



## **DIREZIONE OPERATIONS**



# **AEROPORTO DI MALPENSA CONFIGURAZIONE APRON**

**REVISIONE n° 37 - MESE: APRILE 2026**



## Indice e aggiornamenti

Pagina	Argomento	Last Update	Cosa aggiorna
1	Copertina	mar-25	NUOVA REVISIONE
2	Indice/Aggiornamenti	mar-25	
3	Classificazione ICAO	mar-22	CLASSIFICAZIONE AA/MM
4	Lista Aeromobili	mar-22	AGGIORNAMENTO AA/MM
5	Area 100	mag-25	ADEGUAMENTO 1234
6	Area 200	ott-25	ADEGUAMENTO 1234
7	Area 300 push	dic-25	ADEGUAMENTO 1234
8	Area 300 self	ott-25	AGGIUNTA NOTE ELICOTTERI
9	Area 300 HANGAR	ott-25	ADEGUAMENTO 1234
10	Area 400 self	mag-25	ADEGUAMENTO 1234
11	Satellite NORD	mag-24	Q-POINT
12	Lista AA/MM allocabili SAT NORD	lug-24	AGG. AA/MM
13	Area 500 self	apr-26	AGG. LIMITAZIONE 551
14	Satellite CENTRALE	mar-22	AGG. NOTE
15	Lista AA/MM allocabili SAT CENTR.	mar-25	MODIFICA NOTE
16	Area 600 self	ott-25	ADEGUAMENTO 1234
17	Satellite SUD	mar-22	AGG. NOTE
18	Lista aeromobili allocabili SAT SUD	lug-24	AGG. AA/MM
19	Area 600 push, 661/662	ott-24	ADEGUAMENTO 1234
20	Area 600 push,	nov-20	AGG. MAX W/S STAND 625
21	Area 700 self	lug-25	ADEGUAMENTO 1234
22	Area 700 push	ago-25	RIDENOMINAZIONE STAND
23	Area 800 push	ott-25	ADEGUAMENTO 1234
24	Area de-icing	mar-25	MODIFICA NOTE

**[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

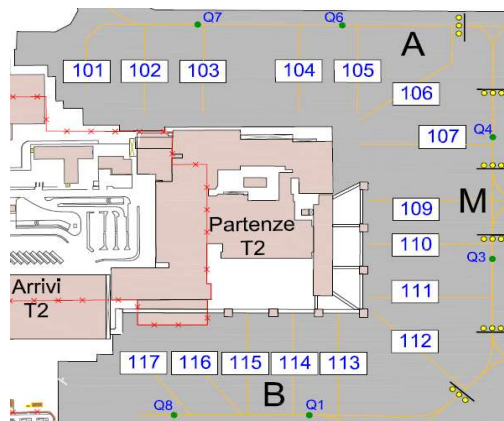
## Code element 2

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	A350-1000		E	64,75	73,88
A32A	A320 SHARKLET	C	35,80	37,57	A350-900		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
A350-1000		E	64,75	73,88	A332		E	60,30	59,00
A350-900		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

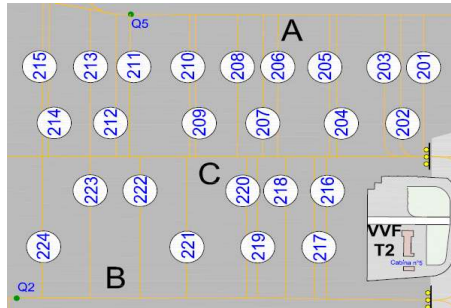
## CONFIGURAZIONE AREA "100"



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q <sub>p</sub>			
101	C			MARSHALLER	PUSH BACK	7	400Hz - FUEL		
102	C			MARSHALLER	PUSH BACK	7	400Hz - FUEL		
103	C			MARSHALLER	PUSH BACK	7	400Hz - FUEL		
104	C			MARSHALLER	PUSH BACK	6	400Hz - FUEL		
105	C			MARSHALLER	PUSH BACK	6	400Hz - FUEL		
106	C			MARSHALLER	PUSH BACK	6	400Hz - FUEL		
107	C		108	MARSHALLER	PUSH BACK	4	400Hz - FUEL		
109	C		108	MARSHALLER	PUSH BACK	4	400Hz - FUEL		
110	C			MARSHALLER	PUSH BACK	3	400Hz - FUEL		
111	C			MARSHALLER	PUSH BACK	3	400Hz - FUEL		
112	C			MARSHALLER	PUSH BACK	3	400Hz - FUEL		
113	D	38		MARSHALLER	PUSH BACK	1	400Hz - FUEL		
114	C			MARSHALLER	PUSH BACK	1	400Hz - FUEL		
115	C			MARSHALLER	PUSH BACK	1	400Hz - FUEL	NO: A321; 73K; 739;738	LUNGHEZZA
116	C			MARSHALLER	PUSH BACK	8	400Hz - FUEL	NO: A321; 73K; 739;738	LUNGHEZZA
117	C			MARSHALLER	PUSH BACK	8	400Hz - FUEL	NO: A321; 73K; 739;738	LUNGHEZZA

