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Terminal Charts For LEMG
Revision Letter For Cycle 01-2014
Change Notices
Notebook

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General Information

Location: Malaga Esp
IATA Code: AGP
Lat/Long: N36° 40.5' W004° 29.9'
Elevation: 52 ft

Airport Use: Public
Magnetic Variation: 1.4°W

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0731 Z
Sunset: 1716 Z,

Runway Information

Runway: 12
Length x Width: 9022 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 44 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 13
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 52 ft
Lighting: Edge, ALS, Centerline

Runway: 30
Length x Width: 9022 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 30 ft
Lighting: Edge, Centerline

Runway: 31
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 37 ft
Lighting: Edge, ALS, Centerline

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Communication Information

ATIS 124.475
ATIS 120.375
Malaga Ground Tower 121.95
Malaga Ground Tower 121.7
Malaga Clearance Tower 121.875
Malaga Tower 124.775
Malaga Tower 118.775
Malaga Tower 118.15
Malaga Tower 25.78 Military
Malaga Approach Control 123.95
Malaga Approach Control 123.85
Malaga Approach Control 118.45
Malaga Approach Control 25.87

1. GENERAL

1.1. ATIS

ATIS Arrival 120.37
ATIS Departure 124.47

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GROUND ENGINE TESTING

Engine performance testing higher than idle regime are forbidden at any stand in the apron. Clearance for engine performance testing at any regime will be requested to the executive on duty (Tel: +34 952 048 808), who will deny or approve clearance, indicating the procedure to be followed.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP for take-off will be applied when the measured RVR or visibility in the manoeuvering area is 500m or below.
RWY 13/31 is authorized for take-off in low visibility conditions. During LVP, RWY 12/30 will not be used.
Pilots will be informed about the application of LVP via ATIS.
Any notified or detected incident that may affect the LVP, will be immediately communicated to ACFT and ATC. Tower will supply RWYs in use THR RVR directely.
ATC will inform about the cancellation of LVP when RVR or VIS is MIM 1000m during at least 5 min and TREND forecast METAR in force, or in force soon, with VIS higher than 1000m.

1.3.2. GROUND MOVEMENT

1.3.2.1. GENERAL

While LVP are applying taxiing of only one ACFT at a time on maneuvring area will be authorized with the following exception:
With RWY 13 in use the simultaneuosly guided taxiing of an ACFT on TWY A and the guided taxiing of another ACFT out of apron 8 or 9 via TWY D, L or Q until stop bar Q1 will be authorized. When TWY A is free and ATC clearance is granted ACFT continues taxiing after Follow-me car heading to threshold RWY 13.

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

During LVP, following measures will be taken:
TWY B between TWYs L and Q is not usable as TWY on apron.
Entry and Exit of parking positions with Follow-me car.

1.3.2.2. ARRIVAL

ACFT that have already landed shall leave by the end of RWY and will notify "RWY vacated" when leave critical area (via HS-3/HN-3) as per RWY in use, when pilot begin to see all lights green after alternate series light green and yellow.
Landing ACFT, after indicating "RWY vacated" will stop at corresponding stop bar A1 (RWY 13 in use) or A3 (RWY 31 in use) and wait for arrival of a Follow-me car.

Pilots shall in form Tower of "Follow-me in sight" and shall not begin taxiing until clearance from Tower to taxi and follow Follow-me car to assigned stand is granted.

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1. GENERAL

TAXI ROUTING

Apron	Stand	RWY 13 in use	RWY 31 in use
1	all	HS-3, A1, A, G-1A	HN-3, A3, A, G-1A
2	all	HS-3, A1, A, G-2 or G-1 or direct entry to stand	HN-3, A3, A, G-2 or G-1 or direct entry to stand
3	all	HS-3, A1, A, G-3, R3	HN-3, A3, A, G-3, R3
4	all	HS-3, A1, A, G-4, R4	HN-3, A3, A, G-4, R4
5	all	HS-3, A1, A, G-5, R5	HN-3, A3, A, G-5, R5
6	31 thru 35	HS-3, A1, A, G-8, R6A	HN-3, A3, A, G-8, R6A
	37	HS-3, A1, A, G-8, R6A	HN-3, A3, A, G-7
	42 thru 54	HS-3, A1, A, G-8, G-9, G-10 (the nearest), B	HN-3, A3, A, G-8, G-9, G-10 (the nearest), B
	54	HS-3, A1, A, G-10, L	HN-3, A3, A, G-10, L
7	all	HS-3, A1, A, G-11, G-12, G-13 (the nearest), R7 (A-B-C-D)	HN-3, A3, A, G-11, G-12, G-13 (the nearest), R7 (A-B-C-D)
8	all	HS-3, A1, A, G-10, L, R8	HN-3, A3, A, Q, D, L, R8 or HN-3, A3, A, G-10, L, R8
9	all	HS-3, A1, A, G-10, L, R9C	HN-3, A3, A, Q, D, L, R9C or D, R9A-B (the nearest to stand), R9C

1.3.2.3. DEPARTURE

Pilot will request clearance for engine start-up notifying the stand position.
Departing ACFT, independently of origin apron, will be guided by marshaller to TWY A next to threshold of RWY in use:
With RWY 13 in use, marshaller will guide ACFT to TWY Q intersection, with RWY 31 in use to TWY HS-1 intersection.

ACFT which are departing and need to return to apron, notify ATC and wait for taxiing instructions.
Access to RWY 13/31 will be carried out preferably by HN-3 or HS-3, according to RWY in use, being forbidden access by E-1 and E-3 via E-6.

TAXI ROUTING

Apron	Stand	RWY 13 in use	RWY 31 in use
1	all	G-1A, A, A3, HN-3	G-1A, A, A1, HS-3
2	all	G-2 or G-1 or direct extit to A, A3, HN-3	G-2 or G-1 or direct extit to A, A1, HS-3
3	all	R3, G-3, A, A3, HN-3	R3, G-3, A, A1, HS-3
4	all	R4, G-4, A, A3, HN-3	R4, G-4, A, A1, HS-3
5	all	R5, G-5 or G-6, A, A3 HN-3	R5, G-5 or G-6, A, A1 HS-3
6	31 thru 35	R6A, G-8, A, A3, HN-3	R6A, G-8, A, A1, HS-3
	37	G-7, A, A3, HN-3	G-7, A, A1, HS-3
	42 thru 54	R6B, G-8, G-9, G-10 (the nearest), A, A3, HN-3	R6B, G-8, G-9, G-10 (the nearest), A, A1, HS-3
	54	L, G-10, A, A3, HN-3	L, G-10, A, A1, HS-3
7	all	R7 (A-B-C-D), G-11, G-12, G-13 (the nearest),A, A3, HN-3	R7 (A-B-C-D), G-11, G-12, G-13 (the nearest),A, A1, HS-3
8	all	R8, L, D, Q, Q1, A, A3, HN-3 or L, G-10, A, A3, HN-3	R8, L, G-10, A, A1, HS-3
9	71 thru 99	D, Q, Q1, A, A3, HN-3	D, L, G-10, A, A1, HS-3
	70 thru 92	R9C, R9A or R9B (the nearest), D, Q, Q1, A, A3, HN-3	R9C, L, G-10, A, A1, HS-3

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1. GENERAL

1.3.3. COMMUNICATION FAILURE

Whenever an ACFT operating in the manoeuvring area experiences a communications failure, it must comply as follows:

Departing ACFT:

- If ACFT is taxiing with marshaller guidance, Tower will contact marshaller to guide ACFT back to stand.
- If ACFT is taxiing to holding position and marshaller has left the manoeuvring area, ACFT will continue via assigned taxi route until stop at ATC clearance limit, extreme caution. ACFT will keep position and wait for Follow-me car to be guided back to stand.

Arriving ACFT that has just landed will leave RWY via TWY HN-3 or HS-3 to corresponding stop bar on TWY A (A3 or A1 according to RWY in use) and wait for Follow-me car to be guided to assigned stand.

1.4. TAXI PROCEDURES

TWYs B between R-6A and L, R-6A up to stand 35, R-6B and R-6C MAX wingspan 171'/52m.

TWYs R-6A from stands 31 to 35 and R-8 from stands 60 to 66 MAX wingspan 118'/36m.

Oversteering procedure required for ACFT type D & E on twy G-3, G-4, G-5, G-7, G-8, G-9, G10 and G-11.

Oversteering procedure required for ACFT type E on twy G-6, G-12 and G-13.

1.5. PARKING INFORMATION

Docking guidance system APIS available at Terminal 2.
Docking guidance system SAFEDOCK available at Terminal 3.

1.6. OTHER INFORMATION

Helicopter activity.
RWY 31 right-hand circuit.
Birds.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

2.1.1. SPEED ADJUSTMENTS UNDER RADAR CONTROL

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

ACFT will be exempt from carrying out these speed limits, when a continuous descent arrival is being performed, but not with those explicitly shown on some IACs.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. REVERSE THRUST

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

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2. ARRIVAL

2.3. RWY OPERATIONS

2.3.1. GENERAL

Vacate RWY 12 only by using TWY E-8, E-9, E-10, E-11 and HE-1.
Vacate RWY 13 only by using TWY E-4, E-2, E-1 or HS-3.
Vacate RWY 31 only by using TWY E-3, E-5, E-6 or HN-3.

2.3.2. MINIMUM REDUCED SEPARATION ON THE SAME RWY

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

ACFT with 5670kg Weight or over:
Landing following departure: The preceding departing ACFT has taken-off and is, at least, at 2000m from THR.

Light ACFT under 5670kg Weight:
Landing following landing: The preceding ACFT has just landed and is, at least, at 1500m from THR and in motion.

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

Such minima shall only be applied between SR and SS and under following conditions:
- Wake turbulence separation minima shall be maintained.
- While visual meteorological conditions (VMC) prevail in the aerodrome.
- When braking action is not adversely affected by RWY contaminants (slush, water, etc.).
- When the involved ACFT operate normally.

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

2.3.3. MINIMUM RWY OCCUPANCY TIME

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

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

Unless ATC indicates a specific rapid exit TWY, ACFT will vacate the corresponding RWY by the following rapid exit TWYs:

RWY	Rapid Exit	ACFT
12	E-8	light
12	E-9	all
12	E-10	all
13	E-4	light
13	E-2	all
13	E-1	all
31	E-3	light
31	E-5	all
31	E-6	all

Military ACFT:

RWY	Rapid Exit	ACFT
13	E-M	all
31	E-3*	light
31	E-5*	all
31	E-6*	all

* and wait for ATC clearance.

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3. DEPARTURE

3.1. START-UP & TAXI PROCEDURES

3.1.1. START-UP

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

3.1.2. TAXIING

Access to RWY 13/31 TWY HN-3 or HS-3 shall be preferably used, whenever only one ACFT is operating, according to the RWY in use.

3.2. RWY OPERATIONS

3.2.1. MINIMUM RWY OCCUPANCY TIME

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

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

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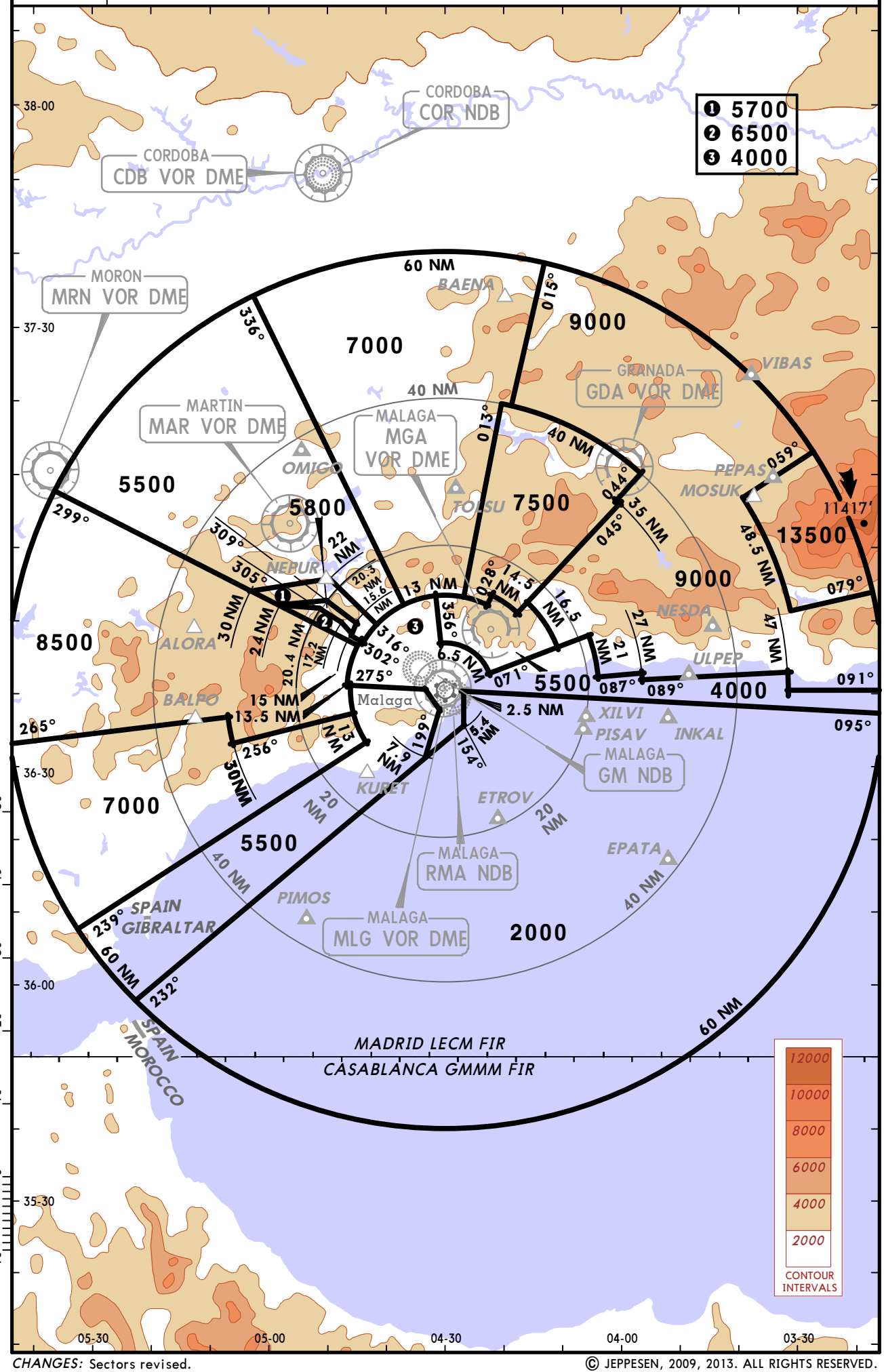
Apt Elev 52′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. The published minimum altitudes integrate no correction for low temperatures. 2. This chart should only be used for cross-checking of assigned altitudes while under radar control.



CHANGES: Sectors revised.

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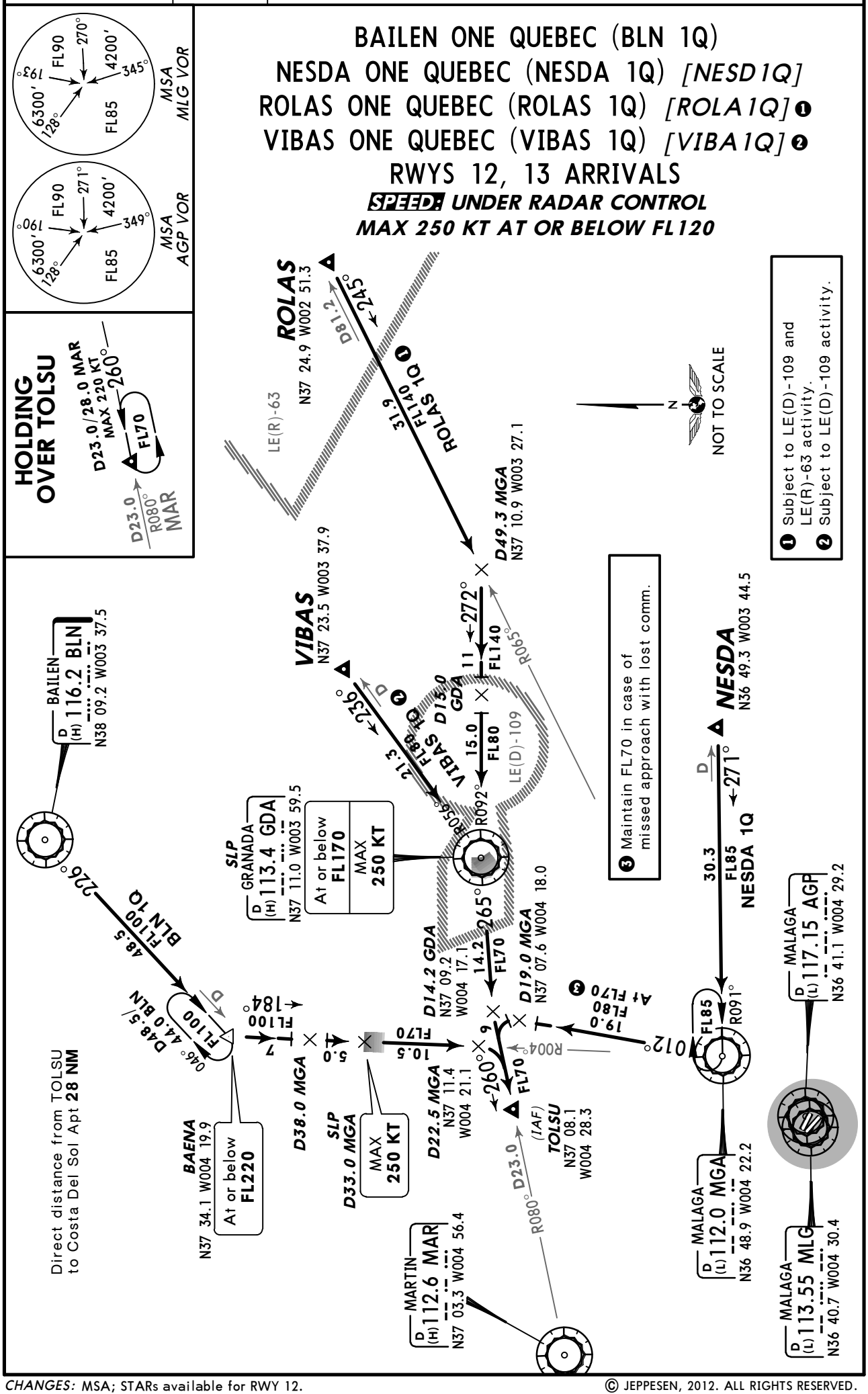
ATIS	Apt Elev	
120.37	52′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

BAILEN ONE QUEBEC (BLN 1Q)
NESDA ONE QUEBEC (NESDA 1Q) *[NESD1Q]*
ROLAS ONE QUEBEC (ROLAS 1Q) *[ROLA1Q]* ❶
VIBAS ONE QUEBEC (VIBAS 1Q) *[VIBA1Q]* ❷
RWYS 12, 13 ARRIVALS

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



CHANGES: MSA; STARs available for RWY 12.

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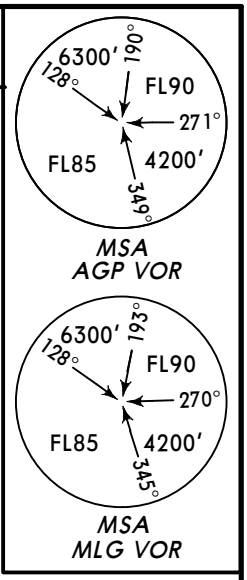
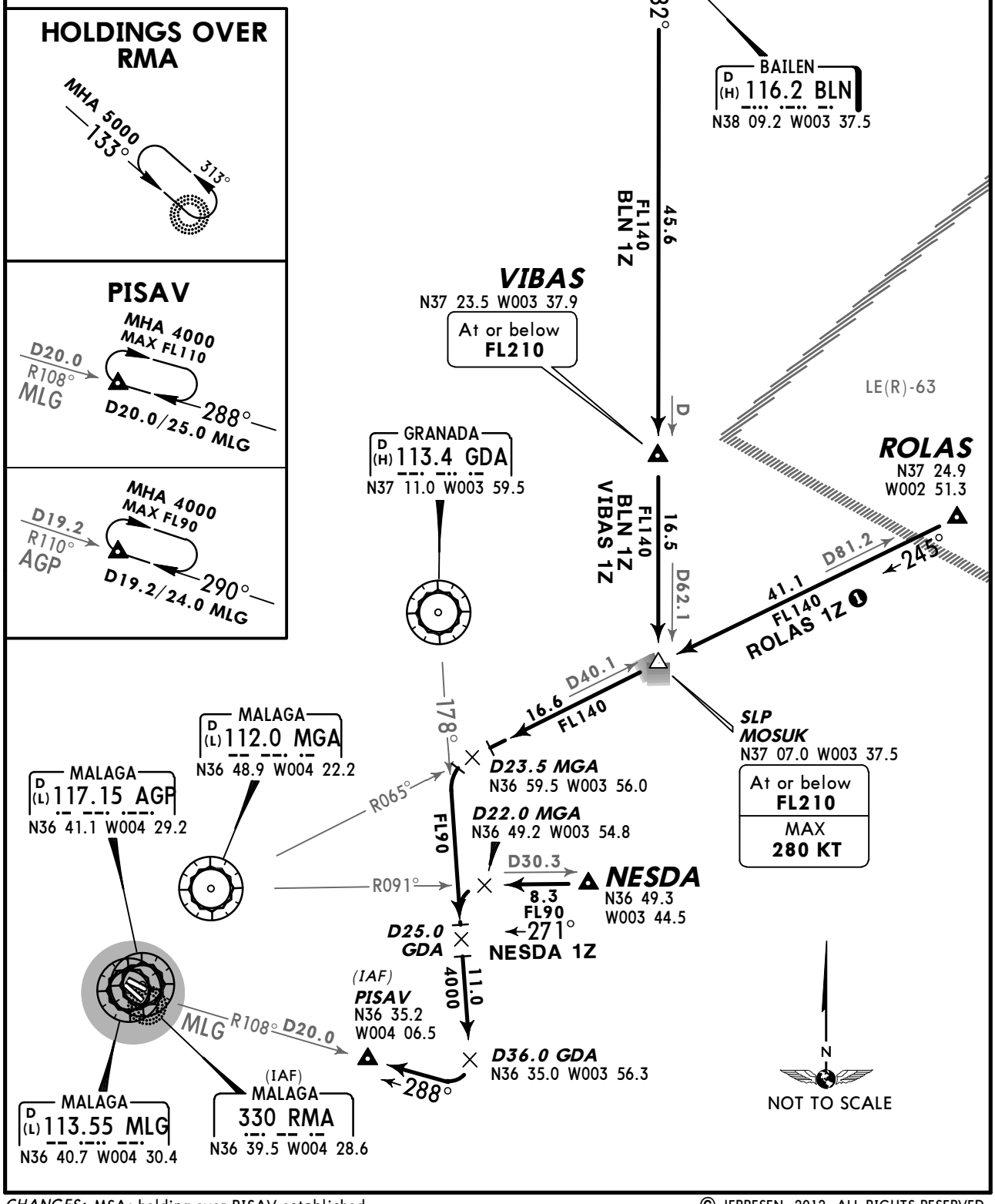
ATIS	Apt Elev	
120.37	52′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

BAILEN ONE ZULU (BLN 1Z)
NESDA ONE ZULU (NESDA 1Z) *[NESD1Z]*
ROLAS ONE ZULU (ROLAS 1Z) *[ROLA1Z]* ❶
VIBAS ONE ZULU (VIBAS 1Z) *[VIBA1Z]*
RWY 31 ARRIVALS

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120

❶ Subject to LE(R)-63 activity.





CHANGES: MSA; holding over PISAV established.

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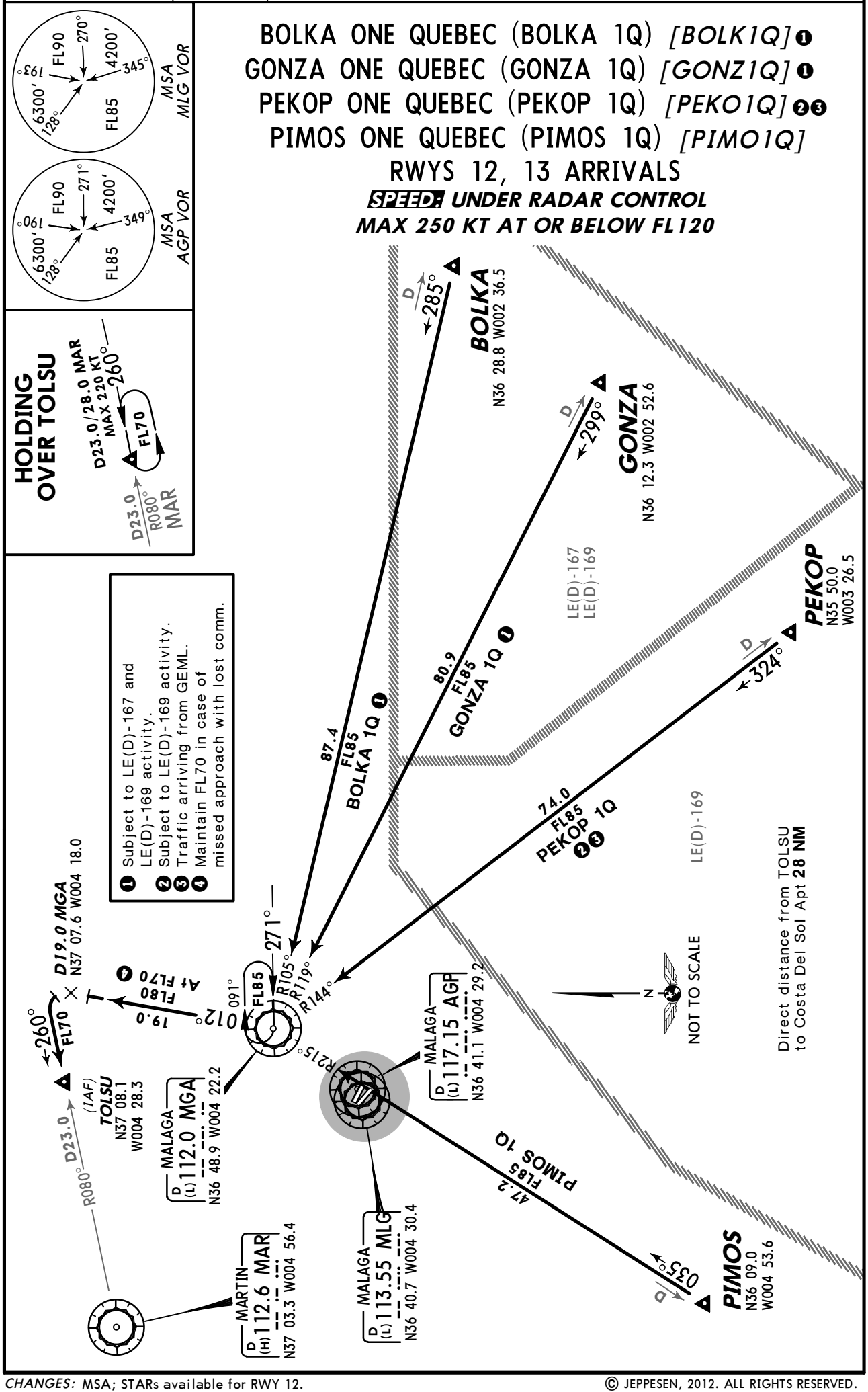
ATIS	Apt Elev	
120.37	52′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

BOLKA ONE QUEBEC (BOLKA 1Q) [BOLK1Q] ❶
GONZA ONE QUEBEC (GONZA 1Q) [GONZ1Q] ❶
PEKOP ONE QUEBEC (PEKOP 1Q) [PEKO1Q] ❷❸
PIMOS ONE QUEBEC (PIMOS 1Q) [PIMO1Q]
RWYS 12, 13 ARRIVALS

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



CHANGES: MSA; STARs available for RWY 12.

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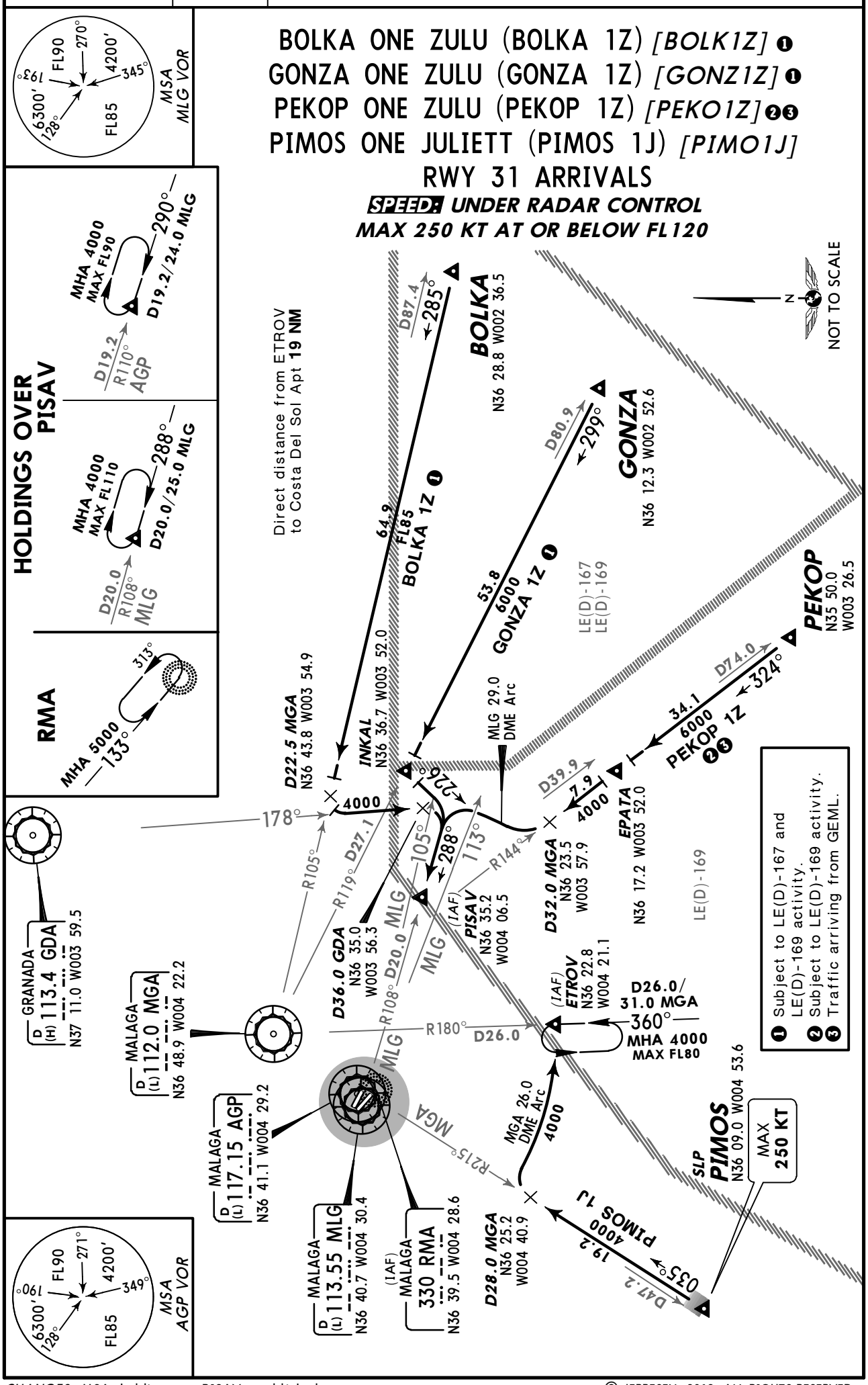
ATIS	Apt Elev	
120.37	52′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

BOLKA ONE ZULU (BOLKA 1Z) *[BOLK1Z]* ❶
GONZA ONE ZULU (GONZA 1Z) *[GONZ1Z]* ❶
PEKOP ONE ZULU (PEKOP 1Z) *[PEKO1Z]* ❷❸
PIMOS ONE JULIETT (PIMOS 1J) *[PIMO1J]*
RWY 31 ARRIVALS

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



CHANGES: MSA; holding over PISAV established.

