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JEPPESEN
JeppView for Windows

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General Information

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

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

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: 0636 Z
Sunset: 1657 Z

Runway Information

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

Runway: 28
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 43 ft
Lighting: Edge, ALS, Centerline, REIL

Communication Information

ATIS: 120.080
Alicante Tower: 122.100 Military
Alicante Tower: 118.155
Alicante Tower: 125.180 Secondary
Alicante Ground: 130.655
Alicante Clearance Delivery: 119.855
Valencia Approach: 118.800
Valencia Approach: 120.400
Valencia Approach: 119.075 Secondary

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1. GENERAL

1.1. ATIS

D-ATIS 120.080

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. RUN-UP TESTS

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

Exceptions to schedule according to local procedure.

1.2.2. DEPARTURES

RWY 10: Any diversion for SIDs via RESTU, ASTRO and CATON - MANDY shall only be authorized provided that traffic must fly over the coastline, after turning over the sea, at 6000' or above, except for prop ACFT, helicopters, state or hospital ACFT or for safety reasons.

RWY 28: Diversions below 6000' shall not be permitted, except for prop ACFT, helicopters, state or hospital ACFT or for safety reasons.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP will be applied, when:

- RVR is 550m or below; or
- general visibility in the movement area is 800m or below (only in the event that all the visibility measuring systems are out of service).

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

- RVR is 2000m or above at least 5 minutes.
- Visibility is 2200m or above at least 5 minutes (only in the event that all the visibility measuring systems are out of service).
- Forecast of visibility is higher than 1000m with a strong trend towards improvement.

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

RWY 10/28 is not authorized for landing under low visibility conditions.

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

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

1.3.2. GROUND MOVEMENT

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

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

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

1.3.3. ARRIVALS

RWY 10: Exit via TWY C9. Rapid exit TWYs and TWY C5 prohibited. Follow-me car will wait for ACFT on TWY C6, guiding it up to its stand.

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

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

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1. GENERAL

1.3.4. DEPARTURES

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

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

RWY 10: Follow-me car will guide the ACFT to TWY A3. Follow-me car will vacate TWY A3 via TWY A4. ACFT continue to taxi, preferably to reach TWY A6 or A4, although TWY A5 can also be used if necessary.

RWY 28: Follow-me car will guide the ACFT to TWY C6. Follow-me car will vacate TWY C6 via TWY C7. ACFT continue to taxi, preferably to reach, preferably, TWY C9 or C7, although TWY C8 and C5 may be used when necessary.

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

1.3.5. COMMUNICATION FAILURE AND ANOMALOUS OCCURENCES IN THE MANEUVERING AREA

Whenever an ACFT operating in the maneuvering area suffers a communication failure:

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

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. OPERATION OF MODE S TRANSPONDER WHEN THE ACFT IS ON GROUND

ACFT operators shall ensure that the Mode S transponder is able to operate when the ACFT is on the ground.

Pilot shall select AUTO mode and the assigned Mode A code. If AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code:

- When the ACFT receives the instruction to enter the RWY.
- When ACFT is not on the RWY it shall select STBY.

Whenever ACFT is capable of reporting ACFT ident (i.e. call sign used in flight), ACFT ident should also be entered at the time of the request for towed push-back or taxi, whichever is earlier (through the FMS or the transponder control panel). Flight crew must use the specific format defined by ICAO to enter the ACFT ident (e.g. BAW123, AFR6380, etc.).

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected before receiving the clearance to line up, and should be deselected after vacating the RWY.

ACFT taxiing without a flight plan, Mode A code 2000 should be selected.

1.5. TAXI PROCEDURES

TWY B, segment of TWY access between stand 6A and TWY C and Eastern area of apron from stand 200 including ACFT turning apron MAX wingspan 171'/52m.

Segment of TWY access between stand 4C and TWY A, between TWYs C and D and TWY access to stand 200 MAX wingspan 213'/65m.

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

ACFT MD-11 shall perform oversteering maneuvers when taxiing at gate D, as the distance between the outer main gear wheel and the edge of the TWY is less than 14.8'/4.5m.

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1. GENERAL

1.6. PARKING INFORMATION

On stands 1A, 1B, 1C, 3A, 3B, 5, 7, 9, 9A, 11, 11A, 19, 23 thru 49, 81 thru 89 and 200 push-back required.

Stands 19, 23 thru 49 and 200 equipped with Visual Docking Guidance System.

1.6.1. USE OF APU

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

The use of the ACFT's APU is prohibited in these positions within the period from 5 minutes after the AIBT (chock time) and 10 minutes before the TOBT; it shall only be allowed outside this period when neither the 400 Hz facilities nor the mobile units are in operation, or when the air conditioning service is required and the equipment is not available, upon communication to the Operational Coordination Center (CEOPS) or with the Follow-me vehicle in case of dry start-up.

The use of the ACFT's APU is prohibited at all remote stands within the period from 5 minutes after the AIBT (chock time) and 10 minutes before the TOBT; it shall only be allowed outside this period when the mobile units are not in operation, or when ACFT technical reasons make it inadvisable to turn off the APU, upon communication to the Operational Coordination Center (CEOPS) or with the Follow-me vehicle in case of dry start-up.

1.7. PROCEDURE FOR COORDINATION OF SLOTS FOR GENERAL AND BUSINESS AVIATION FLIGHTS

Mandatory request for prior APT slot clearance for all General and Business aviation flights, from the Aena APT Slots Coordination Office through application of Article 2 (g) of Regulation (EEC) No. 95/93.

Slot requests for General and Business aviation will only be accepted 15 days in advance regarding Day of Flight (DOF) and Estimated Time of Arrival (ETA).

Slot requests corresponding to General and Business aviation flights must be referred to the Department of Slots Coordination AECFA, for its clearance:

- Via e-mail: slots@aecfa.es

For General and Business aviation flights wishing to operate at the APT, the following information shall be included in box 18 "Other data":

- ICAO and IATA APT codes;
- General aviation requests shall not be accepted more than 15 days prior to the date of arrival;
- ACFT seeking to operate at the APT shall indicate the ACFT wingspan. If the wingspan is greater than 75'/23m or length is greater than 74'/22.5m it shall be compulsory to have equipment for the assisted departure of the ACFT;
- Flight handling agent; or
- Contracted General and Business aviation manager.

Overnight applications of more than one night shall be coordinated:

- Depending on the type of ACFT;
- The means of the handling agent;
- The parking capacity of the apron.

1.8. APT EMERGENCY PLAN

Air carriers without a designated APT representative for the purposes of coordinating emergency response actions will not be allowed to operate. This requirement is applicable, as of one year from its publication in the AIP, to regular passenger revenue flight and chartered flight companies that perform 24 or more arrivals or departures at the APT within three consecutive months.

1.9. OTHER INFORMATION

RWY 10 right-hand circuit.

Birds in vicinity of APT.

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

SPEED ADJUSTMENTS UNDER RADAR CONTROL

- MAX 250 KT at or below FL100.
- MAX 220 KT when leaving IAF.
- MAX 180 KT when leaving IF or when completing the final turn.
- MAX 160 KT when crossing the FAF. ACFT shall maintain this speed till 4NM from THR.
- ACFT with cruising speed lower to the aforementioned shall maintain cruising speed up to the adjusting fix concernded.

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

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

2.2. RWY OPERATIONS

2.2.1. GENERAL

Vacate RWY 10 only via TWYs C2, C4, C5, C7, C8 or C9.

TWYs C2, C5 and C7 restricted to ACFT with MAX code letter C (MAX wingspan 118'/36m). ACFT A346, A35K and B77W may only use TWY C8.

Vacate RWY 28 only via TWYs A2, A4, A5 or A6. TWY A4 restricted to ACFT with MAX code letter C (MAX wingspan 118'/36m). ACFT A346, A35K and B77W may only use TWY A5.

2.2.2. MINIMUM RWY OCCUPANCY TIME

To make maximum use of the RWY, reduce its occupancy time and the incidence of go-around, it is important for the pilot-in-command, without prejudice to the safety and normal operation of the ACFT, to adapt their landing maneuvers to vacate the RWY rapidly via:

- Landings on RWY 28: TWY A2.
- Landings on RWY 10: TWY C2 (code letter C or lower ACFT) or TWY C4 (code letters D, E or F ACFT).
- During periods of high intensity RWY use (announced in the ATIS), pilots shall report the exit TWY to be used, in the landing read-back.

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

2.2.3. ACFT WITH CODE LETTER F OPERATION

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

RWY 10 in use: Exit RWY preferably via TWYs C4, C8 or C9.
RWY exit via TWYs C2, C5 or C7 not authorized for ACFT of code letter higher than C.

RWY 28 is use: Exit RWY preferably via TWYs A2, A5 or A6.
RWY exit via TWY A4 not authorized for ACFT of code letter higher than C.

When the ACFT has vacated the RWY and is on the parallel TWY, the Follow-me car will guide it to the stand.

2.3. TAXI PROCEDURES

After vacating the RWY, if no taxiing instructions have been received, ACFT shall hold short of the TWY parallel to the RWY.

The guidance service will be provided with a Follow-me vehicle to the GA stands, and to those where the visual docking guidance system is unserviceable.

The guidance service will also be provided in cases when the apron pavement is wet, as well as upon request either by TWR or the pilot, or in exceptional cases.

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2. ARRIVAL

2.4. CONTINUOUS DESCENT INFORMATION

Depending on traffic situation, and if no need for interrupting the descent is foreseen, ACFT will be cleared to proceed to a standard arrival (STAR), or by means of a "direct to" clearance to an intermediate fix of the STAR, to the IAF, to an intermediate approach fix or to the IF, to the minimum altitude of the IAF or the IF of the instrumental procedure (IAC), in order to allow a continuous descent operation.

3. DEPARTURE

3.1. ATC CLEARANCE REQUEST AND START-UP VIA DATA LINK

3.1.1. GENERAL

DCL departure procedures are applied at Alicante-Elche Miguel Hernandez APT in the provision of ATC clearance and start-up services.

In case of discrepancies, voice communications will always prevail over datalink.

The pilot may request ATC clearance via DCL from 30 minutes before their TOBT until 5 minutes after their TOBT.

The pilot shall request ATC clearance and start-up simultaneously via RCD. The RCD message shall contain the following data:

- ACFT callsign according to the submitted flight plan (FPL);
- departure aerodrome;
- parking position;
- destination aerodrome;
- letter corresponding to the ATIS information received;
- ICAO ACFT type.

Any free text sent via the RCD by the pilot will not be considered by ATC. Special requests will always be made via voice communications.

The pilot will receive a message of acceptance, "RCD RECEIVED", or of rejection, "RCD REJECTED".

In the case of acceptance, ALICANTE Clearance will issue a CLD message with the following fields:

- ACFT callsign;
- destination aerodrome;
- assigned RWY for departure;
- departure procedure (SID)
  (Note: The initial altitude will correspond to the published SID.);
- SSR code mode A (SQUAWK);
- ADT (Approved Departure Time)
  (Note: ADT = CTOT of the flight, if applicable.);
- next frequency;
- current ATIS information letter;
- additional information, which will include start-up clearance or instructions to request it in the case of failure to comply with the start-up approval parameters indicated under A-CDM PROCESS below.

When a CLD message is sent in the valid range of TOBT and TSAT, ATC and start-up clearance will be received. If the pilot is not ready for start-up, he/she shall not accept the clearance and shall contact the controller by voice when ready.

When an FSM message of the type "REVERT TO VOICE PROCEDURES" is received, the datalink communication will be deemed to have concluded and the revert to voice procedures will be applied.

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3. DEPARTURE

When the CLD message is received:

- if any inconsistencies in the received message are detected, the pilot must revert to voice procedures and request a new clearance;
- if the pilot considers the CLD clearance message to be correct, he/she must respond via data link with a CDA message.

If a CDA message is not received by the pilot within the waiting time, or a CDA that is inconsistent with the previous CLD message is received, communication via datalink will be terminated and a "CDA REJECTED" message will be received in the FMS.

When a correct CDA message is received, the ATC system will send the ACFT a "CLEARANCE CONFIRMED" message in the FMS and will terminate the communication via datalink.

Push-back must be requested on the frequency stated in the appropriate CLD message, and it may only be approved via voice on that frequency.

3.1.2. REVERT TO VOICE PROCEDURES

Upon receiving a message of the type "REVERT TO VOICE PROCEDURES", or in the event of any inconsistency in the clearance received, the pilot will contact the controller via voice and request a new clearance.

3.2. APT-COLLABORATIVE DECISION MAKING (A-CDM)

3.2.1. DEFINITIONS

EOBT: Estimated Off-Block Time.

NMOC: Network Manager Operations Center.

CTOT: Calculated Take-Off Time.

TOBT: Target Off-Block Time. Time by which air carrier or ground handling agent expects to be ready, with doors closed, airbridge disconnected and ACFT push-back equipment connected.

TSAT: Target Start-Up Approval Time. Estimated start-up time calculated based on the TOBT, taxi time from stand, the CTOT (if subject to regulation) and APT operational capability.

TTOT: Target Take-Off Time.

3.2.2. GENERAL

APT applies A-CDM processes in the ACFT departure sequence. The A-CDM processes start 3 hours prior to the EOBT and end with ACFT take-off. Throughout the process, all flight-related information must be kept up-to-date. The information will be sent automatically to the NMOC at Eurocontrol and will be used to improve management in assigning CTOT.

