



DIREZIONE OPERATIONS



AEROPORTO DI MALPENSA CONFIGURAZIONE APRON

REVISIONE n° 25 - MESE: Aprile 2022



Indice e aggiornamenti

Pagina	Argomento	Last Update	Cosa aggiorna
1	Copertina	mar-22	NUOVA IMMAGINE
2	Indice/Aggiornamenti	mar-22	
3	Classificazione ICAO	mar-22	CLASSIFICAZIONE AA/MM
4	Lista Aeromobili	mar-22	AGGIORNAMENTO AA/MM
5	Area 100	gen-20	AGG. STAND 112
6	Area 200	lug-19	
7	Area 300 push	lug-19	
8	Area 300 self	lug-19	RIQUALIFICA AREA
9	Area 300 HANGAR	lug-19	RIQUALIFICA AREA
10	Area 400 self	dic-21	
11	Satellite NORD	mar-22	AGG. NOTE
12	Lista AA/MM allocabili SAT NORD	mar-22	AGG. AA/MM
13	Area 500 self	gen-20	RIQUALIFICA AREA
14	Satellite CENTRALE	mar-22	AGG. NOTE
15	Lista AA/MM allocabili SAT CENTR.	mar-22	AGG. AA/MM
16	Area 600 self	gen-20	RIQUALIFICA AREA
17	Satellite SUD	mar-22	AGG. NOTE
18	Lista aeromobili allocabili SAT SUD	mar-22	AGGIORNAMENTO AA/MM
19	Area 600 push, 661/662	nov-19	RIQUALIFICA PER A380
20	Area 600 push,	nov-20	AGG. MAX W/S STAND 625
21	Area 700 self	gen-20	
22	Area 700 push	mar-22	AGG. NOTE
23	Area 800 push	mar-22	AGG. NOTE
24	Area de-icing	gen-21	ISOLATED PARKING AREA

Per le cartine accedere al sistema procedurale SEA in SEANET.

Classificazione ICAO

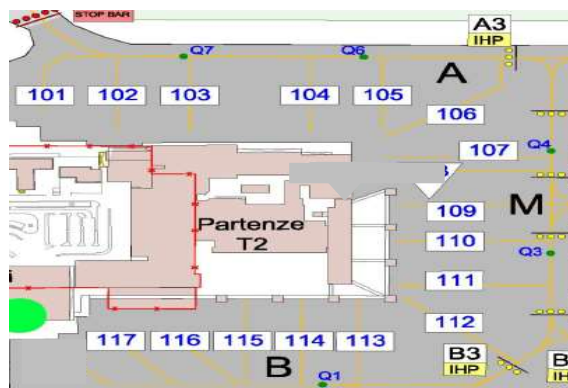
Code element 1	
Code number	Aeroplane reference field length
1	Less than 800 m
2	800 m up to but not including 1 200 m
3	1 200 m up to but not including 1 800 m
4	1 800 m and over
Code element 2	
Code letter	Wingspan
A	Up to but not including 15 m
B	15 m up to but not including 24 m
C	24 m up to but not including 36 m
D	36 m up to but not including 52 m
E	52 m up to but not including 65 m
F	65 m up to but not including 80 m

CATEGORIE AA/MM

Ordine alfabetico aa/mm					Ordine per categoria aa/mm				
A/C	NOTE	CAT	WS [m]	L [m]	A/C	NOTE	CAT	WS [m]	L [m]
A22	ANTONOV AN22	E	64,32	57,63	A380		F	79,80	73,00
A221	AIRBUS A220-100	C	35,10	35,00	A4F	ANTONOV A124	F	73,30	69,50
A223	AIRBUS A220-300	C	35,10	38,70	B748		F	68,50	76,30
A300/A300-6		D	44,84	54,08	B777-8X	Folding wingtips	E	64,80/71,80	69,80
A310		D	43,89	46,66	B777-9X	Folding wingtips	E	64,80/71,80	76,70
A319		C	33,91	33,84	B77W	B777-300ER	E	64,80	73,86
A320		C	34,09	37,57	B77X	B777-200 Cargo	E	64,80	63,70
A321		C	34,09	44,51	A350-10		E	64,75	73,88
A32A	A320 SHARKLET	C	35,80	37,57	A350-9		E	64,75	66,89
A32B	A321 SHARKLET	C	35,80	44,51	B744		E	64,44	70,67
A32N	A320 NEO	C	35,80	37,57	A22	ANTONOV AN22	E	64,32	57,63
A32Q	A321 NEO	C	35,80	44,51	A338	A330 NEO	E	64,00	58,82
A332		E	60,30	59,00	A339	A330 NEO	E	64,00	63,66
A333		E	60,30	63,69	A345		E	63,70	67,80
A338	A330 NEO	E	64,00	58,82	A346		E	63,70	75,30
A339	A330 NEO	E	64,00	63,66	B787-10		E	62,00	69,00
A342		E	60,30	59,39	B787-8		E	62,00	57,00
A343		E	60,30	63,70	B787-9		E	62,00	63,00
A345		E	63,70	67,80	B772		E	60,90	63,70
A346		E	63,70	75,30	B773		E	60,93	73,86
A350-10		E	64,75	73,88	A332		E	60,30	59,00
A350-9		E	64,75	66,89	A333		E	60,30	63,69
A380		F	79,80	73,00	A342		E	60,30	59,39
A4F	ANTONOV A124	F	73,30	69,50	A343		E	60,30	63,70
B733 / B73C		C	28,88	33,40	IL96		E	60,11	55,35
B735		C	28,88	31,01	B764		D	51,92	61,37
B737 / B73W		C	35,70	33,60	B76W	B767-300ER	D	50,90	54,94
B738 / B73H		C	35,70	39,50	B762		D	47,57	48,51
B739		C	35,70	42,10	B763		D	47,57	54,94
B744		E	64,44	70,67	A300/A300-6		D	44,84	54,08
B748		F	68,50	76,30	A310		D	43,89	46,66
B752		D	38,05	47,32	B752		D	38,05	47,32
B753		D	38,05	54,47	B753		D	38,05	54,47
B762		D	47,57	48,51	B7M8	B737-MAX8	C	35,90	39,50
B763		D	47,57	54,94	B7M9	B737-MAX9	C	35,90	42,16
B764		D	51,92	61,37	A32A	A320 SHARKLET	C	35,80	37,57
B76W	B767-300ER	D	50,90	54,94	A32B	A321 SHARKLET	C	35,80	44,51
B77X	B777-200 Cargo	E	64,80	63,70	A32N	A320 NEO	C	35,80	37,57
B772		E	60,90	63,70	A32Q	A321 NEO	C	35,80	44,51
B773		E	60,93	73,86	B7S8	B738 - SCIMITAR	C	35,80	39,50
B777-8X	Folding wingtips	E	64,80/71,80	69,80	B737 / B73W		C	35,70	33,60
B777-9X	Folding wingtips	E	64,80/71,80	76,70	B738 / B73H		C	35,70	39,50
B77W	B777-300ER	E	64,80	73,86	B739		C	35,70	42,10
B787-10		E	62,00	69,00	A221	AIRBUS A220-100	C	35,10	35,00
B787-8		E	62,00	57,00	A223	AIRBUS A220-300	C	35,10	38,70
B787-9		E	62,00	63,00	E295	EMBRAER E195-E2	C	35,10	41,50
B7M8	B737-MAX8	C	35,90	39,50	A320		C	34,09	37,57
B7M9	B737-MAX9	C	35,90	42,16	A321		C	34,09	44,51
B7S8	B738 - SCIMITAR	C	35,80	39,50	A319		C	33,91	33,84
E170		C	26,00	29,90	E290	EMBRAER E190-E2	C	33,72	36,24
E175		C	26,00	31,68	SU9	SUKHOI 100-95	C	29,94	27,80
E190		C	28,72	36,24	B733 / B73C		C	28,88	33,40
E195		C	28,72	38,65	B735		C	28,88	31,01
E290	EMBRAER E190-E2	C	33,72	36,24	E190		C	28,72	36,24
E295	EMBRAER E195-E2	C	35,10	41,50	E195		C	28,72	38,65
IL96		E	60,11	55,35	E170		C	26,00	29,90
SU9	SUKHOI 100-95	C	29,94	27,80	E175		C	26,00	31,68

TERMINAL 2

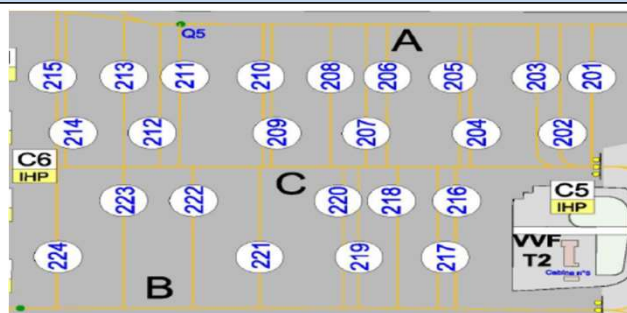
CONFIGURAZIONE AREA "100"



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q _p			
101	C			SELF M.	PUSH BACK	7	400Hz - FUEL - segnaletica self	NO: A321; 73K; 739	LUNGHEZZA
102	C			SELF M.	PUSH BACK	7	400Hz - FUEL - segnaletica self	NO: A321; 73K; 739	LUNGHEZZA
103	C			SELF M.	PUSH BACK	7	400Hz - FUEL - segnaletica self	NO: A321; 73K; 739	LUNGHEZZA
104	C			SELF M.	PUSH BACK	6	400Hz - FUEL - segnaletica self	NO: A321; 73K; 739	LUNGHEZZA
105	C			SELF M.	PUSH BACK	6	400Hz - FUEL - segnaletica self	NO: A321; 73K; 739	LUNGHEZZA
106	C			SELF M.	PUSH BACK	4;6	400Hz - FUEL - segnaletica self		
107	C		108	SELF M.	PUSH BACK	4	400Hz - FUEL - segnaletica self		
109	C		108	SELF M.	PUSH BACK	3;4	400Hz - FUEL - segnaletica self		
110	C			SELF M.	PUSH BACK	3;4	400Hz - FUEL - segnaletica self		
111	C			SELF M.	PUSH BACK	3;4	400Hz - FUEL - segnaletica self		
112	C			SELF M.	PUSH BACK	3	400Hz - FUEL - segnaletica self	NO: A321; 73K; 739	LUNGHEZZA
113	D	38		SELF M.	PUSH BACK	1	400Hz - FUEL - segnaletica self		
114	C			SELF M.	PUSH BACK	1	400Hz - FUEL - segnaletica self		
115	C			SELF M.	PUSH BACK	1	400Hz - FUEL - segnaletica self	NO: A321; 73K; 739; 738	LUNGHEZZA
116	C			SELF M.	PUSH BACK	1	400Hz - FUEL - segnaletica self		
117	C			SELF M.	PUSH BACK	1	400Hz - FUEL - segnaletica self		

TERMINAL 2

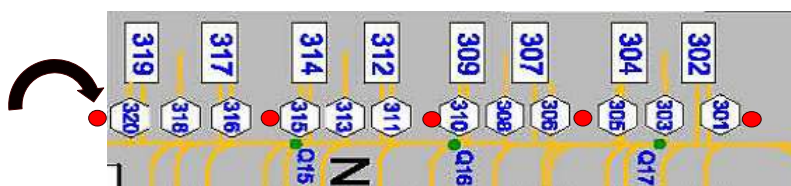
CONFIGURAZIONE AREA "200"



STAND	ICAO CODE	WS MAX	INIBISCE	NOTE OPERATIVE				DOTAZIONI	NOTE	
				INGRESSO	USCITA	A/M	Q _p			
201	C		202	SELF M.	SELF M.	C	N.A.	400Hz - FUEL - segnaletica self		
202	E		201;203	SELF M.	SELF M. PUSH BACK	C D, E	N.A. TWY	400Hz - FUEL - Segnaletica self	ABILITATA DEICING 744 STOP 1, 773 STOP 2	
203	C		202	SELF M.	SELF M.	C	N.A.	400Hz - FUEL - Segnaletica self		
204	D		205	SELF M.	SELF M. PUSH BACK	C D	N.A. TWY	400Hz - FUEL - Segnaletica self	ABILITATA DEICING SI: B764	
205	C		204	SELF M.	SELF M.	C	N.A.	400Hz - FUEL - Segnaletica self		
206	C		207	SELF M.	SELF M.	C	N.A.	400Hz - FUEL - Segnaletica self	ABILITATA DEICING	
207	E		206;208	SELF M.	SELF M. PUSH BACK	C D, E	N.A. TWY	400Hz - FUEL - Segnaletica self	744 STOP 1, 773 STOP 2	
208	C		207;209	SELF M.	SELF M.	C	N.A.	400Hz - FUEL - Segnaletica self		
209	E		208;210	SELF M.	SELF M. PUSH BACK	C D, E	N.A. 5	400Hz - FUEL - Segnaletica self	744 STOP 1, 773 STOP 2	
210	D		209	SELF M.	SELF M. PUSH BACK	C D	N.A. 5	400Hz - FUEL - Segnaletica self	SI: B764	
211	C		212	SELF M.	SELF M.	C	N.A.	400Hz - FUEL - Segnaletica self		
212	E		211;213	SELF M.	SELF M. PUSH BACK	C D, E	N.A. 5	400Hz - FUEL - Segnaletica self	744 STOP 1, 773 STOP 2	
213	C		212;214	SELF M.	SELF M.	C	N.A.	400Hz - FUEL - Segnaletica self		
214	E		213;215	SELF M.	SELF M. PUSH BACK	C D, E	N.A. 5	400Hz - FUEL - Segnaletica self	744 STOP 1, 773 STOP 2	
215	C		214	SELF M.	SELF M.	C	N.A.	400Hz - FUEL - Segnaletica self		
216	C		217	SELF M.	SELF M.	C	N.A.	400Hz - FUEL - Segnaletica self		
217	D		216;218	SELF M.	SELF M. PUSH BACK	C D	N.A. TWY	400Hz - FUEL - Segnaletica self		
218	C		217;219	SELF M.	SELF M.	C	N.A.	400Hz - FUEL - Segnaletica self		
219	D		218;220	SELF M.	SELF M. PUSH BACK	C D	N.A. TWY	400Hz - FUEL - Segnaletica self		
220	C		219	SELF M.	SELF M.	C	N.A.	400Hz - FUEL - Segnaletica self		
221	D			SELF M.	SELF M. PUSH BACK	C D	N.A. TWY	400Hz - FUEL - Segnaletica self		
222	C			SELF M.	SELF M.	C	N.A.	400Hz - FUEL - Segnaletica self		
223	C			SELF M.	SELF M.	C	N.A.	400Hz - FUEL - Segnaletica self		
224	D			SELF M.	SELF M. PUSH BACK	C D	N.A. TWY	400Hz - FUEL - Segnaletica self		
225	B	20		SELF M.	SELF M.	B	N.A.	400Hz - FUEL - Segnaletica self		

TERMINAL 1

CONFIGURAZIONE AREA "300" PUSH

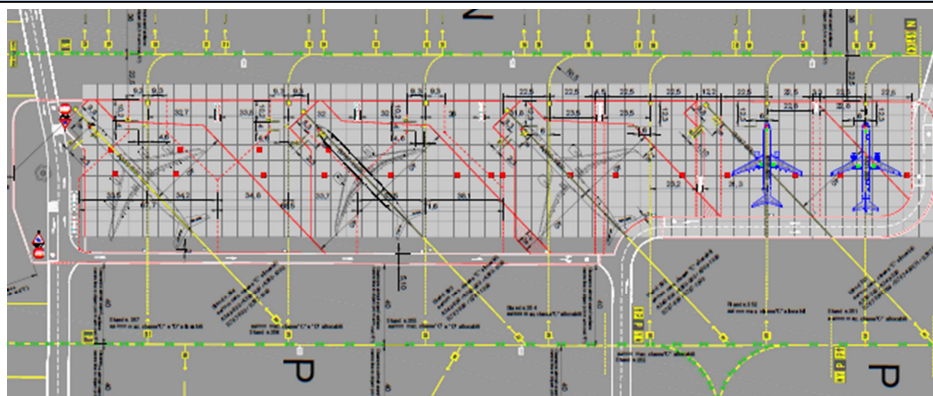


● TORRE FARO

STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q _p			
302	C	34	303;301	SELF M.	PUSH BACK	17	Segnaletica SELF		
304	C	34	305;303	SELF M.	PUSH BACK	17	Segnaletica SELF		
307	C	34	308;306	SELF M.	PUSH BACK	16	Segnaletica SELF		
309	C	34	310;308	SELF M.	PUSH BACK	16	Segnaletica SELF		
312	C	34	313;311	SELF M.	PUSH BACK	16	Segnaletica SELF		
314	C	34	315;313	SELF M.	PUSH BACK	15	Segnaletica SELF		
317	C	34	318;316	SELF M.	PUSH BACK	15	Segnaletica SELF		
319	C	34	320;318	SELF M.	PUSH BACK	15	Segnaletica SELF		
TORRE FARO				TORRE FARO			TORRE FARO		
301	C	25	302	SELF M.	PUSH/POWER BACK	17	Segnaletica SELF		
303	C	27	304;302	SELF M.	PUSH/POWER BACK	17	Segnaletica SELF		
305	C	25	304	SELF M.	PUSH/POWER BACK	17	Segnaletica SELF		
TORRE FARO				TORRE FARO			TORRE FARO		
306	C	25	307	SELF M.	PUSH/POWER BACK	17	Segnaletica SELF		
308	C	27	309;307	SELF M.	PUSH/POWER BACK	16	Segnaletica SELF		
310	C	25	309	SELF M.	PUSH/POWER BACK	16	Segnaletica SELF		
TORRE FARO				TORRE FARO			TORRE FARO		
311	C	25	312	SELF M.	PUSH/POWER BACK	16	Segnaletica SELF		
313	C	27	314;312	SELF M.	PUSH/POWER BACK	16	Segnaletica SELF		
315	C	25	314	SELF M.	PUSH/POWER BACK	15	Segnaletica SELF		
TORRE FARO				TORRE FARO			TORRE FARO		
316	C	27	317	SELF M.	PUSH/POWER BACK	15	Segnaletica SELF		
318	C	27	319;317	SELF M.	PUSH/POWER BACK	15	Segnaletica SELF		
320	C	27	319	SELF M.	PUSH/POWER BACK	15	Segnaletica SELF		
TORRE FARO				TORRE FARO			TORRE FARO		

TERMINAL 1

CONFIGURAZIONE AREA "300"



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q _P			
391	E	65	351;352	SELF MANOEUVRING	PUSH BACK	14 PRUA EST	FUEL - Segnaletica SELF	MAX LENGHT MT 62	LUNGHEZZA
351	C	36	391	SELF MANOEUVRING	SELF MANOEUVRING		400Hz - FUEL - Segnaletica SELF		
352	C	36	391	SELF MANOEUVRING	SELF MANOEUVRING		400Hz - FUEL - Segnaletica SELF		
392	E	65	353;354	SELF MANOEUVRING	PUSH BACK	14 PRUA EST	FUEL - Segnaletica SELF		
353	C	36	392	SELF MANOEUVRING	SELF MANOEUVRING		400Hz - FUEL - Segnaletica SELF		
354	C	36	392	SELF MANOEUVRING	SELF MANOEUVRING		400Hz - FUEL - Segnaletica SELF		
393	E	65	355;356	SELF MANOEUVRING	PUSH BACK	13 PRUA EST	FUEL - Segnaletica SELF		
355	D	52	393	SELF MANOEUVRING	CODE D: PUSH BACK	13 ,14 P. E.	400Hz - FUEL - Segnaletica SELF		
					CODE C: SELF MANOEUVRING				
356	D	52	393;394	SELF MANOEUVRING	CODE D: PUSH BACK	13 P. E.	400Hz - FUEL - Segnaletica SELF		
					CODE C: SELF MANOEUVRING				
394	E	65	356;357	SELF MANOEUVRING	PUSH BACK	13 PRUA EST	FUEL - Segnaletica SELF		
357	D	52	394	SELF MANOEUVRING	CODE D: PUSH BACK	13 P. E.	FUEL - Segnaletica SELF		
					CODE C: SELF MANOEUVRING				

VIETATE OPERAZIONI PUSHBACK CONTEMPORANEE

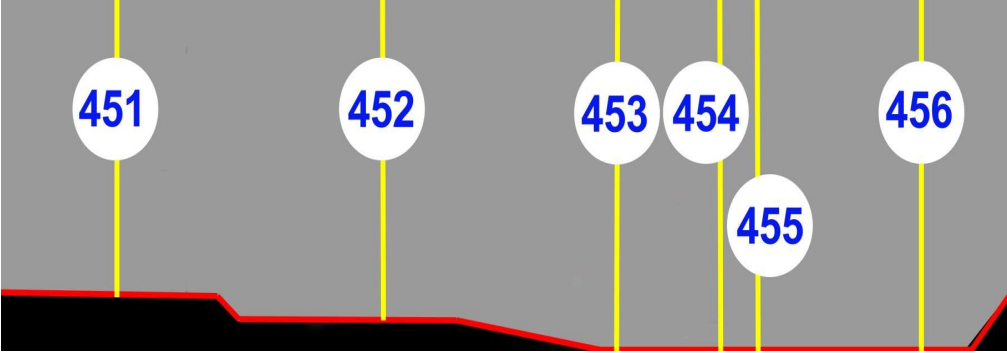
TAXI-WAY NOVEMBER LIMITATA A WINGSPAN 36 m (CODE C)

