MILAN (Malpensa) (MXP/LIMC)

Elevation 768ft

CATEGORY B

AV brief - not required

GENERAL

- Airfield is located 20 nm NW of the city of Milan at the head of the Po valley.
- Large well equipped airport with all weather operations capability.
- Milan Linate airfield is approximately 25 nm SE.
- Air traffic and ground traffic controlling can seem disorganised at times. ATC is sometimes difficult to understand. Non-standard R/T phraseology frequently used.

Threats

CFIT

- Terrain is primarily to the N and S with the Alps giving significant spot heights from W through N to ENE at ranges over 10 nm and the Apennine mountain range approximately 50 nm SSE towards the coastline of the Gulf of Genoa.

Runway Incursion

- Exercise caution with airfield layout when visual after an instrument approach – two parallel runways with a parallel taxiway between.
- Care required when taxiing after landing Rwy 35R. Signage is good but ATC runway crossing clearances can be ambiguous.

Loss of Control

- Concentrations of birds sometimes evident around Rwy 35L/R thresholds and Twy F.
- There is a possibility of significant mountain wave turbulence at higher altitudes over the Alps when strong high-level winds are present.

Mid Air Collision

- Cameri airfield is 7 nm SSW and may generate some traffic. Local traffic controlled in Italian.

Special Considerations

- If an aircraft declares an emergency landing at MXP they should use Rwy 35R for landing. Using 35L or 17L/R causes the airport to close to other traffic. 35R is designated the preferential Rwy to assist emergency aircraft. ATC will assume its use unless otherwise informed.

ARRIVAL

Diversion Airports

MILAN (Linate)	LIN/LIML	026 nm/115°T	CAT B
BERGAMO	BGY/LIME	041 nm/087°T	CAT B
TURIN (Caselle)	TRN/LIMF	052 nm/240°T	CAT B
GENOA	GOA/LIMJ	073 nm/176°T	CAT B

Others that may be used include, Verona, Bologna, Venice, Pisa and Geneva.

- Arrival route MILPA, GVA, MOBLO (Usually by FL250), VEROB, TOP.
- Descent can be initiated by ATC as early as MILPA. This often interferes with the briefing process if not anticipated. All minimum safe altitudes along this segment are above 10,000ft, peaking at 18,300ft over Mont Blanc.
- The STAR is usually via TOP.

Approach

BAV Crew Reports
• *Rwy 17L ILS – Crew report early 1000ft RA callout (approx. 1300ft above THR elevation).* • *Rwy 35L/R ILS False LOC Capture: Pilots should be aware that false localiser capture has been reported and must also satisfy themselves by suitable means that the correct localiser QDM has been captured and established.*

- ILS 35L/R usually used for landing.
- Parallel approaches may be in use.
- Terrain below the approach path rises to the threshold elevation of 690ft (35L)/696ft (35R). Radio altitude readings on the approach suggest a greater distance to touchdown than is actually the case.
- Expect runway changes between Rwys 35L/35R at any stage.
- Conventional and RNAV STARs exist, with RNAV STARs providing the 'shortcuts'.
- ATC will probably give directs to the FAF resulting in reduction of track miles and high rates of descent in order to remain on the profile.
- Runway for landing declared on ATIS is frequently at odds with runway finally used for landing.
- Consider briefing Rwys 35L and 35R with appropriate FMGS/FMC set up. The G/A routings are significantly different.

GROUND

- Airport staff control gate guidance system. Check correct Airbus variant is selected.
- BA park at Terminal 1.
- BA Engineer in attendance on turn round.
- Radio load sheets not permitted. Do not depart stand before receiving final figures via ACARS.
- Significant vehicle activity is evident on apron, even when aircraft are taxiing in close proximity.
- Some taxiways have drains crossing them. Caution is advised due to significant levels of vibration felt within the cabin when traversing them at speed.

Stand 405/495

Lido AGC/APC chart positions Stand 405 to the north of 495. However, the taxi markings for these stands cross over and the final stopping position for stand 405 is south of 495. Stand 405 markings are reported to be unlit and difficult to identify, particularly at night. When stand guidance is active, the stand ident. is replaced with aircraft type.

DEPARTURE

- Start up procedures and preferential runway system detailed in Lido AOI.
- See CARD/Performance Manual for Emergency Turn Procedures.
- Usual departure routing is via BIELLA SID and AOSTA transition. From Rwy 35L it's the BLA5M and AOS5V.
- Care required to ensure that altitude constraints are met for terrain clearance purposes, particularly when given direct routings away from the published tracks.
- Some SIDs require steep gradients to be achieved to transition level or above.

WEATHER

- High incidence of fog in winter at all times of the day. It forms in a "cold pool" of stagnant air at the Western end of the Po valley and often persists through the passage of a depression when heavy rain or snow falls through the fog.
- Severe icing with a double freezing level may be anticipated with the passage of a warm front in winter.
- Low-level turbulence and WINDSHEAR is often experienced around 4,000ft with winds from the North.
- Heavy CB build up in summer particularly to the North.

OPERATIONAL INFORMATION

Handling Agent	AVIA PARTNER
Handling Agent VHF	131.605
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power for contracted time ONLY (75mins) – then use APU
If BOTH electrical power and air conditioning is required:	Use APU for air-conditioning (Keep ground power connected according to guidance above to reduce fuel burn)