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Airport Information For LEAL

Terminal Charts For LEAL

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: ALICANTE ESP
ICAO/IATA: LEAL / ALC
Lat/Long: N38° 16.93', W000° 33.48'
Elevation: 142 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 0.0° E

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

Sunrise: 0439 Z
Sunset: 1928 Z

Runway Information

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

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

Communication Information

ATIS: 120.075
Alicante Tower: 119.850
Alicante Tower: 119.075 Secondary
Alicante Tower: 25.780 Military
Alicante Tower: 118.150
Alicante Ground: 130.650
Valencia Approach: 119.075 Secondary
Valencia Approach: 120.400
Valencia Approach: 118.800

LEAL/ALC
ALICANTE-ELCHE

1 JAN 16

JEPPesen

10-1P

Eff 7 Jan

ALICANTE, SPAIN
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 120.075

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUN-UP TESTS

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP will be applied, when:

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

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

- RVR is 1000m or above at least 5 min.

- OMA forecast of visibility is higher than 1000m with a strong trend towards improvement.

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

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

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

1.3.2. GROUND MOVEMENT

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

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

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

1.3.3. ARRIVALS

RWY 10: Exit via TWY C9. Rapid exit TWYs and TWY C5 prohibited.

Follow-me car will wait for ACFT on TWY C6, guiding it up to its stand.

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

Pilots shall notify TWR when the RWY is vacated, as soon as the "RWY vacated" sign is crossed.

1.3.4. DEPARTURES

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

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

RWY 10: Follow-me car will guide the ACFT to TWY A3. Follow-me car will vacate TWY A3 via TWY A4. ACFT continue taxi until reaching TWY A6 preferably.

RWY 28: Follow-me car will guide the ACFT to TWY C6. Follow-me car will vacate TWY C6 via TWY C7. ACFT continue taxi until reaching TWY C9.

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

LEAL/ALC
ALICANTE-ELCHE

1 JAN 16

JEPPESEN

(10-1P1)

Eff 7 Jan

ALICANTE, SPAIN
AIRPORT BRIEFING

1. GENERAL

1.3.5. COMMUNICATION FAILURE AND ANOMALOUS OCCURENCES IN THE MANOEUVERING AREA

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

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

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

1.4. TAXI PROCEDURES

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

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

ACFT with code letter F must taxi with its external engines in idle regime.

1.5. PARKING INFORMATION

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

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

1.5.1. USE OF APU

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

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

1.6. OTHER INFORMATION

RWY 10 right-hand circuit.

Birds in vicinity of APT.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

SPEED ADJUSTMENTS UNDER RADAR CONTROL

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

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

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

LEAL/ALC
ALICANTE-ELCHE

1 JAN 16

JEPPESEN

10-1P2

Eff 7 Jan

ALICANTE, SPAIN
AIRPORT BRIEFING

2. ARRIVAL

2.2. RWY OPERATIONS

2.2.1. GENERAL

Exit RWY 10 only via TWY C2, C4, C5, C7, C8 or (with prior permission) C9.

TWYs C2 and C7 restricted to ACFT with MAX code letter C.

Exit RWY 28 only via TWY A2 or RWY end. TWY A4 restricted to ACFT with MAX code letter C.

2.2.2. MINIMUM RWY OCCUPANCY TIME

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

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

2.2.3. ACFT WITH CODE LETTER F OPERATION

PAPI is not suitable to use by ACFT with code letter F.

RWY 10 in use: Exit RWY preferably via TWYs C4, C8 or C9.

Not authorized to exit RWY 10 via TWY C2 or C7.

RWY 28 in use: Exit RWY preferably via TWYs A2, A5 or A6.

When the ACFT exits the RWY and is on the parallel TWY, the Follow-me vehicle will guide it to the stand.

2.3. TAXI PROCEDURES

For entry operations into the Apron, ACFT will wait for the arrival of a Follow-me car on the marked positions on TWYs A1, C2 or C3 as appropriate.

3. DEPARTURE

3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.1.1. START-UP

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

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

Request clearance to start-up engines and report:

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

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

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

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

Start-up of engines higher than idle regime at all stands in contact with the terminal is forbidden, until the ACFT is lined up with the TWY.

LEAL/ALC
ALICANTE-ELCHE

1 JAN 16

JEPPesen

10-1P3

Eff 7 Jan

ALICANTE, SPAIN
AIRPORT BRIEFING

3. DEPARTURE

3.1.2. PUSH-BACK

Clearance for ACFT towing shall be requested to TWR on the appropriate frequency.

ACFT must be ready for towed push-back or taxi within 5 minutes next to the approved start-up time; otherwise pilots will contact ATC. The time between the end of the push-back manoeuvre and the beginning of taxiing must be 3 minutes at the most.

Unless otherwise directed, push-back manoeuvres shall be accomplished as follows:

- RWY 10 in service: Push-back with nose to West; except stand 1A always nosing to SOUTH.
- RWY 28 in service: Push-back with nose to East.

Exceptions:

Regardless of RWY in use, ACFT parked on

- Stands 37 thru 49: Push-back with nose to South;
- Stands 35, 35A and 35B: Push-back with nose to West;
- Stand 33: Push-back with nose to East.

3.1.3. TAXI PROCEDURES

3.1.3.1. ACFT WITH CODE LETTER OPERATION

ACFT exit from stands 2 or 4C will always be carried out via Gate A, regardless of the RWY in use.

3.2. RWY OPERATIONS

3.2.1. MINIMUM RWY OCCUPANCY TIME

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

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

Limits of departure operations through holding point of RWY 10:

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

Limits of departure operations through position of RWY 28:

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

3.2.2. ACFT WITH CODE LETTER F OPERATION

RWY 10 in use: Enter RWY preferably via TWYs A5 or A6.
 Not authorized to enter RWY via TWY A4.

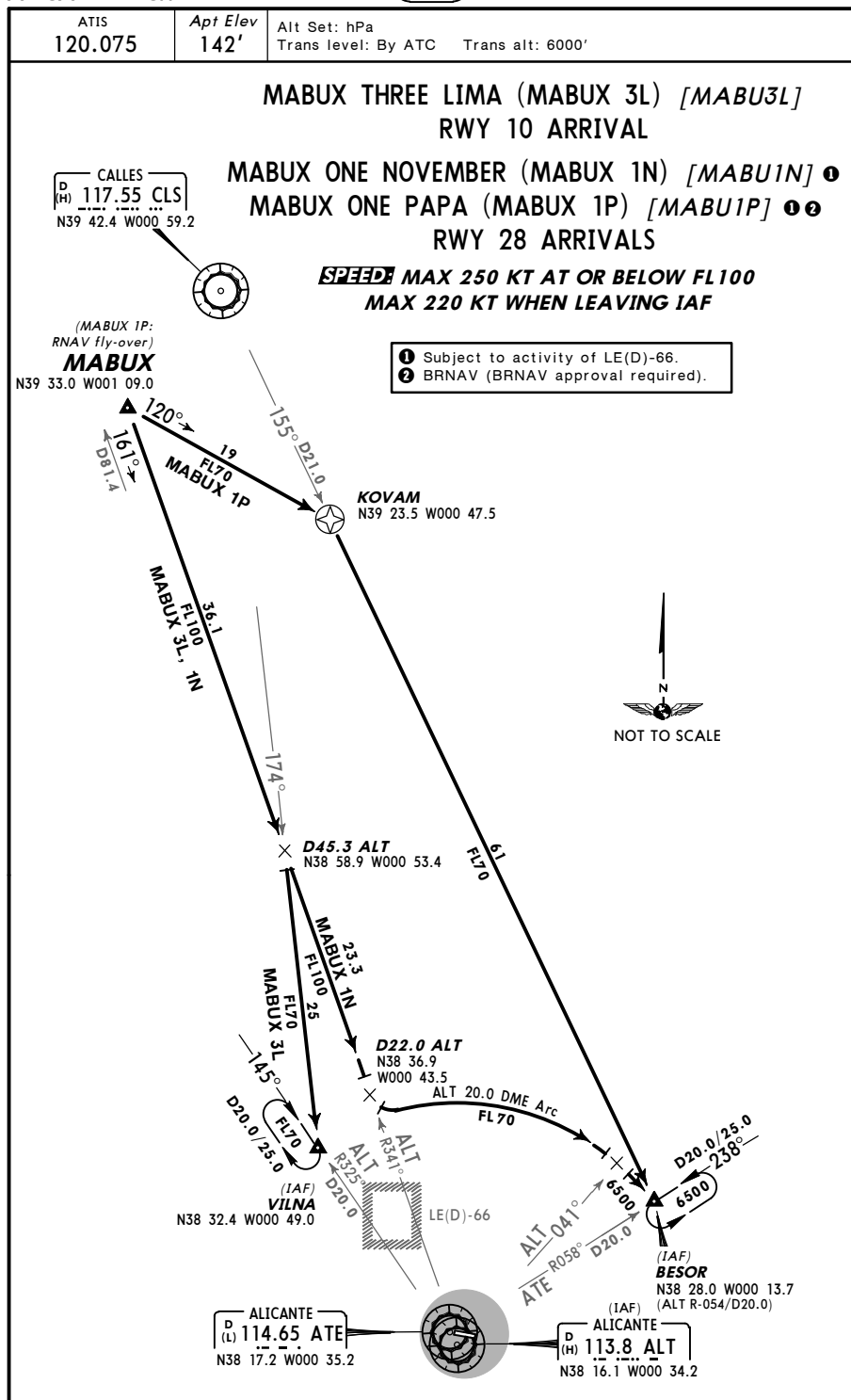
RWY 28 in use: Enter RWY preferably via TWYs C8 or C9.
 Not authorized to enter RWY via TWY C7.

