General Info
Milan, ITA
N 45° 37.8' E 08° 43.4' Mag Var: 0.0°W
Elevation: 767'
Public, Control Tower, IFR, Landing Fee, Rotating Beacon, Customs
Fuel: 100LL, Jet A-1
Time Zone Info: GMT+1:00 uses DST

Runway Info
Runway 17L-35R 12861' x 197' asphalt
Runway 17R-35L 12861' x 197' asphalt

Runway 17L (169.0°M) TDZE 745'
   Lights: Edge, ALS, Centerline
   Displaced Threshold Distance 3094'
Runway 17R (169.0°M) TDZE 764'
   Lights: Edge
Runway 35L (349.0°M) TDZE 714'
   Lights: Edge, ALS, TDZ
   Displaced Threshold Distance 1329'
Runway 35R (349.0°M) TDZE 708'
   Lights: Edge, ALS, Centerline, TDZ
   Right Traffic

Communications Info
ATIS 121.625 Departure Service
ATIS 120.025 Arrival Service
Malpensa Tower 257.80 Military
Malpensa Tower 128.35
Malpensa Tower 119.0
Malpensa Ground West Ground Control 121.9
Malpensa Ground North Ground Control 121.825
Malpensa Clearance Delivery 120.9
Milan Arrival Control 132.7
Milan Departure Control 126.3
Milan Departure Control 126.75

Notebook Info
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. 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.

1.2.3. RWY USAGE AT NIGHT
 Between 2230-0530LT RWY 35L must be used for landing and RWY 17R must be used for take-off. When RWY 17R is not available for safety reasons, meteorological conditions and delays of more than 20 minutes, RWY 35L will be used for take-off. If RWY 35L/17R is closed RWY 35R will be used for take-off.

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

1.2.5. AUXILIARY POWER UNIT (APU)
Use of APU is allowed 5 minutes before STD but only to start-up engines. In case of extraordinary reasons APU can be used; however this operation shall be limited to the shortest time.

If ground generator units are not available at the aerodrome, APU can be started up to 60 minutes before STD and switched off 20 minutes after arrival.

The term ground generator unit is intended to mean the power supply and air-conditioning units associated with the finger.

1.3. LOW VISIBILITY PROCEDURES (LVP)
For LVP taxi routings refer to 10-9 charts.

1.3.1. GENERAL
In low visibility conditions the following reference points are available for ACFT movements:

a) RWY holding positions CAT II/III:
   - GW-GE to RWY 35L,
   - CA to RWY 35R.

b) Intermediate holding positions, identified by lighted signs with yellow inscription on black panel positioned on the right sides of the TWY, transversal yellow lights and dashed transversal yellow marking:
   - on TWY C in direction North/South: C1

RVR and CEILING
- Preparation: RVR TDZ less or equal than 800m and/or CEILING = 200'
- Activation: RVR TDZ less or equal than 550m and/or CEILING less than 200'
- Deactivation: RVR TDZ more than 550m and/or CEILING more or equal than 200'
- Termination: RVR TDZ more than 800m.

When RVR is less than 550m and/or CEILING is less than 200m, RWYs shall be used as follows:

- RWY 35R only for take-off,
- RWY 35L only for landing,
- RWY 17L/R not usable.

a) ACFT arriving on RWY 35L directed to Terminal 1 shall vacate the RWY only on TWY L and/or EW and/or BW and Apron T to West apron.

b) ACFT arriving on RWY 35L directed to Terminal 2 shall vacate only on TWY BA and/or BE.

c) ACFT departing from RWY 35R shall taxi to CA holding point/CAT II/III position:
   - only on TWY W or TWY K or Apron TWY Y (direction North-South).

   - Departing ACFT coming from Terminal 1 shall taxi to CA holding point/CAT II/III position, only via TWY C.

   - Departing ACFT coming from Terminal 2 shall taxi to CA holding point/CAT II/III position, only via TWY C.

