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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: 1.9°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: 0706 Z
Sunset: 1556 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 MIN, 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 MIN during period SR-SS.

1.2.6. AUXILIARY POWER UNIT (APU)

Use of APU is allowed 5 MIN 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 MIN before STD and switched off 20 MIN after arrival.
The term ground generator unit is intended to mean the power supply and air-conditioning units associated with the finger.

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1. GENERAL

1.3. LOW VISIBILITY PROCEDURES (LVP)

For LVP taxi routings refer to 10-9 charts.

1.3.1. GENERAL

LVP will be applied to all flight operations, when

- RVR at TDZ is less then 550m;
- RVR is less than 400m;
- ceiling is below 200';
- rapid deterioration of weather conditions recommends so.

Pilots will be informed 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.

If all or part of the manoeuvring area cannot be visually monitored from TWR, a reduced capacity can be expected.

When LVP are in place, RWYs shall be used as follows:

- RWY 35R only for take-off;
- RWY 35L only for landing.

1.3.2. GROUND MOVEMENT

Single RWY operations

RWY 35L

- Arriving ACFT directed to Terminal 1 shall vacate the RWY only via TWY L, TWY EW or TWY BW.
- Arriving ACFT directed to Terminal 2 shall vacate the RWY only via TWY EM or TWY BE.
- Departing ACFT coming from Terminal 1 shall use GW CAT I/II/III holding position.
- Departing ACFT coming from Terminal 2 shall use 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 or TWY E.
- Arriving ACFT directed to Terminal 2 shall vacate the RWY only via TWY E, TWY AB or TWY AA.
- Departing ACFT coming from Terminal 1 shall use CA CAT II/III holding position.
- Departing ACFT coming from Terminal 2 shall use CA CAT II/III holding position, only via TWY C.

ACFT shall report to Tower as soon as they vacate ILS-sensitive area and when assigned stand has been reached.

Movement from/to apron GA

Arriving traffic must vacate RWY 35L via TWY BW (EW only at ATC discretion), then proceed to GA apron via TWY W.
Departing ACFT shall use TWY W to leave GA apron.
Follow-me assistance is mandatory to and from GA apron.

SMR (Surface Movement Radar) failure

In the event of complete SMR failure:

- when LVP are in force, the only RWY in use is 35L;
- when RVR is less than 400m, ground movements are limited to one ACFT at a time;
- on the aprons Follow-me assistance is mandatory.

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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 and Apron TWY N MAX wingspan 118'/36m.

TWY K MAX wingspan 200'/61m while code F ACFT taxiing on TWY W.

TWY GH available for engine test only.

For code F ACFT use of TWYs refer to 10-9 charts.

Use TWY P with minimum thrust only.

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 indicate 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;
- Approaching RWY 35L shall conduct the landing in order to clear the RWY via TWY EM, if directed to Apron North and via TWY EW if directed to Apron West.
- In order to reduce acoustic pollution, HEAVY ACFT shall perform line-up and take-off from RWY 35L using TWY GW/GE.

In order to reduce acoustic pollution, MD80 and MD90 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 R, S and T (for S and T holding at W6).

TWY DA and L shall be used by ACFT proceeding to Apron TWY N, P and R (for 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, 701 thru 718 and 851 thru 863 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.

Birds on the manoeuvring area and surroundings.

1.8.2. USE OF HOLDING BAY/POSITIONS

Holding bays/positions CF1, CF2, CH1 and CH2 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.

CH1 and CH2 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 and K1 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

Arriving ACFT are expected to vacate not beyond the following TWYs:

Arriving RWY	ACFT	going to	TWY
17L	Heavy	see 2.4.1. Taxi Routine	CA
17L	Medium/Light	see 2.4.1. Taxi Routine	CB
35L	All	Apron North	EM
35L	Heavy	Apron West	EW
35L	Medium/Light	West	DA
35R	Heavy	see 2.4.1. Taxi Routine	E
35R	Medium/Light	Apron North	E
35R	Medium/Light	Apron West	D

If unable to comply, inform ATC.

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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).

2.4.1.2 RWY 17R

If going to apron North via:
- TWY FE - TWY C (then as instructed);
- TWY FE - TWY CF - TWY C (then as instructed);
- TWY GE - TWY C (then as instructed).

If going to apron West via:
- TWY F (then as instructed);
- TWY WB (then as instructed);
- TWY GW (then as instructed).

2.4.1.3. RWY 35L

If going to apron North via TWY EM - B.

If going to apron West via:
- TWY EW - TWY W;
- TWY DA - L (then as instructed);
- TWY DB (then as instructed).

2.4.1.4. RWY 35R

If going to apron North via TWY A.

If going to apron West via:
- TWY E - TWY EM (hold short RWY 17R/35L);
- TWY D - TWY DE (hold short RWY 17R/35L);
- TWY D - TWY DM (hold short RWY 17R/35L);
- TWY H (ATC discretion).

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).

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2. ARRIVAL

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 RWY.

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.

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 LOC 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.

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3. DEPARTURE

3.1. APT COLLABORATION DECISION MAKING (A-CDM) PROCEDURE

3.1.1. GENERAL

APT Collaborative Decision Making (A-CDM) is an operational procedure to improve air traffic management through a better information sharing among all involved stakeholders. This new procedure increases efficiency and punctuality by improving air traffic flow and APT capacity management, reducing delays by improving events' predictability and optimizing resources utilization.

One of the main objectives of A-CDM is the evaluation of the "Target Take-Off Time" (TTOT) as thoroughly as possible in order to improve the "en-route" and "sector" planning by the European ATM; this can be reached by implementing a series of "DPI" (Departure Planning Information) sent to NMOC and a series of "EFD" (ETFMS Flight Data Messages) received by NMOC. Therefore APT CDM can be considered as the basis for connecting the APT to ATM system.

3.1.2. PRINCIPAL DEFINITIONS

SOBT (Scheduled Off-Block Time):	In a coordinated APT the APT slot is assigned to a flight in a definite period.
TOBT (Target Off-Block Time):	Time when the ACFT is estimated to be ready to move (doors closed, boarding bridge/stairs removed, push-back vehicle available and ready to start up), according to information from flight operational process evolution.
TSAT (Target Start-Up Approval Time):	Time, computed on TOBT, when the startup Clearance can be obtained by MALPENSA Tower, based on local constraints and CTOT allocation.
TTOT (Target Take-Off Time):	Time, computed first on TOBT and later on TSAT, when ACFT is expected to take off from Malpensa with its impact on the network.

3.1.3. SOBT AND EOBT

Three hours before EOBT and after receiving the ATC Flight Plan from ENAV systems, the A-CDM platform compares the EOBT with the APT slot, as updated by ETD messages sent by the airline, if any. In case of inconsistencies between the APT slot and EOBT, it will be possible to view the expected alarms on the A-CDM platform.

The airline is responsible to check the compliance of the Flight Plan EOBT and the APT slot and to monitor alarms on A-CDM platform.

3.1.4. TOBT

TOBT is automatically calculated by A-CDM platform when the linked incoming flight enters in LIMM FIR (Milan ACC) or, for originating flights only, at EOBT -2h.

Once the TOBT has been issued, AO/GH are responsible for its accuracy and it should be updated for changes of +/- 5 minutes. In case of discrepancy of more than 15 minutes between TOBT and EOBT, AO/GH shall send a delay message (DLA) to NMOC. In this case the A-CDM platform generates an alarm. For other changes to the flight plan, the airlines shall send a CHG message.

TOBT can be updated by AO/GH without limitations until TSAT issue (TOBT-40 minutes). Thereafter it can be updated up to a maximum of 3 times; otherwise the flight is removed by the pre-departure sequence and, when a new TOBT is input, it is rescheduled with lower priority.

TOBT is cancelled if the ACFT is not READY within TOBT.

TOBT has to be cancelled by AO/GH in case of lack of information on the reliability of the information included in the platform (e.g. ACFT with technical problems).

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3. DEPARTURE

In case of TOBT cancellation, TSAT is cancelled too: AO/GH are responsible of the new TOBT input which shall be at least 5 minutes after the input clock time and/or from the previous value. The new TSAT will be given in accordance with the new TOBT.

Since TOBT plays a fundamental role in the APT process, the accuracy of the data is indispensable, both in terms of its reliability and of timeliness of the communication in case of update.

3.1.5. TSAT

TSAT is calculated by ENAV system according to the TOBT and it is communicated to the AO/GH through the A-CDM platform. As for TOBT, also TSAT is updated for changes of +/- 5 minutes.

TSAT is issued at TOBT-40 minutes and takes into account, besides confirmed TOBT, those aspects of the ongoing situation at Malpensa APT (e.g. RWY in use) and those related to external factors dependent on the network (e.g. CTOT).

The start-up clearance by MALPENSA Tower will be in accordance with TSAT and the actual traffic situation.

3.1.6. TTOT

TTOT calculated from TOBT is the time when the ACFT is expected to take off basing on the expected ready communication given by AO/GH.

TTOT calculated from TSAT is the time when the ACFT is expected to take off basing on the ATC systems elaborations aimed to optimize the sequence at the holding point.

3.1.7. START-UP AND PUSH-BACK

The start-up clearance will take place after the READY and in accordance with the AMS procedure that is being defined.

Pilot-in-Command can ask for start-up authorization and clearance within TSAT +/- 5 minutes.

TWR Delivery will give the start-up authorization and the clearance taking into account TSAT and the actual traffic condition on the APT.

Push-back/taxi approval must be requested not later than 5 minutes after start-up authorization and start-up clearance (ASAT) and it shall start within 2 minutes from ASAT.

If the operations delays exceed the expected tolerance windows, the flight will be asked to re-contact AO/GH and input a new TOBT.

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3. DEPARTURE

3.2. DE-ICING

De-icing/de-snowing takes place at following De-Icing Areas:

Area 1: Position 795 (MAX ACFT CAT F), K1 (MAX CAT E), 794 (MAX CAT D), 799 (MAX CAT C) and Z1.
Position 794 not available for B767-400 and MD-11 and 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), 204 (MAX CAT D), 201 and 203 (both 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.

3.3. START-UP AND TAXI PROCEDURES

3.3.1. APRON MANAGEMENT

Preflight data, ATC- and start-up clearance will be issued on MALPENSA Delivery.

Pilots must obtain taxi instructions and push-back approval on appropriate GROUND 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.

3.3.2. TAXI ROUTINE

RWY 35L coming from apron West via:
- TWY Y/K/W - TWY GW;
- TWY W - TWY WB;
- TWY Y/K - TWY Z - TWY WB;
- TWY U/V - TWY W;
- TWY U/V - TWY K.

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).

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3. DEPARTURE

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.

RWY 17L coming from apron West via:
- TWY W - TWY BW (hold short RWY 35L, then as instructed);
- TWY W - TWY EW (hold short RWY 35L, then as instructed);
- TWY U - TWY F (hold short RWY 35L, then as instructed);
- TWY K/Y - TWY G/W (hold short RWY 35L, then as instructed);
- TWY W/K - TWY Z - TWY H - TWY C (hold short RWY 35L, then as instructed);
- TWY Y - TWY H - TWY C (hold short RWY 35L, then as instructed).

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. 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 min 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.

"First 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

"First day" scheme 2015			
JAN 02	FEB 01	MAR 01	APR 02
MAY 02	JUN 01	JUL 01	AUG 02
SEP 01	OCT 01	NOV 02	DEC 02

"Second day" scheme 2015			
JAN 01	FEB 02	MAR 02	APR 01
MAY 01	JUN 02	JUL 02	AUG 01
SEP 02	OCT 02	NOV 01	DEC 01

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3. DEPARTURE

The above alternate use of the RWYs may not be applied for safety (e.g. operational or meteorological) or security reasons.

Exceptionally, two flexible windows for take-off from both RWYs, according to final destination and traffic congestion peaks forecast, can be applied for max 120 min under previous Civil Aviation Authority approval.

The alternate use of RWYs above is based on a principle of equal distribution of the ACFT on the two RWYs. 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 RWYs 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 RWYs 17/35 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'.

3.5. RWY OPERATIONS

3.5.1. GENERAL

A380 should use RWY 35L for take-off.

Multiple line-ups on RWY 17R/35L from intersection take-off positions can be given to not more than 2 ACFT at the same time under the following conditions:

- Daylight only;
- Visibility 5km or more;
- Not between intersection take-off WB and full length RWY 35L;
- Pilot's readback shall contain RWY designator, intersection take-off position, if applicable, and departure sequence.

3.5.2. MINIMUM RWY OCCUPANCY

As far as possible, pre-flight checks shall be completed before line-up; other checks after line-up shall be carried out as quickly as possible.

Departing ACFT shall comply with ATC clearance to line-up without any delay.

Take-off run shall start immediately after take-off clearance. If unable to comply, pilots shall inform Malpensa TWR prior to line-up.

In case of snow, take-off run shall start immediately after take-off clearance issued by ATC. ACFT unable to comply will be instructed to vacate RWY as soon as possible.

3.6. OTHER INFORMATION

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

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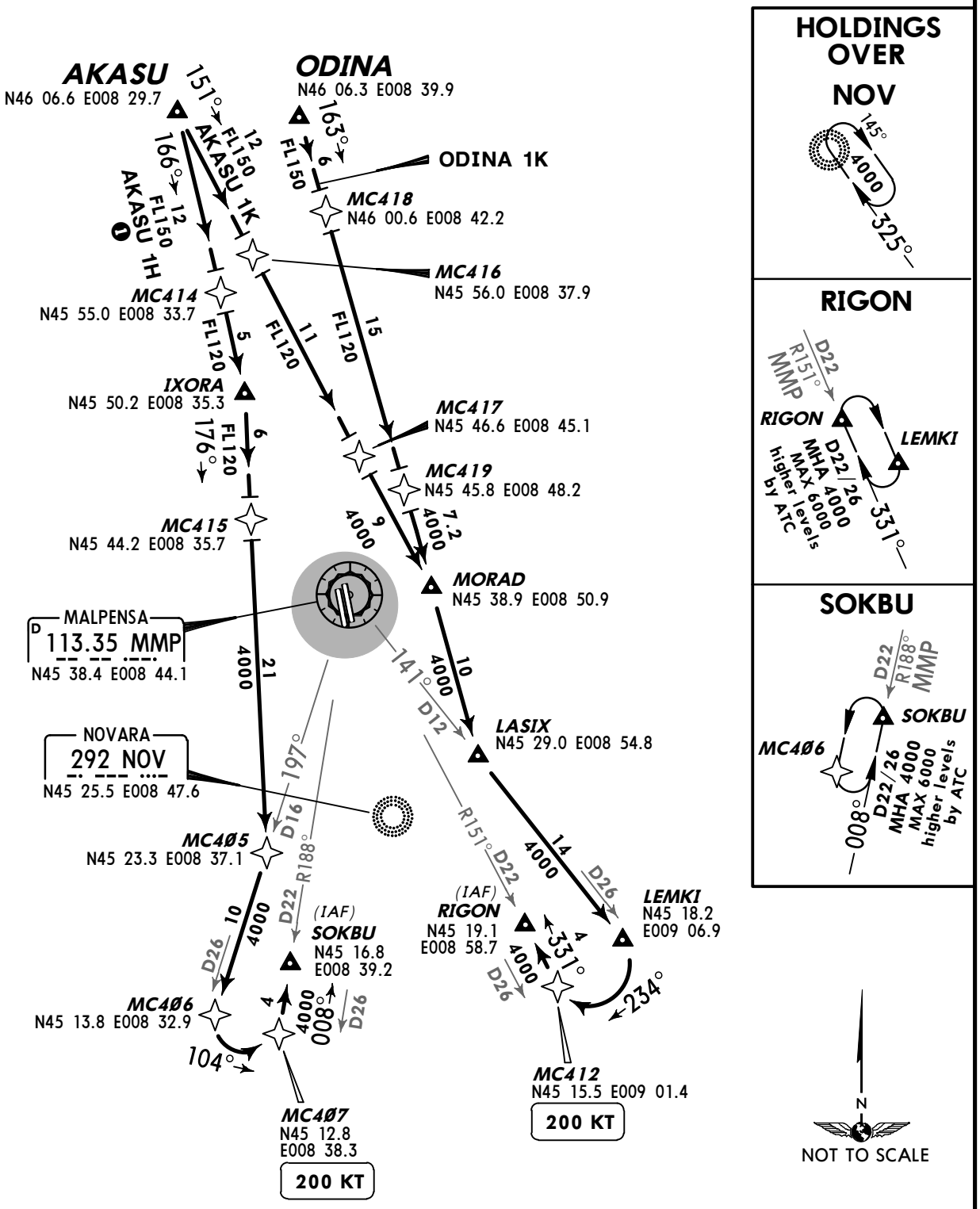
ATIS Arrival	Apt Elev	
120.025	768′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Holdings are defined by conventional navigation.

AKASU 1H *[AKAS1H]*❶, AKASU 1K *[AKAS1K]*
ODINA 1K *[ODIN1K]*
P-RNAV ARRIVALS

❶ By ATC.



STAR	ROUTING
AKASU 1H	AKASU - MC414 - IXORA - MC415 - MC405 - MC406 - MC407 (K200) - SOKBU.
AKASU 1K	AKASU - MC416 - MC417 - MORAD - LASIX - LEMKI - MC412 (K200) - RIGON.
ODINA 1K	ODINA - MC418 - MC419 - MORAD - LASIX - LEMKI - MC412 (K200) - RIGON.

CHANGES: RNAV STAR AKASU 4H renumbered 1H & revised; speed restriction.

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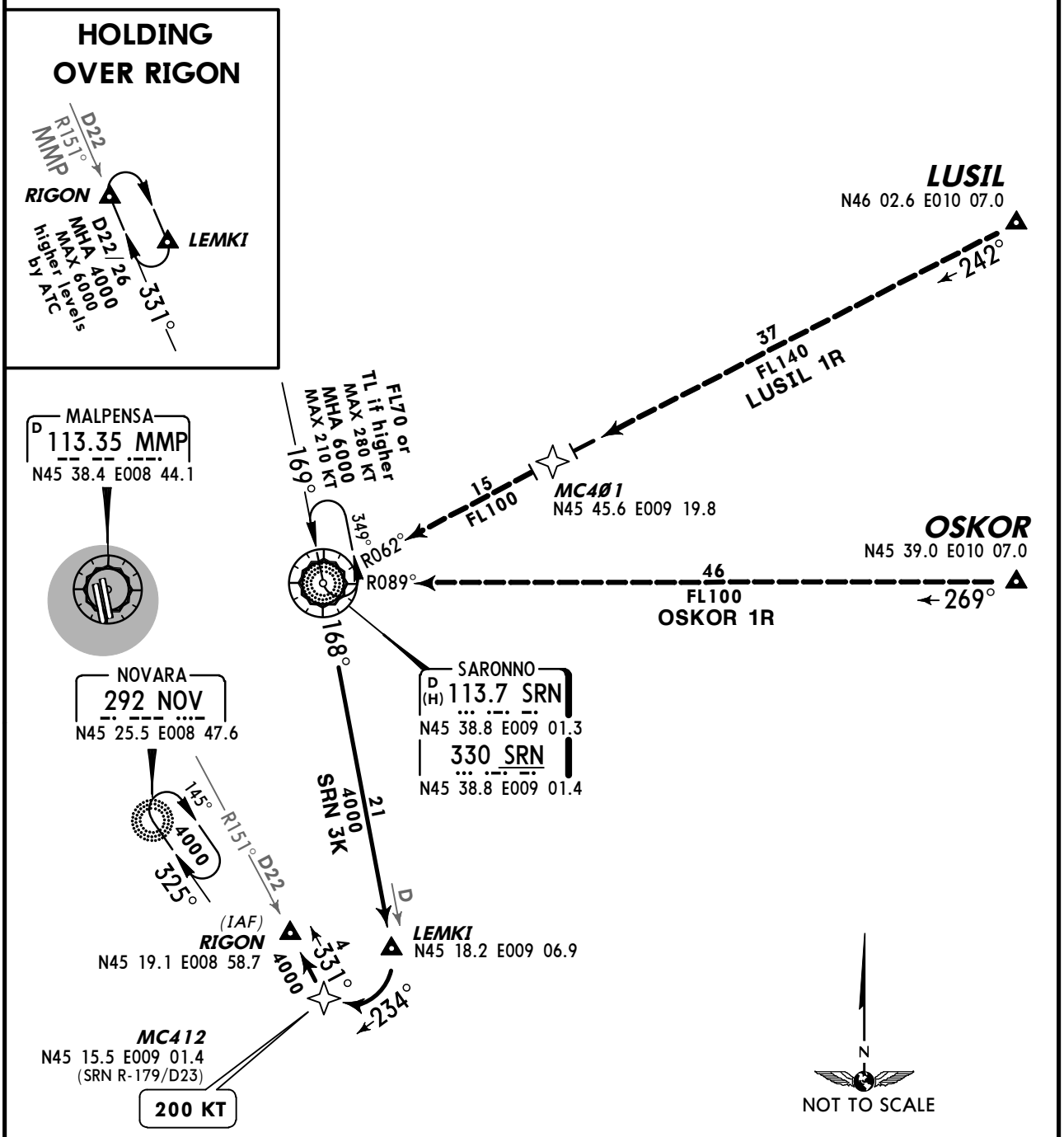
ATIS Arrival	Apt Elev	
120.025	768′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Holdings are defined by conventional navigation.

LUSIL 1R *[LUS1R]*, OSKOR 1R *[OSK1R]*
P-RNAV TRANSITIONS

SRN 3K
P-RNAV ARRIVAL



TRANSITION	ROUTING
LUSIL 1R	LUSIL - MC401 - SRN.
OSKOR 1R	OSKOR - SRN.

STAR	ROUTING
SRN 3K	SRN - LEMKI - MC412 (K200) - RIGON.

CHANGES: Transitions reindexed.

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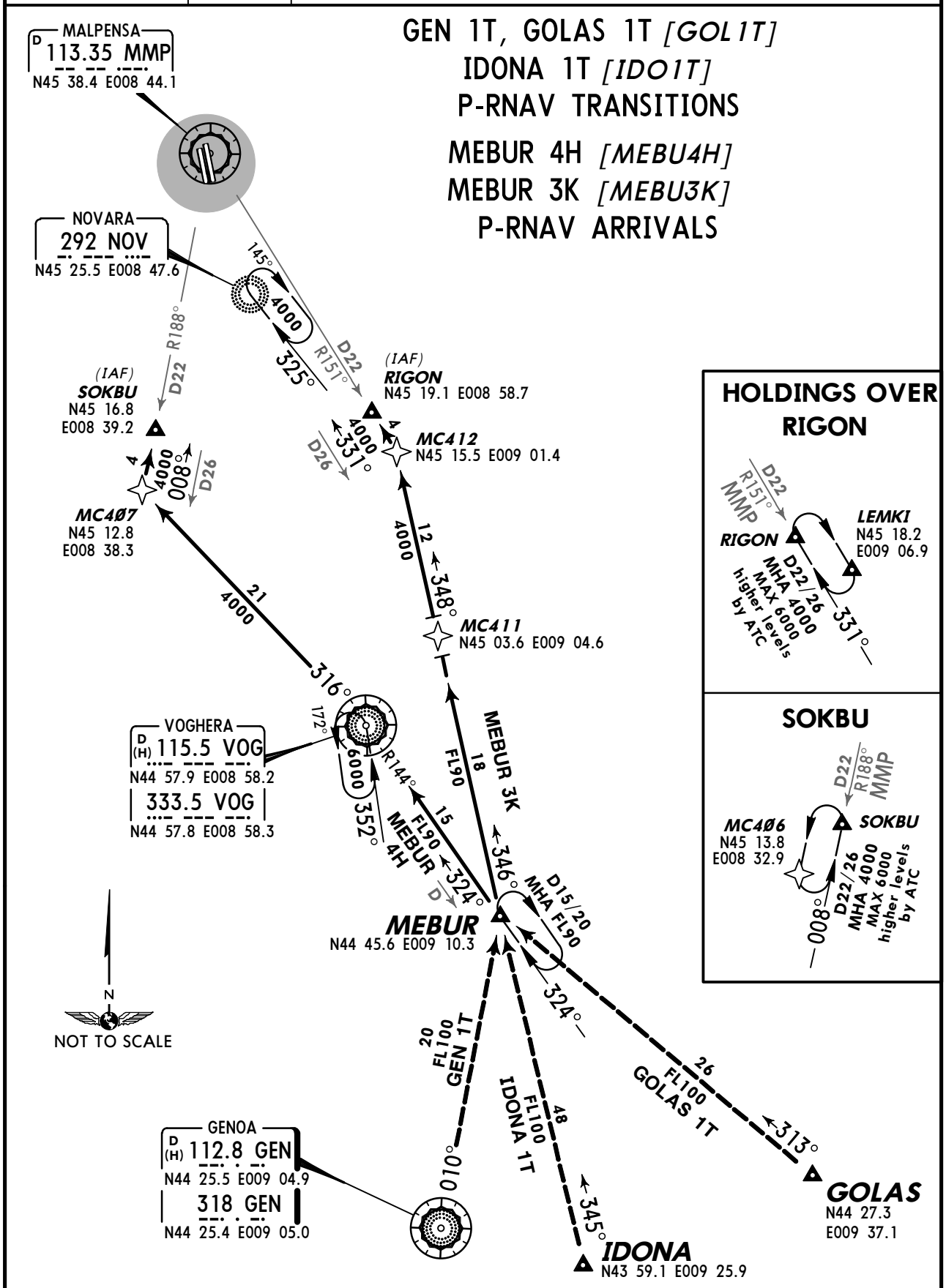
ATIS Arrival	Apt Elev	
120.025	768′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Holdings are defined by conventional navigation.

GEN 1T, GOLAS 1T *[GOL1T]*
IDONA 1T *[IDO1T]*
P-RNAV TRANSITIONS

MEBUR 4H *[MEBU4H]*
MEBUR 3K *[MEBU3K]*
P-RNAV ARRIVALS



TRANSITION	ROUTING
GEN 1T	GEN - MEBUR.
GOLAS 1T	GOLAS - MEBUR.
IDONA 1T	IDONA - MEBUR.
STAR	**ROUTING**
MEBUR 4H	MEBUR - VOG - MC407 - SOKBU.
MEBUR 3K By ATC	MEBUR - MC411 - MC412 - RIGON.

CHANGES: MEBUR 3H renumbered 4H & revised; Transitions reindexed & revised.

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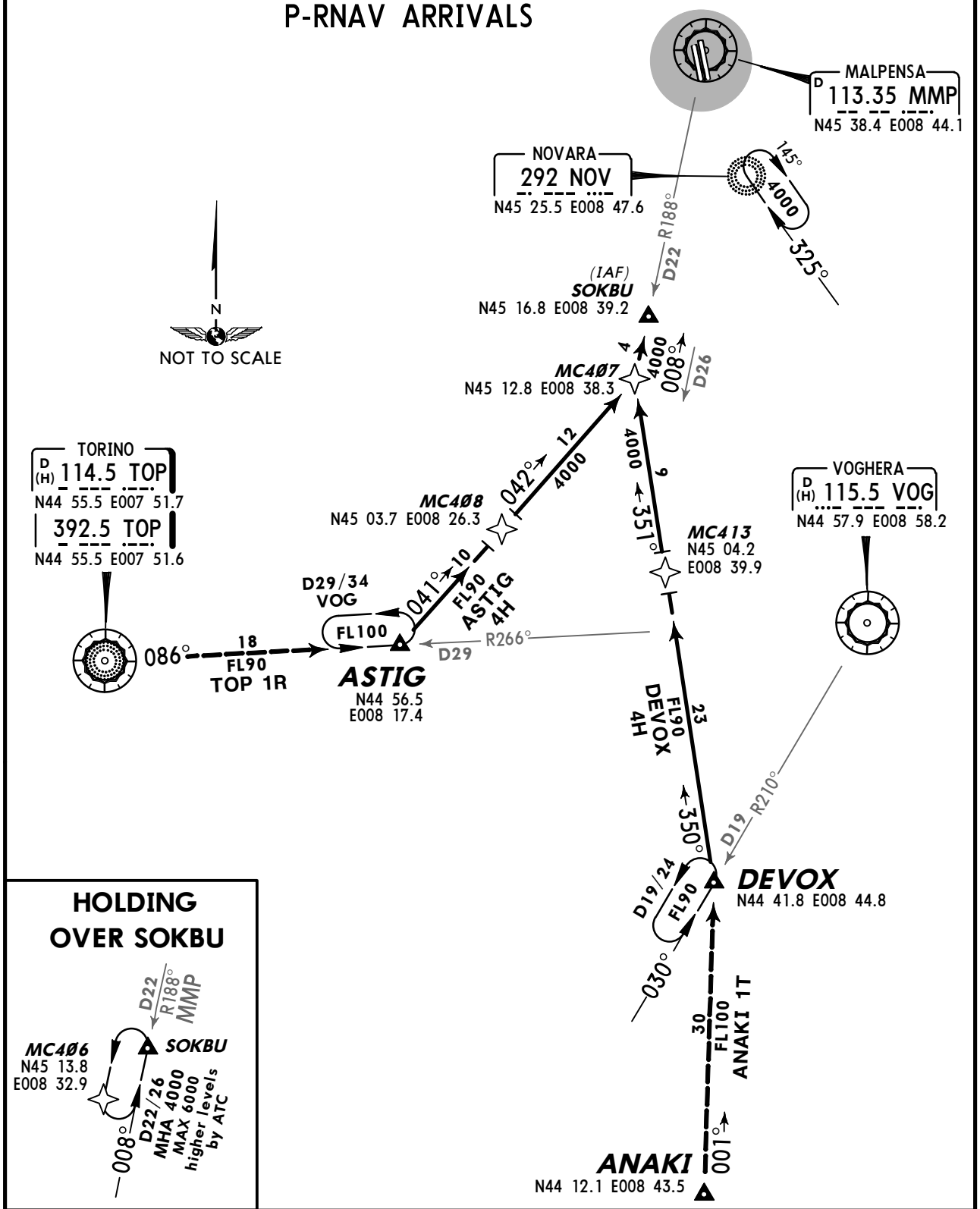
ATIS Arrival	Apt Elev	
120.025	768′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Holdings are defined by conventional navigation.

ANAKI 1T *[ANA1T]*, TOP 1R
P-RNAV TRANSITIONS

ASTIG 4H *[ASTI4H]*, DEVOX 4H *[DEVO4H]*
P-RNAV ARRIVALS



TRANSITION	ROUTING
ANAKI 1T	ANAKI - DEVOX.
TOP 1R	TOP - ASTIG.

STAR	ROUTING
ASTIG 4H	ASTIG - MC408 - MC407 - SOKBU.
DEVOX 4H	DEVOX - MC413 - MC407 - SOKBU.

CHANGES: RNAV STARs renumbered & revised; Transitions reindexed & revised.

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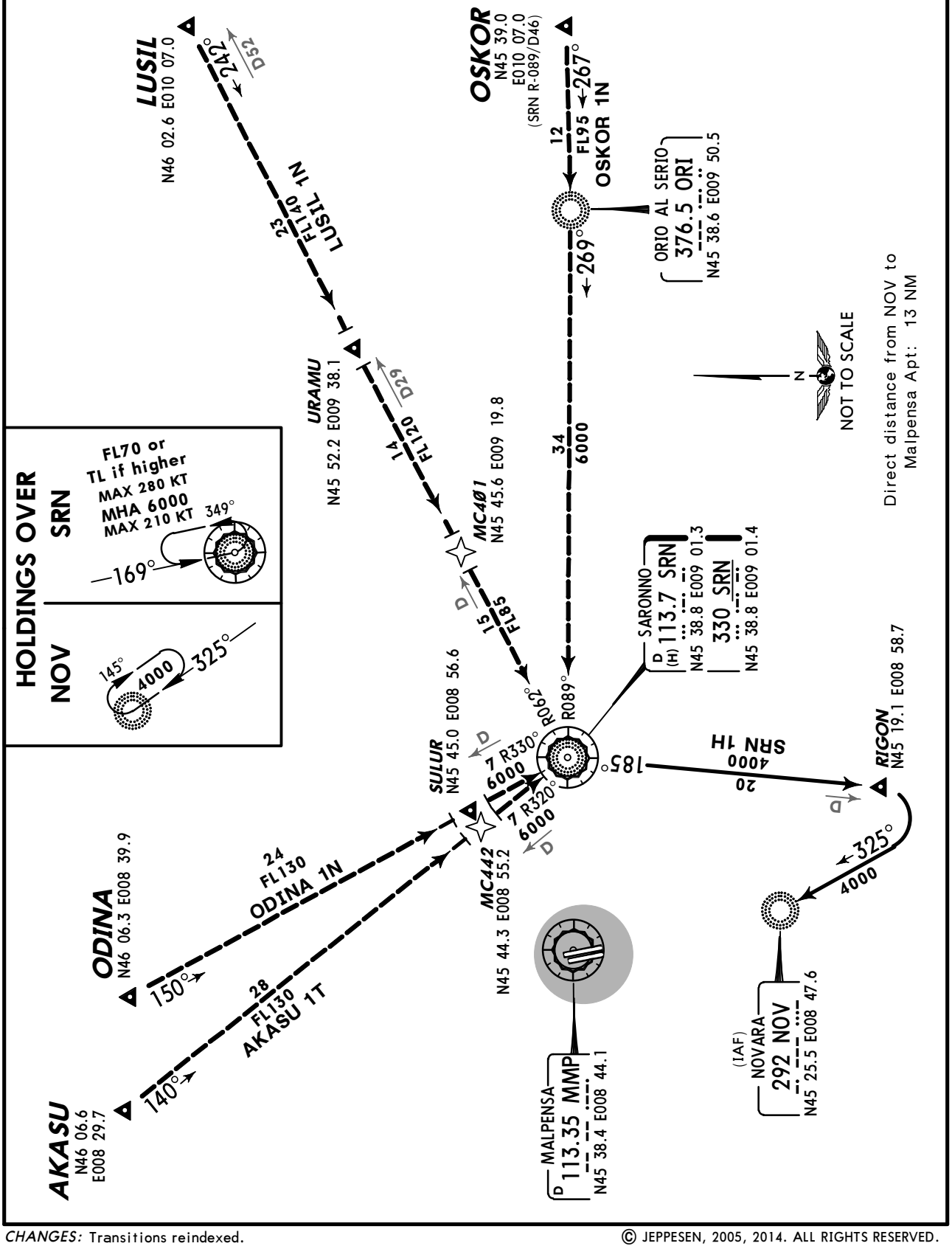
ATIS Arrival	Apt Elev	
120.025	768′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

AKASU 1T *[AKA1T]*, LUSIL 1N *[LUS1N]* ODINA 1N *[ODI1N]*, OSKOR 1N *[OSK1N]* TRANSITIONS

SRN 1H ARRIVAL

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



CHANGES: Transitions reindexed.

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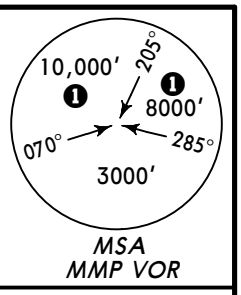
ATIS Arrival	Apt Elev	
120.025	768′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



❶ 6000′ within 10 NM

GOLAS 1R *[GOL1R]*
TRANSITION
COD 1H
ARRIVAL

BY ATC

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

SARONNO
D (H) 113.7 SRN
N45 38.8 E009 01.3

TREZZO
D (H) 111.8 TZO
N45 33.6 E009 30.4
345 TZO
N45 33.5 E009 30.6

MALPENSA
D 113.35 MMP
N45 38.4 E008 44.1

169°

14
4000

MC448
N45 20.5 E009 06.0

(IAF)
NOVARA
292 NOV
N45 25.5 E008 47.6

20
FL70 or TL if higher
COD 1H

290°

CODOGNO
400.5 COD
N45 13.6 E009 32.5

46
FL90
GOLAS 1R

N
NOT TO SCALE

355°

GOLAS
N44 27.3 E009 37.1

HOLDINGS OVER

COD	NOV
140° 5000 320°	145° 4000 325°

Direct distance from NOV to Malpensa Apt: 13 NM

CHANGES: Transition KALIK 1E replaced by GOLAS 1R.

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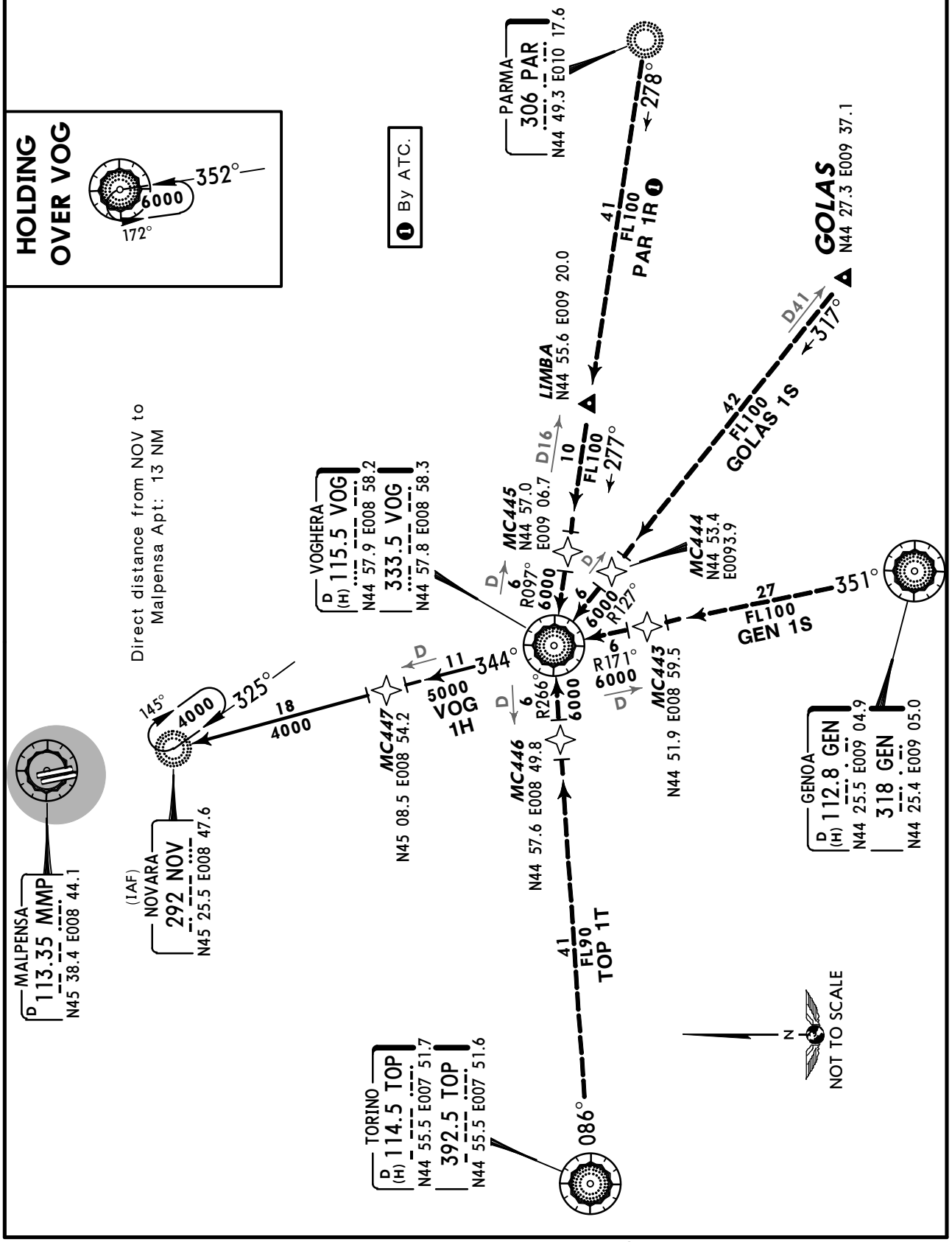
ATIS Arrival	Apt Elev	
120.02	768′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

GEN 1S, GOLAS 1S *[GOL1S]*
PAR 1R ❶, TOP 1T
TRANSITIONS

VOG 1H
ARRIVAL

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



CHANGES: Transition PAR 1R availability.

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SID DESIGNATION	REFER TO CHART
BLA 6C, 7D	10-3A
BLA 7F	10-3B
FARAK 5C, 7D	10-3C
FARAK 7F	10-3D
IRKED 5E, NELAB 5C	10-3E
DOGUB 5L, MMP 7G, 5H	10-3F
SRN 7G, 5H	10-3G
TELVA 7G, 5H	10-3H
BLA 5X, MMP 5W	10-3J
FARAK 5X, SRN 5W	10-3K
NELAB 5X, NOV 7Y	10-3L

TRANSITION DESIGNATION	REFER TO CHART
AOSTA 8K, 7X, LAGEN 8X NEDED 8X, TOP 8X	10-3M
ABESI 7X, CANNE 7X	10-3N
ABESI 7Y, CANNE 7Y	10-3P
EKPAL 5Y, LOGDI 5Y, OSKOR 7Y, PAR 5Y, PIKOT 5Y, VAKON 7Y	10-3Q
ABESI 9Q, CANNE 9Q	10-3S
EKPAL 5Q, LOGDI 5Q, OSKOR 5Q, PAR 5Q, PIKOT 5Q, VAKON 8Q	10-3T
EKPAL 5J, OSKOR 9J, PAR 5J, VOG 5J	10-3U
EKPAL 5Z, LESAN 9Z, LOGDI 5Z, PAR 8Z, PIKOT 5Z, VOG 9Z	10-3V
EKPAL 5U, LOGDI 5U, PAR 6U, PIKOT 5U	10-3W
LAGEN 9U, NEDED 8U, TOP 9U	10-3X
ABESI 5V, CANNE 5V	10-3X1
AOSTA 5M, 5V	10-3X2
AOSTA 8J, 5L	10-3X3
ABESI 9W, CANNE 9W	10-3X4
AOSTA 7W	10-3X5
EKPAL 5W, LOGDI 5W, PIKOT 5W	10-3X6
LAGEN 5I, NEDED 5I, TOP 5I	10-3X7

OMNI DEP DESIGNATION	REFER TO CHART
OMNI DEP AREA RWY 35L	10-3X9
OMNI DEP AREA RWY 35R	10-3X10

CHANGES: Transitions withdrawn, renumbered & established; charts reindexed.

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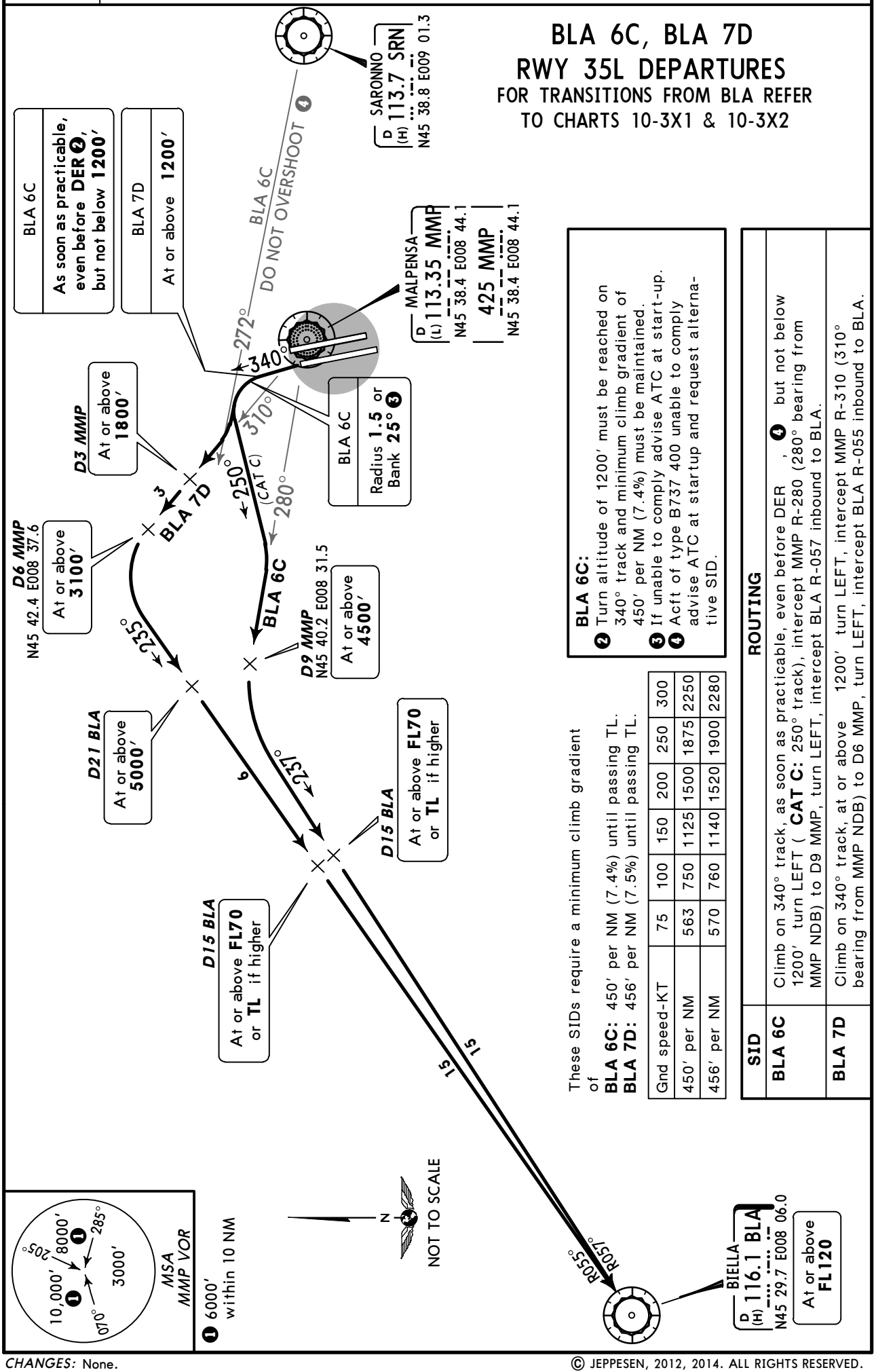
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.

