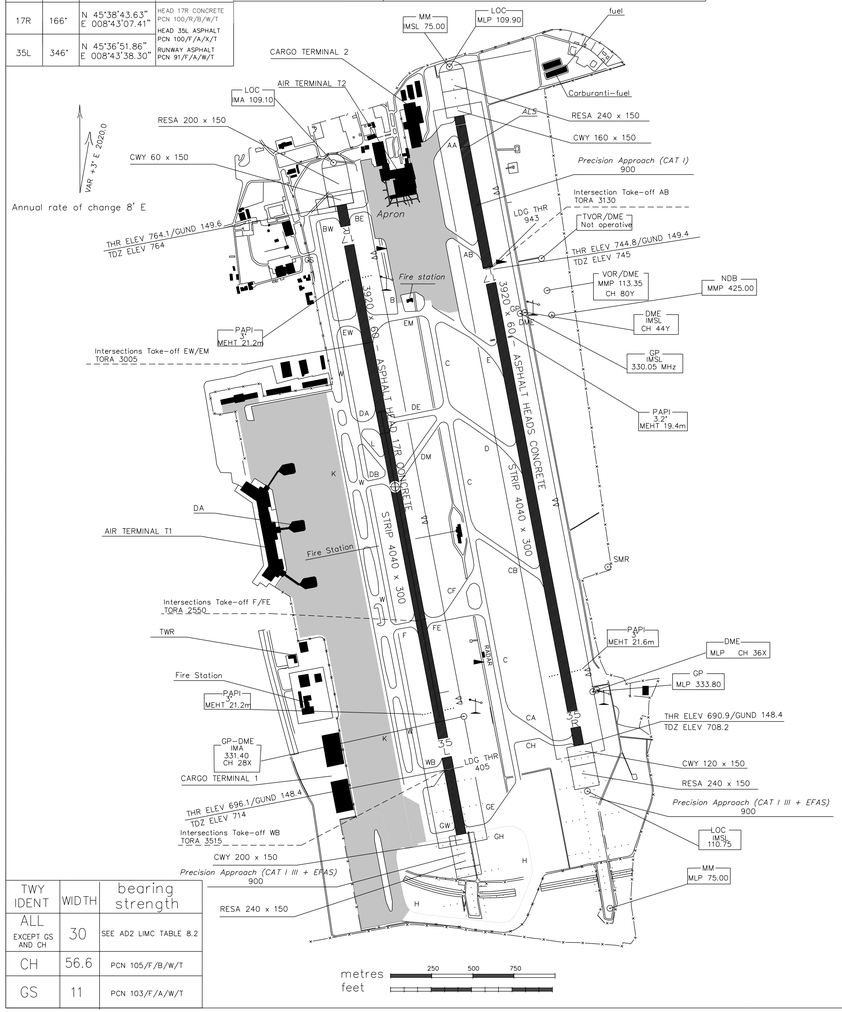
RWY	QFU	THR	bearing strength
17L	166°	N 45°38'31.33" E 008°43'48.85"	HEAD 17L CONCRETE PCN 120/R/C/W/T
			HEAD 35R CONCRETE PCN 120/R/C/W/T
35R	346°	N 45°36'56.70" E 008°44'14.99"	RUNWAY ASPHALT PCN 72/F/A/W/T
17R	166°	N 45°38'43.63" E 008°43'07.41"	HEAD 17R CONCRETE PCN 100/R/B/W/T
			HEAD 35L ASPHALT PCN 100/F/A/X/T
35L	346°	N 45°36'51.86" E 008°43'38.30"	RUNWAY ASPHALT PCN 91/F/A/W/T

Bearings are magnetic
Distances in metres
Elevation in ft AMSL
Coordinates WGS84

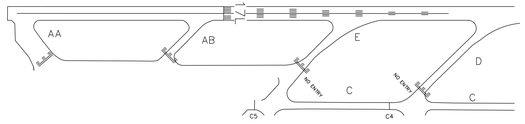
TWR 128.350 (123.600)
GND West 121.900
North (121.825)
ATIS 120.025: Malpensa Arrival Information
121.625: Malpensa Departure Information

AD ELEV 768	MILANO / MALPENSA	
APRON ELEV 763	L I M C	45°37'48" N 008°43'23" E

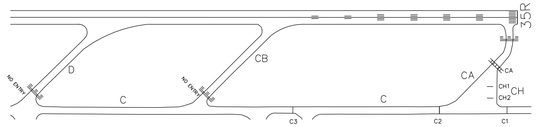


TWY IDENT	WIDTH	bearing strength
ALL EXCEPT GS AND CH	30	SEE AD2 LIMC TABLE 8.2
CH	56.6	PCN 105/F/B/W/T
GS	11	PCN 103/F/A/W/T

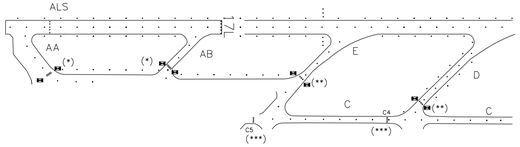
MARKING AIDS



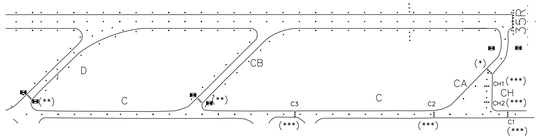
MARKING AIDS



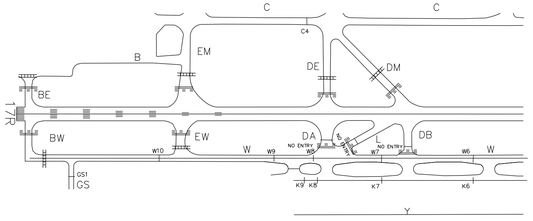
LIGHTING AIDS



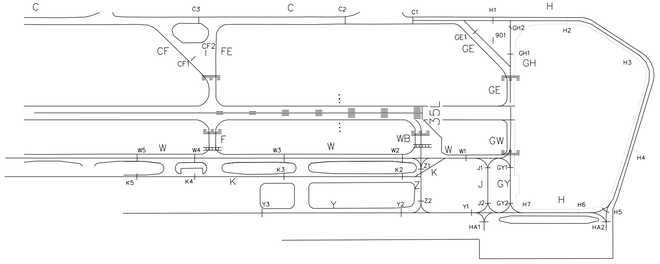
LIGHTING AIDS



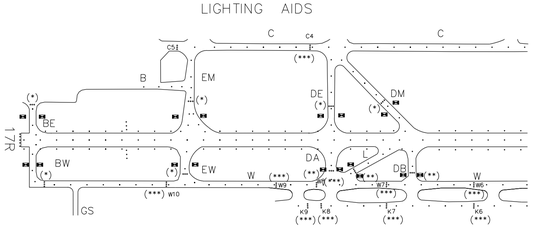
MARKING AIDS



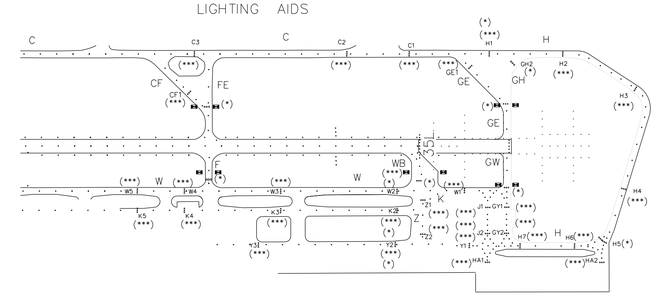
MARKING AIDS



LIGHTING AIDS



LIGHTING AIDS



(*) STOP BAR (**) NO ENTRY BAR (***) IHP APRON AREA

CHANGE: TWR FREQ UPDATED

HOLDING BAY – INTERMEDIATE HOLDING POSITION		
Position	**Denomination**	**Use**
Usable with aerodrome operating in CAT I		
CF	CF 1	Holding Position for 35L – Aircraft max Code "E". Possible holding either for aircraft entering 35L or entering TWY C (holding position) CF2 position not usable.
	CF 2	Isolated Aircraft Parking Position aircraft max Code "E". Usable during day-light only Movements on TWY CF and on TWY FE not allowed.
Available for self manoeuvring aircraft with aerodrome operating in CAT I and during daylight only During CAT II - CAT III operations and night hours, positioning supplied with follow-me		
GH	901	Holding Position – Aircraft max Code "E" – GH1 position not usable position available for engine test
	GH1	Holding Bay for 35L – Aircraft max Code "E" – 901 position not usable position available for engine test

