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Changed chart(s) since Disc 22-2010

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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Malaga, (Malaga - LEMG)

ADD	BAILEN, MALAGA, MELIS, VIBA...	10-2F	12 ïŸ 2010	18 ïŸ 2010
ADD	SEVILLA & VEJER 1DCA ARRS	10-2G	12 ïŸ 2010	18 ïŸ 2010
ADD	BAILEN, MALAGA, MELIS & VIB...	10-2H	12 ïŸ 2010	18 ïŸ 2010
ADD	SEVILLA, VEJER & VULPE 1DC...	10-2J	12 ïŸ 2010	18 ïŸ 2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport LEMG

General Info

Malaga, ESP

N 36° 40.5' W 04° 29.9' Mag Var: 3.2°W

Elevation: 52'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 13-31 10499' x 148' asphalt

Runway 13 (134.0°M) TDZE 52'

Lights: Edge, ALS, Centerline

Runway 31 (314.0°M) TDZE 31'

Lights: Edge, ALS, Centerline

Right Traffic

Communications InfoATIS **120.375**Malaga Taxi Tower **121.95**Malaga Taxi Tower **121.7**Malaga Tower **121.875** MFMalaga Tower **118.15**Malaga Tower **257.80** MilitaryMalaga Approach Control **123.95**Malaga Approach Control **123.85**Malaga Approach Control **258.70**Malaga Approach Control **118.45****Notebook Info**

LEMG/AGP
MALAGA**JEPPESEN**
8 AUG 08 (10-1P)**MALAGA, SPAIN**
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 120.37

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GROUND ENGINE TESTING**

Engine performance testing higher than idle regime are forbidden at any stand in the apron. Clearance for engine performance testing higher than idle regime will be requested to the executive on duty (Tel: 952 048 808), who will deny or approve clearance, indicating the procedure to be followed.

1.3. LOW VISIBILITY PROCEDURES (LVP)**1.3.1. GENERAL**

The RWY is authorized for take-off in low visibility.

LVP will be applied when the measured RVR or visibility in the movement area is below 550m.

Pilots will be informed about the application of LVP by ATIS.

ATC will inform about the cancellation of LVP when VIS reported is higher than 550m and the meteorological service inform about a strong improvement tendency of meteorological conditions.

1.3.2. GROUND MOVEMENT

Pilots will proceed to verify the ACFT position at every moment, checking that taxiing is being executed under total safety conditions. In case of being disoriented or in doubt, pilots will stop the ACFT and immediately notify ATC.

ARRIVAL:

- ACFT that have already landed will notify 'RWY vacated' and exit TWY used. They will hold position waiting for taxiing instructions from ATC.
- At the apron entry, they must wait for arrival of a follow-me car.

DEPARTURE:

- Pilot will request clearance for engine start-up notifying the stand position.
- Usually, while LVP are in force, taxiing of only one ACFT will be authorized in the manoeuvring area.
- ACFT which are departing and need to return to apron, notify ATC and wait for taxiing instructions.

1.3.3. COMMUNICATION FAILURE

Whenever an ACFT operating in the manoeuvring area experiences a communications failure, it will continue by the assigned route to its clearance limit taking extreme caution to avoid detours. ACFT is to remain at this point and wait for arrival of a follow-me car in order to be guided to the stand position.

1.4. TAXI PROCEDURES

General aviation apron MAX wingspan 82 '/25m.

1.5. OTHER INFORMATION

RWY 31 right-hand circuit.

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MALAGA**JEPPESEN**
8 AUG 08 (10-1P1)**MALAGA, SPAIN**
AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS**2.1.1. SPEED ADJUSTMENTS UNDER RADAR CONTROL**

- MAX 250 KT at or below FL120.
- Reduce to 210 KT at the beginning of final turn to intercept the ILS LOC course, when ACFT is located within 20 NM of THR.
- 180 KT when crossing 12 NM from THR.
- 160 KT when crossing GM Lctr.
- ACFT with cruising speed lower than the mentioned above shall maintain cruising speed up to the adjusting fix concerned.

2.2. NOISE ABATEMENT PROCEDURES**2.2.1. REVERSE THRUST**

Reverse thrust other than idle is not allowed, except for safety reasons, between 2200-0600LT.

2.3. RWY OPERATIONS**2.3.1. GENERAL**

Vacate RWY 13 only by using TWY C4, C2, C1 or RWY end.
Vacate RWY 31 only by using TWY C3, C5, C6 or RWY end.

2.3.2 MINIMUM REDUCED SEPARATION ON THE SAME RWY

A landing ACFT will not be permitted to cross the beginning of the RWY on its final approach until the following minimum reduced separation exists:

ACFT with 5670 kg weight or over:

- Landing following departure: The preceding departing ACFT has taken-off and is, at least, at 2000m from THR.

Light ACFT under 5670 kg weight:

- Landing following landing: The preceding ACFT has just landed and is, at least, at 1500m from THR and in motion.
- Landing following departure: The preceding departing ACFT has taken-off and is, at least, at 1500m from THR.

Such minima shall only be applied between SR and SS and under following conditions:

- Wake turbulence separation minima shall be maintained.
- While visual meteorological conditions (VMC) prevail in the aerodrome.
- When braking action is not adversely affected by RWY contaminants (slush, water, etc.).
- When the involved ACFT operate normally.

When issuing the landing clearance according to this procedure the following instructions shall be used: '.... (ACFT call sign) BEHIND LANDING/DEPARTING (ACFT type) CLEAR TO LAND RUNWAY (number) '.

LEMG/AGP
MALAGA**JEPPESEN**
21 AUG 09 **10-1P2** Eff 27 Aug**MALAGA, SPAIN**
AIRPORT BRIEFING**2. ARRIVAL****2.3.3. MINIMUM RWY OCCUPANCY TIME**

Commensurate with the ACFT safety and standard operation, pilots are reminded that rapid exit from the RWY enables maximum RWY utilization, lessens its occupancy time and minimizes the occurrence of 'go-arounds'.

They will exit the RWY by the rapid exit TWY and will hold position before entering the parallel TWY where they will wait for ATC instructions.

Unless ATC advises otherwise and without prejudice to the noise abatement procedures, ACFT will vacate the corresponding RWY by the following rapid exit TWYs:

RWY	Rapid Exit	ACFT
13	C-4	lights
13	C-2	all
13	C-1	all
31	C-3	lights
31	C-5	all
31	C-6	all

Military ACFT:

RWY	Rapid Exit	ACFT
13	CM-1	all
31	C-3*	lights
31	C-5*	all
31	C-6*	all

* and wait for ATC clearance.

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MALAGA

JEPPESEN
21 AUG 09 **10-1P3** Eff 27 Aug

MALAGA, SPAIN
AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP & TAXI PROCEDURES

3.1.1. START-UP

In case of wingspan is 171' / 52m or above, pilot will report that it is an code E/F ACFT on requesting start-up clearance.

3.1.2. TAXIING RESTRICTION

Code E/F ACFT will taxi to RWY via TWY HN-3 or HS-3.

3.2. RWY OPERATIONS

3.2.1. MINIMUM RWY OCCUPANCY TIME

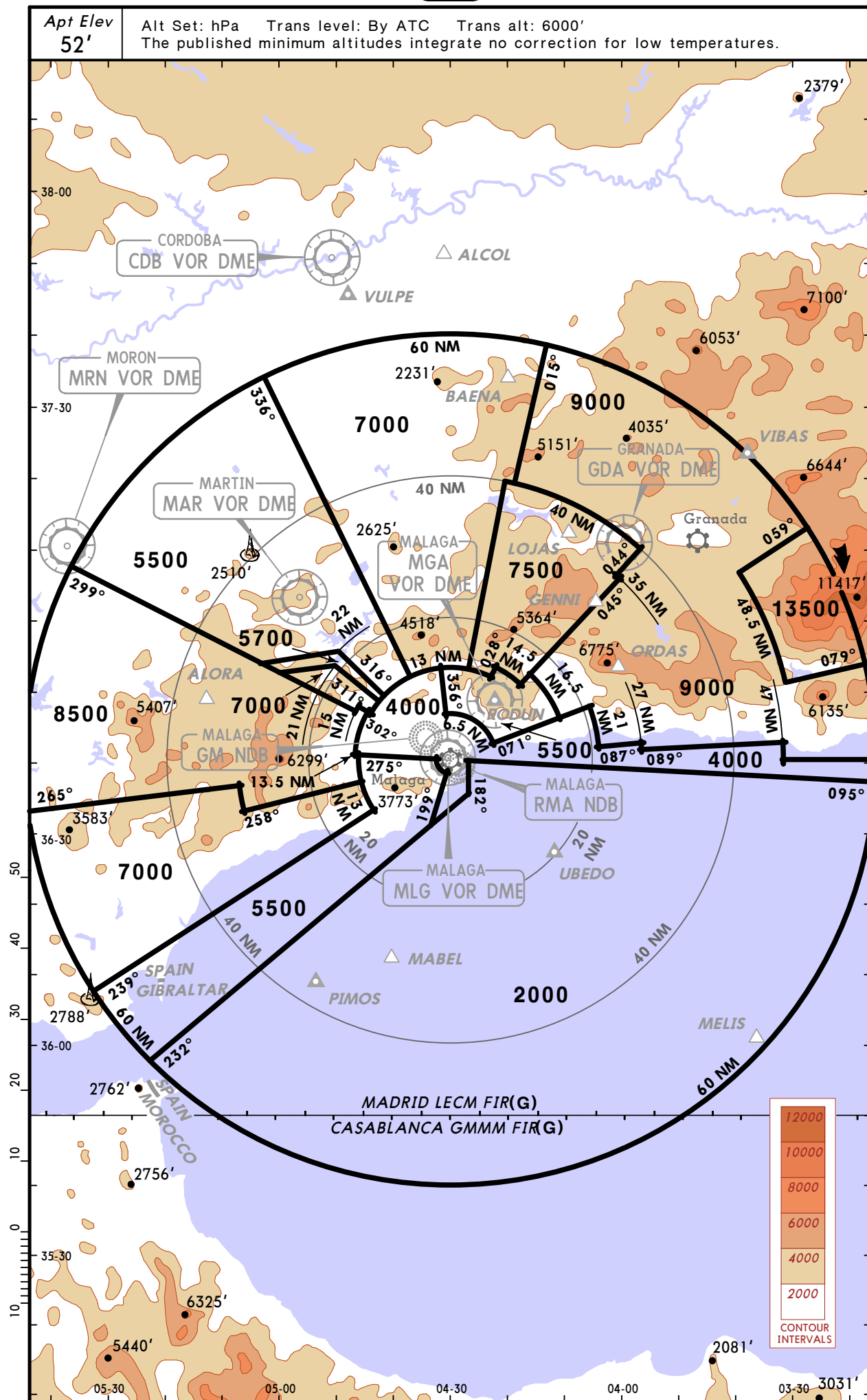
ATC will consider that every ACFT at the holding position is able to commence the line-up on the RWY and the take-off roll immediately after take-off clearance is issued.

Pilots unable to comply with this requirement shall notify ATC before reaching the holding position.

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2 OCT 09 **(10-1R)**

MALAGA, SPAIN
RADAR MINIMUM ALTITUDES



LEMG/AGP
MALAGA

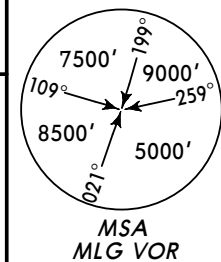
JEPPesen
11 DEC 09 **10-2** **Eff 17 Dec**

MALAGA, SPAIN
STAR

ATIS
120.37

Apt Elev
52'

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

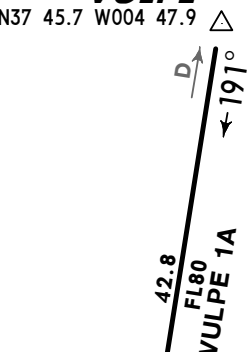


BAILEN ONE ALFA (BLN 1A)
MALAGA ONE ALFA (MGA 1A)
MELIS ONE ALFA (MELIS 1A) [MELI1A]
VIBAS ONE JULIETT (VIBAS 1J) [VIBA1J]
VULPE ONE ALFA (VULPE 1A) [VULP1A]

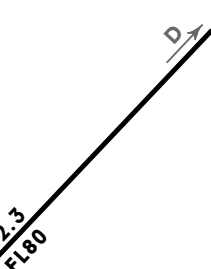
RWY 13 ARRIVALS
FROM NORTH & EAST

~~SPEED~~ MAX 250 KT AT OR BELOW FL120

VULPE
N37 45.7 W004 47.9



BAENA
N37 34.1 W004 19.9



BAILEN
D 116.2 BLN
N38 09.2 W003 37.5

VIBAS
N37 23.5
W003 37.9



(IAF)
MARTIN
D 112.6 MAR
N37 03.3 W004 56.4

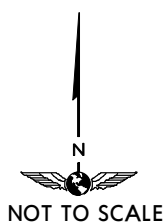
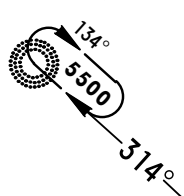
(IAF)
MALAGA
350 GM
N36 43.6 W004 34.3

MALAGA
D 112.0 MGA
N36 48.9 W004 22.2

(IAF)
MALAGA
5500
MGA 1A
VIBAS 1J

MALAGA
D 113.55 MLG
N36 40.7 W004 30.4

HOLDING OVER
GM



MELIS
63
5000
MELIS 1A

MELIS
N36 01.1 W003 36.4

LEMG/AGP
MALAGA

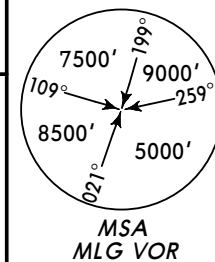
JEPPESEN
11 DEC 09 **(10-2A)** **Eff 17 Dec**

MALAGA, SPAIN
STAR

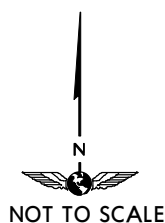
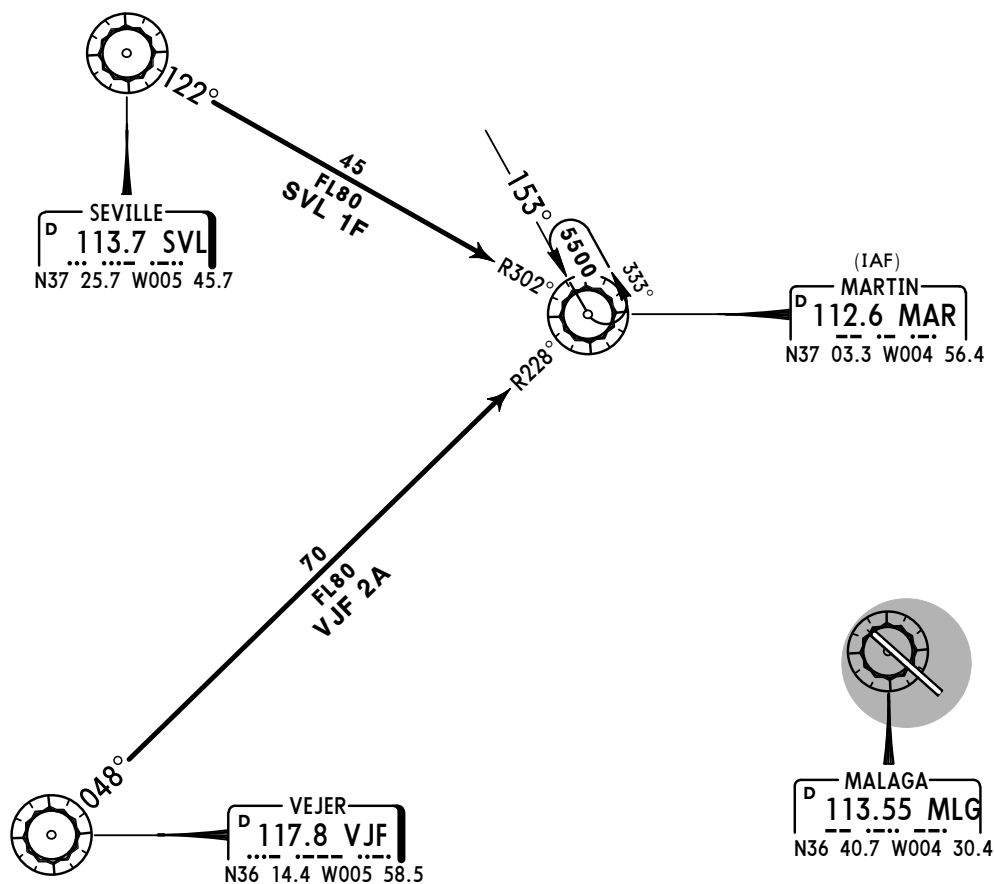
ATIS
120.37

Apt Elev
52'

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



SEVILLA ONE FOXTROT (SVL 1F)
VEJER TWO ALFA (VJF 2A)
RWY 13 ARRIVALS
FROM WEST
~~SPEED~~ MAX 250 KT AT OR BELOW FL120



LEMG/AGP
MALAGA

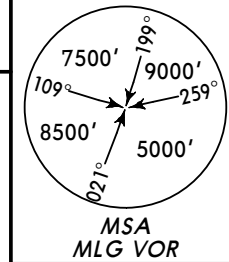
JEPPESEN
 11 DEC 09 **(10-2B)** **Eff 17 Dec**

MALAGA, SPAIN
STAR

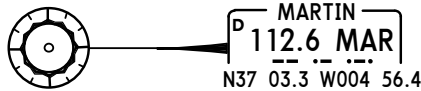
ATIS
120.37

Apt Elev
52'

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



RODUN TWO LIMA (RODUN 2L) [RODU2L]
RWY 13 ARRIVAL
 TO BE USED WHEN MGA UNSERVICEABLE
~~SPEED~~ MAX 250 KT AT OR BELOW FL120



(IAF)
MALAGA
350 GM
 N36 43.6 W004 34.3

MALAGA
D 113.55 MLG
 N36 40.7 W004 30.4

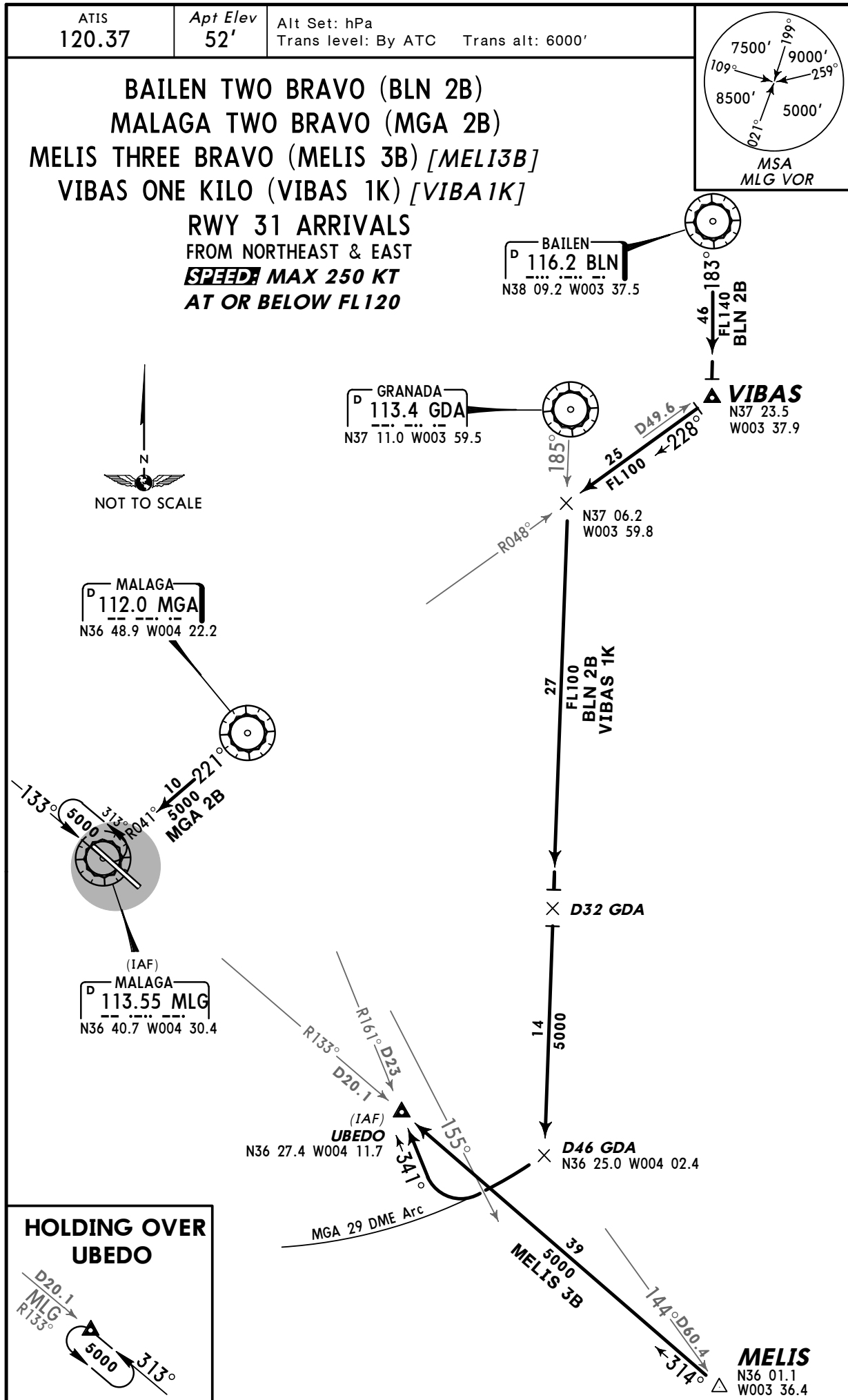
RODUN
 N36 48.9 W004 22.2



LEMG/AGP
MALAGA

JEPPesen
11 DEC 09 **(10-2C)** **Eff 17 Dec**

MALAGA, SPAIN
STAR



CHANGES: STARS withdrawn, renumbered & revised; STAR VIBAS 1K established.