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LEAL/ALC
ALICANTE-ELCHE

JEPPesen
18 JUL 14 (10-2A) Eff 24 Jul

ALICANTE, SPAIN
STAR



LEAL/ALC
ALICANTE-ELCHE

JEPPESSEN
2 OCT 15 (10-2C) Eff 15 Oct

ALICANTE, SPAIN
STAR

ATIS
120.075

Apt Elev
142'

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

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

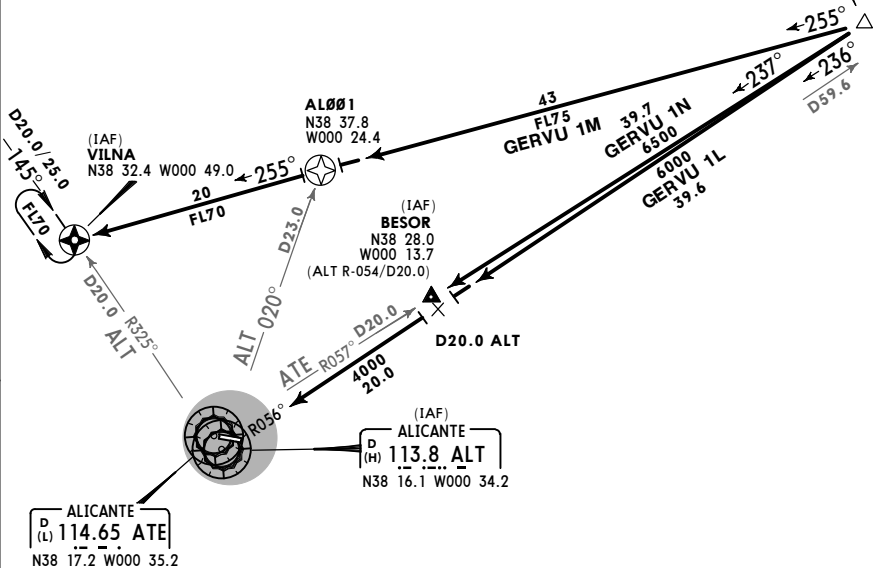
GERVU ONE NOVEMBER (GERVU 1N) [GERV1N]
RWY 28 ARRIVAL

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

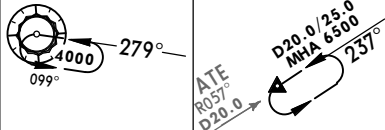
● BRNAV (BRNAV approval required).

(GERVU 1M:
RNAV fly-over)
GERVU
N38 49.2 E000 29.0
(ATE D59.7)

At or below
FL230



**HOLDINGS OVER
ALT
BESOR**



LEAL/ALC
ALICANTE

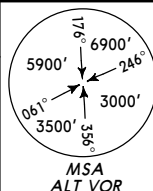
JEPPESSEN
27 APR 12 10-2D Eff 3 May

ALICANTE, SPAIN
STAR

ATIS
120.07

Apt Elev
142'

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



MAGAL ONE LIMA (MAGAL 1L) [MAGA1L]

RESTU ONE MIKE (RESTU 1M) [REST1M] ① ②

RESTU ONE QUEBEC (RESTU 1Q) [REST1Q] ③

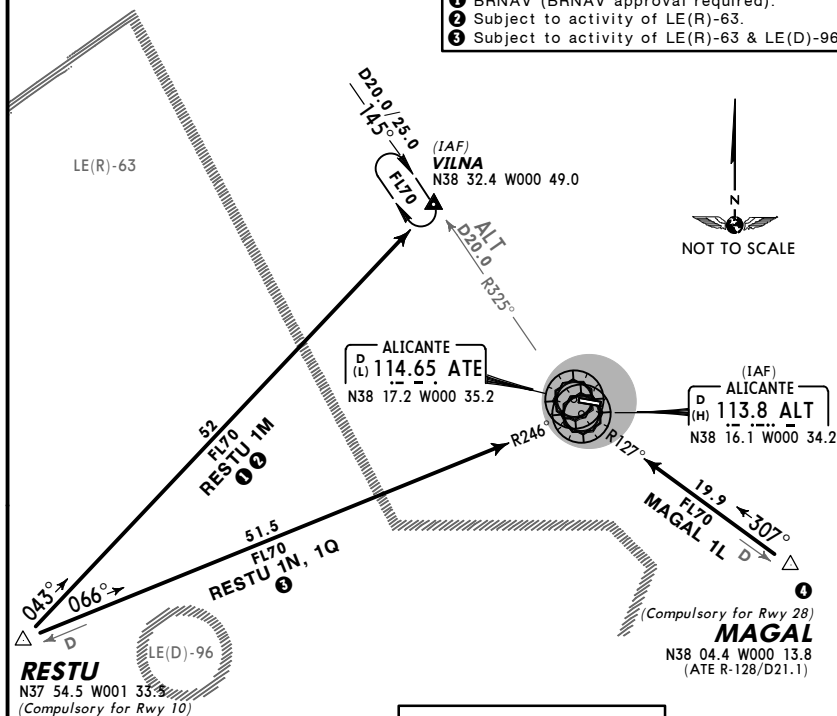
RWY 10 ARRIVALS

RESTU ONE NOVEMBER (RESTU 1N) [REST1N] ③

RWY 28 ARRIVAL

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

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

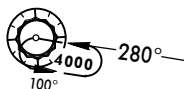


- ④ IAF for runway 28 when arriving via airways A-34, (U)L-150 and UP-34 northbound.

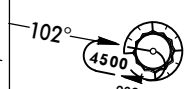
HOLDINGS OVER

ALT

Runway 10



Runway 28

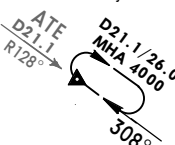


MAGAL

Runway 10



Runway 28



LEAL/ALC
ALICANTE

JEPPesen
27 APR 12 (10-2E) Eff 3 May

ALICANTE, SPAIN
STAR

ATIS
120.07

Apt Elev
142'

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

ASTRO ONE DELTA CHARLIE LIMA (ASTRO 1DCL) [AS1DCL]
RWY 10 CONTINUOUS DESCENT ARRIVAL (CDA)
ASTRO TWO DELTA CHARLIE NOVEMBER (ASTRO 2DCN) [AS2DCN] ①
RWY 28 CONTINUOUS DESCENT ARRIVAL (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT

ASTRO

N39 01.5 W001 15.8
(71.1 NM to THR 10)
(93.6 NM to THR 28, VOR Z approach)
(97.8 NM to THR 28, VOR X approach)



NOT TO SCALE

① Subject to activity
of LE(D)-66.

145°
21
FL100
ASTRO 1DCL, 2DCN ①

NARGO
N38 44.3 W000 59.9
(50.0 NM to THR 10)
(72.5 NM to THR 28, VOR Z approach)
(76.7 NM to THR 28, VOR X approach)

(IAF Rwy 10)
(Compulsory for Rwy 10)
VILNA
N38 32.4 W000 49.0
(35.3 NM to THR 10)
(57.8 NM to THR 28, VOR Z approach)
(62.0 NM to THR 28, VOR X approach)



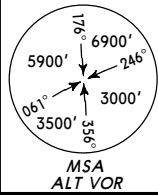
LE(D)-66

20.0 DME Arc
FL 70
ASTRO 2 DCN

041°
6500
(IAF)
BESOR
N38 28.0 W000 13.7
(27.1 NM to THR 28, VOR Z approach)
(31.3 NM to THR 28, VOR X approach)



ALICANTE
D (H) 113.8 ALT
N38 16.1 W000 34.2



LEAL/ALC
ALICANTE-ELCHE

JEPPESEN
18 JUL 14 (10-2F) Eff 24 Jul

ALICANTE, SPAIN
STAR

ATIS 120.075	Apt Elev 142'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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MABUX ONE DELTA CHARLIE LIMA (MABUX 1DCL) [MA1DCL]
RWY 10 CONTINUOUS DESCENT ARRIVAL (CDA)

MABUX ONE DELTA CHARLIE NOVEMBER (MABUX 1DCN) [MA1DCN] ①
MABUX ONE DELTA CHARLIE PAPA (MABUX 1DCP) [MA1DCP] ① ②
RWY 28 CONTINUOUS DESCENT ARRIVALS (CDA)

(MABUX 1DCP:
RNAV fly-over)

MABUX

N39 33.0 W001 09.0

(98.2 NM to THR 10)

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

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

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

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

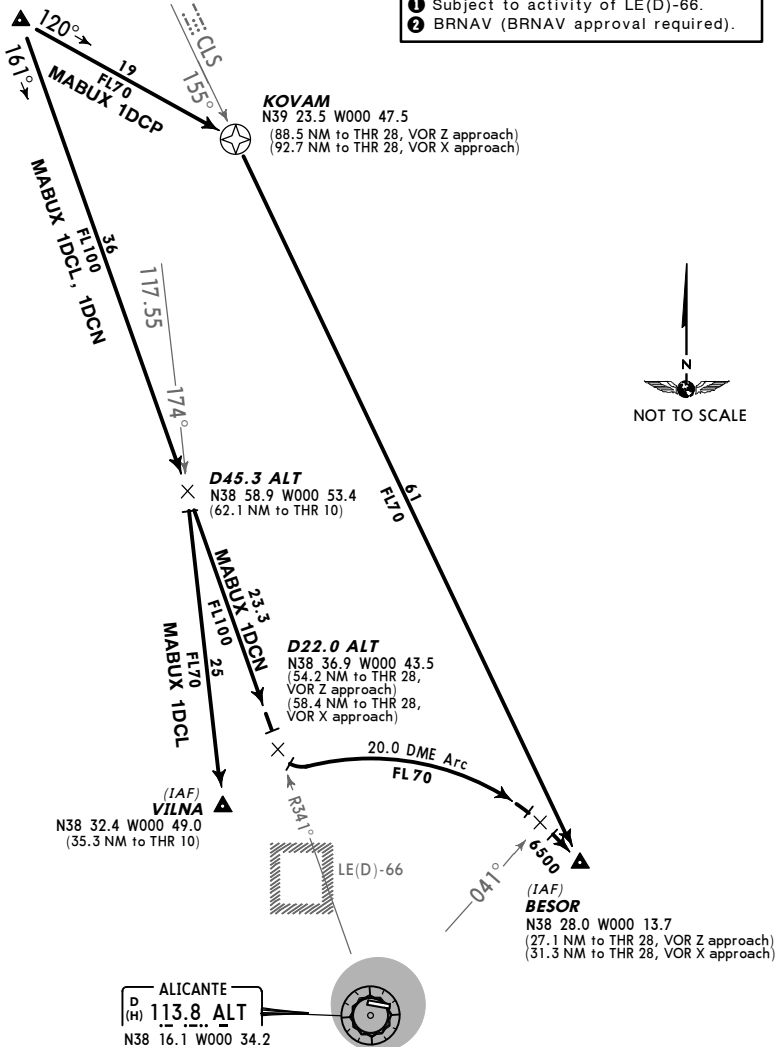
BY ATC

USABLE BETWEEN 2300-0700LT

- ①

Subject to activity of LE(D)-66.
- ②

BRNAV (BRNAV approval required).



