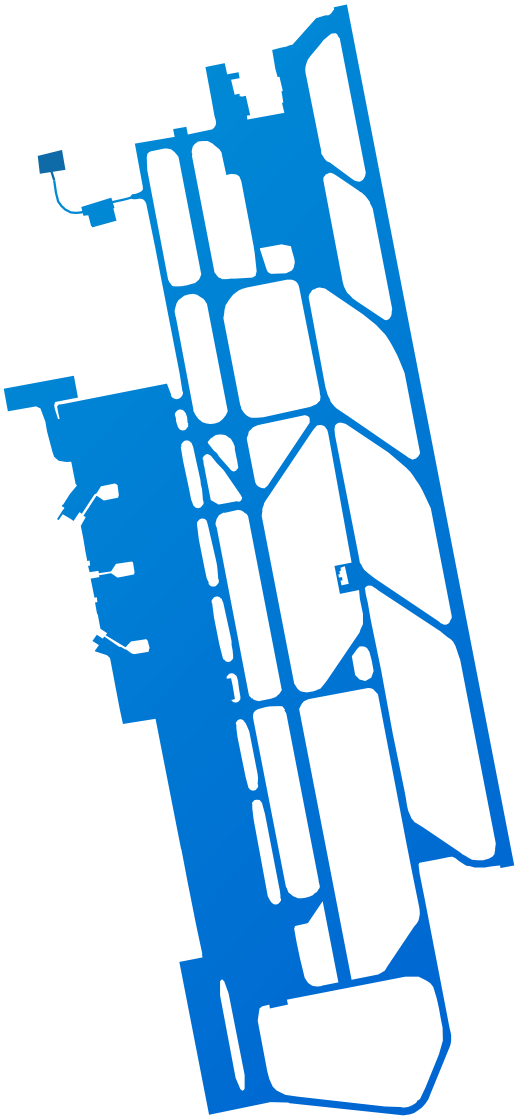
VATITA
vACC ITALY

LIMC/MXP
MILANO MALPENSA
Pilot briefing



Document intended for the VATSIM community only
NOT TO BE USED FOR REAL LIFE NAVIGATION
Version 2.0

Changes

VERSION	CHANGES	EFFECTIVE DATE
1.0	Creation of document	May 2020
1.1	SIDs update, TSAT procedure	January 2021
1.2	ICPs update	September 2021
1.3	Italian SIDs	October 2021
1.4	Frequencies update	January 2022
1.5	SIDs update, added 17L/R rnav procedures	January 2022
1.6	SIDs, sceneries and gnd layout update, format change	October 2022
1.7	SIDs, links and frequencies update	April 2023
1.8	High traffic events procedure update, frequencies update	March 2024
1.9	SIDs update, runway distances, frequencies, A380, arrival operations	January 2025
2.0	Standard taxi procedures	December 2025

General information

Introduction

Milan Malpensa Airport is located 49 kilometer nortwest of Milano and it's the largest international airport in northern Italy; In 2022, Malpensa Airport handled 21.3 million passengers and was the 23rd busiest airport in Europe in terms of passengers and 2nd busiest airport in Italy in terms of passengers.
Malpensa was first built as industrial airport in 1909 by Giovanni Agusta and Gianni Caproni to test their aircraft prototypes, it then opened for civil operations in 1948.

Scenery

We strongly recommend to update your default scenery with a freeware or payware option listed below.

SIMULATOR	FREEWARE	PAYWARE
Prepar3d	AVsim	Aerosoft - Milano Malpensa X
FSX		
MFS2020	flightsim.to	Aerosoft Milan Malpensa
Xplane 11/12	*Default scenery is correct*	Aerosoft - Milano Malpensa XP

AIRAC

To avoid issues with incorrect data, especially with old simulators such as Microsoft Flight Simulator X, it's important to update your AIRAC cycle to the latest one available.
AIRAC for Microsoft Flight Simulator and Prepar3D: **www.aero.sors.fr**

Charts

You can find Milano Malpensa charts at the Italian aip website listed below, a free registration is required.
Italian AIP: **vats.im/it/charts**

