

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LEMG

Terminal Charts For LEMG

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: MALAGA ESP
ICAO/IATA: LEMG / AGP
Lat/Long: N36° 40.50', W004° 29.95'
Elevation: 52 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° 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: 1720 Z

Runway Information

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

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: 120.375
- ATIS: 124.475
- Malaga Ground Tower: 121.950
- Malaga Clearance Tower: 121.875
- Malaga Tower: 25.780 Military
- Malaga Tower: 118.150
- Malaga Tower: 118.775
- Malaga Ground Tower: 121.700
- Malaga Tower: 124.775
- Malaga Approach: 118.450
- Malaga Approach: 123.950
- Malaga Approach: 123.850
- Malaga Approach: 25.870

LEMG/AGP

JEPPESEN

MALAGA, SPAIN

COSTA DEL SOL

9 OCT 15

10-1P

Eff 15 Oct

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS Arrival 120.375

D-ATIS Departure 124.475

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GROUND ENGINE TESTING

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP for take-off shall 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 shall not be used.

Pilots shall be informed about the application of LVP via ATIS.

Any notified or detected incident that may affect the LVP, shall be immediately communicated to ACFT and ATC. Tower shall supply RWYs in use THR RVR directly.

ATC shall 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 manoeuvring area shall 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 shall 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 shall stop the ACFT and immediately notify ATC.

During LVP, following measures shall be taken:

- TWY B between TWYs L and Q is not usable as TWY on apron.
- Entry to and exit from parking positions with Follow-me car.

1.3.2.2. ARRIVAL

ACFT that have already landed shall leave by the end of RWY and notify "RWY vacated" when leaving 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" shall 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-1	HN-3, A3, A, G-1
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-7	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 shall request clearance for engine start-up notifying the stand position.

Departing ACFT, independently of origin apron, shall be guided by marshaller to TWY A next to threshold of RWY in use:

With RWY 13 in use, marshaller shall 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 shall 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-1, A, A3, HN-3	G-1, 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

LEMG/AGP

JEPPesen

MALAGA, SPAIN

COSTA DEL SOL

9 OCT 15

10-1P2

Eff 15 Oct

AIRPORT BRIEFING

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

Arriving ACFT that has just landed shall 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 G8 and G9 restricted to MAX ACFT type D.

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.

ACFT shall stop as close as possible to the RWY holding positions or intermediate holding positions.

Free space behind any ACFT that is holding cannot be guaranteed; therefore it is the responsibility of the pilot to be aware and avoid collision with other ACFT as well as to inform ATC when a clearance cannot be complied with.

Incompatibilities between ACFT placed in holding positions to access to RWY located on E-1, E-3 and E-6 and the taxiing by TWY A.

ACFT Code Letter holding at E-1/E-6	Max ACFT Bypass	ACFT Code Letter holding at E-3	Max ACFT Bypass
A	E	B	E
B	E	C	D
C	E	D	NONE
D	NONE	E	NONE
E	NONE		

Incompatibilities between ACFT placed in holding positions HE-2 and HE-1 and the taxiing by TWY D and its access from TWY F.

ACFT Code Letter holding at HE-1/HE-2	Max ACFT Bypass via TWY D
C	D
D	B
E	NONE

LEMG/AGP**JEPPESEN****MALAGA, SPAIN****COSTA DEL SOL**

9 OCT 15

10-1P3**Eff 15 Oct****AIRPORT BRIEFING**

1. GENERAL

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.

On stands 14, 16 thru 54, 60 thru 68, 90 and 92 push-back required.

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 shall 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.

2.3. 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.

LEMG/AGP
COSTA DEL SOL

JEPPESEN

9 OCT 15

10-1P5

Eff 15 Oct

MALAGA, SPAIN
AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP & TAXI PROCEDURES

3.1.1. START-UP

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

3.1.2. CARRYING OUT OF CROSS-BLEED START

- The carrying out of cross-bleed is only for ACFT with inoperative APU.
- Except for A318, A319, A320, A321, B737, A330 ACFT, the handling agents shall report the necessity of this manoeuvre to the Airport Operation Center.
- ACFT parked in remote stand may carry out the manoeuvre in the same stand.
- ACFT parked in contact stand shall carry out the manoeuvre in the push-back point when the push-back has been completed.

3.1.3. 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 push-back shall have the priority from the one requesting a Push and Hold one.

3.1.4. 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 shall 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.

LEMG/AGP MALAGA

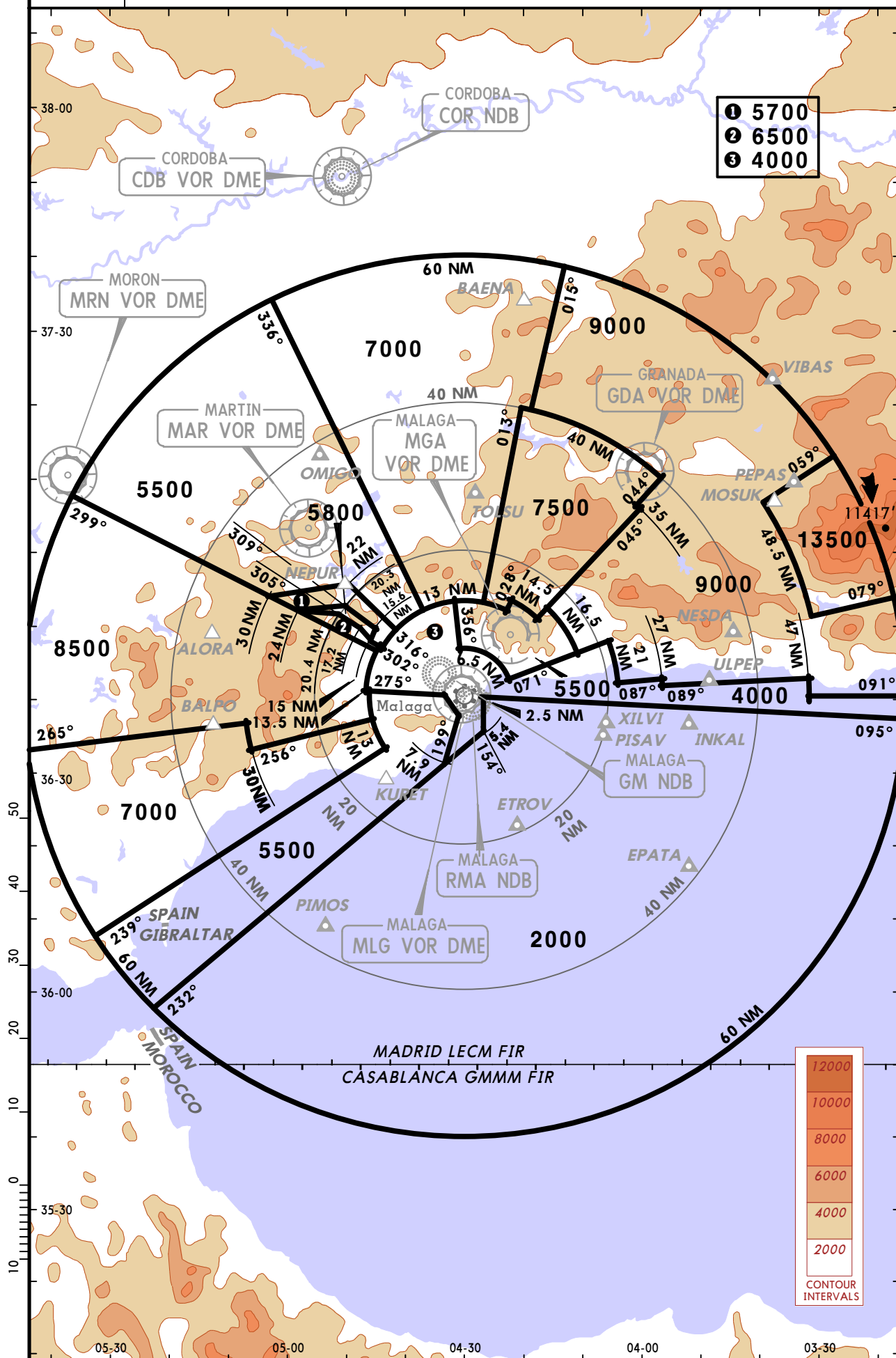
JEPPESSEN
17 MAY 13 (10-1R)

MALAGA, SPAIN

Eff 30 May **RADAR MINIMUM ALTITUDES**

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.



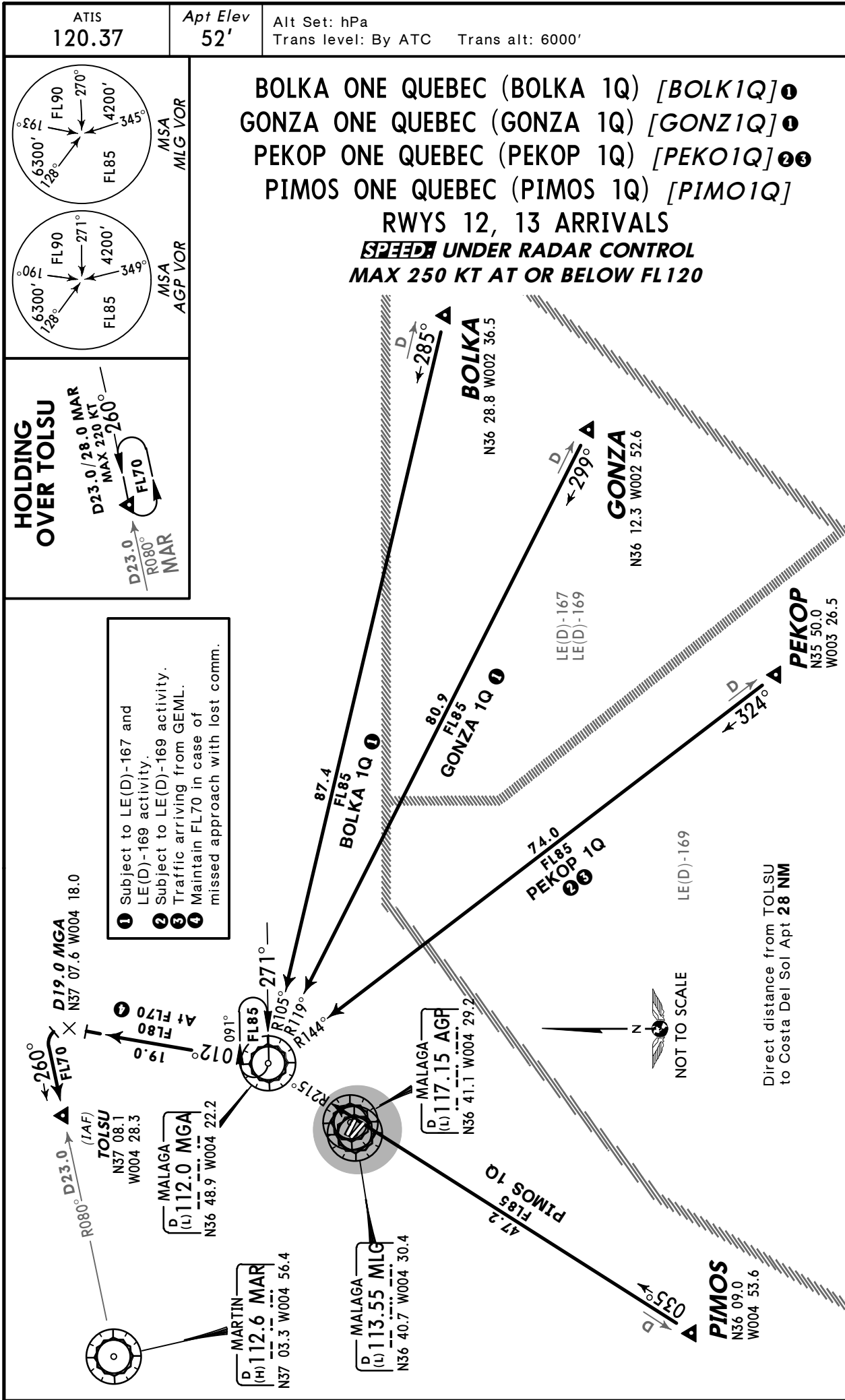
© JEPPESEN, 2012. ALL RIGHTS RESERVED.

LEMG/AGP
COSTA DEL SOL

JEPPESEN
20 APR 12 10-2B Eff 3 May

MALAGA, SPAIN

STAR



MALAGA, SPAIN **STAR**

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

LEMG/AGP
COSTA DEL SOL

JEPPESSEN
18 SEP 15 10-2E

MALAGA, SPAIN
STAR

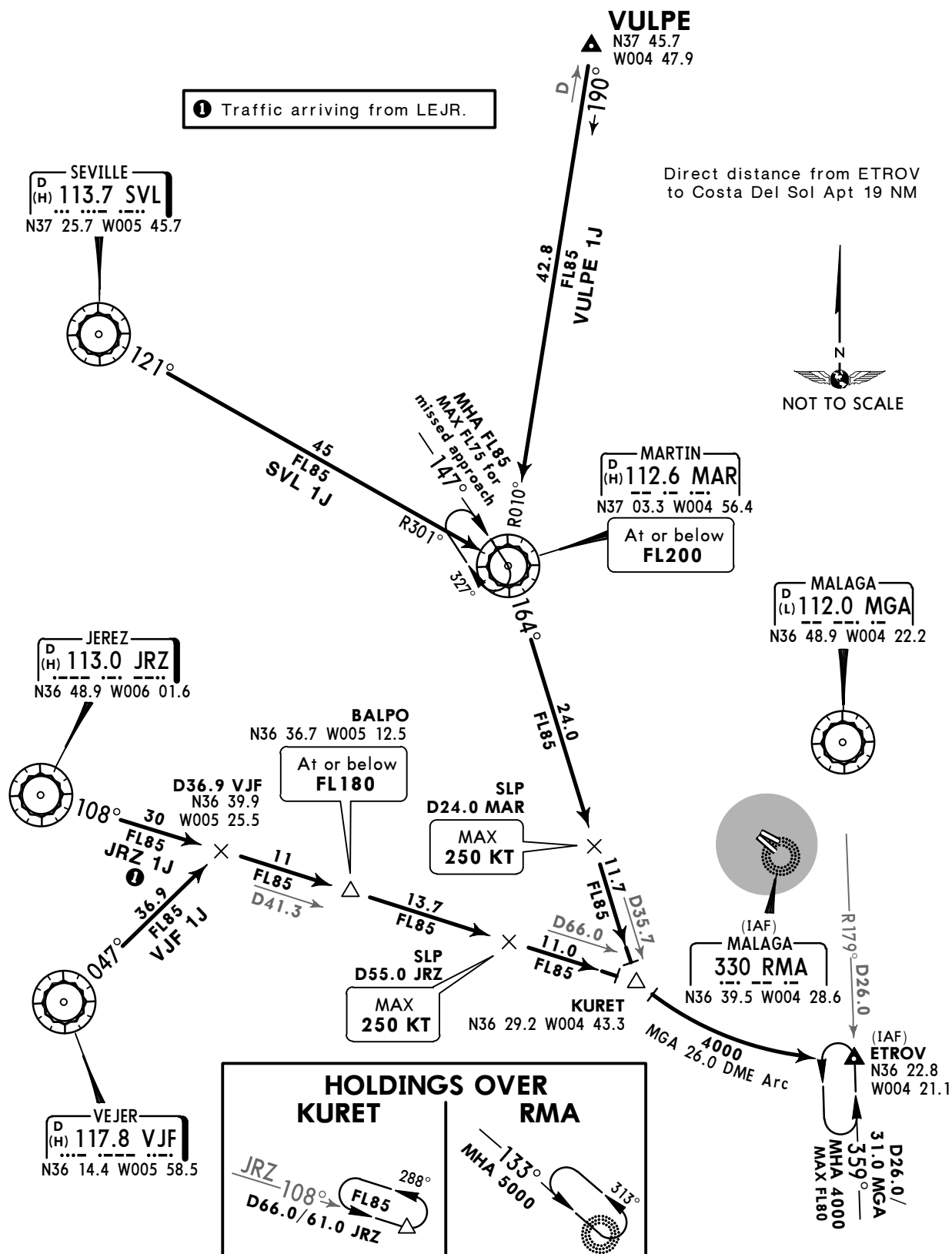
D-ATIS
120.375

Apt Elev
52'

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

JEREZ ONE JULIETT (JRZ 1J)①
SEVILLA ONE JULIETT (SVL 1J)
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

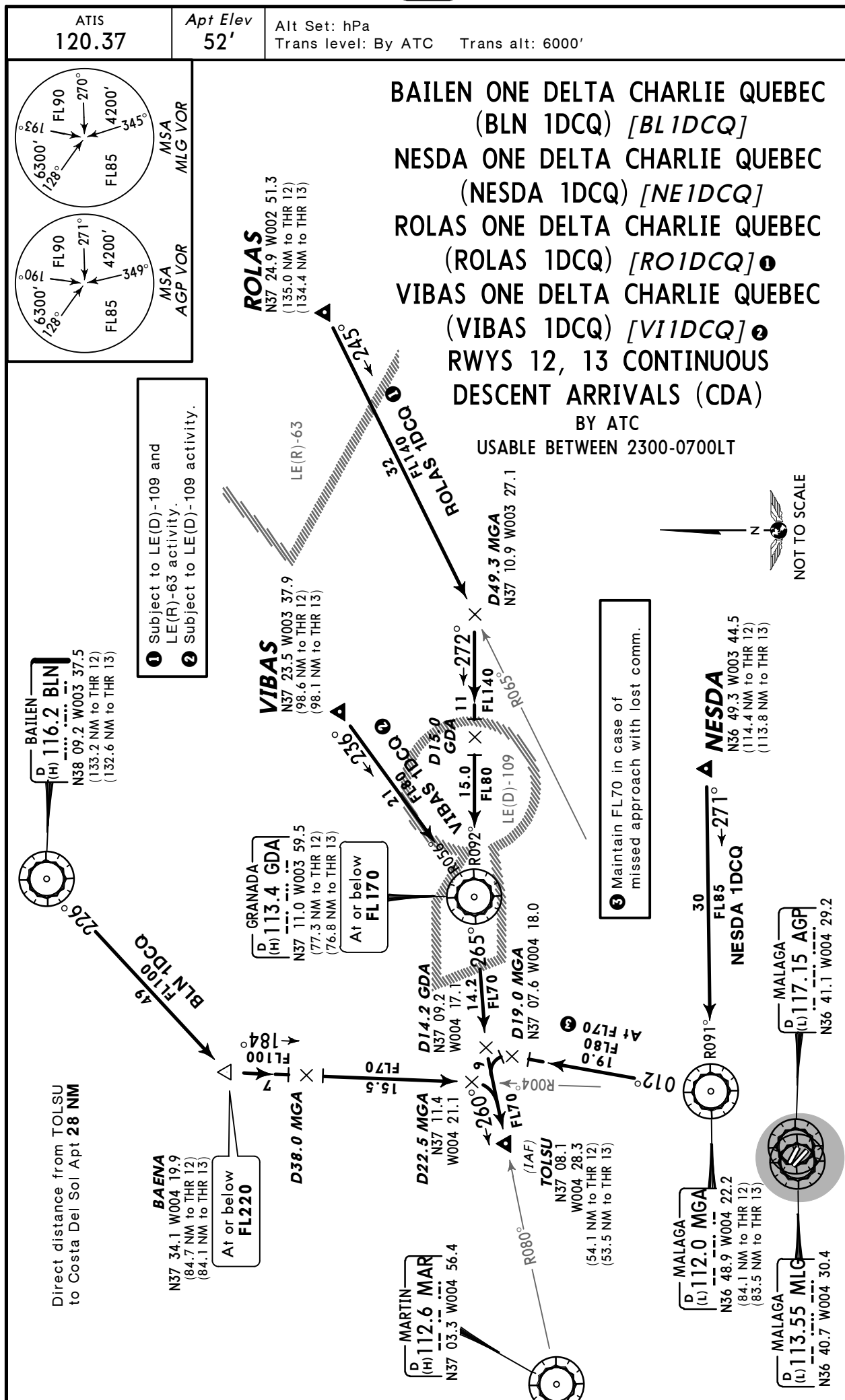
① Traffic arriving from LEJR.



LEMG/AGP
COSTA DEL SOL

JEPPesen
20 APR 12 **10-2F** **Eff 3 May**

MALAGA, SPAIN
STAR



CHANGES: MSA; STARS available for RWY 12.

