(c) JEPPESEN SANDERSON, INC., 2019, ALL RIGHTS RESERVED

List of pages in this Trip Kit

Trip Kit Index
Airport Information For LIMC
Terminal Charts For LIMC
Revision Letter For Cycle 24-2019
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2019, ALL RIGHTS RESERVED

General Information

Location: MILAN ITA
ICAO/IATA: LIMC / MXP
Lat/Long: N45° 37.8', E008° 43.4'
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: 0645 Z
Sunset: 1543 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

(c) JEPPESEN SANDERSON, INC., 2019, ALL RIGHTS RESERVED

Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 121.625 Departure Service
ATIS: 120.025 Arrival Service
Malpensa Planning Tower: 120.900
Malpensa Tower: 121.750 Secondary
Malpensa Tower: 119.000 VHF-DF
Malpensa Tower: 128.350 VHF-DF
Malpensa Ground: 121.825
Malpensa Ground: 121.900
Milan Radar Radar: 125.630 RCO
Milan Radar Radar: 118.805 RCO
Milan Radar Radar: 126.750 RCO
Milan Radar Radar: 132.705 RCO
Milan Radar Radar: 134.175 RCO

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

1. GENERAL

1.1. ATIS

ATIS Arrival 120.025
ATIS Departure 121.625

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.

1.2.2.1. RWY USAGE AT NIGHT

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

1.2.3. 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.

1.2.4. AUXILIARY POWER UNIT (APU)

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

For LVP taxi routings refer to 10-9 charts.

1.3.1. GENERAL

LVP will be in force, when

- RVR value is equal to or less than 550m;
- 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.

© JEPPESEN, 2004, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

1. GENERAL

In the presence of meteorological or operational conditions, even with clouds and/or RVR values above the disciplined values, Malpensa TWR may activate the LVP if:

- a pilot's report indicates a bad weather condition;
- there is an explicit pilot request to activate LVP or to perform a CAT II/III approach with marginal values of RVR/cloud base (except the approaches required for training).

The message "LVP in Progress" will be communicated by ATC on frequency to the concerned flight only.

If all or part of the maneuvering 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.

Particular meteorological or operational conditions, may request to ATC to use single RWY operations or different use of departure RWYs.

CAT II/II operations for training
Practice CAT II/III approaches and landings with RVR/cloud base values higher than those for LVP activation will be subject to traffic conditions in place or foreseen.

In order to guarantee ILS signal protection pilots shall request in advance to ATC the permission containing also the explicit indication that the request has training purposes.

1.3.2. GROUND MOVEMENT

Single RWY operations

RWY 35L
- Arriving ACFT directed to Terminal 1 apron West shall vacate the RWY only via TWY L, TWY EW or TWY BW.
- Arriving ACFT directed to Terminal 2 apron North shall vacate the RWY only via TWY EM or TWY BE.
- Departing ACFT coming from Terminal 1 apron West shall use GW CAT I/II/III holding position.
- Departing ACFT coming from Terminal 2 apron North shall use GE CAT I/II/III holding position, only via TWY C.
- Crossing via GW-GE AVBL only for safety, security and ATC reason.

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.

© JEPPESEN, 2004, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

1. GENERAL

Follow-me assistance on the aprons
Follow-me assistance will be provided on pilots request.

Mandatory reports
In reduced visibility conditions all pilots shall report to Malpensa TWR:
- reaching RHP/IHP, unless otherwise instructed by TWR;
- when ILS sensitive area has been vacated as identified by the end of the green/yellow color coded TWY centerline lights;
- reaching the stand.

1.3.3. CONTINGENCIES

Surface Surveillance System out of service and/or total failure of RWY stop bars:
- Whenever conditions are such that all or part of the maneuvering area cannot be visually monitored from the TWR, only one ACFT movement at a time is allowed and Follow-me assistance on aprons is always mandatory.
- When LVP are in force the preferential RWY-in-use is 35L.

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.

© JEPPESEN, 2004, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

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

TWYs CB, CF, D, DB, DM, F, FE, GH and L MAX ACFT code letter E.

Apron TWY U MAX ACFT code letter E.

Apron TWY C and N MAX ACFT 118'/36m (code letter C).

TWY H to be used for ACFT up to a MAX height of 65.6'/20m regardless of approaches to RWY 35L.

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

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

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

TWY GS: to be used only by ACFT in self-maneuvering with aerodrome operative in CAT I and only with daylight.

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'/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 apron TWYs A, AA and P with minimum thrust only, to avoid jet blast hazards.

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

© JEPPESEN, 2004, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

1. GENERAL

1.6.2. TWY PREFERENTIAL USE

For the description of TWY preferential use the following terms are employed:

- "IN" to indicate the TWY used to reach the apron;
- "OUT" to indicate the TWY used to leave the apron.

Apron West:

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

Apron North:

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

Heavy ACFT:

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

In order to reduce acoustic pollution, MD80 and MD90 shall perform line-up and take-off from RWY 35L using TWY GW or GE.

TWY DB shall be used by landed ACFT proceeding apron TWY R, S and T (for S and T holding at W6).

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

1.7. PARKING INFORMATION

Stands 401 thru 413, 495, 499, 501 thru 513 and 601 thru 613 equipped with docking guidance system.

On stands 101 thru 117, 301 thru 336, 391 thru 394, 595, 599, 621 thru 625, 699, 701 thru 717 and 851 thru 863 push-back required.

1.8. OTHER INFORMATION

1.8.1. GENERAL

RWYs 35R and 17R right-hand circuit.

Birds on the maneuvering area and surroundings.

1.8.2. USE OF HOLDING BAY/POSITIONS

Holding bays/positions CF1 and CF2 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.

Holding bays/positions 901 and GH1 available for self-maneuvering ACFT with APT operating in CAT I and DAY only.

901 and GH1 used for engine test.

© JEPPESEN, 2004, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Pilots of arriving ACFT, if not otherwise instructed by ATC, shall reduce speed according to speed limit points on STARs.

However pilots shall reduce speed to:

- 210 KT, starting the turn to intercept the LOC or the appropriate VOR radial or the NDB reading (in case of VOR or NDB final approaches) or at a distance of 12NM from RWY THR in case of straight in approach;
- 180 KT completing the intercepting turn or at a distance of 8NM from the RWY THR in case of straight-in approach;
- 160 KT at a distance of 4NM from RWY THR.

Furthermore MILANO ACC may request pilots:

- to adjust speed in a specific manner during the intermediate approach;
- speed adjustment of not more than ±20 KT until a minimum distance of 4NM from the RWY THR.

2.2. COMMUNICATION FAILURE

Whenever an ACFT operating on the maneuvering 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. MINIMUM RWY OCCUPANCY

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

Arriving RWY	ACFT	going to	TWY
17L	Heavy	see 2.5.1. Taxi Routine	CA
17L	Medium/Light	see 2.5.1. Taxi Routine	CB
35L	All	apron North	EM
35L	Heavy	apron West	EW
35L	Medium/Light	West	DA
35R	Heavy	see 2.5.1. 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).

© JEPPESEN, 2004, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

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.

During VOG VOR unavailability all radial values referred to VOG VOR for published SID STAR and approach procedures can be intended as bearings referred to VOG 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, continually, until it has vacated the RWY.

When applying Land After Procedure, ATC will not issue a landing clearance.

© JEPPESEN, 2004, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

2. ARRIVAL

ATC will give to the second ACFT the instruction to land after the preceding ACFT using the following phraseology: "(CALL SIGN) Land After (ACFT TYPE) landing on RWY 35R." Responsibility for ensuring adequate separation between the two ACFT rests with the pilot of the second ACFT including respect of prescribed wake turbulence separation.

2.6.4. 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.

2.7. COMMUNICATION FAILURE

Try to establish contact on alternate frequencies:

APP:	125.630	126.750
Emergency:	121.5	
TWR:	128.350	119.0

If still unable to establish contact:

- Squawk A7600.
- Approach clearance already received: continue approach accordingly.
- Approach clearance not received:

  RWY 35L RNAV-equipped ACFT

  Maintain assigned level and proceed along assigned STAR, or expected STAR if not assigned, until INLER, then descend to minimum holding altitude and start approach for landing.

  RWY 17L RNAV-equipped ACFT

  Maintain assigned level and proceed along assigned STAR, or expected STAR if not assigned, until KUPBE, then descend to minimum holding altitude and start approach for landing.

  RWY 35L Non-RNAV-equipped ACFT

  Maintain assigned level and proceed according to current flight plan to NOBKE or NOV NDB, then descend and approach for landing.

  RWY 17L Non-RNAV-equipped ACFT

  Maintain assigned level and proceed according to current flight plan to MMP VOR, then descend and approach for landing.

Remark: If EAT has been issued, approach shall start at EAT.

© JEPPESEN, 2004, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

3. DEPARTURE

3.1. SPEED RESTRICTIONS

When under RADAR control and after completing noise abatement procedures pilots shall maintain not exceeding 230 KT until crossing 6000', and 250 KT above 6000' until crossing FL 100.

The above speed limit may be removed by ATC with the phrase: 'No ATC restriction on speed'.

Pilots unable to comply with such limitation shall inform ATC when requesting start-up clearance.

Similarly, whenever such a case should arise during flight, pilots shall immediately advise ATC maintaining the minimum operational speed acceptable.

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

3.2.1. GENERAL

APT 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 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).

3.2.2. 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.
"**READY**" status means:	- ACFT doors and holds are closed. - ACFT Safety Area clear from vehicles, equipment, obstacles and ground personnel - ACFT fully ready for taxiing. - Compulsory documentation has been provided to the handler. - Push-back tractor has been connected (applicable only for nose-in stands).

3.2.3. EOBT -3 HOURS

ATC flight plan will be checked against their APT Slot - Scheduled Off-Block time. Other checks include the 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 shall communicate in advance to SEA their plans to operate on the APT in order to comply with SOBT publication.

3.2.4. 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.

© JEPPESEN, 2004, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

3. DEPARTURE

3.2.5. EOBT -40 MINUTES

ENAV A-CDM platform will issue a TSAT based on the last confirmed TOBT.

AO/GH is responsible to confirm TOBT at EOBT -40 minutes or update FPL if EOBT is not consistent with TOBT. TOBT must be coherent with EOBT, according to the window +/- 15 minutes. TOBT must be updated by AO/GH for any change.

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, then the flight will lose priority in the pre-departure sequence. At EOBT-40 minutes, a T-DPI-s message will be sent to NMOC containing TOBT, TTOT, TSAT.

Once the TOBT has been issued, AO/GH are responsible for its accuracy and it should be updated for changes +/- 5 minutes.

3.2.6. ACTUAL READY TIME (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).

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.

3.2.7. 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.

3.2.8. ACFT DE-ICING REQUEST

Every request for de-icing/anti-icing shall be forwarded to the own handling operator.

Due to the influence that ACFT de-icing has on the sequencing process it is highly advised to request ACFT de-icing at the latest at TOBT -40'.

De-icing requests submitted up to 25 minutes before TOBT will be sequenced in accordance with TOBT.

De-icing requests submitted later than 25 minutes before TOBT will be inserted in the sequence in the first position available, in order to guarantee the priority of the flights who requested timely the service. De-icing request and relevant data will be published on ACDM platform.

© JEPPESEN, 2004, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

3. DEPARTURE

3.2.9. TOBT: RULES AND RESPONSIBILITIES

TOBT responsibility
AO/GH is responsible for correct update and coherence of TOBT.

TOBT correction/deletion
If TOBT is changed, new TOBT must be at least 5 minutes later than the present time. If TOBT can no longer be met, it must be updated as soon as possible.

TOBT input
TOBT can be input through SEA A-CDM platform available for all registered users through a web platform or mobile app.

An account to access A-CDM platform can be obtained via infoacdm@seamilano.eu

3.2.10. A-CDM PROCEDURE SUSPENSION

In case of A-CDM system failure or relevant APT 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 Aerodrome Operator SEA.
- Standard taxi time scheme will be adopted.
- REA messages can be asked to ATC to request a CTOT improvement.

Operations will follow "NON A-CDM DEPARTURE PROCEDURES".

3.2.11. 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 Unit; once released, pilots will contact ATC that will manage departure sequence according to "first ready, first served" principle and EOBT and CTOT tolerances as specified in AIP ENR 1.

3.2.12. COORDINATION WITH THE NMOC

A-CDM platform establishes a permanent and fully automatic data exchange with NMOC (Network Manager Operations Center). This data transfer will enable highly accurate early predictions of landing and departure times.

Furthermore, this will allow more accurate and efficient calculation of CTOT due to the use of local target take-off times.

The following messages are used:

- Flight Update Message (FUM);
- Early Departure Planning Information Message (E-DPI);
- Target Departure Planning Information Message (T-DPI);
- ATC Departure Planning Information Message (A-DPI);
- Cancel DPI (C-DPI).

The basic NMOC procedures continue to be applied.

3.2.13. EMAIL CONTACTS

ENAV: acdm.malpensa@enav.it
SEA: infoacdm@seamilano.eu

3.3. 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, 803 and 804 (MAX code E).
Area 2: Position 791 thru 793 (MAX code C).
Area 3: Position 202 (MAX code E), 204 (MAX code D), 206 (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.

© JEPPESEN, 2013, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

3. DEPARTURE

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.

3.4. TAXI PROCEDURES

3.4.1. GENERAL

ACFT MOVEMENT ON THE APRONS

Push-back
ACFT using push-back for leaving their stands shall comply with the following procedures:

- After start-up and departure clearance on delivery frequency, ACFT requiring push-back will be instructed to contact Malpensa apron West or Malpensa apron North to receive instruction for push-back.
- Begin start-up procedure according to the local regulation "Regolamento di Scalo".

ACFT STANDS OUT OF SIGHT OF ATC'S OPERATOR:
Stands 101 thru 105, 306 thru 320, 354 thru 360, 393 thru 396, 401, 404, 501 thru 504, 601, 602 and 604.

Pilot shall confirm when parking maneuvers have been completed using Ground frequencies.

3.4.2. 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.

© JEPPESEN, 2014, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

3. DEPARTURE

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).

3.5. NOISE ABATEMENT PROCEDURES

3.5.1. RWY USAGE

Alternate use of RWYs according to following schemes:

First day:
- RWY 35L: from JAN 01-MAY 31 and from SEP 01-DEC 31 between 0630-1530LT, from JUN 01-AUG 31 between 0530-1400LT.
- RWY35R: from JAN 01-MAY 31 and from SEP 01-DEC 31 between 1530-2330LT, from JUN 01-AUG 31 between 1400-2230LT.

Second day:
- RWY35R: from JAN 01-MAY 31 and from SEP 01-DEC 31 between 0630-1430LT, from JUN 01-AUG 31 between 0530-1400LT.
- RWY 35L: from JAN 01-MAY 31 and from SEP 01-DEC 31 between 1430-2330LT, from JUN 01-AUG 31 between 1400-2230LT.

A daily alternation of schemes 'First day' and 'Second day' shall be applied, meaning that if on one day the applied scheme is 'First day' the next day will be 'Second day', and vice-versa.

A tolerance of ±10 minutes is allowed to the established time for RWY change to permit the management of ground operations by the TWR. When RWY 35L/R is in use, take-off from RWY 17L/R is allowed, but subject to ATC delay.

"First day" scheme 2019			
JAN 01	FEB 02	MAR 02	APR 01
MAY 01	JUN 02	JUL 02	AUG 01
SEP 02	OCT 02	NOV 01	DEC 01

"Second day" scheme 2019			
JAN 02	FEB 01	MAR 01	APR 02
MAY 02	JUN 01	JUL 01	AUG 02
SEP 01	OCT 01	NOV 02	DEC 02

"First day" scheme 2020			
JAN 02	FEB 01	MAR 02	APR 01
MAY 01	JUN 02	JUL 02	AUG 01
SEP 02	OCT 02	NOV 01	DEC 01

"Second day" scheme 2020			
JAN 01	FEB 02	MAR 01	APR 02
MAY 02	JUN 01	JUL 01	AUG 02
SEP 01	OCT 01	NOV 02	DEC 02

The above alternate use of the 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 MAX120 minutes 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 2 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.

© JEPPESEN, 2014, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

3. DEPARTURE

RWYs 17L/R

Noise abatement procedures shall be applied until passing 4000'.

Initial climb procedures shall be performed using the MAX rate of climb compatible with the ACFT performances until passing at least 5000'.

3.6. COMMUNICATION FAILURE

Whenever an ACFT operating on the maneuvering 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.

3.7. RWY OPERATIONS

3.7.1. 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.
- Simultaneous take-offs are allowed for departures RWY 35L/R.

3.7.2. 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.

3.8. OTHER INFORMATION

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

© JEPPESEN, 2015, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

RNAV STAR DESIGNATION	REFER TO CHART
ASTIG 2E	10-2B
DEVOX 2E	10-2C
EVRIP 2E	10-2D
MEBUR 2E	10-2E
ODINA 2G	10-2F
NELAB 2P	10-2G
PEXUG 2E	10-2H
RIXUV 2E	10-2J
RIXUV 2G	10-2K
SRN 2P	10-2L
ASTIG 1H	10-2M
DEVOX 1H	10-2N
EVRIP 1H	10-2P
MEBUR 1H	10-2Q
ODINA 1V	10-2S
PEXUG 1H	10-2T
RIXUV 1H	10-2U
RIXUV 1V	10-2V
ASTIK 1K	10-2V1
DEVOX 1K	10-2V2
EVRIP 1K	10-2V3
MEBUR 1K	10-2V4
ODINA 1K	10-2V5
PEXUG 1K	10-2V6
RIXUV 1K	10-2V7
RIXUV 1Q	10-2V8

STAR DESIGNATION	REFER TO CHART
EVRIP 1U, LEGLO 1U, ODINA 1U	10-2W
ASTIG 1U, MEBUR 1U, ULCOR 1U	10-2X
EVRIP 1X, LEGLO 1X, ODINA 1X	10-2X1
ASTIG 1X, MEBUR 1X, ULCOR 1X	10-2X2

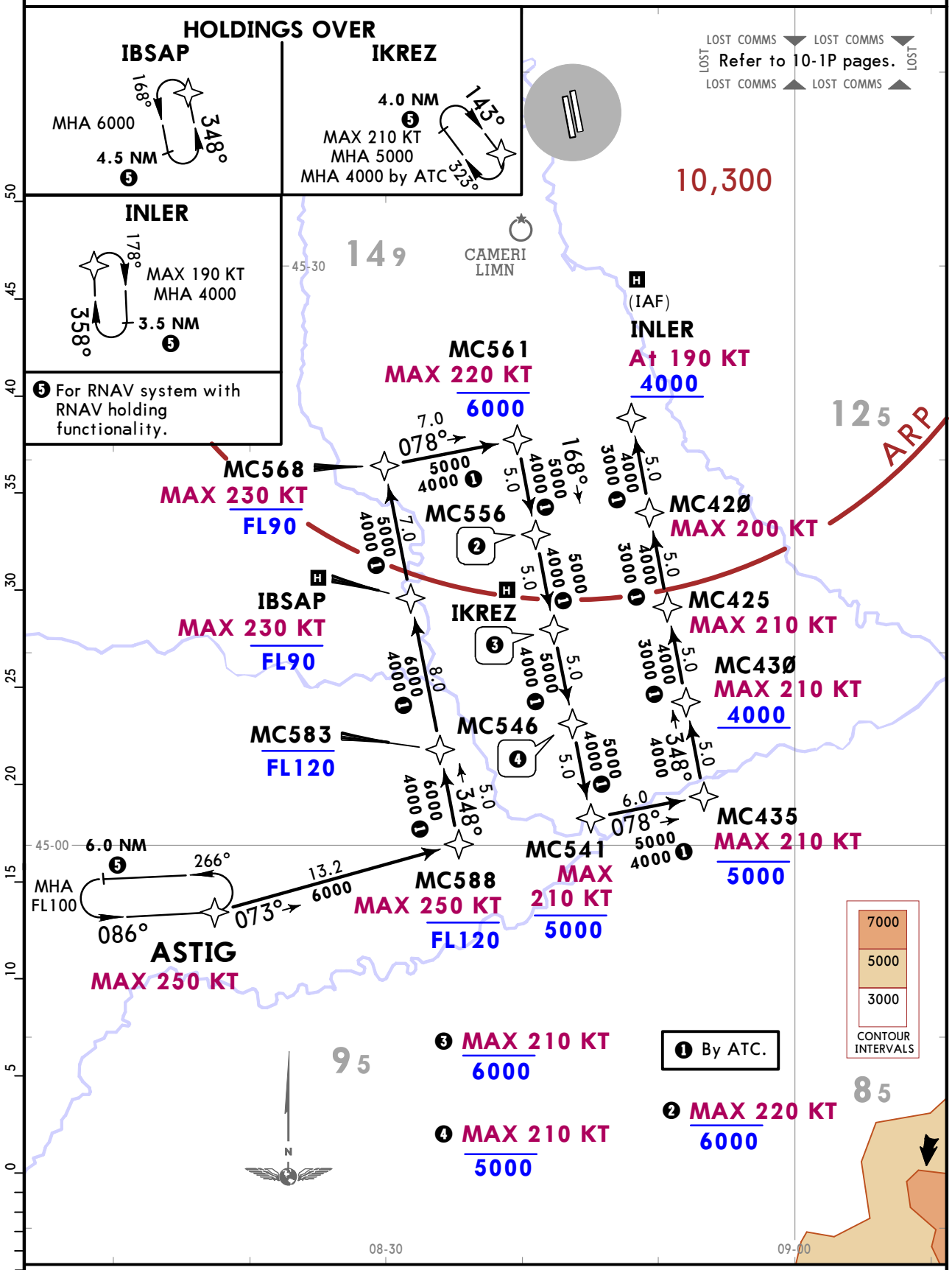
CHANGES: RNAV STARs renumbered, reindexed & established.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

ASTIG 2E [ASTI2E]
RWYS 35L/R RNAV ARRIVAL



ROUTING

ASTIG (K250-) - MC588 (K250-; FL120-) - MC583 (FL120-) - IBSAP (K230-; FL90-) - MC568 (K230-; FL90-) - MC561 (K220-; 6000) - MC556 (K220-, 6000-) - IKREZ (K210-; 6000-) - MC546 (K210-; 5000-) - MC541 (K210-; 5000-) - MC435 (K210-; 5000-) - MC430 (K210-; 4000+) - MC425 (K210-) - MC420 (K200-) - INLER (K190; 4000+).

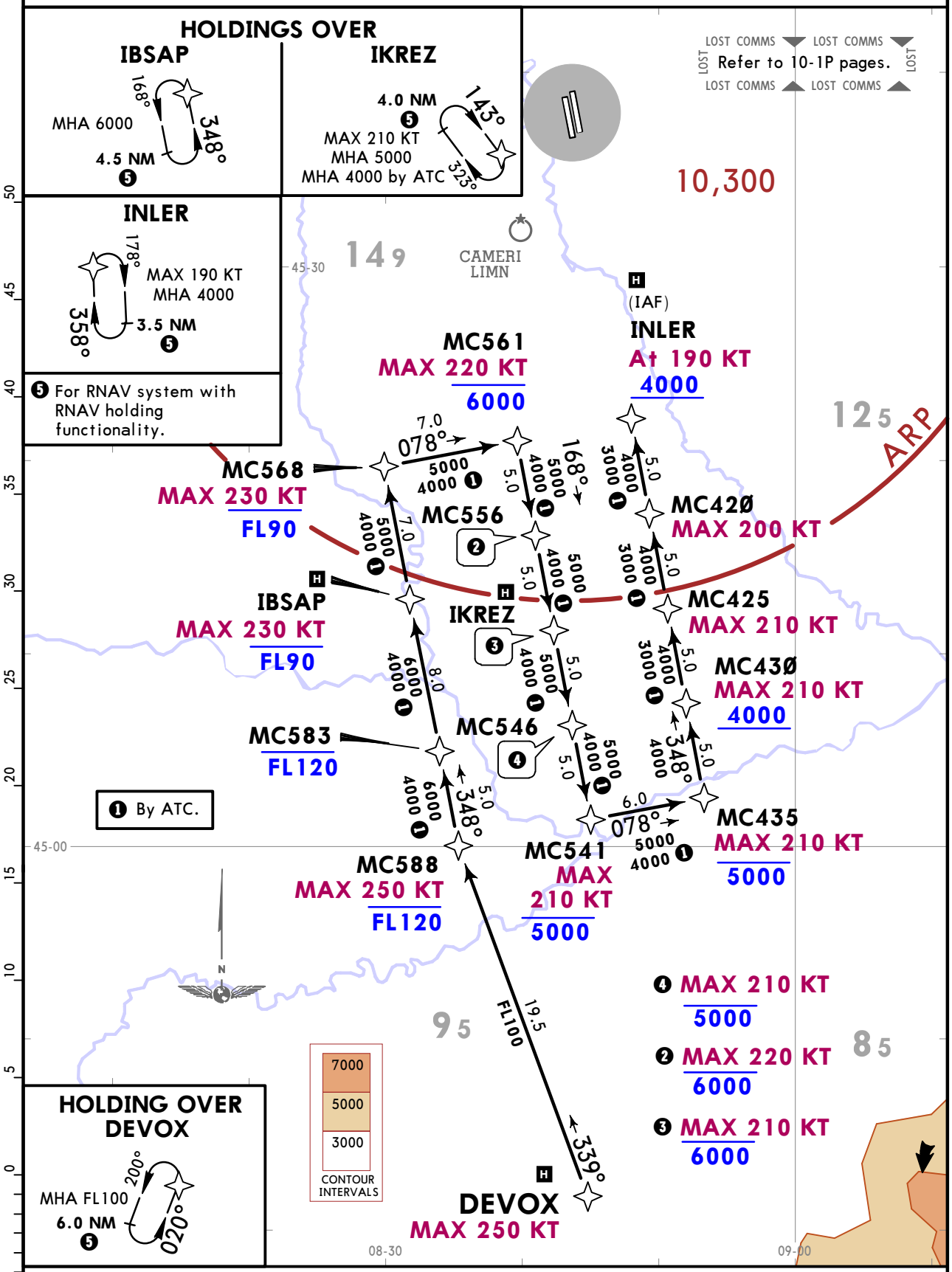
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

DEVOX 2E [DEVO2E]
RWYS 35L/R RNAV ARRIVAL



ROUTING

DEVOX (K250-) - MC588 (K250-; FL120-) - MC583 (FL120-) - IBSAP (K230-; FL90-) - MC568 (K230-; FL90-) - MC561 (K220-; 6000-) - MC556 (K220-, 6000-) - IKREZ (K210-; 6000-) - MC546 (K210-; 5000-) - MC541 (K210-; 5000-) - MC435 (K210-; 5000-) - MC430 (K210-; 4000+) - MC425 (K210-) - MC420 (K200-) - INLER (K190; 4000+).

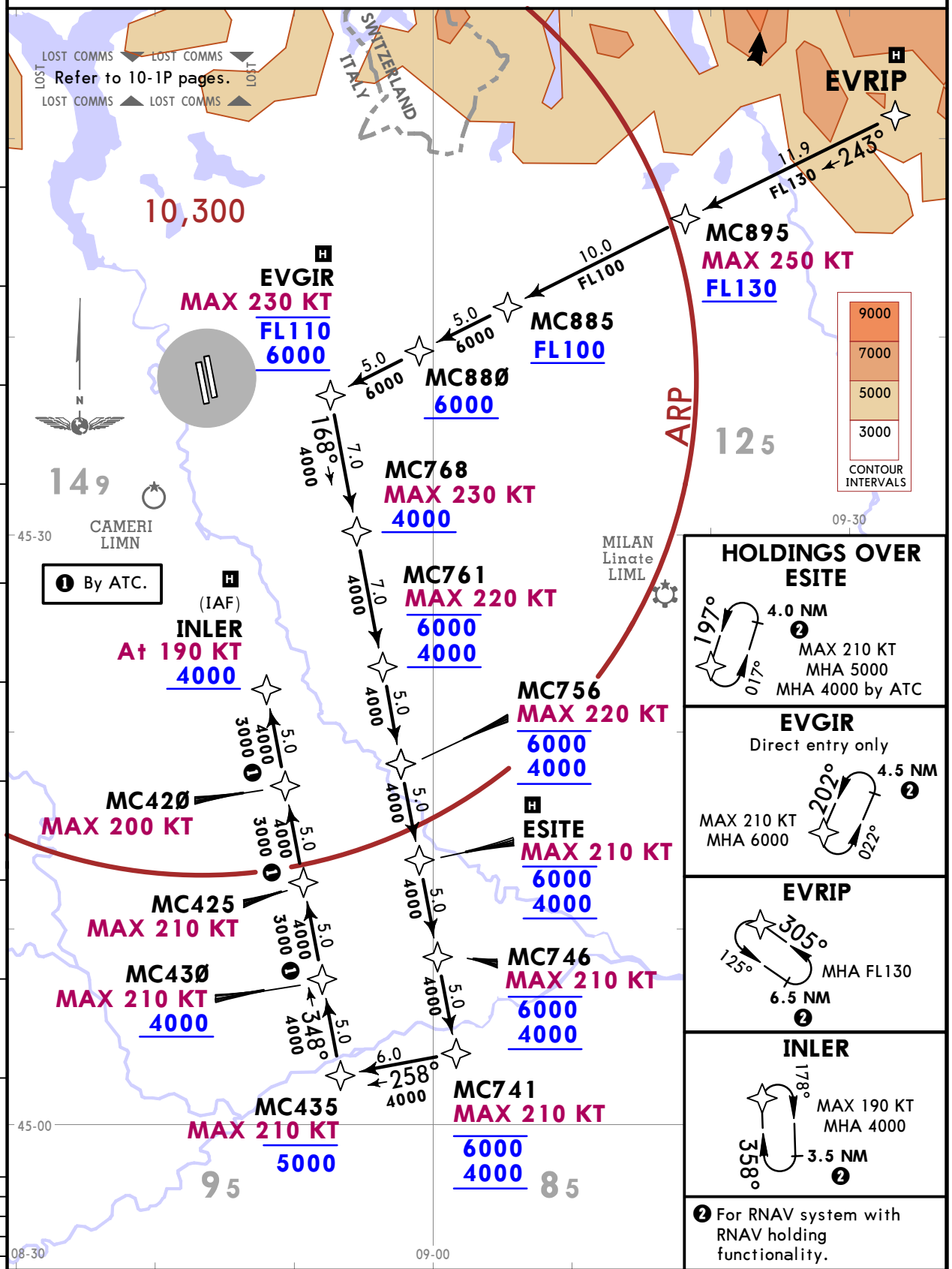
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

EVRIP 2E [EVRI2E]
RWYS 35L/R RNAV ARRIVAL



ROUTING

EVRIP - MC895 (K250-; FL130+) - MC885 (FL100+) - MC880 (6000+) - EVGIR (K230-; FL110-; 6000+) - MC768 (K230-; 4000+) - MC761 (K220-; 6000-; 4000+) - MC756 (K220-; 6000-; 4000+) - ESITE (K210-; 6000-; 4000+) - MC746 (K210-; 6000-; 4000+) - MC741 (K210-; 6000-; 4000+) - MC435 (K210-; 5000-) - MC430 (K210-; 4000+) - MC425 (K210-) - MC420 (K200-) - INLER (K190; 4000+).

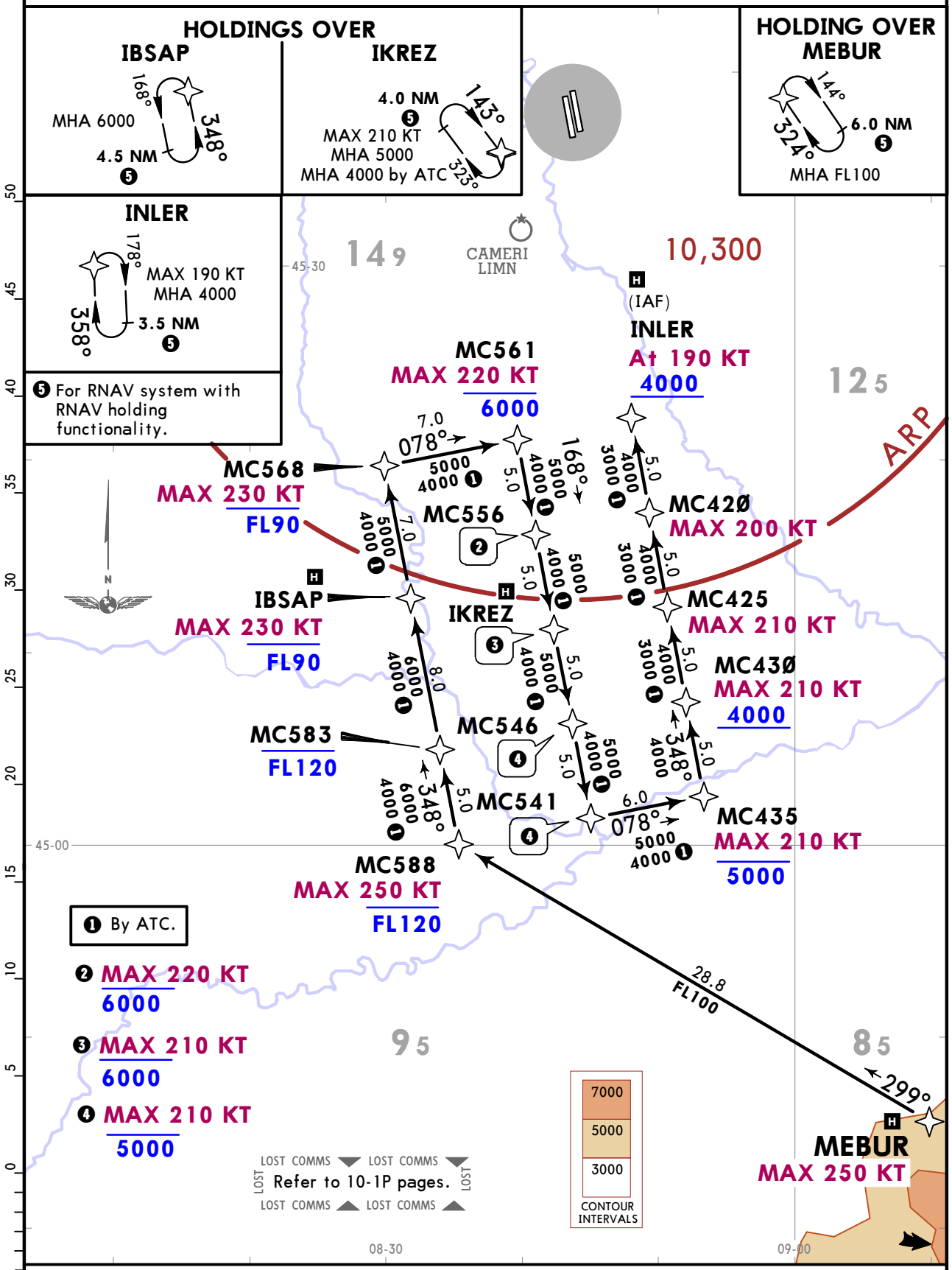
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

MEBUR 2E [MEBU2E]
RWYS 35L/R RNAV ARRIVAL



ROUTING

MEBUR (K250-) - MC588 (K250-; FL120-) - MC583 (FL120-) - IBSAP (K230-; FL90-)) - MC568 (K230-; FL90-) - MC561 (K220-; 6000-) - MC556 (K220-, 6000-) - IKREZ (K210-; 6000-) - MC546 (K210-; 5000-) - MC541 (K210-; 5000-) - MC435 (K210-; 5000-) - MC430 (K210-; 4000+) - MC425 (K210-) - MC420 (K200-) - INLER (K190; 4000+).

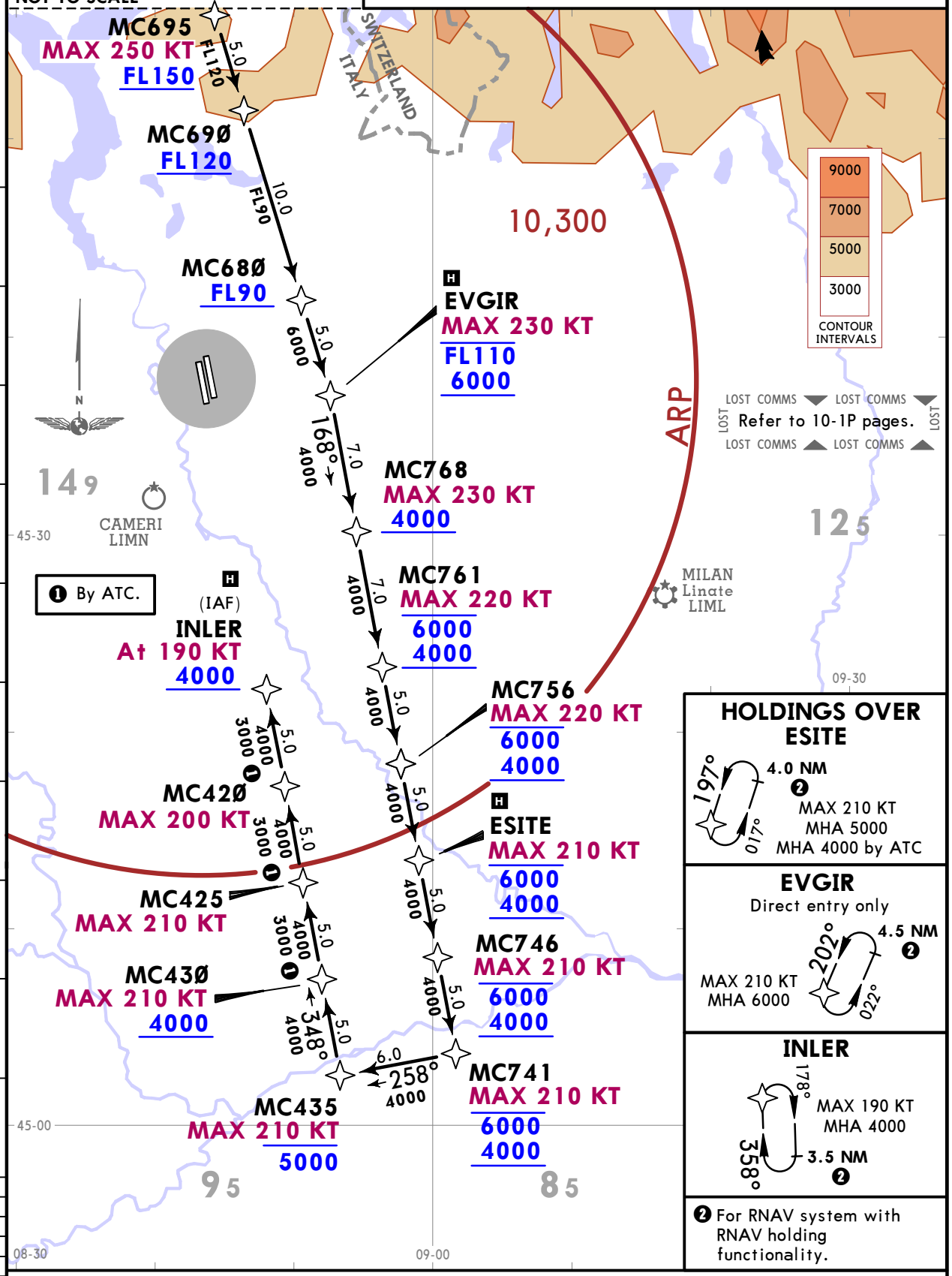
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

ODINA 2G [ODIN2G]
RWYS 35L/R RNAV ARRIVAL
BY ATC



ROUTING

ODINA - MC695 (K250-; FL150+) - MC690 (FL120+) - MC680 (FL90+) - EVGIR (K230-; FL110-; 6000+) - MC768 (K230-; 4000+) - MC761 (K220-; 6000-; 4000+) - MC756 (K220-; 6000-; 4000+) - ESITE (K210-; 6000-; 4000+) - MC746 (K210- 6000-; 4000+) - MC741 (K210-; 6000-; 4000+)- MC435 (K210-; 5000-) - MC430 (K210-; 4000+) - MC425 (K210-) - MC420 (K200-) - INLER (K190; 4000+).

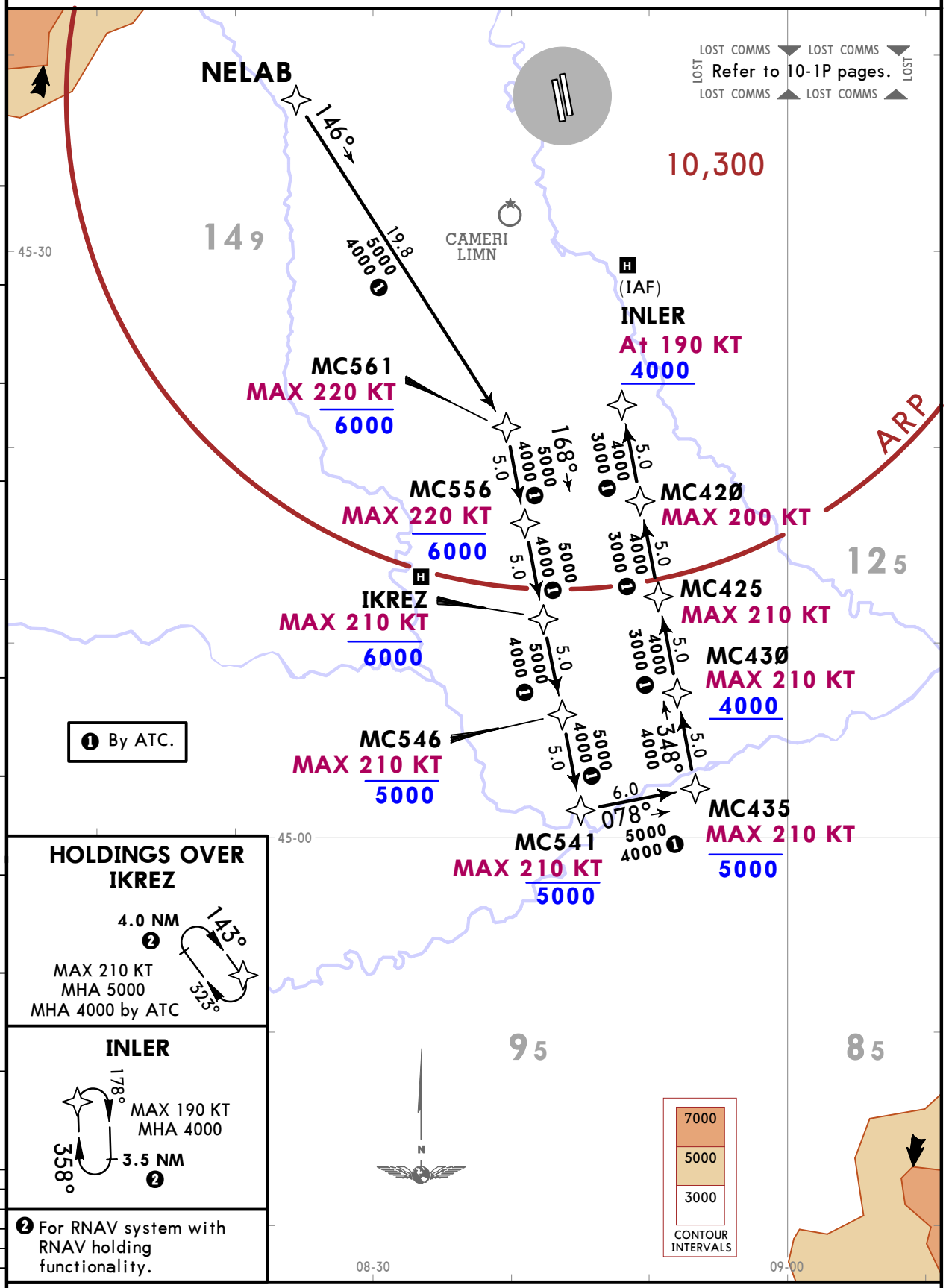
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

NELAB 2P [NELA2P]
RWYS 35L/R RNAV ARRIVAL
BY ATC



ROUTING

NELAB - MC561 (K220-; 6000-) - MC556 (K220; 6000-) - IKREZ (K210-; 6000-) - MC546 (K210-; 5000-) - MC541 (K210-; 5000-) - MC435 (K210-; 5000-) - MC430 (K210-; 4000+) - MC425 (K210-) - MC420 (K200-) - INLER (K190; 4000+).

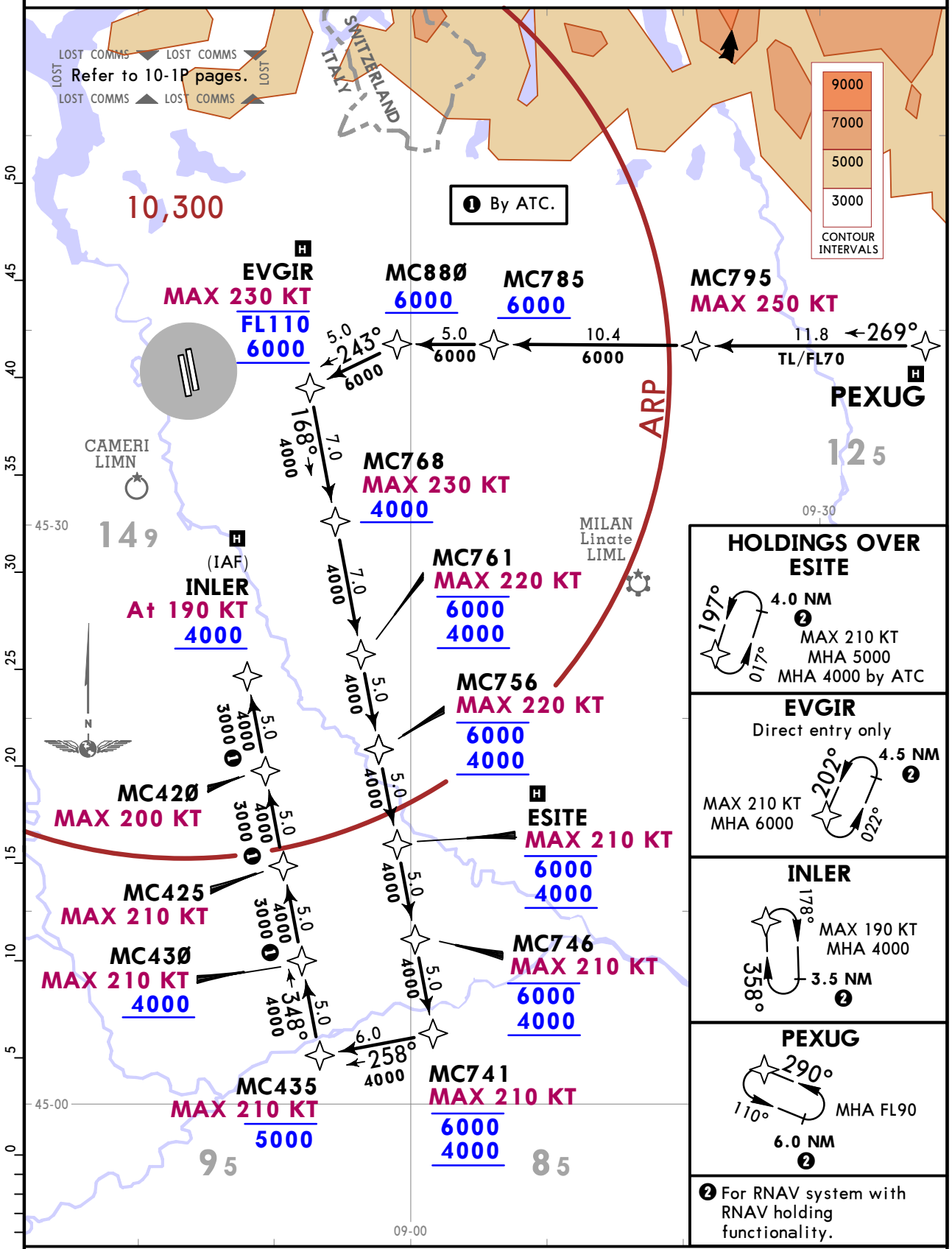
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

PEXUG 2E [PEXU2E]
RWYS 35L/R RNAV ARRIVAL



ROUTING

PEXUG - MC795 (K250-) - MC785 (6000+) - MC880 (6000+) - EVGIR (K230-; FL110-; 6000+) - MC768 (K230-; 4000+) - MC761 (K220-; 6000-; 4000+) - MC756 (K220-; 6000- 4000+) - ESITE (K210-; 6000-; 4000+) - MC746 (K210-; 6000-; 4000+) - MC741 (K210-; 6000-; 4000+)- MC435 (K210-; 5000-) - MC430 (K210-; 4000+) - MC425 (K210-) - MC420 (K200-) - INLER (K190; 4000+).

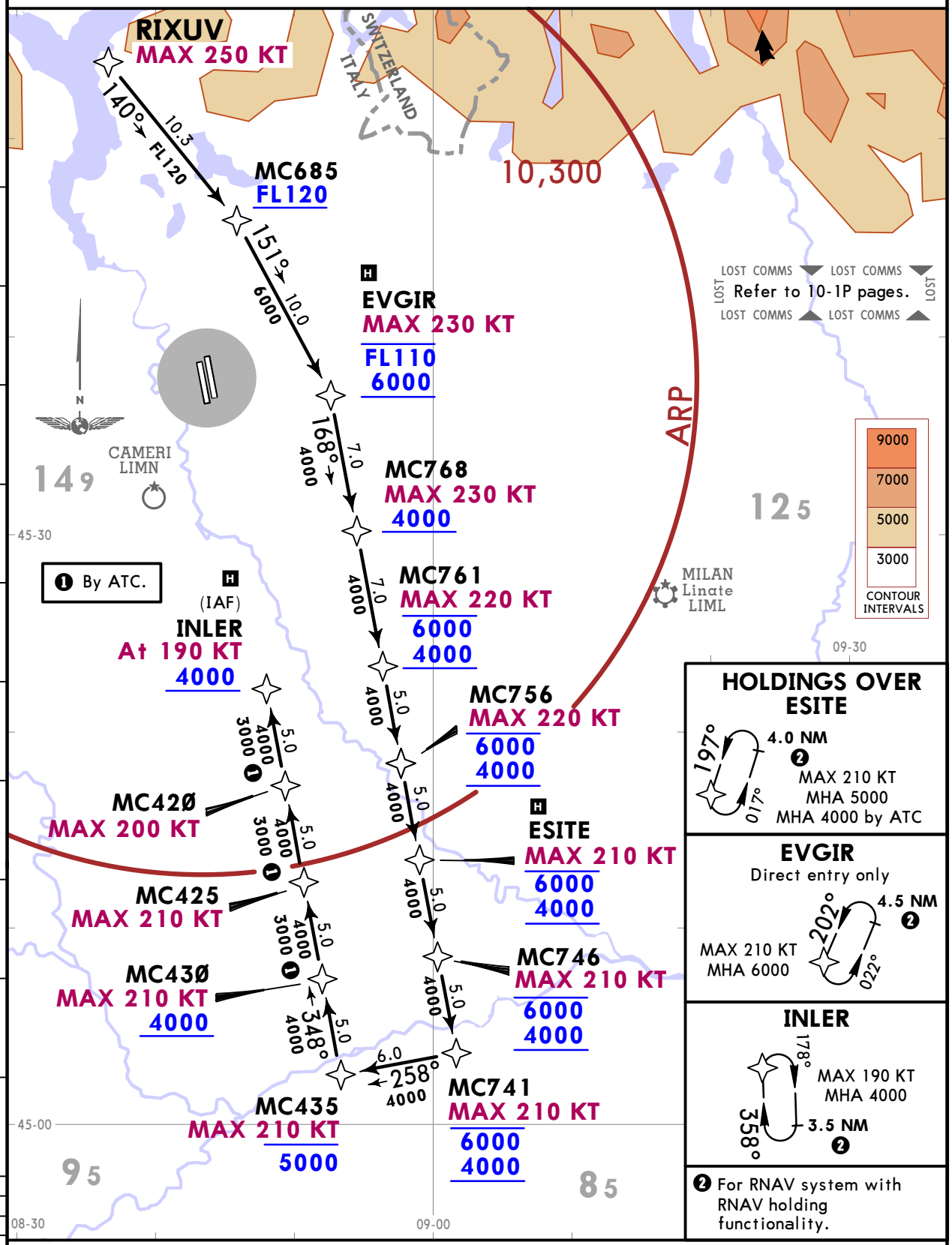
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

RIXUV 2E [RIXU2E]
RWYS 35L/R RNAV ARRIVAL



ROUTING

RIXUV (K250-) - MC685 (FL120+) - EVGIR (K230-; FL110-; 6000+) - MC768 (K230-; 4000+) - MC761 (K220-; 6000-; 4000+) - MC756 (K220-; 6000-; 4000+) - ESITE (K210-; 6000-; 4000+) - MC746 (K210-; 6000-; 4000+) - MC741 (K210-; 6000-; 4000+) - MC435 (K210-; 5000-) - MC430 (K210-; 4000+) - MC425 (K210-) - MC420 (K200-) - INLER (K190; 4000+).

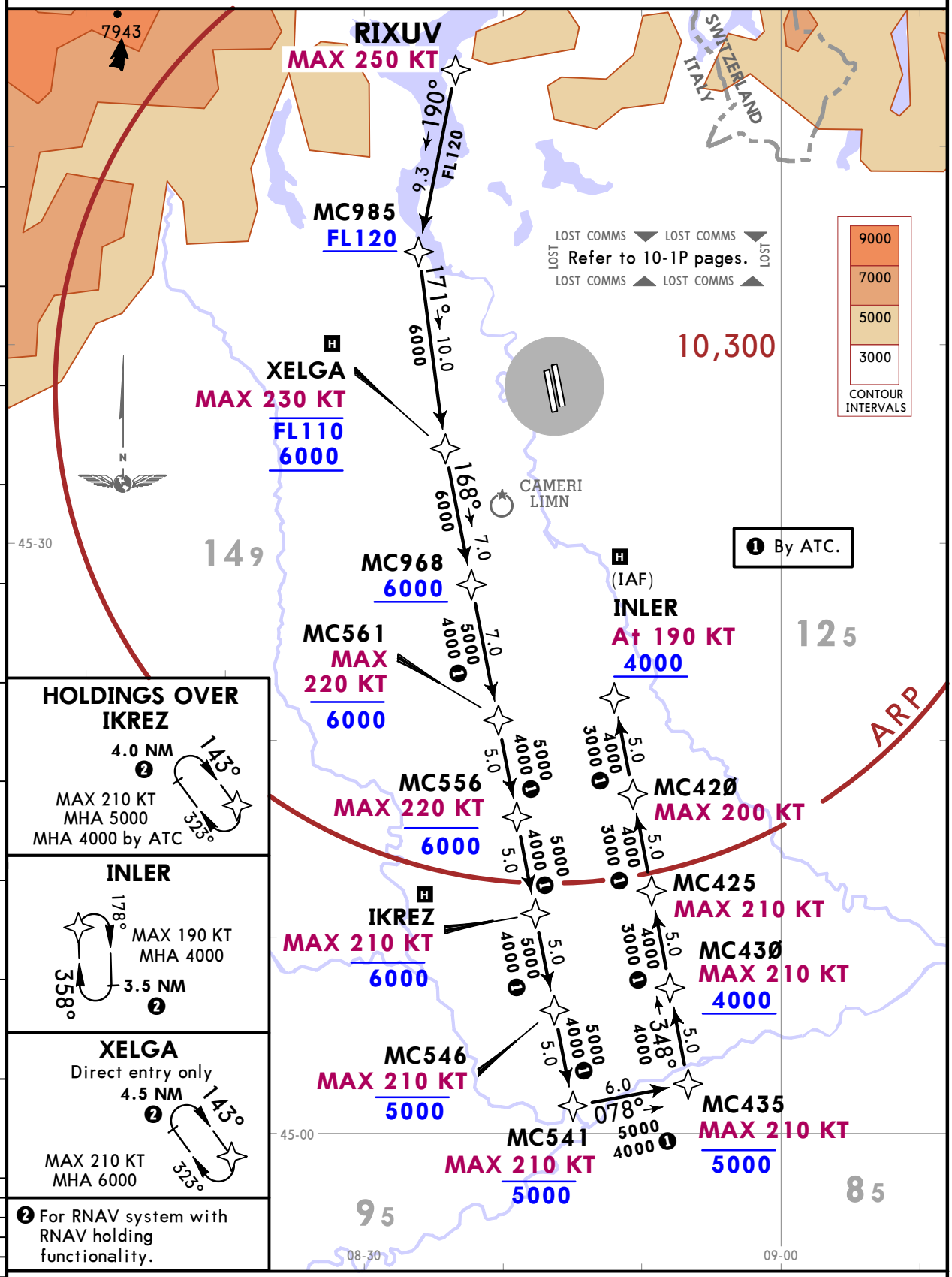
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

RIXUV 2G [RIXU2G]
RWYS 35L/R RNAV ARRIVAL
BY ATC



ROUTING

RIXUV (K250-) - MC985 (FL120+) - XELGA (K230-; FL110-; 6000+) - MC968 (6000+) - MC561 (K220-; 6000-)) - MC556 (K220-; 6000-) - IKREZ (K210-; 6000-) - MC546 (K210-; 5000-) - MC541 (K210-; 5000-) - MC435 (K210-; 5000-) - MC430 (K210-; 4000+) - MC425 (K210-) - MC420 (K200-) - INLER (K190; 4000+).

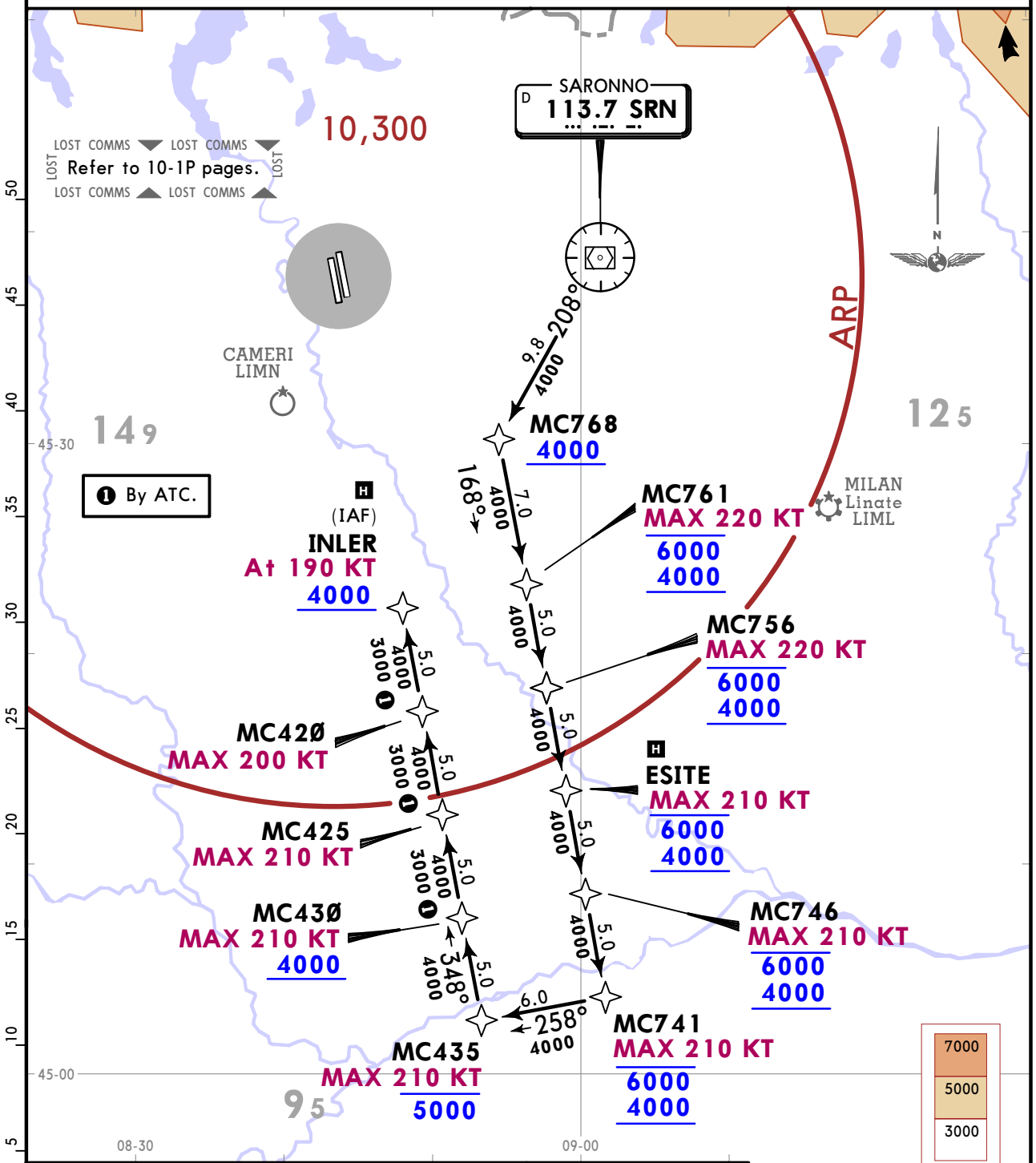
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

SRN 2P
RWYS 35L/R RNAV ARRIVAL
BY ATC



HOLDINGS OVER

ESITE

197° 017° 4.0 NM 2
MAX 210 KT
MHA 5000
MHA 4000 by ATC

INLER

178° 358° MAX 190 KT
MHA 4000
3.5 NM 2

2 For RNAV system with RNAV holding functionality.

ROUTING

SRN - MC768 (4000+) - MC761 (K220-; 6000-; 4000+) - MC756 (K220-; 6000-; 4000+) - ESITE (K210-; 6000-; 4000+) - MC746 (K210-; 6000-; 4000+) - MC741 (K210-; 6000-; 4000+)- MC435 (K210-; 5000-) - MC430 (K210-; 4000+) - MC425 (K210-) - MC420 (K200-) - INLER (K190; 4000+).

