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Airport Information For LIMC

Terminal Charts For LIMC

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: MILAN ITA
ICAO/IATA: LIMC / MXP
Lat/Long: N45° 37.80', E008° 43.38'
Elevation: 768 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° 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: 0705 Z
Sunset: 1601 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

Communication Information

- ATIS: 120.025 Arrival Service
- ATIS: 121.625 Departure Service
- Malpensa Ground North Tower: 121.900
- Malpensa Tower: 119.000
- Malpensa Tower: 128.350
- Malpensa Ground North Tower: 121.825
- Malpensa Ground West Ground: 121.900
- Malpensa Clearance Delivery: 120.900
- Milan Radar Approach: 118.800
- Milan Radar Approach: 125.630
- Milan Radar Approach: 126.750
- Milan Radar Approach: 134.175
- Milan Radar Approach: 132.700

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AIRPORT BRIEFING

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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AIRPORT BRIEFING

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 than 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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AIRPORT BRIEFING

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 B between stand 114 and stand 118 restricted to ACFT with MAX wingspan 118'/36m.

TWY C and TWY N available for ACFT MAX wingspan 118'/36m.

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.

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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AIRPORT BRIEFING

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, CH2, Y1 and Z1 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.
Y1 and Z1 qualified for ACFT Code F.
Holding bays/positions 901, GH1, J1 and J2 available for self-maneuvring ACFT with APT operating in CAT I and DAY only.
901 and GH1 used for engine test.
J1 and J2 are qualified for de-icing ops in Code F.

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

Airport CDM procedure coordinates the Turnaround process and is incorporated into the European Air Traffic Flow and Capacity Management (ATFCM). The procedure starts at EOBT -3 hours (at the earliest) and is applied to all the operations until Take-Off.

A-CDM milestone approach is mainly based on TOBT and TSAT. Pre-flight data, ATC and start-up clearance will be issued on frequency 120.9 (0700-2300LT) and on frequency 121.9 (2300-0700LT).

3.1.2. PRINCIPAL DEFINITIONS

TOBT
(Target Off-Block Time):

Estimated time, calculated by an ACFT Operator/Ground Handler (AO/GH), when an ACFT will be "ready to move" (handling operations completed, doors closed, boarding bridge retracted, ready to push back or taxi.

TSAT
(Target Start-Up Approval Time):

Calculated time at which start-up clearance can be expected at the latest. TSAT includes all relevant parameters such as CTOT, variable taxiing time etc.

3.1.3. EOBT -3 HOURS

ATC flight plan will be checked with regard to its APT Slot - Scheduled Off-Block destination APT, type of ACFT and ACFT registration. If they do not correspond, the flight will not enter the pre-departure sequence and the Airline contact address will be informed by SEA Coordinamento di Scalo (SEA CdS). GA flights are responsible to communicate in advance to SEA their intention to operate in Malpensa in order to comply with SOBT publication.

3.1.4. EOBT -2 HOURS

TOBT and TTOT are updated in accordance with the flight status and local A-CDM rules. A message will be sent to NMOC containing the TTOT related to departure flight. In case of discrepancy of more than 15 minutes between EOBT and TOBT, AO/ GH should send a DLA message.

3.1.5. EOBT -40 MINUTES

TSAT issue time AO/GH is responsible to confirm TOBT at EOBT -40 minutes or update FPL if EOBT is not consistent with real time operations. TOBT must be coherent with EOBT, according to the window +/- 15 minutes.

At EOBT -40 minutes confirmed TOBT, TSAT and TTOT will be sent to NMOC. TOBT can be updated as often as desired until TSAT issue time. After that, TOBT may be updated up to a maximum of 3 times, otherwise the flight will be re-sequenced. Once the TOBT has been issued, AO/GH are responsible for its accuracy and it should be updated for changes +/- 5 minutes.

3.1.6. ARDT

When the flight is "ready to move", the ramp agent will inform SEA Apron Unit and will provide TSAT to the pilot. Pilots shall request start-up clearance when handling operations are completed at TWR Planning frequency or Ground frequency according to operational hours. TWR will provide ATC clearance and start-up clearance (if compliant with TSAT).

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3. DEPARTURE

Flights should be "ready" at TOBT, but ARDT can be granted until TOBT+5 minutes. If the ACFT is not "ready" by TOBT+5 minutes, TOBT will be automatically deleted by A-CDM platform. A new TOBT must be inserted in the platform within 5 minutes otherwise a flight suspension message - FLS with the comment "SUSPENDED BY DEPARTURE APT" - will be triggered (e.g. TOBT 1000, no ARDT within 1005, no TOBT update FLS at 1010).

To de-suspend the flight, a DLA/CHG message has to be sent and a new TOBT must be inserted.

If the flight is subject to a CTOT, at ARDT a DPI message will be sent to NMOC in order to try to get an improvement: Pilots will monitor Malpensa Planning and will be updated in case of CTOT improvement. There is no need to send REA message to get CTOT improvement, as A-CDM platform triggers an automatic REA message upon the reception of ARDT message.

3.1.7. ASAT AND AOBT

ATC will approve start-up and en-route clearance according to the current TSAT and within TSAT+5 minutes or ARDT +5 minutes, whichever is later in normal conditions. Push-back and taxi instructions will be issued on Malpensa Ground West frequency. Push-back must start within 2 minutes from approval.

Taxi must start within:

- 2 minutes from taxi clearance;
- 5 minutes from ASAT.

Pilots unable to comply must:

- Inform Malpensa Ground, providing a new estimate time for readiness;
- Insert a new TOBT (see 3.1.8);
- Monitor Malpensa Planning.

At AOBT a message will be sent to NMOC containing last TTOT.

3.1.8. TOBT: RULES AND RESPONSIBILITIES

TOBT responsibility

AO/GH is responsible for correctness, updates and adherence to TOBT, according to own specific SLA.

TOBT correction/deletion

If TOBT is anticipated, new TOBT must be at least 5 minutes later than filing time, as TOBT is triggering additional processes at the airport, updates shall be done as soon as possible. If TOBT can no longer be met, it must be updated.

TOBT input

TOBT can be input through SEA A-CDM platform available for all the other users with a web account.

Requests for an account to access the platform shall be sent to infoacdm@seamilano.eu

3.1.9. A-CDM PROCEDURE SUSPENSION

In case of A-CDM system failure or relevant airport contingencies, the procedure will be suspended and:

- "A-CDM out of service" will be announced via ATIS.
- NOTAM will be issued for suspensions longer than 2 hours.
- AO/GH will be informed by SEA Coordinamento di Scalo.
- Standard taxi time scheme will be adopted.

Operations will follow "NON A-CDM DEPARTURE PROCEDURES"

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3. DEPARTURE

3.1.10. NON A-CDM DEPARTURE PROCEDURE - FAILURE OR SUSPENSION

When "Ready to move" according to EOBT, pilots will inform the ramp agent to coordinate with SEA Apron Unit; once released, pilots will contact ATC that will provide ATC Clearance and start-up approval. FAM (Flight Activation Monitoring) will be effective and a standard taxi time scheme will be applied. If necessary, AO/GH will be responsible to update FPL according to standard procedures. After start-up approval, pilots will be instructed to contact Malpensa Ground West for taxi or push-back instructions (according to the assigned stand).

Malpensa Ground will assign priority on a "first ready, first served" basis, according to other factors such as SID, CTOT, wake turbulence category etc. If a flight released by SEA Apron Unit is not "ready to move", it will be instructed to monitor Malpensa Planning waiting for a new release when actually ready.

3.1.11. EMAIL CONTACTS

ENAV: acdm.malpensa@enav.it

SEA: infoacdm@seamilano.eu

3.2. DE-ICING

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

Area 1: Position GY1, GY2, J1, J2 (MAX Code F) and position 801, 802 and 812 (MAX Code E).

Area 2: Position 791 thru 793 (MAX Code C).

Area 3: Position 202 (MAX Code E), 204 (MAX Code D), 201 and 203 (MAX Code 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 Y2 or K2 holding positions. After that, taxiing to de-icing areas with follow-me car.

Marshaller will guide ACFT to de-icing positions.

Pilot-in-Command shall report to Tower 'Ready to move' only after ground de-icing procedures have been completed.

ACFT Engines Status during Operation:

Twin-engine ACFT: Both on idle power.

Three-engine ACFT: Tail out, external idle power.

Four-engine ACFT: External out, internal idle power.

Prop ACFT: Propellers should be stopped.

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3. DEPARTURE

3.3. TAXI PROCEDURES

3.3.1. TAXI ROUTINE

RWY 35L coming from apron West via:

- TWY Y/K/W/GY - 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/W - TWY GW or TWY Y/GY - TWY GW (hold short of RWY 35L).

RWY 35L coming from apron North via:

- TWY C - TWY GE.

RWY 35R coming from apron North via:

- TWY C - TWY CA.

RWY 17R coming from apron West via:

- Apron TWY N, P and R then TWY W then TWY EW or TWY BW.

RWY 17R coming from apron North via:

- TWY BE or TWY EM.

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/W/GY - TWY GW (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. RWY USAGE

Alternate use of RWYs according to following schemes:

- First day:
 - between 0630-1530LT: RWY 35L;
 - between 1530-2330LT: RWY 35R.
- Second day:
 - between 0630-1430LT: RWY 35R;
 - between 1430-2330LT: RWY 35L.

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19 JUN 15 **(10-1P12)**

Eff 25 Jun

MILAN, ITALY
AIRPORT BRIEFING

3. DEPARTURE

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 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

"First day" scheme 2016			
JAN 01	FEB 02	MAR 01	APR 02
MAY 02	JUN 01	JUL 01	AUG 02
SEP 01	OCT 01	NOV 02	DEC 02

"Second day" scheme 2016			
JAN 02	FEB 01	MAR 02	APR 01
MAY 01	JUN 02	JUL 02	AUG 01
SEP 02	OCT 02	NOV 01	DEC 01

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.

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:

- Up to 1500' QFE - take-off power;
- take-off flap;
- At 1500' QFE - climb at $V_2 + 10/20$ KT or as limited by body angle.
- At 1500' QFE - reduce thrust and climb at $V_2 + 10/20$ KT until reaching 3000' QFE.
- 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'.

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19 JUN 15

10-1P13

Eff 25 Jun

MILAN, ITALY

AIRPORT BRIEFING

3. DEPARTURE

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.

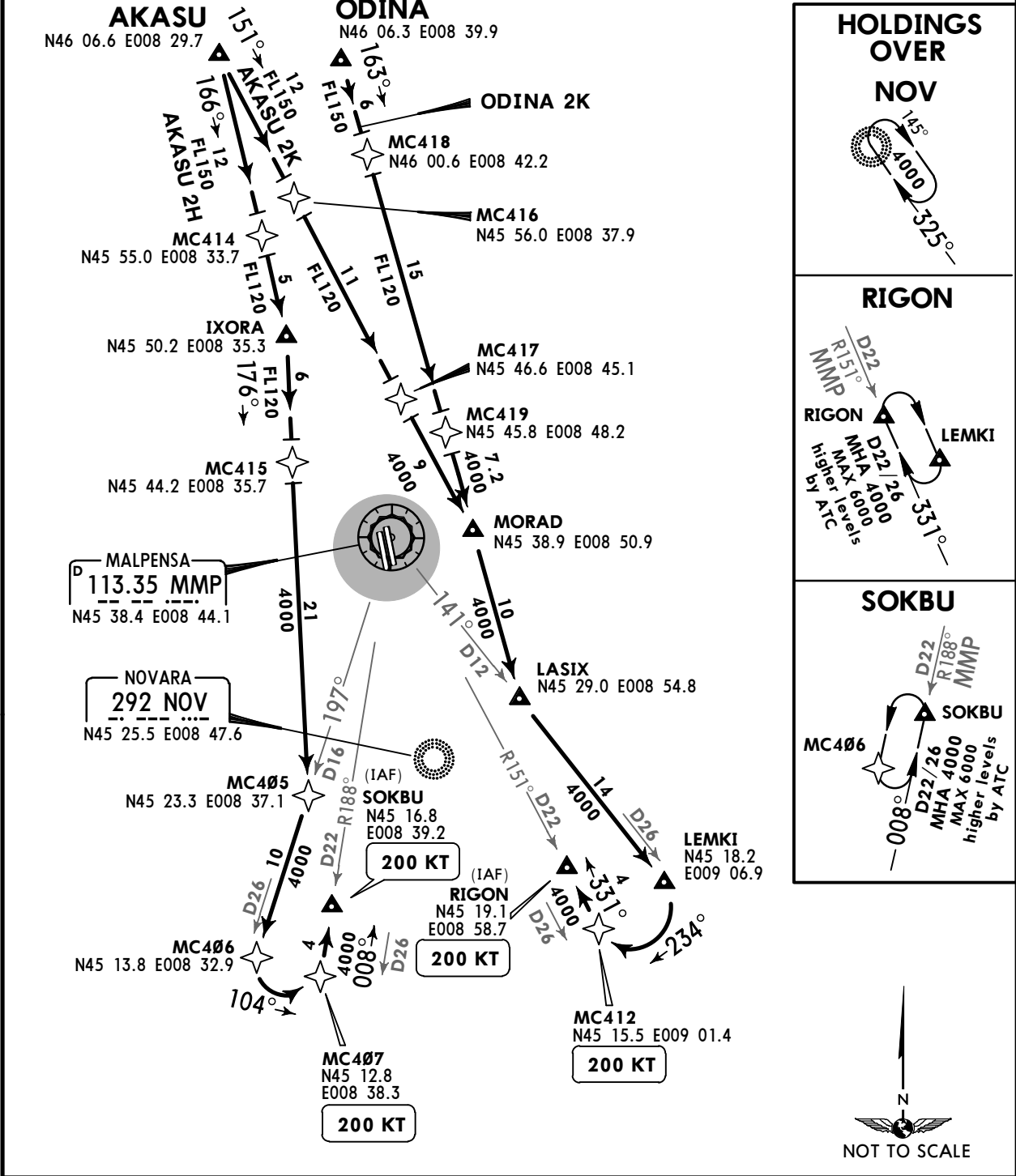
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19 JUN 15 10-2 Eff 25 Jun

MILAN, ITALY
RNAV STAR

ATIS Arrival 120.025	Apt Elev 768'	Alt Set: hPa Trans level: By ATC Trans alt: 6000' Holdings are defined by conventional navigation.
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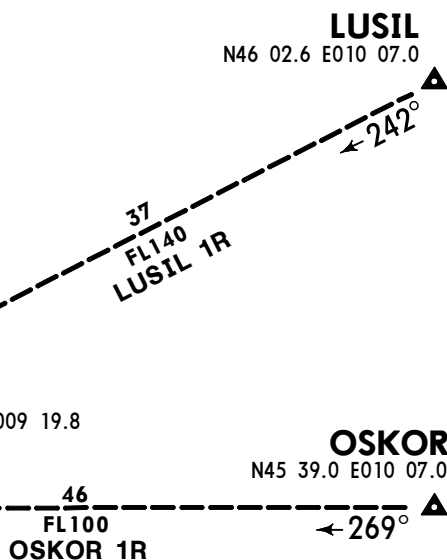
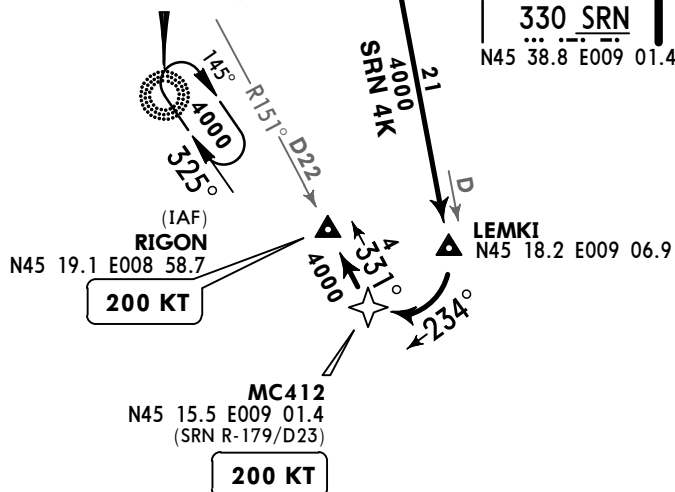
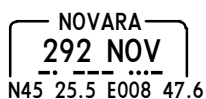
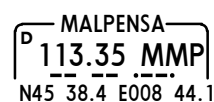
AKASU 2H [AKAS2H], AKASU 2K [AKAS2K]
ODINA 2K [ODIN2K]
P-RNAV ARRIVALS



STAR	ROUTING
AKASU 2H By ATC	AKASU - MC414 - IXORA - MC415 - MC405 - MC406 - MC407 (K200) - SOKBU
AKASU 2K	AKASU - MC416 - MC417 - MORAD - LASIX - LEMKI - MC412 (K200) - RIGON
ODINA 2K	ODINA - MC418 - MC419 - MORAD - LASIX - LEMKI - MC412 (K200) - RIGON

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'
Holdings are defined by conventional navigation.

SRN 4K
P-RNAV ARRIVAL

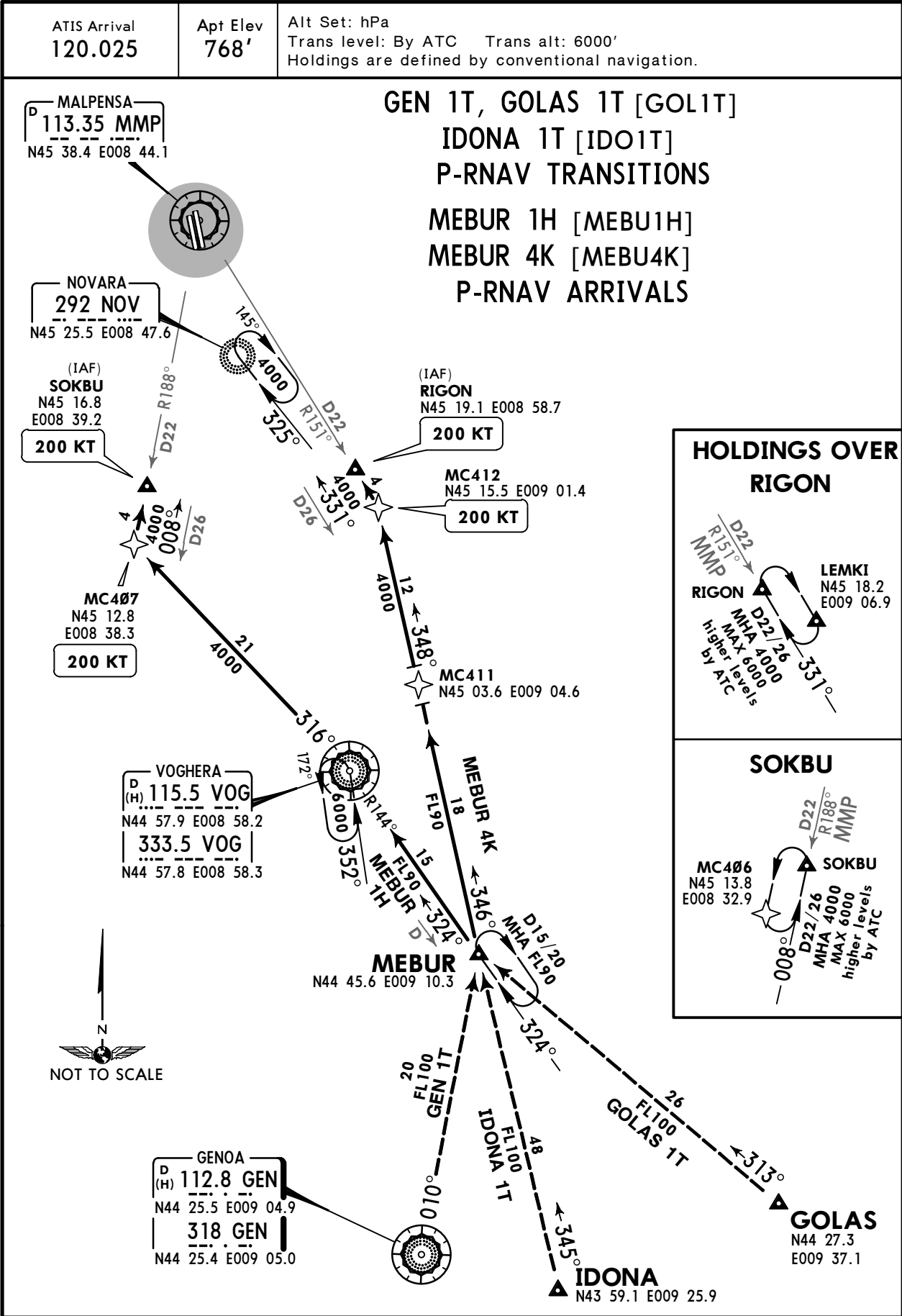


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19 JUN 15 10-2B Eff 25 Jun

MILAN, ITALY
RNAV STAR



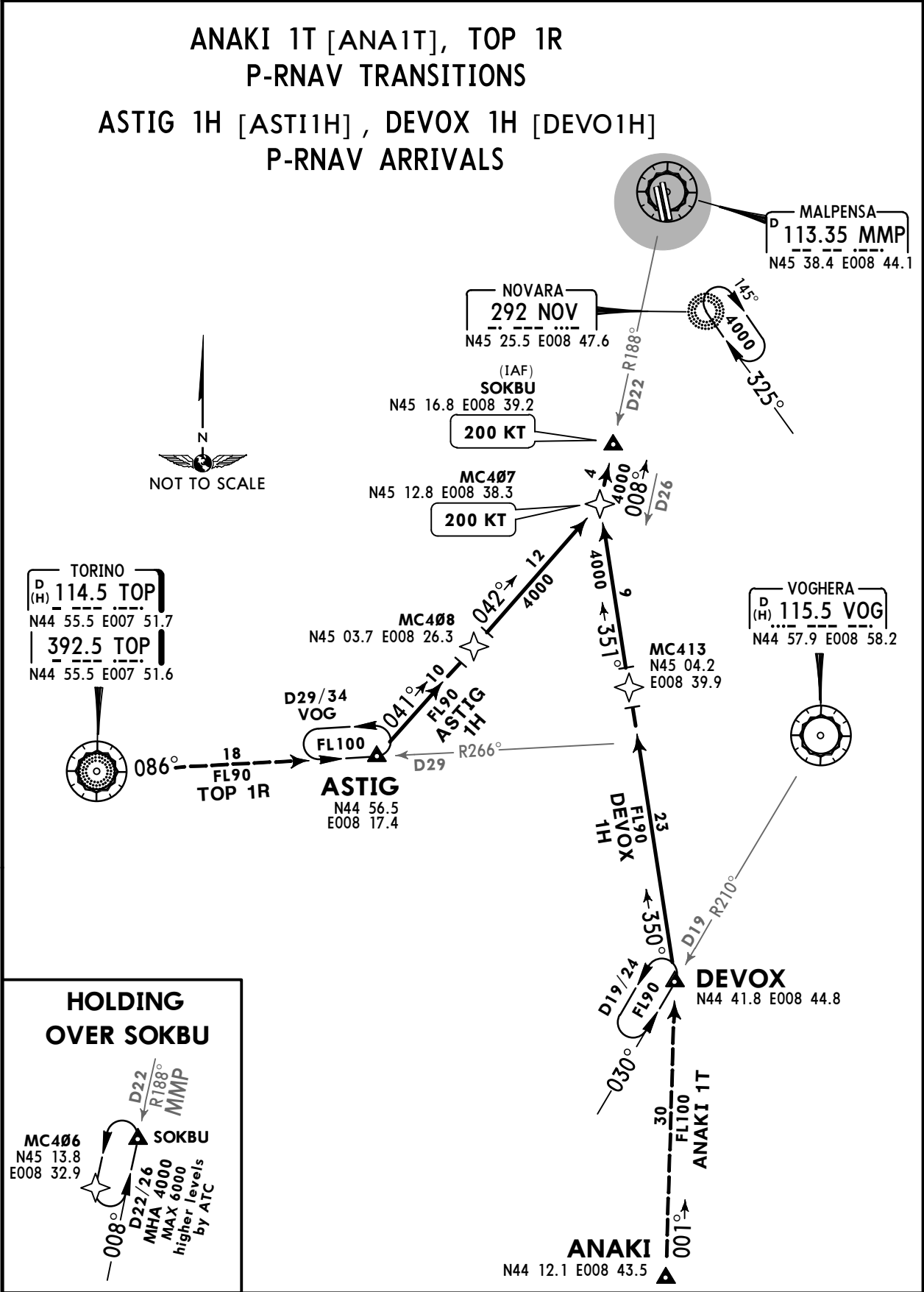
TRANSITION	ROUTING
GEN 1T By ATC	GEN - MEBUR.
GOLAS 1T	GOLAS - MEBUR.
IDONA 1T	IDONA - MEBUR.
STAR	ROUTING
MEBUR 1H	MEBUR - VOG - MC407 (K200) - SOKBU (K200).
MEBUR 4K By ATC	MEBUR - MC411 - MC412 (K200) - RIGON (K200).

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19 JUN 15 10-2C Eff 25 Jun

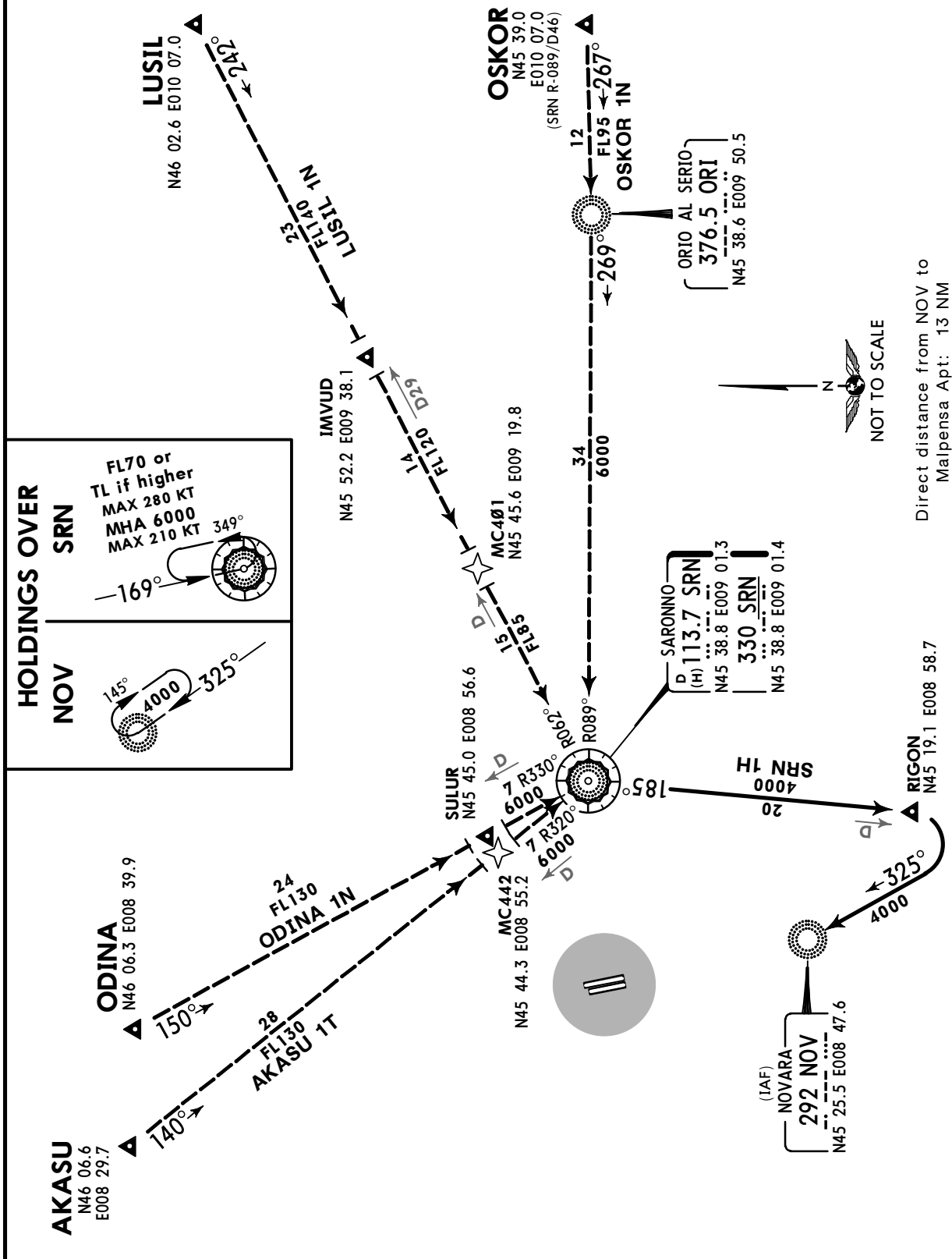
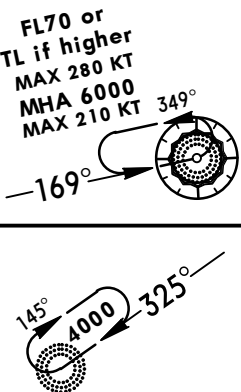
MILAN, ITALY
RNAV STAR

ATIS Arrival 120.025	Apt Elev 768'	Alt Set: hPa Trans level: By ATC Trans alt: 6000' Holdings are defined by conventional navigation.
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TRANSITION	ROUTING
ANAKI 1T	ANAKI - DEVOX.
TOP 1R	TOP - ASTIG.
STAR	ROUTING
ASTIG 1H	ASTIG - MC408 - MC407 (K200) - SOKBU (K200).
DEVOX 1H	DEVOX - MC413 - MC407 (K200) - SOKBU (K200).