   - TWYs AA, AB, E, D, CB, BA, EM, DE, DM, CF, FE, WB, F, DB, DA, L, EW, BW are not usable to enter the RWYs.
1. GENERAL

1.3.2. GROUND MOVEMENT

SMR (Surface Movement radar) operative:

When RVR is less than 600m, ACFT movement on the manoeuvring area and on the aprons shall be in accordance with information and sequence provided by TWR, following the indicated course. Follow-me assistance provided on pilot's request. ACFT separation shall be determined by means of reference points that assure longitudinal separation.

This separation may be reduced, whenever the pilot declares, under his own responsibility, that the preceding ACFT is in sight and separation can be maintained.

SMR (Surface Movement radar) inoperative:

When RVR is between 550m and 150m, ACFT movement on manoeuvring area and aprons, shall be in accordance with information, and sequence provided by TWR, following the indicated course. Follow-me assistance provided on pilot's request. ACFT separation shall be determined by means of not adjacent reference points on the same TWY in order to achieve a greater separation.

When RVR measured on TDZ point of one the RWYS is below 150m, RWY 35L only shall be used for landing and take-off. Only one ACFT at the time shall be allowed to taxi on the manoeuvring area and follow-me assistance shall be provided on pilot's request. Only one ACFT at the time shall be allowed to taxi on the aprons and follow-me car assistance is mandatory.

No entry TWYS E-D-CB-DA-DB shall be protected by ICAO compliant physical barriers.

1.3.3. MOVEMENT FROM/TO APRON GS

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

1.3.4. CONTINGENCIES

Lost ACFT on the manoeuvring area:

Whenever an ACFT reports being lost on the manoeuvring area and TWR is not able to determine the ACFT position, all APT operations shall be immediately suspended. TWR shall instruct all the taxing ACFT to report and maintain position and will keep them informed of the lost ACFT last known/reported position.

TWR will instruct a follow-me to search for the lost ACFT, supplying all the available information, including lost ACFT last reported position and taxing ACFT position on the manoeuvring area.

Radio failure on the manoeuvring area:

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

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

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

State of emergency and/or accident:

Whenever a state of emergency or accident occurs, Tower shall instruct all ACFT taxing 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. RWY OPERATIONS

1.4.1. 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 taxing 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.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

TWY AA to be used for vacating RWY 17L/35R or for departure RWY 17L with aerodrome operative in CAT I.

TWY GS MAX wingspan 78'/24m and must be used with follow-me assistance when proceeding to GA apron.

Aproach TWY N linking TWY P and Aproach TWY N MAX wingspan 157 '/48m.

TWY AB to be used for vacating RWY 17L/35R or for departures from start point A RWY 17L with aerodrome operative in CAT I (red lights off and TWY centerline lights available).

Aproach TWY N linking TWY P and Aproach TWY N MAX wingspan 157 '/48m.

TWY AB to be used for vacating RWY 17L/35R or for departures from start point A RWY 17L with aerodrome operative in CAT I (red lights off and TWY centerline lights available).

Heavy ACFT approaching RWY 35R shall conduct the landing in order to clear the RWY via TWY E. Heavy ACFT approaching 35L shall conduct the landing in order to clear the RWY via TWY B, if directed to Terminal 2, or via TWY EW instead, if directed to Terminal 1. When on TWY W it will be given initially W0 as clearance limit.

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

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

TWY DA, L and EW shall be used by ACFT proceeding to Aproach TWY N, P and R (holding at W2). ACFT coming from TWY BW will be given W10 as clearance limit. ACFT coming from TWY BW will be given W0 as clearance limit.

Preferential use of Aproach TWY with RWY 35L/R in use:

- Aproach TWY N, P, R, S and V shall be used to enter the apron.
- Aproach TWY T and U shall be used to leave the apron.
- Aproach TWY N, P and R shall be used to enter the apron.
- Aproach TWY N, P and R shall be used to leave the apron.

