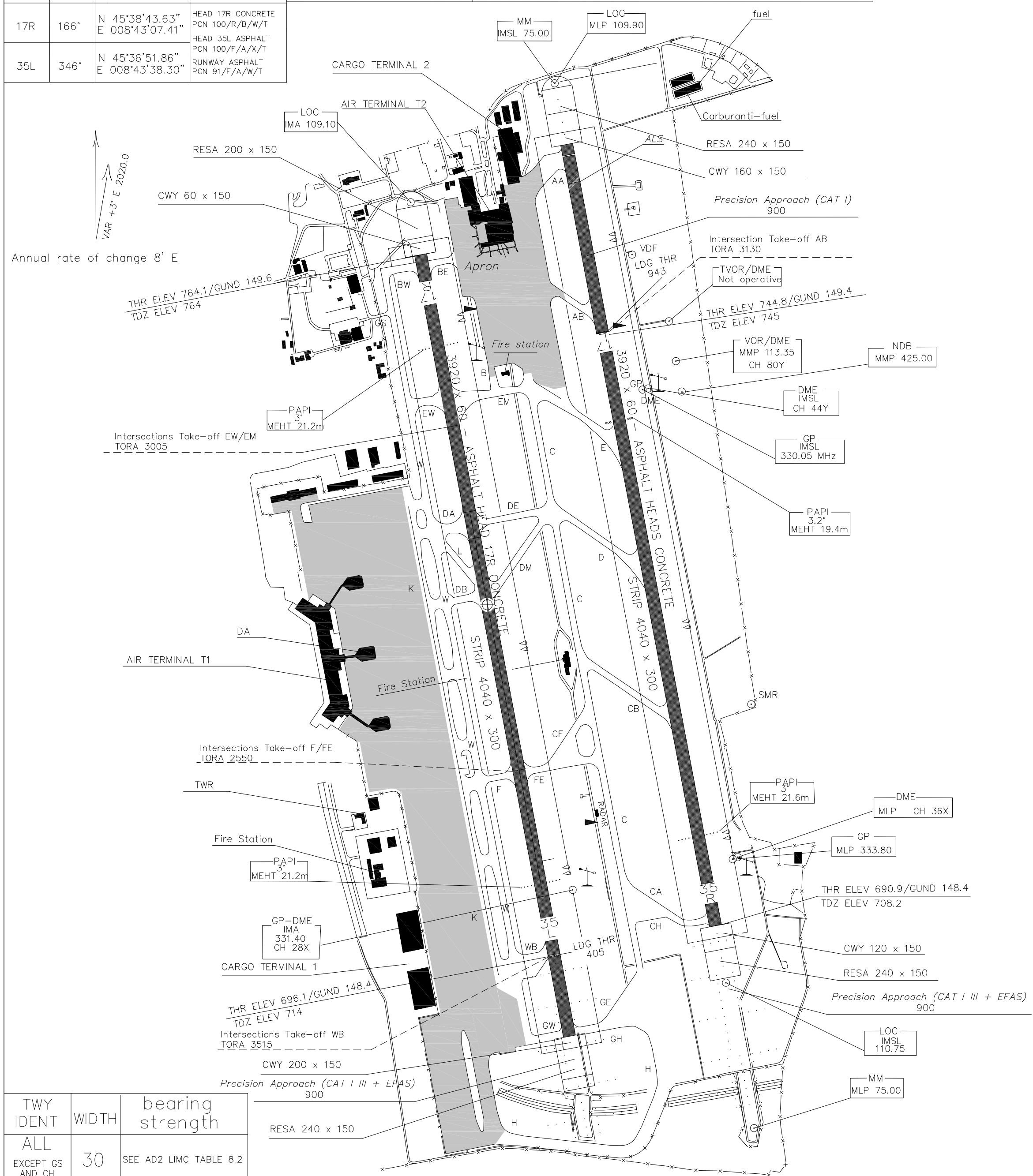
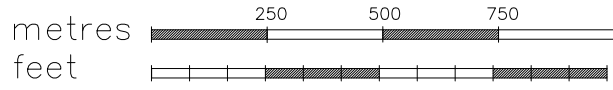


RWY	QFU	THR	bearing strength	Bearings are magnetic Distances in metres Elevation in ft AMSL Coordinates WGS84	TWR 128.350 (119.000) GND