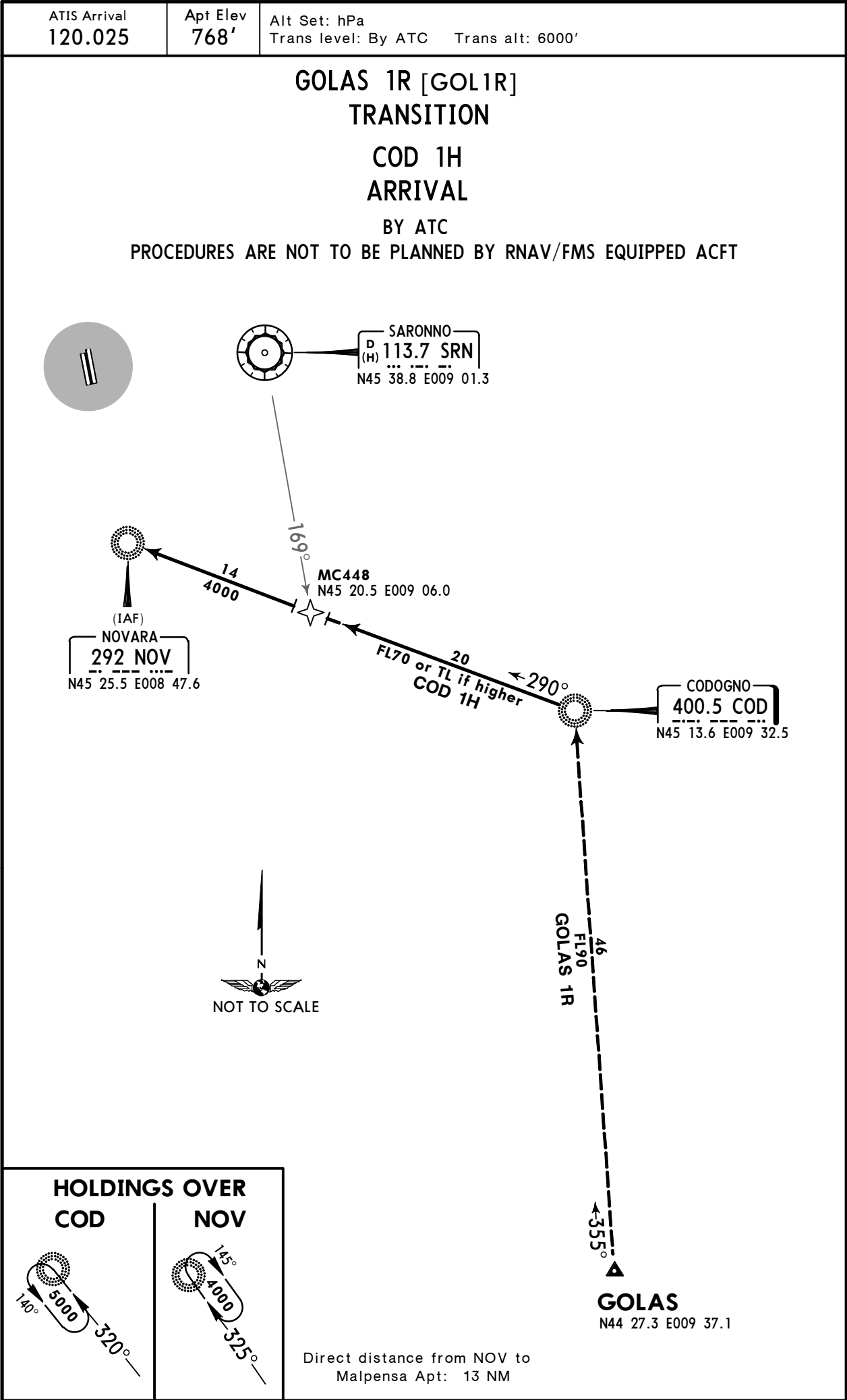
Direct distance from NOV to
Malpensa Apt: 13 NM



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JEPPESSEN
19 JUN 15 10-2E Eff 25 Jun

MILAN, ITALY
STAR



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MALPENSA

JEPPESEN

25 DEC 15

10-3

Eff 7 Jan

MILAN, ITALY
RNAV SID

RNAV SID DESIGNATION	REFER TO CHART
BLA 5L	10-3B
BLA 5M, 5S	10-3C
FARAK 5L	10-3D
FARAK 5M, 5S	10-3E
IRKED 5T, NELAB 6L	10-3F
NELAB 6M, 6S	10-3G
DOGUB 5T, MMP 5L, 5M	10-3H
MMP 5S	10-3J
SRN 5L, 5M	10-3K
SRN 5S	10-3L
TELVA 5L, 5M	10-3M
TELVA 5S	10-3N

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JEPPESEN
 25 DEC 15 **10-3A** **Eff 7 Jan**
MILAN, ITALY
SID

SID DESIGNATION	REFER TO CHART
BLA 6C, 7D	10-3P
BLA 7F	10-3Q
FARAK 5C, 7D	10-3S
FARAK 7F	10-3T
IRKED 5E, NELAB 6C	10-3T1
DOGUB 5L, MMP 7G, 5H	10-3T2
SRN 7G, 5H	10-3T3
TELVA 7G, 5H	10-3T4
BLA 5X, MMP 5W	10-3T5
FARAK 5X, SRN 5W	10-3T6
NELAB 6X, NOV 7Y	10-3T7
TRANSITION DESIGNATION	REFER TO CHART
AOSTA 9K, 8X, LAGEN 8X NEDED 8X, TOP 8X	10-3T8
ABESI 7X, CANNE 7X	10-3U
ABESI 7Y, CANNE 7Y	10-3V
EKPAL 5Y, LOGDI 5Y, OSBUL 5Y, OSKOR 7Y, PIKOT 5Y, VAKON 7Y	10-3V1
ABESI 9Q, CANNE 9Q	10-3V2
EKPAL 5Q, LOGDI 5Q, OSBUL 5Q, OSKOR 5Q, PIKOT 5Q, VAKON 8Q	10-3V3
EKPAL 5J, OSBUL 5J, OSKOR 9J, VOG 5J	10-3V4
EKPAL 5Z, LESAN 9Z, LOGDI 5Z, OSBUL 5Z, PIKOT 5Z, VOG 5Z	10-3V5
EKPAL 5U, LOGDI 5U, OSBUL 5U, PIKOT 5U	10-3V6
LAGEN 9U, NEDED 8U, TOP 9U	10-3V7
ABESI 5V, CANNE 5V	10-3V8
AOSTA 5M, 5V	10-3W
AOSTA 9J, 6L	10-3X
ABESI 9W, CANNE 9W	10-3X1
AOSTA 8W	10-3X2
EKPAL 5W, LOGDI 5W, PIKOT 5W	10-3X3
LAGEN 5I, NEDED 5I, TOP 5I	10-3X4
OMNI DEP DESIGNATION	REFER TO CHART
OMNI DEP AREA RWY 35L	10-3X5
OMNI DEP AREA RWY 35R	10-3X6

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BIELLA
D 116.1 BLA
(H)
W45 29.7 E008 06.0

At or above
FL120

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30 JAN 15 10-3D Eff 5 Feb

MILAN, ITALY
RNAV SID

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 5L [FARA5L]
RWY 35L RNAV DEPARTURE
RNAV 1
FOR TRANSITIONS FROM FARAK REFER TO
CHARTS 10-3V6 & 10-3V7

10,000'

8000'

3000'

070°

205°

285°

MSA
MMP VOR

① 6000'
within 10 NM

NELAB
N45 37.7 E008 24.4
At or above TL

FARAK
N45 33.3 E008 27.0
At or above FL90

MC628
N45 44.9 E008 36.6
At or above 3000'

MC624
N45 43.1 E008 38.7
At or above 3000'

MC623
N45 40.8 E008 41.4
(MMP R-320/D3)
At or above 1800'
MAX 210 KT

MALPENSA
D 113.35 MMP
N45 38.4 E008 44.1

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.

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FARAK
5S

① 6000'
within 10 NM

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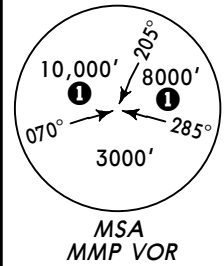
JEPPESSEN
30 JAN 15 10-3H Eff 5 Feb

MILAN, ITALY
RNAV SID

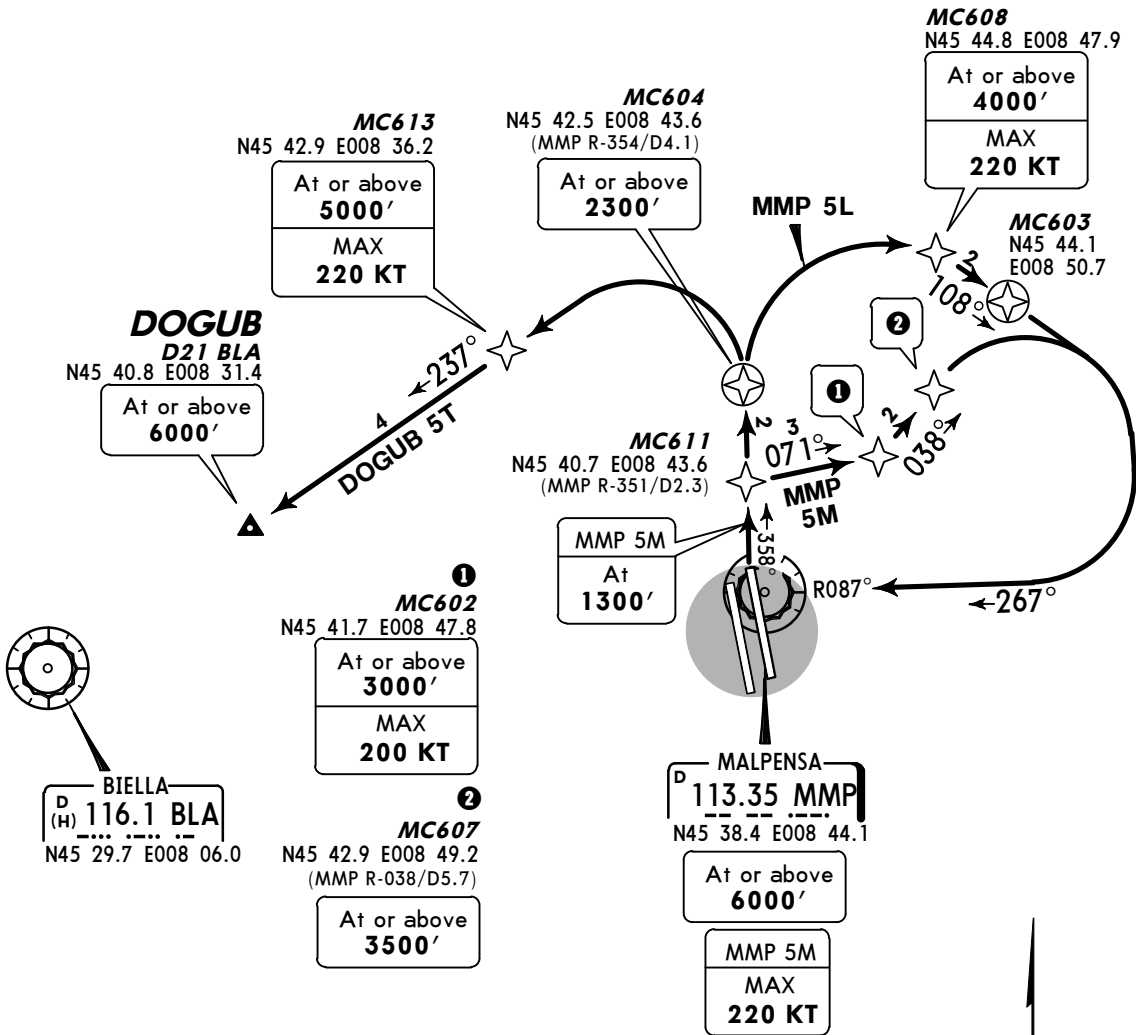
Apt Elev
768'

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 10-3X1, 10-3X2, 10-3X3 & 10-3X4
FOR TRANSITIONS FROM MMP
REFER TO CHART 10-3T8

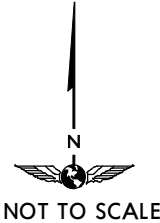


① 6000'
within 10 NM



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.

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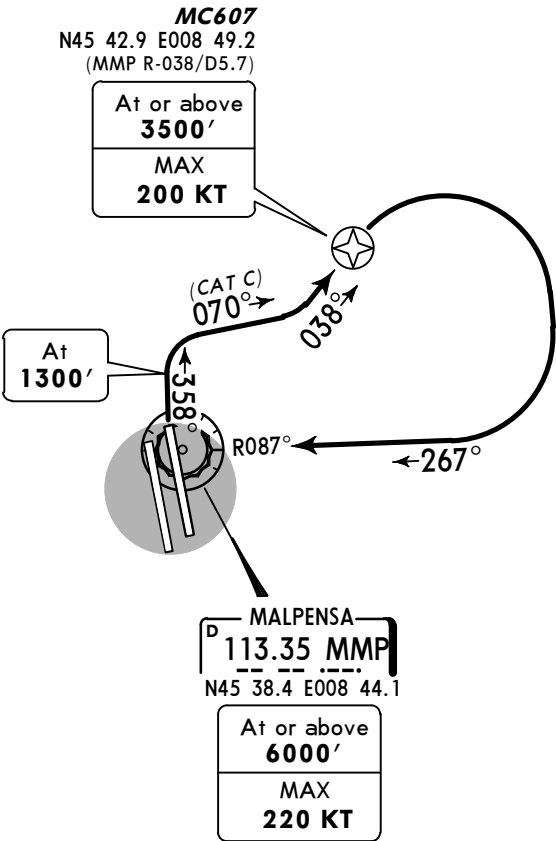
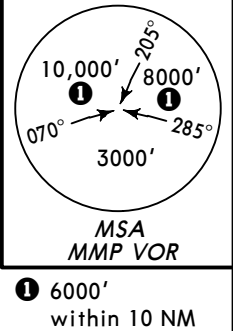
JEPPESEN
30 JAN 15 10-3J Eff 5 Feb

MILAN, ITALY
RNAV SID

Apt Elev
768'

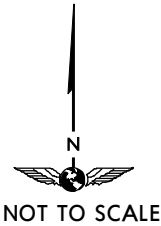
Trans level: By ATC Trans alt: 6000'
1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
2. EXPECT close-in obstacles lower than 200' above DER.

MMP 5S
RWY 35R RNAV DEPARTURE
RNAV 1
FOR TRANSITIONS FROM MMP
REFER TO CHART 10-3T8



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



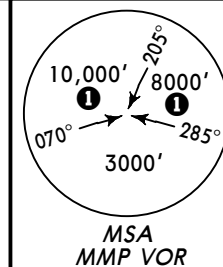
ROUTING

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

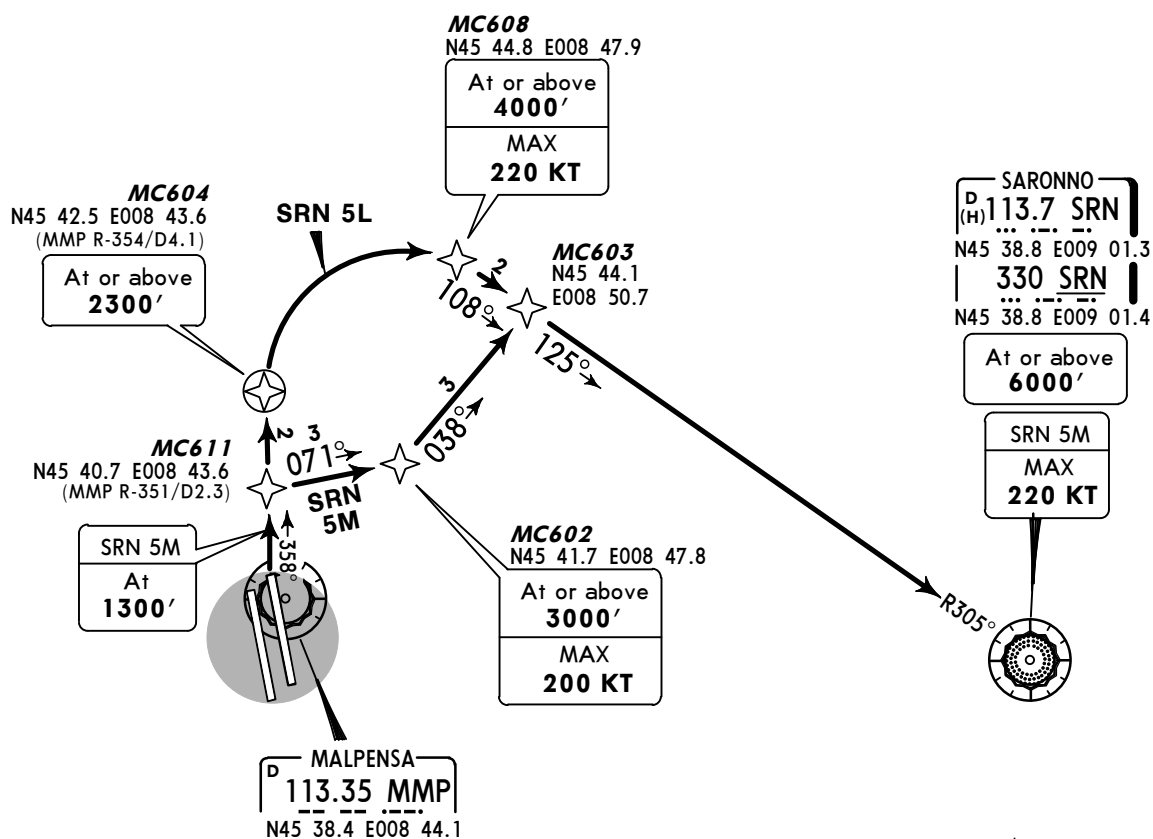
Trans level: By ATC Trans alt: 6000'

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.

FOR TRANSITIONS FROM SRN REFER TO CHARTS 10-3V2 & 10-3V3



① 6000'
within 10 NM



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.

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30 JAN 15 10-3L Eff 5 Feb

MILAN, ITALY
RNAV SID

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 10-3V2 & 10-3V3

1 6000'
within 10 NM

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.

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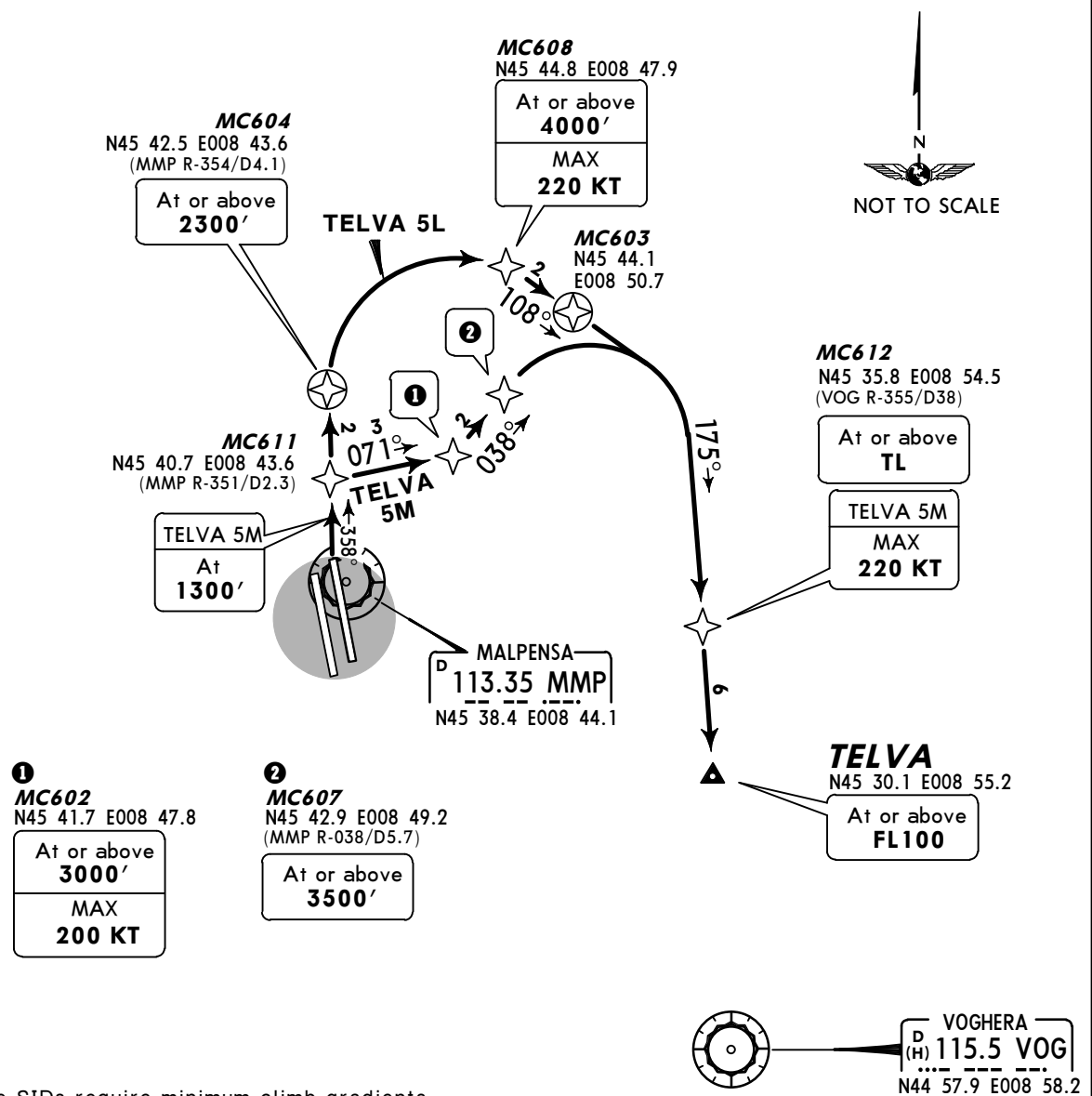
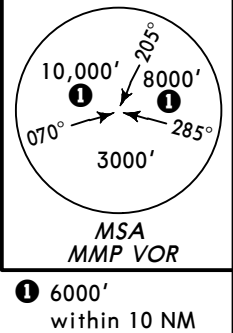
JEPPESEN
30 JAN 15 10-3M Eff 5 Feb

MILAN, ITALY
RNAV SID

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 10-3V4



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.

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MALPENSA

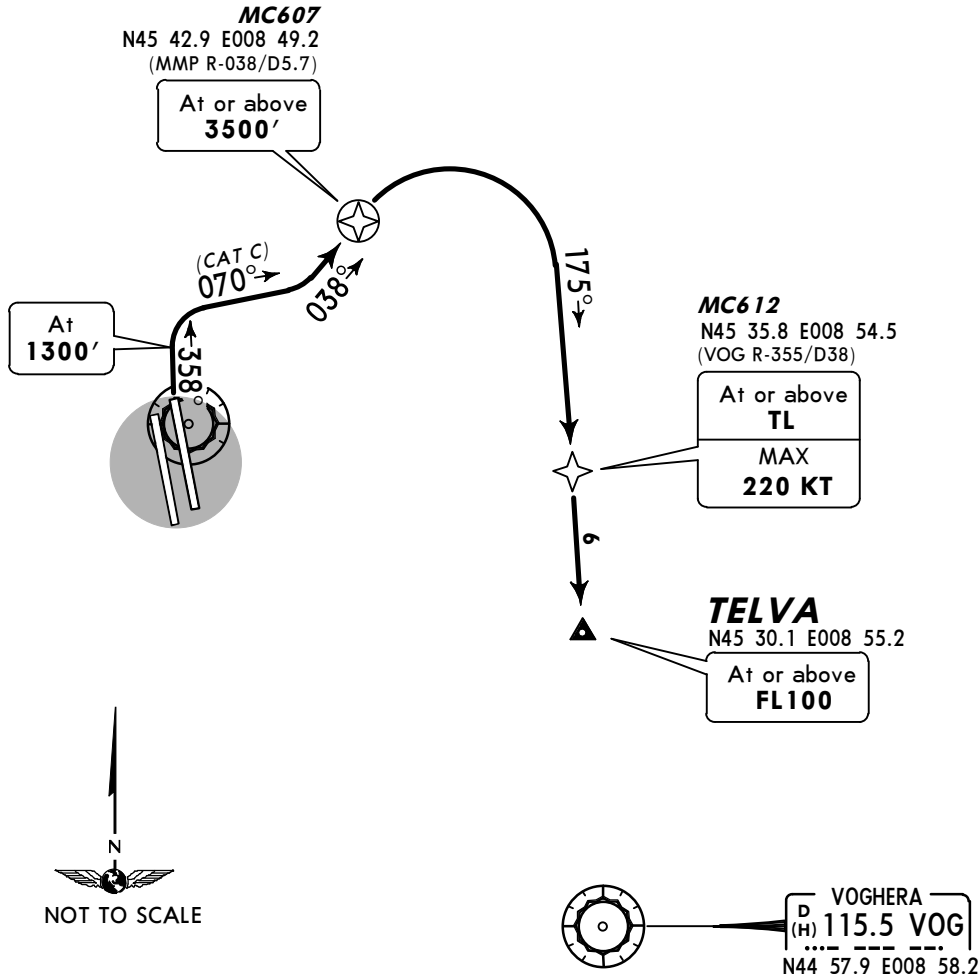
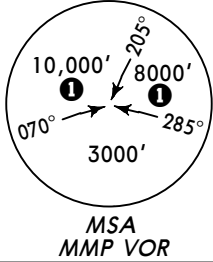
JEPPESEN
30 JAN 15 10-3N Eff 5 Feb

MILAN, ITALY
RNAV SID

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 10-3V4



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

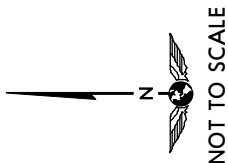
ROUTING
Climb on 358° track, at 1300' turn RIGHT (CAT C: 070° track), 038° track to MC607, turn RIGHT, 175° track to MC612 - TELVA.

Technical drawing of a circular part with a central hole and eight radial slots. A dimension line indicates a radius of R0.57. A callout box points to the part with the following specifications:

- BIELLA
- D 116.1 BLA
- (H) --- --- ---
- N45 -29.7 E008 06.0
- At or above FL120

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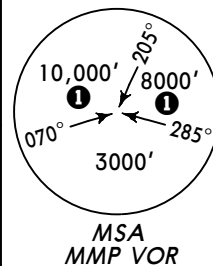
2. EXPECT close-in obstacles lower than 200' above DER.



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

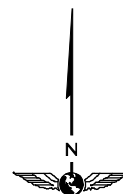
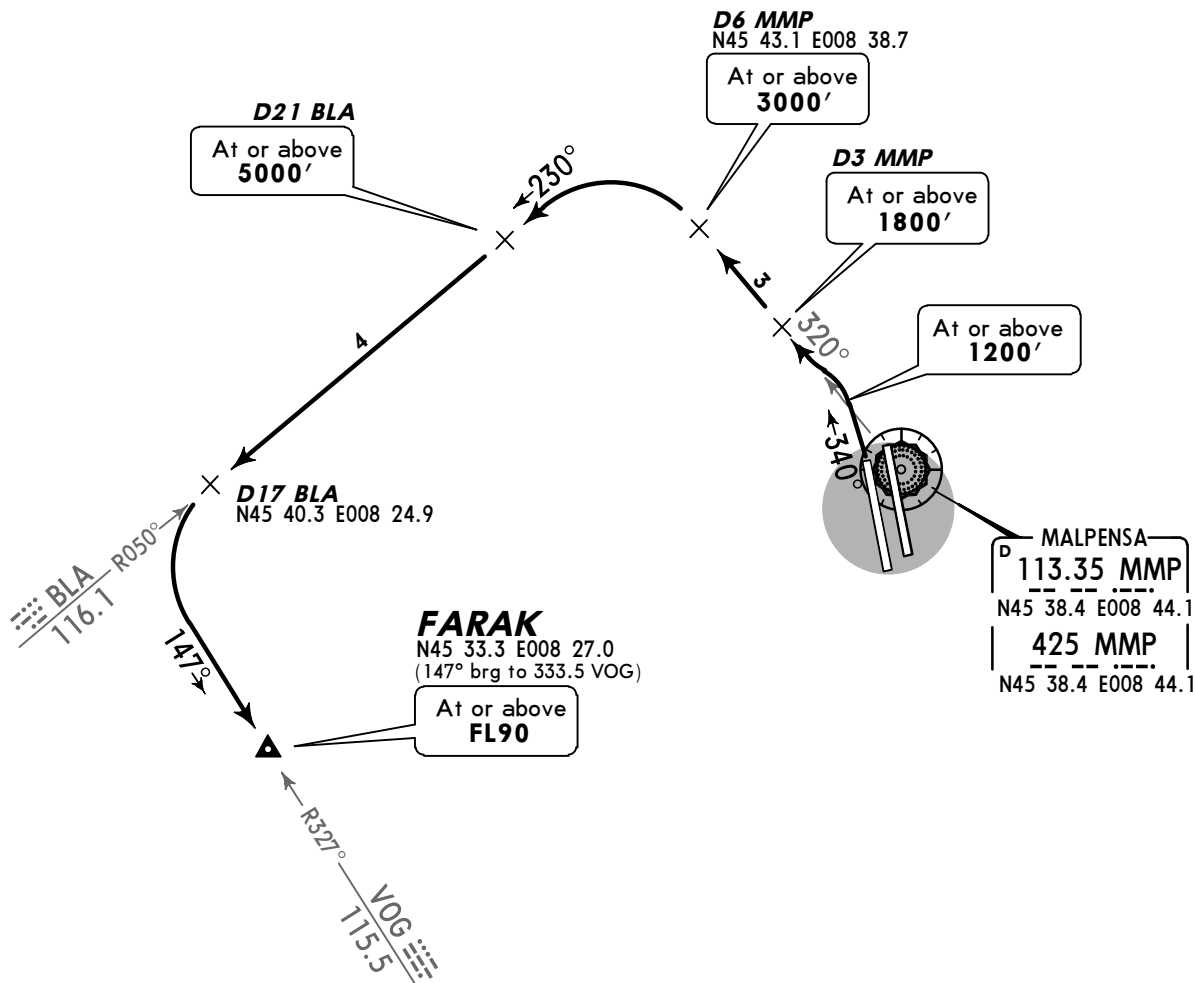
Trans level: By ATC Trans alt: 6000'

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.