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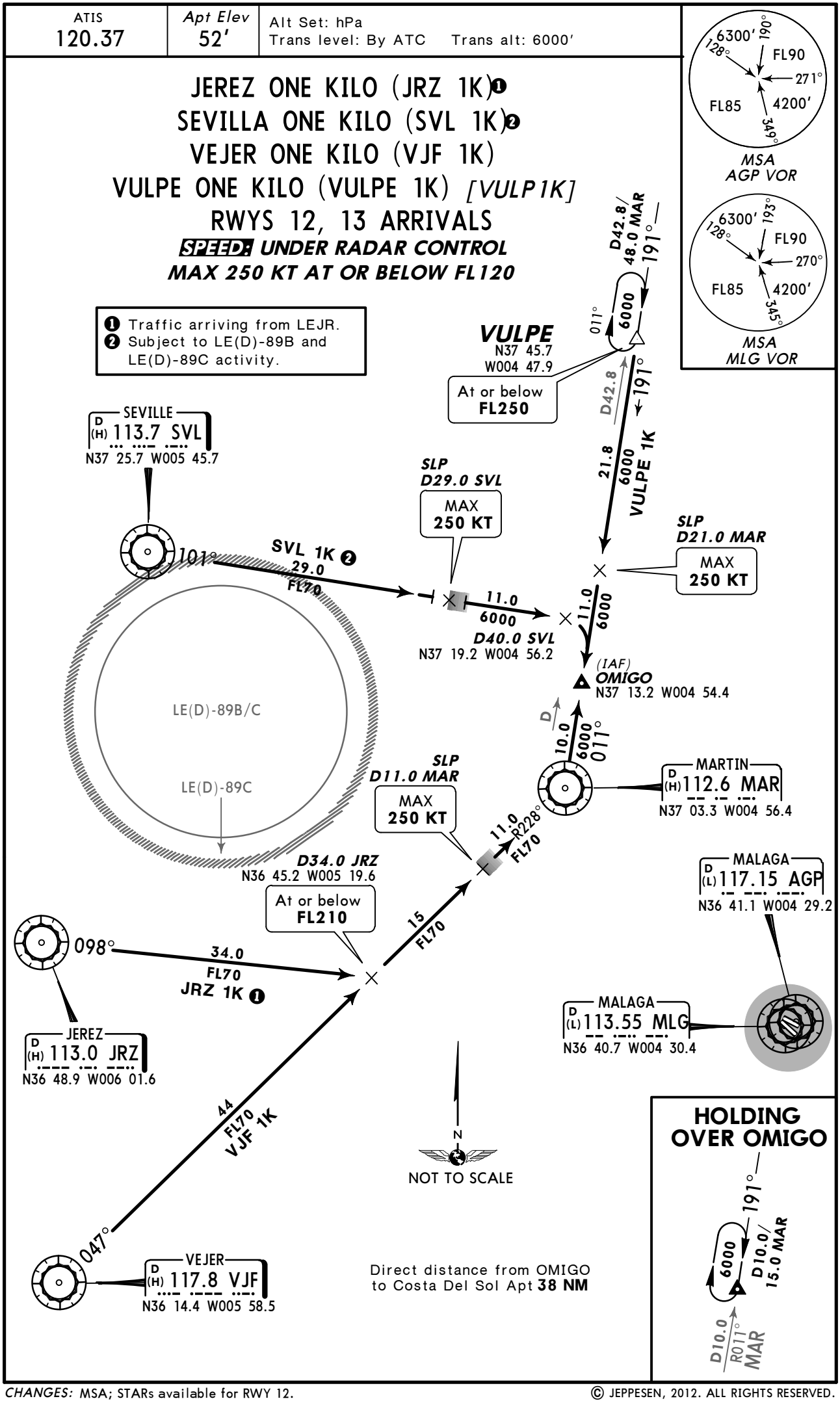
ATIS	Apt Elev	
120.37	52′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

JEREZ ONE KILO (JRZ 1K)❶
SEVILLA ONE KILO (SVL 1K)❷
VEJER ONE KILO (VJF 1K)
VULPE ONE KILO (VULPE 1K) *[VULP1K]*
RWYS 12, 13 ARRIVALS

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120

❶ Traffic arriving from LEJR.
❷ Subject to LE(D)-89B and LE(D)-89C activity.



CHANGES: MSA; STARs available for RWY 12.

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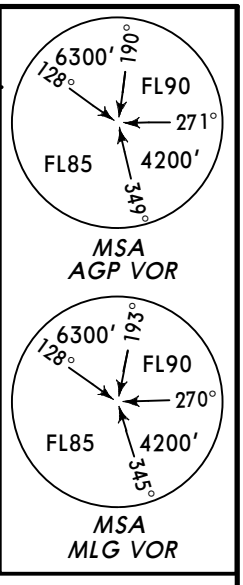
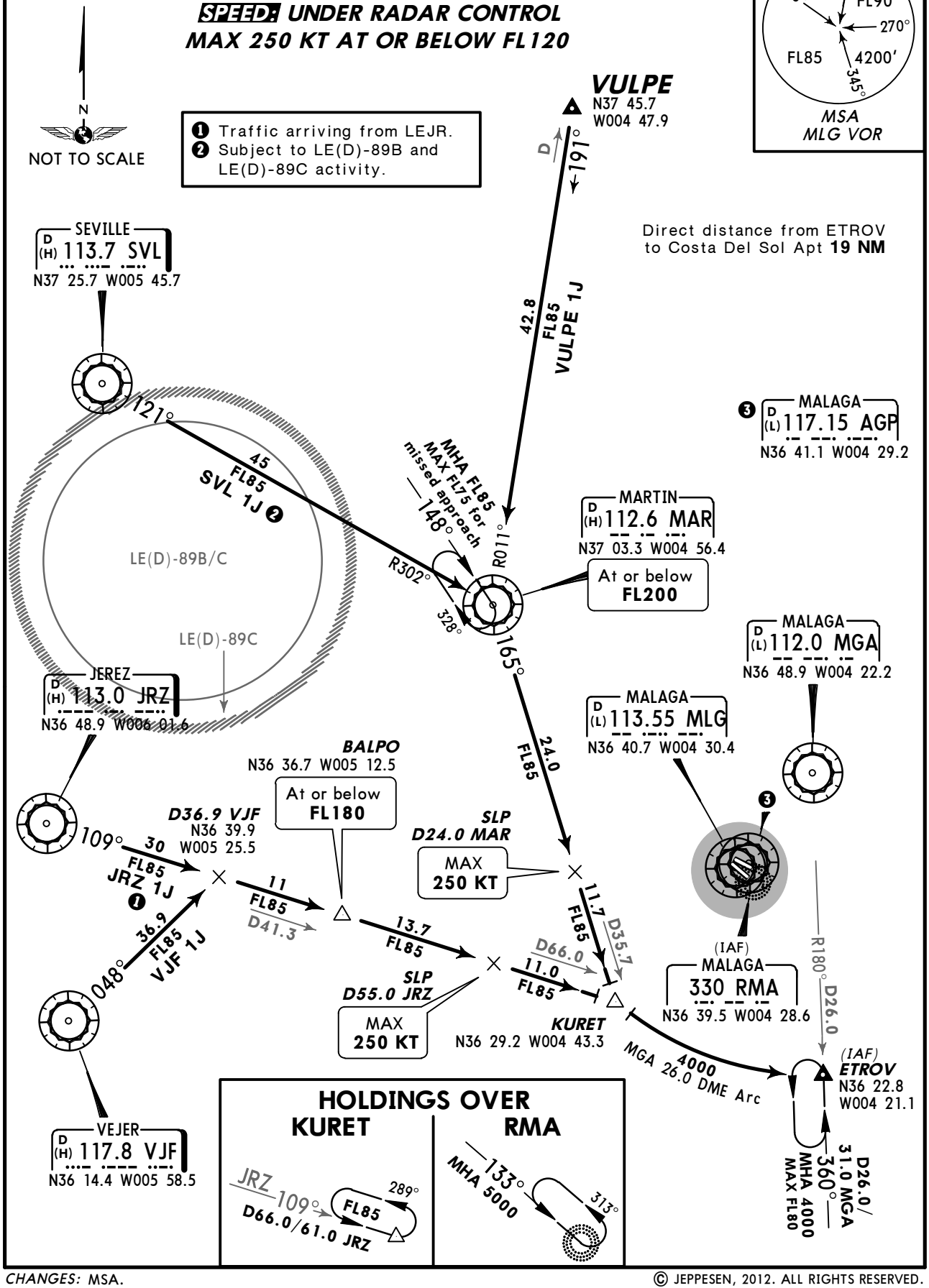
ATIS	Apt Elev	
120.37	52′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

JEREZ ONE JULIETT (JRZ 1J)❶
SEVILLA ONE JULIETT (SVL 1J)❷
VEJER ONE JULIETT (VJF 1J)
VULPE ONE JULIETT (VULPE 1J) *[VULP1J]*
RWY 31 ARRIVALS

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120





CHANGES: MSA.

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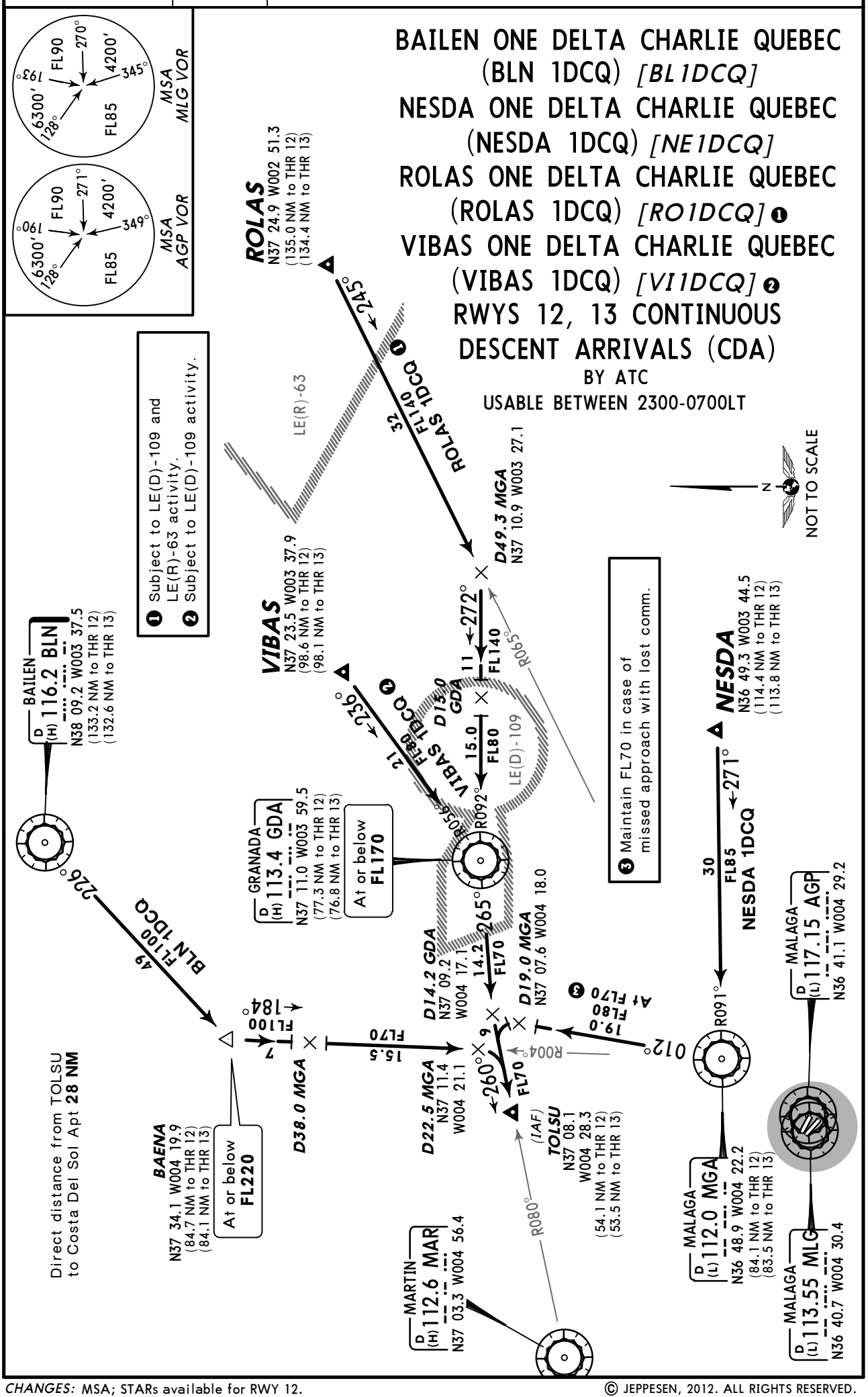
ATIS	Apt Elev	
120.37	52′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



CHANGES: MSA; STARs available for RWY 12.

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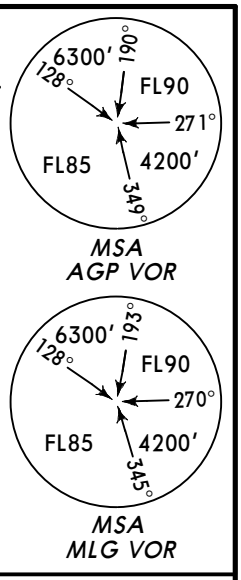
ATIS	Apt Elev	
120.37	52′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

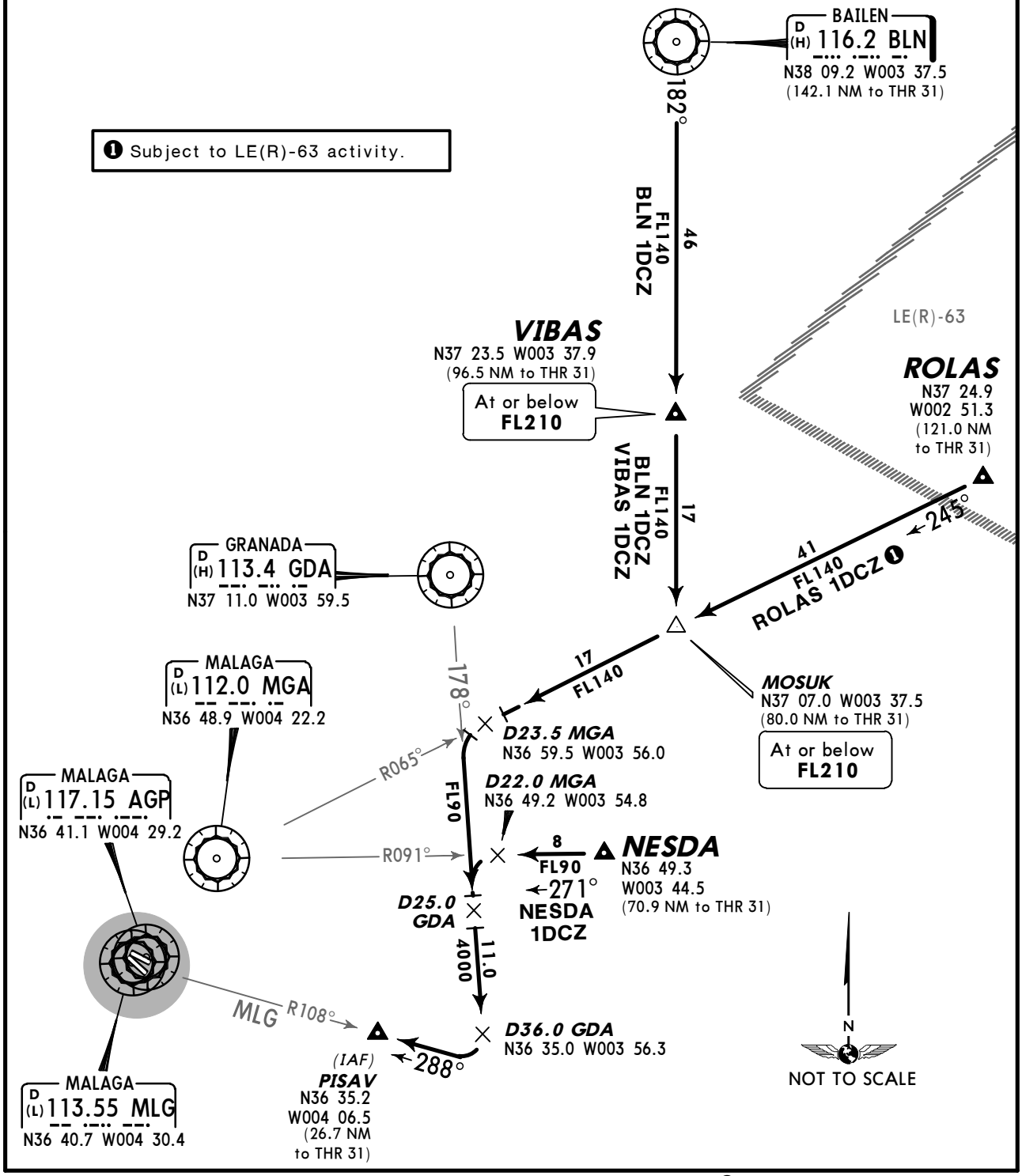


BAILEN ONE DELTA CHARLIE ZULU (BLN 1DCZ) *[BL1DCZ]*
NESDA ONE DELTA CHARLIE ZULU (NESDA 1DCZ) *[NE1DCZ]*
ROLAS ONE DELTA CHARLIE ZULU (ROLAS 1DCZ) *[RO1DCZ]* ❶
VIBAS ONE DELTA CHARLIE ZULU (VIBAS 1DCZ) *[VI1DCZ]*
RWY 31 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT

❶ Subject to LE(R)-63 activity.



CHANGES: MSA.

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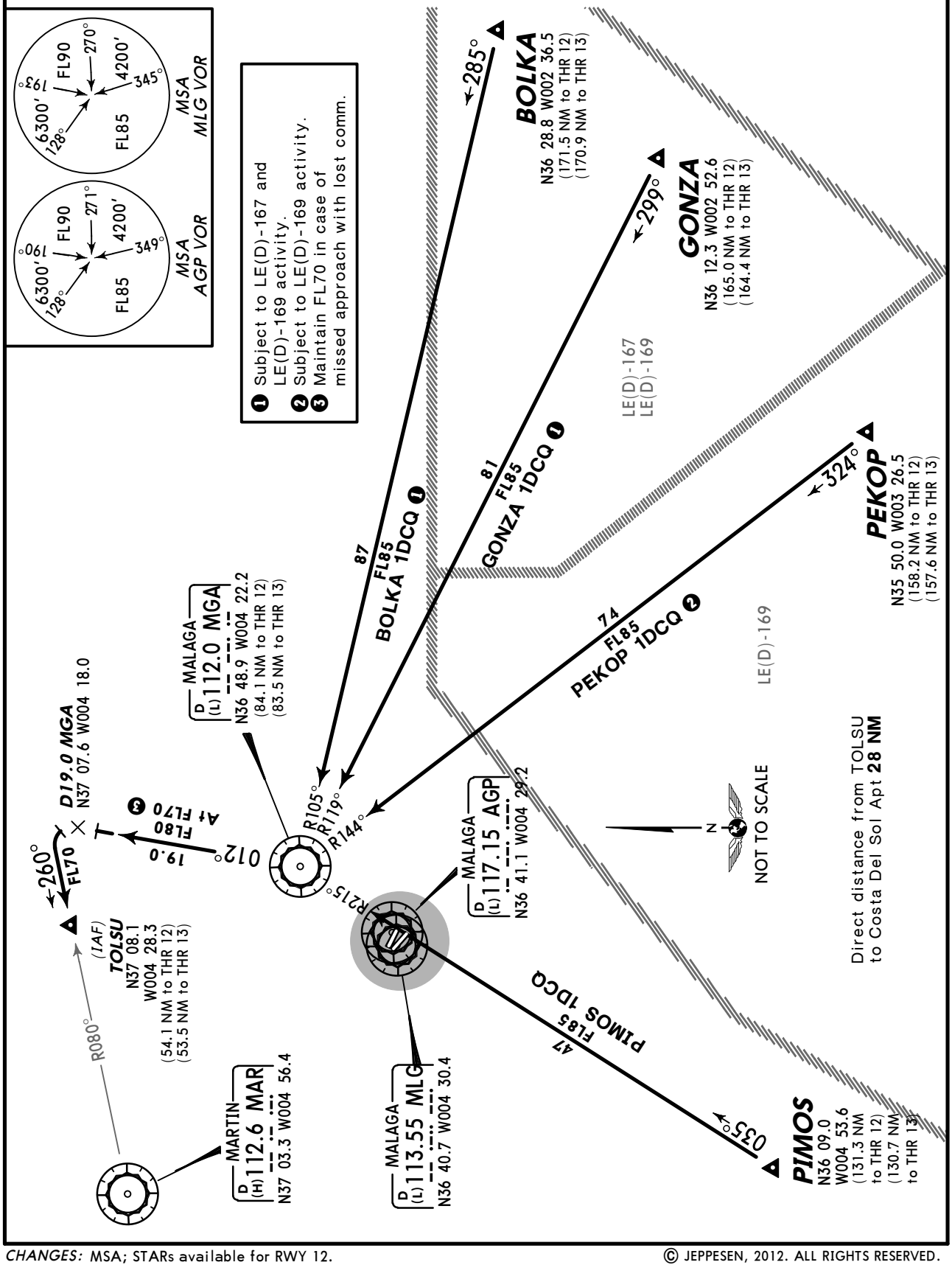
ATIS	Apt Elev	
120.37	52′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

BOLKA ONE DELTA CHARLIE QUEBEC (BOLKA 1DCQ) *[BO1DCQ]*❶
GONZA ONE DELTA CHARLIE QUEBEC (GONZA 1DCQ) *[GO1DCQ]*❶
PEKOP ONE DELTA CHARLIE QUEBEC (PEKOP 1DCQ) *[PE1DCQ]*❷
PIMOS ONE DELTA CHARLIE QUEBEC (PIMOS 1DCQ) *[PI1DCQ]*
RWYS 12, 13 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT



CHANGES: MSA; STARs available for RWY 12.

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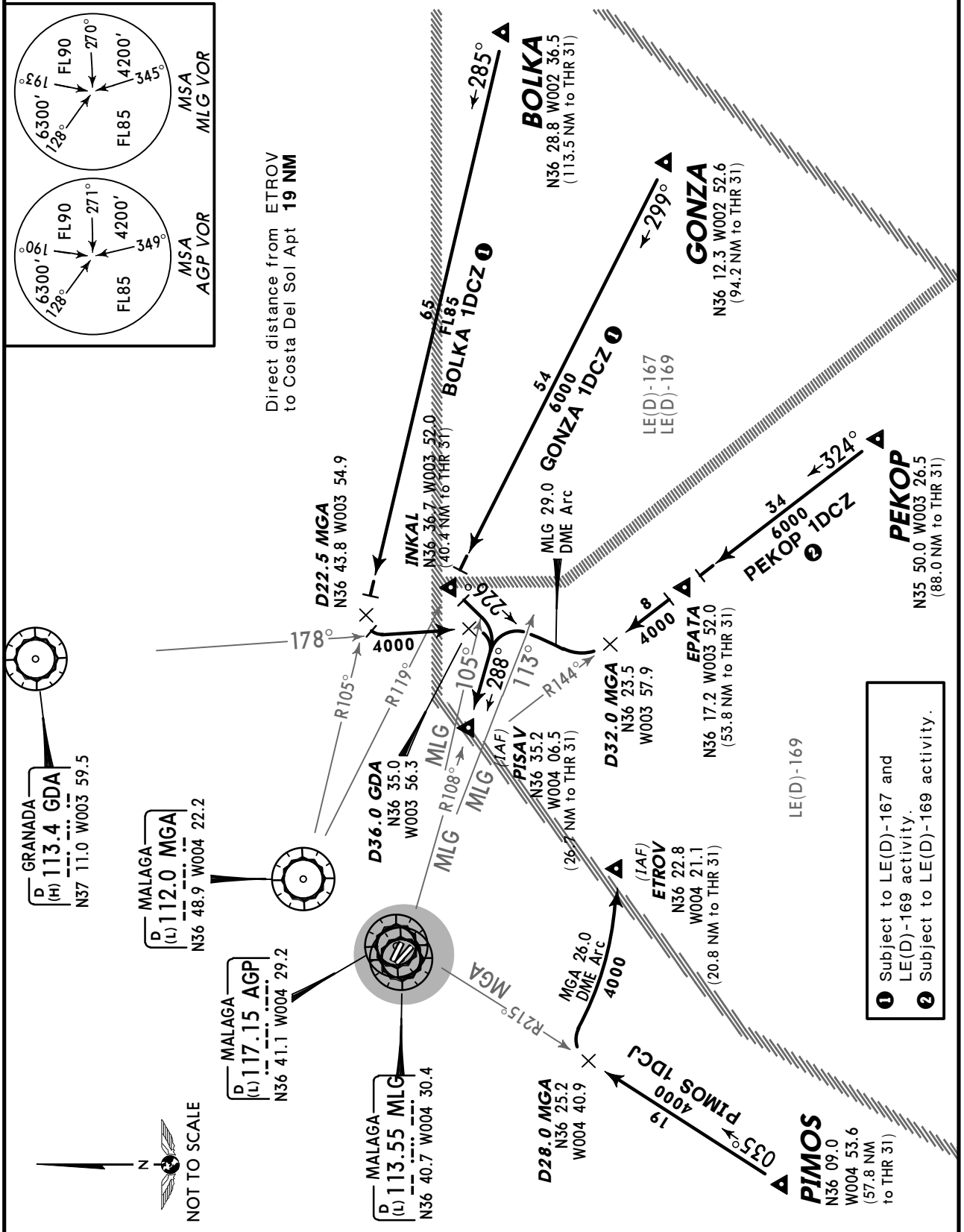
ATIS	Apt Elev	
120.37	52′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

BOLKA ONE DELTA CHARLIE ZULU (BOLKA 1DCZ) *[BO1DCZ]* ❶
GONZA ONE DELTA CHARLIE ZULU (GONZA 1DCZ) *[GO1DCZ]* ❶
PEKOP ONE DELTA CHARLIE ZULU (PEKOP 1DCZ) *[PE1DCZ]* ❷
PIMOS ONE DELTA CHARLIE JULIETT (PIMOS 1DCJ) *[PI1DCJ]*
RWY 31 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT



CHANGES: MSA.

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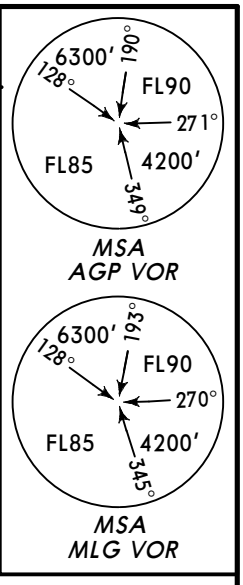
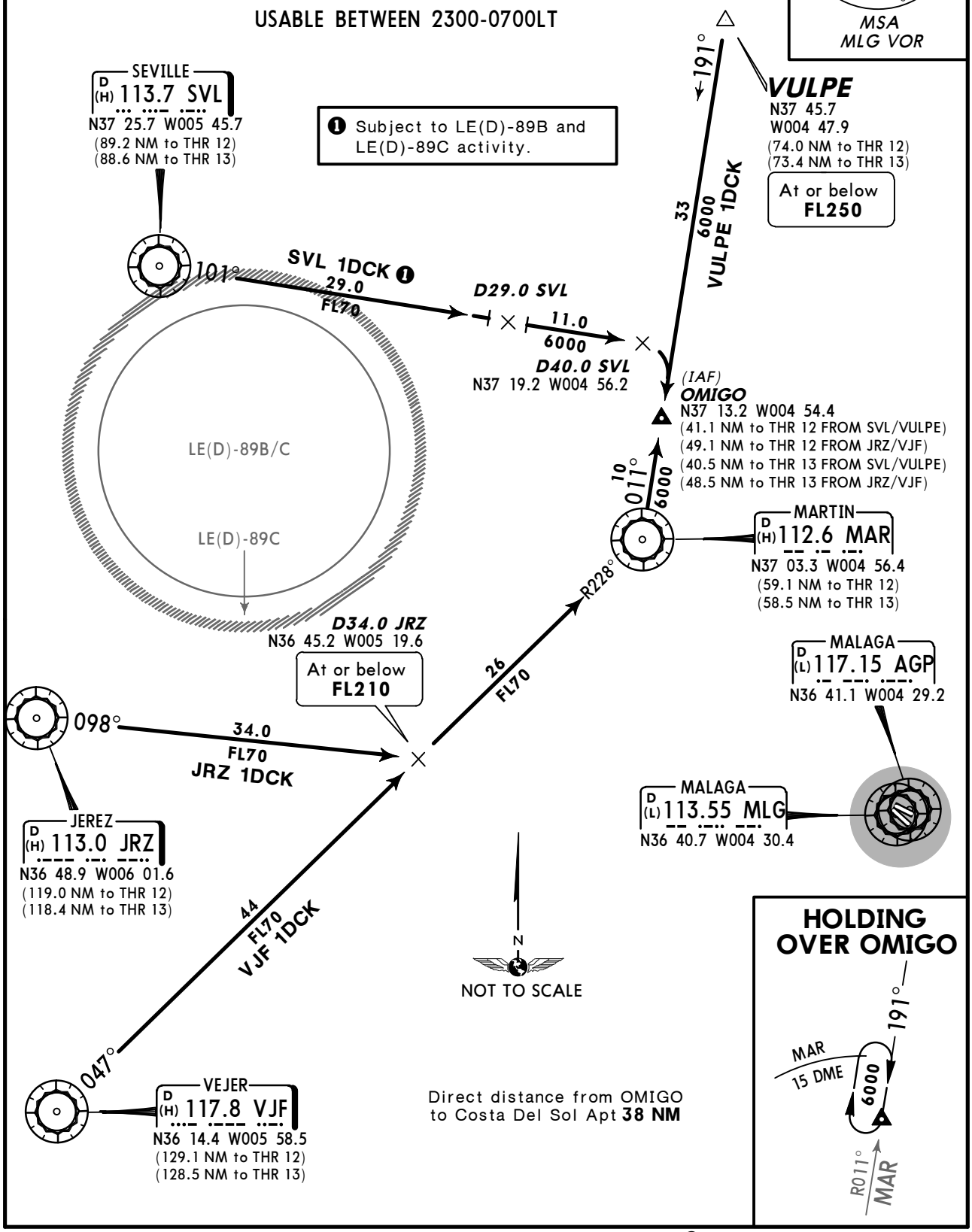
ATIS	Apt Elev	
120.37	52′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

JEREZ ONE DELTA CHARLIE KILO (JRZ 1DCK) [JR1DCK]
SEVILLA ONE DELTA CHARLIE KILO (SVL 1DCK) [SV1DCK] ❶
VEJER ONE DELTA CHARLIE KILO (VJF 1DCK) [VJ1DCK]
VULPE ONE DELTA CHARLIE KILO (VULPE 1DCK) [VU1DCK]
RWYS 12, 13 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT



❶ Subject to LE(D)-89B and LE(D)-89C activity.



CHANGES: MSA; STARs available for RWY 12.

