

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LEAL

Terminal Charts For LEAL

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

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

Airport Use: Public
Magnetic Variation: 0.3°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: 0720 Z
Sunset: 1656 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.

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 concerned.

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.

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 occurrence 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.

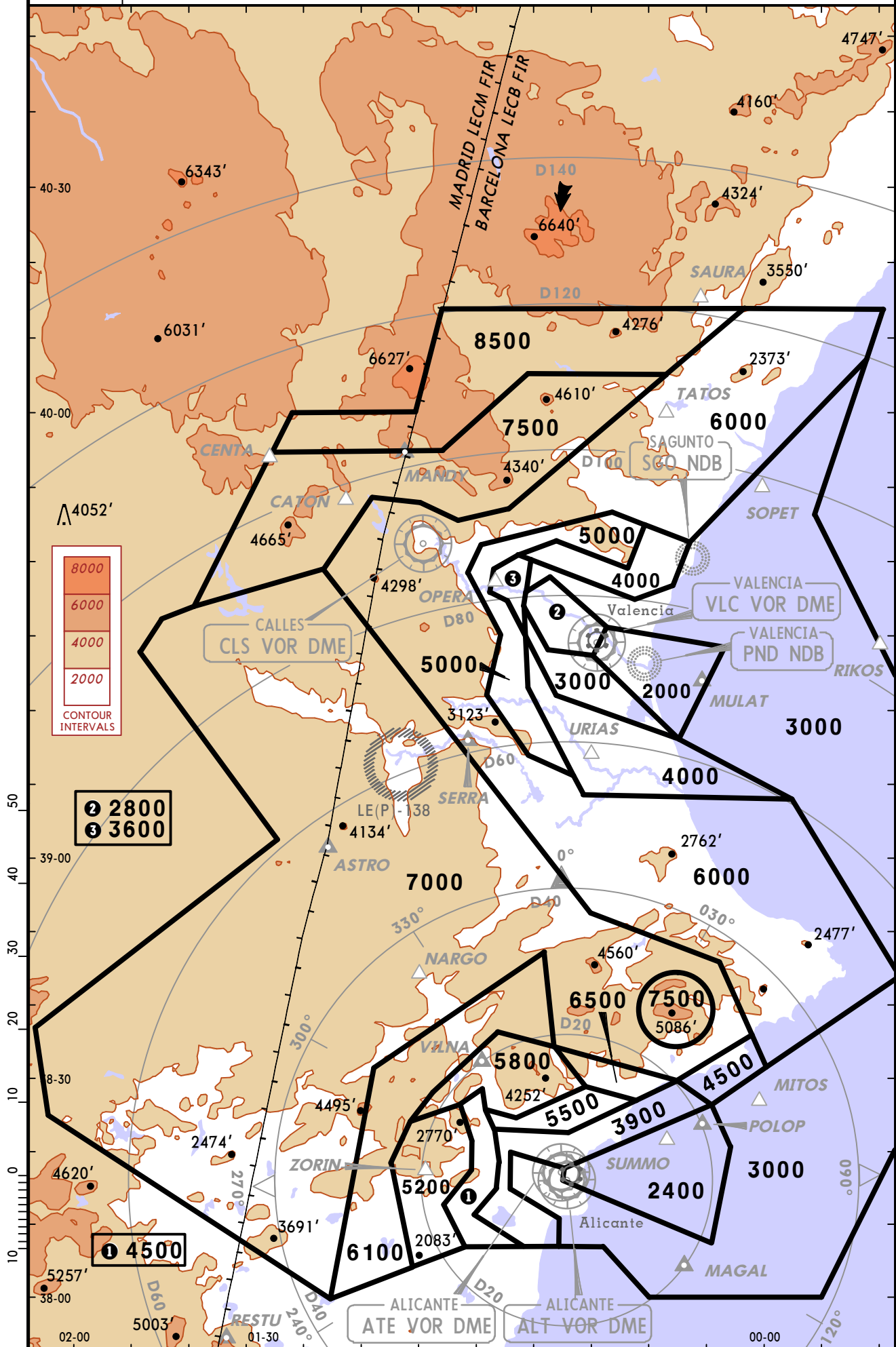
Limits of departure operations through position of RWY 28:

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

Apt Elev
142'

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

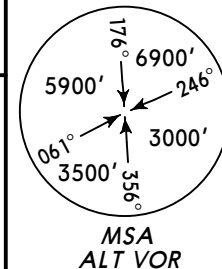
1. The published minimum altitudes integrate no correction for low temperatures.
2. This chart should only be used for cross-checking of assigned altitudes while under radar control.



ATIS
120.07

Apt Elev
142'

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



ASTRO ONE LIMA (ASTRO 1L) [ASTR1L]
RWY 10 ARRIVAL
ASTRO TWO NOVEMBER (ASTRO 2N) [ASTR2N] ①
RWY 28 ARRIVAL

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

ASTRO

N39 01.5 W001 15.8



NARGO
N38 44.3 W000 59.9

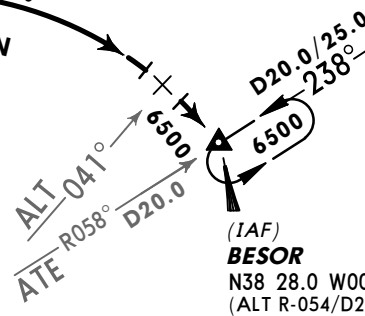


(IAF Rwy 10)
(Compulsory for Rwy 10)
VILNA
N38 32.4 W000 49.0

ALICANTE
D (L) 114.65 ATE
N38 17.2 W000 35.2

(IAF)
ALICANTE
D (H) 113.8 ALT
N38 16.1 W000 34.2

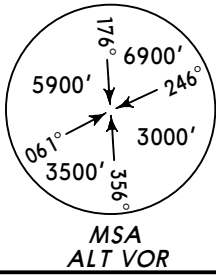
ALT 20.0 DME Arc
FL70
ASTRO 2N



(IAF)
BESOR
N38 28.0 W000 13.7
(ALT R-054/D20.0)

NOT TO SCALE

① Subject to activity
of LE(D)-66.



ATIS
120.07

Apt Elev
142'

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

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

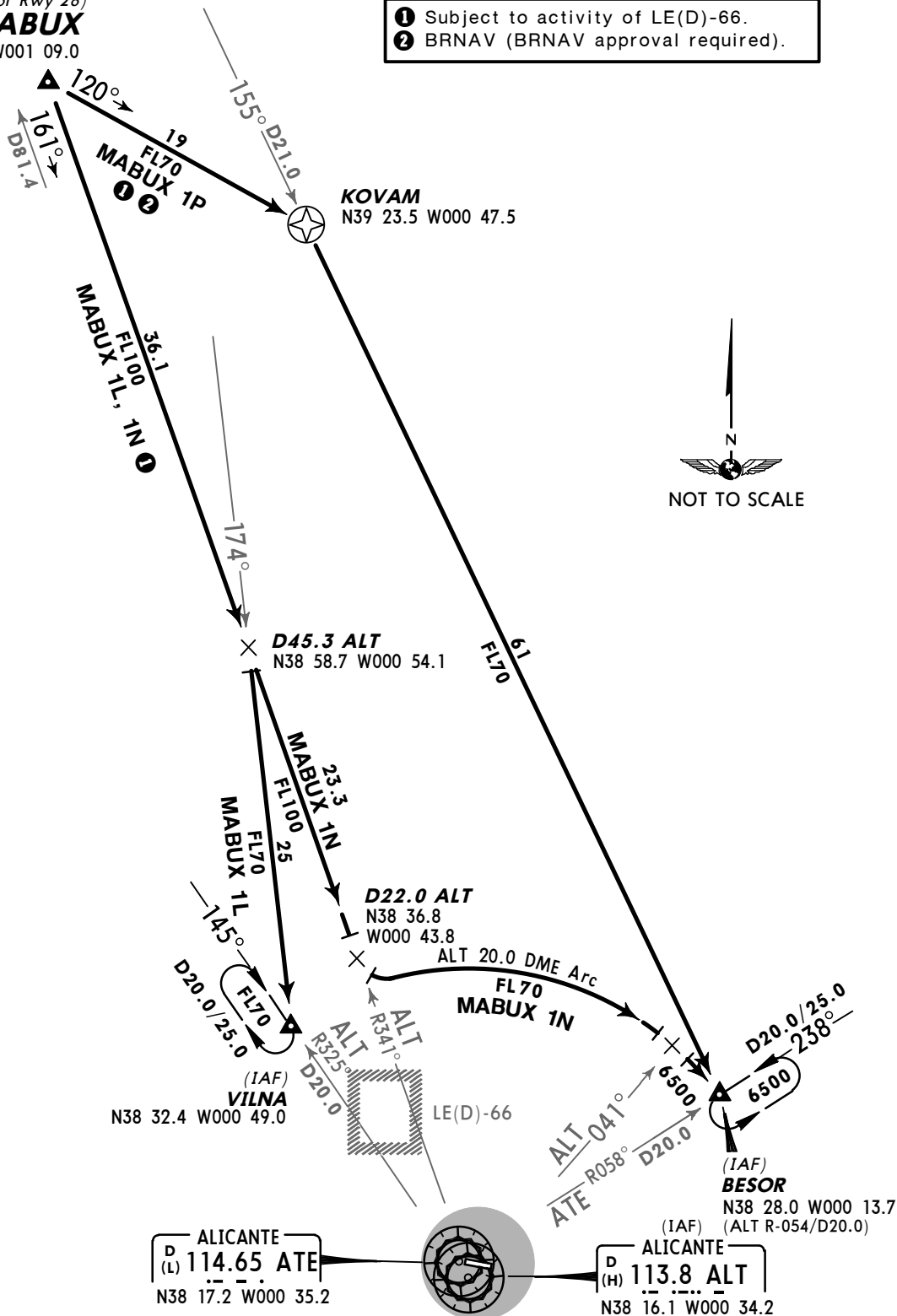
MABUX ONE NOVEMBER (MABUX 1N) [MABU1N] ①
MABUX ONE PAPA (MABUX 1P) [MABU1P] ① ②
RWY 28 ARRIVALS

SPEEDS MAX 250 KT AT OR BELOW FL100
MAX 220 KT WHEN LEAVING IAF

- ① Subject to activity of LE(D)-66.
- ② BRNAV (BRNAV approval required).

CALLES
D (H) 117.55 CLS
N39 42.4 W000 59.2

(RNAV for Rwy 28)
MABUX
N39 33.0 W001 09.0



ATIS
120.07Apt Elev
142'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'MABUX TWO LIMA (MABUX 2L) [MABU2L]
RWY 10 ARRIVAL

MABUX ONE NOVEMBER (MABUX 1N) [MABU1N] ①

MABUX ONE PAPA (MABUX 1P) [MABU1P] ① ②

RWY 28 ARRIVALS

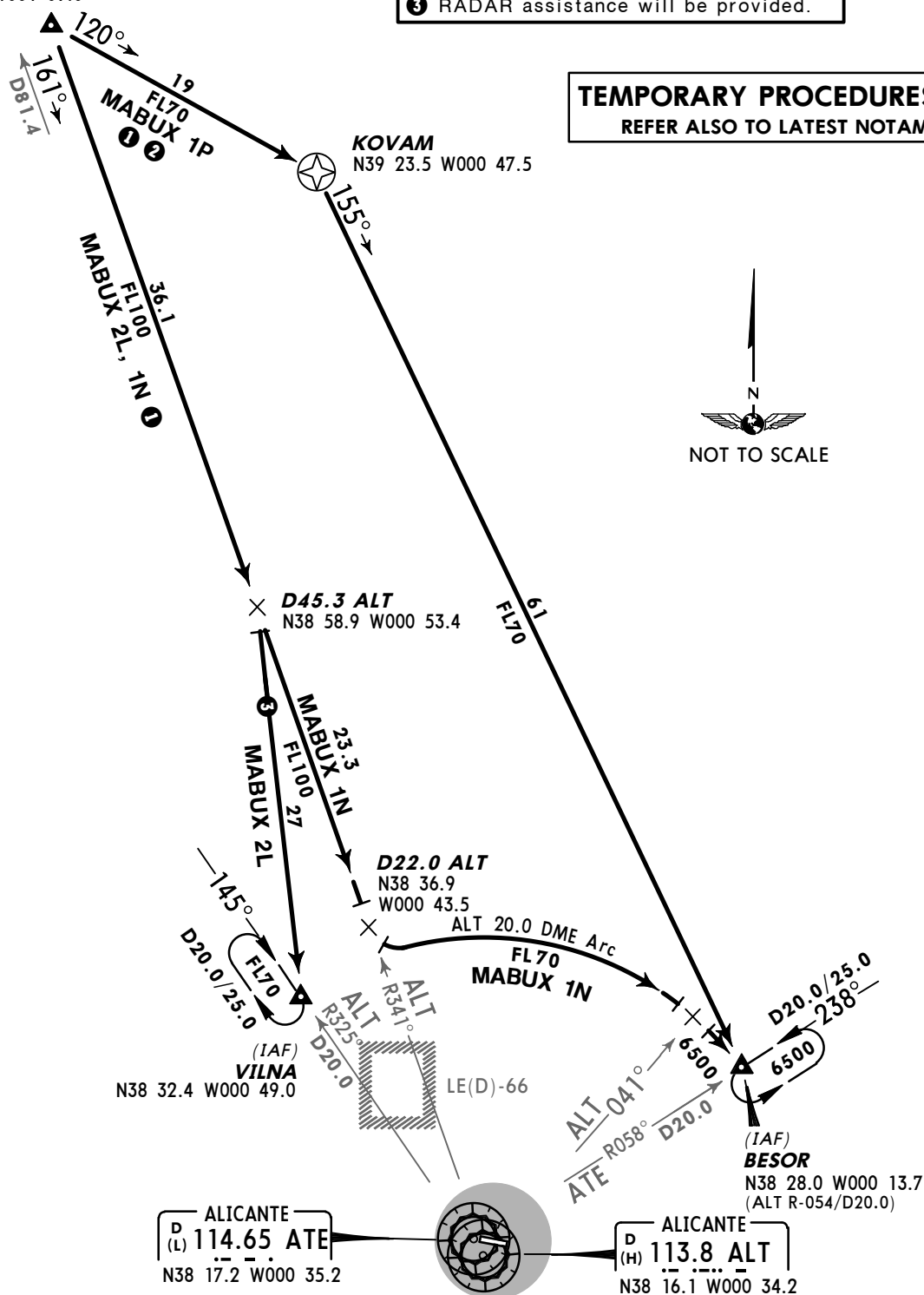
~~SPEED~~ MAX 250 KT AT OR BELOW FL100
MAX 220 KT WHEN LEAVING IAF

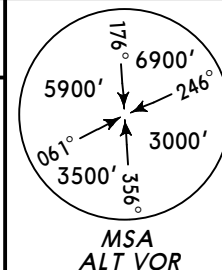
(RNAV for Rwy 28)

MABUX

N39 33.0 W001 09.0

- ① Subject to activity of LE(D)-66.
- ② BRNAV (BRNAV approval required).
- ③ RADAR assistance will be provided.

