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Airport Information For LIMC

Terminal Charts For LIMC

Revision Letter For Cycle 13-2016

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: 0335 Z
Sunset: 1917 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: 125.630

Milan Radar Approach: 126.750

Milan Radar Approach: 134.175

Milan Radar Approach: 132.705

Milan Radar Approach: 118.805

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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

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 the 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 the 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 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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AIRPORT BRIEFING

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.

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.

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

TWY C between TWY E and TWY CH, TWY DA, DE, K and WB available for ACFT MAX wingspan 224.7'/68.5m.

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 213.25'/65m 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.

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1. GENERAL

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.

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.

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AIRPORT BRIEFING

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. COMMUNICATION FAILURE

Whenever an ACFT operating on the manoeuvring area experiences a radio failure, regardless of visual conditions, it shall vacate the RWY and sensitive areas on the appropriate TWY, maintain position and wait for the follow-me car to reach the parking stand.

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

2.4.1. GENERAL

RWY 35L preferential for code F ACFT landing.

2.4.2. 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.

2.5. TAXI PROCEDURES

2.5.1. TAXI ROUTINE

2.5.1.1. 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).

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2. ARRIVAL

2.5.1.2. 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).

2.5.1.3. 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).

2.5.1.4. 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).

2.6. OTHER INFORMATION**WARNING:**ACFT taxiing independently on TWY H underneath short final RWY 35L.**2.6.1. 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.

2.6.2. RADAR SEPARATION ON FINAL APPROACH

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

2.6.3. "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, continuously, 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.

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2. ARRIVAL

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

2.6.4.1. 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.

2.6.4.2. 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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AIRPORT BRIEFING

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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AIRPORT BRIEFING

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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AIRPORT BRIEFING

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.

LIMC/MXP
MALPENSA**JEPPESSEN**
15 APR 16 **10-1P12****Eff 28 Apr****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:

- 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'.

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MALPENSA**JEPPesen**
15 APR 16 **(10-1P13)****Eff 28 Apr****MILAN, ITALY****AIRPORT BRIEFING**

3. DEPARTURE

3.5. COMMUNICATION FAILURE

Whenever an ACFT operating on the manoeuvring area experiences a radio failure, regardless of visual conditions, it shall continue taxiing, along the assigned route, to the clearance limit position, paying particular attention in avoiding any diversion. In this position, ACFT shall wait for the follow-me car to go back to his parking position.

3.6. RWY OPERATIONS**3.6.1. 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.

3.6.2. 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.

3.7. OTHER INFORMATION

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

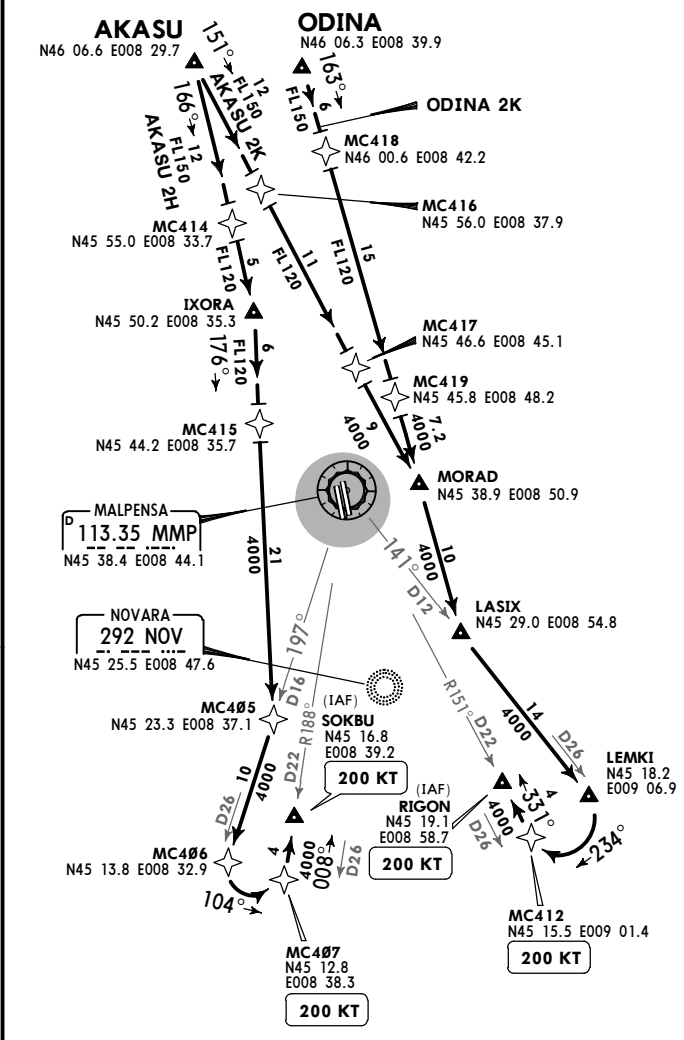
LIMC/MXP
MALPENSA

JEPPESSEN
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.
-------------------------	------------------	---

AKASU 2H [AKAS2H] , AKASU 2K [AKAS2K]
ODINA 2K [ODIN2K]
P-RNAV ARRIVALS



HOLDINGS OVER NOV

RIGON

SOKBU

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

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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P-RNAV ARRIVAL

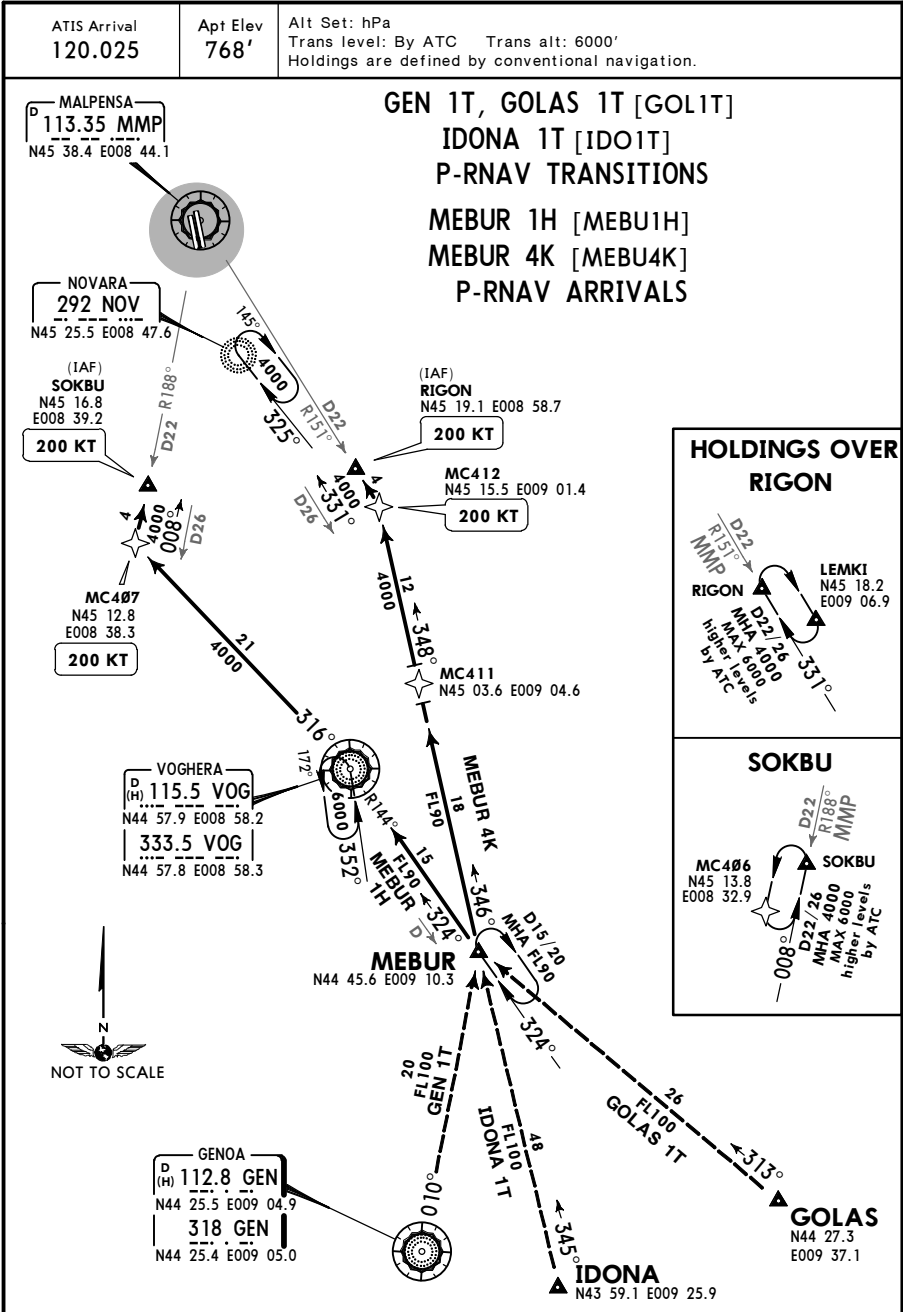


TRANSITION		ROUTING
LUSIL 1R		LUSIL - MC401 - SRN.
OSKOR 1R		OSKOR - SRN.
STAR	ROUTING	
SRN 4K	SRN - LEMKI - MC412 (K200) - RIGON (K200).	

LIMC/MXP
MALPENSA

JEYPESEN
19 JUN 15 10-2B Eff 25 Jun

MILAN, ITALY
RNAV STAR



LIMC/MXP
MALPENSA

JEPPESSEN
19 JUN 15 (10-2C) Eff 25 Jun

MILAN, ITALY
RNAV STAR

ATIS Arrival
120.025

Apt Elev
768'

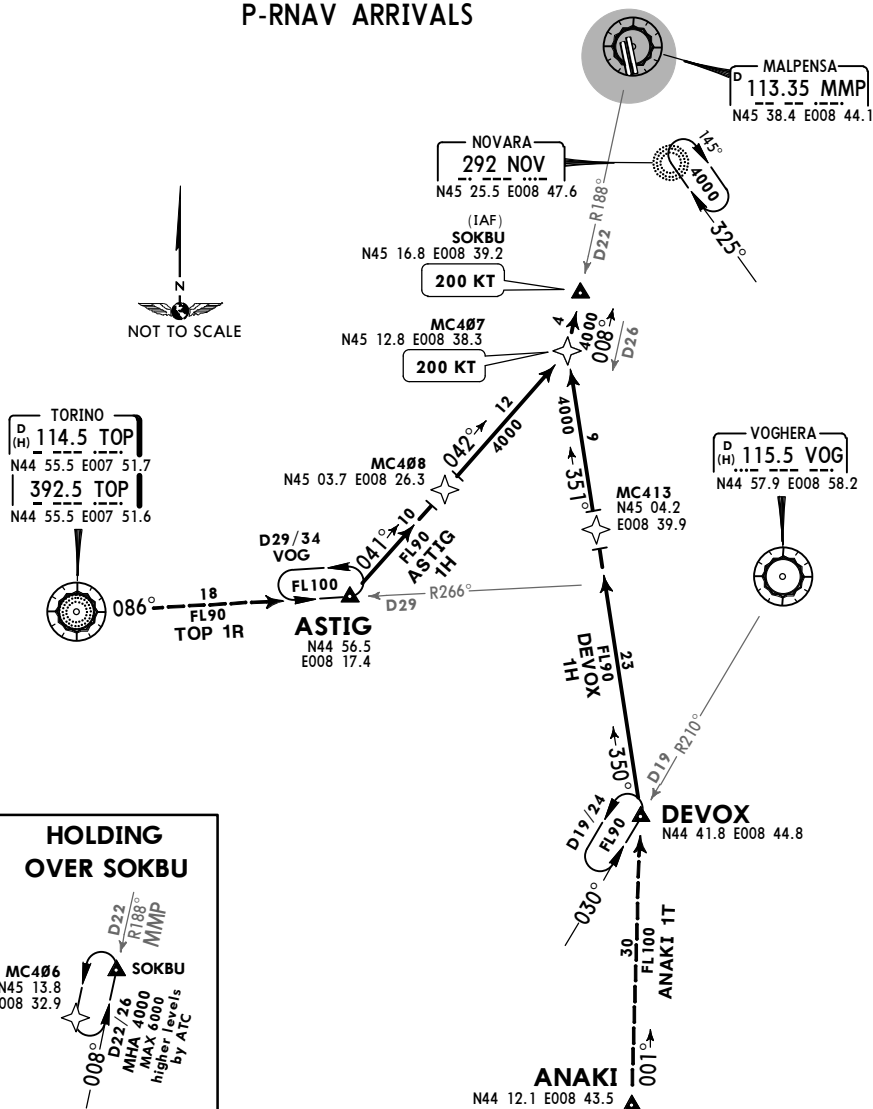
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'
Holdings are defined by conventional navigation.

ANAKI 1T [ANA1T], TOP 1R

P-RNAV TRANSITIONS

ASTIG 1H [AST11H], DEVOX 1H [DEVO1H]

P-RNAV ARRIVALS



LIMC/MXP
MALPENSA

JEPPESSEN
19 JUN 15 (10-2D) Eff 25 Jun

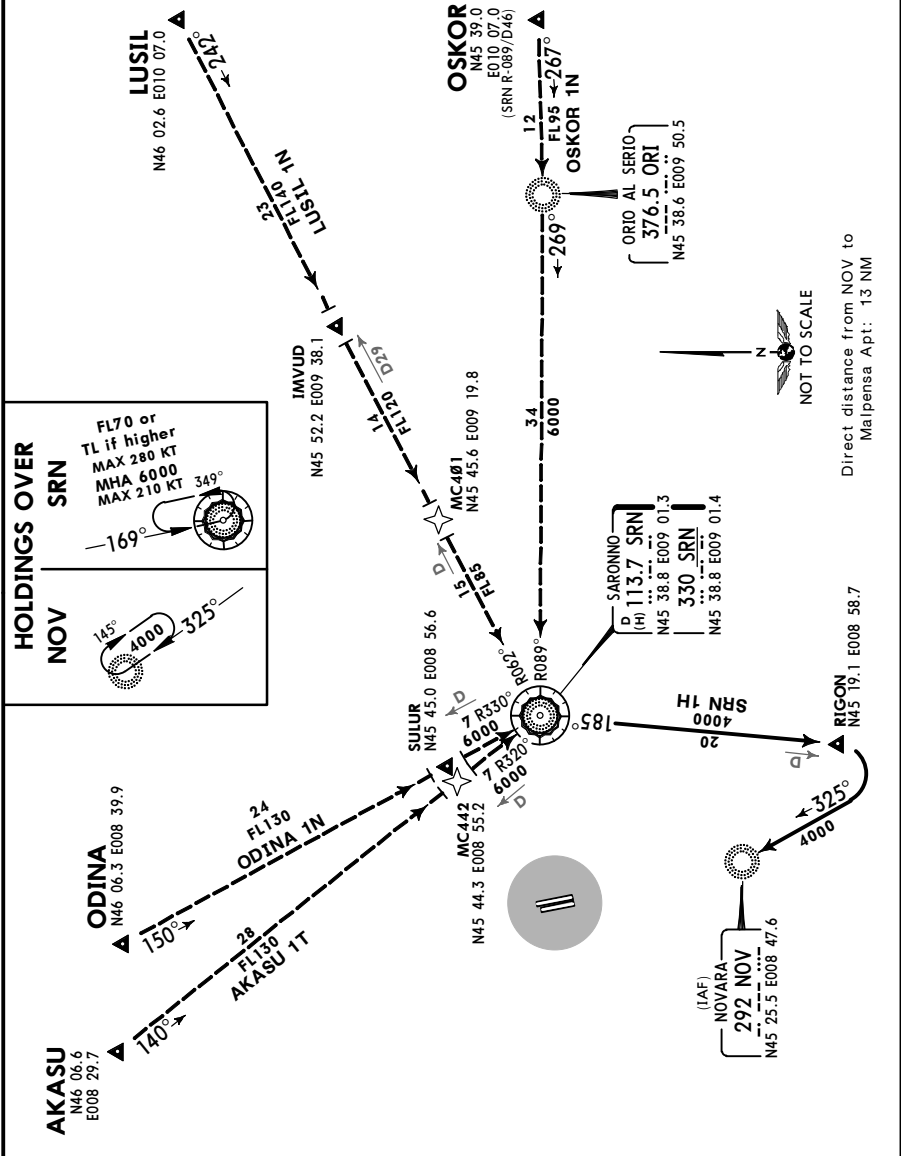
MILAN, ITALY
STAR

ATIS Arrival 120.025	Apt Elev 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



LIMC/MXP
MALPENSA

JEPPESSEN
19 JUN 15 (10-2E) Eff 25 Jun

MILAN, ITALY
STAR

ATIS Arrival
120.025

Apt Elev
768'

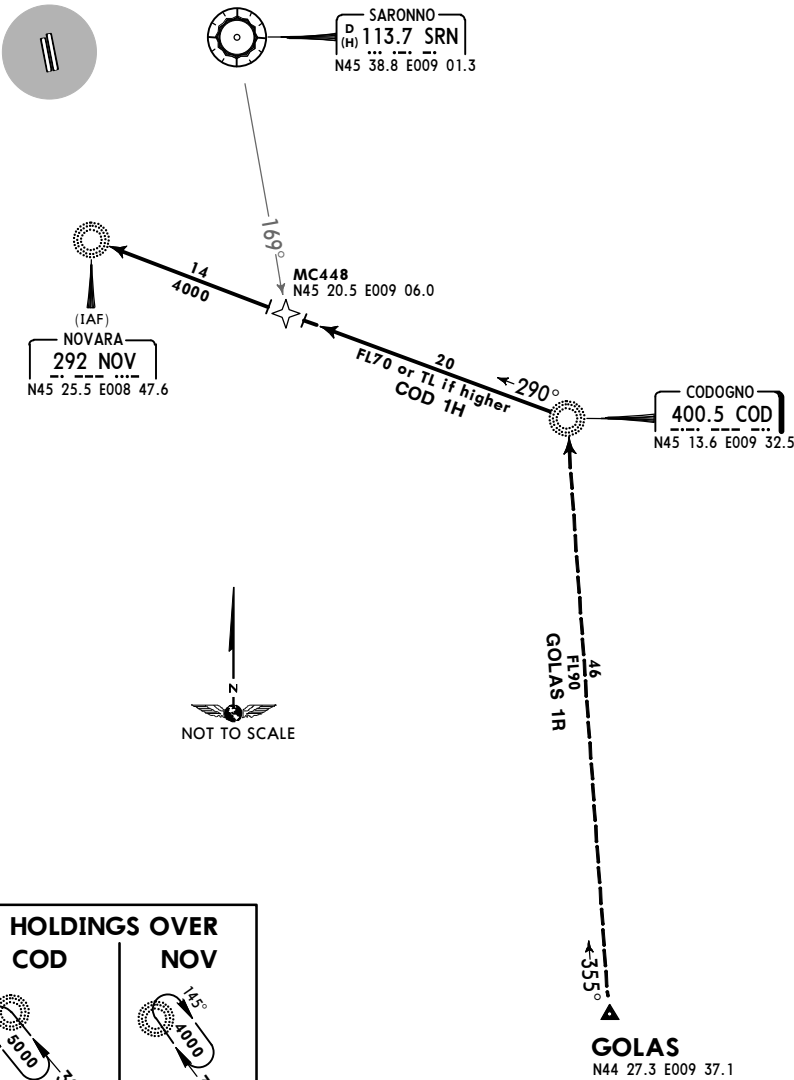
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

GOLAS 1R [GOL1R]
TRANSITION

COD 1H
ARRIVAL

BY ATC

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



HOLDINGS OVER
COD NOV



Direct distance from NOV to
Malpensa Apt: 13 NM

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MALPENSA

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

LIMC/MXP
MALPENSA

 **JEPPESSEN**
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

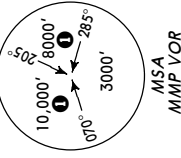
LMC/MXP
MALPENSA

JEPPESSEN
30 JAN 15 10-3B Eff 5 Feb

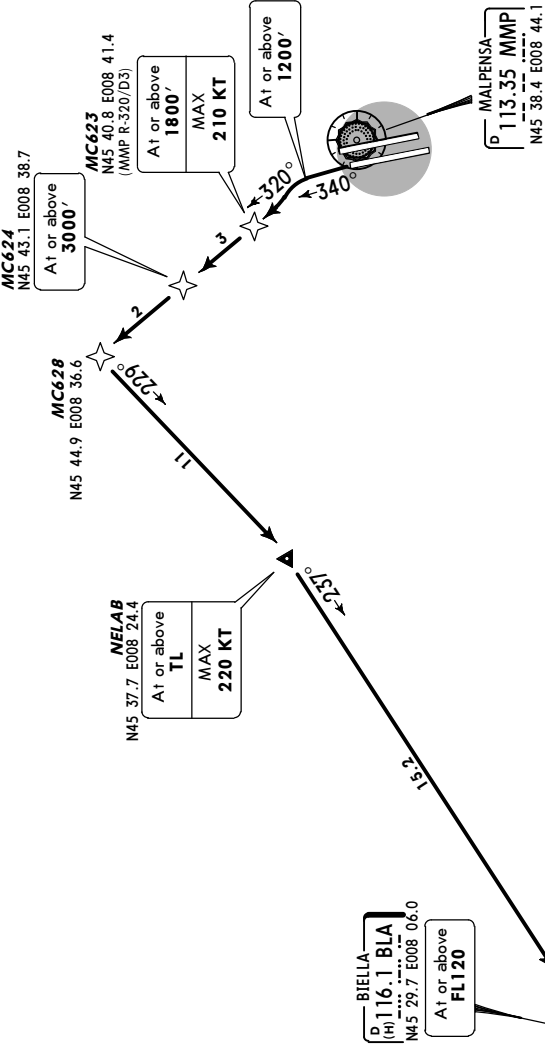
MILAN, ITALY
RNAV SID

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.

