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Airport Information For LEMG

Terminal Charts For LEMG

Revision Letter For Cycle 13-2014

Change Notices

Notebook

General Information

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

Airport Use: Public
Magnetic Variation: 1.3°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: 0500 Z
Sunset: 1940 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

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 manoeuvring 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 directly. 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 maneuvering area will be authorized with the following exception:

With RWY 13 in use the simultaneously 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 inform 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.

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 exit to A, A3, HN-3	G-2 or G-1 or direct exit 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

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, G-10, G-11, E-1, E-6, HN-1L, HN-2 and the link A with HN-3.

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.

To avoid incidents due to the jet blast on apron, use power similar to the idle.

When for some reason, ACFT requires to increase the power in the apron, pilots must coordinate with ATC to send a marshaller to check and report to ATC the viability of the manoeuvre and supervise it.

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.

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.

3. DEPARTURE

3.1. START-UP & TAXI PROCEDURES

3.1.1. START-UP

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

3.1.2. PUSH AND HOLD PROCEDURE

The handling agents of the flight parked at the boarding bridges stands affected by regulations, may request to the Operations Center of the APT to wait for the CTOT in a remote stand whenever:

- the request had been made in the 30 minutes before the CTOT;
- the phase 3 of the LVP is not activated;
- the configuration is "single RWY".

When there are two or more parked ACFT whose reversals are incompatible, the ACFT requesting a standard reverse will have the priority from the one requesting a Push and Hold one.

3.1.3. 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.

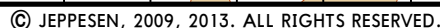
3.2. RWY OPERATIONS

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.

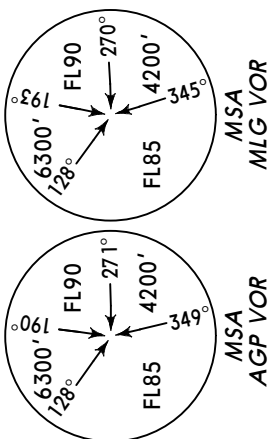
1. The published minimum altitudes integrate no correction for low temperatures.
2. This chart should only be used for cross-checking of assigned altitudes while under radar control.



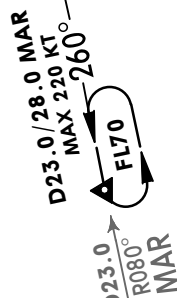
ATIS
120.37

Apt Elev
52'

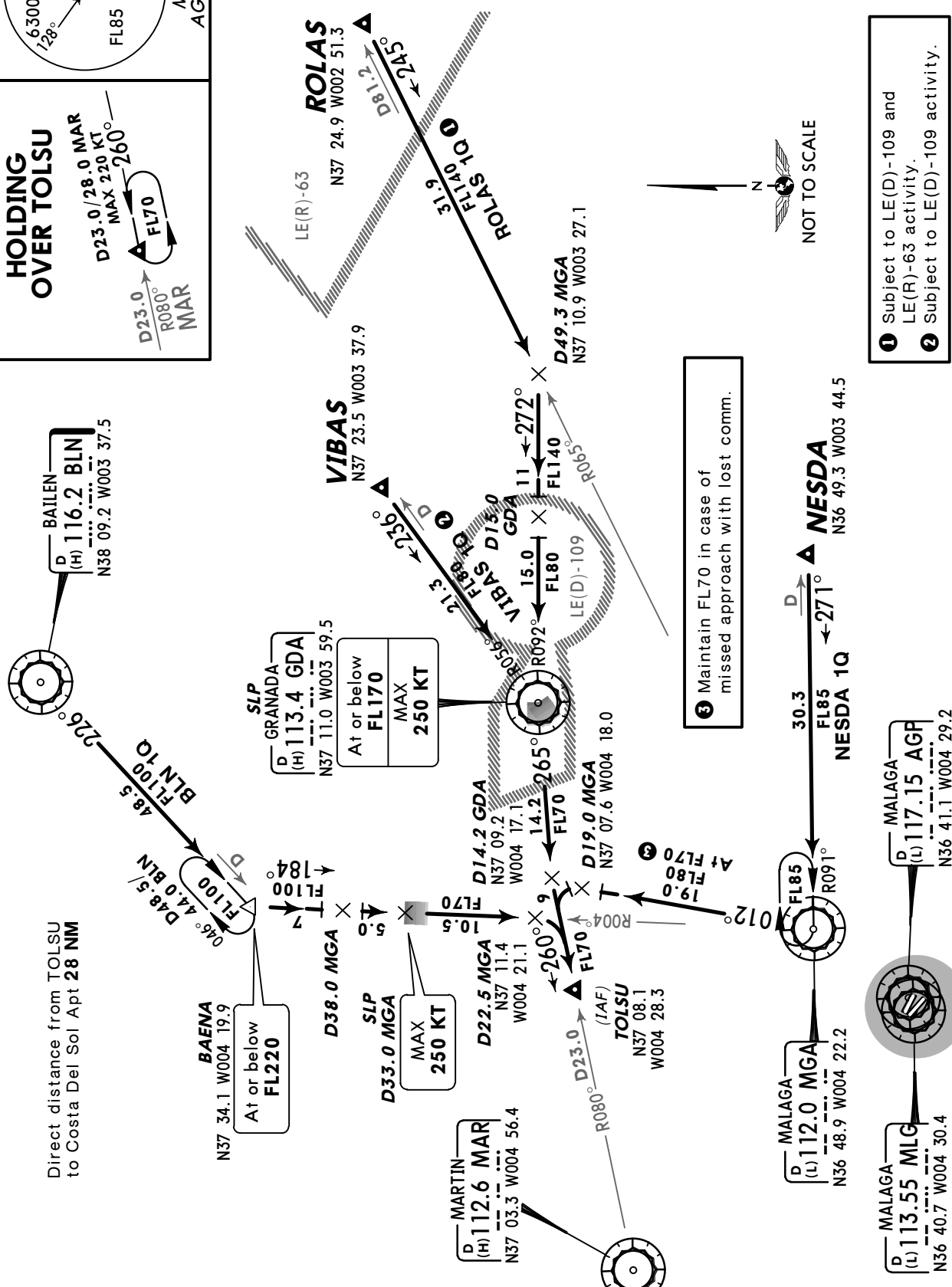
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



**HOLDING
OVER TOLSU**



BAILLEN ONE QUEBEC (BLN 1Q)
NESDA ONE QUEBEC (NESDA 1Q) [NESD1Q]
ROLAS ONE QUEBEC (ROLAS 1Q) [ROLA1Q] ①
VIBAS ONE QUEBEC (VIBAS 1Q) [VIBA1Q] ②
RWYS 12, 13 ARRIVALS
SPEED UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



ATIS
120.37

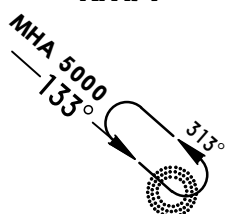
Apt Elev
52'

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

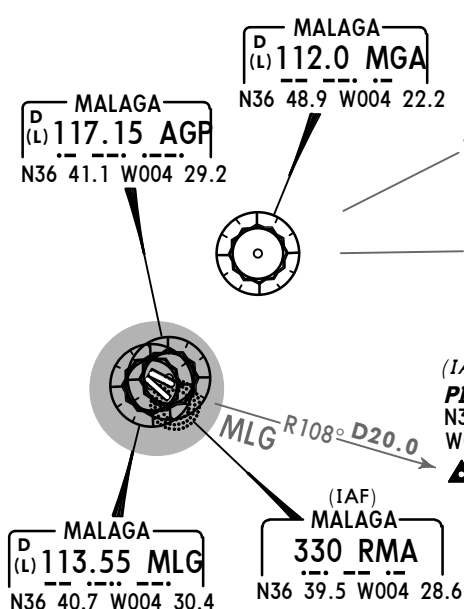
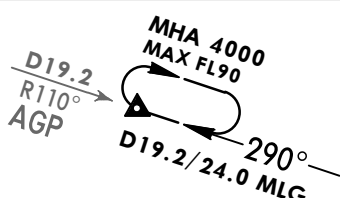
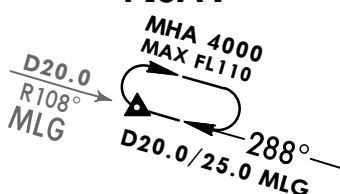
BAILEN ONE ZULU (BLN 1Z)
NESDA ONE ZULU (NESDA 1Z) [NESD1Z]
ROLAS ONE ZULU (ROLAS 1Z) [ROLA1Z] ①
VIBAS ONE ZULU (VIBAS 1Z) [VIBA1Z]
RWY 31 ARRIVALS
~~SPEED~~ UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120

① Subject to LE(R)-63 activity.

**HOLDINGS OVER
RMA**



PISAV

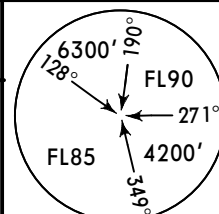


VIBAS
N37 23.5 W003 37.9
At or below
FL210

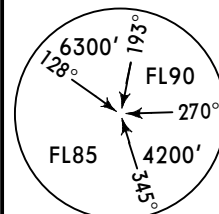
GRANADA
(H) 113.4 GDA
N37 11.0 W003 59.5



BAILEIN
(H) 116.2 BLN
N38 09.2 W003 37.5



MSA
AGP VOR



MSA
MLG VOR

FL140
BLN 1Z

FL140
VIBAS 1Z

LE(R)-63

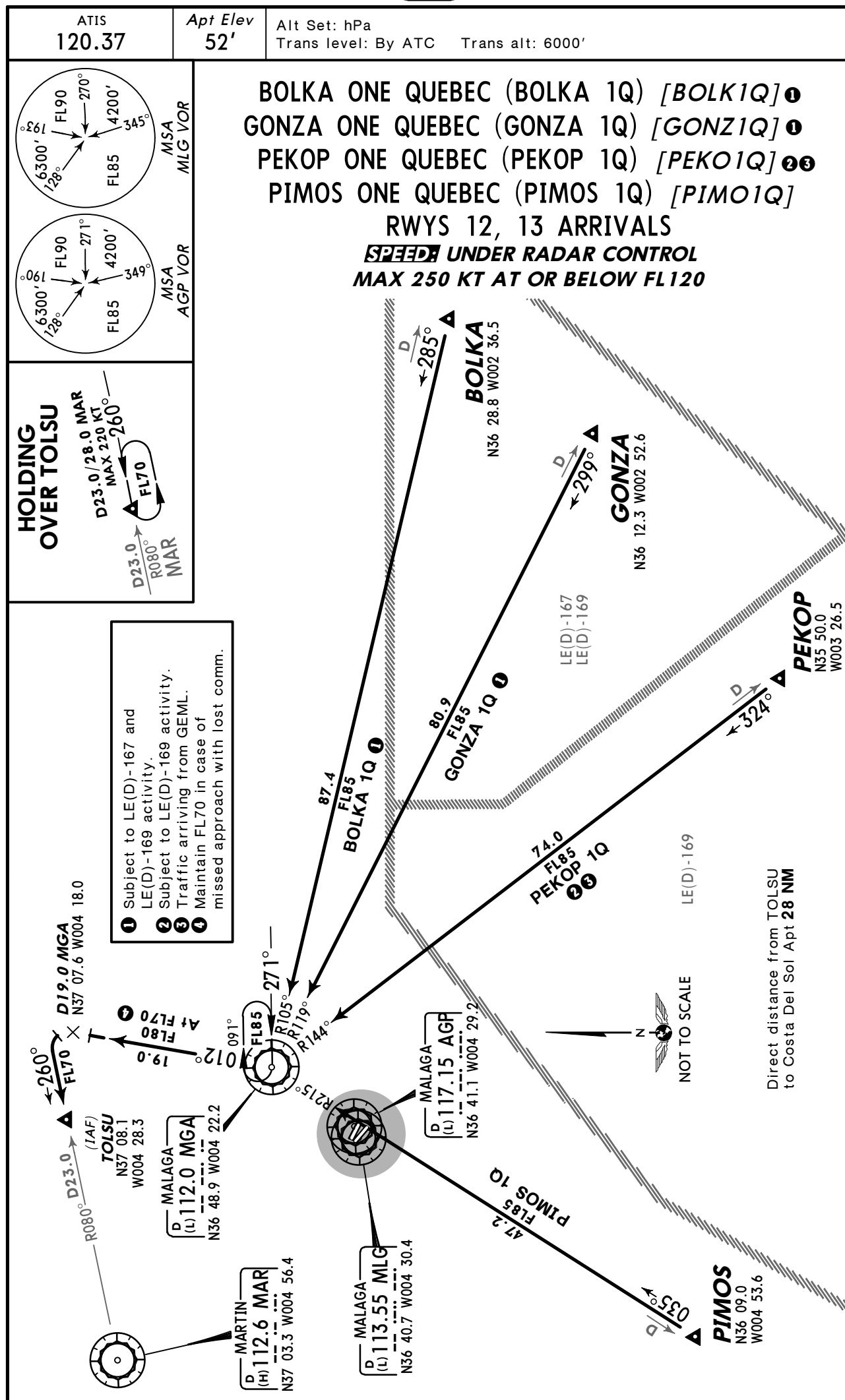
ROLAS
N37 24.9
W002 51.3

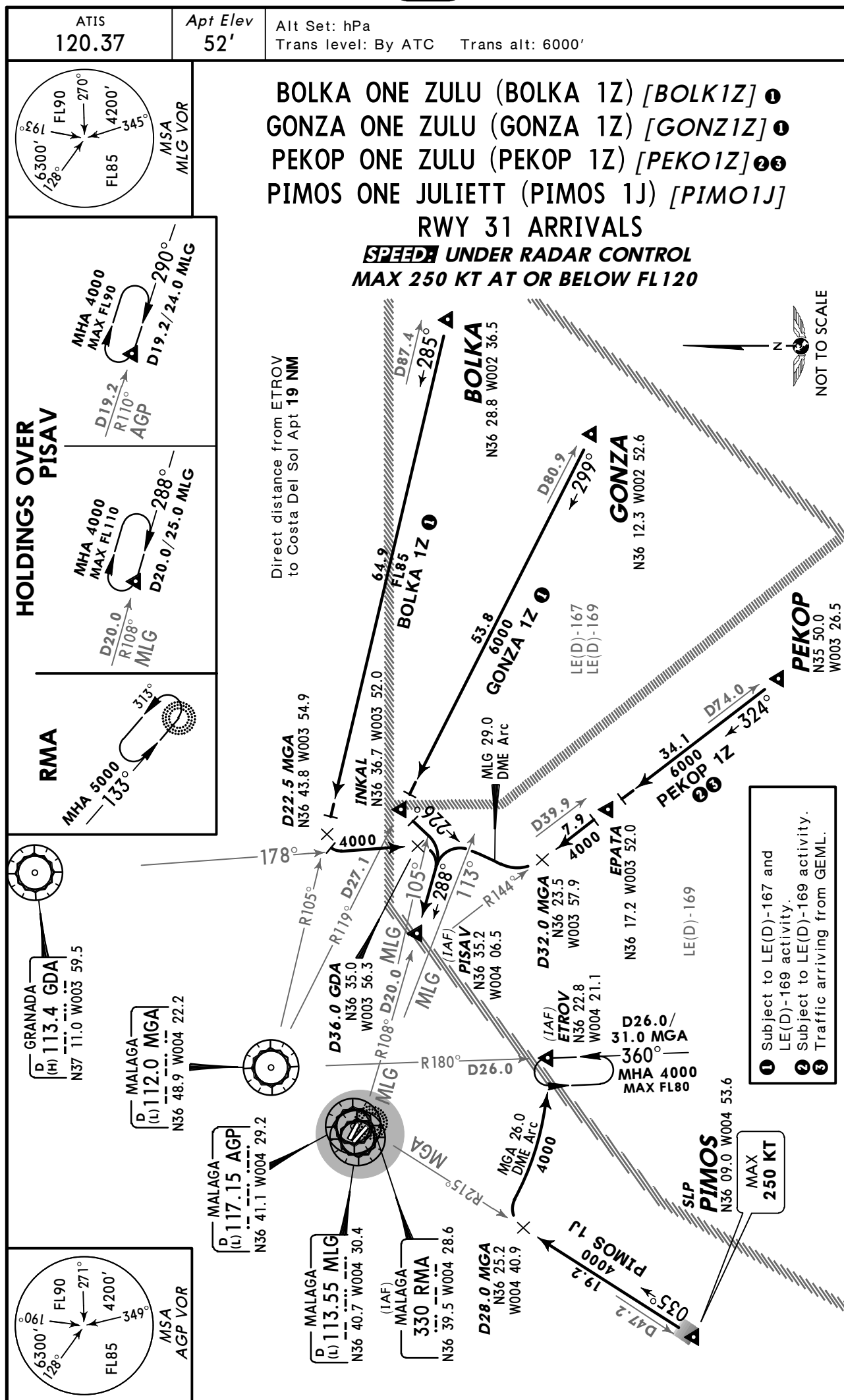
FL140
ROLAS 1Z ①

SLP MOSUK
N37 07.0 W003 37.5
At or below
FL210
MAX
280 KT



NOT TO SCALE





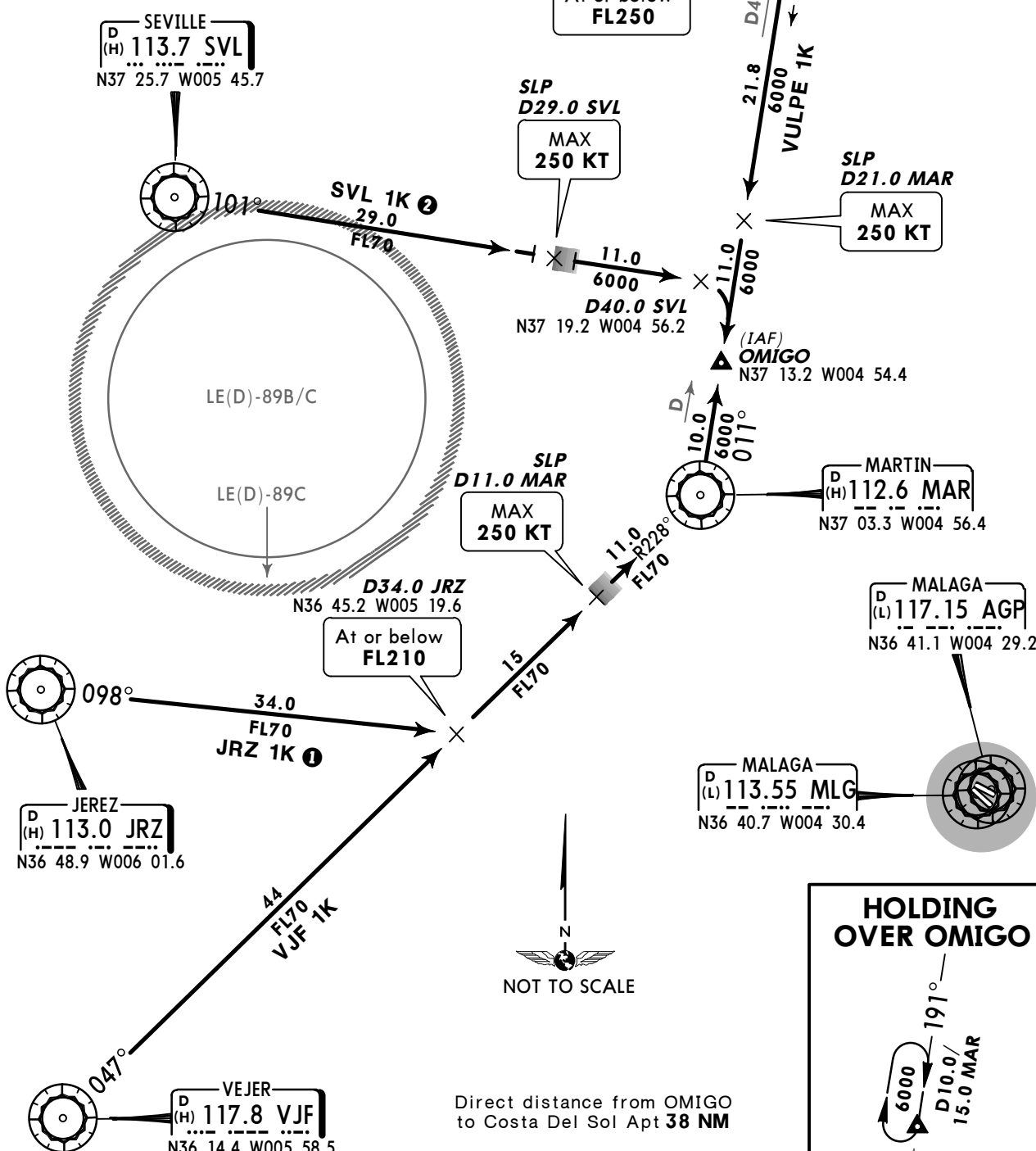
ATIS
120.37

Apt Elev
52'

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

JEREZ ONE KILO (JRZ 1K) ①
SEVILLA ONE KILO (SVL 1K) ②
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

- ① Traffic arriving from LEJR.
- ② Subject to LE(D)-89B and LE(D)-89C activity.



