Page 1
Changed chart(s) since Disc 22-2010
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport LELC

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

WIP due to construction of a new rwy 05L/23R parallel to present rwy in use. Distance btn both rwy center lines is 2100' 640m.

General Info

Murcia, ESP
N 37° 46.5' W 00° 48.7' Mag Var: 2.1°W
Elevation: 11'

Public, IFR, Control Tower, No Customs, Landing Fee
Fuel: 100LL, Jet A-1, Jet B, Jet 4
Oxygen: High Pressure, Low Pressure

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 05-23 7546' x 148' asphalt
Runway 14-32 2625' x 197' soil

Runway 05 (47.0°M) TDZE 11'
  Lights: Edge, REIL
  Stopway Distance 656'
Runway 14 (140.0°M) TDZE 16'
  Stopway Distance 164'
Runway 23 (227.0°M) TDZE 5'
  Lights: Edge, REIL
  Stopway Distance 656'
Runway 32 (320.0°M) TDZE 16'
  Stopway Distance 328'

Communications Info

San Javier Tower **139.3** Military
San Javier Tower **138.3** Military
San Javier Tower **130.3**
San Javier Tower **118.2** MF Military
San Javier Tower **257.80** Military
San Javier Ground Control **121.6** Military
San Javier Approach Control **130.3**
San Javier Approach Control **389.40**

Notebook Info

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LELC/MJV
SAN JAVIER

JEPPESEN
20 JUL 07 (10-2) Eff 2 Aug

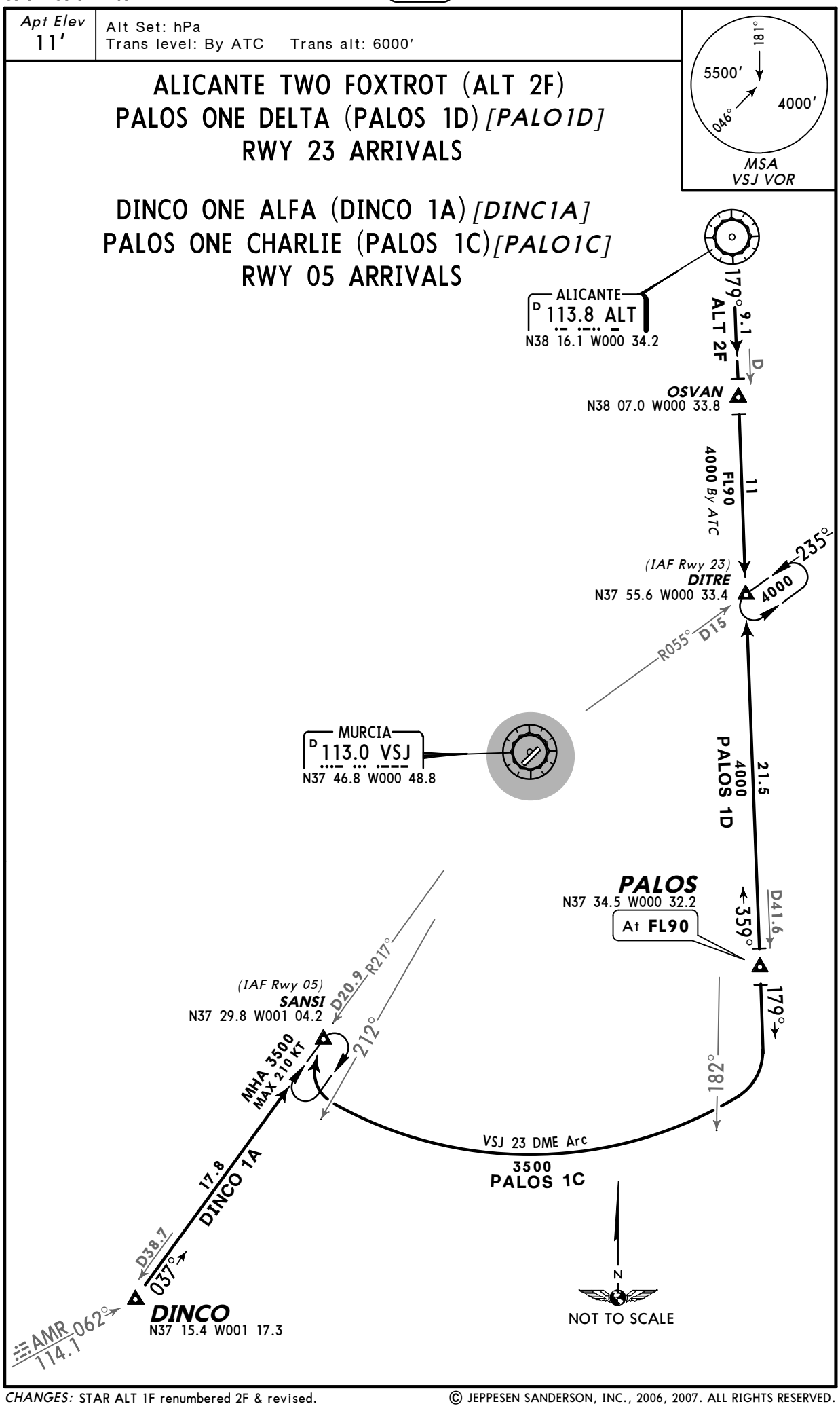
MURCIA, SPAIN
STAR

Apt Elev 11′

Alt Set: hPa
Trans level: By ATC Trans alt: 6000′

ALICANTE TWO FOXTROT (ALT 2F)
PALOS ONE DELTA (PALOS 1D) *[PALO1D]*
RWY 23 ARRIVALS

DINCO ONE ALFA (DINCO 1A) *[DINC1A]*
PALOS ONE CHARLIE (PALOS 1C) *[PALO1C]*
RWY 05 ARRIVALS



CHANGES: STAR ALT 1F renumbered 2F & revised.

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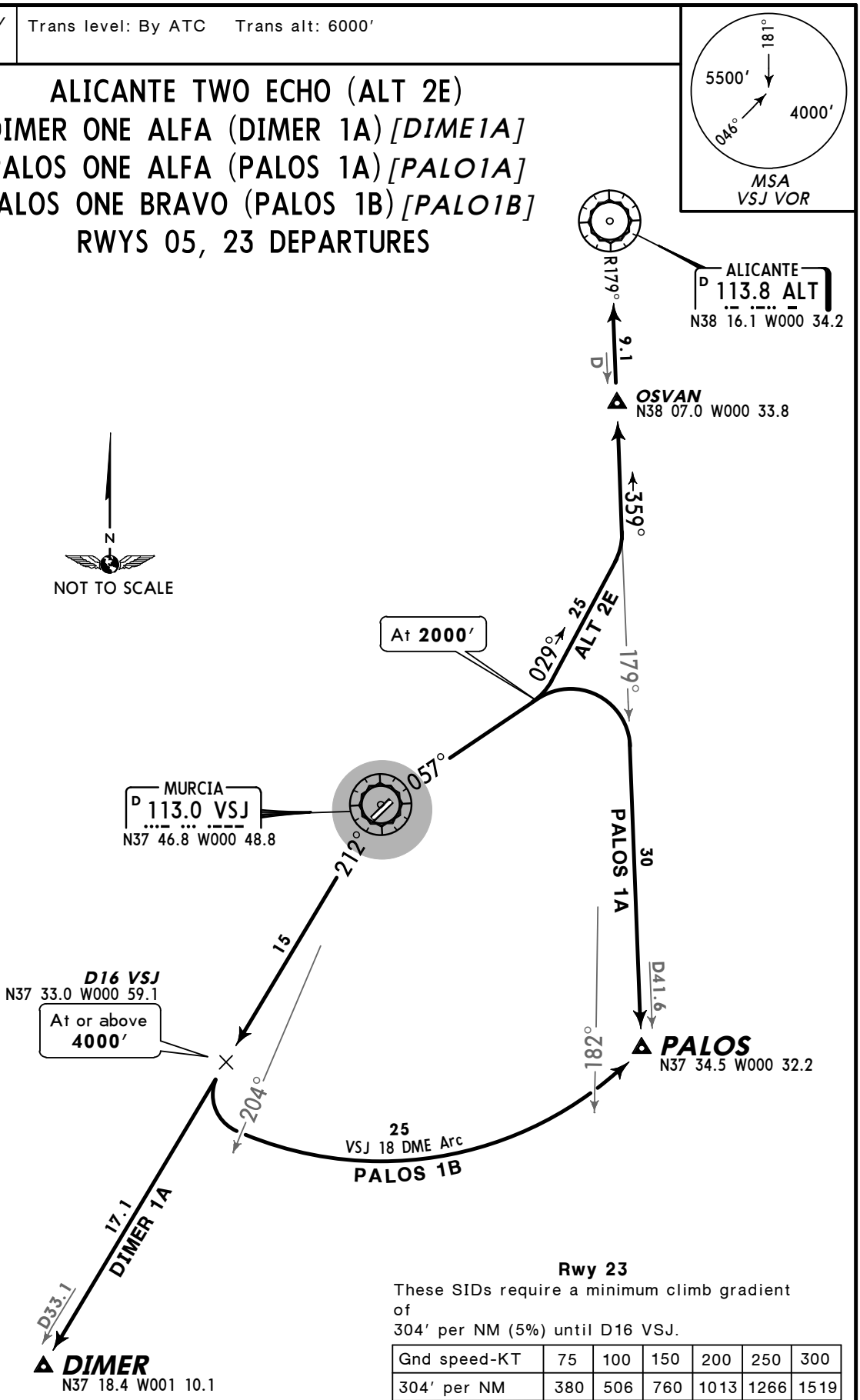
Apt Elev	Trans level: By ATC Trans alt: 6000′
11′	