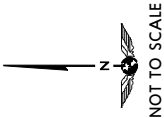


BLA 5L
RWY 35L RNAV DEPARTURE
RNAV 1
FOR TRANSITIONS FROM BLA REFER
TO CHARTS 10-3V8 & 10-3W



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, 320° track to MC623 -
MC624 - MC628, turn LEFT to NELAB, then to BLA.

BIELLA
D 116.1 BLA
(H) :... :...
N45 29.7 E08 06.0

At or above
FL120

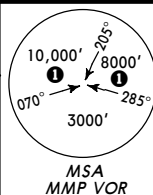
LIMC/MXP
MALPENSA

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

MILAN, ITALY
RNAV SID

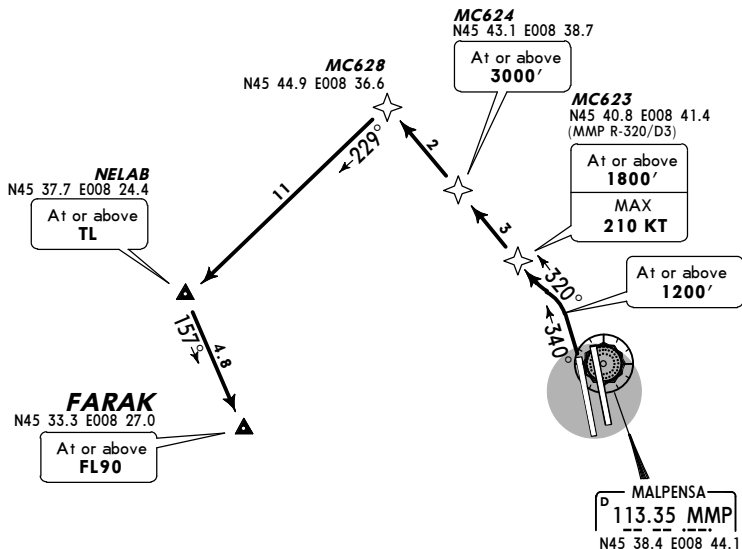
Apt Elev
768'

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



1 6000'
within 10 NM

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



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.

**ARA
5S**

**ARA
5S**

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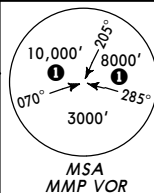
LIMC/MXP
MALPENSA

JEPPESSEN
30 JAN 15 10-3F Eff 5 Feb

MILAN, ITALY
RNAV SID

Apt Elev
768'

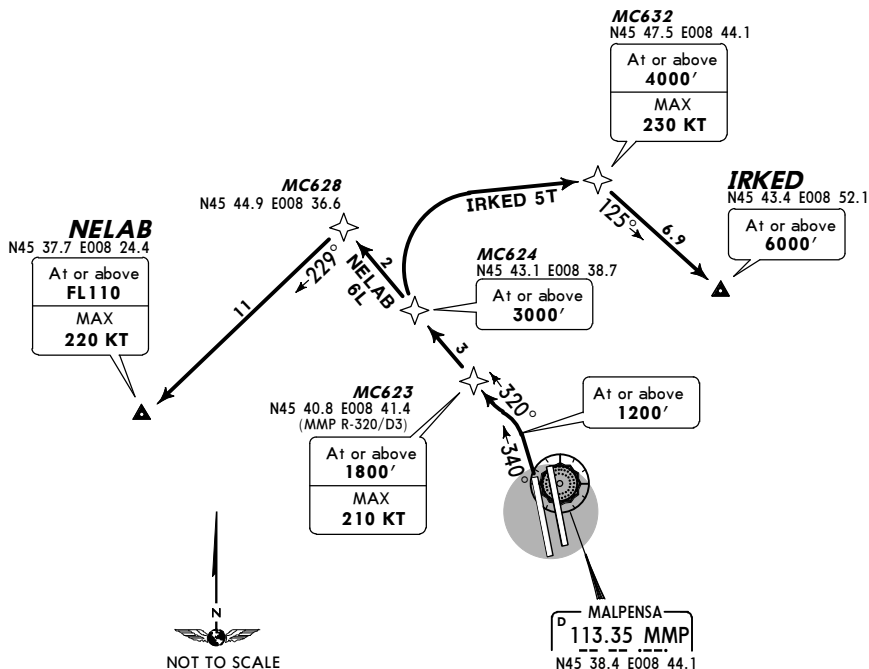
Trans level: By ATC Trans alt: 6000'
SIDs are also minimum noise routings. Strict adherence within
the limits of aircraft performance is mandatory.



① 6000'
within 10 NM

**IRKED 5T [IRKE5T]
NELAB 6L [NELA6L]
RWY 35L RNAV DEPARTURES**
RNAV 1

FOR TRANSITIONS FROM IRKED
REFER TO CHARTS 10-3U, 10-3V & 10-3V1
FOR TRANSITIONS FROM NELAB
REFER TO CHART 10-3X



These SIDs require minimum climb gradients
of

IRKED 5T

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

NELAB 6L

486' per NM (8%) until FL135.

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
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 6L	Climb on 340° track, at or above 1200' turn LEFT, 320° track to MC623 - MC624 - MC628, turn LEFT to NELAB.

LIMC/MXP
MALPENSA

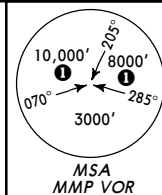
JEPPESSEN
30 JAN 15 **10-3H** Eff 5 Feb

MILAN, ITALY
RNAV SID

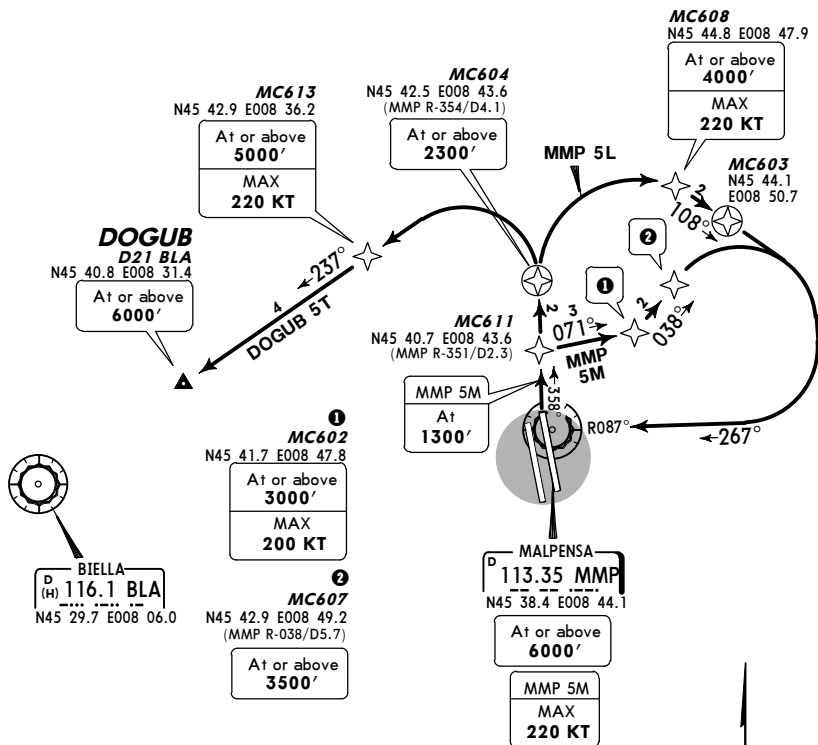
Apt Elev
768'

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.

LIMC/MXP
MALPENSA

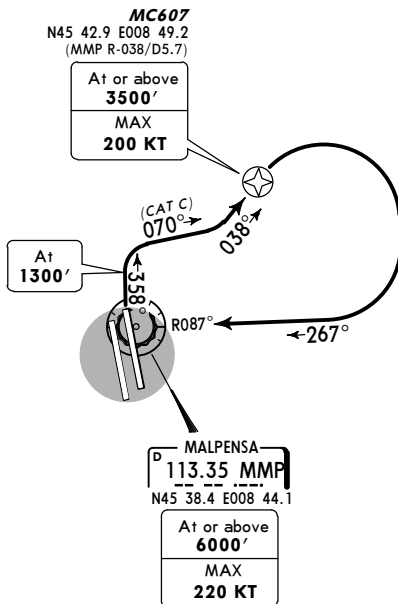
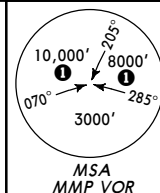
 **JEPPESSEN**
30 JAN 15 **(10-3J)** **Eff 5 Feb**

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.

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MALPENSA

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

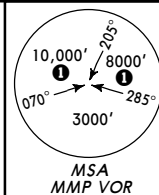
MILAN, ITALY
RNAV SID

Apt Elev
768'

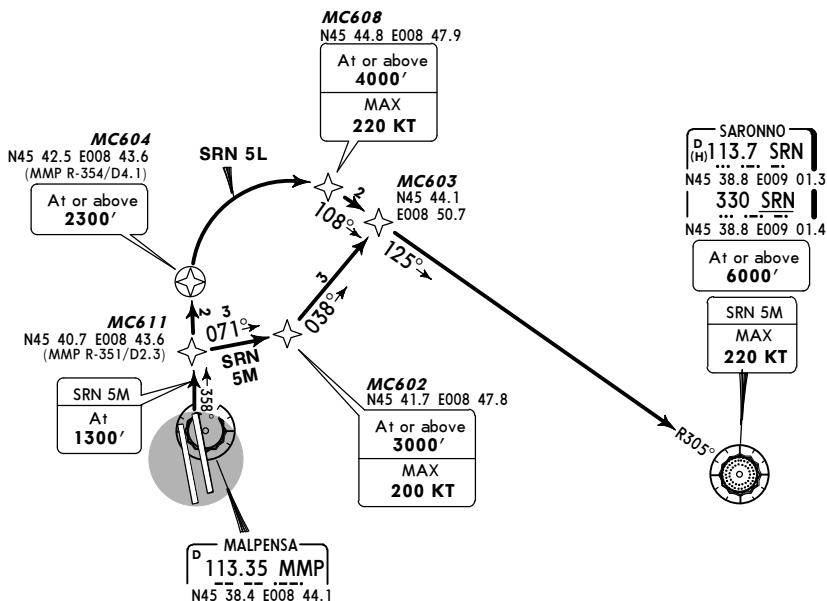
Trans level: By ATC Trans alt: 6000'
1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
2. EXPECT close-in obstacles lower than 200' above DER.

SRN 5L, SRN 5M
RWY 35R RNAV DEPARTURES
RNAV 1

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



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
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.

LIMC/MXP
MALPENSA

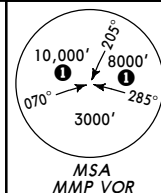
JEPPESSEN
30 JAN 15 10-3L Eff 5 Feb

MILAN, ITALY
RNAV SID

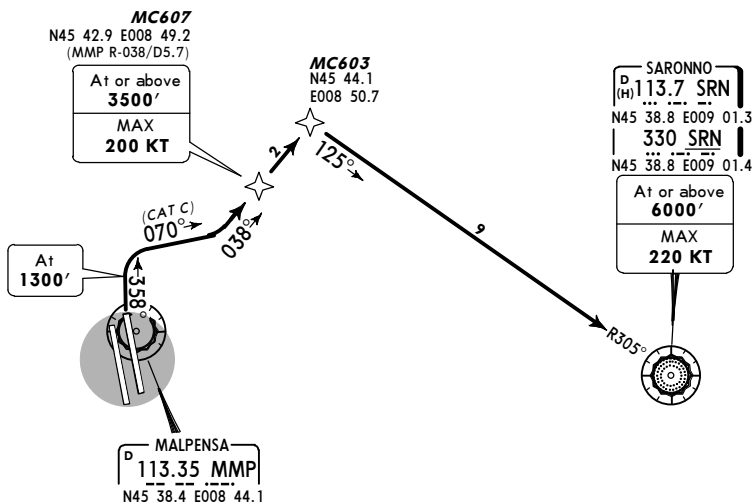
Apt Elev
768'

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.

LIMC/MXP
MALPENSA

JEPPESSEN
30 JAN 15 **(10-3M)** Eff 5 Feb

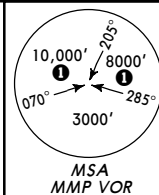
MILAN, ITALY
RNAV SID

Apt Elev
768'

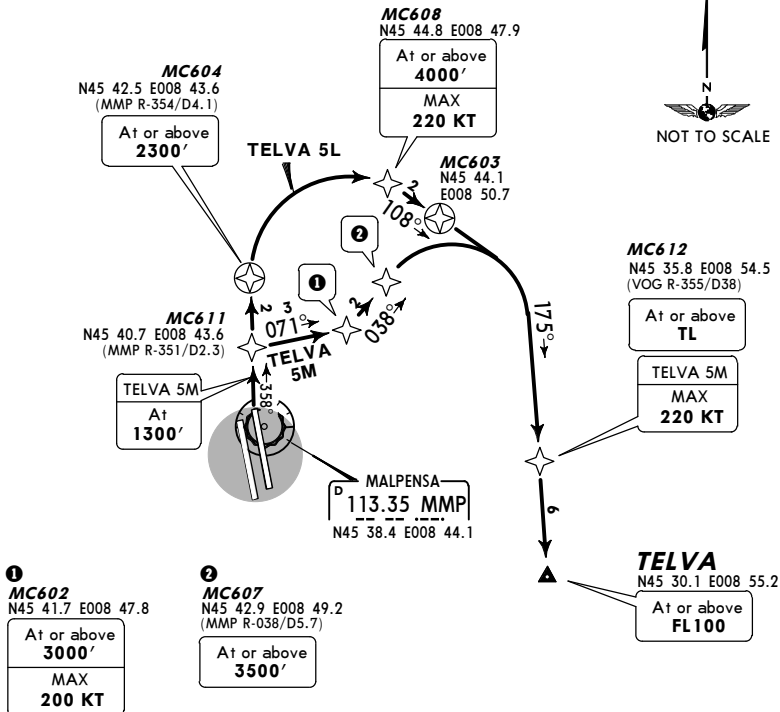
Trans level: By ATC Trans alt: 6000'
1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
2. EXPECT close-in obstacles lower than 200' above DER.

**TELVA 5L [TELVS5L]
TELVA 5M [TELVS5M]
RWY 35R RNAV DEPARTURES**
RNAV 1
BY ATC

FOR TRANSITIONS FROM TELVA REFER TO CHART 10-3V4

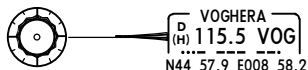


① 6000'
within 10 NM



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
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.

LIMC/MXP
MALPENSA

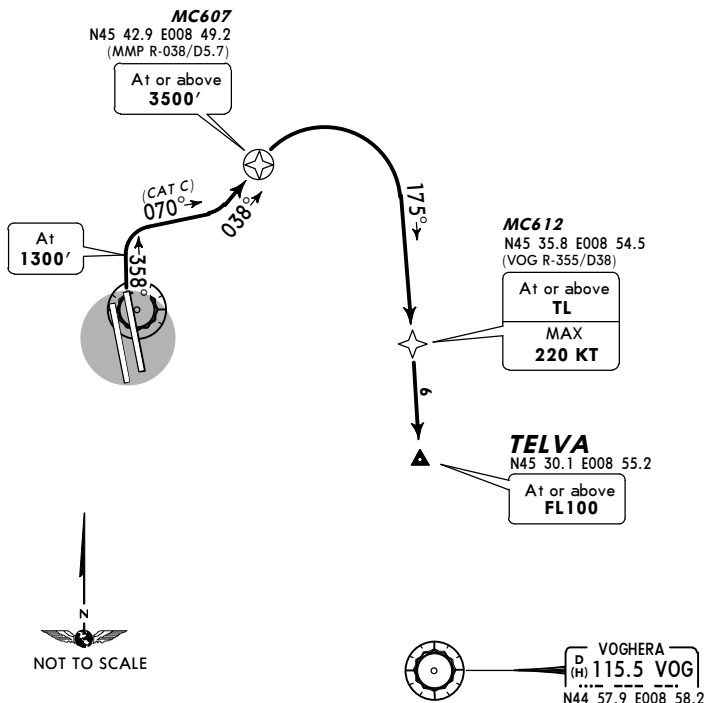
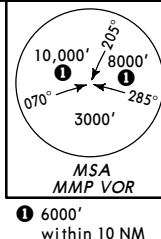
 **JEPPESSEN**
30 JAN 15 **(10-3N)** **Eff 5 Feb**

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 [TELVS5]
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%).

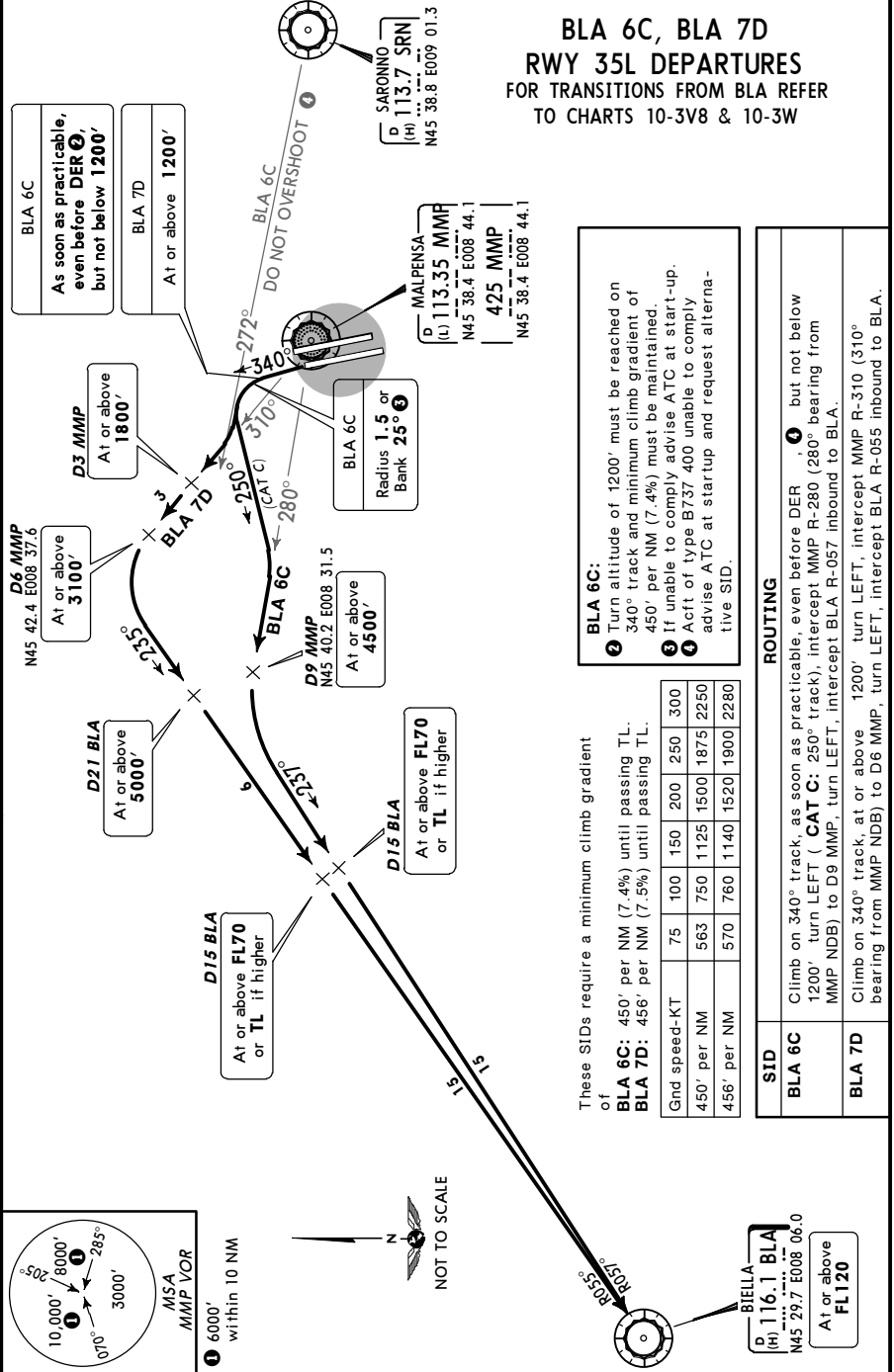
Gnd speed-KT	75	100	150	200	250	300
450' per NM	563	750	1125	1500	1875	2250
350' per NM	438	583	875	1167	1458	1750

ROUTING

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

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.