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMSALICANTE
D (L) 114.65 ATE
N38 17.2 W000 35.2ALICANTE
D (H) 113.8 ALT
N38 16.1 W000 34.2

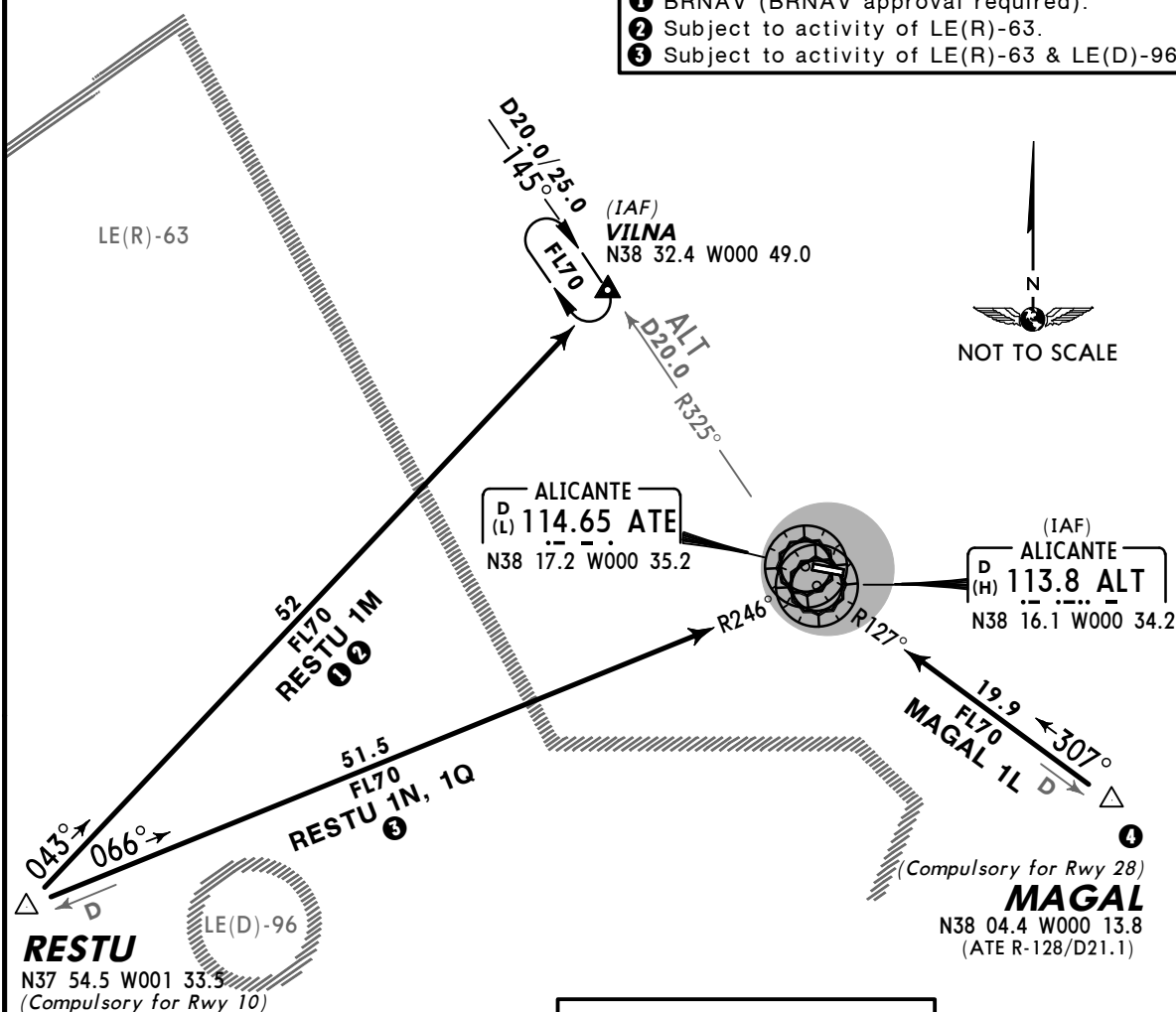
ATIS
120.07Apt Elev
142'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

MAGAL ONE LIMA (MAGAL 1L) [MAGA1L]
RESTU ONE MIKE (RESTU 1M) [REST1M] ①②
RESTU ONE QUEBEC (RESTU 1Q) [REST1Q] ③
RWY 10 ARRIVALS

RESTU ONE NOVEMBER (RESTU 1N) [REST1N] ③
RWY 28 ARRIVAL

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

- ① BRNAV (BRNAV approval required).
② Subject to activity of LE(R)-63.
③ Subject to activity of LE(R)-63 & LE(D)-96.

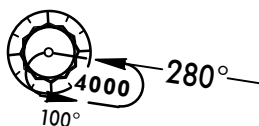


- ④ IAF for runway 28 when arriving via airways A-34, (U)L-150 and UP-34 northbound.

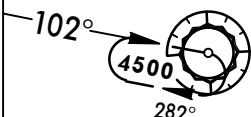
HOLDINGS OVER

ALT

Runway 10

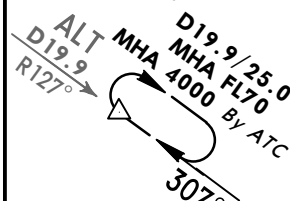


Runway 28

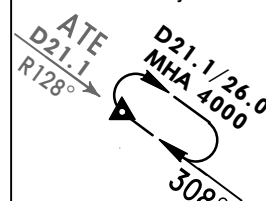


MAGAL

Runway 10



Runway 28



ATIS
120.07Apt Elev
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] ①
RWY 28 CONTINUOUS DESCENT ARRIVAL (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT

ASTRO

N39 01.5 W001 15.8

(71.1 NM to THR 10)

(93.6 NM to THR 28, VOR Z approach)

(97.8 NM to THR 28, VOR X approach)

145°
21
FL100
1DCL, 2DCN ①**NARGO**

N38 44.3 W000 59.9

(50.0 NM to THR 10)

(72.5 NM to THR 28, VOR Z approach)

(76.7 NM to THR 28, VOR X approach)

15
FL70(IAF Rwy 10)
(Compulsory for Rwy 10)**VILNA**

N38 32.4 W000 49.0

(35.3 NM to THR 10)

(57.8 NM to THR 28, VOR Z approach)

(62.0 NM to THR 28, VOR X approach)

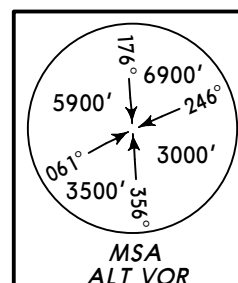
20.0 DME Arc
FL 70
ASTRO 2 DCN

LE(D)-66

① Subject to activity
of LE(D)-66.**BESOR**(IAF)
N38 28.0 W000 13.7

(27.1 NM to THR 28, VOR Z approach)

(31.3 NM to THR 28, VOR X approach)

ALICANTE
D
(H) 113.8 ALT
N38 16.1 W000 34.2

ATIS
120.07Apt Elev
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] ①
MABUX ONE DELTA CHARLIE PAPA (MABUX 1DCP) [MA1DCP] ① ②
RWY 28 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT

(RNAV for Rwy 28)

MABUX

N39 33.0 W001 09.0

(98.2 NM to THR 10)

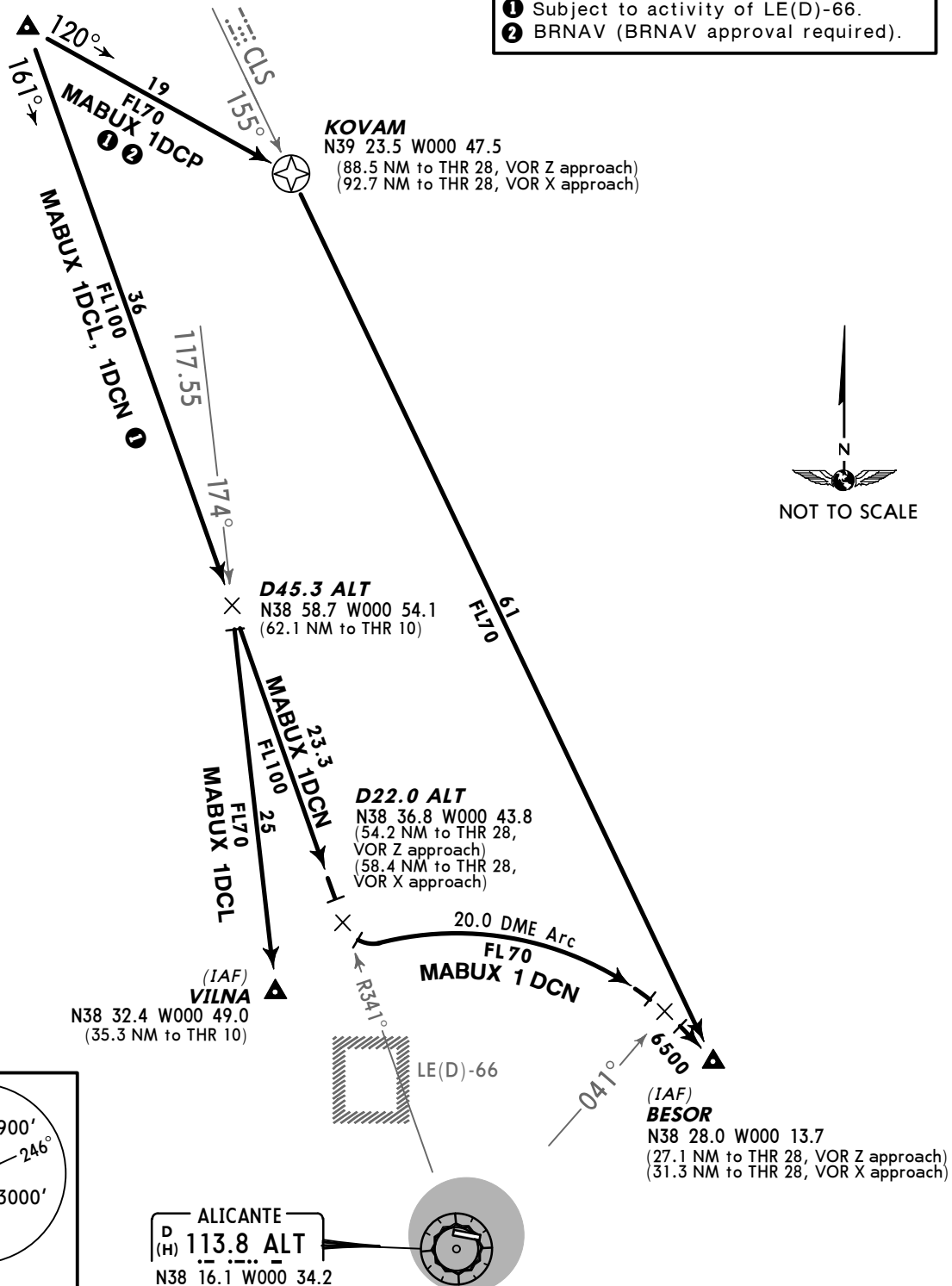
(MABUX 1DCN: 113.6 NM to THR 28, VOR Z approach)

(MABUX 1DCN: 117.8 NM to THR 28, VOR X approach)

(MABUX 1DCP: 107.4 NM to THR 28, VOR Z approach)

(MABUX 1DCP: 111.6 NM to THR 28, VOR X approach)

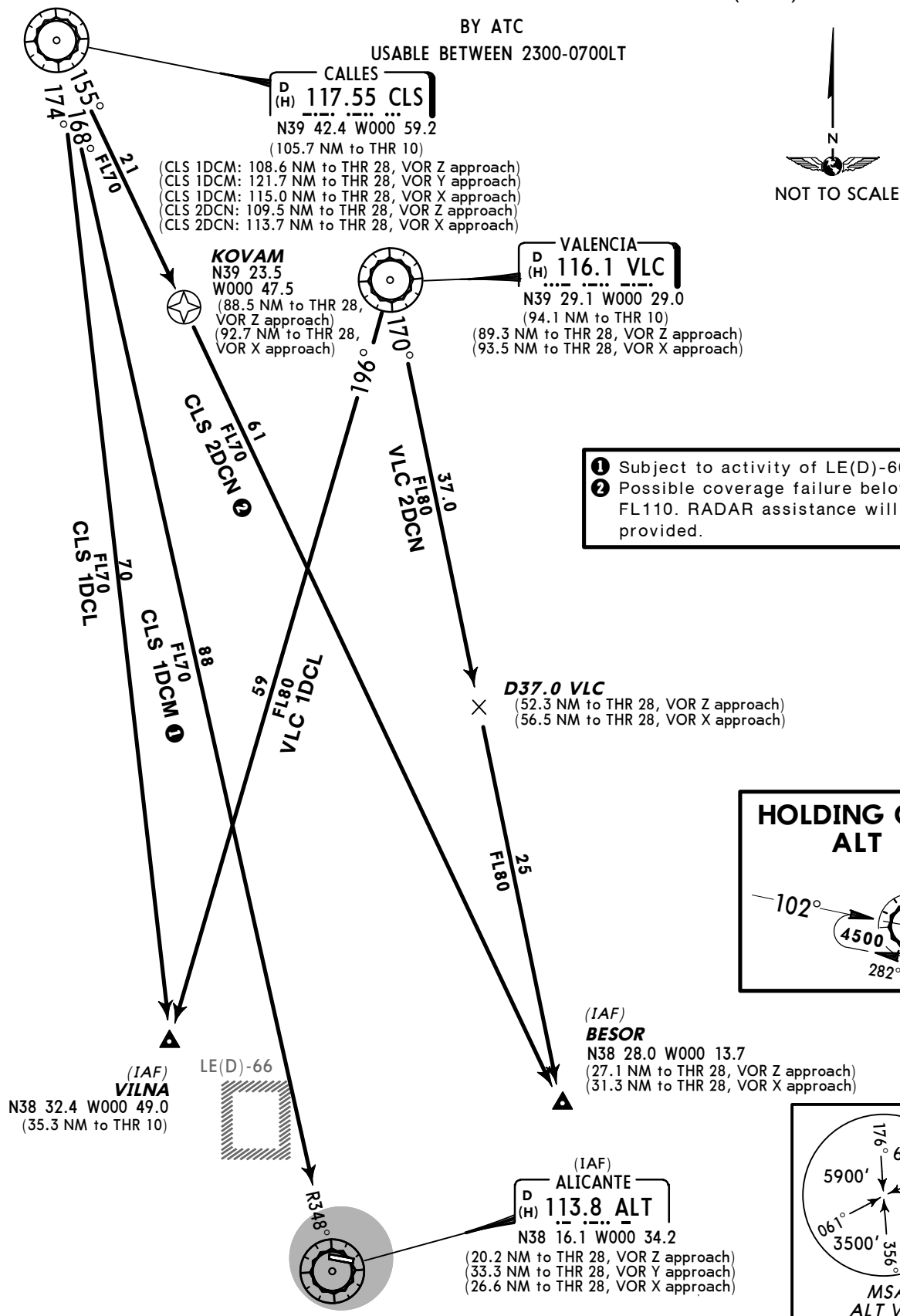
- ① Subject to activity of LE(D)-66.
② BRNAV (BRNAV approval required).



