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Terminal Charts For LEAL
Revision Letter For Cycle 15-2013
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Notebook

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General Information

Location: Alicante Esp
IATA Code: ALC
Lat/Long: N38° 17.0' W000° 33.5'
Elevation: 142 ft

Airport Use: Public
Magnetic Variation: 0.4°W

Fuel Types: 100 Octane (LL), Jet
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0455 Z
Sunset: 1922 Z,

Runway Information

Runway: 10
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 142 ft
Lighting: Edge, ALS, Centerline, REIL

Runway: 28
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 44 ft
Lighting: Edge, ALS, Centerline, REIL

Communication Information

ATIS 120.075
Alicante Tower 130.65
Alicante Tower 119.85
Alicante Tower 119.075 Secondary
Alicante Tower 118.15
Alicante Tower 25.78 Military
Valencia Approach Control 120.4
Valencia Approach Control 119.075 Secondary
Valencia Approach Control 118.8

1. GENERAL

1.1. ATIS

ATIS 120.07

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUN-UP TESTS

Engine performance testing higher than idle regime are not allowed between 2300-0600LT and must be requested from CEOPS in written form.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP will be applied, when:

- RVR is 550m or below, or
- general visibility in the movement area is 550m or below.

LVP will be cancelled when the following conditions take place simultaneously:

- RVR is 1000m or above at least 5 min.
- OMA forecast of visibility is higher than 1000m with a strong trend towards improvement.

RWY 10/28 is authorized for take-off under low visibility conditions.

Pilots will be informed about the application of LVP by ATIS and/or radiofrequency.

Any incident notified or detected that may affect the LVP will be immediately communicated to the ACFT and ATC units implicated.

1.3.2. GROUND MOVEMENT

Pilots will proceed to verify the ACFT position at all times, especially at the intersections, checking that taxiing is being executed under total safety conditions. In the event of being disoriented or in doubt, pilots will stop the ACFT and immediately notify TWR.

Entries and exits at all stands of the APT will be guided with a Follow-me car.

In order to establish a better transit sequence, pilots will avoid requesting clearance for start up, push back or taxiing, when the RVR values and/or the visibility are below their operational minima.

1.3.3. ARRIVALS

RWY 10: Exit via TWY C9. Rapid exit TWYs and TWY C5 prohibited.
Follow-me car will wait for ACFT on TWY C6, guiding it up to its stand.

RWY 28: Exit via TWY A6. Rapid exit TWYs prohibited. Follow-me car will wait for ACFT on TWY A3, guiding it up to its stand.

1.3.4. DEPARTURES

Pilots, when requesting clearance to start up, will notify to ATC the stand where the ACFT is located at.

Departing traffic initiating taxiing, independently of the stand, will be guided by a Follow-me car leaving the apron via gates A, B, C or D, until being oriented on the TWY which leads to the RWY in use:

RWY 10: ACFT will be guided by Follow-me car until it is oriented on the TWY. ACFT will continue taxiing until reaching TWY A6.

RWY 28: ACFT will be guided by Follow-me car to TWY C6. ACFT will continue taxiing until reaching TWY C9.

Access to RWY 10/28 will be carried out preferably via TWY A6 and C9, according to the RWY in use, being forbidden the access via TWY C5.

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1. GENERAL

1.3.5. COMMUNICATION FAILURE AND ANOMALOUS OCCURENCES IN THE MANOEUVERING AREA

Whenever an ACFT operating in the manoeuvring area suffers a communication failure will proceed as follows:

If it already has permission to taxi, ACFT will continue along the assigned route up to the limit of the ATC clearance, taking extreme precautions to avoid detours. Once there, it will hold its position and wait for the arrival of a Follow-me car to be guided to the stand.

If it has just landed, ACFT will hold its position when abandoning the RWY (or the sensitive area) and wait for the arrival of a Follow-me car to be guided to the assigned stand.

1.4. TAXI PROCEDURES

TWY B, segment of TWY access between stand 6A and TWY C and Eastern area of apron from stand 35 including ACFT turning apron MAX wingspan 171'/52m.

Segment of TWY access between stand 4C and TWY A, between TWYs C and D and TWY access to stand 35 MAX wingspan 213'/65m.

1.5. PARKING INFORMATION

On stands 1A, 1B, 1C, 3A, 3B, 5, 7, 9, 9A, 11, 11A, 13, 15, 17, 19, 21, 21A, 23 and 25 thru 49 push-back required.

Stands 21, 23 and 25 thru 49 equipped with Visual Docking Guidance System.

1.5.1. USE OF APU

On every stand equipped with 400Hz system supply the use of the 400Hz system is mandatory.

ACFT APU will only be used when neither the 400Hz system nor the mobile units are operative, or when the air conditioning service is required and is not available.

1.6. OTHER INFORMATION

RWY 10 right-hand circuit.

Birds in vicinity of APT.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

SPEED ADJUSTMENTS UNDER RADAR CONTROL

- MAX 250 KT at or below FL 100.
- MAX 220 KT when leaving IAF.
- MAX 180 KT when leaving IF or when completing the final turn.
- MAX 160 KT when crossing the FAF. ACFT shall maintain this speed till 4 NM from THR.
- ACFT with cruising speed lower to the aforementioned shall maintain cruising speed up the adjusting fix concernded.

If this speed adjustment cannot be carried out, pilots shall notify to ATC which speed can be maintained.

ACFT will be exempt from complying with these speed limitations when a continuous descent arrival is being performed, but not from complying with those which are explicitly shown in some charts.

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2. ARRIVAL

2.2. RWY OPERATIONS

2.2.1. GENERAL

Exit RWY 10 only via TWY C2, C4, C5, C7, C8 or (with prior permission) C9.
Acft with MAX wingspan 118'/36m will leave RWY only via TWY C2.
Exit RWY 28 only via TWY A2 or RWY end.

2.2.2. MINIMUM RWY OCCUPANCY TIME

Without prejudice to the ACFT safety and standard operation, pilots are reminded that rapid exit from the RWY enables MAX RWY utilization, lessens its occupancy time and minimizes the occurence of "go around manoeuvres".

ACFT that have already landed will notify RWY vacated and exit TWY used. They will hold position waiting for taxiing instructions from ATC.

2. DEPARTURE

3.1. START-UP PROCEDURES

Pilots will request clearance to start-up engines/turbines on the appropriate frequency of ALICANTE Tower (GND) or Clearance.

When this clearance is requested, ACFT must be ready to start-up immediately or within 5 min at the latest.

Request clearance to start-up engines and report:

- Complete ACFT designator;
- Parking stand;
- ATIS message received.

Start-up request will be carried out considering that ACFT should be ready to leave stand with following criteria:

- ACFT with CTOT assigned: 20 min before CTOT when it is parked at a towed push-back stand, or 15 min before CTOT for the rest of stands.
- ACFT without CTOT assigned: before EOBT +10 min when it is parked at a towed push-back stand, or before EOBT +15 min for the rest of stands.

According to air traffic situation, request of ATC clearance made later than these criteria may be rejected.

3.2. RWY OPERATIONS

3.2.1. MINIMUM RWY OCCUPANCY TIME

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

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

Limits of departure operations through holding point of RWY 10:

- TWY A4 is limited to ACFT with MAX wingspan 118'/36m.

Limits of departure operations through position of RWY 28:

- TWY C7 is limited to ACFT with MAX wingspan 118'/36m.

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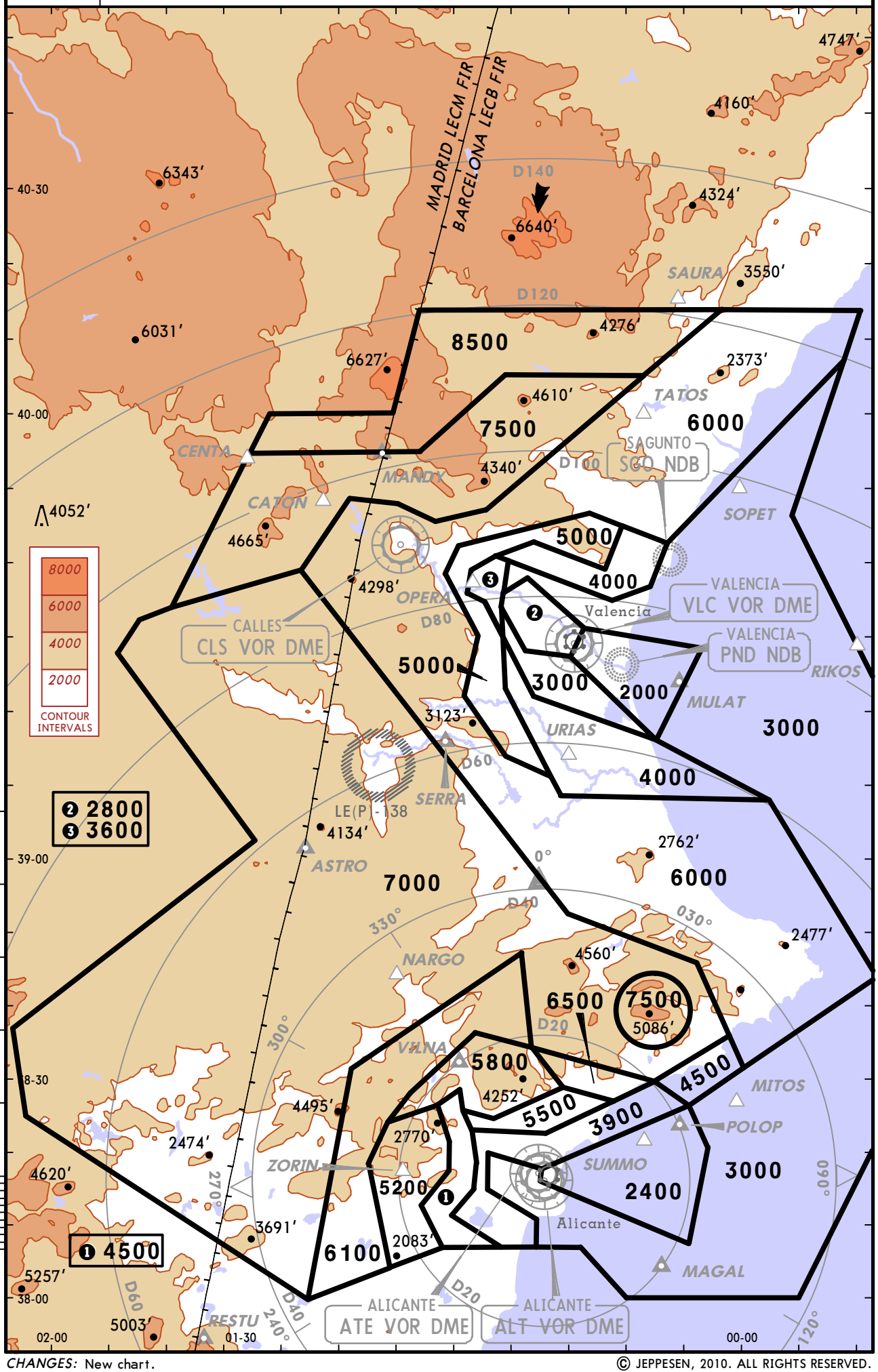
Apt Elev 142′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. The published minimum altitudes integrate no correction for low temperatures. 2. This chart should only be used for cross-checking of assigned altitudes while under radar control.



CHANGES: New chart.

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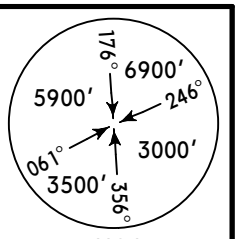
ATIS	Apt Elev	
120.07	142′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

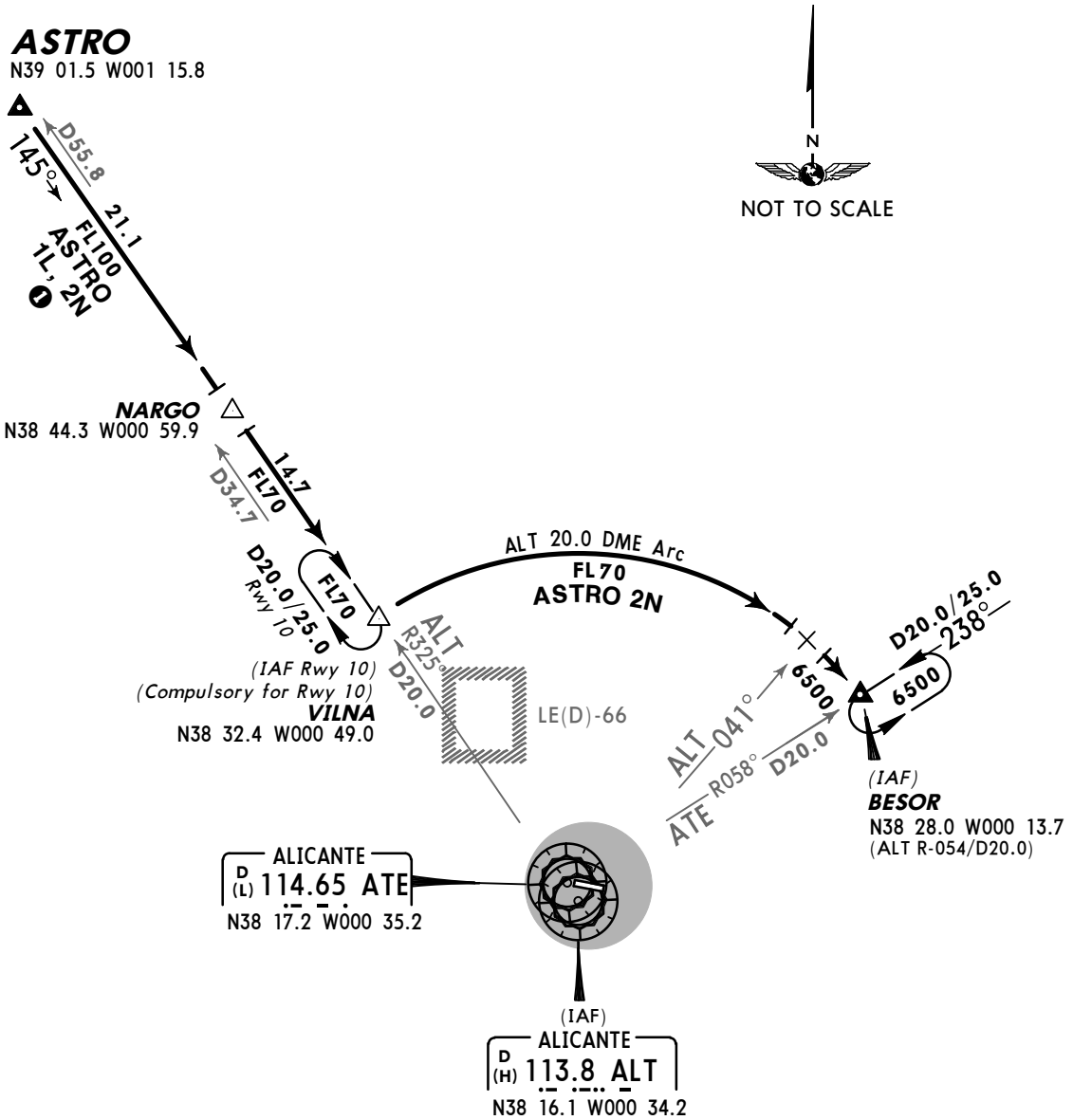


MSA
ALT VOR

ASTRO ONE LIMA (ASTRO 1L) *[ASTR1L]*
RWY 10 ARRIVAL

ASTRO TWO NOVEMBER (ASTRO 2N) *[ASTR2N]* ❶
RWY 28 ARRIVAL

***SPEED:* MAX 250 KT AT OR BELOW FL100**
MAX 220 KT WHEN LEAVING IAF



❶ Subject to activity of LE(D)-66.

CHANGES: STAR ASTRO 1N renumbered & revised; BRUNO STARs withdrawn.

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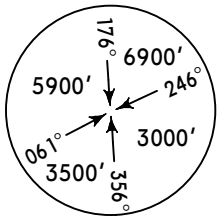
ATIS	Apt Elev	
120.07	142′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



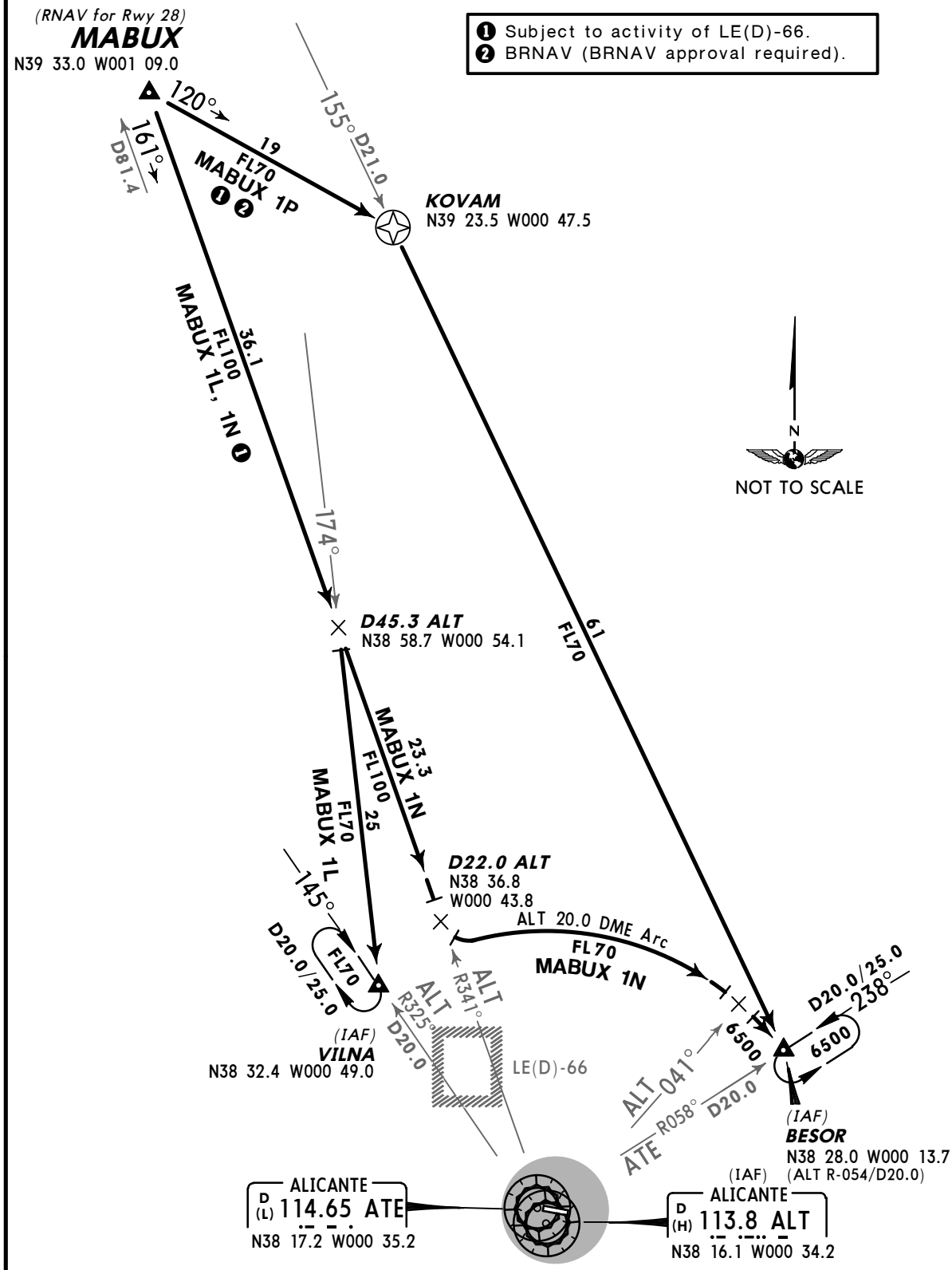
MSA
ALT VOR

MABUX ONE LIMA (MABUX 1L) *[MABU1L]*
RWY 10 ARRIVAL

MABUX ONE NOVEMBER (MABUX 1N) *[MABU1N]* ❶
MABUX ONE PAPA (MABUX 1P) *[MABU1P]* ❶❷
RWY 28 ARRIVALS

***SPEED:* MAX 250 KT AT OR BELOW FL100**
MAX 220 KT WHEN LEAVING IAF

❶ Subject to activity of LE(D)-66.
❷ BRNAV (BRNAV approval required).