ATIS
120.37

Apt Elev
52'

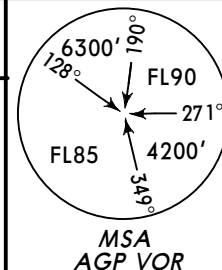
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

JEREZ ONE JULIETT (JRZ 1J) ①
SEVILLA ONE JULIETT (SVL 1J) ②
VEJER ONE JULIETT (VJF 1J)
VULPE ONE JULIETT (VULPE 1J) [VULP1J]
RWY 31 ARRIVALS

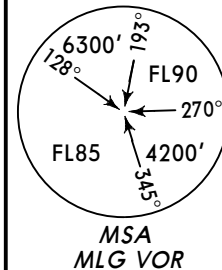
~~SPEED~~ UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



- ① Traffic arriving from LEJR.
- ② Subject to LE(D)-89B and LE(D)-89C activity.



MSA
AGP VOR



MSA
MLG VOR

Direct distance from ETROV
to Costa Del Sol Apt **19 NM**

SEVILLE
D(H) 113.7 SVL
N37 25.7 W005 45.7

MALAGA
D(L) 117.15 AGP
N36 41.1 W004 29.2

MARTIN
D(H) 112.6 MAR
N37 03.3 W004 56.4
At or below
FL200

MALAGA
D(L) 112.0 MGA
N36 48.9 W004 22.2

JEREZ
D(H) 113.0 JRZ
N36 48.9 W006 01.6

MALAGA
D(L) 113.55 MLG
N36 40.7 W004 30.4

BALPO
N36 36.7 W005 12.5
At or below
FL180

SLP
D24.0 MAR
MAX
250 KT

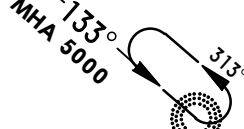
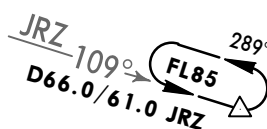
SLP
D55.0 JRZ
MAX
250 KT

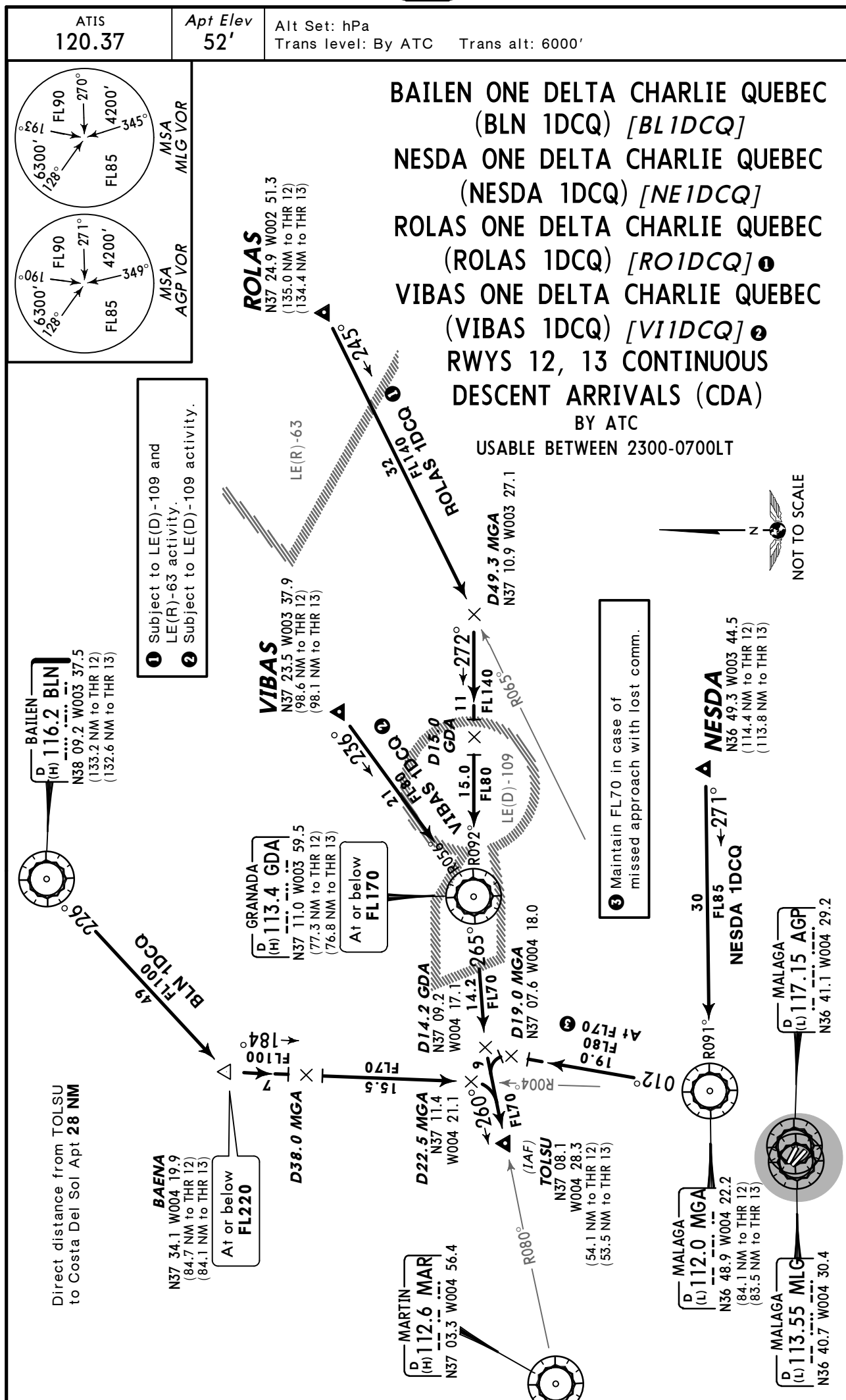
(IAF) MALAGA
330 RMA
N36 39.5 W004 28.6

(IAF) ETROV
N36 22.8 W004 21.1
D26.0
31.0 MGA
MHA 4000
MAX FL80

VEJER
D(H) 117.8 VJF
N36 14.4 W005 58.5

**HOLDINGS OVER
KURET RMA**





ATIS
120.37

Apt Elev
52'

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

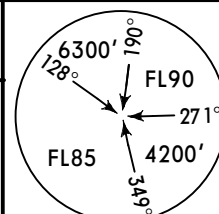
BAILÉN ONE DELTA CHARLIE ZULU
(BLN 1DCZ) [BL1DCZ]

NESDA ONE DELTA CHARLIE ZULU
(NESDA 1DCZ) [NE1DCZ]

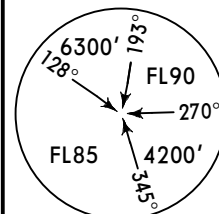
ROLAS ONE DELTA CHARLIE ZULU
(ROLAS 1DCZ) [RO1DCZ] ①

VIBAS ONE DELTA CHARLIE ZULU
(VIBAS 1DCZ) [VI1DCZ]

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



MSA
AGP VOR



MSA
MLG VOR

① Subject to LE(R)-63 activity.

BAILÉN
D(H) 116.2 BLN
N38 09.2 W003 37.5
(142.1 NM to THR 31)

VIBAS
N37 23.5 W003 37.9
(96.5 NM to THR 31)
At or below
FL210

LE(R)-63

ROLAS
N37 24.9
W002 51.3
(121.0 NM to THR 31)

GRANADA
D(H) 113.4 GDA
N37 11.0 W003 59.5

MALAGA
D(L) 112.0 MGA
N36 48.9 W004 22.2

MALAGA
D(L) 117.15 AGP
N36 41.1 W004 29.2

MOSUK
N37 07.0 W003 37.5
(80.0 NM to THR 31)
At or below
FL210

D23.5 MGA
N36 59.5 W003 56.0

D22.0 MGA
N36 49.2 W003 54.8

NESDA
N36 49.3
W003 44.5
(70.9 NM to THR 31)
NESDA
1DCZ

D25.0 GDA

D36.0 GDA
N36 35.0 W003 56.3

(IAF)
PISAV
N36 35.2
W004 06.5
(26.7 NM to THR 31)

MALAGA
D(L) 113.55 MLG
N36 40.7 W004 30.4



ATIS
120.37

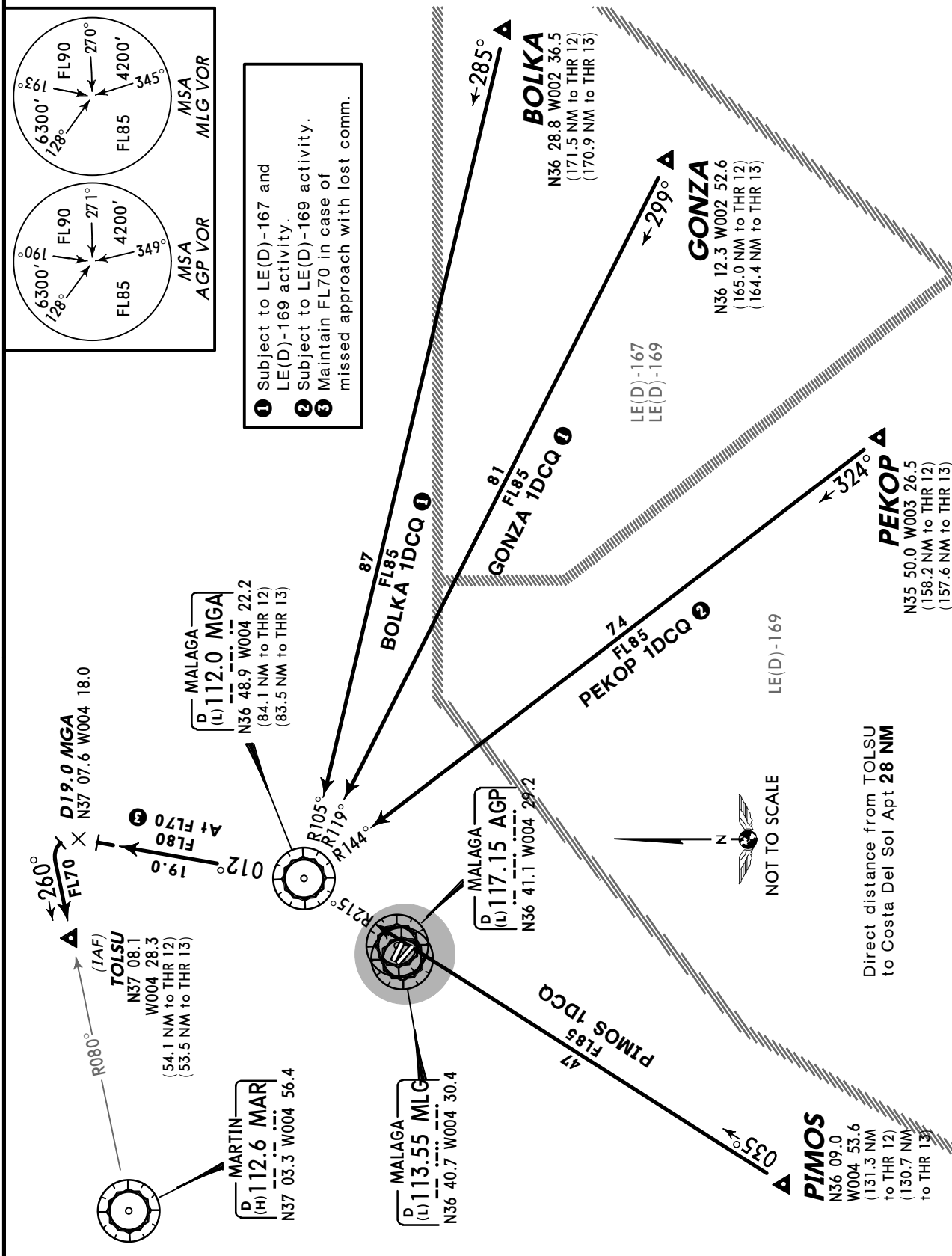
Apt Elev
52'

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

BOLKA ONE DELTA CHARLIE QUEBEC (BOLKA 1DCQ) [BO1DCQ] ①
GONZA ONE DELTA CHARLIE QUEBEC (GONZA 1DCQ) [GO1DCQ] ①
PEKOP ONE DELTA CHARLIE QUEBEC (PEKOP 1DCQ) [PE1DCQ] ②
PIMOS ONE DELTA CHARLIE QUEBEC (PIMOS 1DCQ) [PI1DCQ]
RWYS 12, 13 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT



ATIS
120.37

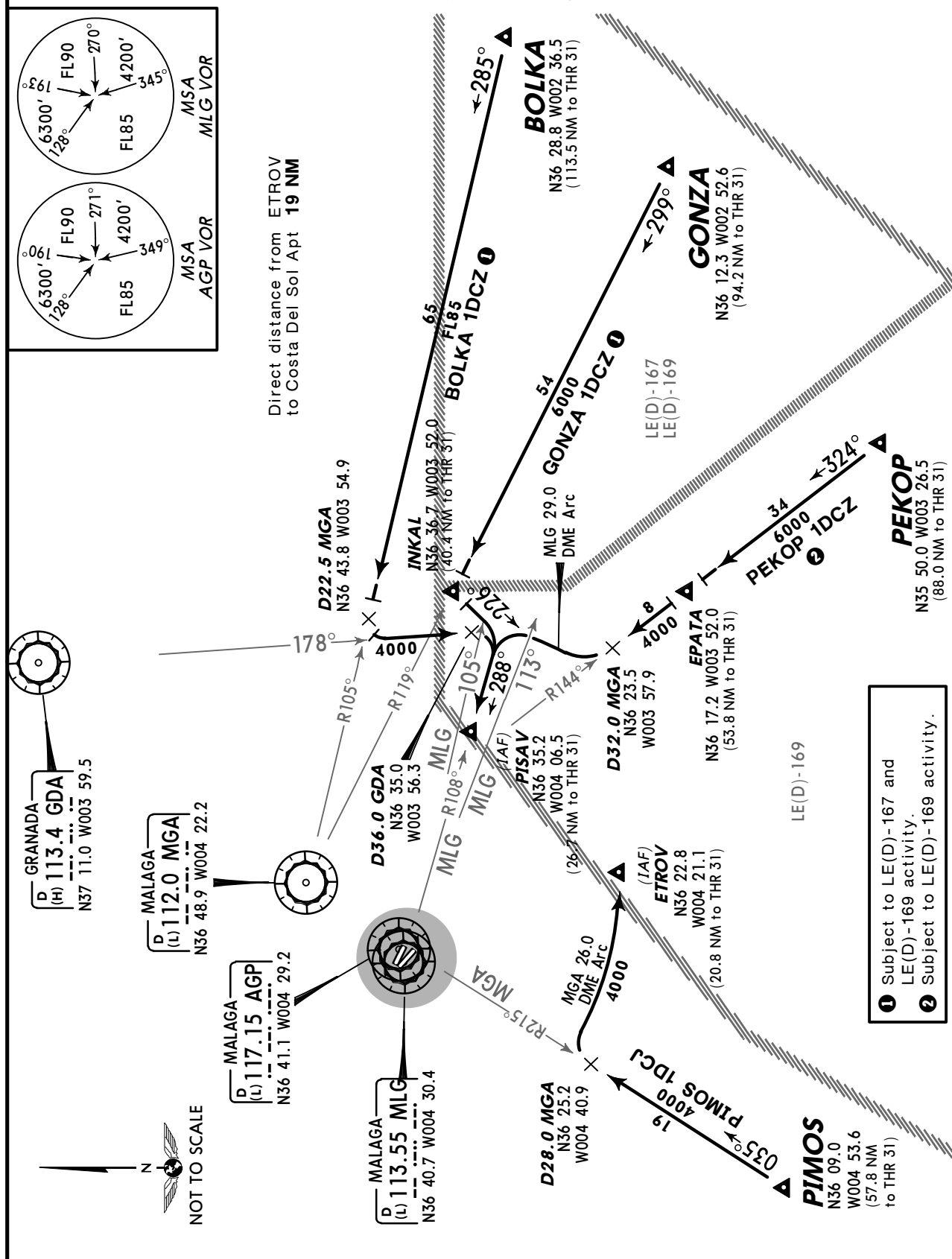
Apt Elev
52'

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

BOLKA ONE DELTA CHARLIE ZULU (BOLKA 1DCZ) [BO1DCZ] ①
GONZA ONE DELTA CHARLIE ZULU (GONZA 1DCZ) [GO1DCZ] ①
PEKOP ONE DELTA CHARLIE ZULU (PEKOP 1DCZ) [PE1DCZ] ②
PIMOS ONE DELTA CHARLIE JULIETT (PIMOS 1DCJ) [PI1DCJ]
RWY 31 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT



① Subject to LE(D)-167 and LE(D)-169 activity.
② Subject to LE(D)-169 activity.

ATIS
120.37

Apt Elev
52'

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

JEREZ ONE DELTA CHARLIE KILO (JRZ 1DCK) [JR1DCK]

SEVILLE ONE DELTA CHARLIE KILO

(SVL 1DCK) [SV1DCK] ①

VEJER ONE DELTA CHARLIE KILO (VJF 1DCK) [VJ1DCK]

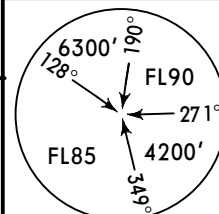
VULPE ONE DELTA CHARLIE KILO

(VULPE 1DCK) [VU1DCK]

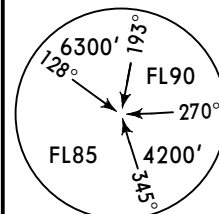
RWYS 12, 13 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT



MSA
AGP VOR



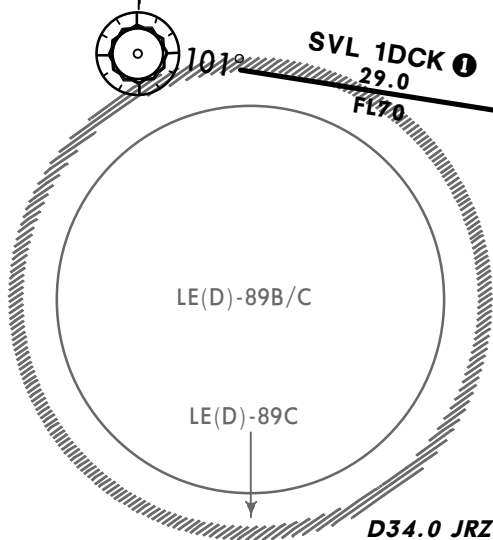
MSA
MLG VOR

SEVILLE
D(H) 113.7 SVL
N37 25.7 W005 45.7
(89.2 NM to THR 12)
(88.6 NM to THR 13)

① Subject to LE(D)-89B and
LE(D)-89C activity.