ATIS
120.07Apt Elev
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] ①
CALLES TWO DELTA CHARLIE NOVEMBER (CLS 2DCN) [CL2DCN] ②
VALENCIA TWO DELTA CHARLIE NOVEMBER (VLC 2DCN) [VL2DCN]
RWY 28 CONTINUOUS DESCENT ARRIVALS (CDA)



ATIS
120.07Apt Elev
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] ①
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

① BRNAV (BRNAV approval required).



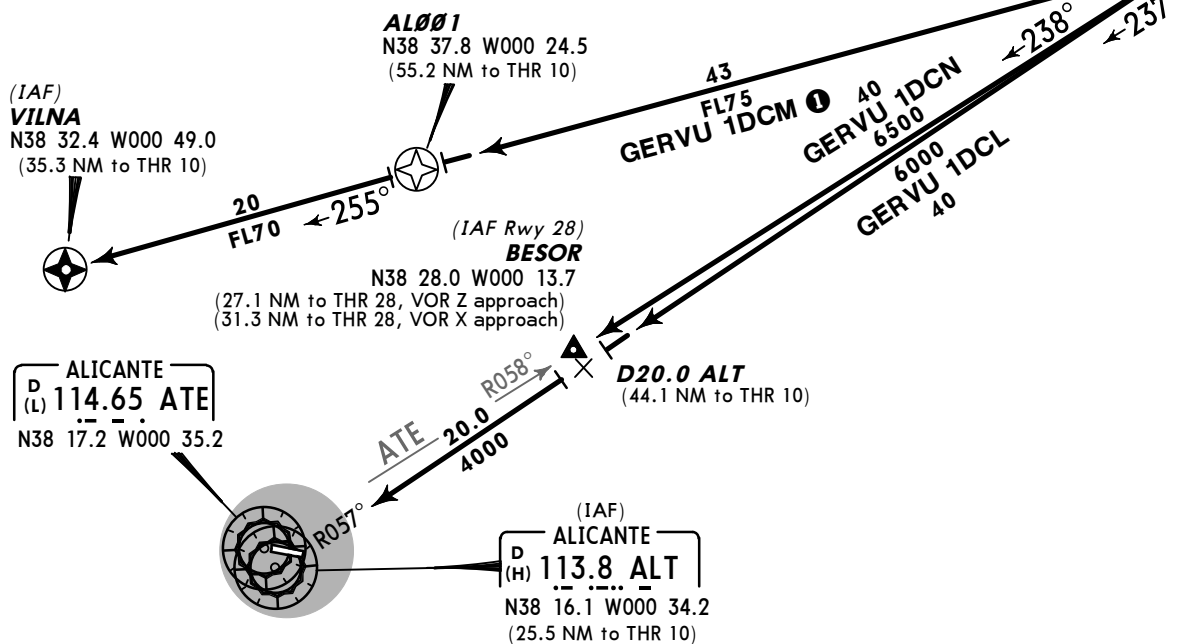
(RNAV for Rwy 10)

GERVU

N38 49.2 E000 29.0

(GERVU 1DCL: 85.1 NM to THR 10)
(GERVU 1DCM: 98.7 NM to THR 10)
(66.8 NM to THR 28, VOR Z approach)
(71.0 NM to THR 28, VOR X approach)

At or below
FL230



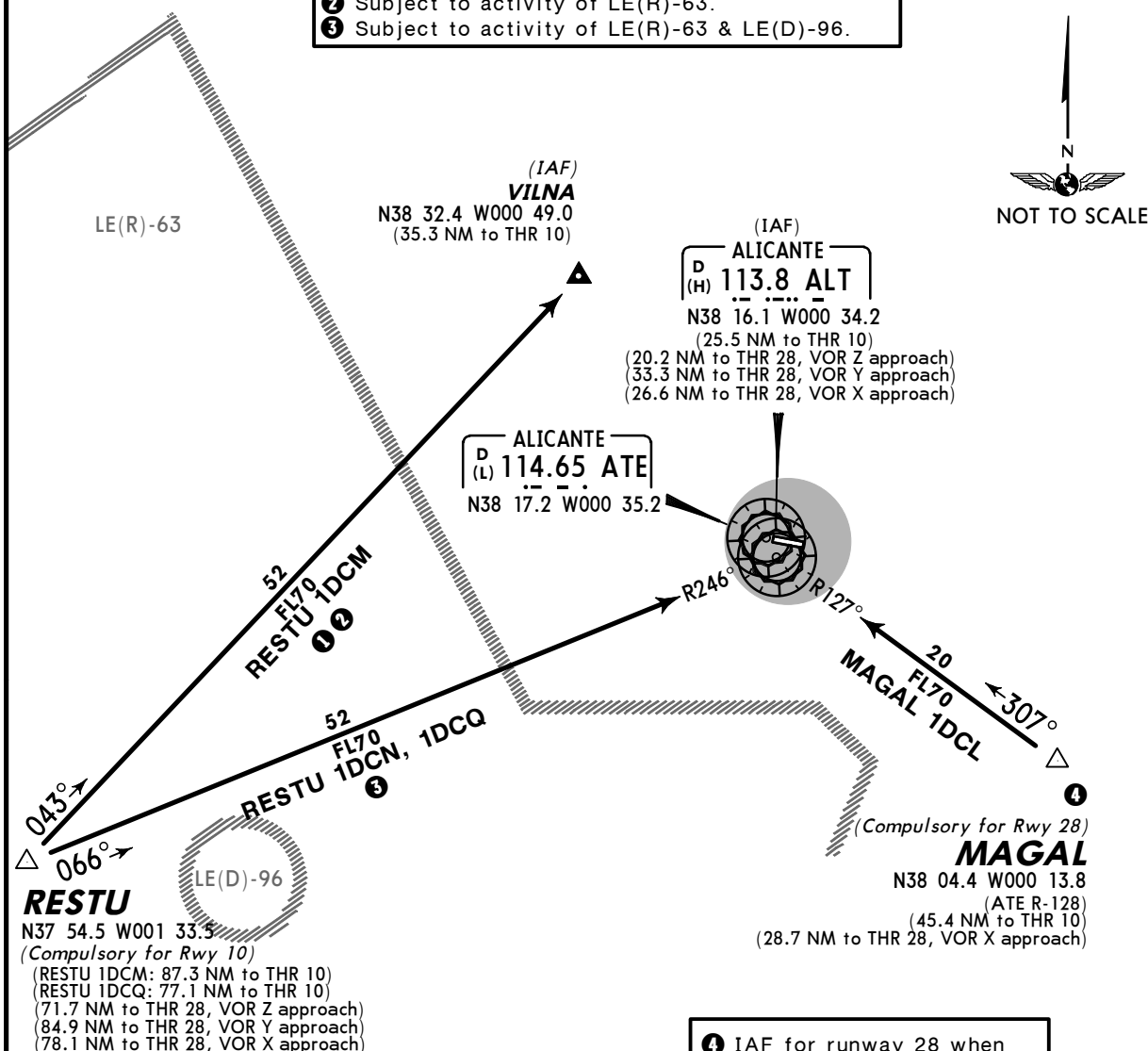
ATIS
120.07Apt Elev
142'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

MAGAL ONE DELTA CHARLIE LIMA (MAGAL 1DCL) [MG1DCL]
RESTU ONE DELTA CHARLIE MIKE (RESTU 1DCM) [RE1DCM] ①②
RESTU ONE DELTA CHARLIE QUEBEC (RESTU 1DCQ) [RE1DCQ] ③
RWY 10 CONTINUOUS DESCENT ARRIVALS (CDA)

RESTU ONE DELTA CHARLIE NOVEMBER (RESTU 1DCN) [RE1DCN] ③
RWY 28 CONTINUOUS DESCENT ARRIVAL (CDA)

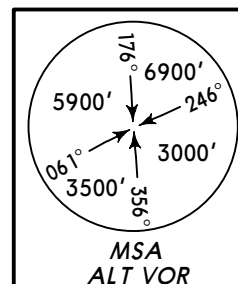
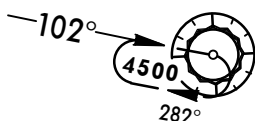
BY ATC
USABLE BETWEEN 2300-0700LT

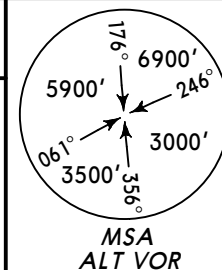
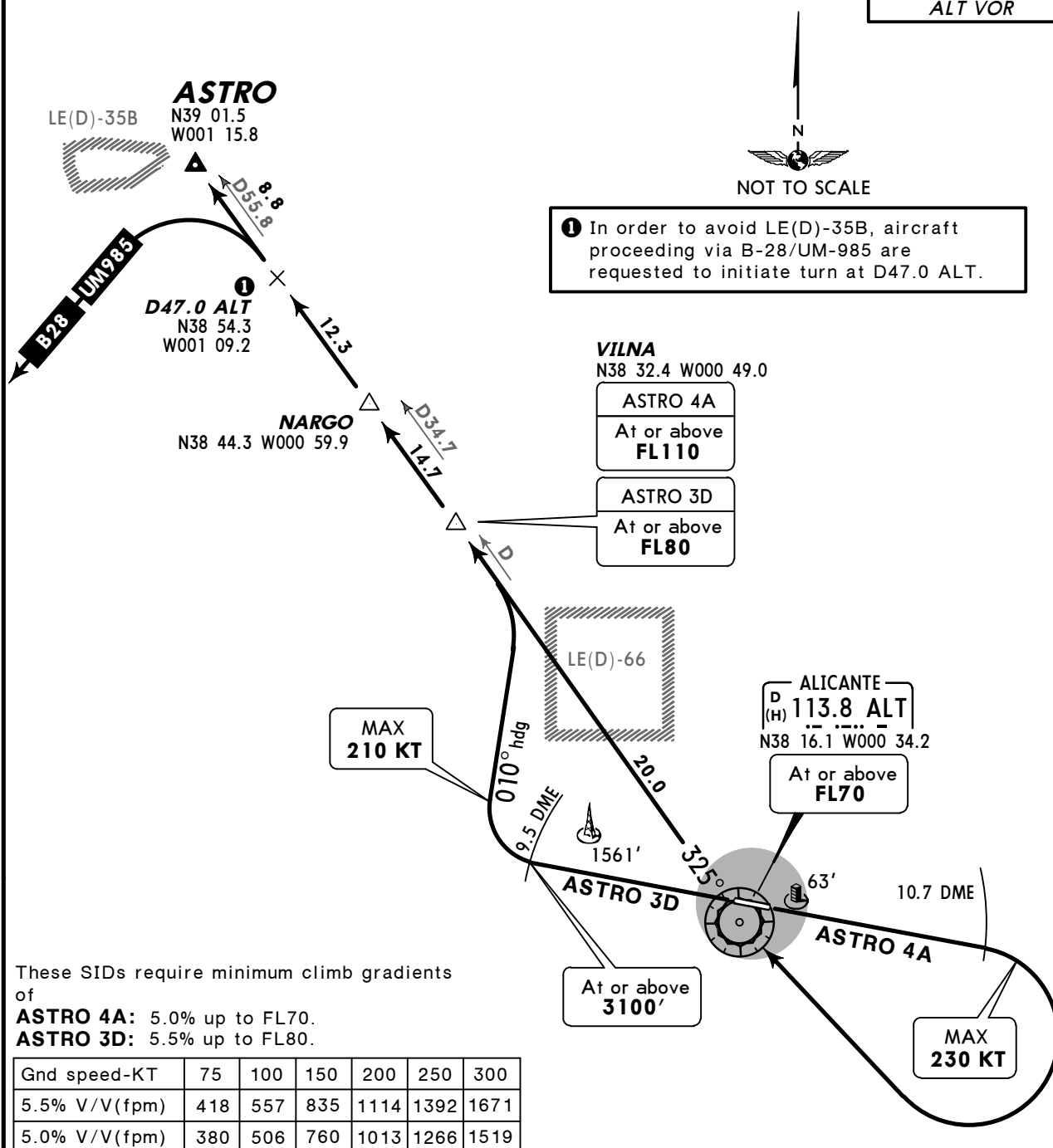
- ① BRNAV (BRNAV approval required).
② Subject to activity of LE(R)-63.
③ Subject to activity of LE(R)-63 & LE(D)-96.



HOLDING OVER ALT

Runway 28



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**

SID	RWY	ROUTING
ASTRO 4A ②	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.

② Subject to activity of LE(D)-66.

CONTINGENCY DEPARTURE

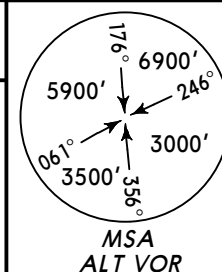
In case of one or more navaid failure following procedure shall be carried out:

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.