CHANGES: MABUX STARs established; CLS & MAGAL STARs transfered.

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ATIS	Apt Elev	
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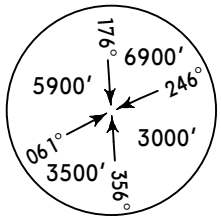


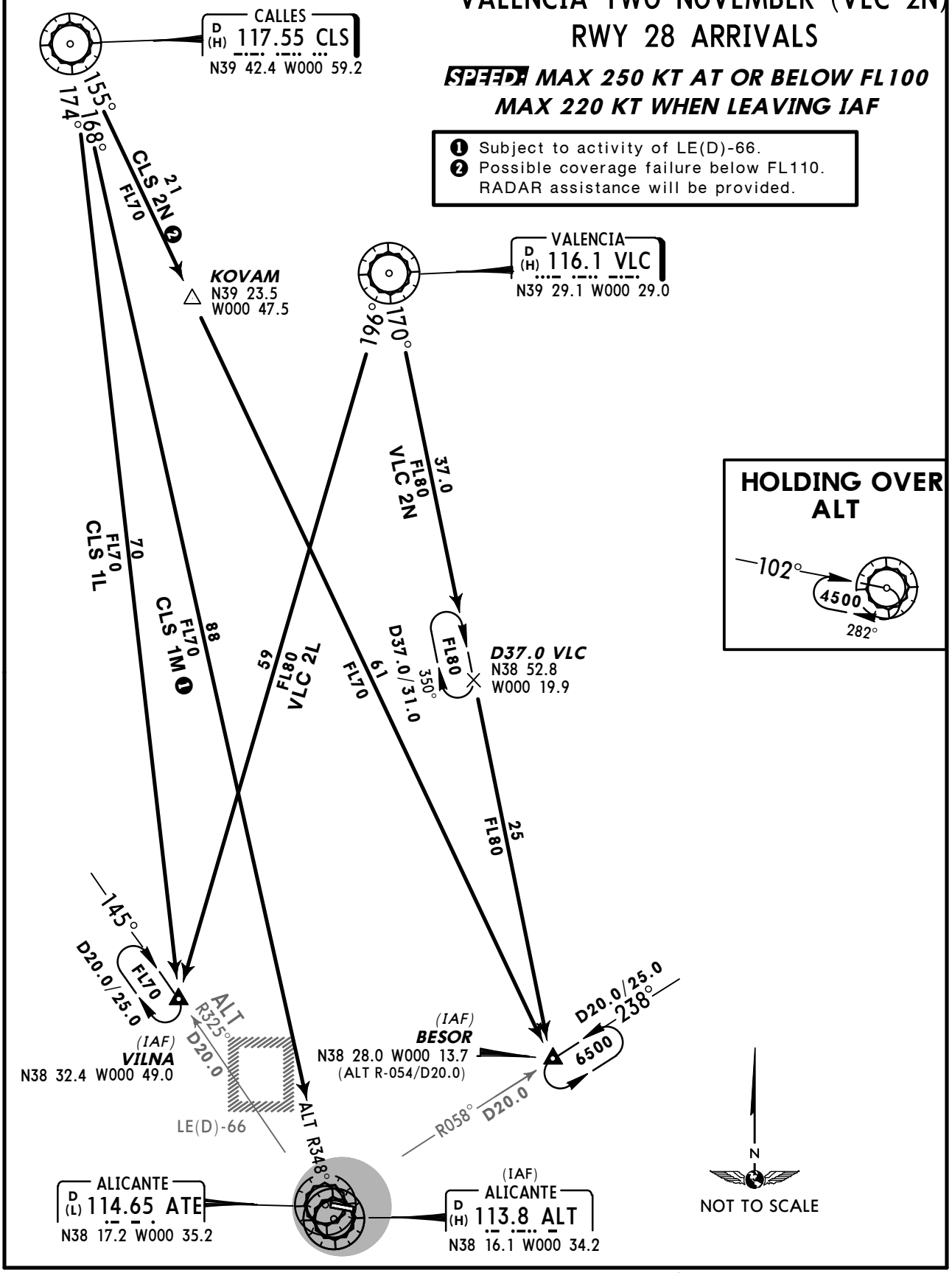
MSA
ALT VOR

CALLES ONE LIMA (CLS 1L)
VALENCIA TWO LIMA (VLC 2L)
RWY 10 ARRIVALS

CALLES ONE MIKE (CLS 1M) ❶
CALLES TWO NOVEMBER (CLS 2N) ❷
VALENCIA TWO NOVEMBER (VLC 2N)
RWY 28 ARRIVALS

SPEED: MAX 250 KT AT OR BELOW FL100
MAX 220 KT WHEN LEAVING IAF

❶ Subject to activity of LE(D)-66.
❷ Possible coverage failure below FL110. RADAR assistance will be provided.



CHANGES: STARs completely revised.

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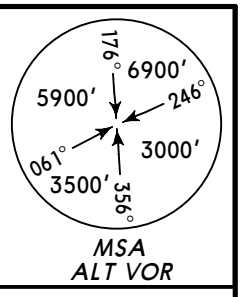
ATIS	Apt Elev	
120.07	142′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

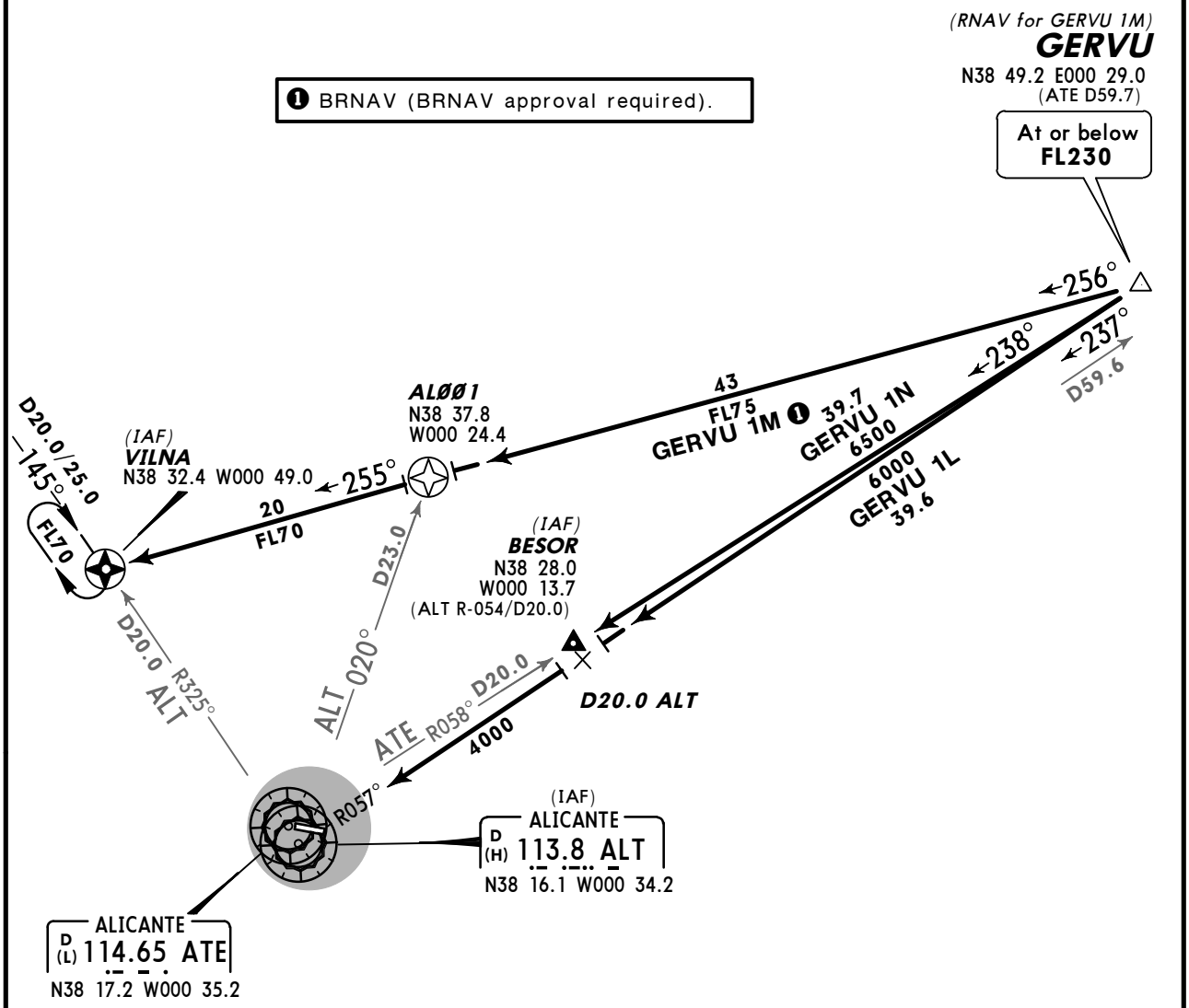


GERVU ONE LIMA (GERVU 1L) *[GERV1L]*
GERVU ONE MIKE (GERVU 1M) *[GERV1M]*❶
RWY 10 ARRIVALS

GERVU ONE NOVEMBER (GERVU 1N) *[GERV1N]*
RWY 28 ARRIVAL

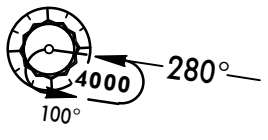
SPEED: MAX 250 KT AT OR BELOW FL100
MAX 220 KT WHEN LEAVING IAF

❶ BRNAV (BRNAV approval required).

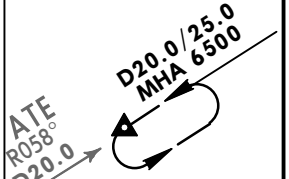


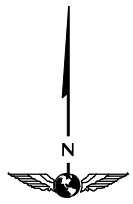
HOLDINGS OVER

ALT



BESOR





NOT TO SCALE

CHANGES: GERVU STARs established; CDAs transferred.

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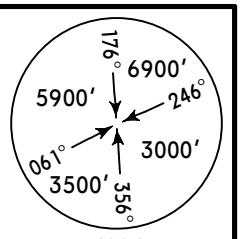
ATIS	Apt Elev	
120.07	142′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

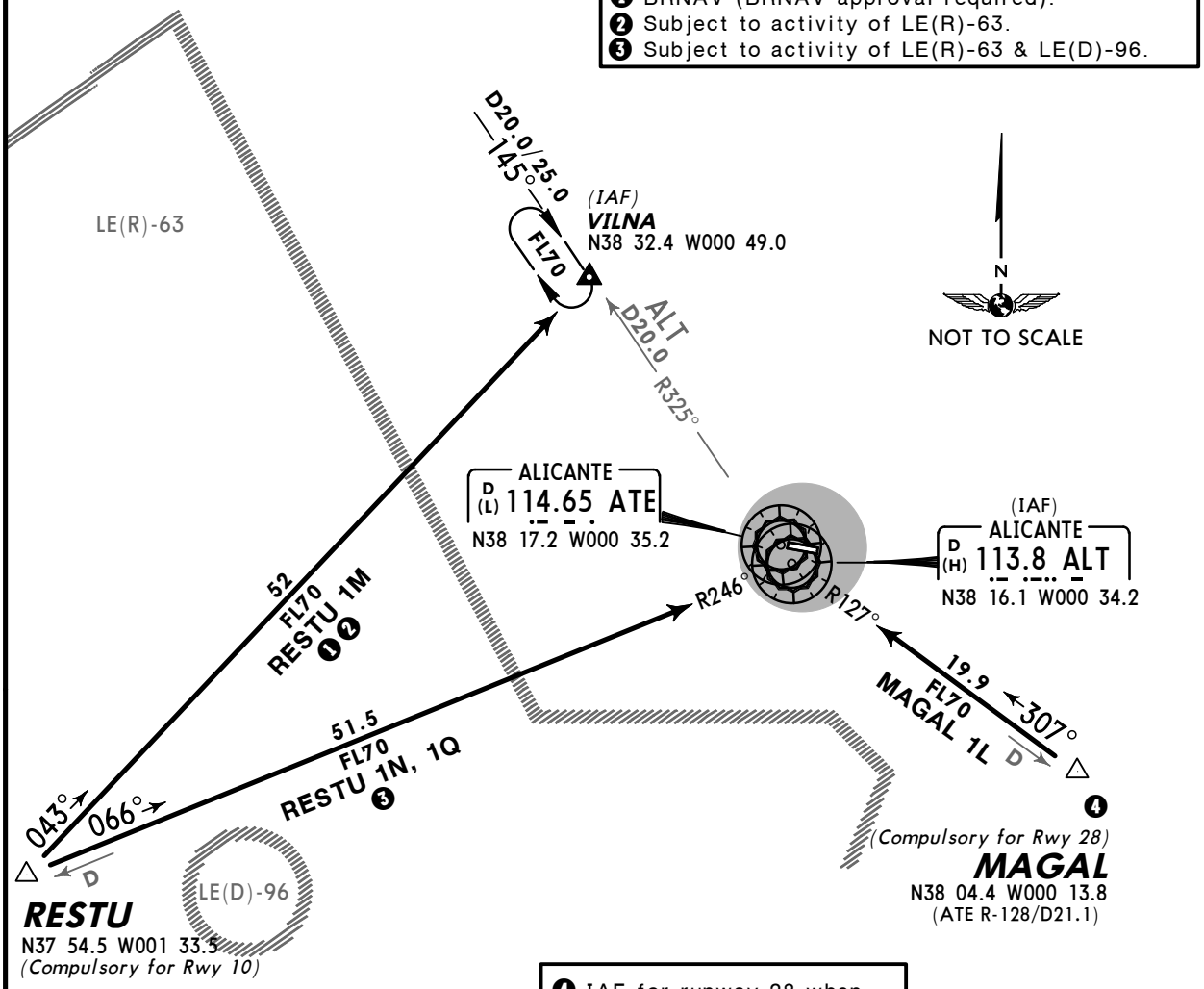


MAGAL ONE LIMA (MAGAL 1L) *[MAGA1L]*
RESTU ONE MIKE (RESTU 1M) *[REST1M]* ❶❷
RESTU ONE QUEBEC (RESTU 1Q) *[REST1Q]* ❸
RWY 10 ARRIVALS

RESTU ONE NOVEMBER (RESTU 1N) *[REST1N]* ❸
RWY 28 ARRIVAL

***SPEED:* MAX 250 KT AT OR BELOW FL100**
MAX 220 KT WHEN LEAVING IAF

❶ BRNAV (BRNAV approval required).
❷ Subject to activity of LE(R)-63.
❸ Subject to activity of LE(R)-63 & LE(D)-96.

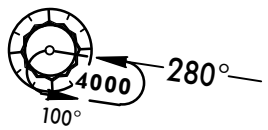


❹ IAF for runway 28 when arriving via airways A-34, (U)L-150 and UP-34 northbound.

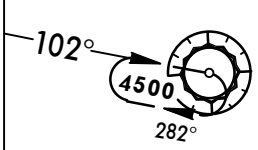
HOLDINGS OVER

ALT

Runway 10

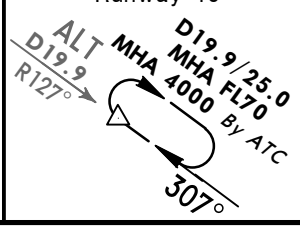


Runway 28

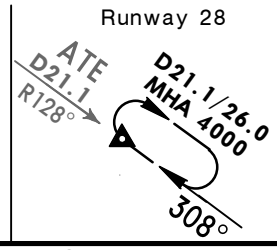


MAGAL

Runway 10



Runway 28



CHANGES: STARs completely revised; CDAs transferred.

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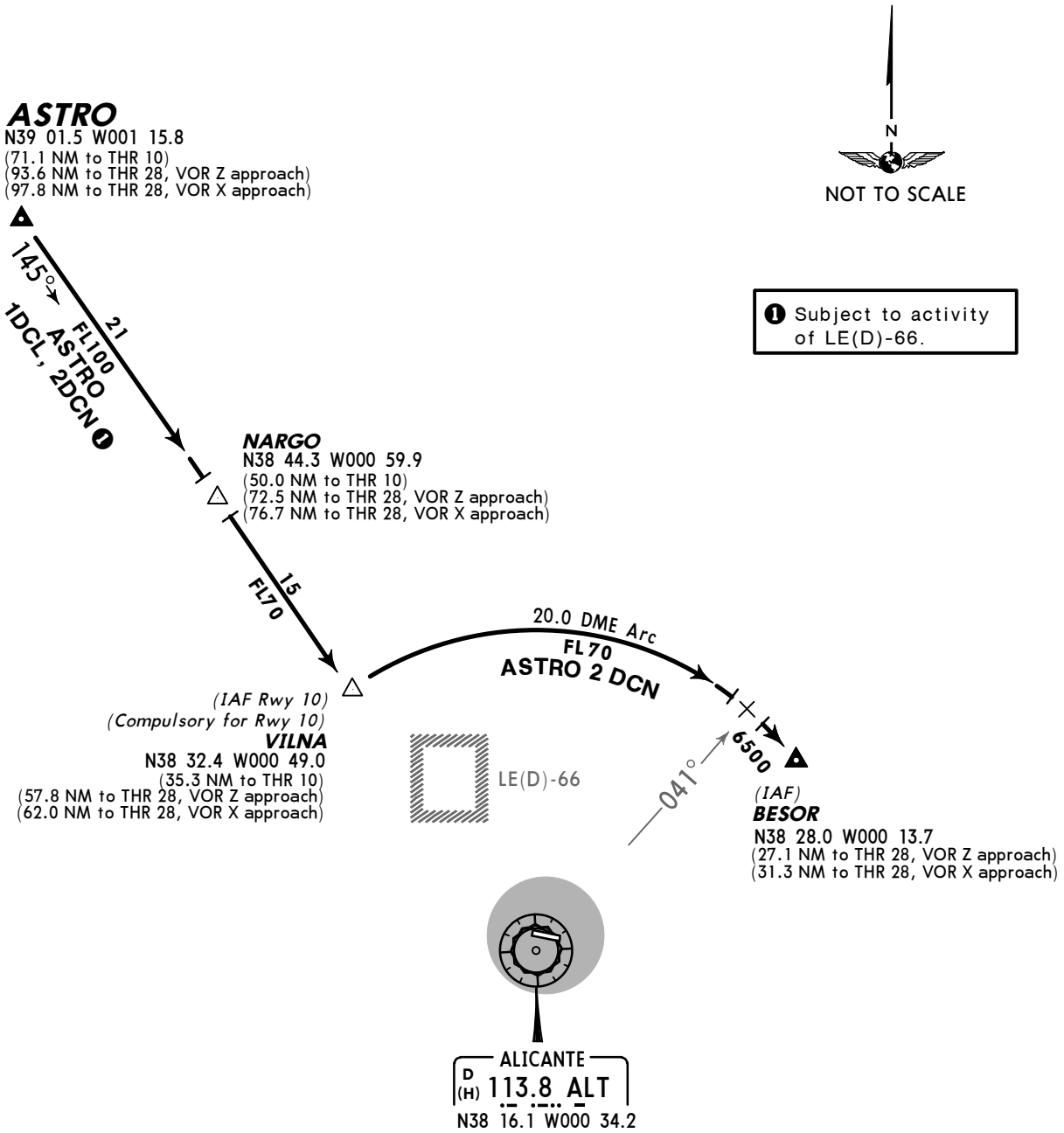
ATIS	Apt Elev	
120.07	142′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

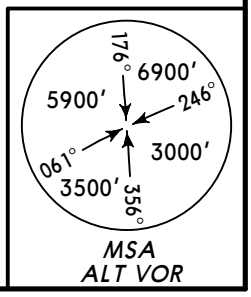
ASTRO ONE DELTA CHARLIE LIMA (ASTRO 1DCL) *[AS1DCL]*
RWY 10 CONTINUOUS DESCENT ARRIVAL (CDA)

ASTRO TWO DELTA CHARLIE NOVEMBER (ASTRO 2DCN) *[AS2DCN]* ❶
RWY 28 CONTINUOUS DESCENT ARRIVAL (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT



❶ Subject to activity of LE(D)-66.



