

DOC 8168 ED 6 2014 AMDT 8

CHANGE: MAGNETIC VARIATION UPDATED

**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

L  
I  
M  
C

MILANO/ MALPENSA

TWR Malpensa TWR

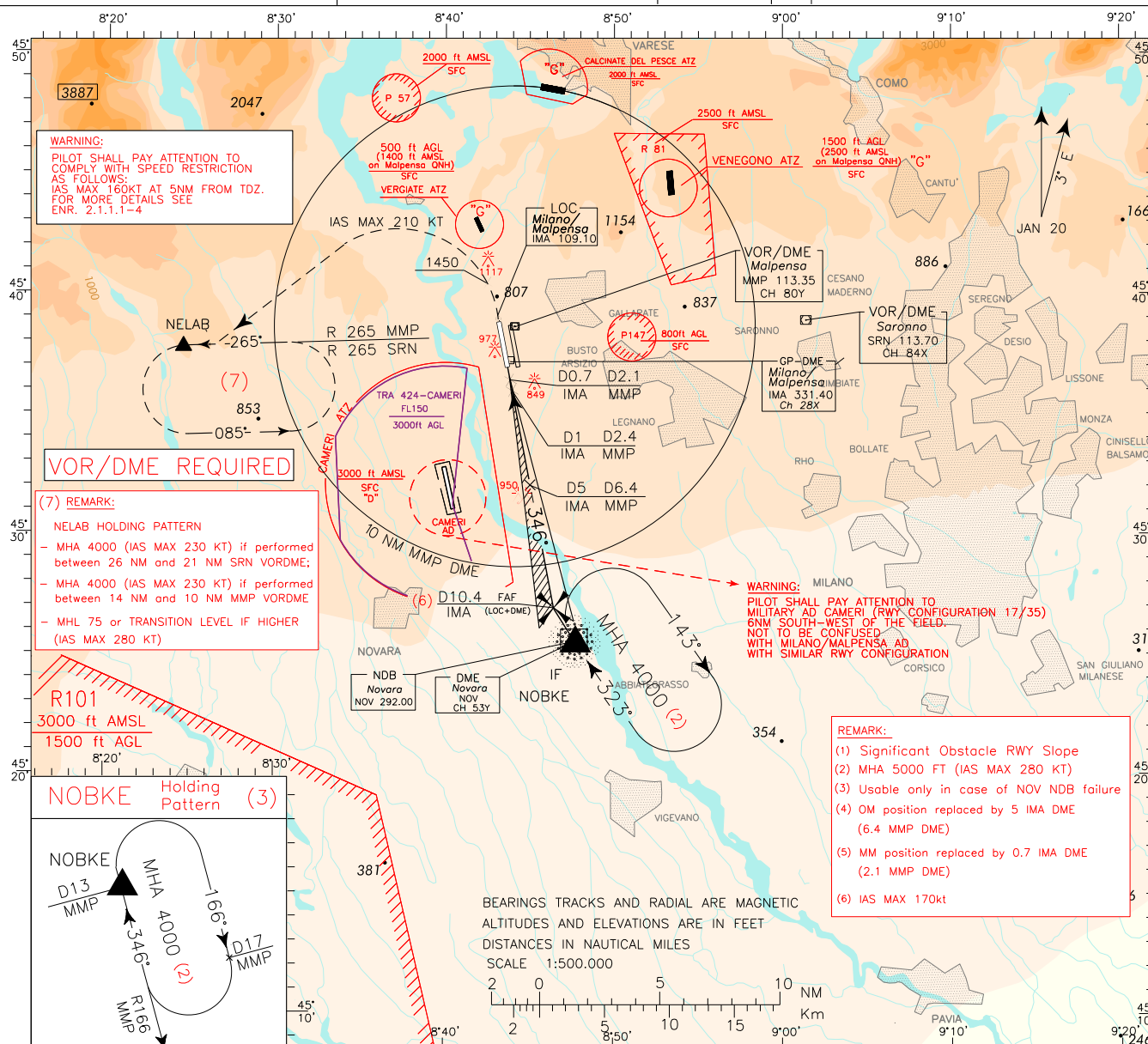
128.350

ATIS Malpensa Arrival Information

120.025

768

ILS or LOC-Y RWY 35L



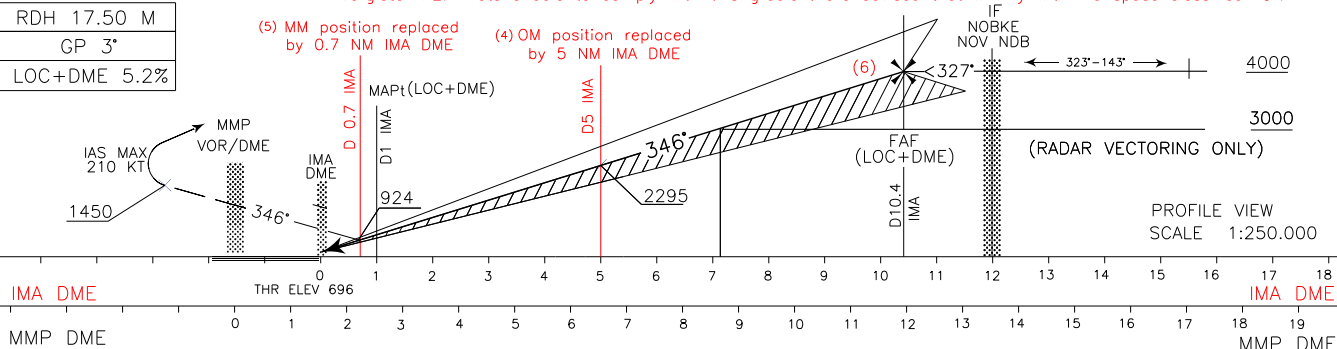
TRANSITION ALT 6000

**MISSED APPROACH:** Proceed on track 346° climbing to 4000 ft. At 1450 ft turn left (IAS MAX 210 kt) to intercept and follow RDL 265 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".

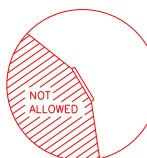
(5) MM position replaced by 0.7 NM IMA DME

(4) OM position replaced by 5 NM IMA DME



OCA (OCH)		A	B	C	D
STRAIGHT IN APPROACH	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)	1710 (942)	

CIRCLING SECTORS



FT PER MIN	GS	FAP-D5		D5-D0.7		DME IMA	ALT (HGT)
		5.19 NM	4.46 NM	5.19 NM	4.46 NM		
850	160	1 : 56	1 : 40	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