## TERMINAL 2

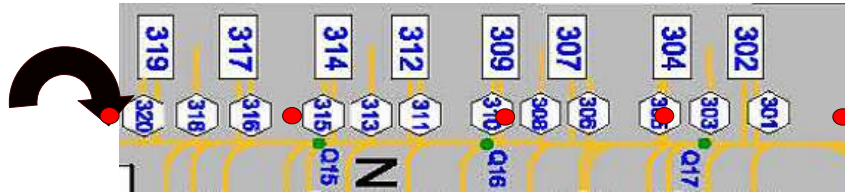
### CONFIGURAZIONE AREA "200"



STAND	ICAO CODE	WS MAX	INIBISCE	NOTE OPERATIVE				DOTAZIONI	NOTE	
				INGRESSO	USCITA	A/M	Q <sub>p</sub>			
201	C		202	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
202	E		201;203	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL - Segnaletica self per de-icing	ABILITATA DEICING	
					PUSH BACK	D, E	TWY			
203	C		202	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
204	D		205	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL - Segnaletica self per de-icing	ABILITATA DEICING	
					PUSH BACK	D	TWY			
205	C		204	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
206	C		207	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL - Segnaletica self per de-icing	ABILITATA DEICING	
					PUSH BACK	D, E	TWY			
207	E		206;208	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
					PUSH BACK	D, E	TWY			
208	C		207;209	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
209	E		208;210	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
					PUSH BACK	D, E	5			
210	D		209	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
					PUSH BACK	D	5			
211	C		212	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
212	E		211;213	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
					PUSH BACK	D, E	5			
213	C		212;214	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
214	E		213;215	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
					PUSH BACK	D, E	5			
215	C		214	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
216	C		217	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
217	D		216;218	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
					PUSH BACK	D	TWY			
218	C		217;219	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
219	D		218;220	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
					PUSH BACK	D	TWY			
220	C		219	MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
221	D			MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
					PUSH BACK	D	TWY			
222	C			MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
223	C			MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
224	D			MARSHALLER	SELF M.	C	N.A.	400Hz - FUEL		
					PUSH BACK	D	2			
225	B	20		MARSHALLER	SELF M.	B	N.A.		STOP BAR 1: Generica STOP BAR 2: C56X P180 PRM1 STOP BAR 3: PC12 TBM9	

# TERMINAL 1

## CONFIGURAZIONE AREA "300" PUSH

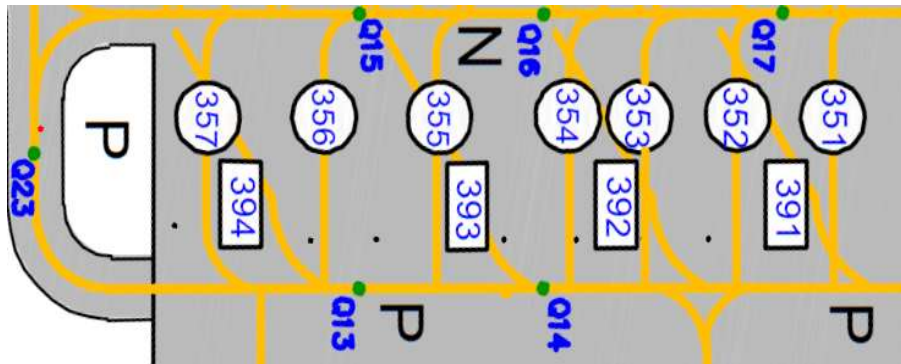


● TORRE FARO

STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE		
				INGRESSO	USCITA	Q <sub>P</sub>				
302	C		303;301	MARSHALLER	PUSH BACK	17	TLOF			
304	C		305;303	MARSHALLER	PUSH BACK	17	TLOF			
307	C		308;306	MARSHALLER	PUSH BACK	16	LIFT-OFF			
309	C		310;308	MARSHALLER	PUSH BACK	16	LIFT-OFF			
312	C		313;311	MARSHALLER	PUSH BACK	16	LIFT-OFF			
314	C		315;313	MARSHALLER	PUSH BACK	15	LIFT-OFF			
317	C		318;316	MARSHALLER	PUSH BACK	15	LIFT-OFF			
319	C		320;318	MARSHALLER	PUSH BACK	15				
<b>TORRE FARO</b>				<b>TORRE FARO</b>			<b>TORRE FARO</b>		<b>TORRE FARO</b>	
301	C	25	302	MARSHALLER	PUSH/POWER BACK	17		SI E145		
303	C	27	304;302	MARSHALLER	PUSH/POWER BACK	17		SI E145		
305	C	25	304	MARSHALLER	PUSH/POWER BACK	17		SI E145		
<b>TORRE FARO</b>				<b>TORRE FARO</b>			<b>TORRE FARO</b>		<b>TORRE FARO</b>	
306	C	25	307	MARSHALLER	PUSH/POWER BACK	17		SI E145		
308	C	27	309;307	MARSHALLER	PUSH/POWER BACK	16		SI E145		
310	C	25	309	MARSHALLER	PUSH/POWER BACK	16		SI E145		
<b>TORRE FARO</b>				<b>TORRE FARO</b>			<b>TORRE FARO</b>		<b>TORRE FARO</b>	
311	C	25	312	MARSHALLER	PUSH/POWER BACK	16		SI E145		
313	C	27	314;312	MARSHALLER	PUSH/POWER BACK	16		SI E145		
315	C	25	314	MARSHALLER	PUSH/POWER BACK	15		SI E145		
<b>TORRE FARO</b>				<b>TORRE FARO</b>			<b>TORRE FARO</b>		<b>TORRE FARO</b>	
316	C	27	317	MARSHALLER	PUSH/POWER BACK	15		SI E145		
318	C	27	319;317	MARSHALLER	PUSH/POWER BACK	15		SI E145		
320	C	27	319	MARSHALLER	PUSH/POWER BACK	15		SI E145		
<b>TORRE FARO</b>				<b>TORRE FARO</b>			<b>TORRE FARO</b>		<b>TORRE FARO</b>	