① 6000'
within 10 NM

**FARAK 7F [*FARA7F*]
RWY 35L DEPARTURE
FOR TRANSITIONS FROM FARAK REFER TO
CHARTS 10-3V6 & 10-3V7**



NOT TO SCALE

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

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.

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.

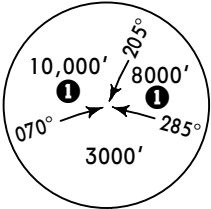
LIMC/MXP
MALPENSA

JEPPESSEN
19 JUN 15 10-3T3 Eff 25 Jun

MILAN, ITALY
SID

Apt Elev
768'

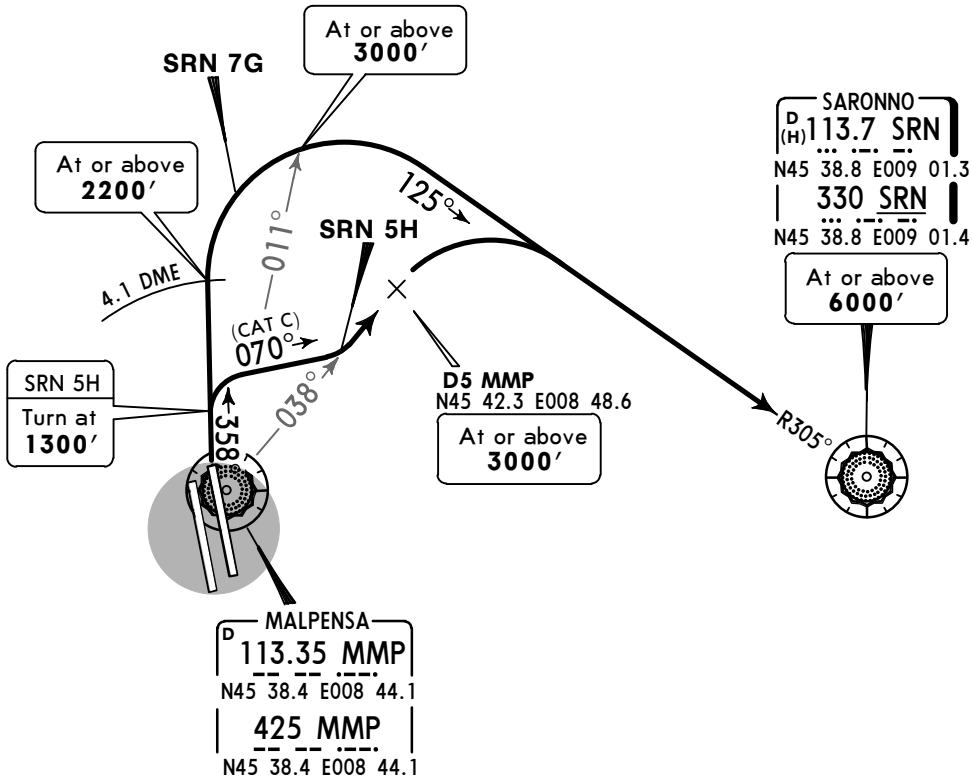
Trans level: By ATC Trans alt: 6000'
1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
2. EXPECT close-in obstacles lower than 200' above DER.



MSA
MMP VOR

SRN 7G, SRN 5H
RWY 35R DEPARTURES
FOR TRANSITIONS FROM SRN REFER TO CHARTS 10-3V2 & 10-3V3

① 6000'
within 10 NM



Direct distance from Malpensa Apt to:
SRN 13 NM

These SIDs require minimum climb gradients
of

SRN 5H

461' per NM (7.58%) until passing 3000', then
350' per NM (5.76%).

SRN 7G

461' per NM (7.58%) until passing 3000'.

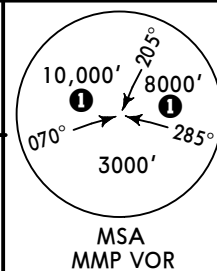
Gnd speed-KT	75	100	150	200	250	300
350' per NM	438	583	875	1167	1458	1750
461' per NM	576	768	1153	1537	1921	2305



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.

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.

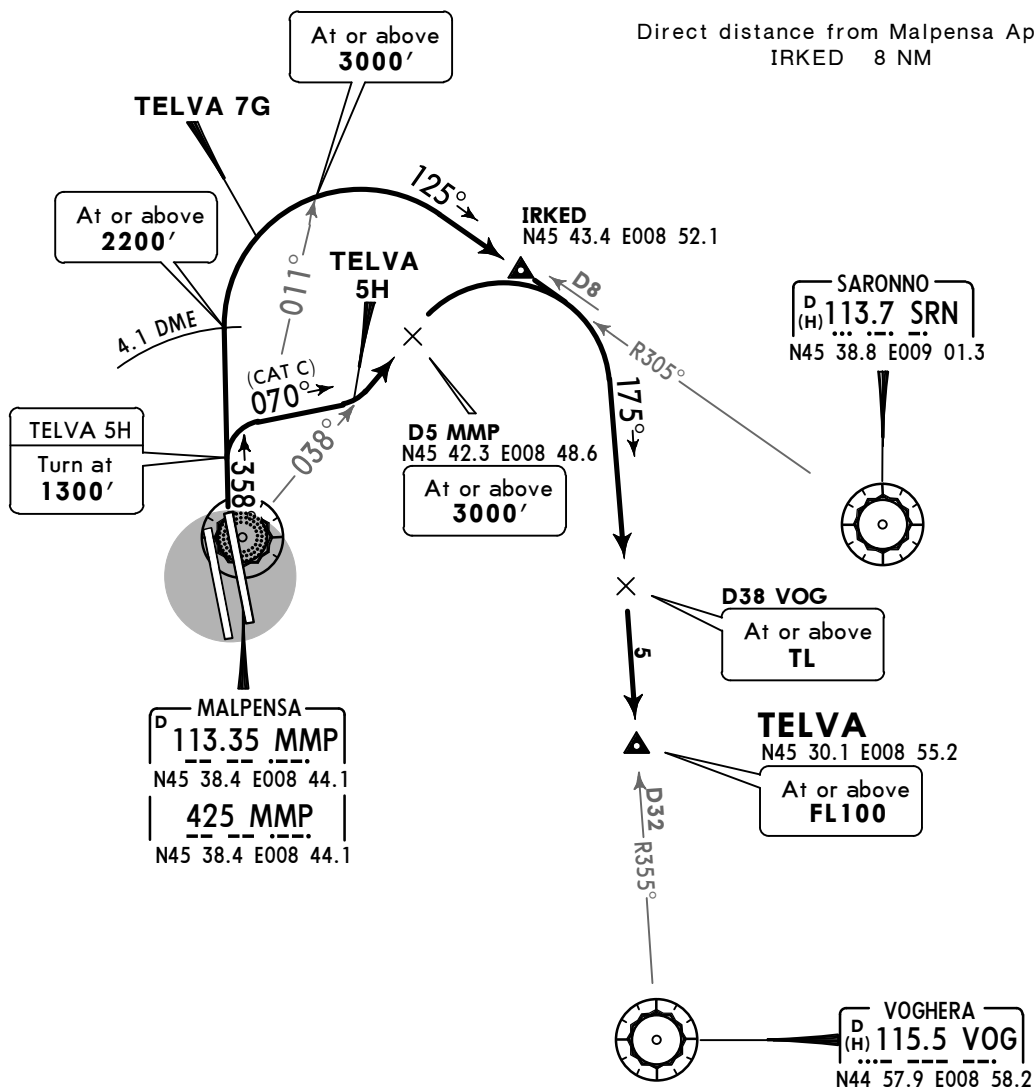


① 6000'
within 10 NM

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

FOR TRANSITIONS FROM TELVA REFER TO CHART 10-3V4

Direct distance from Malpensa Apt to:
IRKED 8 NM



Gnd speed-KT	75	100	150	200	250	300
350' per NM	438	583	875	1167	1458	1750
461' per NM	576	768	1153	1537	1921	2305



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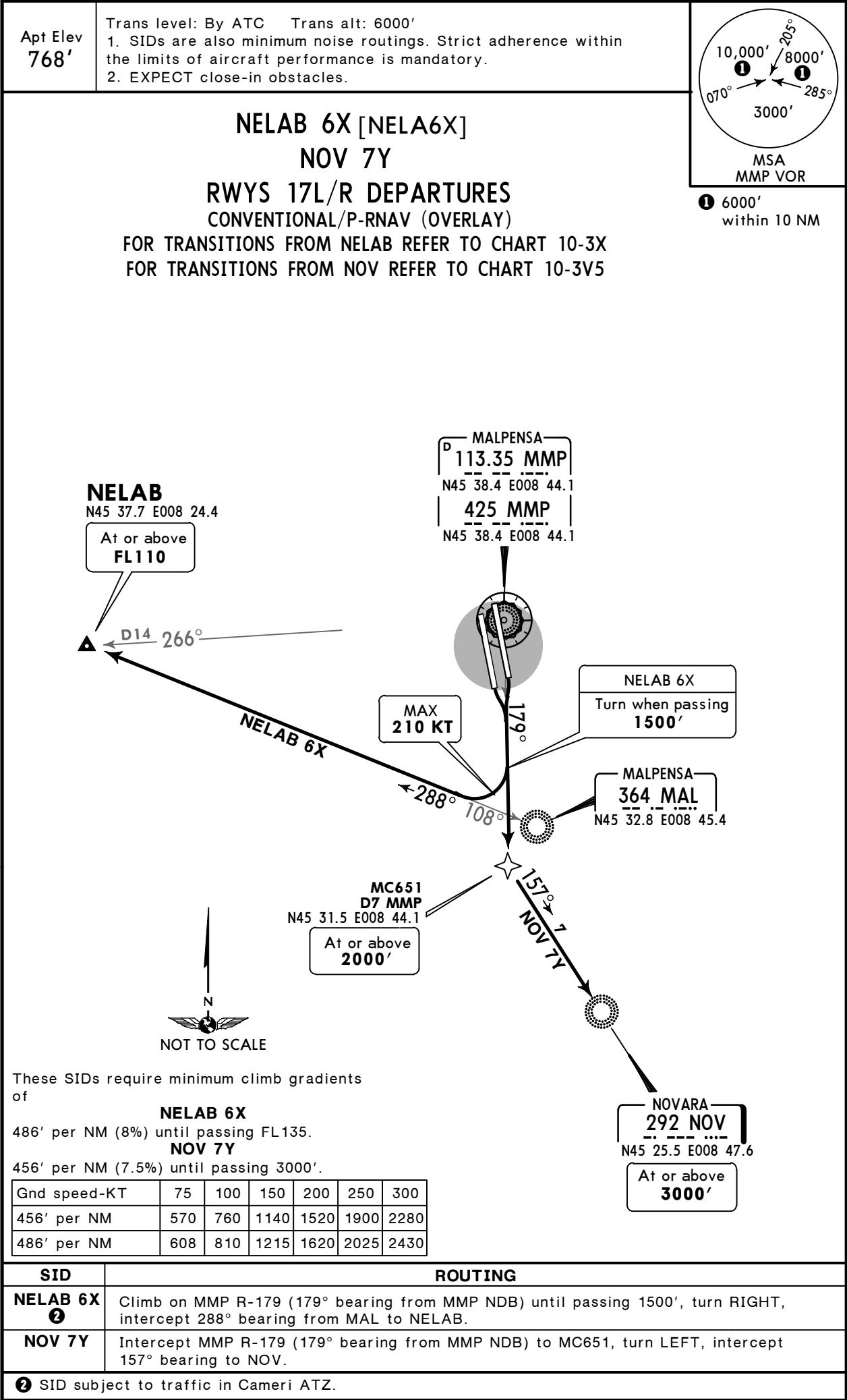
2 SID subject to traffic in Cameri ATZ.

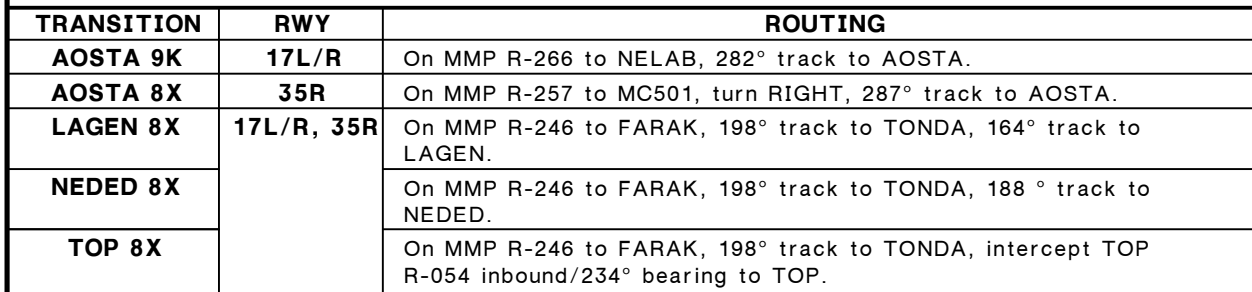
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LIMC/MXP
MALPENSA

JEPPESEN
19 JUN 15 10-3T7 Eff 25 Jun

MILAN, ITALY
SID





LIMC/MXP
MALPENSA

JEPPESSEN
30 JAN 15 10-3U Eff 5 Feb

MILAN, ITALY
TRANSITION

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

CANNE
N46 10.0 E008 52.9
At or above
FL140/FL150
depending on
Zurich QNH

ABESI
N46 09.6 E009 02.6
At or above
FL140/FL150
depending on
Zurich QNH

IRKED
N45 43.4 E008 52.1

NIKMO
N45 59.6 E009 10.4

ADARI
N45 50.7 E009 25.2
At or above
FL140

BERGAMO
D(H) 114.95 **BEG**
N45 40.2 E009 42.6

SARONNO
D(H) 113.7 **SRN**
N45 38.8 E009 01.3
330 SRN
N45 38.8 E009 01.4

TREZZO
D(H) 111.8 **TZO**
N45 33.6 E009 30.4

OLPUR
N45 38.9 E009 37.2
At or above
FL125

Direct distance from Malpensa Apt to:
IRKED 8NM



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.

LIMC/MXP
MALPENSA

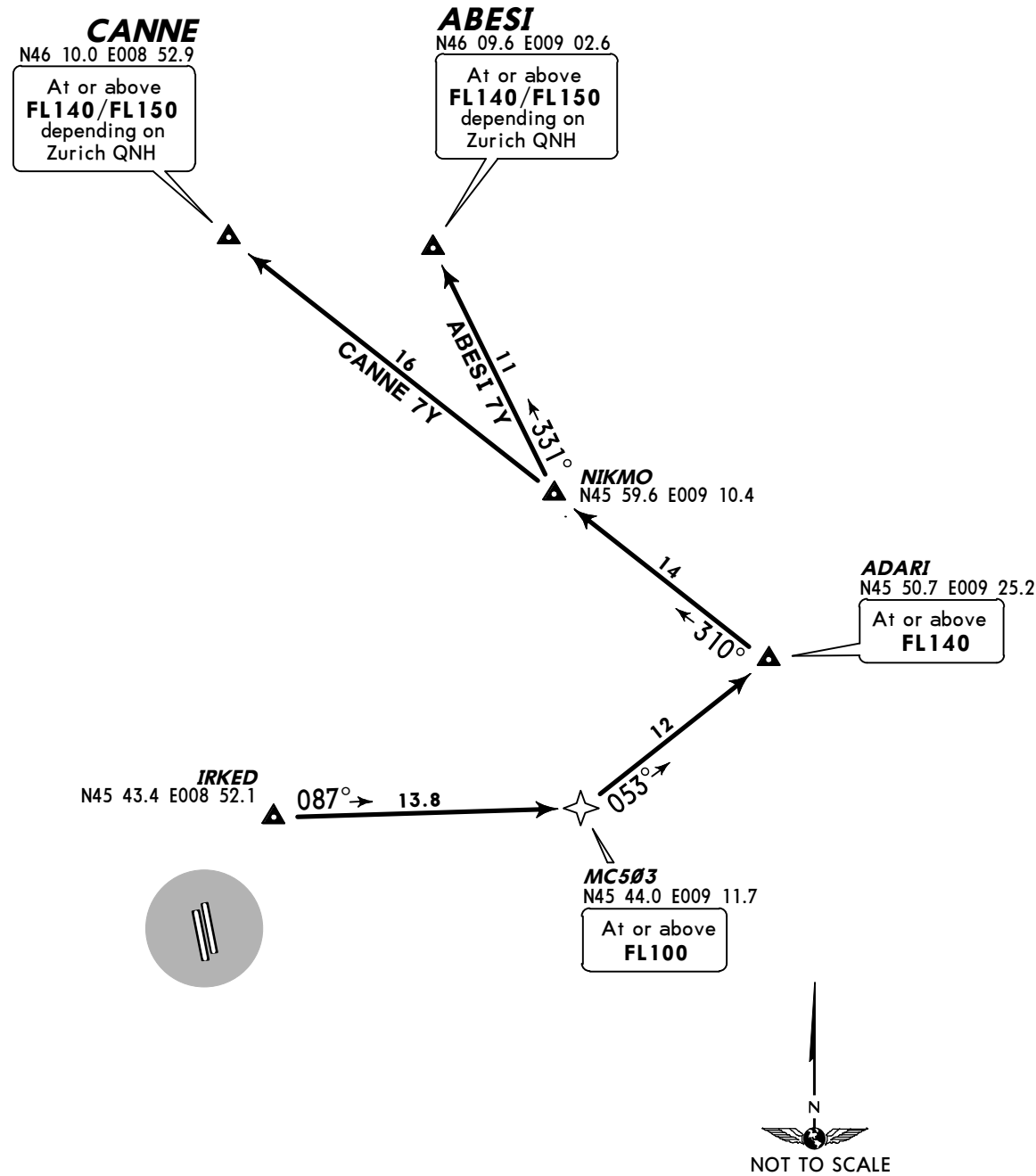
 **JEPPESSEN**
30 JAN 15 **10-3V** **Eff 5 Feb**

MILAN, ITALY
TRANSITION

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.

Direct distance from Malpensa Apt to:
IRKED 8NM

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

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

LIMC/MXP
MALPENSA

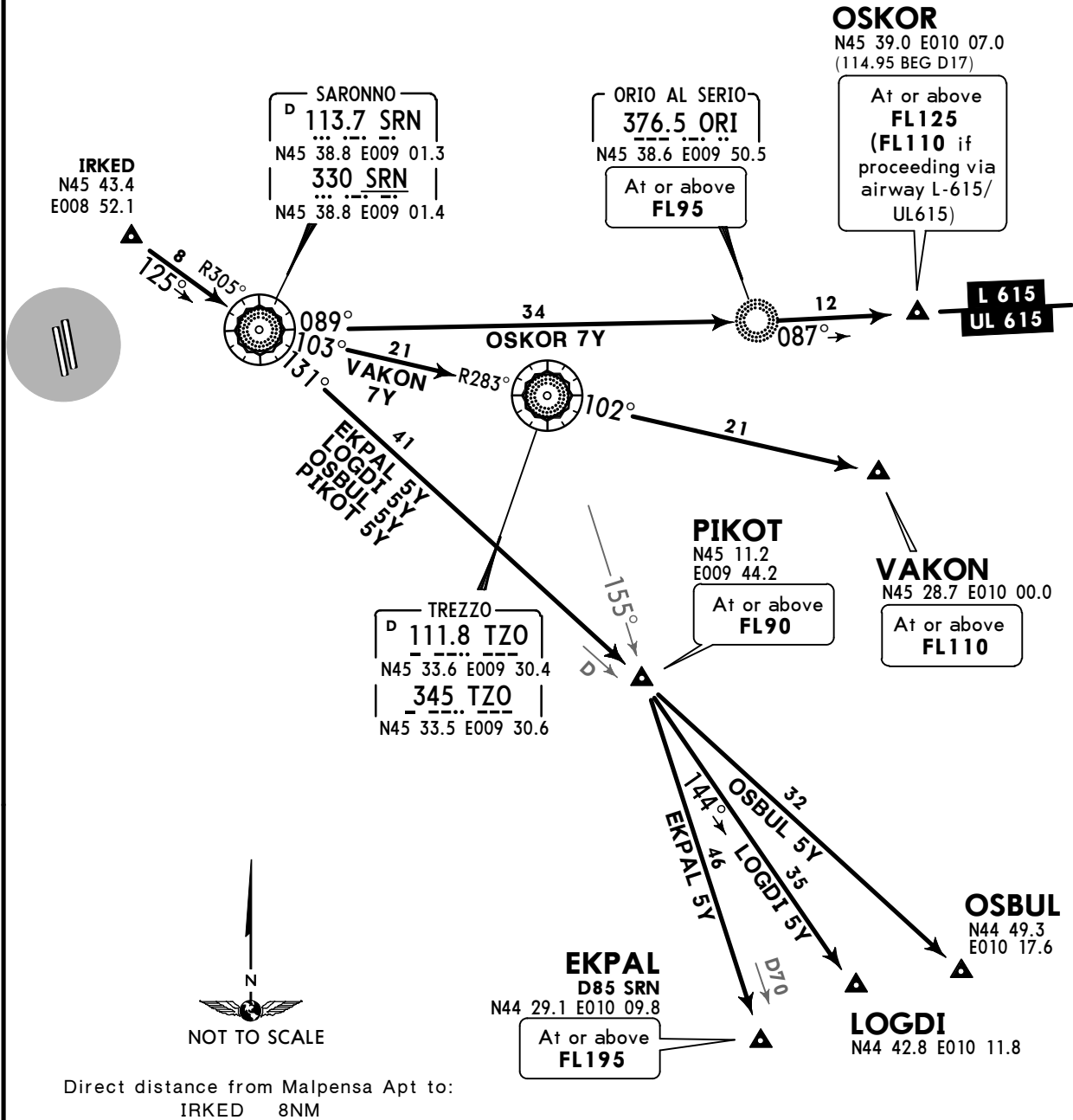
JEPPESEN
25 DEC 15 10-3V1 Eff 7 Jan

MILAN, ITALY
TRANSITION

Apt Elev
768'

Trans level: By ATC Trans alt: 6000'

EKPAL 5Y [EKP5Y], LOGDI 5Y [LOG5Y], OSBUL 5Y [OSB5Y]
OSKOR 7Y [OSK7Y], PIKOT 5Y [PIK5Y], VAKON 7Y [VAK7Y]
RWY 35L TRANSITIONS
CONVENTIONAL/P-RNAV
FROM IRKED



TRANSITION	ROUTING
EKPAL 5Y	On SRN R-305 inbound/125° bearing to SRN, SRN R-131 to PIKOT, intercept TZO R-155 to EKPAL.
LOGDI 5Y	On SRN R-305 inbound/125° bearing to SRN, SRN R-131 to PIKOT, 144° track to LOGDI.
OSBUL 5Y By ATC	On SRN R-305 inbound/125° bearing to SRN, SRN R-131 via PIKOT to OSBUL.
OSKOR 7Y	On SRN R-305 inbound/125° bearing to SRN, turn LEFT, SRN R-089 to ORI, 087° bearing to OSKOR.
PIKOT 5Y	On SRN R-305 inbound/125° bearing to SRN, SRN R-131 to PIKOT.
VAKON 7Y	On SRN R-305 inbound/125° bearing to SRN, SRN R-103/103° bearing or TZO R-283 inbound to TZO, TZO R-102/102° bearing to VAKON.

LIMC/MXP
MALPENSA

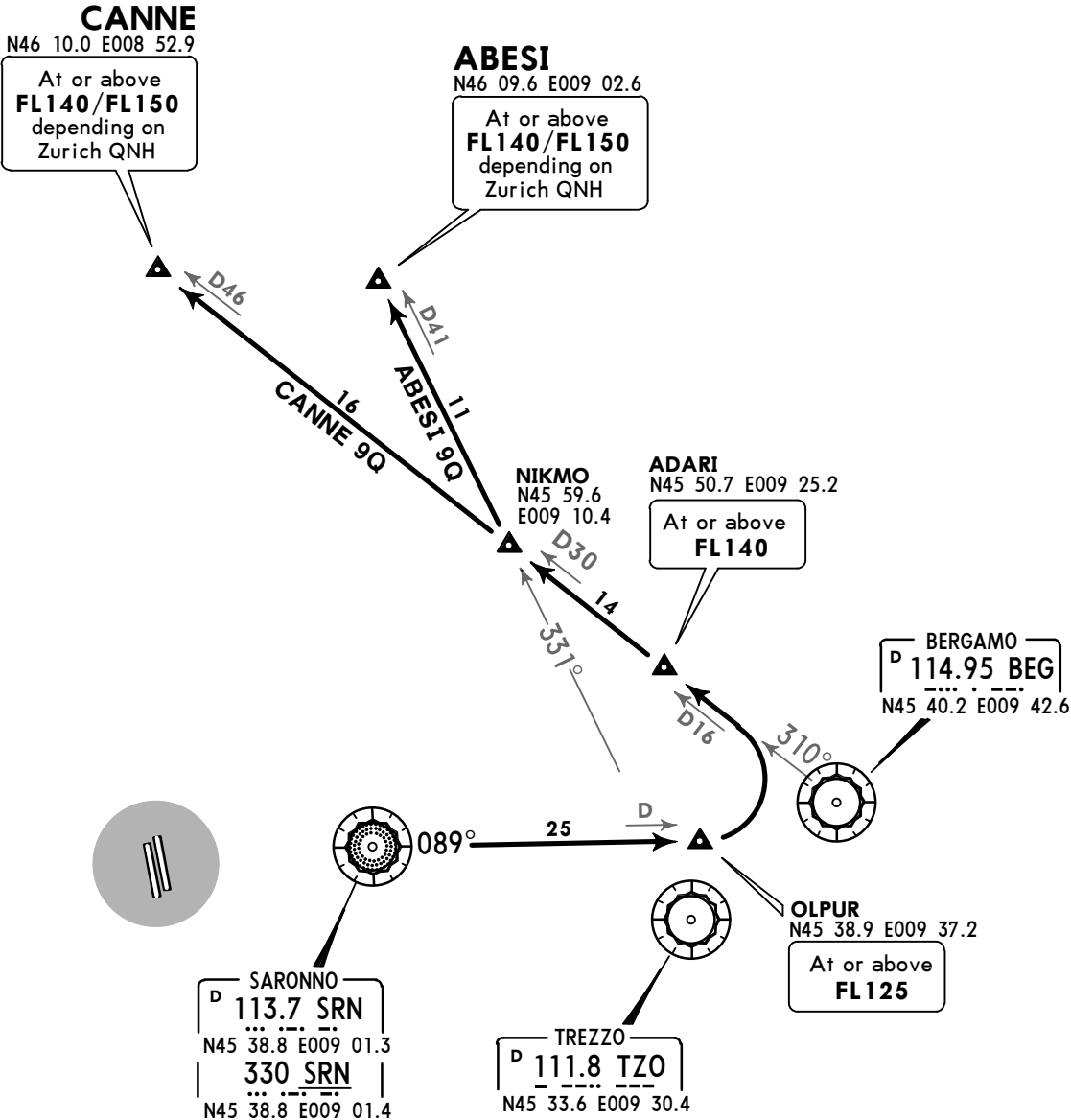
JEPPESSEN
25 DEC 15 10-3V2 Eff 7 Jan

MILAN, ITALY
TRANSITION

Apt Elev
768'

Trans level: By ATC Trans alt: 6000'

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



Direct distance from Malpensa Apt to:
SRN 13NM



TRANSITION	ROUTING
ABESI 9Q	On SRN R-089 to OLPUR, turn LEFT, intercept BEG R-310 via ADARI to NIKMO, turn RIGHT, intercept TZO R-331 to ABESI.
CANNE 9Q	On SRN R-089 to OLPUR, turn LEFT, intercept BEG R-310 via ADARI and NIKMO to CANNE.