BLA 6C, BLA 7D
RWY 35L DEPARTURES
FOR TRANSITIONS FROM BLA REFER TO CHARTS 10-3X1 & 10-3X2



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 startup and request alternative SID.

These SIDs require a minimum climb gradient of
BLA 6C: 450′ per NM (7.4%) until passing TL.
BLA 7D: 456′ per NM (7.5%) until passing TL.

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	563	750	1125	1500	1875	2250
456′ per NM	570	760	1140	1520	1900	2280

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 7D	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.

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RNAV SID DESIGNATION	REFER TO CHART
BLA 5L	10-3A2
BLA 5M, 5S	10-3C1
FARAK 5L	10-3C2
FARAK 5M, 5S	10-3E1
IRKED 5T, NELAB 5L	10-3E2
NELAB 5M, 5S	10-3E3
DOGUB 5T, MMP 5L, 5M	10-3G1
MMP 5S	10-3G2
SRN 5L, 5M	10-3J1
SRN 5S	10-3J2
TELVA 5L, 5M	10-3J3
TELVA 5S	10-3J4

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS

CHANGES: New temporary procedures at this airport.

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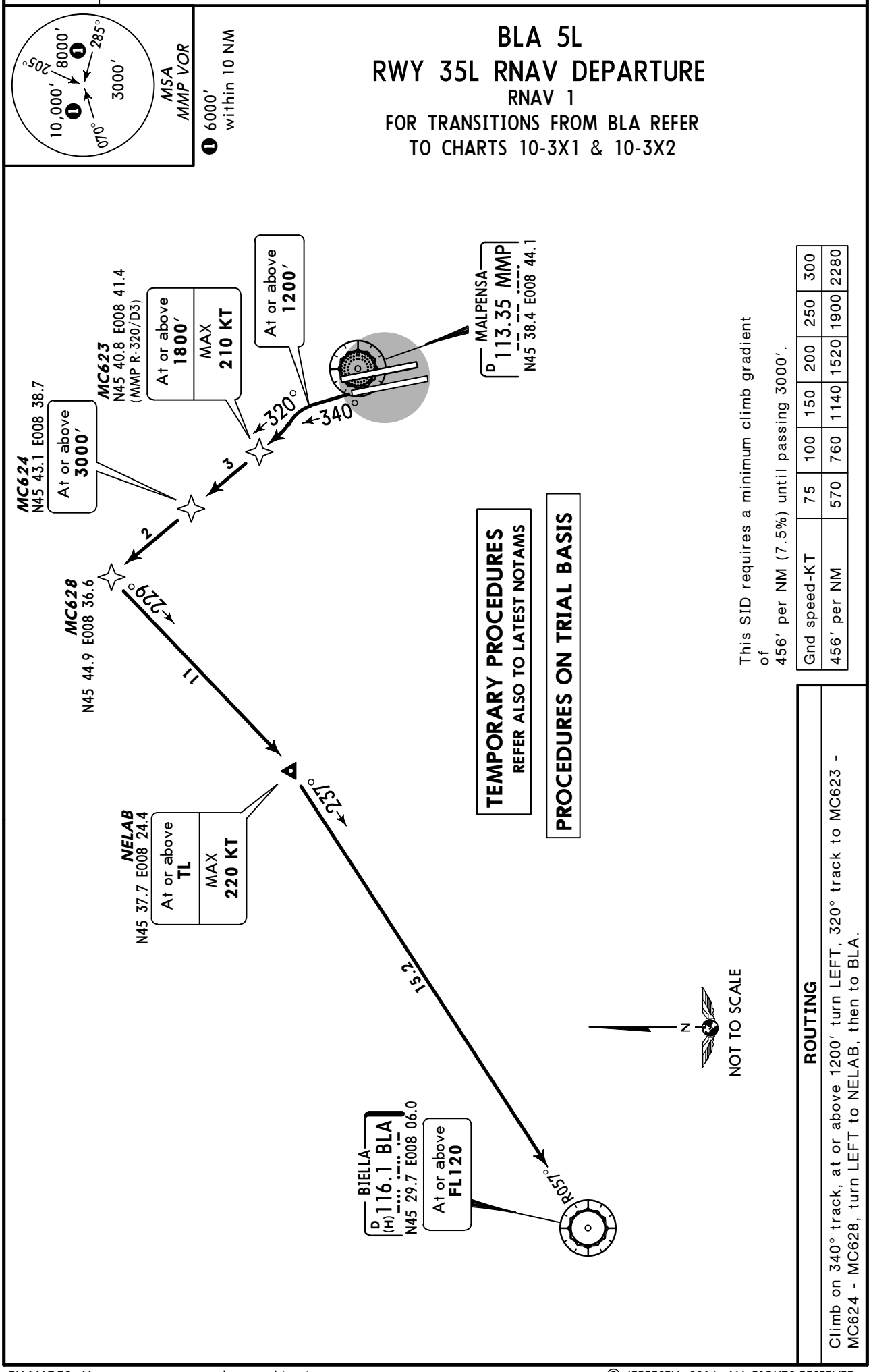
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.



CHANGES: New temporary procedure at this airport.

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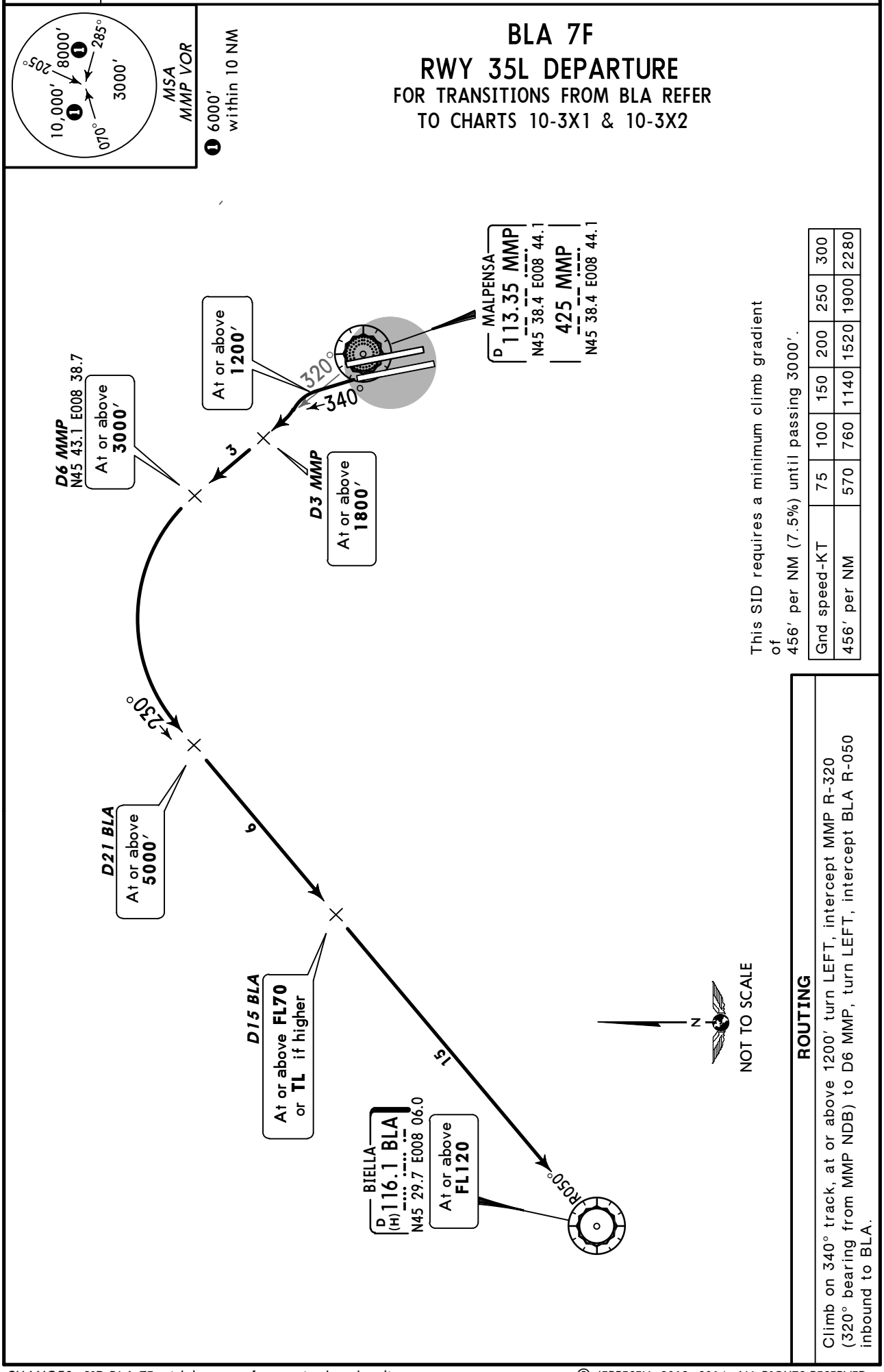
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.



This SID requires a minimum climb gradient of 456′ per NM (7.5%) until passing 3000′.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1140	1520	1900	2280

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-050 inbound to BLA.

CHANGES: SID BLA 7E withdrawn; reference in chart heading.

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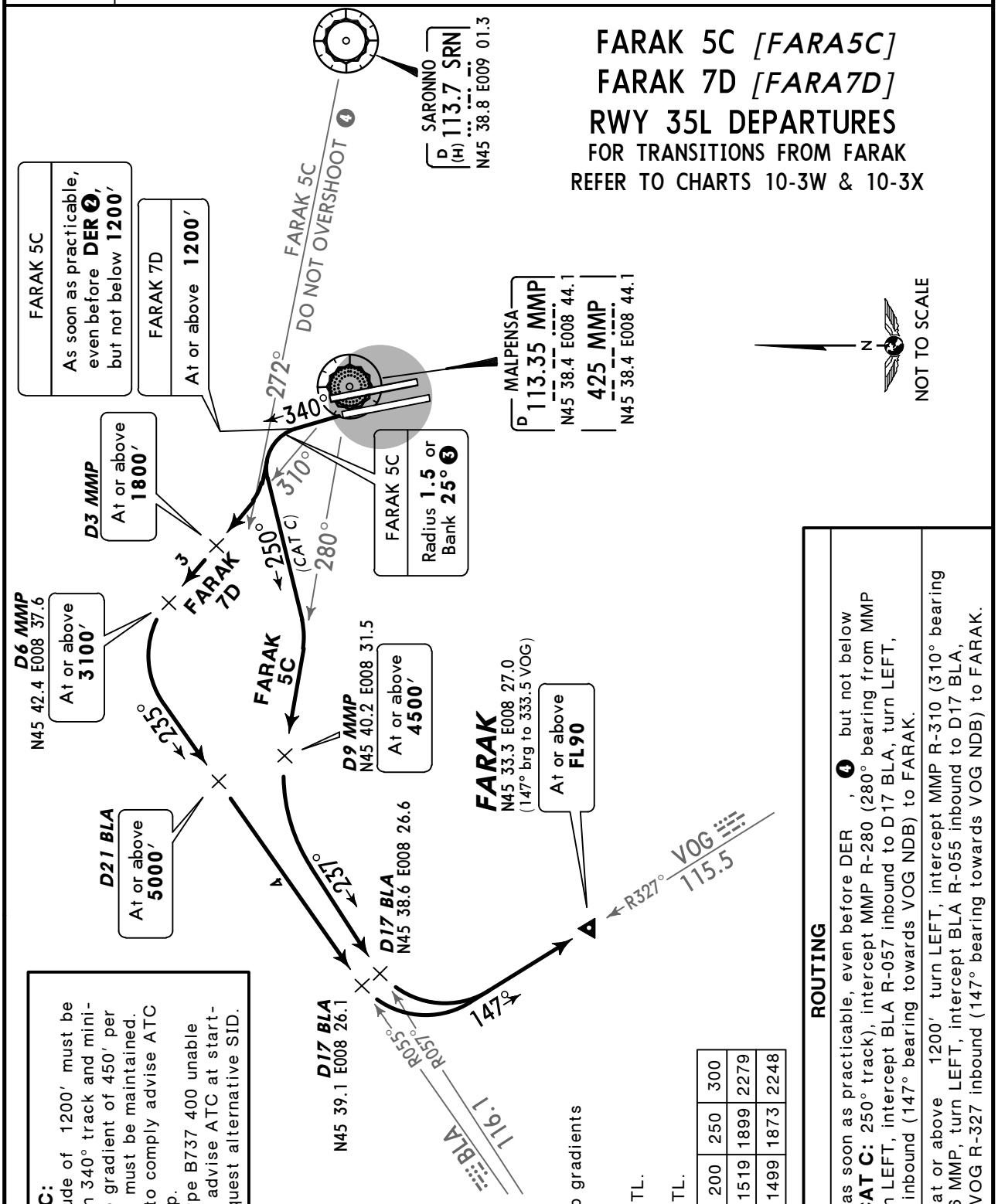
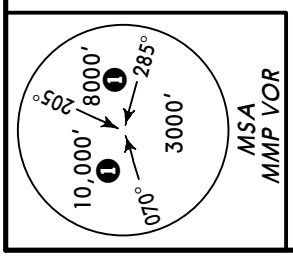
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.

FARAK 5C *[FARA5C]*
FARAK 7D *[FARA7D]*
RWY 35L DEPARTURES

FOR TRANSITIONS FROM FARAK
REFER TO CHARTS 10-3W & 10-3X



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



These SIDs require minimum climb gradients of

FARAK 5C
450′ per NM (7.4%) until passing TL.
FARAK 7D
456′ per NM (7.5%) until passing TL.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279
450′ per NM	562	749	1124	1499	1873	2248

SID	ROUTING
FARAK 5C	Climb on 340° track, as soon as practicable, even before DER , 4 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 7D	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 D17 BLA, turn LEFT, intercept VOG R-327 inbound (147° bearing towards VOG NDB) to FARAK.

CHANGES: SID FARAK 6D renumbered 7D & revised; reference in chart heading.

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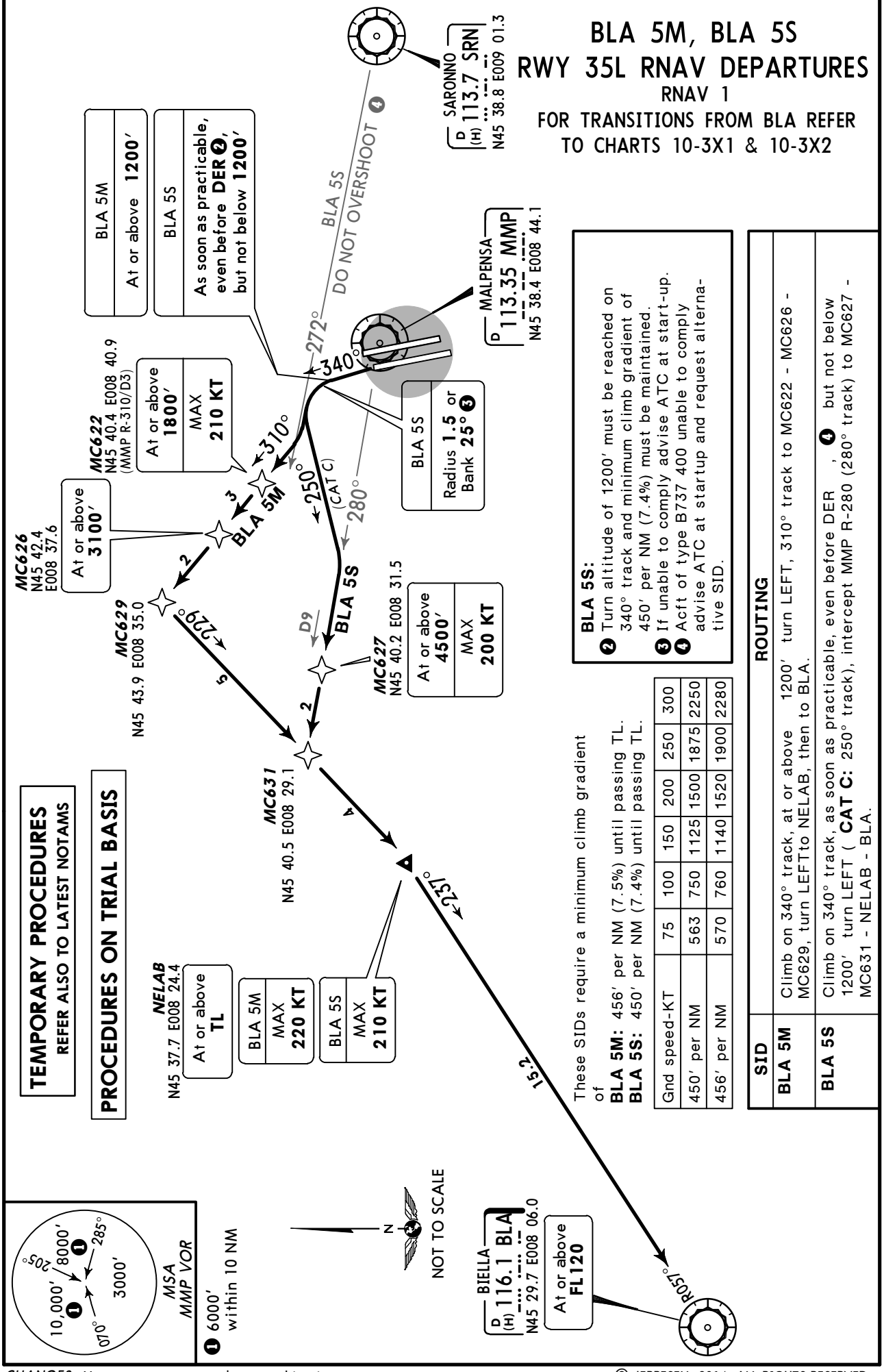
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

BLA 5M, BLA 5S RWY 35L RNAV DEPARTURES

RNAV 1

FOR TRANSITIONS FROM BLA REFER TO CHARTS 10-3X1 & 10-3X2



BLA 5S:
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 startup and request alternative SID.

These SIDs require a minimum climb gradient of
BLA 5M: 456′ per NM (7.5%) until passing TL.
BLA 5S: 450′ per NM (7.4%) until passing TL.

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	563	750	1125	1500	1875	2250
456′ per NM	570	760	1140	1520	1900	2280

SID	ROUTING
BLA 5M	Climb on 340° track, at or above 1200′ turn LEFT, 310° track to MC622 - MC626 - MC629, turn LEFT to NELAB, then to BLA.
BLA 5S	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° track) to MC627 - MC631 - NELAB - BLA.

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS

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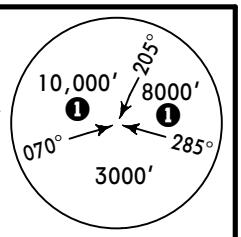
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.



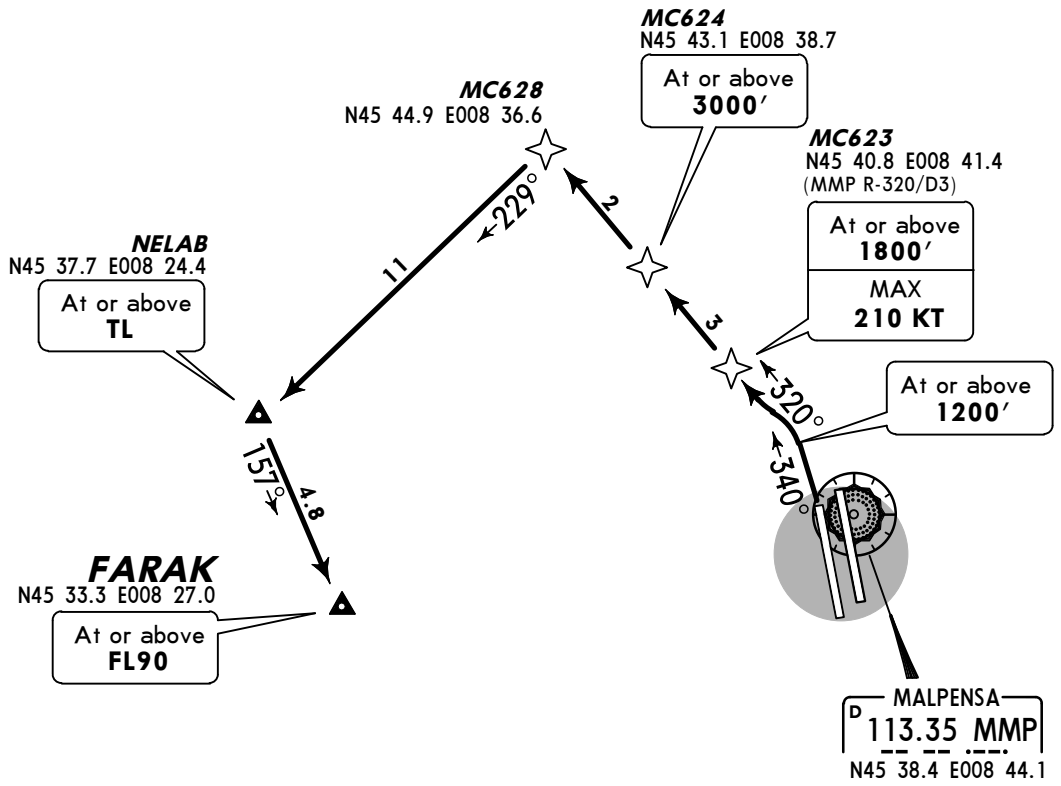
MSA
MMP VOR

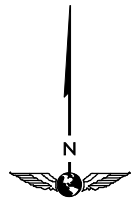
❶ 6000′
within 10 NM

FARAK 5L *[FARA5L]*
RWY 35L RNAV DEPARTURE
RNAV 1
FOR TRANSITIONS FROM FARAK REFER TO
CHARTS 10-3W & 10-3X

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS





NOT TO SCALE

This SID requires a minimum climb gradient of
456′ per NM (7.5%) until passing 3000′.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279

ROUTING

Climb on 340° track, at or above 1200′ turn LEFT, 320° track to MC623 - MC624 - MC628, turn LEFT to NELAB, then to FARAK.

CHANGES: New temporary procedure at this airport.

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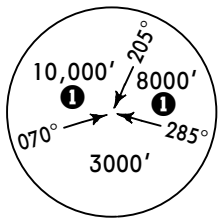
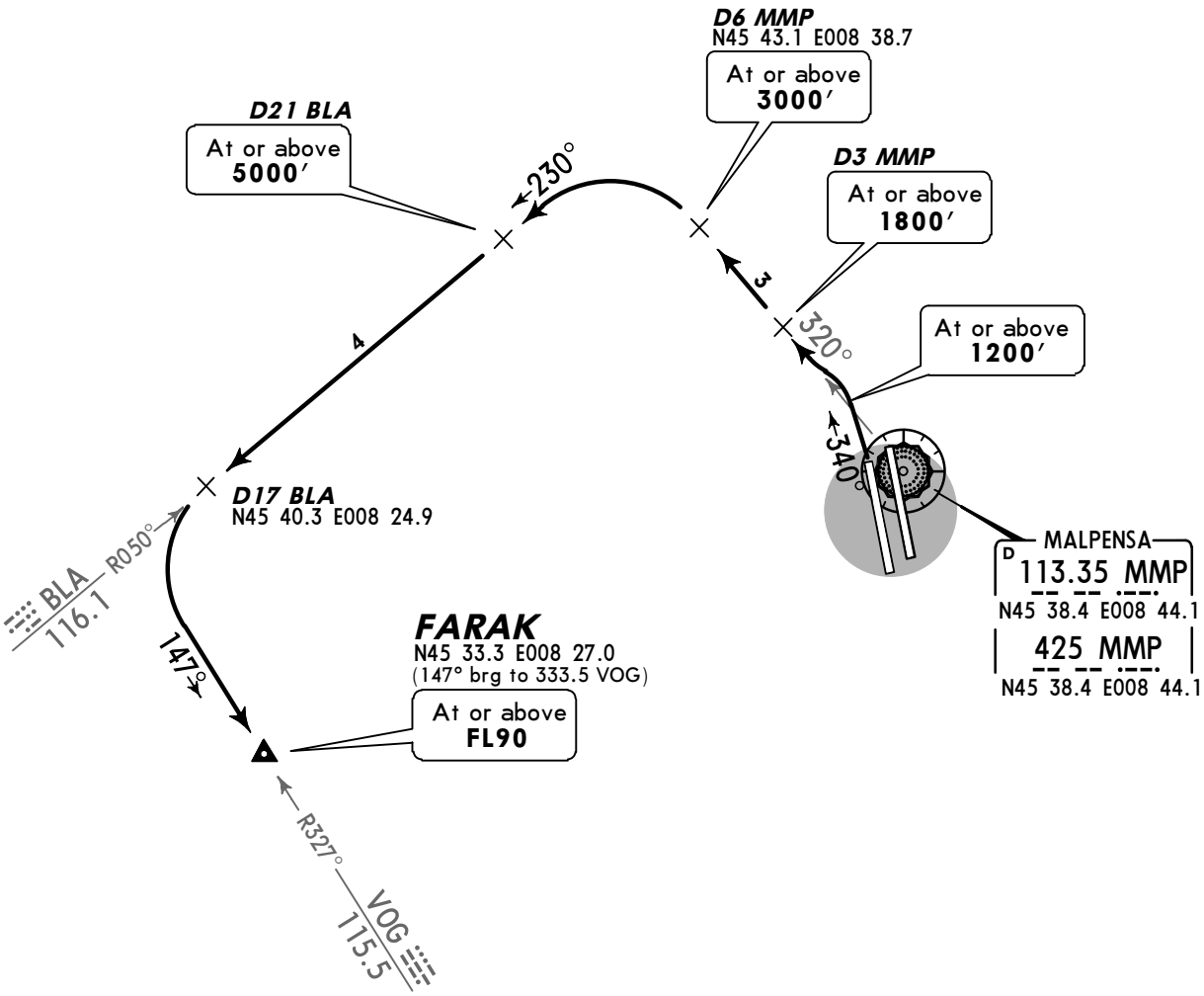
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.

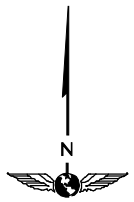


MSA
MMP VOR

❶ 6000′
within 10 NM

FARAK 7F *[FARA7F]*
RWY 35L DEPARTURE
FOR TRANSITIONS FROM FARAK REFER TO
CHARTS 10-3W & 10-3X





NOT TO SCALE

These SIDs require a minimum climb gradient of
456′ per NM (7.5%) until passing 3000′.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279

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-050 inbound to D17 BLA, turn LEFT, intercept VOG R-327 inbound (147° bearing towards VOG NDB) to FARAK.

CHANGES: None.

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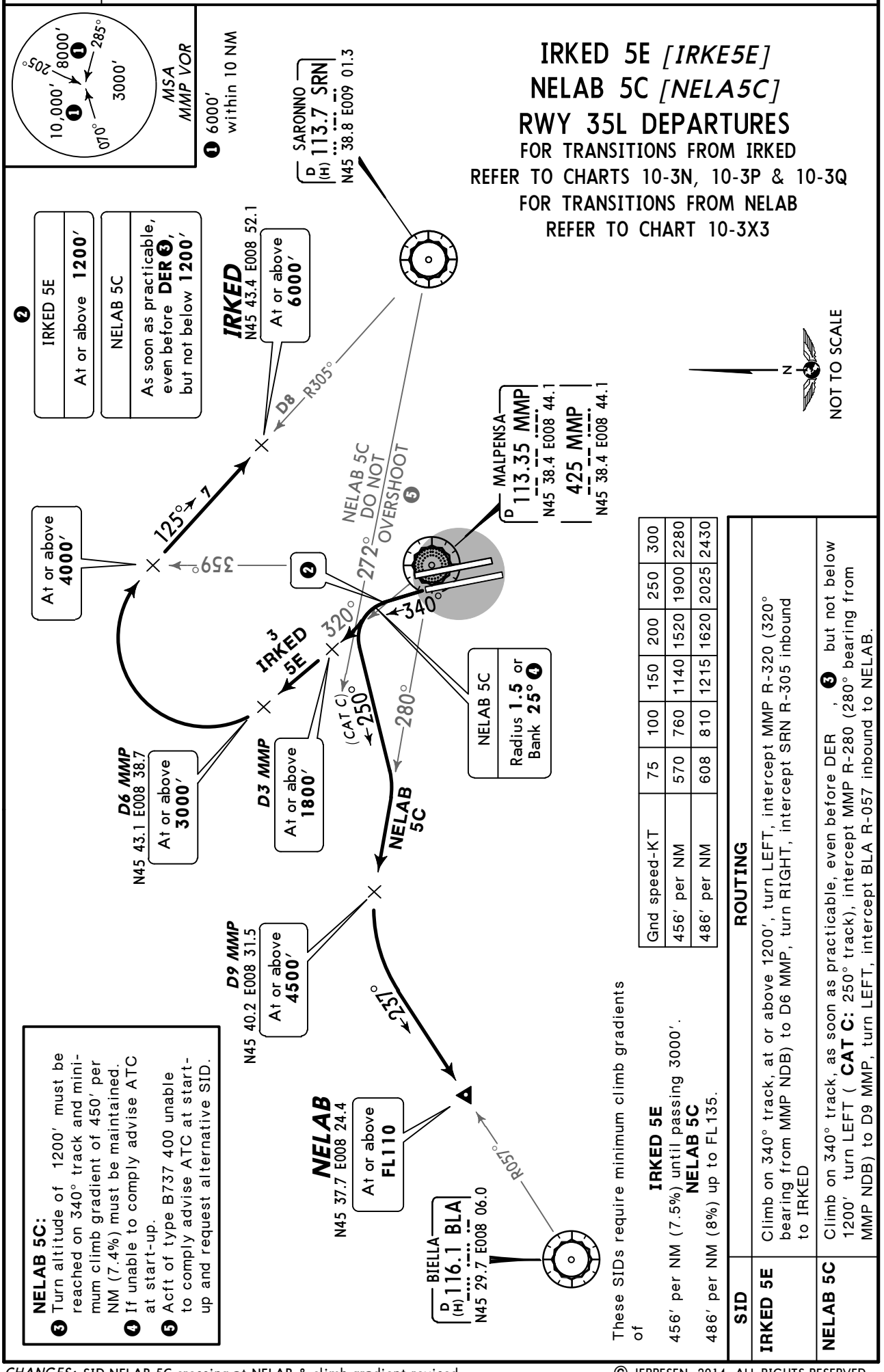
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.

IRKED 5E *[IRKE5E]*
NELAB 5C *[NELA5C]*
RWY 35L DEPARTURES

FOR TRANSITIONS FROM IRKED
REFER TO CHARTS 10-3N, 10-3P & 10-3Q
FOR TRANSITIONS FROM NELAB
REFER TO CHART 10-3X3



Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1140	1520	1900	2280
486′ per NM	608	810	1215	1620	2025	2430

These SIDs require minimum climb gradients of

IRKED 5E
456′ per NM (7.5%) until passing 3000′.
NELAB 5C
486′ per NM (8%) up to FL135.

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

SID	ROUTING
IRKED 5E	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 IRKED
NELAB 5C	Climb on 340° track, as soon as practicable, even before DER , 3 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 NELAB.

CHANGES: SID NELAB 5C crossing at NELAB & climb gradient revised.

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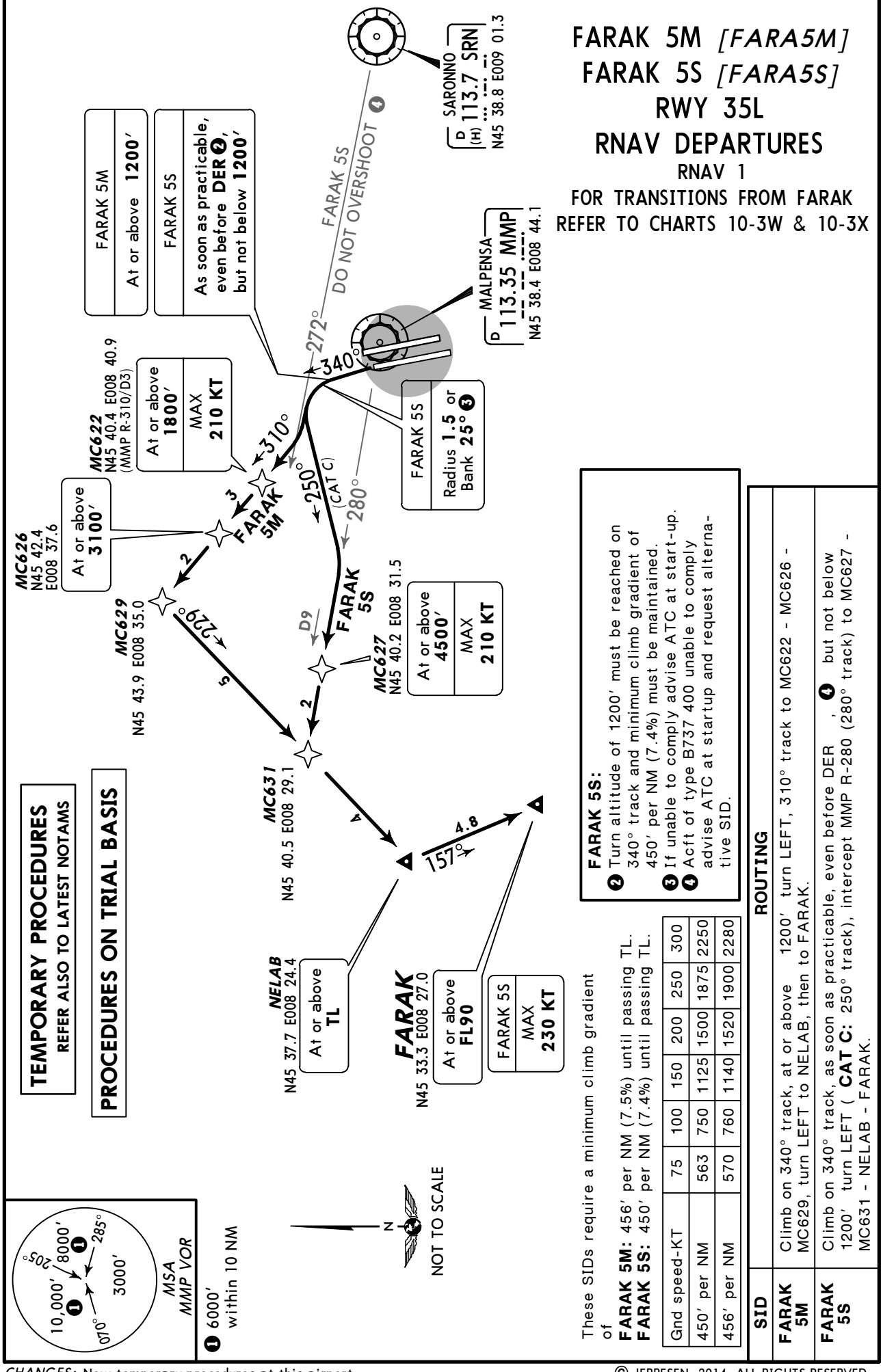
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

FARAK 5M *[FARA5M]*
FARAK 5S *[FARA5S]*
RWY 35L
RNAV DEPARTURES

RNAV 1

FOR TRANSITIONS FROM FARAK REFER TO CHARTS 10-3W & 10-3X



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

These SIDs require a minimum climb gradient of
FARAK 5M: 456′ per NM (7.5%) until passing TL.
FARAK 5S: 450′ per NM (7.4%) until passing TL.

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	563	750	1125	1500	1875	2250
456′ per NM	570	760	1140	1520	1900	2280

SID	ROUTING
FARAK 5M	Climb on 340° track, at or above 1200′ turn LEFT, 310° track to MC622 - MC626 - MC629, turn LEFT to NELAB, then to FARAK.
FARAK 5S	Climb on 340° track, as soon as practicable, even before DER, but not below 1200′ turn LEFT (**CAT C:** 250° track), intercept MMP R-280 (280° track) to MC627 - MC631 - NELAB - FARAK.

CHANGES: New temporary procedures at this airport.

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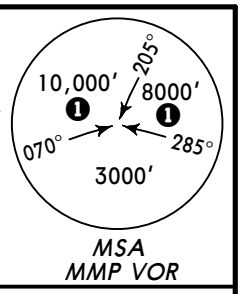
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.



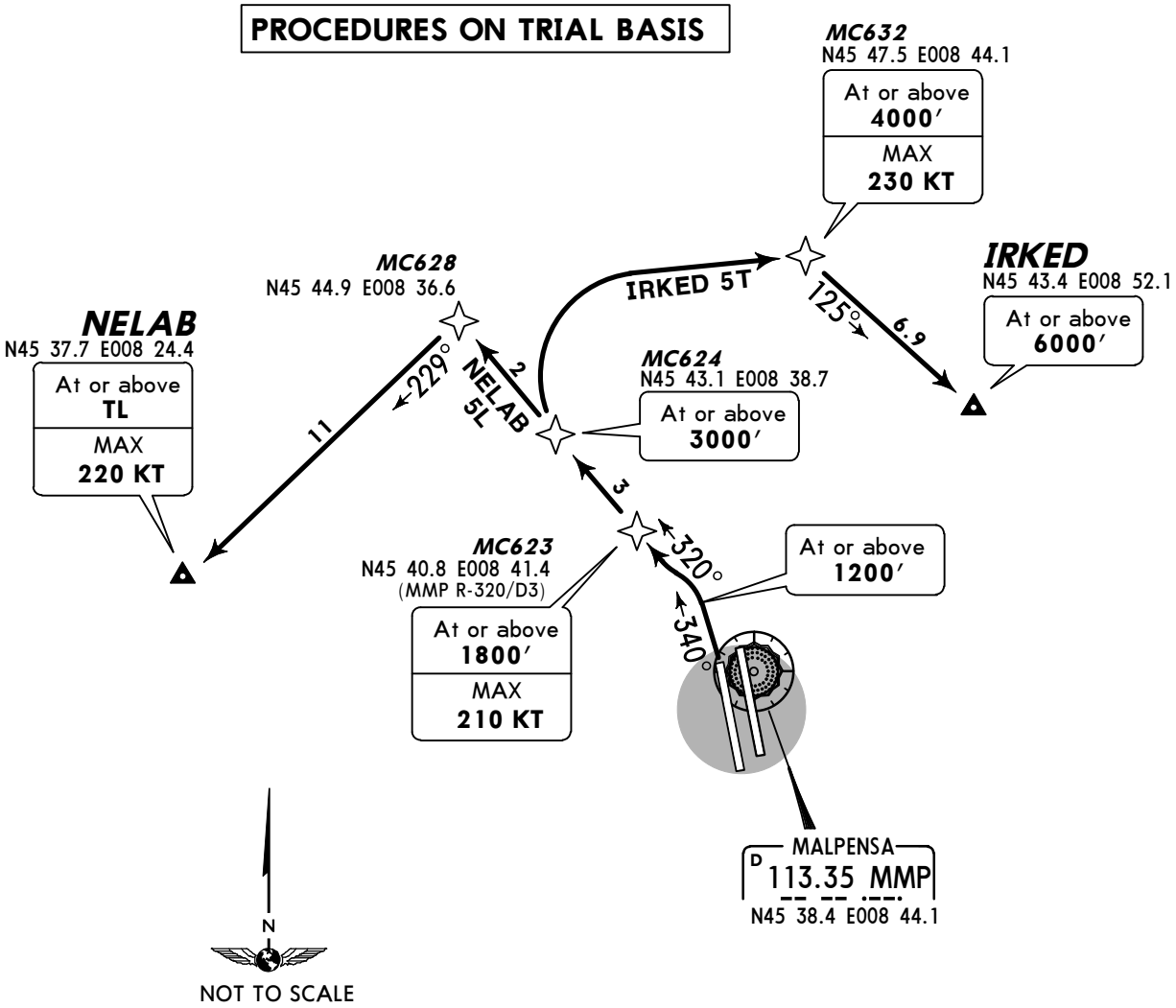
❶ 6000′ within 10 NM

IRKED 5T *[IRKE5T]*
NELAB 5L *[NELA5L]*
RWY 35L RNAV DEPARTURES

RNAV 1
FOR TRANSITIONS FROM IRKED
REFER TO CHARTS 10-3N, 10-3P & 10-3Q
FOR TRANSITIONS FROM NELAB
REFER TO CHART 10-3X3

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS



These SIDs require a minimum climb gradient of
456′ per NM (7.5%) until passing 3000′.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279

SID	ROUTING
IRKED 5T	Climb on 340° track, at or above 1200′ turn LEFT, 320° track to MC623 - MC624, turn RIGHT to MC632, then to IRKED.
NELAB 5L	Climb on 340° track, at or above 1200′ turn LEFT, 320° track to MC623 - MC624 - MC628, turn LEFT to NELAB.

CHANGES: New temporary procedures at this airport.

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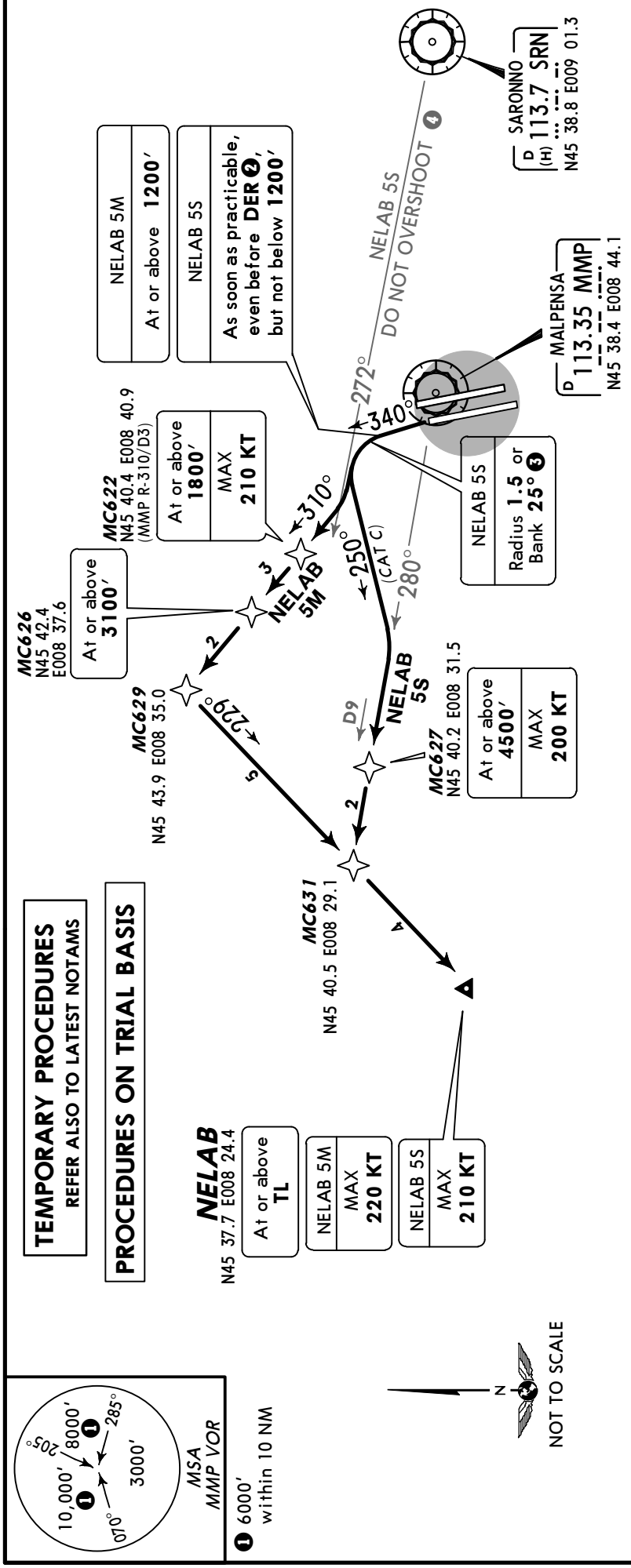
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

NELAB 5M *[NELA5M]*
NELAB 5S *[NELA5S]*
RWY 35L
RNAV DEPARTURES

RNAV 1

FOR TRANSITIONS FROM FARAK REFER TO CHARTS 10-3W & 10-3X



NELAB 5S:
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 startup and request alternative SID.

