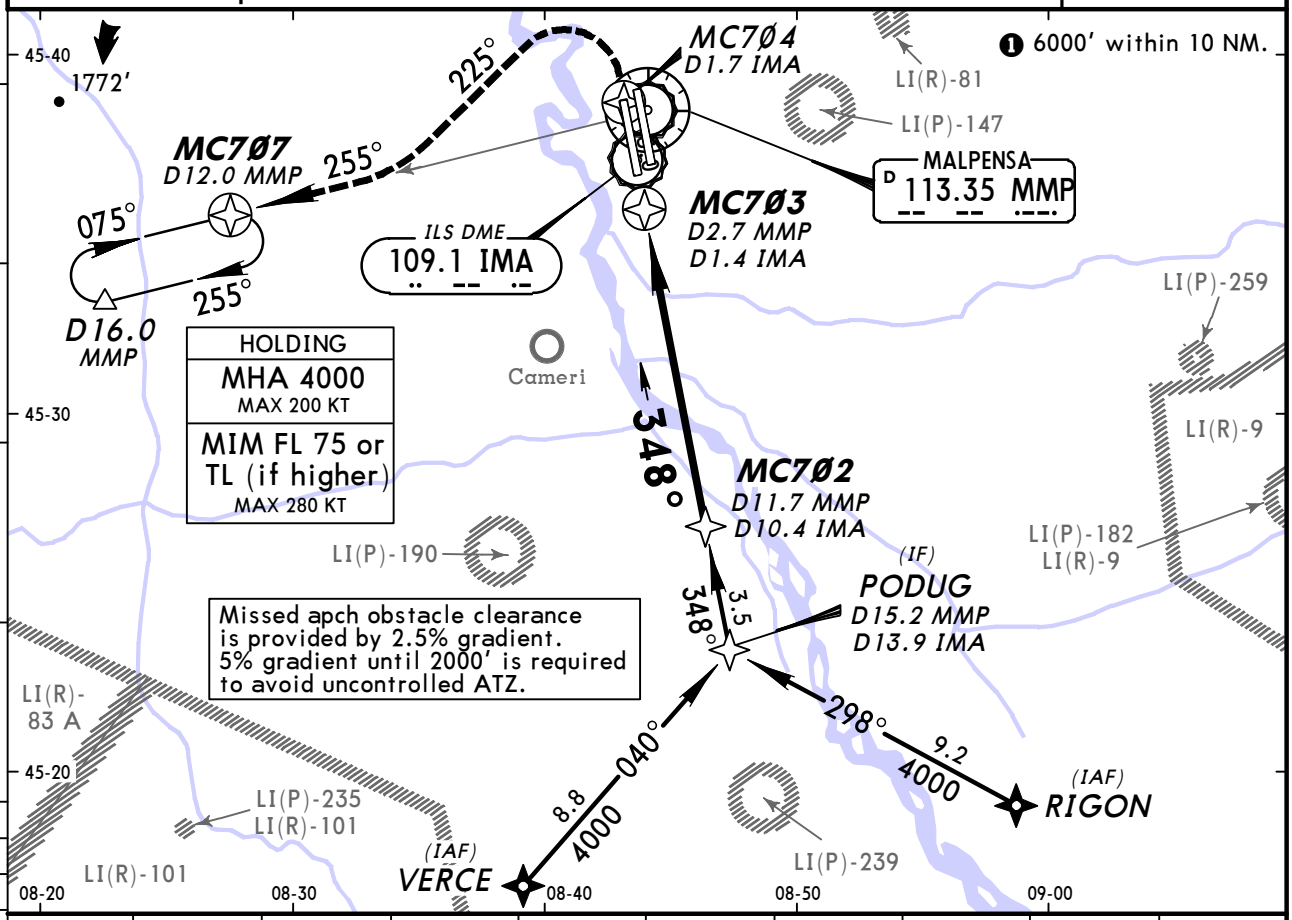
RNAV	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
	348°	MC7Ø2 4000′ (3304′)	1200′ (504′)	Apt Elev 768′ / RWY 696′

MISSED APCH: Climb on 348° to 1470′. At D1.7 IMA (ABEAM VOR) turn LEFT onto 225° to intercept R-255 and join holding at 4000′ .

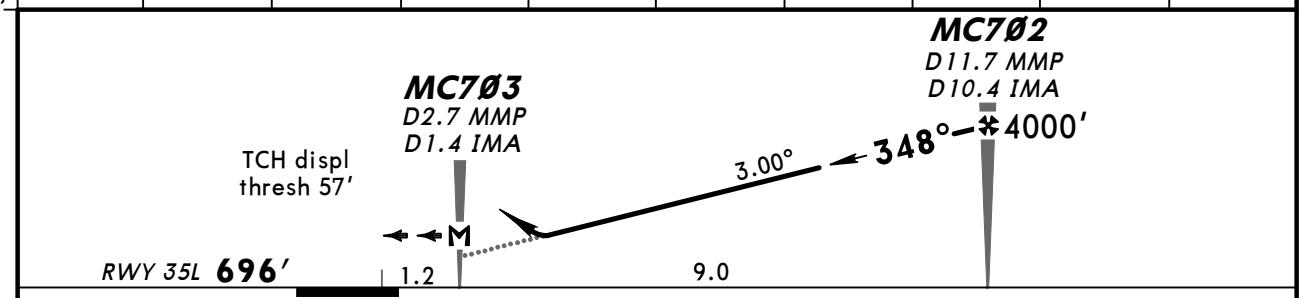
Alt Set: hPa Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 6000′
MMP VOR DME required.