Preferential use of Aproach TWY with RWY 17R/L in use:

- Aproach TWY S, T, U and V shall be used to enter the apron.
- Aproach TWY N, P and R shall be used to leave the apron.
1. GENERAL

1.6. PARKING INFORMATION

- On stands 301, 303, 305, 306, 308, 310, 311, 313, 315, 316, 318 and 320 power-back required.

1.7. OTHER INFORMATION

1.7.1. GENERAL

- Overflying city of Milan prohibited. Parachuting.
- RWYs 35L and 35R right-hand circuit.

1.7.2. USE OF HOLDING BAY/POSITIONS

- Holding bays/positions CF1, CF2, CA1 and CA2 usable with APT operating in CAT I and DAY only. CF2 may be used as parking stand (in emergency only).
- In this case movements on TWYs CF and F bnt RWY 17R/35L and RWY C are not allowed. CA1 and CA2 available for ACFT with MAX wingspan of 118'/36m and MAX length of 153'/46.5m.
- Holding bays/positions GE2, GE3, H1, H2, H3, K8 and Z1 available for self-maneuvering ACFT with APT operating in CAT I and DAY only.
- GE2 and GE3 used for engine test. GW1, GW2, K8 and Z1 available for de-icing.

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-ASKU-PIMOT-TOP-LAGEN-GEN.
  - 230 KT at or below FL100.
  - 210 KT at VERCE/RIGON points or at 20NM from TDZ on straight-in approach RWY 35L/R.
  - 180 KT at 9NM from TDZ.
  - 160 KT at 5NM from TDZ.

2.2. CAT II/III OPERATIONS

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

2.3. RUNWAY OPERATIONS

2.3.1. MINIMUM RWY OCCUPANCY

Landing ACFT on RWY 35R are requested to vacate the RWY not after intersection E as fast as practicable. ACFT unable to comply must advise MALPENSA Tower at the first contact.

Landing heavy ACFT on RWY 35L should perform their landing in order to vacate the RWY via TWY B or EW, or when landed on RWY 35R via TWY E.

2.4. USE OF MODE S TRANSPONDER ON THE GROUND

2.4.1. ACFT EQUIPPED WITH MODE S TRANSPONDER

2.4.1.1. ARRIVING ACFT AFTER LANDING AT THE 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.
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 5NM radar separation will be provided between ACFT during turn-on to parallel LOC courses. The minimum radar separation between ACFT established on a LOC course will be:
- 3NM between ACFT on the same LOC course (with additional longitudinal separation as required for wake turbulence),
- 3NM between successive ACFT on adjacent localizer course.

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

3.1. DE-ICING
De-Icing/De-Snowing takes place at following De-Icing Areas:
Area 1: Position H1, H2 and K8 (MAX CAT E), Z1 (MAX CAT C).
Area 2: Position 791 thru 793 (MAX CAT C).
Area 3: Position 202 (MAX CAT E), 201, 203 (MAX CAT C).
De-Icing Operation H24.
Minimum standard taxi-time may increase in accordance to weather condition.

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

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

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

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

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

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

RWY 17R coming from apron North via:
- TWY BA or TWY B.
3. DEPARTURE

3.3. SPEED RESTRICTIONS
MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: “NO ATC RESTRICTION ON SPEED”.

Similarly, whenever such a situation should arise during flight, advise ATC immediately and maintain minimum operational speed acceptable.

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. RUNWAY USAGE
During trial period the following alternate RWY usage scheme for take-offs will be in force:
- FIRST DAY:
  - between 0530-0930LT: RWY 35L;  
  - between 0930-1730LT: RWY 35R;  
  - between 1730-2230LT: RWY 35L.
- SECOND DAY:
  - between 0530-0930LT: RWY 35R;  
  - between 0930-1730LT: RWY 35L;  
  - between 1730-2230LT: RWY 35R.
- THIRD DAY: usage as for the first DAY.
- FOURTH DAY: usage as for the second DAY, and so on.