VULPE
N37 45.7
W004 47.9
(74.0 NM to THR 12)
(73.4 NM to THR 13)

At or below
FL250



D29.0 SVL
11.0
6000
D40.0 SVL
N37 19.2 W004 56.2

VULPE 1DCK
33
6000
191°

(IAF)
OMIGO
N37 13.2 W004 54.4
(41.1 NM to THR 12 FROM SVL/VULPE)
(49.1 NM to THR 12 FROM JRZ/VJF)
(40.5 NM to THR 13 FROM SVL/VULPE)
(48.5 NM to THR 13 FROM JRZ/VJF)

MARTIN
D(H) 112.6 MAR
N37 03.3 W004 56.4
(59.1 NM to THR 12)
(58.5 NM to THR 13)

MALAGA
D(L) 117.15 AGP
N36 41.1 W004 29.2

JEREZ
D(H) 113.0 JRZ
N36 48.9 W006 01.6
(119.0 NM to THR 12)
(118.4 NM to THR 13)

34.0
FL70
JRZ 1DCK

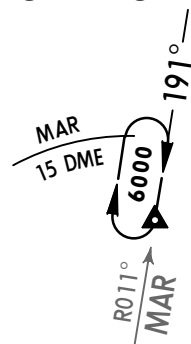
44
FL70
VJF 1DCK

VEJER
D(H) 117.8 VJF
N36 14.4 W005 58.5
(129.1 NM to THR 12)
(128.5 NM to THR 13)

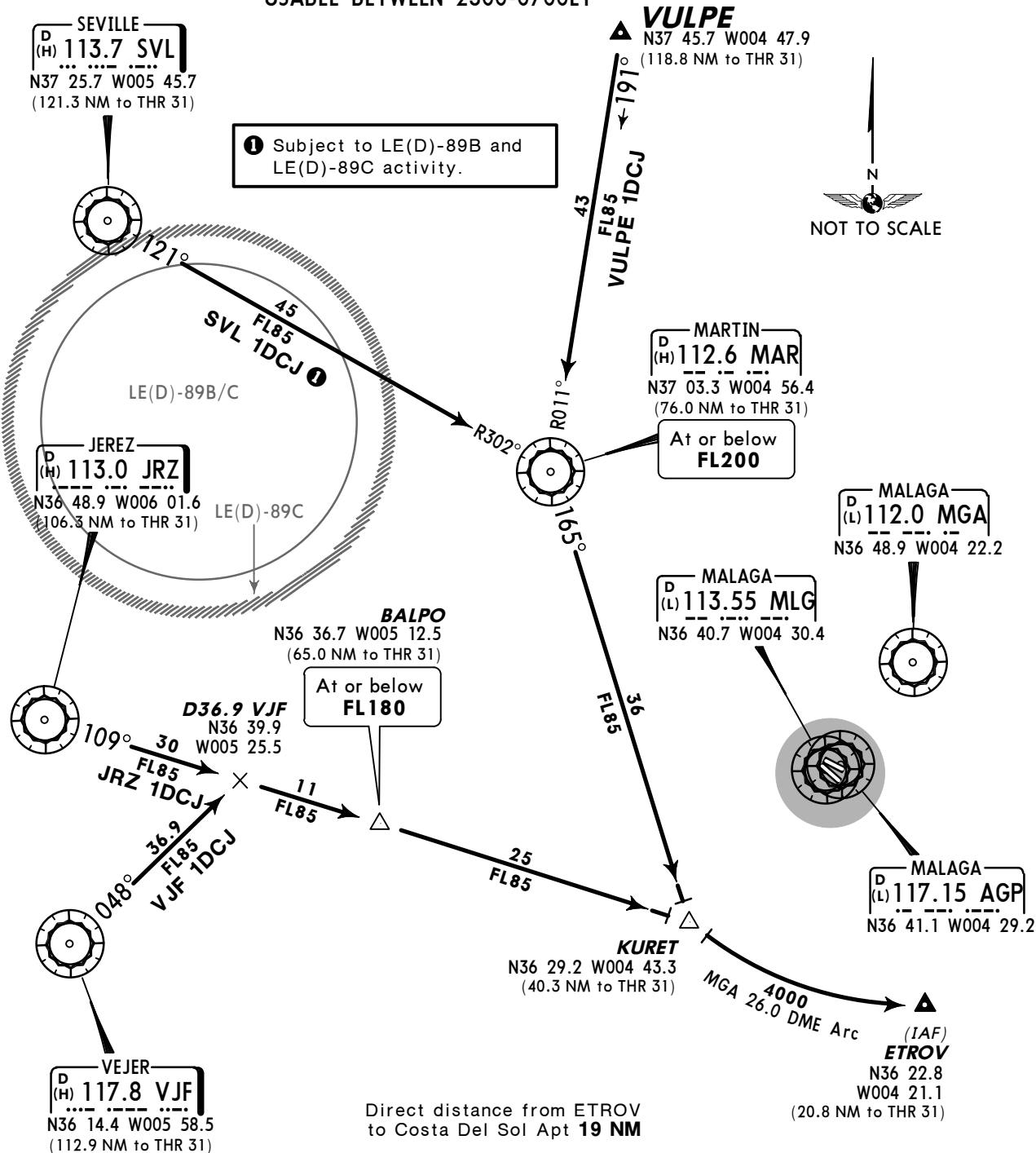


Direct distance from OMIGO
to Costa Del Sol Apt 38 NM

HOLDING
OVER OMIGO



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



No MSA
published

Apt Elev
52'

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

BAIEN TWO CHARLIE (BLN 2C)
BAIEN TWO HOTEL (BLN 2H)
RWY 13 DEPARTURES
~~SPEED~~ UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



BAIEN
D (H) 116.2 BLN
N38 09.2 W003 37.5

GRANADA
D (H) 113.4 GDA
N37 11.0 W003 59.5

MALAGA
D (L) 112.0 MGA
N36 48.9 W004 22.2

MALAGA
D (L) 113.55 MLG
N36 40.7 W004 30.4

At or above
FL95

D11.0 MLG
N36 32.9
W004 20.7

At or above
3200'

① 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.

No MSA
publishedApt Elev
52'Trans level: By ATC
Trans alt: 6000'

BAILÉN ONE LIMA (BLN 1L)
BAILÉN ONE SIERRA (BLN 1S)
BAILÉN ONE TANGO (BLN 1T)
RWY 30 DEPARTURES
~~SPEED~~ UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120

BAILÉN
D (H) 116.2 BLN
N38 09.2 W003 37.5

GRANADA
D (H) 113.4 GDA
N37 11.0 W003 59.5

D16.0 MLG
N36 55.1 W004 39.2

MAX 250 KT

MAX 210 KT

MAX 250 KT

MLG 4.3 DME

D11.6 MLG
N36 41.5
W004 16.0

MALAGA
350 GM
N36 43.6 W004 34.3

MALAGA
D (L) 113.55 MLG
N36 40.7 W004 30.4

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.

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



BAILEN
D(H) 116.2 BLN
N38 09.2 W003 37.5

GRANADA
D(H) 113.4 GDA
N37 11.0 W003 59.5



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

D16.0 MLG
N36 55.1 W004 39.2

MAX 250 KT

MAX 210 KT

MAX 250 KT

D11.6 MLG
N36 41.5
W004 16.0

MALAGA
350 GM
N36 43.6 W004 34.3

MALAGA
D(L) 113.55 MLG
N36 40.7 W004 30.4

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

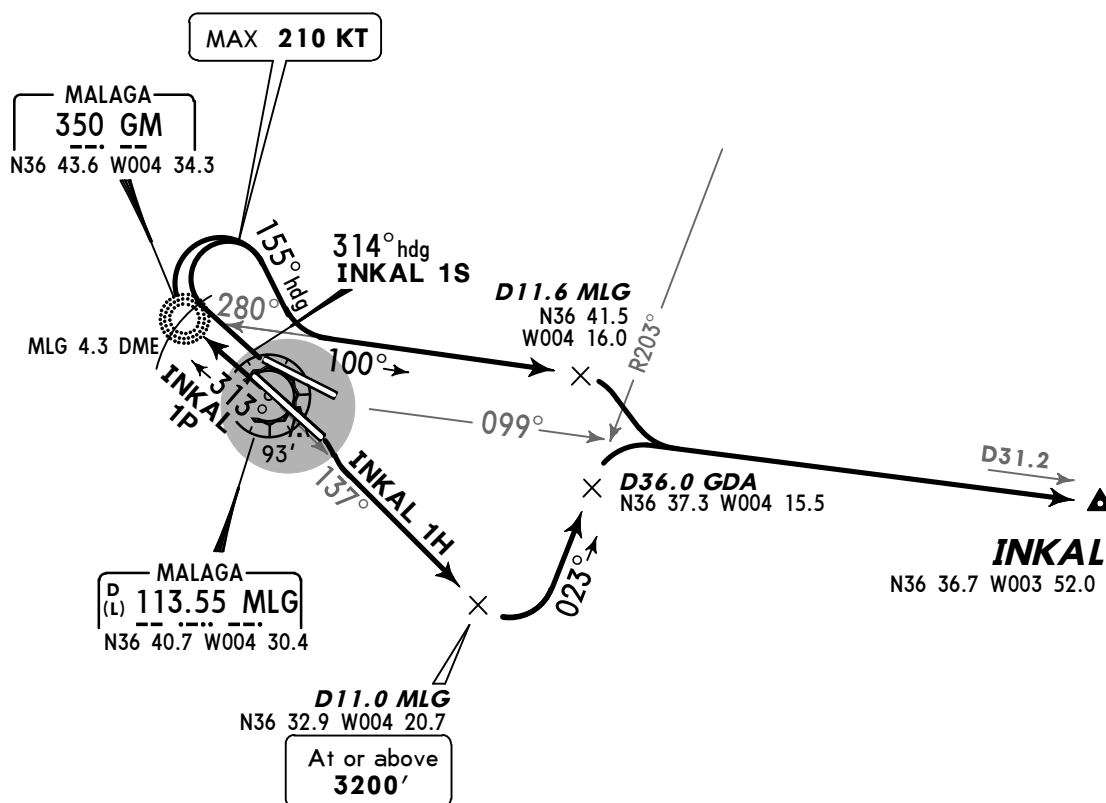
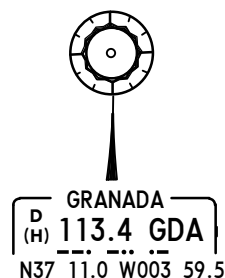
SID	ROUTING
BLN 1M	Climb on runway heading to GM, 343° bearing to D16.0 MLG, turn RIGHT, intercept BLN R-217 inbound to BLN.
BLN 2P	Climb on runway heading to GM, turn RIGHT, 155° heading, turn LEFT, intercept 100° bearing from GM to D11.6 MLG, turn LEFT, intercept GDA R-205 inbound to GDA, GDA R-019/BLN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

No MSA
published

Apt Elev
52'

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

INKAL ONE HOTEL (INKAL 1H)[INKA 1H]
INKAL ONE PAPA (INKAL 1P)[INKA 1P]
INKAL ONE SIERRA (INKAL 1S)[INKA 1S]
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

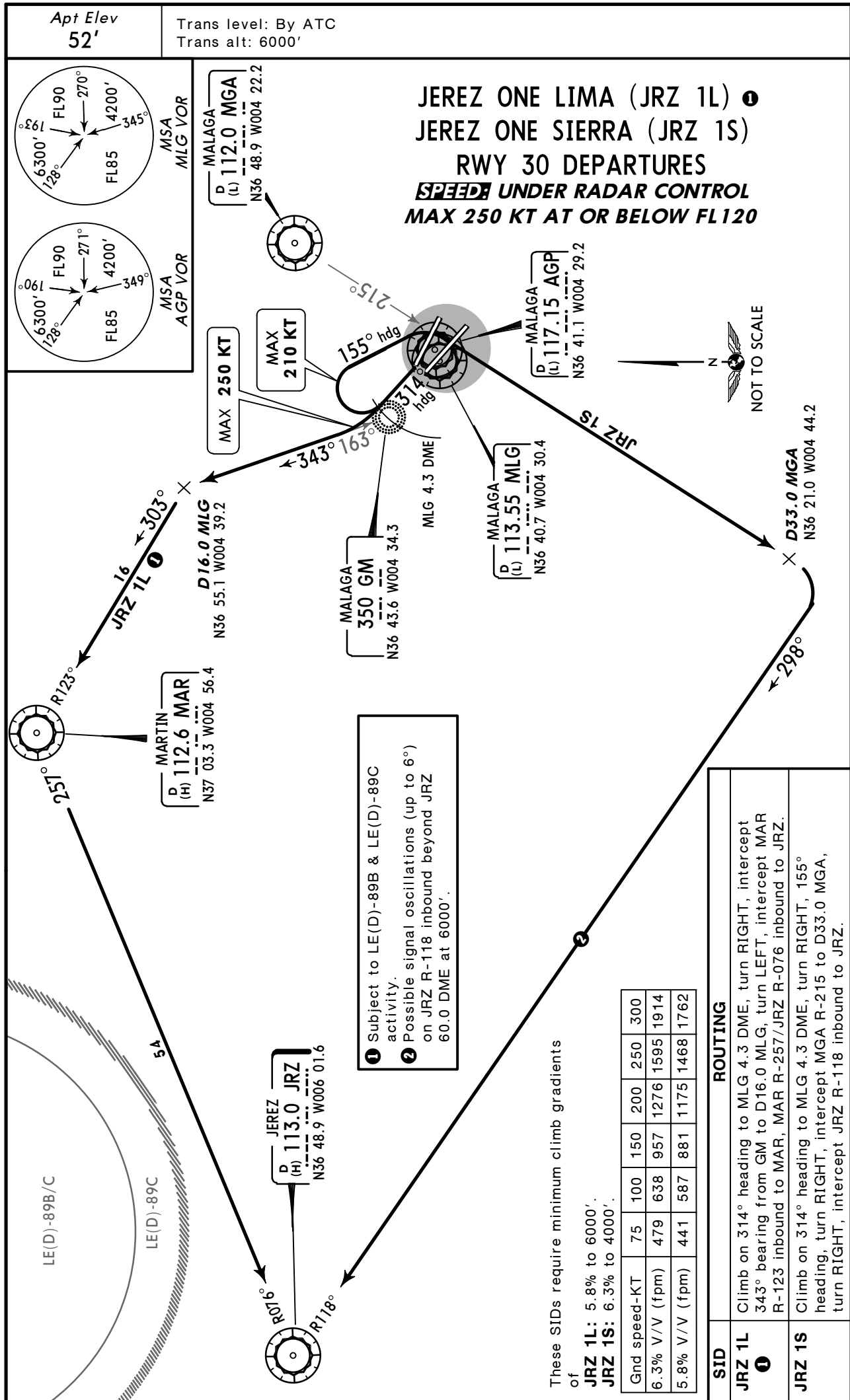
INKAL 1H: 5.5% to 3200' due to operational reasons.

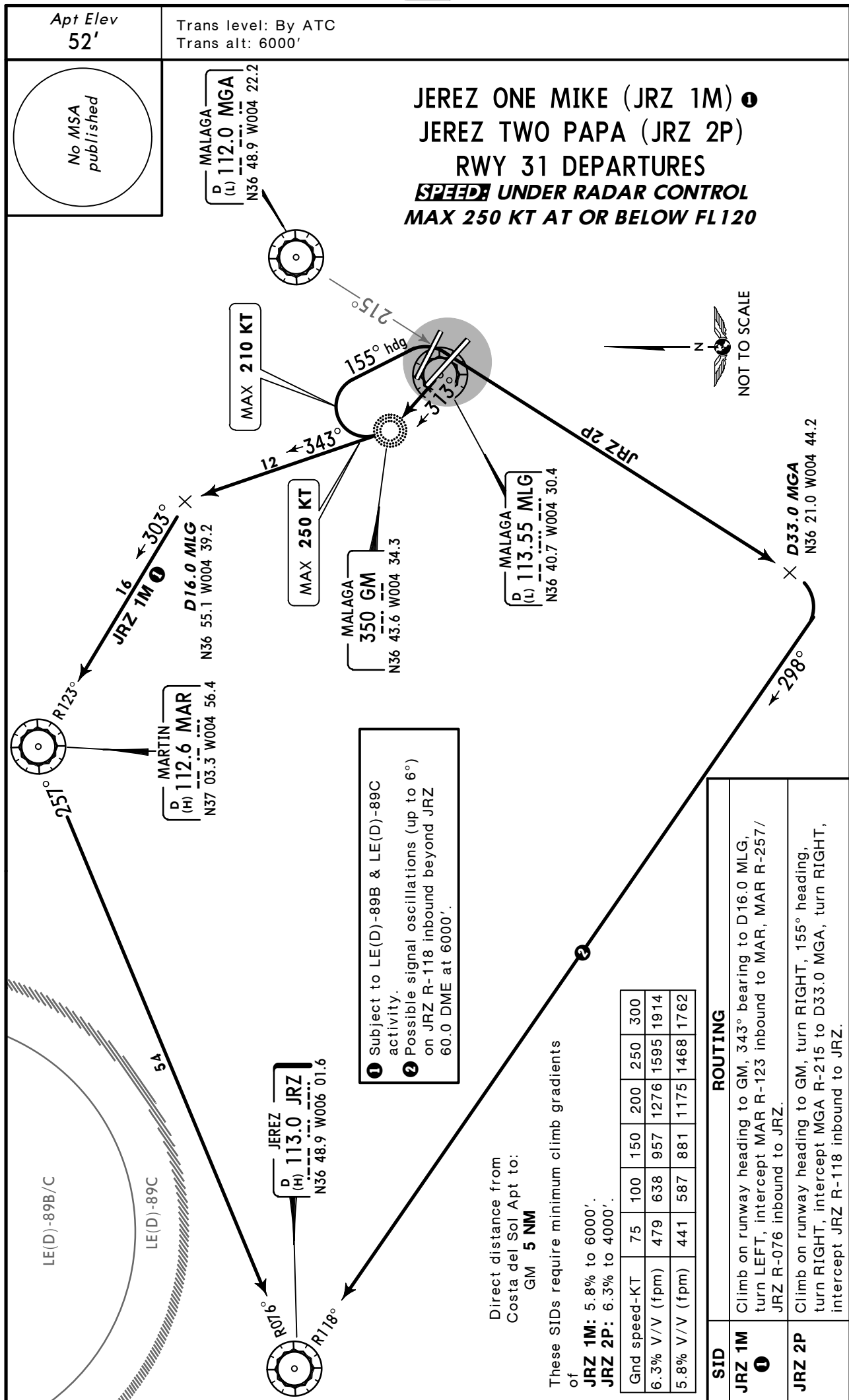
INKAL 1P, 1S: 5.5% to 5000'.

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.