APT applies the FAM (Flight Activation Monitoring) system managed by Eurocontrol. To prevent flight plans from being suspended automatically, the EOBT and TOBT must be kept up-to-date until the request for start-up, following the TSAT, so that the traffic flow enables departure to occur as close to TTOT as possible.

3.2.3. A-CDM PROCESS

ACFT may request ATC clearance from 30 minutes prior to their TOBT, and may request start-up from 5 minutes prior to their TOBT until 5 minutes after TSAT.

ATC clearance will only be issued between TOBT -30 minutes and TOBT -5 minutes.

On their first call (if they are not using data link), ACFT must:

- report ACFT type and series, stand and ATIS message received;
- communicate the need to perform a cross-bleed start if required.

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3. DEPARTURE

Between TOBT -5 and TSAT +5, the pilot shall request start-up. When possible (TSAT -5, TSAT +5), approval for this will be issued. If this is not possible, a start-up request will be recorded in the A-CDM system and TSAT information will be provided.

The start-up request log is equivalent to the REA message request for flights regulated with CTOT.

In case of non-compliance with A-CDM parameters, ATC shall not log the start-up request and pilot must contact his/her flight coordinator to correct A-CDM parameters.

Once the start-up request has been logged and TSAT information has been provided, in order to avoid saturating the frequency, pilots shall refrain from making additional calls before requesting start-up clearance in accordance with the updated TSAT.

If no start-up request is received within 5 minutes after TSAT, the flight will lose its TSAT and its start-up will not be cleared. A new updated TOBT and EOBT shall be required in order to sequence the flight again and to receive a new TSAT.

The TOBT and/or EOBT may only be updated by the air carrier or its ground handling agent, therefore pilots shall refrain from making requests of this nature to ATC.

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

3.3.1. START-UP

To avert the automatic cancellation of flight plans, the Estimated Off-Block Time (EOBT) must be maintained up-to-date.

Permission to start up engines/turbines shall be requested on the clearance frequency or, if this is not attended, on the frequency stated via ATIS or CLD message. When this permission is requested, the ACFT must be completely ready to start up immediately.

For requests by voice, pilots must indicate the full ACFT callsign to ATC, together with the stand occupied and the ATIS message received.

ACFT must comply with the provisions described under A-CDM PROCESS above.

Start-up of engines above idling at all stands in contact with the terminal is forbidden, until the ACFT is lined up with the TWY.

3.3.2. CARRYING OUT OF CROSS-BLEED START

On remote stands (second line) with autonomous exit, cross-bleed start (to start the second engine by means of bleeding the fisrt one) overseen by the Follow-me car is authorized subject to prior coordination with ATC.

This operation must be carried out increasing the power only to the minimum needed to start the rest of the engines.

The autonomous exit from those stands where it is allowed shall be carried out in such a way that, when turning, idling power is not exceeded. Pilots will be responsible for carrying out the stand exit maneuver observing the Guidance System and leaving the apron through the first available gate to go to the RWY in service, unless otherwise instructed by ATC.

3.3.3. PUSH-BACK

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

ACFT must be ready for towed push-back at approved start-up time; otherwise pilots will contact ATC. The time between the end of the towing maneuver and the beginning of taxiing must be 3 minutes at the most.

At remote stands, ACFT must request taxiing instructions at most 3 minutes after receiving approval for start-up.

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3. DEPARTURE

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

- RWY 10 in service:Push-back with nose to West.
- RWY 28 in service:Push-back with nose to East.

Exceptions:

Regardless of RWY in use, ACFT parked on

- Stands 1A, 36, 37 thru 49: Push-back with nose to South.
- Stands 1B, 1C, 200: Push-back with nose to West.
- Stands 33, 35, 87 and 89: Push-back with nose to East.

3.3.4. TAXI PROCEDURES

3.3.4.1. ACFT WITH CODE LETTER E OPERATION

ACFT exit from stands 2 or 4C will always be carried out via gate A.

3.4. RWY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY TIME

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

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

Limitations on departure operations through holding position of RWY 10:

- TWY A4 is limited to ACFT of MAX code letter C (MAX wingspan 118'/36m).
- ACFT A346, A35K and B77W may only use TWY A5.

Limitations on departure operations through holding position of RWY 28:

- TWYs C5 and C7 are limited to ACFT with MAX wingspan 118'/36m.
- ACFT A346, A35K and B77W may only use TWY C8.

3.4.2. ACFT WITH CODE LETTER F OPERATION

RWY 10 in use: Enter RWY preferably via TWYs A5 or A6.
RWY entry via TWY A4 not authorized for ACFT with code letter higher than C.

RWY 28 in use: Enter RWY preferably via TWYs C8 or C9.
RWY entry via TWYs C5 and C7 not authorized for ACFT with code letter higher than C.

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LEAL/ALC
ALICANTE-ELCHE

JEPPESEN

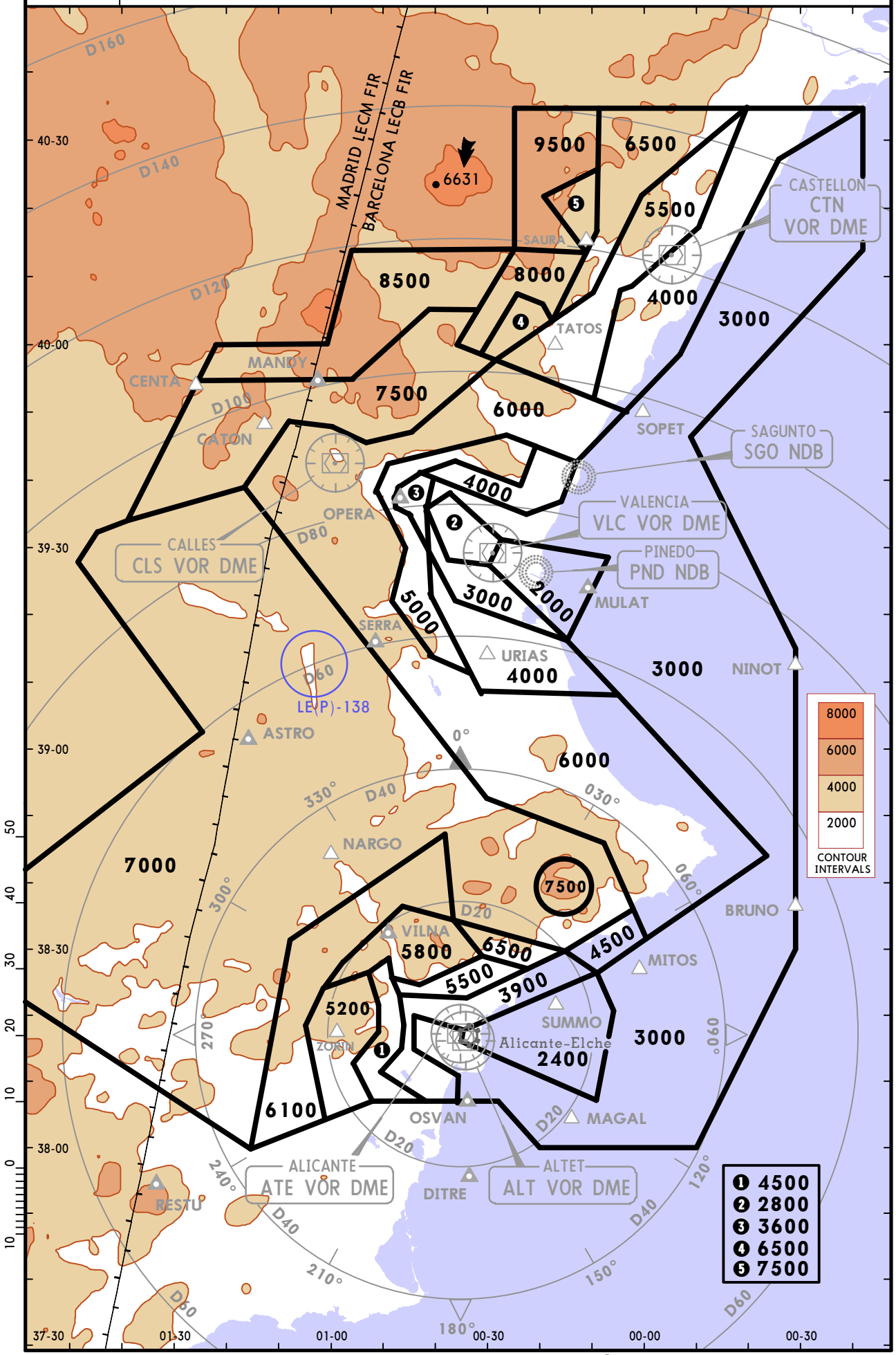
26 OCT 18 | 10-1R | Eff 8 Nov

ALICANTE, SPAIN
RADAR MINIMUM ALTITUDES

Apt Elev 142'

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: Reissue.

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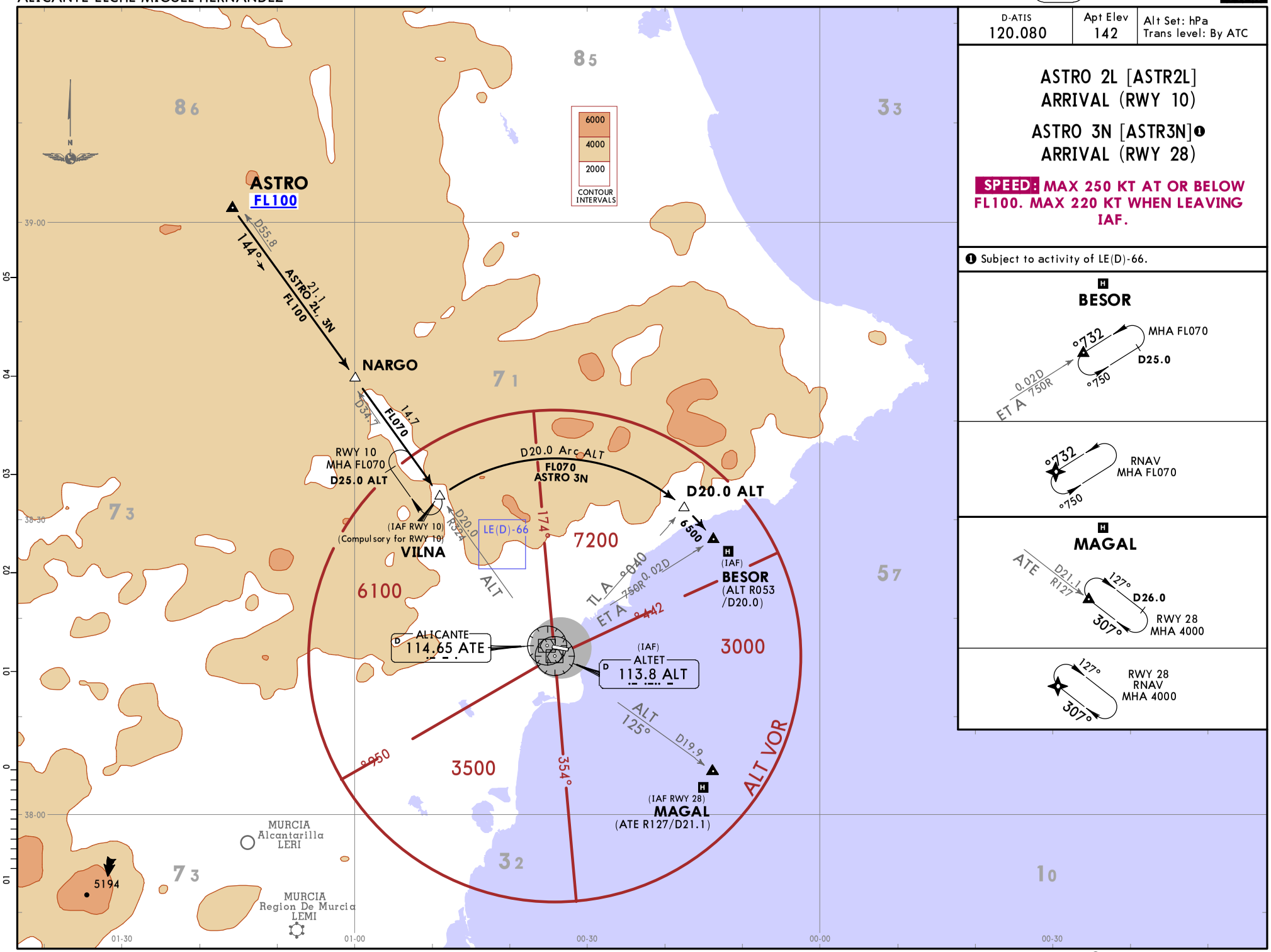
D-ATIS	Apt Elev	Alt Set: hPa
120.080	142	Trans level: By ATC

ASTRO 2L [ASTR2L]
ARRIVAL (RWY 10)

ASTRO 3N [ASTR3N]❶
ARRIVAL (RWY 28)

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

❶ Subject to activity of LE(D)-66.



BESOR

MAGAL

CHANGES: BESOR & MAGAL RNAV holdings established, MSA, chart redrawn.

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CHANGES: BESOR & MAGAL RNAV holdings established, MSA, chart redrawn.