© JEPPesen, 2012. ALL RIGHTS RESERVED.

LEMG/AGP
COSTA DEL SOL

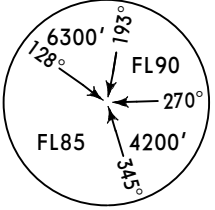
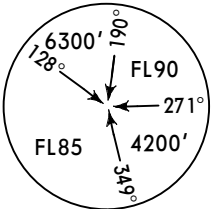
JEPPESEN
20 APR 12 10-2G Eff 3 May

MALAGA, SPAIN
STAR

ATIS
120.37

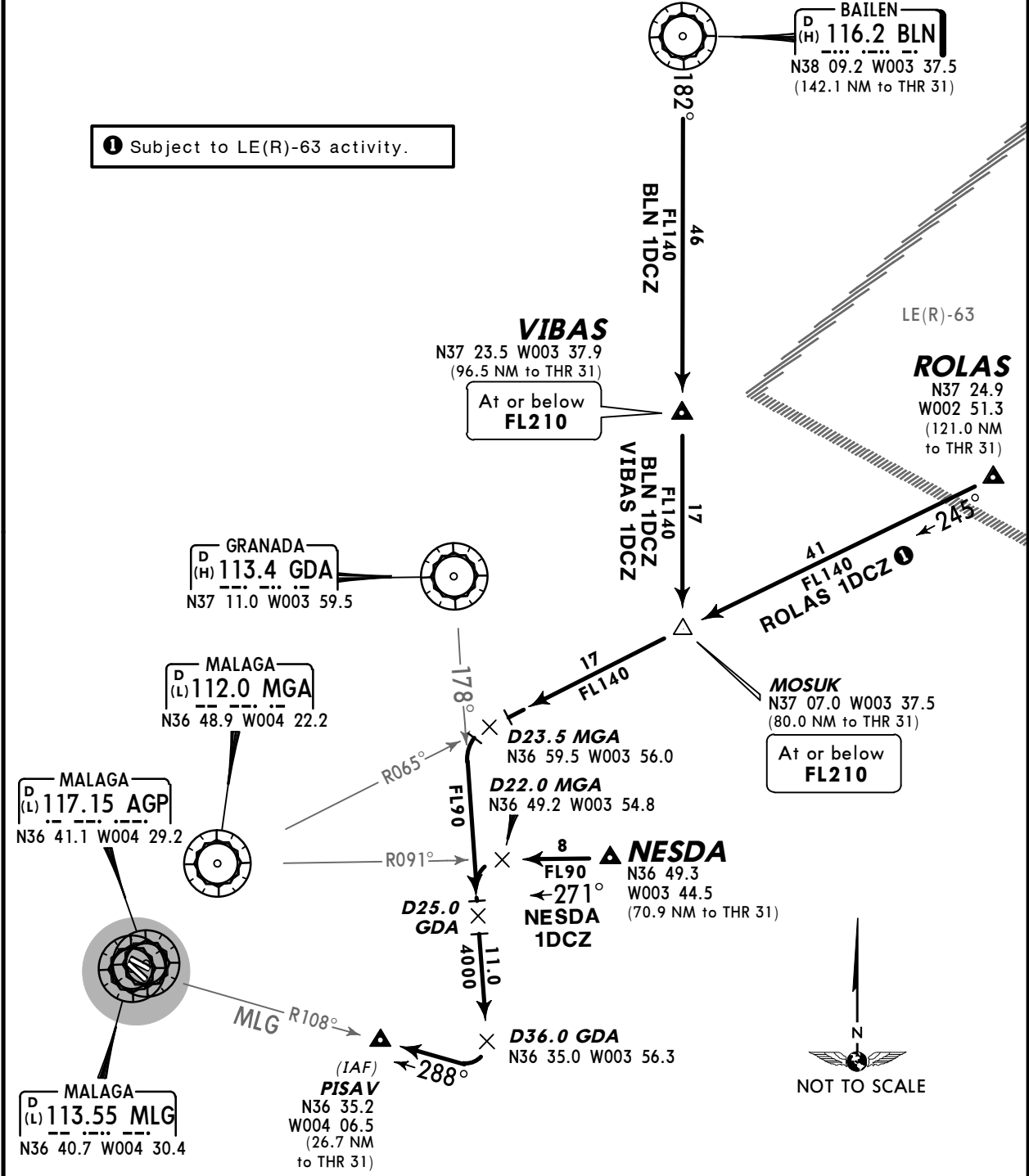
Apt Elev
52'

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] ①
VIBAS ONE DELTA CHARLIE ZULU
(VIBAS 1DCZ) [VI1DCZ]
RWY 31 CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT

① Subject to LE(R)-63 activity.



LEMG/AGP
COSTA DEL SOL

JEPPESEN
20 APR 12 **10-2H** **Eff 3 May**

MALAGA, SPAIN
STAR

ATIS
120.37

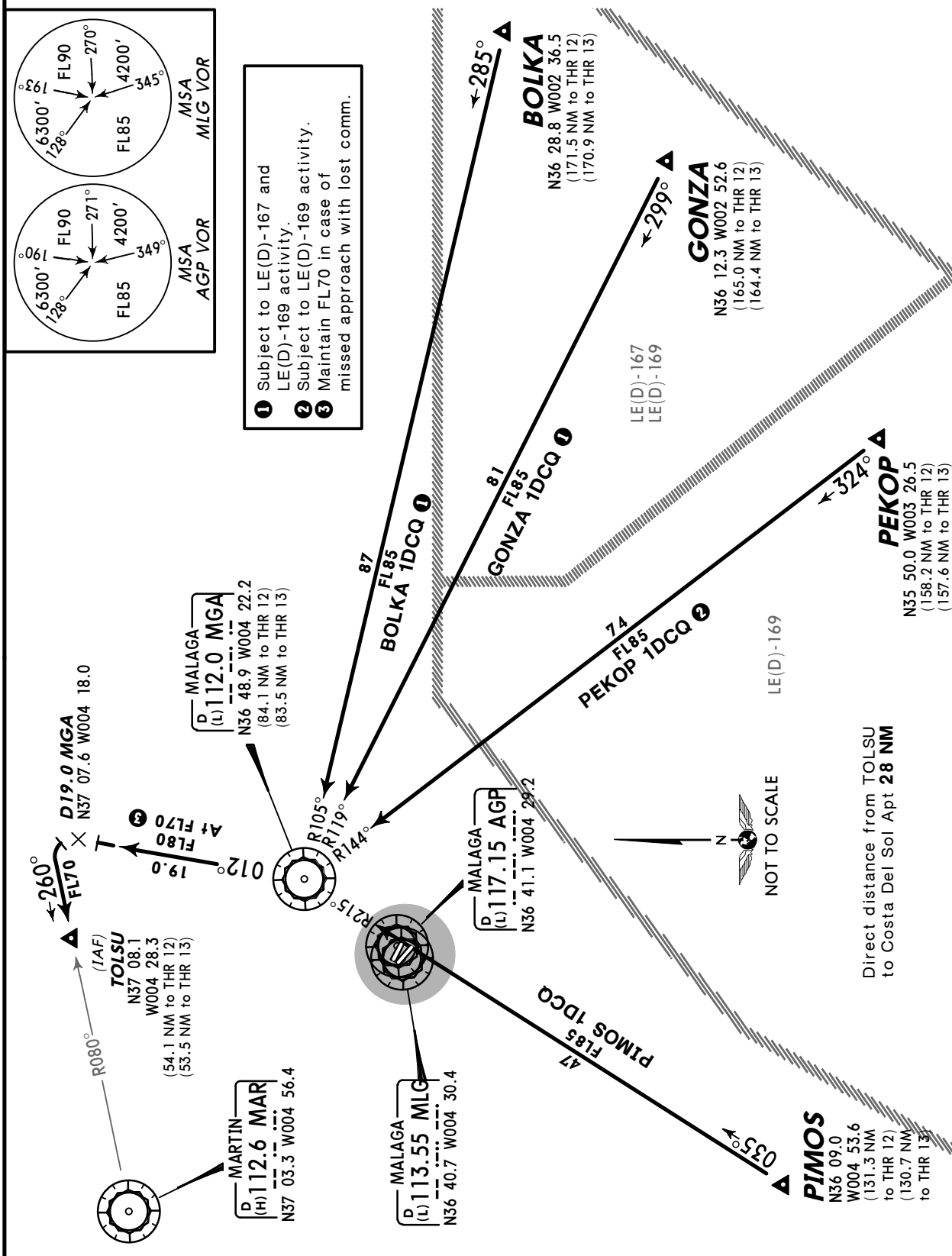
Apt Elev
52'

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



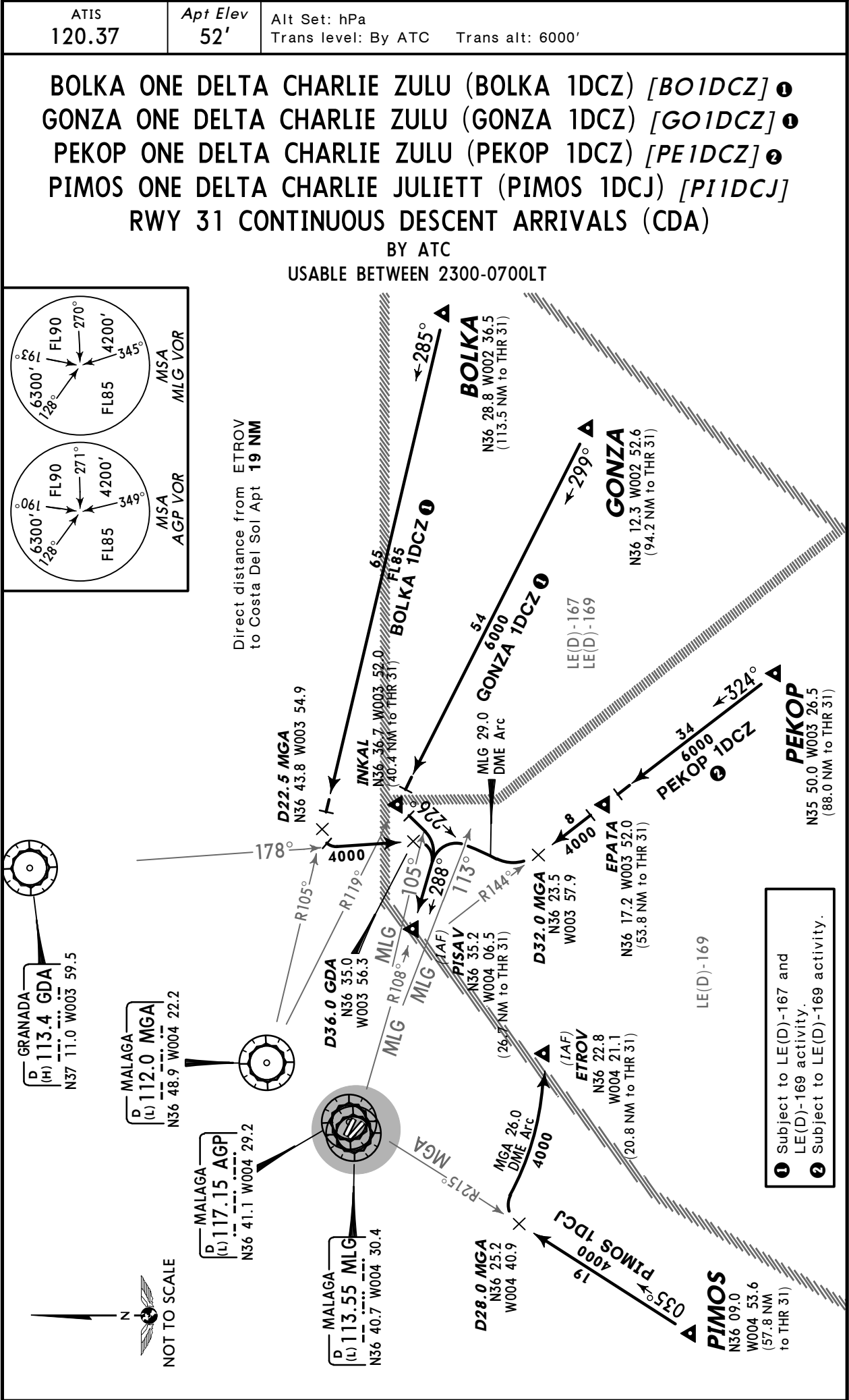
CHANGES: MSA; STARs available for RWY 12.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