INTERMEDIATE HOLDING POSITION/REPORTING POINTS FOR LOW VISIBILITY		
C	C1	Intermediate Holding Position: provided with vertical signalling on the left side direction south→north (yellow inscription on black back-ground) and horizontal day and lighted signalling (dashed bars and transversal yellow lights)
	C2	Intermediate Holding Position: all provided with vertical signalling on the left side direction north→south (yellow inscription on black back-ground) and horizontal day and lighted signalling (dashed bars and transversal yellow lights)
	C3	
	C4	
	C5	Intermediate Holding Position: provided with vertical signalling on the right side direction north→south (yellow inscription on black back-ground) and horizontal day and lighted signalling (dashed bars and transversal yellow lights)
	C6	Intermediate Holding Position: provided with horizontal day and lighted signalling direction south→north (dashed bars and transversal yellow lights)
CH	CH 1	Intermediate Holding Position: provided with vertical signalling on the right side direction west→east (yellow inscription on black back-ground) and horizontal day and lighted signalling (dashed bars and transversal yellow lights)
	CH 2	Intermediate Holding Position: provided with vertical signalling on the left side direction east→west (yellow inscription on black back-ground) and horizontal day and lighted signalling (dashed bars and transversal yellow lights)
W	W1	Intermediate Holding Position: all provided with vertical signalling on the left side direction north→south (yellow inscription on black back-ground) and horizontal day and lighted signalling (dashed bars and transversal yellow lights)
	W2	
	W3	
	W4	
	W5	
	W6	
	W7	
	W9	
	W10	
	W8	Intermediate Holding Position: provided with vertical signalling on the right side direction north→south (yellow inscription on black back-ground) and horizontal day and lighted signalling (dashed bars and transversal yellow lights)
K	K2	Intermediate Holding Position: all provided with vertical signalling on the left side direction north→south (yellow inscription on black back-ground) and horizontal day and lighted signalling (dashed bars and transversal yellow lights)
	K3	
	K4	
	K5	
	K6	
	K7	
	K8	
	K9	Intermediate Holding Position: all provided with vertical signalling on the right side direction south→north (yellow inscription on black back-ground) and horizontal day and lighted signalling (dashed bars and transversal yellow lights)
Y	Y1	
	Y2	
	Y3	

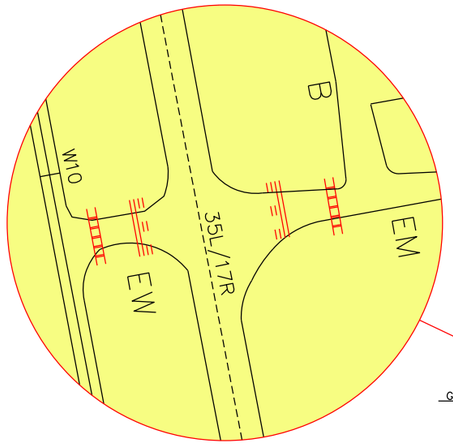
INTERMEDIATE HOLDING POSITION/REPORTING POINTS FOR LOW VISIBILITY		
H	H1	Intermediate Holding Position: all provided with vertical signalling on the left side (yellow inscription on black back-ground) and horizontal day and lighted signalling (dashed bars and transversal yellow lights)
	H2	
	H3	
	H4	
	H6	
	H7	Intermediate Holding Position: provided with vertical signalling on the left side direction south→north, and on the right side direction north→south (yellow inscription on black back-ground) and horizontal day and lighted signalling (dashed bars and transversal yellow lights)
HA	HA1	Intermediate Holding Position: all provided with vertical signalling on the left side (yellow inscription on black back-ground) and horizontal day and lighted signalling direction west→east (dashed bars and transversal yellow lights)
	HA2	
GE	GE1	Intermediate Holding Position: provided with vertical signalling on the left side direction south→north (yellow inscription on black back-ground) and horizontal day and lighted signalling (dashed bars and transversal yellow lights)
M	M1	Intermediate Holding Position: provided with horizontal day and lighted signalling direction west→east (dashed bars and transversal yellow lights)
	M2	Intermediate Holding Position: provided with horizontal day and lighted signalling direction east→west (dashed bars and transversal yellow lights)
	M3	Intermediate Holding Position: provided with horizontal day and lighted signalling direction west→east (dashed bars and transversal yellow lights)
	M4	Intermediate Holding Position: provided with horizontal day and lighted signalling direction east→west (dashed bars and transversal yellow lights)
A	A1	Intermediate Holding Position: provided with vertical signalling on the left side direction north→south (yellow inscription on black back-ground) and horizontal day and lighted signalling (dashed bars and transversal yellow lights
	A2	Intermediate Holding Position: provided with horizontal day and lighted signalling direction south→north (dashed bars and transversal yellow lights)
	A3	Intermediate Holding Position: provided with horizontal day and lighted signalling direction north→south (dashed bars and transversal yellow lights)
B	B1	Intermediate Holding Position: provided with vertical signalling on the left side direction north→south (yellow inscription on black back-ground) and horizontal day and lighted signalling (dashed bars and transversal yellow lights
	B2	Intermediate Holding Position: provided with horizontal day and lighted signalling direction south→north (dashed bars and transversal yellow lights)
	B3	Intermediate Holding Position: provided with horizontal day and lighted signalling direction north→south (dashed bars and transversal yellow lights)
GY	GY1	Intermediate Holding Position: provided with horizontal day and lighted signalling direction west→east (dashed bars and transversal yellow lights)
	GY2	Intermediate Holding Position: provided with horizontal day and lighted signalling direction east→west (dashed bars and transversal yellow lights)
J	J1	Intermediate Holding Position: provided with horizontal day and lighted signalling direction west→east (dashed bars and transversal yellow lights)
	J2	Intermediate Holding Position: provided with horizontal day and lighted signalling direction east→west (dashed bars and transversal yellow lights)
Z	Z1	Intermediate Holding Position: provided with horizontal day and lighted signalling direction west→east (dashed bars and transversal yellow lights)
	Z2	Intermediate Holding Position: provided with horizontal day and lighted signalling direction east→west (dashed bars and transversal yellow lights)

CHANGE: TWR FREQ UPDATED

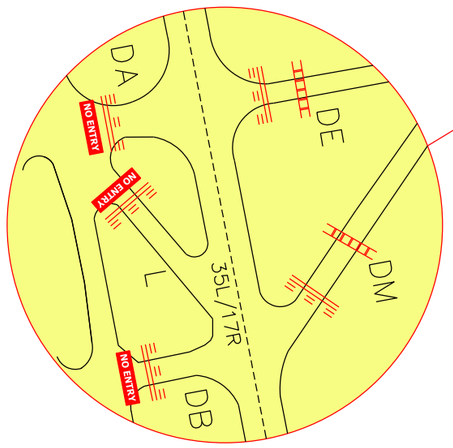
AD ELEV 768	MILANO / MALPENSA	
APRON ELEV 763	L I M C	45°37'48" N 008°43'23" E

TWR 128.350 (123.600)
GND West 121.900
North (121.825)
ATIS 120.025: Malpensa Arrival Information
121.625: Malpensa Departure Information