LEAL/ALC
ALICANTE-ELCHE

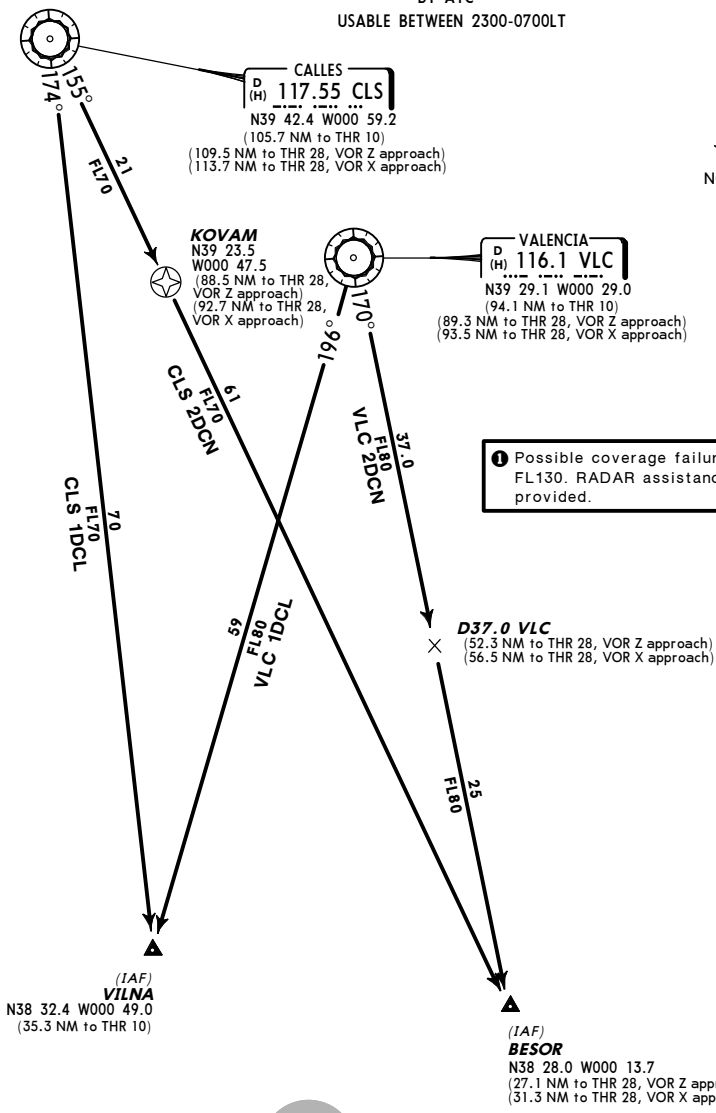
JEPPESEN
18 JUL 14 (10-2G) Eff 24 Jul

ALICANTE, SPAIN
STAR

ATIS 120.075	Apt Elev 142'	Alt Set: hPa Trans level: By ATC	Trans alt: 6000'
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CALLES ONE DELTA CHARLIE LIMA (CLS 1DCL) [CL1DCL] ①
VALENCIA ONE DELTA CHARLIE LIMA (VLC 1DCL) [VL1DCL]
RWY 10 CONTINUOUS DESCENT ARRIVALS (CDA)
CALLES TWO DELTA CHARLIE NOVEMBER (CLS 2DCN) [CL2DCN] ①
VALENCIA TWO DELTA CHARLIE NOVEMBER (VLC 2DCN) [VL2DCN]
RWY 28 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT



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

LEAL/ALC
ALICANTE-ELCHE

JEPPesen
2 OCT 15 (10-2J) Eff 15 Oct

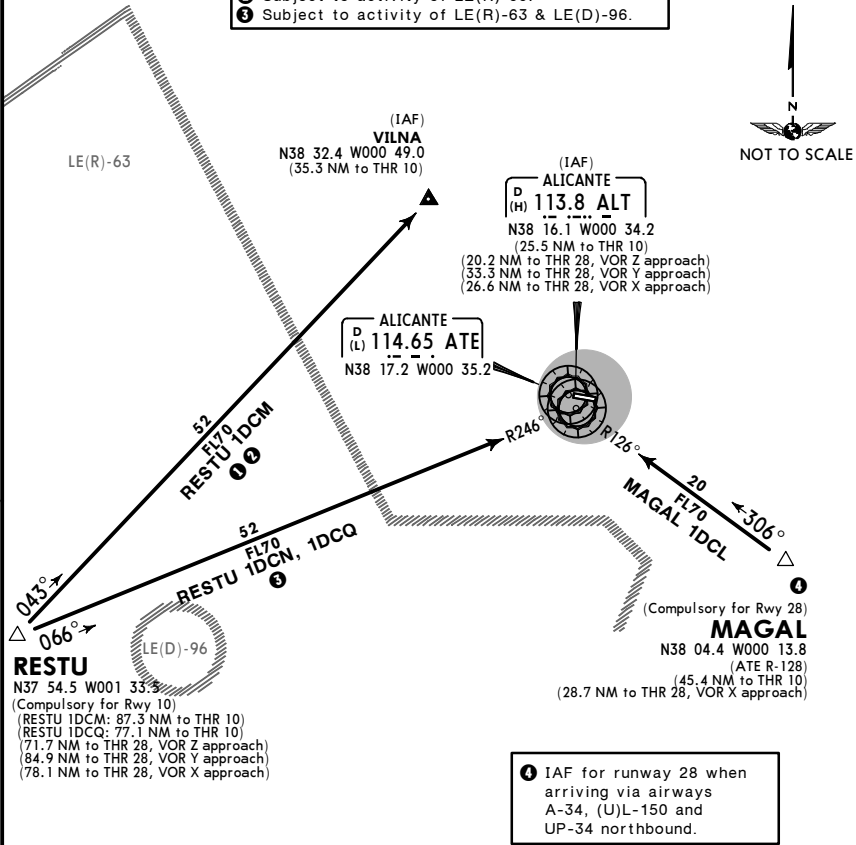
ALICANTE, SPAIN
STAR

ATIS 120.075	Apt Elev 142'	Alt Set: hPa Trans level: By ATC	Trans alt: 6000'
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MAGAL ONE DELTA CHARLIE LIMA (MAGAL 1DCL) [MG1DCL]
RESTU ONE DELTA CHARLIE MIKE (RESTU 1DCM) [RE1DCM] ①②
RESTU ONE DELTA CHARLIE QUEBEC (RESTU 1DCQ) [RE1DCQ] ③
RWY 10 CONTINUOUS DESCENT ARRIVALS (CDA)
RESTU ONE DELTA CHARLIE NOVEMBER (RESTU 1DCN) [RE1DCN] ③
RWY 28 CONTINUOUS DESCENT ARRIVAL (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT

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



HOLDING OVER
ALT
Runway 28

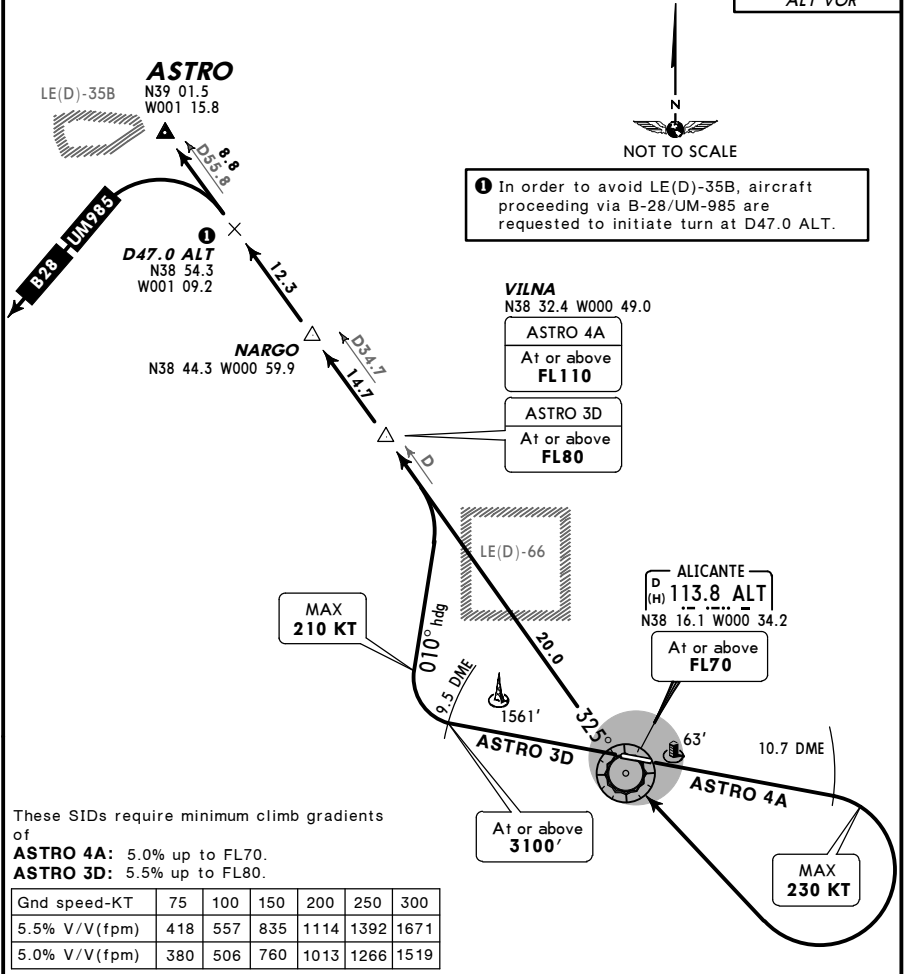
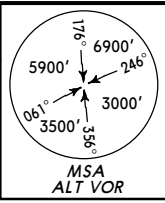
LEAL/ALC
ALICANTE

JEPPESEN
27 APR 12 10-3 Eff 3 May

ALICANTE, SPAIN
SID

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

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



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

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

SID	RWY	ROUTING
ASTRO 4A ②	10	Climb on runway heading to ALT 10.7 DME, turn RIGHT to ALT, ALT R-325 via VILNA and NARGO to ASTRO.
ASTRO 3D	28	Climb on runway heading to ALT 9.5 DME, turn RIGHT, 010° heading, intercept ALT R-325 via VILNA and NARGO to ASTRO.

② Subject to activity of LE(D)-66.