TERMINAL 1

CONFIGURAZIONE AREA "300" HANGAR

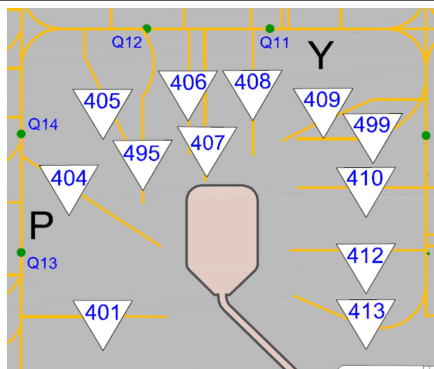


STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q _p			
330	C	29		SELF M.	PUSH BACK	Q27	Segnaletica SELF	MAX LENGHT 29,50 m	LUNGHEZZA
331	C	32	332;333	SELF M.	PUSH BACK	Q27	Segnaletica SELF	MAX LENGHT 42,00 m	LUNGHEZZA
332	C	29	331	SELF M.	PUSH BACK	Q27	Segnaletica SELF	MAX LENGHT 29,50 m	LUNGHEZZA
333	B	22	331	SELF M.	PUSH BACK	Q27	Segnaletica SELF	MAX LENGHT 22,50 m	LUNGHEZZA
334	E		335;336	SELF M.	PUSH BACK		Segnaletica SELF		
335	C		334	SELF M.	PUSH BACK		Segnaletica SELF		
336	C		334	SELF M.	PUSH BACK		Segnaletica SELF		

TERMINAL 1									
CONFIGURAZIONE AREA "400" REMOTI SELF									
									
STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q _p			
451	C	36		SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF	NO: 739, A321	LUNGHEZZA
452	C	36		SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF	NO: 739, A321	LUNGHEZZA
454	C	36	453;455	SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
456	C	36		SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
453	C	28	454	SELF MANOEUVRING			Segnaletica SELF		
455	C	28	454	SELF MANOEUVRING			Segnaletica SELF		

TERMINAL 1

CONFIGURAZIONE AREA "400" SAT NORD



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q _p			
401	E			DGS	PUSH BACK	14	DGS - FNG - 400Hz - CND - FUEL		
404	E			DGS	PUSH BACK	13/14	DGS - FNG - 400Hz - CND - FUEL	NO CODE C	STOP BAR / FINGER
405	E		495	DGS	PUSH BACK	12	DGS - FNG - 400Hz - CND - FUEL	NO 737	FINGER
495	F		405;406;407	DGS	PUSH BACK	12	DGS - FNG - 400Hz - CND - FUEL;	SOLO A380	
406	D	48	407;495	DGS	PUSH BACK	12	DGS - FNG - 400Hz - CND - FUEL	MAX B763 (NO WINGLETS)	WS
407	E		406;408;495	DGS	PUSH BACK	12	DGS - FNG - 400Hz - CND - FUEL	NO: 742,744,773 781,345,346,351,359	LUNGHEZZA
408	D	48	407	DGS	PUSH BACK	11	DGS - FNG - 400Hz - CND - FUEL	MAX B763 (NO WINGLETS)	WS
409	E		499	DGS	PUSH BACK	10	DGS - FNG - 400Hz - CND - FUEL	NO 737	FINGER
499	F		409;410	DGS	PUSH BACK	10	DGS - FNG - 400Hz - CND - FUEL	SOLO A380	
410	D	38	499	DGS	PUSH BACK	10	DGS - FNG - 400Hz - CND - FUEL	MAX B753	WS
412	D			DGS	PUSH BACK	10	DGS - FNG - 400Hz - CND - FUEL		
413	D			DGS	PUSH BACK	10	DGS - FNG - 400Hz - CND - FUEL		

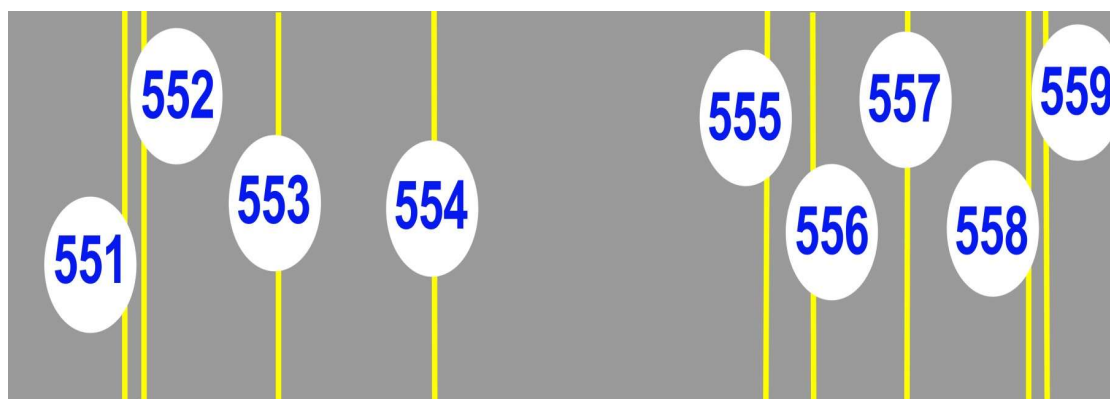
NO ATR, CRJ, DASH 8, SUKHOI AL SATELLITE PER PROBLEMI AGGANCIO FINGER

A/C		WS	L	401 E	404 E	405 E	495 F	406 D 48 m	407 E	408 D 48 m	409 E	499 F	410 D 38 m	412 D	413 D	A/C
E170	C	26,00	29,90	-	-	-		-	-	-	-		●	-	●	E170
E175	C	26,00	31,68	-	-	-		-	-	-	-		●	-	●	E175
E190	C	28,72	36,24	-	●	-		-	-	-	-		●	-	●	E190
E195	C	28,72	38,65	-	●	-		-	-	-	-		●	-	●	E195
E290	C	33,72	36,24	-	□	-		-	-	-	-		□	-	□	E290
A221	C	35,10	35,00	-	-	-		●	-	-	-		●	●	●	A221
A223	C	35,10	38,70	-	-	-		●	-	-	-		●	●	●	A223
A318	C	34,10	31,44	-	-	-		-	-	-	-		-	-	-	A318
A319	C	34,10	33,84	●	●	●		●	-	●	●		●	●	●	A319
A320	C	34,10	37,57	●	●	●		●	-	●	●		●	●	●	A320
A32A / A32N	C	35,80	37,57	□	□	□		□	-	□	□		□	□	□	A32A
A321	C	34,10	44,51	●	●	●		●	-	●	●		●	●	●	A321
A32B / A32Q	C	35,80	44,51	□	□	□		□	-	□	□		□	□	□	A32B
B733 / B73C	C	28,88	33,40	□	□	□		□	-	□	□		□	□	□	B733
B735	C	28,88	31,01	□	□	□		□	-	□	□		□	□	□	B735
B738 / B73H	C	34,31	39,47	□	□	□		□	-	□	□		□	□	□	B738 / B73H
B737 / B73W	C	35,70	33,60	□	□	□		□	-	□	□		□	□	□	B737 / B73W
B7S8	C	35,80	39,50	□	□	□		□	-	□	□		□	□	□	B7S8
B7M8	C	35,90	39,50	□	□	□		□	-	□	□		□	□	□	B7M8
B739	C	35,80	42,10	□	□	□		□	-	□	□		□	□	□	B739
B752	D	38,05	47,32	□	□	□		□	-	□	□		□	□	□	B752
B753	D	38,05	54,47	□	□	□		□	-	□	□		□	□	□	B753
A310	D	43,89	46,66	●	●	●		●	-	●	●			●	●	A310
A300	D	44,84	54,10	●	□	●		●	-	●	●			●	●	A300
A300/6	D	44,84	54,08	□	●	-		-	-	-	-			-	-	A300/6
B762	D	47,57	48,51	□	□	□		●	-	●	●			●	●	B762
B763	D	47,57	54,94	□	□	□		●	-	●	●			●	●	B763
B763 W	D	50,90	54,94	□	□	●					●			●	●	B763 W
B764	D	51,92	64,37	□	●	□					●			●	●	B764
A332	E	60,30	59,00	□	□	□					□					A332
A333	E	60,30	63,69	□	□	□					□					A333
A342	E	60,30	59,39	●	●	●					●					A342
A343	E	60,30	63,70	●	●	●					●					A343
B772	E	60,93	63,73	●	●	●					●					B772
B773	E	60,93	73,86	●	●	●					●					B773
B773 W	E	64,80	73,86	□	□	□					□					B773 W
B787-8	E	62,00	57,00	□	●	●			●		□					B787-8
B787-9	E	62,00	63,00	□	●	●			●		□					B787-9
B787-10	E	62,00	69,00	□	●	●					□					B787-10
A345	E	63,70	67,80	●	●	●					●					A345
A346	E	63,70	75,30	●	●	●					●					A346
B744	E	64,44	70,67	□	●	●					□					B744
A350-9	E	64,75	66,89	□	●	●					●					A350-9
A350-10	E	64,75	73,88	□	●	●					●					A350-10
A380	F	79,80	73,00				●					●				A380

-	A/M allocabile, stop non presente
●	A/M allocabile, stop dedicato presente relativamente alla tipologia macchina (es B762;B763;B763W;B764)
□	A/M allocabile, stop generico presente relativo alla famiglia generica della macchina (es A330, B767)
	A/M NON allocabile

TERMINAL 1

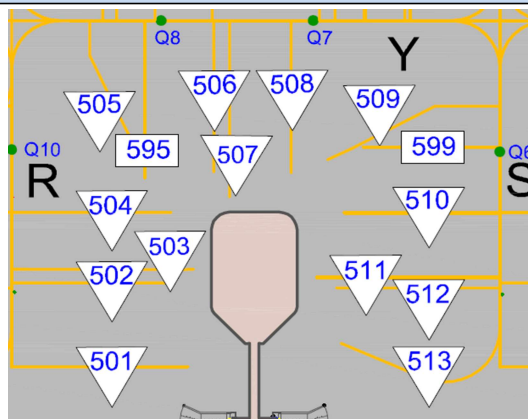
CONFIGURAZIONE AREA "500" REMOTI SELF



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q _p			
552	C	36	551;553	SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
554	C	36		SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
556	C	36	555;557	SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
558	C	34	557;559	SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
551	C	28	552	SELF MANOEUVRING			Segnaletica SELF		
553	C	28	552	SELF MANOEUVRING			Segnaletica SELF		
555	C	28	556	SELF MANOEUVRING			Segnaletica SELF		
557	C	28	556;558	SELF MANOEUVRING			Segnaletica SELF		
559	C	28	558	SELF MANOEUVRING			Segnaletica SELF		

TERMINAL 1

CONFIGURAZIONE AREA "500" SAT B



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Qp			
501	E			DGS	PUSH BACK	10	DGS - FNG - 400Hz - CND - FUEL	NO 346,359,351	LUNGHEZZA / OVERSTEERING
502	D	48	503	DGS	PUSH BACK	10	DGS - FNG - 400Hz - CND - FUEL	MAX B763 (NO WINGLETS) NO: B757	WS FINGER
503	E		502;504	DGS	PUSH BACK	10	DGS - FNG - 400Hz - CND - FUEL	NO: 773,773W,346	LUNGHEZZA
504	D	38	503;595	DGS	PUSH BACK	10	DGS - FNG - 400Hz - CND - FUEL		
505	E		595	DGS	PUSH BACK	8	DGS - FNG - 400Hz - CND - FUEL	NO: B757	FINGER
595	F		504;505; 506;507	SELF + MARSHALL	PUSH BACK	8	FNG - 400Hz - CND - FUEL	SOLO A380	
506	D	48	507;595	DGS	PUSH BACK	8	DGS - FNG - 400Hz - CND - FUEL	MAX B763 (NO WINGLETS)	WS
507	E	61	506;508;595	DGS	PUSH BACK	8	DGS - FNG - 400Hz - CND - FUEL	NO: 773,345,346,744,359	LUNGHEZZA
508	D	48	507;599	DGS	PUSH BACK	7	DGS - FNG - 400Hz - CND - FUEL	MAX B763 (NO WINGLETS)	WS
509	E		599	DGS	PUSH BACK	6	DGS - FNG - 400Hz - CND - FUEL		
599	F		508;509; 510	SELF + MARSHALL	PUSH BACK	6	FNG - 400Hz - CND - FUEL	SOLO A380	
510	D	38	599	DGS	PUSH BACK	6	DGS - FNG - 400Hz - CND - FUEL		
511	C		512	DGS	PUSH BACK	6	DGS - FNG - 400Hz - CND - FUEL		
512	D		511	DGS	PUSH BACK	6	DGS - FNG - 400Hz - CND - FUEL		
513	D			DGS	PUSH BACK	6	DGS - FNG - 400Hz - CND - FUEL		

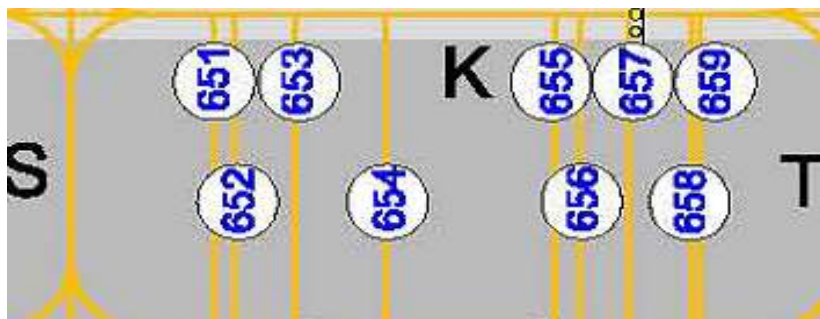
NO ATR, CRJ, DASH 8, SUKHOI AL SATELLITE PER PROBLEMI AGGANCIO FINGER

A/C		w/s	L	501	502	503	504	505	595	506	507	508	509	599	510	511	512	513	A/C
				E	D	E	D	E	F	D	E	D	E	F	D	C	D	D	
					48 m		38 m			48 m	61 m	48 m			38 m				
E170	C	26,00	29,90	-	-	-	●	-		-	-	-	-		●	●	-	●	E170
E175	C	26,00	31,68	-	-	-	●	-		-	-	-	-		●	●	-	●	E175
E190	C	28,72	36,24	-	-	-	●	-		-	-	-	-		●	●	-	●	E190
E195	C	28,72	38,65	-	-	-	●	-		-	-	-	-		●	●	-	●	E195
E290	C	33,72	36,24	-	-	-	□	-		-	-	-	-		□	□	-	□	E290
A221	C	35,10	35,00	-	●	-	●	-		-	-	●	-		●	●	-	●	A221
A223	C	35,10	38,70	-	●	-	●	-		-	-	●	-		●	●	-	●	A223
A318	C	34,10	31,44	-	-	-	-	-		-	-	-	-	-	-	-	-	-	A318
A319	C	34,10	33,84	●	●	-	●	●		●	-	●	●		●	●	-	●	A319
A320	C	34,10	37,57	●	●	-	●	●		●	-	●	●		●	●	-	●	A320
A32A / A32N	C	35,80	37,57	□	□	-	□	□		□	-	□	□		□	□	-	□	A32A / A32N
A321	C	34,10	44,51	●	●	-	●	●		●	-	●	●		●	●	-	●	A321
A32B / A32Q	C	35,80	44,51	□	□	-	□	□		□	-	□	□		□	□	-	□	A32B / A32Q
B733 / B73C	C	28,88	33,40	□	□	-	□	□		□	-	□	□		□	□	-	□	B733 / B73C
B735	C	28,88	31,01	□	□	-	□	□		□	-	□	□		□	□	-	□	B735
B738 / B73H	C	34,31	39,47	□	□	-	□	□		□	-	□	□		□	□	-	□	B738 / B73H
B737 / B73W	C	35,70	33,60	□	□	-	□	□		□	-	□	□		□	□	-	□	B737 / B73W
B7S8	C	35,80	39,50	□	□	-	□	□		□	-	□	□		□	□	-	□	B7S8
B7M8	C	35,90	39,50	□	□	-	□	□		□	-	□	□		□	□	-	□	B7M8
B739	C	35,80	42,10	□	□	-	□	□		□	-	□	□		□	□	-	□	B739
B752	D	38,05	47,32	□	□	-	□	□		□	-	□	□		□		□	□	B752
B753	D	38,05	54,47	□	□	-	□	□		□	-	□	□		□		□	□	B753
A310	D	43,89	46,66	●	●	-		●		●	-	●	●				●	●	A310
A300	D	44,84	54,10	●	●	-		●		●	-	●	●				●	●	A300
A300/6	D	44,84	54,08	-	-	-		-		-	-	-	-				-	●	A300/6
B762	D	47,57	48,51	●	□	●		●		●	●	●	●				●	●	B762
B763	D	47,57	54,94	●	□	●		●		●	●	●	●				●	●	B763
B763 W	D	50,90	54,94	-		●		●			●		●				●	●	B763 W
B764	D	51,92	64,37	●		●		●			●		●				●	●	B764
A332	E	60,30	59,00	□		□		□			●		□						A332
A333	E	60,30	63,69	□		□		□			●		□						A333
A342	E	60,30	59,39	●		●		□			●		●						A342
A343	E	60,30	63,70	●		●		□			●		●						A343
B772	E	60,93	63,73	●		●		□			●		●						B772
B773	E	60,93	73,86	●				□					●						B773
B773 W	E	64,80	73,86	□				□					□						B773 W
B787-8	E	62,00	57,00	□		-		□			□		□						B787-8
B787-9	E	62,00	63,00	□		-		□			□		□						B787-9
B787-10	E	62,00	69,00	□				□					□						B787-10
A345	E	63,70	67,80	●		●		□					●						A345
A346	E	63,70	75,30	●				●					●						A346
B744	E	64,44	70,67	□		□		□					□						B744
A350-9	E	64,75	66,89	●		●		●					●						A350-9
A350-10	E	64,75	73,88	●				●					●						A350-10
A380	F	79,80	73,00						●					●					A380

-	A/M allocabile, stop non presente
●	A/M allocabile, stop dedicato presente relativamente alla tipologia macchina (es B762;B763;B763W;B764)
□	A/M allocabile, stop generico presente relativo alla famiglia generica della macchina (es A330, B767)
	A/M NON allocabile
●	A/M A359 - stop bar Oversteering in uscita. Clearance Stand ok A/M A346 No Push Back in uscita con A/M in Stand 413. Clearance Stand ok.

