1. GENERAL

1.1. ATIS

ATIS Arrival 120.02
ATIS Departure 121.62

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

ACFT classified according to ICAO Annex 16, Volume I, Chapter 2 are not allowed to use APT except in case of emergency.
In this case, take-off is allowed from RWY 17R only. Use of a different RWY will be authorized in case of adverse meteorological conditions or safety reasons only.

1.2.2. RWY USAGE

RWY utilization will be selected by ATC according to the following wind components:
MAX 10 KT steady and measured tail wind component.

When the RWY selection by ATC is considered not suitable for the operation desired, pilots may request permission to use a different RWY.
In such case the ACFT may be subject to delay.

1.2.3. RWY USAGE AT NIGHT

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

1.2.4. RUN-UP TESTS

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

1.2.5. AUXILIARY POWER UNIT (APU)

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

For LVP taxi routings refer to 10-9B.

1.3.1. GENERAL

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

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

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

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1. GENERAL

c) intermediate holding positions, identified by lighted signs with yellow inscription on black panel positioned on the left sides of the TWY, transversal yellow lights and dashed transversal yellow marking:
- on TWY C in direction North/South: C2, C3 & C4,
- on TWY W in direction North/South: W0 thru W8 & W10,
- on Apron TWY K in direction North/South: K1 thru K8,
- on Apron TWY Y in direction North/South: Y1 and Y2,
- on TWY GE in direction South/North: GE1,
- on TWY GW in direction RWY holding position GW: GW1.

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

When RVR is less than 550m and/or CEILING is less than 200m, RWYs shall be used as follows:
- RWY 35R only for take-off,
- RWY 35L only for landing,
- RWY 17L/R not usable.

a) ACFT arriving on RWY 35L directed to Terminal 1 shall vacate the RWY only on TWY L or EW and Apron TWY N, P, R and S to West apron.

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

c) ACFT departing from RWY 35R shall taxi to CA holding point/CAT II/III position:
- only on TWY C if coming from Terminal 2,
- only on TWY W or TWY K or Apron TWY Y (direction North/South) and then via TWY GW-GE to cross RWY 35L, if coming from Terminal 1.
- ACFT from Terminal 1 to join TWY W shall use Apron TWY S and T (ATC discretion) and Apron TWY V.

d) SINGLE RWY OPERATIONS
Whenever one of the RWYs is not available and RVR measured on TDZ is equal to or less than 550m and/or CEILING is less than 200', RWY shall be used as follows:
RWY 35L
- Arriving ACFT directed to Terminal 1, shall vacate the RWY only via TWY L and/or TWY EW;
- Arriving ACFT directed to Terminal 2, shall vacate the RWY only via TWY B and/or TWY BA;
- Departing ACFT coming from Terminal 1, shall taxi to GW CAT I/II/III holding position, only via TWY W or TWY K or Apron TWY Y (direction North-South).
- Departing ACFT coming from Terminal 2 shall taxi to GE CAT I/II/III holding position, only via TWY C.

RWY 35R
- Arriving ACFT directed to Terminal 1, shall vacate the RWY only via TWY D and/or TWY E;
- Arriving ACFT directed to Terminal 2, shall vacate the RWY only via TWY E;
- Departing ACFT coming from Terminal 1 shall taxi to CA CAT II/III holding position, only via TWY W or TWY K or Apron TWY Y and then via TWY GW - GE to cross RWY 35L.
- Departing ACFT coming from Terminal 2 shall taxi to CA CAT II/III holding position, only via TWY C.

TWYs AA, AB, E, D, CB, BA, B, EM, DE, DM, CF, FE, WB, F, DB, DA, are not usable to enter the RWYs.

1. GENERAL

1.3.2. GROUND MOVEMENT

SMR (Surface Movement radar) operative:

When RVR is less than 600m, ACFT movement on the manoeuvring area and on the aprons shall be in accordance with information and sequence provided by TWR, following the indicated course. Follow-me assistance provided on pilot's request.
ACFT separation shall be determined by means of reference points that assure longitudinal separation .
This separation may be reduced, whenever the pilot declares, under his own responsibility, that the preceding ACFT is in sight and separation can be maintained.

SMR (Surface Movement radar) inoperative:

When RVR is between 550m and 150m, ACFT movement on manoeuvring area and aprons, shall be in accordance with information and sequence provided by TWR, following the indicated course. Follow-me assistance provided on pilot's request.
ACFT separation shall be determined by means of not adiacent reference points on the same TWY in order to achieve a greater separation.
When RVR measured on TDZ point of one the RWYs is below 150m, RWY 35L only shall be used for landing and take-off. Only one ACFT at the time shall be allowed to taxi on the manoeuvring area and follow-me assistance shall be provided on pilot's request. Only one ACFT at the time shall be allowed to taxi on the aprons and follow-me car assistance is mandatory,
No entry TWYs E-D-CB-DA-DB shall be protected by ICAO compliant physical barriers.

1.3.3. MOVEMENT FROM/TO APRON GS

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

1.3.4. CONTIGENCIES

Lost ACFT on the manoeuvring area:

Whenever an ACFT reports being lost on the manoeuvring area and TWR is not able to determine the ACFT position, all APT operations shall be immediately suspended.
TWR shall instruct all the taxiing ACFT to report and maintain position and will keep them informed of the lost ACFT last known/reported position.
TWY will instruct a follow-me to search for the lost ACFT, supplying all the available information, including lost ACFT last reported position and taxiing ACFT position on the manoeuvring area.

Radio failure on the manoeuvring area:

Whenever an ACFT experiences a radio failure on the manoeuvring area, shall operate as follows:
- Departing ACFT: He shall continue taxiing, along the assigned route, to the clearance limit position, paying particular attention in avoiding any diversion; in this position, he shall wait for the follow-me to go back to his parking stand.
- Arriving ACFT: After vacating RWY and sensitive areas on the appropriate TWY, he shall maintain position and wait for the follow-me assistance to reach the parking stand.

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

State of emergency and/or accident:

Whenever a state of emergency or accident occurs, Tower shall instruct all ACFT taxiing on the manoeuvring area to report and maintain their position.
Tower shall give maximum priority and assistance to the rescue means, according to the APT Emergency Plan.

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1. GENERAL

1.4. RWY OPERATIONS

1.4.1. RWY 17R/35L CROSSING PROCEDURES

ACFT which are required to cross RWY 17R/35L will be issued instructions which will include a taxi clearance limit, in which the ACFT will be required to hold short of the RWY, by:
- the Ground Movement Controller, if 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 instucted to change frequency to that of the appropriate Controller.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

TWY AA to be used for vacating RWY 17L/35R or for departure RWY 17L with aerodrome operative in CAT I.
TWY GS MAX wingspan 78'/24m and must be used with follow-me assistance when proceeding to GA apron.
Apron TWY N linking TWY P and Apron TWY N MAX wingspan 157 '/48m.
TWY AB to be used for vacating RWY 17L/35R or for departures from start point A RWY 17L with aerodrome operative in CAT I (red lights off and TWY centerline lights available);
not to be used with aerodrome operative in CAT II/III (red lights on and TWY centerline lights off).

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

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

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

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

Preferential use of Apron TWY with RWY 35L/R in use:
- Apron TWY N, P, R, S and V shall be used to enter the apron.
- Apron TWY T and U shall be used to leave the apron.

Preferential use of Apron TWY with RWY 17L/R in use:
- Apron TWY S, T, U and V shall be used to enter the apron.
- Apron TWY N, P and R shall be used to leave the apron.

1. GENERAL

1.6. PARKING INFORMATION

Stands 106, 108 thru 114, 401 thru 413, 501 thru 513 and 601 thru 613 equipped with docking guidance system.
On stands 101 thru 118, 302, 304, 307, 309, 312, 314, 317, 319, 401 thru 413, 501 thru 513, 601 thru 625 and 701 thru 718 push-back required.
On stands 301, 303, 305, 306, 308, 310, 311, 313, 315, 316, 318 and 320 power-back required.

1.7. OTHER INFORMATION

1.7.1. GENERAL

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

1.7.2. USE OF HOLDING BAY/POSITIONS

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

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Unless otherwise instructed by ATC pilots must comply with following speed control:
- 270 KT at or below FL250 within area defined by following points: GEN-PIA-ORI-MARCO-ABESI-CANNE-ODINA-AKASU-PIMOT-TOP-LAGEN-GEN.
- 230 KT at or below FL100.
- 210 KT at VERCE/RIGON points or at 20NM from TDZ on straight-in approach RWY 35L/R.
- 180 KT at 9NM from TDZ.
- 160 KT at 5NM from TDZ.

2.2. CAT II/III OPERATIONS

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

2.3. RUNWAY OPERATIONS

2.3.1. MINIMUM RWY OCCUPANCY

Landing ACFT on RWY 35R are requested to vacate the RWY not after intersection E as fast as practicable. ACFT unable to comply must advise MALPENSA Tower at the first contact.
Landing heavy ACFT on RWY 35L should perform their landing in order to vacate the RWY via TWY B or EW, or when landed on RWY 35R via TWY E.

2.4. USE OF MODE S TRANSPONDER ON THE GROUND

2.4.1. ACFT EQUIPPED WITH MODE S TRANSPONDER

2.4.1.1. ARRIVING ACFT AFTER LANDING UNTIL AT THE STAND

Select XPDR or its equivalent depending on the specifications of the installed model;
Select AUTO mode, if the function is available;
Do not select the OFF or STAND BY functions;
Maintain the Mode A code assigned by ATC.

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2. ARRIVAL

2.4.1.2. MOVING ACFT ON THE MOVEMENT AREA

Select XPDR or its equivalent depending on the specifications of the installed model;
Select AUTO mode, if the function is available;
Do not select the OFF or STAND BY functions;
Set Mode A code to 1000.

2.4.2. ACFT NOT EQUIPPED WITH MODE S TRANSPONDER OR WITH UNSERVICEABLE MODE S TRANSPONDER

2.4.2.1. ARRIVING ACFT

Set the Mode A + C transponder to OFF as soon as the RWY is vacated.

2.4.2.2. MOVING ACFT ON THE MOVEMENT AREA

Maintain Mode A + C transponder to OFF for all the duration of displacement.

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 C - TWY CF (hold short RWY 17R/35L).
- TWY GE (hold short RWY 17R/35L).

2.5.1.2. RWY 35L

If going to apron North via TWY B or BA.
If going to apron West via:
- TWY EW - TWY W or TWY BW.
- TWY L - TWY DA for stands with access via Apron TWY N, P and R.
- TWY L - TWY DB for stands with access via Apron TWY S, T, U and V.

2.5.1.3. RWY 35R

If going to apron North via TWY E - TWY A or AB and/or AA.
If going to apron West via:
- TWY E - TWY EM (hold short RWY 17R/35L)
- TWY D - TWY DE for stands with access via Apron TWY N, P and R (hold short RWY 17R/35L)
- TWY D - TWY DM for stands with access via Apron TWY S, T, U and V (hold short RWY 17R/35L)

2.6. OTHER INFORMATION

2.6.1. GENERAL

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 in mind:
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.
The 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 runway.

When applying Land After Procedure, ATC will not issue a landing clearance.
ATC will give to the second ACFT the instruction to land after the preceding ACFT using the following phraseology: " (CALL SIGN) Land After (ACFT TYPE) landing on RWY 35R." Responsibility for ensuring adequate separation between the two ACFT rests with the pilot of the second ACFT including respect of prescribed wake turbulence separation.

2. ARRIVAL

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

2.6.4.1. CONDITIONS

Dependent parallel approaches may be conducted to parallel RWYs provided that:
- Radar service is operative,
- ILS equipment is operative on both RWYs and the ACFT are making ILS approaches,
- ACFT are advised that approaches are in use to both RWYs; this information may be provided through the ATIS.

2.6.4.2. SEPARATION

A minimum of 1000' vertical separation or a minimum of 5NM radar separation will be provided between ACFT during turn-on to parallel LOC courses.
The minimum radar separation between ACFT established on a LOC course will be:
- 3NM between ACFT on the same LOC course (with additional longitudinal separation as required for wake turbulence).
- 3NM between successive ACFT on adjacent localizer course.

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

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3. DEPARTURE

3.1. DE-ICING

De-Icing/De-Snowing takes place at following De-Icing Areas:
Area 1: Position H1, H2 and K8 (MAX CAT E), Z1 (MAX CAT C).
Area 2: Position 791 thru 793 (MAX CAT C).
Area 3: Position Z2R (MAX CAT E), Z2L, Z3 (MAX CAT C).
De-Icing Operation H24.
Minimum standard taxi-time may increase in accordance to weather condition.

Responsibilities:
All De-Icing/De-Snowing operations are under AO/Pilot in Command responsibility.

Procedures:
AO/Pilots of ACFT shall put request to De-Icing provider through ramp agent attending the flight.
Pilot at Start-up will report to Tower to have agreed upon previously De-Icing operations.
For Area 1 (Main Area) expect Tower instructions to Y2 or K7 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.

3.2. START-UP AND TAXI PROCEDURES

3.2.1. APRON MANAGEMENT

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

3.2.2. TAXI ROUTINE

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

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

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

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

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

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

3. DEPARTURE

3.3. SPEED RESTRICTIONS

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

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

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. RUNWAY USAGE

During trial period the following alternate RWY usage scheme for take-offs will be in force:

- First DAY:
  - between 0530-0930LT: RWY 35L;
  - between 0930-1730LT: RWY 35R;
  - between 1730-2230LT: RWY 35L.
- Second DAY:
  - between 0530-0930LT: RWY 35R;
  - between 0930-1730LT: RWY 35L;
  - between 1730-2230LT: RWY 35R.
- Third DAY: usage as for the first DAY.
- Fourth DAY: usage as for the second DAY, and so on.

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

The alternate RWY usage scheme may not be applied:

- if required for safety reasons (i.e. operational or meteorological conditions);
- between 0830-1030LT and 1930-2130LT; these two hour periods may be shifted, if required by the peak-traffic forecast and, if necessary, a tolerance of +/- 15 minutes is allowed at beginning and end;
- a third one hour period of flexibility may be used to cope with the peak of traffic that could affect the regularity of APT operations; the use of this period will be limited to a maximum of 100 DAYs per year.

Due to daily periodic inspections RWY 35/17 are closed at certain times.
Expect short time alterations due to traffic congestion.

During take-off climb, standard noise abatement procedures established by operators in compliance with manufacturer technical documentation must be applied.
During the initial climb phase, pilots shall maintain the following parameters:

a) up to 1500' QFE - take-off power;
- take-off flap;
- climb at V_2 + 10/20 KT or as limited by body angle;

b) at 1500' QFE - reduce thrust and climb at V_2 10/20 KT until reaching

c) at 3000' QFE - accelerate smoothly to enroute climb speed with flap retraction.

3.5. RUNWAY OPERATIONS

3.5.1. MINIMUM RWY OCCUPANCY

Departing ACFT shall comply with ATC clearance to line-up without any delay and line-up manoeuvre shall start immediately after the preceding departing ACFT has initiated the take-off run. As far as possible pre-flight checks shall be completed before line-up. Any other checks following line-up shall be carried out as quickly as possible. Take-off run shall start immediately after take-off clearance.
Prior to line-up, pilots must inform MALPENSA Tower if unable to comply with above minimum RWY occupancy criteria.

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3. DEPARTURE

3.6. USE OF MODE S TRANSPONDER ON THE GROUND

WARNING:
TCAS should be selected before entering the RWY, after receiving line-up clearance; it should be deselected after vacating the RWY.

3.6.1. ACFT equipped with mode S transponder

3.6.1.1. Departing ACFT, 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 Aircraft Registration;

Select XPDR or its equivalent depending on the specifications of 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.

3.6.1.2. Moving ACFT on the movement area:

Select XPDR or its equivalent depending on the specifications of the installed model;
Select AUTO mode, if the function is available;
Do not select the OFF or STAND BY functions;
Set Mode A code to 1000.

3.6.2. ACFT not equipped with Mode S transponder or with unserviceable Mode S transponder

3.6.2.1. Departing ACFT:

Maintain Mode A + C transponder to OFF until line-up.

3.6.2.2. Moving ACFT on the movement area:

Maintain Mode A + C transponder to OFF for all the duration of displacement.

CHANGES: Printing sequence.

LIMC/MXP
MALPENSA

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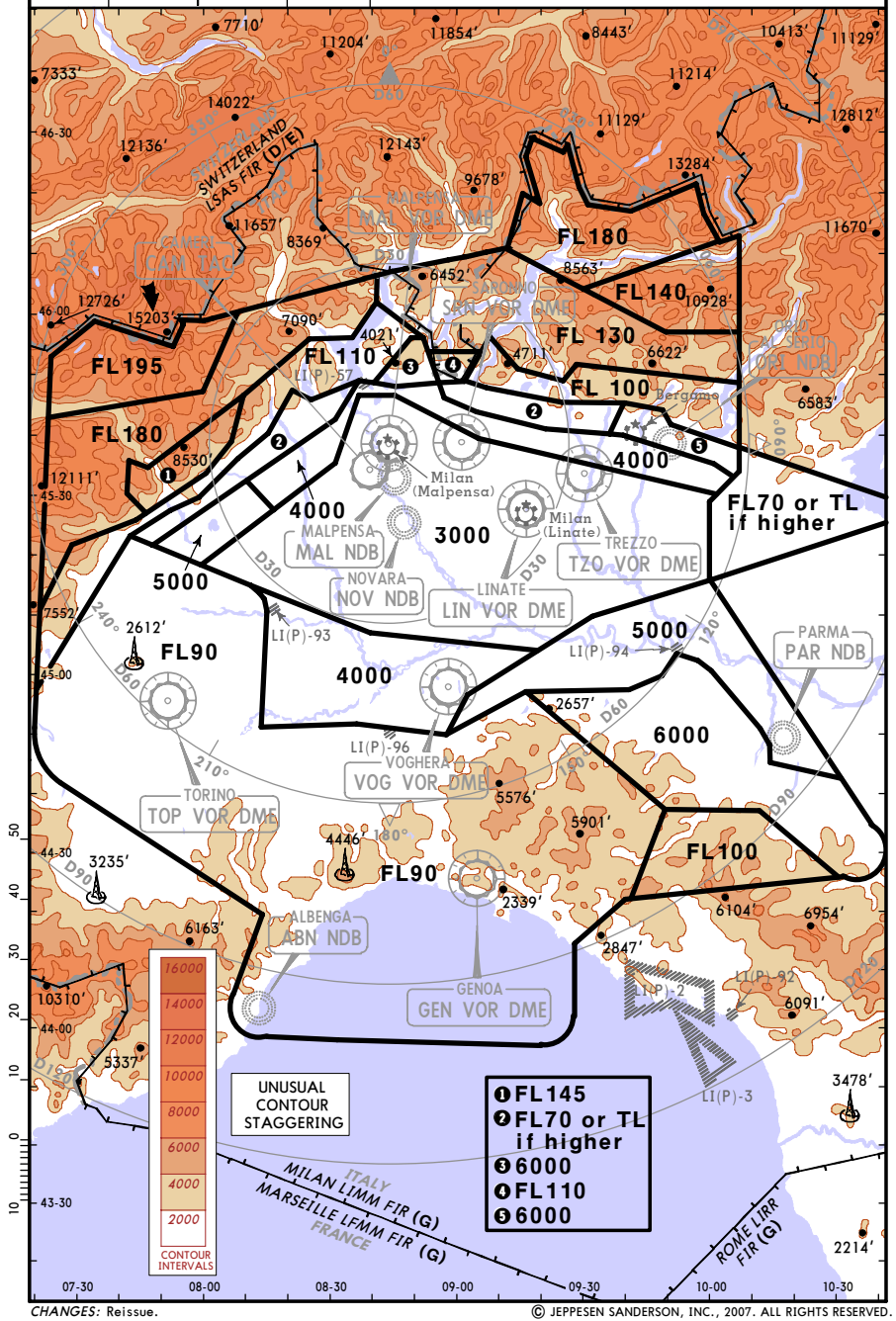
23 MAR 07 (10-1R)

MILAN, ITALY
RADAR MINIMUM ALTITUDES

*MILANO Arrivals (APP)	MILANO Departures (APP) South	MILANO Departures (APP) North	Apt Elev
132.7	*126.3	126.75	767′

Alt Set: hPa Trans level: By ATC Trans alt: 6000′
1. Altitudes are based on Milan QNH. **2.** Minimum altitudes provide 1000′ obstacle clearance within 3 NM from aircraft position until 20 NM from radar antenna and within 5 NM from aircraft position beyond 20 NM from radar antenna.



CHANGES: Reissue.

LIMC/MXP
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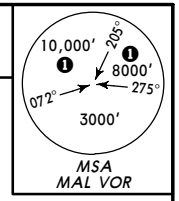
JEPPESEN
11 AUG 06 (10-2)

MILAN, ITALY
RNAV STAR

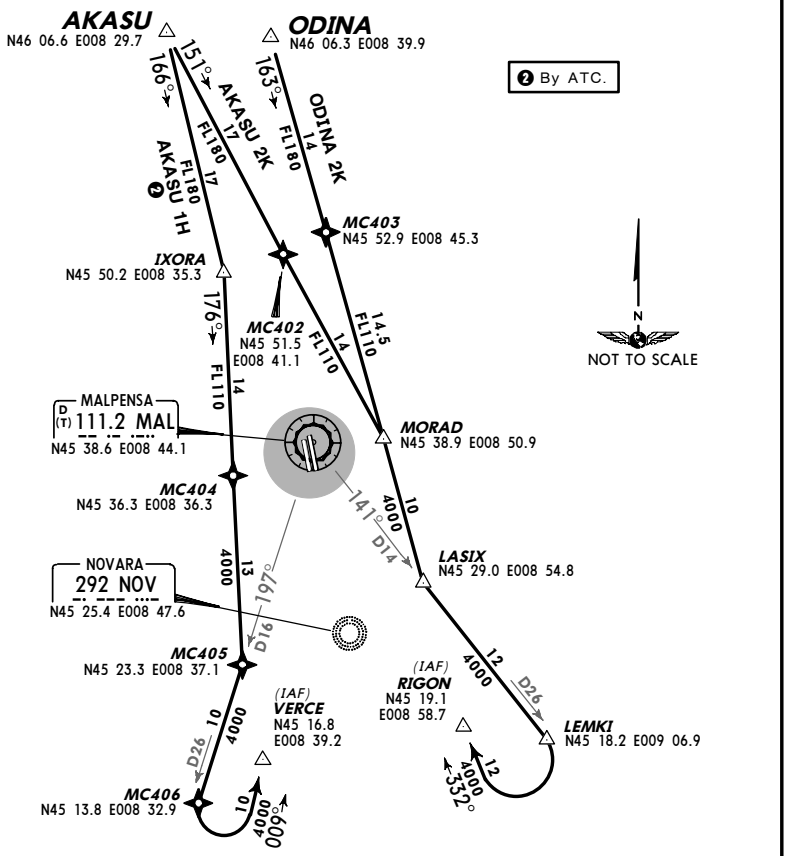
ATIS Arrival	Apt Elev
120.02	767′

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

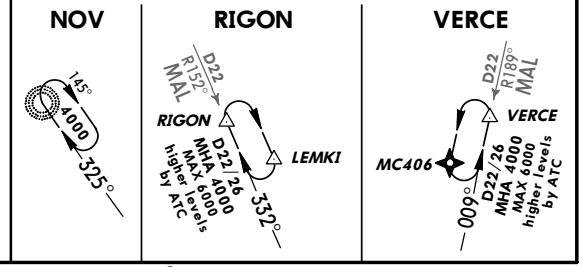


❶ 6000′ within 10 NM

AKASU 1H *[AKAS1H]*❷, AKASU 2K *[AKAS2K]*
ODINA 2K *[ODIN2K]*
RNAV ARRIVALS
PRNAV RECOMMENDED
FROM NORTH



HOLDINGS OVER



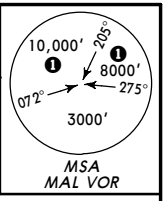
CHANGES: Waypoint GIKOM replaced by LEMKI.