VAR +3° E 2020.0
Annual rate of change 8' E

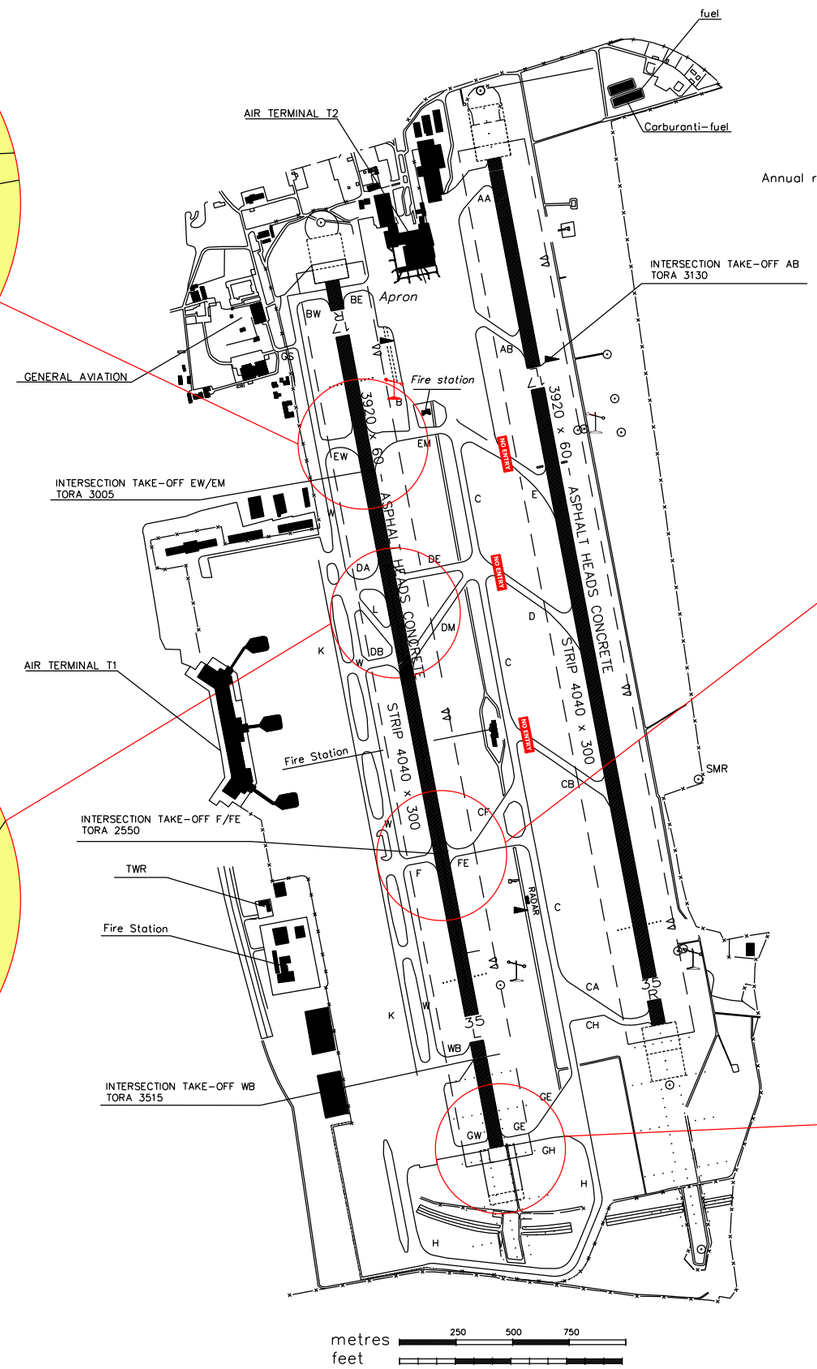


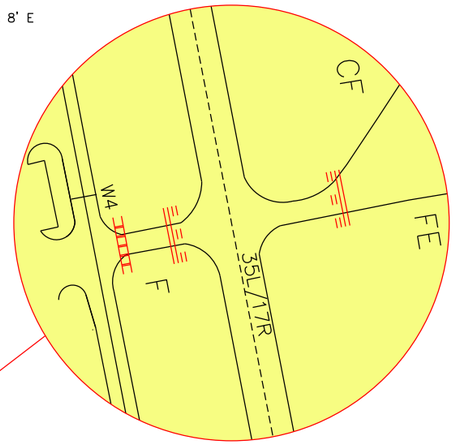
RUNWAY CROSSING
MUST BE CLEARED
BY TWR ON 128.350



WHEN ON "DE" OR "DM" RWY
CROSSING MUST BE CLEARED
BY TWR ON 128.350

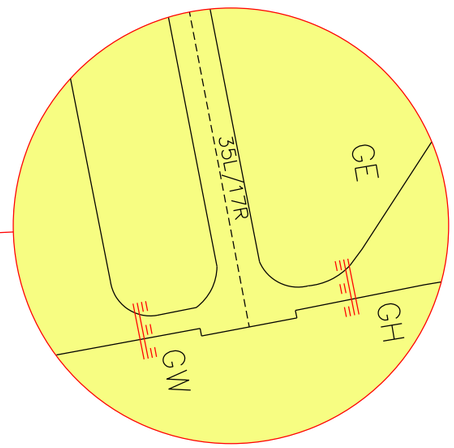
ON ROLL OUT DO NOT USE
"DE" OR "DM"
TO VACATE THE RWY
UNLESS INSTRUCTED BY ATC





RUNWAY CROSSING
MUST BE CLEARED
BY TWR ON 128.350

ON ROLL OUT DO NOT USE
"F" OR "FE"
TO VACATE THE RWY
UNLESS INSTRUCTED BY ATC



UNIFIED CAT I/II/III RHP
LOCATED 155 mt. FROM
RUNWAY CENTRE LINE

LOW VISIBILITY PROCEDURES CHART

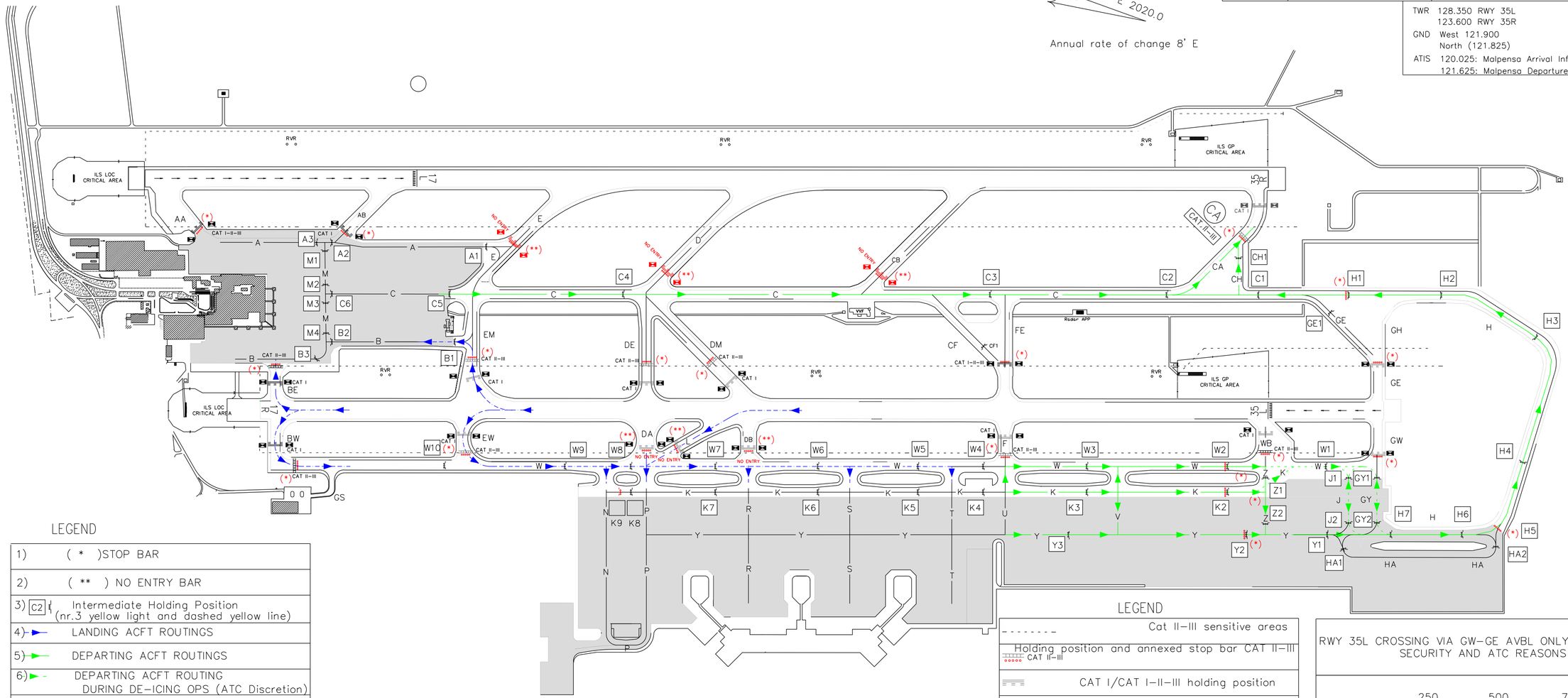
CHANGE: TWR FREQ UPDATED

AD ELEV 768	MILANO / MALPENSA	
APRON ELEV 763	L I M C	45°37'48" N 008°43'23" E

TWR 128.350 RWY 35L
123.600 RWY 35R
GND West 121.900
North (121.825)
ATIS 120.025: Malpensa Arrival Information
121.625: Malpensa Departure Information

VAR +3° E 2020.0

Annual rate of change 8' E



LEGEND

1)	(*) STOP BAR
2)	(**) NO ENTRY BAR
3) C2	Intermediate Holding Position (nr.3 yellow light and dashed yellow line)
4)	LANDING ACFT ROUTINGS
5)	DEPARTING ACFT ROUTINGS
6)	DEPARTING ACFT ROUTING DURING DE-ICING OPS (ATC Discretion)
	APRON AREA

LEGEND

- - - - - - - -	Cat II–III sensitive areas
Holding position and annexed stop bar CAT II–III	
	CAT I/CAT I–II–III holding position
- -	TWY holding/TWY Intersection