MSA MMP VOR



DIST to THR	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	1385′	1703′	2022′	2340′	2658′	2977′	3295′	3614′	3932′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	649
MAP at MC7Ø3							

HIALS-II
PAPI PAPI
1470′ on 348°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 35L

DA(H) 1200′ (504′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1600m	CMV 2400m
D		

CIRCLE-TO-LAND
Not authorized
West of airport

Max Kts	MDA(H)	VIS
100	1450′ (682′)	1500m
135	1450′ (682′)	1600m
180	1650′ (882′)	2400m
205	1690′ (922′)	3600m

CHANGES: Missed approach.

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BRIEFING STRIP

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200	Ground North 1400-2000	Ground North 2100-0500
120.02	125.62	126.75	134.17	119.0	121.9	121.82		121.9

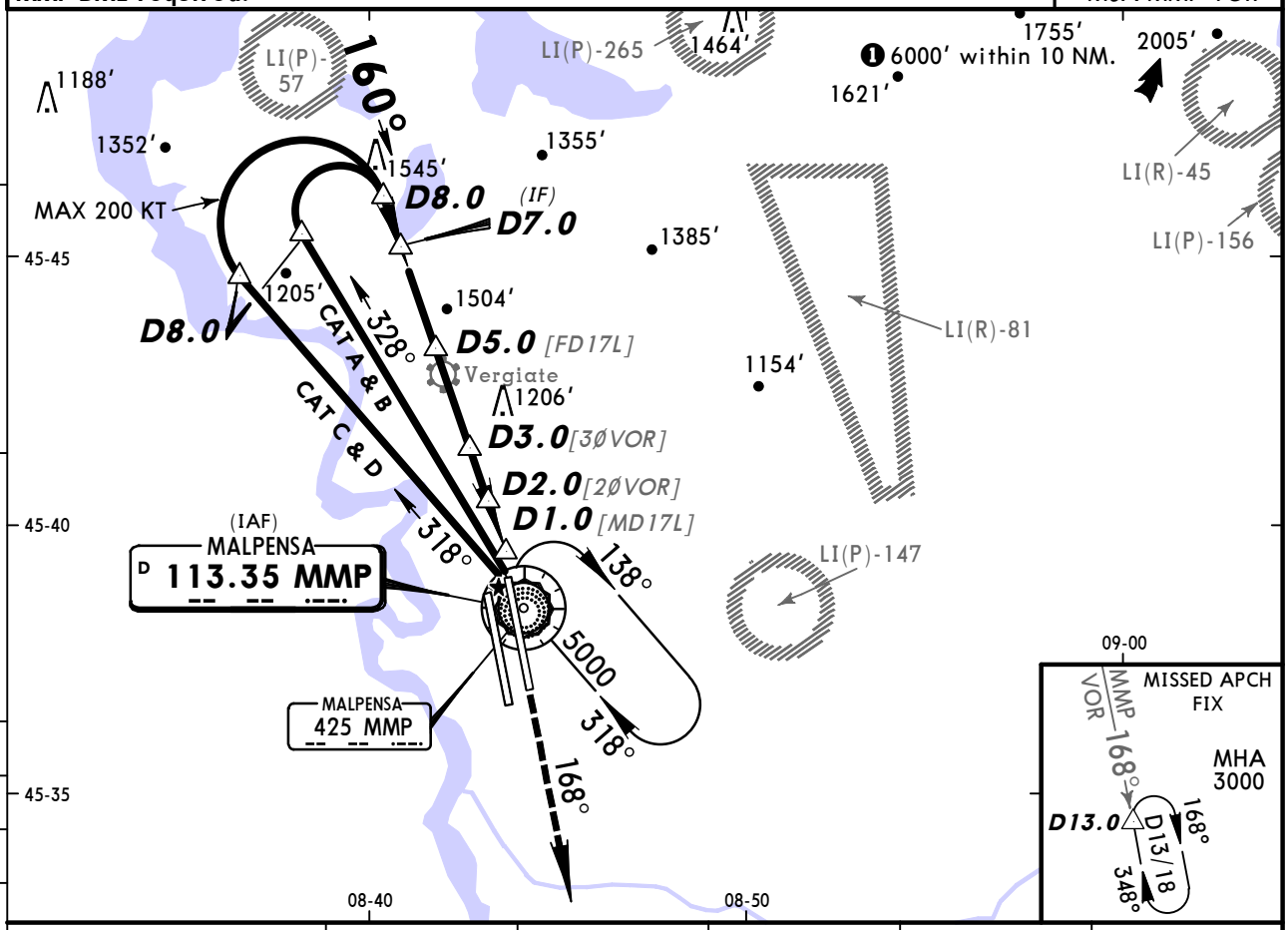
VOR MMP	Final Apch Crs	Minimum Alt D5.0	DA(H)	Apt Elev 768′
113.35	160°	2360′ (1615′)	1300′ (555′)	RWY 745′

MISSED APCH: Proceed on 168° to 3000′ and hold between D13.0/R-168 and D18.0.