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





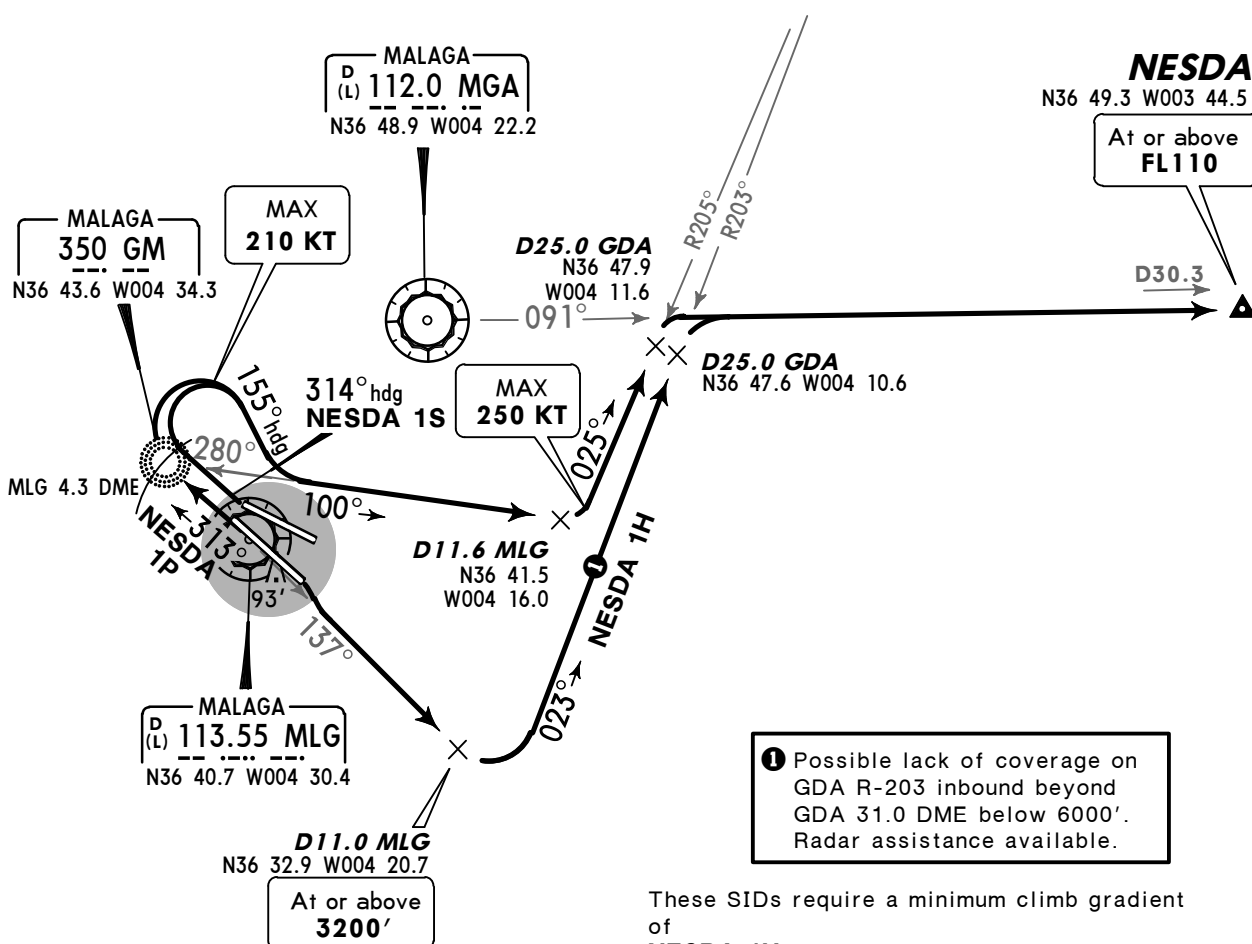
No MSA
published

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

GRANADA
D (H) 113.4 GDA
N37 11.0 W003 59.5



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

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

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.

Apt Elev
52'

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

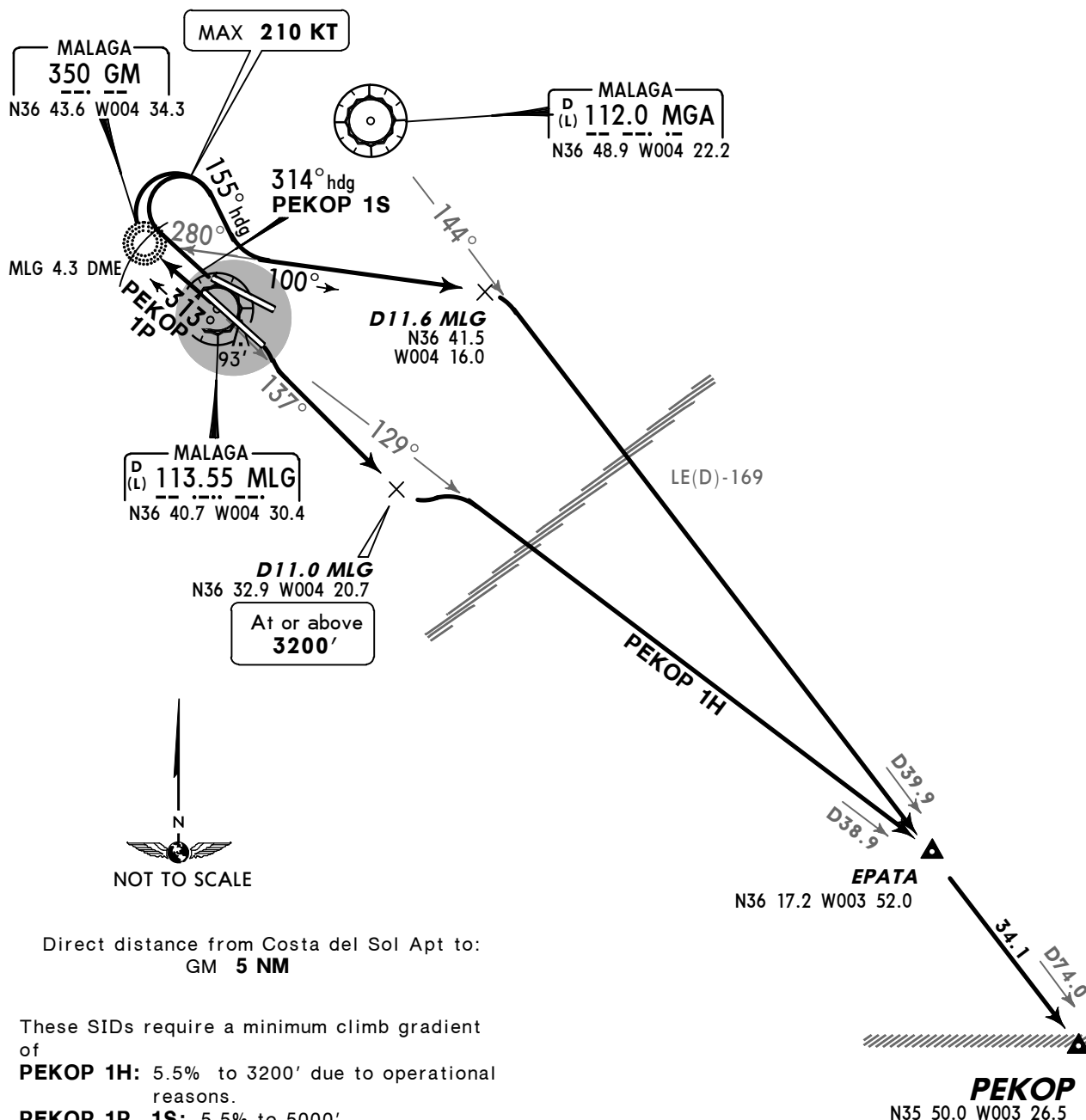
No MSA
published

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



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

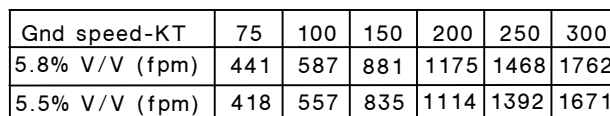
31

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.



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.

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Apt Elev
52'

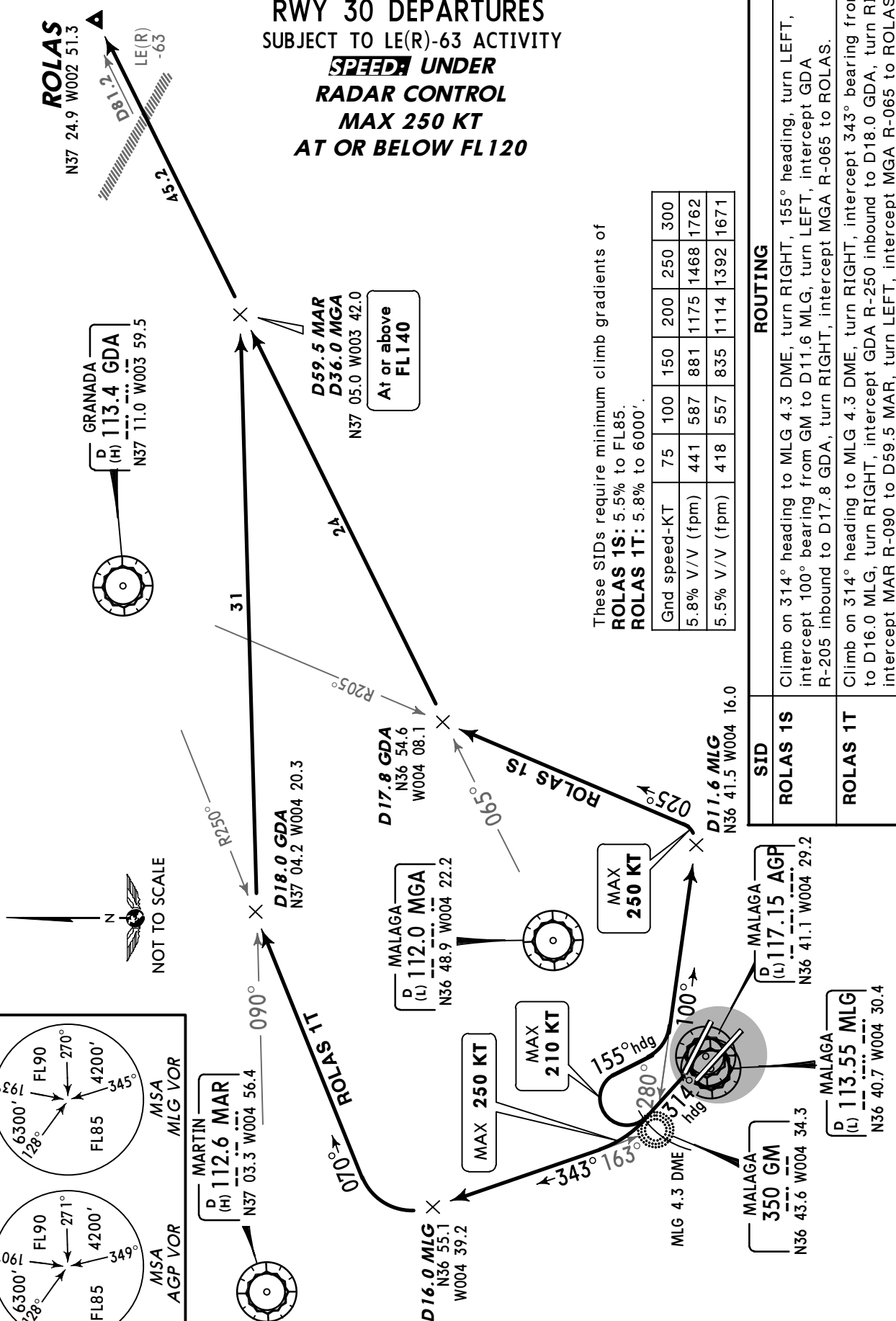
Trans level: By ATC Trans alt: 6000'

ROLAS ONE SIERRA (ROLAS 1S) [ROLA1S] ROLAS ONE TANGO (ROLAS 1T) [ROLA1T]

RWY 30 DEPARTURES

SUBJECT TO LE(R)-63 ACTIVITY

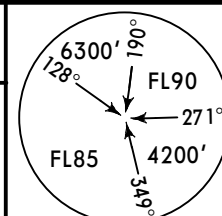
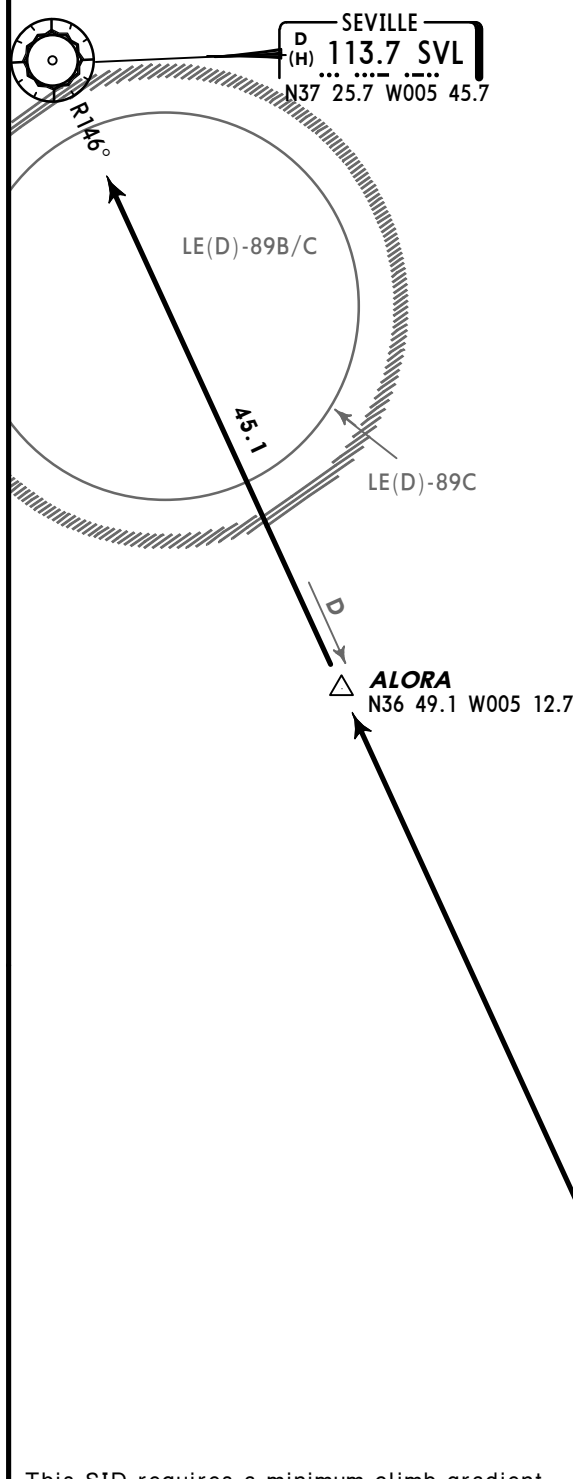
**SPEED UNDER
RADAR CONTROL
MAX 250 KT
AT OR BELOW FL120**



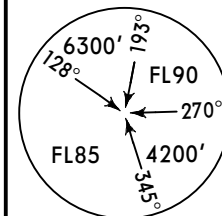
Apt Elev
52'

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



MSA
AGP VOR



MSA
MLG VOR

MALAGA
D (L) 112.0 MGA
N36 48.9 W004 22.2

MALAGA
D (L) 117.15 AGP
N36 41.1 W004 29.2

MALAGA
D (L) 113.55 MLG
N36 40.7 W004 30.4

D9.0 MLG
N36 34.3
W004 22.5

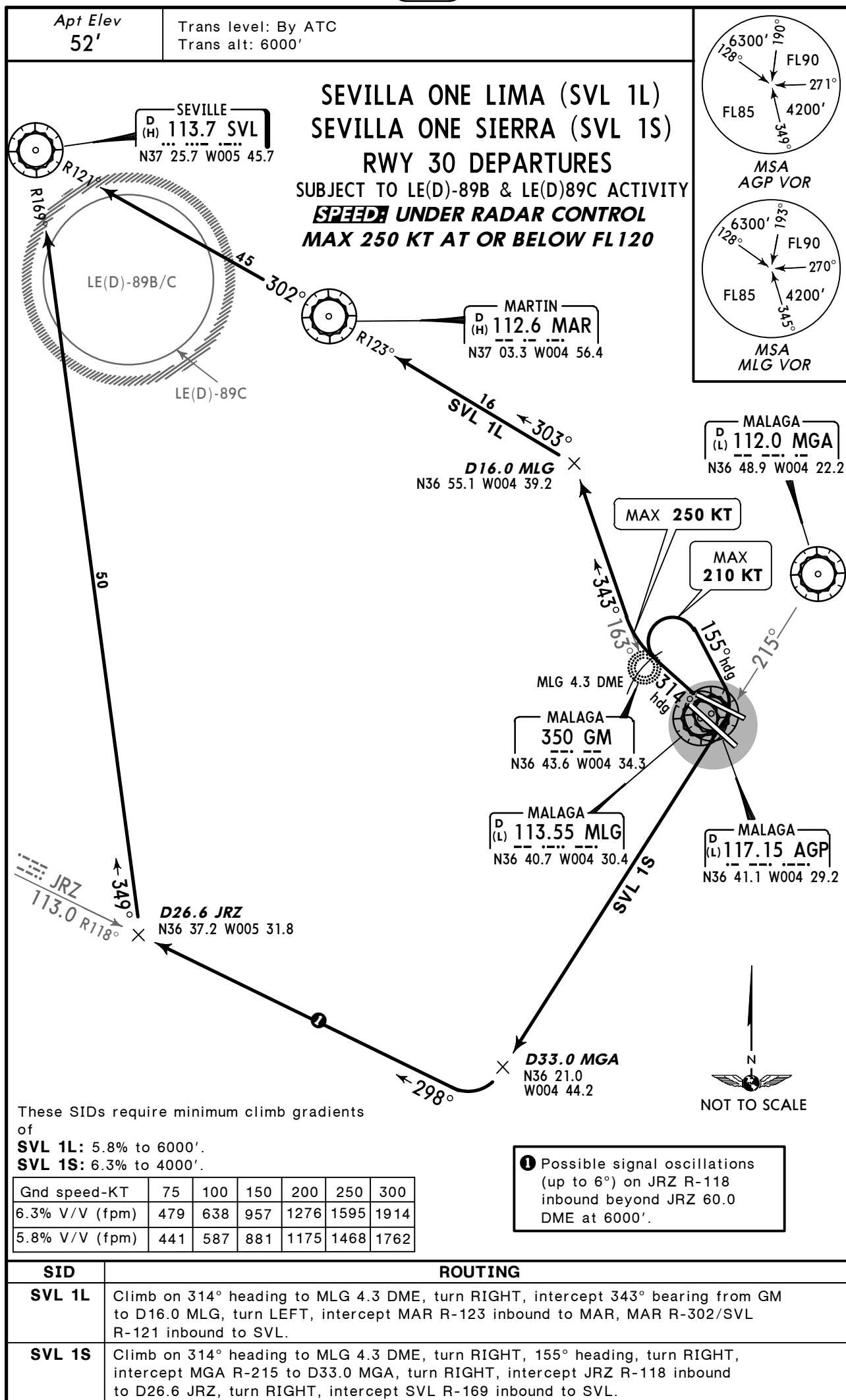
D33.5 MGA
N36 20.6 W004 44.6

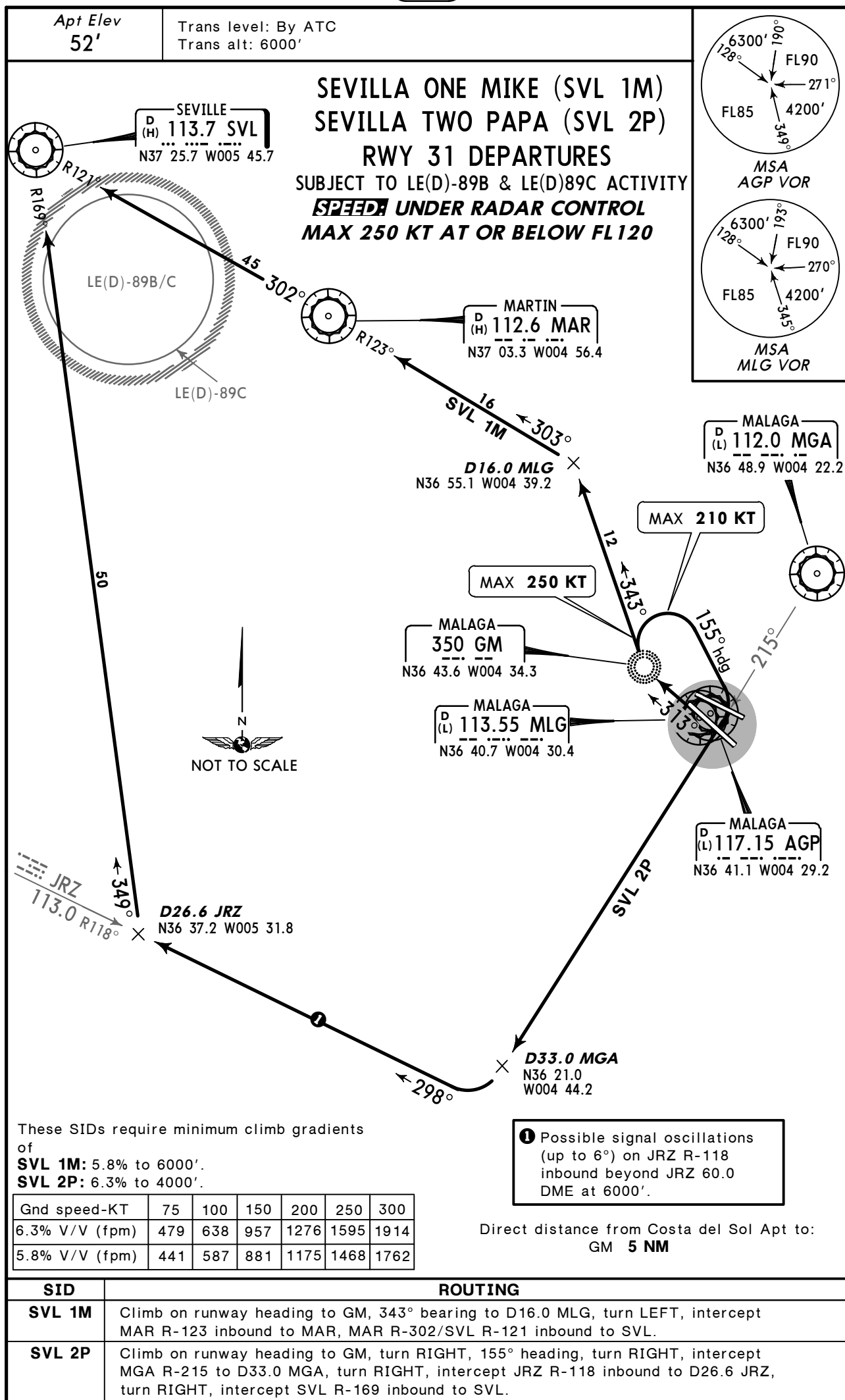
This SID requires a minimum climb gradient
of
4% to FL85.

