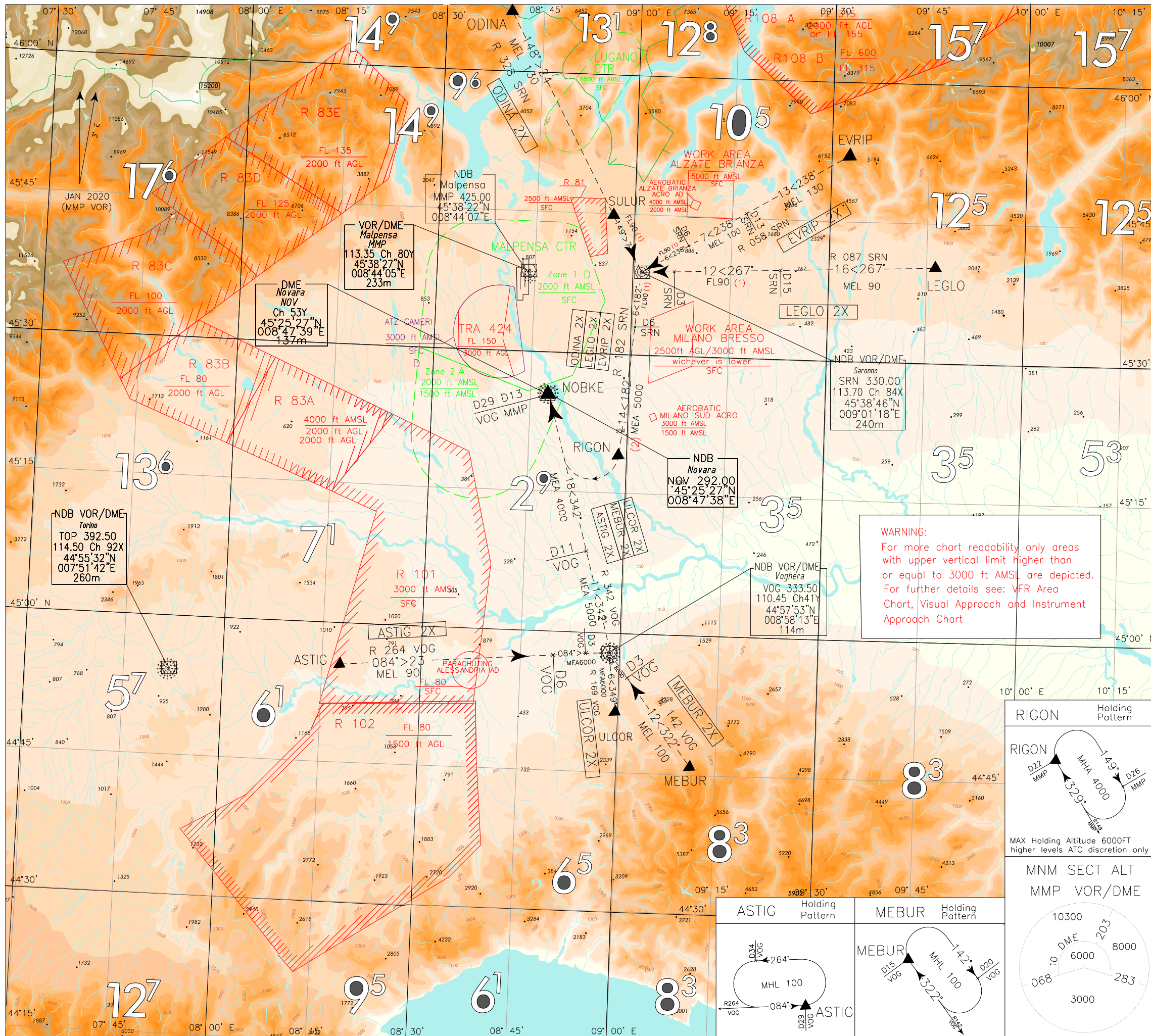


CHANGE: EVRIP 2X - LEGLO 2X - ODINA 2X MODIFIED - REMARKS MODIFIED - MAGNETIC VARIATION UPDATED - MSA MODIFIED



MILANO/MALPENSA

STAR
RWY 35 L/R

Able to be planned only for aircraft
NOT RNAV equipped

TRANSITION ALT 6000

REMARKS:
(1) MEA 6000FT ATC Discretion
(2) MEA 4000FT ATC Discretion

FREQUENCIES

APP	Milano Radar	126.750 (N) CH 125.630 (S)
TWR	Malpensa TWR (17R/35L)	128.350
TWR	Malpensa TWR (17L/35R)	119.000
ATIS	Malpensa Arrival Information	120.025

NOBKE Holding Pattern

NOV Holding Pattern

SRN Holding Pattern

VOG Holding Pattern

RIGON Holding Pattern

MNM SECT ALT
MMP VOR/DME

ASTIG Holding Pattern

MEBUR Holding Pattern

LEGEND

BEARINGS TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES IN NAUTICAL MILES

SCALE 1:750.000
3 0 15 NM
0 15 Km

STAR RWY35L/R Milano Malpensa**REMARK 1**

The below STARs are able to be planned for aircraft NOT RNAV equipped.

REMARK 2

For the below STARs, speed limitations are applied as described in ENR 2.1.1.1

ASTIG 2X (ATC discretion)

ASTIG proceed on TR 084° (RDL/QDR 264 VOG VOR NDB or RDL/QDR 084 TOP VOR NDB) until 3 NM VOG DME, then turn left on TR 342° (RDL/QDR 342 VOG VOR NDB) direct to NOV NDB (or NOBKE in case of NOV NDB failure) (INT RDL/QDR 342/29 NM VOG VOR NDB/DME or INT RDL 166/13 NM MMP VOR/DME).