ALICANTE TWO ECHO (ALT 2E)
DIMER ONE ALFA (DIMER 1A) *[DIME1A]*
PALOS ONE ALFA (PALOS 1A) *[PALO1A]*
PALOS ONE BRAVO (PALOS 1B) *[PALO1B]*
RWYS 05, 23 DEPARTURES



Rwy 23
These SIDs require a minimum climb gradient of
304′ per NM (5%) until D16 VSJ.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
ALT 2E	05	Climb on VSJ R-057 to **2000′**, turn LEFT, 029° track, intercept ALT R-179 inbound via OSVAN to ALT.
DIMER 1A	23	Climb on VSJ R-212 via D16 VSJ to DIMER.
PALOS 1A	05	Climb on VSJ R-057 to **2000′**, turn RIGHT, intercept ALT R-179 to PALOS.
PALOS 1B	23	Climb on VSJ R-212 to D16 VSJ, turn LEFT, along VSJ 18 DME arc to PALOS.

CHANGES: SID ALT 1E renumbered 2E & revised.

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LELC/MJV

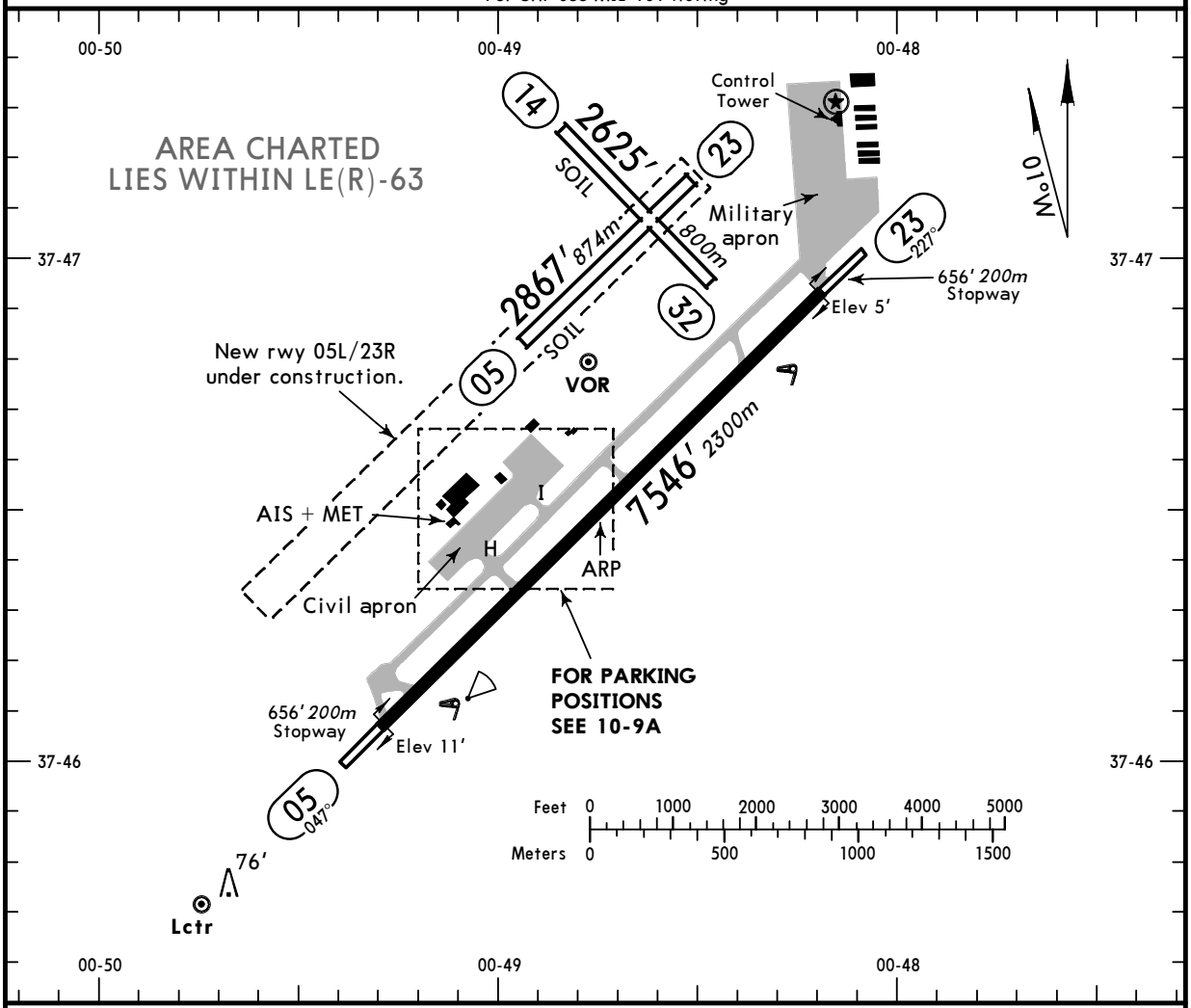
Apt Elev **11′**
N37 46.5 W000 48.7

JEPPESEN
16 MAY 08 (10-9)

MURCIA, SPAIN
SAN JAVIER

*SAN JAVIER Ground	*Tower	
121.6	130.3	118.2

For UHF see MIL-101 listing



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05	RL *(60m)* REIL PAPI(angle 2.8°) RVR		6483′ *1976m*	❶	148′ *45m*
23	RL *(60m)* REIL PAPI(angle 2.8°)				
05 ❷ 23	Soil runway				197′ *60m*
14 32					197′ *60m*

❶ First 328′/100m unusable for jet acft.
❷ Available for training only.

JAR-OPS

TAKE-OFF ❶

	All Rwys		
	LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*250m*	*400m*	*500m*
B			
C			
D	*300m*		

❶ Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Apron extended. Main rwy width.