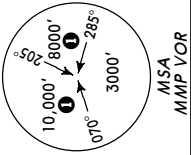
LIMC/MXP
MALPENSA

JEPPESSEN
30 JAN 15 10-3Q Eff 5 Feb

MILAN, ITALY
SID

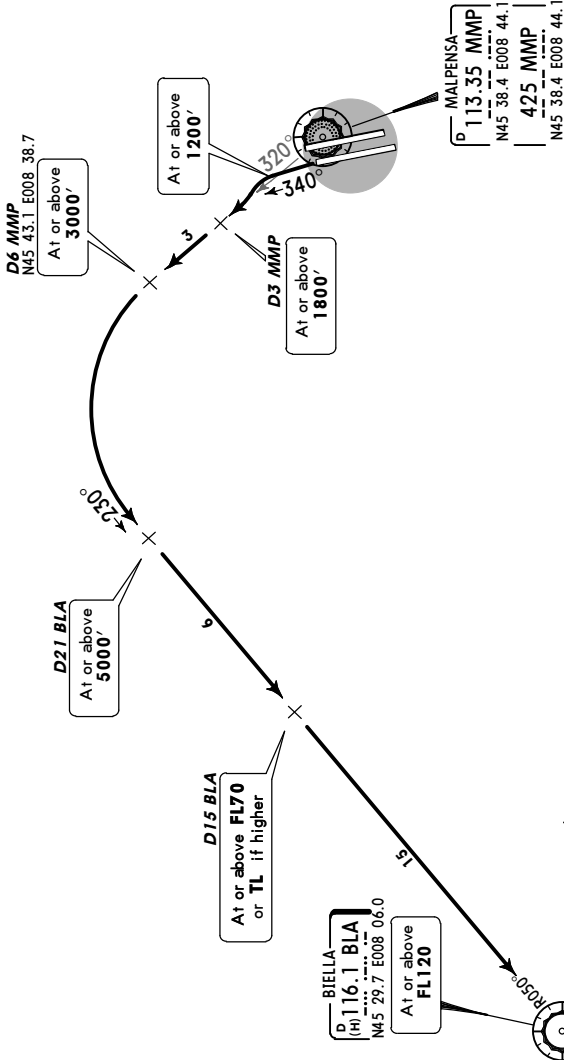
Apt Elev
768'

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
6000' within 10 NM

BLA 7F
RWY 35L DEPARTURE
FOR TRANSITIONS FROM BLA REFER
TO CHARTS 10-3V8 & 10-3W



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

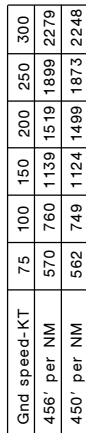
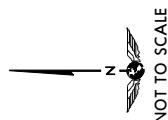
Gnd speed-KT	75	100	150	200	250	300
456' per NM	570	760	1140	1520	1900	2280

NOT TO SCALE

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.

**FARAK 5C [FARA5C]
FARAK 7D [FARA7D]
RWY 35L DEPARTURES
FOR TRANSITIONS FROM FARAK
REFER TO CHARTS 10-3V6 & 10-3V7**



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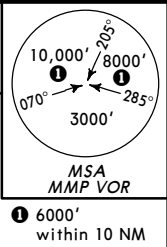
LIMC/MXP
MALPENSA

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

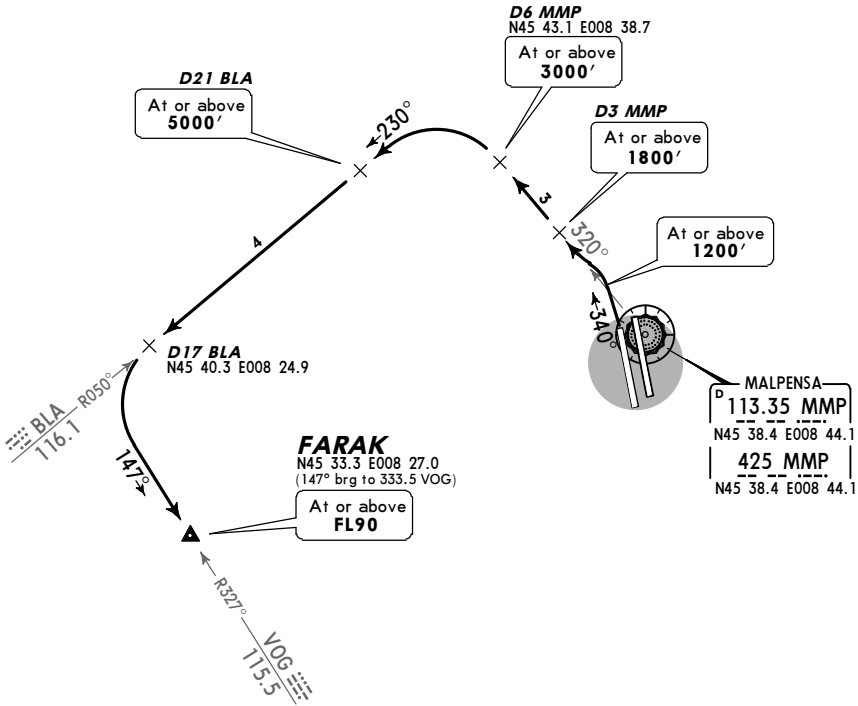
MILAN, ITALY
SID

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.

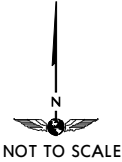


FARAK 7F [FARA7F]
RWY 35L DEPARTURE
FOR TRANSITIONS FROM FARAK REFER TO
CHARTS 10-3V6 & 10-3V7



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.

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.

- 3 Turn altitude of 1200' must be reached on 340° track and minimum climb gradient of 450' per NM (8%) 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.

NELAB 6C

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.

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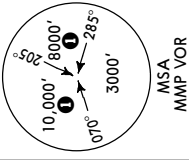
LIMC/MXP
MALPENSA

JEPPESSEN
19 JUN 15 (10-3T2) Eff 25 Jun

MILAN, ITALY
SID

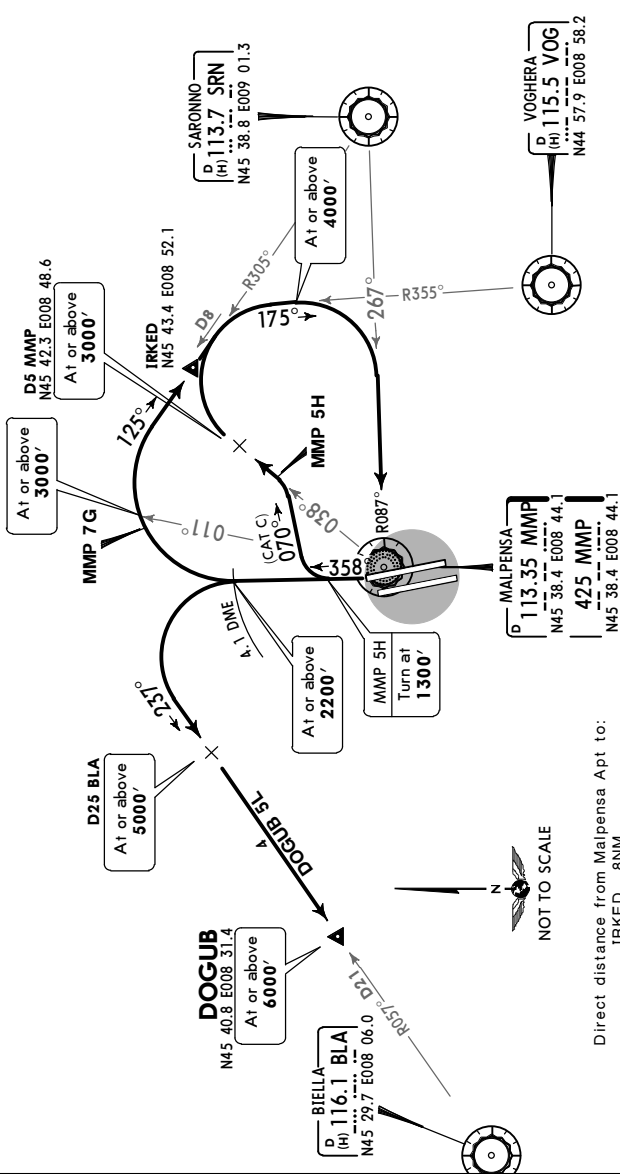
Apt Elev
768'

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
6000'
within 10 NM

DOGUB 5L [DOGU5L]
MMP 7G, MMP 5H
RWY 35R DEPARTURES
FOR TRANSITIONS FROM DOGUB REFER TO
CHARTS 10-3X1, 10-3X2, 10-3X3 & 10-3X4
FOR TRANSITIONS FROM MMP
REFER TO CHART 10-3T8



These SIDs require minimum climb gradients of
DOGUB 5L, MMP 5H
461' per NM (7.58%) until passing 3000', then
350' per NM (5.76%)
MMP 7G
461' per NM (7.58%) until passing 4000'.

Grnd 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
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.

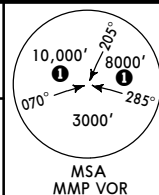
LIMC/MXP
MALPENSA

JEPPESSEN
19 JUN 15 (10-3T3) Eff 25 Jun

MILAN, ITALY
SID

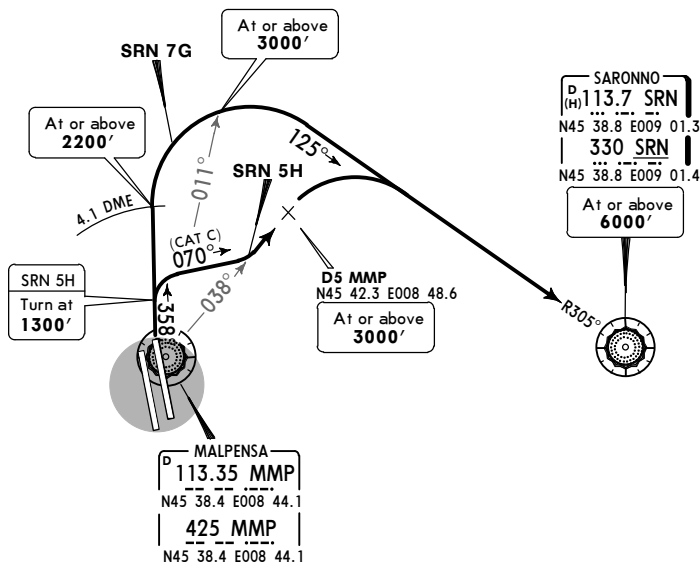
Apt Elev
768'

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.



① 6000'
within 10 NM

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



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.

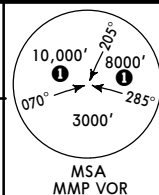
LIMC/MXP
MALPENSA

JEPPESSEN
19 JUN 15 10-3T4 Eff 25 Jun

MILAN, ITALY
SID

Apt Elev
768'

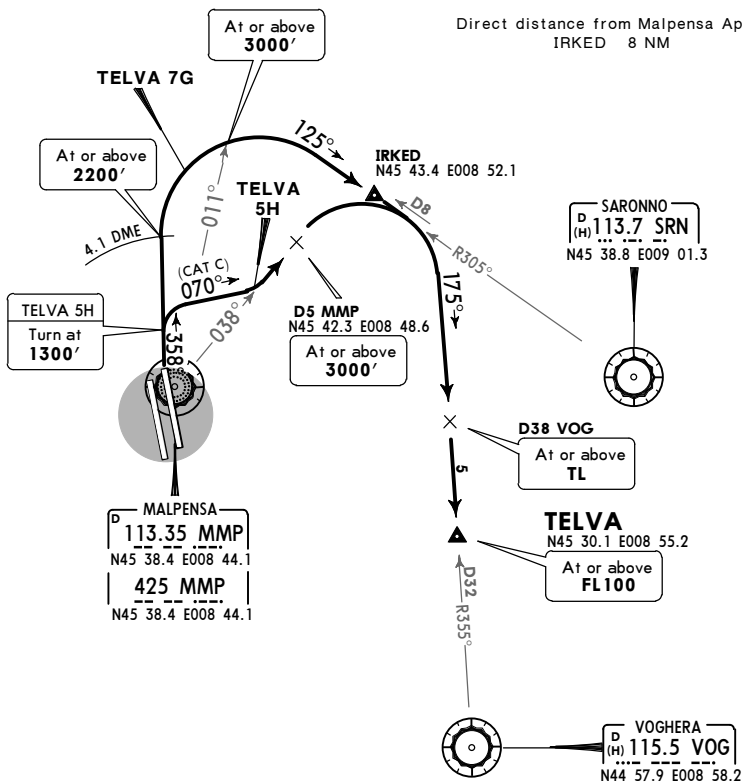
Trans level: By ATC Trans alt: 6000'
1. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
2. EXPECT close-in obstacles lower than 200' above DER.



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



These SIDs require minimum climb gradients of

TELVA 7G
461' per NM (7.58%) until passing TL.
TELVA 5H
461' per NM (7.58%) until passing 3000', then
350' per NM (5.76%).

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
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 bearing from MMP NDB to D5 MMP, turn RIGHT, intercept VOG R-355 inbound to VOG.

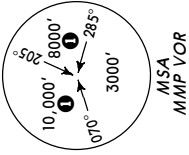
LIMC/MXP
MALPENSA

JEPPESSEN
30 JAN 15 (10-3T5) Eff 5 Feb

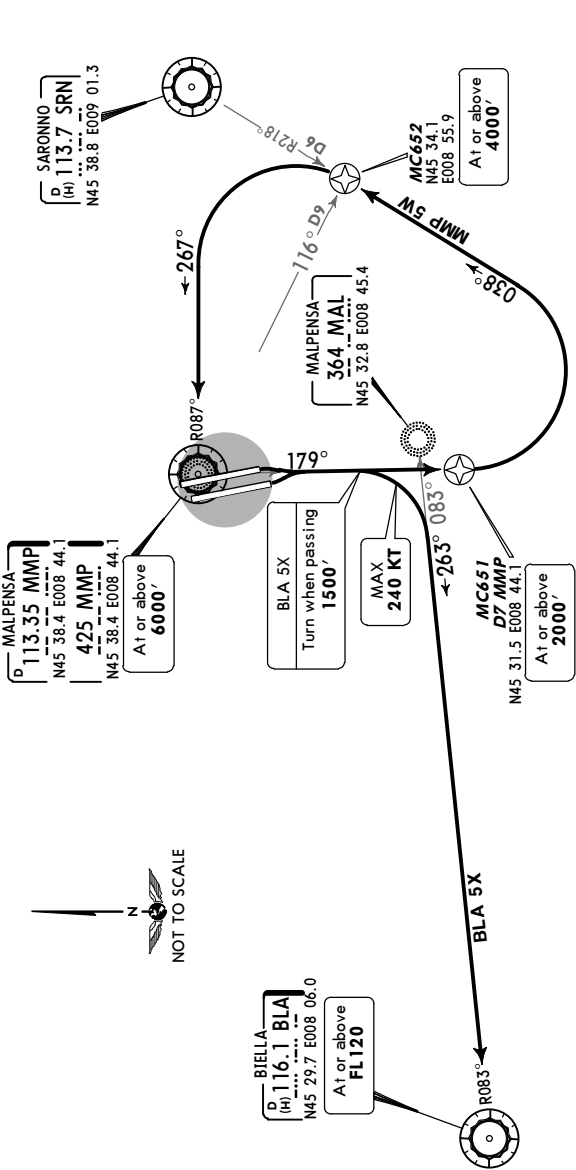
MILAN, ITALY
SID

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.



BLA 5X, MMP 5W
RWYS 17L/R DEPARTURES
CONVENTIONAL/P-RNAV (OVERLAY)
FOR TRANSITIONS FROM BLA REFER TO CHARTS 10-3V8 & 10-3W
FOR TRANSITIONS FROM MMP REFER TO CHART 10-3T8



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

Direct distance from Malpensa Apt to:
BLA 28 NM

SID	ROUTING
BLA 5X ②	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.
②	SID subject to traffic in Cameri ATZ.

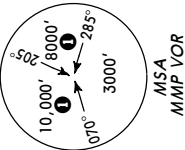
LIMC/MXP
MALPENSA

JEPPESSEN
30 JAN 15 10-3T6 Eff 5 Feb

MILAN, ITALY
SID

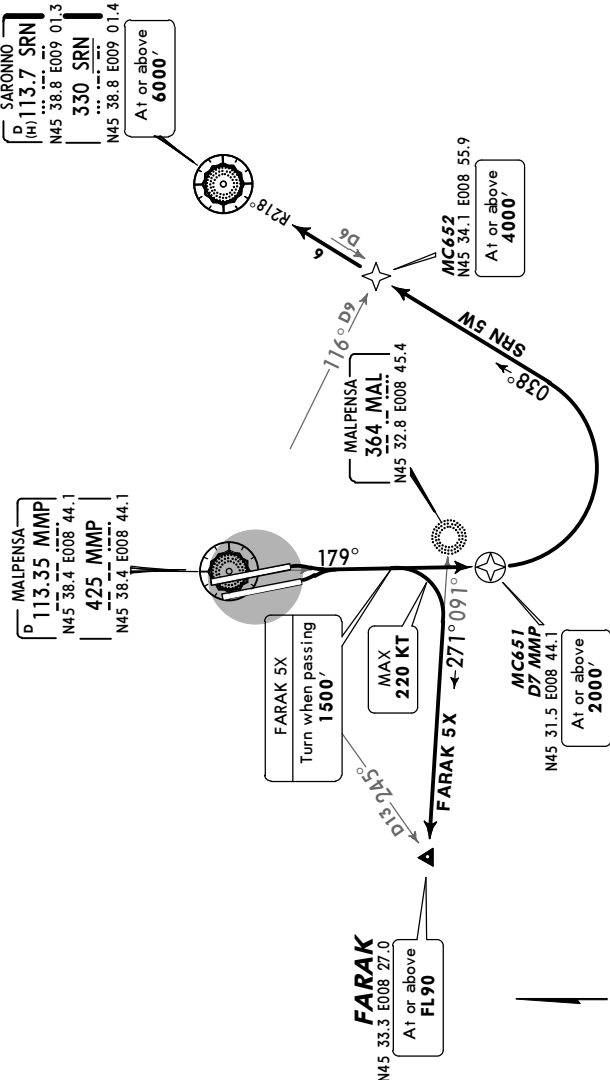
Apt Elev
768'

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.



6000' within 10 NM

FARAK 5X [FARA5X]
SRN 5W
RWYS 17L/R DEPARTURES
CONVENTIONAL/P-RNAV (OVERLAY)
FOR TRANSITIONS FROM FARAK
REFER TO CHARTS 10-3V6 & 10-3V7
FOR TRANSITIONS FROM SRN
REFER TO CHARTS 10-3V2 & 10-3V3



These SIDs require a minimum climb gradient of 456' per NM (7.5%)
FARAK 5X: until passing TL
SRN 5W: until passing 5000'

75	100	150	200	250	300
570	760	1140	1520	1900	2280

SID	ROUTING
FARAK 5X	Climb on MMP R-179 (179° bearing from MMP NDB) until passing 1500', turn RIGHT, intercept 271° bearing from MAL to FARAK.
SRN 5W	Intercept MMP R-179 (179° bearing from MMP NDB) to MC651, turn LEFT, intercept SRN R-218 inbound to SRN.
	SID subject to traffic in Cameri ATZ.

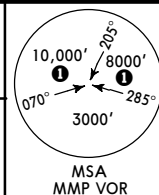
LIMC/MXP
MALPENSA

 **JEPPESSEN**
19 JUN 15 **(10-3T7)** **Eff 25 Jun**

MILAN, ITALY
SID

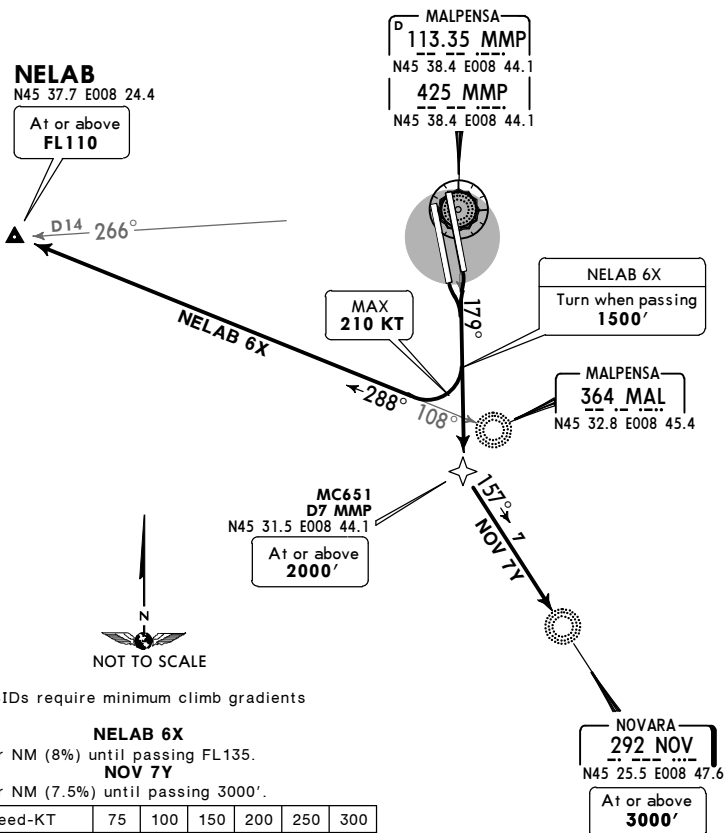
Apt Elev
768'

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.