CHANGES: CDAs completely revised.

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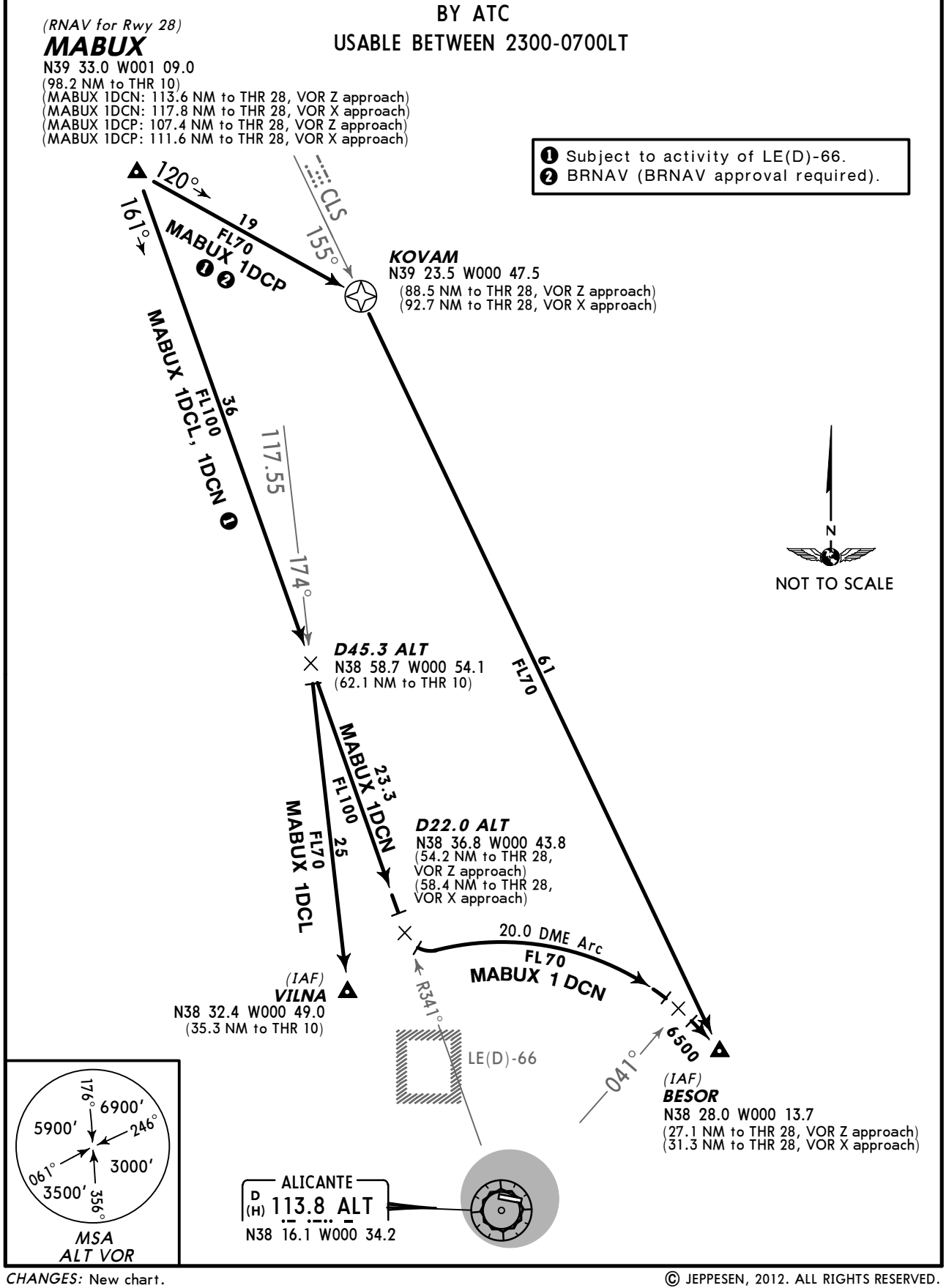
ATIS	Apt Elev	
120.07	142′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

MABUX ONE DELTA CHARLIE LIMA (MABUX 1DCL) *[MA1DCL]*
RWY 10 CONTINUOUS DESCENT ARRIVAL (CDA)

MABUX ONE DELTA CHARLIE NOVEMBER (MABUX 1DCN) *[MA1DCN]*❶
MABUX ONE DELTA CHARLIE PAPA (MABUX 1DCP) *[MA1DCP]*❶❷
RWY 28 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT



CHANGES: New chart.

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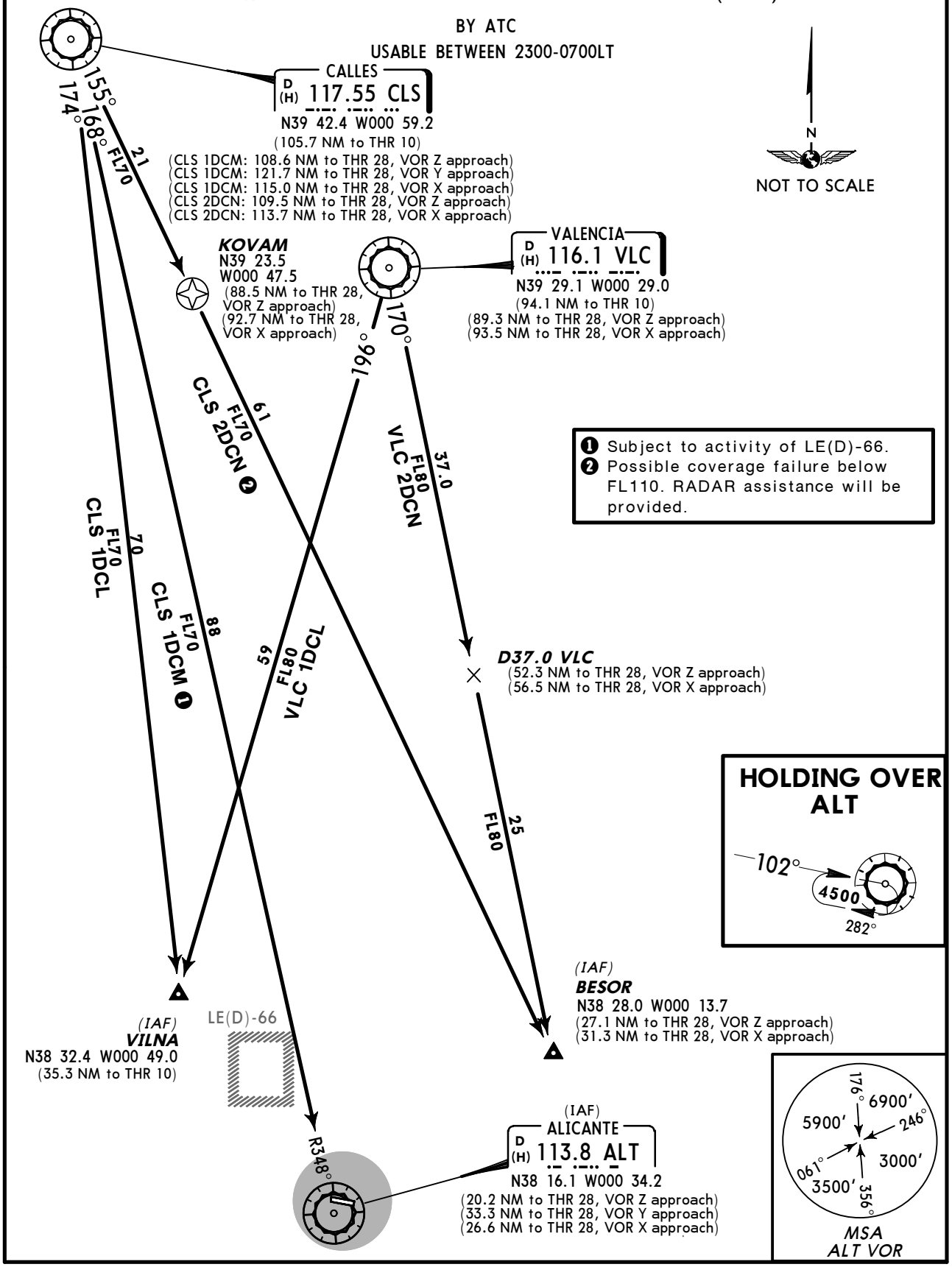
ATIS	Apt Elev	
120.07	142′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

CALLES ONE DELTA CHARLIE LIMA (CLS 1DCL) *[CL1DCL]*
VALENCIA ONE DELTA CHARLIE LIMA (VLC 1DCL) *[VL1DCL]*
RWY 10 CONTINUOUS DESCENT ARRIVALS (CDA)

CALLES ONE DELTA CHARLIE MIKE (CLS 1DCM) *[CL1DCM]* ❶
CALLES TWO DELTA CHARLIE NOVEMBER (CLS 2DCN) *[CL2DCN]* ❷
VALENCIA TWO DELTA CHARLIE NOVEMBER (VLC 2DCN) *[VL2DCN]*
RWY 28 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT



❶ Subject to activity of LE(D)-66.
❷ Possible coverage failure below FL110. RADAR assistance will be provided.

CHANGES: New chart.

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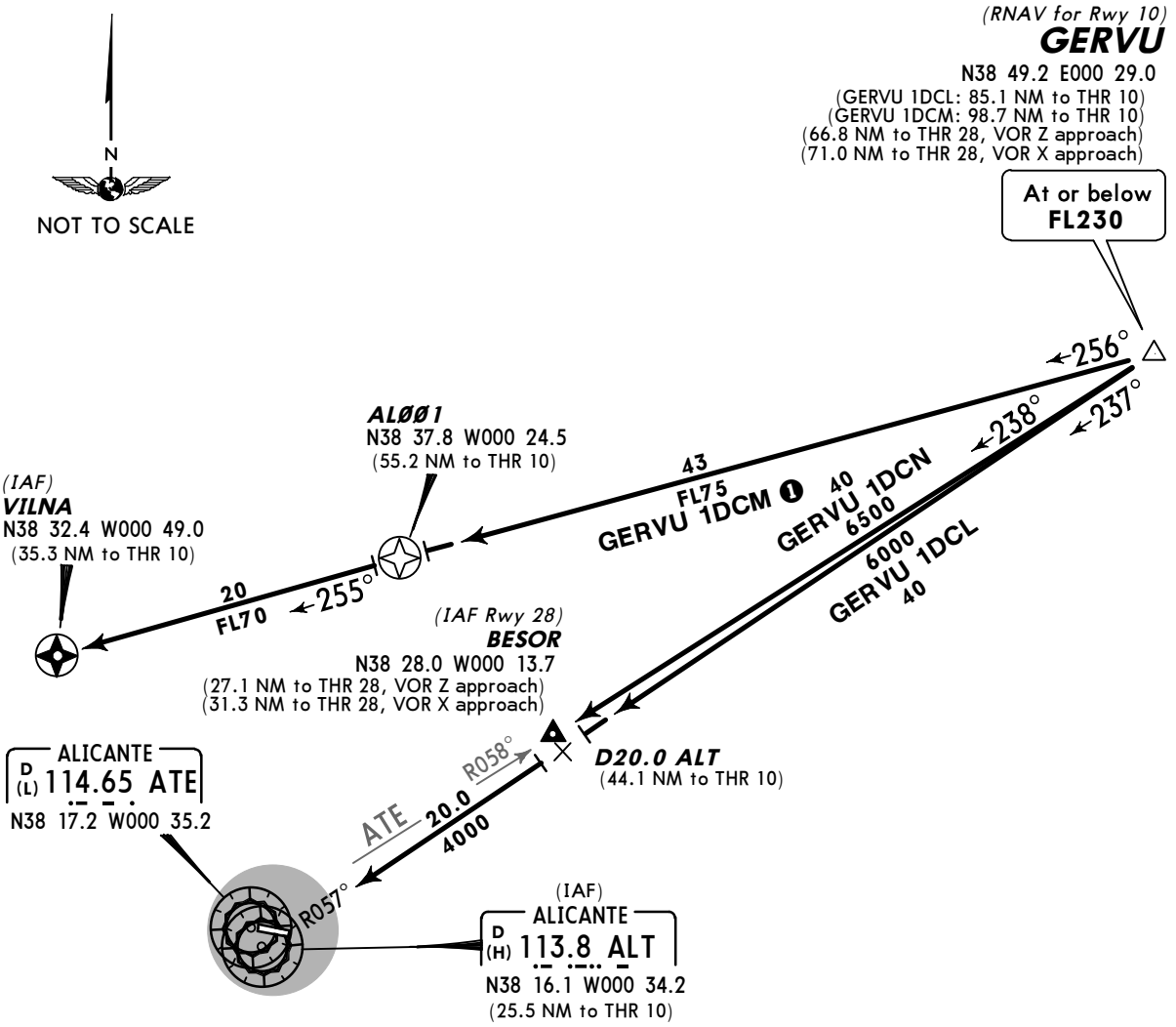
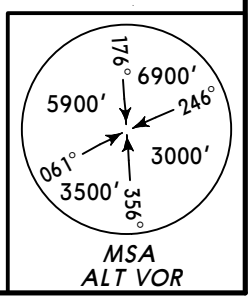
ATIS	Apt Elev	
120.07	142′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

GERVU ONE DELTA CHARLIE LIMA (GERVU 1DCL) *[GE1DCL]*
GERVU ONE DELTA CHARLIE MIKE (GERVU 1DCM) *[GE1DCM]* ❶
RWY 10 CONTINUOUS DESCENT ARRIVALS (CDA)
GERVU ONE DELTA CHARLIE NOVEMBER (GERVU 1DCN) *[GE1DCN]*
RWY 28 CONTINUOUS DESCENT ARRIVAL (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT

❶ BRNAV (BRNAV approval required).





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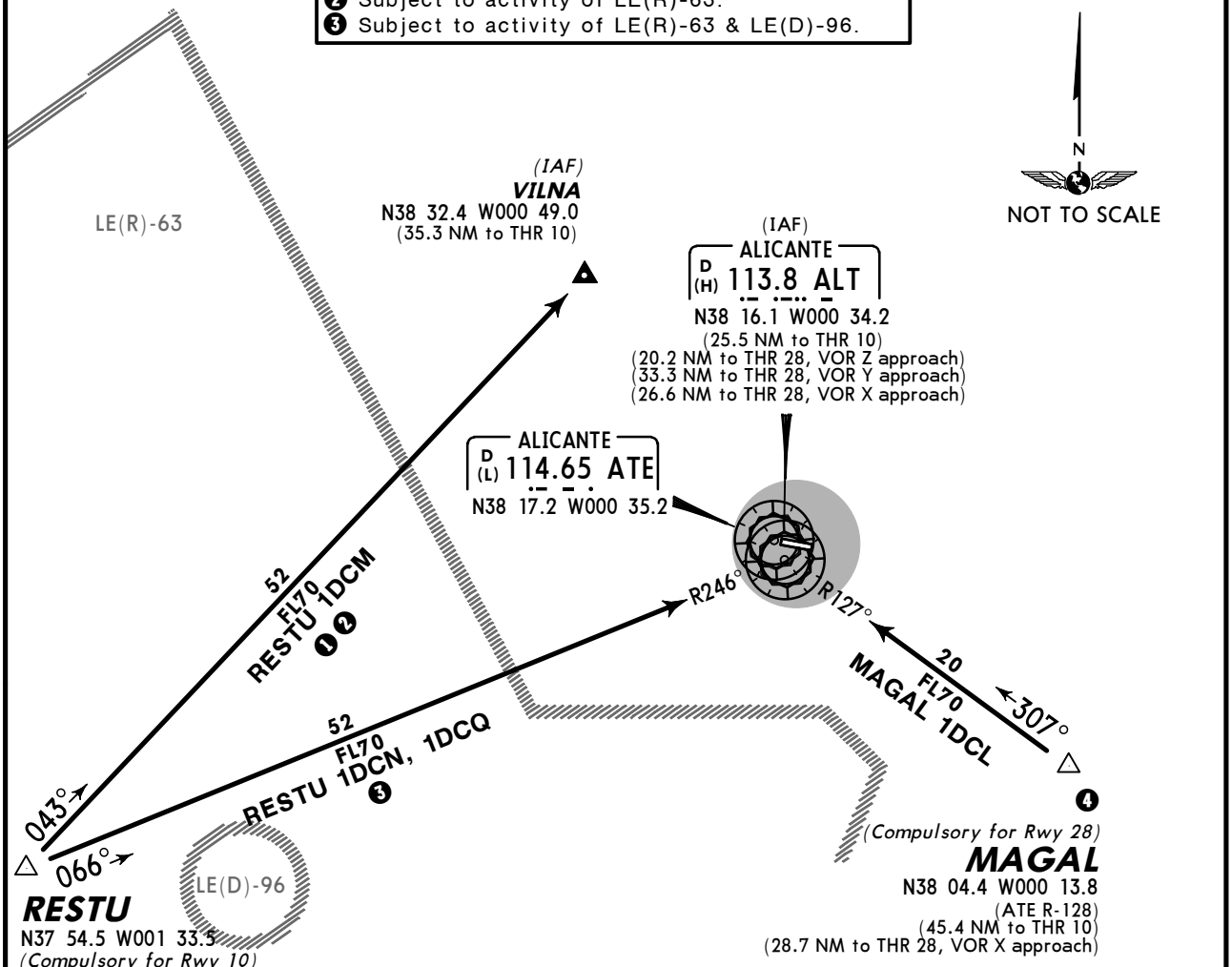
ATIS	Apt Elev	
120.07	142′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

MAGAL ONE DELTA CHARLIE LIMA (MAGAL 1DCL) *[MG1DCL]*
RESTU ONE DELTA CHARLIE MIKE (RESTU 1DCM) *[RE1DCM]* ❶❷
RESTU ONE DELTA CHARLIE QUEBEC (RESTU 1DCQ) *[RE1DCQ]* ❸
RWY 10 CONTINUOUS DESCENT ARRIVALS (CDA)

RESTU ONE DELTA CHARLIE NOVEMBER (RESTU 1DCN) *[RE1DCN]* ❸
RWY 28 CONTINUOUS DESCENT ARRIVAL (CDA)

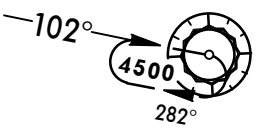
BY ATC
USABLE BETWEEN 2300-0700LT

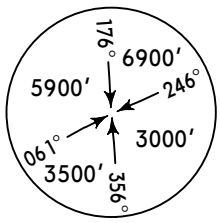
❶ BRNAV (BRNAV approval required).
❷ Subject to activity of LE(R)-63.
❸ Subject to activity of LE(R)-63 & LE(D)-96.



❹ IAF for runway 28 when arriving via airways A-34, (U)L-150 and UP-34 northbound.

HOLDING OVER ALT
Runway 28





MSA
ALT VOR

CHANGES: Reissue.