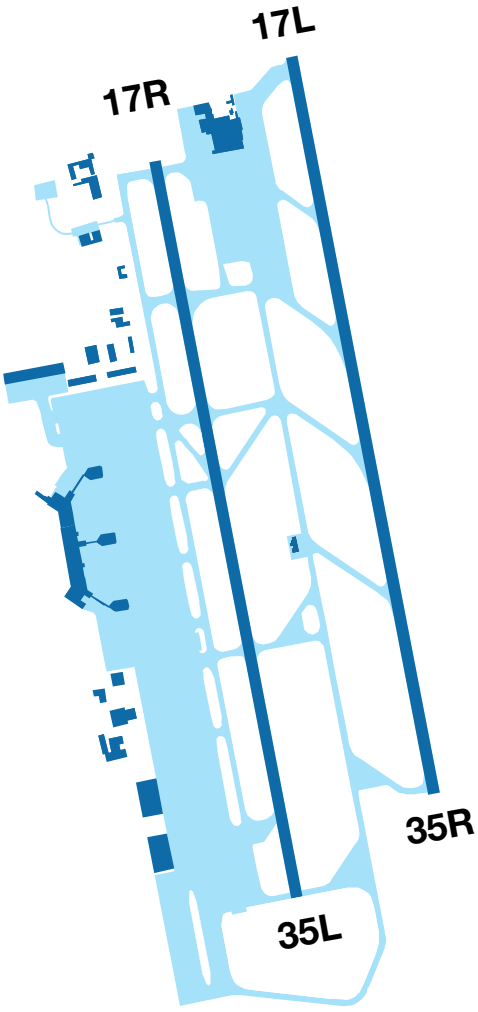
Airfield Data

ICAO	LIMC
Aerodrome coordinates	45°37’48”N 008°43’23”E
Location	21.5 nm NW from Milan
Elevation	768 ft
MAG Variation/annual change	3° E (2007.12) / 6'E
Transition altitude	6000 ft
Type of traffic permitted	IFR/VFR

Runways

RWY’s 35L and 35R are the two main active runways for departures and arrivals at Malpensa. Overnight (from 23:30 to 06:30 local time), the preferential runways change to RWY 17R for departures, and RWY 35L for arrivals, at the VATSIM controller’s discretion.

When the pilots feel 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.

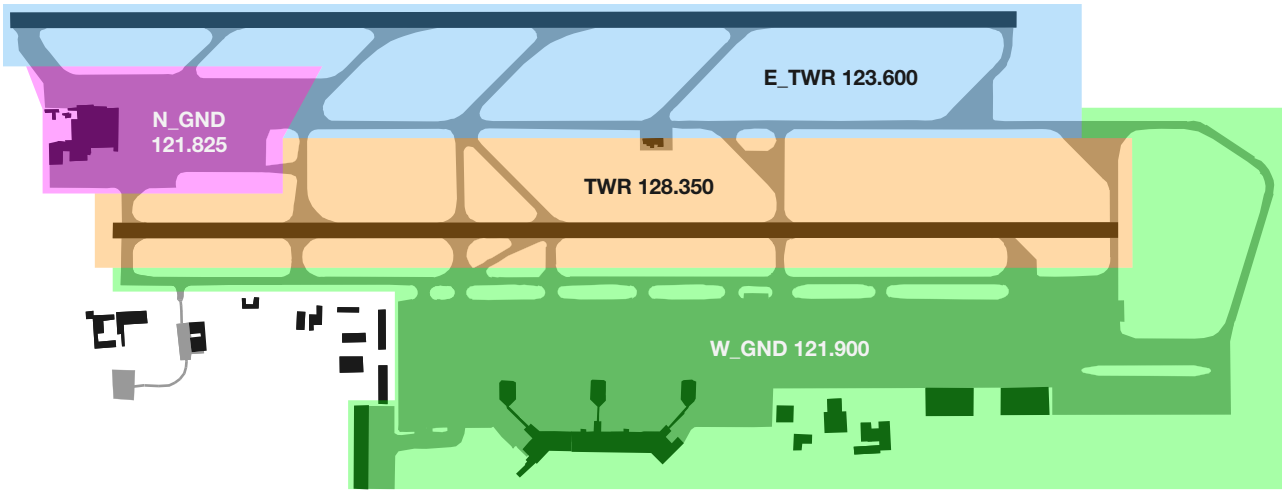


RWY	INT TO	TORA	TODA	ASDA	LDA
17L	/	3869 m	3989 m	3869 m	2977 m
	AB	3130 m	3250 m	3130 m	-
35R	/	3902 m	4062 m	3902 m	3919 m
17R	/	3882 m	4082 m	3882 m	3920 m
	EW / EM	3005 m	3205 m	3005 m	-
35L	/	3914 m	3974 m	3914 m	3515 m
	F / FE	2550 m	2610 m	2550 m	-
	WB	3515 m	3575 m	3515 m	-