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.





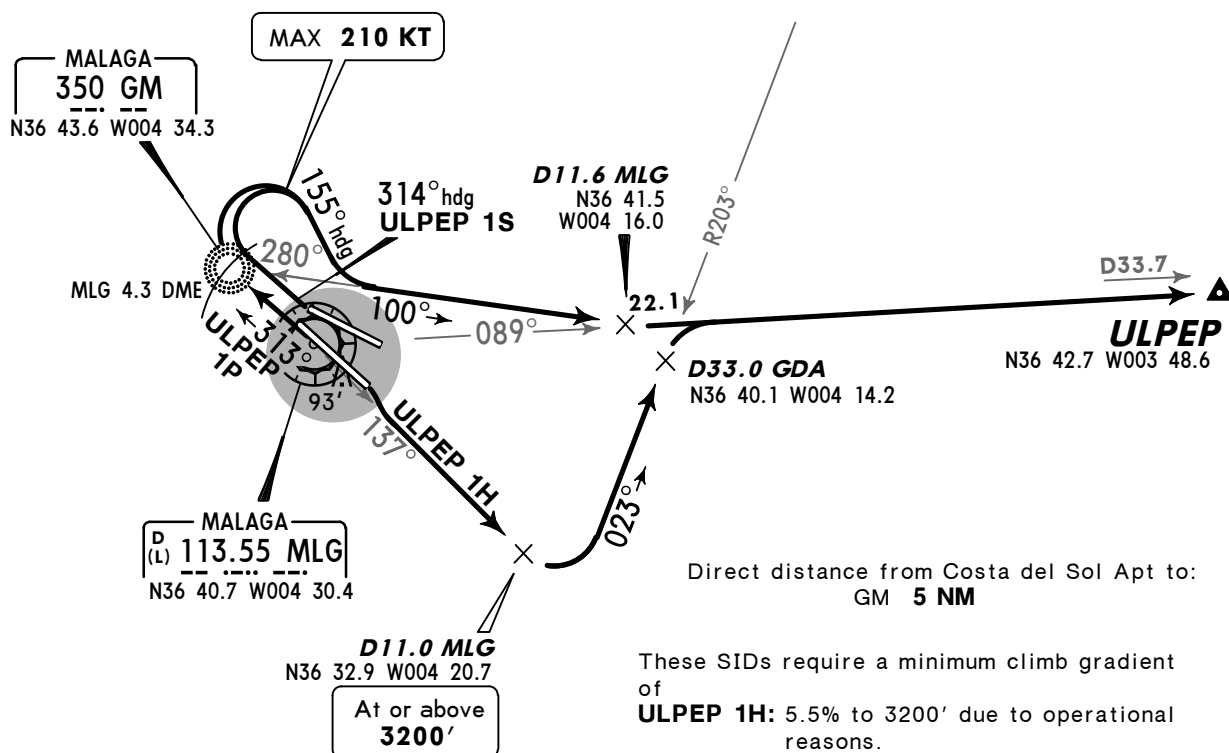
No MSA
published

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

GRANADA
D 113.4 GDA
(H) --- ---
N37 11.0 W003 59.5



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

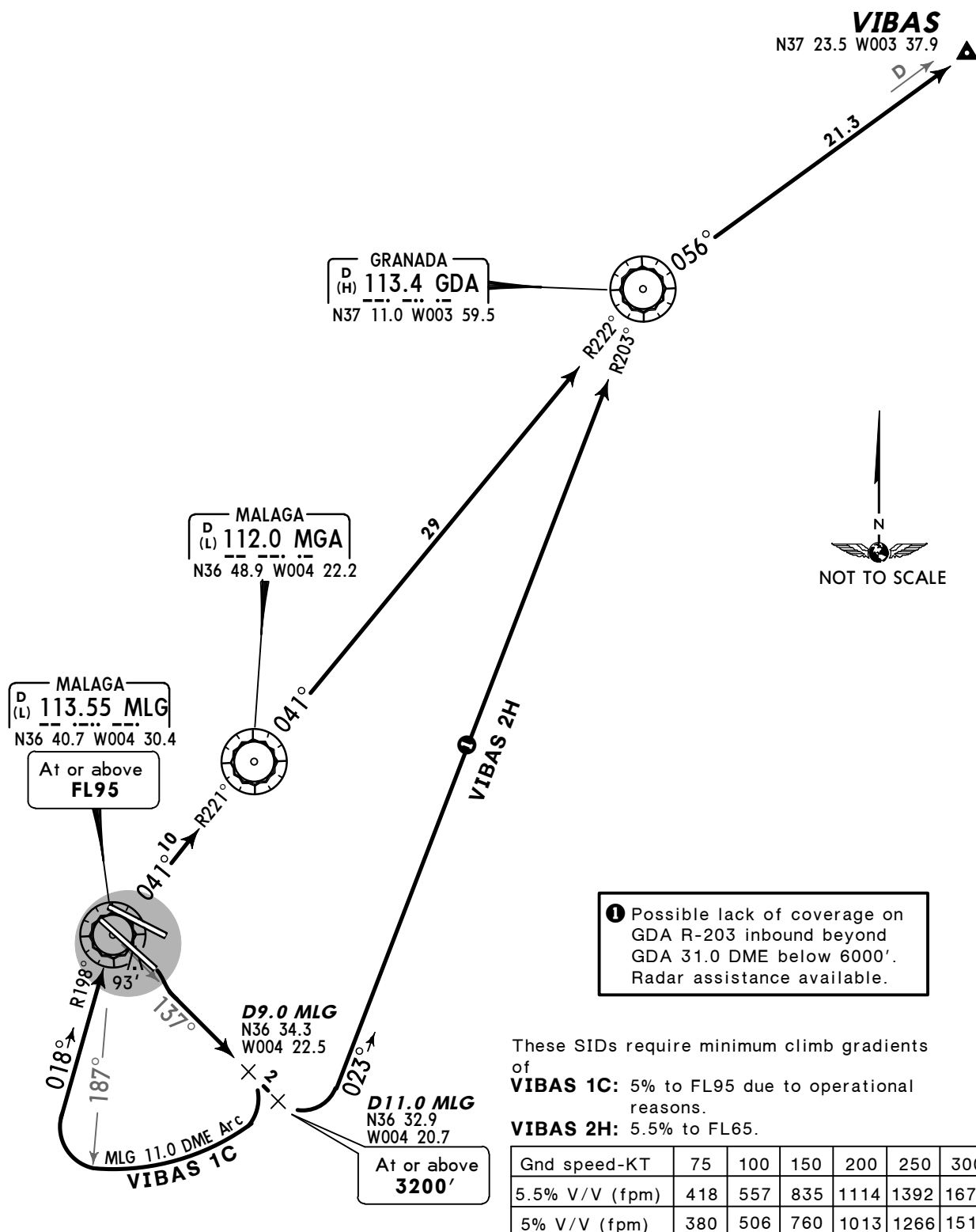
SID	RWY	ROUTING
ULPEP 1H	13	Climb on MLG R-137 to D11.0 MLG, turn LEFT, intercept GDA R-203 inbound to D33.0 GDA, turn RIGHT, intercept MLG R-089 to ULPEP.
ULPEP 1P	31	Climb on runway heading to GM, turn RIGHT, 155° heading, turn LEFT, intercept 100° bearing from GM to D11.6 MLG, turn LEFT, intercept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

No MSA
published

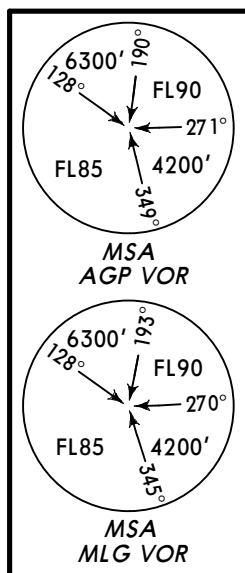
Apt Elev
52'

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



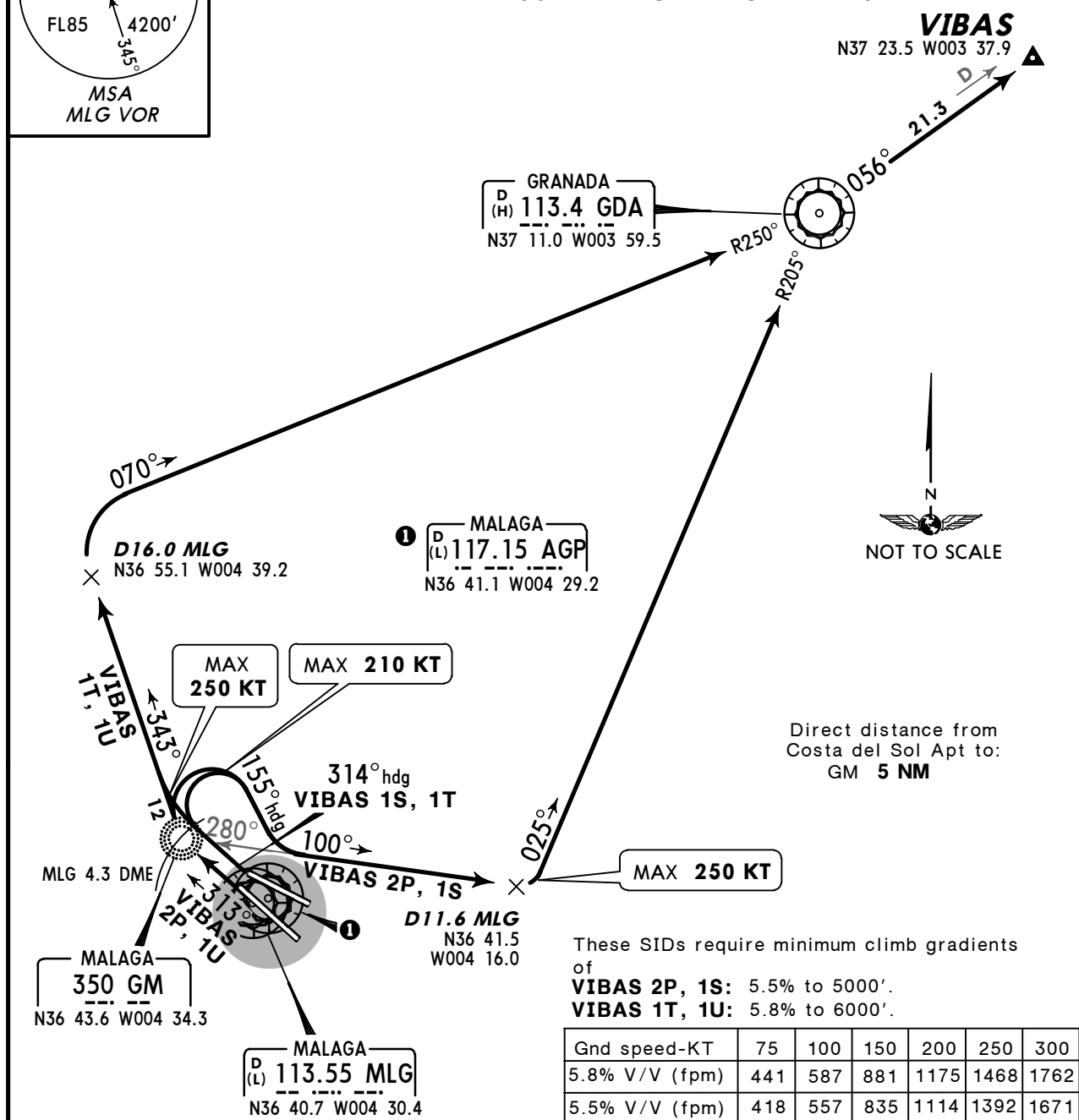
SID	ROUTING
VIBAS 1C	Climb on MLG R-137 to D9.0 MLG, turn RIGHT, along MLG 11.0 DME arc, when passing MLG R-187 turn RIGHT, intercept MLG R-198 inbound to MLG, intercept MGA R-221 inbound to MGA, MGA R-041/GDA R-222 inbound to GDA, GDA R-056 to VIBAS.
VIBAS 2H By ATC	Climb on MLG R-137 to D11.0 MLG,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



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



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.

RWYS 13, 30, 31 CONTINGENCY DEPARTURES

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

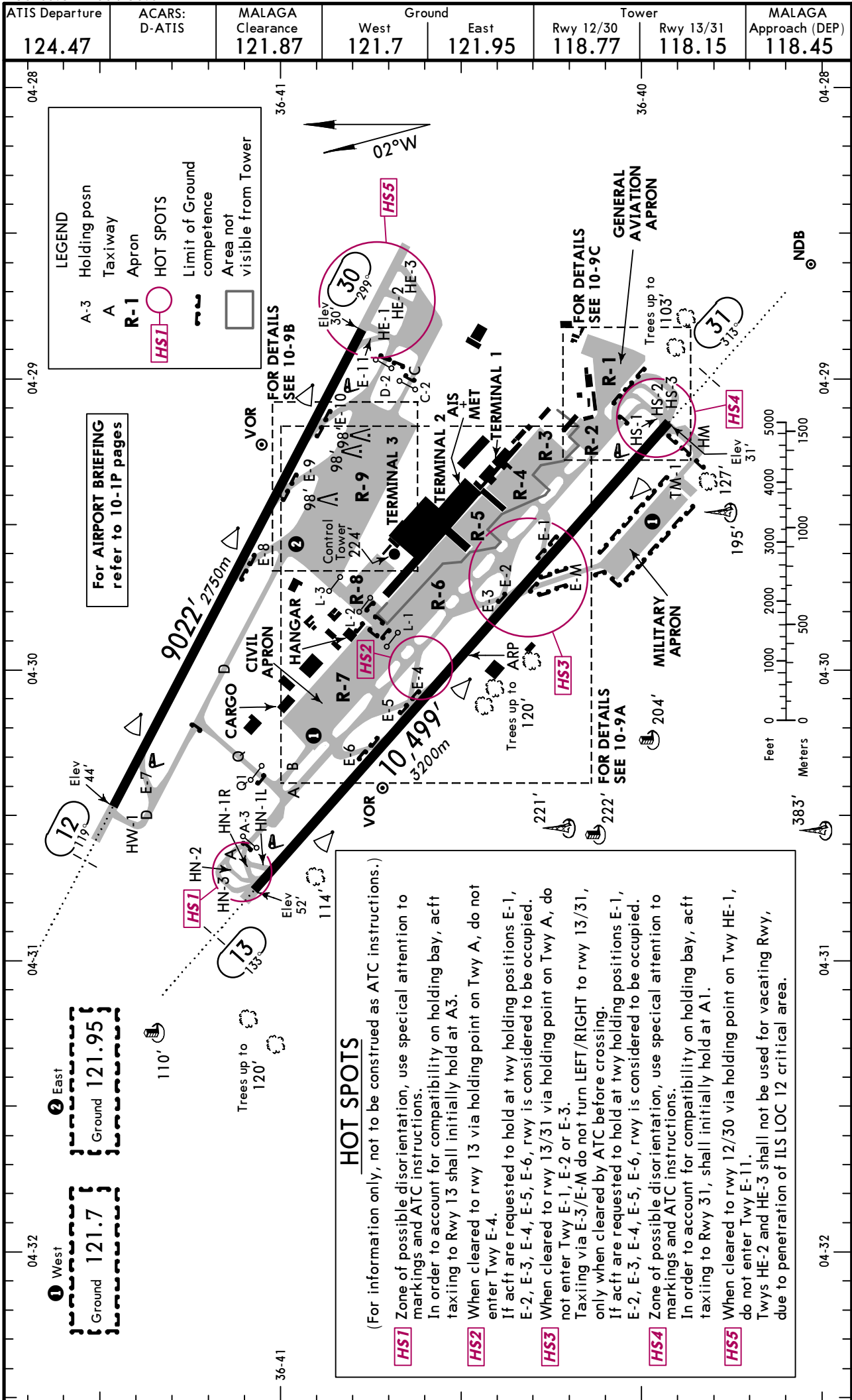
- RWY 13:** Climb on 136° heading to 4000', turn following ATC instructions.
RWY 30: Climb on runway heading to 5800', turn following ATC instructions.
RWY 31: Climb on 308° heading to 5800', turn following ATC instructions.