CONTINGENCY DEPARTURE

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

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

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

LEAL/ALC
ALICANTE

JEPPESSEN
27 APR 12 (10-3B) Eff 3 May

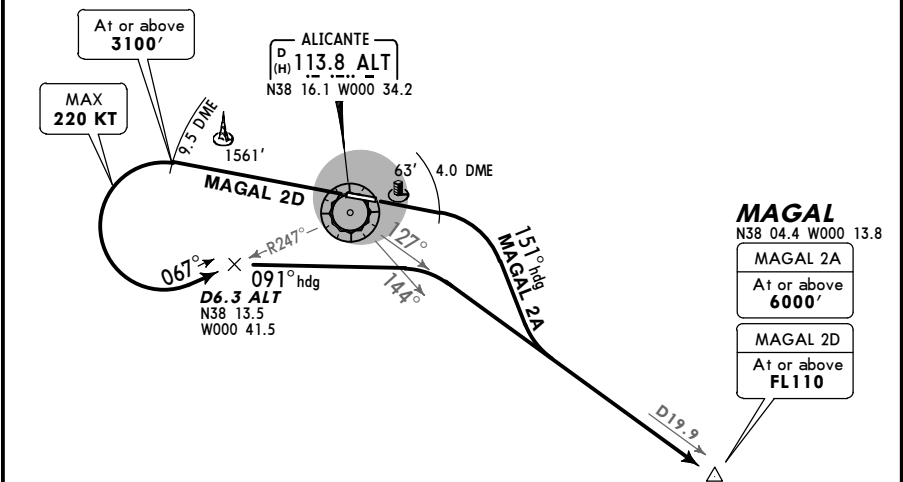
ALICANTE, SPAIN
SID

Apt Elev
142'

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

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

17.6°
5900'
6900'
24.6°
3000'
06.1°
3500'
35.6°
MSA
ALT VOR



These SIDs require minimum climb gradients of

MAGAL 2A: 5.0% up to 6000.

MAGAL 2D: 5.5% up to FL70.

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

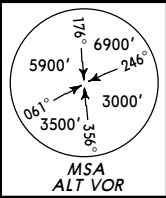


SID	RWY	ROUTING				
MAGAL 2A	10	Climb on runway heading to ALT 4.0 DME, turn RIGHT, 151° heading, intercept ALT R-127 to MAGAL.				
MAGAL 2D	28	Climb on runway heading to ALT 9.5 DME, turn LEFT, intercept ALT R-247 inbound to D6.3 ALT, turn RIGHT, 091° heading, when passing ALT R-144 turn RIGHT, intercept ALT R-127 to MAGAL.				
CONTINGENCY DEPARTURE						
In case of one or more navaid failure following procedure shall be carried out: RWY 10: Climb on runway heading to 3000', turn by following ATC instructions. RWY 28: Climb on 271° heading to 4500', turn by following ATC instructions.						
These departures require minimum climb gradients of						
RWY 10: 5.0%.						
RWY 28: 7.0%.						
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127
5.0% V/V(fpm)	380	506	760	1013	1266	1519

LEAL/ALC
ALICANTE

JEPPESSEN
27 APR 12 10-3C Eff 3 May

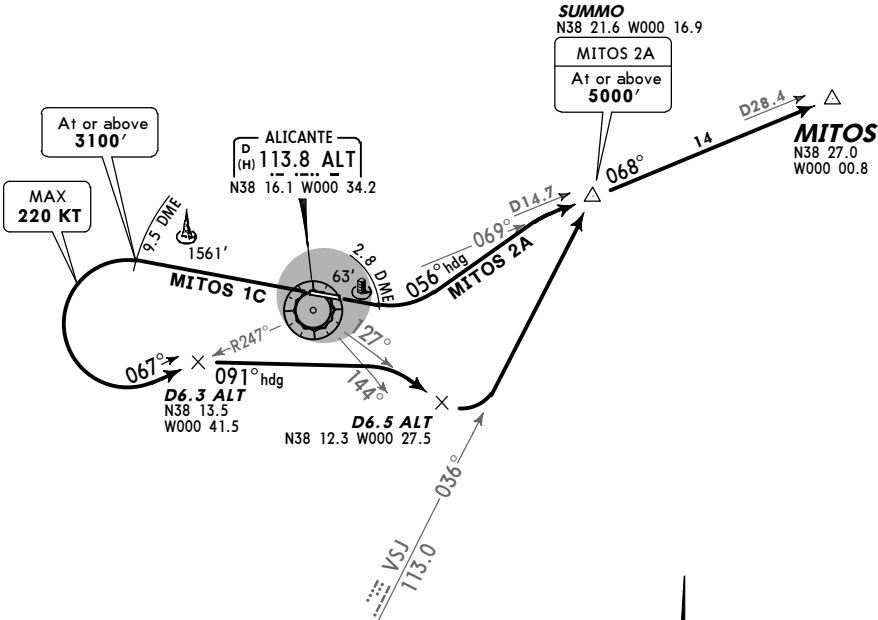
ALICANTE, SPAIN
SID



Apt Elev
142'

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

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



These SIDs require a minimum climb gradient of

MITOS 2A:	5.5% up to 5000'.
MITOS 1C:	5.5% up to FL70.

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

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

CONTINGENCY DEPARTURE						
In case of one or more navaid failure following procedure shall be carried out:						
RWY 10: Climb on runway heading to 3000', turn by following ATC instructions.						
RWY 28: Climb on 271° heading to 4500', turn by following ATC instructions.						
These departures require minimum climb gradients of						
RWY 10: 5.0%.						
RWY 28: 7.0%.						
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127
5.0% V/V(fpm)	380	506	760	1013	1266	1519

LEAL/ALC
ALICANTE-ELCHE

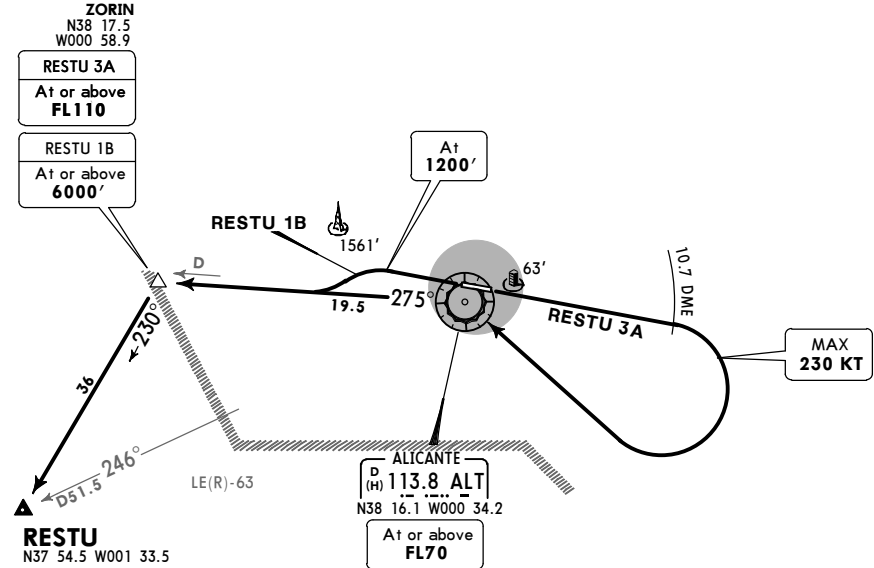
JEPPESSEN
2 OCT 15 (10-3D) Eff 15 Oct

ALICANTE, SPAIN
SID

Apt Elev
142'

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

RESTU THREE ALFA (RESTU 3A) [REST3A]
RESTU ONE BRAVO (RESTU 1B) [REST1B]
RWYS 10, 28 DEPARTURES
B-RNAV APPROVAL REQUIRED
ONLY AVAILABLE ON PILOTS REQUEST
SUBJECT TO ACTIVITY OF LE(R)-63



These SIDs require minimum climb gradients
of

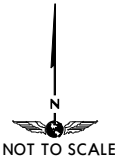
RESTU 3A

5.0% up to FL70.

RESTU 1B

5.0% up to 6000'.

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



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

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedure shall be carried out:
RWY 10: Climb on runway heading to 3000', turn by following ATC instructions.
This departure requires a minimum climb gradient of 5.0%.
RWY 28: Climb on 270° heading to 4500', turn by following ATC instructions.
This departure requires a minimum climb gradient of 7.0%.

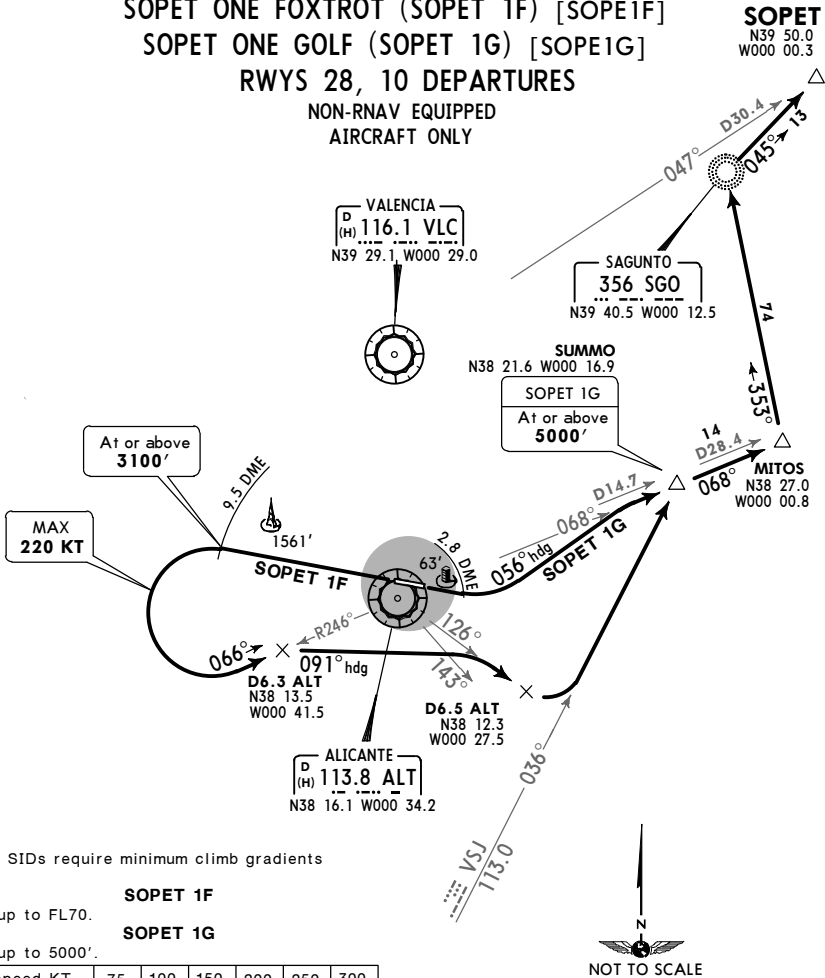
LEAL/ALC
ALICANTE-ELCHE

JEPPESSEN
2 OCT 15 (10-3E) Eff 15 Oct

ALICANTE, SPAIN
SID

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

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



These SIDs require minimum climb gradients of

SOPET 1F
5.5% up to FL70.