These SIDs require a minimum climb gradient of
NELAB 5M: 456′ per NM (7.5%) until passing TL.
NELAB 5S: 450′ per NM (7.4%) until passing TL.

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	563	750	1125	1500	1875	2250
456′ per NM	570	760	1140	1520	1900	2280

SID	ROUTING
NELAB 5M	Climb on 340° track, at or above 1200′ turn LEFT, 310° track to MC622 - MC626 - MC629, turn LEFT to NELAB.
NELAB 5S	Climb on 340° track, as soon as practicable, even before DER ❷, but not below 1200′ turn LEFT (**CAT C:** 250° track), intercept MMP R-280 (280° track) to MC627 - MC631 - NELAB.

CHANGES: New temporary procedures at this airport.

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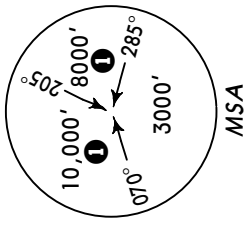
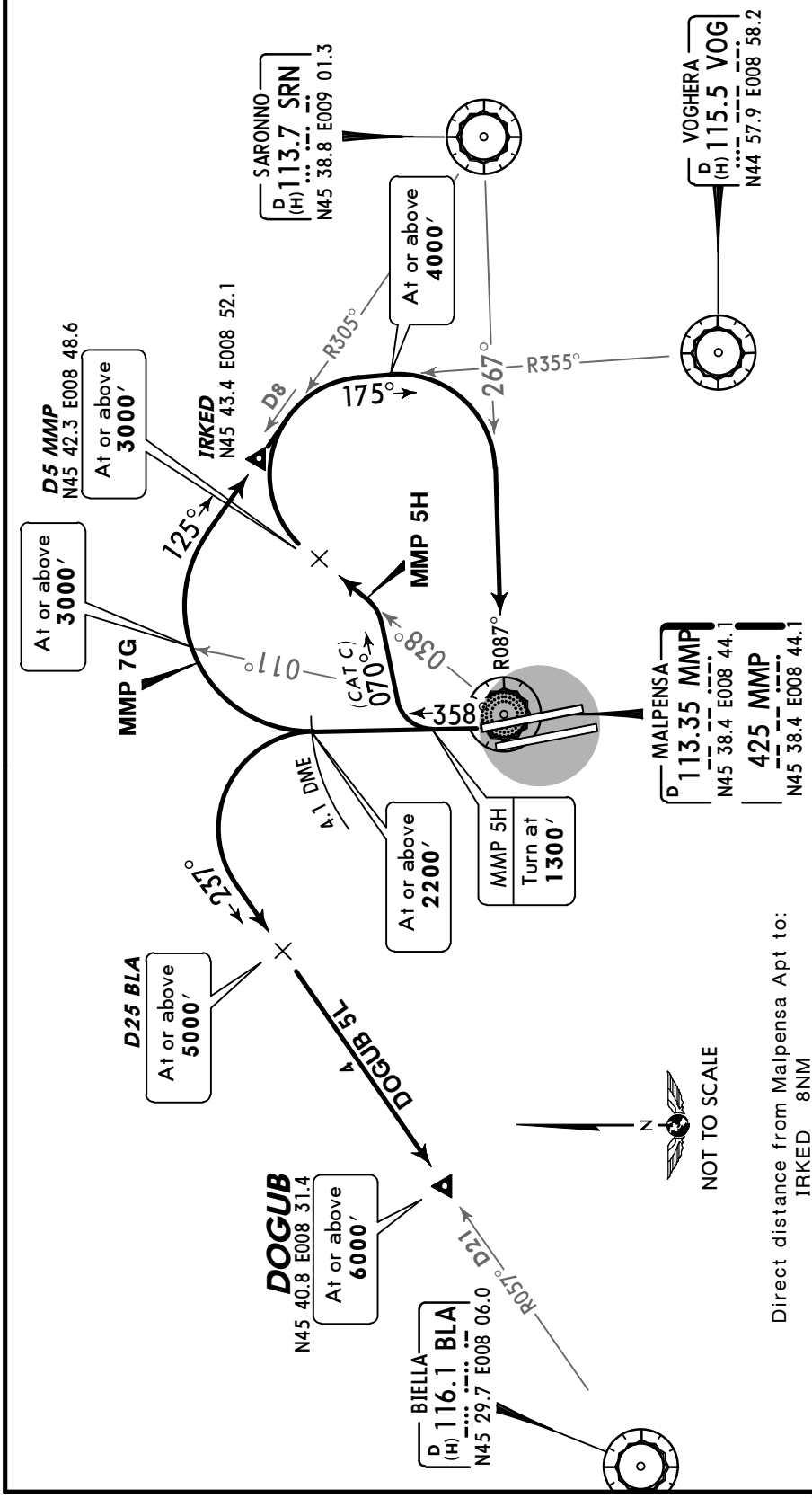
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.



❶ 6000′ within 10 NM

DOGUB 5L *[IDOGU5L]*
MMP 7G, MMP 5H
RWY 35R DEPARTURES

FOR TRANSITIONS FROM DOGUB REFER TO CHARTS 10-3X4, 10-3X5 & 10-3X6
FOR TRANSITIONS FROM MMP REFER TO CHART 10-3M



Direct distance from Malpensa Apt to:
IRKED 8NM

These SIDs require minimum climb gradients of

DOGUB 5L, MMP 5H
462′ per NM (7.6%) until passing 3000′, then
350′ per NM (5.8%.).

MMP 7G
425′ per NM (7%) until passing 4000′.

Gnd speed-KT	75	100	150	200	250	300
350′ per NM	438	583	875	1167	1458	1750
425′ per NM	531	708	1063	1417	1771	2125
462′ per NM	578	770	1155	1540	1925	2310

SID	ROUTING
DOGUB 5L	On 358° track to MMP 4.1 DME, turn LEFT, intercept BLA R-057 inbound to DOGUB.
MMP 7G	On 358° track to MMP 4.1 DME, turn RIGHT, intercept SRN R-305 inbound to IRKED, turn RIGHT, intercept VOG R-355 inbound, at or above 4000′ turn RIGHT, intercept SRN R-267 (MMP R-087 inbound) to MMP.
MMP 5H	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, at or above 4000′ turn RIGHT, intercept SRN R-267 (MMP R-087 inbound) to MMP.

CHANGES: SIDs completely revised.

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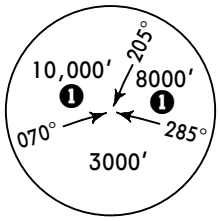
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.

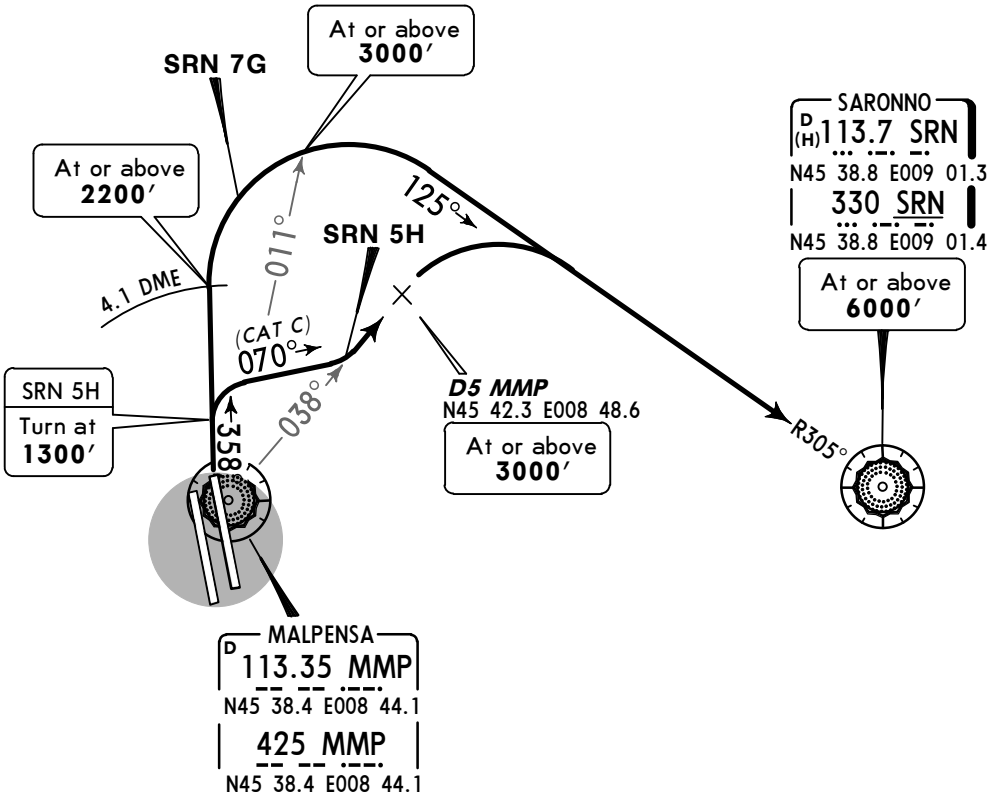


MSA
MMP VOR

❶ 6000′
within 10 NM

SRN 7G, SRN 5H
RWY 35R DEPARTURES

FOR TRANSITIONS FROM SRN REFER TO CHARTS 10-3S & 10-3T



Direct distance from Malpensa Apt to:
SRN 13 NM

These SIDs require minimum climb gradients of

SRN 5H

462′ per NM (7.6%) until passing 3000′, then 350′ per NM (5.8%).

SRN 7G

425′ per NM (7%) until passing 3000′.

Gnd speed-KT	75	100	150	200	250	300
350′ per NM	438	583	875	1167	1458	1750
425′ per NM	531	708	1063	1417	1771	2125
462′ per NM	578	770	1155	1540	1925	2310

NOT TO SCALE

SID	ROUTING
SRN 7G	On 358° track to MMP 4.1 DME, turn RIGHT, intercept SRN R-305 inbound to SRN.
SRN 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, intercept SRN R-305 inbound to SRN.

CHANGES: SIDs completley revised.

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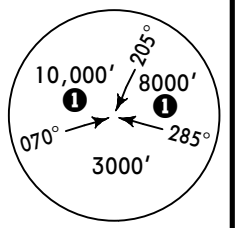
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.

DOGUB 5T *[DOGU5T]*
MMP 5L, MMP 5M
RWY 35R RNAV DEPARTURES

RNAV 1

FOR TRANSITIONS FROM DOGUB REFER TO CHARTS 10-3X4, 10-3X5 & 10-3X6
FOR TRANSITIONS FROM MMP REFER TO CHART 10-3M

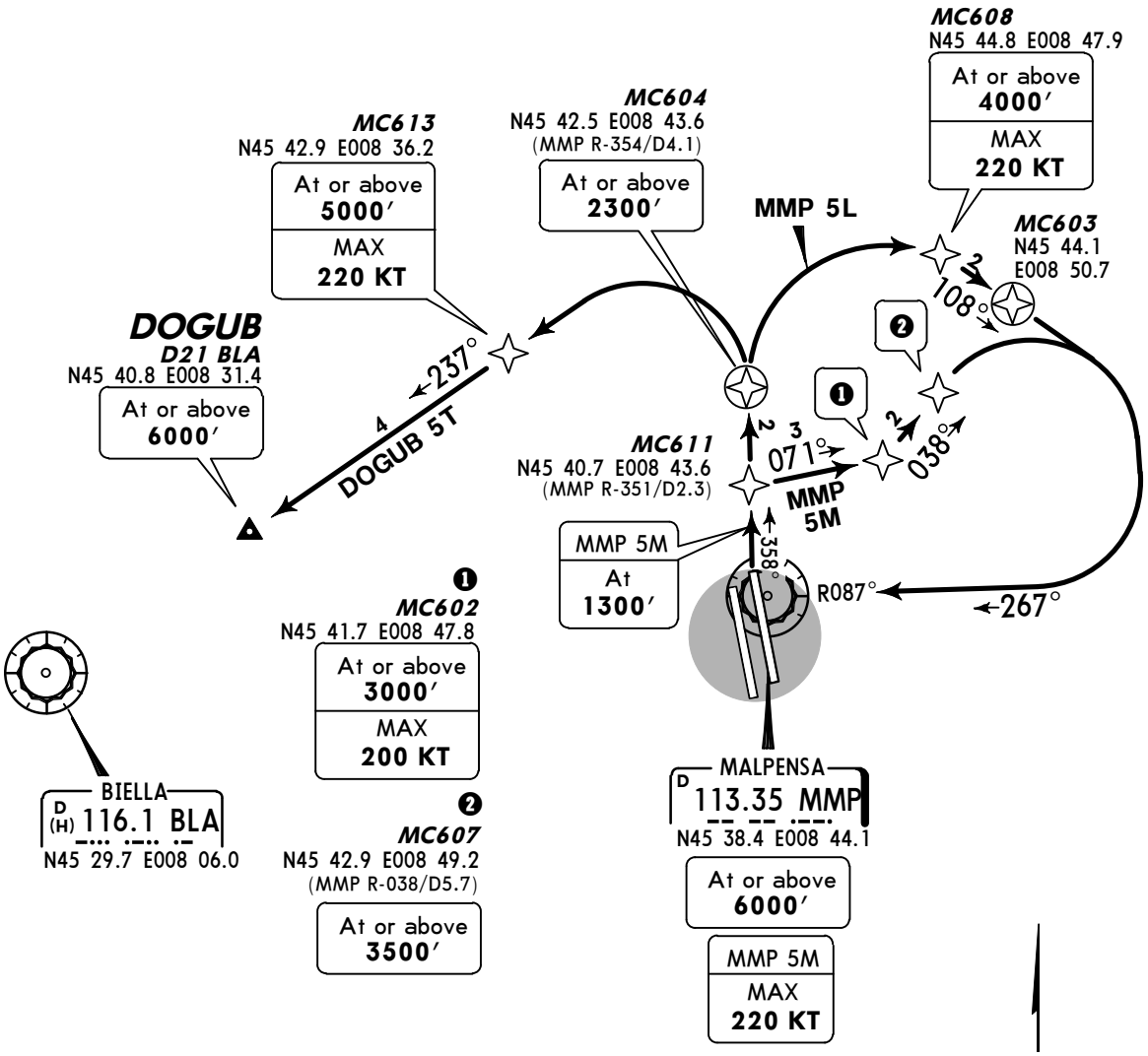


MSA
MMP VOR

❶ 6000′ within 10 NM

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS



These SIDs require minimum climb gradients of
450′ per NM (7.4%) until passing 3000′.

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	563	750	1125	1500	1875	2250

SID	ROUTING
DOGUB 5T	On 358° track to MC604, turn LEFT to MC613 - DOGUB.
MMP 5L	On 358° track to MC604, turn RIGHT to MC608 - MC603, turn RIGHT, intercept MMP R-087 inbound to MMP.
MMP 5M	Climb on 358° track to 1300′, then MC611 - MC602 - MC607, turn RIGHT, intercept MMP R-087 inbound to MMP.

CHANGES: New temporary procedures at this airport.

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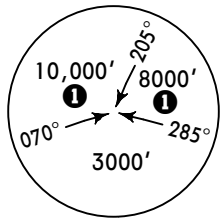
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.

MMP 5S
RWY 35R RNAV DEPARTURE
RNAV 1
FOR TRANSITIONS FROM MMP
REFER TO CHART 10-3M

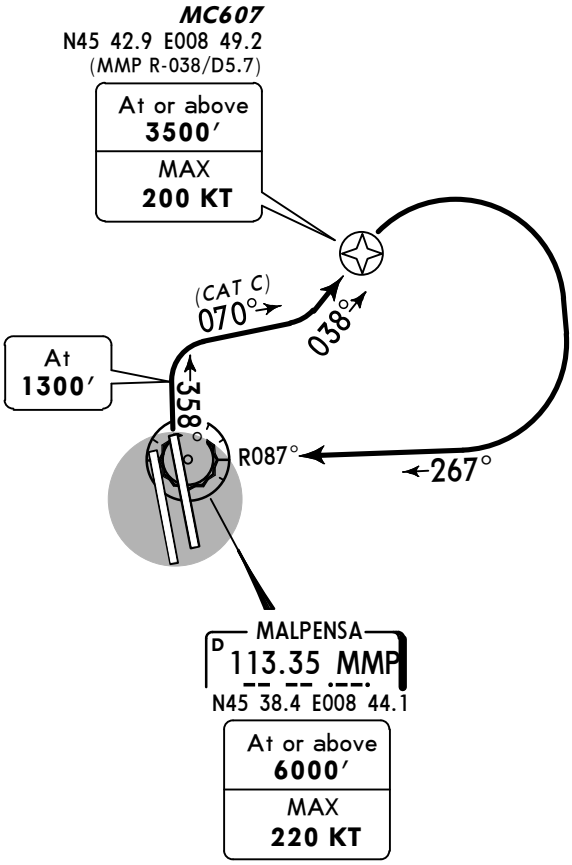


MSA
MMP VOR

❶ 6000′
within 10 NM

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS



This SID requires minimum climb gradients of
450′ per NM (7.4%) until passing 4000′, then
350′ per NM (5.8%).

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	563	750	1125	1500	1875	2250
350′ per NM	438	583	875	1167	1458	1750

NOT TO SCALE

ROUTING

Climb on 358° track, at 1300′ turn RIGHT (**CAT C:** 070° track), 038° track to MC607, turn RIGHT, intercept MMP R-087 inbound to MMP.

CHANGES: New temporary procedure at this airport.

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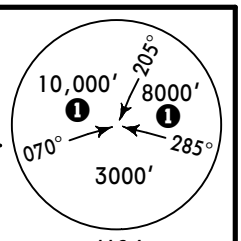
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.



MSA
MMP VOR

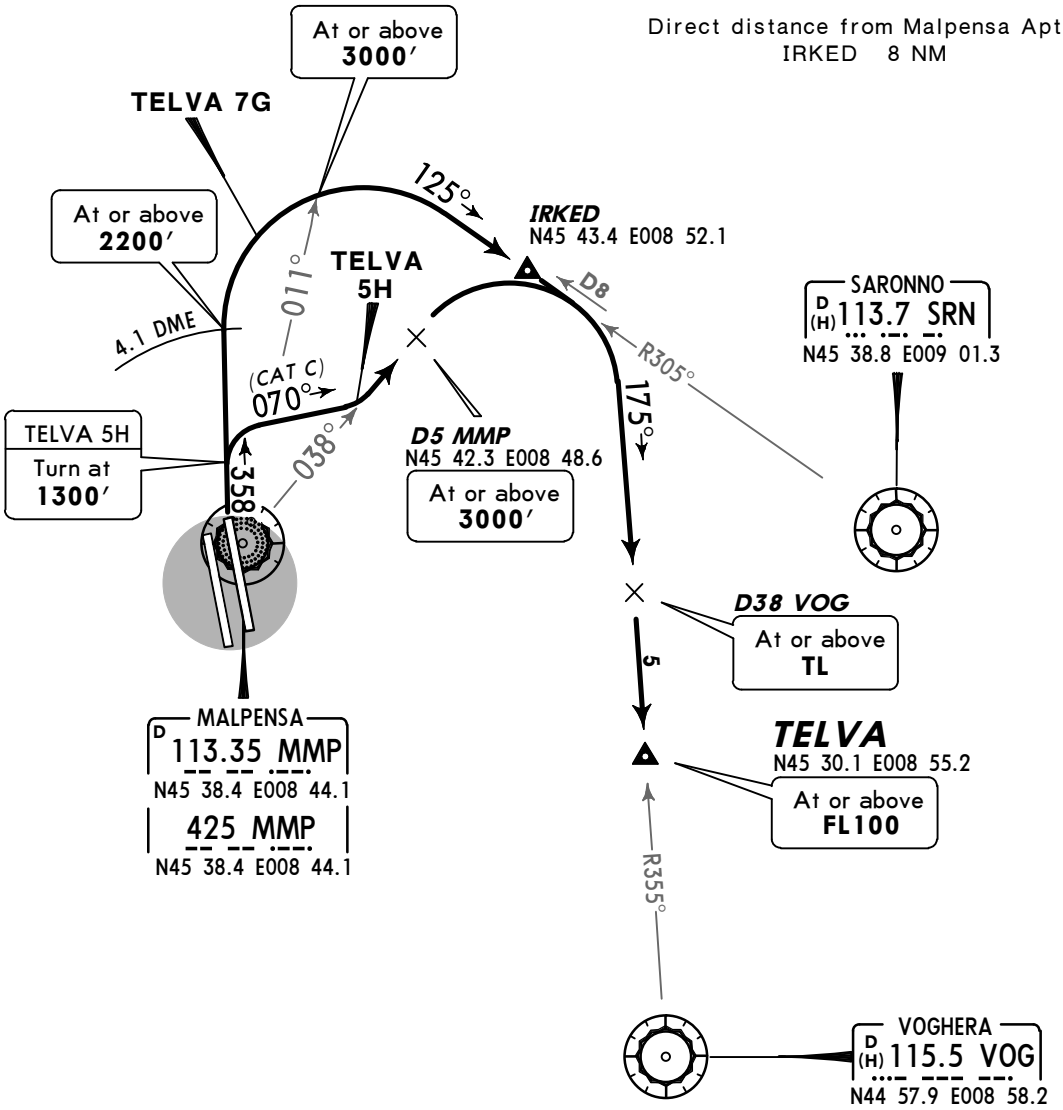
❶ 6000′
within 10 NM

TELVA 7G *[TELV7G]*
TELVA 5H *[TELV5H]*
RWY 35R DEPARTURES

BY ATC

FOR TRANSITIONS FROM TELVA REFER TO CHART 10-3U

Direct distance from Malpensa Apt to:
IRKED 8 NM



These SIDs require minimum climb gradients of

TELVA 7G

425′ per NM (7%) until passing TL.

TELVA 5H

462′ per NM (7.6%) until passing 3000′, then 350′ per NM (5.8%).

Gnd speed-KT	75	100	150	200	250	300
350′ per NM	438	583	875	1167	1458	1750
425′ per NM	531	708	1063	1417	1771	2125
462′ per NM	578	770	1155	1540	1925	2310

NOT TO SCALE

SID	ROUTING
TELVA 7G	On 358° track to MMP 4.1 DME, turn RIGHT, intercept SRN R-305 inbound to IRKED, turn RIGHT, intercept VOG R-355 inbound to TELVA.
TELVA 5H	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: SIDs completely revised.

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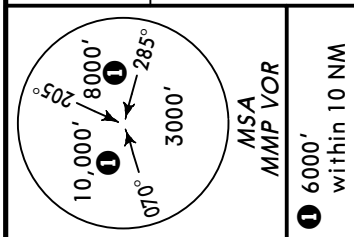
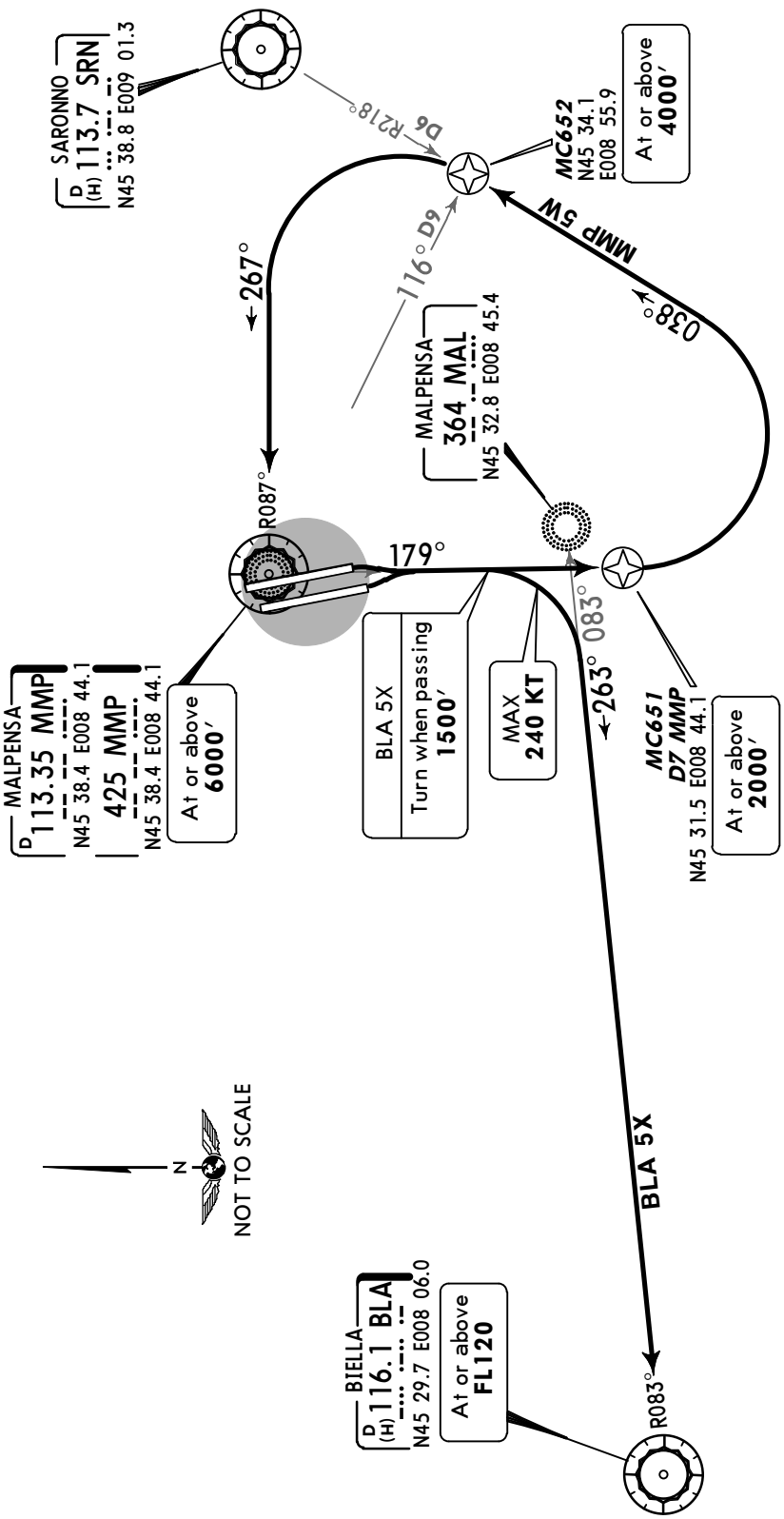
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles.



BLA 5X, MMP 5W
RWYS 17L/R DEPARTURES
CONVENTIONAL/P-RNAV (OVERLAY)
FOR TRANSITIONS FROM BLA REFER TO CHARTS 10-3X1 & 10-3X2
FOR TRANSITIONS FROM MMP REFER TO CHART 10-3M



Direct distance from Malpensa Apt to:
BLA 28 NM

These SIDs require a minimum climb gradient of
456′ per NM (7.5%)
BLA 5X: until passing 3000′.
MMP 5W: until passing 5000′.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1140	1520	1900	2280

SID	ROUTING
BLA 5X ❷	Climb on MMP R-179 (179° bearing from MMP NDB) until passing 1500′, turn RIGHT, intercept BLA R-083 inbound (263° bearing from MAL) to BLA.
MMP 5W	Intercept MMP R-179 (179° bearing from MMP NDB) to MC651, turn LEFT, intercept SRN R-218 inbound to MC652, turn LEFT to MMP.

❷ SID subject to traffic in Cameri ATZ.

CHANGES: SIDs completely revised.

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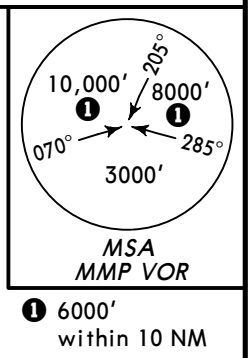
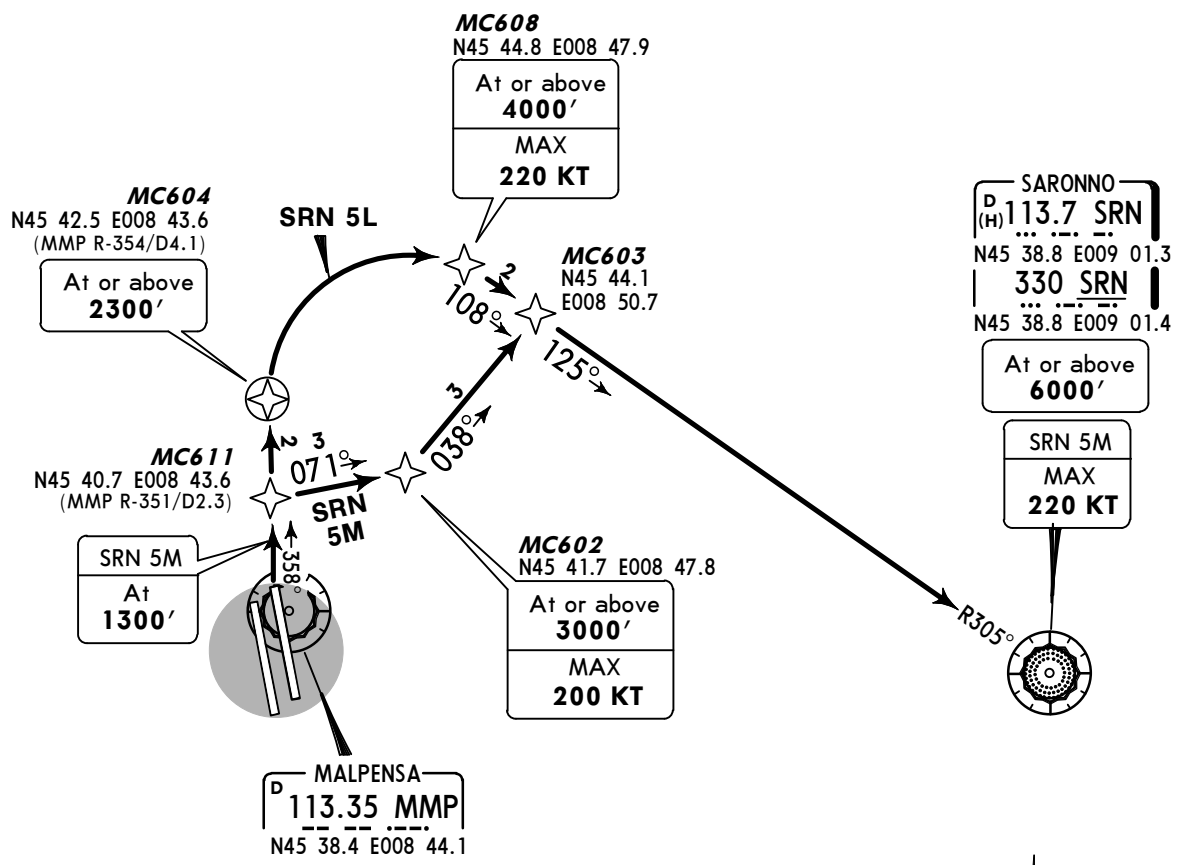
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.

SRN 5L, SRN 5M
RWY 35R RNAV DEPARTURES
RNAV 1
FOR TRANSITIONS FROM SRN REFER TO CHARTS 10-3S & 10-3T



TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS



These SIDs require minimum climb gradients of
450′ per NM (7.4%) until passing 3000′.

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	563	750	1125	1500	1875	2250

SID	ROUTING
SRN 5L	On 358° track to MC604, turn RIGHT to MC608 - MC603 - SRN.
SRN 5M	Climb on 358° track to 1300′, then MC611 - MC602 - MC603, turn RIGHT, 125° track to SRN.

CHANGES: New temporary procedures at this airport.

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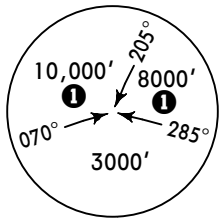
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.

SRN 5S
RWY 35R RNAV DEPARTURE
RNAV 1
FOR TRANSITIONS FROM SRN REFER TO CHARTS 10-3S & 10-3T

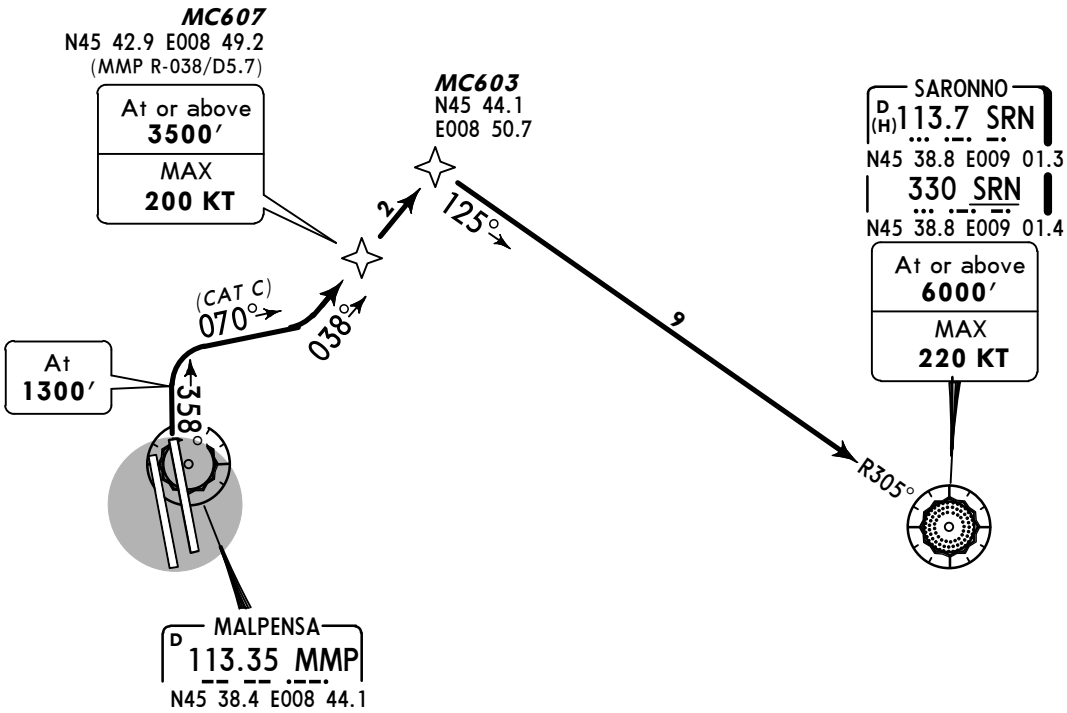
TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS



MSA
MMP VOR

❶ 6000′
within 10 NM



NOT TO SCALE

This SID requires minimum climb gradients of
450′ per NM (7.4%) until passing 3000′.

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	563	750	1125	1500	1875	2250

ROUTING

Climb on 358° track, at 1300′ turn RIGHT (**CAT C:** 070° track), 038° track to MC607 - MC603, turn RIGHT to SRN.

CHANGES: New temporary procedure at this airport.

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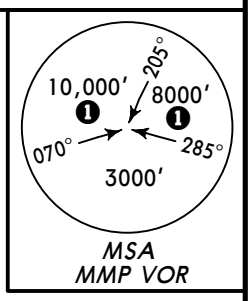
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.

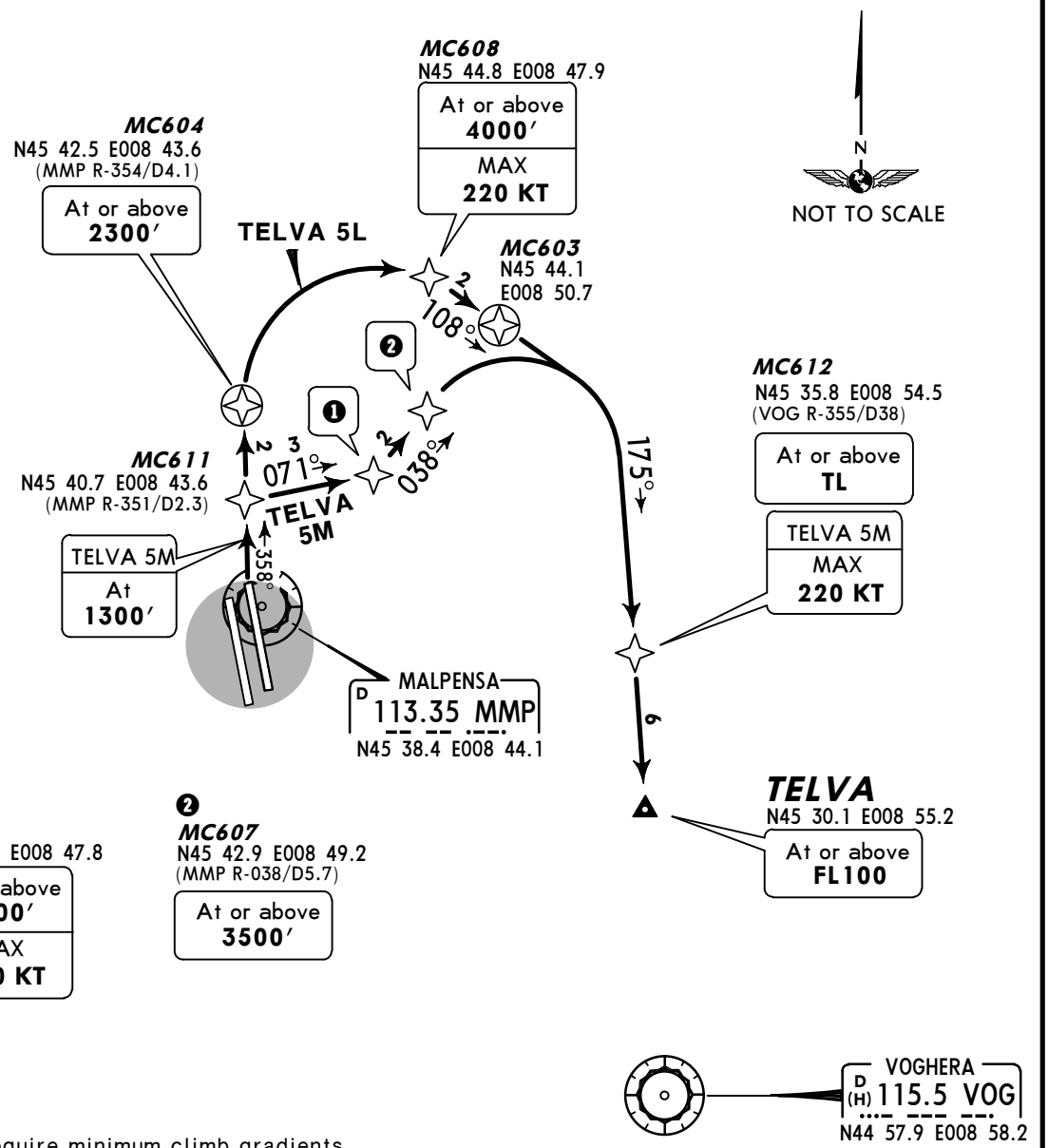
TELVA 5L *[TELV5L]*
TELVA 5M *[TELV5M]*
RWY 35R RNAV DEPARTURES

RNAV 1
BY ATC
FOR TRANSITIONS FROM TELVA REFER TO CHART 10-3U



TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS



These SIDs require minimum climb gradients of
450′ per NM (7.4%) until passing 3000′.

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	563	750	1125	1500	1875	2250

SID	ROUTING
TELVA 5L	On 358° track to MC604, turn RIGHT to MC608 - MC603 - MC612 - TELVA.
TELVA 5M	Climb on 358° track to 1300′, then MC611 - MC602 - MC607, turn RIGHT to MC612 - TELVA.

CHANGES: New temporary procedures at this airport.

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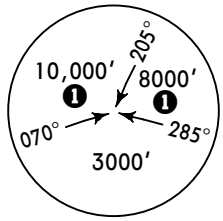
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles lower than 200′ above DER.

TELVA 5S *[TELV5S]*
RWY 35R RNAV DEPARTURE
RNAV 1
BY ATC
FOR TRANSITIONS FROM TELVA REFER TO CHART 10-3U

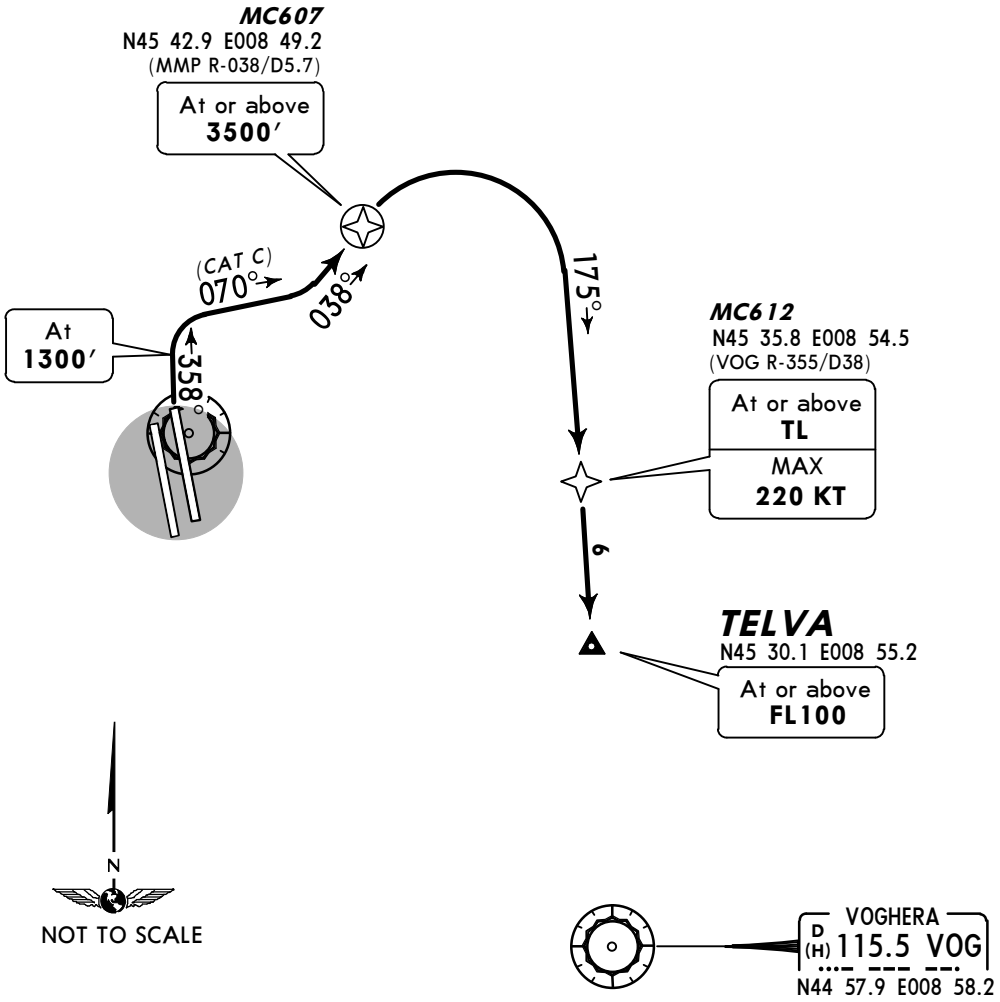


MSA
MMP VOR

❶ 6000′
within 10 NM

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

PROCEDURES ON TRIAL BASIS



This SID requires minimum climb gradients of
450′ per NM (7.4%) until passing 4000′, then
350′ per NM (5.8%).

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	563	750	1125	1500	1875	2250
350′ per NM	438	583	875	1167	1458	1750

ROUTING

Climb on 358° track, at 1300′ turn RIGHT (**CAT C:** 070° track), 038° track to MC607, turn RIGHT, 175° track to MC612 - TELVA.

CHANGES: New temporary procedure at this airport.