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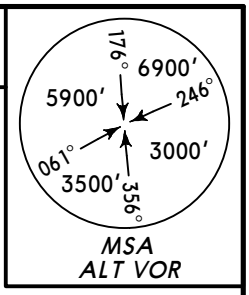
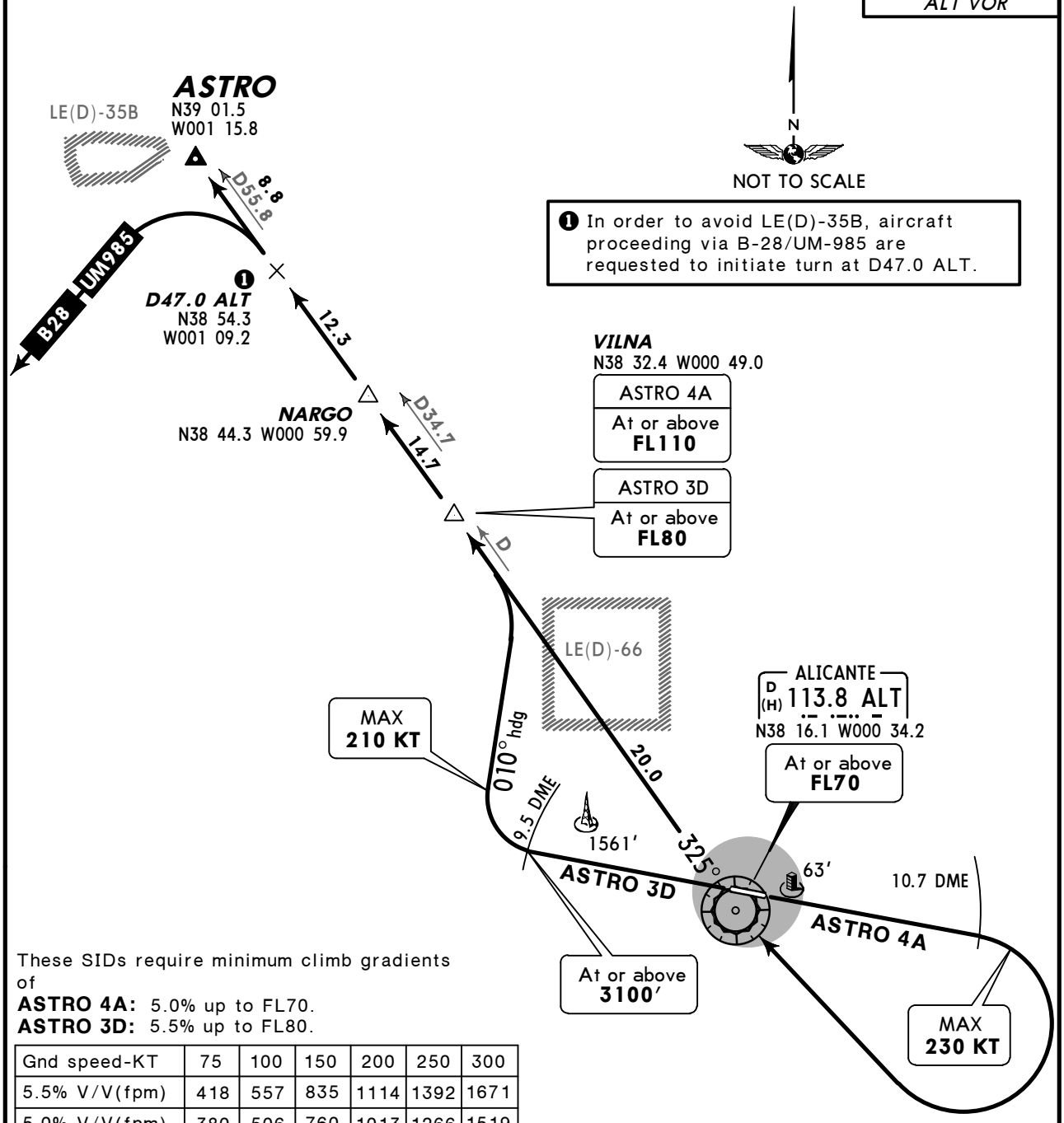
Apt Elev 142′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.

ASTRO FOUR ALFA (ASTRO 4A) *[ASTR4A]*
ASTRO THREE DELTA (ASTRO 3D) *[ASTR3D]*
RWYS 10, 28 DEPARTURES





❶ In order to avoid LE(D)-35B, aircraft proceeding via B-28/UM-985 are requested to initiate turn at D47.0 ALT.

These SIDs require minimum climb gradients of
ASTRO 4A: 5.0% up to FL70.
ASTRO 3D: 5.5% up to FL80.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V(fpm)	418	557	835	1114	1392	1671
5.0% V/V(fpm)	380	506	760	1013	1266	1519

SID	RWY	ROUTING
ASTRO 4A ❷	**10**	Climb on runway heading to ALT 10.7 DME, turn RIGHT to ALT, ALT R-325 via VILNA and NARGO to ASTRO.
ASTRO 3D	**28**	Climb on runway heading to ALT 9.5 DME, turn RIGHT, 010° heading, intercept ALT R-325 via VILNA and NARGO to ASTRO.

❷ Subject to activity of LE(D)-66.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedure shall be carried out:
RWY 10: Climb on runway heading to 3000′, turn by following ATC instructions.
RWY 28: Climb on 271° heading to 4500′, turn by following ATC instructions.

These departures require minimum climb gradients of
RWY 10: 5.0%.
RWY 28: 7.0%.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127
5.0% V/V(fpm)	380	506	760	1013	1266	1519

CHANGES: None.

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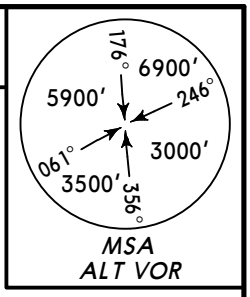
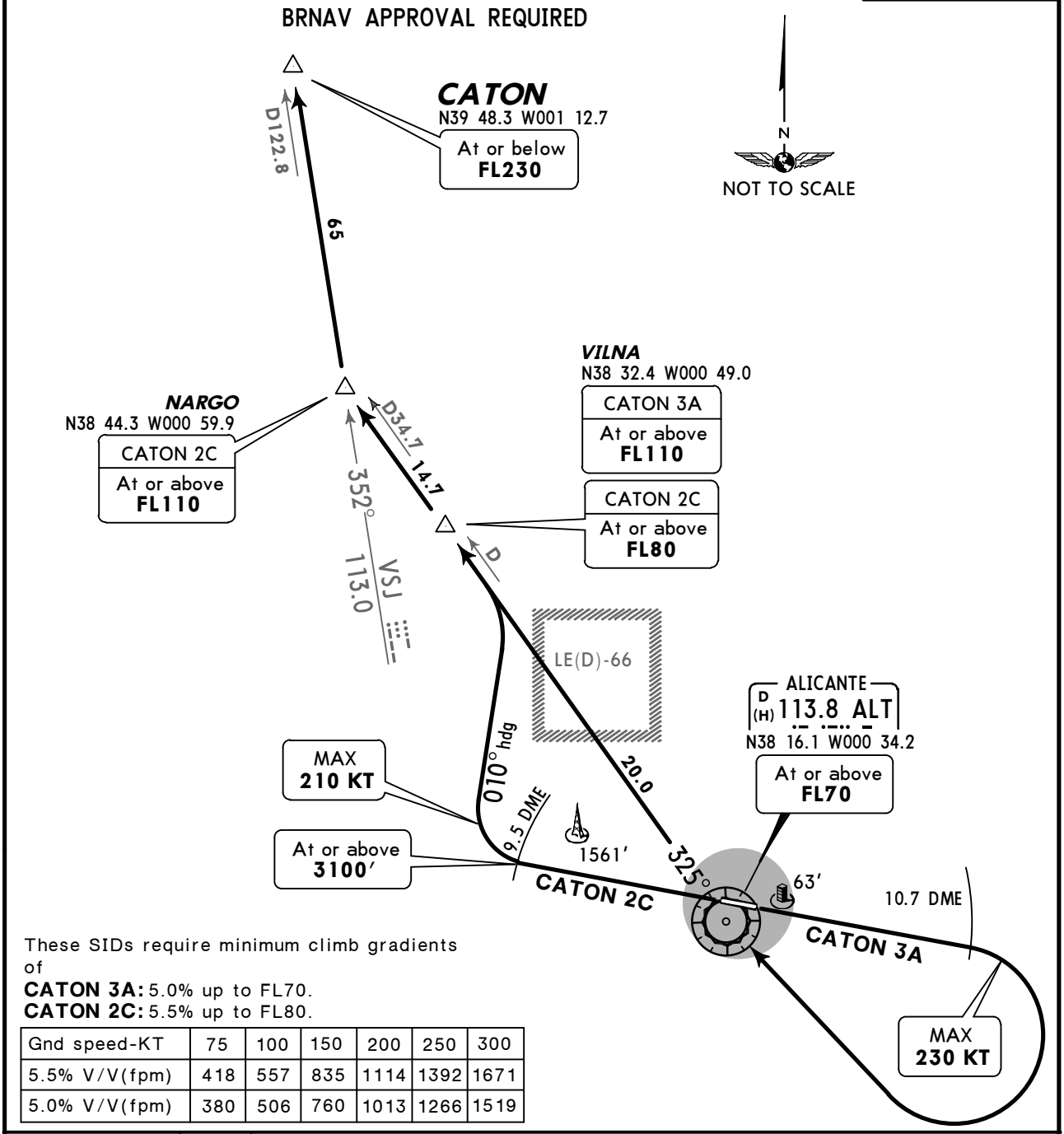
Apt Elev	
142′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.



CATON THREE ALFA (CATON 3A) *[CATO3A]*
CATON TWO CHARLIE (CATON 2C) *[CATO2C]*
RWYS 10, 28 DEPARTURES
(BRNAV)
BRNAV APPROVAL REQUIRED



These SIDs require minimum climb gradients of
CATON 3A: 5.0% up to FL70.
CATON 2C: 5.5% up to FL80.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V(fpm)	418	557	835	1114	1392	1671
5.0% V/V(fpm)	380	506	760	1013	1266	1519

SID	RWY	ROUTING
CATON 3A ❶	**10**	Climb on runway heading to ALT 10.7 DME, turn RIGHT to ALT, ALT R-325 via VILNA to NARGO, then to CATON.
CATON 2C	**28**	Climb on runway heading to ALT 9.5 DME, turn RIGHT, 010° heading, intercept ALT R-325 via VILNA to NARGO, then to CATON.

❶ Subject to activity of LE(D)-66.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedure shall be carried out:
RWY 10: Climb on runway heading to 3000′, turn by following ATC instructions.
RWY 28: Climb on 271° heading to 4500′, turn by following ATC instructions.

These departures require minimum climb gradients of
RWY 10: 5.0%.
RWY 28: 7.0%.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127
5.0% V/V(fpm)	380	506	760	1013	1266	1519

CHANGES: SIDs renumbered; crossing at CATON revised.

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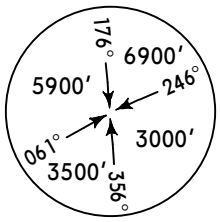
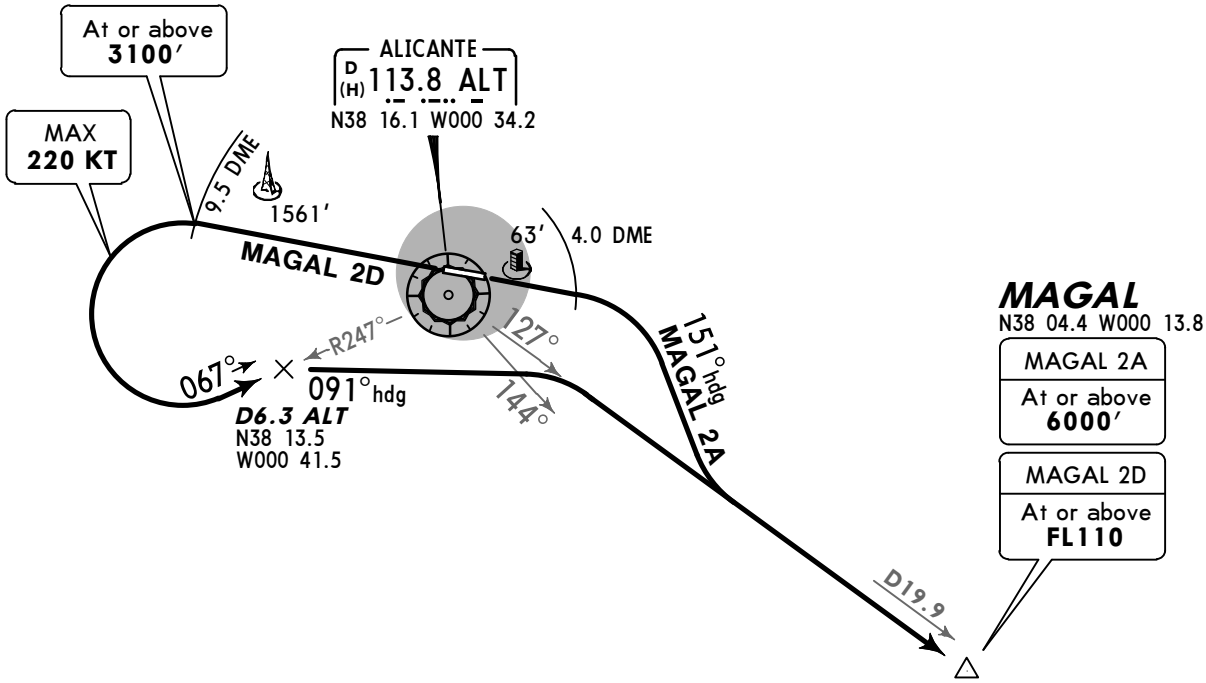
Apt Elev	
142′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.



MSA
ALT VOR

MAGAL TWO ALFA (MAGAL 2A) *[MAGA2A]*
MAGAL TWO DELTA (MAGAL 2D) *[MAGA2D]*
RWYS 10, 28 DEPARTURES



These SIDs require minimum climb gradients of
MAGAL 2A: 5.0% up to 6000.
MAGAL 2D: 5.5% up to FL70.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V(fpm)	418	557	835	1114	1392	1671
5.0% V/V(fpm)	380	506	760	1013	1266	1519

N
NOT TO SCALE

SID	RWY	ROUTING
MAGAL 2A	**10**	Climb on runway heading to ALT 4.0 DME, turn RIGHT, 151° heading, intercept ALT R-127 to MAGAL.
MAGAL 2D	**28**	Climb on runway heading to ALT 9.5 DME, turn LEFT, intercept ALT R-247 inbound to D6.3 ALT, turn RIGHT, 091° heading, when passing ALT R-144 turn RIGHT, intercept ALT R-127 to MAGAL.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedure shall be carried out:
RWY 10: Climb on runway heading to 3000′, turn by following ATC instructions.
RWY 28: Climb on 271° heading to 4500′, turn by following ATC instructions.

These departures require minimum climb gradients of
RWY 10: 5.0%.
RWY 28: 7.0%.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127
5.0% V/V(fpm)	380	506	760	1013	1266	1519

CHANGES: None.

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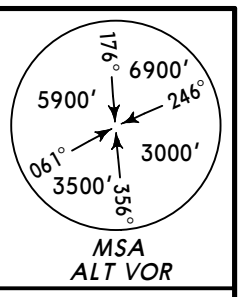
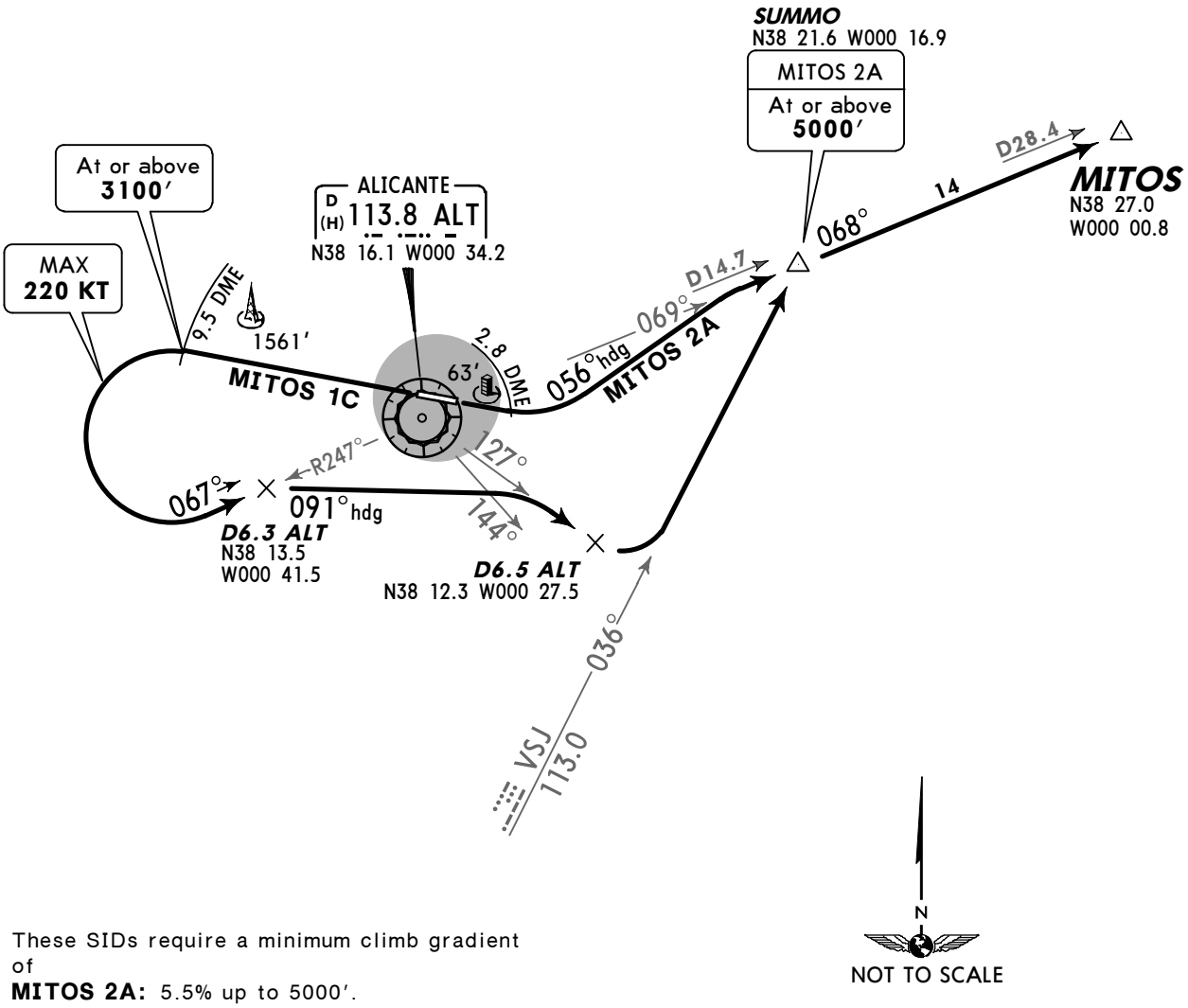
Apt Elev 142′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.



MITOS TWO ALFA (MITOS 2A) *[MITO2A]*
MITOS ONE CHARLIE (MITOS 1C) *[MITO1C]*
RWYS 10, 28 DEPARTURES
RECOMMENDED FOR RNAV EQUIPPED AIRCRAFT VIA AIRWAYS (U)N-608



These SIDs require a minimum climb gradient of
MITOS 2A: 5.5% up to 5000′.
MITOS 1C: 5.5% up to FL70.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V(fpm)	418	557	835	1114	1392	1671

SID	RWY	ROUTING
MITOS 2A	**10**	Climb on runway heading to ALT 2.8 DME, turn LEFT, 056° heading, intercept ALT R-069 to SUMMO, intercept ALT R-068 to MITOS.
MITOS 1C	**28**	Climb on runway heading to ALT 9.5 DME, turn LEFT, intercept ALT R-247 inbound to D6.3 ALT, turn RIGHT, 091° heading, when passing ALT R-144 turn RIGHT, intercept ALT R-127 to D6.5 ALT, turn LEFT, intercept VSJ R-036 to SUMMO, turn RIGHT, intercept ALT R-068 to MITOS.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedure shall be carried out:
RWY 10: Climb on runway heading to 3000′, turn by following ATC instructions.
RWY 28: Climb on 271° heading to 4500′, turn by following ATC instructions.