TERMINAL 1

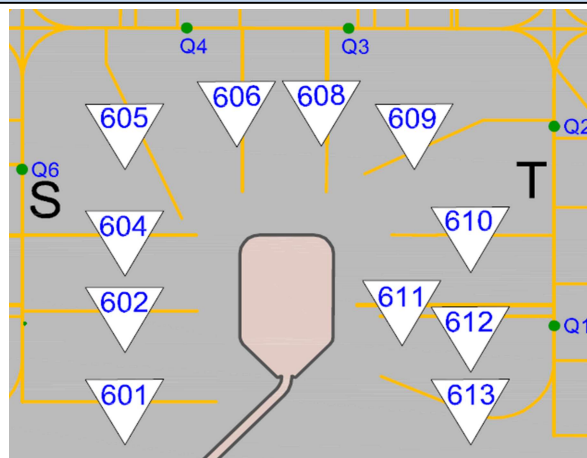
CONFIGURAZIONE AREA "600" REMOTI SELF



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q _p			
652	C	36	651;653	SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
654	C	36		SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
656	C	36	655;657	SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
658	C	34	657;659	SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
651	C	28	652	SELF MANOEUVRING			Segnaletica SELF		
653	C	28	652	SELF MANOEUVRING			Segnaletica SELF		
655	C	28	656	SELF MANOEUVRING			Segnaletica SELF		
657	C	28	656;658	SELF MANOEUVRING			Segnaletica SELF		
659	C	28	658	SELF MANOEUVRING			Segnaletica SELF		

TERMINAL 1

CONFIGURAZIONE AREA "600" SAT A



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE				DOTAZIONI	NOTE	
				INGRESSO	USCITA	A/M	Q _p			
601	D	40		DGS	PUSH BACK		6	DGS - FNG - 400Hz - CND - FUEL		
602	D	48		DGS	PUSH BACK		6	DGS - FNG - 400Hz - CND - FUEL		
604	D	45		DGS	PUSH BACK		6	DGS - FNG - 400Hz - CND - FUEL	NO: B753	LUNGHEZZA
605	E			DGS	PUSH BACK		4	DGS - FNG - 400Hz - CND - FUEL		
606	D	48		DGS	PUSH BACK		4	DGS - FNG - 400Hz - CND - FUEL		
608	D	48		DGS	PUSH BACK		3	DGS - FNG - 400Hz - CND - FUEL		
609	E			DGS	PUSH BACK		2	DGS - FNG - 400Hz - CND - FUEL		
610	D	45		DGS	PUSH BACK		2	DGS - FNG - 400Hz - CND - FUEL	NO: 753	LUNGHEZZA
611	C		612	DGS	PUSH BACK		1	DGS - FNG - 400Hz - CND - FUEL		
612	D		611	DGS	PUSH BACK	D	2	DGS - FNG - 400Hz - CND - FUEL	NO: B767	WS
						C	1			
613	D			DGS	PUSH BACK	D	2	DGS - FNG - 400Hz - CND - FUEL		
						C	1			

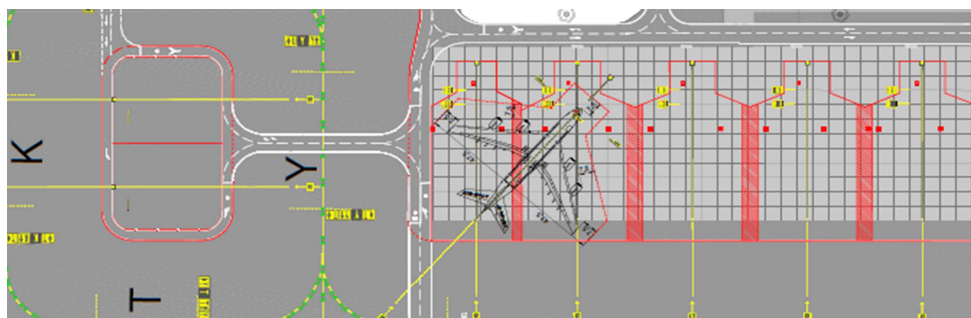
NO ATR, CRJ, DASH 8, SUKHOI AL SATELLITE PER PROBLEMI AGGANCIO FINGER

A/C		w/s	L	601	602	604	605	606	608	609	610	611	612	613	A/C
				D	D	D	E	D	D	E	D	C	D	D	
				40 m	48 m	45 m		48 m	48 m		45 m				
E170	C	26,00	29,90	●	●	●	●	●	●	●	●	●	-	●	E170
E175	C	26,00	31,68	●	●	●	●	●	●	●	●	●	-	●	E175
E190	C	28,72	36,24	●	●	●	●	●	●	●	●	●	-	●	E190
E195	C	28,72	38,65	●	●	●	●	●	●	●	●	●	-	●	E195
E290	C	33,72	36,24	□	□	□	□	□	□	□	□	□	-	□	E290
A221	C	35,10	35,00	●	●	●	●	●	●	●	●	●	-	●	A221
A223	C	35,10	38,70	●	●	●	●	●	●	●	●	●	-	●	A223
A318	C	34,10	31,44	●	●	●	●	●	●	●	●	●	-	●	A318
A319	C	34,10	33,84	●	●	●	●	●	●	●	●	●	-	●	A319
A320	C	34,10	37,57	●	●	●	●	●	●	●	●	●	-	●	A320
A32A / A32N	C	35,80	37,57	□	□	□	□	□	□	□	□	□	-	□	A32A / A32N
A321	C	34,10	44,51	●	●	●	●	●	●	●	●	●	-	●	A321
A32B / A32Q	C	35,80	44,51	□	□	□	□	□	□	□	□	□	-	□	A32B / A32Q
B733 / B73C	C	28,88	33,40	●	●	●	●	●	●	●	●	●	-	●	B733
B735	C	28,88	31,01	●	●	●	●	●	●	●	●	●	-	●	B735
B738 / B73H	C	34,31	39,47	●	●	●	●	●	●	●	●	●	-	●	B738
B737 / B73W	C	35,70	33,60	●	●	●	●	●	●	●	●	●	-	●	B738
B7S8	C	35,80	39,50	□	□	□	□	□	□	□	□	□	-	□	B7S8
B7M8	C	35,90	39,50	□	□	□	□	□	□	□	□	□	-	□	B7M8
B739	C	35,80	42,10	□	-	-	□	●	●	□	□	-	-	-	B739
B752	D	38,05	47,32	●	●	□	□	□	●	□	□		□	●	B752
B753	D	38,05	54,47	●	●	□	□	□	●	□	□		□	●	B753
A310	D	43,89	46,66	●	●	●	●	●	●	●	●		●	●	A310
A300	D	44,84	54,10	●	●	-	●	●	●	●	●		●	●	A300
A300/6	D	44,84	54,08	●	●	-	●	●	●	●	●		●	●	A300/6
B762	D	47,57	48,51		●		□	●	●	□			-	●	B762
B763	D	47,57	54,94		●		□	●	●	□			-	●	B763
B763 W	D	50,90	54,94				□			□			-	□	B763 W
B764	D	51,92	64,37				□			●			-	●	B764
A332	E	60,30	59,00				□			□					A332
A333	E	60,30	63,69				□			□					A333
A342	E	60,30	59,39				□			□					A342
A343	E	60,30	63,70				□			□					A343
B772	E	60,93	63,73				●			●					B772
B773	E	60,93	73,86				●			●					B773
B787-8	E	62,00	57,00				□			□					B787-8
B787-9	E	62,00	63,00				□			□					B787-9
B787-10	E	62,00	69,00				□								B787-10
A345	E	63,70	67,80				□			□					A345
A346	E	63,70	75,30				□			□					A346
B744	E	64,44	70,67				□			□					B744
A350-9	E	64,75	66,89				●			●					A350-9
A350-10	E	64,75	73,88				●								A350-10

-	A/M allocabile, stop non presente
●	A/M allocabile, stop dedicato presente relativamente alla tipologia macchina (es B762;B763;B763W;B764)
□	A/M allocabile, stop generico presente relativo alla famiglia generica della macchina (es A330, B767)
	A/M NON allocabile

TERMINAL 1

CONFIGURAZIONE AREA "600" PUSH, 661 E 662 SELF



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE				DOTAZIONI	NOTE	
				INGRESSO	USCITA	A/M	Q _p			
621	C	34		SELF M.	PUSH BACK		2	400Hz - FUEL - Segnaletica SELF		
699	F		621;622	SELF + MARSHALL	PUSH BACK		2	-	SOLO A380	
622	D	48		SELF M.	PUSH BACK		2	400Hz - FUEL - Segnaletica SELF		
623	D	48		SELF M.	PUSH BACK		2	400Hz - FUEL - Segnaletica SELF		
624	D	48		SELF M.	PUSH BACK	D	2	400Hz - FUEL - Segnaletica SELF		
						C	1			
625	D	43		SELF M.	PUSH BACK	D	2	400Hz - FUEL - Segnaletica SELF		
						C	1			
661	C			SELF M.				Segnaletica SELF		
662	C			SELF M.				Segnaletica SELF		

622, 623, 624, max B 767-300; NO 763W

TERMINAL 1

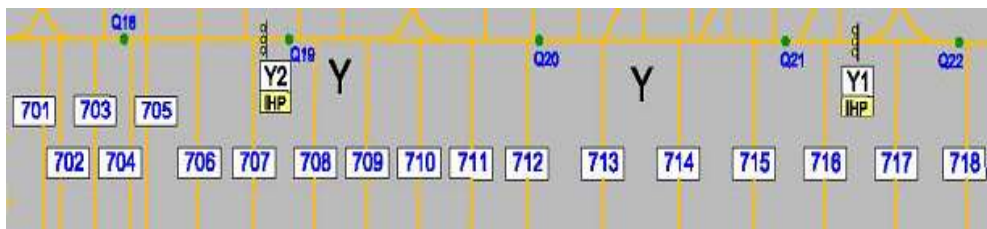
CONFIGURAZIONE AREA "700" REMOTI SELF



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q _p			
751	C	34		SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
752	C	34		SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
753	C	34		SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
754	C	34		SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
755	C	34		SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
756	C	33,3		SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
757	C	34		SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
758	C	34		SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
759	C	34		SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
760	C	34	791	SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
761	C	34	791	SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
762	C	34	791;792	SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
763	C	34	792	SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		
764	C	34	793	SELF MANOEUVRING			400Hz - FUEL - Segnaletica SELF		

TERMINAL 1

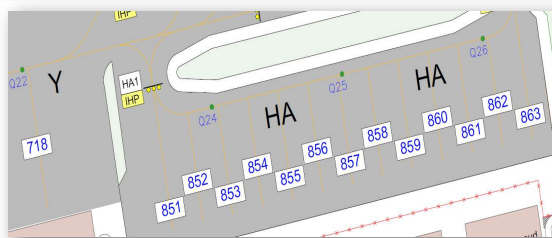
CONFIGURAZIONE AREA "700" PUSH



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q _p			
701	C	34	702	SELF MANOEUVRING	PUSH BACK	18	400Hz - FUEL - Segnaletica SELF		
702	E		701;703	SELF MANOEUVRING	PUSH BACK	18	400Hz - FUEL - Segnaletica SELF		
703	D		702;704	SELF MANOEUVRING	PUSH BACK	18	400Hz - FUEL - Segnaletica SELF		
704	E		703;705	SELF MANOEUVRING	PUSH BACK	18	400Hz - FUEL - Segnaletica SELF		
705	C	34	704	SELF MANOEUVRING	PUSH BACK	18	400Hz - FUEL - Segnaletica SELF		
706	D			SELF MANOEUVRING	PUSH BACK	18	400Hz - FUEL - Segnaletica SELF		
707	D			SELF MANOEUVRING	PUSH BACK	18;19	400Hz - FUEL - Segnaletica SELF		
708	D	48		SELF MANOEUVRING	PUSH BACK	19	400Hz - FUEL - Segnaletica SELF	NO 763W	WS
709	D	48		SELF MANOEUVRING	PUSH BACK	19	400Hz - FUEL - Segnaletica SELF	NO 763W	WS
710	D	48		SELF MANOEUVRING	PUSH BACK	19;20	400Hz - FUEL - Segnaletica SELF	NO 763W	WS
711	D	48		SELF MANOEUVRING	PUSH BACK	20	400Hz - FUEL - Segnaletica SELF	NO 763W	WS
712	E			SELF MANOEUVRING	PUSH BACK	20	400Hz - FUEL - Segnaletica SELF		
713	E			SELF MANOEUVRING	PUSH BACK	20	400Hz - FUEL - Segnaletica SELF		
714	E			SELF MANOEUVRING	PUSH BACK	20;21	400Hz - FUEL - Segnaletica SELF	SI B748(code F)	
715	E			SELF MANOEUVRING	PUSH BACK	21	400Hz - FUEL - Segnaletica SELF		
716	E			SELF MANOEUVRING	PUSH BACK	21;22	400Hz - FUEL - Segnaletica SELF	SI B748(code F)	
717	E			SELF MANOEUVRING	PUSH BACK	21;22	400Hz - FUEL - Segnaletica SELF	NO B748, A346	LUNGHEZZA

TERMINAL 1

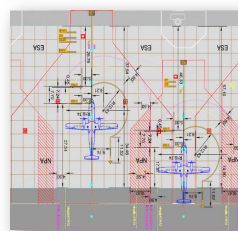
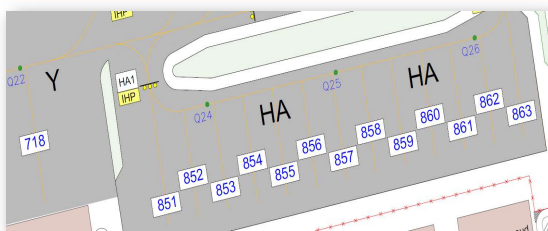
CONFIGURAZIONE AREA "800" PUSH



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q _P			
851	F	74	852	SELF MANOEUVRING	PUSH BACK	24	400Hz - FUEL - Segnaletica SELF	MAX AN124	
	D	40,5		SELF MANOEUVRING	PUSH BACK	24	400Hz - FUEL - Segnaletica SELF		
852	D	40,5	851;853 (se usati con a/c ws > 40,5)	SELF MANOEUVRING	PUSH BACK	24	400Hz - FUEL - Segnaletica SELF		
853	F	69	852;854	SELF MANOEUVRING	PUSH BACK	24	400Hz - FUEL - Segnaletica SELF	MAX B748	
	D	40,5		SELF MANOEUVRING	PUSH BACK	24	400Hz - FUEL - Segnaletica SELF		
854	D	40,5	853;855 (se usati con a/c ws > 40,5)	SELF MANOEUVRING	PUSH BACK	24	400Hz - FUEL - Segnaletica SELF		
855	F	69	854;856	SELF MANOEUVRING	PUSH BACK	24;25	400Hz - FUEL - Segnaletica SELF	MAX B748	
	D	40,5		SELF MANOEUVRING	PUSH BACK	24;25	400Hz - FUEL - Segnaletica SELF		
856	D	40,5	855;857 (se usati con a/c ws > 40,5)	SELF MANOEUVRING	PUSH BACK	25	400Hz - FUEL - Segnaletica SELF		
857	F	69	856;858	SELF MANOEUVRING	PUSH BACK	25	400Hz - FUEL - Segnaletica SELF	MAX B748	
	D	40,5		SELF MANOEUVRING	PUSH BACK	25	400Hz - FUEL - Segnaletica SELF		
858	D	40,5	857;859 (se usati con a/c ws > 40,5)	SELF MANOEUVRING	PUSH BACK	25	400Hz - FUEL - Segnaletica SELF		
859	F	69	858;860	SELF MANOEUVRING	PUSH BACK	25	400Hz - FUEL - Segnaletica SELF	MAX B748	
	D	40,5		SELF MANOEUVRING	PUSH BACK	25	400Hz - FUEL - Segnaletica SELF		
860	D	40,5	859;861 (se usati con a/c ws > 40,5)	SELF MANOEUVRING	PUSH BACK	25;26	400Hz - FUEL - Segnaletica SELF		
861	F	69	860;862	SELF MANOEUVRING	PUSH BACK	26	400Hz - FUEL - Segnaletica SELF	MAX B748	
	D	40,5		SELF MANOEUVRING	PUSH BACK	26	400Hz - FUEL - Segnaletica SELF		
862	D	40,5	861;863 (se usati con a/c ws > 40,5)	SELF MANOEUVRING	PUSH BACK	26	400Hz - FUEL - Segnaletica SELF		
863	F	69	862	SELF MANOEUVRING	PUSH BACK	26	400Hz - FUEL - Segnaletica SELF	MAX AN124	
	D	40,5		SELF MANOEUVRING	PUSH BACK	26	400Hz - FUEL - Segnaletica SELF		
Nota	La sosta negli stand pari, inibisce la sosta negli stand dispari adiacenti dei code E e dei code D con WS > 40,50m. È quindi possibile utilizzare piazzole adiacenti con a/m con WS < 40,5 (es. 851,852,853 con B753)								

TERMINAL 1

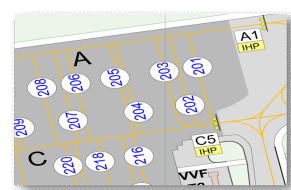
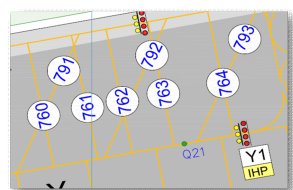
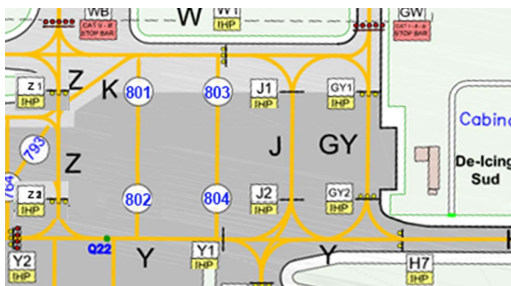
CONFIGURAZIONE AREA "800" PUSH MODALITA' ATR



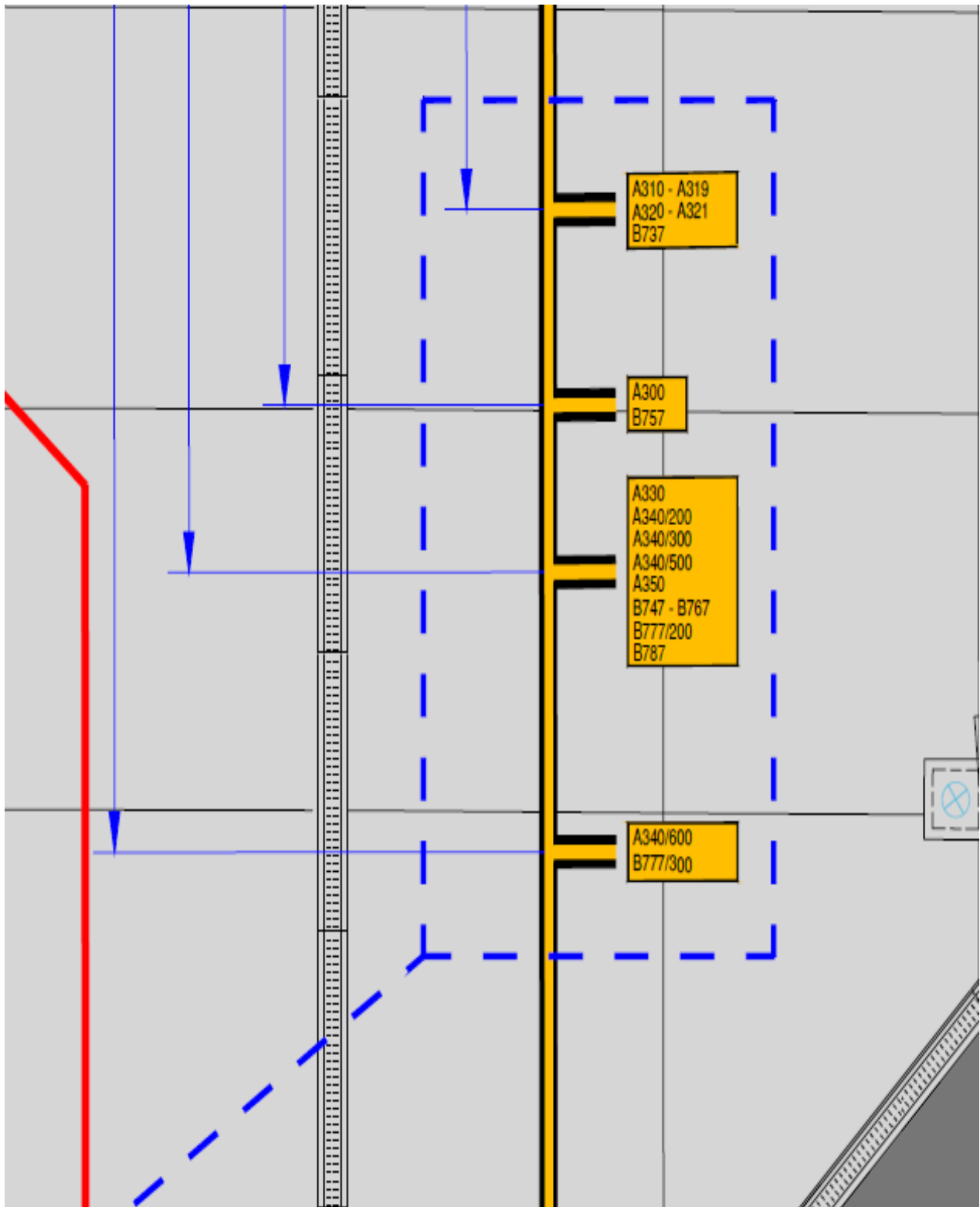
STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q _p			
853	F	69	❶	SELF MANOEUVRING	SELF MANOEUVRING		400Hz - FUEL -Segnaletica SELF	MODALITA' ATR42/72	
			852;854	SELF MANOEUVRING	PUSH BACK	24	400Hz - FUEL -Segnaletica SELF	MAX B748	
854	D	40	853;855	SELF MANOEUVRING	PUSH BACK	24	400Hz - FUEL -Segnaletica SELF	MAX B753	
855	F	69	❷	SELF MANOEUVRING	SELF MANOEUVRING		400Hz - FUEL -Segnaletica SELF	MODALITA' ATR42/72	
			854;856	SELF MANOEUVRING	PUSH BACK	24;25	400Hz - FUEL -Segnaletica SELF	MAX B748	
856	D	40	❸	SELF MANOEUVRING	SELF MANOEUVRING		400Hz - FUEL -Segnaletica SELF	MODALITA' ATR42/72	
			855;857	SELF MANOEUVRING	PUSH BACK	25	400Hz - FUEL -Segnaletica SELF	MAX B753	
857	F	69	❹	SELF MANOEUVRING	SELF MANOEUVRING		400Hz - FUEL -Segnaletica SELF	MODALITA' ATR42/72	
			856;858	SELF MANOEUVRING	PUSH BACK	25	400Hz - FUEL -Segnaletica SELF	MAX B748	
❶	SE 853 UTILIZZATO PER ATR42/72 , <u>NON</u> INIBISCE LO STAND : 854								
❷	SE 855 UTILIZZATO PER ATR42/72				- INIBISCE STAND 854				
					- NON INIBISCE STAND 856 SE 856 UTILIZZATO CON ATR42/72 - INIBISCE STAND 856 SE 856 UTILIZZATO CON ALTRI AAMM				
❸	SE 856 UTILIZZATO PER ATR42/72				- NON INIBISCE STAND 855 E 857 <u>SOLO SE USATI</u> ANCH'ESSI IN MODALITA' ATR42/72				
❹	SE 857 UTILIZZATO PER ATR42/72				- NON INIBISCE STAND 856 SE 856 UTILIZZATO CON ATR42/72 INIBISCE STAND 856 SE 856 UTILIZZATO CON ALTRI AAMM				
VIETATE OPERAZIONI DI MOVIMENTAZIONE CONTEMPORANEA DI ATR									