# TERMINAL 1

## CONFIGURAZIONE AREA "300"



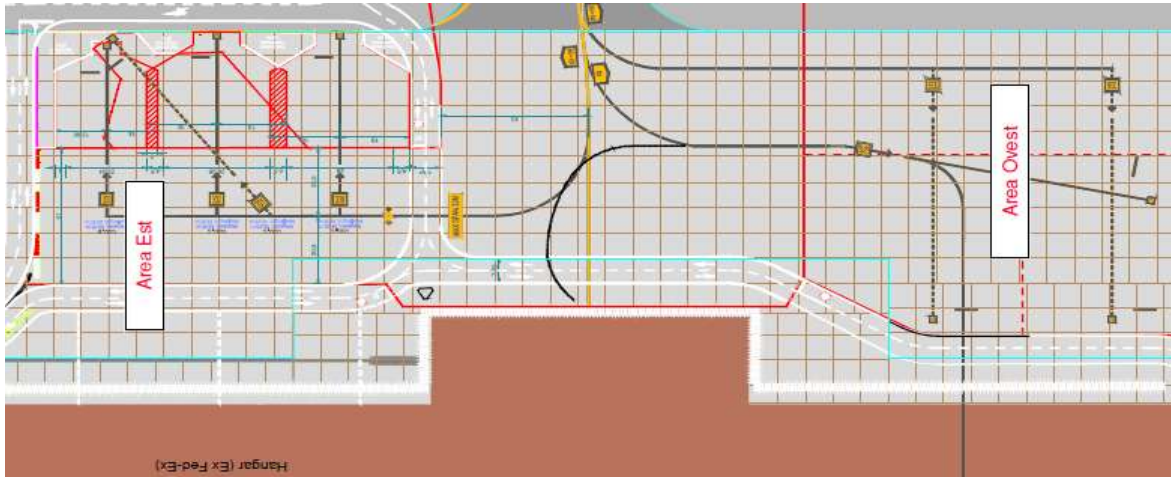
STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q <sub>p</sub>			
391	E	65	351;352	MARSHALLER	PUSH BACK	14 PRUA EST	FUEL	MAX LENGHT MT 62	LUNGHEZZA
351	C	36	391	MARSHALLER	SELF MANOEUVRING		400Hz - FUEL - TLOF		
352	C	36	391	MARSHALLER	SELF MANOEUVRING		400Hz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

**VIETATE OPERAZIONI PUSHBACK CONTEMPORANEE**

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

# TERMINAL 1

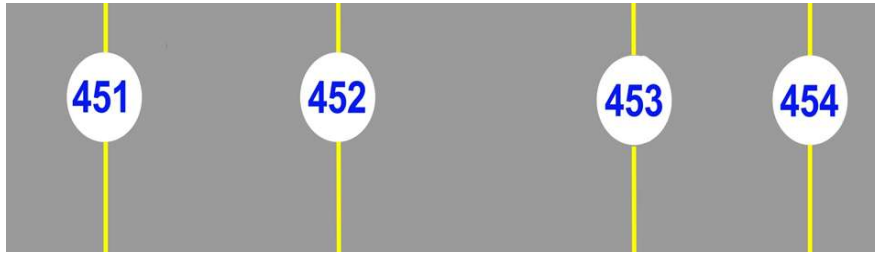
## CONFIGURAZIONE AREA "300" HANGAR



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q <sub>p</sub>			
330	C	29		MARSHALLER	PUSH BACK	27		MAX LENGHT 29,50 m	LUNGHEZZA
331	C	32	332;333	MARSHALLER	PUSH BACK	27		MAX LENGHT 42,00 m	LUNGHEZZA
332	C	29	331	MARSHALLER	PUSH BACK	27		MAX LENGHT 29,50 m	LUNGHEZZA
333	B	22	331	MARSHALLER	PUSH BACK	27		MAX LENGHT 22,50 m	LUNGHEZZA
334	E		335;336	MARSHALLER	PUSH BACK	28			
335	C		334	MARSHALLER	PUSH BACK	28			
336	C		334	MARSHALLER	PUSH BACK	28			