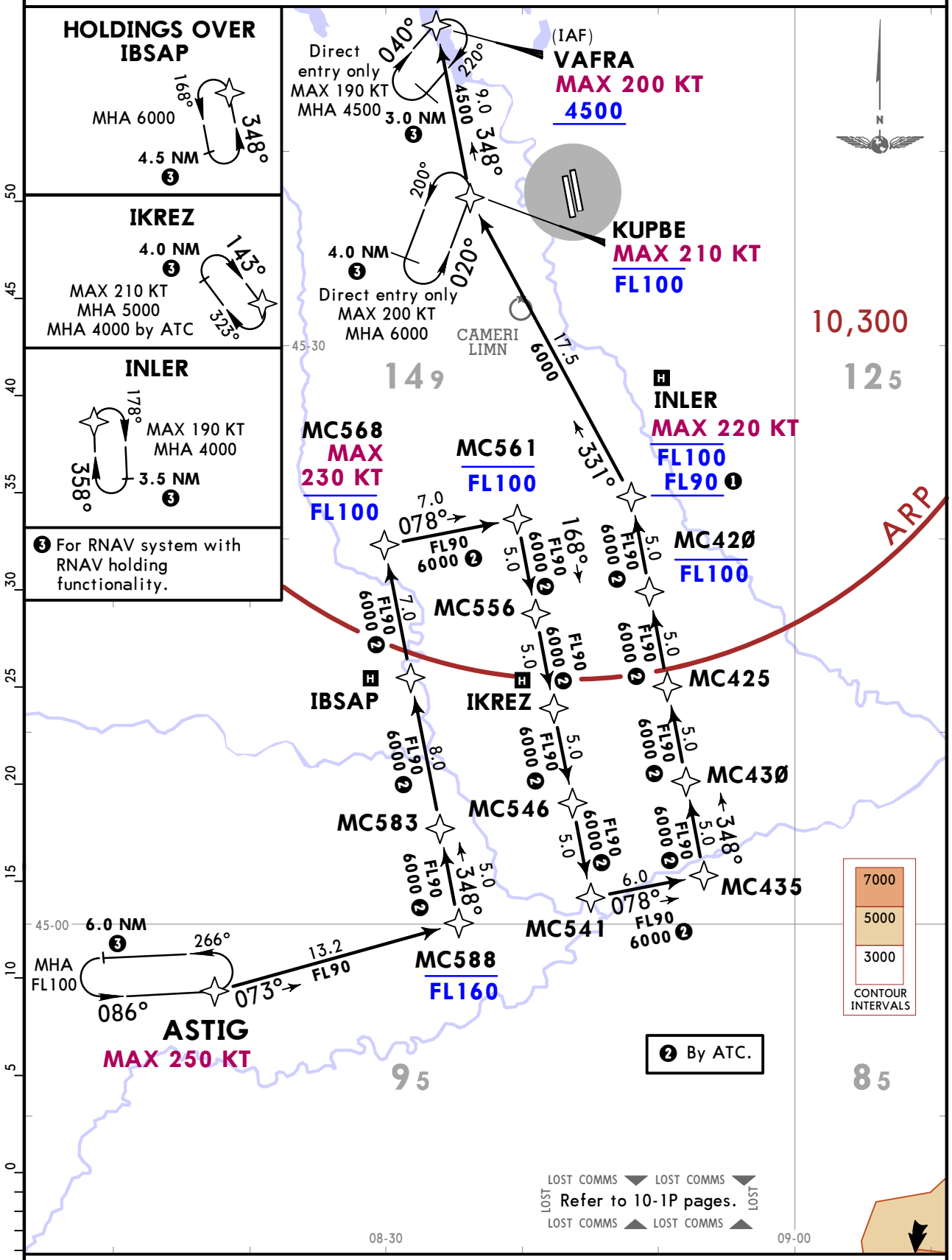
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

ASTIG 1H [ASTI1H]
RWY 17L RNAV ARRIVAL



ROUTING

ASTIG (K250-) - MC588 (FL160-) - MC583 - IBSAP - MC568 (K230-; FL100-) - MC561 (FL100-) - MC556 - IKREZ - MC546 - MC541 - MC435 - MC430 - MC425 - MC420 (FL100-) - INLER (K220-; FL100-; FL90+ ❶) - KUPBE (K210-; FL100-) - VAFRA (K200-; 4500+).

❶ 6000+ by ATC

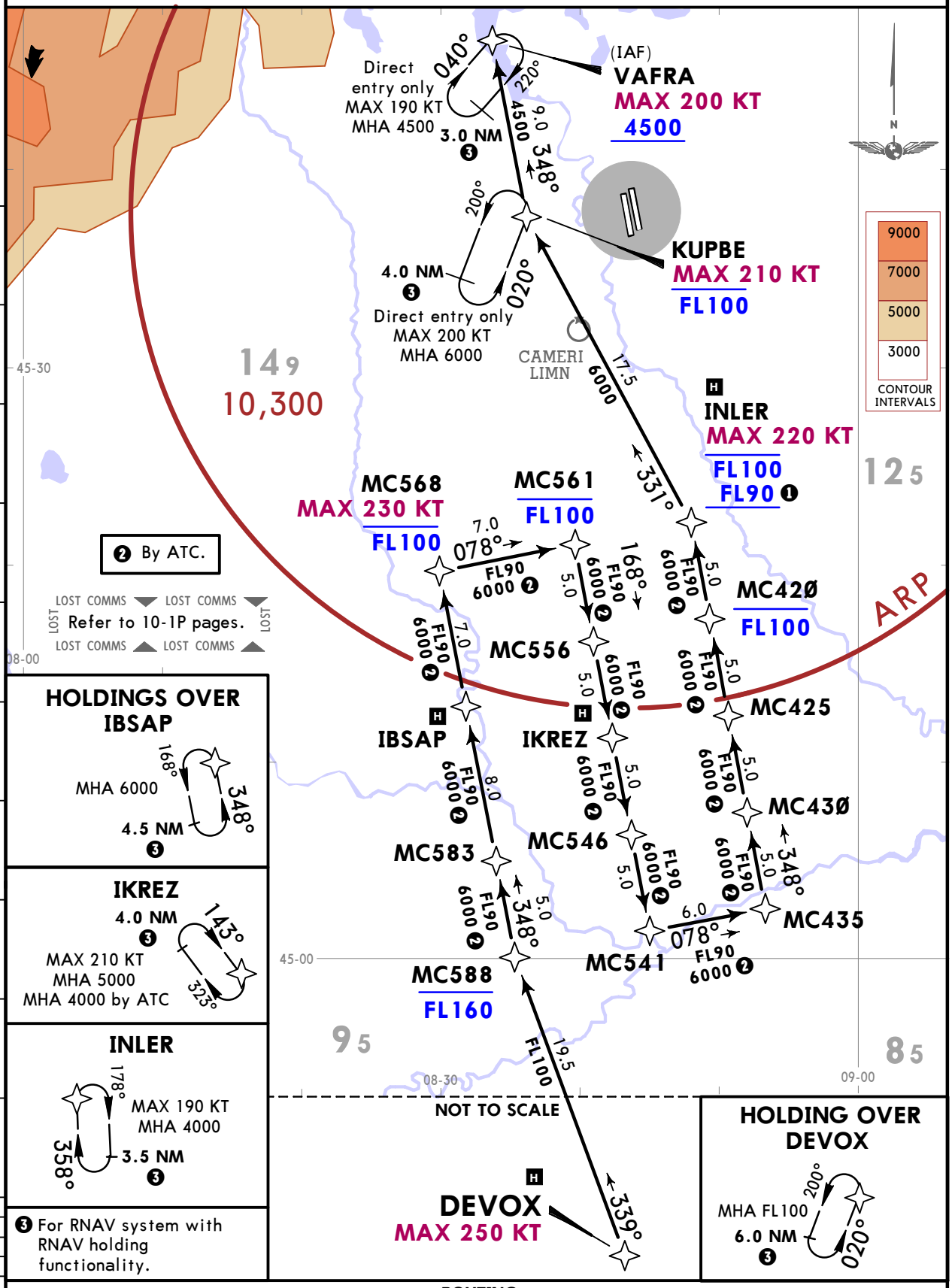
CHANGES: Reissue

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

DEVOX 1H [DEVO1H]
RWY 17L RNAV ARRIVAL



ROUTING

DEVOX (K250-) - MC588 (FL160-) - MC583 - IBSAP - MC568 (K230-; FL100-) - MC561 (FL100-) - MC556 - IKREZ - MC546 - MC541 - MC435 - MC430 - MC425 - MC420 (FL100-) - INLER (K220-; FL100-; FL90+ ❶) - KUPBE (K210-; FL100-) - VAFRA (K200-; 4500+).

❶ 6000+ by ATC

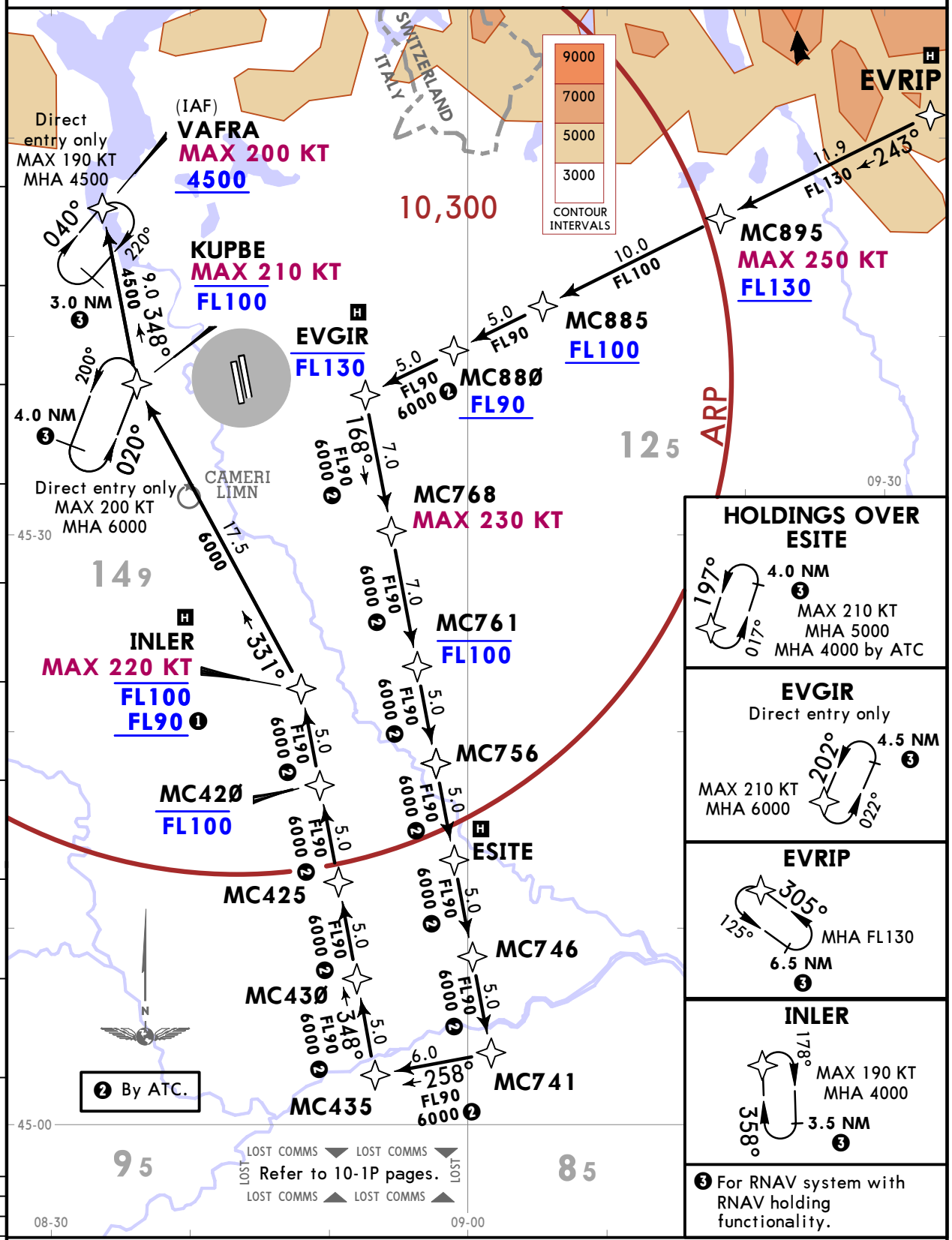
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

EVRIP 1H [EVRI1H]
RWY 17L RNAV ARRIVAL



ROUTING

EVRIP - MC895 (K250-; FL130+) - MC885 (FL100+) - MC880 (FL90+) - EVGIR (FL130-) - MC768 (K230-) - MC761 (FL100-) - MC756 - ESITE - MC746 - MC741 - MC435 - MC430 - MC425 - MC420 (FL100-) - INLER (K220-; FL100-; FL90+ ❶) - KUPBE (K210-; FL100-) - VAFRA (K200-; 4500+).

❶ 6000+ by ATC

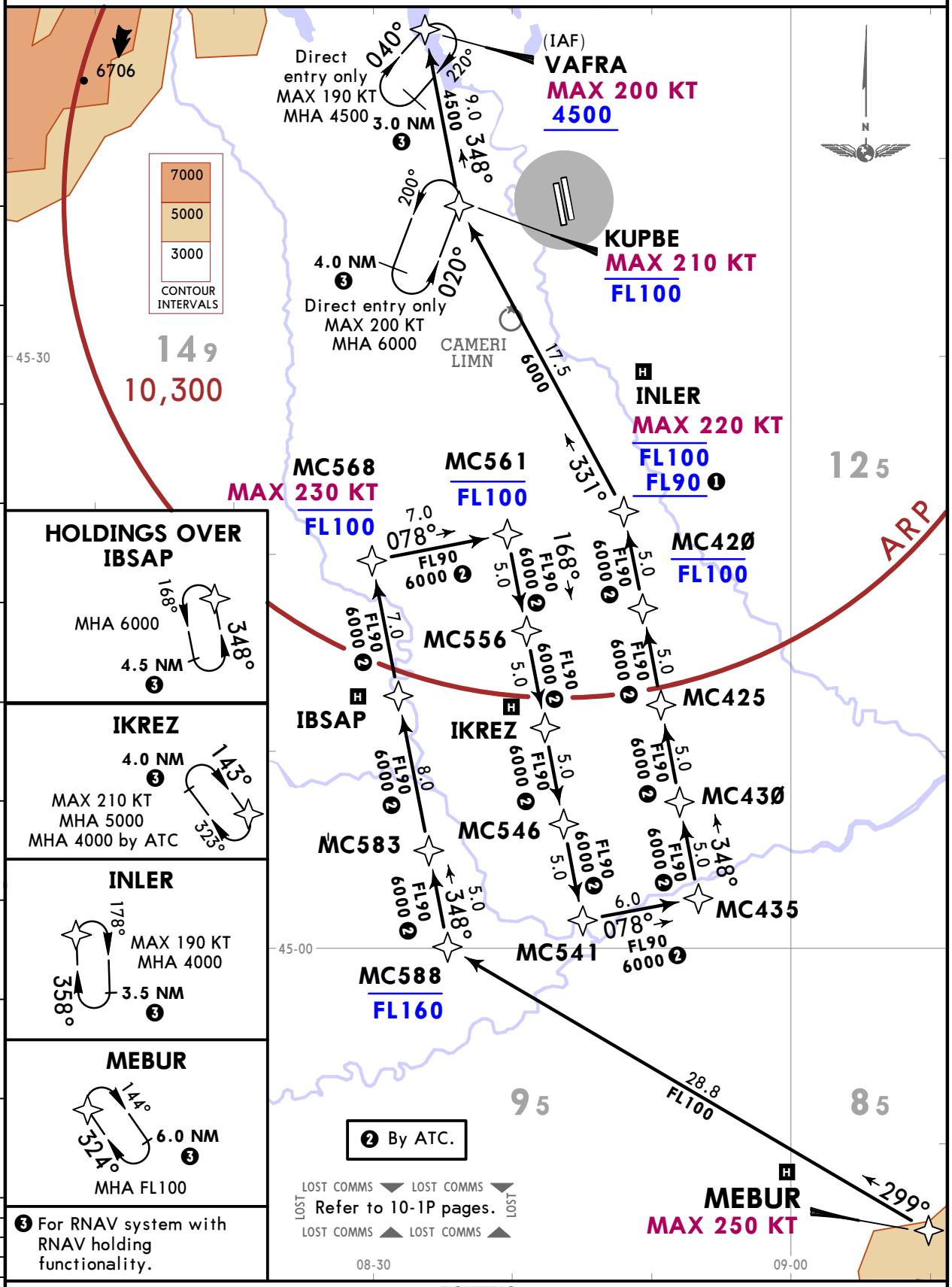
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

MEBUR 1H [MEBU1H]
RWY 17L RNAV ARRIVAL



ROUTING

MEBUR (K250-) - MC588 (FL160-) - MC583 - IBSAP - MC568 (K230-; FL100-) - MC561 (FL100-) - MC556 - IKREZ - MC546 - MC541 - MC435 - MC430 - MC425 - MC420 (FL100-) - INLER (K220-; FL100-; FL90+ ❶) - KUPBE (K210-; FL100-) - VAFRA (K200-; 4500+).

❶ 6000+ by ATC

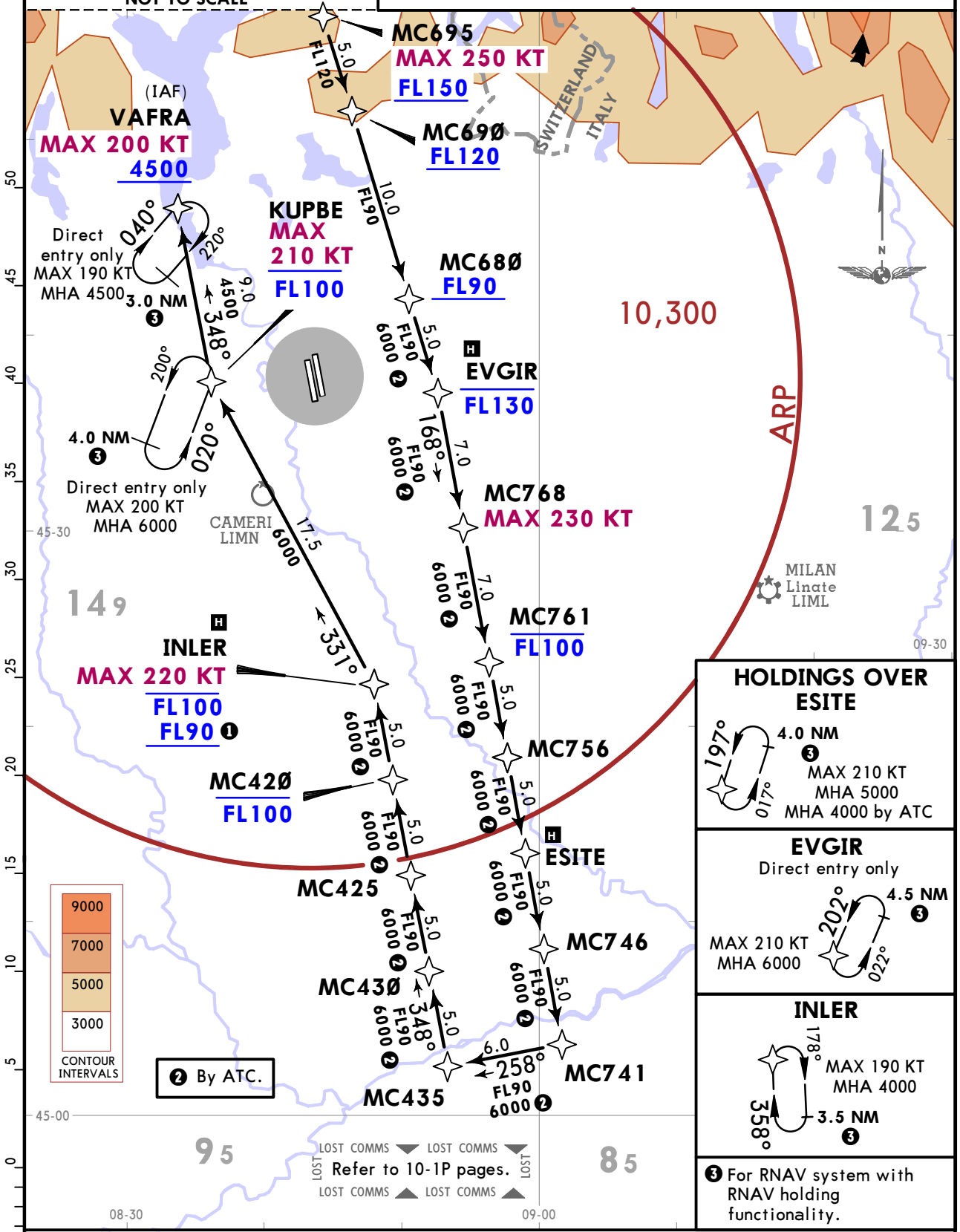
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	RNAV 1.

ODINA 1V [ODIN1V]
RWY 17L RNAV ARRIVAL
BY ATC



ROUTING

ODINA - MC695 (K250-; FL150+) - MC690 (FL120+) - MC680 (FL90+) - EVGIR (FL130-) - MC768 (K230-) - MC761 (FL100-) - MC756 - ESITE - MC746 - MC741 - MC435 - MC430 - MC425 - MC420 (FL100-) - INLER (K220-; FL100-; FL90+ ❶) - KUPBE (K210-; FL100-) - VAFRA (K200-; 4500+).

❶ 6000+ by ATC

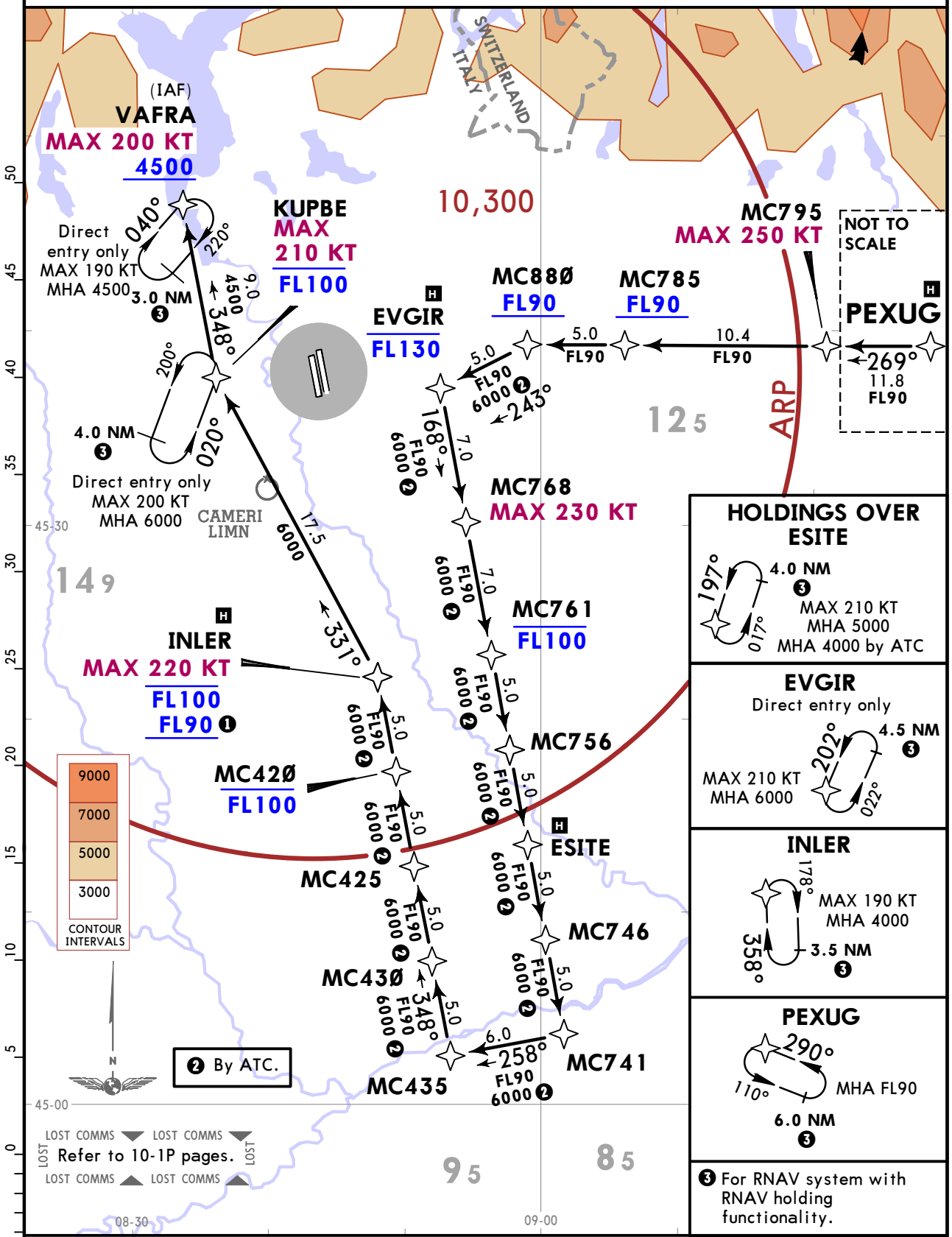
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

PEXUG 1H [PEXU1H]
RWY 17L RNAV ARRIVAL



ROUTING

PEXUG - MC795 (K250-) - MC785 (FL90+) - MC880 (FL90+) - EVGIR (FL130-) - MC768 (K230-) - MC761 (FL100-) - MC756 - ESITE - MC746 - MC741 - MC435 - MC430 - MC425 - MC420 (FL100-) - INLER (K220-; FL100-; FL90+ ❶) - KUPBE (K210-; FL100-) - VAFRA (K200-; 4500+).

❶ 6000+ by ATC

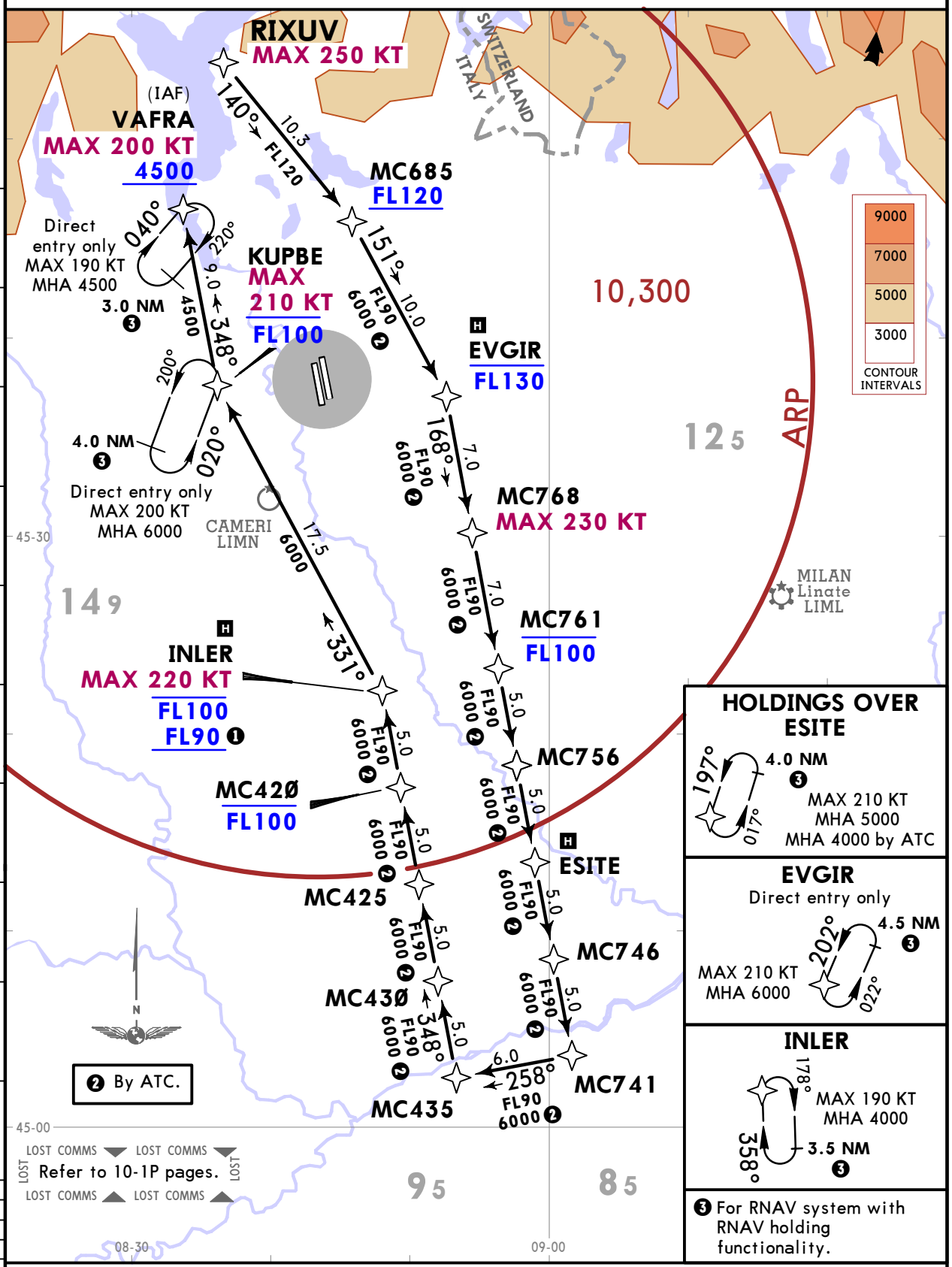
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

RIXUV 1H [RIXU1H]
RWY 17L RNAV ARRIVAL



ROUTING

RIXUV (K250-) - MC685 (FL120+) - EVGIR (FL130-) - MC768 (K230-) - MC761 (FL100-) - MC756 - ESITE - MC746 - MC741 - MC435 - MC430 - MC425 - MC420 (FL100-) - INLER (K220-; FL100-; FL90+ ❶) - KUPBE (K210-; FL100-) - VAFRA (K200-; 4500+).

❶ 6000+ by ATC

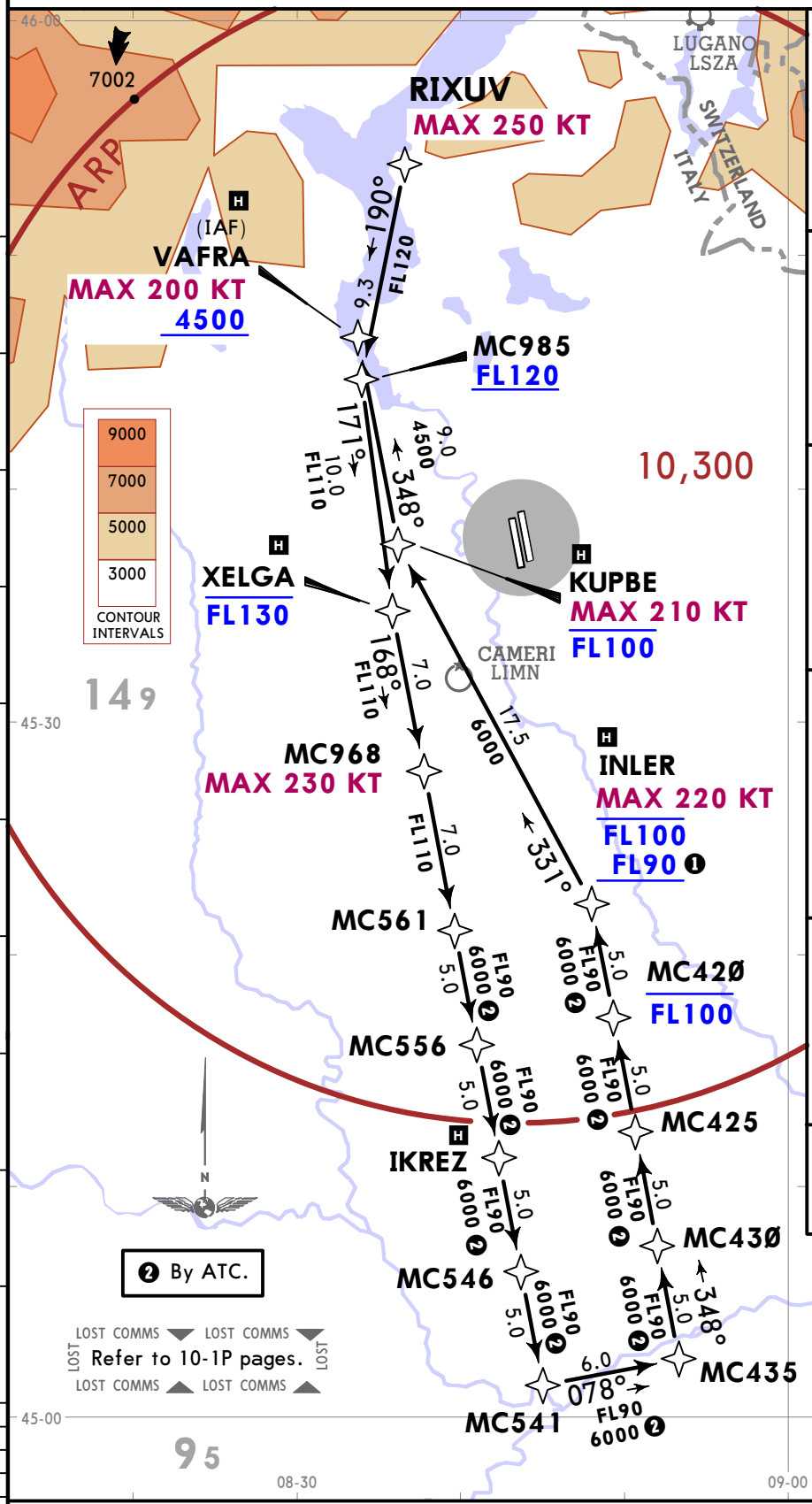
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

RIXUV 1V [RIXU1V]
RWY 17L RNAV ARRIVAL
BY ATC



HOLDINGS OVER IKREZ
4.0 NM ❸
143°
323°
MAX 210 KT
MHA 5000
MHA 4000 by ATC

INLER
178°
358°
MAX 190 KT
MHA 4000
3.5 NM ❸

KUPBE
Direct entry only
200°
020°
4.0 NM ❸
MAX 200 KT
MHA 6000

VAFRA
Direct entry only
040°
220°
MAX 190 KT
MHA 4500
3.0 NM ❸

XELGA
Direct entry only
4.5 NM ❸
143°
323°
MAX 210 KT
MHA 6000

❸ For RNAV system with RNAV holding functionality.

ROUTING
RIXUV (K250-) - MC985 (FL120+) - XELGA (FL130-) - MC968 (K230-) - MC561 - MC556 - IKREZ - MC546 - MC541 - MC435 - MC430 - MC425 - MC420 (FL100-) - INLER (K220-; FL100-; FL90+ ❶) - KUPBE (K210-; FL100-) - VAFRA (K200-; 4500+).

❶ 6000+ by ATC

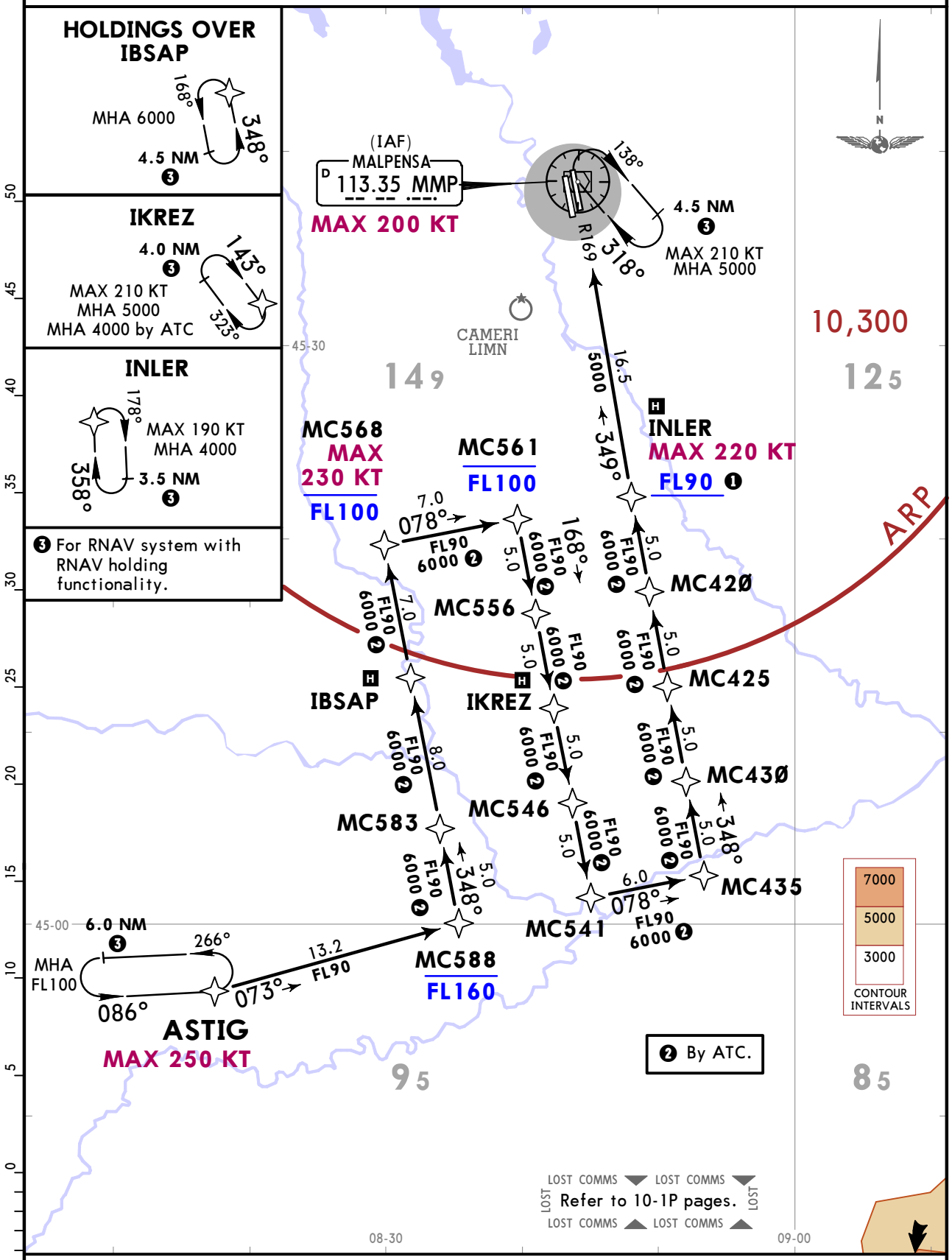
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

ASTIG 1K [ASTI1K]
RWY 17L RNAV ARRIVAL
BY ATC



ROUTING

ASTIG (K250-) - MC588 (FL160-) - MC583 - IBSAP - MC568 (K230-; FL100-) - MC561 (FL100-) - MC556 - IKREZ - MC546 - MC541 - MC435 - MC430 - MC425 - MC420 - INLER (K220-; FL90+ ❶) - MMP (K200-).

❶ 6000+ by ATC

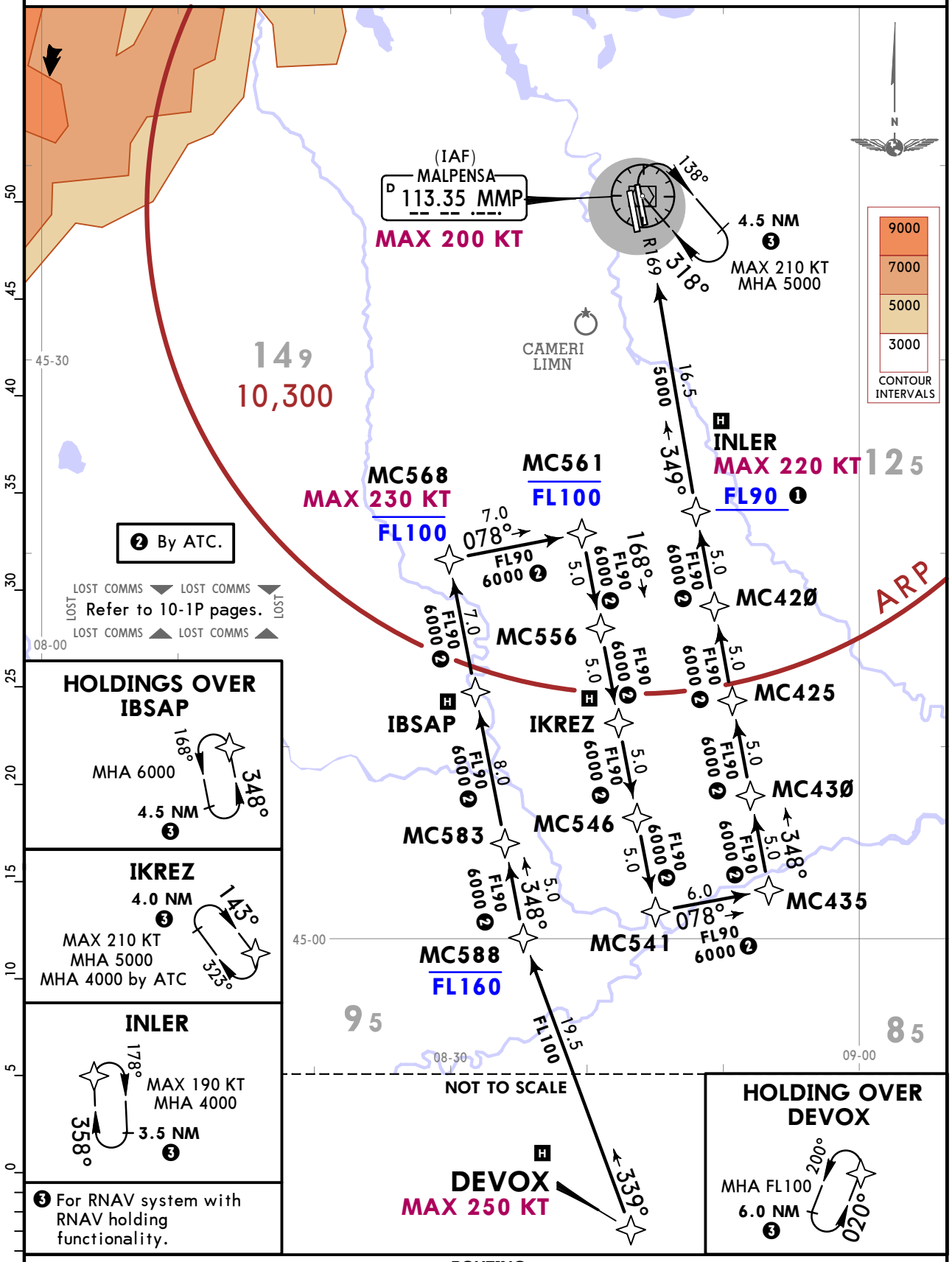
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

DEVOX 1K [DEVO1K]
RWY 17L RNAV ARRIVAL
BY ATC



ROUTING

DEVOX (K250-) - MC588 (FL160-) - MC583 - IBSAP - MC568 (K230-; FL100-) - MC561 (FL100-) - MC556 - IKREZ - MC546 - MC541 - MC435 - MC430 - MC425 - MC420 - INLER (K220-; FL90+ ❶) - MMP (K200-).

❶ 6000+ by ATC

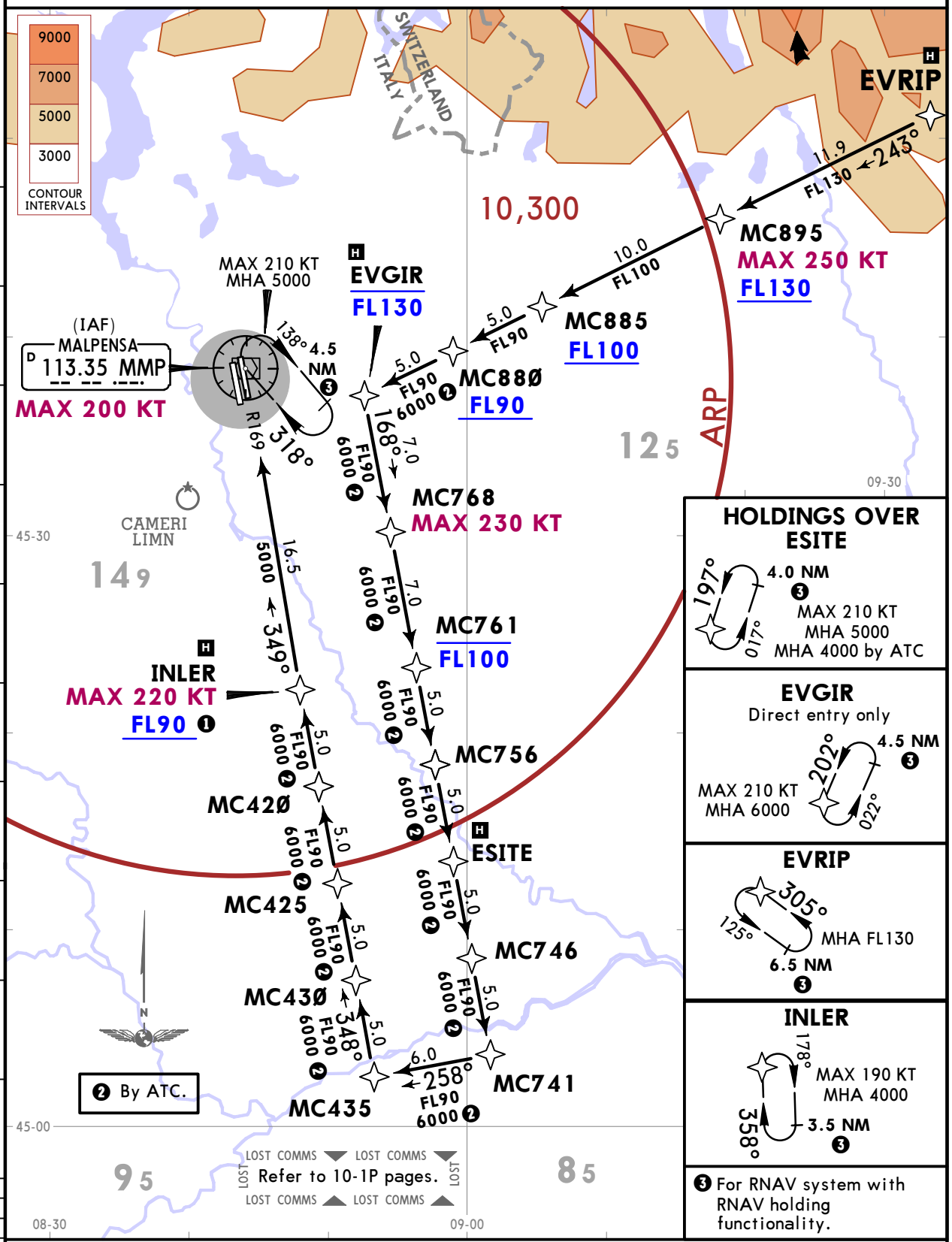
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

EVRIP 1K [EVRI1K]
RWY 17L RNAV ARRIVAL
BY ATC



ROUTING

EVRIP - MC895 (K250-; FL130+) - MC885 (FL100+) - MC880 (FL90+) - EVGIR (FL130-) - MC768 (K230-) - MC761 (FL100-) - MC756 - ESITE - MC746 - MC741 - MC435 - MC430 - MC425 - MC420 - INLER (K220-; FL90+ ❶) - MMP (K200-).

❶ 6000+ by ATC

CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

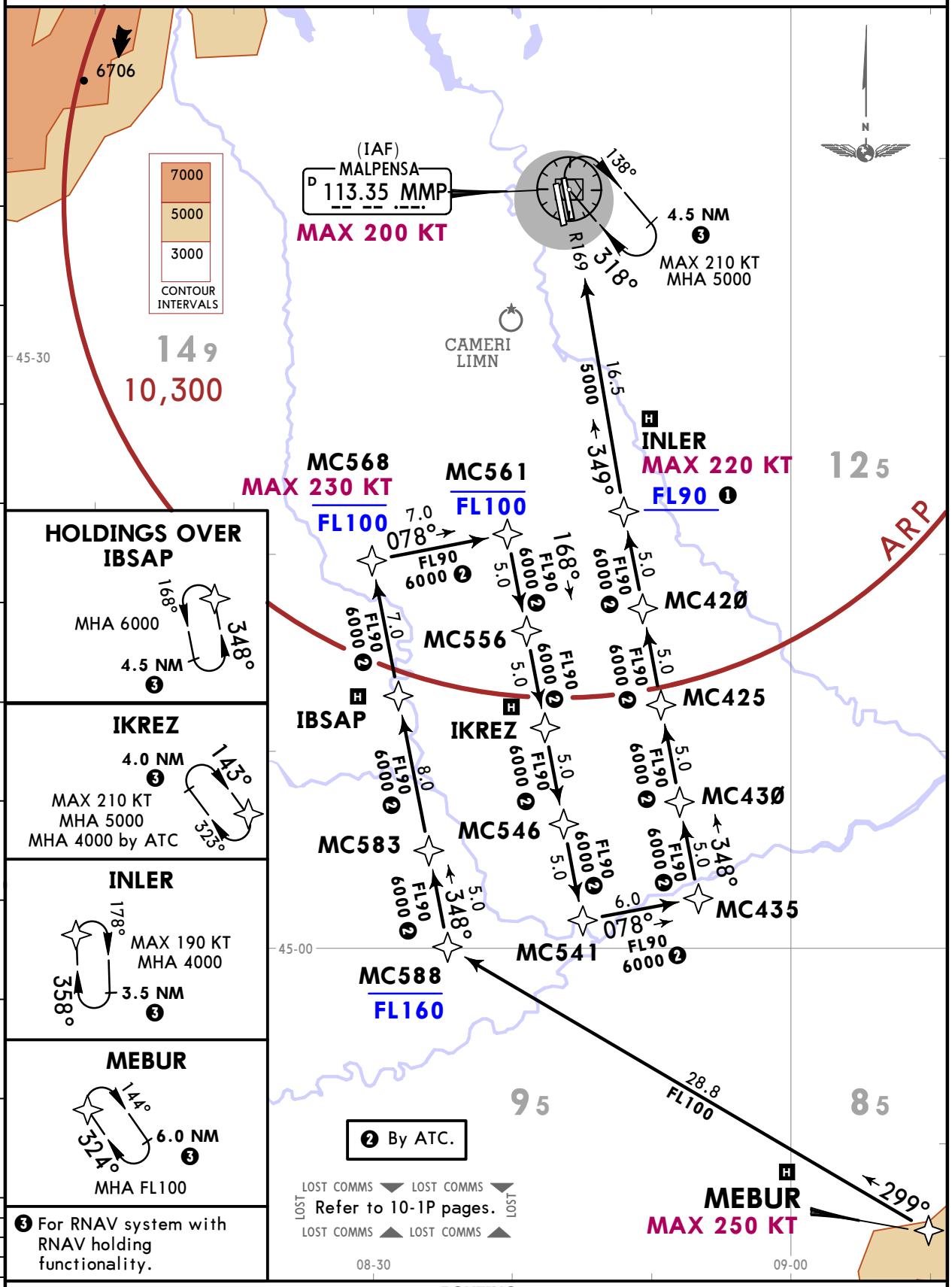
LIMC/MXP
MALPENSA

JEPPESEN
11 OCT 19 (10-2V4)

MILAN, ITALY
RNAV STAR

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

MEBUR 1K [MEBU1K]
RWY 17L RNAV ARRIVAL
BY ATC



ROUTING

MEBUR (K250-) - MC588 (FL160-) - MC583 - IBSAP - MC568 (K230-; FL100-) - MC561 (FL100-) - MC556 - IKREZ - MC546 - MC541 - MC435 - MC430 - MC425 - MC420 - INLER (K220-; FL90+ ❶) - MMP (K200-).

❶ 6000+ by ATC

CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

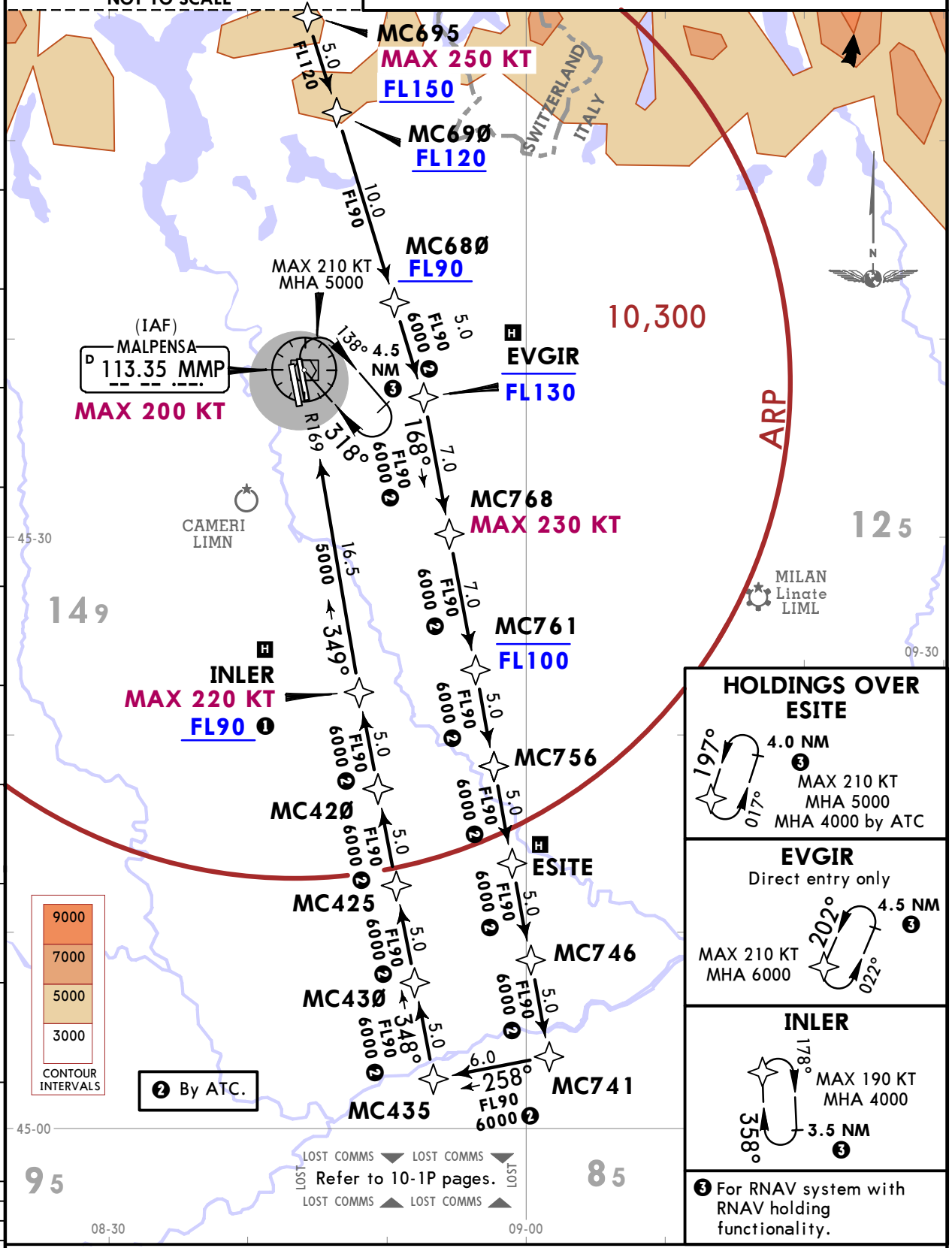
LIMC/MXP
MALPENSA

JEPPESEN
11 OCT 19 (10-2V5)

MILAN, ITALY
RNAV STAR

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	RNAV 1.

ODINA 1K [ODIN1K]
RWY 17L RNAV ARRIVAL
BY ATC



ROUTING

ODINA - MC695 (K250-; FL150+) - MC690 (FL120+) - MC680 (FL90+) - EVGIR (FL130-) - MC768 (K230-) - MC761 (FL100-) - MC756 - ESITE - MC746 - MC741 - MC435 - MC430 - MC425 - MC420 - INLER (K220-; FL90+ ❶) - MMP (K200-).