D-ATIS	Apt Elev	Alt Set: hPa
120.080	142	Trans level: By ATC

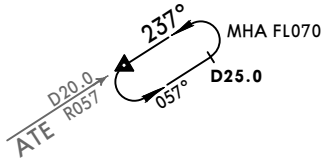
MABUX 3L [MABU3L] ARRIVAL (RWY 10)

MABUX 1N [MABU1N]❶ MABUX 3P [MABU3P]❶❷ ARRIVALS (RWY 28)

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

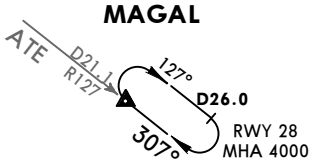
❶ Subject to activity of LE(D)-66.
❷ BRNAV (BRNAV approval required).

BESOR





MAGAL





(MABUX 3P: RNAV fly-over)
MABUX
MABUX 3P: FL100

CALLES
117.55 CLS

VALENCIA
LEVC

KOVAM

D45.3 ALT

D22.0 ALT

D20.0 ARC ALT
FL070

D75.0 CLS

D20.0 ALT

D25.0 ALT

MHA FL070

VILNA
(IAF)

LE(D)-66

ALT VOR

ALICANTE
114.65 ATE

ALTET
113.8 ALT
(IAF)

(IAF)
BESOR
(ALT R053/D20.0)

(IAF RWY 28)
MAGAL
(ATE R127/D21.1)

MURCIA
Alcantarilla
LERI

6000
4000
2000
CONTOUR INTERVALS

7200
6100
3500
3000
6500
5110

LEAL/ALC
ALICANTE-ELCHE MIGUEL HERNANDEZ

JEPPESEN
19 JAN 24
10-2A
Eff 25 Jan

ALICANTE, SPAIN
STAR

MABUX 3L [MABU3L] ARRIVAL (RWY 10)
MABUX 1N [MABU1N] MABUX 3P [MABU3P] ARRIVALS (RWY 28)

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D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
120.080	142	

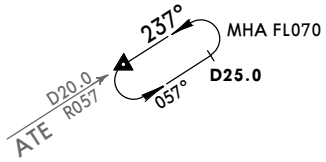
CALLES 2L (CLS2L) ❶
VALENCIA 3L (VLC3L)
ARRIVALS (RWY 10)

CALLES 4N (CLS4N) ❶
VALENCIA 3N (VLC3N)
ARRIVALS (RWY 28)

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

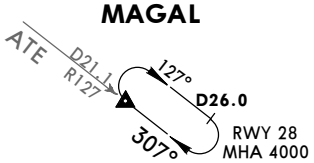
❶ Possible coverage failure below FL130. RADAR assistance will be provided.

BESOR





MAGAL





CALLES
117.55 CLS
FL100

VALENCIA
116.1 VLC
FL100

VALENCIA
LEVC

KOVAM

154°
173°
CLS 4N
FL080
21

195°
168°
VLC 3N
FL080
37.0

CLS 2L
FL070
70

VLC 3L
FL080
56

FL080
54

D31.0
MHA FL080
348°
D37.0 VLC

FL080
25

8000
6000
4000
2000
CONTOUR INTERVALS

D25.0 ALT
144°
(IAF)
VILNA
MHA FL070

D75.0 CLS
FL070
7

174°
7200

ALT VOR
D20.0
R324
ALT

ATE
R057
D20.0
244°
(IAF)
BESOR
(ALT R053/D20.0)

ALICANTE
114.65 ATE

(IAF)
ALTET
113.8 ALT

059°
6100

125°
ALT
D19.9
354°
3500
3000

(IAF RWY 28)
MAGAL
(ATE R127/D21.1)

MURCIA
Alcantarilla
LERI

MURCIA
Region De Murcia
LEMI

40-00
39-30
39-00
38-30
38-00
10 0 10 20 30 40 50
01-00 00-30 00-00 00-30

CHANGES: BESOR & MAGAL RNAV holdings established, MSA, chart redrawn.

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CALLES 2L (CLS2L)
VALENCIA 3L (VLC3L)
ARRIVALS (RWY 10)
CALLES 4N (CLS4N)
VALENCIA 3N (VLC3N)
ARRIVALS (RWY 28)

LEAL/ALC
ALICANTE-ELCHE MIGUEL HERNANDEZ

JEPPESEN 10-2C 19 JAN 24 Eff 25 Jan

ALICANTE, SPAIN
STAR

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
120.080	142	

GERVU 3L [GERV3L]
GERVU 3M [GERV3M] ❶
ARRIVALS (RWY 10)

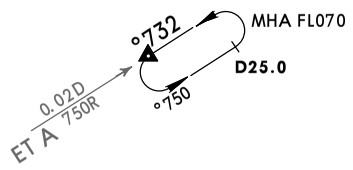
GERVU 3N [GERV3N]
ARRIVAL (RWY 28)

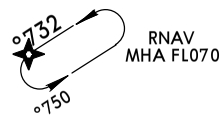
SPEED: MAX 250 KT AT OR BELOW FL100. MAX 220 KT WHEN LEAVING IAF.

❶ BRNAV (BRNAV approval required).

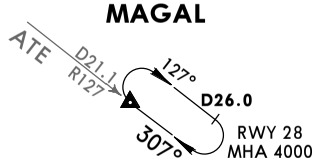


BESOR





MAGAL





CHANGES: BESOR & MAGAL RNAV holdings established, MSA, chart redrawn.

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LEAL/ALC
ALICANTE-ELCHE MIGUEL HERNANDEZ

JEPPESEN ALICANTE, SPAIN
19 JAN 24 (10-2D) Eff 25 Jan
STAR

D-ATIS	Apt Elev	Alt Set: hPa
120.080	142	Trans level: By ATC

MAGAL 2L [MAGA2L]
RESTU 3M [REST3M] ❶ ❷
RESTU 3Q [REST3Q] ❸
ARRIVALS (RWY 10)

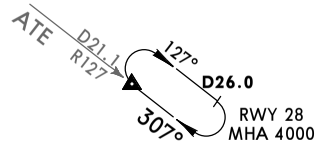
RESTU 3N [REST3N] ❸
ARRIVAL (RWY 28)

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

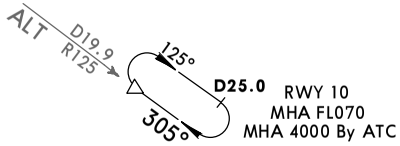
❶ BRNAV (BRNAV approval required).
❷ Subject to activity of LE(R)-63 & LE(TRA)-65.
❸ Subject to activity of LE(R)-63, LE(D)-96 & LE(TRA)-65.



MAGAL







CHANGES: MAGAL RNAV holding stablished, MSA, chart redrawn.

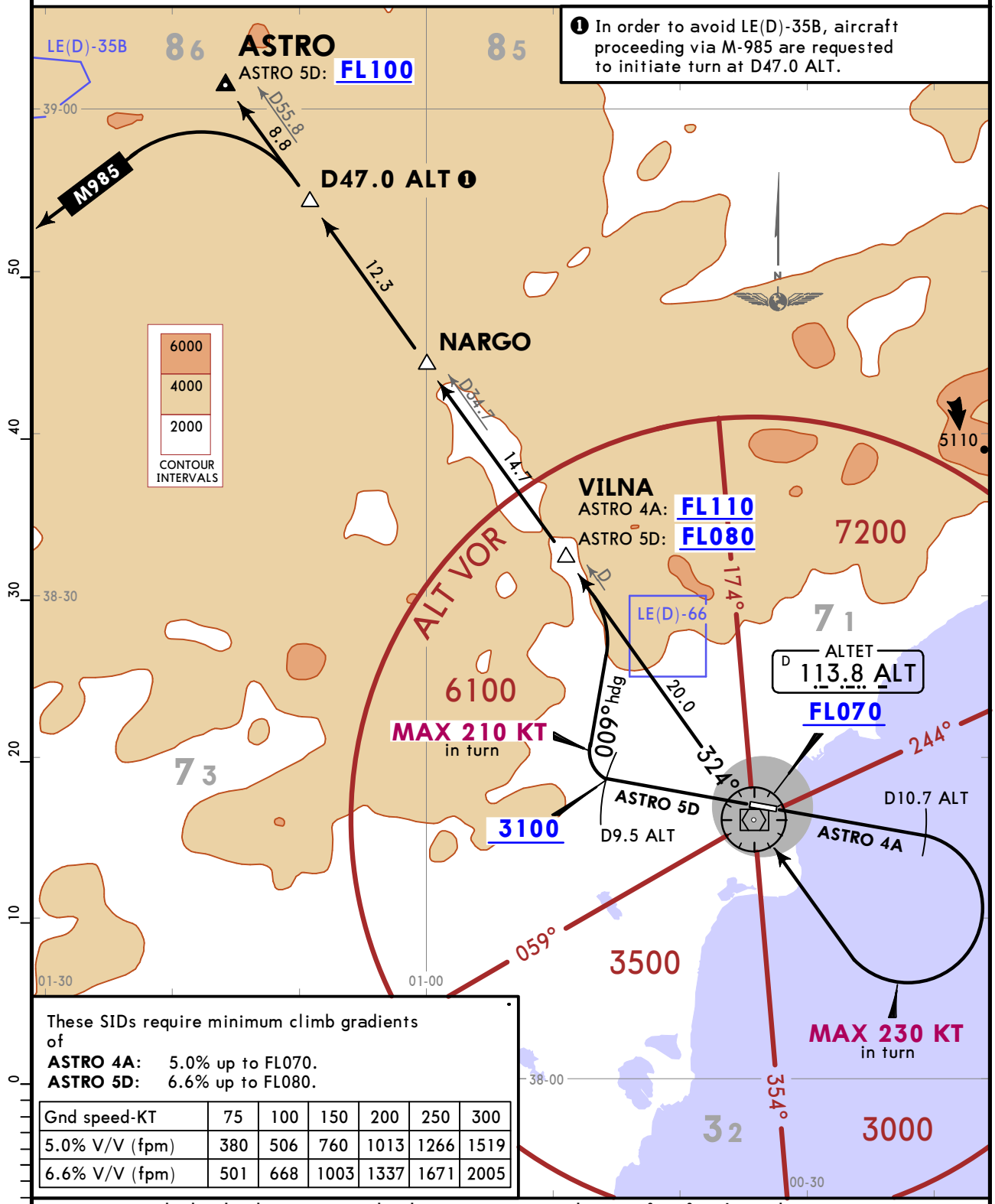
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Apt Elev	
142	Trans alt: 6000 1. RWY 28: For close-in obstacles refer to chart 10-3OB1. 2. ASTRO 5D: Length of the dead reckoning segment is not standard.

ASTRO 4A [ASTR4A], ASTRO 5D [ASTR5D] DEPARTURES (ALL RWYS)



These SIDs require minimum climb gradients of
ASTRO 4A: 5.0% up to FL070.
ASTRO 5D: 6.6% up to FL080.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

Initial climb clearance: Climb to **6000** and wait for further clearance.

SID	RWY	ROUTING
ASTRO 4A ❷	**10**	Climb on runway heading to D10.7 ALT, turn RIGHT to ALT, ALT R324 via VILNA and NARGO to ASTRO.
ASTRO 5D	**28**	Climb on runway heading to D9.5 ALT, turn RIGHT, 009° heading, intercept ALT R324 via VILNA and NARGO to ASTRO.

❷ Subject to activity of LE(D)-66.

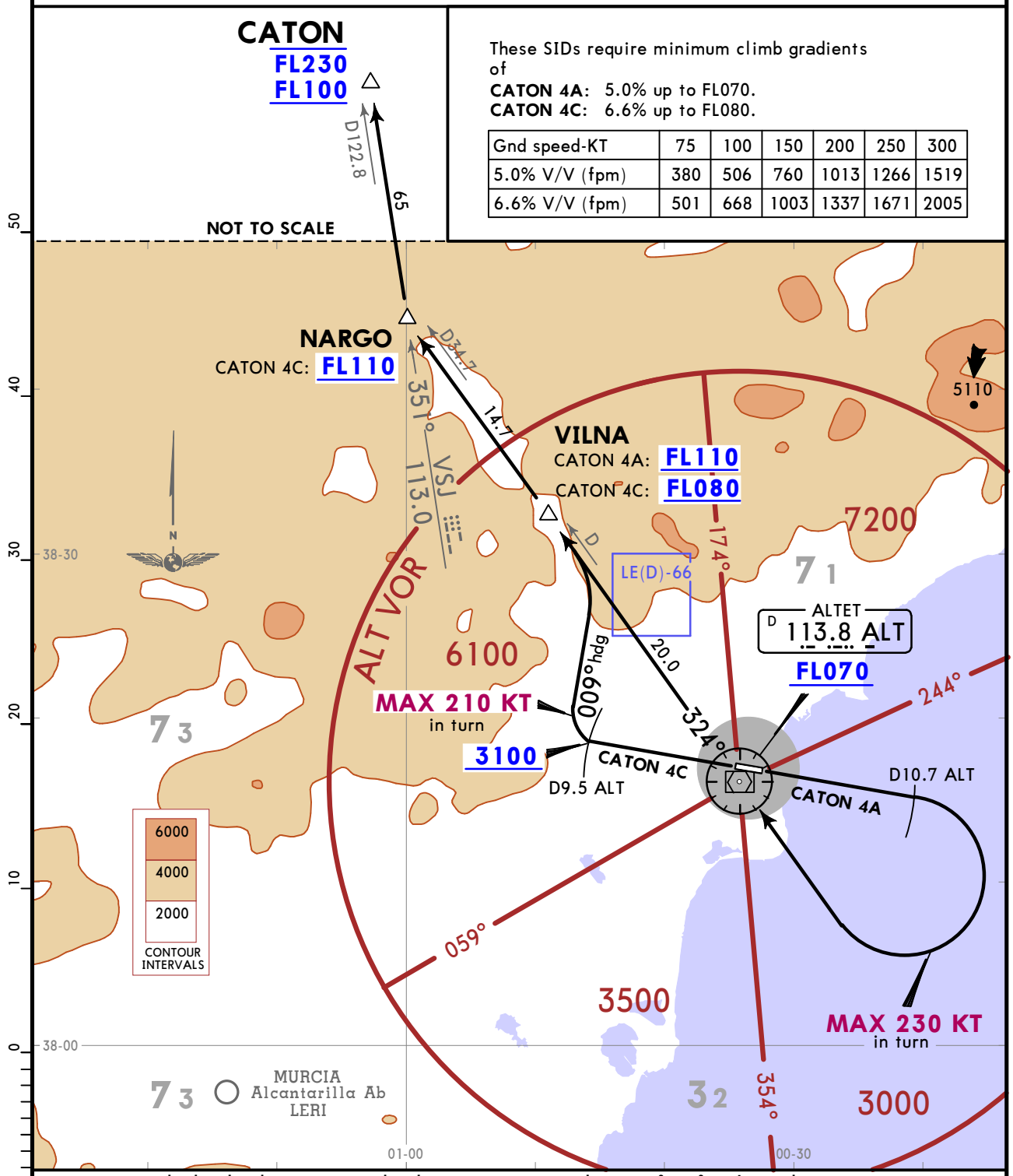
CHANGES: Airway information.