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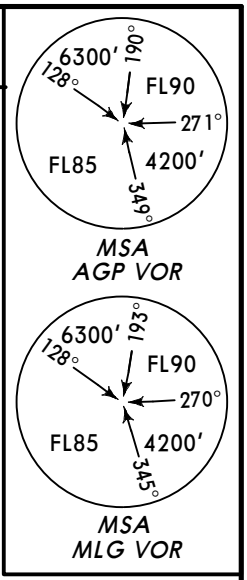
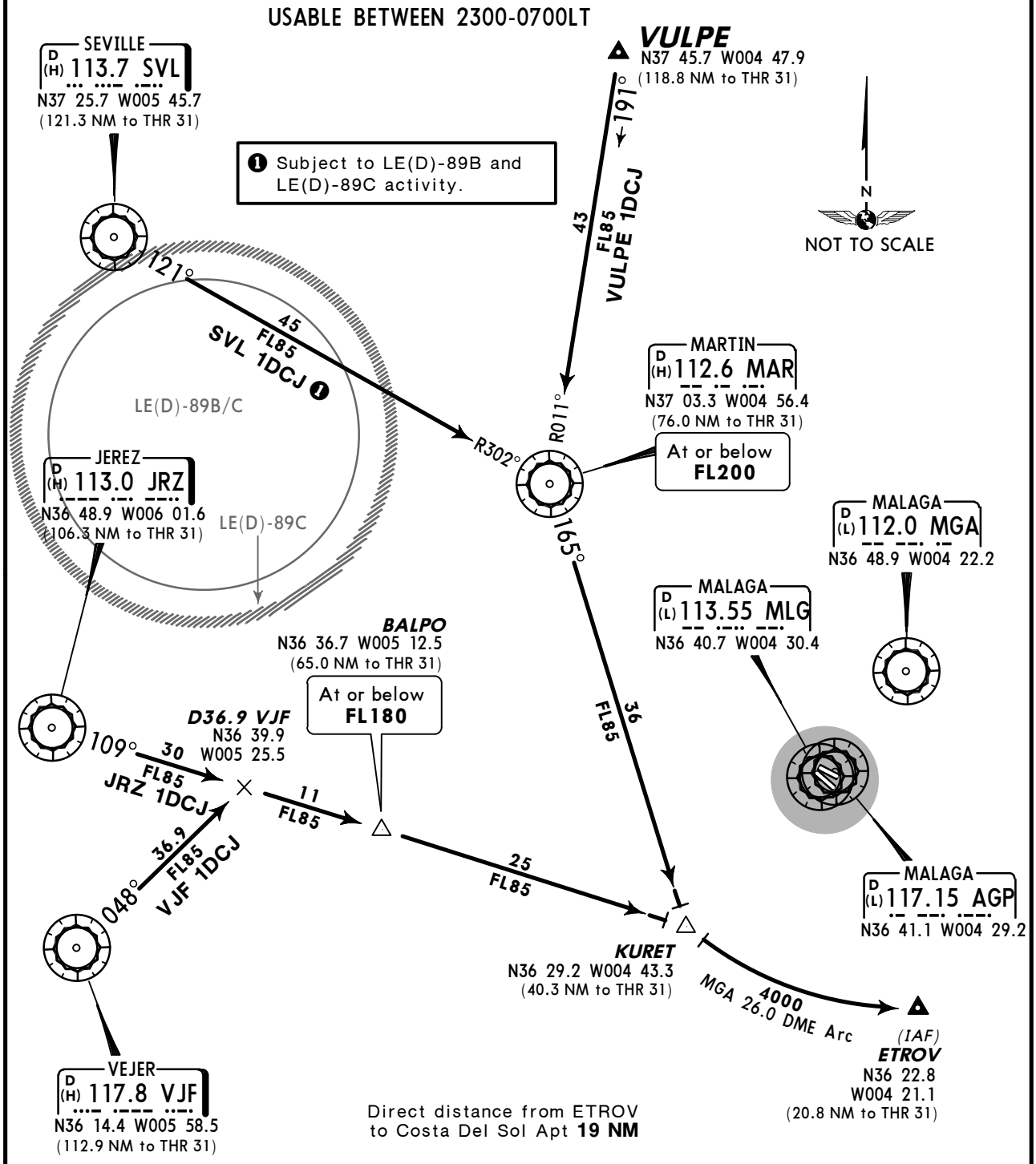
ATIS	Apt Elev	
120.37	52′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

JEREZ ONE DELTA CHARLIE JULIETT (JRZ 1DCJ) *[JR1DCJ]*
SEVILLA ONE DELTA CHARLIE JULIETT (SVL 1DCJ) *[SV1DCJ]* ❶
VEJER ONE DELTA CHARLIE JULIETT (VJF 1DCJ) *[VJ1DCJ]*
VULPE ONE DELTA CHARLIE JULIETT (VULPE 1DCJ) *[VU1DCJ]*
RWY 31 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT





CHANGES: MSA.

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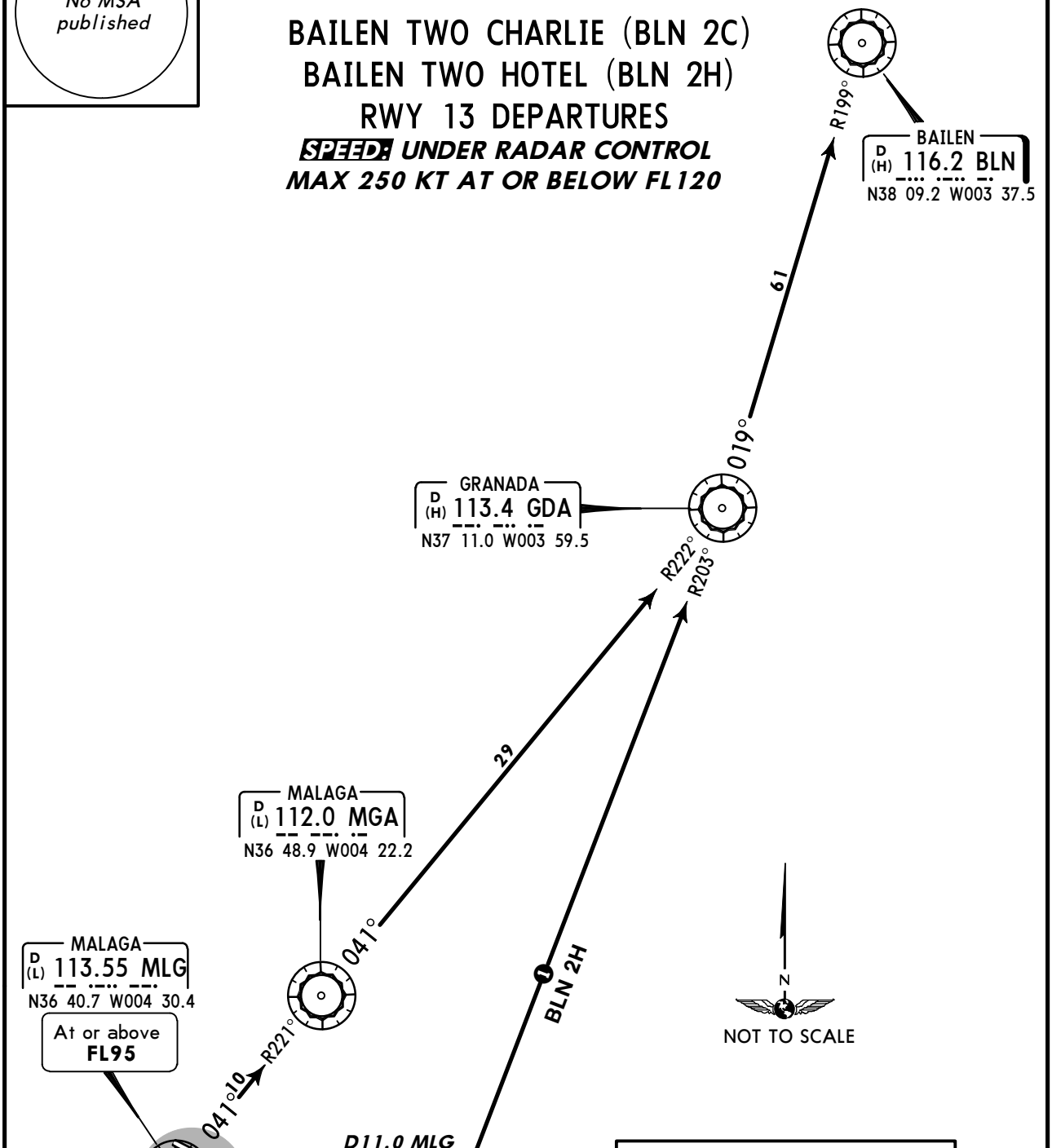
Apt Elev	Trans level: By ATC Trans alt: 6000′
52′	EXPECT close-in obstacles.

No MSA published

BAILEN TWO CHARLIE (BLN 2C)
BAILEN TWO HOTEL (BLN 2H)
RWY 13 DEPARTURES

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



❶ Possible lack of coverage on GDA R-203 inbound beyond GDA 31.0 DME below 6000′. Radar assistance available.

These SIDs require minimum climb gradients of
BLN 2C: 5% to FL95 due to operational reasons.
BLN 2H: 5.5% to FL65.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
5% V/V (fpm)	380	506	760	1013	1266	1519

SID	ROUTING
BLN 2C	Climb on MLG R-137 to D9.0 MLG, turn RIGHT, along MLG 11.0 DME arc, when passing MLG R-187 turn RIGHT, intercept MLG R-198 inbound to MLG, intercept MGA R-221 inbound to MGA, MGA R-041/GDA R-222 inbound to GDA, GDA R-019/BLN R-199 inbound to BLN.
BLN 2H By ATC	Climb on MLG R-137 to D11.0 MLG, turn LEFT, intercept GDA R-203 inbound to GDA, GDA R-019/BLN R-199 inbound to BLN.

CHANGES: Crossing at D11.0 MLG.

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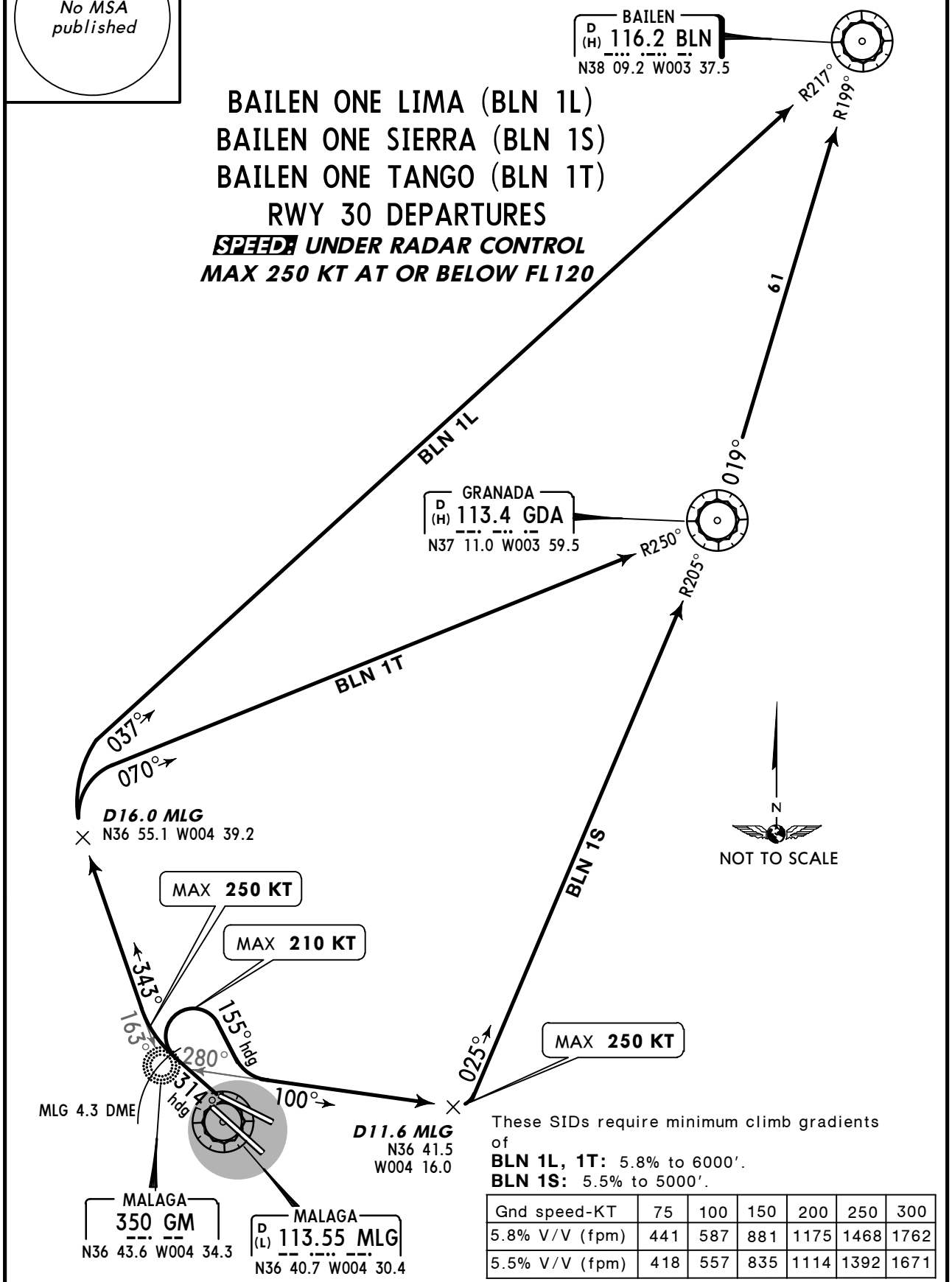
No MSA published

Apt Elev 52′

Trans level: By ATC
Trans alt: 6000′

BAILEN ONE LIMA (BLN 1L)
BAILEN ONE SIERRA (BLN 1S)
BAILEN ONE TANGO (BLN 1T)
RWY 30 DEPARTURES

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



These SIDs require minimum climb gradients of
BLN 1L, 1T: 5.8% to 6000′.
BLN 1S: 5.5% to 5000′.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
5.5% V/V (fpm)	418	557	835	1114	1392	1671

SID	ROUTING
BLN 1L	Climb on 314° heading to MLG 4.3 DME, turn RIGHT, intercept 343° bearing from GM to D16.0 MLG, turn RIGHT, intercept BLN R-217 inbound to BLN.
BLN 1S	Climb on 314° heading to MLG 4.3 DME, turn RIGHT, 155° heading, turn LEFT, intercept 100° bearing from GM to D11.6 MLG, turn LEFT, intercept GDA R-205 inbound to GDA, GDA R-019/BLN R-199 inbound to BLN.
BLN 1T	Climb on 314° heading to MLG 4.3 DME, turn RIGHT, intercept 343° bearing from GM to D16.0 MLG, turn RIGHT, intercept GDA R-250 inbound to GDA, GDA R-019/BLN R-199 inbound to BLN.

CHANGES: None.

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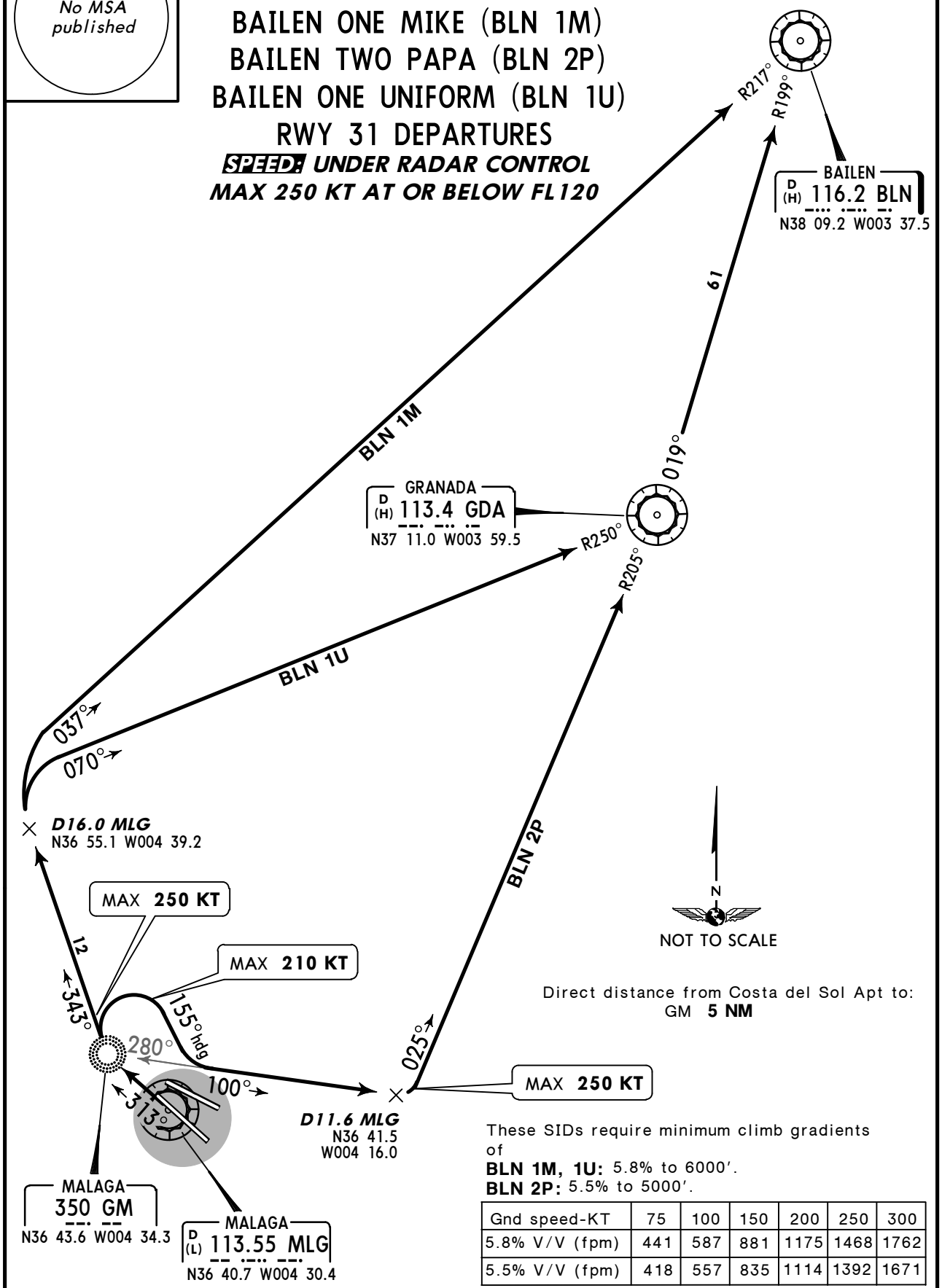
No MSA published

Apt Elev 52′

Trans level: By ATC
Trans alt: 6000′

BAILEN ONE MIKE (BLN 1M)
BAILEN TWO PAPA (BLN 2P)
BAILEN ONE UNIFORM (BLN 1U)
RWY 31 DEPARTURES

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



Direct distance from Costa del Sol Apt to:
GM **5 NM**

These SIDs require minimum climb gradients of
BLN 1M, 1U: 5.8% to 6000′.
BLN 2P: 5.5% to 5000′.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
5.5% V/V (fpm)	418	557	835	1114	1392	1671

SID	ROUTING
BLN 1M	Climb on runway heading to GM, 343° bearing to D16.0 MLG, turn RIGHT, intercept BLN R-217 inbound to BLN.
BLN 2P	Climb on runway heading to GM, turn RIGHT, 155° heading, turn LEFT, intercept 100° bearing from GM to D11.6 MLG, turn LEFT, intercept GDA R-205 inbound to GDA, GDA R-019/BLN R-199 inbound to BLN.
BLN 1U	Climb on runway heading to GM, 343° bearing to D16.0 MLG, turn RIGHT, intercept GDA R-250 inbound to GDA, GDA R-019/BLN R-199 inbound to BLN.

CHANGES: None.

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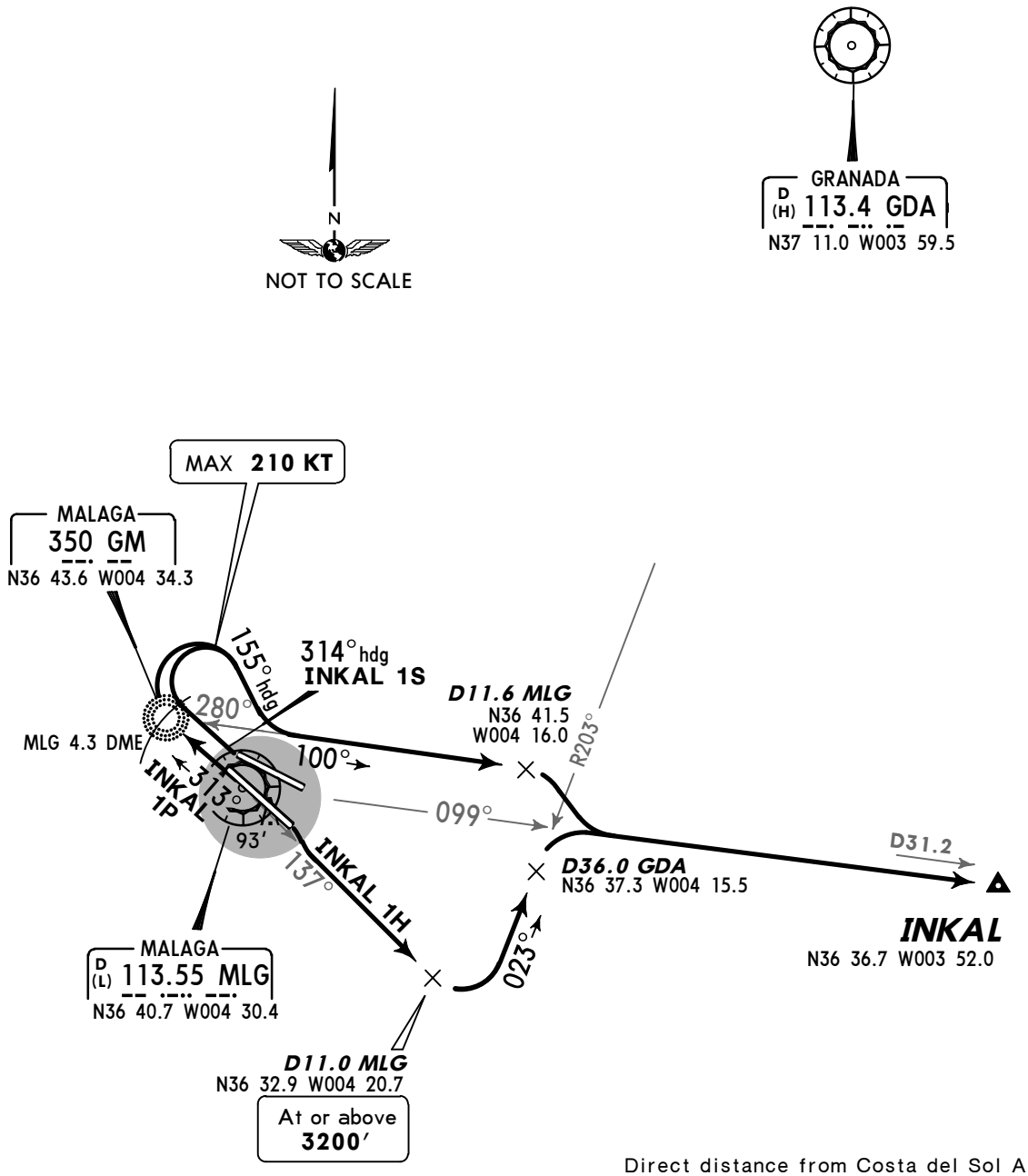
No MSA published

Apt Elev 52′

Trans level: By ATC Trans alt: 6000′
RWY 13: EXPECT close-in obstacles.

INKAL ONE HOTEL (INKAL 1H)[INKA1H]
INKAL ONE PAPA (INKAL 1P)[INKA1P]
INKAL ONE SIERRA (INKAL 1S)[INKA1S]
RWYS 13, 31, 30 DEPARTURES

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



Direct distance from Costa del Sol Apt to:
GM **5 NM**

These SIDs require a minimum climb gradient of
INKAL 1H: 5.5% to 3200′ due to operational reasons.
INKAL 1P, 1S: 5.5% to 5000′.

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

SID	RWY	ROUTING
INKAL 1H	**13**	Climb on MLG R-137 to D11.0 MLG, turn LEFT, intercept GDA R-203 inbound to D36.0 GDA, turn RIGHT, intercept MLG R-099 to INKAL.
INKAL 1P	**31**	Climb on runway heading to GM, turn RIGHT, 155° heading, turn LEFT, intercept 100° bearing from GM to D11.6 MLG, turn RIGHT, intercept MLG R-099 to INKAL.
INKAL 1S	**30**	Climb on 314° heading to MLG 4.3 DME, turn RIGHT, 155° heading, turn LEFT, intercept 100° bearing from GM to D11.6 MLG, turn RIGHT, intercept MLG R-099 to INKAL.

CHANGES: Crossing at D11.0 MLG.

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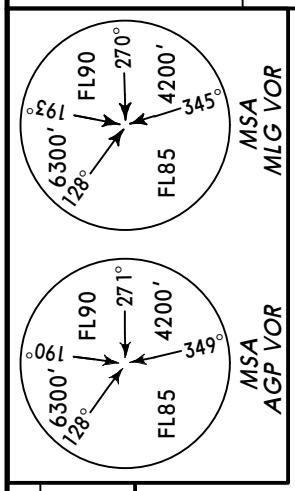
Apt Elev
52′

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

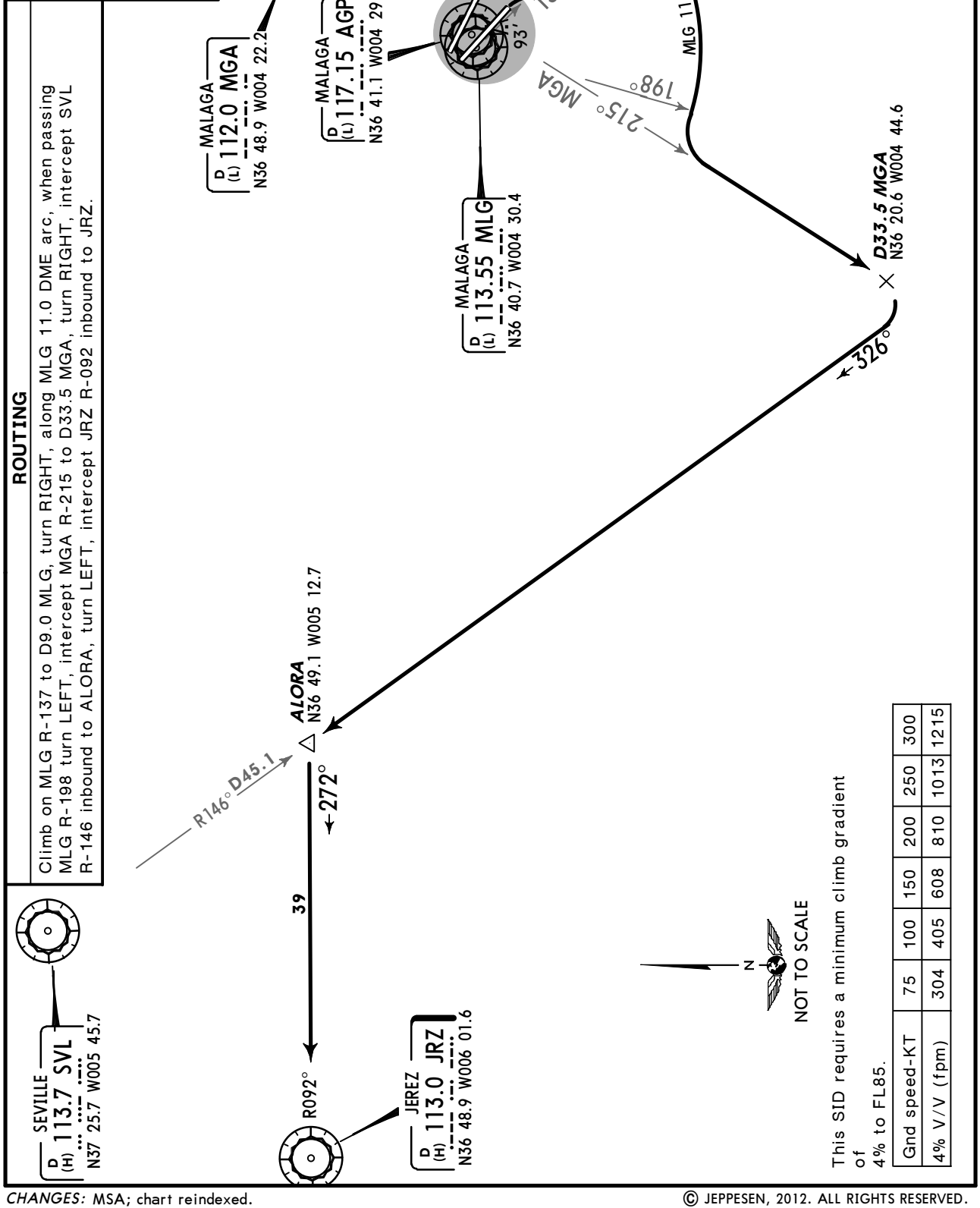
JEREZ TWO HOTEL (JRZ 2H)
RWY 13 DEPARTURE

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



ROUTING

Climb on MLG R-137 to D9.0 MLG, turn RIGHT, along MLG 11.0 DME arc, when passing MLG R-198 turn LEFT, intercept MGA R-215 to D33.5 MGA, turn RIGHT, intercept SVL R-146 inbound to ALORA, turn LEFT, intercept JRZ R-092 inbound to JRZ.



This SID requires a minimum climb gradient of 4% to FL85.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

CHANGES: MSA; chart reindexed.

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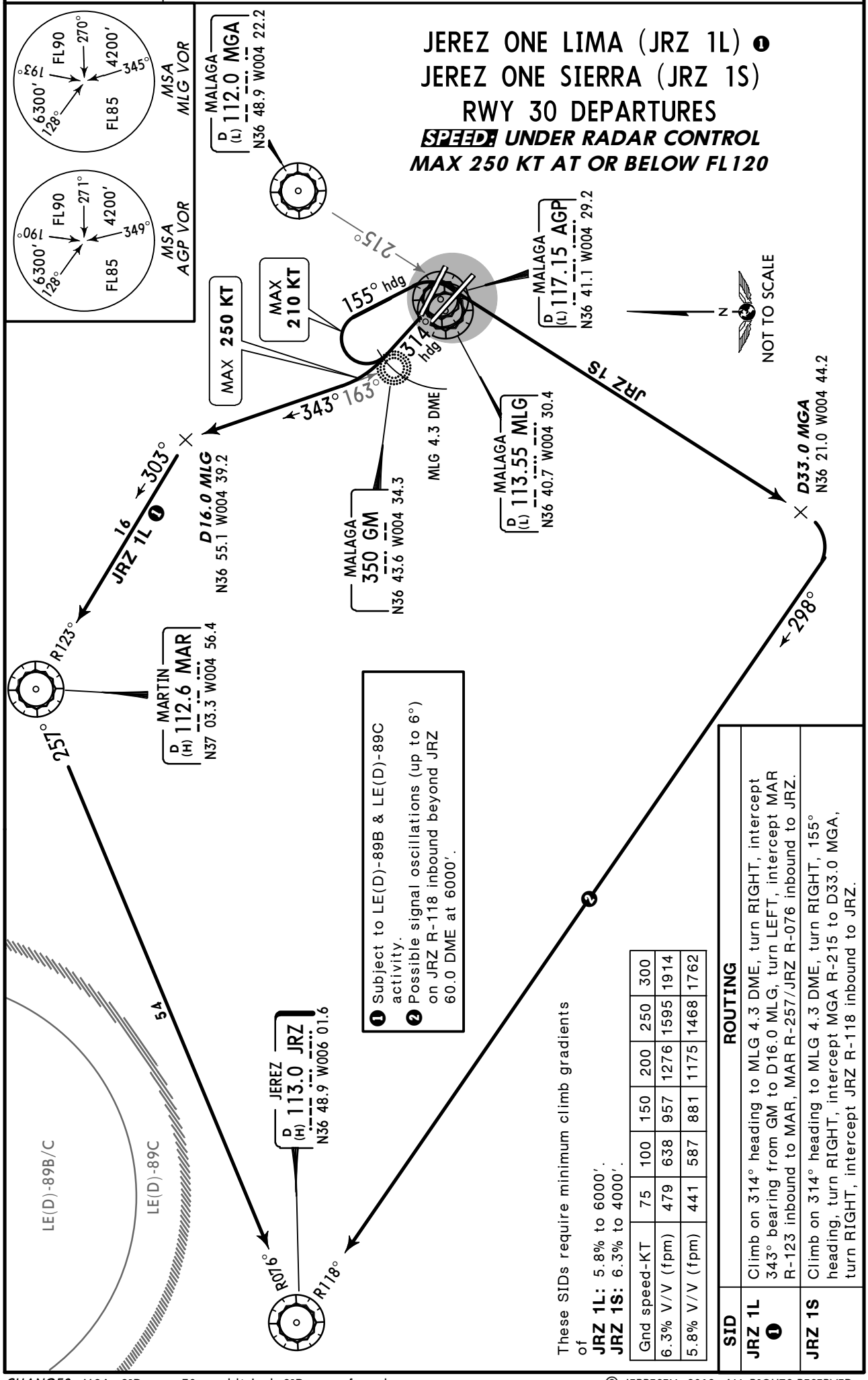
Apt Elev	
52′	Trans level: By ATC Trans alt: 6000′



❶ Subject to LE(D)-89B & LE(D)-89C activity.
❷ Possible signal oscillations (up to 6°) on JRZ R-118 inbound beyond JRZ 60.0 DME at 6000′.