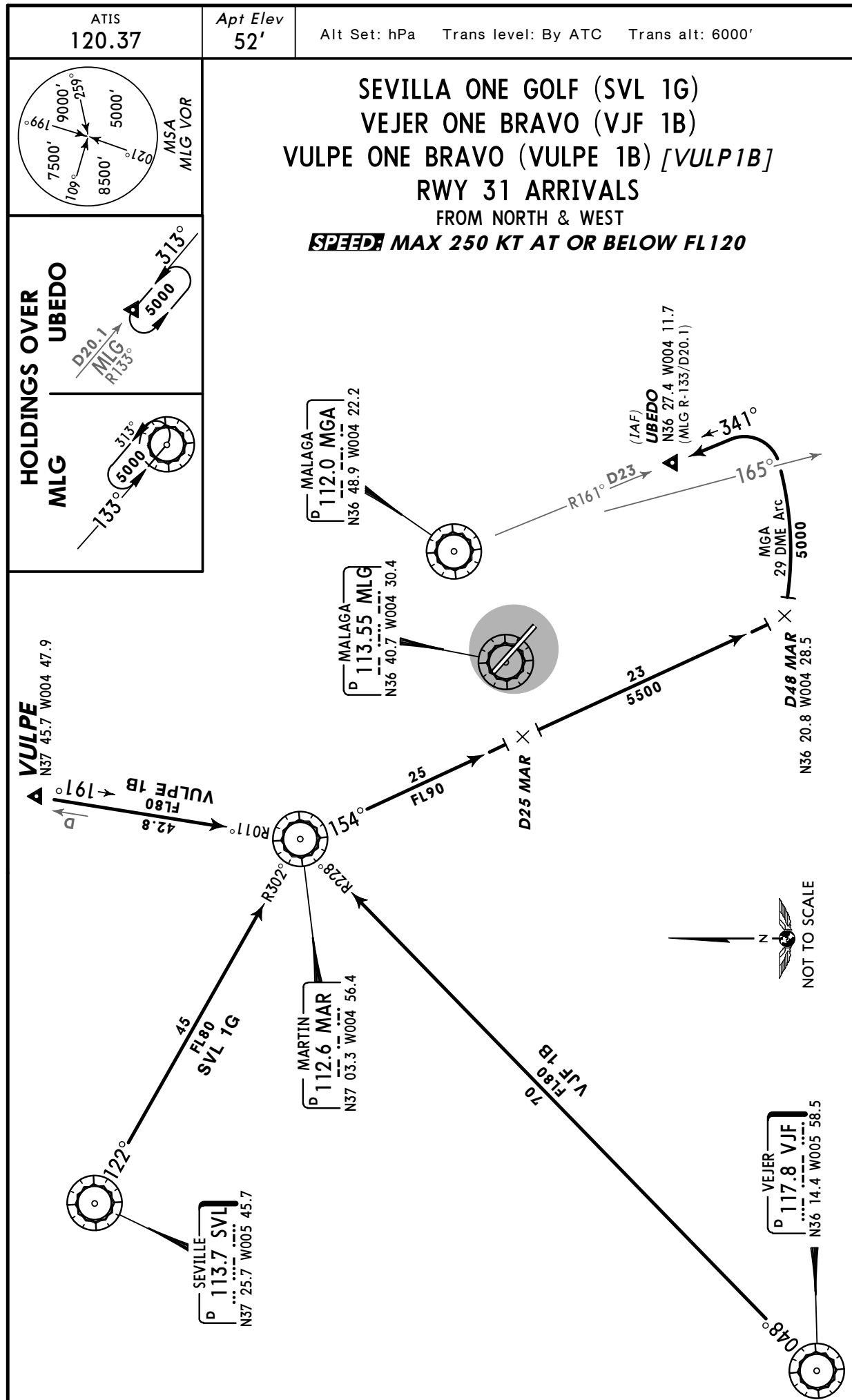
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LEMG/AGP
MALAGA

JEPPesen
11 DEC 09 **10-2D** **Eff 17 Dec**

MALAGA, SPAIN

STAR



LEMG/AGP
MALAGA

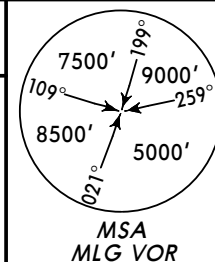
JEPPESSEN
 11 DEC 09 **10-2E** **Eff 17 Dec**

MALAGA, SPAIN
STAR

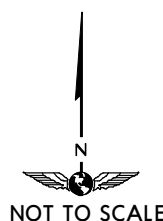
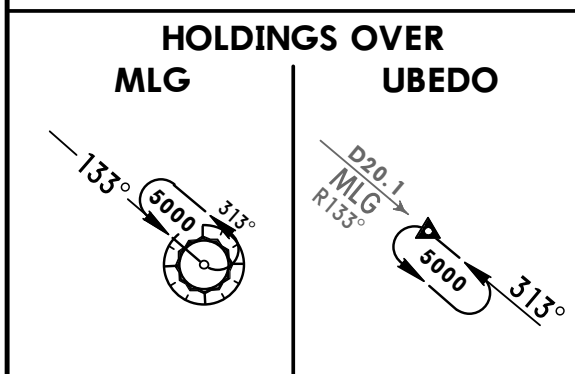
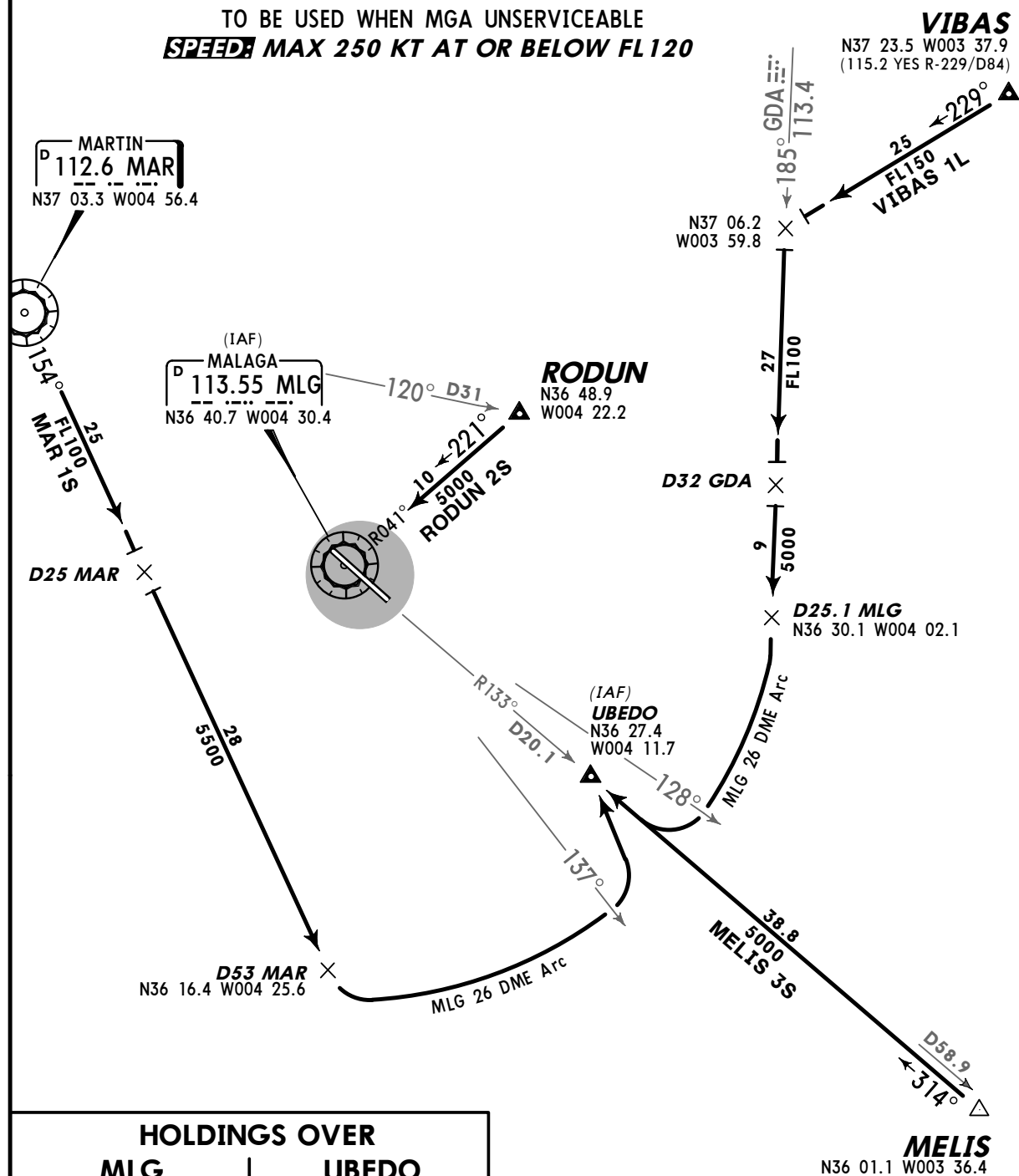
ATIS
 120.37

Apt Elev
 52'

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



MARTIN ONE SIERRA (MAR 1S)
MELIS THREE SIERRA (MELIS 3S) [MELI3S]
RODUN TWO SIERRA (RODUN 2S) [RODU2S]
VIBAS ONE LIMA (VIBAS 1L) [VIBA1L]
RWY 31 ARRIVALS
 TO BE USED WHEN MGA UNSERVICEABLE
~~SPEED~~ MAX 250 KT AT OR BELOW FL120



LEMG/AGP
MALAGA

JEPPESSEN
12 NOV 10 **10-2F** **Eff 18 Nov**

MALAGA, SPAIN
STAR

ATIS
120.37

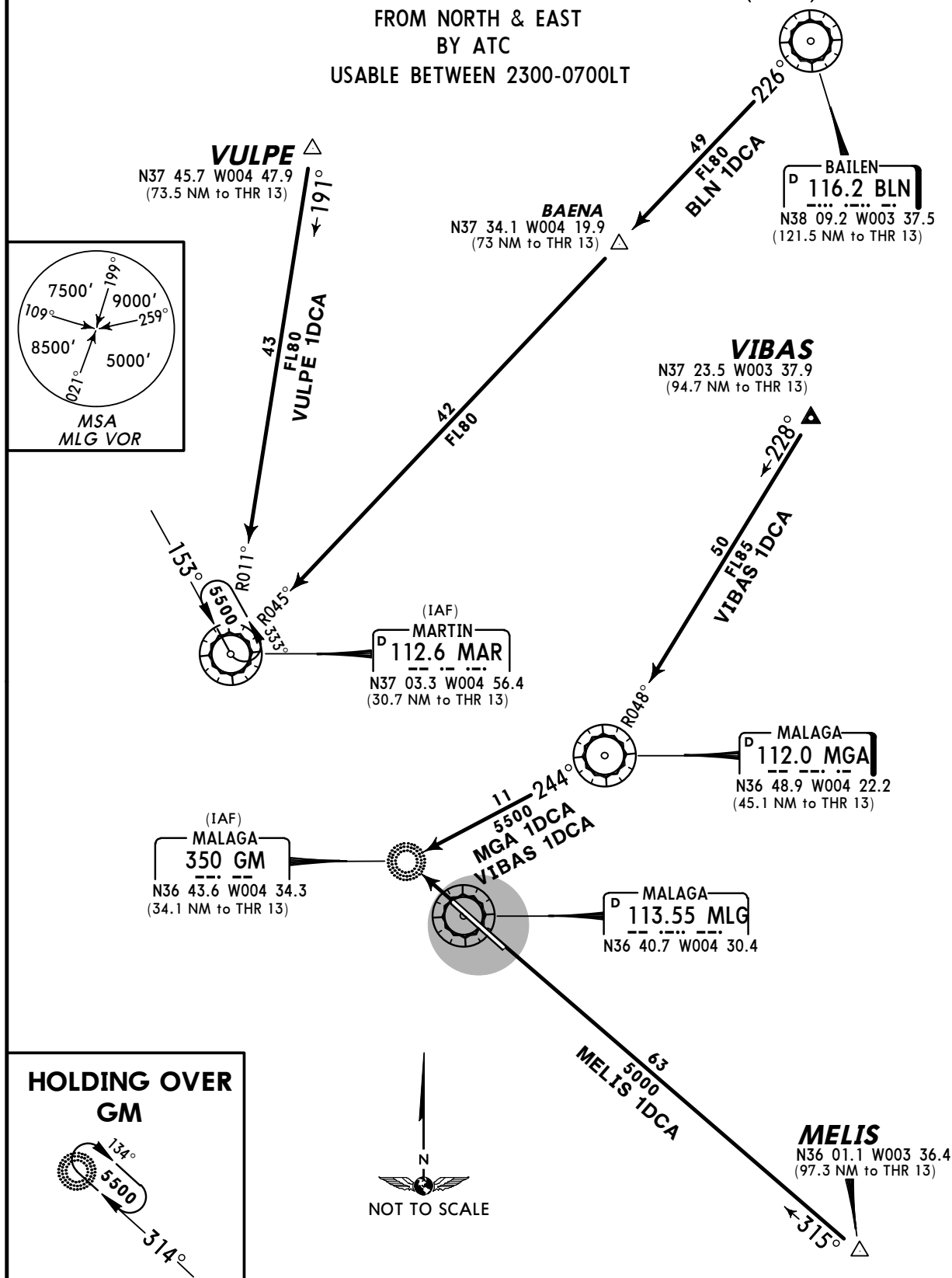
Apt Elev
52'

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

BAILEN ONE DELTA CHARLIE ALFA (BLN 1DCA) [BL1DCA]
MALAGA ONE DELTA CHARLIE ALFA (MGA 1DCA) [MG1DCA]
MELIS ONE DELTA CHARLIE ALFA (MELIS 1DCA) [ME1DCA]
VIBAS ONE DELTA CHARLIE ALFA (VIBAS 1DCA) [VI1DCA]
VULPE ONE DELTA CHARLIE ALFA (VULPE 1DCA) [VU1DCA]
RWY 13 CONTINUOUS DESCENT ARRIVALS (CDA)

FROM NORTH & EAST
BY ATC

USABLE BETWEEN 2300-0700LT



LEMG/AGP
MALAGA

JEPPESEN
12 NOV 10 **(10-2G)** **Eff 18 Nov**

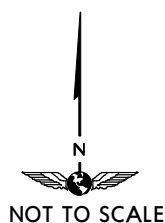
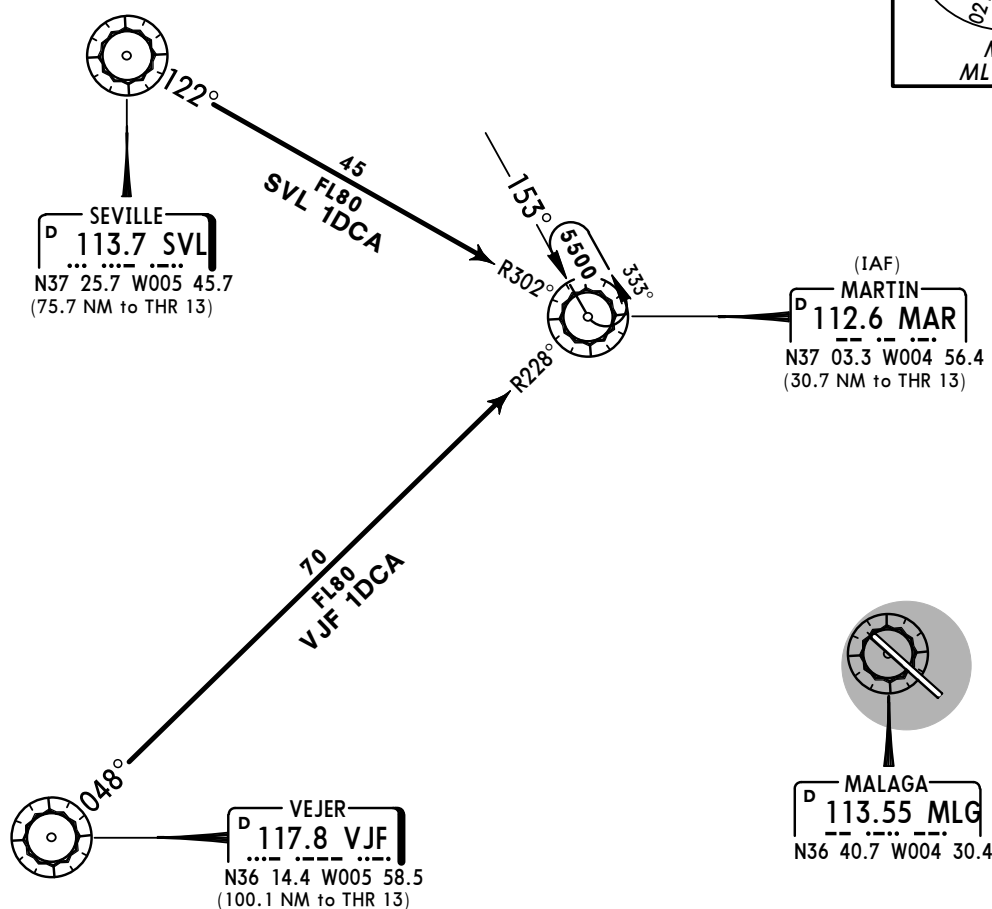
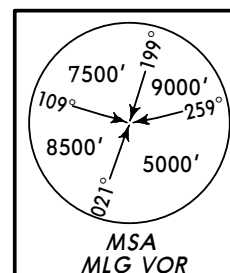
MALAGA, SPAIN
STAR

ATIS
120.37

Apt Elev
52'

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

SEVILLA ONE DELTA CHARLIE ALFA (SVL 1DCA)[SV1DCA]
VEJER ONE DELTA CHARLIE ALFA (VJF 1DCA)[VJ1DCA]
RWY 13 CONTINUOUS DESCENT ARRIVALS (CDA)
FROM WEST
BY ATC
USABLE BETWEEN 2300-0700LT



NOT TO SCALE

LEMG/AGP
MALAGA

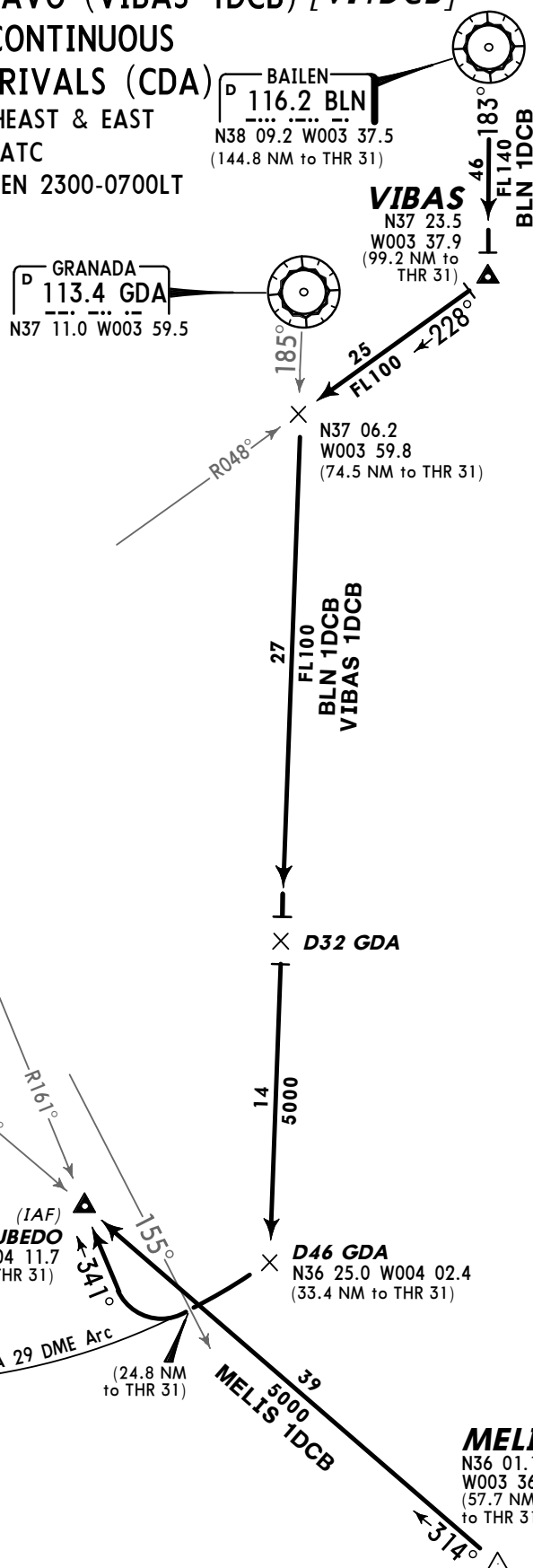
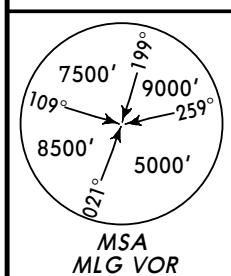
JEPPESSEN
12 NOV 10 **(10-2H)** **Eff 18 Nov**

MALAGA, SPAIN
STAR

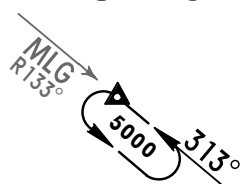
ATIS 120.37	Apt Elev 52'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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BAILEN ONE DELTA CHARLIE BRAVO (BLN 1DCB) [BL1DCB]
MALAGA ONE DELTA CHARLIE BRAVO (MGA 1DCB) [MG1DCB]
MELIS ONE DELTA CHARLIE BRAVO (MELIS 1DCB) [ME1DCB]
VIBAS ONE DELTA CHARLIE BRAVO (VIBAS 1DCB) [VI1DCB]