A tolerance of +/- 15 minutes is allowed to the established time for RWY change.

The alternate RWY usage scheme may not be applied:
- if required for safety reasons (i.e. operational or meteorological conditions);
- between 0830-1030LT and 1930-2130LT; these two hour periods may be shifted, if required by the peak-traffic forecast and, if necessary, a tolerance of +/- 15 minutes is allowed at beginning and end;
- a third one hour period of flexibility may be used to cope with the peak of traffic that could affect the regularity of APT operations; the use of this period will be limited to a maximum of 100 DAYs per year.

Due to daily periodic inspections RWY 35/17 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:

\[ \text{a}) \quad \text{up to } 1500' \ QFE \quad \begin{align*}
& - \text{take-off power;} \\
& - \text{take-off flap;} \\
& - \text{climb at } V_3 + 10/20 \ \text{KT or as limited by body angle;} \\
\text{b}) \quad \text{at } 1500' \ QFE \quad \begin{align*}
& - \text{reduce thrust and climb at } V_2 \ 10/20 \ \text{KT until reaching} \\
\text{c}) \quad \text{at } 3000' \ QFE \quad \begin{align*}
& - \text{accelerate smoothly to enroute climb speed with flap retraction.} \\
\end{align*}
\]

3.5. RUNWAY OPERATIONS

3.5.1. MINIMUM RWY OCCUPANCY
Departing ACFT shall comply with ATC clearance to line-up without any delay and line-up manoeuvre shall start immediately after the preceding departing ACFT has initiated the take-off run. As far as possible pre-flight checks shall be completed before line-up. Any other checks following line-up shall be carried out as quickly as possible. Take-off run shall start immediately after take-off clearance.

Prior to line-up, pilots must inform MALPENSA Tower if unable to comply with above minimum RWY occupancy criteria.
 Altitudes are based on Milan QNH.

Holdings are defined by conventional navigation.

Reissue.
ATIS Arrival
120.02

Apt Elev
767'

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

Holdings are defined by conventional navigation.

RNAV STARs & transitions established, transitions transferred.

ALT TO SCALE

MALPENSA

MEBUR 1H [MEBU1H], MEBUR 1K [MEBU1K] o
RNAV ARRIVALS

GEN 1Z o, IDONA 1Z [IDO1Z], KALIK 1Z [KAL1Z]
RNAV TRANSITIONS

PRNAV RECOMMENDED
FROM SOUTHEAST

PRNAV RECOMMENDED
FROM NORTHEAST

KALIK 1Z

MEBUR 1H

MEBUR 1K

NOT TO SCALE

HOLDINGS OVER
RIGON

VERCE

Voghera

Genoa

Idona

Kalik
ASTIG 1H [AST1H], NOVIG 1H [NOV1H]
RNAV ARRIVALS
ANA1 1W [ANA1W], TOP 1W
RNAV TRANSITIONS
PRNAV RECOMMENDED FROM SOUTHWEST

NOT TO SCALE

Distance between AKASU & MC442.
COD 1H
ARRIVAL
KALIK 1E (KAL1E)
TRANSITION
BY ATC
PROCEDURES ARE NOT TO BE PLANNED BY RNAV/FMS EQUIPPED ACFT
FROM SOUTHEAST
These SIDs require a minimum climb gradient of 450' per NM (7.4%) until passing TL.

**BLA SIDs establ; RMG SIDs transf; chart redrawn.**
SPEED CONTROL PROCEDURE
MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC. These SIDs require minimum climb gradients of:

1. 450' per NM (7.4%) until passing 3520'.
2. 425' per NM (7%) until passing 3000'.
3. 425' per NM (7%) until passing 3000'.

These SIDs require minimum climb gradients of:

1. SRN 8D
2. 450' per NM (7.4%) until passing 4500'.
3. 425' per NM (7%) until passing 3000'.

No restriction for acft type BAE 146.

Acft up to class A310/A320/MD80 and other medium acft.

Acft up to class B737(except BAE 146).