LEMG/AGP
COSTA DEL SOL

JEPPesen
20 APR 12 10-2J Eff 3 May

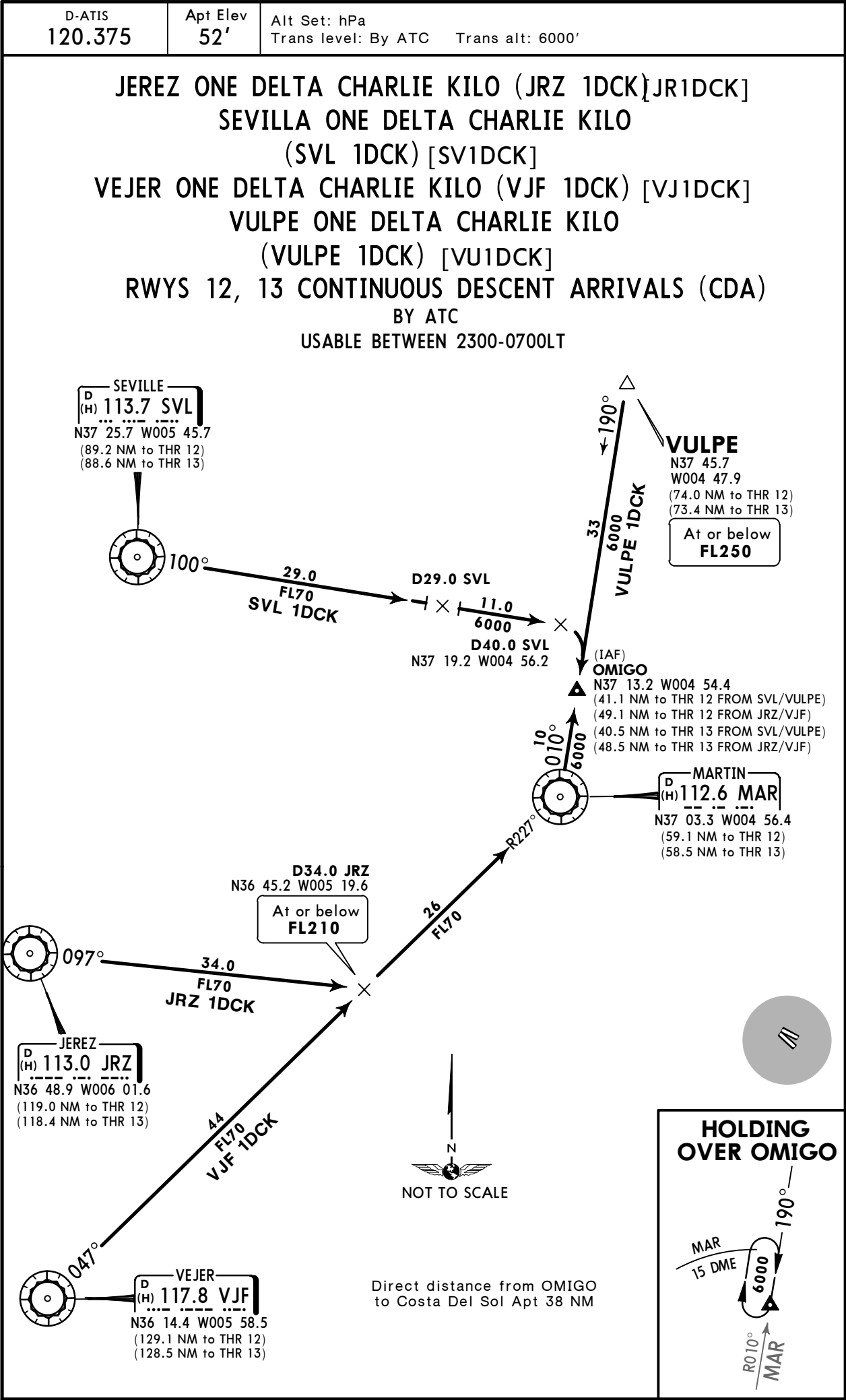
MALAGA, SPAIN
STAR



LEMG/AGP
COSTA DEL SOL

18 SEP 15 10-2K

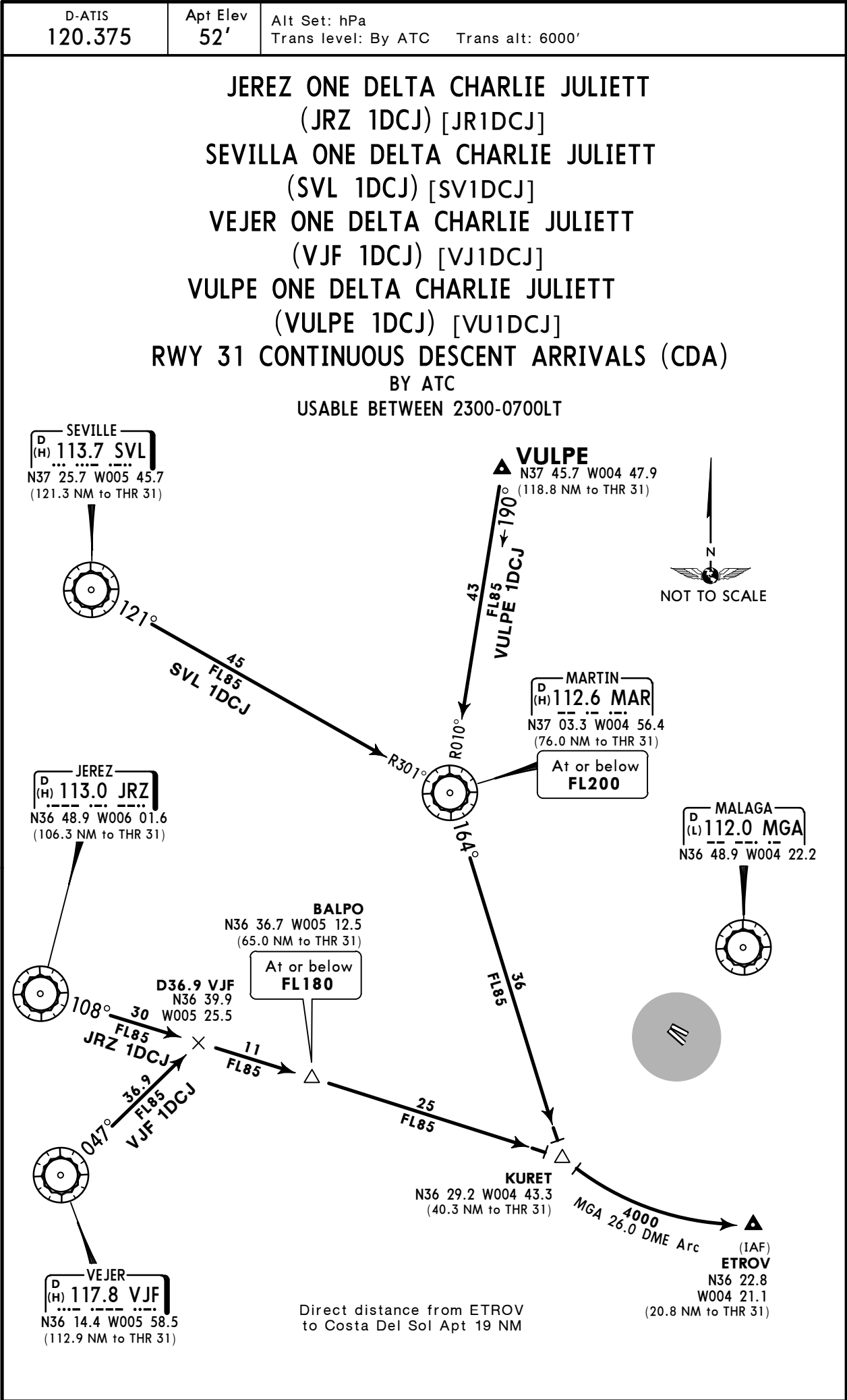
MALAGA, SPAIN
STAR



LEMG/AGP
COSTA DEL SOL

JEPPESEN
18 SEP 15 10-2L

MALAGA, SPAIN
STAR



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

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

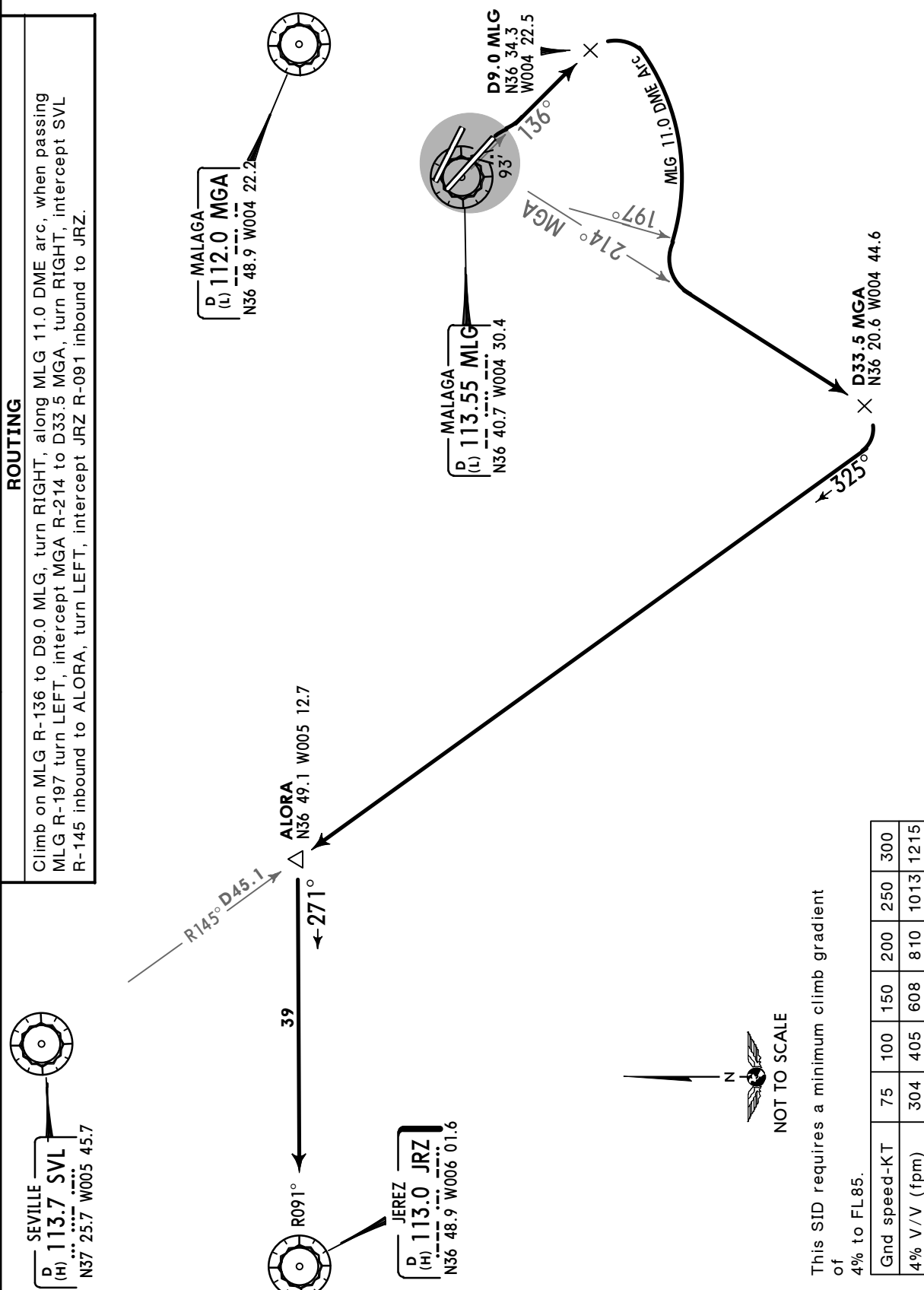
Apt Elev
52'

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-136 to D9.0 MLG, turn RIGHT, along MLG 11.0 DME arc, when passing MLG R-197 turn LEFT, intercept MGA R-214 to D33.5 MGA, turn RIGHT, intercept SVL R-145 inbound to ALORA, turn LEFT, intercept JRZ R-091 inbound to JRZ.



NOT TO SCALE

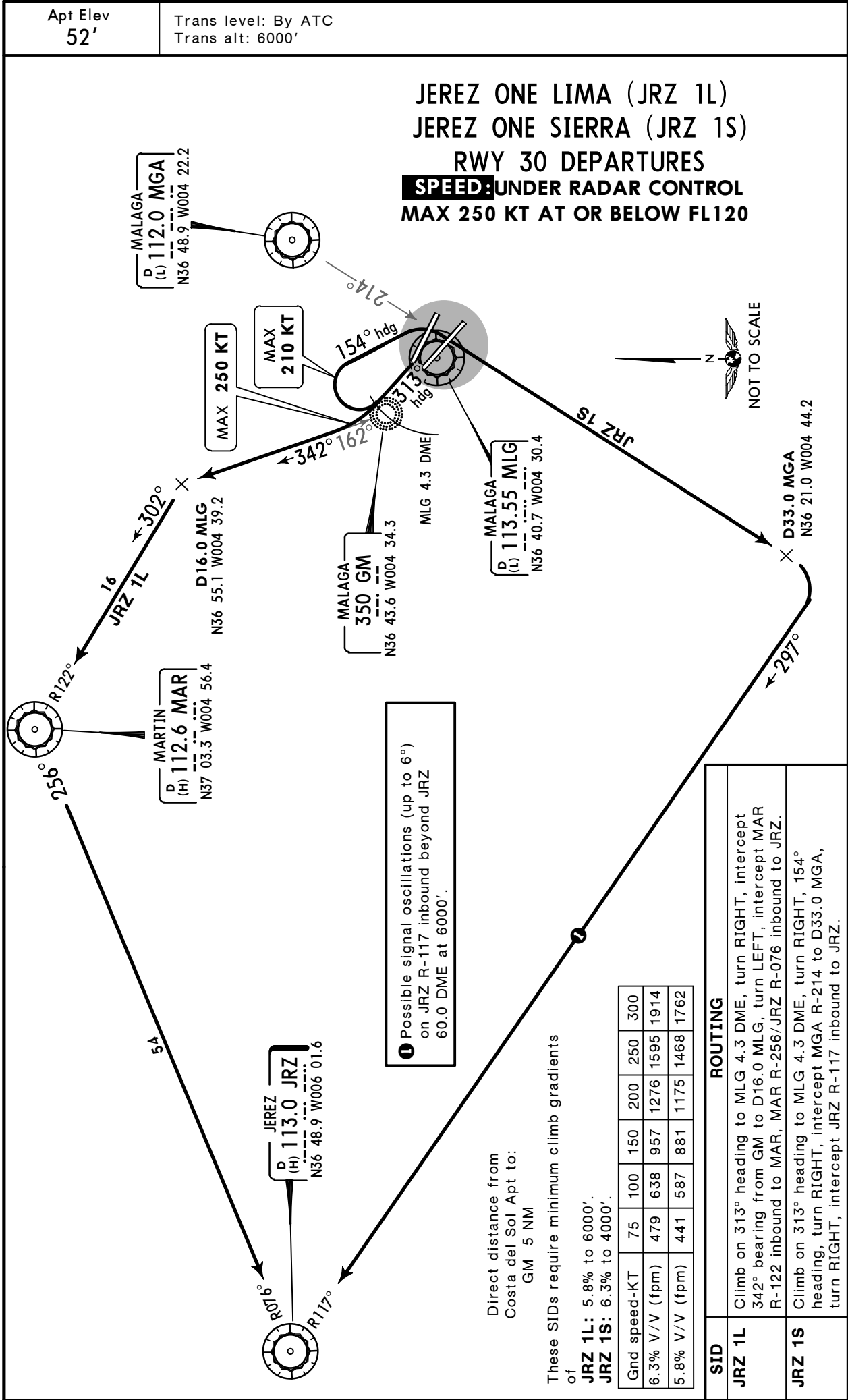
This SID requires a minimum climb gradient of 4% to FL85.

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

LEMG/AGP
COSTA DEL SOL

18 SEP 15 10-3E

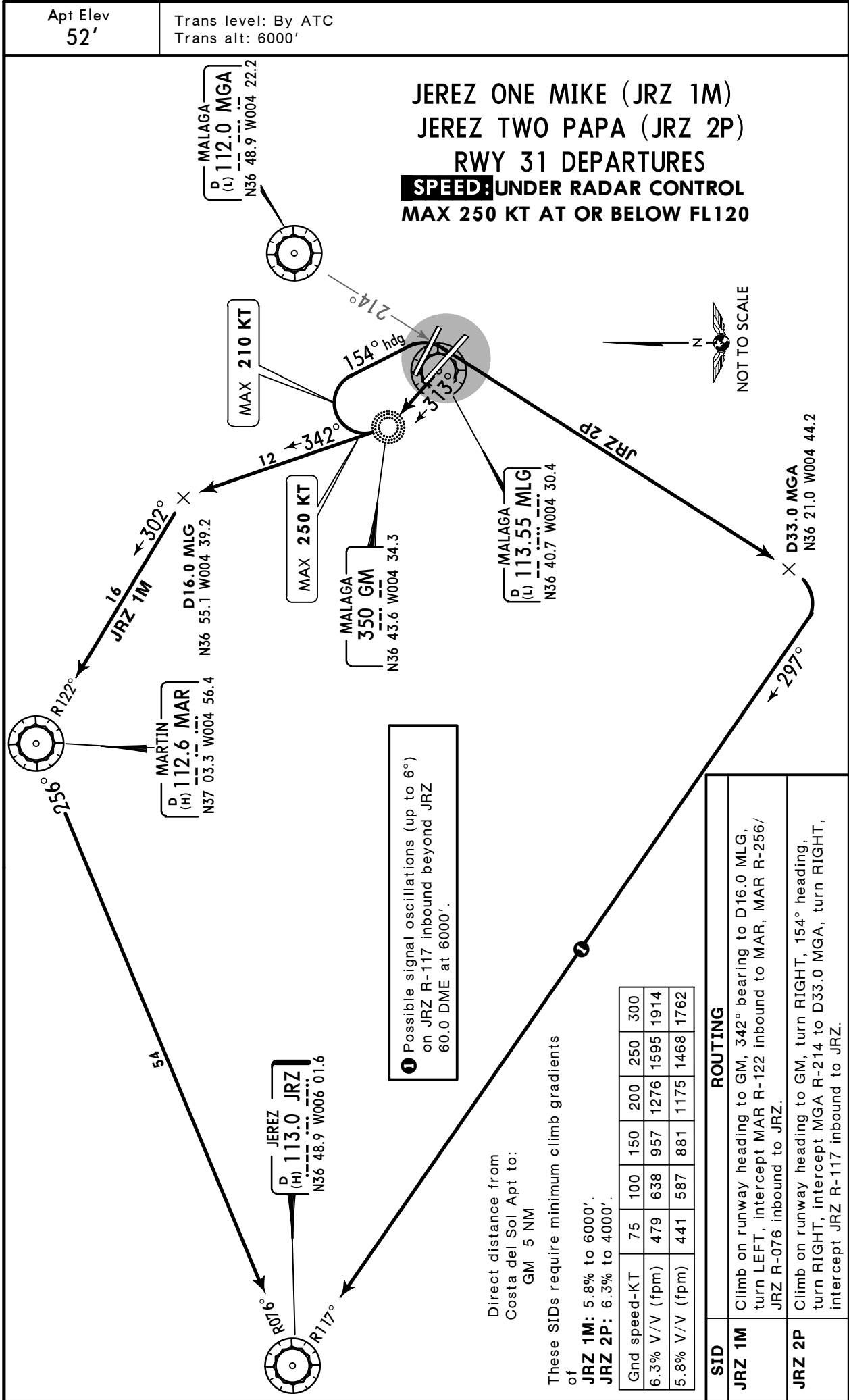
MALAGA, SPAIN
SID



LEMG/AGP
COSTA DEL SOL

JEPPESSEN
18 SEP 15 10-3F

MALAGA, SPAIN
SID



© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

*No MSA
published*

MAX 250 KT AT OR BELOW FL120



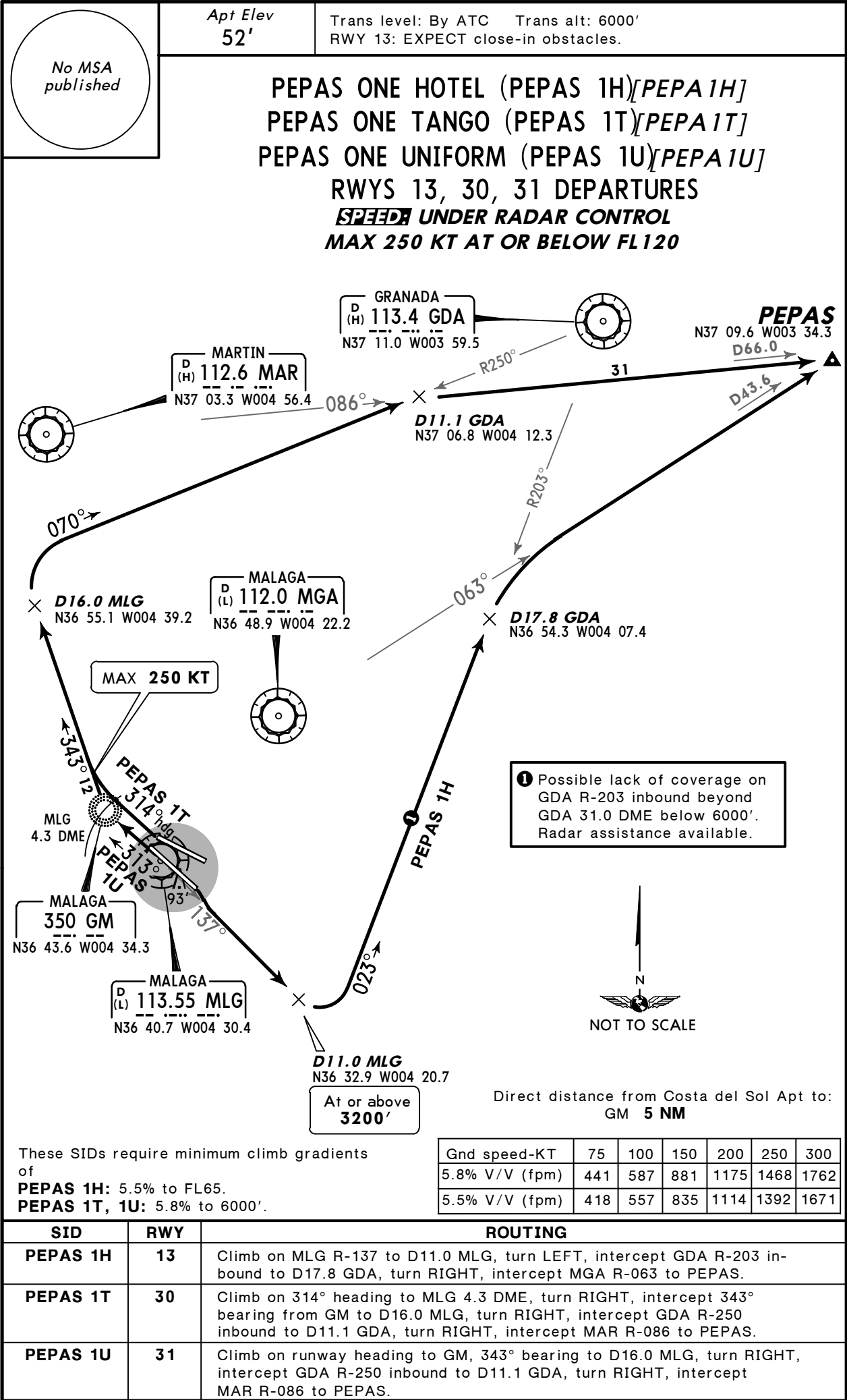
PEKOP
N35 50.0 W003 26.5

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.

LEMG/AGP
COSTA DEL SOL

JEPPESEN
13 JUL 12 (10-3J)

MALAGA, SPAIN
SID



LEMG/AGP
COSTA DEL SOL

JEPPESEN
13 JUL 12 (10-3K)

