LEMG/AGP MALAGA, SPAIN
MALAGA 30 MAR 07 10-1P MALAGA, SPAIN
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 120.37

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GROUND ENGINE TESTING

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

The RWY is authorized for take-off in low visibility.

LVP will be applied when the measured RVR or visibility in the movement area is below 550m.

Pilots will be informed about the application of LVP by ATIS.

ATC will inform about the cancellation of LVP when VIS reported is higher than 550m and the meteorological service inform about a strong improvement tendency of meteorological conditions.

1.3.2. GROUND MOVEMENT

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

ARRIVAL:

- ACFT that have already landed will notify 'RWY vacated' and exit TWY used.

 They will hold position waiting for taxiing instructions from ATC.
- At the apron entry, they must wait for arrival of a follow-me car.

DEPARTURE:

- Pilot will request clearance for engine start-up notifying the stand position.
- Usually, while LVP are in force, taxiing of only one ACFT will be authorized in the manoeuvring area.
- ACFT which are departing and need to return to apron, notify ATC and wait for taxiing instructions.

1.3.3. COMMUNICATION FAILURE

Whenever an ACFT operating in the manoeuvring area experiences a communications failure, it will continue by the assigned route to its clearance limit taking extreme caution to avoid detours. ACFT is to remain at this point and wait for arrival of a follow-me car in order to be guided to the stand position.

1.4. TAXI PROCEDURES

General aviation apron MAX wingspan 82'/25m.

1.5. OTHER INFORMATION

RWY 31 right-hand circuit.

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LEMG/AGP MALAGA, SPAIN
MALAGA 30 MAR 07 10-1P1 MALAGA, SPAIN
AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RECTRICTIONS

2.1.1. SPEED ADJUSTMENTS UNDER RADAR CONTROL

- MAX 250 KT at or below FL100.
- Reduce to 210 KT at the beginning of final turn to intercept the ILS LOC course, when ACFT is located within 20 NM of THR.
- 180 KT when crossing 12 NM from THR.
- 160 KT when crossing GM Lctr.
- ACFT with cruising speed lower than the mentional above shall maintain cruising speed up to the adjusting fix concerned.

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 13 only by using TWY C4, C2, C1 or RWY end. Vacate RWY 31 only by using TWY C3, C5, C6 or RWY end.

2.3.2 MINIMUM REDUCED SEPARATION ON THE SAME RWY

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

ACFT with 5670 kg weight or over:

 Landing following departure: The preceding departing ACFT has taken-off and is, at least, at 2000m from THR.

Light ACFT under 5670 kg 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) previal 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)'.

LEMG/AGP MALAGA 30 MAR 07 (10-1P2)

MALAGA, SPAIN AIRPORT BRIEFING

2. ARRIVAL

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 the occurrence of 'go-arounds'.

They will exit the RWY by the rapid exit TWY and will have priority over taxiing ACFT unless ATC advises otherwise.

Unless ATC advises otherwise and without prejudice to the noise abatement procedures, ACFT will vacate the corresponding RWY by the following rapid exit TWYs:

RWY	Rapid Exit	ACFT
13	C-4	lights
13	C-2	all
13	C-1	all
31	C-3	lights
31	C-5	all
31	C-6	all

Military ACFT:

RWY	Rapid Exit	ACFT
13	CM-1	all
31	C-3*	lights
31	C-5*	all
31	C-6*	all

^{*} and wait for ATC clearance.

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LEMG/AGP SI JEPPESEN
MALAGA 30 MAR 07 10-1P3

MALAGA, SPAIN AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP & TAXI PROCEDURES

3.1.1. START-UP

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

3.1.2. TAXIING RESTRICTION

Code E/F ACFT will taxi to RWY via TWY HN-3 or HS-3.

3.2. SPEED RESTRICTIONS

MAX 250 KT until leaving FL120.

3.3. RWY OPERATIONS

3.3.1. MINIMUM RWY OCCUPANCY TIME

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

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

Departures from RWYs 13 and 31 intersections with TWYs are allowed.

MALAGA, SPAIN I JEPPESEN LEMG/AGP 10-2 Eff 22 Nov 16 NOV 07 STAR MALAGA Apt Elev Alt Set: hPa 120.37 Trans level: By ATC Trans alt: 6000 7500' /9000' BAILEN ONE ALFA (BLN 1A) 8500' 5000' MALAGA ONE ALFA (MGA 1A) MELIS ONE ALFA (MELIS 1A) [MELI1A] MSA MLG VOR VULPE ONE ALFA (VULPE 1A) [VULP1A] **RWY 13 ARRIVALS** FROM NORTH & EAST **VULPE**N37 45.7 W004 47.9 △ -BAILEN-^D 116.2 BLN **BAENA** N37 34.1 W004 19.9 N38 09.2 W003 37.5 (IAF) -MARTIN-112.6 MAR N37 03.3 W004 56.4 - MALAGA— 112.0 MGA N36 48.9 W004 22.2 (IAF) MALAGA-350 GM N36 43.6 W004 34.3 N36 40.7 W004 30.4 **HOLDING OVER** GM NOT TO SCALE **MELIS** N36 01.1 W003 36.4

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MALAGA, SPAIN M JEPPESEN LEMG/AGP 16 NOV 07 (10-2A) Eff 22 Nov STAR MALAGA Apt Elev Alt Set: hPa 120.37 52' Trans level: By ATC Trans alt: 6000' 7500' /90001 8500' MARTIN ONE ALFA (MAR 1A) 5000' SEVILLA ONE FOXTROT (SVL 1F) MSA MLG VOR VEJER TWO ALFA (VJF 2A) RWY 13 ARRIVALS FROM WEST NOT TO SCALE - SEVILLE 113.7 SVL N37 25.7 W005 45.7 MARTIN-112.6 MAR N37 03.3 W004 56.4 (IAF) MALAGA-350 GM N36 43.6 W004 34.3 '117.8 VJF N36 40.7 W004 30.4 N36 14.4 W005 58.5 **HOLDING OVER** GM

MALAGA, SPAIN **MULTIPLE SEN** LEMG/AGP 16 NOV 07 (10-2B) Eff 22 Nov STAR MALAGA Apt Elev Alt Set: hPa 120.37 52' Trans level: By ATC Trans alt: 6000' MARTIN ONE LIMA (MAR 1L) MELILLA ONE LIMA (MIA 1L) RODUN ONE LIMA (RODUN 1L) [RODU1L] VEJER ONE LIMA (VJF 1L) **RWY 13 ARRIVALS** TO BE USED WHEN MGA UNSERVICEABLE

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M JEPPESEN MALAGA, SPAIN LEMG/AGP (10-2C) Eff 22 Nov MALAGA 16 NOV 07 STAR Apt Elev Alt Set: hPa 120.37 Trans level: By ATC Trans alt: 6000 7500' BAILEN ONE BRAVO (BLN 1B) 5000' MALAGA TWO BRAVO (MGA 2B) MELIS TWO BRAVO (MELIS 2B) [MELI2B] MSA MLG VOR ORDAS ONE ALFA (ORDAS 1A) [ORDA1A] **RWY 31 ARRIVALS** FROM NORTHEAST & EAST 116.2 BLN N38 09.2 W003 37.5 GRANADA-113.4 GDA N37 11.0 W003 59.5 MALAGA— 112.0 MGA N36 57.4 W004 00.3 N36 48.9 W004 22.2 **ORDAS** N36 53.6 W004 00.6 D32 GDA \times NOT TO SCALE MALAGA-113.55 MLG N36 40.7 W004 30.4 MGA 29 DME Arc **UBEDO** N36 27.4 W004 11.7 **D46 GDA** N36 25.0 W004 02.4 **HOLDING OVER UBEDO**

