



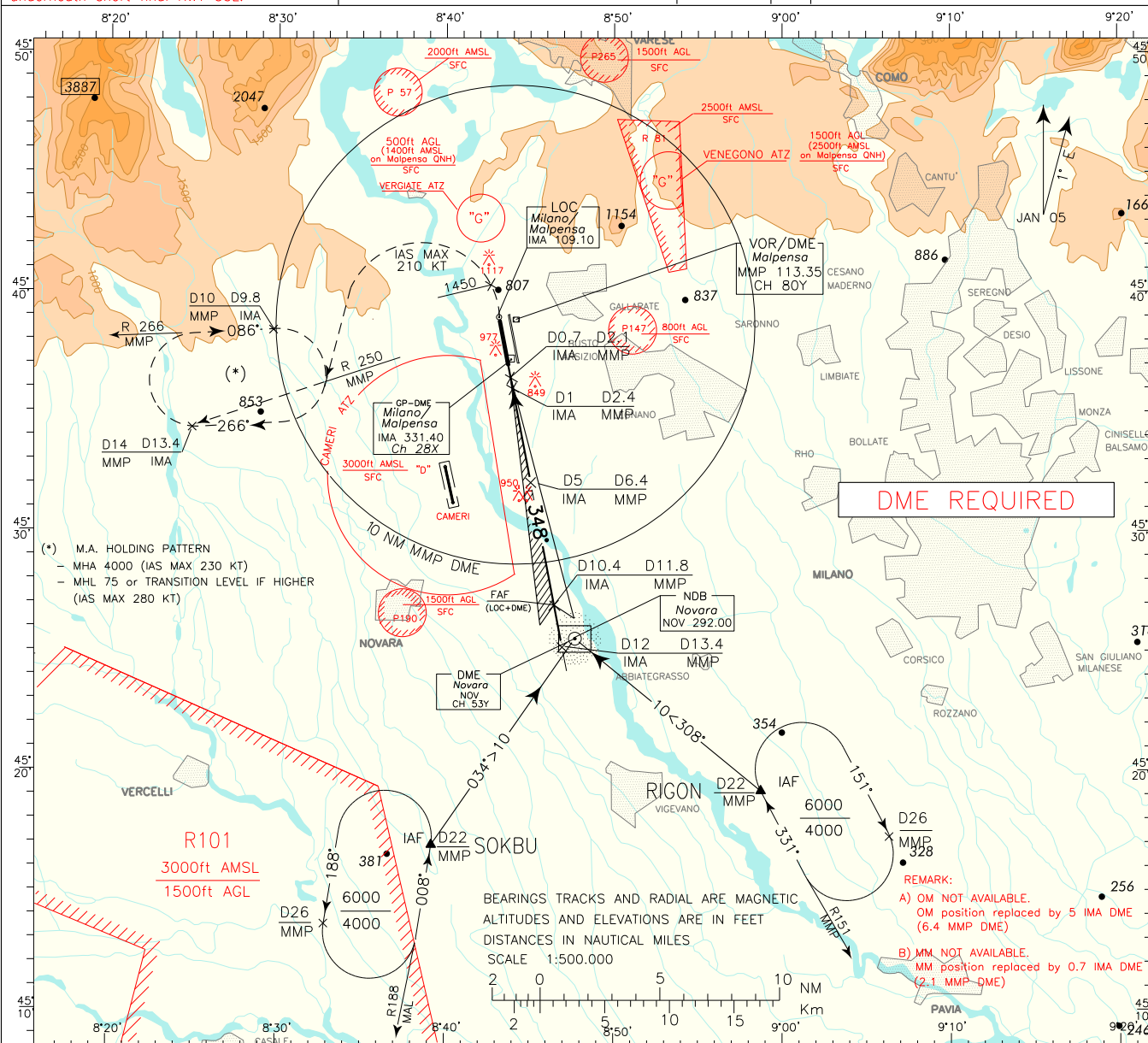
ICAO - INSTRUMENT APPROACH CHART

AD 2 LIMC 5-3

DOC 8168 ED 5 2006 AMDT 1

CHANGE: 'MILANO RADAR' FREQ

REMARK (1): Significant Obstacle RWY Slope WARNINGS: -Some users on ILS APCH reported false LOC captures. Pilot attention is drawn to pay max caution. See AIP ENR 1.3 -Aircraft taxiing independently on TWY H underneath short final RWY 35L.	APP	Milano Radar	CH 125.630 (CH 132.705)	AD ELEV	768	LIMC	MILANO/ MALPENSA
	TWR	Malpensa TWR	128.350				ILS-Z
	ATIS	Malpensa Arrival Information	120.025				RWY 35L
		Malpensa Departure Information	121.625				



TRANSITION ALT 6000

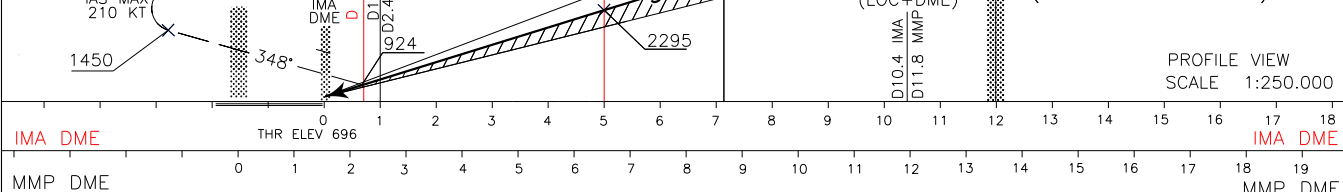
MISSED APPROACH: Proceed on TR 348° climbing to 4000 ft. At 1450 ft turn left (IAS MAX 210 kt) until intercepting and following RDL 250 MMP VOR to join Missed Approach holding pattern. Hold on RDL 266 MMP VOR (inbound TR 086°) between 10NM and 14NM MMP DME (9.8NM and 13.4NM IMA DME) with right turns.

REMARK: Missed approach obstacle clearance is provided by 2.5% gradient; 5% gradient until 2000 ft is required to overfly Vergiate ATZ. Pilots unable to comply with this gradient are advised that will fly within airspace classified "G".


RDH 17.50 M
GP 3°
LOC+DME 5.2%

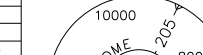
MM position replaced by 0.7 NM IMA DME (2.1 NM MMP DME)
OM position replaced by 5 NM IMA DME (6.4 NM MMP DME)

MAPt(LOC+DME)
FAF (LOC+DME)
THR ELEV 696



OCA (OCH)		A	B	C	D	CIRCLING SECTORS	FT PER MIN	GS	FAP-D5 5.19 NM	D5-MM 4.46 NM	DME IMA	ALT (HGT)	MNM SECT ALT MMP	VOR/DME	
STRAIGHT IN APPROACH	CAT.I (1)	858 (162)	873 (177)	888 (192)	898 (202)		850	160	1 : 56	1 : 40	1 1074 (378) 2 1392 (696)				
	CAT.II (1)	762 (66)	777 (81)	787 (91)	807 (111)	740	140	2 : 13	1 : 54	3 1711 (1015) 4 2029 (1333)					
	LOC+DME	1140 (444)				635	120	2 : 35	2 : 14	5 2348 (1652) 6 2666 (1970)					
	CIRCLING	1450 (682)		1650 (882)		1690 (922)	530	100	3 : 06	2 : 40	7 2983 (2287) 8 3303 (2607)				
							425	80	3 : 53	3 : 20	9 3621 (2925) 10				

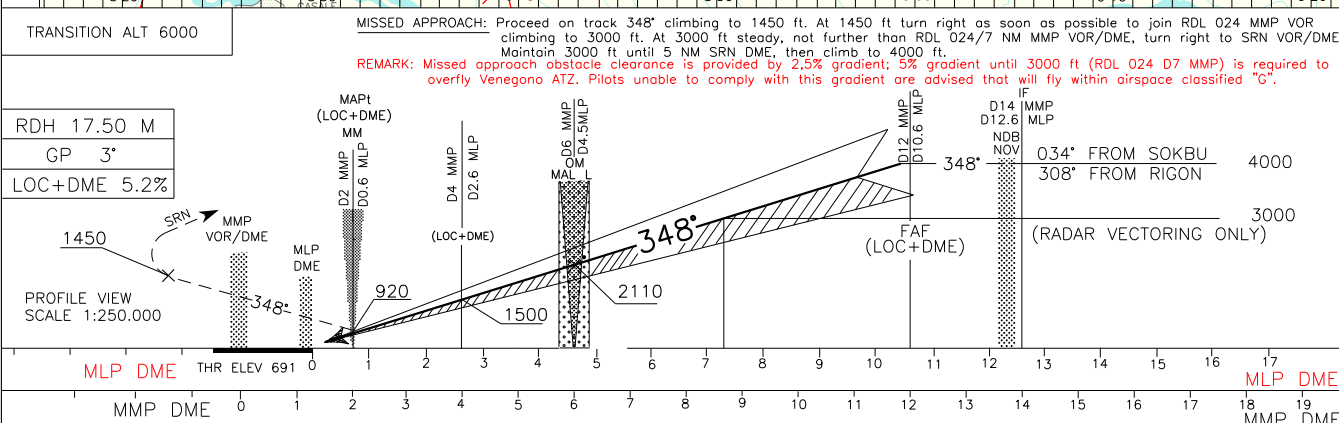
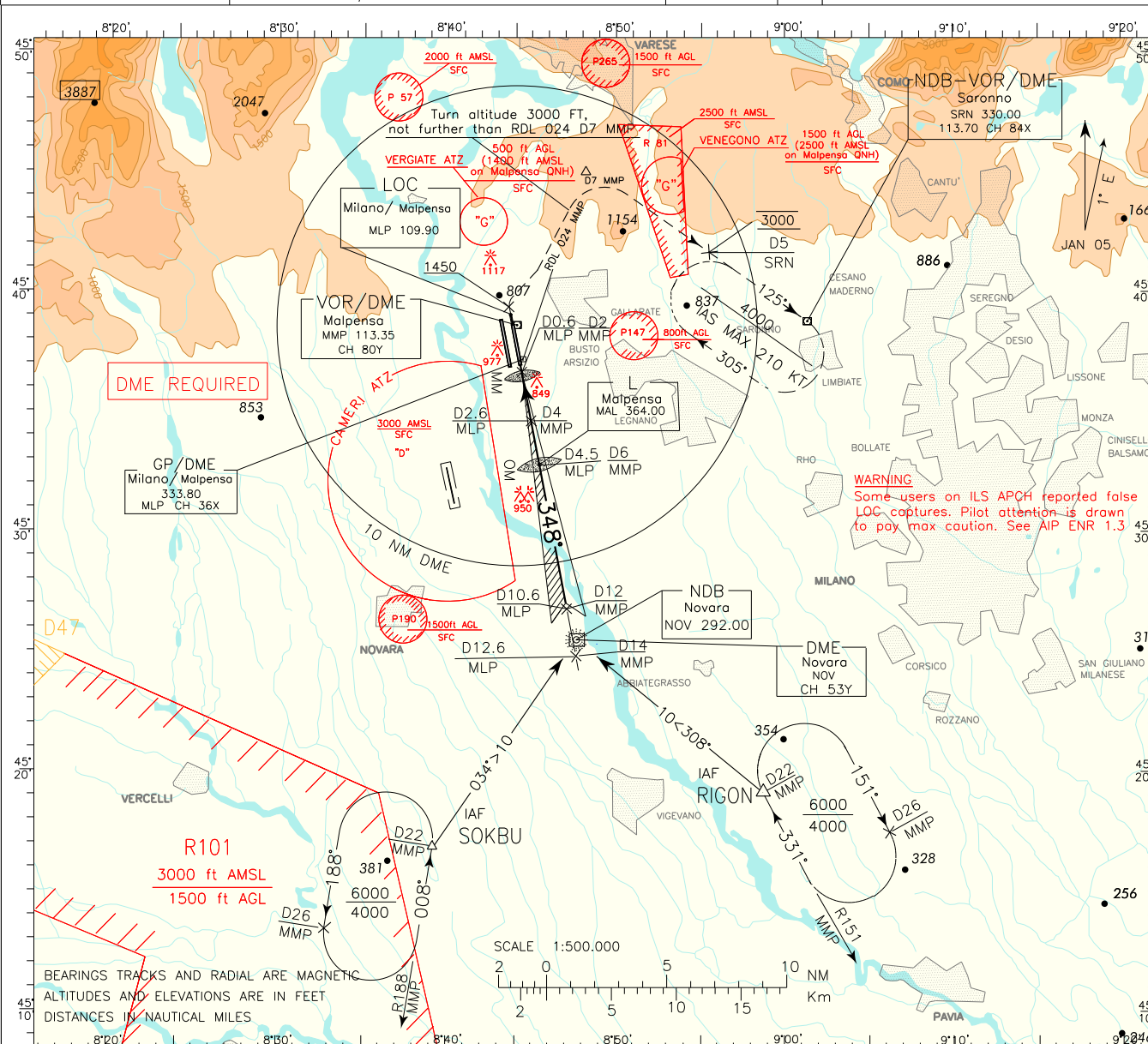