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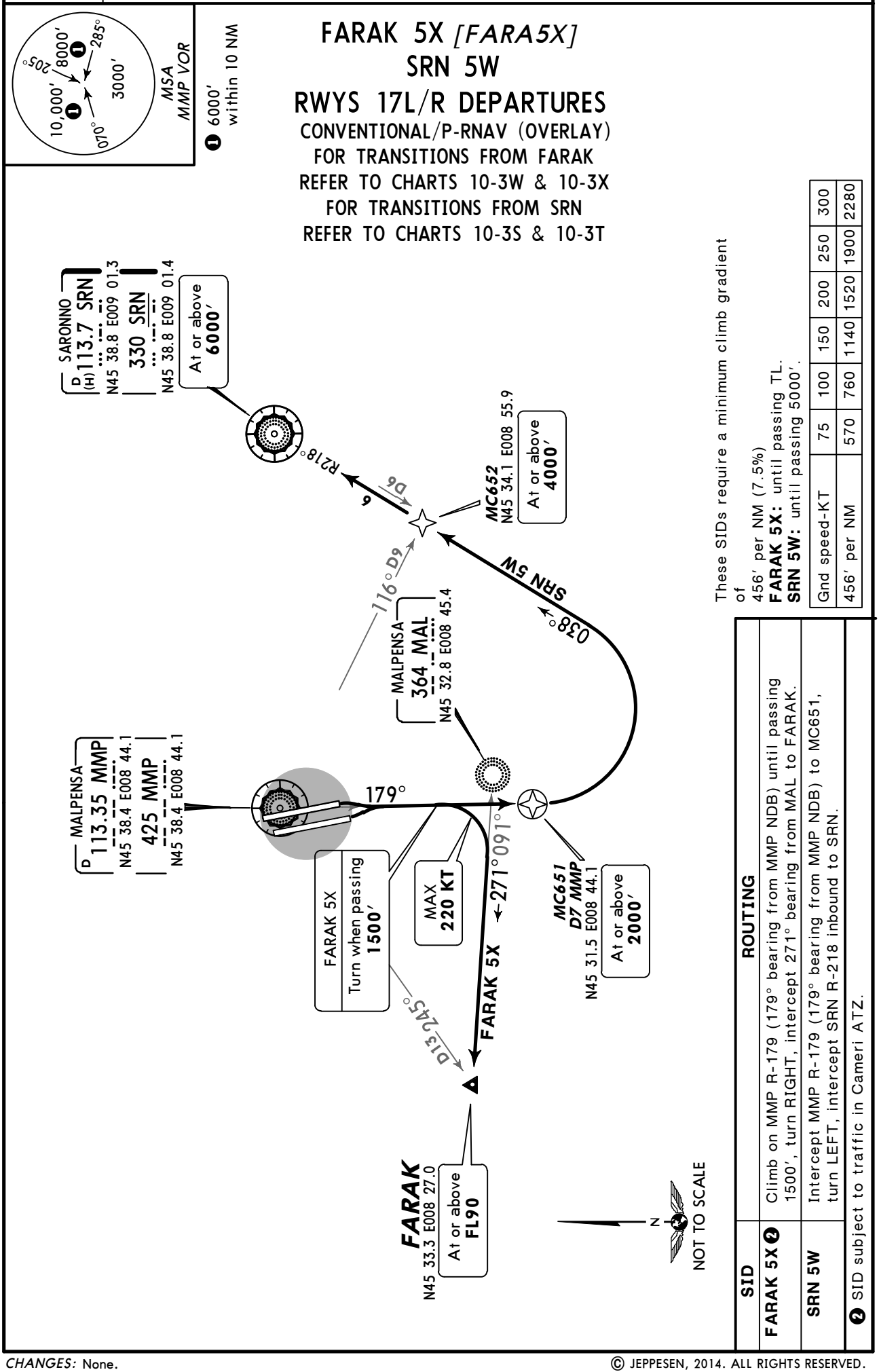
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles.



CHANGES: None.

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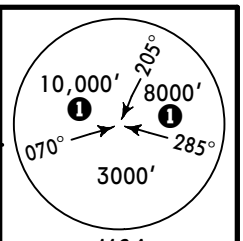
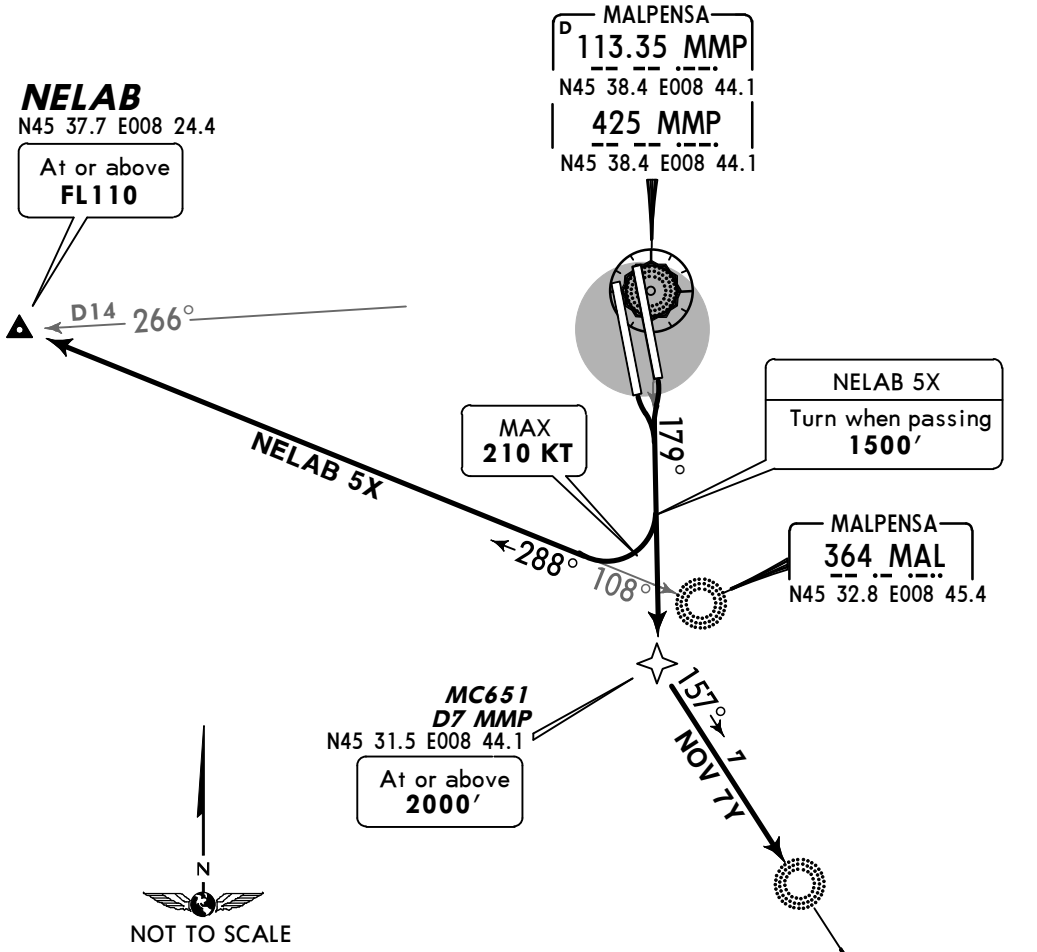
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′ 1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles.



MSA
MMP VOR

❶ 6000′ within 10 NM

NELAB 5X *[NELA5X]*
NOV 7Y
RWYS 17L/R DEPARTURES
CONVENTIONAL/P-RNAV (OVERLAY)
FOR TRANSITIONS FROM NELAB REFER TO CHART 10-3X3
FOR TRANSITIONS FROM NOV REFER TO CHART 10-3V



These SIDs require minimum climb gradients of

NELAB 5X

486′ per NM (8%) until passing FL135.

NOV 7Y

456′ per NM (7.5%) until passing 3000′.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1140	1520	1900	2280
486′ per NM	608	810	1215	1620	2025	2430

SID	ROUTING
NELAB 5X ❷	Climb on MMP R-179 (179° bearing from MMP NDB) until passing 1500′, turn RIGHT, intercept 288° bearing from MAL to NELAB.
NOV 7Y	Intercept MMP R-179 (179° bearing from MMP NDB) to MC651, turn LEFT, intercept 157° bearing to NOV.

❷ SID subject to traffic in Cameri ATZ.

CHANGES: SID NELAB 5X crossing at NELAB & climb gradient revised.

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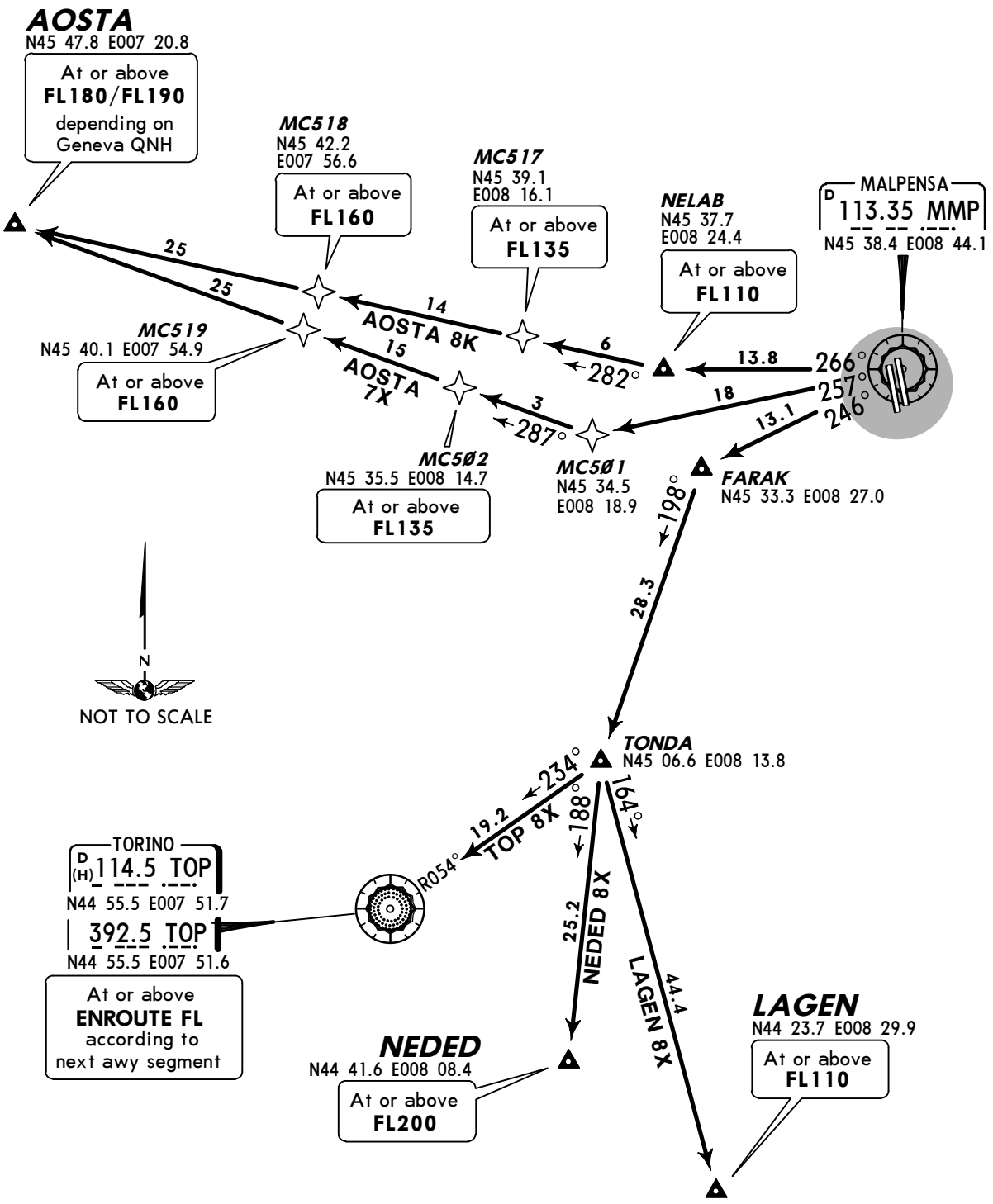
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′

AOSTA 8K *[AOS8K]*, AOSTA 7X *[AOS7X]* LAGEN 8X *[LAG8X]*, NEDED 8X *[NED8X]* TOP 8X

RWYS 17L/R, 35R TRANSITIONS

CONVENTIONAL/P-RNAV (OVERLAY)
FROM MMP



TRANSITION	RWY	ROUTING
AOSTA 8K	17L/R	At MMP proceed to NELAB, then via MC517 and MC518 to AOSTA.
AOSTA 7X	35R	At MMP proceed to MC501, then via MC502 and MC 519 to AOSTA.
LAGEN 8X	17L/R, 35R	At MMP proceed to FARAK, then to TONDA, then to LAGEN.
NEDED 8X		At MMP proceed to FARAK, then to TONDA, then to NEDED.
TOP 8X		At MMP proceed to FARAK, then to TONDA, then to TOP.

CHANGES: AOSTA Transitions revised.

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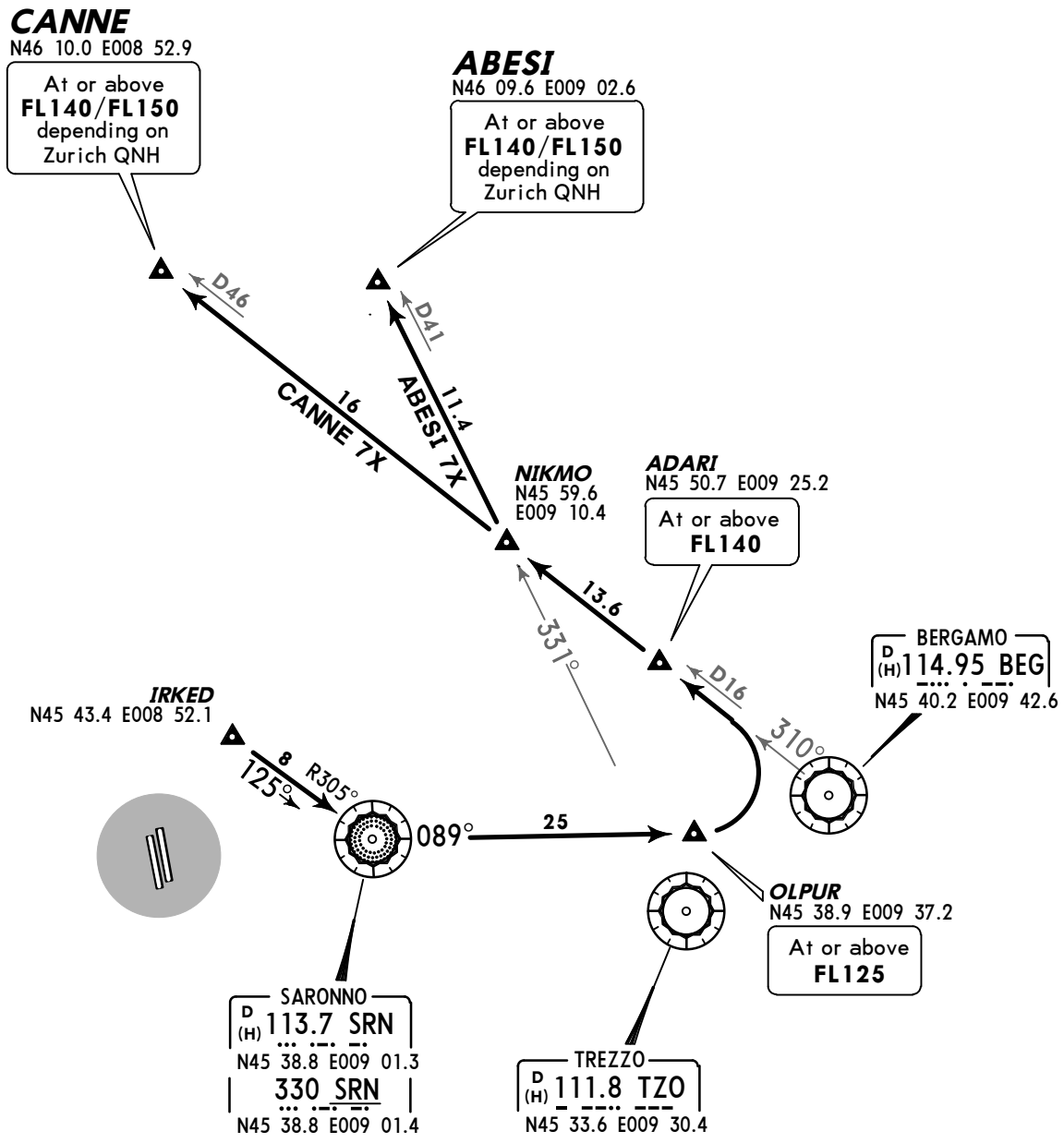
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′

ABESI 7X *[ABE7X]*, CANNE 7X *[CAN7X]*
RWY 35L TRANSITIONS
CONVENTIONAL/P-RNAV (OVERLAY)
FROM IRKED



Direct distance from Malpensa Apt to:
IRKED 8NM

N

NOT TO SCALE

TRANSITION	ROUTING
ABESI 7X	At IRKED proceed to SRN, then to OLPUR, turn LEFT, intercept BEG R-310 via ADARI to NIKMO, turn RIGHT, intercept TZO R-331 to ABESI.
CANNE 7X	At IRKED proceed to SRN, then to OLPUR, turn LEFT, intercept BEG R-310 via ADARI and NIKMO to CANNE.

CHANGES: None.

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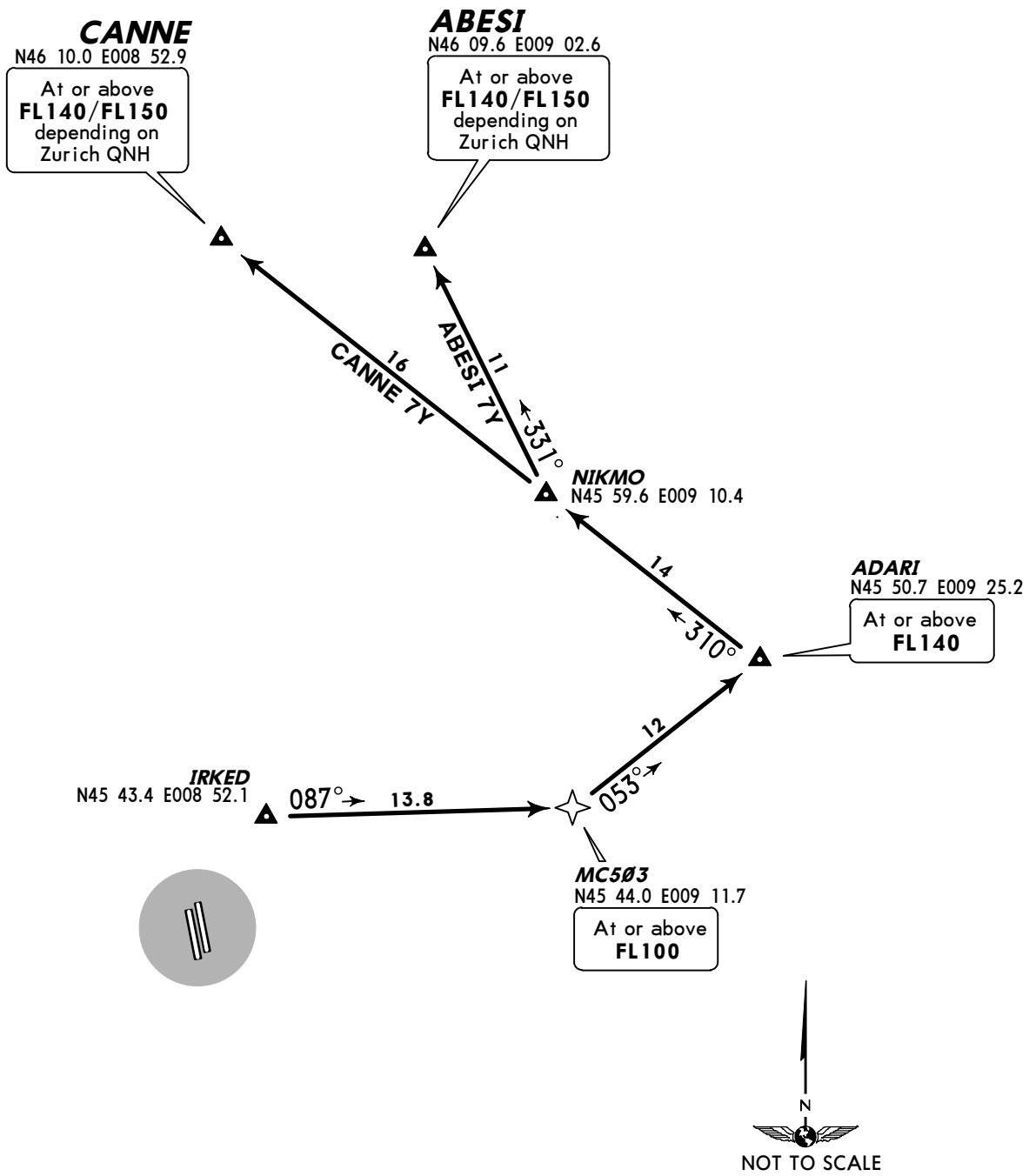
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′

ABESI 7Y *[ABE7Y]*, CANNE 7Y *[CAN7Y]*
RWY 35L TRANSITIONS
P-RNAV
FROM IRKED
BY ATC



These Transitions require a minimum climb gradient of
450′ per NM (7.4%) until passing FL130.

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	563	750	1125	1500	1875	2250

Direct distance from Malpensa Apt to:
IRKED 8NM

TRANSITION	ROUTING
ABESI 7Y	IRKED - MC503 (FL100+) - ADARI (FL140+) - NIKMO - ABESI (FL140+/FL150+).
CANNE 7Y	IRKED - MC503 (FL100+) - ADARI (FL140+) - NIKMO - CANNE (FL140+/FL150+).

CHANGES: None.

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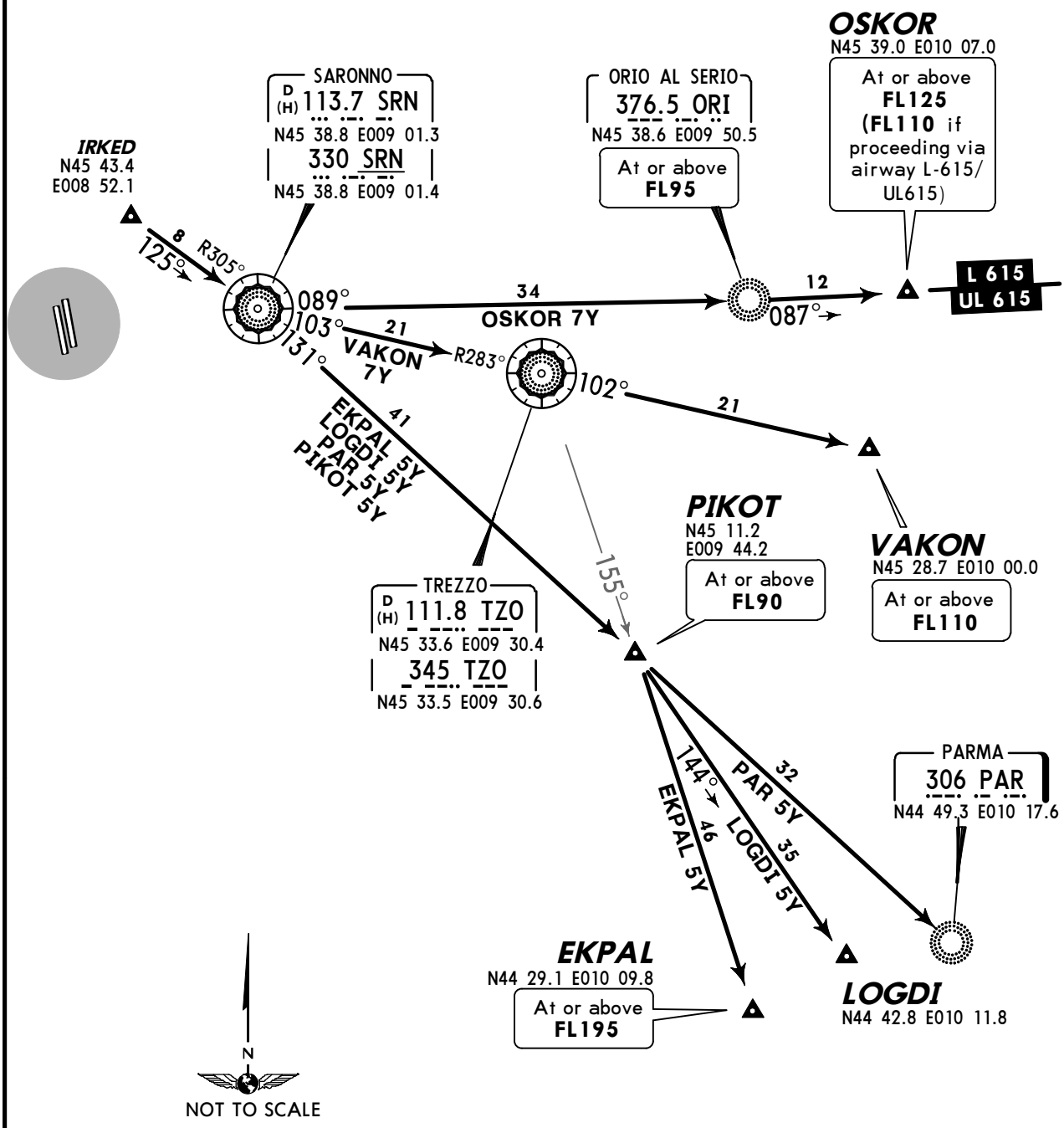
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′

EKPAL 5Y *[EKP5Y]*, LOGDI 5Y *[LOG5Y]*, OSKOR 7Y *[OSK7Y]* PAR 5Y, PIKOT 5Y *[PIK5Y]*, VAKON 7Y *[VAK7Y]*

RWY 35L TRANSITIONS

CONVENTIONAL/P-RNAV (OVERLAY)

FROM IRKED



Direct distance from Malpensa Apt to:
IRKED 8NM

TRANSITION	ROUTING
EKPAL 5Y	At IRKED proceed to SRN, SRN R-131 to PIKOT, intercept TZO R-155 to EKPAL.
LOGDI 5Y	At IRKED proceed to SRN, then to PIKOT, then to LOGDI.
OSKOR 7Y	At IRKED proceed to SRN, then to ORI, then to OSKOR.
PAR 5Y By ATC	At IRKED proceed to SRN, then to PIKOT, then to PAR.
PIKOT 5Y	At IRKED proceed to SRN, then to PIKOT.
VAKON 7Y	At IRKED proceed to SRN, then via TZO to VAKON.

CHANGES: Transitions withdrawn, established & revised.

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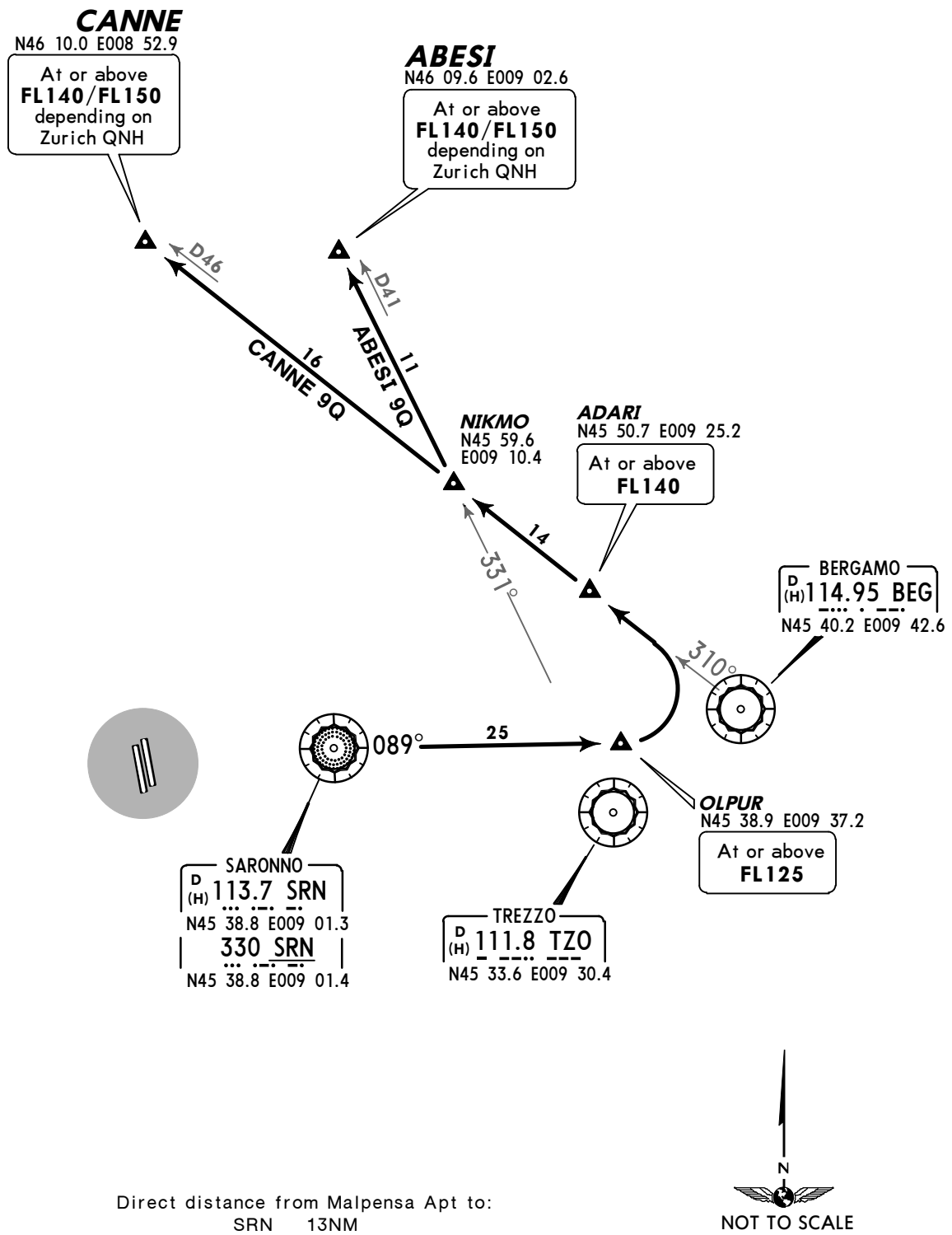
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′

ABESI 9Q *[ABE9Q]*, CANNE 9Q *[CAN9Q]*
RWYS 17L/R, 35R TRANSITIONS
CONVENTIONAL/P-RNAV (OVERLAY)
FROM SRN



Direct distance from Malpensa Apt to:
SRN 13NM

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: None.

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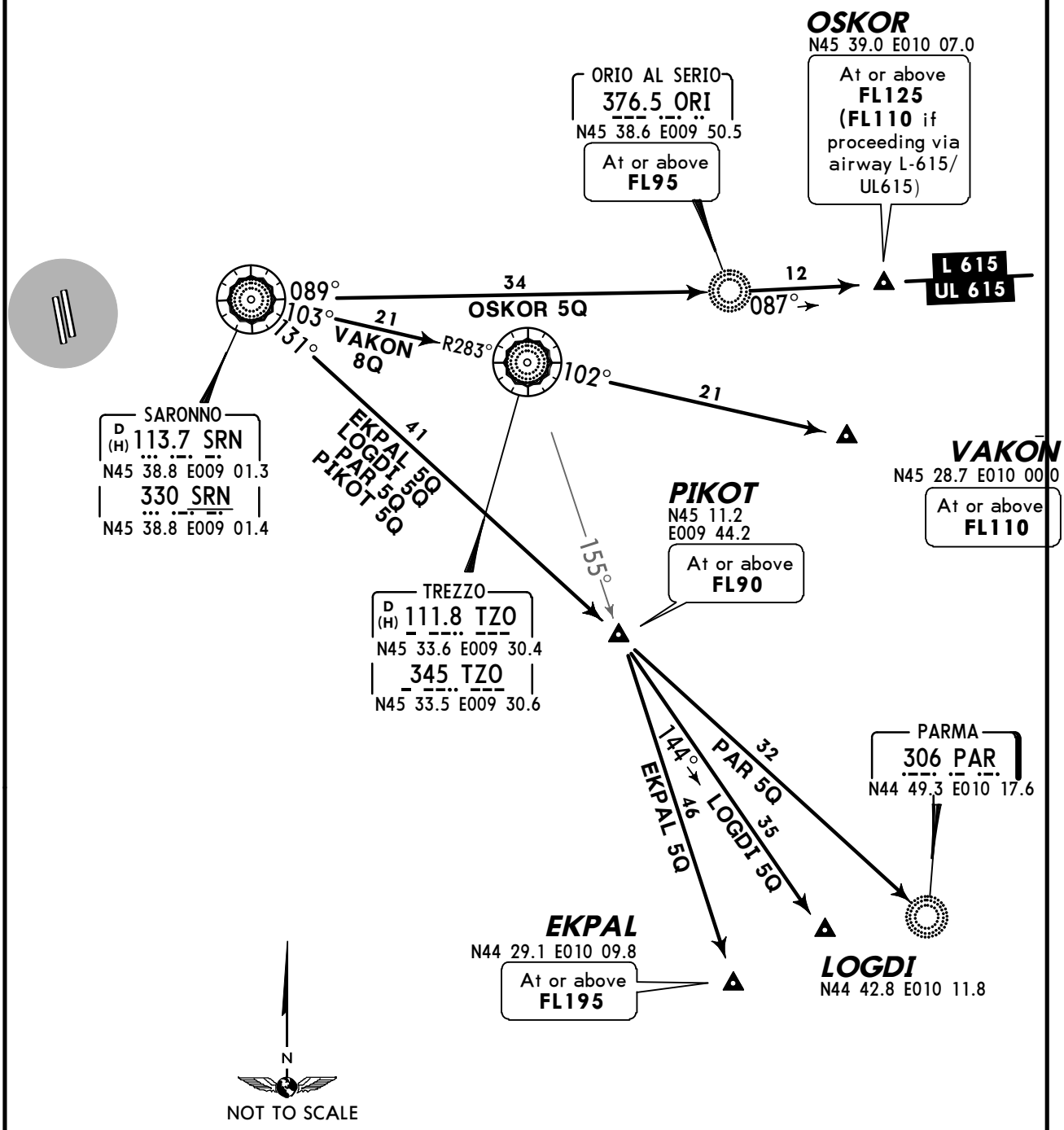
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′

EKPAL 5Q *[EKP5Q]*, LOGDI 5Q *[LOG5Q]*, OSKOR 5Q *[OSK5Q]* PAR 5Q, PIKOT 5Q *[PIK5Q]*, VAKON 8Q *[VAK8Q]* RWYS 35R, 17L/R TRANSITIONS

CONVENTIONAL/P-RNAV (OVERLAY)
FROM SRN



Direct distance from Malpensa Apt to:
SRN 13NM

TRANSITION	RWY	ROUTING
EKPAL 5Q	35R	At SRN proceed to PIKOT, then to EKPAL.
LOGDI 5Q		At SRN proceed to PIKOT, then to LOGDI.
OSKOR 5Q	17L/R, 35R	At SRN proceed via ORI to OSKOR.
PAR 5Q By ATC	35R	At SRN proceed to PIKOT, then to PAR.
PIKOT 5Q		At SRN proceed to PIKOT.
VAKON 8Q	17L/R, 35R	At SRN proceed via TZO to VAKON.

CHANGES: Transitions withdrawn, renumbered & established.

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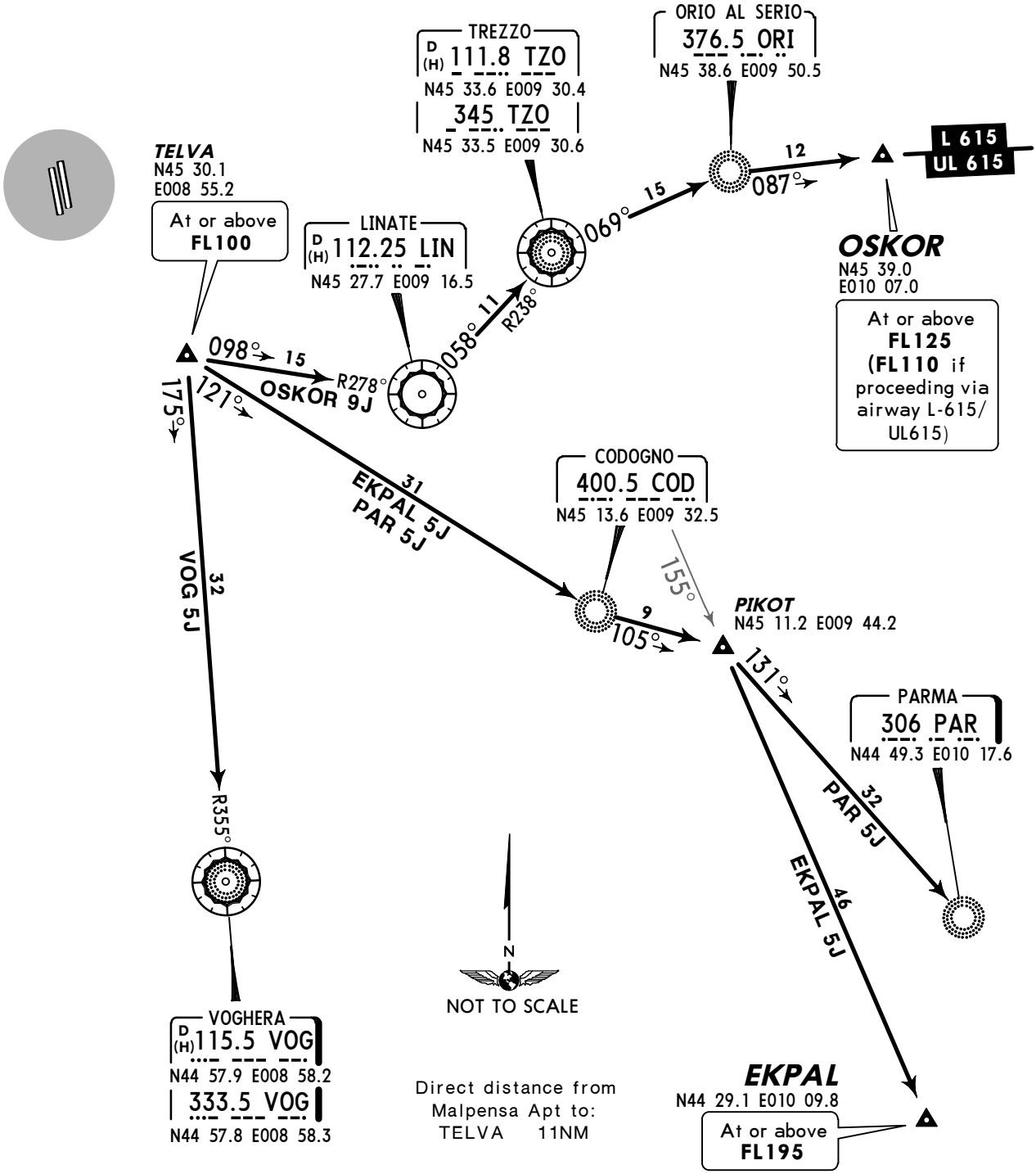
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′

EKPAL 5J *[EKP5J]*, OSKOR 9J *[OSK9J]*
PAR 5J, VOG 5J
RWY 35R TRANSITIONS
CONVENTIONAL/P-RNAV (OVERLAY)
FROM TELVA
BY ATC



TRANSITION	ROUTING
EKPAL 5J	At TELVA, intercept 121° bearing to COD, then to PIKOT, then to EKPAL.
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: Transition KARPI 9J replaced by EKPAL 5J.

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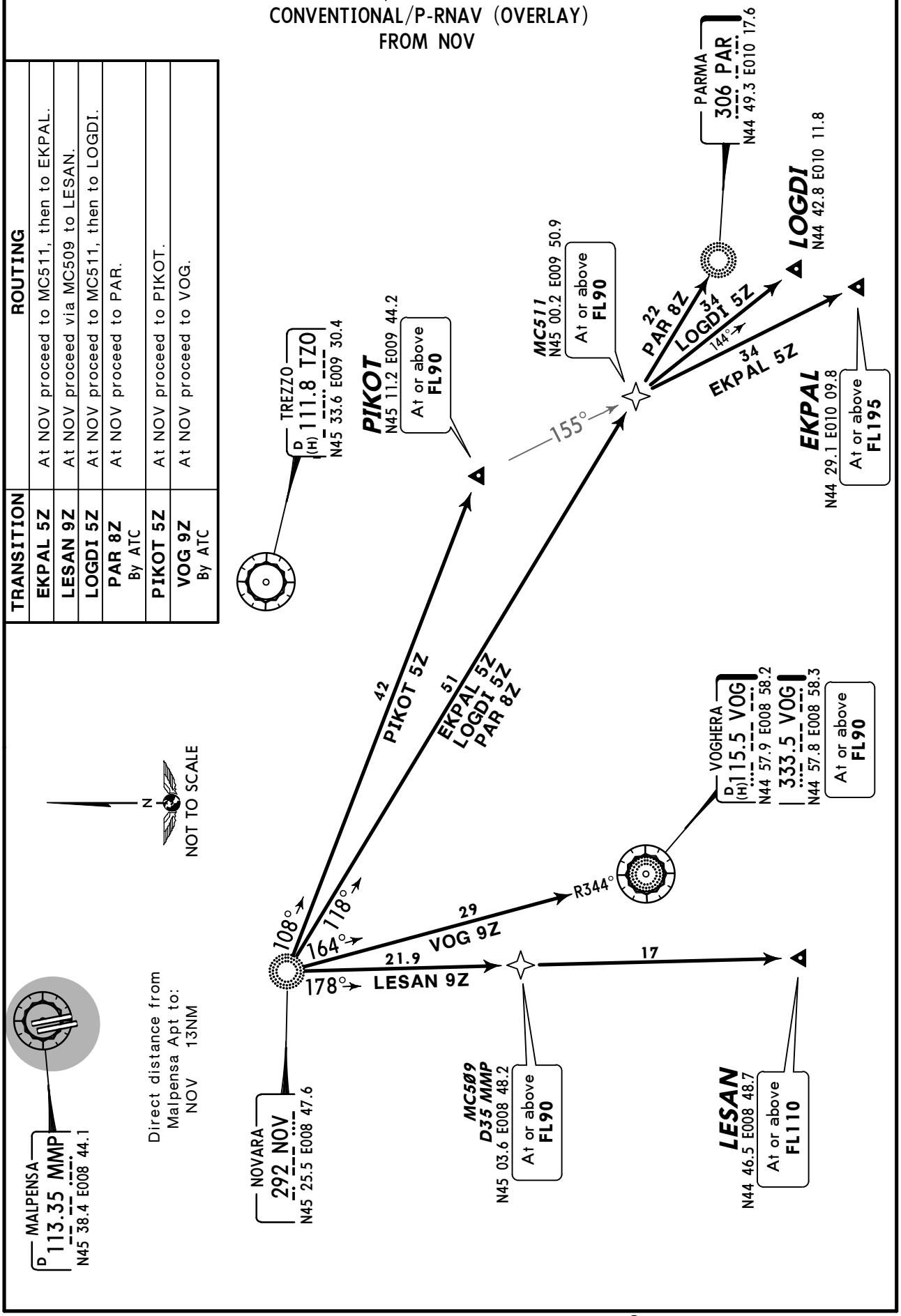
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′

EKPAL 5Z *[EKP5Z]*, LESAN 9Z *[LES9Z]*, LOGDI 5Z *[LOG5Z]* PAR 8Z, PIKOT 5Z *[PIK5 Z]*, VOG 9Z RWYS 17L/R TRANSITIONS

CONVENTIONAL/P-RNAV (OVERLAY)
FROM NOV

TRANSITION	ROUTING
EKPAL 5Z	At NOV proceed to MC511, then to EKPAL.
LESAN 9Z	At NOV proceed via MC509 to LESAN.
LOGDI 5Z	At NOV proceed to MC511, then to LOGDI.
PAR 8Z By ATC	At NOV proceed to PAR.
PIKOT 5Z	At NOV proceed to PIKOT.
VOG 9Z By ATC	At NOV proceed to VOG.



CHANGES: Transitions withdrawn, renumbered & established.