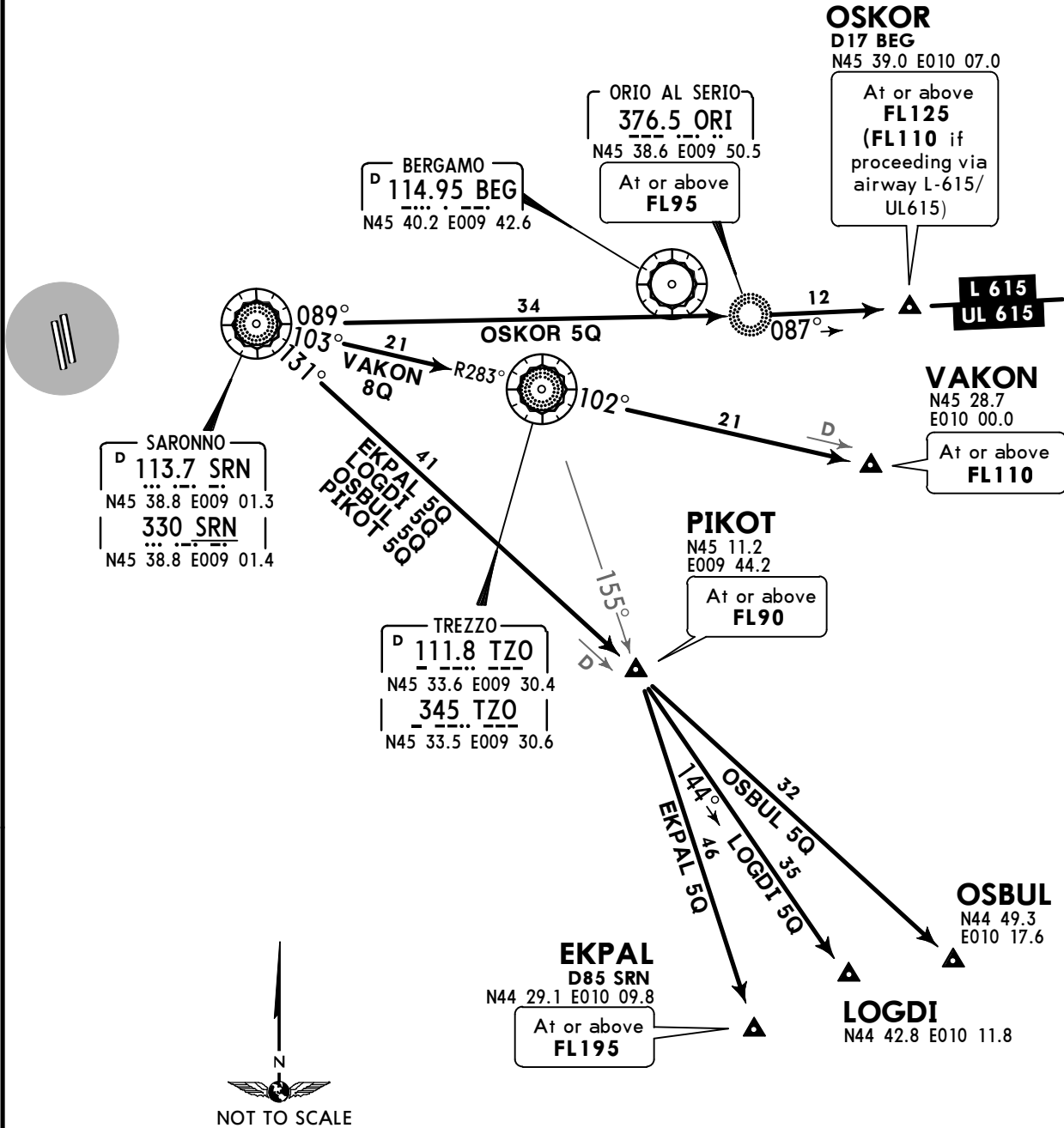
LIMC/MXP
MALPENSA

JEPPESEN
25 DEC 15 10-3V3 Eff 7 Jan

MILAN, ITALY
TRANSITION

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

EKPAL 5Q [EKP5Q], LOGDI 5Q [LOG5Q], OSBUL 5Q [OSB5Q]
OSKOR 5Q [OSK5Q], PIKOT 5Q [PIK5Q], VAKON 8Q [VAK8Q]
RWYS 35R, 17L/R TRANSITIONS
CONVENTIONAL/P-RNAV
FROM SRN



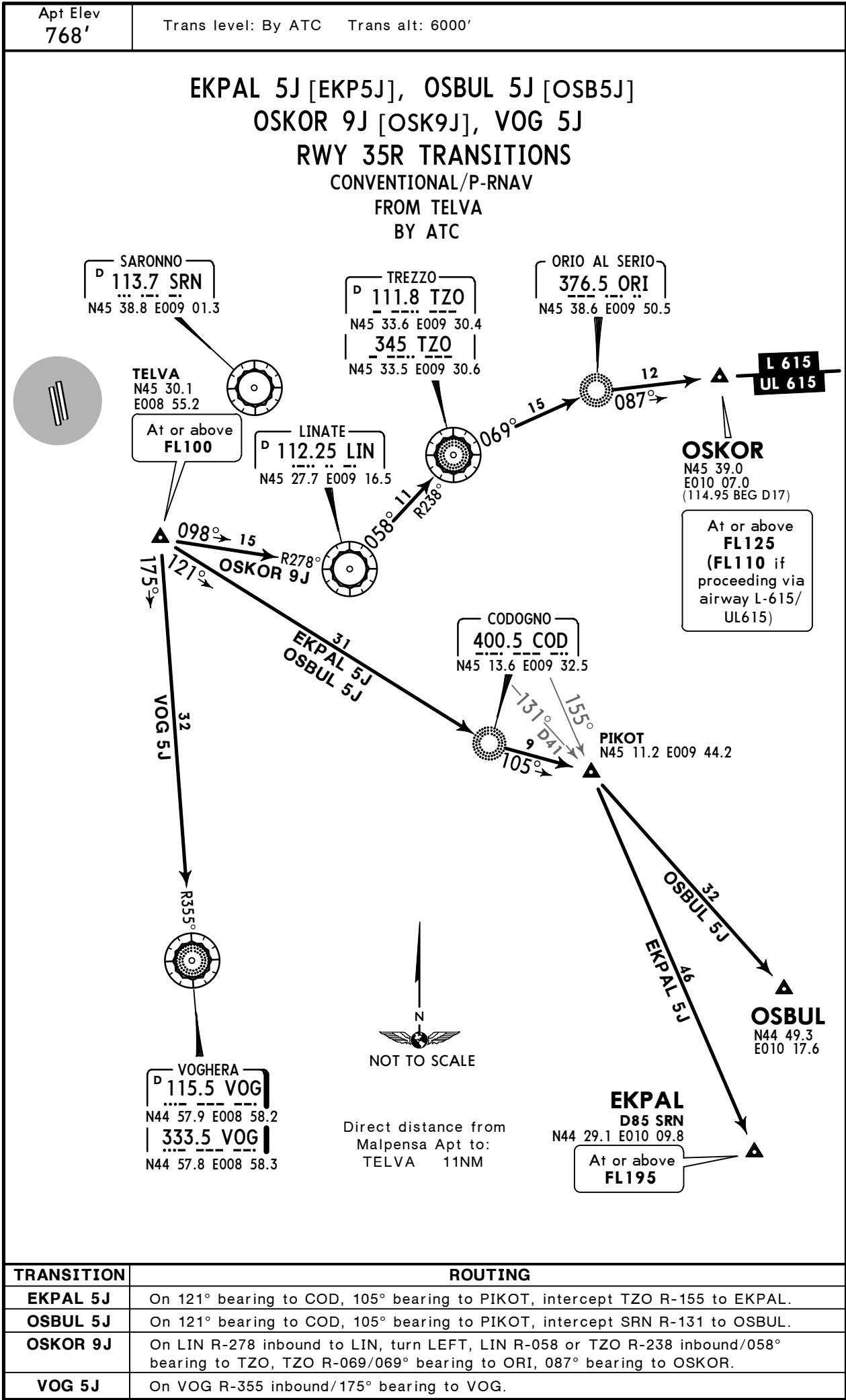
Direct distance from Malpensa Apt to:
SRN 13NM

TRANSITION	RWY	ROUTING
EKPAL 5Q	35R	On SRN R-131 to PIKOT, intercept TZO R-155 to EKPAL.
LOGDI 5Q		On SRN R-131 to PIKOT, 144° track to LOGDI.
OSBUL 5Q By ATC		On SRN R-131 via PIKOT to OSBUL.
OSKOR 5Q	17L/R, 35R	On SRN R-089 to ORI, 087° bearing to OSKOR.
PIKOT 5Q	35R	On SRN R-131 to PIKOT.
VAKON 8Q	17L/R, 35R	On SRN R-103 or TZO R-283 inbound/103° bearing to TZO, TZO R-102/102° bearing to VAKON.

LIMC/MXP
MALPENSA

JEPPESSEN
25 DEC 15 10-3V4 Eff 7 Jan

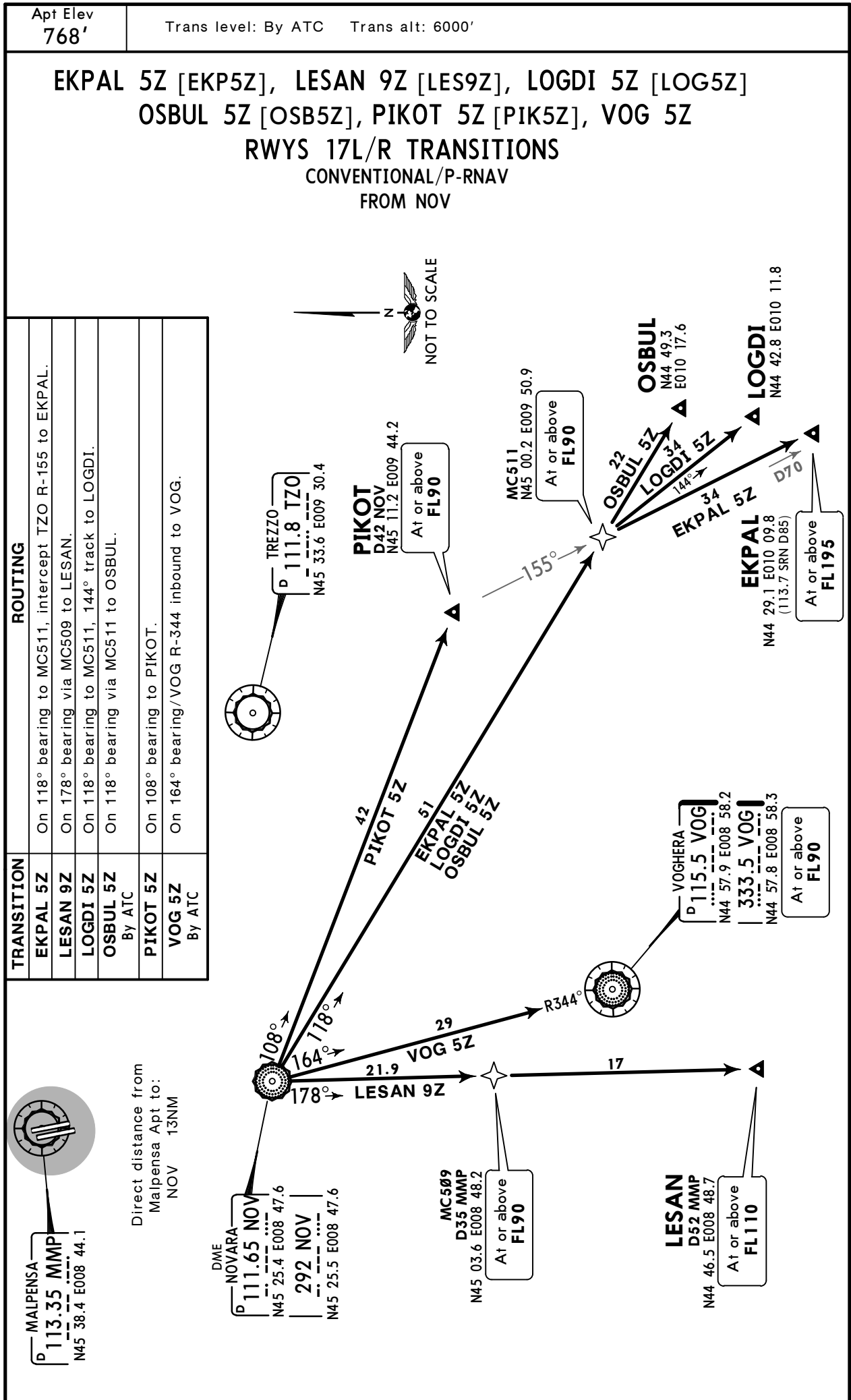
MILAN, ITALY
TRANSITION



LIMC/MXP
MALPENSA

JEPPESSEN
25 DEC 15 10-3V5 Eff 7 Jan

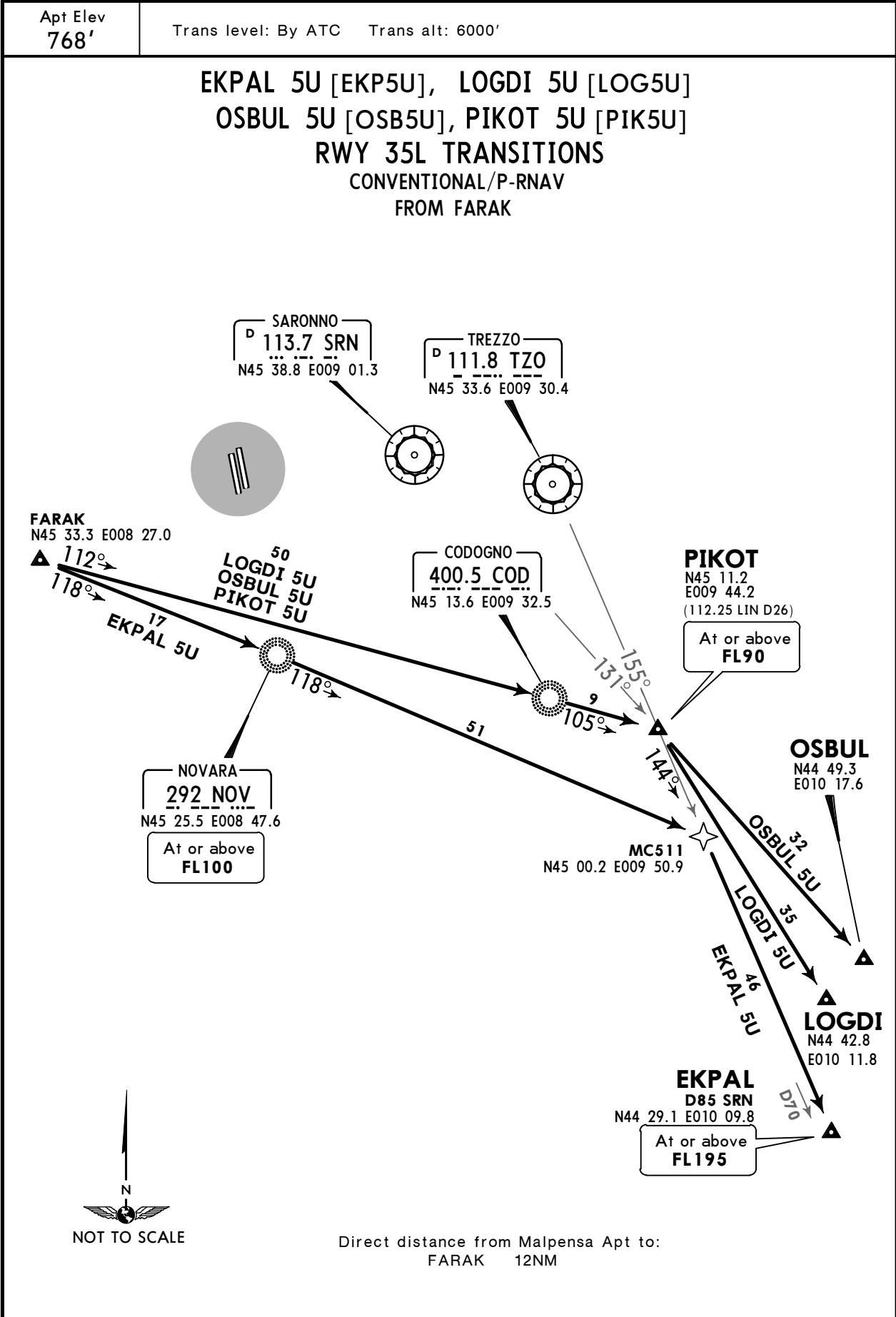
MILAN, ITALY
TRANSITION



LIMC/MXP
MALPENSA

JEPPESEN
25 DEC 15 10-3V6 Eff 7 Jan

MILAN, ITALY
TRANSITION



TRANSITION	ROUTING
EKPAL 5U	On 118° bearing to NOV, continue on 118° bearing, intercept TZO R-155 to EKPAL.
LOGDI 5U	On 112° bearing to COD, 105° bearing to PIKOT, 144° track to LOGDI.
OSBUL 5U By ATC	On 112° bearing to COD, 105° bearing to PIKOT, intercept SRN R-131 to OSBUL.
PIKOT 5U	On 112° bearing to COD, 105° bearing to PIKOT.

LIMC/MXP
MALPENSA

 **JEPPESSEN**
19 JUN 15 **(10-3V7)** **Eff 25 Jun**

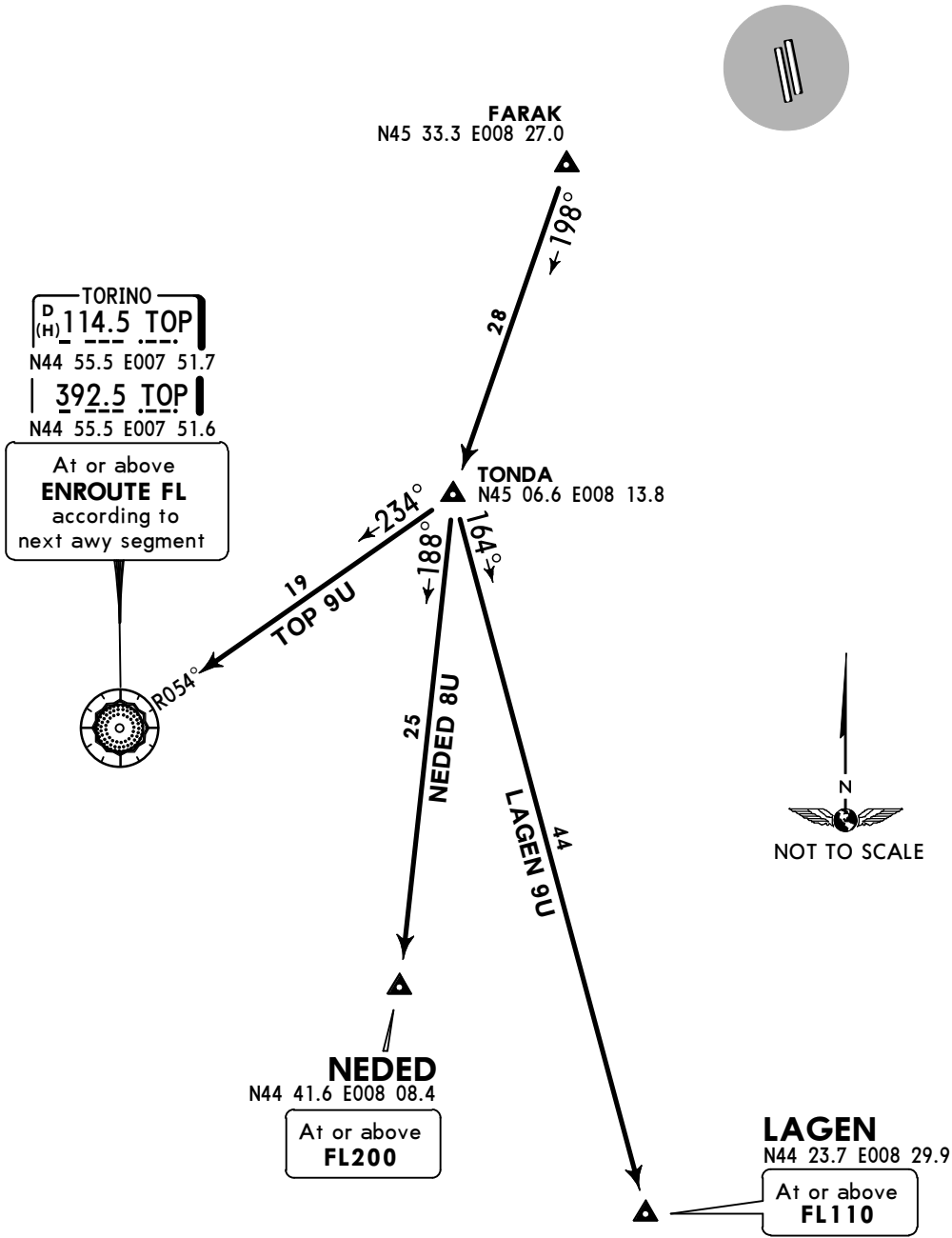
MILAN, ITALY
TRANSITION

Apt Elev
768'

Trans level: By ATC Trans alt: 6000'

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

Direct distance from Malpensa Apt to:
FARAK 12NM



TRANSITION	ROUTING
LAGEN 9U	FARAK - TONDA - LAGEN (FL110+).
NEDED 8U	FARAK - TONDA - NEDED (FL200+).
TOP 9U	FARAK - TONDA - TOP.

Trans level: By ATC Trans alt: 6000'

LIMC/MXP
MALPENSA

 **JEPPESSEN**
19 JUN 15 **10-3X** **Eff 25 Jun**

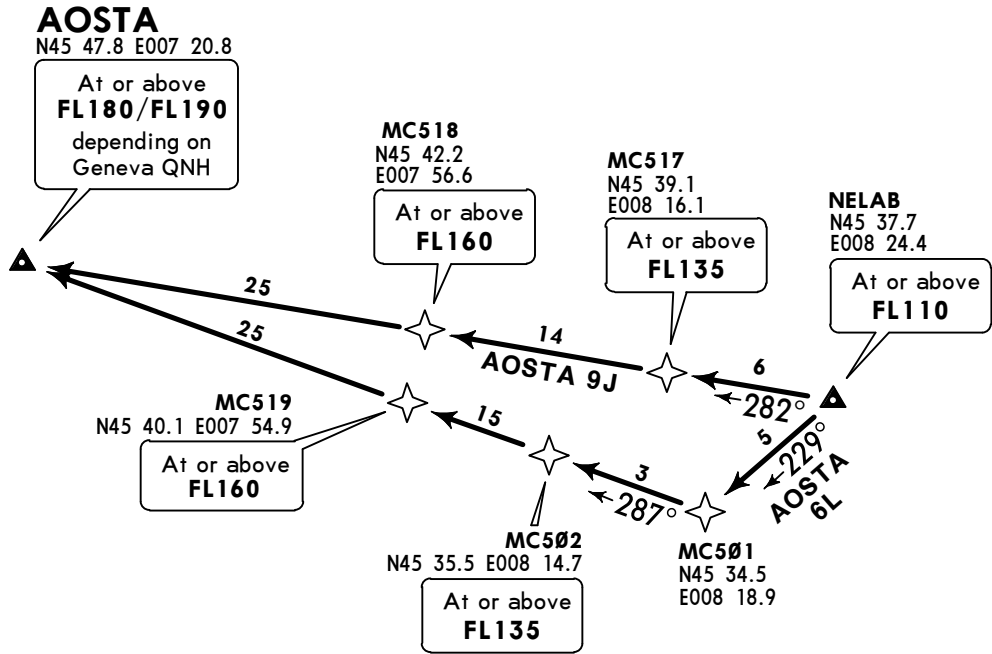
MILAN, ITALY
TRANSITION

Apt Elev
768'

Trans level: By ATC Trans alt: 6000'

**AOSTA 9J[AOS9J], AOSTA 6L[AOS6L]
RWYS 17L/R, 35L TRANSITIONS
P-RNAV
FROM NELAB**

Direct distance from Malpensa Apt to:
NELAB 13NM



TRANSITION	RWY	ROUTING
AOSTA 9J	17L/R	NELAB (FL110+) - MC517 (FL135+) - MC518 (FL160+) - AOSTA (FL180+/FL190+).
AOSTA 6L	35L	NELAB (FL110+) - MC501 - MC502 (FL135+) - MC519 (FL160+) - AOSTA (FL180+/FL190+).

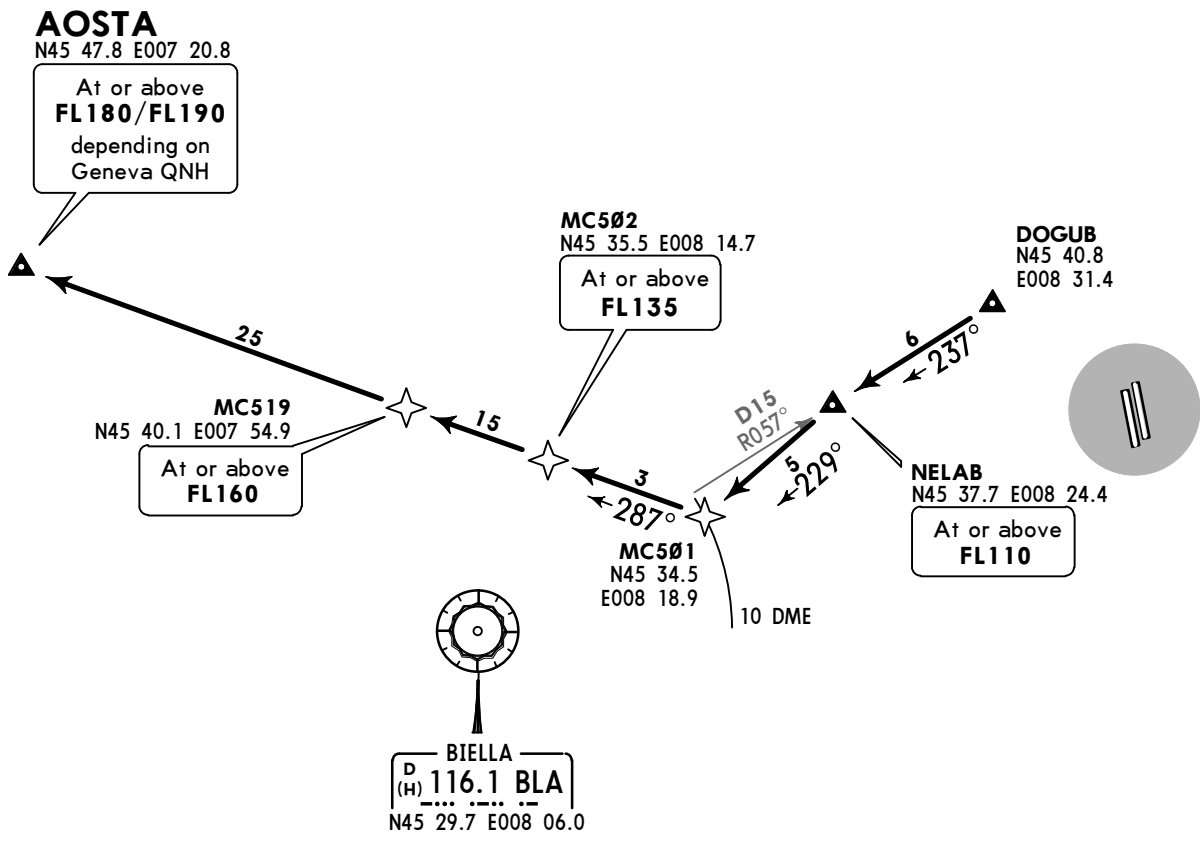
LIMC/MXP
MALPENSA

JEPPESSEN
19 JUN 15 10-3X2 Eff 25 Jun

MILAN, ITALY
TRANSITION

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

AOSTA 8W[AOS8W]
RWY 35R TRANSITION
CONVENTIONAL/P-RNAV
FROM DOGUB



Direct distance from Malpensa Apt to:
DOGUB 9NM

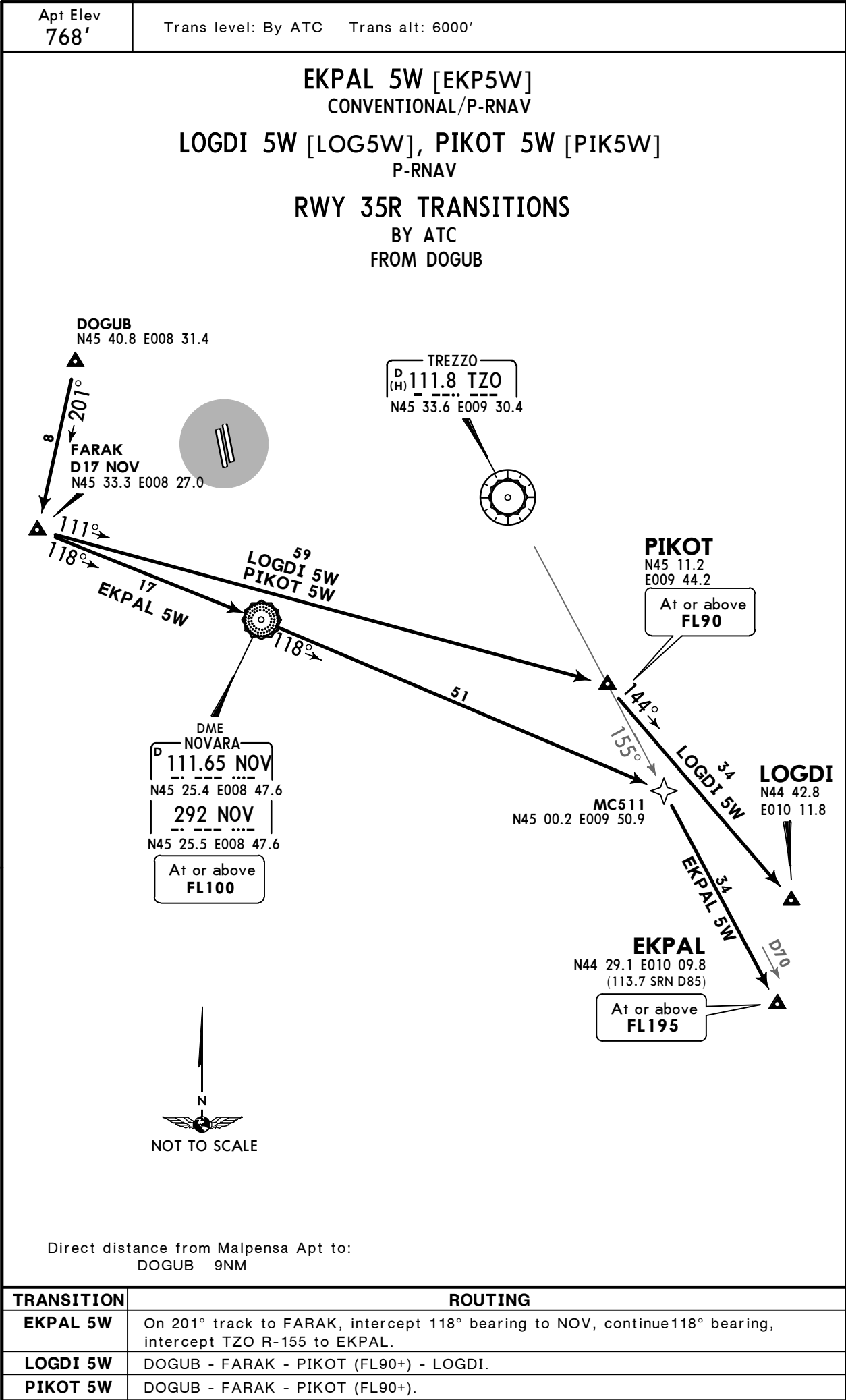
ROUTING

On BLA R-057 inbound to NELAB, 229° track to BLA 10 DME/MC501, 287° track to AOSTA.