RWY 35L CROSSING VIA GW–GE AVBL ONLY FOR SAFETY, SECURITY AND ATC REASONS

250 500 750
metres

AIRCRAFT PARKING DOCKING CHART : T1 NORTH – ICAO

CHANGE: TWR FREQ UPDATED

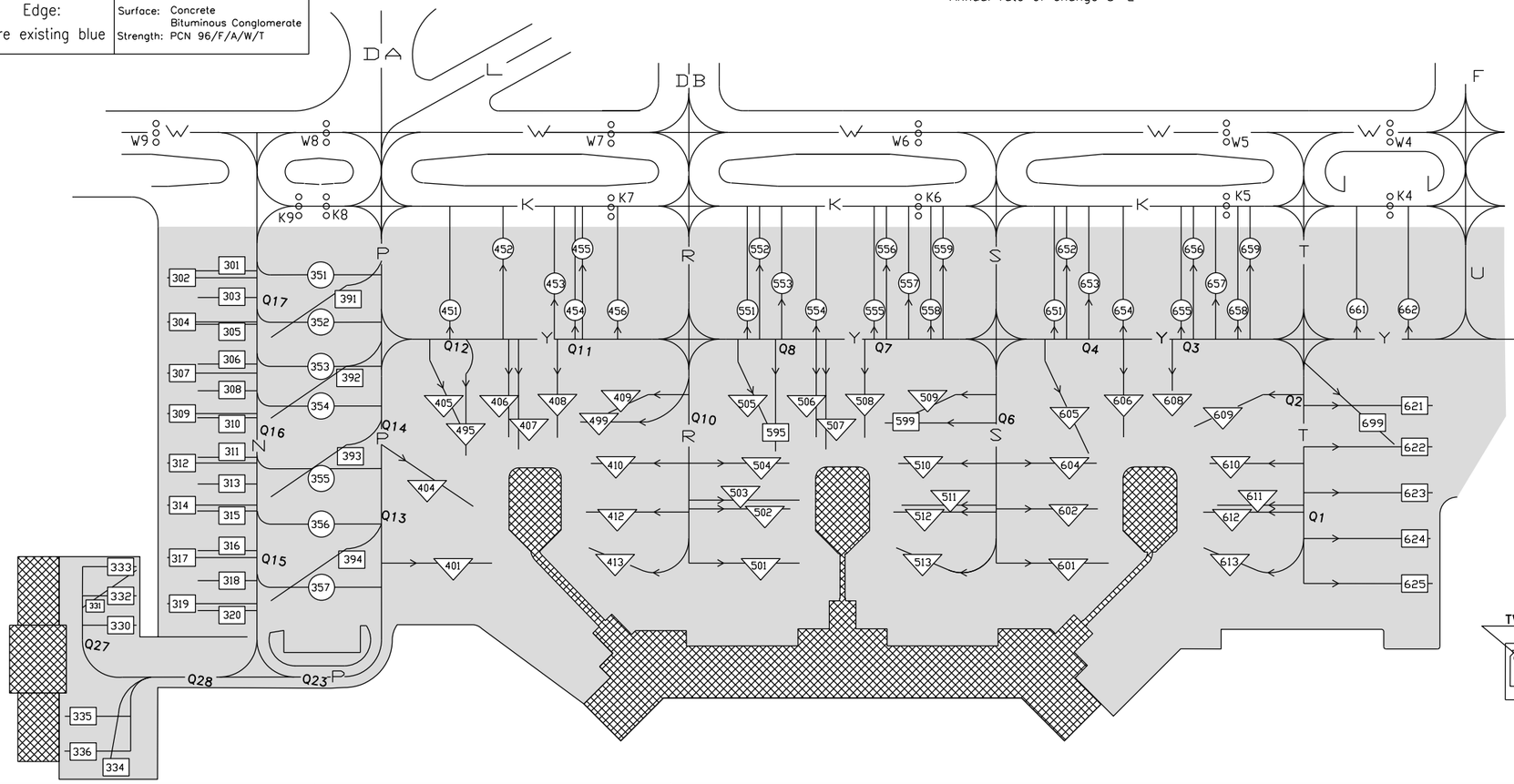
Bearings are magnetic	TWR 128.350 (123.600)
Distances in metres	GND West 121.900
Elevation in ft AMSL	ATIS 120.025: Malpensa Arrival Information
Coordinates WGS 84	121.625: Malpensa Departure Information

metres 0 50 100 150 200
feet 0 100 200 300 400

AD ELEV 768	MILANO/ MALPENSA	
APRON ELEV 763	L I M C	45^37'48" N 008^43'23" E

APRON	
lighting	bearing strength
Edge: where existing blue	Surface: Concrete, Bituminous Conglomerate Strength: PCN 96/F/A/W/T

VAR +3° E 2020.0
Annual rate of change 8' E



TWR

REMARK
- Apron TWY N available for ACFT max wingspan 36 m
- Rif. CS ADR–DSN.E.365 on stand 404,405,407,412, 501,503,504,508,509,511,601,602 and 604 distance from unextended loading bridge and ICAO code C–D–E–F ACFT is below 4.5 m
- All parking operations supervised by ramp personnel

	APRON AREA
661	SELF MANOEUVRING
624	PUSH BACK
613	DOCKING SYSTEM

LEGEND

STANDS	POINTS ON PARKING AREA N	POINTS ON PARKING AREA E	STANDS	POINTS ON PARKING AREA N	POINTS ON PARKING AREA E	STANDS	POINTS ON PARKING AREA N	POINTS ON PARKING AREA E	STANDS	POINTS ON PARKING AREA N	POINTS ON PARKING AREA E	STANDS	POINTS ON PARKING AREA N	POINTS ON PARKING AREA E	STANDS	POINTS ON PARKING AREA N	POINTS ON PARKING AREA E
301	45^38'05.25"	008^43'01.29"	331	45^38'04.74"	008^42'44.70"				502	45^37'42.15"	008^42'54.91"	595	45^37'42.92"	008^42'58.04"	654	45^37'31.40"	008^43'11.40"
302	45^38'05.51"	008^43'00.86"	332	45^38'04.61"	008^42'43.60"	401	45^37'52.70"	008^42'49.03"	503	45^37'42.00"	008^42'55.35"	599	45^37'38.75"	008^43'00.44"	655	45^37'28.90"	008^43'11.60"
303	45^38'05.04"	008^42'59.79"	333	45^38'04.94"	008^42'44.91"	404	45^37'53.56"	008^42'52.14"	504	45^37'42.76"	008^42'57.11"	601	45^37'30.55"	008^42'55.16"	656	45^37'28.60"	008^43'12.09"
304	45^38'05.19"	008^42'58.51"	334	45^38'04.44"	008^42'32.01"	405	45^37'54.05"	008^42'55.04"	505	45^37'42.83"	008^42'58.31"	602	45^37'30.91"	008^42'58.00"	657	45^37'27.92"	008^43'12.26"
305	45^38'04.84"	008^42'58.28"	335	45^38'05.82"	008^42'34.14"	406	45^37'52.71"	008^42'56.12"	506	45^37'41.42"	008^42'59.24"	604	45^37'31.52"	008^43'00.30"	658	45^37'27.01"	008^43'12.48"
306	45^38'04.59"	008^42'56.45"	336	45^38'05.52"	008^42'31.92"	407	45^37'52.32"	008^42'55.97"	507	45^37'41.17"	008^42'58.97"	605	45^37'31.76"	008^43'01.78"	659	45^37'26.95"	008^43'12.08"
307	45^38'04.85"	008^42'56.02"	351	45^38'01.94"	008^43'02.00"	408	45^37'50.95"	008^42'56.75"	508	45^37'39.66"	008^42'59.81"	606	45^37'30.23"	008^43'02.81"	661	45^37'22.53"	008^43'14.16"
308	45^38'04.39"	008^42'55.01"	352	45^38'01.64"	008^42'59.81"	409	45^37'50.09"	008^42'57.12"	509	45^37'38.81"	008^43'00.30"	608	45^37'28.46"	008^43'03.33"	662	45^37'21.24"	008^43'14.52"
309	45^38'04.55"	008^42'53.81"	353	45^38'01.28"	008^42'57.22"	410	45^37'49.10"	008^42'55.37"	510	45^37'37.79"	008^42'58.47"	609	45^37'27.33"	008^43'03.66"	699	45^37'20.08"	008^43'04.47"
310	45^38'04.20"	008^42'53.58"	354	45^38'00.98"	008^42'54.97"	412	45^37'48.91"	008^42'52.78"	511	45^37'37.35"	008^42'56.37"	610	45^37'26.44"	008^43'01.70"			
311	45^38'03.95"	008^42'51.76"	355	45^38'00.58"	008^42'52.23"	413	45^37'48.60"	008^42'50.79"	512	45^37'37.60"	008^42'55.93"	611	45^37'26.14"	008^42'59.09"			
312	45^38'04.18"	008^42'51.21"	356	45^38'00.17"	008^42'49.18"	451	45^37'56.11"	008^43'04.55"	513	45^37'37.40"	008^42'53.93"	612	45^37'26.33"	008^42'59.09"			
313	45^38'03.75"	008^42'50.27"	357	45^37'59.75"	008^42'46.06"	452	45^37'53.93"	008^43'05.16"	551	45^37'44.95"	008^43'07.20"	613	45^37'25.96"	008^42'56.99"			
314	45^38'03.90"	008^42'49.03"				453	45^37'51.99"	008^43'05.22"	552	45^37'44.82"	008^43'07.67"	621	45^37'19.92"	008^43'06.68"			
315	45^38'03.54"	008^42'48.79"				454	45^37'51.15"	008^43'05.93"	553	45^37'43.88"	008^43'07.94"	622	45^37'19.63"	008^43'04.52"			
316	45^38'03.29"	008^42'46.93"				455	45^37'51.03"	008^43'05.96"	554	45^37'42.67"	008^43'08.27"	623	45^37'19.29"	008^43'02.02"			
317	45^38'03.55"	008^42'46.43"	391	45^38'01.64"	008^42'58.65"	456	45^37'49.56"	008^43'06.36"	555	45^37'40.15"	008^43'08.51"	624	45^37'18.95"	008^42'59.52"			
318	45^38'03.07"	008^42'45.38"	392	45^38'00.83"	008^42'54.47"	495	45^37'54.16"	008^42'55.00"	556	45^37'39.86"	008^43'09.04"	625	45^37'18.61"	008^42'57.02"			
319	45^38'03.25"	008^42'44.25"	393	45^38'00.19"	008^42'49.95"	499	45^37'50.00"	008^42'57.31"	557	45^37'39.17"	008^43'09.23"	651	45^37'33.82"	008^43'10.38"			
320	45^38'02.86"	008^42'43.82"	394	45^37'59.50"	008^42'44.94"	501	45^37'41.39"	008^42'52.15"	558	45^37'38.27"	008^43'09.49"	652	45^37'33.56"	008^43'10.86"			
330	45^38'04.41"	008^42'42.08"							559	45^37'38.08"	008^43'09.08"	653	45^37'32.70"	008^43'11.07"			