Frequencies

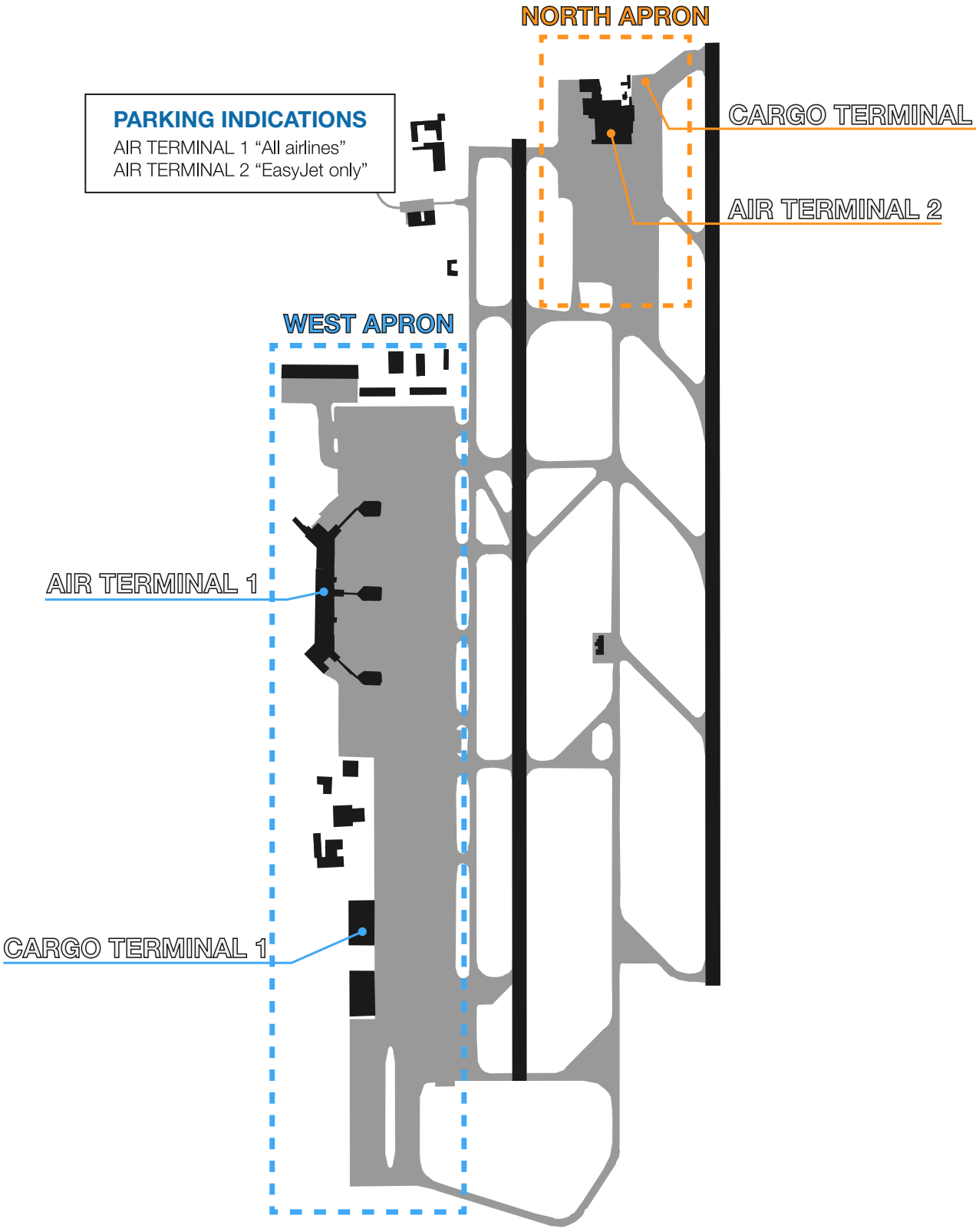
The following positions and frequencies may be utilized.
This list is for planning purposes and only frequencies assigned by ATC the day of the event should be used operationally.

IDENTIFIER	CALLSIGN	FREQUENCY	REMARKS
LIMM_EN2_CTR	*Milano radar*	127.450	
LIMM_ES2_CTR	*Milano radar*	*130.730*	
LIMM_WN2_CTR	*Milano radar*	*128.015*	
LIMM_WS2_CTR	*Milano radar*	*135.455*	
LIMM_ANE_APP	*Milano radar*	*126.750*	
LIMM_ANW_APP	*Milano radar*	*134.175*	*departures / RIXUV 3G*
LIMM_ADE_APP	*Milano radar*	*126.300*	
LIMM_ASW_APP	*Milano radar*	*125.630*	
LIMM_MAR_APP	*Milano radar*	*132.705*	*director*
LIMM_I_APP	*Milano information*	*124.925*	*flight informations service*
LIMC_TWR	*Malpensa tower*	128.350	
LIMC_E_TWR	*Malpensa tower*	*123.600*	
LIMC_W_GND	*Malpensa ground (west)*	121.900	
LIMC_N_GND	*Malpensa ground (north)*	*121.825*	
LIMC_O_DEL	*Malpensa operations*	131.880	*see page 9*
LIMC_DEL	*Malpensa planning*	120.900	



Apron layout

Malpensa has two air terminals, terminal 1 **T1** handles all internationals, nationals and main cargos flights, while terminal 2 **T2** is reserved for “EasyJet” flights and secondary cargo operations only.