DOC 8168 ED5-2006 AMDT 1

CHANGE: 'MILANO RADAR' FREQ

REMARK (1)	APP	Milano Radar	CH 125.630 (CH 132.705)	AD ELEV	L	MILANO/MALPENSA
Significant Obstacle Rwy Slope	TWR	Malpensa TWR	119.000 (128.350)	768	M	
	ATIS	Milano Arrival Information	120.025		C	ILS-Z
		Milano Departure Information	121.625			RWY 35R

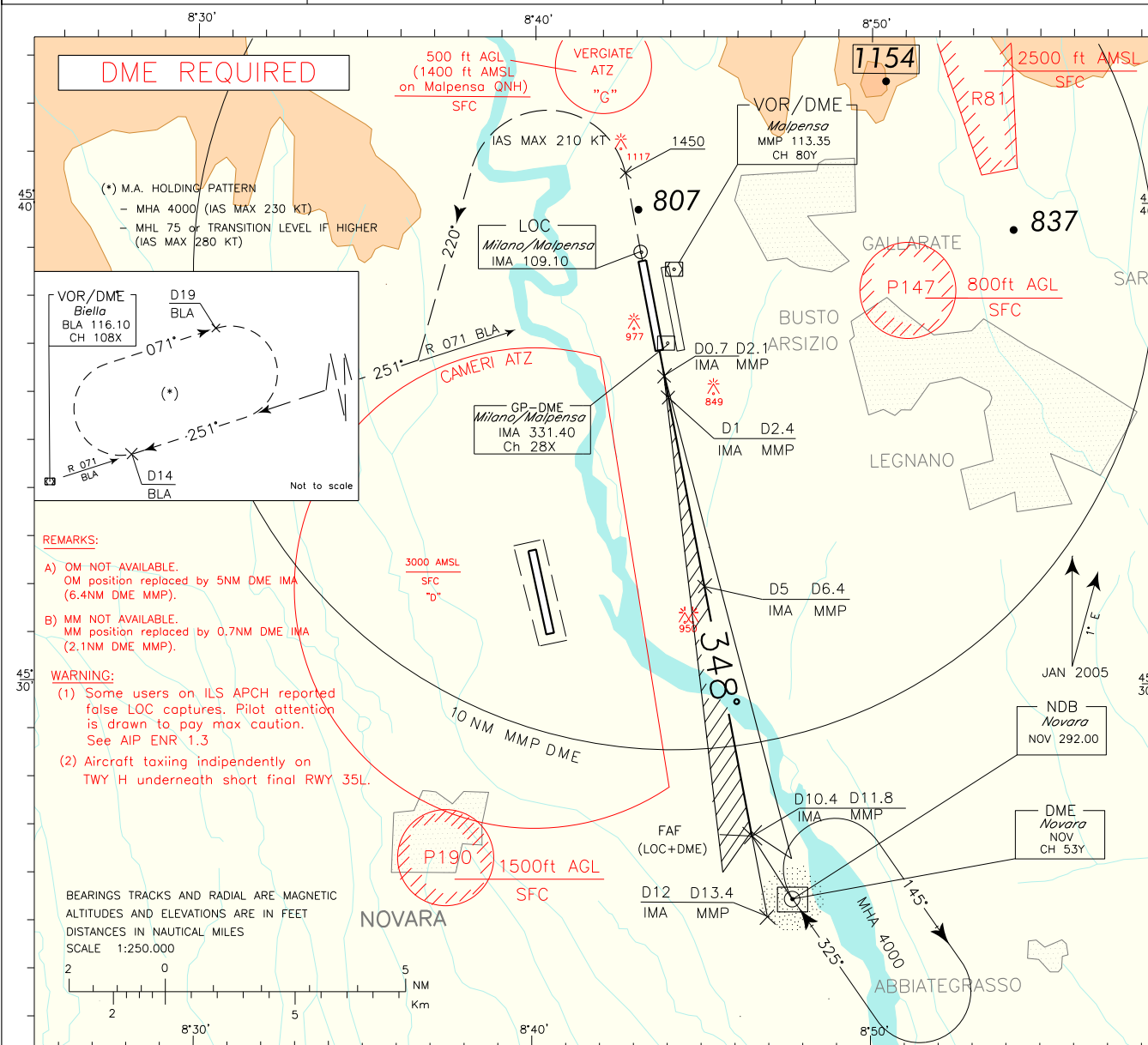


OCA (OCH)		A	B	C	D	REMARK: LOC+DME PROC in case of sudden DME failure after FAF climb immediately performing missed approach procedure.	FT PER GS		FAP-OM	OM-MM	MLP DME	ALT (HGT)	MNM SECT ALT VOR/DME MMP									
STRAIGHT IN APPROACH	CAT. I (1)	845 (154)	855 (164)	870 (179)	880 (189)		MIN		5.92 NM	3.73 NM			D 8	3240 (2549)	10000	205	8000					
	CAT. II (1)	754 (63)	767 (76)	778 (87)	796 (105)		850	160	2 : 13	1 : 23								D 6	2605 (1914)	070	6000	285
	LOC+DME	1140 (449)					635	120	2 : 57	1 : 51												
CIRCLING		1450 (682)		1650 (882)	1690 (922)	CIRCLING SECTORS																
						NOT ALLOWED																

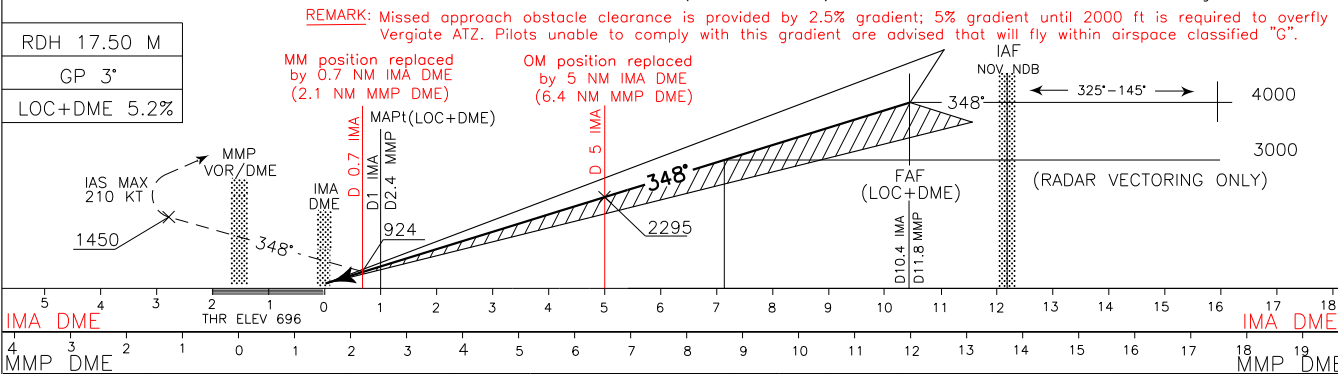
ICAO - INSTRUMENT APPROACH CHART


AD 2 LIMC 5-7

<u>REMARK:</u> To be used in case of MMP VOR or DME, or VOR and DME unavailability only	APP	Milano Radar	CH 125.630 (CH 132.705)	AD ELEV 768	L I M C	MILANO/MALPENSA
	TWR	Malpensa TWR	128.350			ILS-Y RWY 35L
	ATIS	Malpensa Arrival Information Malpensa Departure Information	120.025 121.625			
<u>REMARK</u> (1)Significant Obstacle RWY Slope						



TRANSITION ALT 6000
MISSED APPROACH: Proceed on track 348° climbing to 4000 ft. At 1450 ft turn left (IAS MAX 210 kt) on TR 220° to intercept and follow RDL 071 BLA VOR (TR 251°) bound to BLA VOR until joining Missed Approach holding pattern. Hold on RDL 071 BLA VOR (inbound TR 251°) between 14 NM and 19 NM BLA DME with right turns.