RWY 31 CONTINUOUS
DESCENT ARRIVALS (CDA)
FROM NORTHEAST & EAST
BY ATC
USABLE BETWEEN 2300-0700LT



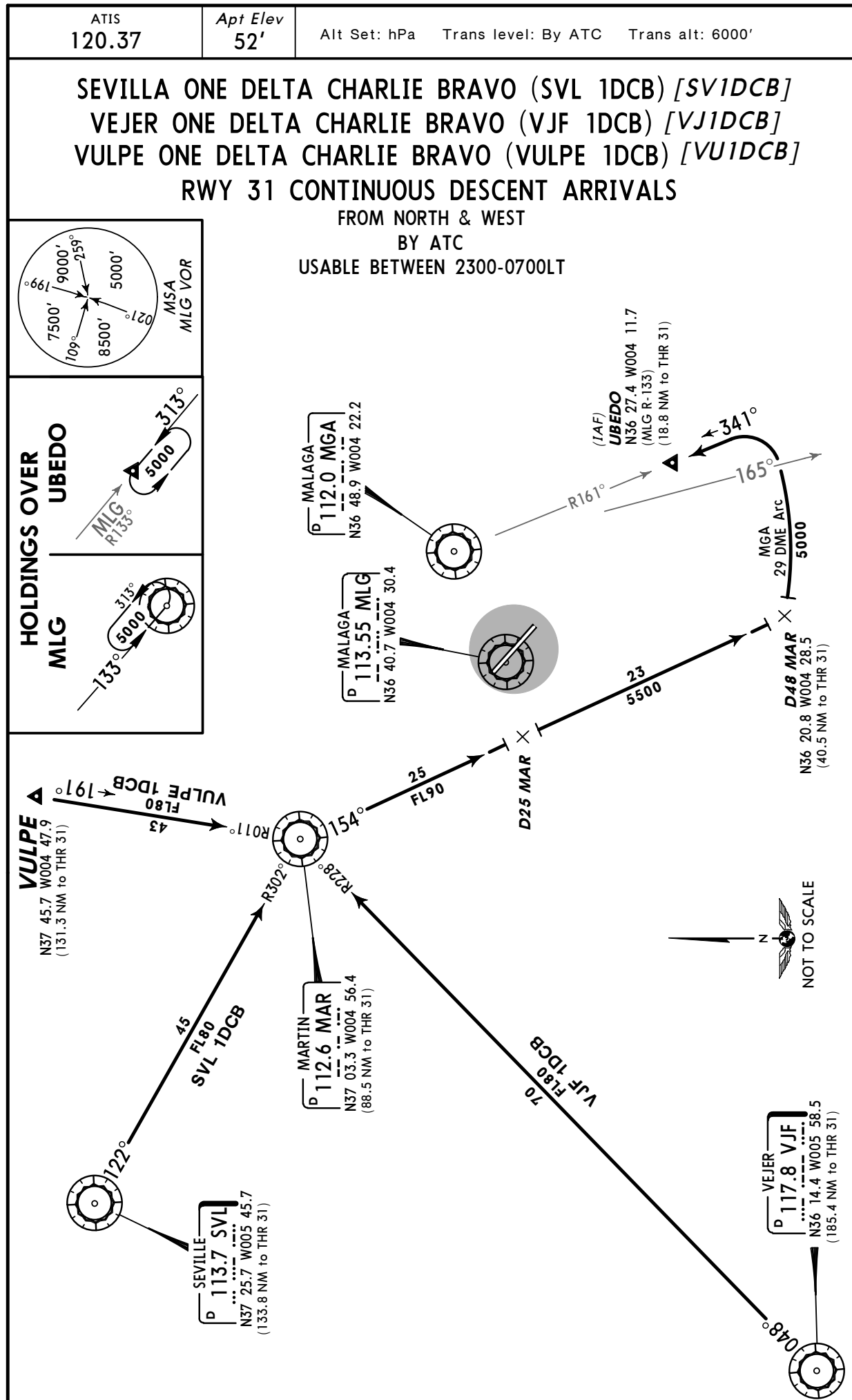
HOLDING OVER
UBEDO



LEMG/AGP
MALAGA

JEPPESEN
12 NOV 10 **10-2J** **Eff 18 Nov**

MALAGA, SPAIN
STAR



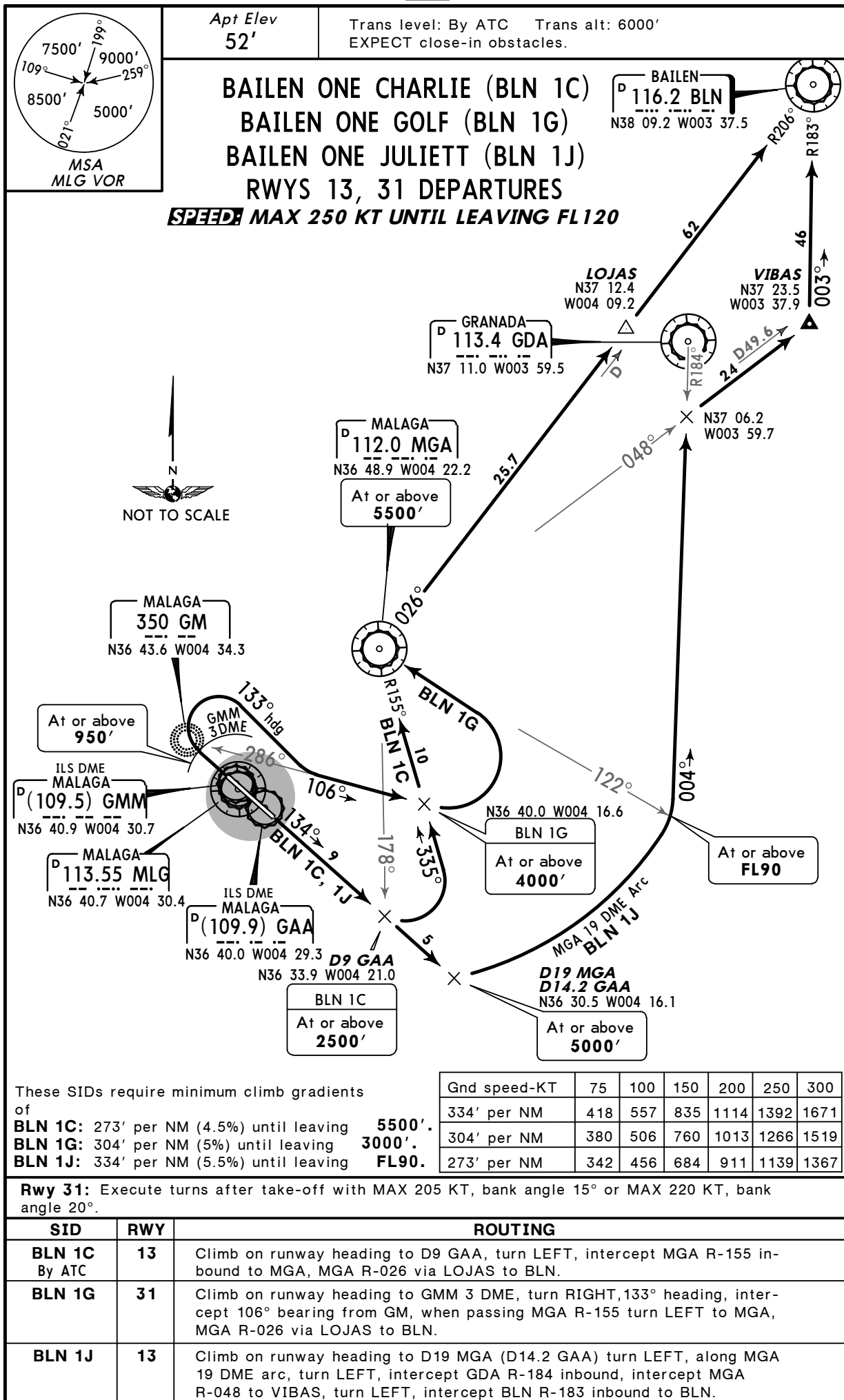
CHANGES: New chart.

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LEMG/AGP
MALAGA

JEPPESSEN
 11 DEC 09 **10-3** **Eff 17 Dec**

MALAGA, SPAIN
SID



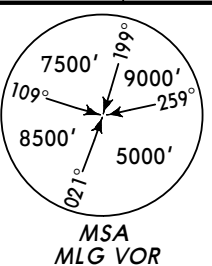
LEMG/AGP
MALAGA

JEPPESSEN
 11 DEC 09 **(10-3A)** **Eff 17 Dec**

MALAGA, SPAIN
SID

Apt Elev
52'

Trans level: By ATC Trans alt: 6000'
 EXPECT close-in obstacles.



PARKA
 N39 00.0 W005 09.0

HINOJOSA ONE ALFA (HIJ 1A)
HINOJOSA ONE BRAVO (HIJ 1B)
RWYS 13, 31 DEPARTURES

BY ATC

SPEED: MAX 250 KT UNTIL LEAVING FL120

1 Traffic bound for airway **UN 858** shall cross HIJ at or above **FL245** and proceed on HIJ R-355 direct to **PARKA**.

HINOJOSA DEL DUQUE
114.7 HIJ
 N38 30.5 W005 06.0

CORDOBA
366 COR
 N37 50.6 W004 50.8

MALAGA
112.0 MGA
 N36 48.9 W004 22.2
 At or above **5500'**

MALAGA
350 GM
 N36 43.6 W004 34.3

At or above **950'**

ILS DME MALAGA
(109.5) GMM
 N36 40.9 W004 30.7

MALAGA
113.55 MLG
 N36 40.7 W004 30.4

ILS DME MALAGA
(109.9) GAA
 N36 40.0 W004 29.3

HIJ 1B
 N36 40.0 W004 16.6
 At or above **4000'**

D9 GAA
 N36 33.9 W004 21.0
 At or above **2500'**

These SIDs require minimum climb gradients of

HIJ 1A

273' per NM (4.5%) until leaving **5500'**.

HIJ 1B

304' per NM (5%) until leaving **3000'**.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
273' per NM	342	456	684	911	1139	1367



Rwy 31: Execute turns after take-off with MAX 205 KT, bank angle 15° or MAX 220 KT, bank angle 20°.

SID	RWY	ROUTING
HIJ 1A	13	Climb on runway heading to D9 GAA, turn LEFT, intercept MGA R-155 inbound to MGA, MGA R-342 to COR, turn RIGHT, intercept HIJ R-165 inbound to HIJ.
HIJ 1B	31	Climb on runway heading to GMM 3 DME, turn RIGHT, 133° heading, intercept 106° bearing from GM, when passing MGA R-155 turn LEFT to MGA, MGA R-342 to COR, turn RIGHT, intercept HIJ R-165 inbound to HIJ.

CHANGES: SIDs transferred.

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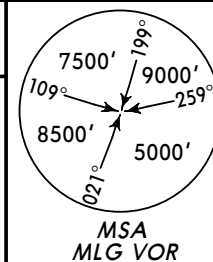
LEMG/AGP
MALAGA

JEPPESSEN
11 DEC 09 **(10-3B)** **Eff 17 Dec**

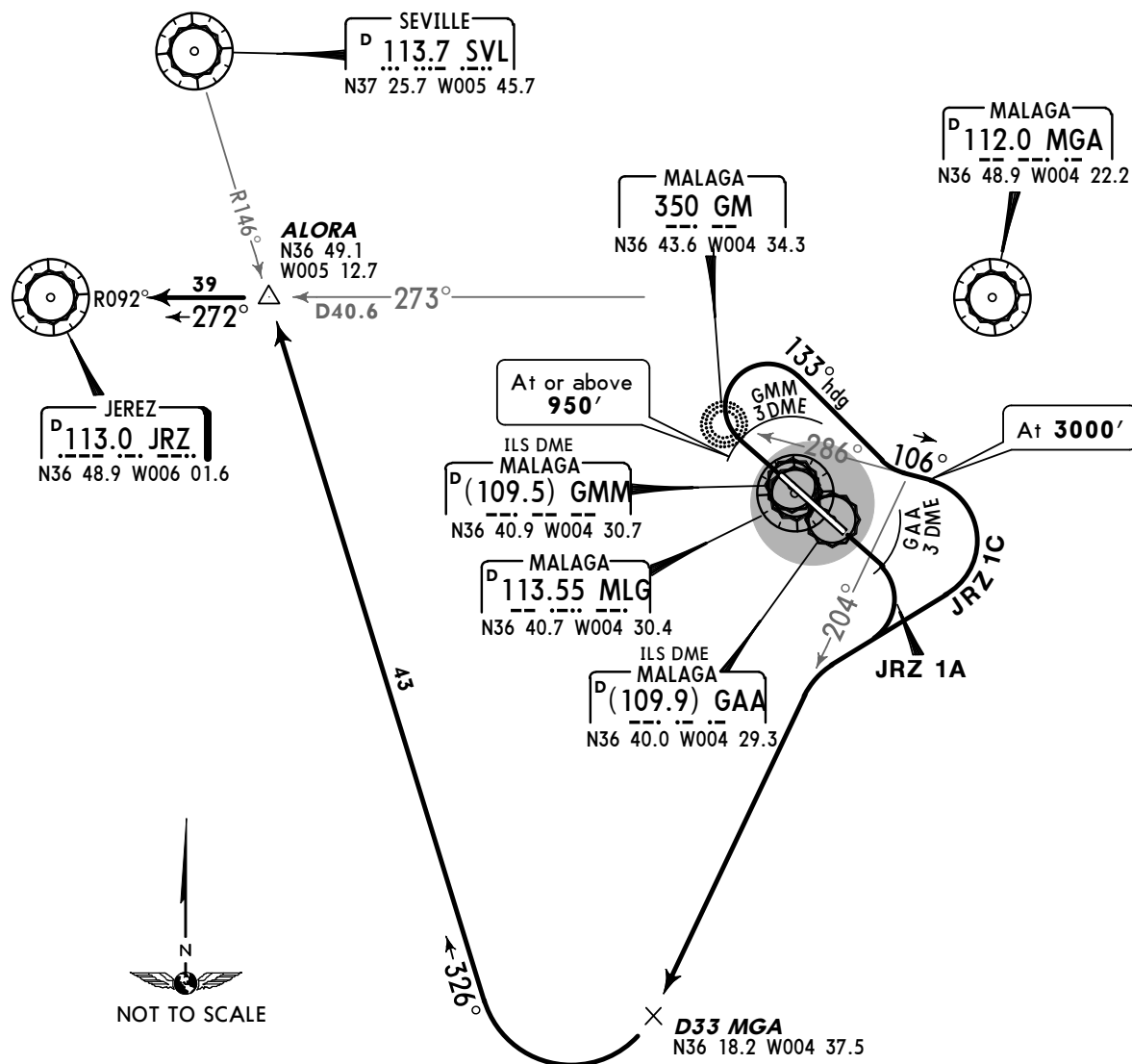
MALAGA, SPAIN
SID

Apt Elev
52'

Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.



JEREZ ONE ALFA (JRZ 1A)
JEREZ ONE CHARLIE (JRZ 1C)
RWYS 13, 31 DEPARTURES
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL120



These SIDs require minimum climb gradients of

JRZ 1A
310' per NM (5.1%) until leaving **FL80**.
JRZ 1C
304' per NM (5%) until leaving **3000'**.

Gnd speed-KT	75	100	150	200	250	300
310' per NM	387	516	775	1033	1291	1549
304' per NM	380	506	760	1013	1266	1519

Rwy 31: Execute turns after take-off with MAX 205 KT, bank angle 15° or MAX 220 KT, bank angle 20°.

SID	RWY	ROUTING
JRZ 1A	13	Climb on runway heading to GAA 3 DME, turn RIGHT, intercept MGA R-204 to D33 MGA, turn RIGHT, intercept SVL R-146 inbound to ALORA, turn LEFT, intercept JRZ R-092 inbound to JRZ.
JRZ 1C	31	Climb on runway heading to GMM 3 DME, turn RIGHT, 133° heading, intercept 106° bearing from GM, at 3000' turn RIGHT, intercept MGA R-204 to D33 MGA, turn RIGHT, intercept SVL R-146 inbound to ALORA, turn LEFT, intercept JRZ R-092 inbound to JRZ.

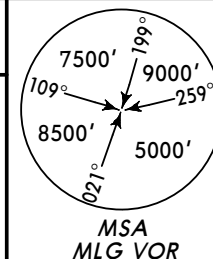
LEMG/AGP
MALAGA

JEPPESEN
11 DEC 09 **(10-3C)** **Eff 17 Dec**

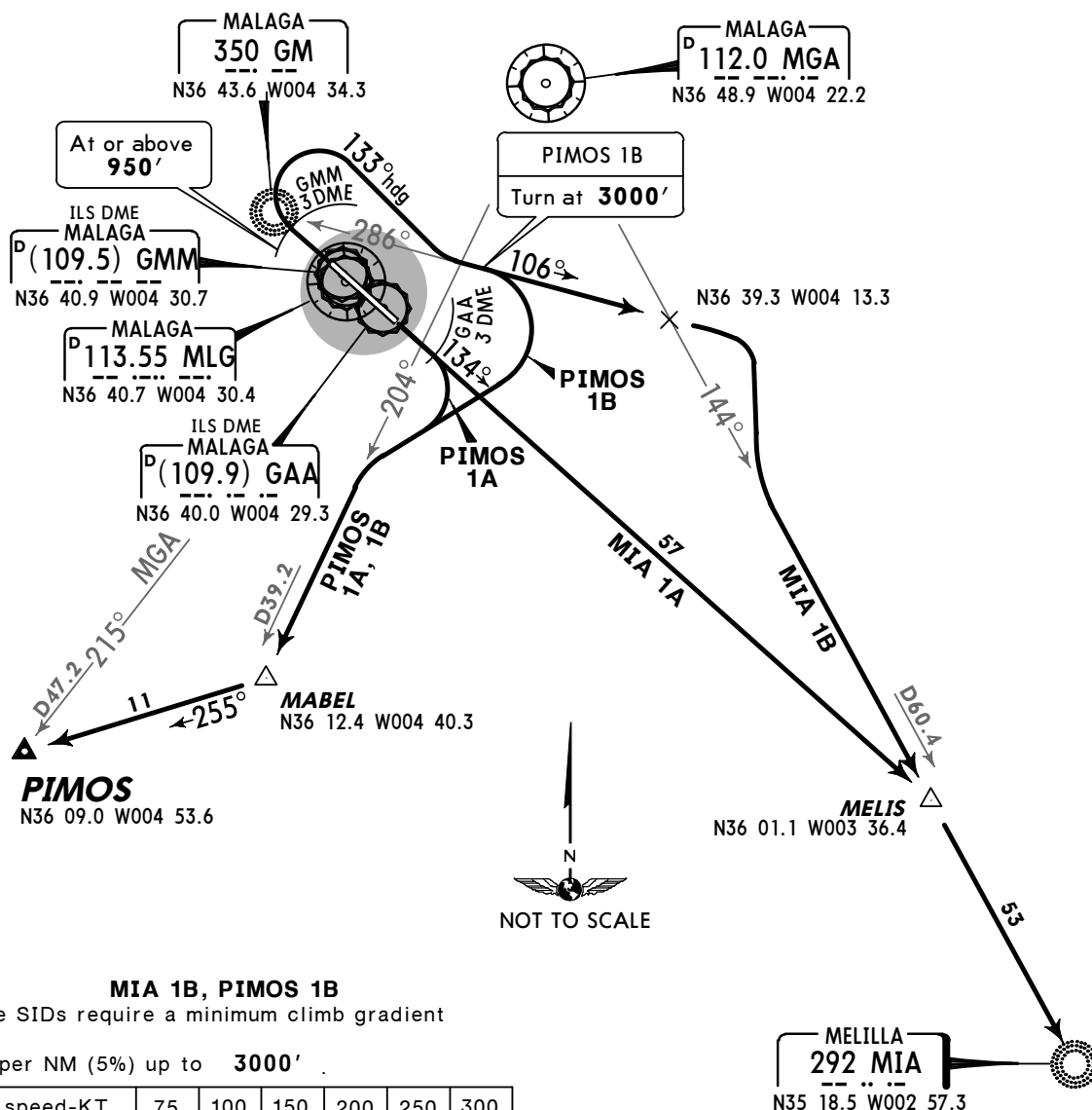
MALAGA, SPAIN
SID

Apt Elev
52'

Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.



MELILLA ONE ALFA (MIA 1A)
MELILLA ONE BRAVO (MIA 1B)
PIMOS ONE ALFA (PIMOS 1A) [PIMO1A]
PIMOS ONE BRAVO (PIMOS 1B) [PIMO1B]
RWYS 13, 31 DEPARTURES
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL120



MIA 1B, PIMOS 1B

These SIDs require a minimum climb gradient of 304' per NM (5%) up to **3000'**.

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

Rwy 31: Execute turns after take-off with MAX 205 KT, bank angle 15° or MAX 220 KT, bank angle 20°.

SID	RWY	ROUTING
MIA 1A	13	Climb on runway heading to MELIS, turn RIGHT, intercept MGA R-144 to MIA.
MIA 1B	31	Climb on runway heading to GMM 3 DME, turn RIGHT, 133° heading, intercept 106° bearing from GM, when passing MGA R-144 turn RIGHT, intercept MGA R-144 via MELIS to MIA.
PIMOS 1A	13	Climb on runway heading to GAA 3 DME, turn RIGHT, intercept MGA R-204 to MABEL, turn RIGHT, 255° track to PIMOS.
PIMOS 1B	31	Climb on runway heading to GMM 3 DME, turn RIGHT, 133° heading, intercept 106° bearing from GM, at 3000' turn RIGHT, intercept MGA R-204 to MABEL, turn RIGHT, 255° track to PIMOS.

CHANGES: None.