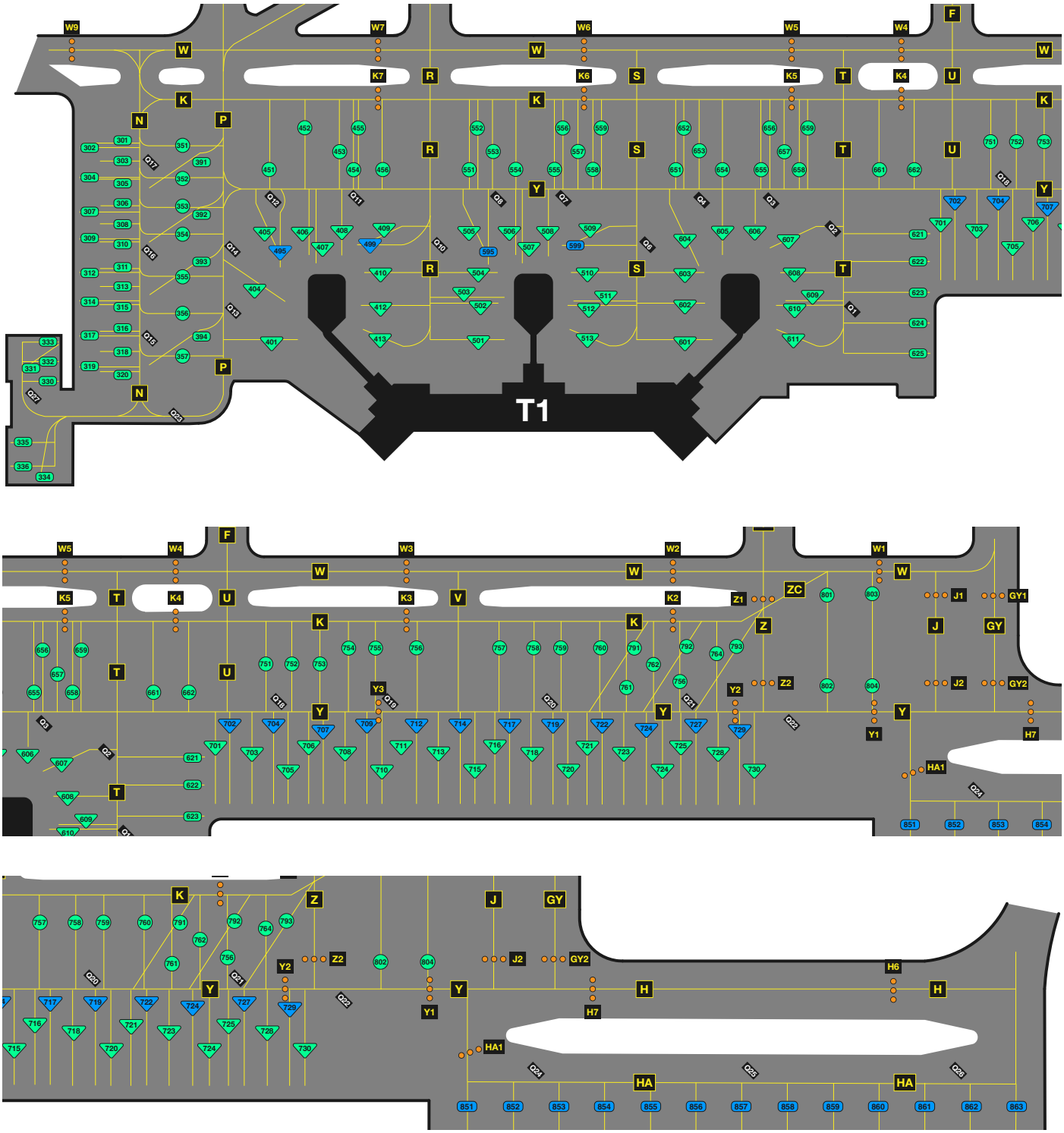


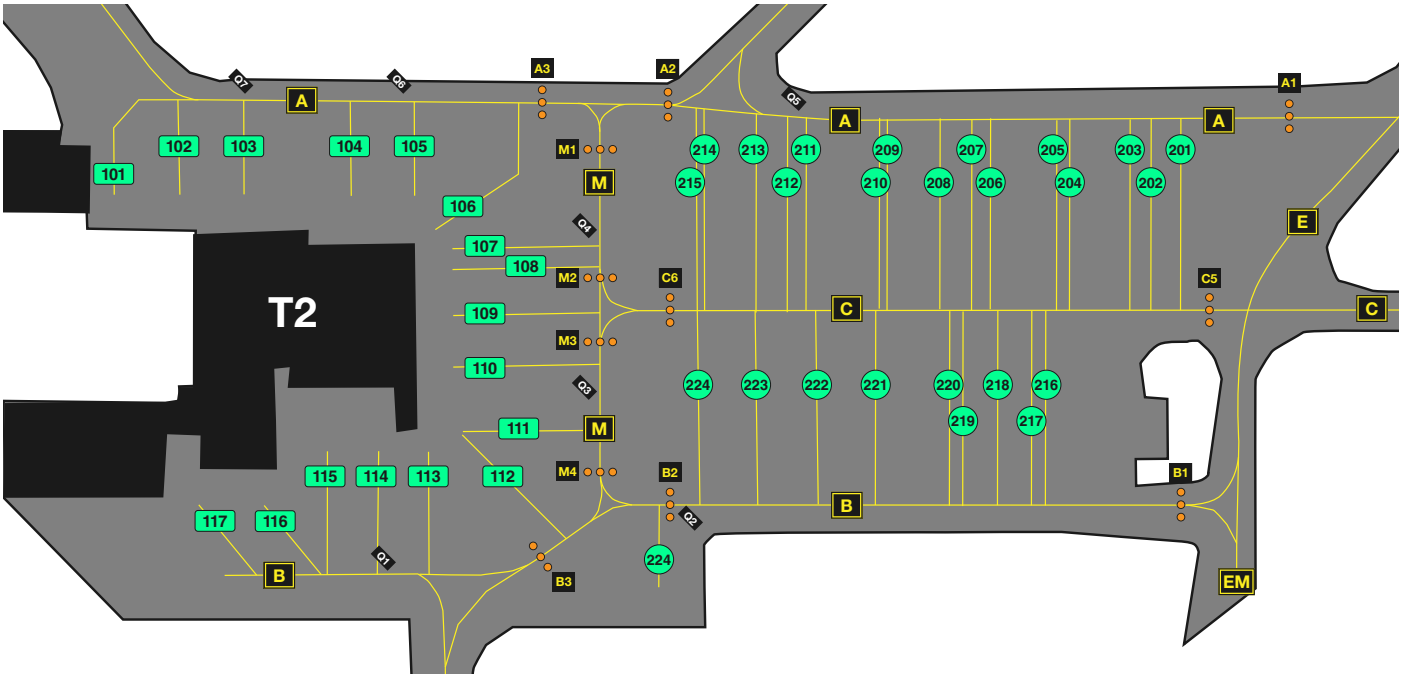
Ground operations

Pushback

The ground controller may ask you to push pull to a **start up position** indicated in the map below; pilots that are unable to follow this procedure should notify the controller.

DOCKING SYSTEM
PUSH BACK
SELF MANEUVERING
CODE F AIRCRAFT STANDS
Q15 START UP POSITIONS




T2
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Taxi

When you'll receive the taxi clearance start moving as soon as possible and if you have any doubt about the taxi route, **ask the controllers, they'll be happy to help!**

AVERAGE TAXI TIME		
RWY / STAND	35L	35R
100s - 200s	12'	12'
300s - 400s	12'	15'
500s - 600s	9'	14'
700s - 800s	7'	11'

Standard taxi procedures

From **T1** the GND controller may clear departing traffic through standard taxi routings:

35L STANDARD ONE
TAXI via **K - ZC - W-** HP **GW**

35R STANDARD TWO
TAXI via **K - Z - Y - H -** IHP **H1**

From T2 use the following guidelines, keeping in mind that ATC may choose to deviate for operational reasons