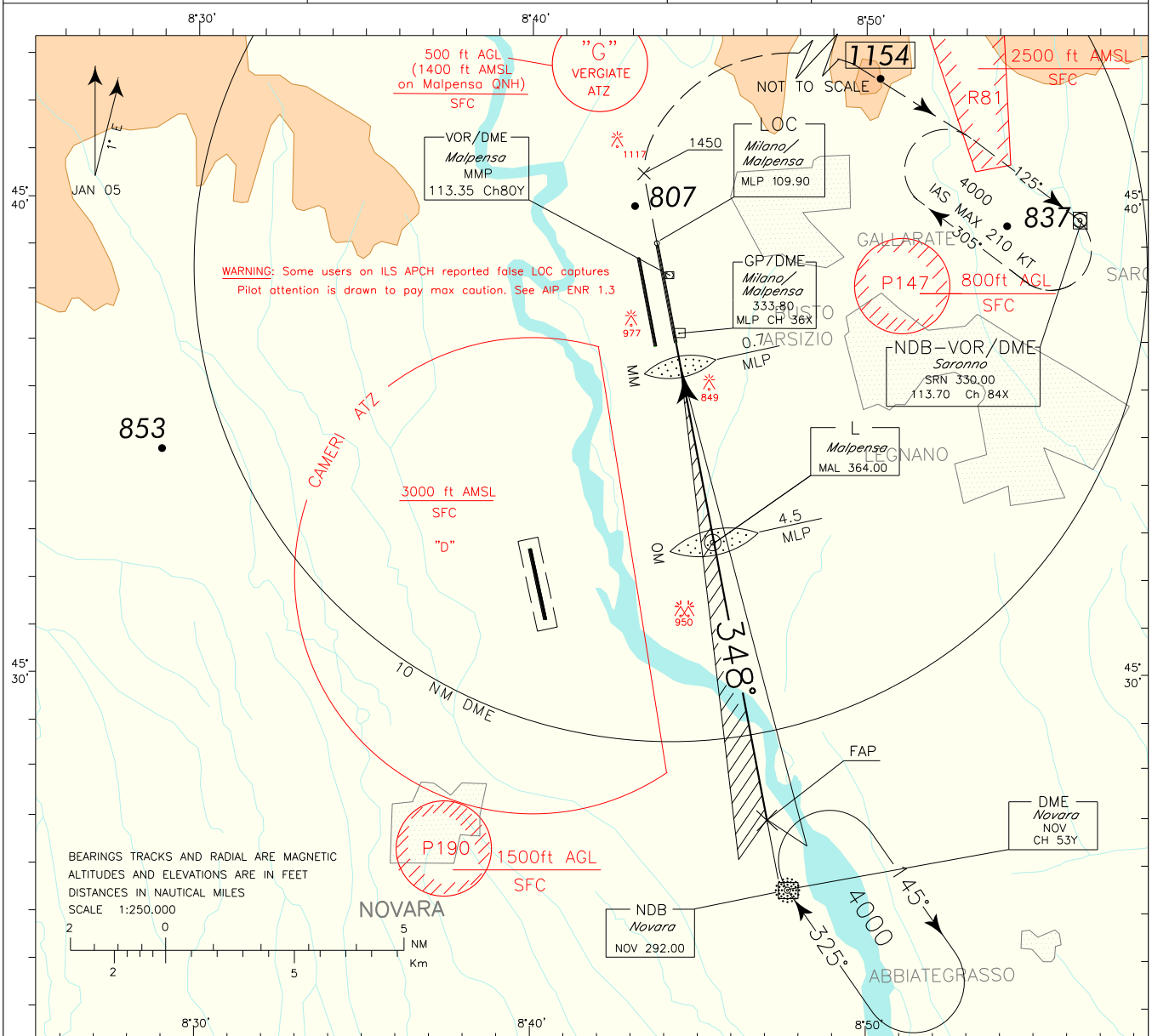


OCA (OCH)		A	B	C	D	CIRCLING SECTORS		FT PER MIN	GS	FAP-D5 5.19 NM	D5-MM 4.46 NM	DME IMA	ALT (HGT)	MNM SECT ALT NOV	ALT NDB
STRAIGHT IN APPROACH	CAT.I (1)	858 (162)	873 (177)	888 (192)	898 (202)			850	160	1 : 56	1 : 40	1	1074 (378)		
	CAT.II (1)	762 (66)	777 (81)	787 (91)	807 (111)			740	140	2 : 13	1 : 54	2	1392 (696)		
	LOC+DME	1140 (444)						635	120	2 : 35	2 : 14	3	1711 (1015)		
					530			100	3 : 06	2 : 40	4	2029 (1333)			
					425			80	3 : 53	3 : 20	5	2348 (1652)			
CIRCLING		1450 (682)	1650 (882)	1690 (922)		425	80	3 : 53	3 : 20	6	2666 (1970)				

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CHANGE: 'MILANO RADAR' FREQ

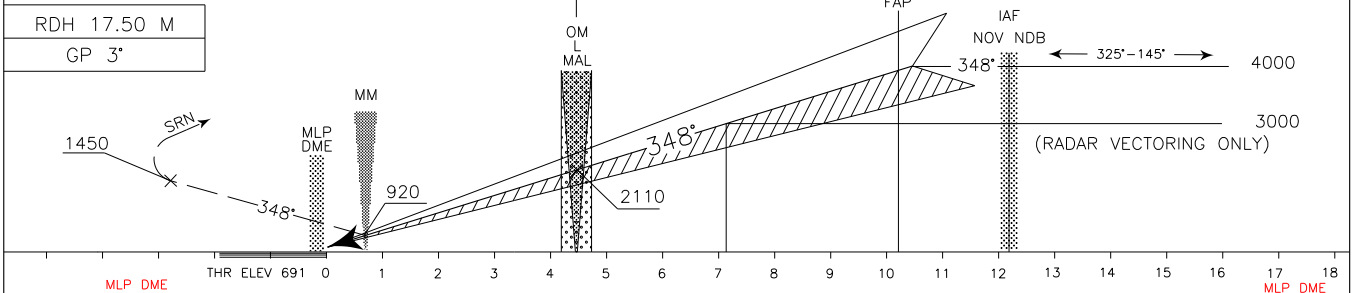
WARNING: ATC discretion procedure to be used in case of MMP VOR or DME, or VOR and DME unavailability only. REMARK (1) Significant Obstacle RWY Slope	APP	Milano Radar	CH 125.565 (CH 132.705)	AD ELEV	768	L M C	MILANO/MALPENSA	
	TWR	Malpensa TWR	119.00 (128.350)				ILS-Y	RWY 35R
	ATIS	Malpensa Arrival Information Malpensa Departure Information	120.025 121.625					



TRANSITION ALT 6000

MISSED APPROACH: Proceed on track 348° climbing to 4000 ft. At 1450 ft turn right to SRN VOR DME/NDB Holding Pattern.

REMARK: Missed approach obstacle clearance is provided by 2.5% gradient; 5% gradient until 2000 ft is required to overfly Vergiate ATZ. Pilots unable to comply with this gradient are advised that will fly within airspace classified "G".



OCA (OCH)		A	B	C	D	CIRCLING SECTORS 	FT PER MIN	GS	FAP-OM	OM-MM	MLP DME	ALT (HGT)	MNM SECT ALT NOV NDB
STRAIGHT IN APPROACH	CAT.I (1)	845 (154)	855 (164)	870 (179)	880 (189)		850	160	2 : 13	1 : 23			
	CAT.II (1)	754 (63)	767 (76)	778 (87)	796 (105)		740	140	2 : 32	1 : 35	D 8	3240 (2549)	
							635	120	2 : 57	1 : 51	D 6	2605 (1914)	
CIRCLING		1450 (682)	1650 (882)	1690 (922)			530	100	3 : 33	2 : 13	D 4	1970 (1279)	
							425	80	4 : 26	2 : 46	D 2	1335 (644)	

AD 2 LIMC 5-11

CHANGE: REPRINTING AND 'MILANO RADAR' FREQ

APP	Milano Radar	CH 125.630 (CH 132.705)	AD ELEV	L I M C	MILANO/ MALPENSA	
TWR	Malpensa TWR	119.000 (128.350)	768		VOR RWY 35R	
ATIS	Malpensa Arrival Information	120.025			Malpensa Departure Information	121.625




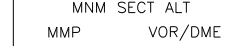
MISSION APPROACH: Proceed on track 352° climbing to 1450 ft. At 1450 ft turn right as soon as possible to join RDL 024 MMP VOR climbing to 3000 ft. At 3000 ft steady, not further than RDL 024/7 NM MMP VOR/DME, turn right to SRN VOR/DME. Maintain 3000 ft until 5 NM SRN DME, then climb to 4000ft.

REMARK: Missed approach obstacle clearance is provided by 2.5% gradient; 5% gradient until 3000 ft (RDL 024 D7 MMP/ RDL 305 SRN VOR) is required to overlay Venegono ATZ. Pilots unable to comply with gradient are advised that will fly within airspace classified "G".

PROFILE VIEW
SCALE 1:250,000

The diagram shows a profile view of the runway alignment. The horizontal axis represents distance in NM (0 to 17) and THR ELEV 691. The vertical axis represents elevation. Key features include:

- Runway Threshold (THR):** Located at 0 NM, with an elevation of 691.
- Navigation Aids:**
 - MMP DME:** Located at 0 NM.
 - MMP VOR/DME:** Located at 0 NM.
 - MMP:** Located at 0 NM.
 - D2 MMP:** Located at 2 NM.
 - D6 MMP:** Located at 6 NM.
 - D12 MMP:** Located at 12 NM.
 - D16 VOG:** Located at 16 NM.
- Angles and Distances:**
 - 352°:** Indicated at the threshold and at 6 NM.
 - 5.2%:** Gradient indicated between 2 NM and 6 NM.
 - 352°:** Indicated at 12 NM.
 - 2100:** Distance indicated at 6 NM.
 - 308° FROM RIGON 4000:** Distance and bearing indicated at 14 NM.
 - 034° FROM SOKBU:** Distance and bearing indicated at 14 NM.
- Other Labels:**
 - SRN:** Signal Reference Network.
 - IF:** Instrument Flight.
 - RDL 172:** Radar Detection Limit.
 - NDB NOV:** Non-Directional Beacon.
 - MAPt:** Map Point.
 - FAF MAL L:** Final Approach Fix.
 - R241 SRN:** Signal Reference Network.

NM					NM						
OCA (OCH)		A	B	C	D	REMARK:	FT PER MIN	GS	DIST	ALT (HGT)	MNM SECT ALT MMP VOR/DME
STRAIGHT APPROACH	VOR	1150 (459)				In case of sudden DME failure after FAF climb immediately performing missed approach procedure. 	850	160	6 DME	2100 (1409)	
							740	140	5 DME	1790 (1099)	
							635	120	4 DME	1480 (789)	
							530	100	3 DME	1170 (479)	
CIRCLING		1450 (682)		1650 (882)	1690 (922)		425	80	2 DME	860 (169)	

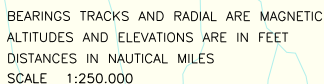
AD ELEV
768

L
I
M
C

MILANO/MALPENSA

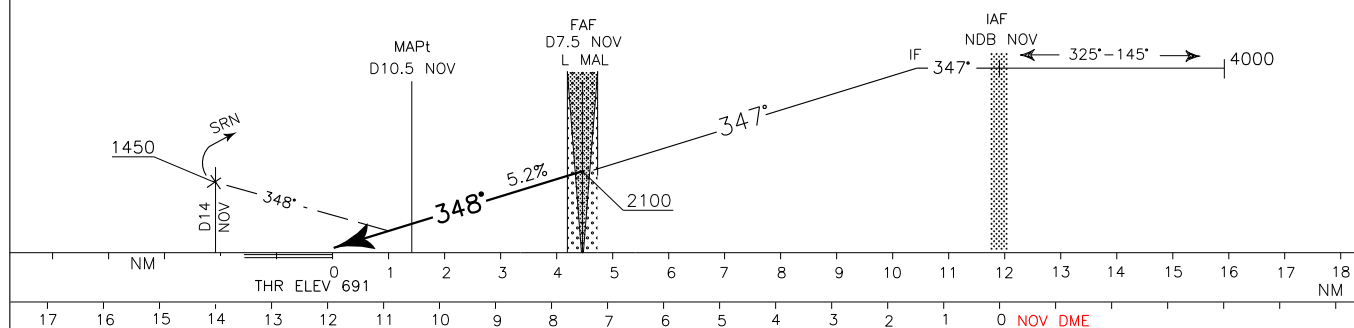
L RWY 35R



CHANGE: 'MILANO RADAR' FREQ



MISSED APPROACH: Proceed on TR 348° climbing to 4000 ft. At 1450 ft (14 NM NOV DME) turn right to SRN VOR DME/NDB Holding Pattern.

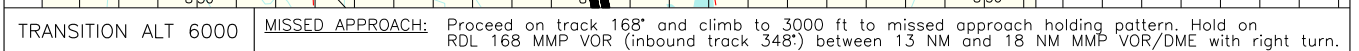
REMARK: Missed approach obstacle clearance is provided by 2.5% gradient; 5% gradient until 3000 ft is required to overfly Vergiate and Venegono ATZ. Pilots unable to comply with this gradient are advised that will fly within airspace classified "G".