LIMC/MXP
MALPENSA

JEPPESEN
11 AUG 06 (10-2A)

MILAN, ITALY
RNAV STAR

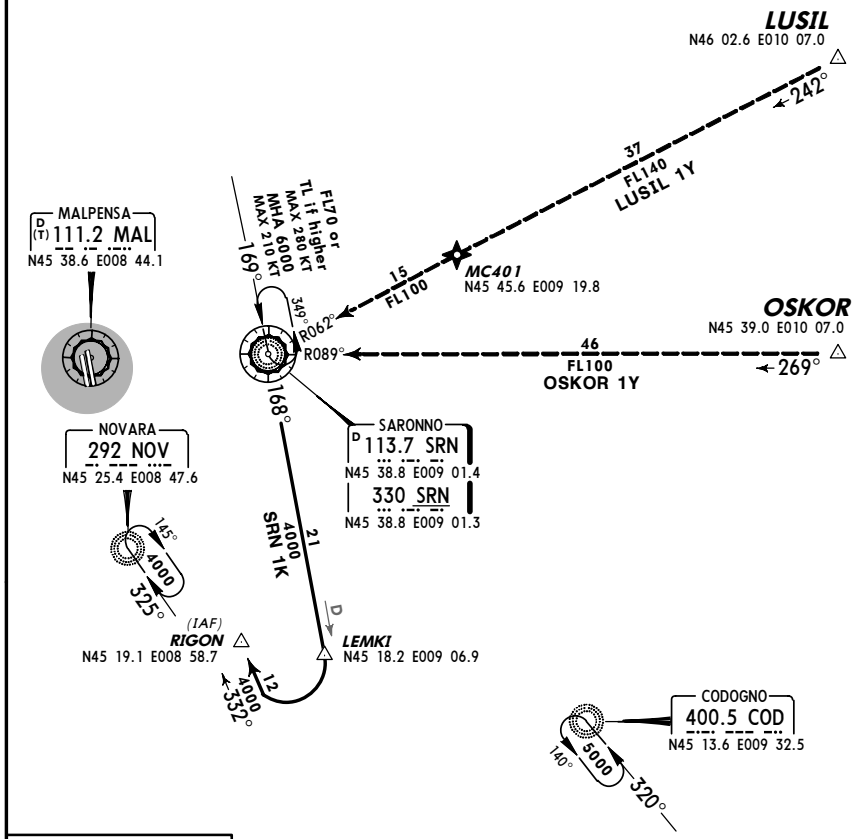
ATIS Arrival	Apt Elev	
120.02	767′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Holdings are defined by conventional navigation.



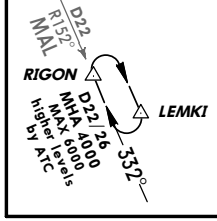
❶ 6000′ within 10 NM

SRN 1K
RNAV ARRIVAL
LUSIL 1Y *[LUS1Y]*, OSKOR 1Y *[OSK1Y]*
RNAV TRANSITIONS

PRNAV RECOMMENDED
FROM NORTHEAST



HOLDING OVER RIGON



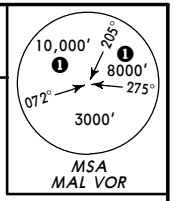
CHANGES: Waypoint GIKOM replaced by LEMKI.

LIMC/MXP
MALPENSA

JEPPESEN
7 APR 06 (10-2B) Eff 13 Apr

MILAN, ITALY
RNAV STAR

ATIS Arrival	Apt Elev	
120.02	767′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Holdings are defined by conventional navigation.

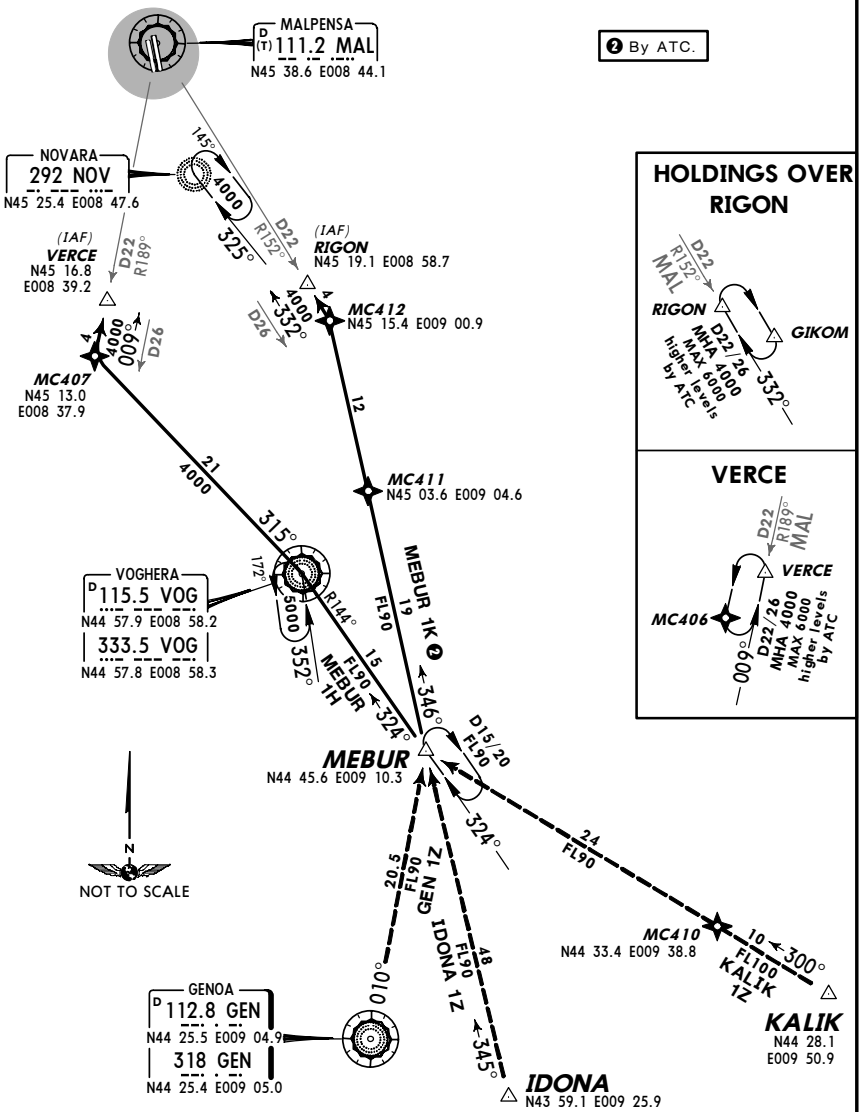


❶ 6000′ within 10 NM

MEBUR 1H *[MEBU1H]*, MEBUR 1K *[MEBU1K]* ❷
RNAV ARRIVALS
GEN 1Z ❷, IDONA 1Z *[IDO1Z]*, KALIK 1Z *[KAL1Z]*
RNAV TRANSITIONS

PRNAV RECOMMENDED
FROM SOUTHEAST

❷ By ATC.



HOLDINGS OVER RIGON

VERCE

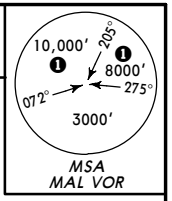
CHANGES: RNAV STARs & transitions establd, transitions transf.

LIMC/MXP
MALPENSA

JEPPESEN
7 APR 06 (10-2C) Eff 13 Apr

MILAN, ITALY
RNAV STAR

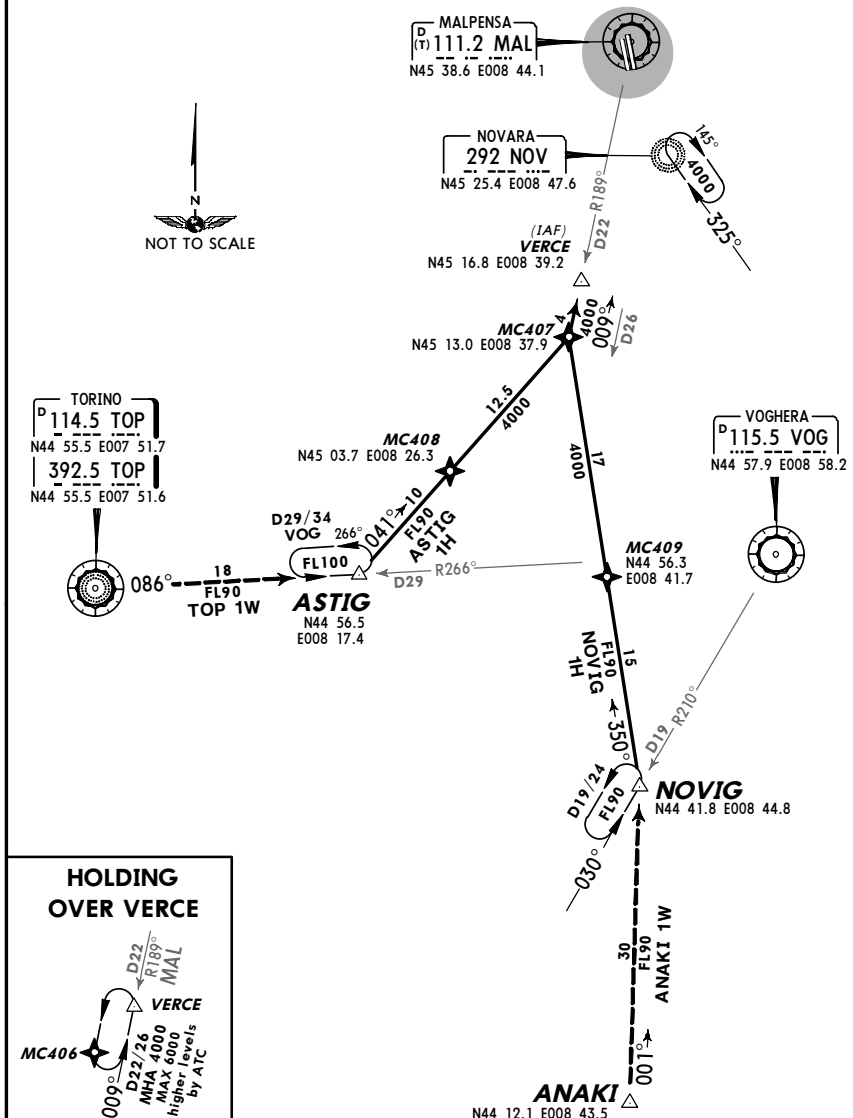
ATIS Arrival	Apt Elev	
120.02	767'	Alt Set: hPa Trans level: By ATC Trans alt: 6000' Holdings are defined by conventional navigation.



ASTIG 1H *[ASTI1H]*, NOVIG 1H *[NOVI1H]* RNAV ARRIVALS

ANAKI 1W *[ANA1W]*, TOP 1W RNAV TRANSITIONS

PRNAV RECOMMENDED FROM SOUTHWEST



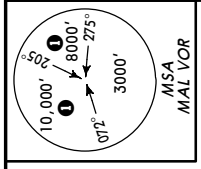
HOLDING OVER VERCE

LIMC/MXP
MALPENSA

JEPPESEN
21 APR 06 (10-2D)

MILAN, ITALY
STAR

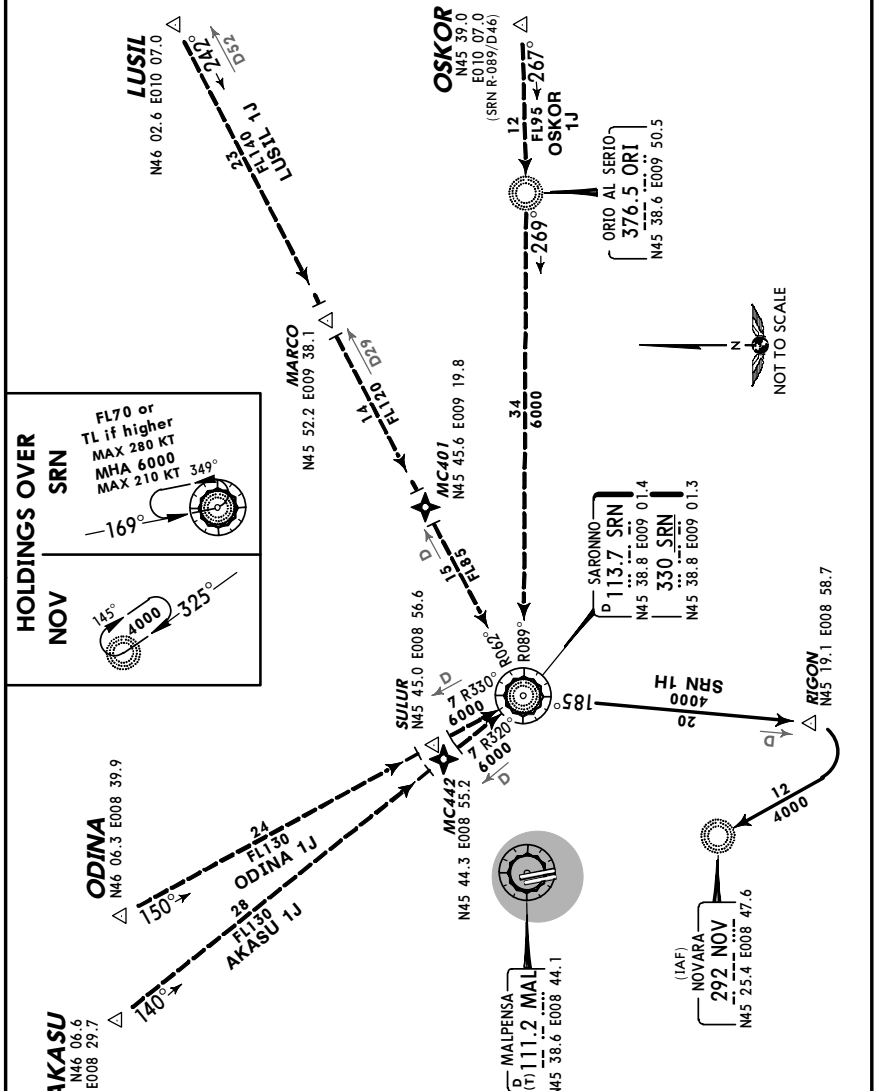
ATIS Arrival	Apt Elev	
120.02	767'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'



SRN 1H ARRIVAL

AKASU 1J *[AKA1J]*, LUSIL 1J *[LUS1J]* ODINA 1J *[ODI1J]*, OSKOR 1J *[OSK1J]* TRANSITIONS

PROCEDURES ARE NOT TO BE PLANNED BY RNAV/FMS EQUIPPED ACFT FROM NORTH, NORTHEAST & EAST

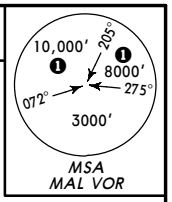


LIMC/MXP
MALPENSA

JEPPESEN
21 APR 06 (10-2E)

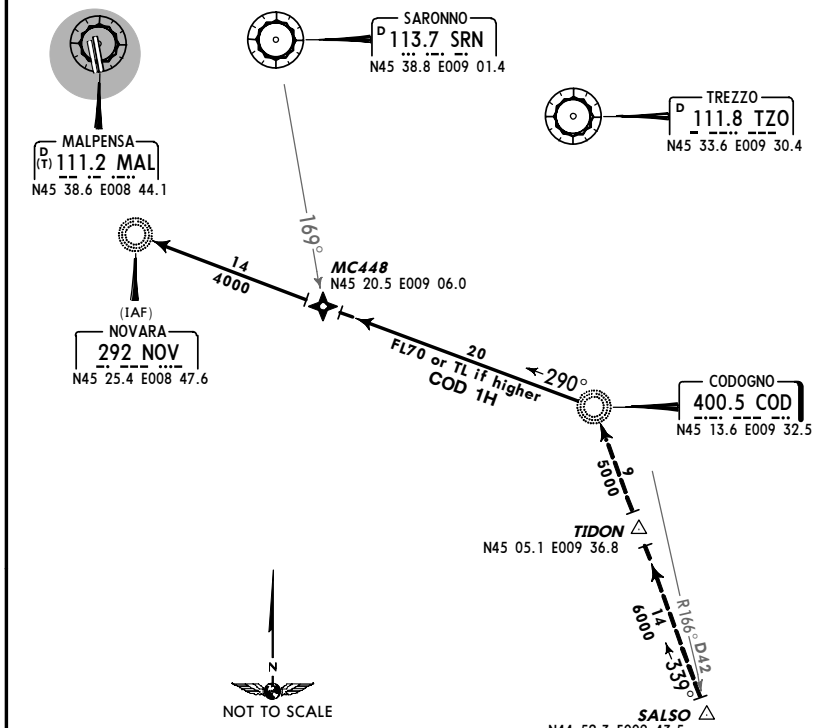
MILAN, ITALY
STAR

ATIS Arrival	Apt Elev	Alt Set: hPa	Trans alt: 6000′
120.02	767′	Trans level: By ATC	



COD 1H
ARRIVAL
KALIK 1E *[KAL1E]*
TRANSITION

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



HOLDINGS OVER

COD	NOV
140° 5000 320°	145° 4000 325°

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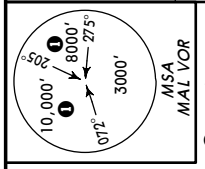
JEPPESEN
JeppView 3.5.2.0

LIMC/MXP
MALPENSA

JEPPESEN
7 APR 06 (10-2F) Eff 13 Apr

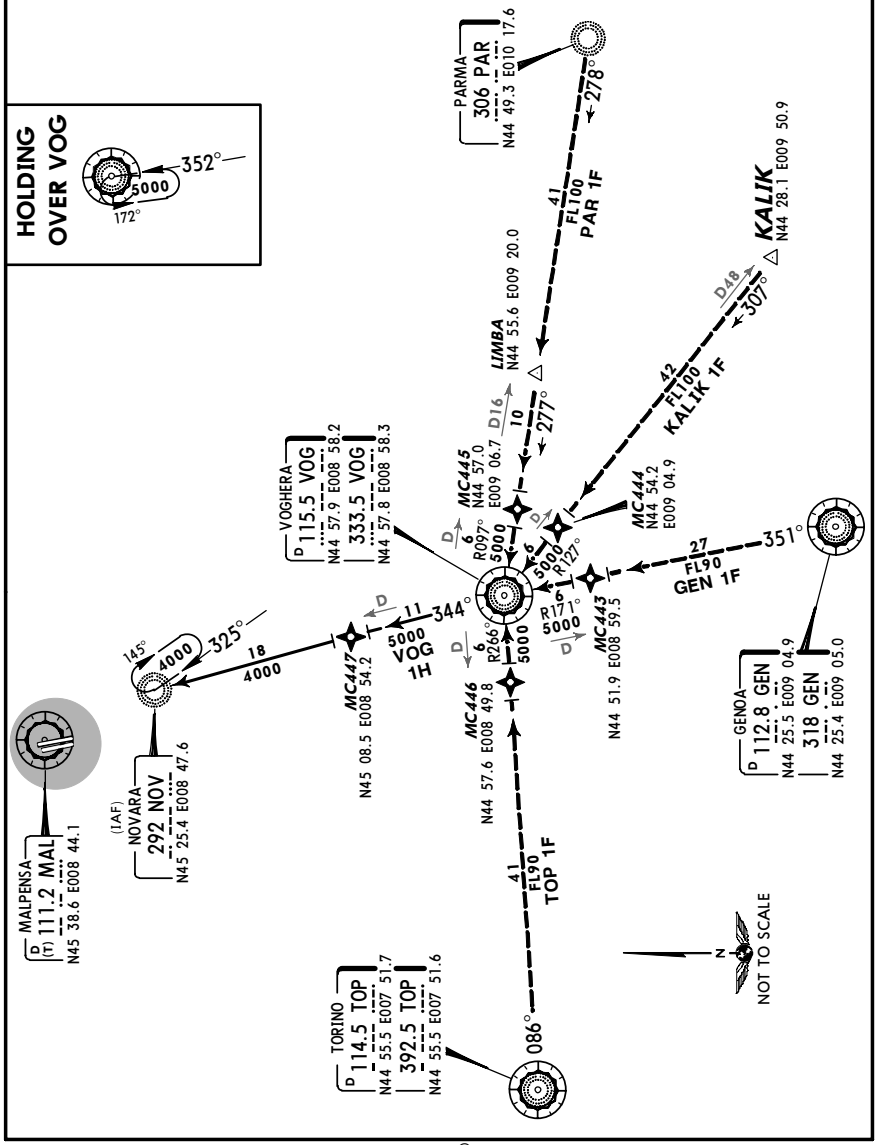
MILAN, ITALY
STAR

ATIS Arrival	Apt Elev	Alt Set: hPa	Trans alt: 6000′
120.02	767′	Trans level: By ATC	



VOG 1H
ARRIVAL
GEN 1F, KALIK 1F *[KAL1F]*, PAR 1F, TOP 1F
TRANSITIONS

PROCEDURES ARE NOT TO BE PLANNED BY RNAV/FMS EQUIPPED ACFT
FROM SOUTH & WEST

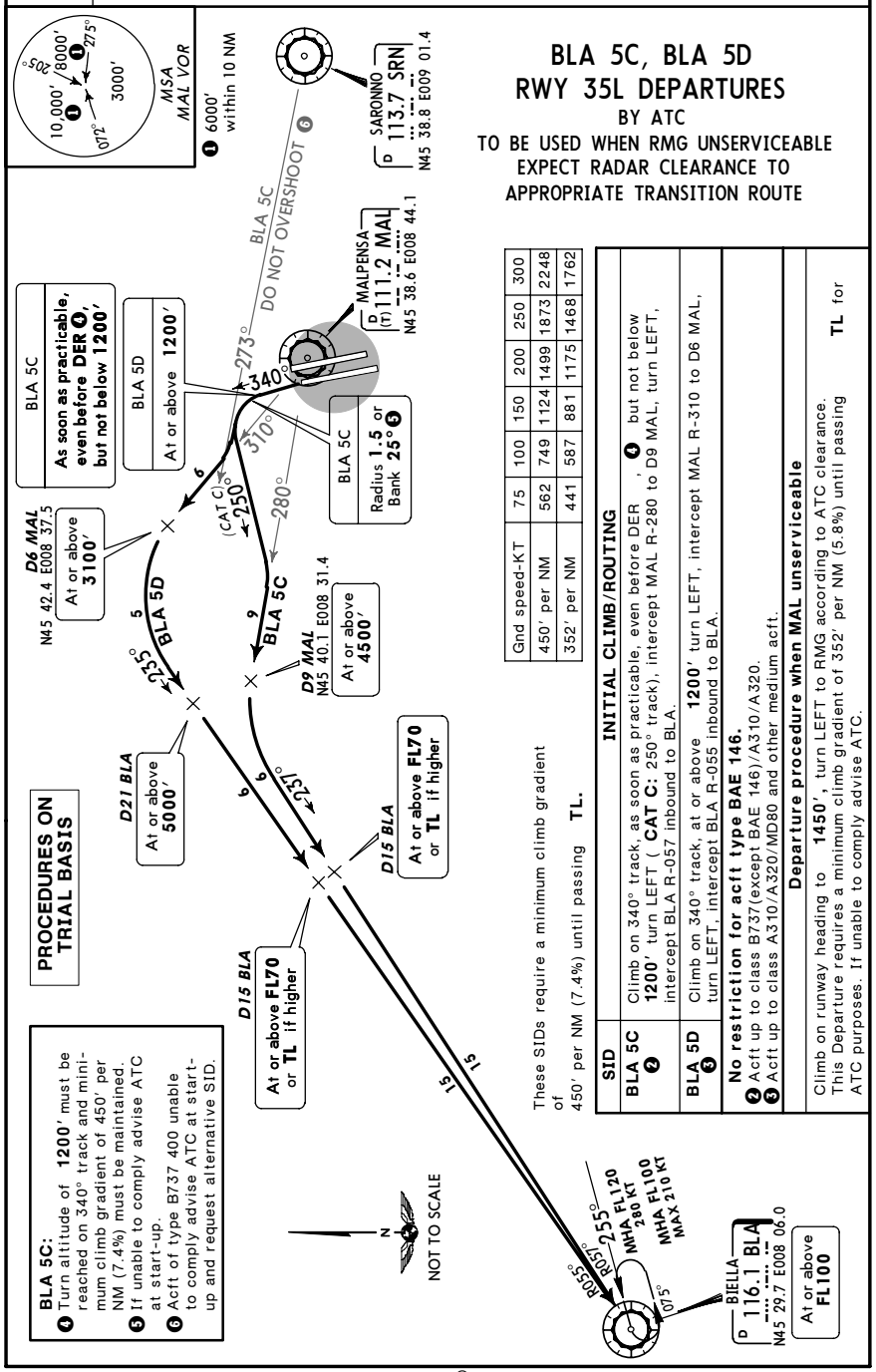


Apt Elev 767′

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

BLA 5C, BLA 5D RWY 35L DEPARTURES

BY ATC
TO BE USED WHEN RMG UNSERVICEABLE
EXPECT RADAR CLEARANCE TO APPROPRIATE TRANSITION ROUTE



Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248
352′ per NM	441	587	881	1175	1468	1762

These SIDs require a minimum climb gradient of 450′ per NM (7.4%) until passing **TL**.