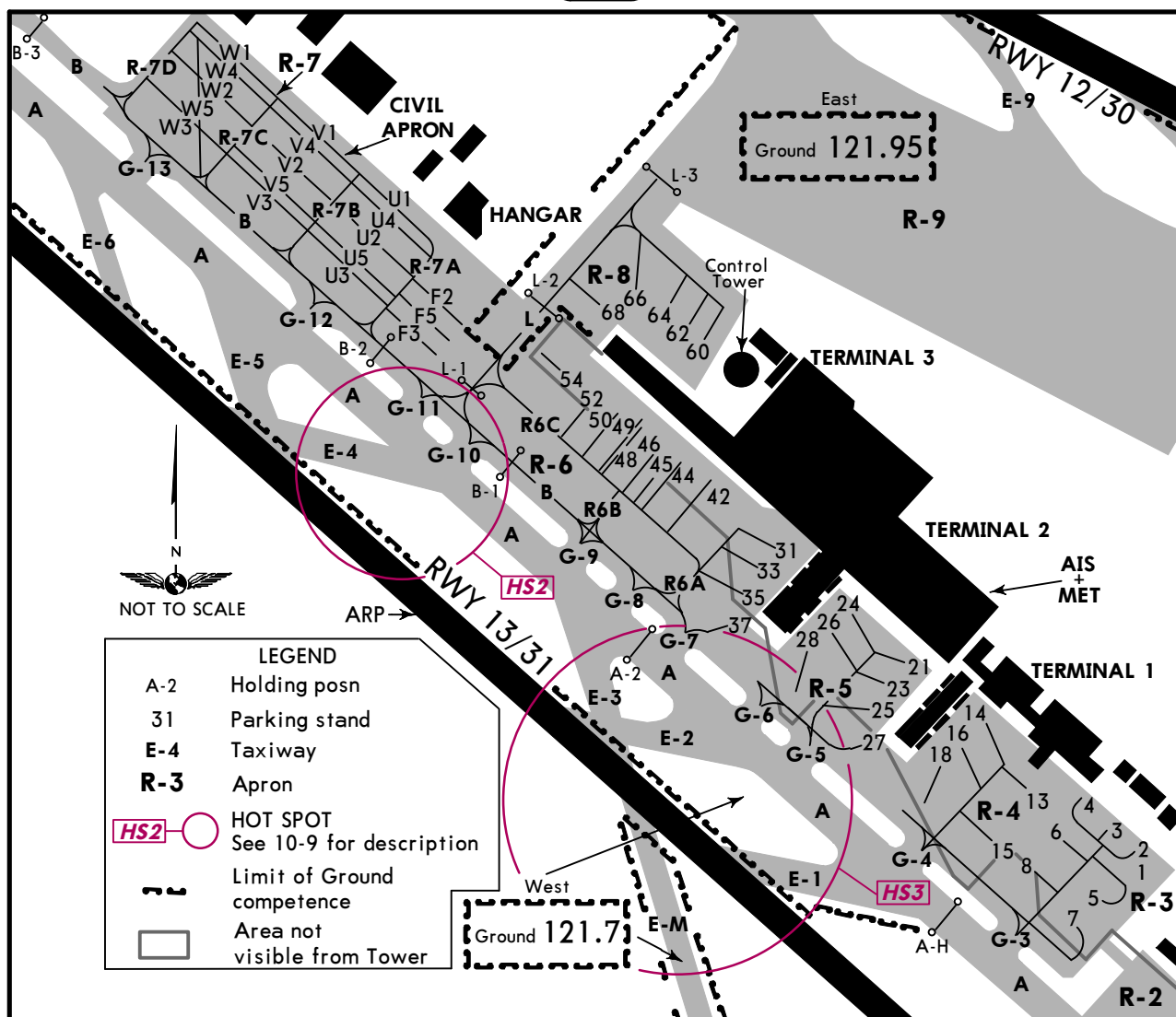
These departures require minimum climb gradients of

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





ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			— LANDING BEYOND			
			Threshold	Glide Slope		
12	HIRL (60m) CL (15m) HIALS TDZ PAPI(3.0°) ① RVR			7989' 2435m	NA	148'
30	HIRL (60m) CL (15m) RVR		NA		②	45m

① HST-E8, E9 & E10

② 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°) ③ RVR		9477' 2889m	⑤	148'
31	HIRL (50m) CL (15m) HIALS PAPI(3.0°) ④ RVR		9564' 2915m		

③ HST-E4, E2 & E1 ④ HST-E3, E5 & E6

⑤ 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

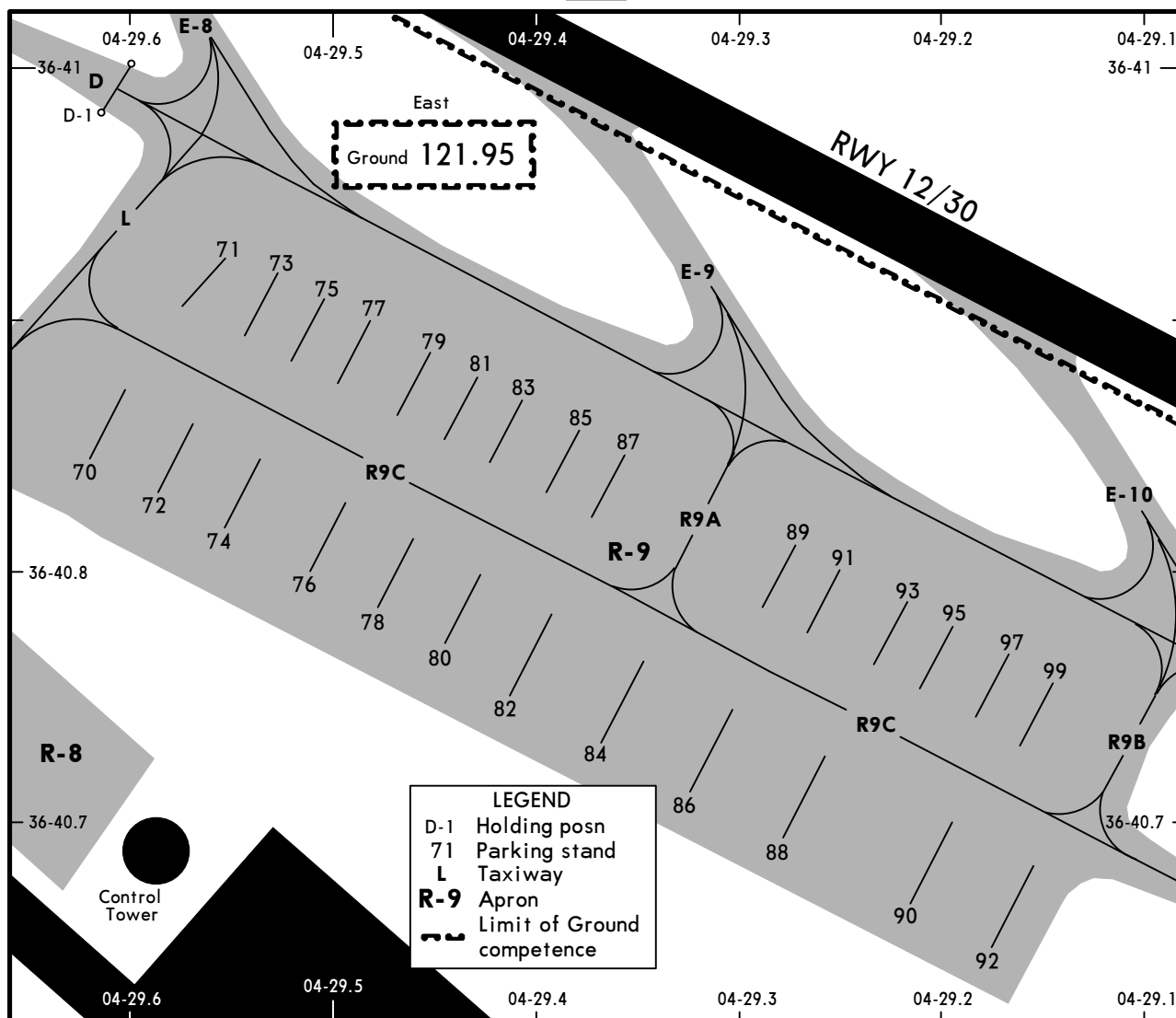
TAKE-OFF ①

Rwys 13, 30, 31

LVP must be in Force

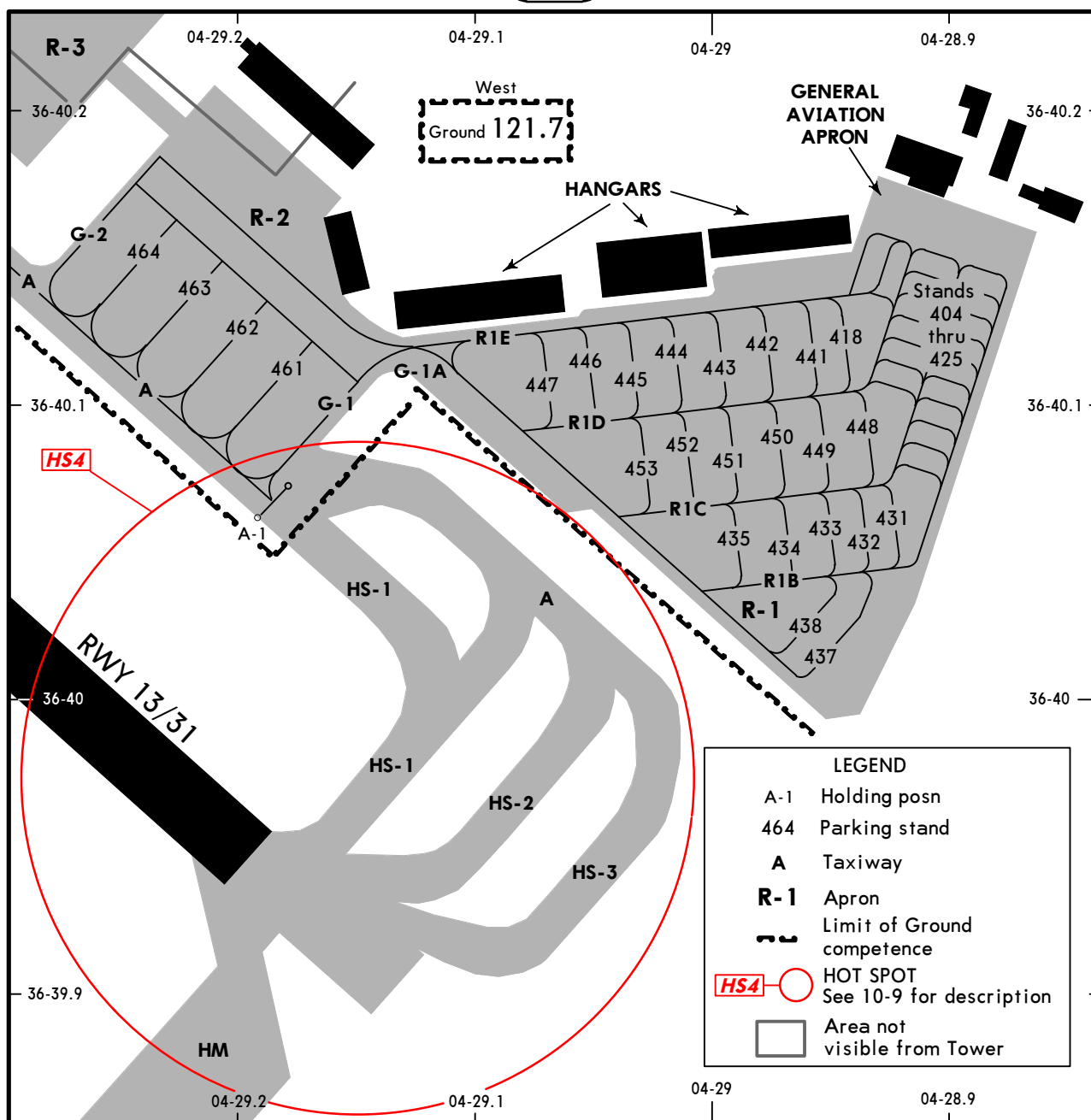
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

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



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		



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

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

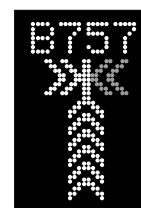
When the pilot is not sure about the information showed in the display unit, immediately stop the aircraft and obtain more information to proceed.

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.

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 substituted by the rate approach bar.

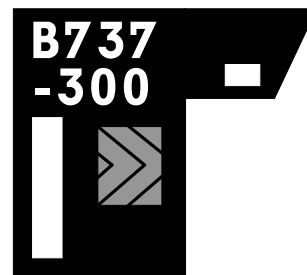
VISUAL DOCKING GUIDANCE SYSTEM APIS**GENERAL**

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.

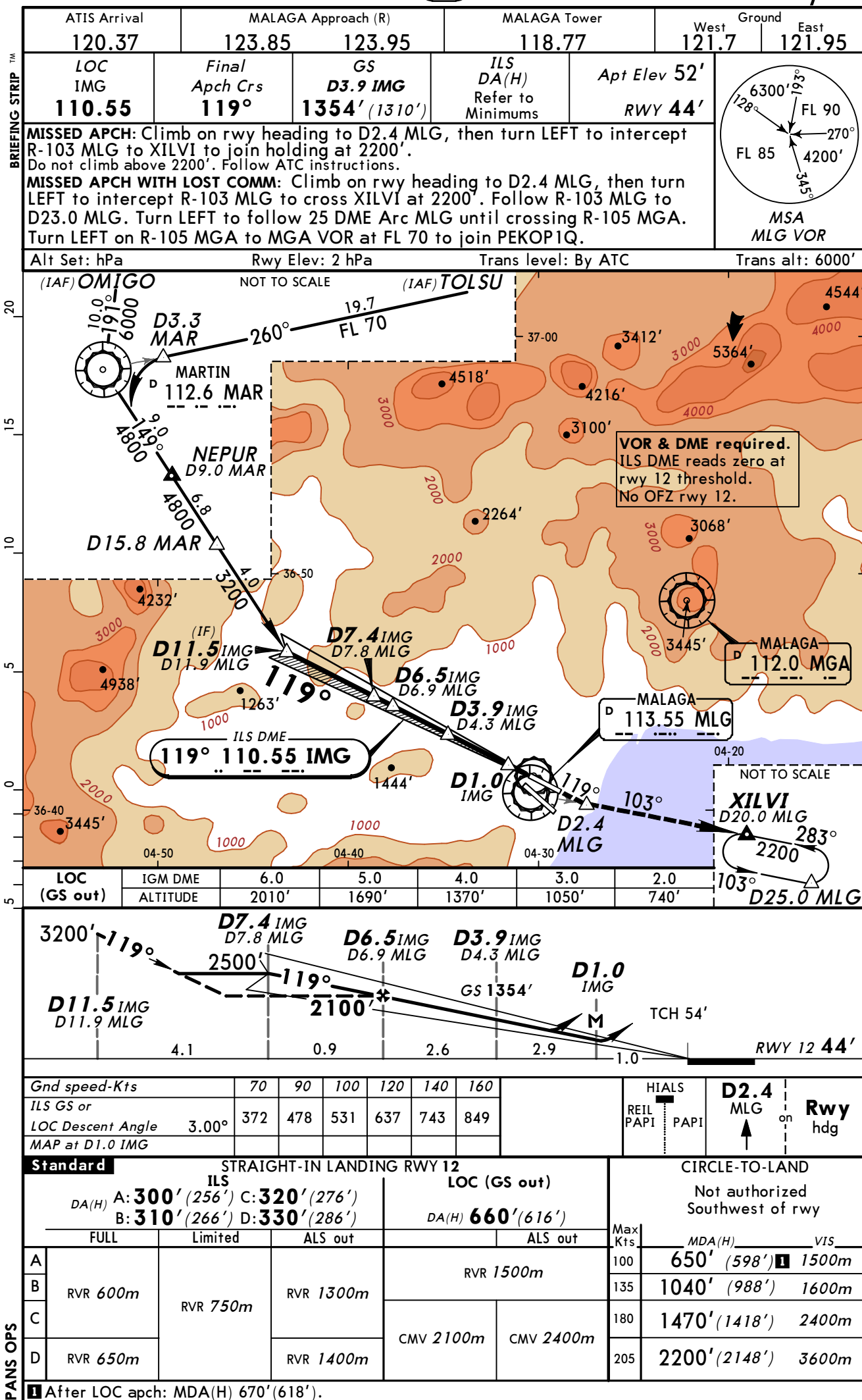
If the acft speed exceeds 3m/sec, the unit display indicates "SLOW DOWN"; the entry speed must be reduced.

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.

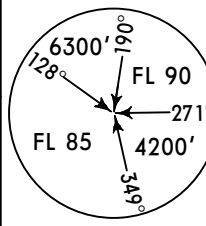
At the stop position the distance indicator shows completely black and "STOP" will appear in the upper presentation line. If the parking is correct, it shows "OK".

If the acft exceeds 3'/1m from the stop position the indicator will show "TOO FAR" and push-back may be necessary.

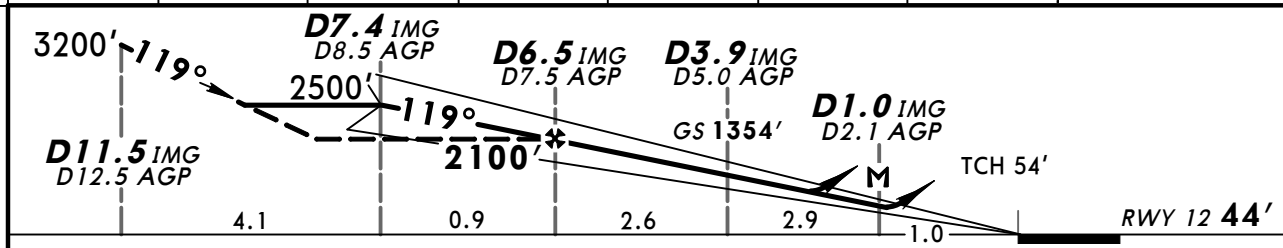
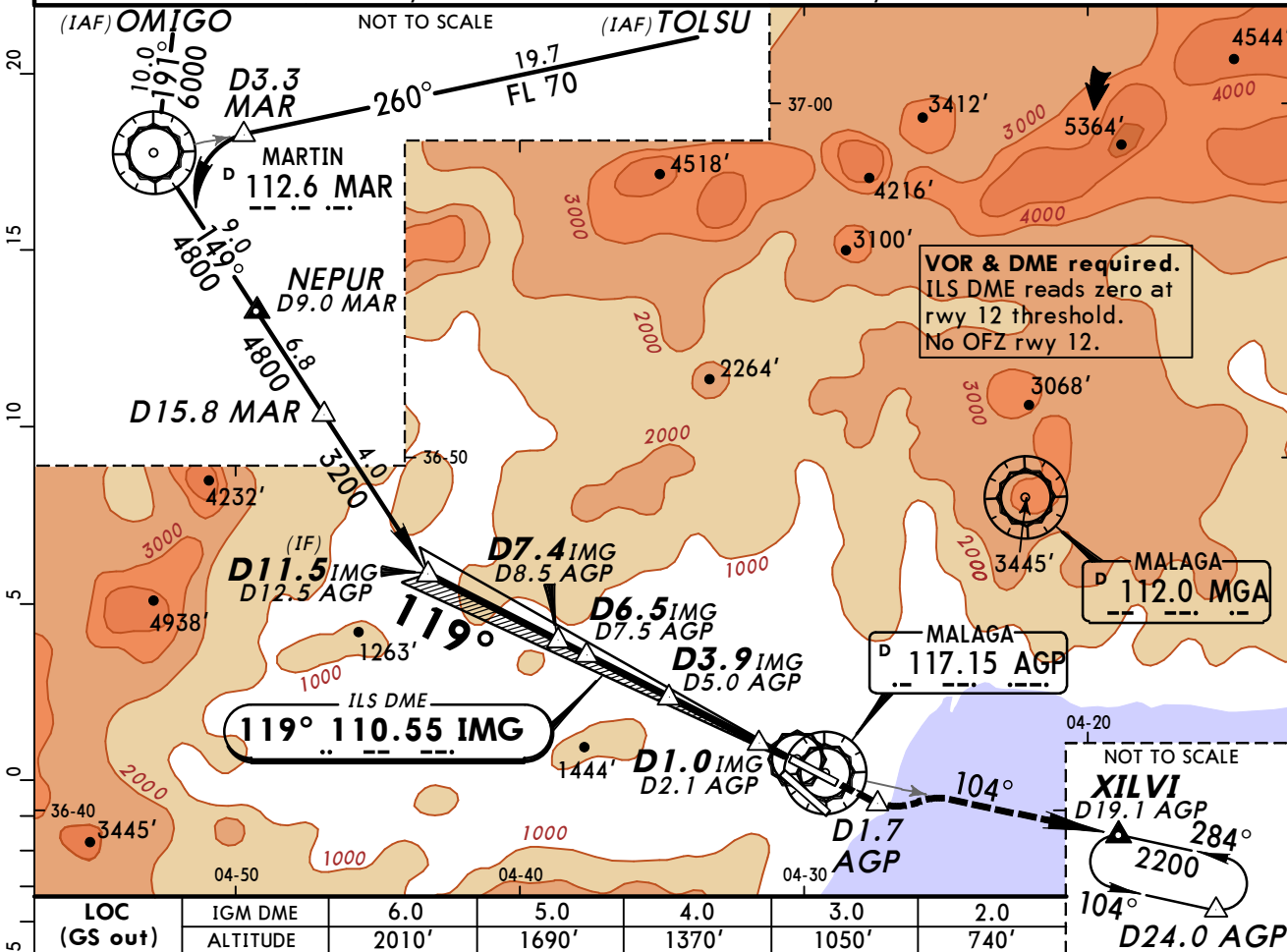


BRIEFING STRIP™

ATIS Arrival 120.37		MALAGA Approach (R) 123.85 123.95		MALAGA Tower 118.77		West 121.7		East 121.95	
LOC IMG 110.55		Final Apch Crs 119°		GS D3.9 IMG 1354' (1310')		ILS DA(H) Refer to Minimums		Apt Elev 52' 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.									
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC				Trans alt: 6000'	