TERMINAL 1/2

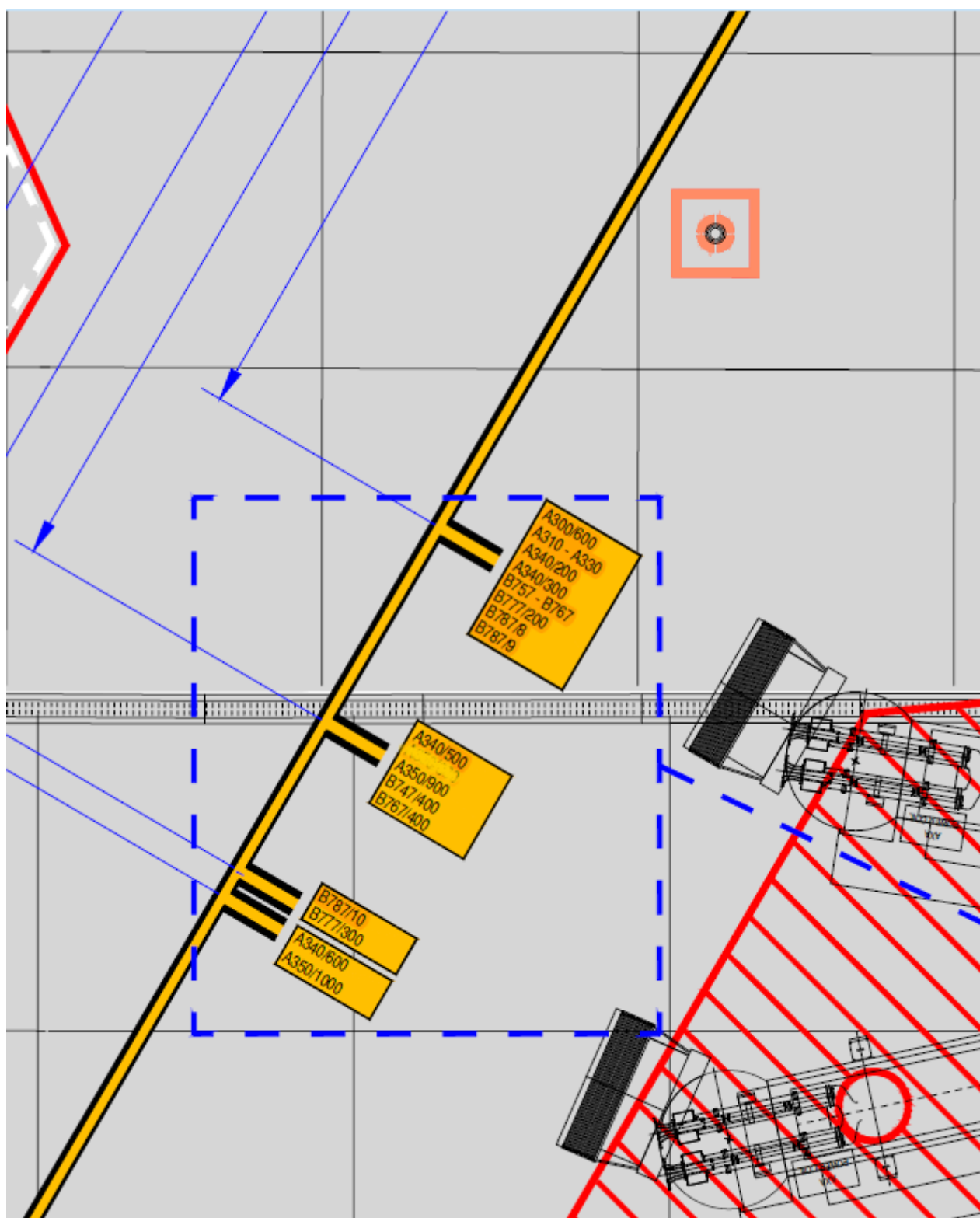
CONFIGURAZIONE BAIA DE ICING



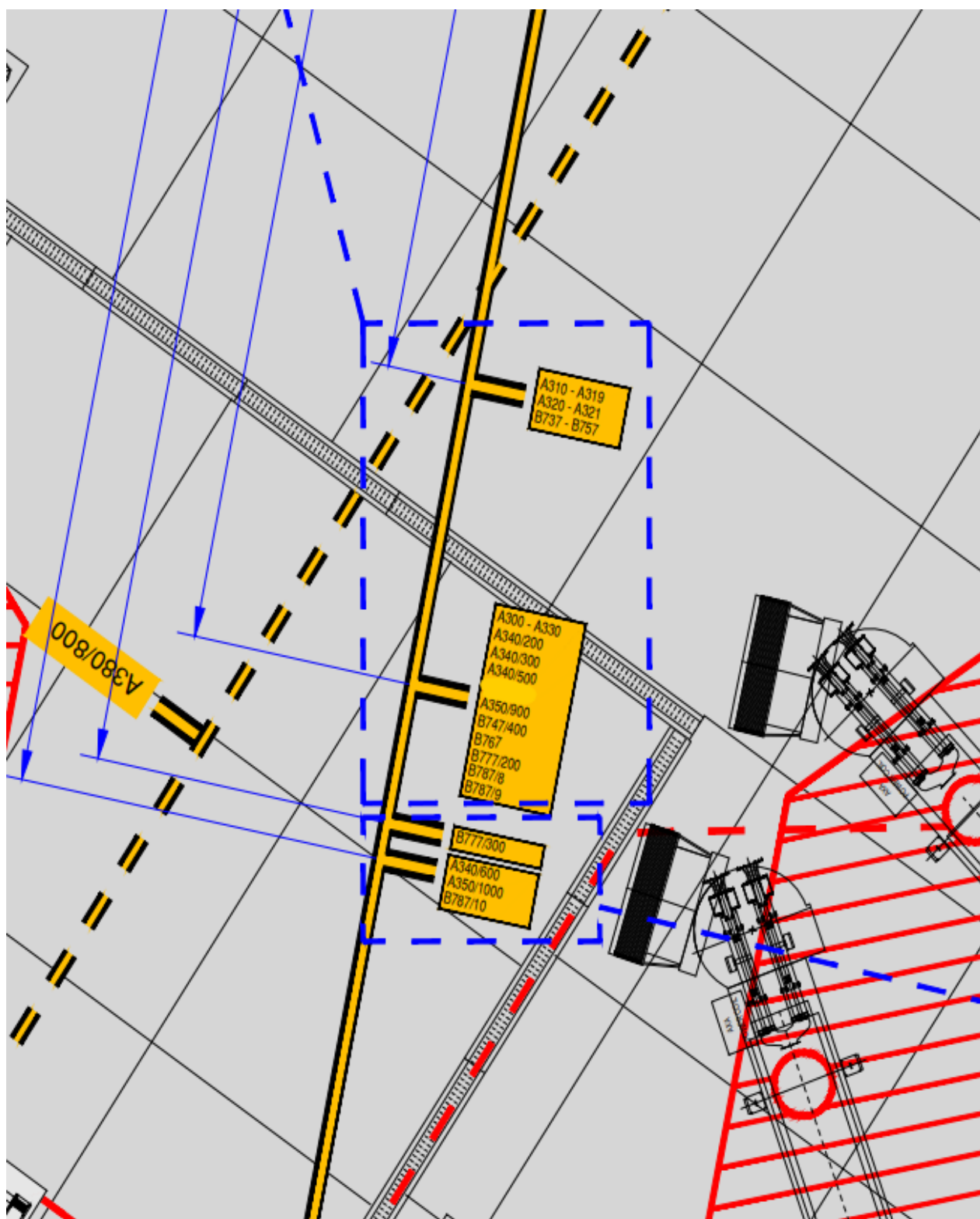
STAND 401



STAND 404

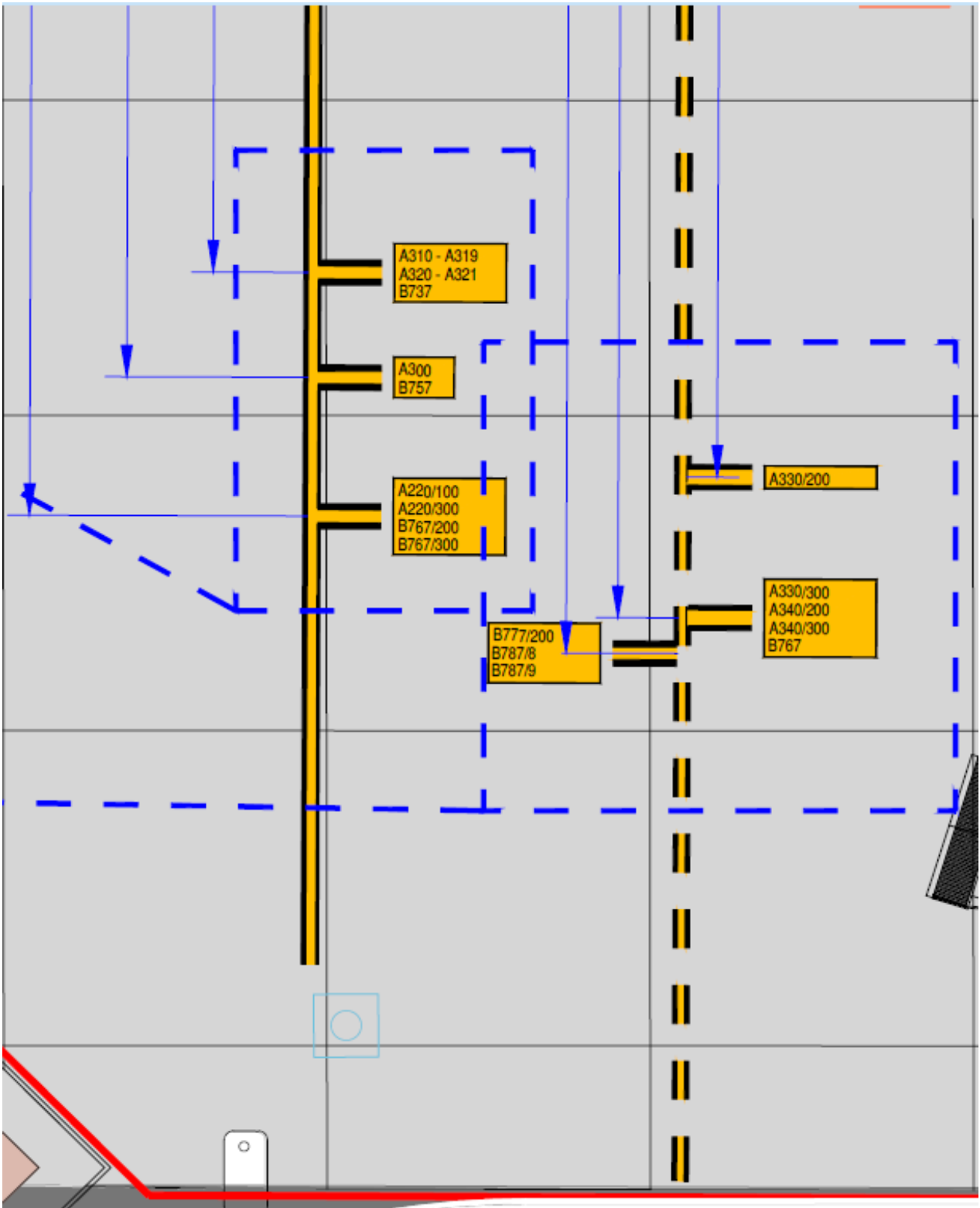


STAND 405

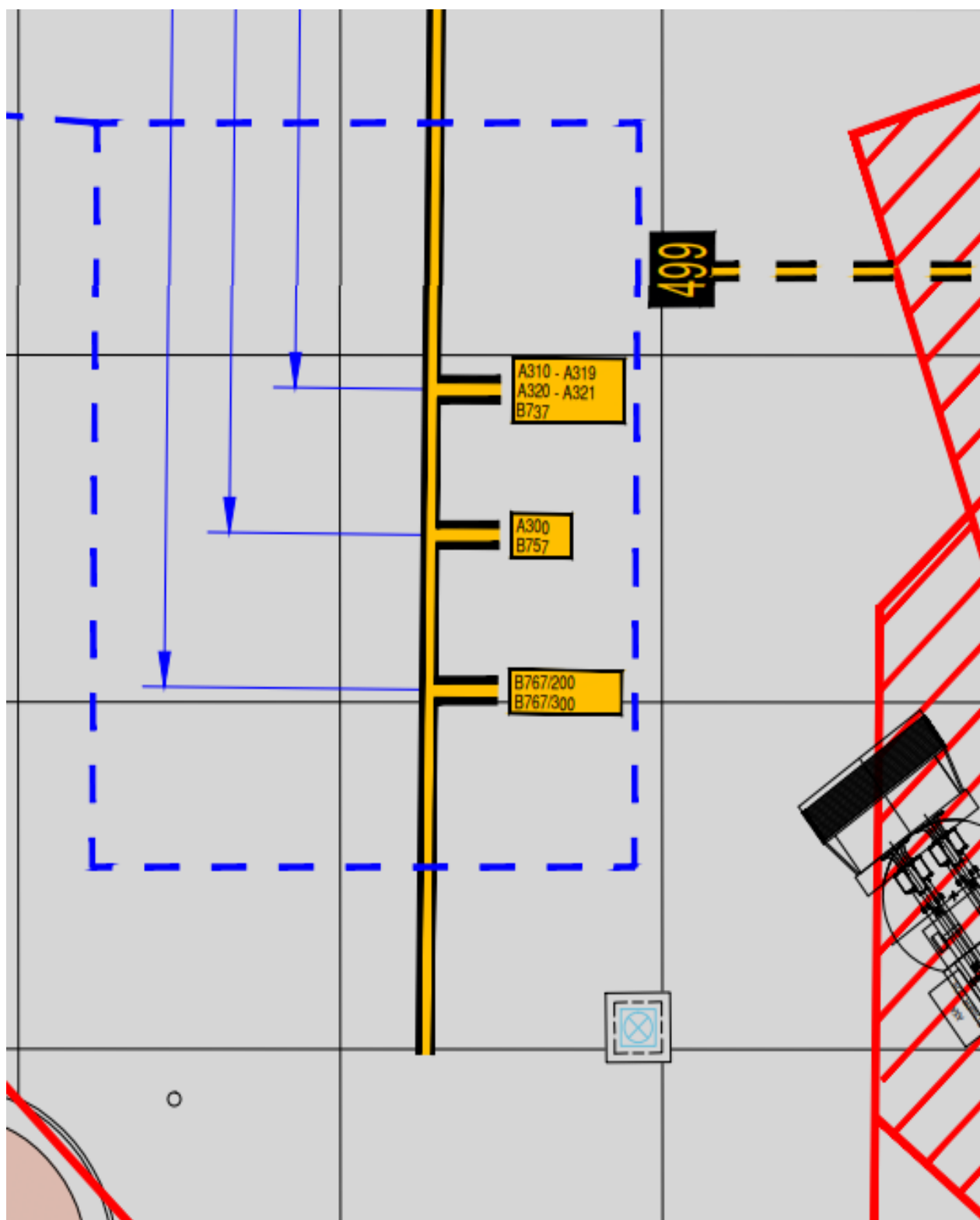


STAND 406

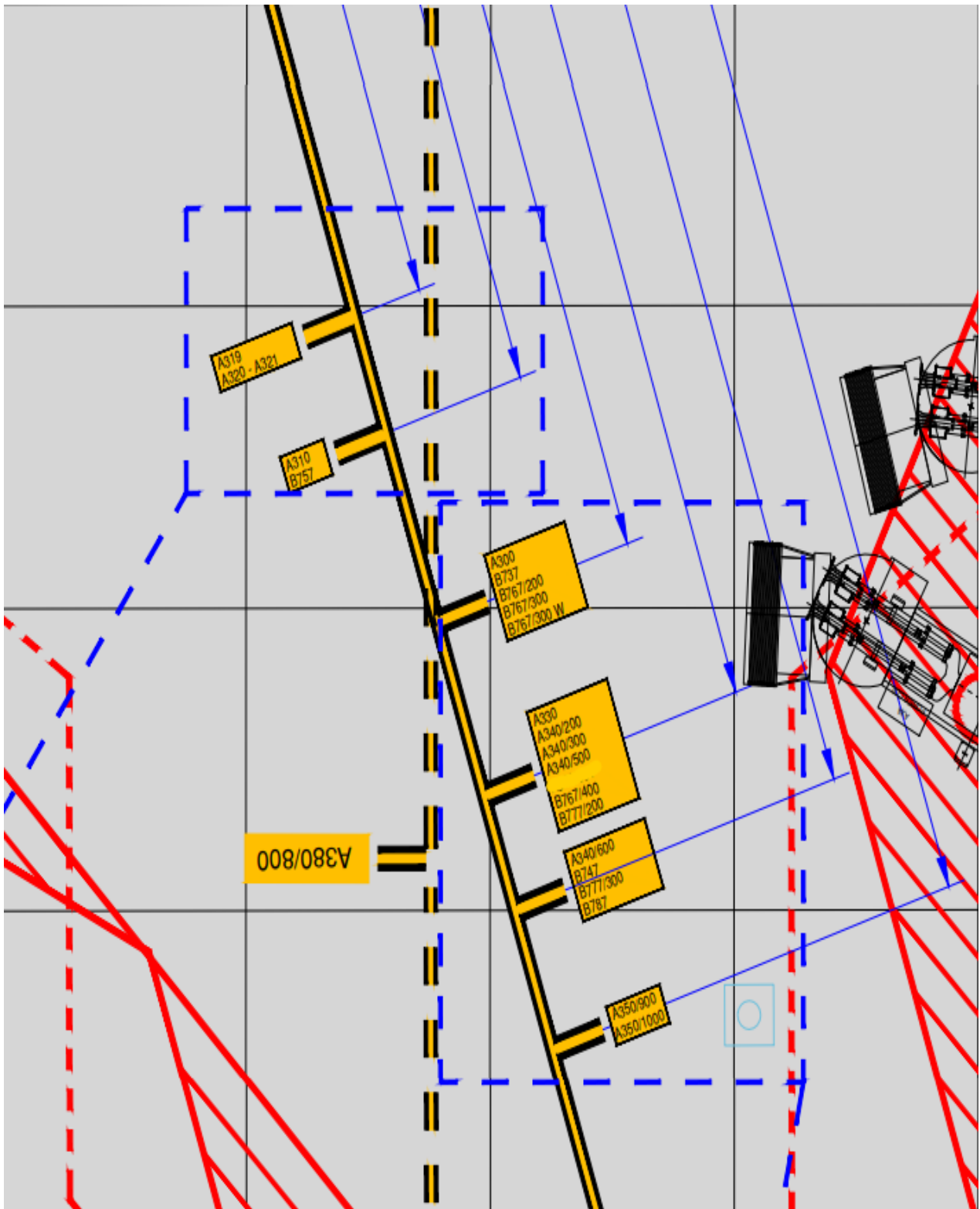
STAND 407



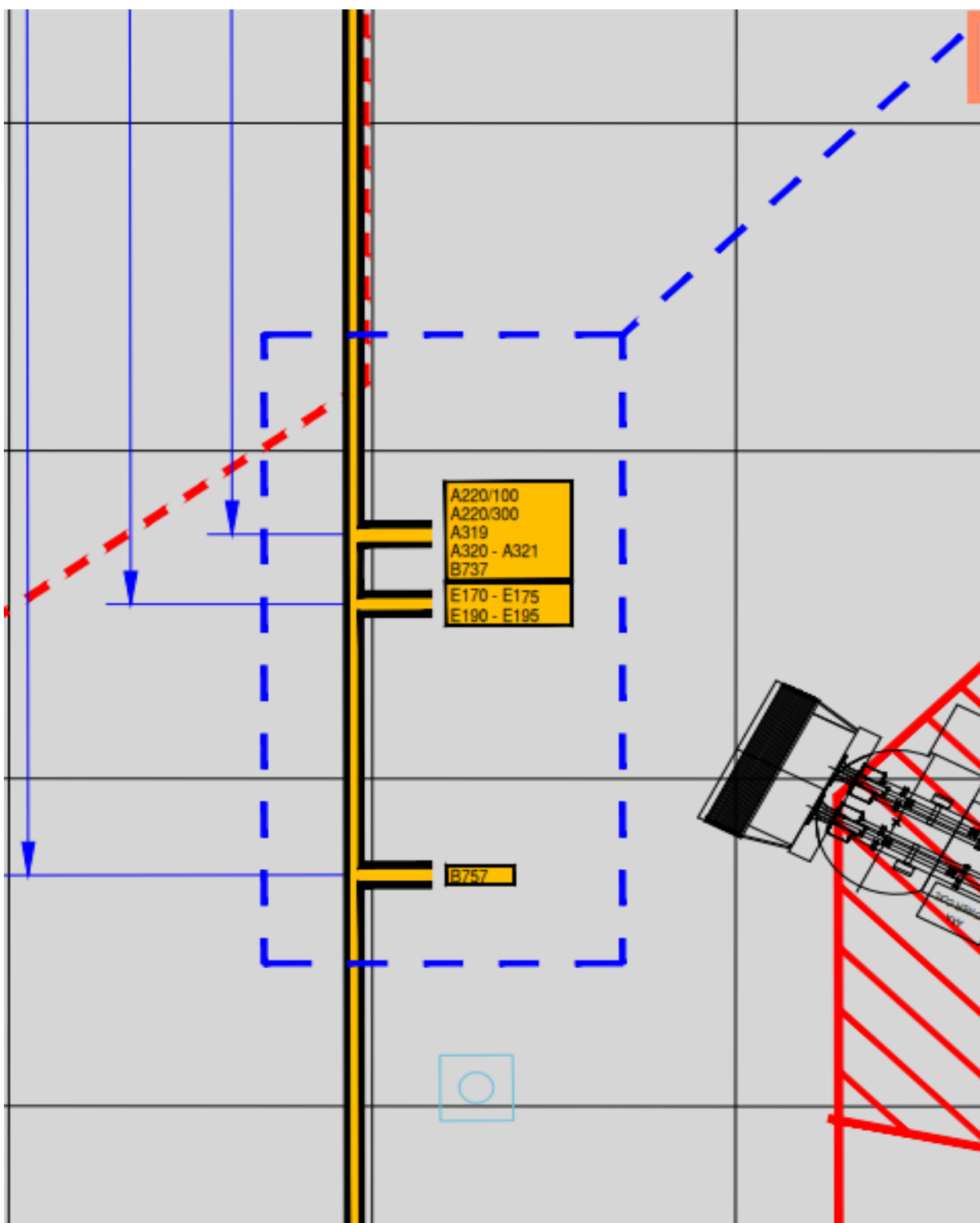