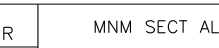


OCA (OCH)		A	B	C	D	CIRCLING SECTORS 	FT PER MIN	GS	FAF(L)–MAP 3 NM		MNM SECT ALT NOV NDB 
STRAIGHT IN APPROACH	L+DME	1150 (459)					850	160	1 : 08		
	L	1300 (609)				740	140	1 : 17			
						635	120	1 : 30			
						530	100	1 : 48			
CIRCLING		1320 (552)	1420 (652)	1600 (832)	1670 (902)	425	80	2 : 15			

AD ELEV	L
768	I
	M
	C

ILS-Z RWY 17L

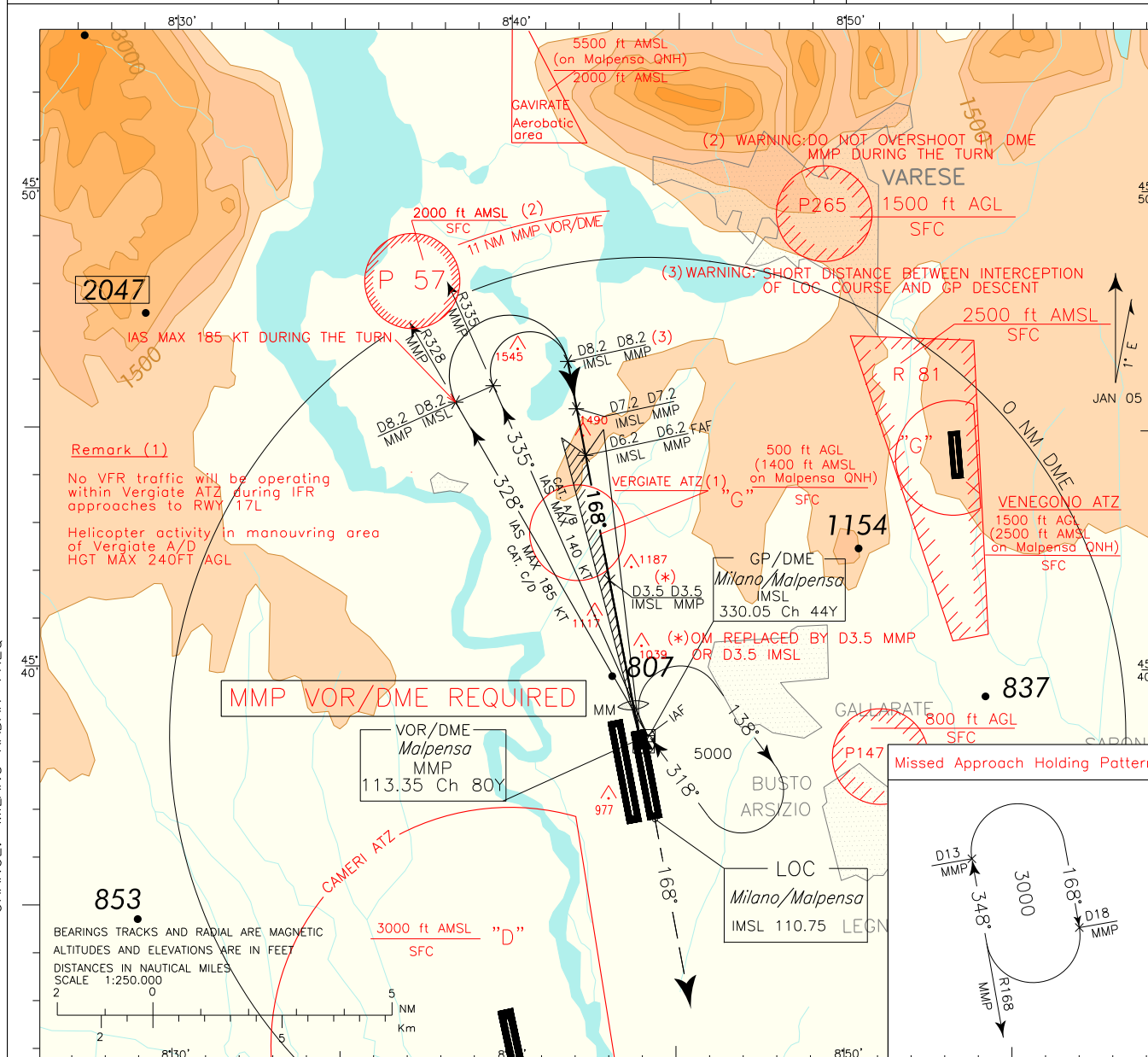


NM						CIRCLING (5) REMARK: Circling allowed only to RWY 17R	GS	FT PER MIN	FAP—MM	MM—THR	MNM SECT ALT MMP VOR/DME 
OCA (OCH)		A	B	C	D				6.12 NM	0.68 NM	
STRAIGHT IN APPROACH	ILS CAT I (4)	955 (210)	965 (220)	975 (230)	985 (240)						
CIRCLING (5)		1450 (682)		1650 (882)	1690 (922)						

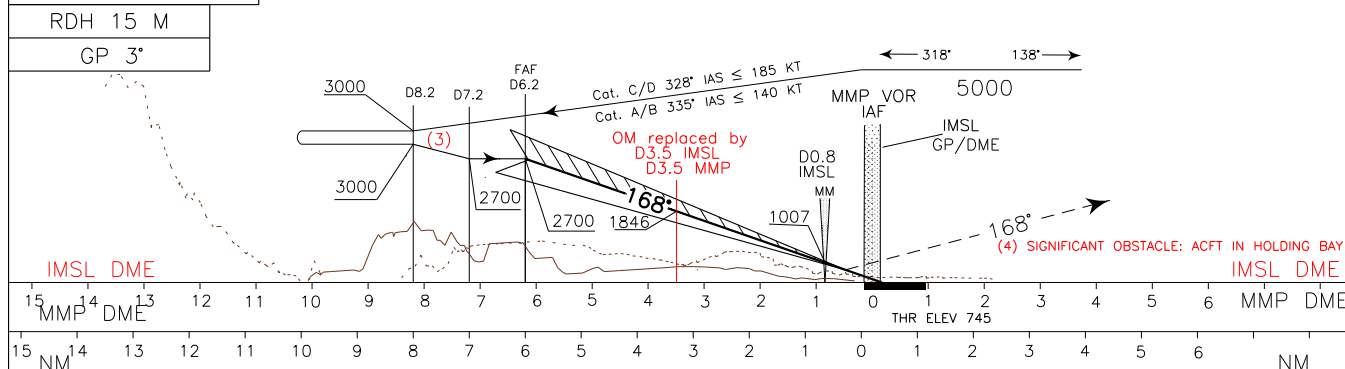
DOC 8168 ED 4 - 1993 AMDT 12

CHANGE: 'MILANO RADAR' FREQ

APP	Milano Radar	CH 125.630 (CH 132.705)	AD ELEV	L	MILANO/MALPENSA
TWR	Malpensa TWR	119.000 (128.350)	768	I	
ATIS	Malpensa Arrival Information	120.025		M	ILS-Y RWY 17L
	Malpensa Departure Information	121.625		C	



TRANSITION ALT 6000 MISSED APPROACH: Proceed on track 168° and climb to 3000 ft to missed approach holding pattern. Hold on RDL 168 MMP VOR (inbound track 348°) between 13 NM and 18 NM MMP VOR/DME with right turn.



OCA (OCH)	A	B	C	D	CIRCLING (5) REMARK: Circling allowed only to RWY 17R	GS	FT PER MIN	FAF-MM	MM-THR	MNM SECT ALT
STRAIGHT IN APPROACH	ILS CAT I (4)	955 (210)	965 (220)	975 (230)	985 (240)	160	849	2:00	0:15	MMP VOR/DME
						140	743	2:16	0:18	
						120	637	2:40	0:20	
						100	531	3:11	0:24	
CIRCLING (5)		1450 (682)	1650 (882)	1690 (922)		80	425	4:00	0:31	

AD 2 LIMC 5-19

CHANGE: 'MILANO RADAR' FREQ

No VFR traffic will be operating within Vergiate ATZ during IFR approaches to RWY 17L

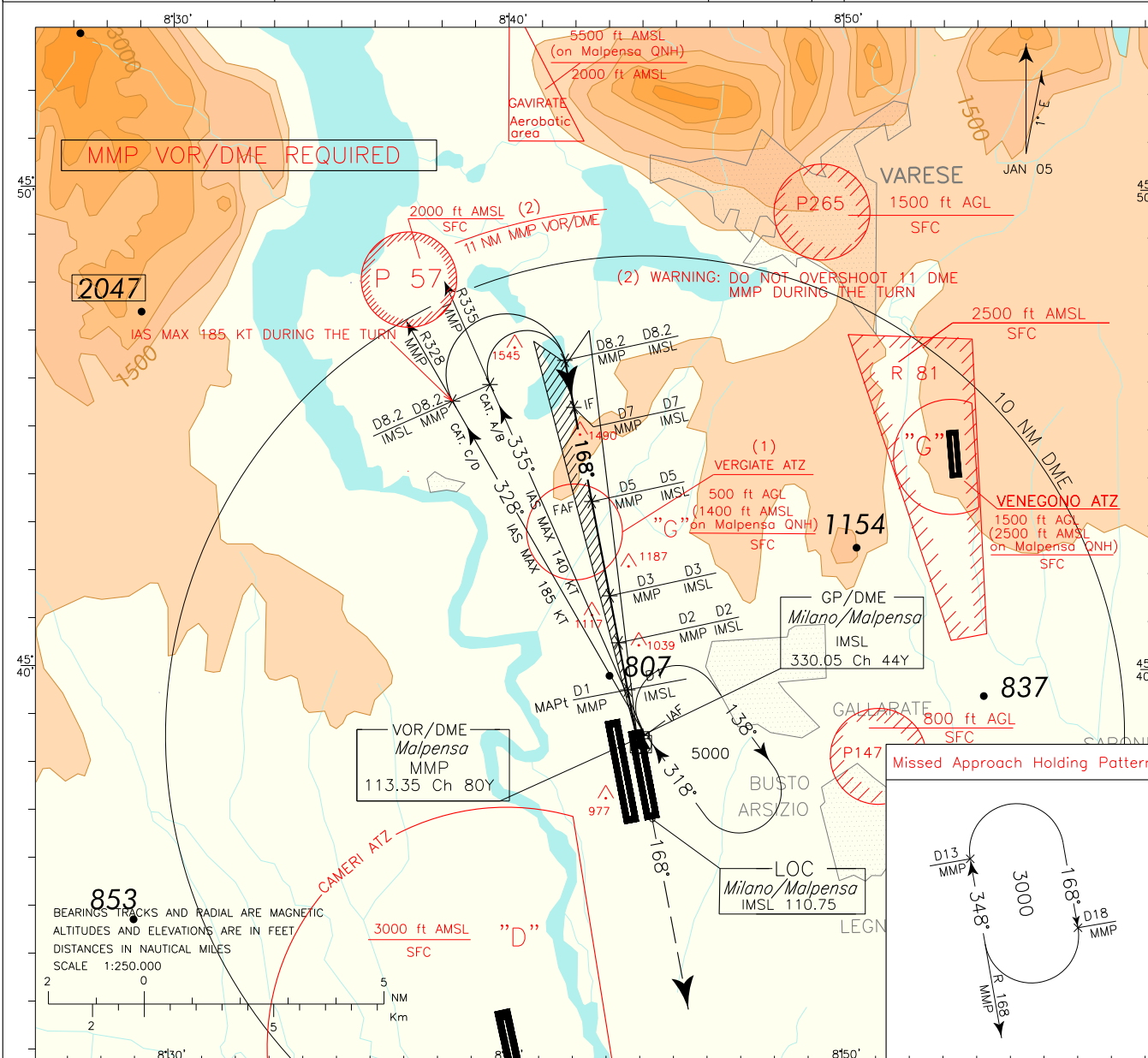
APP	Milano Radar	CH 125.630 (CH 132.705)
TWR	Malpensa TWR	119.000 (128.350)
ATIS	Malpensa Arrival Information	120.025
	Malpensa Departure Information	121.625