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Apt Elev	
142	Trans alt: 6000 1. RWY 28: For close-in obstacles refer to chart 10-3OB1. 2. CATON 4C: Length of the dead reckoning segment is not standard.

CATON 4A [CAT04A], CATON 4C [CAT04C]
B-RNAV DEPARTURES
(ALL RWYS)
B-RNAV APPROVAL REQUIRED



Initial climb clearance: Climb to **6000** and wait for further clearance.

SID	RWY	ROUTING
CATON 4A ❶	10	Climb on runway heading to D10.7 ALT, turn RIGHT to ALT, ALT R324 via VILNA to NARGO, then to CATON.
CATON 4C	28	Climb on runway heading to D9.5 ALT, turn RIGHT, 009° heading, intercept ALT R324 via VILNA to NARGO, then to CATON.

❶ Subject to activity of LE(D)-66.

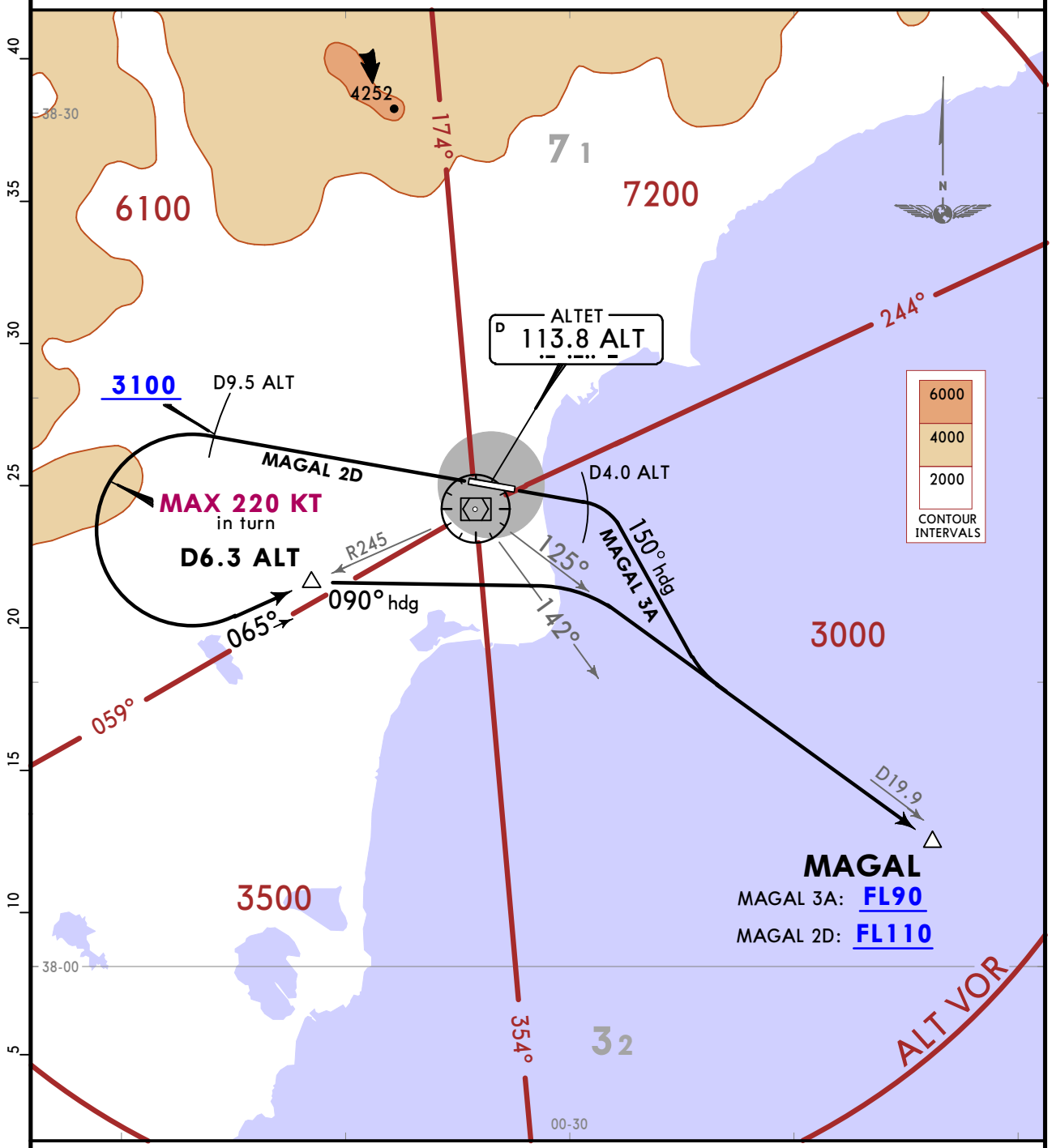
CHANGES: None.

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Apt Elev	
142	Trans alt: 6000 RWY 28: For close-in obstacles refer to chart 10-3OB1.

MAGAL 3A [MAGA3A]
MAGAL 2D [MAGA2D]
DEPARTURES



These SIDs require minimum climb gradients of
MAGAL 3A: 7.3% up to FL90.
MAGAL 2D: 5.5% up to FL70.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
7.3% V/V (fpm)	554	739	1109	1479	1848	2218

Initial climb clearance: Climb to **6000** and wait for further clearance.

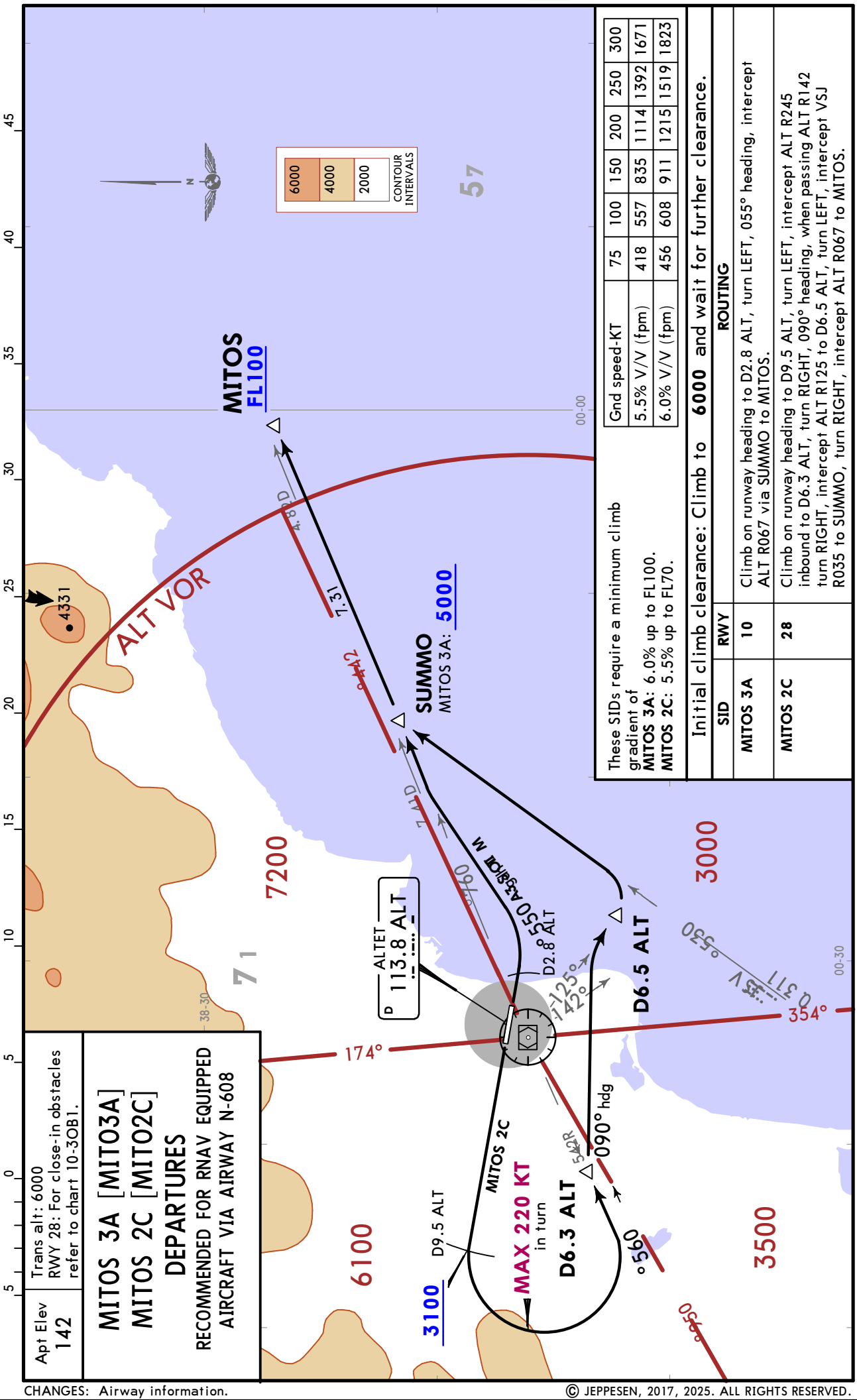
SID	RWY	ROUTING
MAGAL 3A	**10**	Climb on runway heading to D4.0 ALT, turn RIGHT, 150° heading, intercept ALT R125 to MAGAL.
MAGAL 2D	**28**	Climb on runway heading to D9.5 ALT, turn LEFT, intercept ALT R245 inbound to D6.3 ALT, turn RIGHT, 090° heading, when passing ALT R142 turn RIGHT, intercept ALT R125 to MAGAL.

CHANGES: None.

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LEAL/ALC
ALICANTE-ELCHE MIGUEL HERNANDEZ



Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.0% V/V (fpm)	456	608	911	1215	1519	1823

These SIDs require a minimum climb gradient of
MITOS 3A: 6.0% up to FL100.
MITOS 2C: 5.5% up to FL70.

Initial climb clearance: Climb to **6000** and wait for further clearance.

SID	RWY	ROUTING
MITOS 3A	10	Climb on runway heading to D2.8 ALT, turn LEFT, 055° heading, intercept ALT R067 via SUMMO to MITOS.
MITOS 2C	28	Climb on runway heading to D9.5 ALT, turn LEFT, intercept ALT R245 inbound to D6.3 ALT, turn RIGHT, 090° heading, when passing ALT R142 turn RIGHT, intercept ALT R125 to D6.5 ALT, turn LEFT, intercept VSJ R035 to SUMMO, turn RIGHT, intercept ALT R067 to MITOS.

Apt Elev 142

Trans alt: 6000
RWY 28: For close-in obstacles refer to chart 10-3OB1.

MITOS 3A [MITO3A]
MITOS 2C [MITO2C]
DEPARTURES
RECOMMENDED FOR RNAV EQUIPPED AIRCRAFT VIA AIRWAY N-608

CHANGES: Airway information.