These SIDs require minimum climb gradients of
JRZ 1L: 5.8% to 6000′.
JRZ 1S: 6.3% to 4000′.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	479	638	957	1276	1595	1914
5.8% V/V (fpm)	441	587	881	1175	1468	1762

SID	ROUTING
JRZ 1L ❶	Climb on 314° heading to MLG 4.3 DME, turn RIGHT, intercept 343° bearing from GM to D16.0 MLG, turn LEFT, intercept MAR R-123 inbound to MAR, MAR R-257/JRZ R-076 inbound to JRZ.
JRZ 1S	Climb on 314° heading to MLG 4.3 DME, turn RIGHT, 155° heading, turn RIGHT, intercept MGA R-215 to D33.0 MGA, turn RIGHT, intercept JRZ R-118 inbound to JRZ.

CHANGES: MSA; SIDs rwy 30 established; SIDs transferred.

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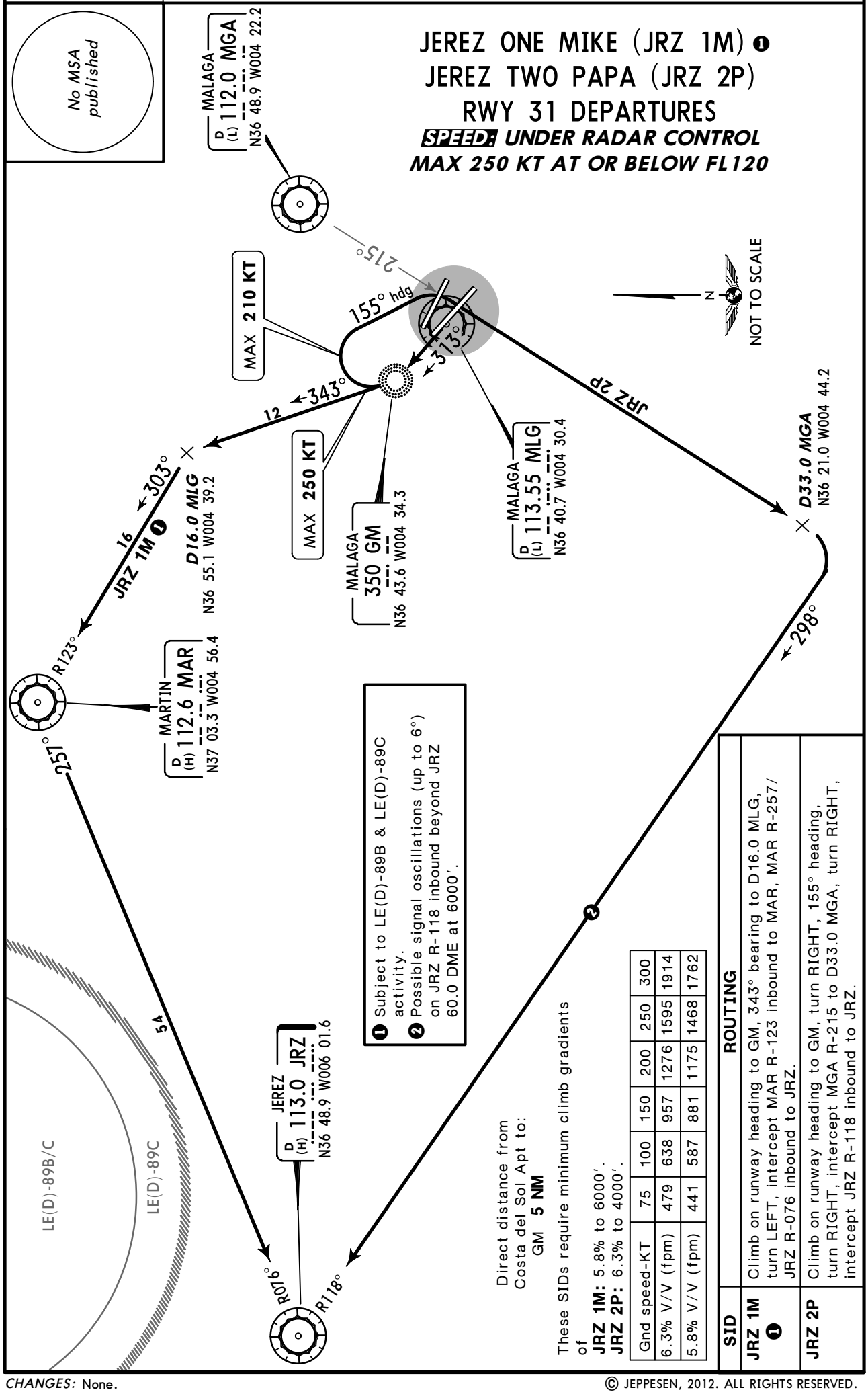
Apt Elev	Trans level: By ATC
52′	Trans alt: 6000′



Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	479	638	957	1276	1595	1914
5.8% V/V (fpm)	441	587	881	1175	1468	1762

SID	ROUTING
JRZ 1M ❶	Climb on runway heading to GM, 343° bearing to D16.0 MLG, turn LEFT, intercept MAR R-123 inbound to MAR, MAR R-257/ JRZ R-076 inbound to JRZ.
JRZ 2P	Climb on runway heading to GM, turn RIGHT, 155° heading, turn RIGHT, intercept MGA R-215 to D33.0 MGA, turn RIGHT, intercept JRZ R-118 inbound to JRZ.

CHANGES: None.

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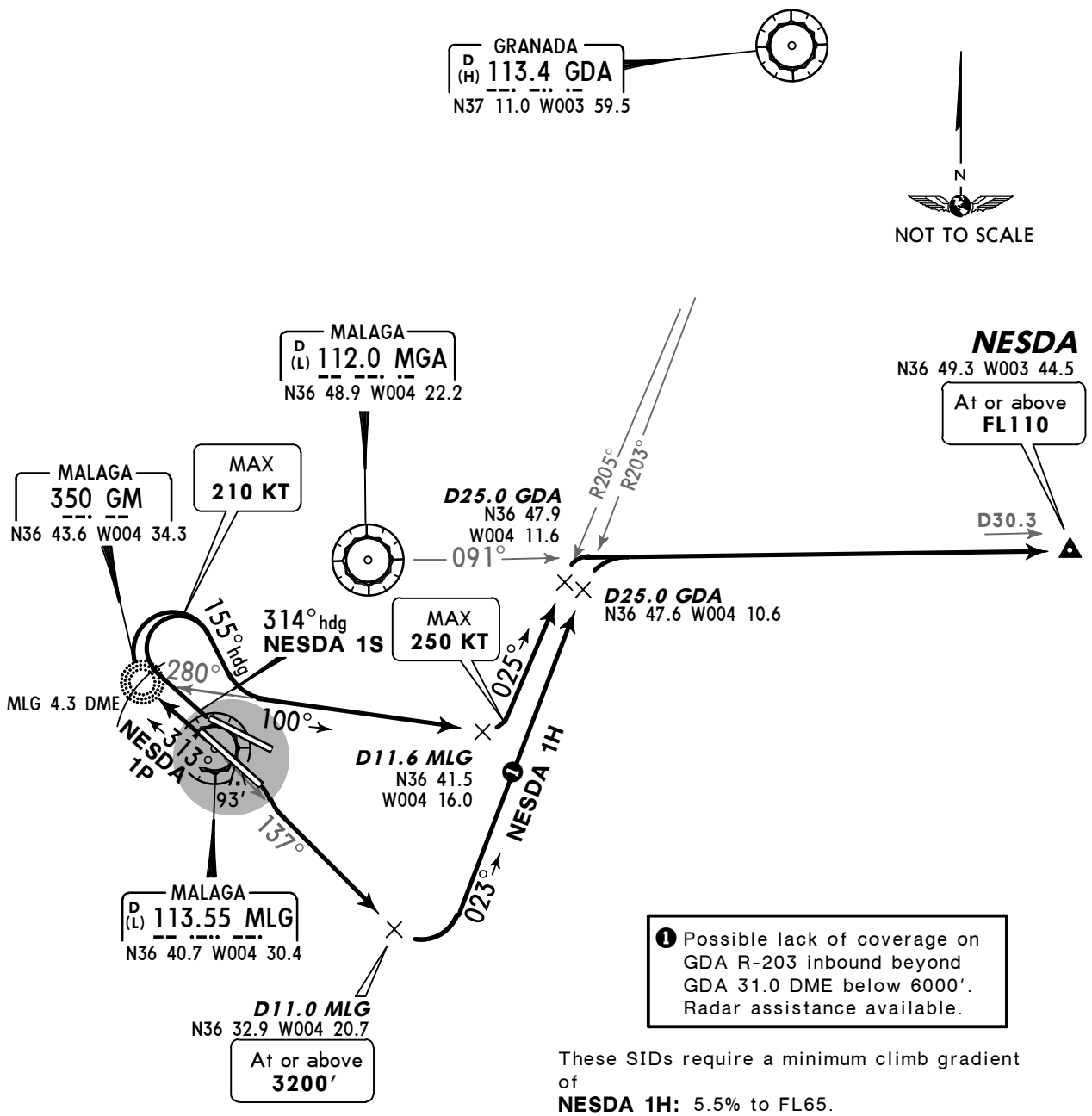
No MSA published

Apt Elev 52′

Trans level: By ATC Trans alt: 6000′
RWY 13: EXPECT close-in obstacles.

NESDA ONE HOTEL (NESDA 1H)[NESD1H]
NESDA ONE PAPA (NESDA 1P)[NESD1P]
NESDA ONE SIERRA (NESDA 1S)[NESD1S]
RWYS 13, 31, 30 DEPARTURES

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



❶ Possible lack of coverage on GDA R-203 inbound beyond GDA 31.0 DME below 6000′. Radar assistance available.

These SIDs require a minimum climb gradient of
NESDA 1H: 5.5% to FL65.
NESDA 1P, 1S: 5.5% to FL85.

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

Direct distance from Costa del Sol Apt to:
GM **5 NM**

SID	RWY	ROUTING
NESDA 1H	**13**	Climb on MLG R-137 to D11.0 MLG, turn LEFT, intercept GDA R-203 inbound to D25.0 GDA, turn RIGHT, intercept MGA R-091 to NESDA.
NESDA 1P	**31**	Climb on runway heading to GM, turn RIGHT, 155° heading, turn LEFT, intercept 100° bearing from GM to D11.6 MLG, turn LEFT, intercept GDA R-205 inbound to D25.0 GDA, turn RIGHT, intercept MGA R-091 to NESDA.
NESDA 1S	**30**	Climb on 314° heading to MLG 4.3 DME, turn RIGHT, 155° heading, turn LEFT, intercept 100° bearing from GM to D11.6 MLG, turn LEFT, intercept GDA R-205 inbound to D25.0 GDA, turn RIGHT, intercept MGA R-091 to NESDA.

CHANGES: Crossing at D11.0 MLG.

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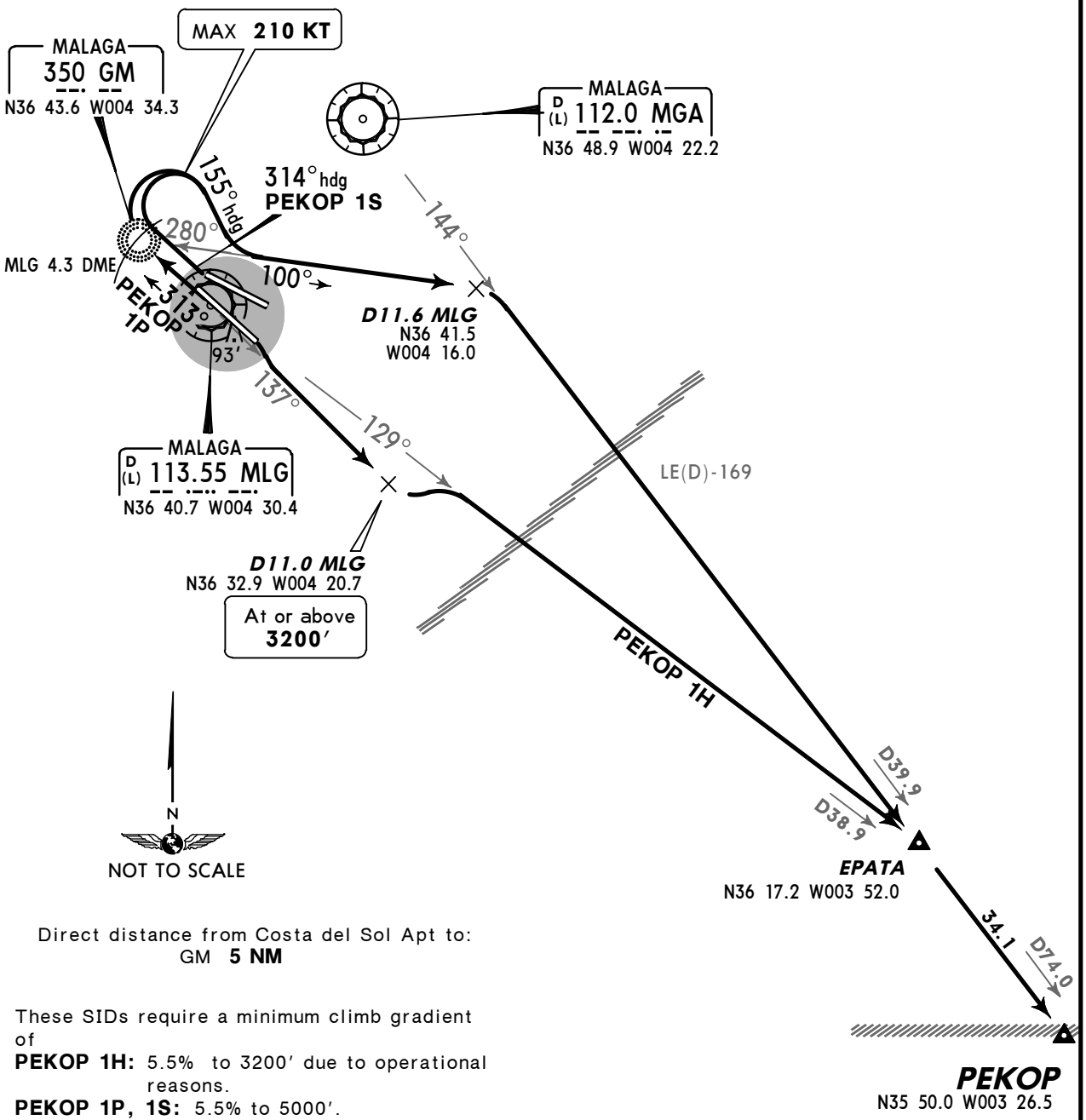
Apt Elev 52′	Trans level: By ATC Trans alt: 6000′ RWY 13: EXPECT close-in obstacles.

No MSA published

PEKOP ONE HOTEL (PEKOP 1H) [PEKO1H]
PEKOP ONE PAPA (PEKOP 1P) [PEKO1P]
PEKOP ONE SIERRA (PEKOP 1S) [PEKO1S]
RWYS 13, 31, 30 DEPARTURES

SUBJECT TO LE(D)-169 ACTIVITY

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



Direct distance from Costa del Sol Apt to:
GM **5 NM**

These SIDs require a minimum climb gradient of
PEKOP 1H: 5.5% to 3200′ due to operational reasons.
PEKOP 1P, 1S: 5.5% to 5000′.

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

SID	RWY	ROUTING
PEKOP 1H	**13**	Climb on MLG R-137 to D11.0 MLG, turn LEFT, intercept MLG R-129 to EPATA, turn RIGHT, intercept MGA R-144 to PEKOP.
PEKOP 1P	**31**	Climb on runway heading to GM, turn RIGHT, 155° heading, turn LEFT, intercept 100° bearing from GM to D11.6 MLG, turn RIGHT, intercept MGA R-144 via EPATA to PEKOP.
PEKOP 1S	**30**	Climb on 314° heading to MLG 4.3 DME, turn RIGHT, 155° heading, turn LEFT, intercept 100° bearing from GM to D11.6 MLG, turn RIGHT, intercept MGA R-144 via EPATA to PEKOP.

CHANGES: Crossing at D11.0 MLG.

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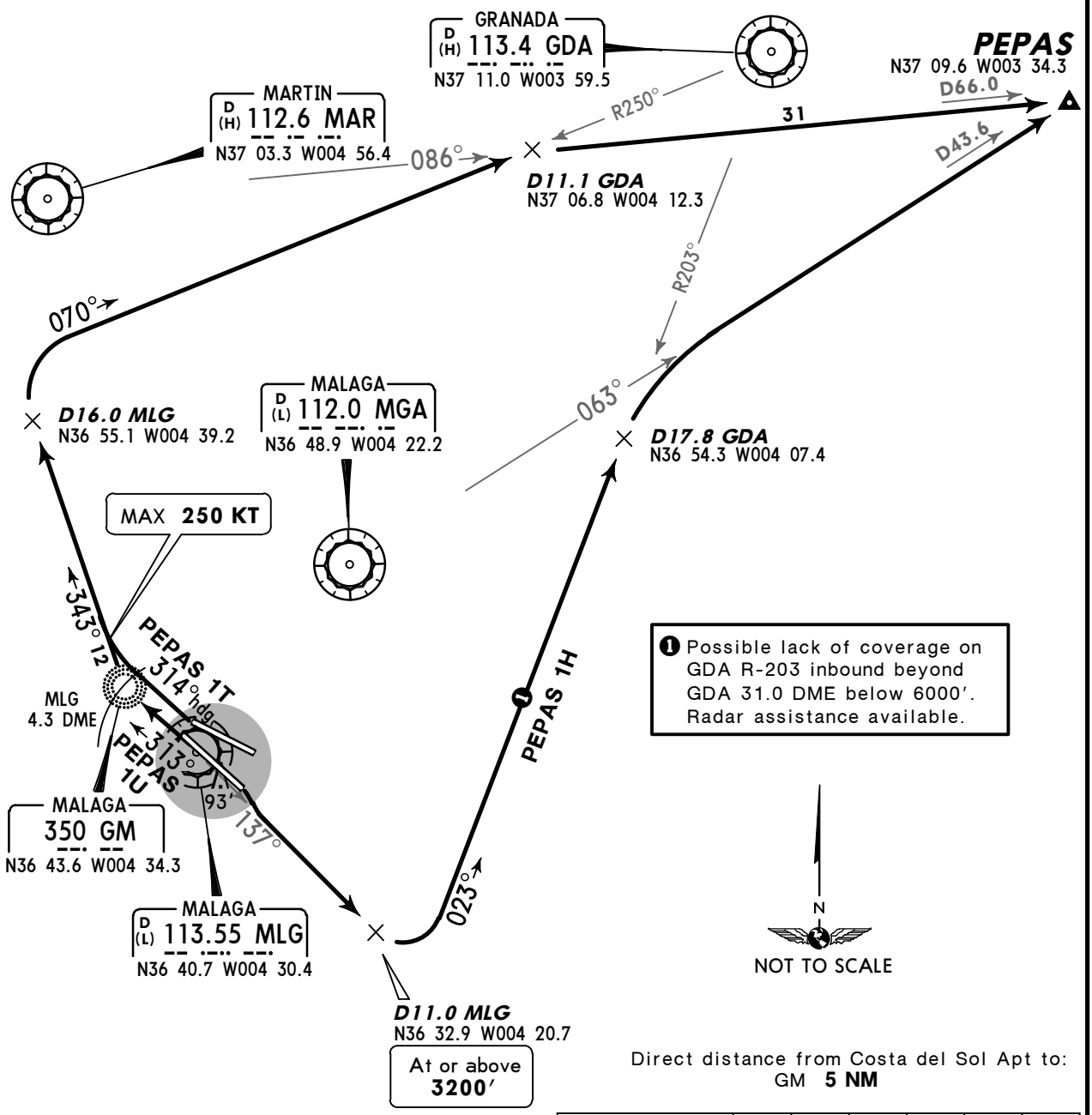
No MSA published

Apt Elev 52′

Trans level: By ATC Trans alt: 6000′
RWY 13: EXPECT close-in obstacles.

PEPAS ONE HOTEL (PEPAS 1H)[PEPA1H]
PEPAS ONE TANGO (PEPAS 1T)[PEPA1T]
PEPAS ONE UNIFORM (PEPAS 1U)[PEPA1U]
RWYS 13, 30, 31 DEPARTURES

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



❶ Possible lack of coverage on GDA R-203 inbound beyond GDA 31.0 DME below 6000′. Radar assistance available.

Direct distance from Costa del Sol Apt to:
GM **5 NM**

These SIDs require minimum climb gradients of
PEPAS 1H: 5.5% to FL65.
PEPAS 1T, 1U: 5.8% to 6000′.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
5.5% V/V (fpm)	418	557	835	1114	1392	1671

SID	RWY	ROUTING
PEPAS 1H	**13**	Climb on MLG R-137 to D11.0 MLG, turn LEFT, intercept GDA R-203 inbound to D17.8 GDA, turn RIGHT, intercept MGA R-063 to PEPAS.
PEPAS 1T	**30**	Climb on 314° heading to MLG 4.3 DME, turn RIGHT, intercept 343° bearing from GM to D16.0 MLG, turn RIGHT, intercept GDA R-250 inbound to D11.1 GDA, turn RIGHT, intercept MAR R-086 to PEPAS.
PEPAS 1U	**31**	Climb on runway heading to GM, 343° bearing to D16.0 MLG, turn RIGHT, intercept GDA R-250 inbound to D11.1 GDA, turn RIGHT, intercept MAR R-086 to PEPAS.

CHANGES: Crossing at D11.0 MLG.

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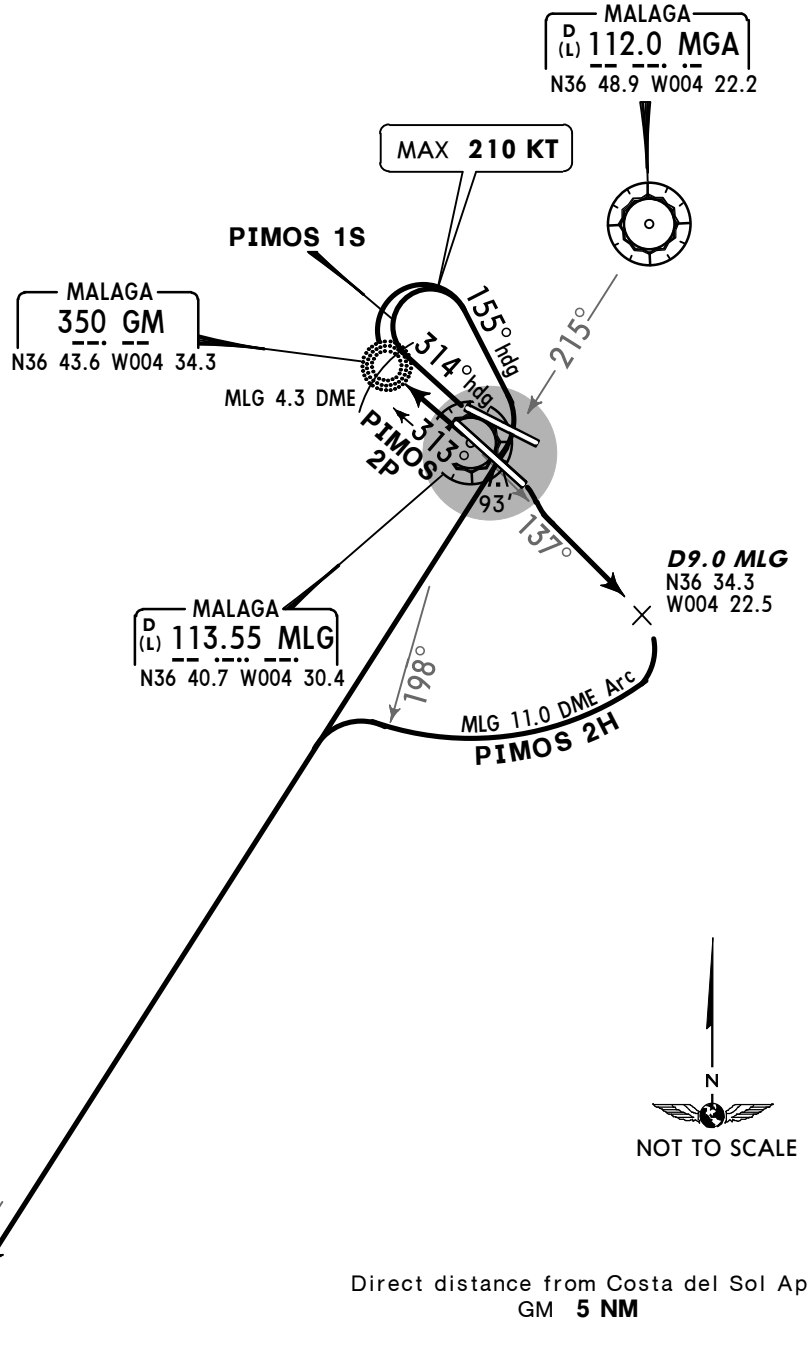
No MSA published

Apt Elev 52′

Trans level: By ATC Trans alt: 6000′
RWY 13: EXPECT close-in obstacles.

PIMOS TWO HOTEL (PIMOS 2H)[PIMO2H]
PIMOS TWO PAPA (PIMOS 2P)[PIMO2P]
PIMOS ONE SIERRA (PIMOS 1S)[PIMO1S]
RWYS 13, 31, 30 DEPARTURES

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



Direct distance from Costa del Sol Apt to:
GM **5 NM**

These SIDs require minimum climb gradients of
PIMOS 2H: 3.5% to 4000′.
PIMOS 2P, 1S: 6.3% to 4000′.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	479	638	957	1276	1595	1914
3.5% V/V (fpm)	266	354	532	709	886	1063

SID	RWY	ROUTING
PIMOS 2H	**13**	Climb on MLG R-137 to D9.0 MLG, turn RIGHT, along MLG 11.0 DME arc, when passing MLG R-198 turn LEFT, intercept MGA R-215 to PIMOS.
PIMOS 2P	**31**	Climb on runway heading to GM, turn RIGHT, 155° heading, turn RIGHT, intercept MGA R-215 to PIMOS.
PIMOS 1S	**30**	Climb on 314° heading to MLG 4.3 DME, turn RIGHT, 155° heading, turn RIGHT, intercept MGA R-215 to PIMOS.

CHANGES: None.

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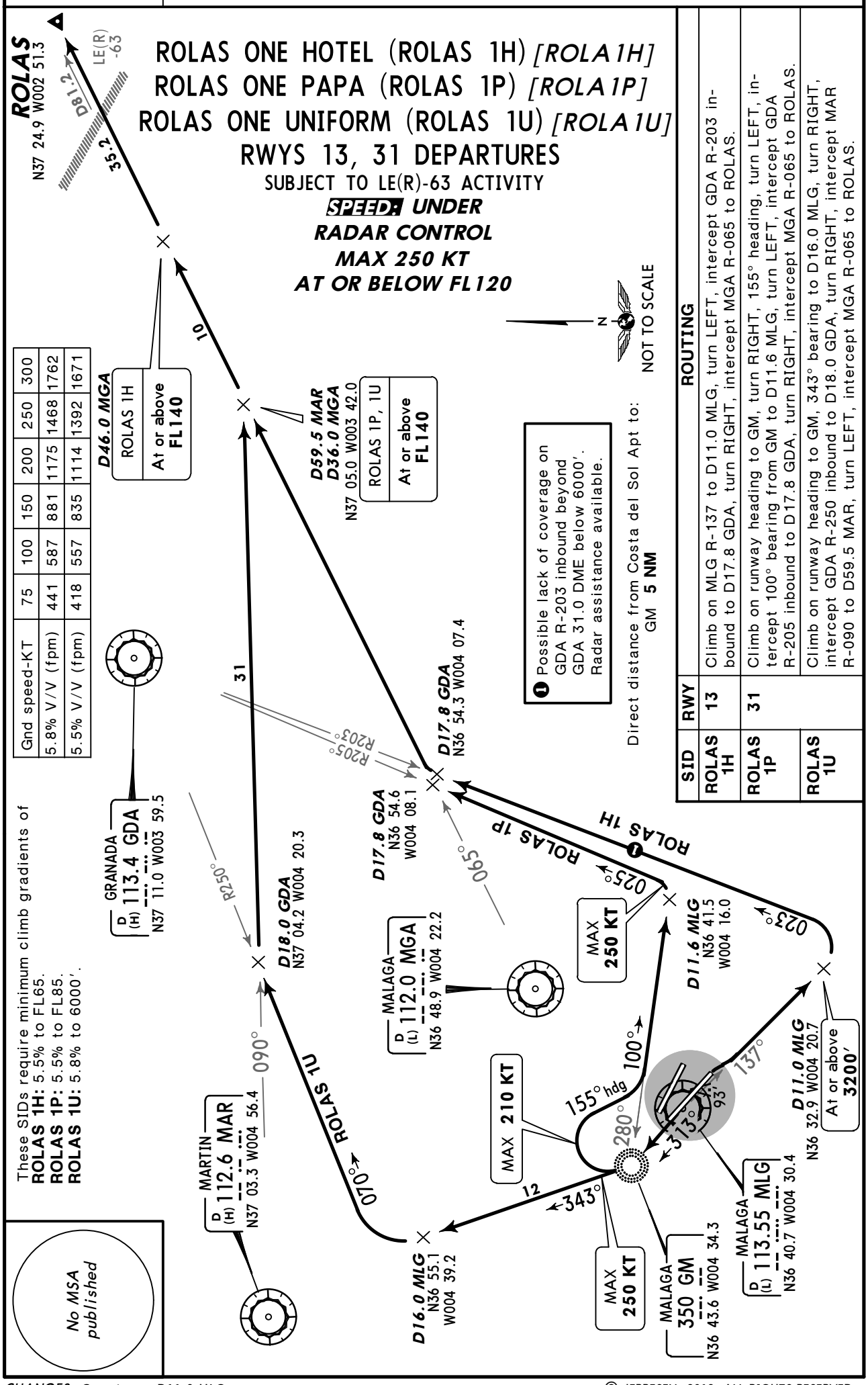
Apt Elev	
52′	Trans level: By ATC Trans alt: 6000′ RWY 13: EXPECT close-in obstacles.

ROLAS ONE HOTEL (ROLAS 1H) *[ROLA1H]*
ROLAS ONE PAPA (ROLAS 1P) *[ROLA1P]*
ROLAS ONE UNIFORM (ROLAS 1U) *[ROLA1U]*
RWYS 13, 31 DEPARTURES

SUBJECT TO LE(R)-63 ACTIVITY

SPEED: UNDER RADAR CONTROL MAX 250 KT AT OR BELOW FL120



Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
5.5% V/V (fpm)	418	557	835	1114	1392	1671

These SIDs require minimum climb gradients of
ROLAS 1H: 5.5% to FL65.
ROLAS 1P: 5.5% to FL85.
ROLAS 1U: 5.8% to 6000′.

No MSA published

SID	RWY	ROUTING
ROLAS 1H	13	Climb on MLG R-137 to D11.0 MLG, turn LEFT, intercept GDA R-203 inbound to D17.8 GDA, turn RIGHT, intercept MGA R-065 to ROLAS.
ROLAS 1P	31	Climb on runway heading to GM, turn RIGHT, 155° heading, turn LEFT, intercept 100° bearing from GM to D11.6 MLG, turn LEFT, intercept GDA R-205 inbound to D17.8 GDA, turn RIGHT, intercept MGA R-065 to ROLAS.
ROLAS 1U		Climb on runway heading to GM, 343° bearing to D16.0 MLG, turn RIGHT, intercept GDA R-250 inbound to D18.0 GDA, turn RIGHT, intercept MAR R-090 to D59.5 MAR, turn LEFT, intercept MGA R-065 to ROLAS.

CHANGES: Crossing at D11.0 MLG.