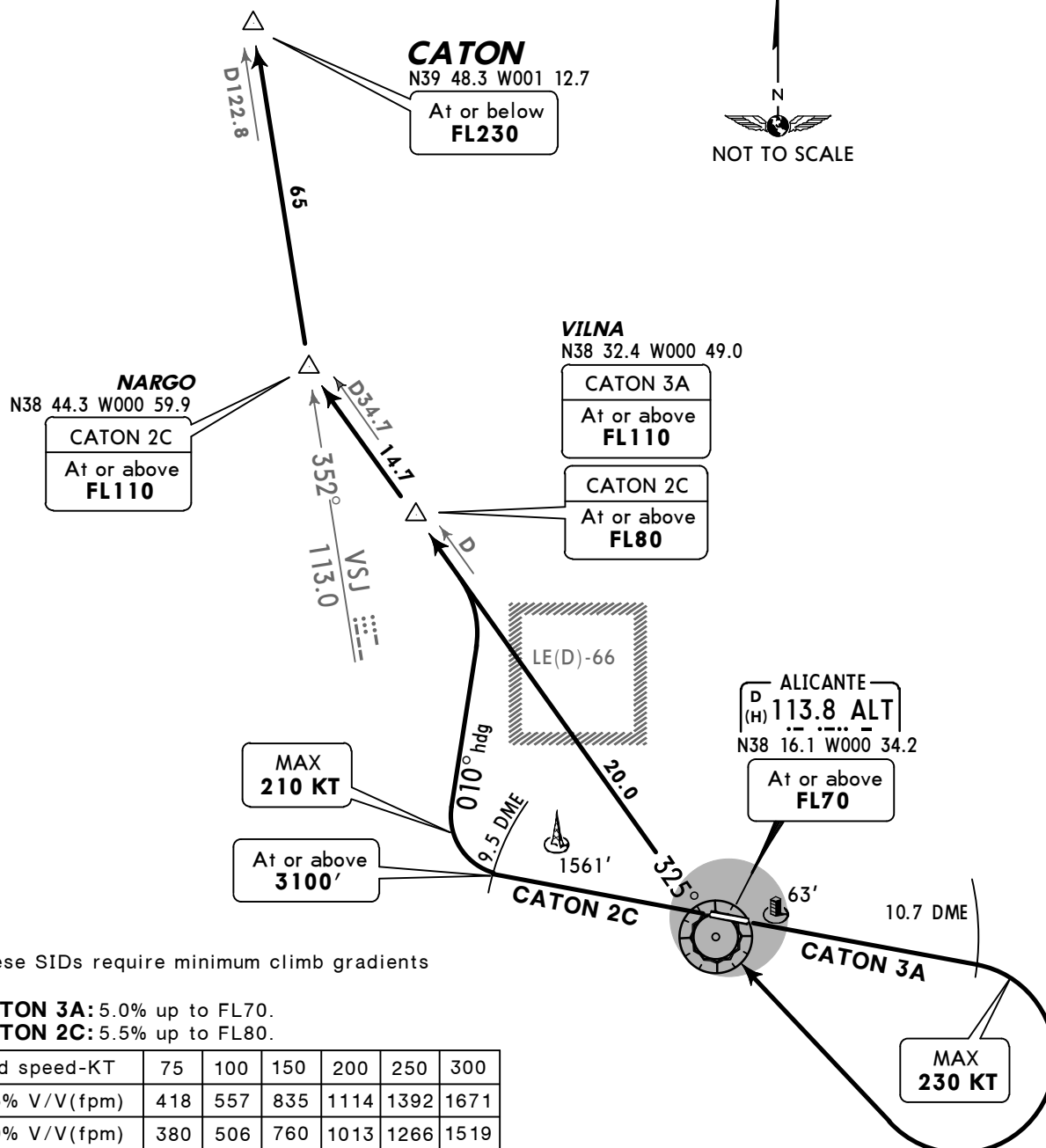
These departures require minimum climb gradients of

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

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 ①	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.

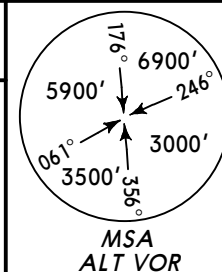
① Subject to activity of LE(D)-66.

CONTINGENCY DEPARTURE

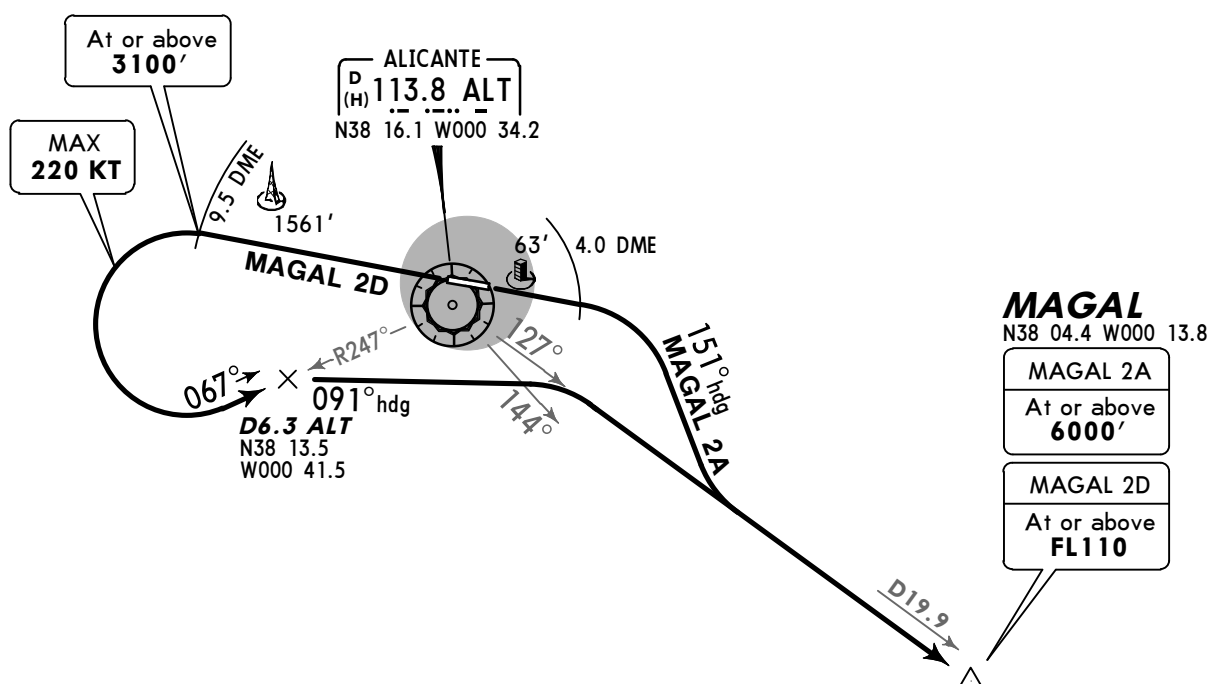
In case of one or more navaid failure following procedure shall be carried out:

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

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

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



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.

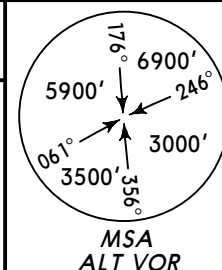
RWY 28: Climb on 271° heading to 4500', turn by following ATC instructions.

These departures require minimum climb
gradients of

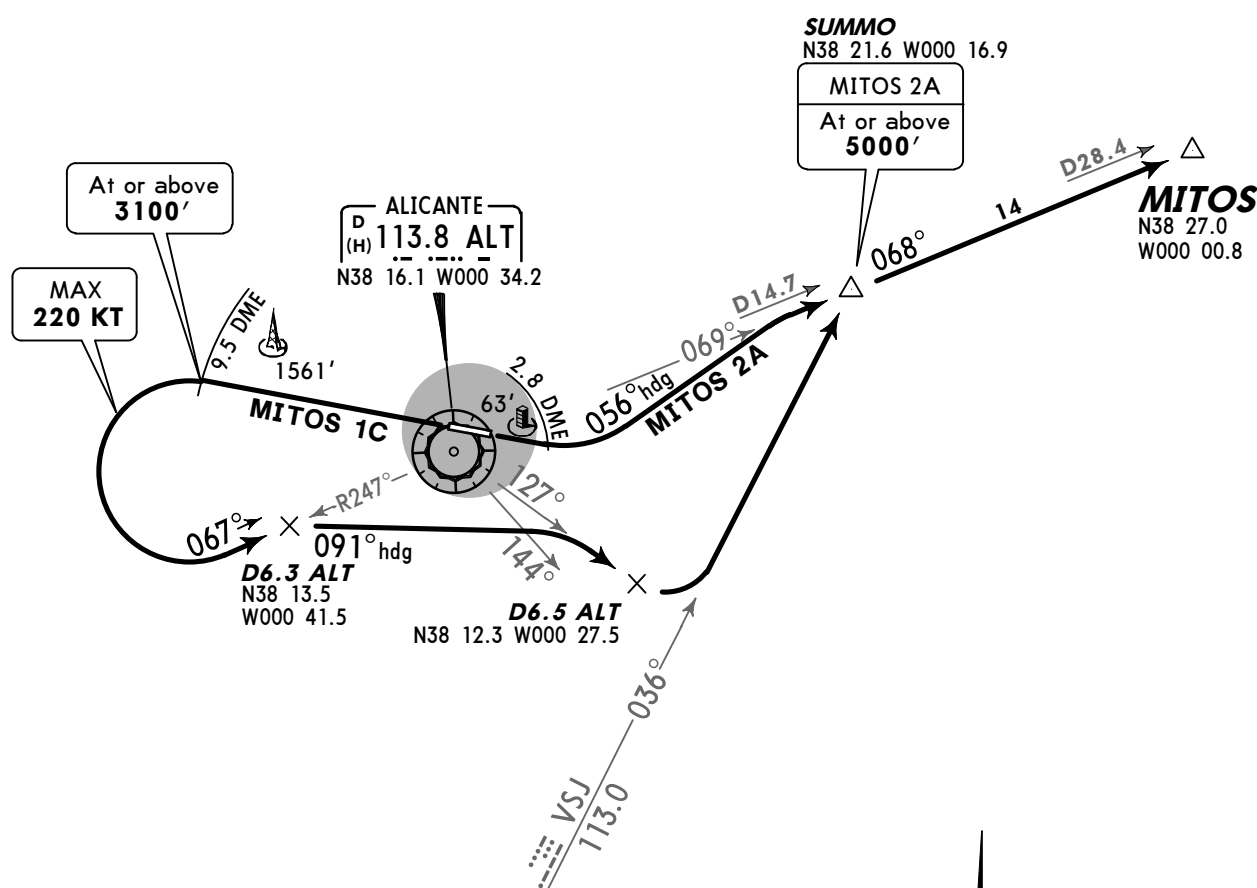
RWY 10: 5.0%.

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

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.

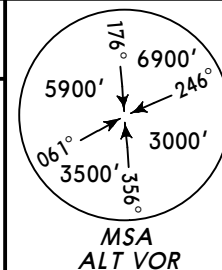
RWY 28: Climb on 271° heading to 4500', turn by following ATC instructions.

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

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

RESTU THREE ALFA (RESTU 3A) [REST3A]

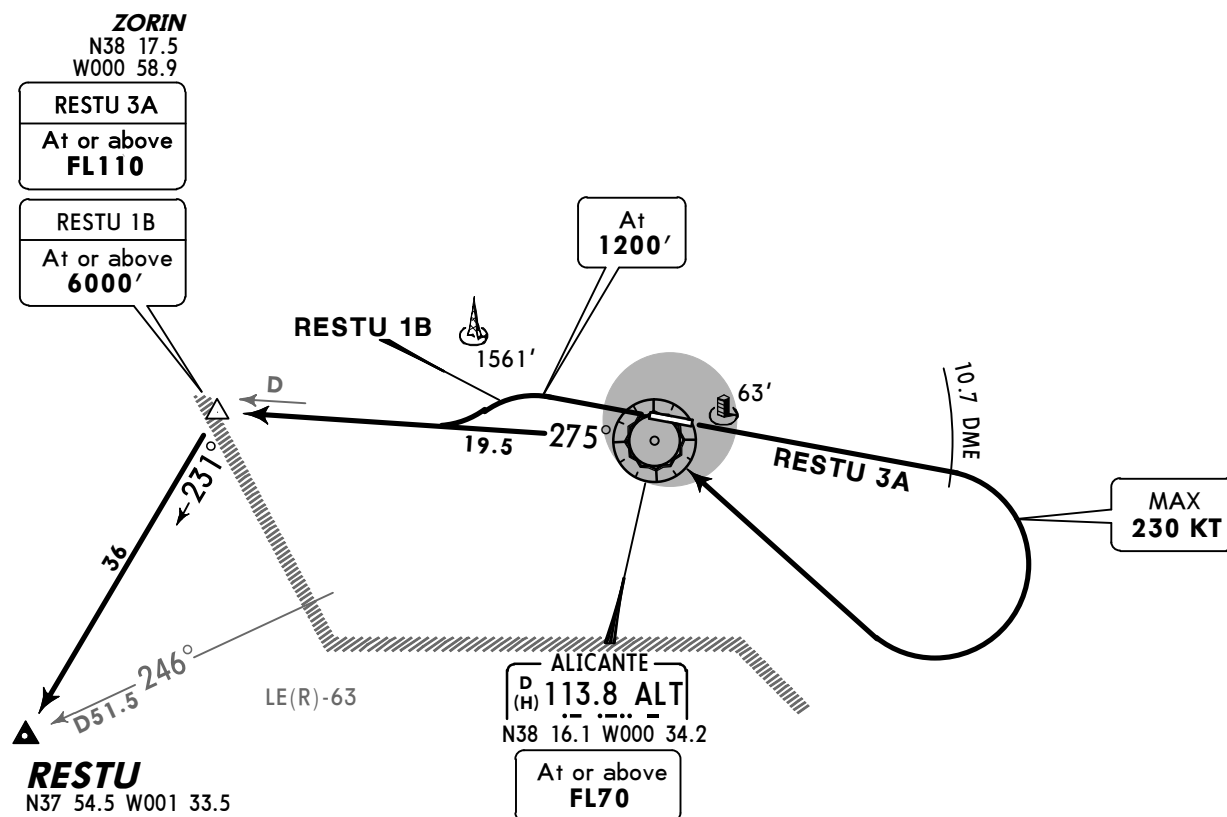
RESTU ONE BRAVO (RESTU 1B) [REST1B]

RWYS 10, 28 DEPARTURES

B-RNAV APPROVAL REQUIRED

ONLY AVAILABLE ON PILOTS REQUEST

SUBJECT TO ACTIVITY OF LE(R)-63

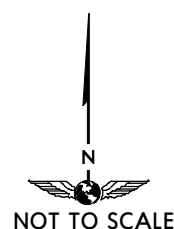
These SIDs require minimum climb gradients
of**RESTU 3A**