STAND 408



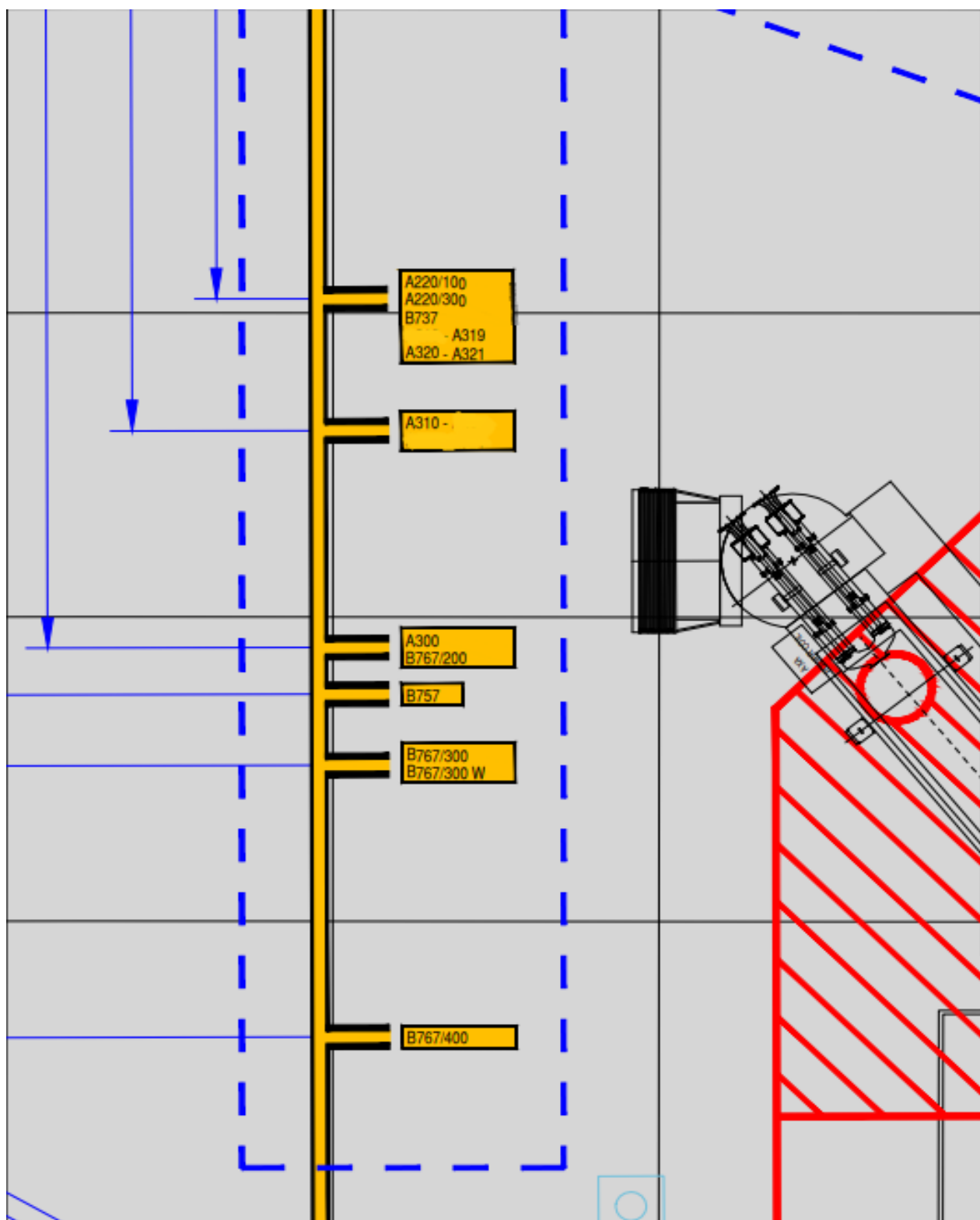
STAND 409



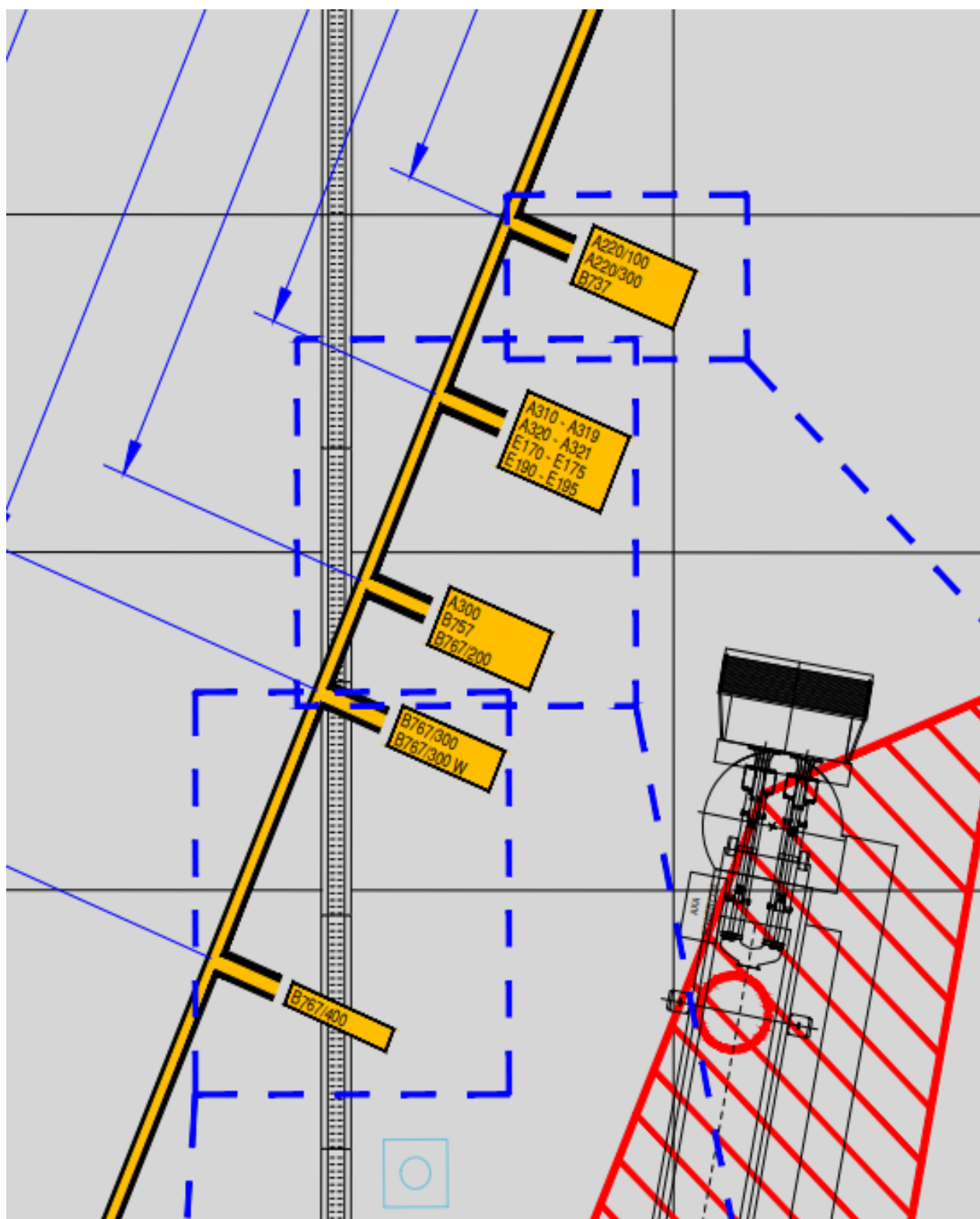
STAND 410



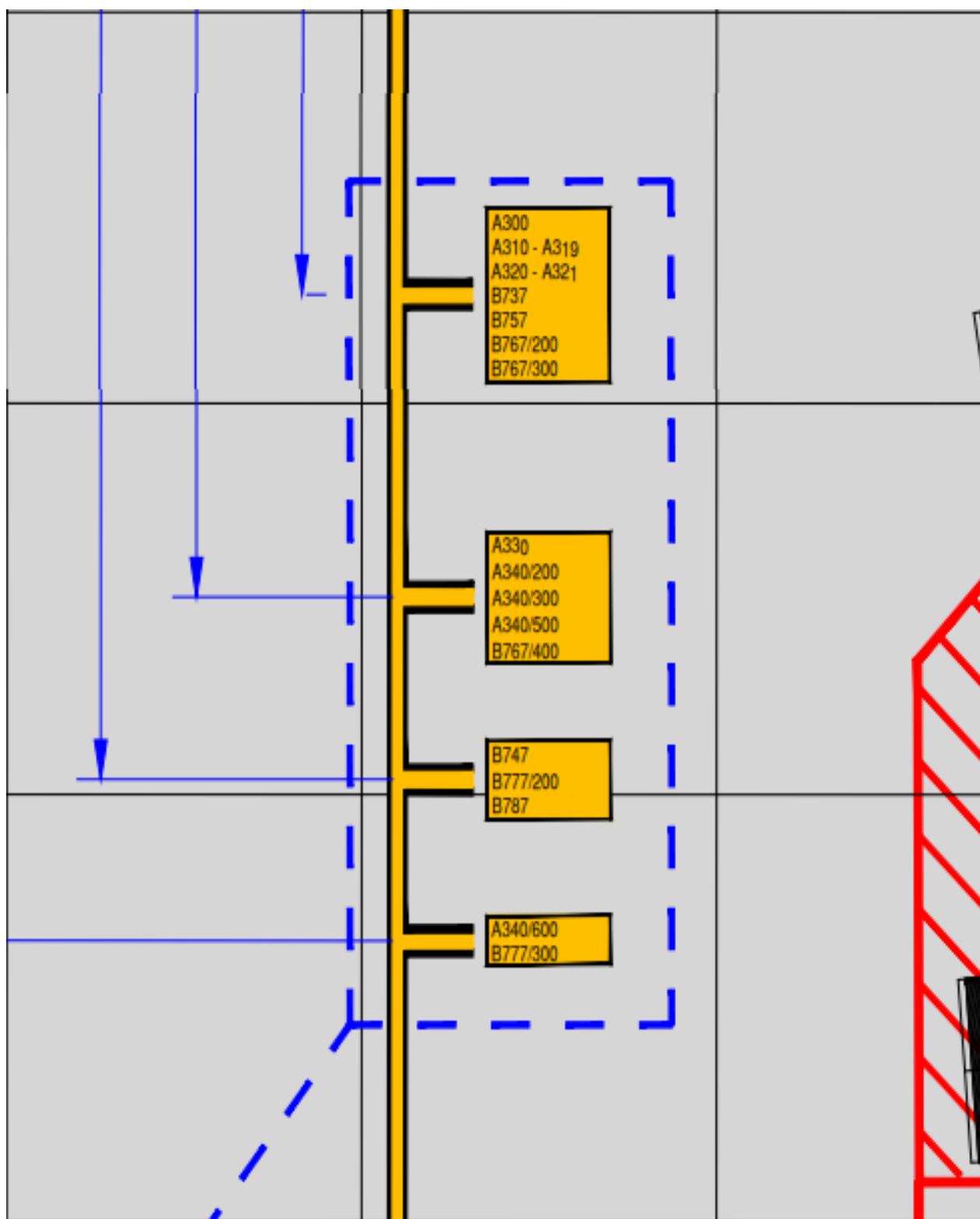
STAND 412



STAND 413

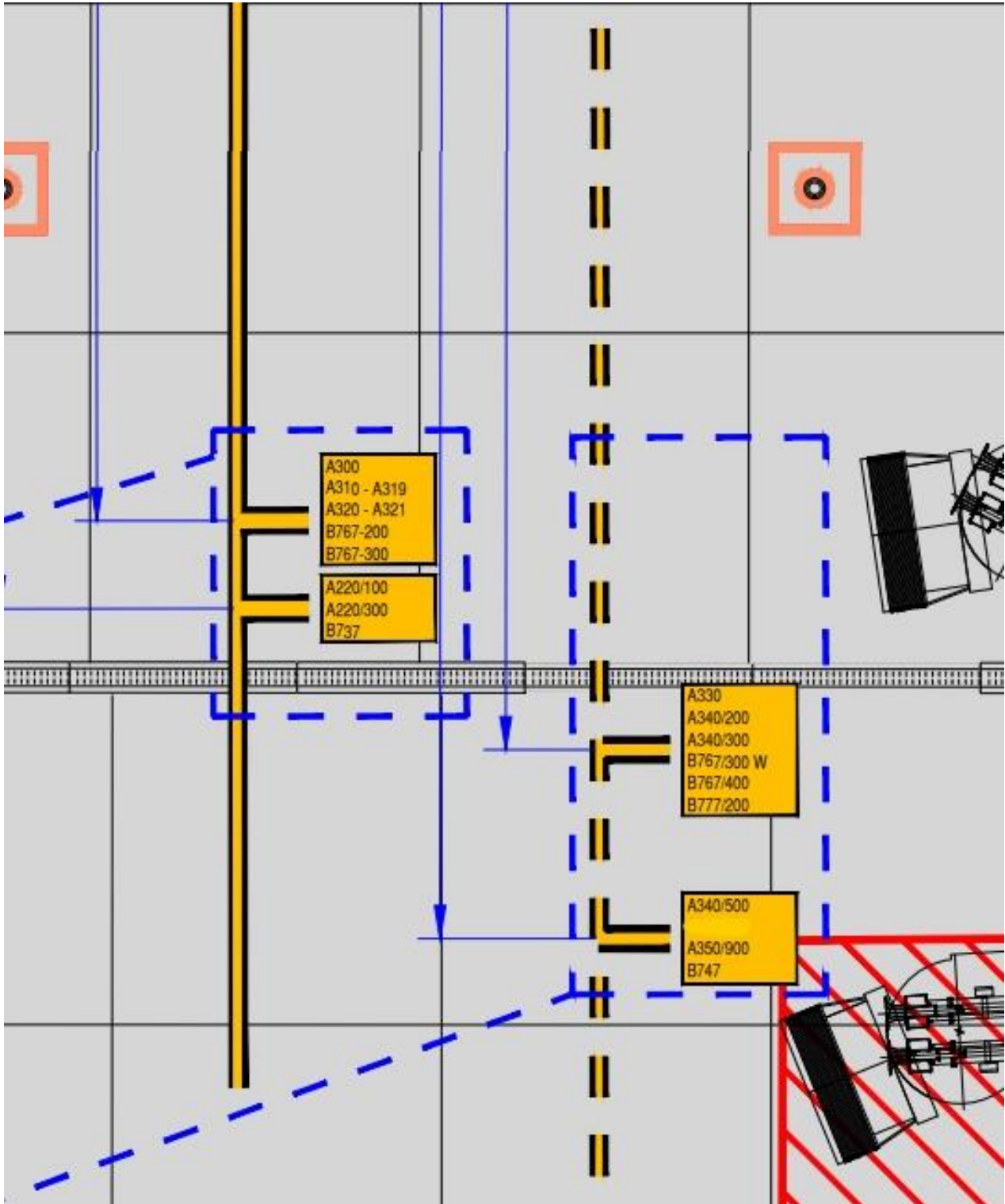


STAND 501

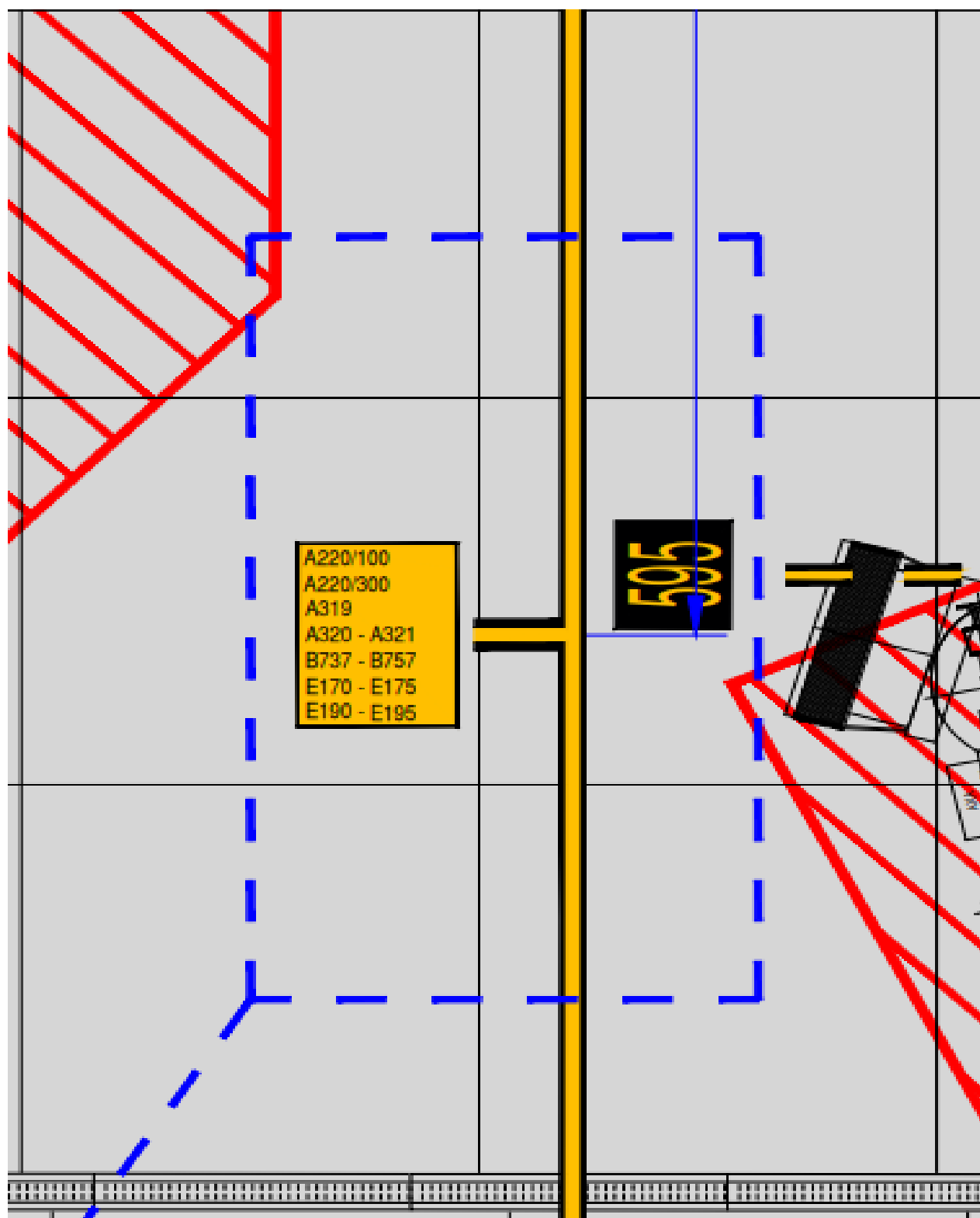


STAND 502

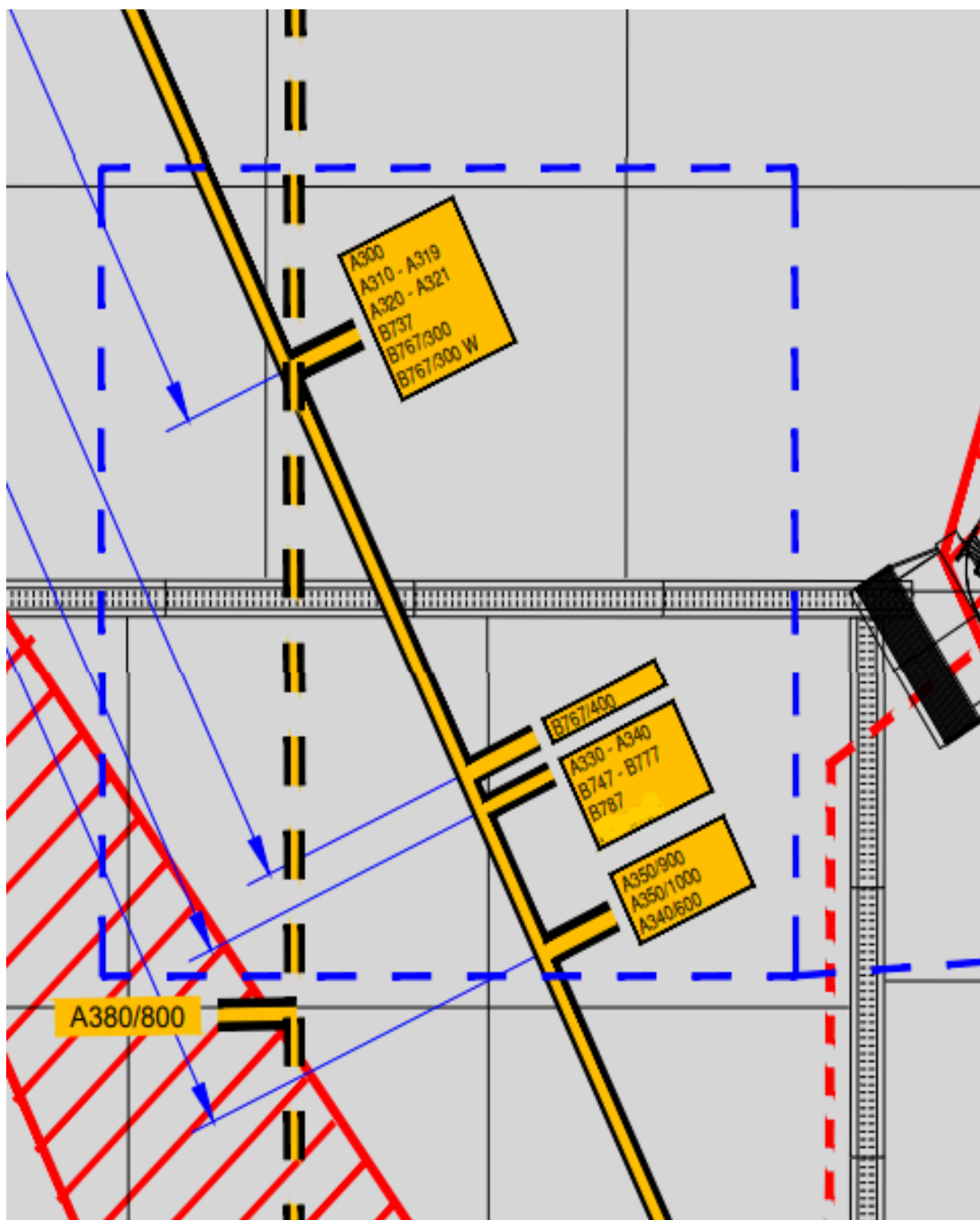