NORTH APRON T2 to RWY 35L

C ››› C5 ››› GE

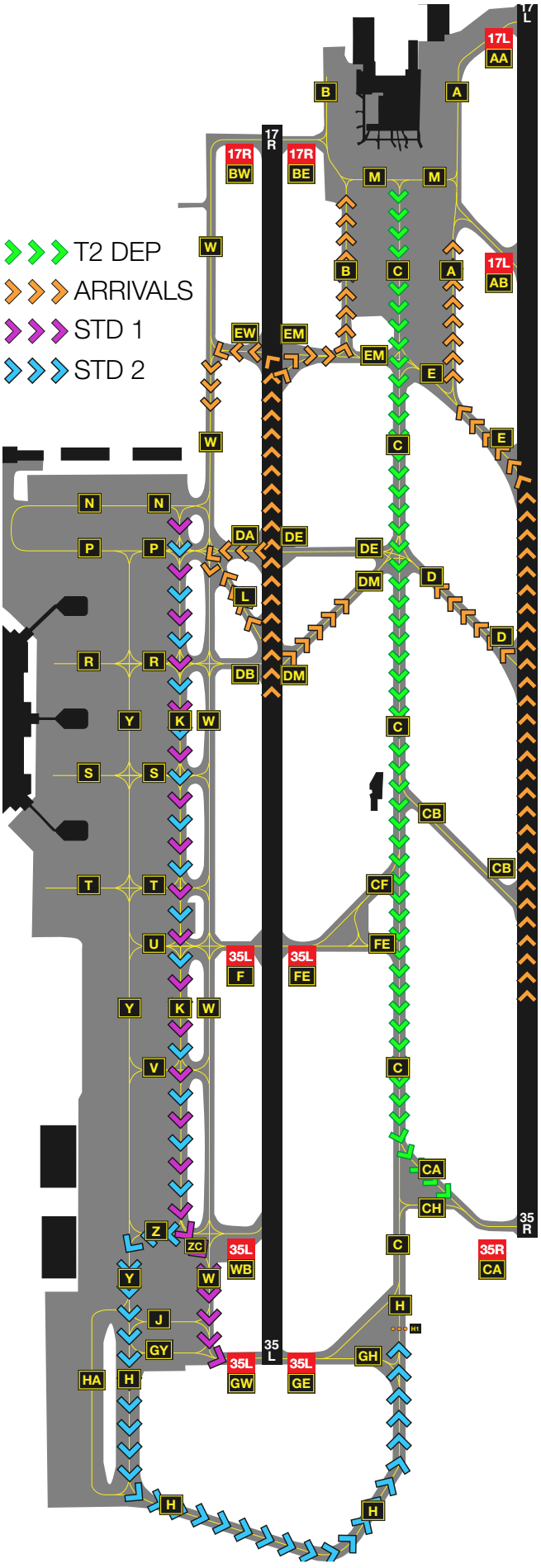
NORTH APRON T2 to RWY 35R

C ››› C5 ››› CA

Once you are in sequence for departure, ground will advise you to either:

Monitor Malpensa tower, which means you should tune to that frequency and wait for ATC to call you.

Contact Malpensa tower, which means you should tune to that frequency and contact ATC.



Departure operations

When under radar control, departing aircrafts shall **not exceed 230 kts IAS below FL100**.
This speed limit may be removed by ATC with the phrase: “No ATC speed restricitions”.
Whenever a speed restriction should not be safe for operational reasons, pilots shall immediately advise ATC maintaining the minimum acceptable operational speed.

During high traffic events
After receiving the IFR clearance by **LIMC_DEL** you’ll be instructed to contact Malpensa operations on frequency **131.880**, where the controller will assign you a **TSAT** (Target Startup Approval Time), it’s the time you should expect to get the pushback clearance by the ground controller.

PLAN TO BE READY AT LEAST 5 MINUTES PRIOR TO THE ASSIGNED TSAT.

In case of events with bookings, the slot you booked is your **CTOT** (Calculated Take Off Time). This is the time you’re cleared to depart/takeoff, your actual departure needs to be within -5/+10 minutes of your **CTOT**.
If you don’t have a slot, the controller will assign one according to the airport’s departure capacity, use the average taxi times table at **page 8** to have an idea of how long it will take to reach the runway from your parking spot.
For example: your **CTOT** is at **20:00 zulu** and you are at parking spot **502**, runway **35L** is in use, you should be ready to push/startup at time **19:51 zulu**, we suggest to connect to the network about one hour before your **CTOT.**

A simple guide to Italian SIDs
In major airports such as Malpensa, you’ll find SIDs composed by an Initial climb procedure **ICP**, and an enroute segment transition **TSE**.
That said, a departure clearance will sound like this:

ITY53R: *“Malpensa buongiorno Itarrow 53R, stand 706 Airbus 330, info charlie IFR to Boston”*

MALPENSA PLANNING: *“Itarrow 53R buongiorno, charlie is correct, cleared to Boston via SRN 5L departure CANNE 9Q transition, runway 35R, initial climb 5000ft, sqwk 1000”*

ITY53R: *“Cleared to Boston via SRN 5L departure CANNE 9Q transition, runway 35R, initial climb 5000ft sqwk 1000, Itarrow 53R”*

MALPENSA PLANNING: *“Readback correct, contact Malpensa operations on 131.880”*

ITY53R: *“Contact Malpensa operations 131.880 Itarrow 53R”*
“Malpensa operations, Itarrow 53R”

MALPENSA OPERATIONS: *“Ciao Itarrow 53R, start up time at 1135* **(TSAT 11:35z)**, *report aircraft ready”*

ITY53R: *“Start up time 1135, wilco Itarrow 53R”*

Aircraft READY means that the pushback truck is connected and ready to push.

SIDs

The following SIDs are the most commonly used and may differ from the actual ones cleared by the controllers. Make sure you have the **charts** with you!