MEL/MEA: ASTIG – INT RDL/QDR 264/6 NM VOG VOR NDB/DME: FL 90; INT RDL/QDR 264/6 NM VOG VOR NDB/DME – VOG VOR NDB/DME: 6000 FT; VOG VOR NDB/DME – INT RDL/QDR 342/11 NM VOG VOR NDB/DME: 5000 FT; INT RDL/QDR 342/11 NM VOG VOR NDB/DME – NOV NDB (or NOBKE in case of NOV NDB failure): 4000 FT

EVRIP 2X (ATC discretion)

EVRIP proceed on TR 238° (RDL/QDR 058 SRN VOR NDB) bound to SRN VOR NDB/DME, then turn left on TR 182° (RDL/QDR 182 SRN VOR NDB) bound to RIGON (INT RDL/QDR 182/20 NM SRN VOR NDB/DME), then turn right to intercept and follow RDL/QDR 342 VOG VOR NDB (TR 342°) direct to NOV NDB (or NOBKE in case of NOV NDB failure) (INT RDL/QDR 342/29 NM VOG VOR NDB/DME or INT RDL 166/13 NM MMP VOR/DME).

MEL/MEA: EVRIP – RDL/QDR 058/13 NM SRN VOR NDB/DME: FL130; RDL/QDR 058/13 NM SRN VOR NDB/DME – RDL/QDR 058/6 NM SRN VOR NDB/DME: FL100; RDL/QDR 058/6 NM SRN VOR NDB/DME – RDL/QDR 182/6 NM SRN VOR NDB/DME: FL90 (6000FT ATC discretion); RDL/QDR 182/6 NM SRN VOR NDB/DME – RIGON: 5000FT (4000FT ATC discretion); RIGON– NOV NDB (or NOBKE in case of NOV NDB failure): 4000FT

LEGLO 2X (ATC discretion)

LEGLO proceed on TR 267° (RDL/QDR 087 SRN VOR NDB) until 3 NM VOG DME, then turn left on TR 182° (RDL/QDR 182 SRN VOR NDB) bound to RIGON (INT RDL/QDR 182/20 NM SRN VOR NDB/DME), then turn right to intercept and follow RDL/QDR 342 VOG VOR NDB (TR 342°) direct to NOV NDB (or NOBKE in case of NOV NDB failure) (INT RDL/QDR 342/29 NM VOG VOR NDB/DME or INT RDL 166/13 NM MMP VOR/DME).