SID	INITIAL CLIMB/ROUTING
BLA 5C ❷	Climb on 340° track, as soon as practicable, even before DER ❹, but not below **1200′** turn LEFT (**CAT C:** 250° track), intercept MAL R-280 to D9 MAL, turn LEFT, intercept BLA R-057 inbound to BLA.
BLA 5D ❸	Climb on 340° track, at or above **1200′** turn LEFT, intercept MAL R-310 to D6 MAL, turn LEFT, intercept BLA R-055 inbound to BLA.

No restriction for acft type BAE 146.
❷ Acft up to class B737(except BAE 146)/A310/A320.
❸ Acft up to class A310/A320/MD80 and other medium acft.

Departure procedure when MAL unserviceable

Climb on runway heading to **1450′**, turn LEFT to RMG according to ATC clearance. This Departure requires a minimum climb gradient of 352′ per NM (5.8%) until passing **TL** for ATC purposes. If unable to comply advise ATC.

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

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JEPPESEN
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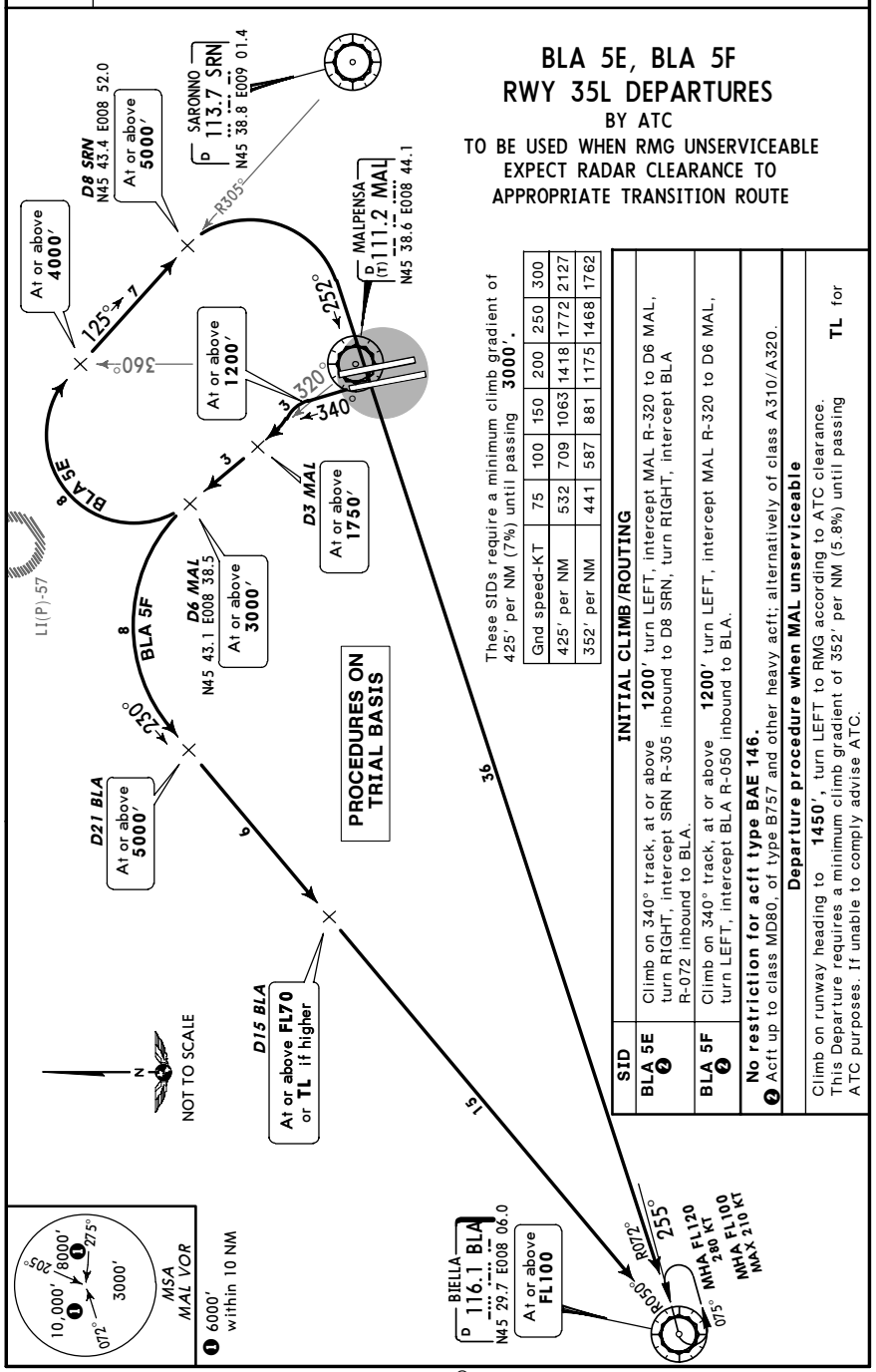
Apt Elev 767′

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

BLA 5E, BLA 5F RWY 35L DEPARTURES

BY ATC
TO BE USED WHEN RMG UNSERVICEABLE
EXPECT RADAR CLEARANCE TO APPROPRIATE TRANSITION ROUTE



These SIDs require a minimum climb gradient of 425′ per NM (7%) until passing **3000′**.

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127
352′ per NM	441	587	881	1175	1468	1762

SID	INITIAL CLIMB/ROUTING
BLA 5E ❷	Climb on 340° track, at or above **1200′** turn LEFT, intercept MAL R-320 to D6 MAL, turn RIGHT, intercept SRN R-305 inbound to D8 SRN, turn RIGHT, intercept BLA R-072 inbound to BLA.
BLA 5F ❷	Climb on 340° track, at or above **1200′** turn LEFT, intercept MAL R-320 to D6 MAL, turn LEFT, intercept BLA R-050 inbound to BLA.

No restriction for acft type BAE 146.
❷ Acft up to class MD80, of type B757 and other heavy acft; alternatively of class A310/A320.

Departure procedure when MAL unserviceable

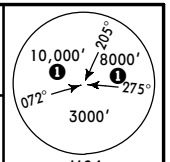
Climb on runway heading to **1450′**, turn LEFT to RMG according to ATC clearance. This Departure requires a minimum climb gradient of 352′ per NM (5.8%) until passing **TL** for ATC purposes. If unable to comply advise ATC.

LIMC/MXP MALPENSA — MILAN, ITALY

JEPPESEN 6 JUL 07 (10-3B) — SID

Apt Elev 767′

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



❶ 6000′ within 10 NM

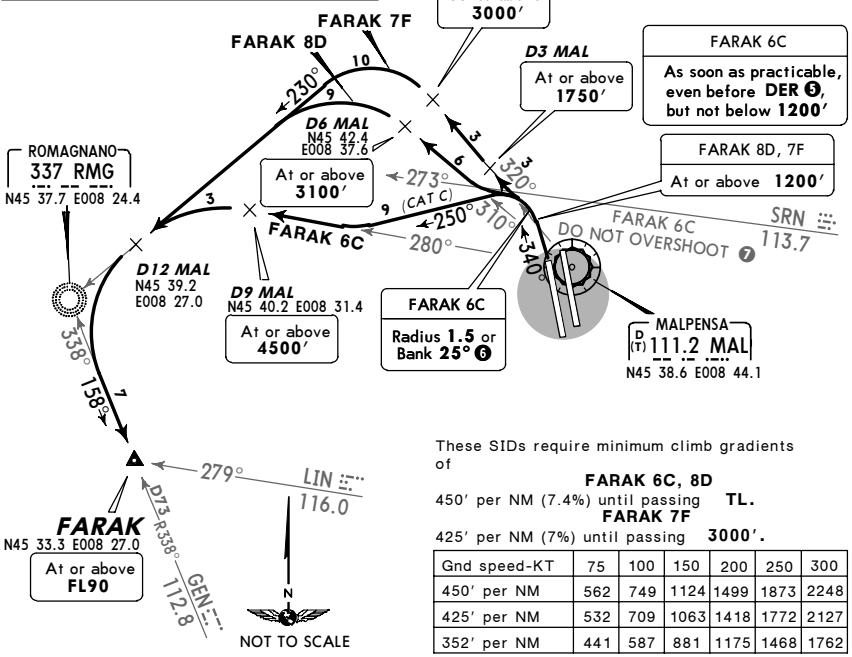
FARAK 6C:
❺ Turn altitude of **1200′** must be reached on 340° track and minimum climb gradient of 450′ per NM (7.4%) must be maintained.
❻ If unable to comply advise ATC at start-up.
❼ Acft of type B737 400 unable to comply advise ATC at start-up and request alternative SID.

FARAK 6C *[FARA6C]*
FARAK 8D *[FARA8D]*
FARAK 7F *[FARA7F]*
RWY 35L DEPARTURES

FOR TRANSITIONS FROM FARAK
REFER TO CHARTS
10-3N, 10-3P & 10-3Q

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

PROCEDURES ON TRIAL BASIS



These SIDs require minimum climb gradients of
FARAK 6C, 8D
450′ per NM (7.4%) until passing **TL.**
FARAK 7F
425′ per NM (7%) until passing **3000′.**

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248
425′ per NM	532	709	1063	1418	1772	2127
352′ per NM	441	587	881	1175	1468	1762

SID	INITIAL CLIMB
FARAK 6C ❷	Climb on 340° track, as soon as practicable, even before DER ❺, but not below **1200′** turn LEFT (**CAT C:** 250° track), intercept MAL R-280 to D9 MAL.
FARAK 8D ❸	Climb on 340° track, at or above **1200′** turn LEFT, intercept MAL R-310 to D6 MAL.
FARAK 7F ❹	Climb on 340° track, at or above **1200′** turn LEFT, intercept MAL R-320 to D6 MAL.

ROUTING

Turn LEFT, intercept 230° bearing towards RMG, at D12 MAL turn LEFT, intercept 158° bearing from RMG to FARAK.

No restriction for acft type BAE 146.
❷ Acft up to class B737(except BAE 146)/A310/A320.
❸ Acft up to class A310/A320/MD80 and other medium acft.
❹ Acft up to class MD80, of type B757 and other heavy acft; alternatively of class A310/A320.

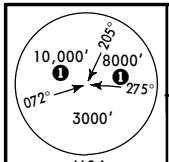
Departure procedure when MAL unserviceable

Climb on runway heading to **1450′,** turn LEFT to RMG according to ATC clearance. This Departure requires a minimum climb gradient of 352′ per NM (5.8%) until passing **TL** for ATC purposes. If unable to comply advise ATC.

CHANGES: NCRP replaced by CRP.

LIMC/MXP MALPENSA — MILAN, ITALY

JEPPESEN 6 JUL 07 (10-3C) — SID



❶ 6000′ within 10 NM

Apt Elev 767′

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

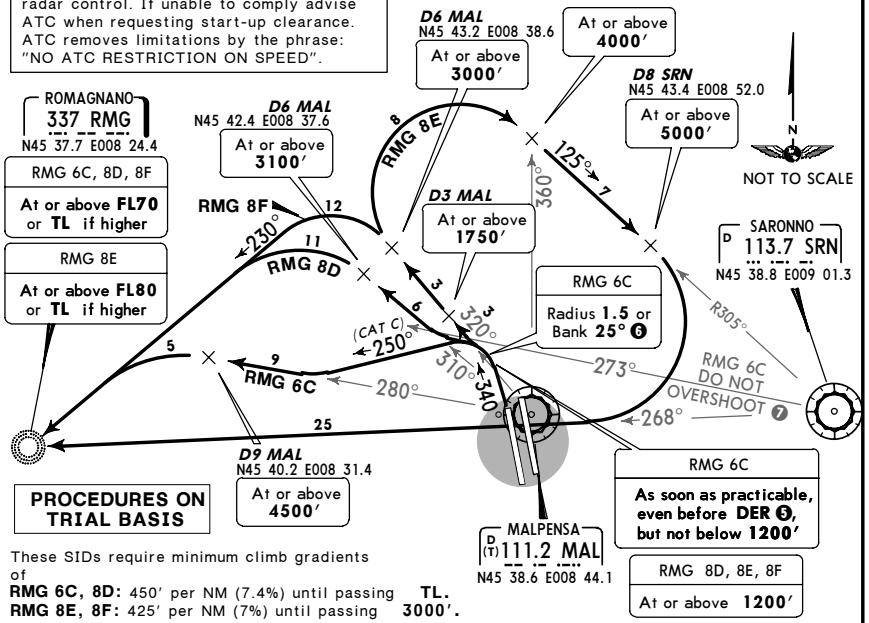
RMG 6C, RMG 8D
RMG 8E, RMG 8F
RWY 35L DEPARTURES

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

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

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

PROCEDURES ON TRIAL BASIS



These SIDs require minimum climb gradients of
RMG 6C, 8D: 450′ per NM (7.4%) until passing **TL.**
RMG 8E, 8F: 425′ per NM (7%) until passing **3000′.**

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248
425′ per NM	532	709	1063	1418	1772	2127
352′ per NM	441	587	881	1175	1468	1762

If BLA unserviceable Transitions AOSTA 8J, 8K (refer to chart 10-3T) are to be flown with RNAV equipment and under radar control.
If unable to comply advise ATC prior to engine start-up.

SID	INITIAL CLIMB/ROUTING
RMG 6C ❷	Climb on 340° track, as soon as practicable, even before DER , ❺ but not below **1200′** turn LEFT (**CAT C:** 250° track), intercept MAL R-280 to D9 MAL, turn LEFT, intercept 230° bearing to RMG.
RMG 8D ❸	Climb on 340° track, at or above **1200′** turn LEFT, intercept MAL R-310 to D6 MAL, turn LEFT, intercept 230° bearing to RMG.
RMG 8E ❹	Climb on 340° track, at or above **1200′** turn LEFT, intercept MAL R-320 to D6 MAL, turn RIGHT, intercept SRN R-305 inbound to D8 SRN, turn RIGHT, intercept SRN R-268 to RMG.
RMG 8F ❹	Climb on 340° track, at or above **1200′** turn LEFT, intercept MAL R-320 to D6 MAL, turn LEFT, intercept 230° bearing to RMG.

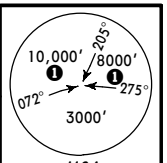
No restriction for acft type BAE 146.
❷ Acft up to class B737(except BAE 146)/A310/A320.
❸ Acft up to class A310/A320/MD80 and other medium acft.
❹ Acft up to class MD80, of type B757 and other heavy acft; alternatively of class A310/A320.

Departure procedure when MAL unserviceable

Climb on runway heading to **1450′,** turn LEFT to RMG according to ATC clearance. This Departure requires a minimum climb gradient of 352′ per NM (5.8%) until passing **TL** for ATC purposes. If unable to comply advise ATC.

CHANGES: None.

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



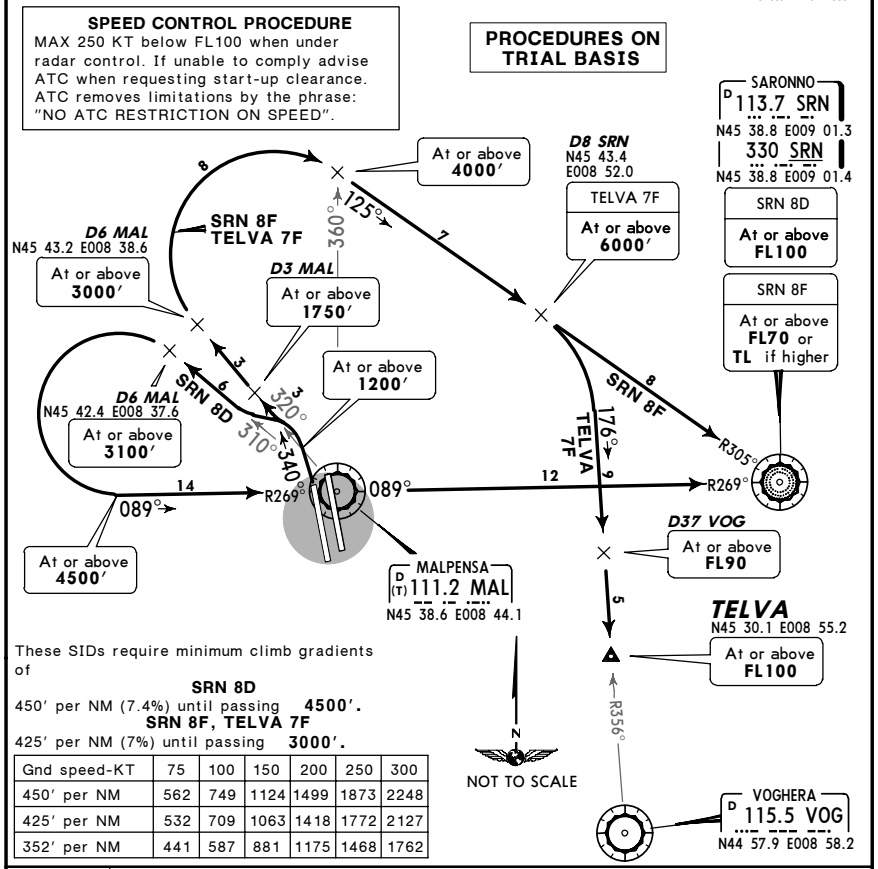
❶ 6000′ within 10 NM

SRN 8D, SRN 8F, TELVA 7F[TELV7F] RWY 35L DEPARTURES

FOR TRANSITIONS FROM SRN REFER TO CHART 10-3K
FOR TRANSITIONS FROM TELVA REFER TO CHART 10-3L

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

PROCEDURES ON TRIAL BASIS



These SIDs require minimum climb gradients of

SRN 8D
450′ per NM (7.4%) until passing **4500′.**
SRN 8F, TELVA 7F
425′ per NM (7%) until passing **3000′.**

Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248
425′ per NM	532	709	1063	1418	1772	2127
352′ per NM	441	587	881	1175	1468	1762

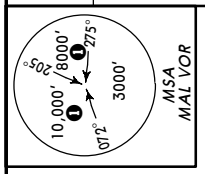
SID	INITIAL CLIMB/ROUTING
SRN 8D ❷	Climb on 340° track, at or above **1200′** turn LEFT, intercept MAL R-310 to D6 MAL, turn LEFT, intercept MAL R-269 inbound to MAL, continue on SRN R-269 inbound to SRN.
SRN 8F ❸	Climb on 340° track, at or above **1200′** turn LEFT, intercept MAL R-320 to D6 MAL, turn RIGHT, intercept SRN R-305 inbound to SRN.
TELVA 7F ❸	Climb on 340° track, at or above **1200′** turn LEFT, intercept MAL R-320 to D6 MAL, turn RIGHT, intercept SRN R-305 inbound to D8 SRN, turn RIGHT, intercept VOG R-356 inbound to TELVA.

No restriction for acft type BAE 146.
❷ Acft up to class A310/A320/MD80 and other medium acft.
❸ Acft up to class MD80, of type B757 and other heavy acft; alternatively of class A310/A320.

Departure procedure when MAL unserviceable

Climb on runway heading to **1450′,** turn RIGHT to SRN according to ATC clearance. This Departure requires a minimum climb gradient of 352′ per NM (5.8%) until passing **TL** for ATC purposes. If unable to comply advise ATC.

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

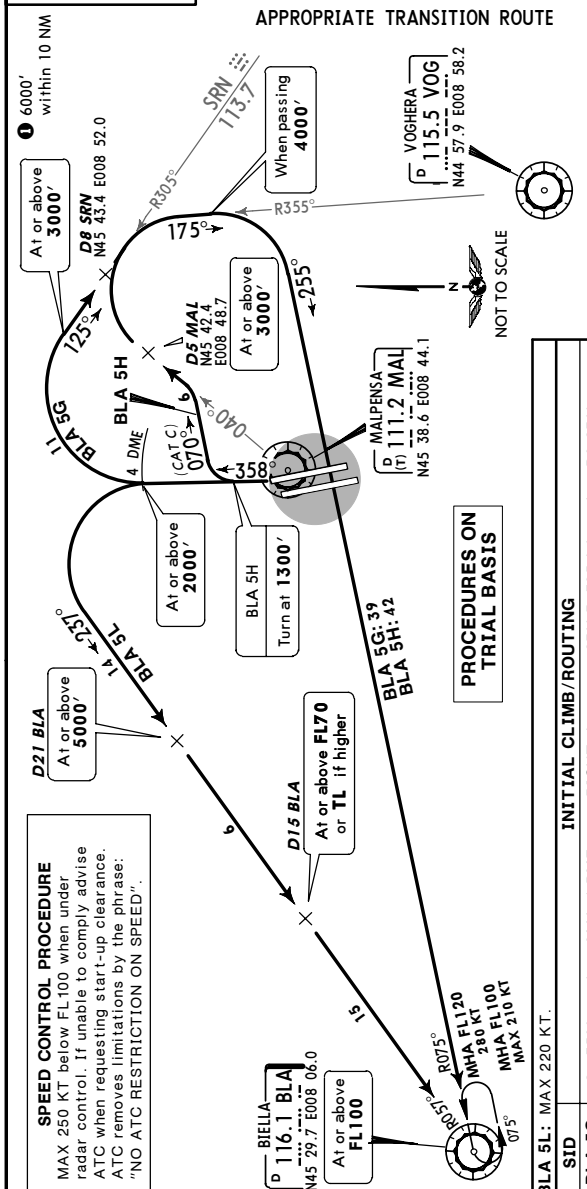


BLA 5G, BLA 5H, BLA 5L RWY 35R DEPARTURES

BY ATC
TO BE USED WHEN RMG UNSERVICEABLE
EXPECT RADAR CLEARANCE TO APPROPRIATE TRANSITION ROUTE

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

PROCEDURES ON TRIAL BASIS



These SIDs require minimum climb gradients of

Gnd speed-KT	75	100	150	200	250	300
352′ per NM	441	587	881	1175	1468	1762
450′ per NM	562	749	1124	1499	1873	2248

BLA 5G
352′ per NM (5.8%) until passing **3000′.**
BLA 5H
450′ per NM (7.4%) until passing **4000′,** then
352′ per NM (5.8%).
BLA 5L
352′ per NM (5.8%) until passing **2000′.**

SID	INITIAL CLIMB/ROUTING
BLA 5L: MAX 220 KT.	
BLA 5G ❷	On 358° track to MAL 4 DME, turn RIGHT, intercept SRN R-305 inbound to D8 SRN, turn RIGHT, intercept VOG R-355 inbound, when passing **4000′** turn RIGHT, intercept BLA R-075 inbound to BLA.
BLA 5H ❸	Climb on 358° track, at **1300′** turn RIGHT **(CAT C:** 070° track), intercept MAL R-040 to D5 MAL, turn RIGHT, 175° track, when passing **4000′** turn RIGHT, intercept BLA R-075 inbound to BLA.
BLA 5L ❷	On 358° track to MAL 4 DME, turn LEFT, intercept BLA R-057 inbound to BLA.

No restriction for acft type BAE 146.
❷ Acft up to class A310/A320/MD80, of type B757 and other medium & heavy acft.
❸ Acft up to class B737(except BAE 146).

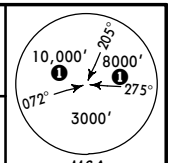
Departure procedure when MAL unserviceable

Climb on runway heading to **1450′,** turn LEFT to RMG according to ATC clearance. This Departure requires a minimum climb gradient of 352′ per NM (5.8%) until passing **TL** for ATC purposes. If unable to comply advise ATC.