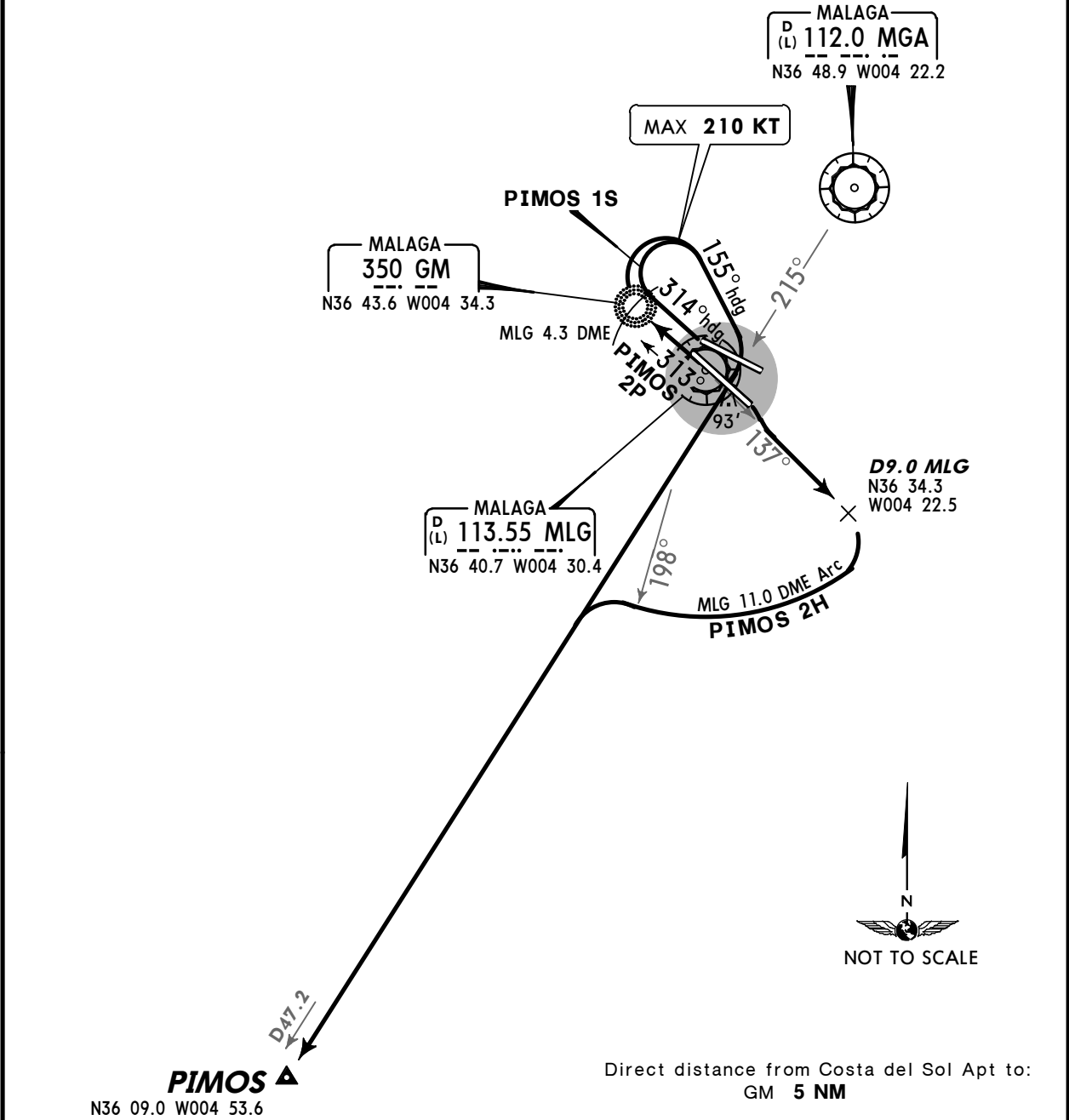
MALAGA, SPAIN
SID

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



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

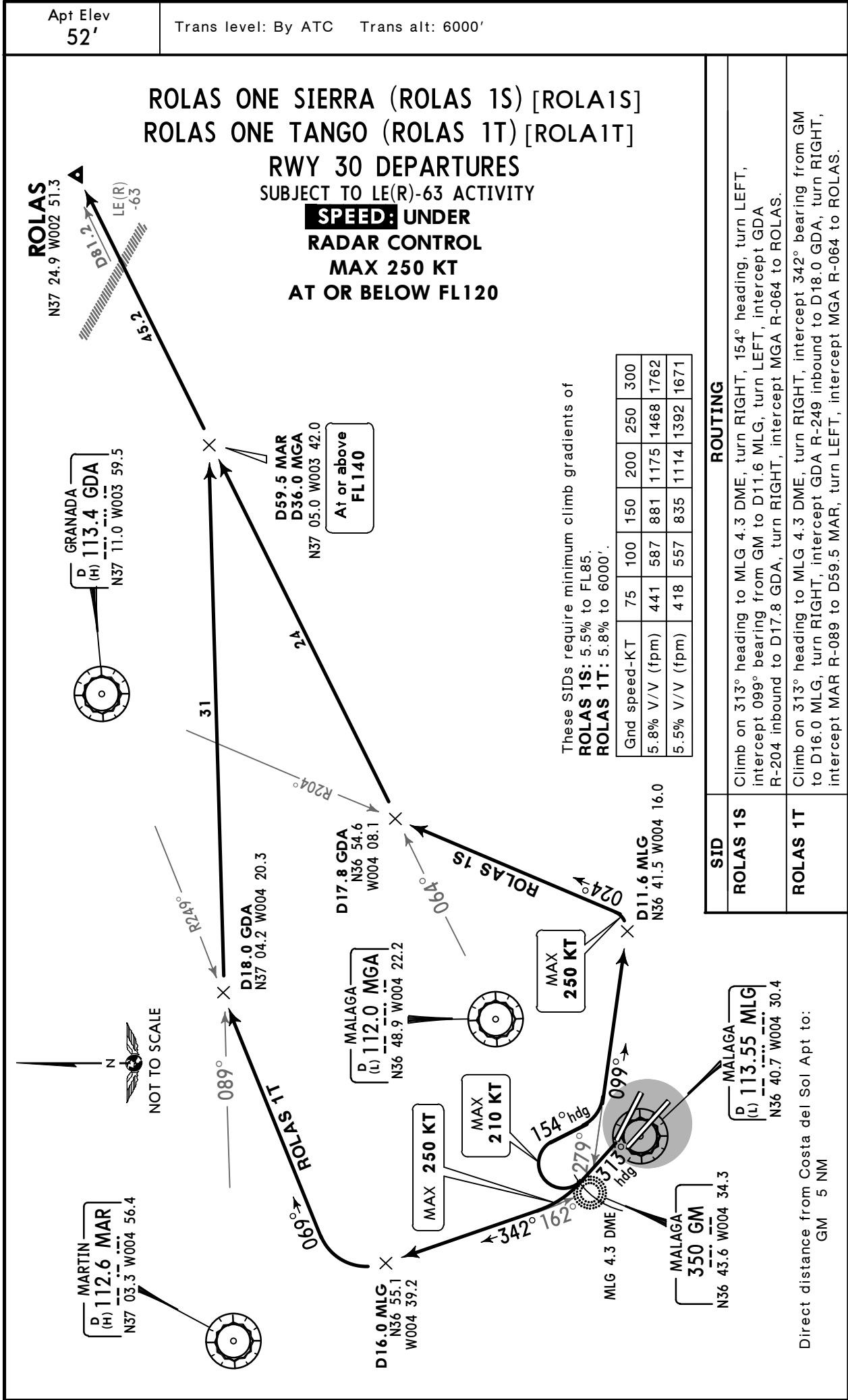
SID	RWY	ROUTING
PIMOS 2H	13	Climb on MLG R-137 to D9.0 MLG, turn RIGHT, along MLG 11.0 DME arc, when passing MLG R-198 turn LEFT, intercept MGA R-215 to PIMOS.
PIMOS 2P	31	Climb on runway heading to GM, turn RIGHT, 155° heading, turn RIGHT, intercept MGA R-215 to PIMOS.
PIMOS 1S	30	Climb on 314° heading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



LEMG/AGP
COSTA DEL SOL

JEPPESSEN
18 SEP 15 10-3M

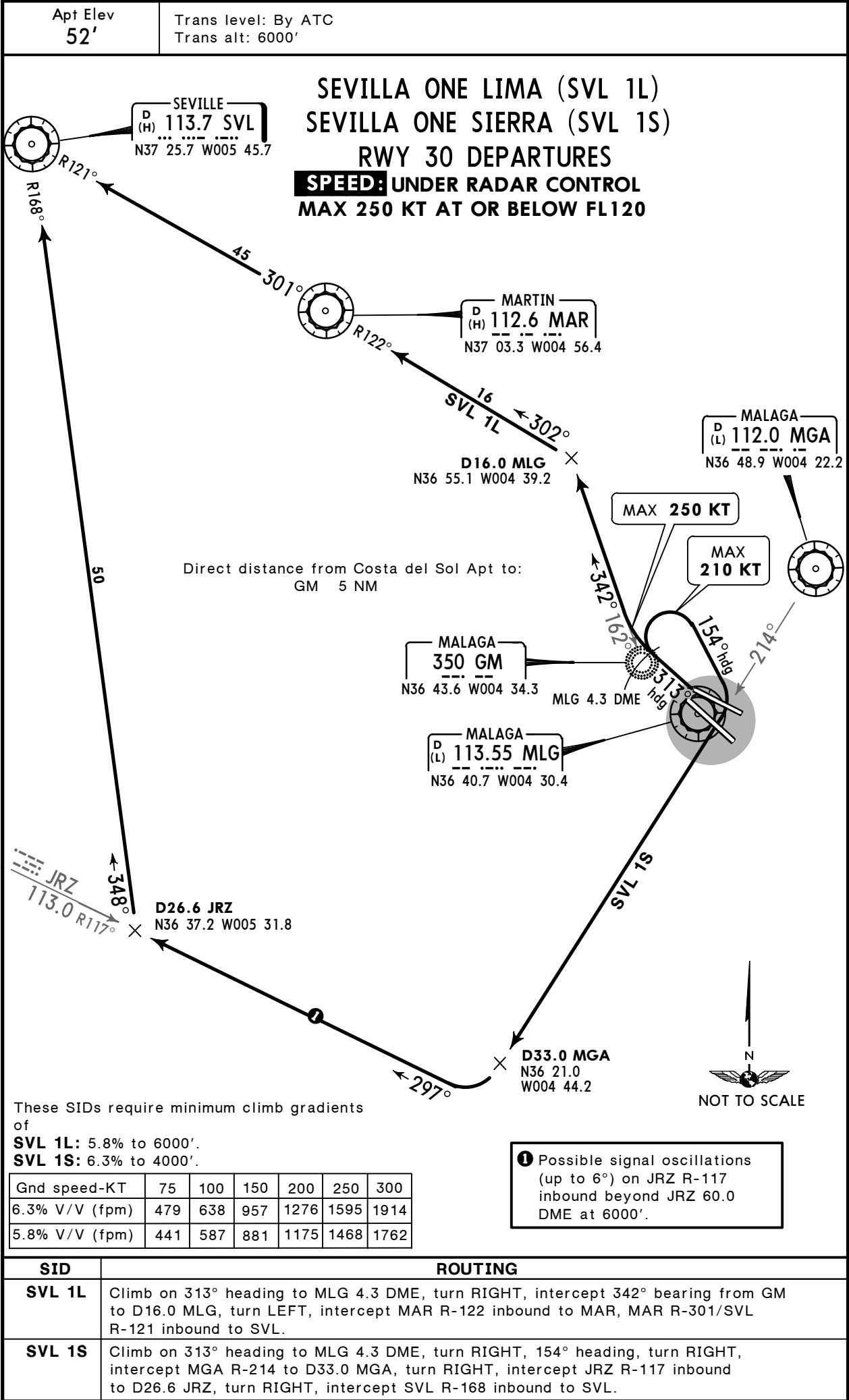
MALAGA, SPAIN
SID



LEMG/AGP
COSTA DEL SOL

JEPPESSEN
18 SEP 15 10-3P

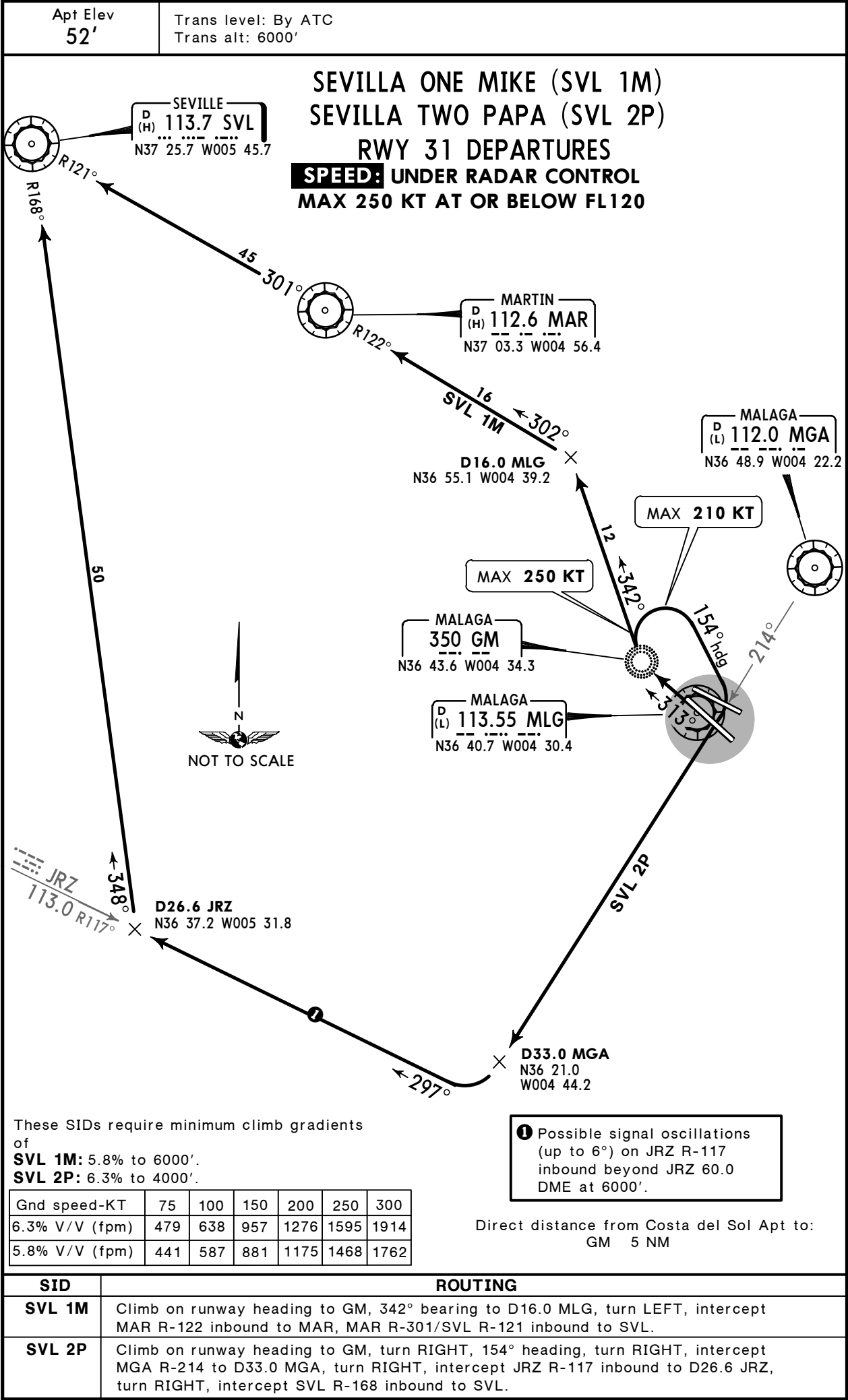
MALAGA, SPAIN
SID



LEMG/AGP
COSTA DEL SOL

JEPPESSEN
18 SEP 15 10-3Q

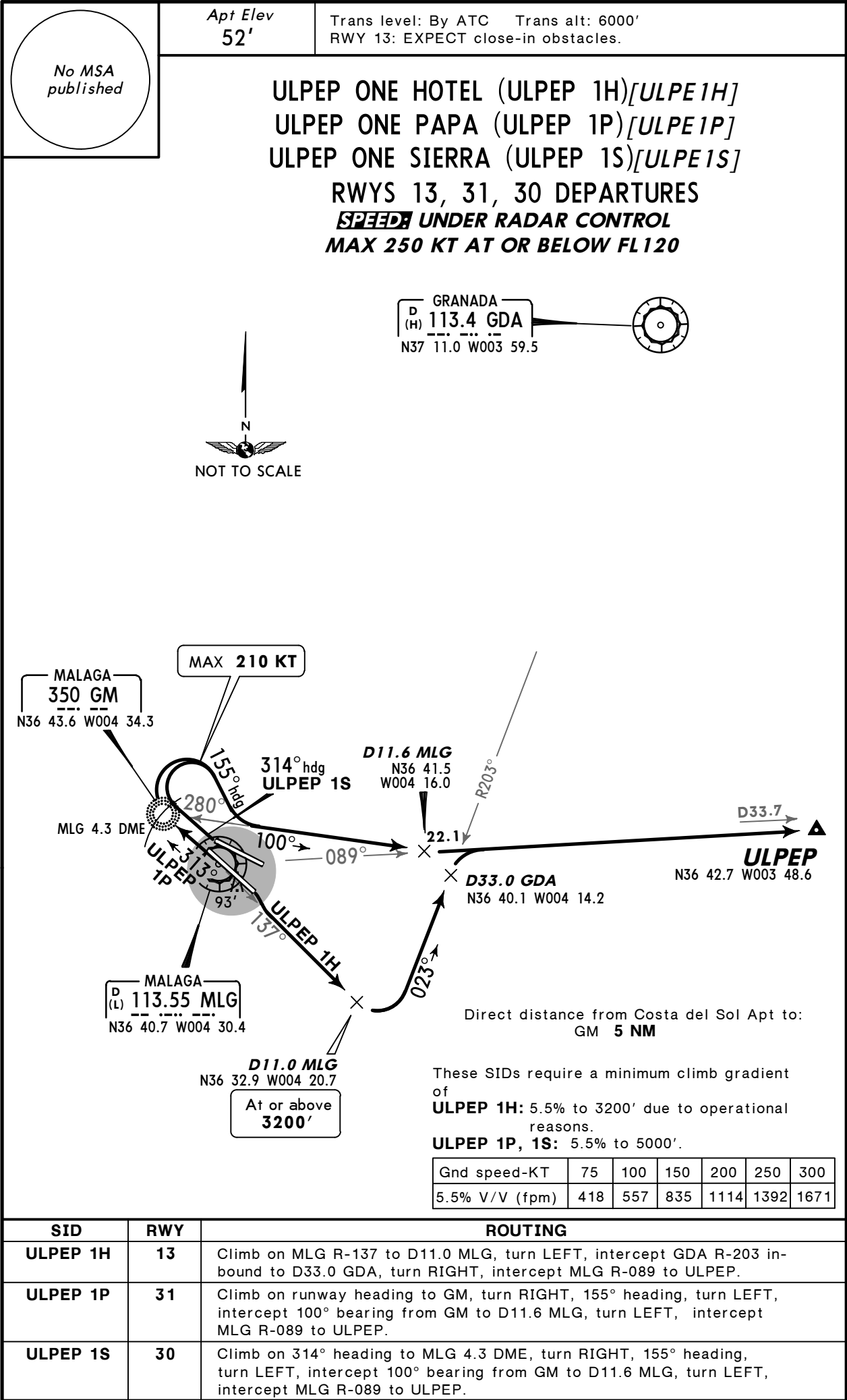
MALAGA, SPAIN
SID



LEMG/AGP
COSTA DEL SOL

JEPPESEN
13 JUL 12 (10-3S)

MALAGA, SPAIN
SID



LEMG/AGP
COSTA DEL SOL

13 JUL 12 **10-3T**

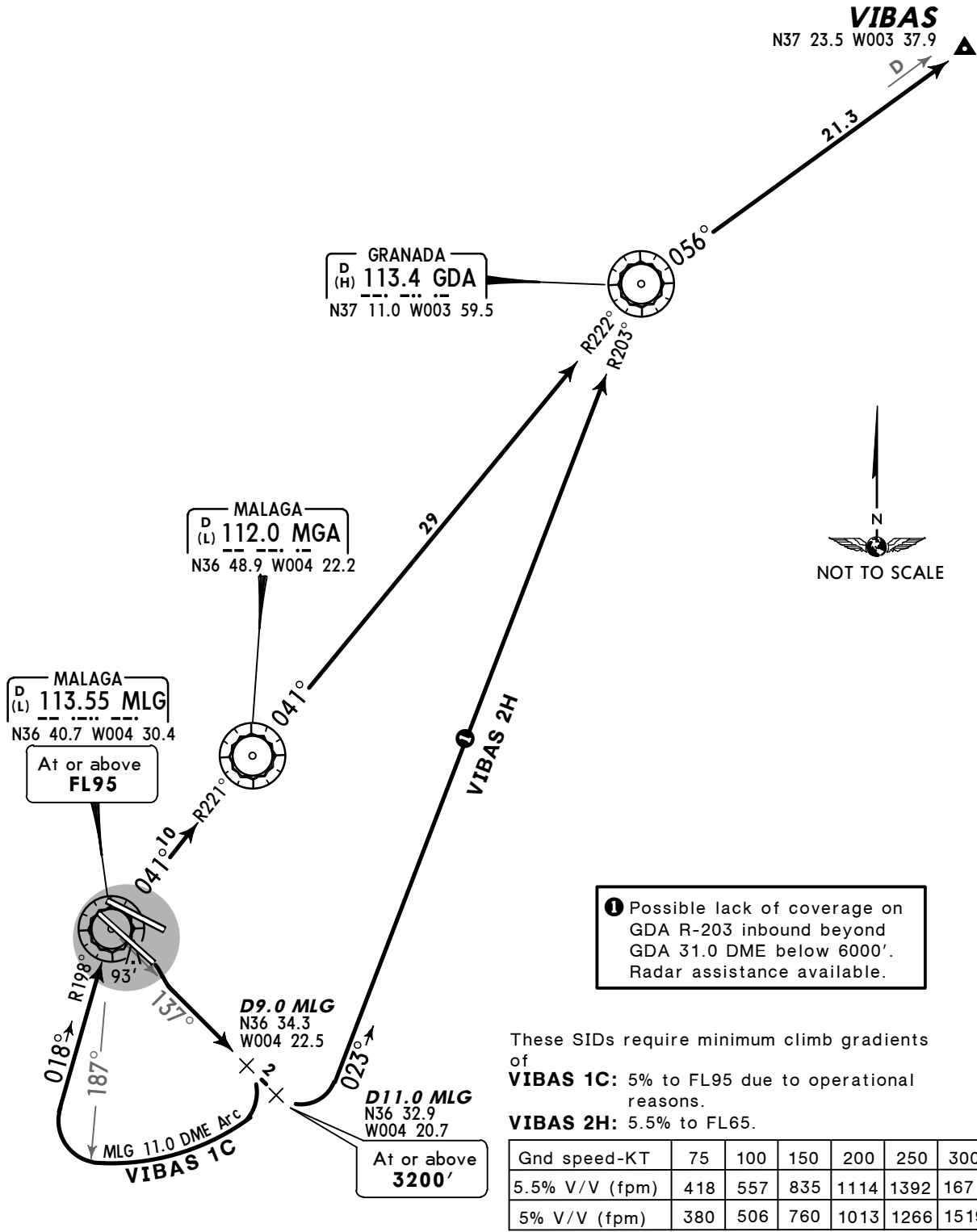
MALAGA, SPAIN
SID

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.



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

GRANADA
D (H) 113.4 GDA
N37 11.0 W003 59.5

070°

D16.0 MLG
N36 55.1 W004 39.2

1 MALAGA
D (L) 117.15 AGP
N36 41.1 W004 29.2

MAX 250 KT

MAX 210 KT

343°

155° hdg

314° hdg

VIBAS 1S, 1T

280° hdg

100°

VIBAS 2P, 1S

025°

MAX 250 KT

MLG 4.3 DME

MALAGA 350 GM
N36 43.6 W004 34.3

2 VIBAS 2P, 1U

313°

1 MALAGA
D (L) 113.55 MLG
N36 40.7 W004 30.4

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

NOT TO SCALE

These SIDs require minimum climb gradient of

VIBAS 2P, 1S: 5.5% to 5000'.
VIBAS 1T, 1U: 5.8% to 6000'.