MEL/MEA: LEGLO – RDL/QDR 087/15 NM SRN VOR NDB/DME: FL 90; RDL/QDR 087/15 NM SRN VOR NDB/DME – RDL/QDR 182/6 NM SRN VOR NDB/DME: FL90 (6000FT ATC discretion); RDL/QDR 182/6 NM SRN VOR NDB/DME – RIGON: 5000 FT (4000 FT ATC discretion); RIGON – NOV NDB (or NOBKE in case of NOV NDB failure): 4000 FT

MEBUR 2X (ATC discretion)

MEBUR proceed on TR 322° (RDL/QDR 142 VOG VOR NDB) bound to VOG VOR NDB/DME, then turn right on TR 342° (RDL/QDR 342 VOG VOR NDB) direct to NOV NDB (or NOBKE in case of NOV NDB failure) (INT RDL/QDR 342/29 NM VOG VOR NDB/DME or INT RDL 166/13 NM MMP VOR/DME).

MEL/MEA: MEBUR – RDL/QDR 142/3 NM VOG VOR NDB/DME: FL100; RDL/QDR 142/3 NM VOG VOR NDB/DME – VOG VOR NDB/DME: 6000FT; VOG VOR NDB/DME – INT RDL/QDR 342/11 NM VOG VOR NDB/DME: 5000 FT; INT RDL/QDR 342/11 NM VOG VOR NDB/DME – NOV NDB (or NOBKE in case of NOV NDB failure): 4000 FT

ODINA 2X (ATC discretion)

ODINA proceed on TR 148° (RDL/QDR 328 SRN VOR NDB) via SULUR (INT RDL/QDR 328/7 NM SRN VOR NDB/DME) bound to SRN VOR NDB/DME, then turn right on TR 182° (RDL/QDR 182 SRN VOR NDB) bound to RIGON (INT RDL/QDR 182/20 NM SRN VOR NDB/DME), then turn right to intercept and follow RDL/QDR 342 VOG VOR NDB (TR 342°) direct to NOV NDB (or NOBKE in case of NOV NDB failure) (INT RDL/QDR 342/29 NM VOG VOR NDB/DME or INT RDL 166/13 NM MMP VOR/DME).

MEL/MEA: ODINA – SULUR: FL 130; SULUR – RDL/QDR 182/6 NM SRN VOR NDB/DME: FL90 (6000FT ATC discretion); RDL/QDR 182/6 NM SRN VOR NDB/DME – RIGON: 5000 FT (4000 FT ATC discretion); RIGON – NOV NDB (or NOBKE in case of NOV NDB failure): 4000 FT

ULCOR 2X (ATC discretion)

ULCOR proceed on TR 349° (RDL/QDR 169 VOG VOR NDB) bound to VOG VOR NDB/DME, then proceed on TR 342° (RDL/QDR 342 VOG VOR NDB) direct to NOV NDB (or NOBKE in case of NOV NDB failure) (INT RDL/QDR 342/29 NM VOG VOR NDB/DME or INT RDL 166/13 NM MMP VOR/DME).

MEL/MEA: ULCOR – VOG VOR NDB/DME: 6000FT; VOG VOR NDB/DME – INT RDL/QDR 342/11 NM VOG VOR NDB/DME: 5000 FT; INT RDL/QDR 342/11 NM VOG VOR NDB/DME – NOV NDB (or NOBKE in case of NOV NDB failure): 4000 FT

Intenzionalmente bianca

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