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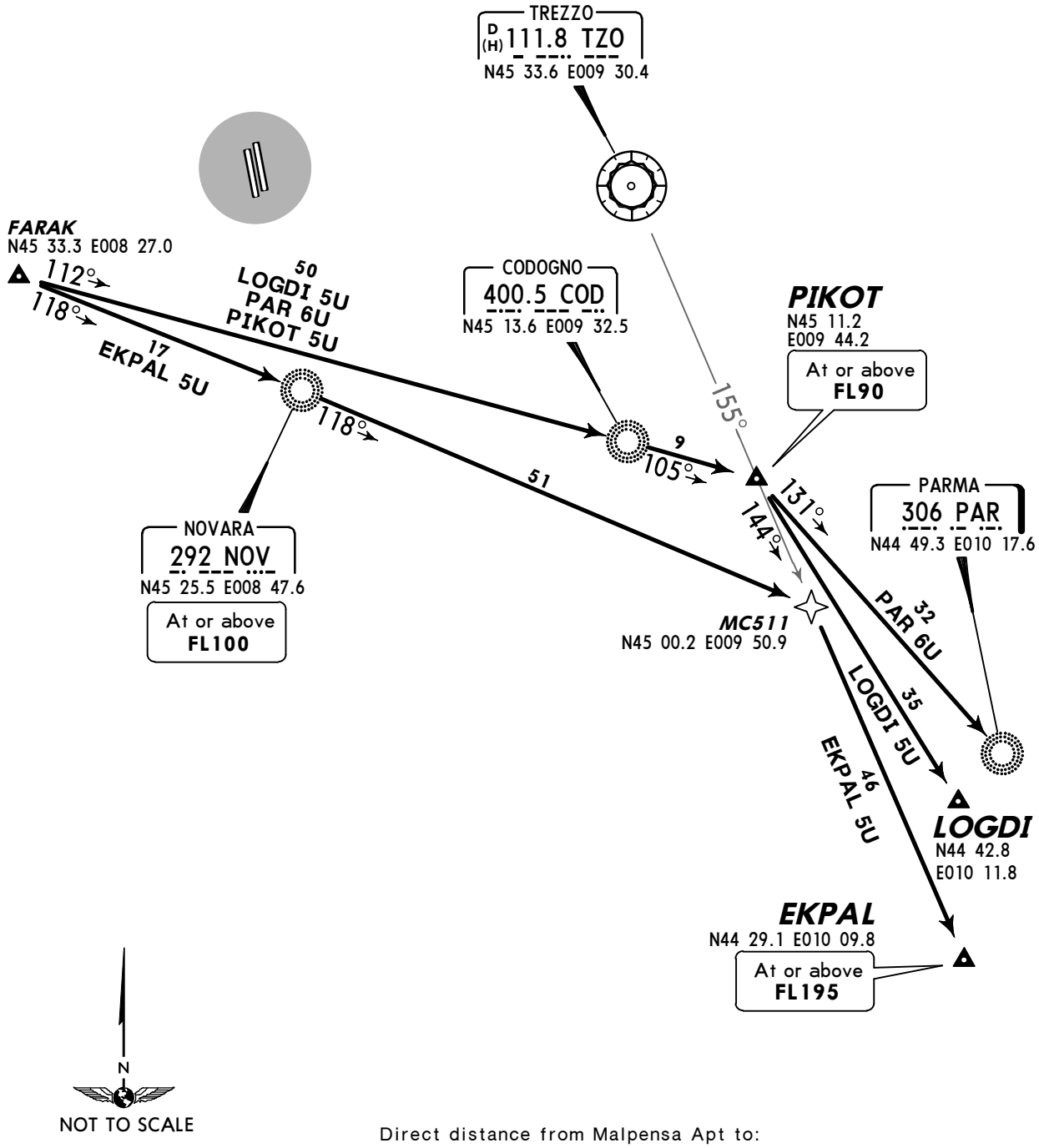
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′

EKPAL 5U *[EKP5U]*, LOGDI 5U *[LOG5U]* PAR 6U, PIKOT 5U *[PIK5U]* RWY 35L TRANSITIONS

CONVENTIONAL/P-RNAV (OVERLAY) FROM FARAK



Direct distance from Malpensa Apt to:
FARAK 12NM

TRANSITION	ROUTING
EKPAL 5U	At FARAK proceed to NOV, then to MC511, then to EKPAL.
LOGDI 5U	At FARAK proceed to COD, then to PIKOT, then to LOGDI.
PAR 6U By ATC	At FARAK proceed to COD, then to PIKOT, then to PAR.
PIKOT 5U	At FARAK proceed to COD, then to PIKOT.

CHANGES: Transitions completely revised.

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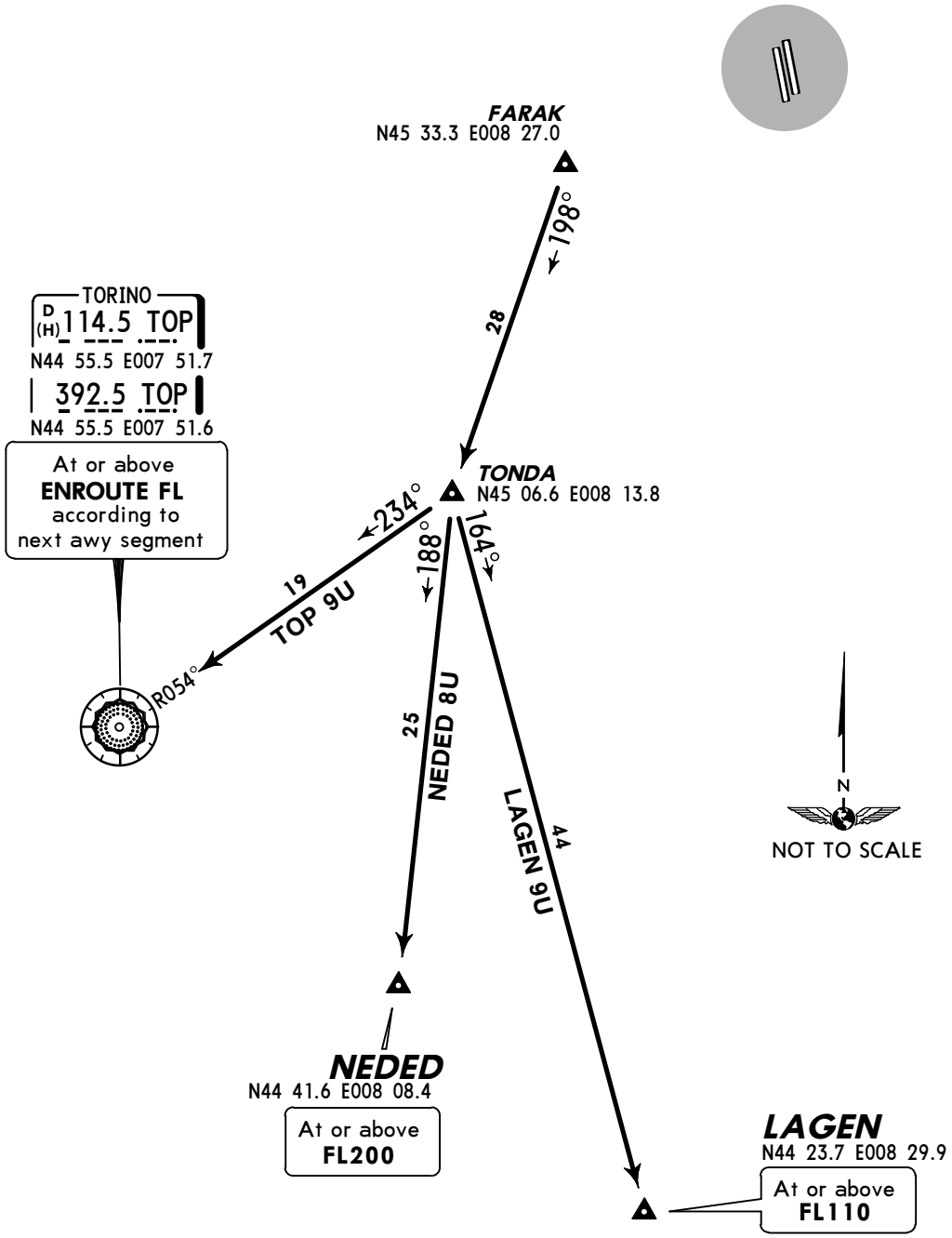
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′

LAGEN 9U *[LAG9U]*, NEDED 8U *[NED8U]*, TOP 9U
RWYS 17L/R, 35L TRANSITIONS
CONVENTIONAL/P-RNAV (OVERLAY)
FROM FARAK

Direct distance from Malpensa Apt to:
FARAK 12NM



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: None.

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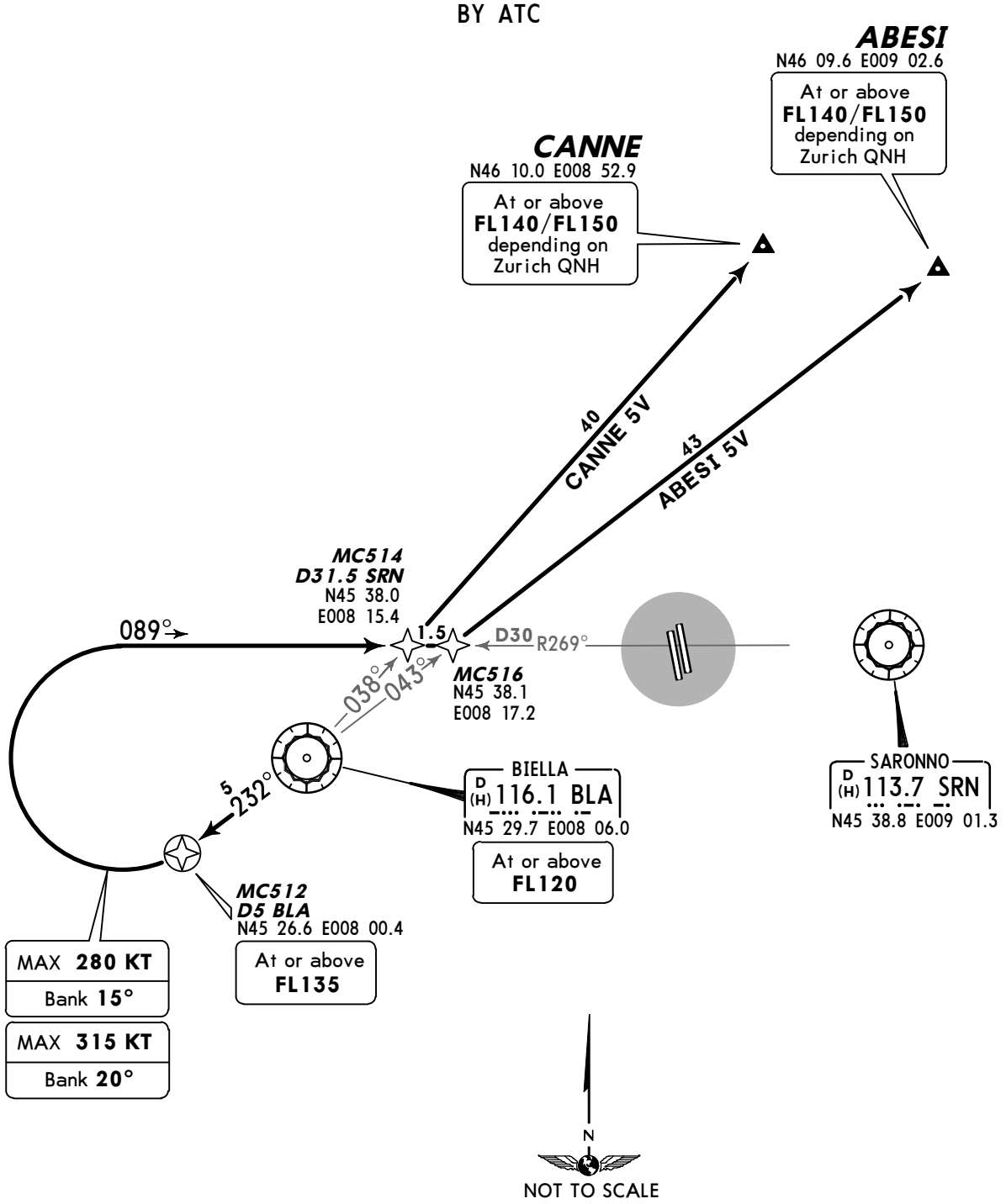
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′

ABESI 5V *[ABE5V]*
CANNE 5V *[CAN5V]*
RWY 35L TRANSITIONS
CONVENTIONAL/P-RNAV (OVERLAY)
FROM BLA
BY ATC



Direct distance from Malpensa Apt to:
BLA 27NM

TRANSITION	ROUTING
ABESI 5V	At BLA, intercept BLA R-232 to MC512, turn RIGHT, intercept SRN R-269 inbound, intercept BLA R-043 to ABESI.
CANNE 5V	At BLA, intercept BLA R-232 to MC512, turn RIGHT, intercept SRN R-269 inbound, intercept BLA R-038 to CANNE.

CHANGES: None.

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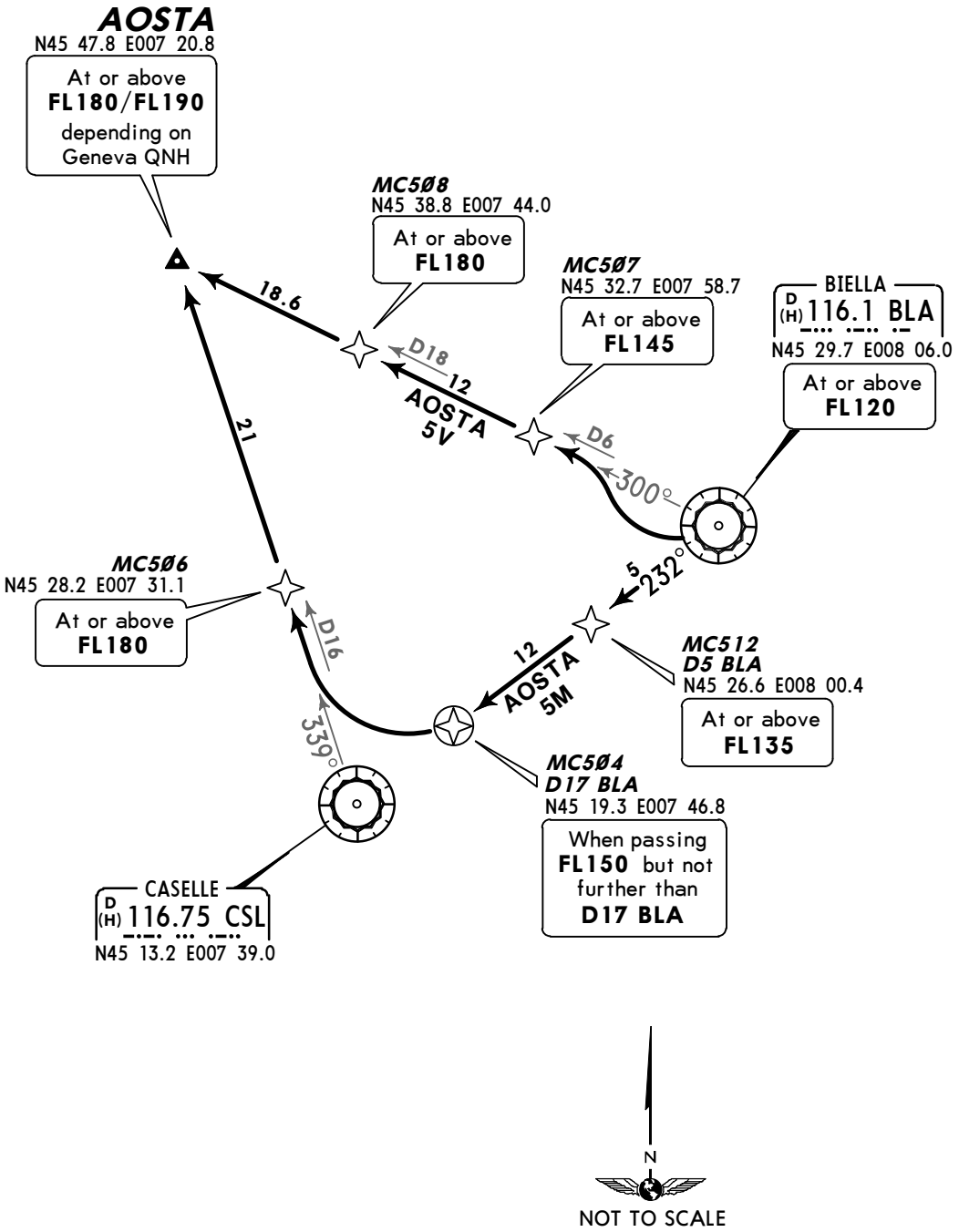
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′

AOSTA 5M[AOS5M]
AOSTA 5V[AOS5V]
RWYYS 17L/R, 35L TRANSITIONS
CONVENTIONAL/P-RNAV (OVERLAY)
FROM BLA



Direct distance from Malpensa Apt to:
BLA 27NM

TRANSITION	ROUTING
AOSTA 5M	At BLA turn LEFT, BLA R-232 until passing FL150, but not further than D17 BLA, turn RIGHT, intercept CSL R-339 to AOSTA.
AOSTA 5V	At BLA proceed to MC507, then via MC508 to AOSTA.

CHANGES: Crossings revised.

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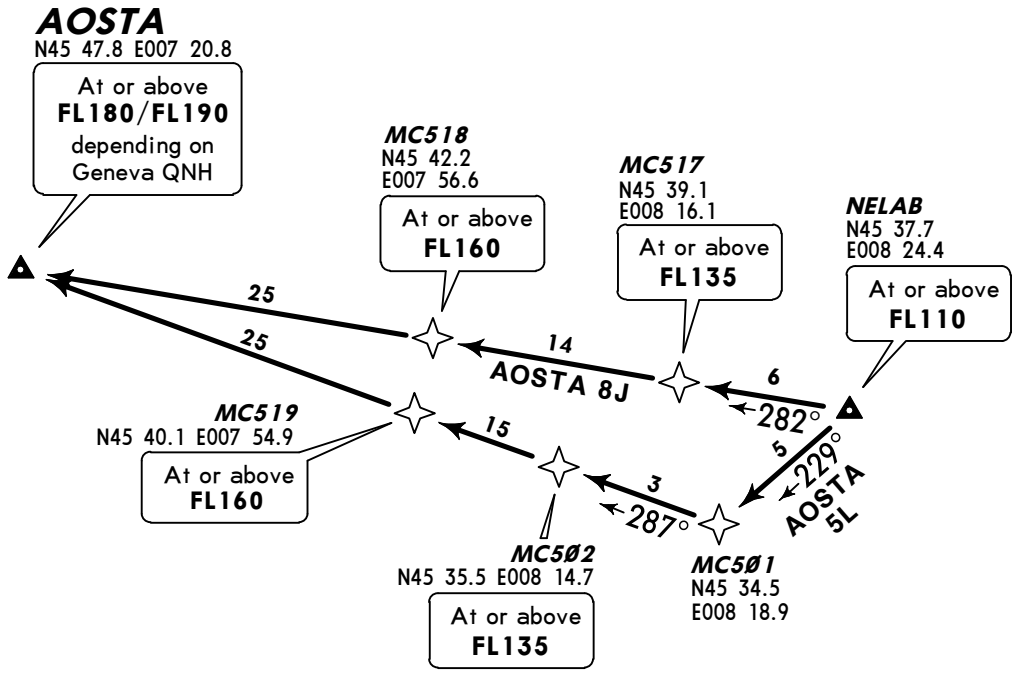
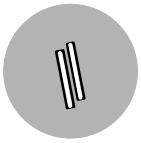
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′

AOSTA 8J *[AOS8J]*, AOSTA 5L *[AOS5L]*
RWYS 17L/R, 35L TRANSITIONS
FROM NELAB

Direct distance from Malpensa Apt to:
NELAB 13NM





NOT TO SCALE

TRANSITION	RWY	ROUTING
AOSTA 8J CONVENTIONAL/ P-RNAV (OVERLAY)	**17L/R**	At NELAB proceed via MC517 and MC518 to AOSTA.
AOSTA 5L P-RNAV	**35L**	At NELAB proceed to MC501, then via MC502 and MC519 to AOSTA.

CHANGES: Transitions revised.

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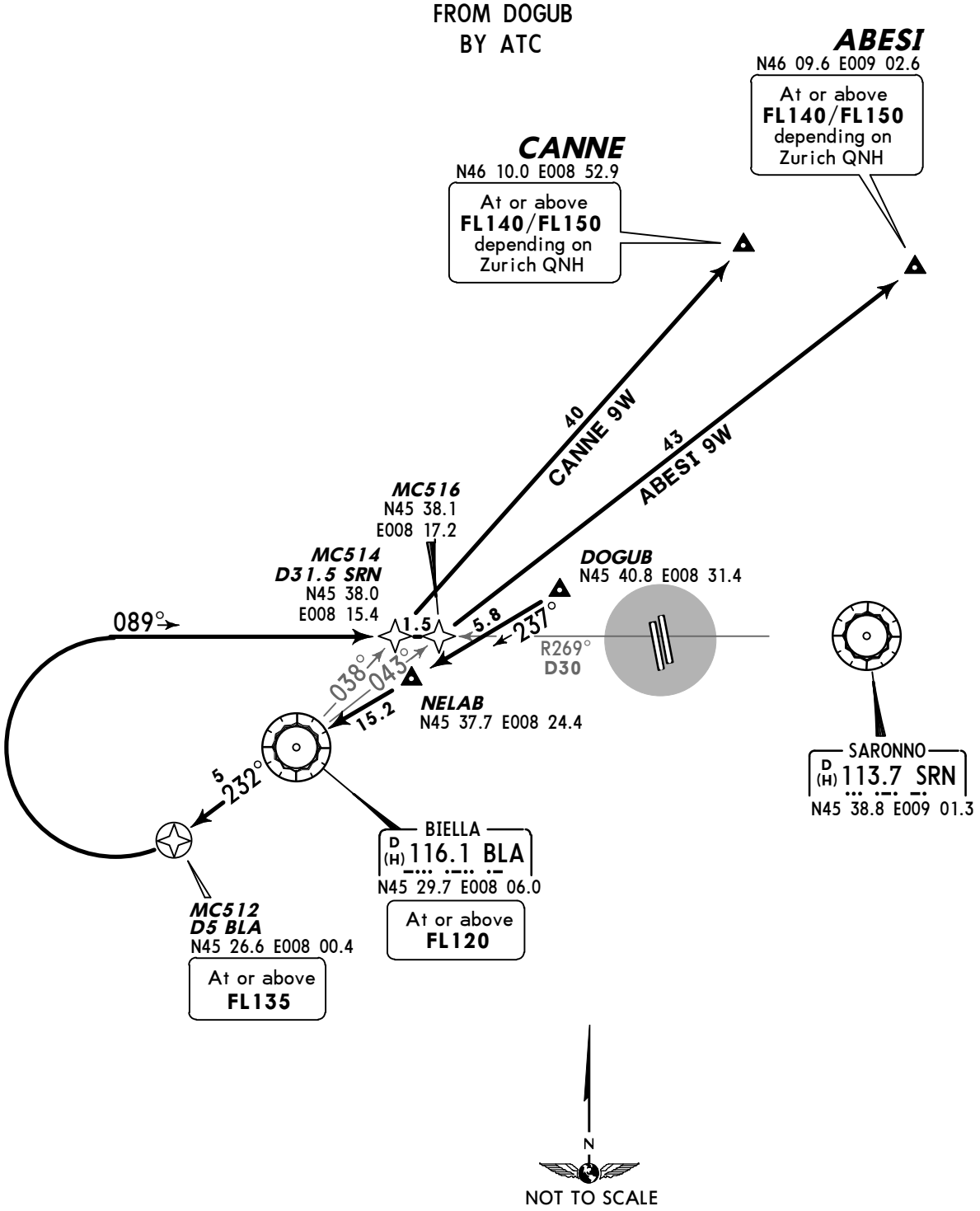
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′

ABESI 9W [ABE9W]
CANNE 9W [CAN9W]
RWY 35R TRANSITIONS
CONVENTIONAL/P-RNAV (OVERLAY)
FROM DOGUB
BY ATC



Direct distance from Malpensa Apt to:
DOGUB 9NM

TRANSITION	ROUTING
ABESI 9W	At DOGUB proceed via NELAB to BLA, BLA R-232 to MC512, turn RIGHT intercept SRN R-269 inbound, intercept BLA R-043 to ABESI.
CANNE 9W	At DOGUB proceed via NELAB to BLA, BLA R-232 to MC512, turn RIGHT, intercept SRN R-269 inbound, intercept BLA R-038 to CANNE.

CHANGES: None.

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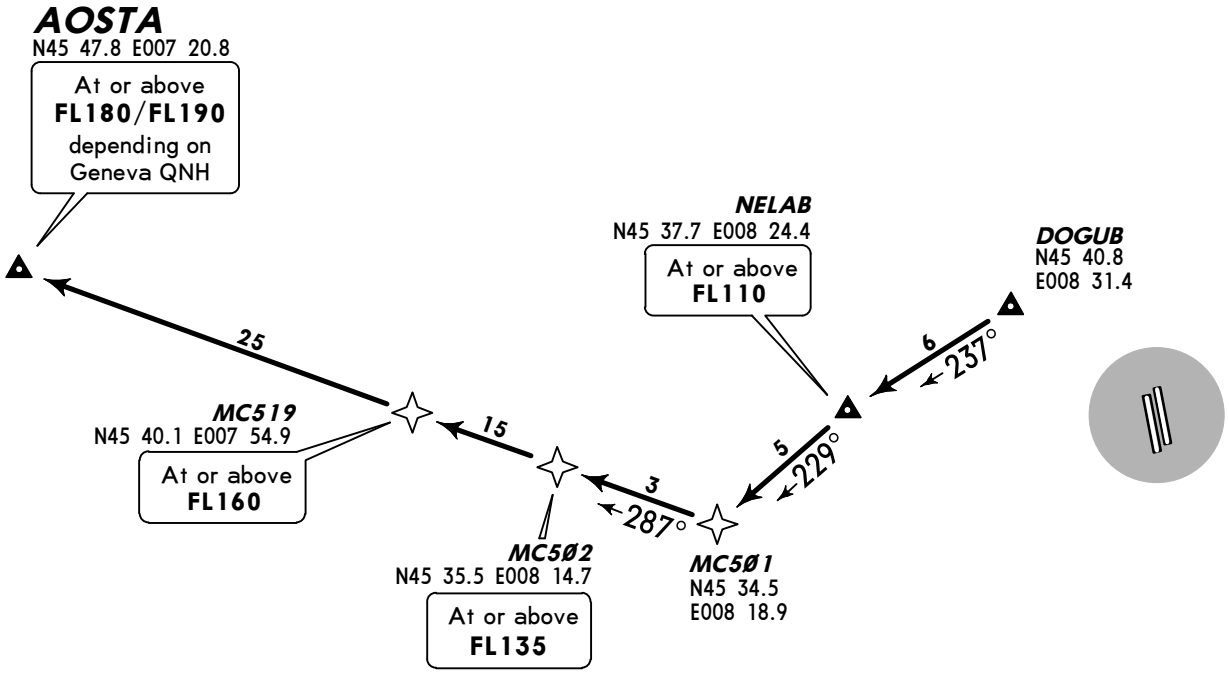
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′

AOSTA 7W[AOS7W]
RWY 35R TRANSITION
CONVENTIONAL/P-RNAV (OVERLAY)
FROM DOGUB



NOT TO SCALE

Direct distance from Malpensa Apt to:
DOGUB 9NM

ROUTING

At DOGUB proceed via NELAB to MC501, then via MC502 and MC519 to AOSTA.

CHANGES: Transition revised.

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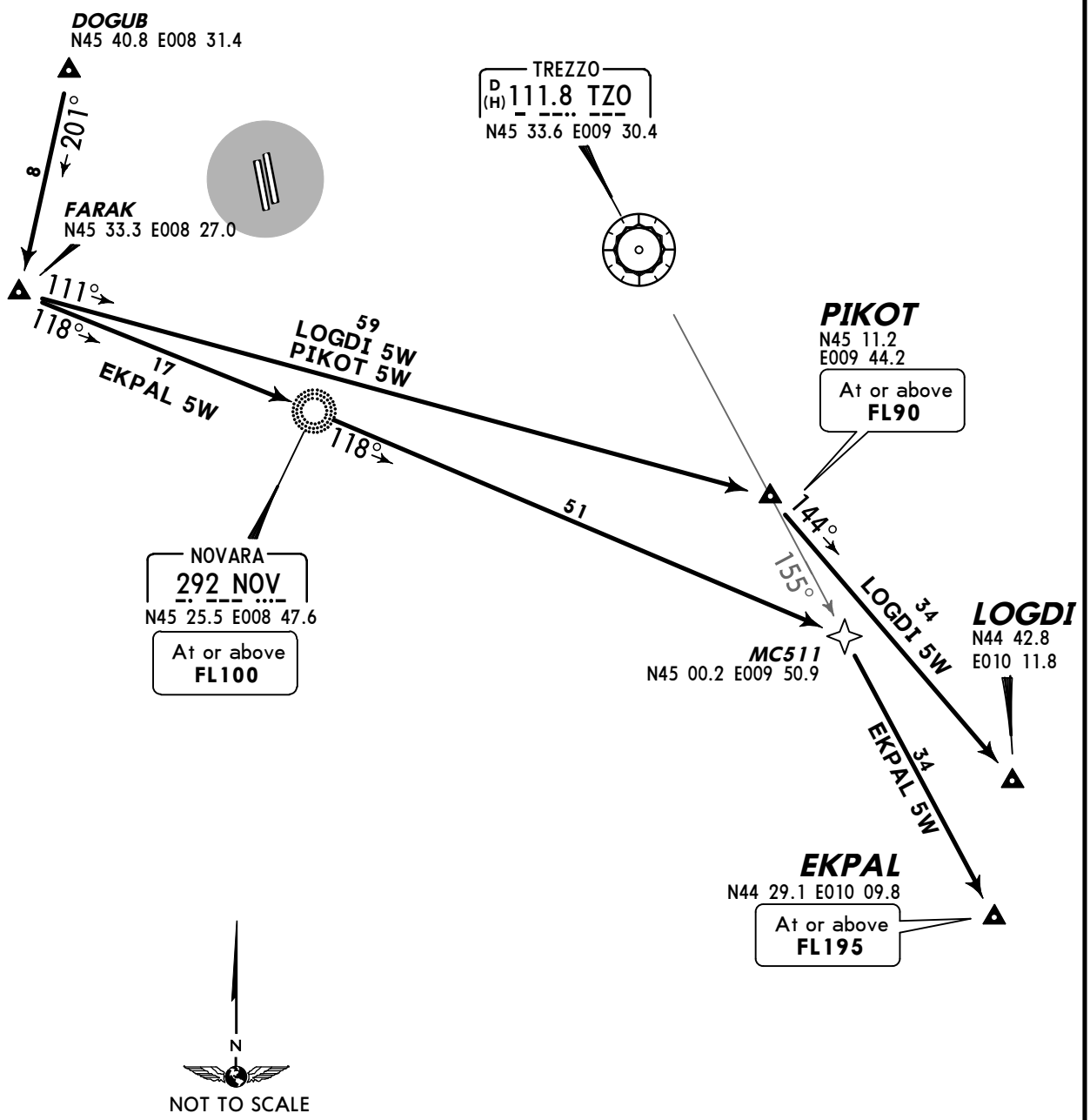
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′

EKPAL 5W *[EKP5W]*,LOGDI 5W *[LOG5W]*
PIKOT 5W *[PIK5W]*
RWY 35R TRANSITIONS

CONVENTIONAL/P-RNAV (OVERLAY)
BY ATC
FROM DOGUB



Direct distance from Malpensa Apt to:
DOGUB 9NM

TRANSITION	ROUTING
EKPAL 5W	At DOGUB proceed to FARAK, then to NOV, 118° bearing, intercept TZO R-155 to EKPAL.
LOGDI 5W	At DOGUB proceed to FARAK, then to PIKOT, then to LOGDI.
PIKOT 5W	At DOGUB proceed to FARAK, then to PIKOT.

CHANGES: None.

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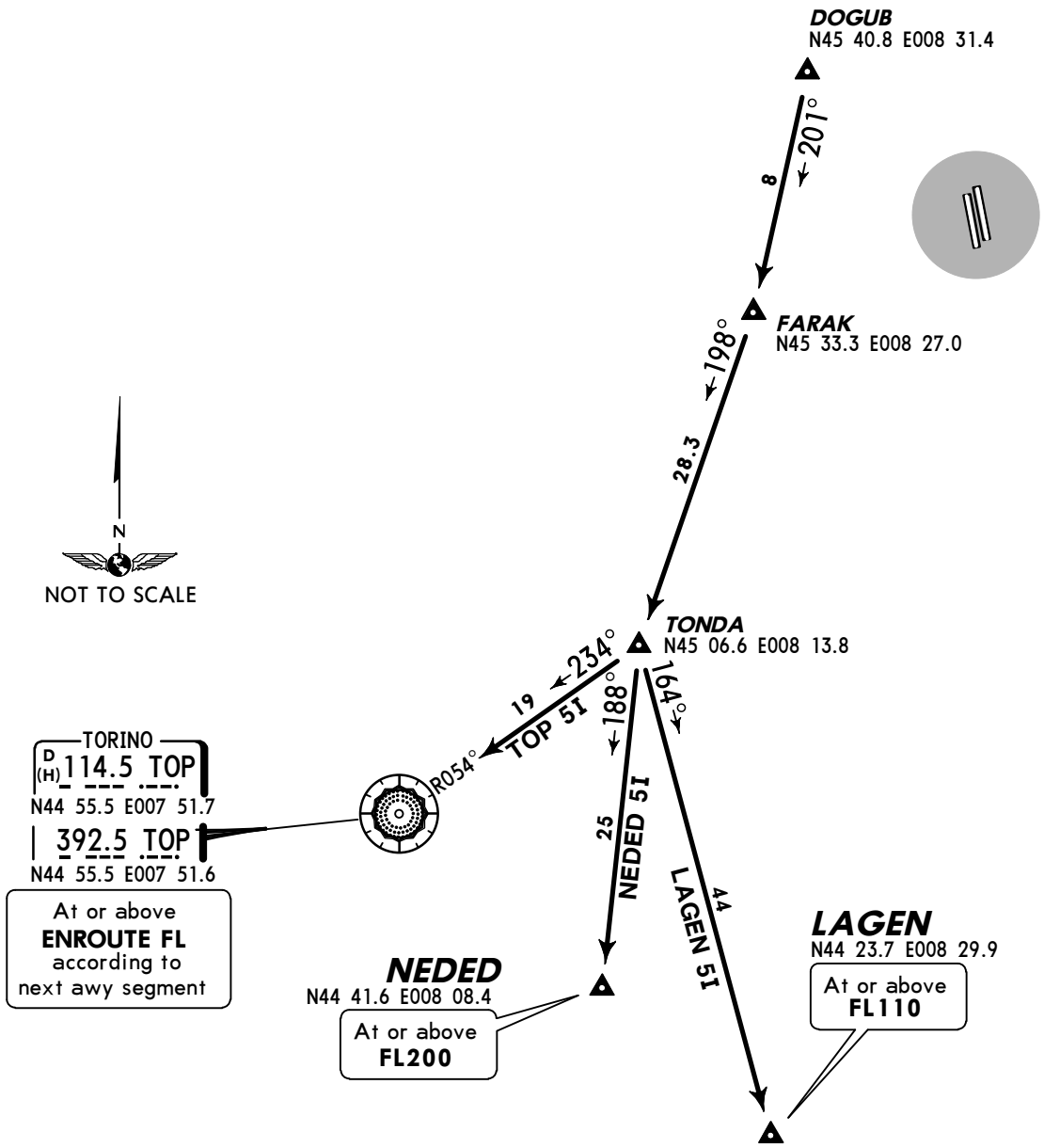
Apt Elev 768′	Trans level: By ATC Trans alt: 6000′

LAGEN 5I *[LAG5I]*, NEDED 5I *[NED5I]*
TOP 5I
RWY 35R TRANSITIONS
FROM DOGUB



TRANSITION	ROUTING
LAGEN 5I	At DOGUB proceed to FARAK, then to TONDA, then to LAGEN.
NEDED 5I	At DOGUB proceed to FARAK, then to TONDA, then to NEDED.
TOP 5I	At DOGUB proceed to FARAK, then to TONDA, then to TOP.

CHANGES: New procedures at this airport.

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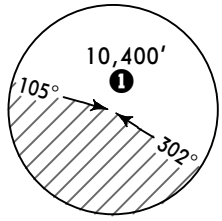
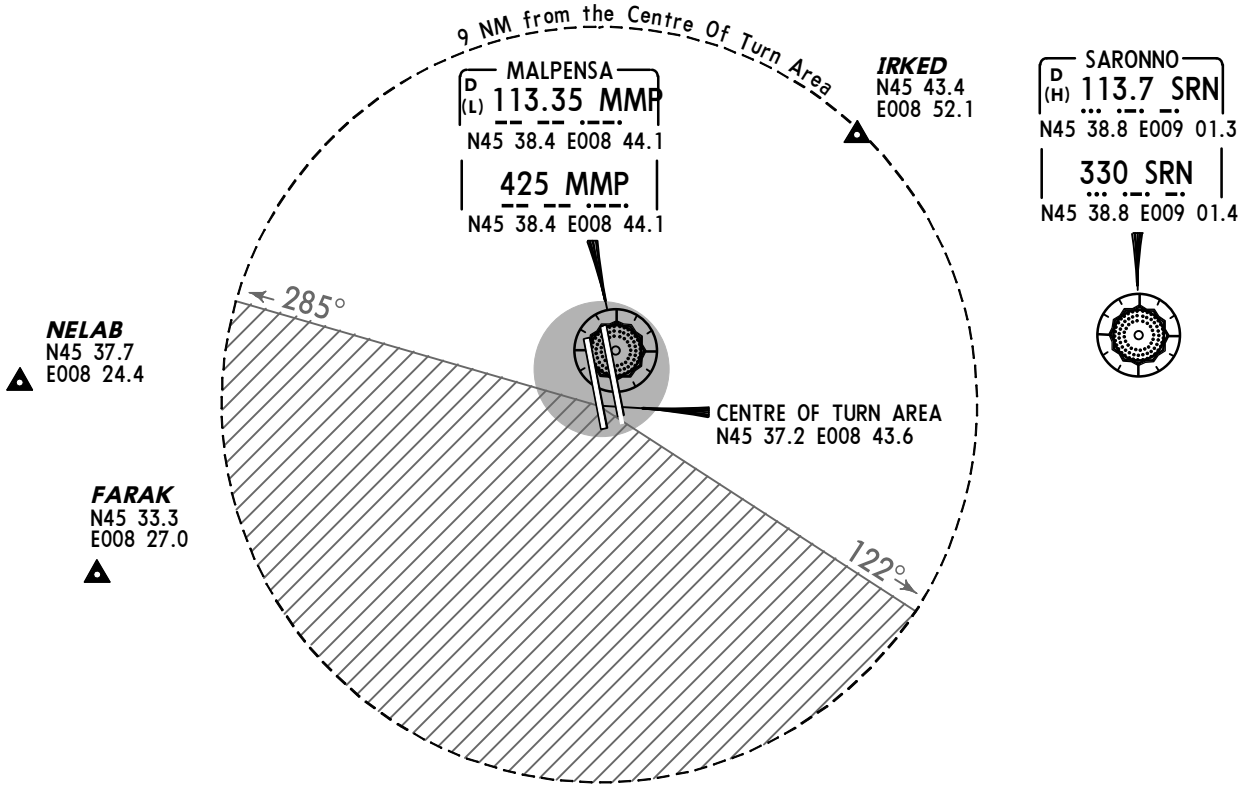
MILAN Radar	*Apt Elev*	
134.175	768′	Trans level: By ATC Trans alt: 6000′ 1. Centre of Turn Area: N45 37.2 E008 43.6. 2. Before take-off pilot shall report to the controller the expected manoeuvre after reaching the turn altitude. 3. To be used only on pilot request in case of bad weather conditions preventing the use of the prescribed noise abatement departure routes.

RWY 35L OMNIDIRECTIONAL DEPARTURE AREA



MSA CENTRE OF TURN AREA

❶ 3500′ within 9 NM



This SID requires a minimum climb gradient of
450′ per NM (7.41%)

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	563	750	1125	1500	1875	2250

NOT TO SCALE

Initial climb clearance **5000′**

ROUTING

Climb on runway heading to 1300′, turn at own discretion remaining in the sector between 285° and 122°. When reaching 3000′, expect RADAR vectoring from Milan ACC according to the planning.

CHANGES: New chart (chart reindexed).

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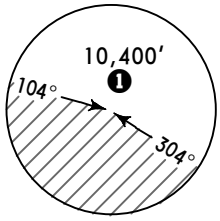
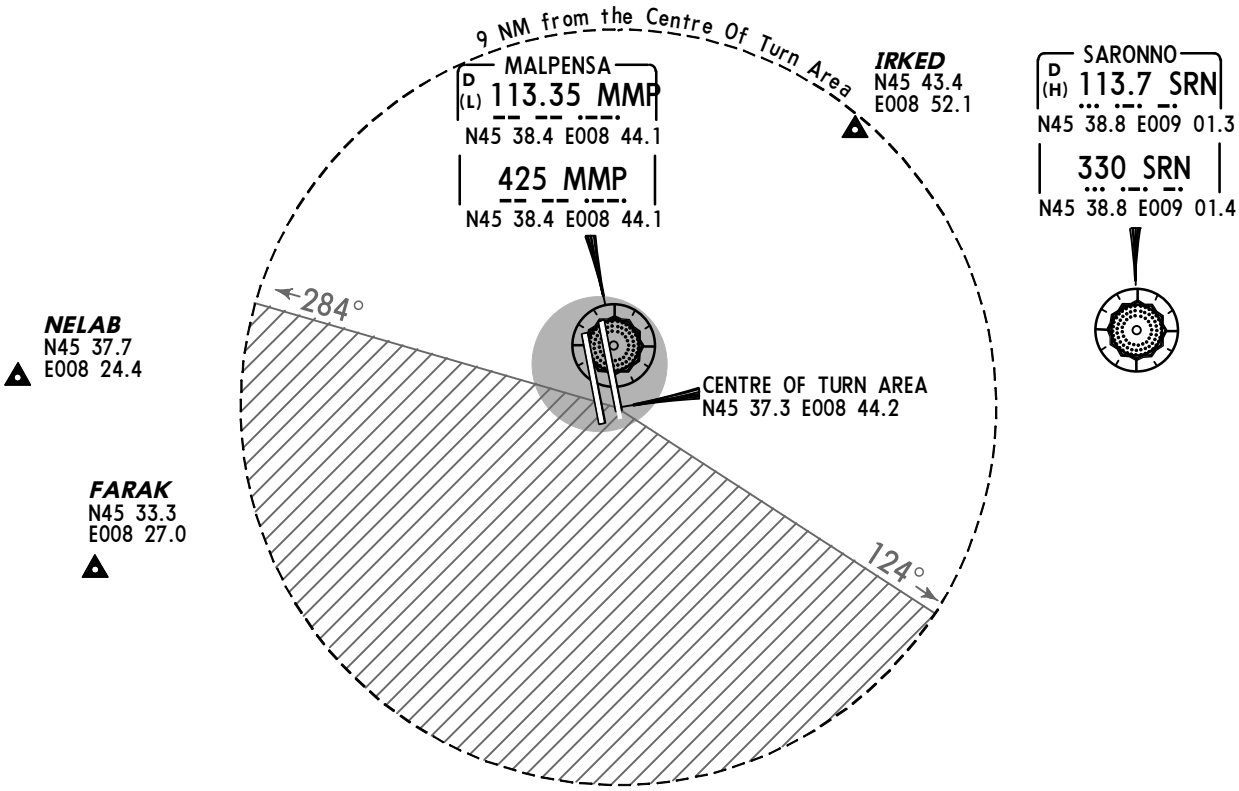
MILAN Radar	Apt Elev	
134.175	768′	Trans level: By ATC Trans alt: 6000′ 1. Centre of Turn Area: N45 37.2 E008 43.6. 2. Before take-off pilot shall report to the controller the expected manoeuvre after reaching the turn altitude. 3. To be used only on pilot request in case of bad weather conditions preventing the use of the prescribed noise abatement departure routes.

RWY 35R OMNIDIRECTIONAL DEPARTURE AREA



MSA CENTRE OF TURN AREA

❶ 3500′ within 9 NM



This SID requires a minimum climb gradient of
450′ per NM (7.41%)

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	563	750	1125	1500	1875	2250

N

NOT TO SCALE

Initial climb clearance **5000′**

ROUTING

Climb on runway heading to 1300′, turn at own discretion remaining in the sector between 284° and 124°. When reaching 3000′, expect RADAR vectoring from Milan ACC according to the planning.

CHANGES: New chart (chart reindexed).