STAND 503



STAND 504

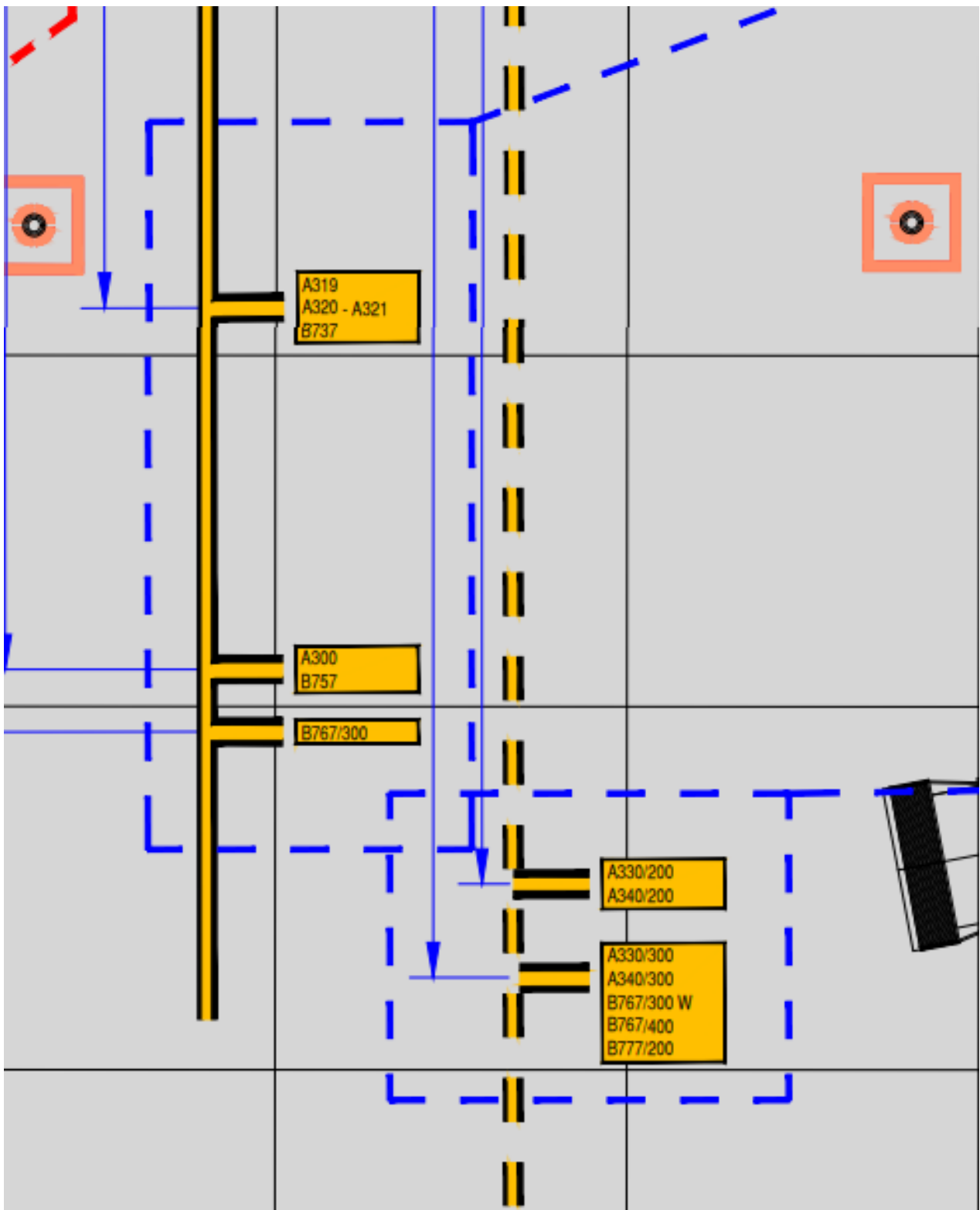


STAND 505

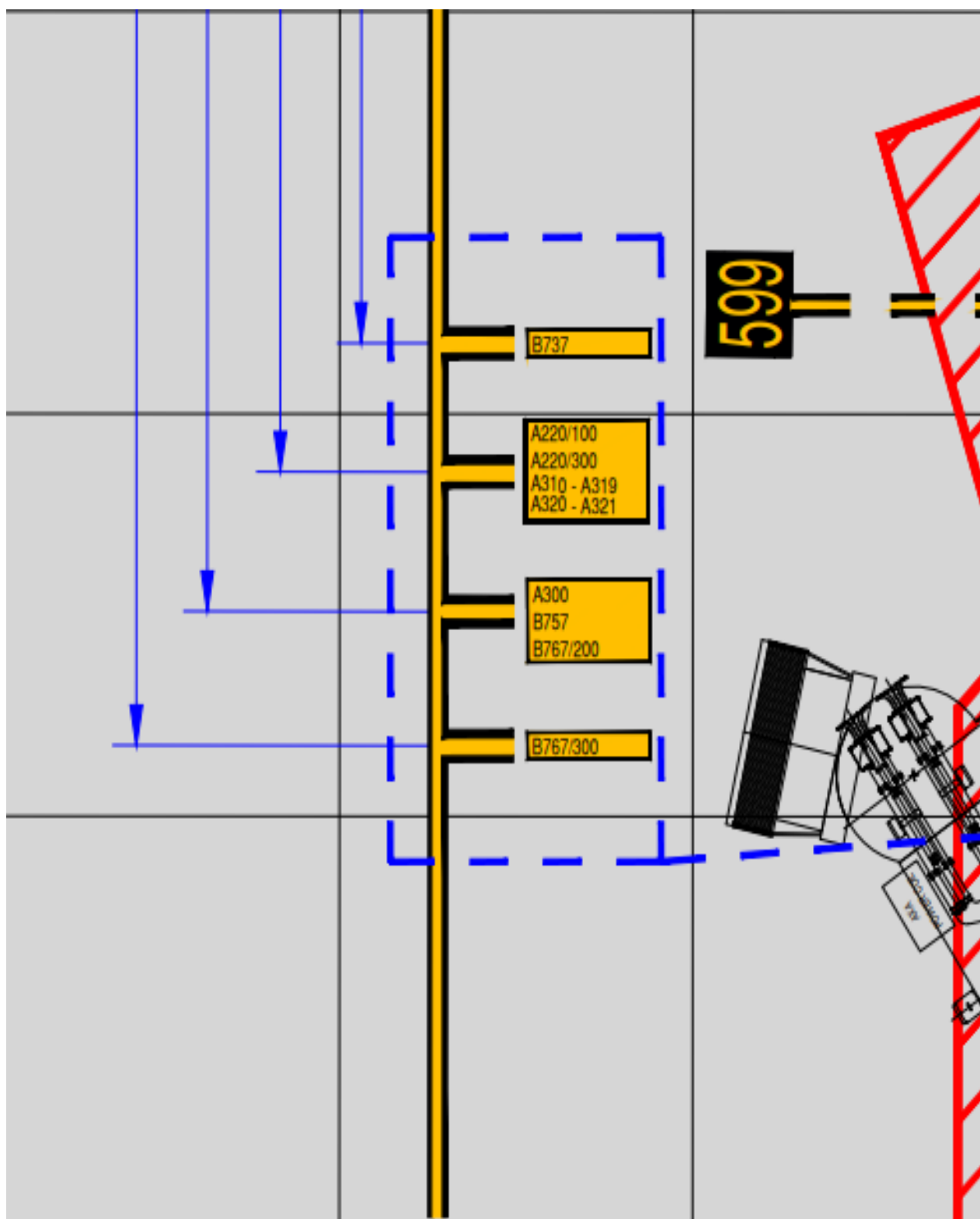


STAND 506

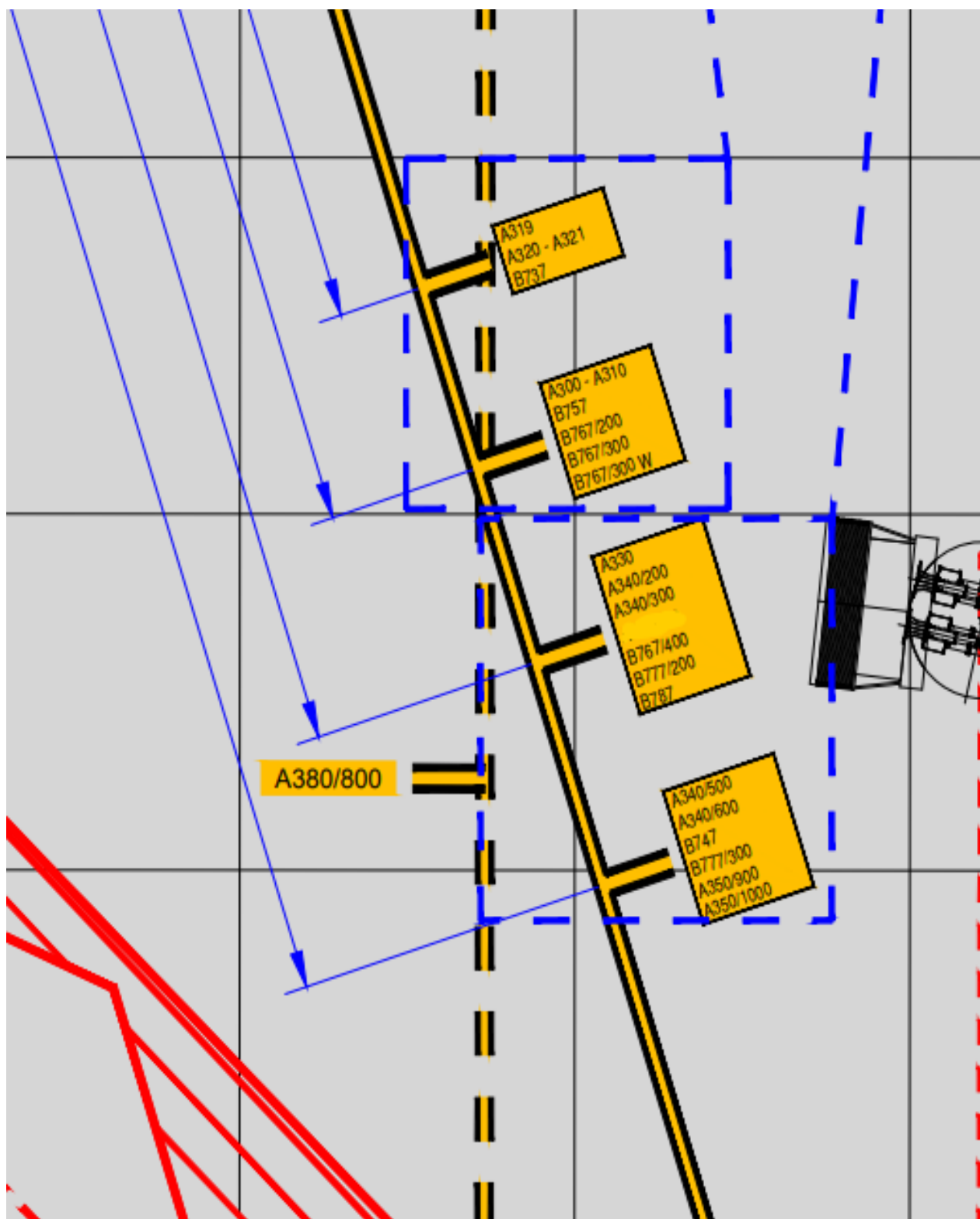
STAND 507



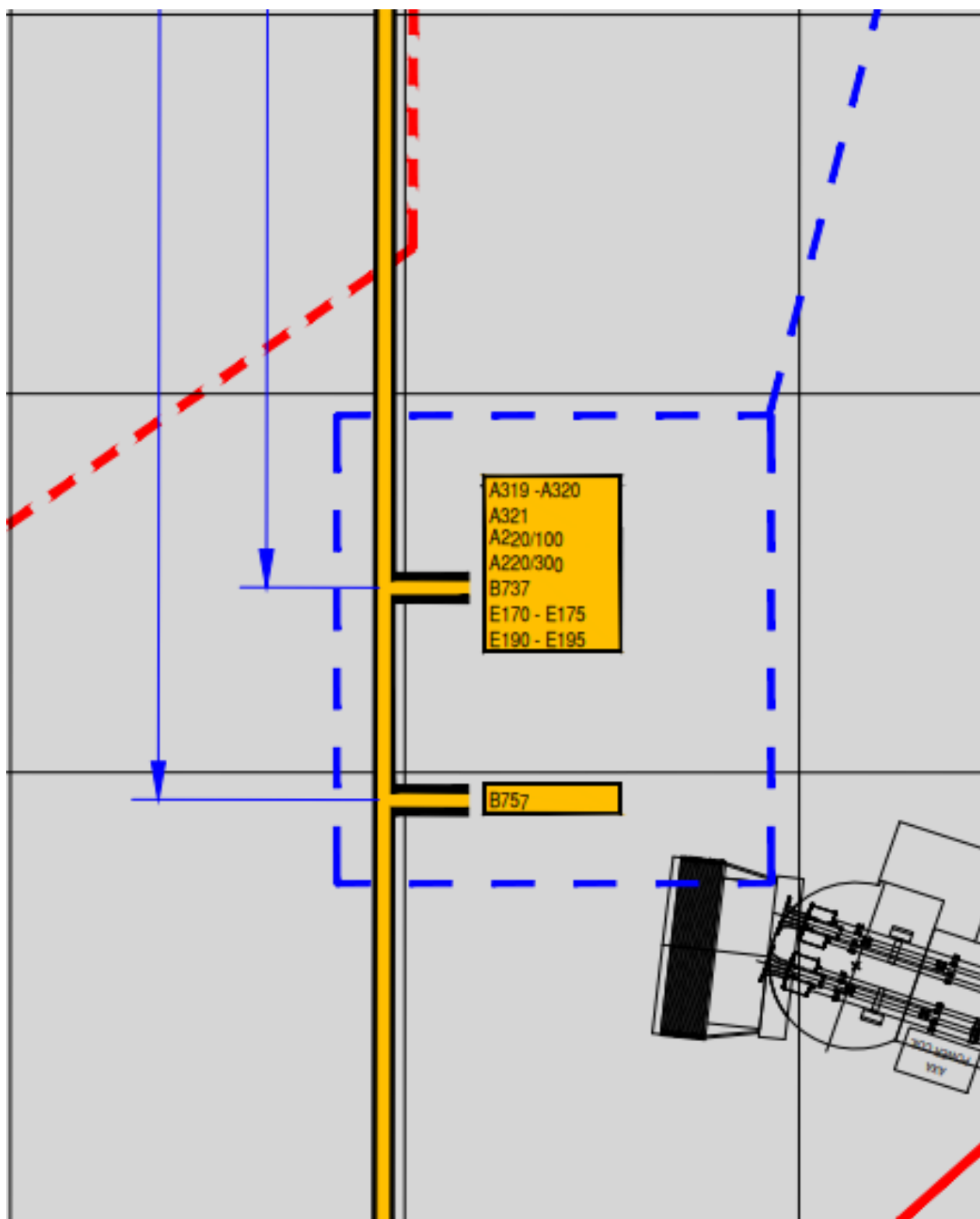
STAND 508



STAND 509

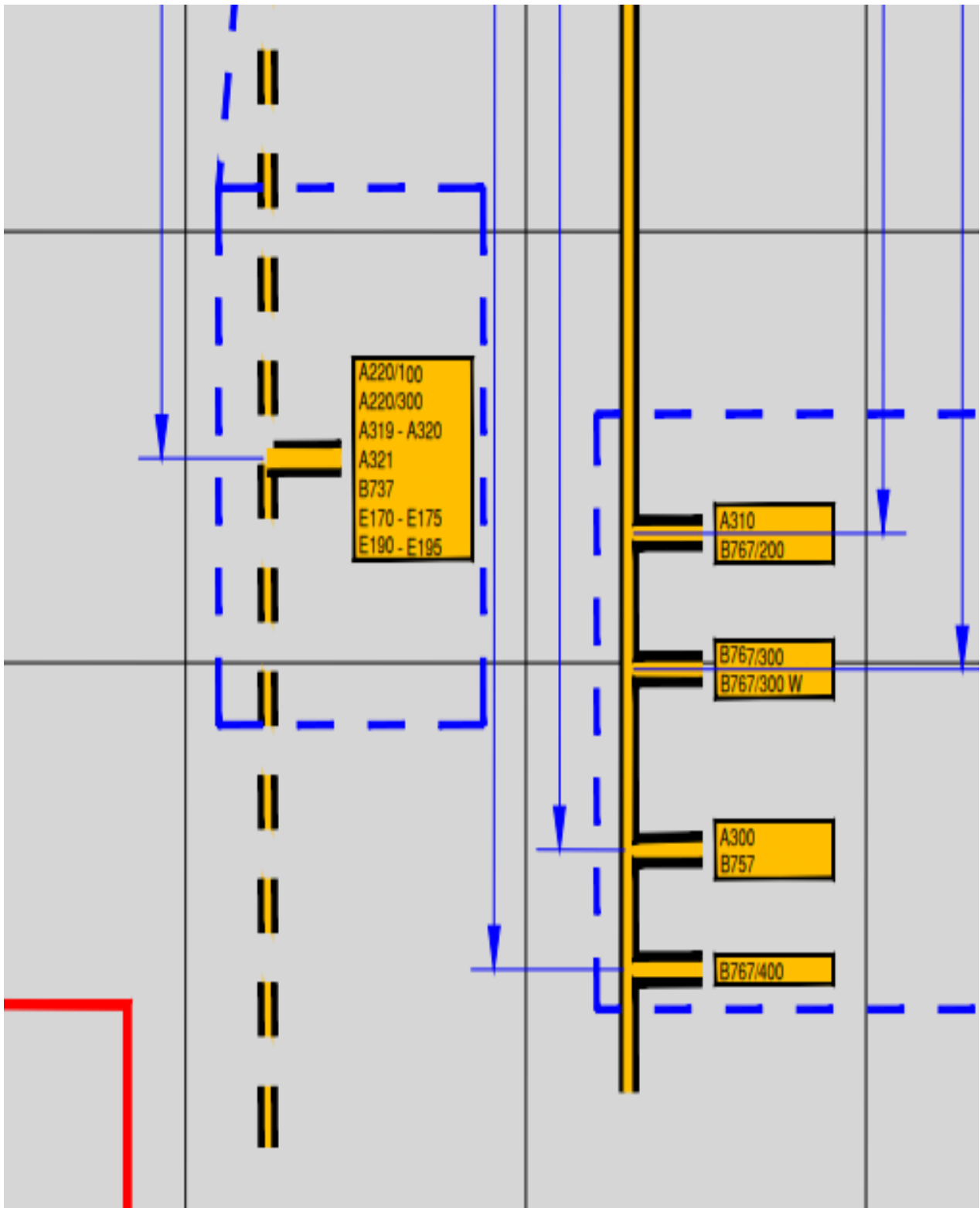


STAND 510

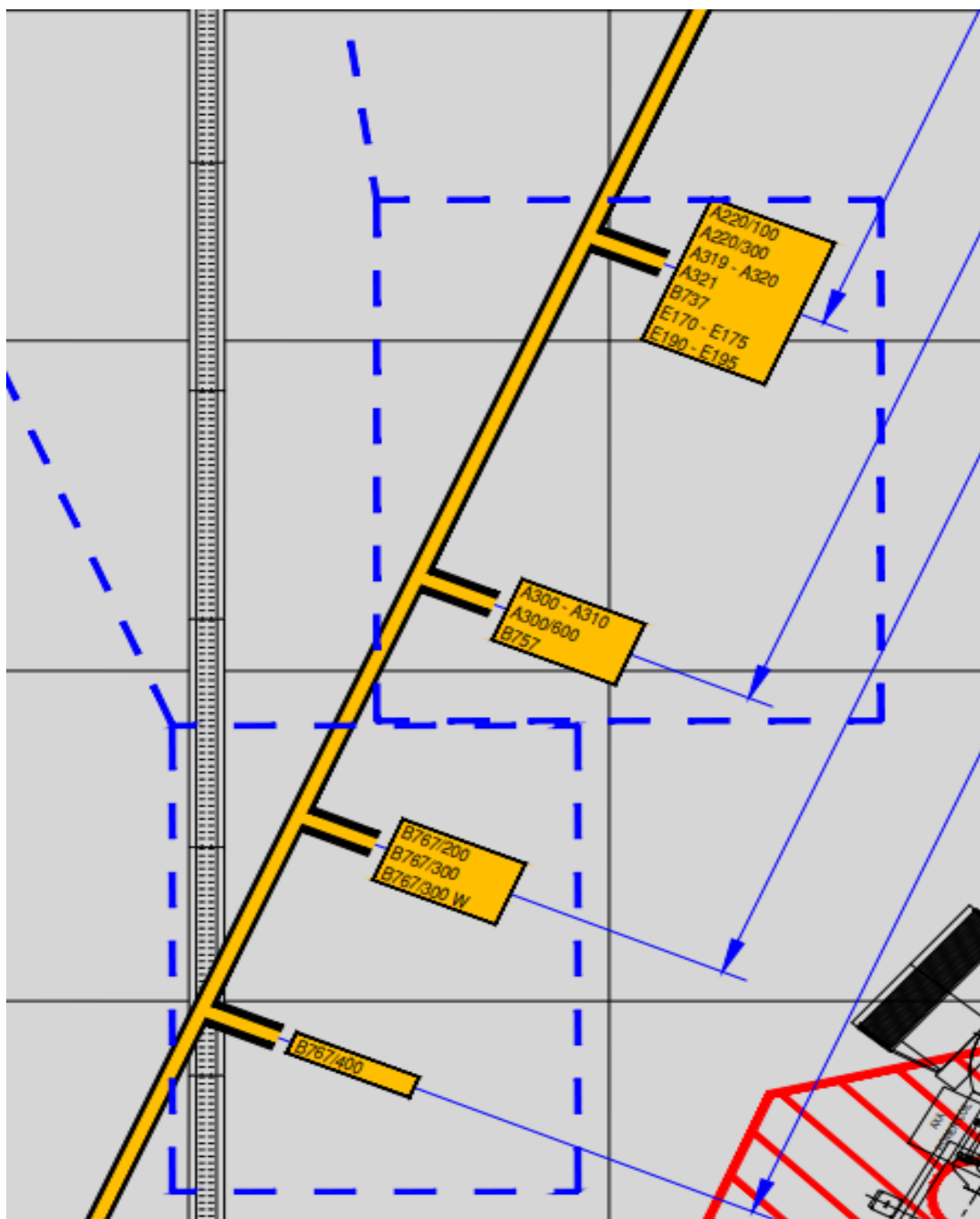