LIMC/MXP
MALPENSA

JEPPESEN
19 JUN 15 10-3X3 Eff 25 Jun

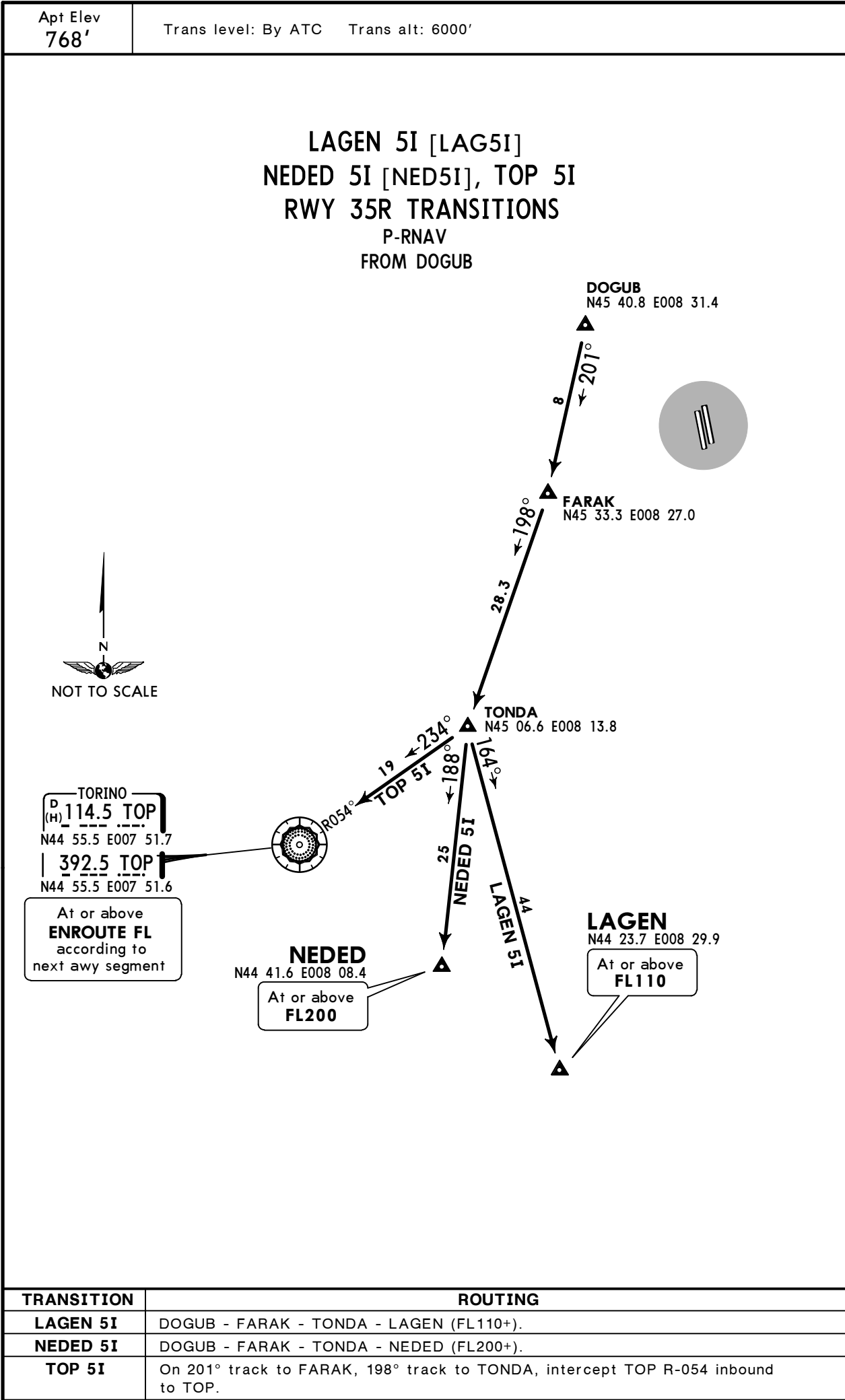
MILAN, ITALY
TRANSITION



LIMC/MXP
MALPENSA

JEPPESEN
19 JUN 15 10-3X4 Eff 25 Jun

MILAN, ITALY
TRANSITION



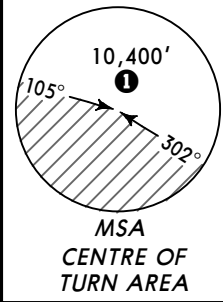
LIMC/MXP
MALPENSA

JEPPESEN
30 JAN 15 10-3X5 Eff 5 Feb

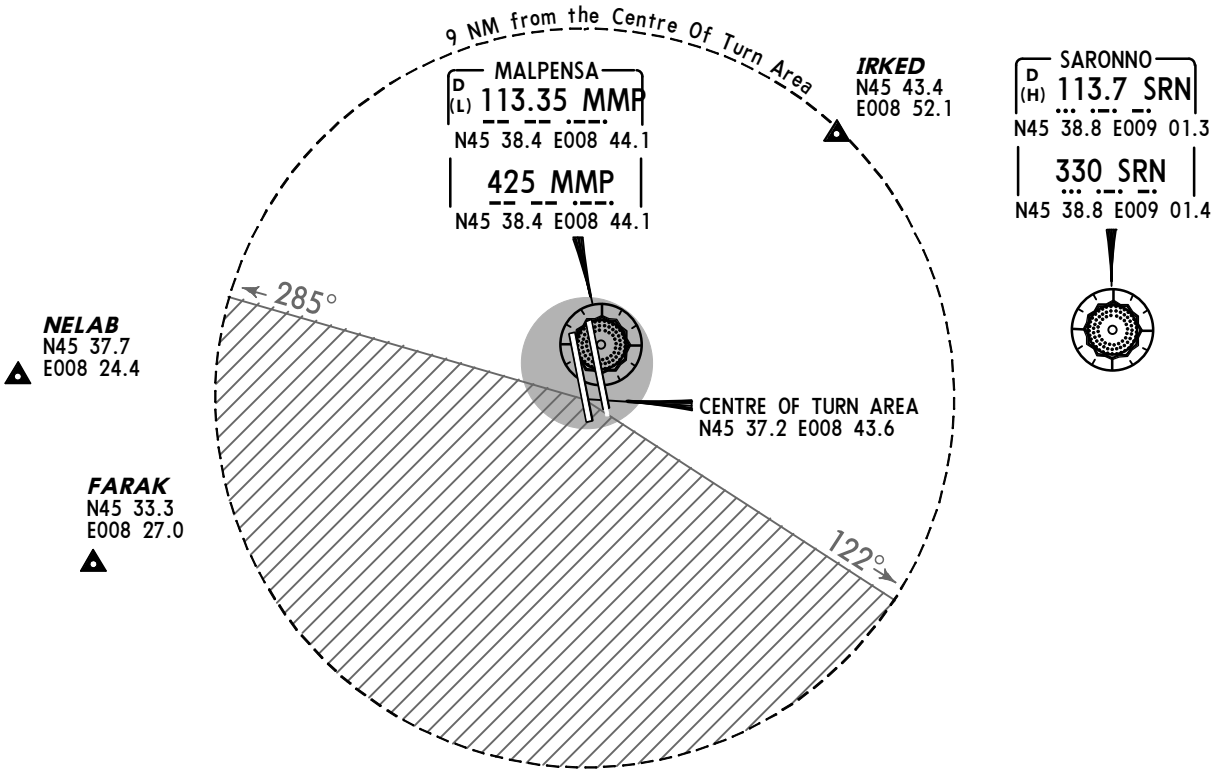
MILAN, ITALY
DEPARTURE

MILAN Radar 134.175	Apt Elev 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.
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RWY 35L OMNIDIRECTIONAL DEPARTURE AREA



① 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



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.

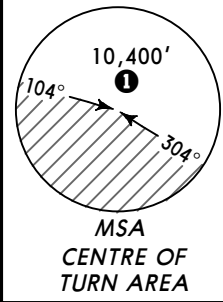
LIMC/MXP
MALPENSA

 **JEPPesen**
30 JAN 15 **10-3X6** **Eff 5 Feb**

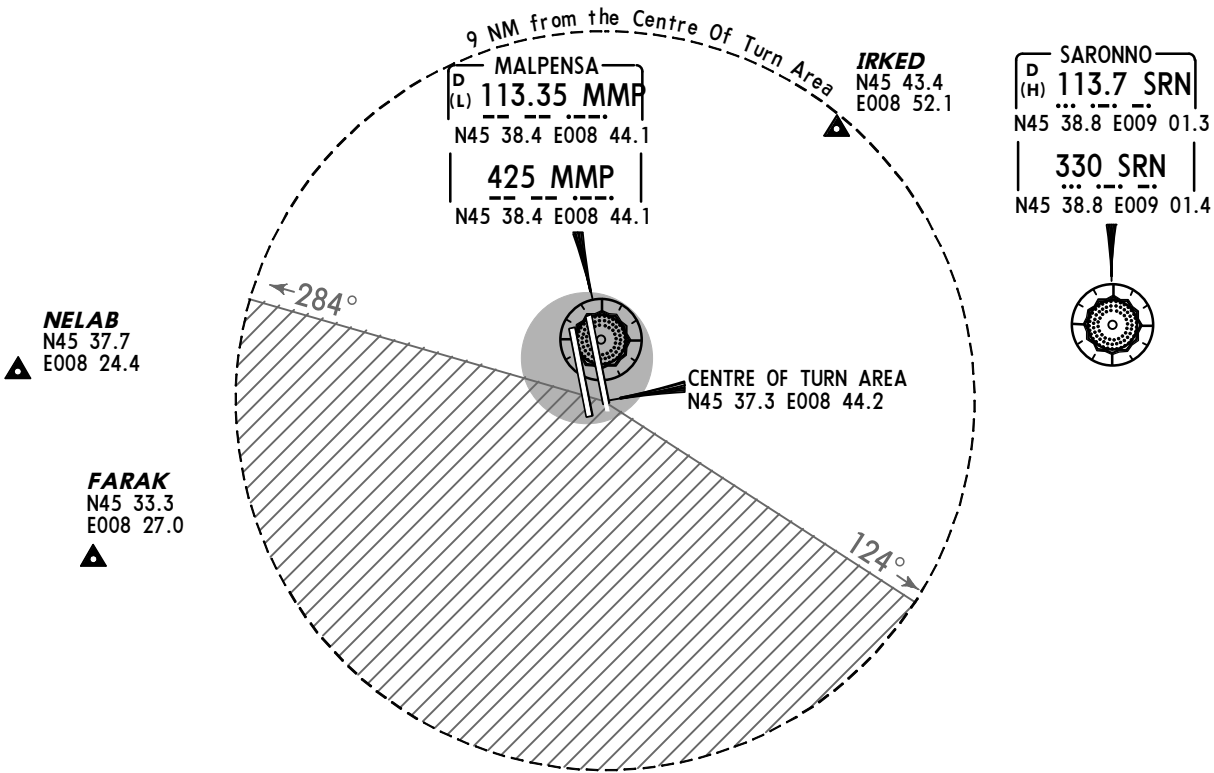
MILAN, ITALY
DEPARTURE

MILAN Radar 134.175	<i>Apt Elev</i> 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.
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RWY 35R OMNIDIRECTIONAL DEPARTURE AREA



1 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



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.

LIMC/MXP

Apt Elev **768'**
N45 37.8 E008 43.4

JEPPESSEN

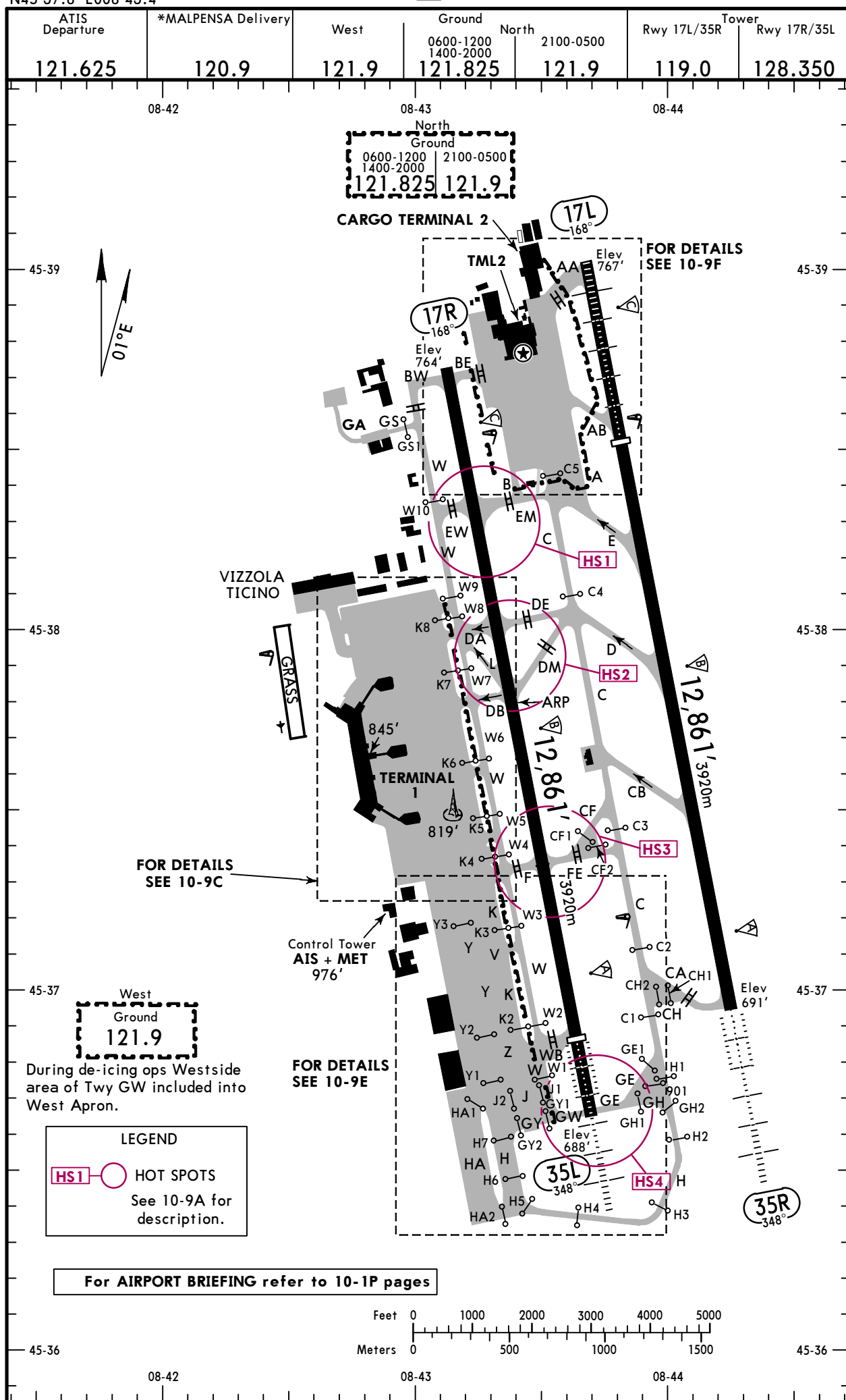
2 OCT 15

10-9

Eff 15 Oct

MILAN, ITALY

MALPENSA



CHANGES: Twys. Holding points.

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LIMC/MXP



MILAN, ITALY

2 OCT 15

10-9A

Eff 15 Oct

MALPENSA

ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		WIDTH
					LANDING BEYOND	TAKE-OFF	
					Threshold	Glide Slope	
17L	HIRL (60m) CL (15m) HIALS PAPI (3.0°)	RVR	9767'	2977m	8716'	2657m	197'
35R	HIRL (60m) CL (15m) HIALS-II SFL TDZ ❶	RVR			11,857'	3614m	60m
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					197'
35L	HIRL (60m) CL (15m) HIALS-II SFL TDZ ❸	RVR	11,532'	3515m	10,505'	3202m	60m
❸ PAPI (3.0°), HST-L							
❹ TAKE-OFF RUN AVAILABLE							
RWY 17R: From rwy head 12,861' (3920m) RWY 35L: From rwy head 12,861' (3920m)							
twy EW/EM int 9859' (3005m) twy WB int 11,532' (3515m)							
twy F/FE int 8366' (2550m)							

HOT SPOTS

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

- ❶ Rwy crossing must be cleared by Tower.
- ❷ 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.
- ❸ Rwy crossing must be cleared by Tower.
On rollout do not use Twy F or FE to vacate the rwy unless instructed by ATC.
- ❹ Unified CAT I/II/III holding position located 155m from rwy centerline.

Standard TAKE-OFF ❶						
	LVP must be in Force					
	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						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		
❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.						
❷ With approved guidance system: Rwys 35L/35R ABCD 75m.						

LIMC/MXP
MALPENSA

JEPPesen

MILAN, ITALY

2 OCT 15

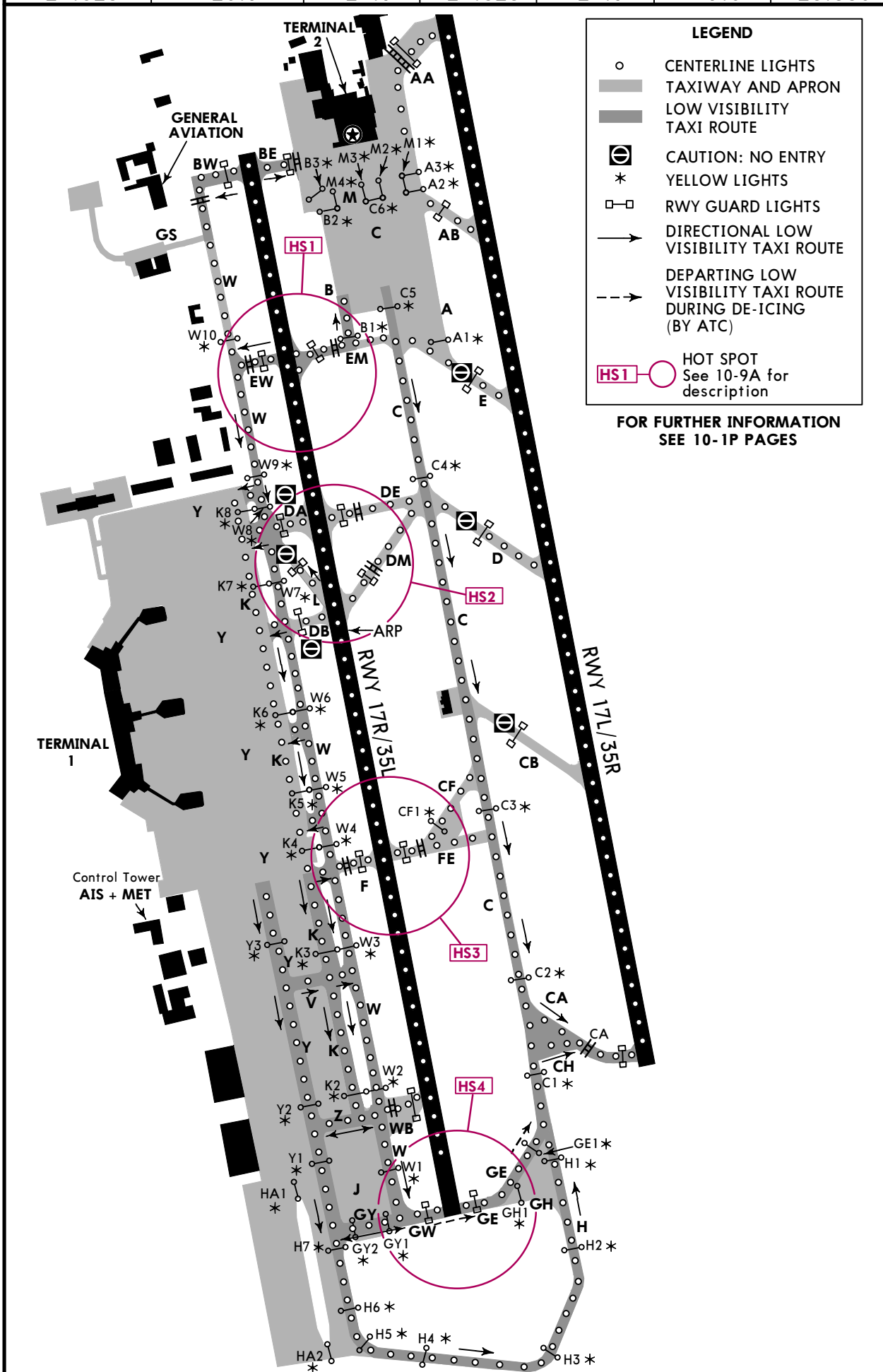
10-9B

LOW VISIBILITY TAXI ROUTES

RVR 550m or Less

Eff 15 Oct

ATIS Departure	*MALPENSA Delivery	West	Ground	North	Rwy 17L/35R	Tower Rwy 17R/35L
121.625	120.9	121.9	0600-1200 1400-2000 121.825	2100-0500 121.9	119.0	128.350



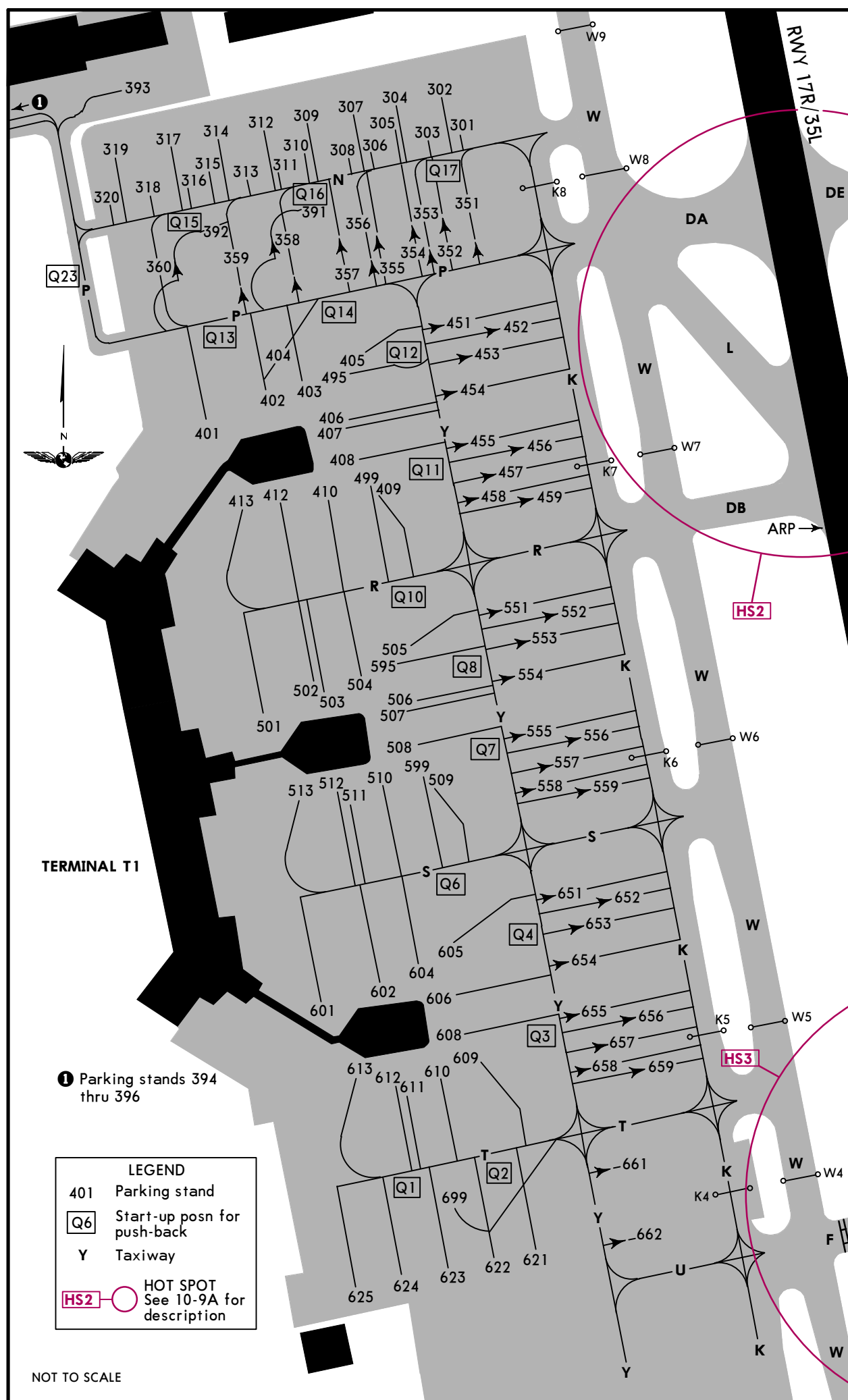
CHANGES: Twys. Holding points.

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LIMC/MXP

JEPPESSEN
2 OCT 15 10-9C Eff 15 Oct

MILAN, ITALY
MALPENSA



CHANGES: None.

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LIMC/MXP

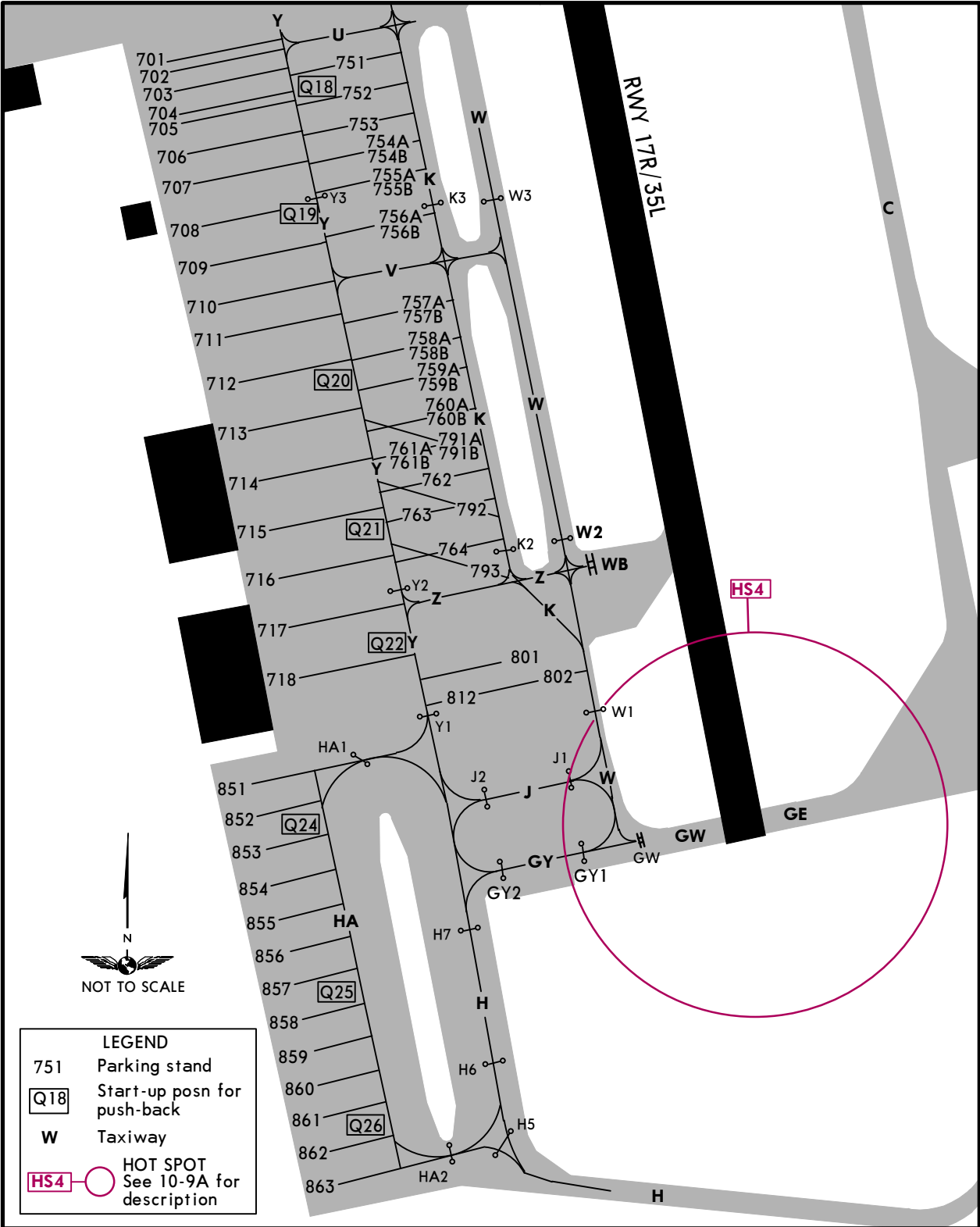
MILAN, ITALY
MALPENSA

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		

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JEPPESSEN
2 OCT 15 10-9E Eff 15 Oct

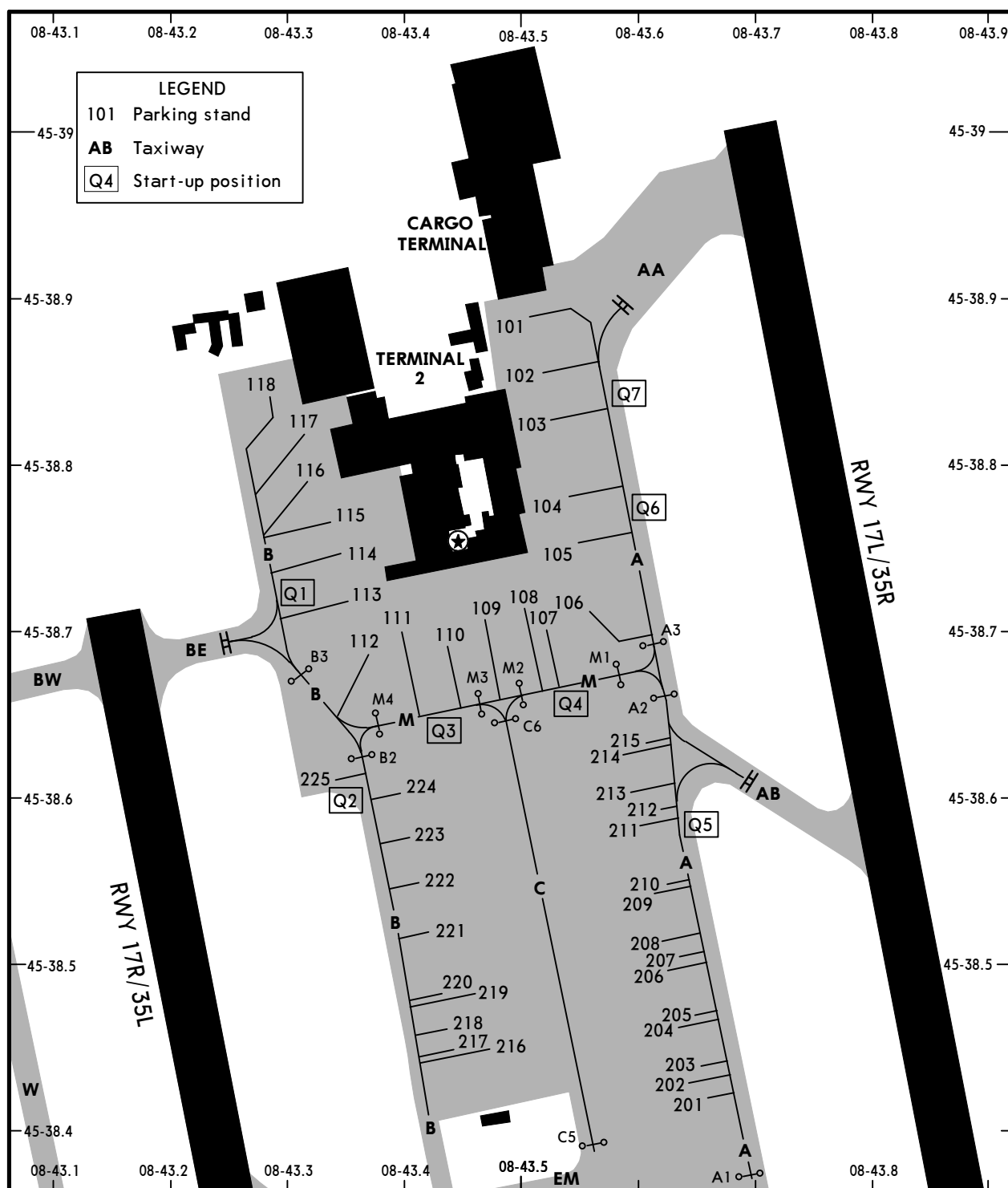
MILAN, ITALY
MALPENSA



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	801	N45 36.8 E008 43.4
714 thru 716	N45 36.9 E008 43.2	802	N45 36.7 E008 43.5
717, 718	N45 36.8 E008 43.2	812	N45 36.7 E008 43.4
751, 752	N45 37.3 E008 43.3	851	N45 36.7 E008 43.2
753 thru 755B	N45 37.2 E008 43.3	852 thru 855	N45 36.6 E008 43.2
756A thru 757B	N45 37.1 E008 43.3	856 thru 859	N45 36.5 E008 43.2
		860 thru 863	N45 36.4 E008 43.3

LIMC/MXP
JEPPESSEN
MILAN, ITALY

9 DEC 11

10-9F
Eff 15 Dec
MALPENSA

INS COORDINATES

STAND No.	COORDINATES		
101, 102	N45 38.9 E08 43.5		
103 thru 105	N45 38.8 E08 43.5		
106 thru 108	N45 38.7 E08 43.5		
109 thru 111	N45 38.7 E08 43.4		
112, 113	N45 38.7 E08 43.3		
114 thru 117	N45 38.8 E08 43.3		
118	N45 38.9 E08 43.2		
201 thru 203	N45 38.4 E08 43.6		
204 thru 210	N45 38.5 E08 43.5		
211 thru 215	N45 38.6 E08 43.5		
216 thru 221	N45 38.5 E08 43.5		
222 thru 224	N45 38.6 E08 43.4		
225	N45 38.6 E08 43.3		

CHANGES: Holding positions. Coordinates.