No restriction for acft type BAE 146.

Acft up to class A310/A320/MD80 and other medium acft.

Acft up to class MD80, of type B757 and other heavy acft; alternatively of class A310/A320.

No restriction for acft type BAE 146.

Acft up to class A310/A320/MD80 and other medium acft.

Acft up to class MD80, of type B757 and other heavy acft; alternatively of class A310/A320.

Acft up to class A310/A320/MD80 and other medium acft.

Acft up to class B737(except BAE 146).

Acft up to class A310/A320/MD80 and other medium acft.

Acft up to class B737(except BAE 146).

Acft up to class A310/A320/MD80 and other medium acft.

Acft up to class A310/A320/MD80 and other medium acft.
JeppView 3.5.2.0  
**SPEED CONTROL PROCEDURE**  
MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200' above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control.

1. If unable to comply advise ATC when requesting start-up clearance.
2. EXPECT close-in obstacles lower than 200’ above DER.

**NO ATC RESTRICTION ON SPEED.**
BLA 5V, BLA 5Y
RWYS 17L/R DEPARTURES
BY ATC
TO BE USED WHEN RMG UNSERVICEABLE
EXPECT RADAR CLEARANCE TO APPROPRIATE TRANSITION ROUTE

These SIDs require minimum climb gradients of:

NOV 6V, RMG 6V, RMG 6Y, SRN 6V
304° per NM (7.4%) until passing 1500'.
RMG 6V
450° per NM (7.4%) until passing TL.

Gnd speed-KT
75 100 150 200 250 300
304° per NM
390 506 760 1013 1519 2248
450° per NM
562 749 1124 1499 1873 2248

SID INITIAL CLIMB/ROUTING
NOV 6V
To MAL Lctr, 168° bearing to NOV.
RMG 6V
Towards MAL Lctr, when leaving 1500' turn RIGHT, intercept 294° bearing to RMG.
RMG 6Y
Via MAL Lctr towards NOV, when passing 2000', turn LEFT, but not before MAL Lctr or not further than MAL 8 DME or SRN R-233, intercept SRN R-323.
SRN 6V
Via MAL Lctr towards NOV, when passing 2000', turn LEFT, but not before MAL Lctr or not further than MAL 8 DME or SRN R-233, intercept SRN R-218 inbound to SRN.

SID subject to traffic in Cameri ATZ.
If BLA unserviceable Transitions AOSTA 8J, 8K (refer to chart 10-3T) are to be flown with RNAV equipment and under radar control.
If unable to comply advise ATC prior to engine start-up.
KARPI 8Z, LESAN 7Z, PAR 9Z, VOG 8Z

TRANSITIONS FROM NOV

RWYS 17L/R ONLY

At or above FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".

At or above FL100 depending on Zurich QNH

SPEED CONTROL PROCEDURE

MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".

At or above FL110

ABESI 7U, CANNE 7U

TRANSITIONS FROM FARAK TO NORTH

At or above FL140/FL150 depending on Zurich QNH

SPEED CONTROL PROCEDURE

MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".

MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".

At or above FL100

INTERCEPT LIN R-279 inbound via TELVA to LIN, turn LEFT, LIN R-059 to TZO, TZO R-041 to BERGA, turn LEFT, intercept ORI R-311 via ADARI and NIKMO to CANNE.

At or above FL100

ABESI 7U, CANNE 7U

TRANSITIONS FROM FARAK TO NORTH

At or above FL110

SPEED CONTROL PROCEDURE

MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".

MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".

At or above FL100

ABESI 7U, CANNE 7U

TRANSITIONS FROM FARAK TO NORTH

At or above FL110

SPEED CONTROL PROCEDURE

MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".

MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".

At or above FL100

ABESI 7U, CANNE 7U

TRANSITIONS FROM FARAK TO NORTH

At or above FL110

SPEED CONTROL PROCEDURE

MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".
**TRANSITION**

**KARPI 9U (KAR9U), OSKOR 8U (OSK8U)**

**PAR 9U, VAKON 7U (VAK7U)**

**TRANSITIONS**

**FROM FARAK TO EAST**

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance.

ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".

**TRANSITION**

**LAGEN 8U (LAG8U), NEDED 7U (NED7U), TOP 8U**

**TRANSITIONS**

**FROM FARAK TO SOUTH**

**ROUTING**

**TO SOUTH**

**FARAK**

N45 33.3 E008 27.0

**TORINO**

114.6 TOP

N45 55.2 E007 51.7

392.5 TOP

N44 55.2 E007 51.6

**TONDA**

N45 06.6 E008 13.8

**LAGEN**

N45 23.7 E008 29.9

**NEDED**

N44 41.6 E008 08.4

**TOP**

N44 41.6 E008 08.4

**NOT TO SCALE**

N45 33.3 E008 27.0

N45 06.6 E008 13.8

N45 23.7 E008 29.9

N44 41.6 E008 08.4

114.6 TOP

392.5 TOP

111.2 MAL

N45 38.6 E008 44.1

111.2 MAL

N45 38.6 E008 44.1

111.2 MAL

FL200

At or above

FL100

At or above

FL110

At or above

FL125

At or above

FL195

At or above

FL100

(FL110 B 4)

via airway

if proceeding

6000' within 10 NM

MSA MAL VOR

072°

205°

275°

10,000' 8000'

3000'

NOT TO SCALE

changes:

vakon transition established.

JEPPESEN SANDERSON, INC., 2005, 2007. ALL RIGHTS RESERVED.

JEPPESEN
JeppView 3.5.2.0
**ABESI 7J [ABE7J], CANNE 7J [CAN7J]**

**TRANSITIONS**

**FROM RMG**

**TO NORTHEAST**

**BY ATC**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".

---

**TRANSITION**

**ABESI 7J**

- On 230° bearing from RMG, when passing **FL135** turn RIGHT to RMG, 039° bearing to ABESI.

**CANNE 7J**

- On 230° bearing from RMG, when passing **FL135** turn RIGHT to RMG, 031° bearing to CANNE.

---

**TRANSITION**

**LIMC/MXP**

**MALPENSA**

**6 JUL 07**

**TRANSITION**

**TO SOUTH & WEST**

**FROM RMG**

**TO NORTHEAST**

**BY ATC**

---

CHANGES:

- MSA replaced CRPs; INS coordinates.

---

**TRANSITION**

**ABESI 7J**

- On 230° bearing from RMG, when passing **FL135** turn RIGHT to RMG, 039° bearing to ABESI.

---

**TRANSITION**

**AOSTA 8J [AOS8J], AOSTA 8K [AOS8K]**

**LAGEN 7J [LAG7J], NEDED 7J [NED7J], TOP 7J**

**TRANSITIONS**

**FROM RMG**

**TO SOUTH & WEST**

**BY ATC**

---

**SPEED CONTROL PROCEDURE**

MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".

---

**TRANSITION**

**AOSTA 8J**

- On 230° bearing from RMG, when passing **FL135** turn RIGHT to RMG, 039° bearing to ABESI.

---

**TRANSITION**

**AOSTA 8K**

- Climb on 230° bearing via BLA NDB until passing **D17 BLA**, turn RIGHT, intercept CSL R-340 to AOSTA.

---

**TRANSITION**

**LAGEN 7J**

Proceed to TONDA, then to LAGEN.

---

**TRANSITION**

**NEDED 7J**

Proceed to TONDA, then to NEDED.

---

**TRANSITION**

**TOP 7J**

Proceed to TONDA, then to TOP.
CHANGES:

During de-icing ops Westside area of Twy GW included into West Apron.

ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>LANDING BEYOND</th>
<th>LANDING BEYOND</th>
<th>LANDING BEYOND</th>
</tr>
</thead>
<tbody>
<tr>
<td>17L</td>
<td>HERL (60m) CL (5m) HIALS PAPI (3.0°) RVR 9767' 2977m</td>
<td>8716' 2868m</td>
<td>197° 600m</td>
</tr>
<tr>
<td>17R</td>
<td>HERL (60m) CL (5m) HIALS PAPI (3.0°) RVR</td>
<td>1552' 3515m</td>
<td>197° 600m</td>
</tr>
</tbody>
</table>

LVP must be in force

- Approved Operators
  - Heri, CL & multi. RVR req
  - RCLM (Day only)
  - RCLM (Day only)
  - RCLM (Day only)
  - RCLM (Day only)
  - NIL (Day only)

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

TAXIWAYS:

- vb
- va
- var
- vbc
- vba
- vbb
- vbr
- vbs

Notes:

- Changed taxiway layout.
- Updated runway information.
- Updated airport layout.

For more details, please refer to the 10-1P page.
LOW VISIBILITY TAXI ROUTES

MALPENSA
MILAN, ITALY

TERMINAL 1
GENERAL AVIATION

LOW VISIBILITY TAXI ROUTES

TERMINAL 2

LEGEND

- CENTERLINE LIGHTS
- TAXIWAY AND APRON
- LOW VISIBILITY TAXI ROUTE
- GE1 HOLDING POSITION
- INTERMEDIATE HOLDING POSITION
- CAT II/III HOLDING POSITION
- CAUTION: NO ENTRY
- YELLOW LIGHTS
- RED LIGHTS
- RWY GUARD LIGHTS
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE

FOR FURTHER INFORMATION SEE 10-1P PAGES

TERMINAL T1

LEGEND

- 401 Parking stand
- Start-up posn for push-back
- Y Taxiway

CHANGES:

- None.

5 OCT 07

JEPPSEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.
### INS COORDINATES

<table>
<thead>
<tr>
<th>STAND No.</th>
<th>COORDINATES</th>
<th>STAND No.</th>
<th>COORDINATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>301 thru 305</td>
<td>N45 38.1 E008 43.0</td>
<td>601</td>
<td>N45 37.5 E008 42.9</td>
</tr>
<tr>
<td>306 thru 312</td>
<td>N45 38.1 E008 42.9</td>
<td>602 thru 606</td>
<td>N45 37.5 E008 43.0</td>
</tr>
<tr>
<td>313 thru 318</td>
<td>N45 38.1 E008 42.8</td>
<td>608, 609</td>
<td>N45 37.5 E008 43.1</td>
</tr>
<tr>
<td>319</td>
<td>N45 38.1 E008 42.7</td>
<td>610 thru 612</td>
<td>N45 37.4 E008 43.0</td>
</tr>
<tr>
<td>320</td>
<td>N45 38.0 E008 42.7</td>
<td>613</td>
<td>N45 37.4 E008 43.0</td>
</tr>
<tr>
<td>351 thru 355</td>
<td>N45 38.0 E008 43.0</td>
<td>621, 622</td>
<td>N45 37.3 E008 43.1</td>
</tr>
<tr>
<td>356 thru 359</td>
<td>N45 38.0 E008 42.9</td>
<td>623 thru 625</td>
<td>N45 37.3 E008 43.0</td>
</tr>
<tr>
<td>360 thru 365</td>
<td>N45 38.0 E008 42.8</td>
<td>651</td>
<td>N45 37.5 E008 43.1</td>
</tr>
<tr>
<td>401</td>
<td>N45 37.9 E008 42.8</td>
<td>652 thru 657</td>
<td>N45 37.5 E008 43.2</td>
</tr>
<tr>
<td>402 thru 406</td>
<td>N45 37.9 E008 42.9</td>
<td>658 thru 663</td>
<td>N45 37.4 E008 43.2</td>
</tr>
<tr>
<td>408</td>
<td>N45 37.9 E008 43.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>409</td>
<td>N45 37.8 E008 43.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>410 thru 413</td>
<td>N45 37.8 E008 42.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>451</td>
<td>N45 37.9 E008 43.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>452 thru 454</td>
<td>N45 37.9 E008 43.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>455 thru 459</td>
<td>N45 37.8 E008 43.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>501 thru 503</td>
<td>N45 37.7 E008 42.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>504 thru 508</td>
<td>N45 37.7 E008 43.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>509, 510</td>
<td>N45 37.6 E008 43.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>511 thru 513</td>
<td>N45 37.6 E008 42.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>551 thru 554</td>
<td>N45 37.7 E008 43.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>555</td>
<td>N45 37.6 E008 43.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>556</td>
<td>N45 37.6 E008 43.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>557, 558</td>
<td>N45 37.6 E008 43.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>559</td>
<td>N45 37.8 E008 43.2</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### INS COORDINATES