These departures require minimum climb gradients of
RWY 10: 5.0%.
RWY 28: 7.0%.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127
5.0% V/V(fpm)	380	506	760	1013	1266	1519

CHANGES: Airways (U)N-609 redesignated (U)N-608.

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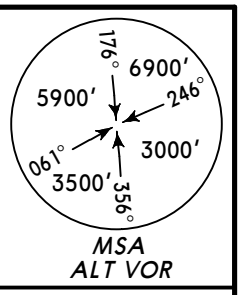
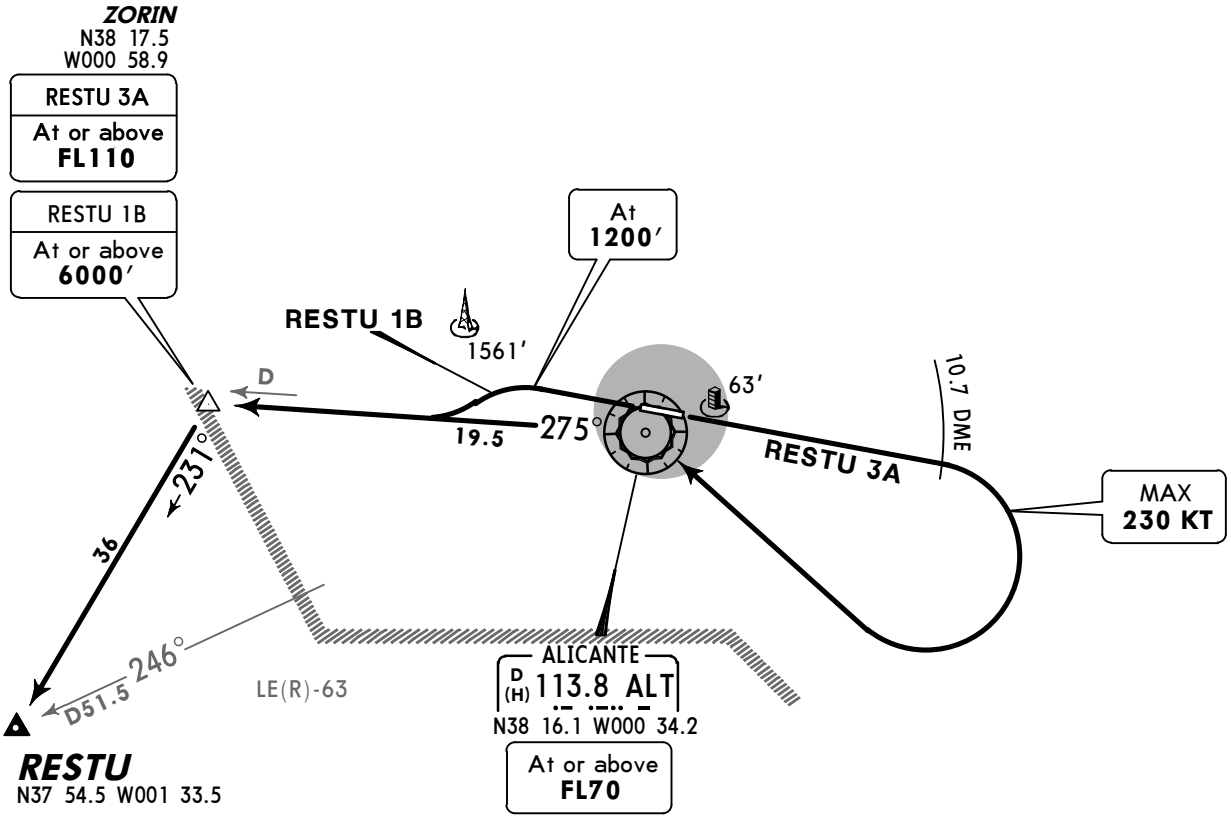
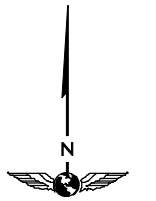
Apt Elev	
142′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.



RESTU THREE ALFA (RESTU 3A) *[REST3A]*
RESTU ONE BRAVO (RESTU 1B) *[REST1B]*
RWYS 10, 28 DEPARTURES

B-RNAV APPROVAL REQUIRED
ONLY AVAILABLE ON PILOTS REQUEST
SUBJECT TO ACTIVITY OF LE(R)-63





NOT TO SCALE

These SIDs require minimum climb gradients of

RESTU 3A

5.0% up to FL70.

RESTU 1B

5.0% up to 6000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127
5.0% V/V(fpm)	380	506	760	1013	1266	1519

SID	RWY	ROUTING
RESTU 3A	**10**	Climb on runway heading to ALT 10.7 DME, turn RIGHT to ALT, ALT R-275 to ZORIN, then to RESTU.
RESTU 1B	**28**	Climb on runway heading to 1200′, turn LEFT, intercept ALT R-275 to ZORIN, then to RESTU.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedure shall be carried out:
RWY 10: Climb on runway heading to 3000′, turn by following ATC instructions.
This departure requires a minimum climb gradient of 5.0%.
RWY 28: Climb on 271° heading to 4500′, turn by following ATC instructions.
This departure requires a minimum climb gradient of 7.0%.

CHANGES: New chart (SIDs transferred; Contingency Departure established).

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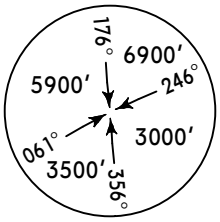
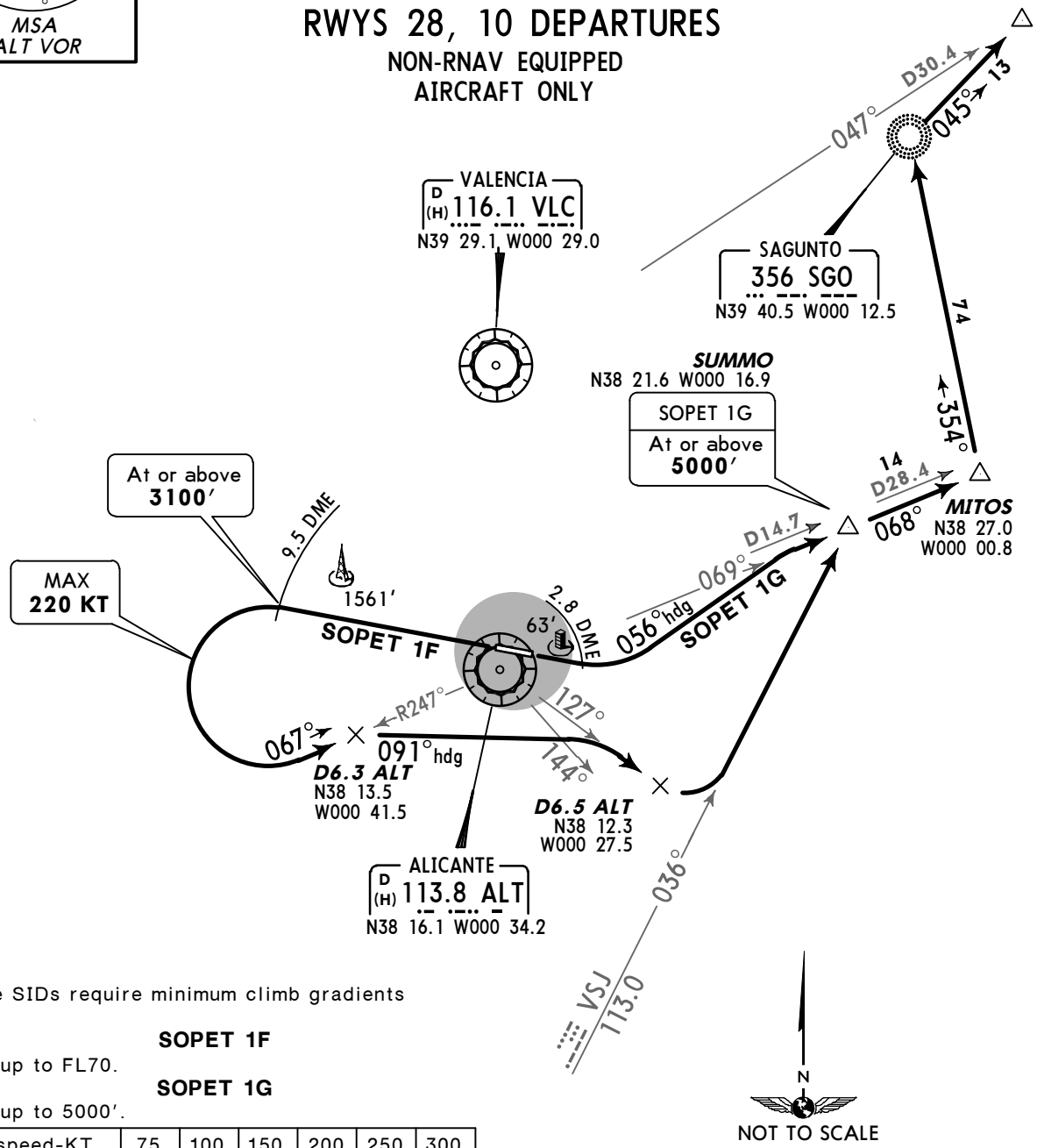


MSA
ALT VOR

Apt Elev
142′

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

SOPET ONE FOXTROT (SOPET 1F) *[SOPE1F]*
SOPET ONE GOLF (SOPET 1G) *[SOPE1G]*
RWYS 28, 10 DEPARTURES
NON-RNAV EQUIPPED AIRCRAFT ONLY



These SIDs require minimum climb gradients of

SOPET 1F

5.5% up to FL70.

SOPET 1G

5.5% up to 5000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127
5.5% V/V(fpm)	418	557	835	1114	1392	1671
5.0% V/V(fpm)	380	506	760	1013	1266	1519

SID	RWY	ROUTING
SOPET 1F	**28**	Climb on runway heading to ALT 9.5 DME, turn LEFT, intercept ALT R-247 inbound to D6.3 ALT, turn RIGHT, 091° heading, when passing ALT R-144 turn RIGHT, intercept ALT R-127 to D6.5 ALT, turn LEFT, intercept VSJ R-036 to SUMMO, turn RIGHT, intercept ALT R-068 to MITOS, turn LEFT, intercept 354° bearing to SGO, turn RIGHT, 045° bearing to SOPET.
SOPET 1G	**10**	Climb on runway heading to ALT 2.8 DME, turn LEFT, 056° heading, intercept ALT R-069 to SUMMO, intercept ALT R-068 to MITOS, turn LEFT, intercept 354° bearing to SGO, turn RIGHT, 045° bearing to SOPET.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedure shall be carried out:
RWY 10: Climb on runway heading to 3000′, turn by following ATC instructions.
This departure requires a minimum climb gradient of 5.0%.
RWY 28: Climb on 271° heading to 4500′, turn by following ATC instructions.
This departure requires a minimum climb gradient of 7.0%.

CHANGES: New chart (SIDs transferred; Contingency Departure established).

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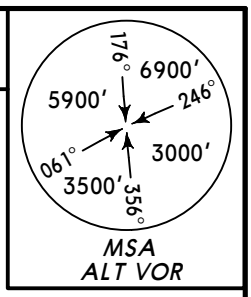
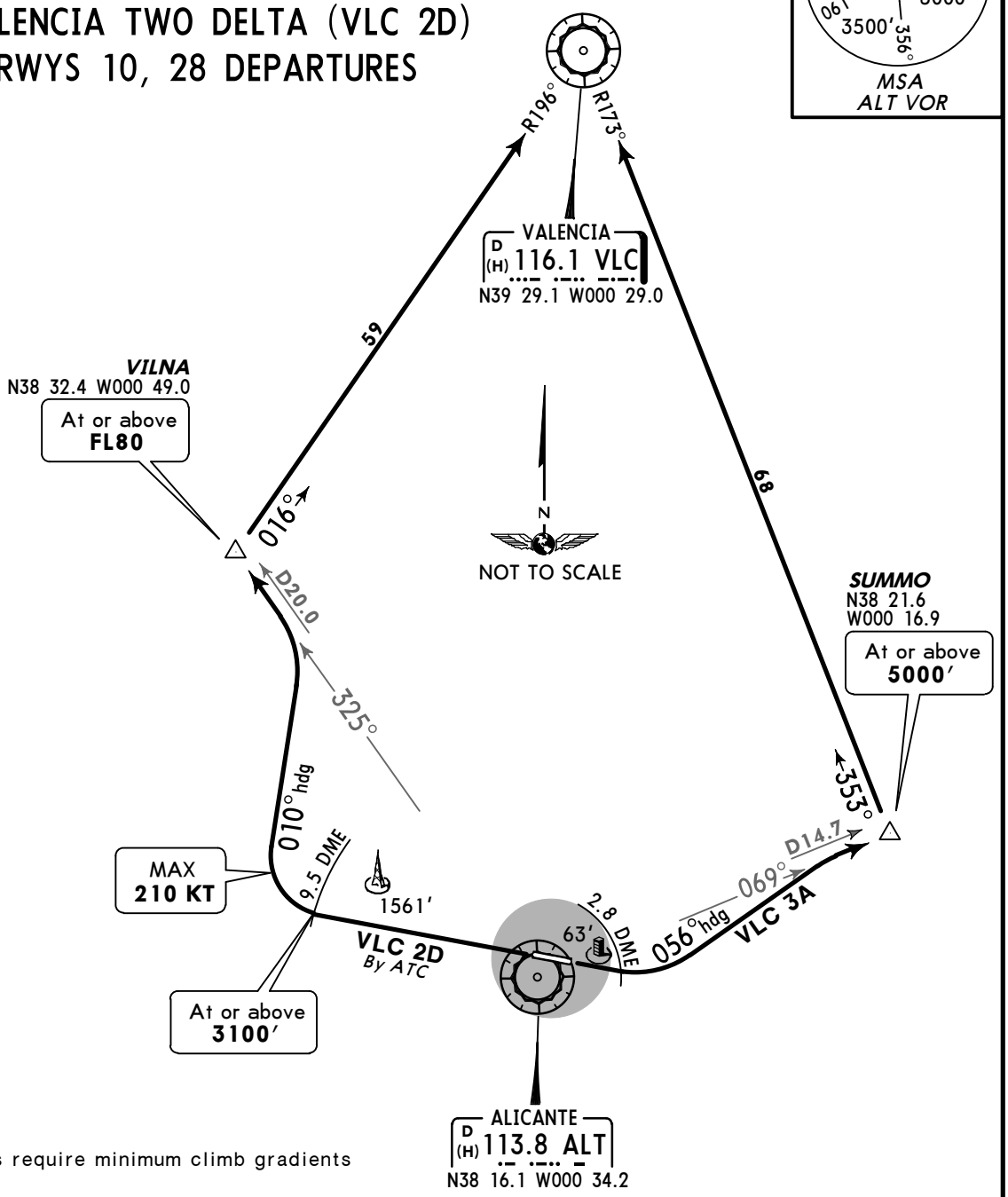
Apt Elev	
142′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.



VALENCIA THREE ALFA (VLC 3A)
VALENCIA TWO DELTA (VLC 2D)
RWYS 10, 28 DEPARTURES



These SIDs require minimum climb gradients of

VLC 3A

5.5% up to 5000′.

VLC 2D

5.5% up to FL80.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127
5.5% V/V(fpm)	418	557	835	1114	1392	1671
5.0% V/V(fpm)	380	506	760	1013	1266	1519

SID	RWY	ROUTING
VLC 3A	**10**	Climb on runway heading to ALT 2.8 DME, turn LEFT, 056° heading, intercept ALT R-069 to SUMMO, turn LEFT, intercept VLC R-173 inbound to VLC.
VLC 2D By ATC	**28**	Climb on runway heading to ALT 9.5 DME, turn RIGHT, 010° heading, intercept ALT R-325 to VILNA, turn RIGHT, intercept VLC R-196 inbound to VLC.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedure shall be carried out:
RWY 10: Climb on runway heading to 3000′, turn by following ATC instructions.
This departure requires a minimum climb gradient of 5.0%.
RWY 28: Climb on 271° heading to 4500′, turn by following ATC instructions.
This departure requires a minimum climb gradient of 7.0%.

CHANGES: New chart (SIDs transferred; Contingency Departure established).

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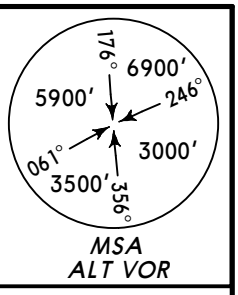
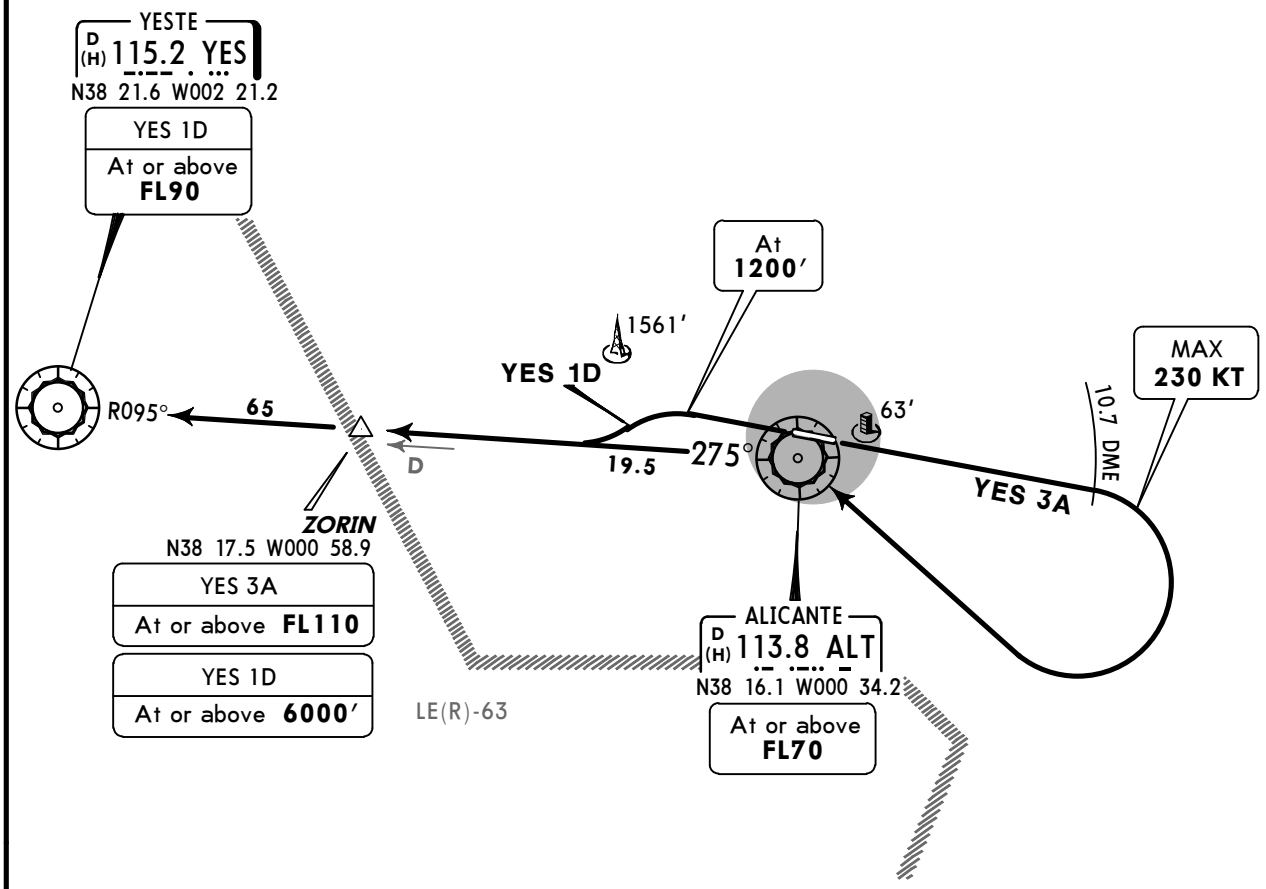
Apt Elev	
142′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.