Data provided by SEA SpA Malpensa

AIRCRAFT PARKING DOCKING CHART : T1 SOUTH – ICAO

CHANGE: TWR FREQ UPDATED

Bearings are magnetic	TWR 128.350 (123.600)
Distances in metres	GND West 121.900
Elevation in ft AMSL	ATIS 120.025: Malpensa Arrival Information
Coordinates WGS 84	121.625: Malpensa Departure Information

metres 0 50 100 150 200
feet 0 100 200 300 400

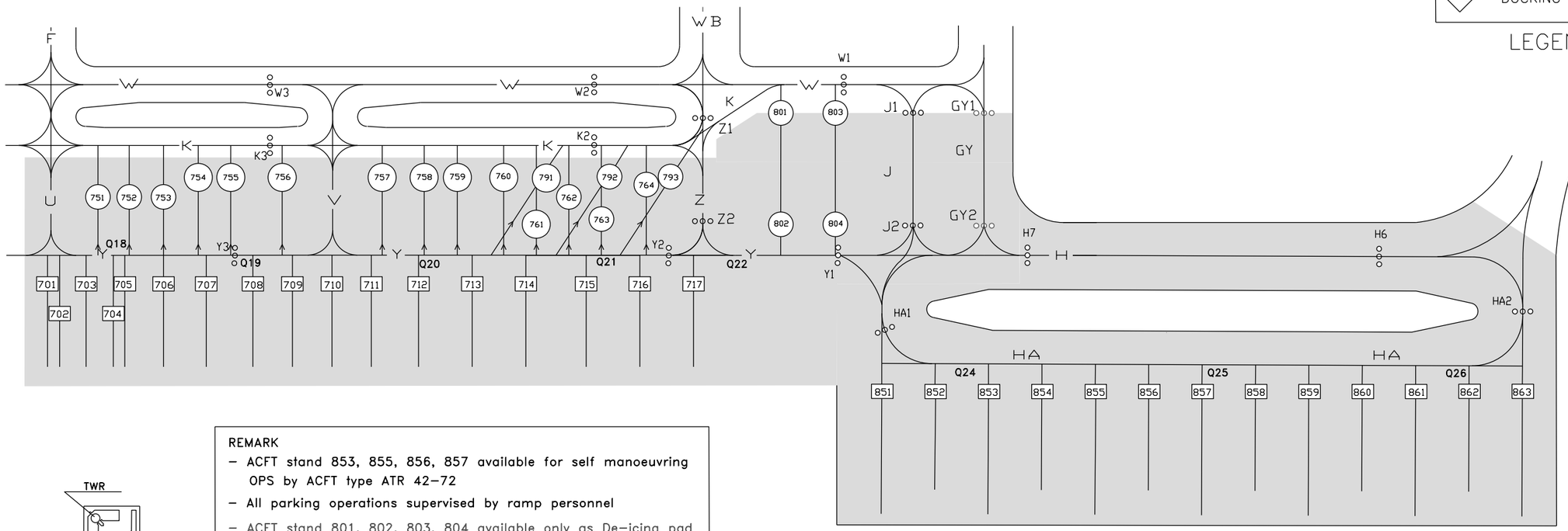
AD ELEV 768	MILANO/ MALPENSA	
APRON ELEV 763	L I M C	45^37'48" N 008^43'23" E

APRON	
lighting	bearing strength
Edge: where existing blue	Surface: Concrete Bituminous Conglomerate Strength: PCN 96/F/A/W/T

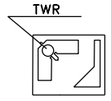
VAR +3° E 2020.0
Annual rate of change 8' E

APRON AREA
661 SELF MANOEUVRING
624 PUSH BACK
613 DOCKING SYSTEM

LEGEND



REMARK
- ACFT stand 853, 855, 856, 857 available for self manoeuvring OPS by ACFT type ATR 42–72
- All parking operations supervised by ramp personnel
- ACFT stand 801, 802, 803, 804 available only as De–icing pad



STANDS	POINTS ON PARKING AREA N	POINTS ON PARKING AREA E	STANDS	POINTS ON PARKING AREA N	POINTS ON PARKING AREA E	STANDS	POINTS ON PARKING AREA N	POINTS ON PARKING AREA E	STANDS	POINTS ON PARKING AREA N	POINTS ON PARKING AREA E	STANDS	POINTS ON PARKING AREA N	POINTS ON PARKING AREA E	STANDS	POINTS ON PARKING AREA N	POINTS ON PARKING AREA E
701	45^37'17.37"	008^43'04.86"	755	45^37'10.28"	008^43'16.94"	855	45^36'33.76"	008^43'12.51"									
702	45^37'16.80"	008^43'04.87"	756	45^37'08.90"	008^43'17.32"	856	45^36'32.37"	008^43'13.91"									
703	45^37'15.65"	008^43'05.34"	757	45^37'03.79"	008^43'18.67"	857	45^36'30.72"	008^43'13.35"									
704	45^37'14.42"	008^43'05.53"	758	45^37'01.92"	008^43'19.17"	858	45^36'29.34"	008^43'14.75"									
705	45^37'13.93"	008^43'05.82"	759	45^37'00.54"	008^43'19.54"	859	45^36'27.68"	008^43'14.19"									
706	45^37'12.18"	008^43'06.05"	760	45^36'58.67"	008^43'20.04"	860	45^36'26.30"	008^43'15.59"									
707	45^37'10.29"	008^43'06.57"	761	45^36'57.29"	008^43'20.40"	861	45^36'24.65"	008^43'15.03"									
708	45^37'08.26"	008^43'07.39"	762	45^36'55.45"	008^43'21.22"	862	45^36'23.26"	008^43'16.43"									
709	45^37'06.50"	008^43'07.88"	763	45^36'54.07"	008^43'21.60"	863	45^36'21.61"	008^43'15.87"									
710	45^37'04.75"	008^43'08.37"	764	45^36'52.34"	008^43'22.05"	J1	45^36'41.51"	008^43'28.49"									
711	45^37'02.99"	008^43'08.85"	791	45^36'57.64"	008^43'20.33"	J2	45^36'40.95"	008^43'24.38"									
712	45^37'00.82"	008^43'09.62"	792	45^36'54.37"	008^43'21.51"	GY1	45^36'37.92"	008^43'29.43"									
713	45^36'58.38"	008^43'10.29"	793	45^36'51.80"	008^43'22.04"	GY2	45^36'37.37"	008^43'25.36"									
714	45^36'56.05"	008^43'10.94"	801	45^36'47.33"	008^43'26.65"												
715	45^36'53.51"	008^43'11.65"	802	45^36'46.80"	008^43'22.68"												
716	45^36'51.12"	008^43'12.31"	803	45^36'44.62"	008^43'27.76"												
717	45^36'48.74"	008^43'12.97"	804	45^36'44.04"	008^43'23.43"												
751	45^37'16.74"	008^43'15.97"	851	45^36'39.83"	008^43'10.84"												
752	45^37'15.36"	008^43'16.41"	852	45^36'38.44"	008^43'12.23"												
753	45^37'13.52"	008^43'16.98"	853	45^36'36.79"	008^43'11.67"												
754	45^37'12.14"	008^43'16.43"	854	45^36'35.41"	008^43'13.07"												

AIRCRAFT PARKING DOCKING REMARKS

1. **Visual Docking Guidance Systems**

The optical guides in use are the following:
Type 3-9 : stands 601-602-604-605-606-608-609-610-611-612-613-
Type 1: stands 401-404-405-406-407-408-409-410-412-413-495-499-501-502-503-504-505-506-507-508-509-510-511-512-513

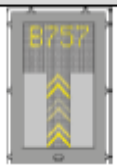
In order to manage the process with a safety approach, hereafter is the list of the procedures that the Pilot and the Handler Operator on the ground must observe during the docking phases of the aircraft.
In the event of critical situations during docking, these procedures must be guaranteed regardless of the type of aircraft during positioning, with particular attention to black livery aircraft.