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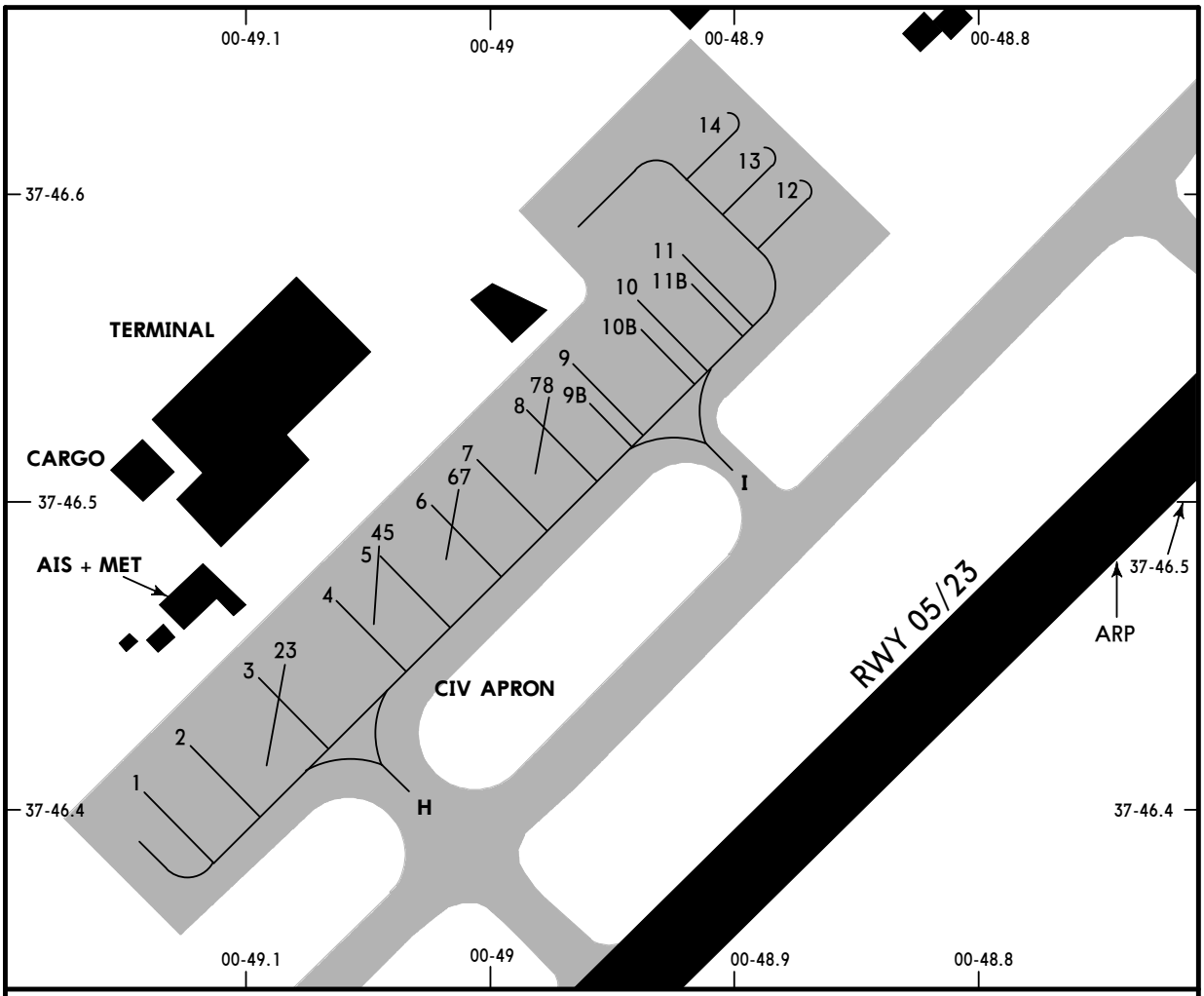

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N37 46.4 W000 49.1	10 thru 14	N37 46.6 W000 48.9
4	N37 46.5 W000 49.1	23	N37 46.4 W000 49.1
5 thru 8	N37 46.5 W000 49.0	45, 67, 78	N37 46.5 W000 49.0
9	N37 46.6 W000 49.0		
9B	N37 46.5 W000 49.0		

TAXIING PROCEDURES

GROUND MOVEMENT

Exit manoeuvres of parking stands 1 thru 6 shall compulsory be carried out by towed push-back and with nose towards the start of rwy in use, or as directed.
Manoeuvres on parking position 7 will be autonomous and shall be carried out at minimum possible regime in start-up of engines and not more than idle regime in turn.

Arrival:

Acft have to wait for follow-me vehicle before entering the apron. Taxiing on apron and the standing will always be with follow-me.

Departure:

On requesting start-up clearance, pilots have to report the complete acft call sign and parking position occupied. Push-back manoeuvre and start-up of engines must be ready in less than 10 minutes from clearance. The time between end of push-back and beginning of taxiing must be max 2 minutes. After this period and if any problem or failure could exist preventing the taxiing, pilots must report it to Tower and will request to handling agent to tow the acft to a parking position in order to vacate the twy on apron.

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LELC/MJV SAN JAVIER

JEPPESEN 16 MAY 08 (11-1)

MURCIA, SPAIN VOR DME ILS A Rwy 05

*SAN JAVIER Approach	*SAN JAVIER Tower		*Ground
130.3	130.3	118.2	121.6

For UHF see MIL-101 listing

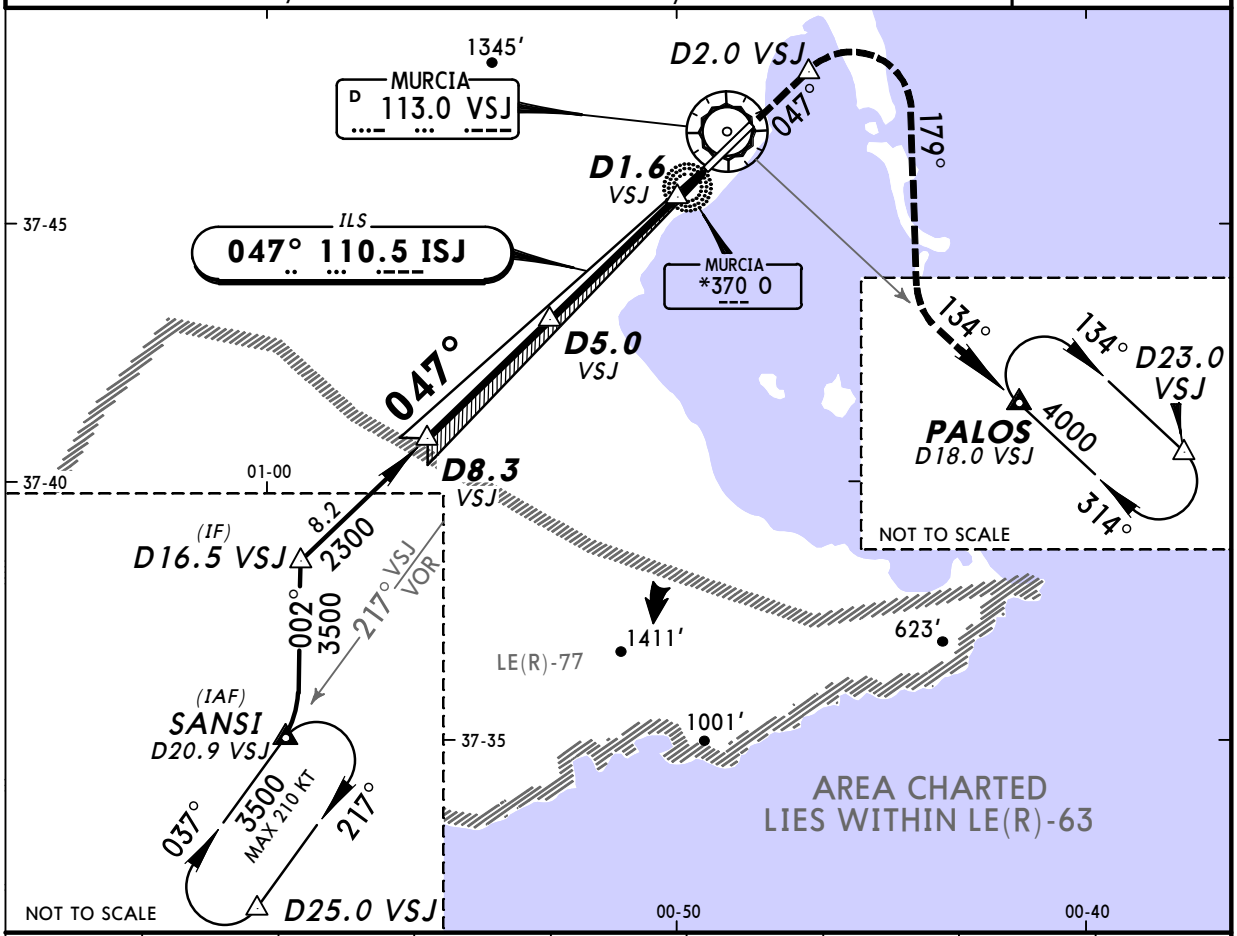
BRIEFING STRIP ™

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 11′
ISJ 110.5	047°	D5.0 VSJ 1310′ (1299′)	Refer to Minimums	RWY 11′