# TERMINAL 1

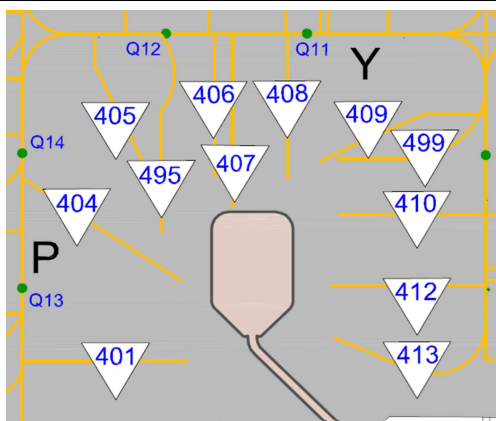
## CONFIGURAZIONE AREA "400" REMOTI



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q <sub>p</sub>			
451	C			MARSHALLER			400Hz - FUEL		
452	C			MARSHALLER			400Hz - FUEL	NO A321	LUNGHEZZA
453	C			MARSHALLER			400Hz - FUEL		
454	C			MARSHALLER			400Hz - FUEL		

# TERMINAL 1

## CONFIGURAZIONE AREA "400" SAT NORD



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q <sub>p</sub>			
401	E			DGS	PUSH BACK	13	DGS - FNG - 400Hz - CND - FUEL		
404	E			DGS	PUSH BACK	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		

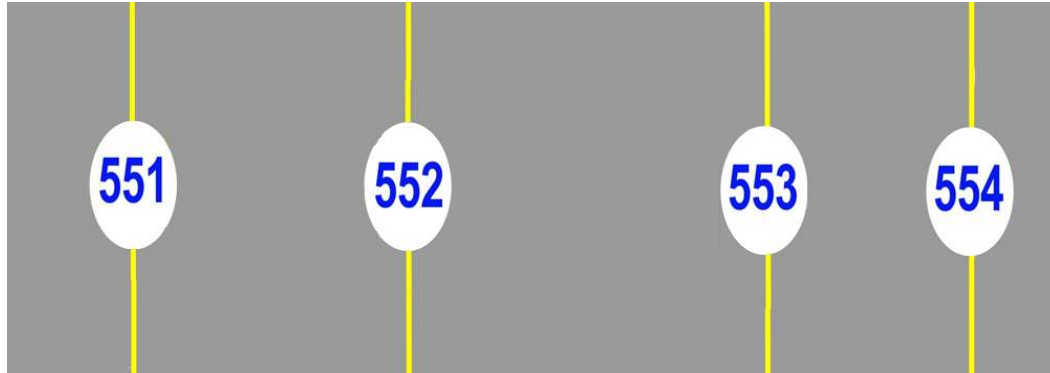
**NO ATR, CRJ, DASH 8, SUKHOI AL SATELLITE PER PROBLEMI AGGANCO FINGER**

A/C		WS	L	401	404	405	495	406	407	408	409	499	410	412	413	A/C
				E	E	E	F	D	E	D	E	F	D	D		
								48 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
E295	C	35,10	41,50	-		-		-	-	-	-		□	-	□	E295
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
A338	E	64,00	58,82	□	□						□					A338
A339	E	64,00	63,66	□	□	□			●		□					A339
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
A350-900	E	64,75	66,89	□	●	●					●					A350-900
A350-1000	E	64,75	73,88	□	●	●					●					A350-1000
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

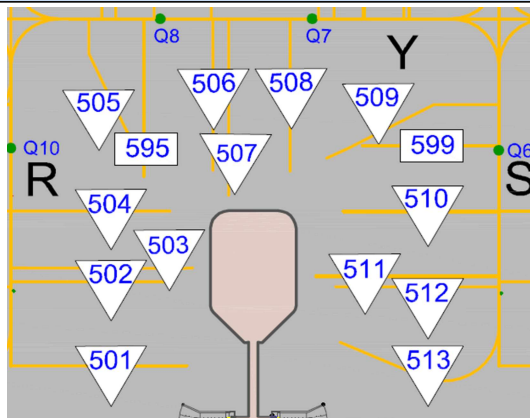
## CONFIGURAZIONE AREA "500" REMOTI



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q <sub>p</sub>			
551	C			MARSHALLER			400Hz - FUEL	NO: A321, B739	LUNGHEZZA
552	C			MARSHALLER			400Hz - FUEL		
553	C			MARSHALLER			400Hz - FUEL		
554	C			MARSHALLER			400Hz - FUEL		

# 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,346,351	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		

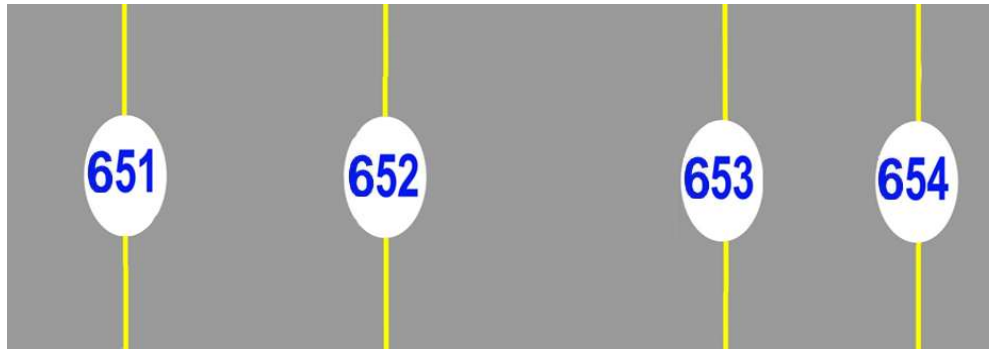
**NO ATR, CRJ, DASH 8, SUKHOI AL SATELLITE PER PROBLEMI AGGANCIO FINGER**

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
E295	C	35,10	41,50	-	-	-	□	-		-	-	-	-		□	□	-	□	E295
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
A338	E	64,00	58,82			□							□						A338
A339	E	64,00	63,66			□		□					□						A339
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
A350-900	E	64,75	66,89	●		●		●					●						A350-900
A350-1000	E	64,75	73,88	●				●					●						A350-1000
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 line 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