❶ 6000+ by ATC

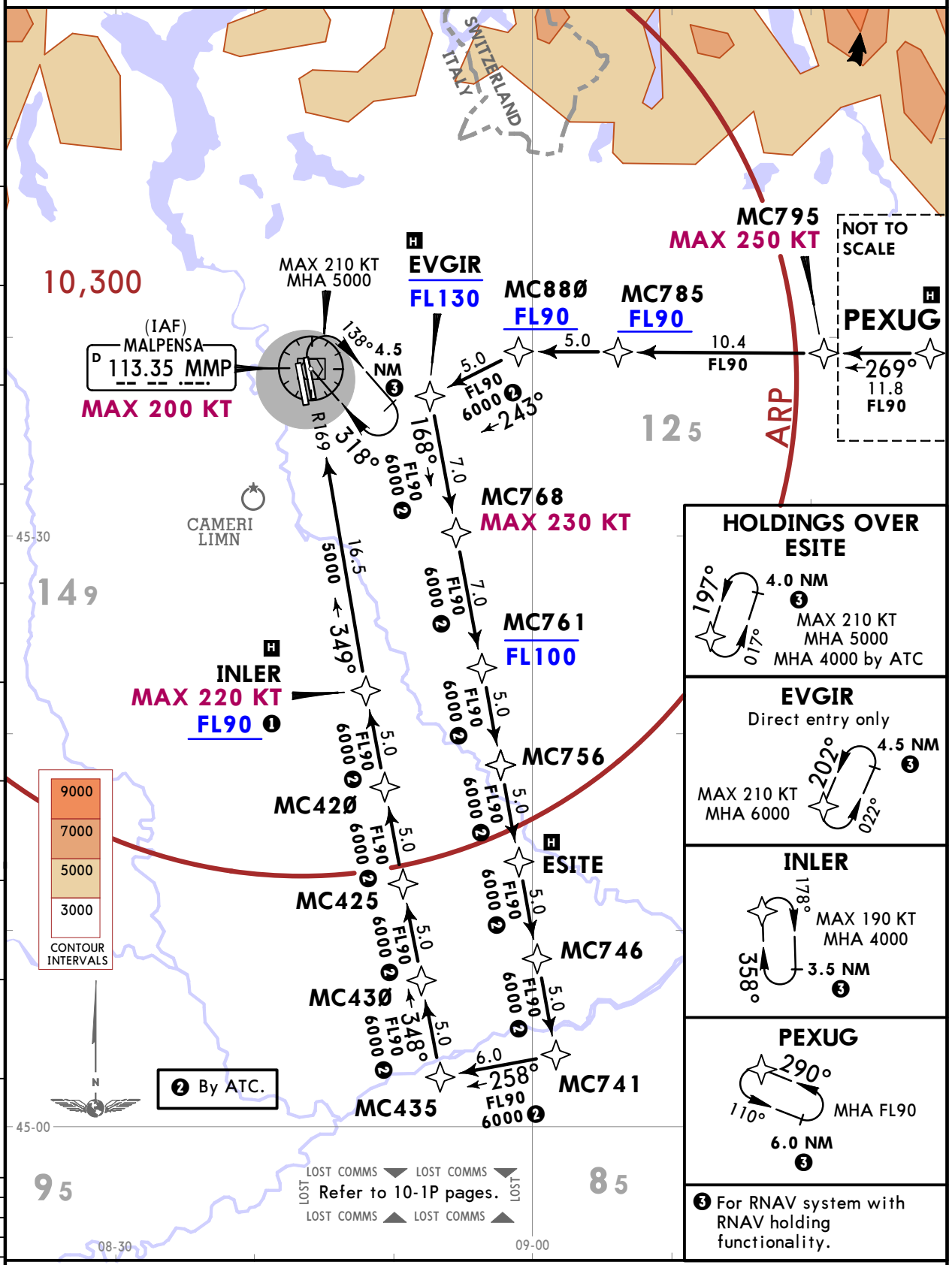
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

PEXUG 1K [PEXU1K]
RWY 17L RNAV ARRIVAL
BY ATC



ROUTING

PEXUG - MC795 (K250-) - MC785 (FL90+) - MC880 (FL90+) - EVGIR (FL130-)) - MC768 (K230-) - MC761 (FL100-) - MC756 - ESITE - MC746 - MC741 - MC435 - MC430 - MC425 - MC420 - INLER (K220-; FL90+ ❶) - MMP (K200-).

❶ 6000+ by ATC

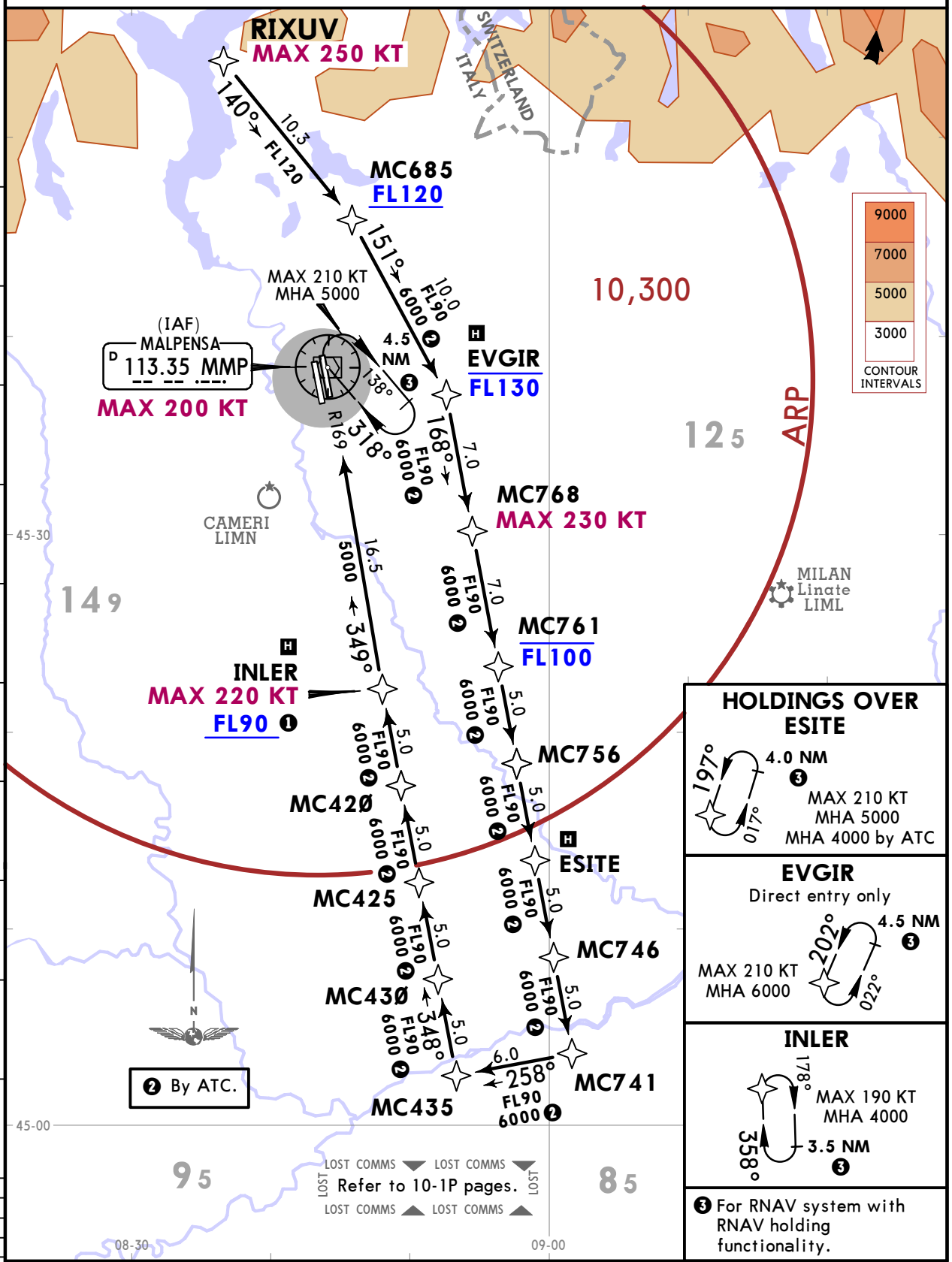
CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	**RNAV 1.**

RIXUV 1K [RIXU1K]
RWY 17L RNAV ARRIVAL
BY ATC



ROUTING

RIXUV (K250-) - MC685 (FL120+) - EVGIR (FL130-) - MC768 (K230-) - MC761 (FL100-) - MC756 - ESITE - MC746 - MC741 - MC435 - MC430 - MC425 - MC420 - INLER (K220-; FL90+ ❶) - MMP (K200-).

❶ 6000+ by ATC

CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

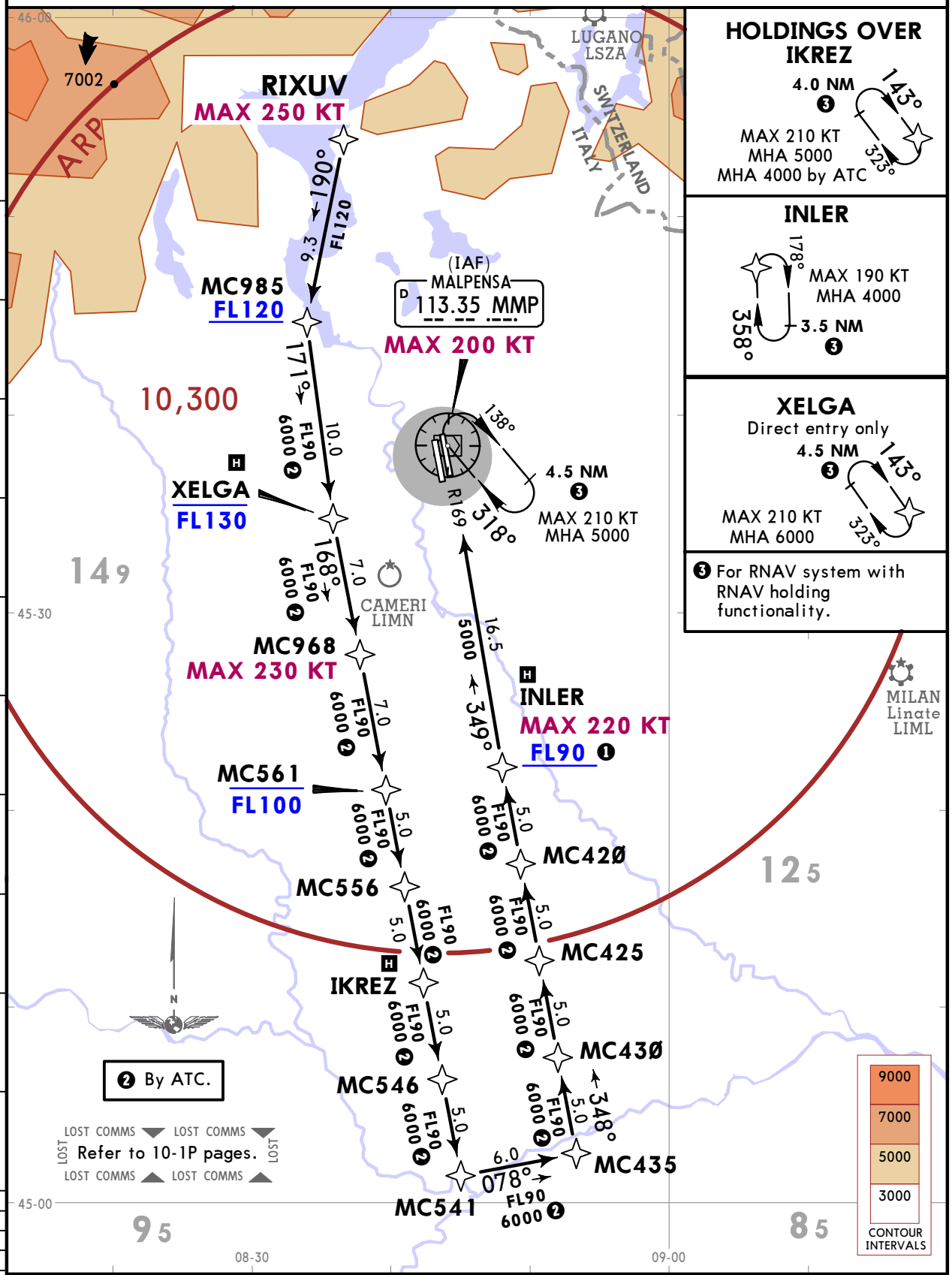
LIMC/MXP
MALPENSA

JEPPESEN
11 OCT 19 (10-2V8)

MILAN, ITALY
RNAV STAR

ATIS Arrival	Apt Elev	Alt Set: hPa Trans level: By ATC
120.025	768	RNAV 1.

RIXUV 1Q [RIXU1Q]
RWY 17L RNAV ARRIVAL
BY ATC



HOLDINGS OVER IKREZ
4.0 NM ❸
143°
323°
MAX 210 KT
MHA 5000
MHA 4000 by ATC

INLER
178°
358°
MAX 190 KT
MHA 4000
3.5 NM ❸

XELGA
Direct entry only
4.5 NM ❸
143°
323°
MAX 210 KT
MHA 6000

❸ For RNAV system with RNAV holding functionality.

ROUTING
RIXUV (K250-) - MC985 (FL120+) - XELGA (FL130-) - MC968 (K230-) - MC561 (FL100-) - MC556 - IKREZ - MC546 - MC541 - MC435 - MC430 - MC425 - MC420 - INLER (K220-; FL90+ ❶) - MMP (K200-).

❶ 6000+ by ATC

CHANGES: Reissue.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

JEPPESEN MILAN, ITALY
9 AUG 19 (10-2W) Eff 15 Aug
STAR

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

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

EVRIP 1U [EVRI1U]
LEGLO 1U [LEGL1U]
ODINA 1U [ODIN1U]
RWY 17L ARRIVALS

FOR NOT RNAV EQUIPPED ACFT ONLY
BY ATC

HOLDINGS OVER MMP

138°
318°
MAX 210 KT
MHA 5000

NOBKE

USABLE IN CASE OF NOV FAILURE ONLY

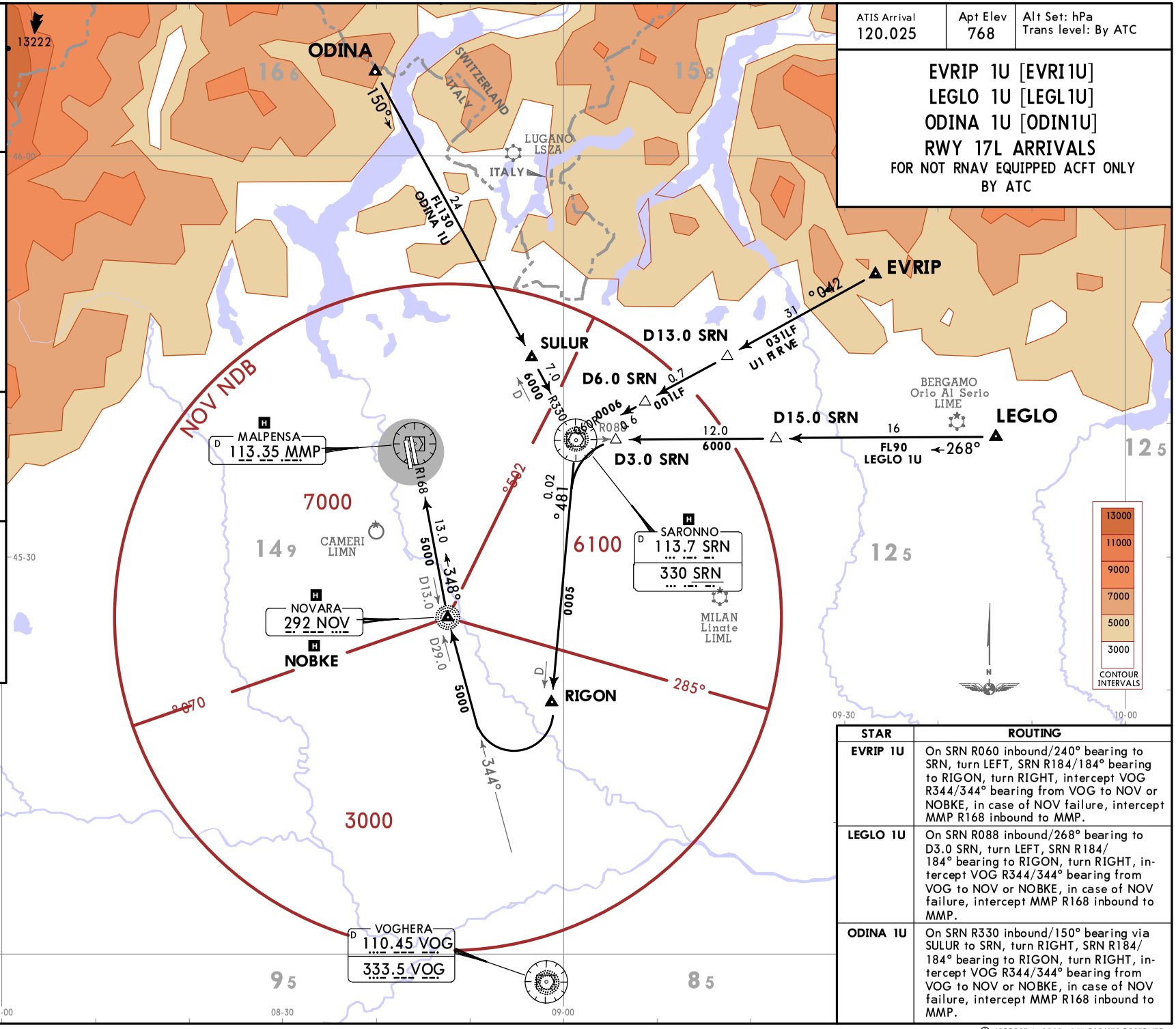
D13.0
R168
MMP
MAX 280 KT
MHA 5000
MHA 4000
D17.0
348°

NOV

145°
325°
MAX 280 KT
MHA 5000
MHA 4000

SRN

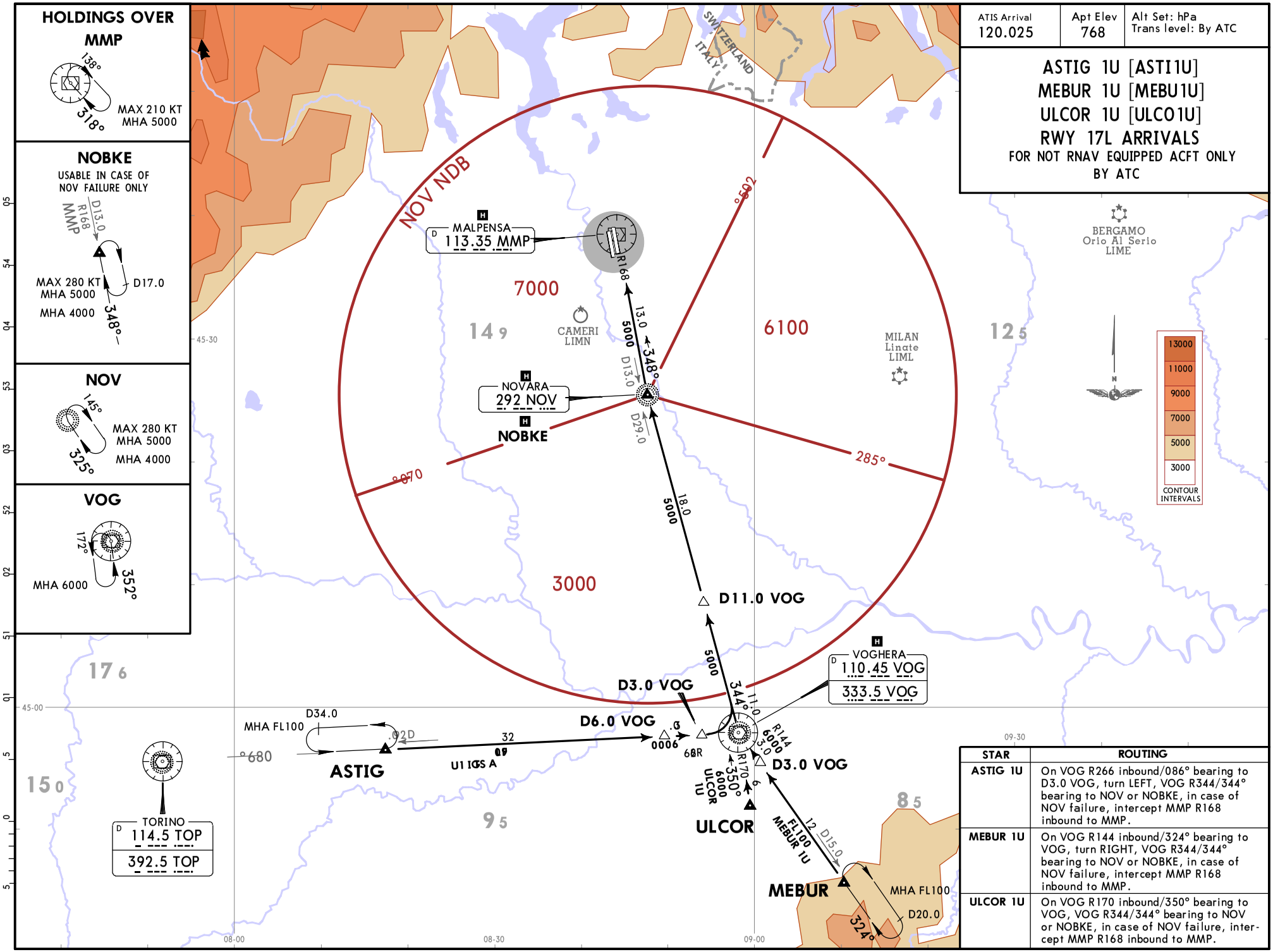
MAX 280 KT
MHA FL70 or TL if higher
MAX 210 KT
MHA 6000
169°
349°



STAR	ROUTING
EVRIP 1U	On SRN R060 inbound/240° bearing to SRN, turn LEFT, SRN R184/184° bearing to RIGON, turn RIGHT, intercept VOG R344/344° bearing from VOG to NOV or NOBKE, in case of NOV failure, intercept MMP R168 inbound to MMP.
LEGLO 1U	On SRN R088 inbound/268° bearing to D3.0 SRN, turn LEFT, SRN R184/184° bearing to RIGON, turn RIGHT, intercept VOG R344/344° bearing from VOG to NOV or NOBKE, in case of NOV failure, intercept MMP R168 inbound to MMP.
ODINA 1U	On SRN R330 inbound/150° bearing via SULUR to SRN, turn RIGHT, SRN R184/184° bearing to RIGON, turn RIGHT, intercept VOG R344/344° bearing from VOG to NOV or NOBKE, in case of NOV failure, intercept MMP R168 inbound to MMP.

CHANGES: None.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.



STAR	ROUTING
ASTIG 1U	On VOG R266 inbound/086° bearing to D3.0 VOG, turn LEFT, VOG R344/344° bearing to NOV or NOBKE, in case of NOV failure, intercept MMP R168 inbound to MMP.
MEBUR 1U	On VOG R144 inbound/324° bearing to VOG, turn RIGHT, VOG R344/344° bearing to NOV or NOBKE, in case of NOV failure, intercept MMP R168 inbound to MMP.
ULCOR 1U	On VOG R170 inbound/350° bearing to VOG, VOG R344/344° bearing to NOV or NOBKE, in case of NOV failure, intercept MMP R168 inbound to MMP.

CHANGES: Holdings over ASTIG & MEBUR established.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

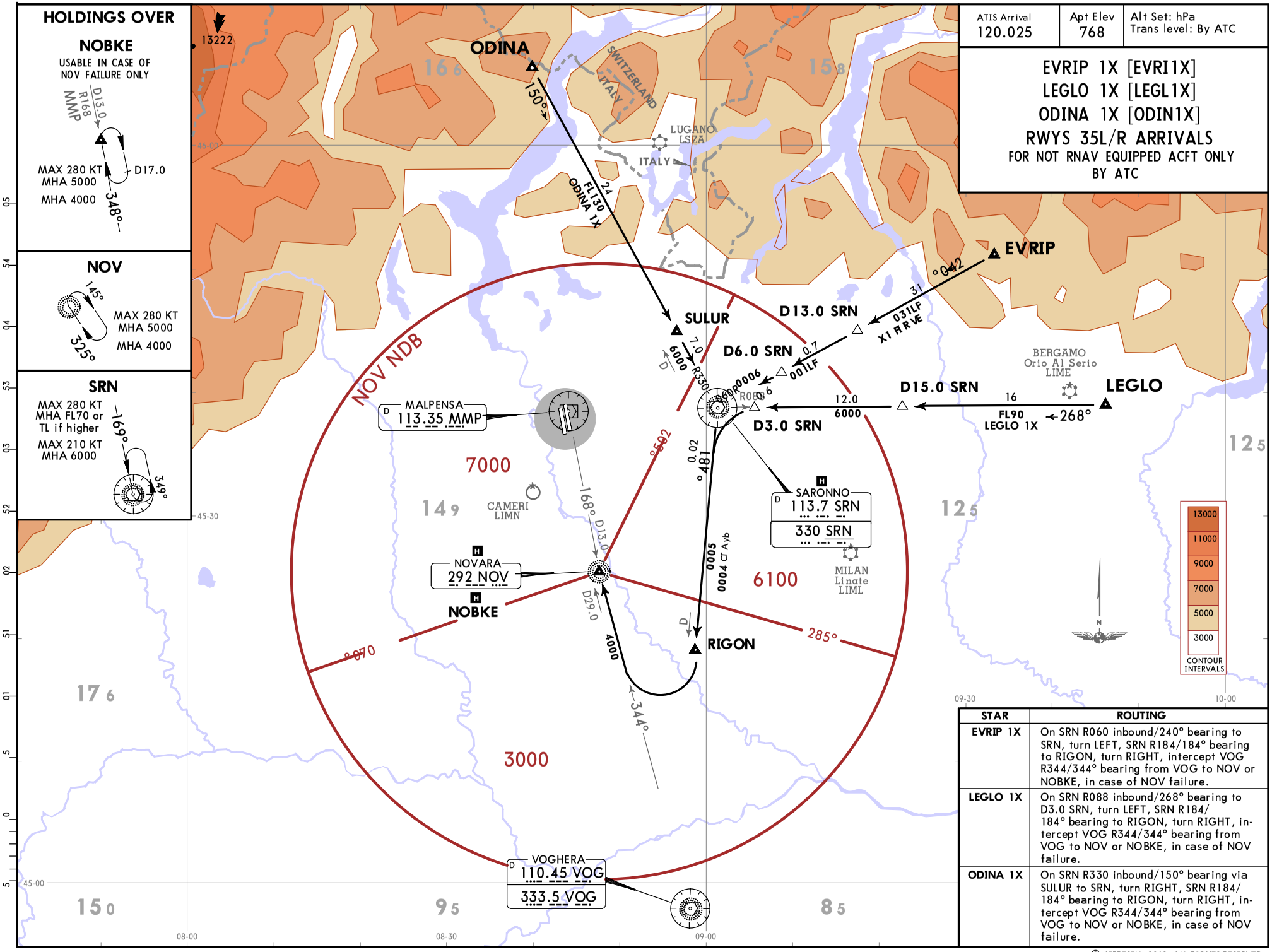
Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

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

EVRIP 1X [EVRI1X]
LEGLO 1X [LEGL1X]
ODINA 1X [ODIN1X]
RWYS 35L/R ARRIVALS

FOR NOT RNAV EQUIPPED ACFT ONLY
BY ATC



STAR	ROUTING
EVRIP 1X	On SRN R060 inbound/240° bearing to SRN, turn LEFT, SRN R184/184° bearing to RIGON, turn RIGHT, intercept VOG R344/344° bearing from VOG to NOV or NOBKE, in case of NOV failure.
LEGLO 1X	On SRN R088 inbound/268° bearing to D3.0 SRN, turn LEFT, SRN R184/184° bearing to RIGON, turn RIGHT, intercept VOG R344/344° bearing from VOG to NOV or NOBKE, in case of NOV failure.
ODINA 1X	On SRN R330 inbound/150° bearing via SULUR to SRN, turn RIGHT, SRN R184/184° bearing to RIGON, turn RIGHT, intercept VOG R344/344° bearing from VOG to NOV or NOBKE, in case of NOV failure.

CHANGES: None.

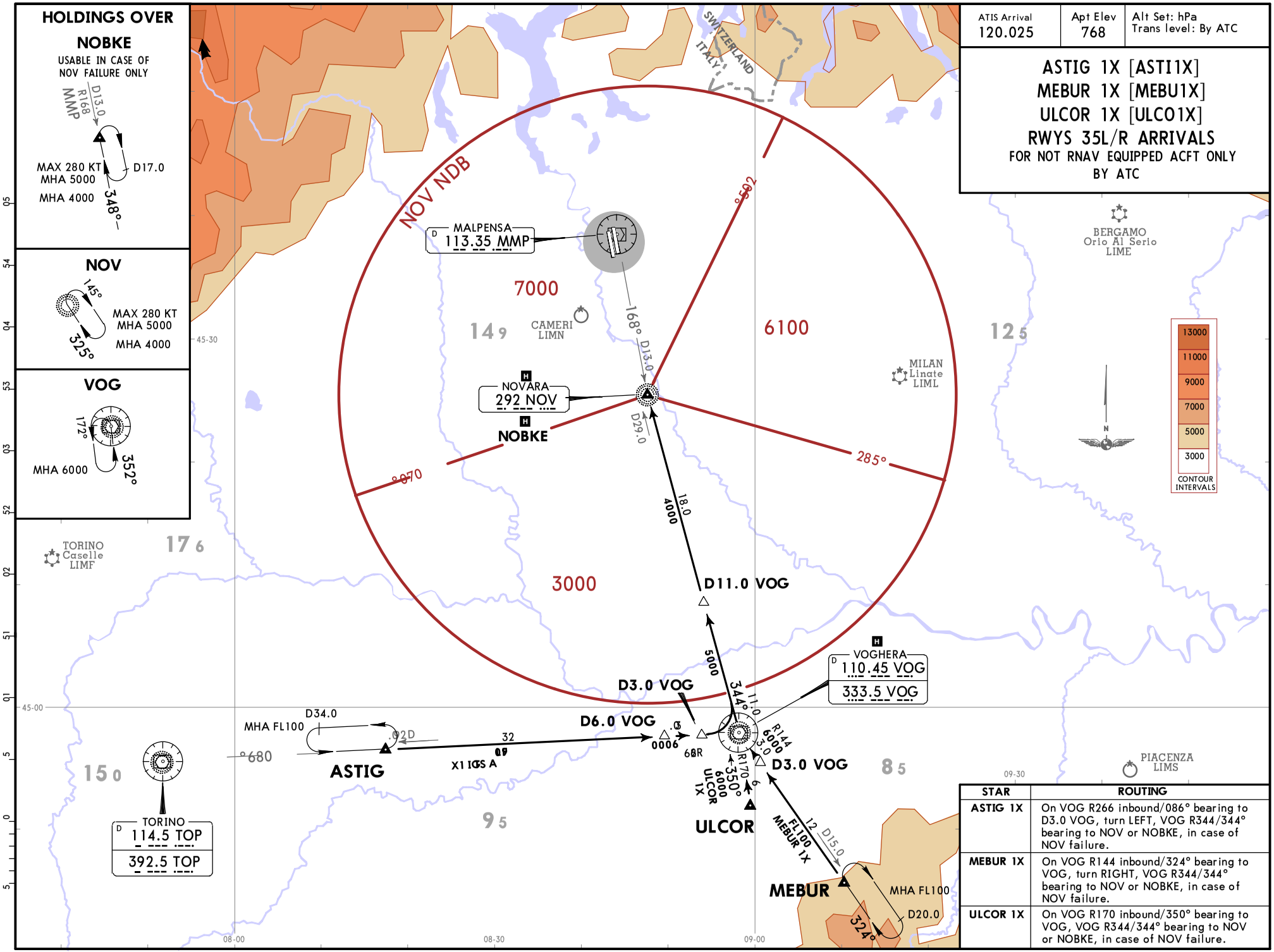
© JEPPESEN, 2019. ALL RIGHTS RESERVED.

JEPPESEN
9 AUG 19 (10-2X2) Eff 15 Aug

MILAN, ITALY
STAR

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

ASTIG 1X [ASTI1X]
MEBUR 1X [MEBU1X]
ULCOR 1X [ULCO1X]
RWYS 35L/R ARRIVALS
FOR NOT RNAV EQUIPPED ACFT ONLY
BY ATC



STAR	ROUTING
ASTIG 1X	On VOG R266 inbound/086° bearing to D3.0 VOG, turn LEFT, VOG R344/344° bearing to NOV or NOBKE, in case of NOV failure.
MEBUR 1X	On VOG R144 inbound/324° bearing to VOG, turn RIGHT, VOG R344/344° bearing to NOV or NOBKE, in case of NOV failure.
ULCOR 1X	On VOG R170 inbound/350° bearing to VOG, VOG R344/344° bearing to NOV or NOBKE, in case of NOV failure.

CHANGES: Holdings over ASTIG & MEBUR established.

© JEPPESEN, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

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

CHANGES: None.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

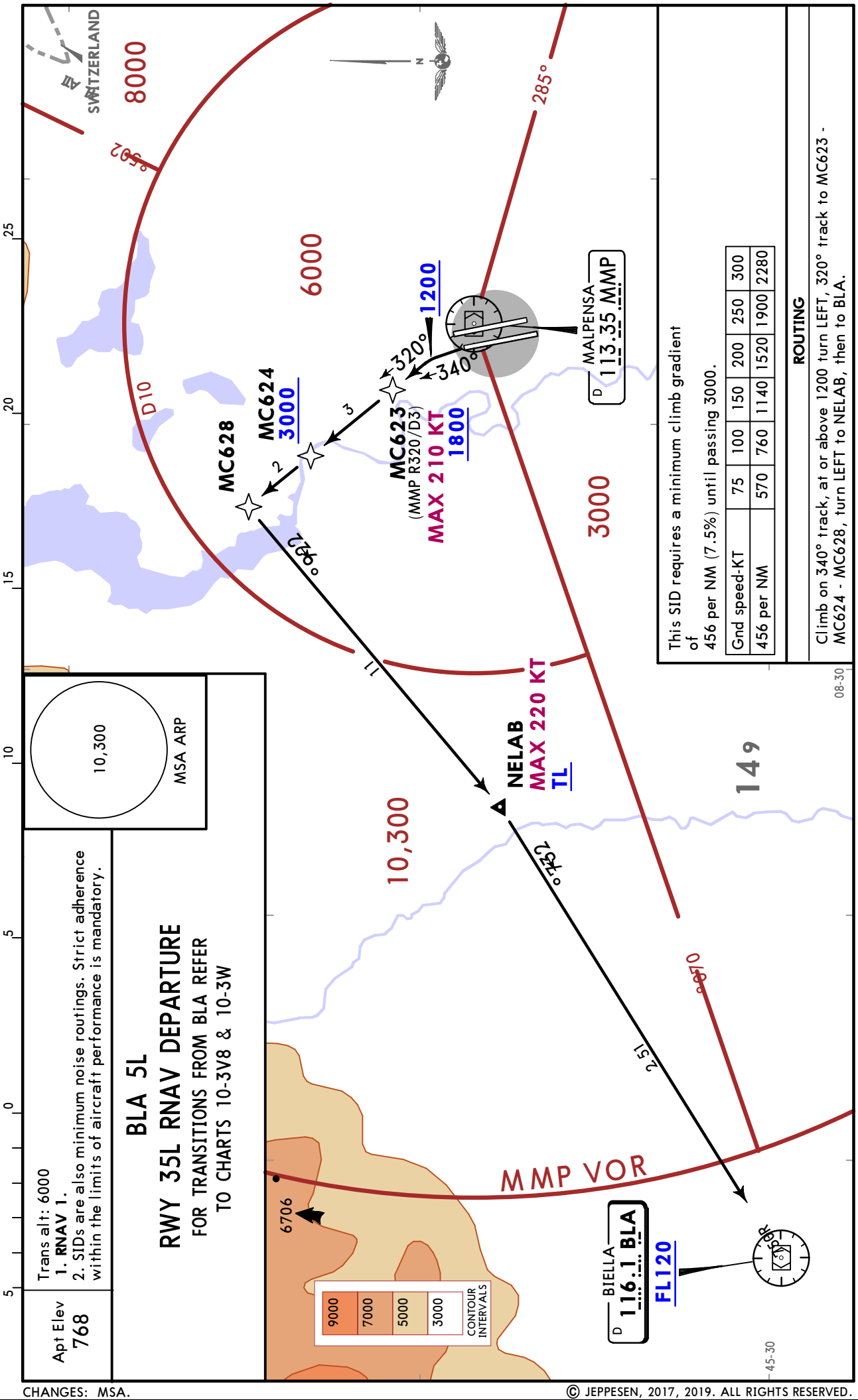
Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

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, KEMMI 5Z, LOGDI 6Z, 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

CHANGES: Transition LESAN 9Z renamed KEMMI 5Z.

© JEPPESEN, 2015, 2018. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid



CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

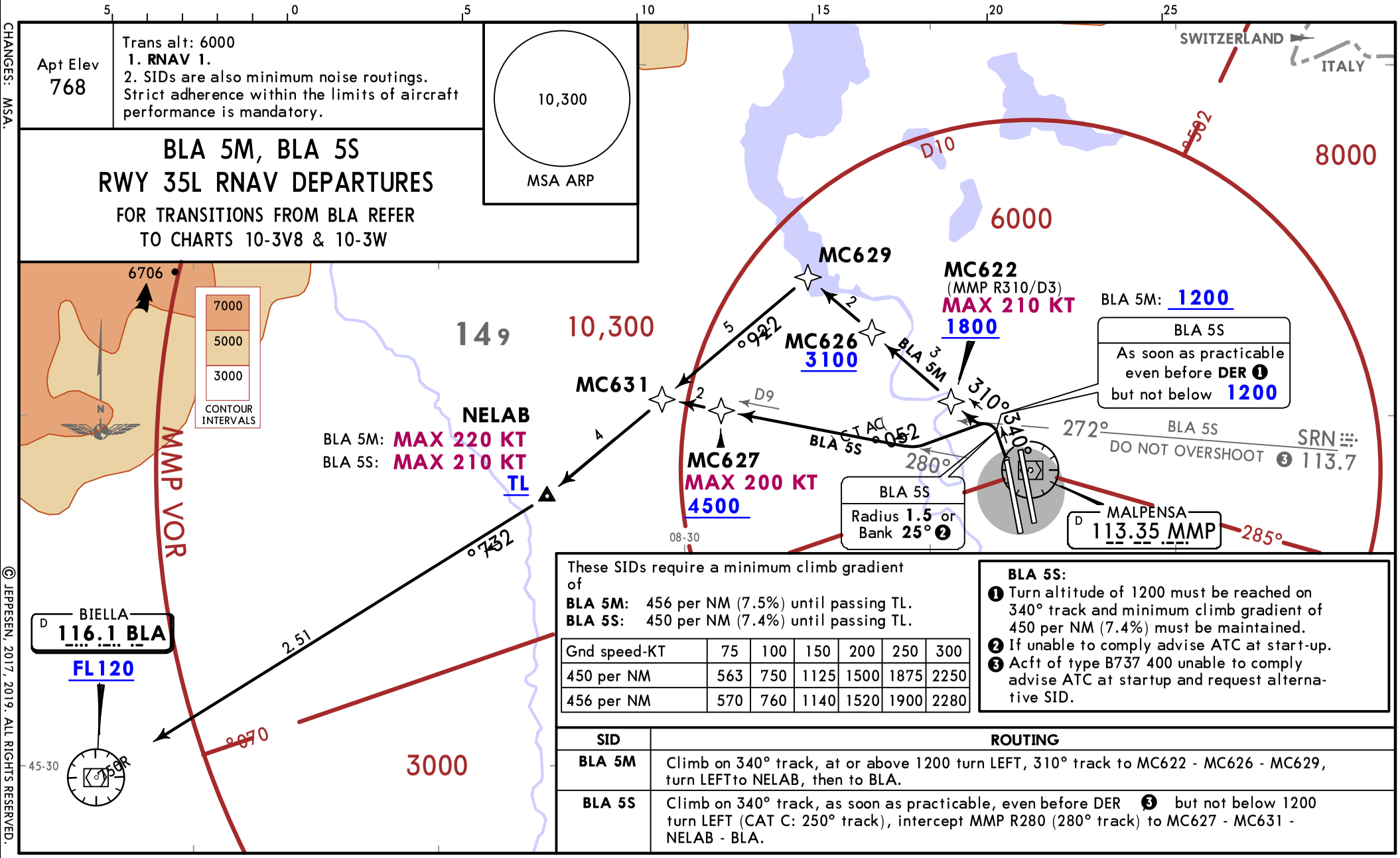
Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev 768

Trans alt: 6000
1. **RNAV 1.**
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

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

FOR TRANSITIONS FROM BLA REFER TO CHARTS 10-3V8 & 10-3W



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

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

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

SID	ROUTING
BLA 5M	Climb on 340° track, at or above 1200 turn LEFT, 310° track to MC622 - MC626 - MC629, turn LEFTto NELAB, then to BLA.
BLA 5S	Climb on 340° track, as soon as practicable, even before DER ❸ but not below 1200 turn LEFT (CAT C: 250° track), intercept MMP R280 (280° track) to MC627 - MC631 - NELAB - BLA.

CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

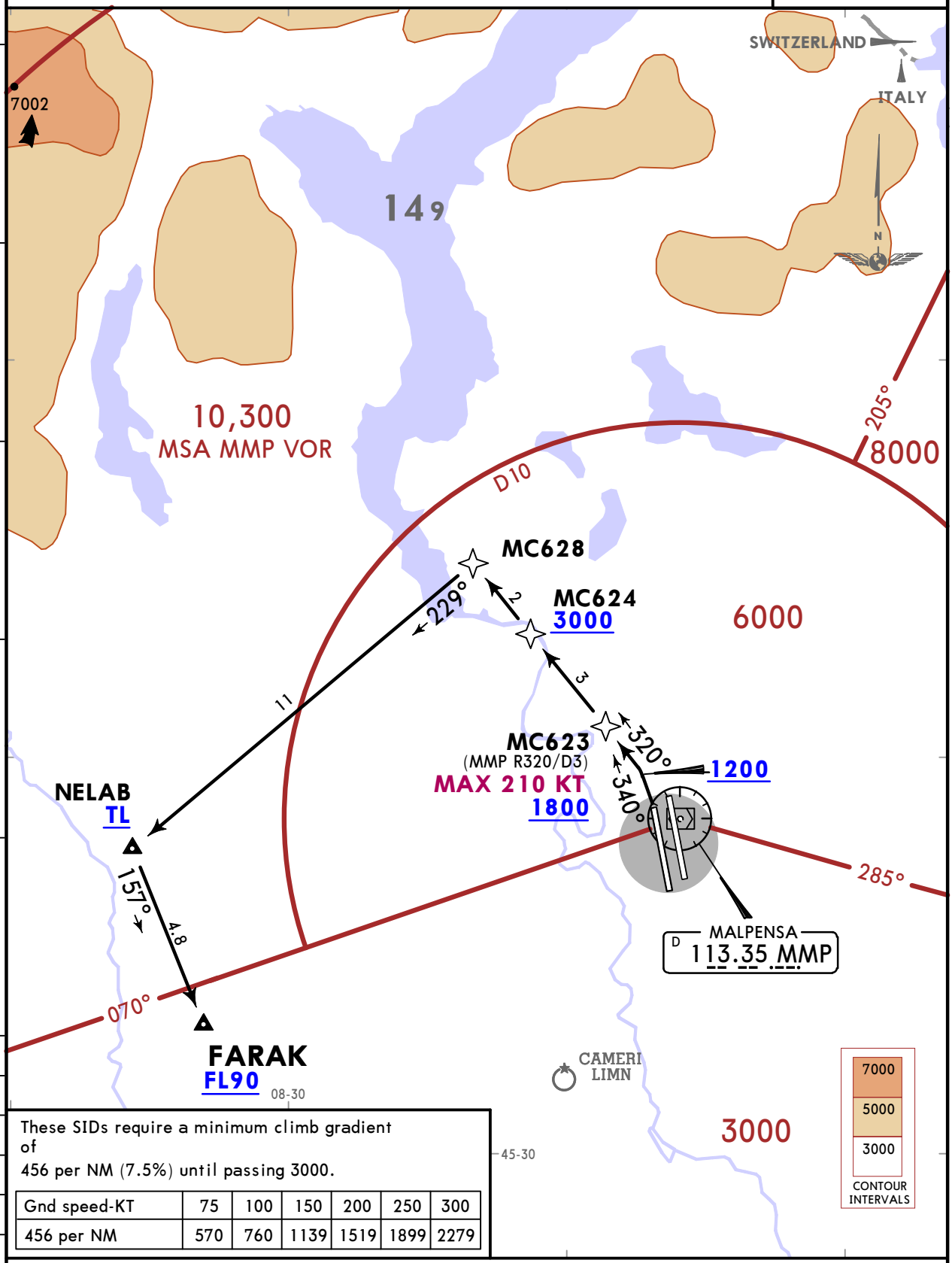
Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev	
768	Trans alt:6000 **1. RNAV 1.** 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

10,300
MSA ARP

FARAK 5L [FARA5L]
RWY 35L RNAV DEPARTURE

FOR TRANSITIONS FORM 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, 320° track to MC623 - MC624 - MC628, turn LEFT to NELAB, then to FARAK.

CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0002Z, this chart may no longer be valid

Apt Elev	
768	Trans alt: 6000 **1. RNAV 1.** 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

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

FOR TRANSITIONS FROM FARAK
REFER TO CHARTS 10-3V6 & 10-3V7

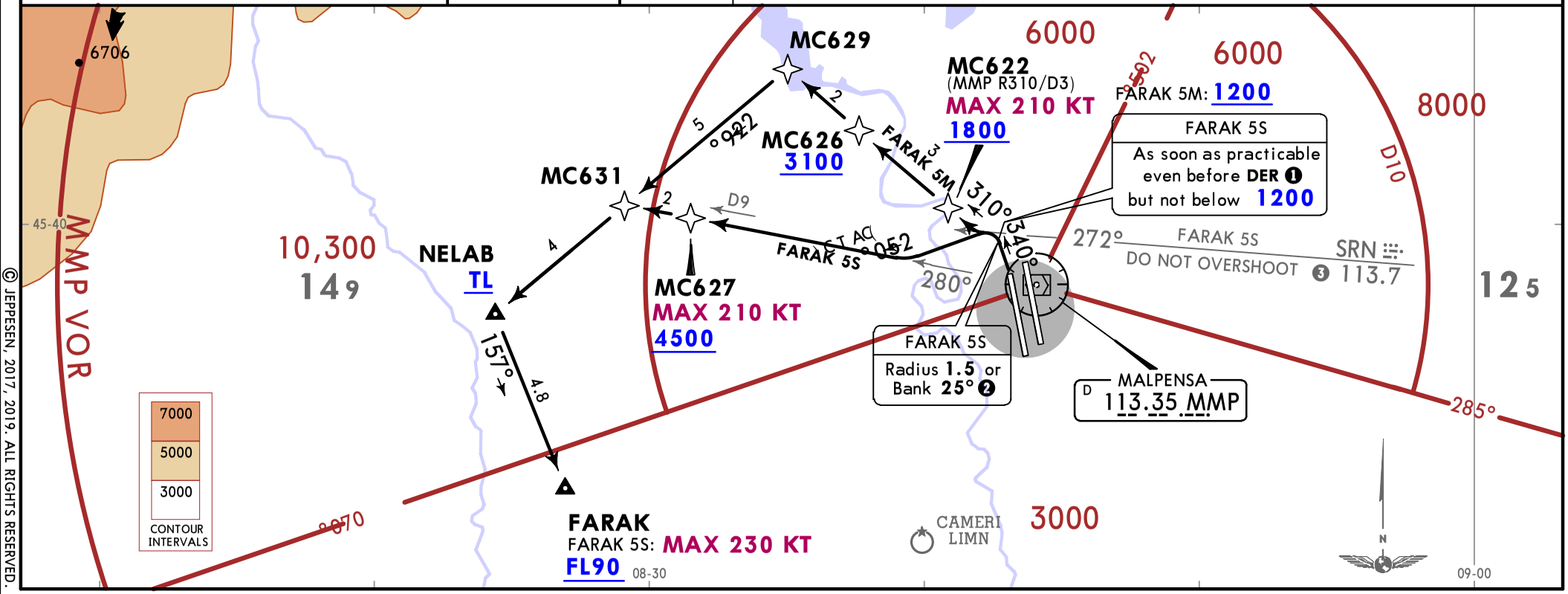
10,300
MSA ARP

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

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

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

SID	ROUTING
FARAK 5M	Climb on 340° track, at or above 1200 turn LEFT, 310° track to MC622 - MC626 - MC629, turn LEFT to NELAB, then to FARAK.
FARAK 5S	Climb on 340° track, as soon as practicable, even before DER ❸, but not below 1200 turn LEFT (CAT C: 250° track), intercept MMP R280 (280° track) to MC627 - MC631 - NELAB - FARAK.



© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

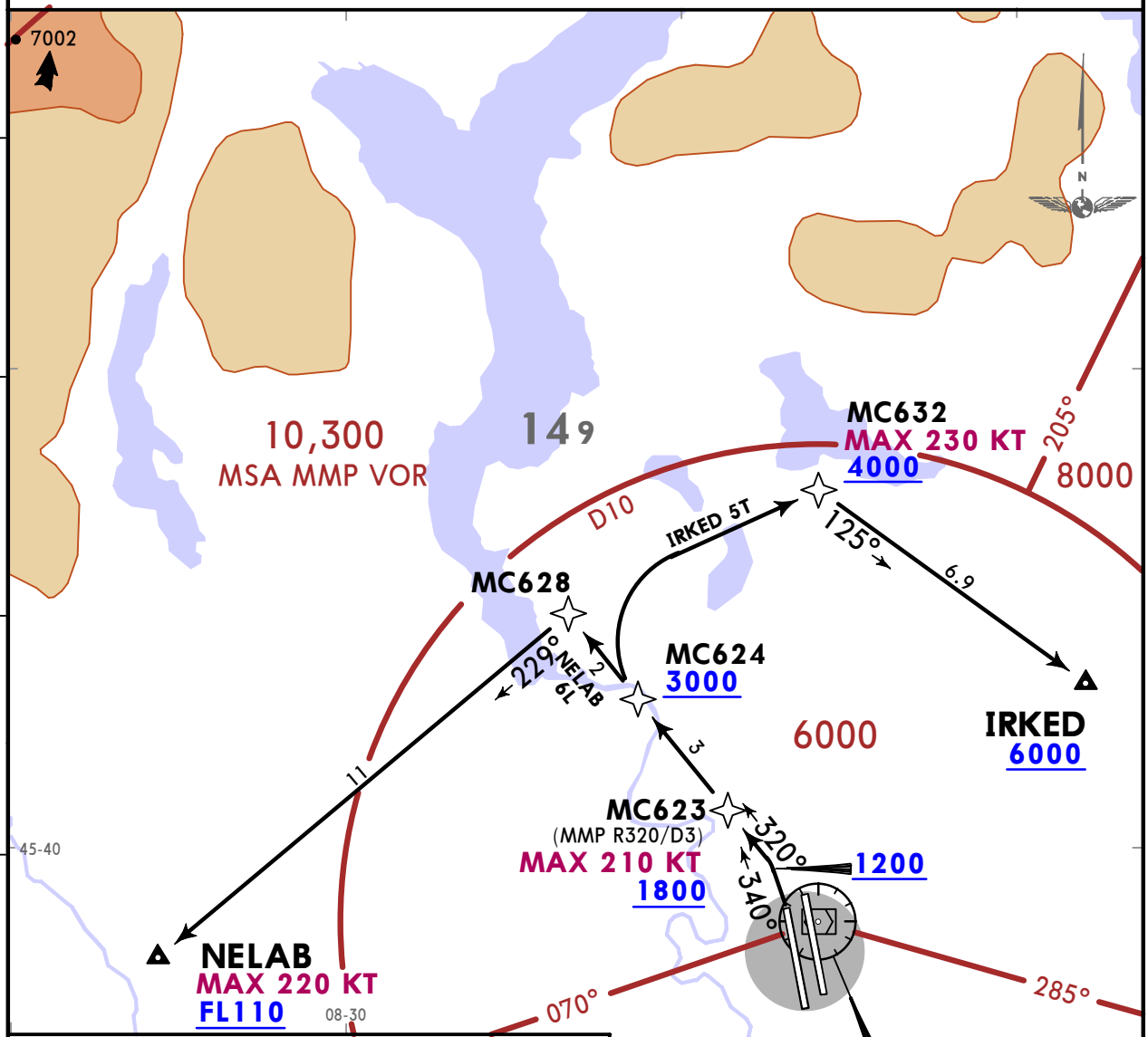
Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev 768	Trans alt: 6000 **1. RNAV 1.** 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

10,300
MSA ARP

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

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.

CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0002Z, this chart may no longer be valid

Apt Elev	Trans alt: 6000
768	**1. RNAV 1.** 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

10,300
MSA ARP

NELAB 6M [NELA6M]
NELAB 6S [NELA6S]
RWY 35L RNAV DEPARTURES

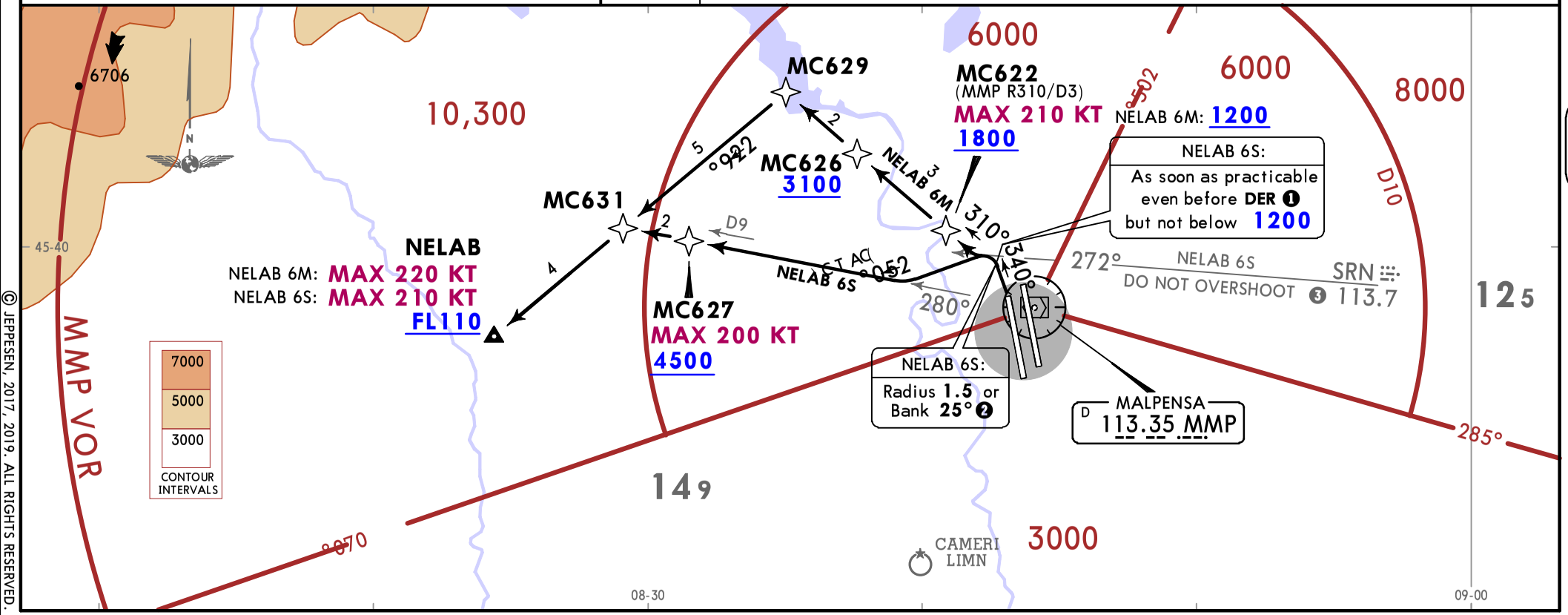
FOR TRANSITIONS FROM NELAB
REFER TO CHART 10-3X

These SIDs require a minimum climb gradient of
486 per NM (8%) until FL135.

Gnd speed-KT	75	100	150	200	250	300
486 per NM	608	810	1215	1620	2025	2430

NELAB 6S:
❶ Turn altitude of 1200 must be reached on 340° track and minimum climb gradient of 486 per NM (8%) must be maintained.
❷ If unable to comply advise ATC at start-up.
❸ Acft of type B737 400 unable to comply advise ATC at startup and request alternative SID.

SID	ROUTING
NELAB 6M	Climb on 340° track, at or above 1200 turn LEFT, 310° track to MC622 - MC626 - MC629, turn LEFT to NELAB.
NELAB 6S	Climb on 340° track, as soon as practicable, even before DER ❸ ,but not below 1200 turn LEFT (CAT C: 250° track), intercept MMP R280 (280° track) to MC627 - MC631 - NELAB.



CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

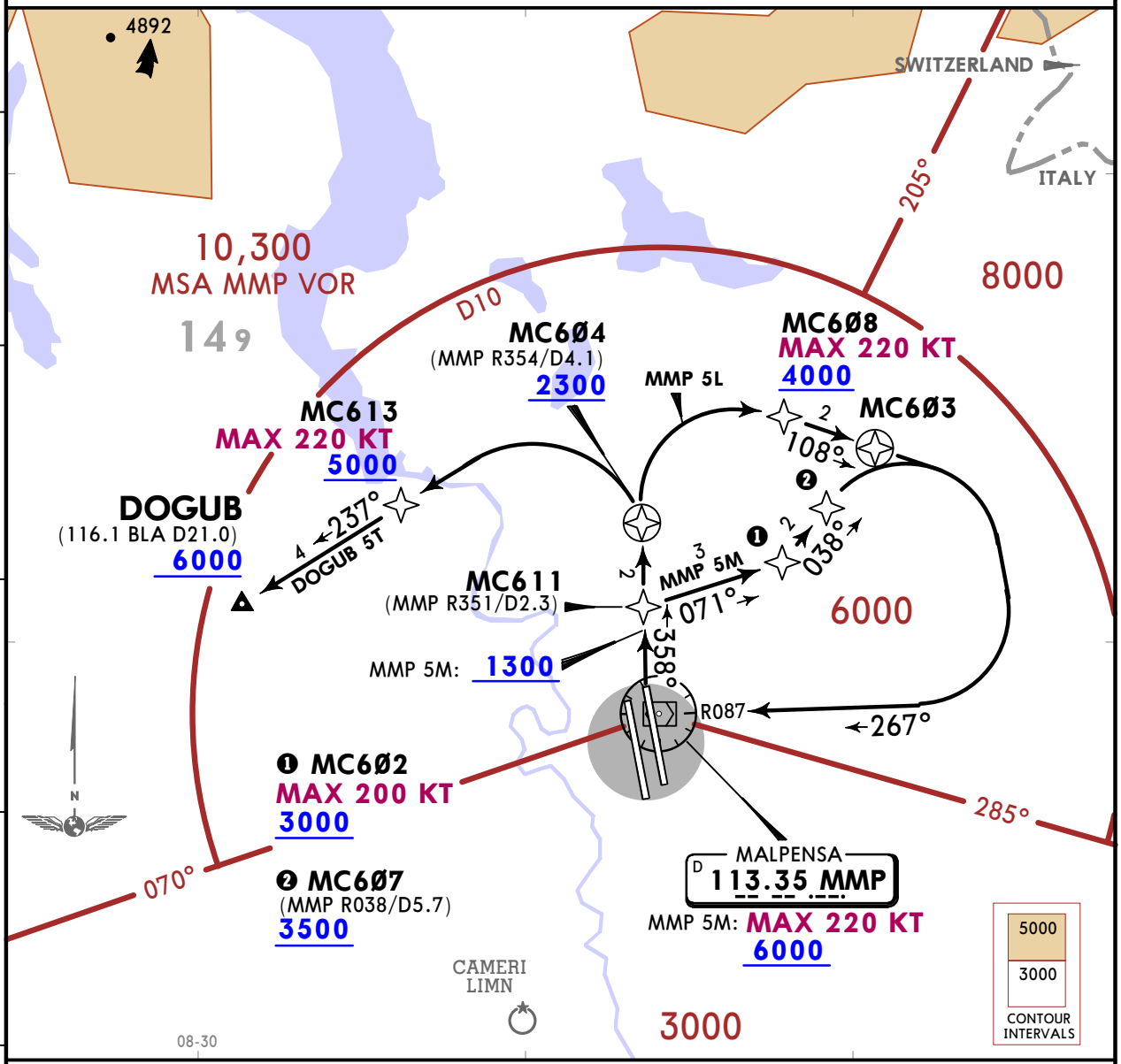
Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev 768	Trans alt: 6000 **1. RNAV 1.** 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles lower than 200 above DER.