2. **Capture phase**

1. Once VDGS system is activated and starts intercepting the arriving plane at the stand.
2. The aircraft must not move forward until the guidance bar on right / left indication has been displayed.
3.The ground operator must check that the correct type of arcraft has been set up on the pilot display.
4. In case of improperly inputs from PIC, that results in an unauthorised aircraft movement , as soon as the airplane's nose section reaches the cabin of the PBB, the ground operator must immediately press the emergency stop button

1.3 CAPTURE

Description	Position
The system is activated and in Active mode, scanning for an approaching aircraft and this is indicated by floating arrows. **WARNING! THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE ARROWS HAVE BEEN SUPERSEDED BY THE CLOSING RATE BAR.** *Instructions to Operators:* • Check that the correct aircraft type is displayed on the Pilot Display. The lead-in line is to be followed. ***Note**: If the Safedock system is still in Active mode when the aircraft nose reaches the Passenger Boarding Bridge cab, press the Emergency-Stop button immediately!*	Gate area: Empty (The aircraft is on the ground en route to gate).

Image Operator Panel	Image Pilot Display				
	T1-42	T2-18	T2S-24	T3-9	T3-15
					

3. **Tracking phase**

1. The aircraft has been identified and guided towards the STOP position. The aircraft checking process is ongoing.
2. The Pilot correctly moves forward towards the STOP position.
The ground operator must check that:
- the "Identified Message" is on the OP display shows;
- the OP message must remain visible for the entire operation process.

4. **Error in checking aircraft identification**

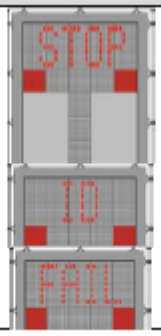
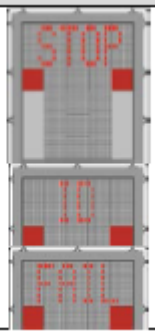
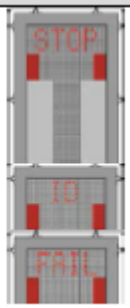
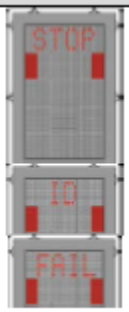
After the capture phase, the aircraft identification and confirmation algorithm are in progress. In case aircraft check and confirmation phase are not completed within 15 meters from the STOP position (configurable value), a STOP message and ID FAIL will appear on the display.

1. The Pilot must immediately stop the aircraft.
2. The ground staff will notice the id fail message appearing on the operator panel.

The docking process can be manually accomplished by "skipping" the procedure.
In this case the Pilot shall not need to move forward until the bar and guidance indications are visible on the Pilot display.

2.5 FAILED AIRCRAFT VERIFICATION (ID FAIL)

Description	Position
After capture of the aircraft, its geometry is checked against a stored profile. If, for any reason, aircraft verification is not confirmed 15m before the stop-position, the Pilot Display will show **STOP** followed by **ID FAIL**. Below there is a list of errors that can be displayed on the Operator Panel and a short description: • **Geometry failed** - Geometry check failed within ID Fail limit • **Nose height failed** - Nose height check failed • **Engine verification** - Engine verification failed • **Profile failed** - Profile check failed • **Lost track** - Lost track close to stop ***Note**: (option) Dockings can be resumed without verification; however, it is important to follow the information below. Alternatively, the aircraft shall be marshalled-in or towed-in to the gate.* **WARNING! THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.** ***Note**: This may be a system event or a fault (to analyse the possible cause of the incident, see § 2.5.2 Event or Fault Diagnosis in this Chapter).*	Gate area: Empty (aircraft is on the ground en route to gate).

Image Operator Panel	Image Pilot Display				
	T1-42	T2-18	T2S-24	T3-9	T3-15
					

Overriding a Fail ID (Following Section 2.5.1) provides full responsibility to the ground operator.

2.5.1 Override ID FAIL

The override function is designed to resolve an aircraft verification problem during an active docking procedure.

WARNING! THE OVERRIDE FUNCTION GIVES THE OPERATOR RESPONSIBILITY FOR AIRCRAFT VERIFICATION, AS A TEMPORARY SOLUTION TO AN EVENT/FAULT RECOGNISED BY THE SYSTEM.

When using the override function, these instructions must be followed:

- Make sure the stand area is clear of any obstructions such as vehicles, apron or other objects which may obstruct the aircraft, including wings or engines.
- Check for the correct stop-position (ground markings).

5.	**Recommendation for managing Black Livery Aircraft and/or coated low reflectivity paints:** 1. Review the Safedock A-VDGS Operation Manual 2. Always require a mandatory and early presence of ground handler for support. WARNING: The Pilot must not enter the stand area before the image of the vertical arrows appears on the docking system; The Pilot must not move beyond bridge unless the vertical arrows have been replaced by “Closing stop” bar

Intenzionalmente bianca

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AIRCRAFT PARKING DOCKING CHART : T2 – ICAO

Bearings are magnetic Distances in metres Elevation in ft AMSL Coordinates WGS84	TWR 128.350 (123.600) GND West 121.900 North (121.825) ATIS 120.025 (Arrival) 121.625 (Departure)	APRON lighting	bearing strength
		Edge: where existing blue	Surface : Concrete Bituminous conglomerate Strength: PCN 68/R/B/W/T

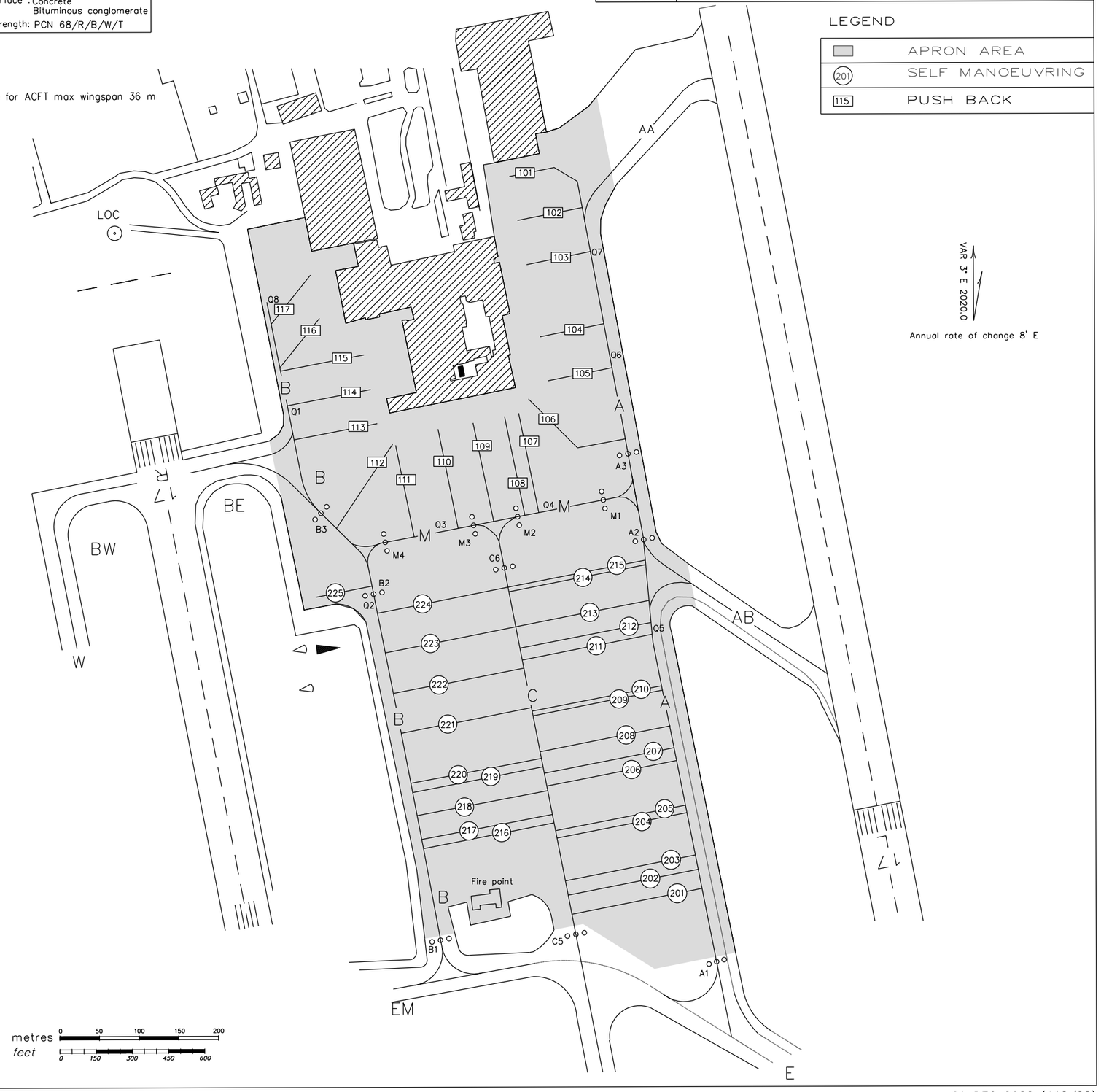
AD ELEV 768	MILANO / MALPENSA	
APRON ELEV 763	L I M C	45°37'48" N 008°43'23" E