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

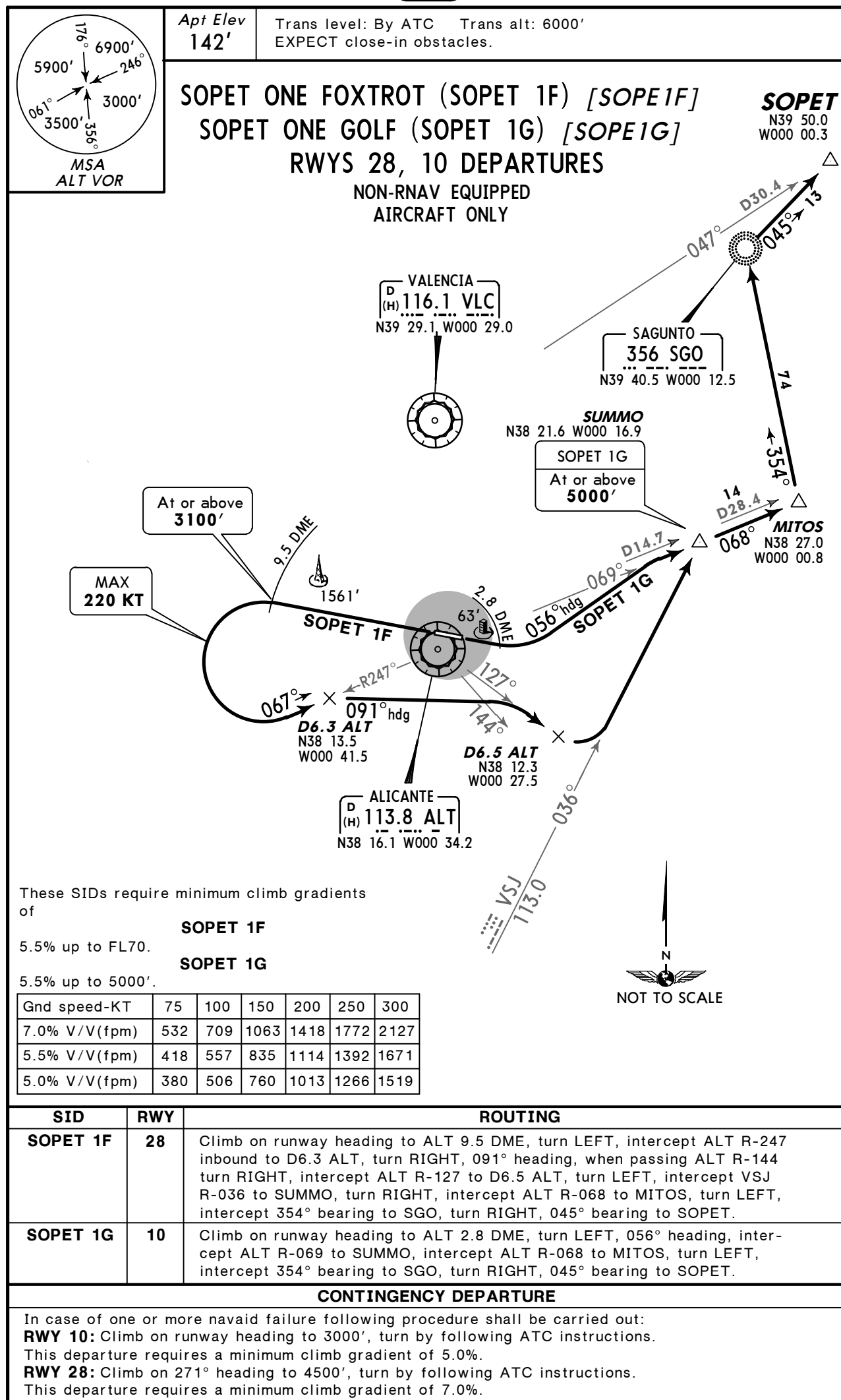
In case of one or more navaid failure following procedure shall be carried out:

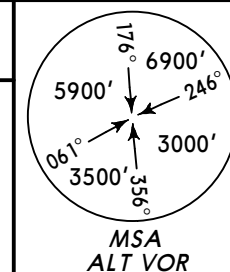
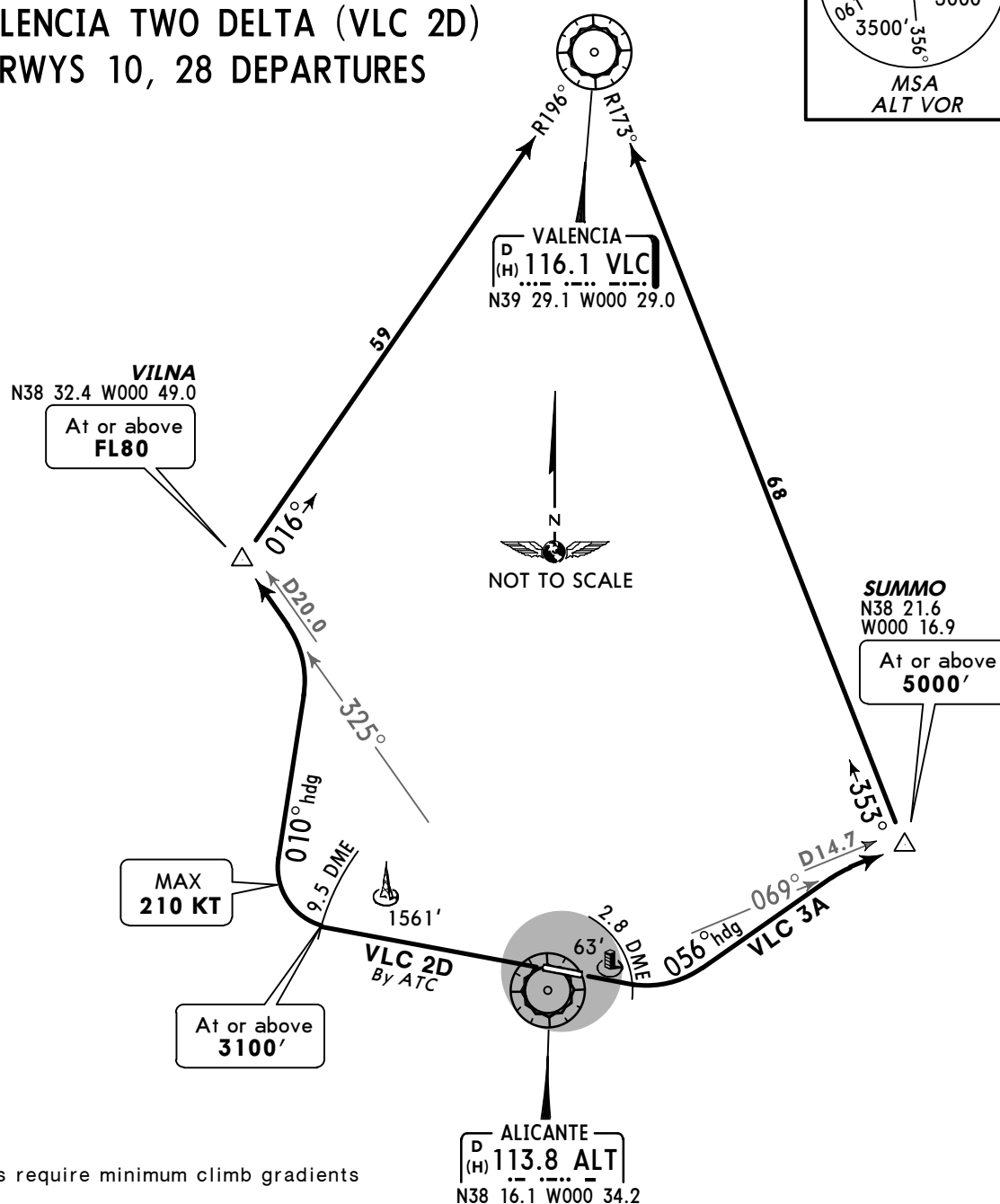
RWY 10: Climb on runway heading to 3000', turn by following ATC instructions.

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%.



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.

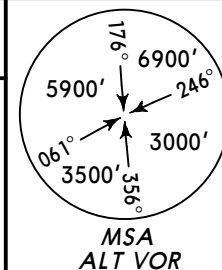
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127
5.5% V/V(fpm)	418	557	835	1114	1392	1671
5.0% V/V(fpm)	380	506	760	1013	1266	1519

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.

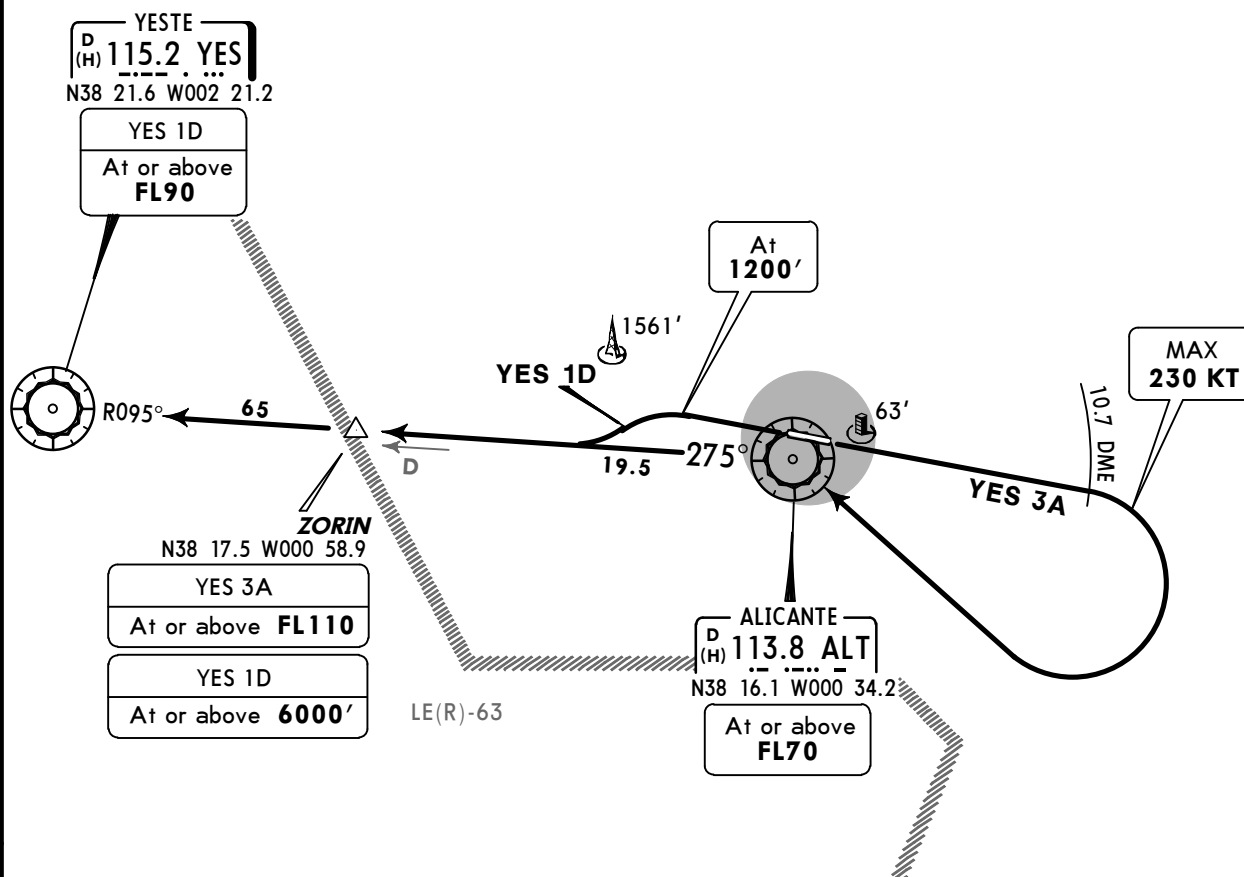
CONTINGENCY DEPARTURE

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%.

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

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.

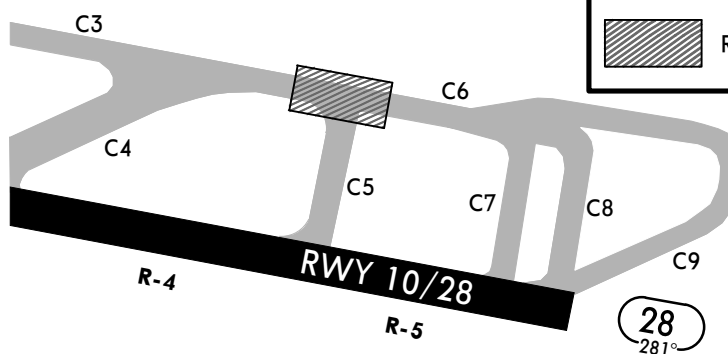
CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedure shall be carried out:

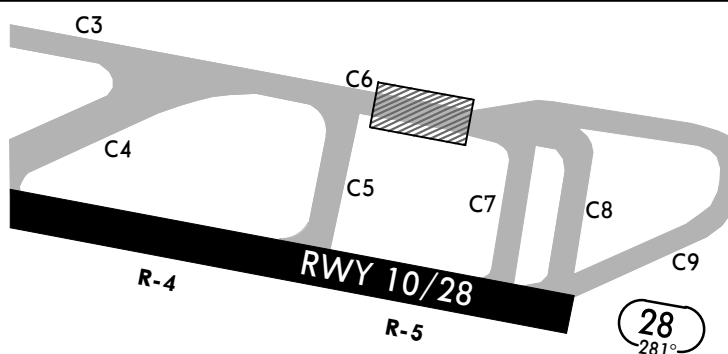
RWY 10: Climb on runway heading to 3000', turn by following ATC instructions.
This departure requires a minimum climb gradient of 5.0%.**RWY 28:** Climb on 271° heading to 4500', turn by following ATC instructions.
This departure requires a minimum climb gradient of 7.0%.

TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

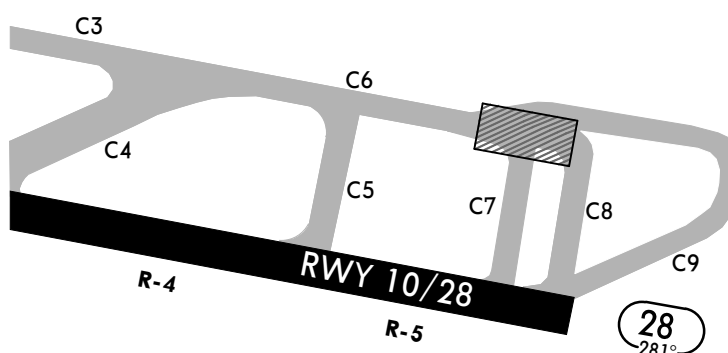
PHASE 1


During this phase twy C5 will be closed from 0000 to 2359 LT and twy C6 will be closed from 0000 to 0600 LT.