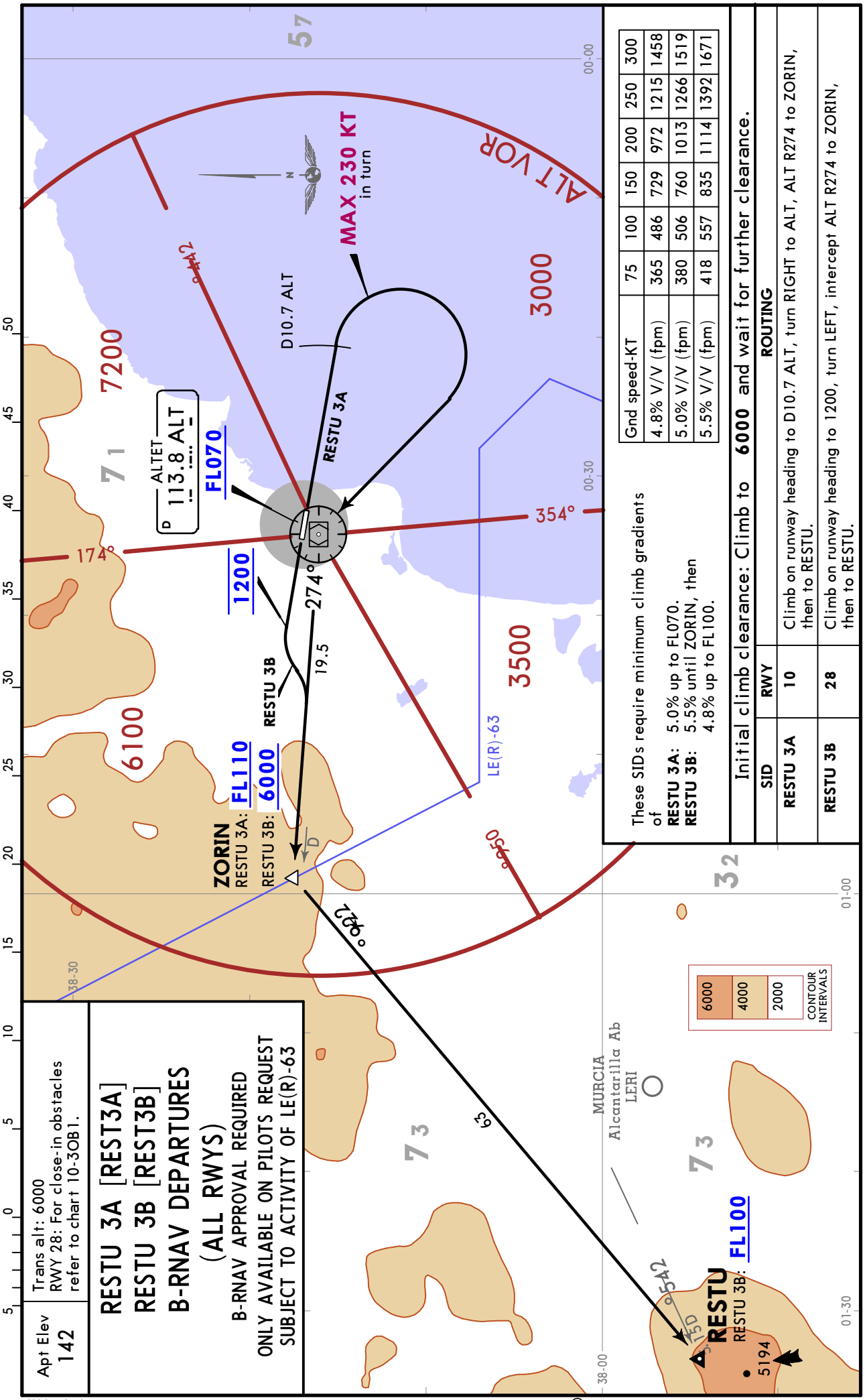
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LEAL/ALC
ALICANTE-ELCHE MIGUEL HERNANDEZ

JEPPESEN
19 JAN 24 (10-3D) Eff 25 Jan

ALICANTE, SPAIN
RNAV SID



Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.5% V/V (fpm)	418	557	835	1114	1392	1671

These SIDs require minimum climb gradients of
RESTU 3A: 5.0% up to FL070. 5.5% until ZORIN, then 4.8% up to FL100.
RESTU 3B: 4.8% up to FL100.

Initial climb clearance: Climb to **6000** and wait for further clearance.

SID	RWY	ROUTING
RESTU 3A	10	Climb on runway heading to D10.7 ALT, turn RIGHT to ALT, ALT R274 to ZORIN, then to RESTU.
RESTU 3B	28	Climb on runway heading to 1200, turn LEFT, intercept ALT R274 to ZORIN, then to RESTU.

CHANGES: MSA.

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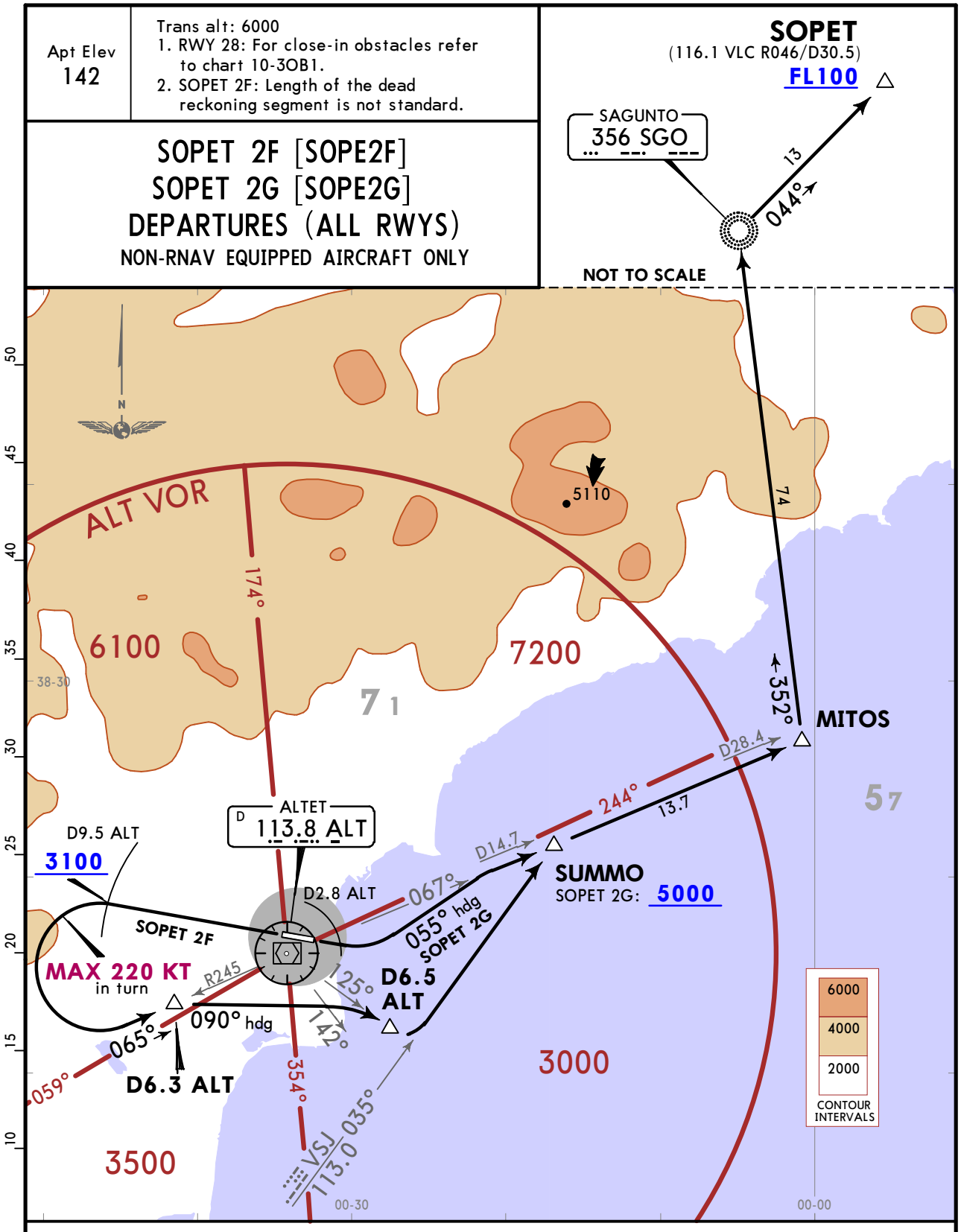
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LEAL/ALC
ALICANTE-ELCHE MIGUEL HERNANDEZ

Apt Elev 142

Trans alt: 6000
1. RWY 28: For close-in obstacles refer to chart 10-3OB1.
2. SOPET 2F: Length of the dead reckoning segment is not standard.

SOPET 2F [SOPE2F]
SOPET 2G [SOPE2G]
DEPARTURES (ALL RWYS)
NON-RNAV EQUIPPED AIRCRAFT ONLY



These SIDs require a minimum climb gradient of
SOPET 2F: 5.5% up to FL070.
SOPET 2G: 5.5% up to 5000.

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

Initial climb clearance: Climb to **6000** and wait for further clearance.

SID	RWY	ROUTING
SOPET 2F	**28**	Climb on runway heading to D9.5 ALT, turn LEFT, intercept ALT R245 inbound to D6.3 ALT, turn RIGHT, 090° heading, when passing ALT R142 turn RIGHT, intercept ALT R125 to D6.5 ALT, turn LEFT, intercept VSJ R035 to SUMMO, turn RIGHT, intercept ALT R067 to MITOS, turn LEFT, intercept 352° bearing to SGO, turn RIGHT, 044° bearing to SOPET.
SOPET 2G	**10**	Climb on runway heading to D2.8 ALT, turn LEFT, 055° heading, intercept ALT R067 via SUMMO to MITOS, turn LEFT, intercept 352° bearing to SGO, turn RIGHT, 044° bearing to SOPET.

CHANGES: MSA.

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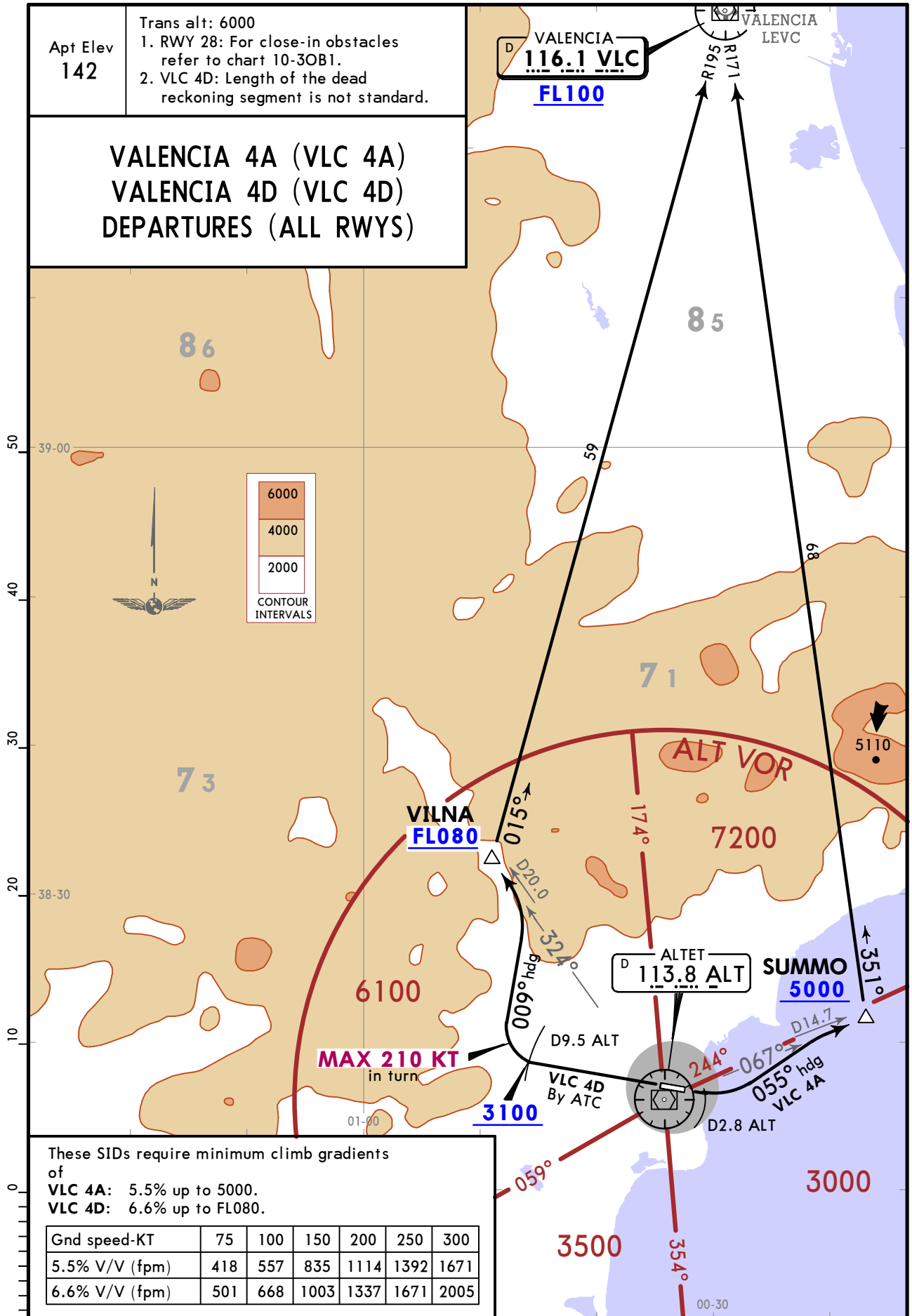
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LEAL/ALC
ALICANTE-ELCHE MIGUEL HERNANDEZ

Apt Elev 142

Trans alt: 6000
1. RWY 28: For close-in obstacles refer to chart 10-3OB1.
2. VLC 4D: Length of the dead reckoning segment is not standard.