SOPET 1G
5.5% up to 5000'.

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

SID	RWY	ROUTING
SOPET 1F	28	Climb on runway heading to ALT 9.5 DME, turn LEFT, intercept ALT R-246 inbound to D6.3 ALT, turn RIGHT, 091° heading, when passing ALT R-143 turn RIGHT, intercept ALT R-126 to D6.5 ALT, turn LEFT, intercept VSJ R-036 to SUMMO, turn RIGHT, intercept ALT R-068 to MITOS, turn LEFT, intercept 353° bearing to SGO, turn RIGHT, 045° bearing to SOPET.
SOPET 1G	10	Climb on runway heading to ALT 2.8 DME, turn LEFT, 056° heading, intercept ALT R-069 to SUMMO, intercept ALT R-068 to MITOS, turn LEFT, intercept 354° bearing to SGO, turn RIGHT, 045° bearing to SOPET.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedure shall be carried out:
RWY 10: Climb on runway heading to 3000', turn by following ATC instructions. This departure requires a minimum climb gradient of 5.0%.
RWY 28: Climb on 270° heading to 4500', turn by following ATC instructions. This departure requires a minimum climb gradient of 7.0%.

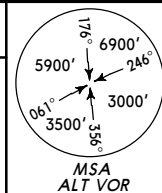
LEAL/ALC
ALICANTE

JEPPESSEN
30 MAR 12 10-3F Eff 5 Apr

ALICANTE, SPAIN
SID

Apt Elev
142'

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



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

VILNA
N38 32.4 W000 49.0

At or above
FL80



SUMMO
N38 21.6
W000 16.9

At or above
5000'

MAX
210 KT

At or above
3100'

VLC 2D
By ATC

ALICANTE
(H) 113.8 ALT
N38 16.1 W000 34.2

These SIDs require minimum climb gradients
of

VLC 3A

5.5% up to 5000'.

VLC 2D

5.5% up to FL80.

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

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

CONTINGENCY DEPARTURE

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

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

This departure requires a minimum climb gradient of 5.0%.

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

This departure requires a minimum climb gradient of 7.0%.

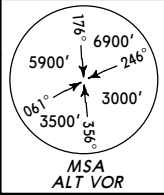
LEAL/ALC
ALICANTE

JEPPESSEN
30 MAR 12 10-3G Eff 5 Apr

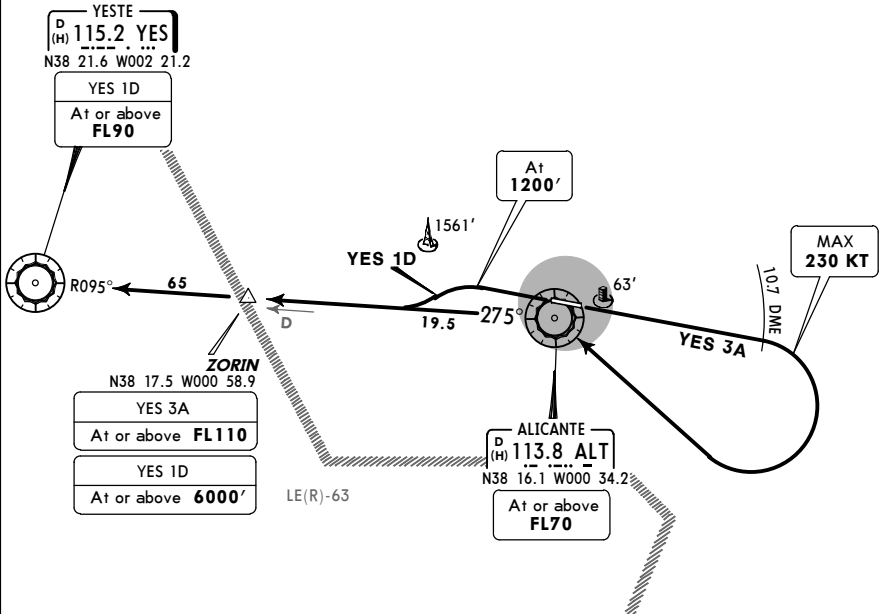
ALICANTE, SPAIN
SID

Apt Elev
142'

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



YESTE THREE ALFA (YES 3A)
YESTE ONE DELTA (YES 1D)
RWYS 10, 28 DEPARTURES
ONLY AVAILABLE ON PILOTS REQUEST
SUBJECT TO ACTIVITY OF LE(R)-63



These SIDs require minimum climb gradients of

YES 3A
5.0% up to FL70.

YES 1D
5.0% up to 6000'.

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



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

CONTINGENCY DEPARTURE

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

LEAL/ALC

JEPPESSEN

4 SEP 15 (10-8)

Eff 17 Sep

ALICANTE, SPAIN

ALICANTE-ELCHE

WORKS ON AIRPORT AREA

REFER ALSO TO LATEST NOTAMS - EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY

PHASE 0:

Implementation and stockpiles.

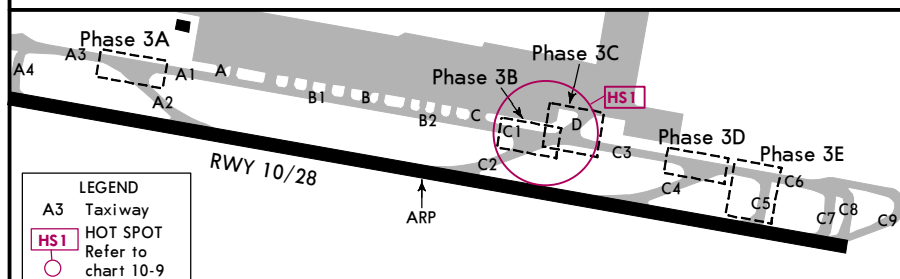
PHASE 1:

Relocation of wing bars and REIL at Runway and Taxiways A6 and C9.
Runway closed.

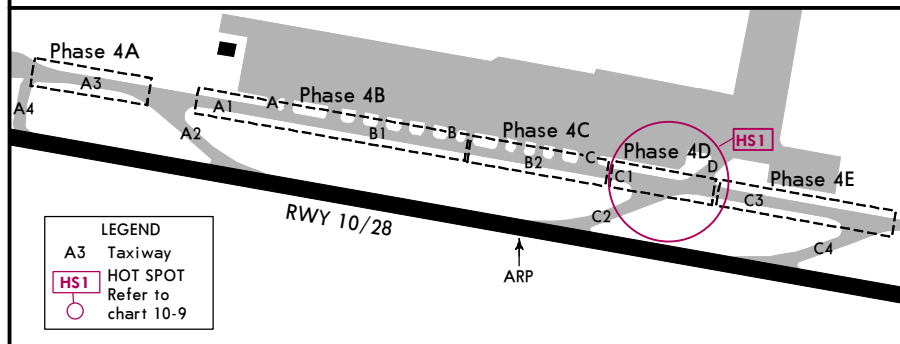
PHASE 2:

Adaptation of taxiing centre line lights and secondary circuits after stop bar at Runway and Taxiways A4, A5, A6, C5, C7, C8 and C9.
Runway closed while ditch works are being executed in the Runway.
Other works, closure of the affected taxiway and works in Runway under coordination with TWR, with reset time of 20 minutes.

PHASE 3:

Installation of sidelights in Taxiways C5 and C8.
Phase 3A: Taxiway A2 - A1
Phase 3B: Taxiway C2 - C1
Phase 3C: Taxiway D - C1 and D - C3
Phase 3D: Taxiway C4 - C3
Phase 3E: Taxiway C5 - Rwy
Works in Runway under coordination with TWR, with reset time of 20 minutes and closure of affected Taxiways.


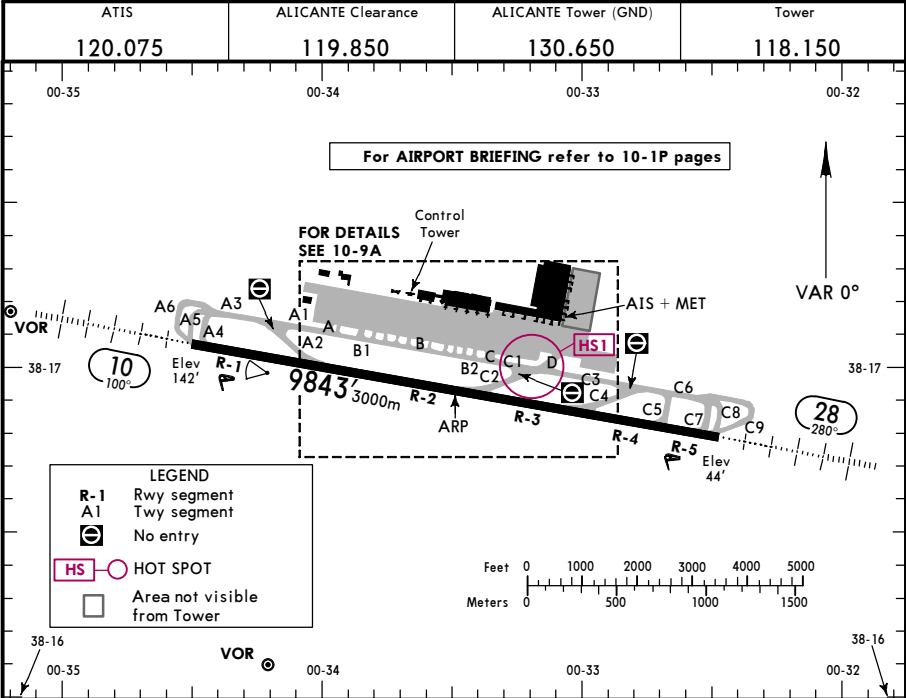
PHASE 4:

Repair of Taxiway grooves:
Phase 4A: Taxiway A3 closed
Phase 4B: Taxiway A1 and B1 closed
Phase 4C: Taxiway B2 and C1 closed
Phase 4D: Taxiway C1, C2 and C3 closed
Phase 4E: Taxiway C3 closed


LEAL/ALC
Apt Elev **142'**
N38 16.9 W000 33.5

JEPPesen
2 OCT 15 **(10-9)** **Eff 15 Oct**

ALICANTE, SPAIN
ALICANTE-ELCHE



ADDITIONAL RUNWAY INFORMATION						
RWY					USABLE LENGTHS	
					LANDING BEYOND	TAKE-OFF
					Threshold	Glide Slope
10	HIRL ① CL (15m) HIALS REIL PAPI (3.0°) ② ③ RVR					8694' 2650m
28	HIRL ① CL (15m) HIALS REIL PAPI (3.0°) ④					⑤
						148' 45m

- ① spacing 50m. ② not suitable for use of B747 acft.
- ③ HSTIL-C2&C4
- ④ HSTIL-A2

⑤ TAKE-OFF RUN AVAILABLE

RWY 10:		RWY 28:	
From rwy head	9843' (3000m)	From rwy head	9843' (3000m)
twy A4 int	9744' (2970m)	twy C7 int	9616' (2931m)
		twy C5 int	8858' (2700m)

HOT SPOT

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

HS1 Use CAUTION when instructed to taxi to Rwy 10/28 holding position, do not enter Twy C2. Area of possible disorientation, special attention to markings and ATC instructions required.