Here's a table with SIDs based on VORs with their respective names:

VOR	NAME
MMP	MALPENSA
SRN	SARONNO
TOP	TORINO
VOG	VOGHERA

RWY 35L RNAV				
ROUTE	**ACFT**	**ICP**	**TRANSITION**	**INITIAL CLIMB**
AOSTA	H	IBCUC**6A**	AOSTA**7Y**	6000
	M - L	NELAB**6N**	AOSTA**7J**	5000
	PROP	NELAB**6N**		
LAGEN	H	FARAK**6A**	LAGEN**5U**	6000
	M - L	FARAK**6N**		5000
NEDED	H	FARAK**6A**	NEDED**9U**	6000
	M - L	FARAK**6N**		5000
OSKOR	ALL	IRKED**7A**	OSKOR**6Z**	5000
PEPAG	ALL	IRKED**7A**	PEPAG**2X**	5000
ROBAS	H	FARAK**6A**	ROBAS**5U**	6000
	M - L	FARAK**6N**		5000
TOP	H	FARAK**6A**	TOP**5U**	6000
	M - L	FARAK**6N**		5000
VAKON	ALL	IRKED**7A**	VAKON**6X**	5000

RWY 35R RNAV

ROUTE	ACFT	ICP	TRANSITION	INITIAL CLIMB
AOSTA	H	DOGUB**6T**	AOSTA**5W**	5000
	M			
	L - PROP			
LAGEN	H	DOGUB**6T**	LAGEN**6I**	5000
	M			
	L -PROP			
NEDED	H	DOGUB**6T**	NEDED**6I**	5000
	M			
	L - PROP			
OSKOR	H	SRN**6L**	OSKOR**6S**	5000
	M	SRN**6S**		4000
	L - PROP			
PEPAG	H	SRN**6L**	PEPAG **2Q**	5000
	M	SRN**6S**		4000
	L - PROP			
ROBAS	H	SRN**6L**	ROBAS**6Q**	5000
	M	SRN**6S**		4000
	L - PROP			
TOP	H	DOGUB**6T**	TOP**6I**	5000
	M			
	L - PROP			
VAKON	H	SRN**6L**	VAKON**1Q**	5000
	M	SRN**6S**		4000
	L - PROP			

RWY 17L/R RNAV

ROUTE	ACFT	ICP	TRANSITION	INITIAL CLIMB
AOSTA	ALL	IBCUC**6Y**	AOSTA**7Y**	4000
KEMMI	ALL	NOBKE**5X**	KEMMI**7Z**	
LAGEN	ALL	FARAK**5Y**	LAGEN**5U**	
NEDED	ALL	FARAK**5Y**	NEDED**9U**	
OSKOR	ALL	SRN**6W**	OSKOR**6S**	
PEPAG	ALL	SRN**6W**	PEPAG**2Q**	
ROBAS	ALL	NOBKE**5X**	ROBAS**5Z**	
TOP	ALL	FARAK**5Y**	TOP**5U**	
VAKON	ALL	SRN**6W**	VAKON**1Q**	
VOG	ALL	NOBKE**5X**	VOG**7Z**	

Arrival operations

STARs
All the pilots inbound to aerodromes within Milano TMA (LIMC LIML LIME LIMJ LIMF), if not otherwise instructed by ATC, **SHALL REDUCE SPEED ACCORDING TO SPEED CONSTRAINTS PUBLISHED IN THE STAR CHARTS.**

Always plan for **3E STARs**, in case of low traffic situations expect to be given DIRECTs and plan your descent accordingly.
Controllers will, whenever possible, provide estimate track miles to the ILS intercept point.

ATC may use the phraseology "**descend via STAR...**", this means that **you must comply** with altitude and speed restrictions of the arrival you have been assigned.

ATC may also cancel the published constraints on the arrivals, in order to assign shortcuts with the phrase "**descend unrestricted**" or "**cancel altitude restrictions / constraints"**.

When in doubt, pilots may ask ATC if they have to comply with a published restriction.

Final approach
Positioning onto the final approach track will be done via radar vectoring, pilots shall always keep their heading synced and **be ready for a turn to base** at any time.

Radar vectoring speeds
If not instructed otherwise, when under radar vectors, pilots shall maintain the following speeds:

RADAR VECTORING SPEEDS	
-FL100	230 kias
20 nm from TDZ	210 kias
12 nm from TDZ	190 kias
5 nm from TDZ	160 kias