West 121.900 North (121.825) ATIS 120.025: Malpensa Arrival Information 121.625: Malpensa Departure Information
17L	166°	N 45°38'31.33" E 008°43'48.85"	HEAD 17L CONCRETE PCN 73/R/B/W/T HEAD 35R CONCRETE PCN 73/R/B/W/T RUNWAY ASPHALT PCN 72/F/A/W/T		
35R	346°	N 45°36'56.70" E 008°44'14.99"	HEAD 17R CONCRETE PCN 100/R/B/W/T HEAD 35L ASPHALT PCN 100/F/A/X/T RUNWAY ASPHALT PCN 91/F/A/W/T		
17R	166°	N 45°38'43.63" E 008°43'07.41"			
35L	346°	N 45°36'51.86" E 008°43'38.30"			

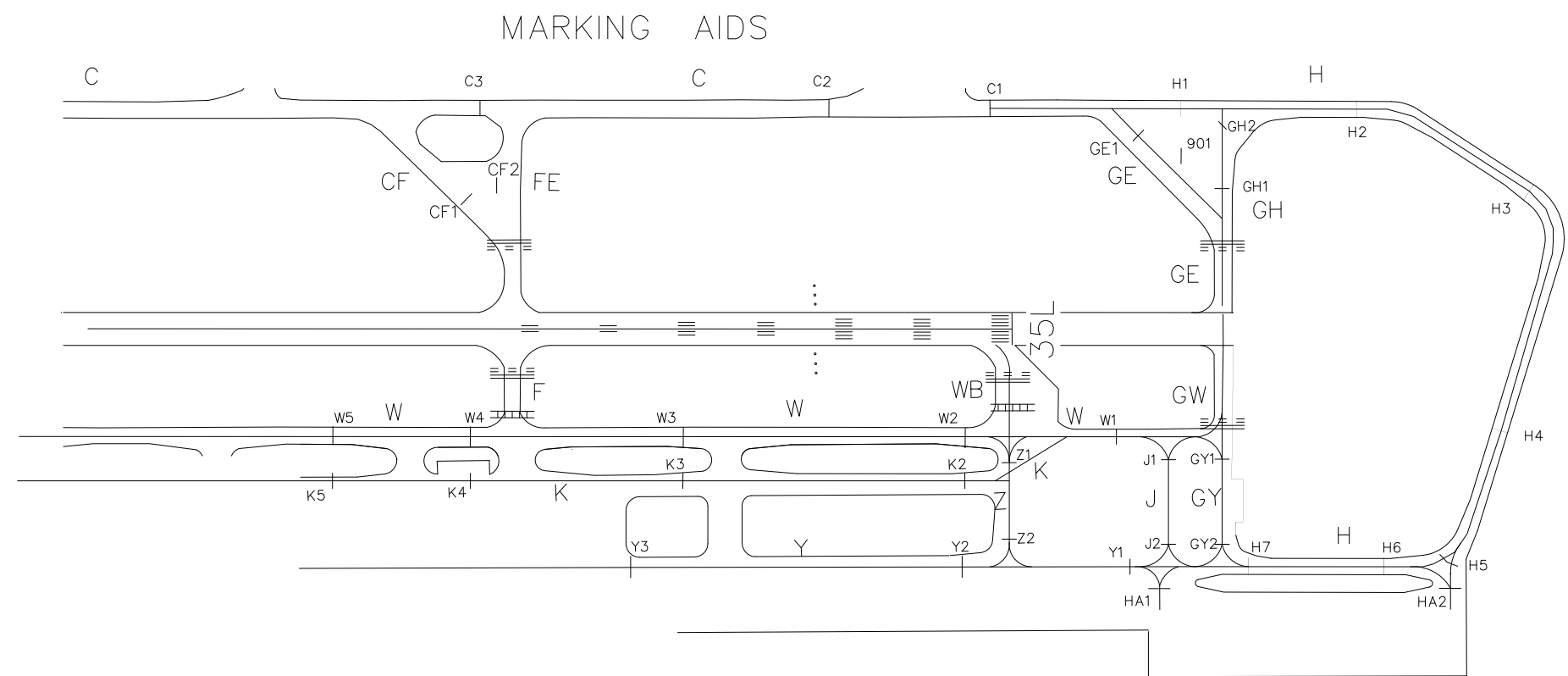
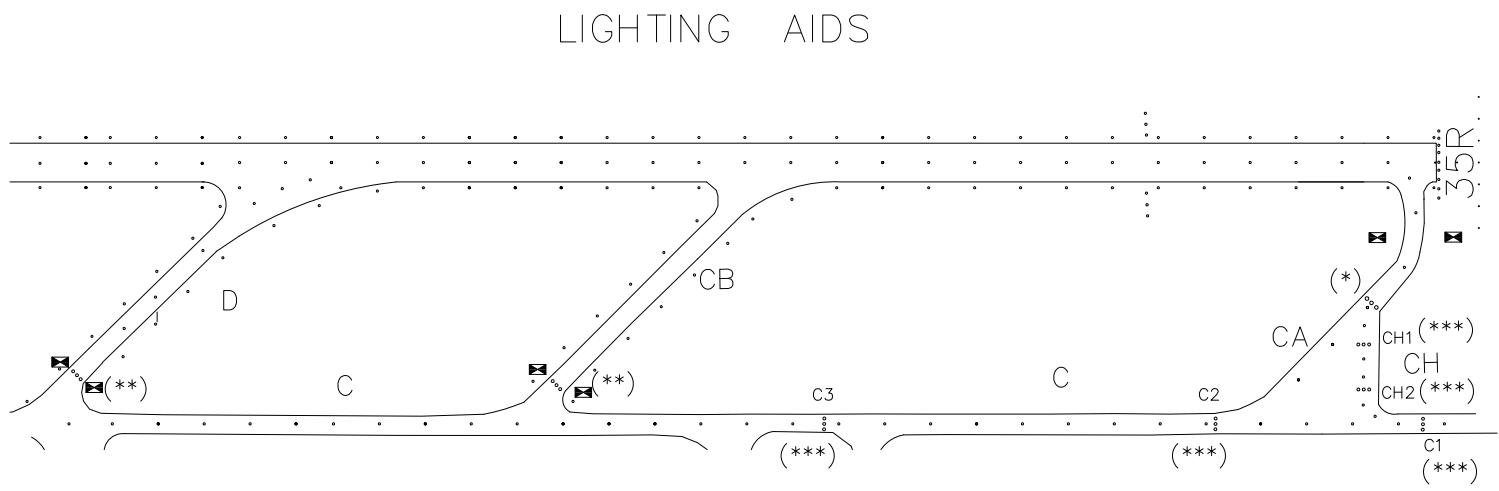
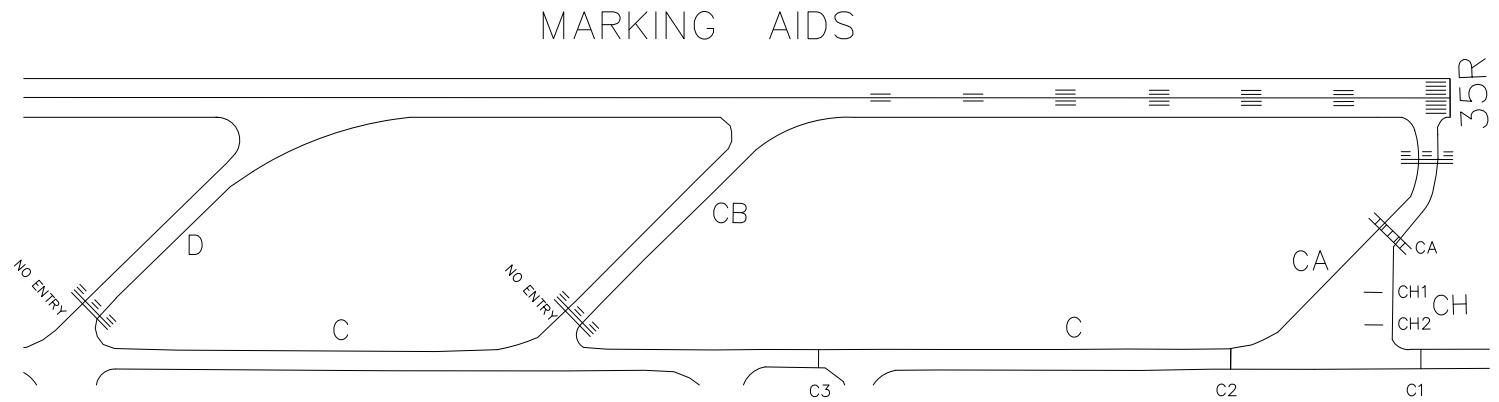
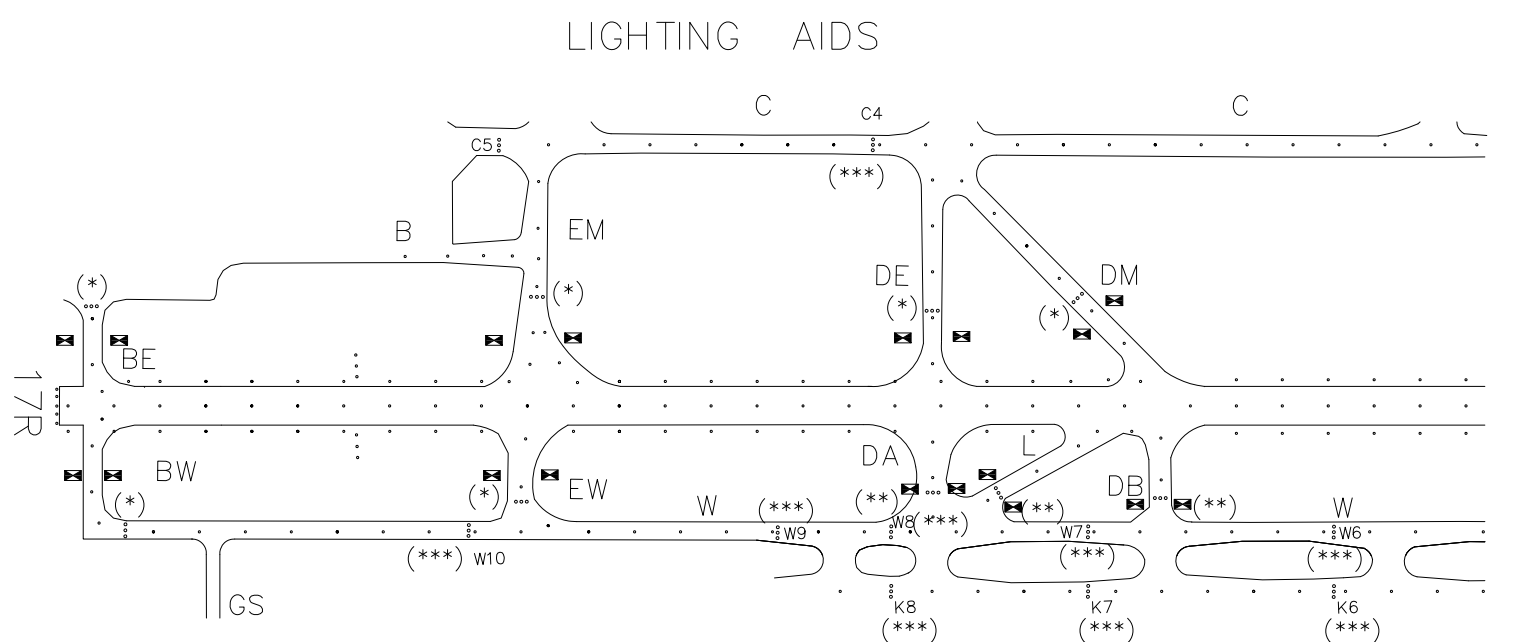