① 6000'
within 10 NM

**NELAB 6X [NELA6X]
NOV 7Y**
RWYS 17L/R DEPARTURES
CONVENTIONAL/P-NAV (OVERLAY)
FOR TRANSITIONS FROM NELAB REFER TO CHART 10-3X
FOR TRANSITIONS FROM NOV REFER TO CHART 10-3V5



These SIDs require minimum climb gradients of

NELAB 6X
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 6X ②	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.

② SID subject to traffic in Cameri ATZ.

LIMC/MXP
MALPENSA

JEPPESSEN
19 JUN 15 (10-3T8) Eff 25 Jun

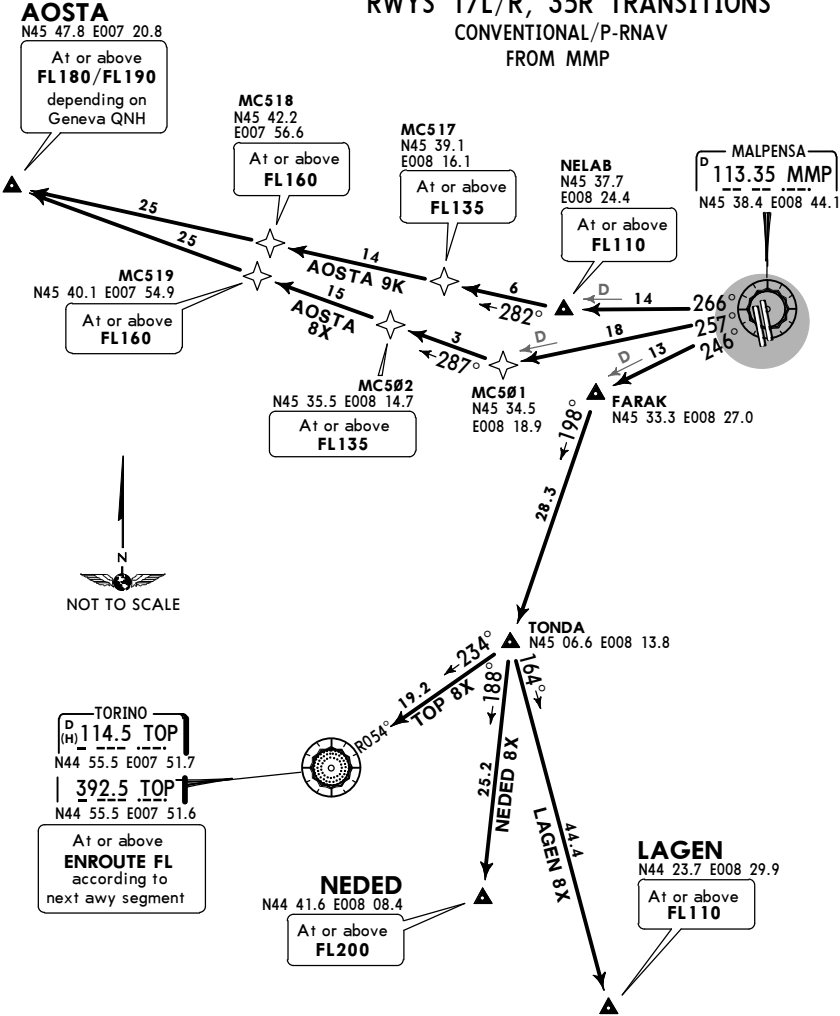
MILAN, ITALY
TRANSITION

Apt Elev
768'

Trans level: By ATC Trans alt: 6000'

AOSTA 9K [AOS9K], AOSTA 8X [AOS8X]
LAGEN 8X [LAG8X], NEDED 8X [NED8X]
TOP 8X

RWYS 17L/R, 35R TRANSITIONS
CONVENTIONAL/P-RNAV
FROM MMP



TRANSITION	RWY	ROUTING
AOSTA 9K	17L/R	On MMP R-266 to NELAB, 282° track to AOSTA.
AOSTA 8X	35R	On MMP R-257 to MC501, turn RIGHT, 287° track to AOSTA.
LAGEN 8X	17L/R, 35R	On MMP R-246 to FARAK, 198° track to TONDA, 164° track to LAGEN.
NEDED 8X		On MMP R-246 to FARAK, 198° track to TONDA, 188° track to NEDED.
TOP 8X		On MMP R-246 to FARAK, 198° track to TONDA, intercept TOP R-054 inbound/234° bearing to TOP.

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

OLPUR
N45 38.9 E009 37.2
At or above
FL125

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

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

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

MC503

N45 44.0 E009 11.7

At or above
FL100

ADARI

N45 50.7 E009 25.2

At or above
FL140

NIKMO

N45 59.6 E009 10.4

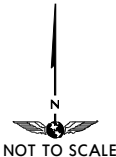
16
CANNE 7Y

11
ABESI 7Y

14
310°

12
055°

087° 13.8



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

 **JEPPESSEN**
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**

OSKOR
N45 39.0 E010 07.0
(114.95 BEG D17)

At or above
FL125
(FL110 if
proceeding via
airway L-615/
UL615)

L 615
UL 615

ORIO AL SERIO
376.5 ORI
N45 38.6 E009 50.5
At or above
FL95

IRKED
N45 43.4
E008 52.1

SARONNO
D 113.7 SRN
N45 38.8 E009 01.3
330 SRN
N45 38.8 E009 01.4

OSKOR 7Y

VAKON 7Y

PIKOT
N45 11.2
E009 44.2
At or above
FL90

VAKON
N45 28.7 E010 00.0
At or above
FL110

TREZZO
D 111.8 TZO
N45 33.6 E009 30.4
345 TZO
N45 33.5 E009 30.6

OSBUL
N44 49.3
E010 17.6

LOGDI
N44 42.8 E010 11.8

EKPAL
D85 SRN
N44 29.1 E010 09.8
At or above
FL195



Direct distance from Malpensa Apt to:
IRKED 8NM

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

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

NIKMO
N45 59.6 E009 10.4

ADARI
N45 50.7 E009 25.2
At or above
FL140

BERGAMO
N45 40.2 E009 42.6
114.95 BEG

OLPUR
N45 38.9 E009 37.2
At or above
FL125

SARONNO
N45 38.8 E009 01.3
330 SRN
N45 38.8 E009 01.4

TREZZO
N45 33.6 E009 30.4
111.8 TZO

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

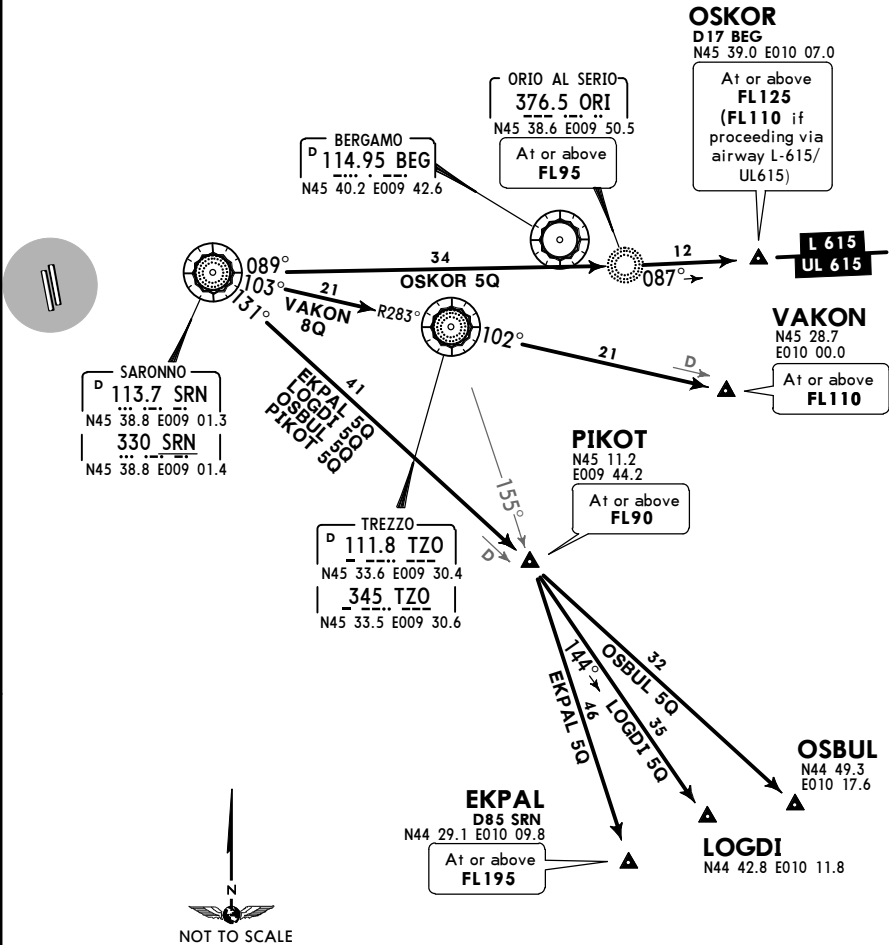
JEPPESEN
25 DEC 15 (10-3V3) Eff 7 Jan

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

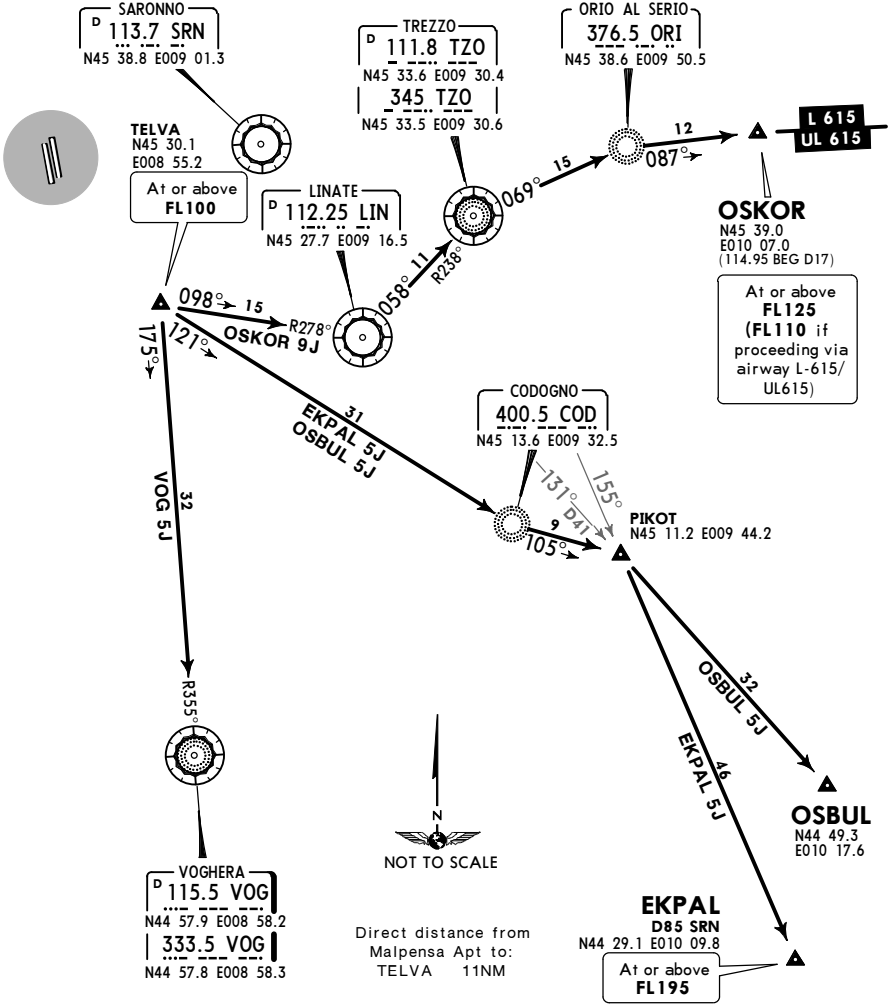
JEPPESSEN
25 DEC 15 (10-3V4) Eff 7 Jan

MILAN, ITALY
TRANSITION

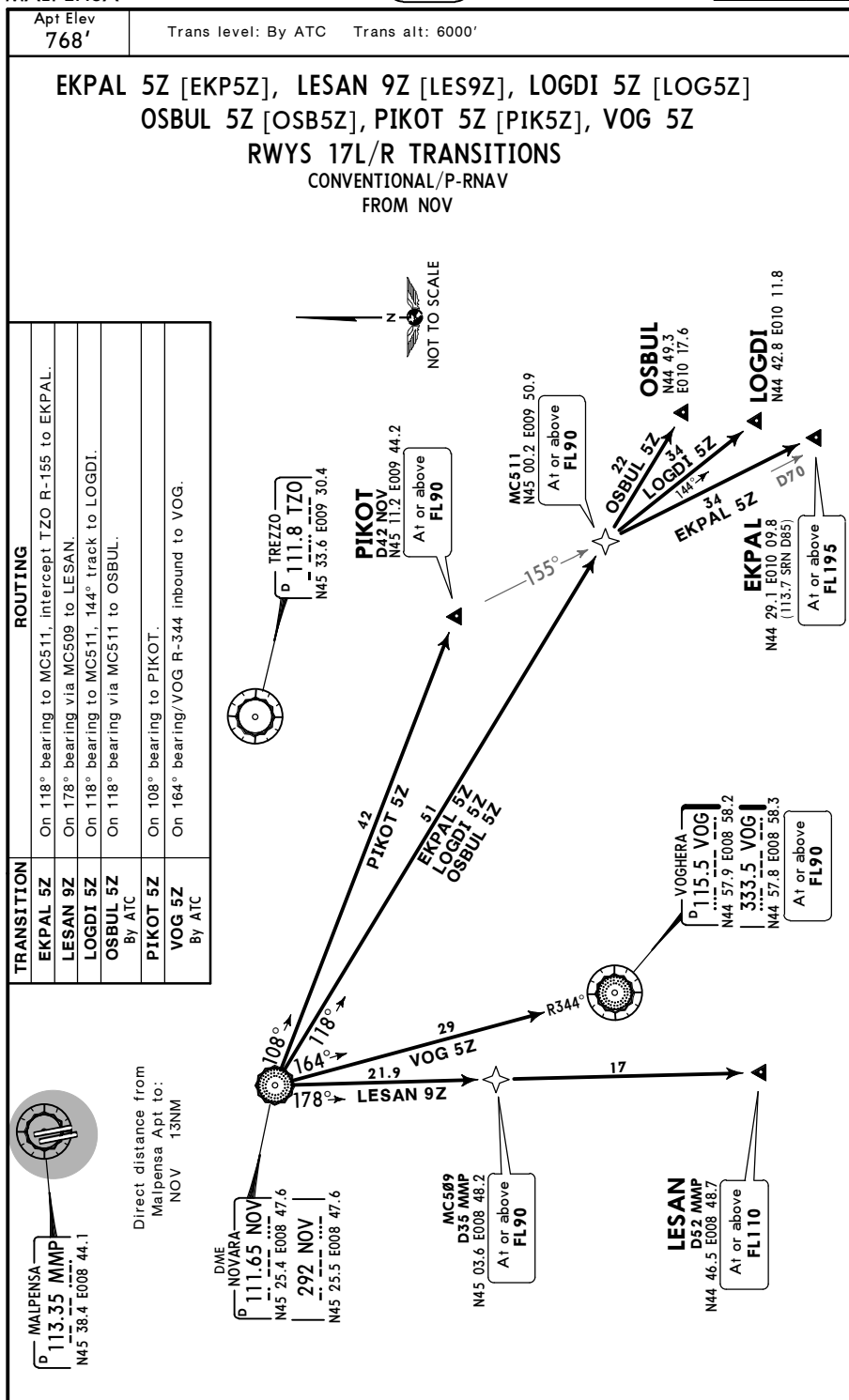
Apt Elev
768'

Trans level: By ATC Trans alt: 6000'

EKPAL 5J [EKP5J], OSBUL 5J [OSB5J]
OSKOR 9J [OSK9J], VOG 5J
RWY 35R TRANSITIONS
CONVENTIONAL/P-RNAV
FROM TELVA
BY ATC



TRANSITION	ROUTING
EKPAL 5J	On 121° bearing to COD, 105° bearing to PIKOT, intercept TZO R-155 to EKPAL.
OSBUL 5J	On 121° bearing to COD, 105° bearing to PIKOT, intercept SRN R-131 to OSBUL.
OSKOR 9J	On LIN R-278 inbound to LIN, turn LEFT, LIN R-058 or TZO R-238 inbound/058° bearing to TZO, TZO R-069/069° bearing to ORI, 087° bearing to OSKOR.
VOG 5J	On VOG R-355 inbound/175° bearing to VOG.



LIMC/MXP
MALPENSA

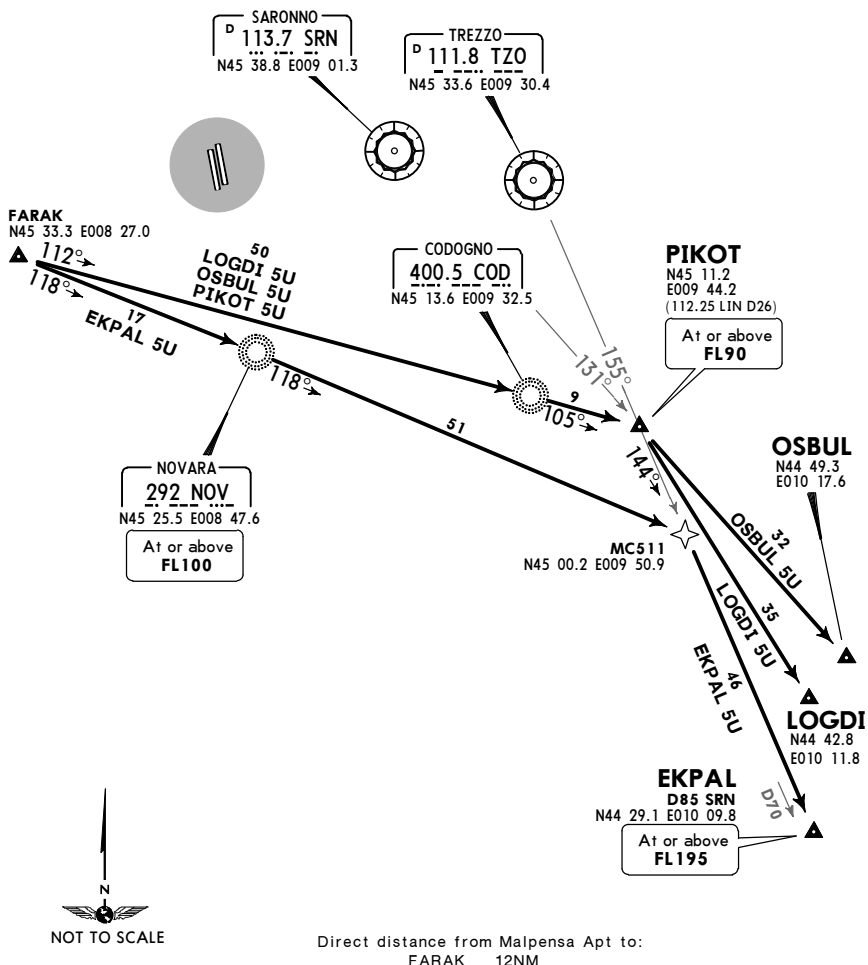
JEPPESEN
25 DEC 15 (10-3V6) Eff 7 Jan

MILAN, ITALY
TRANSITION

Apt Elev
768'

Trans level: By ATC Trans alt: 6000'

EKPAL 5U [EKP5U], LOGDI 5U [LOG5U]
OSBUL 5U [OSB5U], PIKOT 5U [PIK5U]
RWY 35L TRANSITIONS
CONVENTIONAL/P-RNAV
FROM FARAK



Direct distance from Malpensa Apt to:
FARAK 12NM

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

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

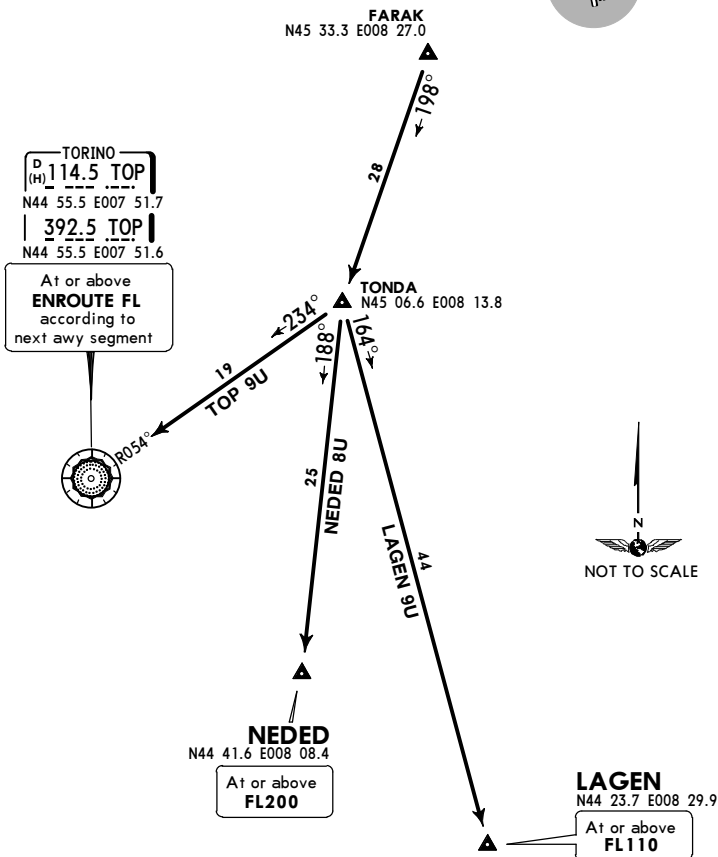
MILAN, ITALY
TRANSITION

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.