10,300
MSA ARP

DOGUB 5T [DOGU5T]
MMP 5L [MMP5L], MMP 5M [MMP5M]
RWY 35R RNAV 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
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 R087 inbound to MMP.
MMP 5M	Climb on 358° track to 1300, then MC611 - MC602 - MC607, turn RIGHT, intercept MMP R087 inbound to MMP.

CHANGES: MSA.

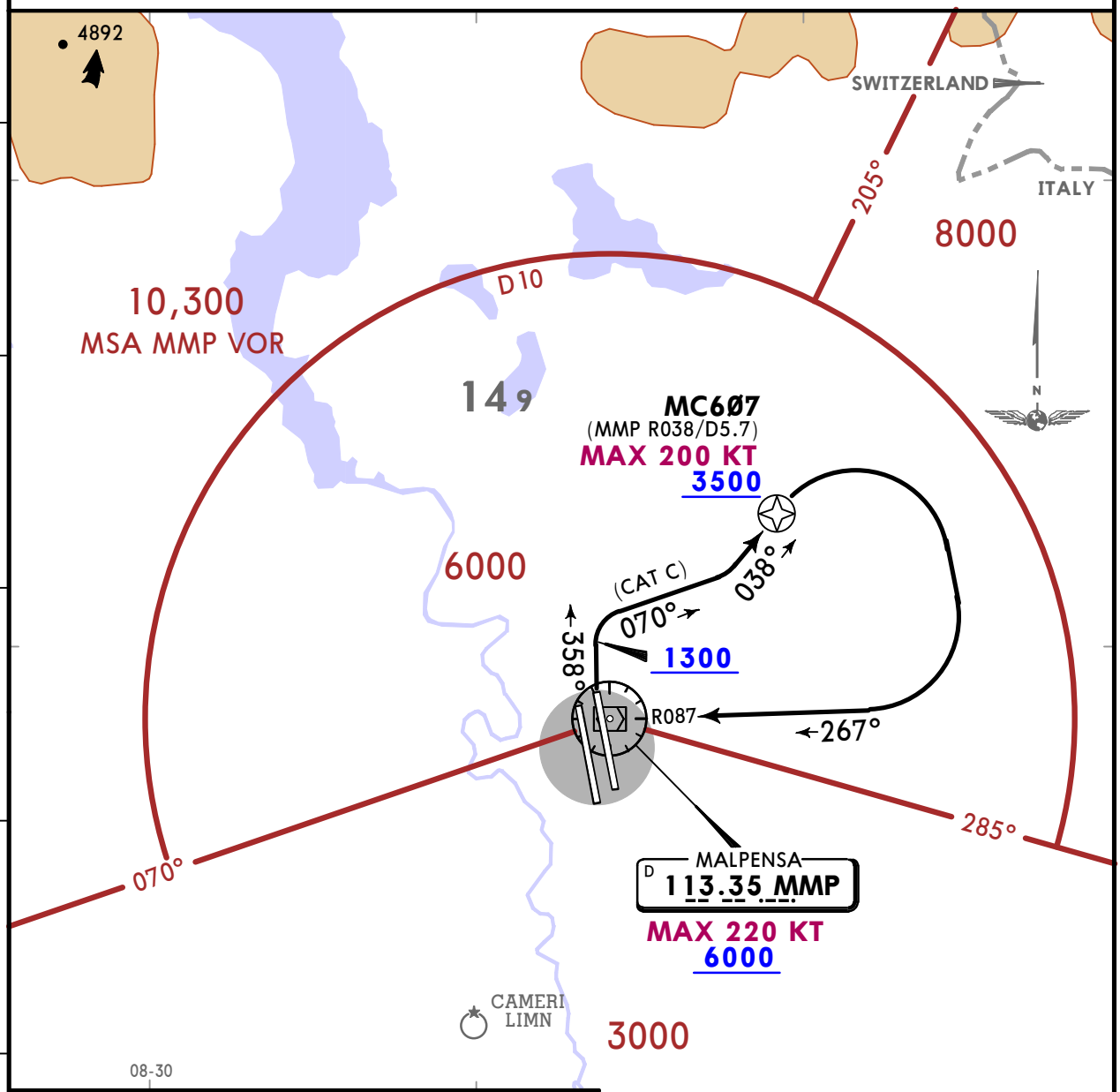
© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev 768	Trans alt: 6000 **1. RNAV 1.** 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles lower than 200 above DER.

10,300
MSA ARP

MMP 5S
RWY 35R RNAV DEPARTURE
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

5000
3000
CONTOUR INTERVALS

ROUTING

Climb on 358° track, at 1300 turn RIGHT (CAT C: 070° track), 038° track to MC607, turn RIGHT, intercept MMP R087 inbound to MMP.

CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

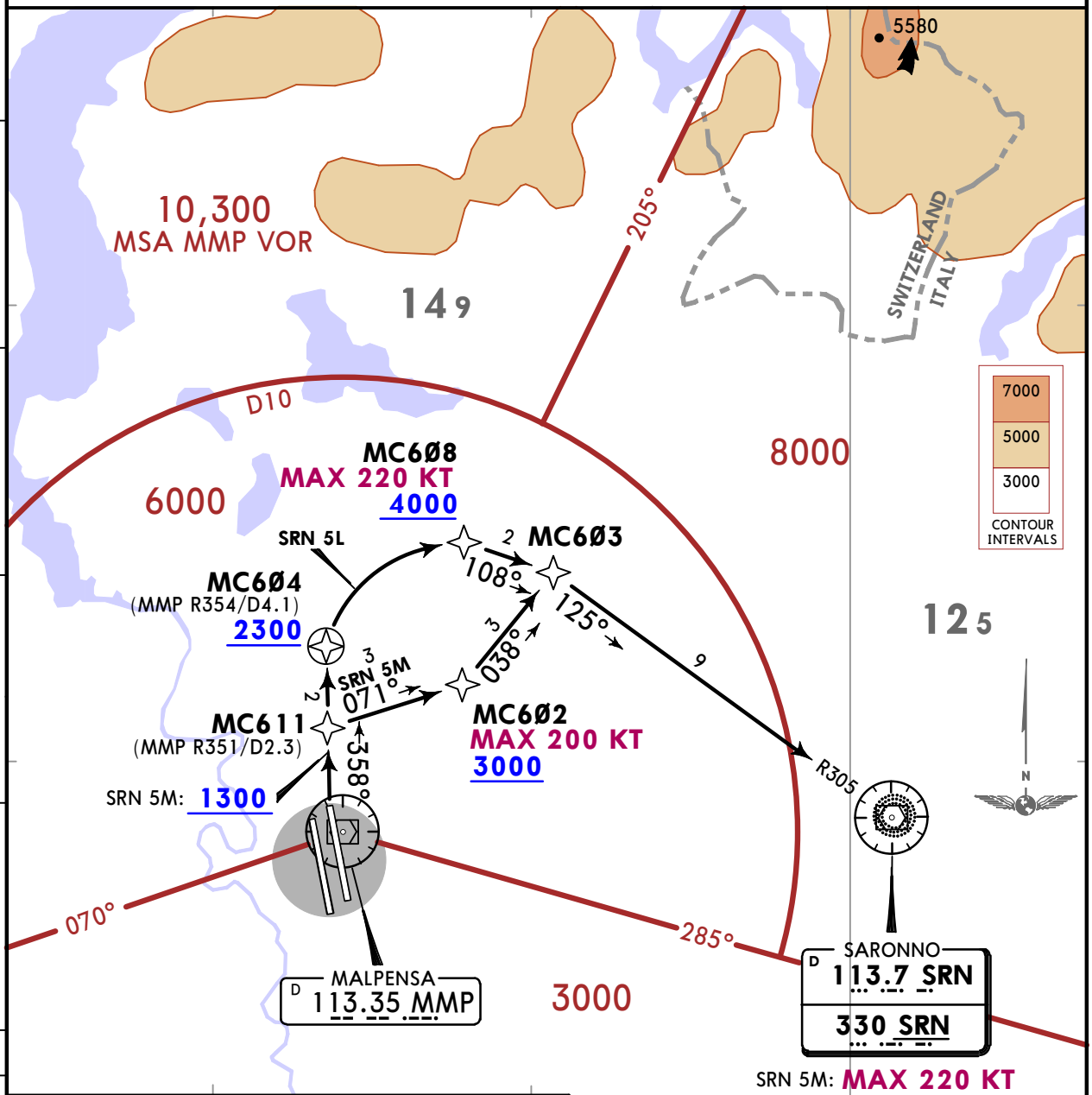
Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev 768	Trans alt: 6000 **1. RNAV 1.** 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles lower than 200 above DER.

10,300
MSA ARP

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

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



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

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

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

CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

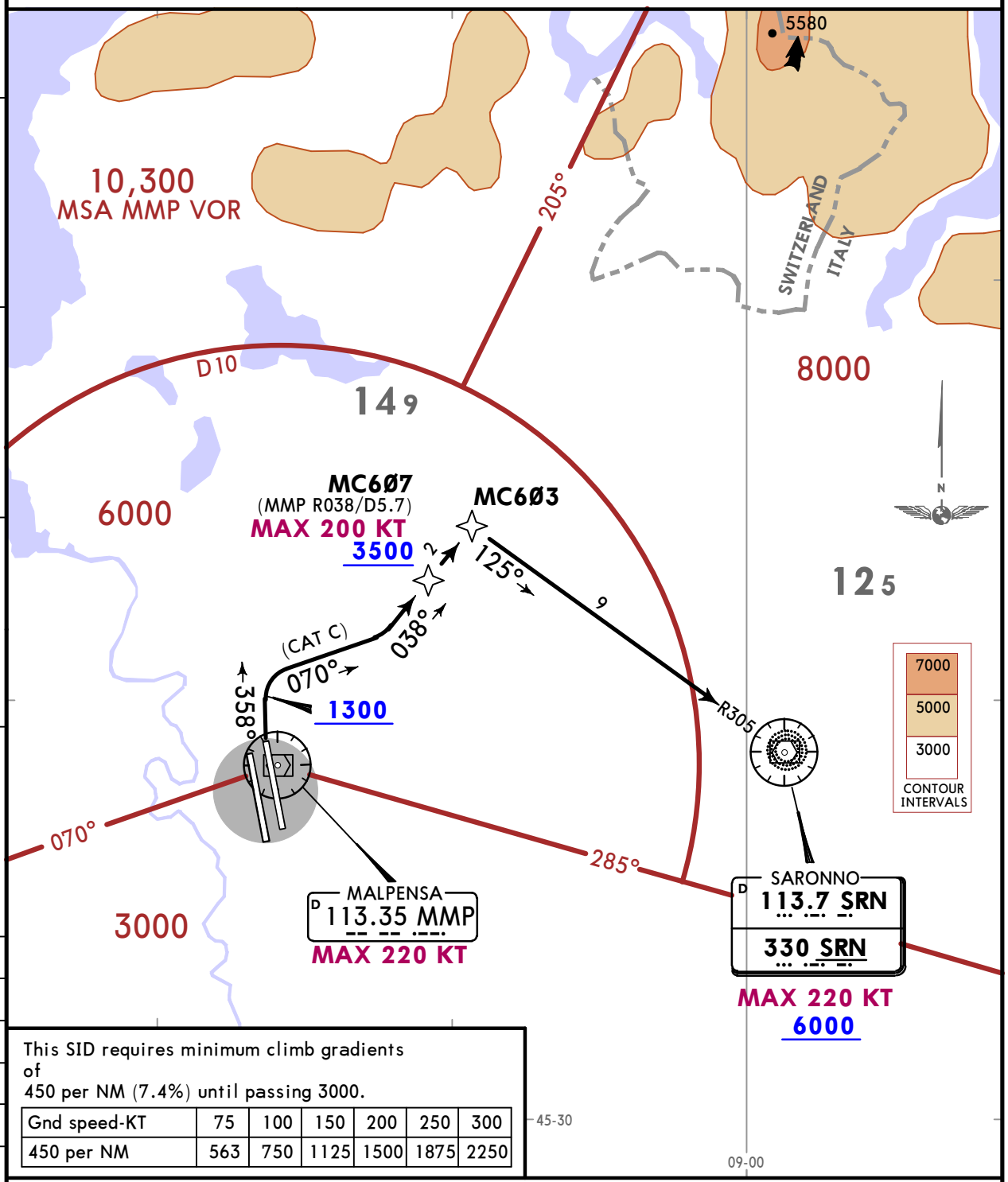
Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev	
768	Trans alt: 6000 **1. RNAV 1.** 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles lower than 200 above DER.

10,300
MSA ARP

SRN 5S
RWY 35R RNAV DEPARTURE

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



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

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

ROUTING

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

CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

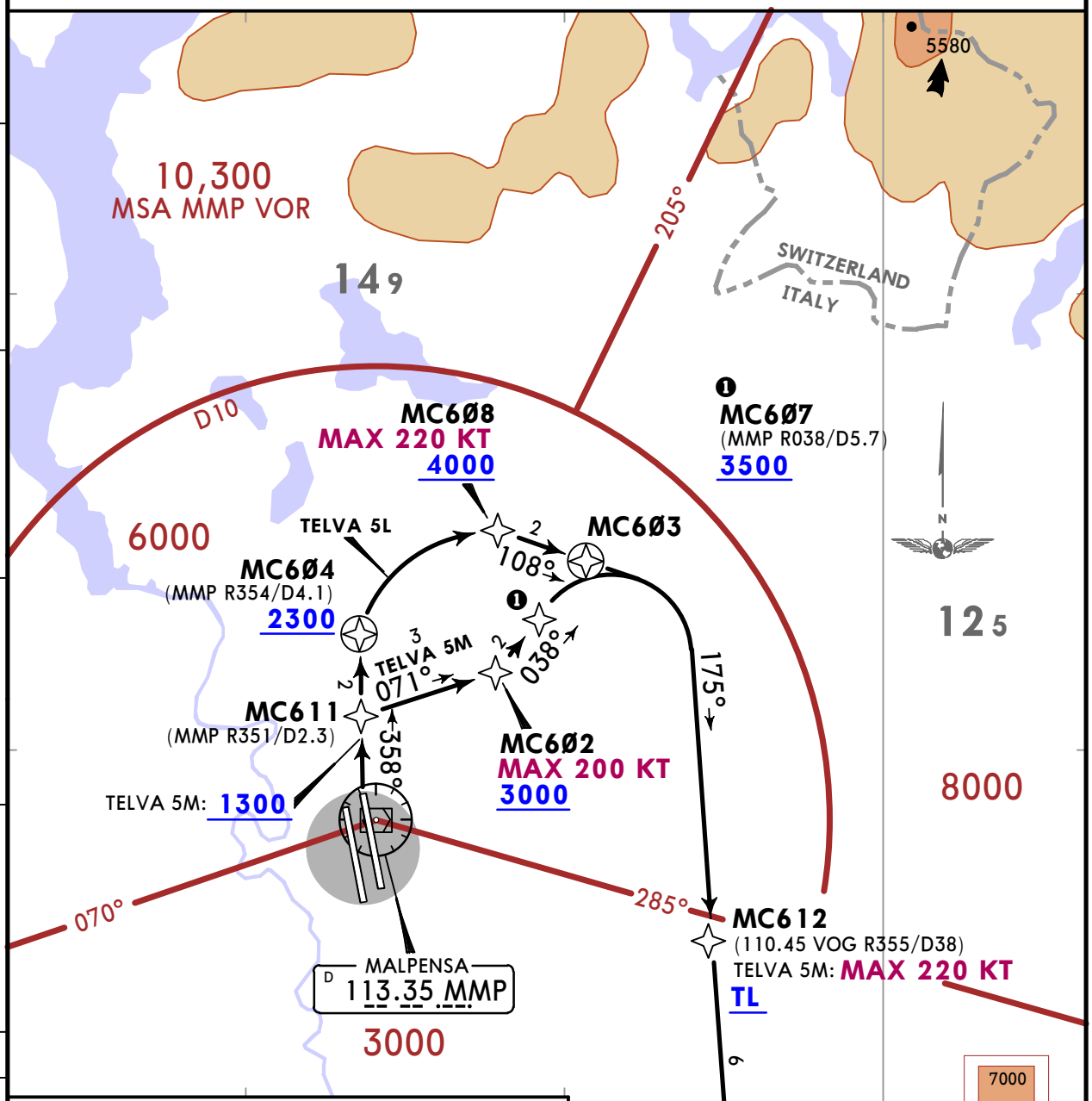
Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev 768	Trans alt: 6000 1. RNAV 1. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles lower than 200 above DER.

10,300
MSA ARP

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

FOR TRANSITIONS FROM TELVA REFER TO CHARTS 10-3V4



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

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

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

CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

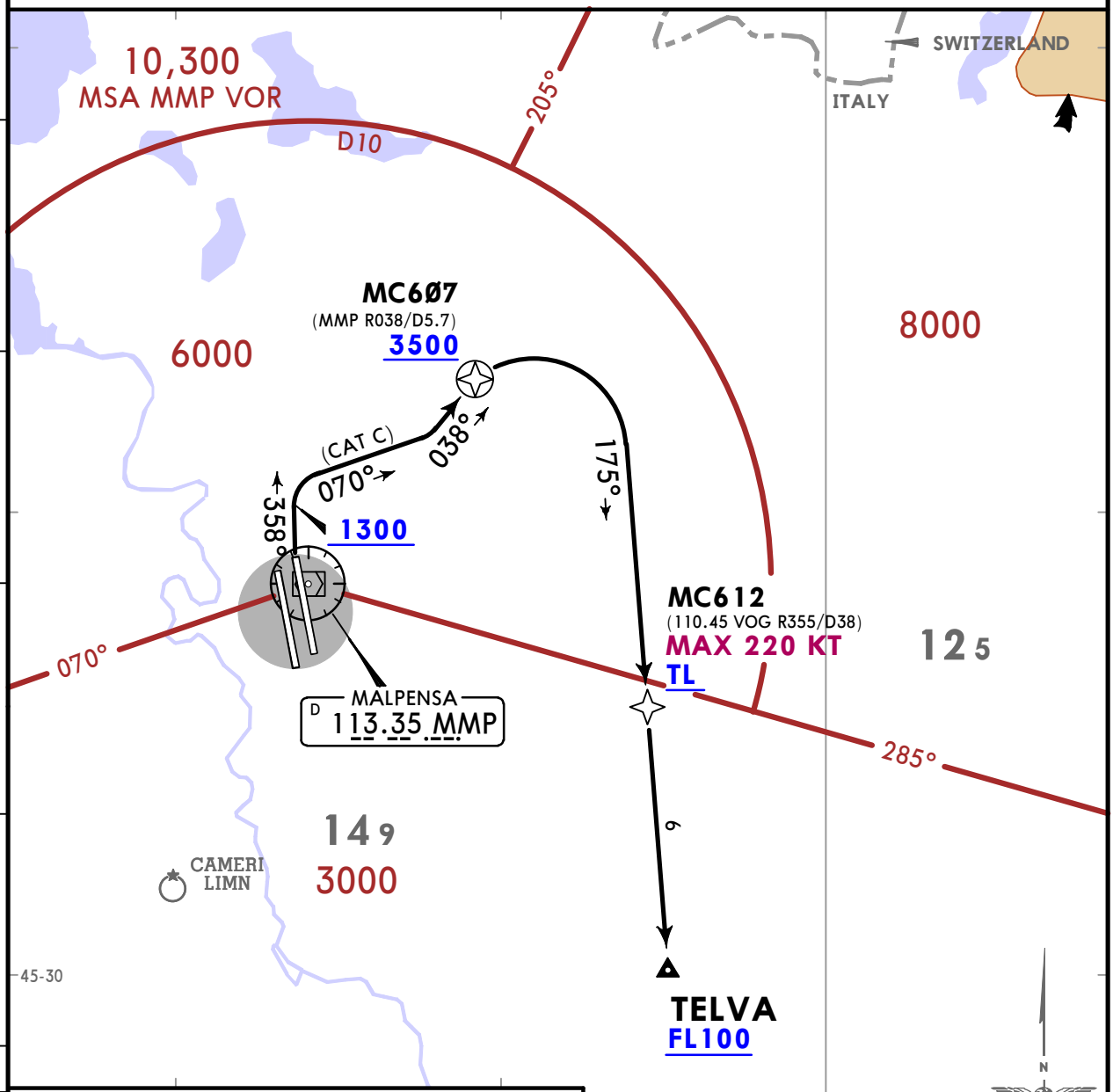
Apt Elev 768	Trans alt: 6000 **1. RNAV 1.** 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. EXPECT close-in obstacles lower than 200 above DER.

10,300
MSA ARP

TELVA 5S [TELV5S]
RWY 35R RNAV DEPARTURE

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

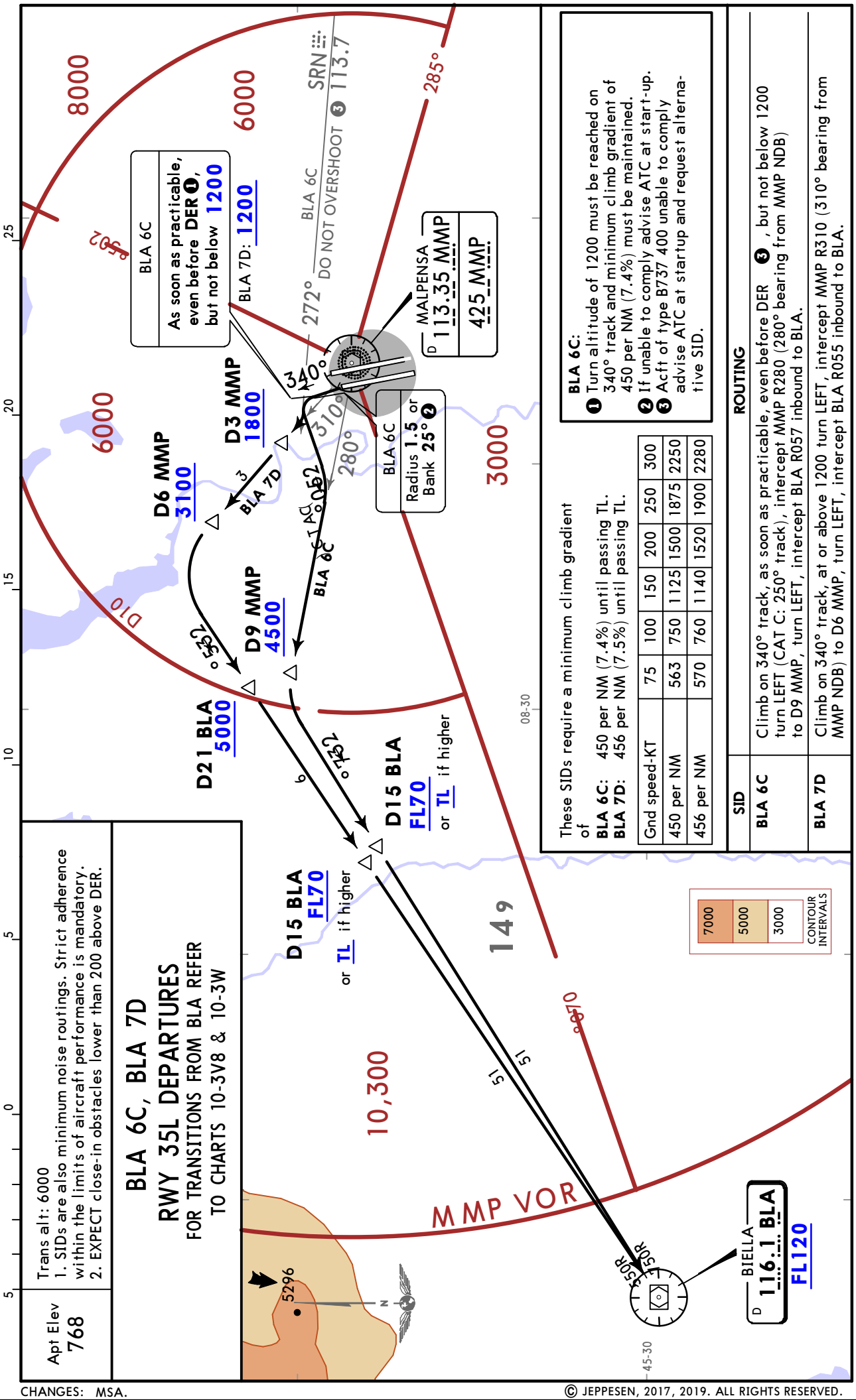
ROUTING

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

CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid



Apt Elev 768

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

BLA 6C, BLA 7D
RWY 35L DEPARTURES
FOR TRANSITIONS FROM BLA REFER TO CHARTS 10-3V8 & 10-3W

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

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

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

SID	ROUTING
BLA 6C	Climb on 340° track, as soon as practicable, even before DER ❸, but not below 1200 turn LEFT (CAT C: 250° track), intercept MMP R280 (280° bearing from MMP NDB) to D9 MMP, turn LEFT, intercept BLA R057 inbound to BLA.
BLA 7D	Climb on 340° track, at or above 1200 turn LEFT, intercept MMP R310 (310° bearing from MMP NDB) to D6 MMP, turn LEFT, intercept BLA R055 inbound to BLA.

CHANGES: MSA.

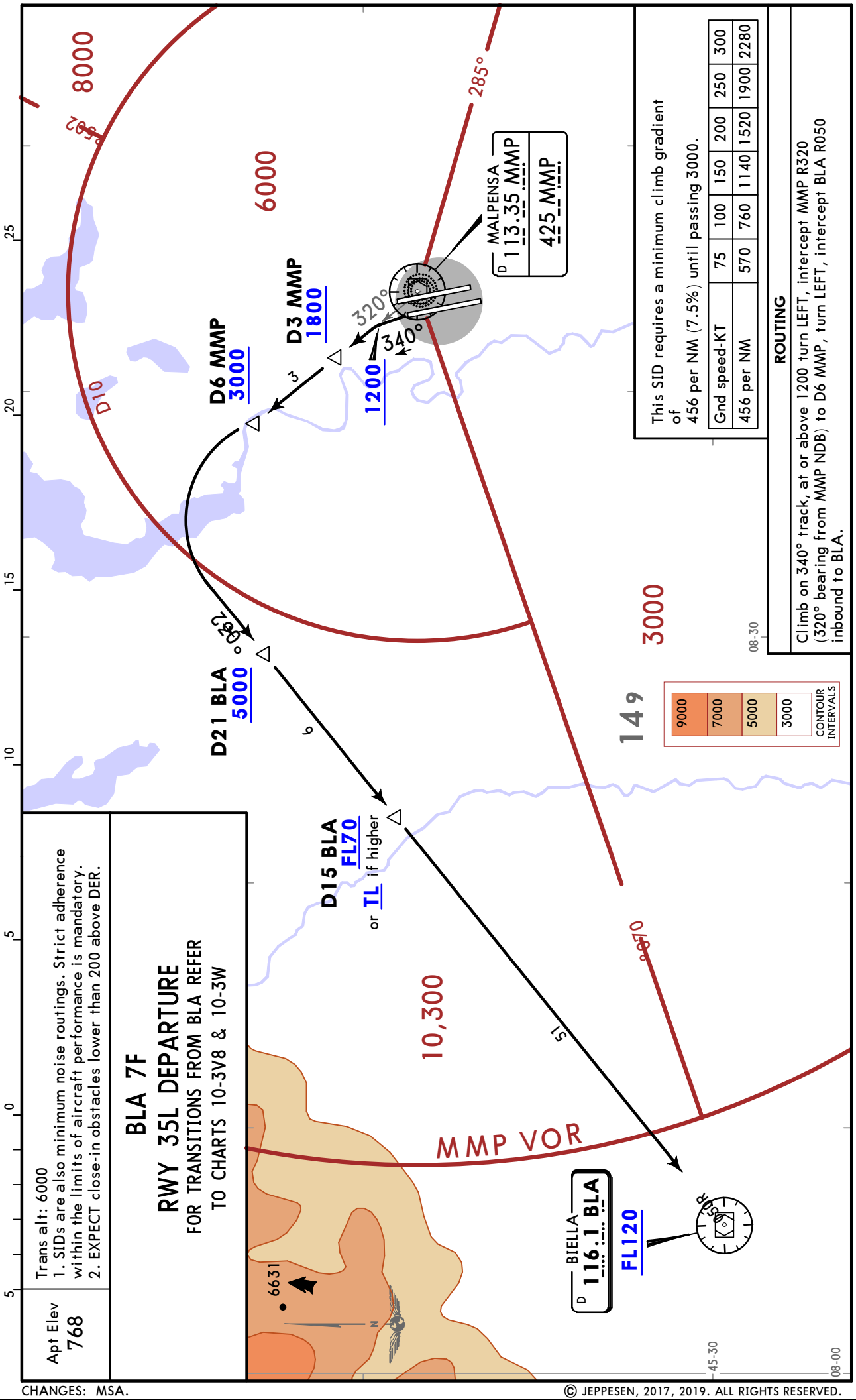
© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev 768

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

BLA 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

ROUTING

Climb on 340° track, at or above 1200 turn LEFT, intercept MMP R320 (320° bearing from MMP NDB) to D6 MMP, turn LEFT, intercept BLA R050 inbound to BLA.

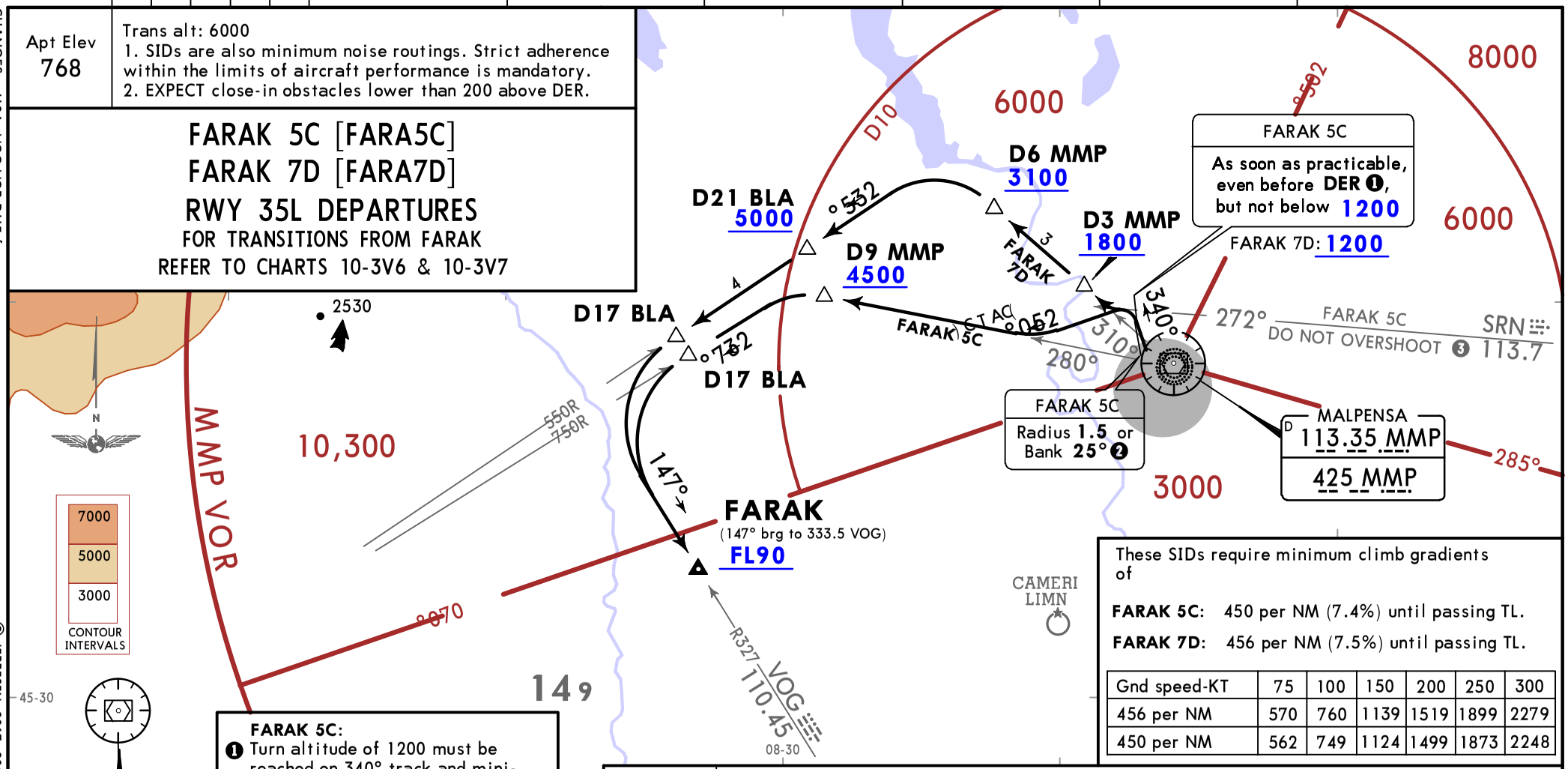
CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

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

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



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

These SIDs require minimum climb gradients of

FARAK 5C: 450 per NM (7.4%) until passing TL.

FARAK 7D: 456 per NM (7.5%) until passing TL.

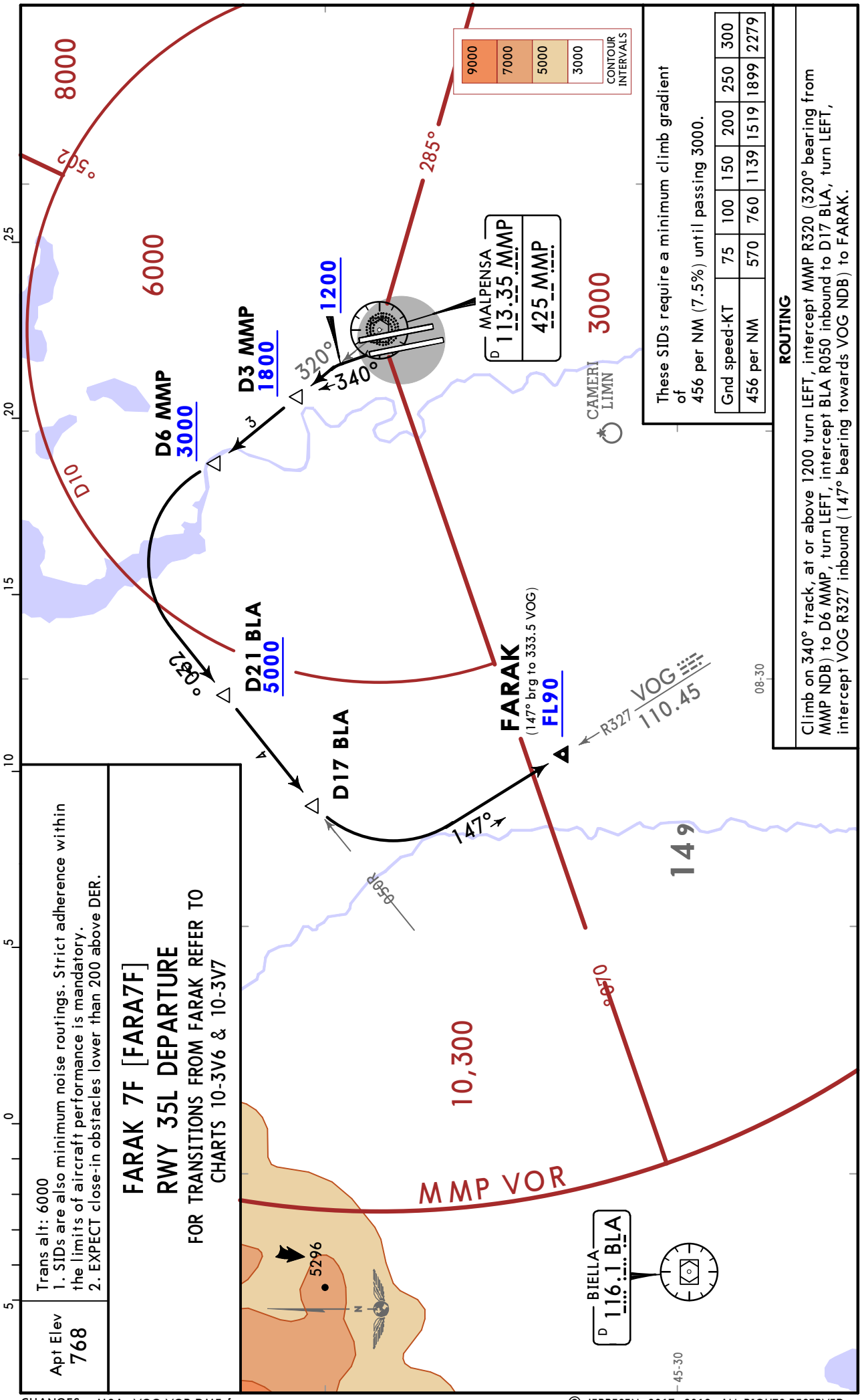
Gnd speed-KT	75	100	150	200	250	300
456 per NM	570	760	1139	1519	1899	2279
450 per NM	562	749	1124	1499	1873	2248

SID	ROUTING
FARAK 5C	Climb on 340° track, as soon as practicable, even before DER ❸, but not below 1200 turn LEFT (CAT C: 250° track), intercept MMP R280 (280° bearing from MMP NDB) to D9 MMP, turn LEFT, intercept BLA R057 inbound to D17 BLA, turn LEFT, intercept VOG R327 inbound (147° bearing towards VOG NDB) to FARAK.
FARAK 7D	Climb on 340° track, at or above 1200 turn LEFT, intercept MMP R310 (310° bearing from MMP NDB) to D6 MMP, turn LEFT, intercept BLA R055 inbound to D17 BLA, turn LEFT, intercept VOG R327 inbound (147° bearing towards VOG NDB) to FARAK.

CHANGES: MSA; VOG VOR DME frequency.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid



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 R320 (320° bearing from MMP NDB) to D6 MMP, turn LEFT, intercept BLA R050 inbound to D17 BLA, turn LEFT, intercept VOG R327 inbound (147° bearing towards VOG NDB) to FARAK.

Apt Elev 768

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

CHANGES: MSA; VOG VOR DME frequency.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

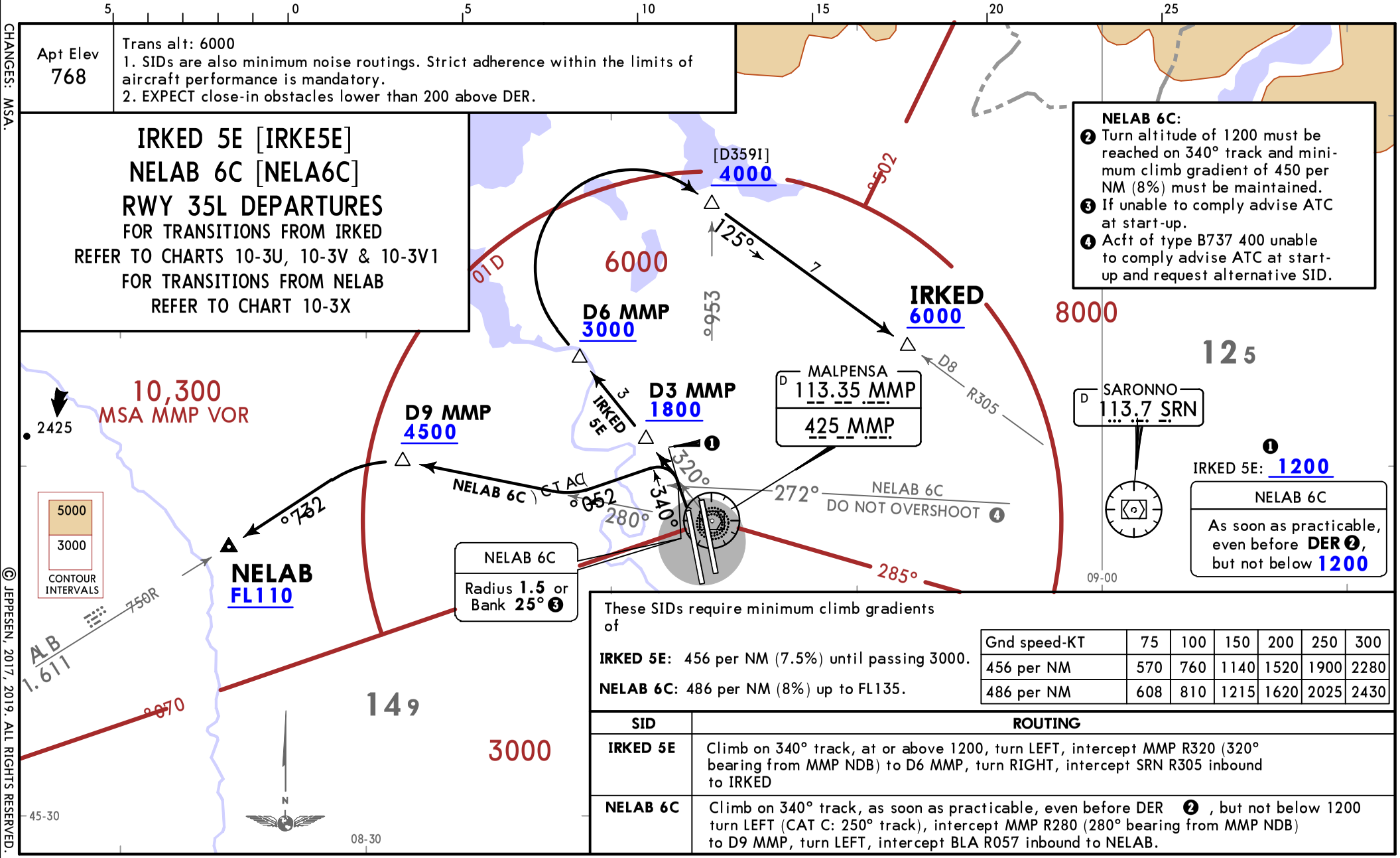
Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev
768

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

IRKED 5E [IRKE5E]
NELAB 6C [NELA6C]
RWY 35L DEPARTURES

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



NELAB 6C:
❷ Turn altitude of 1200 must be reached on 340° track and minimum climb gradient of 450 per NM (8%) must be maintained.
❸ If unable to comply advise ATC at start-up.
❹ Acft of type B737 400 unable to comply advise ATC at start-up and request alternative SID.

These SIDs require minimum climb gradients of

IRKED 5E: 456 per NM (7.5%) until passing 3000.

NELAB 6C: 486 per NM (8%) up to 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 5E	Climb on 340° track, at or above 1200, turn LEFT, intercept MMP R320 (320° bearing from MMP NDB) to D6 MMP, turn RIGHT, intercept SRN R305 inbound to IRKED
NELAB 6C	Climb on 340° track, as soon as practicable, even before DER ❷, but not below 1200 turn LEFT (CAT C: 250° track), intercept MMP R280 (280° bearing from MMP NDB) to D9 MMP, turn LEFT, intercept BLA R057 inbound to NELAB.

CHANGES: MSA.

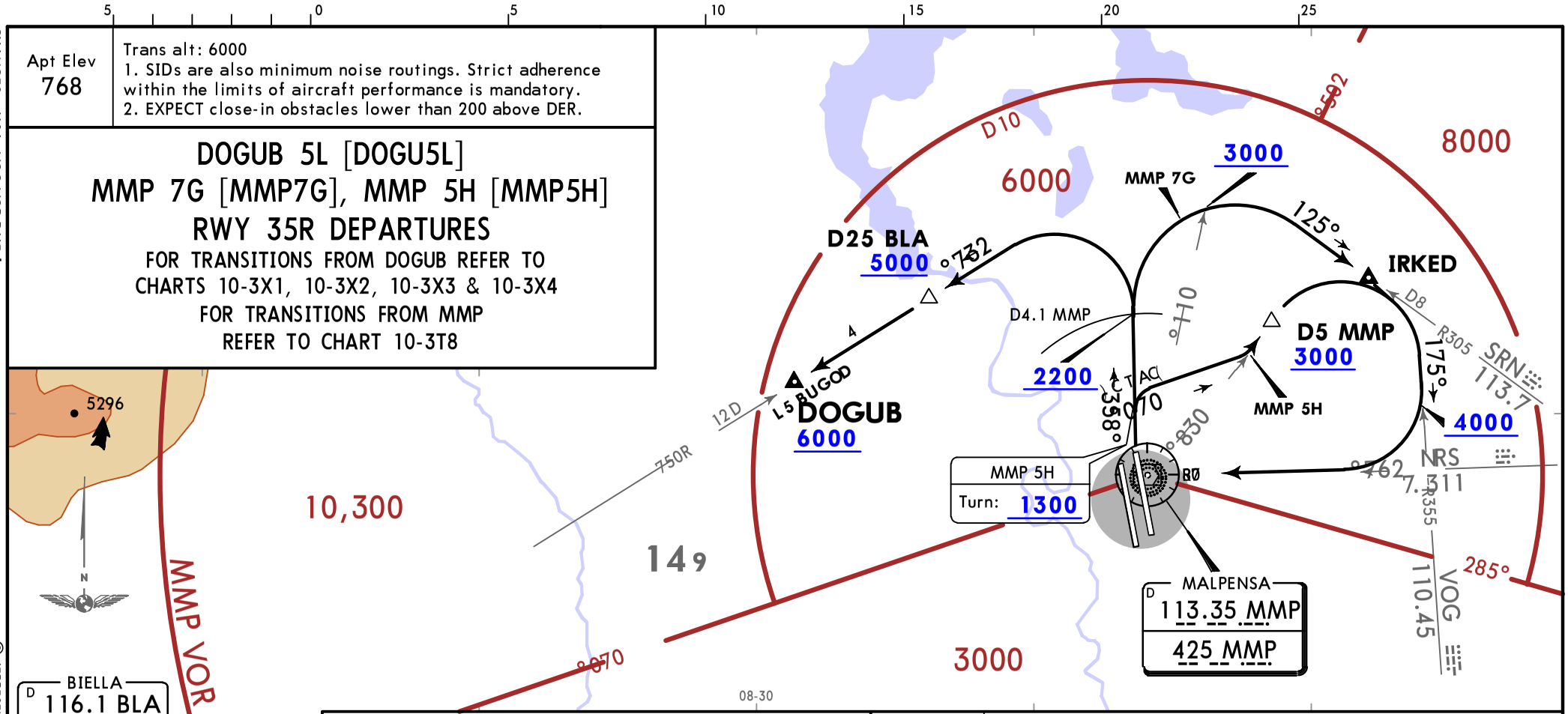
© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev	
768	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 5L [DOGU5L]
MMP 7G [MMP7G], MMP 5H [MMP5H]
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



7000
5000
3000

CONTOUR INTERVALS

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.

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
DOGUB 5L	On 358° track to D4.1 MMP, turn LEFT, intercept BLA R057 inbound to DOGUB.
MMP 7G	On 358° track to D4.1 MMP, turn RIGHT, intercept SRN R305 inbound to IRKED, turn RIGHT, intercept VOG R355 inbound, at or above 4000 turn RIGHT, intercept SRN R267 (MMP R087 inbound) to MMP.
MMP 5H	Climb on 358° track, at 1300 turn RIGHT (CAT C: 070° track), intercept MMP R038 (038° bearing from MMP NDB) to D5 MMP, turn RIGHT, 175° track, at or above 4000 turn RIGHT, intercept SRN R267 (MMP R087 inbound) to MMP.

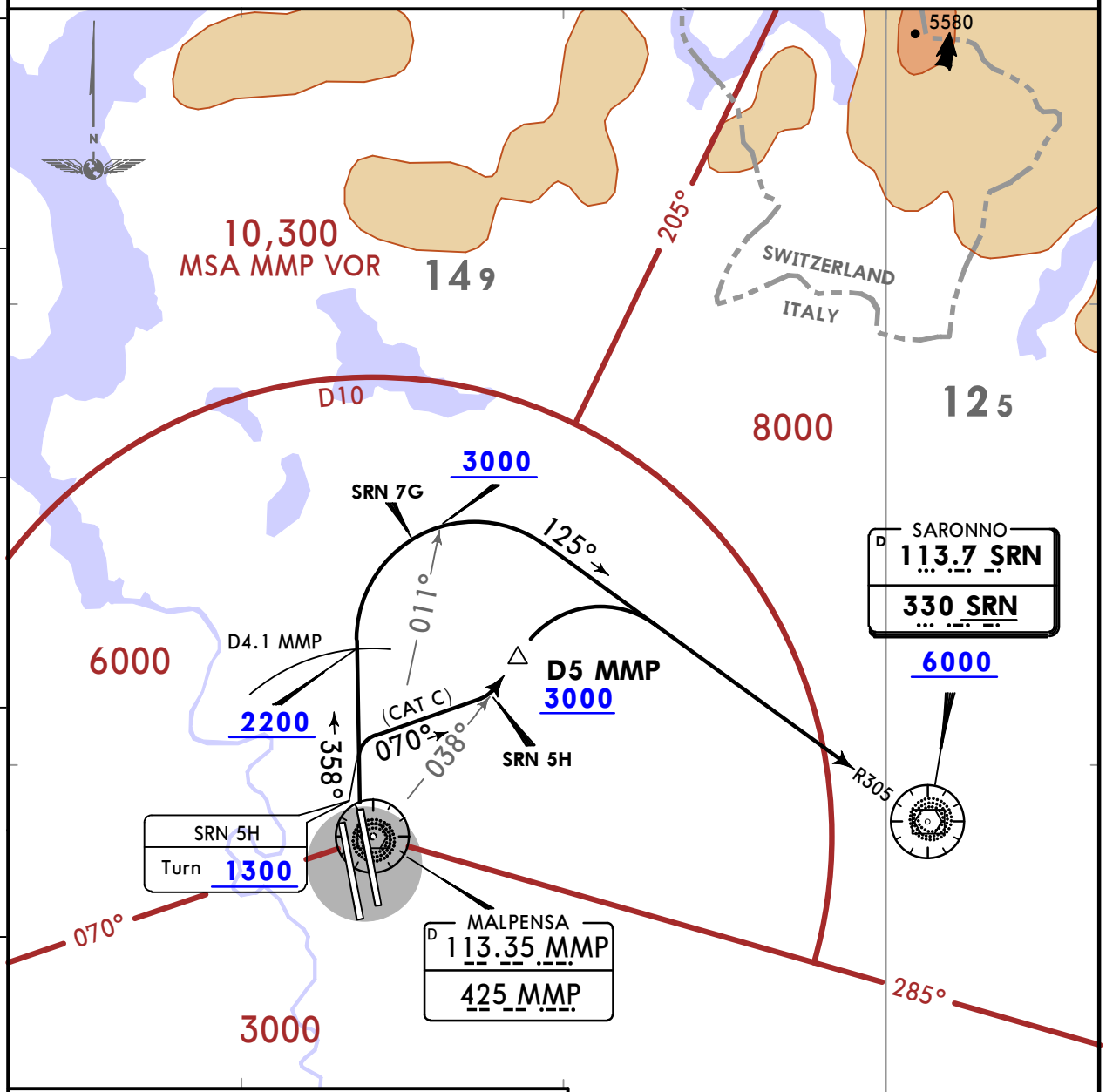
CHANGES: MSA; VOG VOR DME frequency.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev 768	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 7G, SRN 5H
RWY 35R DEPARTURES
FOR TRANSITIONS FROM SRN REFER TO CHARTS 10-3V2 & 10-3V3



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

45-30

7000
5000
3000
CONTOUR INTERVALS

09-00

SID	ROUTING
SRN 7G	On 358° track to D4.1 MMP, turn RIGHT, intercept SRN R305 inbound to SRN.
SRN 5H	Climb on 358° track, at 1300 turn RIGHT (CAT C: 070° track), intercept MMP R038 (038° bearing from MMP) to D5 MMP, turn RIGHT, intercept SRN R305 inbound to SRN.

CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

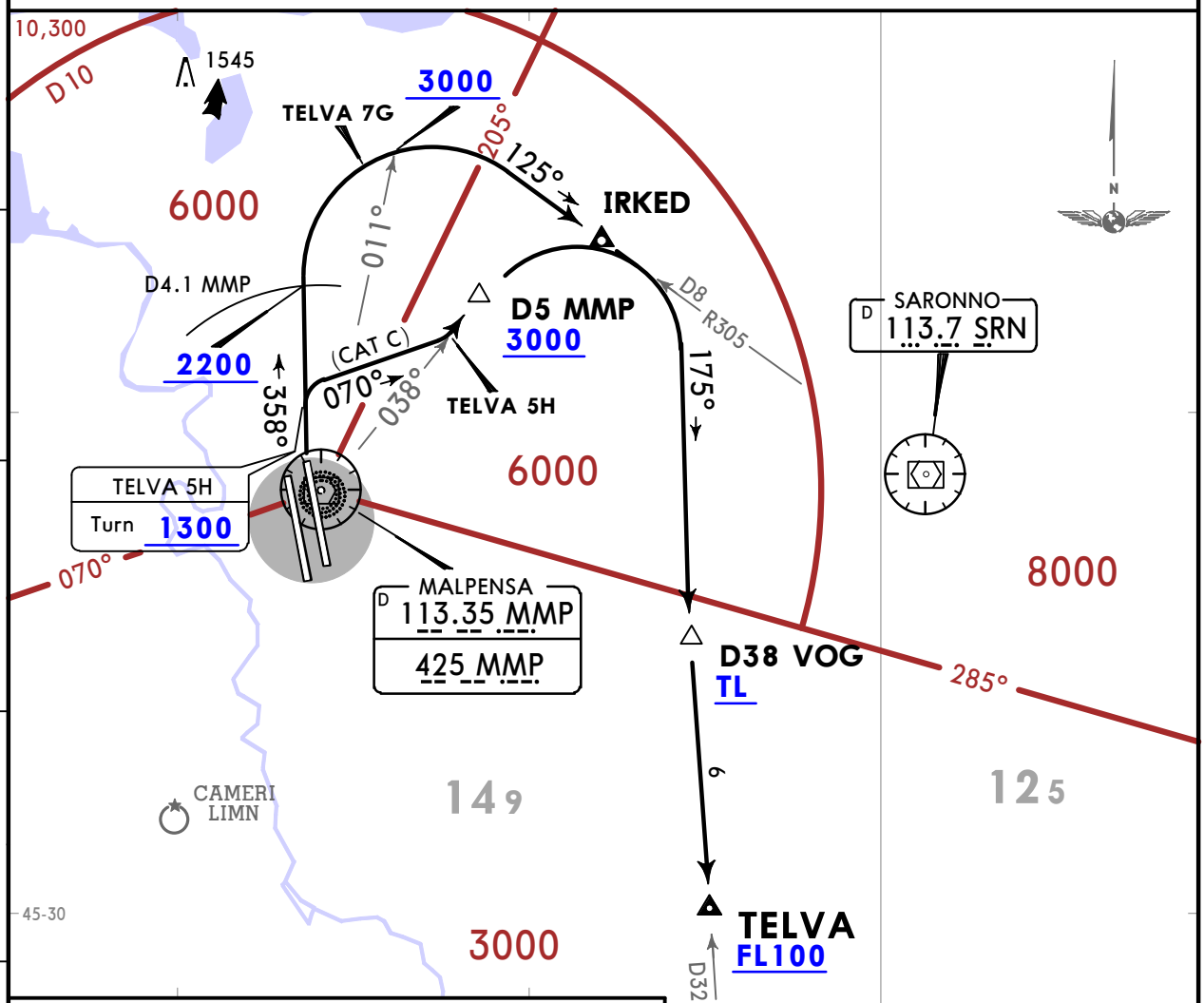
Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev 768	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 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 D4.1 MMP, turn RIGHT, intercept SRN R305 inbound to IRKED, turn RIGHT, intercept VOG R355 inbound to TELVA.
TELVA 5H	Climb on 358° track, at 1300 turn RIGHT (CAT C: 070° track), intercept MMP R038 (038° bearing from MMP NDB) to D5 MMP, turn RIGHT, intercept VOG R355 inbound to VOG.

CHANGES: MSA; VOG VOR DME frequency.

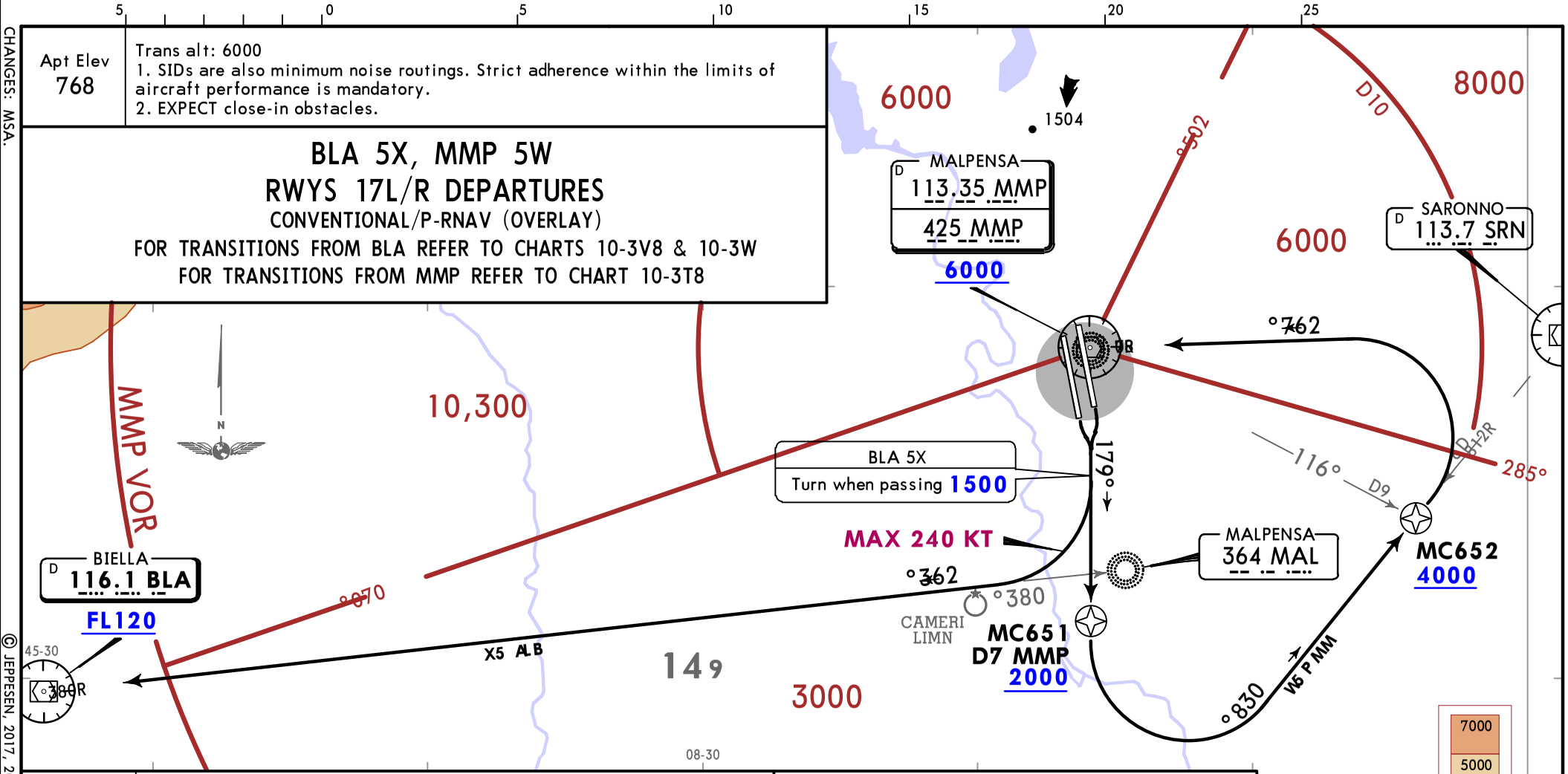
© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev 768	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



SID	ROUTING
BLA 5X ❶	Climb on MMP R179 (179° bearing from MMP NDB) until passing 1500, turn RIGHT, intercept BLA R083 inbound (263° bearing from MAL) to BLA.
MMP 5W	Intercept MMP R179 (179° bearing from MMP NDB) to MC651, turn LEFT, intercept SRN R218 inbound to MC652, turn LEFT to MMP.