YESTE THREE ALFA (YES 3A)
YESTE ONE DELTA (YES 1D)
RWYS 10, 28 DEPARTURES

ONLY AVAILABLE ON PILOTS REQUEST
SUBJECT TO ACTIVITY OF LE(R)-63



These SIDs require minimum climb gradients of

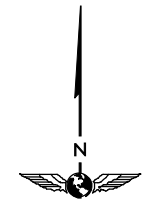
YES 3A

5.0% up to FL70.

YES 1D

5.0% up to 6000′.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127
5.0% V/V(fpm)	380	506	760	1013	1266	1519



NOT TO SCALE

SID	RWY	ROUTING
YES 3A	**10**	Climb on runway heading to ALT 10.7 DME, turn RIGHT to ALT, ALT R-275 via ZORIN to YES.
YES 1D	**28**	Climb on runway heading to 1200′, turn LEFT, intercept ALT R-275 via ZORIN to YES.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedure shall be carried out:
RWY 10: Climb on runway heading to 3000′, turn by following ATC instructions.
This departure requires a minimum climb gradient of 5.0%.
RWY 28: Climb on 271° heading to 4500′, turn by following ATC instructions.
This departure requires a minimum climb gradient of 7.0%.

CHANGES: New chart (SIDs transferred; Contingency Departure established).

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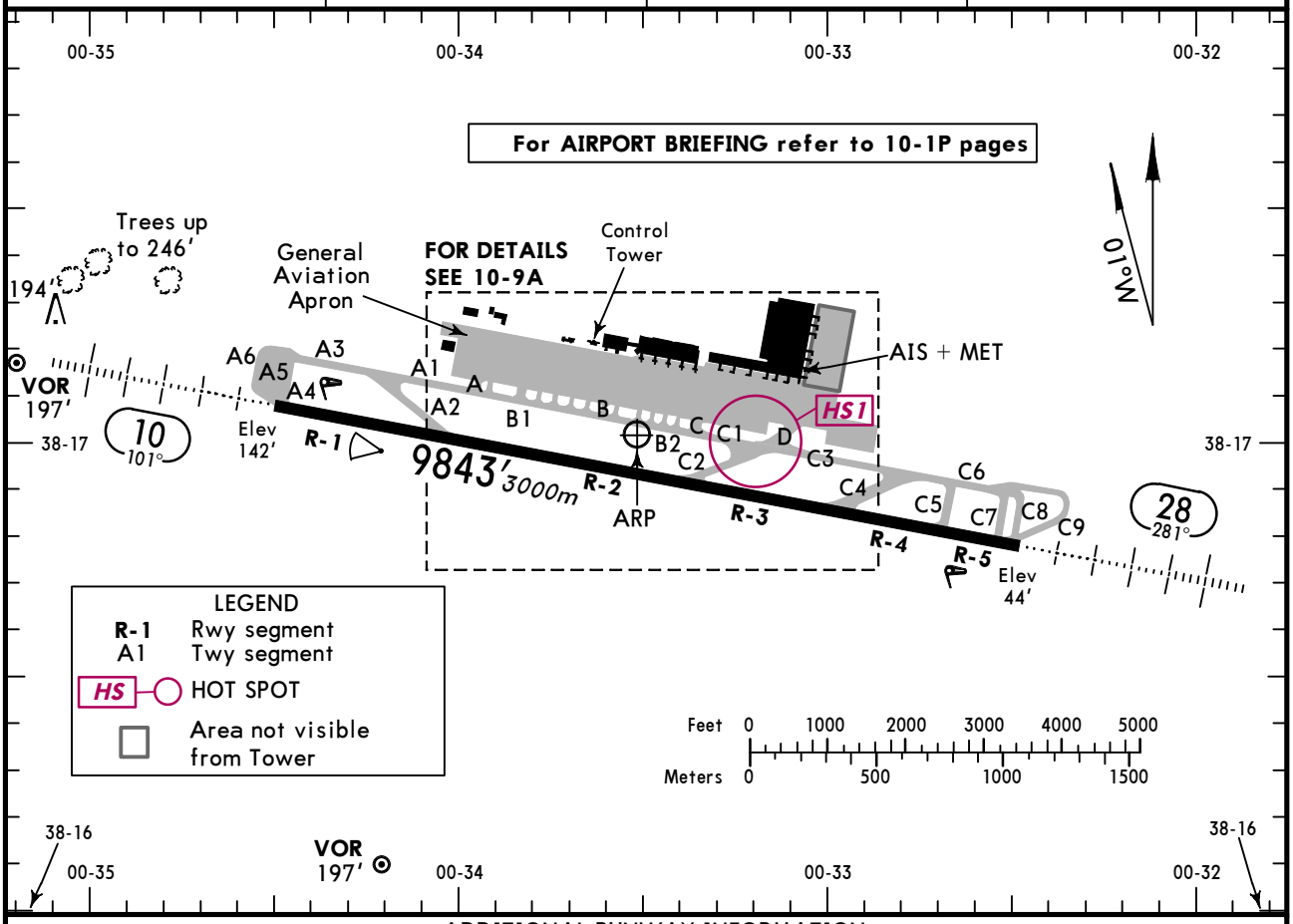
ATIS	ALICANTE Clearance	ALICANTE Tower (GND)	Tower
120.07	119.85	130.65	118.15



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10	HIRL *(50m)* CL *(15m)* HIALS REIL PAPI (3.0°) ❶ RVR		8694′ *2650m*	❸	148′ *45m*
28	HIRL *(50m)* CL *(15m)* HIALS REIL PAPI (3.0°) ❷				

❶ HSTIL-C2&C4

❷ HSTIL-A2

❸ TAKE-OFF RUN AVAILABLE

RWY 10:

From rwy head	9843′ (3000m)
twy A4 int	9744′ (2970m)

RWY 28:

From rwy head	9843′ (3000m)
twy C7 int	9616′ (2931m)
twy C5 int	8858′ (2700m)

HOT SPOT

(For information only, not to be construed as ATC instructions.)

HS1 Use CAUTION at instructions to turn into Rwy direction: No entry to Twy C2. Area of confusion. Special attention to markings and ATC instructions.

Standard TAKE-OFF ❶

Approved Operators	LVP must be in force: 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, B, C	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
D	*150m*	*200m*	*250m*	*300m*		

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

CHANGES: ARP. Usable lengths.

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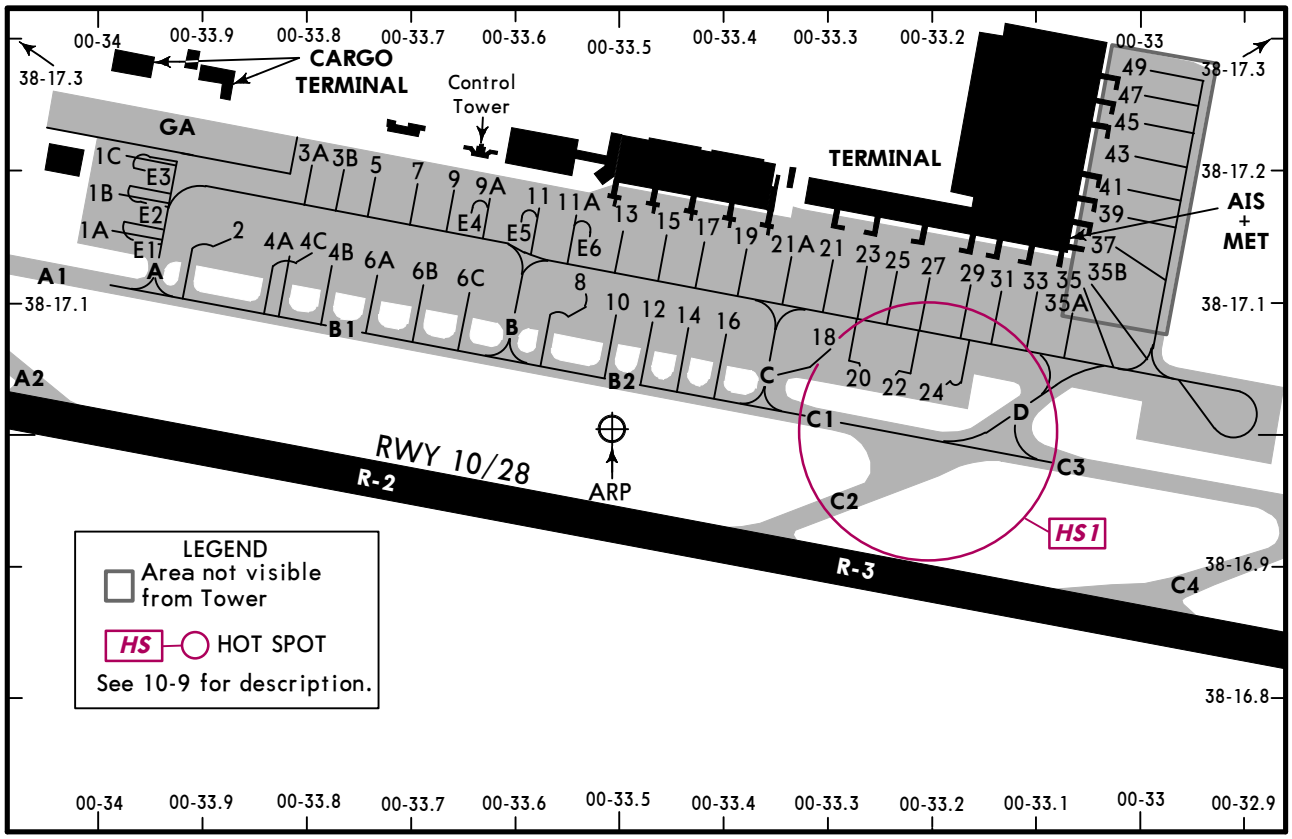

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1A thru 1C	N38 17.2 W000 34.0	19	N38 17.2 W000 33.3
2	N38 17.2 W000 33.9	20	N38 17.1 W000 33.2
3A, 3B	N38 17.2 W000 33.8	21	N38 17.1 W000 33.3
4A thru 4C	N38 17.1 W000 33.8	21A	N38 17.2 W000 33.3
5	N38 17.2 W000 33.8	22	N38 17.0 W000 33.3
6A	N38 17.1 W000 33.8	23	N38 17.1 W000 33.3
6B, 6C	N38 17.1 W000 33.7	24	N38 17.0 W000 33.2
7	N38 17.2 W000 33.7	25 thru 29	N38 17.1 W000 33.2
8	N38 17.1 W000 33.6	31 thru 35B	N38 17.1 W000 33.1
9	N38 17.2 W000 33.7	37	N38 17.1 W000 33.0
9A	N38 17.2 W000 33.6	39 thru 45	N38 17.2 W000 33.0
10	N38 17.1 W000 33.5	47, 49	N38 17.3 W000 33.0
11, 11A	N38 17.2 W000 33.6	E1	N38 17.1 W000 34.0
12	N38 17.1 W000 33.5	E2, E3	N38 17.2 W000 33.9
13	N38 17.2 W000 33.4	E4, E5	N38 17.2 W000 33.6
14	N38 17.1 W000 33.4	E6	N38 17.2 W000 33.5
15	N38 17.2 W000 33.4		
16	N38 17.1 W000 33.4		
17	N38 17.2 W000 33.4		
18	N38 17.1 W000 33.3		

CHANGES: New stands.

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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 3 panels with 4 characters, composed by yellow and red 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 and red fluorescent.
3. Distance indicator to the stop position: 3 panels 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.

CHANGES: New page.

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BRIEFING STRIP

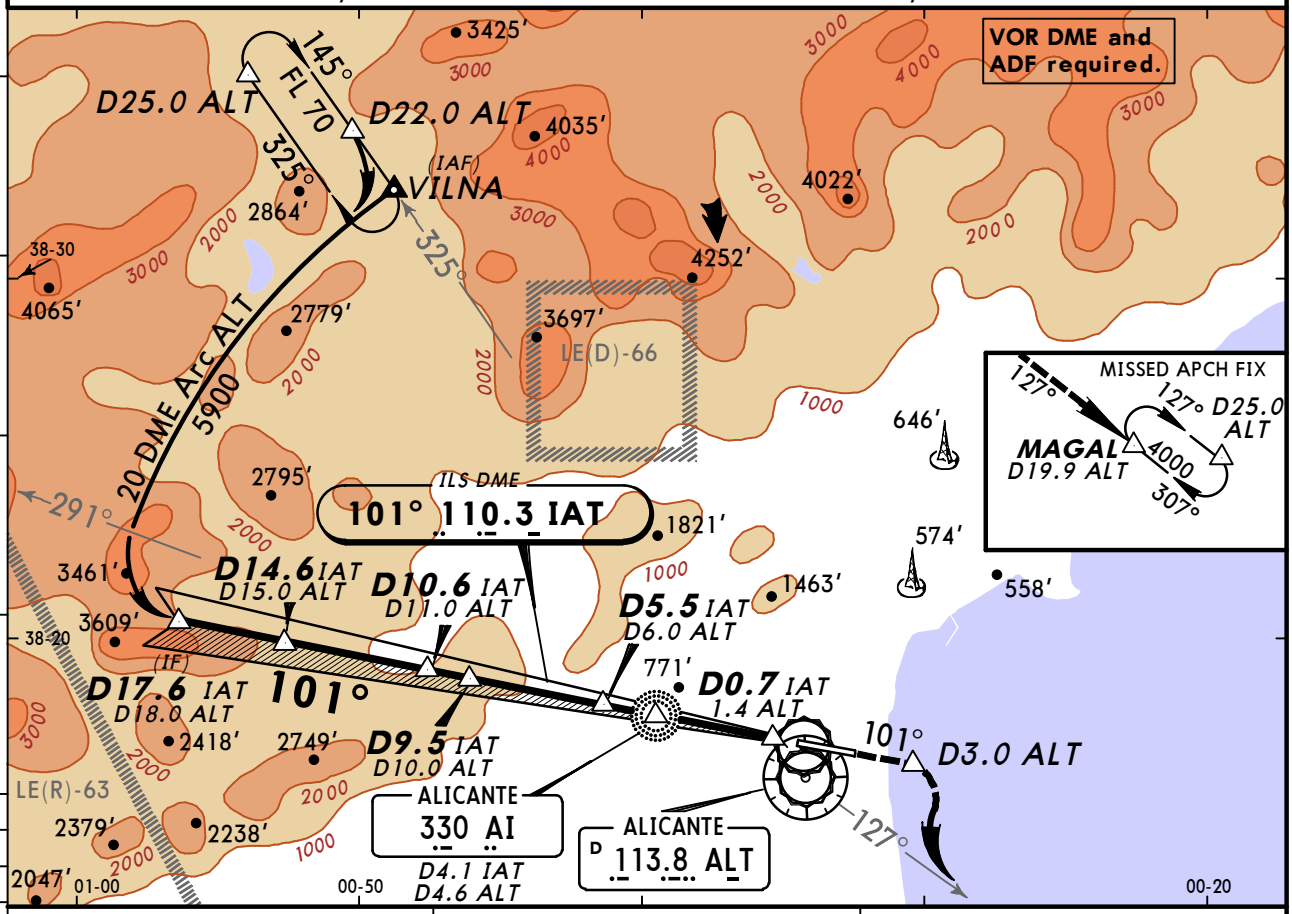
ATIS	VALENCIA Control (APP)	ALICANTE Tower	Ground
120.07	120.4 118.8	118.15	130.65

LOC IAT	Final Apch Crs	GS Lctr	ILS DA(H)	Apt Elev 142′
110.3	101°	1504′ (1362′)	Refer to Minimums	RWY 142′

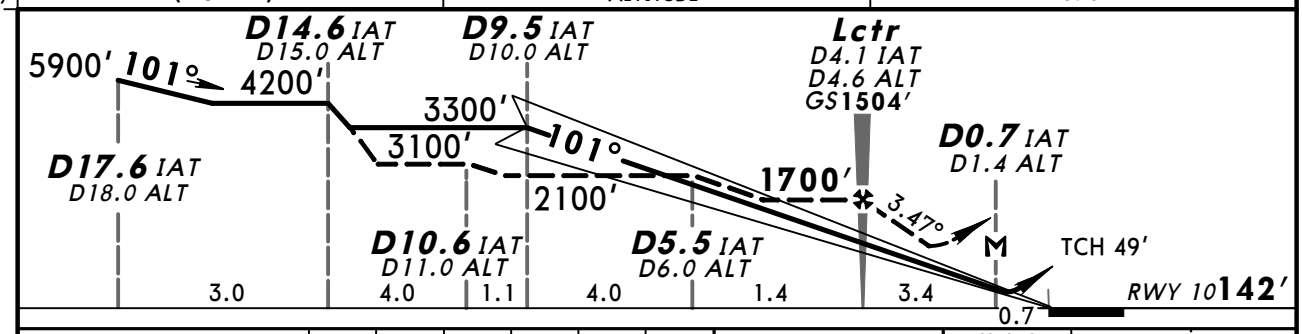
MISSED APCH: Climb on 101° to D3.0 ALT. Climbing turn RIGHT to intercept and follow R-127 direct to MAGAL to 4000′ and hold.

MSA
ALT VOR
176° 6900′
246° 5900′
061° 3000′
356° 3500′

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 6000′
1. ILS DME reads zero at rwy 10 threshold. 2. ILS: No obstacle free zone rwy 10.



LOC (GS out)	IAT DME	4.0
	ALTITUDE	1670′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	377	485	539	647	755	862
LOC Desc Angle	3.47°	430	553	614	737	860	983
MAP at D0.7 IAT/D1.0 ALT							

HIALS
REIL
PAPI PAPI

D3.0 ALT on 101°

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 10

ILS
DA(H) A: 360′ (218′) C: 380′ (238′)
B: 372′ (230′) D: 391′ (249′)

	FULL	Limited	ALS out	LOC (GS out)
A	RVR 550m	RVR 750m	RVR 1200m	Refer to CIRCLE-TO-LAND
B				
C				
D			RVR 1300m	

CIRCLE-TO-LAND
Not authorized
North of airport

Max Kts	MDA(H)	VIS
100	960′ (818′)	1500m
135	1090′ (948′)	1600m
180	1240′ (1098′)	2400m
205	1370′ (1228′)	3600m

CHANGES: Communications. Note. Bearings on VILNA holding.