Gnd speed-KT	75	100	150	200	250
5.8% V/V (fpm)	441	587	881	1175	1460
5.5% V/V (fpm)	418	557	835	1114	1390

LEMG/AGP
COSTA DEL SOL

 **JEPPESEN**
20 APR 12 **(10-3V)** **Eff 3 May**

MALAGA, SPAIN
SID

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

LEMG/AGP

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

JEPPESSEN

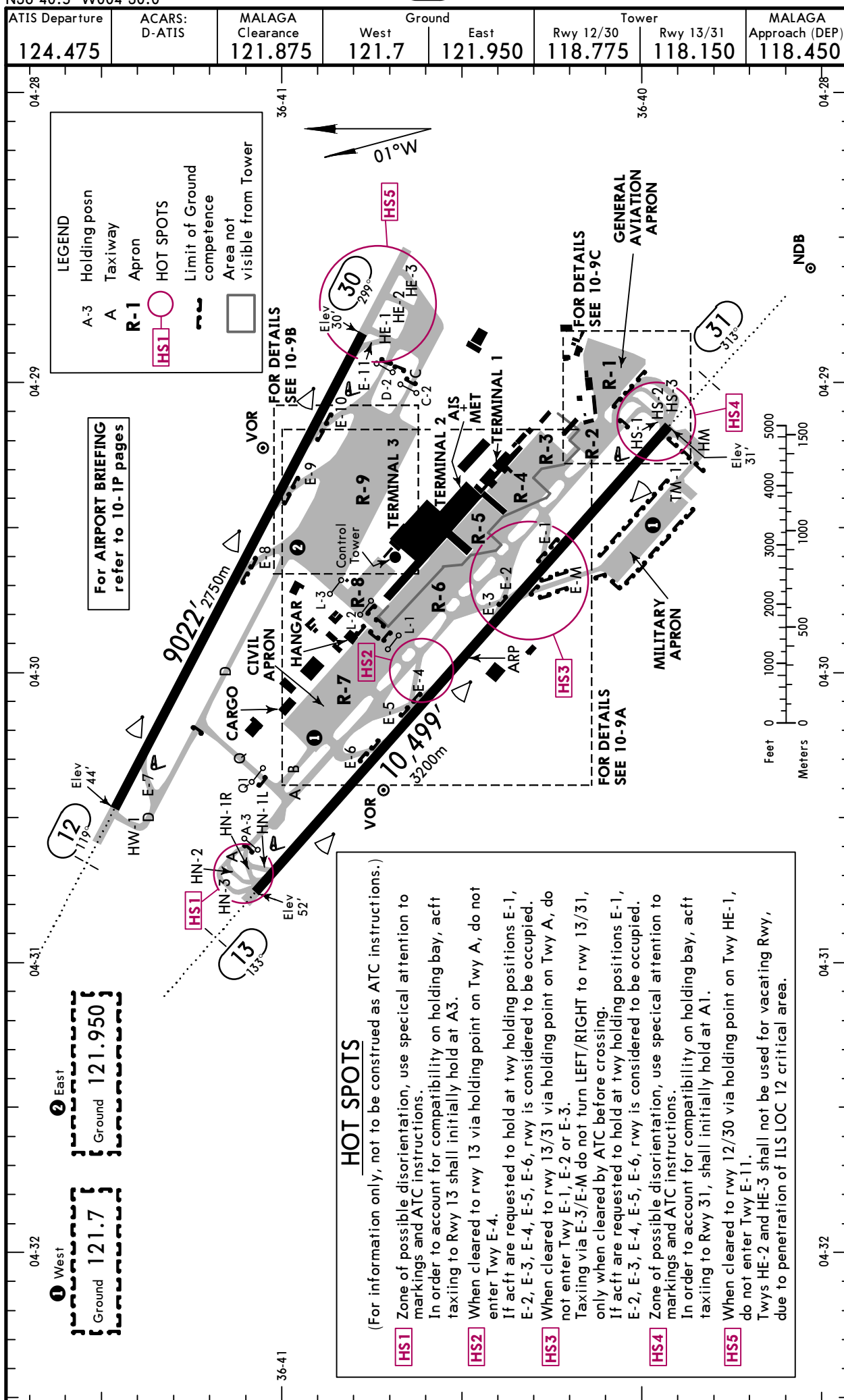
9 OCT 15

10-9

Eff 15 Oct

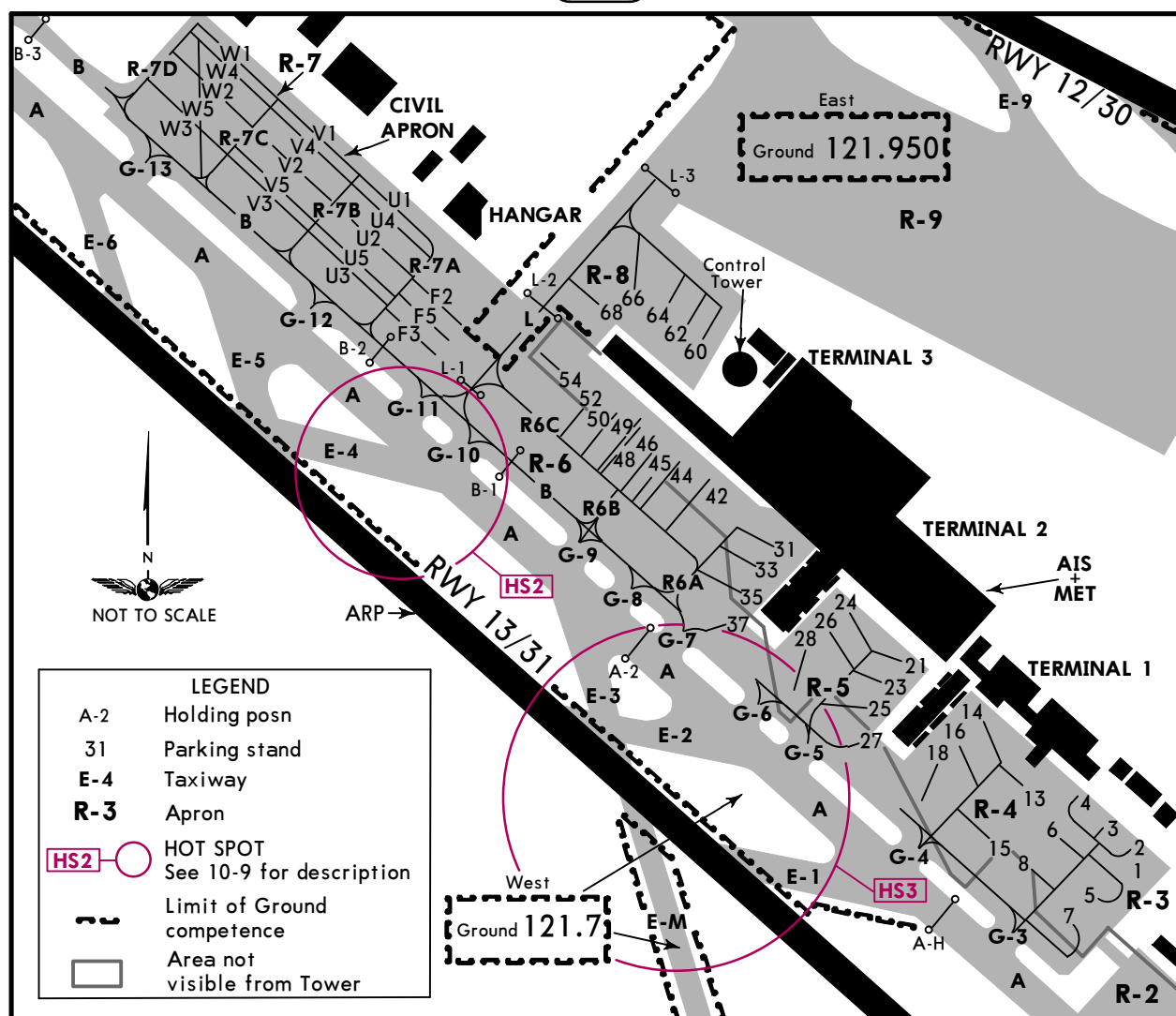
MALAGA, SPAIN

COSTA DEL SOL



9 OCT 15

10-9A

Eff 15 Oct

ADDITIONAL RUNWAY INFORMATION

						ADDITIONAL RUNWAY INFORMATION		USABLE LENGTHS		WIDTH
						LANDING		BEYOND		
RWY						Threshold	Glide Slope			
12 ① 30	HIRL (60m)	CL (15m)	HIALS	PAPI(3.0°)	② ③	RVR		7989' 2435m	NA	148' 45m
	HIRL (60m)	CL (15m)				RVR	NA		④	

① Rwy available by NOTAM and/or ATIS.

② PAPI not suitable for use of code F acft.

3 HST-E8, E9 & E10

4 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°)	5	RVR		9477'	2889m	7	148'
31	HIRL (50m)	CL (15m)	HIALS	PAPI(3.0°)	6	RVR		9564'	2915m		45m

5 HST-E4, E2 & E1 **6** HST-E3, E5 & E6

7 TAKE-OFF RUN AVAILABLE

RWY 13:

From rwy head 10,499' (3200m)

twy HN-1L int	9941' (3030m)
---------------	---------------

twy E-6 int 6916' (2108m)

RWY 31:

From rwy head 10,499' (3200m)

two 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	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

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

LEMG/AGP

JEPPesen

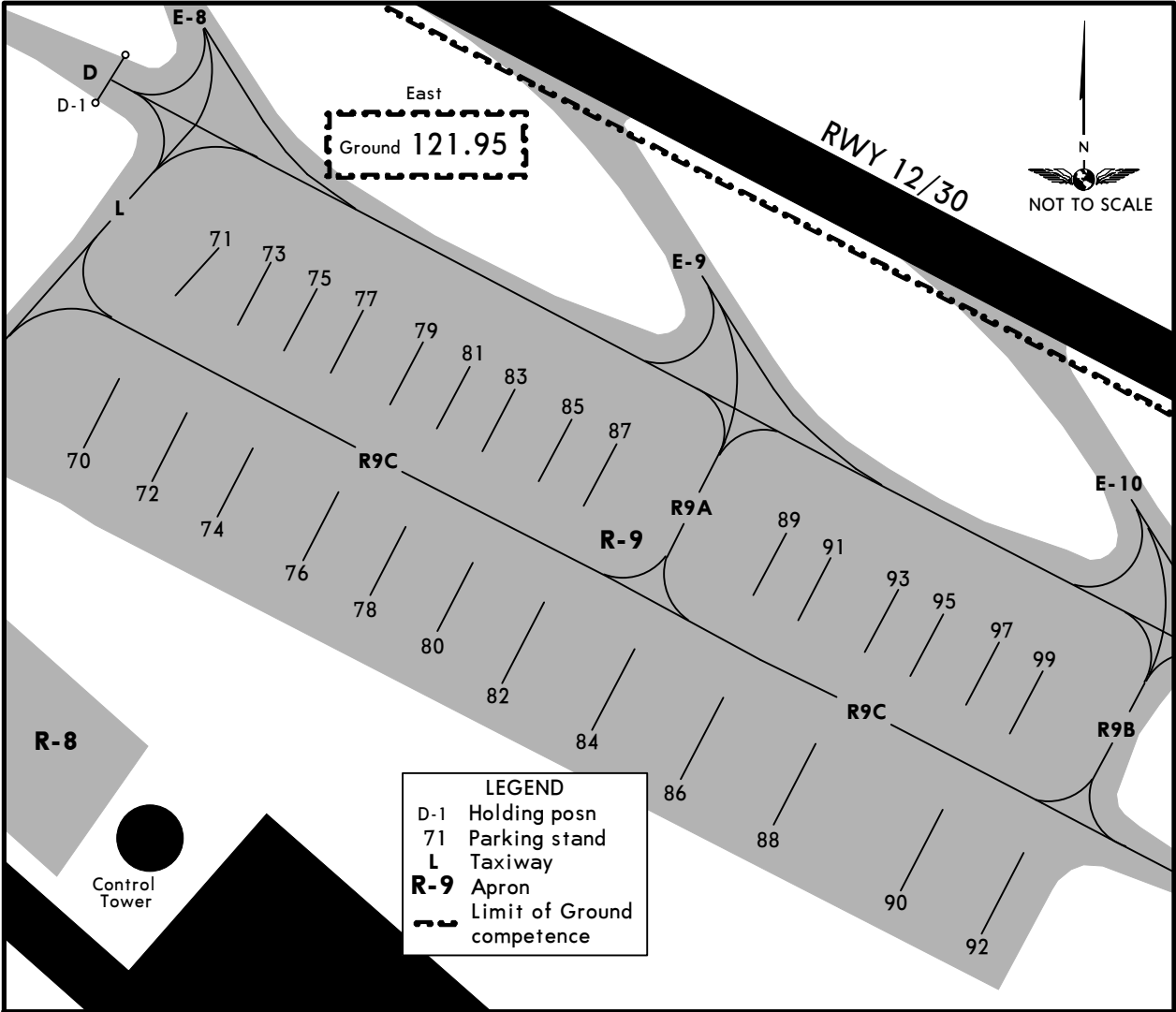
MALAGA, SPAIN

9 OCT 15

10-9B

Eff 15 Oct

COSTA DEL SOL



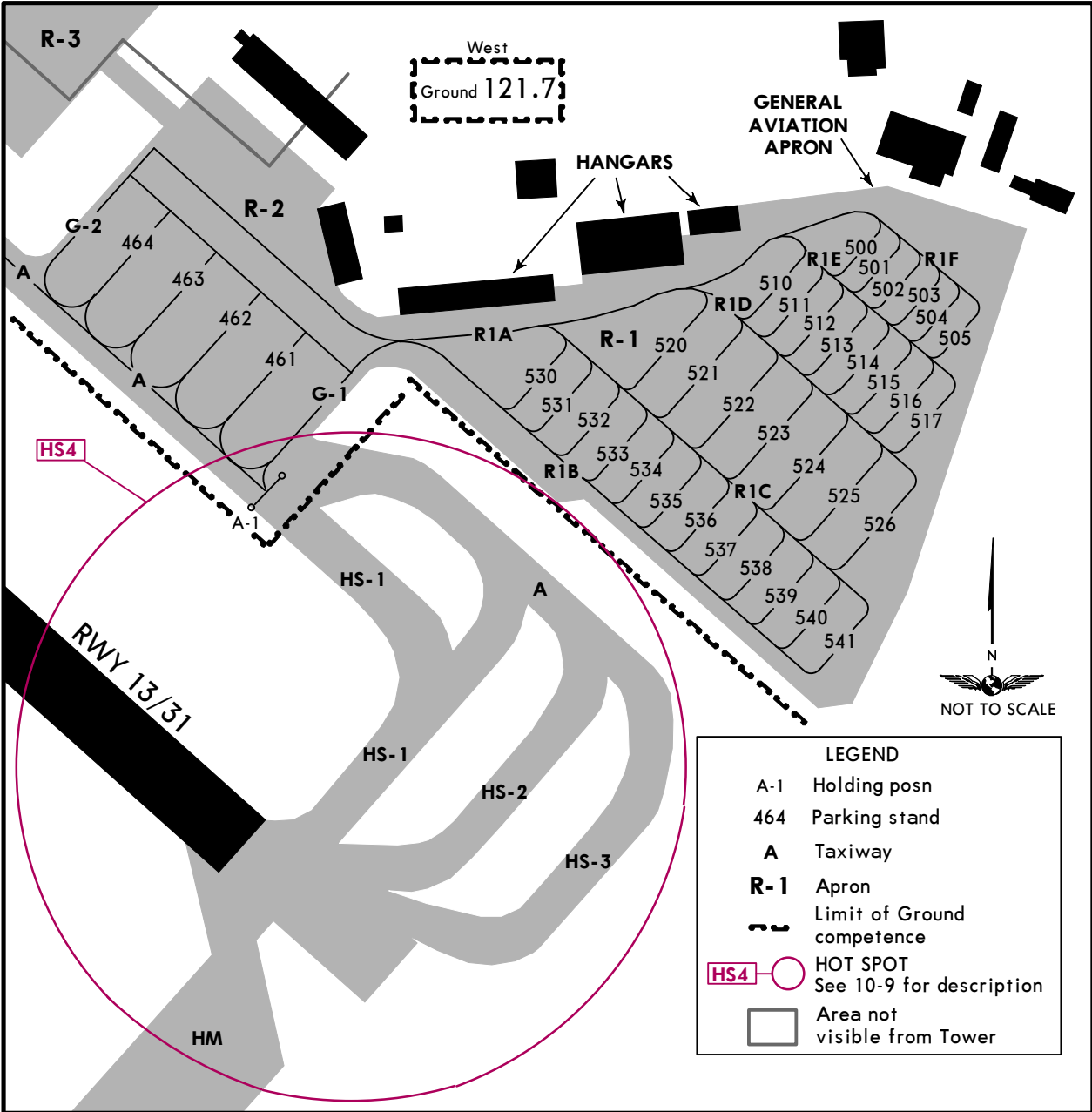
INS COORDINATES

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		

LEMG/AGP

JEPPESEN
9 OCT 15 10-9C Eff 15 Oct

MALAGA, SPAIN
COSTA DEL SOL



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N36 40.3 W004 29.2	464 thru 468	N36 40.2 W004 29.2
4	N36 40.3 W004 29.3	500 thru 505	N36 40.1 W004 28.9
5	N36 40.2 W004 29.3	510	N36 40.1 W004 29.0
6	N36 40.3 W004 29.3	511 thru 517	N36 40.1 W004 28.9
7	N36 40.2 W004 29.3	520	N36 40.1 W004 29.0
8, 13	N36 40.3 W004 29.3	521 thru 523	N36 40.1 W004 30.0
14	N36 40.4 W004 29.4	524, 525	N36 40.1 W004 28.9
15	N36 40.3 W004 29.4	526	N36 40.0 W004 28.9
16, 18	N36 40.4 W004 29.5	530	N36 40.1 W004 29.1
21, 23	N36 40.4 W004 29.4	531 thru 536	N36 40.1 W004 29.0
24	N36 40.5 W004 29.5	537, 538	N36 40.0 W004 29.0
25	N36 40.4 W004 29.5	539 thru 541	N36 40.0 W004 28.9
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 thru 37	N36 40.5 W004 29.6	V1 thru V5	N36 40.9 W004 30.1
42	N36 40.6 W004 29.6	W1	N36 41.0 W004 30.2
44 thru 50	N36 40.6 W004 29.7	W2, W3	N36 40.9 W004 30.2
52, 54	N36 40.7 W004 29.8	W4	N36 41.0 W004 30.2
60 thru 68	N36 40.7 W004 29.7	W5	N36 40.9 W004 30.2
461 thru 463	N36 40.1 W004 29.2		

LEMG/AGP

JEPPESEN
20 APR 12 (10-9D) Eff 3 May

MALAGA, SPAIN
COSTA DEL SOL

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

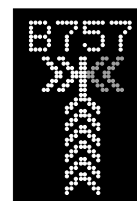
When the pilot is not sure about the information showed in the display unit, immediately stop the aircraft and obtain more information to proceed.

DOCKING START

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

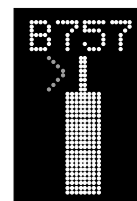
CAPTURE

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.

LEMG/AGP
JEPPESSEN
MALAGA, SPAIN

20 APR 12

10-9E
Eff 3 May
COSTA DEL SOL

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

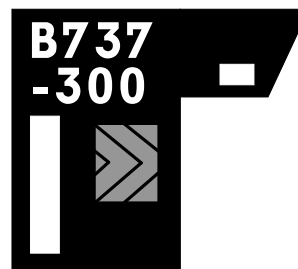
GENERAL

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 ("CHECK 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.