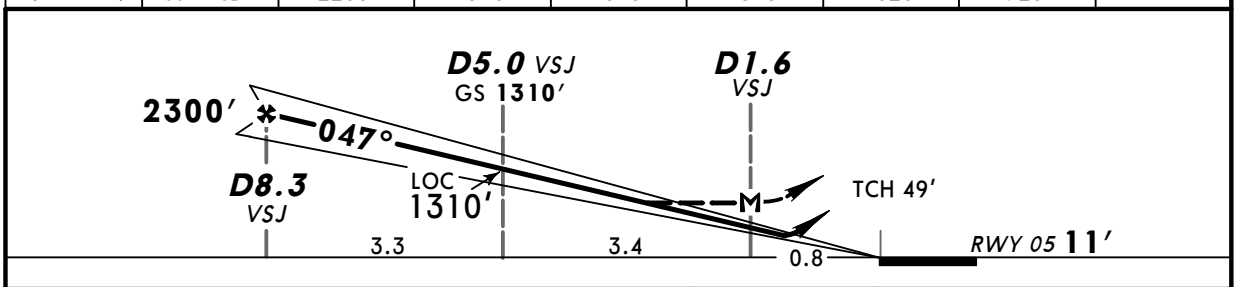
MISSED APCH: Climb on rwy heading to D2.0 VSJ, then turn RIGHT (MAX 185 KT) onto 179° to intercept and follow R-134 VSJ to PALOS and hold at 4000′.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′

MSA VSJ VOR: 5500′ (046°), 4000′ (181°)



LOC (GS out)	VSJ DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2200′	1910′	1610′	1310′	1020′	720′	420′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.80° or LOC Descent Gradient 4.9%	353	453	504	604	705	806
MAP at D1.6 VSJ						

REIL PAPI D2.0 VSJ on Rwy hdg

JAR-OPS STRAIGHT-IN LANDING RWY 05

	ILS	LOC (GS out)
DA(H)	A: 211′ (200′) C: 226′ (215′) B: 218′ (207′) D: 237′ (226′)	MDA(H) 390′ (379′)
A	RVR 1000m	RVR 1500m
B		
C		RVR 1800m
D		RVR 2000m

CIRCLE-TO-LAND
Not authorized
Northwest of runway

Max Kts	MDA(H)	VIS
100	560′ (549′)	1500m
135	560′ (549′)	1600m
180	620′ (609′)	2400m
205	880′ (869′)	3600m

PANS OPS 4

CHANGES: Printing sequence.

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LELC/MJV
SAN JAVIER

JEPPESEN
24 JUN 05
Eff 7 Jul
(11-2)

MURCIA, SPAIN
VOR DME ILS-B Rwy 05

*SAN JAVIER Approach	*SAN JAVIER Tower		*Ground
130.3	130.3	118.2	121.6

For UHF see MIL-101 listing

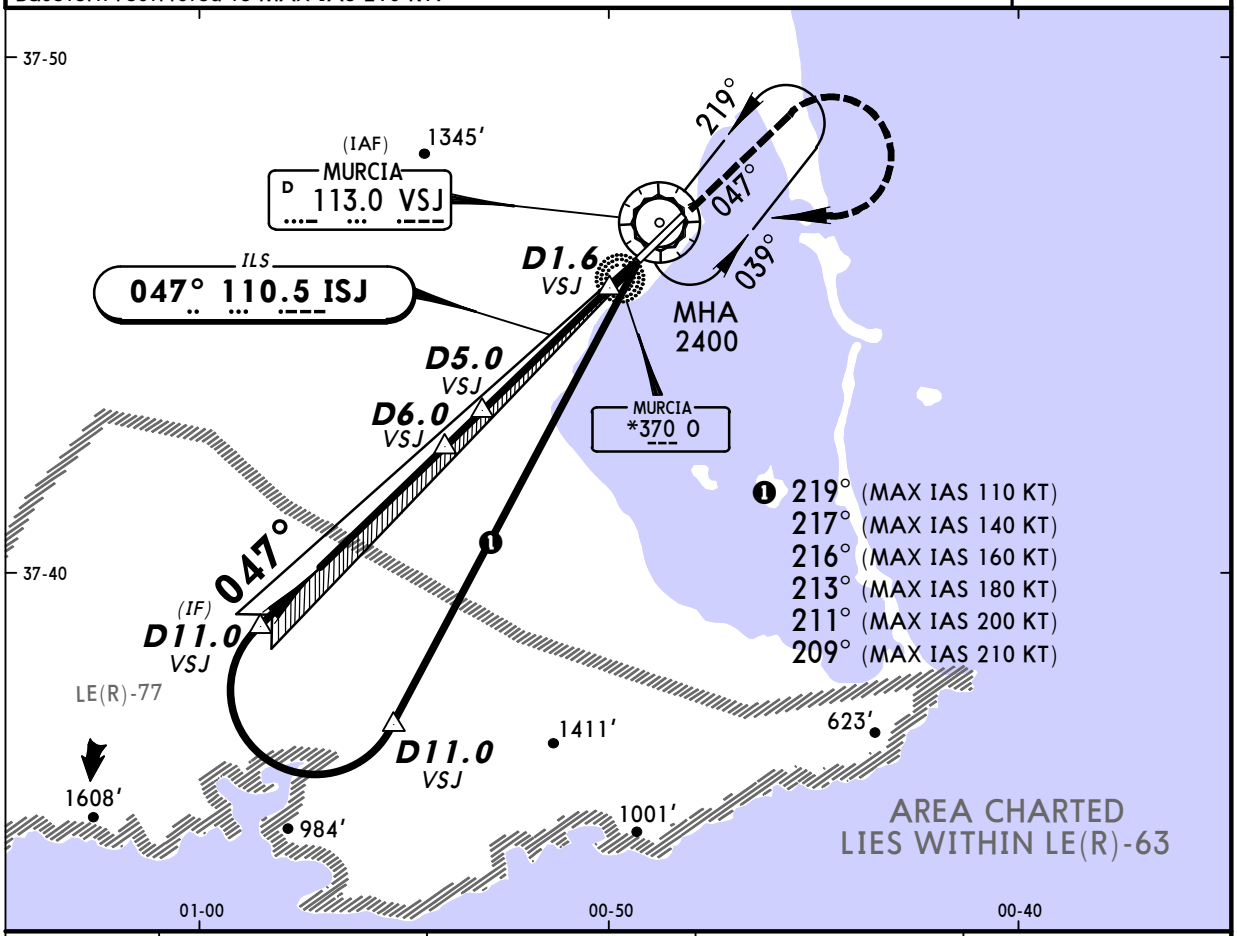
BRIEFING STRIP ™

LOC	Final Apch Crs	GS	ILS DA(H)		
ISJ 110.5	047°	D5.0 VSJ 1310′ (1299′)	Refer to Minimums	Apt Elev 11′	RWY 11′

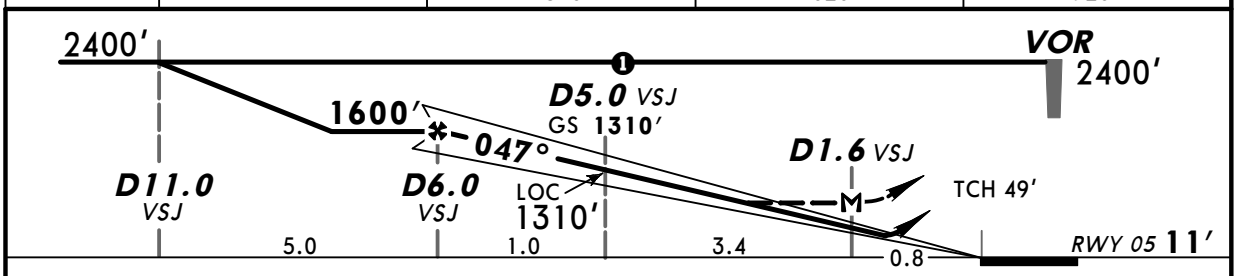
MISSED APCH: Climb on rwy heading to 1400′, then climbing turn RIGHT to 2400′ to VOR and join holding.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′
Baseturn restricted to MAX IAS 210 KT.