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BRIEFING STRIP

ATIS	VALENCIA Control (APP)		ALICANTE Tower	Ground
120.07	120.4	118.8	118.15	130.65

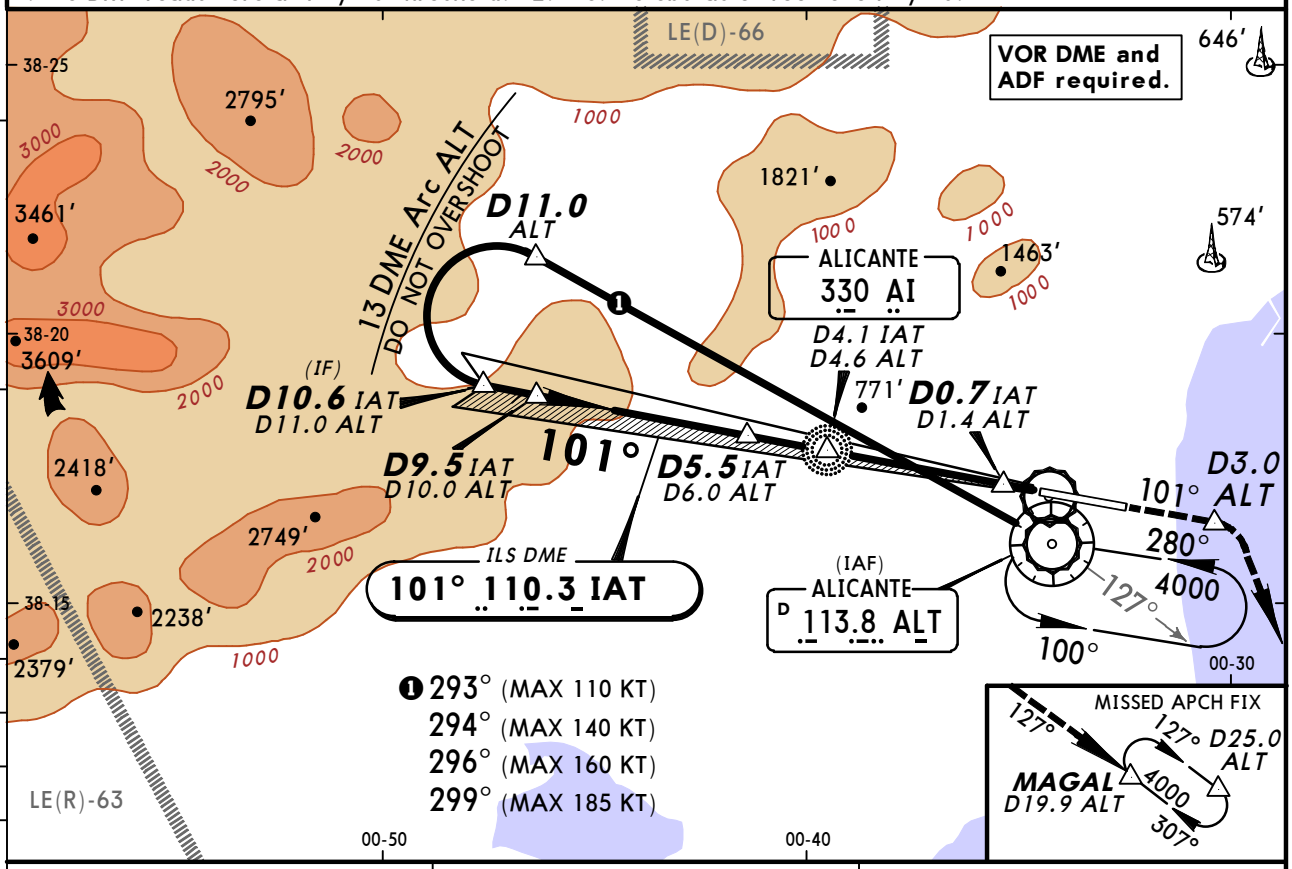
LOC IAT	Final Apch Crs	GS Lctr	ILS DA(H)	Apt Elev / RWY
110.3	101°	1504′ (1362′)	Refer to Minimums	142′ / 142′

MISSED APCH: Climb on 101° to D3.0 ALT. Climbing turn RIGHT to intercept and follow R-127 direct to MAGAL to 4000′ and hold.

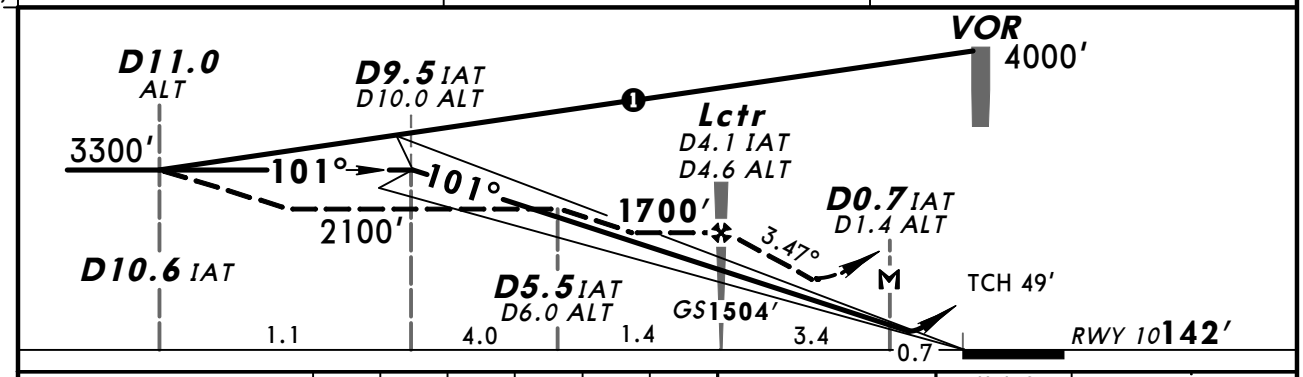
MSA ALT VOR: 178° 6900′; 246° 5900′; 061° 3000′; 356° 3500′

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 6000′

1. ILS DME reads zero at rwy 10 threshold. 2. ILS: No obstacle free zone rwy 10.



LOC (GS out)	IAT DME	4.0
	ALTITUDE	1670′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	377	485	539	647	755	862
LOC Desc Angle	3.47°	430	553	614	737	860	983
MAP at D0.7 IAT/D1.0 ALT							

HIALS
REIL
PAPI PAPI

D3.0 ALT on 101°

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 10

ILS — DA(H) A: 360′ (218′) B: 372′ (230′) C: 380′ (238′) D: 391′ (249′)

	FULL	Limited	ALS out	LOC (GS out)
A	RVR 550m	RVR 750m	RVR 1200m	Refer to CIRCLE-TO-LAND
B				
C				
D			RVR 1300m	

CIRCLE-TO-LAND
Not authorized
North of airport

Max Kts	MDA(H)	VIS
100	960′ (818′)	1500m
135	1090′ (948′)	1600m
180	1240′ (1098′)	2400m
205	1370′ (1228′)	3600m

CHANGES: Communications. Note.

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BRIEFING STRIP

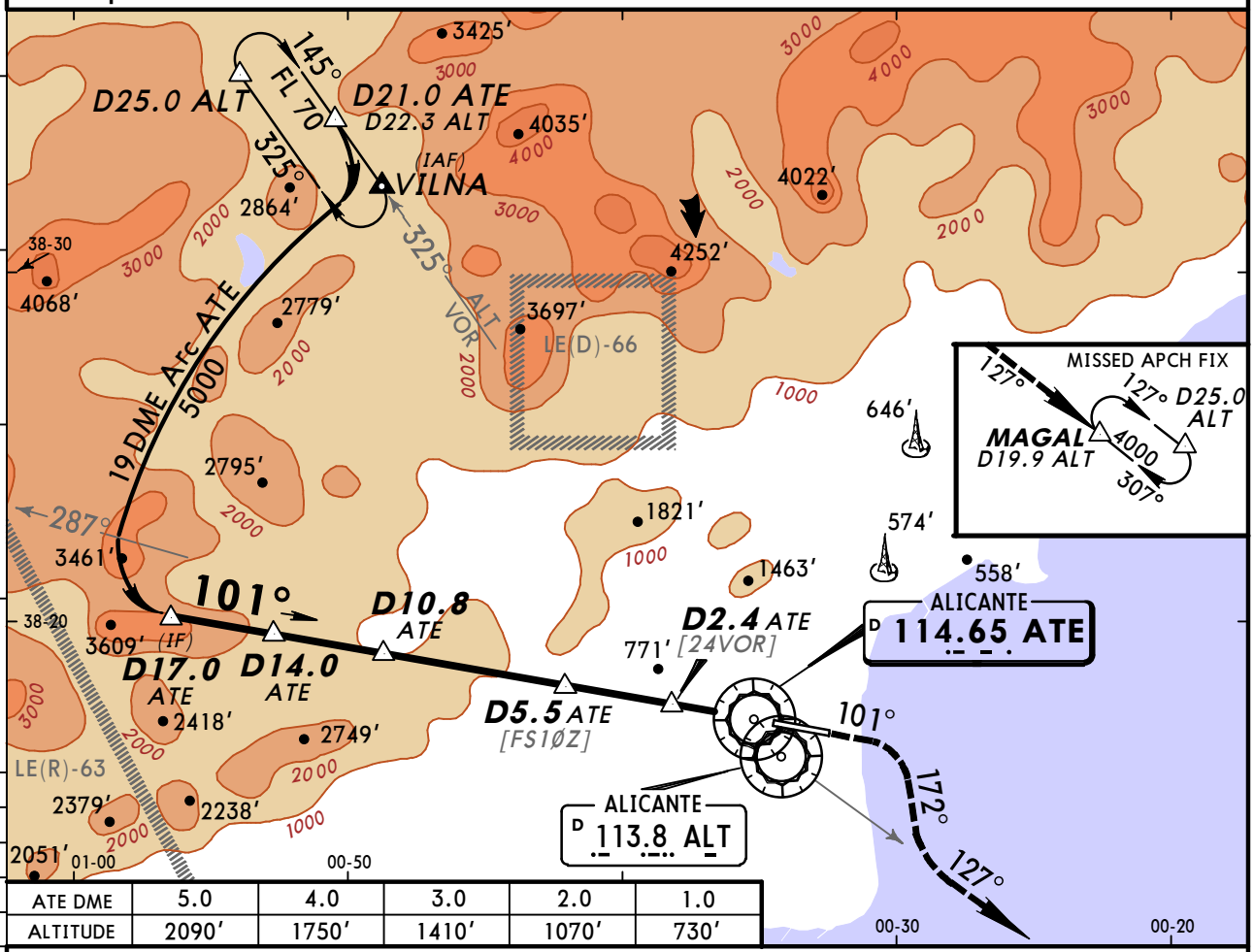
ATIS	VALENCIA Control (APP)		ALICANTE Tower	Ground
120.07	120.4	118.8	118.15	130.65

VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 142′
ATE 114.65	101°	D5.5 ATE 2200′ (2058′)	700′ (558′)	RWY 142′

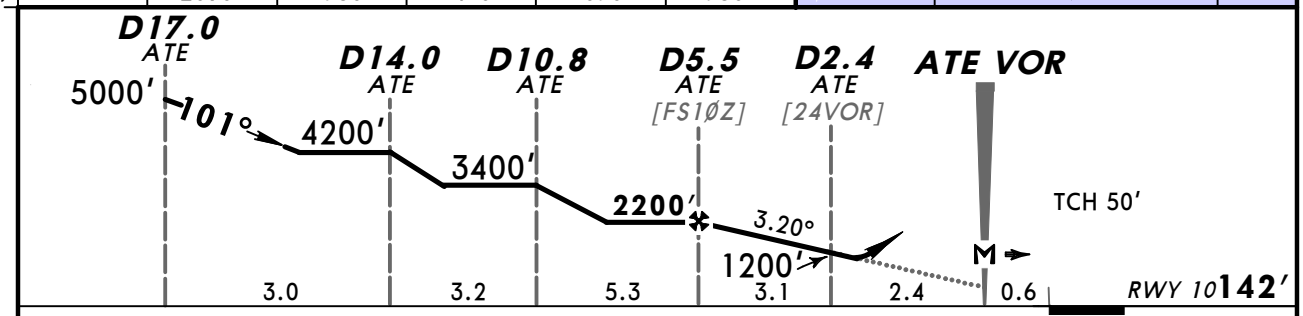
MISSED APCH: Climb on R-101 ATE to 1600′, then turn RIGHT onto 172° and follow R-127 ALT direct to MAGAL to 4000′ and hold.

MSA ATE VOR: 176° 6900′; 246° 5900′; 061° 3000′; 356° 3500′

Alt Set: hPa
DME required.
Rwy Elev: 5 hPa
Trans level: By ATC
Trans alt: 6000′



ATE DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2090′	1750′	1410′	1070′	730′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.20°	396	510	566	679	793	906
MAP at ATE VOR							

HIALS
REIL
PAPI PAPI

1600′ on 101°

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 10

DA(H) 700′ (558′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1800m	CMV 2400m
D		

CIRCLE-TO-LAND
Not authorized
North of airport

Max Kts	MDA(H)	VIS
100	960′ (818′)	1500m
135	1090′ (948′)	1600m
180	1240′ (1098′)	2400m
205	1370′ (1228′)	3600m

CHANGES: Communications. Bearings on VILNA holding. TCH.

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BRIEFING STRIP

ATIS	VALENCIA Control (APP)		ALICANTE Tower	Ground
120.07	120.4	118.8	118.15	130.65

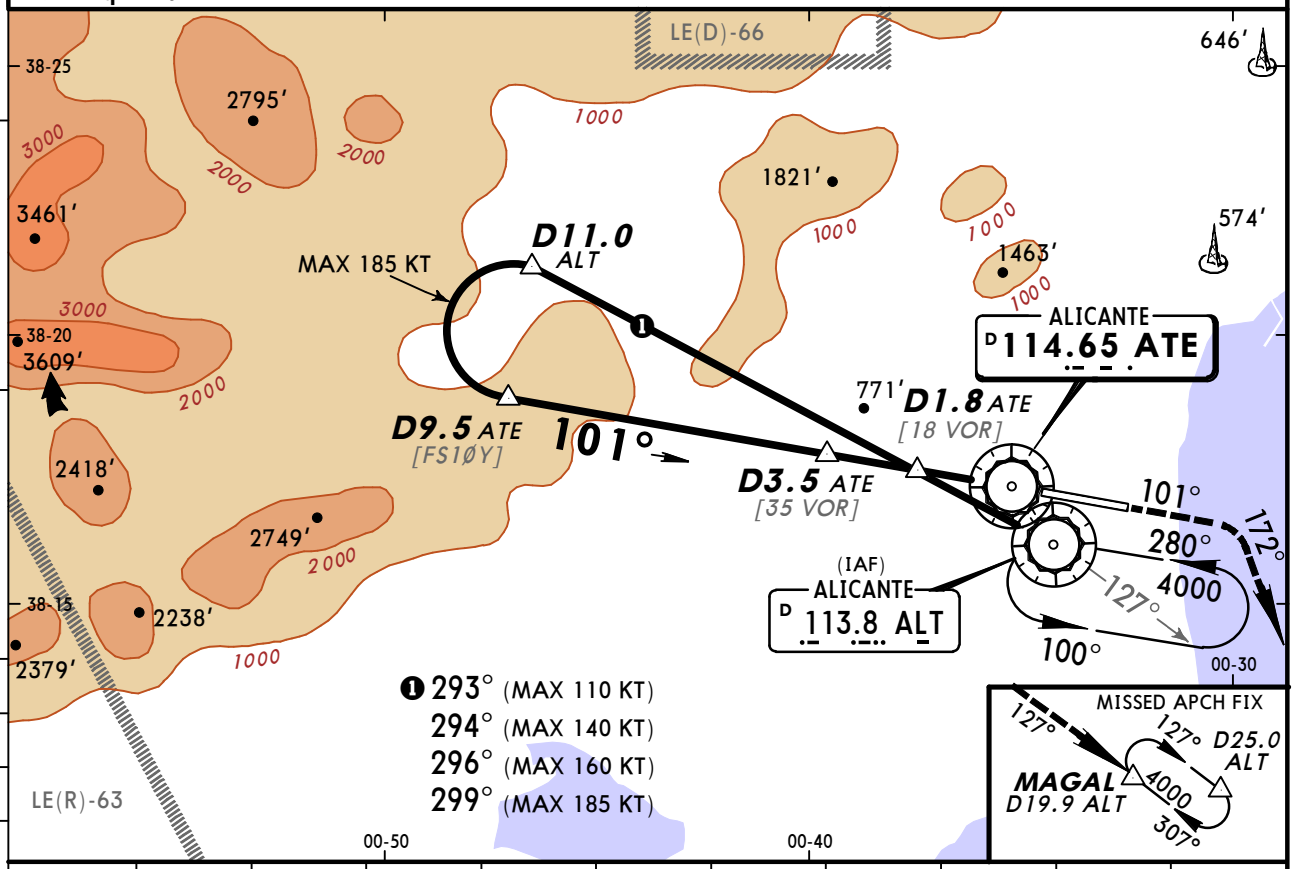
VOR ATE	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev / RWY
114.65	101°	D9.5 ATE 3600′ (3458′)	650′ (508′)	Apt Elev 142′ RWY 142′

MISSED APCH: Climb on R-101° ATE to 1600′, then turn RIGHT onto 172° and follow R-127 ALT direct to MAGAL to 4000′ and hold.

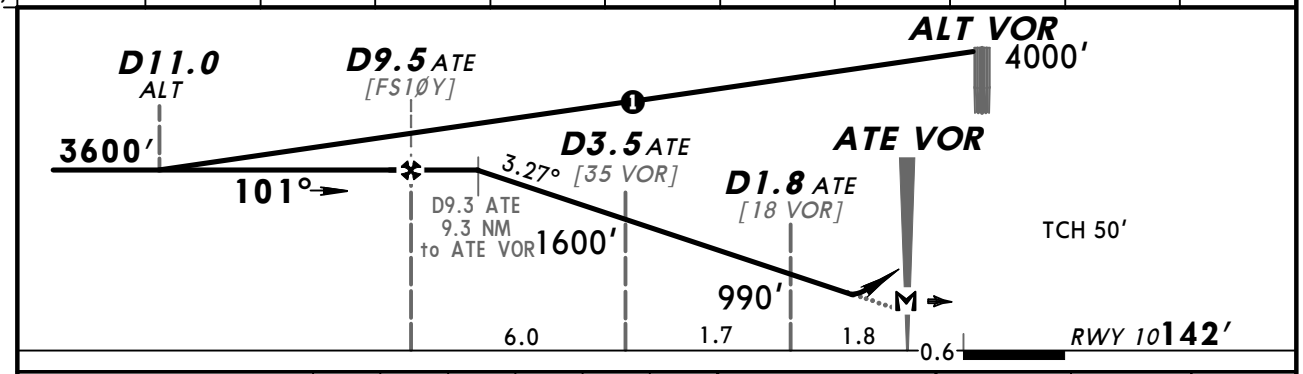
MSA ATE VOR: 176° 6900′; 246° 5900′; 061° 3000′; 356° 3500′

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 6000′

DME required.



ATE DME	9.3	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3600′	3490′	3150′	2800′	2460′	2110′	1770′	1420′	1080′	740′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.27°	405	521	579	694	810	926
MAP at ATE VOR							

HIALS
REIL
PAPI PAPI

1600′ on 101°

Standard STRAIGHT-IN LANDING RWY 10

DA(H) 650′ (508′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1600m	CMV 2400m
D		

CIRCLE-TO-LAND
Not authorized
North of airport

Max Kts	MDA(H)	VIS
100	960′ (818′)	1500m
135	1090′ (948′)	1600m
180	1240′ (1098′)	2400m
205	1370′ (1228′)	3600m

PANS OPS 4

CHANGES: Communications. Recommended altitudes. Descent angle. TCH.