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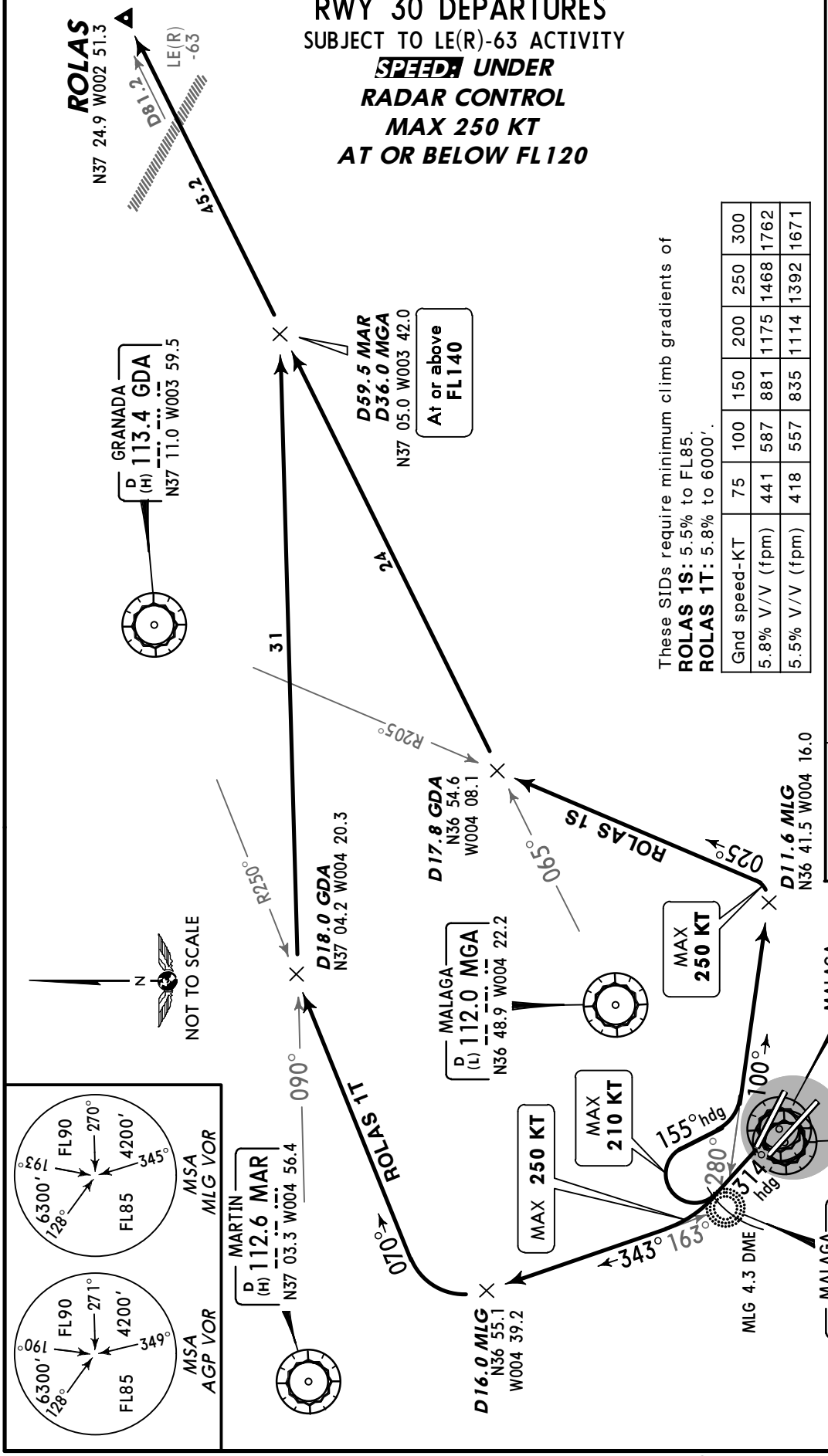
Apt Elev	Trans level: By ATC Trans alt: 6000′
52′	

ROLAS ONE SIERRA (ROLAS 1S) *[ROLA1S]*
ROLAS ONE TANGO (ROLAS 1T) *[ROLA1T]*
RWY 30 DEPARTURES

SUBJECT TO LE(R)-63 ACTIVITY

SPEED: UNDER RADAR CONTROL MAX 250 KT AT OR BELOW FL120



These SIDs require minimum climb gradients of
ROLAS 1S: 5.5% to FL85.
ROLAS 1T: 5.8% to 6000′.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
5.5% V/V (fpm)	418	557	835	1114	1392	1671

SID	ROUTING
ROLAS 1S	Climb on 314° heading to MLG 4.3 DME, turn RIGHT, 155° heading, turn LEFT, intercept 100° bearing from GM to D11.6 MLG, turn LEFT, intercept GDA R-205 inbound to D17.8 GDA, turn RIGHT, intercept MGA R-065 to ROLAS.
ROLAS 1T	Climb on 314° heading to MLG 4.3 DME, turn RIGHT, intercept 343° bearing from GM to D16.0 MLG, turn RIGHT, intercept GDA R-250 inbound to D18.0 GDA, turn RIGHT, intercept MAR R-090 to D59.5 MAR, turn LEFT, intercept MGA R-065 to ROLAS.

CHANGES: MSA; SIDs established & transferred.

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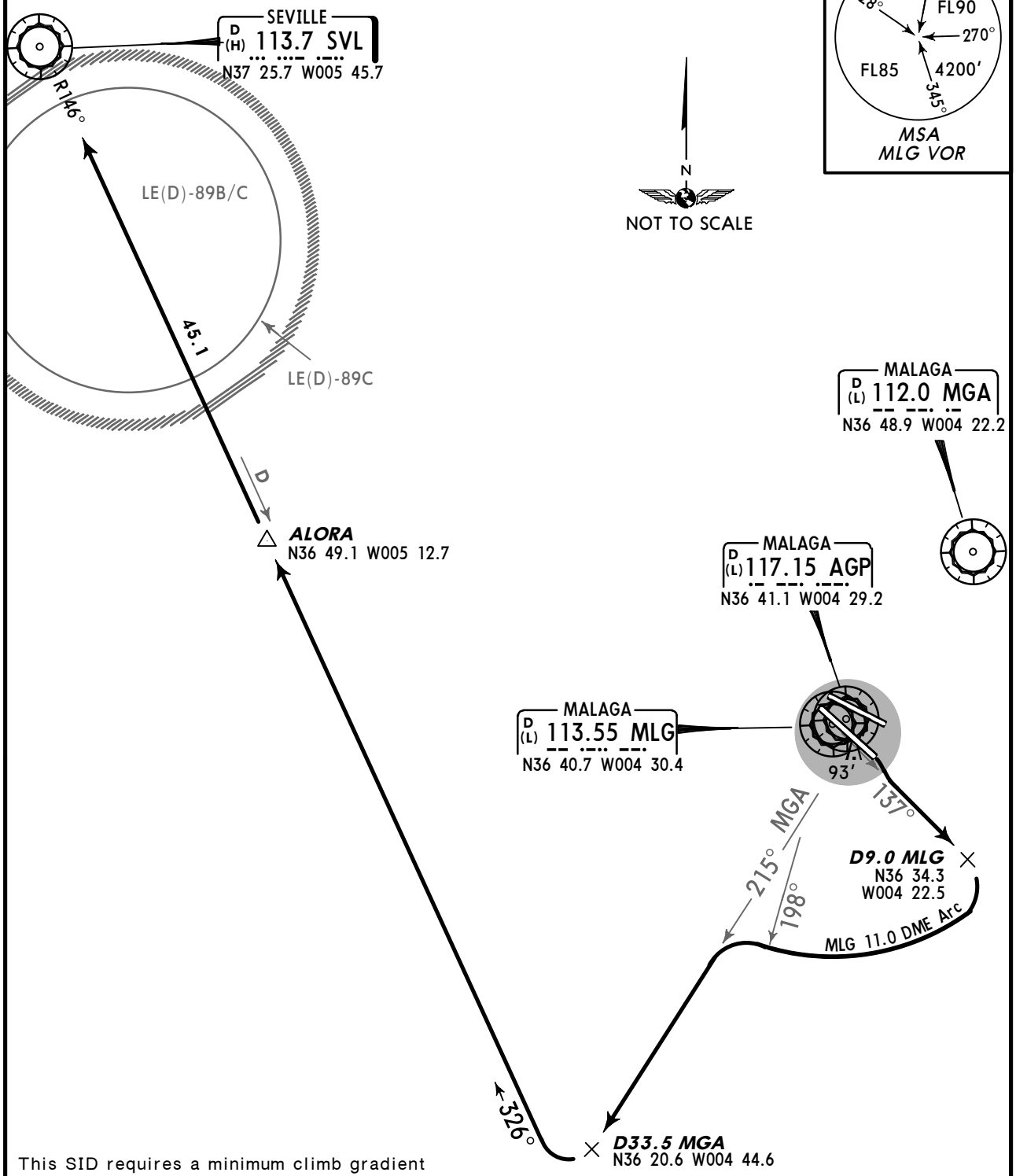
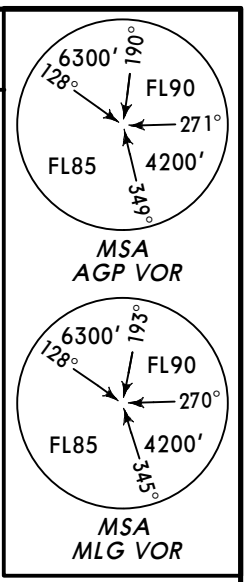
Apt Elev	
52′	Trans level: By ATC Trans alt: 6000′ EXPECT close-in obstacles.

SEVILLA TWO HOTEL (SVL 2H)
RWY 13 DEPARTURE
SUBJECT TO LE(D)-89B & LE(D)89C ACTIVITY

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120





This SID requires a minimum climb gradient of
4% to FL85.

Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

ROUTING

Climb on MLG R-137 to D9.0 MLG, turn RIGHT, along MLG 11.0 DME arc, when passing MLG R-198 turn LEFT, intercept MGA R-215 to D33.5 MGA, turn RIGHT, intercept SVL R-146 inbound via ALORA to SVL.

CHANGES: MSA; chart reindexed.

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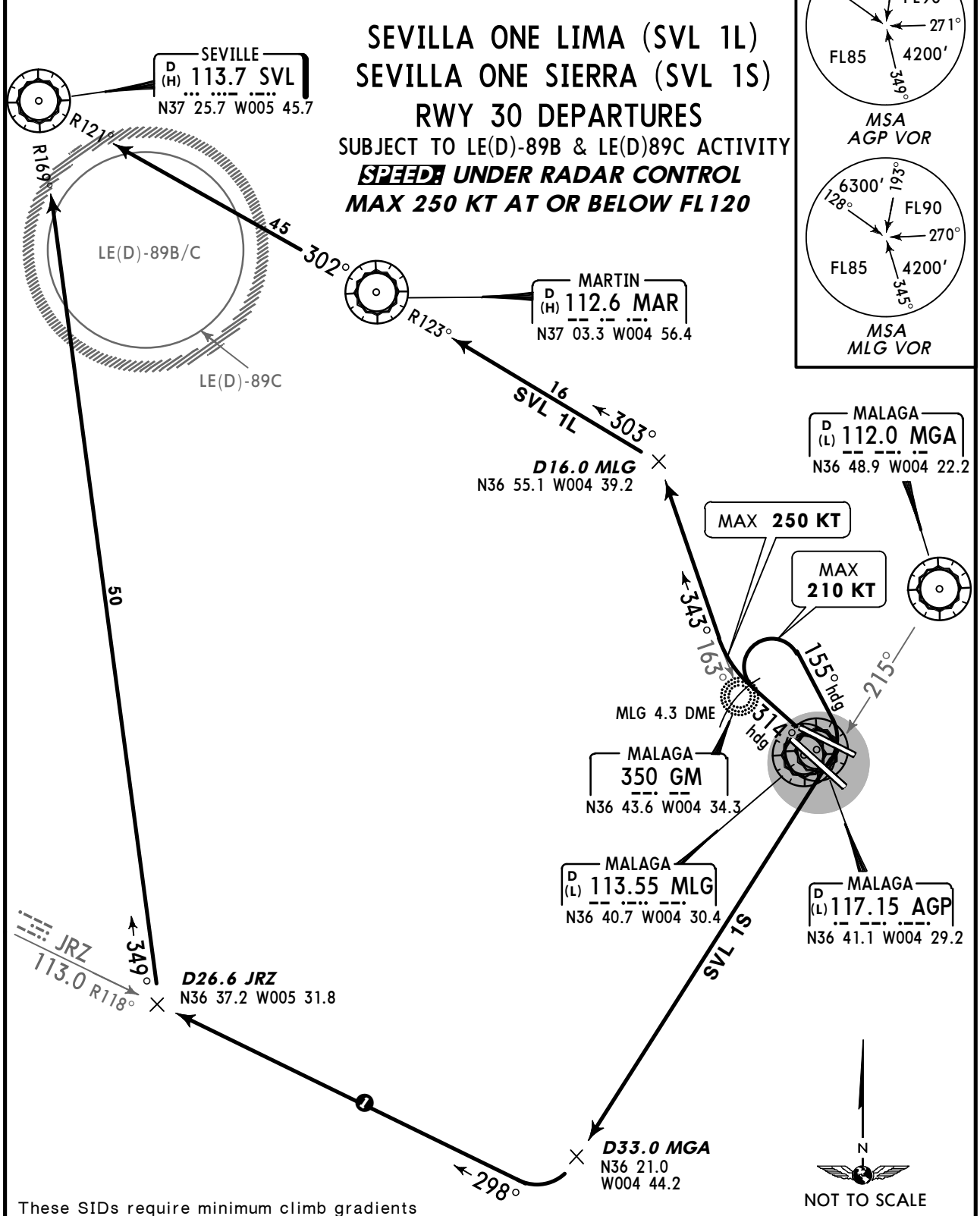
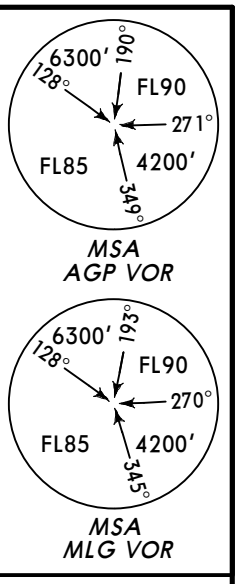
Apt Elev	
52′	Trans level: By ATC Trans alt: 6000′

SEVILLA ONE LIMA (SVL 1L)
SEVILLA ONE SIERRA (SVL 1S)
RWY 30 DEPARTURES

SUBJECT TO LE(D)-89B & LE(D)89C ACTIVITY

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120





These SIDs require minimum climb gradients of
SVL 1L: 5.8% to 6000′.
SVL 1S: 6.3% to 4000′.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	479	638	957	1276	1595	1914
5.8% V/V (fpm)	441	587	881	1175	1468	1762

❶ Possible signal oscillations (up to 6°) on JRZ R-118 inbound beyond JRZ 60.0 DME at 6000′.

SID	ROUTING
SVL 1L	Climb on 314° heading to MLG 4.3 DME, turn RIGHT, intercept 343° bearing from GM to D16.0 MLG, turn LEFT, intercept MAR R-123 inbound to MAR, MAR R-302/SVL R-121 inbound to SVL.
SVL 1S	Climb on 314° heading to MLG 4.3 DME, turn RIGHT, 155° heading, turn RIGHT, intercept MGA R-215 to D33.0 MGA, turn RIGHT, intercept JRZ R-118 inbound to D26.6 JRZ, turn RIGHT, intercept SVL R-169 inbound to SVL.

CHANGES: MSA; SIDs established & transferred.

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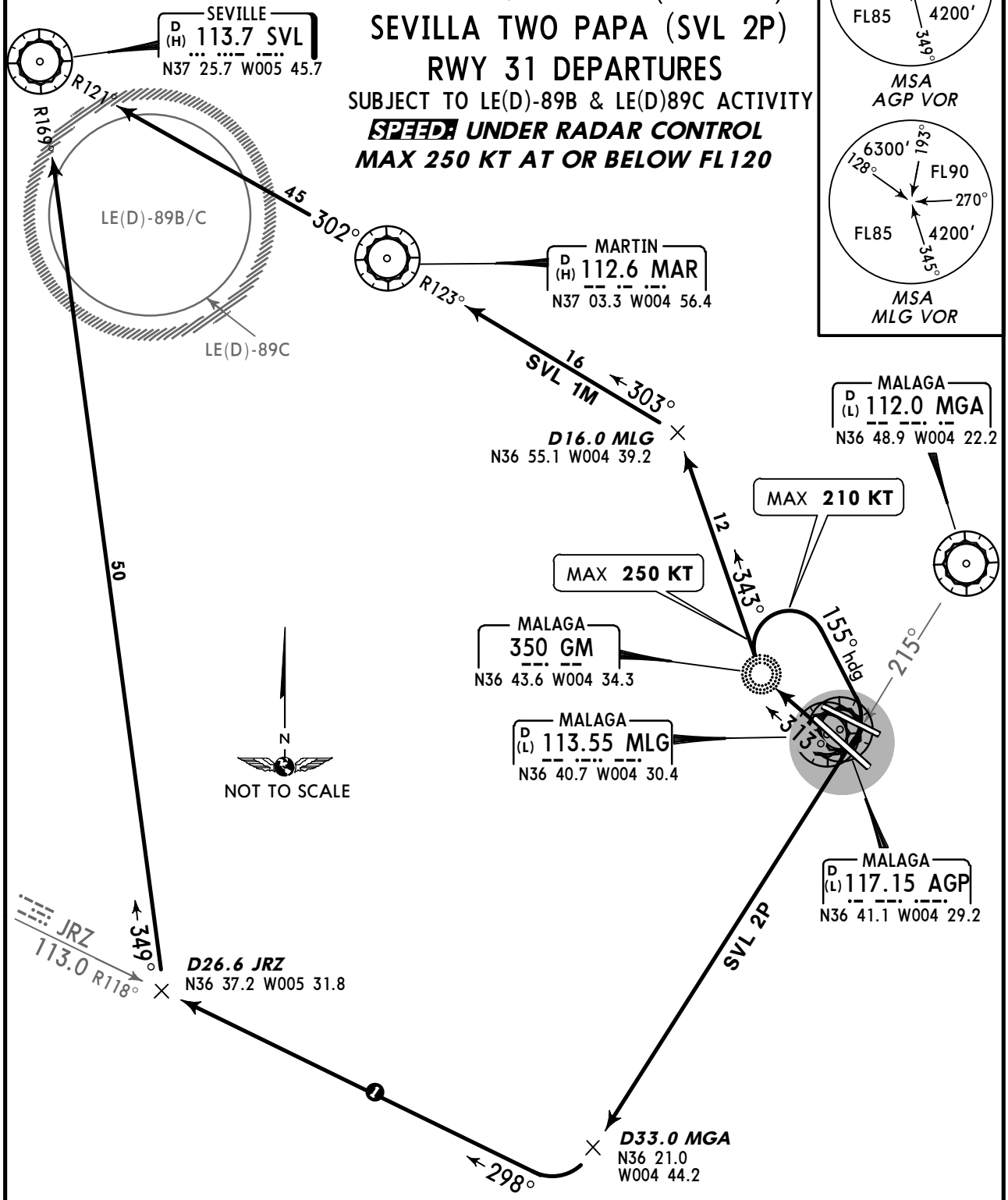
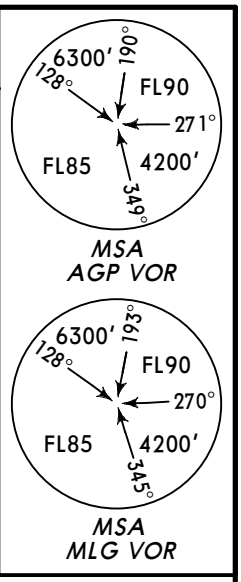
Apt Elev	
52′	Trans level: By ATC Trans alt: 6000′

SEVILLA ONE MIKE (SVL 1M)
SEVILLA TWO PAPA (SVL 2P)
RWY 31 DEPARTURES

SUBJECT TO LE(D)-89B & LE(D)89C ACTIVITY

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120





These SIDs require minimum climb gradients of
SVL 1M: 5.8% to 6000′.
SVL 2P: 6.3% to 4000′.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	479	638	957	1276	1595	1914
5.8% V/V (fpm)	441	587	881	1175	1468	1762

❶ Possible signal oscillations (up to 6°) on JRZ R-118 inbound beyond JRZ 60.0 DME at 6000′.

Direct distance from Costa del Sol Apt to:
GM **5 NM**

SID	ROUTING
SVL 1M	Climb on runway heading to GM, 343° bearing to D16.0 MLG, turn LEFT, intercept MAR R-123 inbound to MAR, MAR R-302/SVL R-121 inbound to SVL.
SVL 2P	Climb on runway heading to GM, turn RIGHT, 155° heading, turn RIGHT, intercept MGA R-215 to D33.0 MGA, turn RIGHT, intercept JRZ R-118 inbound to D26.6 JRZ, turn RIGHT, intercept SVL R-169 inbound to SVL.

CHANGES: Chart reindexed; MSA.

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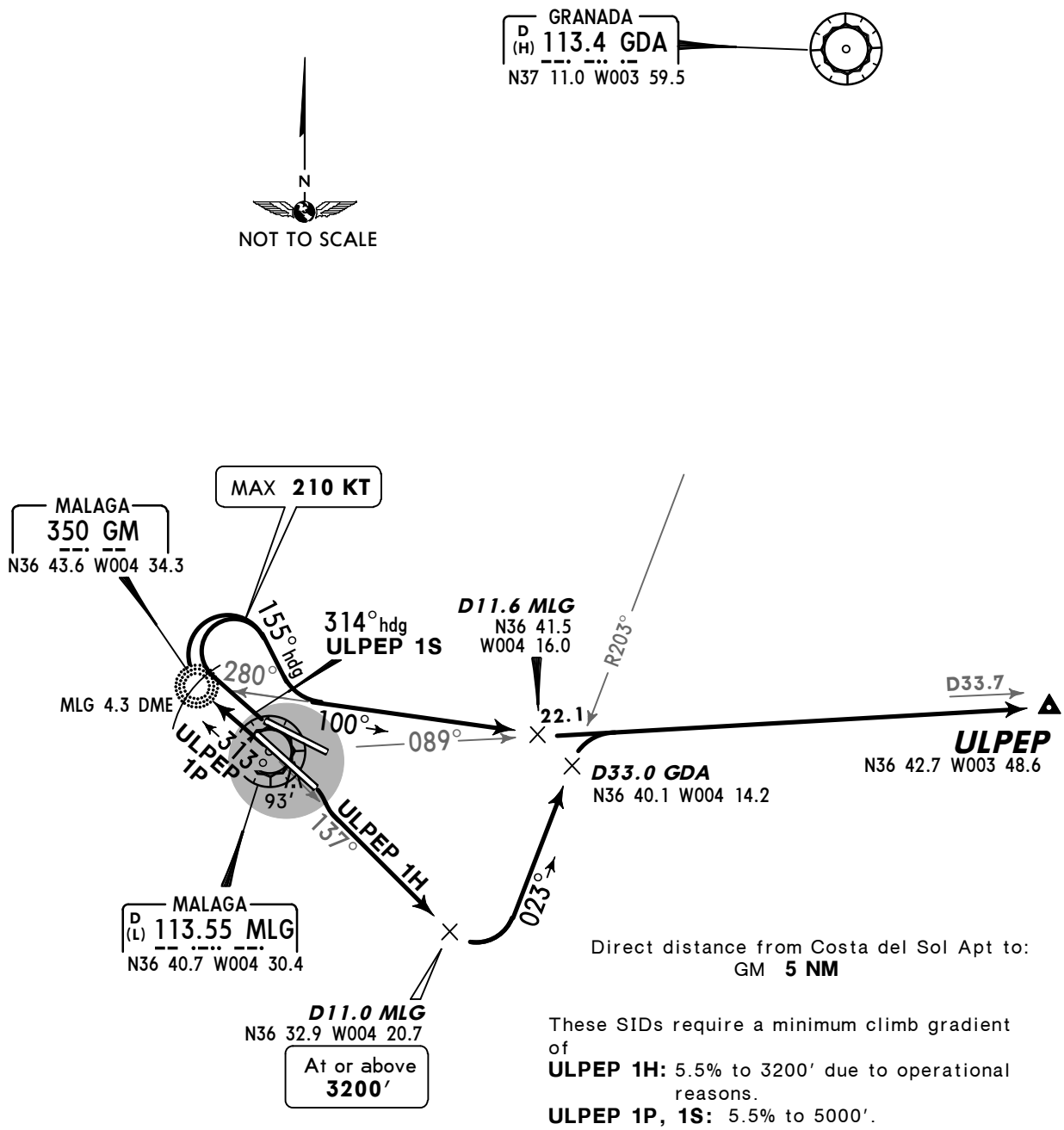
No MSA published

Apt Elev 52′

Trans level: By ATC Trans alt: 6000′
RWY 13: EXPECT close-in obstacles.

ULPEP ONE HOTEL (ULPEP 1H)[ULPE1H]
ULPEP ONE PAPA (ULPEP 1P)[ULPE1P]
ULPEP ONE SIERRA (ULPEP 1S)[ULPE1S]
RWYS 13, 31, 30 DEPARTURES

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



Direct distance from Costa del Sol Apt to:
GM **5 NM**

These SIDs require a minimum climb gradient of
ULPEP 1H: 5.5% to 3200′ due to operational reasons.
ULPEP 1P, 1S: 5.5% to 5000′.

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

SID	RWY	ROUTING
ULPEP 1H	**13**	Climb on MLG R-137 to D11.0 MLG, turn LEFT, intercept GDA R-203 inbound to D33.0 GDA, turn RIGHT, intercept MLG R-089 to ULPEP.
ULPEP 1P	**31**	Climb on runway heading to GM, turn RIGHT, 155° heading, turn LEFT, intercept 100° bearing from GM to D11.6 MLG, turn LEFT, intercept MLG R-089 to ULPEP.
ULPEP 1S	**30**	Climb on 314° heading to MLG 4.3 DME, turn RIGHT, 155° heading, turn LEFT, intercept 100° bearing from GM to D11.6 MLG, turn LEFT, intercept MLG R-089 to ULPEP.

CHANGES: Crossing at D11.0 MLG.

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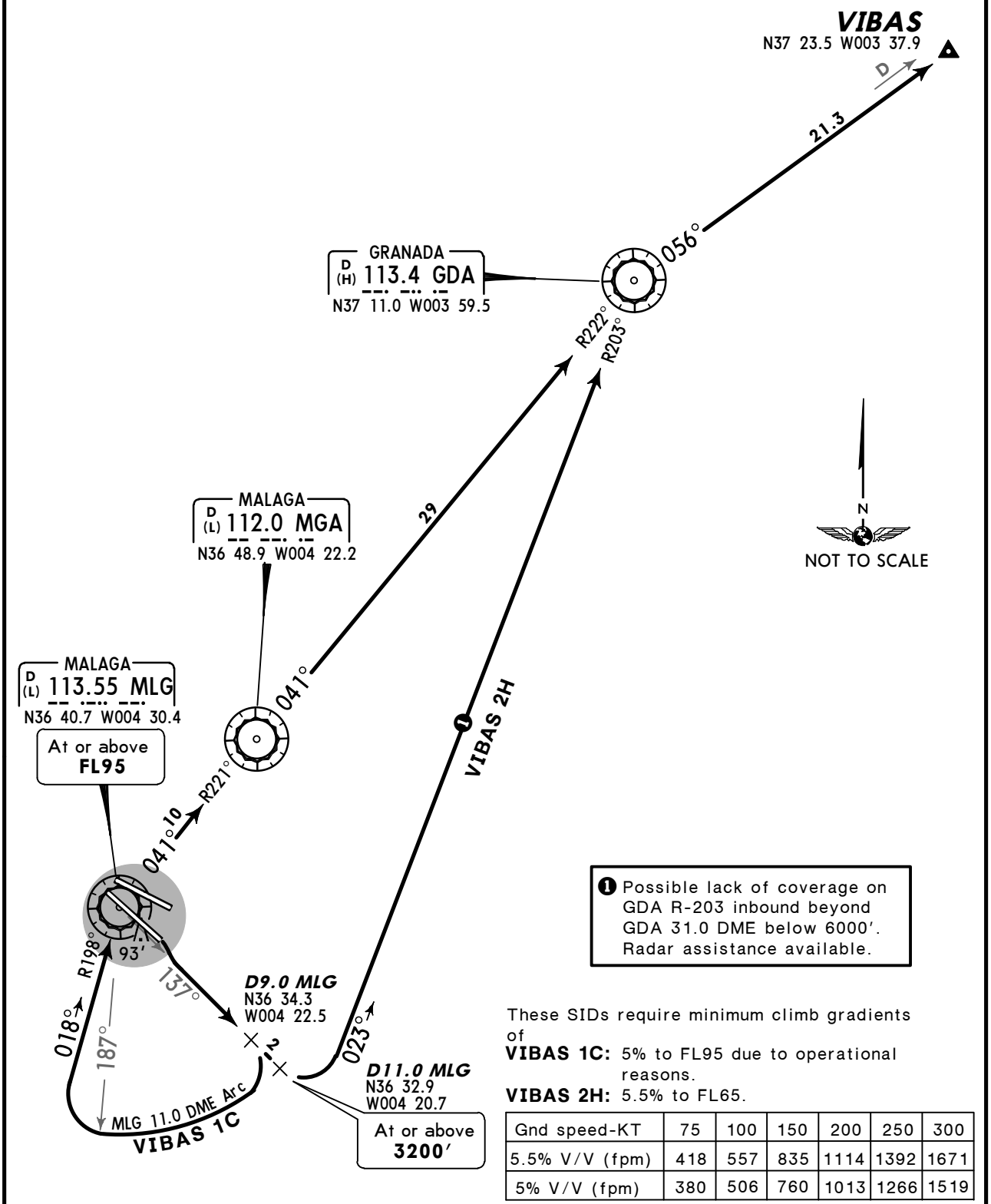
No MSA published

Apt Elev 52′

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

VIBAS ONE CHARLIE (VIBAS 1C)[VIBA1C]
VIBAS TWO HOTEL (VIBAS 2H)[VIBA2H]
RWY 13 DEPARTURES

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



❶ Possible lack of coverage on GDA R-203 inbound beyond GDA 31.0 DME below 6000′. Radar assistance available.

These SIDs require minimum climb gradients of
VIBAS 1C: 5% to FL95 due to operational reasons.
VIBAS 2H: 5.5% to FL65.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
5% V/V (fpm)	380	506	760	1013	1266	1519

SID	ROUTING
VIBAS 1C	Climb on MLG R-137 to D9.0 MLG, turn RIGHT, along MLG 11.0 DME arc, when passing MLG R-187 turn RIGHT, intercept MLG R-198 inbound to MLG, intercept MGA R-221 inbound to MGA, MGA R-041/GDA R-222 inbound to GDA, GDA R-056 to VIBAS.
VIBAS 2H By ATC	Climb on MLG R-137 to D11.0 MLG, turn LEFT, intercept GDA R-203 inbound to GDA, GDA R-056 to VIBAS.

CHANGES: Crossing at D11.0 MLG.