Standard

TAKE-OFF 1

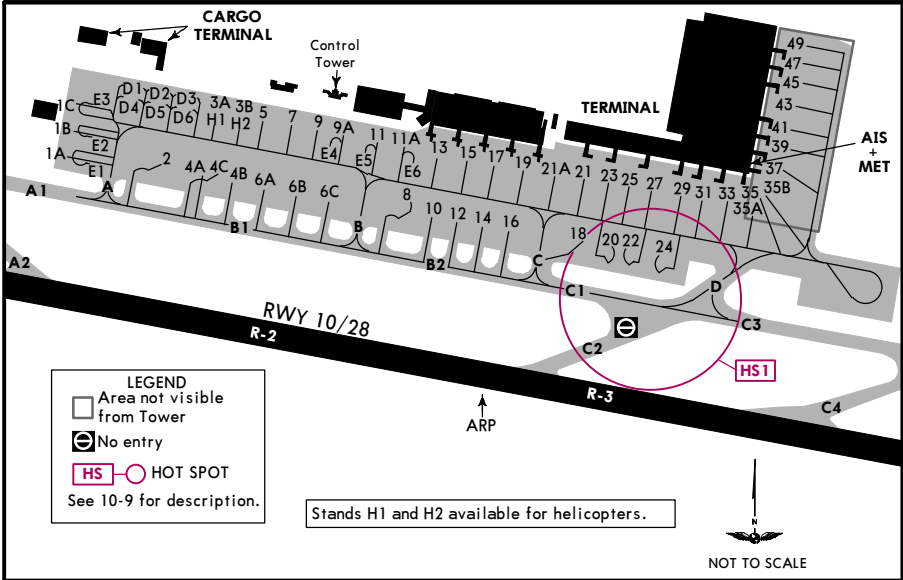
	LVP must be in force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

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

LEAL/ALC

JEPPESSEN
2 OCT 15 (10-9A) Eff 15 Oct

ALICANTE, SPAIN
ALICANTE-ELCHE



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1A thru 1C	N38 17.2 W000 34.0	20	N38 17.0 W000 33.3
2	N38 17.1 W000 33.9	21, 21A	N38 17.1 W000 33.3
3A, 3B	N38 17.2 W000 33.8	22	N38 17.0 W000 33.2
4A thru 4C	N38 17.1 W000 33.8	23	N38 17.1 W000 33.3
5	N38 17.2 W000 33.8	24	N38 17.0 W000 33.2
6A thru 6C	N38 17.1 W000 33.7	25 thru 29	N38 17.1 W000 33.2
7	N38 17.2 W000 33.7	31 thru 35B	N38 17.1 W000 33.1
8	N38 17.1 W000 33.5	37	N38 17.1 W000 33.0
9	N38 17.2 W000 33.7	39 thru 45	N38 17.2 W000 33.0
9A	N38 17.2 W000 33.6	47, 49	N38 17.3 W000 33.0
10	N38 17.1 W000 33.5	D1 thru D6	N38 17.2 W000 33.9
11, 11A	N38 17.2 W000 33.6	E1	N38 17.1 W000 34.0
12	N38 17.1 W000 33.5	E2, E3	N38 17.2 W000 34.0
13	N38 17.2 W000 33.5	E4 thru E6	N38 17.2 W000 33.6
14	N38 17.1 W000 33.4	H1, H2	N38 17.2 W000 33.8
15	N38 17.2 W000 33.5		
16	N38 17.1 W000 33.4		
17	N38 17.2 W000 33.4		
18	N38 17.1 W000 33.3		
19	N38 17.2 W000 33.4		

LEAL/ALC

 **JEPPESSEN**

4 MAR 11

10-9B

Eff 10 Mar

ALICANTE, SPAIN

ALICANTE

VISUAL DOCKING GUIDANCE SYSTEM**A. GENERAL**

The system contains information about azimuth guidance (shows the aircraft position with relation to the centerline of the parking area) and distance to the stop position (based on a laser radar measurement), that is provided by a display unit in front of the cockpit.

B. DISPLAY UNIT

Consists of:

1. Two alphanumeric presentation lines of 3 panels with 4 characters, composed by yellow and red fluorescent indicators, which can indicate several information: Aircraft type, stand position ("STND"), number of flight, origin, destination, planned hour, occupied position ("BON"-Block on) and occupation hour, chocks on ("CHCK ON"), "SLOW DOWN", "STOP OK", "TOO FAR", emergency stop ("ESTP STOP"), connection to 400 Hz ("400 H") and/or airconditioned ("PCA") and connection hours.
2. Azimuth guidance display sub-unit with centerline indicator (centered guidance and design of deviation arrows): yellow and red fluorescent.
3. Distance indicator to the stop position: 3 panels composed by yellow and black fluorescent lines organized in a vertical column.

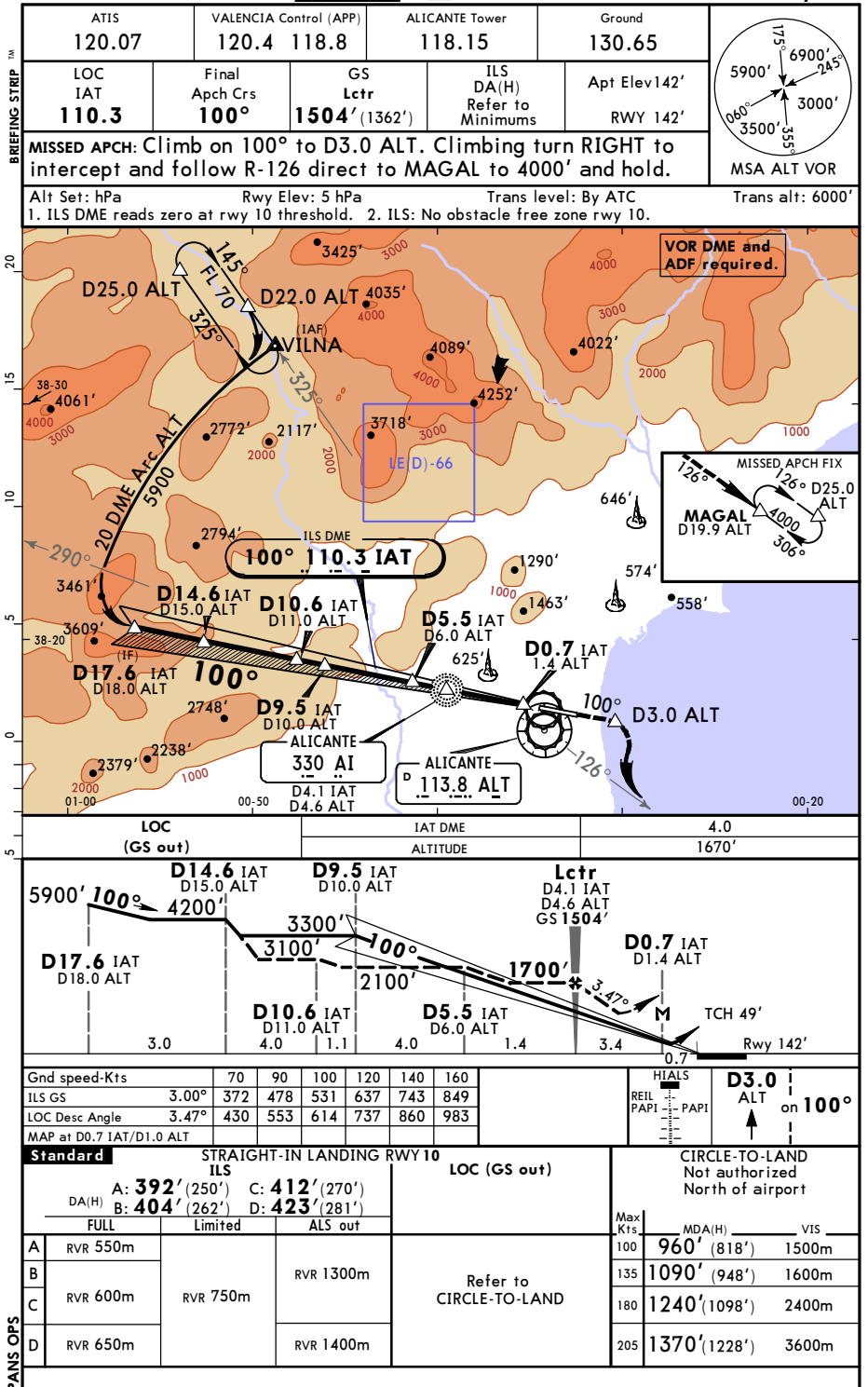
C. PILOT INSTRUCTIONS

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

LEAL/ALC
ALICANTE-ELCHE

2 OCT 15
Eff 15 Oct 11-1

ALICANTE, SPAIN
ILS Z or LOC A Rwy 10

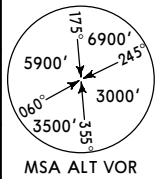


LEAL/ALC
ALICANTE-ELCHE

JEPPESSEN
2 OCT 15
Eff 15 Oct (11-2)