STAND 511

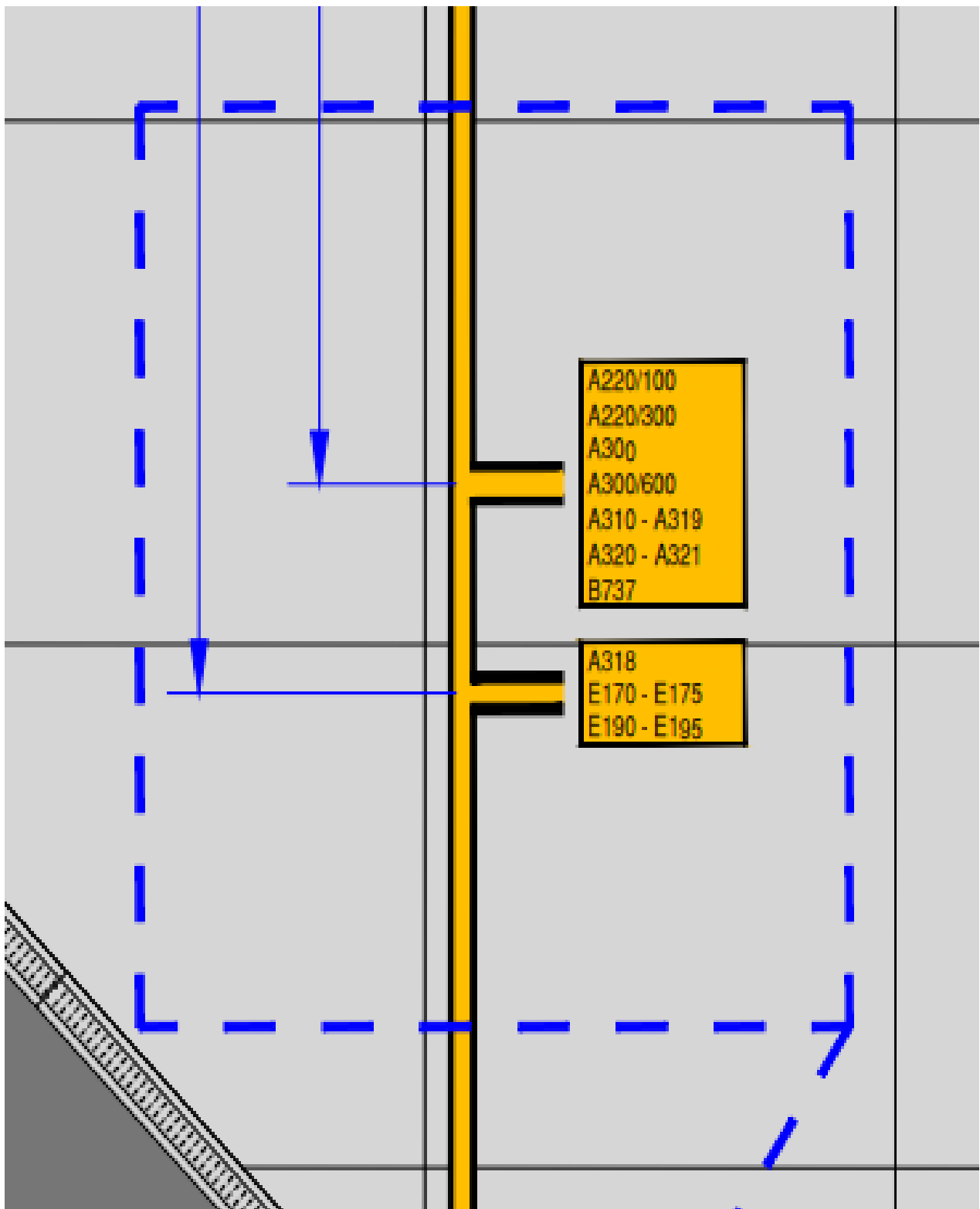
STAND 512



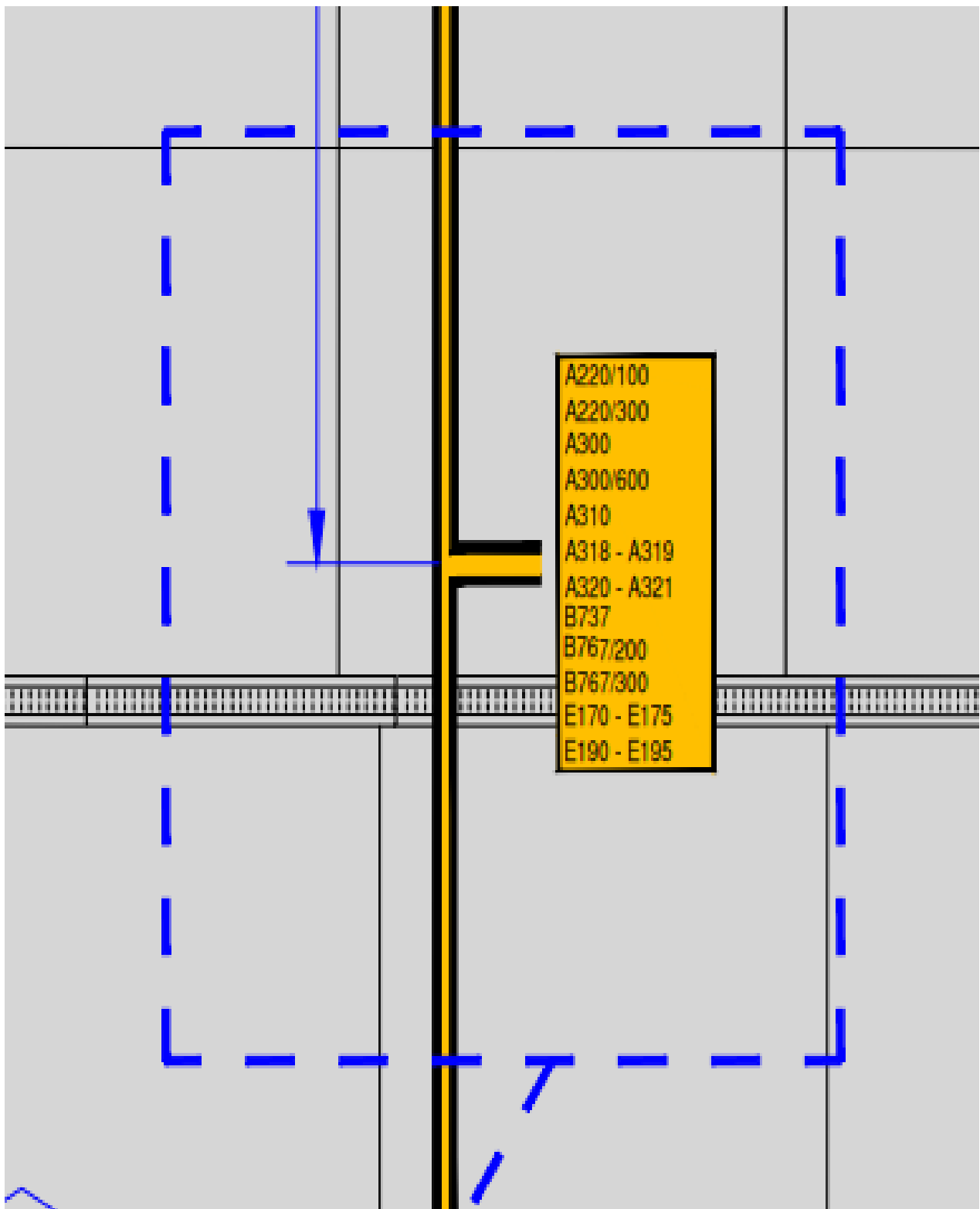
STAND 513



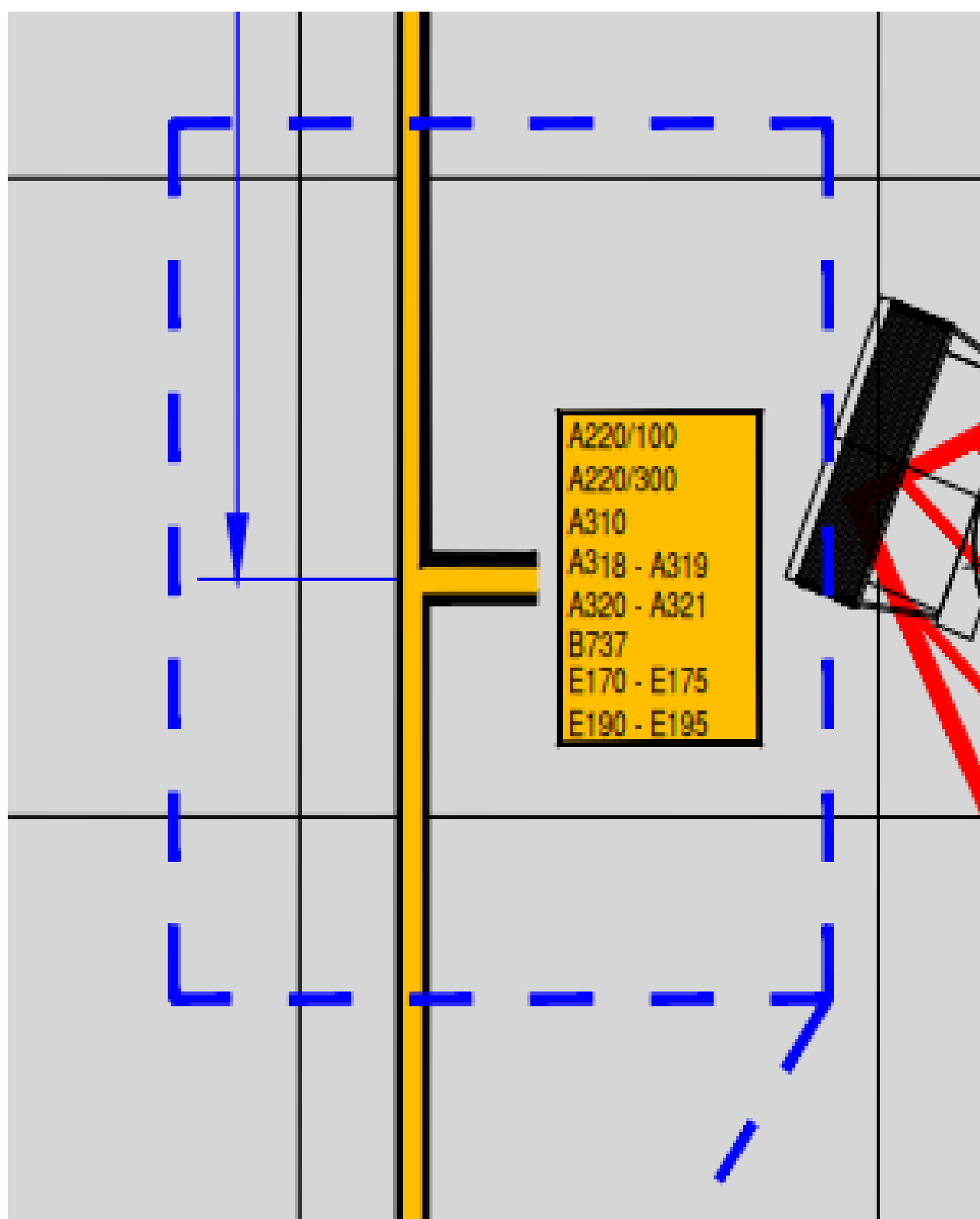
STAND 601



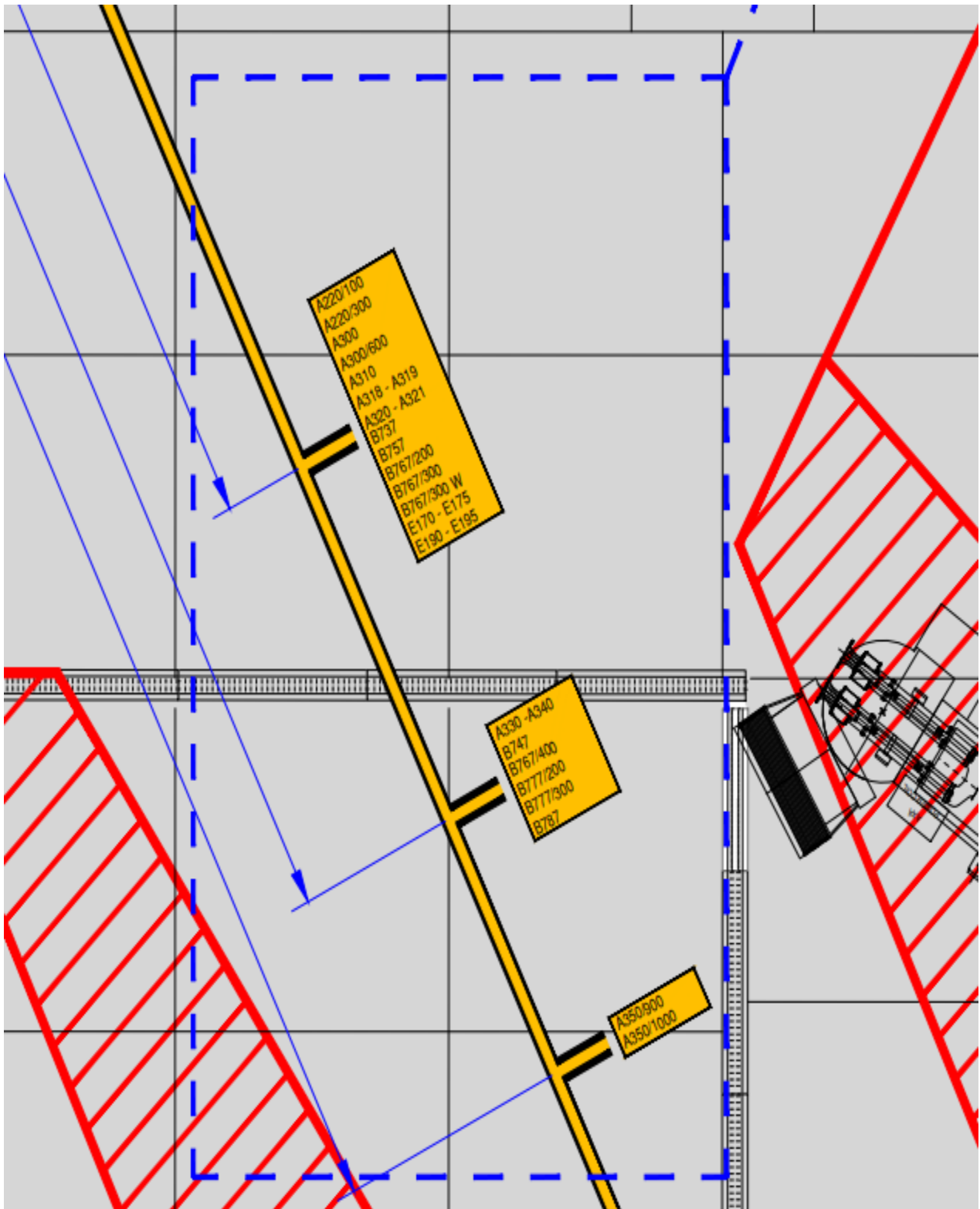
STAND 602



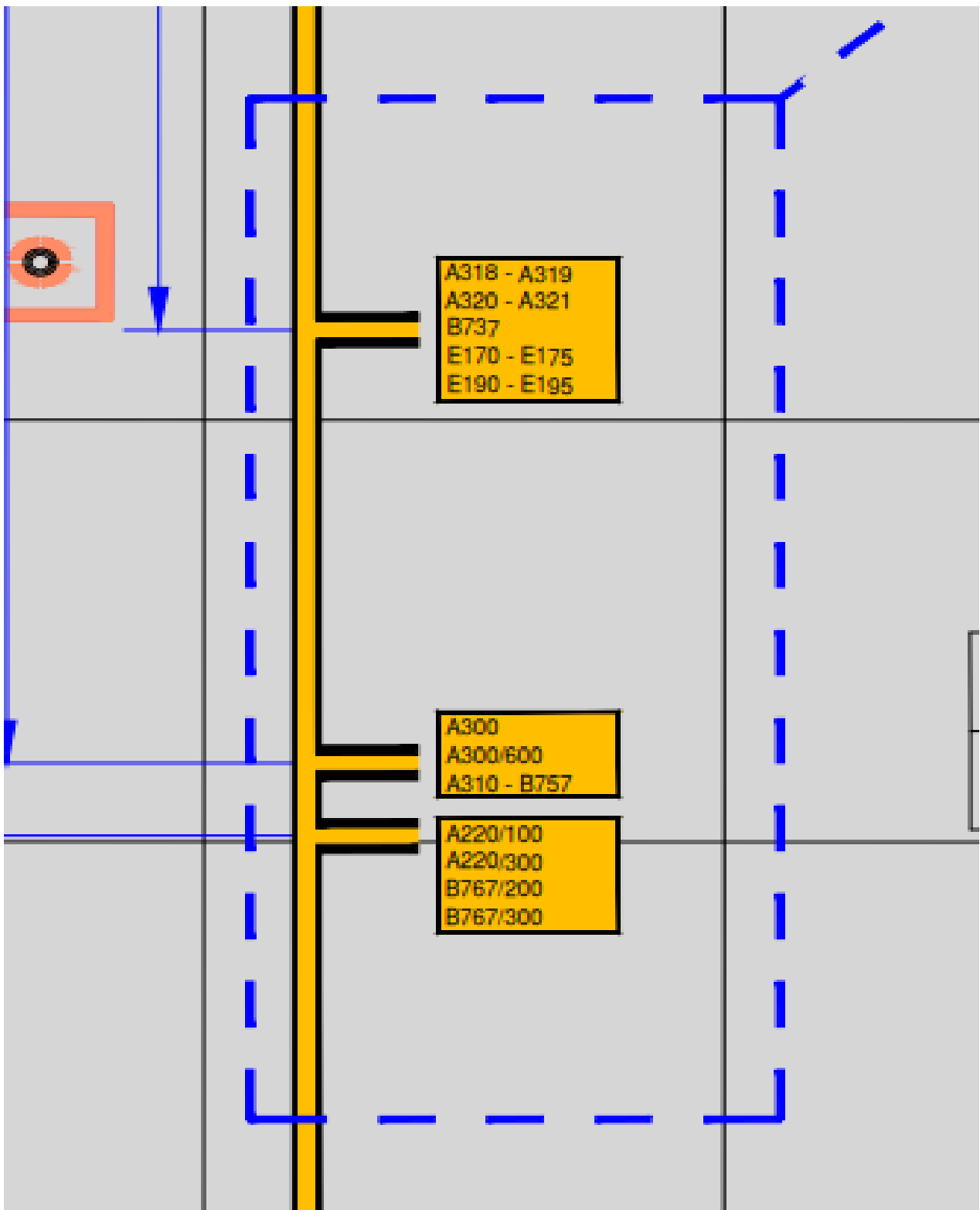
STAND 604



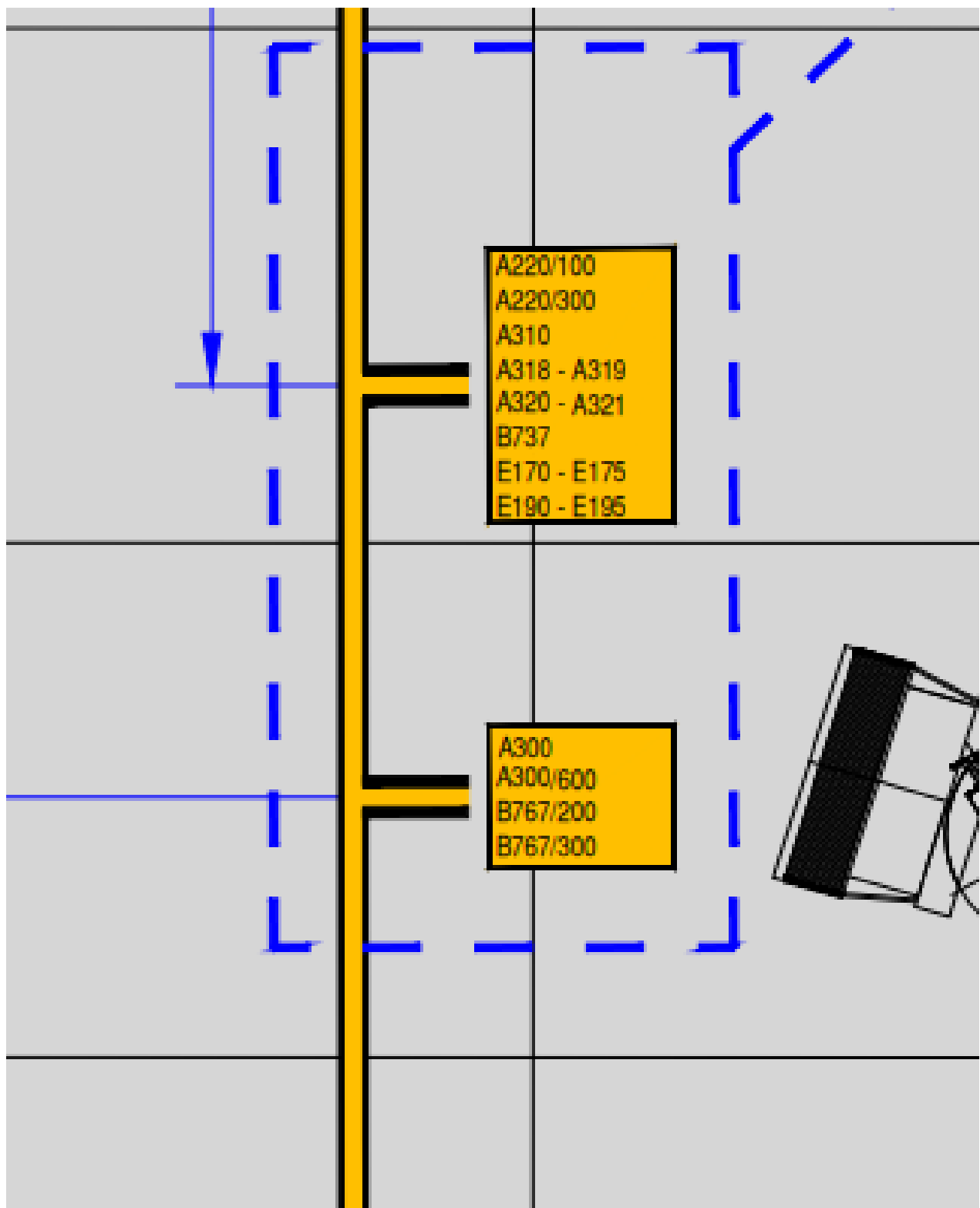
