

CHANGE: OM distance from MLP and from FAP updated – MAGNETIC VARIATION UPDATED – MSA MODIFIED – REMARK MISSED APPROACH MODIFIED – DOC. 8168 ED. 6 2014 AMDT 8

**WARNING:**

Some users on ILS APCH reported false LOC captures. Pilot attention is drawn to pay max caution. See AIP ENR 1.3

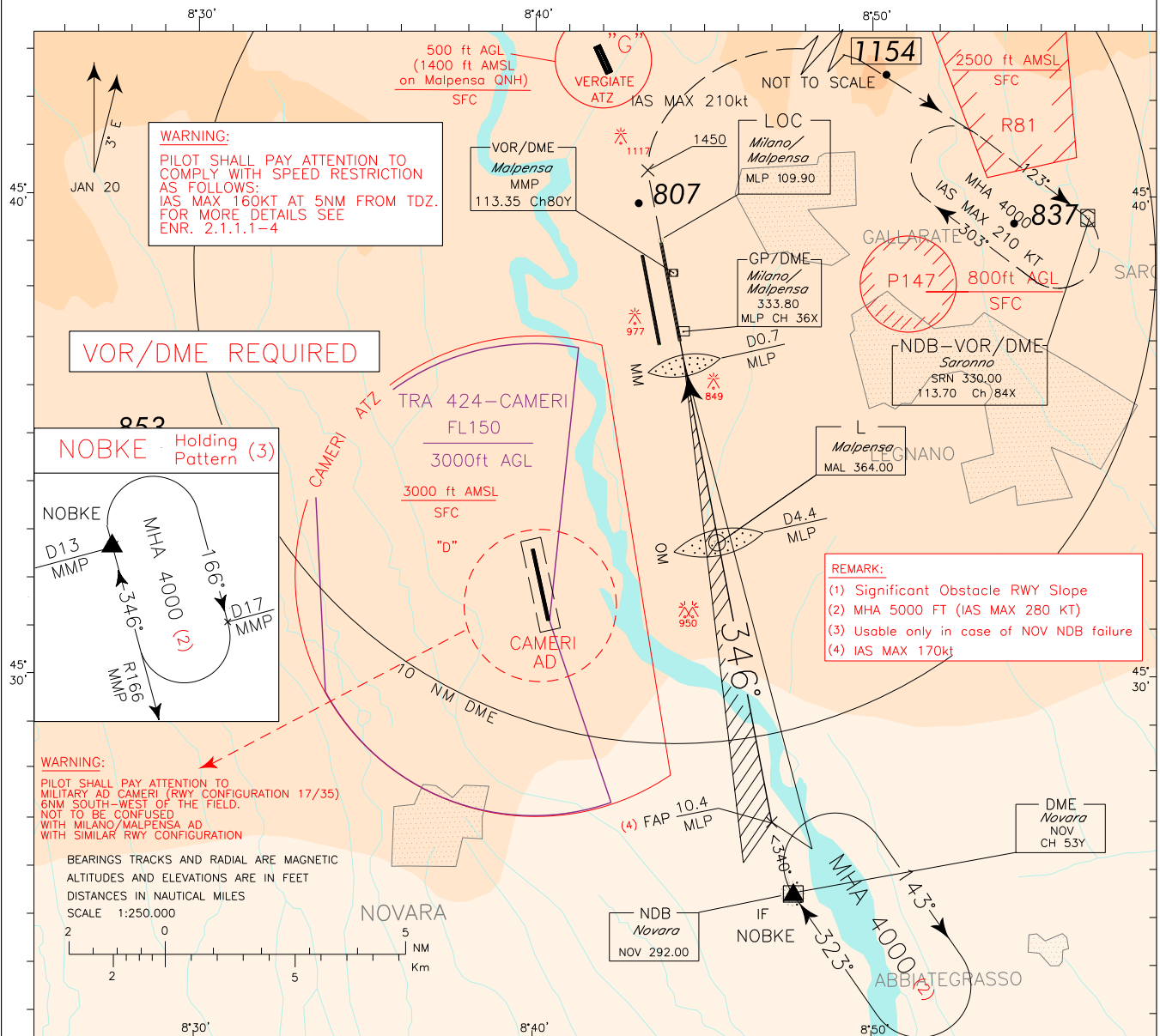
APP *Milano Radar* CH 125.630  
(CH 132.705)  
TWR *Malpensa TWR* 119.000 (128.350)  
ATIS *Malpensa Arrival Information* 120.025

AD ELEV  
768

L  
I  
M  
C

MILANO/MALPENSA

ILS-Y RWY 35R



TRANSITION ALT 6000

MISSED APPROACH: Proceed on track 346° climbing to 4000 ft. At 1450 ft turn right (IAS MAX 210KT) 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".

RDH 17.50 M  
GP 3'

IAS MAX 210kt  
1450

MLP DME

THR ELEV 691

DO.7 MLP  
MM

920

D4.4 MLP  
OM L MAL

2110

FAP (4)

IF NOBKE  
NOV NDB

340°

323°-143°

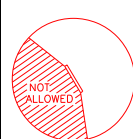
4000

3000

(RADAR VECTURING ONLY)

OCA (OCH)	A	B	C	D
CAT.I (1)	845 (154)	855 (164)	870 (179)	880 (189)
CAT.II (1)	754 (63)	767 (76)	778 (87)	796 (105)
CIRCLING	1450 (682)	1650 (882)	1710 (942)	

CIRCLING SECTORS



FT PER MIN	GS	FAP-OM 5.95 NM	OM-MM 3.73 NM	MLP DME	ALT (HGT)	MNM SECT ALT MMP VOR/DME
850	160	2 : 14	1 : 23			
740	140	2 : 33	1 : 35	D 8	3240 (2549)	10300 DME 203 8000 283 3000
635	120	2 : 58	1 : 51	D 6	2605 (1914)	
530	100	3 : 34	2 : 13	D 4	1970 (1279)	
425	80	4 : 28	2 : 46	D 2	1335 (644)	