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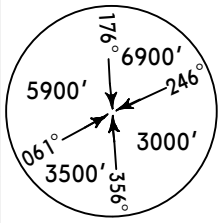
BRIEFING STRIP

ATIS	VALENCIA Control (APP)		ALICANTE Tower	Ground
120.07	120.4	118.8	118.15	130.65

VOR ALT	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 142′
113.8	261°	D8.0 ALT 2200′ (2156′)	Refer to Minimums	RWY 44′

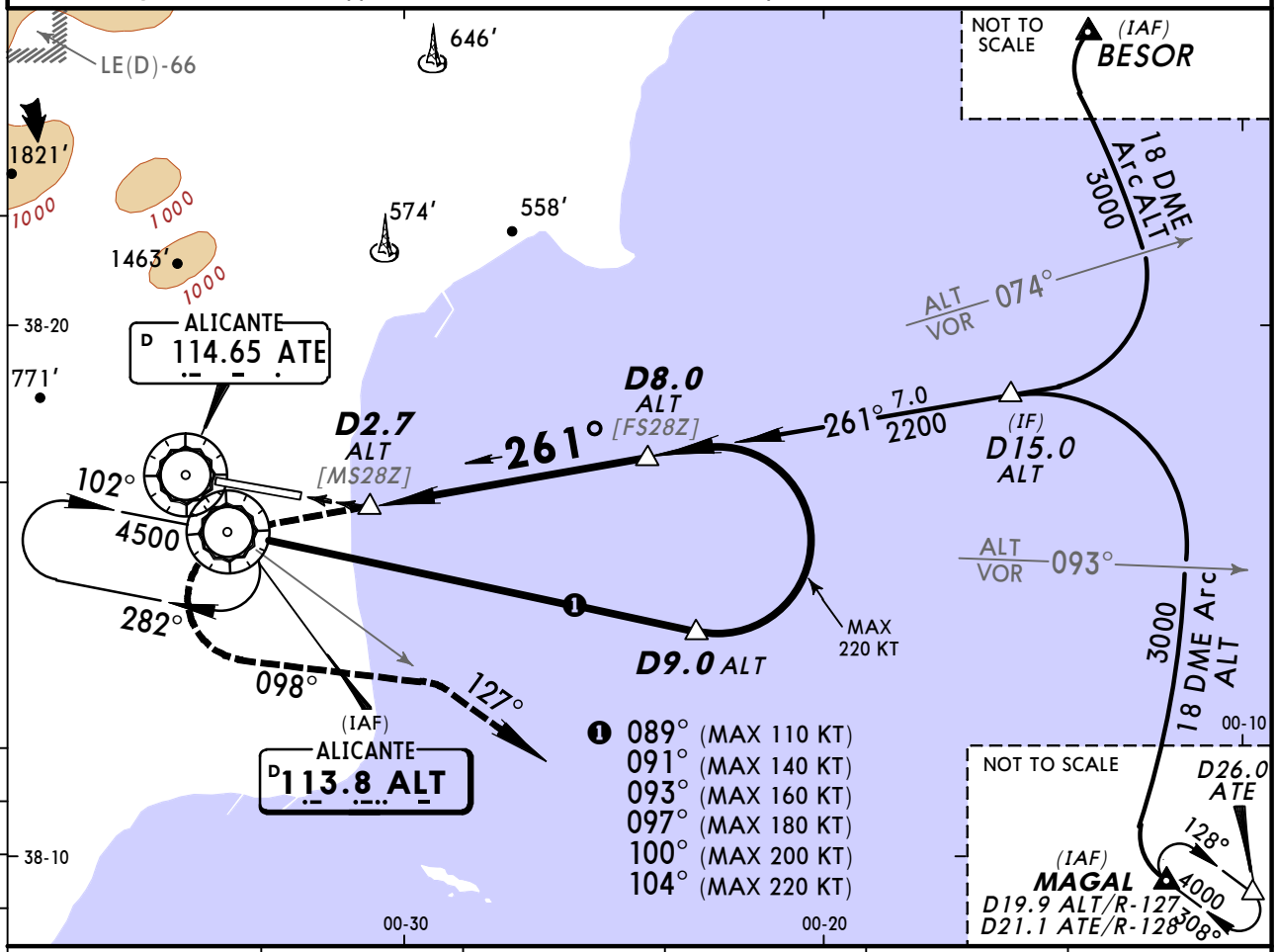
MISSED APCH: Climb direct to ALT VOR, then turn LEFT (MAX 220 KT) onto 098° to intercept and follow R-127 ALT to MAGAL, join holding and climb to 4000′.



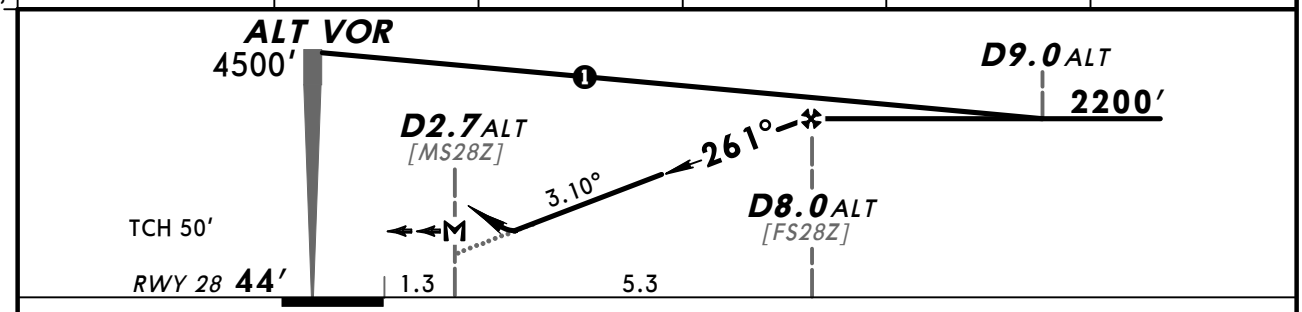
MSA
ALT VOR

Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 6000′

1. **DME required.** 2. Final approach track offset 20° from runway centerline.



ALT DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	560′	890′	1220′	1550′	1880′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at D2.7 ALT							

HIALS
PAPI PAPI

ALT 113.8

098° LT

220 KT MAX

PANS OPS

Standard STRAIGHT-IN LANDING RWY 28

DA(H) AB: 540′ (496′)

		ALS out
A	RVR 1500m	CMV 2300m
B		
C	Refer to CIRCLE-TO-LAND	
D		

CIRCLE-TO-LAND
Not authorized North of airport

Max Kts	MDA(H)	VIS
100	960′ (818′)	2300m
135	1090′ (948′)	2300m
180	1240′ (1098′)	2400m
205	1370′ (1228′)	3600m

CHANGES: None.

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BRIEFING STRIP ™

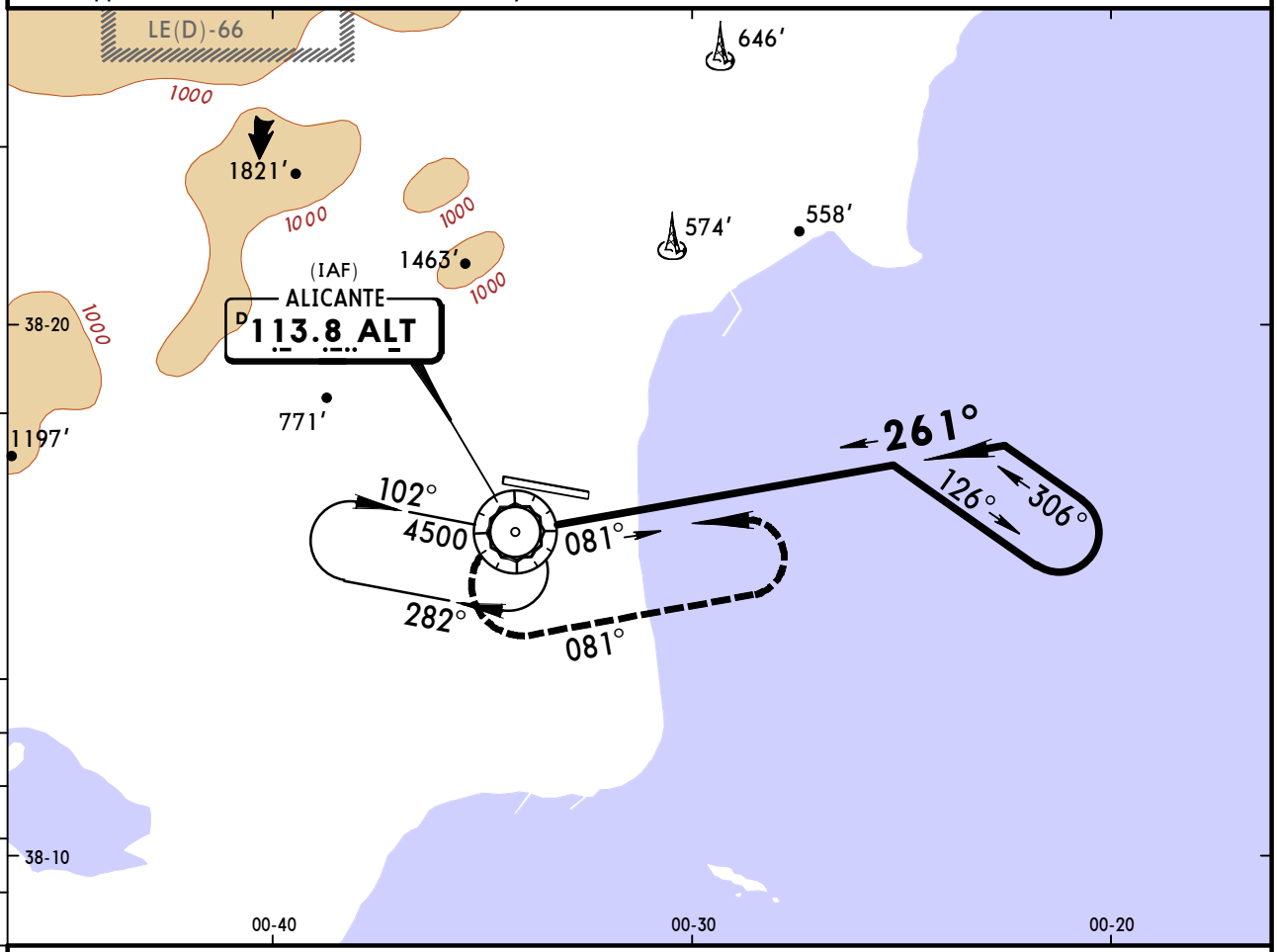
ATIS	VALENCIA Control (APP)	ALICANTE Tower	Ground
120.07	120.4 118.8	118.15	130.65

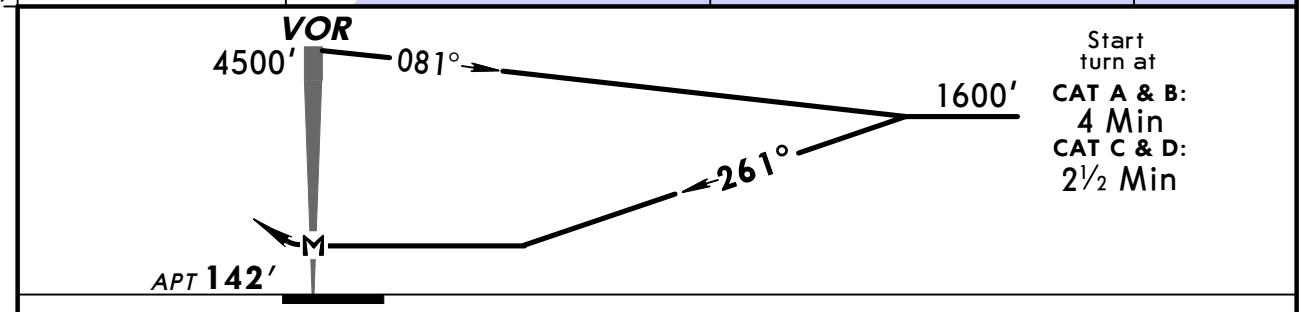
VOR ALT	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
113.8	261°	No FAF	Refer to Minimums	142′

MISSED APCH: Turn LEFT (MAX 220 KT) onto 081° climbing to 4000′, then return to holding climbing to 4500′.

176° 6900′ 246° 5900′ 061° 3000′ 3500′ 356°
MSA
ALT VOR

Alt Set: hPa Apt Elev: 5 hPa Trans level: By ATC Trans alt: 6000′
Final approach track offset 20° from runway centerline.





Start turn at
CAT A & B: 4 Min
CAT C & D: 2½ Min

MAP at VOR	HIALS / PAPI PAPI	081° LT	220 KT MAX	4000′

Standard

CIRCLE-TO-LAND

Not authorized North of airport

	Max Kts	MDA(H)	VIS
A	100	960′ (818′)	1500m
B	135	1090′ (948′)	1600m
C	180	1240′ (1098′)	2400m
D	205	1370′ (1228′)	3600m

PANS OPS

CHANGES: CAT A & B restricted to circling.

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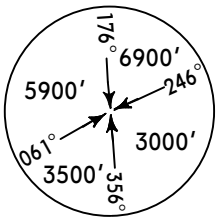
ALICANTE, SPAIN
VOR X Rwy 28

BRIEFING STRIP

ATIS	VALENCIA Control (APP)		ALICANTE Tower	Ground
120.07	120.4	118.8	118.15	130.65

VOR ATE	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 142′
114.65	281°	D7.1 ATE 1700′ (1656′)	510′ (466′)	RWY 44′

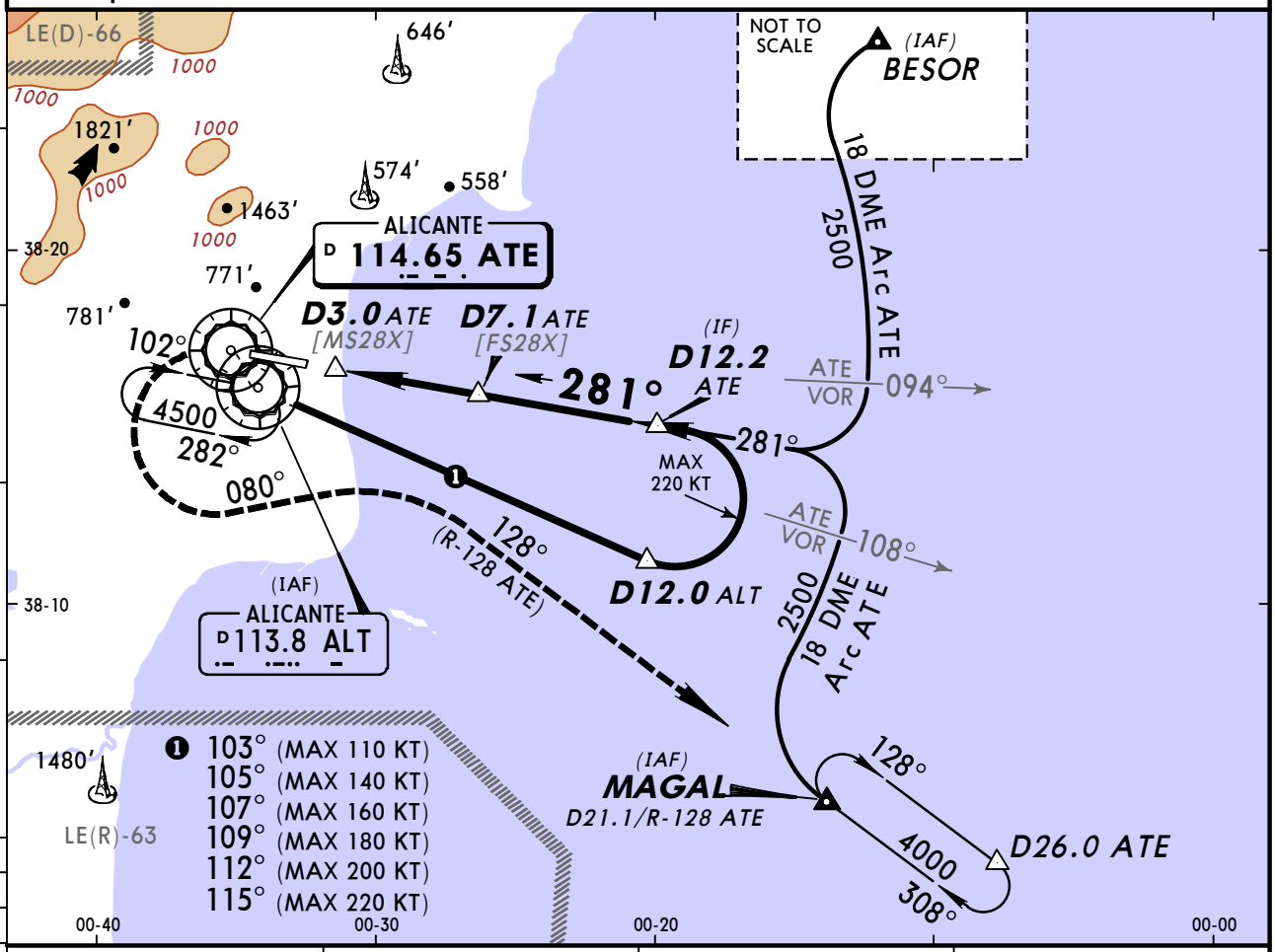
MISSED APCH: Climb direct to ATE VOR, then turn LEFT (MAX 200 KT) onto 080° and follow R-128 ATE direct to MAGAL to 4000′ and hold.



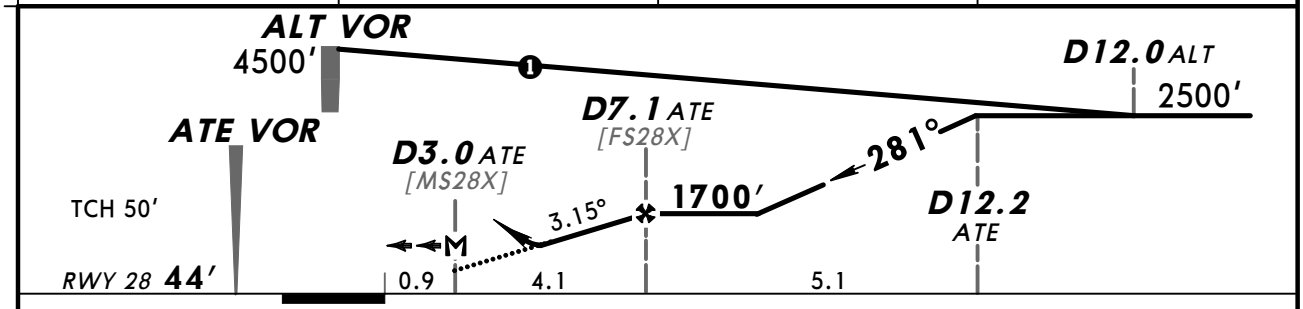
MSA ATE VOR

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 6000′

DME required.



ATE DME	4.0	5.0	6.0
ALTITUDE	710′	1040′	1370′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.15°	390	502	557	669	780	892
MAP at D3.0 ATE							

HIALS | PAPI | PAPI | ATE 114.65 | 080° LT | 200 KT MAX

Standard STRAIGHT-IN LANDING RWY 28

DA(H) 510′ (466′)

		ALS out
A	RVR 1500m	RVR 1500m
B		
C		CMV 2200m
D		

CIRCLE-TO-LAND
Not authorized North of airport

Max Kts	MDA(H)	VIS
100	960′ (818′)	1500m
135	1090′ (948′)	1600m
180	1240′ (1098′)	2400m
205	1370′ (1228′)	3600m

PANS OPS 4

CHANGES: Communications. Procedure.

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Chart changes since cycle 14-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ALICANTE, (ALICANTE - LEAL)				
REV	AIRPORT BRIEFING (GEN)	10-1P	14 Jun 2013	27 Jun 2013
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	14 Jun 2013	27 Jun 2013
REV	AIRPORT BRIEFING (ARR, DE...	10-1P2	14 Jun 2013	27 Jun 2013
REV	AIRPORT, AIRPORT INFO, TA...	10-9	14 Jun 2013	27 Jun 2013
REV	PARKING STANDS & COORDS	10-9A	14 Jun 2013	27 Jun 2013

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEAL

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(10-9) Eff 13 DEC 12, TORA rwy 28 from twy C5 intersection changed to 8661ft (2640m), new TORA rwy 28 at twy intersection C9 established with 9449ft (2880m).