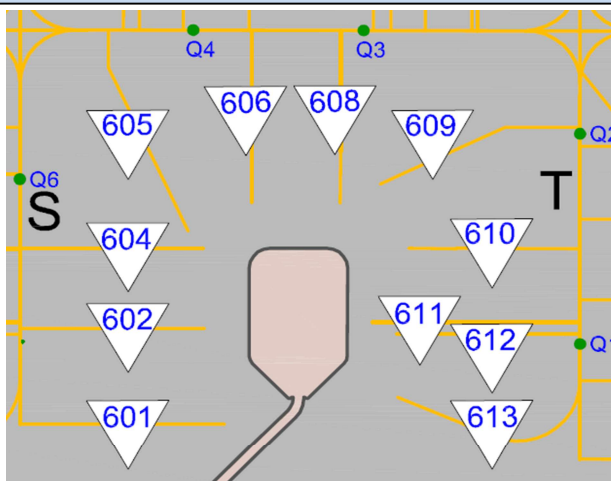
## CONFIGURAZIONE AREA "600" REMOTI



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q <sub>p</sub>			
651	C			MARSHALLER			400Hz - FUEL		
652	C			MARSHALLER			400Hz - FUEL		
653	C			MARSHALLER			400Hz - FUEL		
654	C			MARSHALLER			400Hz - FUEL		

# TERMINAL 1

## CONFIGURAZIONE AREA "600" SAT A



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE				DOTAZIONI	NOTE	
				INGRESSO	USCITA	A/M	Qp			
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			

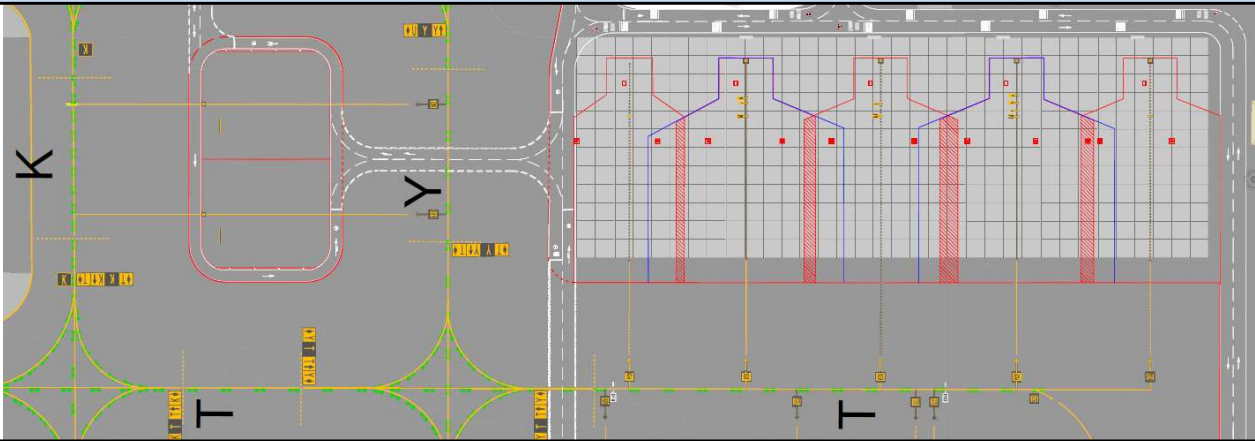
**NO ATR, CRJ, DASH 8, SUKHOI AL SATELLITE PER PROBLEMI AGGANCIAMENTO FINGER**

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
E295	C	35,10	41,50	□	□	□	□	□	□	□	□	□	-	□	E295
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
A338	E	64,00	58,82	■	■	■	□	■	■	□	■	■	■	■	A338
A339	E	64,00	63,66	■	■	■	□	■	■	□	■	■	■	■	A339
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
A350-900	E	64,75	66,89	■	■	■	●	■	■	●	■	■	■	■	A350-900
A350-1000	E	64,75	73,88	■	■	■	●	■	■	●	■	■	■	■	A350-1000

-	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

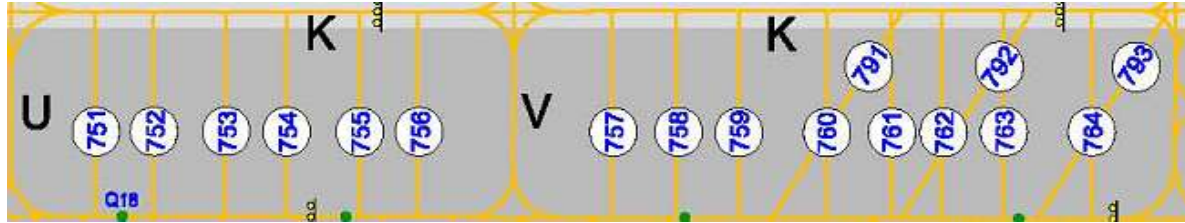
## CONFIGURAZIONE AREA "600" PUSH, 661 E 662 SELF