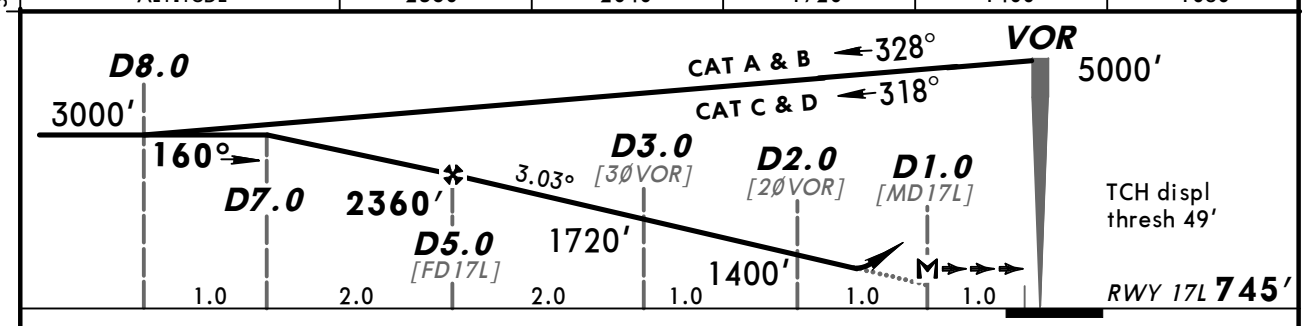
Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 6000′

MMP DME required.

MSA MMP VOR: 10,000′ (205°–070°), 8000′ (205°–285°), 3000′



MMP DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2360′	2040′	1720′	1400′	1080′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.03°	375	482	536	643	750	858
MAP at D1.0							

HIALS; PAPI PAPI

3000′ on 168°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **17L**

DA(H) **1300′** (555′)

		ALS out
A	RVR 1500m	
B	RVR 1500m	
C	RVR 1800m	CMV 2500m
D	RVR 1800m	CMV 2500m

CIRCLE-TO-LAND TO RWY 17R

Max Kts	MDA(H)	VIS
100	1450′ (682′)	1500m
135	1450′ (682′)	1600m
180	1650′ (882′)	2400m
205	1690′ (922′)	3600m

CHANGES: None.

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BRIEFING STRIP

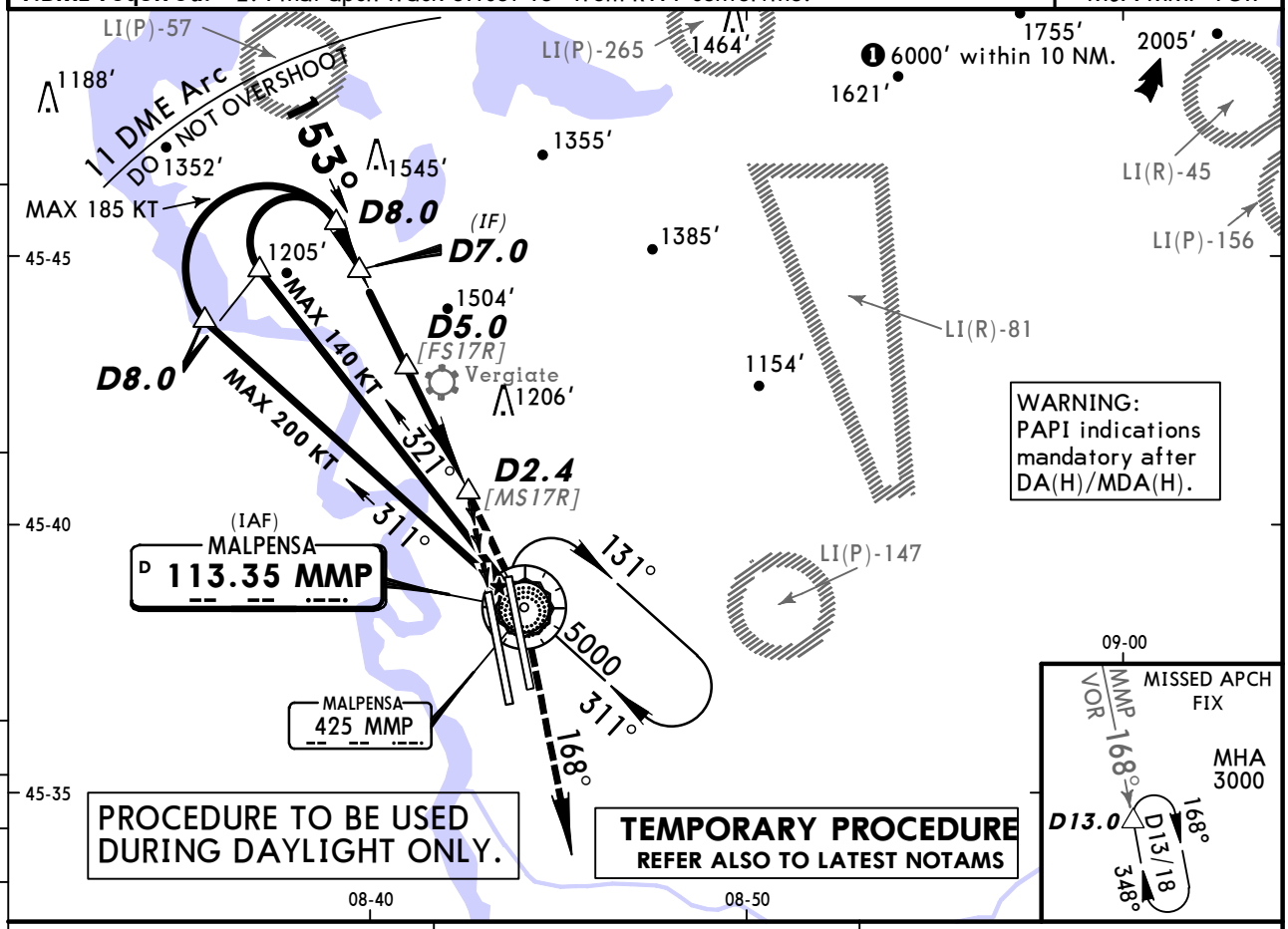
ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200 1400-2000	Ground North 2100-0500
120.02	125.62	126.75	134.17	119.0	121.9	121.82	121.9