VALENCIA 4A (VLC 4A)
VALENCIA 4D (VLC 4D)
DEPARTURES (ALL RWYS)



These SIDs require minimum climb gradients of
VLC 4A: 5.5% up to 5000.
VLC 4D: 6.6% up to FL080.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

Initial climb clearance: Climb to **6000** and wait for further clearance.

SID	RWY	ROUTING
VLC 4A	**10**	Climb on runway heading to D2.8 ALT, turn LEFT, 055° heading, intercept ALT R067 to SUMMO, turn LEFT, intercept VLC R171 inbound to VLC.
VLC 4D By ATC	**28**	Climb on runway heading to D9.5 ALT, turn RIGHT, 009° heading, intercept ALT R324 to VILNA, turn RIGHT, intercept VLC R195 inbound to VLC.

CHANGES: MSA.

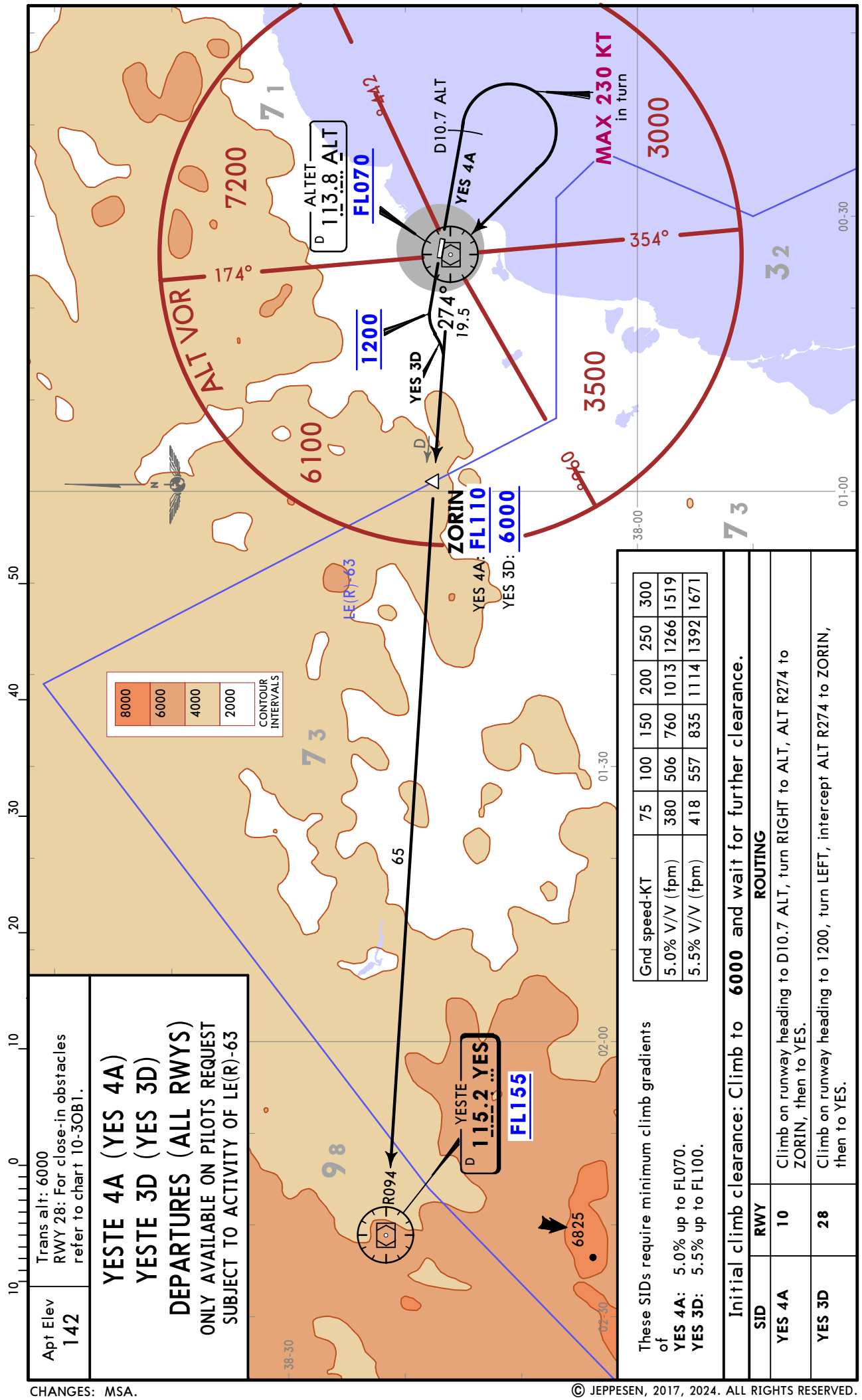
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LEAL/ALC
ALICANTE-ELCHE MIGUEL HERNANDEZ

JEPPESEN
19 JAN 24 (10-3G) Eff 25 Jan

ALICANTE, SPAIN
SID



CHANGES: MSA.

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CONTINGENCY DEPARTURES
(ALL RWYS)

In the event of failure of one or more navaids used for the departures from runways 10, 28 the following procedures shall be carried out:

RWY 10: Climb on runway heading to 3500, turn by following ATC instructions.

RWY 28: Climb on 270° heading to 4500, turn by following ATC instructions.

These departures require minimum climb gradients of
RWY 10: 5.5%.
RWY 28: 7.0%.

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

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CLOSE-IN OBSTACLES

OBSTACLE	RWY	LOCATION	HGT	ALT
TREE	28	N38 17 17.7 W000 35 27.3	92	299
TREE	28	N38 17 19.6 W000 35 00.2	60	246
LIGHTING TOWER	28	N38 16 59.5 W000 34 41.5	29	187
TREE	28	N38 17 18.1 W000 34 57.7	8	226
TREE	28	N38 17 18.0 W000 35 01.6	48	233
TREE	28	N38 17 18.1 W000 35 00.3	45	230
LIGHTING TOWER	28	N38 17 00.0 W000 34 43.1	28	187
TREE	28	N38 17 18.6 W000 35 05.9	50	239
TREE	28	N38 17 18.8 W000 35 06.4	50	239
LIGHTING TOWER	28	N38 17 00.3 W000 34 44.7	27	187
LIGHTING TOWER	28	N38 16 57.8 W000 34 45.4	27	187
TREE	28	N38 17 18.6 W000 35 06.4	47	236
TREE	28	N38 17 19.4 W000 35 06.3	45	236
POLE	28	N38 16 59.1 W000 34 47.5	27	190
POLE	28	N38 17 00.5 W000 34 48.9	29	194
POLE	28	N38 16 57.9 W000 34 46.3	28	187
POLE	28	N38 16 59.8 W000 34 47.5	27	190
TREE	28	N38 17 00.3 W000 34 47.8	29	190
LIGHTING TOWER	28	N38 16 58.8 W000 34 46.6	27	187
LAMPPOST	28	N38 16 58.9 W000 34 38.5	17	171
TREE	28	N38 17 00.0 W000 34 48.4	27	190
POLE	28	N38 17 00.7 W000 34 50.2	28	194
TREE	28	N38 17 06.4 W000 35 17.5	59	249
LAMPPOST	28	N38 16 59.2 W000 34 39.2	16	171
TREE	28	N38 17 17.0 W000 34 56.9	31	213
TREE	28	N38 17 06.4 W000 35 17.7	60	249
TREE	28	N38 17 22.2 W000 35 22.8	57	266

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CONSTRUCTION WORKS
(SUP 224/25)
REFER ALSO TO LATEST NOTAMS

GENERAL

Development of a new TWY on the apron area in front of the eastern facade of the terminal building, parallel to the existing TWY providing access to stands.
The new TWY will be designated T2, and the existing one will be redesignated T1. The sequence of execution of the phases will not necessarily follow the order presented herein.

PHASE 1: Works affecting RWY

Description of works:

During this phase, works will be carried out within the aerodrome movement area, including installation of electrical ducting and associated civil works, laying of power supply cabling and erection of high-mast ("mega") lighting towers.

Operational Restrictions:

RWY 10/28 closed.

PHASE 2: Works on Apron

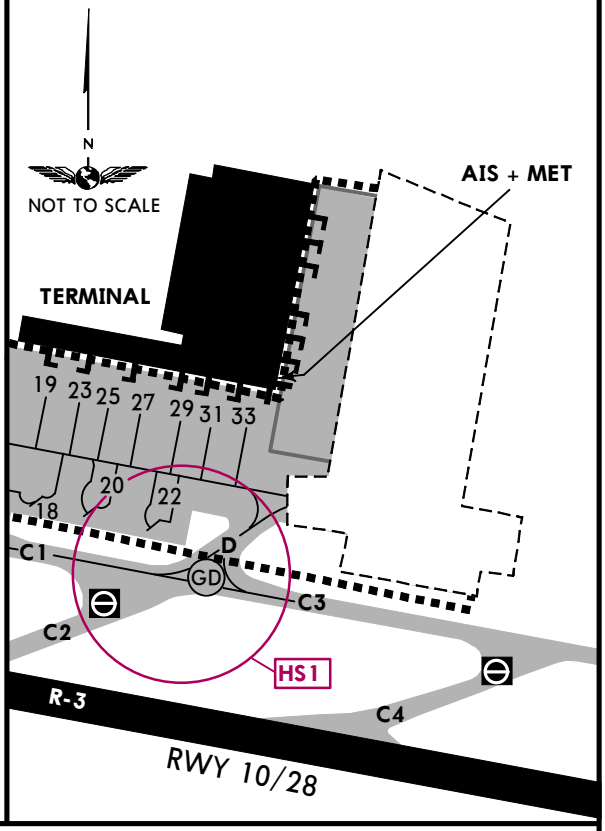
Description of works:

During this phase, civil works, pavement construction, airfield lighting installation, and horizontal marking and signage will be carried out as part of the apron expansion project.

Operational Restrictions:

The entire apron area located along the eastern facade of the terminal building (Stands 200 and 35 thru 49), as well as the apron turning area will be withdrawn from service.

LEGEND
- Apron limit
- Area not visible from Tower
- No entry
- HS — HOT SPOT — See AIRPORT, AIRPORT INFO, TAKE-OFF MNMS for description
- GD — Gate (Handover point - w/o COMM)
- Working area



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CONSTRUCTION WORKS (CONTD)
(SUP 224/25)
REFER ALSO TO LATEST NOTAMS

PHASE 3: Pavement connection works

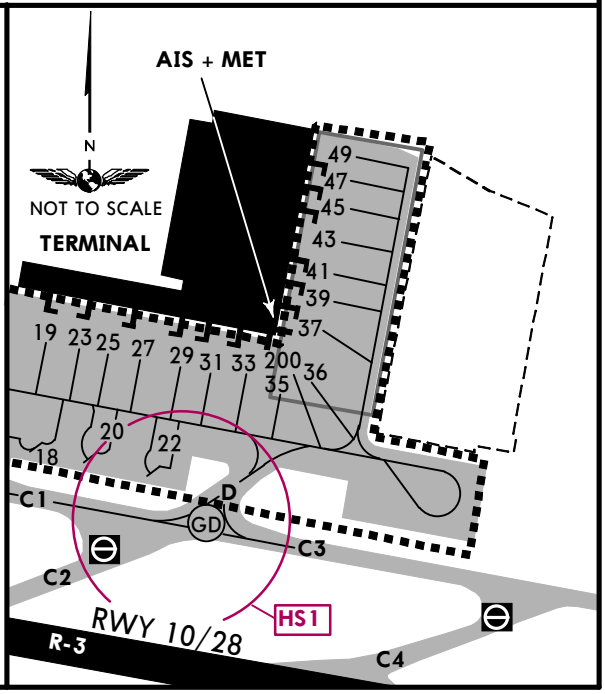
Description of works:

During this phase, temporary fencing will be removed and pavement connection works will be carried out to tie in the new surface with the existing pavement.

Operational Restrictions:

Operations on the apron area in front of the eastern facade of the terminal building (Stands 36 thru 49) will be restricted to ACFT up to Code Letter C. The apron turning area will also be restricted to Code C ACFT only, except when used as an isolated parking position, in which case no restriction will apply.

LEGEND
- Apron limit
- Area not visible from Tower
- No entry
- HS — HOT SPOT See AIRPORT, AIRPORT INFO, TAKE-OFF MNMS for description
- GD — Gate (Handover point - w/o COMM)
- Working area



PHASE 4: New TWYs T1 and T2

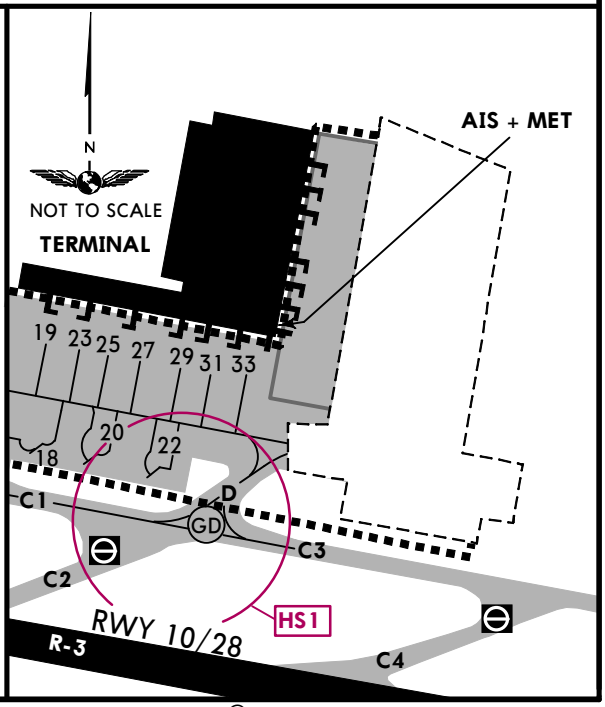
Description of works:

Final works for the operational integration of the new and existing areas, including painting, signage and related tasks.