LIMC/MXP
MALPENSA

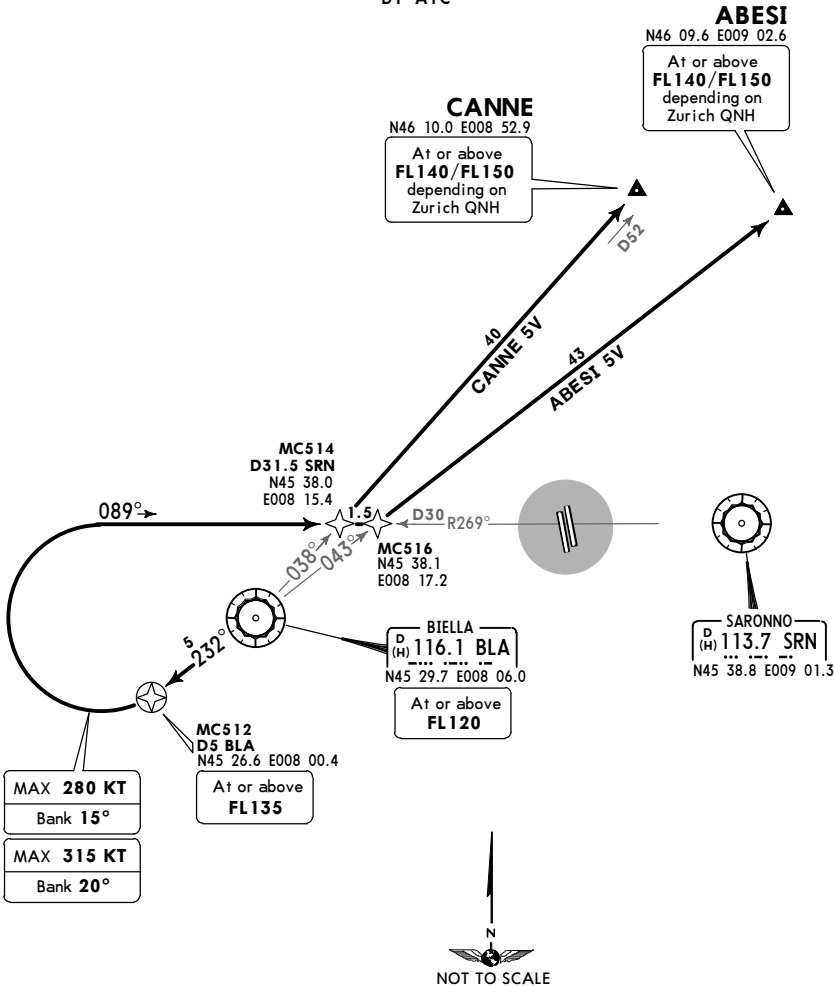
 **JEPPESSEN**
19 JUN 15 (10-3V8) Eff 25 Jun

MILAN, ITALY
TRANSITION

Apt Elev
768'

Trans level: By ATC Trans alt: 6000'

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



Direct distance from Malpensa Apt to:
BLA 27NM

TRANSITION	ROUTING
ABESI 5V	On BLA R-232 to D5 BLA/MC512, turn RIGHT, intercept SRN R-269 inbound, intercept BLA R-043 to ABESI.
CANNE 5V	On BLA R-232 to D5 BLA/MC512, turn RIGHT, intercept SRN R-269 inbound, intercept BLA R-038 to CANNE.

LIMC/MXP
MALPENSA

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

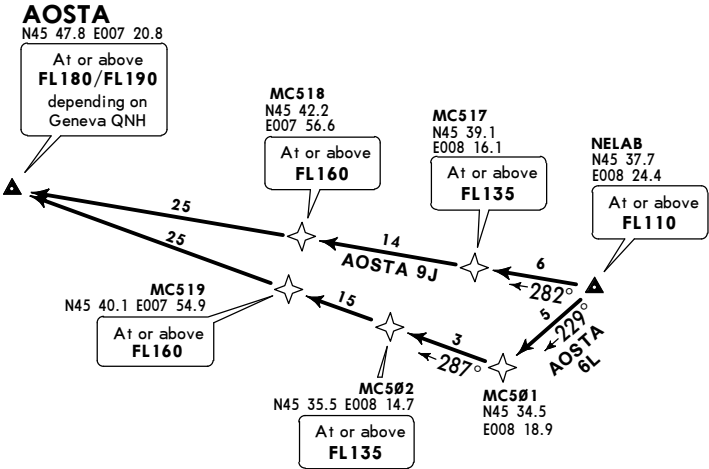
MILAN, ITALY
TRANSITION

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

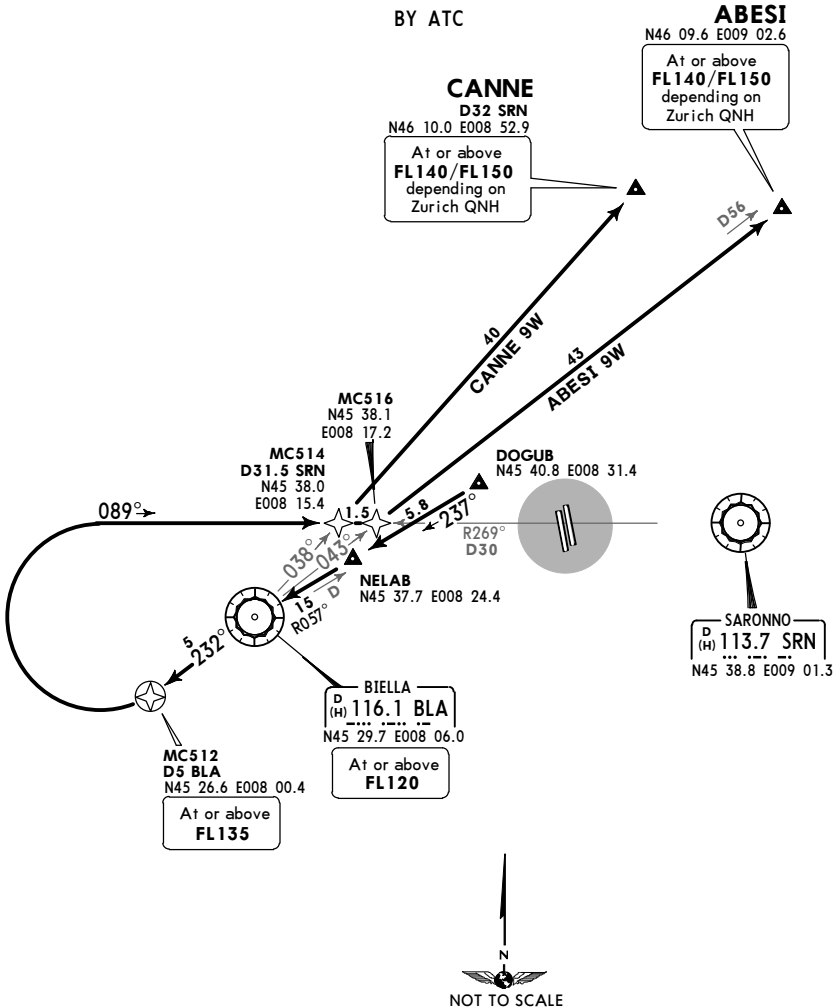
 **JEPPESSEN**
19 JUN 15 (10-3X1) Eff 25 Jun

MILAN, ITALY
TRANSITION

Apt Elev
768'

Trans level: By ATC Trans alt: 6000'

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



Direct distance from Malpensa Apt to:
DOGUB 9NM

TRANSITION	ROUTING
ABESI 9W	On BLA R-057 inbound via NELAB to BLA, BLA R-232 to D5 BLA/MC512, turn RIGHT, intercept SRN R-269 inbound, intercept BLA R-043 to ABESI.
CANNE 9W	On BLA R-057 inbound via NELAB to BLA, BLA R-232 to D5 BLA/MC512, turn RIGHT, intercept SRN R-269 inbound, intercept BLA R-038 to CANNE.

LIMC/MXP
MALPENSA

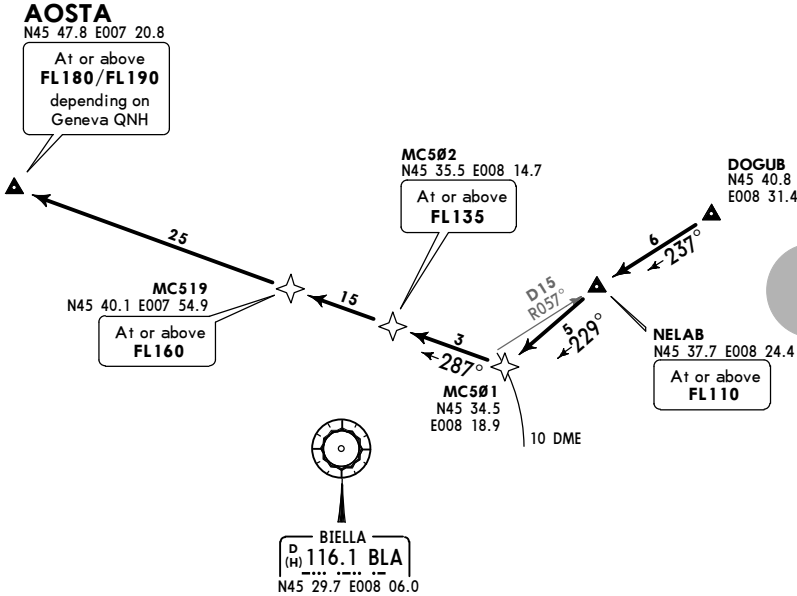
JEPPESSEN
19 JUN 15 (10-3X2) Eff 25 Jun

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

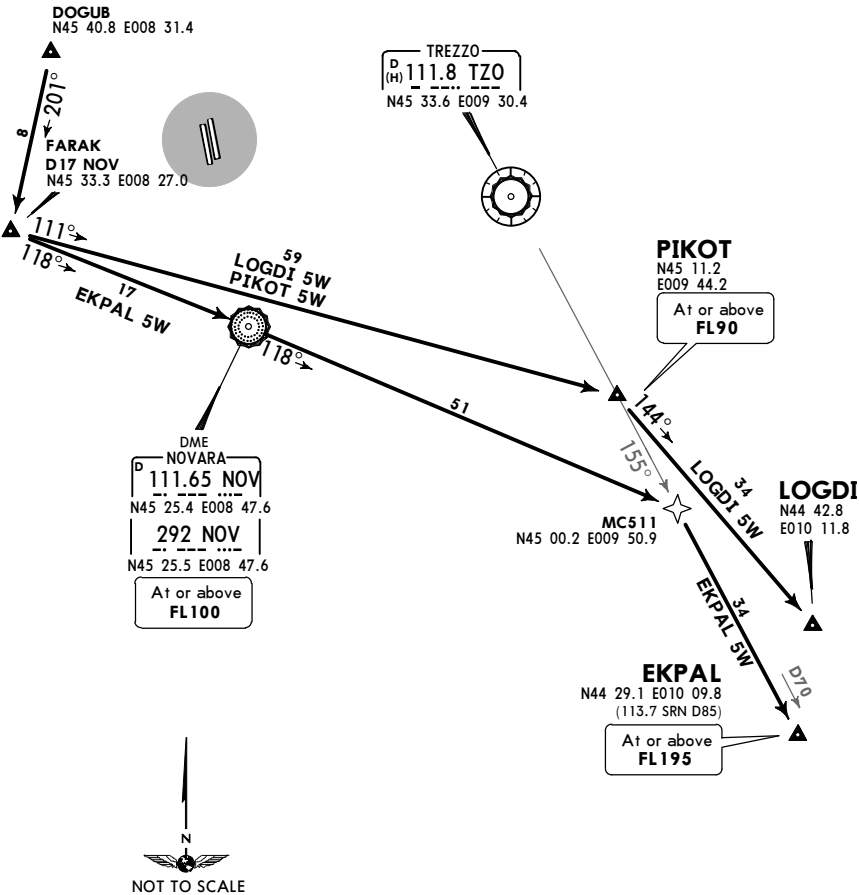
JEPPESSEN
19 JUN 15 (10-3X3) Eff 25 Jun

MILAN, ITALY
TRANSITION

Apt Elev
768'

Trans level: By ATC Trans alt: 6000'

EKPAL 5W [EKP5W]
CONVENTIONAL/P-RNAV
LOGDI 5W [LOG5W], PIKOT 5W [PIK5W]
P-RNAV
RWY 35R TRANSITIONS
BY ATC
FROM DOGUB



Direct distance from Malpensa Apt to:
DOGUB 9NM

TRANSITION	ROUTING
EKPAL 5W	On 201° track to FARAK, intercept 118° bearing to NOV, continue 118° bearing, intercept TZO R-155 to EKPAL.
LOGDI 5W	DOGUB - FARAK - PIKOT (FL90+) - LOGDI.
PIKOT 5W	DOGUB - FARAK - PIKOT (FL90+).

LIMC/MXP
MALPENSA

JEPPESEN
19 JUN 15 (10-3X4) Eff 25 Jun

MILAN, ITALY
TRANSITION

Apt Elev
768'

Trans level: By ATC Trans alt: 6000'

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



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

At or above
ENROUTE FL
according to
next away segment

NEDED
N44 41.6 E008 08.4
At or above
FL200

LAGEN
N44 23.7 E008 29.9
At or above
FL110

DOGUB
N45 40.8 E008 31.4

FARAK
N45 33.3 E008 27.0

TONDA
N45 06.6 E008 13.8

TRANSITION	ROUTING
LAGEN 5I	DOGUB - FARAK - TONDA - LAGEN (FL110+).
NEDED 5I	DOGUB - FARAK - TONDA - NEDED (FL200+).
TOP 5I	On 201° track to FARAK, 198° track to TONDA, intercept TOP R-054 inbound to TOP.

LIMC/MXP
MALPENSA

JEPPESSEN
30 JAN 15 (10-3X5) Eff 5 Feb

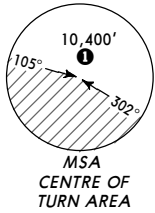
MILAN, ITALY
DEPARTURE

MILAN Radar
134.175

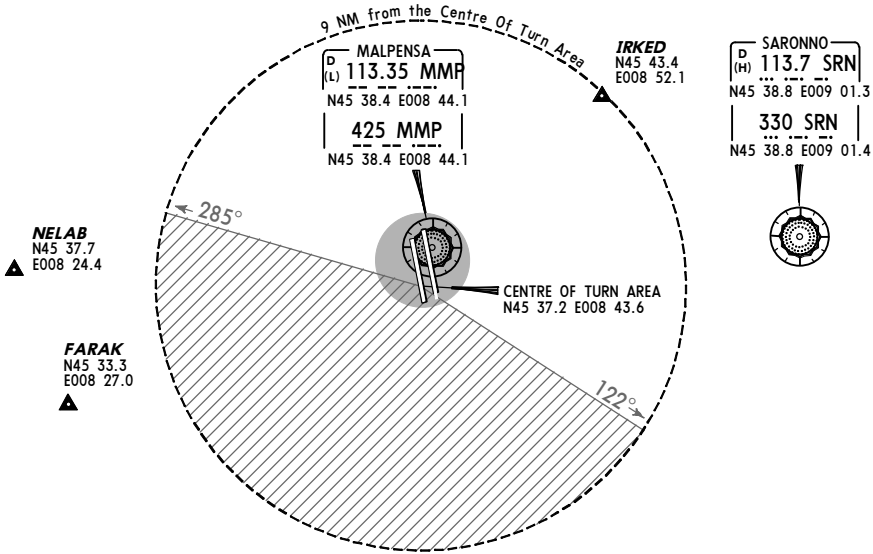
Apt Elev
768'

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.

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

JEPPESSEN
30 JAN 15 (10-3X6) Eff 5 Feb

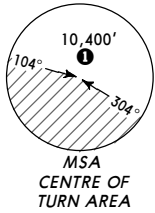
MILAN, ITALY
DEPARTURE

MILAN Radar
134.175

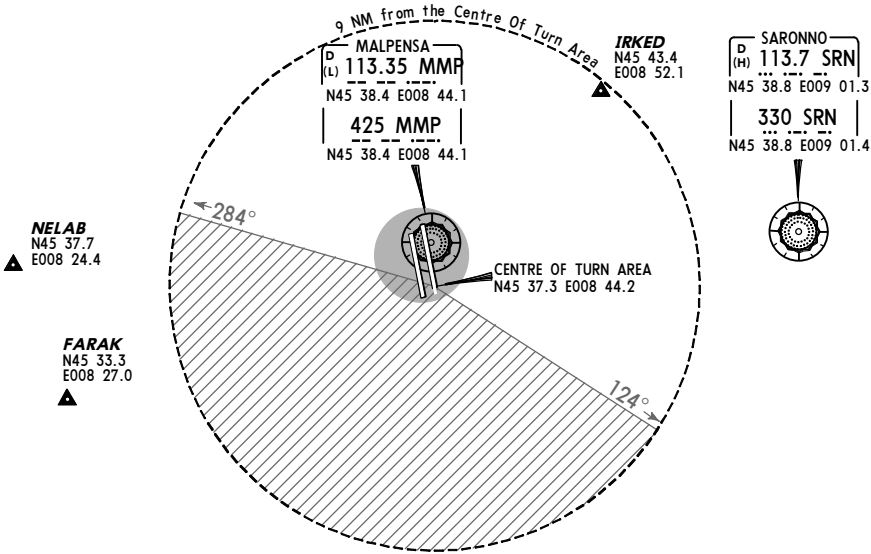
Apt Elev
768'

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.

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

 **JEPPESSEN**

2 OCT 15

10-9A

Eff 15 Oct

MILAN, ITALY
MALPENSA

ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
						Threshold	Glide Slope		
17L	HIRL (60m)	CL (15m)	HIALS	PAPI (3.0°)	RVR	9767' 2977m	8716' 2657m	②	197'
35R	HIRL (60m)	CL (15m)	HIALS-II	SFL TDZ ①	RVR		11,857' 3614m		60m
① PAPI (3.0°), HST-D									
② 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			④	197'
35L	HIRL (60m)	CL (15m)	HIALS-II	SFL TDZ ③	RVR	11,532' 3515m	10,505' 3202m		60m
③ PAPI (3.0°), HST-L									
④ 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						
	② 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		
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.						