VOR	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev
MMP 113.35	153°	D5.0 2280′ (1512′)	1450′ (682′)	768′

MISSED APCH: Climb to VOR to 3000′. Leave VOR on R-168 to missed approach holding.

Alt Set: hPa Apt Elev: 28 hPa Trans level: By ATC Trans alt: 6000′
1.DME required. 2. Final apch track offset 15° from RWY centerline.

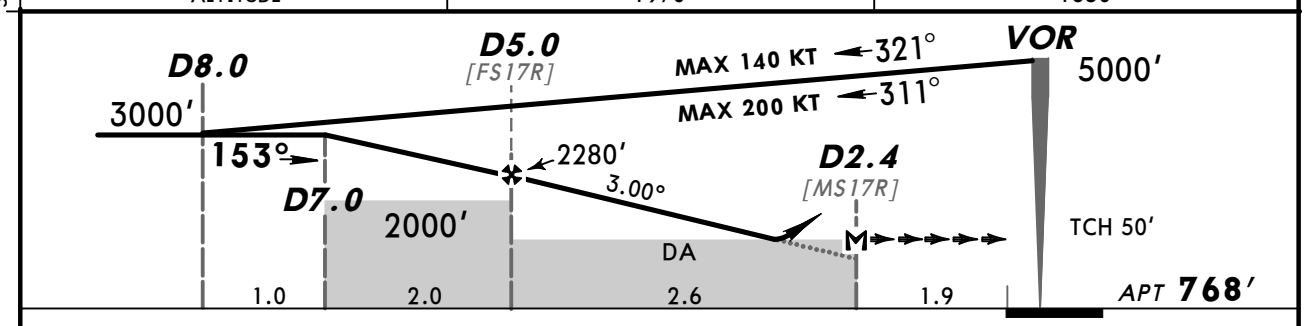
MSA MMP VOR: 10,000′ (205°–070°), 8000′ (205°–285°), 3000′



PROCEDURE TO BE USED DURING DAYLIGHT ONLY.

TEMPORARY PROCEDURE
REFER ALSO TO LATEST NOTAMS

MMP DME	4.0	3.0
ALTITUDE	1970′	1650′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	487	531	637	743	849
MAP at D2.4							

PAPI: MMP 113.35 ↑ 3000′ ↑ on MMP 113.35 R-168

Standard STRAIGHT-IN LANDING RWY **17R**

DA(H) **1450′** (682′)

A	CMV 3200m	
B		
C		
D		

CIRCLE-TO-LAND TO RWY 35L
Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1450′ (682′)	3200m
135		
180	1650′ (882′)	3200m
205	1690′ (922′)	3600m

PANS OPS

CHANGES: New temporary procedure.