<table>
<thead>
<tr>
<th>STAND No.</th>
<th>COORDINATES</th>
<th>STAND No.</th>
<th>COORDINATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>701 thru 703</td>
<td>N45 37.3 E008 43.1</td>
<td>700</td>
<td>N45 37.0 E008 43.3</td>
</tr>
<tr>
<td>704 thru 707</td>
<td>N45 37.2 E008 43.1</td>
<td>762 thru 764</td>
<td>N45 36.9 E008 43.4</td>
</tr>
<tr>
<td>708 thru 710</td>
<td>N45 37.1 E008 43.1</td>
<td>791A, 791B</td>
<td>N45 37.0 E008 43.3</td>
</tr>
<tr>
<td>711</td>
<td>N45 37.0 E008 43.1</td>
<td>792, 793</td>
<td>N45 36.9 E008 43.4</td>
</tr>
<tr>
<td>712, 713</td>
<td>N45 37.0 E008 43.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>714 thru 716</td>
<td>N45 36.9 E008 43.2</td>
<td>717, 718</td>
<td>N45 36.8 E008 43.2</td>
</tr>
<tr>
<td>717, 718</td>
<td>N45 36.8 E008 43.2</td>
<td>751, 752</td>
<td>N45 37.3 E008 43.3</td>
</tr>
<tr>
<td>753 thru 755B</td>
<td>N45 37.2 E008 43.3</td>
<td>756A thru 757B</td>
<td>N45 37.1 E008 43.3</td>
</tr>
<tr>
<td>756A thru 757B</td>
<td>N45 37.1 E008 43.3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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.

- Display indicating: Aircraft type. OK. TOO FAR. STOP SHORT.
- Display for STOP command.
- Two pairs of red lights = STOP position reached.
- Pair of green lights indicating the stop position reference.
- Pair of yellow lights indicating the aircraft is 10' (3m) before the STOP position.
- Pair of green closing-rate information lights.
- Aircraft symbol
- Centerline bar
- 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.
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.
JEPPESEN

JeppView 3.5.2.0

MILAN, ITALY

VOR Rwy 35R

24 AUG 07

13-3

ATIS Arrv 120.02

137.2

119.0

West

0600-1200 1200-1800 1800-0600

Ground

0619.9 121.8 121.9

119.0

MALPENSA Tower (APP/TWR)

ATIS *MILAN Arrivals (R) Ground

MALPENSA Tower (APP/TWR)

ATIS *MILAN Arrivals (R) Ground

ALTIMETRY

Final Apch Crs 353°

Minimum Alt 1150° (459°)

Apt Elev 767°

RWY 691°

LCTR Rwy 35R

MISSED APCH: Climb on R-353 MAL to 1450', then turn RIGHT as soon as possible to join R-024 MAL climbing to 3000'. At 3000', not further than R-305 SRN, 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'

Descent Gradient

R-353 MAL to MAP Not authorized West of airport JAR-OPS.

CIRCLE-TO-LAND

Not authorized West of airport JAR-OPS.

CD 1650' 2000m

RAV 1200m

CD 1500' 1600m

RAV 1000m

CHANGES: Minimums.