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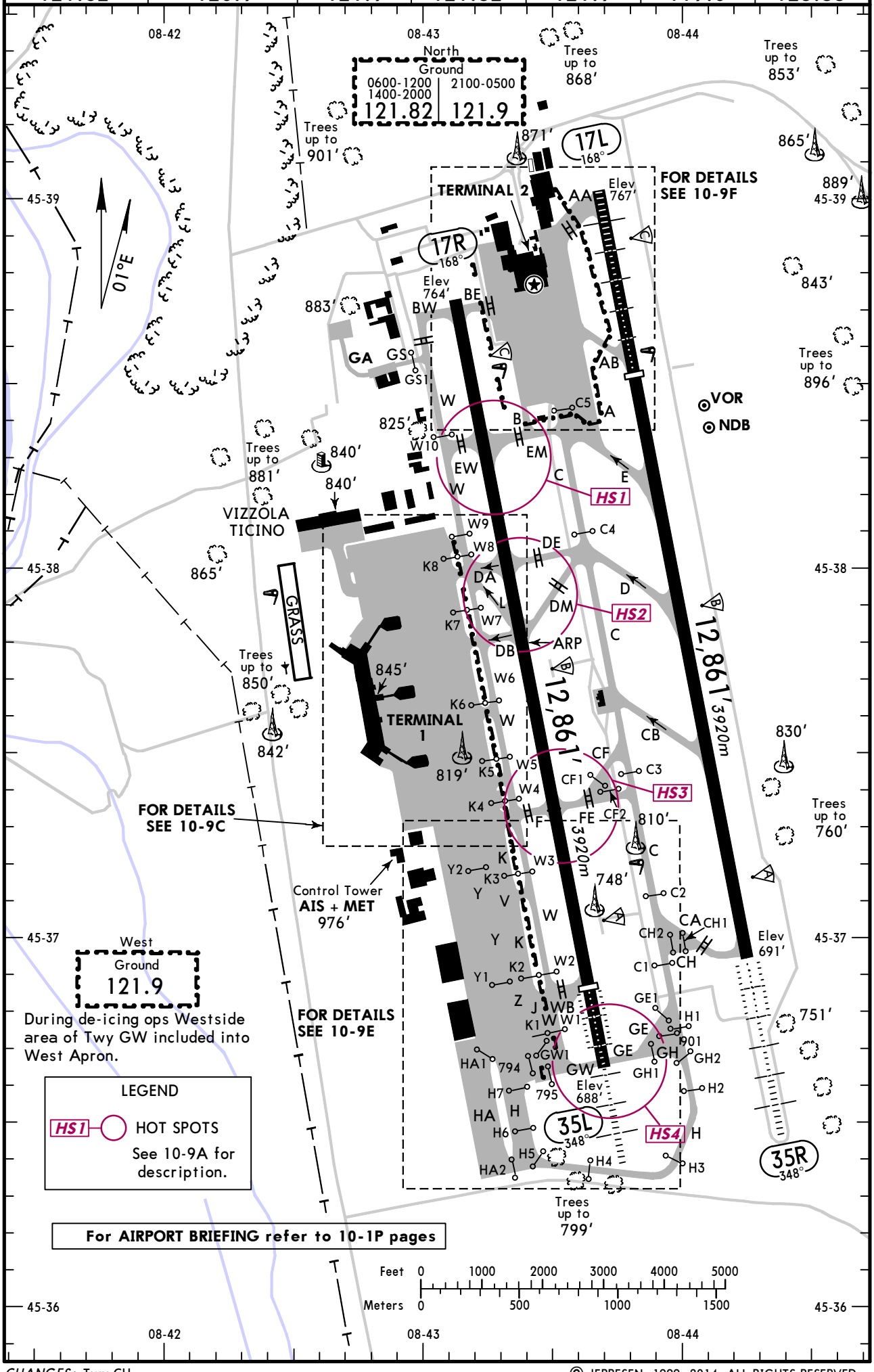
ATIS Departure	*MALPENSA Delivery	Ground West	Ground North 0600-1200 1400-2000	Ground North 2100-0500	Tower Rwy 17L/35R	Tower Rwy 17R/35L
121.62	120.9	121.9	121.82	121.9	119.0	128.35



CHANGES: Twy CH.

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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′ *2657m*	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)* REIL 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 [1]

	LVP must be in Force					
	[2] 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*		

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

CHANGES: None.

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LIMC/MXP
MALPENSA

RVR 550m or Less

JEPPESEN

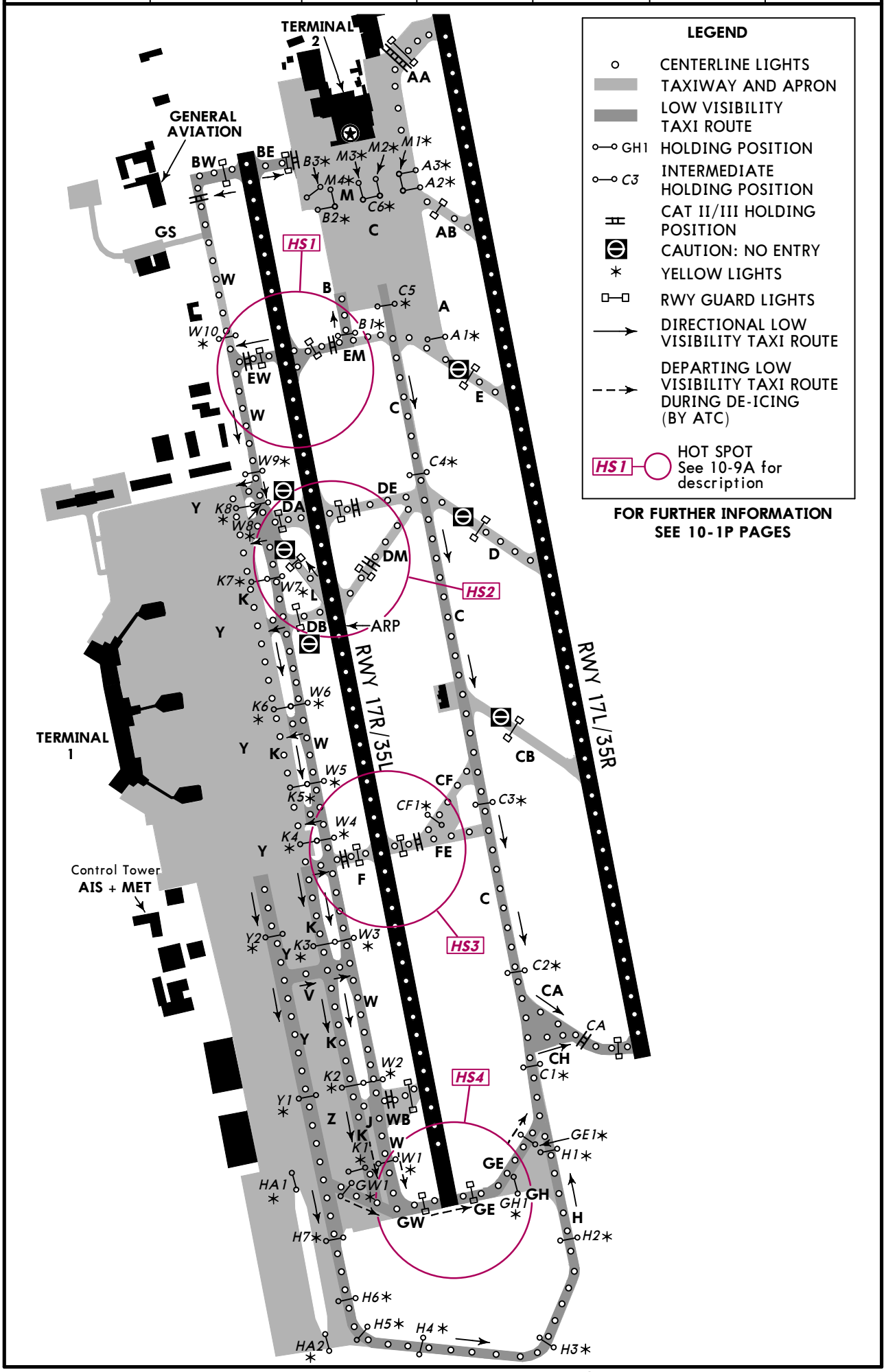
18 APR 14

Eff 1 May

10-9B

MILAN, ITALY
LOW VISIBILITY TAXI ROUTES

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: Twy CH.

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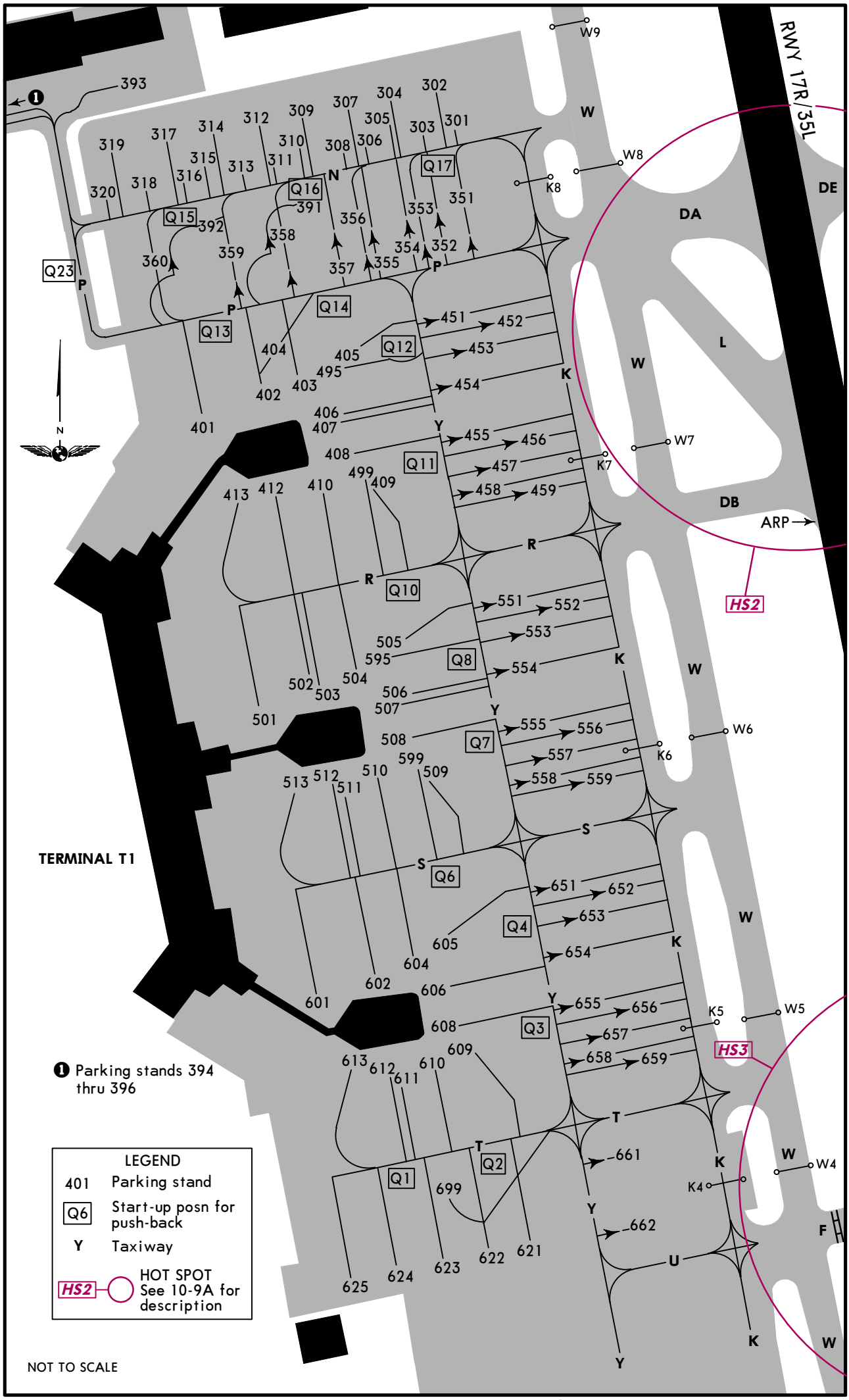

CHANGES: None.

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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: None.

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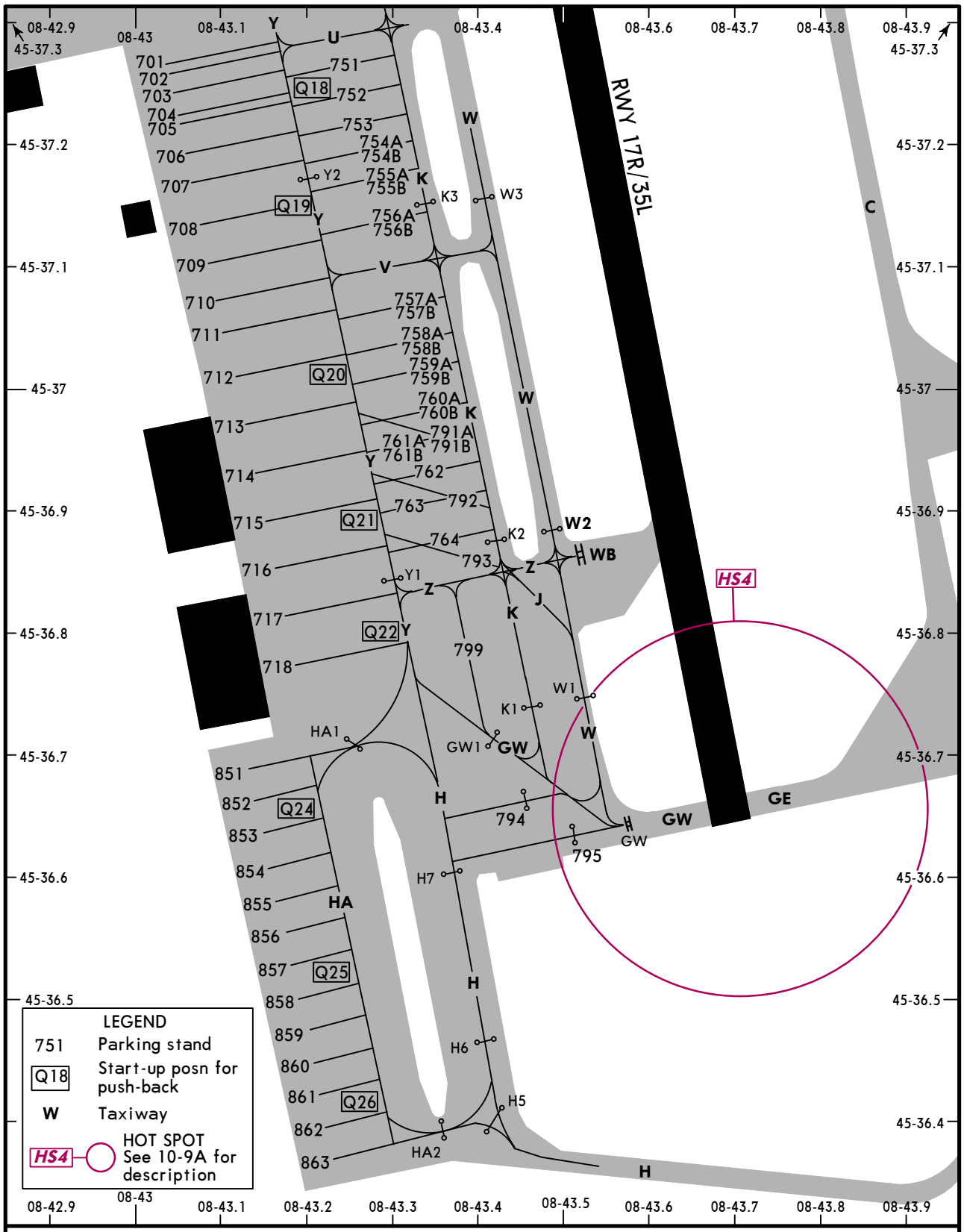

INS COORDINATES

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	799	N45 36.8 E008 43.4
714 thru 716	N45 36.9 E008 43.2	851	N45 36.7 E008 43.2
717, 718	N45 36.8 E008 43.2	852 thru 855	N45 36.6 E008 43.2
751, 752	N45 37.3 E008 43.3	856 thru 859	N45 36.5 E008 43.2
753 thru 755B	N45 37.2 E008 43.3	860 thru 863	N45 36.4 E008 43.3
756A thru 757B	N45 37.1 E008 43.3		

CHANGES: Stand 799 established.

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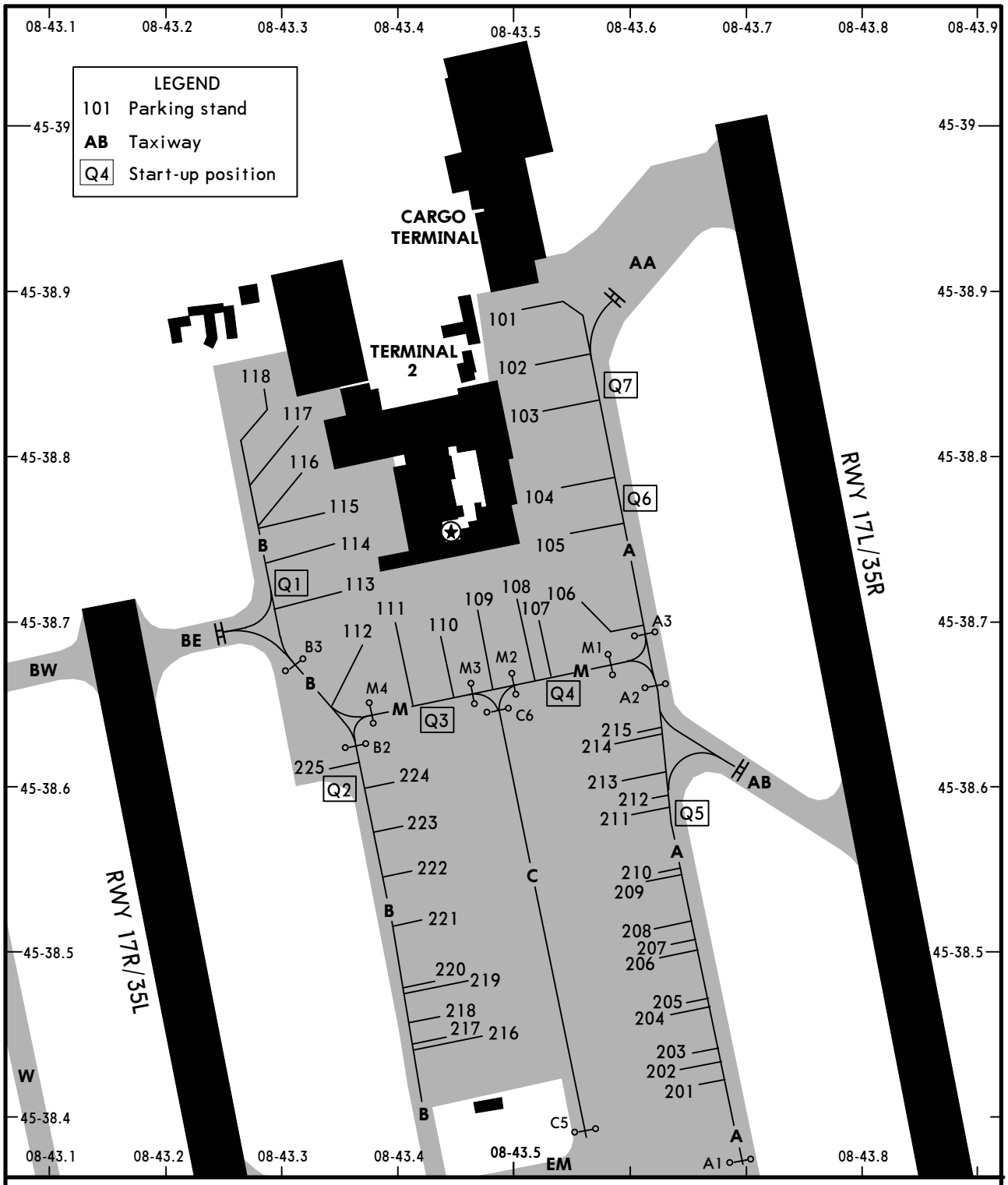

INS COORDINATES

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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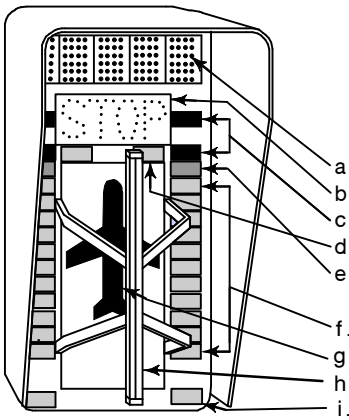
VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

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 .

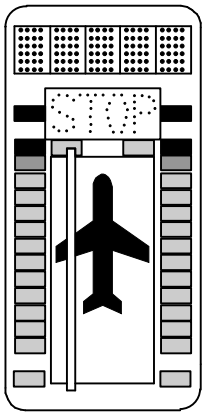
B. ACTIVATED SYSTEM

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

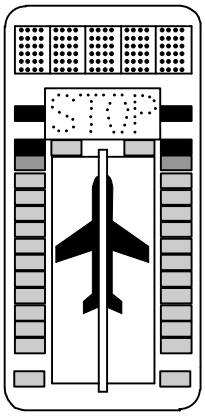
2. The pilot should be aware that the correct type of aircraft is shown before using the system.

C. CENTERLINE GUIDANCE

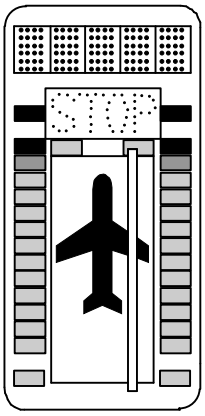
Centerline guidance is obtained by means of an illuminated bar in front of an aircraft symbol. The aircraft is on centerline when bar and symbol overlap each other.



TURN LEFT



ON CENTERLINE



TURN RIGHT

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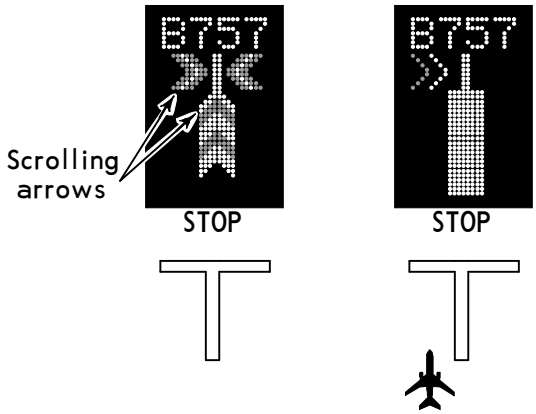
VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK Type 3)

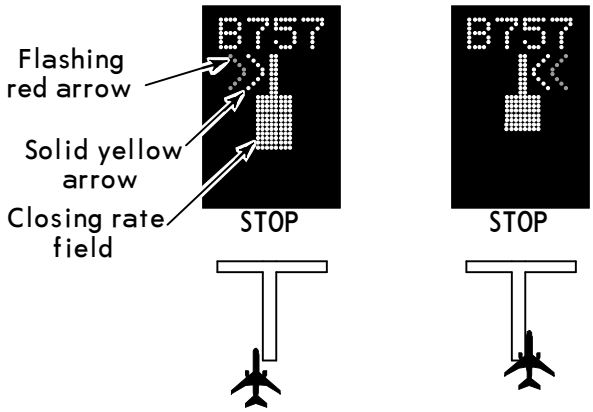
Check that the correct aircraft type is displayed. The scrolling arrows indicate that the system is activated.

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.

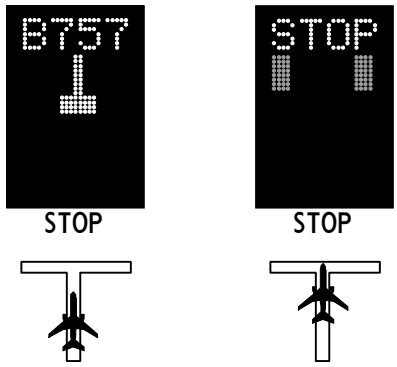


The flashing red and solid yellow arrows provide azimuth guidance information. The flashing red arrow shows the direction to steer, while the solid yellow arrow indicates how far the aircraft is off of the centerline.



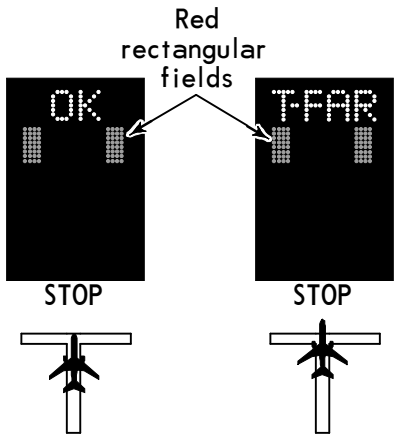
39'/12m from the stop-position the closing rate field starts the indication of "Distance to go" by turning off one row of LEDs for each one half meter the aircraft advances towards the stop-position.

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.

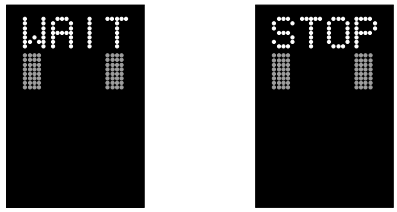


When the aircraft is correctly parked "OK" will be displayed after a few seconds.

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

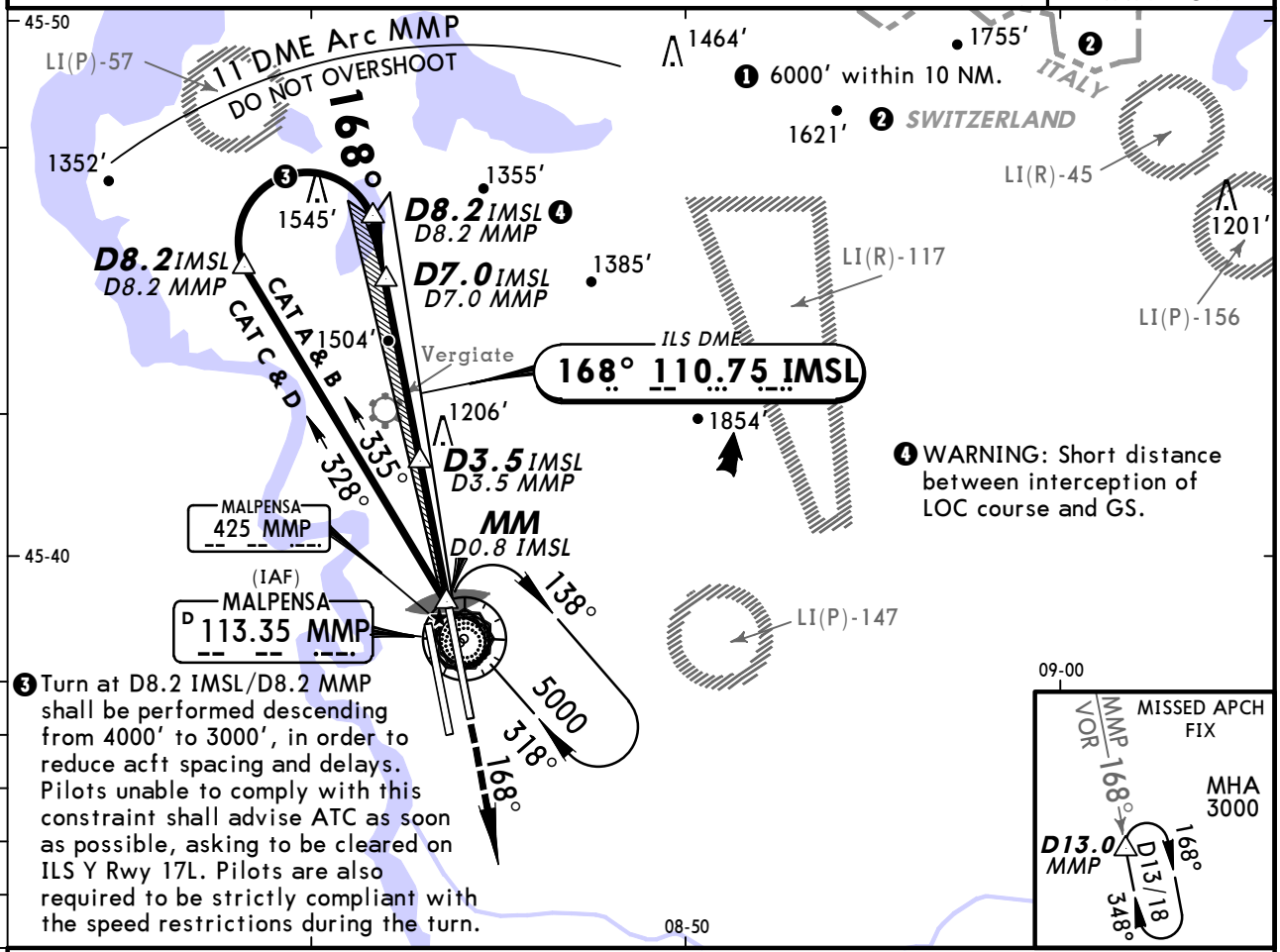
LOC IMSL	Final Apch Crs	GS	ILS DA(H)	Apt Elev 768'
110.75	168°	D3.5 IMSL 1846'(1101')	Refer to Minimums	RWY 745'

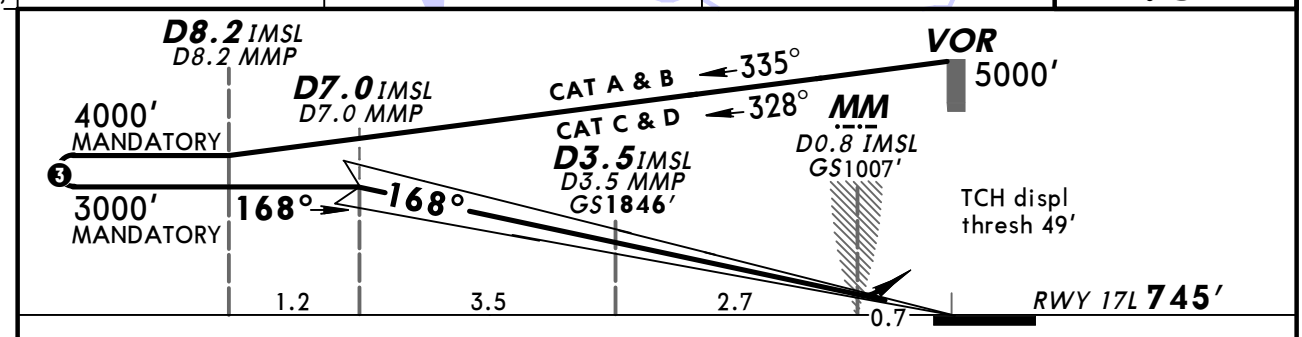
MISSED APCH: Proceed on track 168° to 3000' and hold between D13.0/R-168 MMP and D18.0 MMP.

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 ™

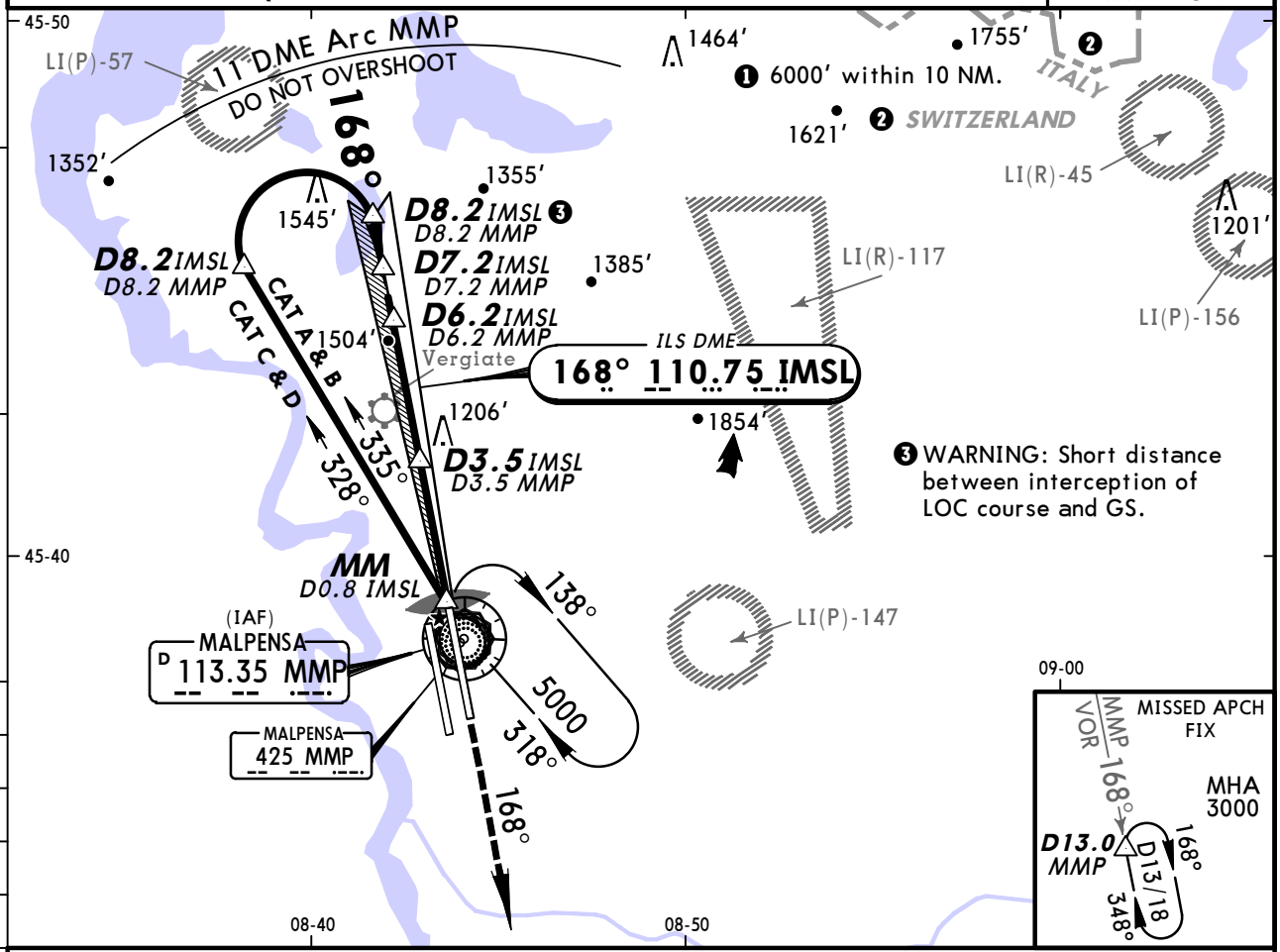
ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200	Ground North 1400-2000	Ground North 2100-0500
120.02	125.62	126.75	134.17	119.0	121.9	121.82		121.9

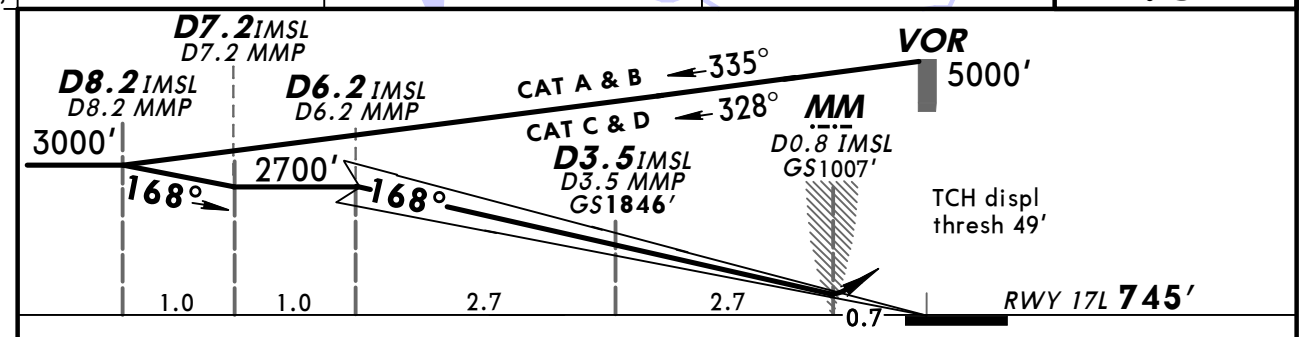
LOC IMSL	Final Apch Crs	GS D3.5 IMSL	ILS DA(H)	Apt Elev 768'
110.75	168°	1846'(1101')	Refer to Minimums	RWY 745'

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

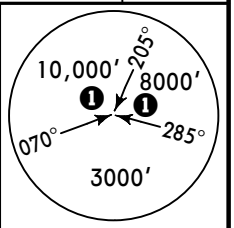
ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200 1400-2000	Ground North 2100-0500
120.02	125.62	126.75	134.17	119.0	121.9	121.82	121.9

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

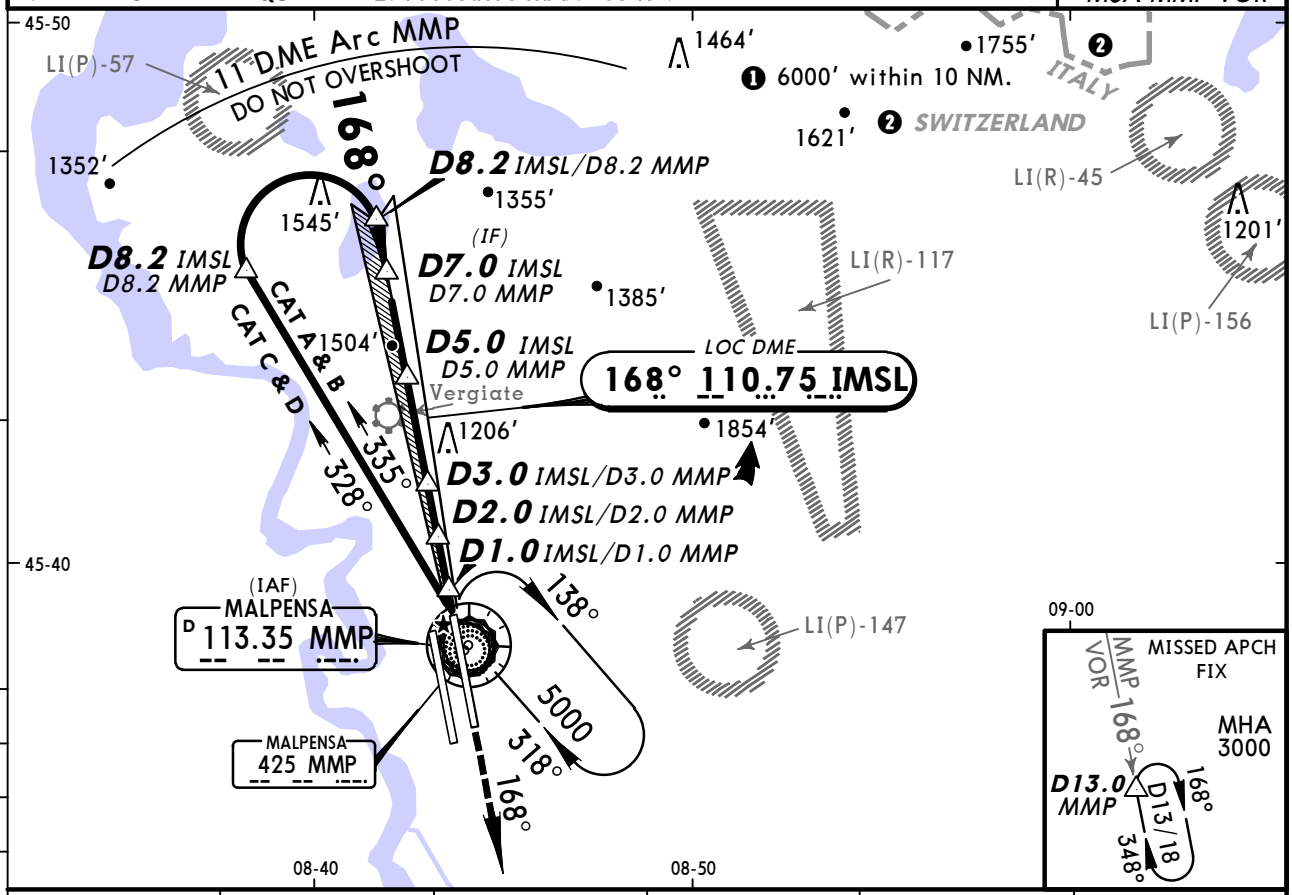
MISSED APCH: Proceed on track 168° to 3000′ and hold between D13.0/R-168 MMP and D18.0 MMP.

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

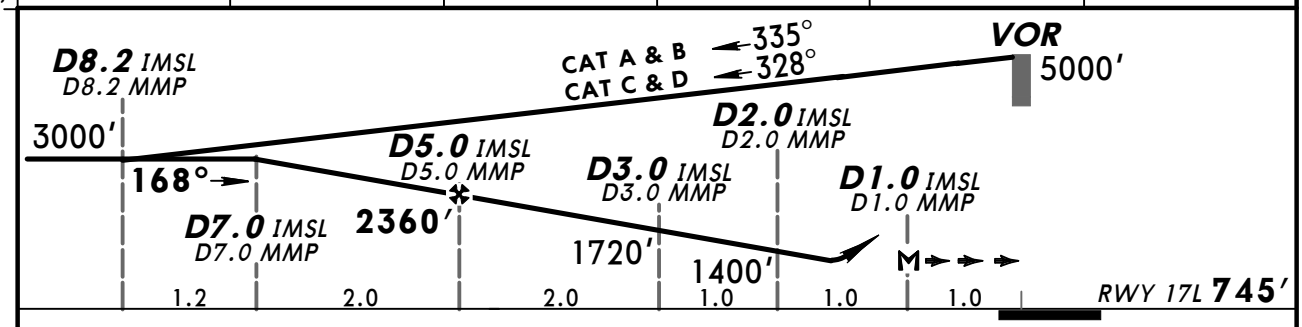
1. **MMP VOR DME REQUIRED.** 2. Procedure MAX 185 KT.



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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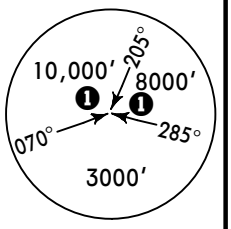
BRIEFING STRIP

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	West	Ground North 0600-1200	1400-2000	2100-0500
120.025	125.625	126.750	134.175	128.350	121.9	121.825		121.9

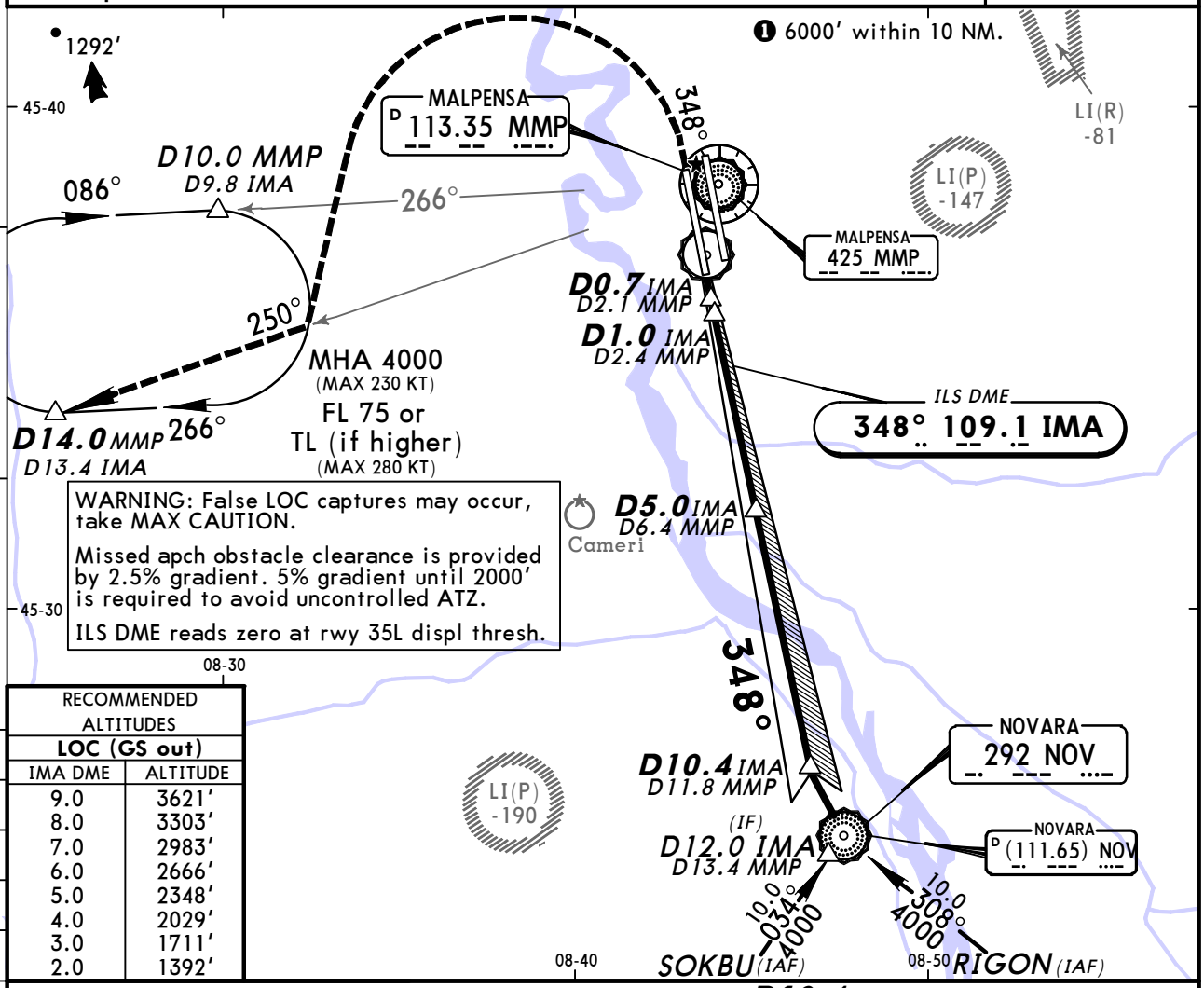
LOC IMA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 768′
109.1	348°	D5.0 IMA 2295′ (1599′)	Refer to Minimums	RWY 696′

MISSED APCH: Climb on 348° to 1450′, then turn LEFT (MAX 210 KT) to intercept R-250 MMP and join holding at 4000′.