LIMC/MXP MALPENSA — MILAN, ITALY

JEPPESEN 6 JUL 07 (10-3F) — SID

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



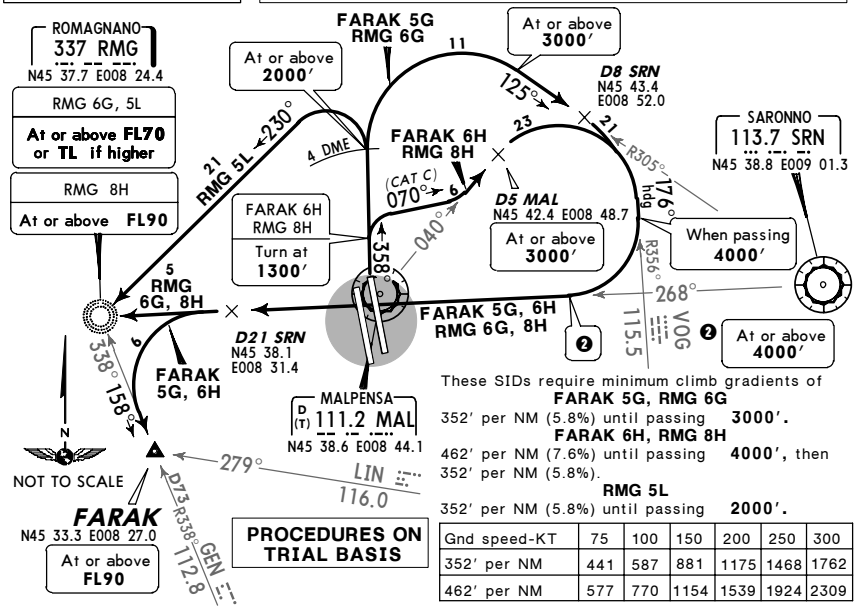
❶ 6000′ within 10 NM

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

FARAK 5G *[FARA5G]*, FARAK 6H *[FARA6H]* RMG 6G, RMG 8H, RMG 5L RWY 35R DEPARTURES

FOR TRANSITIONS FROM FARAK
REFER TO CHARTS 10-3N, 10-3P & 10-3Q
FOR TRANSITIONS FROM RMG
REFER TO CHARTS 10-3S & 10-3T

If BLA unserviceable Transitions AOSTA 8J, 8K (refer to chart 10-3T) are to be flown with RNAV equipment and under radar control. If unable to comply advise ATC prior to engine start-up.



These SIDs require minimum climb gradients of

FARAK 5G, RMG 6G
352′ per NM (5.8%) until passing **3000′.**

FARAK 6H, RMG 8H
462′ per NM (7.6%) until passing **4000′,** then 352′ per NM (5.8%).

RMG 5L
352′ per NM (5.8%) until passing **2000′.**

Gnd speed-KT	75	100	150	200	250	300
352′ per NM	441	587	881	1175	1468	1762
462′ per NM	577	770	1154	1539	1924	2309

RMG 5L: MAX 220 KT.

SID	INITIAL CLIMB/ROUTING
FARAK 5G ❸	On 358° track to MAL 4 DME, turn RIGHT, intercept SRN R-305 inbound to D8 SRN, turn RIGHT, 176° heading, when passing **4000′** turn RIGHT, intercept SRN R-268 towards RMG, at D21 SRN turn LEFT, intercept 158° bearing from RMG to FARAK.
FARAK 6H ❹	Climb on 358° track, at **1300′** turn RIGHT **(CAT C:** 070° track), intercept MAL R-040 to D5 MAL, turn RIGHT, 176° heading, when passing **4000′** turn RIGHT, intercept SRN R-268 towards RMG, at D21 SRN turn LEFT, intercept 158° bearing from RMG to FARAK.
RMG 6G ❸	On 358° track to MAL 4 DME, turn RIGHT, intercept SRN R-305 inbound, turn RIGHT, intercept VOG R-356 inbound, when passing **4000′** turn RIGHT, intercept SRN R-268 to RMG.
RMG 8H ❹	Climb on 358° track, at **1300′** turn RIGHT **(CAT C:** 070° track), intercept MAL R-040 to D5 MAL, turn RIGHT, 176° heading, when passing **4000′** turn RIGHT, intercept SRN R-268 to RMG.
RMG 5L ❺	On 358° track to MAL 4 DME, turn LEFT, intercept 230° bearing to RMG.

No restriction for acft type BAE 146.
❸ Acft up to class A310/A320/MD80, of type B757 and other medium & heavy acft.
❹ Acft up to class B737(except BAE 146).
❺ Usable according to specific CAA provision only.

Departure procedure when MAL unserviceable

Climb on runway heading to **1450′,** turn LEFT to RMG according to ATC clearance. This Departure requires a minimum climb gradient of 352′ per NM (5.8%) until passing **TL** for ATC purposes. If unable to comply advise ATC.

CHANGES: NCRP replaced by CRP.

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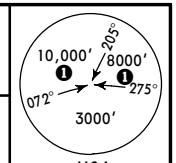
LIMC/MXP MALPENSA — MILAN, ITALY

JEPPESEN 6 JUL 07 (10-3G) — SID

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



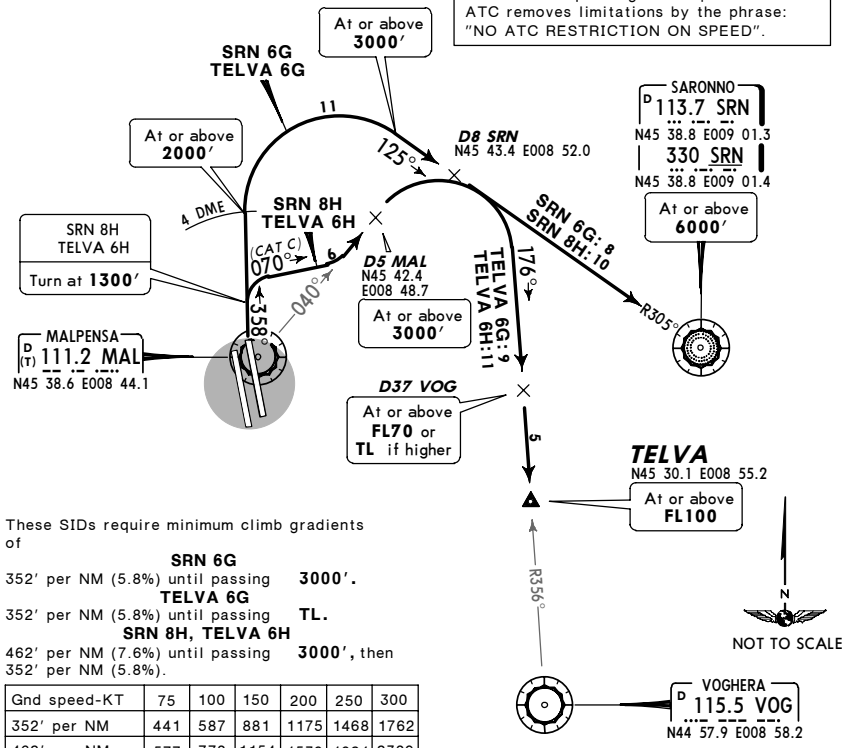
❶ 6000′ within 10 NM

SRN 6G, SRN 8H TELVA 6G *[TELV6G]*, TELVA 6H *[TELV6H]* RWY 35R DEPARTURES

FOR TRANSITIONS FROM SRN REFER TO CHART 10-3K
FOR TRANSITIONS FROM TELVA REFER TO CHART 10-3L

PROCEDURES ON TRIAL BASIS

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



These SIDs require minimum climb gradients of

SRN 6G
352′ per NM (5.8%) until passing **3000′.**

TELVA 6G
352′ per NM (5.8%) until passing **TL.**

SRN 8H, TELVA 6H
462′ per NM (7.6%) until passing **3000′,** then 352′ per NM (5.8%).

Gnd speed-KT	75	100	150	200	250	300
352′ per NM	441	587	881	1175	1468	1762
462′ per NM	577	770	1154	1539	1924	2309

SID	INITIAL CLIMB/ROUTING
SRN 6G ❷	On 358° track to MAL 4 DME, turn RIGHT, intercept SRN R-305 inbound to SRN.
SRN 8H ❸	Climb on 358° track, at **1300′,** turn RIGHT **(CAT C:** 070° track), intercept MAL R-040 to D5 MAL, turn RIGHT, intercept SRN R-305 inbound to SRN.
TELVA 6G ❷	On 358° track to MAL 4 DME, turn RIGHT, intercept SRN R-305 inbound to D8 SRN, turn RIGHT, intercept VOG R-356 inbound to TELVA.
TELVA 6H ❸	Climb on 358° track, at **1300′,** turn RIGHT **(CAT C:** 070° track), intercept MAL R-040 to D5 MAL, turn RIGHT, intercept VOG R-356 inbound to TELVA.

No restriction for acft type BAE 146.
❷ Acft up to class A310/A320/MD80, of type B757 and other medium & heavy acft.
❸ Acft up to class B737(except BAE 146).

Departure procedure when MAL unserviceable

Climb on runway heading to **1450′,** turn RIGHT to SRN according to ATC clearance. This Departure requires a minimum climb gradient of 352′ per NM (5.8%) until passing **TL** for ATC purposes. If unable to comply advise ATC.

CHANGES: NCRP replaced by CRP.

LIMC/MXP MALPENSA — MILAN, ITALY

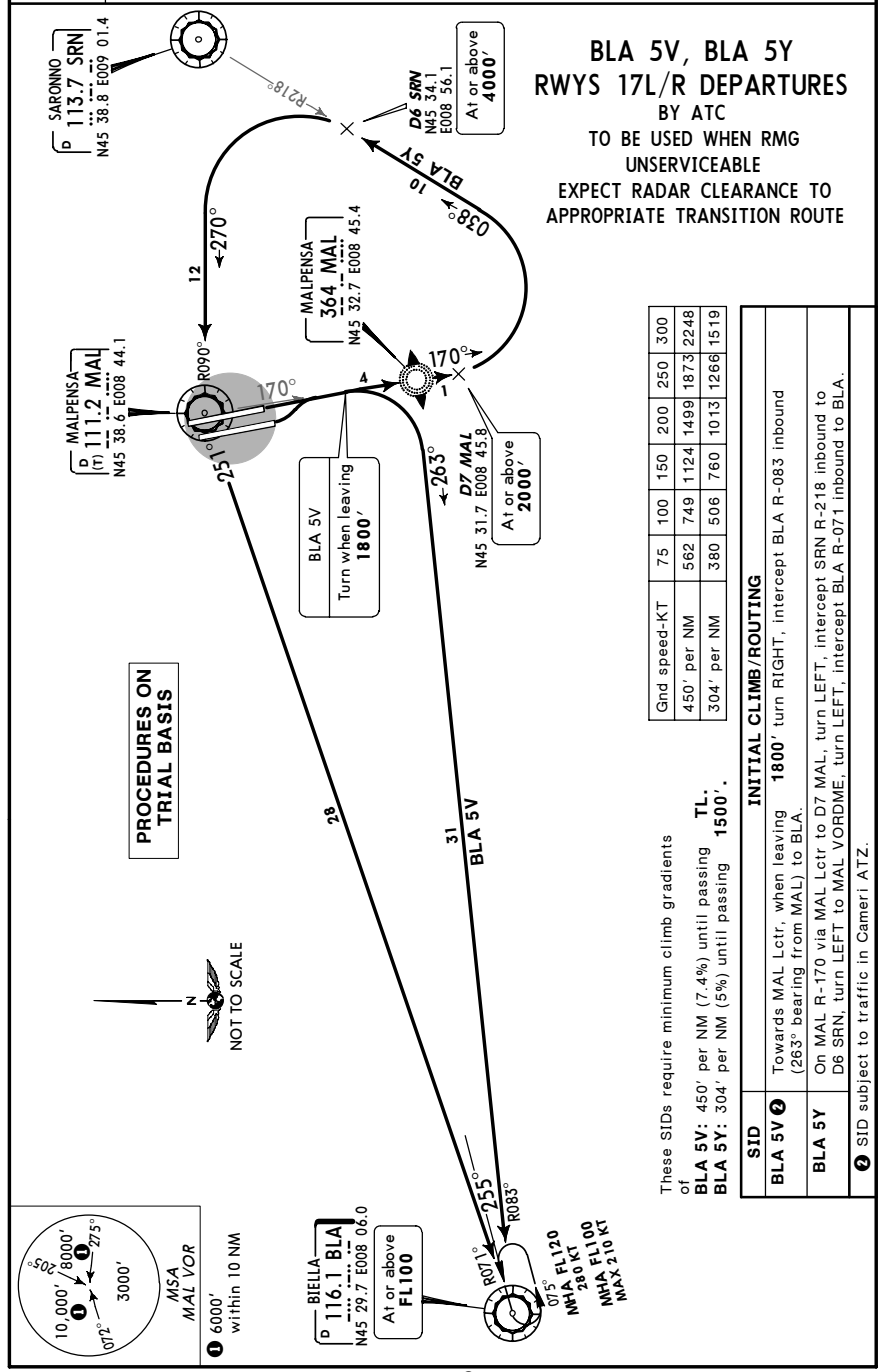
JEPPESEN 1 JUL 05 (10-3H) Eff 7 Jul — SID

Apt Elev 767′

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

BLA 5V, BLA 5Y RWYS 17L/R DEPARTURES

BY ATC
TO BE USED WHEN RMG UNSERVICEABLE
EXPECT RADAR CLEARANCE TO APPROPRIATE TRANSITION ROUTE



Gnd speed-KT	75	100	150	200	250	300
450′ per NM	562	749	1124	1499	1873	2248
304′ per NM	380	506	760	1013	1266	1519

These SIDs require minimum climb gradients of
BLA 5V: 450′ per NM (7.4%) until passing **TL.**
BLA 5Y: 304′ per NM (5%) until passing **1500′.**

SID	INITIAL CLIMB/ROUTING
BLA 5V ❷	Towards MAL Lctr, when leaving **1800′** turn RIGHT, intercept BLA R-083 inbound (263° bearing from MAL) to BLA.
BLA 5Y	On MAL R-170 via MAL Lctr to D7 MAL, turn LEFT, intercept SRN R-218 inbound to D6 SRN, turn LEFT to MAL VORDME, turn LEFT, intercept BLA R-071 inbound to BLA.
	❷ SID subject to traffic in Cameri ATZ.

CHANGES: BLA SIDs established; TRANS transf; chart redrawn.

LIMC/MXP MALPENSA — MILAN, ITALY

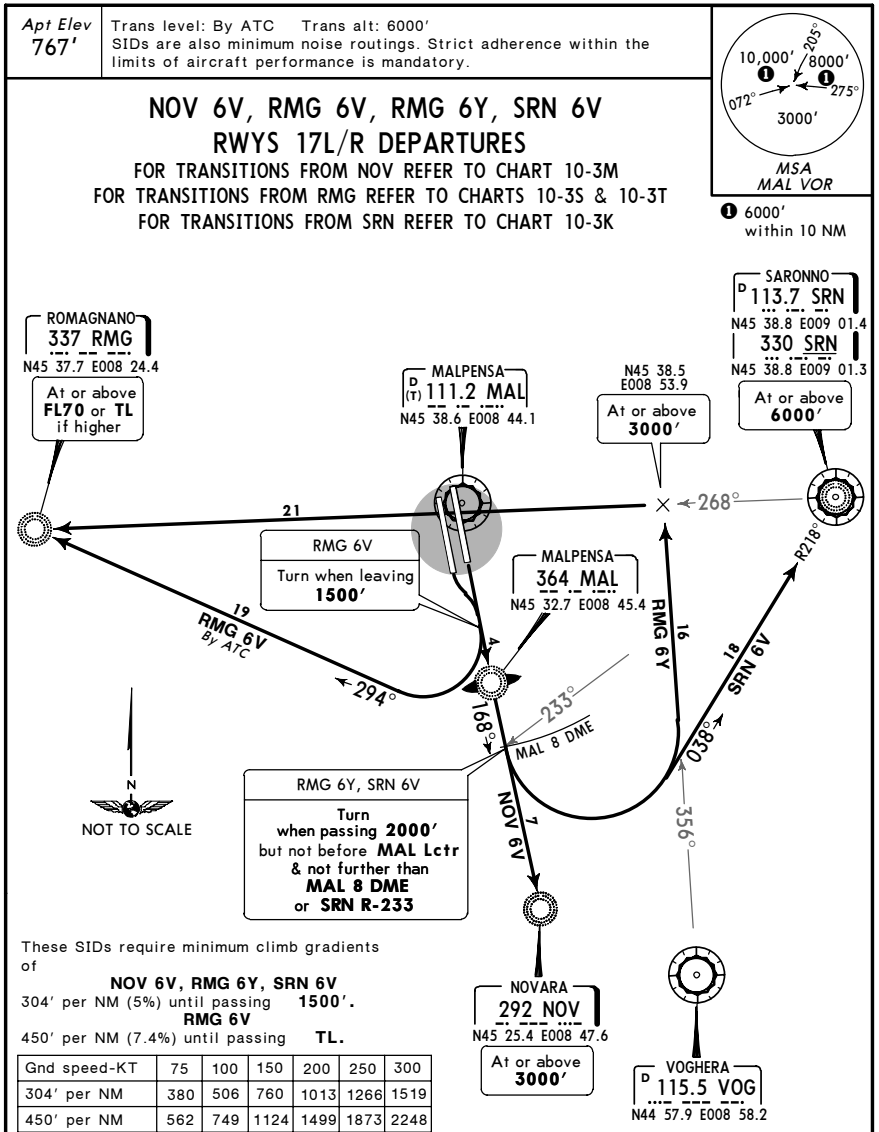
JEPPESEN 1 JUL 05 (10-3J) Eff 7 Jul — SID

Apt Elev 767′

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

NOV 6V, RMG 6V, RMG 6Y, SRN 6V RWYS 17L/R DEPARTURES

FOR TRANSITIONS FROM NOV REFER TO CHART 10-3M
FOR TRANSITIONS FROM RMG REFER TO CHARTS 10-3S & 10-3T
FOR TRANSITIONS FROM SRN REFER TO CHART 10-3K



These SIDs require minimum climb gradients of
NOV 6V, RMG 6Y, SRN 6V
304′ per NM (5%) until passing **1500′.**
RMG 6V
450′ per NM (7.4%) until passing **TL.**

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519
450′ per NM	562	749	1124	1499	1873	2248

SID	INITIAL CLIMB/ROUTING
NOV 6V	To MAL Lctr, 168° bearing to NOV.
RMG 6V BY ATC ❷❸	Towards MAL Lctr, when leaving **1500′** turn RIGHT, intercept 294° bearing to RMG.
RMG 6Y ❸	Via MAL Lctr towards NOV, when passing **2000′** turn LEFT, but not before MAL Lctr and not further than MAL 8 DME or SRN R-233, intercept VOG R-356, intercept SRN R-268 to RMG.
SRN 6V	Via MAL Lctr towards NOV, when passing **2000′** turn LEFT, but not before MAL Lctr and not further than MAL 8 DME or SRN R-233, intercept SRN R-218 inbound to SRN.

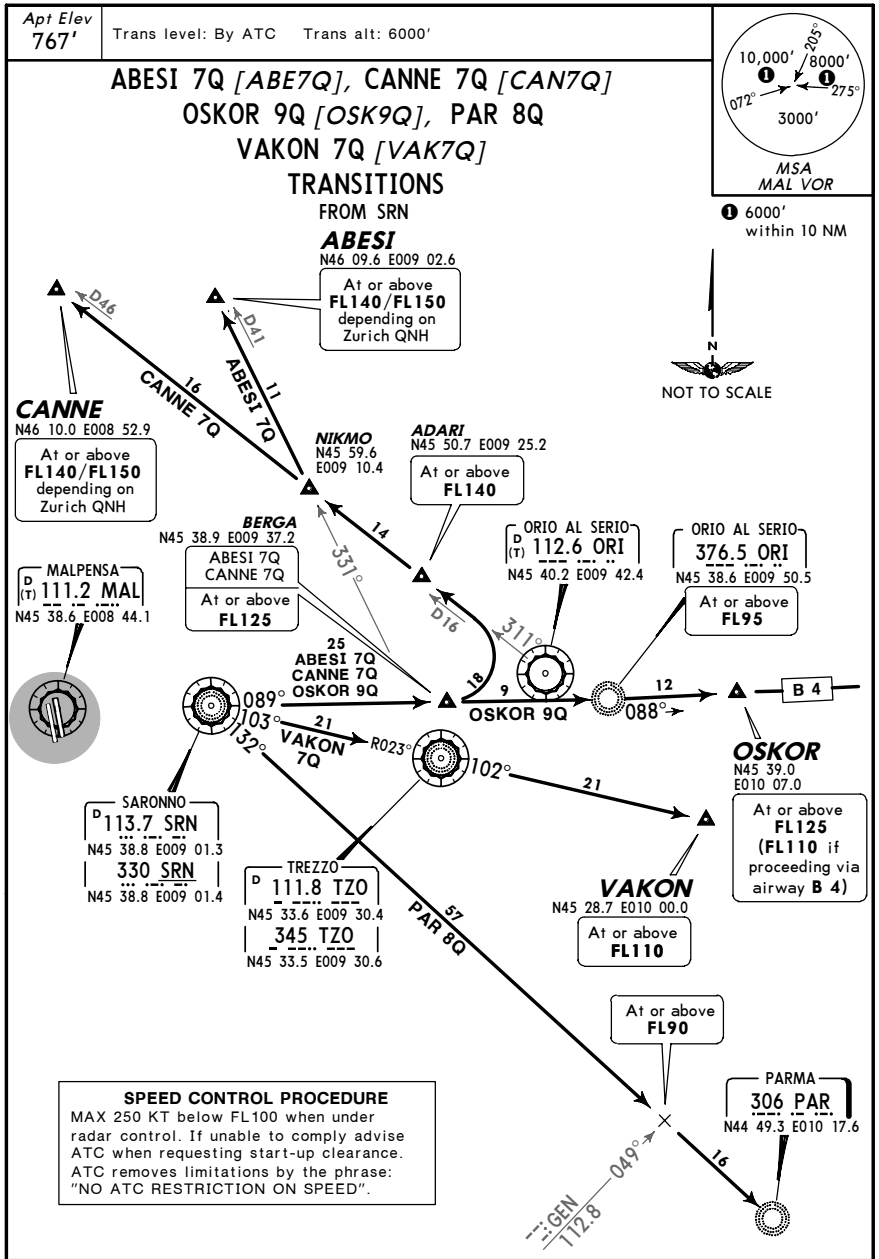
❷ SID subject to traffic in Cameri ATZ.
❸ If BLA unserviceable Transitions AOSTA 8J, 8K (refer to chart 10-3T) are to be flown with RNAV equipment and under radar control.
If unable to comply advise ATC prior to engine start-up.

CHANGES: Chart reindexed.

Apt Elev 767′ | Trans level: By ATC Trans alt: 6000′

ABESI 7Q *[ABE7Q]*, CANNE 7Q *[CAN7Q]* OSKOR 9Q *[OSK9Q]*, PAR 8Q VAKON 7Q *[VAK7Q]* TRANSITIONS

FROM SRN



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

TRANSITION	ROUTING
ABESI 7Q	Proceed to BERGA, turn LEFT, intercept ORI R-311 via ADARI to NIKMO, turn RIGHT, intercept TZO R-331 to ABESI.
CANNE 7Q	Proceed to BERGA, turn LEFT, intercept ORI R-311 via ADARI and NIKMO to CANNE.
OSKOR 9Q	Proceed via ORI Lctr to OSKOR.
PAR 8Q	Proceed to PAR.
VAKON 7Q	Proceed via TZO to VAKON.

CHANGES: VAKON transition established.