❶ SID subject to traffic in Cameri ATZ.

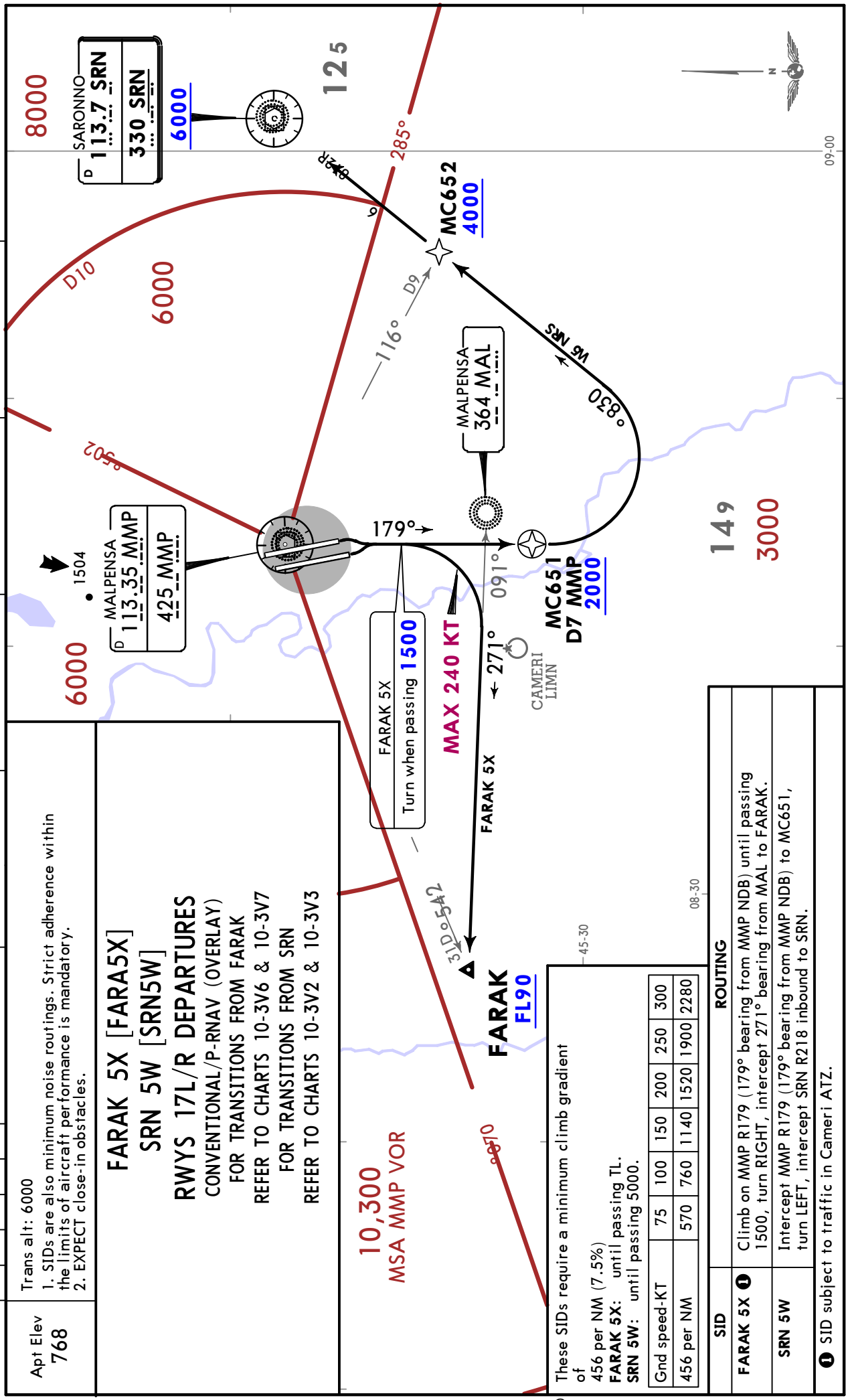
These SIDs require a minimum climb gradient of
456 per NM (7.5%)
BLA 5X: until passing 3000.
MMP 5W: until passing 5000.

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

CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid



Apt Elev
768

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.

FARAK 5X [FARA5X]
SRN 5W [SRN5W]
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.

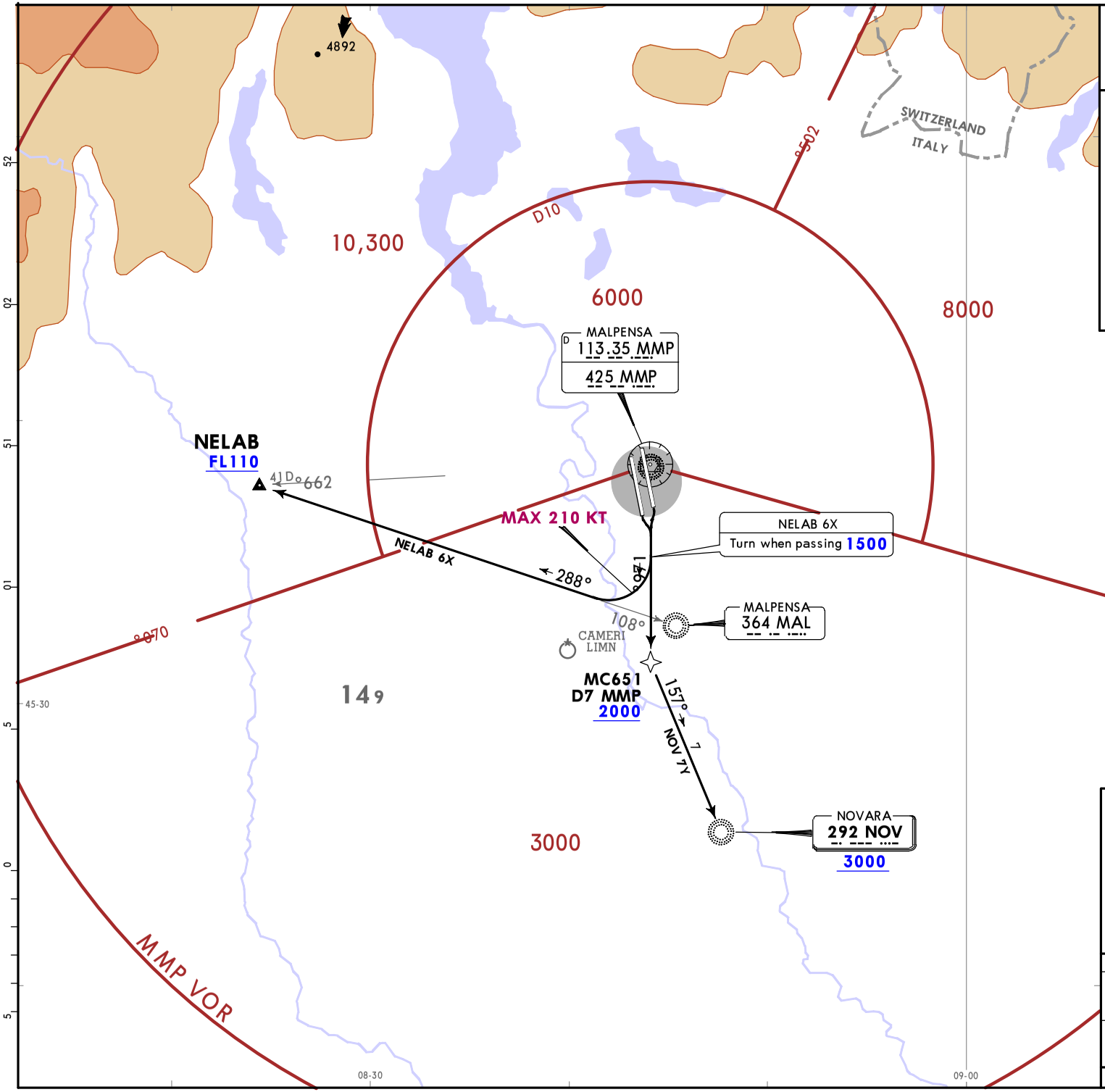
Gnd speed-KT	75	100	150	200	250	300
456 per NM	570	760	1140	1520	1900	2280

SID	ROUTING
FARAK 5X ❶	Climb on MMP R179 (179° bearing from MMP NDB) until passing 1500, turn RIGHT, intercept 271° bearing from MAL to FARAK.
SRN 5W	Intercept MMP R179 (179° bearing from MMP NDB) to MC651, turn LEFT, intercept SRN R218 inbound to SRN.

❶ SID subject to traffic in Cameri ATZ.

CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.



Apt Elev
768

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.

NELAB 6X [NELA6X]
NOV 7Y [NOV7Y]
RWYS 17L/R DEPARTURES

CONVENTIONAL/P-RNAV (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 ❶	Climb on MMP R179 (179° bearing from MMP NDB) until passing 1500, turn RIGHT, intercept 288° bearing from MAL to NELAB.
NOV 7Y	Intercept MMP R179 (179° bearing from MMP NDB) to MC651, turn LEFT, intercept 157° bearing to NOV.

❶ SID subject to traffic in Cameri ATZ.

CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

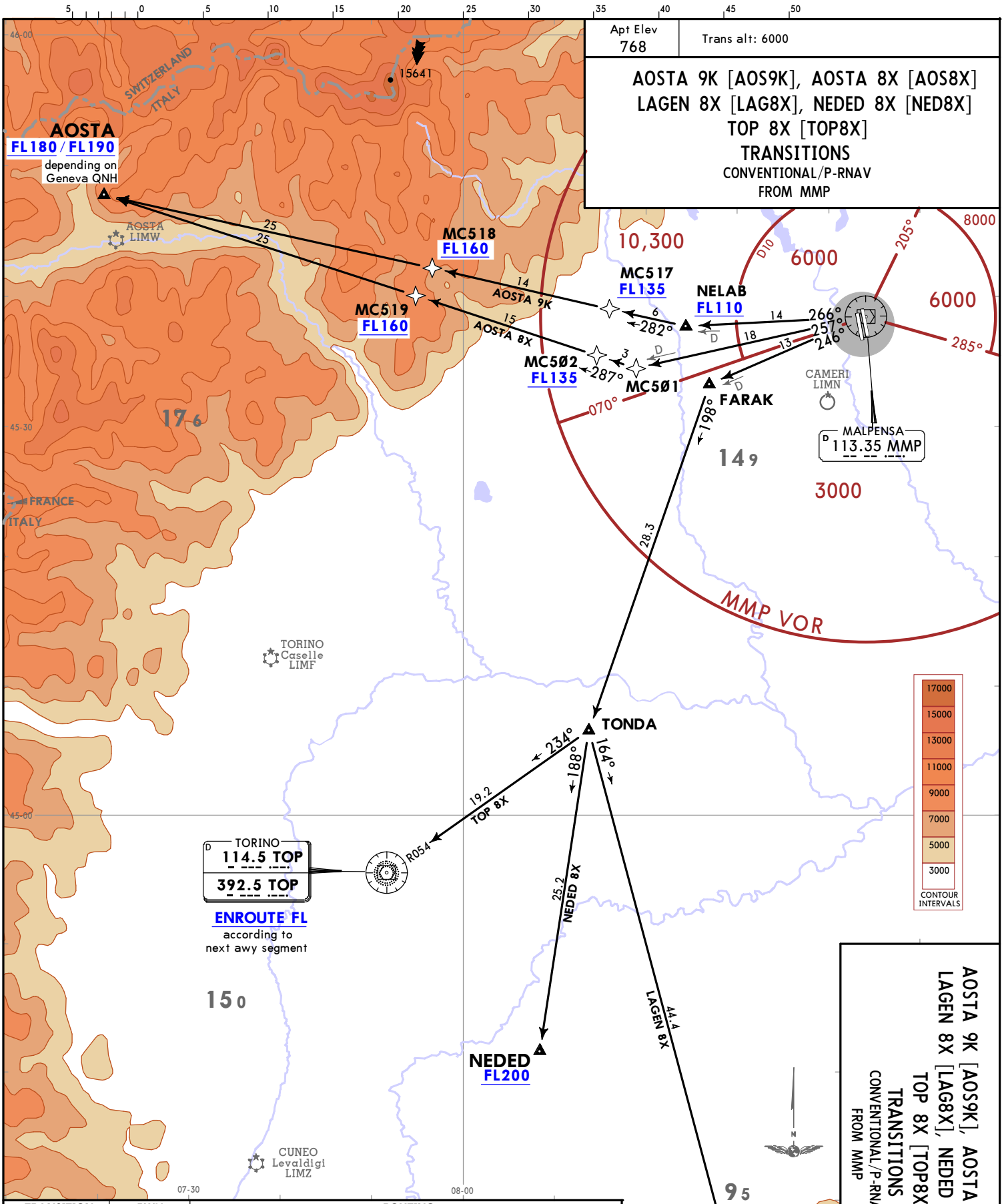
Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev 768 | Trans alt: 6000

AOSTA 9K [AOS9K], AOSTA 8X [AOS8X] LAGEN 8X [LAG8X], NEDED 8X [NED8X] TOP 8X [TOP8X] TRANSITIONS

CONVENTIONAL/P-RNAV FROM MMP



TRANSITION	RWY	ROUTING
AOSTA 9K	17L/R	On MMP R266 to NELAB, 282° track to AOSTA.
AOSTA 8X	35R	On MMP R257 to MC501, turn RIGHT, 287° track to AOSTA.
LAGEN 8X	17L/R, 35R	On MMP R246 to FARAK, 198° track to TONDA, 164° track to LAGEN.
NEDED 8X		On MMP R246 to FARAK, 198° track to TONDA, 188° track to NEDED.
TOP 8X		On MMP R246 to FARAK, 198° track to TONDA, intercept TOP R054 inbound/234° bearing to TOP.

LIMC/MXP MALPENSA

JEPPESEN 5 APR 19 (10-3T8)

AOSTA 9K [AOS9K], AOSTA 8X [AOS8X] LAGEN 8X [LAG8X], NEDED 8X [NED8X] TOP 8X [TOP8X] TRANSITIONS

CONVENTIONAL/P-RNAV FROM MMP

MILAN, ITALY

TRANSITION

CHANGES: MSA.

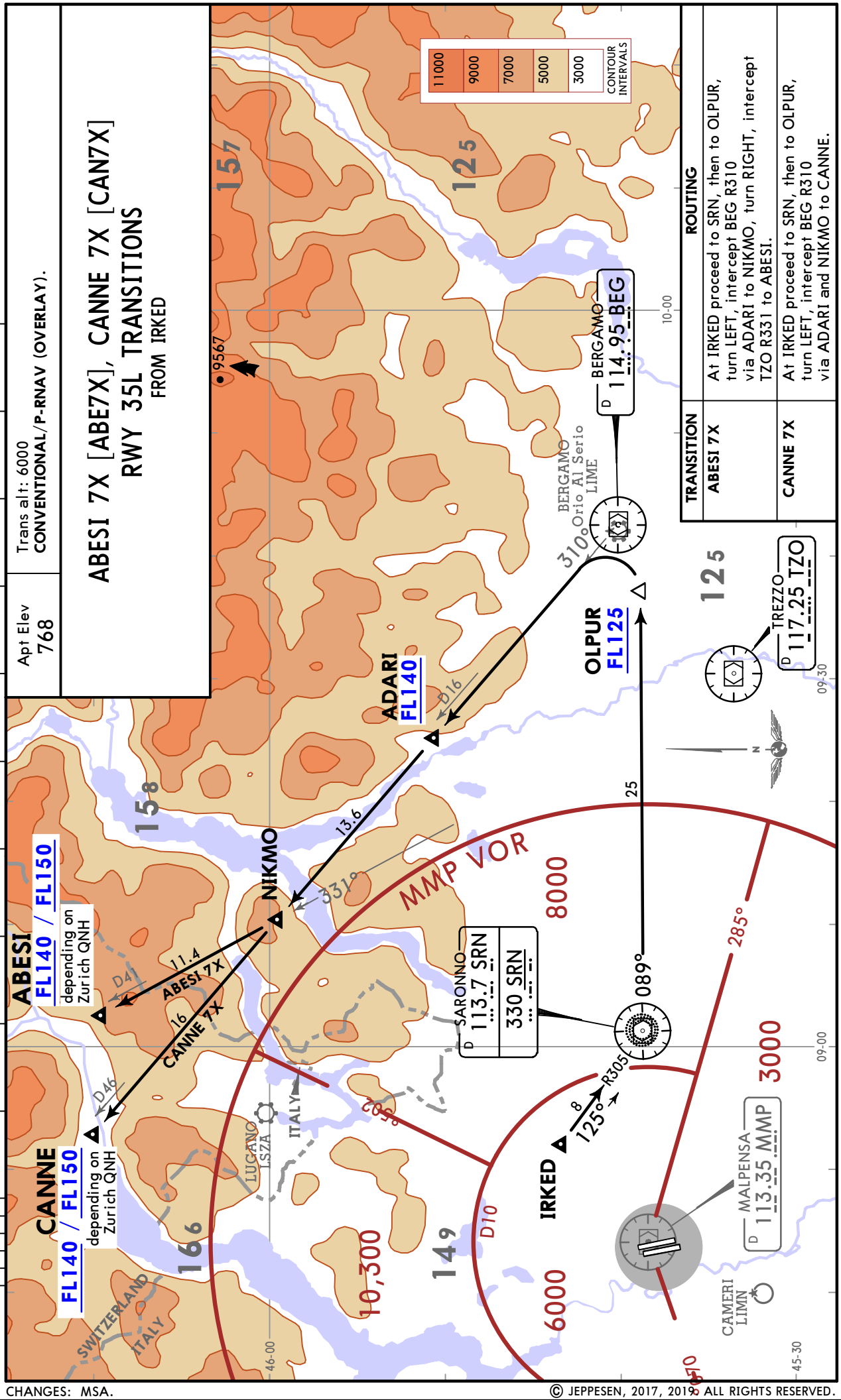
© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Trans alt: 6000
CONVENTIONAL/P-RNAV (OVERLAY).

Apt Elev
768

ABESI 7X [ABE7X], CANNE 7X [CAN7X]
RWY 35L TRANSITIONS
FROM IRKED



TRANSITION	ROUTING
ABESI 7X	At IRKED proceed to SRN, then to OLPUR, turn LEFT, intercept BEG R310 via ADARI to NIKMO, turn RIGHT, intercept TZO R331 to ABESI.
CANNE 7X	At IRKED proceed to SRN, then to OLPUR, turn LEFT, intercept BEG R310 via ADARI and NIKMO to CANNE.

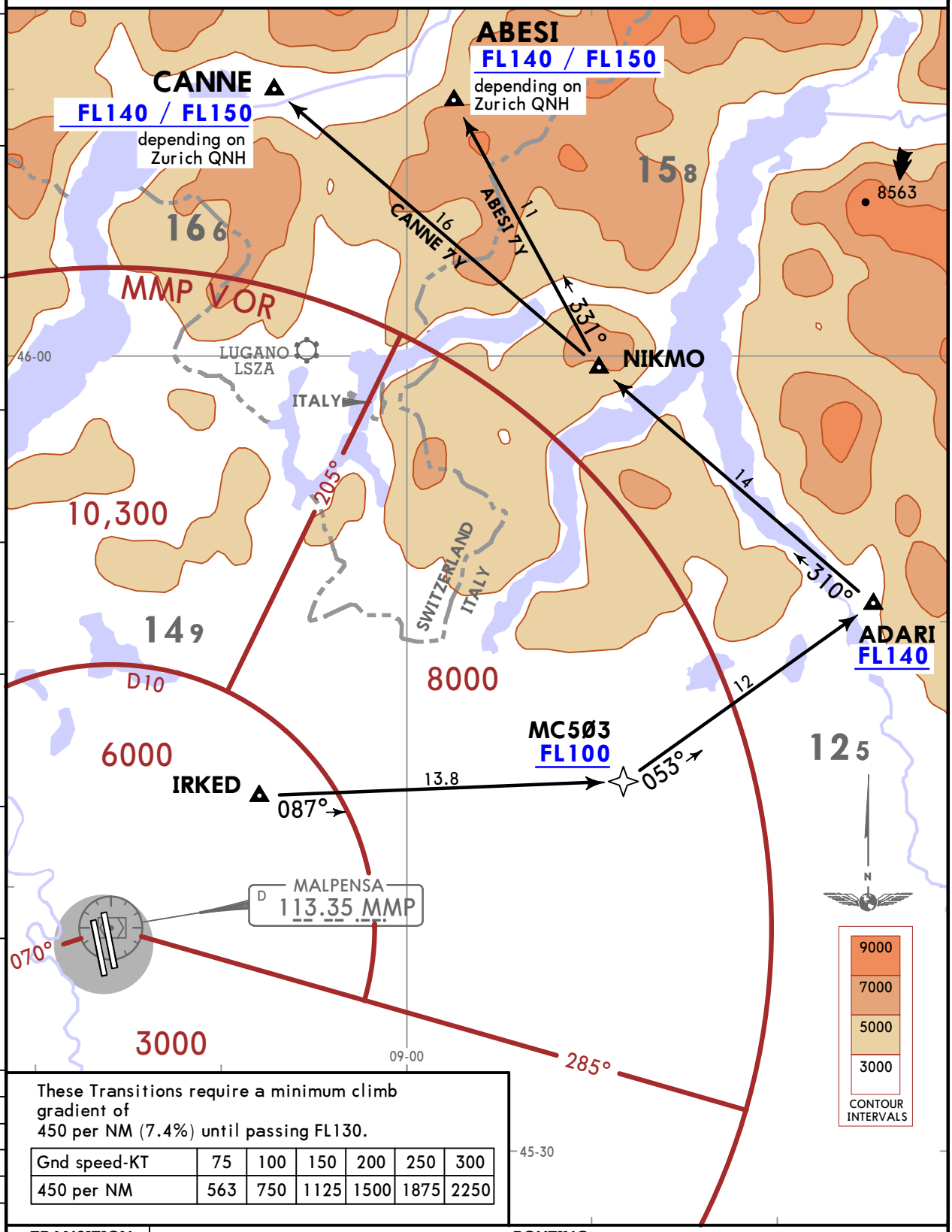
CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev	Trans alt: 6000
768	**P-RNAV.**

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



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

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

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

CHANGES: MSA.

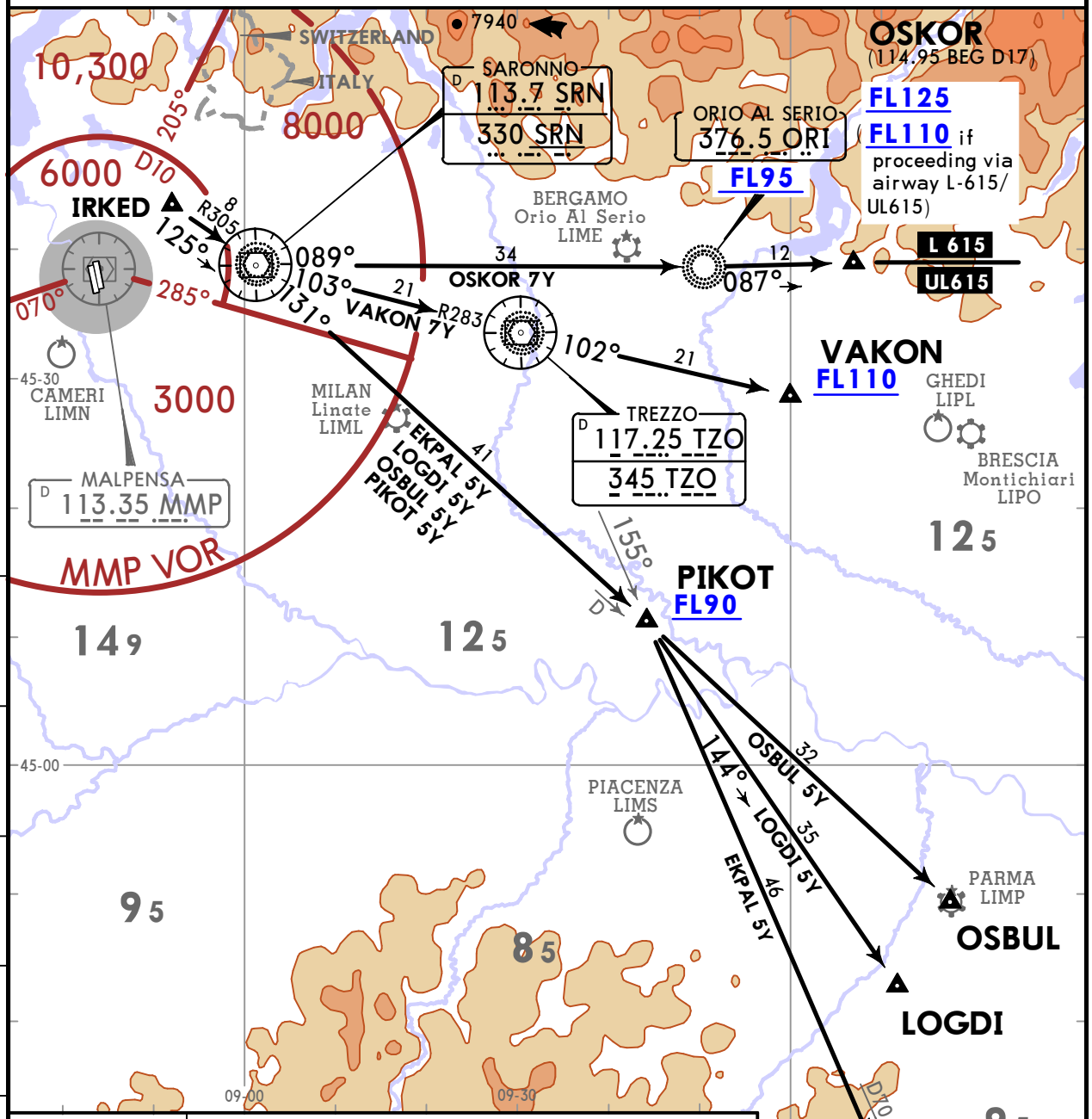
© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev	Trans alt: 6000
768	**CONVENTIONAL/P-RNAV.**

EKPAL 5Y [EKP5Y], LOGDI 5Y [LOG5Y], OSBUL 5Y [OSB5Y] OSKOR 7Y [OSK7Y], PIKOT 5Y [PIK5Y], VAKON 7Y [VAK7Y] RWY 35L TRANSITIONS

FROM IRKED



TRANSITION	ROUTING
EKPAL 5Y	On SRN R305 inbound/125° bearing to SRN, SRN R131 to PIKOT, intercept TZO R155 to EKPAL.
LOGDI 5Y	On SRN R305 inbound/125° bearing to SRN, SRN R131 to PIKOT, 144° track to LOGDI.
OSBUL 5Y By ATC	On SRN R305 inbound/125° bearing to SRN, SRN R131 via PIKOT to OSBUL.
OSKOR 7Y	On SRN R305 inbound/125° bearing to SRN, turn LEFT, SRN R089 to ORI, 087° bearing to OSKOR.
PIKOT 5Y	On SRN R305 inbound/125° bearing to SRN, SRN R131 to PIKOT.
VAKON 7Y	On SRN R305 inbound/125° bearing to SRN, SRN R103/103° bearing or TZO R283 inbound to TZO, TZO R102/102° bearing to VAKON.

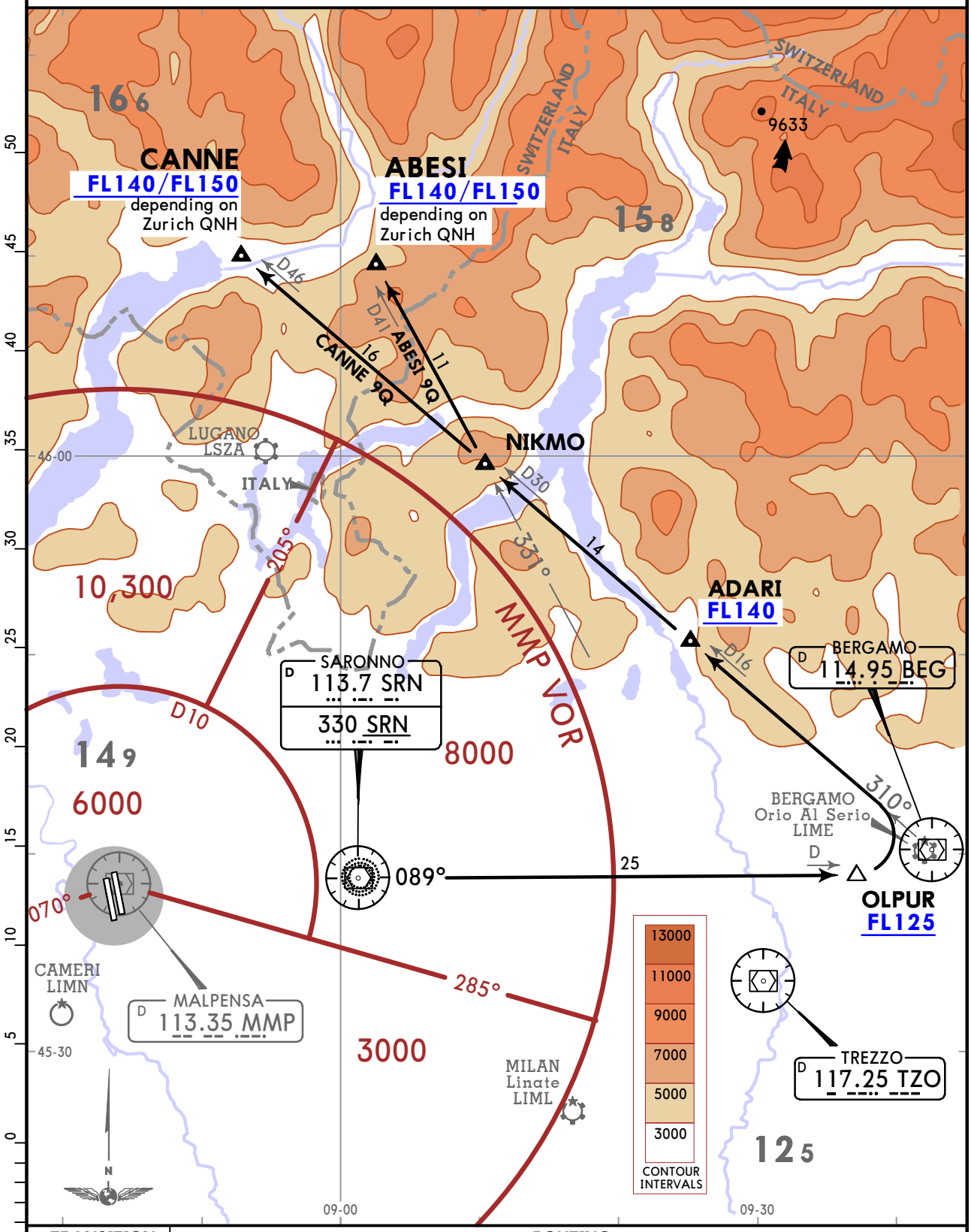
CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev	Trans alt: 6000
768	**CONVENTIONAL/P-RNAV.**

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



TRANSITION	ROUTING
ABESI 9Q	On SRN R089 to OLPUR, turn LEFT, intercept BEG R310 via ADARI to NIKMO, turn RIGHT, intercept TZO R331 to ABESI.
CANNE 9Q	On SRN R089 to OLPUR, turn LEFT, intercept BEG R310 via ADARI and NIKMO to CANNE.

CHANGES: MSA.

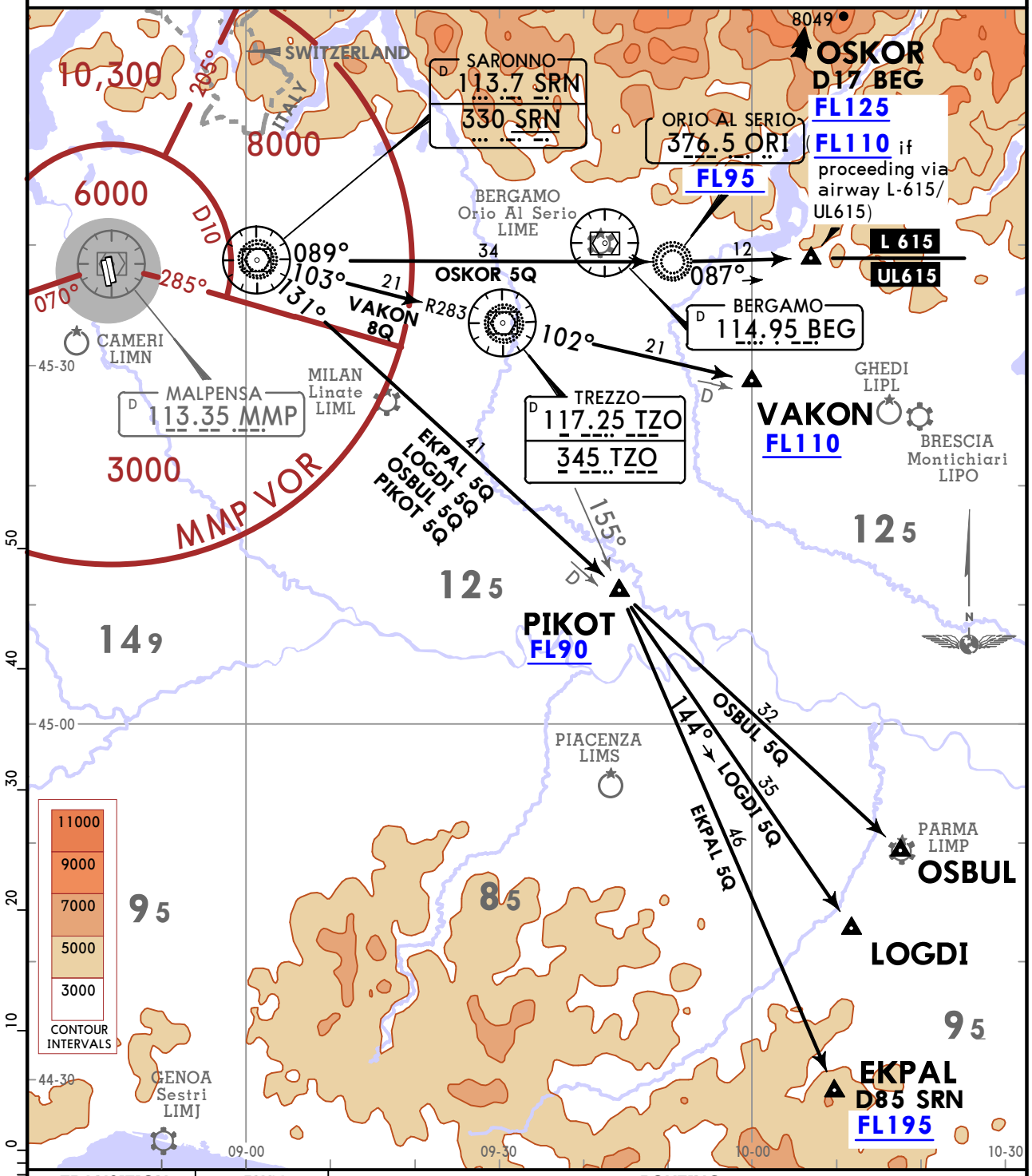
© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev	Trans alt: 6000
768	**CONVENTIONAL/P-RNAV.**

EKPAL 5Q [EKP5Q], LOGDI 5Q [LOG5Q], OSBUL 5Q [OSB5Q] OSKOR 5Q [OSK5Q], PIKOT 5Q [PIK5Q], VAKON 8Q [VAK8Q] TRANSITIONS

FROM SRN



TRANSITION	RWY	ROUTING
EKPAL 5Q	**35R**	On SRN R131 to PIKOT, intercept TZO R155 to EKPAL.
LOGDI 5Q		On SRN R131 to PIKOT, 144° track to LOGDI.
OSBUL 5Q By ATC		On SRN R131 via PIKOT to OSBUL.
OSKOR 5Q	**17L/R, 35R**	On SRN R089 to ORI, 087° bearing to OSKOR.
PIKOT 5Q	**35R**	On SRN R131 to PIKOT.
VAKON 8Q	**17L/R, 35R**	On SRN R103 or TZO R283 inbound/103° bearing to TZO, TZO R102/102° bearing to VAKON.

CHANGES: MSA.

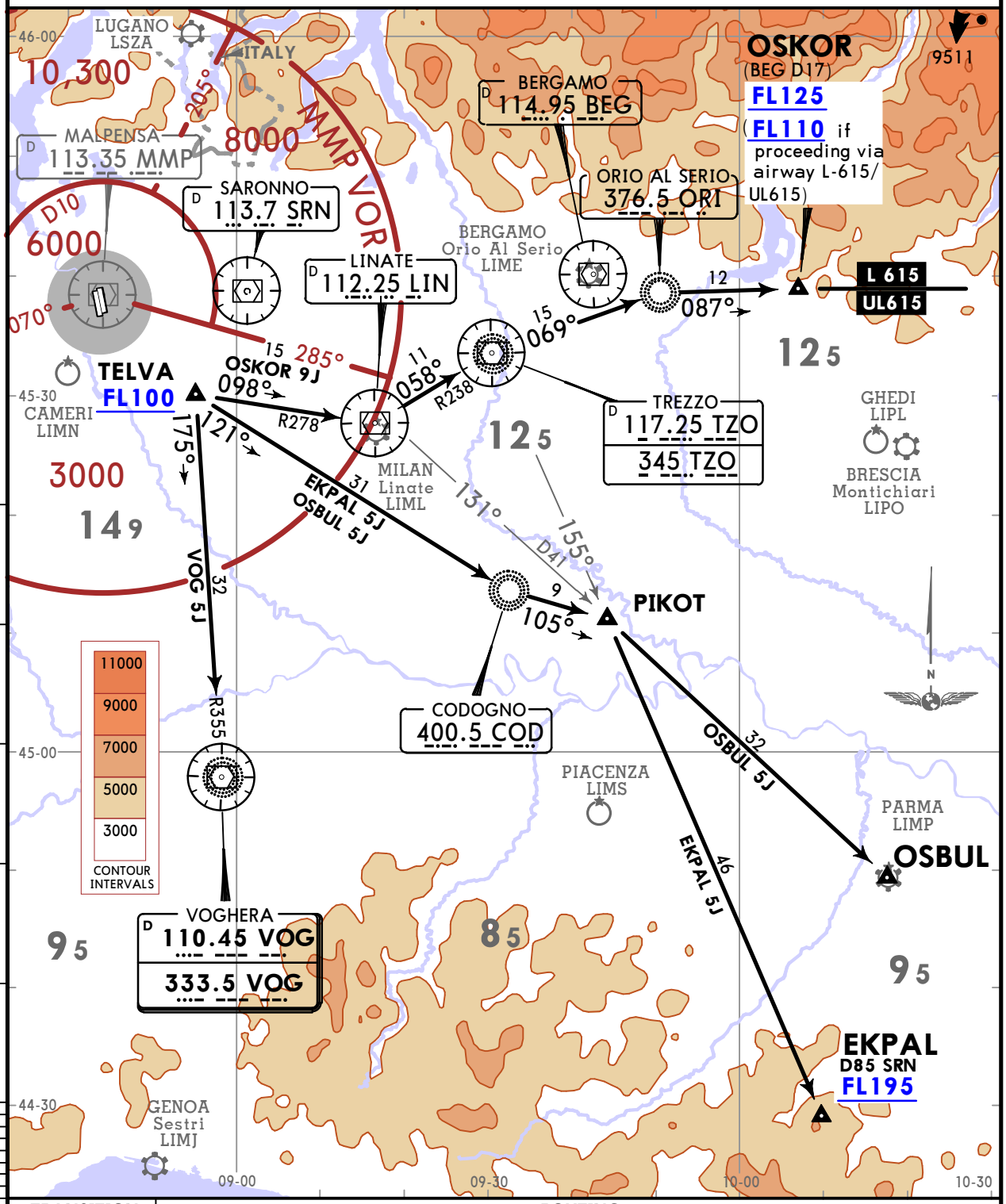
© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev 768	Trans alt: 6000 **CONVENTIONAL/P-RNAV.**

EKPAL 5J [EKP5J], OSBUL 5J [OSB5J] OSKOR 9J [OSK9J], VOG 5J [VOG5J] RWY 35R TRANSITIONS

FROM TELVA
BY ATC



TRANSITION	ROUTING
EKPAL 5J	On 121° bearing to COD, 105° bearing to PIKOT, intercept TZO R155 to EKPAL.
OSBUL 5J	On 121° bearing to COD, 105° bearing to PIKOT, intercept SRN R131 to OSBUL.
OSKOR 9J	On LIN R-278 inbound to LIN, turn LEFT, LIN R058 or TZO R238 inbound/058° bearing to TZO, TZO R069/069° bearing to ORI, 087° bearing to OSKOR.
VOG 5J	On VOG R355 inbound/175° bearing to VOG.

CHANGES: MSA; VOG VOR DME frequency.

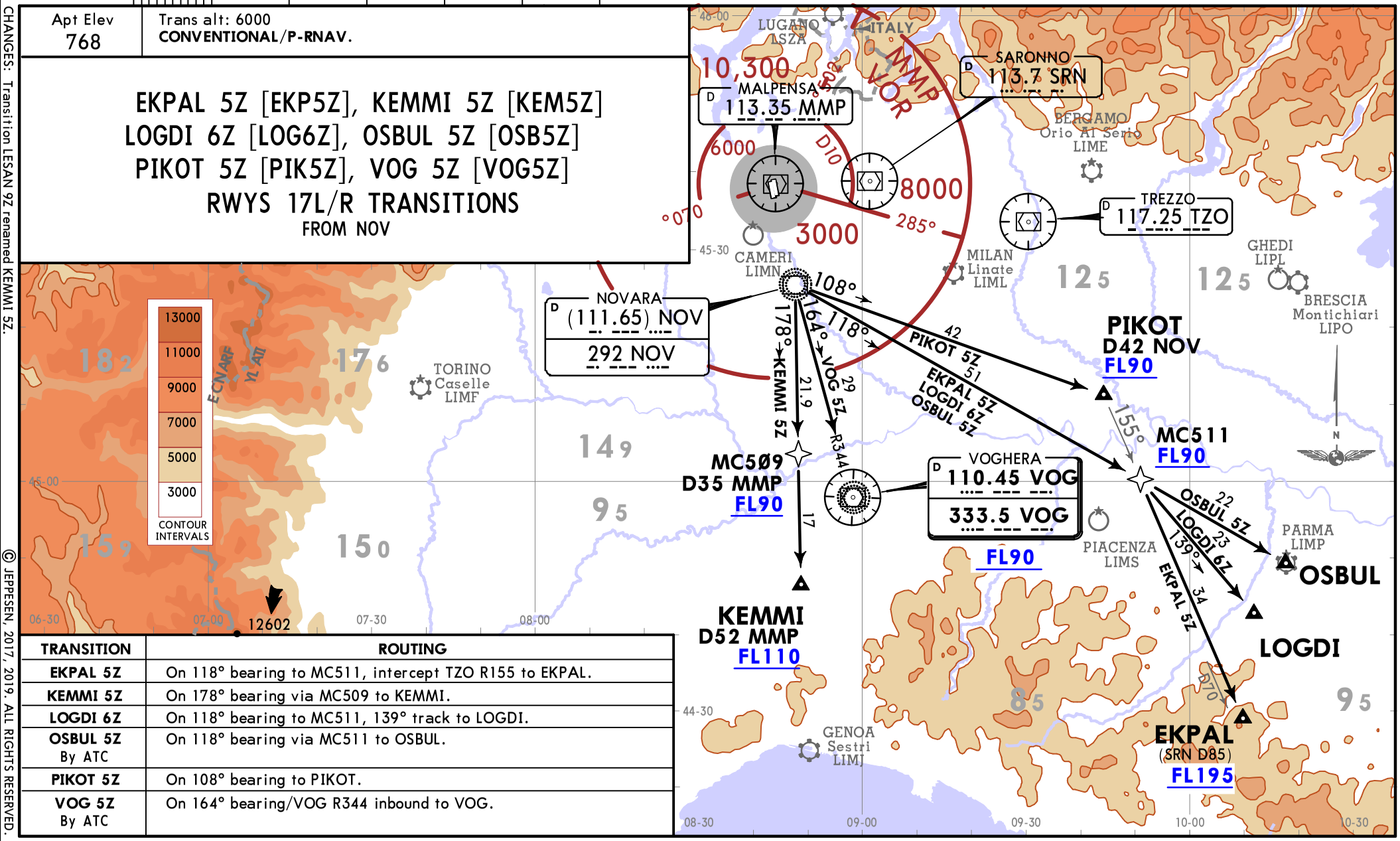
© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev	Trans alt: 6000
768	**CONVENTIONAL/P-RNAV.**

EKPAL 5Z [EKP5Z], KEMMI 5Z [KEM5Z] LOGDI 6Z [LOG6Z], OSBUL 5Z [OSB5Z] PIKOT 5Z [PIK5Z], VOG 5Z [VOG5Z] RWYS 17L/R TRANSITIONS

FROM NOV



TRANSITION	ROUTING
EKPAL 5Z	On 118° bearing to MC511, intercept TZO R155 to EKPAL.
KEMMI 5Z	On 178° bearing via MC509 to KEMMI.
LOGDI 6Z	On 118° bearing to MC511, 139° track to LOGDI.
OSBUL 5Z By ATC	On 118° bearing via MC511 to OSBUL.
PIKOT 5Z	On 108° bearing to PIKOT.
VOG 5Z By ATC	On 164° bearing/VOG R344 inbound to VOG.

CHANGES: Transition LESAN 9Z renamed KEMMI 5Z.

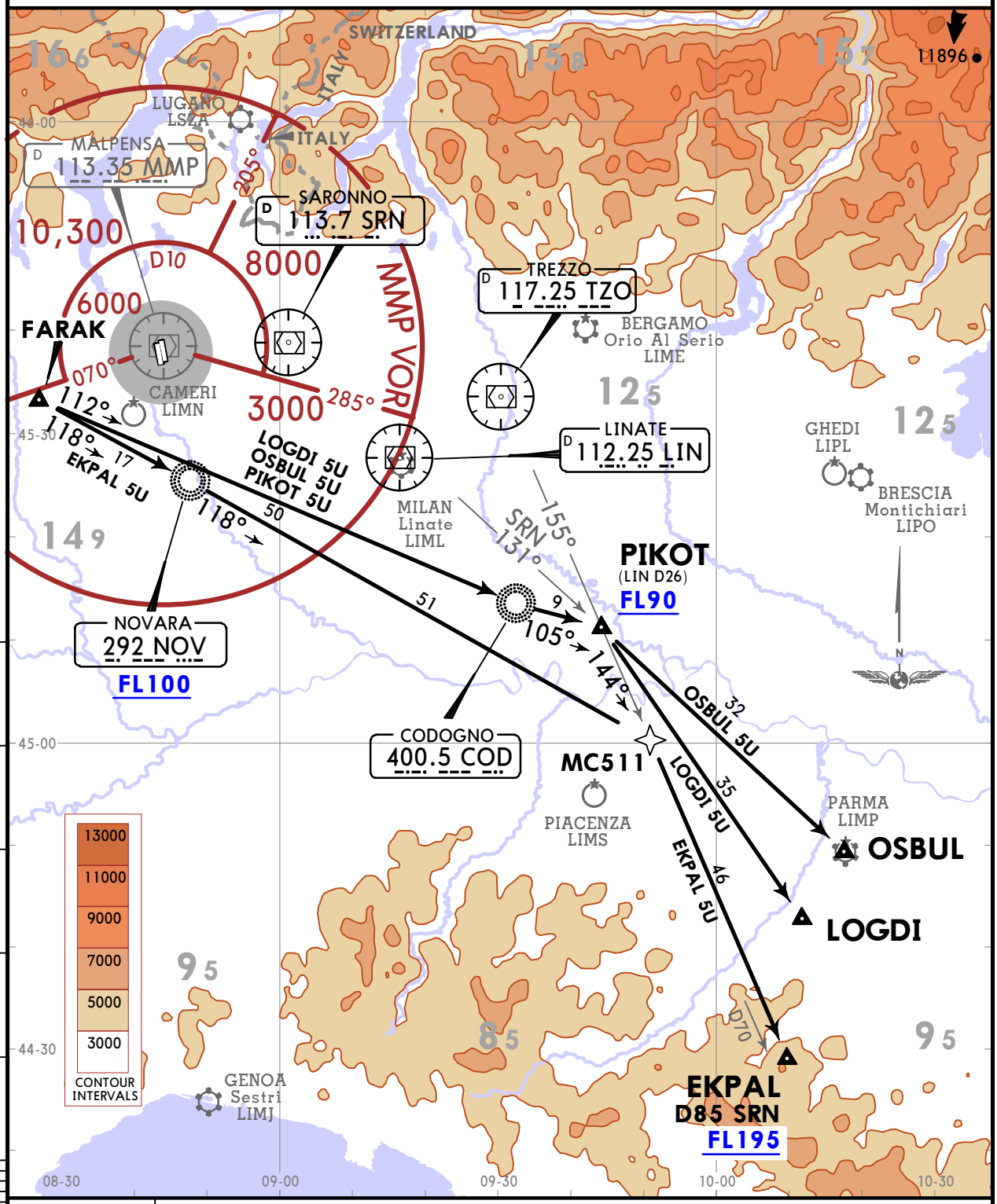
© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev	Trans alt: 6000
768	**CONVENTIONAL/P-RNAV.**

EKPAL 5U [EKP5U], LOGDI 5U [LOG5U] OSBUL 5U [OSB5U], PIKOT 5U [PIK5U] RWY 35L TRANSITIONS

FROM FARAK



TRANSITION	ROUTING
EKPAL 5U	On 118° bearing to NOV, continue on 118° bearing, intercept TZO R155 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 R131 to OSBUL.
PIKOT 5U	On 112° bearing to COD, 105° bearing to PIKOT.

CHANGES: None.

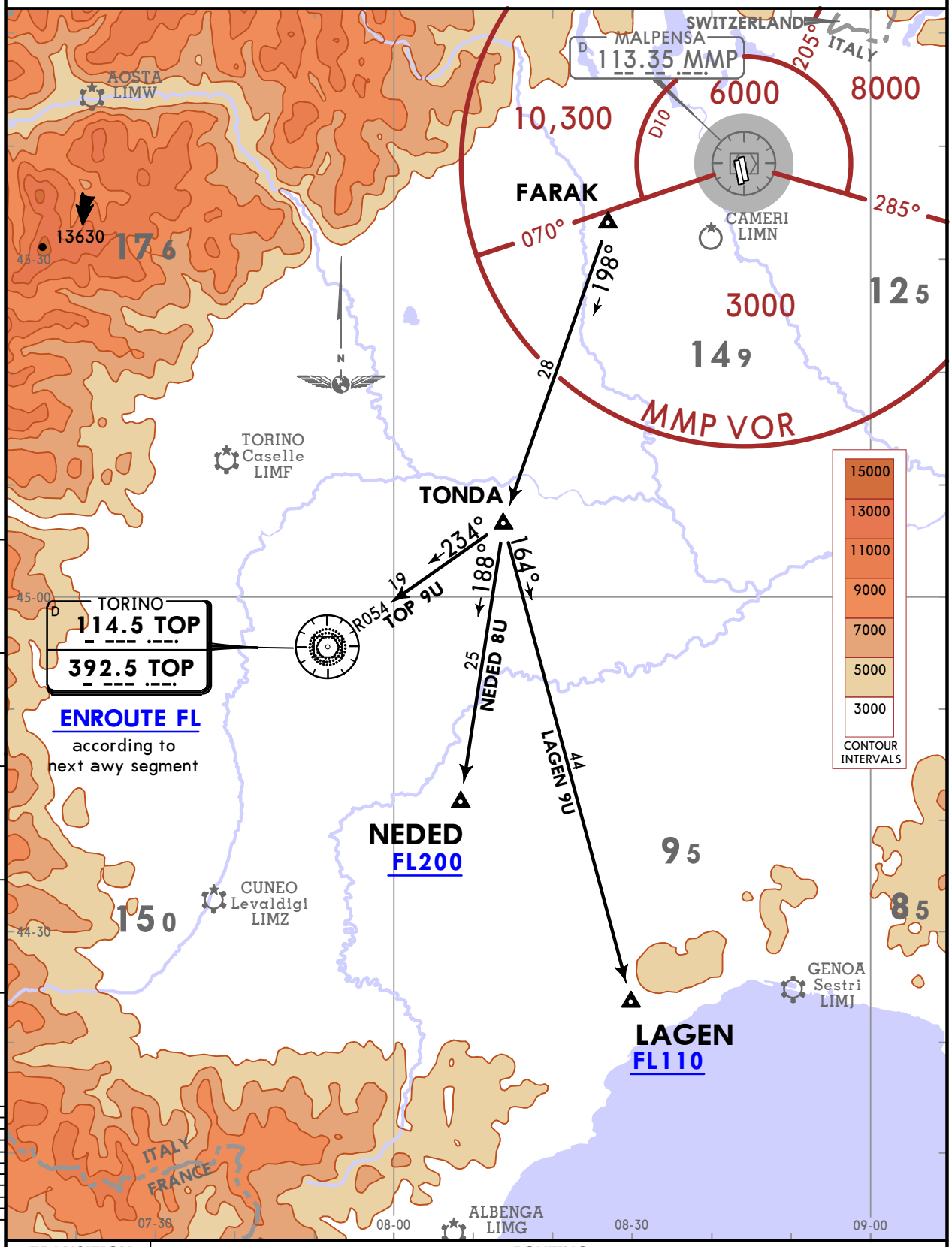
© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev 768	Trans alt: 6000 **P-RNAV.**

LAGEN 9U [LAG9U], NEDED 8U [NED8U], TOP 9U [TOP9U] RWYS 17L/R, 35L TRANSITIONS

FROM FARAK



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

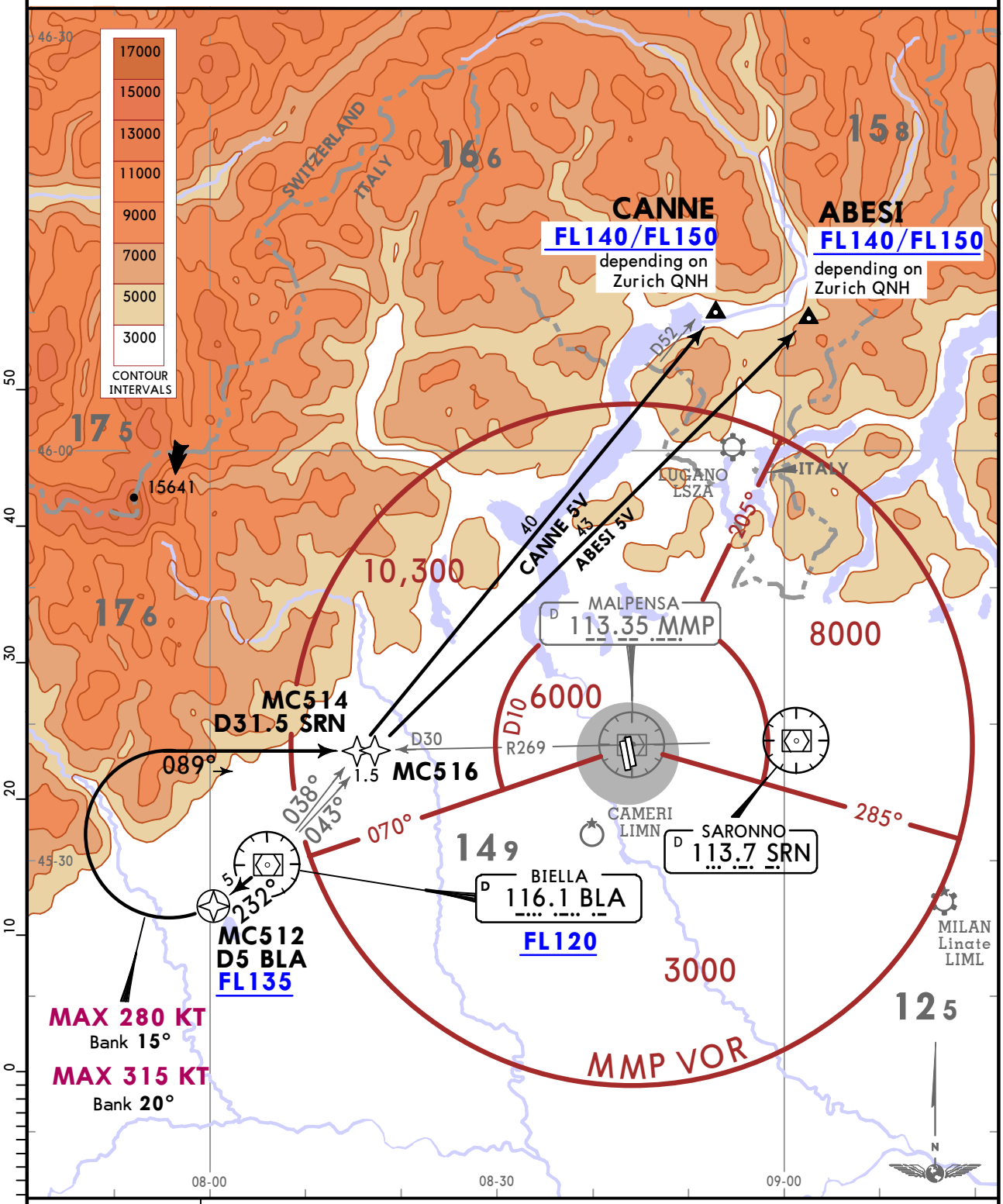
CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev 768	Trans alt: 6000

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



TRANSITION	ROUTING
ABESI 5V	On BLA R232 to D5 BLA/MC512, turn RIGHT, intercept SRN R269 inbound, intercept BLA R043 to ABESI.
CANNE 5V	On BLA R232 to D5 BLA/MC512, turn RIGHT, intercept SRN R269 inbound, intercept BLA R038 to CANNE.

