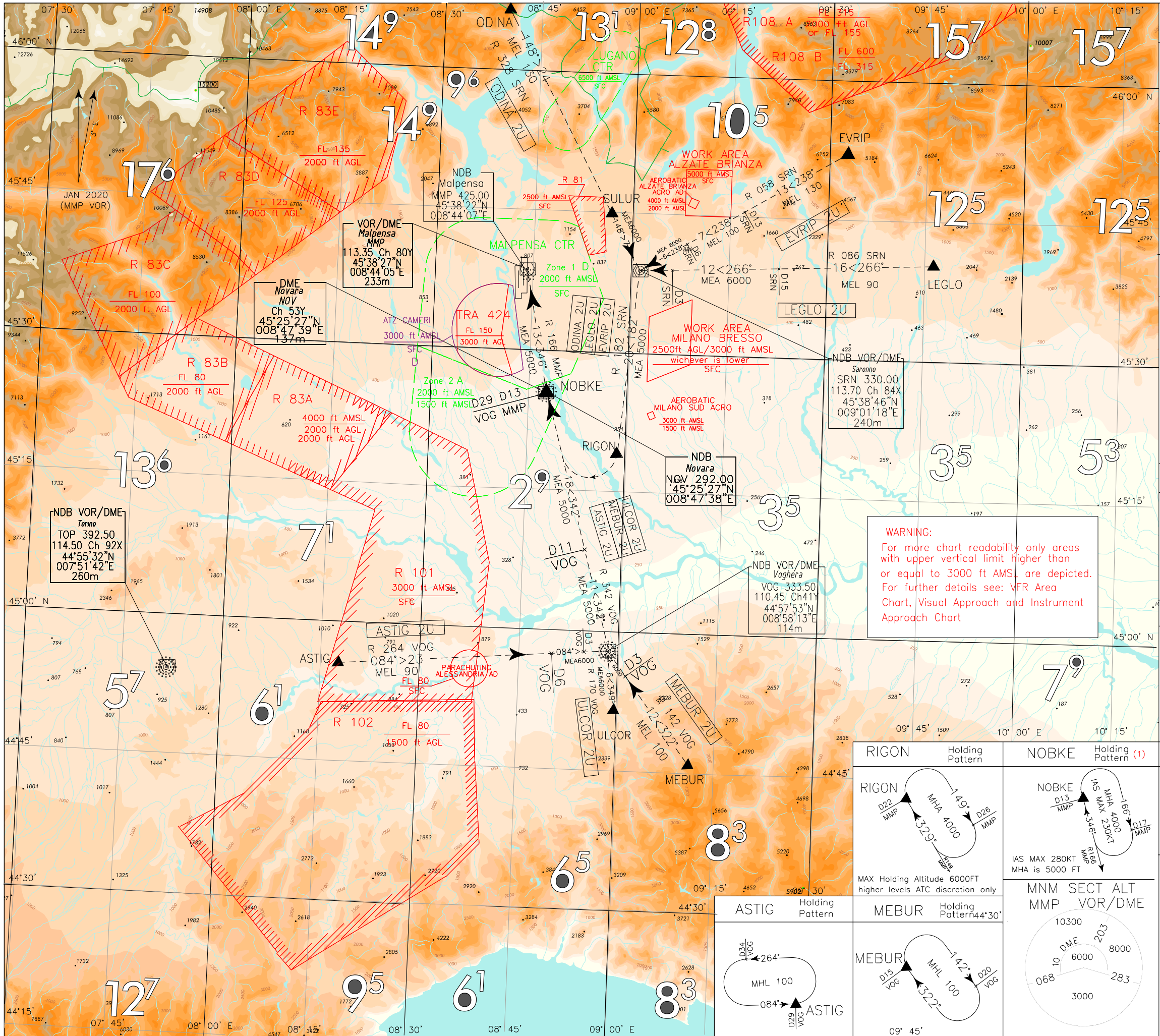


CHANGE: MAGNETIC VARIATION UPDATED - MSA MODIFIED



# MILANO/MALPENSA

STAR  
RWY 17L

Able to be planned only for aircraft  
NOT RNAV equipped

TRANSITION ALT 6000

REMARKS:  
(1) Usable only in case of NOV NDB  
failure

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

MMP	Holding Pattern	NOV	Holding Pattern
SRN	Holding Pattern	VOG	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 RWY17L 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 2U (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), then proceed on TR 346° (RDL 166 MMP VOR) direct to 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 – MMP VOR/DME: 5000 FT

**EVRIP 2U (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), then proceed on TR 346° (RDL 166 MMP VOR) direct to MMP VOR/DME.

MEL/MEA: EVRIP – RDL/QDR 058/13 NM SRN VOR NDB/DME: FL 130; RDL/QDR 058/13 NM SRN VOR NDB/DME – RDL/QDR 058/6 NM SRN VOR NDB/DME: FL 100; RDL/QDR 058/6 NM SRN VOR NDB/DME – SRN VOR NDB/DME: 6000FT; SRN VOR NDB/DME – MMP VOR /DME: 5000 FT

**LEGLO 2U (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), then proceed on TR 346° (RDL 166 MMP VOR) direct to MMP VOR/DME.

MEL/MEA: LEGLO – RDL/QDR 086/15 NM SRN VOR NDB/DME: FL 90; RDL/QDR 086/15 NM SRN VOR NDB/DME – SRN VOR NDB/DME: 6000 FT; SRN VOR NDB/DME – MMP VOR/DME: 5000 FT

**MEBUR 2U (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), then proceed on TR 346° (RDL 166 MMP VOR) direct to 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 – MMP VOR/DME: 5000 FT

**ODINA 2U (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), then proceed on TR 346° (RDL 166 MMP VOR) direct to MMP VOR DME.

MEL/MEA: ODINA – SULUR: FL 130; SULUR – SRN VOR NDB/DME: 6000FT; SRN VOR NDB/DME – MMP VOR/DME: 5000 FT

**ULCOR 2U (ATC discretion)**

ULCOR proceed on TR 348° (RDL/QDR 168 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), then proceed on TR 346° (RDL 166 MMP VOR) direct to MMP VOR/DME.

MEL/MEA: ULCOR – VOG VOR NDB/DME: 6000FT; VOG VOR NDB/DME – MMP VOR/DME: 5000 FT

Intenzionalmente bianca

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