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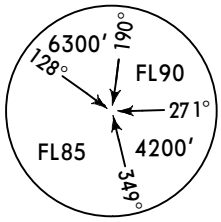
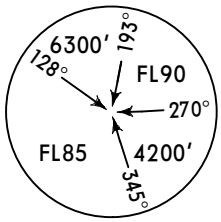


MSA
AGP VOR

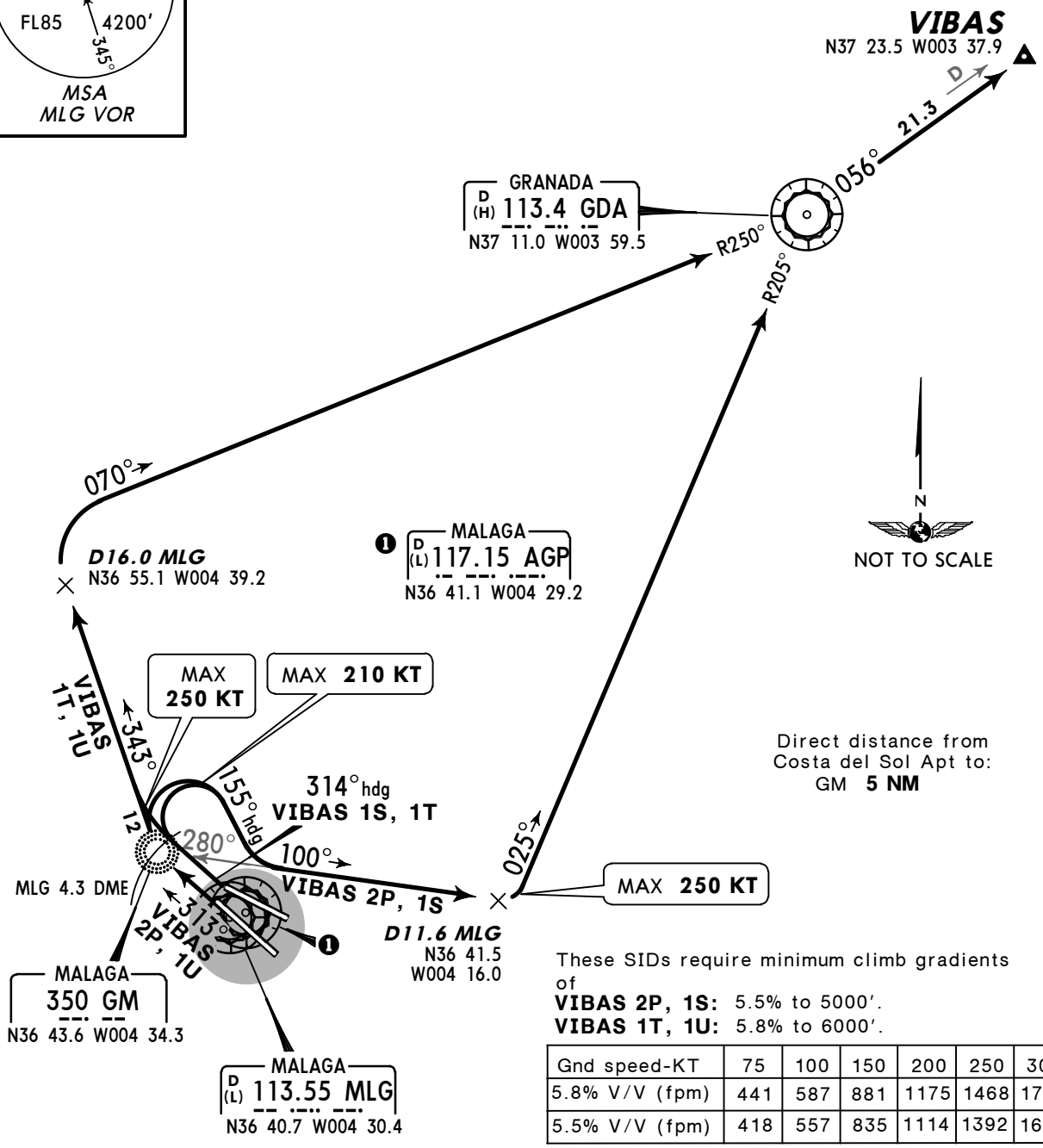


MSA
MLG VOR

Apt Elev	
52'	Trans level: By ATC Trans alt: 6000'

VIBAS TWO PAPA (VIBAS 2P)[VIBA2P]
VIBAS ONE SIERRA (VIBAS 1S)[VIBA1S]
VIBAS ONE TANGO (VIBAS 1T)[VIBA1T]
VIBAS ONE UNIFORM (VIBAS 1U)[VIBA1U]
RWYS 31, 30 DEPARTURES

SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



Direct distance from Costa del Sol Apt to:
GM **5 NM**

These SIDs require minimum climb gradients of
VIBAS 2P, 1S: 5.5% to 5000'.
VIBAS 1T, 1U: 5.8% to 6000'.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
5.5% V/V (fpm)	418	557	835	1114	1392	1671

SID	RWY	ROUTING
VIBAS 2P	**31**	Climb on runway heading to GM, turn RIGHT, 155° heading, turn LEFT, intercept 100° bearing from GM to D11.6 MLG, turn LEFT, intercept GDA R-205 to GDA, GDA R-056 to VIBAS.
VIBAS 1S	**30**	Climb on 314° heading to MLG 4.3 DME, turn RIGHT, 155° heading, turn LEFT, intercept 100° bearing from GM to D11.6 MLG, turn LEFT, intercept GDA R-205 to GDA, GDA R-056 to VIBAS.
VIBAS 1T		Climb on 314° heading to MLG 4.3 DME, turn RIGHT, intercept 343° bearing from GM to D16.0 MLG, turn RIGHT, intercept GDA R-250 inbound to GDA, GDA R-056 to VIBAS.
VIBAS 1U	**31**	Climb on runway heading to GM, 343° bearing to D16.0 MLG, turn RIGHT, intercept GDA R-250 inbound to GDA, GDA R-056 to VIBAS.

CHANGES: New chart (SIDs transferred; SIDs VIBAS 1S & 1T established; MSA).

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RWYS 13, 30, 31 CONTINGENCY DEPARTURES

In the event of failure of one or more navaids used for the departures from runways 13/30/31, the following procedures shall be carried out:

RWY 13: Climb on 136° heading to 4000′, turn following ATC instructions.
RWY 30: Climb on runway heading to 5800′, turn following ATC instructions.
RWY 31: Climb on 308° heading to 5800′, turn following ATC instructions.

These departures require minimum climb gradients of
RWY 13: 6.1%.
RWYS 30, 31: 8.8%.

Gnd speed-KT	75	100	150	200	250	300
8.8% V/V (fpm)	668	891	1337	1782	2228	2674
6.1% V/V (fpm)	463	618	927	1235	1544	1853

CHANGES: New chart (procedures transferred).

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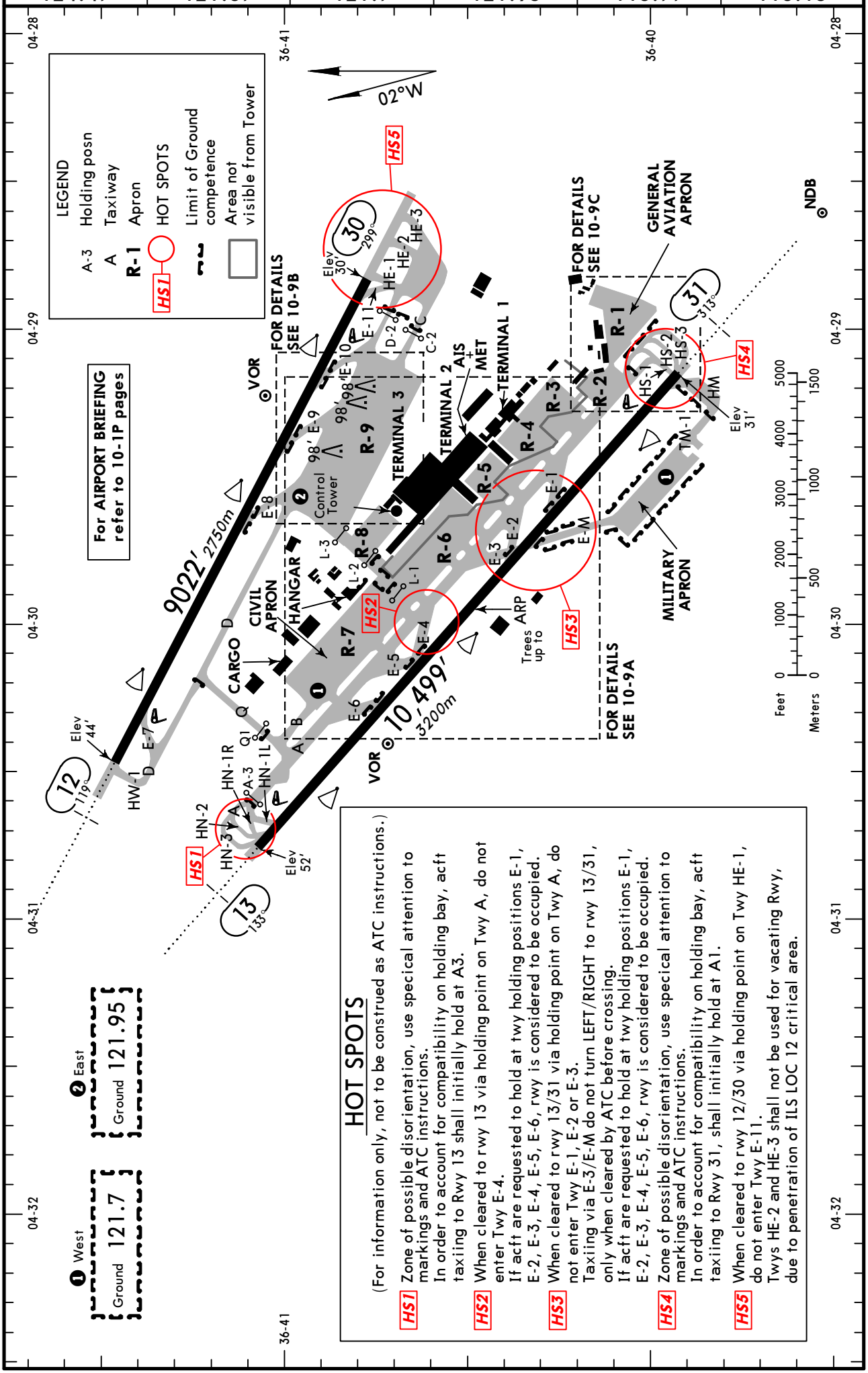
ATIS Departure	MALAGA Clearance	Ground West	Ground East	Tower Rwy 12/30	Tower Rwy 13/31
124.47	121.87	121.7	121.95	118.77	118.15



HOT SPOTS

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

HS1 Zone of possible disorientation, use special attention to markings and ATC instructions.
In order to account for compatibility on holding bay, acft taxiing to Rwy 13 shall initially hold at A3.

HS2 When cleared to rwy 13 via holding point on Twy A, do not enter Twy E-4.
If acft are requested to hold at twy holding positions E-1, E-2, E-3, E-4, E-5, E-6, rwy is considered to be occupied.

HS3 When cleared to rwy 13/31 via holding point on Twy A, do not enter Twy E-1, E-2 or E-3.
Taxiing via E-3/E-M do not turn LEFT/RIGHT to rwy 13/31, only when cleared by ATC before crossing.
If acft are requested to hold at twy holding positions E-1, E-2, E-3, E-4, E-5, E-6, rwy is considered to be occupied.

HS4 Zone of possible disorientation, use special attention to markings and ATC instructions.
In order to account for compatibility on holding bay, acft taxiing to Rwy 31, shall initially hold at A1.

HS5 When cleared to rwy 12/30 via holding point on Twy HE-1, do not enter Twy E-11.
Twys HE-2 and HE-3 shall not be used for vacating Rwy, due to penetration of ILS LOC 12 critical area.

CHANGES: Holding positions. Obstacles withdrawn.

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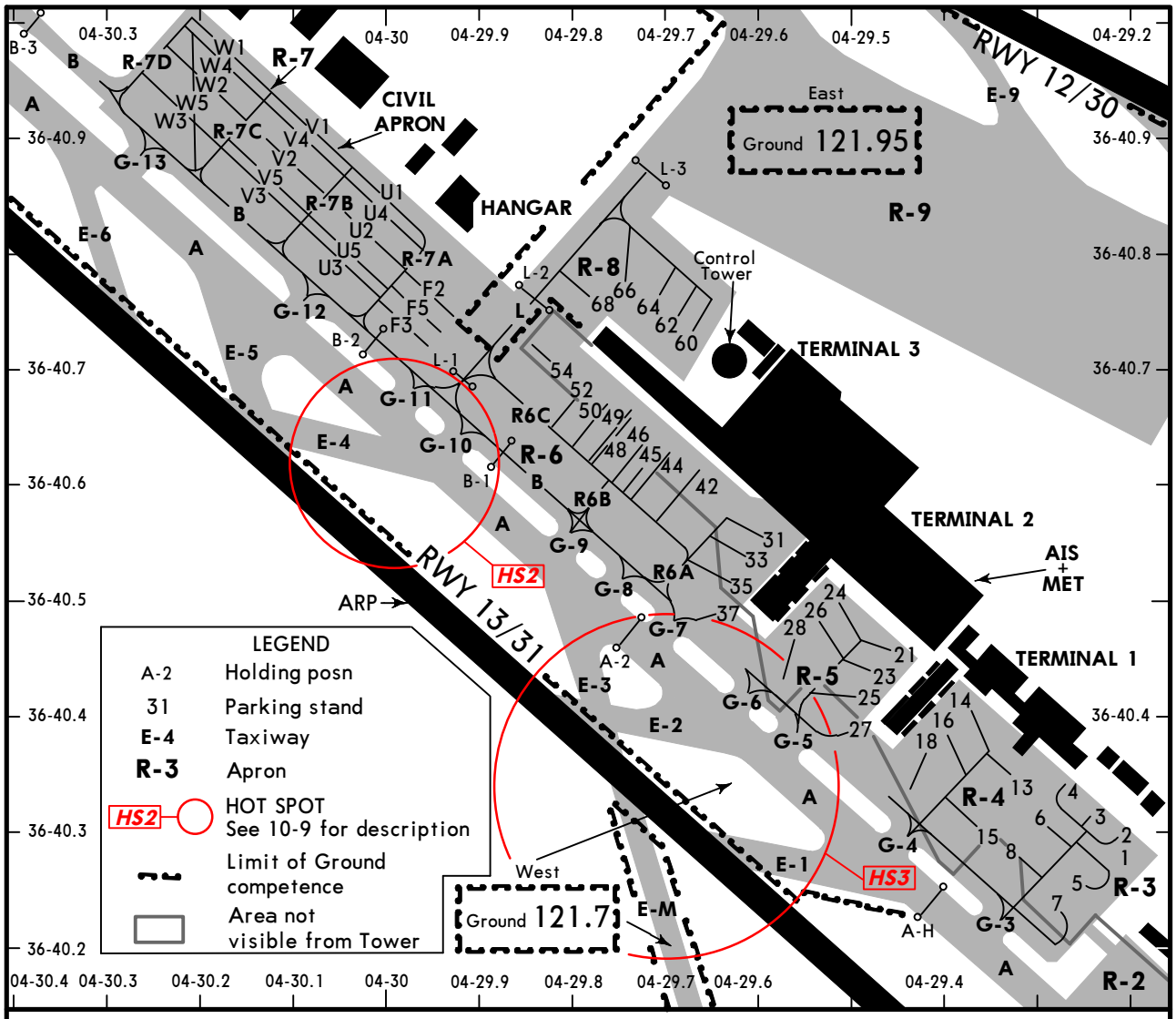

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12	HIRL *(60m)* CL *(15m)* HIALS TDZ PAPI(3.0°) ❶ RVR		7989' *2435m*	NA	148' *45m*
30	HIRL *(60m)* CL *(15m)* RVR	NA		❷	

❶ HST-E8, E9 & E10

❷ TAKE-OFF RUN AVAILABLE
RWY 30:
From twy HE-3 int 10,138'(3090m)
twy HE-2 int 9662'(2945m)
twy HE-1 int 9022'(2750m)

13	HIRL *(50m)* CL *(15m)* HIALS PAPI(3.2°) ❸ RVR		9477' *2889m*	❺	148' *45m*
31	HIRL *(50m)* CL *(15m)* HIALS PAPI(3.0°) ❹ RVR		9564' *2915m*		

❸ HST-E4, E2 & E1 ❹ HST-E3, E5 & E6

❺ TAKE-OFF RUN AVAILABLE
RWY 13:
From rwy head 10,499'(3200m)
twy HN-1L int 9941'(3030m)
twy E-6 int 6916'(2108m)
twy E-3 int 3560'(1085m)

RWY 31:
From rwy head 10,499'(3200m)
twy E-1 int 6936'(2114m)

Standard TAKE-OFF ❶

Rwys 13, 30, 31
LVP must be in Force

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

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: Holding positions.

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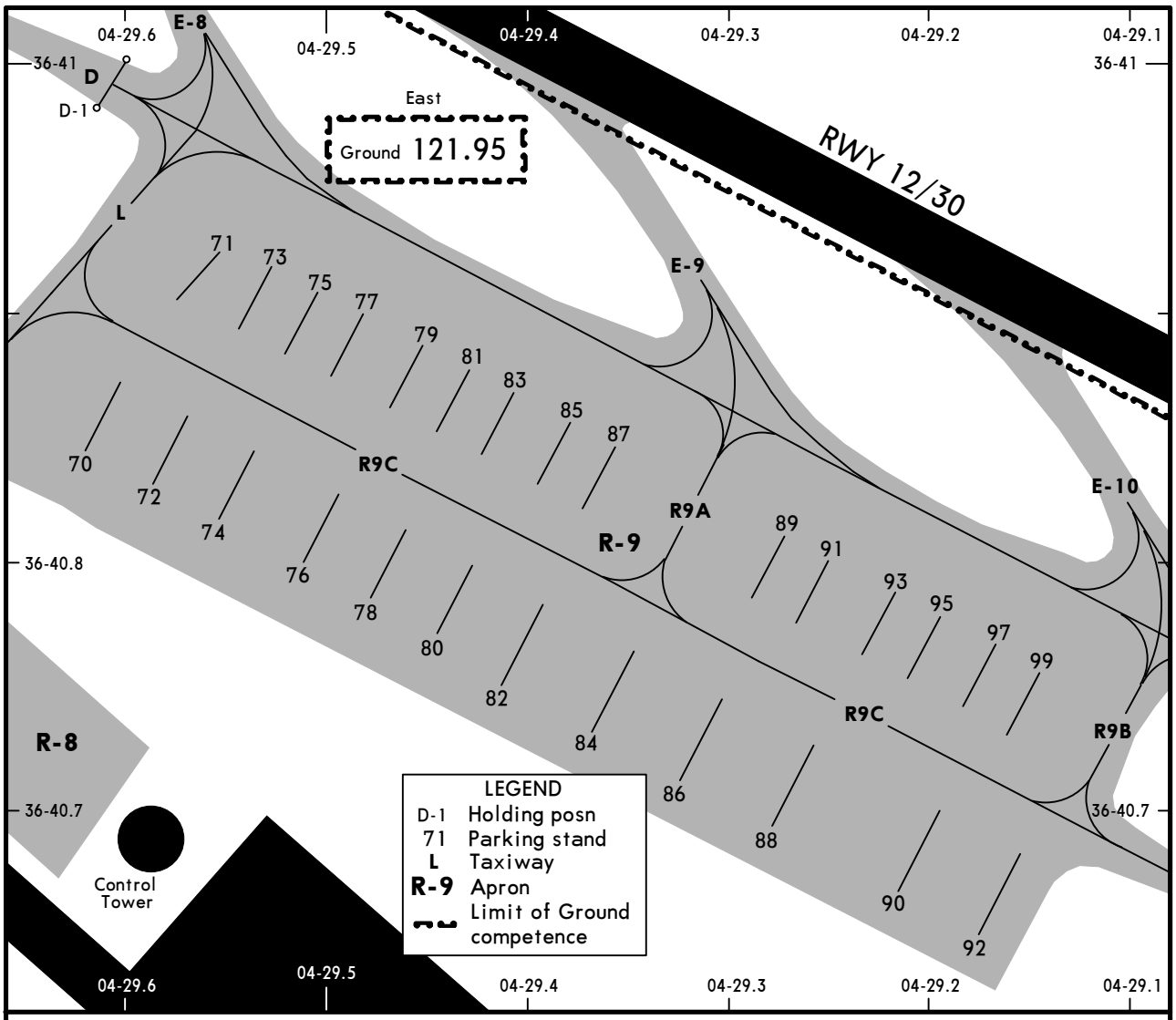

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
70	N36 40.8 W004 29.6	85	N36 40.9 W004 29.4
71	N36 40.9 W004 29.6	86	N36 40.7 W004 29.3
72	N36 40.8 W004 29.6	87	N36 40.9 W004 29.4
73	N36 40.9 W004 29.5	88	N36 40.7 W004 29.3
74	N36 40.8 W004 29.6	89	N36 40.8 W004 29.3
75	N36 40.9 W004 29.5	90	N36 40.7 W004 29.2
76	N36 40.8 W004 29.5	91	N36 40.8 W004 29.3
77	N36 40.9 W004 29.5	92	N36 40.6 W004 29.2
78	N36 40.8 W004 29.5	93 thru 97	N36 40.8 W004 29.2
79	N36 40.9 W004 29.5	99	N36 40.8 W004 29.1
80	N36 40.8 W004 29.5		
81	N36 40.9 W004 29.4		
82	N36 40.7 W004 29.4		
83	N36 40.9 W004 29.4		
84	N36 40.7 W004 29.4		

CHANGES: Limits of ground competence.

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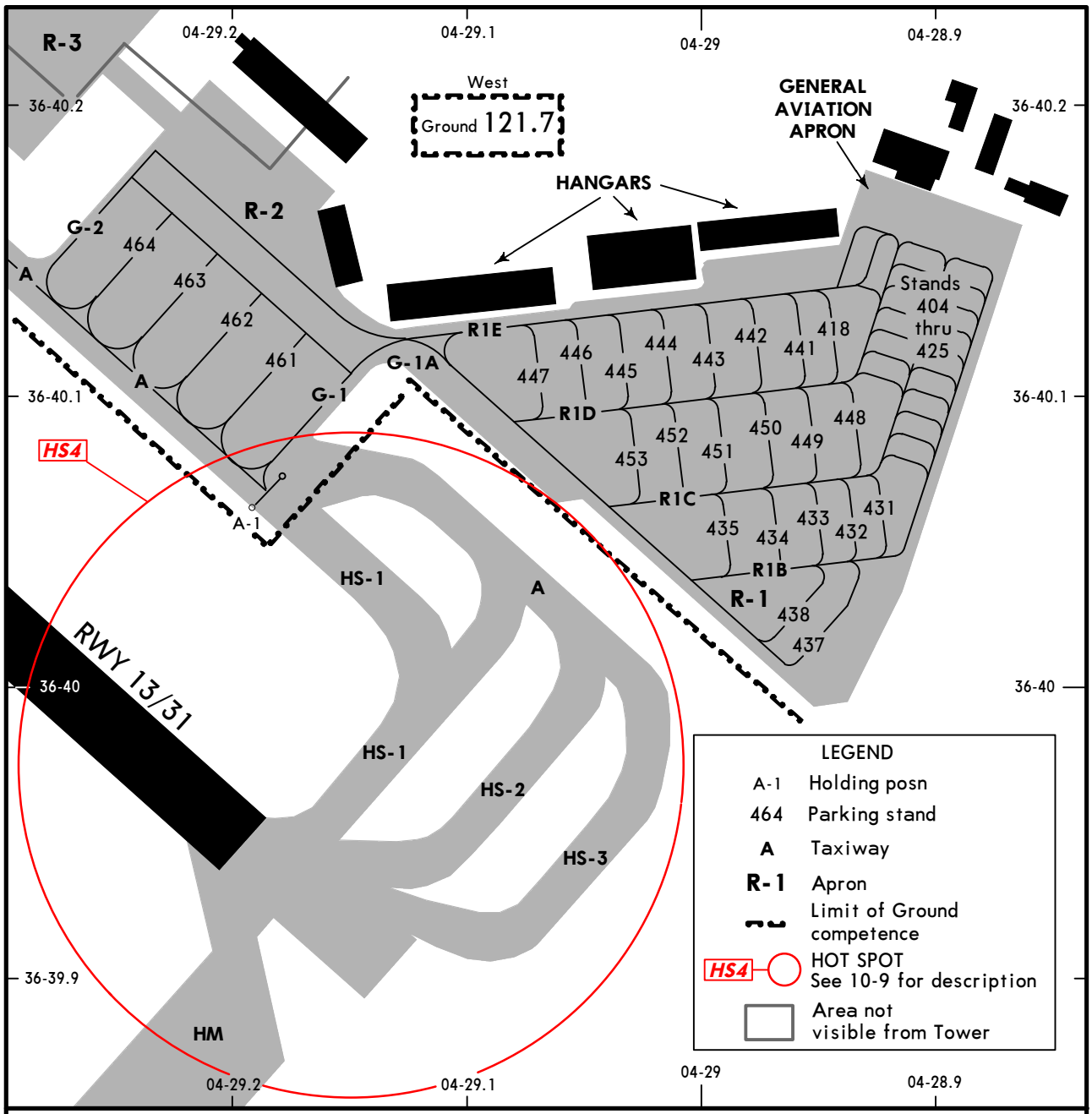

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N36 40.3 W004 29.2	52, 54	N36 40.7 W004 29.8
4	N36 40.3 W004 29.3	60 thru 68	N36 40.7 W004 29.7
5	N36 40.2 W004 29.3	404 thru 433	N36 40.1 W004 28.9
6	N36 40.3 W004 29.3	434	N36 40.1 W004 29.0
7	N36 40.2 W004 29.3	435	N36 40.0 W004 29.0
8, 13	N36 40.3 W004 29.3	437, 438	N36 40.0 W004 28.9
14	N36 40.4 W004 29.4	441	N36 40.1 W004 28.9
15	N36 40.3 W004 29.4	442 thru 446	N36 40.1 W004 29.0
16, 18	N36 40.4 W004 29.4	447	N36 40.1 W004 29.1
21	N36 40.5 W004 29.4	448, 449	N36 40.1 W004 28.9
23	N36 40.4 W004 29.5	450 thru 453	N36 40.1 W004 29.0
24	N36 40.5 W004 29.5	461 thru 463	N36 40.1 W004 29.2
25	N36 40.4 W004 29.5	464	N36 40.2 W004 29.2
26	N36 40.5 W004 29.5	F2 thru F5	N36 40.7 W004 30.0
27	N36 40.4 W004 29.5	U1 thru U5	N36 40.8 W004 30.0
28	N36 40.5 W004 29.6	V1 thru V5	N36 40.9 W004 30.1
31	N36 40.6 W004 29.6	W1	N36 41.0 W004 30.2
33 thru 37	N36 40.5 W004 29.6	W2, W3	N36 40.9 W004 30.2
42	N36 40.6 W004 29.6	W4	N36 41.0 W004 30.2
44 thru 50	N36 40.6 W004 29.7	W5	N36 40.9 W004 30.2

CHANGES: Stands. Coordinates. Limits of ground competence.

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VISUAL DOCKING GUIDANCE SYSTEM SAFEDOCK

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.

DISPLAY UNIT

Consists of:

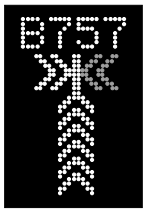
- One alphanumeric presentation line of 4 characters, composed by yellow LED, which can indicate several information:
  AIRCRAFT TYPE, STOP, OK, TOO FAR, SLOW, WAIT TEST, ID FAIL and DOWN GRADE.
- One line with a unit of yellow LED and 2 units of red/yellow LED for indication of aircraft azimuth and stop indication.
- One column of 3 units of yellow LED in the center to indicate the distance to the stop position.

PILOT INSTRUCTIONS

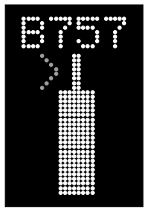
GENERAL
When the pilot is not sure about the information showed in the display unit, immediately stop the aircraft and obtain more information to proceed.

DOCKING START
When the system starts, it shows the flashing message:
WAIT TEST.

CAPTURE
When the system is working in capture way, looking for the approaching aircraft, the system shows vertical floating arrows. In the first line of the display unit will show the AIRCRAFT TYPE. If the system does not show vertical arrows in movement and an aircraft type like the approaching aircraft, the pilot must not enter into the stand point area.



MONITORING
When the aircraft has been captured by the laser, the floating arrows are substituted by the yellow indicator in the centerline. A flashing red arrow shows the pilot the direction of turn in order to line-up along the stand edge. If the system does not show the direction arrows, it means the aircraft is over the centerline.



APPROACH RATE
When the aircraft is less than 52'/16 m from the stop point, the approach rate is shown by one LED line turn-off from the centerline each 2'/0.7 m covered when the aircraft moves until the stop position.

SPEED REDUCTION
If the aircraft speed exceed 3.5 m/sec, the unit display indicates SLOW; the entry speed must be reduced.

REACHING STOP POINT
When the correct stop point is reaching, the display unit shows STOP and red light bars turns on.

DOCKING FINISHED
When the aircraft is parked, the display unit shows OK.

EXCEEDED
When the aircraft exceeds the stop point, the display unit shows TOO FAR.

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WAIT
When the detected aircraft is lost during the docking routine, 39'/12 m before the STOP point, the display unit will show WAIT. The routine will continue when the system detects the aircraft again.

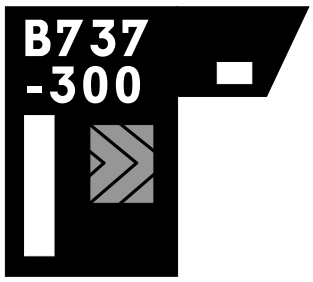
ADVERSES METEOROLOGICAL CONDITIONS
When the system visibility is reduced due to any reason, the display unit will show DOWN GRADE. As soon the system identifies the aircraft, the display unit will show the rate approach bar in order to continue the docking routine.
The pilot must not exceed the boarding bridge unless the message DOWN GRADE had been susbstituted by the rate approach bar.

VISUAL DOCKING GUIDANCE SYSTEM APIS

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.

DISPLAY UNIT



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

PILOT INSTRUCTIONS

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

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LEMG/AGP
COSTA DEL SOL

JEPPESEN

28 SEP 12 (11-1)

MALAGA, SPAIN
ILS Z or LOC Z Rwy 12

ATIS Arrival	MALAGA Approach (R)		MALAGA Tower	Ground West	Ground East
120.37	123.85	123.95	118.77	121.7	121.95

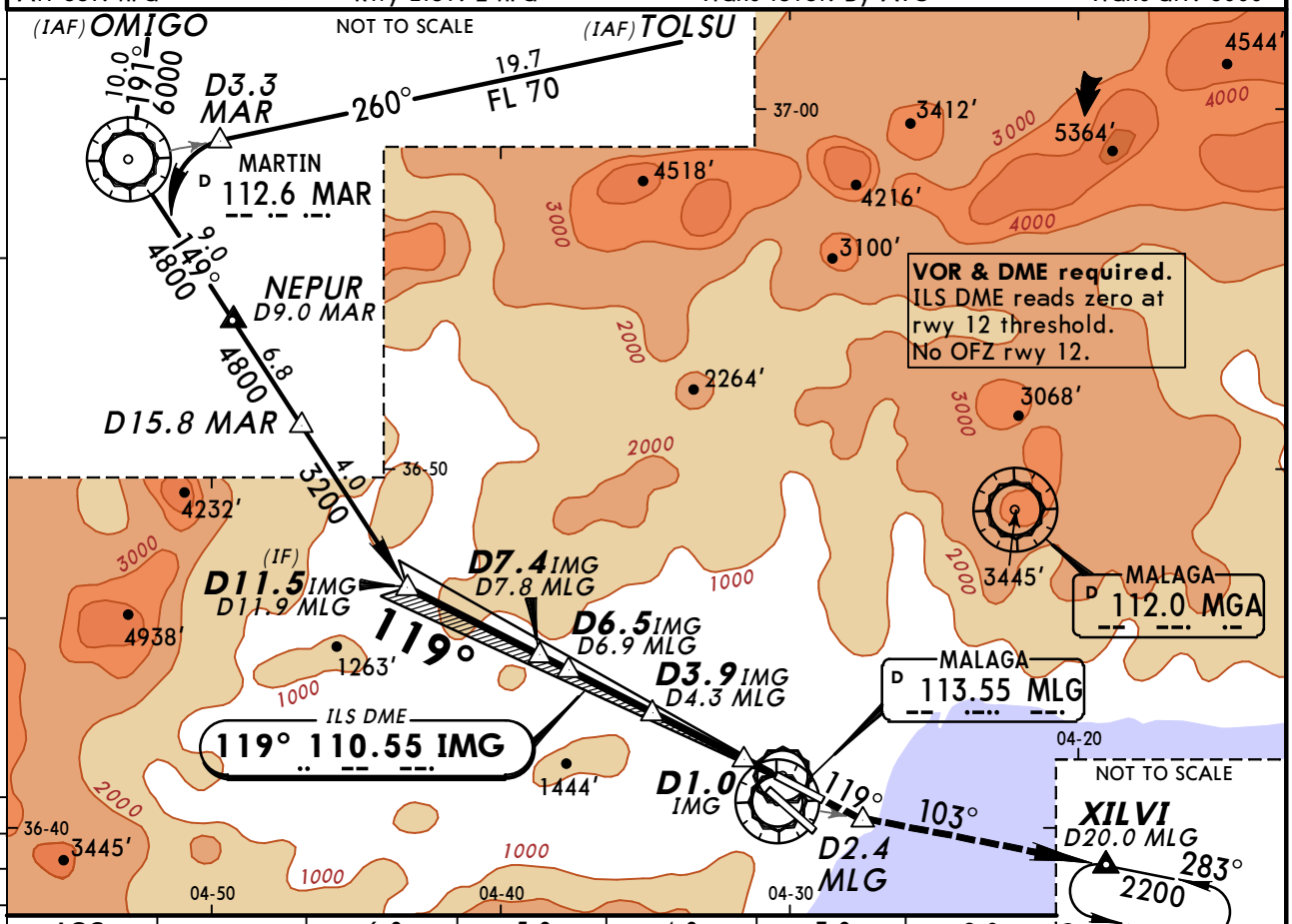
BRIEFING STRIP™

LOC IMG	Final Apch Crs	GS D3.9 IMG	ILS DA(H)	Apt Elev 52'
110.55	119°	1354' (1310')	Refer to Minimums	RWY 44'

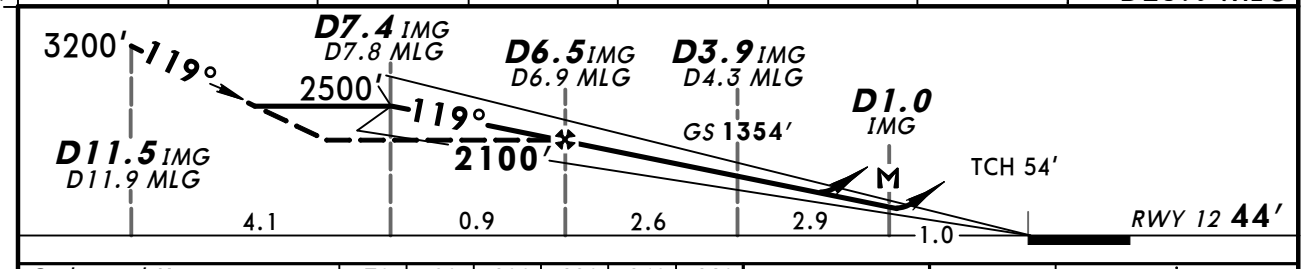
MISSED APCH: Climb on rwy heading to D2.4 MLG, then turn LEFT to intercept R-103 MLG to XILVI to join holding at 2200'.
Do not climb above 2200'. Follow ATC instructions.
MISSED APCH WITH LOST COMM: Climb on rwy heading to D2.4 MLG, then turn LEFT to intercept R-103 MLG to cross XILVI at 2200'. Follow R-103 MLG to D23.0 MLG. Turn LEFT to follow 25 DME Arc MLG until crossing R-105 MGA. Turn LEFT on R-105 MGA to MGA VOR at FL 70 to join PEKOP1Q.