MSA VSJ VOR: 5500′ (046°), 4000′ (181°)



LOC (GS out)	VSJ DME	5.0	4.0	3.0
	ALTITUDE	1310′	1020′	720′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.80° or LOC Descent Gradient 4.9%	353	453	504	604	705	806
MAP at D1.6 VSJ						

REIL PAPI — 1400′ ↑ on RWY hdg

JAR-OPS STRAIGHT-IN LANDING RWY 05

	ILS	LOC (GS out)
DA(H)	A: 211′(200′) C: 226′(215′) B: 218′(207′) D: 237′(226′)	MDA(H) 430′(419′)
A	RVR 1000m	RVR 1500m
B		
C		RVR 1800m
D		RVR 2000m

CIRCLE-TO-LAND
Not authorized Northwest of runway

Max Kts	MDA(H)	VIS
100	560′ (549′)	1500m
135	560′ (549′)	1600m
180	620′ (609′)	2400m
205	880′ (869′)	3600m

PANS OPS 4

CHANGES: MSA. Procedure bearings. Minimums.

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LELC/MJV SAN JAVIER

JEPPESEN
24 JUN 05 (11-3) Eff 7 Jul

MURCIA, SPAIN NDB Lctr ILS Rwy 05

BRIEFING STRIP ™

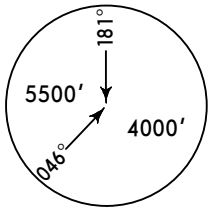
*SAN JAVIER Approach	*SAN JAVIER Tower		*Ground
130.3	130.3	118.2	121.6

For UHF see MIL-101 listing

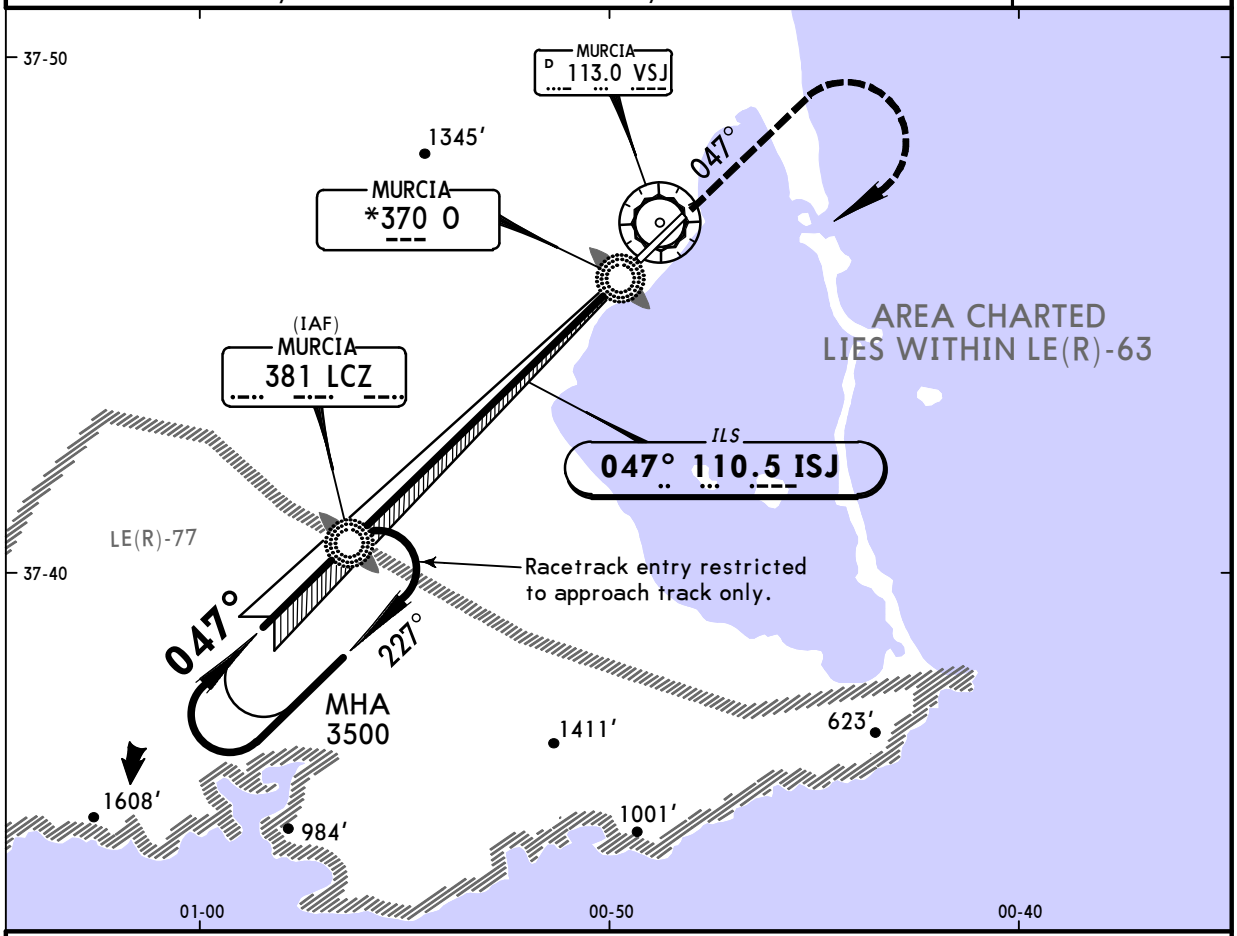
LOC	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev	11′
ISJ 110.5	047°	2390′ (2379′)	Refer to Minimums	RWY	11′

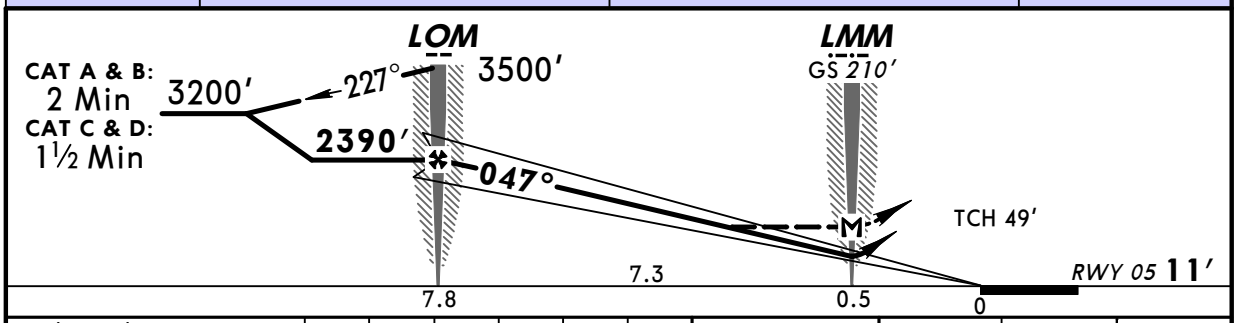
MISSED APCH: Climb on track 047° to 1500′, then turn RIGHT to LCZ NDB climbing to 3500′ and join holding.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



MSA LCZ NDB





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.80° or LOC Descent Gradient 4.9%	353	453	504	604	705	806
MAP at LMM						

REIL
PAPI

1500′ on 047°

JAR-OPS STRAIGHT-IN LANDING RWY 05

	ILS	LOC (GS out)
DA(H)	A: 211′(200′) C: 226′(215′) B: 218′(207′) D: 237′(226′)	MDA(H) 480′(469′)
		LMM out
A	RVR 1000m	NOT AUTH — RVR 1500m
B		
C		RVR 2000m
D		

CIRCLE-TO-LAND

Not authorized
Northwest of runway

Max Kts	MDA(H)	VIS
100	560′ (549′)	1500m
135	560′ (549′)	1600m
180	620′ (609′)	2400m
205	880′ (869′)	3600m

PANS OPS 4

CHANGES: New procedure.