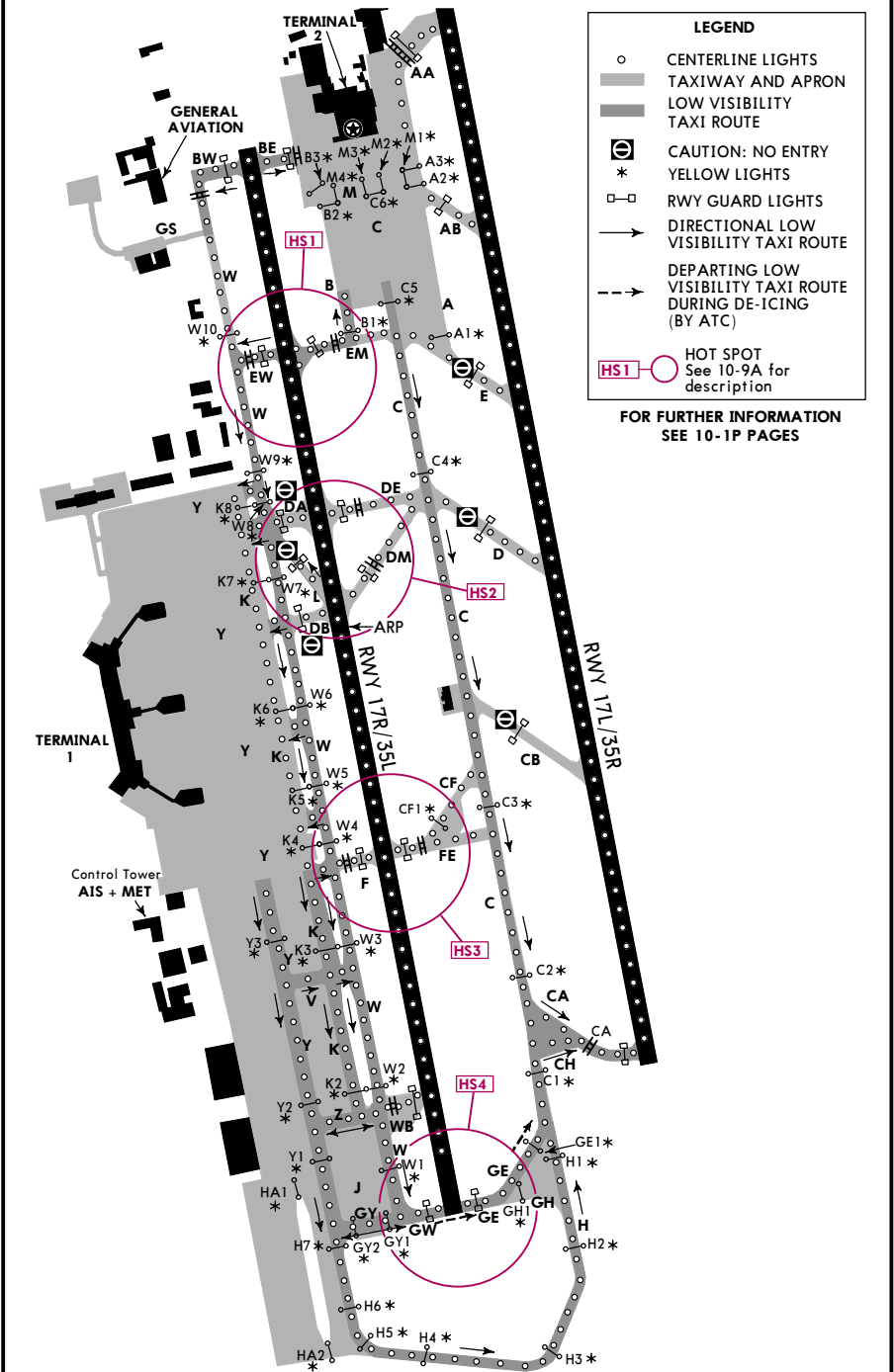
LIMC/MXP
MALPENSA
RVR 550m or Less

JEPPesen
2 OCT 15
Eff 15 Oct

10-9B

MILAN, ITALY
LOW VISIBILITY TAXI ROUTES

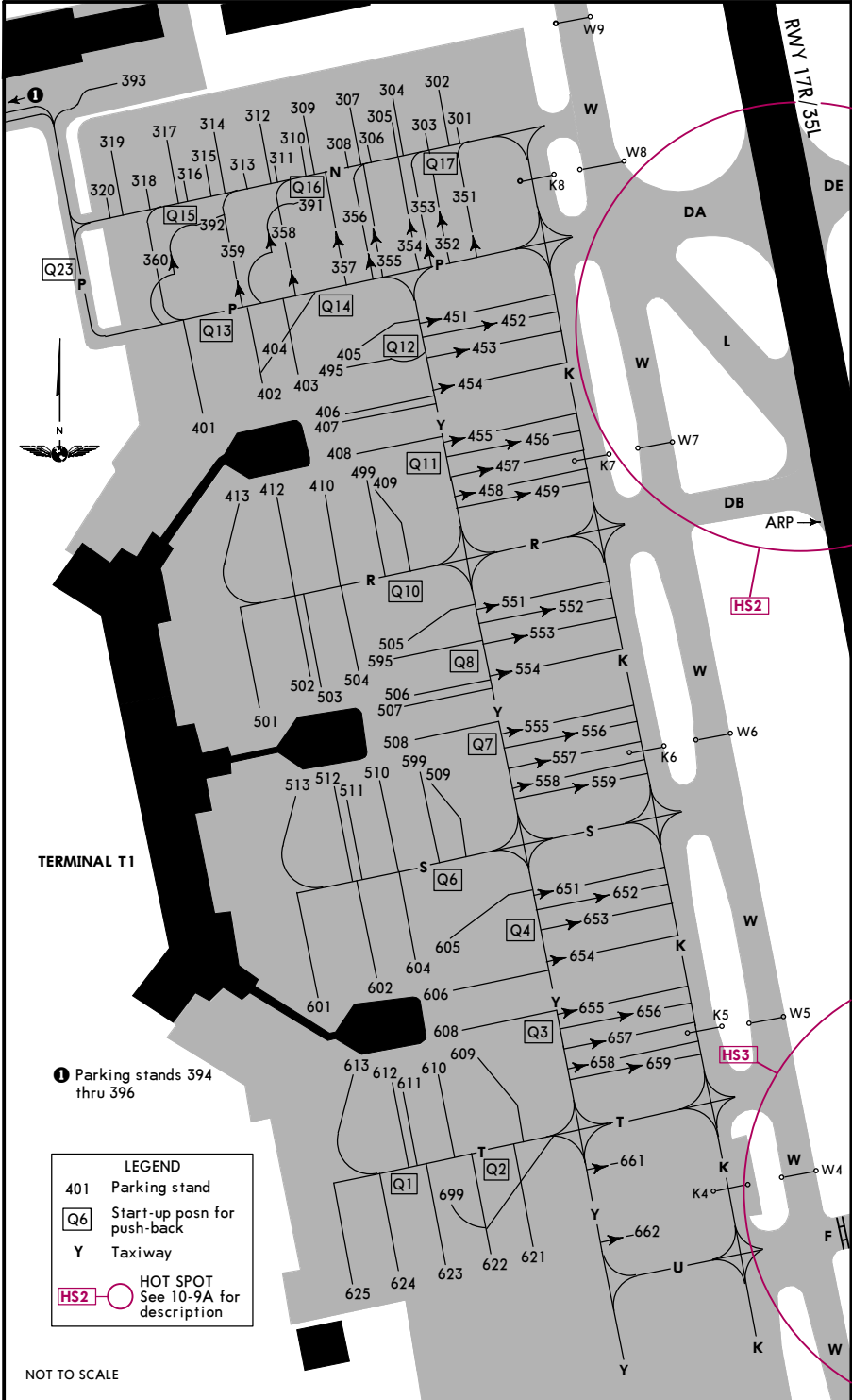
ATIS Departure	*MALPENSA Delivery	West	Ground	North	Rwy 17L/35R	Tower Rwy 17R/35L
121.625	120.9	121.9	0600-1200 1400-2000 121.825	2100-0500 121.9	119.0	128.350



LIMC/MXP

JEPPesen
2 OCT 15 **(10-9C)** Eff 15 Oct

MILAN, ITALY
MALPENSA



LIMC/MXP

 **JEPPESSEN**

2 OCT 15

10-9D

Eff 15 Oct

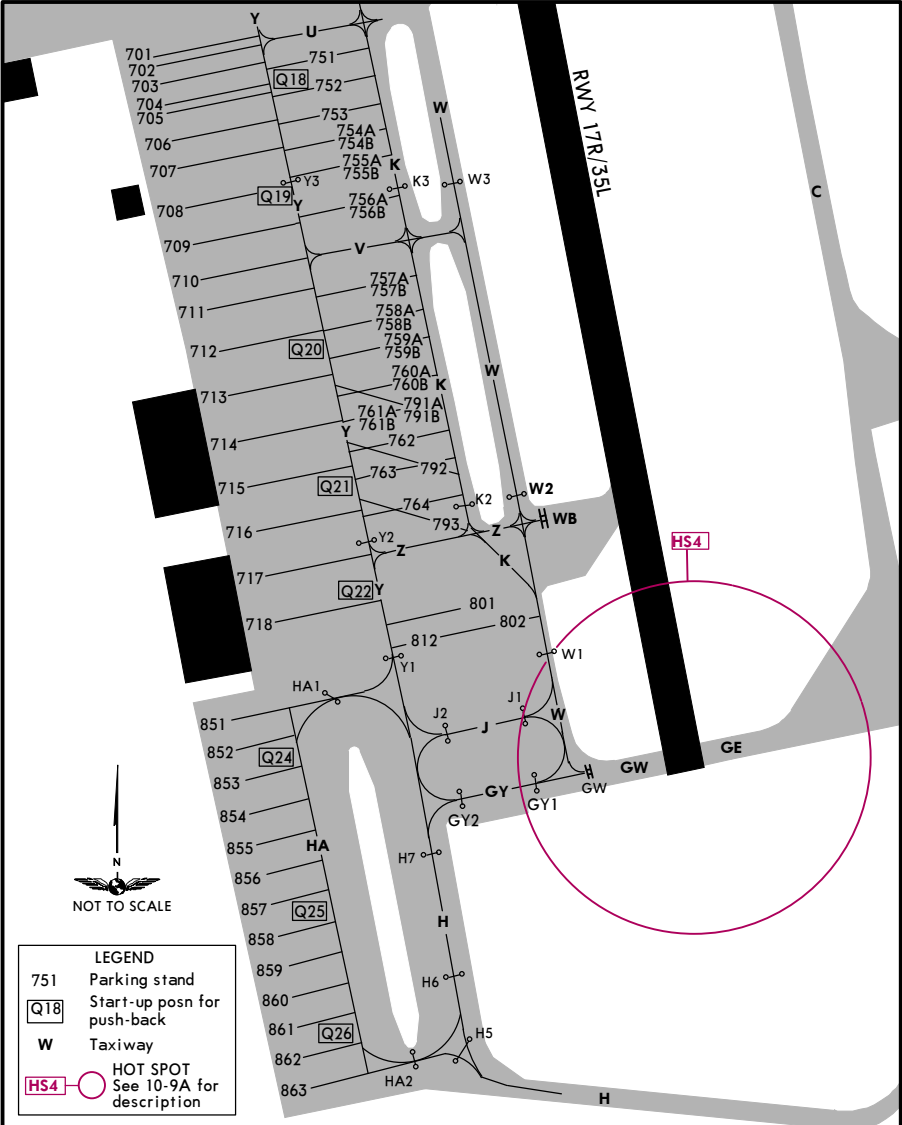
MILAN, ITALY
MALPENSA

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		

LIMC/MXP

JEPPESEN
2 OCT 15 10-9E Eff 15 Oct

MILAN, ITALY
MALPENSA

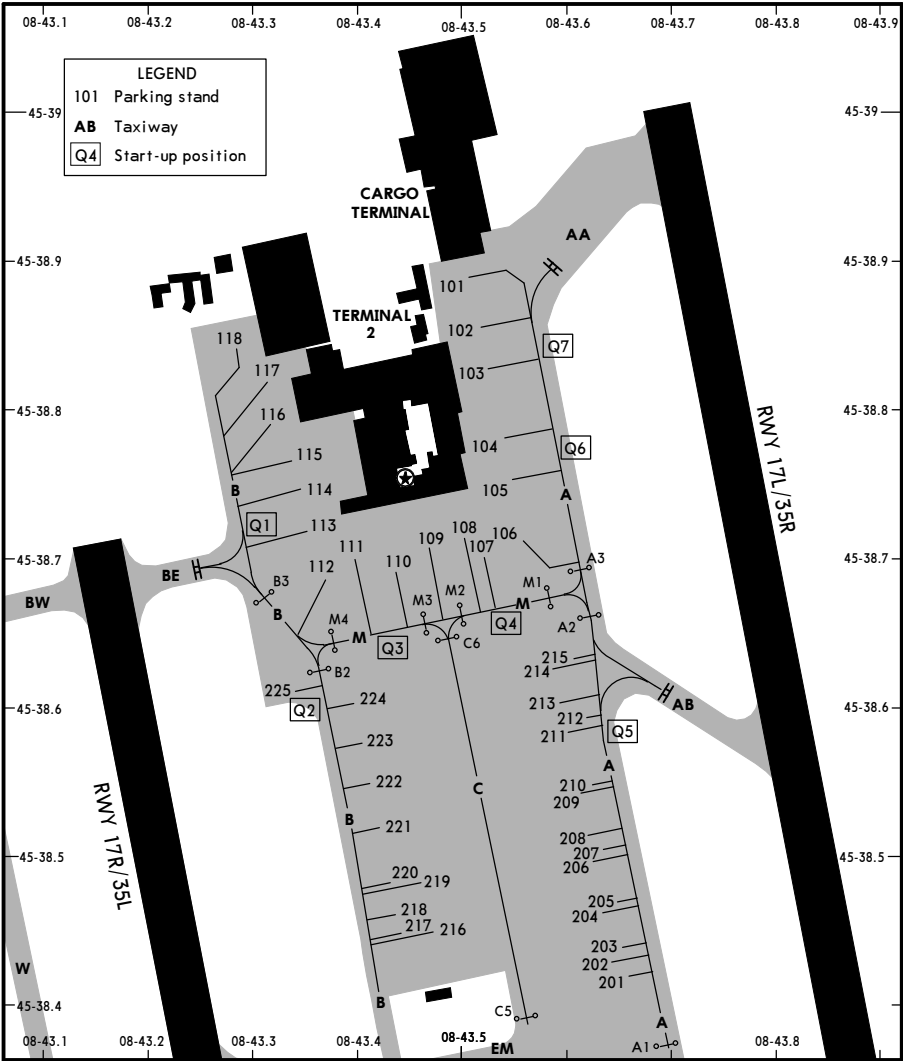


INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
701 thru 703	N45 37.3 E008 43.1	758A thru 761B	N45 37.0 E008 43.3
704 thru 707	N45 37.2 E008 43.1	762 thru 764	N45 36.9 E008 43.4
708 thru 710	N45 37.1 E008 43.1	791A, 791B	N45 37.0 E008 43.3
711	N45 37.0 E008 43.1	792, 793	N45 36.9 E008 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**
9 DEC 11 **10-9F** **Eff 15 Dec**

MILAN, ITALY
MALPENSA



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		

LIMC/MXP

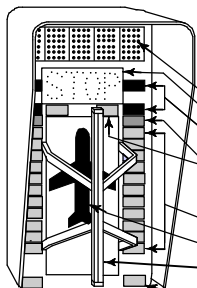
JEPPESSEN
9 DEC 11 (10-9G) Eff 15 Dec

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.**



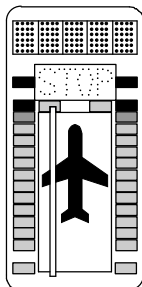
- a. Display indicating: Aircraft type. OK. TOO FAR. STOP SHORT.
- b. Display for STOP command.
- c. Two pairs of red lights = STOP position reached.
- d. Pair of green lights indicating the stop position reference.
- e. Pair of yellow lights indicating the aircraft is 10' (3m) before the STOP position.
- 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

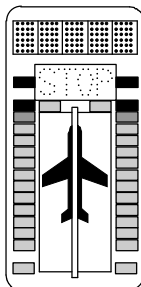
1. The system is ready when:
 - the bottom pair of green lights are blinking
 - the aircraft type is shown (blinking) on the upper information block
 - the stopbarlights are shown
2. The pilot should be aware that the correct type of aircraft is shown before using the system.

C. CENTERLINE GUIDANCE

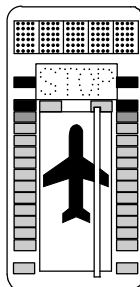
Centerline guidance is obtained by means of an illuminated bar in front of an aircraft symbol. The aircraft is on centerline when bar and symbol overlap each other.



TURN LEFT



ON CENTERLINE



TURN RIGHT

LIMC/MXP

JEPPesen
5 NOV 04 (10-9H)

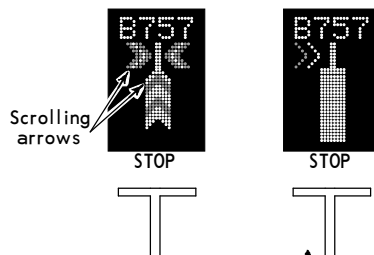
MILAN, ITALY
MALPENSA

VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK Type 3)

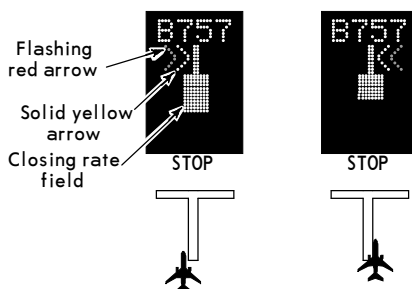
Check that the correct aircraft type is displayed.
The scrolling arrows indicate that the system is activated.

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.

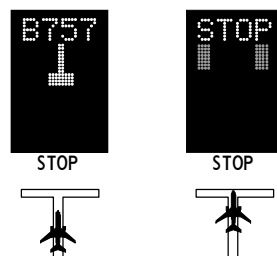


The flashing red and solid yellow arrows provide azimuth guidance information. The flashing red arrow shows the direction to steer, while the solid yellow arrow indicates how far the aircraft is off of the centerline.



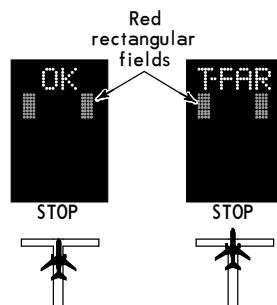
39'/12m from the stop-position the closing rate field starts the indication of "Distance to go" by turning off one row of LEDs for each one half meter the aircraft advances towards the stop-position.

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.

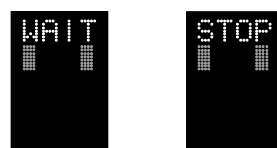


When the aircraft is correctly parked "OK" will be displayed after a few seconds.

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



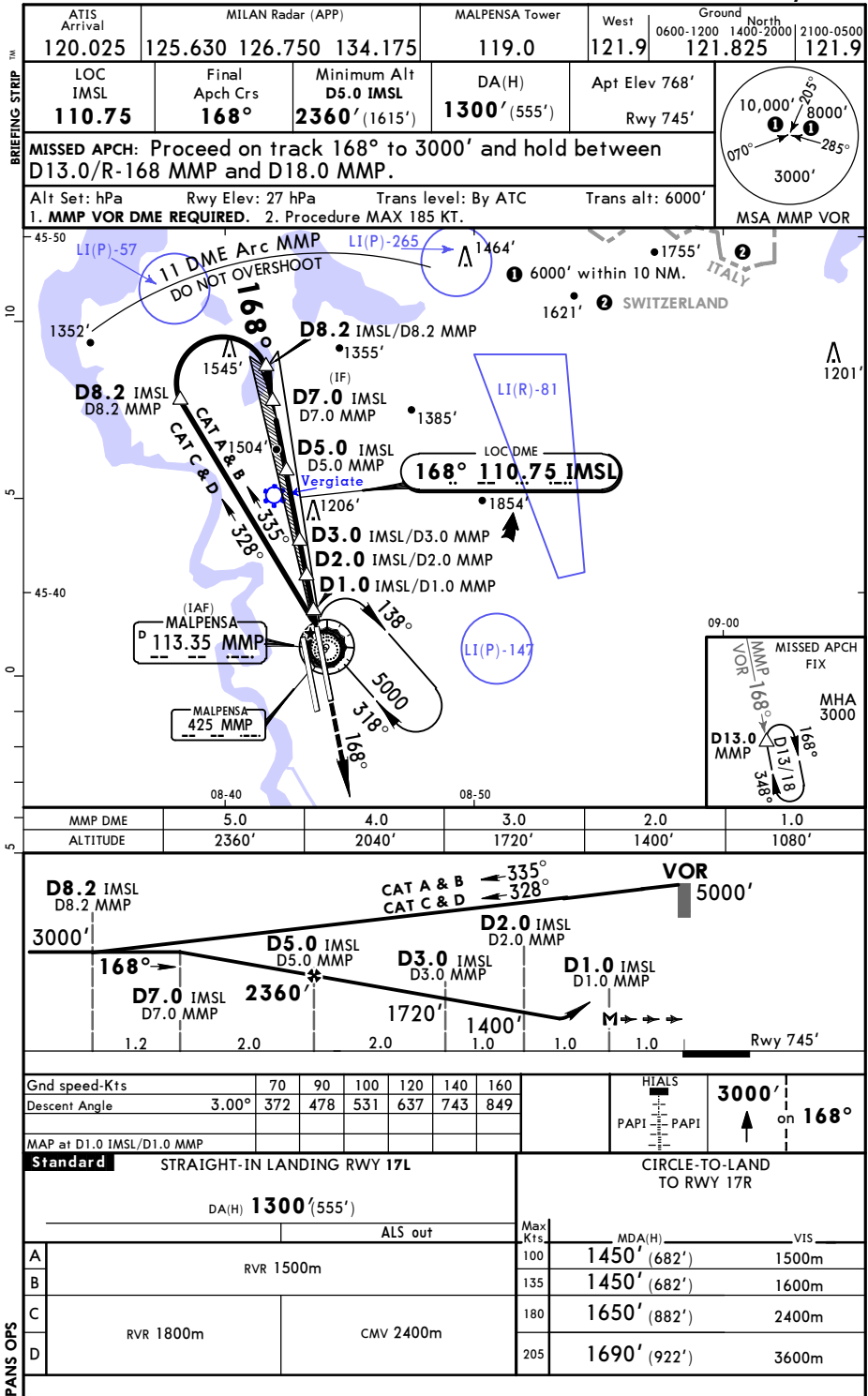
The aircraft must be verified at least 39'/12m before the correct stop position. If this does not occur, the system displays "STOP" with two red, rectangular fields being lit in the azimuth guidance area of the display. While the aircraft is stopped, the system will attempt to verify it. If successful, 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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18 SEP 15 11-3

MILAN, ITALY
LOC Rwy 17L



CHANGES: Approach frequency.