MSA MLG VOR: 6300' (128°–193°), FL 90 (193°–270°), 4200' (270°–345°), FL 85 (345°–128°)

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



LOC (GS out)	IGM DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2010'	1690'	1370'	1050'	740'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0 IMG							

HIALS, REIL, PAPI, PAPI — D2.4 MLG on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

	ILS DA(H)	LOC (GS out) DA(H)
	A: 300' (256') C: 320' (276') B: 310' (266') D: 330' (286')	660' (616')

	ILS FULL	ILS Limited	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 600m	RVR 750m	RVR 1300m	RVR 1500m	
B					
C				CMV 2100m	CMV 2400m
D	RVR 650m		RVR 1400m		

CIRCLE-TO-LAND
Not authorized Southwest of rwy

Max Kts	MDA(H)	VIS
100	650' (598') [1]	1500m
135	1040' (988')	1600m
180	1470' (1418')	2400m
205	2200' (2148')	3600m

[1] After LOC apch: MDA(H) 670' (618').

CHANGES: Arrival.

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LEMG/AGP
COSTA DEL SOL

JEPPESEN

28 SEP 12 (11-2)

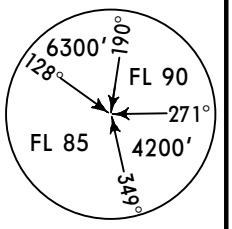
MALAGA, SPAIN
ILS Y or LOC Y Rwy 12

ATIS Arrival	MALAGA Approach (R)		MALAGA Tower	Ground West	Ground East
120.37	123.85	123.95	118.77	121.7	121.95

BRIEFING STRIP™

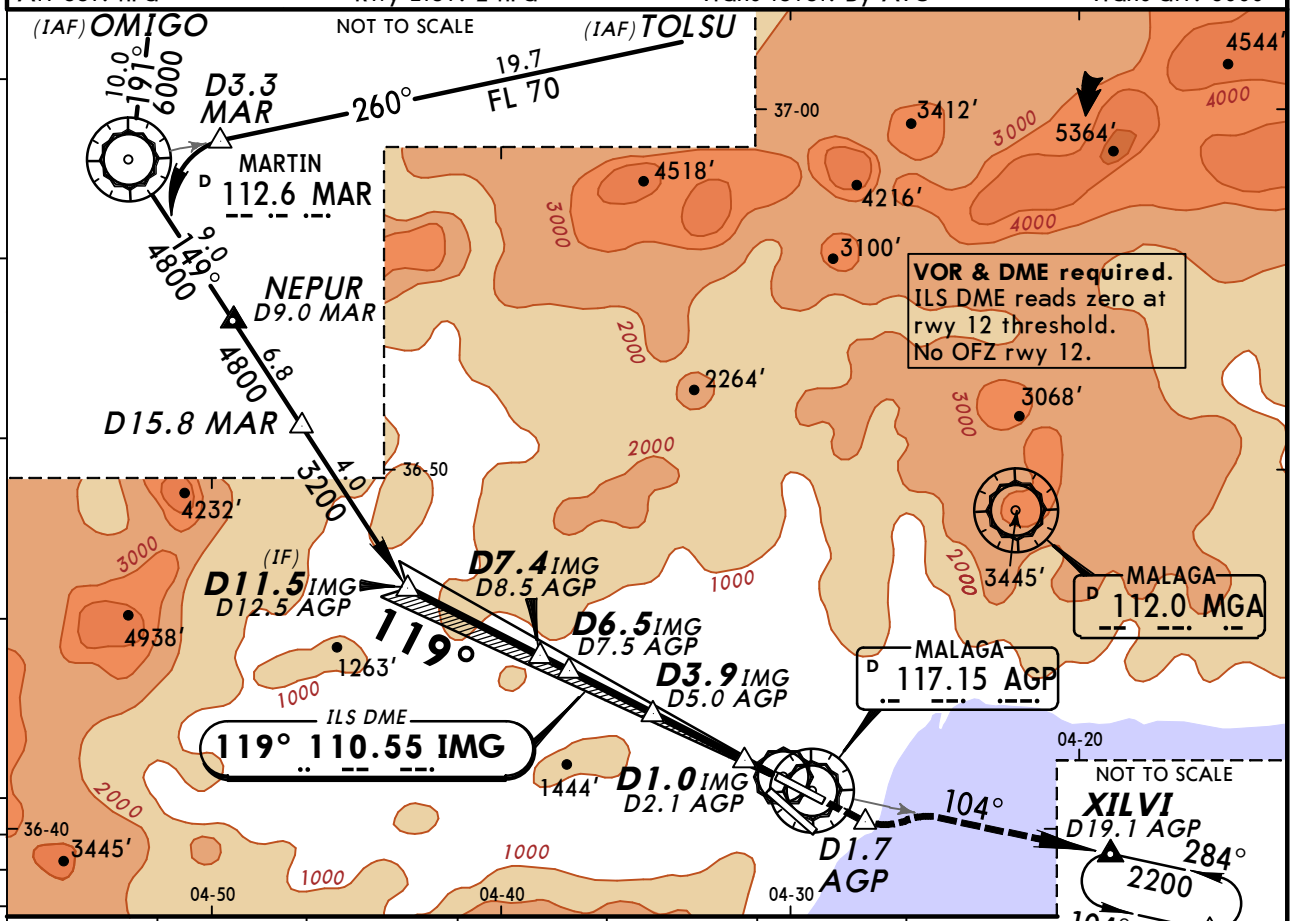
LOC IMG	Final Apch Crs	GS D3.9 IMG	ILS DA(H)	Apt Elev 52′
110.55	119°	1354′ (1310′)	Refer to Minimums	RWY 44′

MISSED APCH: Climb on rwy heading to D1.7 AGP, then turn LEFT to intercept R-104 AGP to XILVI to join holding at 2200′.
Do not climb above 2200′. Follow ATC instructions.
MISSED APCH WITH LOST COMM: Climb on rwy heading to D1.7 AGP, then turn LEFT to intercept R-104 AGP to cross XILVI at 2200′. Follow R-104 AGP to D24.0 AGP. Turn LEFT to follow 26 DME Arc AGP until crossing R-105 MGA. Turn LEFT on R-105 MGA to MGA VOR at FL 70 to join PEKOP1Q.

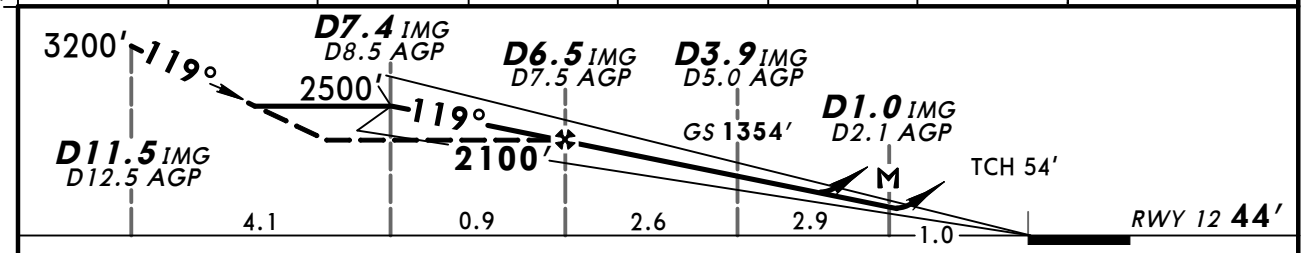


MSA
AGP VOR

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



LOC (GS out)	IGM DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2010′	1690′	1370′	1050′	740′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 IMG/D2.1 AGP						

HIALS
REIL PAPI PAPI

D1.7 AGP on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

	ILS DA(H)		LOC (GS out) DA(H) 660′(616′)	
	A: 300′ (256′)	C: 320′ (276′)		
	B: 310′ (266′)	D: 330′ (286′)		
	FULL	Limited	ALS out	ALS out
A	RVR 600m	RVR 750m	RVR 1300m	RVR 1500m
B				
C				CMV 2100m / CMV 2400m
D	RVR 650m		RVR 1400m	

CIRCLE-TO-LAND
Not authorized Southwest of rwy

Max Kts	MDA(H)	VIS
100	650′ (598′) [1]	1500m
135	1040′ (988′)	1600m
180	1470′ (1418′)	2400m
205	2200′ (2148′)	3600m

[1] After LOC apch: MDA(H) 670′(618′).

CHANGES: Arrival.

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LEMG/AGP
COSTA DEL SOL

JEPPESEN

15 NOV 13 (11-3)

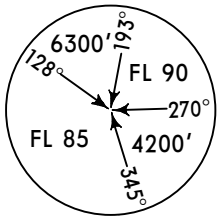
MALAGA, SPAIN
ILS or LOC Rwy 13

ATIS Arrival	MALAGA Approach	MALAGA Tower	Ground West	Ground East
120.37	123.85	118.15	121.7	121.95

BRIEFING STRIP™

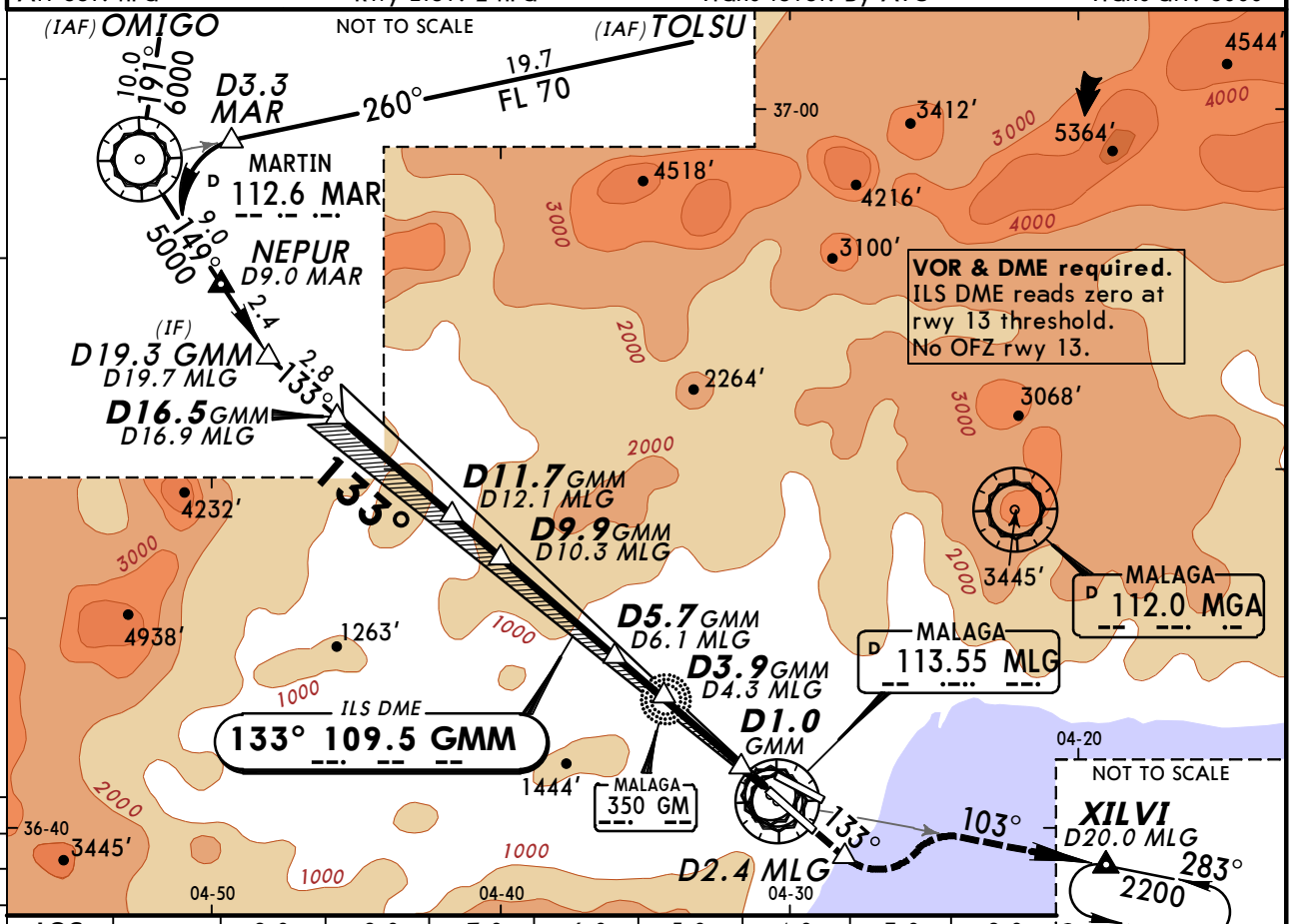
LOC GMM	Final Apch Crs	GS	ILS DA(H)	Apt Elev 52′
109.5	133°	D3.9 GMM 1445′ (1393′)	Refer to Minimums	RWY 52′

MISSED APCH: Climb on rwy heading to D2.4 MLG, then turn LEFT to intercept R-103 MLG to XILVI to join holding at 2200′.
Do not climb above 2200′. Follow ATC instructions.
MISSED APCH WITH LOST COMM: Climb on rwy heading to D2.4 MLG, then turn LEFT to intercept R-103 MLG to cross XILVI at 2200′. Follow R-103 MLG to D23.0 MLG. Turn LEFT to follow 25 DME Arc MLG until crossing R-105 MGA. Turn LEFT on R-105 MGA to MGA VOR at FL 70 to join PEKOP1Q.

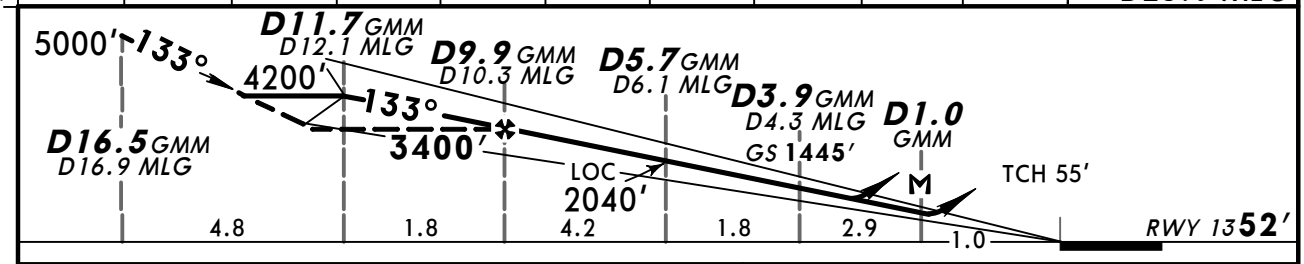


MSA
MLG VOR

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



LOC (GS out)									
GMM DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3160′	2820′	2480′	2140′	1800′	1470′	1130′	790′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.20°	396	510	566	679	793	906
MAP at D1.0 GMM							

HIALS PAPI PAPI — D2.4 MLG on Rwy hdg

PANS OPS

Standard STRAIGHT-IN LANDING RWY 13

	ILS			LOC (GS out)	
DA(H)	A: 275′ (223′) C: 295′ (243′) B: 285′ (233′) D: 305′ (253′)			DA(H) 660′ (608′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	
B					
C			RVR 1300m	CMV 2100m	CMV 2400m
D	RVR 600m				

CIRCLE-TO-LAND
Not authorized
Southwest of rwy

Max Kts	MDA(H)	VIS
100	650′ (598′) [1]	1500m
135	1040′ (988′)	1600m
180	1470′ (1418′)	2400m
205	2200′ (2148′)	3600m

[1] After LOC apch: MDA(H) 660′(608′).

CHANGES: None.

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LEMG/AGP
COSTA DEL SOL

JEPPESEN

15 NOV 13 (11-4)

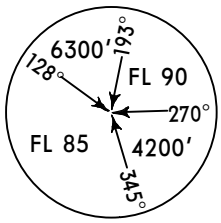
MALAGA, SPAIN
ILS Z or LOC Z Rwy 31

ATIS Arrival	MALAGA Approach	MALAGA Tower	Ground West	Ground East
120.37	123.85	118.15	121.7	121.95

BRIEFING STRIP ™

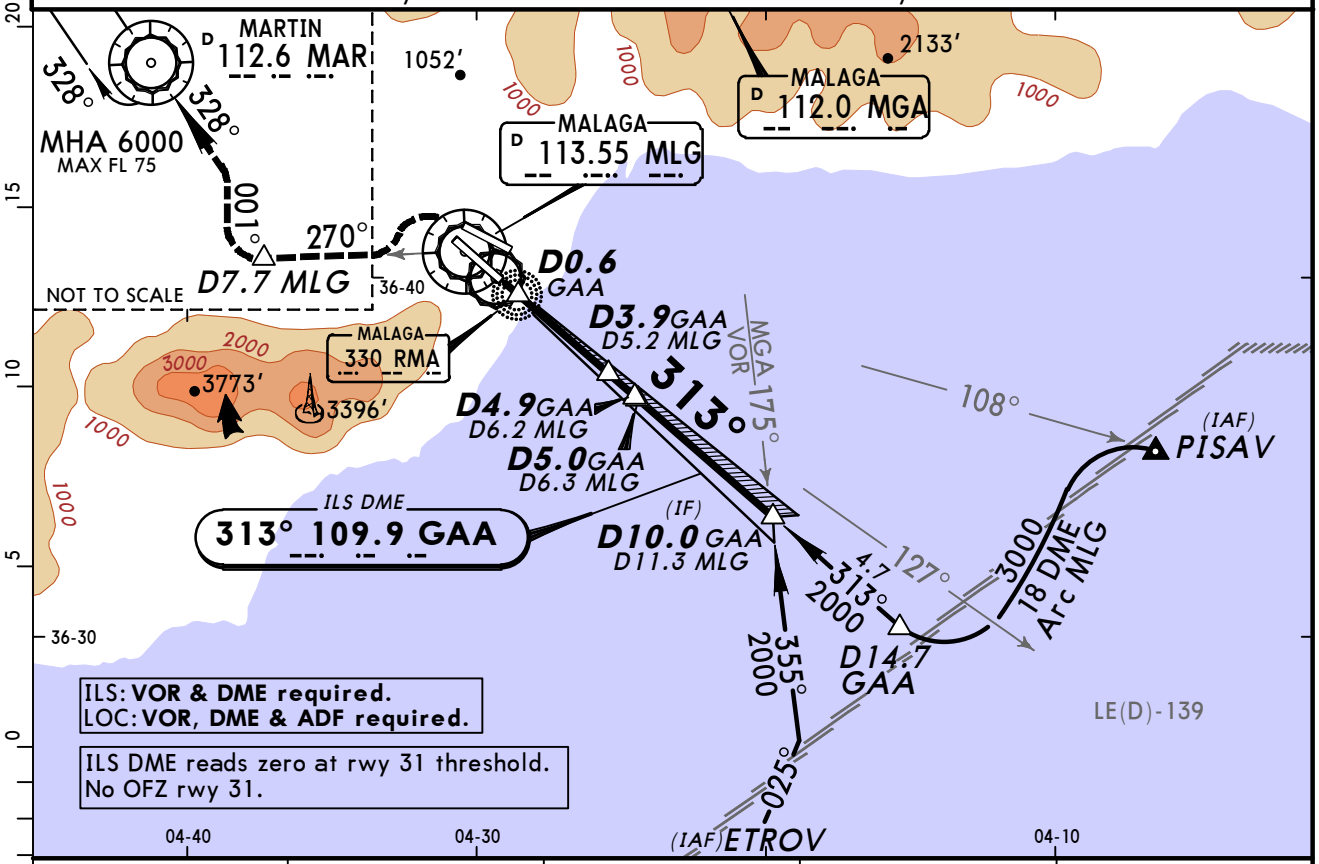
LOC GAA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 52'
109.9	313°	D3.9 GAA 1339' (1308')	Refer to Minimums	RWY 31'

MISSED APCH: Climb on rwy heading to MLG VOR, then turn LEFT (MAX 210 KT) to intercept R-270 MLG to D7.7 MLG. Turn RIGHT onto 001° to intercept R-148 MAR. Turn LEFT to MAR VOR to join holding at or above 6000'.
Do not climb above FL 75. Follow ATC instructions.
MISSED APCH WITH LOST COMM: Climb on rwy heading to MLG VOR, then turn LEFT (MAX 210 KT) to intercept R-270 MLG to D7.7 MLG. Turn RIGHT onto 001° to intercept R-148 MAR to D5.5 MAR. Turn LEFT onto R-208 MAR to BALPO to join JRZ1J at or above FL 85.

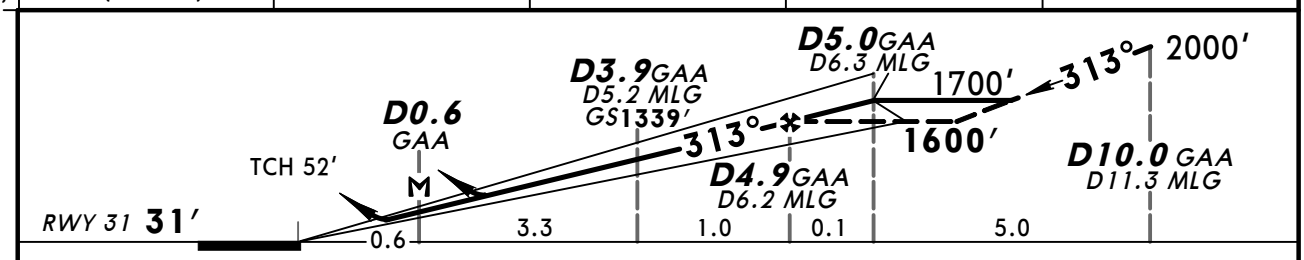


MSA
MLG VOR

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



LOC (GS out)	GAA DME	2.0	3.0	4.0
	ALTITUDE	720'	1040'	1360'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.6 GAA						

HIALS PAPI PAPI

MLG 113.55 on Rwy hdg

Standard STRAIGHT-IN LANDING RWY 31

ILS — Missed apch climb gradient mim

	4.0%	3.0%	2.5%	LOC (GS out)
DA(H) A	300' (269')	440' (409')	755' (724')	
DA(H) B	310' (279')	450' (419')	765' (734')	
DA(H) C	320' (289')	460' (429')	775' (744')	
DA(H) D	330' (299')	470' (439')	785' (754')	DA(H) 890' (859')

CIRCLE-TO-LAND

Not authorized Southwest of rwy

1 After LOC apch: MDA(H) 920' (868').

PANS OPS

	FULL	Limited	ALS out	FULL/Limited	ALS out	FULL/Limited	ALS out		ALS out
A	RVR 600m	RVR 750m	RVR 1300m	RVR 1200m	RVR 1500m	RVR 1500m		RVR 1500m	
B									
C	RVR 650m		RVR 1400m	RVR 1300m	RVR 2000m	CMV 2400m		CMV 2400m	
D									

Max Kts	MDA(H)	VIS
100	780' (728') 1	1500m
135	1040' (988')	1600m
180	1470' (1418')	2400m
205	2200' (2148')	3600m

CHANGES: Profile alignment.

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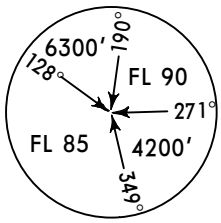
ATIS Arrival	MALAGA Approach	MALAGA Tower	Ground West	Ground East
120.37	123.85	118.15	121.7	121.95

BRIEFING STRIP ™

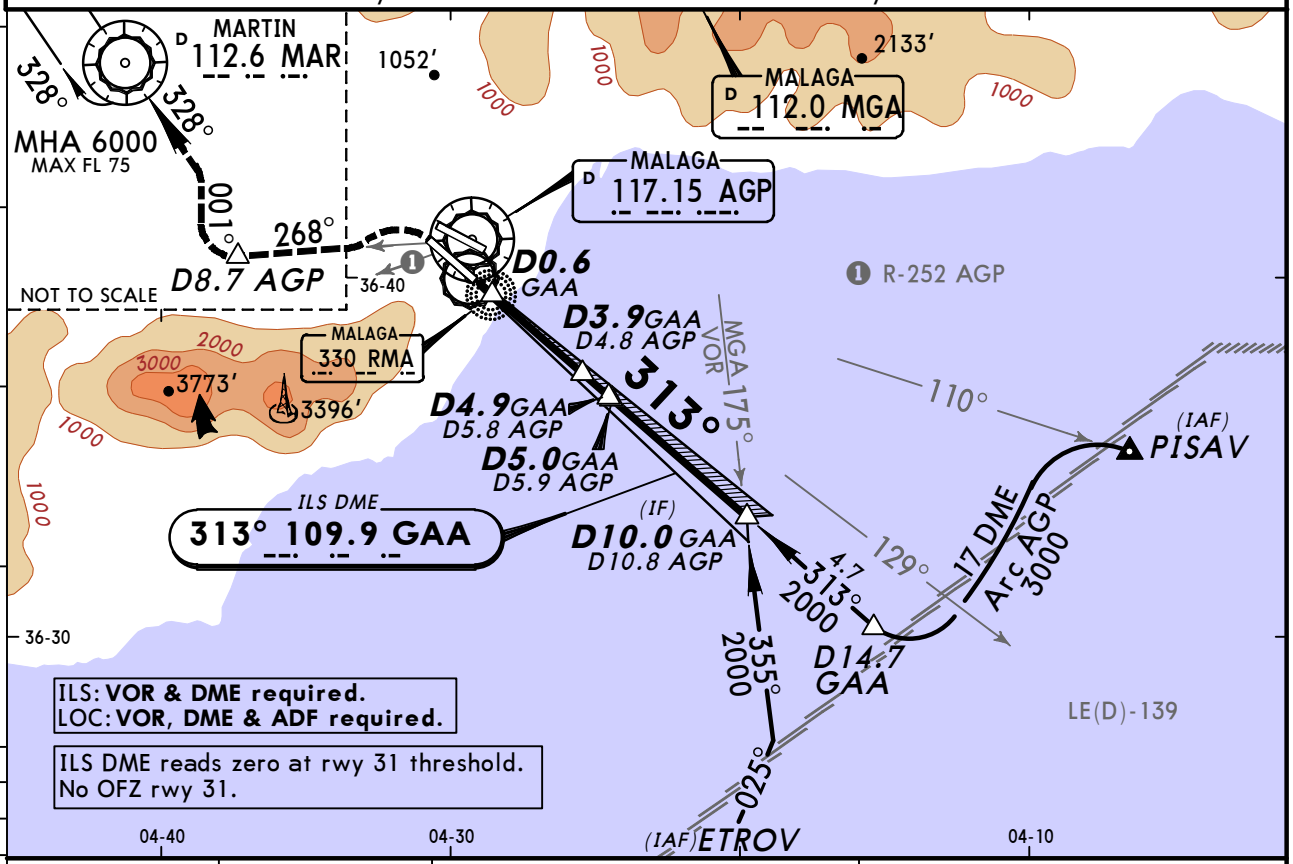
LOC GAA	Final Apch Crs	GS D3.9 GAA	ILS DA(H)	Apt Elev 52'
109.9	313°	1339' (1308')	Refer to Minimums	RWY 31'

MISSED APCH: Climb on rwy heading until R-252 AGP, then turn LEFT (MAX 210 KT) to intercept R-268 AGP to D8.7 AGP. Turn RIGHT onto 001° to intercept R-148 MAR. Turn LEFT to MAR VOR to join holding at or above 6000'. Do not climb above FL 75. Follow ATC instructions.
MISSED APCH WITH LOST COMM: Climb on rwy heading until R-252 AGP, then turn LEFT (MAX 210 KT) to intercept R-268 AGP to D8.7 AGP. Turn RIGHT onto 001° to intercept R-148 MAR to D5.5 MAR. Turn LEFT onto R-208 MAR to BALPO to join JRZ1J at or above FL 85.

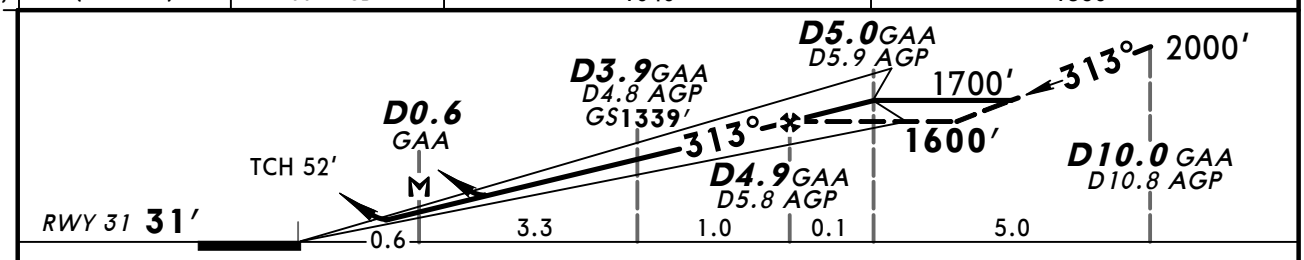


MSA
AGP VOR

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



LOC (GS out)	GAA DME	3.0	4.0
	ALTITUDE	1040'	1360'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.6 GAA						

HIALS | PAPI | PAPI

AGP 117.15 on R-252 — Rwy hdg

Standard STRAIGHT-IN LANDING RWY 31

ILS Missed apch climb gradient mim	4.0%	3.0%	2.5%	LOC (GS out)
DA(H) A	389' (358')	489' (458')	794' (763')	
DA(H) B	401' (370')	501' (470')	805' (774')	
DA(H) C	409' (378')	509' (478')	814' (783')	
DA(H) D	420' (389')	520' (489')	824' (793')	DA(H) 950' (919')

CIRCLE-TO-LAND: Not authorized Southwest of rwy. [1] After LOC apch: MDA(H) 980' (928').

PANS OPS

	FULL/Limited	ALS out	FULL/Limited	ALS out	FULL/Limited	ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1400m	RVR 1500m	RVR 1500m		RVR 1500m	
B	RVR 1000m		RVR 1500m					
C		RVR 1700m		CMV 2200m	CMV 2400m		CMV 2400m	
D	RVR 1100m	RVR 1800m		CMV 2300m				

Max Kts	MDA(H)	VIS
100	840' (788') [1]	1500m
135	1040' (988')	1600m
180	1470' (1418')	2400m
205	2200' (2148')	3600m

CHANGES: Profile alignment.