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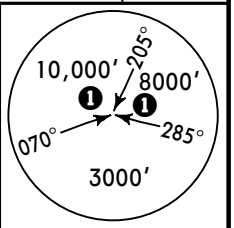
BRIEFING STRIP ™

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200	1400-2000	2100-0500
120.02	125.62	126.75	134.17	128.35	121.9	121.82		121.9

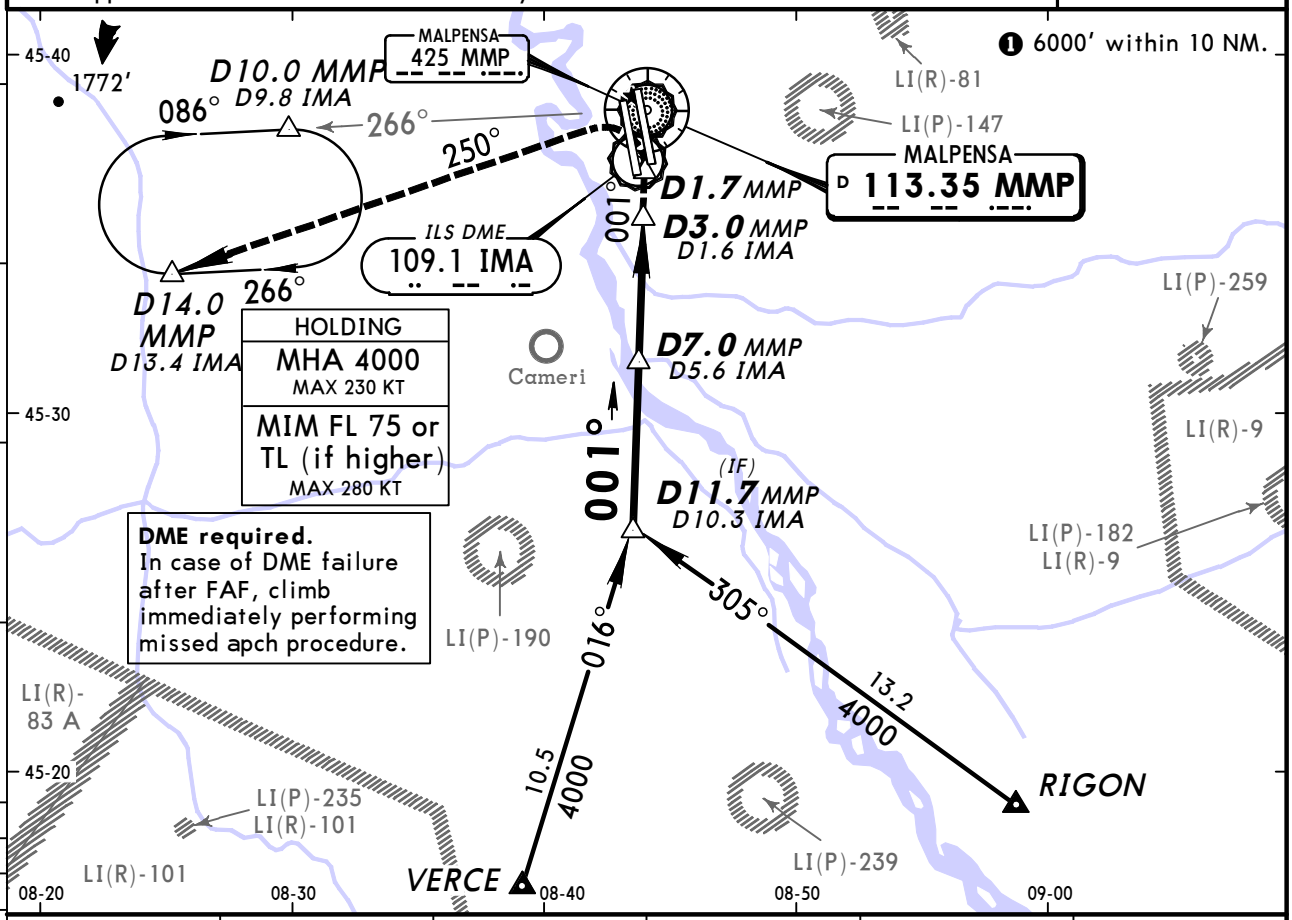
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
MMP 113.35	001°	D7.0 MMP 2500′ (1804′)	1200′ (504′)	Apt Elev 768′ / RWY 696′

MISSED APCH: Climb on 001° to 4000′. At D1.7 before MMP turn LEFT to intercept R-250 and join holding.

Alt Set: hPa Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 6000′
Final approach track offset 13° from runway centerline.



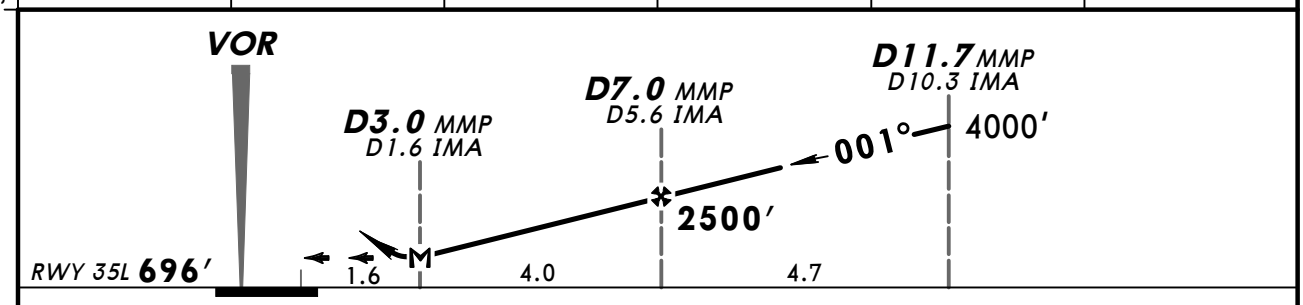
MSA MMP VOR



HOLDING
MHA 4000
MAX 230 KT
MIM FL 75 or TL (if higher)
MAX 280 KT

DME required.
In case of DME failure after FAF, climb immediately performing missed apch procedure.