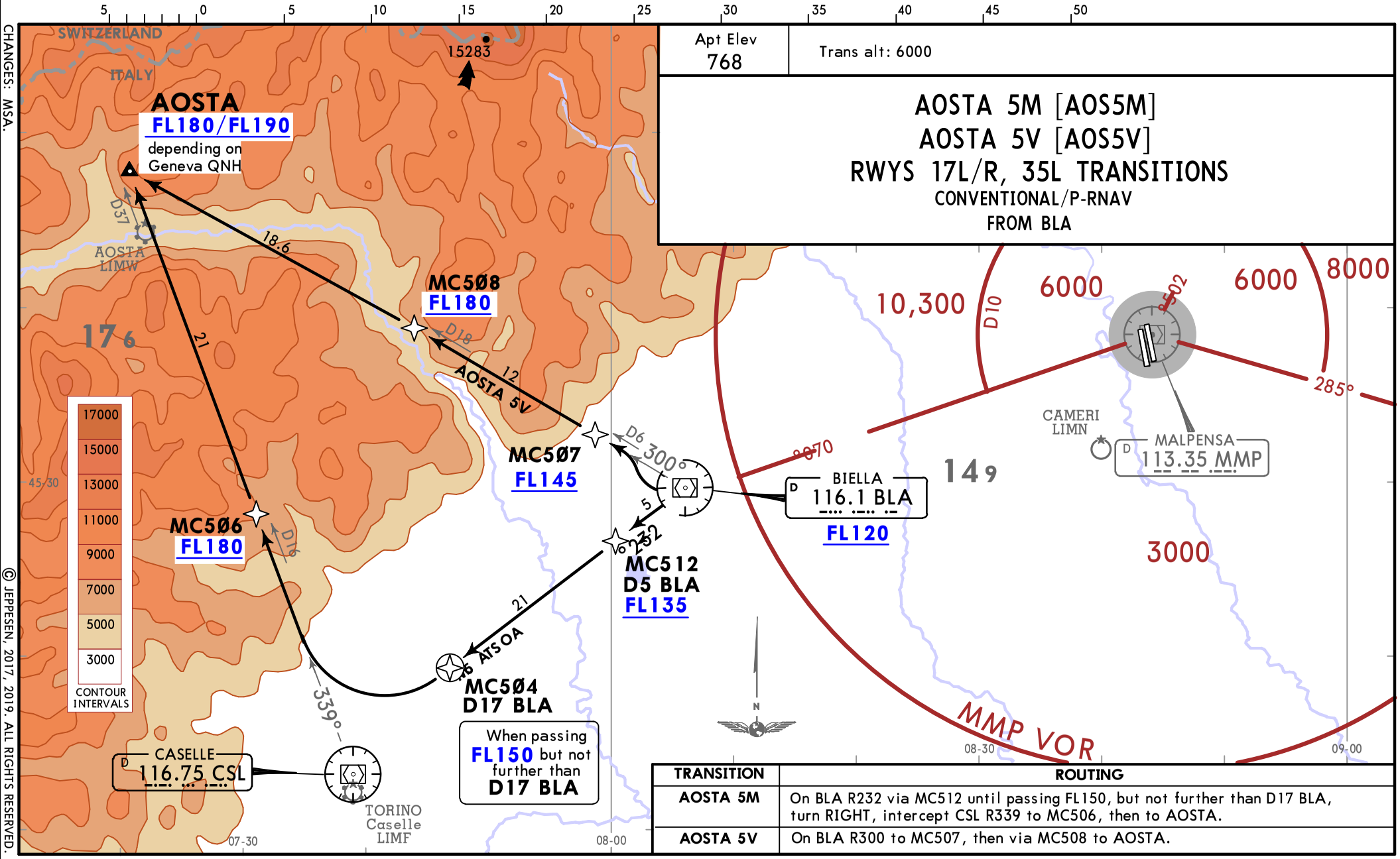
CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev	Trans alt: 6000
768	

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



TRANSITION	ROUTING
AOSTA 5M	On BLA R232 via MC512 until passing FL150, but not further than D17 BLA, turn RIGHT, intercept CSL R339 to MC506, then to AOSTA.
AOSTA 5V	On BLA R300 to MC507, then via MC508 to AOSTA.

CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

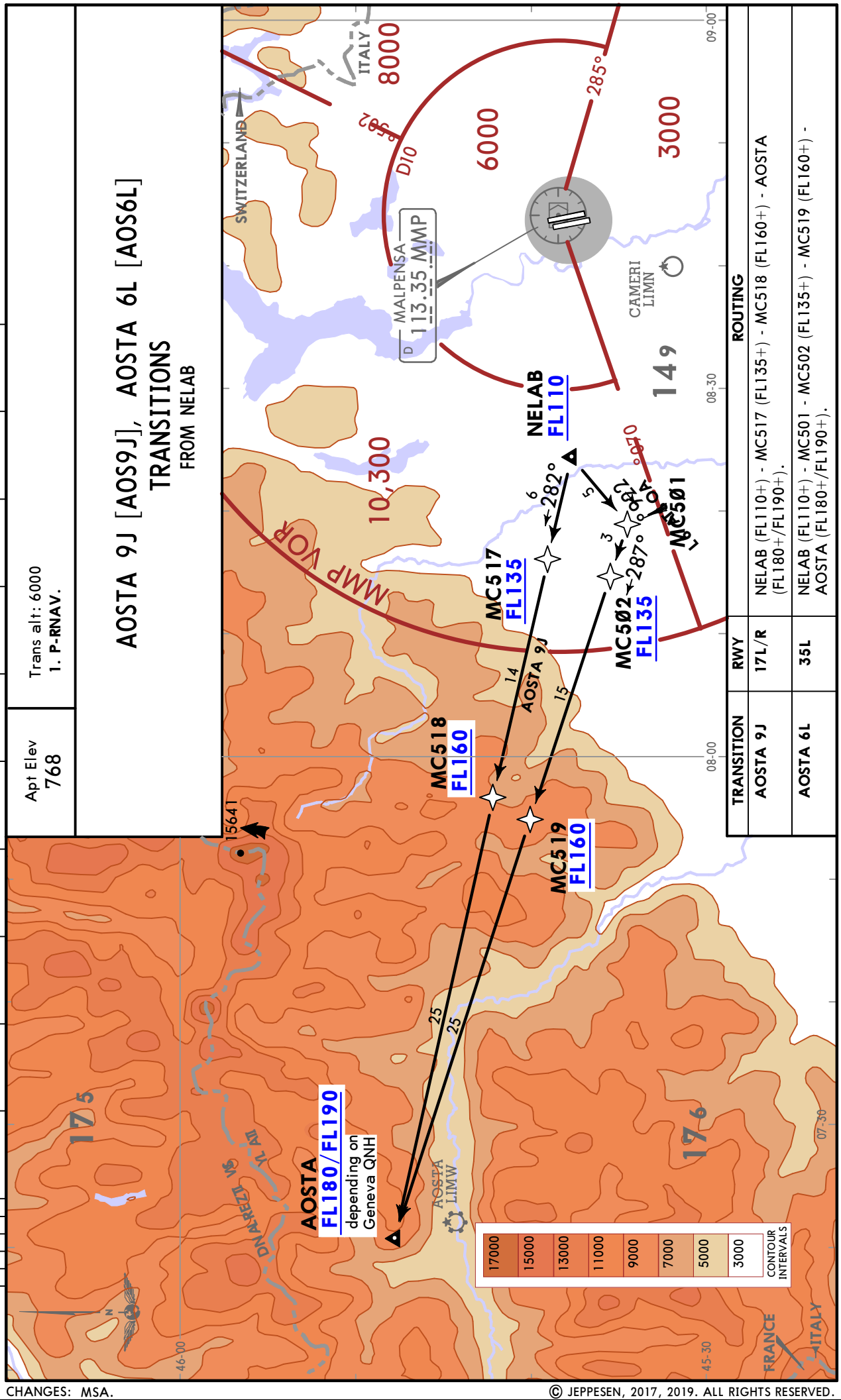
Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev 768

Trans alt: 6000
1. P-RNAV.

AOSTA 9J [AOS9J], AOSTA 6L [AOS6L] TRANSITIONS

FROM NELAB



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+).

CHANGES: MSA.

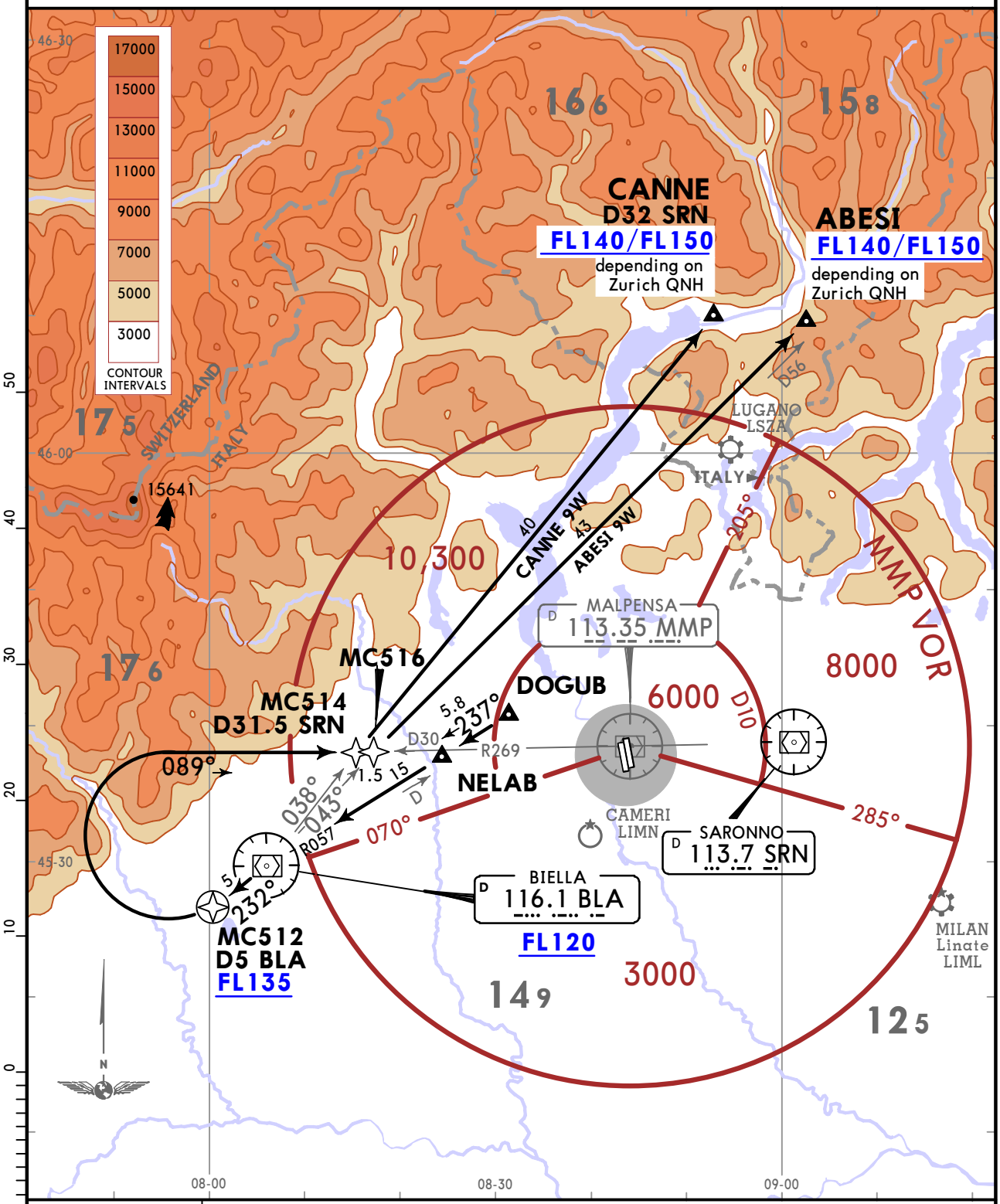
© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev 768	Trans alt: 6000

ABESI 9W [ABE9W]
CANNE 9W [CAN9W]
RWY 35R TRANSITIONS

CONVENTIONAL/P-RNAV
FROM DOGUB
BY ATC



TRANSITION	ROUTING
ABESI 9W	On BLA R057 inbound via NELAB to BLA, BLA R232 to D5 BLA/MC512, turn RIGHT, intercept SRN R269 inbound, intercept BLA R043 to ABESI.
CANNE 9W	On BLA R057 inbound via NELAB to BLA, BLA R232 to D5 BLA/MC512, turn RIGHT, intercept SRN R269 inbound, intercept BLA R038 to CANNE.

CHANGES: MSA.

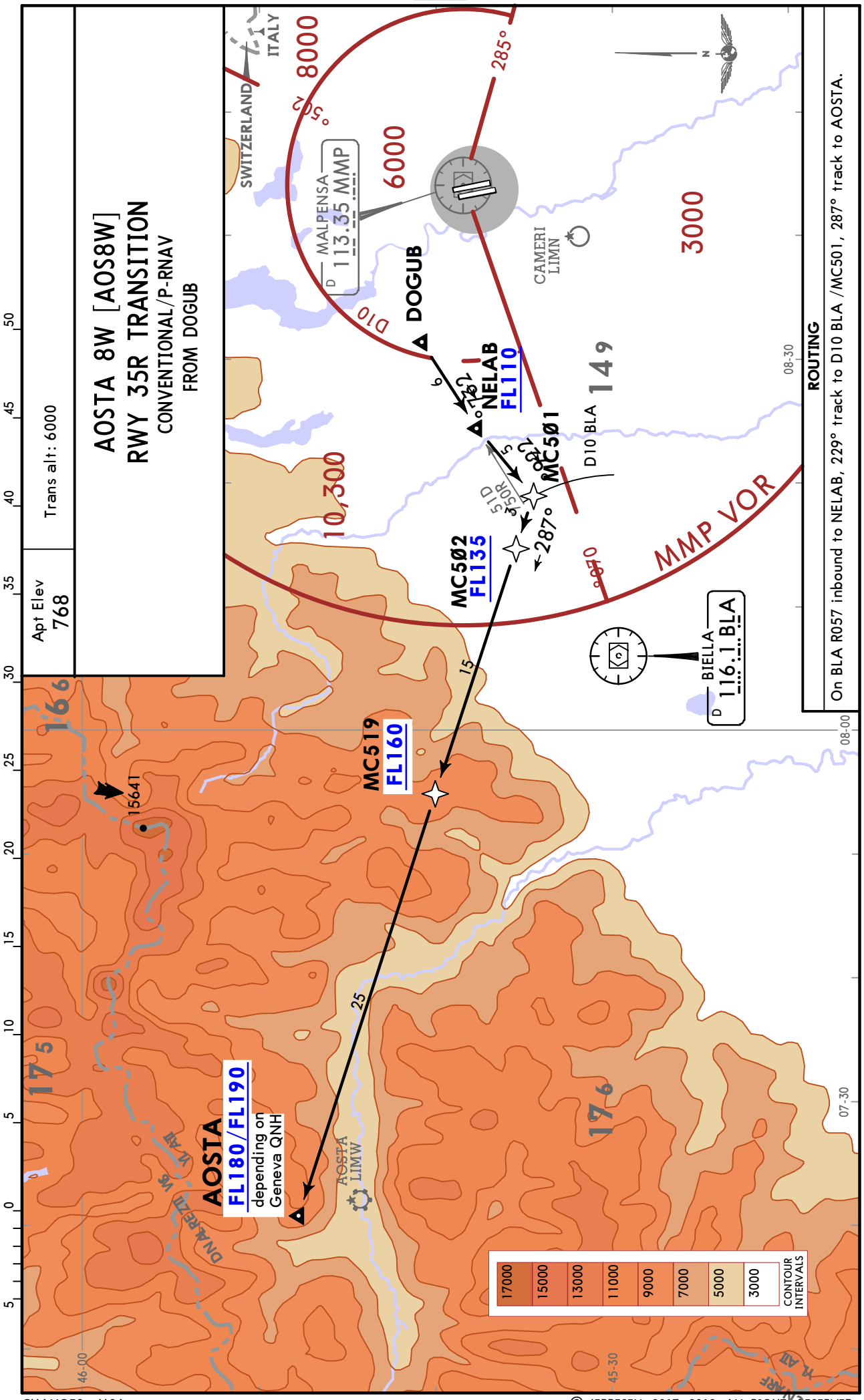
© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev 768

Trans alt: 6000

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



CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

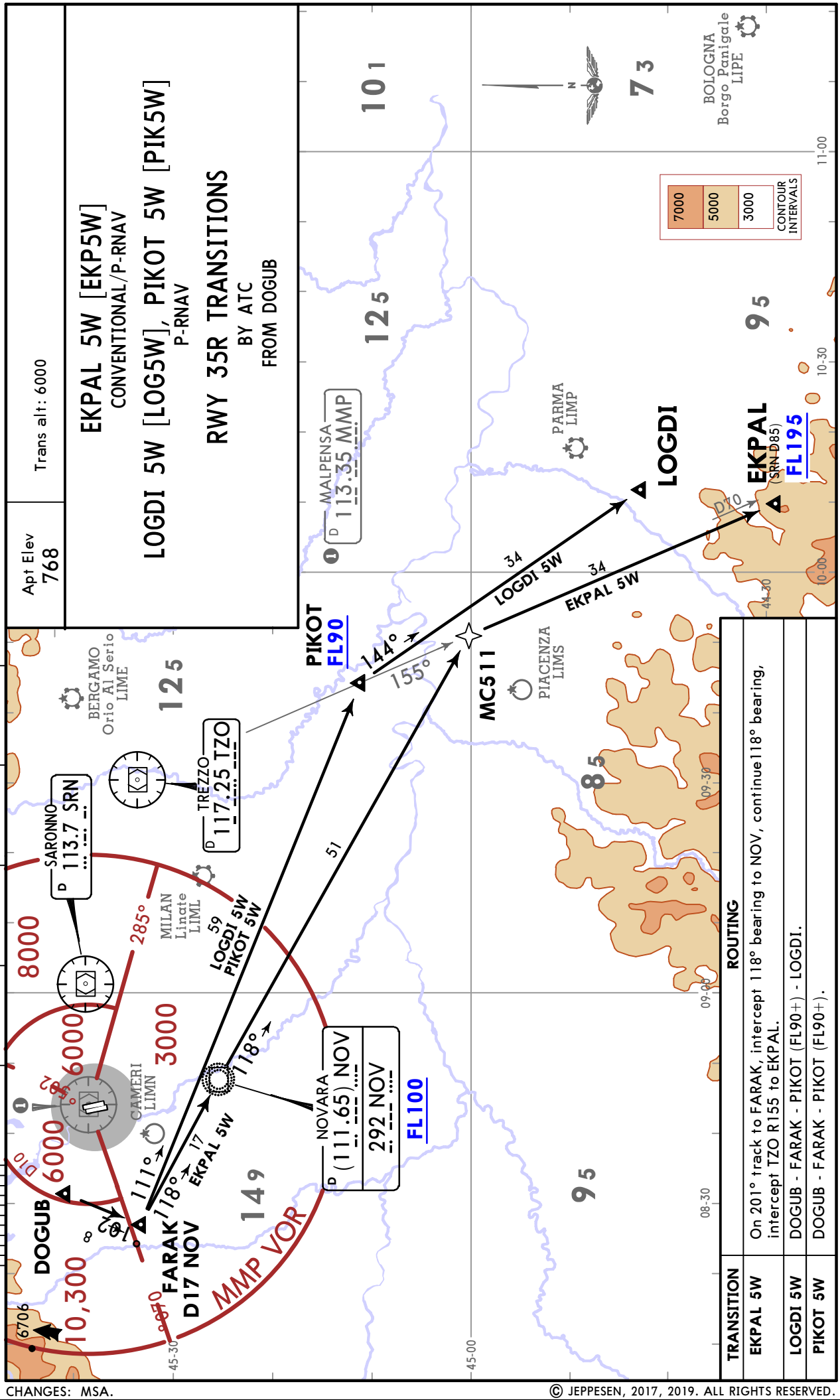
Apt Elev 768

Trans alt: 6000

EKPAL 5W [EKP5W]
CONVENTIONAL/P-RNAV

LOGDI 5W [LOG5W], PIKOT 5W [PIK5W]
P-RNAV

RWY 35R TRANSITIONS
BY ATC
FROM DOGUB



TRANSITION	ROUTING
EKPAL 5W	On 201° track to FARAK, intercept 118° bearing to NOV, continue 118° bearing, intercept TZO R155 to EKPAL.
LOGDI 5W	DOGUB - FARAK - PIKOT (FL90+) - LOGDI.
PIKOT 5W	DOGUB - FARAK - PIKOT (FL90+).

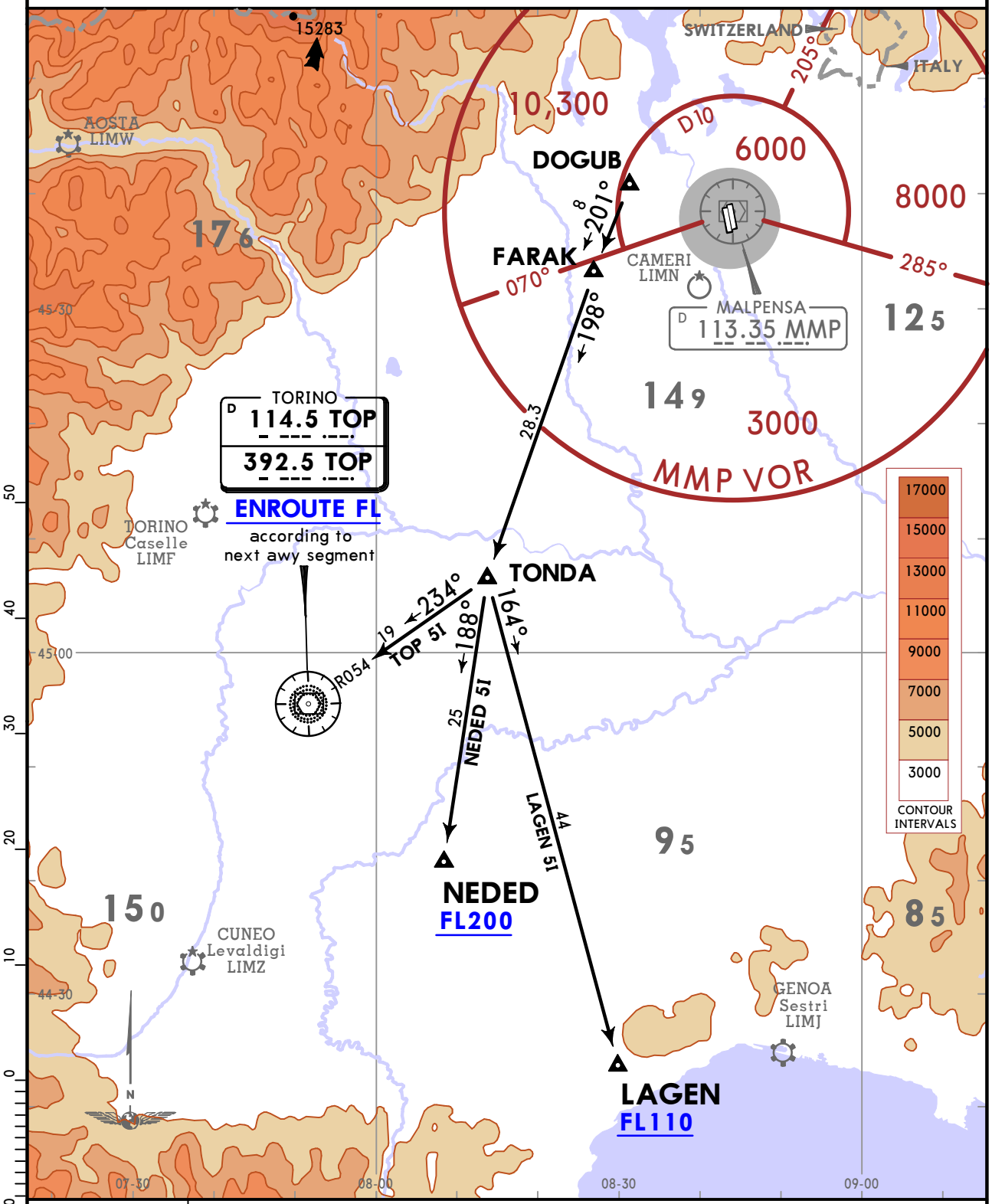
CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Apt Elev 768	Trans alt: 6000 **P-RNAV.**

LAGEN 5I [LAG5I]
NEDED 5I [NED5I], TOP 5I [TOP5I]
RWY 35R TRANSITIONS
FROM DOGUB



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 R054 inbound to TOP.

CHANGES: MSA.

© JEPPESEN, 2017, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

LIMC/MXP MALPENSA

JEPPESEN 8 SEP 17 (10-3X5)

MILAN, ITALY

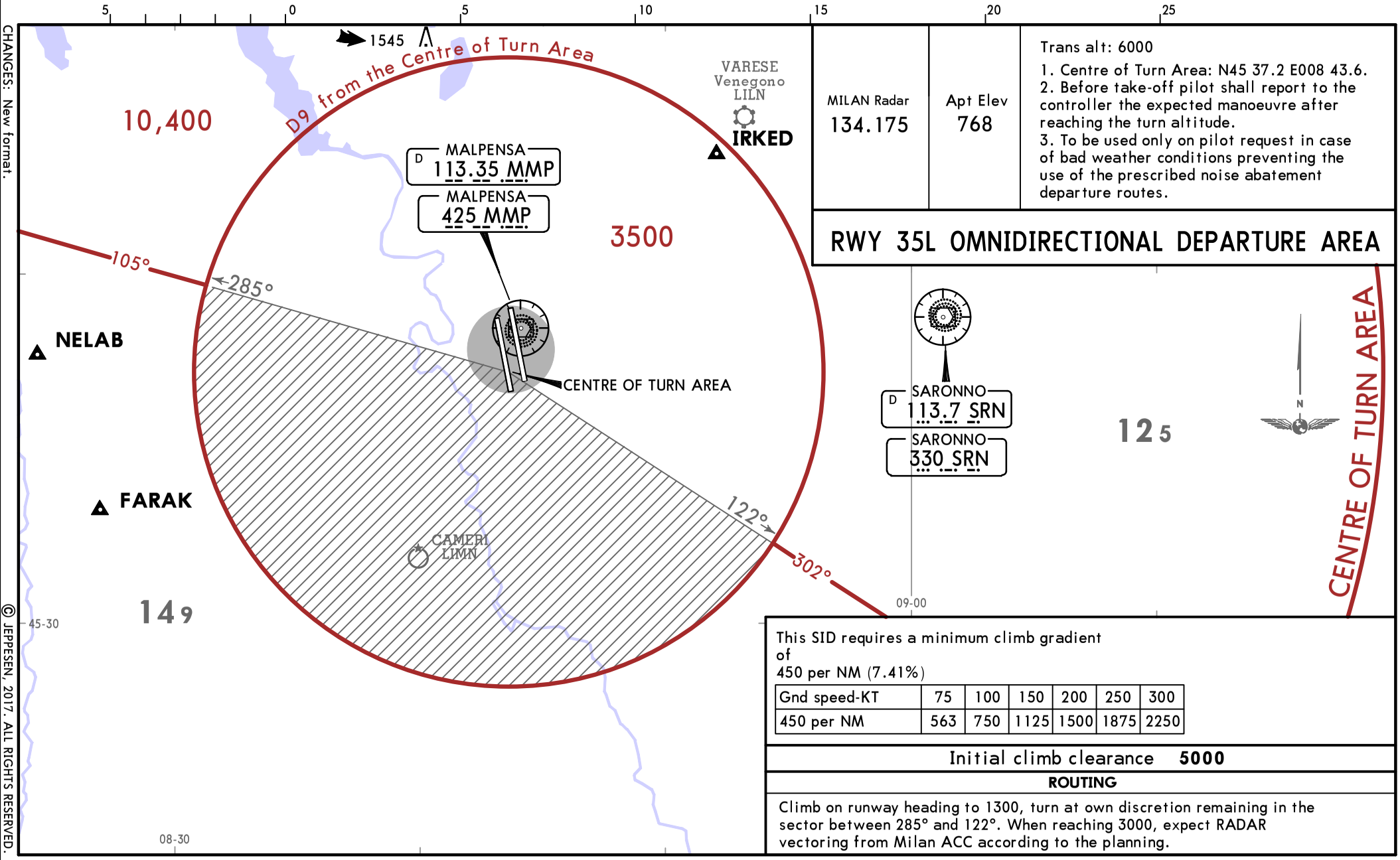
DEPARTURE

MILAN Radar	Apt Elev
134.175	768

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



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.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

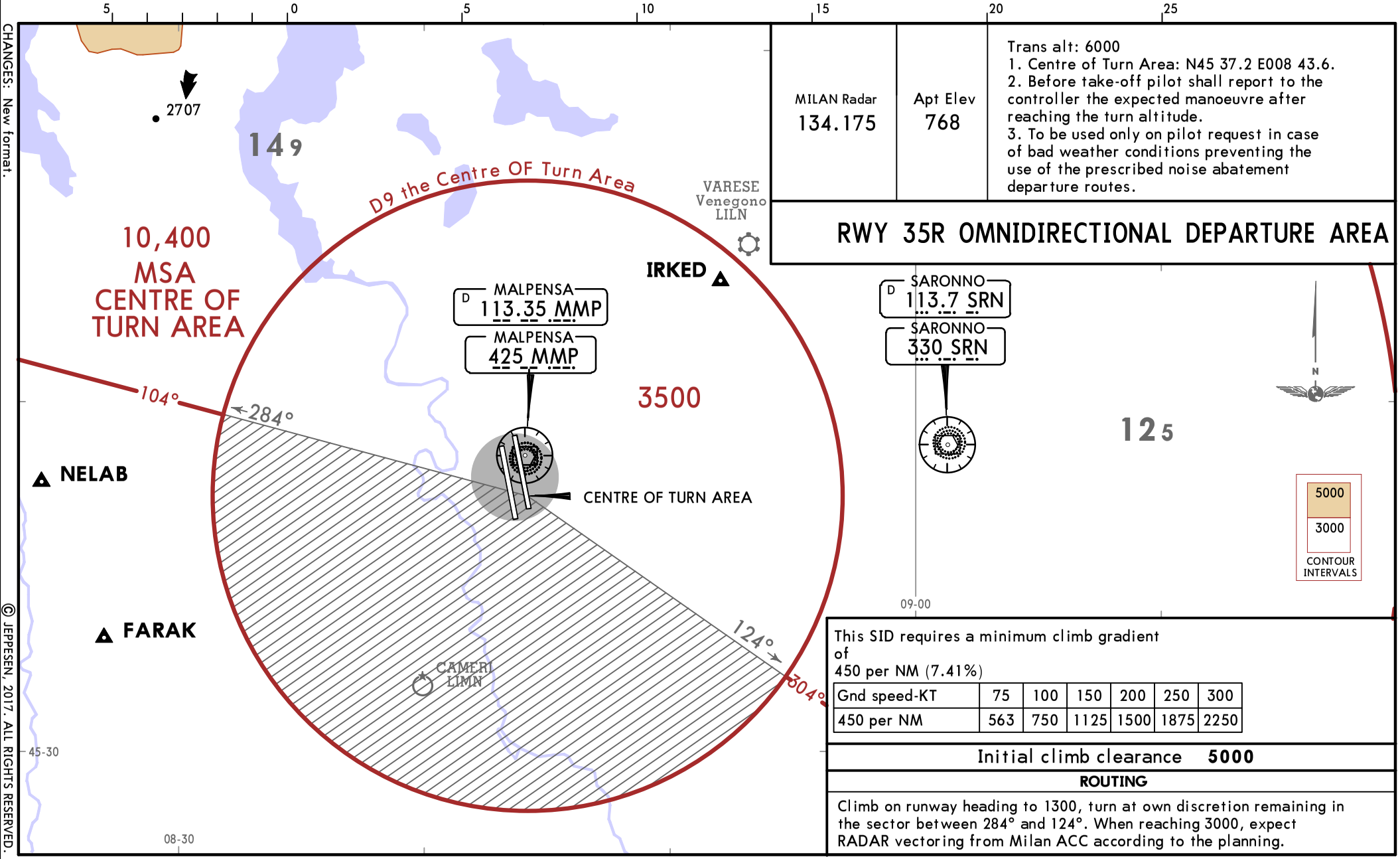
JEPPESEN
8 SEP 17
10-3X6

MILAN, ITALY
DEPARTURE

MILAN Radar	Apt Elev
134.175	768

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



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.

CHANGES: New format.

© JEPPESEN, 2017. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

LIMC/MXP

Apt Elev **768'**

N45 37.8 E008 43.4

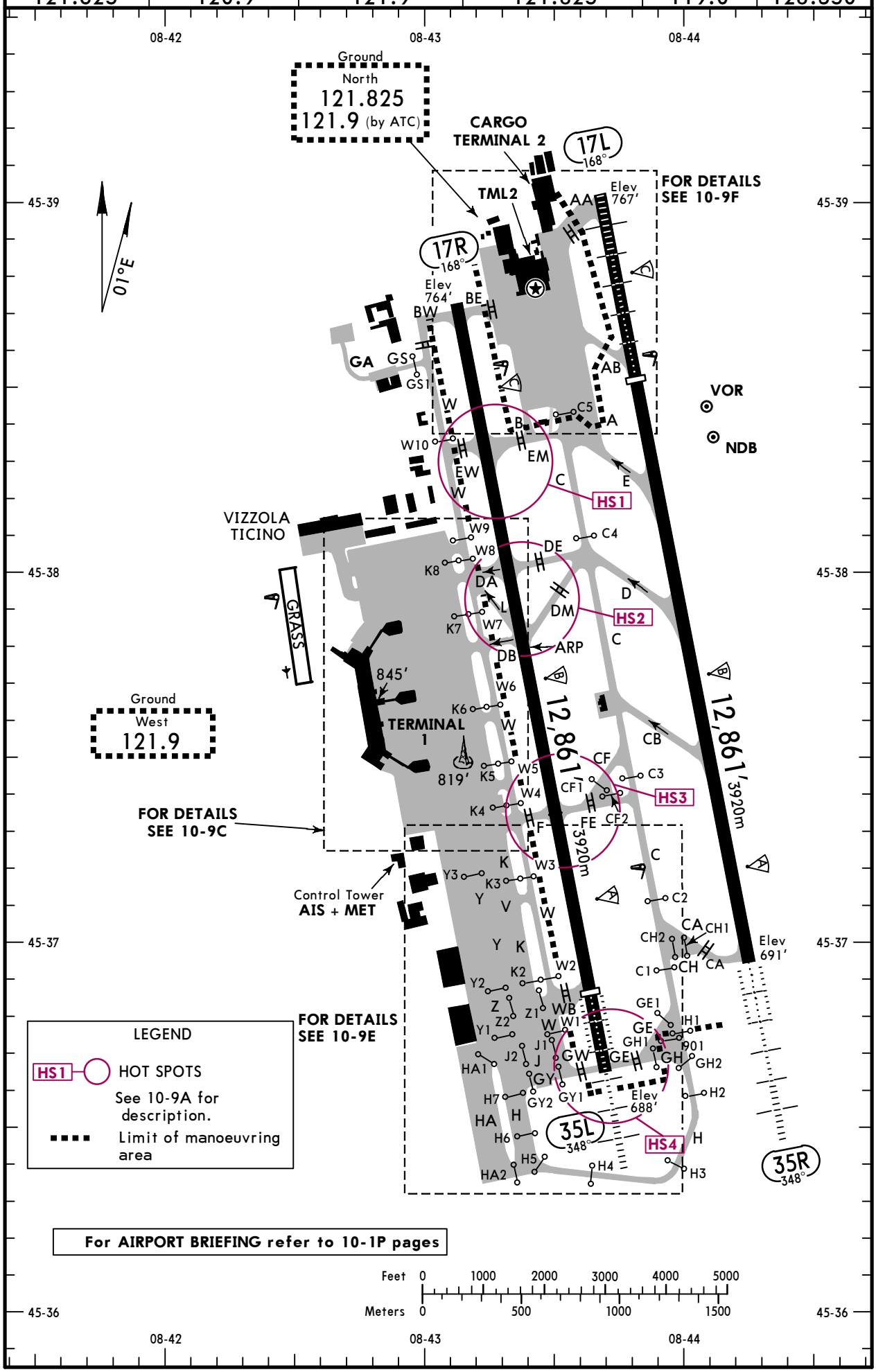
JEPPESEN

13 SEP 19 (10-9)

MILAN, ITALY

MALPENSA

ATIS Departure	*MALPENSA Delivery	Ground West	Ground *North	Tower *Rwy 17L/35R	Tower Rwy 17R/35L
121.625	120.9	121.9	121.825	119.0	128.350



CHANGES: None.

© JEPPESEN, 1999, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
17L	HIRL (60m) CL (15m) HIALS PAPI (3.2°) RVR	9767′ 2977m	8734′ 2662m	❷	197′ 60m
35R	HIRL (60m) CL (15m) HIALS-II SFL TDZ ❶ RVR		11,857′ 3614m		

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

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

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

HOT SPOTS

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

HS1 Rwy crossing must be cleared by Tower.

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

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

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

Standard

TAKE-OFF 1

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

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

CHANGES: PAPI angle rwy 17L.

© JEPPESEN, 1999, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

LIMC/MXP
MALPENSA

RVR 550m or Less

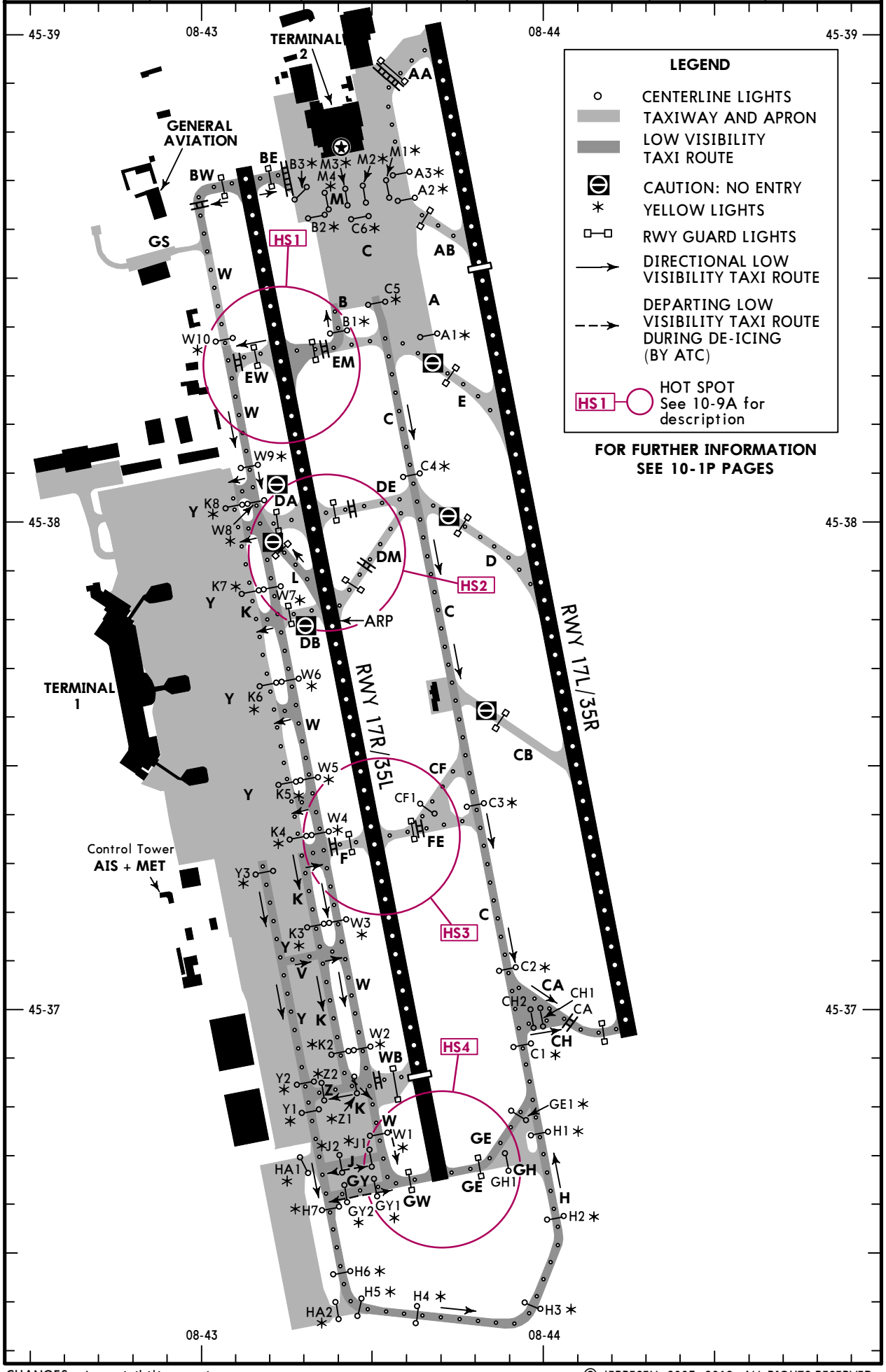
JEPPESEN

4 OCT 19
Eff 10 Oct

10-9B

MILAN, ITALY
LOW VISIBILITY TAXI ROUTES

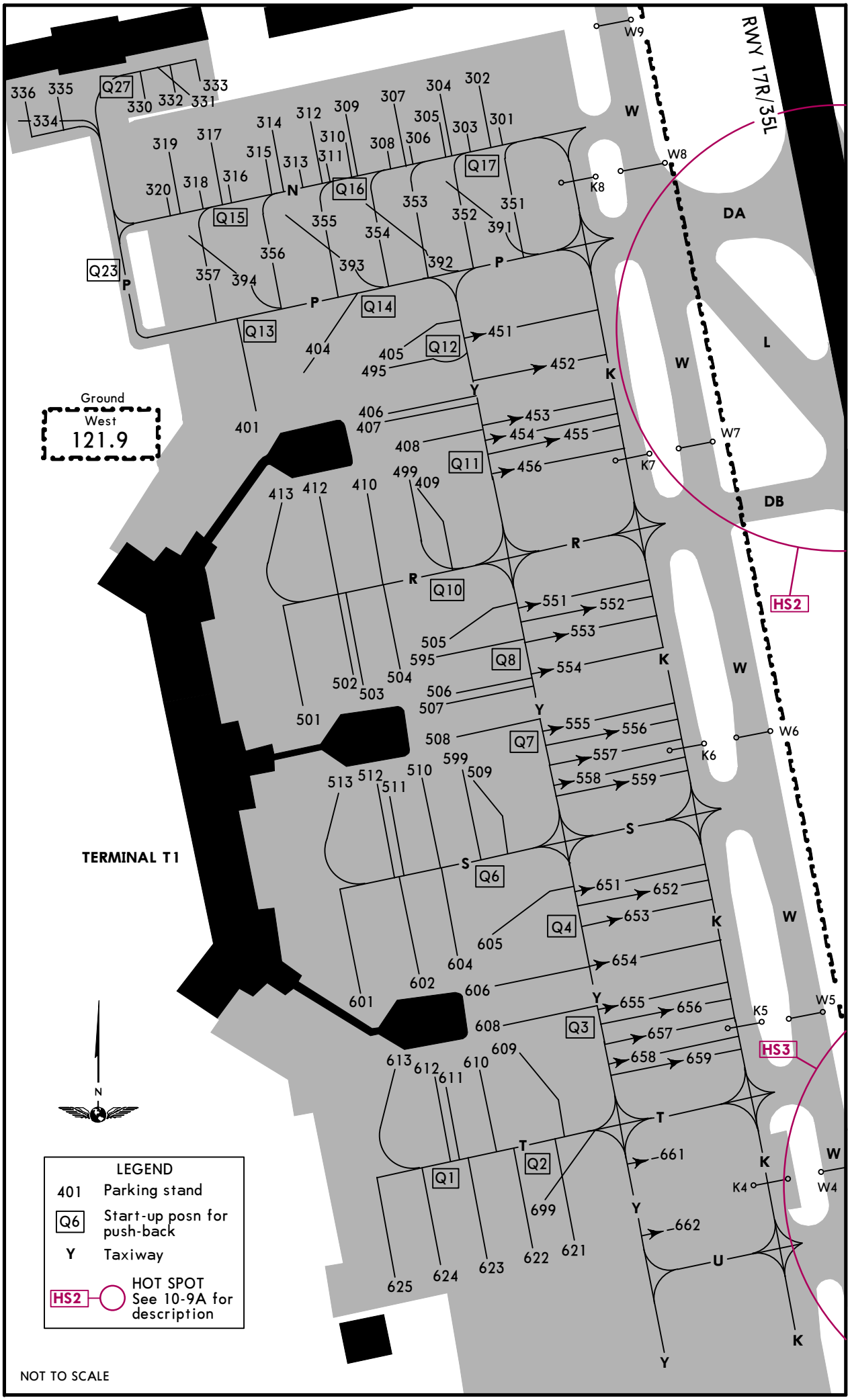
ATIS Departure	*MALPENSA Delivery	Ground West	Ground *North	Tower *Rwy 17L/35R	Tower Rwy 17R/35L
121.625	120.9	121.9	121.825	119.0	128.350



CHANGES: Low visibility routings.

© JEPPESEN, 2003, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid



CHANGES: Taxi lines.

© JEPPESEN, 1999, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

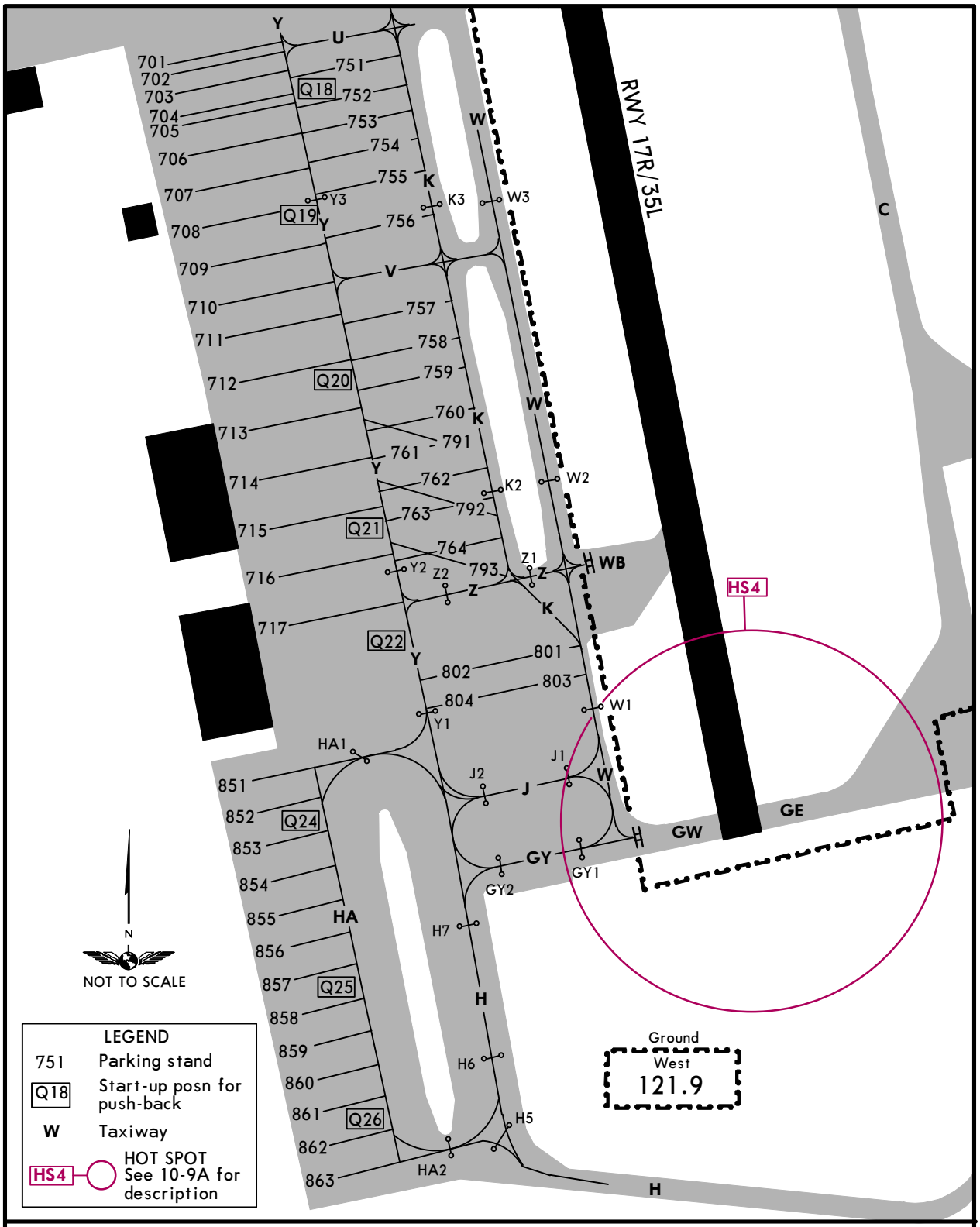
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
301 thru 305	N45 38.1 E008 43.0	499	N45 37.8 E008 43.0
306 thru 313	N45 38.1 E008 42.9	501 thru 503	N45 37.7 E008 42.9
314 thru 318	N45 38.1 E008 42.8	504 thru 508	N45 37.7 E008 43.0
319	N45 38.1 E008 42.7	509, 510	N45 37.6 E008 43.0
320	N45 38.0 E008 42.7	511 thru 513	N45 37.6 E008 42.9
330 thru 333	N45 38.1 E008 42.7	551 thru 555	N45 37.7 E008 43.1
334	N45 38.1 E008 42.5	556, 557	N45 37.7 E008 43.2
335	N45 38.1 E008 42.6	558, 559	N45 37.6 E008 43.2
336	N45 38.1 E008 42.5	595	N45 37.7 E008 43.0
351 thru 353	N45 38.0 E008 43.0	599	N45 37.6 E008 43.0
354, 355	N45 38.0 E008 42.9	601	N45 37.5 E008 42.9
356, 357	N45 38.0 E008 42.8	602 thru 606	N45 37.5 E008 43.0
391	N45 38.0 E008 43.0	608, 609	N45 37.5 E008 43.1
392	N45 38.0 E008 42.9	610 thru 612	N45 37.4 E008 43.0
393	N45 38.0 E008 42.8	613	N45 37.4 E008 42.9
394	N45 38.0 E008 42.7	621, 622	N45 37.3 E008 43.1
401	N45 37.9 E008 42.8	623 thru 625	N45 37.3 E008 43.0
404 thru 407	N45 37.9 E008 42.9	651, 652	N45 37.6 E008 43.2
408	N45 37.8 E008 42.9	653 thru 658	N45 37.5 E008 43.2
409	N45 37.8 E008 43.0	659 thru 662	N45 37.4 E008 43.2
410, 412	N45 37.8 E008 42.9	699	N45 37.3 E008 43.1
413	N45 37.8 E008 42.8		
451 thru 455	N45 37.9 E008 43.1		
456	N45 37.8 E008 43.1		
495	N45 37.9 E008 42.9		

CHANGES: Coordinates.

© JEPPESEN, 2007, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid



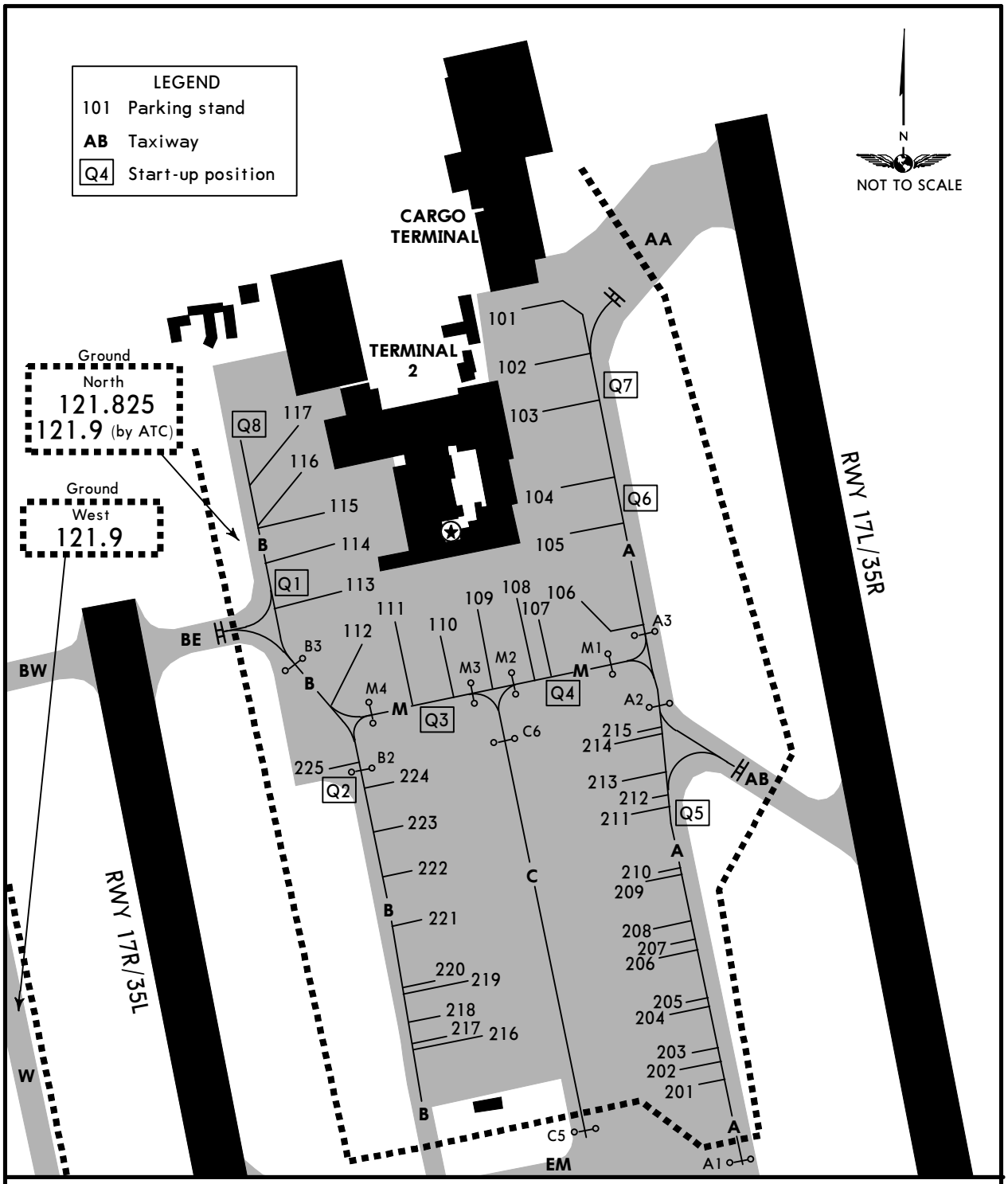
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
701 thru 703	N45 37.3 E008 43.1	758 thru 761	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	791	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, 802	N45 36.8 E008 43.4
714 thru 716	N45 36.9 E008 43.2	803	N45 36.7 E008 43.5
717, 718	N45 36.8 E008 43.2	804	N45 36.7 E008 43.4
751, 752	N45 37.3 E008 43.3	851	N45 36.7 E008 43.2
753 thru 755	N45 37.2 E008 43.3	852 thru 855	N45 36.6 E008 43.2
756 thru 757	N45 37.1 E008 43.3	856 thru 859	N45 36.5 E008 43.2
		860 thru 863	N45 36.4 E008 43.3

CHANGES: Stands and coordinates.

© JEPPESEN, 2001, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid



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		
201 thru 203	N45 38.4 E008 43.6		
204 thru 210	N45 38.5 E008 43.5		
211 thru 215	N45 38.6 E008 43.5		
216 thru 221	N45 38.5 E008 43.5		
222 thru 224	N45 38.6 E008 43.4		
225	N45 38.6 E008 43.3		

CHANGES: Holding positions. Coordinates.

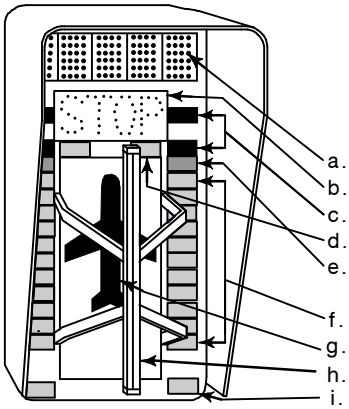
© JEPPESEN, 1999, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

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 .

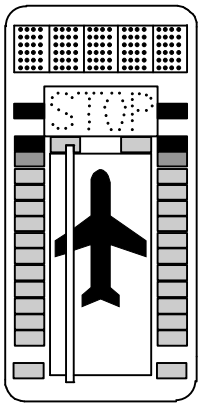
B. ACTIVATED SYSTEM

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

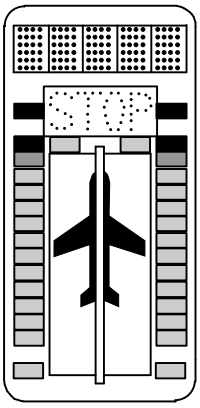
2. The pilot should be aware that the correct type of aircraft is shown before using the system.

C. CENTERLINE GUIDANCE

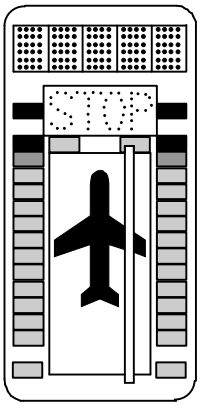
Centerline guidance is obtained by means of an illuminated bar in front of an aircraft symbol. The aircraft is on centerline when bar and symbol overlap each other.



TURN LEFT



ON CENTERLINE



TURN RIGHT

© JEPPESEN, 1999, 2004. ALL RIGHTS RESERVED.

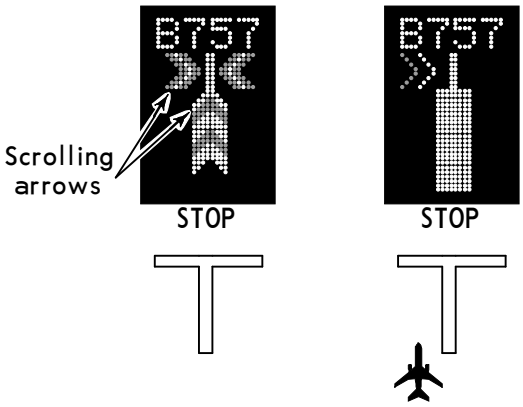
Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK Type 3)

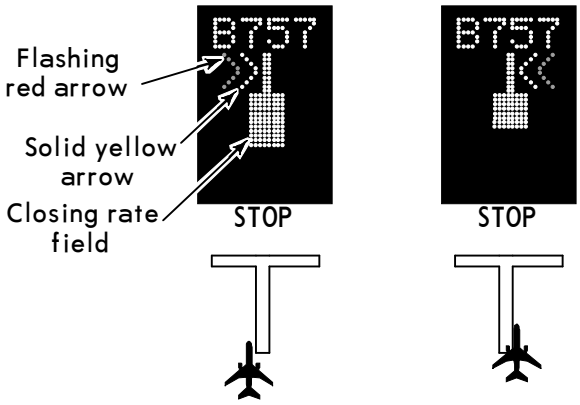
Check that the correct aircraft type is displayed. The scrolling arrows indicate that the system is activated.

Follow the lead-in line.

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

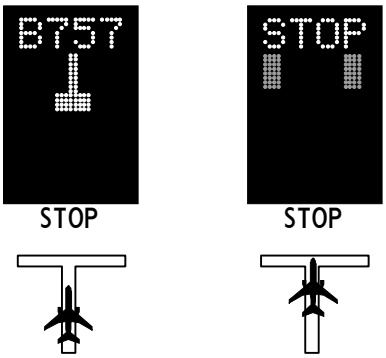


The flashing red and solid yellow arrows provide azimuth guidance information. The flashing red arrow shows the direction to steer, while the solid yellow arrow indicates how far the aircraft is off of the centerline.



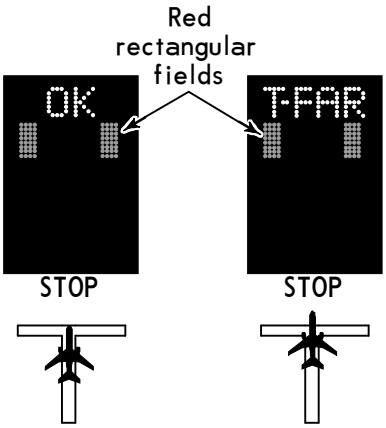
39'/12m from the stop-position the closing rate field starts the indication of "Distance to go" by turning off one row of LEDs for each one half meter the aircraft advances towards the stop-position.

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

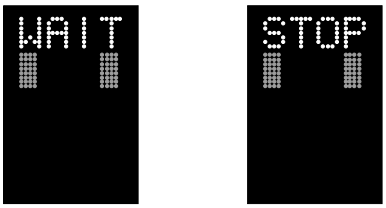


When the aircraft is correctly parked "OK" will be displayed after a few seconds.