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JEPPESSEN
18 SEP 15 (11-4A)

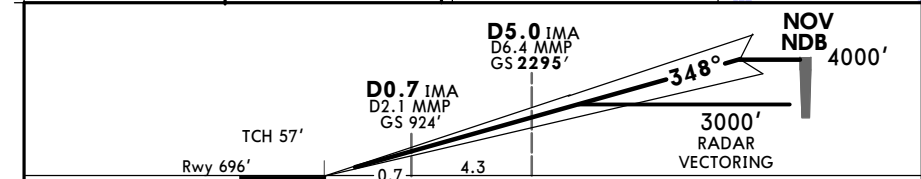
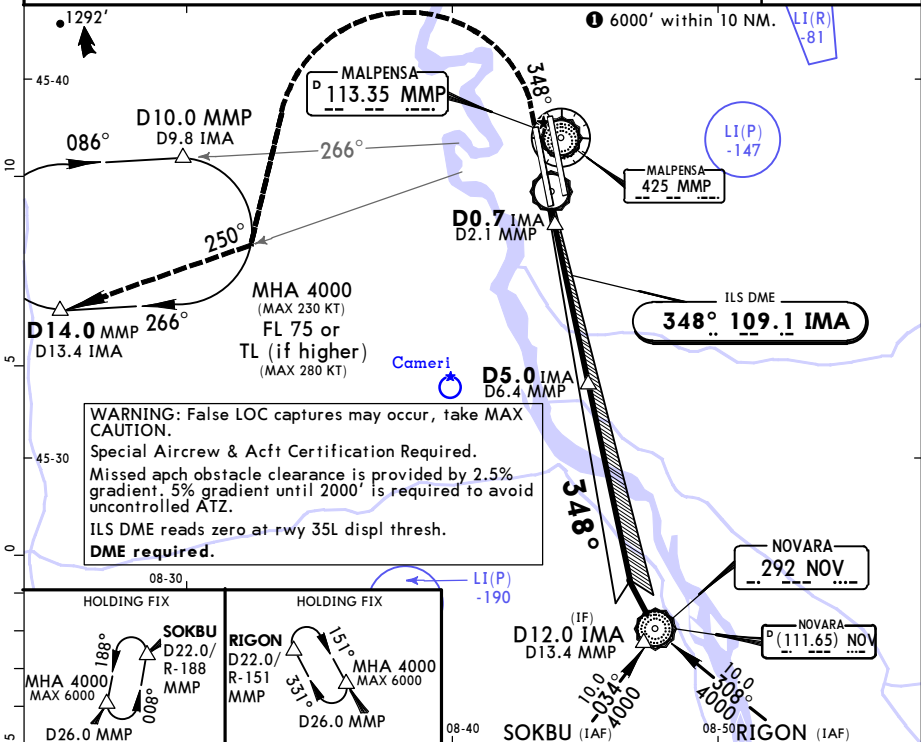
MILAN, ITALY
CAT II/III ILS Z Rwy 35L

BRIEFING STRIP

TM

ATIS Arrival 120.025		MILAN Radar (APP) 125.630 126.750 134.175		MALPENSA Tower 128.350		West 121.9	Ground 0600-1200 1400-2000 2100-0500 121.825 121.9	
LOC IMA 109.1		Final Apch Crs 348°		GS D5.0 IMA 2295' (1599')		CAT II/IIIA ILS 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		Rwy Elev: 25 hPa		Trans level: By ATC		Trans alt: 6000'		

MSA MMP VOR



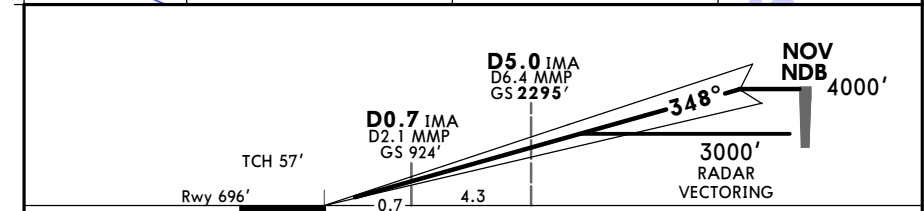
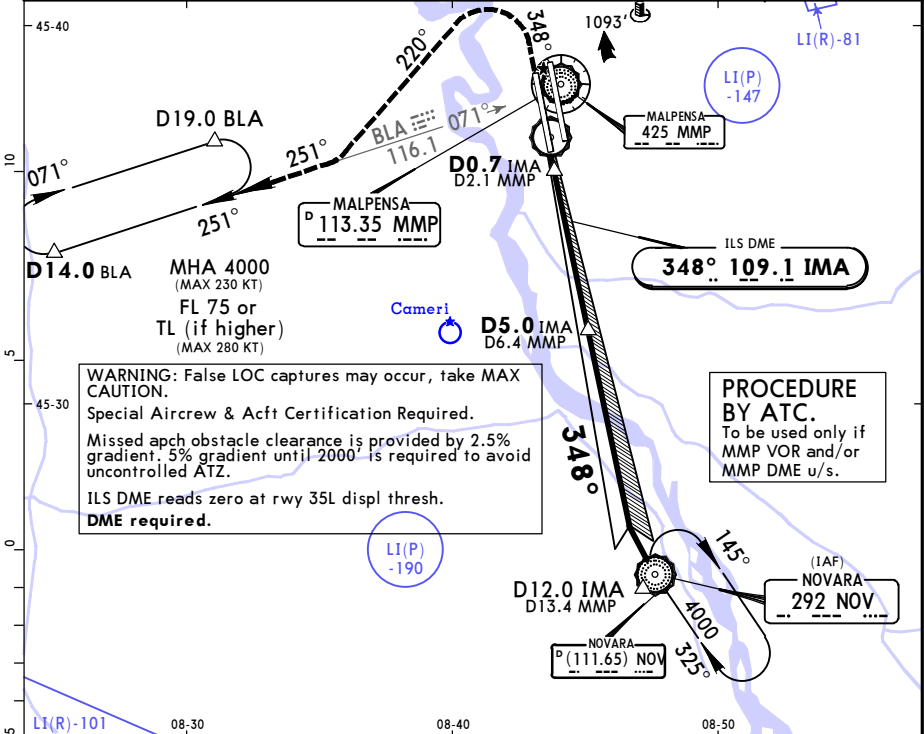
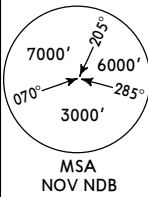
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI		1450' on 348°
GS	3.00°	372	478	531	637	743	849		
Standard		STRAIGHT-IN LANDING RWY 35L							
CAT IIIA ILS		ABC RA 105' DA(H) 796'(100')				CAT II ILS D RA 118' DA(H) 807'(111')			
DH 50'									
RVR 200m		RVR 300m							
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.									

LIMC/MXP
MALPENSA

JEPPESSEN
18 SEP 15 (11-5A)

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

ATIS Arrival	MILAN Radar (APP)	MALPENSA Tower	West	Ground 0600-1200 North 1400-2000	2100-0500
120.025	125.630 126.750 134.175	128.350	121.9	121.825	121.9
LOC IMA 109.1	Final Apch Crs 348°	GS D5.0 IMA 2295' (1599')	CAT II/III ILS Refer to Minimums	Apt Elev 768' 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'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		1450'	348°
GS	3.00°	372	478	531	637	743	PAPI	PAPI	on	

Standard CAT IIIA ILS		STRAIGHT-IN LANDING RWY 35L CAT II ILS	
DH 50'		ABC RA 105' DA(H) 796' (100')	D RA 118' DA(H) 807' (111')
RVR 200m		RVR 300m	

PANS OPS

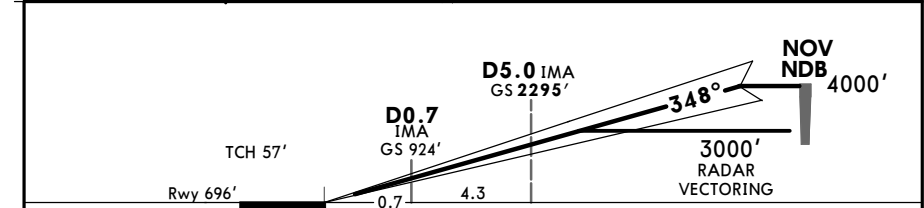
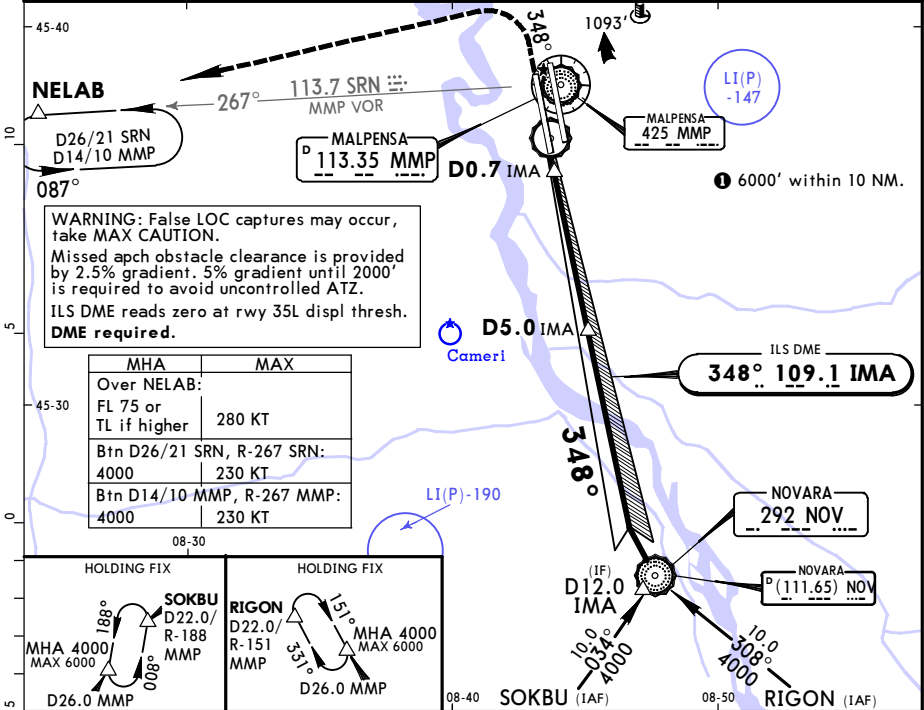
LIMC/MXP
MALPENSA

JEPPesen
18 SEP 15 (11-6A)

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

BRIEFING STRIP™

ATIS Arrival 120.025	MILAN Radar (APP) 125.630 126.750 134.175			MALPENSA Tower 128.350	West 121.9	Ground 0600-1200 1400-2000 121.825		North 2100-0500 121.9
LOC IMA 109.1	Final Appch Crs 348°	GS D5.0 IMA 2295' (1599')	CAT II/IIIA ILS Refer to Minimums	Apt Elev 768' 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	

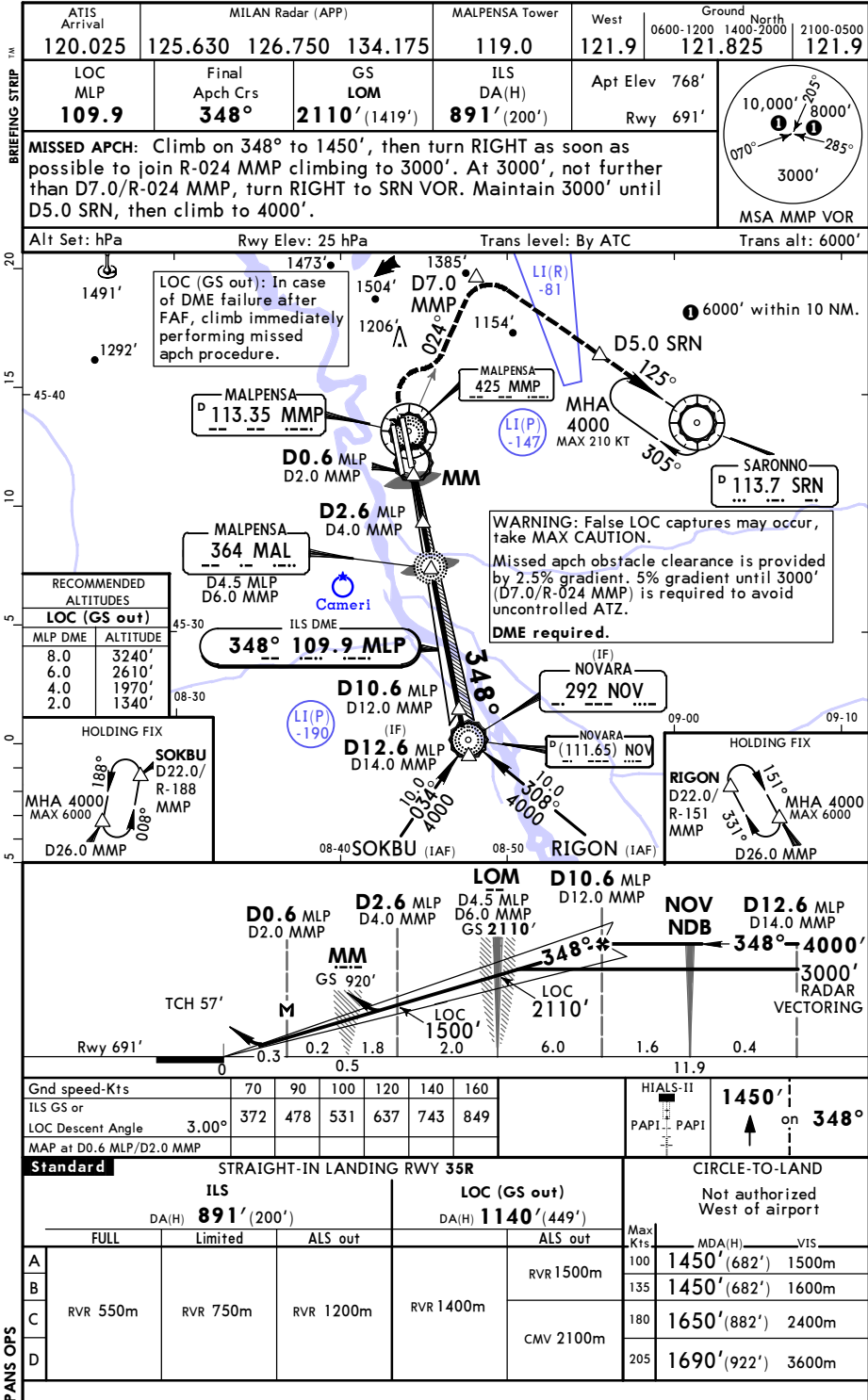


Gnd speed-Kts	70	90	100	120	140	160			HIALS-II PAPI  PAPI		1450' on 348° 
GS	3.00°	372	478	531	637	743			849		
Standard		STRAIGHT-IN LANDING RWY 35L									
CAT IIIA ILS			CAT II ILS								
DH 50'			ABC RA 105' DA(H) 796'(100')				D RA 118' DA(H) 807'(111')				
RVR 200m			RVR 300m 								

LIMC/MXP
MALPENSA

JEPPesen
18 SEP 15 11-7

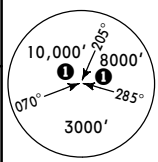
MILAN, ITALY
ILS Z Rwy 35R

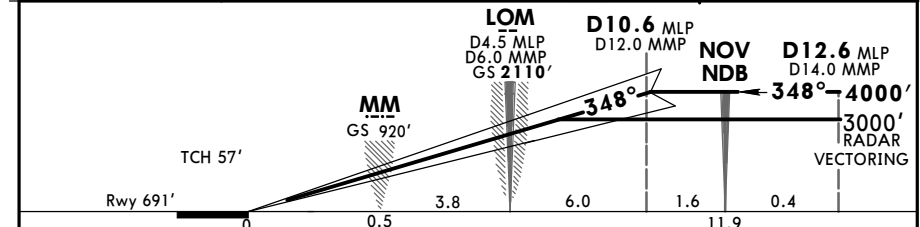
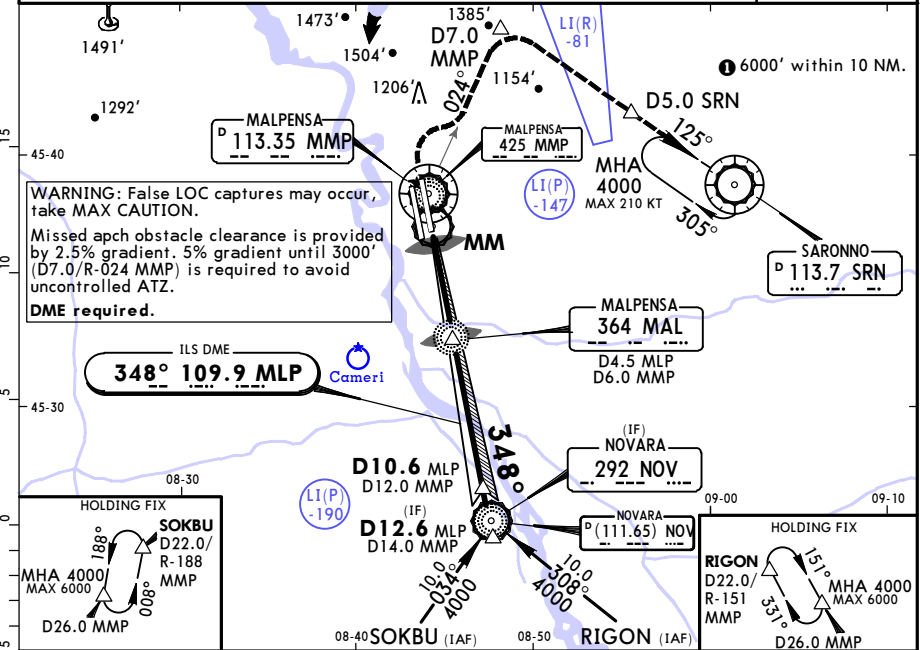


LIMC/MXP
MALPENSA

18 SEP 15 **11-7A**

MILAN, ITALY
CAT II/III ILS Z 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	
									121.825	121.9		
	LOC MLP		Final Apch Crs		GS LOM		CAT II/IIIA ILS		Apt Elev 768'			
	109.9		348°		2110' (1419')		Refer to Minimums		Rwy 691'			
MISSED APCH: Climb on 348° to 1450', then turn RIGHT as soon as possible to join R-024 MMP climbing to 3000'. At 3000', not further than D7.0/R-024 MMP, turn RIGHT to SRN VOR. Maintain 3000' until D5.0 SRN, then climb to 4000'.												
Alt Set: hPa		Rwy Elev: 25 hPa		Trans level: By ATC		Trans alt: 6000'		MSA MMP VOR				
Special Aircrew & Acft Certification Required.												



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

Standard		STRAIGHT-IN LANDING RWY 35R	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABC RA 105' DA(H) 791' (100')	D RA 110' DA(H) 796' (105')
RVR 200m		RVR 300m	

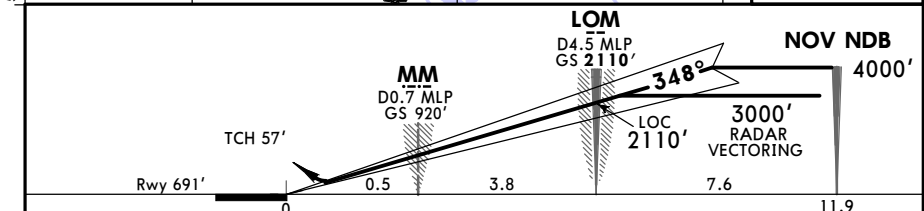
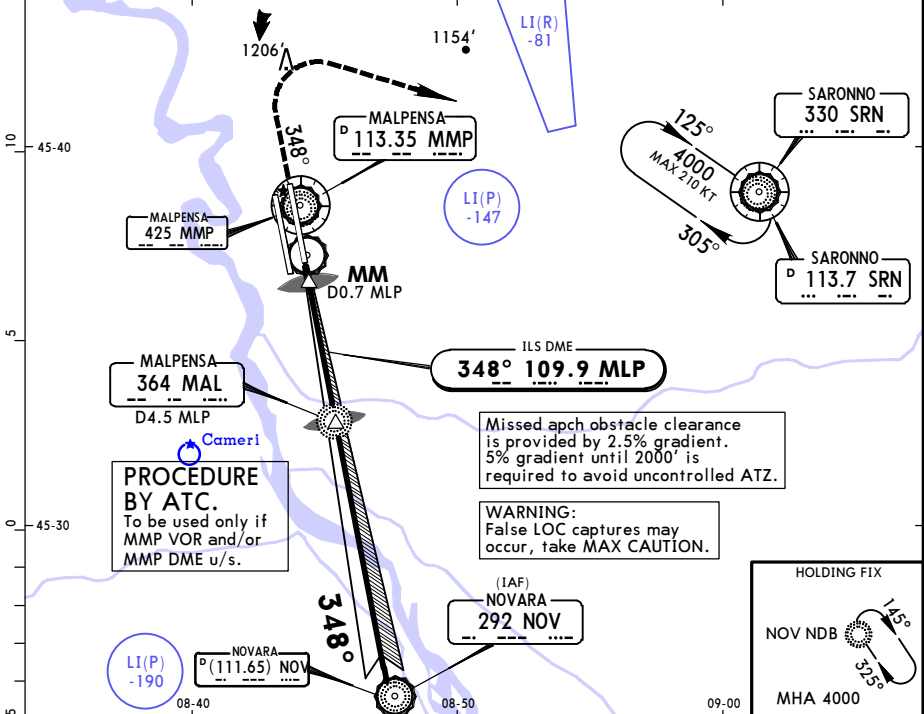
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

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MALPENSA

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18 SEP 15 11-8

MILAN, ITALY
ILS Y Rwy 35R

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	West	Ground		
120.025	125.630	126.750	134.175	119.0	121.9	0600-1200	North 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'.						MSA NOV NDB		
Alt Set: hPa	Rwy Elev: 25 hPa		Trans level: By ATC		Trans alt: 6000'			



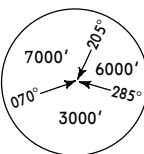
Gnd speed-Kts	70	90	100	120	140	160		
ILS GS	3.00°	377	485	539	647	755		