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



MSA MMP VOR

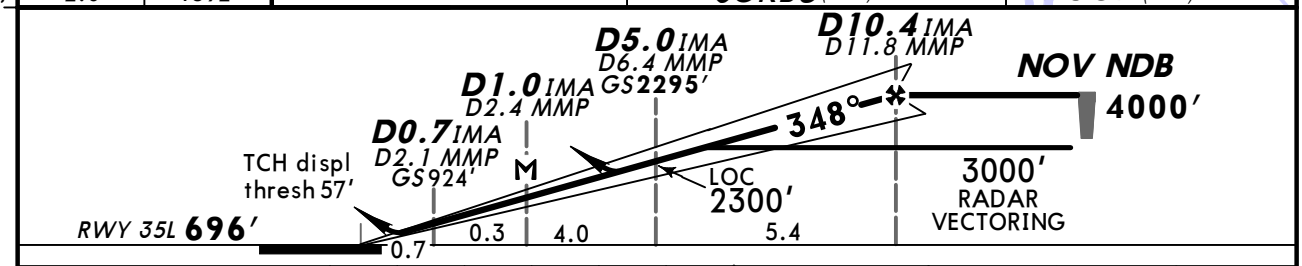


WARNING: False LOC captures may occur, take MAX CAUTION.

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.

RECOMMENDED ALTITUDES	
LOC (GS out)	
IMA DME	ALTITUDE
9.0	3621′
8.0	3303′
7.0	2983′
6.0	2666′
5.0	2348′
4.0	2029′
3.0	1711′
2.0	1392′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
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

CHANGES: Waypoint renamed.

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

BRIEFING STRIP

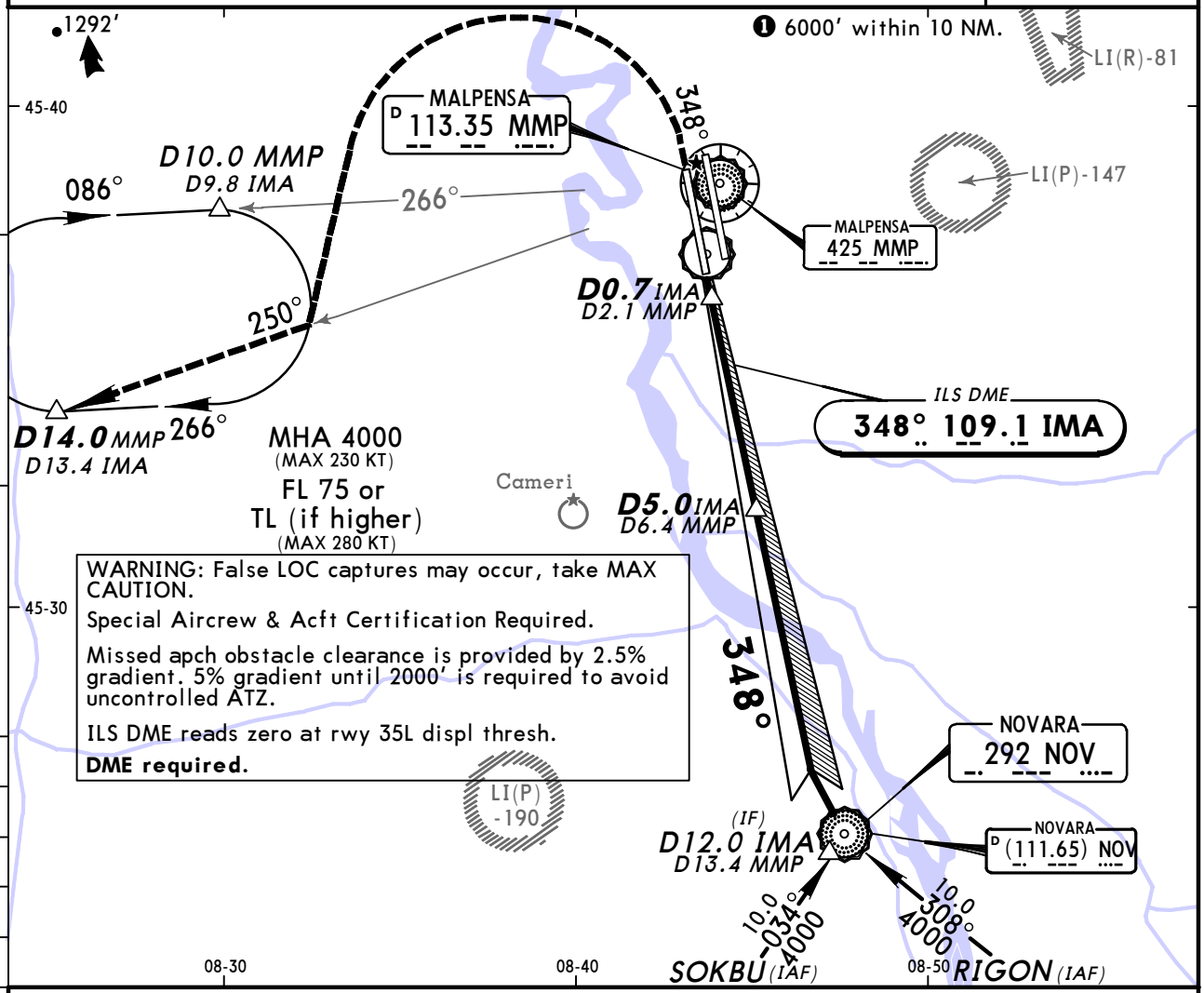
ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	West	Ground North 0600-1200	1400-2000	2100-0500
120.025	125.625	126.750	134.175	128.350	121.9	121.825		121.9

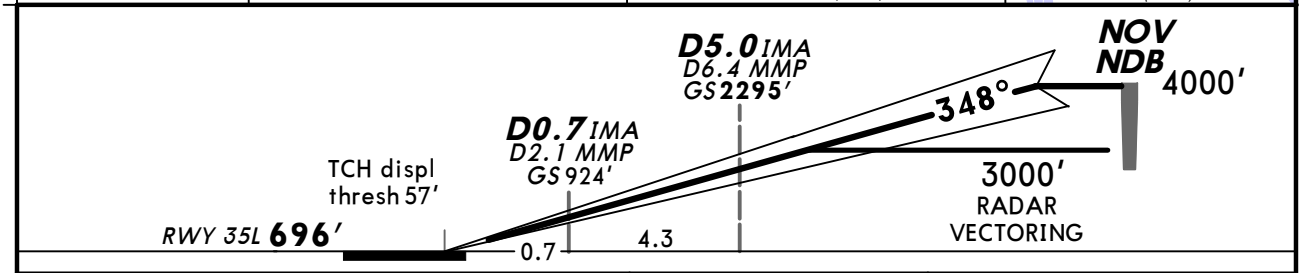
LOC IMA	Final Apch Crs	GS	CAT II/IIIA ILS	Apt Elev 768′
109.1	348°	D5.0 IMA 2295′ (1599′)	Refer to Minimums	RWY 696′

MISSED APCH: Climb on 348° to 1450′, then turn LEFT (MAX 210 KT) 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°), 8000′ (070°, 285°), 3000′





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI

1450′ on 348°

PANS OPS

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.

CHANGES: Waypoint renamed.

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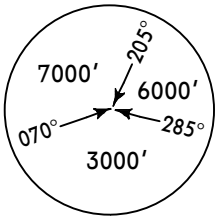
BRIEFING STRIP

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

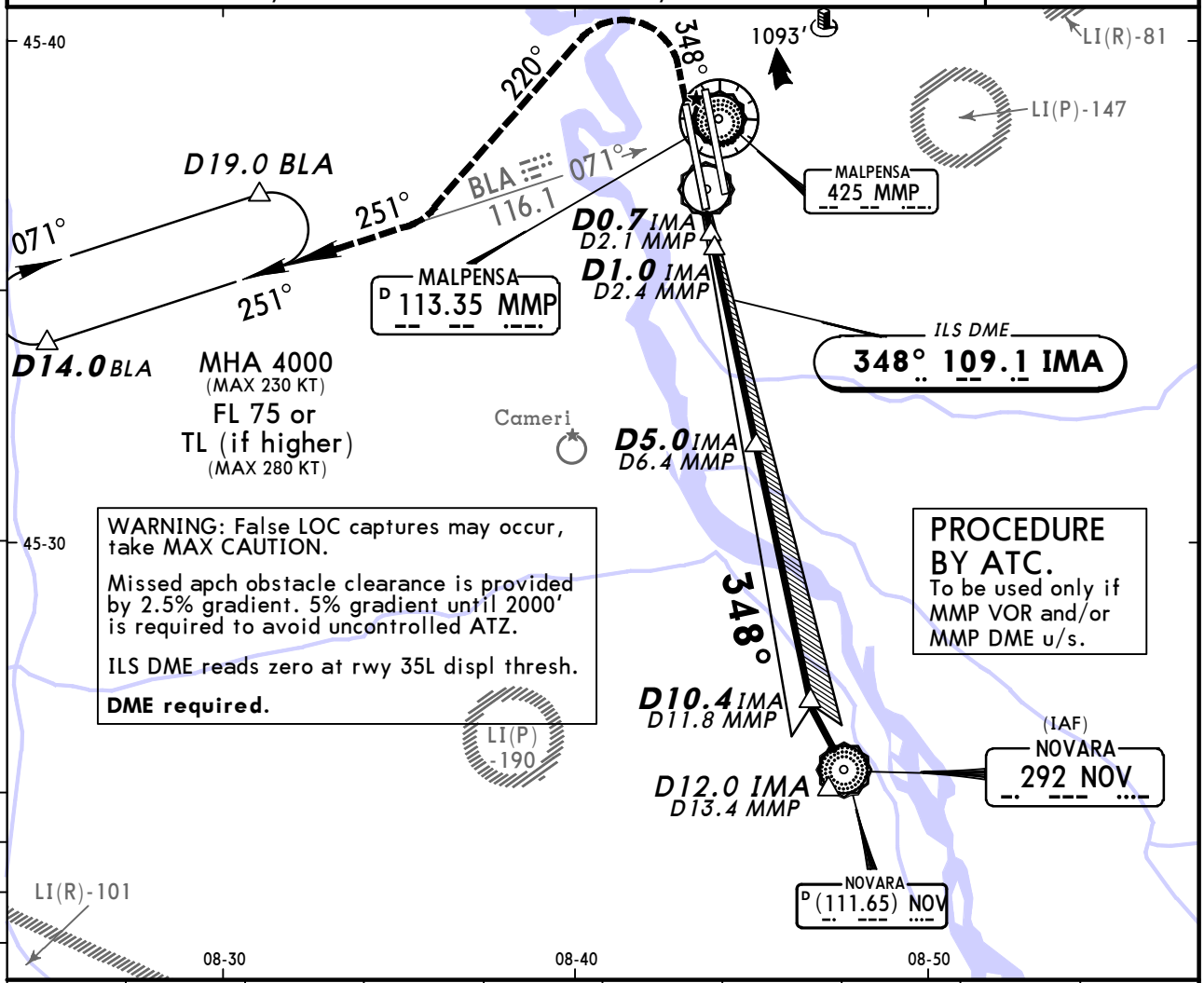
LOC IMA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 768'
109.1	348°	D5.0 IMA 2295' (1599')	Refer to Minimums	RWY 696'

MISSED APCH: Climb on 348° to 1450', then turn LEFT (MAX 210 KT) 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.

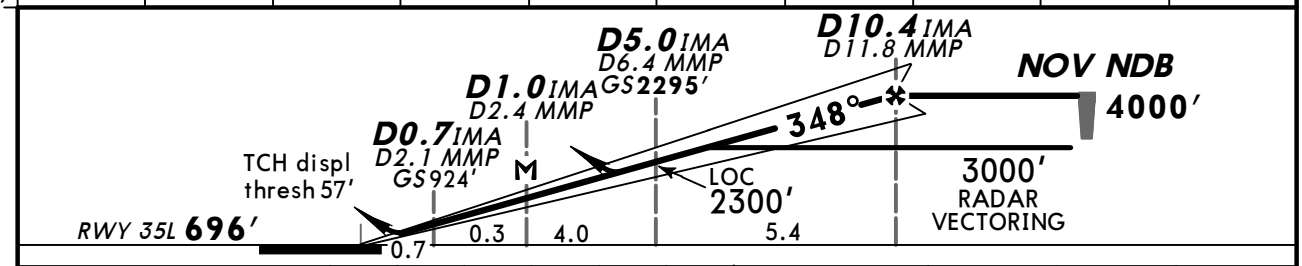
Missed apch obstacle clearance is provided by 2.5% gradient. 5% gradient until 2000' is required to avoid uncontrolled ATZ.

ILS DME reads zero at rwy 35L displ thresh.

DME required.

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

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°	372	478	531	637	743	849
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') D: 898' (202')	1140' (444')

PANS OPS

	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

CHANGES: Missed apch speed restriction.

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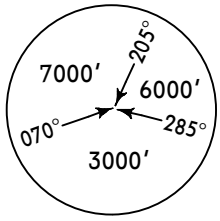
BRIEFING STRIP

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

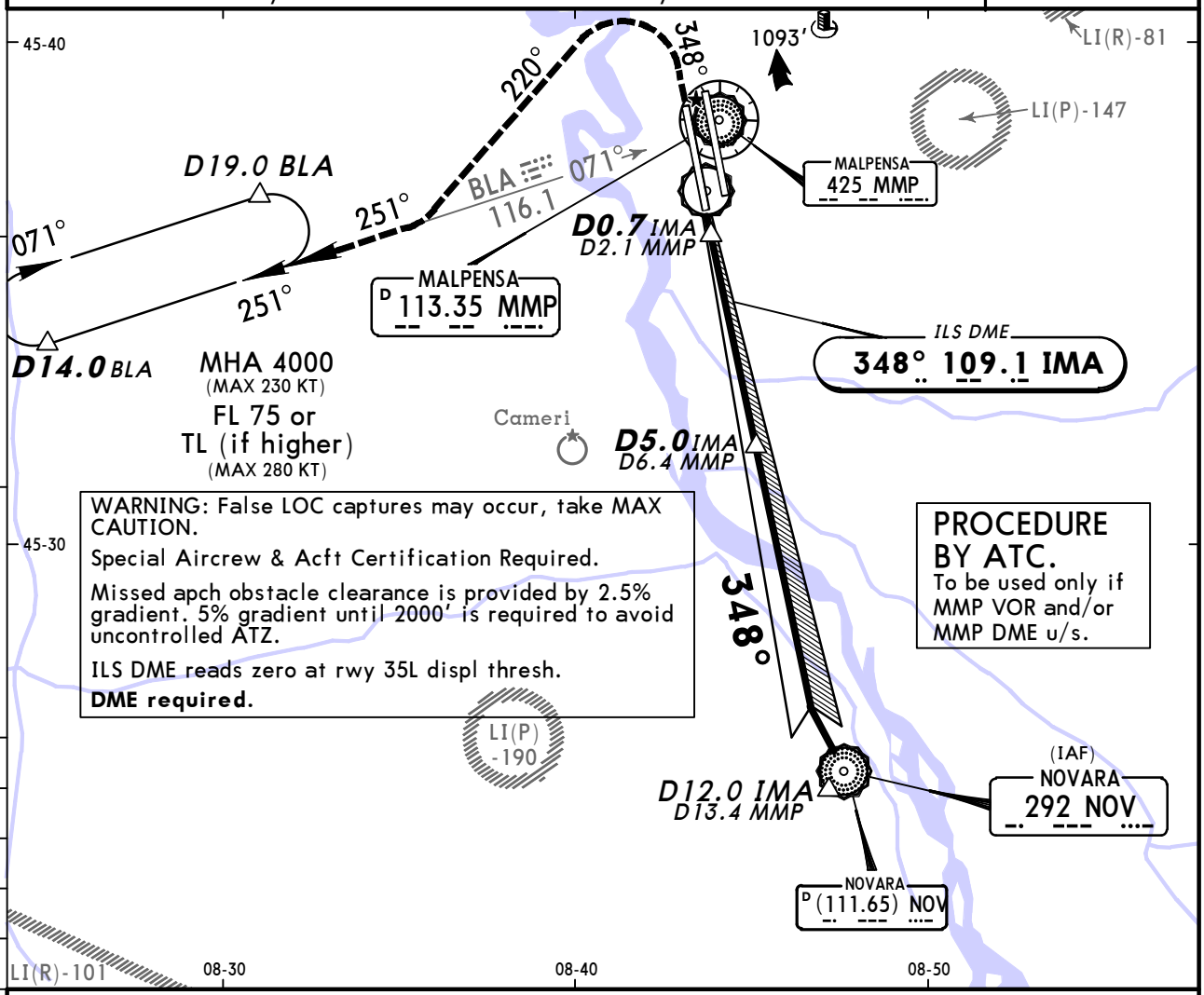
LOC IMA	Final Apch Crs	GS	CAT II/IIIA ILS	Apt Elev 768′
109.1	348°	D5.0 IMA 2295′ (1599′)	Refer to Minimums	RWY 696′

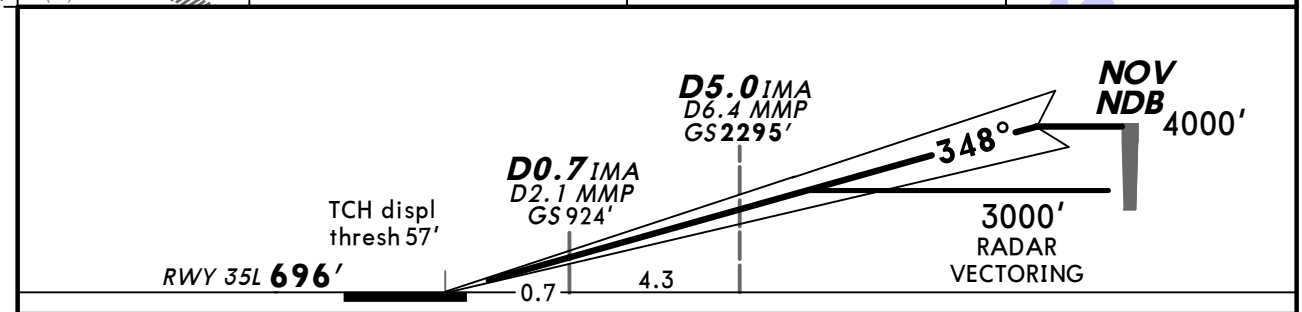
MISSED APCH: Climb on 348° to 1450′, then turn LEFT (MAX 210 KT) onto 220° tointercept R-071 BLA inbound and join holding at 4000′.

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



MSA
NOV NDB





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI PAPI

1450′ on 348°

PANS OPS

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.

CHANGES: Missed apch speed restriction.

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BRIEFING STRIP ™

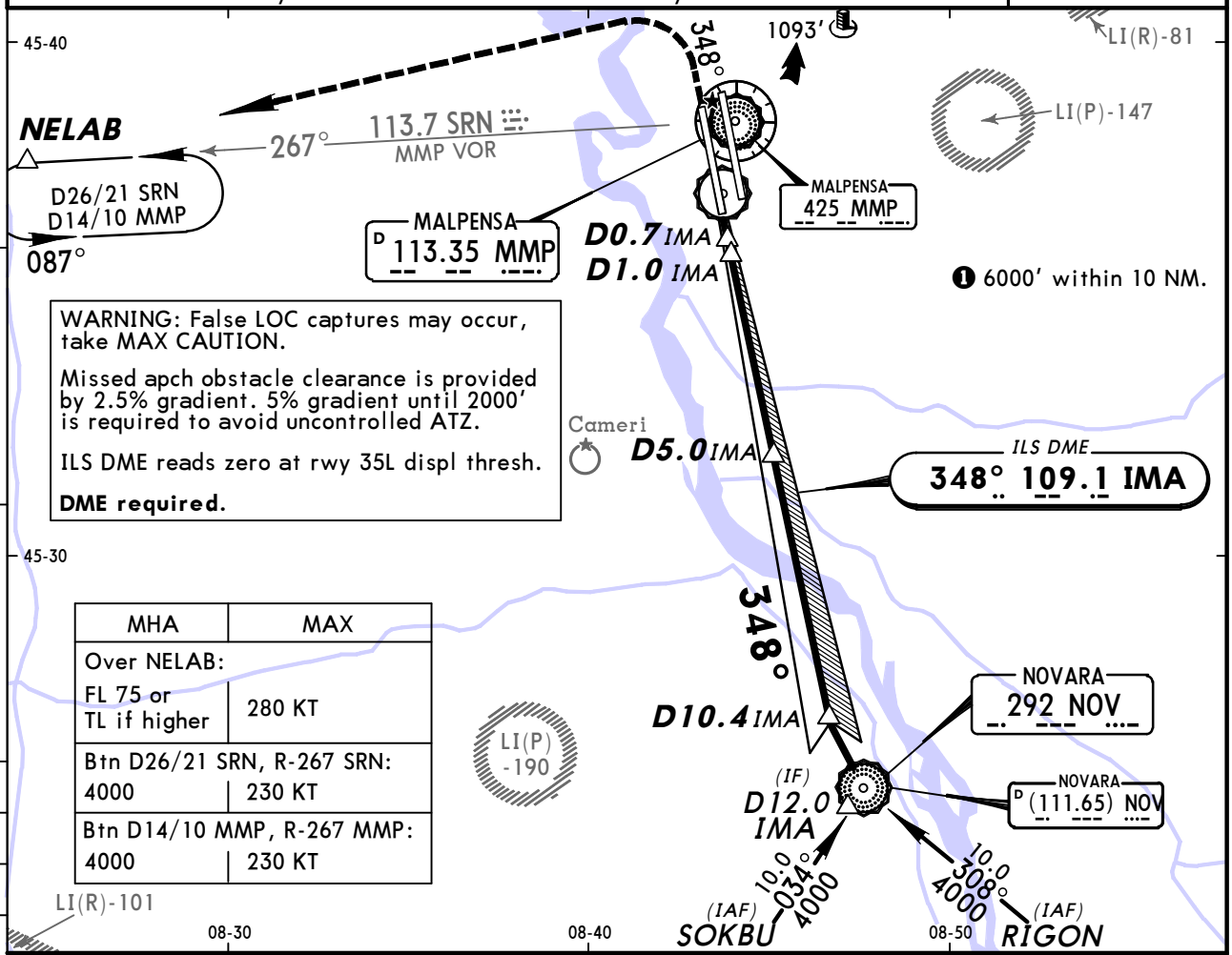
ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	West	Ground North 0600-1200	1400-2000	2100-0500
120.025	125.625	126.750	134.175	128.350	121.9	121.825		121.9

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

MISSED APCH: Climb on 348° to 1450′, then turn LEFT (MAX 210 KT) 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: 10,000′ (205°), 8000′ (070°, 285°), 3000′



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

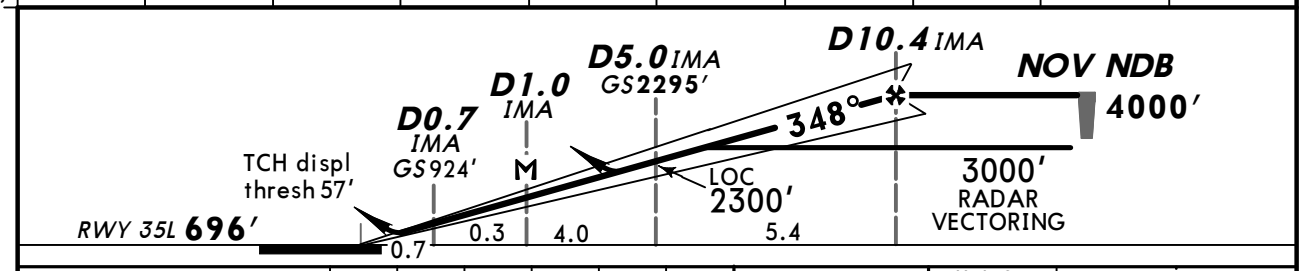
Missed apch obstacle clearance is provided by 2.5% gradient. 5% gradient until 2000′ is required to avoid uncontrolled ATZ.

ILS DME reads zero at rwy 35L displ thresh.

DME required.

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

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°	372	478	531	637	743	849
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′)

CIRCLE-TO-LAND: Not authorized West of airport

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

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

CHANGES: Waypoint renamed.

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CAT II/III ILS X Rwy 35L

BRIEFING STRIP ™

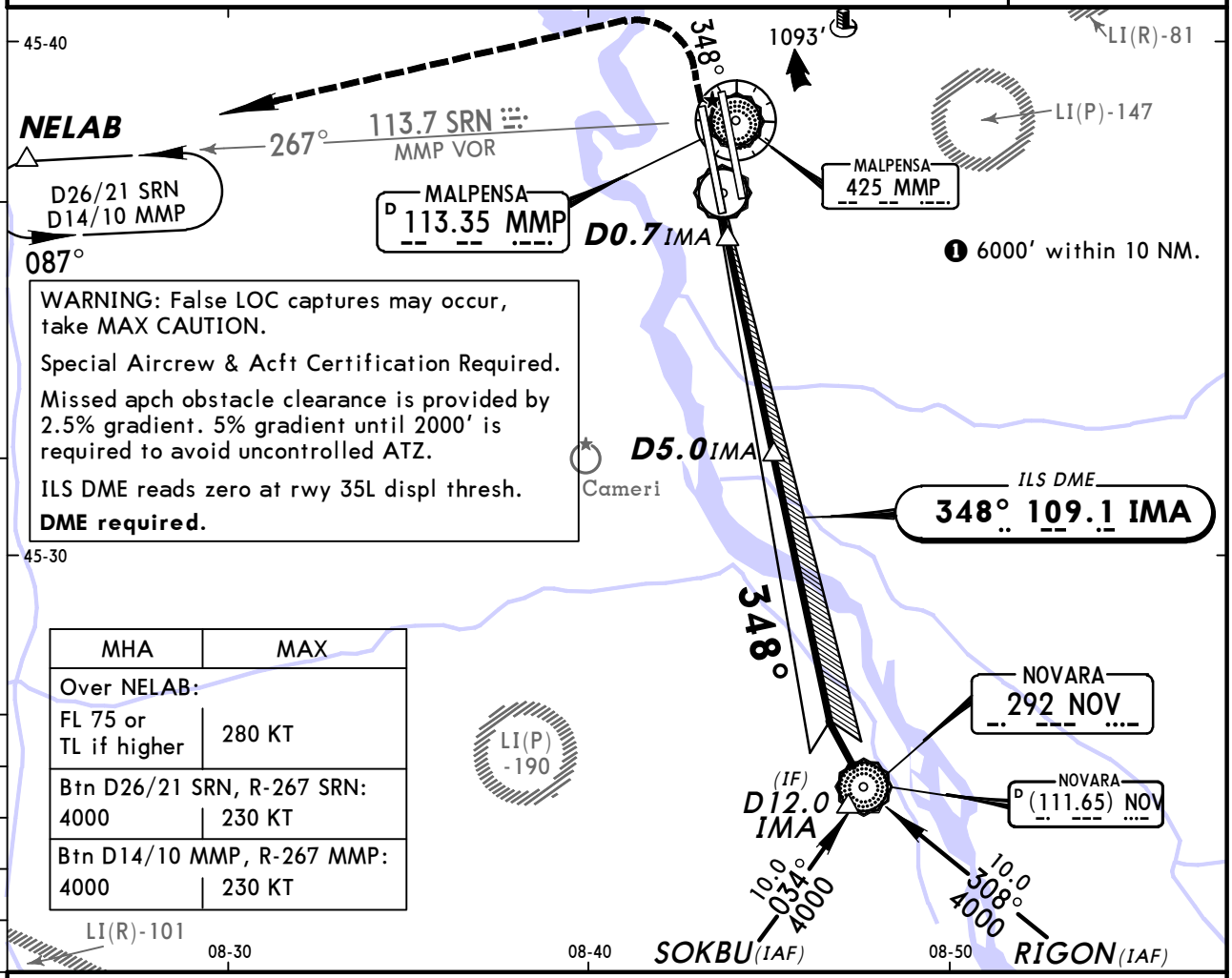
ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	West	Ground North 0600-1200	1400-2000	2100-0500
120.025	125.625	126.750	134.175	128.350	121.9	121.825		121.9

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 (MAX 210 KT) 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: 10,000′ (205°), 8000′ (070°, 285°), 3000′



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

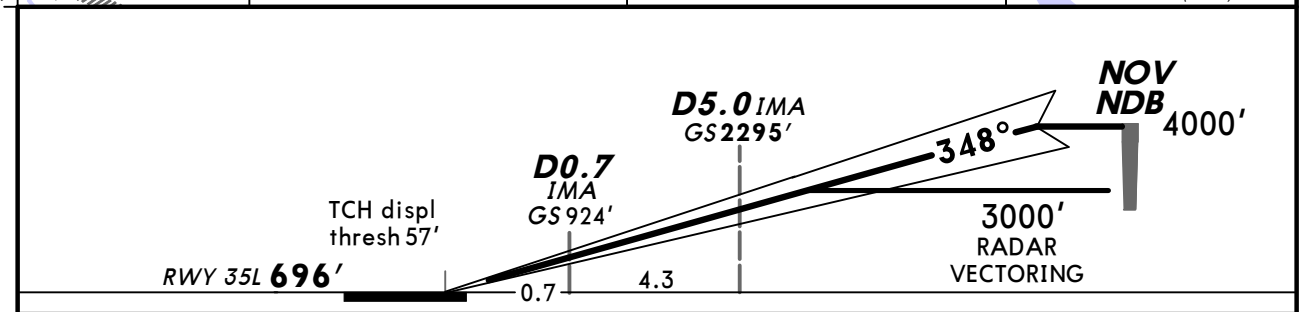
Special Aircrew & Acft Certification Required.

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.

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



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II, PAPI, PAPI

1450′ on 348°

PANS OPS

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 HUD required below RVR 350m.

CHANGES: Waypoint renamed.

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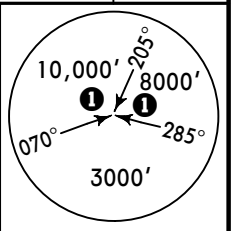
BRIEFING STRIP

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200	Ground North 1400-2000	Ground North 2100-0500
120.025	125.625	126.750	134.175	119.0	121.9	121.825		121.9

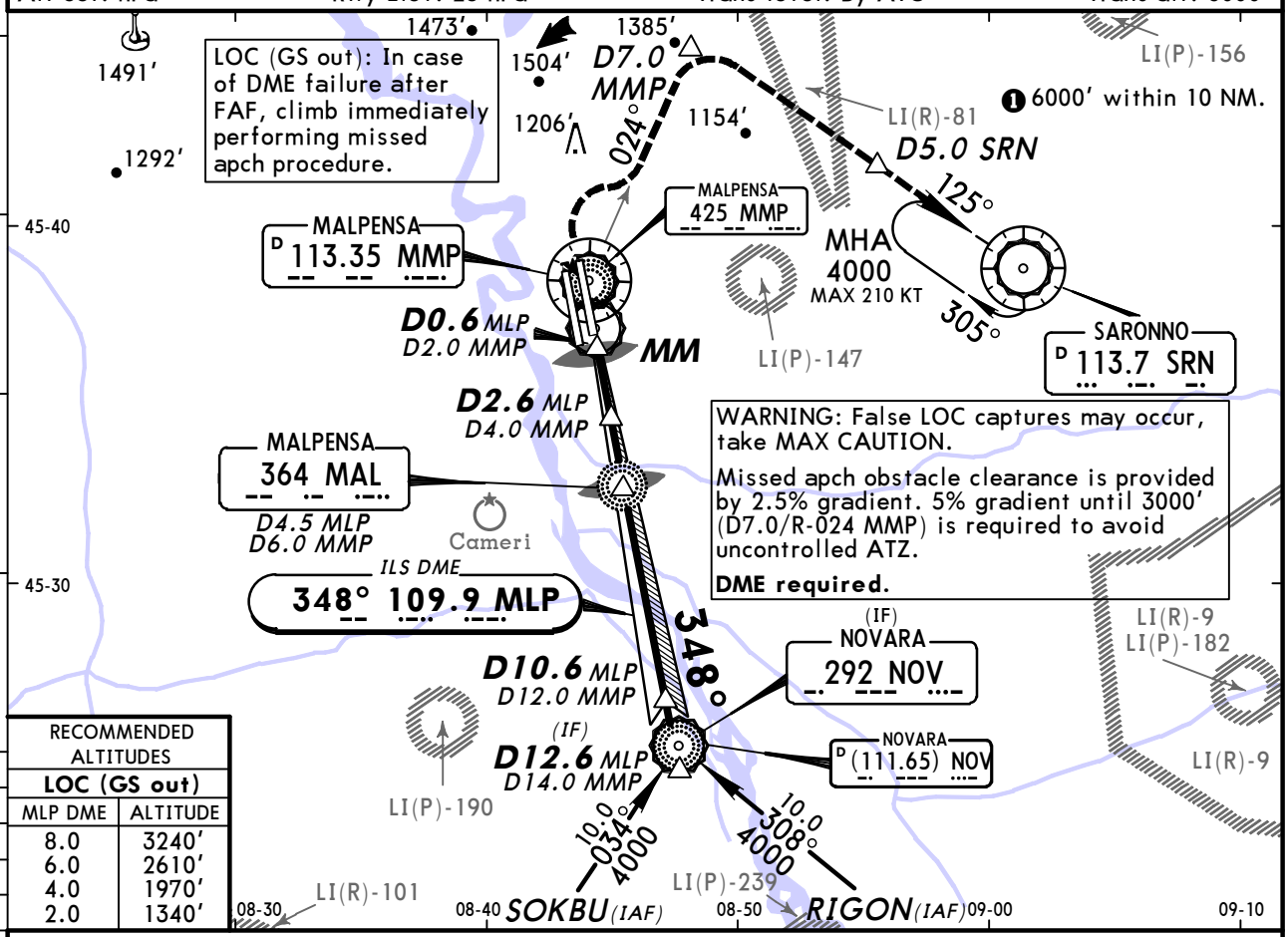
LOC MLP	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 768′
109.9	348°	2110′ (1419′)	891′ (200′)	RWY 691′

MISSED APCH: Climb on 348° to 1450′, then turn RIGHT 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′.

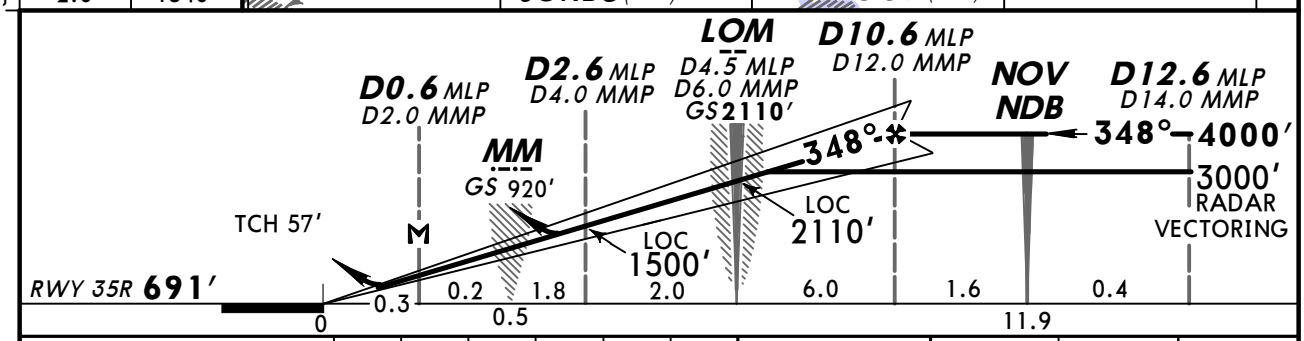


MSA MMP VOR

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°	372	478	531	637	743	849
MAP at D0.6 MLP/D2.0 MMP						

HIALS-II
PAPI PAPI
1450′ on 348°

PANS OPS

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

CHANGES: Notes. Waypoint renamed.

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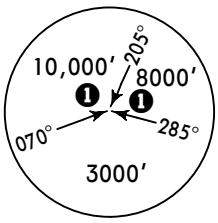
ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground North 0600-1200 / 1400-2000	Ground North 2100-0500
120.025	125.625	126.750	134.175	119.0	121.9	121.825	121.9

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

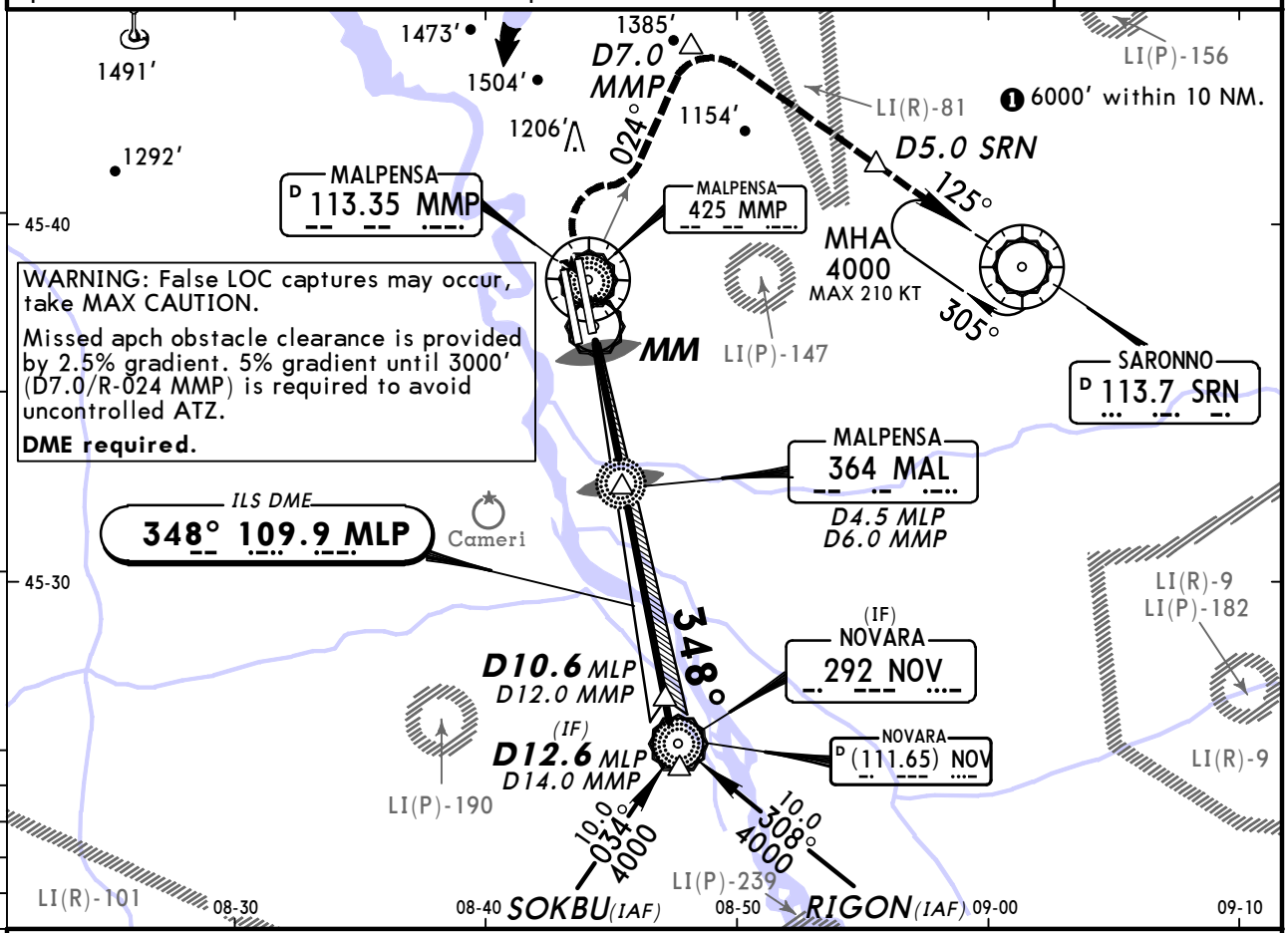
MISSED APCH: Climb on 348° to 1450′, then turn RIGHT as soon as possible to join R-024 MMP climbing to 3000′. At 3000′, not further than D7.0/R-024 MMP, turn RIGHT to SRN VOR. Maintain 3000′ until D5.0 SRN, then climb to 4000′.

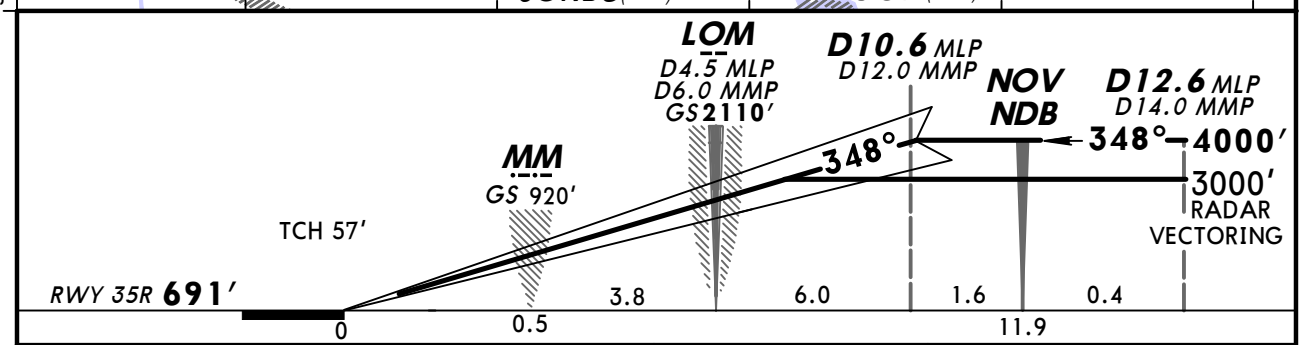
Alt Set: hPa Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 6000′
Special Aircrew & Acft Certification Required.



MSA
MMP VOR

BRIEFING STRIP ™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

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]	

PANS OPS

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

CHANGES: Notes. Waypoint renamed.