Remark:

- Apron TWY C available for ACFT max wingspan 36 m
- Apron TWY B BTN ACFT stand 114 and Qpoint Q8 available for ACFT max wingspan 36 m

CHANGE: TWR FREQ UPDATED

POINTS ON PARKING AREA		
STANDS	N	E
101	45°38'53.83"	008°43'27.59"
102	45°38'52.07"	008°43'28.08"
103	45°38'50.30"	008°43'28.57"
104	45°38'47.41"	008°43'29.37"
105	45°38'45.64"	008°43'29.86"
106	45°38'43.95"	008°43'30.51"
107	45°38'43.38"	008°43'29.24"
108	45°38'44.12"	008°43'28.29"
109	45°38'43.66"	008°43'26.48"
110	45°38'42.75"	008°43'24.62"
111	45°38'43.25"	008°43'21.87"
112	45°38'42.58"	008°43'20.13"
113	45°38'44.23"	008°43'20.24"
114	45°38'45.71"	008°43'19.93"
115	45°38'47.06"	008°43'19.42"
116	45°38'48.75"	008°43'17.61"
117	45°38'50.55"	008°43'17.14"
201	45°38'24.86"	008°43'34.56"
202	45°38'25.53"	008°43'33.50"
203	45°38'26.07"	008°43'33.19"
204	45°38'27.70"	008°43'32.69"
205	45°38'27.95"	008°43'32.62"
206	45°38'29.72"	008°43'32.13"
207	45°38'30.20"	008°43'31.84"
208	45°38'31.10"	008°43'31.75"
209	45°38'32.51"	008°43'31.21"
210	45°38'32.73"	008°43'31.30"
211	45°38'34.78"	008°43'30.74"
212	45°38'35.24"	008°43'30.46"
213	45°38'36.14"	008°43'30.37"
214	45°38'37.55"	008°43'29.83"
215	45°38'37.77"	008°43'29.92"
216	45°38'27.52"	008°43'28.49"
217	45°38'27.88"	008°43'28.39"
218	45°38'28.85"	008°43'28.13"
219	45°38'29.83"	008°43'27.86"
220	45°38'30.19"	008°43'27.76"
221	45°38'32.27"	008°43'27.19"
222	45°38'33.91"	008°43'26.74"
223	45°38'35.60"	008°43'26.27"
224	45°38'37.23"	008°43'25.91"
225	45°38'37.24"	008°43'17.27"



Data provided by SEA SpA Malpensa

AERODROME GROUND MOVEMENT CHART ICAO

CHANGE: TWR FREQ UPDATED

TWR 128.350 (123.600)
GND West 121.900
North (121.825)
ATIS 120.025: Malpensa Arrival Information
121.625: Malpensa Departure Information

AERODROME STANDARD CONFIGURATION
SEE AD 2 LIMC 1 ITEM 20 "LOCAL TRAFFIC REGULATION"

TAXI IN AND TAXI OUT TO/FROM APRONS
SEE AD 2 LIMC 1 ITEM 20 POINT 3.2 "TWY PREFERENTIAL USE"

PILOTS ARE REQUIRED TO MINIMIZE RUNWAY OCCUPANCY TIME AS FAR AS PRACTICABLE
IF UNABLE NOTIFY TO ATC

DURING ARRIVAL/DEPARTURE CODE F AIRCRAFT, ALL OTHER TRAFFIC HAS TO MAINTAIN CAT II/III RUNWAY HOLDING POINT

CODE F : SEE CHART AD 2 LIMC 2–21

MILANO / MALPENSA		AD ELEV 768
L I M C	45°37'48" N 008°43'23" E	APRON ELEV 763

LANDING RWY 17L
– HEAVY ACFT SHALL VACATE VIA TWY "CA"
– LIGHT/MEDIUM ACFT ARE EXPECTED TO VACATE VIA TWY "CB"

IF UNABLE NOTIFY TO ATC

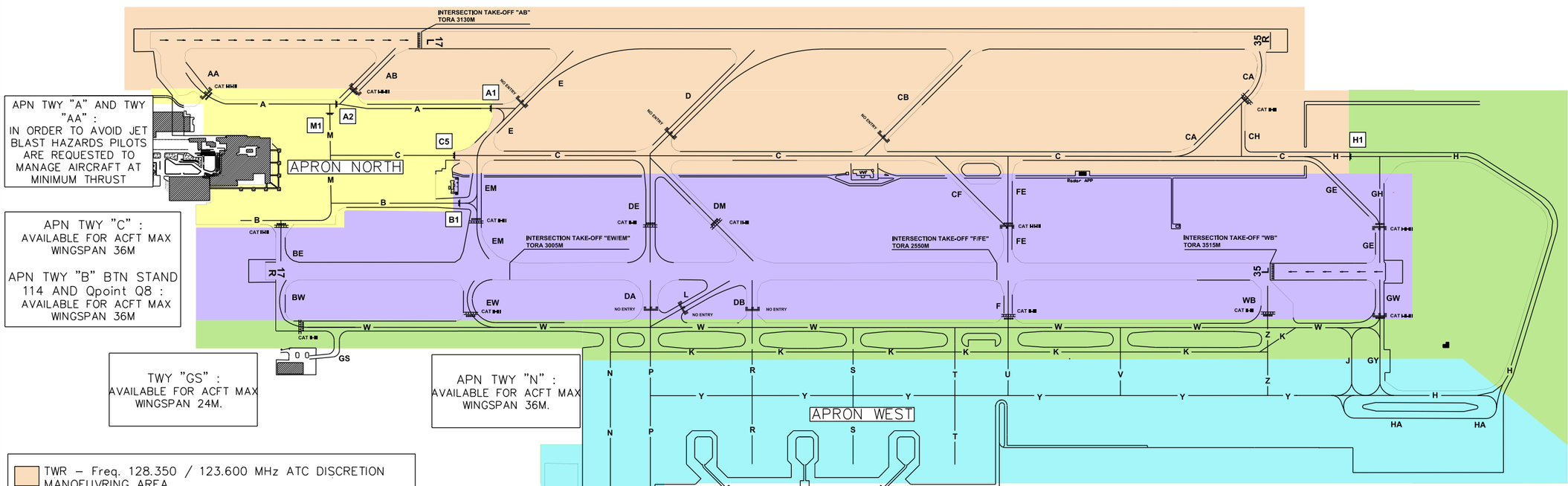
TAKE OFF RWY 17L
IN CASE OF LANDING RWY 17L, ICAO CODE E–F ACFT SHALL WAIT FOR LINE UP CLEARANCE AT IHP M1 OR A2 ACCORDING TO TAXI ROUTING
Rif: CS ADR–DSN.D335

VAR +3° E 2020.0
Annual rate of change 8' E

LANDING RWY 35R
HEAVY ACFT ARE EXPECTED TO VACATE NOT BEYOND TWY"E"

LIGHT/MEDIUM ACFT ARE EXPECTED TO VACATE NOT BEYOND:
– TWY "E" IF DIRECTED TO NORTH APRON
– TWY "D" IF DIRECTED TO WEST APRON

IF UNABLE NOTIFY TO ATC



APN TWY "A" AND TWY "AA" :
IN ORDER TO AVOID JET BLAST HAZARDS PILOTS ARE REQUESTED TO MANAGE AIRCRAFT AT MINIMUM THRUST

APN TWY "C" :
AVAILABLE FOR ACFT MAX WINGSPAN 36M

APN TWY "B" BTN STAND 114 AND Qpoint Q8 :
AVAILABLE FOR ACFT MAX WINGSPAN 36M

TWY "GS" :
AVAILABLE FOR ACFT MAX WINGSPAN 24M.