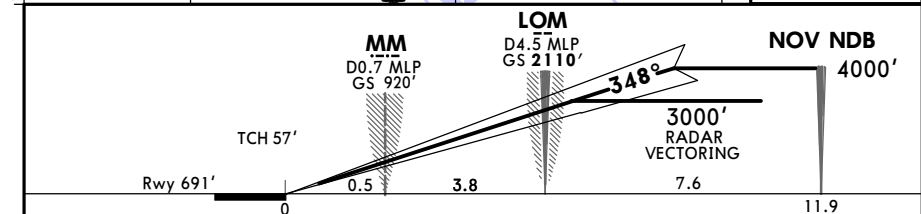
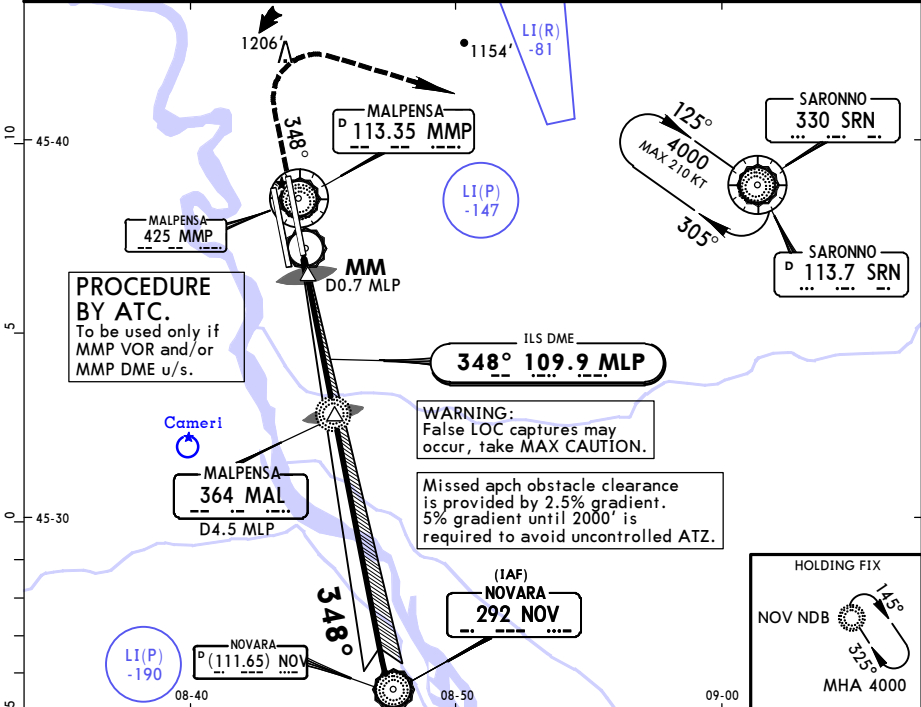
Standard STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND			
ILS				LOC (GS out)			
DA(H) 891' (200')				Not authorized West of airport			
				Max Kts	MDA(H)	VIS	
FULL				Limited	ALS out		
A	RVR 550m	RVR 750m	RVR 1200m	NOT APPLICABLE	100	1450' (682')	1500m
B					135	1450' (682')	1600m
C					180	1650' (882')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

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MALPENSA

18 SEP 15 (11-8A) **JEPPESSEN**

MILAN, ITALY
CAT II/III 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	
							121.825		121.9	
	LOC MLP	Final Apch Crs		GS LOM	CAT II/IIIA ILS Refer to Minimums		Apt Elev 768' Rwy 691'			
	109.9	348°		2110' (1419')						
MISSED APCH: Climb on 348° to 1450', then turn RIGHT to SRN VOR/NDB climbing to 4000'.										 MSA NOV NDB
Alt Set: hPa		Rwy Elev: 25 hPa		Trans level: By ATC		Trans alt: 6000'				
Special Aircrew & Acft Certification Required.										



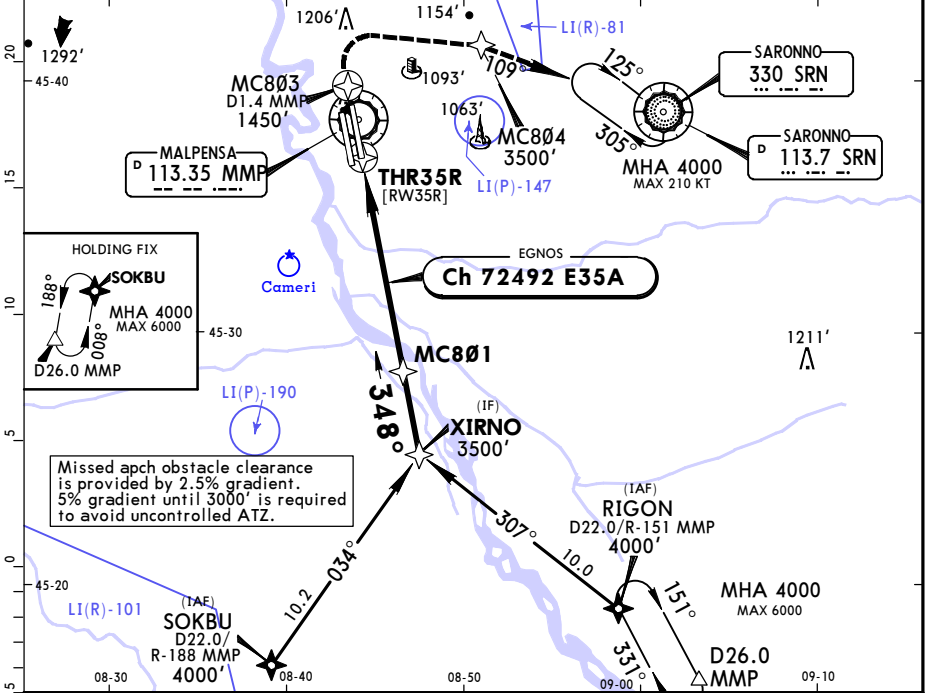
Gnd speed-Kts		70	90	100	120	140	160	HIALS-II PAPI PAPI 1450' on 348°			
GS 3.00°		377	485	539	647	755	862				
Standard		CAT IIIA ILS		STRAIGHT-IN LANDING RWY 35R				CAT II ILS			
DH 50'		ABC		RA 105'				D RA 110'			
DA(H) 791'(100')		DA(H) 791'(100')		DA(H) 796'(105')				DA(H) 796'(105')			
RVR 200m		RVR 300m				RVR 300m I					
I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.											

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MALPENSA

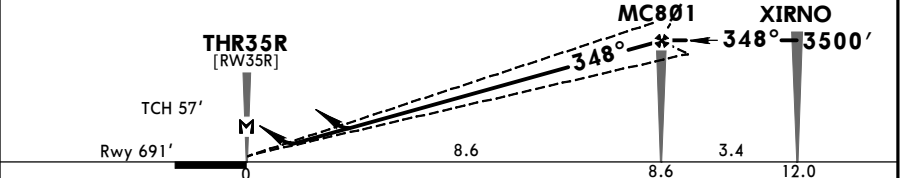
JEPPesen
29 APR 16 12-2

MILAN, ITALY
RNAV (GNSS) 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 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			
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	

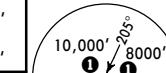
Standard				STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND			
LPV				LNAV				Not authorized			
DA(H) A: 969' (278') C: 989' (298') B: 981' (290') D: 1000' (309')				DA(H) 1200' (509')				West of airport			
ALS out				ALS out				Max Kts MDA(H) VIS			
A	RVR 750m I			RVR 1300m		RVR 1500m		100	1450' (682')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

LIMC/MXP
MALPENSA

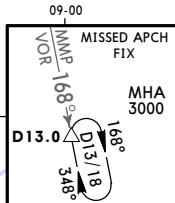
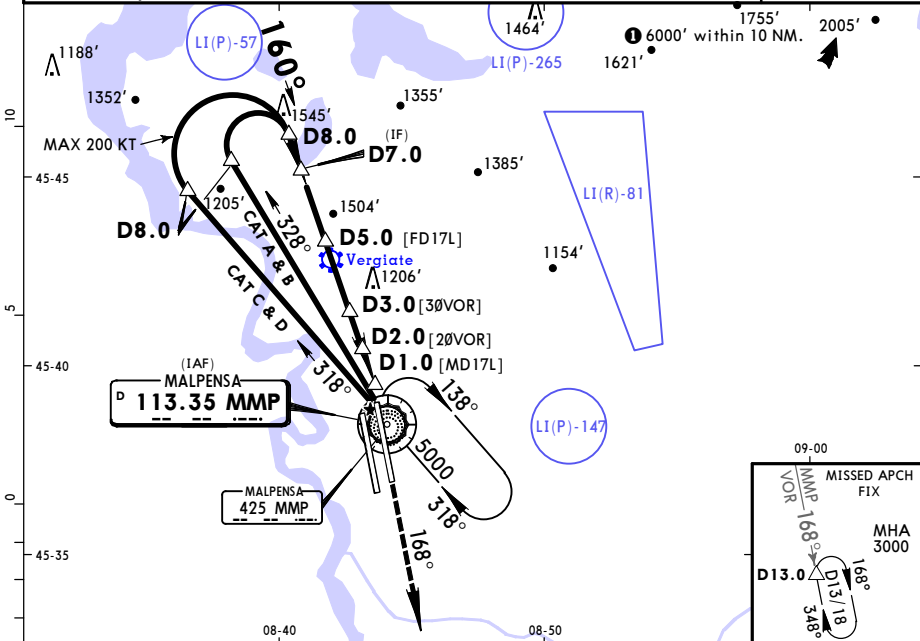
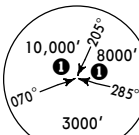
JEPPesen
18 SEP 15 (13-1)

MILAN, ITALY
VOR Rwy 17L

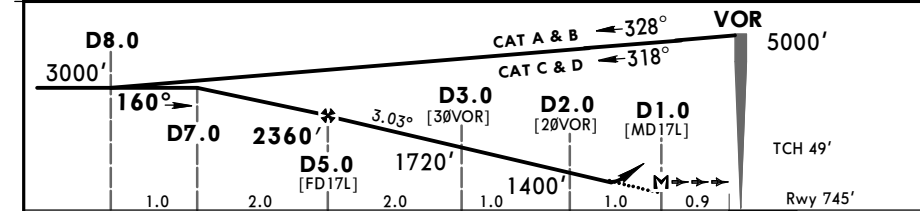
BRIEFING STRIP™

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



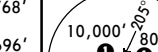
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	3000' on 168°
Descent Angle	3.03°	375	482	536	643	750		
MAP at D1.0								

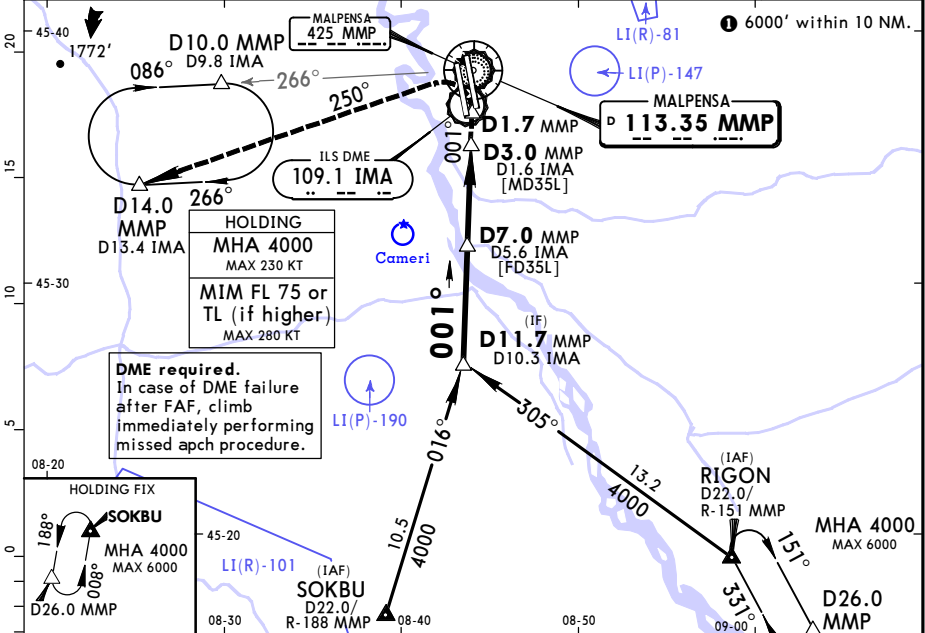
Standard STRAIGHT-IN LANDING RWY 17L						CIRCLE-TO-LAND TO RWY 17R		
DA(H) 1300' (555')						Max Kts	MDA(H)	VIS
ALS out						100	1450' (682')	1500m
A	RVR 1500m					135	1450' (682')	1600m
B						180	1650' (882')	2400m
C						205	1690' (922')	3600m
D								

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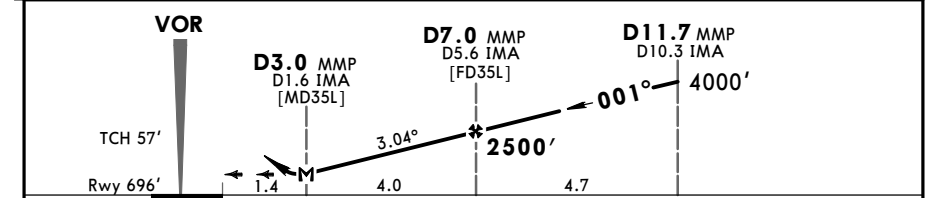
18 SEP 15 **13-2**

MILAN, ITALY
VOR Rwy 35L

BRIEFING STRIP™	ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	West	Ground		
	120.025	125.630	126.750	134.175	128.350	121.9	0600-1200	North 1400-2000	2100-0500
	VOR MMP	Final Apch Crs	Minimum Alt D7.0 MMP	DA(H)	Apt Elev 768'				
	113.35	001°	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									



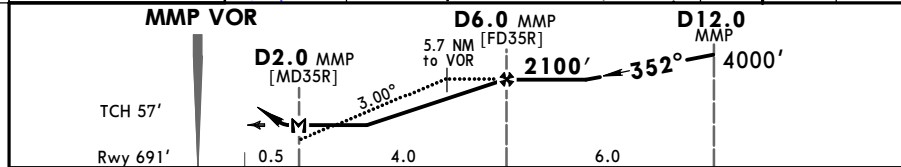
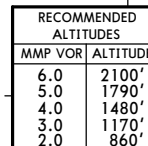
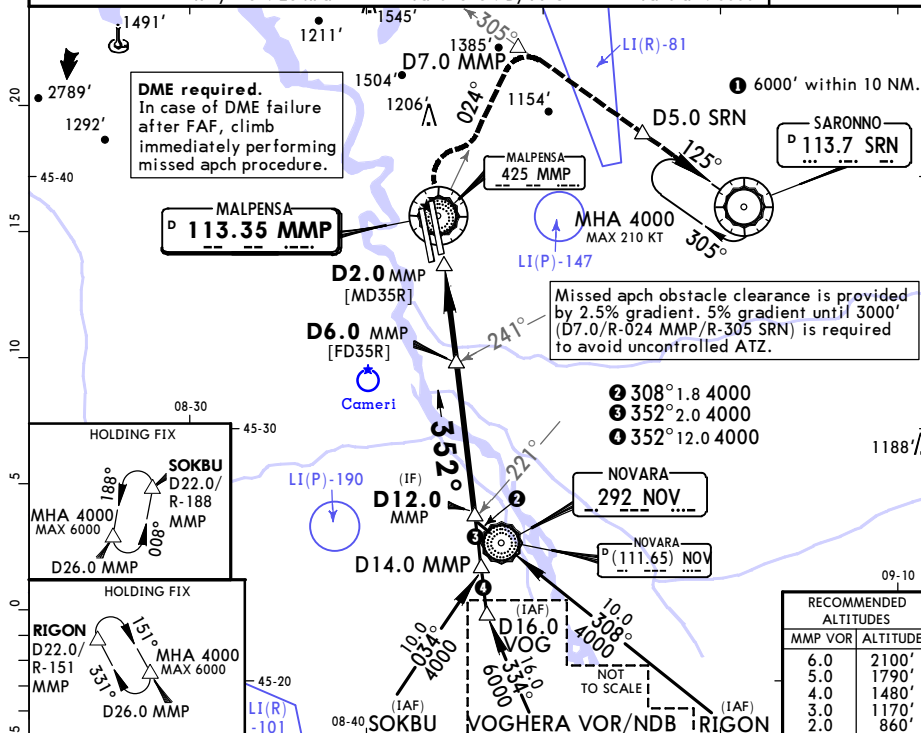
MMP DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1200'	1520'	1840'	2160'	2500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
Descent Angle	3.04°	376	484	538	645	753	PAPI	PAPI
MAP at D3.0 MMP/D1.6 IMA								

Standard				STRAIGHT-IN LANDING RWY 35L				CIRCLE-TO-LAND			
				DA(H) 1200' (504')				Not authorized West of airport			
				ALS out				Max Kts			
A	RVR 1500m								100	1450' (682')	1500m
B									135	1450' (682')	1600m
C									180	1650' (882')	2400m
D					CMV 2400m				205	1690' (922')	3600m

Alt Set: hPa	Rwy Elev: 25 hPa	Trans level: By ATC	Trans alt: 6000'
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Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.00°	372	478	531	637	743	
MAP at D2.0 MMP							

Standard	STRAIGHT-IN LANDING RWY 35R
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CIRCLE-TO-LAND

Not authorized
West of airport

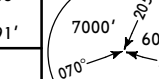
DA(H) 1150 (459)		Max Kts	MDA(H)	VTS	
A	RVR 1400m	ALS out	100	1450'(682')	1500m
B		RVR 1500m	135	1450'(682')	1600m
C		CMV 2100m	180	1650'(882')	2400m
D			205	1690'(922')	3600m

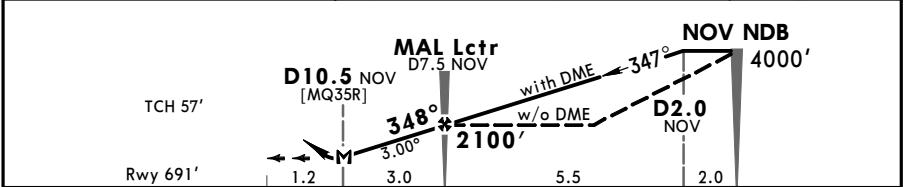
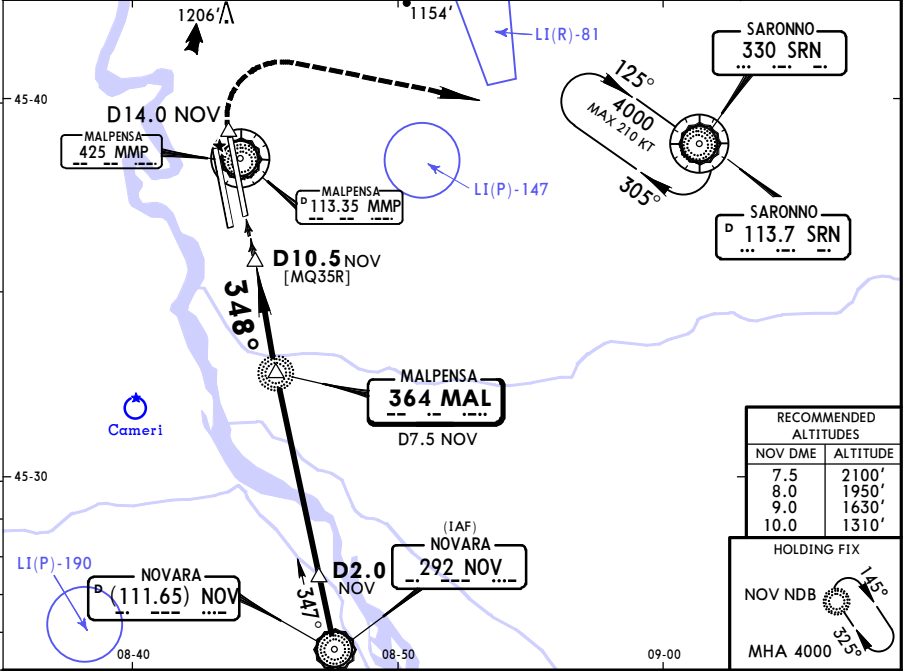
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LIMC/MXP
MALPENSA

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18 SEP 15 16-1

MILAN, ITALY
LOCATOR Rwy 35R

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	West	Ground		
120.025	125.630	126.750	134.175	119.0	121.9	0600-1200	North 1400-2000	2100-0500
Lctr MAL 364	Final Apch Crs 348°	Minimum Alt MAL Lctr 2100' (1409')	DA(H) (CONDITIONAL) 1150' (459')		Apt Elev 768' 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	



Gnd speed-Kts	70	90	100	120	140	160		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	VIS
ALS out		ALS out		100	1380' (612') 1500m
RVR 1400m	RVR 1500m	RVR 1500m		135	1420' (652') 1600m
	CMV 2100m	CMV 2100m	CMV 2400m	180	1600' (832') 2400m
D				205	1670' (902') 3600m



Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MILAN, (MALPENSA - LIMC)				
ADD	CONSTRUCTION WORKS DE-ICI...	10-8	17 Jun 2016	23 Jun 2016
ADD	CONSTRUCTION WORKS DE-ICI...	10-8A	17 Jun 2016	23 Jun 2016

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LIMC

Type: Terminal

Effectivity: Temporary

Begin Date: 20160623

End Date: Until Further Notice

Construction works in progress. Low visibility taxi routes (10-9B) not available during WIP. For details refer to temp pages 10-8, 10-8A and latest NOTAMs.