Operational Restrictions:

The entire apron area located along the eastern facade of the terminal building (Stands 35 thru 49) and the apron turning area will be withdrawn from service.
Upon completion of this phase, TWYs T1 and T2 will be commissioned.

LEGEND
- Apron limit
- Area not visible from Tower
- No entry
- HS — HOT SPOT See AIRPORT, AIRPORT INFO, TAKE-OFF MNMS for description
- GD — Gate (Handover point - w/o COMM)
- Working area



CHANGES: New temporary chart.

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RESURFACING ON TWY PARALLEL TO RWY
(SUP 23/26)
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
REFER ALSO TO LATEST NOTAMS

GENERAL
No works will be carried out when LVP are in force.
Helicopter operations during the activation periods of each phase may be affected by the closure of certain TWY; therefore, ACFT access to and from the RWY and taxiing will follow ATC instructions at all times.
During the activation of any phase, operations by ACFT with code letter E and F will not be permitted.
The following periods of operational schedules are established:
- Schedule X: High operational impact.
- Schedule Y: Moderate operational impact.
- Schedule Z: Low operational impact.

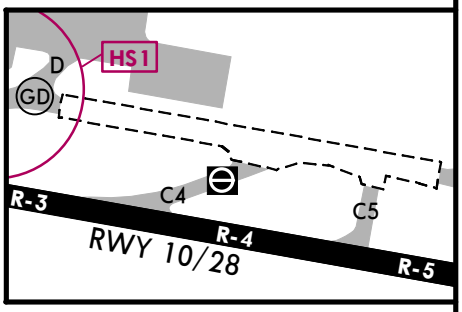
Specific schedules will be published via NOTAM.

PHASE 1 - Closure of TWYs C3, C4, C5, C6
Description of works:
Pavement, lighting and markings works will be carried out on TWY C3.

Operational Restrictions:
Schedule X:
No operational restrictions.

Schedule Y:
Closure of TWYs C3, C4, C5 and C6.

Schedule Z:
RWY closed.



ACFT taxiing:
Landing on RWY 10:
Vacate the RWY via TWY C2 to the apron or via C7;
RWY entry via TWY C9.
Taxi via RWY and exit to the apron via TWY A2. Marshaller guidance provided.

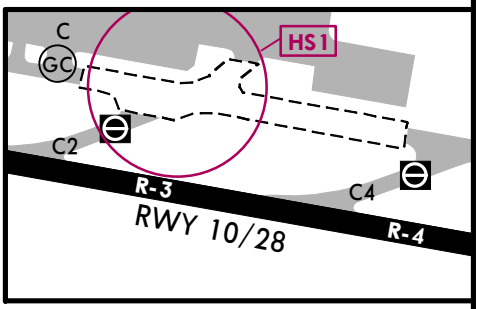
Departure from RWY 28:
Enter the RWY via TWY A4, A5 or A6;
taxi via the RWY and vacate via TWY C7, then enter for departure via TWY C9. Marshaller guidance provided.

PHASE 2 - Closure of TWYs C1, C2, C3 and GATE D
Description of works:
Pavement, lighting and markings works will be carried out on TWY C1 at its intersection with GATE D.

Operational Restrictions:
Schedule X:
No operational restrictions.

Schedule Y:
Closure of TWYs C1, C2, C3 and GATE D.

Schedule Z:
RWY closed.



ACFT taxiing:
Landing on RWY 10:
Vacate the RWY via TWY C4, C5 or C7;
enter the RWY via TWY C9 as required.
Taxi via RWY and exit to the apron via TWY A2. Marshaller guidance provided.

Departure from RWY 28:
Enter the RWY via TWY A4, A5 or A6;
taxi via the RWY and vacate via TWY C4. Enter for departure via TWY C5, C7, C8 or C9.
Marshaller guidance provided.

LEGEND

⊖	No entry	HS	HOT SPOT See AIRPORT, AIRPORT INFO, TAKE-OFF MNMS for description
	Working area	GD	Gate (Handover point - w/o COMM)

CHANGES: SUP number.

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RESURFACING ON TWY PARALLEL TO RWY (CONTD 1)
(SUP 23/26)
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
REFER ALSO TO LATEST NOTAMS

GENERAL
No works will be carried out when LVP are in force.
Helicopter operations during the activation periods of each phase may be affected by the closure of certain TWY; therefore, ACFT access to and from the RWY and taxiing will follow ATC instructions at all times.
During the activation of any phase, operations by ACFT with code letter E and F will not be permitted.
The following periods of operational schedules are established:
- Schedule X: High operational impact.
- Schedule Y: Moderate operational impact.
- Schedule Z: Low operational impact.

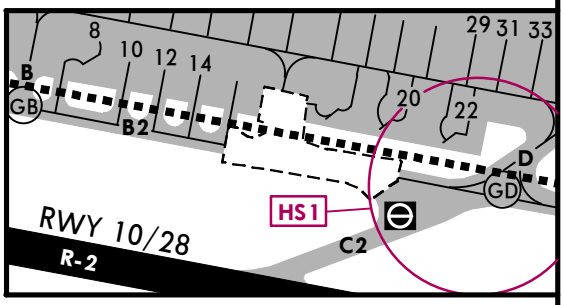
Specific schedules will be published via NOTAM.

PHASE 3 - Closure of TWY C1 and GATE C
Description of works:
Pavement, lighting and markings works will be carried out on TWY C1 and GATE C.

Operational Restrictions:
Schedule X:
No operational restrictions.

Schedule Y:
Closure of TWY C1 and GATE C.
Stands 16, 18 and 18A out of service.

Schedule Z:
RWY closed.

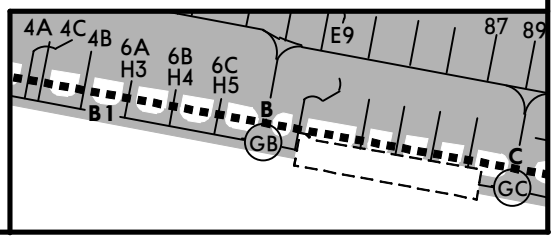


Impact on ACFT taxiing:
Closure of TWY C1 and GATE C. Alternative taxiing via inner apron taxi lane.

PHASE 4 - Closure of TWY B2
Description of works:
Pavement, lighting and markings works will be carried out on TWY B2.

Operational Restrictions:
Schedule H24:
Closure of TWY B2.
Stands 8, 10, 12, 14 and 16 out of service.

Schedule Z:
RWY closed.

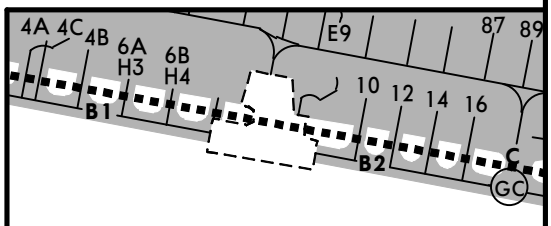


Impact on ACFT taxiing:
Closure of TWY B2. Alternative taxiing via inner apron taxi lane.

PHASE 5 - Closure of GATE B
Description of works:
Pavement, lighting and markings works will be carried out at GATE B.

Operational Restrictions:
Schedule H24:
Closure of GATE B.
Stands 6C/H5 and 8 out of service.

Schedule Z:
RWY closed.



Impact on ACFT taxiing:
Closure of GATE B. Alternative taxiing via inner apron taxi lane.

LEGEND

Apron limit
No entry
Working area
HOT SPOT
See AIRPORT, AIRPORT INFO, TAKE-OFF MNMS for description
Gate (Handover point - w/o COMM)

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RESURFACING ON TWY PARALLEL TO RWY (CONTD 2)
(SUP 23/26)
EXCEPTIONAL CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
REFER ALSO TO LATEST NOTAMS

GENERAL
No works will be carried out when LVP are in force.
Helicopter operations during the activation periods of each phase may be affected by the closure of certain TWY; therefore, ACFT access to and from the RWY and taxiing will follow ATC instructions at all times.
During the activation of any phase, operations by ACFT with code letter E and F will not be permitted.
The following periods of operational schedules are established:
- Schedule X: High operational impact.
- Schedule Y: Moderate operational impact.
- Schedule Z: Low operational impact.

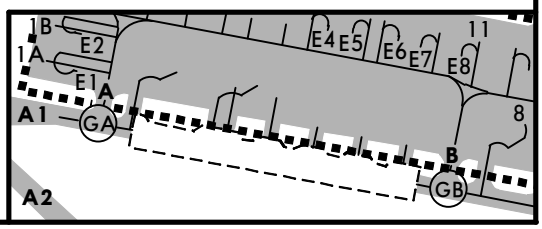
Specific schedules will be published via NOTAM.

PHASE 6 - Closure of TWY B1
Description of works:
Pavement, lighting and markings works will be carried out on TWY B1.

Operational Restrictions:
Schedule H24:
Closure of TWY B1.
Stands 2, 4A/4C, 4B, 6A/H4, 6B/H4 and 6C/H5 out of service.

Schedule Z:
RWY closed.

Impact on ACFT taxiing:
Closure of TWY B1. Alternative taxiing via inner apron taxi lane.

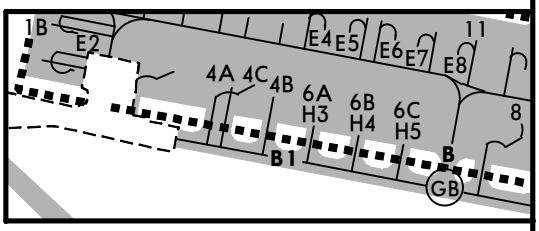


PHASE 7 - Closure of TWY A1 and GATE A
Description of works:
Pavement, lighting and markings works will be carried out at GATE A.

Operational Restrictions:
Schedule X:
No operational restrictions.

Schedule Y:
Closure of GATE A and TWY A1.
Stands 1A/E1 and 2 out of service.

Schedule Z:
RWY closed.



ACFT taxiing:
Departures from RWY 10:
RWY entry via TWY C5, C7, C8 or C9, backtrack as required, RWY exit via TWY A2 or A6, and entry for departure via TWY A4. Marshaller guidance provided.

Arrivals on RWY 28:
RWY exit via TWY A2 or A4, RWY entry via TWY A6, backtrack as required, and RWY exit via TWY C2 or C4 for apron access. Marshaller guidance provided.

LEGEND

Apron limit

No entry

Working area

GD Gate (Handover point - w/o COMM)

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RESURFACING ON TWY PARALLEL TO RWY (CONTD 3)
(SUP 23/26)
EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
REFER ALSO TO LATEST NOTAMS

GENERAL
No works will be carried out when LVP are in force.
Helicopter operations during the activation periods of each phase may be affected by the closure of certain TWY; therefore, ACFT access to and from the RWY and taxiing will follow ATC instructions at all times.
During the activation of any phase, operations by ACFT with code letter E and F will not be permitted.
The following periods of operational schedules are established:
- Schedule X: High operational impact.
- Schedule Y: Moderate operational impact.
- Schedule Z: Low operational impact.

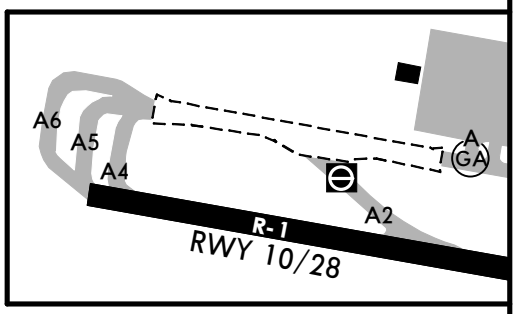
Specific schedules will be published via NOTAM.

PHASE 8 - Closure of TWY A1, A2, A3
Description of works:
Pavement, lighting and markings works will be carried out on TWY A1 and A3.

Operational Restrictions:
Schedule X:
No operational restrictions.

Schedule Y:
Closure of TWY A1, A2 and A3.
Stands 1A/E1 out of service.

Schedule Z:
RWY closed.



ACFT taxiing:
Departures from RWY 10:
RWY entry via TWY C5, C7, C8 or C9, backtrack as required, RWY exit via TWY A4 and entry for departure via TWY A6. Marshaller guidance provided.