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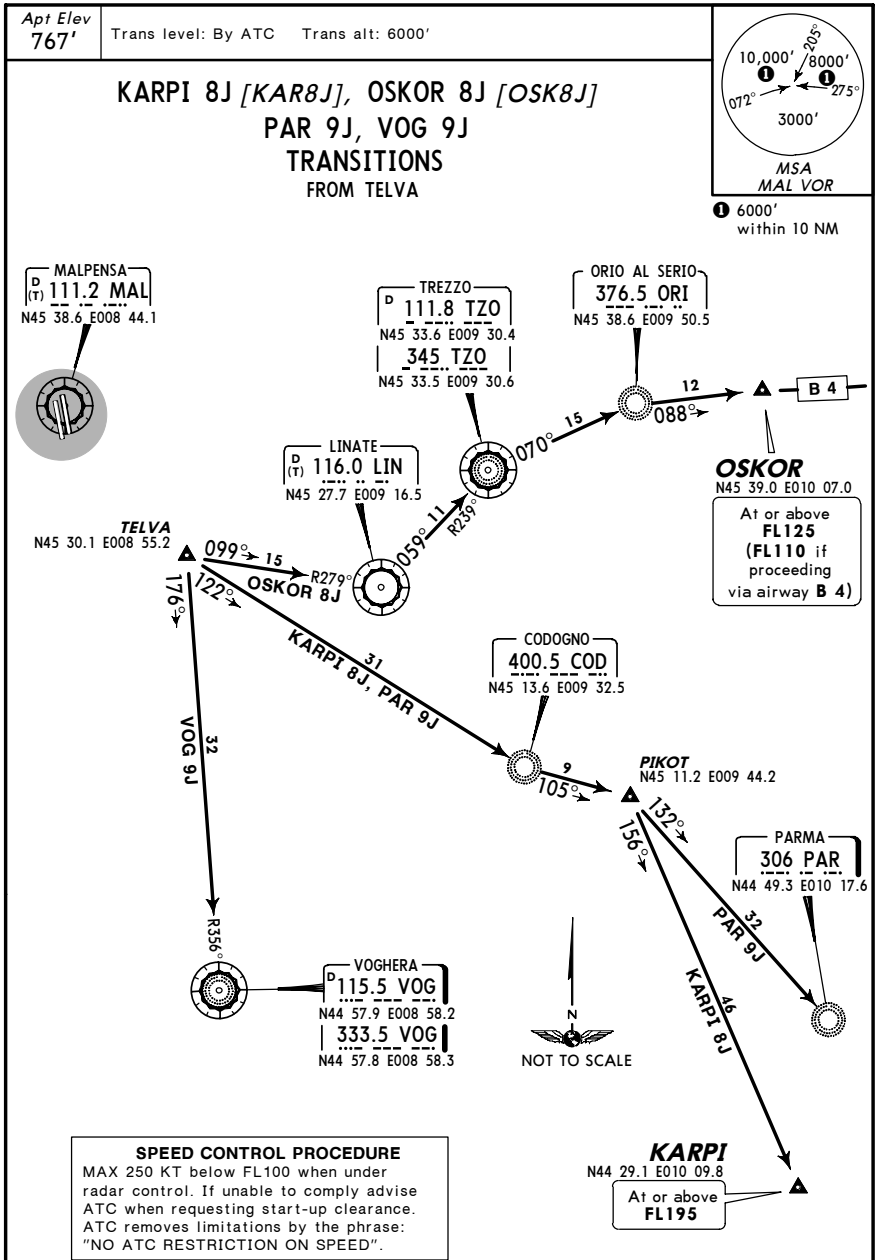
Apt Elev 767′ | Trans level: By ATC Trans alt: 6000′

KARPI 8J *[KAR8J]*, OSKOR 8J *[OSK8J]* PAR 9J, VOG 9J TRANSITIONS

FROM TELVA

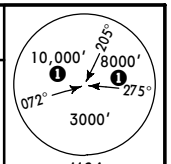


SPEED CONTROL PROCEDURE
MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".

TRANSITION	ROUTING
KARPI 8J	Intercept 122° bearing to COD, then to PIKOT, then to KARPI.
OSKOR 8J	Intercept LIN R-279 inbound to LIN, turn LEFT to TZO, then to ORI Lctr, then to OSKOR.
PAR 9J	Intercept 122° bearing to COD, then to PIKOT, then to PAR.
VOG 9J	Intercept VOG R-356 inbound to VOG.

CHANGES: None.

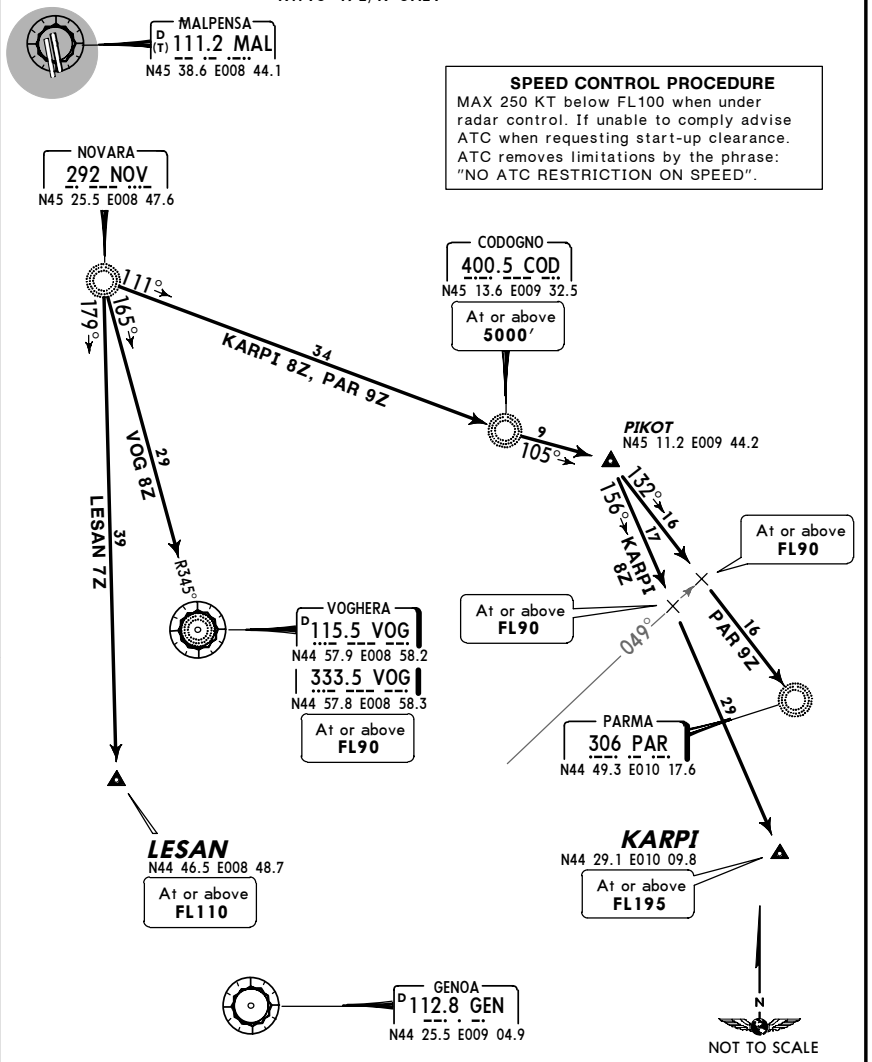
Apt Elev 767′ | Trans level: By ATC Trans alt: 6000′



❶ 6000′ within 10 NM

KARPI 8Z *[KAR8Z]*, LESAN 7Z *[LES7Z]* PAR 9Z, VOG 8Z TRANSITIONS

FROM NOV
RWYS 17L/R ONLY



TRANSITION	ROUTING
KARPI 8Z	Proceed to COD, then to PIKOT, then to KARPI.
LESAN 7Z	Proceed to LESAN.
PAR 9Z	Proceed to COD, then to PIKOT, then to PAR.
VOG 8Z	Proceed to VOG.

CHANGES: NCRPs replaced by CRPs.

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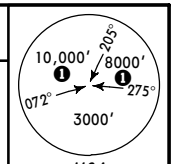
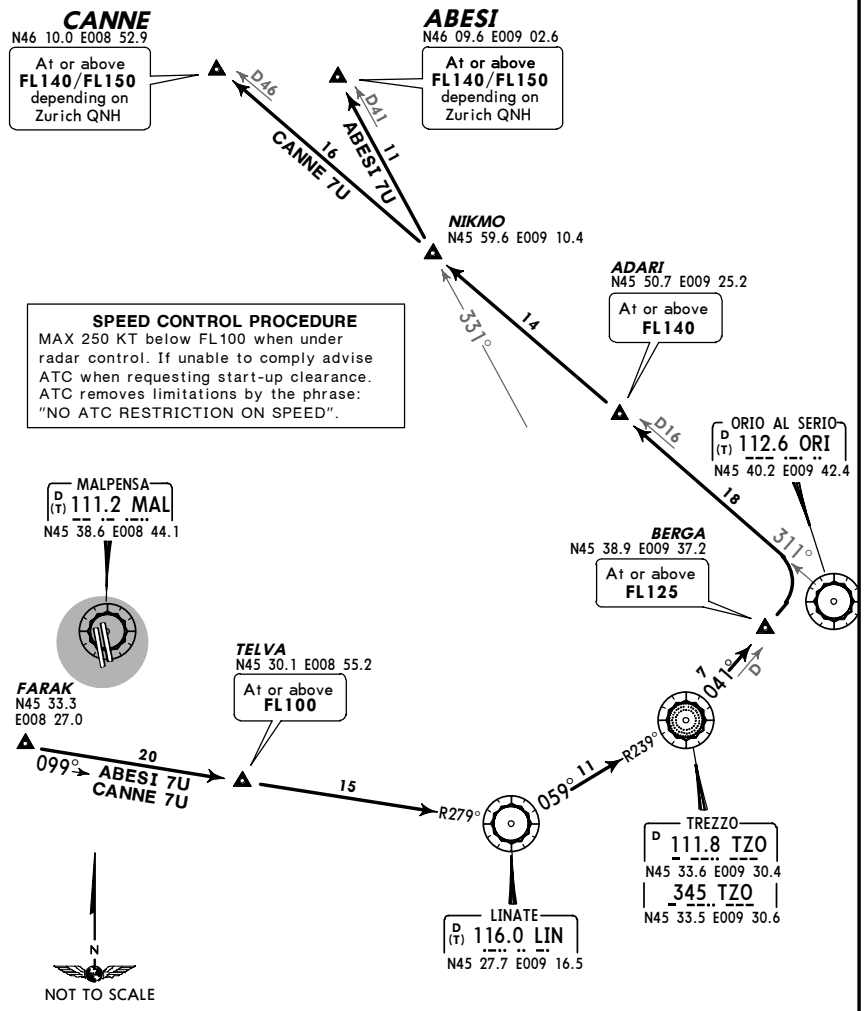
Apt Elev 767′ | Trans level: By ATC Trans alt: 6000′



❶ 6000′ within 10 NM

ABESI 7U *[ABE7U]*, CANNE 7U *[CAN7U]* TRANSITIONS

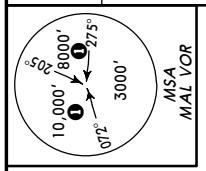
FROM FARAK
TO NORTH



TRANSITION	ROUTING
ABESI 7U	Intercept LIN R-279 inbound via TELVA to LIN, turn LEFT, LIN R-059 to TZO, TZO R-041 to BERGA, turn LEFT, intercept ORI R-311 via ADARI to NIKMO, turn RIGHT, intercept TZO R-331 to ABESI.
CANNE 7U	Intercept LIN R-279 inbound via TELVA to LIN, turn LEFT, LIN R-059 to TZO, TZO R-041 to BERGA, turn LEFT, intercept ORI R-311 via ADARI and NIKMO to CANNE.

CHANGES: NCRPs replaced by CRPs.

Apt Elev 767′ | Trans level: By ATC | Trans alt: 6000′



KARPI 9U *[KAR9U]*, OSKOR 8U *[OSK8U]* PAR 9U, VAKON 7U *[VAK7U]* TRANSITIONS

FROM FARAK
TO EAST

6000′ within 10 NM

OSKOR
N45 39.0 E010 07.0
At or above FL125 (FL110 if proceeding via airway B 4)

B 4

VAKON
N45 28.7 E010 00.0
At or above FL110

PARMA
306 PAR
N44 49.3 E010 17.6

22 PAR 9U

34 KARPI 9U

KARPI
N44 29.1 E010 09.8
At or above FL195

N45 00.2 E009 50.9

156°

ORIO AL SERIO
376.5 ORI
N45 38.6 E009 50.5

12 088°

15 010°

31 VAKON 7U

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

059°-11 R239° OSKOR 8U

087°

LINATE
D (T) 116.0 LIN
N45 27.7 E009 16.5

51

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

15 R279°

TELVA
N45 30.1 E008 55.2
At or above FL100

MALPENSA
D (T) 111.2 MAL
N45 38.6 E008 44.1

20 OSKOR 8U VAKON 7U

17 KARPI 9U PAR 9U

099°

118°

119°

NOVARA
292 NOV
N45 25.5 E008 47.6
At or above FL100

FARAK
N45 33.3 E008 27.0

N

NOT TO SCALE

TRANSITION	ROUTING
KARPI 9U	Proceed to NOV, 119° bearing, intercept TZO R-156 to KARPI.
OSKOR 8U	Intercept LIN R-279 inbound via TELVA to LIN, turn LEFT to TZO, then to ORI Lctr, then to OSKOR.
PAR 9U	Proceed to NOV, then to PAR.
VAKON 7U	Proceed via TELVA to LIN, then to VAKON.

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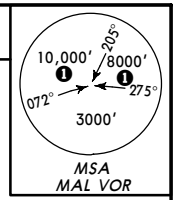
Apt Elev 767′ | Trans level: By ATC | Trans alt: 6000′



6000′ within 10 NM

LAGEN 8U *[LAG8U]*, NEDED 7U *[NED7U]*, TOP 8U TRANSITIONS

FROM FARAK
TO SOUTH

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

FARAK
N45 33.3 E008 27.0

199°

28

MALPENSA
D (T) 111.2 MAL
N45 38.6 E008 44.1

TORINO
D 114.5 TOP
N44 55.5 E007 51.7
392.5 TOP
N44 55.5 E007 51.6

At or above ENROUTE FL according to next awy segment

TONDA
N45 06.6 E008 13.8

235°

189°

155°

19 TOP 8U

R055°

25 NEDED 7U

45 LAGEN 8U

N

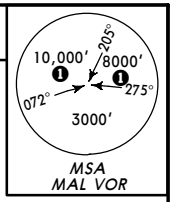
NOT TO SCALE

NEDED
N44 41.6 E008 08.4
At or above FL200

LAGEN
N44 23.7 E008 29.9
At or above FL110

TRANSITION	ROUTING
LAGEN 8U	Proceed to TONDA, then to LAGEN.
NEDED 7U	Proceed to TONDA, then to NEDED.
TOP 8U	Proceed to TONDA, then to TOP.

Apt Elev 767′ | Trans level: By ATC Trans alt: 6000′

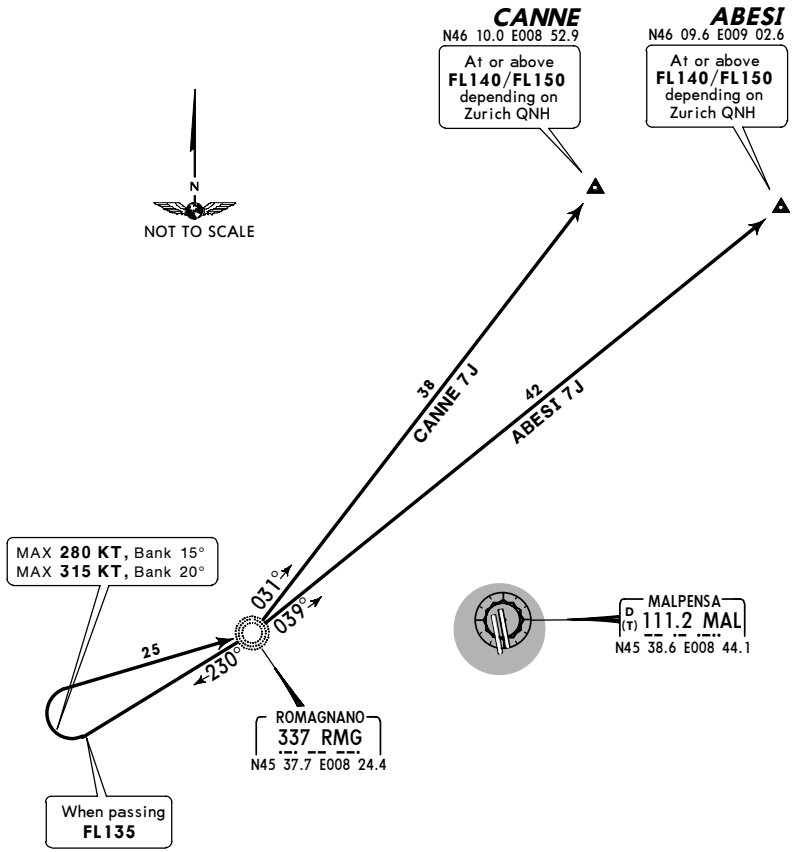


❶ 6000′ within 10 NM

ABESI 7J *[ABE7J]*, CANNE 7J *[CAN7J]* TRANSITIONS

FROM RMG
TO NORTHEAST
BY ATC

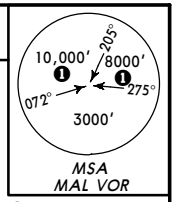
SPEED CONTROL PROCEDURE
MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".



TRANSITION	ROUTING
ABESI 7J	On 230° bearing from RMG, when passing **FL135** turn RIGHT to RMG, 039° bearing to ABESI.
CANNE 7J	On 230° bearing from RMG, when passing **FL135** turn RIGHT to RMG, 031° bearing to CANNE.

CHANGES: None.

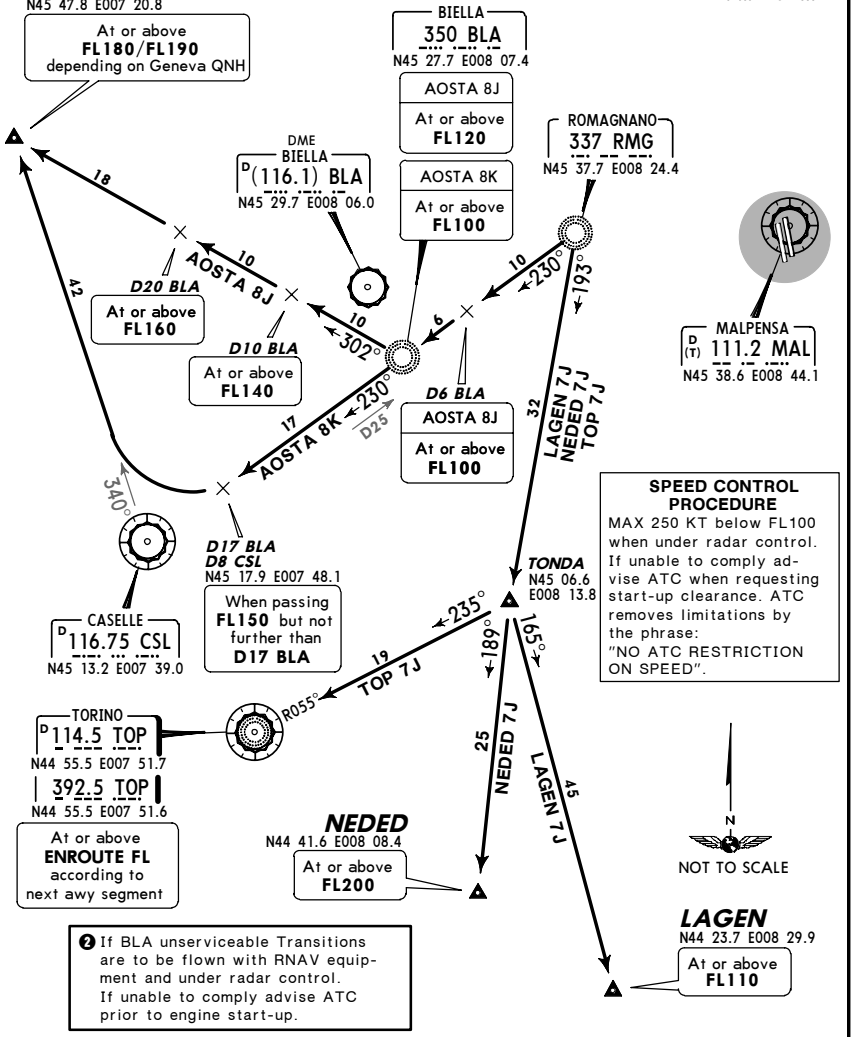
Apt Elev 767′ | Trans level: By ATC Trans alt: 6000′



❶ 6000′ within 10 NM

AOSTA 8J *[AOS8J]*, AOSTA 8K *[AOS8K]* LAGEN 7J *[LAG7J]*, NEDED 7J *[NED7J]*, TOP 7J TRANSITIONS

FROM RMG
TO SOUTH & WEST



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

❷ If BLA unserviceable Transitions are to be flown with RNAV equipment and under radar control. If unable to comply advise ATC prior to engine start-up.

TRANSITION	ROUTING
AOSTA 8J ❷	Proceed to BLA NDB, then to AOSTA.
AOSTA 8K ❷	Climb on 230° bearing via BLA NDB until passing **FL150,** but not further than D17 BLA, turn RIGHT, intercept CSL R-340 to AOSTA.
LAGEN 7J	Proceed to TONDA, then to LAGEN.
NEDED 7J	Proceed to TONDA, then to NEDED.
TOP 7J	Proceed to TONDA, then to TOP.

CHANGES: NCRPs replaced CRPs; INS coordinates.

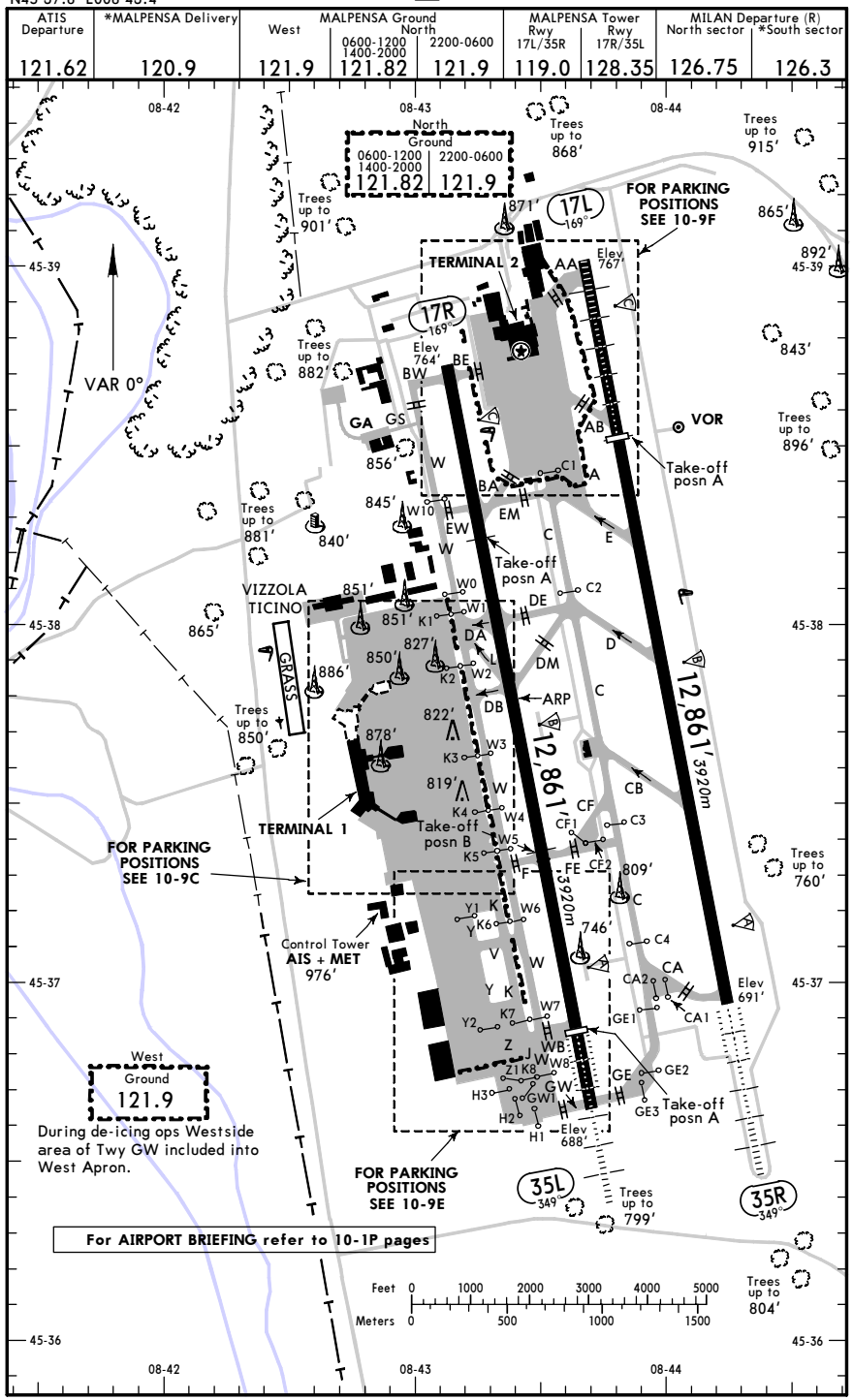
LIMC/MXP — MILAN, ITALY

Apt Elev 767′
N45 37.8 E008 43.4

JEPPESEN
17 AUG 07 (10-9) Eff 30 Aug

MALPENSA

ATIS Departure	*MALPENSA Delivery	MALPENSA Ground West	MALPENSA Ground North 0600-1200 1400-2000	MALPENSA Ground North 2200-0600	MALPENSA Tower Rwy 17L/35R	MALPENSA Tower Rwy 17R/35L	MILAN Departure (R) North sector	MILAN Departure (R) *South sector
121.62	120.9	121.9	121.82	121.9	119.0	128.35	126.75	126.3



CHANGES: Taxiways.