AD ELEV
768

L
I
M
C

MILANO / MALPENSA

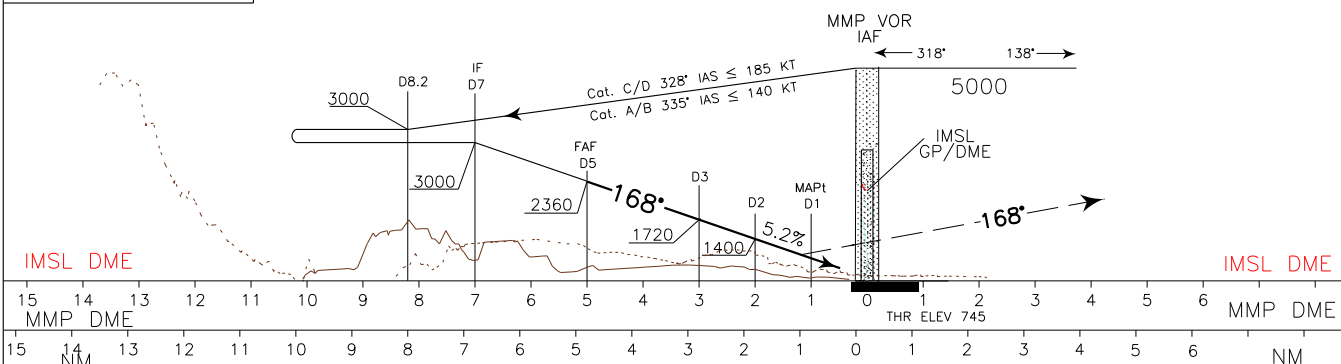
LOC RWY 17L

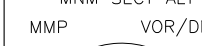


TRANSITION ALT 6000

MISSED APPROACH:

Proceed on TR 168* and climb to 3000 ft to missed approach holding pattern. Hold on RDL 168 MMP VOR (inbound TR 348*) between 13 NM and 18 NM MMP DME with right turn.

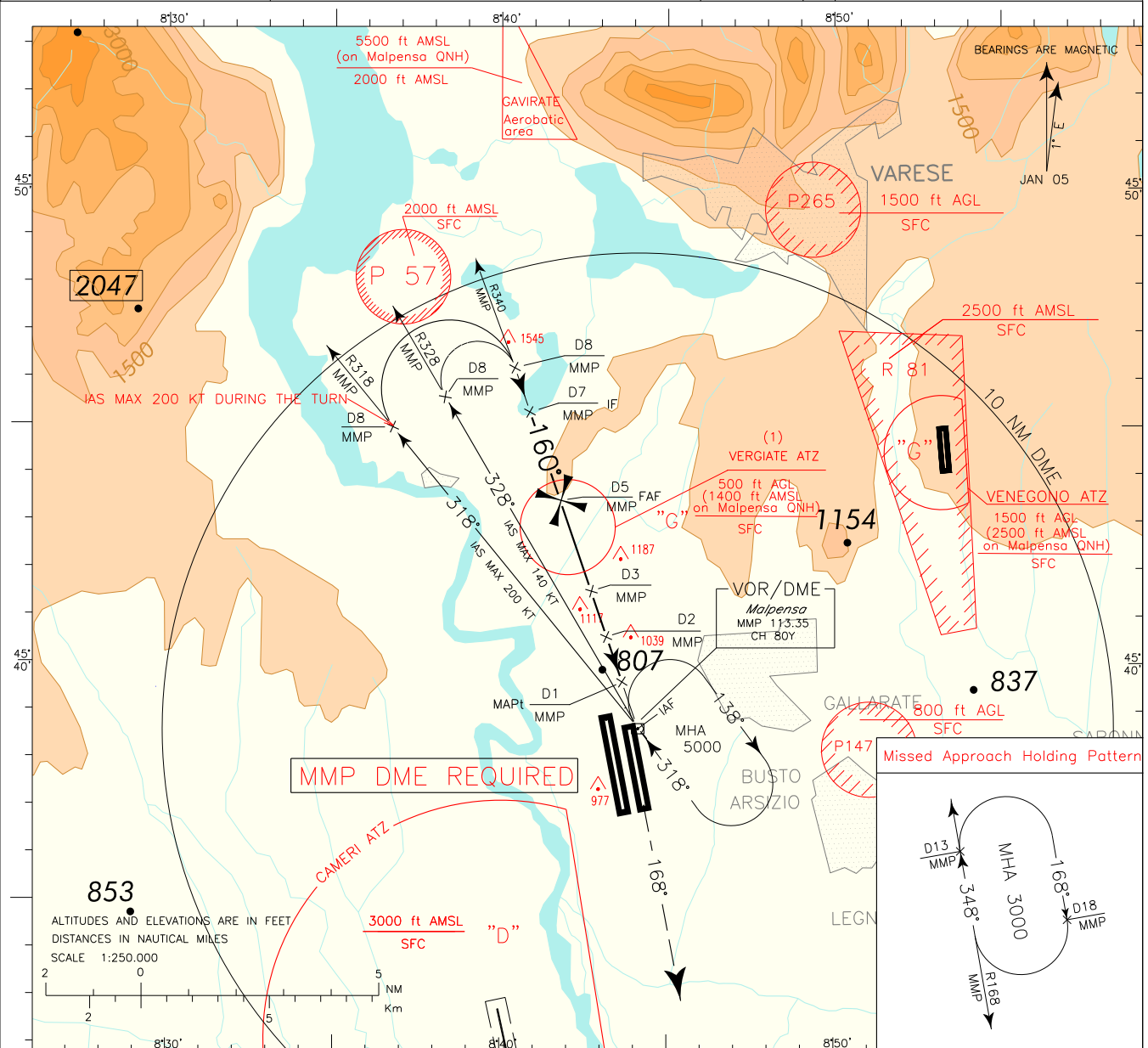


OCA (OCH)		A	B	C	D	CIRCLING (3) REMARK: Circling allowed only to RWY 17R	GS	FT PER MIN	FAF—MAPt	MAPt—THR	MWP DME	ALT (HGT)	<div>MNM SECT ALT</div> <div>MMP VOR/DME</div> 
STRAIGHT IN APPROACH	LOC+DME	1300 (555)					160	849	1:30	0:23	5	2360 (1615)	
							140	743	1:43	0:26	4	2040 (1295)	
							120	637	2:00	0:30	3	1720 (975)	
							100	531	2:24	0:36	2	1400 (655)	
CIRCLING (3)		1450 (682)		1650 (882)	1690 (922)		80	425	3:00	0:45	1	1080 (335)	

ICAO – INSTRUMENT APPROACH CHART

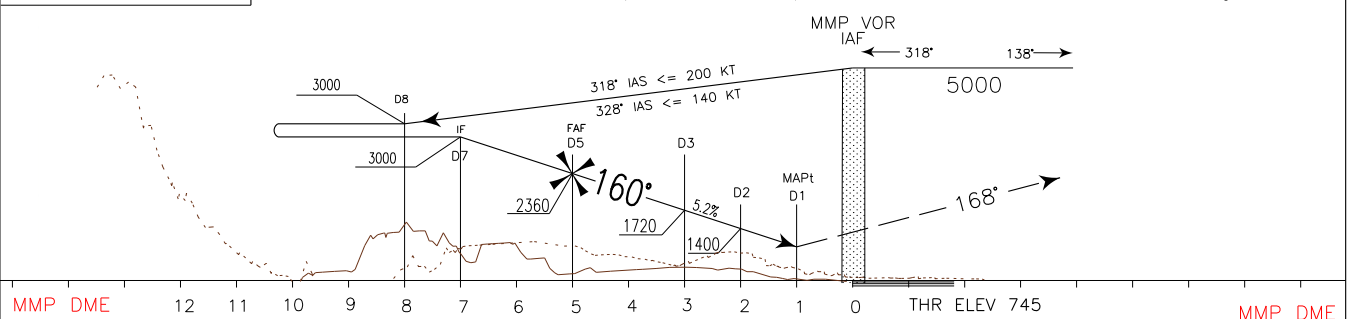
AD 2 LIMC 5-21

Remark (1) No VFR traffic will be operating within Vergiate ATZ during IFR approaches to RWY 17L	APP	Milano Radar	CH 125.630 (CH 132.705)	AD ELEV	LIMC	MILANO/MALPENSA
	TWR	Malpensa TWR	119.000 (128.350)	768		
	ATIS	Malpensa Arrival Information	120.025			
		Malpensa Departure Information	121.625			
						VOR RWY 17L

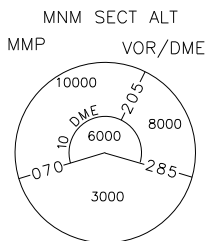


TRANSITION ALT 6000

MISSED APPROACH: Proceed on track 168° and climb to 3000 ft to missed approach holding pattern. Hold on RDL 168 MMP VOR (inbound track 348°) between 13 NM and 18 NM MMP DME, with right turns.



NM												NM											
OCA (OCH)			A		B		C		D		<div>CIRCLING (2) REMARK: Circling allowed only to RWY 17R</div>						FT PER MIN	GS	DIST	ALT (HGT)			
STRAIGHT IN APPROACH	VOR+DME	1300 (555)								848							160	5 DME	2360 (1615)				
										742							140	4 DME	2040 (1295)				
										636							120	3 DME	1720 (975)				
										530							100	2 DME	1400 (655)				
CIRCLING (2)			1450 (682)				1650 (882)		1690 (922)		424	80	1 DME	1080 (335)									
<div>MNM SECT ALT</div> <div>MMP<div><div>VOR/DME</div><div>10000</div><div>205</div><div>8000</div><div>285</div><div>3000</div><div>6000</div><div>10 DME</div><div>070</div></div></div>																							



DOC 8168 ED 5 2006 AMDT 4

REMARK (1): Significant Obstacle RWY Slope
WARNINGS:
 -Some users on ILS APCH reported false LOC captures. Pilot attention is drawn to pay max caution. See AIP ENR 1.3
 -Aircraft taxiing independently on TWY H underneath short final RWY 35L.