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LIMC/MXP

JEPPesen

9 DEC 11

10-9G

Eff 15 Dec

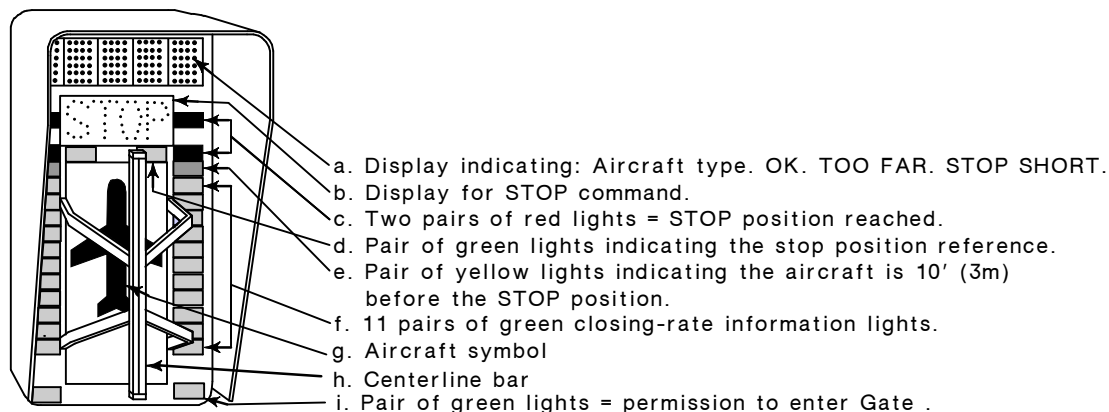
MILAN, ITALY

MALPENSA

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.**

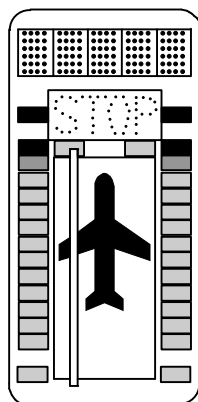


B. ACTIVATED SYSTEM

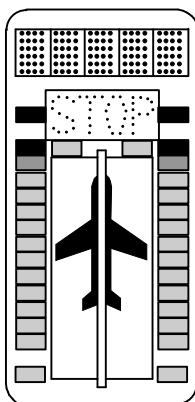
- The system is ready when:
 - the bottom pair of green lights are blinking
 - the aircraft type is shown (blinking) on the upper information block
 - the stopbarlights are shown
- The pilot should be aware that the correct type of aircraft is shown before using the system.

C. CENTERLINE GUIDANCE

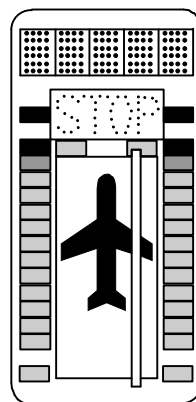
Centerline guidance is obtained by means of an illuminated bar in front of an aircraft symbol. The aircraft is on centerline when bar and symbol overlap each other.



TURN LEFT



ON CENTERLINE



TURN RIGHT

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5 NOV 04 10-9H

MILAN, ITALY
MALPENSA

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.

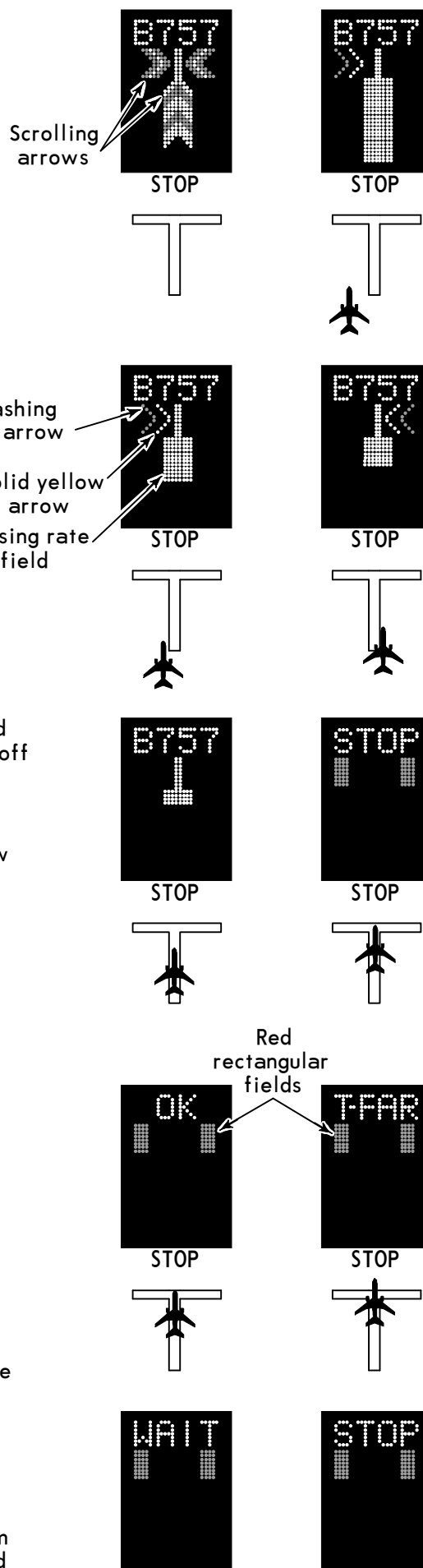
39'/12m from the stop-position the closing rate field starts the indication of "Distance to go" by turning off one row of LEDs for each one half meter the aircraft advances towards the stop-position.

When the correct stop-position is 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.

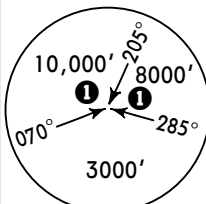
The aircraft must be verified at least 39'/12m before the correct stop position. If this does not occur, the system displays "STOP" with two red, rectangular fields being lit in the azimuth guidance area of the display. While the aircraft is stopped, the system will attempt to verify it. If successful, 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.

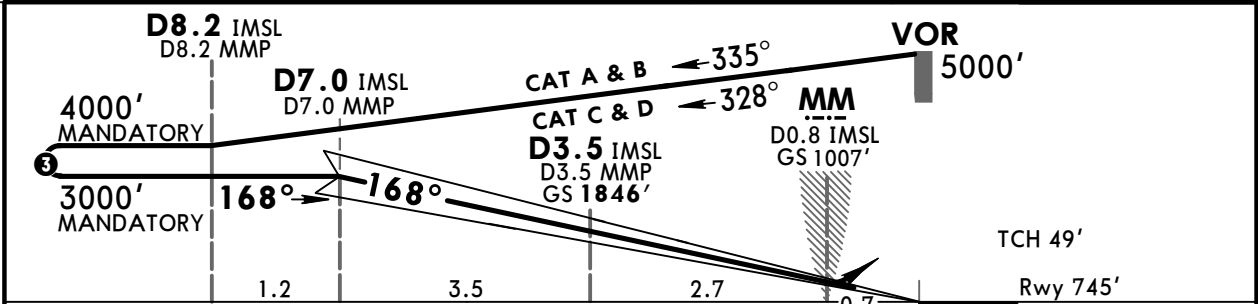
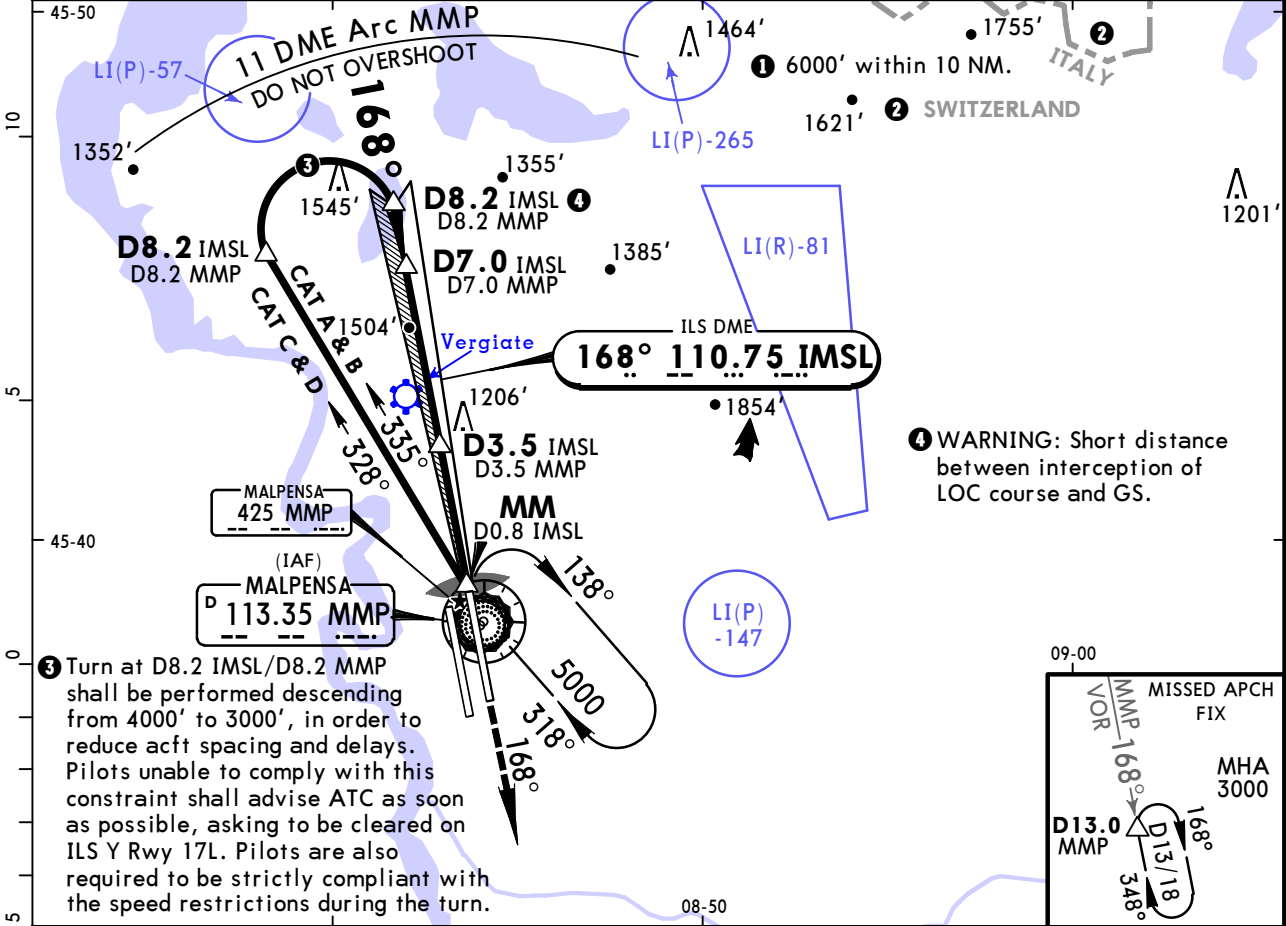


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JEPPESEN
18 SEP 15 (11-1)

MILAN, ITALY
ILS Z Rwy 17L

ATIS Arrival 120.025	MILAN Radar (APP) 125.630 126.750 134.175			MALPENSA Tower 119.0	West 121.9	Ground North 0600-1200 121.825 1400-2000 2100-0500 121.9
LOC IMSL 110.75	Final Apch Crs 168°	GS D3.5 IMSL 1846' (1101')	ILS DA(H) Refer to Minimums	Apt Elev Rwy	768' 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						



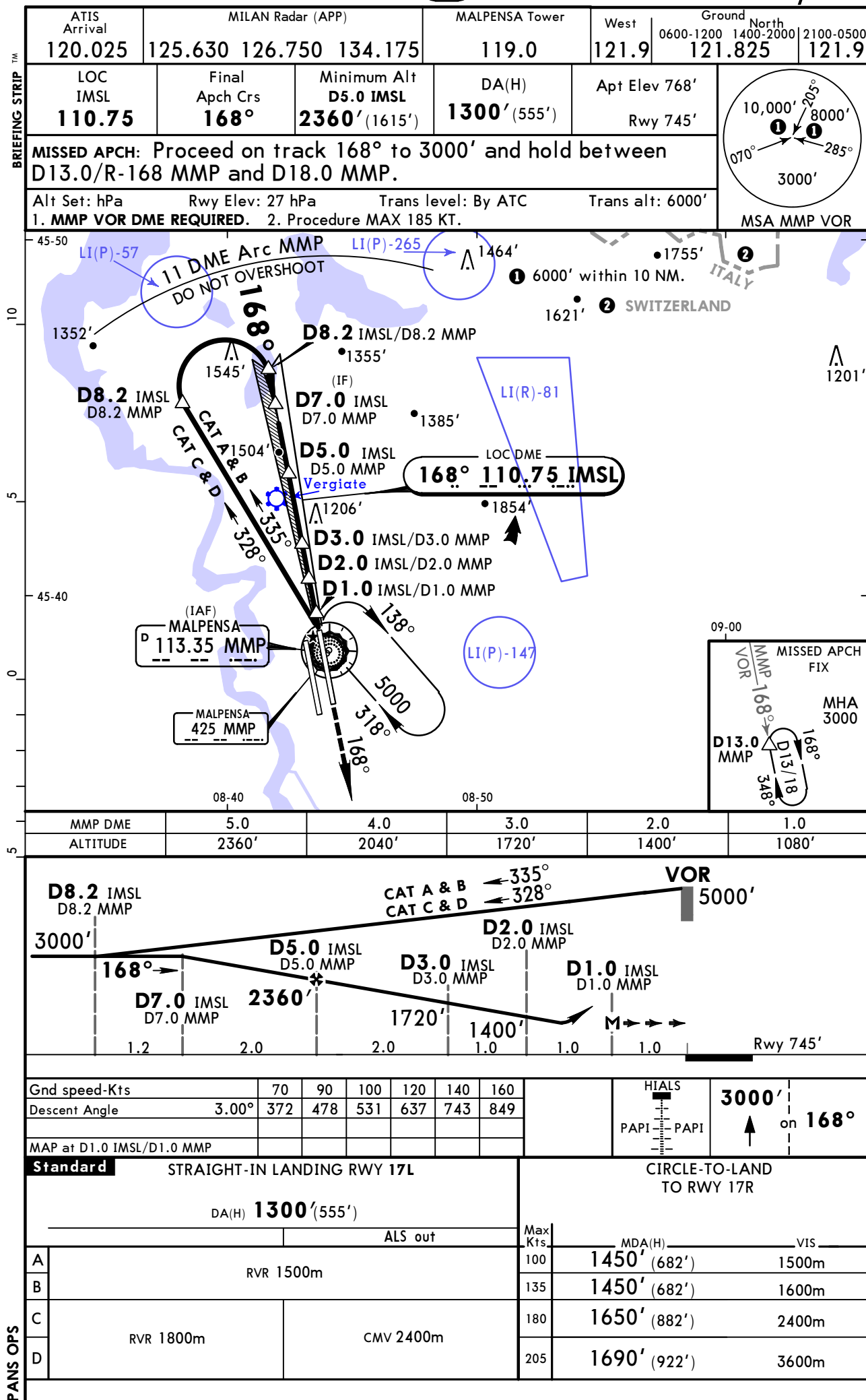
Gnd speed-Kts	70	90	100	120	140	160		HIALS	3000'
ILS GS	3.00°	377	484	538	646	753	861	PAPI PAPI	on 168°

Standard				CIRCLE-TO-LAND TO RWY 17R	
ILS STRAIGHT-IN LANDING RWY 17L LOC (GS out)				Max Kts	MDA(H) VIS
A: 955' (210') C: 975' (230') DA(H) B: 965' (220') D: 985' (240')				100	1450' (682') 1500m
FULL Limited ALS out				135	1450' (682') 1600m
A RVR 550m B RVR 750m C RVR 1200m				180	1650' (882') 2400m
NOT APPLICABLE				205	1690' (922') 3600m

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JEPPESSEN
18 SEP 15 **(11-3)**

MILAN, ITALY
LOC Rwy 17L

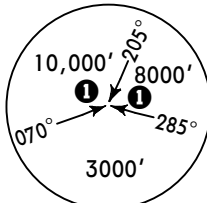


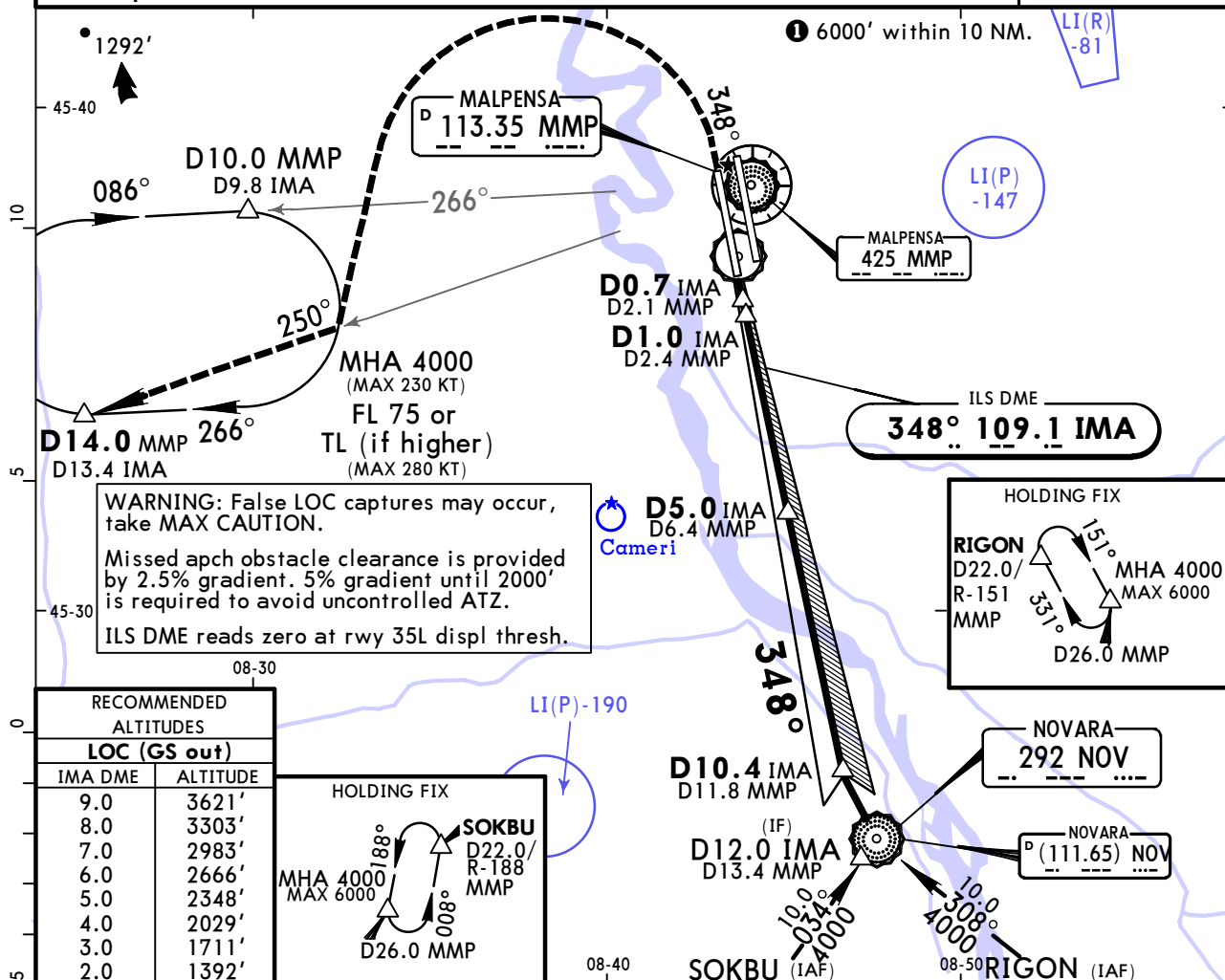
LIMC/MXP MALPENSA

JEPPESSEN

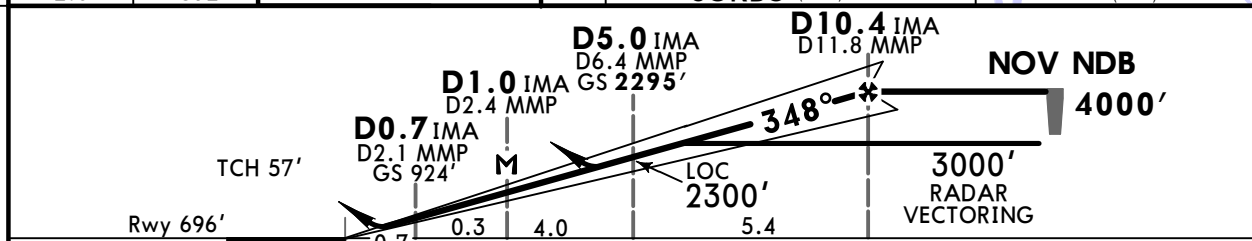
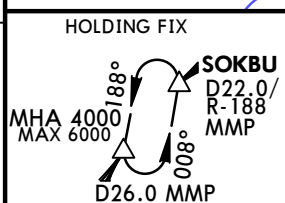
18 SEP 15 **(11-4)**

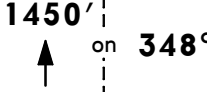
MILAN, ITALY ILS Z Rwy 35L

ATIS Arrival 120.025	MILAN Radar (APP) 125.630 126.750 134.175			MALPENSA Tower 128.350	West 121.9	Ground North 0600-1200 121.825 1400-2000 2100-0500 121.9
LOC IMA 109.1	Final Apch Crs 348°	GS D5.0 IMA 2295' (1599')	ILS DA(H) Refer to Minimums	Apt Elev 768'	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 DME required.	Rwy Elev: 25 hPa	Trans level: By ATC	Trans alt: 6000'	MSA MMP VOR		



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'



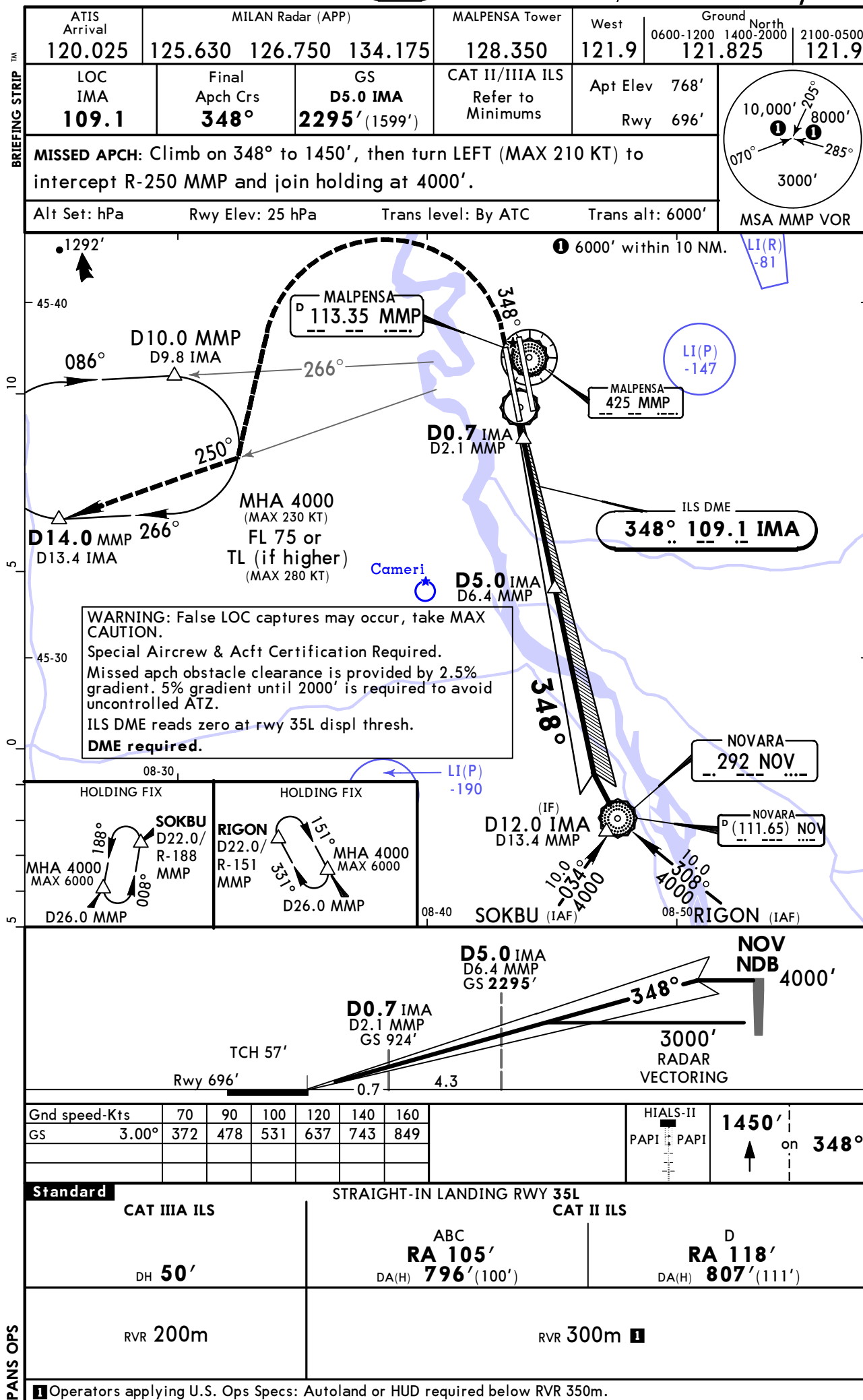
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI 
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D1.0 IMA/D2.1 MMP							

STRAIGHT-IN LANDING RWY 35L				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized West of airport	
DA(H) ABC: 896' (200') D: 898' (202')		DA(H) 1140' (444')			
FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A				100	1450' (682') 1500m
B			RVR 1500m	135	1450' (682') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	180	1650' (882') 2400m
D			RVR 1400m	205	1690' (922') 3600m

CHANGES: Approach frequency.