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JeppView 3.5.2.0

LIMC/MXP — MILAN, ITALY

JEPPESEN
17 AUG 07 (10-9A) Eff 30 Aug

MALPENSA

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
17L	HIRL *(60m)* CL *(15m)* HIALS PAPI (3.0°)	RVR	9767′ *2977m*	8716′ *2656m*	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)
posn A 9744′ (2970m)

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

❸ Landing will be granted on specific request.
❹ PAPI (3.0°), HST-L
❺ TAKE-OFF RUN AVAILABLE
RWY 17R: From rwy head 12,861′ (3920m) posn A 9859′ (3005m)
RWY 35L: From rwy head 12,861′ (3920m) posn A 11,532′ (3515m) posn B 8366′ (2550m)

JAR-OPS

TAKE-OFF ❶

All Rwys

LVP must be in Force

	❷ Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

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

CHANGES: Usable lengths.

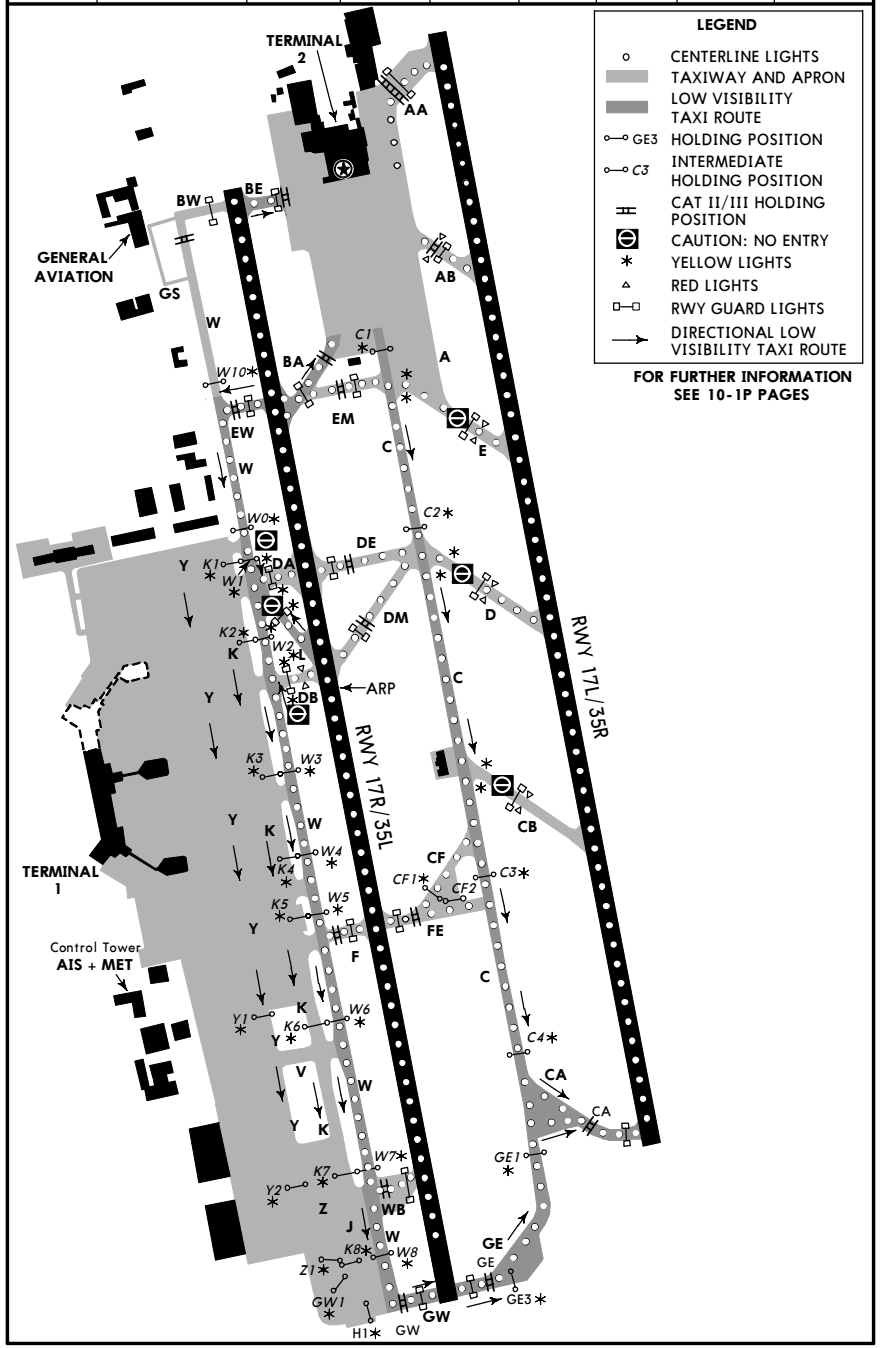
LIMC/MXP
MALPENSA

RVR 550m or Less

JEPPESEN
5 OCT 07 (10-9B)

MILAN, ITALY
LOW VISIBILITY TAXI ROUTES

ATIS Departure	*MALPENSA Delivery	MALPENSA Ground West	MALPENSA Ground North 0600-1200 1400-2000	MALPENSA Ground North 2200-0600	MALPENSA Tower Rwy 17L/35R	MALPENSA Tower Rwy 17R/35L	MILAN Departure (R) North sector	MILAN Departure (R) *South sector
121.62	120.9	121.9	121.82	121.9	119.0	128.35	126.75	126.3

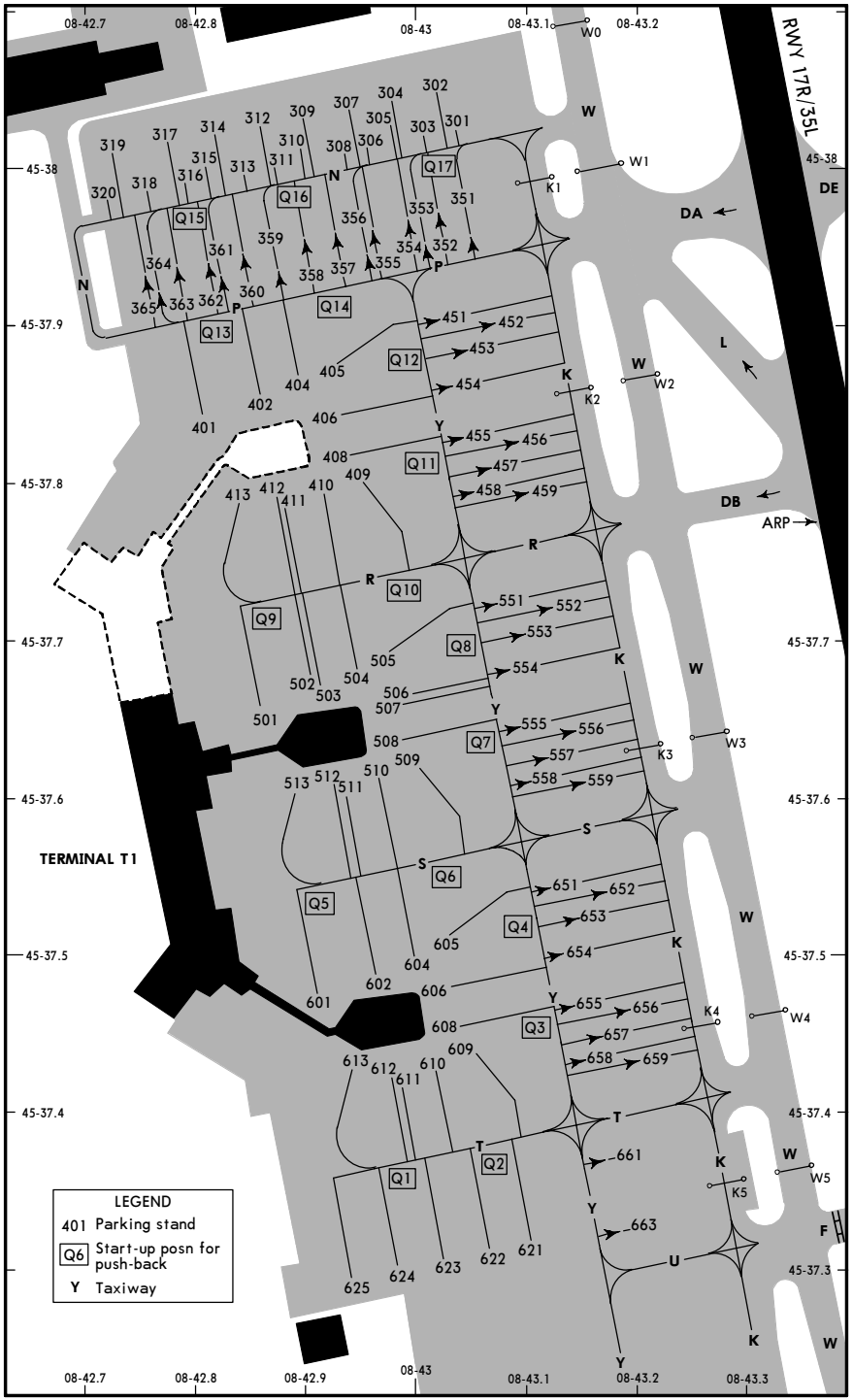


CHANGES: None.

LIMC/MXP

JEPPESEN
5 OCT 07 (10-9C)

MILAN, ITALY
MALPENSA

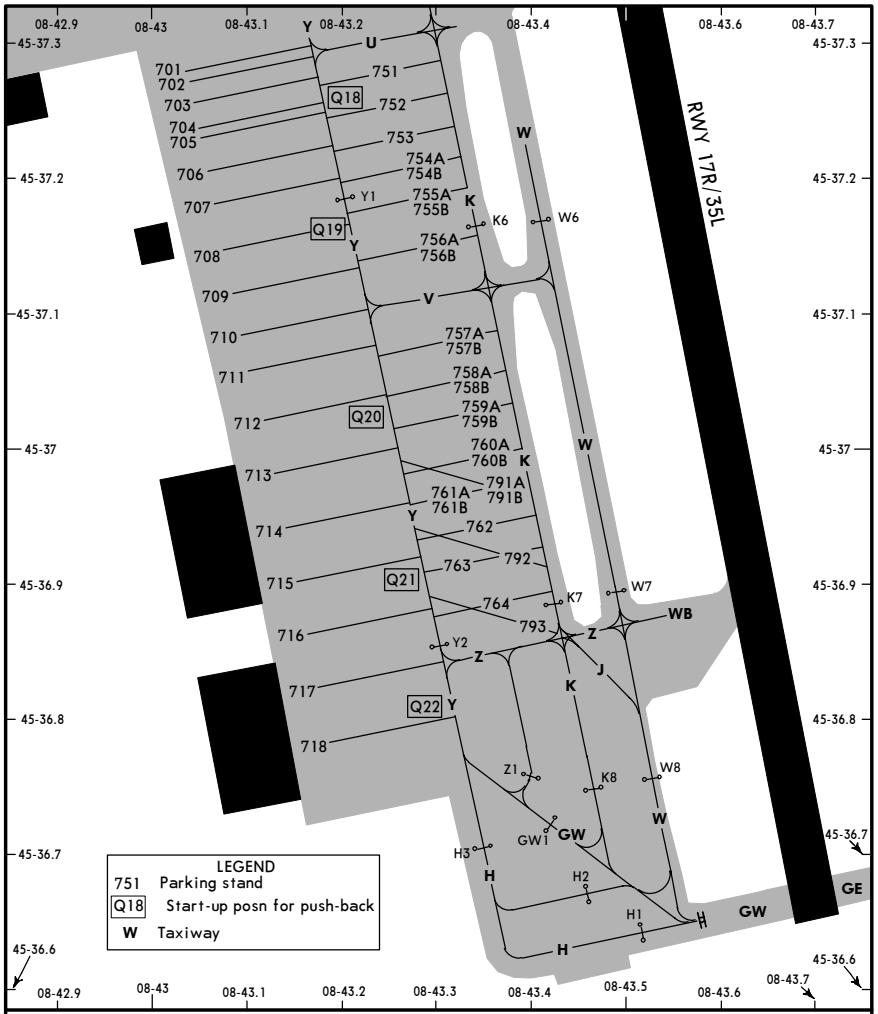


CHANGES: Stands.

INS COORDINATES

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

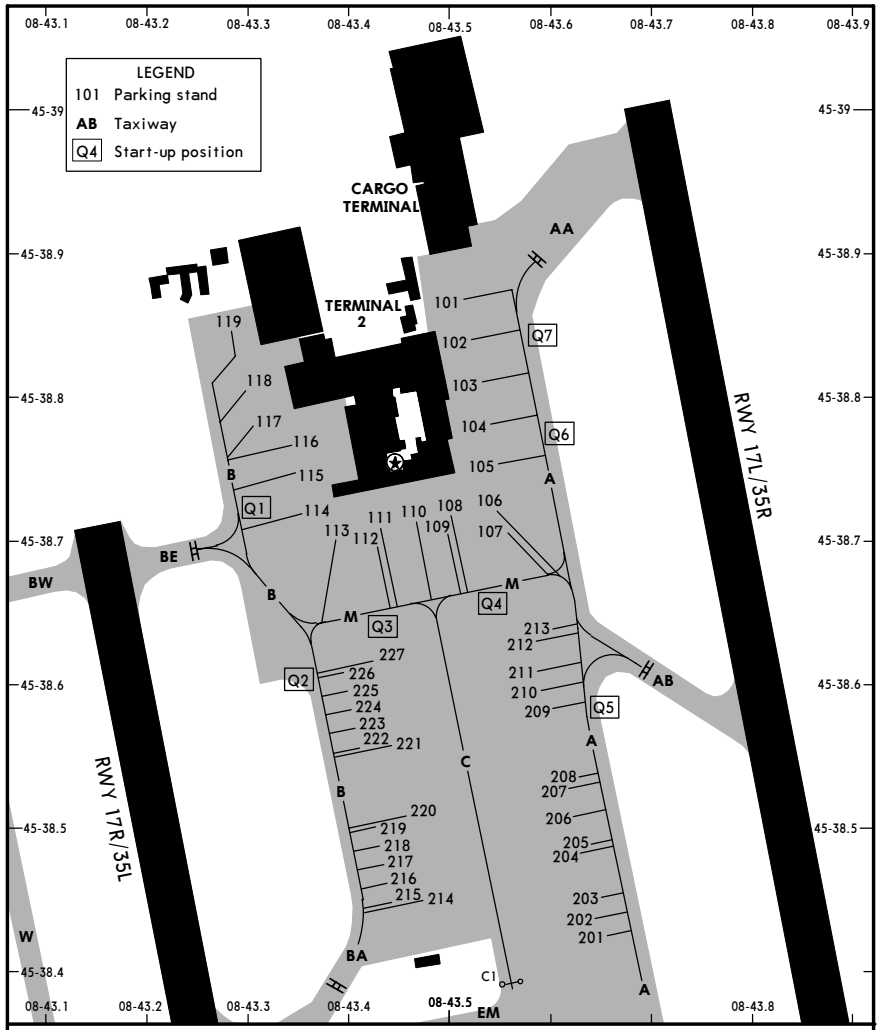
CHANGES: Stands. Coordinates.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
701 thru 703	N45 37.3 E008 43.1	758A thru 761B	N45 37.0 E008 43.3
704 thru 707	N45 37.2 E008 43.1	762 thru 764	N45 36.9 E008 43.4
708 thru 710	N45 37.1 E008 43.1	791A, 791B	N45 37.0 E008 43.3
711	N45 37.0 E008 43.1	792, 793	N45 36.9 E008 43.4
712, 713	N45 37.0 E008 43.2		
714 thru 716	N45 36.9 E008 43.2		
717, 718	N45 36.8 E008 43.2		
751, 752	N45 37.3 E008 43.3		
753 thru 755B	N45 37.2 E008 43.3		
756A thru 757B	N45 37.1 E008 43.3		

CHANGES: None.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101	N45 38.9 E008 43.5	209 thru 213	N45 38.6 E008 43.5
102 thru 104	N45 38.8 E008 43.5	214 thru 219	N45 38.5 E008 43.5
105 thru 109	N45 38.7 E008 43.5	220	N45 38.5 E008 43.4
110 thru 113	N45 38.7 E008 43.4	221 thru 227	N45 38.6 E008 43.4
114	N45 38.7 E008 43.3		
115 thru 118	N45 38.8 E008 43.3		
119	N45 38.9 E008 43.2		
201 thru 203	N45 38.4 E008 43.6		
204, 205	N45 38.5 E008 43.6		
206 thru 208	N45 38.5 E008 43.5		

CHANGES: Parking stands.

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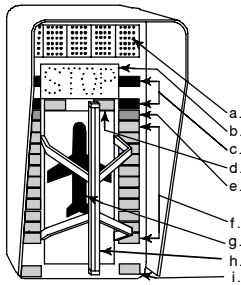
VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

A. SYSTEM DESCRIPTION

The docking system consists of a display unit in front of parking position and a number of sensors in the apron surface. **On the display the left-hand pilot gets the correct alignment as well as the closing-rate and stop information.**



a. Display indicating: Aircraft type. OK. TOO FAR. STOP SHORT.
b. Display for STOP command.
c. Two pairs of red lights = STOP position reached.
d. Pair of green lights indicating the stop position reference.
e. Pair of yellow lights indicating the aircraft is 10' (3m) before the STOP position.
f. 11 pairs of green closing-rate information lights.
g. Aircraft symbol
h. Centerline bar
i. Pair of green lights = permission to enter Gate .

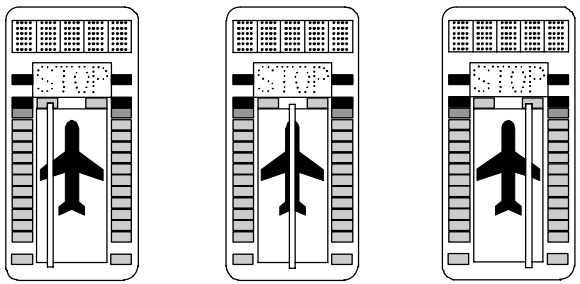
B. ACTIVATED SYSTEM

1. The system is ready when:
 - the bottom pair of green lights are blinking
 - the aircraft type is shown (blinking) on the upper information block
 - the stopbarlights are shown

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

C. CENTERLINE GUIDANCE

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



TURN LEFT | ON CENTERLINE | TURN RIGHT

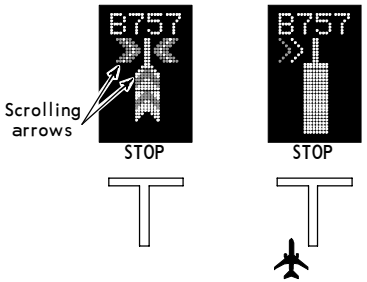
CHANGES: None.

VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK Type 3)

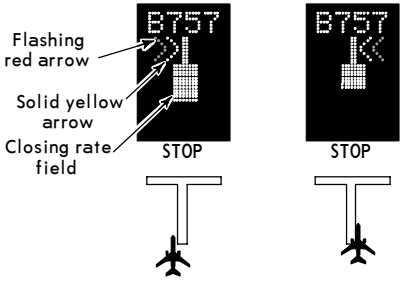
Check that the correct aircraft type is displayed. The scrolling arrows indicate that the system is activated.

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.

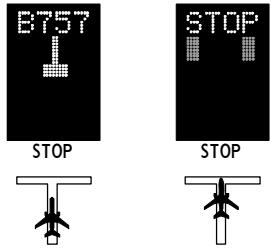


The flashing red and solid yellow arrows provide azimuth guidance information. The flashing red arrow shows the direction to steer, while the solid yellow arrow indicates how far the aircraft is off of the centerline.



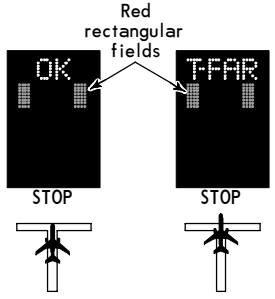
39'/12m from the stop-position the closing rate field starts the indication of "Distance to go" by turning off one row of LEDs for each one half meter the aircraft advances towards the stop-position.

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.

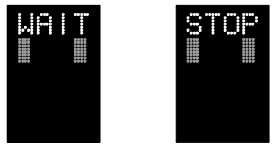


When the aircraft is correctly parked "OK" will be displayed after a few seconds.

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.



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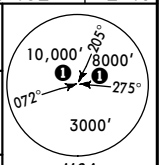
BRIEFING STRIP™

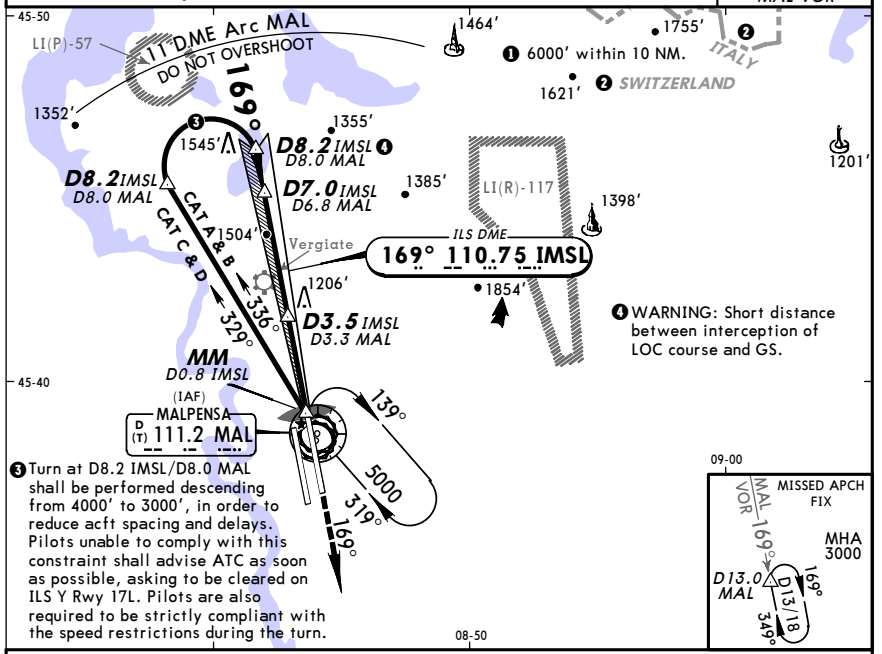
ATIS Arrival	*MILAN Arrivals (R)	MALPENSA Tower (APP/TWR)	Ground West	Ground North 0600-1200 / 1400-2000	Ground 2200-0600
120.02	132.7	119.0	121.9	121.82	121.9

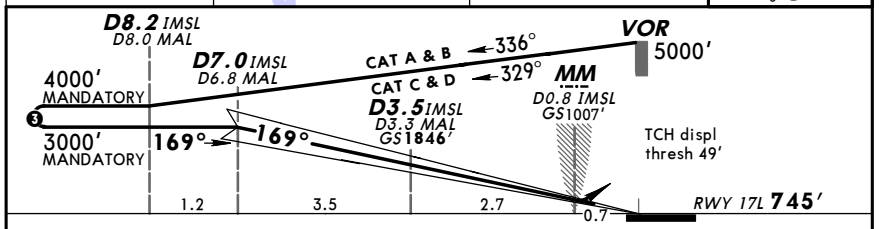
LOC IMSL	Final Apch Crs	GS D3.5 IMSL	ILS DA(H) Refer to Minimums	Apt Elev 767'
110.75	169°	1846' (1101')		RWY 745'

MISSED APCH: Proceed on track 169° to 3000' and hold between D13.0/R-169 MAL and D18.0 MAL.

Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 6000'
1. **MAL VOR DME REQUIRED.** 2. Procedure MAX 185 KT.







Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	377	484	538	646	753	861

HIALS
PAPI PAPI
3000' on 169°

PANS OPS 4

JAR-OPS

STRAIGHT-IN LANDING RWY 17L

DA(H)	ILS FULL	ILS ALS out	LOC (GS out)
A	A: 955' (210')	C: 975' (230')	
B	B: 965' (220')	D: 985' (240')	
A	RVR 600m	RVR 1000m	NOT APPLICABLE
B			
C			
D			

CIRCLE-TO-LAND TO RWY 17R

Max Kts	MDA(H)	VIS
100	1450' (683')	1500m
135	1450' (683')	1600m
180	1650' (883')	2400m
205	1690' (923')	3600m

LIMC/MXP MALPENSA

JEPPESEN 24 AUG 07 (11-2)

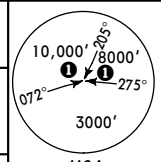
MILAN, ITALY ILS Y Rwy 17L

ATIS Arrival	*MILAN Arrivals (R)	MALPENSA Tower (APP/TWR)	Ground West	Ground North 0600-1200	Ground North 1400-2000	Ground North 2200-0600
120.02	132.7	119.0	121.9	121.82		121.9

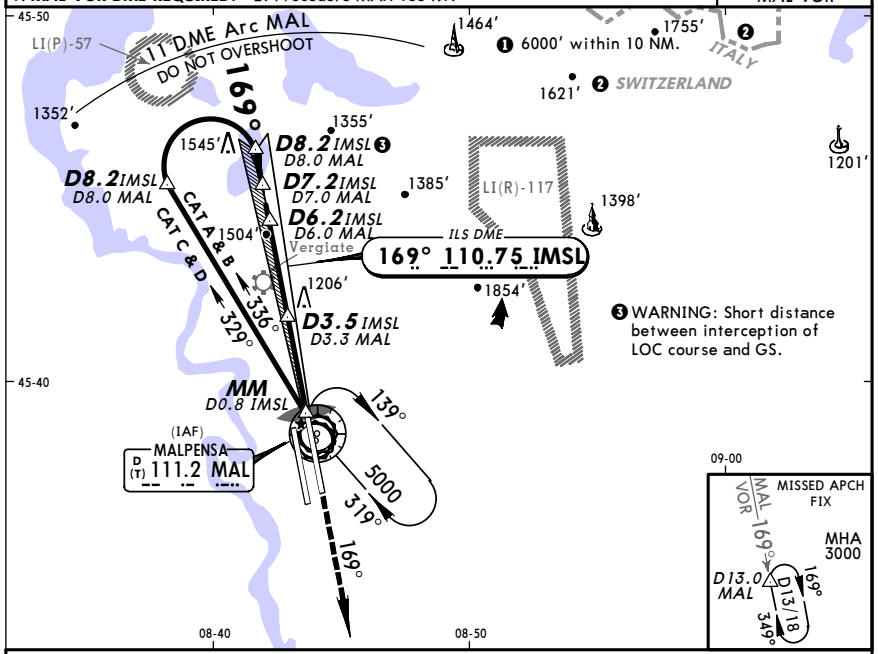
LOC IMSL	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev	
110.75	169°	D3.5 IMSL 1846′ (1101′)		Apt Elev 767′	RWY 745′

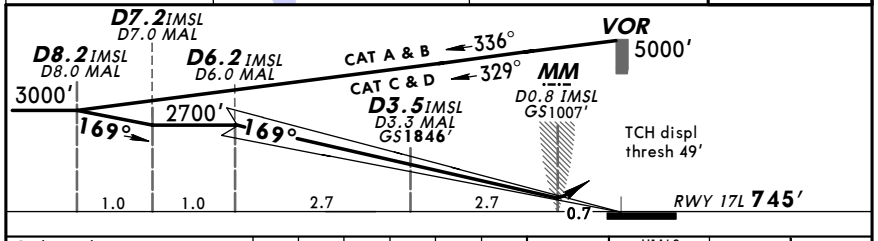
MISSED APCH: Proceed on track 169° to 3000′ and hold between D13.0/R-169 MAL and D18.0 MAL.

Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 6000′
1. **MAL VOR DME REQUIRED.** 2. Procedure MAX 185 KT.



MSA MAL VOR





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	377	484	538	646	753	861

HIALS PAPI PAPI 3000′ on 169°

JAR-OPS STRAIGHT-IN LANDING RWY 17L

DA(H) ILS A: 955′ (210′) B: 965′ (220′) C: 975′ (230′) D: 985′ (240′)

	ILS FULL	ILS ALS out	LOC (GS out)
A	RVR 600m	RVR 1000m	NOT APPLICABLE
B			
C			
D			

CIRCLE-TO-LAND TO RWY 17R

Max Kts	MDA(H)	VIS
100	1450′ (683′)	1500m
135	1450′ (683′)	1600m
180	1650′ (883′)	2400m
205	1690′ (923′)	3600m

PANS OPS 4

CHANGES: Chart reindexed. Speed restriction. Minimums.

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JEPPESEN
JeppView 3.5.2.0

LIMC/MXP MALPENSA

JEPPESEN 24 AUG 07 (11-3)

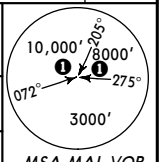
MILAN, ITALY LOC Rwy 17L

ATIS Arrival	*MILAN Arrivals (R)	MALPENSA Tower (APP/TWR)	Ground West	Ground North 0600-1200	Ground North 1400-2000	Ground North 2200-0600
120.02	132.7	119.0	121.9	121.82		121.9

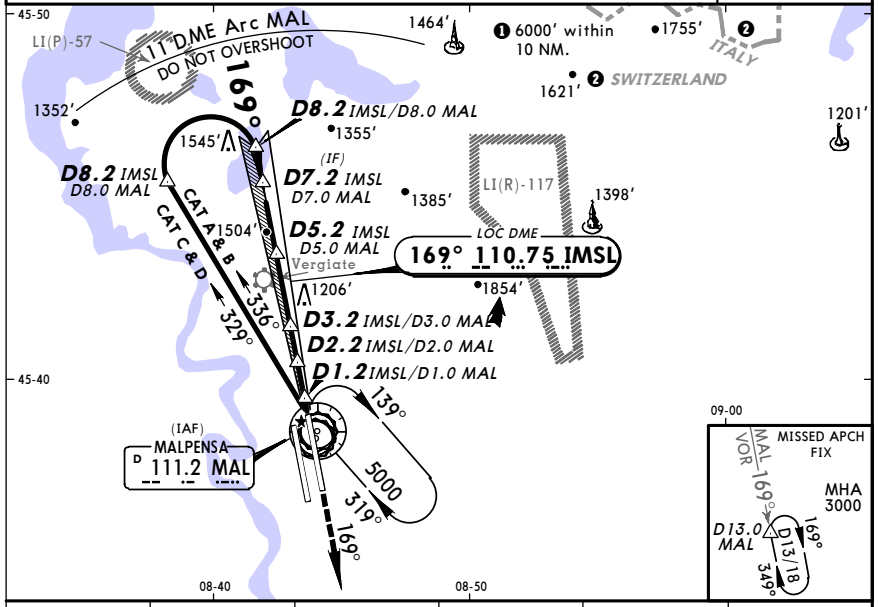
LOC IMSL	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev	
110.75	169°	D5.2 IMSL 2390′ (1645′)	1300′ (555′)	Apt Elev 767′	RWY 745′

MISSED APCH: Proceed on track 169° to 3000′ and hold between D13.0/R-169 MAL and D18.0 MAL.

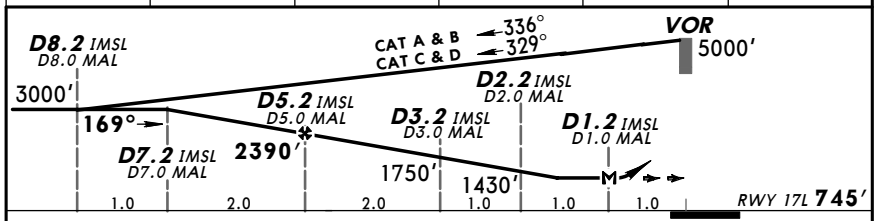
Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 6000′
1. **MAL VOR DME REQUIRED.** 2. Procedure MAX 185 KT.



MSA MAL VOR



MAL DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2390′	2070′	1750′	1430′	1120′



Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	5.2%	369	474	527	632	737	843
MAP at D1.2 IMSL/D1.0 MAL							

HIALS PAPI PAPI 3000′ on 169°

JAR-OPS STRAIGHT-IN LANDING RWY 17L

MDA(H) 1300′ (555′)

	ALS out
A	RVR 1000m
B	RVR 1200m
C	RVR 1600m
D	RVR 1500m / RVR 2000m

CIRCLE-TO-LAND TO RWY 17R

Max Kts	MDA(H)	VIS
100	1450′ (683′)	1500m
135	1450′ (683′)	1600m
180	1650′ (883′)	2400m
205	1690′ (923′)	3600m

PANS OPS 4

CHANGES: Chart reindexed. Speed restriction. Minimums.

LIMC/MXP
MALPENSA

JEPPESEN
24 AUG 07 (11-4)

MILAN, ITALY
ILS Z or Y Rwy 35L

ATIS Arrival	*MILAN Arrivals (R)	MALPENSA Tower (APP/TWR)	Ground West	Ground North 0600-1200 1400-2000	Ground North 2200-0600
120.02	132.7	128.35	121.9	121.82	121.9

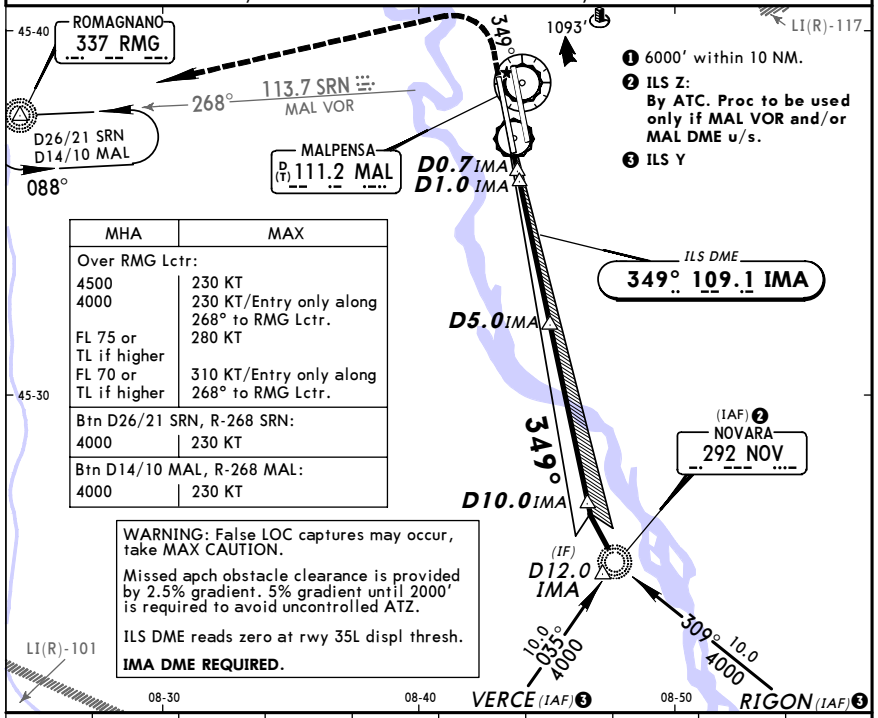
LOC IMA	Final Apch Crs	GS	ILS DA(H)	Apt Elev
109.1	349°	D5.0 IMA 2295′ (1599′)	Refer to Minimums	767′
				RWY 696′

MISSED APCH: Climb on track 349° to 1450′, then turn LEFT to RMG Lctr climbing to 4000′.

MSA MAL VOR

10,000′ 205° 8000′ 072° 275° 3000′

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



❶ 6000′ within 10 NM.

❷ ILS Z:
By ATC. Proc to be used only if MAL VOR and/or MAL DME u/s.

❸ ILS Y

MHA	MAX
Over RMG Lctr:	
4500	230 KT
4000	230 KT/Entry only along 268° to RMG Lctr.
FL 75 or TL if higher	280 KT
FL 70 or TL if higher	310 KT/Entry only along 268° to RMG Lctr.
Btn D26/21 SRN, R-268 SRN:	
4000	230 KT
Btn D14/10 MAL, R-268 MAL:	
4000	230 KT

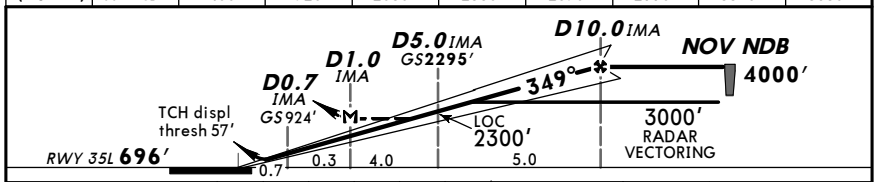
WARNING: False LOC captures may occur, take MAX CAUTION.

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.

IMA DME REQUIRED.

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 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D1.0 IMA						

HIALS-II PAPI PAPI

1450′ on 349°

JAR-OPS STRAIGHT-IN LANDING RWY 35L

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

LOC (GS out)
MDA(H) 1140′ (444′)

	FULL	ALS out	LOC (GS out)	ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D	RVR 600m		RVR 1400m	RVR 2000m

CIRCLE-TO-LAND
Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1450′ (683′)	1500m
135	1450′ (683′)	1600m
180	1650′ (883′)	2400m
205	1690′ (923′)	3600m

PANS OPS 4

CHANGES: Chart reindexed. Procedure. Minimums.

LIMC/MXP
MALPENSA

JEPPESEN
24 AUG 07 (11-4A)

MILAN, ITALY
CAT II ILS Z or Y Rwy 35L

ATIS Arrival	*MILAN Arrivals (R)	MALPENSA Tower (APP/TWR)	Ground West	Ground North 0600-1200 1400-2000	Ground North 2200-0600
120.02	132.7	128.35	121.9	121.82	121.9

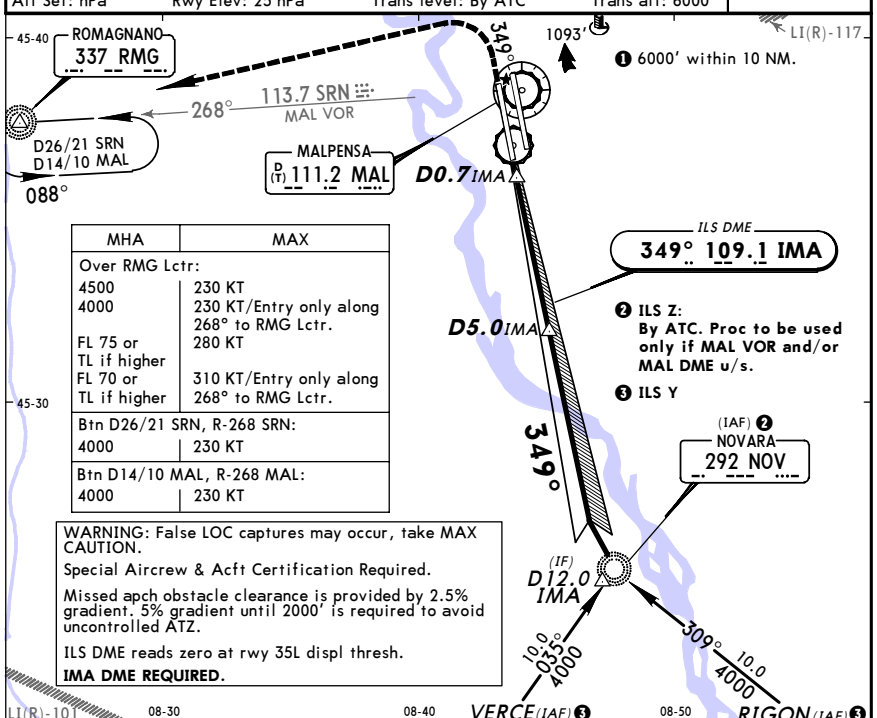
LOC IMA	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev
109.1	349°	D5.0 IMA 2295′ (1599′)	Refer to Minimums	767′
				RWY 696′

MISSED APCH: Climb on track 349° to 1450′, then turn LEFT to RMG Lctr climbing to 4000′.

MSA MAL VOR

10,000′ 205° 8000′ 072° 275° 3000′

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



❶ 6000′ within 10 NM.

❷ ILS Z:
By ATC. Proc to be used only if MAL VOR and/or MAL DME u/s.

❸ ILS Y

MHA	MAX
Over RMG Lctr:	
4500	230 KT
4000	230 KT/Entry only along 268° to RMG Lctr.
FL 75 or TL if higher	280 KT
FL 70 or TL if higher	310 KT/Entry only along 268° to RMG Lctr.
Btn D26/21 SRN, R-268 SRN:	
4000	230 KT
Btn D14/10 MAL, R-268 MAL:	
4000	230 KT

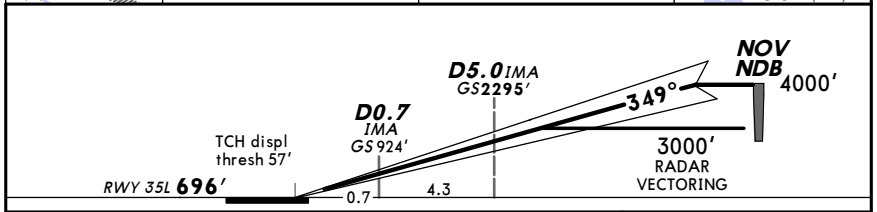
WARNING: False LOC captures may occur, take MAX CAUTION.

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.

IMA DME REQUIRED.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI PAPI

1450′ on 349°

JAR-OPS STRAIGHT-IN LANDING RWY 35L
CAT II ILS

ABC	D
RA 105′	RA 118′
DA(H) 796′ (100′)	DA(H) 807′ (111′)

RVR 300m ❶

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

PANS OPS 4

CHANGES: Chart reindexed. Procedure.

LIMC/MXP MALPENSA — MILAN, ITALY

JEPPESEN 24 AUG 07 (11-5)

ILS-Papa Rwy 35R

BRIEFING STRIP

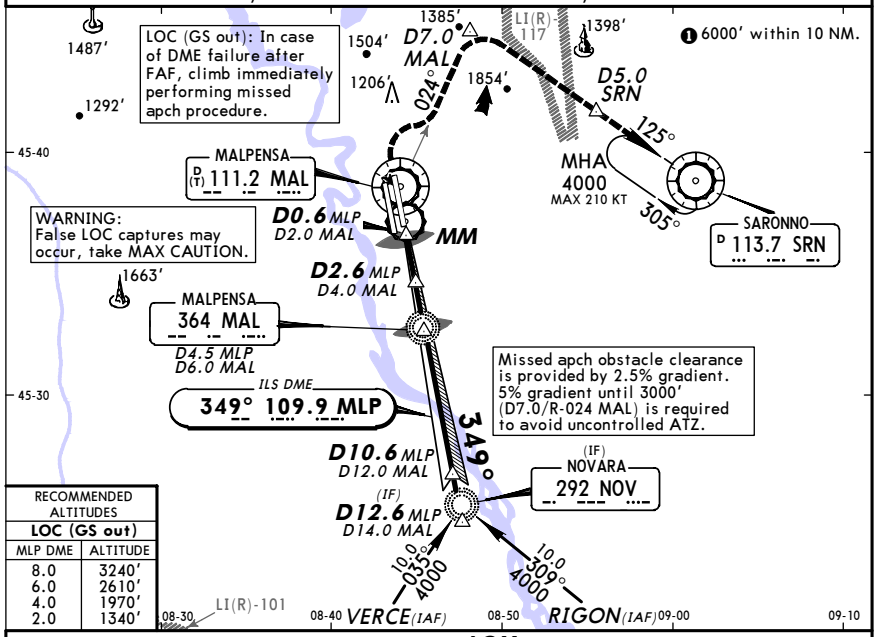
ATIS Arrival	*MILAN Arrivals (R)	MALPENSA Tower (APP/TWR)	Ground West	Ground North 0600-1200 1400-2000	Ground North 2200-0600
120.02	132.7	119.0	121.9	121.82	121.9

LOC MLP	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev	RWY
109.9	349°	2110′ (1419′)	891′ (200′)	767′	691′

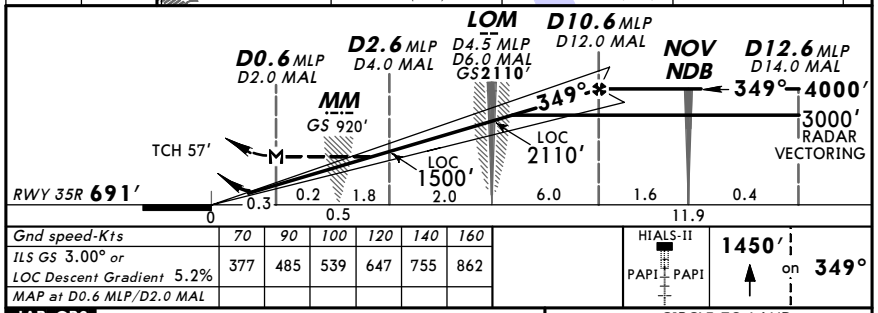
MISSED APCH: Climb on track 349° to 1450′, then turn RIGHT as soon as possible to join R-024 MAL climbing to 3000′. At 3000′, not further than D7.0/R-024 MAL, turn RIGHT to SRN VOR. Maintain 3000′ until D5.0 SRN, then climb to 4000′.

MSA MAL VOR

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



RECOMMENDED ALTITUDES LOC (GS out)	
MLP DME	ALTITUDE
8.0	3240′
6.0	2610′
4.0	1970′
2.0	1340′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D0.6 MLP/D2.0 MAL						

HIALS-II PAPI PAPI 1450′ on 349°

JAR-OPS STRAIGHT-IN LANDING RWY 35R

	ILS DA(H) 891′ (200′) FULL	ILS DA(H) 891′ (200′) ALS out	LOC (GS out) MDA(H) 1140′ (449′)	LOC (GS out) MDA(H) 1140′ (449′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND
Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1450′ (683′)	1500m
135	1450′ (683′)	1600m
180	1650′ (883′)	2400m
205	1690′ (923′)	3600m

PANS OPS 4

CHANGES: Chart reindexed. Minimums.

LIMC/MXP MALPENSA — MILAN, ITALY

JEPPESEN 24 AUG 07 (11-5A)

CAT II ILS-Papa Rwy 35R

BRIEFING STRIP

ATIS Arrival	*MILAN Arrivals (R)	MALPENSA Tower (APP/TWR)	Ground West	Ground North 0600-1200 1400-2000	Ground North 2200-0600
120.02	132.7	119.0	121.9	121.82	121.9

LOC MLP	Final Apch Crs	GS LOM	CAT II ILS RA/DA(H)	Apt Elev	RWY
109.9	349°	2110′ (1419′)	Refer to Minimums	767′	691′

MISSED APCH: Climb on track 349° to 1450′, then turn RIGHT as soon as possible o join R-024 MAL climbing to 3000′. At 3000′, not further than D7.0/R-024 MAL, turn RIGHT to SRN VOR. Maintain 3000′ until D5.0 SRN, then climb to 4000′.