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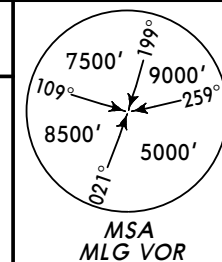
LEMG/AGP
MALAGA

JEPPESEN
 11 DEC 09 **(10-3D)** **Eff 17 Dec**

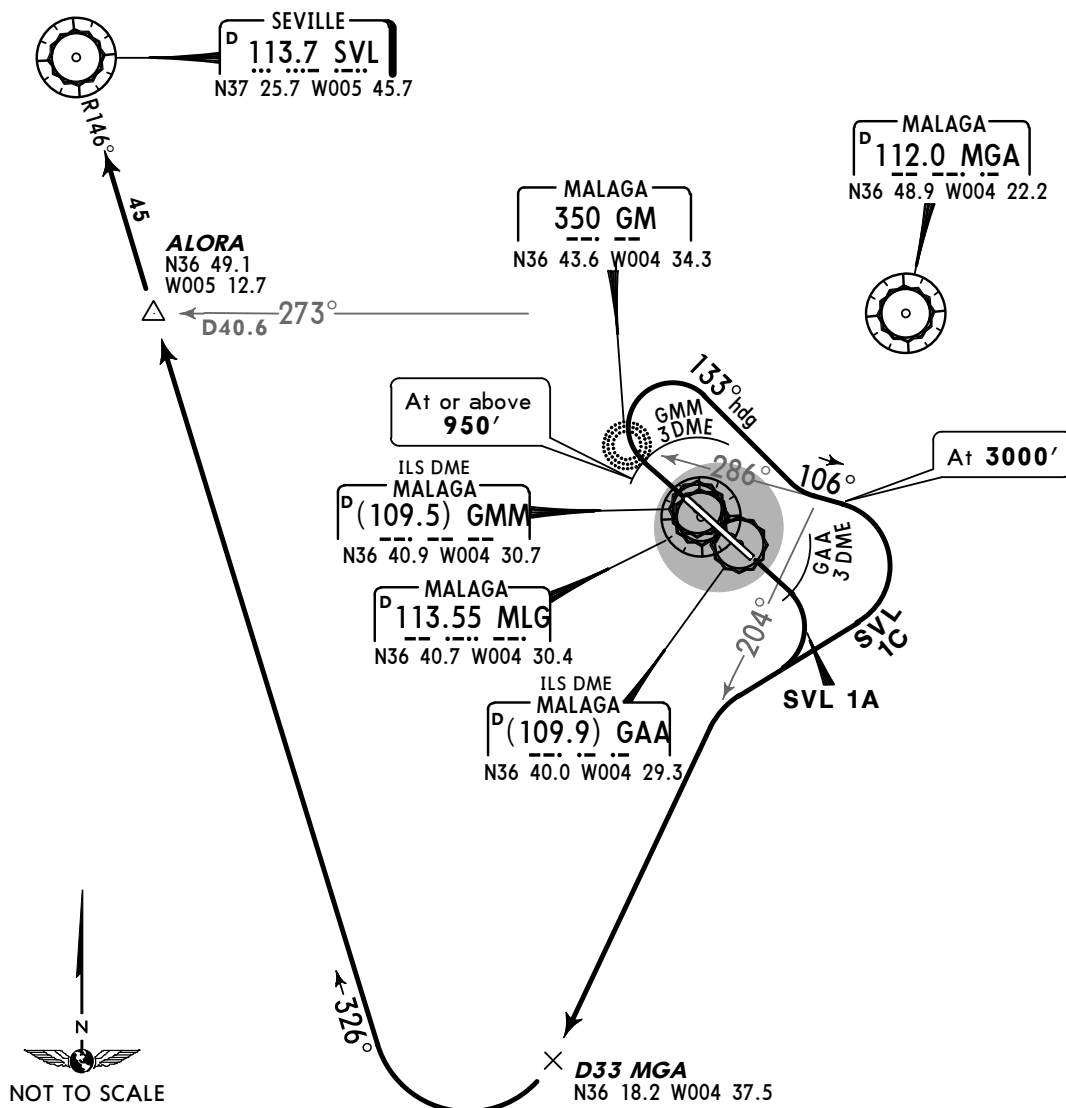
MALAGA, SPAIN
SID

Apt Elev
52'

Trans level: By ATC Trans alt: 6000'
 EXPECT close-in obstacles.



SEVILLA ONE ALFA (SVL 1A)
SEVILLA ONE CHARLIE (SVL 1C)
RWYS 13, 31 DEPARTURES
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL120



These SIDs require minimum climb gradients of

SVL 1A
 310' per NM (5.1%) until leaving **FL80**.
SVL 1C
 304' per NM (5%) until leaving **3000'**.

Gnd speed-KT	75	100	150	200	250	300
310' per NM	387	516	775	1033	1291	1549
304' per NM	380	506	760	1013	1266	1519

Rwy 31: Execute turns after take-off with MAX 205 KT, bank angle 15° or MAX 220 KT, bank angle 20°.

SID	RWY	ROUTING
SVL 1A	13	Climb on runway heading to GAA 3 DME, turn RIGHT, intercept MGA R-204 to D33 MGA, turn RIGHT, intercept SVL R-146 inbound via ALORA to SVL.
SVL 1C	31	Climb on runway heading to GMM 3 DME, turn RIGHT, 133° heading, intercept 106° bearing from GM, at 3000' turn RIGHT, intercept MGA R-204 to D33 MGA, turn RIGHT, intercept SVL R-146 inbound via ALORA to SVL.

LEMG/AGP
MALAGA

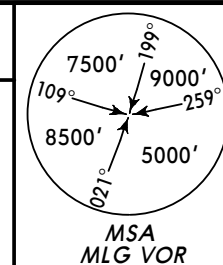
JEPPESSEN
 11 DEC 09 **10-3E** **Eff 17 Dec**

MALAGA, SPAIN
SID

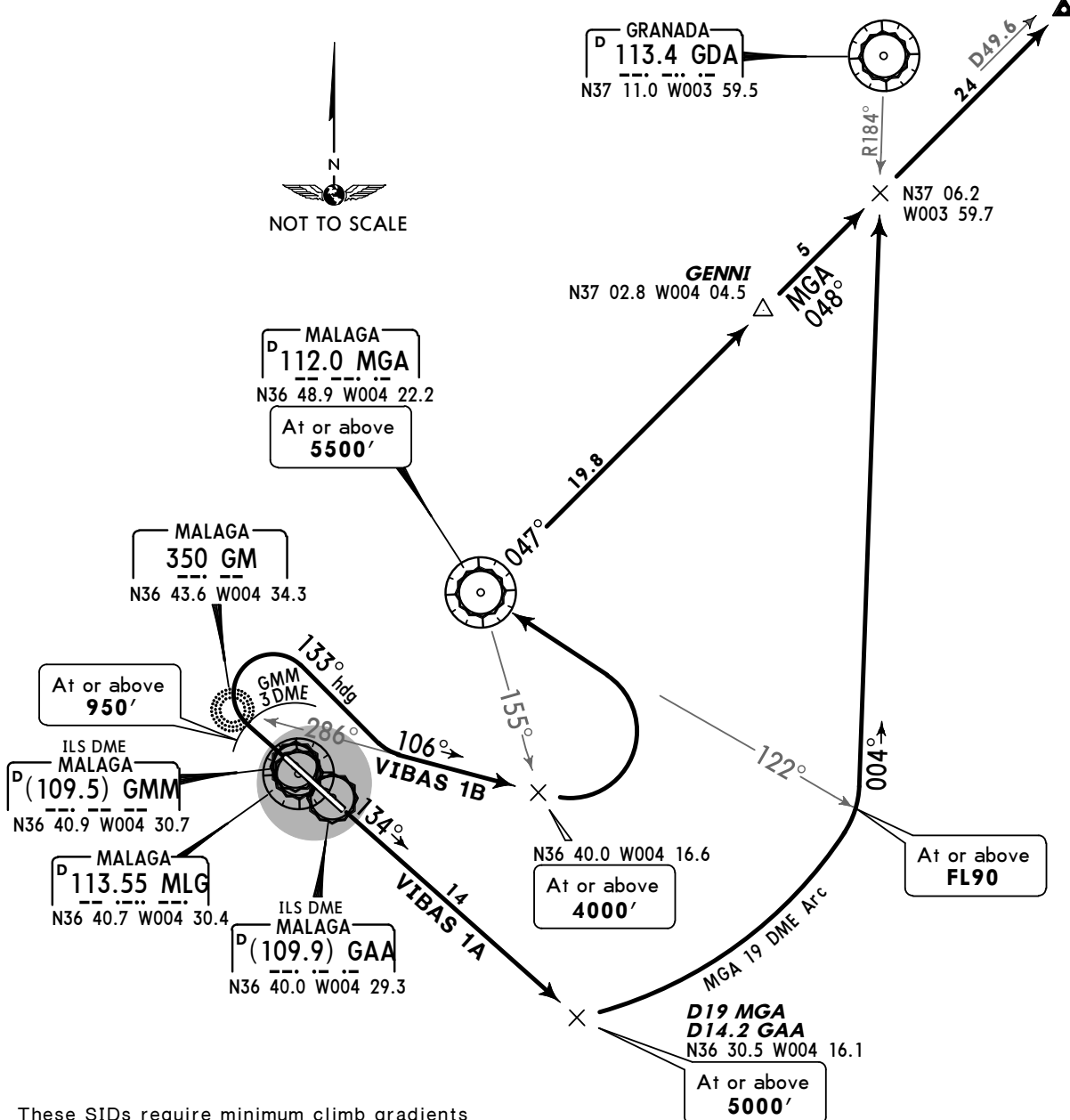
Apt Elev
52'

Trans level: By ATC Trans alt: 6000'
 EXPECT close-in obstacles.

VIBAS ONE ALFA (VIBAS 1A)[VIBA1A]
VIBAS ONE BRAVO (VIBAS 1B)[VIBA1B]
RWYS 13, 31 DEPARTURES
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL120



VIBAS
 N37 23.5 W003 37.9



These SIDs require minimum climb gradients of

VIBAS 1A
 334' per NM (5.5%) until leaving **FL90**.
VIBAS 1B
 304' per NM (5%) until leaving **3000'**.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671
304' per NM	380	506	760	1013	1266	1519

Rwy 31: Execute turns after take-off with MAX 205 KT, bank angle 15° or MAX 220 KT, bank angle 20°.

SID	RWY	ROUTING
VIBAS 1A	13	Climb on runway heading to D19 MGA (D14.2 GAA) turn LEFT, along MGA 19 DME arc, turn LEFT, intercept GDA R-184 inbound, intercept MGA R-048 to VIBAS.
VIBAS 1B	31	Climb on runway heading to GMM 3 DME, turn RIGHT, 133° heading, intercept 106° bearing from GM, when passing MGA R-155 turn LEFT to MGA, MGA R-047 via GENNI to VIBAS.

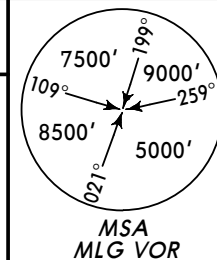
LEMG/AGP
MALAGA

JEPPESEN
 10 NOV 06 **10-3F** **Eff 23 Nov**

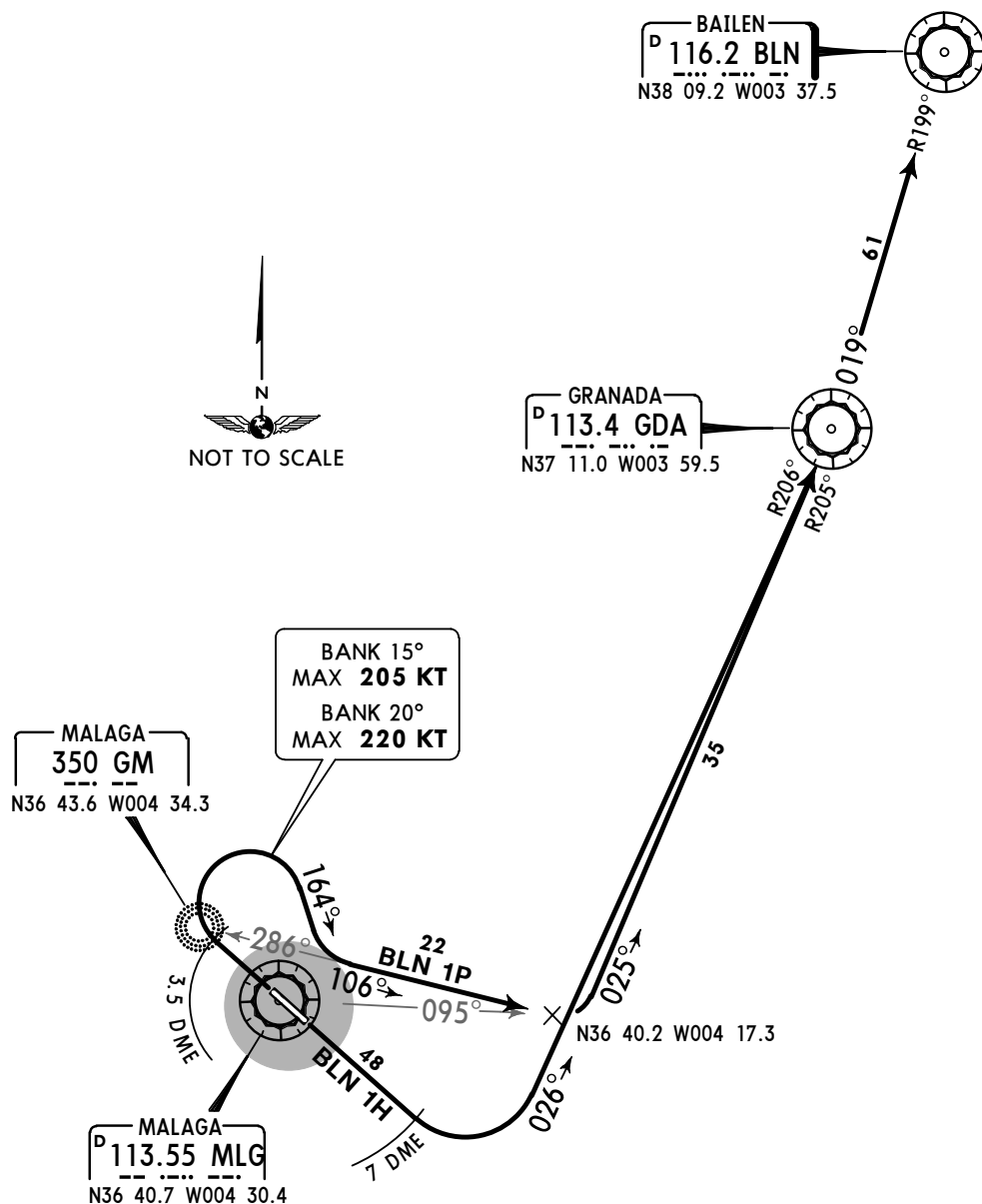
MALAGA, SPAIN
SID

Apt Elev
52'

Trans level: By ATC Trans alt: 6000'



BAILEN ONE HOTEL (BLN 1H)
BAILEN ONE PAPA (BLN 1P)
RWYS 13, 31 DEPARTURES
 TO BE USED WHEN MGA UNSERVICEABLE
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL120



These SIDs require a minimum climb gradient of

BLN 1H
 334' per NM (5.5%) until leaving **FL90.**
BLN 1P
 334' per NM (5.5%) until leaving **9300'.**

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

SID	RWY	ROUTING
BLN 1H	13	Climb on runway heading to MLG 7 DME, turn LEFT, intercept GDA R-206 inbound to GDA, GDA R-019 to BLN.
BLN 1P	31	Climb on runway heading to MLG 3.5 DME, turn RIGHT, 164° track, intercept 106° bearing from GM, when passing MLG R-095 turn LEFT, intercept GDA R-205 inbound to GDA, GDA R-019 to BLN.

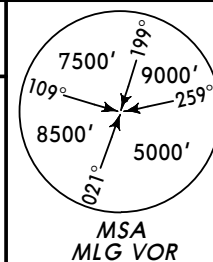
LEMG/AGP
MALAGA

JEPPESSEN
 10 NOV 06 **(10-3G)** **Eff 23 Nov**

MALAGA, SPAIN
SID

Apt Elev
52'

Trans level: By ATC Trans alt: 6000'



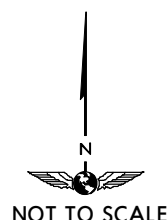
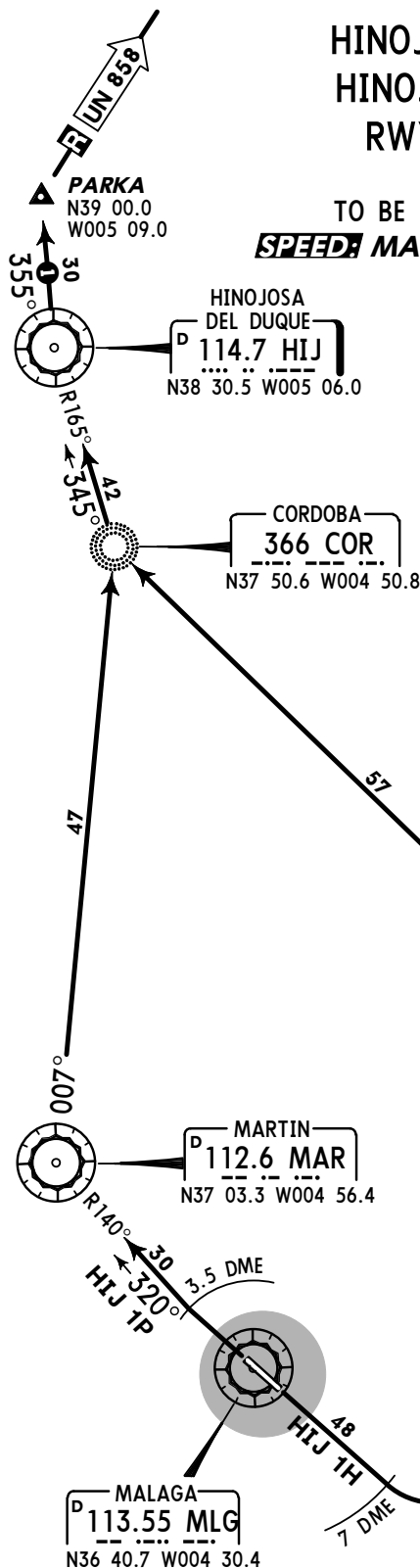
HINOJOSA ONE HOTEL (HIJ 1H)
HINOJOSA ONE PAPA (HIJ 1P)
RWYS 13, 31 DEPARTURES

BY ATC

TO BE USED WHEN MGA UNSERVICEABLE

SPEED: MAX 250 KT UNTIL LEAVING FL120

① Traffic bound for airway **UN 858** shall cross HIJ at or above **FL245** and proceed on HIJ R-355 direct to PARKA.



These SIDs require minimum climb gradients of

HIJ 1H
 334' per NM (5.5%) until leaving **FL90.**

HIJ 1P
 304' per NM (5%) until leaving **FL70.**

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671
304' per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
HIJ 1H	13	Climb on runway heading to MLG 7 DME, turn LEFT, intercept GDA R-206 inbound to GDA, GDA R-316 to COR, turn RIGHT, intercept HIJ R-165 inbound to HIJ.
HIJ 1P	31	Climb on runway heading to MLG 3.5 DME, turn RIGHT, intercept MAR R-140 inbound to MAR, MAR R-007 to COR, turn LEFT, intercept HIJ R-165 inbound to HIJ.

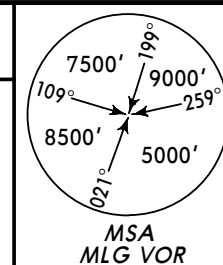
LEMG/AGP
MALAGA

JEPPESEN
 11 DEC 09 **(10-3H)** **Eff 17 Dec**

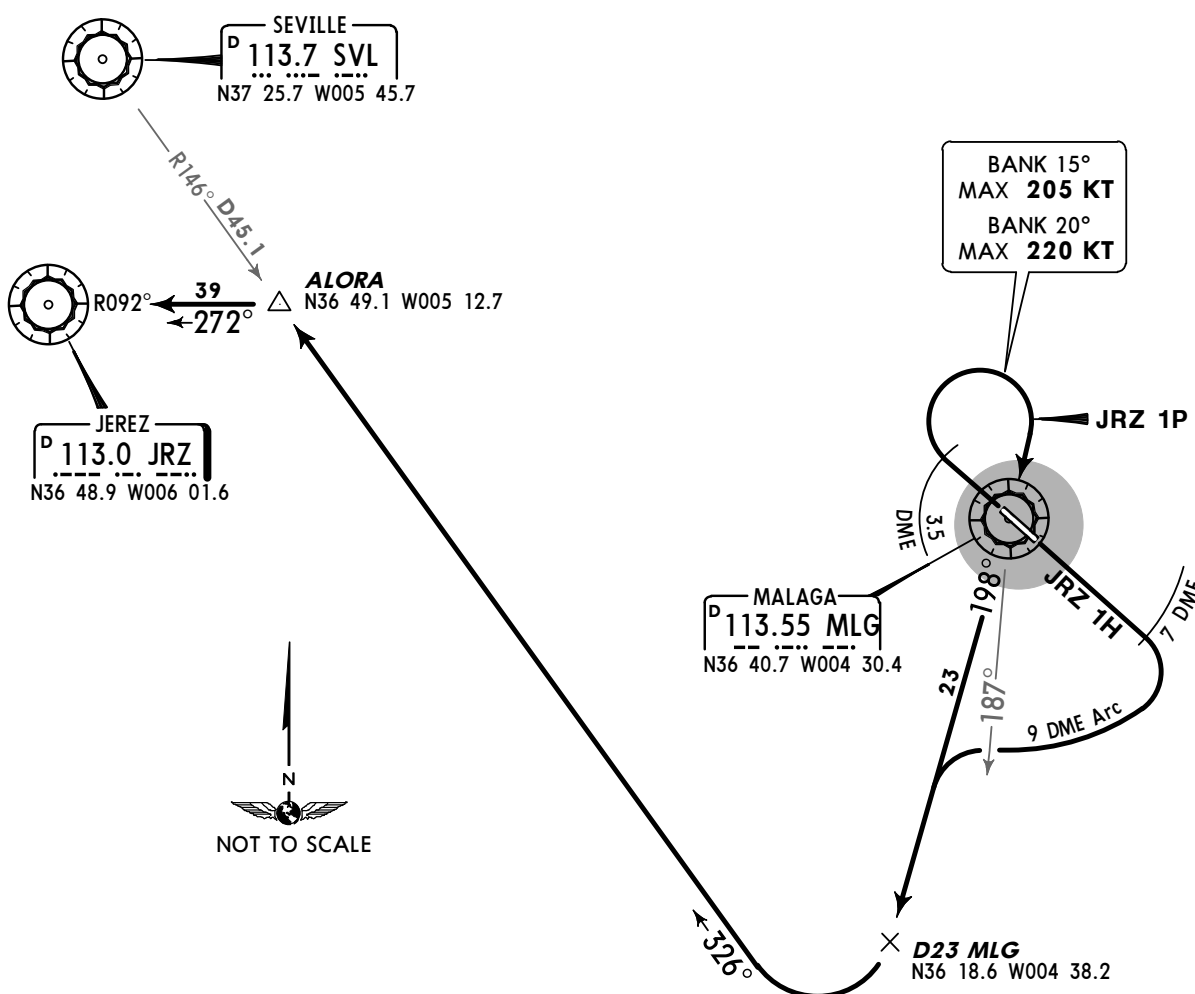
MALAGA, SPAIN
SID

Apt Elev
52'

Trans level: By ATC Trans alt: 6000'
 EXPECT close-in obstacles.