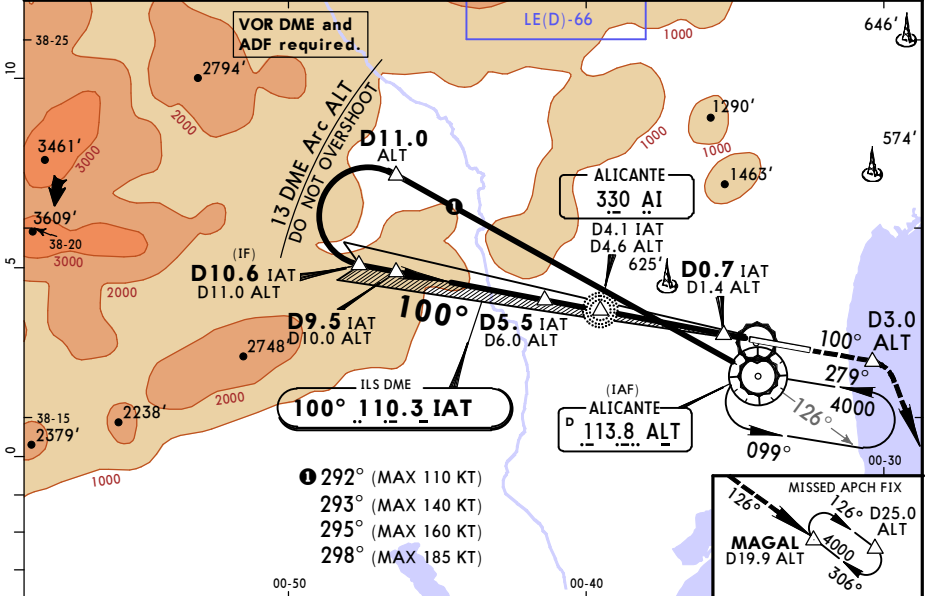
ALICANTE, SPAIN
ILS Y or LOC B Rwy 10

ATIS 120.07	VALENCIA Control (APP) 120.4 118.8	ALICANTE Tower 118.15	Ground 130.65
LOC IAT 110.3	Final Appch Crs 100°	GS Lctr 1504' (1362')	ILS DA(H) Refer to Minimums Apt Elev 142' RWY 142'

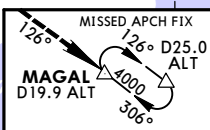


MISSED APCH: Climb on 100° to D3.0 ALT. Climbing turn RIGHT to intercept and follow R-126 direct to MAGAL to 4000' and hold.

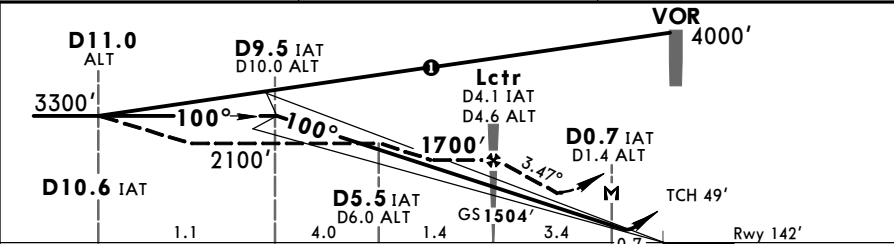
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 6000'
1. ILS DME reads zero at rwy 10 threshold. 2. ILS: No obstacle free zone rwy 10.



- 292° (MAX 110 KT)
- 293° (MAX 140 KT)
- 295° (MAX 160 KT)
- 298° (MAX 185 KT)



LOC (GS out)	IAT DME ALTITUDE	4.0 1670'
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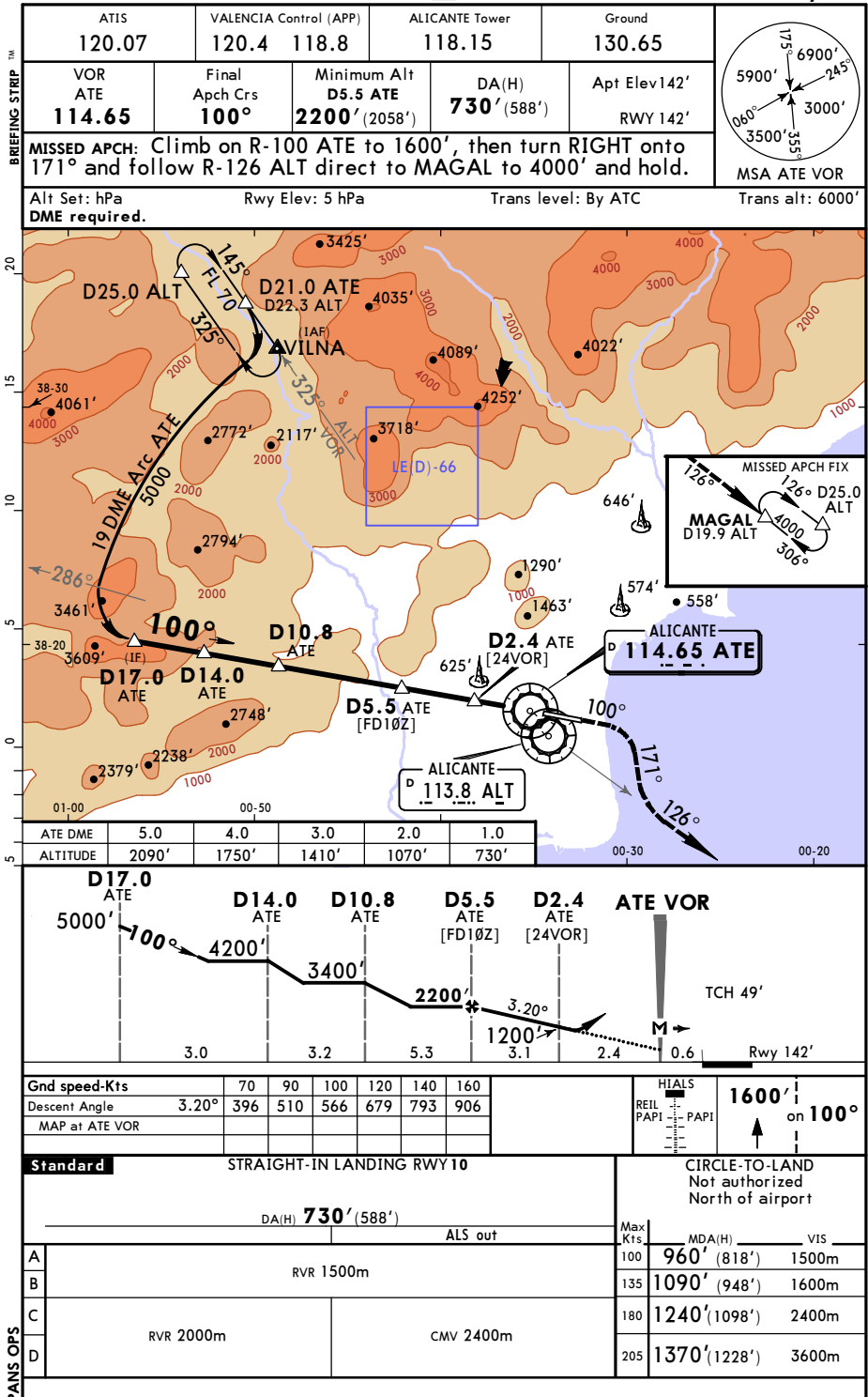
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI	D3.0 ALT on 100°
ILS GS	3.00°	372	478	531	637	743	849	
LOC Desc Angle	3.47°	430	553	614	737	860	983	
MAP at D0.7 IAT/D1.0 ALT								

Standard STRAIGHT-IN LANDING RWY 10 ILS				LOC (GS out)		CIRCLE-TO-LAND Not authorized North of airport	
DA(H) A: 392' (250') C: 412' (270') B: 404' (262') D: 423' (281')		FULL Limited ALS out					
A	RVR 550m					Max Kts	MDA(H) VIS
B	RVR 600m					100	960' (818') 1500m
C	RVR 600m	RVR 750m		Refer to CIRCLE-TO-LAND		135	1090' (948') 1600m
D	RVR 650m					180	1240' (1098') 2400m
						205	1370' (1228') 3600m