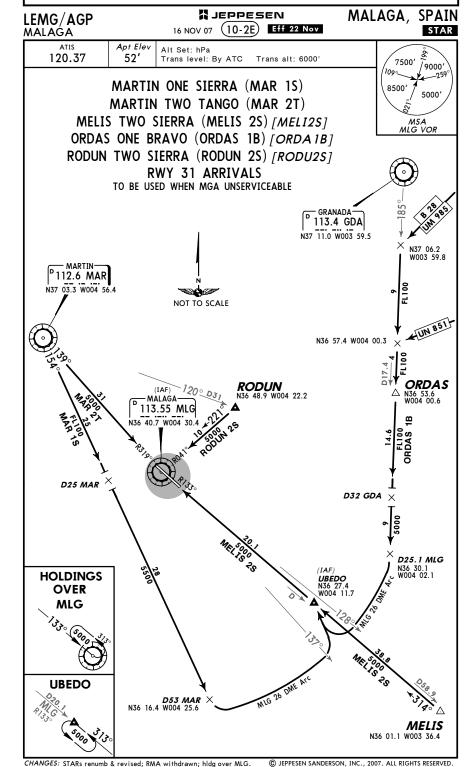
MALAGA, SPAIN MJEPPESEN LEMG/AGP (10-2D) Eff 22 Nov 16 NOV 07 STAR MALAGA Apt Elev Alt Set: hPa 120.37 52' Trans level: By ATC Trans alt: 6000 MARTIN TWO BRAVO (MAR 2B) SEVILLA ONE GOLF (SVL 1G) VEJER ONE BRAVO (VJF 1B) VULPE ONE BRAVO (VULPE 1B) [VULP1B] **RWY 31 ARRIVALS** FROM NORTH & WEST **D48 MAR** N36 20.8 W004 28.5 VULPE 18 +191 HOLDINGS OVER

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CHANGES: MAR STAR renumbered & revised; holdings; VJF coords.

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MALAGA, SPAIN JEPPESEN LEMG/AGP 10-3) Eff 8 Jun 2 JUN 06 MALAGA Trans level: By ATC Trans alt: 6000' 52' GENNI ONE ALFA (GENNI 1A) [GENI1A] 7500' 9000' GENNI ONE BRAVO (GENNI 1B) [GENI1B] 8500' HINOJOSA ONE ALFA (HIJ 1A) PARKA 5000' N39 00.0 🛕 W005 09.0 HINOJOSA ONE BRAVO (HIJ 1B) MSA RWYS 13, 31 DEPARTURES MLG VOR MAX 250 KT UNTIL LEAVING FL120 **HINOJOSA** - DEL DUQUE 114.7 HIJ ● Traffic bound for airway UN 858 shall N38 30.5 W005 06.0 cross HIJ at or above FL245 and proceed on HIJ R-355 direct to PARKA. CORDOBA-MALAGA-**GENNI** 366 COR 112.0 MGA N37 02.8 W004 04.5 N37 50.6 W004 50.8 N36 48.9 W004 22.2 At or above 5500' - MALAGA-350 GM N36 43.6 W004 34.3 NOT TO SCALE At or above 950 ILS DME ^b(109.5) GMM N36 40.0 W004 16.6 N36 40.9 W004 30.7 **GENNI 1B** - MALAGA HIJ 1B 113.55 MLG At or above N36 40.7 W004 30.4 MALAGA-4000' (109.9) GAA N36 40.0 W004 29.3 **D9 GAA** N36 33.9 W004 21.0 At or above 2500' These SIDs require minimum climb gradients GENNI 1A, HIJ 1A Gnd speed-KT 75 100 150 200 250 300 273' per NM (4.5%) until leaving 5500'. 273' per NM 342 456 684 911 1139 1367 GEŃNI 1B. HIJ 1B 380 506 760 1013 1266 1519 304' per NM 304' per NM (5.0%) until leaving 3000'.

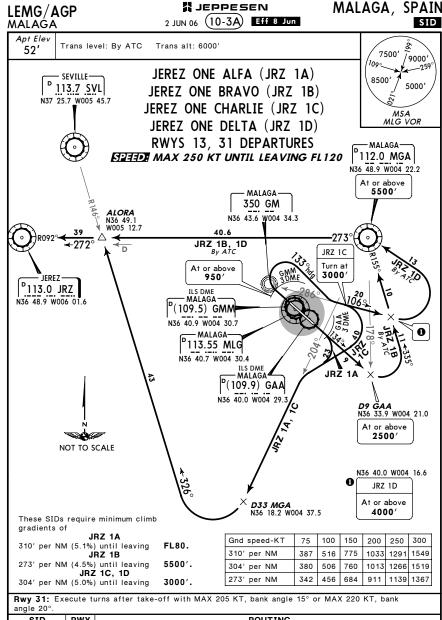
Rwy 31: Execute turns after take-off with MAX 205 KT, bank angle 15° or MAX 220 KT, bank

SID	RWY	ROUTING
GENNI 1A	13	Climb on runway heading to D9 GAA, turn LEFT, intercept MGA R-155 inbound to MGA, MGA R-047 to GENNI.
GENNI 1B	31	Climb on runway heading to GMM 3 DME, turn RIGHT,133° heading, inter- cept 106° bearing from GM, when passing MGA R-155 turn LEFT to MGA, MGA R-047 to GENNI.
HIJ 1A By ATC	13	Climb on runway heading to D9 GAA, turn LEFT, intercept MGA R-155 in- bound to MGA, MGA R-342 to COR, turn RIGHT, intercept HIJ R-165 in- bound to HIJ.
HIJ 1B By ATC	31	Climb on runway heading to GMM 3 DME, turn RIGHT,133° heading, inter- cept 106° bearing from GM, when passing MGA R-155 turn LEFT to MGA, MGA R-342 to COR, turn RIGHT, intercept HIJ R-165 inbound to HIJ.

CHANGES: Runway designation.

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SID	RWY	ROUTING
JRZ 1A	13	Climb on runway heading to GAA 3 DME, turn RIGHT, intercept MGA R-204 to D33 MGA, turn RIGHT, intercept SVL R-146 inbound to ALORA, turn LEFT, intercept JRZ R-092 inbound to JRZ.
JRZ 1B By ATC		Climb on runway heading to D9 GAA, turn LEFT, intercept MGA R-155 inbound to MGA, MGA R-273 via ALORA to JRZ.
JRZ 1C	31	Climb on runway heading to GMM 3 DME, turn RIGHT, 133° heading, inter- cept 106° bearing from GM, at 3000' turn RIGHT, intercept MGA R-204 to D33 MGA, turn RIGHT, intercept SVL R-146 inbound to ALORA, turn LEFT, intercept JRZ R-092 inbound to JRZ.
JRZ 1D By ATC		Climb on runway heading to GMM 3 DME, turn RIGHT, 133° heading, inter- cept 106° bearing from GM, when passing MGA R-155 turn LEFT to MGA, MGA R-273 via ALORA to JBZ

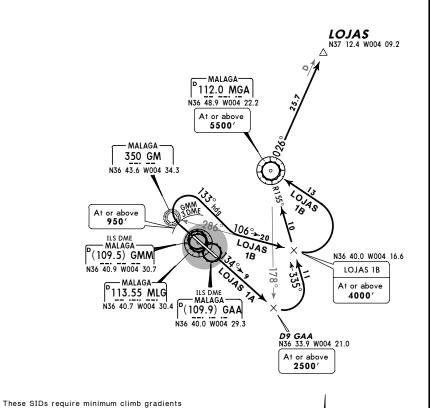
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M JEPPESEN MALAGA, SPAIN LEMG/AGP 2 JUN 06 (10-3B) Eff 8 Jun MALAĠA

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

7500' /9000' 8500' 50001 MSAMLG VOR

LOJAS ONE ALFA (LOJAS 1A) [LOJA1A] LOJAS ONE BRAVO (LOJAS 1B) [LOJA 1B] RWYS 13, 31 DEPARTURES MAX 250 KT UNTIL LEAVING FL120



273' per NM (4.5%) until leaving 5500'. LOJAS 1B 304' per NM (5.0%) until leaving 3000'.

LOJAS 1A

Gnd speed-KT	75	100	150	200	250	300
273' per NM	342	456	684	911	1139	1367
304' per NM	380	506	760	1013	1266	1519

Rwy 31: Execute turns after take-off with MAX 205 KT, bank angle 15° or MAX 220 KT, bank

ungic 20 .		
SID	RWY	ROUTING
LOJAS 1A	13	Climb on runway heading to D9 GAA, turn LEFT, intercept MGA R-155 inbound to MGA, MGA R-026 to LOJAS.
LOJAS 1B	31	Climb on runway heading to GMM 3 DME, turn RIGHT, 133° heading, intercept 106° bearing from GM, when passing MGA R-155 turn LEFT to MGA, MGA R-026 to LOJAS.

CHANGES: Runway designation.

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NOT TO SCALE

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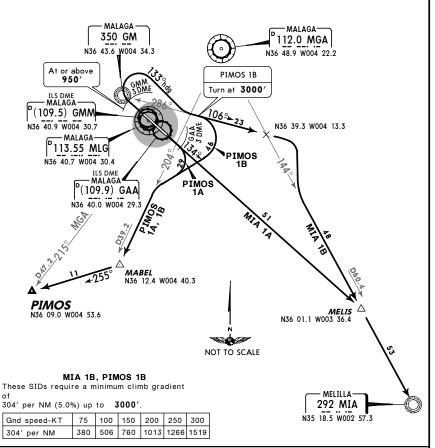
52'

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MALAGA, SPAIN M JEPPESEN LEMG/AGP 2 JUN 06 (10-3C) Eff 8 Jun SID MALAGA Apt Elev Trans level: By ATC Trans alt: 6000'

> MELILLA ONE ALFA (MIA 1A) MELILLA ONE BRAVO (MIA 1B) PIMOS ONE ALFA (PIMOS 1A) [PIMO1A] PIMOS ONE BRAVO (PIMOS 1B) [PIMO1B] RWYS 13, 31 DEPARTURES MAX 250 KT UNTIL LEAVING FL120





Rwy 31: Execute turns after take-off with MAX 205 KT, bank angle 15° or MAX 220 KT, bank

angle 20°.		
SID	RWY	ROUTING
MIA 1A	13	Climb on runway heading to MELIS, turn RIGHT, intercept MGA R-144 to MIA.
MIA 1B	31	Climb on runway heading to GMM 3 DME, turn RIGHT, 133° heading, inter- cept 106° bearing from GM, when passing MGA R-144 turn RIGHT, inter- cept MGA R-144 via MELIS to MIA.
PIMOS 1A	13	Climb on runway heading to GAA 3 DME, turn RIGHT, intercept MGA R-204 to MABEL, turn RIGHT, 255° track to PIMOS.
PIMOS 1B	31	Climb on runway heading to GMM 3 DME, turn RIGHT, 133° heading, inter- cept 106° bearing from GM, at 3000′ turn RIGHT, intercept MGA R-204 to MABEL turn RIGHT. 255° track to PIMOS

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MALAGA, SPAIN M JEPPESEN LEMG/AGP (10-3D) Eff 8 Jun 2 JUN 06 MALAGA Apt Elev Trans level: By ATC Trans alt: 6000' 52' 7500' 9000 SEVILLA ONE ALFA (SVL 1A) SEVILLE — 8500' 5000' 113.7 SVL SEVILLA ONE BRAVO (SVL 1B) N37 25.7 W005 45.7 SEVILLA ONE CHARLIE (SVL 1C) MLG VOR SEVILLA ONE DELTA (SVL 1D) RWYS 13, 31 DEPARTURES -MALAGA-MAX 250 KT UNTIL LEAVING FL120 112.0 MGA N36 48.9 W004 22.2 At or above 5500' MALAGA-350 GM N36 43.6 W004 34.3 N36 49.1 W005 12.7 40.6 092°→ △ SVL 1B. 1D SVL 1C Turn at At or above 3000 950' - JEREZ -113.0 JRZ ILS DME MALAGA N36 48.9 W006 01.6 (109.5) GMM N36 40.9 W004 30.7 0 - MALAGA-⁵113.55 MLG N36 40.7 W004 30.4 ILS DME MALAGA (109.9) GAA N36 40.0 W004 29 **D9 ĞAA** N36 33.9 W004 21.0 At or above 2500 NOT TO SCALE N36 40.0 W004 16.6 SVL 1D At or above D33 MGA 4000' N36 18.2 W004 37.5 These SIDs require minimum climb gradients Gnd speed-KT 75 100 150 200 250 300 310' per NM (5.1%) until leaving FL80. 310' per NM 387 516 775 1033 1291 1549 SVL 1B 5500'. 273' per NM (4.5%) until leaving 304' per NM 380 506 760 1013 1266 1519 SVL 1C. 1D 342 456 684 911 1139 1367 273' per NM 3000'. 304' per NM (5.0%) until leaving Rwy 31: Execute turns after take-off with MAX 205 KT, bank angle 15° or MAX 220 KT, bank angle 20° SID RWY ROUTING SVL 1A Climb on runway heading to GAA 3 DME, turn RIGHT, intercept MGA R-204 to D33 MGA, turn RIGHT, intercept SVL R-146 inbound via ALORA to SVL. SVL 1B Climb on runway heading to D9 GAA, turn LEFT, intercept MGA R-155 inbound to MGA, MGA R-273 to ALORA, turn Right, intercept SVL R-146 in-By ATC bound to SVL. SVL 1C Climb on runway heading to GMM 3 DME, turn RIGHT, 133° heading, intercept 106° bearing from GM, at 3000' turn RIGHT, intercept MGA R-204 to D33 MGA, turn RIGHT, intercept SVL R-146 inbound via ALORA to SVL. SVL 1D Climb on runway heading to GMM 3 DME, turn RIGHT, 133° heading, inter-By ATC cept 106° bearing from GM, when passing MGA R-155 turn LEFT to MGA, MGA R-273 to ALORA, turn RIGHT, intercept SVL R-146 inbound to SVL.

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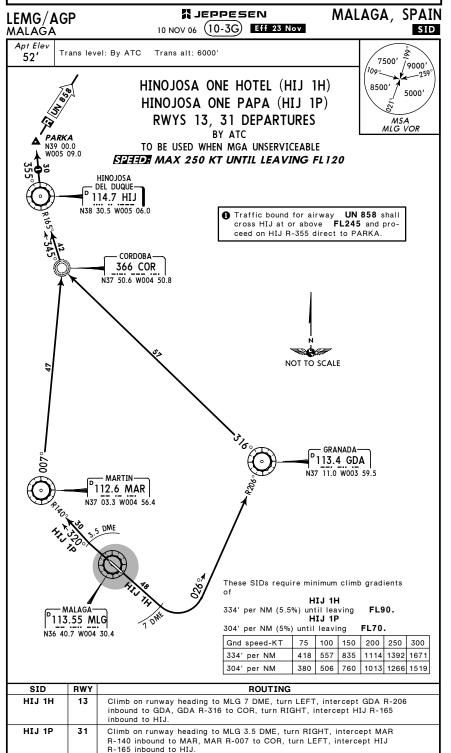
MALAGA, SPAIN 1 JEPPESEN LEMG/AGP 2 JUN 06 (10-3E) Eff 8 Jun MALAGA Apt Elev Trans level: By ATC Trans alt: 6000 52' 7500' 90001 VIBAS ONE ALFA (VIBAS 1A)/VIBA1A/ 8500' 5000' **RWY 13 DEPARTURE** SEEDE MAX 250 KT UNTIL LEAVING FL120 MLG VOR **VIBAS** N37 23.5 W003 37.9 GRANADA-113.4 GDA N37 11.0 W003 59.5 NOT TO SCALE $^{ imes}$ N37 06.2 W003 59.7 MALAGA-112.0 MGA N36 48.9 W004 22.2 -MALAGA-ັ113.55 MLG N36 40.7 W004 30.4 IIS DMF - MALAGA (109.9) GAA N36 40.0 W004 29.3 At or above FL90 D19 MGA D14.2 GAA At or above 5000 This SID requires a minimum climb gradient 334' per NM (5.5%) until leaving FL90. Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 334' per NM 418 | 557 | 835 | 1114 | 1392 | 1671 ROUTING

Climb on runway heading to D19 MGA (D14.2 GAA) turn LEFT, along MGA 19 DME arc, intercept GDA R-184 inbound, intercept MGA R-048 to VIBAS.

CHANGES: Runway designation

MALAGA, SPAIN M JEPPESEN LEMG/AGP 10 NOV 06 (10-3F) Eff 23 Nov MALAGA Apt Elev Trans level: By ATC Trans alt: 6000' 52' 7500' /9000' BAILEN ONE HOTEL (BLN 1H) 8500' 5000' BAILEN ONE PAPA (BLN 1P) RWYS 13, 31 DEPARTURES MSA MLG VOR TO BE USED WHEN MGA UNSERVICEABLE STATE MAX 250 KT UNTIL LEAVING FL120 116.2 BLN N38 09.2 W003 37.5 GRANADA-113.4 GDA NOT TO SCALE N37 11.0 W003 59.5 BANK 15° MAX 205 KT BANK 20° - MALAGA -MAX 220 KT 350 GM N36 43.6 W004 34.3 N36 40.2 W004 17.3 -MALAGA-113.55 MLG N36 40.7 W004 30.4 These SIDs require a minimum climb gradient BLN 1H 334' per NM (5.5%) until leaving FL90. BLN 1P 334' per NM (5.5%) until leaving 9300'. Gnd speed-KT 75 100 150 200 250 300 418 | 557 | 835 | 1114 | 1392 | 1671 SID RWY ROUTING Climb on runway heading to MLG 7 DME, turn LEFT, intercept GDA R-206 13 BLN 1H inbound to GDA, GDA R-019 to BLN. Climb on runway heading to MLG 3.5 DME, turn RIGHT, 164° track, inter-BLN 1P 31 cept 106° bearing from GM, when passing MLG R-095 turn LEFT, intercept GDA R-205 inbound to GDA, GDA R-019 to BLN.

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CHANGES: New chart.

M JEPPESEN MALAGA, SPAIN LEMG/AGP 10 NOV 06 (10-3H) Eff 23 Nov SID MALAĠA

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

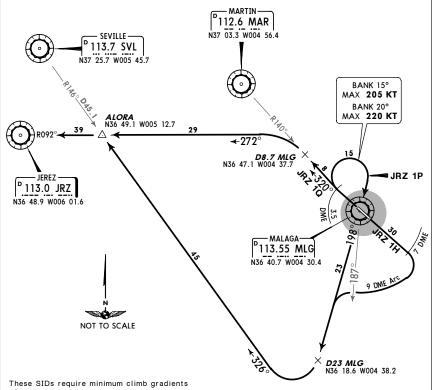
JEREZ ONE HOTEL (JRZ 1H) JEREZ ONE PAPA (JRZ 1P) JEREZ ONE QUEBEC (JRZ 1Q) RWYS 13, 31 DEPARTURES



7500'

/9000'

TO BE USED WHEN MGA UNSERVICEABLE MAX 250 KT UNTIL LEAVING FL120



of JRZ 1H 304' per NM (5%) until leaving FL70. JRZ 1P

322' per NM (5.3%) until leaving FL70. JRZ 1Q

371' per NM (6.1%) until leaving FL70.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
322' per NM	403	537	805	1073	1342	1610
304' per NM	380	506	760	1013	1266	1519

JRZ	1P, 1	Q: Initial clearance: climb to FL90, await further clearance
SID	RWY	ROUTING
JRZ 1H	13	Climb on runway heading to MLG 7 DME, turn RIGHT, along MLG 9 DME arc, when passing MLG R-187 turn LEFT, intercept MLG R-198 to D23 MLG, turn RIGHT, intercept SVL R-146 inbound to ALORA, turn LEFT, intercept JRZ R-092 inbound to JRZ.
JRZ 1P	31	Climb on runway heading to MLG 3.5 DME, turn RIGHT to MLG, MLG R-198 to D23 MLG, turn RIGHT, intercept SVL R-146 inbound to ALORA, turn LEFT, intercept JRZ R-092 inbound to JRZ.
JRZ 1Q By ATC		Climb on runway heading to MLG 3.5 DME, turn RIGHT, intercept MAR R-140 inbound to D8.7 MLG, turn LEFT, intercept JRZ R-092 inbound via ALORA to JRZ.

CHANGES: New chart.

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JeppView 3.5.2.0 M JEPPESEN MALAGA, SPAIN LEMG/AGP 10 NOV 06 (10-3J) Eff 23 Nov MALAĠA Apt Elev Trans level: By ATC Trans alt: 6000' 52' 7500' 9000 MELILLA ONE HOTEL (MIA 1H) 8500' 5000' MELLILA ONE PAPA (MIA 1P) RWYS 13, 31 DEPARTURES MSAMLG VOR TO BE USED WHEN MGA UNSERVICEABLE MAX 250 KT UNTIL LEAVING FL120 BANK 15° MAX 205 KT - MALAGA -350 GM BANK 20° MAX 220 KT N36 43.6 W004 34.3 D5.8 MLG N36 39.8 W004 23.3 D40 MLG N36 34.3 W003 41.4 MIA 1P - MALAGA-113.55 MLG N36 40.7 W004 30.4 **MELIS** N36 01.1 W003 36.4 D86.9 MLG N35 42.1 W003 11.1 NOT TO SCALE These SIDs require minimum climb gradients MIA 1H 304' per NM (5%) until leaving 3000'. MIA 1P 334' per NM (5.5%) until leaving 5500'. MELILLA-292 MIA Gnd speed-KT 75 100 | 150 | 200 | 250 | 300 N35 18.5 W002 57.3 304' per NM 380 506 760 1013 1266 1519 418 | 557 | 835 | 1114 | 1392 | 1671 334' per NM SID RWY ROUTING Climb on runway heading, intercept MLG R-134 via MELIS to D86.9 MLG, MIA 1H 13 turn RIGHT, intercept 159° bearing to MIA.

JEPPESEN

LEMG/AGP SPAIN

MALAGA 10 NOV 06 (10-3K) Eff 23 Nov SI

PIMOS ONE HOTEL (PIMOS 1H) [PIMO1H]
PIMOS ONE PAPA (PIMOS 1P) [PIMO1P]
RWYS 13 31 DEPARTURES

Trans level: By ATC Trans alt: 6000'

52'

RWYS 13, 31 DEPARTURES

MSA
MLG VOR

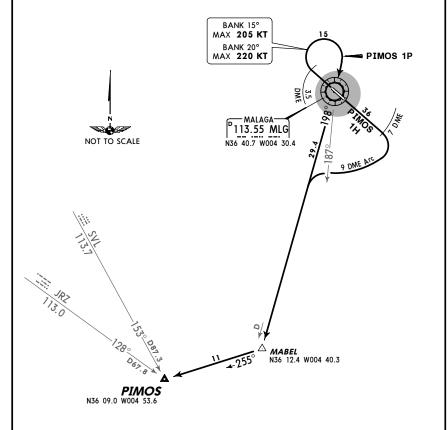
7500'

8500'

/9000'

50001

TO BE USED WHEN MGA UNSERVICEABLE STREET MAX 250 KT UNTIL LEAVING FL120



These SIDs require minimum climb gradients of

PIMOS 1H

304' per NM (5%) until leaving FL70. PIMOS 1P

334' per NM (5.5%) until leaving 5500'

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
334' per NM	418	557	835	1114	1392	1671

SID	RWY	ROUTING
PIMOS 1H	13	Climb on runway heading to MLG 7 DME, turn RIGHT, along MLG 9 DME arc, when passing MLG R-187 turn LEFT, intercept MLG R-198 to MABEL, turn RIGHT, 255° track to PIMOS.
PIMOS 1P	31	Climb on runway heading to MLG 3.5 DME, turn RIGHT to MLG, MLG R-198

CHANGES: New chart.

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These SIDs require minimum climb gradients of

FL70.

NOT TO SCALE

SVL 1H 304' per NM (5%) until leaving

SVL 1P
322' per NM (5.3%) until leaving
SVL 1Q
371' per NM (6.1%) until leaving
FL70.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
322' per NM	403	537	805	1073	1342	1610
304' per NM	380	506	760	1013	1266	1519

D23 MLG

N36 18.6 W004 38.2

N36 40.7 W004 30.4

SVL	1P, 1	Q: Initial clearance: climb to FL90, await further clearance				
SID	RWY	ROUTING				
SVL 1H	13	Climb on runway heading to MLG 7 DME, turn RIGHT, along MLG 9 DME arc, when passing MLG R-187 turn LEFT, intercept MLG R-198 to D23 MLG, turn RIGHT, intercept SVL R-146 inbound via ALORA to SVL.				
SVL 1P	31	Climb on runway heading to MLG 3.5 DME, turn RIGHT to MLG, MLG R-198 to D23 MLG, turn RIGHT, intercept SVL R-146 inbound via ALORA to SVL.				
SVL 1Q By ATC		Climb on runway heading to MLG 3.5 DME, turn RIGHT, intercept MAR R-140 inbound to D8.7 MLG, turn LEFT, intercept JRZ R-092 inbound to ALORA, turn RIGHT, intercept SVL R-146 inbound to SVL.				

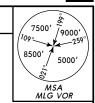
M JEPPESEN MALAGA, SPAIN LEMG/AGP

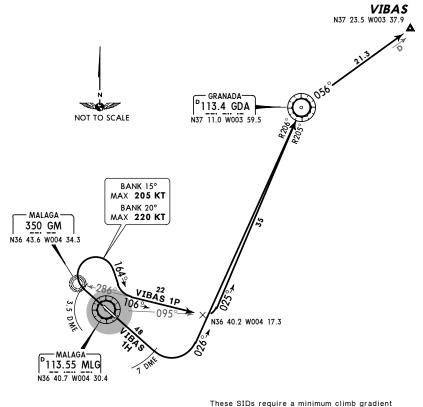
10 NOV 06 (10-3M) Eff 23 Nov MALAGA 52'

Trans level: By ATC Trans alt: 6000'

VIBAS ONE HOTEL (VIBAS 1H) [VIBA1H] VIBAS ONE PAPA (VIBAS 1P) [VIBA1P] RWYS 13, 31 DEPARTURES

TO BE USED WHEN MGA UNSERVICEABLE MAX 250 KT UNTIL LEAVING FL120





VIBAS 1H FL90.

VIBAS 1P 334' per NM (5.5%) until leaving

9300'.

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

SID	RWY	ROUTING
VIBAS 1H	13	Climb on runway heading to MLG 7 DME, turn LEFT, intercept GDA R-206 inbound to GDA, GDA R-056 to VIBAS.
VIBAS 1P	31	Climb on runway heading to MLG 3.5 DME, turn RIGHT, 164° track, inter- cept 106° bearing from GM, when passing MLG R-095 turn LEFT, intercept GDA R-205 inbound to GDA GDA R-056 to VIBAS

CHANGES: New chart.

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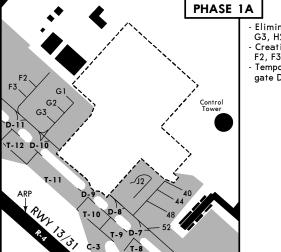
16 NOV 07 (10-8)

MALAGA, SPAIN MALAGA

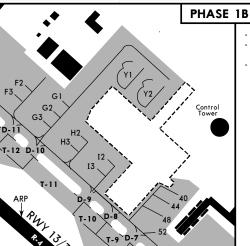
EXTENSION OF APRON 5

REFER ALSO TO LATEST NOTAMS

Caution is recommended due to presence of men and machinery in all working areas.



- Elimination of stands F1 thru F3, G2, G3, H2, H3, J2, J3, Y2 and Z2.
- Creation of new provisional stands F2, F3, G1, G2, G3 and J2.
- Temporary closing of apron access

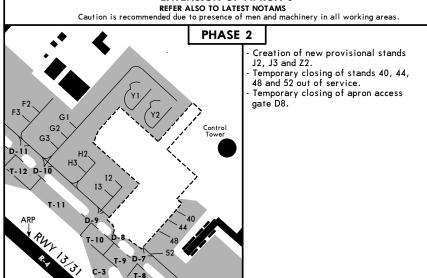


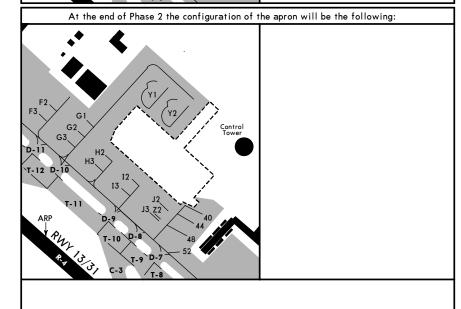
- Elemination of provisional stands J2.
- Creation of new provisional stands H2, H3, I2, I3, Y1 and Y2.
- Opening of apron access gate D9.

LEMG/AGP

[] JEPPESEN 16 NOV 07 (10-8A) MALAGA, SPAIN MALAGA

EXTENSION OF APRON 5





CHANGES: New temporary chart.

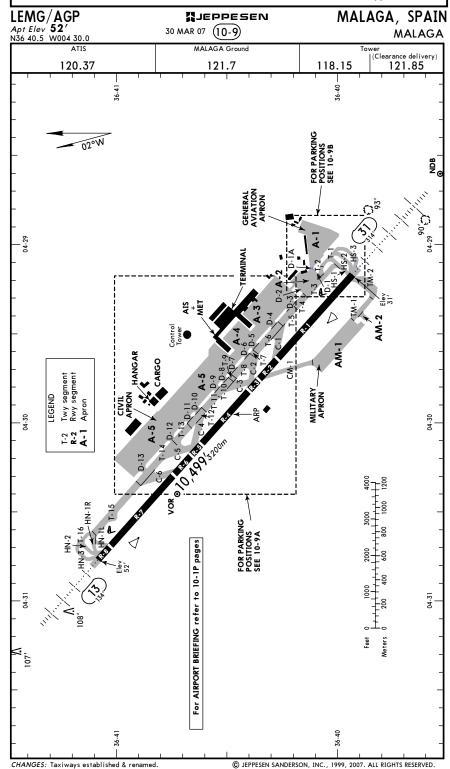
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LEMG/AGP MALAGA, SPAIN JEPPESEN 30 MAR 07 (10-9A) MALAGA 1 36-41_{04-30.3} 04-30 04-29.9 04-29.8 04-29.7 04-29.6 04-29.5 04-29.4 04-29.3 04-29.2 T-15 LEGEND CIVIL APRON Parking stand 36-40.9 -C-1 Twy/Rwy segment A-3 Apron HANGAR Area not visible from Tower 36-40.8 - 36-40.7 36-40.7 AIS + MET - 36-40.6 36-40.6 --36-40.5 36-40.5 TERMINAL - 36-40.4 36-40.4 - 36-40.3 36-40.2 04-30.3 04-30.2 04-30.1 04-30 04-29.9 04-29.8 04-29.7 04-29.6 ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS
- LANDING BEYOND -RWY Threshold Glide Slope TAKE-OFF WIDTH HIRL (50m) CL (15m) HIALS PAPI (3.2°) • RVR 9477' 2889m 148' 31 HIRL (50m) CL (15m) HIALS PAPI (3.0°) • RVR 9564' 2915m 1 HST-C4, C2 & C1 2 HST-C3, C5 & C6 TAKE OFF RUN AVAILABLE RWY 13: From rwy head 10,499' (3200m) From rwy head 10,499' (3200m) twy C-6 int 6916' (2108m) twy C-1 int 6936' (2114m) JAR-OPS TAKE-OFF 1 All Rwys LVP must be in Force Approved Operators RCLM (DAY only) RCLM (DAY only) HIRL, CL RL, CL & mult. RVR req & mult. RVR req RL & CL or RL (DAY only) 125m 150m 200m 250m 400m 500m 150m 200m 250m 300m II Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required

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JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008 LEMG/AGP MALAGA, SPAIN M JEPPESEN 8 SEP 06 (10-9B) MALAGA 04-29.1 04-28.9 04-29 A-3 GENERAL AVIATION 36-40.2 APRON 36-40.1 36-40.1 36-40 -**LEGEND** D-1 Twy segment R-1 Rwy segment A-2 Apron Area not visible from Tower 36-39.9 36-39.9 TM-2 04-29 04-28.9 04-29.2 INS COORDINATES

INS COORDINATES						
STAND No.	COORDINATES	STAND No.	COORDINATES			
10 12 14 16 18, 20	N36 40.5 W004 29.4 N36 40.4 W004 29.4 N36 40.4 W004 29.5 N36 40.4 W004 29.4 N36 40.4 W004 29.5	P1 P2 P3 U1 thru U5 V1 thru V5	N36 40.4 W004 29.3 N36 40.3 W004 29.3 N36 40.3 W004 29.4 N36 40.8 W004 30.0 N36 40.9 W004 30.1			
22 40 42 44 46	N36 40.4 W004 29.4 N36 40.6 W004 29.6 N36 40.5 W004 29.5 N36 40.5 W004 29.6 N36 40.5 W004 29.5	W1 W2, W3 W4 W5 Y2	N36 41.0 W004 30.2 N36 40.9 W004 30.2 N36 41.0 W004 30.2 N36 40.9 W004 30.2 N36 40.6 W004 29.8			
48 thru 52 F1 F2 thru G3 H2, H3 J2, J3	N36 40.5 W004 29.6 N36 40.8 W004 29.9 N36 40.7 W004 29.9 N36 40.6 W004 29.8 N36 40.6 W004 29.7	72	N36 40.6 W004 29.7			
K1, K2 L0 thru L2 L3 L4, L5 N1, N2	N36 40.2 W004 29.3 N36 40.3 W004 29.2 N36 40.3 W004 29.3 N36 40.3 W004 29.2 N36 40.3 W004 29.3					

below 150m.

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LEMG/AGP

M JEPPESEN (10-9C)

MALAGA, SPAIN MALAGA

VISUAL DOCKING GUIDANCE SYSTEM

A. GENERAL

The system contains information about azimuth quidance (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

Consist of:

1. Two alphanumeric presentation lines of 4 characters, composed by yellow fluorescent indicators, which can indicate several information: Aircraft type, stand position ("STND"), number of flight, origin, destination, planned hour, occupied position ("BON"-Block on) and occupation hour, chocks on ("CHCK ON"), "SLOW DOWN", "STOP OK",
"TOO FAR", emergency stop ("ESTP STOP"), connection to 400 Hz ("400 H") and/or airconditioned ("PCA") and connection hours.



- 2. Azimuth guidance display sub-unit with centerline indicator (centered guidance and design of deviation arrows): yellow fluorescent.
- 3. Distance indicator to the stop position: 4 dashboards composed by yellow and black fluorescent lines organized in a vertical column.

C. PILOT INSTRUCTIONS

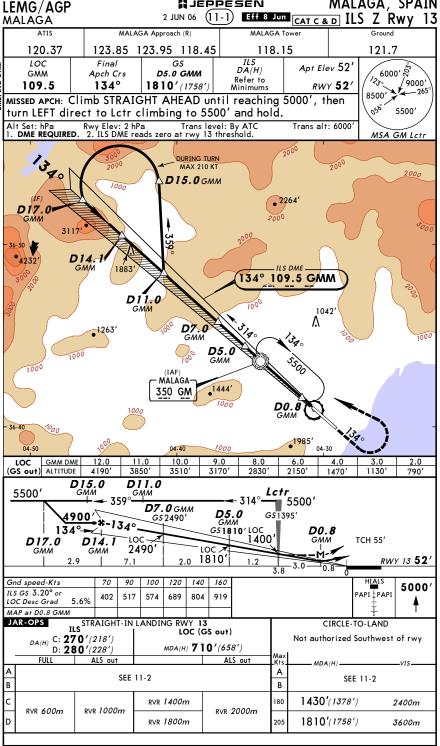
- 1. Check that the indicated aircraft type is the appropriate.
- 2. Taxiing in: Watch centerline guidance.
- 3. If the acft speed exceeds 3m/sec, the unit display indicates "SLOW DOWN"; the entry speed must be reduced.
- 4. Check that the distance indicator is completely yellow.
- 5. The distance indicator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

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CHANGES: Procedure title. Rwy designation. MSA. Bearings.

JEPPESEN JeppView 3.5.2.0

MALAGA, SPAIN



MJEPPESEN

MALAGA, SPAIN MJEPPESEN LEMG/AGP 2 JUN 06 (11-2) Eff 8 Jun CAT A & B ILS Z RWY 13 MALAGA ATIS MALAGA Approach (R) MALAGA Tower 120.37 123.85 123.95 118.45 118.15 121.7 ILS DA(H) LOC Final GS Apt Elev 52' 6000' 🞘 GMM Apch Crs D5.0 GMM Refer to Minimums /9000' — 265° 109.5 134° 1810'(1758' 8500' MISSED APCH: Climb STRAIGHT AHEAD until reaching 5000', then 5500' turn LEFT direct to Lctr climbing to 5500' and hold. Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC

1. **DME REQUIRED.** 2. ILS DME reads zero at rwy 13 threshold. Trans alt: 6000' MSA GM Lctr D16.0 36-50 **D14.** *GMM* • 4232 ILS DME 134° 109.5 GMM 1042 D7.0 1263 D5.0 (IAF) MALAGA-350 GM •1444' D0.8 36-40 2172' 04-30 10.0 LOC GMM DME 12.0 9.0 8.0 6.0 4.0 2.0 (GS out) ALTITUDE 4190' 3850' 3510' 3170' 2830' 2150' 1470' D16.0 D14.1 5500' GMM GMM Lctr **-** 359°- 1 -314°----- 5500° **D7.0** GMM **D5.0**GMM
GS1810'LOC 4900 GS 1395' GS 2490' D0.8 D17.0 1400 GMMTCH 55' 2490 GMM1810 RWY 13 52' 7.1 Gnd speed-Kts 70 90 100 120 140 160 5000 ILS GS 3.20° or 402 517 574 689 804 PAPI ‡PAPI LOC Desc Grad 5.6% MAP at D0.8 GMM ILS STRAIGHT-IN LANDING RWY 13 CIRCLE-TO-LAND LOC (GS out) DA(H) A: 252'(200') Not authorized Southwest of rwy MDA(H) 710'(658') B: 260'(208') ALS out MDA(H)_ RVR 550m RVR 1200m 730' (678') 1500m RVR 1000m RVR 1500m RVR 600m RVR 1400m 1080'(1028') 1600m С SEE 11-1 SEE 11-1

CHANGES: Procedure title. Rwy designation. MSA. Bearings.

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LEMG/AGP	P MAL				MALAGA,	SPAIN		
MALAGA			NOV 07 (11-3) Eff 22 Nov			ILS Y Rwy 13		
		A Approach (R)	MALAGA		Groun	_		
120.37	123.85 1 Final	23.95 118.45 Gs	118.1 ILS		121.	.7		
₽ GWW	Apch Crs 134°	D5.0 GMM 1810' (1758')	DA(H) Refer to	Apt Ele		500'		
	-	HT AHEAD un	Minimums til reaching			7 6000')		
turn LEFT di		imbing to 550			7000%	/ (6000)		
Alt Set: hPa 1. DME REQUIRE	Rwy Elev: 2 hPa D. 2. ILS DME rea	Trans lev ds zero at rwy 13 t	el: By ATC threshold.	Trans alt	. 0000	MAR VOR		
	(IAF) MARTIN		700	00 (3000			
	112.6 MAR		- Jo.	200	20	200		
5	1.0					2000		
(15)	D17.0		25	264'				
D22.0	SOS GMM	1000	200))				
GMM	000		2000		γ	000		
NOT TO SCALE	7,30	36-50				-		
4232		1,840	• 134° 109	DME				
		32 0 1840	134 107	7.5 GNIN				
700	000 D12	1420	3'/))	2000		
<u>/</u> 2	GMI							
13	10/7/	D7.0		Λ^{10}	142			
100	0 1263'	6MM		13A.	7000	1000		
		00° L	05.0 GMM	\ *°	00			
1000			GMM	5500				
		350 GM	444'					
		<u> </u>	1000 D0	R				
	1000)	GN	in O				
- 36-40 /000		,				-		
04-50		04-40	1000	1985' 04-3	13 ₄₀			
LOC GMM DI	ME 12.0 11.		0.0 8.0	6.0	4.0 3.0	2.0		
(GS out) ALTITUE			70' 2830'	2150'	1470' 1130'	790′		
	D7.0 Gмм — G\$ 2490'	D5.0 GMM	Lctr GS 1395'					
4200′ *~	-1340	GS1810'						
	-100-	140	\mathbf{b}_{0}^{\prime}	0.8 мм				
D12. <i>GMM</i>	' 2490'	1810'	—	TCH	H 55'			
1 1	!	2.0 1.2	3.0	0.8	RWY	13 52 ′		
	1 72 1 22 1	100 100 100	3.8	- 0.0	0			
Gnd speed-Kts ILS GS 3.20° or	70 90		160		PAPIPAF	5000		
LOC Desc Grad	5.6% 402 517	574 689 804 9	919		101110	1		
MAP at DO.8 GMM JAR-OPS		-IN LANDING RWY			CIRCLE-TO-L	AND		
	ILS (200') C: 270 '(2	1 1/	OC (GS out)		Not author	ized		
B: 260	<u>'(208')</u> D: 280' (2	228') MDA(F	H) 710 ′(658′)	Max	Southwest	,		
A RVR 550m	ALS out	RVR 1200i	m ALS out	Kts 100	730' (678')	vis 1500m		
В		72001	RVR 1500	m 135	1080'(1028')	1600m		
4	RVR 1000	0m RVR 1400i	m	180	1430′(1378′)			
6		- 1000	RVR 2000	m				
D KAK 900W		RVR 1800i	m	205	1810′(1758′)	3600m		
CHANGES: None.			(C) JEDDESENI SAN	NDERSON INC	., 1999, 2006. ALL RIC	HTC RECEDIVED		
CITATIOLS, NORE.			S JELLESEM SAL	.DENJOIN, INC.	., / / / 2000. MLL KIC	ZITIS NESERVED.		

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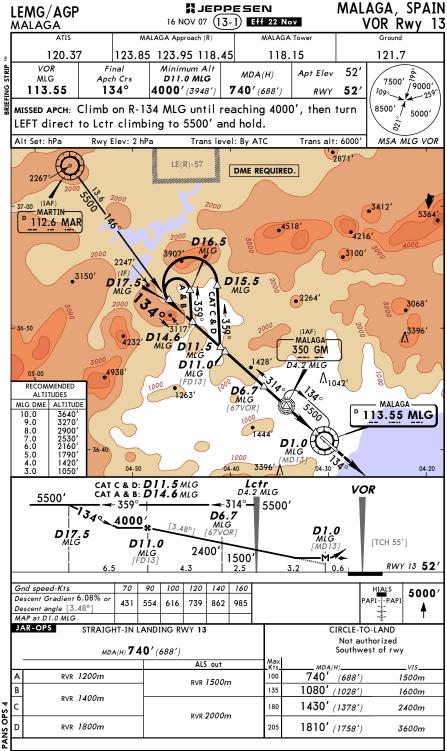
MALAGA, SPAIN #JEPPESEN LEMG/AGP 16 NOV 07 (11-4) Eff 22 Nov ILS Rwy 31 MALAGA MALAGA Approach (R) MALAGA Tower Ground ′ 7500′ 💍 120.37 123.85 123.95 118.45 118.15 121.7 /9000' LOC Final GS Apt Elev 52' DA(H) GAA Apch Crs D5.1 GAA 8500' Refer to 5000' 109.9 314° 1700' (1669' **RWY 31** Minimums MISSED APCH: As soon as practicable turn RIGHT (MAX 185 KT), then MSA intercept and follow R-100 MLG to D23.5 MLG and hold at 4000'. MLG VOR Do not turn before passing MAP. Rwy Elev: 1 hPa Alt Set: hPa Trans level: By ATC Trans alt: 6000 1. ILS DME reads zero at rwy 31 threshold. 2. LOC coverage reduced to 25° either side of rwy. DME REQUIRED. 1444' (IAF) MALAGA-113.55 MLG NOT TO SCALE **D23.5** - MALAGA 36-40 330 RMA MLG 280° 4000 GAA D2.0 D2.3 MLG GAA 100° 3396' D5.1G D28.0MLG CAT C & D D7.3 MLG 088°-1000 DURING TURN MAX 210 KT **D9.3**MLG ILS DME. 80 314° 109.9 GAA LE(D)-19 D10.0 GAA D11.3 MLG 36-30 04-40 04-30 04-20 (IAF) UBEDO LOC GAA DME 2.0 3.0 4.0 5.0 720' 1040 1360 (GS out) ALTITUDE **VOR** CAT C & D: **D7.3** MLG CAT A & B: **D9.3** MLG 5000' 2200' 1700' **D1.0**GAA D2.3 MLG TCH 52' **D10.0** GAA **D5.** 1GAA D11.3 MLG RWY 31 31' Gnd speed-Kts 90 | 100 | 120 | 140 | 160 As soon 185 KT MLG 4000 ILS GS 3.00° or API - PAPI 485 539 647 755 862 intercept LOC Desc Grad 5.2% practi-RT MAP at D1.0 GAA/D3.2 MLG cable ! R-100 JAR-OPS STRAIGHT-IN LANDING RWY 31 CIRCLE-TO-LAND LOC (GS out) DA(H) A: 530'(499') C: 550'(519') Not authorized Southwest of rwy B:542'(511') D:561'(530' MDA(H) 650' (619') FULL ALS out ALS out 730' (678') 1500m RVR 1000m RVR 1500m 1080′(1028′) 1600m RVR 1200m RVR 800m RVR 1200m 1430′(*1378′*) 2400m RVR 2000m RVR 1600m 1810'(1758') 3600m

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CHANGES: MSA. Procedure. Minimums

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MALAGA, SPAIN **MALEPPESEN** LEMG/AGP 16 NOV 07 (13-2) Eff 22 Nov VOR Rwy 31 MALAGA ATIS MALAGA Approach (R) MALAGA Tower 120.37 123.85 123.95 118.45 118.15 121.7 VOR Final Minimum Alt Apt Elev 52' MDA(H)MLG Apch Crs D6.0 700′(669′) 7500' 113.55 313° 1600' (1569') RWY 31' /9000' MISSED APCH: As soon as practicable turn RIGHT (MAX 185 KT), then 8500' 1 intercept and follow R-100 MLG to D23.5 MLG and hold at 4000'. 5000' Do not turn before passing MAP. Rwy Elev: 1 hPa Trans level: By ATC MSA MLG VOR 1. DME REQUIRED. 2. Final approach track offset 1° from runway centerline. MALAGA 113.55 MLG 1444' 36-40 → NOT TO SCALE D23.5 280° 330 RMA 4000 D2.5 D6.0 ≥ 100° 088° - D28.0 CAT C & D D7.0 088°> D9.02 A & I LE(D)-19 D11.0 36-30 (IAF) UBEDO 04-10 04-30 04-20 MLG DME 4.0 ALTITUDE 960' 1280' CAT C & D: **D7.0** CAT A & B: **D9.0** 5000 -0889 2200' D2.5 1600/_313 [TCH 52'] D11.0 D6.0 RWY 31 31' 3.5 5.0 As soon as practi- intercept MLG 4000′ Gnd speed-Kts HIALS Descent Gradient 5.30% or 376 484 538 645 753 861 Descent angle cable RT ! R-100 MAP at D2.5 JAR-OPS STRAIGHT-IN LANDING RWY 31 CIRCLE-TO-LAND Not authorized Southwest of rwy MDA(H) 700' (669') ALS out 730' (678') RVR 1200m 1500m RVR 1500m 1080'(1028') 1600m RVR 1400m 1430'(1378') 2400m RVR 2000m RVR 1800m 1810′(*1758′*) 3600m

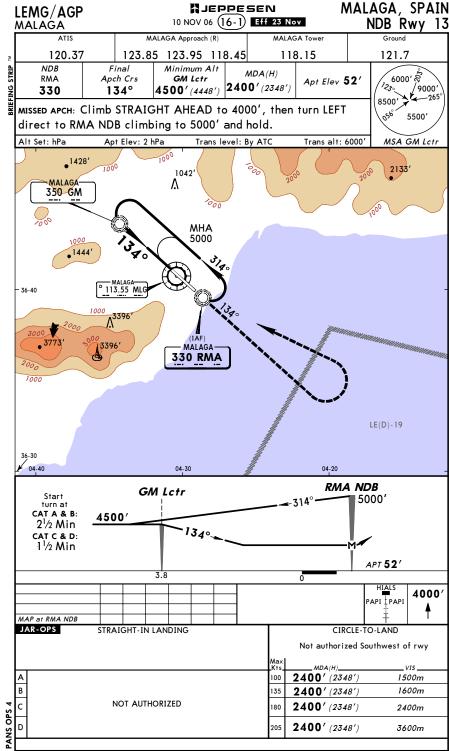
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CHANGES: Chart reindexed. Procedure. Minimums

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CHANGES: New procedure



JEPPESEN Licensed to Elefant air. Printed on 06 Sep 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008 MALAGA, SPAIN **MJEPPESEN** LEMG/AGP 10 NOV 06 (16-2) Eff 23 Nov NDB Rwy 31 MALAGA ATIS MALAGA Approach (R) MALAGA Tower Ground 120.37 123.85 123.95 118.45 118.15 121.7 7500' NDB Final 8500' \$ 262°) Apt Elev 52' MDA(H) Apch Crs RMA No FAF 930'(899') 330 314° RWY 31' 5000' MISSED APCH: Turn RIGHT (MAX 185 KT), then climb on track 134° to 5000', then turn RIGHT direct to NDB and hold. MSA Initial turn should be initiated prior to climb. RMA NDB Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000' 3346' 1042 36-45 113.55 MLG 36-40 ۸³³⁹⁶′ . 3773 3396 [FF31] MALAGA -330 RMA LE(D)-19 36-35 089° -3/Ao DURING TURN MAX 220 KT 04-30 04-20 04-40 NDB 4.2 NM to NDB Start turn at 5000' CAT A & B: 1600' 3 Min CAT C & D: [TCH 52'] 2 Min [FF31] RWY 31 31' 0.6
 70
 90
 100
 120
 140
 160

 372
 478
 531
 637
 743
 849
 HIALS PAPI PAPI Gnd speed-Kts 134° 5000 Descent angle [3.00°] 185 KT RT MAP at NDB MAX JAR-OPS STRAIGHT-IN LANDING RWY 31 CIRCLE-TO-LAND Not authorized Southwest of rwy MDA(H) 930'(899') ALS out MDA(H)_ RVR 1200m 1230'(1178') 1500m RVR 1500m 1230′(1178′) 1600m RVR 1400m 1430′(1378′) 180 2400m RVR 2000m RVR 1800m 1830′(1778′) 3600m CHANGES: Chart reindexed.