JEREZ ONE HOTEL (JRZ 1H)
JEREZ ONE PAPA (JRZ 1P)
RWYS 13, 31 DEPARTURES
 TO BE USED WHEN MGA UNSERVICEABLE
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL120



These SIDs require minimum climb gradients of

JRZ 1H
 304' per NM (5%) until leaving **FL70.**

JRZ 1P
 322' per NM (5.3%) until leaving **FL70.**

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610
304' per NM	380	506	760	1013	1266	1519

JRZ 1P: Initial clearance: climb to **FL90**, await further clearance

SID	RWY	ROUTING
JRZ 1H	13	Climb on runway heading to MLG 7 DME, turn RIGHT, along MLG 9 DME arc, when passing MLG R-187 turn LEFT, intercept MLG R-198 to D23 MLG, turn RIGHT, intercept SVL R-146 inbound to ALORA, turn LEFT, intercept JRZ R-092 inbound to JRZ.
JRZ 1P	31	Climb on runway heading to MLG 3.5 DME, turn RIGHT to MLG, MLG R-198 to D23 MLG, turn RIGHT, intercept SVL R-146 inbound to ALORA, turn LEFT, intercept JRZ R-092 inbound to JRZ.

CHANGES: SID JRZ 1Q withdrawn.

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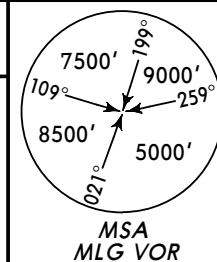
LEMG/AGP
MALAGA

JEPPESEN
 11 DEC 09 **(10-3J)** **Eff 17 Dec**

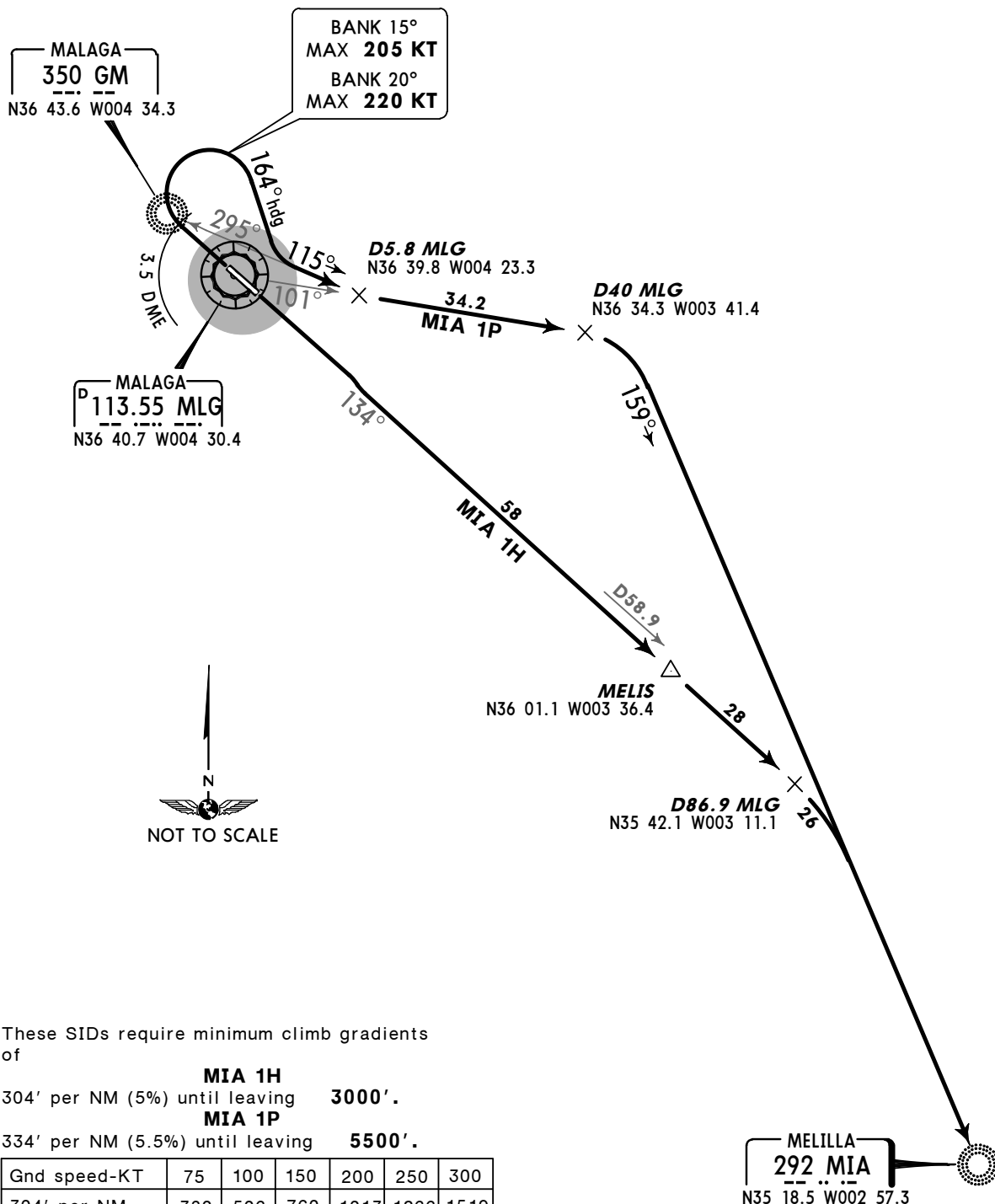
MALAGA, SPAIN
SID

Apt Elev
52'

Trans level: By ATC Trans alt: 6000'
 EXPECT close-in obstacles.



MELILLA ONE HOTEL (MIA 1H)
MELLILA ONE PAPA (MIA 1P)
RWYS 13, 31 DEPARTURES
 TO BE USED WHEN MGA UNSERVICEABLE
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL120



These SIDs require minimum climb gradients of

MIA 1H
 304' per NM (5%) until leaving **3000'**.
MIA 1P
 334' per NM (5.5%) until leaving **5500'**.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
334' per NM	418	557	835	1114	1392	1671

SID	RWY	ROUTING
MIA 1H	13	Climb on runway heading, intercept MLG R-134 via MELIS to D86.9 MLG, turn RIGHT, intercept 159° bearing to MIA.
MIA 1P	31	Climb on runway heading to MLG 3.5 DME, turn RIGHT, 164° heading, intercept 115° bearing from GM to D5.8 MLG, turn LEFT, intercept MLG R-101 to D40 MLG, turn RIGHT, intercept 159° bearing to MIA.

LEMG/AGP
MALAGA

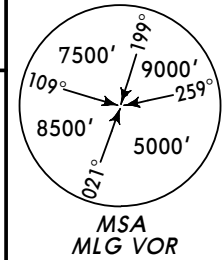
JEPPESEN
11 DEC 09 (10-3K) Eff 17 Dec

MALAGA, SPAIN

SID

Apt Elev
52'

Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.



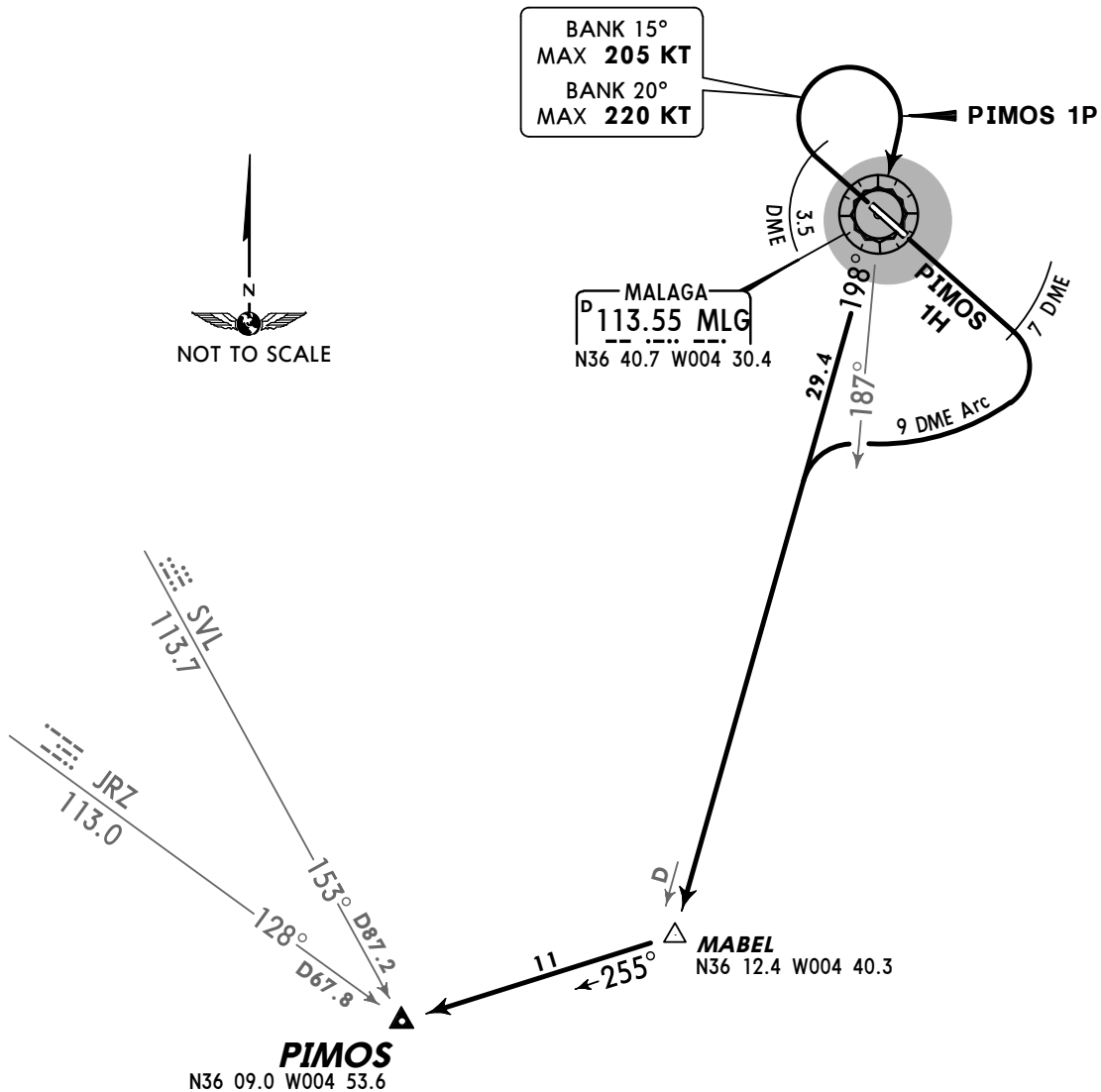
PIMOS ONE HOTEL (PIMOS 1H) [*PIMO1H*]

PIMOS ONE PAPA (PIMOS 1P) [*PIMO1P*]

RWYS 13, 31 DEPARTURES

TO BE USED WHEN MGA UNSERVICEABLE

SPEED: MAX 250 KT UNTIL LEAVING FL120



These SIDs require minimum climb gradients of

PIMOS 1H

304' per NM (5%) until leaving **FL70.**

PIMOS 1P

334' per NM (5.5%) until leaving 5500'.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671
304' per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
PIMOS 1H	13	Climb on runway heading to MLG 7 DME, turn RIGHT, along MLG 9 DME arc, when passing MLG R-187 turn LEFT, intercept MLG R-198 to MABEL, turn RIGHT, 255° track to PIMOS.
PIMOS 1P	31	Climb on runway heading to MLG 3.5 DME, turn RIGHT to MLG, MLG R-198 to MABEL, turn RIGHT, 255° track to PIMOS.

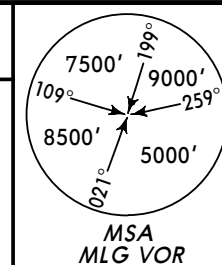
LEMG/AGP
MALAGA

JEPPESEN
 11 DEC 09 **10-3L** **Eff 17 Dec**

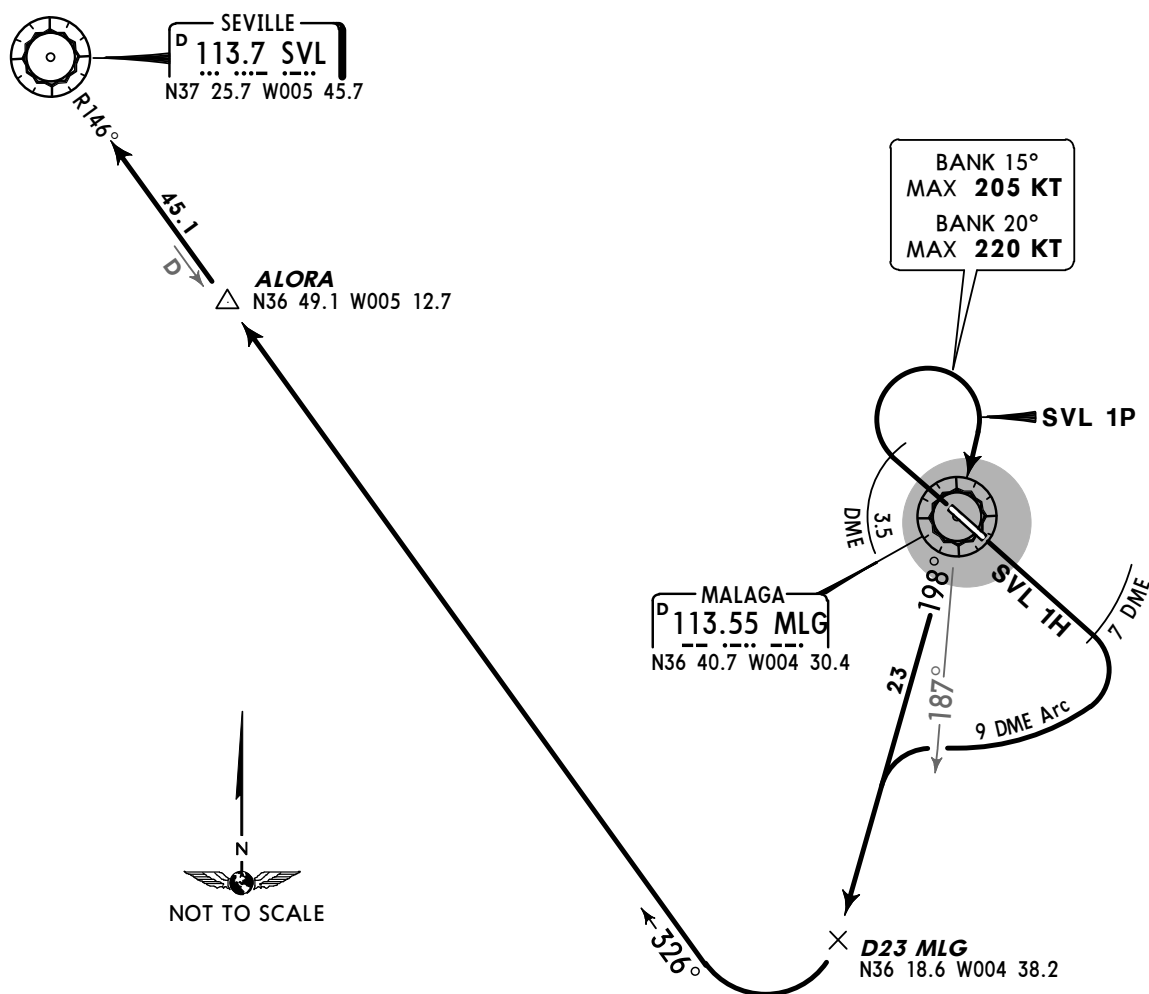
MALAGA, SPAIN
SID

Apt Elev
52'

Trans level: By ATC Trans alt: 6000'
 EXPECT close-in obstacles.



SEVILLA ONE HOTEL (SVL 1H)
SEVILLA ONE PAPA (SVL 1P)
RWYS 13, 31 DEPARTURES
 TO BE USED WHEN MGA UNSERVICEABLE
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL120



These SIDs require minimum climb gradients of

SVL 1H
 304' per NM (5%) until leaving **FL70.**

SVL 1P
 322' per NM (5.3%) until leaving **FL70.**

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610
304' per NM	380	506	760	1013	1266	1519

SVL 1P: Initial clearance: climb to **FL90**, await further clearance

SID	RWY	ROUTING
SVL 1H	13	Climb on runway heading to MLG 7 DME, turn RIGHT, along MLG 9 DME arc, when passing MLG R-187 turn LEFT, intercept MLG R-198 to D23 MLG, turn RIGHT, intercept SVL R-146 inbound via ALORA to SVL.
SVL 1P	31	Climb on runway heading to MLG 3.5 DME, turn RIGHT to MLG, MLG R-198 to D23 MLG, turn RIGHT, intercept SVL R-146 inbound via ALORA to SVL.

CHANGES: SID SVL 1Q withdrawn.

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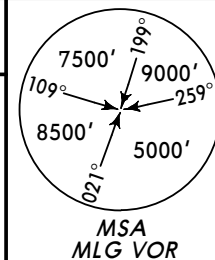
LEMG/AGP
MALAGA

JEPPESEN
 10 NOV 06 **(10-3M)** **Eff 23 Nov**

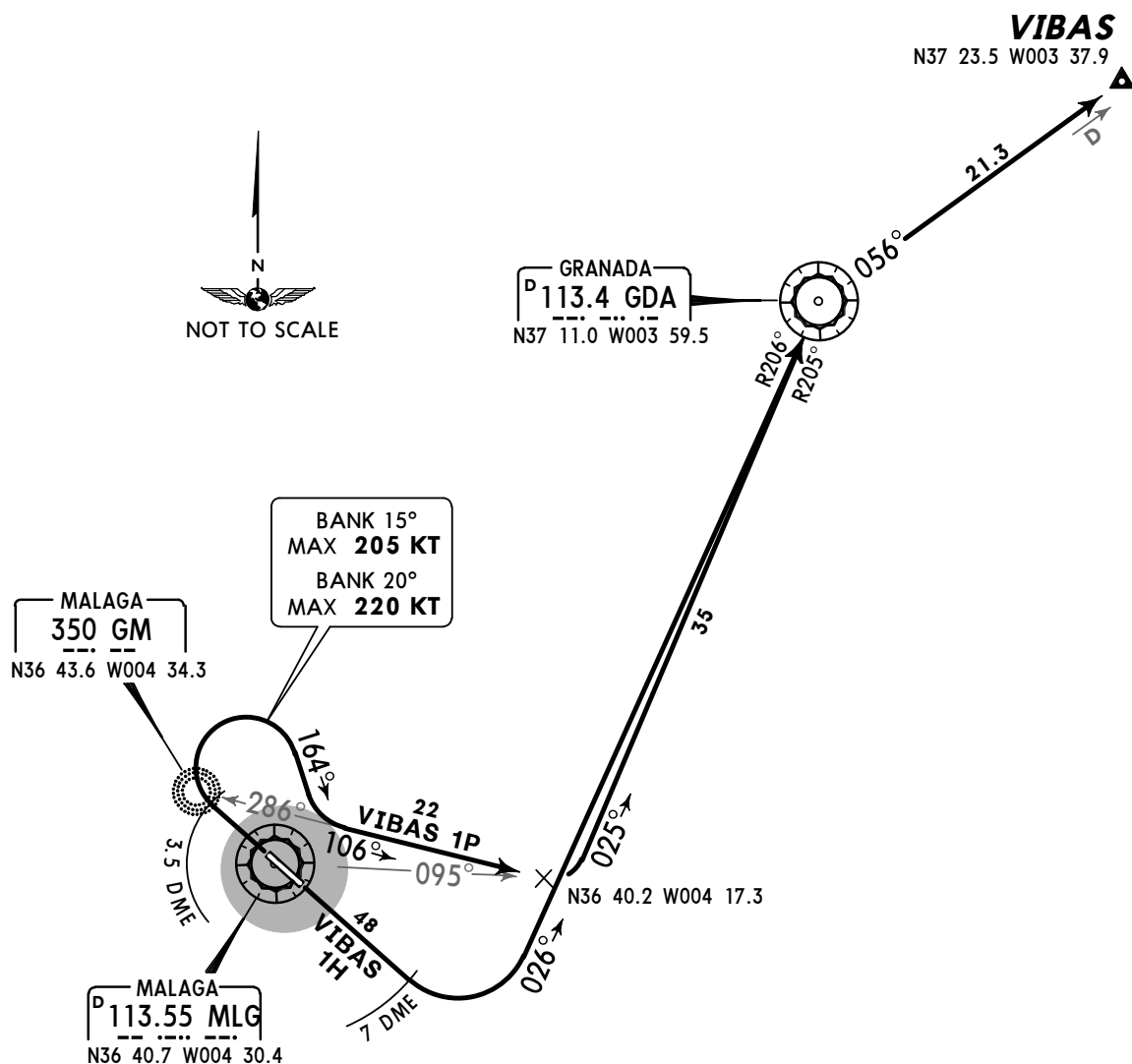
MALAGA, SPAIN
SID

Apt Elev
52'

Trans level: By ATC Trans alt: 6000'



VIBAS ONE HOTEL (VIBAS 1H) [VIBA1H]
VIBAS ONE PAPA (VIBAS 1P) [VIBA1P]
RWYS 13, 31 DEPARTURES
 TO BE USED WHEN MGA UNSERVICEABLE
~~SPEED~~ MAX 250 KT UNTIL LEAVING FL120



These SIDs require a minimum climb gradient of

VIBAS 1H
 334' per NM (5.5%) until leaving **FL90.**
VIBAS 1P
 334' per NM (5.5%) until leaving **9300'.**

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

SID	RWY	ROUTING
VIBAS 1H	13	Climb on runway heading to MLG 7 DME, turn LEFT, intercept GDA R-206 inbound to GDA, GDA R-056 to VIBAS.
VIBAS 1P	31	Climb on runway heading to MLG 3.5 DME, turn RIGHT, 164° track, intercept 106° bearing from GM, when passing MLG R-095 turn LEFT, intercept GDA R-205 inbound to GDA, GDA R-056 to VIBAS.

