

LEMG/AGP  
MALAGA

JEPPESEN  
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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## 2. ARRIVAL

### 2.1. SPEED RESTRICTIONS

#### 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 mentioned 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) 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)'.

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MALAGA, SPAIN  
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**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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**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.

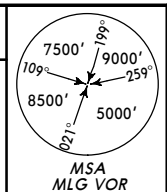
Departures from RWYs 13 and 31 intersections with TWYs are allowed.

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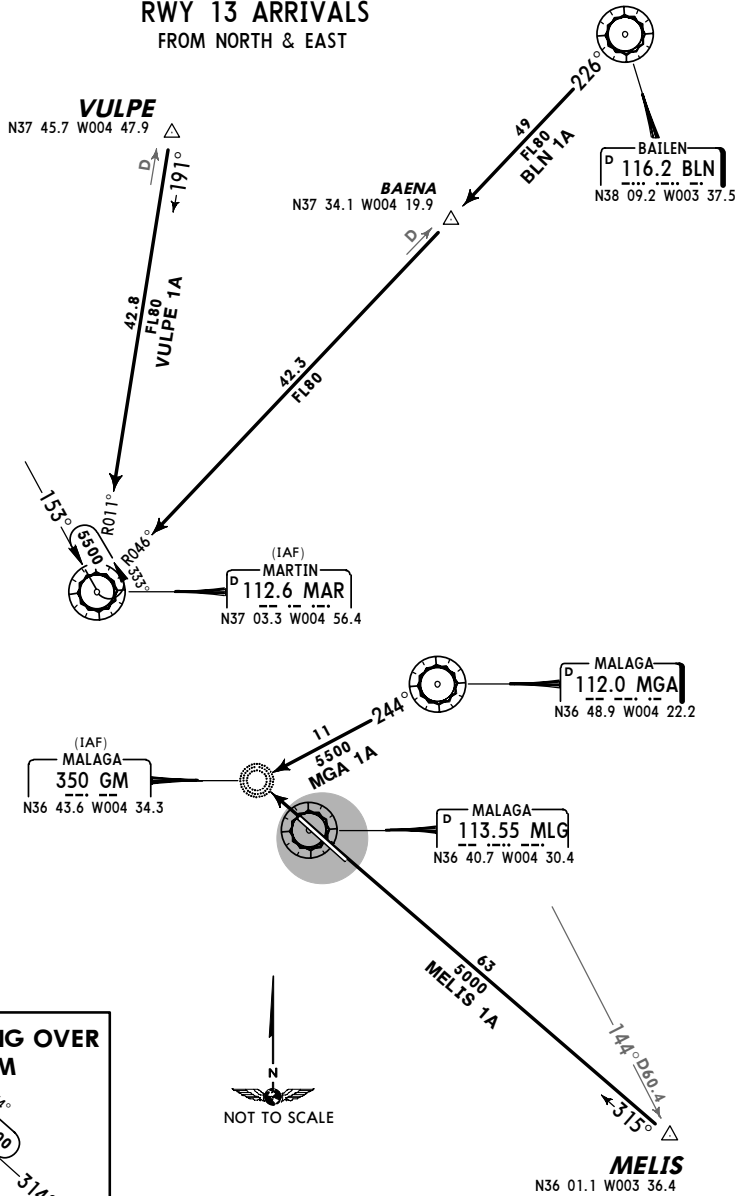
JEPPESEN  
 16 NOV 07 (10-2) Eff 22 Nov

MALAGA, SPAIN  
 STAR

ATIS 120.37	Apt Elev 52'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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BAILEN ONE ALFA (BLN 1A)  
 MALAGA ONE ALFA (MGA 1A)  
 MELIS ONE ALFA (MELIS 1A) [MELI1A]  
 VULPE ONE ALFA (VULPE 1A) [VULP1A]  
 RWY 13 ARRIVALS  
 FROM NORTH & EAST

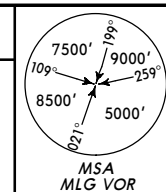


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 MALAGA

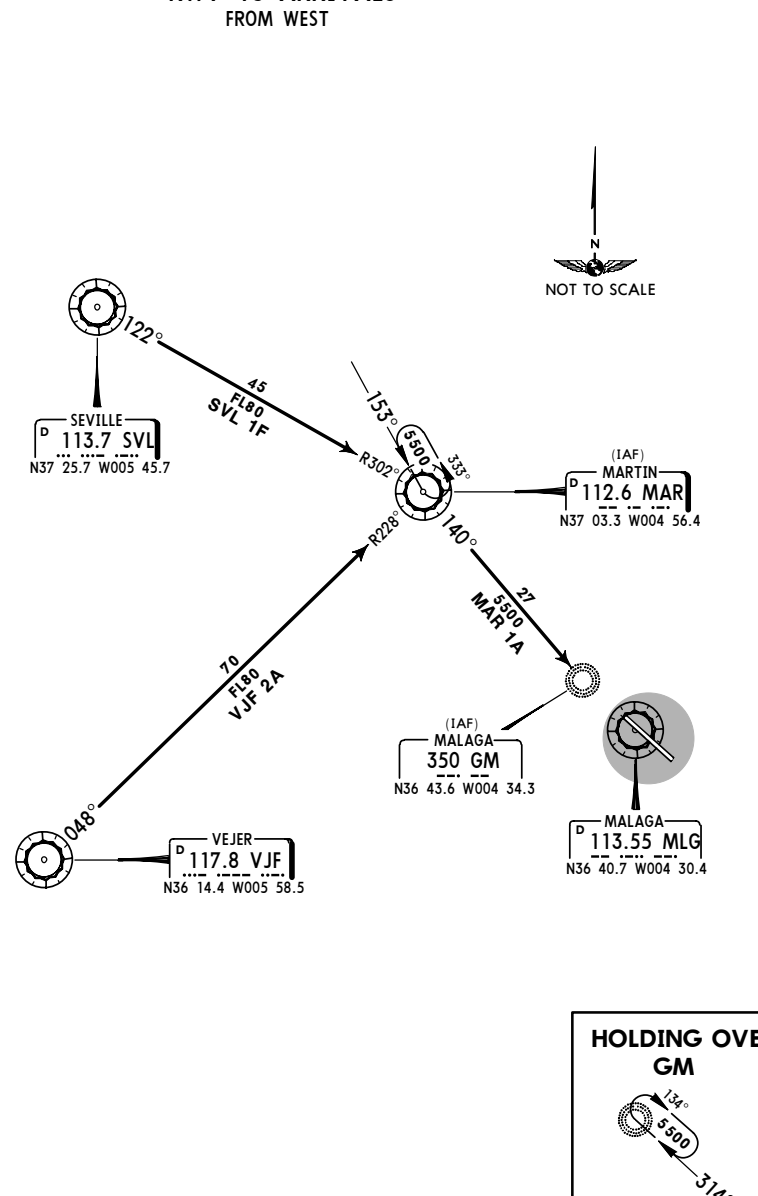
JEPPESEN  
 16 NOV 07 (10-2A) Eff 22 Nov

MALAGA, SPAIN  
 STAR

ATIS 120.37	Apt Elev 52'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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MARTIN ONE ALFA (MAR 1A)  
 SEVILLA ONE FOXTROT (SVL 1F)  
 VEJER TWO ALFA (VJF 2A)  
 RWY 13 ARRIVALS  
 FROM WEST



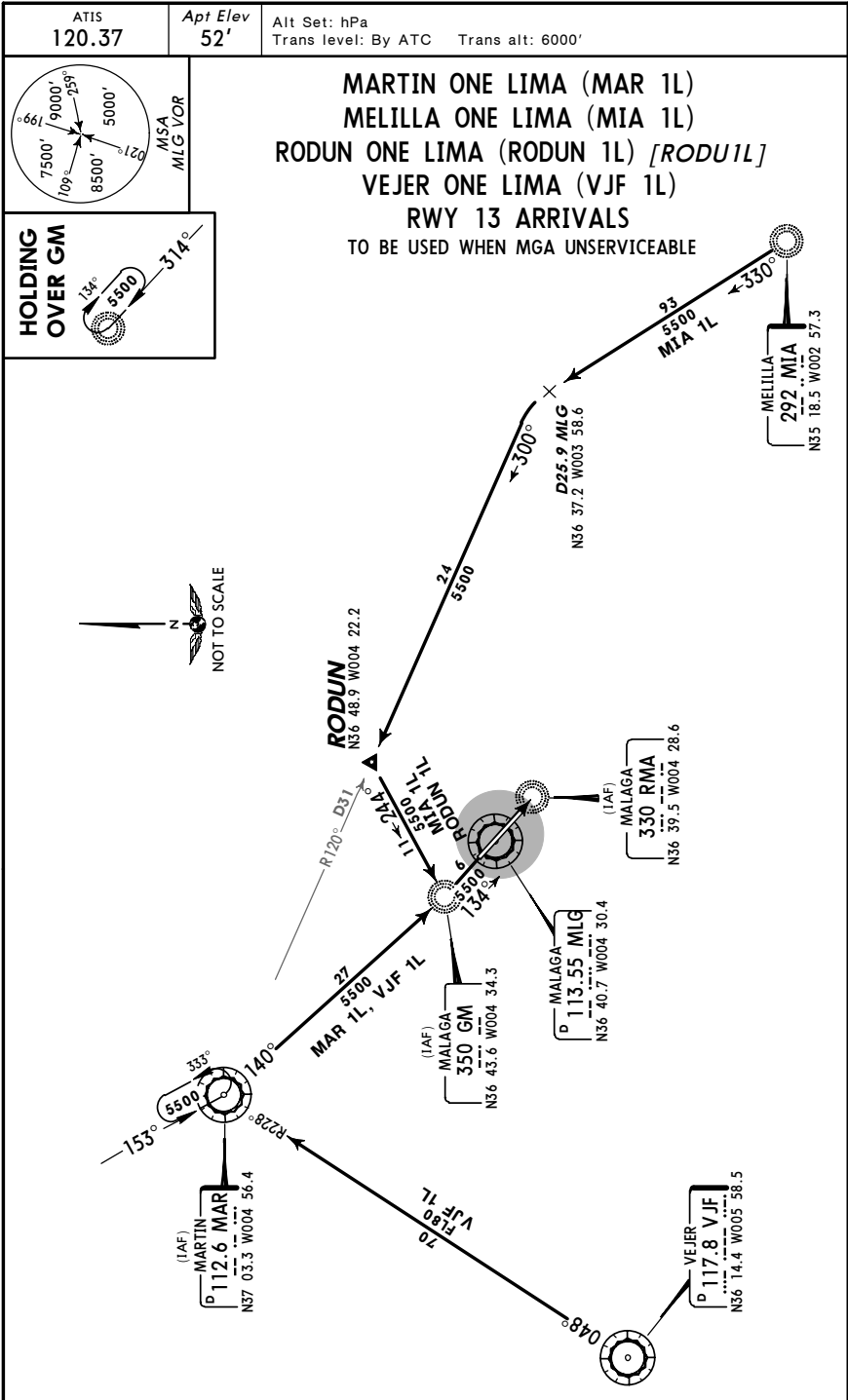
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MALAGA, SPAIN

16 NOV 07 (10-2B) Eff 22 Nov

STAR



CHANGES: VJF coordinates.

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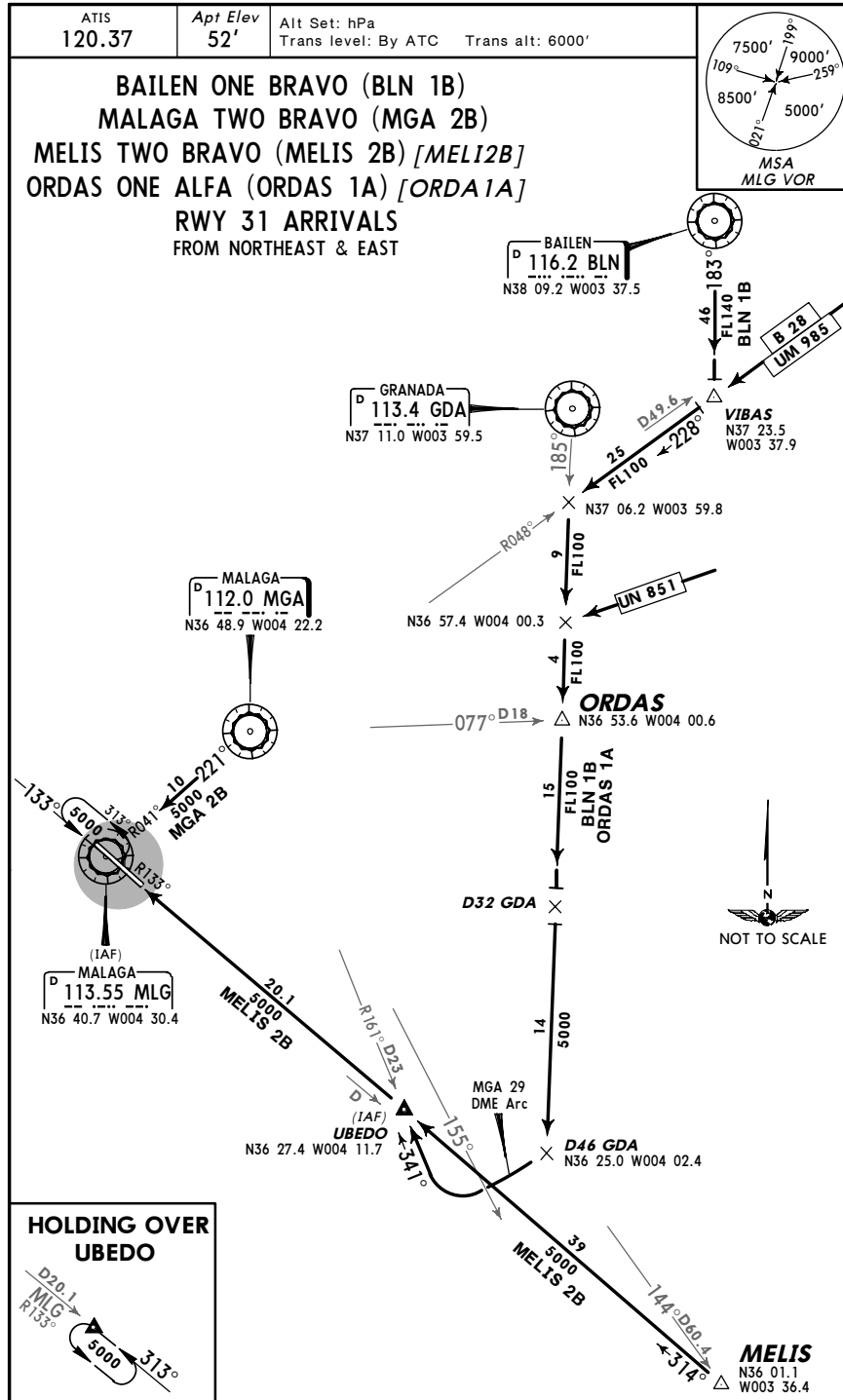
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16 NOV 07 (10-2C) Eff 22 Nov

STAR



CHANGES: MELIS & MGA STARs renumbered & revised.