LEMG/AGP

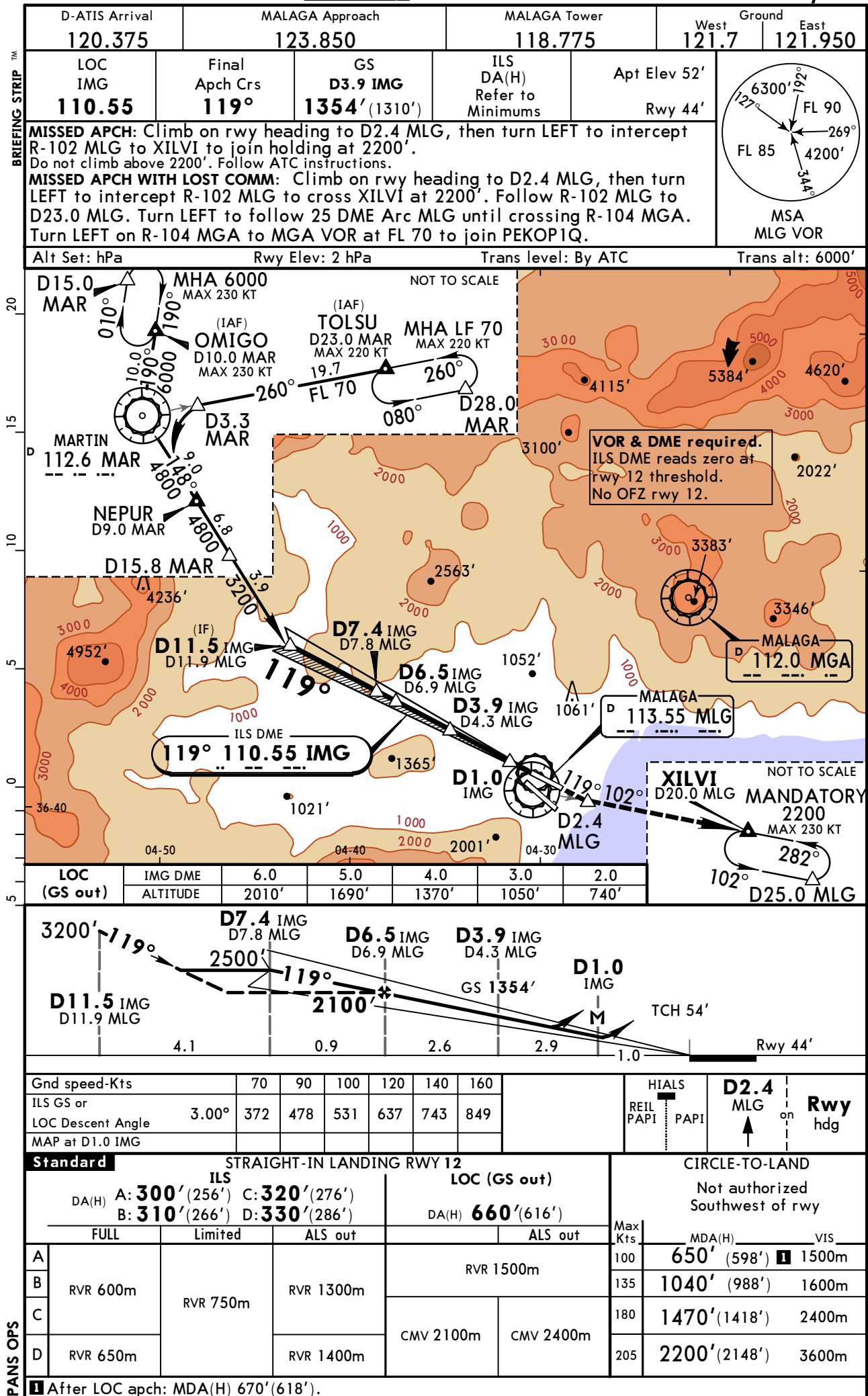
COSTA DEL SOL

7 AUG 15
Eff 20 Aug

11-1

MALAGA, SPAIN

ILS Z or LOC Z Rwy 12



LEMG/AGP

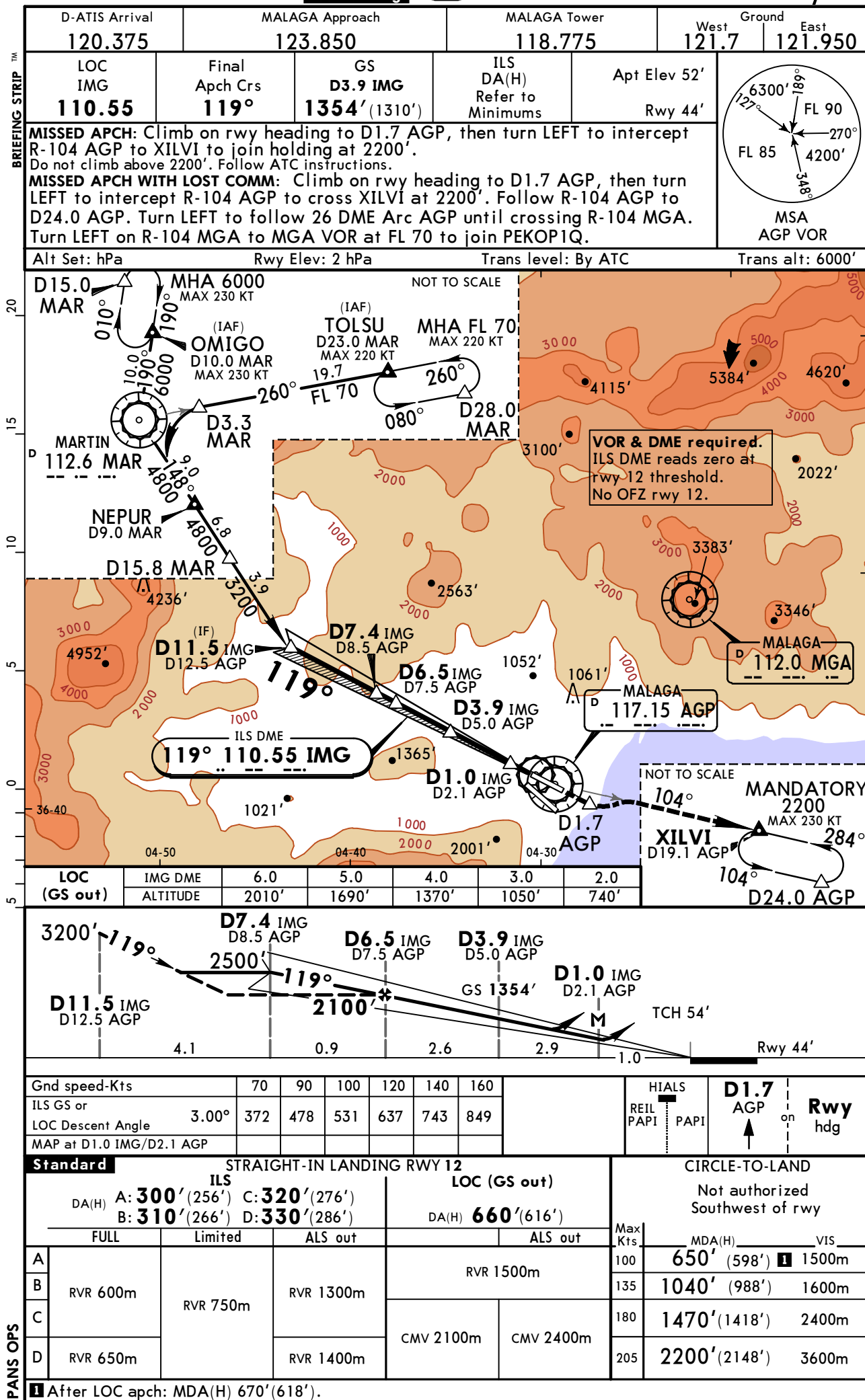
COSTA DEL SOL

7 AUG 15
Eff 20 Aug

11-2

MALAGA, SPAIN

ILS Y or LOC Y Rwy 12



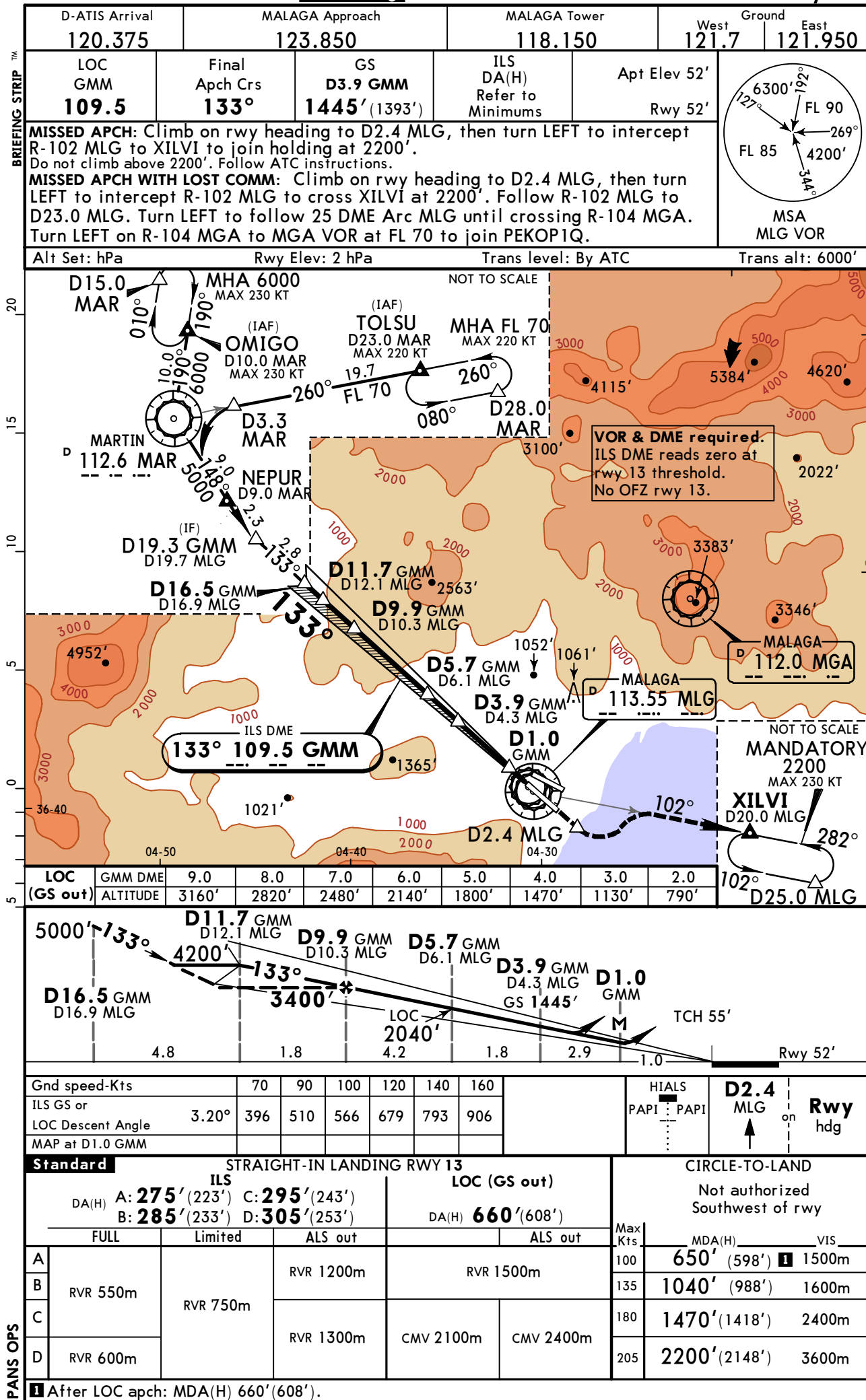
LEMG/AGP
COSTA DEL SOL

7 AUG 15
Eff 20 Aug

JEPPESSEN

11-3

MALAGA, SPAIN
ILS Z or LOC Z Rwy 13

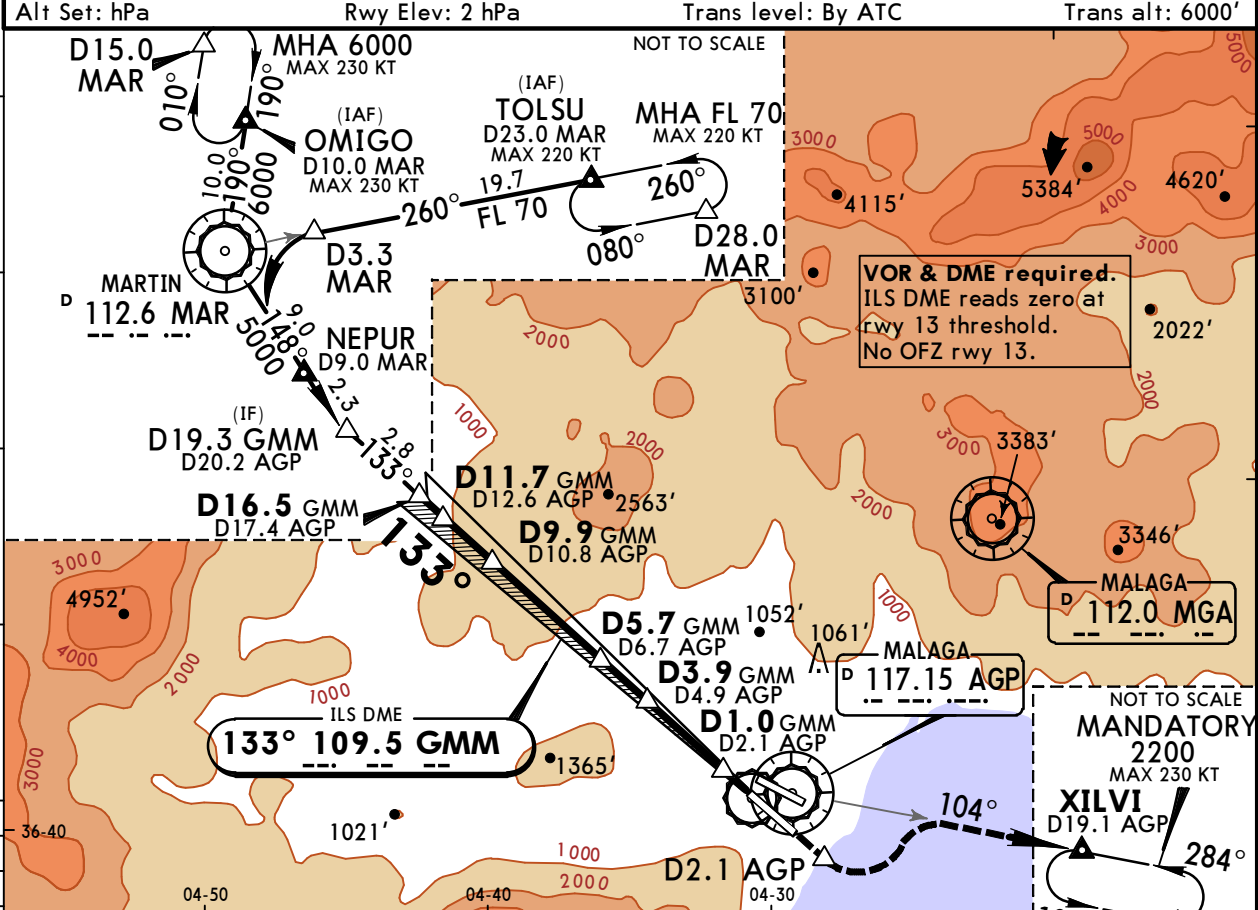


LEMG/AGP
COSTA DEL SOL

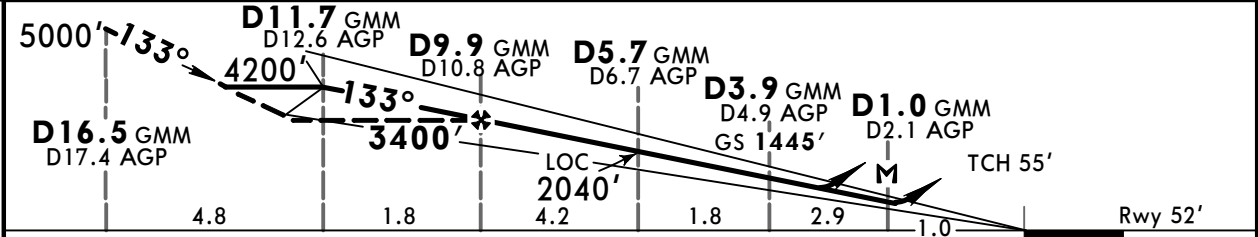
JEPPESSEN
7 AUG 15
Eff 20 Aug 11-4

MALAGA, SPAIN
ILS Y or LOC Y Rwy 13

D-ATIS Arrival 120.375	MALAGA Approach 123.850		MALAGA Tower 118.150	West 121.7	East 121.950
LOC GMM 109.5	Final Apch Crs 133°	GS D3.9 GMM 1445' (1393')	ILS DA(H) Refer to Minimums	Apt Elev 52' Rwy 52'	
MISSED APCH: Climb on rwy heading to D2.1 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 D2.1 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-104 MGA. Turn LEFT on R-104 MGA inbound to MGA VOR at FL 70 to join PEKOP1Q.					
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	HIALS PAPI PAPI		D2.1 AGP on Rwy hdg
ILS GS or LOC Descent Angle	3.20°	396	510	566	679	793	906		
MAP at D1.0 GMM/D2.1 AGP									

STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND	
ILS DA(H) A: 290' (238') C: 310' (258') B: 300' (248') D: 320' (268')				Not authorized Southwest of rwy	
FULL		Limited	ALS out	DA(H) 660' (608')	
A			RVR 1200m	Max Kts	
B			RVR 1500m	100 650' (598') 1500m	
C			RVR 1300m	135 1040' (988') 1600m	
D			CMV 2100m CMV 2400m	180 1470' (1418') 2400m	
				205 2200' (2148') 3600m	

LEMG/AGP
COSTA DEL SOL

JEPPESSEN
7 AUG 15
Eff 20 Aug (11-5)

MALAGA, SPAIN
ILS Z or LOC Z Rwy 31

D-ATIS Arrival 120.375	MALAGA Approach 123.850		MALAGA Tower 118.150	West 121.7	East 121.950
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'	
MISSED APCH: Climb on rwy heading to MLG VOR, then turn LEFT (MAX 210 KT) to intercept R-269 MLG to D7.7 MLG. Turn RIGHT onto 360° to intercept R-147 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-269 MLG to D7.7 MLG. Turn RIGHT onto 360° to intercept R-147 MAR to D5.5 MAR. Turn LEFT onto R-207 MAR to BALPO to join JRZ1J at or above FL 85.					