LEMG/AGP

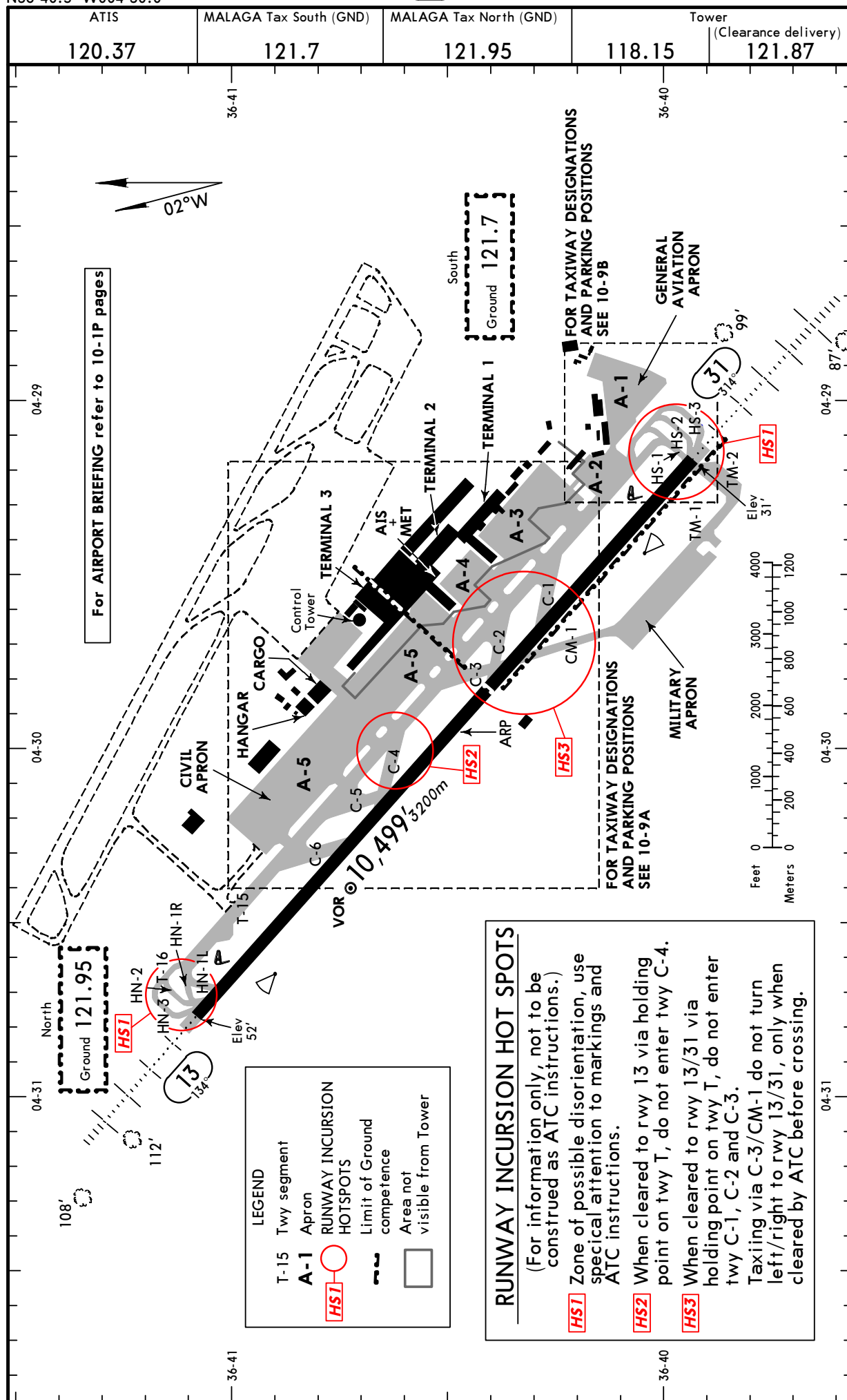
Apt Elev **52'**
N36 40.5 W004 30.0



4 JUN 10 (10-9)

MALAGA, SPAIN

MALAGA



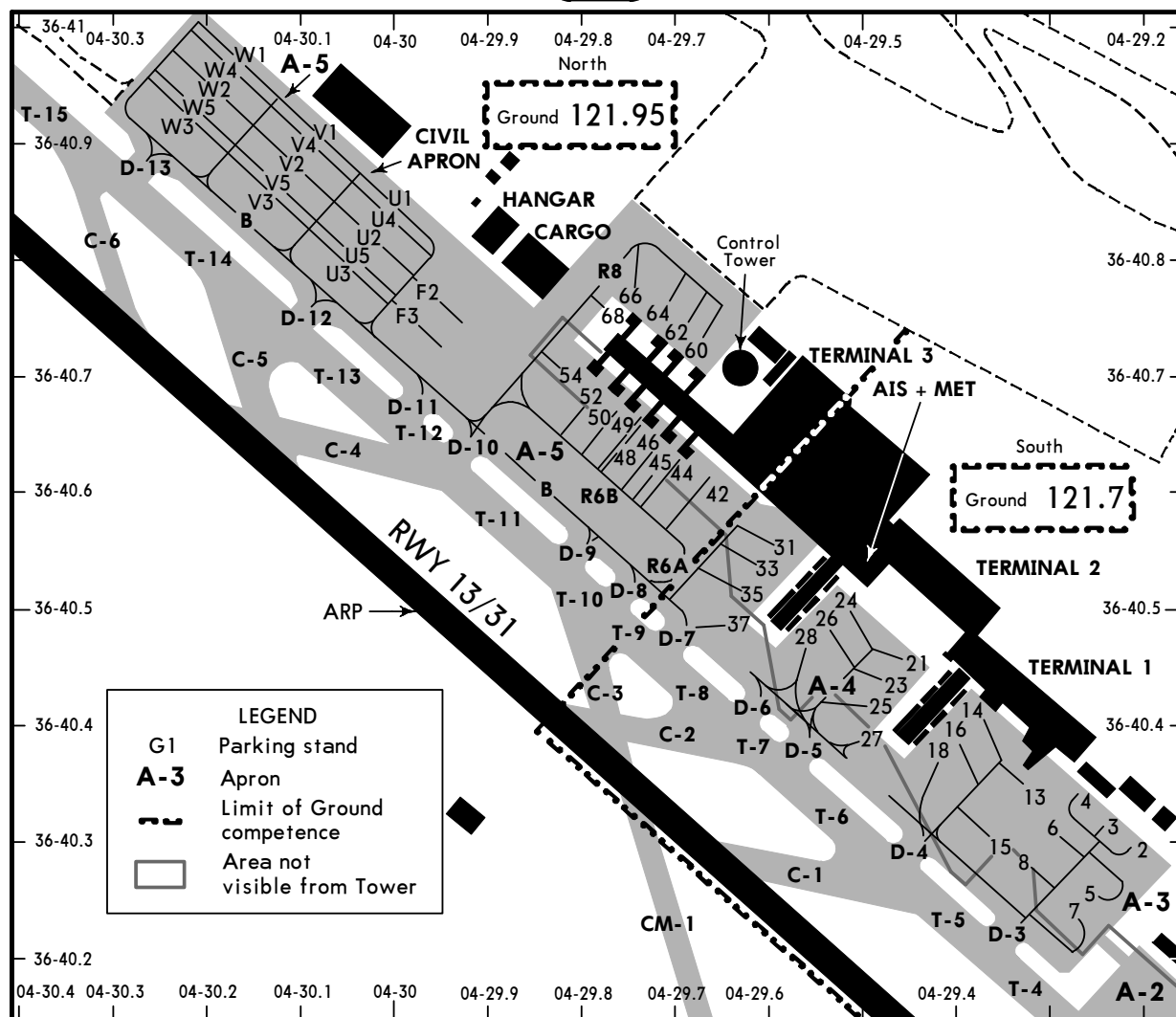
CHANGES: Rwy segments deleted.

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LEMG/AGP

JEPPESEN
 4 JUN 10 **(10-9A)**

MALAGA, SPAIN
MALAGA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
13	HIRL (50m) CL (15m) HIALS PAPI (3.2°) ① RVR		9477' 2889m	③	148'
31	HIRL (50m) CL (15m) HIALS PAPI (3.0°) ② RVR		9564' 2915m		

① HST-C4, C2 & C1

② HST-C3, C5 & C6

③ TAKE-OFF RUN AVAILABLE

RWY 13:

From rwy head 10,499' (3200m)
 twy C-6 int 6916' (2108m)

RWY 31:

From rwy head 10,499' (3200m)
 twy C-1 int 6936' (2114m)

Standard

TAKE-OFF ①

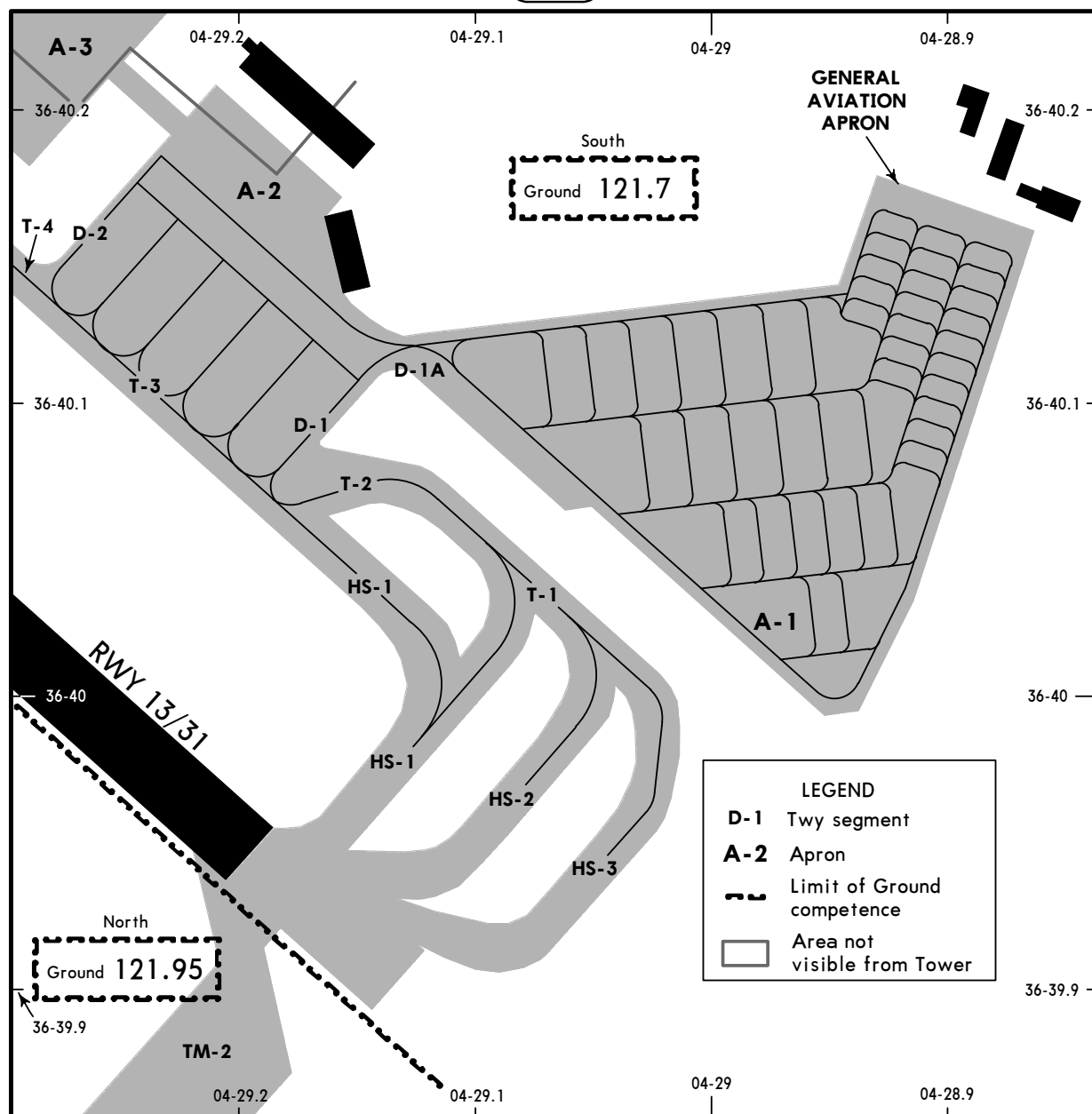
LVP must be in Force					
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A				400m	500m
B	125m	150m	200m		
C			250m		
D	150m	200m	250m	300m	

① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

LEMG/AGP

JEPPESEN
 4 JUN 10 (10-9B)

MALAGA, SPAIN
 MALAGA



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
2, 3	N36 40.3 W004 29.2	52, 54	N36 40.7 W004 29.8
4	N36 40.3 W004 29.3	60 thru 68	N36 40.7 W004 29.7
5	N36 40.2 W004 29.3	F2, F3	N36 40.8 W004 30.0
6	N36 40.3 W004 29.3	U1 thru U5	N36 40.8 W004 30.0
7	N36 40.2 W004 29.3	V1 thru V5	N36 40.9 W004 30.1
8, 13	N36 40.3 W004 29.3	W1	N36 41.0 W004 30.2
14	N36 40.4 W004 29.4	W2, W3	N36 40.9 W004 30.2
15	N36 40.3 W004 29.3	W4	N36 41.0 W004 30.2
16, 18	N36 40.4 W004 29.4	W5	N36 40.9 W004 30.2
21	N36 40.5 W004 29.4		
23	N36 40.4 W004 29.5		
24	N36 40.5 W004 29.5		
25	N36 40.4 W004 29.5		
26	N36 40.5 W004 29.5		
27	N36 40.4 W004 29.5		
28	N36 40.5 W004 29.6		
31	N36 40.6 W004 29.6		
33 thru 37	N36 40.5 W004 29.6		
42	N36 40.6 W004 29.6		
44 thru 50	N36 40.6 W004 29.7		

LEMG/AGP

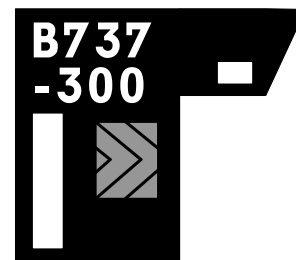
JEPPESEN
 4 JUN 10 (10-9C)
MALAGA, SPAIN
MALAGA**VISUAL DOCKING GUIDANCE SYSTEM****A. GENERAL**

The system contains information about azimuth guidance (shows the aircraft position with relation to the centerline of the parking area) and distance to the stop position (based on a laser radar measurement), that is provided by a display unit in front of the cockpit.

B. DISPLAY UNIT

Consists of:

1. Two alphanumeric presentation lines of 4 characters, composed by yellow fluorescent indicators, which can indicate several information: Aircraft type, stand position ("STND"), number of flight, origin, destination, planned hour, occupied position ("BON"-Block on) and occupation hour, chocks on ("CHCK ON"), "SLOW DOWN", "STOP OK", "TOO FAR", emergency stop ("ESTP STOP"), connection to 400 Hz ("400 H") and/or airconditioned ("PCA") and connection hours.
2. Azimuth guidance display sub-unit with centerline indicator (centered guidance and design of deviation arrows): yellow fluorescent.
3. Distance indicator to the stop position: 4 dashboards composed by yellow and black fluorescent lines organized in a vertical column.

**C. PILOT INSTRUCTIONS**

1. Check that the indicated aircraft type is the appropriate.
2. Taxiing in: Watch centerline guidance.
3. If the acft speed exceeds 3m/sec, the unit display indicates "SLOW DOWN"; the entry speed must be reduced.
4. Check that the distance indicator is completely yellow.
5. The distance indicator is activated at 53'/16.2m before the stop position changing gradually from yellow to black lights.
6. At the stop position the distance indicator shows completely black and "STOP" will appear in the upper presentation line. If the parking is correct, it shows "OK".
7. If the acft exceeds 3'/1m from the stop position the indicator will show "TOO FAR" and push-back may be necessary.

LEMG/AGP**JEPPESEN**
11 DEC 09 **(10-9X)** **Eff 17 Dec****JAA MINIMUMS**
MALAGA, SPAIN
MALAGA

STRAIGHT-IN RWY		A	B	C	D
13	ILS	252' (200')	260' (208')	270' (218')	280' (228')
		R550m	R600m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	710' (658')	710' (658')	710' (658')	710' (658')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	VOR	740' (688')	740' (688')	740' (688')	740' (688')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	NDB	NOT AUTHORIZED			
31	ILS	530' (499')	542' (511')	550' (519')	561' (530')
		R800m	R800m	R800m	R800m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	650' (619')	650' (619')	650' (619')	650' (619')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	VOR	700' (669')	700' (669')	700' (669')	700' (669')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	NDB	930' (899')	930' (899')	930' (899')	930' (899')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

CIRCLE-TO-LAND ❶	100 KT	135 KT	180 KT	205 KT
After NDB rwy 13	740' (688')	1080' (1028')	1430' (1378')	1810' (1758')
After NDB rwy 31	2400' (2348')	2400' (2348')	2400' (2348')	2400' (2348')
	1230' (1178')	1230' (1178')	1430' (1378')	1830' (1778')
	V1500m	V1600m	V2400m	V3600m

❶ Not authorized Southwest of rwy.

TAKE-OFF RWY 13, 31

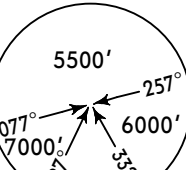
Approved Operators	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

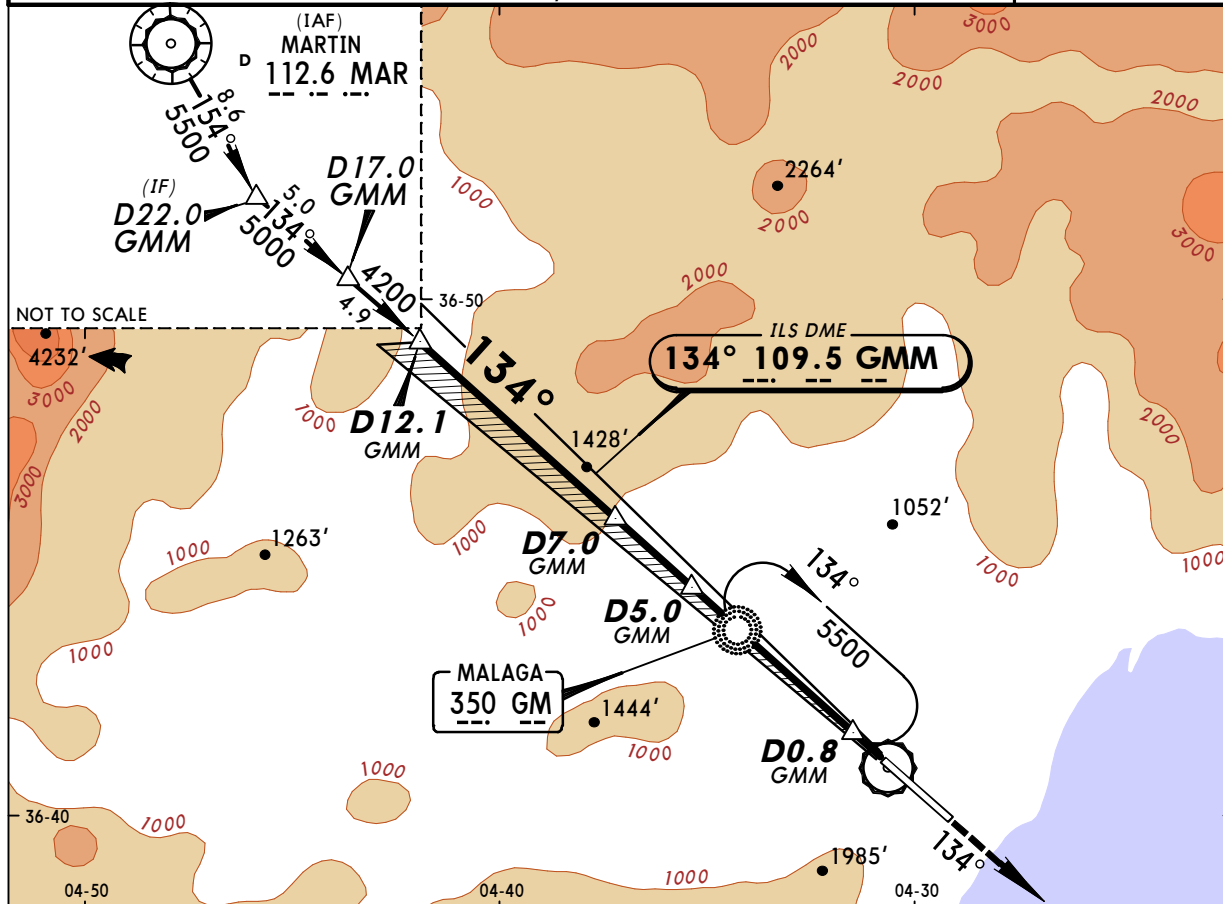
LEMG/AGP MALAGA

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11 DEC 09
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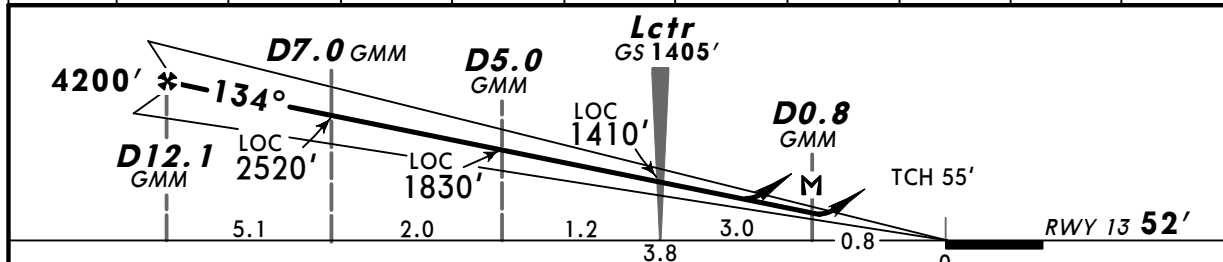
MALAGA, SPAIN ILS Z or LOC Z Rwy 13