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LELC/MJV
SAN JAVIER

JEPPESEN
24 JUN 05 (13-1) Eff 7 Jul

MURCIA, SPAIN
VOR DME Rwy 05

*SAN JAVIER Approach	*SAN JAVIER Tower		*Ground
130.3	130.3	118.2	121.6

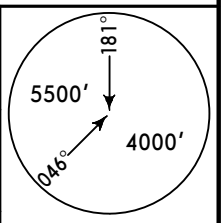
For UHF see MIL-101 listing

BRIEFING STRIP ™

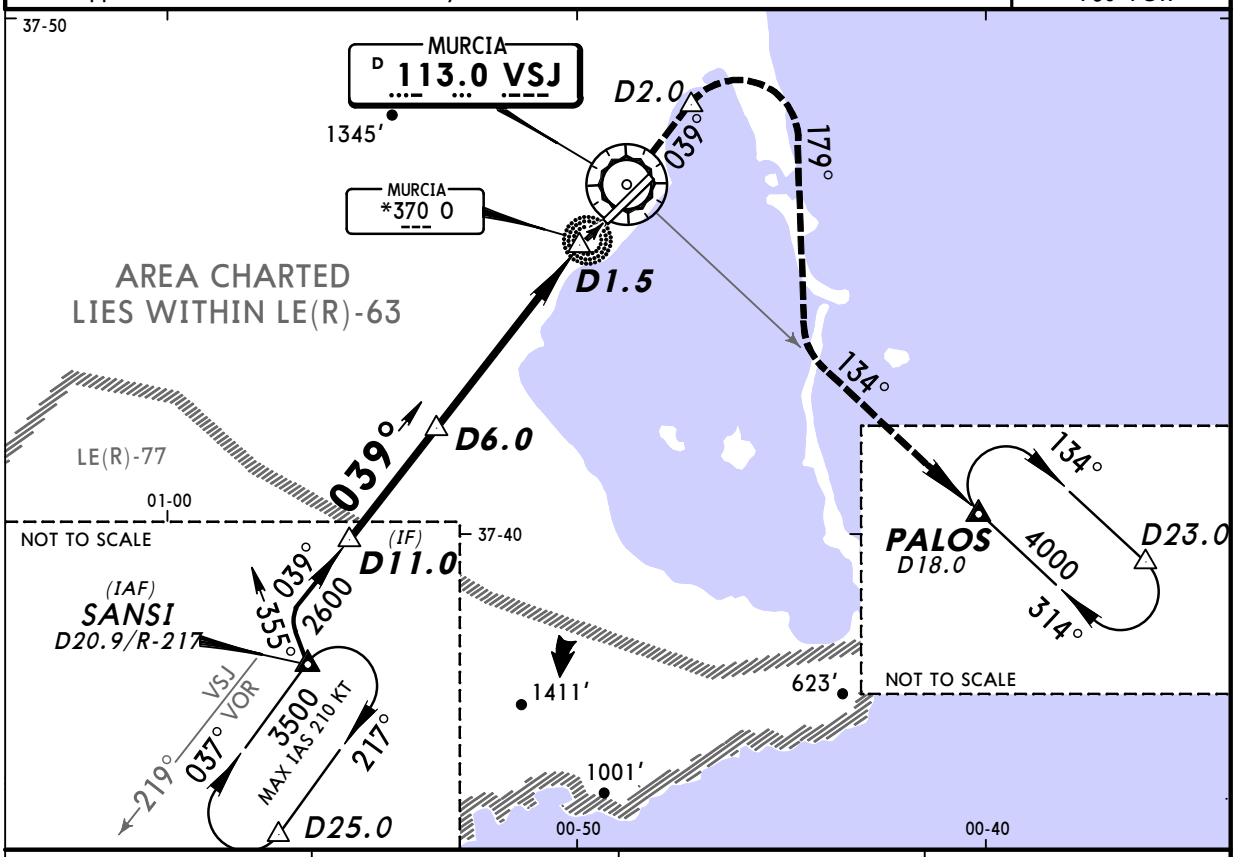
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
VSJ 113.0	039°	D6.0 1600′ (1589′)	460′ (449′)	11′

MISSED APCH: Climb on R-039 to D2.0, then turn RIGHT (MAX IAS 185 KT) onto 179° to intercept and follow R-134 to PALOS and hold at 4000′.

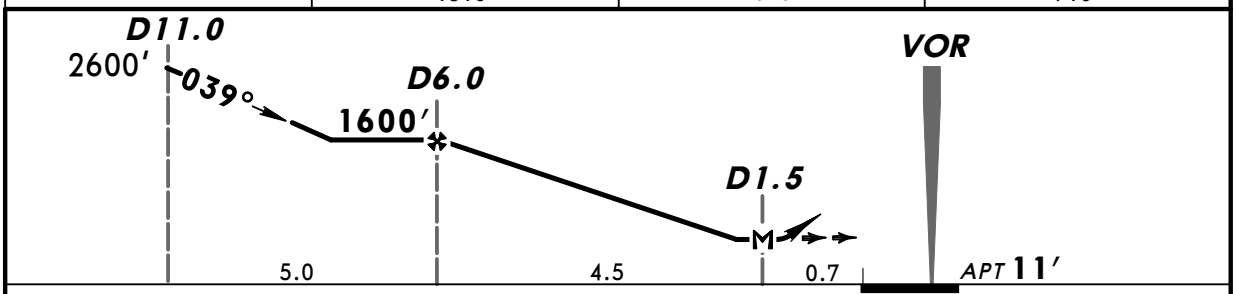
Alt Set: hPa Apt Elev: 0 hPa Trans level: By ATC Trans alt: 6000′
Final approach track offset 8° from Rwy centerline.



MSA
VSJ VOR



VSJ DME	5.0	4.0	3.0
ALTITUDE	1310′	1010′	710′



Gnd Speed-Kts	70	90	100	120	140	160
Descent Gradient 4.9%	347	447	496	595	695	794
MAP at D1.5						

REIL
PAPI

D2.0 ↑

VSJ on 113.0 R-039

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY **05**

MDA(H) **460′** (449′)

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	560′ (549′)	1500m
B	RVR 1500m	135	560′ (549′)	1600m
C	RVR 1800m	180	620′ (609′)	2400m
D	RVR 2000m	205	880′ (869′)	3600m

CIRCLE-TO-LAND
Not authorized
Northwest of runway

CHANGES: MSA. Procedure bearings. Circling minimums.

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LELC/MJV SAN JAVIER

JEPPESEN
24 JUN 05
Eff 7 Jul
(13-2)

MURCIA, SPAIN NDB VOR DME Rwy 23

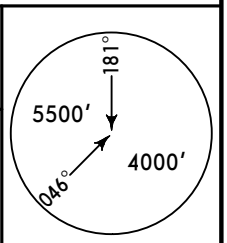
*SAN JAVIER Approach	*SAN JAVIER Tower	*Ground
130.3	130.3 118.2	121.6

For UHF see MIL-101 listing

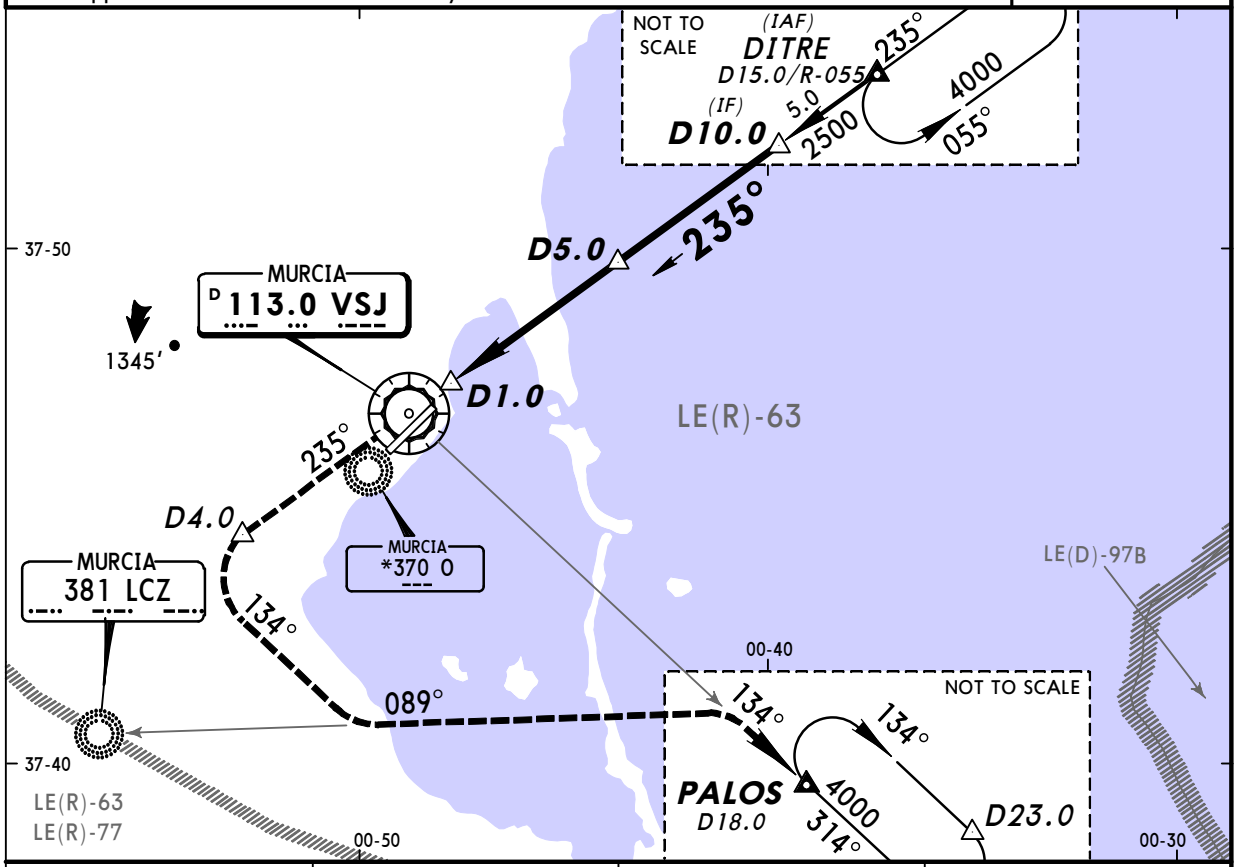
VOR VSJ	Final Apch Crs	Minimum Alt D5.0	MDA(H)	Apt Elev
113.0	235°	1500′ (1489′)	430′ (419′)	11′