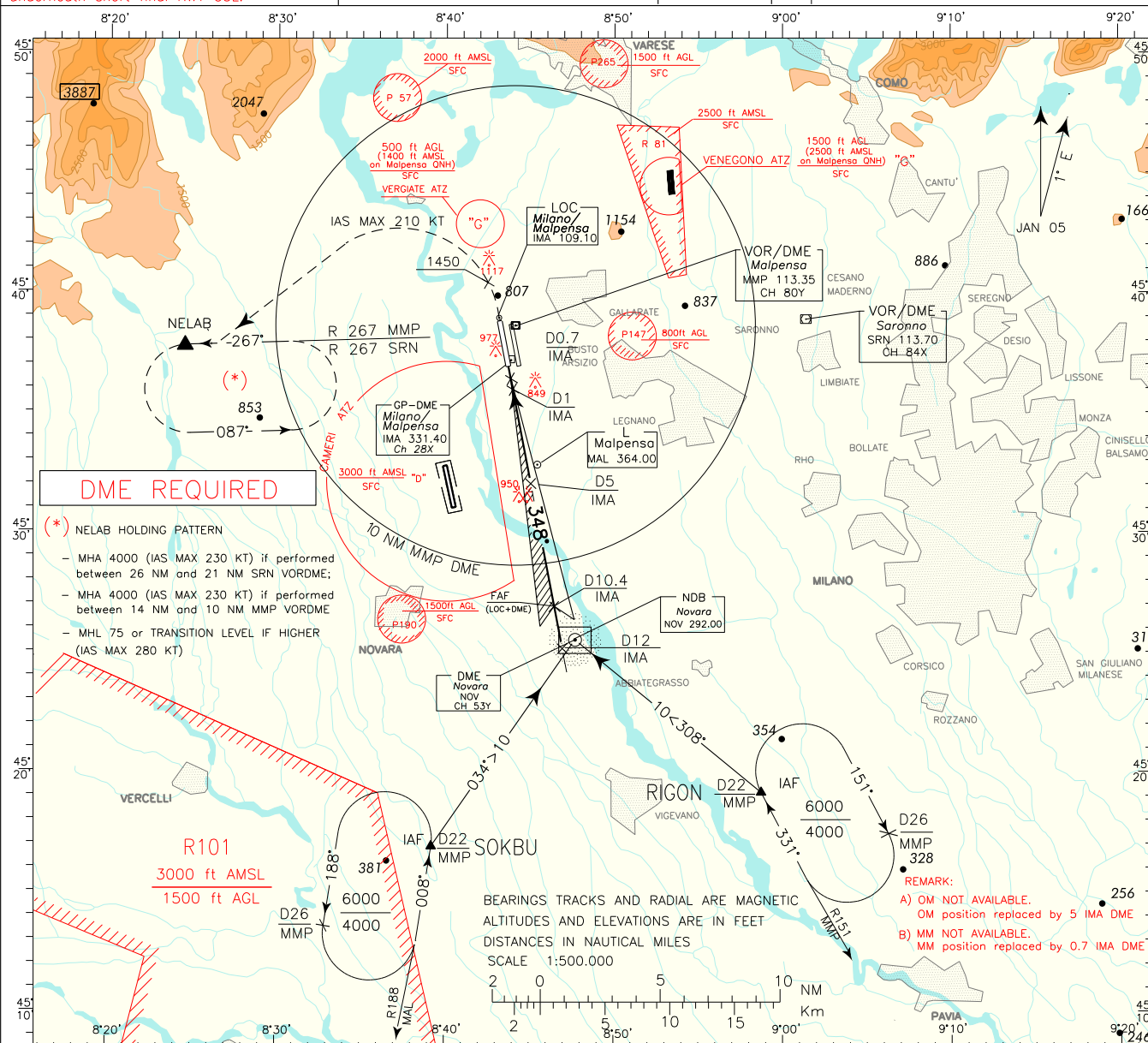
APP Milano Radar CH 125.630
 (CH 132.705)
 TWR Malpensa TWR 128.350
 Malpensa Arrival Information 120.025
 ATIS Malpensa Departure Information 121.625

AD ELEV 768

L
I
M
C

MILANO/ MALPENSA
 ILS-X RWY 35L

CHANGE: 'MILANO RADAR' FREQ



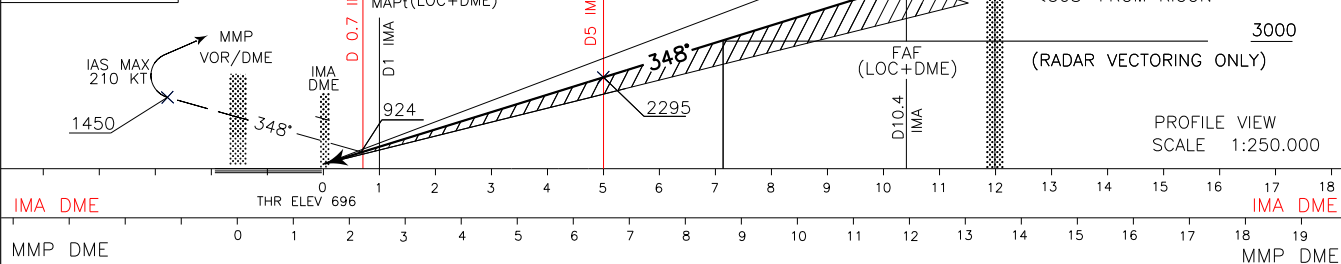
TRANSITION ALT 6000

MISSED APPROACH: Proceed on track 348° climbing to 4000 ft. At 1450 ft turn left (IAS MAX 210 kt) to intercept and follow RDL 267° SRN/MMP VOR direct to NELAB holding pattern.
REMARK: Missed approach obstacle clearance is provided by 2.5% gradient; 5% gradient until 2000 ft is required to overfly Vergiate ATZ. Pilots unable to comply with this gradient are advised that will fly within airspace classified "G".

RDH 17.50 M
 GP 3°
 LOC+DME 5.2%

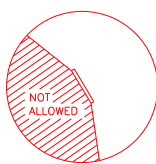
MM position replaced by 0.7 NM IMA DME

OM position replaced by 5 NM IMA DME

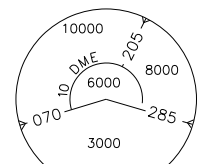


STRAIGHT IN APPROACH				
OCA (OCH)	A	B	C	D
CAT.I (1)	858 (162)	873 (177)	888 (192)	898 (202)
CAT.II (1)	762 (66)	777 (81)	787 (91)	807 (111)
LOC+DME	1140 (444)			
CIRCLING	1450 (682)	1650 (882)	1690 (922)	

CIRCLING SECTORS



FT PER MIN	GS	FAP-D5	D5-MM	DME IMA	ALT (HGT)
850	160	5.19 NM	4.46 NM	1	1074 (378)
740	140	2 : 13	1 : 54	2	1392 (696)
635	120	2 : 35	2 : 14	3	1711 (1015)
530	100	3 : 06	2 : 40	4	2029 (1333)
425	80	3 : 53	3 : 20	5	2348 (1652)
				6	2666 (1970)
				7	2983 (2287)
				8	3303 (2607)
				9	3621 (2925)
				10	

MNM SECT ALT
MMP VOR/DME

REMARK:

Final approach track offset by 12.9° from RWY center line. RWY center line intercepted 2265 m before THR RWY 35L

APP Milano Radar CH 125.630 (CH 132.705)
TWR Malpensa TWR 128.350
ATIS Malpensa Arrival Information 120.025
Malpensa Departure Information 121.625

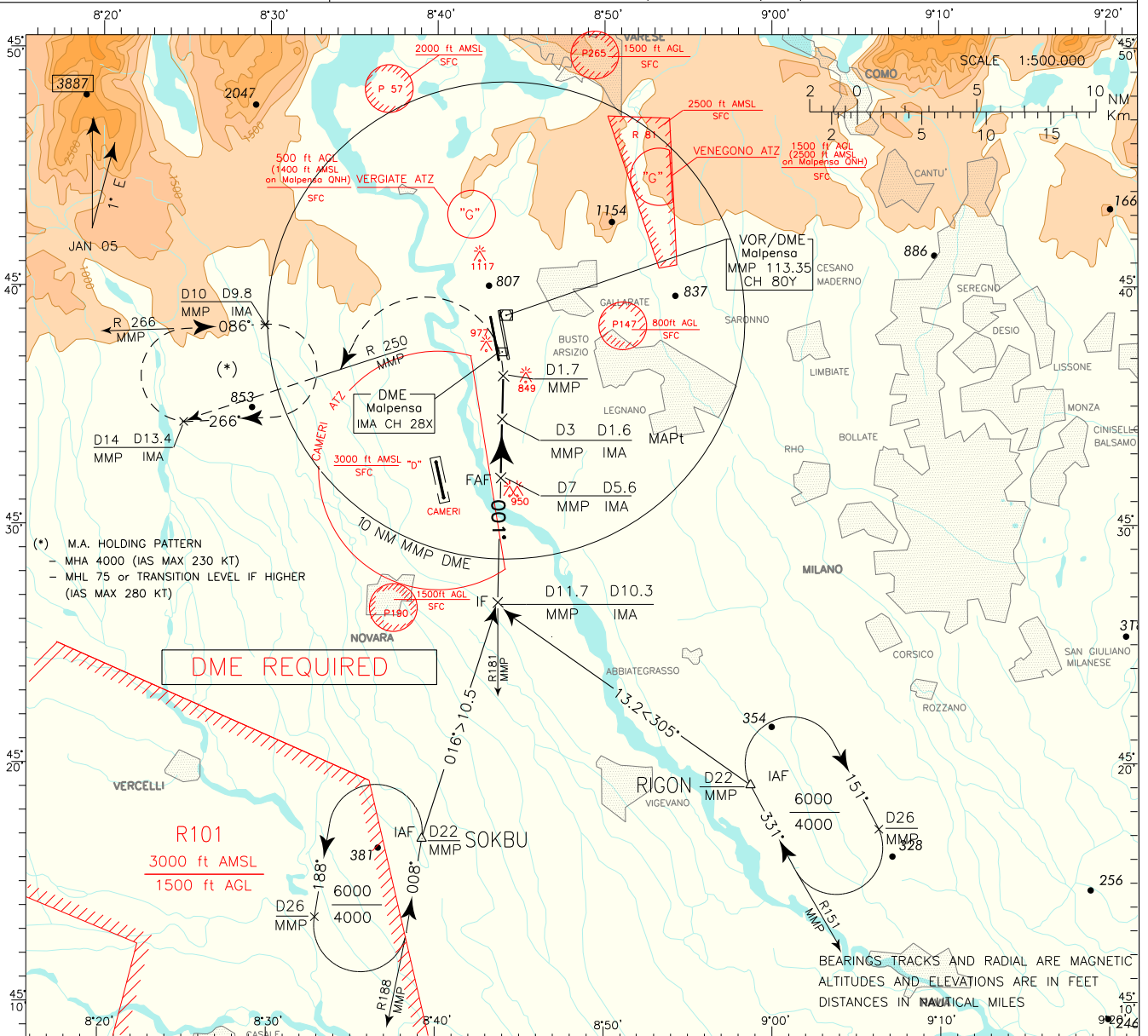
AD ELEV 768

L
I
M
C

MILANO/ MALPENSA

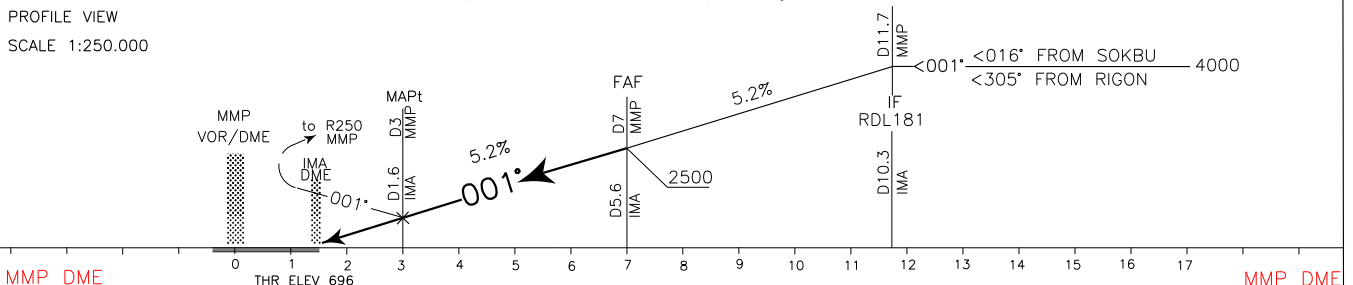
VOR

RWY 35L


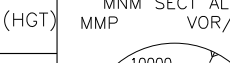


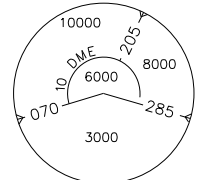
TRANSITION ALT 6000
MISSED APPROACH: Proceed on TR 001° climbing to 4000 ft. At 1.7 NM before MMP DME turn left to intercept and follow RDL 250 MMP VOR to join Missed Approach holding pattern. Hold on RDL 266 MMP VOR (inbound TR 086°) between 10NM and 14NM MMP DME (9.8NM and 13.4NM IMA DME) with right turns.