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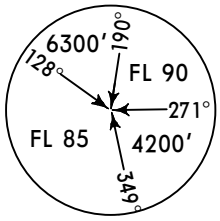
ATIS Arrival	MALAGA Approach	MALAGA Tower	Ground West	Ground East
120.37	123.85	118.77	121.7	121.95

BRIEFING STRIP ™

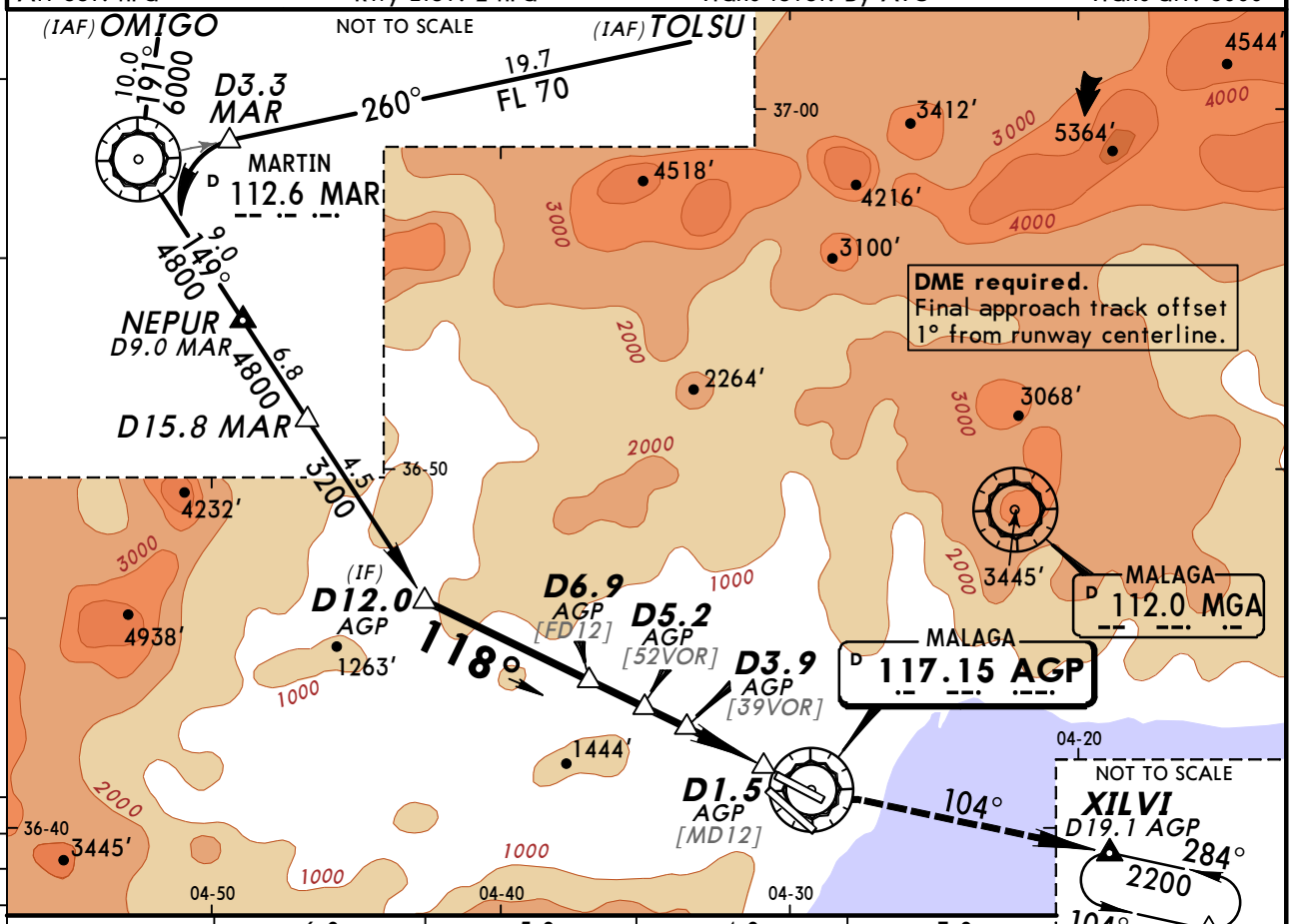
VOR AGP	Final Apch Crs	Minimum Alt D6.9 AGP	DA(H)	Apt Elev 52′
117.15	118°	2200′ (2156′)	540′ (496′)	RWY 44′

MISSED APCH: Climb to AGP VOR. Proceed on R-104 AGP to XILVI to join holding at 2200′. Do not climb above 2200′. Follow ATC instructions.
MISSED APCH WITH LOST COMM: Climb to AGP VOR. Proceed on R-104 AGP to cross XILVI at 2200′. Follow R-104 AGP to D24.0 AGP. Turn LEFT to follow 26 DME Arc AGP until crossing R-105 MGA. Turn LEFT on R-105 MGA to MGA VOR at FL 70 to join PEKOP1Q.

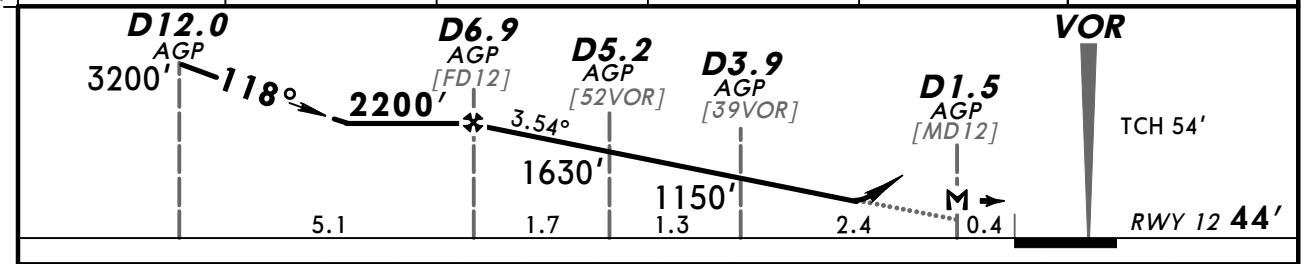


MSA
AGP VOR

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



AGP DME	6.0	5.0	4.0	3.0
ALTITUDE	1930′	1560′	1190′	820′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.54°	439	564	626	752	877	1002
MAP at D1.5 AGP							

HIALS
PAPI PAPI
AGP 117.15

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

DA(H) 540′ (496′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1500m	CMV 2300m
D		

CIRCLE-TO-LAND
Not authorized
Southwest of rwy

Max Kts	MDA(H)	VIS
100	650′ (598′)	1500m
135	1040′ (988′)	1600m
180	1470′ (1418′)	2400m
205	2200′ (2148′)	3600m

CHANGES: None.

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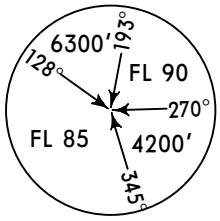
BRIEFING STRIP

ATIS Arrival	MALAGA Approach	MALAGA Tower	Ground West	Ground East
120.37	123.85 123.95	118.15	121.7	121.95

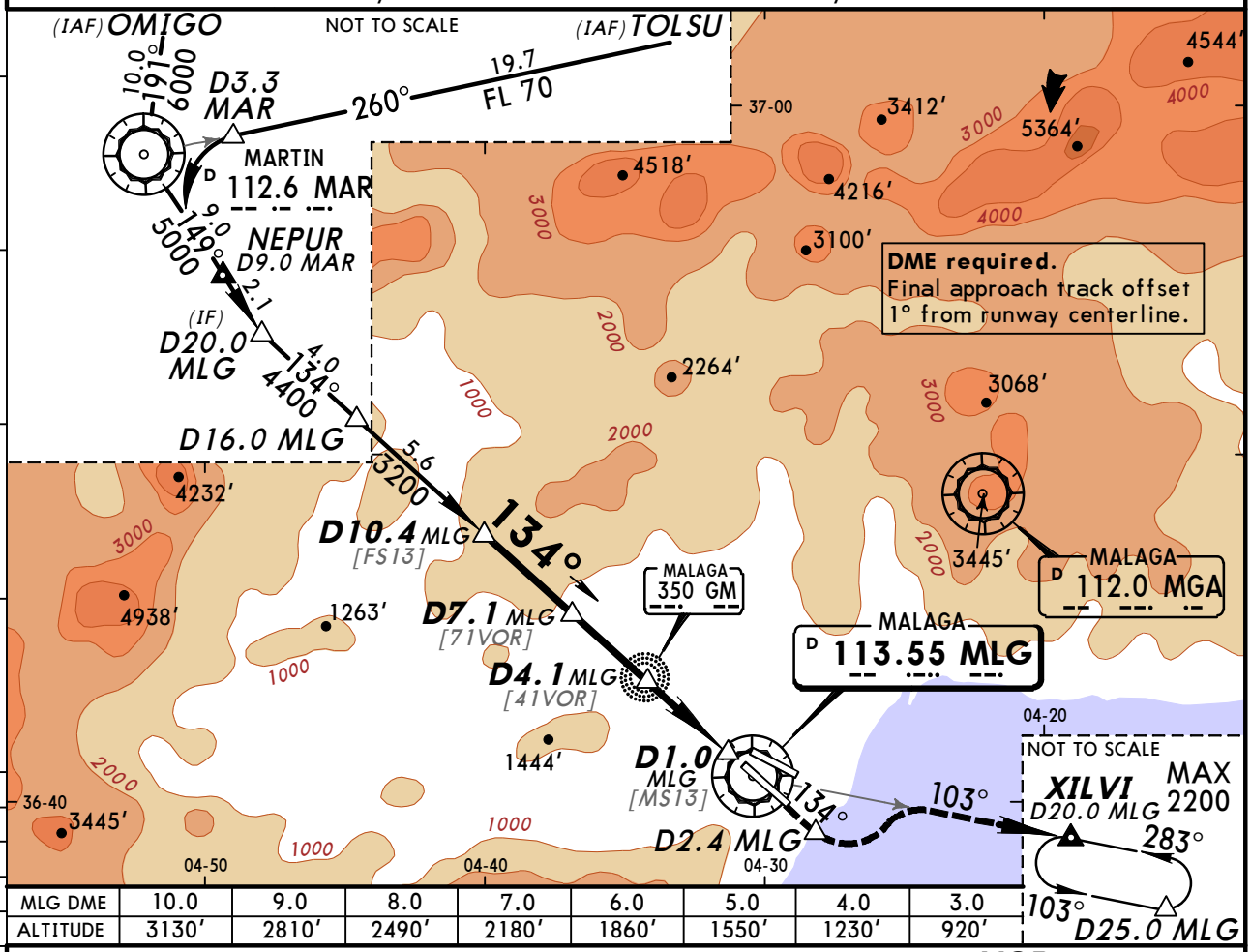
VOR MLG	Final Apch Crs	Minimum Alt D10.4 MLG	DA(H)	Apt Elev 52′
113.55	134°	3200′ (3148′)	600′ (548′)	RWY 52′

MISSED APCH: Climb to MLG VOR. Proceed on R-134 MLG to D2.4 MLG, then turn LEFT to intercept R-103 MLG to XILVI to join holding at 2200′.
Do not climb above 2200′. Follow ATC instructions.
MISSED APCH WITH LOST COMM: Climb to MLG VOR. Proceed on R-134 MLG to D2.4 MLG, then turn LEFT to intercept R-103 MLG to cross XILVI at 2200′. Follow R-103 MLG to D23.0 MLG.Turn LEFT to follow 25 DME Arc MLG until crossing R-105 MGA. Turn LEFT on R-105 MGA to MGA VOR at FL 70 to join PEKOP1Q.

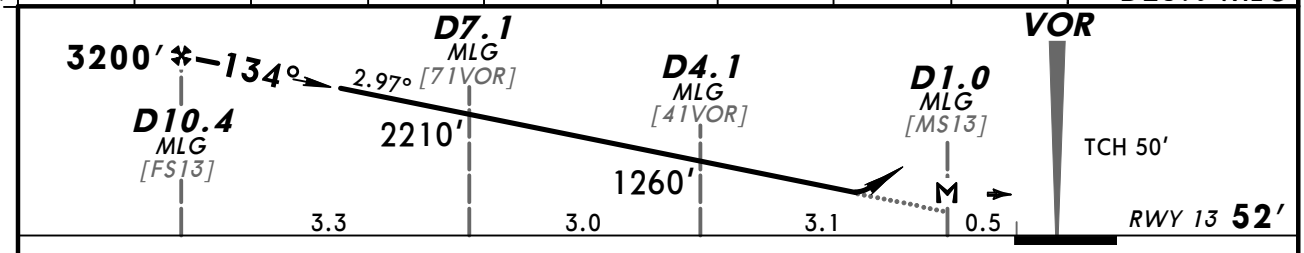


MSA
MLG VOR

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



MLG DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	3130′	2810′	2490′	2180′	1860′	1550′	1230′	920′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.97°	368	473	525	630	736	841
MAP at D1.0 MLG							

HIALS
PAPI PAPI
MLG
113.55

PANS OPS

Standard STRAIGHT-IN LANDING RWY 13

DA(H) 600′ (548′)

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

CIRCLE-TO-LAND
Not authorized
Southwest of rwy

Max Kts	MDA(H)		VIS
100	790′	(738′)	1500m
135	1040′	(988′)	1600m
180	1470′	(1418′)	2400m
205	2200′	(2148′)	3600m

CHANGES: None.

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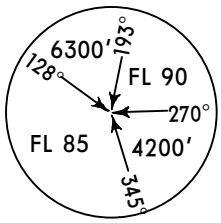
ATIS Arrival	MALAGA Approach	MALAGA Tower	Ground West	Ground East
120.37	123.85 123.95	118.15	121.7	121.95

BRIEFING STRIP™

VOR MLG	Final Apch Crs	Minimum Alt D6.3 MLG	DA(H)	Apt Elev 52′
113.55	313°	1600′ (1569′)	940′ (909′)	RWY 31′

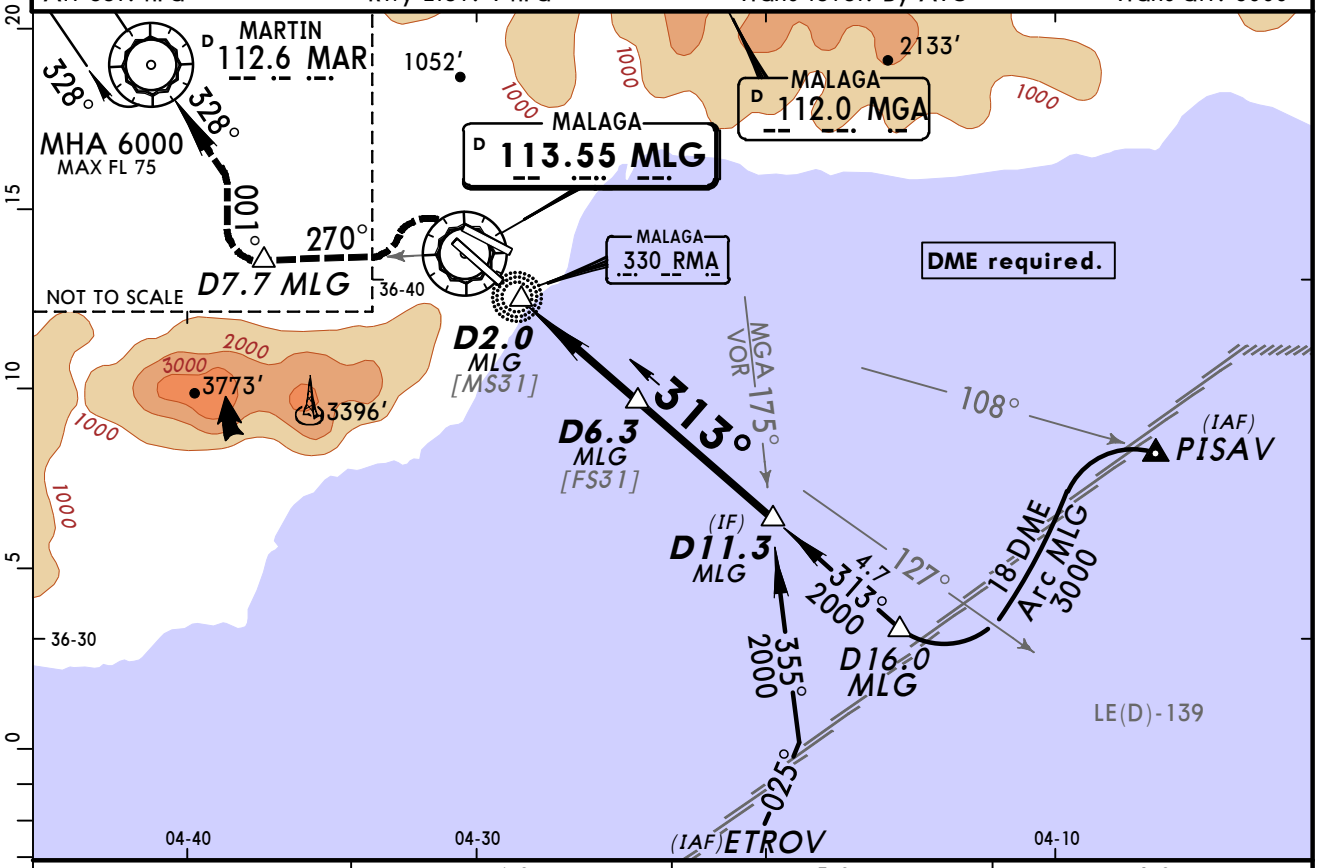
MISSED APCH: Climb to MLG VOR, then turn LEFT (MAX 210 KT) to intercept R-270 MLG to D7.7 MLG. Turn RIGHT onto 001° to intercept R-148 MAR. Turn LEFT to MAR VOR to join holding at or above 6000′.
Do not climb above FL 75. Follow ATC instructions.

MISSED APCH WITH LOST COMM: Climb to MLG VOR, then turn LEFT (MAX 210 KT) to intercept R-270 MLG to D7.7 MLG. Turn RIGHT onto 001° to intercept R-148 MAR to MAR to D5.5 MAR. Turn LEFT onto R-208 MAR to BALPO to join JRZ1J at or above FL 85.

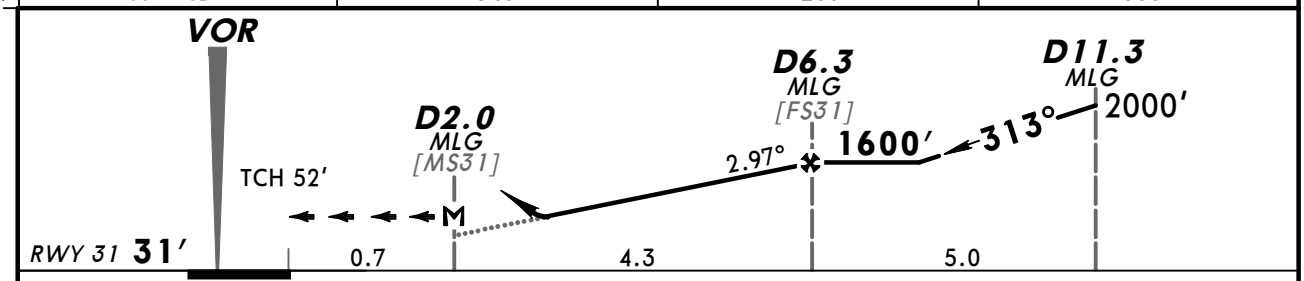


MSA
MLG VOR

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



MLG DME	4.0	5.0	6.0
ALTITUDE	940′	1260′	1580′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.97°	368	473	525	630	736	841
MAP at D2.0 MLG							

HIALS
PAPI PAPI
MLG 113.55

PANS OPS

Standard STRAIGHT-IN LANDING RWY 31

DA(H) 940′ (909′)
ALS out

A	RVR 1500m	
B		
C	CMV 2400m	
D		

CIRCLE-TO-LAND

Not authorized Southwest of rwy

Max Kts	MDA(H)	VIS
100	970′ (918′)	1500m
135	1040′ (988′)	1600m
180	1470′ (1418′)	2400m
205	2200′ (2148′)	3600m

CHANGES: Minimums.

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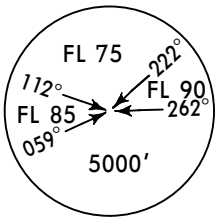
BRIEFING STRIP ™

ATIS Arrival	MALAGA Approach (R)		MALAGA Tower	Ground West	Ground East
120.37	123.85	123.95	118.15	121.7	121.95

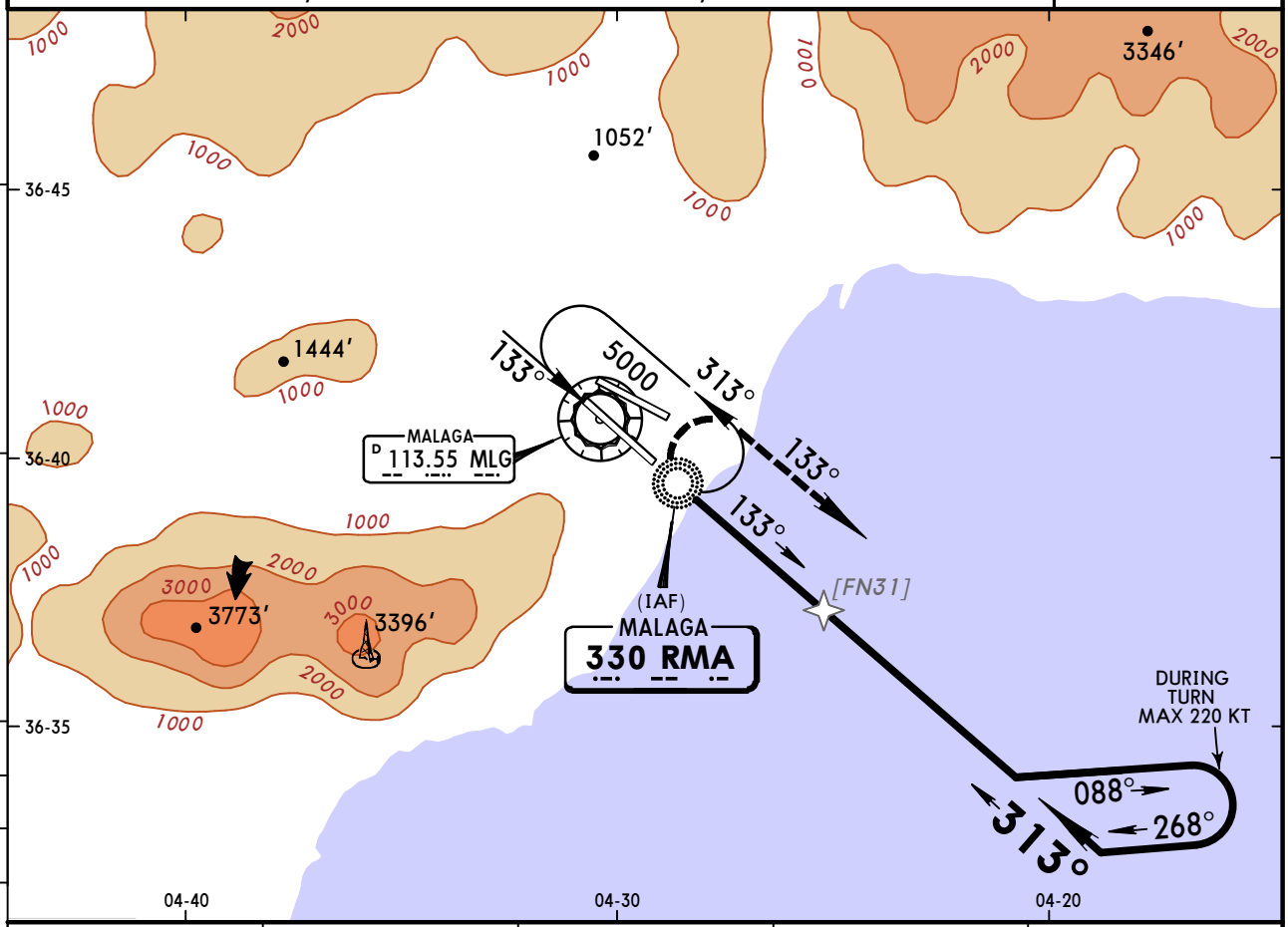
NDB RMA	Final Apch Crs	No FAF	CDFA DA(H)	Apt Elev 52′
330	313°		1250′ (1219′)	RWY 31′

MISSED APCH: Turn RIGHT (MAX 185 KT), then climb on track 133° to 5000′, then turn RIGHT direct to NDB and hold.
Initial turn should be initiated prior to climb.

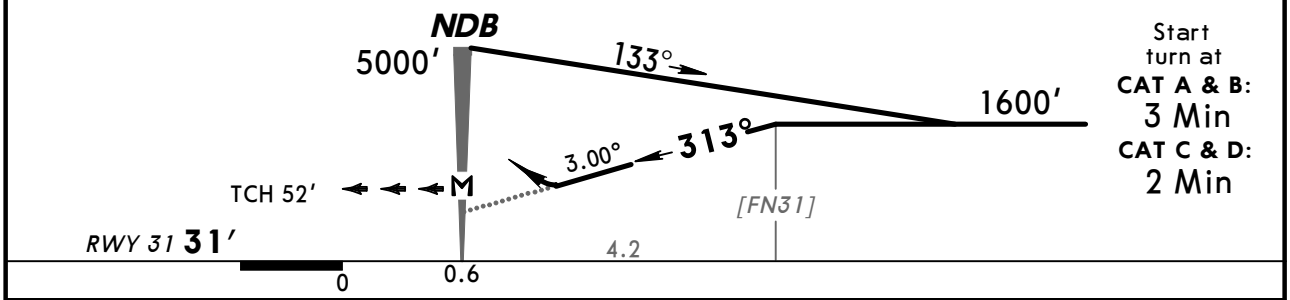
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′



MSA
RMA NDB



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



Start turn at
CAT A & B: 3 Min
CAT C & D: 2 Min

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at NDB						

HIALS
PAPI PAPI

133° RT | 185 KT MAX | 5000′

Standard STRAIGHT-IN LANDING RWY 31

CDFA	non-CDFA
DA(H) 1250′ (1219′)	MDA(H) 1250′ (1219′)
ALS out	ALS out

CIRCLE-TO-LAND
Not authorized
Southwest of rwy

PANS OPS

		Max Kts	MDA(H)	VIS
A	CMV 5000m	100	1280′ (1228′)	5000m
B		135		
C		180	1460′ (1408′)	5000m
D		205	2180′ (2128′)	5000m

CHANGES: Communications. Circling minimums.

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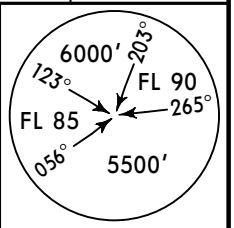
BRIEFING STRIP ™

ATIS Arrival	MALAGA Approach (R)		MALAGA Tower	Ground West	Ground East
120.37	123.85	123.95	118.15	121.7	121.95

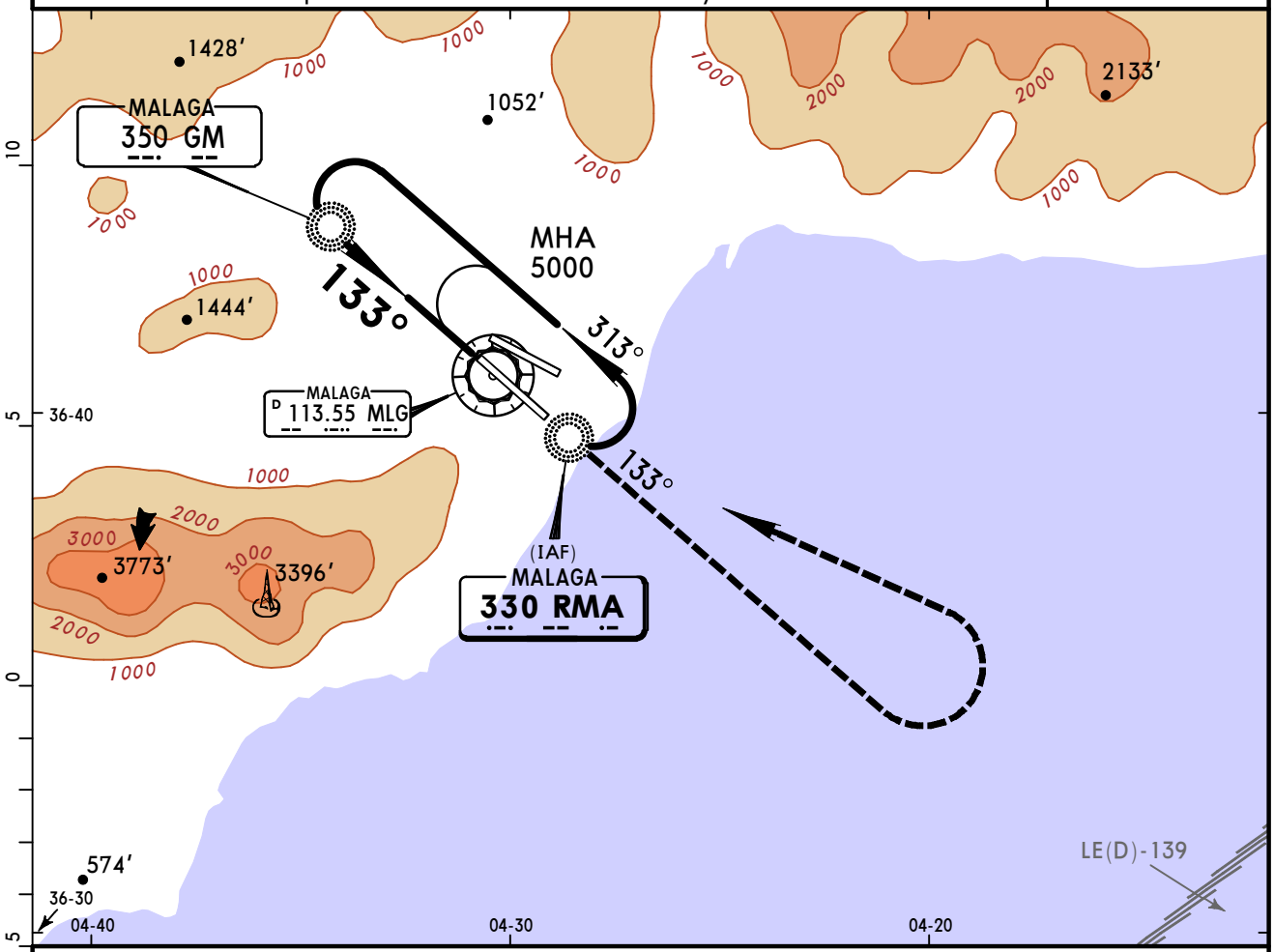
NDB RMA	Final Apch Crs	Minimum Alt GM Lctr	MDA(H)	Apt Elev
330	133°	4500′ (4448′)	2400′ (2348′)	52′

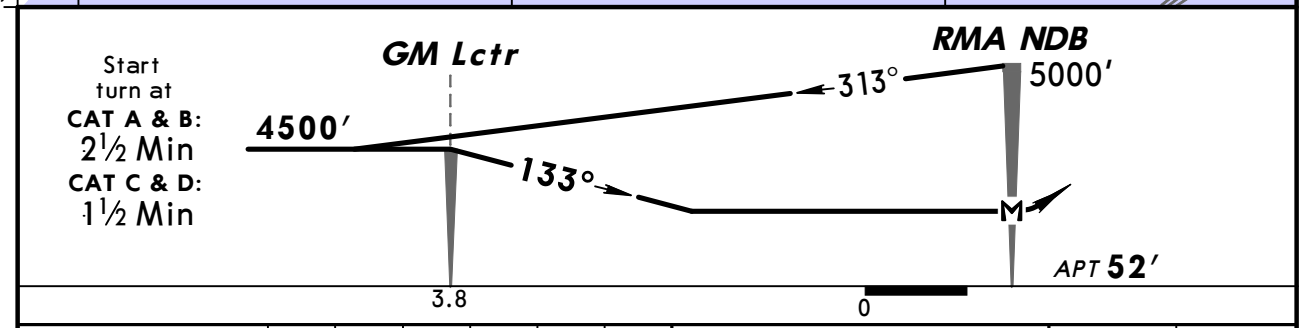
MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then turn LEFT direct to RMA NDB climbing to 5000′ and hold.

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



MSA GM Lctr





MAP at RMA NDB	Lighting - Refer to Airport Chart	4000′ ↑

Standard STRAIGHT-IN LANDING

		CIRCLE-TO-LAND: Not authorized Southwest of rwy		
		Max Kts	MDA(H)	VIS
A	NOT AUTHORIZED	100	2400′ (2348′)	1500m
B		135	2400′ (2348′)	1600m
C		180	2400′ (2348′)	2400m
D		205	2400′ (2348′)	3600m

PANS OPS

CHANGES: Communications.

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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

MALAGA, (COSTA DEL SOL - LEMG)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEMG

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

APP svc c/s 'MALAGA Approach' freq 118.45MHz used for departure and 123.85MHz used for arrival.