PHASE 2


During this phase twy C6 will be closed from 0000 to 2359 LT.

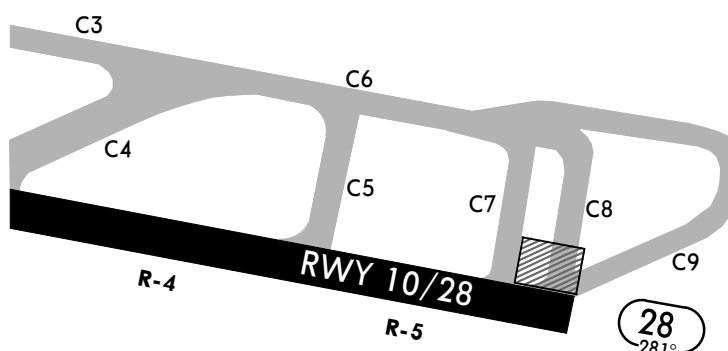
Departure operations from rwy 28 will take place from intersection with twy C5 with TORA 8858'/2700m, or proceeding from twy C5 to threshold 28 via twy C8 and C9 with TORA 9843'/3000m. Arrival operations to rwy 10 beyond twy C5 must contact tower. In LVP conditions departure from rwy 28 and arrival operations to rwy 10 using twy C5 with follow-me car assistance.

PHASE 3


During this phase twy C6 thru C9 will be closed from 0000 to 2359 LT.

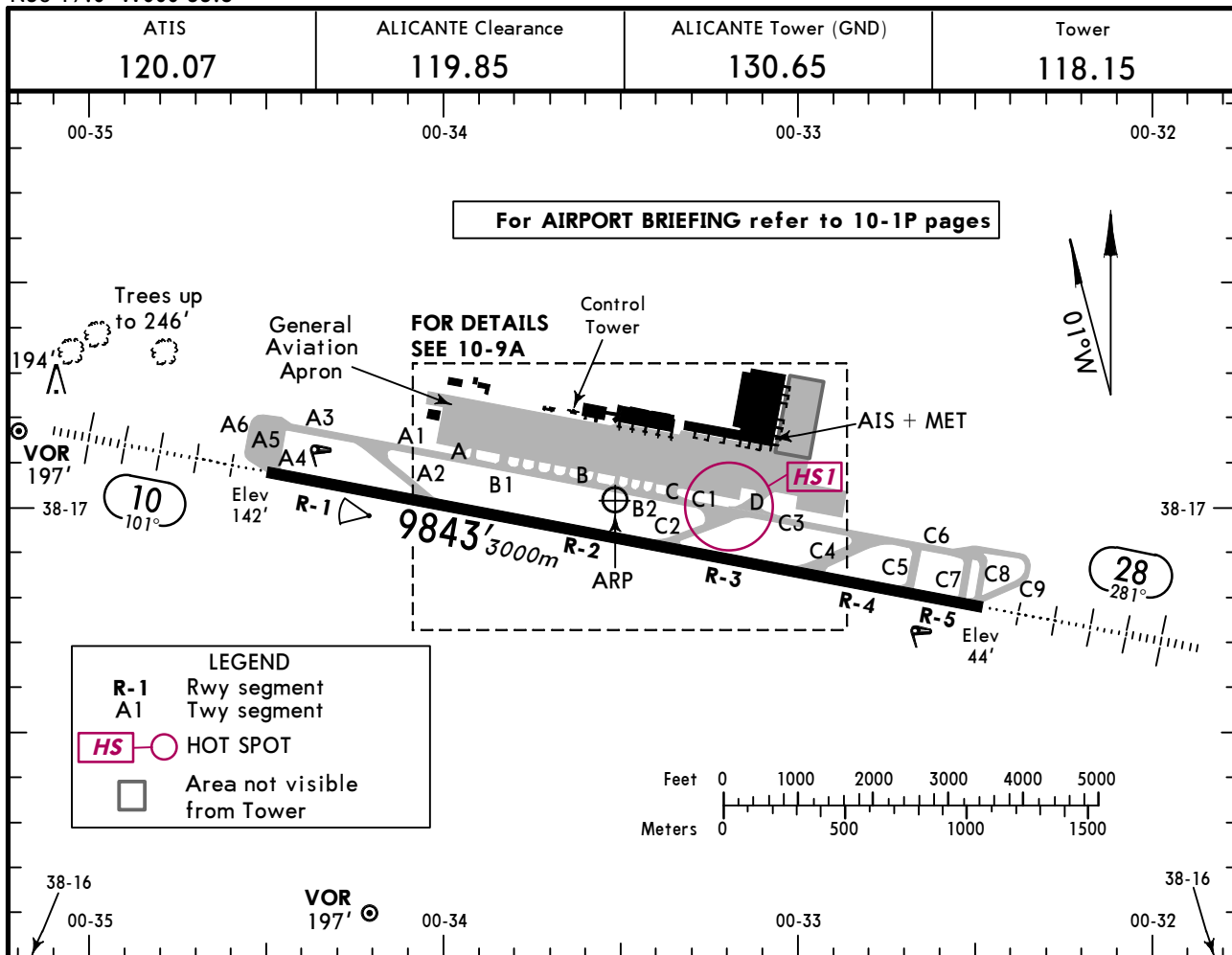
Departure operations from rwy 28 will take place from intersection with twy C5 with TORA 8858'/2700m.

Arrival operations to rwy 10 beyond twy C5 must contact tower. In LVP conditions departure from rwy 28 and arrival operations to rwy 10 using twy C5 with follow-me car assistance.

PHASE 4


During this phase rwy will be closed from 0000 to 0600 LT and twy C8 and C9 will be closed from 0000 to 2359 LT.

Limitation of twy C7 to ACFT with MAX wingspan of 118'/36m will not be applied during this phase.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
10	HIRL (50m) CL (15m) HIALS REIL PAPI (3.0°) ① RVR		8694' 2650m	③	148'
28	HIRL (50m) CL (15m) HIALS REIL PAPI (3.0°) ②				45m

① HSTIL-C2&C4

② HSTIL-A2

③ 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.)

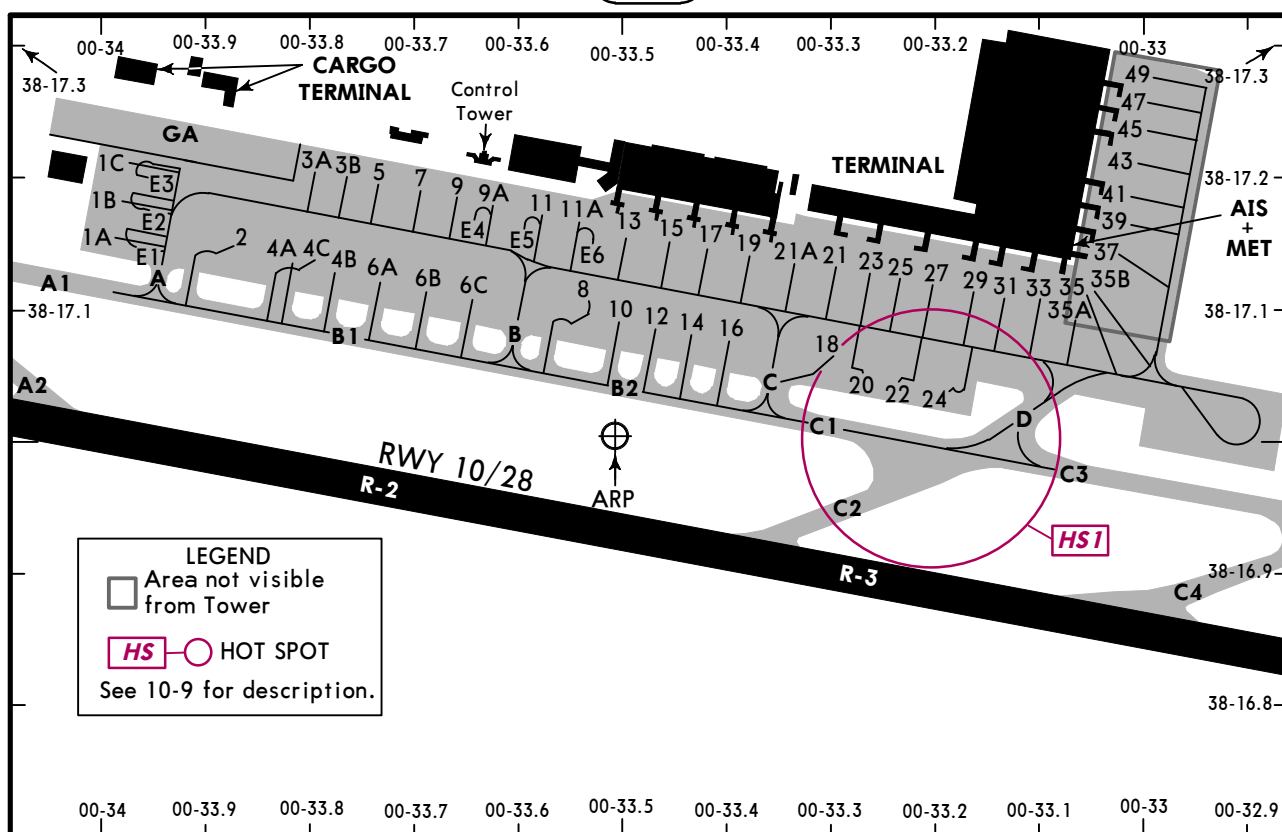
HS1 Use CAUTION at instructions to turn into Rwy direction: No entry to Twy C2.
Area of confusion. Special attention to markings and ATC instructions.

Standard

TAKE-OFF ①

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

① Operators applying U.S. Ops Specs: CL required below 300m.



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		

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

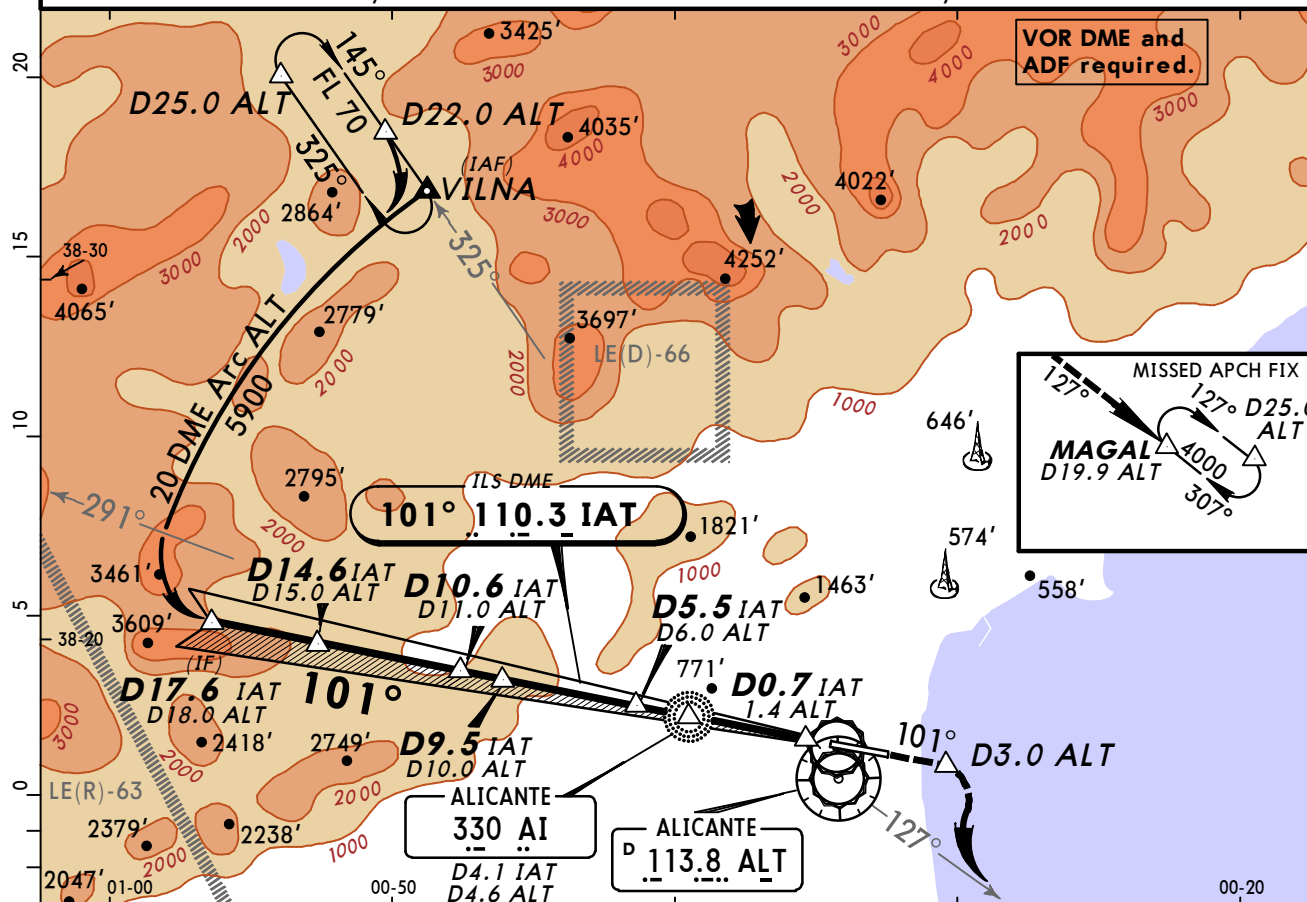
Consists of:

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.

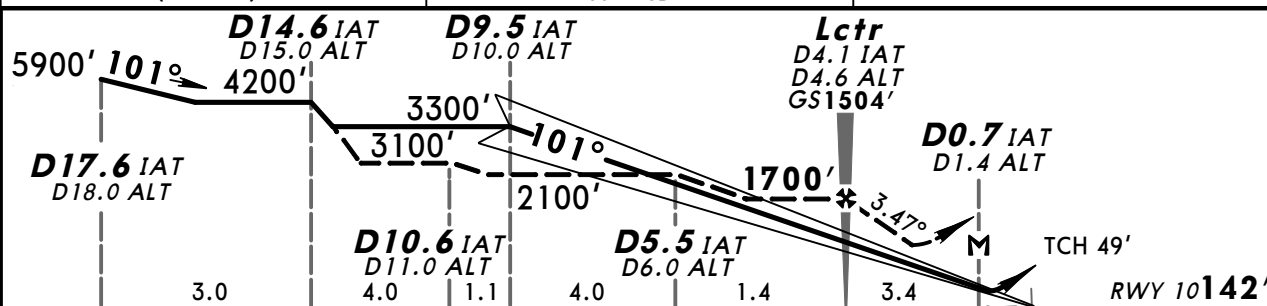
C. PILOT INSTRUCTIONS

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.