BRIEFING STRIP

ATIS		MALAGA Approach (R)			MALAGA Tower		Ground	
120.37		123.85	123.95	118.45	118.15		South 121.7	North 121.95
LOC GMM 109.5	Final Apch Crs 134°	GS Lctr 1405' (1353')	ILS DA(H) Refer to Minimums	Apt Elev 52' RWY 52'				
MISSED APCH: Climb STRAIGHT AHEAD until reaching 5000', then turn LEFT direct to Lctr climbing to 5500' and hold.								
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 6000'		
1. DME REQUIRED.		2. ILS DME reads zero at rwy 13 threshold.					MSA MAR VOR	



LOC (GS out)	GMM DME	11.0	10.0	9.0	8.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3890'	3550'	3210'	2860'	2170'	1830'	1480'	1140'	800'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 5000'
ILS GS or LOC Desc Angle 3.20°	402	517	574	689	804	919	
MAP at D0.8 GMM							

Standard STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND	
ILS DA(H) A: 252' (200') C: 270' (218') B: 260' (208') D: 280' (228')				Not authorized Southwest of rwy	
				LOC (GS out) DA(H) 710' (658')	
FULL		Limited	ALS out	Max Kts	MDA(H) VIS
A				100	740' (688') 1500m
B				135	1080' (1028') 1600m
C				180	1430' (1378') 2400m
D				205	1810' (1758') 3600m
RVR 550m		RVR 750m	RVR 1200m	RVR 1500m	
				CMV 2300m CMV 2400m	

PANS OPS 4

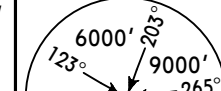
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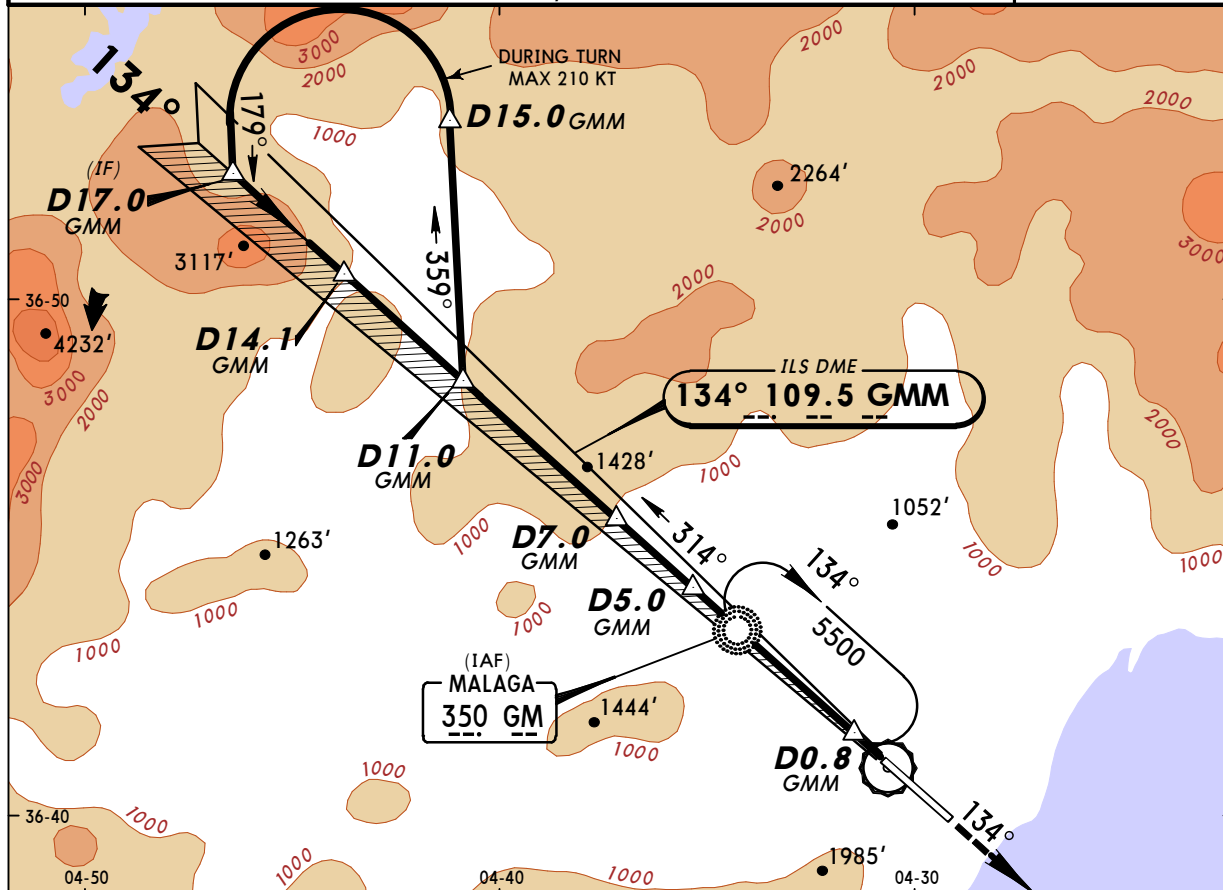
JEPPESSEN
11 DEC 09
Eff 17 Dec

CAT
C & D

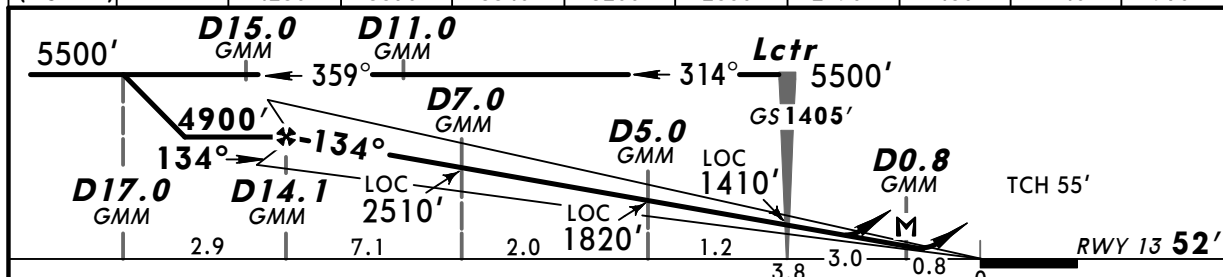
MALAGA, SPAIN ILS Y or LOC Y Rwy 13

BRIEFING STRIP

ATIS		MALAGA Approach (R)			MALAGA Tower		Ground	
120.37		123.85 123.95 118.45			118.15		South 121.7	North 121.95
LOC GMM 109.5	Final Apch Crs 134°	GS Lctr 1405' (1353')	ILS DA(H) Refer to Minimums	Apt Elev 52'				
MISSED APCH: Climb STRAIGHT AHEAD until reaching 5000', then turn LEFT direct to Lctr climbing to 5500' and hold.								
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 6000'		
1. DME REQUIRED.		2. ILS DME reads zero at rwy 13 threshold.					MSA GM Lctr	



LOC (GS out)	GMM DME	12.0	11.0	10.0	9.0	8.0	6.0	4.0	3.0	2.0
	ALTITUDE	4230'	3890'	3540'	3200'	2860'	2170'	1480'	1140'	790'



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Desc Angle 3.20°	402	517	574	689	804	919	
MAP at D0.8 GMM							

Standard STRAIGHT-IN LANDING RWY 13					CIRCLE-TO-LAND	
ILS					Not authorized Southwest of rwy	
LOC (GS out)						
DA(H) C: 270' (218') D: 280' (228')						
FULL Limited ALS out						
DA(H) 710' (658')						
FULL Limited ALS out						
A	SEE 11-3				Max Kts	
B					A	
C	RVR 550m	RVR 750m	RVR 1200m	CMV 2300m	180	1430' (1378') 2400m
D				CMV 2400m	205	1810' (1758') 3600m

PANS OPS 4

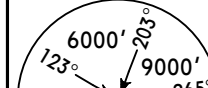
LEMG/AGP MALAGA

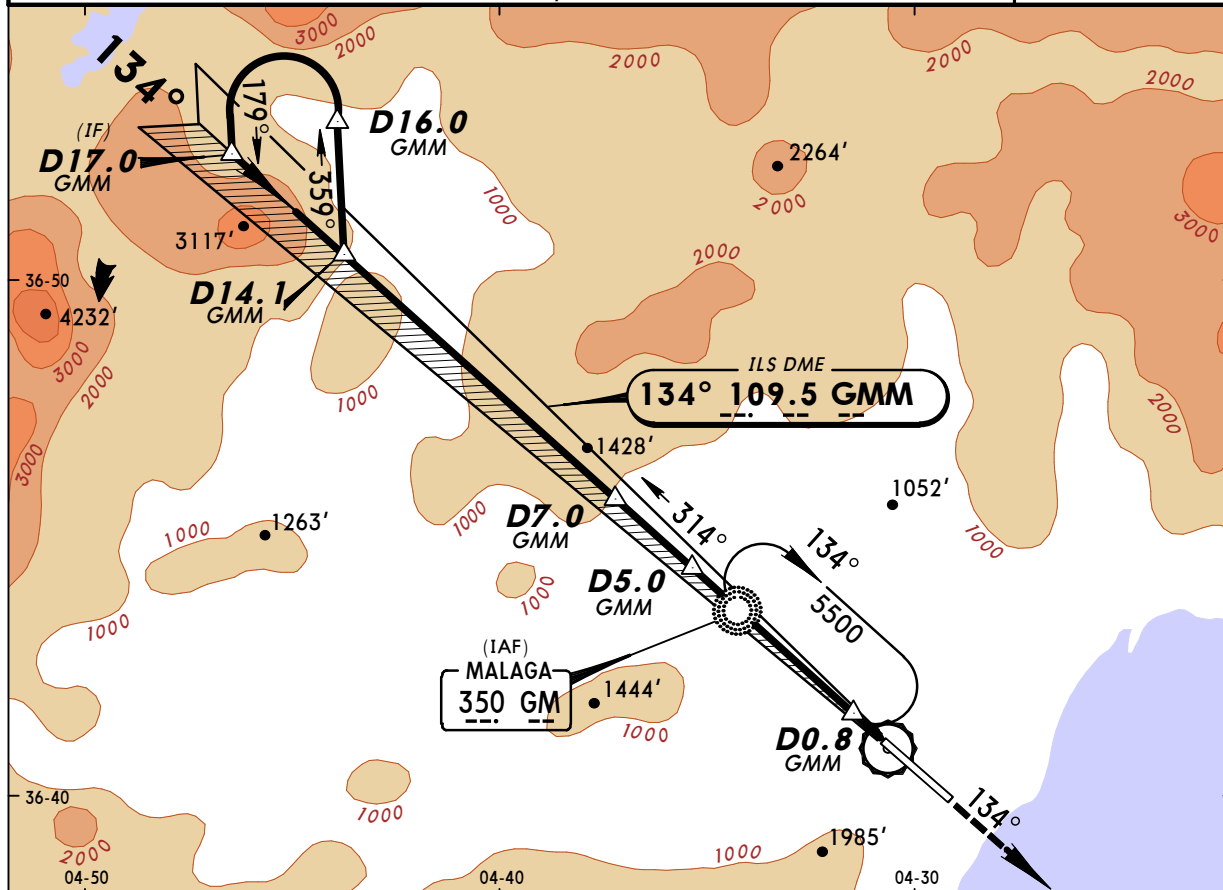
JEPPesen
11 DEC 09
Eff 17 Dec

CAT
A & B

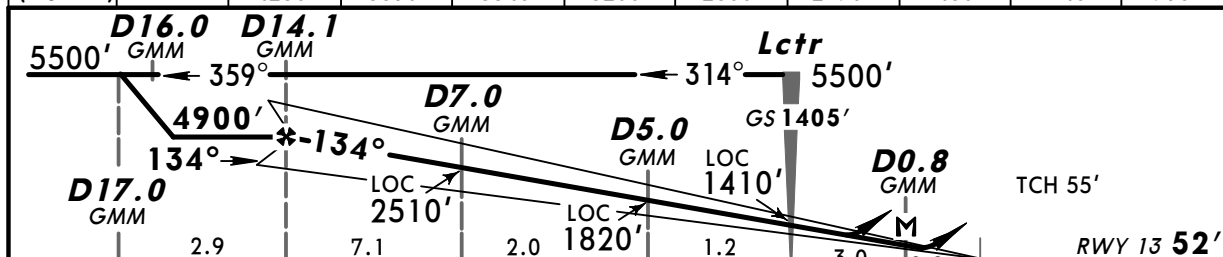
MALAGA, SPAIN ILS Y or LOC Y Rwy 13

BRIEFING STRIP

ATIS		MALAGA Approach (R)			MALAGA Tower		Ground			
120.37		123.85	123.95	118.45	118.15		South 121.7	North 121.95		
LOC GMM 109.5	Final Apch Crs 134°	GS Lctr 1405' (1353')	ILS DA(H) Refer to Minimums	Apt Elev 52'						
MISSED APCH: Climb STRAIGHT AHEAD until reaching 5000', then turn LEFT direct to Lctr climbing to 5500' and hold.										
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC					Trans alt: 6000'	
1. DME REQUIRED. 2. ILS DME reads zero at rwy 13 threshold.										



LOC (GS out)	GMM DME	12.0	11.0	10.0	9.0	8.0	6.0	4.0	3.0	2.0
	ALTITUDE	4230'	3890'	3540'	3200'	2860'	2170'	1480'	1140'	790'



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Desc Angle 3.20°	402	517	574	689	804	919	
MAP at D0.8 GMM							

Standard				CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY 13				Not authorized Southwest of rwy	
ILS		LOC (GS out)			
DA(H) A: 252' (200') B: 260' (208')		DA(H) 710' (658')			
FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1200m	100	740' (688') 1500m
B				135	1080' (1028') 1600m
C	SEE 11-2			C	SEE 11-2
D				D	

PANS OPS 4

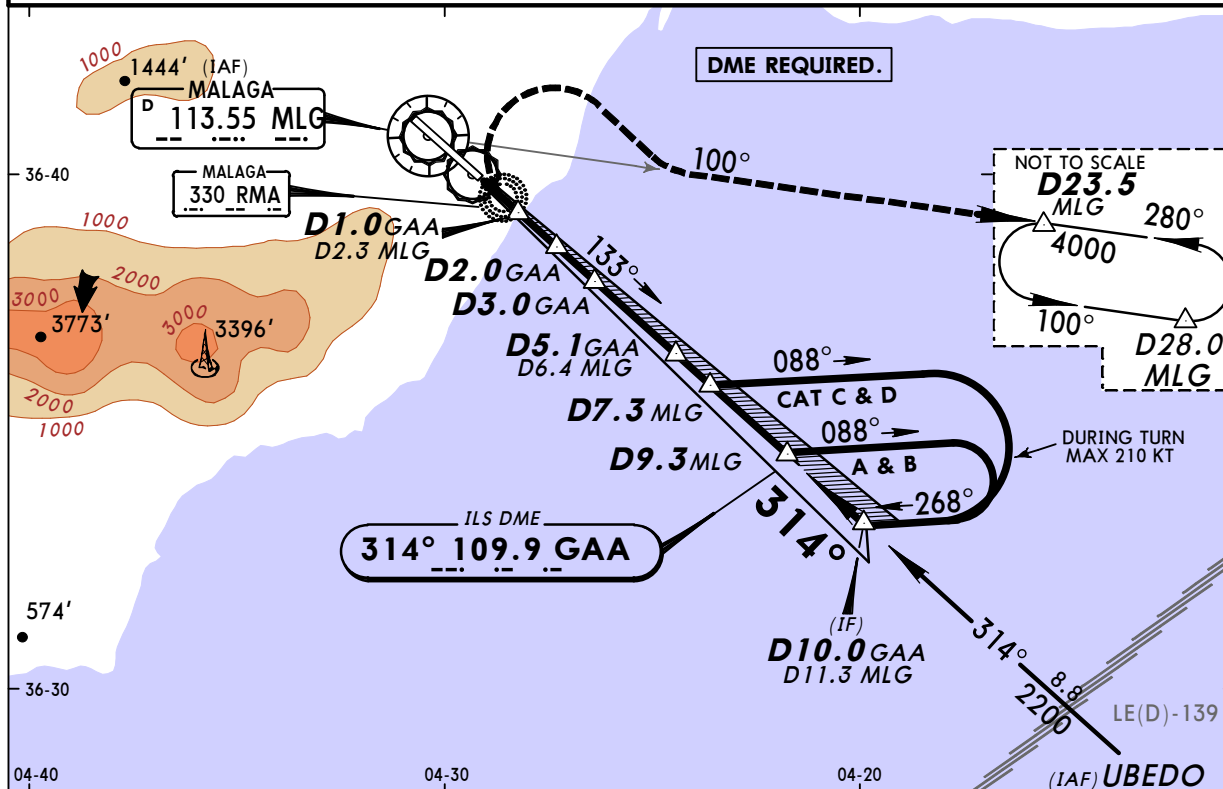
LEMG/AGP MALAGA

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11 DEC 09 **(11-4)** Eff 17 Dec

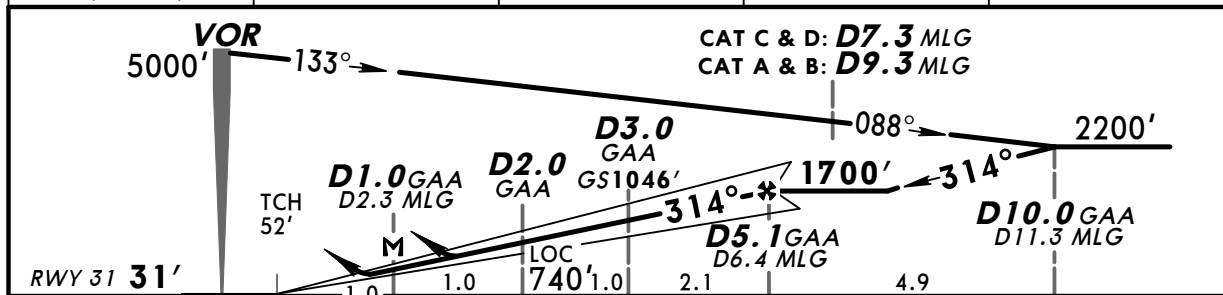
MALAGA, SPAIN ILS or LOC Rwy 31

BRIEFING STRIP

ATIS 120.37	MALAGA Approach (R) 123.85 123.95 118.45			MALAGA Tower 118.15	Ground South 121.7 North 121.95	MSA MLG VOR
LOC GAA 109.9	Final Apch Crs 314°	GS D3.0 GAA 1046' (1015')	ILS DA(H) Refer to Minimums	Apt Elev 52' RWY 31'		
MISSED APCH: As soon as practicable turn RIGHT (MAX 185 KT), then intercept and follow R-100 MLG to D23.5 MLG and hold at 4000'. Do not turn before passing MAP.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'						
1. ILS DME reads zero at rwy 31 threshold. 2. LOC coverage reduced to 25° either side of rwy.						