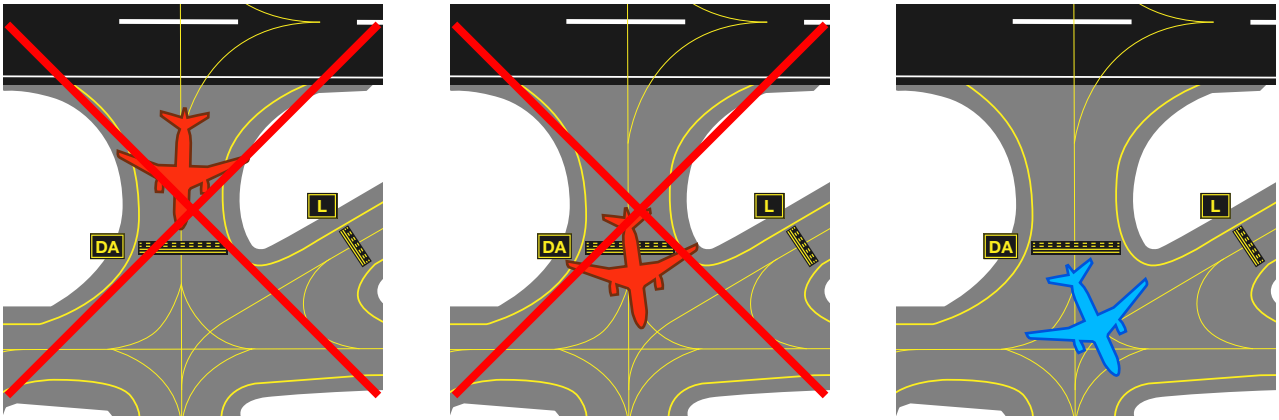
TDZ: touch down zone

IF ANY INSTRUCTION GIVEN BY ATC AT ANY TIME, IS UNCLEAR, DON'T BE AFRAID TO ASK TO "SAY AGAIN", by text if necessary.

Vacating the runway

Remember to always reduce at a minimum the runway occupancy time.
When vacating runway **35L** and heading to **T1**, always turn left on taxiway **W** if no other instructions are given by **ATC**.

When **vacating**, remember to **ALWAYS CROSS** the stop markings and stop only when you have passed them with the whole aircraft.



A380 operations

Arrivals

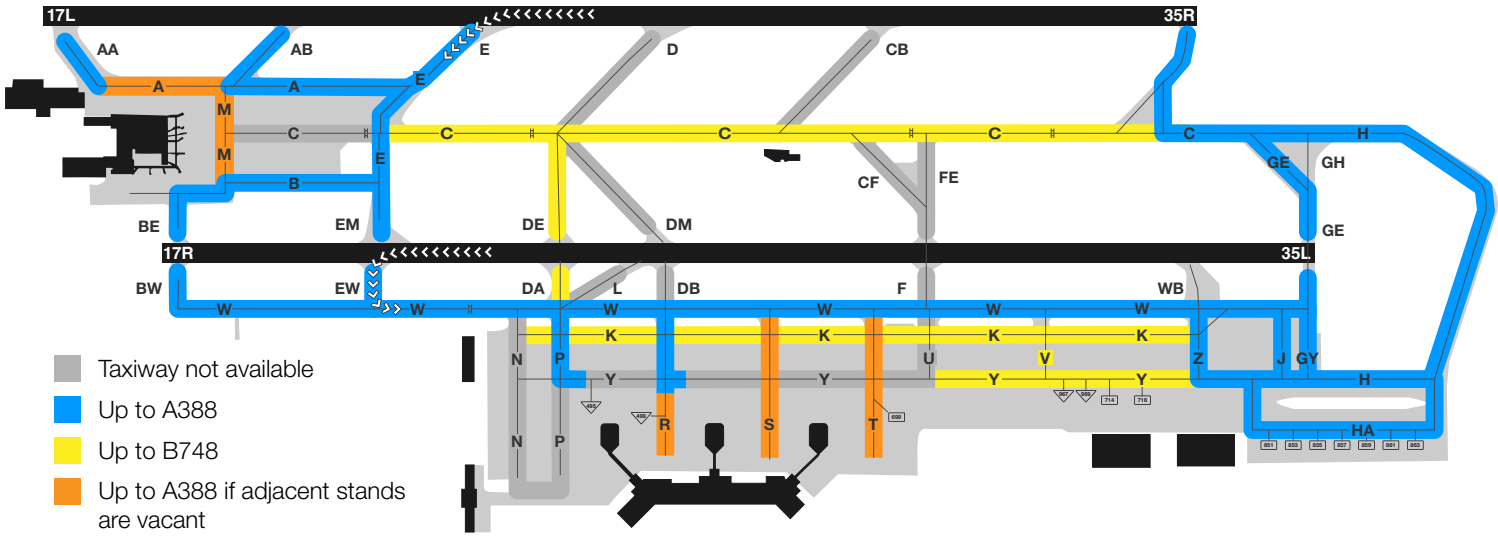
Due to ILS limitations, **A380** aircrafts can expect to land on the parallel runway to the one in use for landings.

Vacating the runway

- Runway **35R** vacate via **E**, then continue taxi via **E** hold short of **C**
- Runway **35L** plan to vacate via **EW** or **BW**, then continue taxi via **W** hold short of **W9**

Taxiing

Use the map below to navigate taxiways and stands available for the **A380**.



Keep in touch

Feedback
We encourage you to leave a **feedback**, whether it is positive or negative, at:
vats.im/it/feedback

Social media
Stay up to date on info and events at VATITA! Follow us on social media and send us your best screenshots at:

@vaccitaly

facebook.com/vaccitaly

Don’t forget the most important thing!
To have FUN!