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LIMC/MXP
MALPENSA

JEPPESEN

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

MILAN, ITALY
ILS Y Rwy 35R

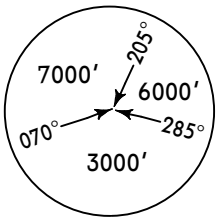
BRIEFING STRIP ™

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

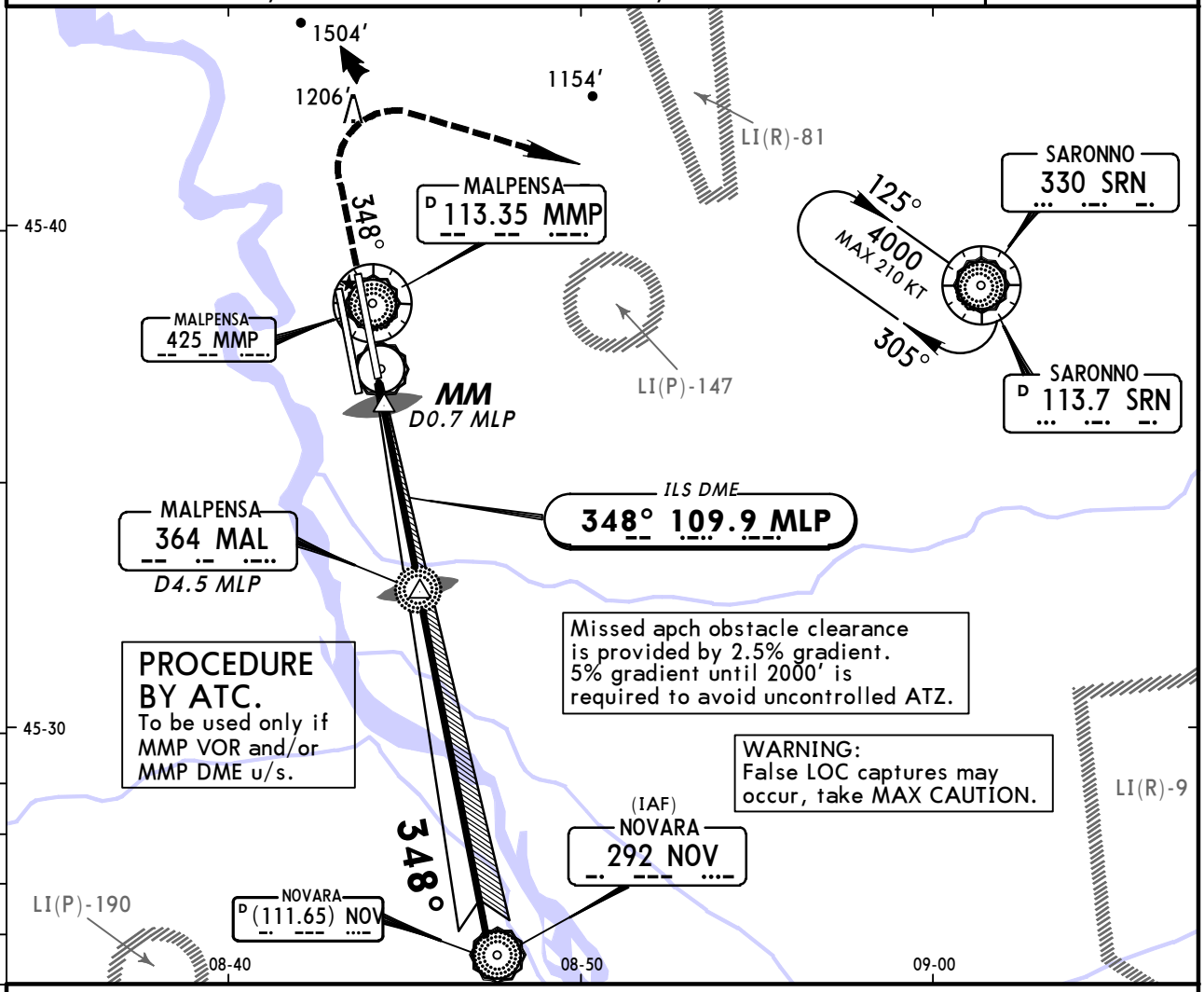
LOC MLP	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 768′
109.9	348°	2110′ (1419′)	891′ (200′)	RWY 691′

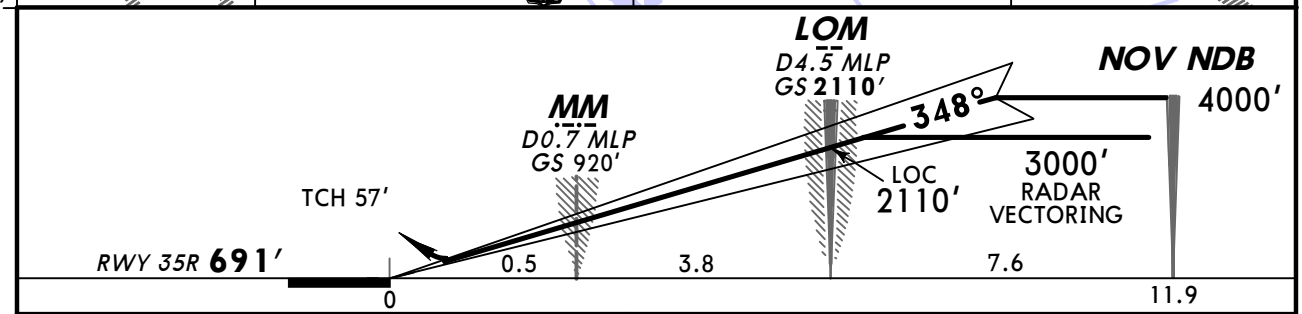
MISSED APCH: Climb on 348° to 1450′, then turn RIGHT to SRN VOR/Lctr climbing to 4000′.

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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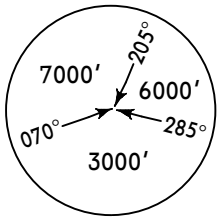
BRIEFING STRIP

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

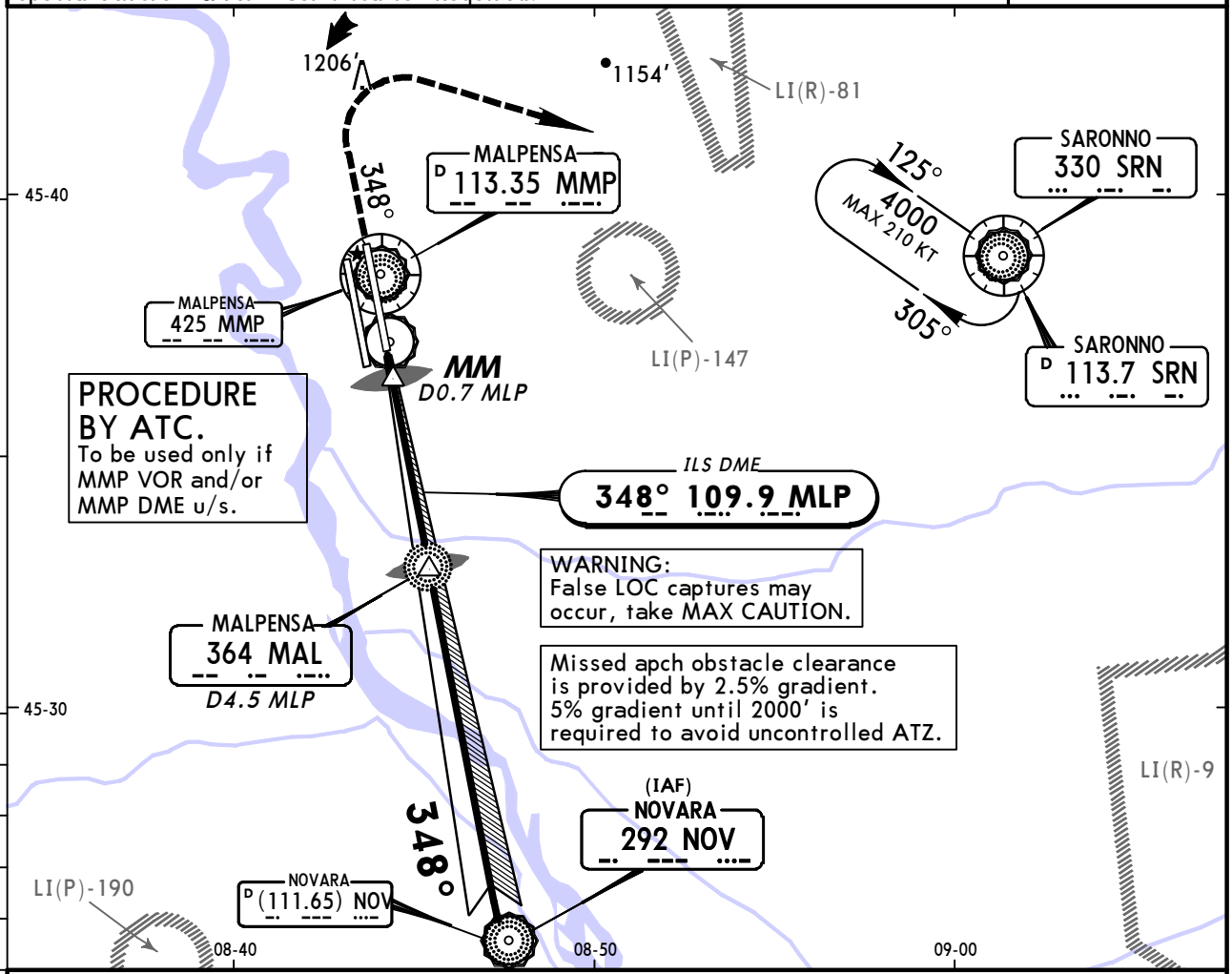
LOC MLP	Final Apch Crs	GS LOM	CAT II/IIIA ILS	Apt Elev / RWY
109.9	348°	2110′ (1419′)	Refer to Minimums	768′ / 691′

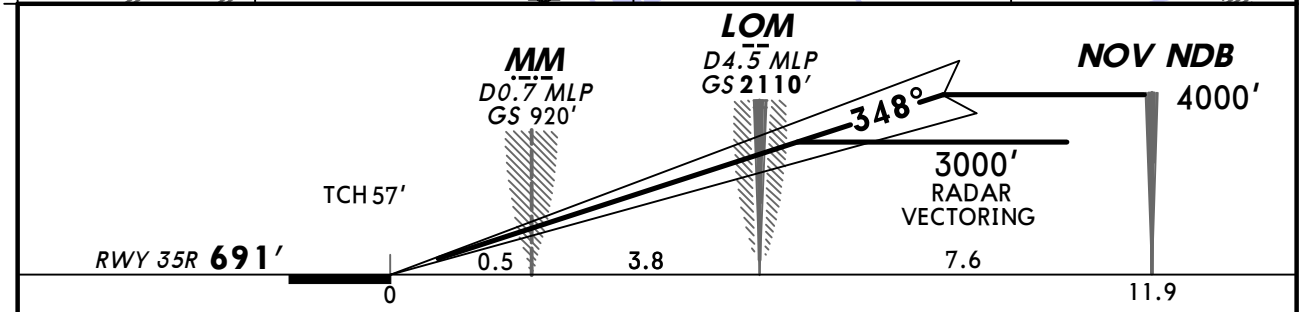
MISSED APCH: Climb on 348° to 1450′, then turn RIGHT to SRN VOR/Lctr climbing to 4000′.

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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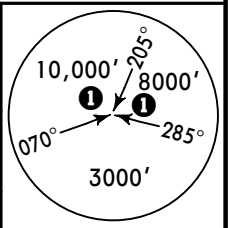
BRIEFING STRIP ™

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	West	Ground North 0600-1200	1400-2000	2100-0500
120.025	125.625	126.750	134.175	128.350	121.9	121.825		121.9

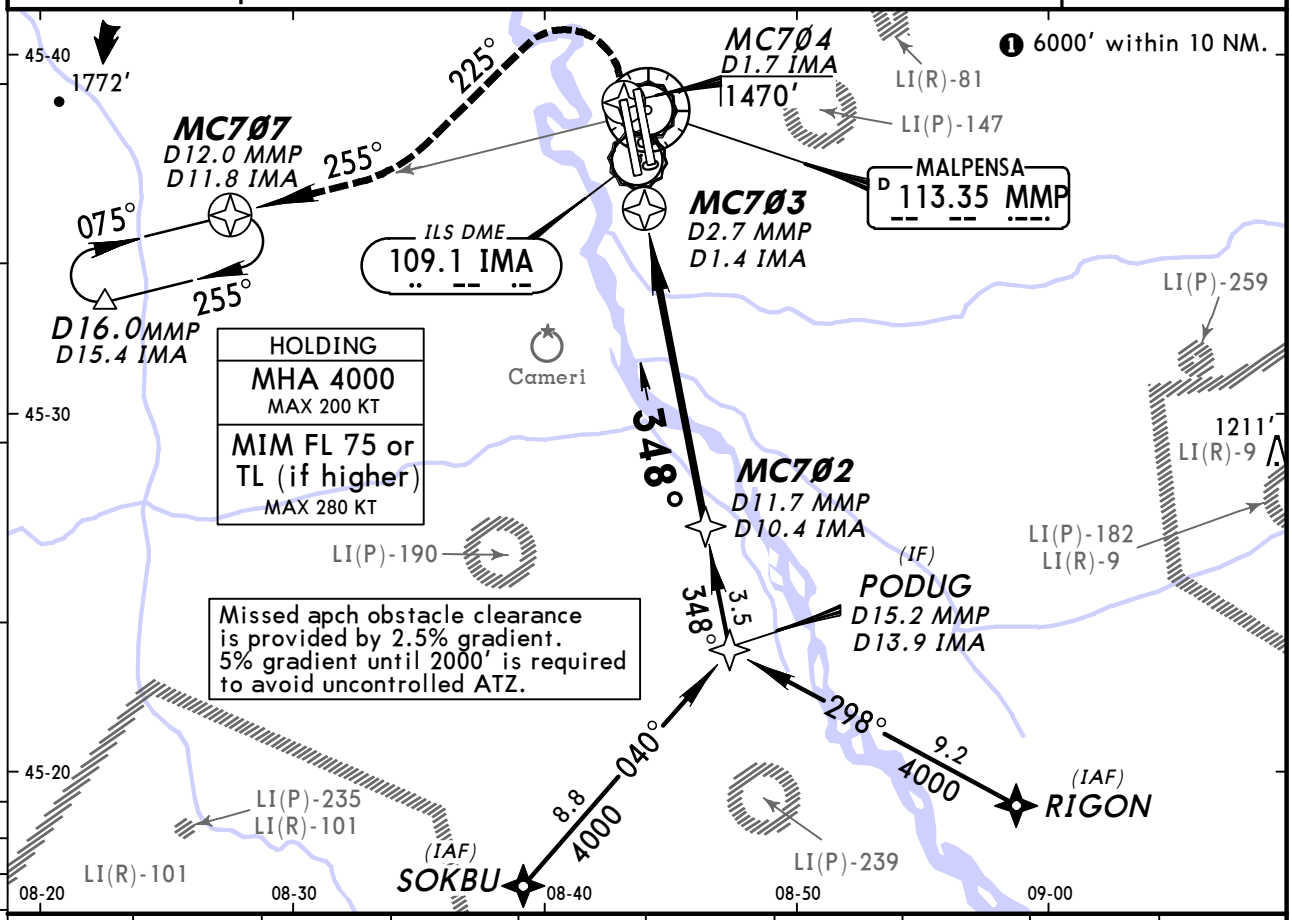
RNAV	Final Apch Crs	Minimum Alt MC7Ø2	DA(H)	Apt Elev 768′
	348°	4000′ (3304′)	1200′ (504′)	RWY 696′

MISSED APCH: Climb on 348° to 1470′. At D1.7 IMA (ABEAM VOR) climbing turn LEFT (MAX 210 KT) onto 225° to intercept R-255 and join holding at 4000′.

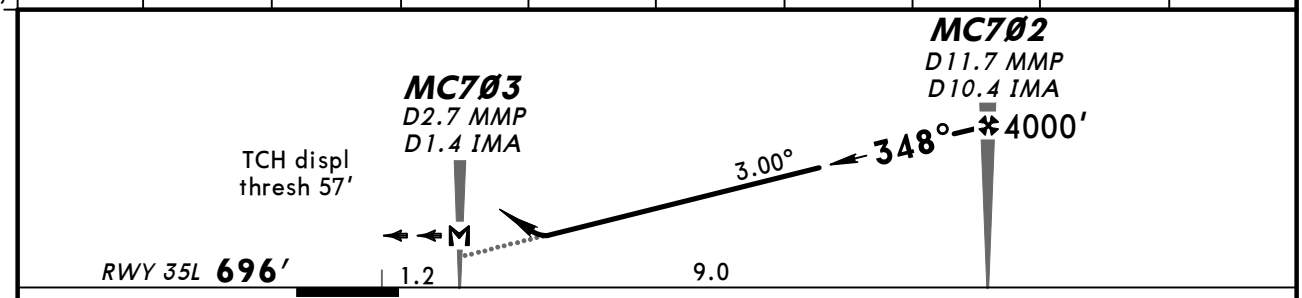
Alt Set: hPa Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 6000′
MMP VOR DME required.



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	849
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: Waypoint renamed.

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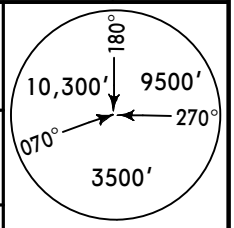
BRIEFING STRIP ™

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	West	Ground North 0600-1200	1400-2000	2100-0500
120.025	125.625	126.750	134.175	119.0	121.9	121.825		121.9

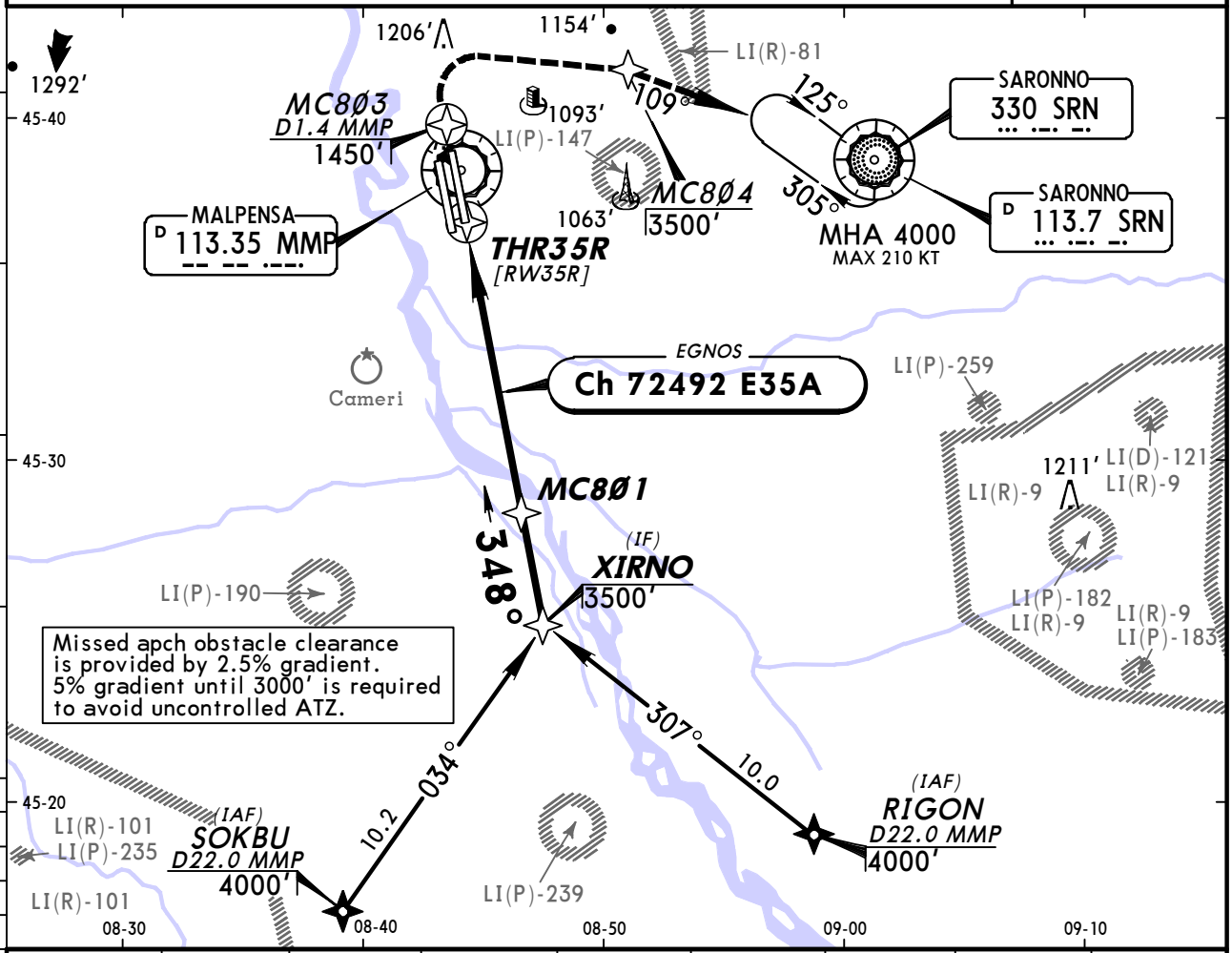
EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 768′
Ch 72492 E35A	348°	MC8Ø1 3500′ (2809′)	Refer to Minimums	RWY 691′

MISSED APCH: Climb on 348° to 1450′. At MC8Ø3/D1.4 MMP climbing turn RIGHT (MAX 200 KT) to 4000′ to MC8Ø4 then turn RIGHT on 109° to SRN VOR.

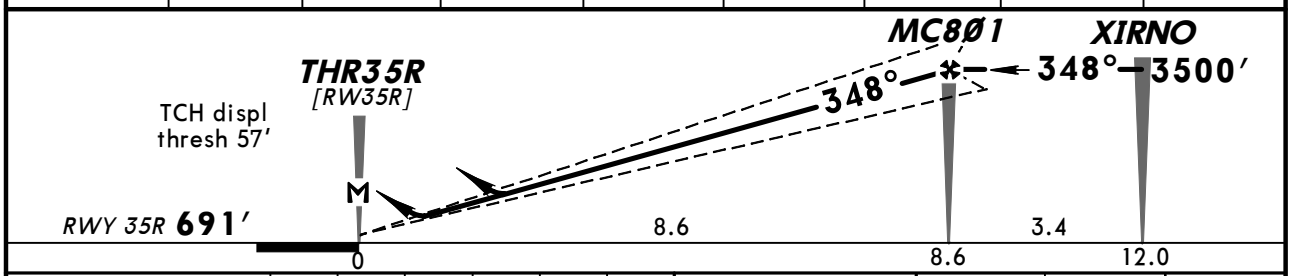
Alt Set: hPa Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 6000′



MSA ARP



DIST to THR35R	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1067′	1386′	1705′	2024′	2343′	2662′	2981′	3300′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at THR35R						

HIALS-II
PAPI PAPI
1450′ on 348°

PANS OPS

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

	LPV	LNAV
DA(H)	A: 969′ (278′) C: 989′ (298′) B: 981′ (290′) D: 1000′ (309′)	DA(H) 1200′ (509′)

		ALS out		ALS out
A	RVR 750m [1]	RVR 1300m	RVR 1500m	
B				
C		RVR 1400m	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

[1] With TDZ, CL and HUD: CAT A: RVR 600m, CAT B&C: RVR 650m, CAT D: RVR 700m.

CHANGES: Waypoint renamed.

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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
120.025	125.625	126.750	134.175	119.0	121.9	121.825	121.9

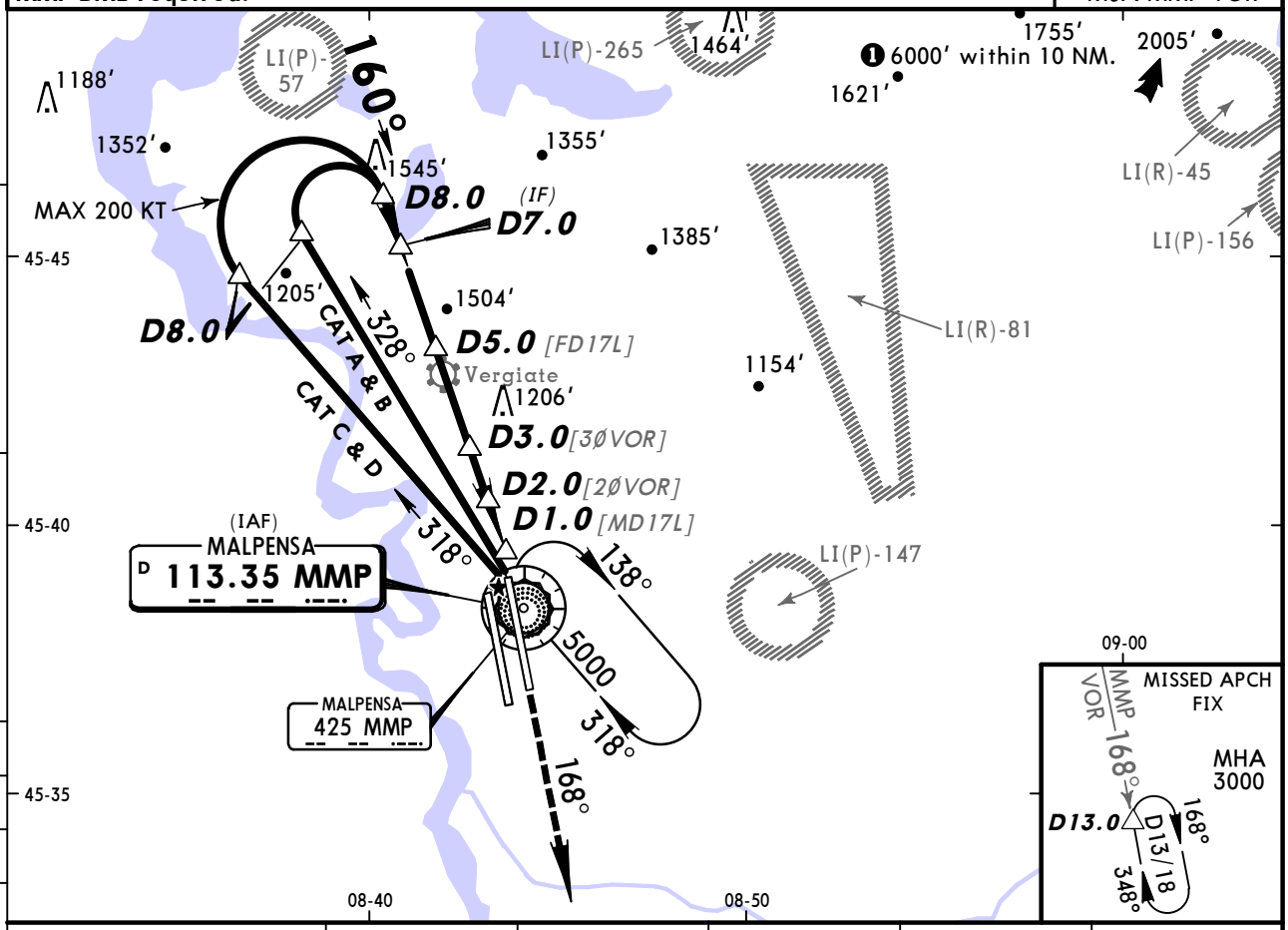
VOR MMP	Final Apch Crs	Minimum Alt D5.0	DA(H)	Apt Elev 768′
113.35	160°	2360′ (1615′)	1300′ (555′)	RWY 745′

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

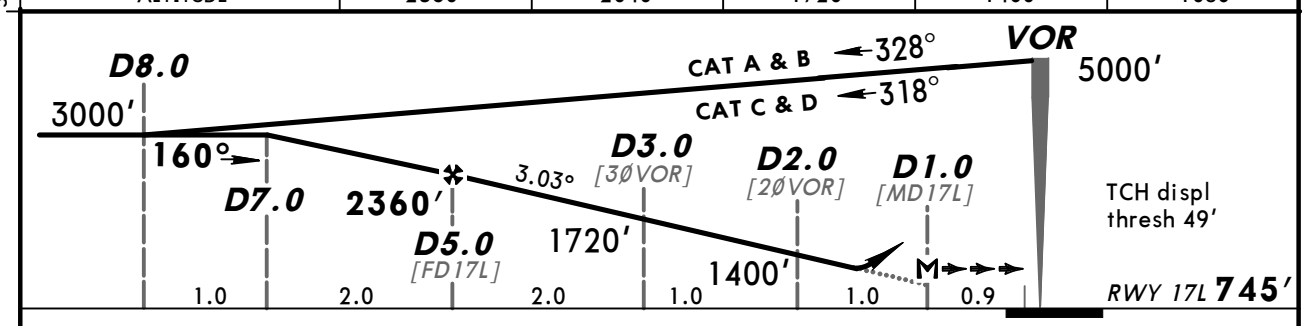
Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 6000′

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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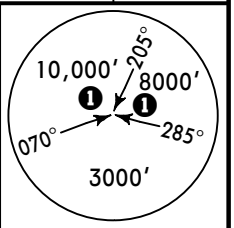
BRIEFING STRIP ™

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	West	Ground North 0600-1200	1400-2000	2100-0500
120.025	125.625	126.750	134.175	128.350	121.9	121.825		121.9

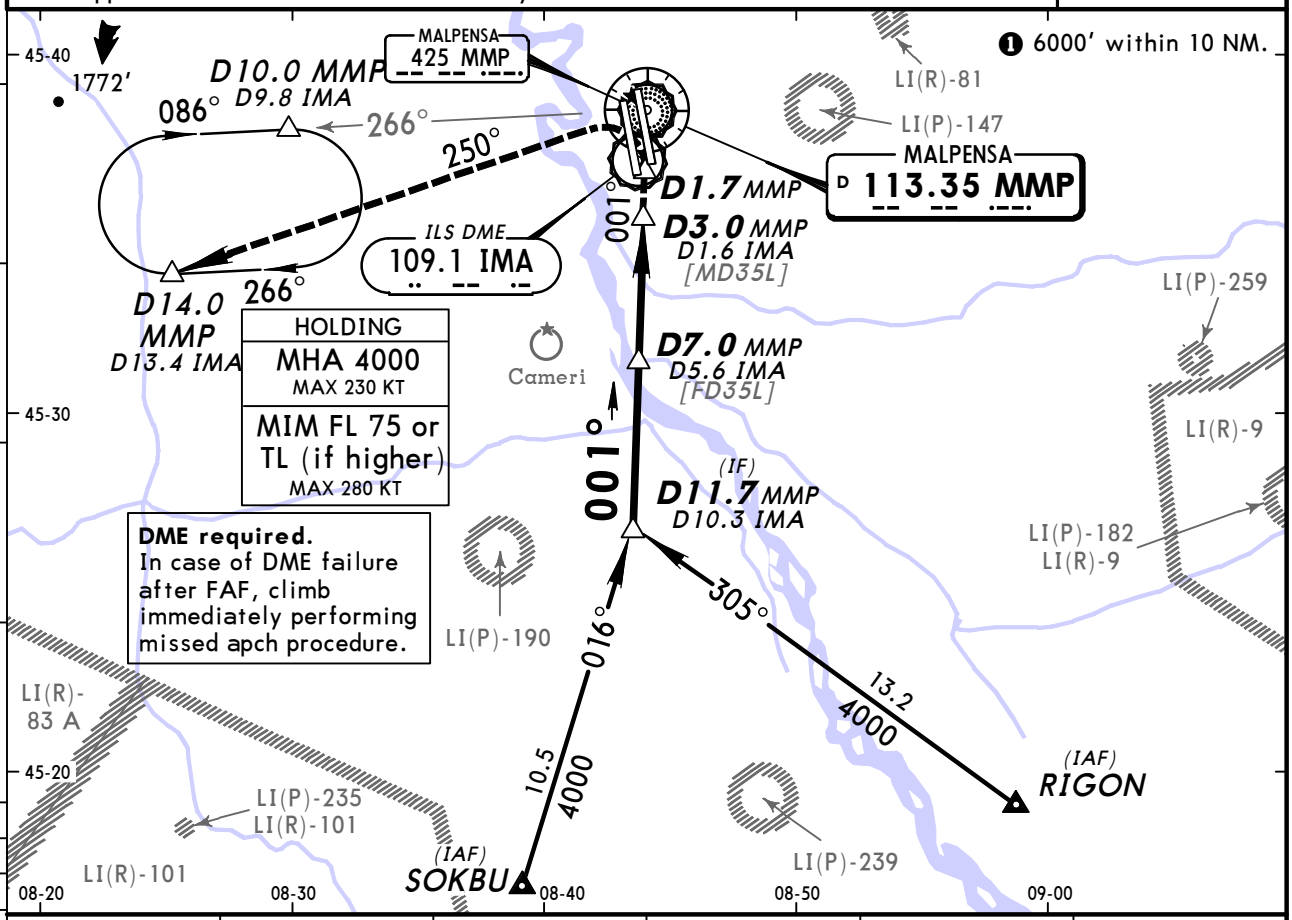
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 768′
MMP 113.35	001°	D7.0 MMP 2500′ (1804′)	1200′ (504′)	RWY 696′

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

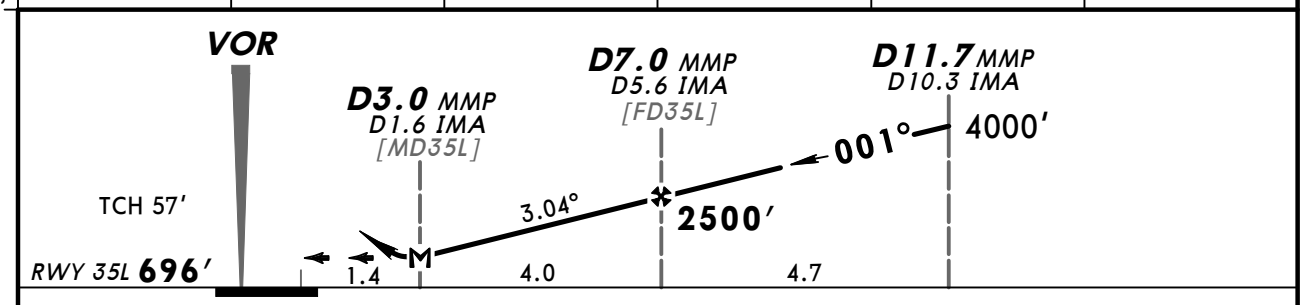
Alt Set: hPa Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 6000′
Final approach track offset 13° from runway centerline.



MSA MMP VOR



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	3.04°	376	484	538	645	753	861
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: Waypoint renamed. Descent angle.

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BRIEFING STRIP ™

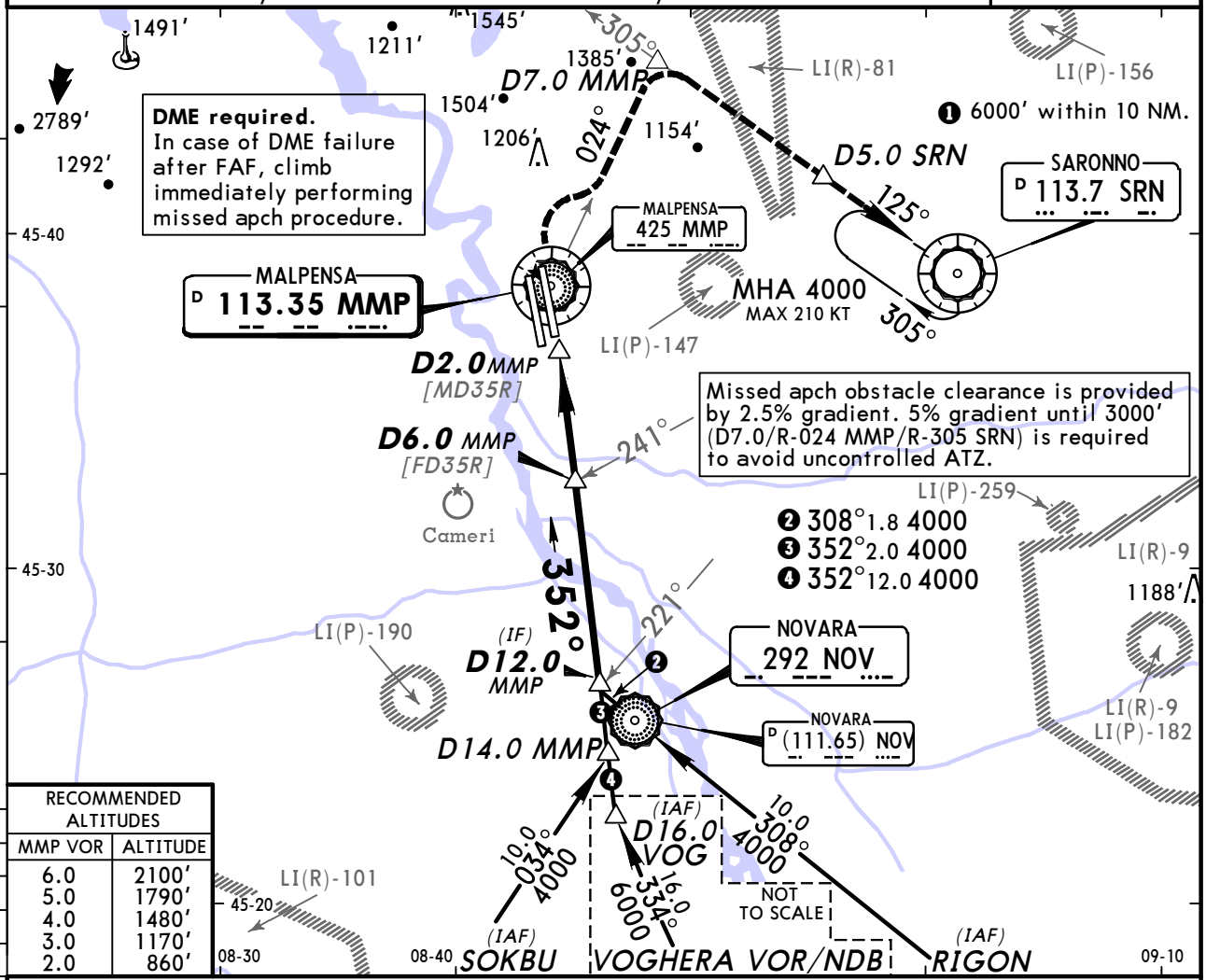
ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	West	Ground North 0600-1200	1400-2000	2100-0500
120.025	125.625	126.750	134.175	119.0	121.9	121.825		121.9

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

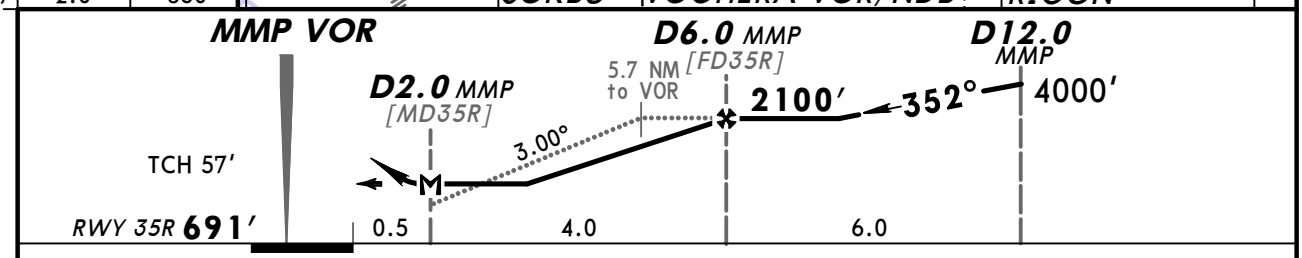
MISSED APCH: Climb on track 352° to 1450′, then turn RIGHT as soon as possible to join R-024 MMP climbing to 3000′. At 3000′, not further than D7.0 MMP, turn RIGHT to SRN VOR. Maintain 3000′ until D5.0 SRN, then climb to 4000′.

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

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



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°

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

DA(H) **1150′** (459′)

PANS OPS

		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: Waypoint renamed. Descent angle.

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BRIEFING STRIP

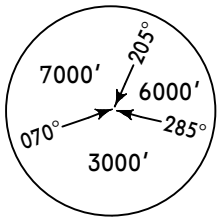
ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	West	Ground North 0600-1200	1400-2000	2100-0500
120.025	125.625	126.750	134.175	119.0	121.9	121.825		121.9

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

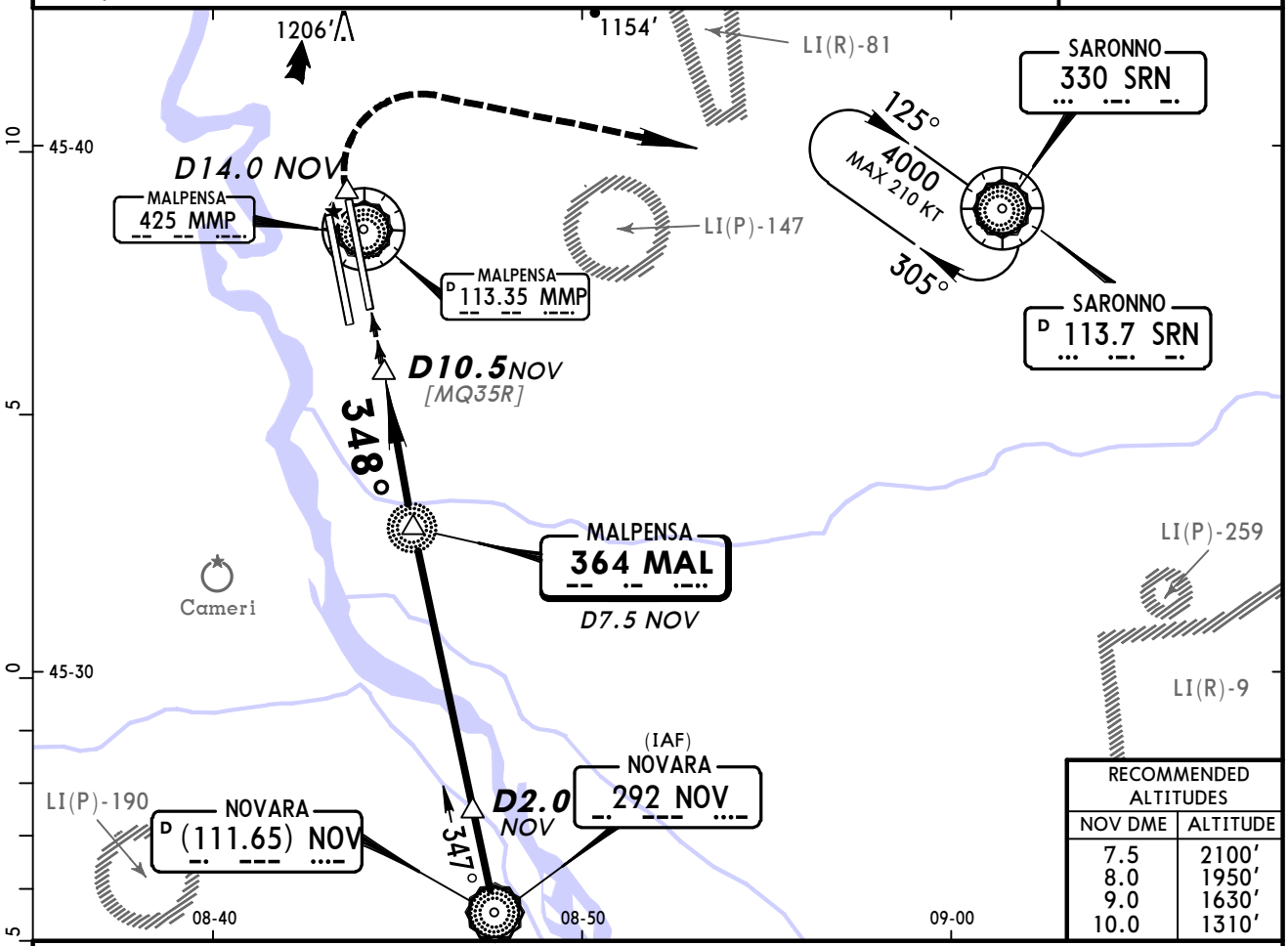
MISSED APCH: Climb on track 348° to 1450′/D14.0 NOV, then turn RIGHT to SRN VOR/NDB climbing to 4000′.

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

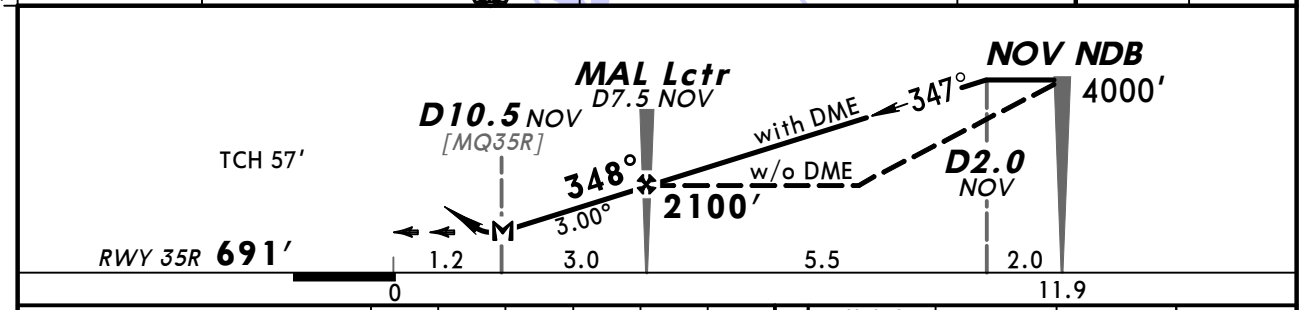
Missed apch obstacle clearance is provided by 2.5% gradient. 5% gradient until 3000′ is required to avoid uncontrolled ATZ.



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′

PANS OPS

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

CHANGES: None.

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JeppView for Windows

Chart changes since cycle 26-2014

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: Immediately
End Date: 20150204

(SIDs) Activation of temporary RNAV 1 SIDs RWYs 35L/R on trial basis extended until 04 FEB 2015. Refer to temp charts and latest NOTAMs.