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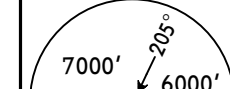
LIMC/MXP
MALPENSA
JEPPESSEN

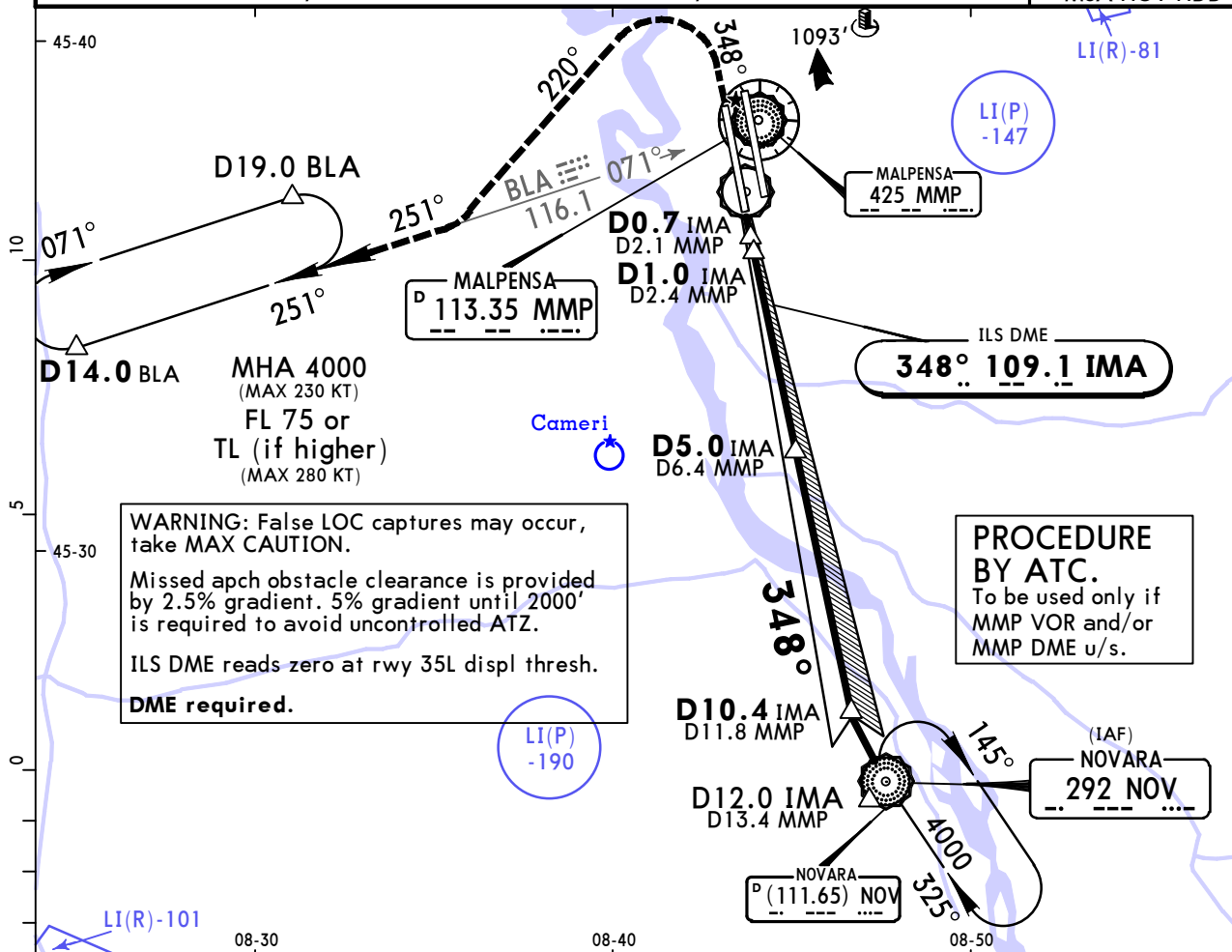
18 SEP 15 **11-4A**
MILAN, ITALY
CAT II/III ILS Z Rwy 35L


LIMC/MXP MALPENSA

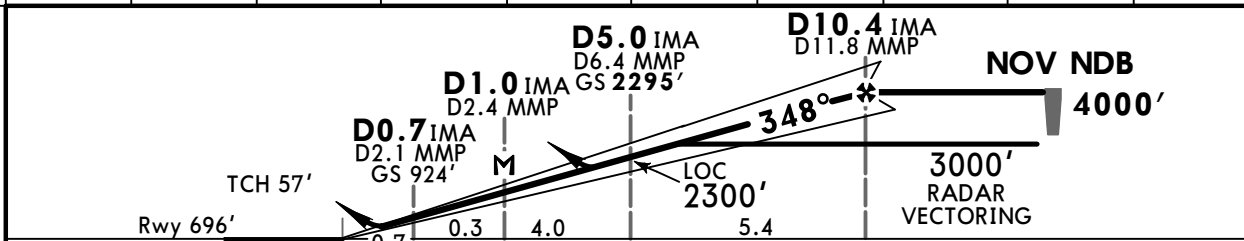
JEPPESSEN
18 SEP 15 (11-5)

MILAN, ITALY
ILS Y Rwy 35L

BRIEFING STRIP TM	ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	West	Ground North		
	120.025	125.630	126.750	134.175	128.350	121.9	0600-1200	1400-2000	2100-0500
							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) 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									



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	HIALS-II	
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI	PAPI
MAP at D1.0 IMA/D2.1 MMP							1450' on 348°	

STRAIGHT-IN LANDING RWY 35L				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized West of airport	
DA(H) ABC: 896' (200') D: 898' (202')		DA(H) 1140' (444')			
FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A				100	1450' (682') 1500m
B				135	1450' (682') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	180	1650' (882') 2400m
D				205	1690' (922') 3600m

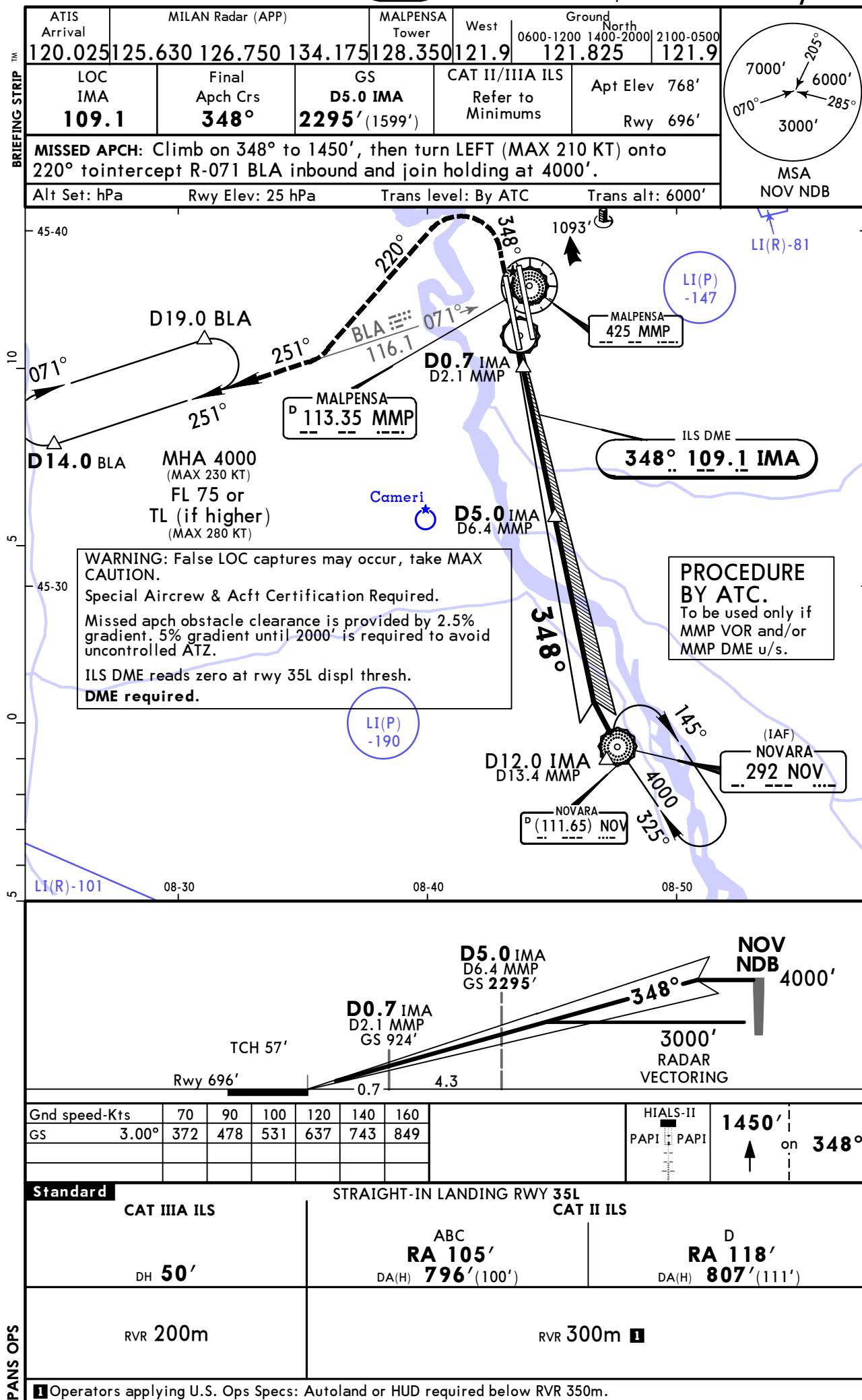
CHANGES: Approach frequency.

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18 SEP 15 **11-5A**

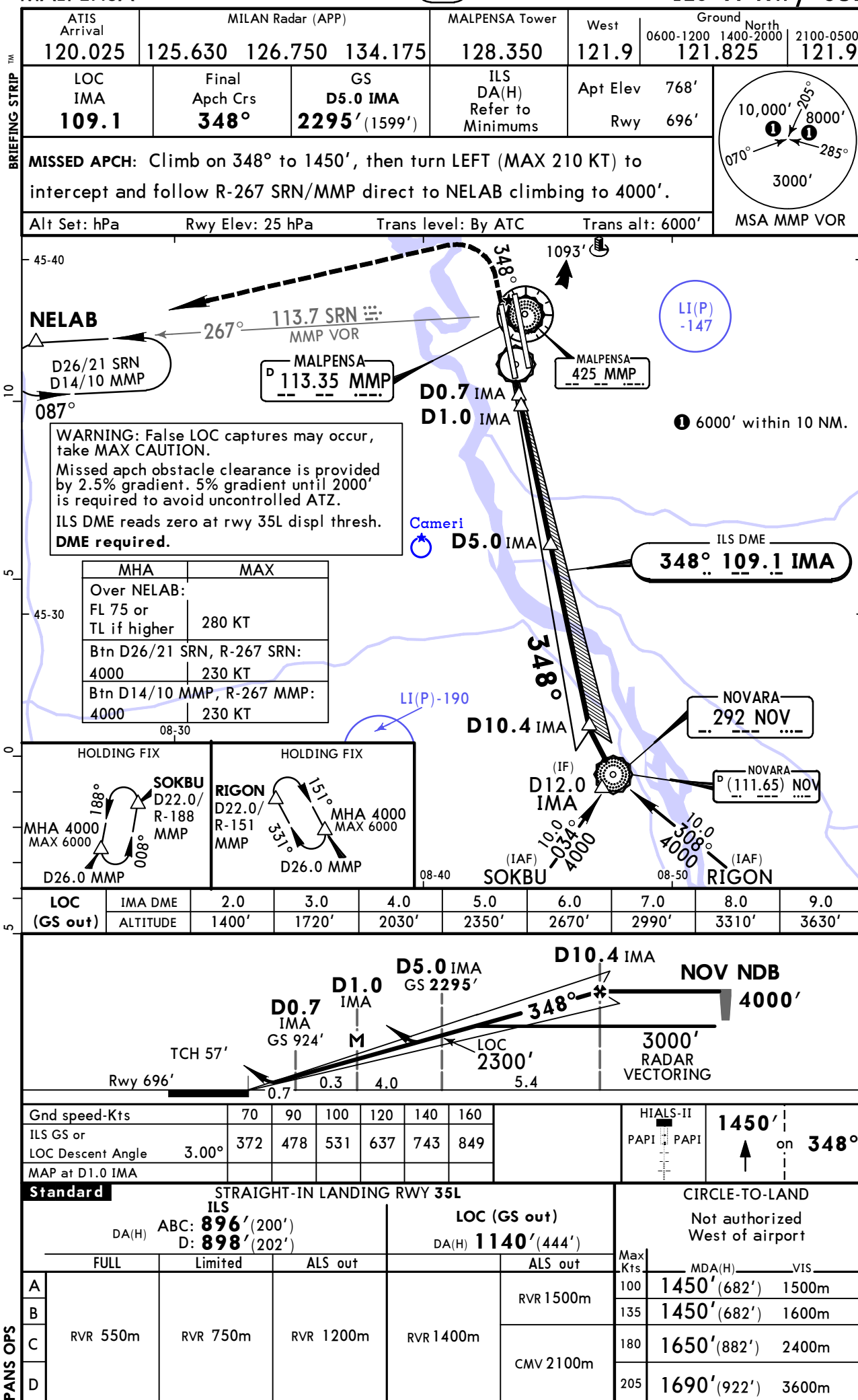
MILAN, ITALY
CAT II/III ILS Y Rwy 35L



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18 SEP 15 (11-6)

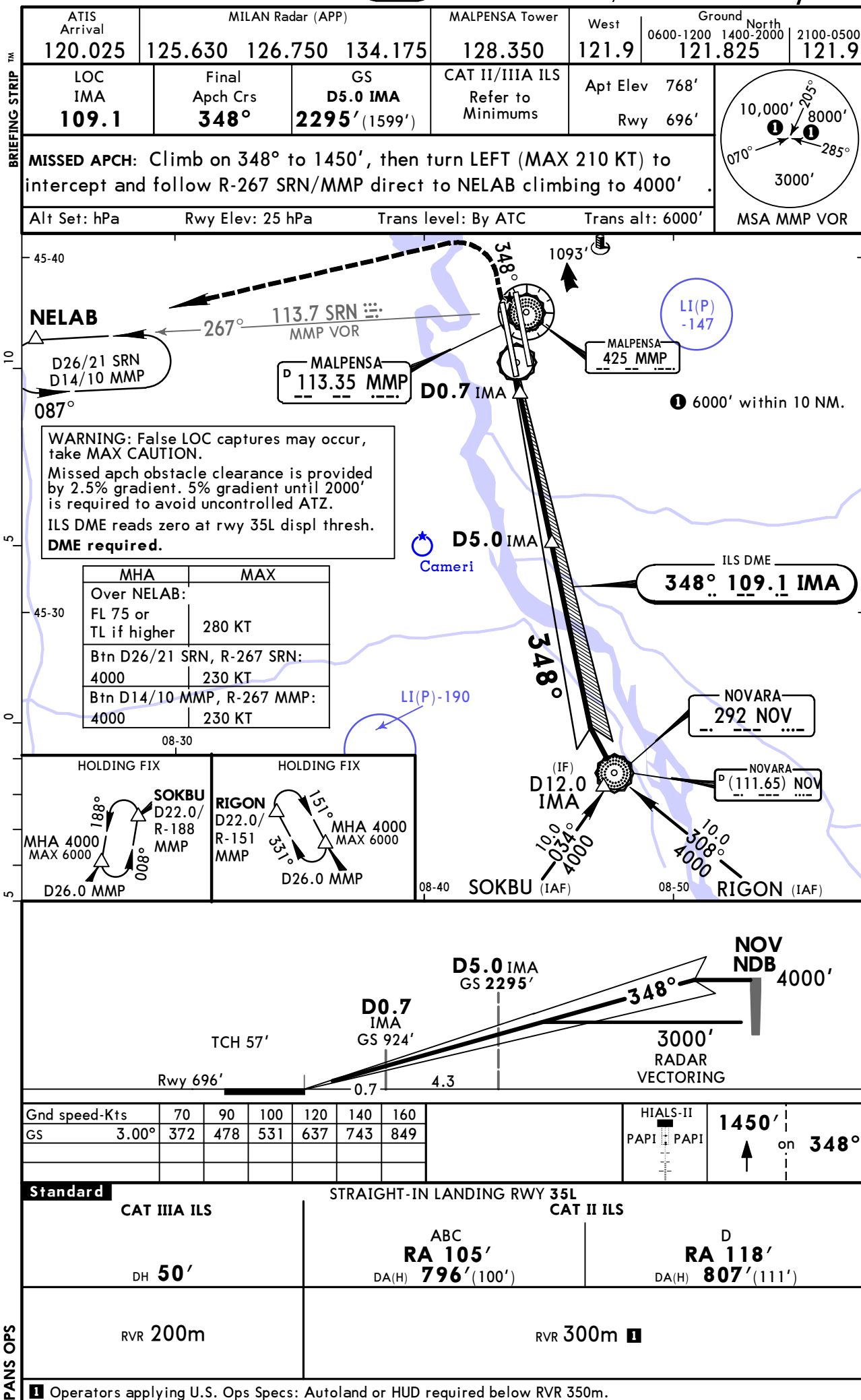
MILAN, ITALY
ILS X Rwy 35L



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JEPPESSEN
18 SEP 15 11-6A

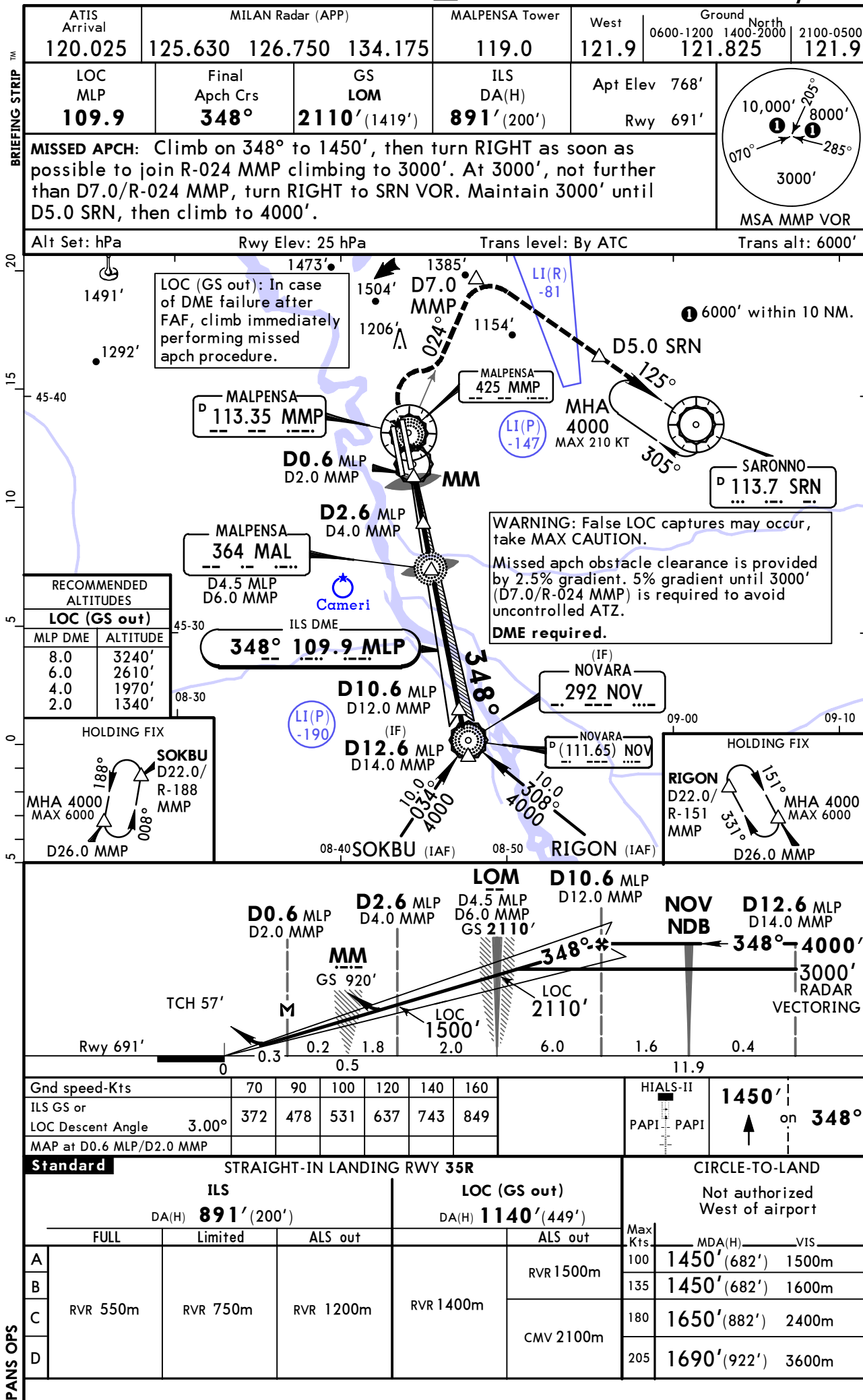
MILAN, ITALY
CAT II/III ILS X Rwy 35L

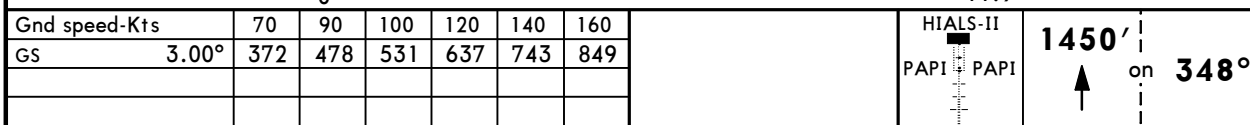
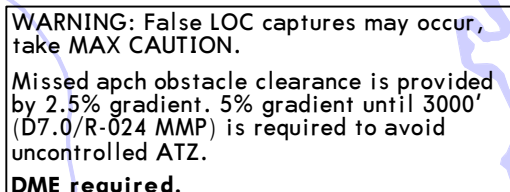


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JEPPESSEN
18 SEP 15 (11-7)

MILAN, ITALY
ILS Z Rwy 35R





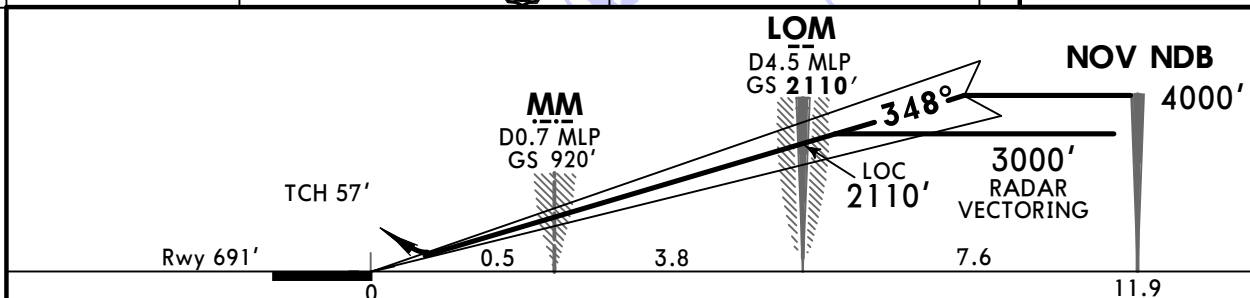
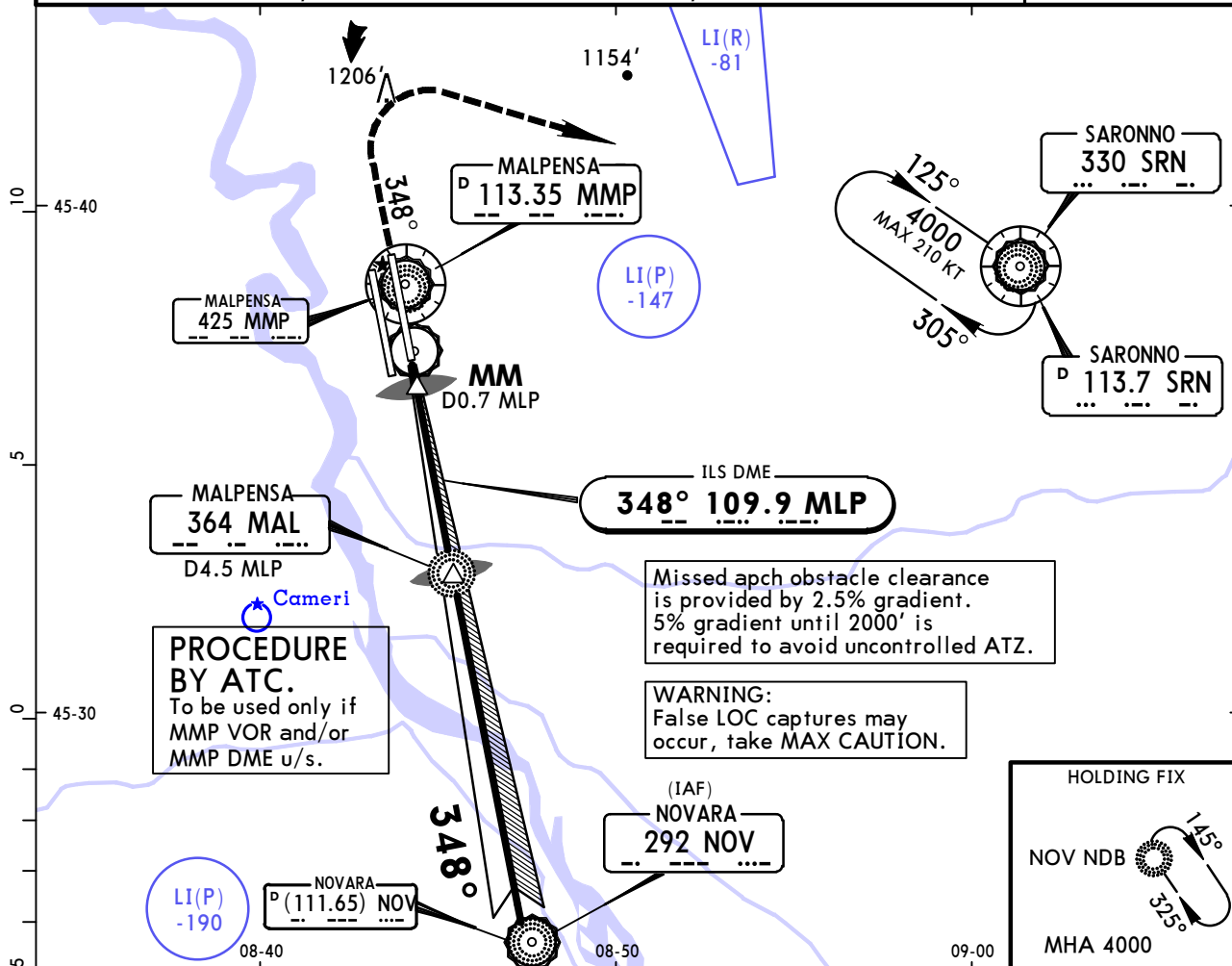
1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

LIMC/MXP
MALPENSA

JEPPESSEN
18 SEP 15 11-8

MILAN, ITALY
ILS Y Rwy 35R

BRIEFING STRIP™	ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	West	Ground North	
	120.025	125.630	126.750	134.175	119.0	121.9	0600-1200	1400-2000
							2100-0500	
	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/NDB 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		

Standard				STRAIGHT-IN LANDING RWY 35R		CIRCLE-TO-LAND	
ILS				LOC (GS out)		Not authorized West of airport	
DA(H) 891' (200')							
FULL		Limited	ALS out			Max Kts	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE		100	1450' (682') 1500m
B						135	1450' (682') 1600m
C						180	1650' (882') 2400m
D						205	1690' (922') 3600m

CHANGES: Approach frequency.