MISSED APCH: Climb on R-055 direct to VOR. Proceed on R-235 to D4.0 at or above 1000′. Turn LEFT (MAX IAS 185 KT) onto 134° to intercept and follow 089° from LCZ NDB to intercept and follow R-134 to PALOS to 4000′ and hold.

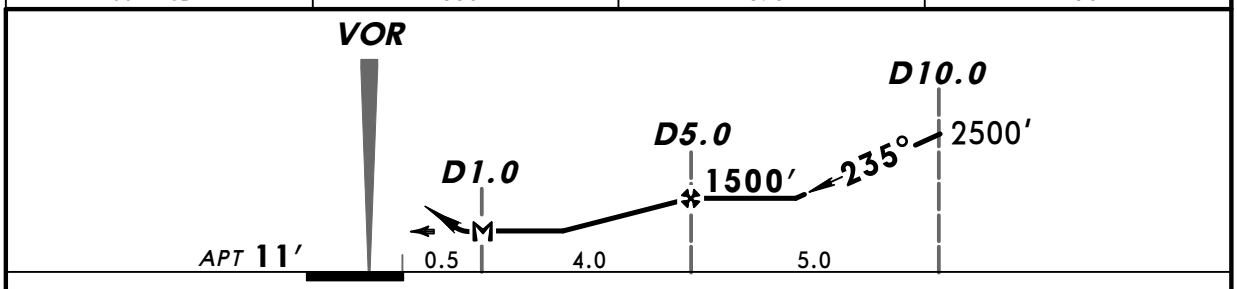
Alt Set: hPa Apt Elev: 0 hPa Trans level: By ATC Trans alt: 6000′
Final approach track offset 8° from Rwy centerline.



MSA VSJ VOR



VSJ DME	2.0	3.0	4.0
ALTITUDE	550′	870′	1190′



Gnd Speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at D1.0						

REIL PAPI

VSJ 113.0 on VSJ 113.0 R-055

JAR-OPS STRAIGHT-IN LANDING RWY 23

MDA(H) 430′ (419′)

CIRCLE-TO-LAND

Not authorized
Northwest of runway

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	560′ (549′)	1500m
B		135	560′ (549′)	1600m
C	RVR 1800m	180	620′ (609′)	2400m
D	RVR 2000m	205	880′ (869′)	3600m

PANS OPS 4

CHANGES: MSA. Procedure bearings. Circling minimums.

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LELC/MJV
SAN JAVIER

JEPPESEN
24 JUN 05 (16-1) Eff 7 Jul

MURCIA, SPAIN
Lctr Rwy 05

BRIEFING STRIP ™

*SAN JAVIER Approach	*SAN JAVIER Tower	*Ground
130.3	130.3 118.2	121.6

For UHF see MIL-101 listing

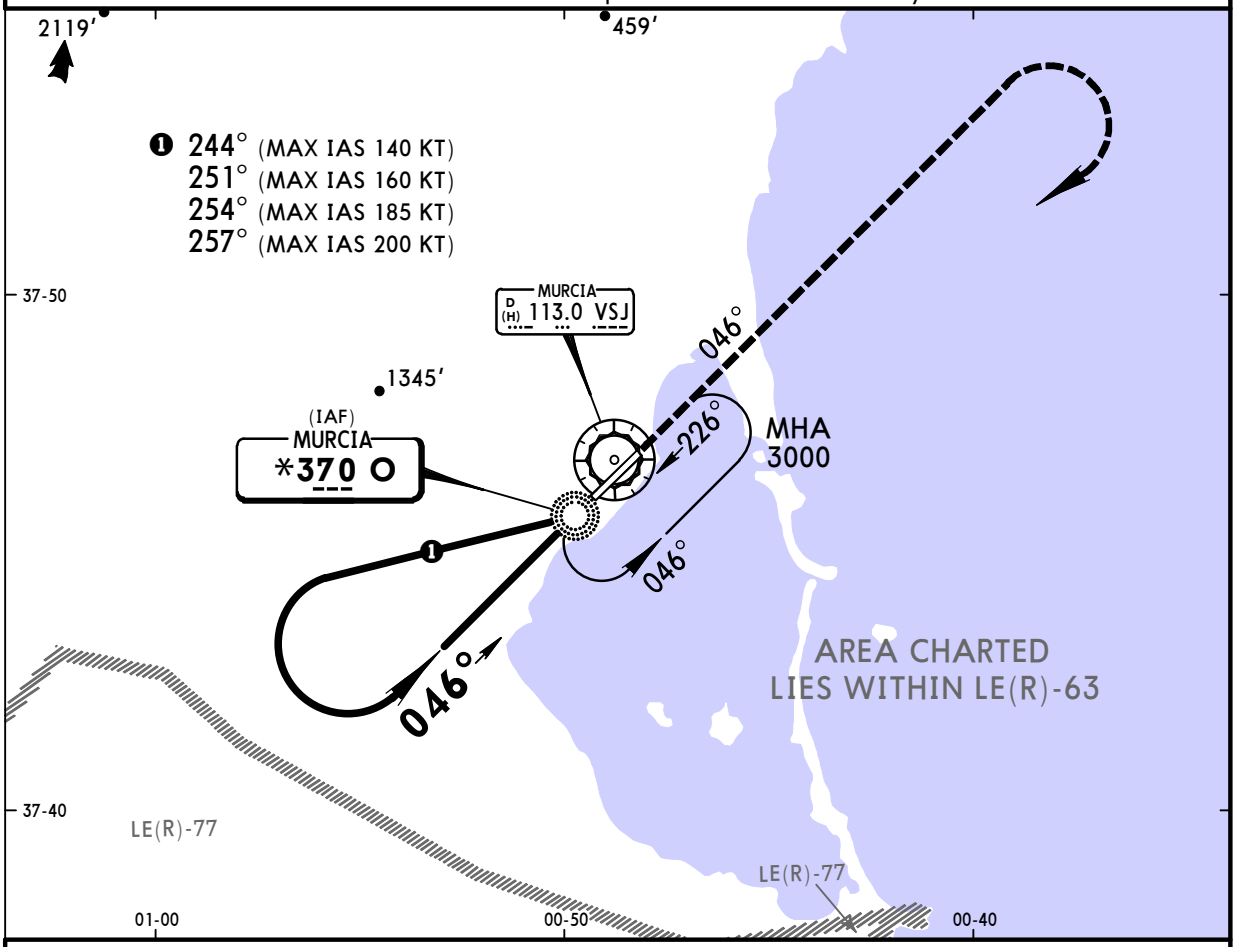
Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
O *370	046°	No FAF	630′ (619′)	11′

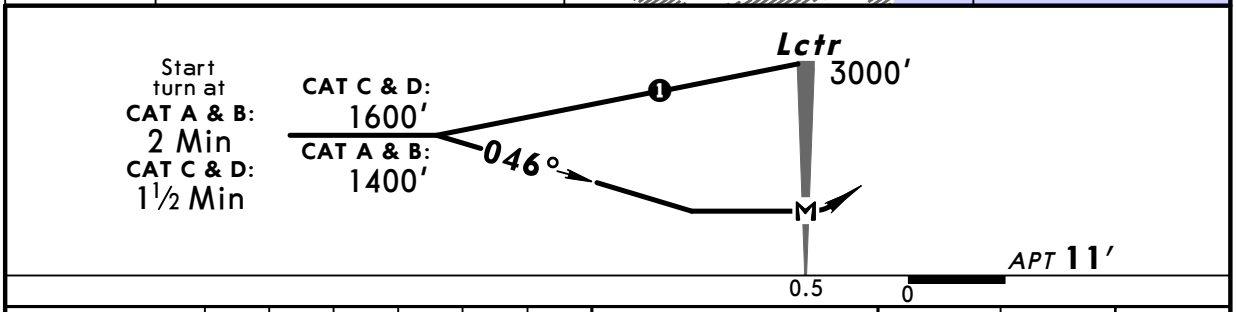
MISSED APCH: Climb on track 046° to 3000′, then turn RIGHT to Lctr and join holding.