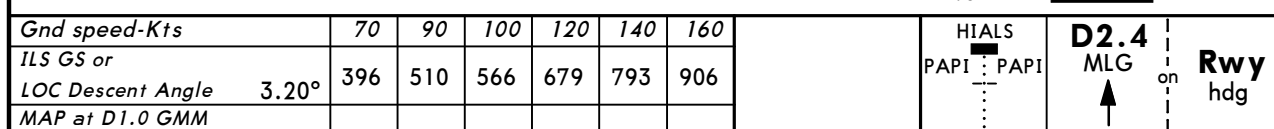
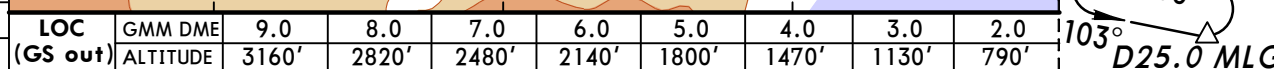
MSA
AGP VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI	D1.7 AGP ↑	on Rwy hdg
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.0 IMG/D2.1 AGP									

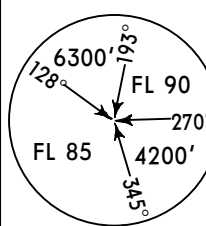
STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND	
ILS DA(H) A: 300' (256') C: 320' (276') B: 310' (266') D: 330' (286')				Not authorized Southwest of rwy	
FULL		Limited	ALS out	Max Kts MDA(H) VIS	
A				100	650' (598') 1500m
B		RVR 600m	RVR 1300m	135	1040' (988') 1600m
C		RVR 750m	RVR 1400m	180	1470' (1418') 2400m
D		RVR 650m		205	2200' (2148') 3600m
			CMV 2100m		
			CMV 2400m		

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

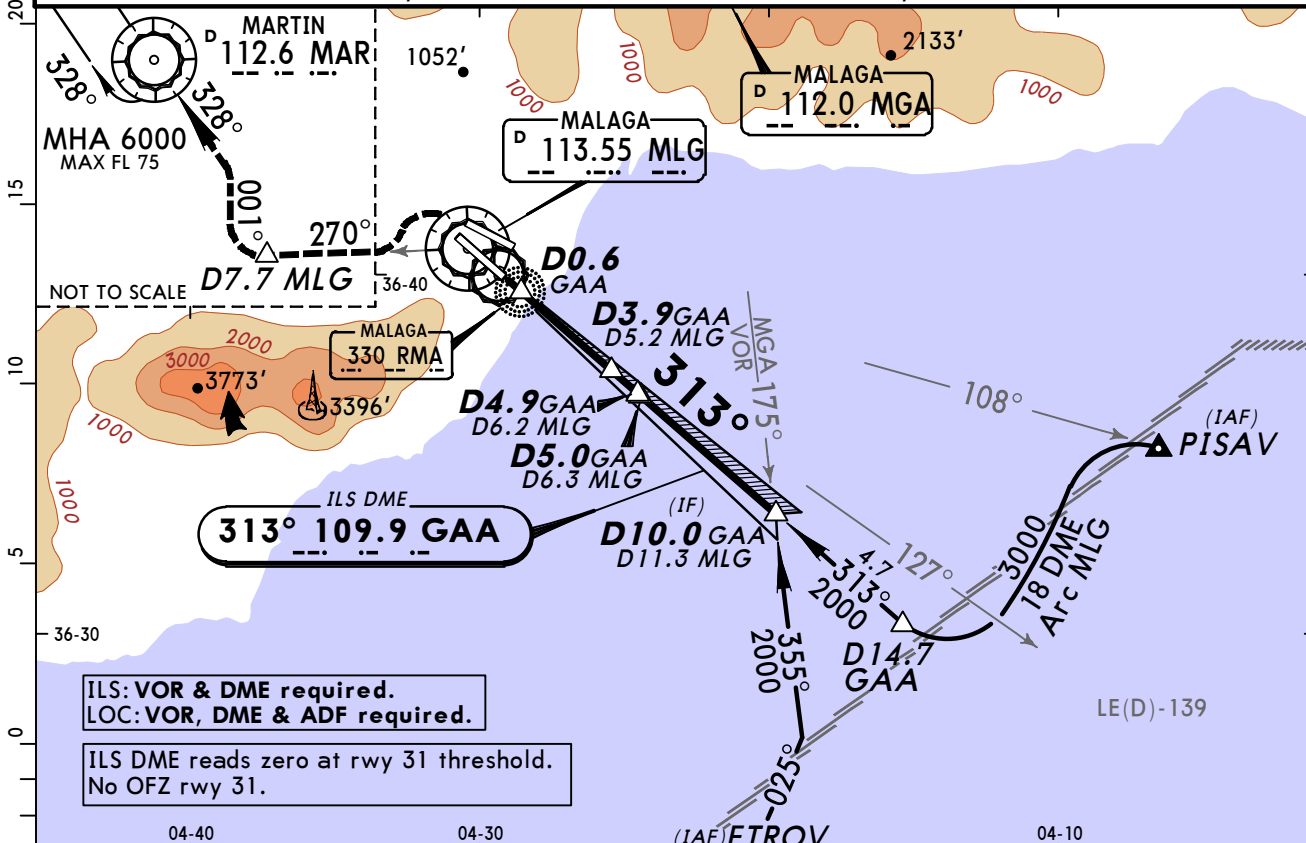


Standard		STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND	
		ILS		LOC (GS out)		Not authorized Southwest of rwy	
DA(H)		A: 275' (223') C: 295' (243') B: 285' (233') D: 305' (253')		DA(H) 660' (608')			
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) _____ VIS _____
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		100	650' (598')  1500m
B					135	1040' (988') 1600m	
C					180	1470' (1418') 2400m	
D	RVR 600m		RVR 1300m	CMV 2100m	CMV 2400m	205	2200' (2148') 3600m

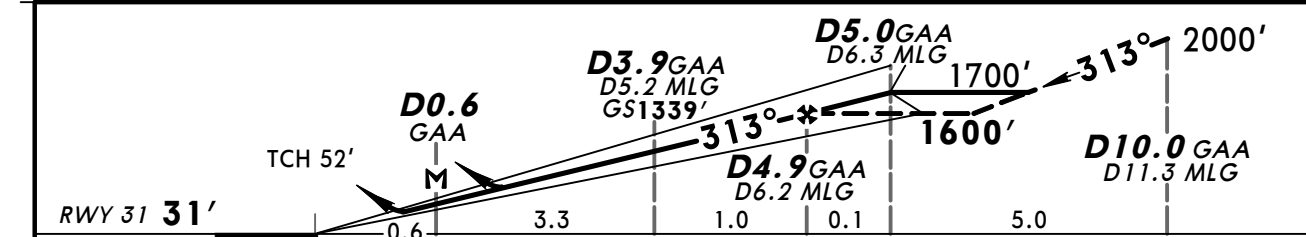
CHANGES: None.

BRIEFING STRIP™	ATIS Arrival 120.37		MALAGA Approach 123.85		MALAGA Tower 118.15		Ground West 121.7 East 121.95	
	LOC GAA 109.9	Final Apch Crs 313°	GS D3.9 GAA 1339' (1308')	ILS DA(H) Refer to Minimums	Apt Elev 52' RWY 31'		 MSA MLG VOR	
	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 JRZIJ at or above FL 85.							

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

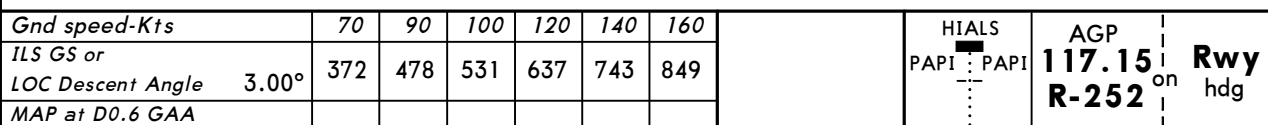
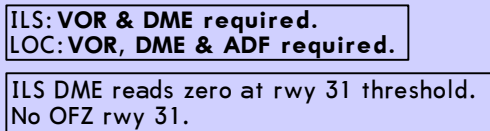


LOC (GS out)	GAA DME	2.0	3.0	4.0
	ALTITUDE	720'	1040'	1360'

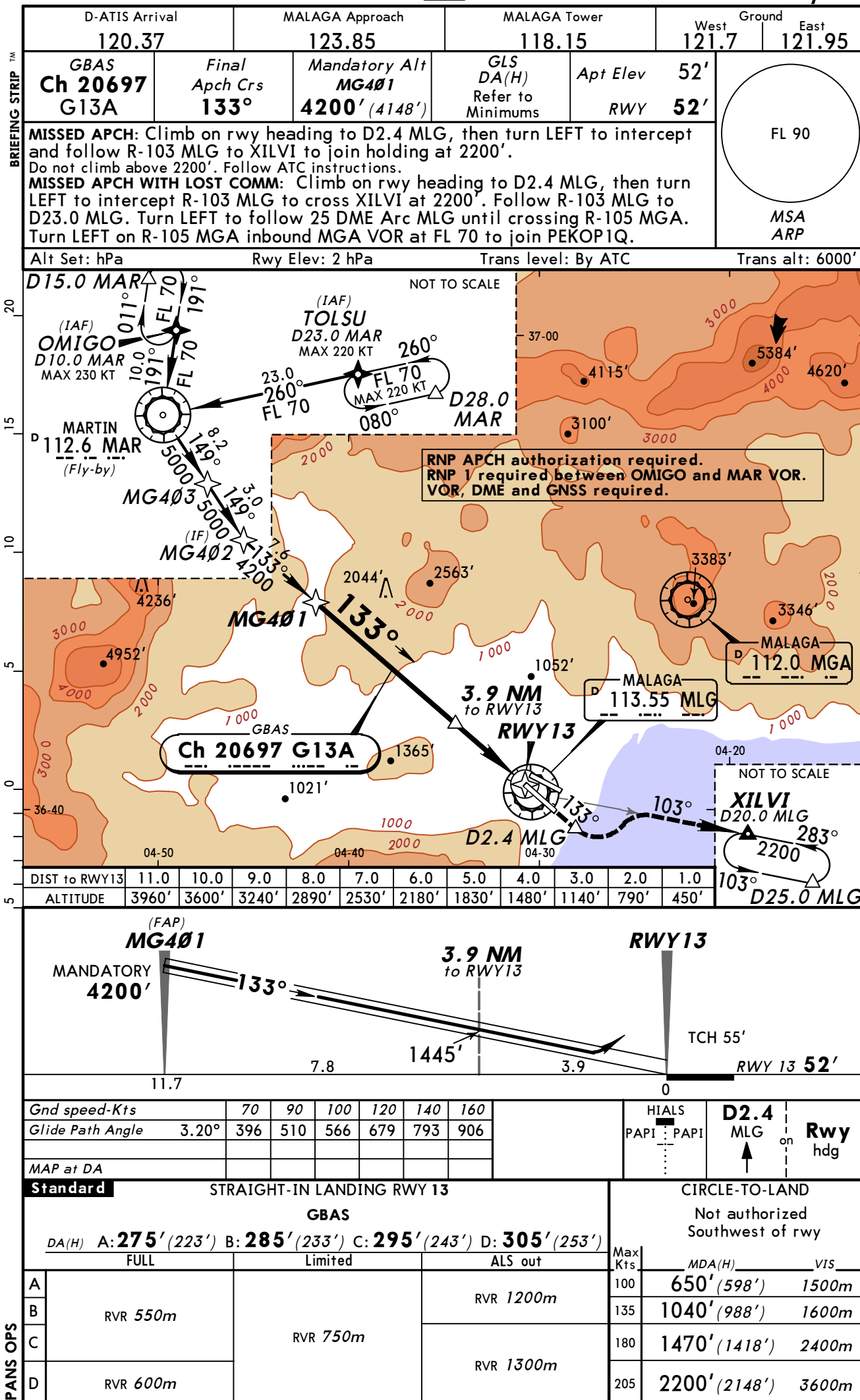


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI		MLG 113.55	Rwy hdg
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849			↑	
MAP at D0.6 GAA										

Standard		STRAIGHT-IN LANDING RWY 31						LOC (GS out)		CIRCLE-TO-LAND	
		ILS Missed apch climb gradient min								Not authorized Southwest of rwy	
4.0%		3.0%		2.5%						After LOC apch: MDA(H) 920'(868').	
A: 300' (269')		A: 440' (409')		A: 755' (724')							
B: 310' (279')		B: 450' (419')		B: 765' (734')							
C: 320' (289')		C: 460' (429')		C: 775' (744')							
D: 330' (299')		D: 470' (439')		D: 785' (754')				DA(H) 890' (859')			
FULL		Limited		ALS out		FULL/Limited		ALS out		Max Kts	
										MDA(H) VIS	
A	RVR 600m			RVR 1300m	RVR 1200m	RVR 1500m	RVR 1500m		100	780'(728') 1500m	
B		RVR 750m							135	1040' (988') 1600m	
C	RVR 650m			RVR 1400m	RVR 1300m	RVR 2000m	CMV 2400m		180	1470'(1418') 2400m	
D									205	2200'(2148') 3600m	

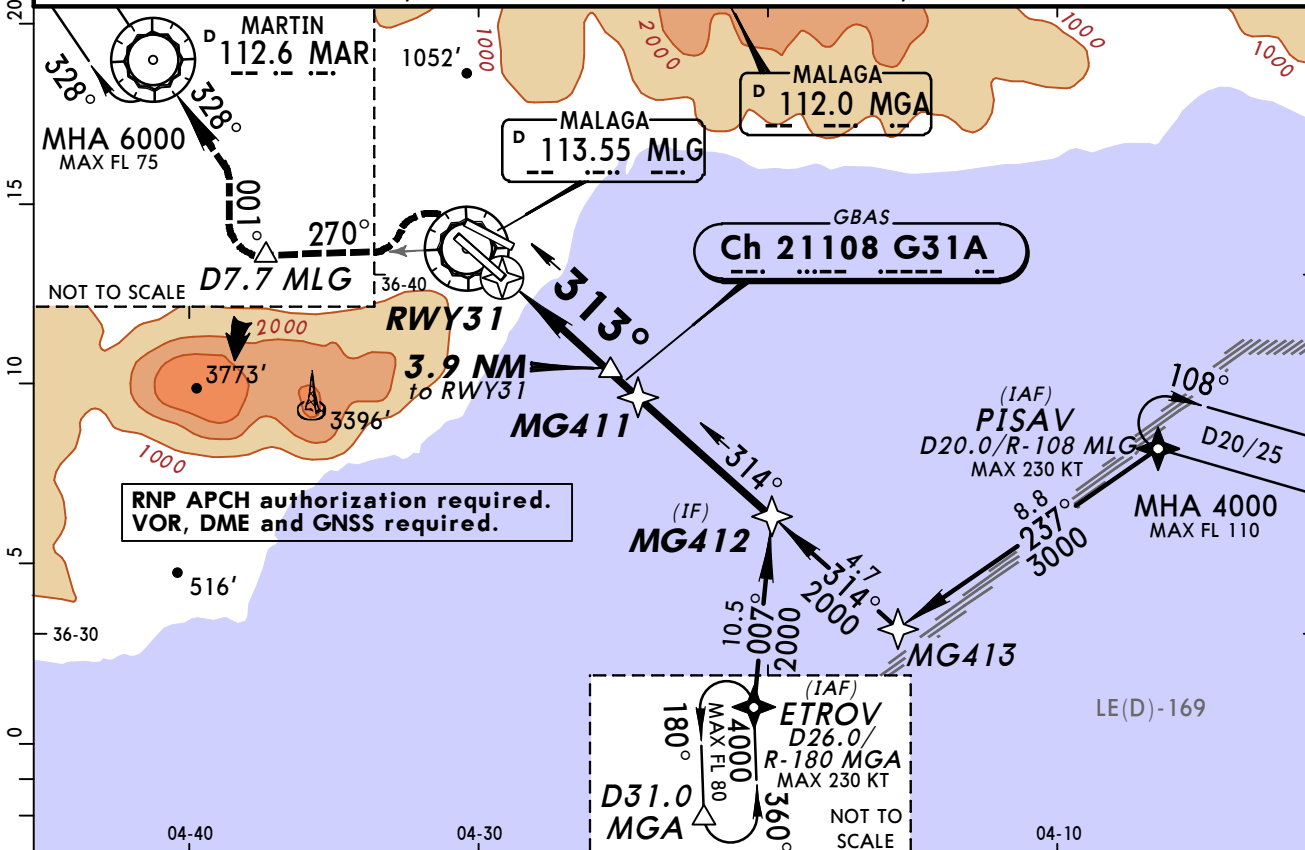


PANS OPS

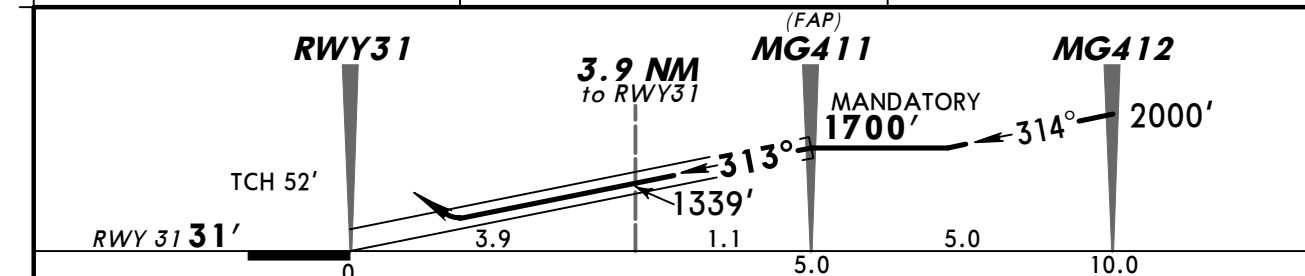


D-ATIS Arrival 120.37	MALAGA Approach 123.85	MALAGA Tower 118.15	West 121.7	Ground 121.95	East
GBAS Ch 21108 G31A	Final Aptch Crs 313°	Mandatory Alt MG411 1700' (1669')	GLS DA(H) Refer to Minimums	Apt Elev 52'	RWY 31'
MISSED APCH: Climb on rwy heading to MLG VOR, then turn LEFT (MAX 210 KT) to intercept and follow R-270 MLG to D7.7 MLG. Turn RIGHT (MAX 230 KT) onto 001°, then turn LEFT to intercept and follow R-148 MAR inbound 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 and follow R-270 MLG to D7.7 MLG. Turn RIGHT (MAX 230 KT) onto 001°, then turn LEFT to intercept and follow R-148 MAR inbound to D5.5 MAR. Turn LEFT onto R-208 MAR to BALPO to join JR21J at or above FL 85.					FL 90 MSA ARP

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



DIST to RWY31	3.0	4.0
ALTITUDE	1050'	1380'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MLG	Rwy
Glide Path Angle	3.00°	372	478	531	637	743	849	113.55'	on hdg
MAP at DA									

STRAIGHT-IN LANDING RWY 31							CIRCLE-TO-LAND		
GBAS							Not authorized Southwest of rwy		
Missed apch climb gradient mim 4.1%		Missed apch climb gradient mim 3.0%		Missed apch climb gradient mim 2.5%					
A: 300' (269')		A: 440' (409')		A: 755' (724')					
B: 310' (279')		B: 450' (419')		B: 765' (734')					
C: 320' (289')		C: 460' (429')		C: 775' (744')					
D: 330' (299')		D: 470' (439')		D: 785' (754')					
FULL	Limited	ALS out	FULL/Limited	ALS out	FULL/Limited	ALS out	Max Kts	MDA(H)	VIS
A	RVR 600m	RVR 1300m	RVR 1200m	RVR 1500m	RVR 1500m		100	780' (728')	1500m
B	RVR 750m						135	1040' (988')	1600m
C	RVR 650m	RVR 1400m	RVR 1300m	RVR 2000m	CMV 2400m		180	1470' (1418')	2400m
D							205	2200' (2148')	3600m