MSA MAL VOR

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

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI PAPI 1450′ on 349°

JAR-OPS STRAIGHT-IN LANDING RWY 35R
CAT II ILS

ABC	D
RA 105′	RA 110′
DA(H) 791′ (100′)	DA(H) 796′ (105′)

RVR 300m [1]

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

PANS OPS 4

CHANGES: Chart reindexed. RA.

LIMC/MXP MALPENSA — MILAN, ITALY

JEPPESEN 24 AUG 07 (11-6) — ILS-Sierra Rwy 35R

BRIEFING STRIP

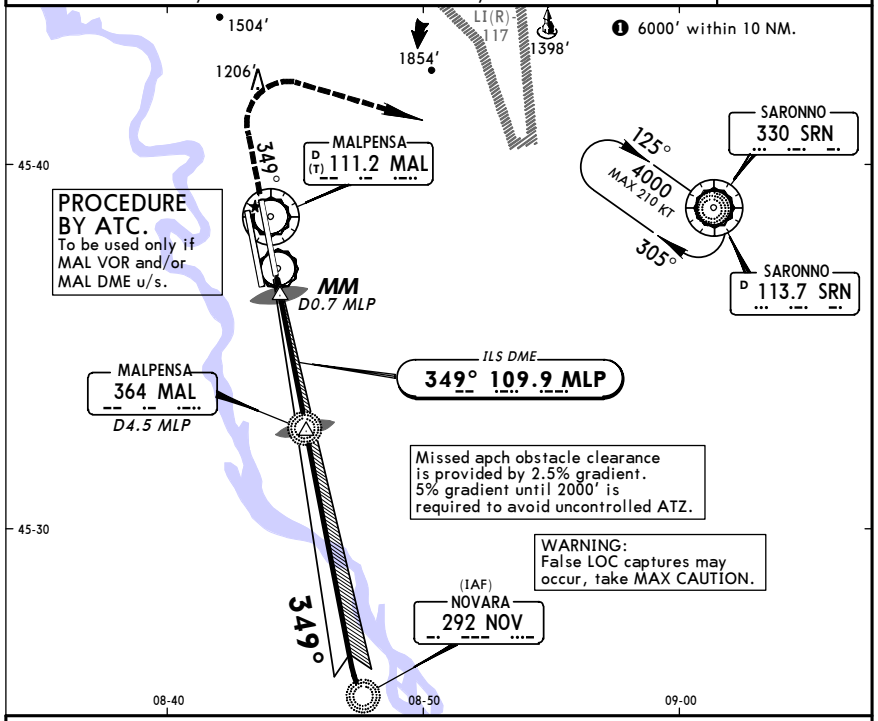
ATIS Arrival	*MILAN Arrivals (R)	MALPENSA Tower (APP/TWR)	Ground West	Ground North 0600-1200 1400-2000	Ground North 2200-0600
120.02	132.7	128.35	121.9	121.82	121.9

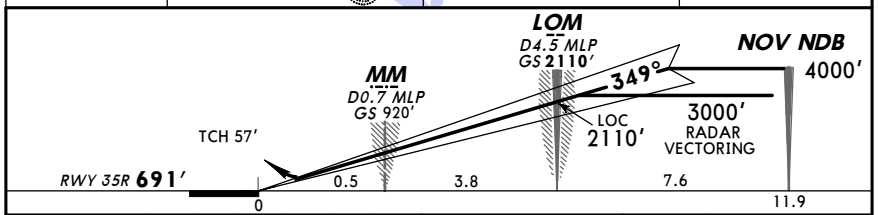
LOC MLP	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
109.9	349°	2110′ (1419′)	891′ (200′)	767′ / 691′

MISSED APCH: Climb on track 349° to 1450′, then turn RIGHT to SRN VOR/Lctr climbing to 4000′.

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

MSA MAL VOR: 10,000′ (1) 205°–275°; 8000′ (1) (1) 072°–205°; 3000′ 072°–275°





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI PAPI — 1450′ on 349°

PANS OPS 4

JAR-OPS — STRAIGHT-IN LANDING RWY 35R

	ILS DA(H) 891′ (200′) FULL	ILS DA(H) 891′ (200′) ALS out	LOC (GS out)
A	RVR 550m	RVR 1000m	NOT APPLICABLE
B			
C			
D			

CIRCLE-TO-LAND: Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1450′ (683′)	1500m
135	1450′ (683′)	1600m
180	1650′ (883′)	2400m
205	1690′ (923′)	3600m

CHANGES: Chart reindexed. Minimums.

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JEPPESEN
JeppView 3.5.2.0

LIMC/MXP MALPENSA — MILAN, ITALY

JEPPESEN 24 AUG 07 (11-6A) — CAT II ILS-Sierra Rwy 35R

BRIEFING STRIP

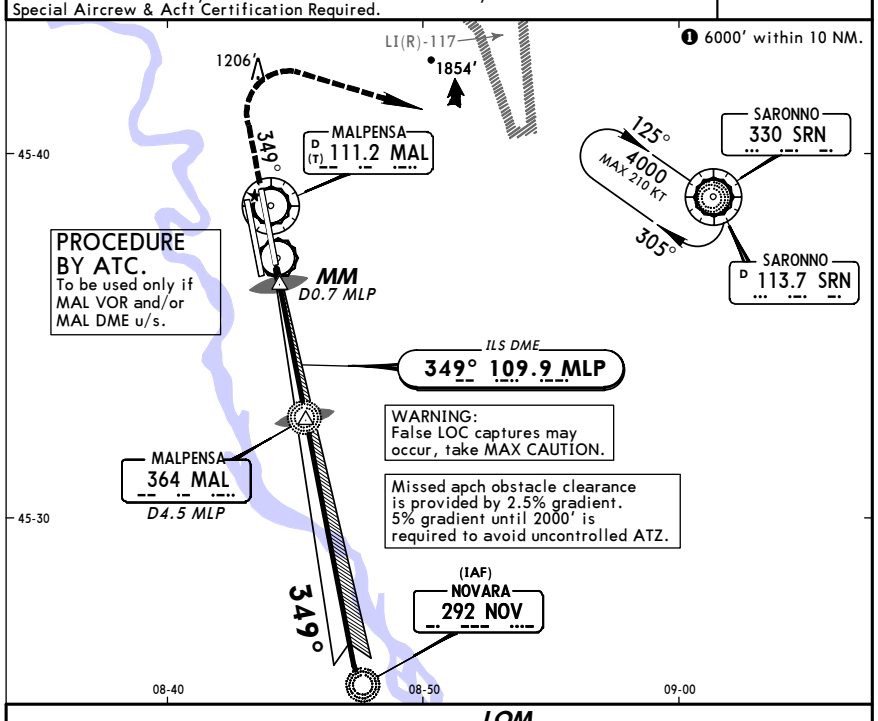
ATIS Arrival	*MILAN Arrivals (R)	MALPENSA Tower (APP/TWR)	Ground West	Ground North 0600-1200 1400-2000	Ground North 2200-0600
120.02	132.7	128.35	121.9	121.82	121.9

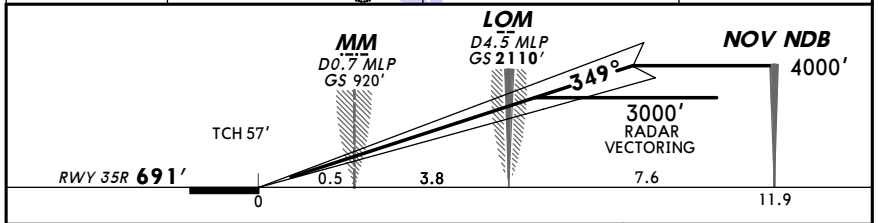
LOC MLP	Final Apch Crs	GS LOM	CAT II ILS RA/DA(H)	Apt Elev / RWY
109.9	349°	2110′ (1419′)	Refer to Minimums	767′ / 691′

MISSED APCH: Climb on track 349° to 1450′, then turn RIGHT to SRN VOR/Lctr climbing to 4000′.

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

MSA MAL VOR: 10,000′ (1) 205°–275°; 8000′ (1) (1) 072°–205°; 3000′ 072°–275°





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II PAPI PAPI — 1450′ on 349°

PANS OPS 4

JAR-OPS — STRAIGHT-IN LANDING RWY 35R
CAT II ILS

ABC	D
RA 105′	RA 110′
DA(H) 791′ (100′)	DA(H) 796′ (105′)
RVR 300m [1]	

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

CHANGES: Chart reindexed. RA.

LIMC/MXP MALPENSA

JEPPESEN 24 AUG 07 (13-1)

MILAN, ITALY VOR Rwy 17L

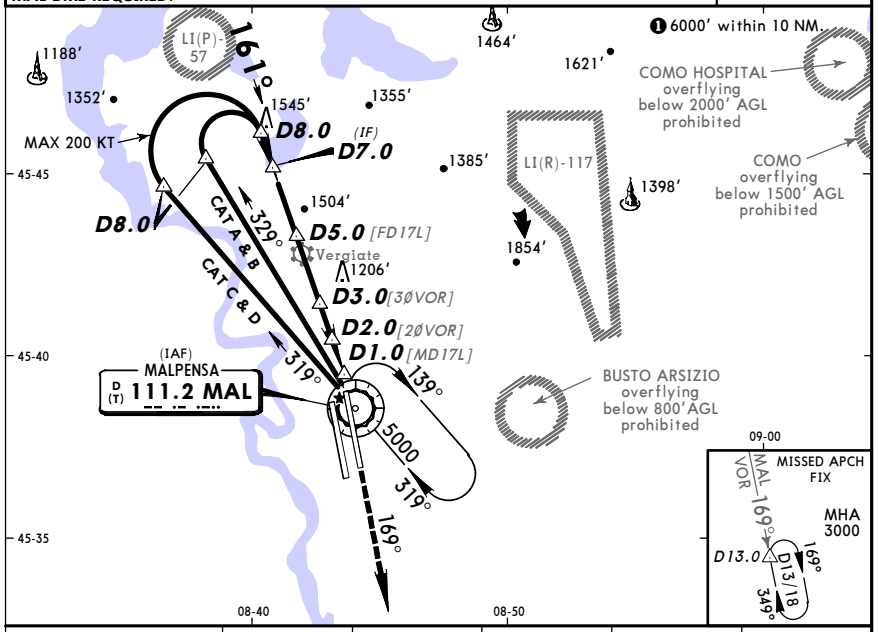
ATIS Arrival	*MILAN Arrivals (R)	MALPENSA Tower (APP/TWR)	Ground West	Ground North 0600-1200	Ground North 1400-2000	Ground North 2200-0600
120.02	132.7	119.0	121.9	121.82		121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
MAL 111.2	161°	D5.0 2390′ (1645′)	1300′ (555′)	Apt Elev 767′ RWY 745′

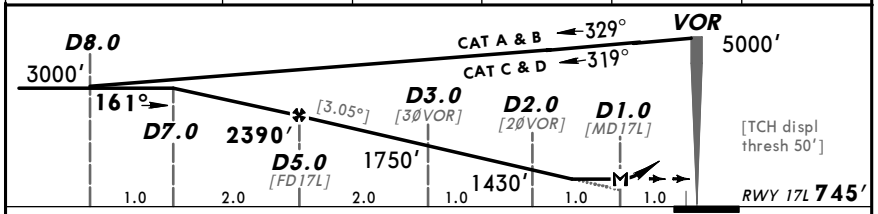
MISSED APCH: Proceed on 169° to 3000′ and hold between D13.0/R-169 and D18.0.

Alt Set: hPa Rwy Elev: 27 hPa Trans level: By ATC Trans alt: 6000′
MAL DME REQUIRED.

MSA MAL VOR: 10,000′ (1) 8000′ (1) 205° 275° 072° 3000′



MAL DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2390′	2080′	1750′	1430′	1120′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.32% or Descent angle [3.05°]	378	486	540	648	755	863
MAP at D1.0						

HIALS PAPI PAPI 3000′ on 169°

JAR-OPS STRAIGHT-IN LANDING RWY 17L

MDA(H) 1300′ (555′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

CIRCLE-TO-LAND TO RWY 17R

Max Kts	MDA(H)	VIS
100	1450′ (683′)	1500m
135	1450′ (683′)	1600m
180	1650′ (883′)	2400m
205	1690′ (923′)	3600m

PANS OPS 4

CHANGES: Minimums.

LIMC/MXP MALPENSA

JEPPESEN 24 AUG 07 (13-2)

MILAN, ITALY VOR DME Rwy 35R

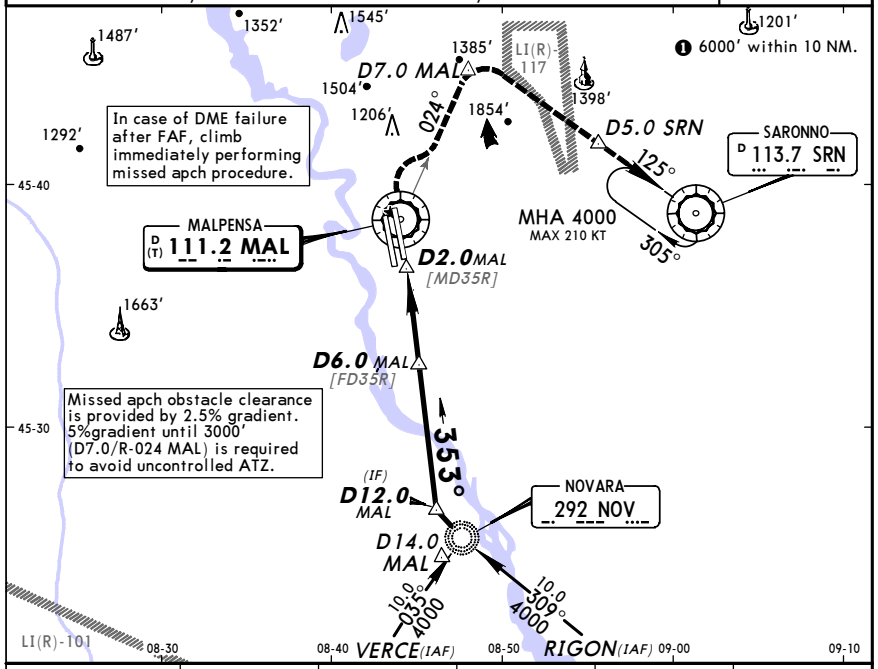
ATIS Arrival	*MILAN Arrivals (R)	MALPENSA Tower (APP/TWR)	Ground West	Ground North 0600-1200	Ground North 1400-2000	Ground North 2200-0600
120.02	132.7	119.0	121.9	121.82		121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
MAL 111.2	353°	D6.0 MAL 2100′ (1409′)	1150′ (459′)	Apt Elev 767′ RWY 691′

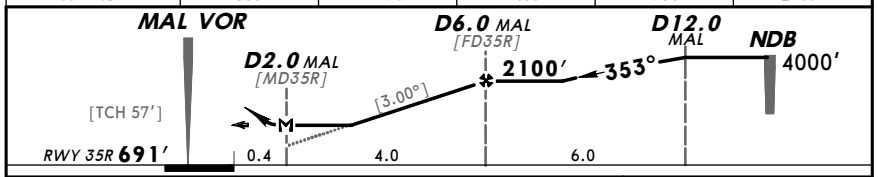
MISSED APCH: Climb on track 353° to 1450′, then turn RIGHT as soon as possible to join R-024 MAL climbing to 3000′. At 3000′, not further than D7.0 MAL, turn RIGHT to SRN VOR. Maintain 3000′ until D5.0 SRN, then climb to 4000′.

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

MSA MAL VOR: 10,000′ (1) 8000′ (1) 205° 275° 072° 3000′



MAL DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	860′	1170′	1480′	1790′	2100′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D2.0 MAL						

HIALS-II PAPI PAPI 1450′ on 353°

JAR-OPS STRAIGHT-IN LANDING RWY 35R

MDA(H) 1150′ (459′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

CIRCLE-TO-LAND
Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1450′ (683′)	1500m
135	1450′ (683′)	1600m
180	1650′ (883′)	2400m
205	1690′ (923′)	3600m

PANS OPS 4

CHANGES: Minimums.

LIMC/MXP
MALPENSA

JEPPESEN
24 AUG 07 (13-3)

MILAN, ITALY
VOR Rwy 35R

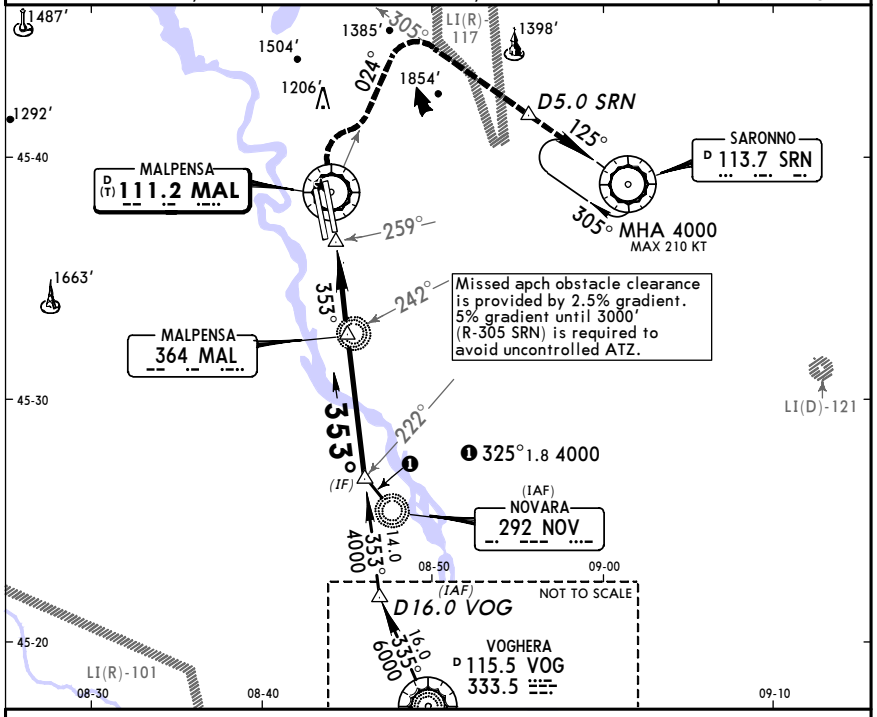
ATIS Arrival	*MILAN Arrivals (R)	MALPENSA Tower (APP/TWR)	Ground West	Ground North 0600-1200	Ground North 1400-2000	Ground North 2200-0600
120.02	132.7	119.0	121.9	121.82		121.9

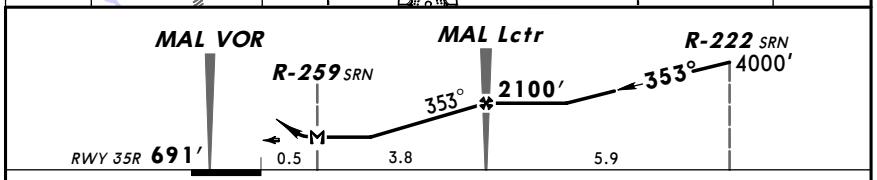
VOR MAL	Final Apch Crs	Minimum Alt MAL Lctr	MDA(H)	Apt Elev / RWY
111.2	353°	2100′ (1409′)	1150′ (459′)	Apt Elev 767′ / RWY 691′

MISSED APCH: Climb on R-353 MAL to 1450′, then turn RIGHT as soon as possible to join R-024 MAL climbing to 3000′. At 3000′, not further than R-305 SRN, turn RIGHT to SRN VOR. Maintain 3000′ until D5.0 SRN, then climb to 4000′.

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

MSA
MAL VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAL Lctr to MAP 3.8 / or MAP at R-259 SRN	3:15	2:32	2:17	1:54	1:38	1:26

HIALS PAPI PAPI

1450′ on MAL 111.2 R-353

JAR-OPS STRAIGHT-IN LANDING RWY 35R

MDA(H) 1150′ (459′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

CIRCLE-TO-LAND
Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1450′ (683′)	1500m
135	1450′ (683′)	1600m
180	1650′ (883′)	2400m
205	1690′ (923′)	3600m

PANS OPS 4

CHANGES: Minimums.

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LIMC/MXP
MALPENSA

JEPPESEN
24 AUG 07 (16-1)

MILAN, ITALY
Lctr Rwy 35R

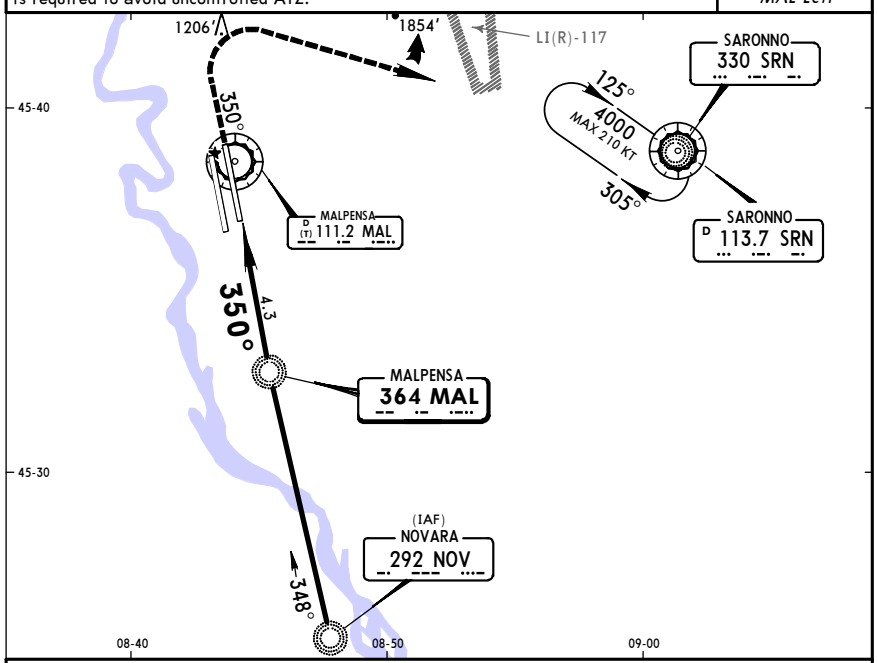
ATIS Arrival	*MILAN Arrivals (R)	MALPENSA Tower (APP/TWR)	Ground West	Ground North 0600-1200	Ground North 1400-2000	Ground North 2200-0600
120.02	132.7	119.0	121.9	121.82		121.9

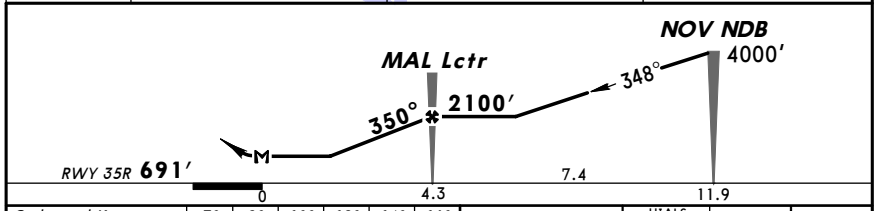
Lctr MAL	Final Apch Crs	Minimum Alt MAL Lctr	MDA(H)	Apt Elev / RWY
364	350°	2100′ (1409′)	1300′ (609′)	Apt Elev 767′ / RWY 691′

MISSED APCH: Climb on track 350° to 1450′, then turn RIGHT to SRN VOR/Lctr climbing to 4000′.

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 6000′
Missed apch obstacle clearance is provided by 2.5% gradient. 5% gradient until 2000′ is required to avoid uncontrolled ATZ.

MSA
MAL Lctr





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAL Lctr to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37

HIALS PAPI PAPI

1450′ on 350°

JAR-OPS STRAIGHT-IN LANDING RWY 35R

MDA(H) 1300′ (609′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

CIRCLE-TO-LAND
Not authorized West of airport

Max Kts	MDA(H)	VIS
100	1450′ (683′)	1500m
135	1450′ (683′)	1600m
180	1650′ (883′)	2400m
205	1690′ (923′)	3600m

PANS OPS 4

CHANGES: Minimums.