PROFILE VIEW
SCALE 1:250,000



MMP DME 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 **MMP DME**
IMA DME 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 **IMA DME**

OCA (OCH)		A	B	C	D	REMARK: In case of sudden DME failure after FAF climb immediately performing missed approach procedure	FT PER MIN	GS	DIST MMP	ALT (HGT)	MNM SECT ALT MMP	VOR/DME
STRAIGHT IN APPROACH	VOR	1200 (504)										
CIRCLING		1450 (682)		1650 (882)	1690 (922)	CIRCLING SECTORS 	850	160	6 DME	2160 (1464)		
							740	140	5 DME	1840 (1144)		
							635	120	4 DME	1520 (824)		
							530	100	3 DME	1200 (504)		



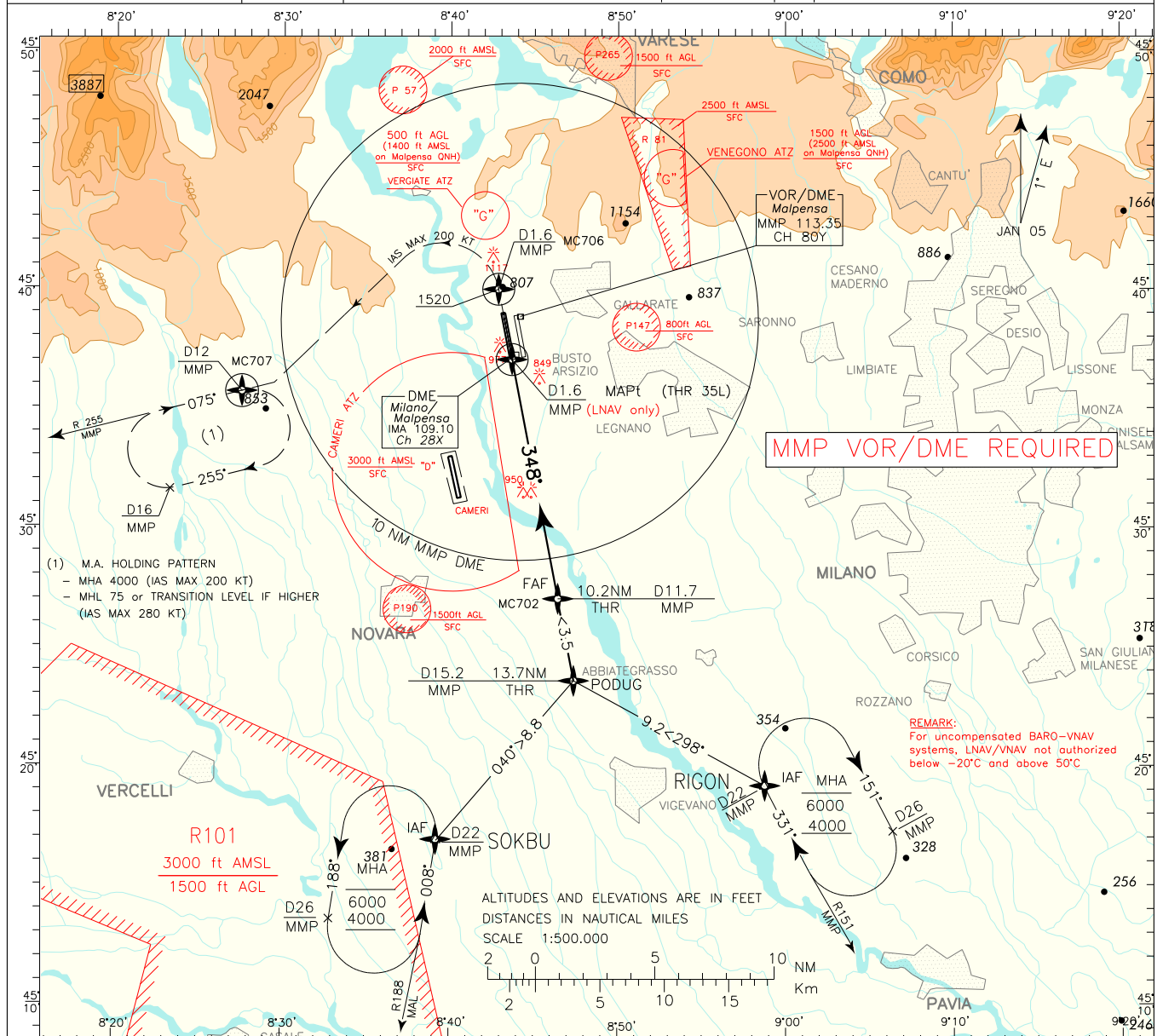
ICAO - INSTRUMENT APPROACH CHART

AD 2 LIMC 5-27

DOC 8168 ED 5 2006 AMDT 4

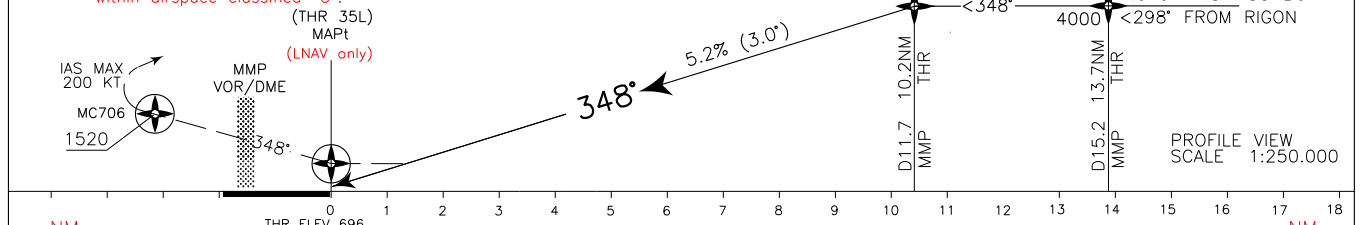
CHANGE: 'MILANO RADAR' FREQ AND NEW REMARK

- Aircraft taxiing independently on TWY H underneath short final RWY 35L.	EGNOS	APP Milano Radar	CH 125.630 (CH 132.705)	AD ELEV 768	L I M C	MILANO/ MALPENSA RNAV (GNSS) RWY 35L
	CH 65551	TWR Malpensa TWR	128.350			
	E35E	ATIS Malpensa Arrival Information Malpensa Departure Information	120.025 121.625			



TRANSITION ALT 6000
TCH 15 MT
MISSED APPROACH: Proceed on TR 348° climbing to 4000 ft. At MC706 (D1.6 MMP DME) (MCA 1520ft) turn left (IAS MAX 200kt) to join RDL 255 MMP VOR to Missed Approach holding pattern. Hold on RDL 255 MMP VOR (inbound TR 075°) between 12NM and 16NM MMP DME with right turns.

REMARK: Missed approach obstacle clearance is provided by 2.5% gradient; 5% gradient until 2000 ft is required to overfly Vergiate ATZ. Pilots unable to comply with this gradient are advised that will fly within airspace classified 'G'.



NM					NM									
MMP DME					MMP DME									
OCA (OCH)					MNM SECT ALT									
A					MMP									
B					VOR/DME									
C														
D														
STRAIGHT IN APPROACH														
LPV														
LNAV/VNAV														
LNAV														
CIRCLING														
1041 (345)														
1051 (355)														
1061 (365)														
1071 (375)														
1070 (374)														
1080 (384)														
1090 (394)														
1100 (404)														
1250 (554)														
1450 (682)														
1650 (882)														
1690 (922)														
CIRCLING SECTORS														
NOT ALLOWED														
FT PER MIN														
GS														
FAP-THR 10.2 NM														
DIST THR 35L														
ALT (HGT)														
10000														
205														
8000														
6000														
285														
3000														

Milano Malpensa RNAV(GNSS) RWY35L – Instrument Approach Procedure via SOKBU

Path descriptor	Fix identifier (Waypoint Name)	Flyover	Course °M (°T)	Turn Direction	Altitude (ft)	Speed Limit (kt)/Bank Angle	Recommended Navaid	Bearing/Range from Navaid (NM)	Distance from THR (NM)	Remarks
IF	SOKBU	-	-	-	+4000 (1)	-	-	-	-	-
TF	PODUG	-	040 (041.1)	-	+4000	-	-	-	13.7	-
TF	MC702	-	348 (349.0)	-	+4000	-	-	-	10.2	FAF
TF	THR35L	Y	348 (349.0)	-	-	-	-	-	-	MAPt (LNAV)
TF	MC706	Y	348 (349.0)	-	+1520	-	-	-	-	-
CF	MC707	Y	255 (256.0)	L	+4000	200	MMP VOR/DME	RDL255/D12	-	-
HM	MC707	Y	075 (076.0)	R	+4000 (2)	-	MMP VOR/DME	RDL255/D12	-	-

- (1) MAX HOLDING ALTITUDE 6000FT
 (2) MAX HOLDING LEVEL: FL75 OR TRANSITION LEVEL IF HIGHER

Milano Malpensa RNAV(GNSS) RWY35L – Instrument Approach Procedure via RIGON

Path descriptor	Fix identifier (Waypoint Name)	Flyover	Course °M (°T)	Turn Direction	Altitude (ft)	Speed Limit (kt)/Bank Angle	Recommended Navaid	Bearing/Range from Navaid (NM)	Distance from THR (NM)	Remarks
IF	RIGON	-	-	-	+4000 (1)	-	-	-	-	-
TF	PODUG	-	298 (298.7)	-	+4000	-	-	-	13.7	-
TF	MC702	-	348 (349.0)	-	+4000	-	-	-	10.2	FAF
TF	THR35L	Y	348 (349.0)	-	-	-	-	-	-	MAPt (LNAV)
TF	MC706	Y	348 (349.0)	-	+1520	-	-	-	-	-
CF	MC707	Y	255 (256.0)	L	+4000	200	MMP VOR/DME	RDL255/D12	-	-
HM	MC707	Y	075 (076.0)	R	+4000 (2)	-	MMP VOR/DME	RDL255/D12	-	-

- (1) MAX HOLDING ALTITUDE 6000FT
 (2) MAX HOLDING LEVEL: FL75 OR TRANSITION LEVEL IF HIGHER

Waypoints Table formatted according ARINC 424 standards

Waypoint	Latitude	Longitude
MC702	N45265031	E008462397
MC706	N45394860	E008424944
MC707	N45353153	E008273118

SBAS FAS DATA BLOCK LIMC RNAV (GNSS) RWY35L

INPUT DATA	
PARAMETERS	VALUES
Operation Type	0
SBAS Provider	1
Airport Identifier	LIMC
Runway	35
Runway Direction	3
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E35E
LTP/FTP Latitude	453651.8645N
LTP/FTP Longitude	0084338.3045E
LTP/FTP Ellipsoidal Height (metres)	257.4
FPAP Latitude	453843.6325N
Delta FPAP Latitude (seconds)	111.7680
FPAP Longitude	0084307.4120E
Delta FPAP Longitude (seconds)	-30.8925
Threshold Crossing Height	50.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