MMP DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1200′	1520′	1840′	2160′	2500′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.98°	369	474	527	633	738	843
MAP at D3.0 MMP/D1.6 IMA							

HIALS-II
PAPI PAPI
4000′ on 001°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 35L

DA(H) 1200′ (504′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1600m	CMV 2400m
D		

CIRCLE-TO-LAND
Not authorized
West of airport

Max Kts	MDA(H)	VIS
100	1450′ (682′)	1500m
135	1450′ (682′)	1600m
180	1650′ (882′)	2400m
205	1690′ (922′)	3600m

CHANGES: New procedure.

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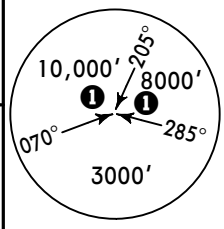
ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	West	Ground North 0600-1200	1400-2000	2100-0500
120.02	125.62	126.75	134.17	119.0	121.9	121.82		121.9

BRIEFING STRIP™

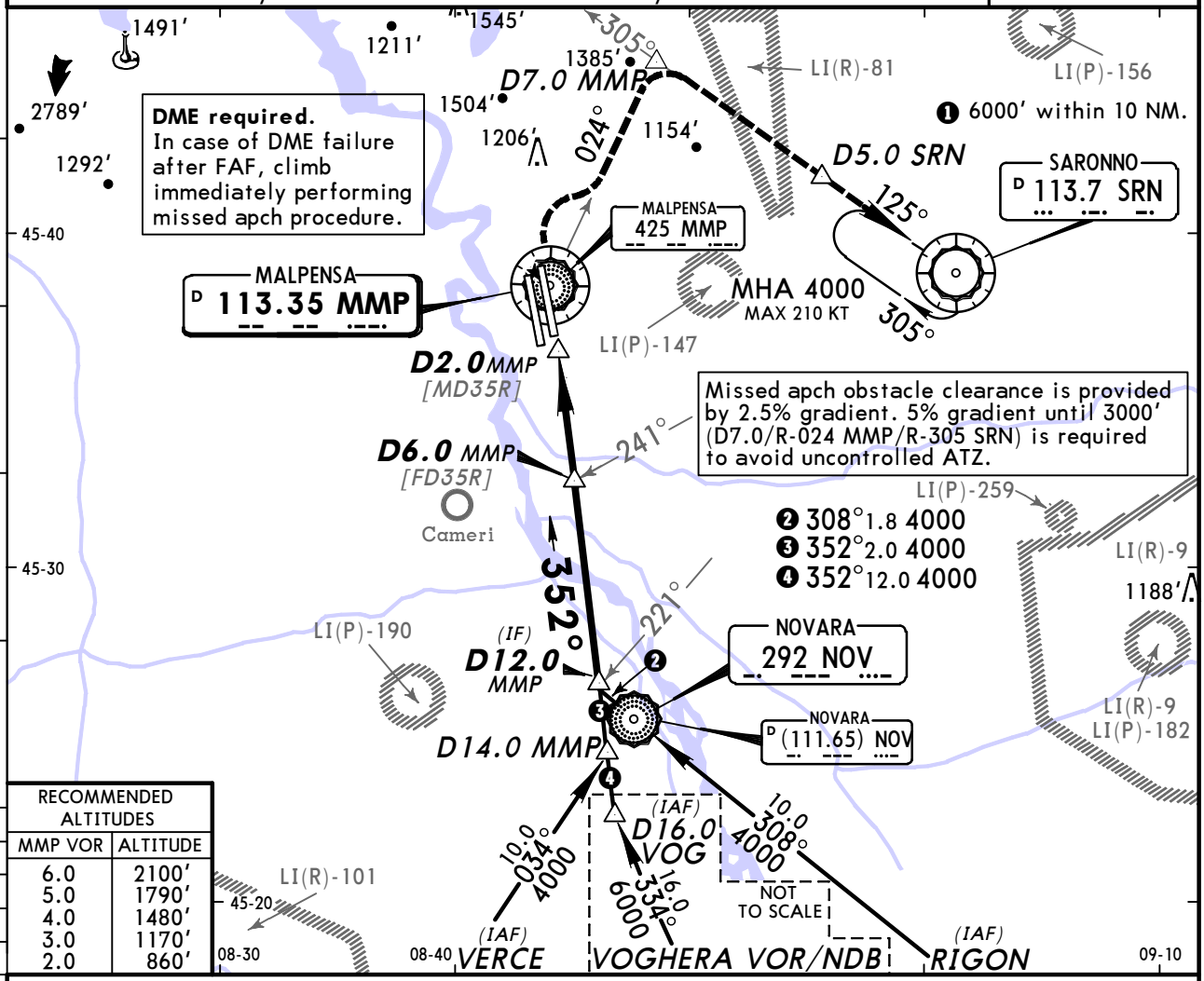
VOR MMP	Final Apch Crs	Minimum Alt D6.0 MMP	DA(H)	Apt Elev 768′
113.35	352°	2100′ (1409′)	1150′ (459′)	RWY 691′

MISSED APCH: Climb on track 352° to 1450′, then turn RIGHT as soon as possible to join R-024 MMP climbing to 3000′. At 3000′, not further than D7.0 MMP, turn RIGHT to SRN VOR. Maintain 3000′ until D5.0 SRN, then climb to 4000′.