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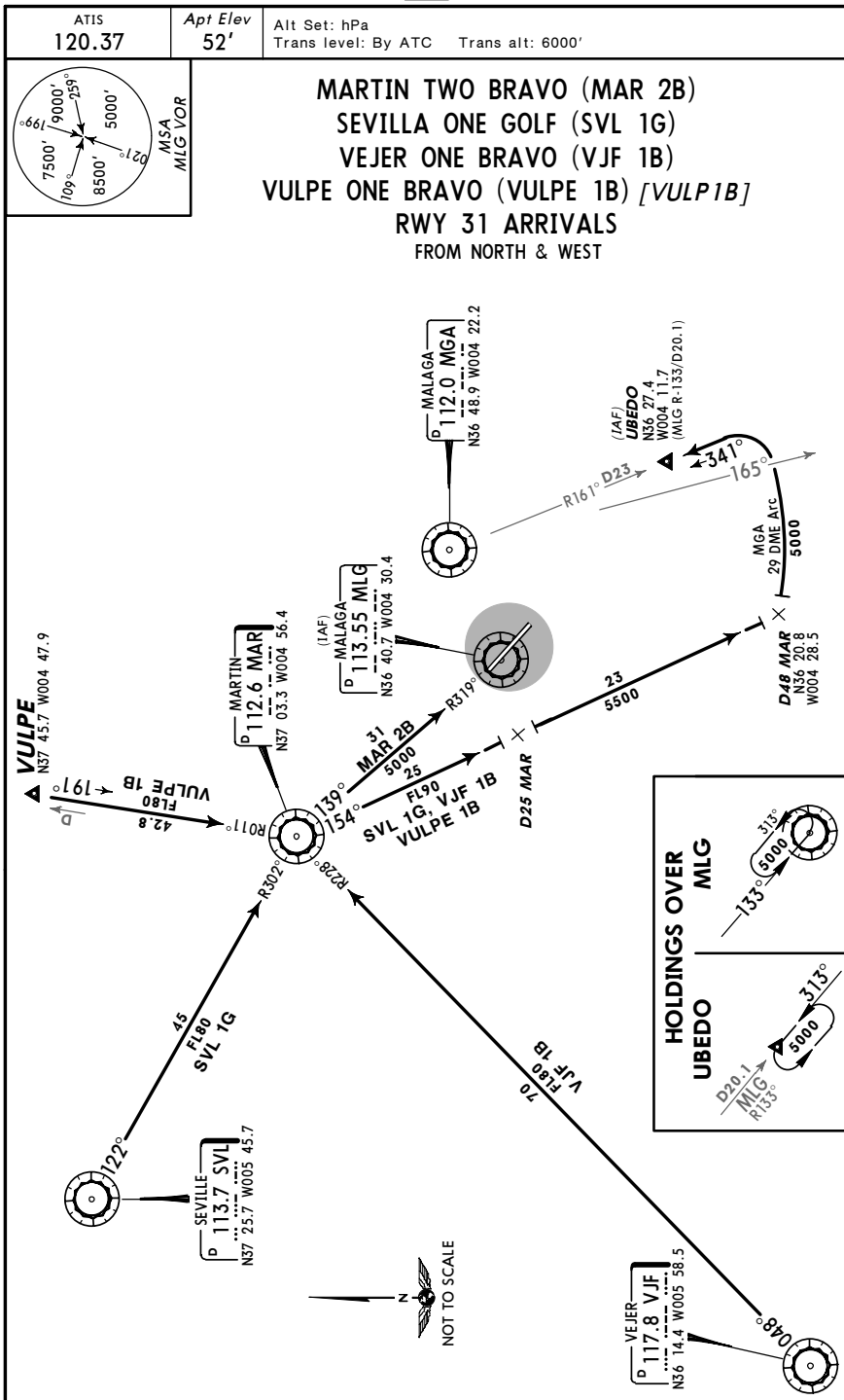
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MALAGA, SPAIN

16 NOV 07 (10-2D) Eff 22 Nov

STAR



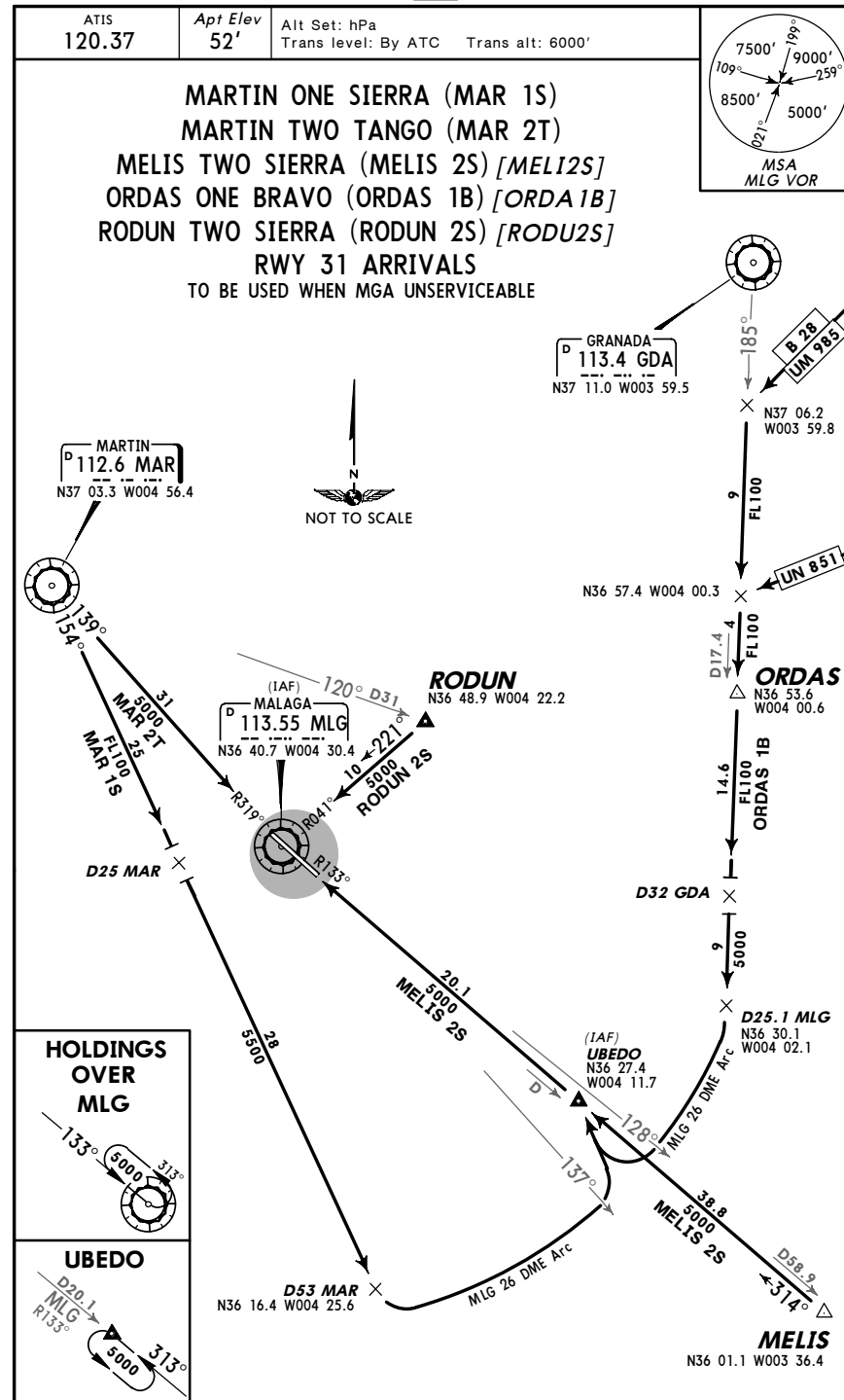
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MALAGA, SPAIN

16 NOV 07 (10-2E) Eff 22 Nov

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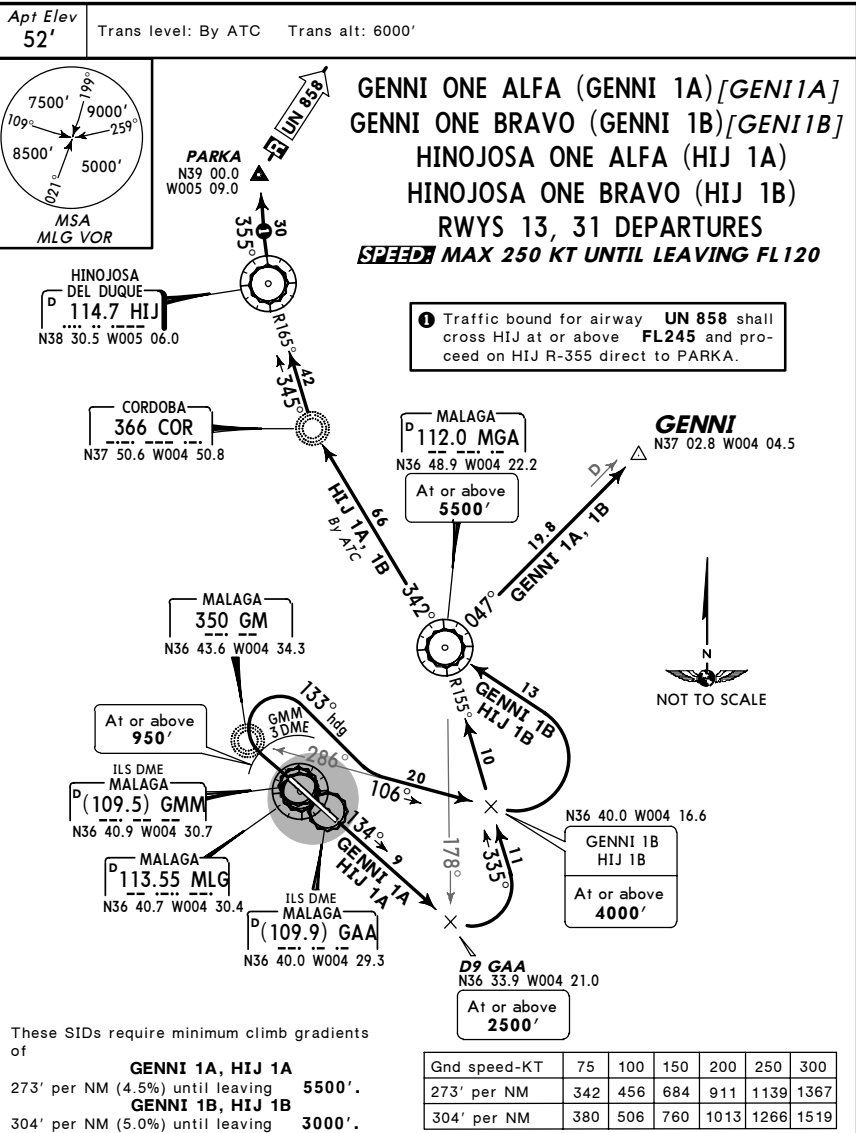


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JEPPESEN  
 2 JUN 06 (10-3) Eff 8 Jun

MALAGA, SPAIN

SID



**Rwy 31:** Execute turns after take-off with MAX 205 KT, bank angle 15° or MAX 220 KT, bank angle 20°.

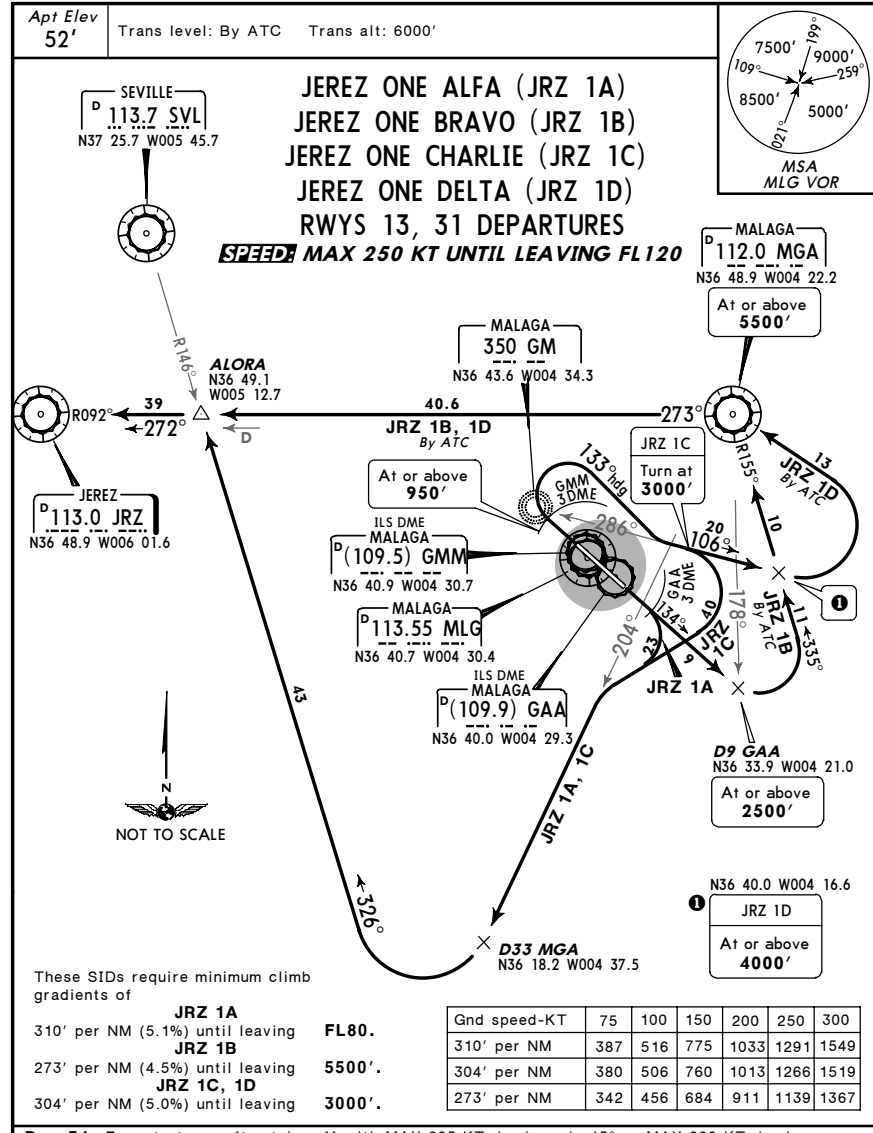
SID	RWY	ROUTING
GENNI 1A	13	Climb on runway heading to D9 GAA, turn LEFT, intercept MGA R-155 inbound to MGA, MGA R-047 to GENNI.
GENNI 1B	31	Climb on runway heading to GMM 3 DME, turn RIGHT, 133° heading, intercept 106° bearing from GM, when passing MGA R-155 turn LEFT to MGA, MGA R-047 to GENNI.
HIJ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

LEMG/AGP  
 MALAGA

JEPPESEN  
 2 JUN 06 (10-3A) Eff 8 Jun

MALAGA, SPAIN

SID



**Rwy 31:** Execute turns after take-off with MAX 205 KT, bank angle 15° or MAX 220 KT, bank angle 20°.

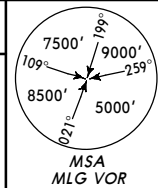
SID	RWY	ROUTING
JRZ 1A	13	Climb on runway heading to GAA 3 DME, turn RIGHT, intercept MGA R-204 to D33 MGA, turn RIGHT, intercept SVL R-146 inbound to ALORA, turn LEFT, intercept JRZ R-092 inbound to JRZ.
JRZ 1B By ATC	31	Climb on runway heading to D9 GAA, turn LEFT, intercept MGA R-155 inbound to MGA, MGA R-273 via ALORA to JRZ.
JRZ 1C		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 to ALORA, turn LEFT, intercept JRZ R-092 inbound to JRZ.
JRZ 1D By ATC	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-273 via ALORA to JRZ.

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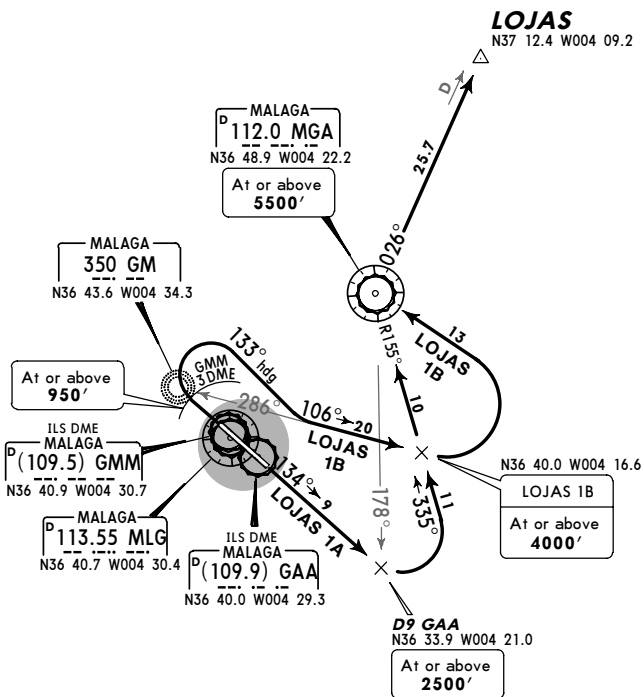
JEPPESEN  
 2 JUN 06 (10-3B) Eff 8 Jun

MALAGA, SPAIN  
 SID

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



LOJAS ONE ALFA (LOJAS 1A) [LOJA1A]  
 LOJAS ONE BRAVO (LOJAS 1B) [LOJA1B]  
 RWYS 13, 31 DEPARTURES  
**SPEEDS** MAX 250 KT UNTIL LEAVING FL120



These SIDs require minimum climb gradients of

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

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 angle 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.

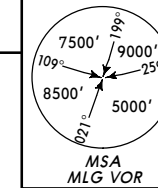


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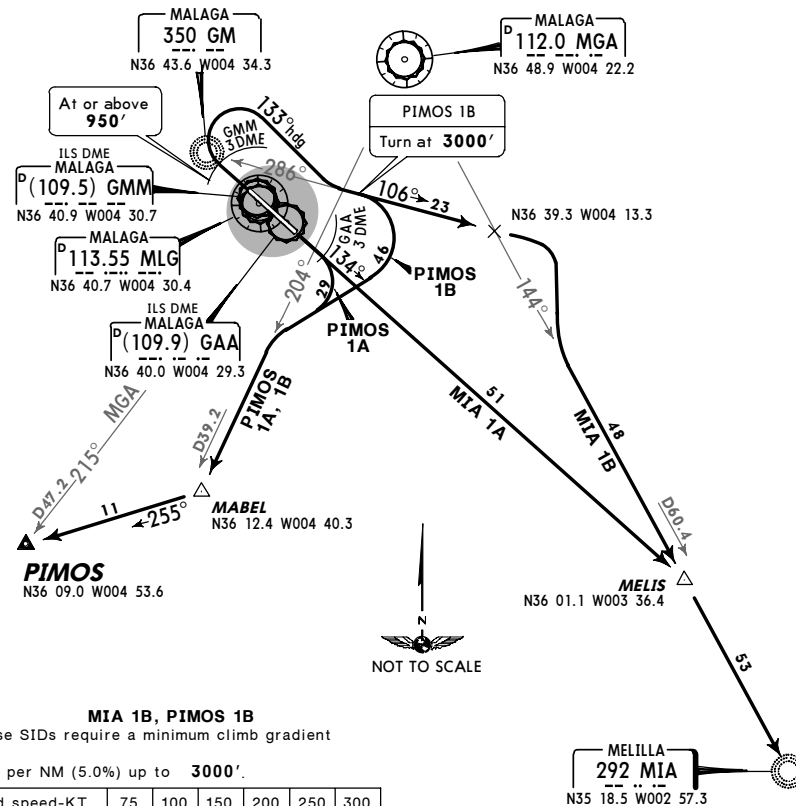
JEPPESEN  
 2 JUN 06 (10-3C) Eff 8 Jun

MALAGA, SPAIN  
 SID

Apt Elev 52' 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  
**SPEEDS** MAX 250 KT UNTIL LEAVING FL120



**MIA 1B, PIMOS 1B**  
 These SIDs require a minimum climb gradient of 304' per NM (5.0%) up to 3000'.

Gnd speed-KT	75	100	150	200	250	300
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 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, intercept 106° bearing from GM, when passing MGA R-144 turn RIGHT, intercept 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, intercept 106° bearing from GM, at 3000' turn RIGHT, intercept MGA R-204 to MABEL, turn RIGHT, 255° track to PIMOS.

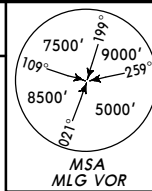


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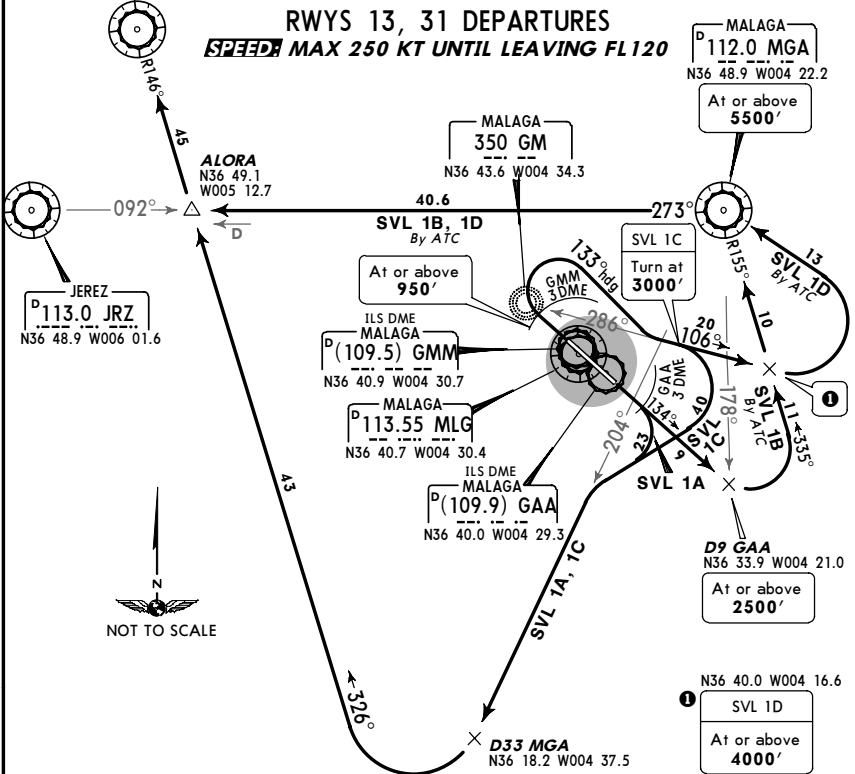
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 2 JUN 06 (10-3D) Eff 8 Jun

MALAGA, SPAIN  
 SID

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



SEVILLE ONE ALFA (SVL 1A)  
 SEVILLE ONE BRAVO (SVL 1B)  
 SEVILLE ONE CHARLIE (SVL 1C)  
 SEVILLE ONE DELTA (SVL 1D)  
 RWYS 13, 31 DEPARTURES  
**SPEEDS MAX 250 KT UNTIL LEAVING FL120**



These SIDs require minimum climb gradients of

<b>SVL 1A</b>	310' per NM (5.1%) until leaving	<b>FL80.</b>
<b>SVL 1B</b>	273' per NM (4.5%) until leaving	<b>5500'.</b>
<b>SVL 1C, 1D</b>	304' per NM (5.0%) until leaving	<b>3000'.</b>

Gnd speed-KT	75	100	150	200	250	300
310' per NM	387	516	775	1033	1291	1549
304' per NM	380	506	760	1013	1266	1519
273' per NM	342	456	684	911	1139	1367

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	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 via ALORA to SVL.
SVL 1B By ATC		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 inbound to SVL.
SVL 1C	31	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 By ATC		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-273 to ALORA, turn RIGHT, intercept SVL R-146 inbound to SVL.

CHANGES: Runway designation.

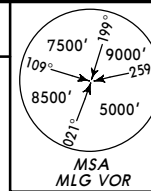
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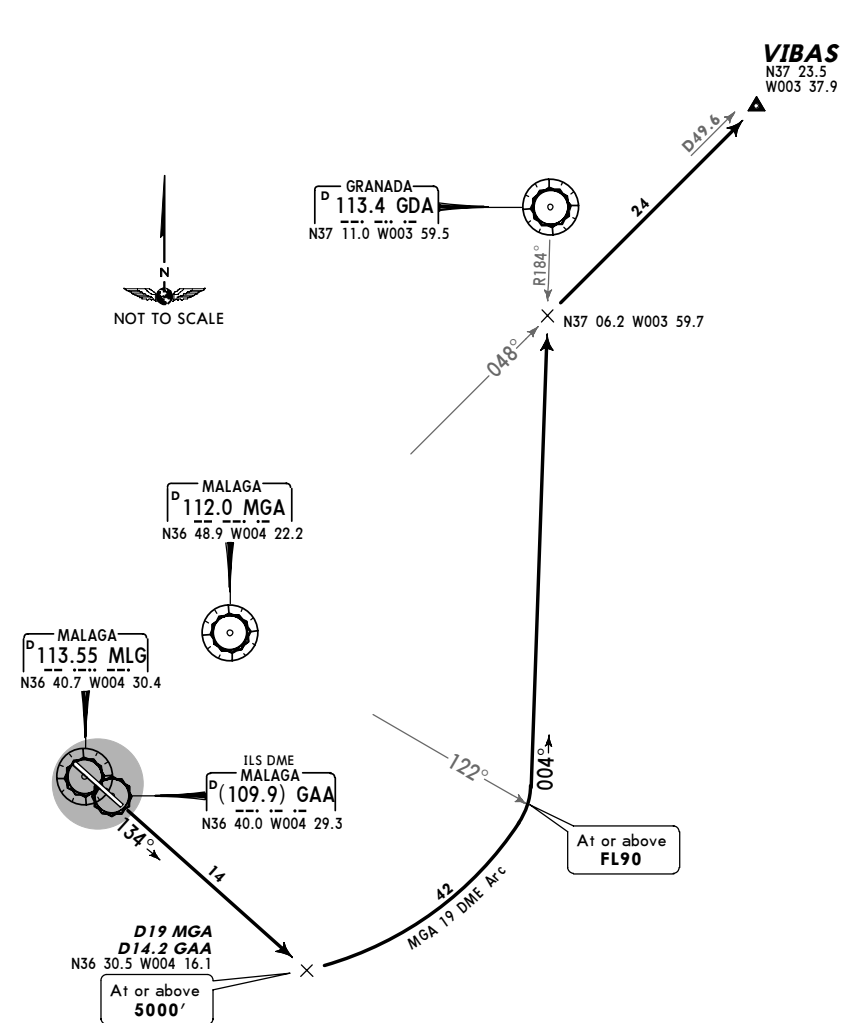
JEPPESEN  
 2 JUN 06 (10-3E) Eff 8 Jun

MALAGA, SPAIN  
 SID

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



VIBAS ONE ALFA (VIBAS 1A)[VIBA 1A]  
 RWY 13 DEPARTURE  
**SPEEDS MAX 250 KT UNTIL LEAVING FL120**



This SID requires a minimum climb gradient of 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.

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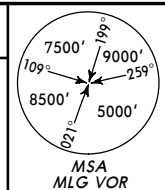


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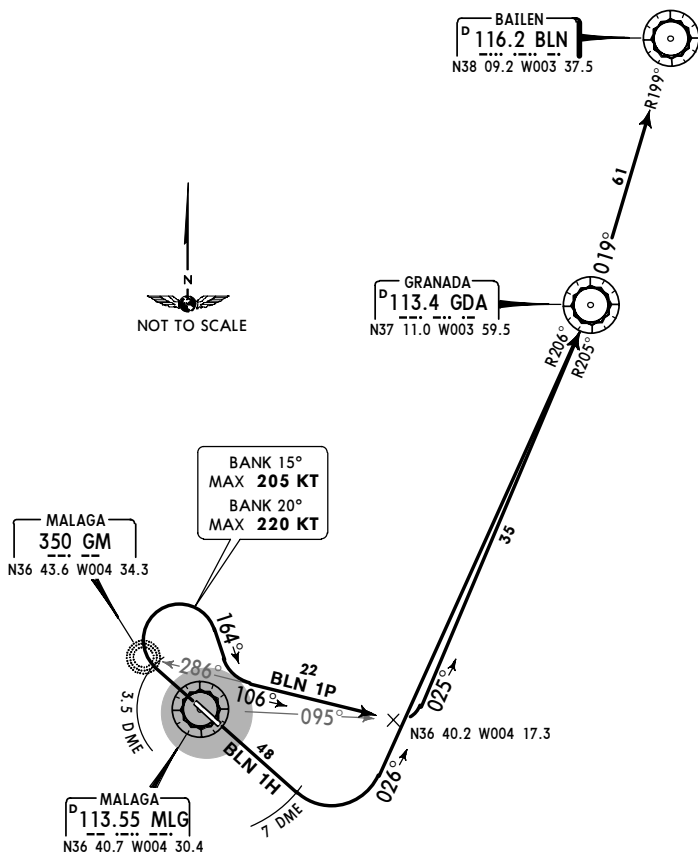
JEPPESEN  
 10 NOV 06 (10-3F) Eff 23 Nov

MALAGA, SPAIN  
 SID

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



**BAILÉN ONE HOTEL (BLN 1H)**  
**BAILÉN ONE PAPA (BLN 1P)**  
 RWYS 13, 31 DEPARTURES  
 TO BE USED WHEN MGA UNSERVICEABLE  
**SPEED MAX 250 KT UNTIL LEAVING FL120**



These SIDs require a minimum climb gradient of

	<b>BLN 1H</b>		<b>BLN 1P</b>			
	334' per NM (5.5%) until leaving <b>FL90</b> .		334' per NM (5.5%) until leaving <b>9300'</b> .			
Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

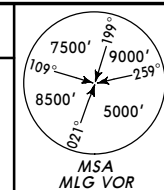
SID	RWY	ROUTING
BLN 1H	13	Climb on runway heading to MLG 7 DME, turn LEFT, intercept GDA R-206 inbound to GDA, GDA R-019 to BLN.
BLN 1P	31	Climb on runway heading to MLG 3.5 DME, turn RIGHT, 164° track, intercept 106° bearing from GM, when passing MLG R-095 turn LEFT, intercept GDA R-205 inbound to GDA, GDA R-019 to BLN.

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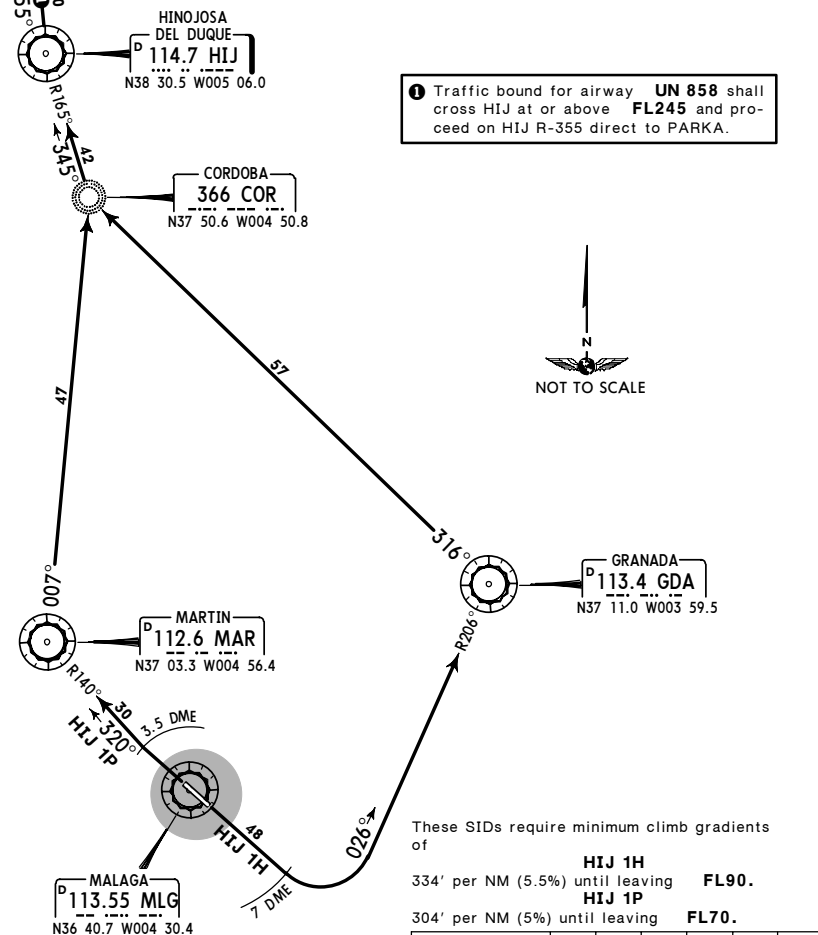
JEPPESEN  
 10 NOV 06 (10-3G) Eff 23 Nov

MALAGA, SPAIN  
 SID

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



**HINOJOSA ONE HOTEL (HIJ 1H)**  
**HINOJOSA ONE PAPA (HIJ 1P)**  
 RWYS 13, 31 DEPARTURES  
 BY ATC  
 TO BE USED WHEN MGA UNSERVICEABLE  
**SPEED MAX 250 KT UNTIL LEAVING FL120**



These SIDs require minimum climb gradients of

	<b>HIJ 1H</b>		<b>HIJ 1P</b>			
	334' per NM (5.5%) until leaving <b>FL90</b> .		304' per NM (5%) until leaving <b>FL70</b> .			
Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671
304' per NM	380	506	760	1013	1266	1519

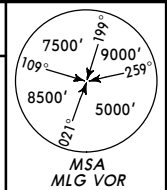
SID	RWY	ROUTING
HIJ 1H	13	Climb on runway heading to MLG 7 DME, turn LEFT, intercept GDA R-206 inbound to GDA, GDA R-316 to COR, turn RIGHT, intercept HIJ R-165 inbound to HIJ.
HIJ 1P	31	Climb on runway heading to MLG 3.5 DME, turn RIGHT, intercept MAR R-140 inbound to MAR, MAR R-007 to COR, turn LEFT, intercept HIJ R-165 inbound to HIJ.

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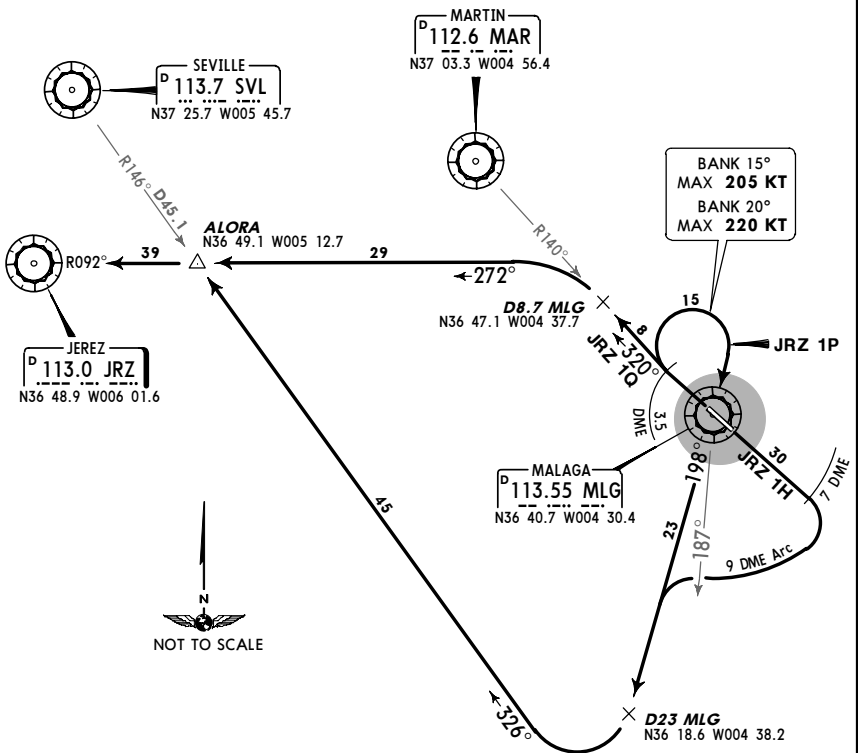
JEPPESEN  
 10 NOV 06 (10-3H) Eff 23 Nov

MALAGA, SPAIN  
 SID

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



JEREZ ONE HOTEL (JRZ 1H)  
 JEREZ ONE PAPA (JRZ 1P)  
 JEREZ ONE QUEBEC (JRZ 1Q)  
 RWYS 13, 31 DEPARTURES  
 TO BE USED WHEN MGA UNSERVICEABLE  
**SPEEDS MAX 250 KT UNTIL LEAVING FL120**



These SIDs require minimum climb gradients 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, 1Q: Initial clearance: climb to FL90, await further clearance

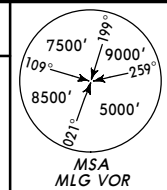
SID	RWY	ROUTING
JRZ 1H	13	Climb on runway heading to MLG 7 DME, turn RIGHT, along MLG 9 DME arc, when passing MLG R-187 turn LEFT, intercept MLG R-198 to D23 MLG, turn RIGHT, intercept SVL R-146 inbound to ALORA, turn LEFT, intercept JRZ R-092 inbound to JRZ.
JRZ 1P	31	Climb on runway heading to MLG 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.

LEMG/AGP  
 MALAGA

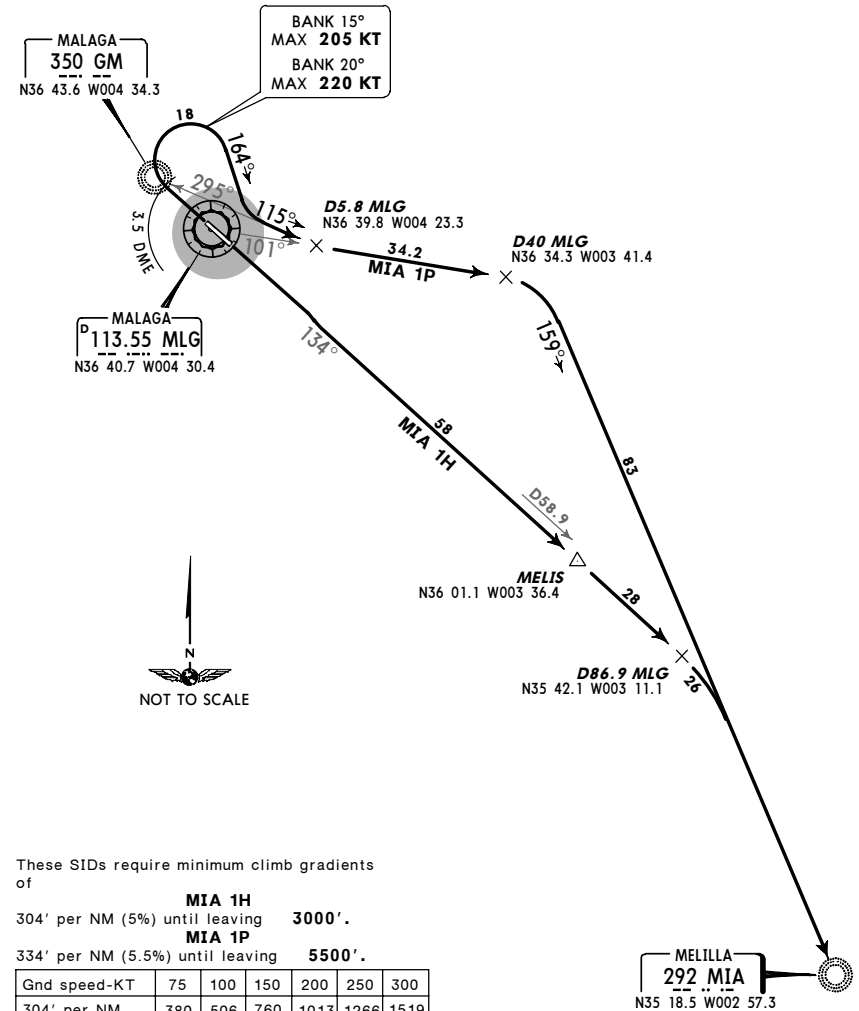
JEPPESEN  
 10 NOV 06 (10-3J) Eff 23 Nov

MALAGA, SPAIN  
 SID

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



MELILLA ONE HOTEL (MIA 1H)  
 MELLILA ONE PAPA (MIA 1P)  
 RWYS 13, 31 DEPARTURES  
 TO BE USED WHEN MGA UNSERVICEABLE  
**SPEEDS MAX 250 KT UNTIL LEAVING FL120**



These SIDs require minimum climb gradients of

MIA 1H 304' per NM (5%) until leaving 3000'.  
 MIA 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

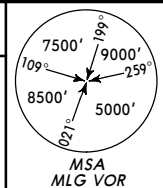
SID	RWY	ROUTING
MIA 1H	13	Climb on runway heading, intercept MLG R-134 via MELIS to D86.9 MLG, turn RIGHT, intercept 159° bearing to MIA.
MIA 1P	31	Climb on runway heading to MLG 3.5 DME, turn RIGHT, 164° track, intercept 115° bearing from GM to D5.8 MLG, turn LEFT, intercept MLG R-101 to D40 MLG, turn RIGHT, intercept 159° bearing to MIA.

LEMG/AGP  
 MALAGA

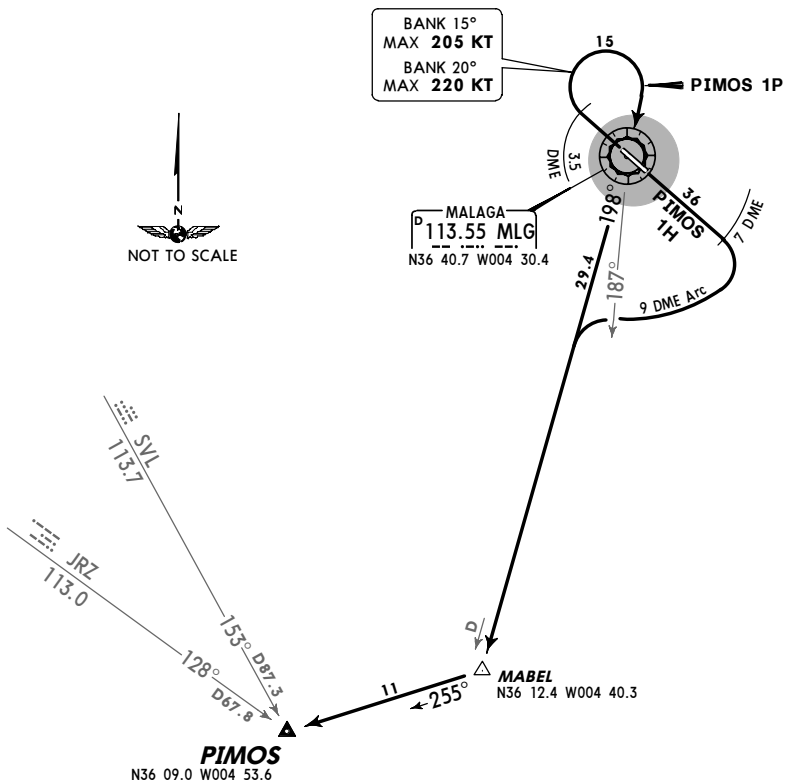
JEPPESEN  
 10 NOV 06 (10-3K) Eff 23 Nov

MALAGA, SPAIN  
 SID

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



PIMOS ONE HOTEL (PIMOS 1H) [PIMO1H]  
 PIMOS ONE PAPA (PIMOS 1P) [PIMO1P]  
 RWYS 13, 31 DEPARTURES  
 TO BE USED WHEN MGA UNSERVICEABLE  
**SPEEDS 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

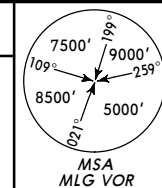
SID	RWY	ROUTING
PIMOS 1H	13	Climb on runway heading to MLG 7 DME, turn RIGHT, along MLG 9 DME arc, when passing MLG R-187 turn LEFT, intercept MLG R-198 to MABEL, turn RIGHT, 255° track to PIMOS.
PIMOS 1P	31	Climb on runway heading to MLG 3.5 DME, turn RIGHT to MLG, MLG R-198 to MABEL, turn RIGHT, 255°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

LEMG/AGP  
 MALAGA

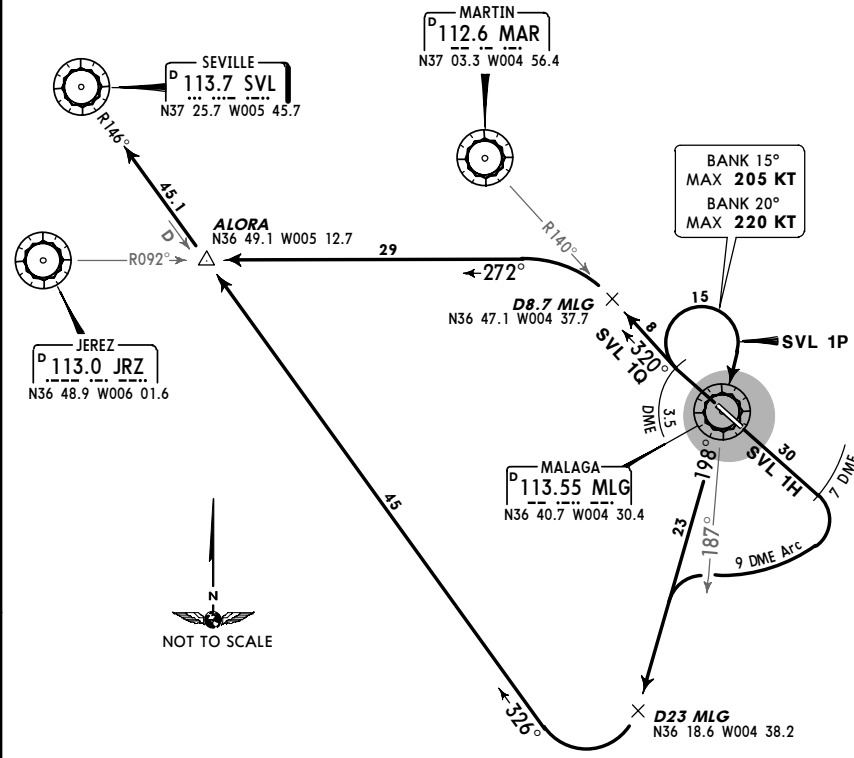
JEPPESEN  
 10 NOV 06 (10-3L) Eff 23 Nov

MALAGA, SPAIN  
 SID

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



SEVILLA ONE HOTEL (SVL 1H)  
 SEVILLA ONE PAPA (SVL 1P)  
 SEVILLA ONE QUEBEC (SVL 1Q)  
 RWYS 13, 31 DEPARTURES  
 TO BE USED WHEN MGA UNSERVICEABLE  
**SPEEDS MAX 250 KT UNTIL LEAVING FL120**



These SIDs require minimum climb gradients of

- SVL 1H: 304' per NM (5%) until leaving FL70.
- SVL 1P: 322' per NM (5.3%) until leaving FL70.
- 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

SVL 1P, 1Q: Initial clearance: climb to FL90, await further clearance

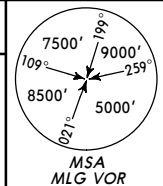
SID	RWY	ROUTING
SVL 1H	13	Climb on runway heading to MLG 7 DME, turn RIGHT, along MLG 9 DME arc, when passing MLG R-187 turn LEFT, intercept MLG R-198 to D23 MLG, turn RIGHT, intercept SVL R-146 inbound via ALORA to SVL.
SVL 1P	31	Climb on runway heading to MLG 3.5 DME, turn RIGHT to MLG, MLG R-198 to 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.

LEMG/AGP  
 MALAGA

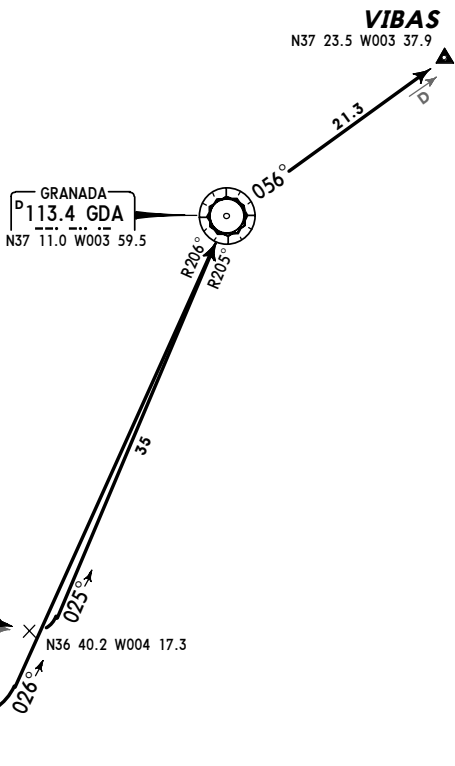
JEPPESEN  
 10 NOV 06 (10-3M) Eff 23 Nov

MALAGA, SPAIN  
 SID

Apt Elev 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  
**SPEEDS MAX 250 KT UNTIL LEAVING FL120**



These SIDs require a minimum climb gradient of

	<b>VIBAS 1H</b>					
	334' per NM (5.5%) until leaving <b>FL90</b> .					
	<b>VIBAS 1P</b>					
	334' per NM (5.5%) until leaving <b>9300'</b> .					
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, intercept 106° bearing from GM, when passing MLG R-095 turn LEFT, intercept GDA R-205 inbound to GDA, GDA R-056 to VIBAS.

LEMG/AGP

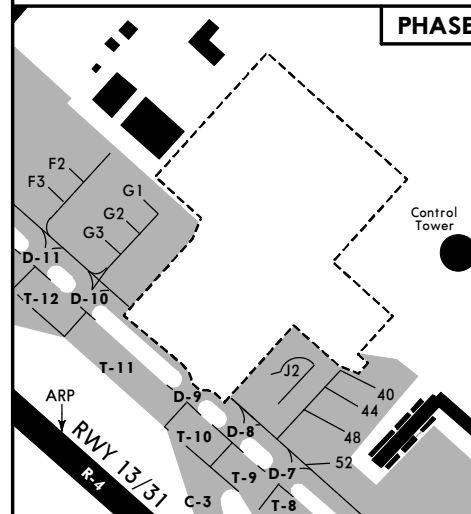
JEPPESEN  
 16 NOV 07 (10-8)

MALAGA, SPAIN  
 MALAGA

**EXTENSION OF APRON 5**  
 REFER ALSO TO LATEST NOTAMS

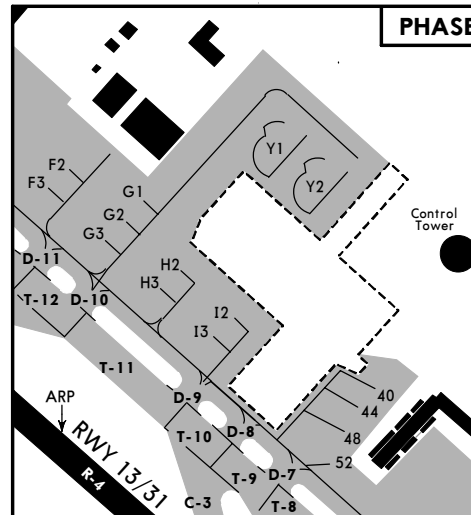
Caution is recommended due to presence of men and machinery in all working areas.

**PHASE 1A**



- 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 Z2.
- Temporary closing of apron access gate D9.

**PHASE 1B**



- Elimination 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)

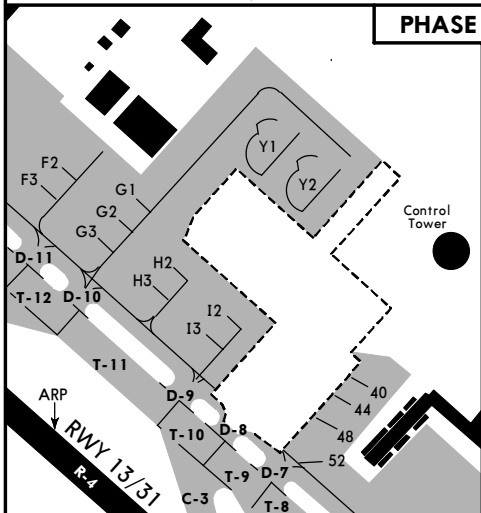
MALAGA, SPAIN  
 MALAGA

**EXTENSION OF APRON 5**  
 REFER ALSO TO LATEST NOTAMS

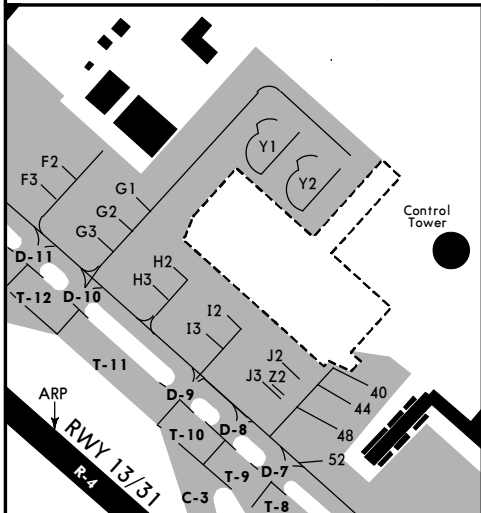
Caution is recommended due to presence of men and machinery in all working areas.

**PHASE 2**

- Creation of new provisional stands J2, J3 and Z2.
- Temporary closing of stands 40, 44, 48 and 52 out of service.
- Temporary closing of apron access gate D8.



At the end of Phase 2 the configuration of the apron will be the following:

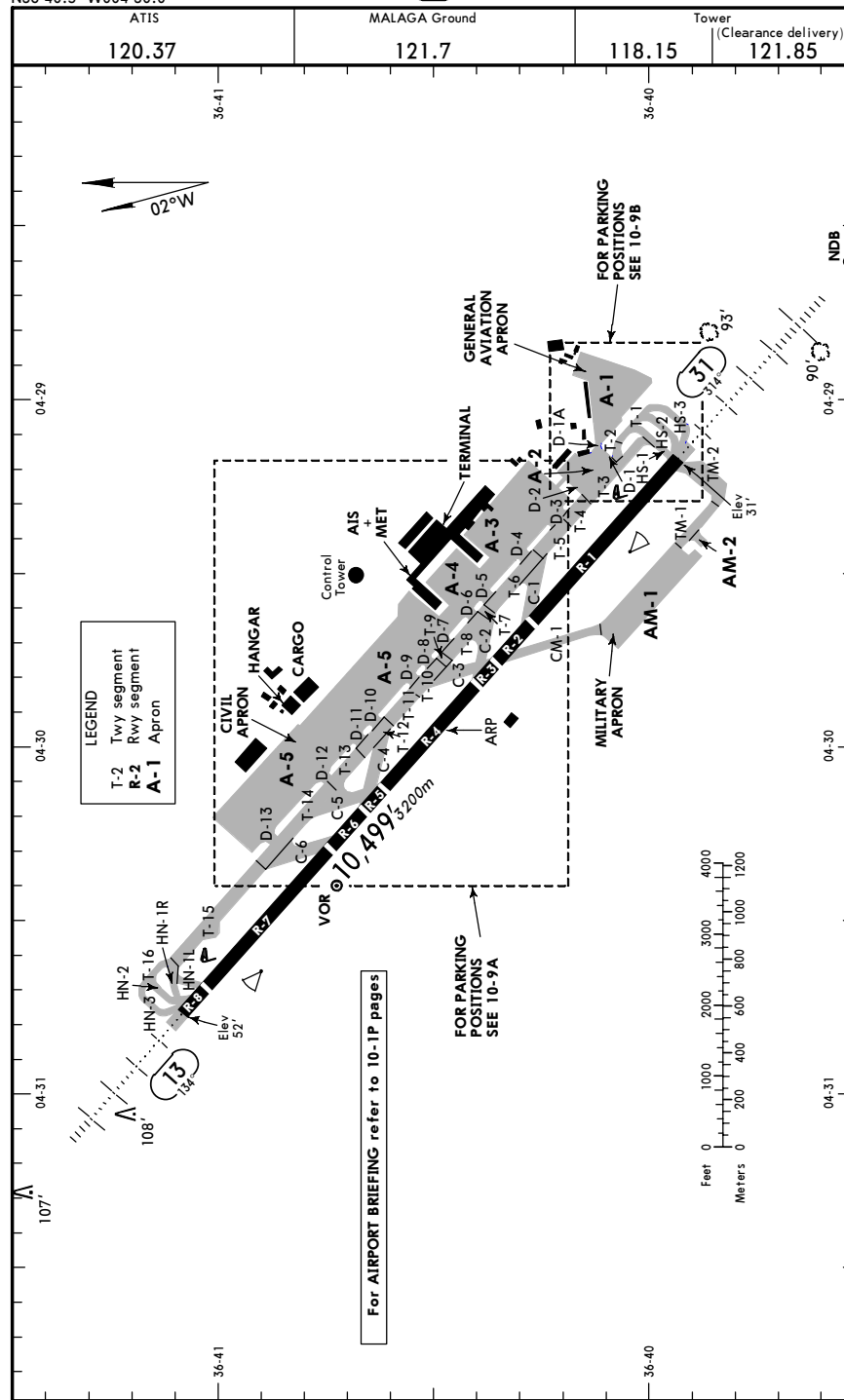


LEMG/AGP

Apt Elev 52'  
 N36 40.5 W004 30.0

JEPPESEN  
 30 MAR 07 (10-9)

MALAGA, SPAIN  
 MALAGA



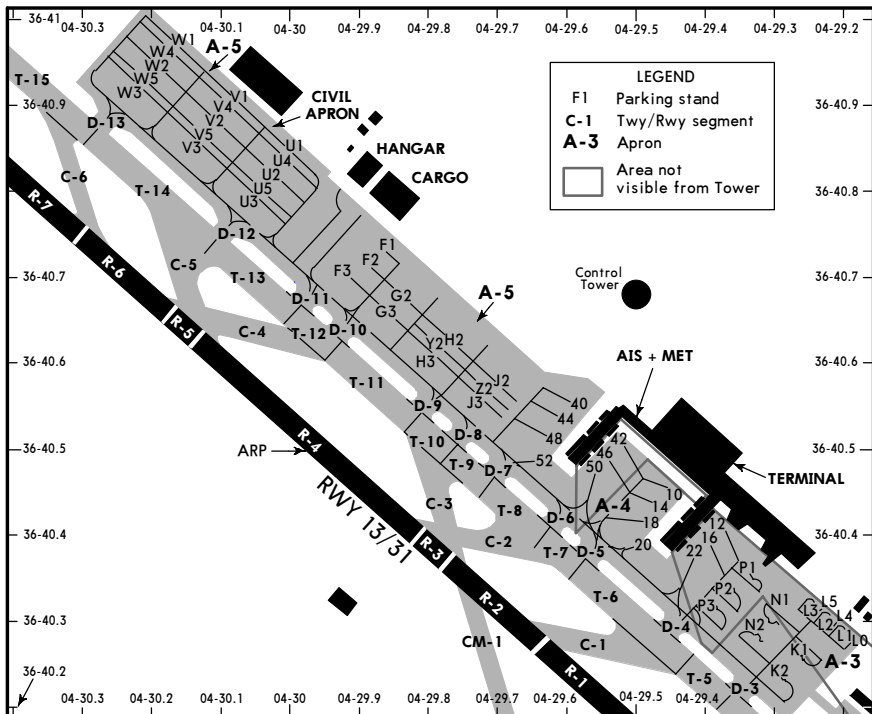
LEMG/AGP

JEPPESEN

MALAGA, SPAIN

MALAGA

30 MAR 07 (10-9A)



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS				TAKE-OFF	WIDTH
	LANDING		BEYOND			
	Threshold	Glide Slope				
13	HIRL (50m) CL (15m) HIALS PAPI(3.2°) ① RVR	9477'	2889m	③	148'	45m
31	HIRL (50m) CL (15m) HIALS PAPI(3.0°) ② RVR	9564'	2915m			

- ① HST-C4, C2 & C1
- ② HST-C3, C5 & C6
- ③ TAKE OFF RUN AVAILABLE

**RWY 13:**  
 From rwy head 10,499' (3200m)  
 twy C-6 int 6916' (2108m)

**RWY 31:**  
 From rwy head 10,499' (3200m)  
 twy C-1 int 6936' (2114m)

JAR-OPS

TAKE-OFF ①

All Rws

LVP must be in Force

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

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

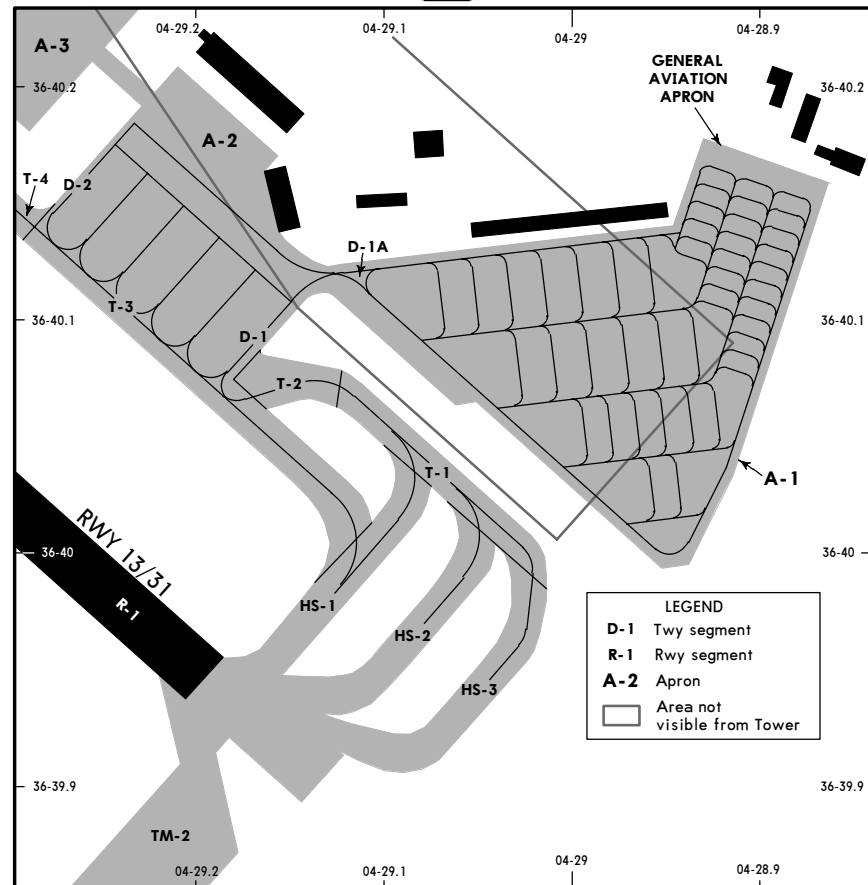
LEMG/AGP

JEPPESEN

MALAGA, SPAIN

MALAGA

8 SEP 06 (10-9B)



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
10	N36 40.5 W004 29.4	P1	N36 40.4 W004 29.3
12	N36 40.4 W004 29.4	P2	N36 40.3 W004 29.3
14	N36 40.4 W004 29.5	P3	N36 40.3 W004 29.4
16	N36 40.4 W004 29.4	U1 thru U5	N36 40.8 W004 30.0
18, 20	N36 40.4 W004 29.5	V1 thru V5	N36 40.9 W004 30.1
22	N36 40.4 W004 29.4	W1	N36 41.0 W004 30.2
40	N36 40.6 W004 29.6	W2, W3	N36 40.9 W004 30.2
42	N36 40.5 W004 29.5	W4	N36 41.0 W004 30.2
44	N36 40.5 W004 29.6	W5	N36 40.9 W004 30.2
46	N36 40.5 W004 29.5	Y2	N36 40.6 W004 29.8
48 thru 52	N36 40.5 W004 29.6	Z2	N36 40.6 W004 29.7
F1	N36 40.8 W004 29.9		
F2 thru G3	N36 40.7 W004 29.9		
H2, H3	N36 40.6 W004 29.8		
J2, J3	N36 40.6 W004 29.7		
K1, K2	N36 40.2 W004 29.3		
L0 thru L2	N36 40.3 W004 29.2		
L3	N36 40.3 W004 29.3		
L4, L5	N36 40.3 W004 29.2		
N1, N2	N36 40.3 W004 29.3		

LEMG/AGP

JEPPESEN  
 8 SEP 06 (10-9C)

MALAGA, SPAIN  
 MALAGA

**VISUAL DOCKING GUIDANCE SYSTEM**

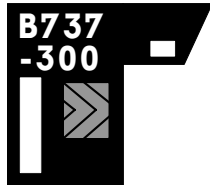
**A. GENERAL**

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

**B. DISPLAY UNIT**

Consist of:

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



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

**C. PILOT INSTRUCTIONS**

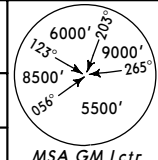
- Check that the indicated aircraft type is the appropriate.
- Taxiing in: Watch centerline guidance.
- If the acft speed exceeds 3m/sec, the unit display indicates "SLOW DOWN"; the entry speed must be reduced.
- Check that the distance indicator is completely yellow.
- The distance indicator is activated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

LEMG/AGP  
 MALAGA

JEPPESEN  
 2 JUN 06 (11-1) Eff 8 Jun CAT C & D

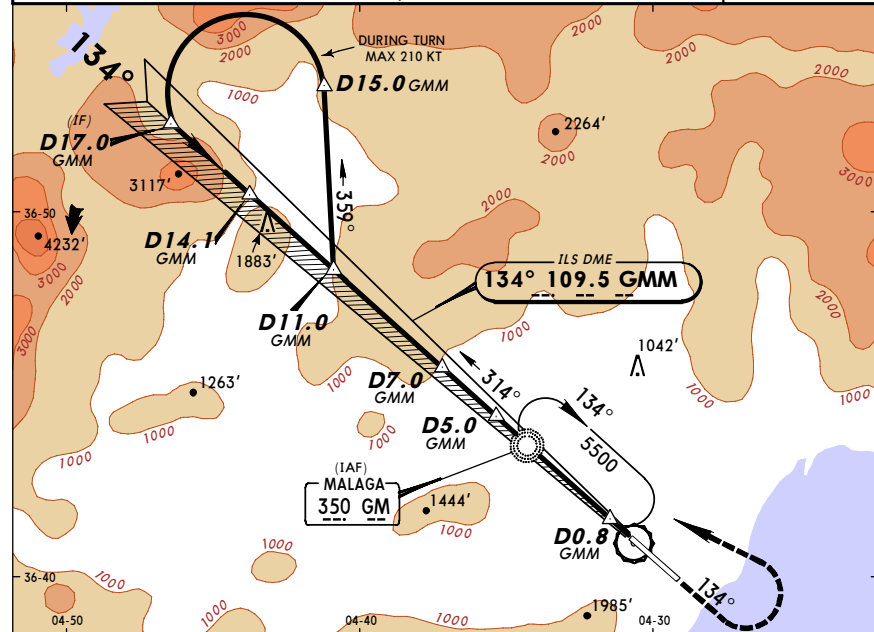
MALAGA, SPAIN  
 ILS Z Rwy 13

ATIS		MALAGA Approach (R)			MALAGA Tower	Ground
120.37		123.85	123.95	118.45	118.15	121.7
LOC	Final	GS	ILS	Apt Elev	52'	
GMM	Apch Crs	D5.0 GMM	DA(H)	Refer to	RWY 52'	
109.5	134°	1810' (1758')	Minimums			

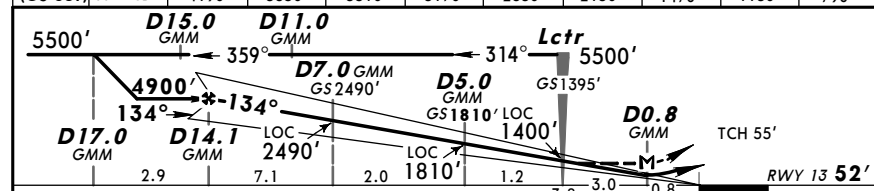


**MISSED APCH:** Climb STRAIGHT AHEAD until reaching 5000', then turn LEFT direct to Lctr climbing to 5500' and hold.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 6000'  
 1. DME REQUIRED. 2. ILS DME reads zero at rwy 13 threshold.



LOC	GMM DME	12.0	11.0	10.0	9.0	8.0	6.0	4.0	3.0	2.0
(GS out)	ALTITUDE	4190'	3850'	3510'	3170'	2830'	2150'	1470'	1130'	790'



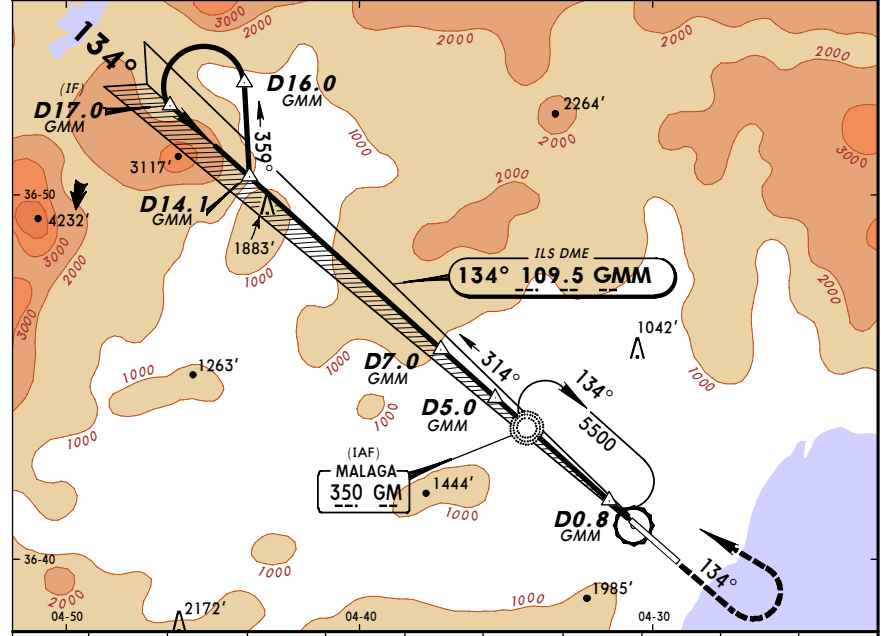
Gnd speed-Kts	70	90	100	120	140	160		HIALS	5000'
ILS GS 3.20° or LOC Desc Grad	402	517	574	689	804	919		PAPI	PAPI
MAP at D0.8 GMM									

<b>JAR-OPS</b>				STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND		
ILS		LOC (GS out)		Not authorized Southwest of rwy				
DA(H) C: 270' (218')		MDA(H) 710' (658')						
D: 280' (228')								
FULL		ALS out		ALS out		Max Kts		
						MDA(H) — VIS —		
A	SEE 11-2						A	SEE 11-2
B							B	SEE 11-2
C	RVR 600m	RVR 1000m	RVR 1400m	RVR 2000m	180	1430' (1378')	2400m	
D			RVR 1800m		205	1810' (1758')	3600m	

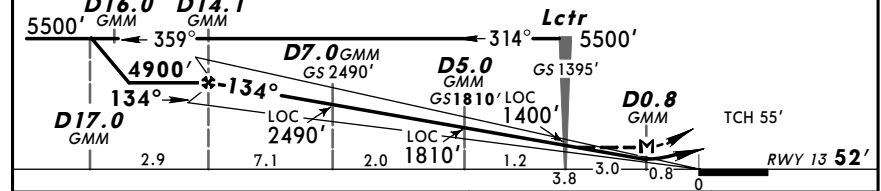
PANS OPS 4

**LEMG/AGP MALAGA** MALAGA, SPAIN  
 2 JUN 06 (11-2) Eff 8 Jun CAT A & B ILS Z Rwy 13

ATIS 120.37		MALAGA Approach (R) 123.85 123.95 118.45			MALAGA Tower 118.15		Ground 121.7	
LOC GMM 109.5	Final Apc Crs 134°	GS 1810' (1758')	ILS DA(H) Refer to Minimums	Apt Elev 52' RWY 52'				
MISSED APCH: Climb STRAIGHT AHEAD until reaching 5000', then turn LEFT direct to Lctr climbing to 5500' and hold.								
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 6000'		
1. DME REQUIRED. 2. ILS DME reads zero at rwy 13 threshold. MSA GM Lctr								



LOC (GS out)	GMM DME	12.0	11.0	10.0	9.0	8.0	6.0	4.0	3.0	2.0
ALTIMITUDE		4190'	3850'	3510'	3170'	2830'	2150'	1470'	1130'	790'

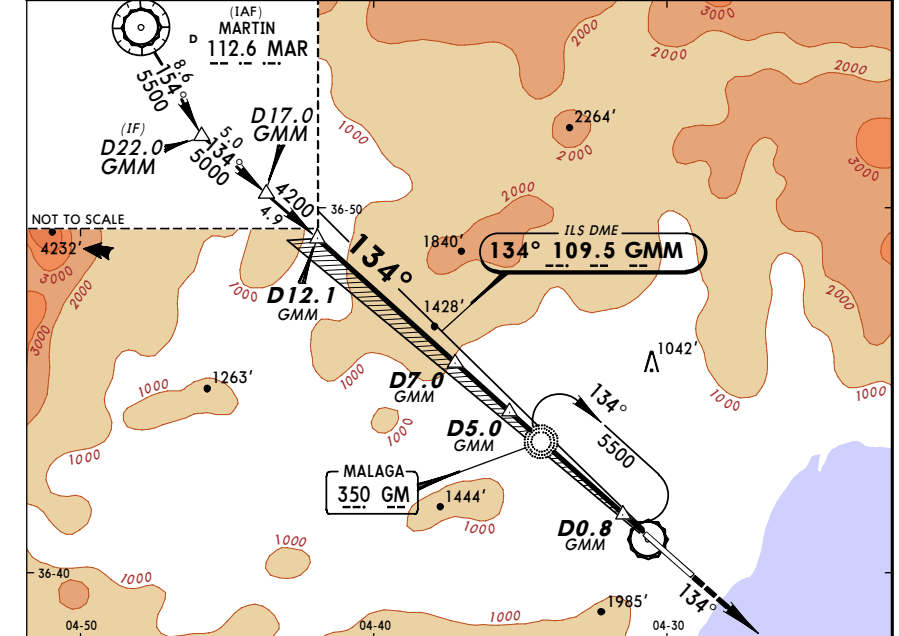


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI-PAPI		5000'
ILS GS 3.20° or LOC Desc Grad	402	517	574	689	804	919			
MAP at D0.8 GMM									

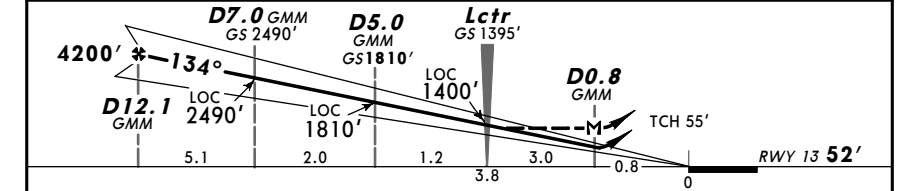
JAR-OPS STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND			
ILS DA(H) A: 252' (200') B: 260' (208')		LOC (GS out) MDA(H) 710' (658')		Not authorized Southwest of rwy			
FULL		ALS out		Max Kts	MDA(H)	VIS	
A	RVR 550m	RVR 1000m		100	730' (678')	1500m	
B	RVR 600m			135	1080' (1028')	1600m	
C	SEE 11-1			C	SEE 11-1		
D				D			

**LEMG/AGP MALAGA** MALAGA, SPAIN  
 16 NOV 07 (11-3) Eff 22 Nov ILS Y Rwy 13

ATIS 120.37		MALAGA Approach (R) 123.85 123.95 118.45			MALAGA Tower 118.15		Ground 121.7	
LOC GMM 109.5	Final Apc Crs 134°	GS 1810' (1758')	ILS DA(H) Refer to Minimums	Apt Elev 52' RWY 52'				
MISSED APCH: Climb STRAIGHT AHEAD until reaching 5000', then turn LEFT direct to Lctr climbing to 5500' and hold.								
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 6000'		
1. DME REQUIRED. 2. ILS DME reads zero at rwy 13 threshold. MSA MAR VOR								



LOC (GS out)	GMM DME	12.0	11.0	10.0	9.0	8.0	6.0	4.0	3.0	2.0
ALTIMITUDE		4190'	3850'	3510'	3170'	2830'	2150'	1470'	1130'	790'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI-PAPI		5000'
ILS GS 3.20° or LOC Desc Grad	402	517	574	689	804	919			
MAP at D0.8 GMM									

JAR-OPS STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND			
ILS DA(H) A: 252' (200') B: 260' (208') C: 270' (218') D: 280' (228')		LOC (GS out) MDA(H) 710' (658')		Not authorized Southwest of rwy			
FULL		ALS out		Max Kts	MDA(H)	VIS	
A	RVR 550m			100	730' (678')	1500m	
B		RVR 1000m		135	1080' (1028')	1600m	
C	RVR 600m			180	1430' (1378')	2400m	
D				205	1810' (1758')	3600m	

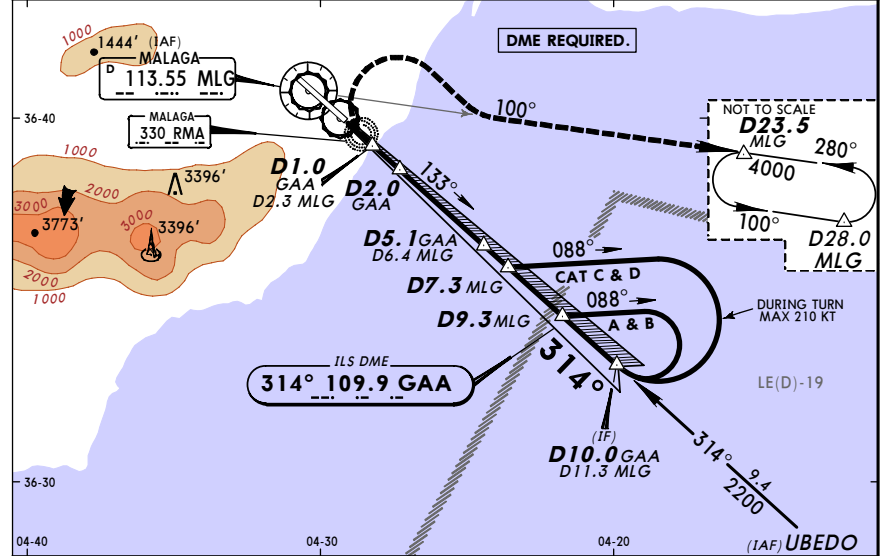
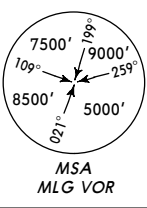


**LEMG/AGP MALAGA** MALAGA, SPAIN  
 16 NOV 07 (11-4) Eff 22 Nov  
**ILS Rwy 31**

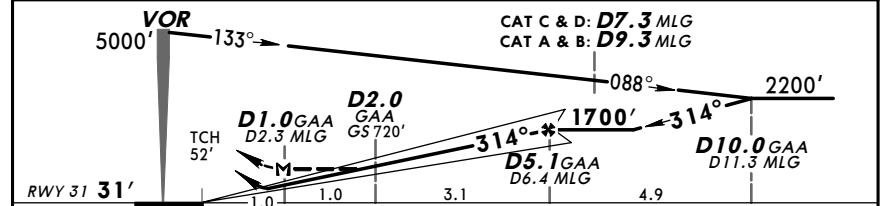
ATIS	MALAGA Approach (R)			MALAGA Tower	Ground
120.37	123.85	123.95	118.45	118.15	121.7
LOC GAA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 52'	
109.9	314°	D5.1 GAA 1700' (1669')	Refer to Minimums	RWY 31'	

**MISSED APCH:** As soon as practicable turn RIGHT (MAX 185 KT), then intercept and follow R-100 MLG to D23.5 MLG and hold at 4000'. Do not turn before passing MAP.

Alt Set: hPa Rwy Elev: 1 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.



LOC (GS out)	GAA DME ALTITUDE	2.0	3.0	4.0	5.0
		720'	1040'	1360'	1680'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	As soon as practicable	185 KT max intercept	MLG 113.55	4000'
ILS GS 3.00° or LOC Desc Grad 5.2%	377	485	539	647	755	862	PAPI PAPI		RT	R-100	

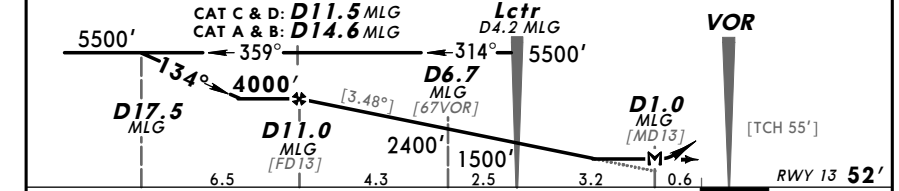
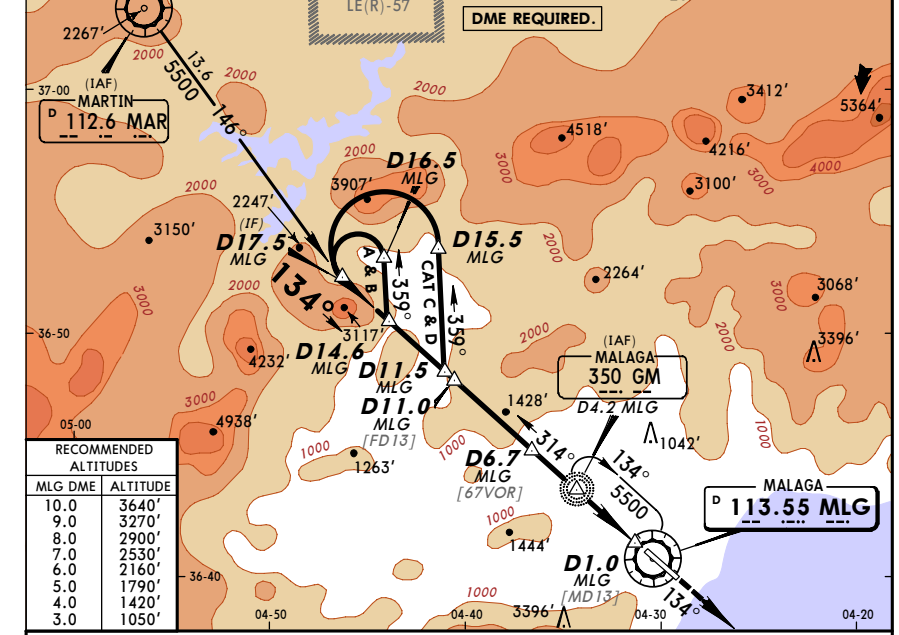
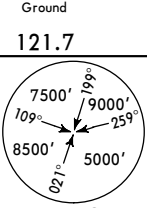
JAR-OPS STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
ILS DA(H) A: 530' (499') C: 550' (519') B: 542' (511') D: 561' (530')		LOC (GS out) MDA(H) 650' (619')		Not authorized Southwest of rwy			
FULL		ALS out		Max Kts	MDA(H)	VIS	
A				100	730' (678')	1500m	
B				135	1080' (1028')	1600m	
C	RVR 800m	RVR 1200m	RVR 1200m	180	1430' (1378')	2400m	
D			RVR 1600m	205	1810' (1758')	3600m	

**LEMG/AGP MALAGA** MALAGA, SPAIN  
 16 NOV 07 (13-1) Eff 22 Nov  
**VOR Rwy 13**

ATIS	MALAGA Approach (R)			MALAGA Tower	Ground
120.37	123.85	123.95	118.45	118.15	121.7
VOR MLG	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 52'	
113.55	134°	D11.0 MLG 4000' (3948')	740' (688')	RWY 52'	

**MISSED APCH:** Climb on R-134 MLG until reaching 4000', then turn LEFT direct to Lctr climbing to 5500' and hold.

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS	As soon as practicable	5000'
Descent Gradient 6.08% or Descent angle [3.48°]	431	554	616	739	862	985	PAPI PAPI		

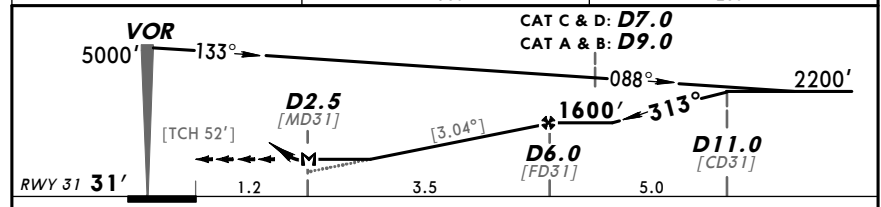
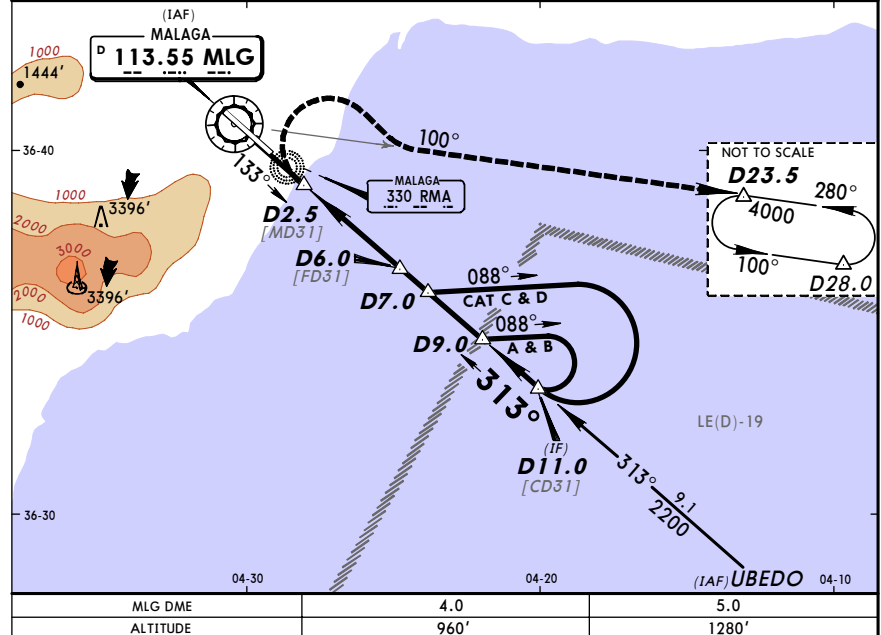
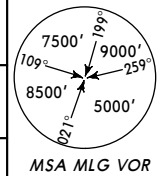
JAR-OPS STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND			
MDA(H) 740' (688')				Not authorized Southwest of rwy			
ALS out		ALS out		Max Kts	MDA(H)	VIS	
A	RVR 1200m			100	740' (688')	1500m	
B				135	1080' (1028')	1600m	
C	RVR 1400m			180	1430' (1378')	2400m	
D				205	1810' (1758')	3600m	

**LEMG/AGP MALAGA** **JEPPESEN** **MALAGA, SPAIN**  
 16 NOV 07 (13-2) Eff 22 Nov **VOR Rwy 31**

ATIS 120.37		MALAGA Approach (R) 123.85 123.95 118.45			MALAGA Tower 118.15		Ground 121.7	
VOR MLG <b>113.55</b>	Final Apch Crs <b>313°</b>	Minimum Alt D6.0 <b>1600'</b> (1569')	MDA(H) <b>700'</b> (669')	Apt Elev <b>52'</b>	RWY <b>31'</b>			

MISSED APCH: As soon as practicable turn RIGHT (MAX 185 KT), then intercept and follow R-100 MLG to D23.5 MLG and hold at 4000'.  
 Do not turn before passing MAP.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'  
 1. DME REQUIRED. 2. Final approach track offset 1° from runway centerline.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	As soon as practicable	185 KT max	MLG 113.55	4000'
Descent Gradient 5.30% or Descent angle [3.04°]	376	484	538	645	753	861	PAPI	RT	R-100		

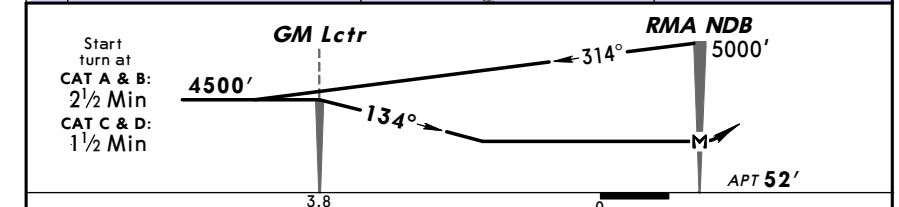
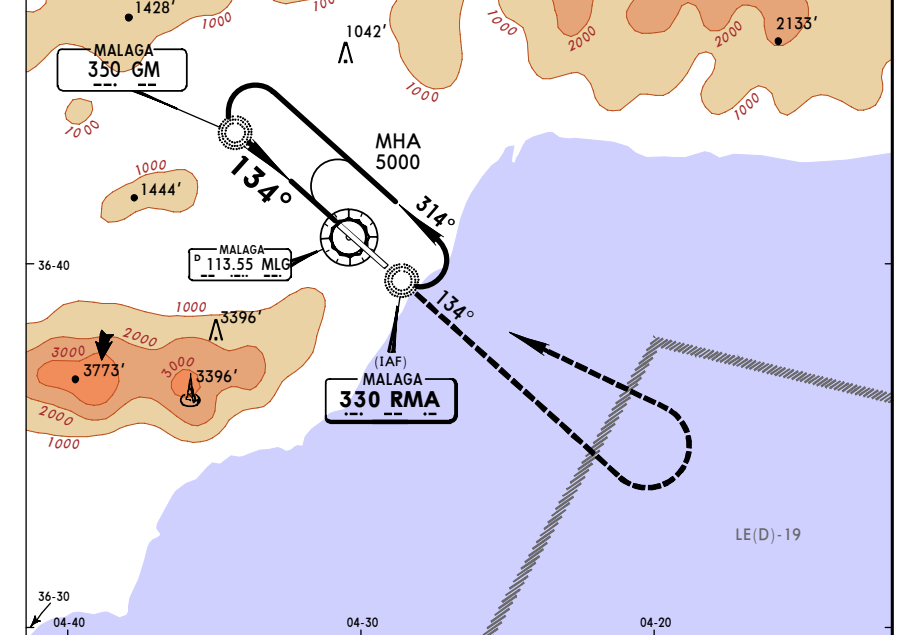
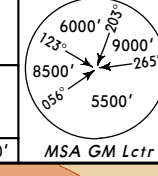
STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
MDA(H) <b>700'</b> (669')				Not authorized Southwest of rwy			
		ALS out	Max Kts	MDA(H)	VIS		
A	RVR 1200m	RVR 1500m	100	<b>730'</b> (678')	1500m		
B	RVR 1400m		135	<b>1080'</b> (1028')	1600m		
C	RVR 1800m	RVR 2000m	180	<b>1430'</b> (1378')	2400m		
D	RVR 1800m		205	<b>1810'</b> (1758')	3600m		

**LEMG/AGP MALAGA** **JEPPESEN** **MALAGA, SPAIN**  
 10 NOV 06 (16-1) Eff 23 Nov **NDB Rwy 13**

ATIS 120.37		MALAGA Approach (R) 123.85 123.95 118.45			MALAGA Tower 118.15		Ground 121.7	
NDB RMA <b>330</b>	Final Apch Crs <b>134°</b>	Minimum Alt GM Lctr <b>4500'</b> (4448')	MDA(H) <b>2400'</b> (2348')	Apt Elev <b>52'</b>	RWY <b>13'</b>			

MISSED APCH: Climb STRAIGHT AHEAD to 4000', then turn LEFT direct to RMA NDB climbing to 5000' and hold.

Alt Set: hPa Apt Elev: 2 hPa Trans level: By ATC Trans alt: 6000' MSA GM Lctr



Gnd speed-Kts	70	90	100	120	140	160	HIALS	As soon as practicable	185 KT max	MLG 113.55	4000'
Descent Gradient 5.30% or Descent angle [3.04°]	376	484	538	645	753	861	PAPI	RT	R-100		

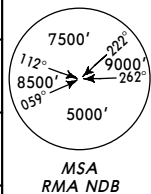
STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
NOT AUTHORIZED				Not authorized Southwest of rwy			
		ALS out	Max Kts	MDA(H)	VIS		
A	NOT AUTHORIZED		100	<b>2400'</b> (2348')	1500m		
B			135	<b>2400'</b> (2348')	1600m		
C			180	<b>2400'</b> (2348')	2400m		
D			205	<b>2400'</b> (2348')	3600m		

**LEMG/AGP**  
**MALAGA**

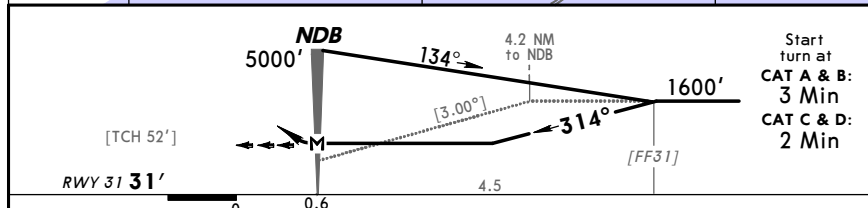
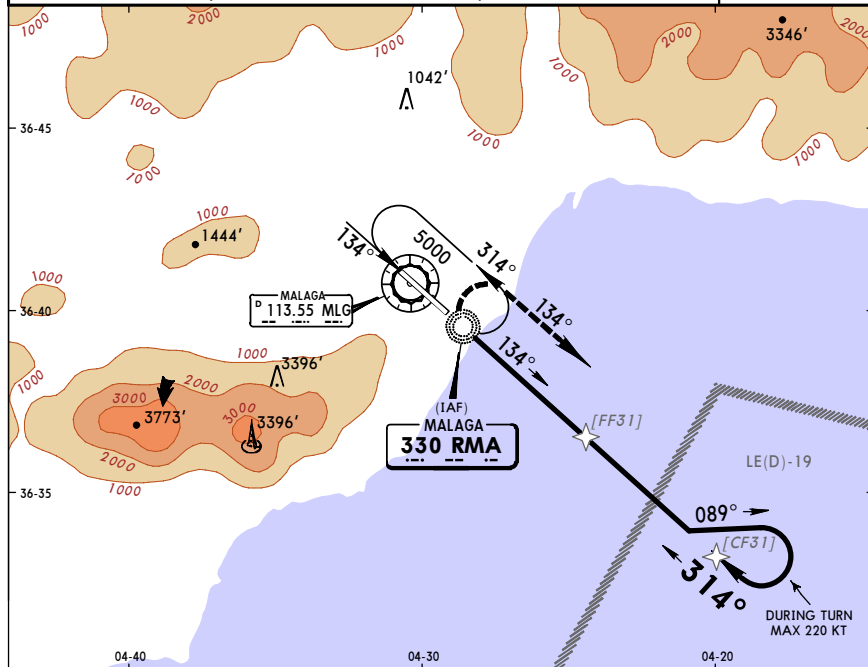
**JEPPESEN**  
 10 NOV 06 (16-2) **Eff 23 Nov**

**MALAGA, SPAIN**  
**NDB Rwy 31**

ATIS <b>120.37</b>	MALAGA Approach (R) 123.85 123.95 118.45			MALAGA Tower 118.15	Ground 121.7
NDB RMA <b>330</b>	Final Apch Crs <b>314°</b>	No FAF	MDA(H) <b>930' (899')</b>	Apt Elev 52' <b>RWY 31'</b>	
<b>MISSED APCH:</b> Turn RIGHT (MAX 185 KT), then climb on track 134° 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'



BRIEFING STRIP™



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 134° 185 KT MAX 5000'
Descent angle [3.00°]	372	478	531	637	743	849	
MAP at NDB							

JAR-OPS		STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND	
		MDA(H) <b>930' (899')</b>		Not authorized Southwest of rwy	
		ALS out		Max Kts	MDA(H) VIS
A	RVR 1200m	RVR 1500m		100	1230'(1178') 1500m
B	RVR 1400m	RVR 2000m		135	1230'(1178') 1600m
C	RVR 1800m			180	1430'(1378') 2400m
D	RVR 1800m			205	1830'(1778') 3600m

PANS OPS 4