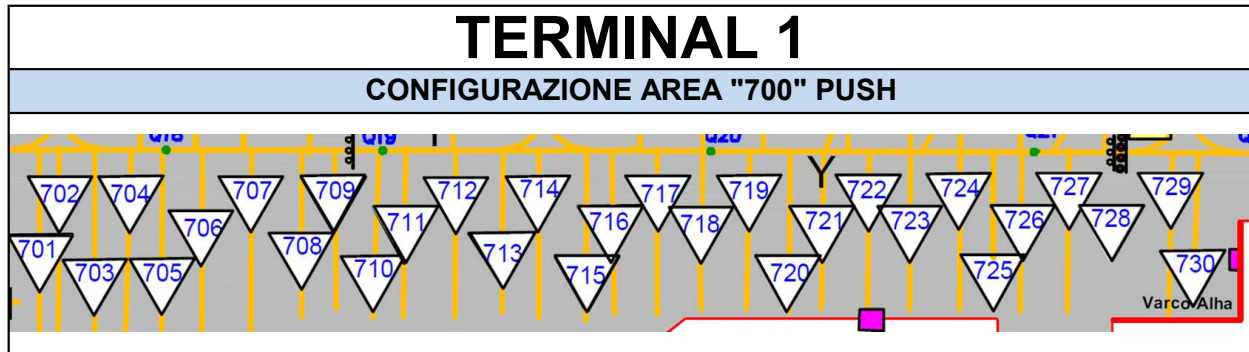
STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE				DOTAZIONI	NOTE	
				INGRESSO	USCITA	A/M	Q <sub>p</sub>			
621	C			MARSHALLER	PUSH BACK		2	400Hz - FUEL		
622	E		621;623	MARSHALLER	PUSH BACK		2	400Hz - FUEL		
	D	42	621;623 (se usati con a/c ws > 42m)	MARSHALLER	PUSH BACK		2	400Hz - FUEL		
623	D	48		MARSHALLER	PUSH BACK		2	400Hz - FUEL		
624	E		623;625	MARSHALLER	PUSH BACK		2	400Hz - FUEL		
	D	48	623;625 (se usati con a/c ws > 48m)	MARSHALLER	PUSH BACK	D C	2 1	400Hz - FUEL		
625	D	42		MARSHALLER	PUSH BACK	D C	2 1	400Hz - FUEL		
661	C	34,3		MARSHALLER						
662	C	34,3		MARSHALLER						

# TERMINAL 1

## CONFIGURAZIONE AREA "700" REMOTI SELF



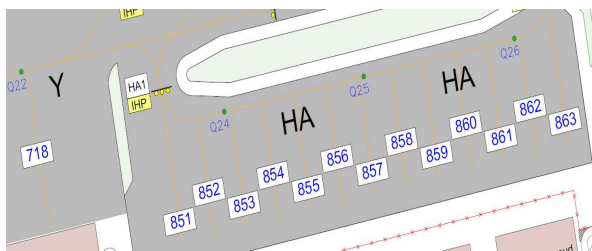
STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q <sub>p</sub>			
751	C			MARSHALLER			400Hz - FUEL		
752	C			MARSHALLER			400Hz - FUEL		
753	C			MARSHALLER			400Hz - FUEL		
754	C			MARSHALLER			400Hz - FUEL		
755	C			MARSHALLER			400Hz - FUEL		
756	C			MARSHALLER			400Hz - FUEL		
757	C			MARSHALLER			400Hz - FUEL		
758	C			MARSHALLER			400Hz - FUEL		
759	C			MARSHALLER			400Hz - FUEL		
760	C		791	MARSHALLER			400Hz - FUEL		
761	C		791	MARSHALLER			400Hz - FUEL		
762	C		791;792	MARSHALLER			400Hz - FUEL		
763	C		792	MARSHALLER			400Hz - FUEL		
764	C		793	MARSHALLER			400Hz - FUEL		