LOC (GS out)	GAA DME	2.0	3.0	4.0
	ALTITUDE	740'	1070'	1400'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	As soon as practi- cable	185 KT max intercept RT	MLG 113.55 R-100	4000'
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862					
MAP at D1.0 GAA/D2.3 MLG											

STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized Southwest of rwy	
DA(H) A: 530' (499') C: 550' (519') B: 542' (511') D: 561' (530')		DA(H) 650' (619')			
FULL		ALS out		Max Kts	MDA(H) VIS
A		RVR 1500m		100	740' (688') 1500m
B		RVR 1500m		135	1080' (1028') 1600m
C		RVR 1600m	CMV 2400m	180	1430' (1378') 2400m
D		RVR 1700m	CMV 2100m	205	1810' (1758') 3600m

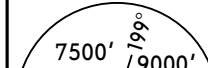
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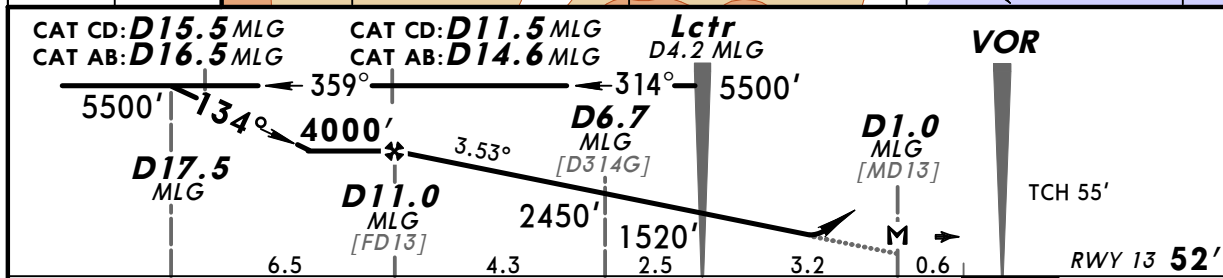
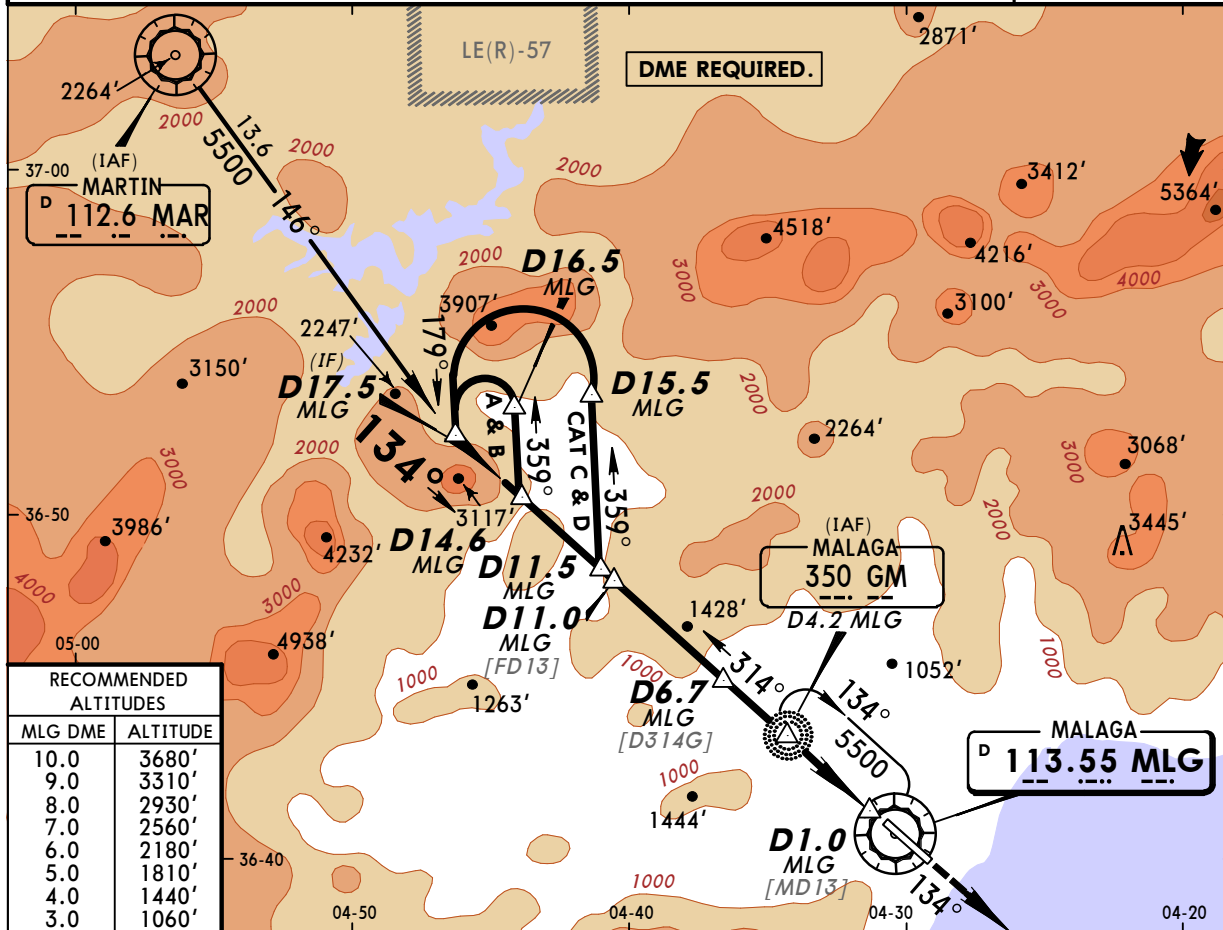
**LEMG/AGP
MALAGA**

JEPPesen
11 DEC 09 **(13-1)** Eff 17 Dec

**MALAGA, SPAIN
VOR Rwy 13**

BRIEFING STRIP

ATIS 120.37		MALAGA Approach (R) 123.85 123.95 118.45		MALAGA Tower 118.15		Ground South 121.7 North 121.95	
VOR MLG 113.55	Final Apch Crs 134°	Minimum Alt D11.0 MLG 4000' (3948')	DA(H) 740' (688')	Apt Elev 52'	RWY 52'		
MISSED APCH: Climb on R-134 MLG until reaching 4000', then turn LEFT direct to Lctr climbing to 5500' and hold.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC			
MSA MLG VOR							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 5000'
Descent Angle	3.53°	437	562	625	750	875	
MAP at D1.0 MLG							

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 13				Not authorized Southwest of rwy			
DA(H) 740' (688')							
ALS out				Max Kts	MDA(H)	VIS	
A	RVR 1500m			100	740' (688')	1500m	
B				135	1080' (1028')	1600m	
C				180	1430' (1378')	2400m	
D	CMV 2400m			205	1810' (1758')	3600m	

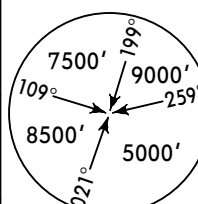
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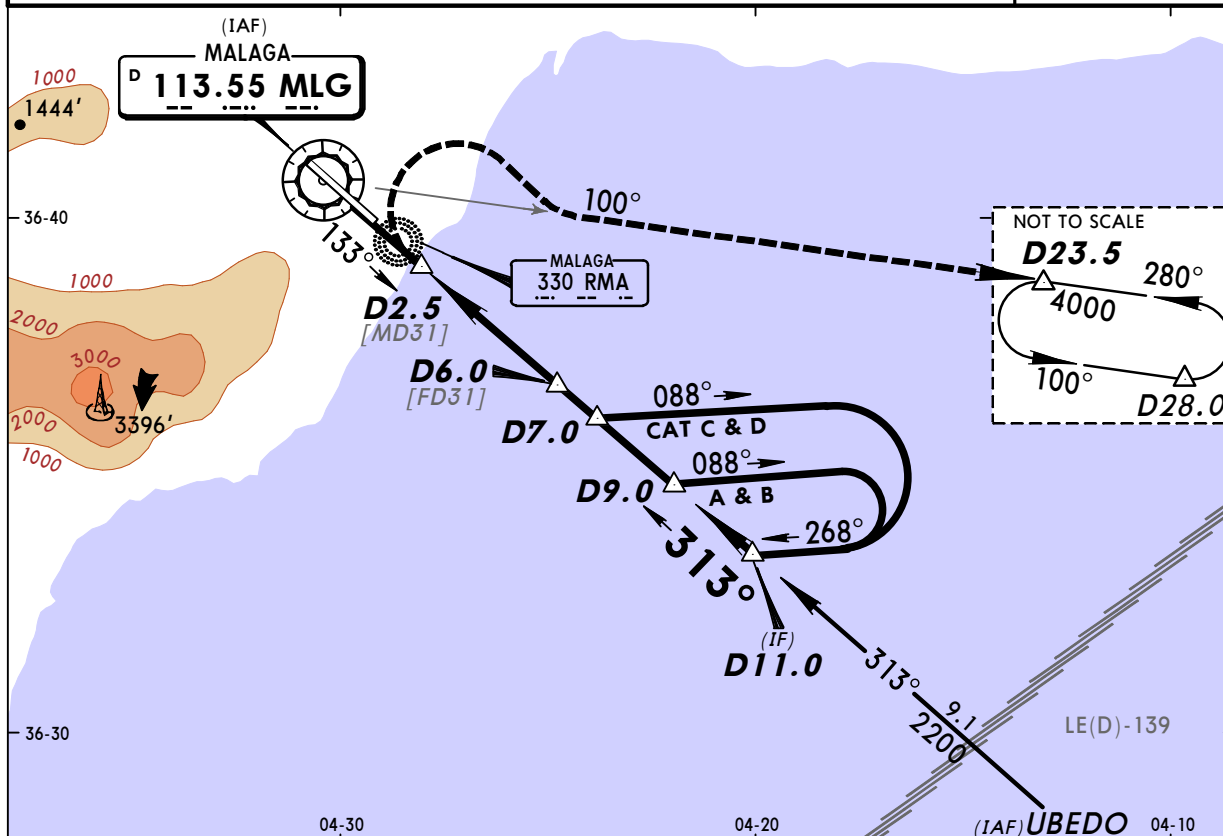
LEMG/AGP MALAGA

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11 DEC 09 **13-2** Eff 17 Dec

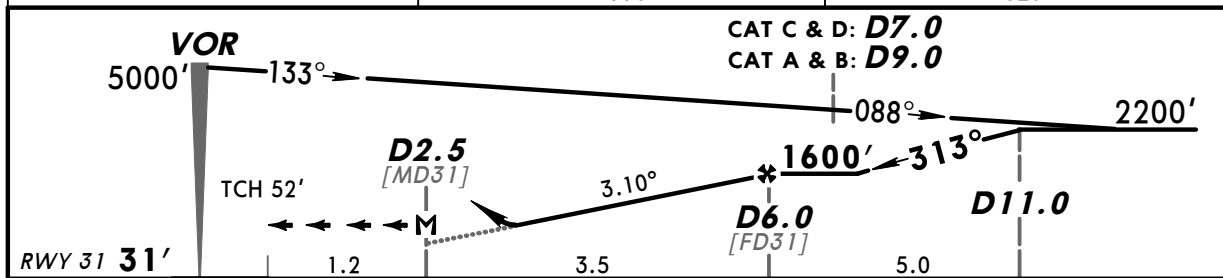
MALAGA, SPAIN VOR Rwy 31

BRIEFING STRIP

ATIS		MALAGA Approach (R)			MALAGA Tower		Ground	
120.37		123.85 123.95 118.45			118.15		South 121.7	North 121.95
VOR MLG 113.55	Final Apch Crs 313°	Minimum Alt D6.0 1600' (1569')	DA(H) 700' (669')		Apt Elev 52'			
RWY 31'								
MISSED APCH: As soon as practicable turn RIGHT (MAX 185 KT), then intercept and follow R-100 MLG to D23.5 MLG and hold at 4000'.								
Do not turn before passing MAP.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 6000'		
1. DME REQUIRED. 2. Final approach track offset 1° from runway centerline.								



MLG DME	4.0	5.0
ALTITUDE	990'	1320'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	As soon as practicable	185 KT max	MLG 113.55	4000'
Descent Angle	3.10°	384	494	548	658	768	PAPI	RT	intercept	R-100	↑
MAP at D2.5											

Standard STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
DA(H) 700' (669')				Not authorized Southwest of rwy			
ALS out				Max Kts	MDA(H)	VIS	
A	RVR 1500m			100	740' (688')	1500m	
B				135	1080' (1028')	1600m	
C	CMV 2400m			180	1430' (1378')	2400m	
D				205	1810' (1758')	3600m	

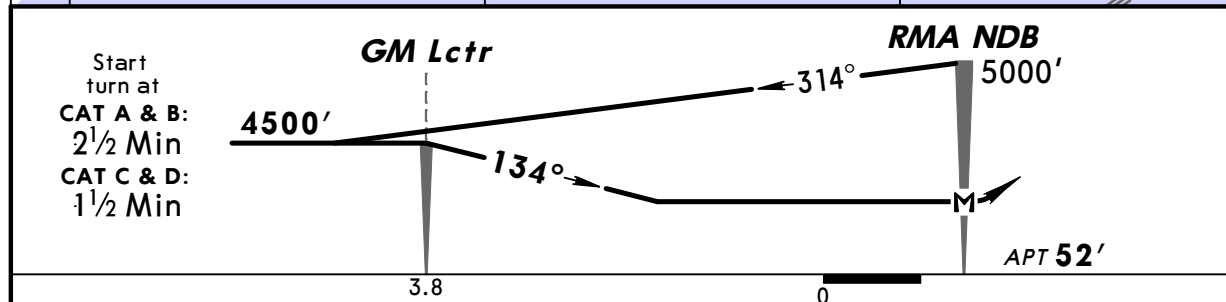
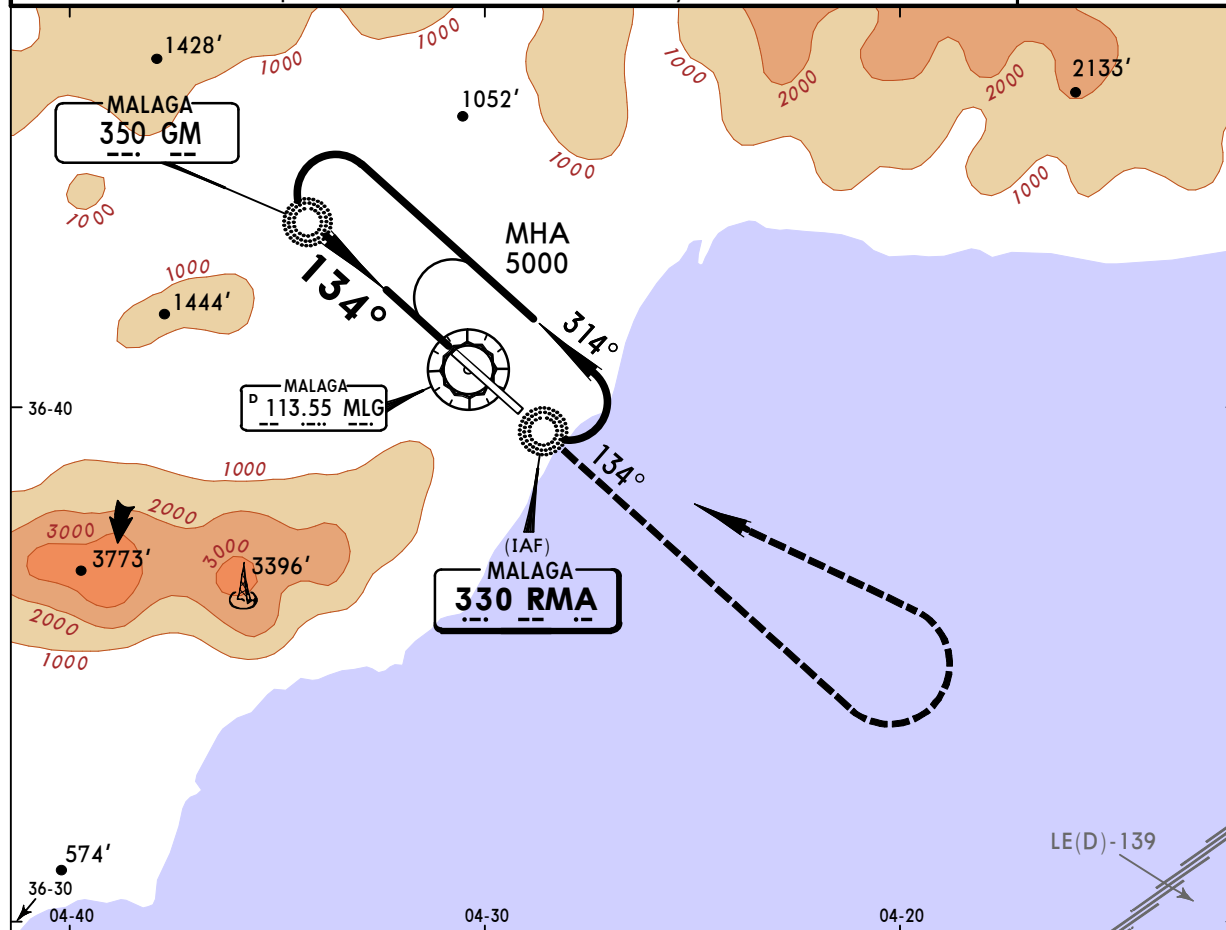
PANS OPS 4

**LEMG/AGP
MALAGA**

JEPPESEN
11 DEC 09 (16-1) Eff 17 Dec

MALAGA, SPAIN
NDB Rwy 13

ATIS 120.37		MALAGA Approach (R) 123.85 123.95 118.45		MALAGA Tower 118.15		Ground 121.7		North 121.95	
NDB RMA 330	Final Apch Crs 134°	Minimum Alt GM Lctr 4500' (4448')	MDA(H) 2400' (2348')	Apt Elev 52'					
MISSED APCH: Climb STRAIGHT AHEAD to 4000', then turn LEFT direct to RMA NDB climbing to 5000' and hold.									
Alt Set: hPa		Apt Elev: 2 hPa		Trans level: By ATC		Trans alt: 6000'		MSA GM Lctr	



						HIALS PAPI	PAPI	4000'
MAP at RMA NDB								

Standard

STRAIGHT-IN LANDING

CIRCLE-TO-LAND

Not authorized Southwest of rwy

		Max Kts	MDA(H)	VIS
A	NOT AUTHORIZED	100	2400' (2348')	1500m
B		135	2400' (2348')	1600m
C		180	2400' (2348')	2400m
D		205	2400' (2348')	3600m

CHANGES: Apt elevation. Minimums.

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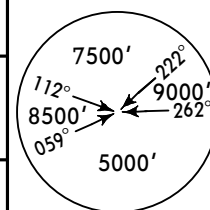
LEMG/AGP MALAGA

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11 DEC 09 **(16-2)** **Eff 17 Dec**

MALAGA, SPAIN NDB Rwy 31

BRIEFING STRIP

ATIS	MALAGA Approach (R)			MALAGA Tower	South	Ground	North
120.37	123.85	123.95	118.45	118.15	121.7		121.95
NDB RMA 330	Final Apch Crs 314°	No FAF		CDFA DA(H) 930' (899')	Apt Elev 52' RWY 31'		

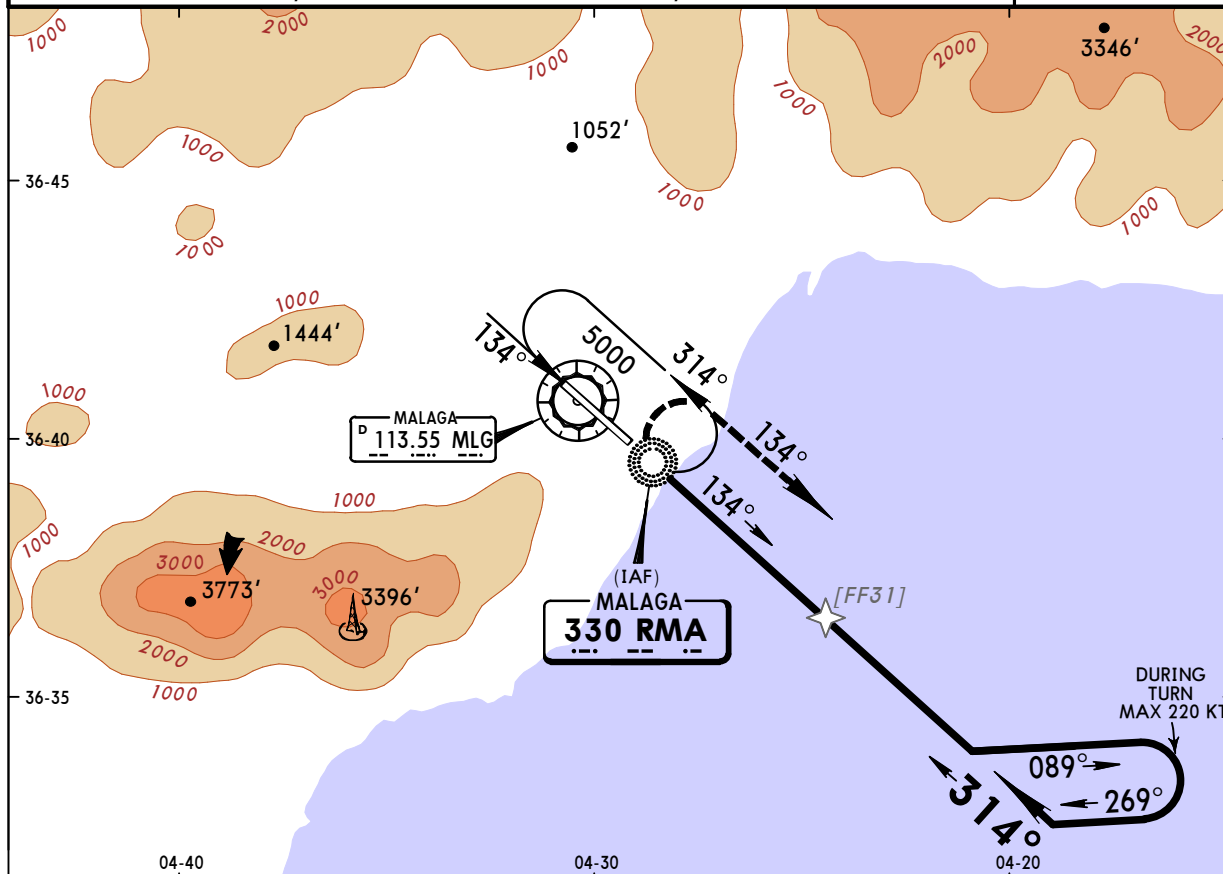


MISSED APCH: Turn RIGHT (MAX 185 KT), then climb on track 134° to 5000', then turn RIGHT direct to NDB and hold.

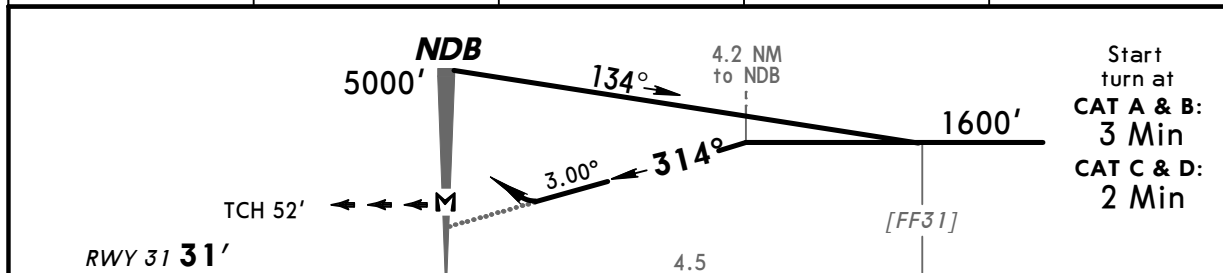
Initial turn should be initiated prior to climb.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'

MSA
RMA NDB



MLG DME	4.0	5.0	6.0	6.1
ALTITUDE	940'	1250'	1570'	1600'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	134°	185 KT	5000'
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	RT	MAX	↑
MAP at NDB											

Standard STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND	
CDFA		non-CDFA		Not authorized Southwest of rwy	
DA(H) 930' (899')		MDA(H) 930' (899')			
ALS out		ALS out		Max Kts	MDA(H) VIS
A	RVR 1500m	CMV 3500m	CMV 4200m	100	1230' (1178') 4200m
B				135	
C	CMV 2400m	CMV 3700m	CMV 4400m	180	1430' (1378') 4400m
D				205	1830' (1778') 4400m

PANS OPS 4