STAND 605



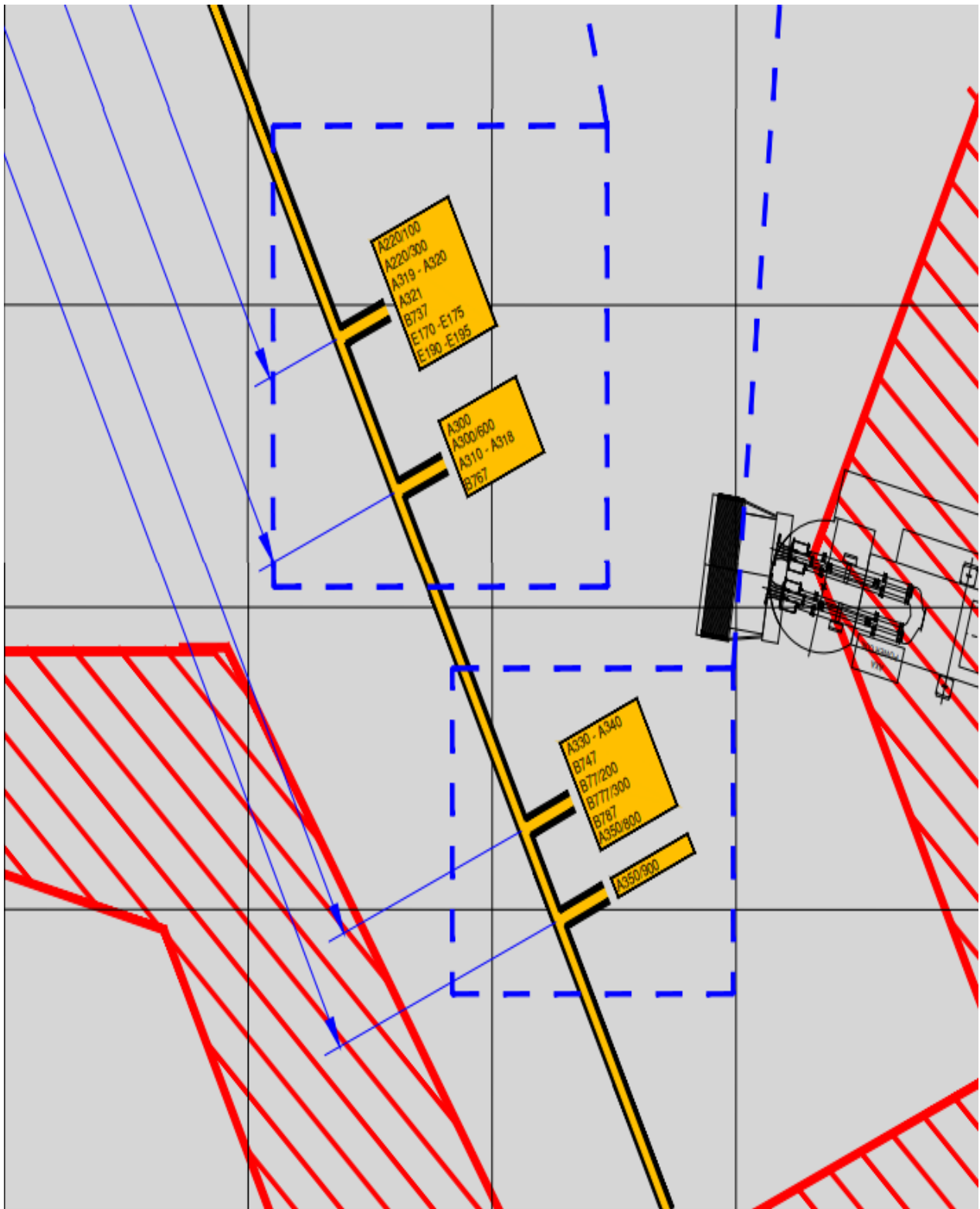
STAND 606



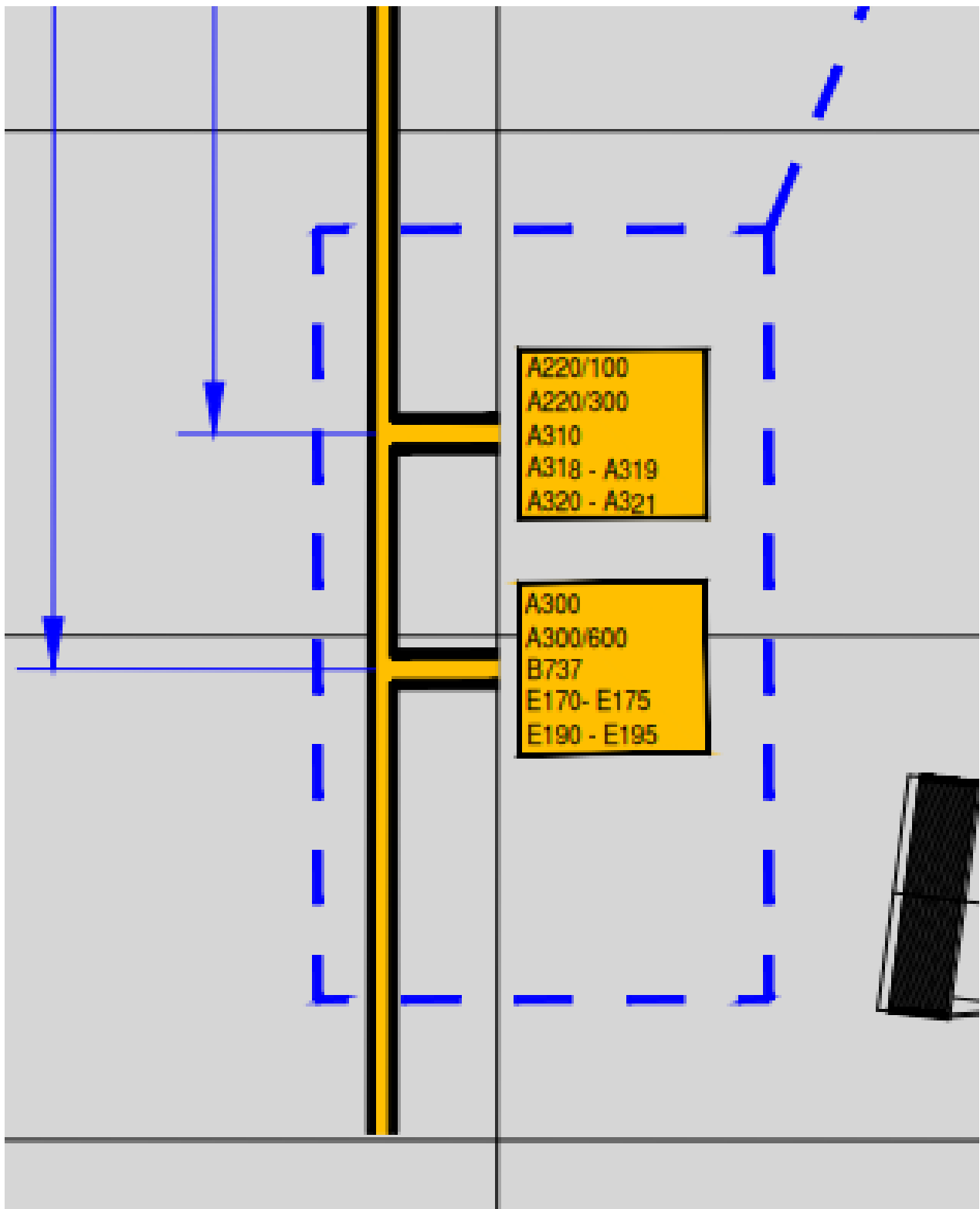
STAND 608



STAND 609

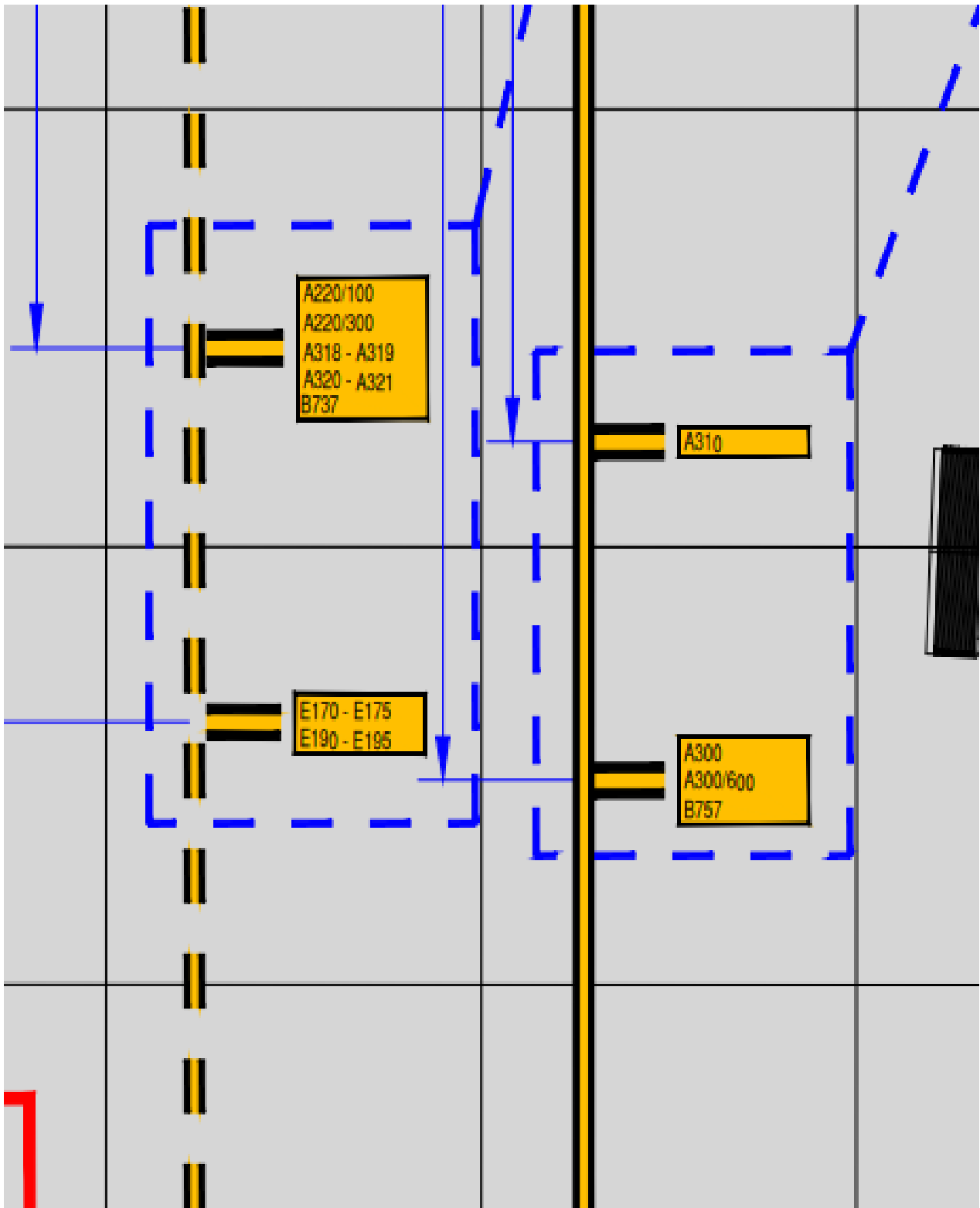


STAND 610

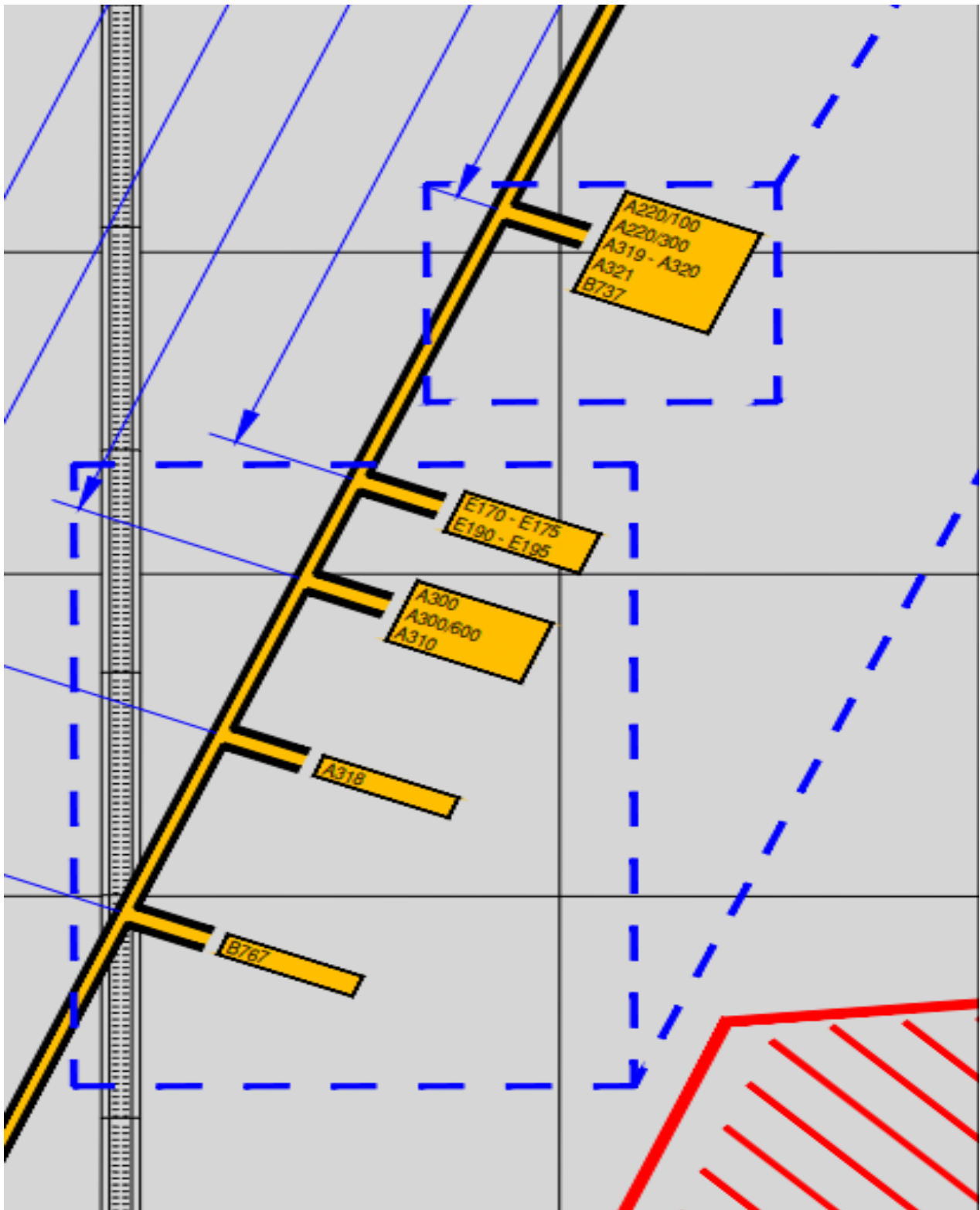


STAND 611

STAND 612



STAND 613



B 737
A 319
A 320
STOP

STOP

702

B 737
A 319
A 320
STOP



STOP

701