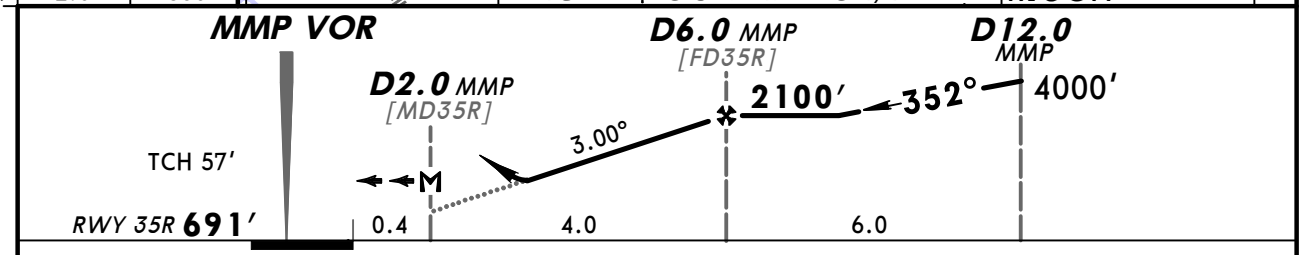
Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 6000′



MSA
MMP VOR



RECOMMENDED ALTITUDES	
MMP VOR	ALTITUDE
6.0	2100′
5.0	1790′
4.0	1480′
3.0	1170′
2.0	860′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.0 MMP							

HIALS-II
PAPI PAPI
1450′ on 352°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **35R**

DA(H) **1150′** (459′)

		ALS out
A	RVR 1400m	RVR 1500m
B		
C		CMV 2100m
D		

CIRCLE-TO-LAND
Not authorized
West of airport

Max Kts	MDA(H)	VIS
100	1450′ (682′)	1500m
135	1450′ (682′)	1600m
180	1650′ (882′)	2400m
205	1690′ (922′)	3600m

CHANGES: Chart reindexed.

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BRIEFING STRIP ™

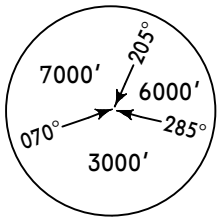
ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200 1400-2000	Ground North 2100-0500
120.02	125.62	126.75	134.17	119.0	121.9	121.82	121.9

Lctr MAL	Final Apch Crs	Minimum Alt MAL Lctr	DA(H) (CONDITIONAL)	Apt Elev 768′
364	348°	2100′ (1409′)	1150′ (459′)	RWY 691′