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



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



© JEPPESEN SANDERSON, INC., 2001, 2004. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

LIMC/MXP
MALPENSA

JEPPESEN

13 SEP 19 (11-1)

MILAN, ITALY
ILS Z or LOC Z 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	121.825

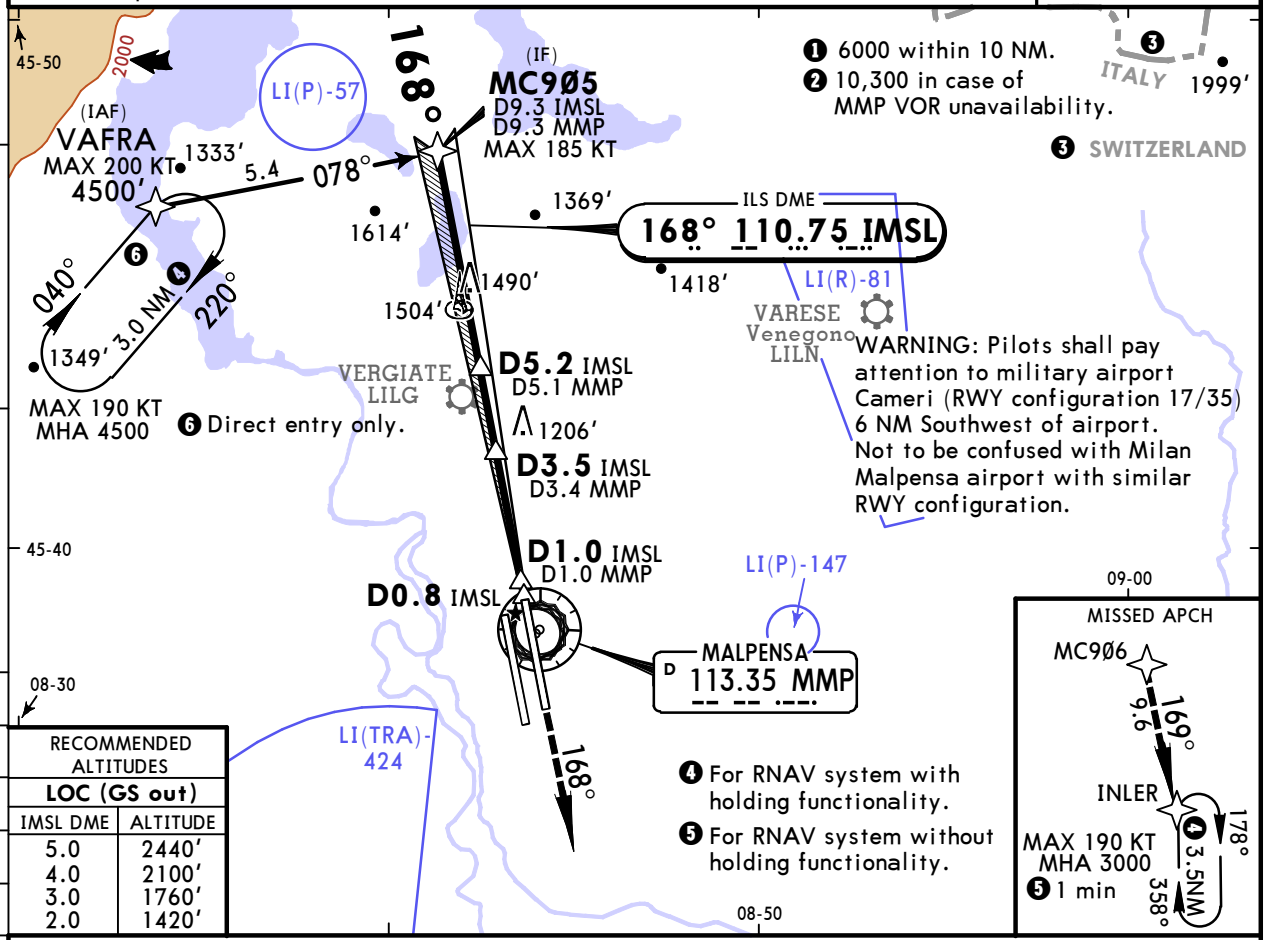
LOC IMSL	Final Apch Crs	GS D3.5 IMSL	ILS DA(H)	Apt Elev 768'
110.75	168°	1925'(1180')	945'(200')	Rwy 745'

MISSED APCH: Climbing to 3000' continue on track 168° to MC9Ø6. Then proceed on track 169° to INLER and join holding.

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

1. DME required.

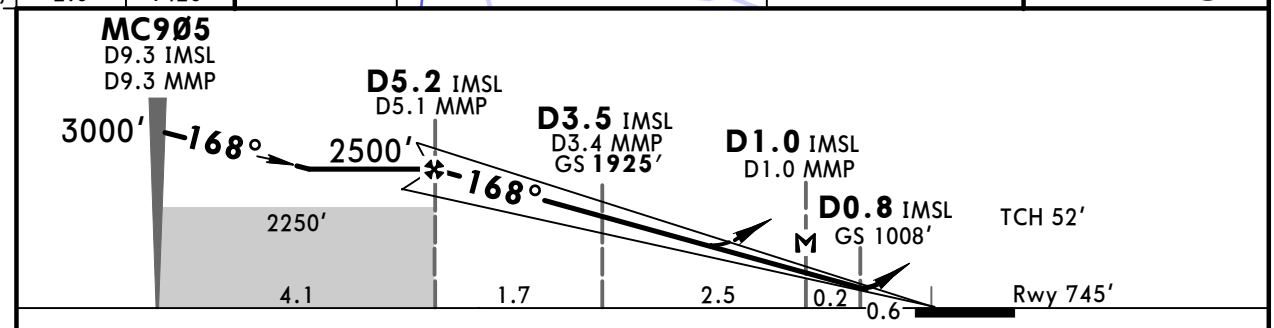
MSA MMP VOR or ARP: 10,300 (205°, 8000) 070°, 285°, 3000



RECOMMENDED ALTITUDES

LOC (GS out)

IMSL DME	ALTITUDE
5.0	2440'
4.0	2100'
3.0	1760'
2.0	1420'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.20°	396	510	566	679	793	906
MAP at D1.0 IMSL/D1.0 MMP							

HIALS PAPI PAPI 3000' on 168°

Standard STRAIGHT-IN LANDING RWY 17L

	ILS DA(H) 945'(200') FULL	ILS DA(H) 945'(200') ALS out	LOC (GS out) DA/MDA(H) CDFA 1300'(555')	LOC (GS out) DA/MDA(H) CDFA 1300'(555') ALS out
A	RVR 550m ❶	RVR 1200m	RVR 1500m	
B				
C			RVR 1800m	RVR 2400m
D				

CIRCLE-TO-LAND TO RWY 17R

Max Kts	MDA(H)	VIS
100	1450'(682')	1500m
135	1450'(682')	1600m
180	1650'(882')	2400m
205	1710'(942')	3600m

PANS OPS

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Note withdrawn.

© JEPPESEN, 2004, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

LIMC/MXP
MALPENSA

JEPPESEN

13 SEP 19 (11-2)

MILAN, ITALY
ILS X or LOC X Rwy 17L

ATIS Arrival	MILAN Radar (APP)			*MALPENSA Tower	Ground West	Ground *North
120.025	125.630	126.750	134.175	119.0	121.9	121.825

BRIEFING STRIP

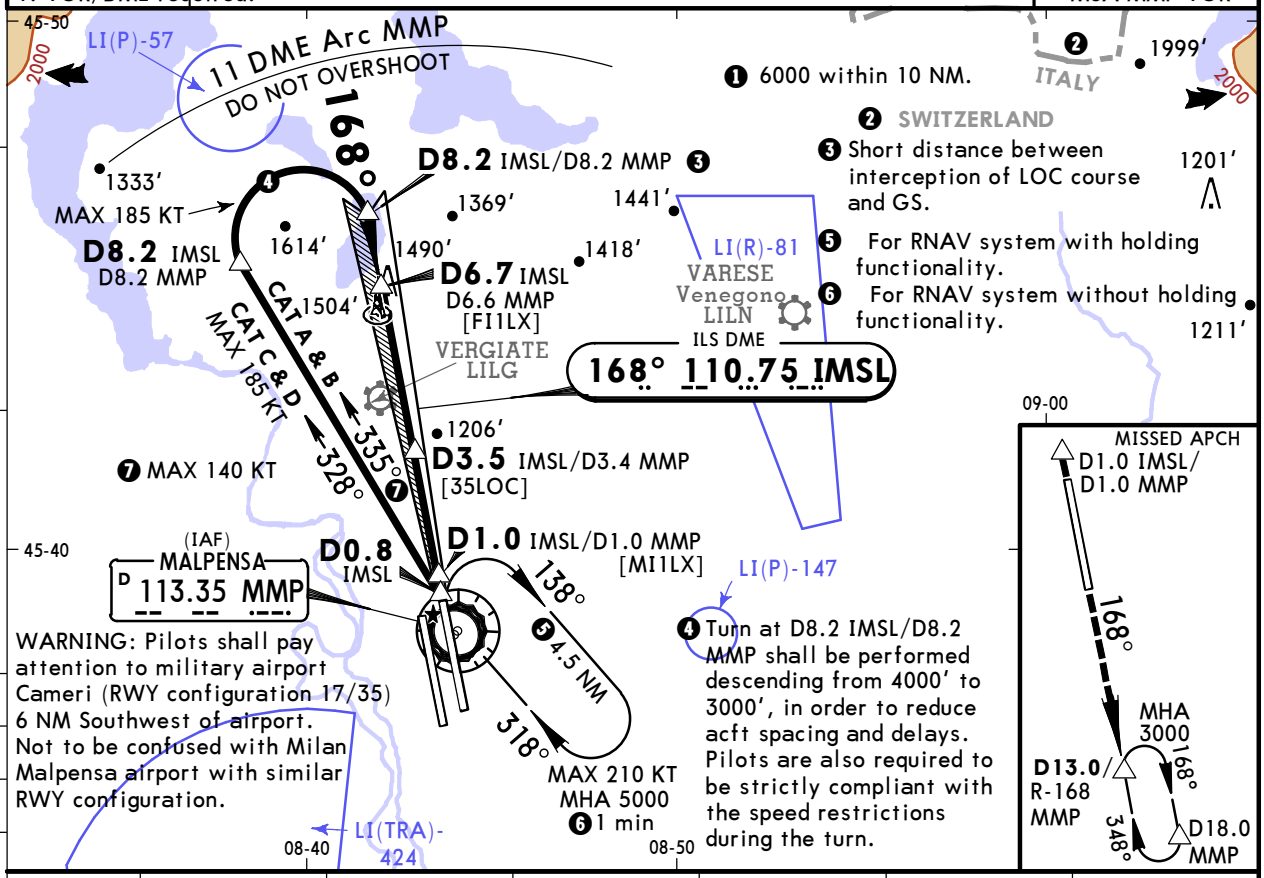
LOC IMSL	Final Apch Crs	GS D3.5 IMSL	ILS DA(H)	Apt Elev 768′
110.75	168°	1925′(1180′)	945′(200′)	Rwy 745′

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

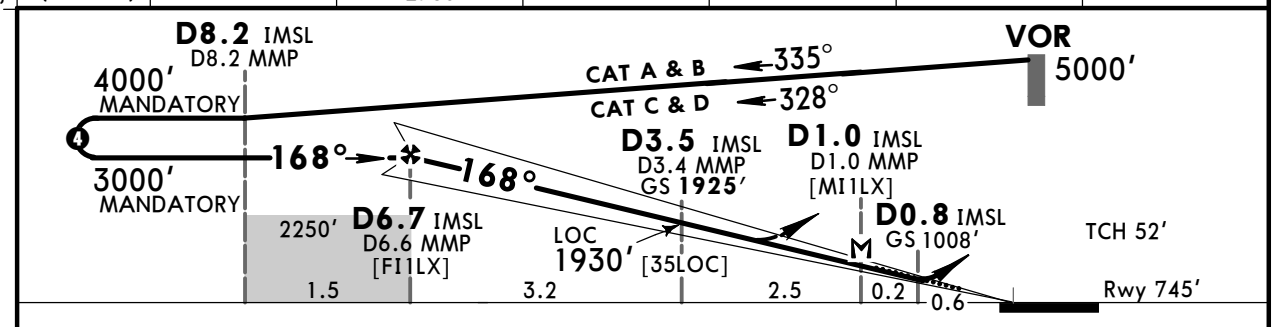
Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 6000′

1. VOR/DME required.

MSA MMP VOR: 10,300 (205°, 8000) 070° 285° 3000



LOC (GS out)	IMSL DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2780′	2440′	2100′	1760′	1420′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.20°	396	510	566	679	793	906
MAP at D1.0 IMSL/D1.0 MMP							

HIALS PAPI PAPI 3000′ on 168°

Standard STRAIGHT-IN LANDING RWY 17L

	ILS DA(H) 945′(200′) FULL	ILS DA(H) 945′(200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 1300′(555′)	LOC (GS out) CDFA DA/MDA(H) 1300′(555′) ALS out
A	RVR 550m [1]	RVR 1200m	RVR 1500m	
B				
C			RVR 1800m	RVR 2400m
D				

CIRCLE-TO-LAND TO RWY 17R

Max Kts	MDA(H)	VIS
100	1450′ (682′)	1500m
135	1450′ (682′)	1600m
180	1650′ (882′)	2400m
205	1710′ (942′)	3600m

PANS OPS

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Note withdrawn.

© JEPPESEN, 2004, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

LIMC/MXP
MALPENSA

JEPPESEN

9 AUG 19
Eff 15 Aug

(11-3)

MILAN, ITALY
ILS Z or LOC Z Rwy 35L

BRIEFING STRIP

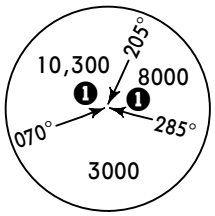
ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground *North
120.025	125.630	126.750	134.175	128.350	121.9	121.825

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

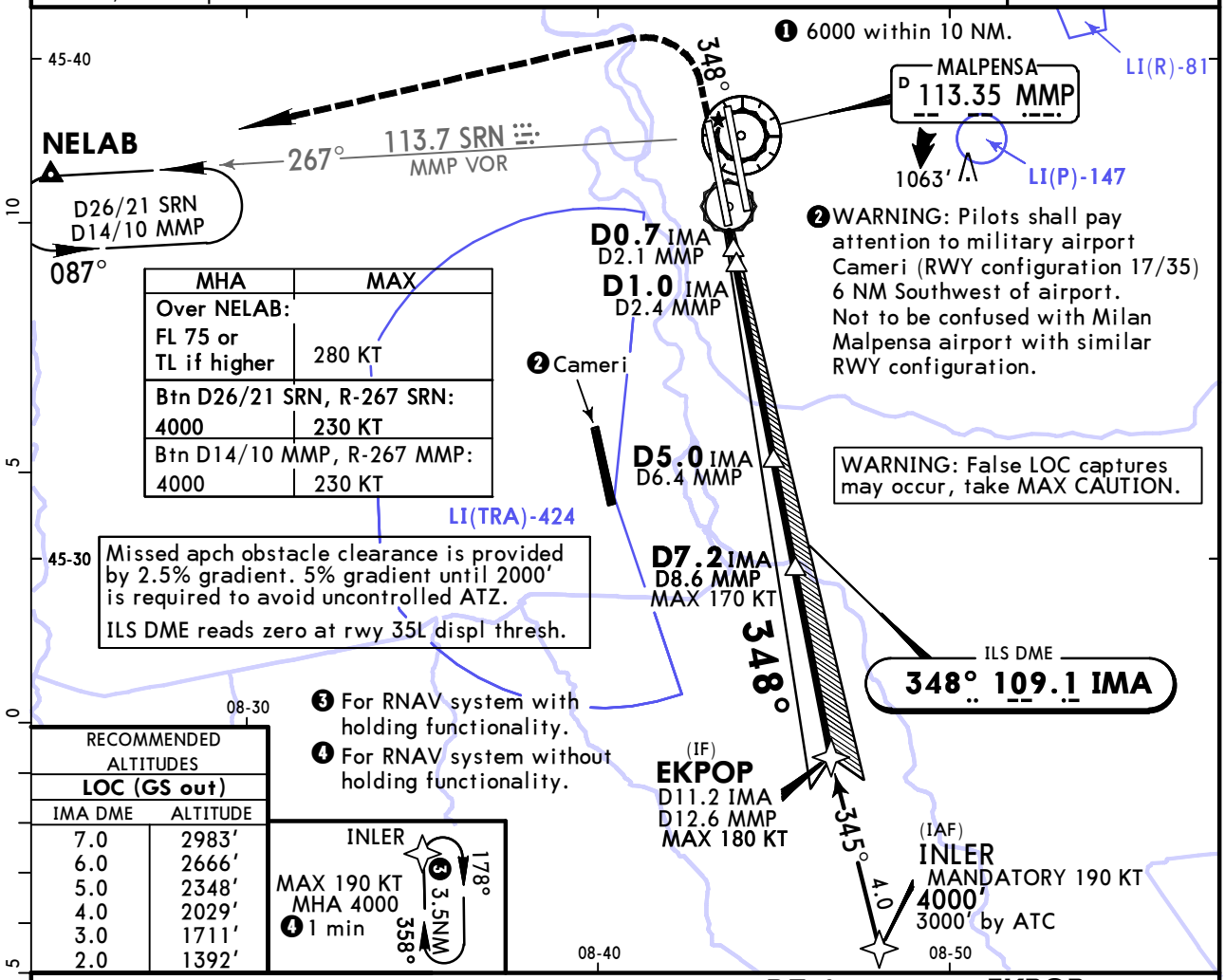
MISSED APCH: Climb on 348° to 1450', then turn LEFT (MAX 210 KT) to intercept and follow R-267 MMP/SRN VOR direct to NELAB and join holding at 4000'.

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

1. VOR/DME required. 2. RNAV transitions: RNAV 1.

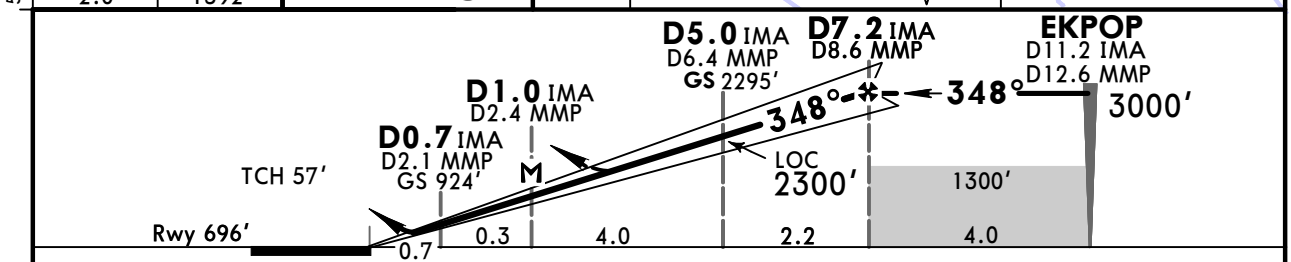


MSA MMP VOR



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

RECOMMENDED ALTITUDES LOC (GS out)	
IMA DME	ALTITUDE
7.0	2983'
6.0	2666'
5.0	2348'
4.0	2029'
3.0	1711'
2.0	1392'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 IMA/D2.4 MMP							

HIALS-II
PAPI PAPI

1450' on 348°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 35L

	ILS DA(H) ABC: 896' (200') D: 898' (202')			LOC (GS out) CDFA DA/MDA(H) 1140' (444')	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					RVR 2100m
D					

CIRCLE-TO-LAND
Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1450' (682')	1500m
135	1450' (682')	1600m
180	1650' (882')	2400m
205	1710' (942')	3600m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Reindexed. Speed restriction. Circling minimums.

© JEPPESEN, 1999, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

LIMC/MXP
MALPENSA

JEPPESEN

9 AUG 19
Eff 15 Aug

11-3A

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

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground *North
120.025	125.630	126.750	134.175	128.350	121.9	121.825

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

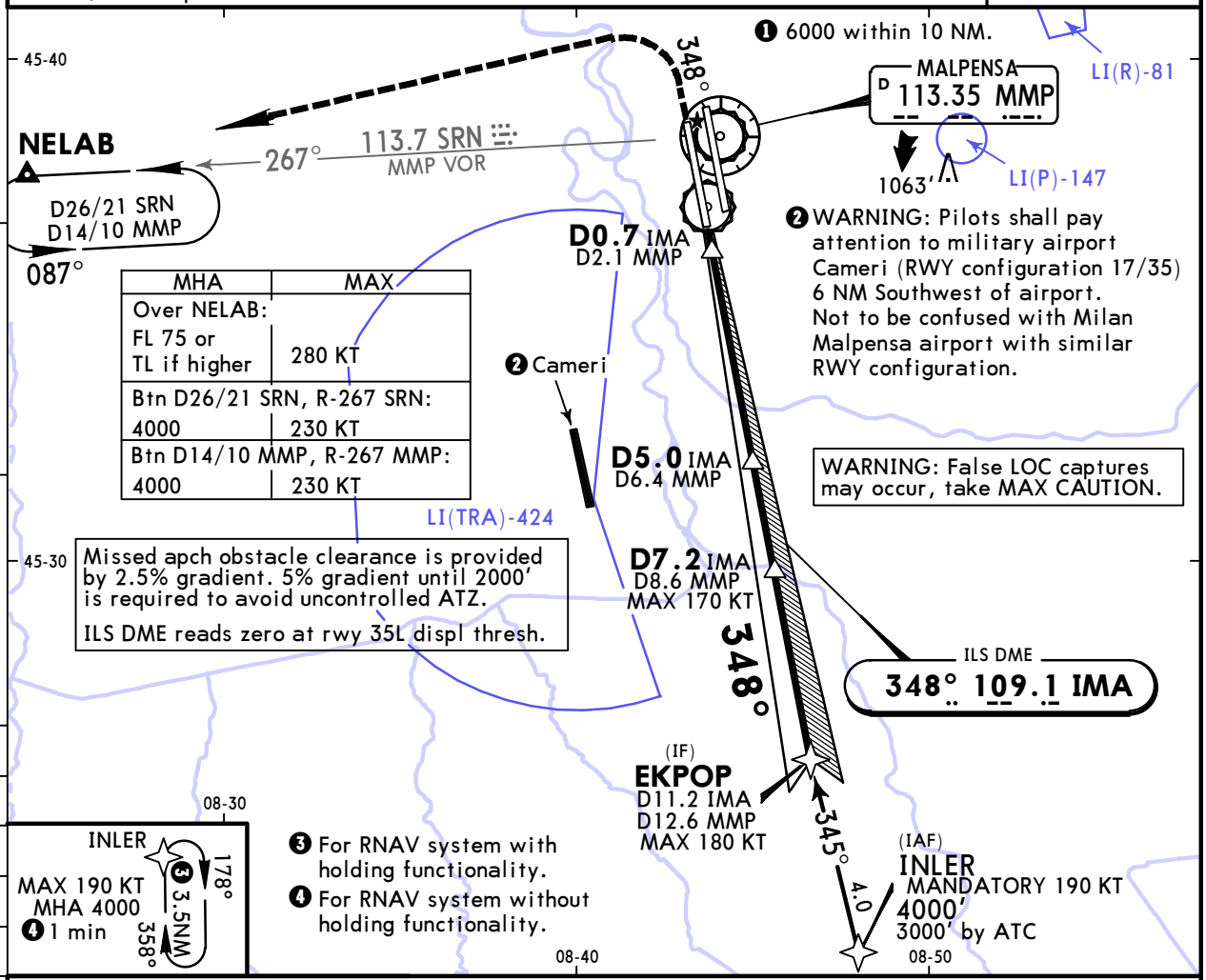
MISSED APCH: Climb on 348° to 1450′, then turn LEFT (MAX 210 KT) to intercept and follow R-267 MMP/SRN VOR direct to NELAB and join holding at 4000′.

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

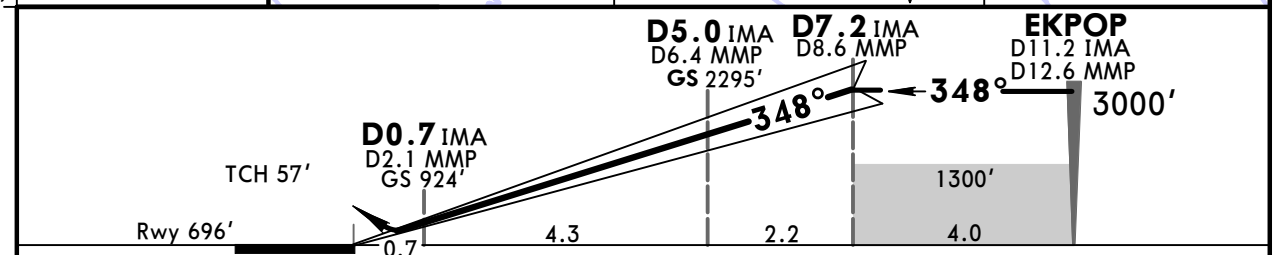
1. VOR/DME required. 2. RNAV transitions: RNAV 1.

MSA MMP VOR: 10,300 (205°–070°), 8000 (205°–285°), 3000

BRIEFING STRIP ™



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



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

HIALS-II
PAPI PAPI

1450′ on 348°

Standard

STRAIGHT-IN LANDING RWY 35L

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS ABC	CAT II ILS D
	DH 50′	RA 105′ DA(H) 796′(100′)	RA 118′ DA(H) 807′(111′)
RVR 75m	RVR 200m	RVR 300m	

PANS OPS

CHANGES: Reindexed. Speed restriction.

© JEPPESEN, 1999, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

LIMC/MXP
MALPENSA

JEPPESEN

9 AUG 19
Eff 15 Aug

(11-4)

MILAN, ITALY
ILS Y or LOC Y Rwy 35L

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground *North
120.025	125.630	126.750	134.175	128.350	121.9	121.825

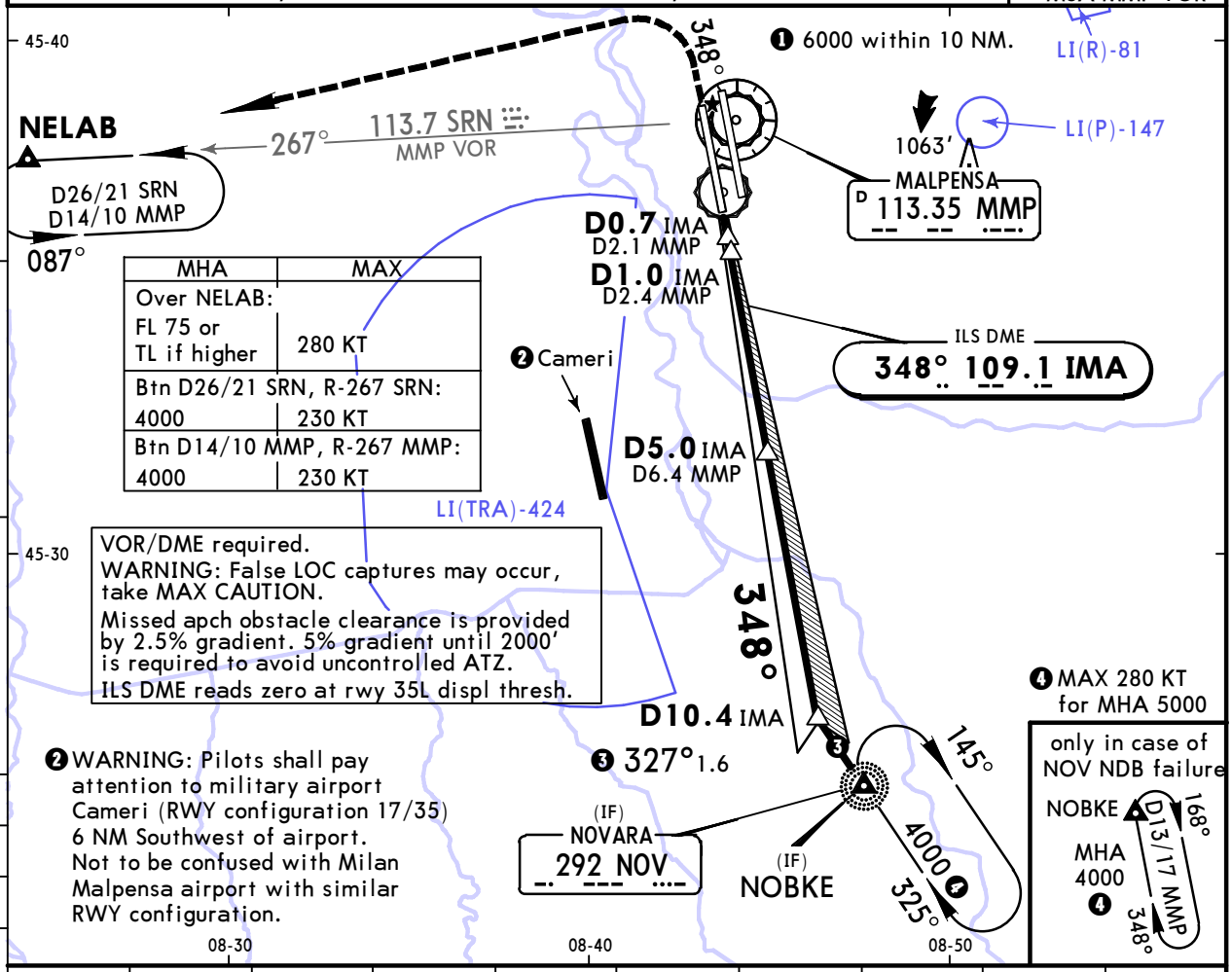
LOC IMA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 768′
109.1	348°	D5.0 IMA 2295′ (1599′)	Refer to Minimums	Rwy 696′

MISSED APCH: Climb on 348° to 1450′, then turn LEFT (MAX 210 KT) to intercept and follow R-267 MMP/SRN VOR direct to NELAB and join holding at 4000′.

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

MSA MMP VOR: 10,300 (205°–070°), 8000 (070°–285°), 3000

BRIEFING STRIP ™

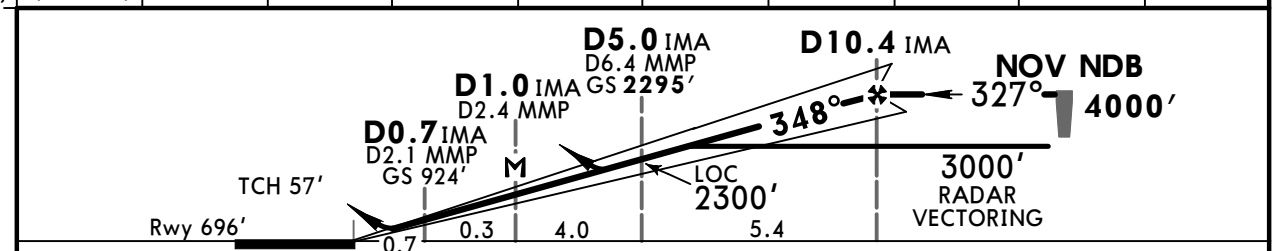


MHA	MAX
Over NELAB: FL 75 or TL if higher	280 KT
Btn D26/21 SRN, R-267 SRN: 4000	230 KT
Btn D14/10 MMP, R-267 MMP: 4000	230 KT

VOR/DME required.
WARNING: False LOC captures may occur, take MAX CAUTION.
Missed apch obstacle clearance is provided by 2.5% gradient. 5% gradient until 2000′ is required to avoid uncontrolled ATZ.
ILS DME reads zero at rwy 35L displ thresh.

❷ WARNING: Pilots shall pay attention to military airport Cameri (RWY configuration 17/35) 6 NM Southwest of airport. Not to be confused with Milan Malpensa airport with similar RWY configuration.

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



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 IMA/D2.4 MMP						

HIALS-II
PAPI PAPI

1450′ on 348°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 35L

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

LOC (GS out) CDFA DA/MDA(H) 1140′ (444′)

	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					RVR 2100m
D					

CIRCLE-TO-LAND
Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1450′ (682′)	1500m
135	1450′ (682′)	1600m
180	1650′ (882′)	2400m
205	1710′ (942′)	3600m

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Reindexed. Circling minimums.

© JEPPESEN, 1999, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

LIMC/MXP
MALPENSA

JEPPESEN

9 AUG 19
Eff 15 Aug
11-4A

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

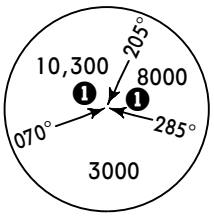
ATIS Arrival	MILAN Radar (APP)				MALPENSA Tower	Ground West	Ground *North
120.025	125.630	126.750	134.175		128.350	121.9	121.825

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

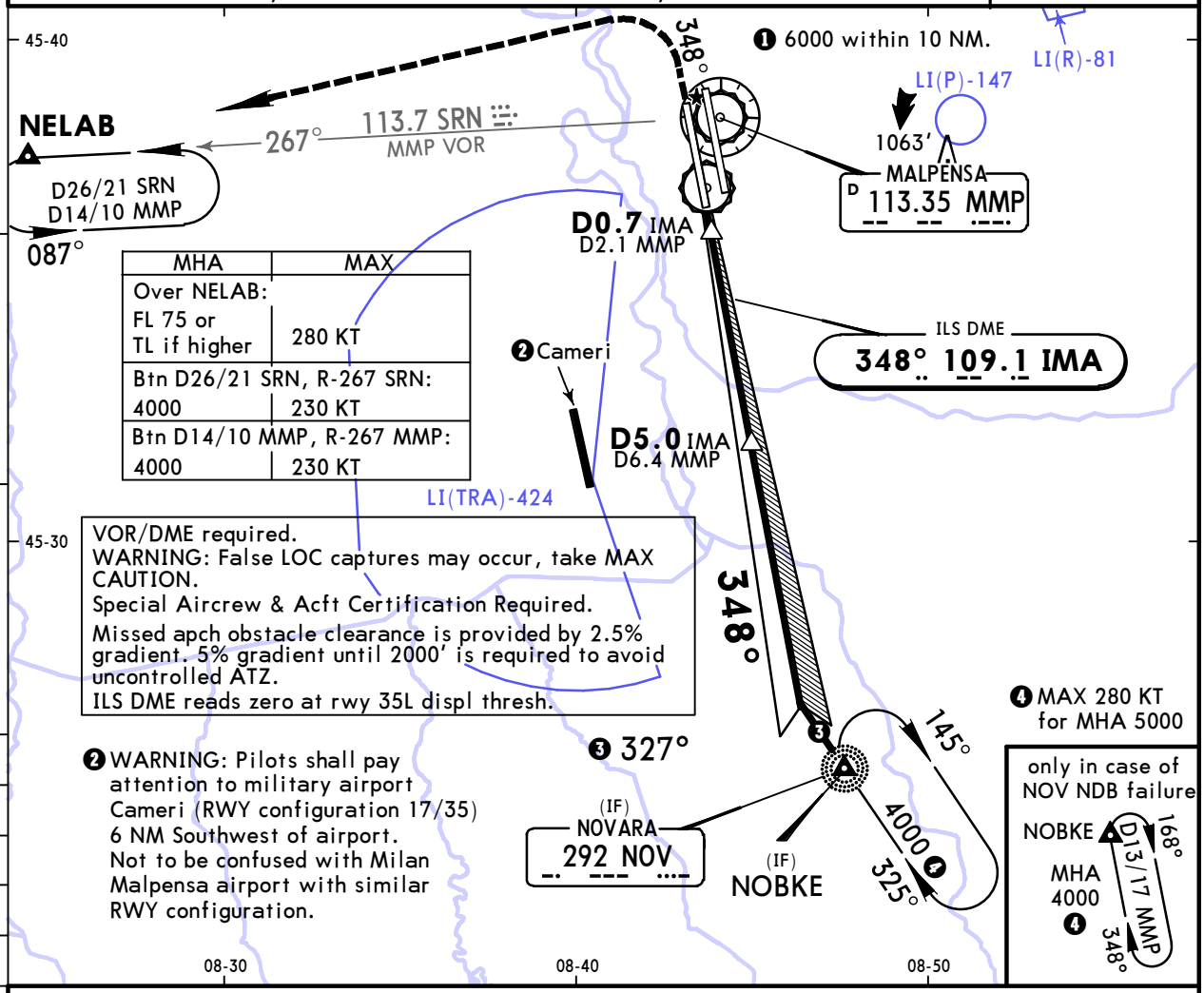
MISSED APCH: Climb on 348° to 1450′, then turn LEFT (MAX 210 KT) to intercept and follow R-267 MMP/SRN VOR direct to NELAB and join holding at 4000′.

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

BRIEFING STRIP ™



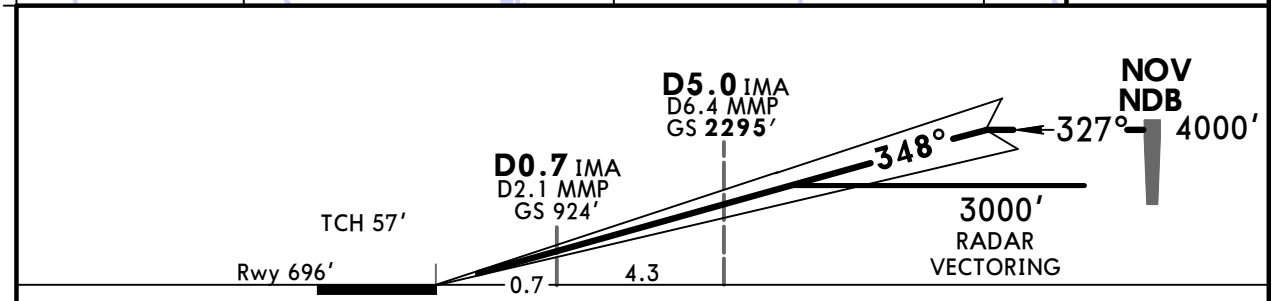
MSA MMP VOR



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

VOR/DME required.
WARNING: False LOC captures may occur, take MAX CAUTION.
Special Aircrew & Acft Certification Required.
Missed apch obstacle clearance is provided by 2.5% gradient. 5% gradient until 2000′ is required to avoid uncontrolled ATZ.
ILS DME reads zero at rwy 35L displ thresh.

❷ WARNING: Pilots shall pay attention to military airport Cameri (RWY configuration 17/35) 6 NM Southwest of airport. Not to be confused with Milan Malpensa airport with similar RWY configuration.



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

HIALS-II
PAPI PAPI

1450′ on 348°

Standard STRAIGHT-IN LANDING RWY 35L

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS ABC	CAT II ILS D
	DH 50′	RA 105′ DA(H) 796′ (100′)	RA 118′ DA(H) 807′ (111′)
RVR 75m	RVR 200m	RVR 300m	

PANS OPS

CHANGES: Reindexed.

© JEPPESEN, 1999, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

LIMC/MXP
MALPENSA

JEPPESEN

9 AUG 19
Eff 15 Aug

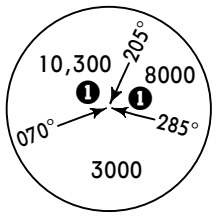
(11-5)

MILAN, ITALY
ILS Z or LOC Z Rwy 35R

ATIS Arrival	MILAN Radar (APP)			*MALPENSA Tower	Ground West	Ground *North
120.025	125.630	126.750	134.175	119.0	121.9	121.825

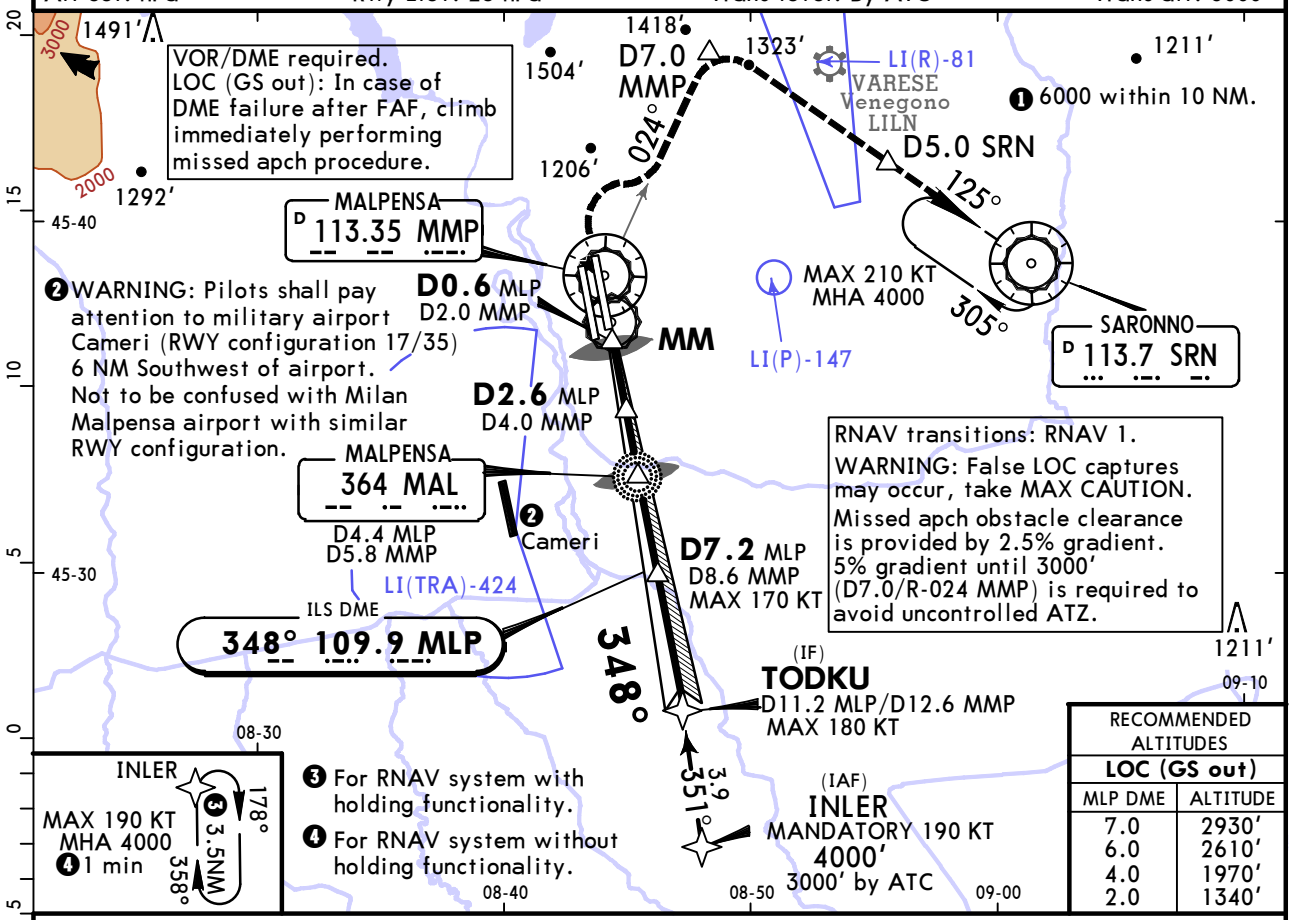
LOC MLP	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 768' / Rwy 691'
109.9	348°	2110' (1419')	891' (200')	

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

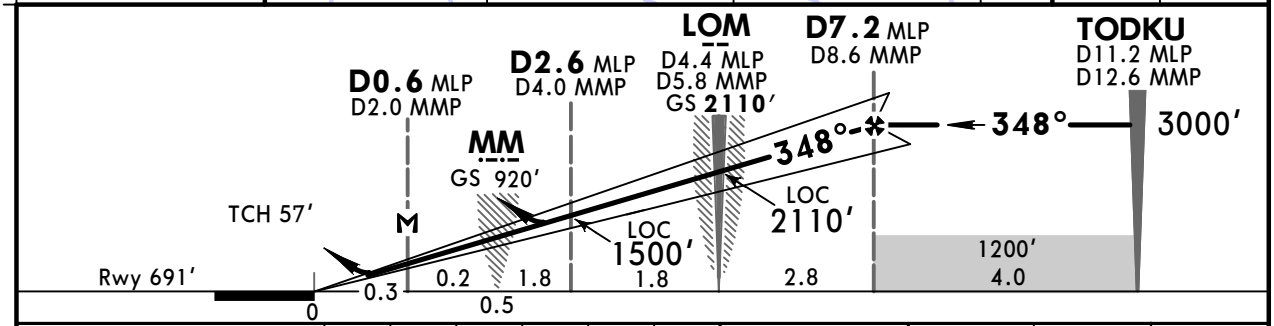


MSA MMP VOR

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



RECOMMENDED ALTITUDES LOC (GS out)	
MLP DME	ALTITUDE
7.0	2930'
6.0	2610'
4.0	1970'
2.0	1340'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.6 MLP/D2.0 MMP						

HIALS-II
PAPI PAPI
1450' on 348°

Standard STRAIGHT-IN LANDING RWY 35R

	ILS DA(H) 891' (200') FULL	TDZ or CL out	ALS out	LOC (GS out) CDFA DA/MDA(H) 1140' (449')	ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					RVR 2100m
D					

CIRCLE-TO-LAND
Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1450' (682')	1500m
135	1450' (682')	1600m
180	1650' (882')	2400m
205	1710' (942')	3600m

PANS OPS

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Reindexed. Speed restriction. Circling minimums.

© JEPPESEN, 1999, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

LIMC/MXP
MALPENSA

JEPPESEN

9 AUG 19
Eff 15 Aug

11-5A

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

ATIS Arrival	MILAN Radar (APP)			*MALPENSA Tower	Ground West	Ground *North
120.025	125.630	126.750	134.175	119.0	121.9	121.825

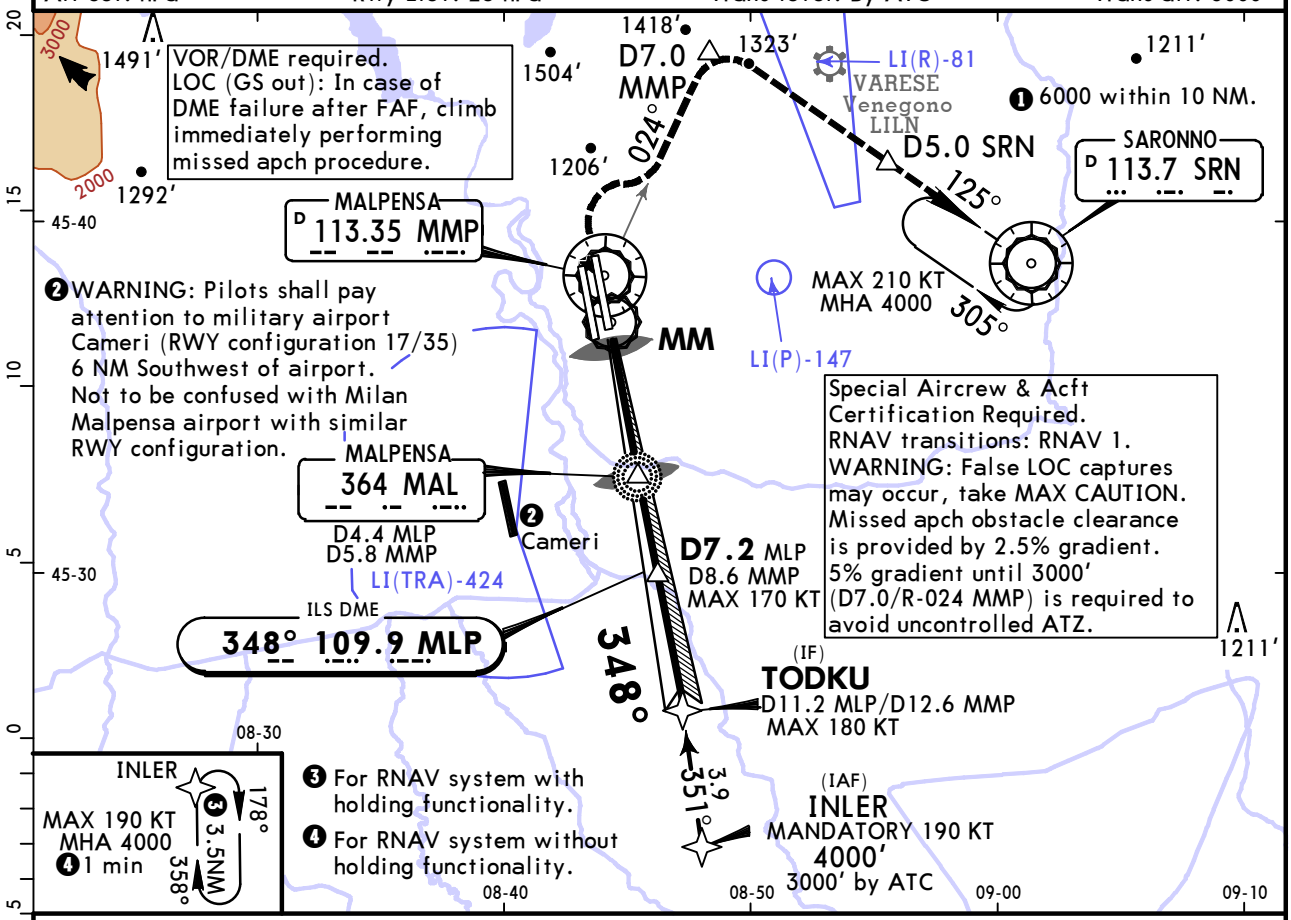
LOC MLP	Final Apch Crs	GS LOM	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 768′ Rwy 691′
109.9	348°	2110′ (1419′)		

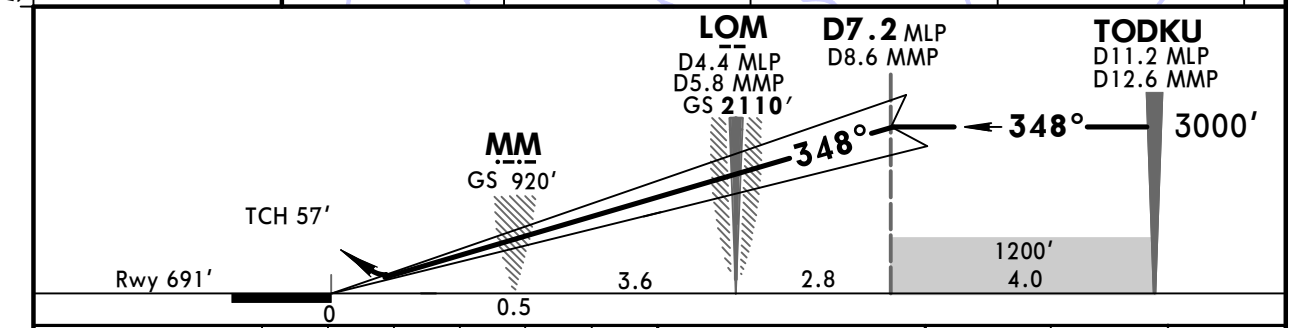
BRIEFING STRIP

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′.

10,300 205° 8000 070° 285° 3000
MSA MMP VOR

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





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

HIALS-II
PAPI PAPI

1450′ on 348°

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

PANS OPS

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS ABC	CAT II ILS D
	DH 50′	RA 105′ DA(H) 791′ (100′)	RA 110′ DA(H) 796′ (105′)
RVR 75m	RVR 200m	RVR 300m	

CHANGES: Reindexed. Speed restriction.

© JEPPESEN, 1999, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

LIMC/MXP
MALPENSA

JEPPESEN

9 AUG 19 (11-6) Eff 15 Aug

MILAN, ITALY
ILS Y Rwy 35R

BRIEFING STRIP

ATIS Arrival	MILAN Radar (APP)			*MALPENSA Tower	Ground West	Ground *North
120.025	125.630	126.750	134.175	119.0	121.9	121.825

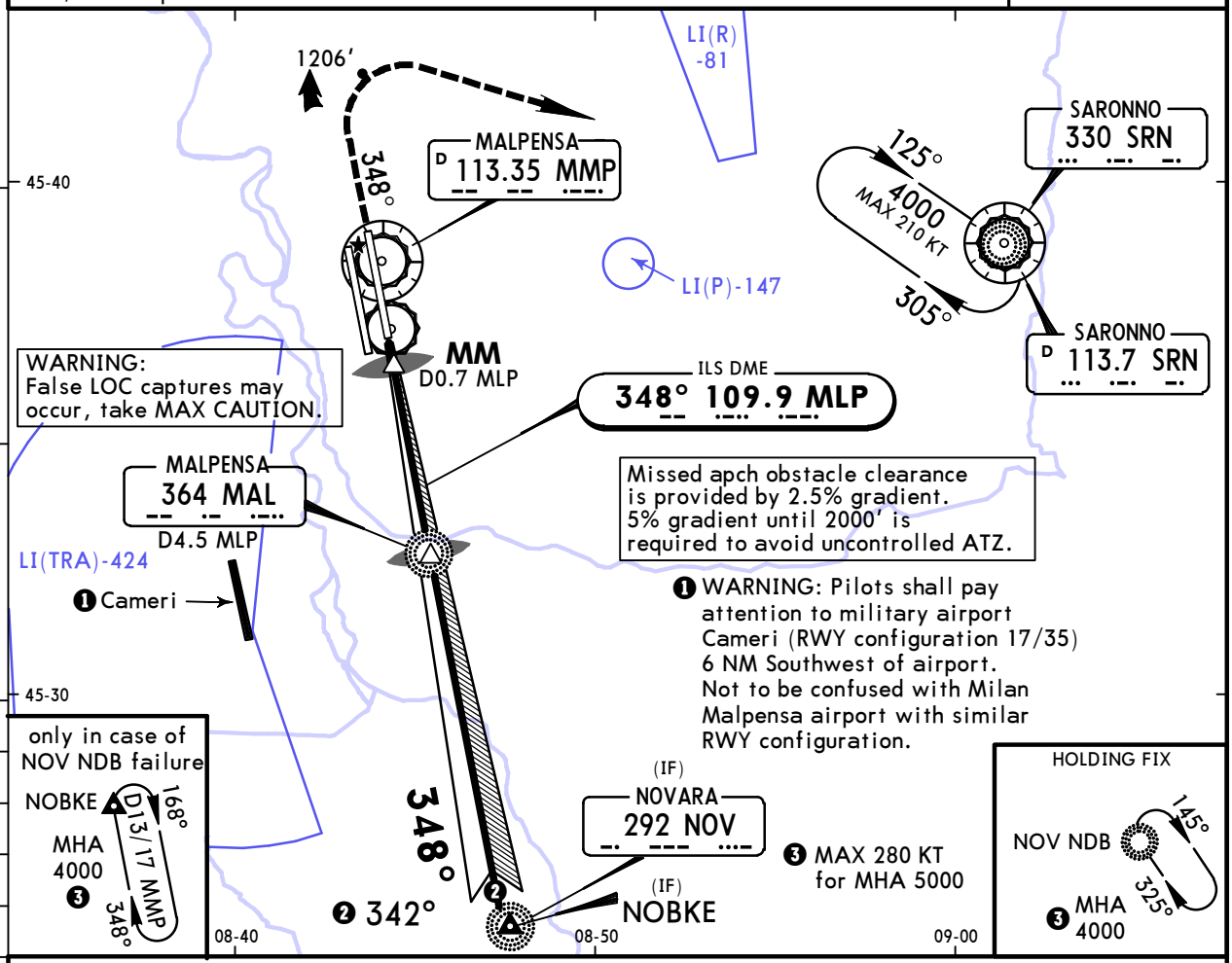
LOC MLP	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 768′ / Rwy 691′
109.9	348°	2110′ (1419′)	891′ (200′)	

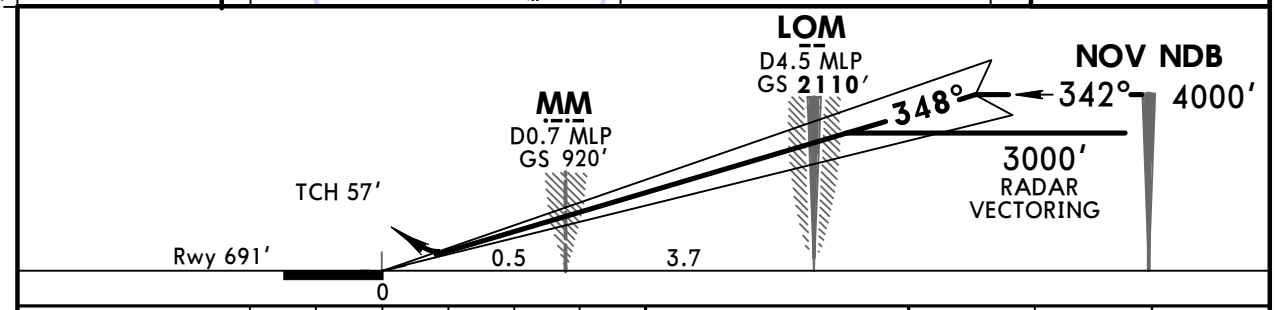
MISSED APCH: Climb on 348° to 1450′, then turn RIGHT to SRN VOR/NDB climbing to 4000′.

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

VOR/DME required.

MSA NOV NDB: 7000 (205°–070°), 6100 (070°–285°), 3000





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

HIALS-II PAPI PAPI

1450′ on 348°

PANS OPS

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

	ILS DA(H) 891′ (200′) FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m	RVR 550m ❶	RVR 1200m	NOT APPLICABLE
B				
C				
D				

CIRCLE-TO-LAND: Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1450′ (682′)	1500m
135	1450′ (682′)	1600m
180	1650′ (882′)	2400m
205	1710′ (942′)	3600m

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Reindexed. Circling minimums.