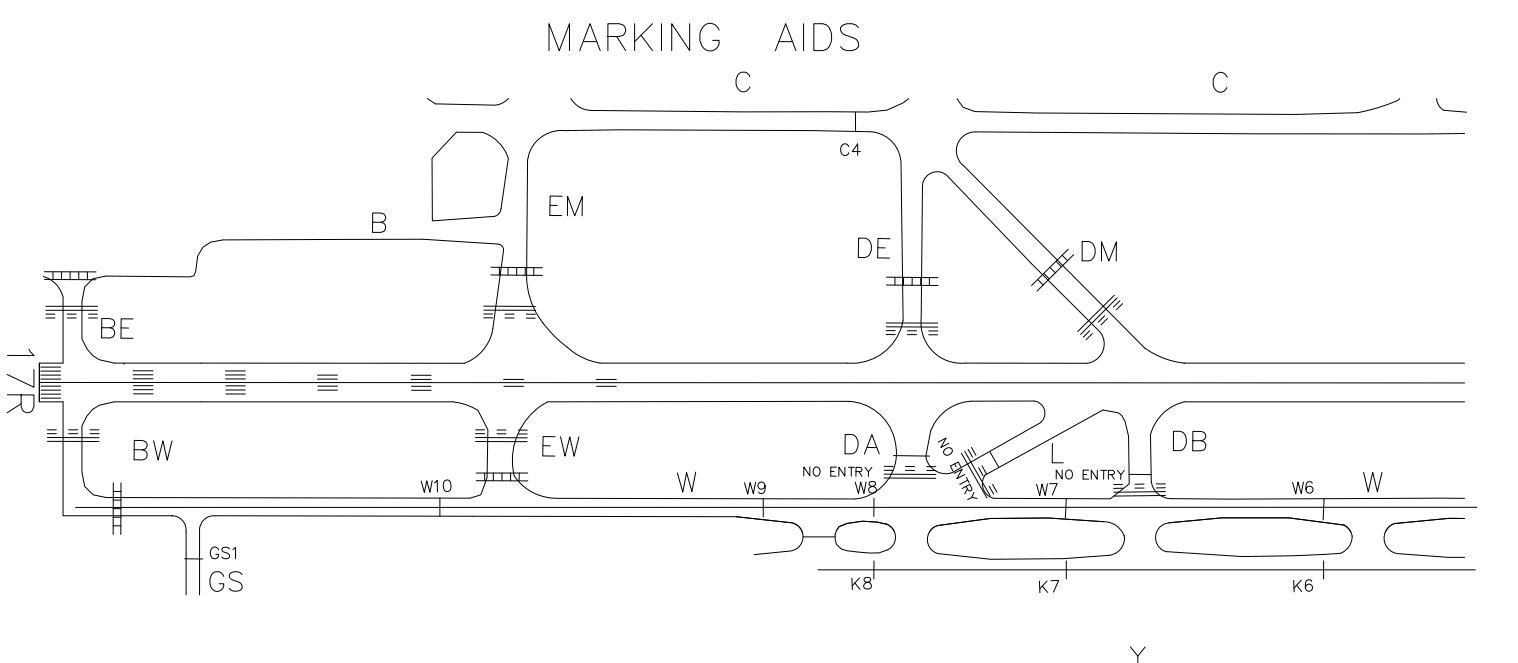
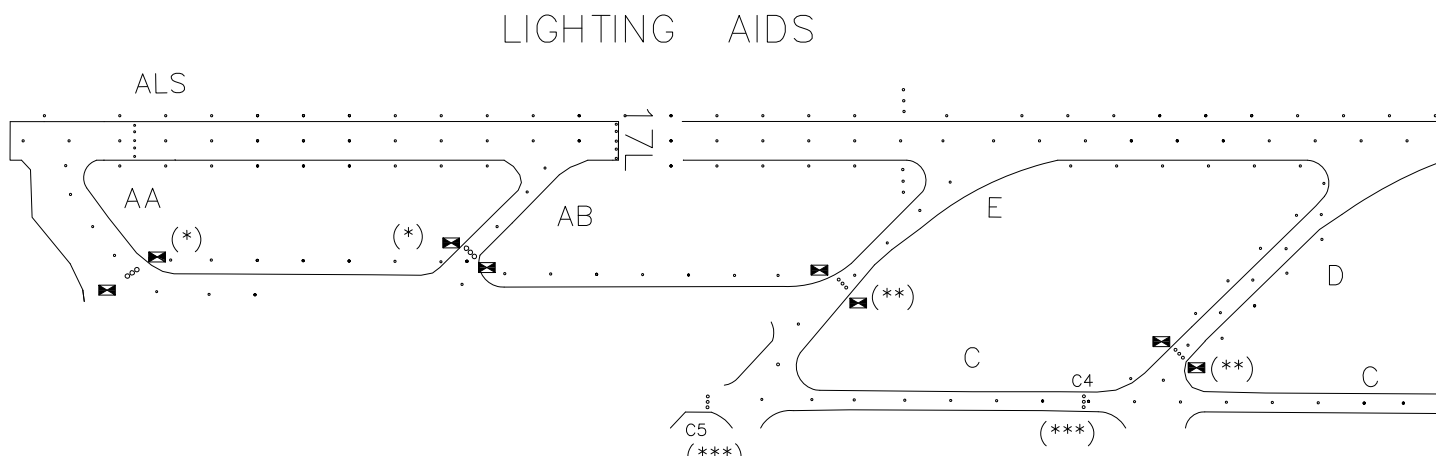
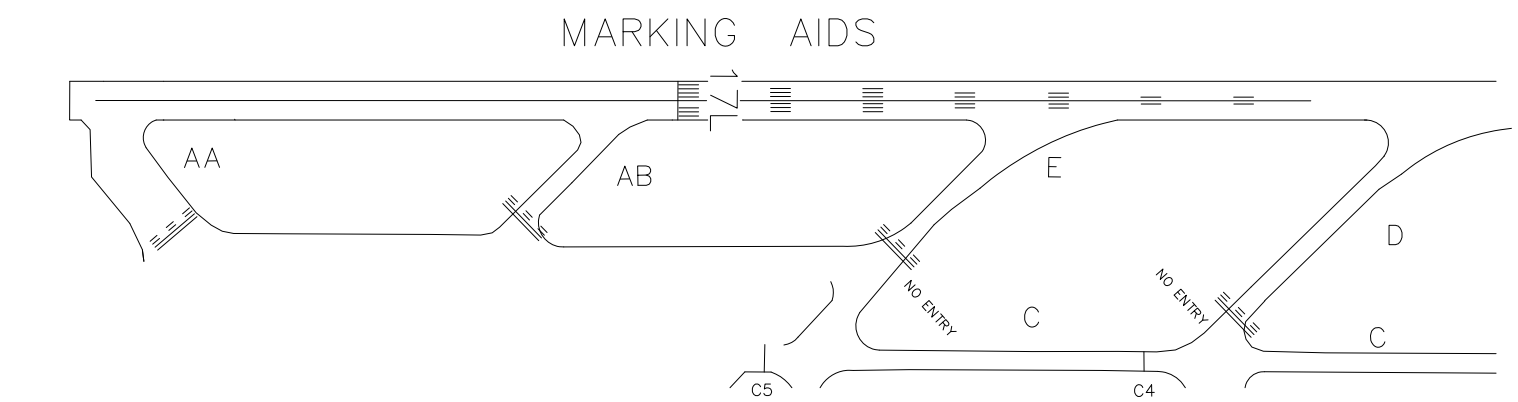


TWY IDENT	WIDTH	bearing strength
ALL EXCEPT GS AND CH	30	SEE AD2 LIMC TABLE 8.2
CH	56.6	PCN 105/F/B/W/T
GS	11	PCN 103/F/A/W/T



AERODROME CHART ICAO

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



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	
	Y1	
Y	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)