OUTPUT DATA	
Data Block	10 03 0D 09 0C E3 00 00 05 35 33 05 31 59 93 13 81 CF BE 03 0E 1E 30 69 03 A7 0E FF F4 01 2C 01 64 00 C8 FA D9 24 74 E9
Calculated CRC Value	D92474E9

REQUIRED ADDITIONAL DATA (NOT CRC WRAPPED)	
These additional data are not required for CRC calculation, but they need to be provided to datahouses for procedure coding in ARINC 424 records.	
ICAO Code	LI
LTP/FTP Orthometric Height (metres)	212.2
FPAP Orthometric Height (metres)	232.9

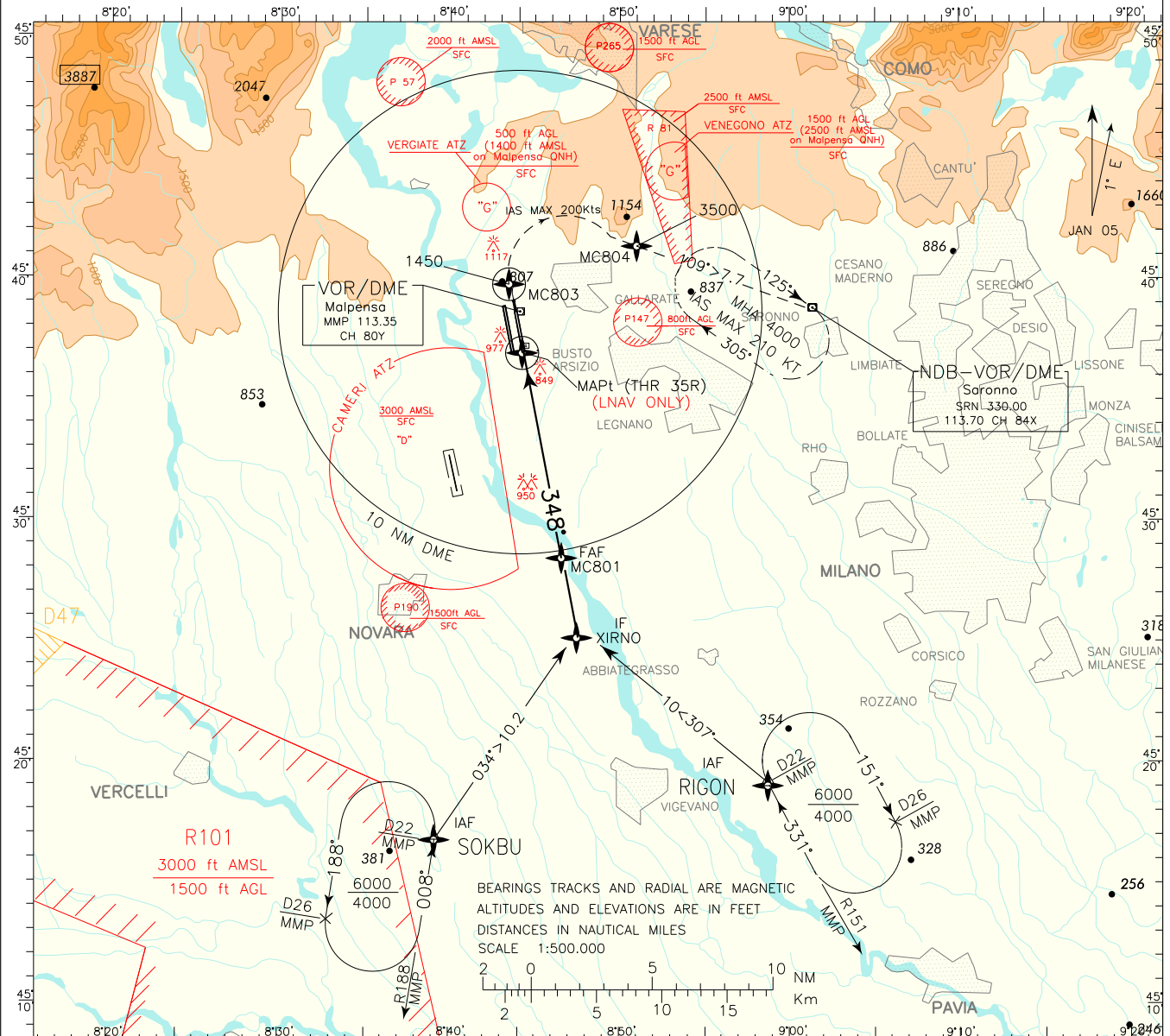
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DOC 8168 ED5-2006 AMDT 4

CHANGE: 'MILANO RADAR' FREQ

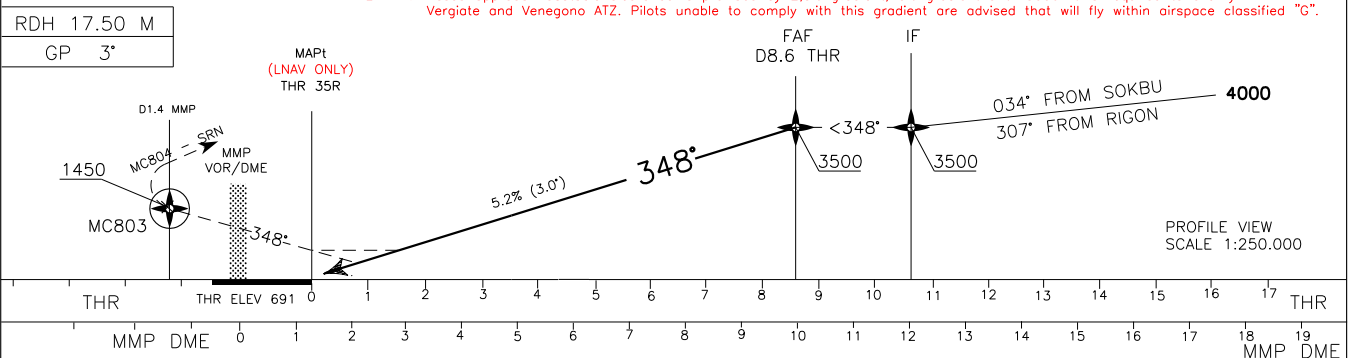
EGNOS CH 72492 E35A	APP <i>Milano Radar</i> TWR <i>Malpensa TWR</i> ATIS <i>Malpensa Arrival Information</i> <i>Malpensa Departure Information</i>	CH 125.630 (CH 132.705) 119.000 (128.350) (120.025) (121.625)	AD ELEV 768	L M C	MILANO/ MALPENSA RNAV (GNSS) RWY 35R
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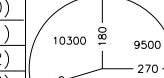


TRANSITION ALT 6000

MISSED APPROACH: Proceed on track 348° climbing to 4000 ft. At MC803 (D1.4 MMP DME) (MCA 1450 ft) turn right (IAS MAX 200kts) on track 109° to MC804 (MCA 3500ft) then SRN VOR/DME.

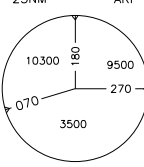
REMARK: Missed approach obstacle clearance is provided by 2.5% gradient; 5% gradient until 3000 ft is required to overfly Vergiate and Venegono ATZ. Pilots unable to comply with this gradient are advised that will fly within airspace classified "G".



OCA (OCH)		A	B	C	D	<div>CIRCLING SECTORS</div> <div></div>	FT PER MIN	GS	FAF – THR	DIST THR	ALT (HGT)	MNM SECT ALT	
STRAIGHT IN APPROACH	LPV	969 (278)	981 (290)	989 (298)	1000 (309)		850	160	8.6 NM	D 8	3300 (2609)	25NM	ARP
	LNAV	1200 (509)					740	140	3 : 13	D 7	2981 (2290)		
							635	120	3 : 41	D 6	2662 (1971)		
							530	100	4 : 18	D 5	2343 (1652)		
							425	80	5 : 09	D 4	2024 (1333)		
									6 : 28	D 3	1705 (1014)		
CIRCLING		1450 (682)		1650 (882)	1690 (922)				D 2	1386 (695)			
									D 1	1067 (448)			

CIRCLING SECTORS

NOT ALLOWED



Milano/Malpensa RNAV(GNSS) RWY35R – Instrument Approach Procedure via SOKBU

Path Terminator	Waypoint Name	Fly Over	Course/Track °M(°T)	Turn Direction	Altitude	Speed Limit (Kt)/ Bank Angle	Recommended Navaid	Bearing/ Range from Navaid (NM)	Distance from THR (NM)	Remarks
IF	SOKBU	-	-	-	+4000	-	-	-	-	-
TF	XIRNO	-	034° (035.1)	-	+3500	-	-	-	-	-
TF	MC801	-	348° (349.0)	-	+3500	-	-	-	8.6	FAF
-	THR35R	Y	348° (349.0)	-	-	-	-	-	-	MAPt (LNAV)
CF	MC803	Y	348° (349.0)	-	+1450	-	MMP VOR/DME	R340/D1.4	-	-
CF	MC804	-	109° (110.0)	R	+3500	200	SRN VOR/DME	R289/D7.7	-	-
TF	SRN	-	109° (110.0)	-	+4000	-	-	-	-	-
HF	SRN	-	125° (126.0)	R	+4000	210	-	-	-	-

RNAV(GNSS) RWY35R – Instrument Approach Procedure via RIGON

Path Terminator	Waypoint Name	Fly Over	Course/Track °M(°T)	Turn Direction	Altitude	Speed Limit (Kt)/ Bank Angle	Recommended Navaid	Bearing/ Range from Navaid (NM)	Distance from THR (NM)	Remarks
IF	RIGON	-	-	-	+4000	-	-	-	-	-
TF	XIRNO	-	307° (308.1)	-	+3500	-	-	-	-	-
TF	MC801	-	348° (349.0)	-	+3500	-	-	-	8.6	FAF
-	THR35R	Y	348° (349.0)	-	-	-	-	-	-	MAPt (LNAV)
CF	MC803	Y	348° (349.0)	-	+1450	-	MMP VOR/DME	R340/D1.4	-	-
CF	MC804	-	109° (110.0)	R	+3500	200	SRN VOR/DME	R289/D7.7	-	-
TF	SRN	-	109° (110.0)	-	+4000	-	-	-	-	-
HF	SRN	-	125° (126.0)	R	+4000	210	-	-	-	-

Waypoints Table formatted according ARINC 424 standards

Waypoint	Latitude	Longitude
MC801	N45282764	E008463516
MC803	N45394719	E008432787
MC804	N45412261	E008505908

Parameters	Values
Operation Type	0
SBAS Provider	1
Airport Identifier	LIMC
Runway	35
Runway Direction	1
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E35A
LTP/FTP Latitude	453656.7015N
LTP/FTP Longitude	0084414.9860E
LTP/FTP Ellipsoidal Height (metres)	255.8
FPAP Latitude	453901.3310N
Delta FPAP Latitude (seconds)	124.6295
FPAP Longitude	0084340.5460E
Delta FPAP Longitude (seconds)	-34.4400
Threshold Crossing Height	17.50
TCH Units Selector	1
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Output Data

Data Block	10 03 0D 09 0C 63 00 00 01 35 33 05 FB 7E 93 13 14 EE BF 03 FE 1D AB CD 03 F0 F2 FE 5E 81 2C 01 64 00 C8 FA E2 6F 15 D3
Calculated CRC Value	E26F15D3

Required Additional Data (not CRC wrapped)

These additional data are not required for CRC calculation, but they need to be provided to datahouses for procedure coding in ARINC 424 records.

Parameters	Values
ICAO Code	LI
LTP/FTP Orthometric Height (metres)	210.6
FPAP Orthometric Height (metres)	234.1

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