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Qp			
701	D	48	702	DGS	PUSH BACK	18	DGS - 400Hz - FUEL		
702	E		701;703	DGS	PUSH BACK	18	DGS - 400Hz - FUEL	SI B748(code F)	
703	C		702;704	DGS	PUSH BACK	18	DGS - 400Hz - FUEL		
704	E		703;705	DGS	PUSH BACK	18	DGS - 400Hz - FUEL	SI B748(code F)	
705	D	48	704	DGS	PUSH BACK	18	DGS - 400Hz - FUEL		
706	D	48	707	DGS	PUSH BACK	18	DGS - 400Hz - FUEL		
707	E		706;708	DGS	PUSH BACK	18	DGS - 400Hz - FUEL	SI B748(code F)	
708	C		707;709	DGS	PUSH BACK	19	DGS - 400Hz - FUEL		
709	E		708;710	DGS	PUSH BACK	19	DGS - 400Hz - FUEL	SI B748(code F)	
710	D	48	709	DGS	PUSH BACK	19	DGS - 400Hz - FUEL		
711	D	48	712	DGS	PUSH BACK	19	DGS - 400Hz - FUEL		
712	E		711;713	DGS	PUSH BACK	19	DGS - 400Hz - FUEL	SI B748(code F)	
713	C		712;714	DGS	PUSH BACK	19	DGS - 400Hz - FUEL		
714	E		713;715	DGS	PUSH BACK	20	DGS - 400Hz - FUEL	SI B748(code F)	
715	D	48	714	DGS	PUSH BACK	20	DGS - 400Hz - FUEL		
716	D	48	717	DGS	PUSH BACK	20	DGS - 400Hz - FUEL		
717	E		716;718	DGS	PUSH BACK	20	DGS - 400Hz - FUEL	SI B748(code F)	
718	C		717;719	DGS	PUSH BACK	20	DGS - 400Hz - FUEL		
719	E		718;720	DGS	PUSH BACK	20	DGS - 400Hz - FUEL	SI B748(code F)	
720	D	48	719	DGS	PUSH BACK	20	DGS - 400Hz - FUEL		
721	D	48	722	DGS	PUSH BACK	20	DGS - 400Hz - FUEL		
722	E		721;723	DGS	PUSH BACK	20	DGS - 400Hz - FUEL	SI B748(code F)	
723	C		722;724	DGS	PUSH BACK	21	DGS - 400Hz - FUEL		
724	E		723;725	DGS	PUSH BACK	21	DGS - 400Hz - FUEL	SI B748(code F)	
725	D	48	724	DGS	PUSH BACK	21	DGS - 400Hz - FUEL		
726	D	48	727	DGS	PUSH BACK	21	DGS - 400Hz - FUEL		
727	E		726;728	DGS	PUSH BACK	21	DGS - 400Hz - FUEL	SI B748(code F)	
728	C		727;729	DGS	PUSH BACK	21	DGS - 400Hz - FUEL		
729	E		728;730	DGS	PUSH BACK	21	DGS - 400Hz - FUEL	SI B748(code F)	
730	D	48	729	DGS	PUSH BACK	21	DGS - 400Hz - FUEL		

# TERMINAL 1

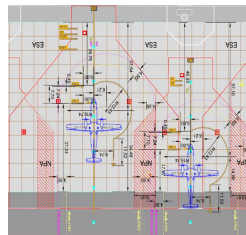
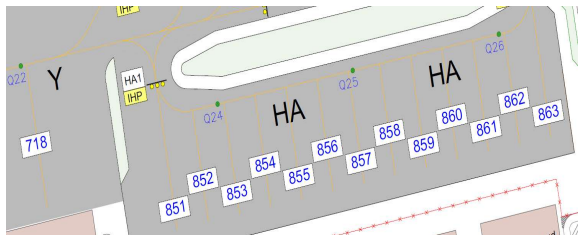
## CONFIGURAZIONE AREA "800" PUSH



STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q <sub>P</sub>			
851	F	74	852	MARSHALLER	PUSH BACK	24	400Hz - FUEL	MAX AN124	
	D	40,5		MARSHALLER	PUSH BACK	24	400Hz - FUEL		
852	D	40,5	851;853 (se usati con a/c ws > 40,5)	MARSHALLER	PUSH BACK	24	400Hz - FUEL		
853	F	69	852;854	MARSHALLER	PUSH BACK	24	400Hz - FUEL	MAX B748	
	D	40,5		MARSHALLER	PUSH BACK	24	400Hz - FUEL		
854	D	40,5	853;855 (se usati con a/c ws > 40,5)	MARSHALLER	PUSH BACK	24	400Hz - FUEL		
855	F	69	854;856	MARSHALLER	PUSH BACK	24	400Hz - FUEL	MAX B748	
	D	40,5		MARSHALLER	PUSH BACK	24	400Hz - FUEL		
856	D	40,5	855;857 (se usati con a/c ws > 40,5)	MARSHALLER	PUSH BACK	25	400Hz - FUEL		
857	F	69	856;858	MARSHALLER	PUSH BACK	25	400Hz - FUEL	MAX B748	
	D	40,5		MARSHALLER	PUSH BACK	25	400Hz - FUEL		
858	D	40,5	857;859 (se usati con a/c ws > 40,5)	MARSHALLER	PUSH BACK	25	400Hz - FUEL		
859	F	69	858;860	MARSHALLER	PUSH BACK	25	400Hz - FUEL	MAX B748	
	D	40,5		MARSHALLER	PUSH BACK	25	400Hz - FUEL		
860	D	40,5	859;861 (se usati con a/c ws > 40,5)	MARSHALLER	PUSH BACK	25	400Hz - FUEL		
861	F	69	860;862	MARSHALLER	PUSH BACK	26	400Hz - FUEL	MAX B748	
	D	40,5		MARSHALLER	PUSH BACK	26	400Hz - FUEL		
862	D	40,5	861;863 (se usati con a/c ws > 40,5)	MARSHALLER	PUSH BACK	26	400Hz - FUEL		
863	F	74	862	MARSHALLER	PUSH BACK	26	400Hz - FUEL	MAX AN124	
	D	40,5		MARSHALLER	PUSH BACK	26	400Hz - FUEL		
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