LEAL/ALC
ALICANTE-ELCHE

JEPPESSEN
2 OCT 15 **13-1** Eff 15 Oct

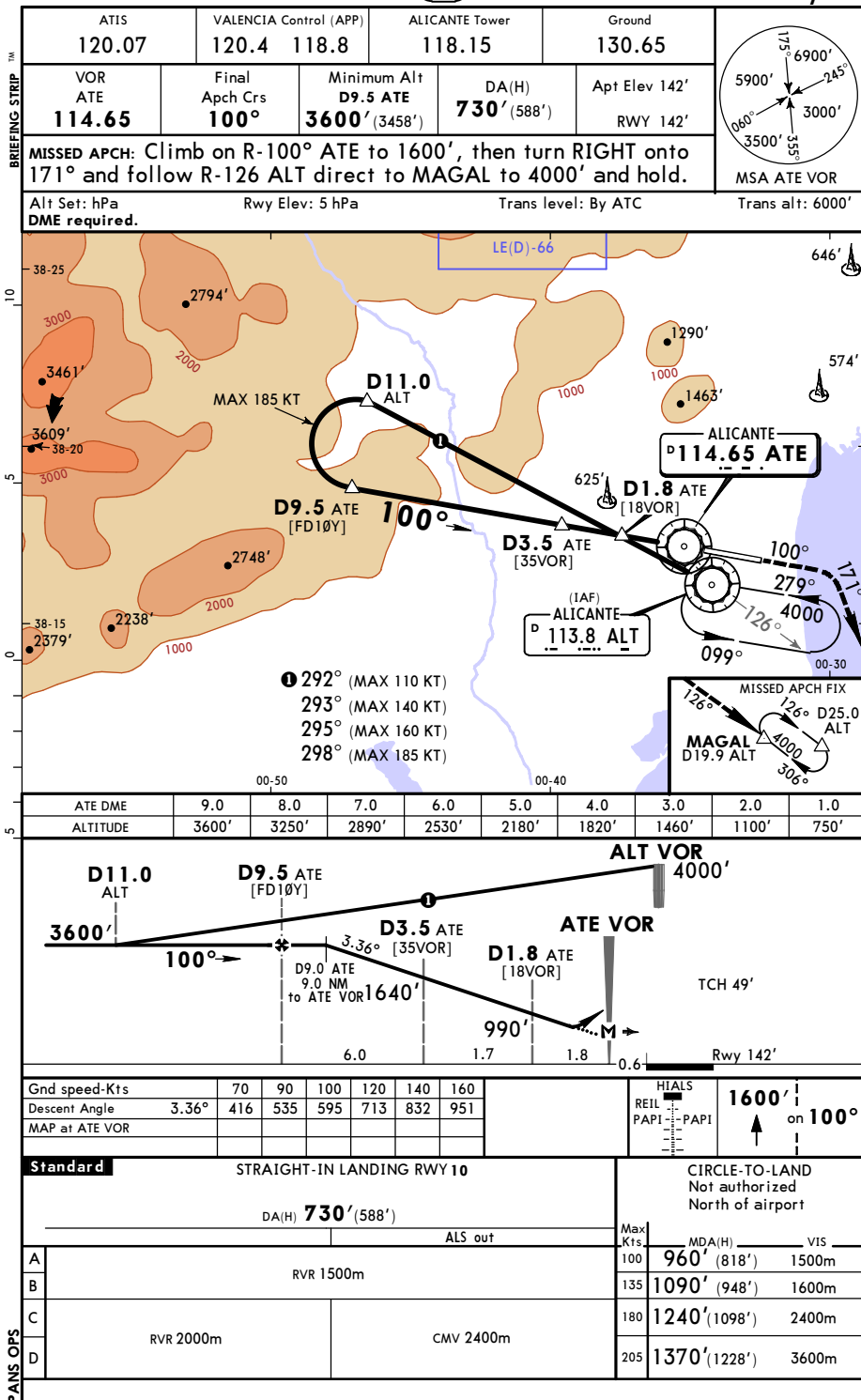
ALICANTE, SPAIN
VOR Z Rwy 10



LEAL/ALC
ALICANTE-ELCHE

JEPPesen
2 OCT 15 13-2 Eff 15 Oct

ALICANTE, SPAIN
VOR Y Rwy 10



LEAL/ALC
ALICANTE-ELCHE

JEPPesen
2 OCT 15 **13-3** Eff 15 Oct

ALICANTE, SPAIN
VOR Z Rwy 28

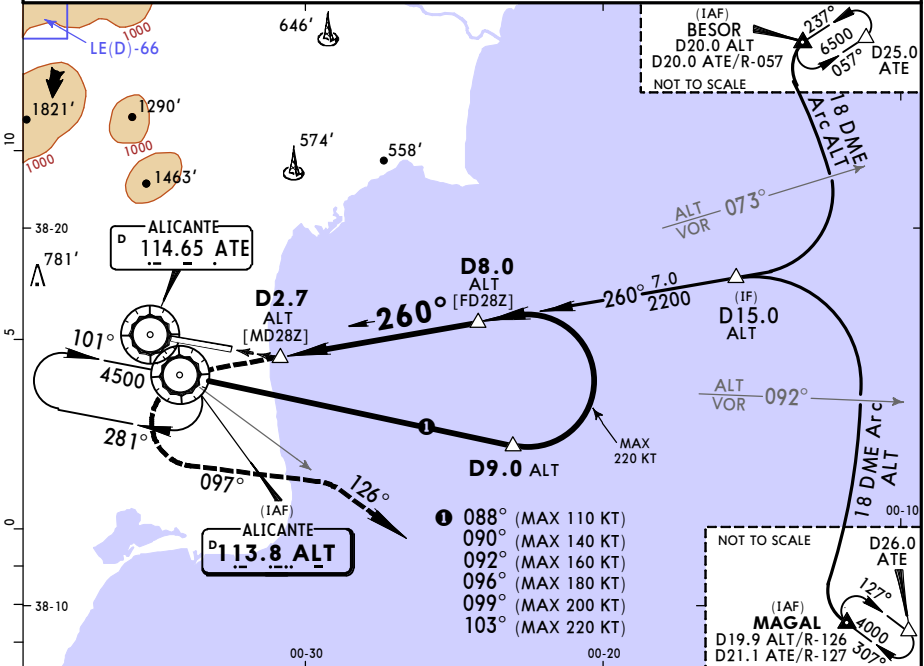
ATIS 120.07	VALENCIA Control (APP) 120.4 118.8	ALICANTE Tower 118.15	Ground 130.65
VOR ALT 113.8	Final ApcH Crs 260°	Minimum Alt D8.0 ALT 2200' (2156')	DA(H) Refer to Minimums
Apt Elev 142'			RWY 44'

MISSED APCH: Climb direct to ALT VOR, then turn LEFT (MAX 220 KT) onto 097° to intercept and follow R-126 ALT to MAGAL, join holding and climb to 4000'.

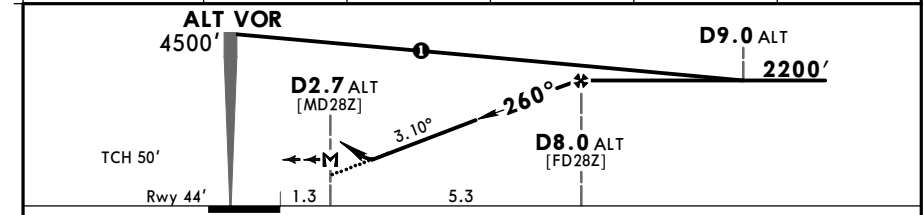
MSA ALT VOR

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

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



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS	ALT	097°	220 KT
Descent Angle	3.10°	384	494	548	658	768	PAPI	113.8	LT	MAX
MAP at D2.7 ALT										

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

MSA ALT VOR

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

Standard

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

LEAL/ALC
ALICANTE-ELCHE

JEPPESSEN
2 OCT 15 13-5 Eff 15 Oct

ALICANTE, SPAIN
VOR X Rwy 28

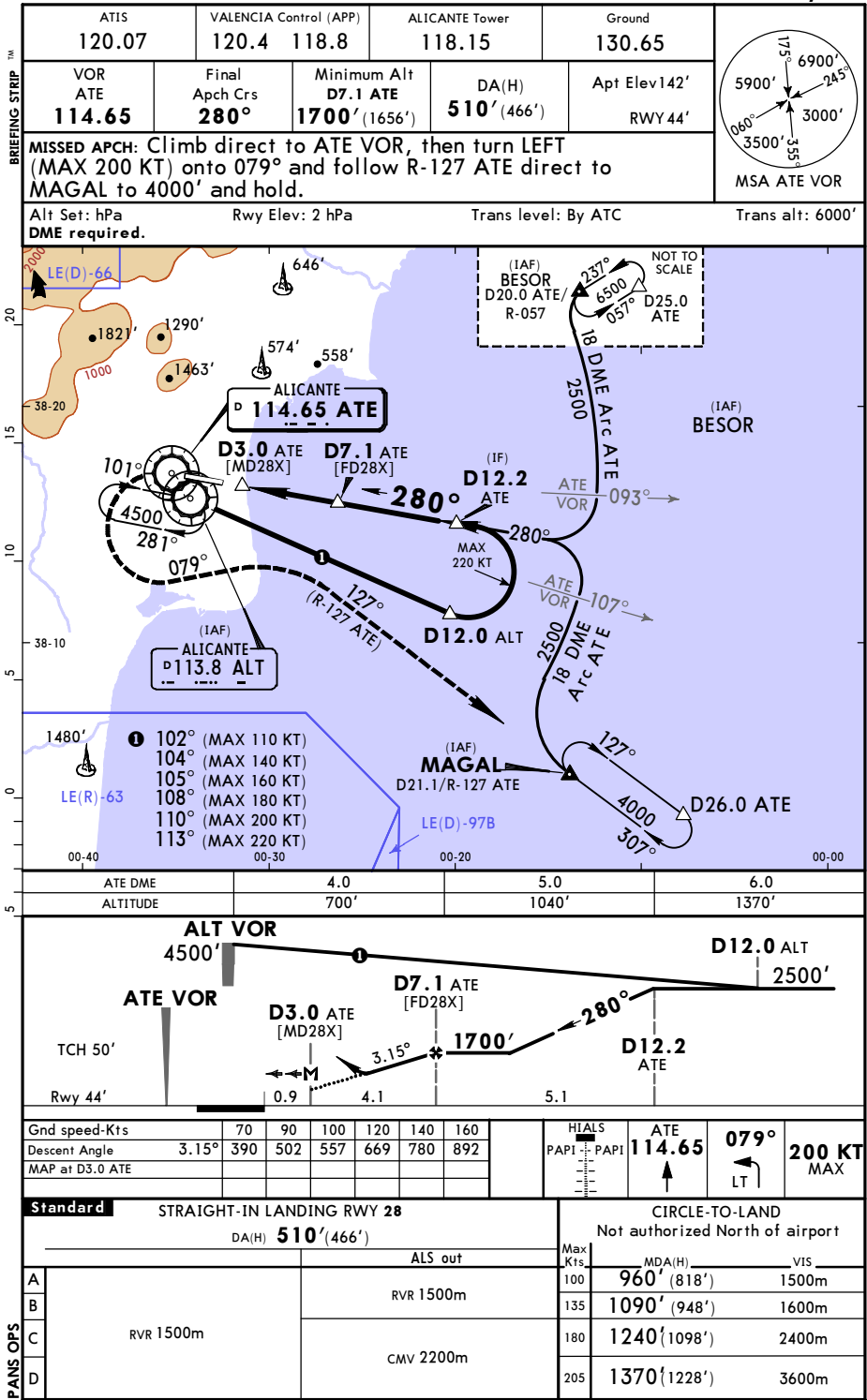




Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ALICANTE, (ALICANTE-ELCHE - LEAL)				
REV	MAGAL 1L, RESTU 1M, 1N & ...	10-2D	10 Jun 2016	23 Jun 2016
DEL	ASTRO 1DCL & 2DCN ARRS	10-2E	10 Jun 2016	23 Jun 2016
ADD	ASTRO 1K & 1R ARRS	10-2E	10 Jun 2016	23 Jun 2016
DEL	MABUX 1DCL, 1DCN & 1DCP A...	10-2F	10 Jun 2016	23 Jun 2016
ADD	MABUX 1K, 1R & 1S ARRS	10-2F	10 Jun 2016	23 Jun 2016
ADD	CALLES & VALENCIA 1K & 1R...	10-2G	10 Jun 2016	23 Jun 2016
DEL	CALLES 1DCL & 2DCN, VLC 1...	10-2G	10 Jun 2016	23 Jun 2016
DEL	GERVU 1DCL, 1DCM & 1DCN A...	10-2H	10 Jun 2016	23 Jun 2016
ADD	GERVU 1K, 1P & 1R ARRS	10-2H	10 Jun 2016	23 Jun 2016
DEL	MAGAL 1DCL, RESTU 1DCM, 1...	10-2J	10 Jun 2016	23 Jun 2016
ADD	MAGAL 1K, RESTU 1K, 1P & ...	10-2J	10 Jun 2016	23 Jun 2016

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEAL

Type: Terminal

Effectivity: Permanent

Begin Date: 20140724

End Date: No end date

Airport name changed to Alicante-Elche.

Type: Terminal

Effectivity: Temporary

Begin Date: 20150917

End Date: Until Further Notice

Construction works on airport area. Refer to temp chart 10-8 and latest NOTAMs.