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 ALTITUDE	4.0 1670'
-----------------	---------------------	--------------



STRAIGHT-IN LANDING RWY 10				LOC (GS out)		CIRCLE-TO-LAND Not authorized North of airport	
A: 360' (218') C: 380' (238') DA(H) B: 372' (230') D: 391' (249')							
FULL		Limited	ALS out			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

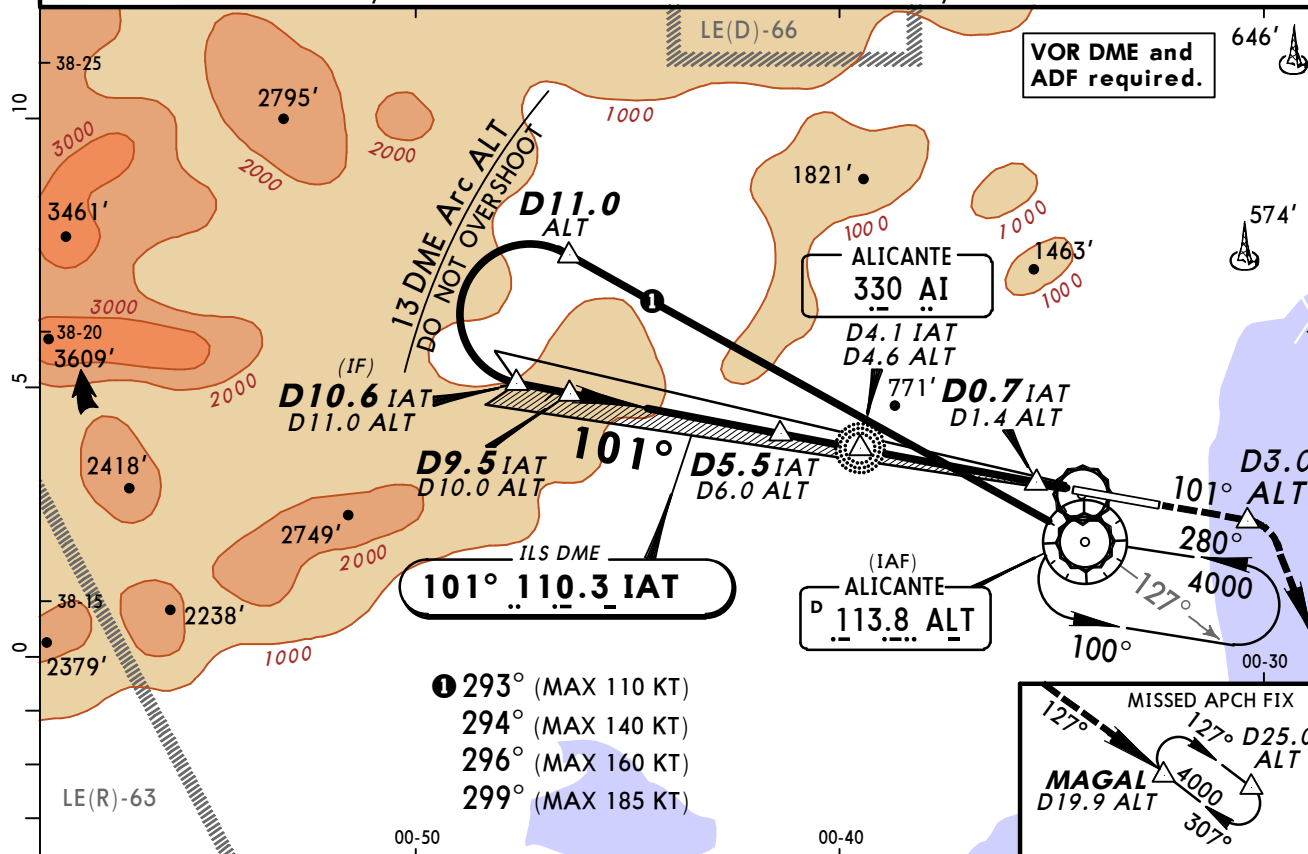
LEAL/ALC ALICANTE

JEPPesen
27 APR 12
Eff 3 May (11-2)

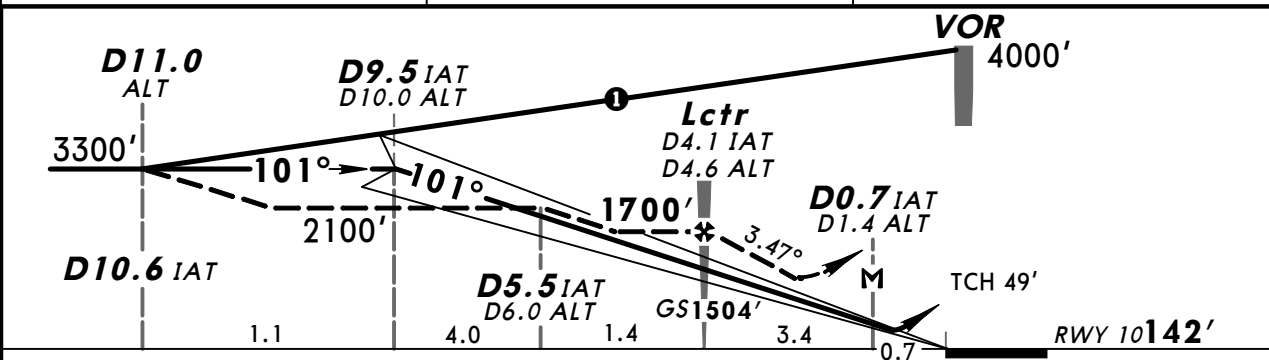
ALICANTE, SPAIN
ILS Y or LOC B Rwy 10

ATIS 120.07	VALENCIA Control (APP) 120.4 118.8	ALICANTE Tower 118.15	Ground 130.65	
LOC IAT 110.3	Final Apch Crs 101°	GS Lctr 1504' (1362')	ILS DA(H) Refer to Minimums	
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.				Apt Elev 142' RWY 142'

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 ALTITUDE	4.0 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							

Standard STRAIGHT-IN LANDING RWY 10				LOC (GS out)		CIRCLE-TO-LAND Not authorized North of airport	
ILS							
A: 360' (218') C: 380' (238')							
DA(H) B: 372' (230') D: 391' (249')							
FULL		Limited	ALS out				
A						Max Kts	MDA(H) VIS
B						100	960' (818') 1500m
C						135	1090' (948') 1600m
D						180	1240' (1098') 2400m
						205	1370' (1228') 3600m

LEAL/ALC ALICANTE

27 APR 12

13-1

Eff 3 May

ALICANTE, SPAIN
VOR Z Rwy 10

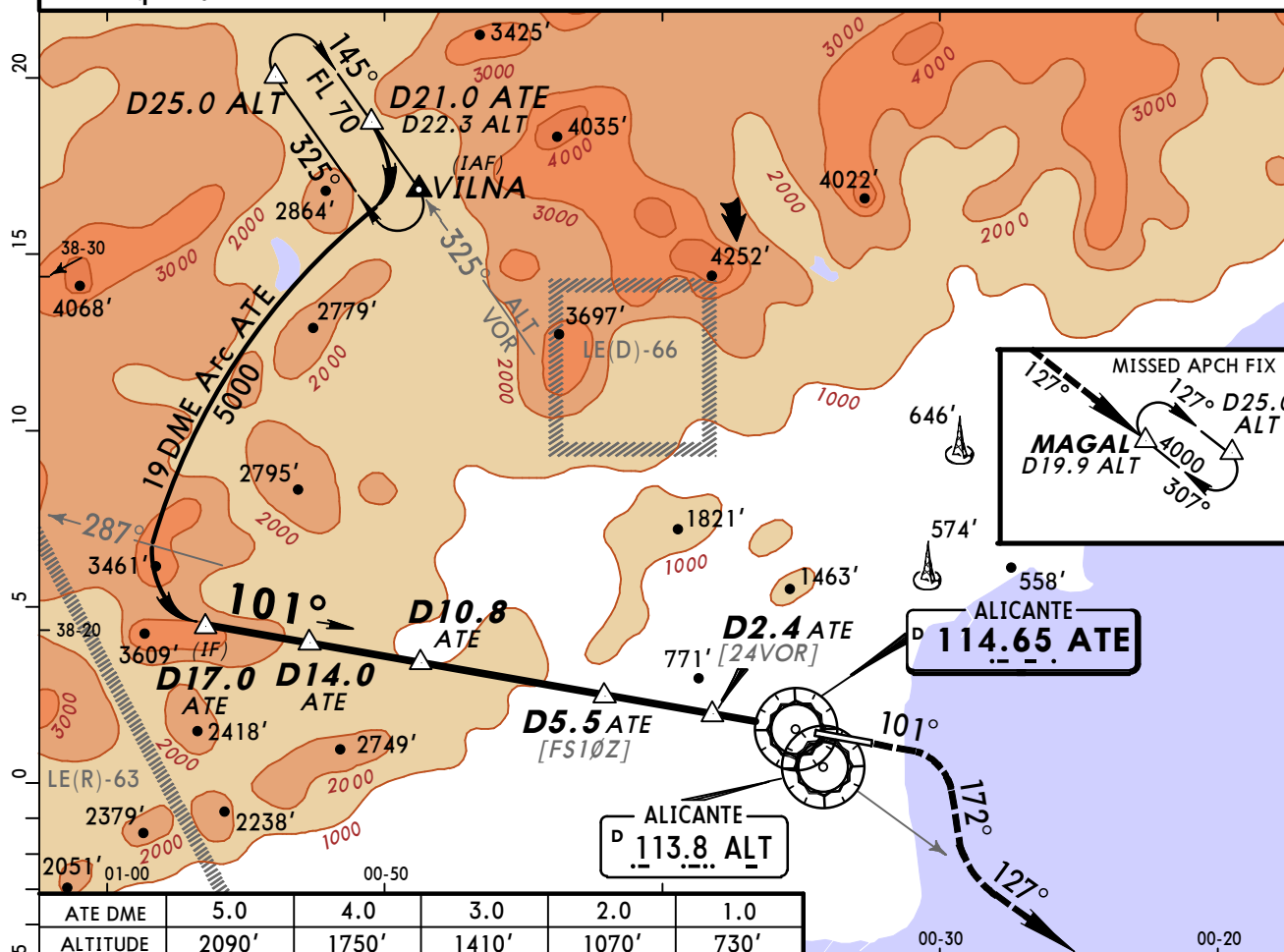
MISSED APCH: Climb on R-101 ATE to 1600', then turn RIGHT onto 172° and follow R-127 ALT direct to MAGAL to 4000' and hold.

Alt Set: hPa
DME required.

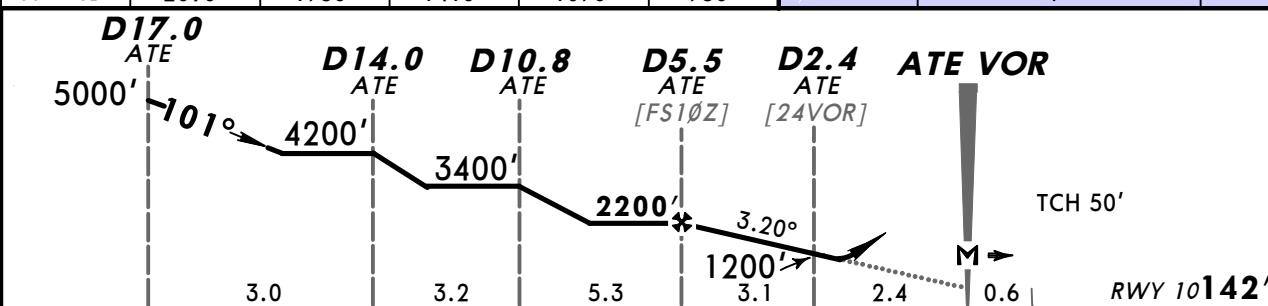
Rwy Elev: 5 hPa

Trans level: By ATC

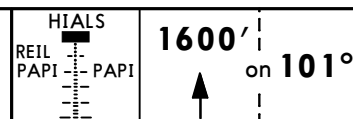
Trans alt: 6000'



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
MAP at ATE VOR						



Standard			STRAIGHT-IN LANDING RWY 10			CIRCLE-TO-LAND Not authorized North of airport		
			DA(H) 700' (558')			Max Kts		
			ALS out			MDA(H)		
						VIS		
A	RVR 1500m						100	960' (818')
B							135	1090' (948')
C	RVR 1800m			CMV 2400m			180	1240' (1098')
D							205	1370' (1228')

CHANGES: Communications. Bearings on VILNA holding. TCH.