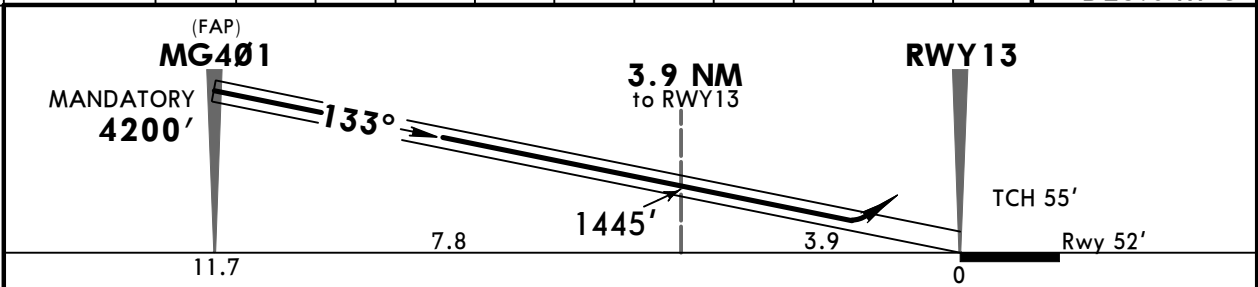
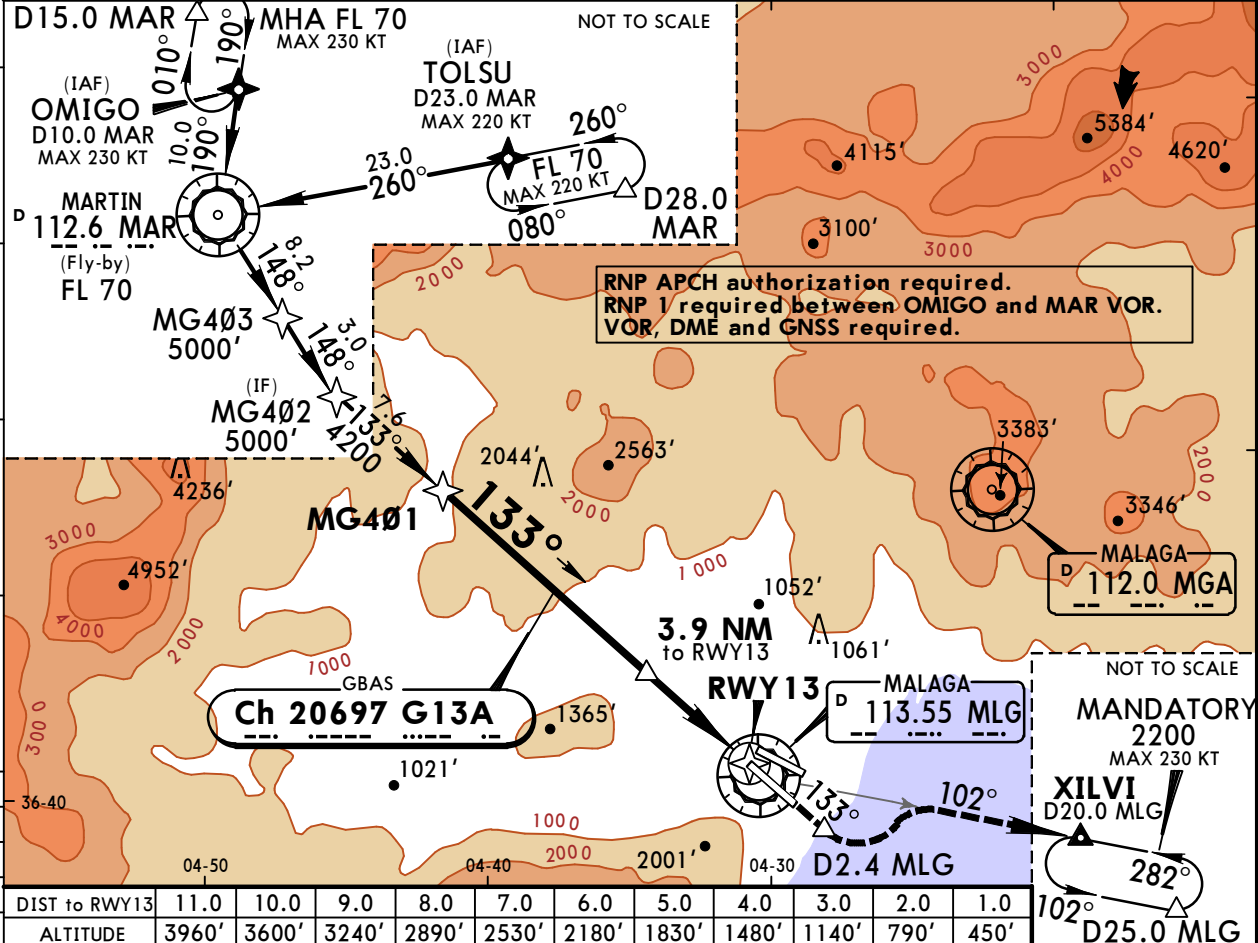
CHANGES: Bearings. © JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

LEMG/AGP
COSTA DEL SOL

JEPPESSEN
7 AUG 15 12-40 Eff 20 Aug

MALAGA, SPAIN
GBAS Z Rwy 13

D-ATIS Arrival 120.375	MALAGA Approach 123.850	MALAGA Tower 118.150	West 121.7	Ground East 121.950
GBAS Ch 20697 G13A	Final Apch Crs 133°	Mandatory Alt MG401 4200' (4148')	GBAS DA(H) Refer to Minimums	Apt Elev 52' Rwy 52'
BRIEFING STRIP MISSED APCH: Climb on rwy heading to D2.4 MLG, then turn LEFT to intercept and follow R-102 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-102 MLG to cross XILVI at 2200'. Follow R-102 MLG to D23.0 MLG. Turn LEFT to follow 25 DME Arc MLG until crossing R-104 MGA. Turn LEFT on R-104 MGA inbound MGA VOR at FL 70 to join PEKOP1Q.				
Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 6000'				
FL 90 MSA ARP				



Gnd speed-Kts	70	90	100	120	140	160	HIALS	D2.4	Rwy
Glide Path Angle	3.20°	396	510	566	679	793	PAPI	MLG	hdg
MAP at DA									

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

DIST to RWY13

	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3960'	3600'	3240'	2890'	2530'	2180'	1830'	1480'	1140'	790'	450'

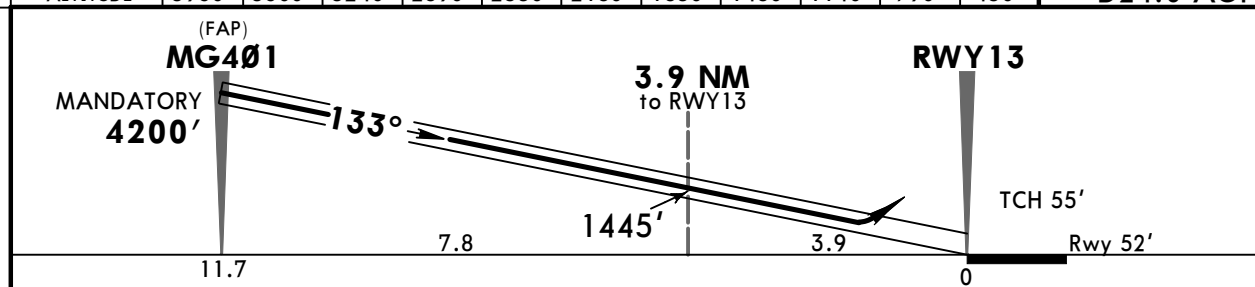
Mandatory Altitude: 2200 MAX 230 KT

Communication Frequencies:
 OMIGO (IAF) D10.0 MAR MAX 230 KT
 MARTIN (Fly-by) FL 70
 TOLSU (IAF) D23.0 MAR MAX 220 KT
 MALAGA D112.0 MGA
 XILVI D19.1 AGP
 D24.0 AGP

Waypoints and Distances:
 OMIGO → MARTIN (10.0 NM)
 MARTIN → MG403 (10.0 NM)
 MG403 → MG402 (IF) (1.0 NM)
 MG402 → MG401 (1.0 NM)
 MG401 → MALAGA (3.9 NM to RWY13)
 MALAGA → XILVI (D19.1 AGP)
 XILVI → D24.0 AGP

Terrain and Obstacles:
 Obstacles shown include 4115', 5384', 4620', 3100', 3383', 3346', 2563', 1052', 1061', 1365', 1021', 2001'.
 Contours: 3000, 2000, 1000, 500.

Other Information:
 NOT TO SCALE
 RNP APCH authorization required.
 RNP 1 required between OMIGO and MAR VOR.
 VOR, DME and GNSS required.



Gnd speed-Kts	70	90	100	120	140	160		D2.1 AGP	on Rwy hdg
Glide Path Angle 3.20°	396	510	566	679	793	906			
MAP at DA									

Standard	STRAIGHT-IN LANDING RWY 13
-----------------	----------------------------

CIRCLE-TO-LAND

Not authorized
Southwest of rwy

GBAS

DA(H) **A: 290'**(238') **B: 300'**(248') **C: 310'**(258') **D: 320'**(268')

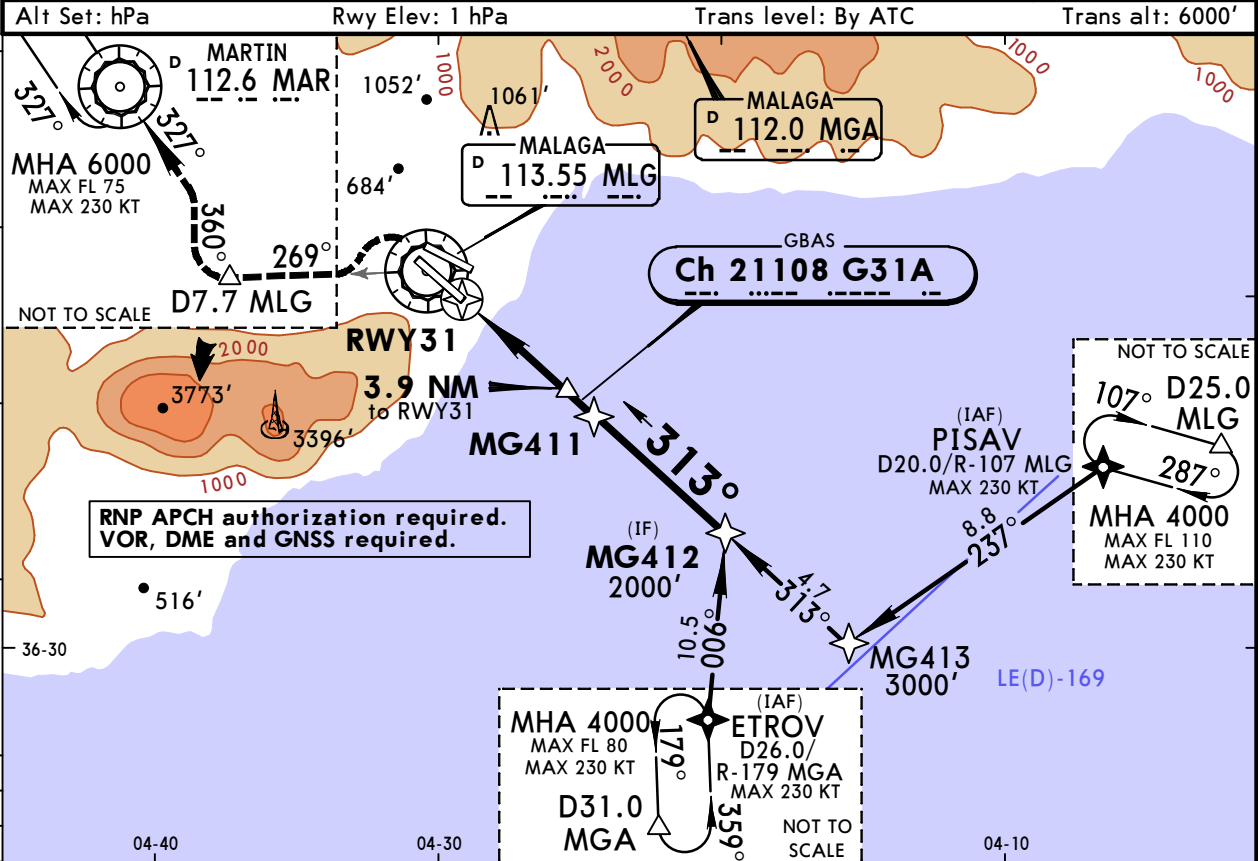
FULL		Limited	ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	100	650' (598')	1500m
B			RVR 1300m	135	1040' (988')	1600m
C	RVR 600m			180	1470' (1418')	2400m
D				205	2200' (2148')	3600m

LEMG/AGP
COSTA DEL SOL

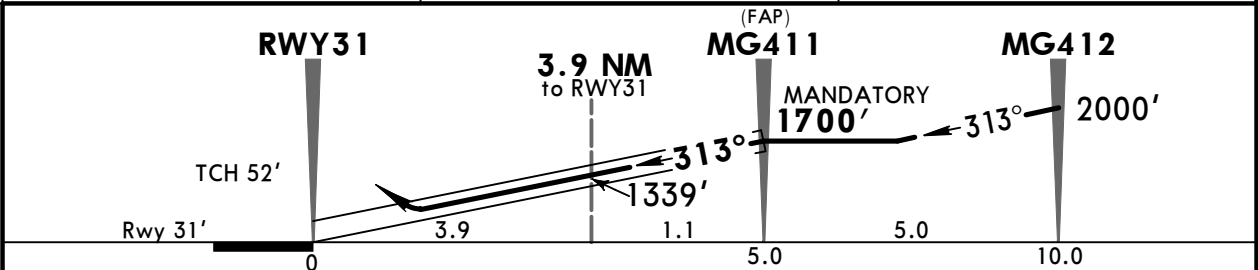
JEPPESEN
7 AUG 15 (12-42) Eff 20 Aug

MALAGA, SPAIN
GBAS Z Rwy 31

D-ATIS Arrival 120.375		MALAGA Approach 123.850		MALAGA Tower 118.150		West 121.7	East 121.950
GBAS Ch 21108 G31A		Final Aptch Crs 313°	Mandatory Alt MG411 1700' (1669')	GBAS DA(H) Refer to Minimums	Apt Elev 52' Rwy 31'		FL 90
MISSED APCH: Climb on rwy heading to MLG VOR, then turn LEFT (MAX 210 KT) to intercept and follow R-269 MLG to D7.7 MLG. Turn RIGHT (MAX 230 KT) onto 360°, then turn LEFT to intercept and follow R-147 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-269 MLG to D7.7 MLG. Turn RIGHT (MAX 230 KT) onto 360°, then turn LEFT to intercept and follow R-147 MAR inbound to D5.5 MAR. Turn LEFT onto R-207 MAR to BALPO to join JR21J at or above FL 85.						MSA ARP	



DIST to RWY31	3.0	4.0
ALTITUDE	1050'	1380'



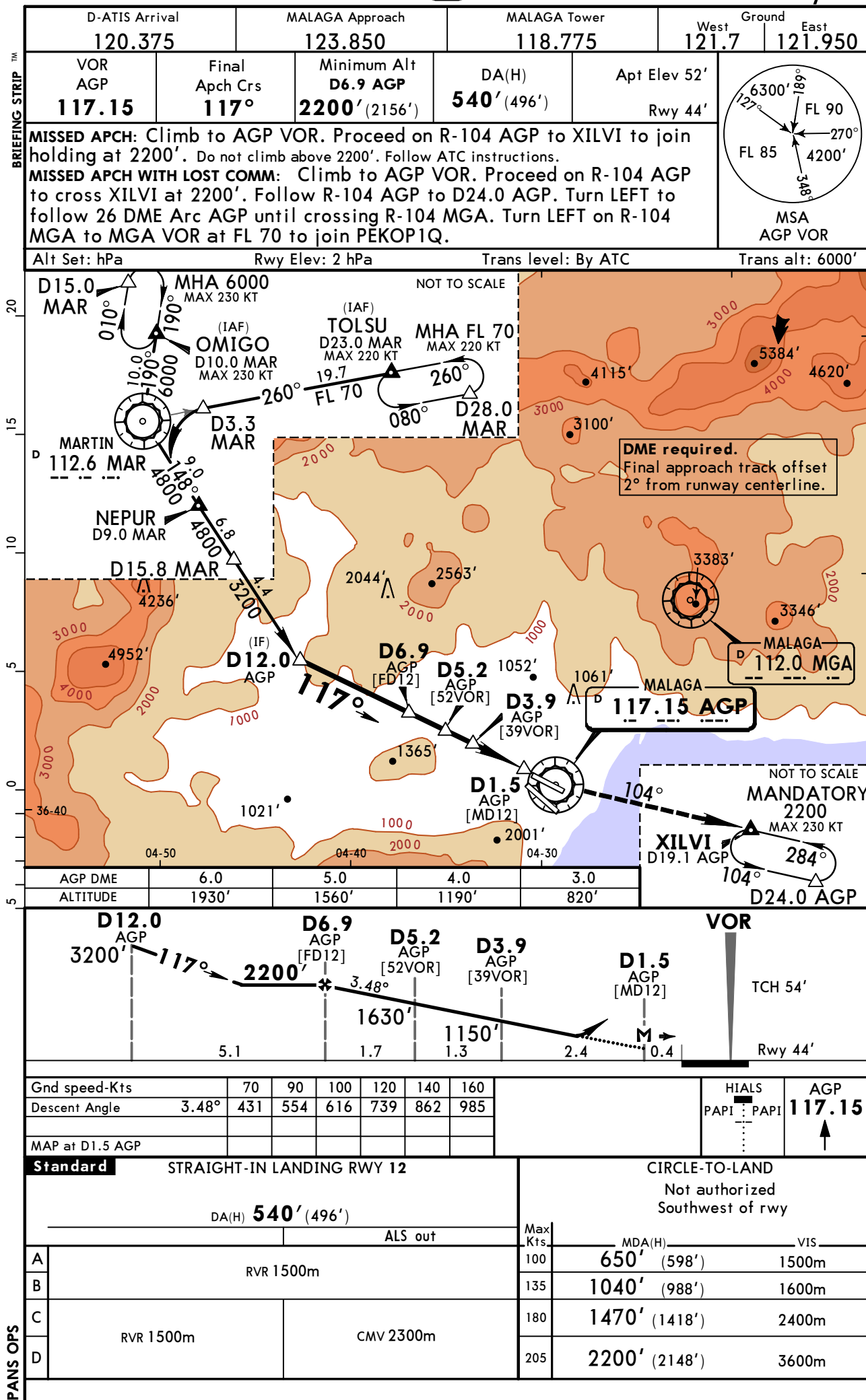
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI : PAPI	
Glide Path Angle	3.00°	372	478	531	637	743	849	MLG 113.55 on Rwy hdg
MAP at DA								

Standard				STRAIGHT-IN LANDING RWY 31						CIRCLE-TO-LAND			
Missed apch climb gradient mim 4.1%				Missed apch climb gradient mim 3.0%		Missed apch climb gradient mim 2.5%		Not authorized Southwest of rwy					
DA(H)				DA(H)		DA(H)							
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 750m	RVR 1300m	RVR 1200m	RVR 1500m	RVR 1500m			100	780' (728')	1500m		
B									135	1040' (988')	1600m		
C	RVR 650m		RVR 1400m	RVR 1300m	RVR 2000m	CMV 2400m			180	1470' (1418')	2400m		
D									205	2200' (2148')	3600m		

LEMG/AGP COSTA DEL SOL

7 AUG 15 **(13-1)** Eff 20 Aug

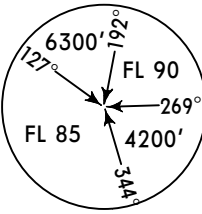
MALAGA, SPAIN VOR Rwy 12

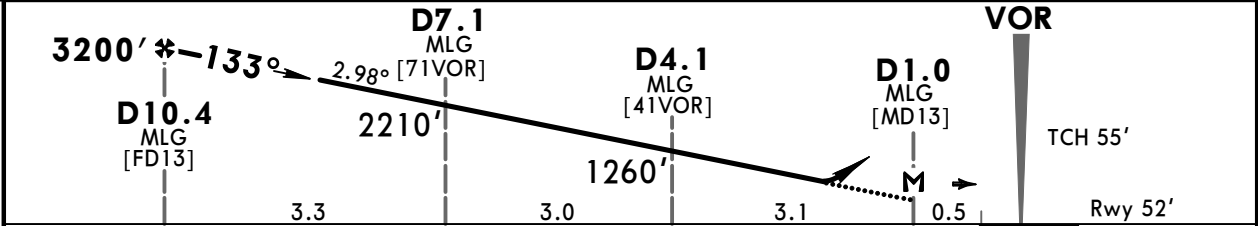
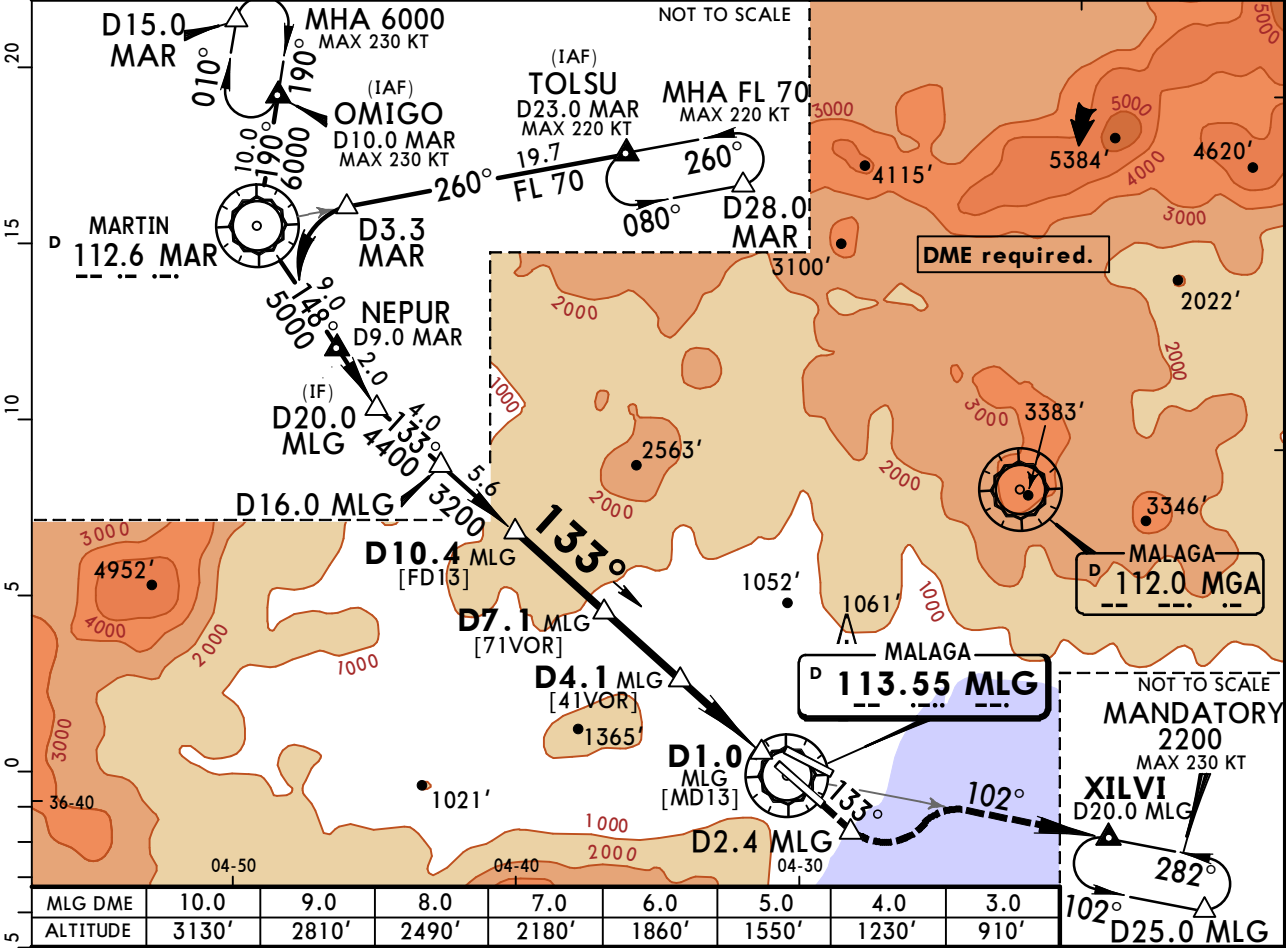