APN TWY "N" :
AVAILABLE FOR ACFT MAX WINGSPAN 36M.

APN TWY "P" :
IN ORDER TO AVOID JET BLAST HAZARDS PILOTS ARE REQUESTED TO MANAGE AIRCRAFT AT MINIMUM THRUST

PUSH BACK APPROVAL AND TAXI INSTRUCTIONS TO BE REQUESTED ON GROUND WEST/NORTH FREQUENCY

TWR – Freq. 128.350 / 123.600 MHz ATC DISCRETION MANOEUVRING AREA
TWR – Freq. 128.350 MHz MANOEUVRING AREA
GROUND WEST – Freq. 121.900 MHz MANOEUVRING AREA
GROUND NORTH – Freq.121.900/121.825 MHz ATC DISCRETION APRON AREA
GROUND WEST – Freq. 121.900 MHz APRON AREA

LANDING RWY 35L
HEAVY ACFT ARE EXPECTED TO VACATE :
– NOT BEYOND TWY "EW" IF DIRECTED TO WEST APRON
– VIA TWY "EM" IF DIRECTED TO NORTH APRON

LIGHT/MEDIUM ACFT ARE EXPECTED TO VACATE :
– NOT BEYOND TWY "DA" IF DIRECTED TO WEST APRON
– VIA TWY "EM" IF DIRECTED TO NORTH APRON

IF UNABLE NOTIFY TO ATC

250 500 750
metres

Data provided by SEA SpA Malpensa

AERODROME GROUND MOVEMENT CHART : ACFT CODE F – ICAO

CHANGE: TWR FREQ UPDATED

TWR	128.350 (123.600)
GND	West 121.900 North (121.825)
ATIS	120.025: Malpensa Arrival Information 121.625: Malpensa Departure Information

VAR +3° E 2020.0

Annual rate of change 8' E

TAKE OFF RWY 17L
IN CASE OF LANDING RWY 17L, ICAO CODE E–F ACFT SHALL WAIT FOR LINE UP CLEARANCE AT IHP M1 OR A2 ACCORDING TO TAXI ROUTING Rif: CS ADR–DSN.D335

"LEGEND RWY and TWY AVBL for Code F ACFT operation "

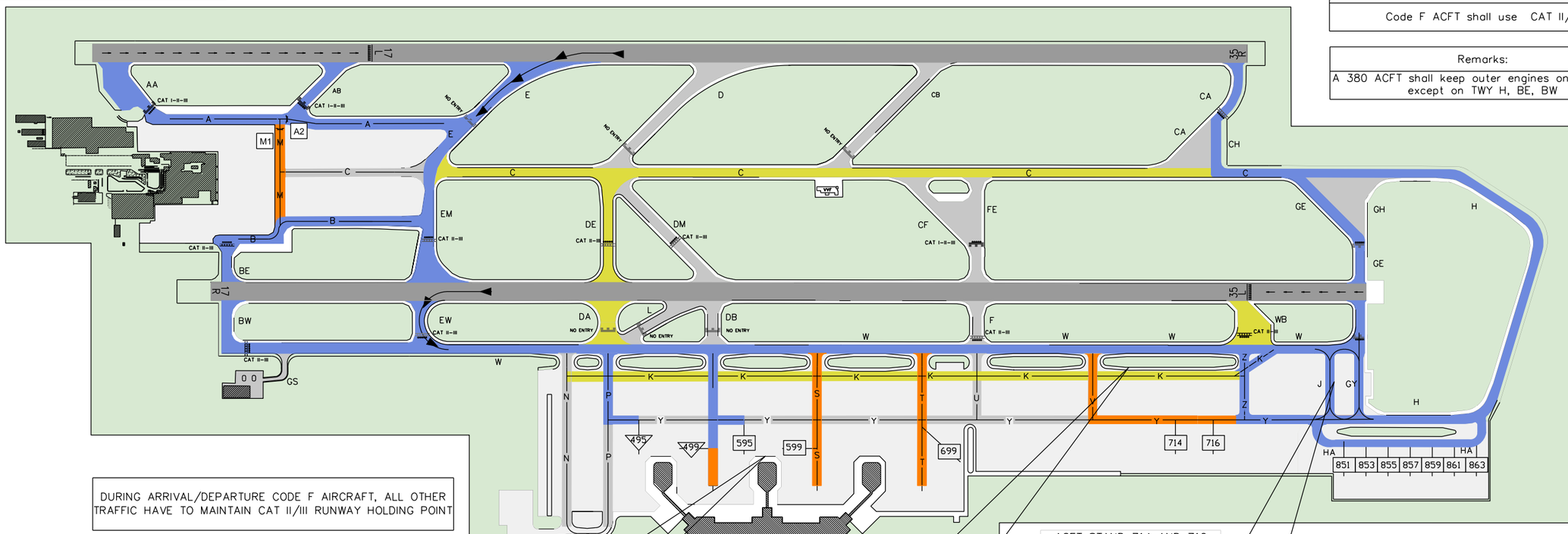
RWYS	TWYS Not Usable
TWYS available for ACFT wingspan up to 80 m.	Preferential taxi EXIT
TWYS available for ACFT wingspan up to 80 m. Ground movement subject to prior Airport operator coordination	TWYS available for ACFT wingspan up to 68,5 m.

AD ELEV 768	MILANO / MALPENSA	
APRON ELEV 763	L I M C	45°37'48" N 008°43'23" E

Runway preferential use:
35 L – Preferential RWY for TAKE OFF A–380 ACFT

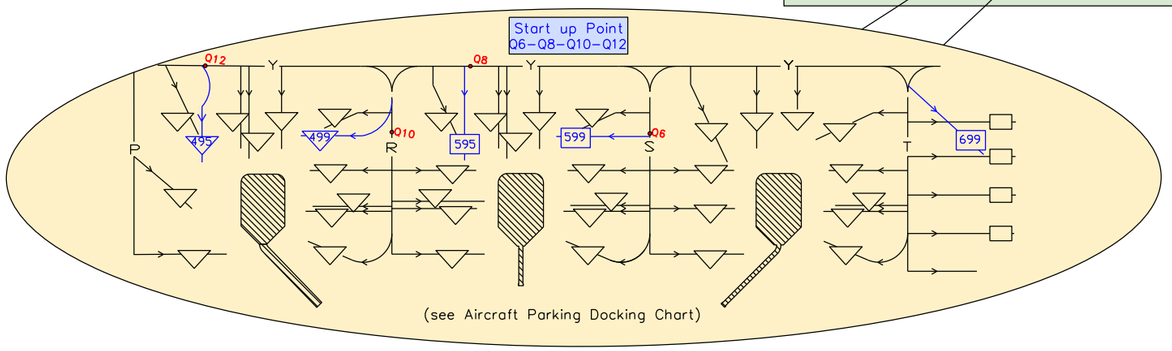
Use of Runway Holding Position:
Code F ACFT shall use CAT II/III

Remarks:
A 380 ACFT shall keep outer engines on idle power except on TWY H, BE, BW

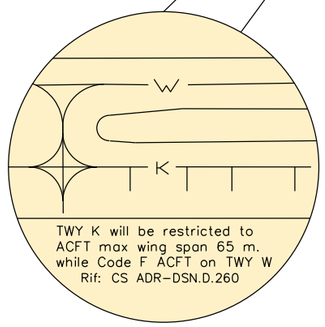


DURING ARRIVAL/DEPARTURE CODE F AIRCRAFT, ALL OTHER TRAFFIC HAVE TO MAINTAIN CAT II/III RUNWAY HOLDING POINT

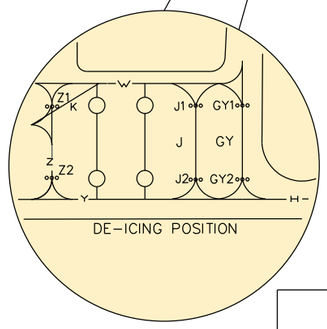
ACFT STAND 714 AND 716 AVAILABLE FOR ACFT WINGSPAN UP TO 68,5 m.



(see Aircraft Parking Docking Chart)



TWY K will be restricted to ACFT max wing span 65 m. while Code F ACFT on TWY W
Rif: CS ADR–DSN.D.260



DE–ICING POSITION

250 500 750
metres

Data provided by SEA SpA Malpensa