(IAF) OMIGO 10.0 191° 6000 D3.3 MAR 260° 19.7 FL 70 (IAF) TOLSU 37-00

MARTIN 112.6 MAR

NEPUR D9.0 MAR 4800 D15.8 MAR 6.8 4.5 3200 36-50 2044' 2563' 1052' 1021' 1365' 2001' 04-50 04-40 04-30

D12.0 AGP 118° D6.9 AGP [FD12] D5.2 AGP [52VOR] D3.9 AGP [39VOR] D1.5 AGP [MD12]

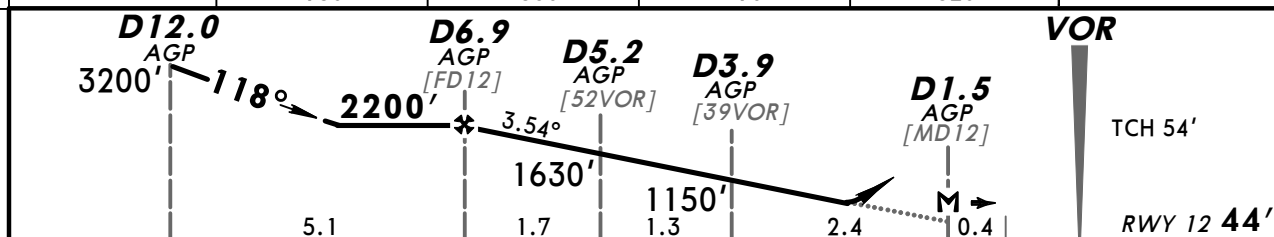
MALAGA 117.15 AGP

MALAGA 112.0 MGA

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

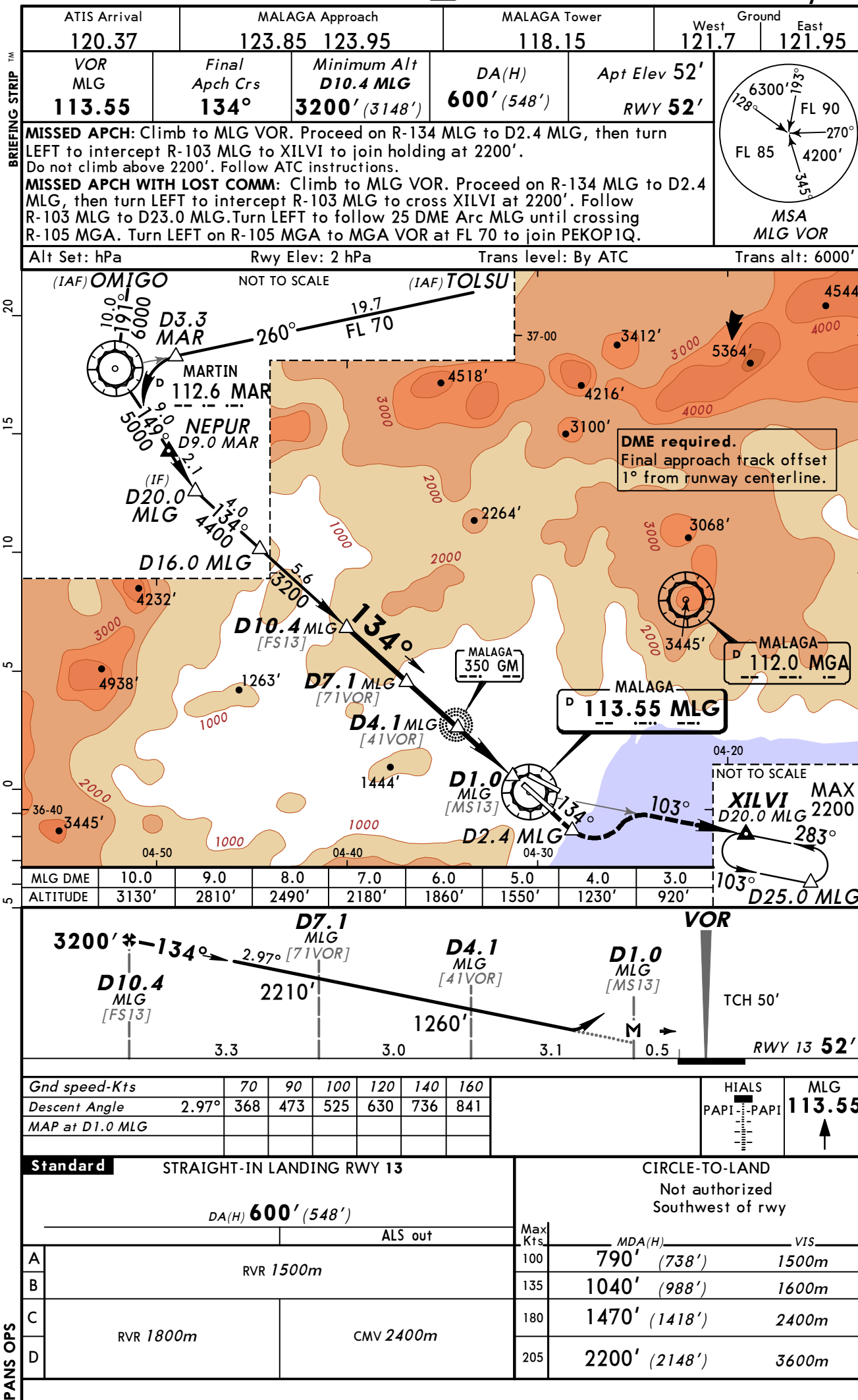
XILVI D19.1 AGP 284° 2200 104° D24.0 AGP

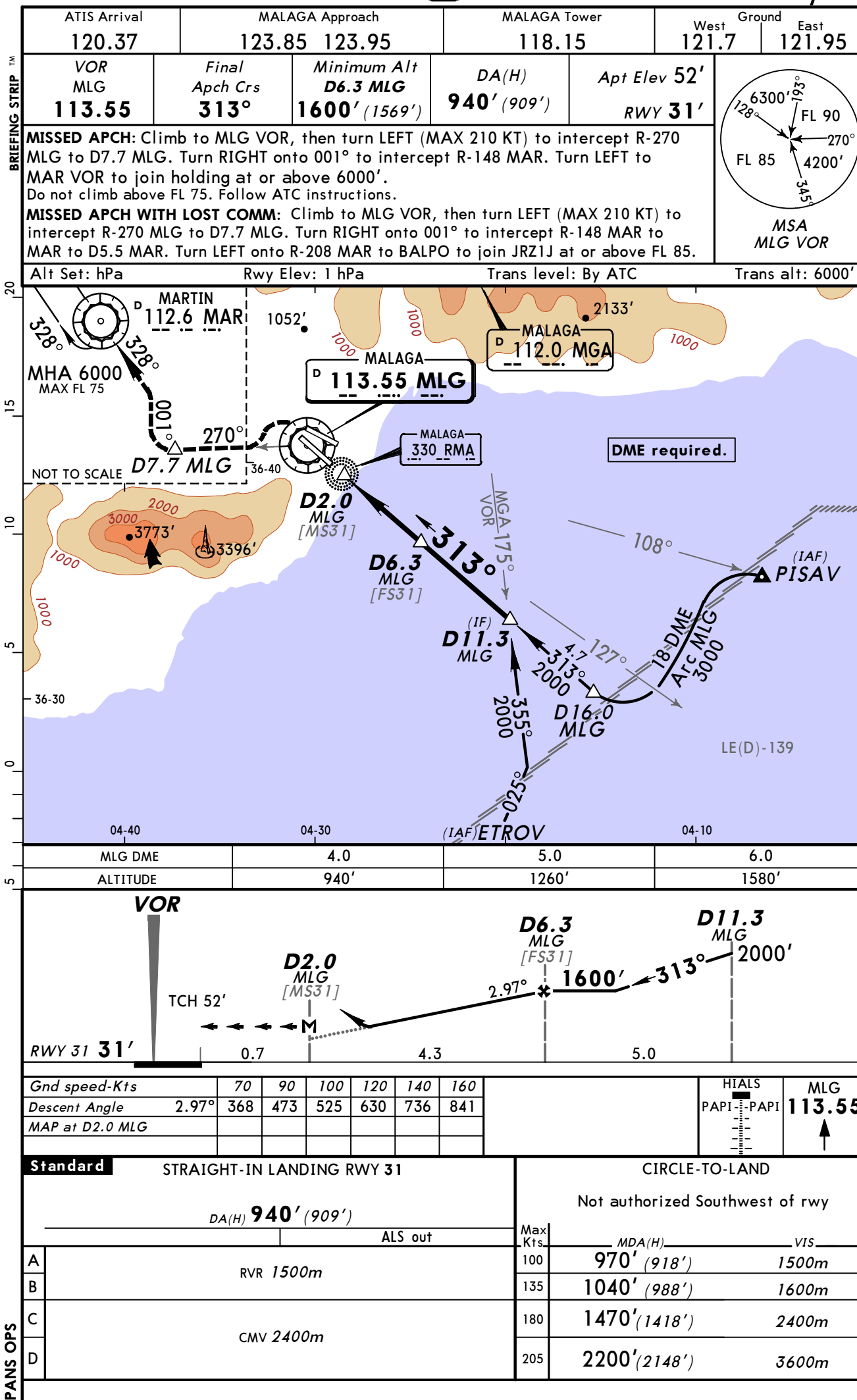
AGP DME	6.0	5.0	4.0	3.0
ALTITUDE	1930'	1560'	1190'	820'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	HIALS PAPI : PAPI AGP	
<i>Descent Angle</i> 3.54°	439	564	626	752	877	1002		117.15 117.15
<i>MAP at D1.5 AGP</i>								

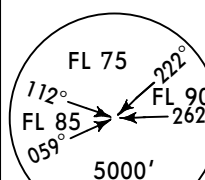
Standard		STRAIGHT-IN LANDING RWY 12			CIRCLE-TO-LAND
		<i>DA(H)</i> 540' (496')			Not authorized Southwest of rwy
		ALS out	Max Kts.	<i>MDA(H)</i>	<i>VIS</i>
A	RVR 1500m		100	650' (598')	1500m
B			135	1040' (988')	1600m
C	RVR 1500m	CMV 2300m	180	1470' (1418')	2400m
D			205	2200' (2148')	3600m



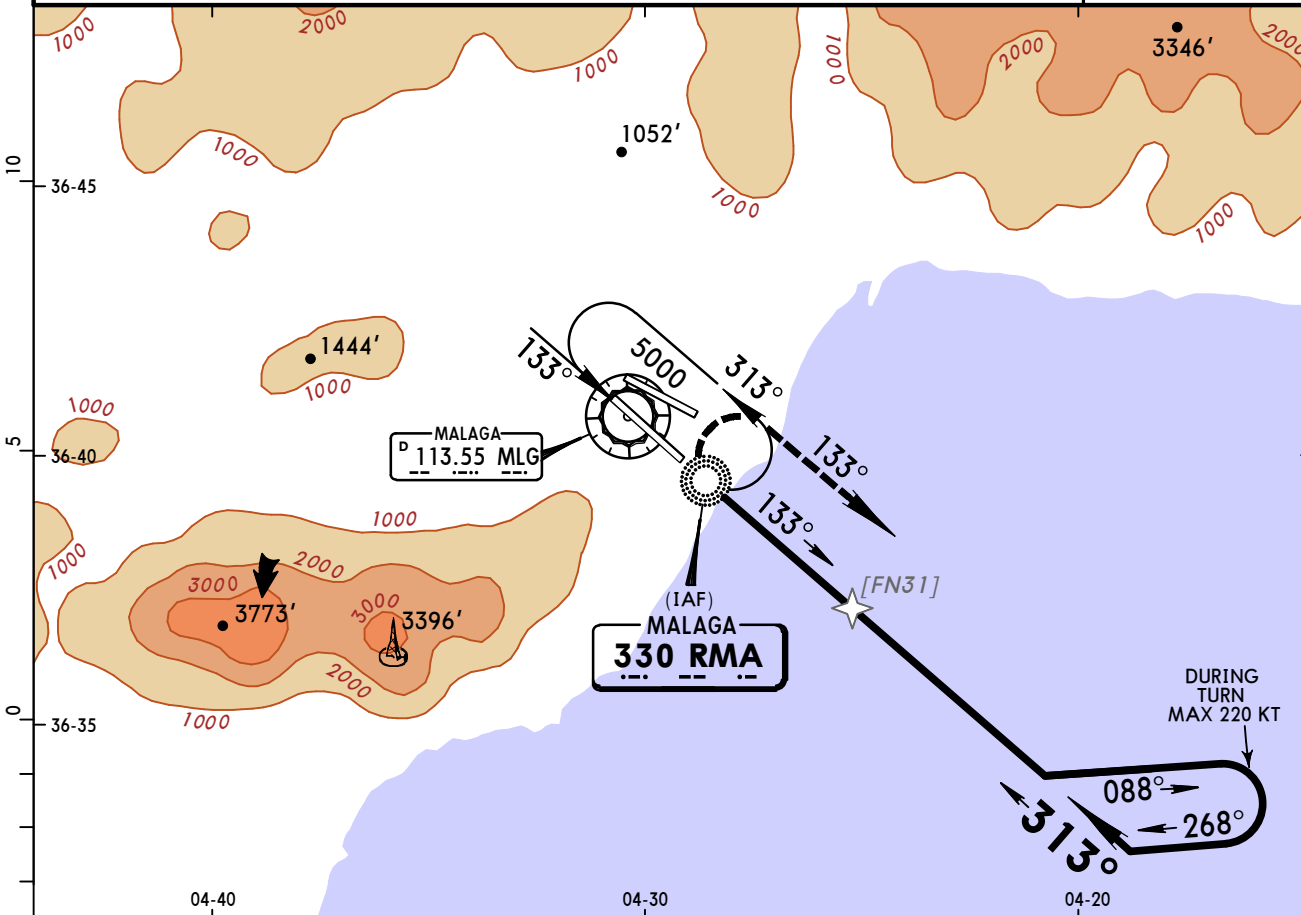


BRIEFING STRIP™

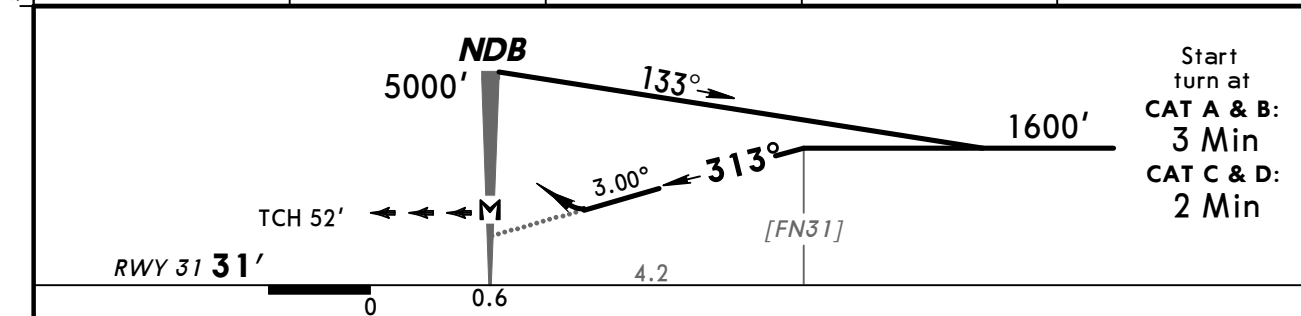
ATIS Arrival	MALAGA Approach (R)		MALAGA Tower	West	Ground	East
120.37	123.85	123.95	118.15	121.7		121.95
NDB RMA 330	Final Apch Crs 313°	No FAF	CDFA DA(H) 1250'(1219')	Apt Elev 52' RWY 31'		
MISSED APCH: Turn RIGHT (MAX 185 KT), then climb on track 133° to 5000', then turn RIGHT direct to NDB and hold. 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'



Gnd speed-Kts	70	90	100	120	140	160		133° RT	185 KT MAX	5000' ↑
Descent Angle	3.00°	372	478	531	637	743				
MAP at NDB										

Standard		STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
		CDFA		non-CDFA		Not authorized Southwest of rwy			
		DA(H) 1250' (1219')		MDA(H) 1250' (1219')					
		ALS out		ALS out		Max Kts	MDA(H) VIS		
A	CMV 5000m					100	1280' (1228') 5000m		
B						135			
C						180	1460' (1408') 5000m		
D						205	2180' (2128') 5000m		

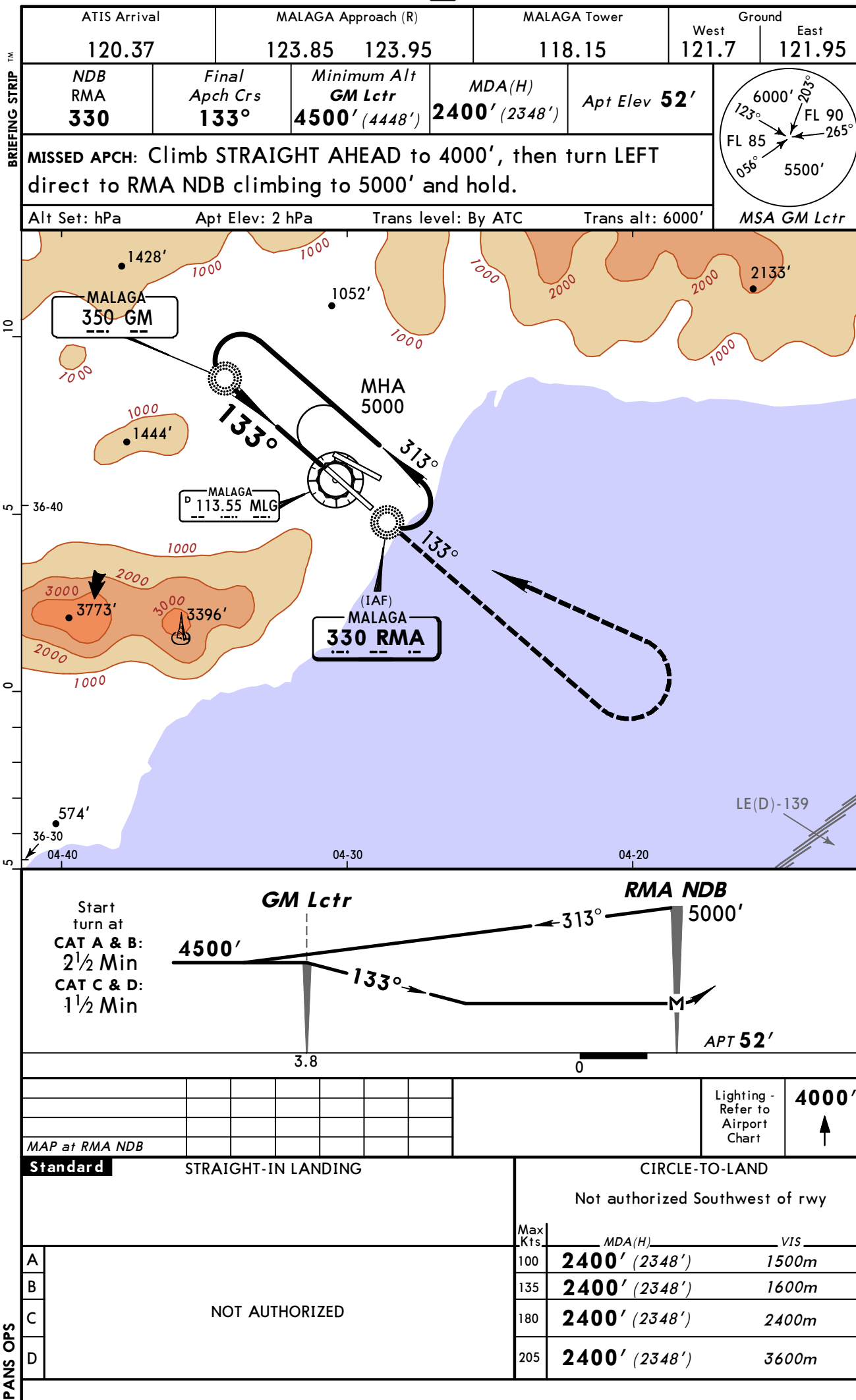


Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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MALAGA, (COSTA DEL SOL - LEMG)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LEMG