MSA O Lctr: 5500′ (046°), 4000′ (181°)

Alt Set: hPa Apt Elev: 0 hPa Trans level: By ATC Trans alt: 6000′

1. Baseturn restricted to MAX IAS 200 KT. 2. Final apch track offset 1° from rwy centerline.





MAP at Lctr								REIL PAPI	3000′ on 046°

JAR-OPS STRAIGHT-IN LANDING RWY **05**

MDA(H) **630′ (619′)**

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	630′ (619′)	1500m
B		135	630′ (619′)	1600m
C	RVR 2000m	180	630′ (619′)	2400m
D		205	880′ (869′)	3600m

CIRCLE-TO-LAND
Not authorized
Northwest of runway

PANS OPS 4

CHANGES: New procedure.

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LELC/MJV SAN JAVIER

JEPPESEN
24 JUN 05 (16-2) Eff 7 Jul

MURCIA, SPAIN Lctr Rwy 23

BRIEFING STRIP ™

*SAN JAVIER Approach	*SAN JAVIER Tower	*Ground
130.3	130.3 118.2	121.6

For UHF see MIL-101 listing

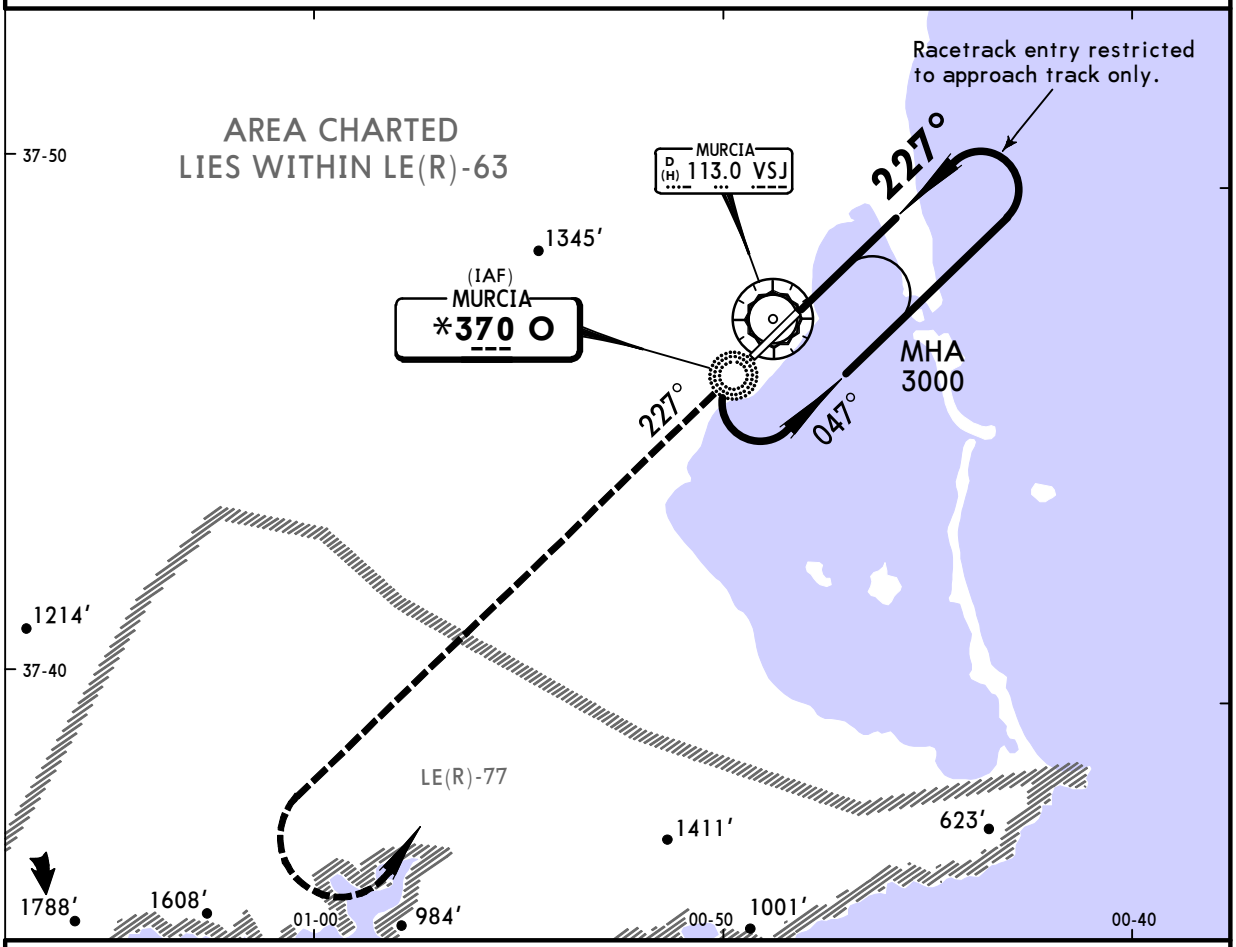
Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
O *370	227°	No FAF	500′ (489′)	11′

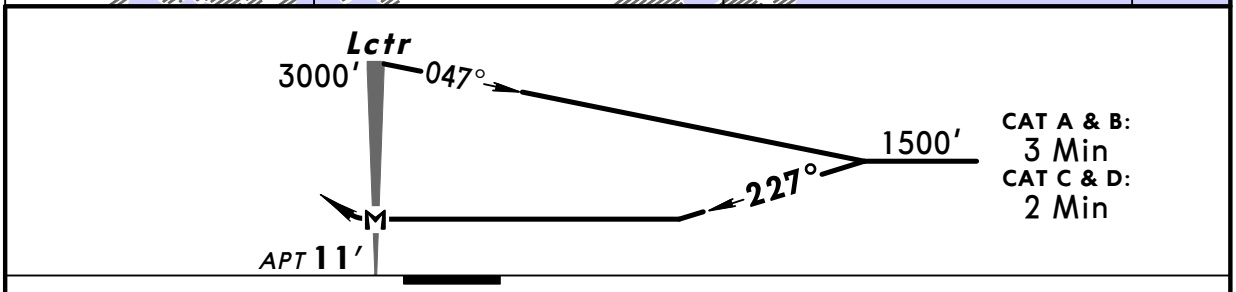
MISSED APCH: Climb on track 227° to 3000′, then turn LEFT to Lctr and join holding.

MSA O Lctr: 5500′ (046°), 4000′ (181°)

Alt Set: hPa Apt Elev: 0 hPa Trans level: By ATC Trans alt: 6000′

Racetrack restricted to MAX IAS 220 KT.





MAP at Lctr							

REIL PAPI: 3000′ on 227°

JAR-OPS STRAIGHT-IN LANDING RWY 23

MDA(H) 500′ (489′)

A	RVR 1500m	
B		
C	RVR 2000m	
D		

CIRCLE-TO-LAND
Not authorized
Northwest of runway

Max Kts	MDA(H)	VIS
100	560′ (549′)	1500m
135	560′ (549′)	1600m
180	620′ (609′)	2400m
205	880′ (869′)	3600m

PANS OPS 4

CHANGES: New procedure.

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