© JEPPESEN, 1999, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

LIMC/MXP
MALPENSA

JEPPESEN

9 AUG 19
Eff 15 Aug

11-6A

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

BRIEFING STRIP

ATIS Arrival	MILAN Radar (APP)				*MALPENSA Tower	Ground West	Ground *North
120.025	125.630	126.750	134.175		119.0	121.9	121.825

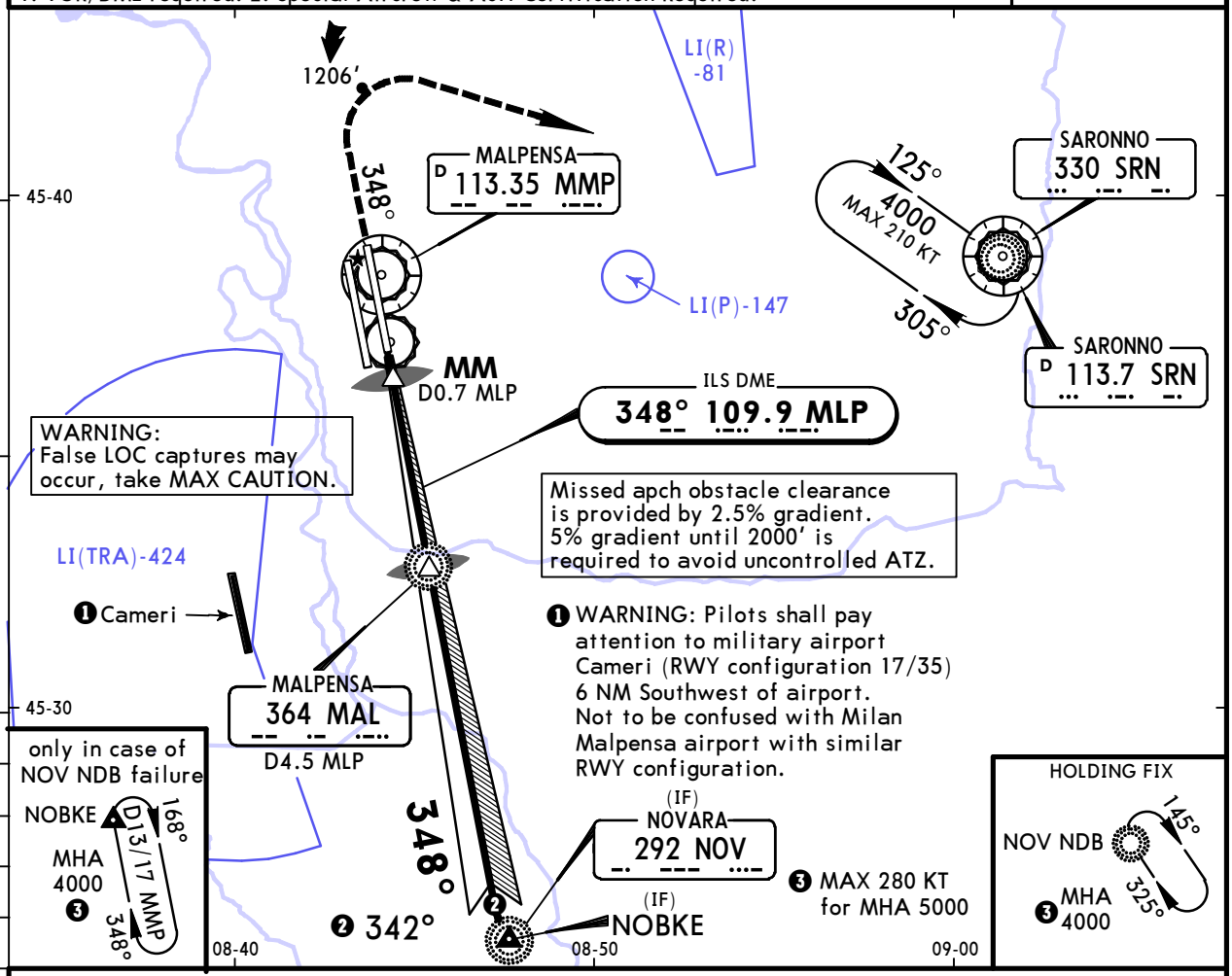
LOC MLP	Final Apch Crs	GS LOM	CAT IIIB, IIIA & II ILS	Apt Elev 768′
109.9	348°	2110′ (1419′)	Refer to Minimums	Rwy 691′

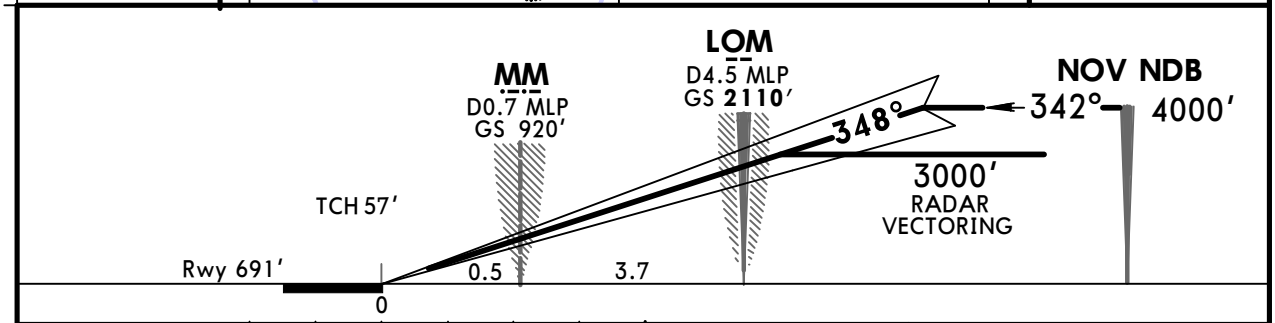
MISSED APCH: Climb on 348° to 1450′, then turn RIGHT to SRN VOR/NDB climbing to 4000′.

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

1. VOR/DME required. 2. Special Aircrew & Acft Certification Required.

MSA NOV NDB
7000 (205°–070°), 6100 (070°–285°), 3000





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

HIALS-II
PAPI PAPI

1450′ on 348°

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

PANS OPS

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS ABC	CAT II ILS D
	DH 50′	RA 105′ DA(H) 791′ (100′)	RA 110′ DA(H) 796′ (105′)
RVR 75m	RVR 200m	RVR 300m	

CHANGES: Reindexed.

© JEPPESEN, 1999, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

LIMC/MXP
MALPENSA

JEPPESEN
1 NOV 19 (12-1) Eff 7 Nov

MILAN, ITALY
RNP Rwy 35L

BRIEFING STRIP

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	Ground West	Ground *North
120.025	125.630	126.750	134.175	128.350	121.9	121.825

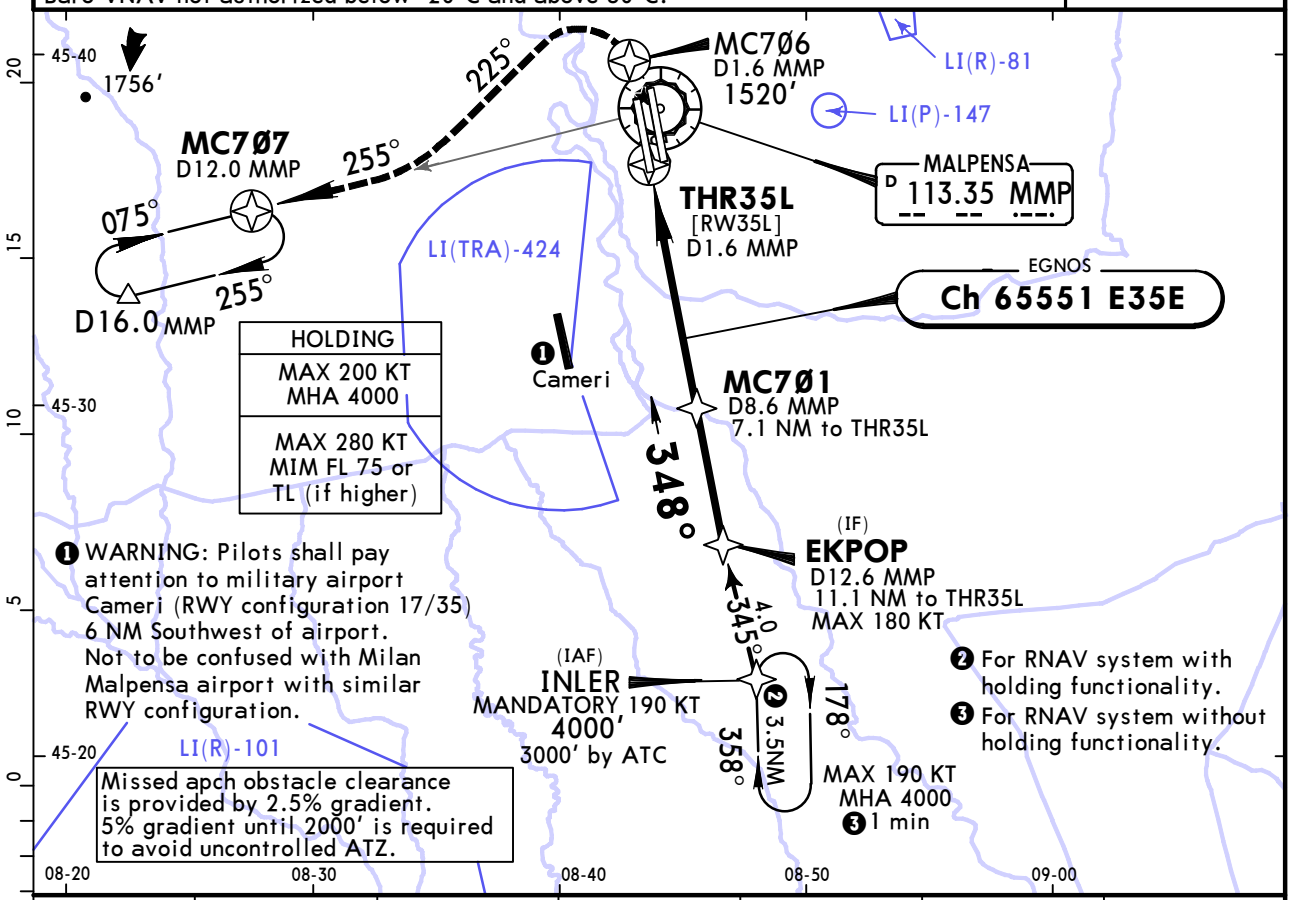
EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 768′
Ch 65551 E35E	348°	MC7Ø1 3000′(2304′)	Refer to Minimums	Rwy 696′

10,300
MSA ARP

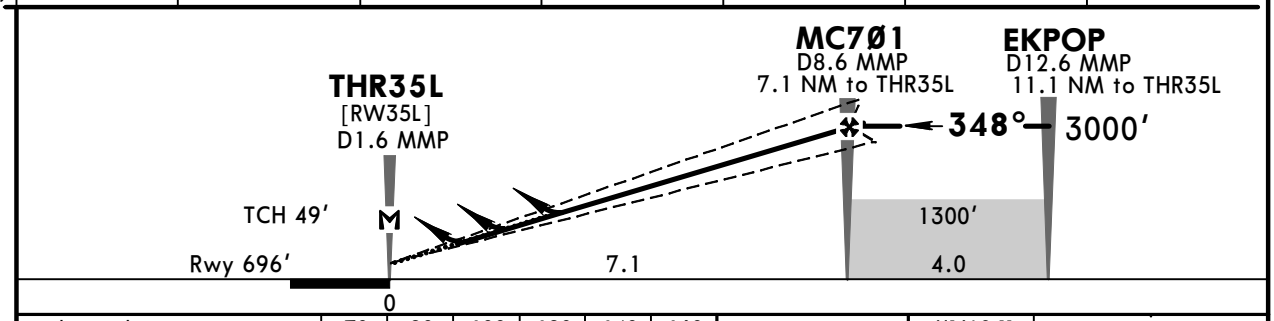
MISSED APCH: Climb on 348° to 1520′. At MC7Ø6/D1.6 MMP climbing turn LEFT (MAX 200 KT) onto 225° to intercept R-255 and join holding at 4000′.

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

Baro-VNAV not authorized below -20°C and above 50°C.



DIST to THR 35L	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1385′	1703′	2022′	2340′	2658′	2977′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at THR35L							

HIALS-II
PAPI PAPI
1520′ on 348°

Standard STRAIGHT-IN LANDING RWY 35L

	LPV		LNAV/VNAV		LNAV CDFA	
DA(H)	A:1041′(345′) C:1061′(365′) B:1051′(355′) D:1071′(375′)		A:1070′(374′) C:1090′(394′) B:1080′(384′) D:1100′(404′)		DA/MDA(H) 1250′(554′)	
		ALS out		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m	RVR 1500m	
B			RVR 1100m			
C	RVR 1000m	RVR 1700m		RVR 1800m	RVR 1800m	RVR 2400m
D			RVR 1200m	RVR 1900m		

CIRCLE-TO-LAND
Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1450′(682′)	1500m
135	1450′(682′)	1600m
180	1650′(882′)	2400m
205	1710′(942′)	3600m

PANS OPS

CHANGES: Procedure designation.

© JEPPESEN, 2012, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

LIMC/MXP
MALPENSA

JEPPESEN

1 NOV 19 (12-2) Eff 7 Nov

MILAN, ITALY
RNP Rwy 35R

BRIEFING STRIP ™

ATIS Arrival	MILAN Radar (APP)			*MALPENSA Tower	Ground West	Ground *North
120.025	125.630	126.750	134.175	119.0	121.9	121.825

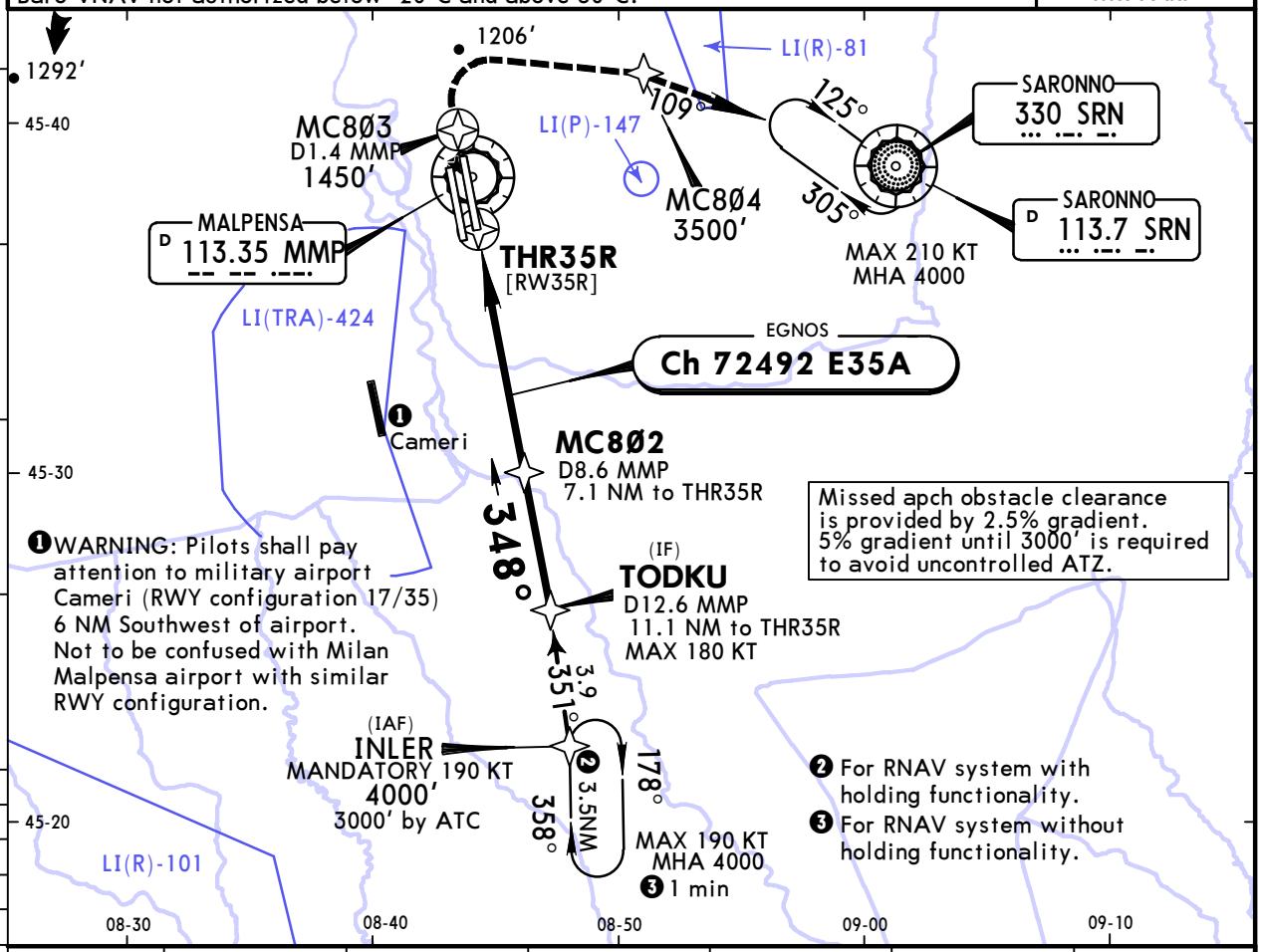
EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 768'
Ch 72492 E35A	348°	MC8Ø2 3000' (2309')	Refer to Minimums	Rwy 691'

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

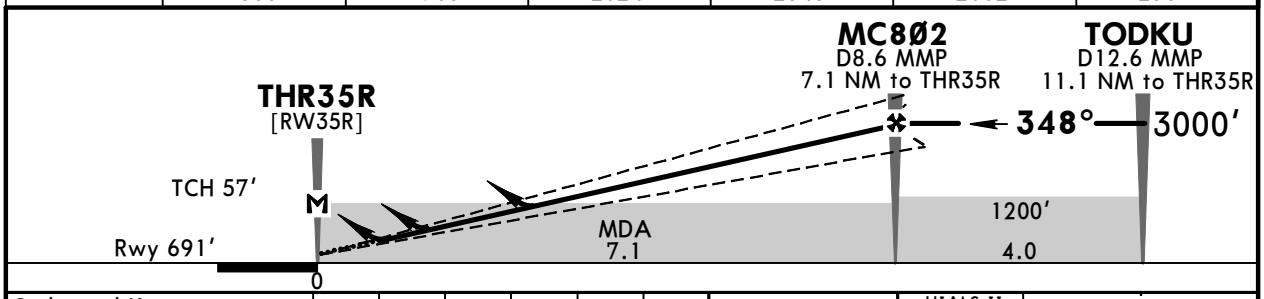
RNP Apch | Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 6000'

Baro-VNAV not authorized below -20°C and above 50°C.

10,300 MSA ARP



DIST to THR35R	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1386'	1705'	2024'	2343'	2662'	2981'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at THR35R						

HIALS-II PAPI PAPI

1450' on 348°

Standard STRAIGHT-IN LANDING RWY 35R

LPV DA(H)	LNAV/VNAV DA(H)	LNAV CDFA DA/MDA(H)
A:969'(278') C:989'(298')	A:1110'(419') C:1130'(439')	1200'(509')
B:981'(290') D:1000'(309')	B:1120'(429') D:1140'(449')	

	LPV		LNAV/VNAV		LNAV CDFA	
		ALS out		ALS out		ALS out
A	RVR 750m [1]	RVR 1300m	RVR 1200m	RVR 1500m	RVR 1500m	
B		RVR 1400m	RVR 1300m			
C				RVR 2000m	RVR 1600m	RVR 2400m
D			RVR 1400m	RVR 2100m		

CIRCLE-TO-LAND
Not authorized
West of airport

Max Kts	MDA(H)	VIS
100	1450' (682')	1500m
135	1450' (682')	1600m
180	1650' (882')	2400m
205	1710' (942')	3600m

PANS OPS

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

CHANGES: Procedure designation. SMA.

© JEPPESEN, 2014, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

LIMC/MXP
MALPENSA

JEPPESEN
9 AUG 19 (13-1) Eff 15 Aug

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	121.825

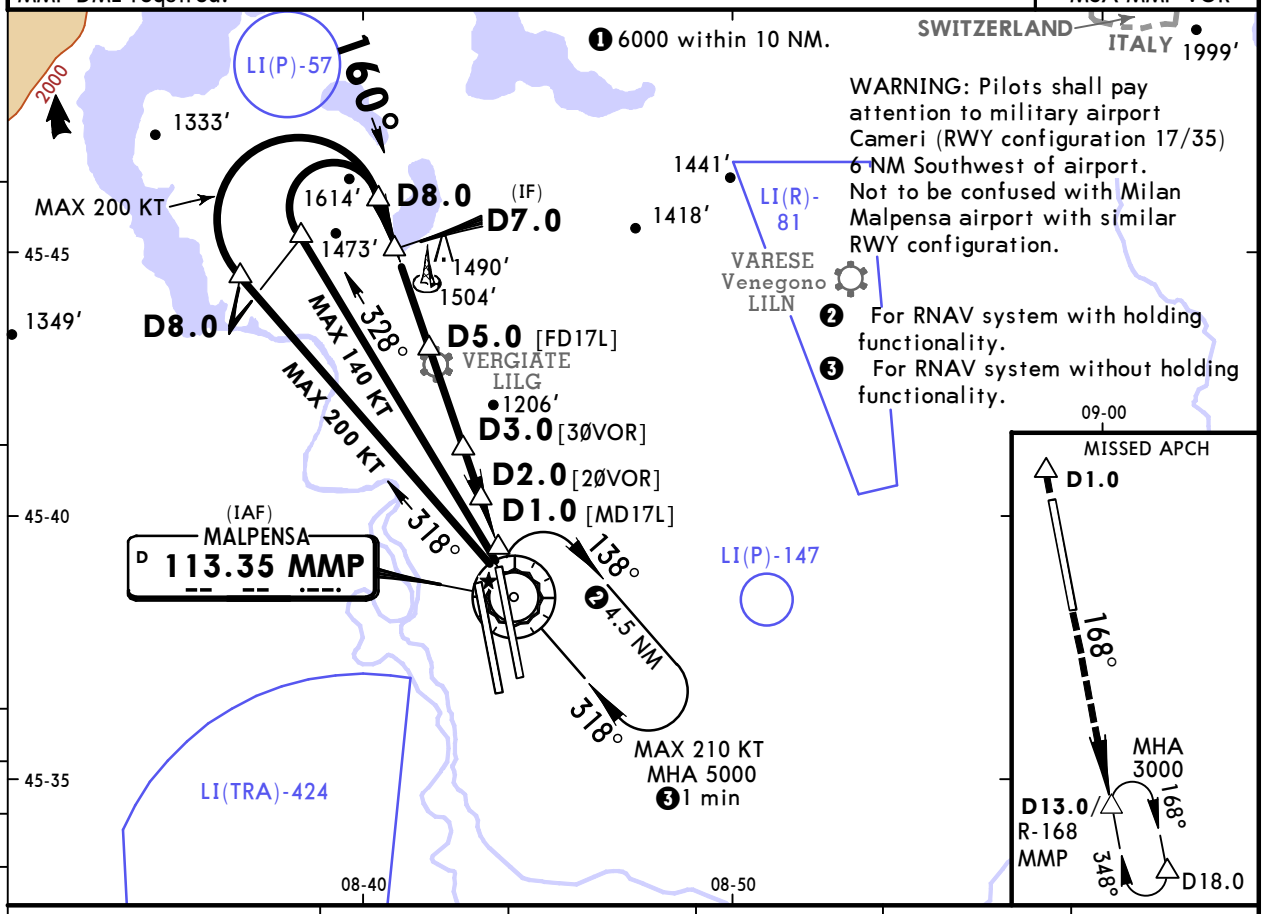
VOR MMP	Final Apch Crs	Minimum Alt D5.0	DA/MDA(H)	Apt Elev 768′ Rwy 745′
113.35	160°	2360′ (1615′)	1300′ (555′)	

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

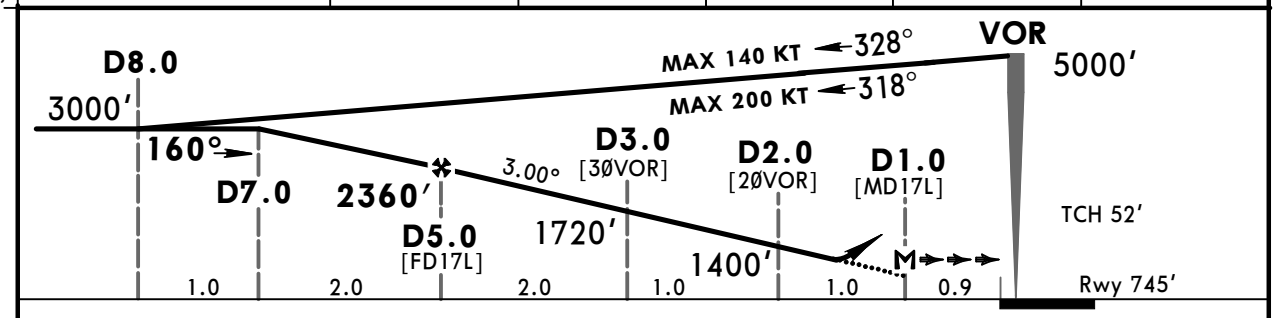
Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 6000′

MMP DME required.

MSA MMP VOR: 10,300 (205°, 070°) 8000 (285°) 3000



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0							

HIALS
PAPI PAPI
3000′ on 168°

Standard

STRAIGHT-IN LANDING RWY 17L
CDFA
DA/MDA(H) 1300′ (555′)

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

CIRCLE-TO-LAND TO RWY 17R

Max Kts	MDA(H)	VIS
100	1450′ (682′)	1500m
135	1450′ (682′)	1600m
180	1650′ (882′)	2400m
205	1710′ (942′)	3600m

PANS OPS

CHANGES: MMP holding restriction. Descent angle. Circling minimums.

© JEPPESEN, 1998, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

LIMC/MXP MALPENSA

JEPPESEN

9 AUG 19 (13-2) Eff 15 Aug

MILAN, ITALY VOR Rwy 35L

BRIEFING STRIP

ATIS Arrival	MILAN Radar (APP)			MALPENSA Tower	West Ground	*North
120.025	125.630	126.750	134.175	128.350	121.9	121.825

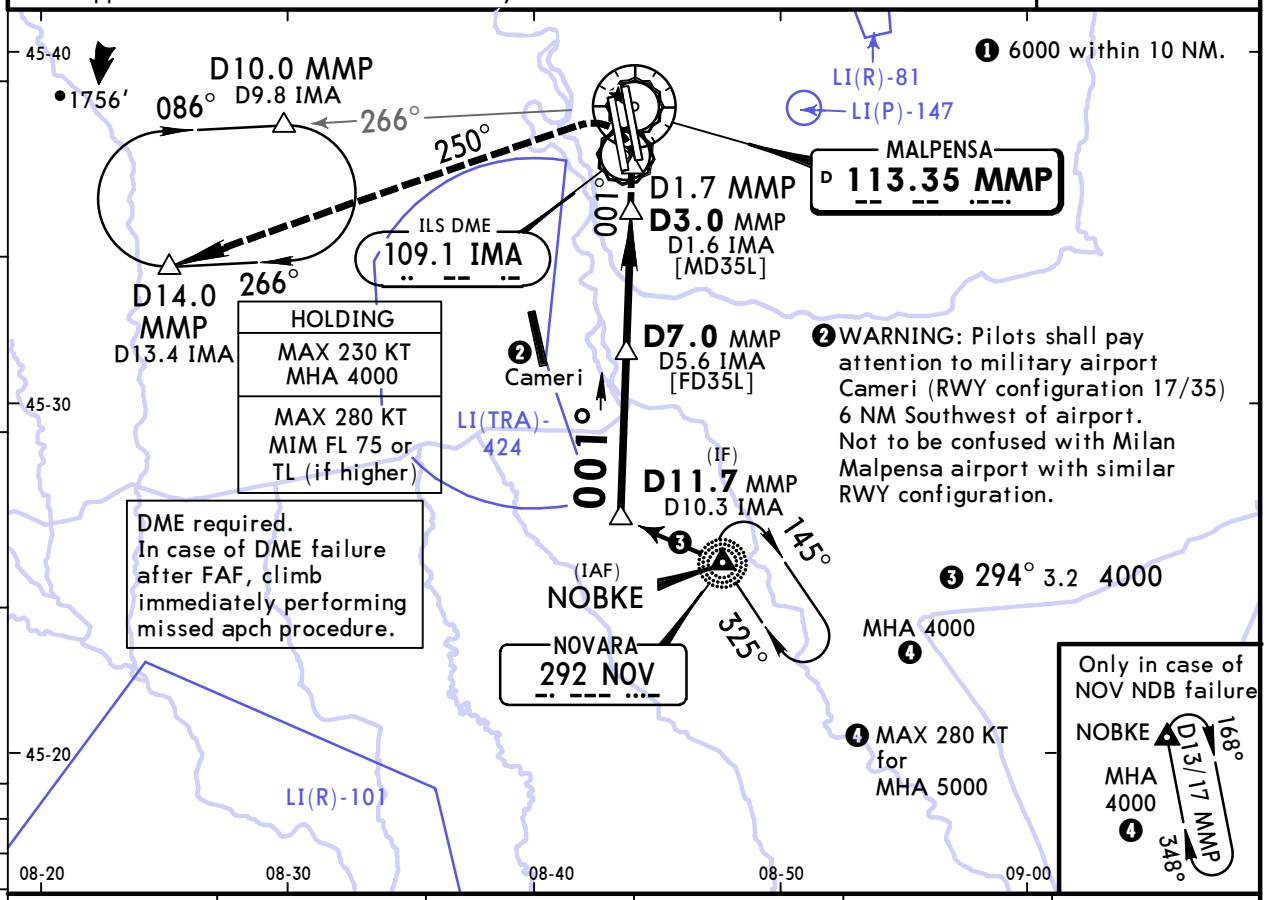
VOR MMP	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 768′
113.35	001°	D7.0 MMP 2500′(1804′)	1200′(504′)	Rwy 696′

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

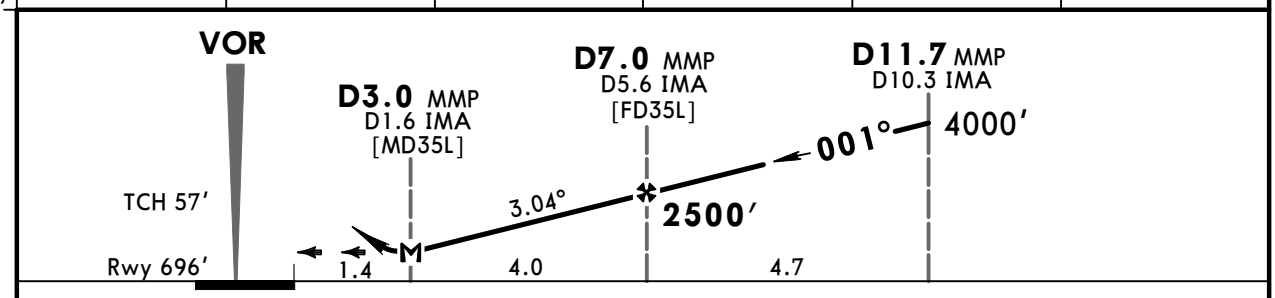
Alt Set: hPa Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 6000′

Final approach track offset 13° from runway centerline.

MSA MMP VOR: 10,300 (205°, 8000) 070° 285° 3000



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at D3.0 MMP/D1.6 IMA						

HIALS-II PAPI PAPI

4000′ on 001°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 35L

CDFA

DA/MDA(H) 1200′(504′)

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

CIRCLE-TO-LAND

Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1450′ (682′)	1500m
135	1450′ (682′)	1600m
180	1650′ (882′)	2400m
205	1710′ (942′)	3600m

CHANGES: Circling minimums.

© JEPPESEN, 2012, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

LIMC/MXP
MALPENSA

JEPPESEN

9 AUG 19 (13-3)

MILAN, ITALY
VOR Rwy 35R

BRIEFING STRIP

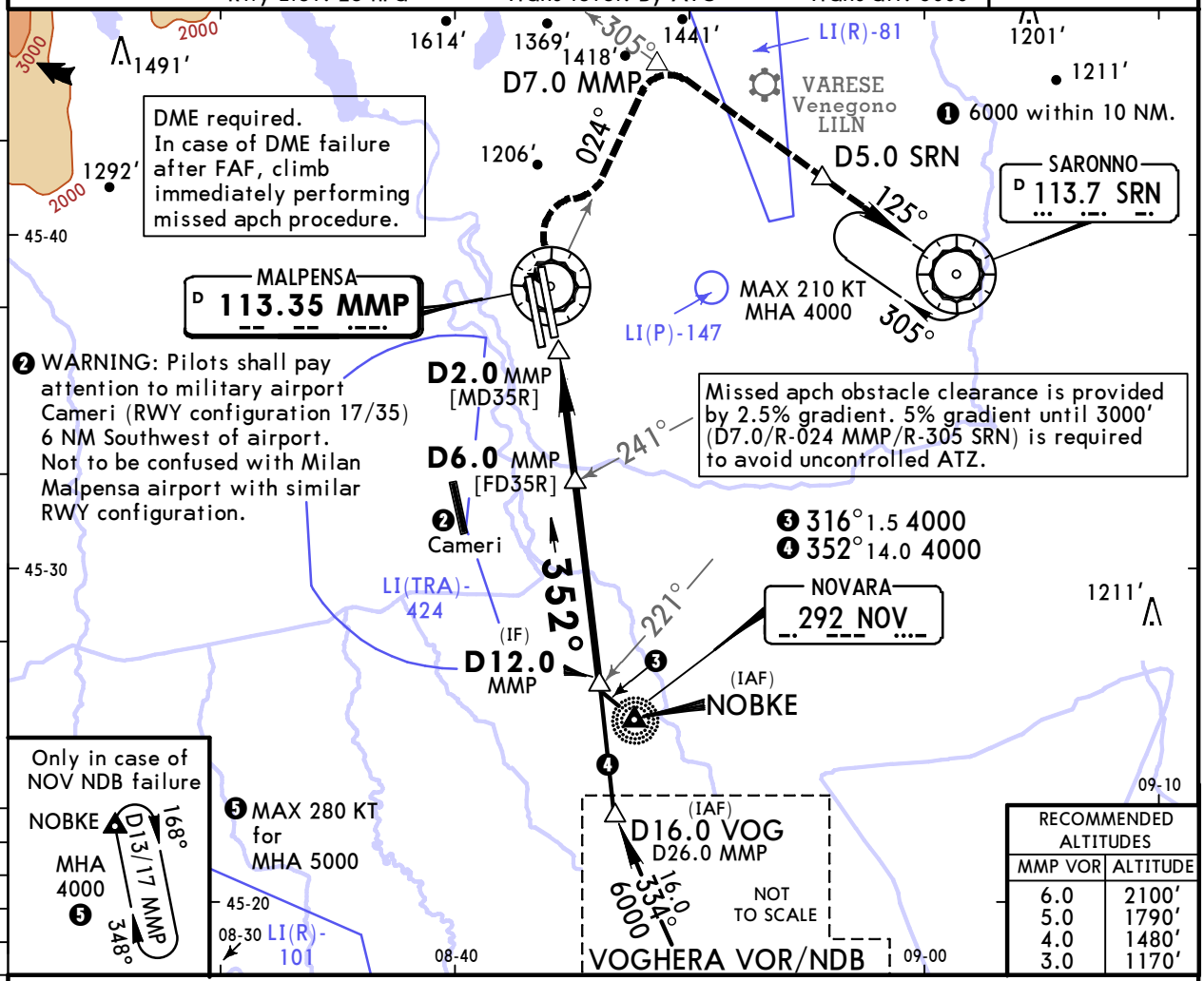
ATIS Arrival	MILAN Radar (APP)			*MALPENSA Tower	Ground West	Ground *North
120.025	125.630	126.750	134.175	119.0	121.9	121.825

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

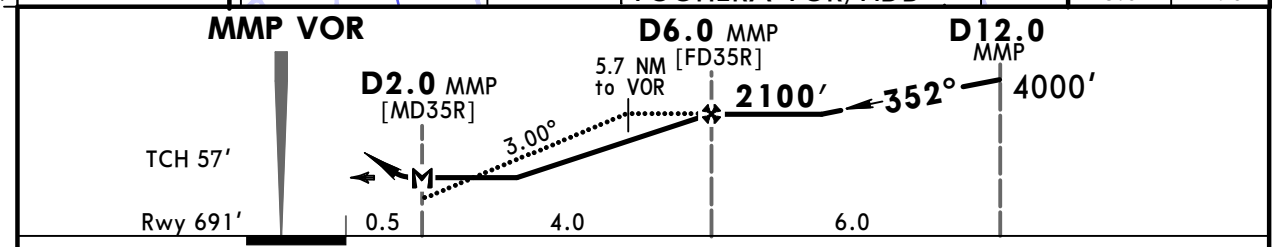
MISSED APCH: Climb on track 352° to 1450′, then turn RIGHT as soon as possible to join R-024 MMP climbing to 3000′. At 3000′, not further than D7.0 MMP, turn RIGHT to SRN VOR. Maintain 3000′ until D5.0 SRN, then climb to 4000′.

MSA MMP VOR: 10,300 (205°–070°), 8000 (205°–285°), 3000

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



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



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

HIALS-II PAPI PAPI 1450′ on 352°

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

CDFA

DA/MDA(H) **1150′ (459′)**

PANS OPS		ALS out
A	RVR 1400m	RVR 1500m
B		
C		RVR 2100m
D		

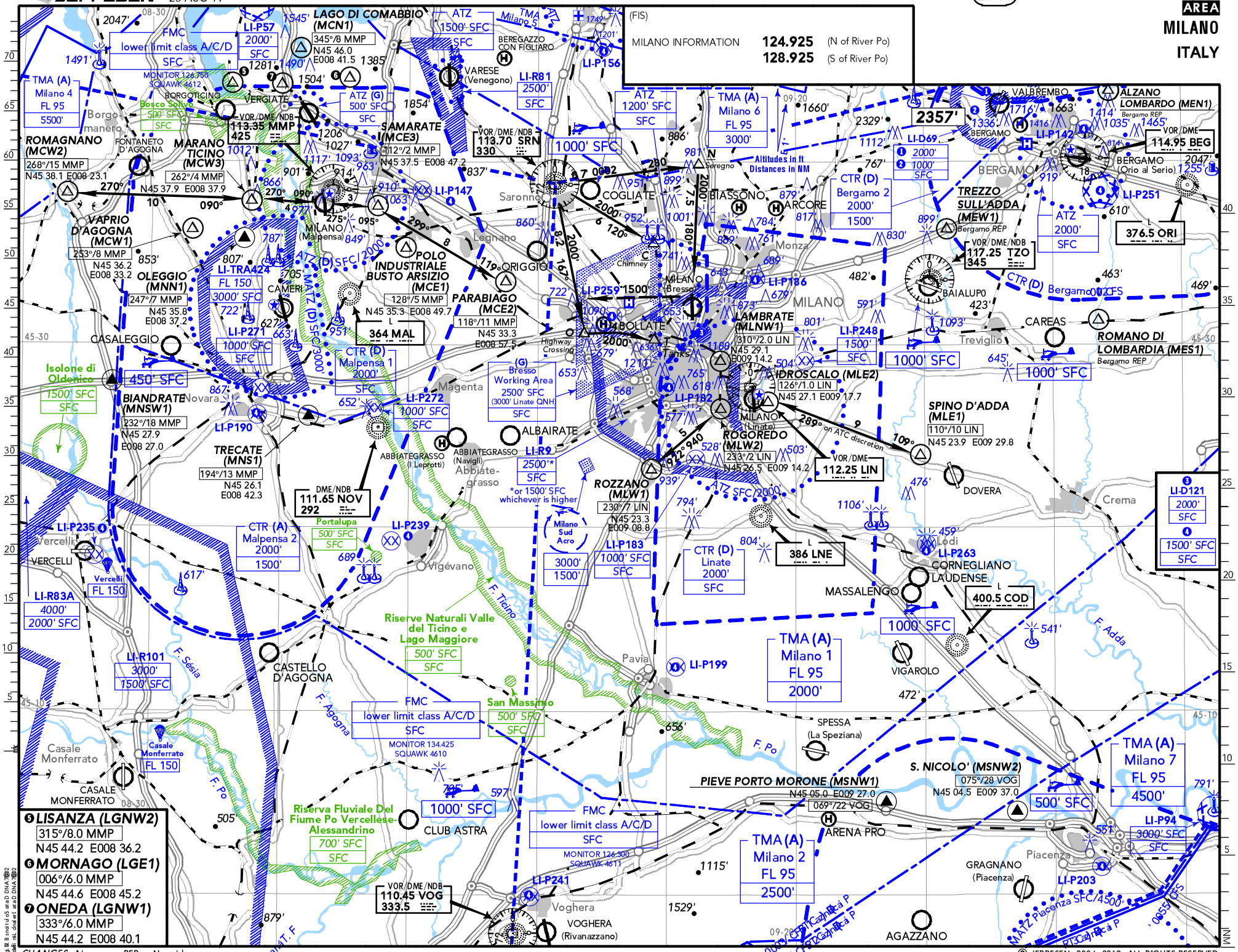
CIRCLE-TO-LAND

Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1450′ (682′)	1500m
135	1450′ (682′)	1600m
180	1650′ (882′)	2400m
205	1710′ (942′)	3600m

CHANGES: Circling minimums.

© JEPPESEN, 1999, 2019. ALL RIGHTS RESERVED.



© JEPPESEN, 2004, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

Rules for VFR Traffic within Milano TMA

ARR ACFT shall maintain radio contact with MILANO INFORMATION until being instructed to contact the appropriate ATS Unit of the destination AD.
DEP ACFT shall establish and maintain radio contact with MILANO INFORMATION immediately after leaving the appropriate ATS Unit freq.

Special Rules for VFR Traffic within Milano (Linate) CTR

No VFR operations are permitted within Milano (Linate) CTR EXC:
a) DEP/ARR ACFT from/to airports and air/helisurface areas located within the CTR;
b) Aerial work flights if authorised;
c) State ACFT and flights, rescue, emergency and ambulance flights.

NOTE: All flights listed under a) and b), must be operated with functioning SSR Mode A&C transponders, switched on at all times.

At least 10 MIN before entering CTR, VFR flights listed above shall request clearance to APP/TWR, specifying intended entry point and requested altitude. ATC may approve the request or deny clearance to enter CTR, instructing ACFT to hold outside CTR, or issue a clearance to enter at a different ALT and Reporting Point.

In case of difficulties to establish radio contact with APP/TWR, pilots may address MILANO INFORMATION asking to relay the requests to ATC, while holding outside the CTR until radio contact is properly established.

Special Rules for VFR Traffic within Milano (Malpensa) CTR

VFR APCHs, LDG and TKOF not admitted EXC for ACFT based therein and HEL activity.

In case of MMP DME unavailability or in case of simoultaneous MMP VOR and MMP NDB unavailability, activity on Vergiate and Venegono ADs shall be suspended.

Special Rules for VFR Traffic to/from Milano (Bresso)

The traffic circuit is W of the RWY and entry into the circuit is permitted from NW sector only.

Special VFR within Milano (Linate) CTR

Special VFR (SVFR) operations are permitted with a MNM VIS not less than 3 KM. When VIS is less than 3 KM but not less than 1.5 KM, SVFR operations are permitted only to pilots holding a current IFR rating and the ACFT must be:

a) Approved for VFR with no reference to visual landmarks by the State of Register and further is equipped with:
- Stabilised direction indicator;
- means for indicating a failure in the functioning of the direction indicator;
- means to communicate with Linate TWR/APP and MILANO INFORMATION.

b) Equipped with:
2 VHF- COMs, 1 VOR (a second VOR receiver must be on board if the flight or legs of it is conducted using only VOR or NDB/DME signals), 1 ADF, 1 DME, 1 Transponder SSR Mode A&C, switched on at all times.

NOTE: HEL do not need to comply with the DME-requirement.

Restrictions and Conditions for Crossing LI-R9

Flying activity within LI-R9 is prohibited, EXC for route segments ROZZANO (MLW1) - ROGOREDO (MLW2) and ROGOREDO (MLW2) - ROZZANO (MLW1), and the airspace necessary for holding orbits on the said points, connected with LDG and DEPs to/from Milano/Linate AD.

Further exemptions within LI-R9 are granted to following activities, provided that ACFT are equipped with a functioning transponder Mode A & C, switched on at all times and further complies with the requirements as shown under Special VFR.
- VFR aerial work subject to previous documentation scrutiny by Milano/Linate AD;
- HEL Emergency Medical Service (HEMS) and SAR HEL operations;
- HELs from/to helisurfaces within LI-R9;
- flights within Milano/Bresso ATZ and working areas when entry and exit procedures are adhered to.

©JEPPESEN, 2010, 2019. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

JEPPESEN

LIMC
MALPENSA

16 NOV 18 (39-1)

MILANO
ITALY

BRIEFING STRIP™

VAR 1°E

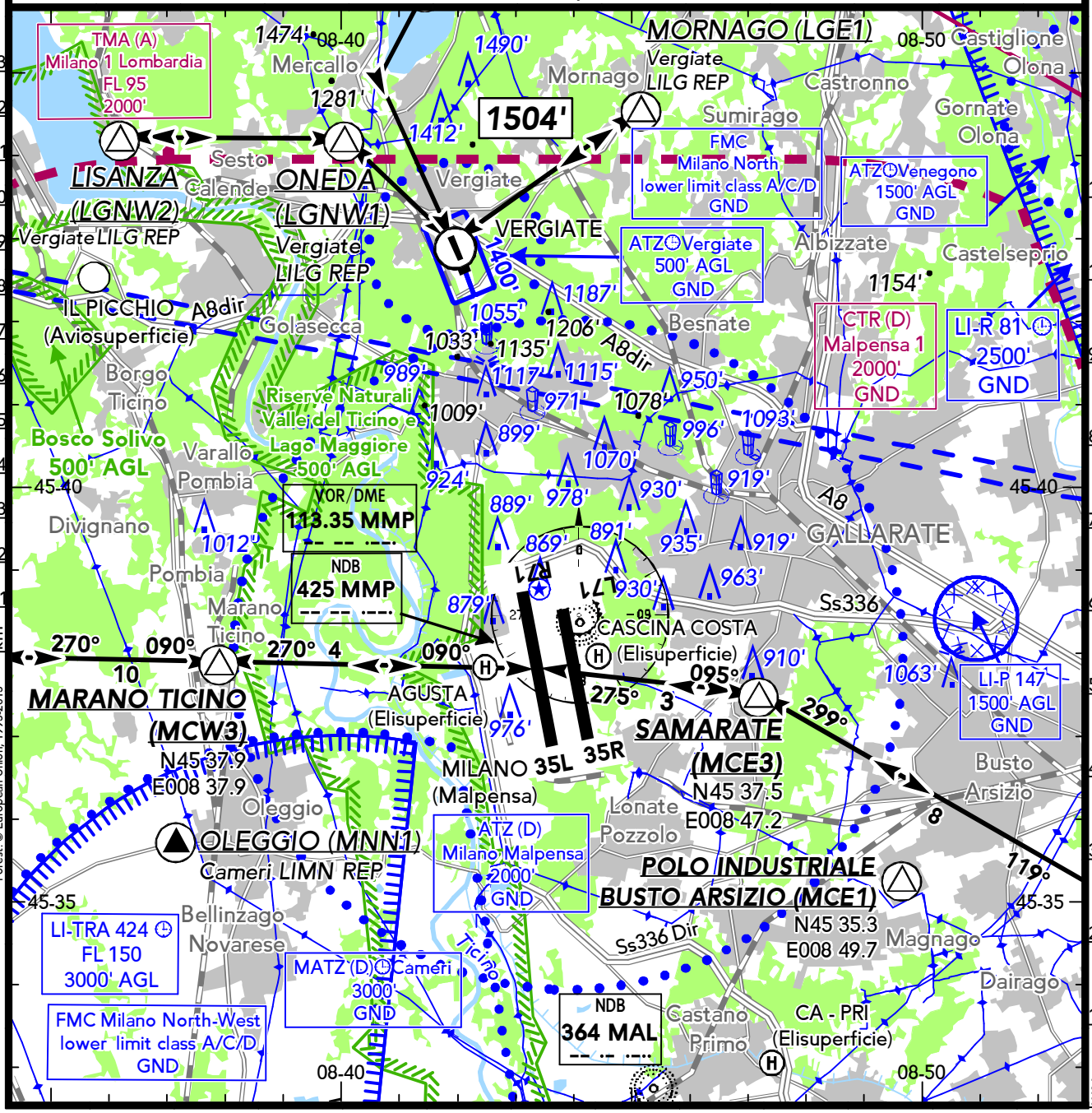
LOCATION	FIS	ATIS
Elev **768'** /234m N45 37.8 E008 43.4	MILANO INFORMATION **124.925**	ATIS **120.025**(2) **121.625**(3)

AIRSPACE	FMC
MILANO RADAR **125.275**(4) CAMERI TOWER **122.100**(5)	MONITOR **134.425**(6) SQUAWK **4610**(6)

APPROACH
MILANO RADAR **125.630** **134.175** **126.750**
132.705(7) **118.805**(7)

TOWER
MALPENSA TOWER **128.350**(8) (it, en) **119.000**(1) (9) (it, en)
PLANNING FREQ **120.900**(10)
MALPENSA GROUND NORTH **121.825**(7)
MALPENSA GROUND WEST **121.900**

(1) VDF (2) ARR (3) DEP (4) Milano TMA (5) Cameri MATZ (6) Milano North-West FMC Area
(7) at ATC discretion (8) RWY 35L/17R (RWY 35R/17L at ATC discretion)
(9) RWY 35R/17L at ATC discretion (10) start-up and ATC clearance



CHANGES: New Layout - COM - Airspace - OBST.

© JEPPESEN, 2018. ALL RIGHTS RESERVED

JEPPESEN

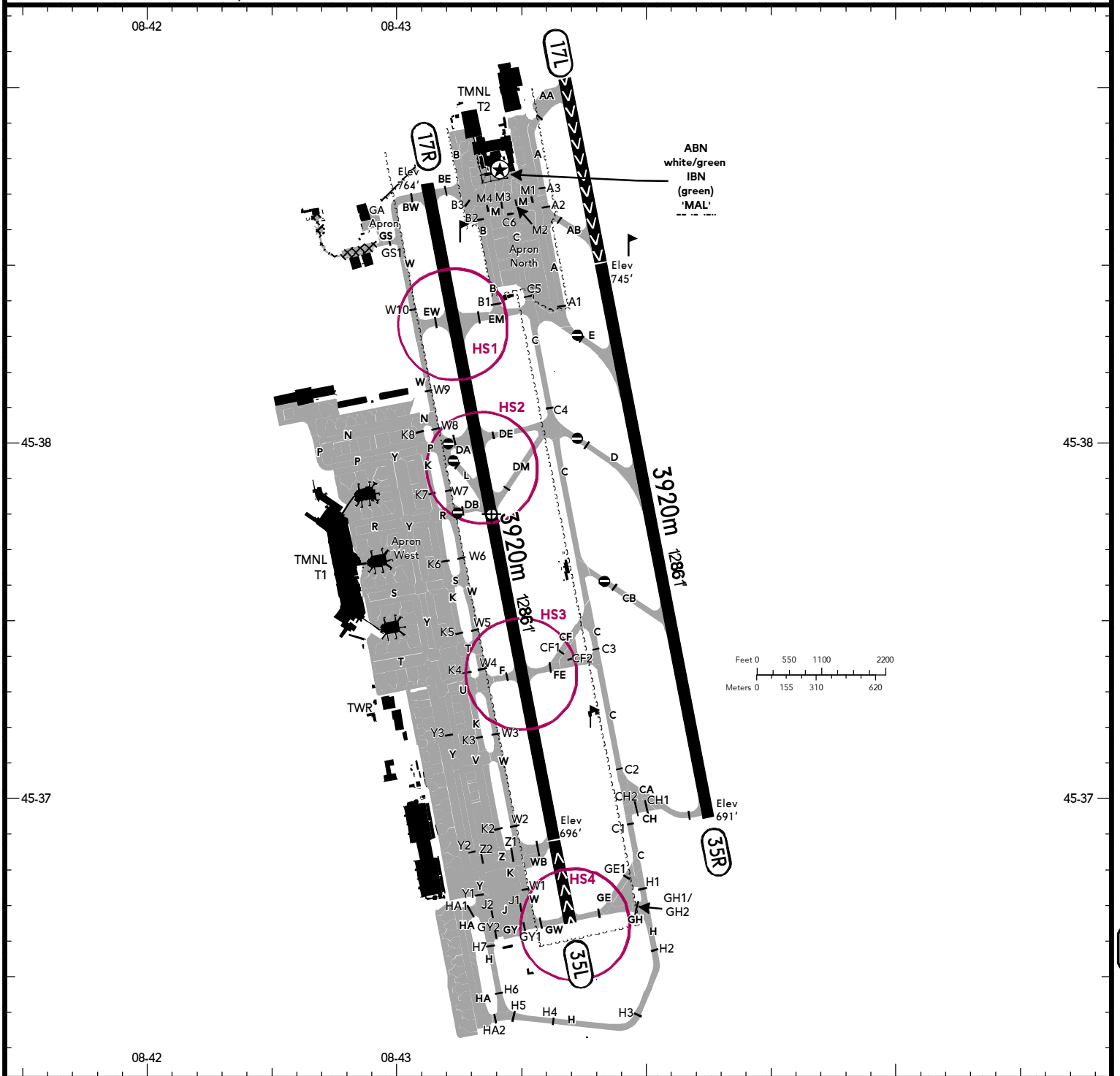
LIMC — **MILANO**

MALPENSA — 16 NOV 18 — 39-2 — **ITALY**

BRIEFING STRIP™

LOCATION	ATIS	TOWER	ADMITTED AIRCRAFT
Elev **768'** /234m N45 37.8 E008 43.4	ATIS **120.025**(2) **121.625**(3)	PLANNING FREQ **120.900**(4) MALPENSA GROUND NORTH **121.825**(5) MALPENSA GROUND WEST **121.900** MALPENSA TOWER **128.350**(6) (it, en) **119.000**(1)(7) (it, en)	

(1) VDF (2) ARR (3) DEP (4) start-up and ATC clearance (5) at ATC discretion (6) RWY 35L/17R (RWY 35R/17L at ATC discretion) (7) RWY 35R/17L at ATC discretion



ABN - IBN - ALS (EXC 17R) - PAPI 17L (3.0°), 35R (3.0°), 17R (3.0°), 35L (3.0°) - THRL - RL - RCLL - TWYL - APRON - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
17L (168°) ❶ 35R (348°)	3920 x 60 Asphalt	3920	2977 3920	PCN 72/F/A/W/T	
17R (168°) ❶ 35L (348°)	3920 x 60 Asphalt	3920	3920 3515	PCN 100/F/A/W/T	

❶ Head in concrete.

39-2

MILANO

CHANGES: New Layout - COM - Text.

© JEPPESEN, 2018. ALL RIGHTS RESERVED

Printed from JeppView for Windows 5.3.0.0 on 01 Dec 2019; Terminal chart data cycle 24-2019; Notice: After 12 Dec 2019, 0000Z, this chart may no longer be valid

NOTE: Refer to Milano (LIML) Area Information.

Intersection TKOF

RWY	PSN	TORA (m)
17L	AB	2970
17R	EW/EM	3005
35L	WB	3515
	F/FE	2550

WARNING:

a. *ACFT taxiing independently on TWY 'H' underneath short final RWY 35L.*

b. *MIL AD Cameri with RWY configuration 17/35. Not to be confused with AD Milano (Malpensa) with similar RWY configuration.*

VFR APCH, LDG and TKOF not admitted except HEL and home-based ACFT.

In case of flights diverted from other airports to LIMC, following priorities will be taken for landing and parking GA ACFT:

a. 1st priority for home-based ACFT;

b. 2nd priority for ACFT from other airports till stands' availability.

Traffic Circuit: Always E of RWY 35R.

All departing ACFT shall contact first PLANNING FREQ to request pre-flight data, start-up and ATC clearance.

All VFR traffic departing westbound from RWY 17R/35L shall perform right or left turn not below 1200' to gain further obstacle clearance.

Language to be used in air-ground communication: pilots with language proficiency in en shall use the en language.

Presence of birds on the manoeuvring area and surroundings.

TWY Use for Light and Medium ACFT

Light and medium ACFT should prepare to vacate RWY when LDG on:

- RWY 17L: via TWY 'CB',
- RWY 35R: via TWY 'E' if directed to Apron North and not beyond TWY 'D' if directed to Apron West,
- RWY 35L: not beyond TWY 'DA' if directed to Apron West and via TWY 'EM' if directed to Apron North.

If unable notify to MALPENSA TOWER.

GA ACFT proceeding from intersection apron TWY 'GS' with TWY 'W' to GA Apron and vice versa follow-me assistance is compulsory.

RWY Incursion Hot Spots

HS1 - RWY crossing must be cleared by TWR on 128.350.

HS2 - When on TWY 'DE' or 'DM' RWY crossing must be cleared by TWR on 128.350. On roll out do not use TWY 'DE' or 'DM' to vacate the RWY unless instructed by ATC.

HS3 - RWY crossing must be cleared by TWR on 128.350. On roll out do not use TWY 'F' or 'FE' to vacate the RWY unless instructed by ATC.

HS4 - Unified CAT I/II/III RWY holding PSN located 155m from RWY centre line.

VFR Entry/Exit Routes for HEL

West Entry Procedure:

Follow VFR-Routes to REP ROMAGNANO (MCW2), then proceed to MARANO TICINO (MCW3) to be reached at 500' AGL. Over this REP hold at MAX 500' AGL awaiting TWR clearance.

East Entry Procedure:

Follow VFR-Routes to PARABIAGO (MCE2), then proceed to SAMARATE (MCE3) to be reached at MAX 500' AGL. Over this REP hold at MAX 500' AGL awaiting TWR clearance.

These routes can also be used for exit procedures.

Radio Failure on the Manoeuvring Area

Whenever ACFT operating on the manoeuvring area experiences a radio failure, regardless of visual conditions, it shall comply with the following:

DEP ACFT

It shall continue TAX, along the assigned route, to the clearance limit position, paying particular attention in avoiding any diversion; in this position, it shall wait for the follow-me car to go back to his PRKG stand.

ARR ACFT

After vacating RWY and sensitive areas on the appropriate TWY, it shall maintain position and wait for the follow-me car to reach PRKG stand.

© JEPPESEN, 2018. ALL RIGHTS RESERVED

(c) JEPPESEN SANDERSON, INC., 2019, ALL RIGHTS RESERVED

Chart changes since cycle 23-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MILAN, (MALPENSA - LIMC)				
REV	AIRPORT BRIEFING (GEN)	10-1P	22 Nov 2019	
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	22 Nov 2019	
REV	AIRPORT BRIEFING (DEP CON...	10-1P10	22 Nov 2019	
REV	AIRPORT BRIEFING (DEP CON...	10-1P11	22 Nov 2019	
REV	AIRPORT BRIEFING (DEP CON...	10-1P12	22 Nov 2019	
REV	AIRPORT BRIEFING (DEP CON...	10-1P13	22 Nov 2019	
DEL	AIRPORT BRIEFING (DEP CON...	10-1P14	22 Nov 2019	
REV	AIRPORT BRIEFING (ARR CON...	10-1P6	22 Nov 2019	
REV	AIRPORT BRIEFING (ARR CON...	10-1P7	22 Nov 2019	
REV	AIRPORT BRIEFING (DEP)	10-1P8	22 Nov 2019	
REV	AIRPORT BRIEFING (DEP CON...	10-1P9	22 Nov 2019	

(c) JEPPESEN SANDERSON, INC., 2019, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LIMC

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Advanced ULM are not allowed to enter Milano Malpensa ATZ.

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

PAPI 17L chgd to 3.2°.

Chart Change Notices for Country ITA

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Noise abatement procedure for initial climb to be determined by operator in accordance with ICAO Doc-8168. Disregard respective initial climb info on Italian ABPs and 10-4s; ATC pages 'State Rules and Procedures - Italy' will be updated with Rev 9 Aug.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

ATC clearance for VFR traffic to enter CTA (D) Milano shall be requested only to Milano FIS.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

For all communication facilities referring to APP control service with call sign MILANO RADAR FREQ 132.700 should be read 132.705.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Milano TMA completely revised.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 21 JUN 18 Frequency Monitoring Code (FMC) Area (G) Milano North-West (Squawk 4610, MONITOR) 134.425 estbld N of CTA (D) Milano Piemonte sector 10, W of E009 00.0, E of E007 25.0 till N of Malpensa ATZ and Milano CTA Grand Paradiso sector 17. FMC Area (G) Milano North-East (Squawk 4611, MONITOR 126.300) estbld E of E009 00.0 within Milano FIS Area, N of Piacenza CTR sector 3 and Parma CTR sector 2 till N of Bergamo CTR. FMC Area (G) Milano North (Squawk 4612, MONITOR 126.750) estbld N of FMC area North-West and North-East till Swiss-Italian border. FMC Area (G) Padova Central (Squawk 4777,MONITOR 124.150) estbld in lateral limits of Padova CTAs (D) sector 7, 8, 9 and sector 11 excluding lateral limits of CTRs of Treviso, Venezia, Bologna and Ronchi. FMC Area (G) Alghero/Olbia (Squawk5137, MONITOR 125.950) estbld

(c) JEPPESEN SANDERSON, INC., 2019, ALL RIGHTS RESERVED

within lateral limits of Sardegna CTA (D) Nord Sardegna sector 7. Vertical limit for all areas: GND - lower limit class A/C/D/E.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

ATC clearance for VFR traffic to enter CTA (D) Padova shall be requested only to Padova FIS.