LEMG/AGP
COSTA DEL SOL

JEPPESSEN
7 AUG 15 (13-2) Eff 20 Aug

MALAGA, SPAIN
VOR Rwy 13

D-ATIS Arrival 120.375	MALAGA Approach 123.850	MALAGA Tower 118.150	Ground West 121.7 East 121.950
VOR MLG 113.55	Final Apch Crs 133°	Minimum Alt D10.4 MLG 3200' (3148')	DA(H) 600' (548')
Apt Elev 52' Rwy 52'			
MISSED APCH: Climb to MLG VOR. Proceed on R-133 MLG to D2.4 MLG, then turn LEFT to intercept R-102 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-133 MLG to D2.4 MLG, then turn LEFT to intercept R-102 MLG to cross XILVI at 2200'. Follow R-102 MLG to D23.0 MLG. Turn LEFT to follow 25 DME Arc MLG until crossing R-104 MGA. Turn LEFT on R-104 MGA to MGA VOR at FL 70 to join PEKOP1Q.			
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 6000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MLG
Descent Angle	2.98°	369	474	527	633	738	PAPI	113.55
MAP at D1.0 MLG								

Standard STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND Not authorized Southwest of rwy		
DA(H) 600' (548')			ALS out		
RVR 1500m			Max Kts	MDA(H)	VIS
			100	790' (738')	1500m
			135	1040' (988')	1600m
			180	1470' (1418')	2400m
			205	2200' (2148')	3600m
RVR 1800m			CMV 2400m		

LEMG/AGP

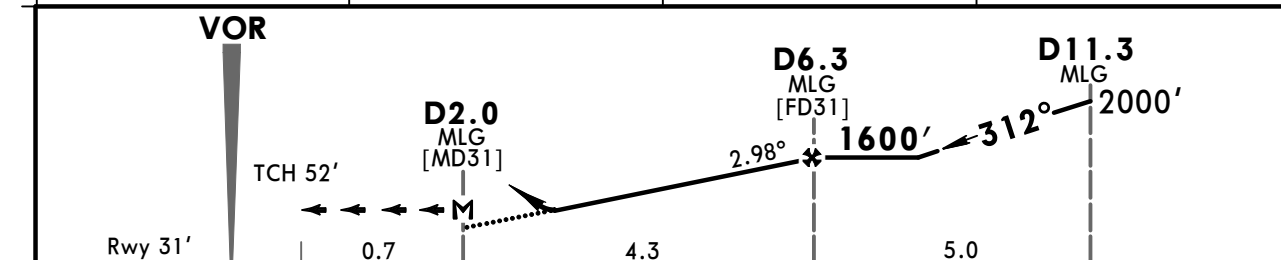
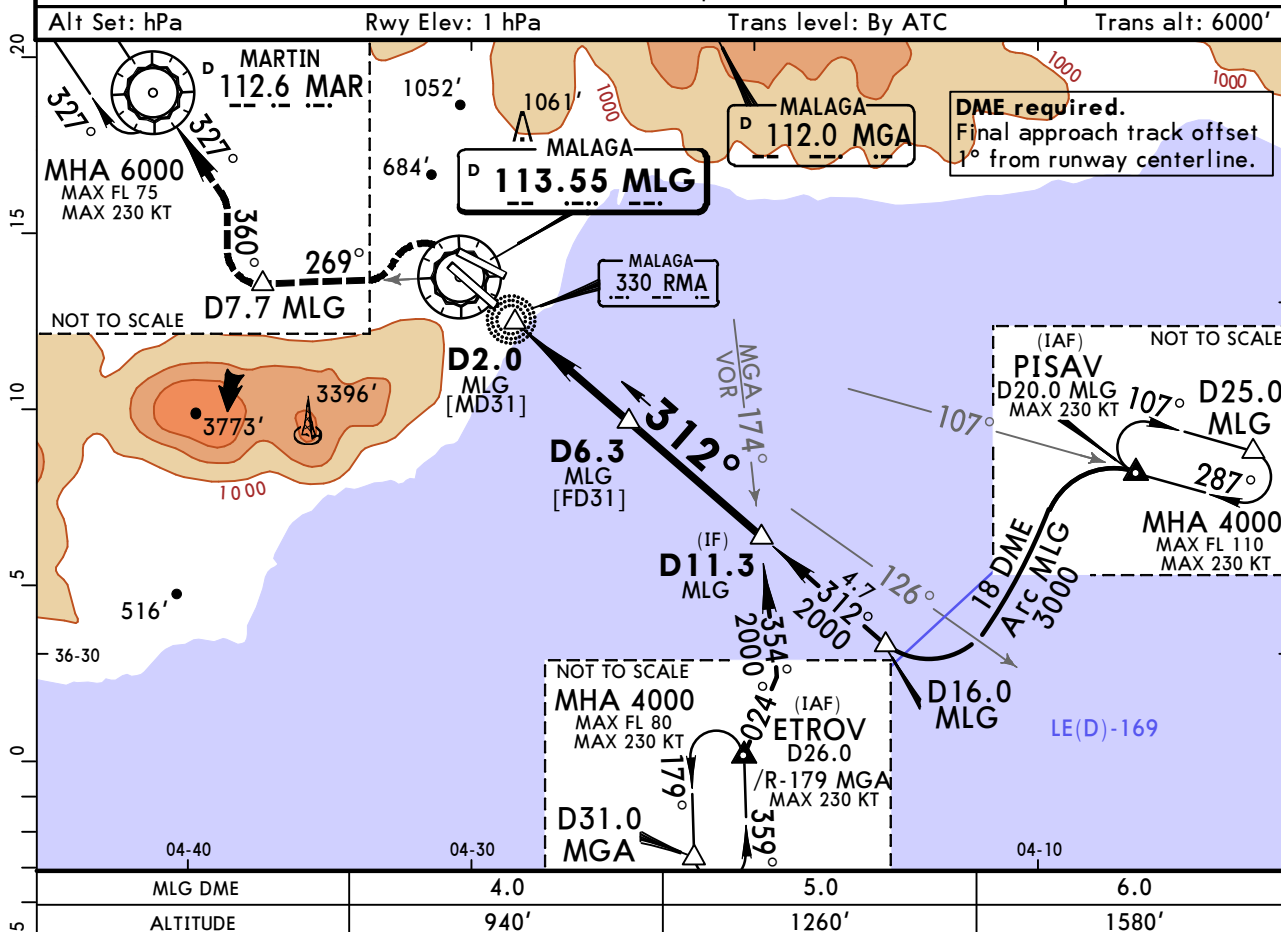
COSTA DEL SOL

7 AUG 15 **13-3** Eff 20 Aug

MALAGA, SPAIN

VOR Rwy 31

D-ATIS Arrival 120.375	MALAGA Approach 123.850	MALAGA Tower 118.150	West 121.7	Ground 121.950
VOR MLG 113.55	Final Apch Crs 312°	Minimum Alt D6.3 MLG 1600' (1569')	DA(H) 940' (909')	Apt Elev 52' Rwy 31'
MISSED APCH: Climb to MLG VOR, then turn LEFT (MAX 210 KT) to intercept R-269 MLG to D7.7 MLG. Turn RIGHT onto 360° to intercept R-147 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-269 MLG to D7.7 MLG. Turn RIGHT onto 360° to intercept R-147 MAR to MAR to D5.5 MAR. Turn LEFT onto R-207 MAR to BALPO to join JRZIJ at or above FL 85.				MSA MLG VOR



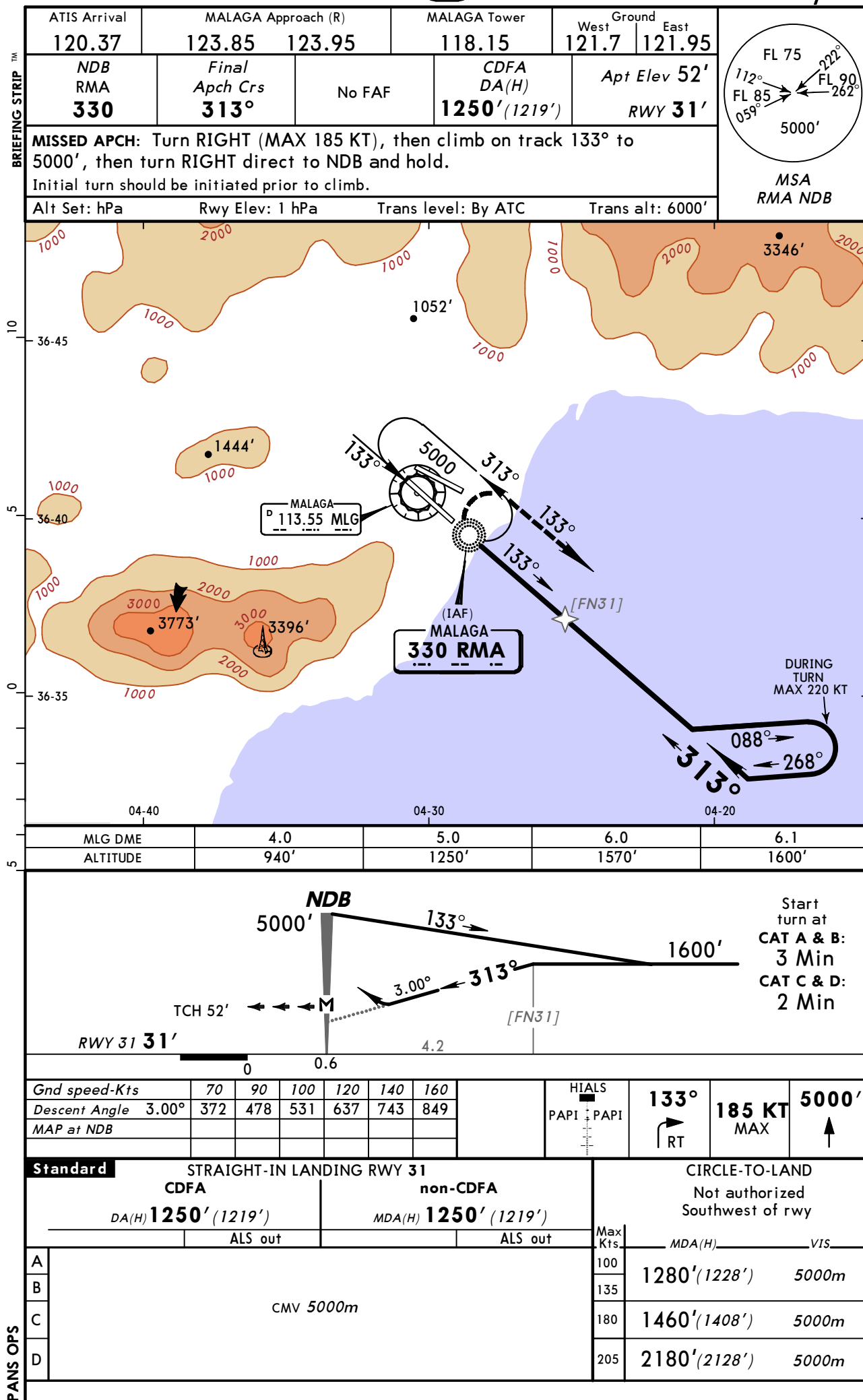
Gnd speed-Kts	70	90	100	120	140	160	HIALS	MLG
Descent Angle	2.98°	369	474	527	633	738	PAPI	113.55
MAP at D2.0 MLG								

PANS OPS	Standard			CIRCLE-TO-LAND		
	STRAIGHT-IN LANDING RWY 31			Not authorized Southwest of rwy		
	DA(H) 940' (909')			Max Kts		
	ALS out			MDA(H) VIS		
A	RVR 1500m			100	970' (918')	1500m
B				135	1040' (988')	1600m
C	CMV 2400m			180	1470' (1418')	2400m
D				205	2200' (2148')	3600m

LEMG/AGP
COSTA DEL SOL

JEPPESSEN
17 AUG 12 **(16-1)**

MALAGA, SPAIN
NDB Rwy 31



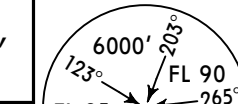
CHANGES: Communications. Circling minimums.

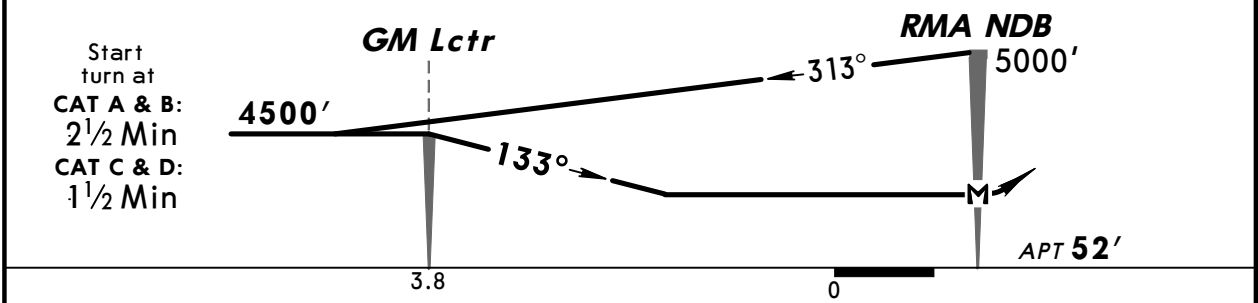
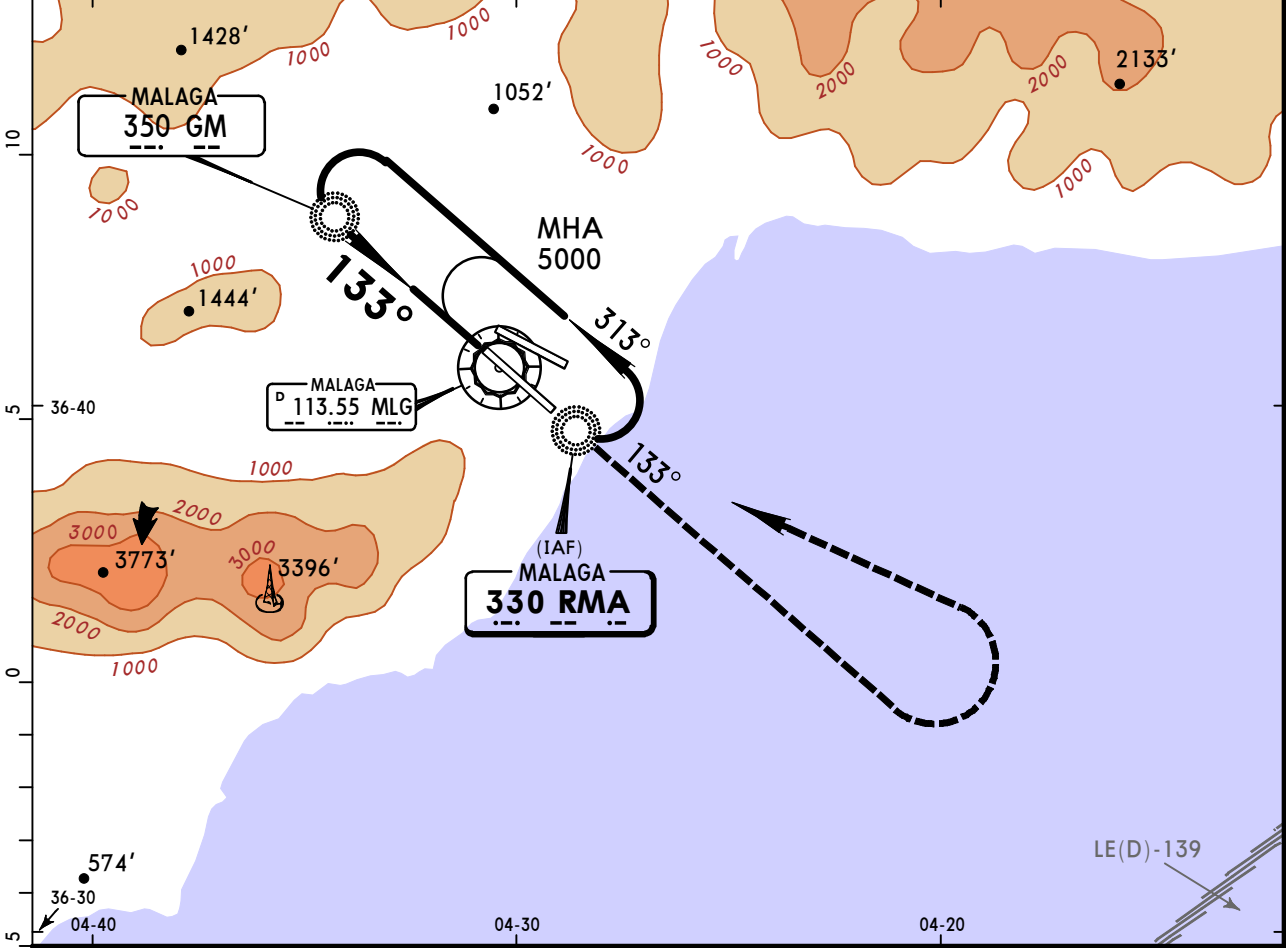
© JEPPESSEN, 1999, 2012. ALL RIGHTS RESERVED.

LEMG/AGP
COSTA DEL SOL

JEPPESEN
17 AUG 12 (16-2)

MALAGA, SPAIN
NDB

ATIS Arrival		MALAGA Approach (R)		MALAGA Tower		Ground	
120.37		123.85 123.95		118.15		West 121.7	East 121.95
NDB RMA 330	Final Apch Crs 133°	Minimum Alt GM Lctr 4500' (4448')	MDA(H) 2400' (2348')	Apt Elev 52'			
MISSED APCH: Climb STRAIGHT AHEAD to 4000', then turn LEFT direct to RMA NDB climbing to 5000' and hold.							
Alt Set: hPa		Apt Elev: 2 hPa		Trans level: By ATC			
						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

MALAGA, (COSTA DEL SOL - LEMG)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LEMG