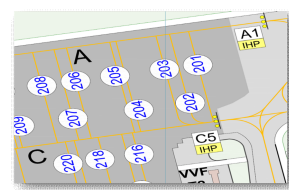
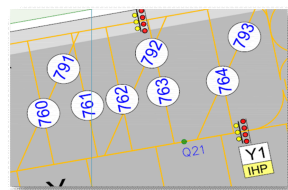
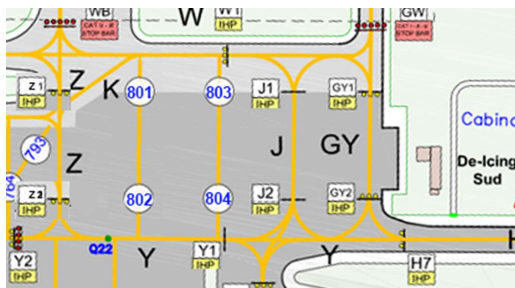


STAND	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE			DOTAZIONI	NOTE	
				INGRESSO	USCITA	Q <sub>p</sub>			
853	F	69	①	MARSHALLER	SELF MANOEUVRING		400Hz - FUEL	MODALITA' ATR42/72	
			852;854	MARSHALLER	PUSH BACK	24	400Hz - FUEL	MAX B748	
854	D	40,5	853;855	MARSHALLER	PUSH BACK	24	400Hz - FUEL	MAX B753	
855	F	69	②	MARSHALLER	SELF MANOEUVRING		400Hz - FUEL	MODALITA' ATR42/72	
			854;856	MARSHALLER	PUSH BACK	24;25	400Hz - FUEL	MAX B748	
856	D	40,5	③	MARSHALLER	SELF MANOEUVRING		400Hz - FUEL	MODALITA' ATR42/72	
			855;857	MARSHALLER	PUSH BACK	25	400Hz - FUEL	MAX B753	
857	F	69	④	MARSHALLER	SELF MANOEUVRING		400Hz - FUEL	MODALITA' ATR42/72	
			856;858	MARSHALLER	PUSH BACK	25	400Hz - FUEL	MAX B748	
①	SE 853 UTILIZZATO PER ATR42/72 , <u>NON</u> INIBISCE LO STAND : 854								
②	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				
③	SE 856 UTILIZZATO PER ATR42/72				- NON INIBISCE STAND 855 E 857 <u>SOLO SE USATI ANCH'ESSI</u> IN MODALITA' ATR42/72				
④	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	ICAO CODE	WS MAX [m]	INIBISCE	NOTE OPERATIVE	DOTAZIONI	NOTE
<b>TORRE FARO</b>						
<b>GY1</b>	<b>F</b>			<b>SELF MANOEUVRING prua EST</b>	<b>Segnaletica SELF</b>	<b>SI A380, SI AN124, SI B748</b>
<b>GY2</b>	<b>F</b>			<b>SELF MANOEUVRING prua OVEST</b>	<b>Segnaletica SELF</b>	<b>SI A380, SI AN124, SI B748</b>
<b>TORRE FARO</b>						
<b>J1</b>	<b>F</b>			<b>SELF MANOEUVRING prua EST</b>	<b>Segnaletica SELF</b>	<b>SI A380, SI AN124, SI B748</b>
<b>J2</b>	<b>F</b>			<b>SELF MANOEUVRING prua OVEST</b>	<b>Segnaletica SELF</b>	<b>SI A380, SI AN124, SI B748</b>
<b>TORRE FARO</b>						
<b>803</b>	<b>E</b>			<b>SELF MANOEUVRING prua EST</b>	<b>Segnaletica SELF</b>	
<b>804</b>	<b>E</b>			<b>SELF MANOEUVRING prua OVEST</b>	<b>Segnaletica SELF</b>	
<b>TORRE FARO</b>						
<b>801</b>	<b>E</b>			<b>SELF MANOEUVRING prua EST</b>	<b>Segnaletica SELF</b>	
<b>802</b>	<b>E</b>			<b>SELF MANOEUVRING prua OVEST</b>	<b>Segnaletica SELF</b>	
<b>TORRE FARO</b>						
<b>791</b>	<b>C</b>		760;761	<b>SELF MANOEUVRING</b>	<b>Segnaletica SELF</b>	
<b>792</b>	<b>C</b>		762;763	<b>SELF MANOEUVRING</b>	<b>Segnaletica SELF</b>	
<b>793</b>	<b>C</b>		764	<b>SELF MANOEUVRING</b>	<b>Segnaletica SELF</b>	
<b>TORRE FARO</b>						
<b>202</b>	<b>E</b>		201;203	<b>SELF MANOEUVRING</b>	<b>Segnaletica SELF</b>	
<b>204</b>	<b>D</b>		205	<b>SELF MANOEUVRING</b>	<b>Segnaletica SELF</b>	
<b>206</b>	<b>C</b>		207	<b>SELF MANOEUVRING</b>	<b>Segnaletica SELF</b>	