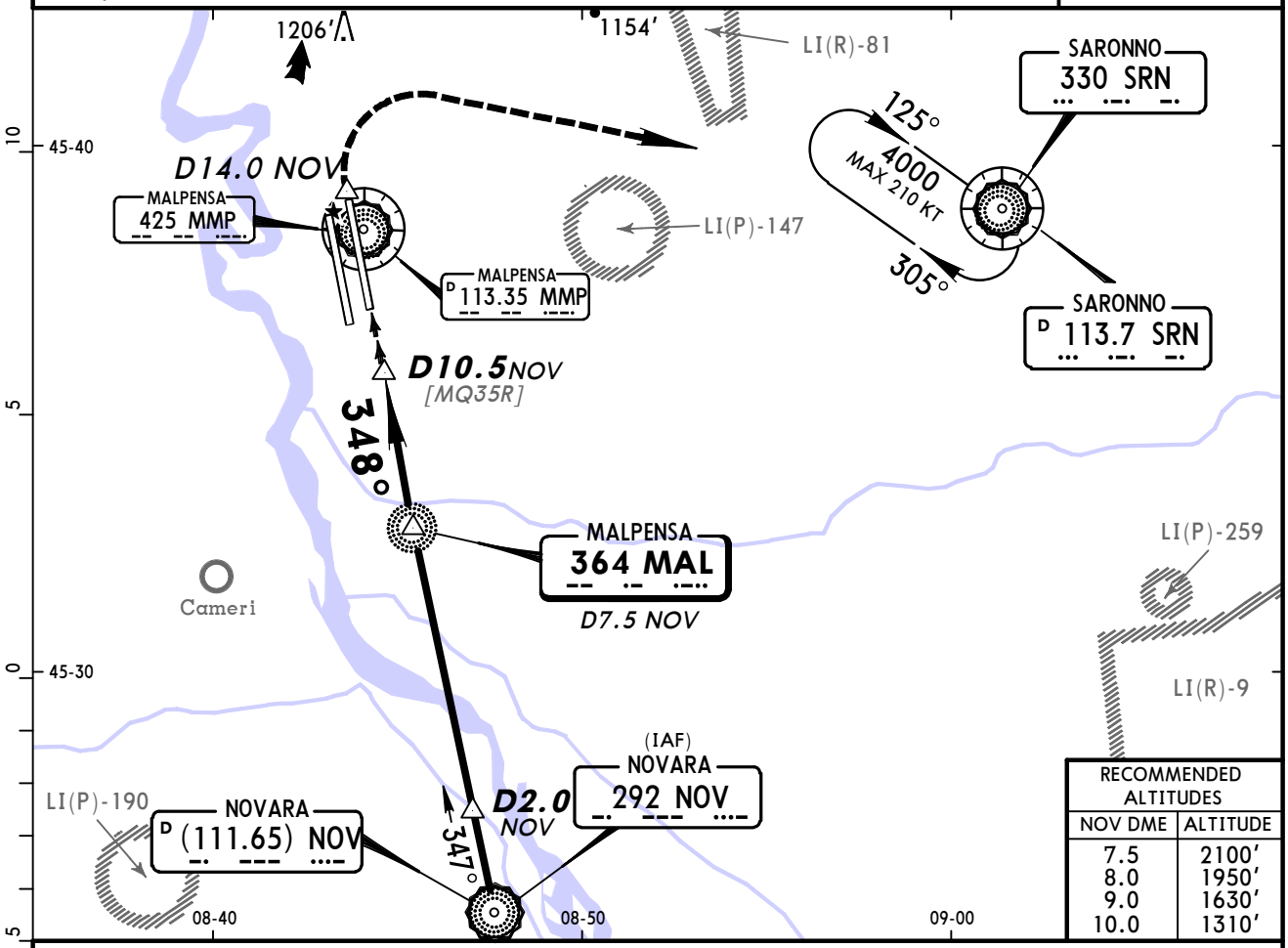
MISSED APCH: Climb on track 348° to 1450′/D14.0 NOV, then turn RIGHT to SRN VOR/Lctr climbing to 4000′.

Alt Set: hPa Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 6000′

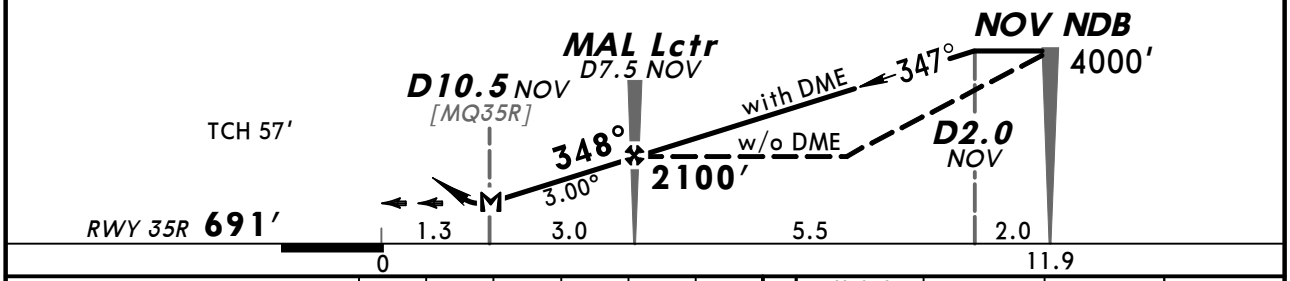
Missed apch obstacle clearance is provided by 2.5% gradient. 5% gradient until 3000′ is required to avoid uncontrolled ATZ.



MSA
NOV NDB



RECOMMENDED ALTITUDES	
NOV DME	ALTITUDE
7.5	2100′
8.0	1950′
9.0	1630′
10.0	1310′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
With DME: MAP at D10.5 NOV							
W/o DME: MAL Lctr to MAP	3.0	2:34	2:00	1:48	1:30	1:17	1:08

HIALS
PAPI PAPI

348° ↑

D14.0 NOV or 1450′

Standard STRAIGHT-IN LANDING RWY 35R

	With DME DA(H) 1150′ (459′)		W/o DME DA(H) 1300′ (609′)	
		ALS out		ALS out
A	RVR 1400m	RVR 1500m	RVR 1500m	
B				
C		CMV 2100m	CMV 2100m	CMV 2400m
D				

CIRCLE-TO-LAND

Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1380′ (612′)	1500m
135	1420′ (652′)	1600m
180	1600′ (832′)	2400m
205	1670′ (902′)	3600m

PANS OPS

CHANGES: None.

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Chart changes since cycle 14-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MILAN, (MALPENSA - LIMC)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LIMC

Type: Terminal
Effectivity: Temporary
Begin Date: 20130404
End Date: 20130626

WIP for about three months on Rwy 17L/35R. Phase 1: Rwy 17L/35R only to be used for CAT I operation; Phase 2: Rwy 17L/35R closed.Temporary procedure LOC Rwy 17R and VOR Rwy 17R established. Refer to yellow charts 11-01/13-01and latest NOTAMs..