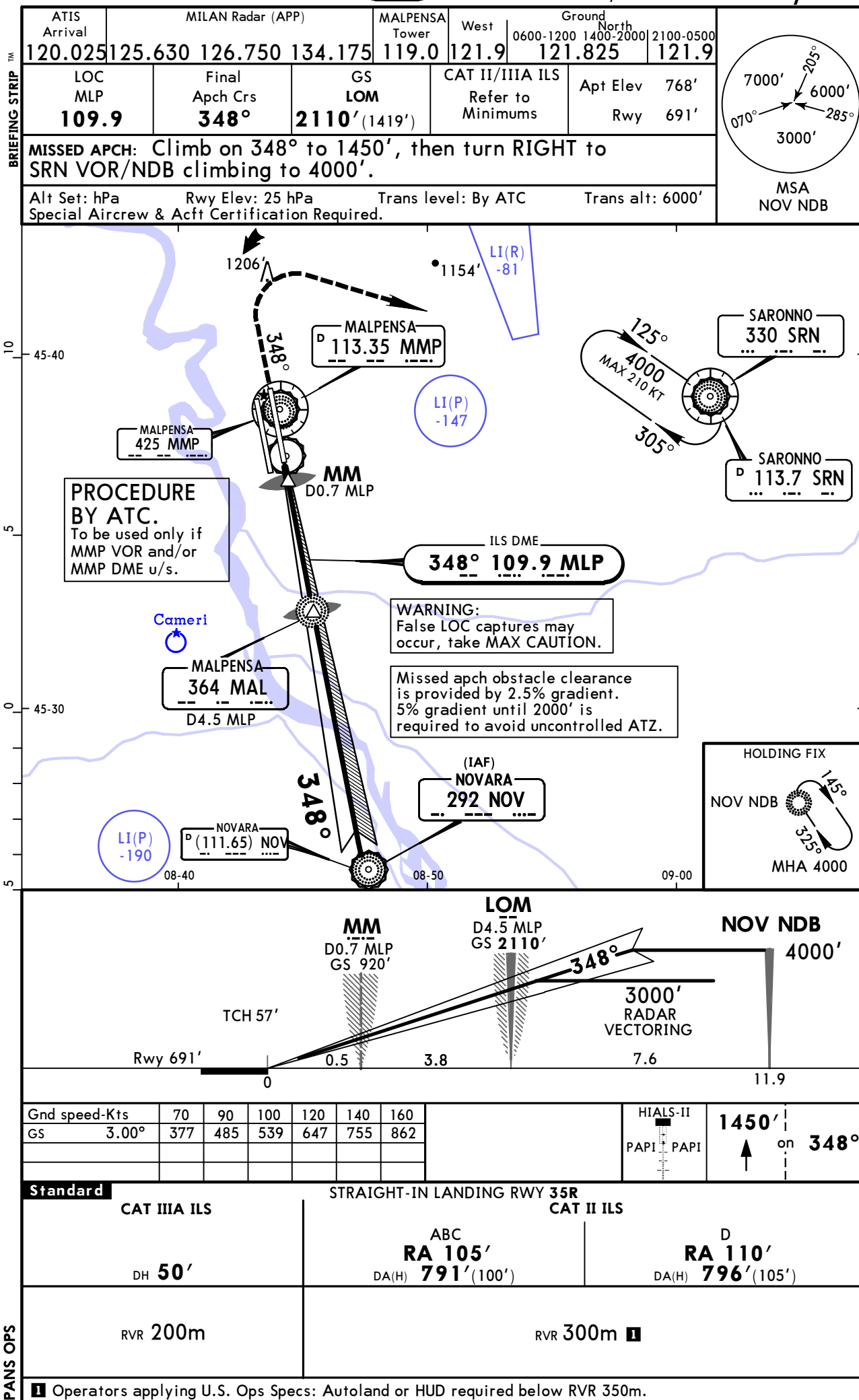
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18 SEP 15

11-8A

MILAN, ITALY
CAT II/III ILS Y Rwy 35R

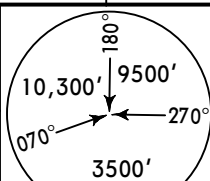


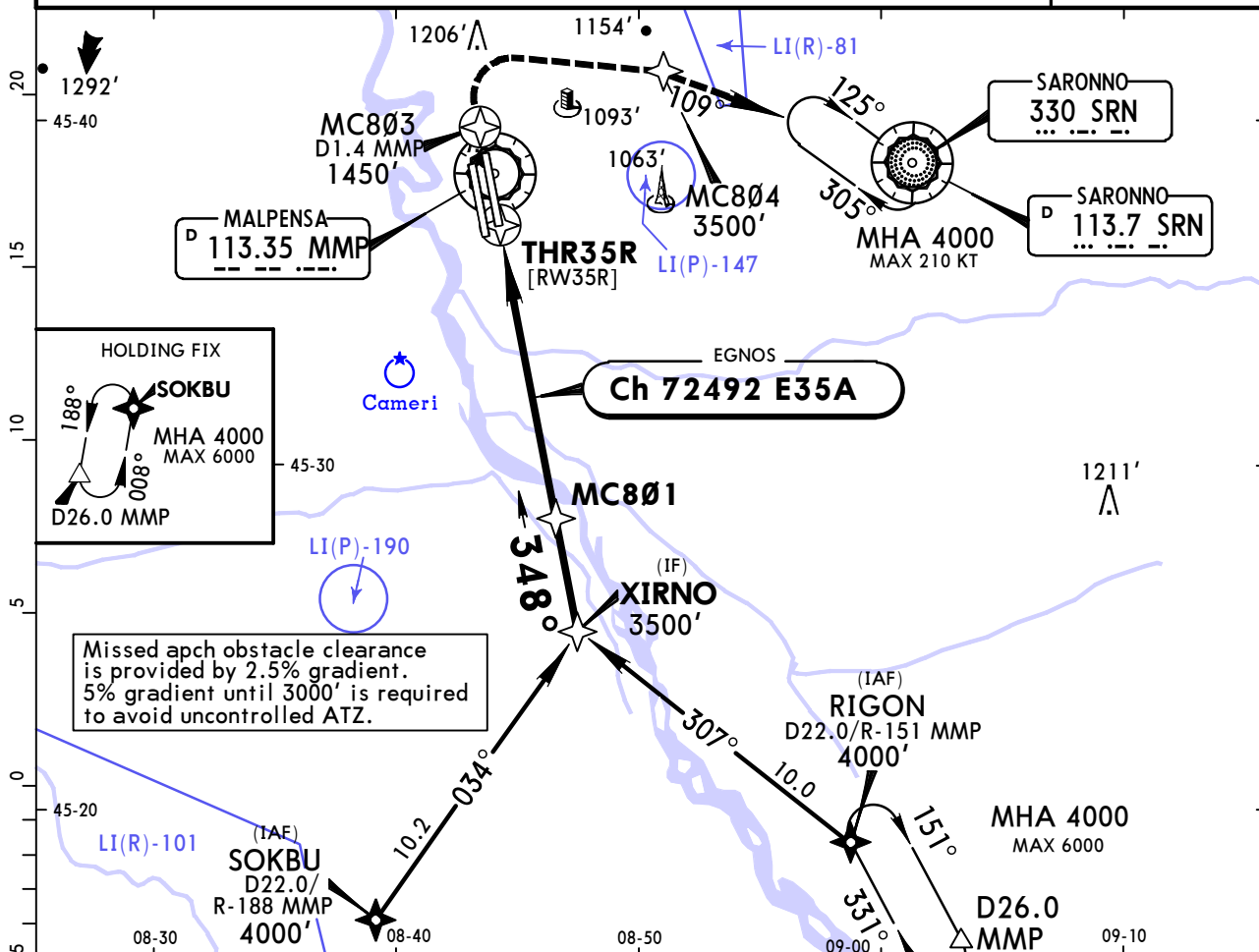
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LIMC/MXP
MALPENSA

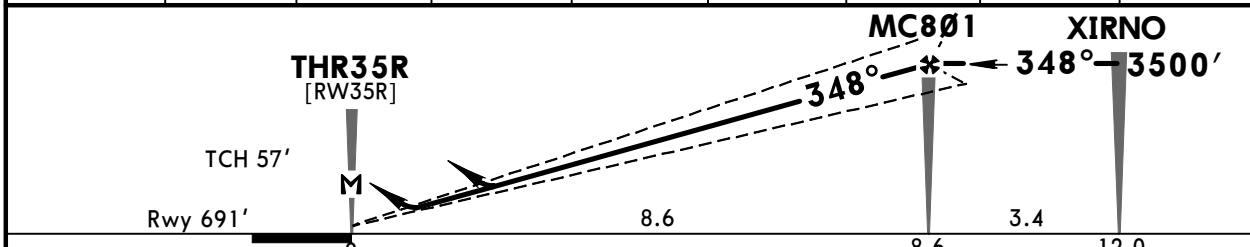
JEPPESSEN
18 SEP 15 **(12-2)**

MILAN, ITALY
RNAV (GNSS) Rwy 35R

BRIEFING STRIP™	ATIS Arrival 120.025	MILAN Radar (APP) 125.630 126.750 134.175			MALPENSA Tower 119.0	West 121.9	Ground North 0600-1200 121.825 1400-2000 2100-0500 121.9
	EGNOS Ch 72492 E35A	Final Apch Crs 348°	Minimum Alt MC801 3500' (2809')	LPV DA(H) Refer to Minimums	Apt Elev 768' Rwy 691'		
	MISSED APCH: Climb on 348° to 1450'. At MC803/D1.4 MMP climbing turn RIGHT (MAX 200 KT) to 4000' to MC804 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	HIALS-II PAPI PAPI 1450' on 348°
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at THR35R							

PANS OPS	STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND	
	LPV				Not authorized West of airport	
	A: 969' (278') C: 989' (298') B: 981' (290') D: 1000' (309')				DA(H) 1200' (509')	
	ALS out		ALS out		Max Kts	MDA(H) VIS
A	RVR 1300m		RVR 1500m		100	1450' (682') 1500m
B	RVR 750m I		RVR 1500m		135	1450' (682') 1600m
C	RVR 1400m		RVR 1600m		180	1650' (882') 2400m
D			CMV 2400m		205	1690' (922') 3600m

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

CHANGES: Approach frequency.

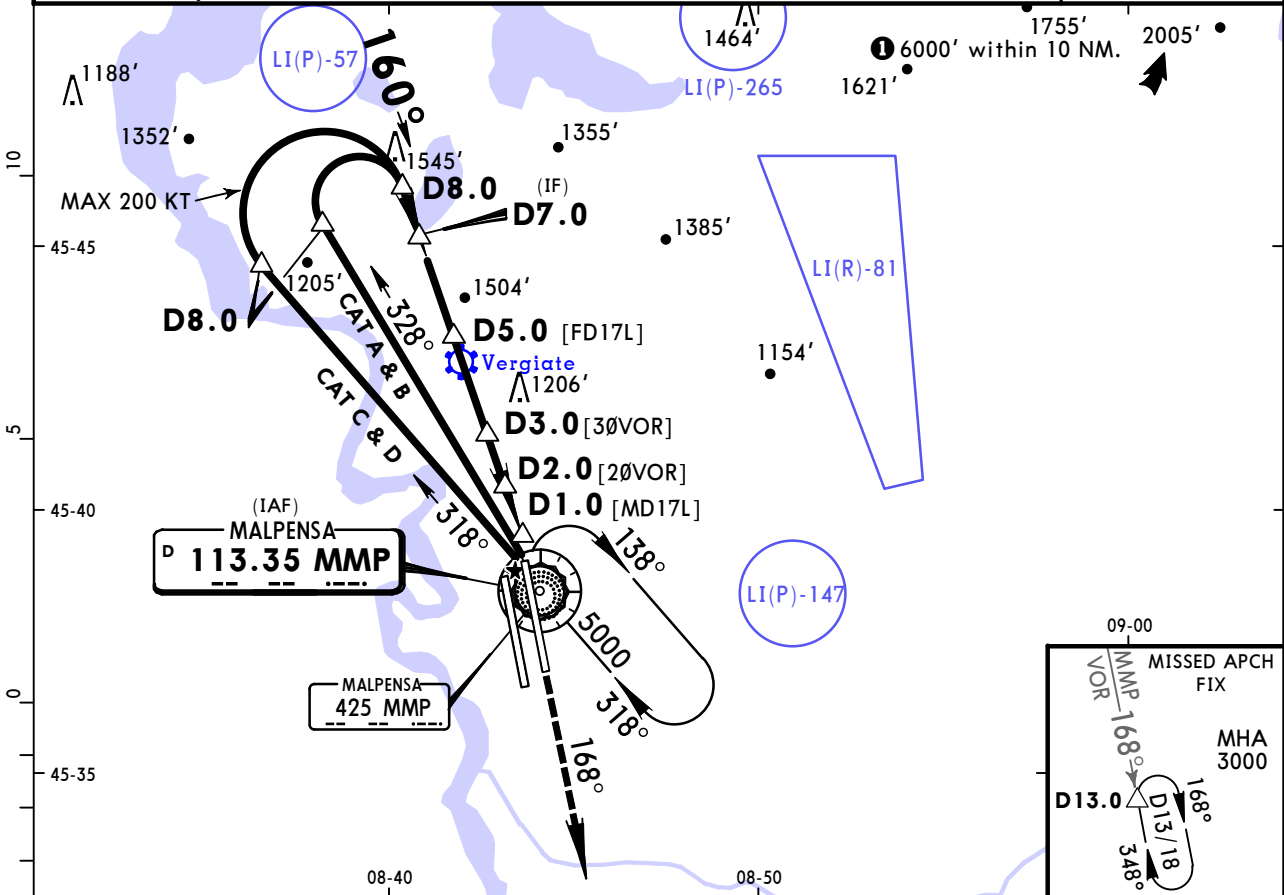
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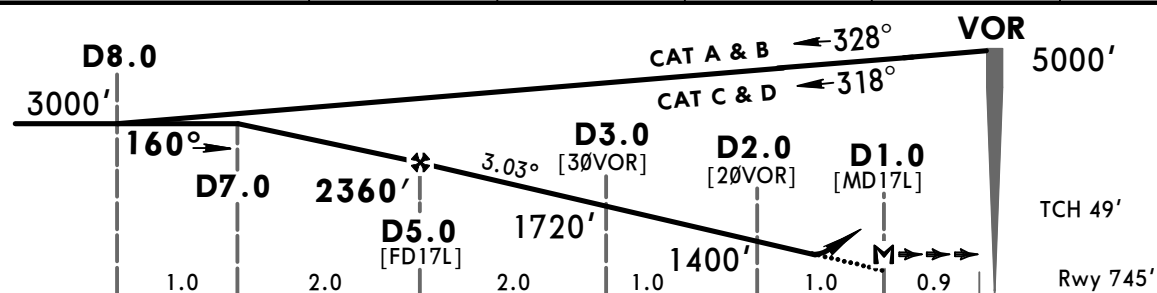
JEPPESSEN
18 SEP 15 **(13-1)**

MILAN, ITALY
VOR Rwy 17L

BRIEFING STRIP™	ATIS Arrival		MILAN Radar (APP)		MALPENSA Tower		West		Ground North		
	120.025		125.630 126.750 134.175		119.0		121.9		0600-1200	1400-2000	2100-0500
									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											



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
MAP at D1.0						

Standard STRAIGHT-IN LANDING RWY 17L

DA(H) **1300'** (555')

ALS out

A RVR 1500m

B RVR 1800m

C CMV 2500m

D

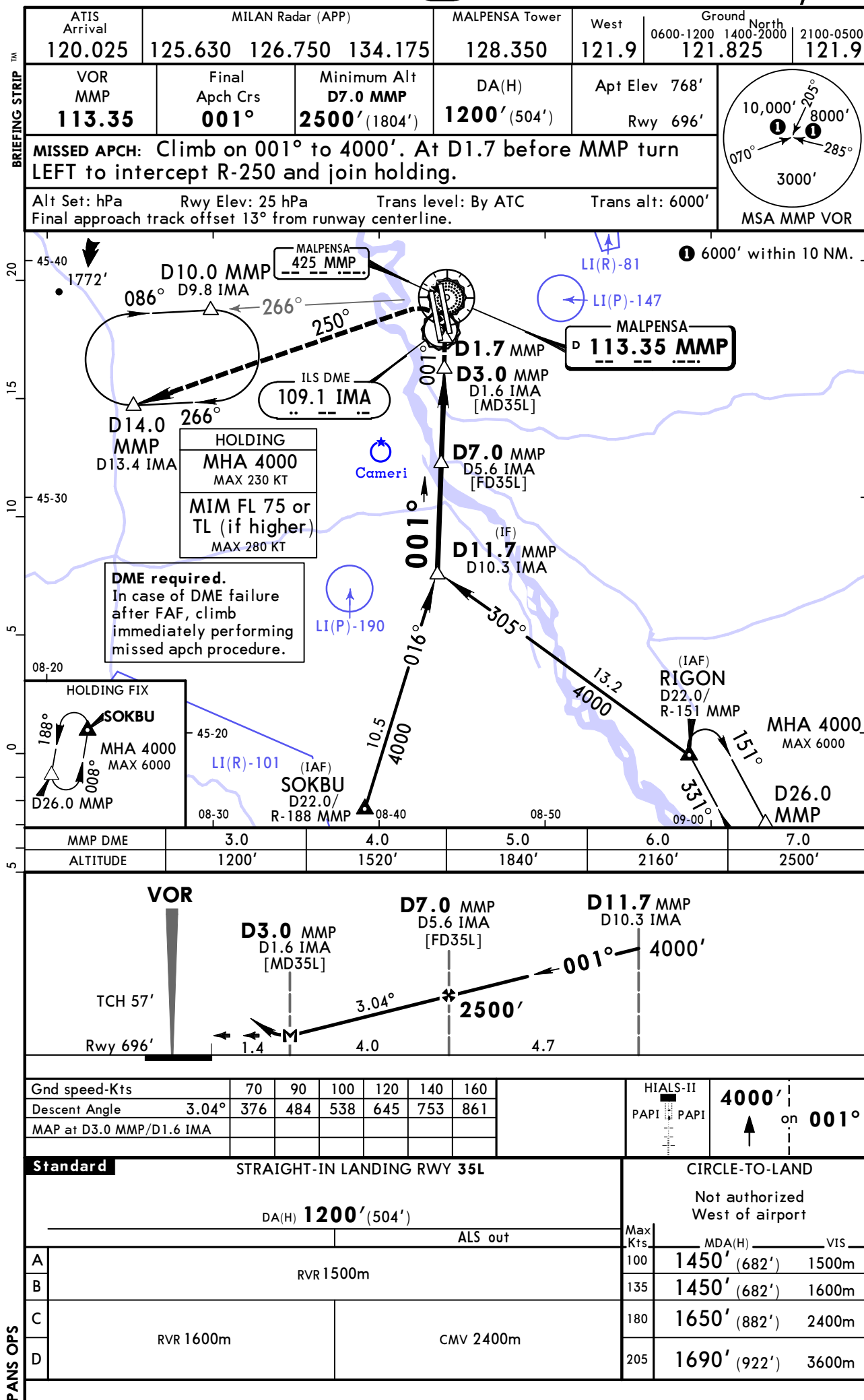
CIRCLE-TO-LAND TO RWY 17R

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

LIMC/MXP
MALPENSA

JEPPESSEN
18 SEP 15 **(13-2)**

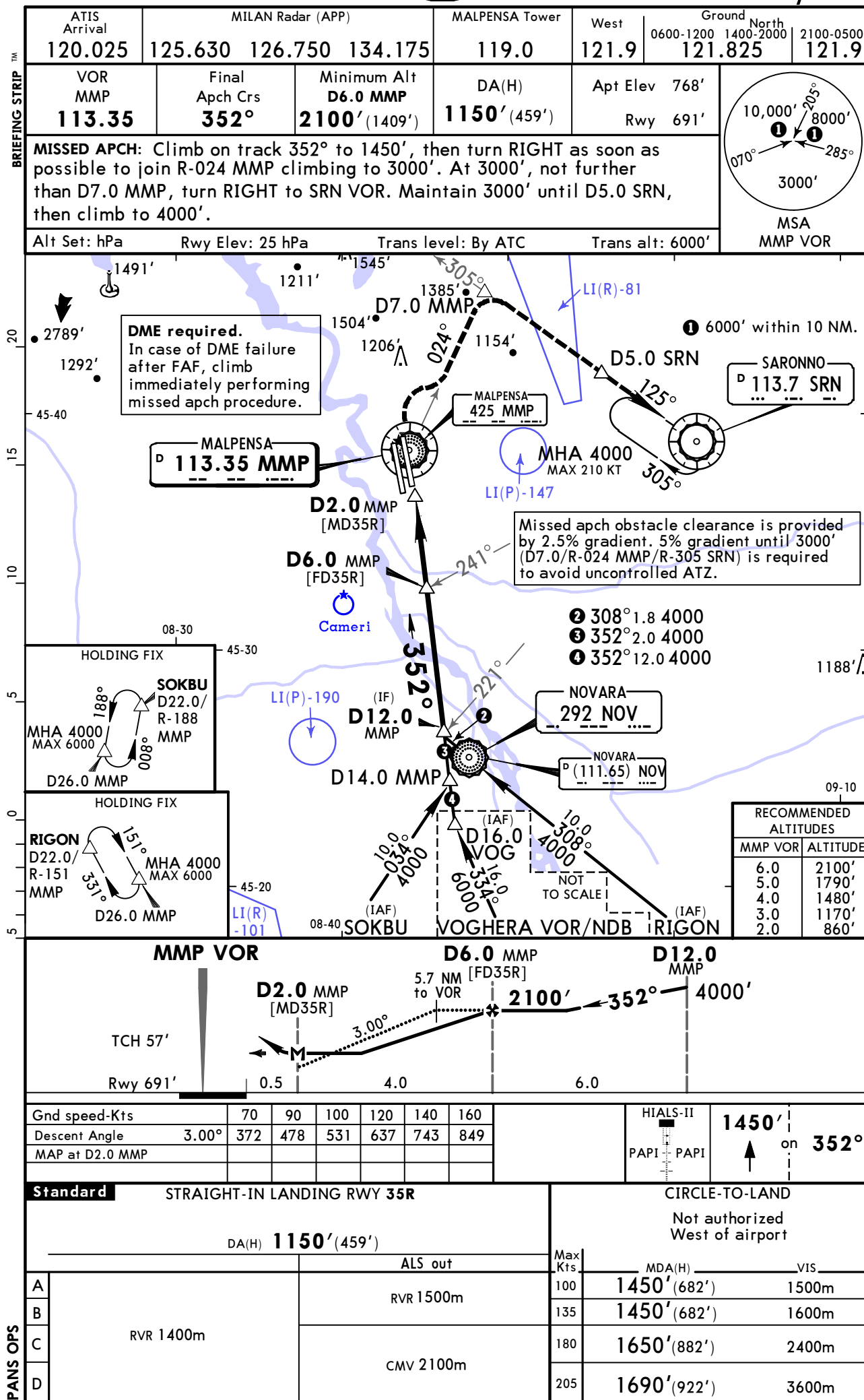
MILAN, ITALY
VOR Rwy 35L



LIMC/MXP MALPENSA

18 SEP 15 **(13-3)**

MILAN, ITALY VOR Rwy 35R

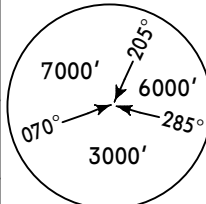


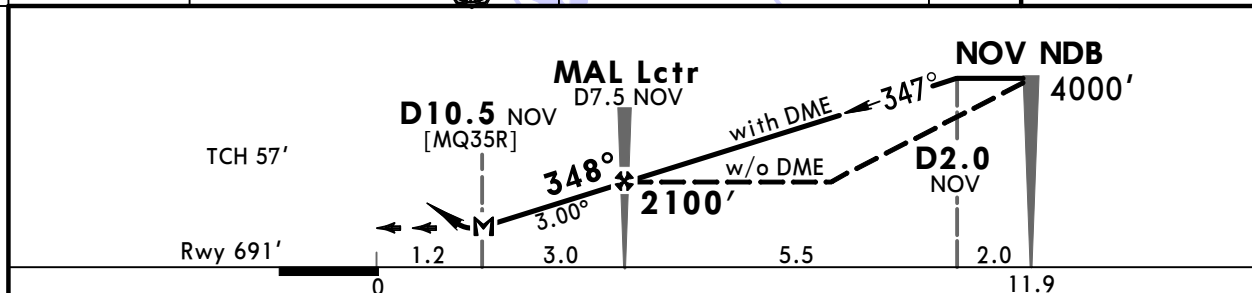
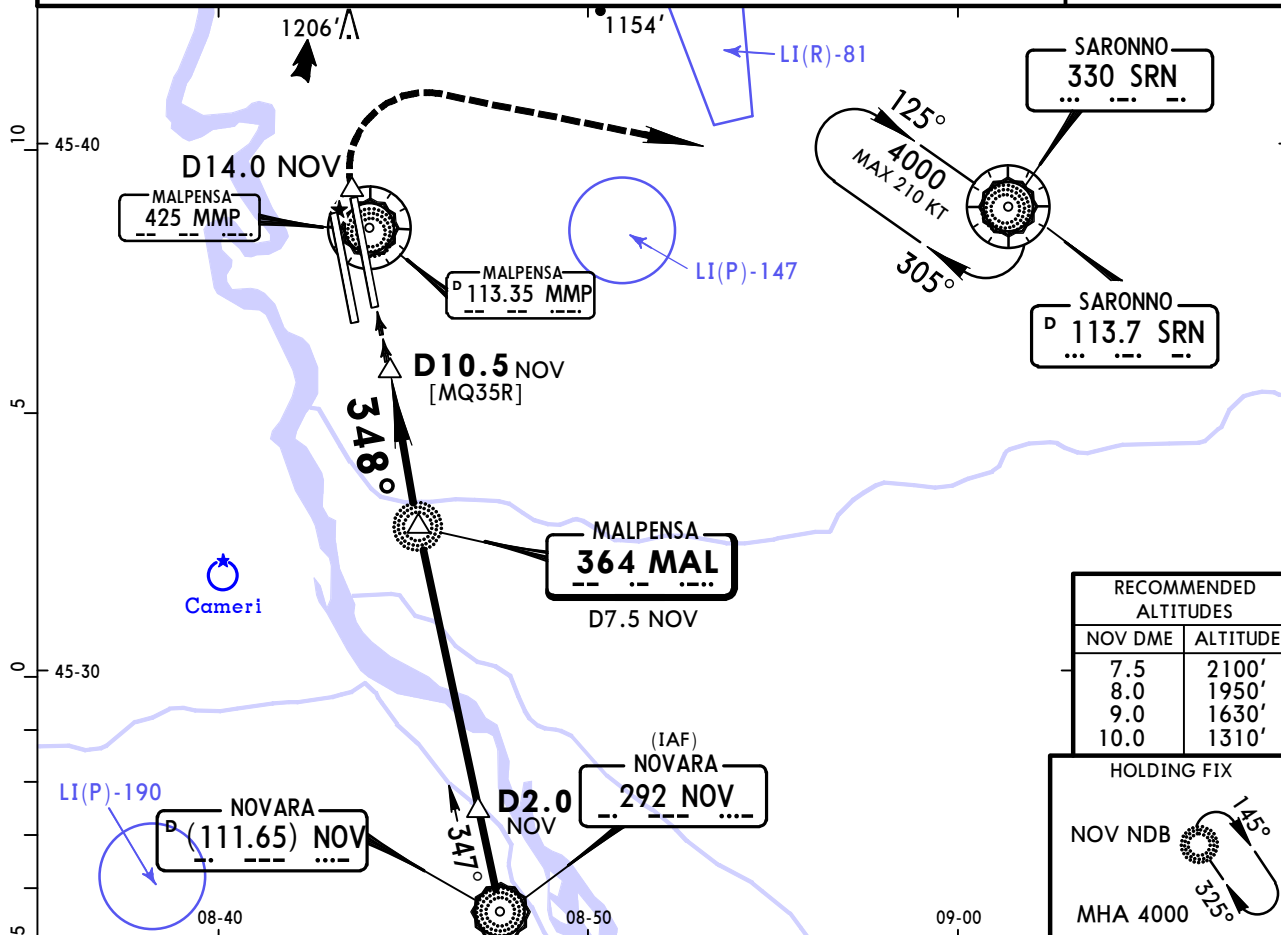
LIMC/MXP
MALPENSA

JEPPESSEN
18 SEP 15 **(16-1)**

MILAN, ITALY
LOCATOR Rwy 35R

BRIEFING STRIP™

ATIS Arrival		MILAN Radar (APP)			MALPENSA Tower		West		Ground North		2100-0500				
120.025		125.630		126.750		134.175		119.0		121.9		121.825		121.9	
Lctr MAL 364		Final Apch Crs 348°		Minimum Alt MAL Lctr 2100' (1409')		DA(H) (CONDITIONAL) 1150' (459')		Apt Elev 768' Rwy 691'		 MSA NOV NDB					
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.															



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 348° D14.0 NOV or 1450'
Descent Angle	3.00°	372	478	531	637	743	
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	

Standard STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND	
With DME		W/o DME		Not authorized West of airport	
DA(H) 1150' (459')		DA(H) 1300' (609')		Max Kts	MDA(H) VIS
ALS out		ALS out		100	1380' (612') 1500m
A	RVR 1500m	RVR 1500m		135	1420' (652') 1600m
		RVR 1500m		180	1600' (832') 2400m
B	RVR 1400m	RVR 1400m		205	1670' (902') 3600m
C	CMV 2100m	CMV 2100m	CMV 2400m		
D	CMV 2100m	CMV 2100m	CMV 2400m		

CHANGES: Approach frequency.

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Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MILAN, (MALPENSA - LIMC)				
DEL	GEN 1S, GOLAS 2S, PAR 1R,...	10-2F	25 Dec 2015	07 Jan 2016
ADD	GEN1S, GOLAS2S, OSBUL1R, ...	10-2F	25 Dec 2015	07 Jan 2016
REV	RNAV SID DESIGNATION INDE...	10-3	25 Dec 2015	07 Jan 2016
REV	SID DESIGNATION INDEX	10-3A	25 Dec 2015	07 Jan 2016
ADD	EKPAL, LOGDI, OSBUL, PIKO...	10-3V1	25 Dec 2015	07 Jan 2016
DEL	EKPAL, LOGDI, PAR, PIKOT ...	10-3V1	25 Dec 2015	07 Jan 2016
REV	ABESI & CANNE 9Q TRANS	10-3V2	25 Dec 2015	07 Jan 2016
ADD	EKPAL, LOGDI, OSKOR, OSBU...	10-3V3	25 Dec 2015	07 Jan 2016
DEL	EKPAL, LOGDI, OSKOR, PAR,...	10-3V3	25 Dec 2015	07 Jan 2016
ADD	EKPAL, OSBUL & VOG 5J, OS...	10-3V4	25 Dec 2015	07 Jan 2016
DEL	EKPAL, PAR & VOG 5J, OSKO...	10-3V4	25 Dec 2015	07 Jan 2016
ADD	EKPAL,LOGDI, OSBUL, PIKOT...	10-3V5	25 Dec 2015	07 Jan 2016
DEL	EKPAL,LOGDI, PIKOT, VOG 5...	10-3V5	25 Dec 2015	07 Jan 2016
DEL	EKPAL, LOGDI & PIKOT 5U, ...	10-3V6	25 Dec 2015	07 Jan 2016
ADD	EKPAL, LOGDI, OSBUL & PIK...	10-3V6	25 Dec 2015	07 Jan 2016

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIMC