

List of pages in this Trip Kit

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Airport Information For LEMG

Terminal Charts For LEMG

Revision Letter For Cycle 13-2016

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: 0459 Z
Sunset: 1939 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 Tower: 118.775
Malaga Clearance Tower: 121.875
Malaga Tower: 124.775
Malaga Tower: 25.780 Military
Malaga Tower: 118.150
Malaga Ground: 121.700
Malaga Ground: 121.950
Malaga Approach: 123.950
Malaga Approach: 25.870
Malaga Approach: 118.450
Malaga Approach: 123.850

LEMG/AGP
COSTA DEL SOL

9 OCT 15

JEPPesen

10-1P

Eff 15 Oct

MALAGA, SPAIN

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/HH-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.

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(10-1P1)

Eff 15 Oct

MALAGA, SPAIN
AIRPORT BRIEFING

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

COSTA DEL SOL

JEPPesen

9 OCT 15

10-1P2

Eff 15 Oct

MALAGA, SPAIN

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

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9 OCT 15

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10-1P3

Eff 15 Oct

MALAGA, SPAIN

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.

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22 JAN 16

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10-1PA

Eff 4 Feb

MALAGA, SPAIN

AIRPORT BRIEFING

2. ARRIVAL

2.3.2. MINIMUM REDUCED SEPARATION ON THE SAME RWY

A landing ACFT shall 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'.

Exit the RWY by the rapid exit TWYs and wait for ATC instructions.

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

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

Military ACFT:

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

* and wait for ATC clearance.

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22 JAN 16 **10-1P5** **Eff 4 Feb**

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.
- It is necessary to inform the need to perform this manoeuvre to Airport Operations Center:
 - If the ACFT is parked on the stand 60 or
 - If the ACFT is not an A318, A319, A320, A321, B752, B753, A332 or A333.
- 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.

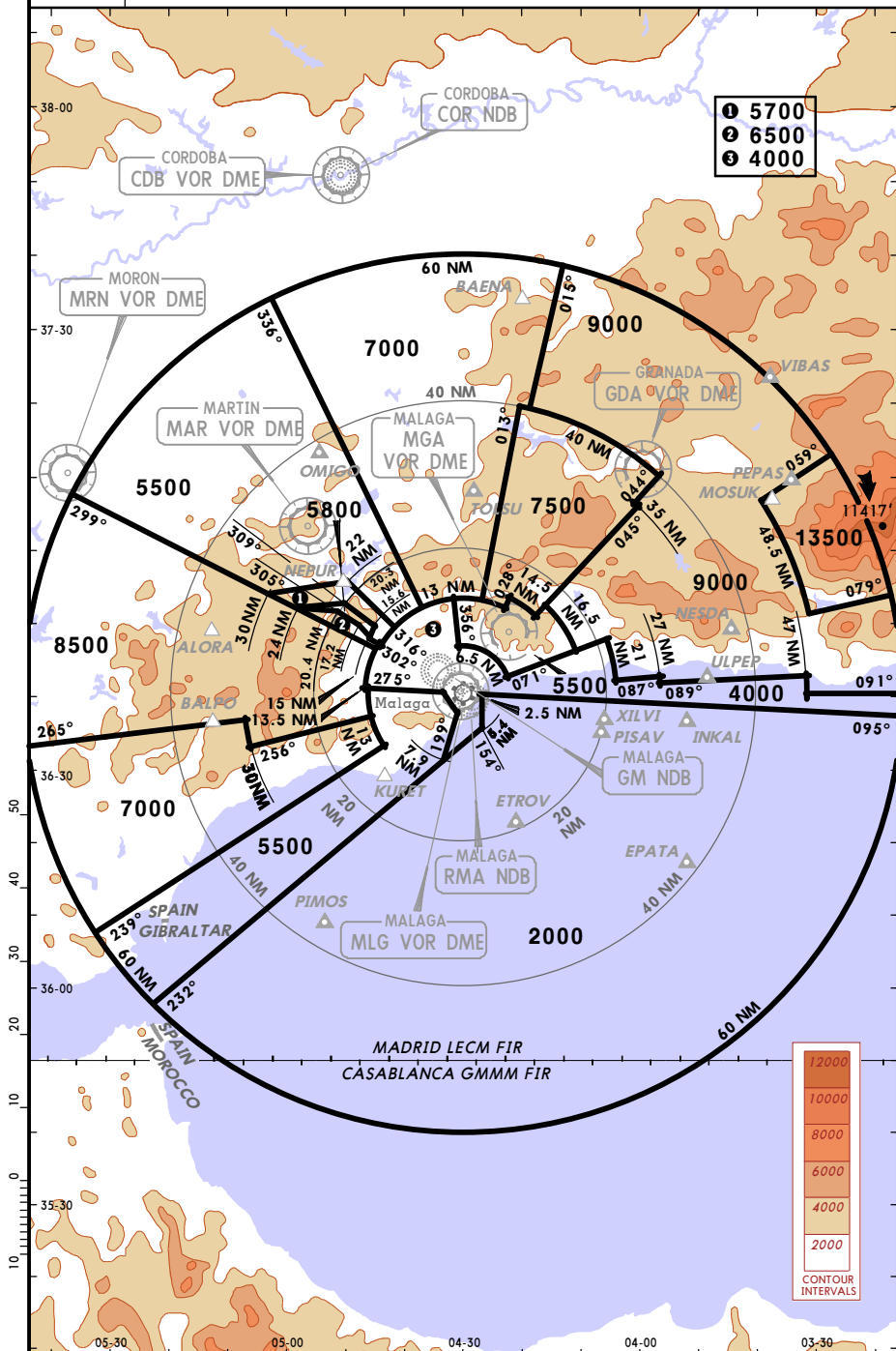
Pilots unable to comply with this requirement shall notify ATC before reaching the holding position.

MALAGA, SPAIN

Apt Elev
52'

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

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



CHANGES: Sectors revised.

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MALAGA, SPAIN **STAR**

CHANGES: MSA; STARs available for RWY 12. © JEPPESEN, 2012. ALL RIGHTS RESERVED.

LEMG/AGP
COSTA DEL SOL

JEPPESEN
20 APR 12 (10-2A) Eff 3 May

MALAGA, SPAIN
STAR

ATIS
120.37

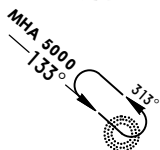
Apt Elev
52'

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

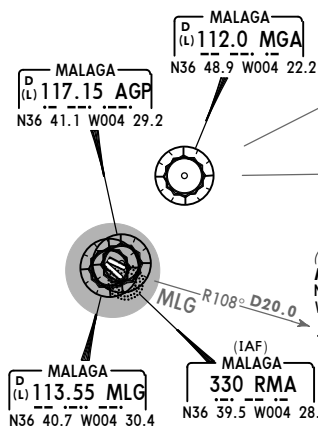
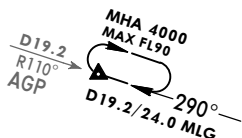
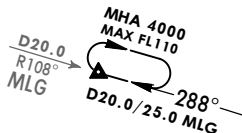
BAILEN ONE ZULU (BLN 1Z)
NESDA ONE ZULU (NESDA 1Z) [NESD1Z]
ROLAS ONE ZULU (ROLAS 1Z) [ROLA1Z] ①
VIBAS ONE ZULU (VIBAS 1Z) [VIBA1Z]
RWY 31 ARRIVALS
SPEED UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120

① Subject to LE(R)-63 activity.

HOLDINGS OVER
RMA



PISAV



VIBAS
N37 23.5 W003 37.9
At or below
FL210

GRANADA
D (H) 113.4 GDA
N37 11.0 W003 59.5



BAILEN
D (H) 116.2 BLN
N38 09.2 W003 37.5

FL140
BLN 1Z

FL140
VIBAS 1Z

FL140
BLN 1Z

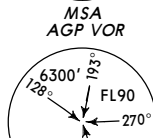
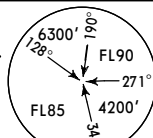
FL140
VIBAS 1Z

FL140
VIBAS 1Z

FL140
VIBAS 1Z

FL140
VIBAS 1Z

FL140
VIBAS 1Z



LE(R)-63

ROLAS

N37 24.9
W002 51.3



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

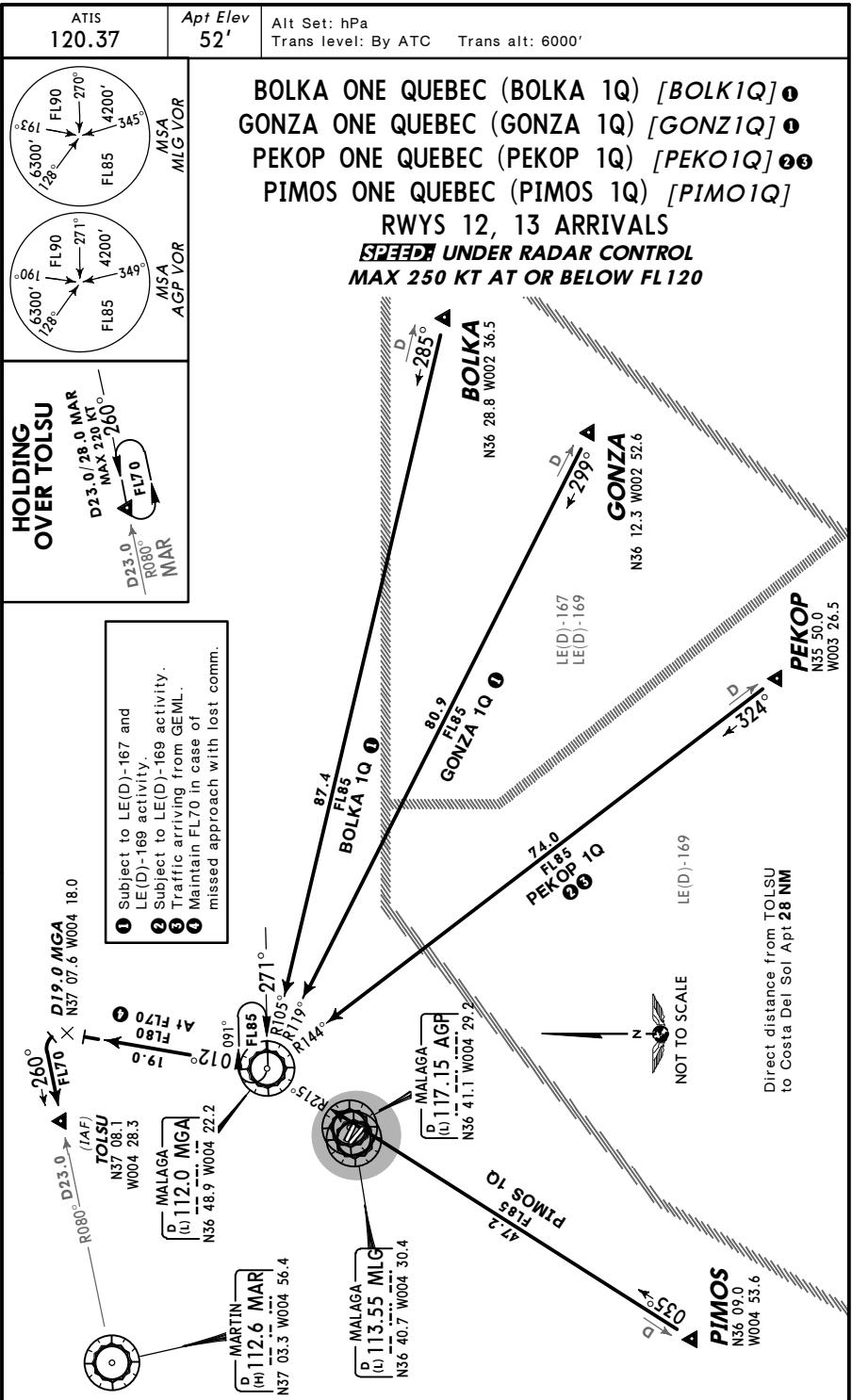


NOT TO SCALE

LEMG/AGP
COSTA DEL SOL

JEYPESEN
20 APR 12 (10-2B) Eff 3 May

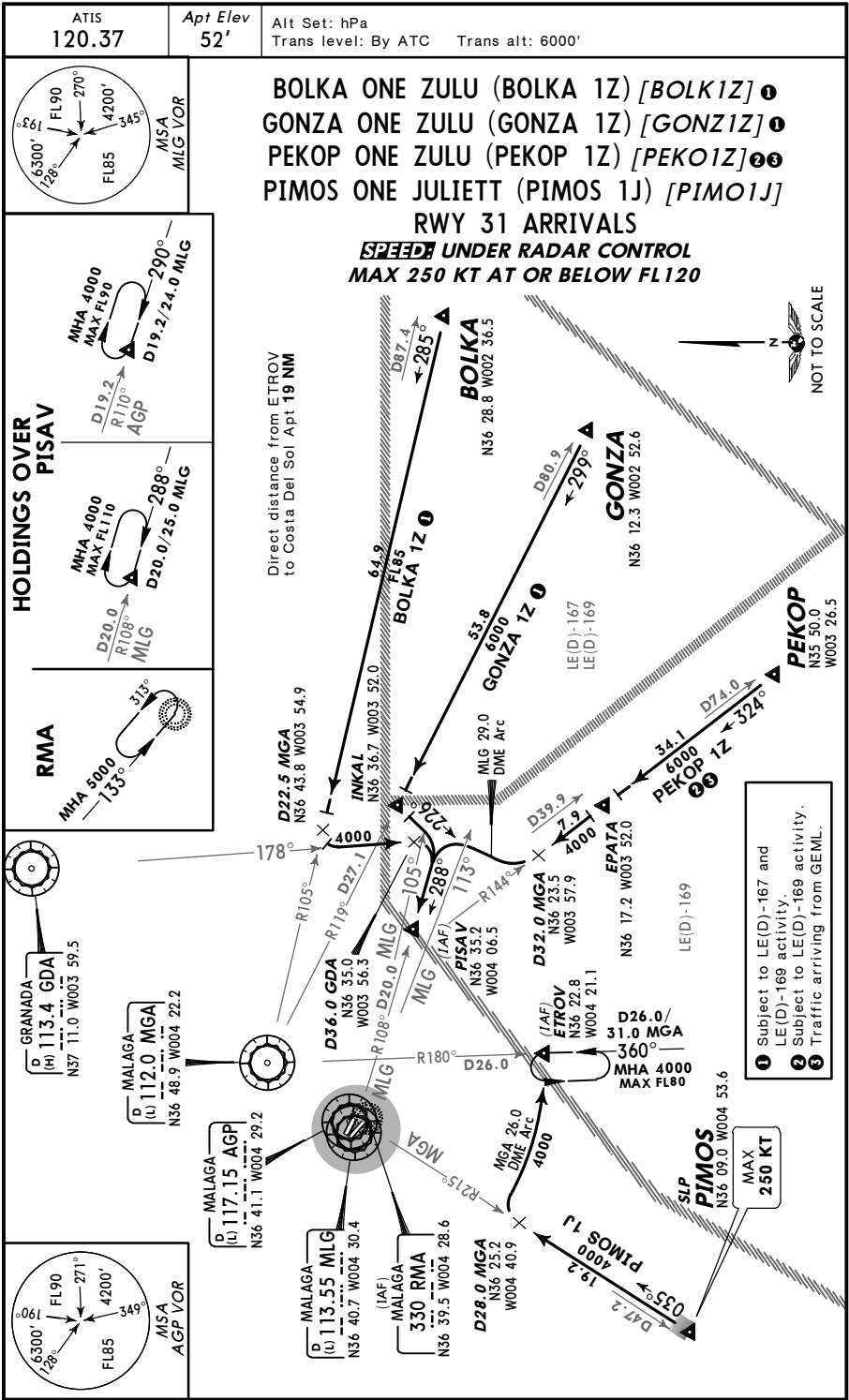
MALAGA, SPAIN
STAR



LEMG/AGP
COSTA DEL SOL

JEYPESEN
20 APR 12 (10-2C) Eff 3 May

MALAGA, SPAIN
STAR



LEMG/AGP
COSTA DEL SOL

JEPPesen
18 SEP 15 (10-2D)

MALAGA, SPAIN
STAR

D-ATIS
120.375

Apt Elev
52'

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

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

SEVILLE
D (H) 113.7 SVL
N37 25.7 W005 45.7



29.0
FL70
SVL 1K

SLP
D29.0 SVL
MAX
250 KT

11.0
6000
D40.0 SVL
N37 19.2 W004 56.2

VULPE
N37 45.7
W004 47.9
At or below
FL250

D42.8/
48.0 MAR
190°

010°
6000

D42.8
6000

21.8
6000

VULPE 1K

SLP
D21.0 MAR
MAX
250 KT

(IAF)
OMIGO
N37 13.2 W004 54.4



MARTIN
D (H) 112.6 MAR
N37 03.3 W004 56.4

SLP
D11.0 MAR
MAX
250 KT

D34.0 JRZ
N36 45.2 W005 19.6
At or below
FL210

34.0
FL70
JRZ 1K ①



JEREZ
D (H) 113.0 JRZ
N36 48.9 W006 01.6

44
FL70
VJF 1K

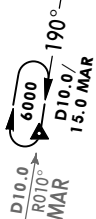


VEJER
D (H) 117.8 VJF
N36 14.4 W005 58.5



Direct distance from OMIGO
to Costa Del Sol Apt 38 NM

HOLDING
OVER OMIGO



LEMG/AGP
COSTA DEL SOL

JEPPesen
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)●
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.

VULPE
N37 45.7
W004 47.9

Direct distance from ETROV
to Costa Del Sol Apt 19 NM



SEVILLE
D (H) 113.7 SVL
N37 25.7 W005 45.7



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



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

KURET
N36 29.2 W004 43.3



(IAF) MALAGA
330 RMA
N36 39.5 W004 28.6

(IAF) ETROV
N36 22.8
W004 21.1

D26.0/
31.0 MGA
359°
MHA 4000
MAX FL80

HOLDINGS OVER
KURET RMA

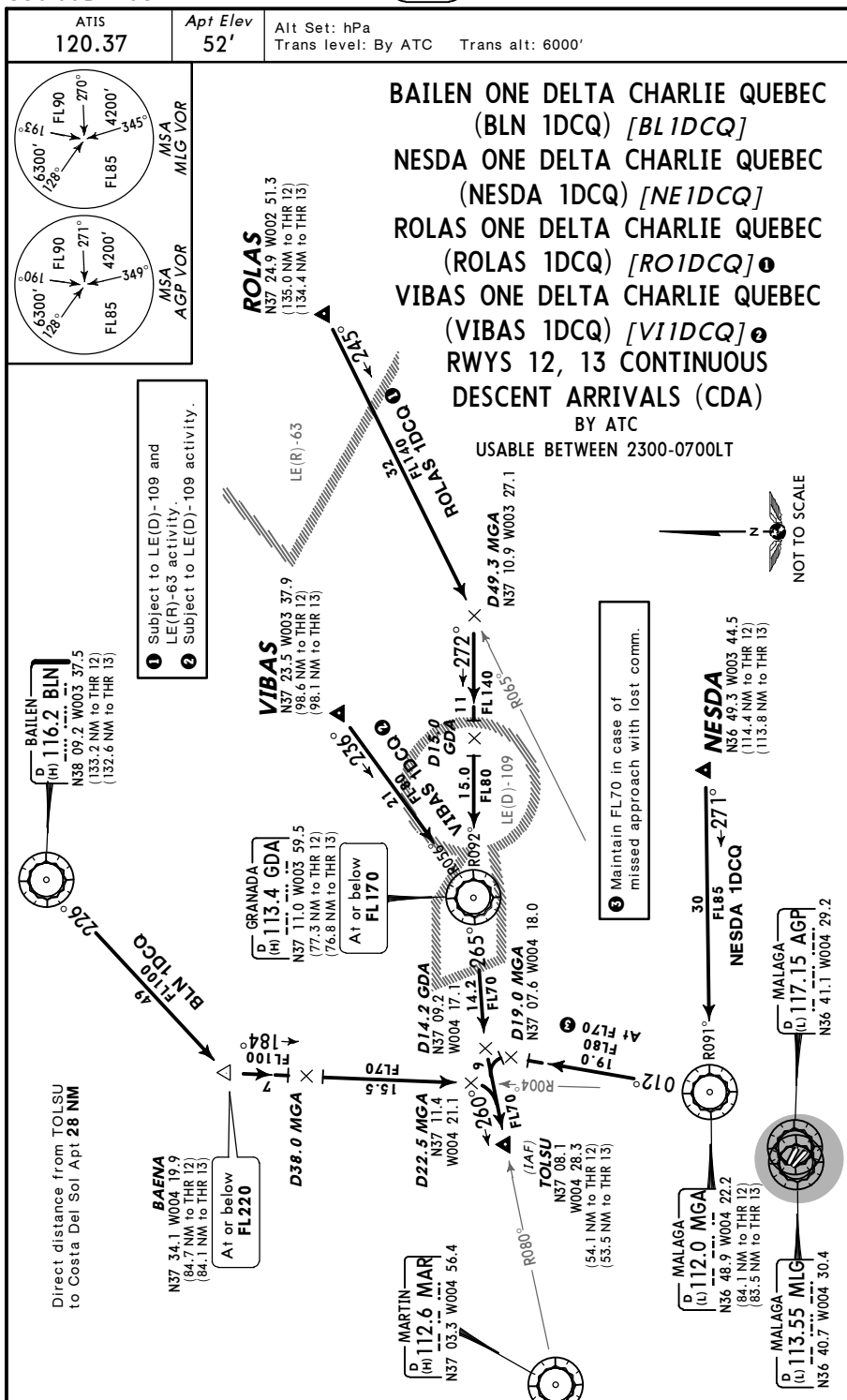
JRZ 108°
D66.0/61.0 JRZ
FL85
288°

MHA 5000
133°
313°

LEMG/AGP
COSTA DEL SOL

JEPPesen
20 APR 12 (10-2F) Eff 3 May

MALAGA, SPAIN
STAR



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] ●

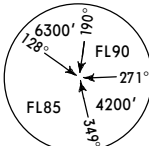
VIBAS ONE DELTA CHARLIE ZULU

(VIBAS 1DCZ) [VI1DCZ]

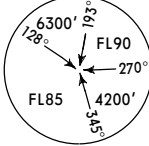
RWY 31 CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT



MSA
AGP VOR



MSA
MLG VOR

① Subject to LE(R)-63 activity.



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

182°
46
FL140
BLN 1DCZ

VIBAS
N37 23.5 W003 37.9
(96.5 NM to THR 31)

At or below
FL210

17
FL140
VIBAS 1DCZ

LE(R)-63

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

41
FL140
ROLAS 1DCZ ●

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



D23.5 MGA
N36 59.5 W003 56.0
D22.0 MGA
N36 49.2 W003 54.8

8
FL90
←271°
NESDA
N36 49.3
W003 44.5
(70.9 NM to THR 31)
NESDA 1DCZ

D25.0 GDA

1100
←288°

D36.0 GDA
N36 35.0 W003 56.3

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



MALAGA
D (L) 113.55 MLG
N36 40.7 W004 30.4

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

MLG R108°



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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)

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LEMG/AGP
COSTA DEL SOL

JEPPesen
18 SEP 15 (10-2K)

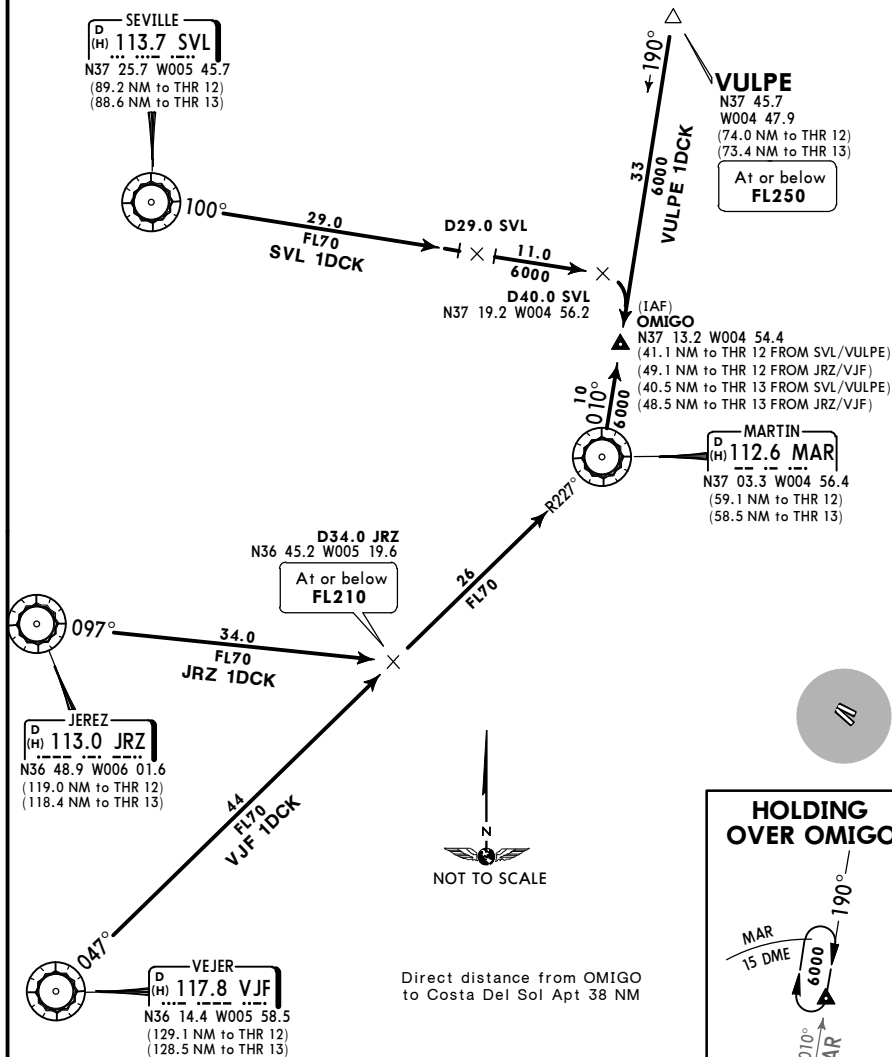
MALAGA, SPAIN
STAR

D-ATIS
120.375

Apt Elev
52'

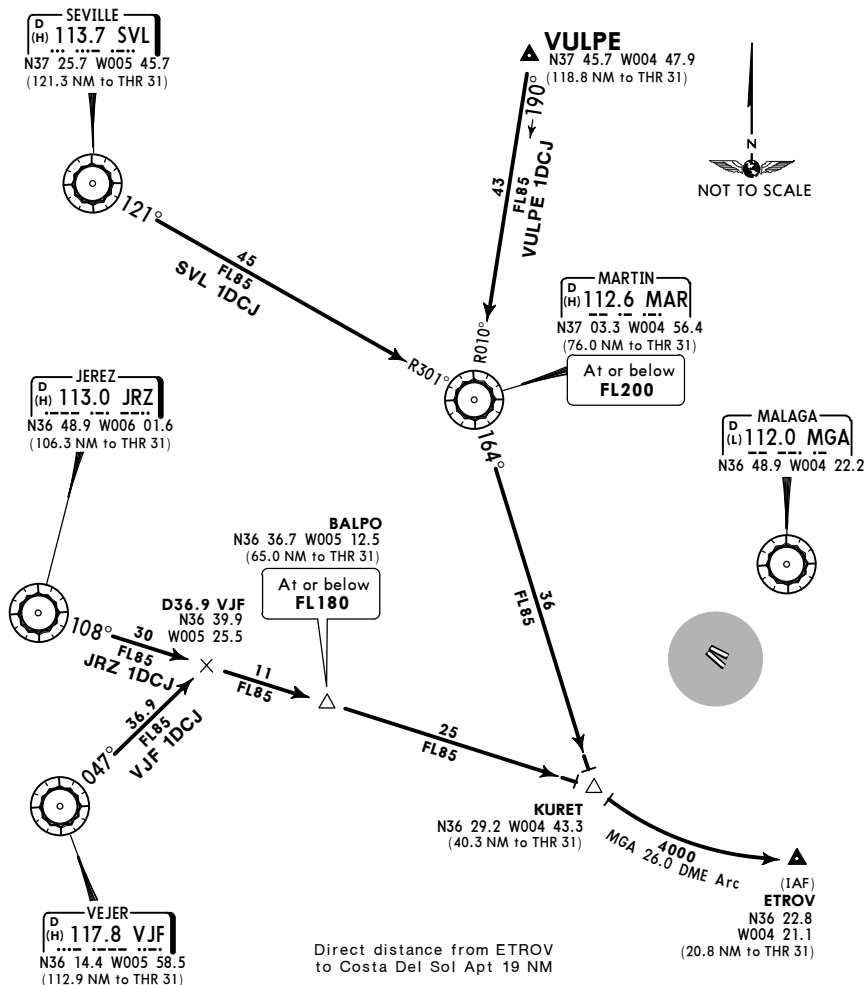
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

JEREZ ONE DELTA CHARLIE KILO (JRZ 1DCK) [JR1DCK]
SEVILLA ONE DELTA CHARLIE KILO
(SVL 1DCK) [SV1DCK]
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



D-ATIS 120.375	Apt Elev 52'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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JEREZ ONE DELTA CHARLIE JULIETT
(JRZ 1DCJ) [JR1DCJ]
SEVILLA ONE DELTA CHARLIE JULIETT
(SVL 1DCJ) [SV1DCJ]
VEJER ONE DELTA CHARLIE JULIETT
(VJF 1DCJ) [VJ1DCJ]
VULPE ONE DELTA CHARLIE JULIETT
(VULPE 1DCJ) [VU1DCJ]
RWY 31 CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



LEMG/AGP
COSTA DEL SOL

JEPPESEN
13 JUL 12 (10-3)

MALAGA, SPAIN
SID

No MSA
published

Apt Elev
52'

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

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

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

BLN 2C

ROUTING

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.

LEMG/AGP
COSTA DEL SOL

JEPPESSEN
13 JUL 12 (10-3A)

MALAGA, SPAIN
SID

No MSA
published

Apt Elev
52'

Trans level: By ATC
Trans alt: 6000'

BAILÉN
D (H) 116.2 BLN
N38 09.2 W003 37.5

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

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
MALAGA
350 GM
N36 43.6 W004 34.3

D11.6 MLG
N36 41.5 W004 16.0

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.

LEMG/AGP
COSTA DEL SOL

JEPPESSEN
13 JUL 12 (10-3B)

MALAGA, SPAIN
SID

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

6.1

079°

R250°

R205°

BLN 1U

BLN 2P



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.

LEMG/AGP
COSTA DEL SOL

JEPPESEN
13 JUL 12 (10-3C)

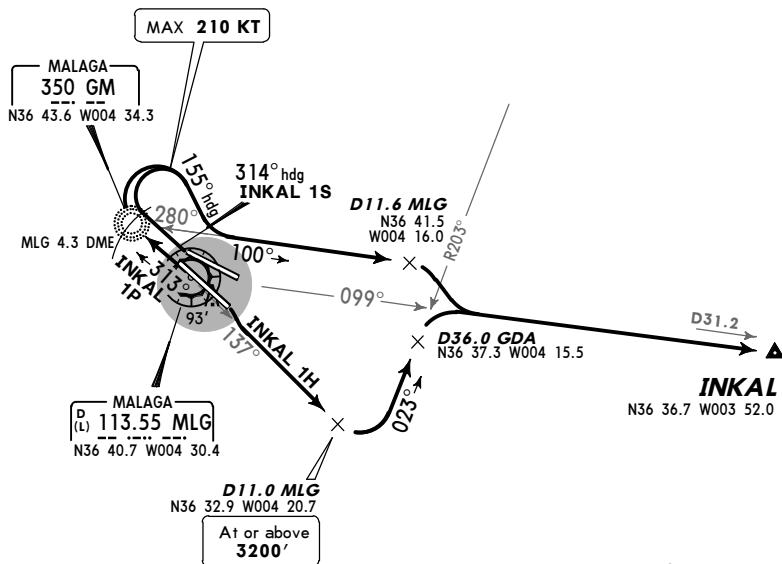
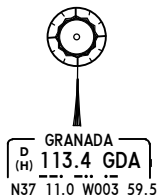
MALAGA, SPAIN
SID

No MSA
published

Apt Elev
52'

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

INKAL ONE HOTEL (INKAL 1H)[INKA1H]
INKAL ONE PAPA (INKAL 1P)[INKA1P]
INKAL ONE SIERRA (INKAL 1S)[INKA1S]
RWYS 13, 31, 30 DEPARTURES
~~SPEED~~ UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



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

These SIDs require a minimum climb gradient
of

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

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

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

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

CHANGES: Crossing at D11.0 MLG.

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LEMG/AGP
COSTA DEL SOL

JEPPesen
18 SEP 15 (10-3D)

MALAGA, SPAIN
SID

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.



SEVILLE
D 113.7 SVL
(M) 113.7 SVL
N37 25.7 W005 45.7



JEREZ
D 113.0 JRZ
(M) 113.0 JRZ
N36 48.9 W006 01.6



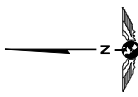
ALORA
N36 49.1 W005 12.7

MALAGA
D 112.0 MGA
(L) 112.0 MGA
N36 48.9 W004 22.2

MALAGA
D 113.55 MLG
(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

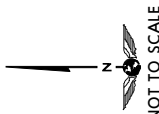


NOT TO SCALE

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

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

JEREZ ONE LIMA (JRZ 1L)
JEREZ ONE SIERRA (JRZ 1S)
RWY 30 DEPARTURES
SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



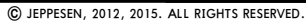
SID	ROUTING
JRZ 1L	Climb on 313° heading to MLG 4.3 DME, turn RIGHT, intercept 342° bearing from GW to D16.0 DME, turn LEFT, intercept MAR R-122 inbound to MAR, MAR R-256/JRZ R-076 inbound to JRZ.
JRZ 1S	Climb on 313° heading to MLG 4.3 DME, turn RIGHT, 154° heading, turn RIGHT, intercept MGA R-214 to D33.0 MGA, turn RIGHT, intercept JRZ R-117 inbound to JRZ.

These SIDs require minimum climb gradients of

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

➊ Possible signal oscillations (up to 6°) on JRZ R-117 inbound beyond JRZ 60.0 DME at 6000'.

JEREZ ONE MIKE (JRZ 1M)
JEREZ TWO PAPA (JRZ 2P)
RWY 31 DEPARTURES
SPEED: UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



LEMG/AGP
COSTA DEL SOL

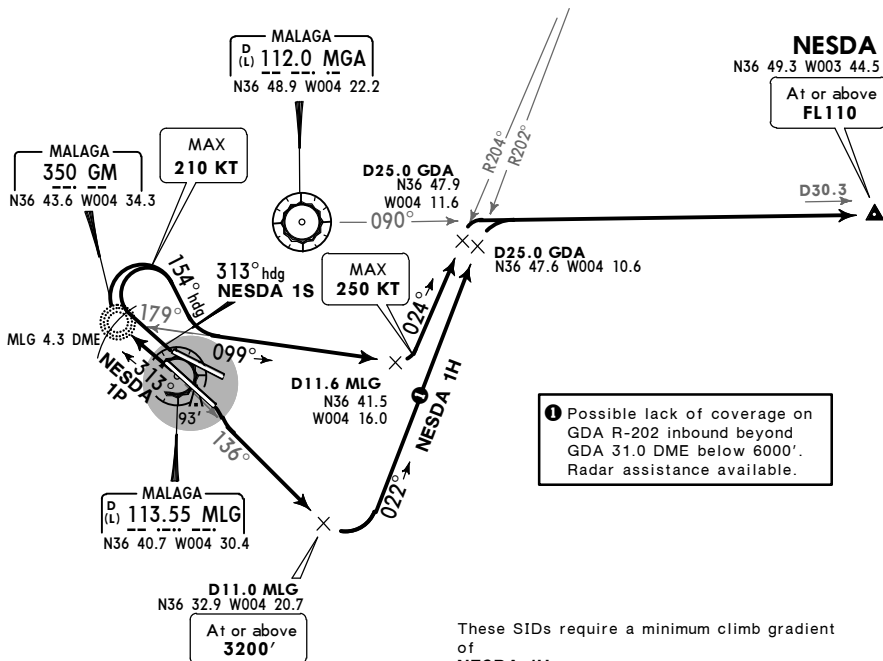
JEPPESEN
18 SEP 15 (10-3G)

MALAGA, SPAIN
SID

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 FL210



① Possible lack of coverage on GDA R-202 inbound beyond GDA 31.0 DME below 6000'. Radar assistance available.

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

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

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-136 to D11.0 MLG, turn LEFT, intercept GDA R-202 inbound to D25.0 GDA, turn RIGHT, intercept MGA R-090 to NESDA.
NESDA 1P	31	Climb on runway heading to GM, turn RIGHT, 154° heading, turn LEFT, intercept 099° bearing from GM to D11.6 MLG, turn RIGHT, intercept GDA R-204 inbound to D25.0 GDA, turn RIGHT, intercept MGA R-090 to NESDA.
NESDA 1S	30	Climb on 313° heading to MLG 4.3 DME, turn RIGHT, 154° heading, turn LEFT, intercept 099° bearing from GM to D11.6 MLG, turn LEFT, intercept GDA R-204 inbound to D25.0 GDA, turn RIGHT, intercept MGA R-090 to NESDA.

LEMG/AGP
COSTA DEL SOL

JEPPesen
13 JUL 12 (10-3H)

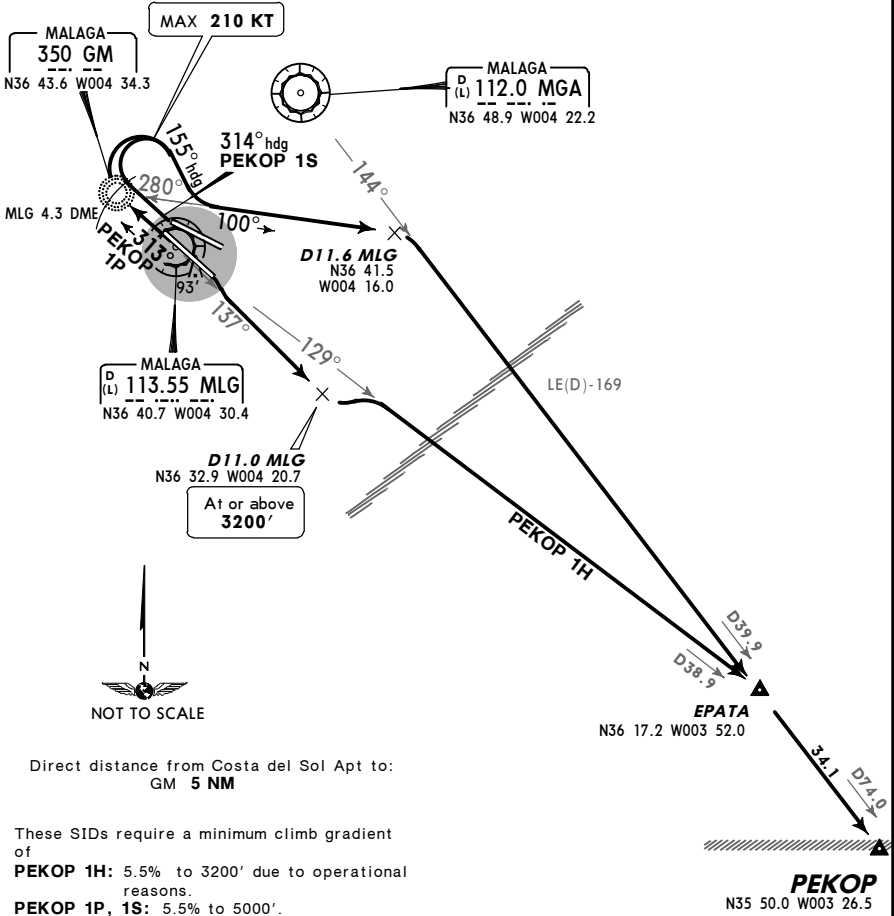
MALAGA, SPAIN
SID

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.

LEMG/AGP
COSTA DEL SOL

JEPPESEN
13 JUL 12 (10-3J)

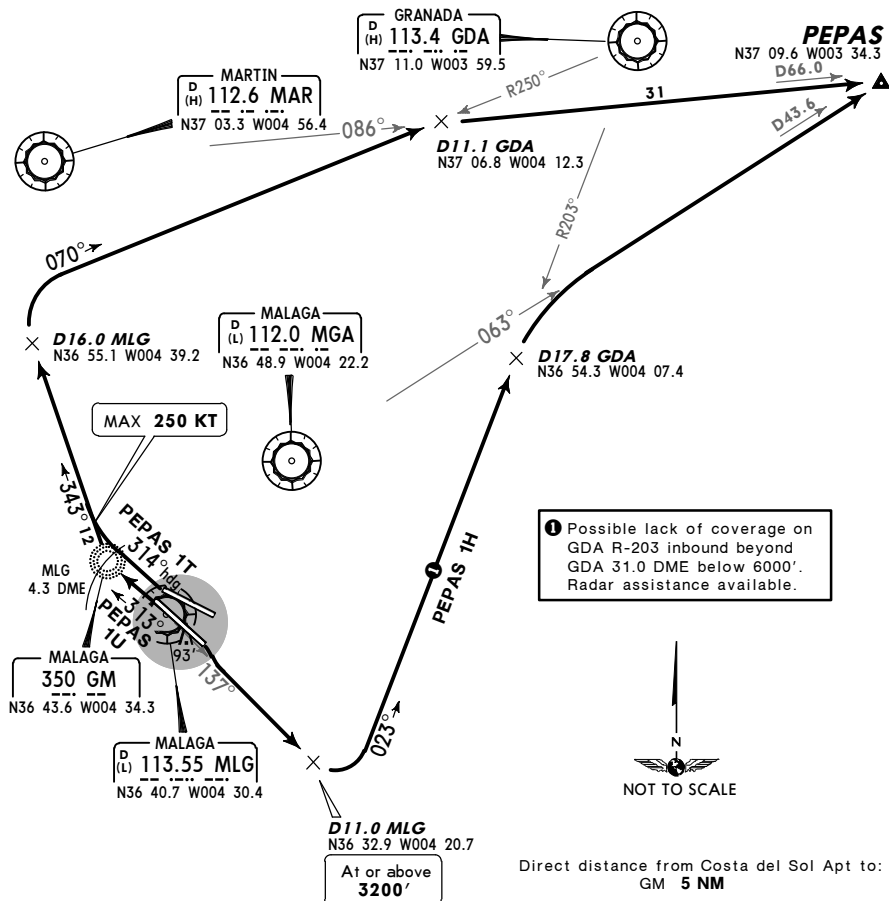
MALAGA, SPAIN
SID

No MSA
published

Apt Elev
52'

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

PEPAS ONE HOTEL (PEPAS 1H)[PEPA 1H]
PEPAS ONE TANGO (PEPAS 1T)[PEPA 1T]
PEPAS ONE UNIFORM (PEPAS 1U)[PEPA 1U]
RWYS 13, 30, 31 DEPARTURES
~~SPEED~~ UNDER RADAR CONTROL
MAX 250 KT AT OR BELOW FL120



These SIDs require minimum climb gradients
of
PEPAS 1H: 5.5% to FL65.
PEPAS 1T, 1U: 5.8% to 6000'.

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

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

CHANGES: Crossing at D11.0 MLG.

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LEMG/AGP
COSTA DEL SOL

JEPPESEN
13 JUL 12 (10-3K)

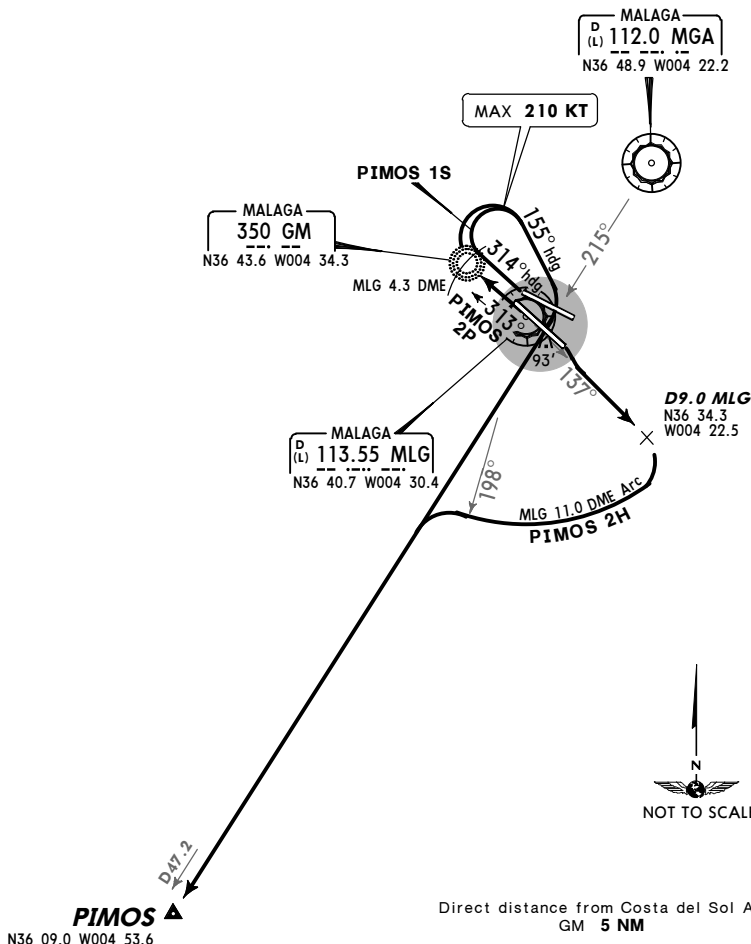
MALAGA, SPAIN
SID

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'.

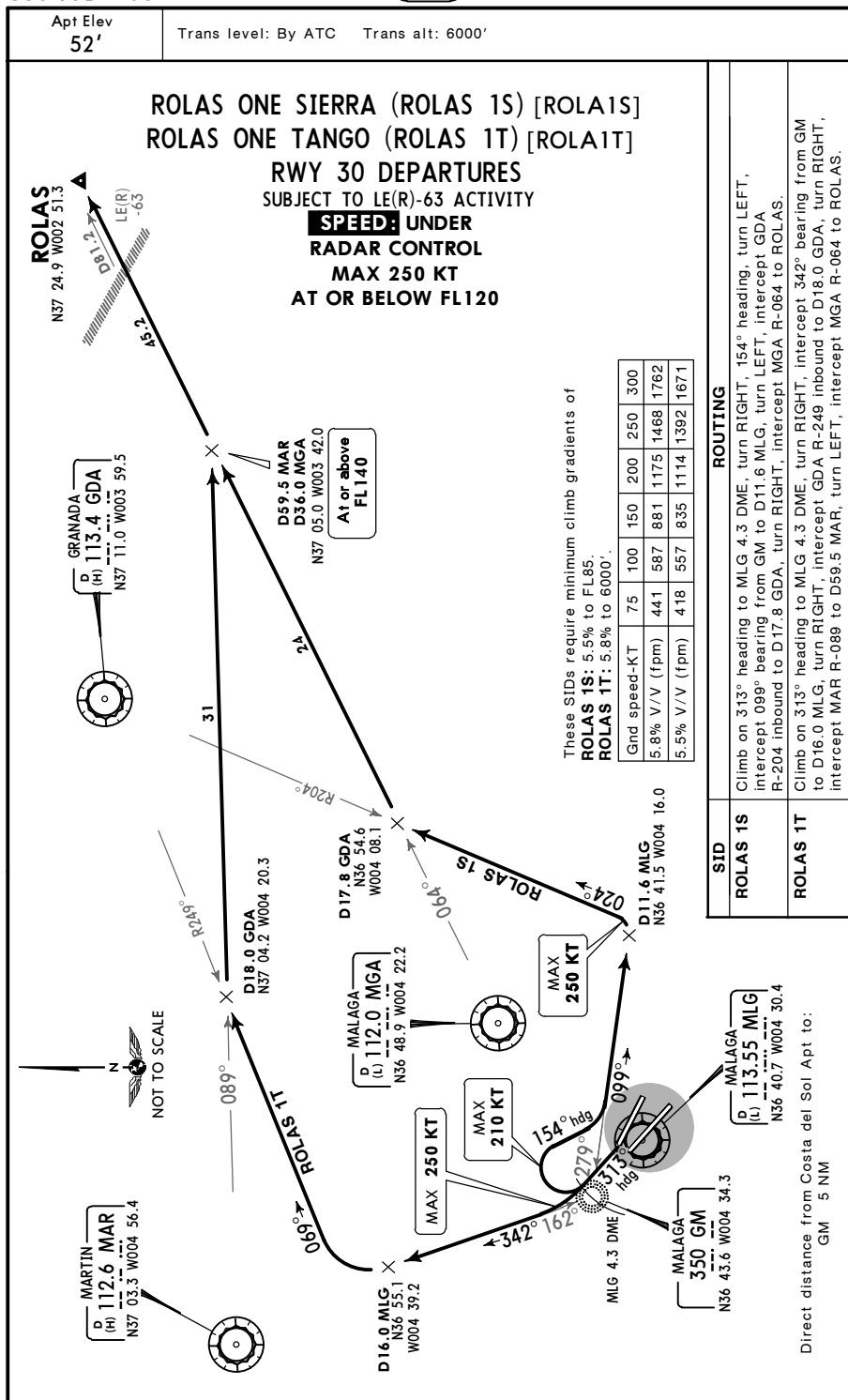
Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	479	638	957	1276	1595	1914
3.5% V/V (fpm)	266	354	532	709	886	1063

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.

CHANGES: None.

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LEMG/AGP
COSTA DEL SOL

 **JEPPesen**
18 SEP 15 (10-3N)

MALAGA, SPAIN
SID

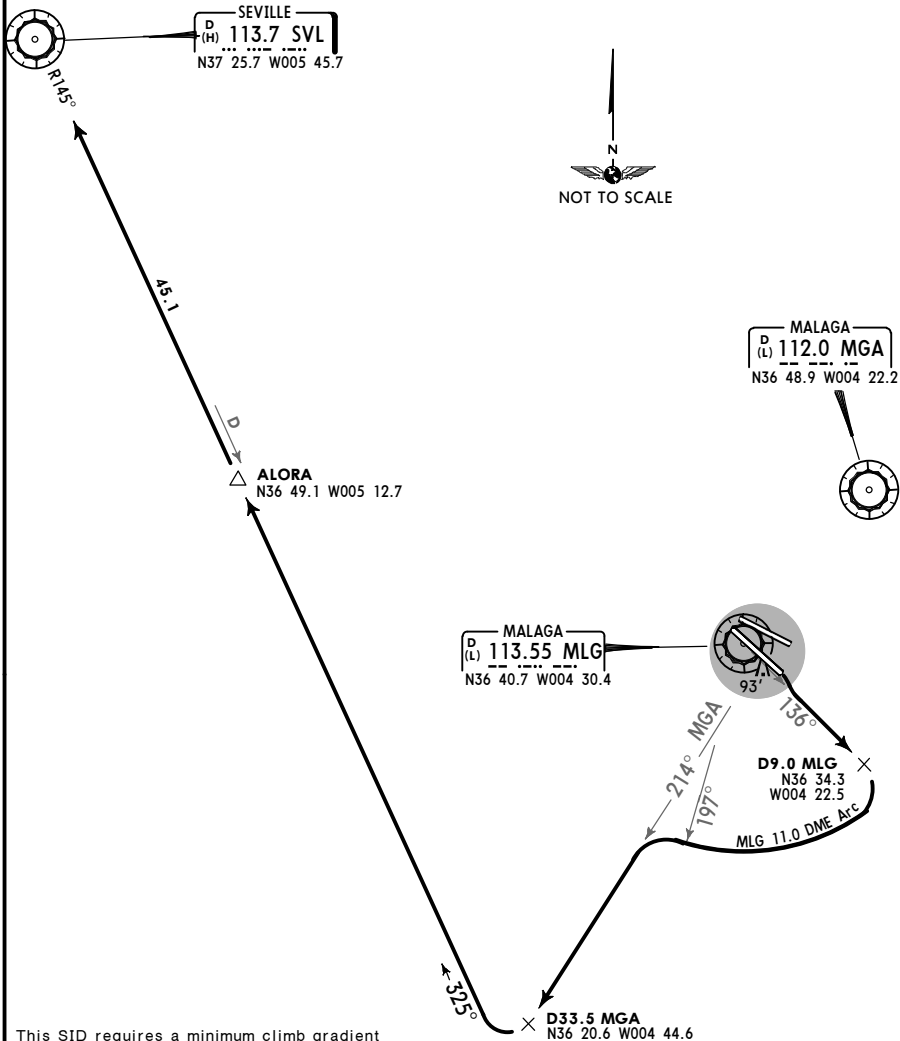
Apt Elev
52'

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

SEVILLA TWO HOTEL (SVL 2H)

RWY 13 DEPARTURE

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



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

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

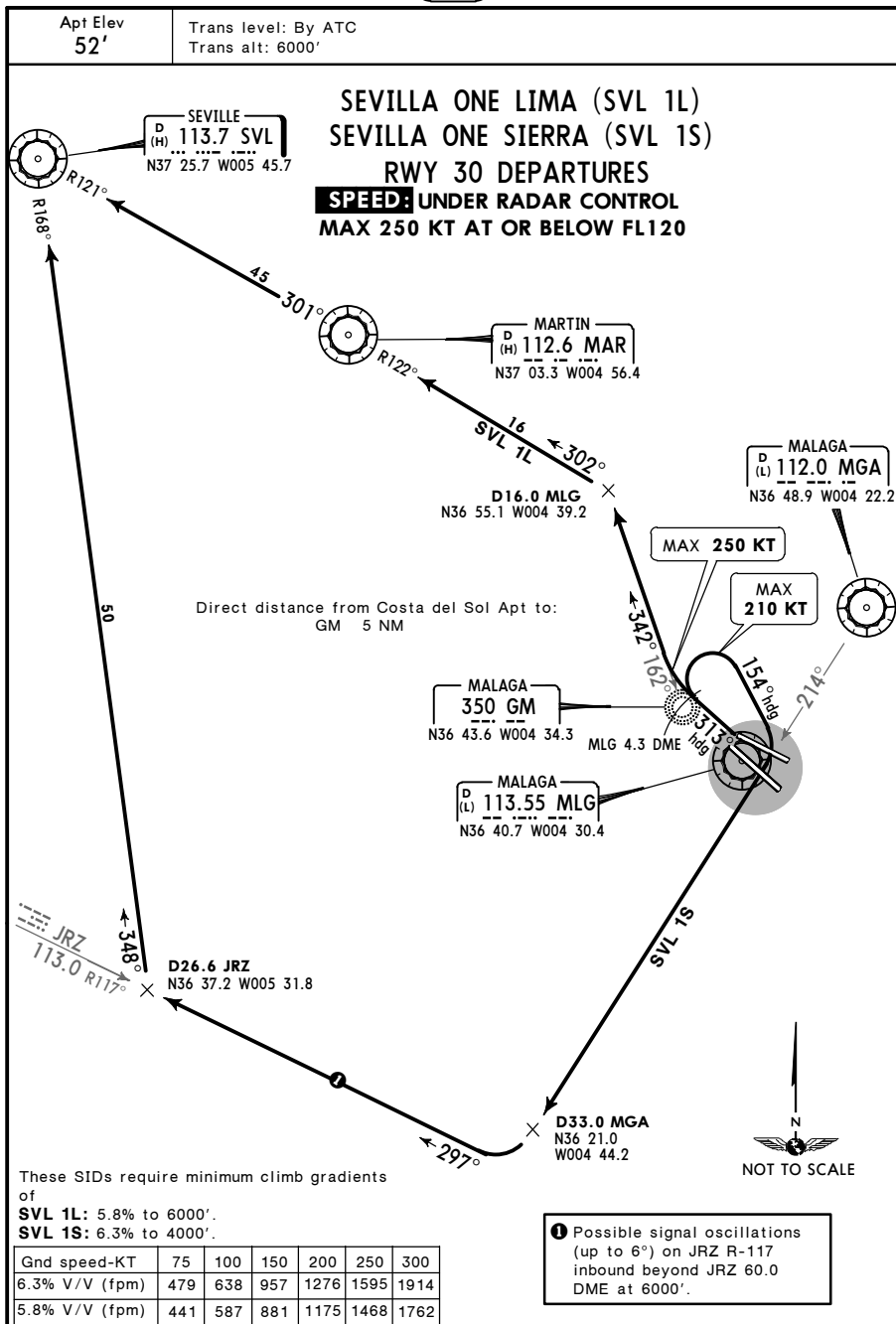
ROUTING

Climb on MLG R-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 in-bound via ALORA to SVL.

LEMG/AGP
COSTA DEL SOL

JEPPesen
18 SEP 15 (10-3P)

MALAGA, SPAIN
SID

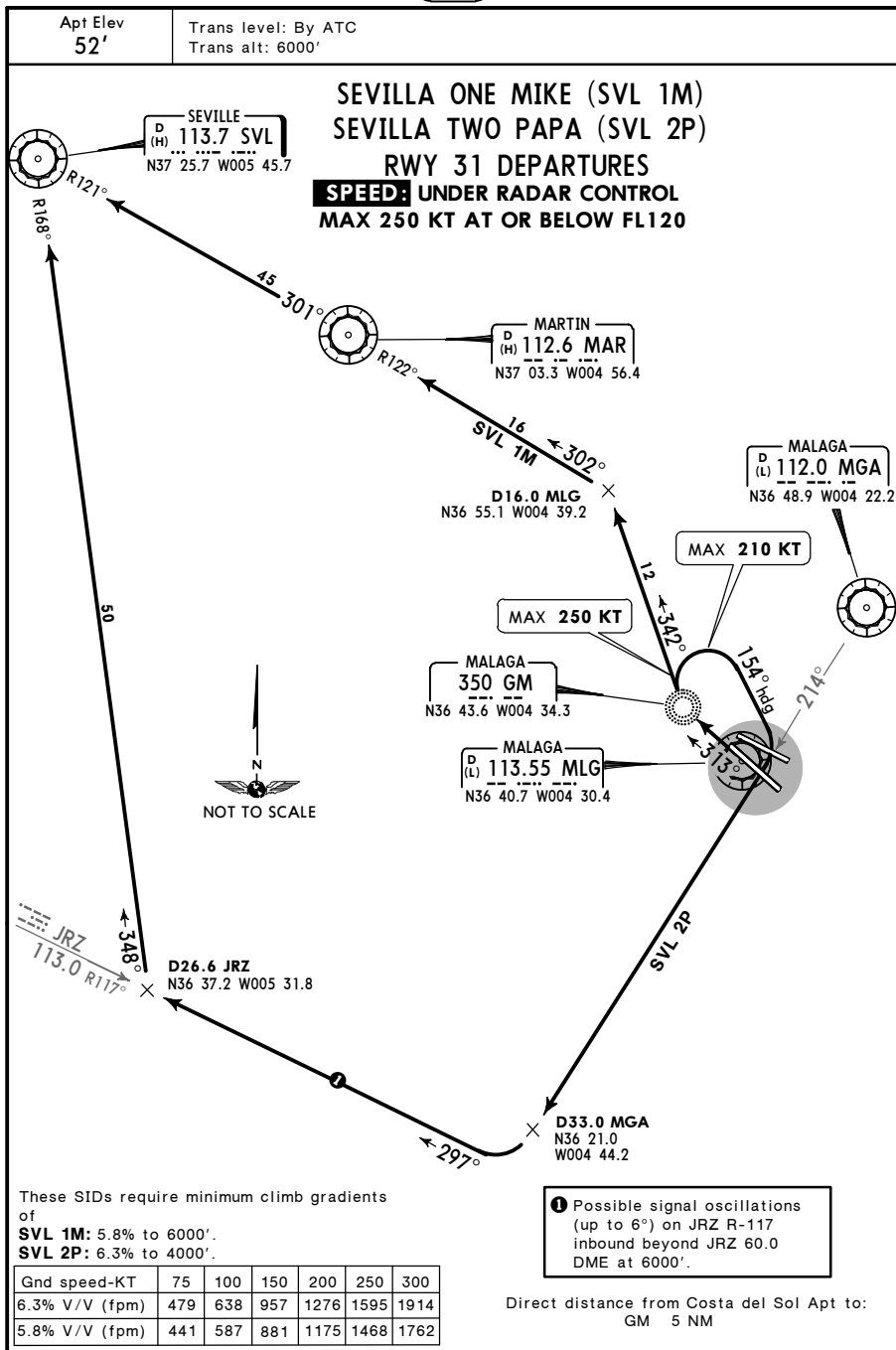


SID	ROUTING
SVL 1L	Climb on 313° heading to MLG 4.3 DME, turn RIGHT, intercept 342° bearing from GM to D16.0 MLG, turn LEFT, intercept MAR R-122 inbound to MAR, MAR R-301/SVL R-121 inbound to SVL.
SVL 1S	Climb on 313° heading to MLG 4.3 DME, turn RIGHT, 154° heading, turn RIGHT, intercept MGA R-214 to D33.0 MGA, turn RIGHT, intercept JRZ R-117 inbound to D26.6 JRZ, turn RIGHT, intercept SVL R-168 inbound to SVL.

LEMG/AGP
COSTA DEL SOL

JEPPESEN
18 SEP 15 10-3Q

MALAGA, SPAIN
SID



SID	ROUTING
SVL 1M	Climb on runway heading to GM, 342° bearing to D16.0 MLG, turn LEFT, intercept MAR R-122 inbound to MAR, MAR R-301/SVL R-121 inbound to SVL.
SVL 2P	Climb on runway heading to GM, turn RIGHT, 154° heading, turn RIGHT, intercept MGA R-214 to D33.0 MGA, turn RIGHT, intercept JRZ R-117 inbound to D26.6 JRZ, turn RIGHT, intercept SVL R-168 inbound to SVL.

LEMG/AGP
COSTA DEL SOL

JEPPESEN
13 JUL 12 (10-3S)

MALAGA, SPAIN
SID

No MSA
published

Apt Elev
52'

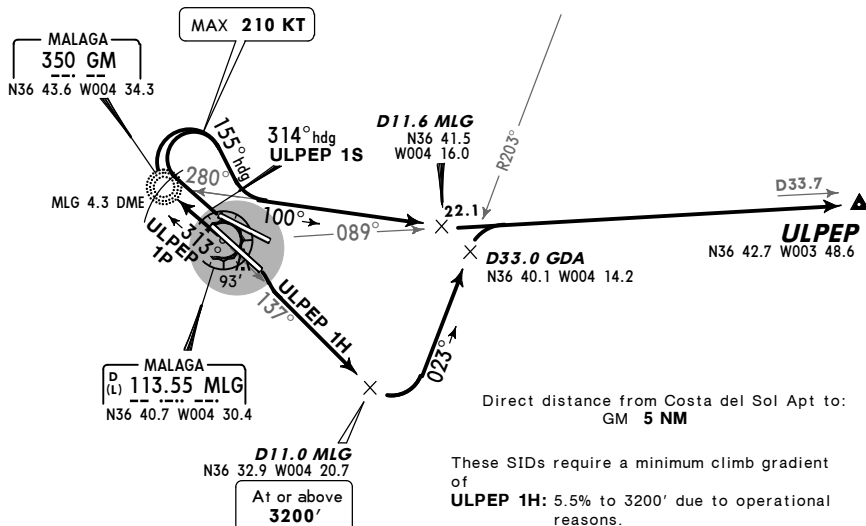
Trans level: By ATC Trans alt: 6000'
RWY 13: EXPECT close-in obstacles.

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



NOT TO SCALE



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

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

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

CHANGES: Crossing at D11.0 MLG.

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LEMG/AGP
COSTA DEL SOL

 **JEPPESSEN**
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

VIBAS
N37 23.5 W003 37.9

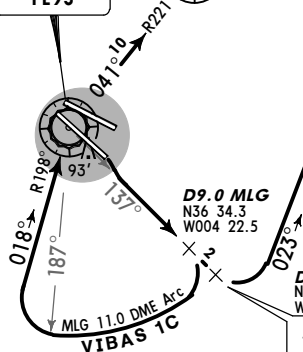
GRANADA
D (H) **113.4 GDA**
N37 11.0 W003 59.5

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



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

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

SID

ROUTING

VIBAS 1C

Climb on MLG R-137 to D9.0 MLG, turn RIGHT, along MLG 11.0 DME arc, when passing MLG R-187 turn RIGHT, intercept MLG R-198 inbound to MLG, intercept MGA R-221 inbound to MGA, MGA R-041/GDA R-222 inbound to GDA, GDA R-056 to VIBAS.

VIBAS 2H

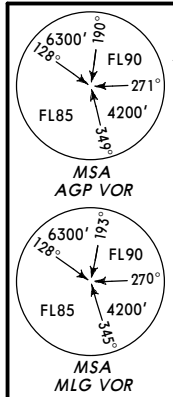
By ATC

Climb on MLG R-137 to D11.0 MLG, turn LEFT, intercept GDA R-203 inbound to GDA, GDA R-056 to VIBAS.

LEMG/AGP
COSTA DEL SOL

JEPPESEN
20 APR 12 (10-3U) Eff 3 May

MALAGA, SPAIN
SID



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

VIBAS
N37 23.5 W003 37.9

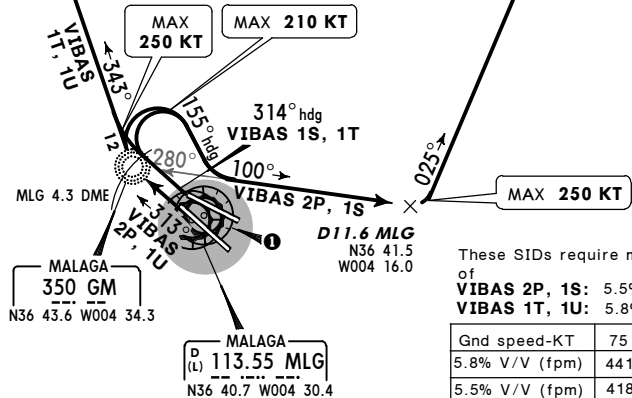
GRANADA
D(H) 113.4 GDA
N37 11.0 W003 59.5

MALAGA
D(L) 117.15 AGP
N36 41.1 W004 29.2

D16.0 MLG
N36 55.1 W004 39.2



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



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

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

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

LEMG/AGP
COSTA DEL SOL

 **JEPPESSEN**
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

MALAGA, SPAIN
COSTA DEL SOL

WIP ON APRON R3 AND R4

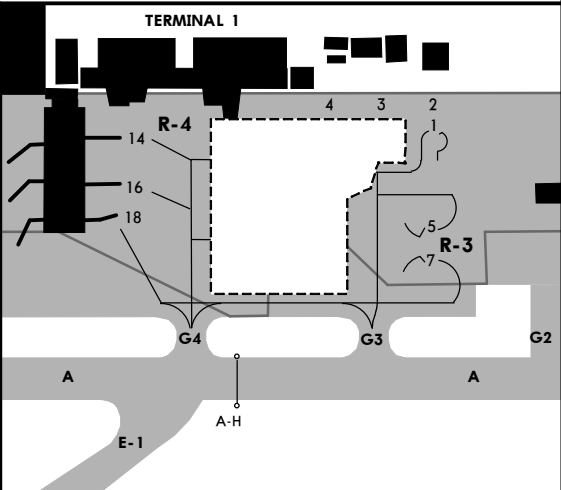
REFER ALSO TO LATEST NOTAMS

CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY

PHASE 1

Stands 2, 3, 6, 8, 13 and 15 out of service.

At the end of Phase 1:
new stands 2, 4, 6, 11, 13 and 15 will be in service.



RWY 13/31

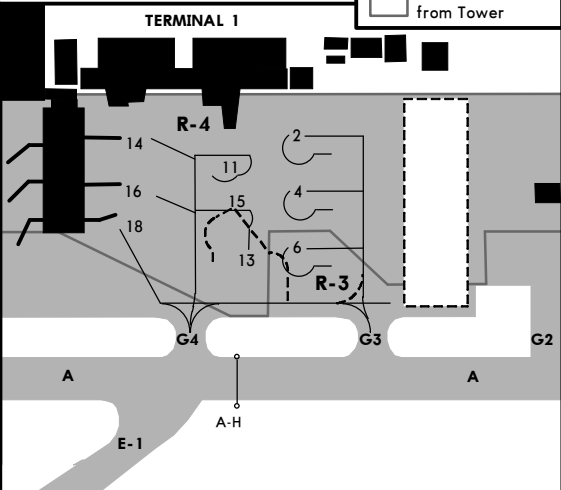


- LEGEND
- R-3 Apron
 - A Taxiway
 - 5 Parking stand
 - A-H Holding posn
 - Area not visible from Tower

PHASE 2

Stands 1, 5 and 7 out of service.

At the end of Phase 2:
new stands 1, 3, 5, 7 and 9 will be in service.



RWY 13/31



LEMG/AGP

JEPPesen
19 FEB 16 10-8A Eff 3 Mar

MALAGA, SPAIN
COSTA DEL SOL

WIP ON APRON R3 AND R4

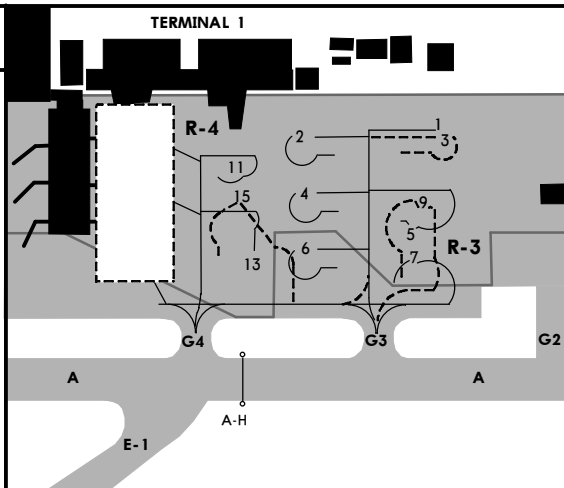
REFER ALSO TO LATEST NOTAMS

CAUTION DUE TO PRESENCE OF PERSONNEL AND MACHINERY

PHASE 3

Stands 14, 16 and 18
out of service.

At the end of Phase 3:
new stands 14, 16 and 18
will be in service.

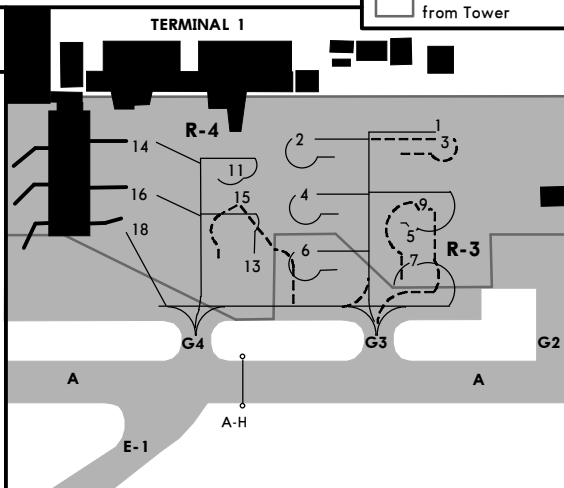


RWY 13/31



- LEGEND
- R-3** Apron
 - A** Taxiway
 - 5** Parking stand
 - A-H** Holding posn
 - Area not visible from Tower

FINAL LAYOUT



RWY 13/31



LEMG/AGP

Apt Elev 52'
N36 40.5 W004 30.0

JEPPesen

9 OCT 15

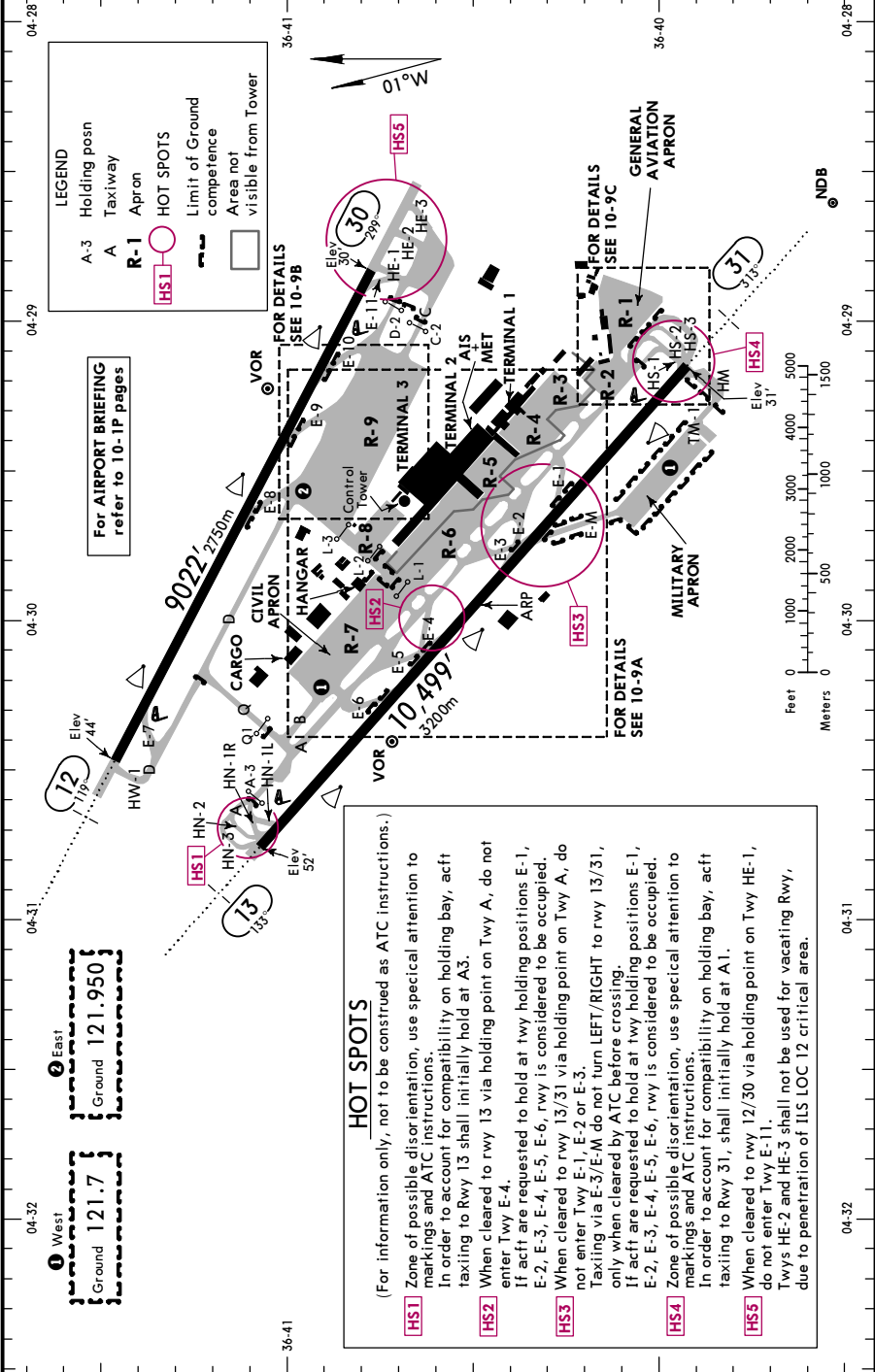
10-9

Eff 15 Oct

MALAGA, SPAIN

COSTA DEL SOL

ATIS Departure	ACARS: D-ATIS	MALAGA Clearance	West	Ground	East	Tower	MALAGA Approach (DEP)
124.475		121.875	121.7	121.950	118.775	118.150	118.450



LEMG/AGP

JEPPESEN

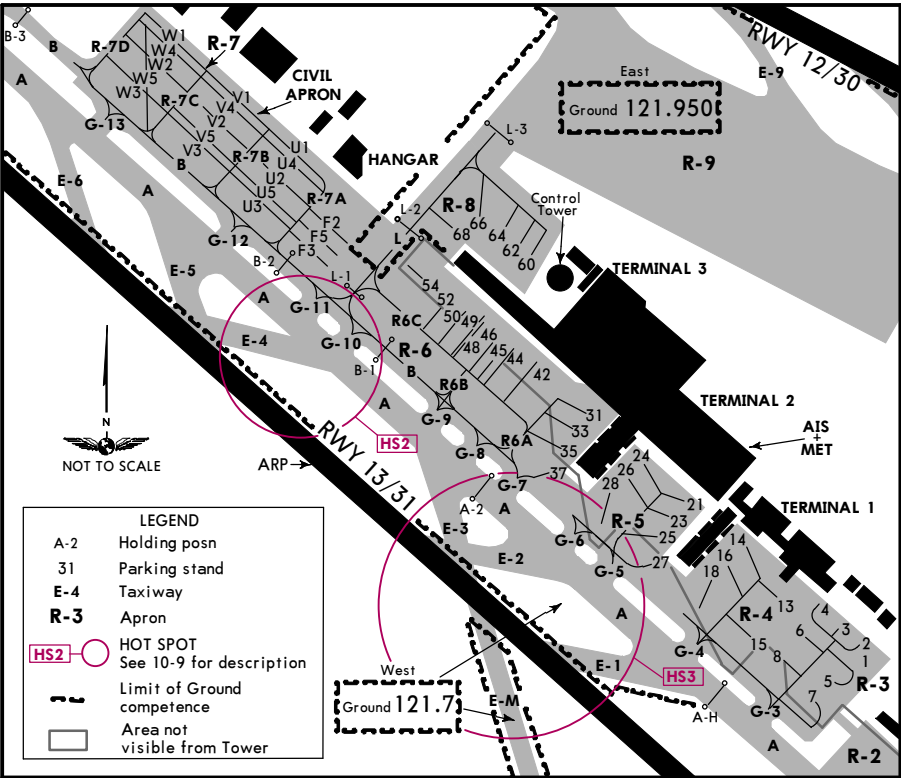
MALAGA, SPAIN

9 OCT 15

(10-9A)

Eff 15 Oct

COSTA DEL SOL



ADDITIONAL RUNWAY INFORMATION

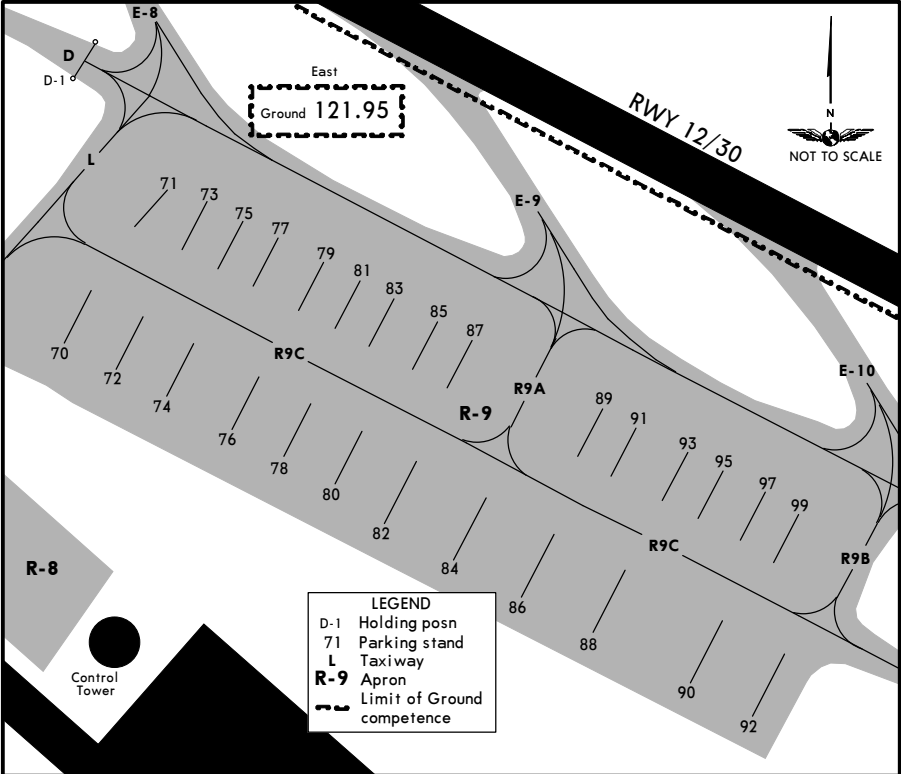
RWY						USABLE LENGTHS			TAKE-OFF	WIDTH
						LANDING BEYOND				
						Threshold	Glide Slope			
12	HIRL (60m) CL (15m) HIALS PAPI(3.0°)	②	③	RVR			7989' 2435m	NA		148'
30	HIRL (60m) CL (15m)			RVR		NA		④		45m
① Rwy available by NOTAM and/or ATIS.										
② PAPI not suitable for use of code F acft.										
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)										
twy E-1 int 6936'(2114m)										

Standard TAKE-OFF ①					
Rwys 13, 30, 31					
LVP must be in Force					
Approved Operators	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	HIRL, CL & mult. RVR req				
B	125m	150m	200m	250m	400m
C	150m	200m	250m	300m	500m
D	150m	200m	250m	300m	500m
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.					

LEMG/AGP

JEPPesen
9 OCT 15 10-9B Eff 15 Oct

MALAGA, SPAIN
COSTA DEL SOL

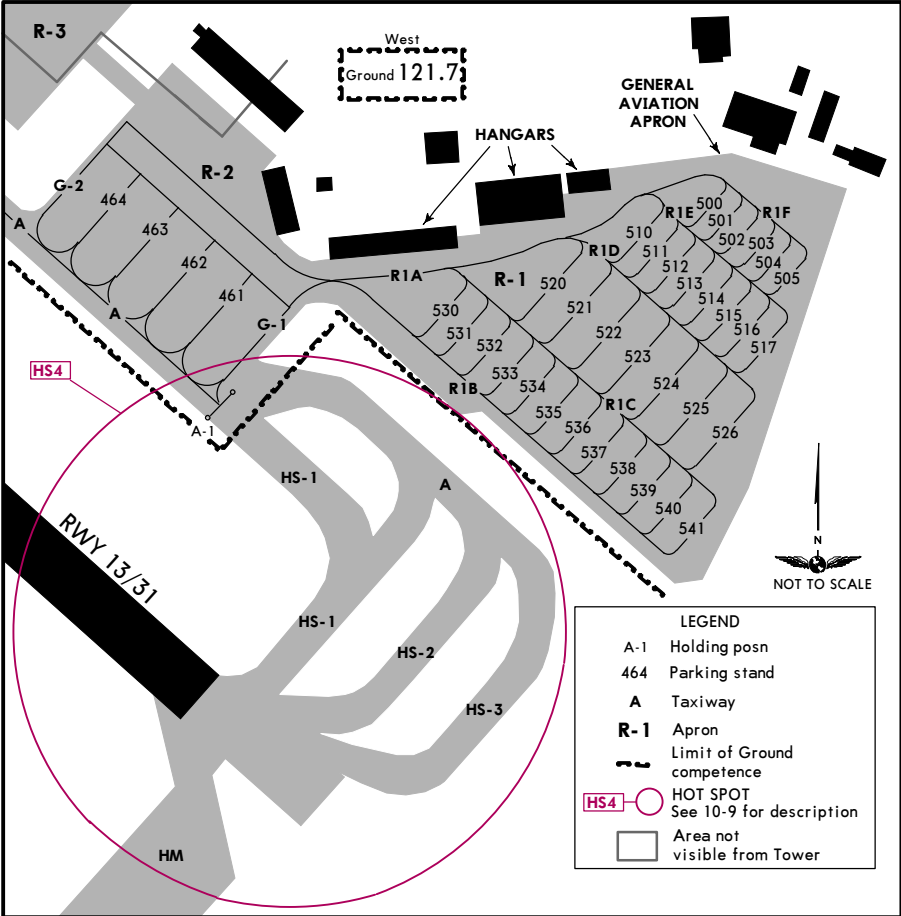


INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
70	N36 40.8 W004 29.6	85	N36 40.9 W004 29.4
71	N36 40.9 W004 29.6	86	N36 40.7 W004 29.3
72	N36 40.8 W004 29.6	87	N36 40.9 W004 29.4
73	N36 40.9 W004 29.5	88	N36 40.7 W004 29.3
74	N36 40.8 W004 29.6	89	N36 40.8 W004 29.3
75	N36 40.9 W004 29.5	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.

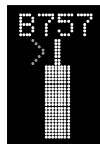
CAPTURE

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
 20 APR 12 **(10-9E)** **Eff 3 May**

MALAGA, SPAIN
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, checks 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 acct 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 acct exceeds 3'/1m from the stop position the indicator will show "TOO FAR" and push-back may be necessary.

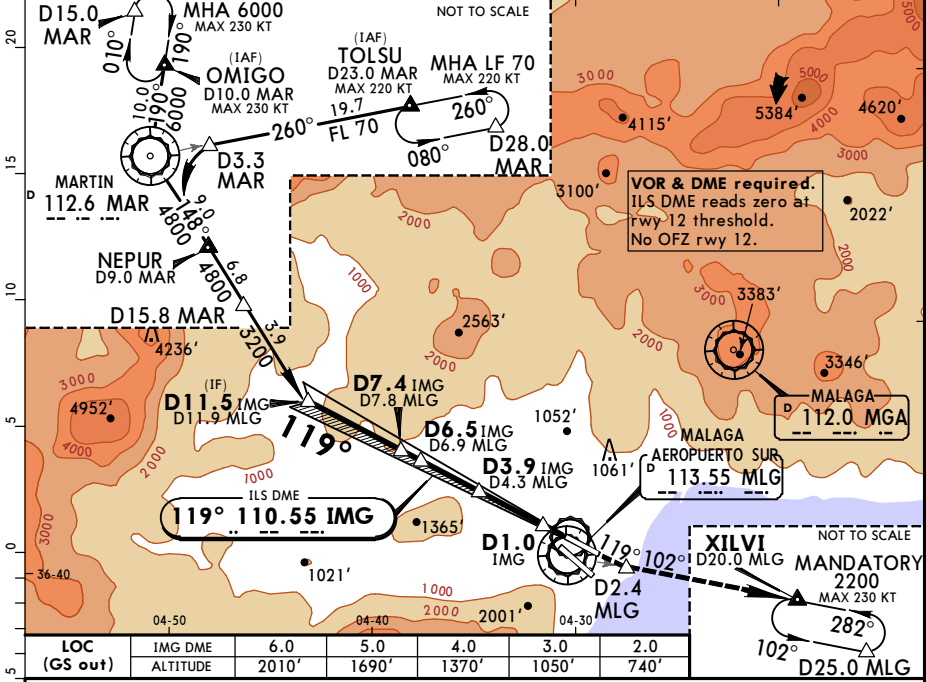
LEMG/AGP
COSTA DEL SOL

18 MAR 16
Eff 31 Mar

JEPPESEN
11-1

MALAGA, SPAIN
ILS Z or LOC Z Rwy 12

D-ATIS Arrival 120.375	MALAGA Approach 123.850	MALAGA Tower 118.775	West 121.7	Ground East 121.950
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 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 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 to MGA VOR at FL 70 to join PEKOPIQ.				 MSA MLG VOR
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 6000'	



LOC (GS out)	IMG DME ALTITUDE	6.0 2010'	5.0 1690'	4.0 1370'	3.0 1050'	2.0 740'
D7.4 IMG D7.8 MLG	D6.5 IMG D6.9 MLG	D3.9 IMG D4.3 MLG	D1.0 IMG	Rwy 44'		

Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI		D2.4 MLG on Rwy hdg
ILS GS or									
LOC Descent Angle	3.00°	372	478	531	637	849			
MAP at D1.0 IMG									

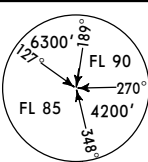
Standard						STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND			
						ILS				Not authorized Southwest of rwy			
						DA(H) A: 300' (256') C: 320' (276') B: 310' (266') D: 330' (286')				LOC (GS out)			
						DA(H) 660' (616')				Max Kts			
										MDA(H) VIS			
										100 650' (598') 1500m			
										135 1040' (988') 1600m			
										180 1470' (1418') 2400m			
										205 2200' (2148') 3600m			

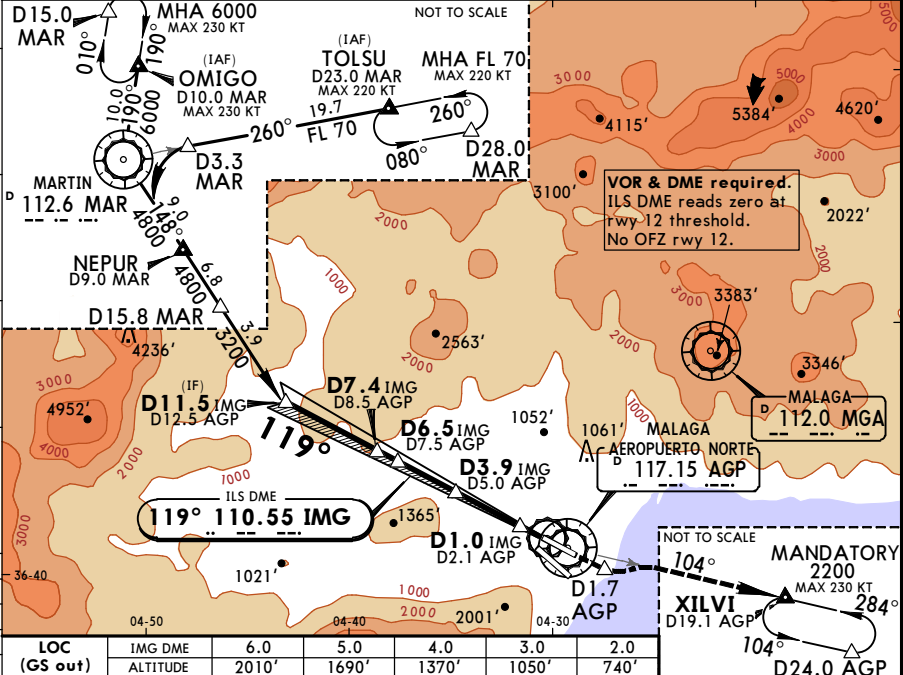
LEMG/AGP
COSTA DEL SOL

18 MAR 16
Eff 31 Mar

11-2

MALAGA, SPAIN
ILS Y or LOC Y Rwy 12

D-ATIS Arrival 120.375	MALAGA Approach 123.850	MALAGA Tower 118.775	West 121.7	East 121.950
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-104 MGA. Turn LEFT on R-104 MGA to MGA VOR at FL 70 to join PEKOPIQ.				 MSA AGP VOR
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 6000'	



LOC (GS out)	IMG DME ALTITUDE	6.0 2010'	5.0 1690'	4.0 1370'	3.0 1050'	2.0 740'
D11.5 IMG D12.5 AGP	D7.4 IMG D8.5 AGP	D6.5 IMG D7.5 AGP	D3.9 IMG D5.0 AGP	D1.0 IMG D2.1 AGP	D1.7 AGP	
3200'	2500'	2100'	1354'	1050'	740'	Rwy 44'

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

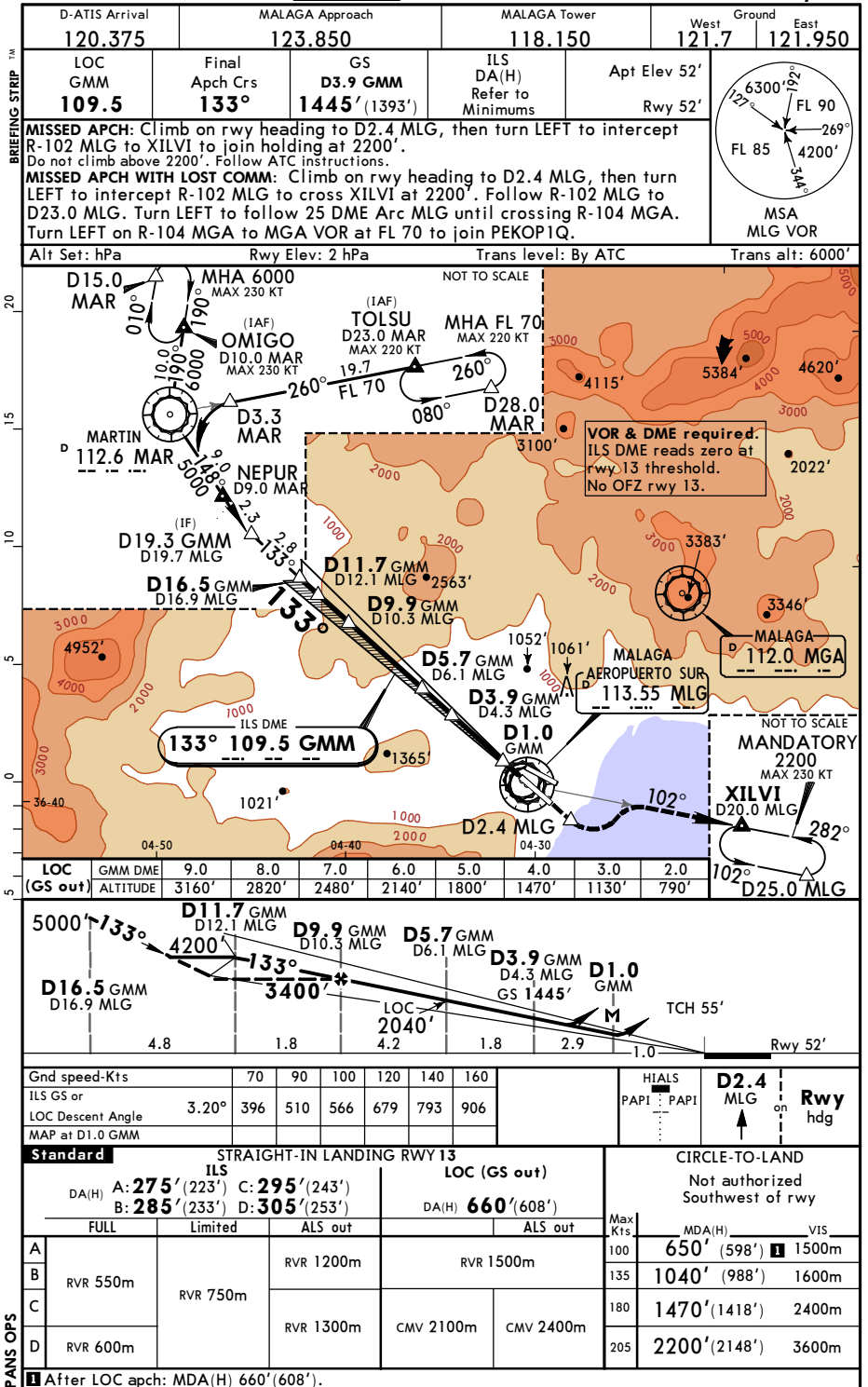
Standard						STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND			
DA(H) A: 300' (256') C: 320' (276') B: 310' (266') D: 330' (286')						LOC (GS out) DA(H) 660' (616')				Not authorized Southwest of rwy			
FULL Limited ALS out						ALS out				Max Kts MDA(H) VIS			
A						RVR 1500m				100 650' (598') 1500m			
B						RVR 1300m				135 1040' (988') 1600m			
C						RVR 750m				180 1470' (1418') 2400m			
D						RVR 650m				205 2200' (2148') 3600m			

LEMG/AGP
COSTA DEL SOL

18 MAR 16
Eff 31 Mar

11-3

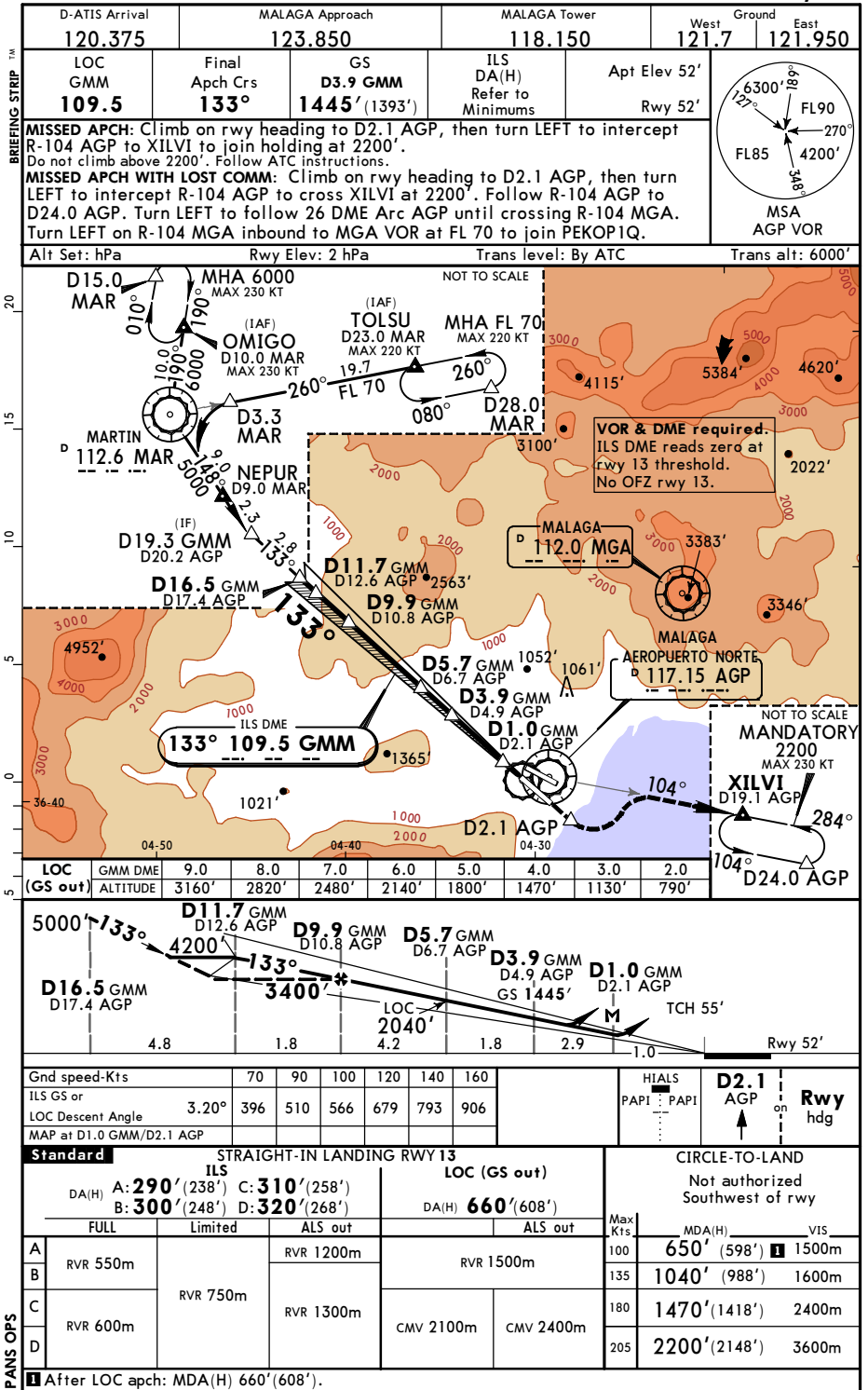
MALAGA, SPAIN
ILS Z or LOC Z Rwy 13



LEMG/AGP
COSTA DEL SOL

18 MAR 16
Eff 31 Mar 11-4

MALAGA, SPAIN
ILS Y or LOC Y Rwy 13

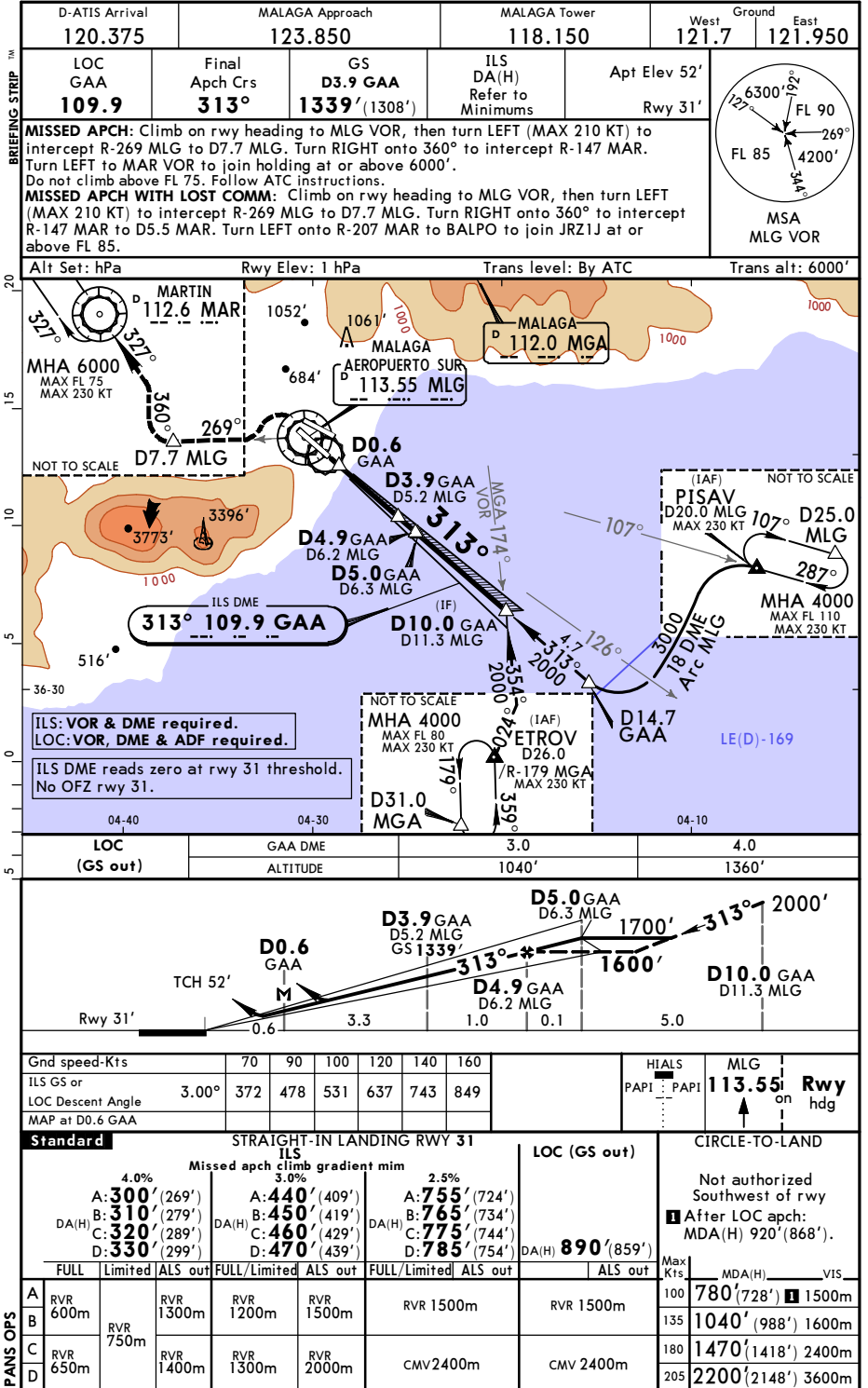


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COSTA DEL SOL

18 MAR 16
Eff 31 Mar

11-5

MALAGA, SPAIN
ILS Z or LOC Z Rwy 31



LEMG/AGP
COSTA DEL SOL

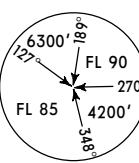
18 MAR 16

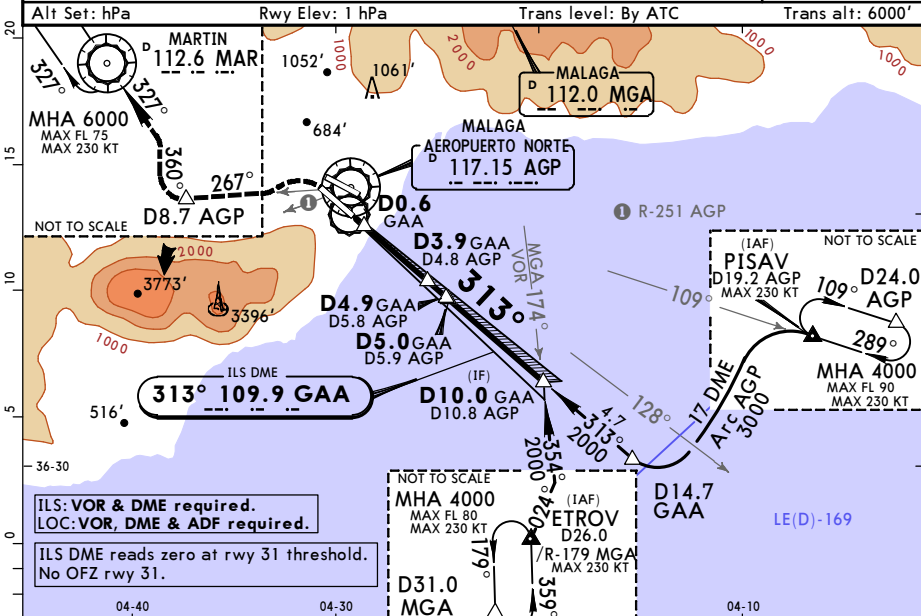
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11-6

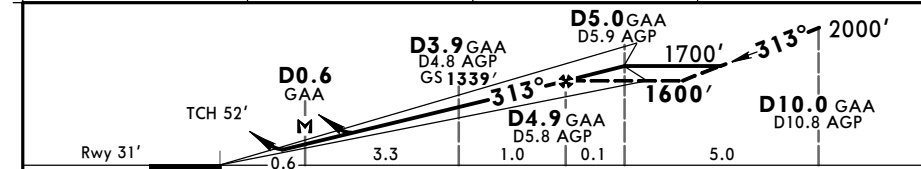
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MALAGA, SPAIN
ILS Y or LOC Y Rwy 31

BRIEFING STRIP™	D-ATIS Arrival 120.375		MALAGA Approach 123.850		MALAGA Tower 118.150		West 121.7		Ground 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'				MSA AGP VOR	
					Rwy 31'					
	MISSED APCH: Climb on rwy heading until R-251 AGP, then turn LEFT (MAX 210 KT) to intercept R-267 AGP to D8.7 AGP. 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 until R-251 AGP, then turn LEFT (MAX 210 KT) to intercept R-267 AGP to D8.7 AGP. 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.									



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI : PAPI		AGP 117.15 R-251	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 After LOC apch: MDA(H) 980'(928').	
4.0%		3.0%		2.5%							
A: 389' (358')		A: 489' (458')		A: 794' (763')							
DA(H) B: 401' (370')		DA(H) B: 501' (470')		DA(H) B: 805' (774')							
C: 409' (378')		C: 509' (478')		C: 814' (783')							
D: 420' (389')		D: 520' (489')		D: 824' (793')		DA(H) 950' (919')					
FULL/Limited		ALS out		FULL/Limited		ALS out				Max Kts	
A	RVR 900m	RVR 1500m	RVR 1400m	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m	100	840'(788')	1	1500m
B	RVR 1000m	RVR 1700m	RVR 1500m	CMV 2200m	CMV 2400m	CMV 2400m	CMV 2400m	135	1040'(988')		1600m
C	RVR 1100m	RVR 1800m		CMV 2300m				180	1470'(1418')		2400m
D	RVR 1100m							205	2200'(2148')		3600m

CHANGES: AGP VOR.

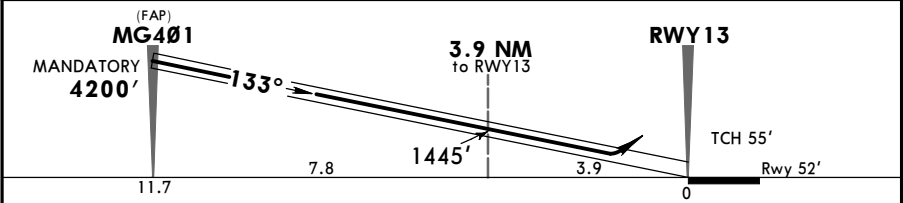
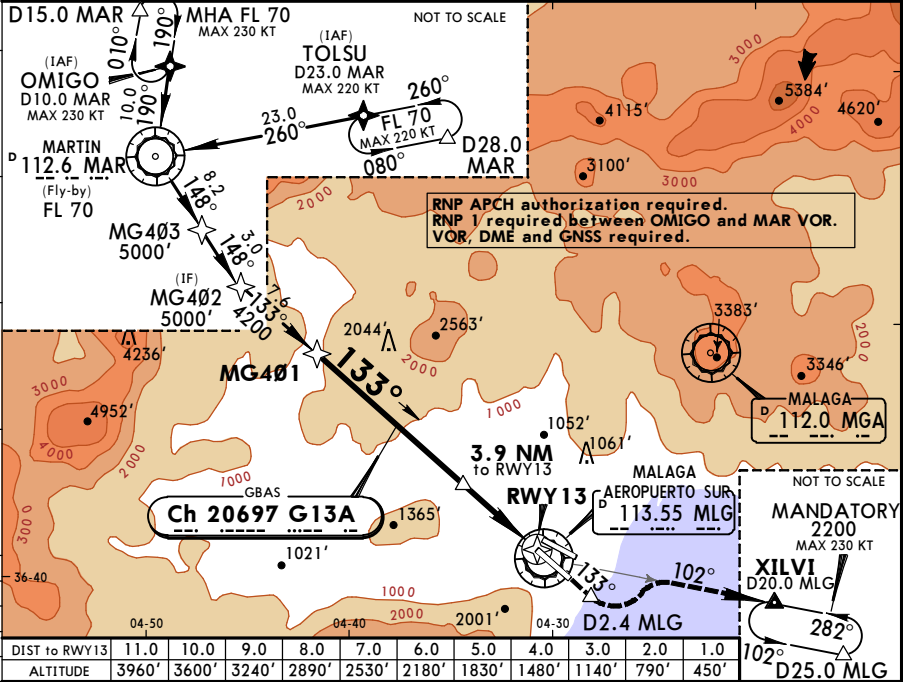
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LEMG/AGP
COSTA DEL SOL

JEPPesen
18 MAR 16 (12-40) Eff 31 Mar

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'		FL 90 MSA ARP		
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'									



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI		D2.4 MLG 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		
									GBAS			Not authorized Southwest of rwy	
									DA(H) A: 275' (223') B: 285' (233') C: 295' (243') D: 305' (253')				
									FULL			Limited	
									ALS out			Max Kts	
												MDA(H)	
												VIS	
												100	
												135	
												180	
												205	

BRIEFING STRIP TM

FL 90

MSA
ARE

Response	Percentage
Yes	50
No	50



MAP at DA		STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND	
Standard		CBAS				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: 310' (269')		A: 440' (409')		A: 755' (724')			
DA(H) B: 310' (279')		DA(H) B: 450' (419')		DA(H) 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
A	RVR 600m	RVR 750m	RVR 1300m	RVR 1200m	RVR 1500m	RVR 1500m	
B							
C	RVR 650m		RVR 1400m	RVR 1300m	RVR 2000m	CMV 2400m	
D							
		Max Kts	MDA(H) _____ VIS				
		100	780' (728')		1500m		
		135	1040' (988')		1600m		
		180	1470' (1418')		2400m		
		205	2200' (2148')		3600m		

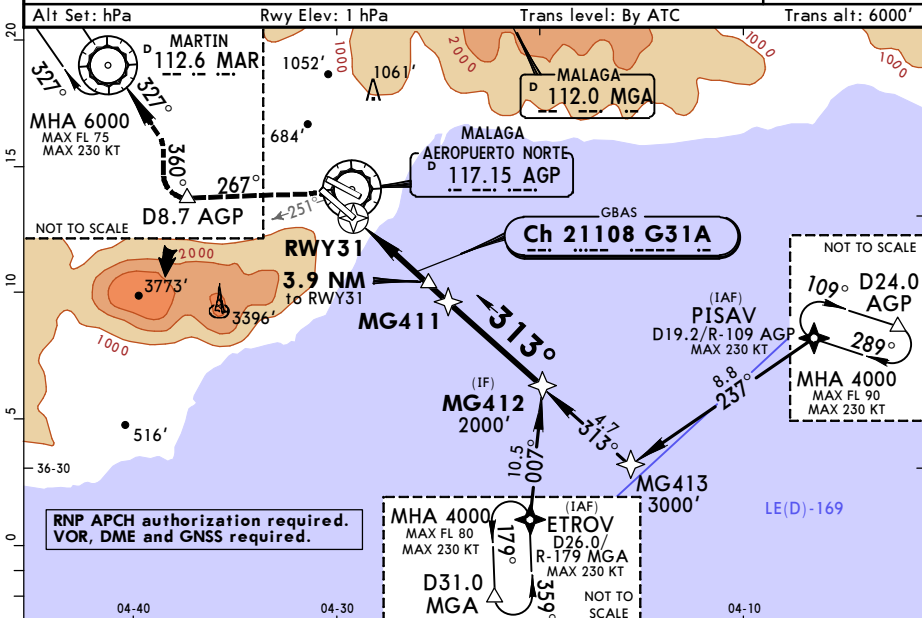
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COSTA DEL SOL

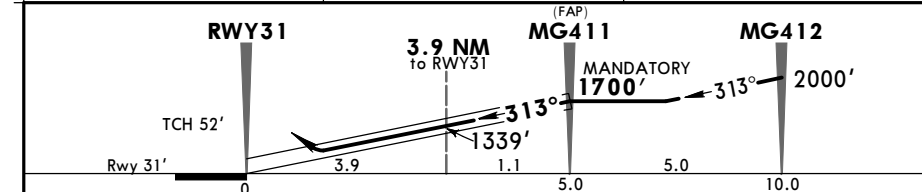
JEPPesen
18 MAR 16 (12-43) Eff 31 Mar

MALAGA, SPAIN
GBAS Y Rwy 31

B R E E F I N G S T R I P	D-ATIS Arrival		MALAGA Approach		MALAGA Tower		West		Ground		East	
	120.375		123.850		118.150		121.7				121.950	
	GBAS		Final		Mandatory Alt		GBAS		Apt Elev 52'		FL 90 MSA ARP	
	Ch 21108		Apch Crs		MG411		DA(H)					
	G31A		313°		1700'(1669')		Refer to Minimums		Rwy 31'			
MISSED APCH: Climb on rwy heading until crossing R-251 AGP, then turn LEFT (MAX 210 KT) to intercept and follow R-267 AGP to D8.7 AGP. 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 until crossing R-251 AGP, then turn LEFT (MAX 210 KT) to intercept and follow R-267 AGP to D8.7 AGP. 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 JRZ1J at or above FL 85.												



DIST to RWY31	3.0	4.0
ALTITUDE	1050'	1380'



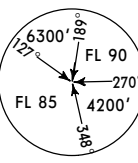
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI  PAPI ⋮	↑ on Rwy hdg	
Glide Path Angle	3.00°	372	478	531	637	743			849
MAP at DA									

Standard		STRAIGHT-IN LANDING RWY 31						CIRCLE-TO-LAND		
		GBAS								
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				
A: 389' (358')		A: 489' (458')		A: 794' (763')						
B: 401' (370')		B: 501' (470')		B: 805' (774')						
DA(H) C: 409' (378')		DA(H) C: 509' (478')		DA(H) C: 814' (783')						
D: 420' (389')		D: 520' (489')		D: 824' (793')						
FULL/Limited		ALS out		FULL/Limited		ALS out		Max Kts	MDA(H)	VIS
A	RVR 900m	RVR 1500m	RVR 1400m	RVR 1500m	RVR 1500m		100	840' (788')	1500m	
B	RVR 1000m	RVR 1700m	RVR 1500m	CMV 2200m			135	1040' (988')	1600m	
C	RVR 1100m	RVR 1800m		CMV 2300m	CMV 2400m		180	1470' (1418')	2400m	
D							205	2200' (2148')	3600m	

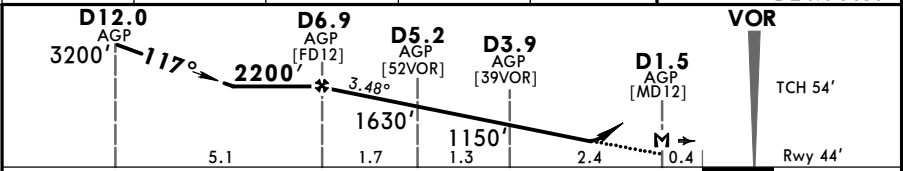
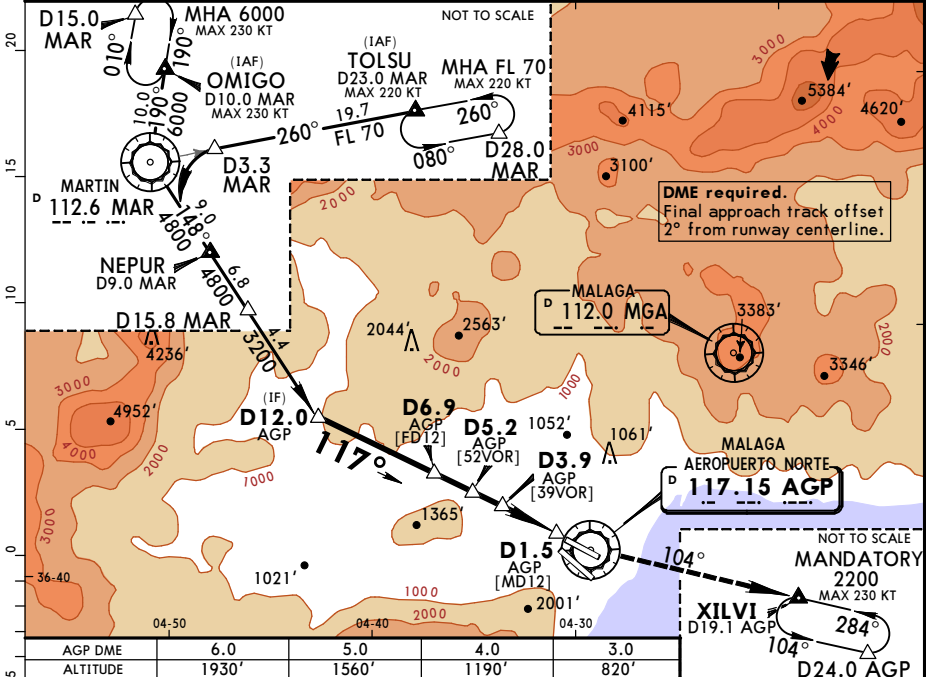
LEMG/AGP
COSTA DEL SOL

18 MAR 16 **13-1** Eff 31 Mar

MALAGA, SPAIN
VOR Rwy 12

D-ATIS Arrival 120.375		MALAGA Approach 123.850		MALAGA Tower 118.775		Ground West 121.7 East 121.950	
VOR AGP 117.15	Final Apth Crs 117°	Minimum Alt D6.9 AGP 2200' (2156')	DA(H) 540' (496')	Apt Elev 52' Rwy 44'			
MISSED APCH: Climb to AGP VOR. Proceed on R-104 AGP to XILVI to join holding at 2200'. Do not climb above 2200'. Follow ATC instructions. MISSED APCH WITH LOST COMM: Climb to AGP VOR. Proceed on R-104 AGP to cross XILVI at 2200'. Follow R-104 AGP to D24.0 AGP. Turn LEFT to follow 26 DME Arc AGP until crossing R-104 MGA. Turn LEFT on R-104 MGA to MGA VOR at FL 70 to join PEKOP1Q.						MSA AGP VOR	

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



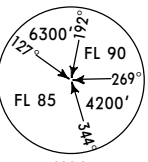
Gnd speed-Kts	70	90	100	120	140	160	HIALS	
Descent Angle	3.48°	431	554	616	739	862	PAPI	AGP 117.15
MAP at D1.5 AGP							↑	

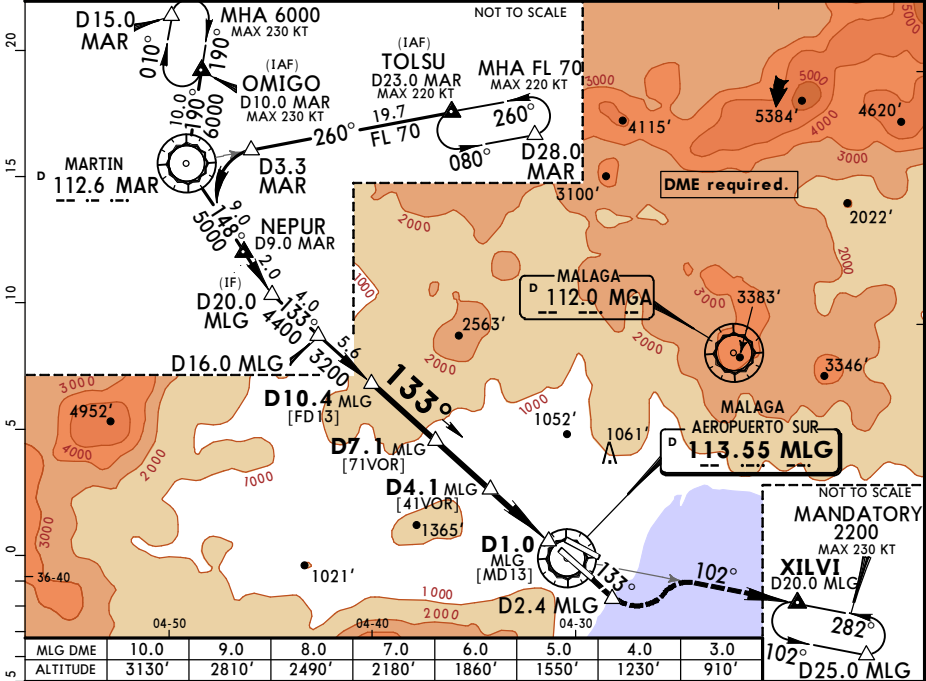
Standard STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND Not authorized Southwest of rwy			
DA(H) 540' (496')				Max Kts	MDA(H)	VTS	
ALS out				100	650' (598')	1500m	
RVR 1500m				135	1040' (988')	1600m	
RVR 1500m				180	1470' (1418')	2400m	
CMV 2300m				205	2200' (2148')	3600m	

LEMG/AGP
COSTA DEL SOL

JEPPesen
18 MAR 16 13-2 Eff 31 Mar

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 XLIVI to join holding at 2200'. Do not climb above 2200'. Follow ATC instructions.			MSA MLG VOR
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 XLIVI 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'



3200' * 133°		D7.1 MLG [71VOR]	D4.1 MLG [41VOR]	D1.0 MLG [MD13]	VOR	TCH 55'	Rwy 52'
D10.4 MLG [FD13]	2210'	1260'	3.1	0.5			
Standard		STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND Not authorized Southwest of rwy		
DA(H) 600' (548')		ALS out			Max Kts	MDA(H)	VIS
A		RVR 1500m			100	790' (738')	1500m
B					135	1040' (988')	1600m
C					180	1470' (1418')	2400m
D		RVR 1800m	CMV 2400m		205	2200' (2148')	3600m

PANS OPS

CHANGES: MLG VOR.

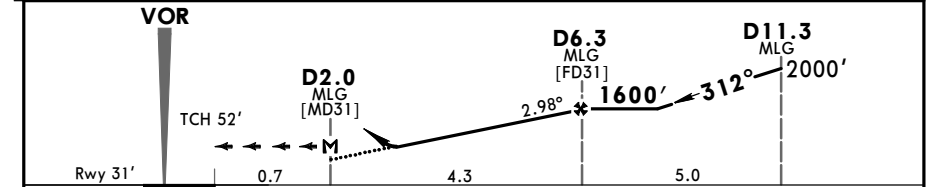
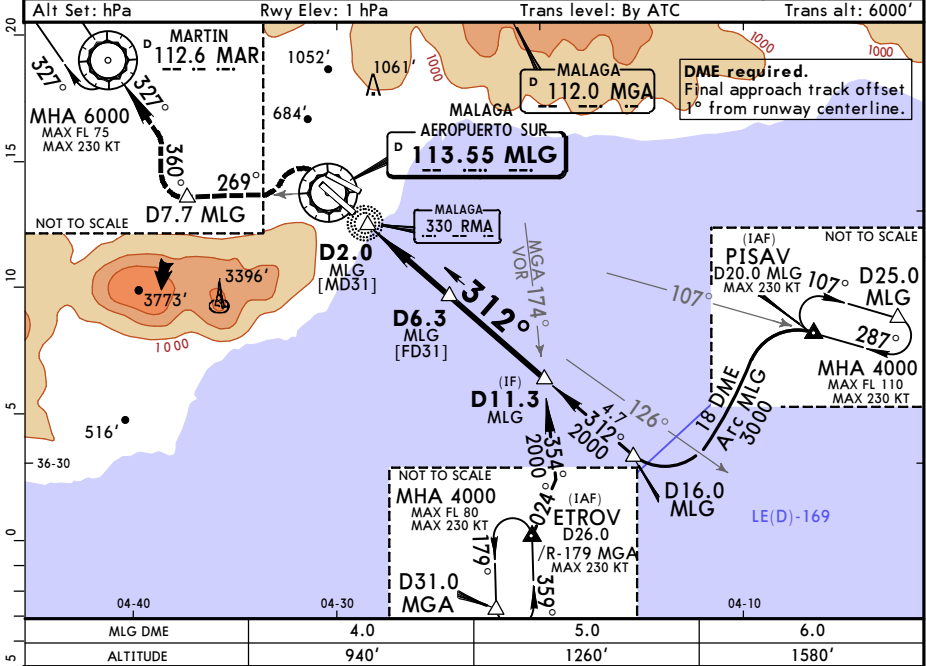
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COSTA DEL SOL

JEPPesen
18 MAR 16 13-3 Eff 31 Mar

MALAGA, SPAIN
VOR Rwy 31

D-ATIS Arrival 120.375	MALAGA Approach 123.850	MALAGA Tower 118.150	West 121.7	East 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 JR211 at or above FL 85.				
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'	

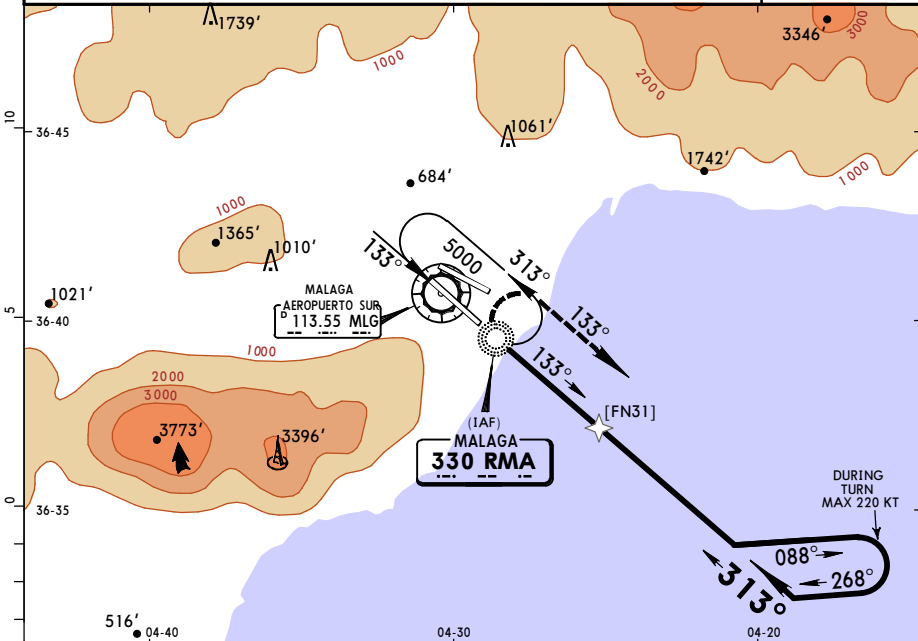
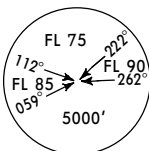


LEMG/AGP
COSTA DEL SOL

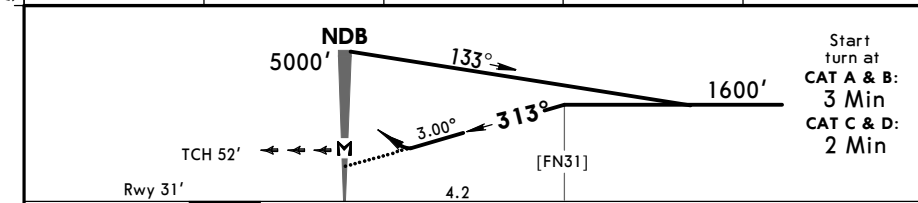
JEPPESSEN
18 MAR 16 **16-1** Eff 31 Mar

MALAGA, SPAIN
NDB Rwy 31

D-ATIS Arrival 120.375	MALAGA Approach 123.850	MALAGA Tower 118.150	West 121.7	Ground 121.950	East
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	HIALS	133°	185 KT	5000'
Descent Angle 3.00°	372	478	531	637	743	849	PAPI 1 PAPI	RT	MAX	↑
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')		Max Kts. MDA(H) VIS			
		ALS out		ALS out					
A	CMV 5000m					100	1280' (1228')		5000m
B						135			
C						180	1460' (1408')		5000m
D						205	2180' (2128')		5000m

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	

Chart changes since cycle 12-2016

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

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

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEMG

Type: Terminal

Effectivity: Temporary

Begin Date: 20160303

End Date: 20160818

Works on Aprons R3 and R4 (based on AIRAC SUP 11-16). Refer to temporary charts 10-8/10-8A and latest NOTAMs.