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LEAL/ALC ALICANTE

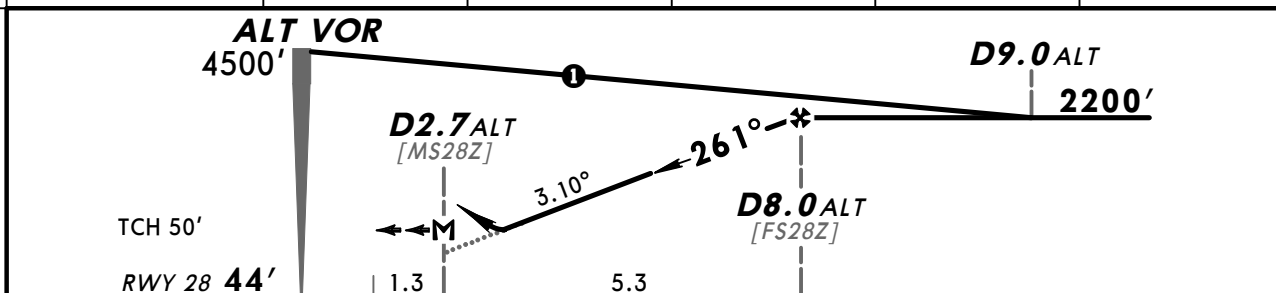
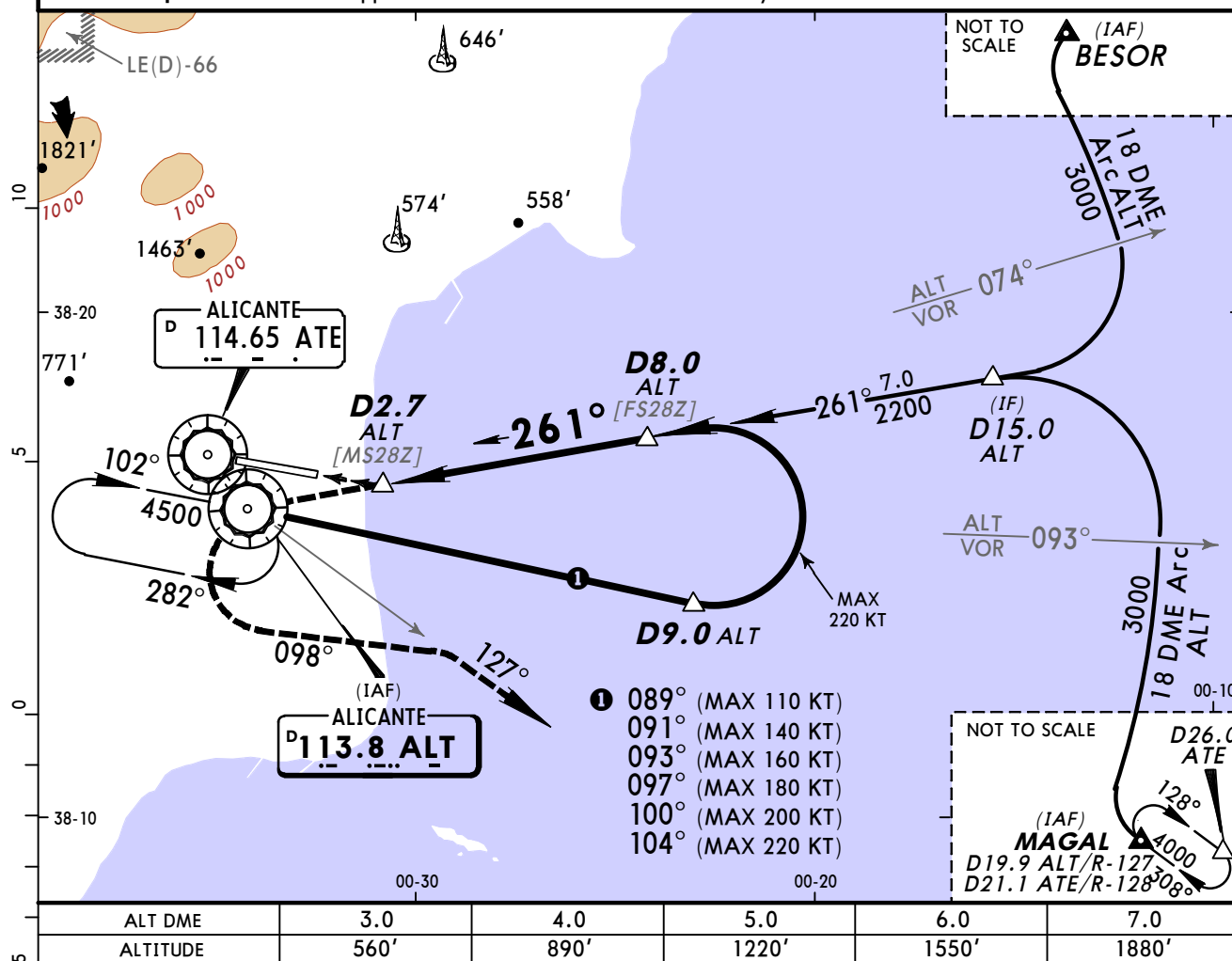
JEPPesen
1 MAR 13 **(13-3)** Eff 7 Mar

ALICANTE, SPAIN
VOR Z Rwy 28

ATIS 120.07	VALENCIA Control (APP) 120.4 118.8	ALICANTE Tower 118.15	Ground 130.65	MSA ALT VOR
VOR ALT 113.8	Final Apch Crs 261°	Minimum Alt D8.0 ALT 2200' (2156')	DA(H) Refer to Minimums	
Apt Elev 142' 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'.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC
1. DME required. 2. Final approach track offset 20° from runway centerline.



Gnd speed-Kts	70	90	100	120	140	160		ALT 113.8	098°	220 KT MAX
Descent Angle	3.10°	384	494	548	658	768		↑	LT	
MAP at D2.7 ALT										

Standard STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
DA(H) AB: 540' (496')				Not authorized North of airport			
ALS out				Max Kts	MDA(H)	VIS	
A	RVR 1500m		CMV 2300m	100	960' (818')	2300m	
B				135	1090' (948')	2300m	
C				180	1240' (1098')	2400m	
D				205	1370' (1228')	3600m	

CHANGES: None.

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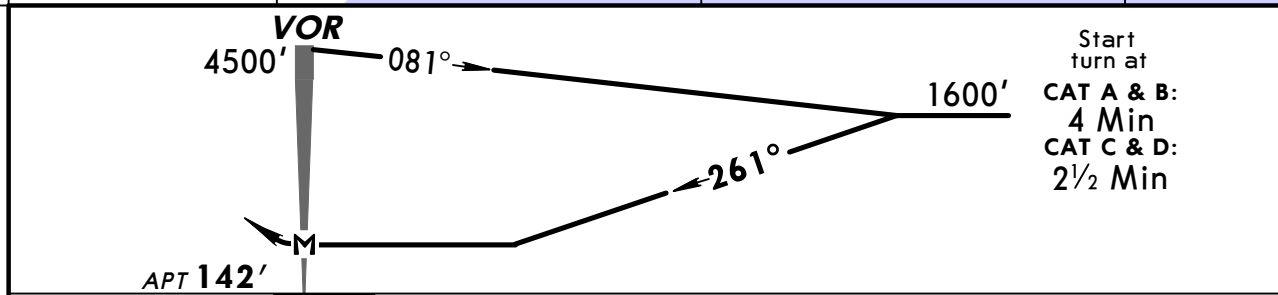
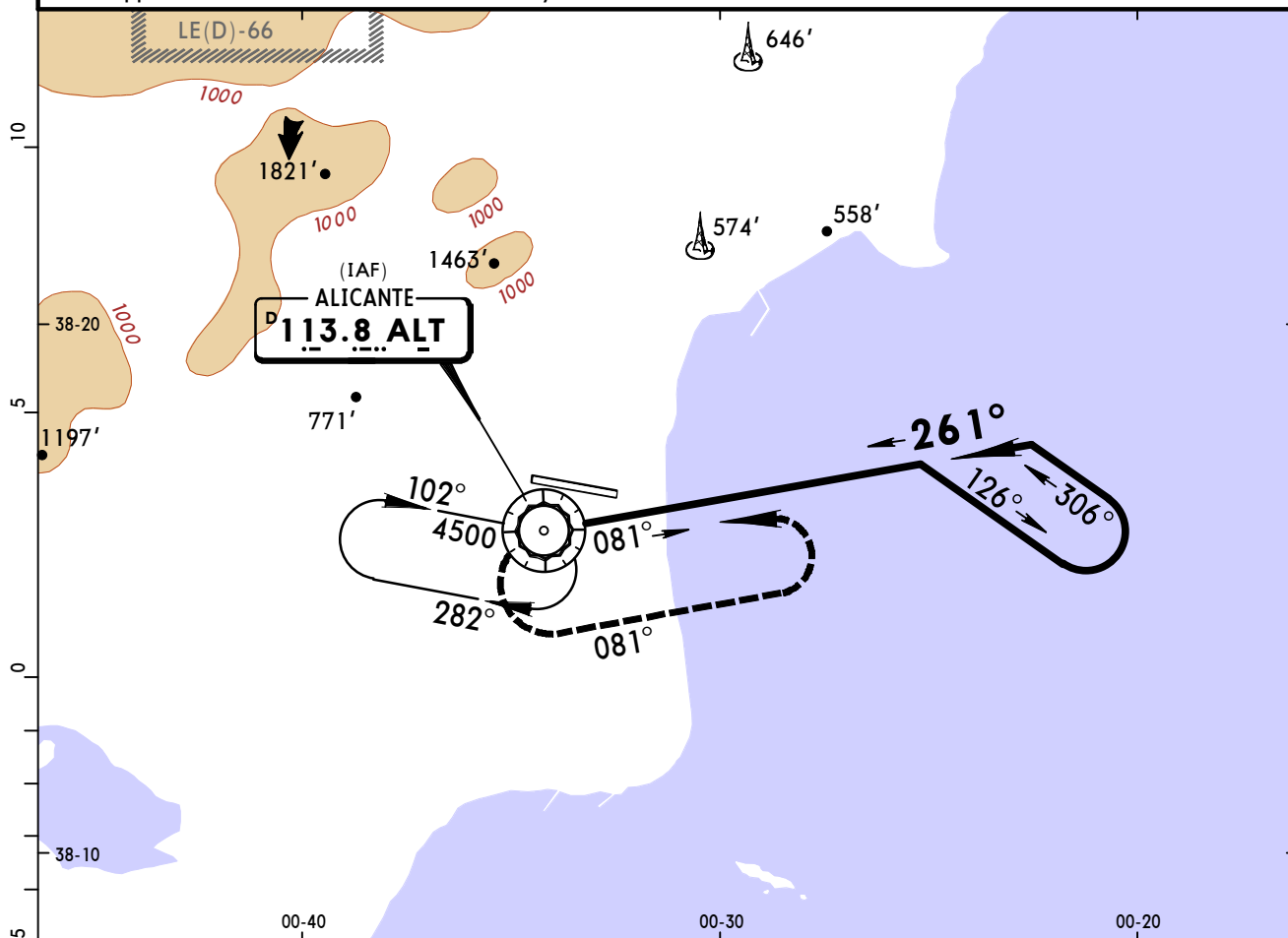
LEAL/ALC ALICANTE

JEPPESEN
1 MAR 13 **13-4** Eff 7 Mar

ALICANTE, SPAIN
VOR Y Rwy 28

ATIS 120.07	VALENCIA Control (APP) 120.4 118.8	ALICANTE Tower 118.15	Ground 130.65	
VOR ALT 113.8	Final Aptch Crs 261°	Minimum Alt No FAF	MDA(H) Refer to Minimums	
MISSED APCH: Turn LEFT (MAX 220 KT) onto 081° climbing to 4000', then return to holding climbing to 4500'.				

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



MAP at VOR						HIALS	081°	220 KT	4000'
Standard						PAPI	LT	MAX	↑

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

CHANGES: CAT A & B restricted to circling.

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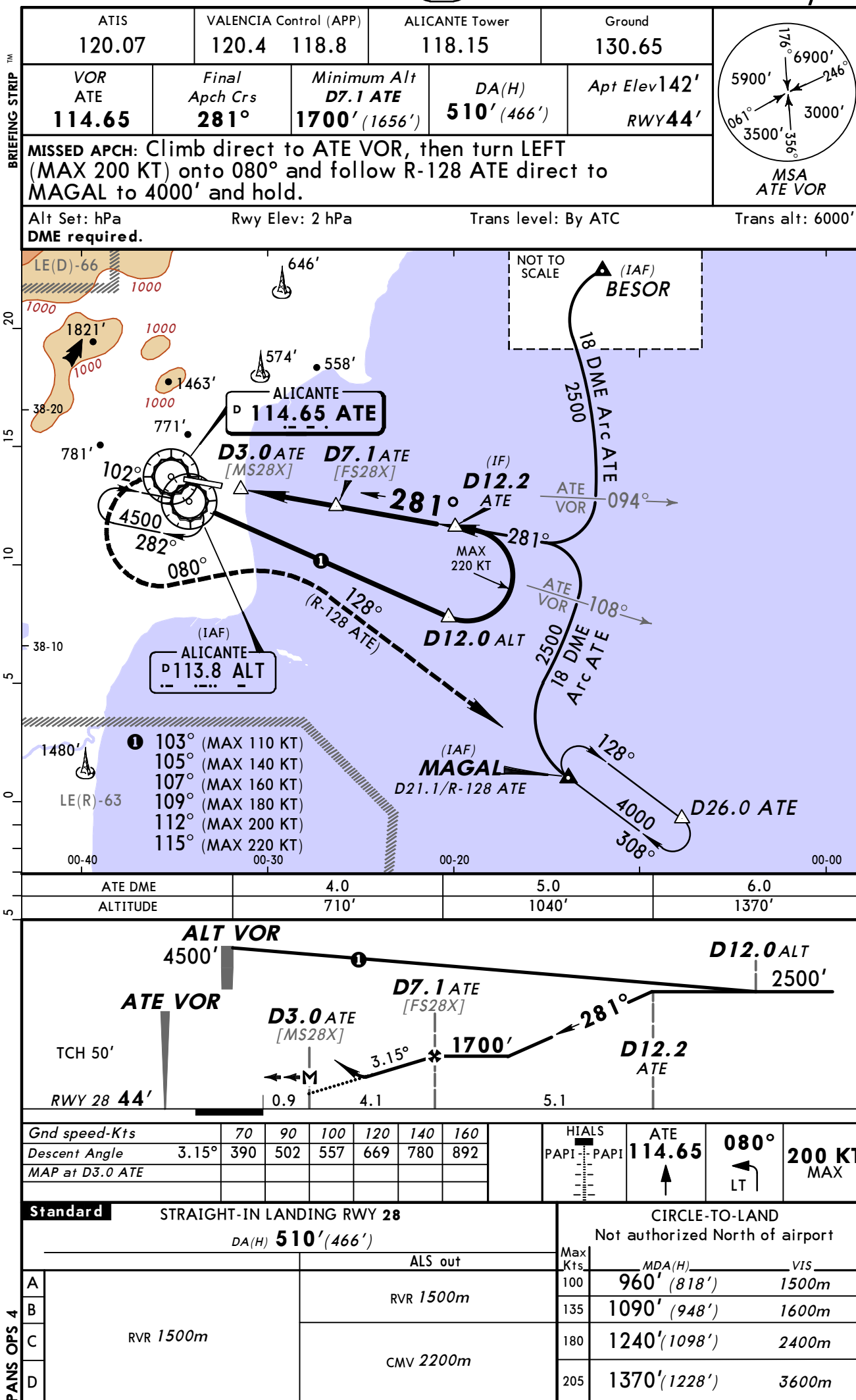


Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ALICANTE, (ALICANTE - LEAL)				
ADD	CONSTRUCTION WORKS (TEMP)	10-8	06 Dec 2013	12 Dec 2013

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).

Type: Terminal

Effectivity: Temporary

Begin Date: 20130822

End Date: Until Further Notice

CLS VORDME temporary u/s; (10-2F/2G) CLS 1DCL, 1DCM and 2DCN and MABUX 1DCL u/s; 10-2A and 10-2B suspended, refer to temp charts 10-2C1/10-2C2.