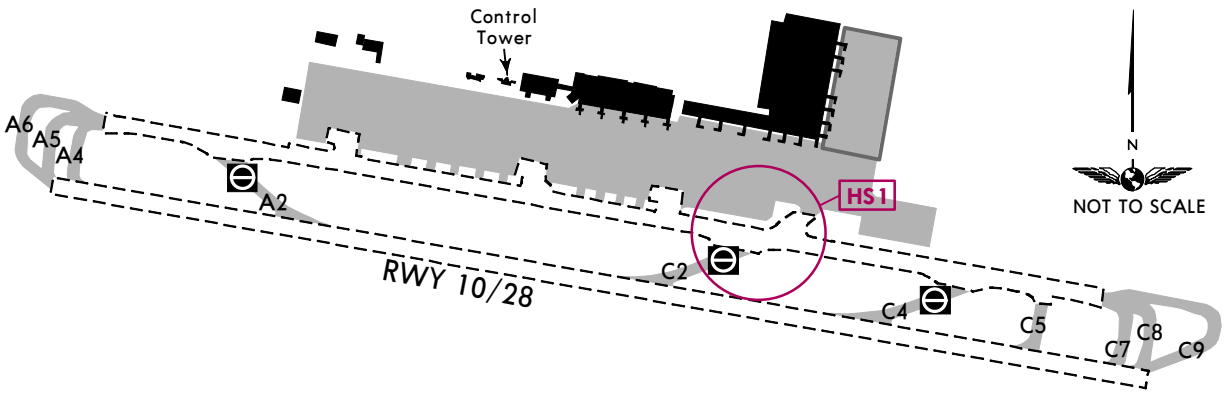
Arrivals on RWY 28:
RWY exit via TWY A4, RWY entry via TWY A6, backtrack as required, and RWY exit via TWY C2 or C4 for apron access. Marshaller guidance provided.

PHASE 9 - RWY closure during Schedule Z
Description of works:
Works will be carried out on the RWY and on the parallel to RWY TWY.

Operational Restrictions:
Schedule X + Y:
No operational restrictions.

Schedule Z:
RWY closed.

LEGEND
- **R-1** Rwy segment
- A1 Taxiway
- No entry
- Working area
- HS HOT SPOT
- Area not visible from Tower
- GA Gate (Handover point - w/o COMM)



CHANGES: SUP number.

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LEAL/ALC

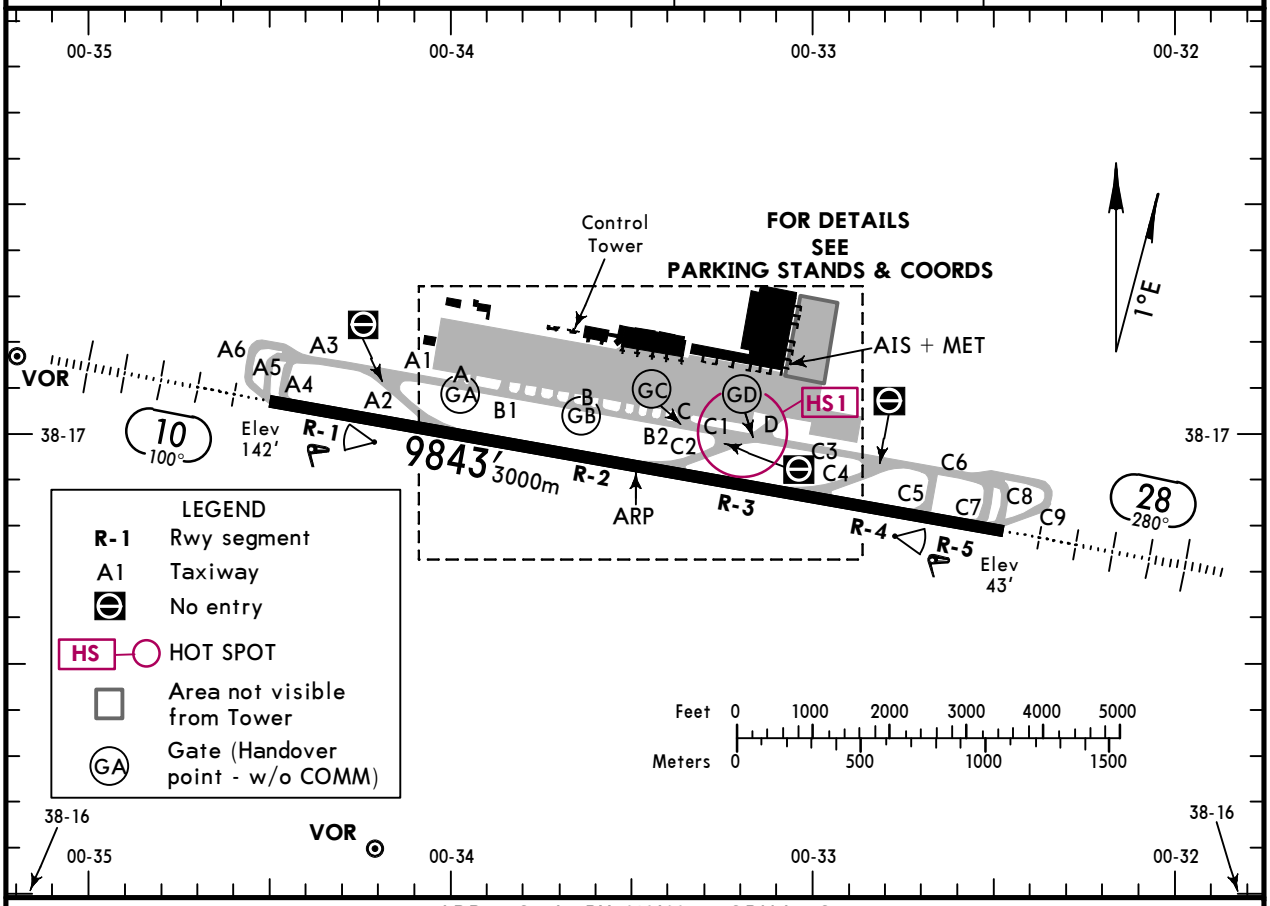
Apt Elev 142′
N38 16.9 W000 33.5

JEPPESEN
27 SEP 24
Eff 3 Oct
10-9

ALICANTE, SPAIN

ALICANTE-ELCHE MIGUEL HERNANDEZ

D-ATIS	Data comm D-ATIS	ALICANTE Clearance	ALICANTE Tower (GND)	Tower
120.080		119.855	130.655	118.155



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	USABLE LENGTHS LANDING BEYOND Glide Slope	USABLE LENGTHS TAKE-OFF	WIDTH
10	❶ HIRL (50m) ❶ CL (15m) ❶❷ HIALS REIL ❸ PAPI (3.0°) ❶ HSTIL-C2 & C4 RVR		8629′ 2630m	❹	148′ 45m
28	❶ HIRL (50m) ❶ CL (15m) ❷ HIALS REIL PAPI (3.0°) ❶ HSTIL-A2 RVR				

❶ LED lights
❷ length 900m
❸ not suitable for use of B747 ACFT
❹ TAKE-OFF RUN AVAILABLE

RWY 10:

From rwy head	9843′ (3000m)
twy A4 int	9731′ (2966m)

RWY 28:

From rwy head	9843′ (3000m)
twy C7 int	9603′ (2927m)
twy C5 int	8858′ (2700m)

HOT SPOT

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

HS1 CAUTION: When instructed to taxi to Rwy 10/28 holding position, do not enter Twy C2. Possible disorientation area, pay attention to markings and ATC instructions.

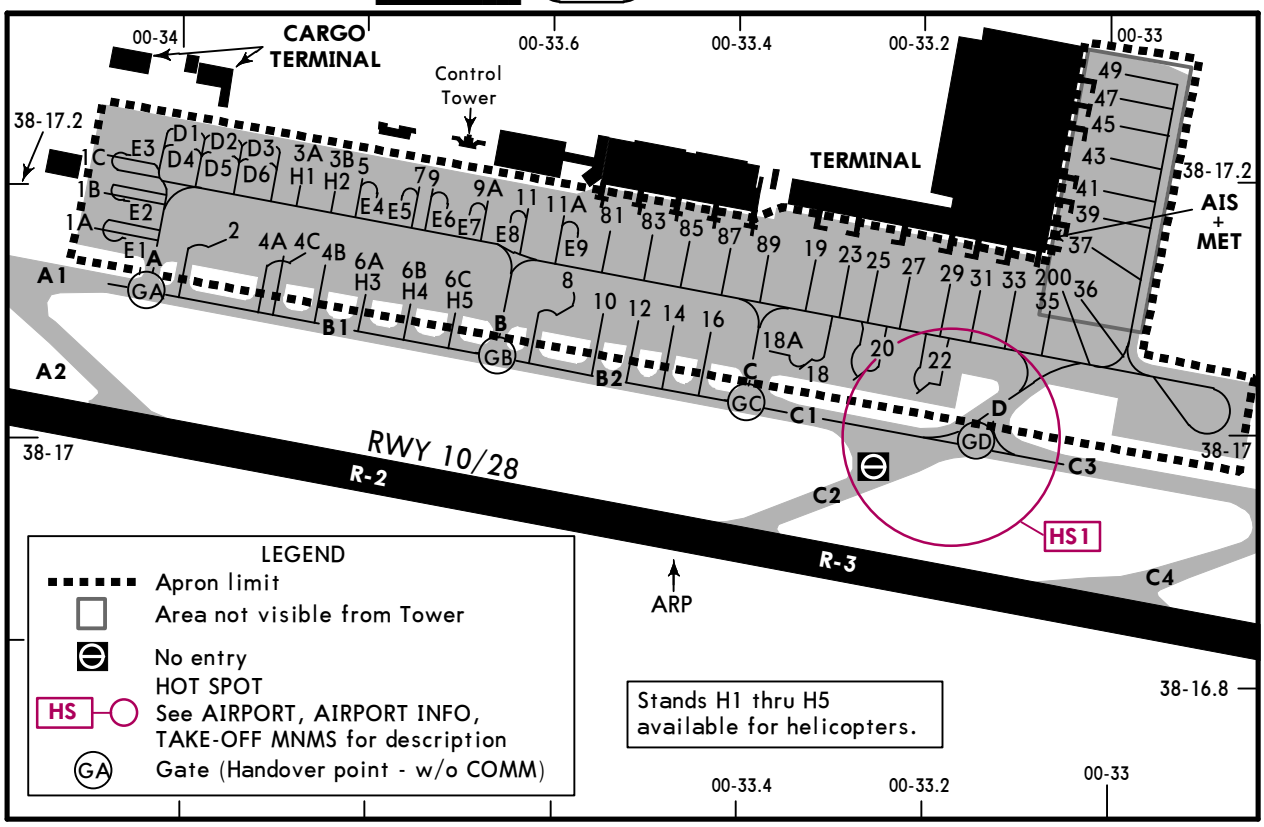
Std/State TAKE-OFF

Low Visibility Take-off: HIRL & CL (spacing 15m or less) & relevant RVR	Low Visibility Take-off: RL & CL & relevant RVR	Low Visibility Take-off: RL & CL	Low Visibility Take-off: RL & RCLM DAY	Low Visibility Take-off: RL or CL NIGHT	RL or RCLM DAY	RL or CL NIGHT	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA

CHANGES: Gate handover points established.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1A thru 1C	N38 17.2 W000 34.0	31 thru 36	N38 17.1 W000 33.1
2	N38 17.1 W000 33.9	37	N38 17.1 W000 33.0
3A, 3B	N38 17.2 W000 33.8	39 thru 45	N38 17.2 W000 33.0
4A thru 4C	N38 17.1 W000 33.8	47, 49	N38 17.3 W000 33.0
5	N38 17.2 W000 33.8	81, 83	N38 17.2 W000 33.5
6A thru 6C	N38 17.1 W000 33.7	85, 87	N38 17.2 W000 33.4
7	N38 17.2 W000 33.7	89	N38 17.1 W000 33.3
8	N38 17.1 W000 33.5	200	N38 17.1 W000 33.1
9	N38 17.2 W000 33.7	D1 thru D6	N38 17.2 W000 33.9
9A	N38 17.2 W000 33.6	E1	N38 17.1 W000 34.0
10	N38 17.1 W000 33.5	E2, E3	N38 17.2 W000 34.0
11, 11A	N38 17.2 W000 33.6	E4	N38 17.2 W000 33.8
12	N38 17.1 W000 33.5	E5, E6	N38 17.2 W000 33.7
14, 16	N38 17.1 W000 33.4	E7 thru E9	N38 17.2 W000 33.6
18	N38 17.0 W000 33.3	H1, H2	N38 17.2 W000 33.8
18A, 19	N38 17.1 W000 33.3	H3	N38 17.1 W000 33.8
20	N38 17.0 W000 33.3	H4, H5	N38 17.1 W000 33.7
22	N38 17.0 W000 33.2		
23	N38 17.1 W000 33.3		
25 thru 29	N38 17.1 W000 33.2		

CHANGES: Gate handover points established.

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LEAL/ALC
ALICANTE-ELCHE MIGUEL HERNANDEZ

JEPPESEN 11-1 5 SEP 25

ALICANTE, SPAIN
ILS Z Rwy 10

D-ATIS	VALENCIA Control (APP)	ALICANTE Tower	Ground
120.080	120.4 118.8	118.155	130.655

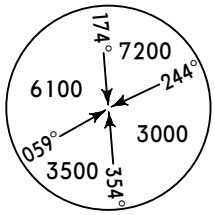
BRIEFING STRIP™

LOC IAT	Final Apch Crs	D9.5 IAT	DA(H) Refer to Minimums	Apt Elev 142′
110.3	100°	3300′ (3158′)		Rwy 142′

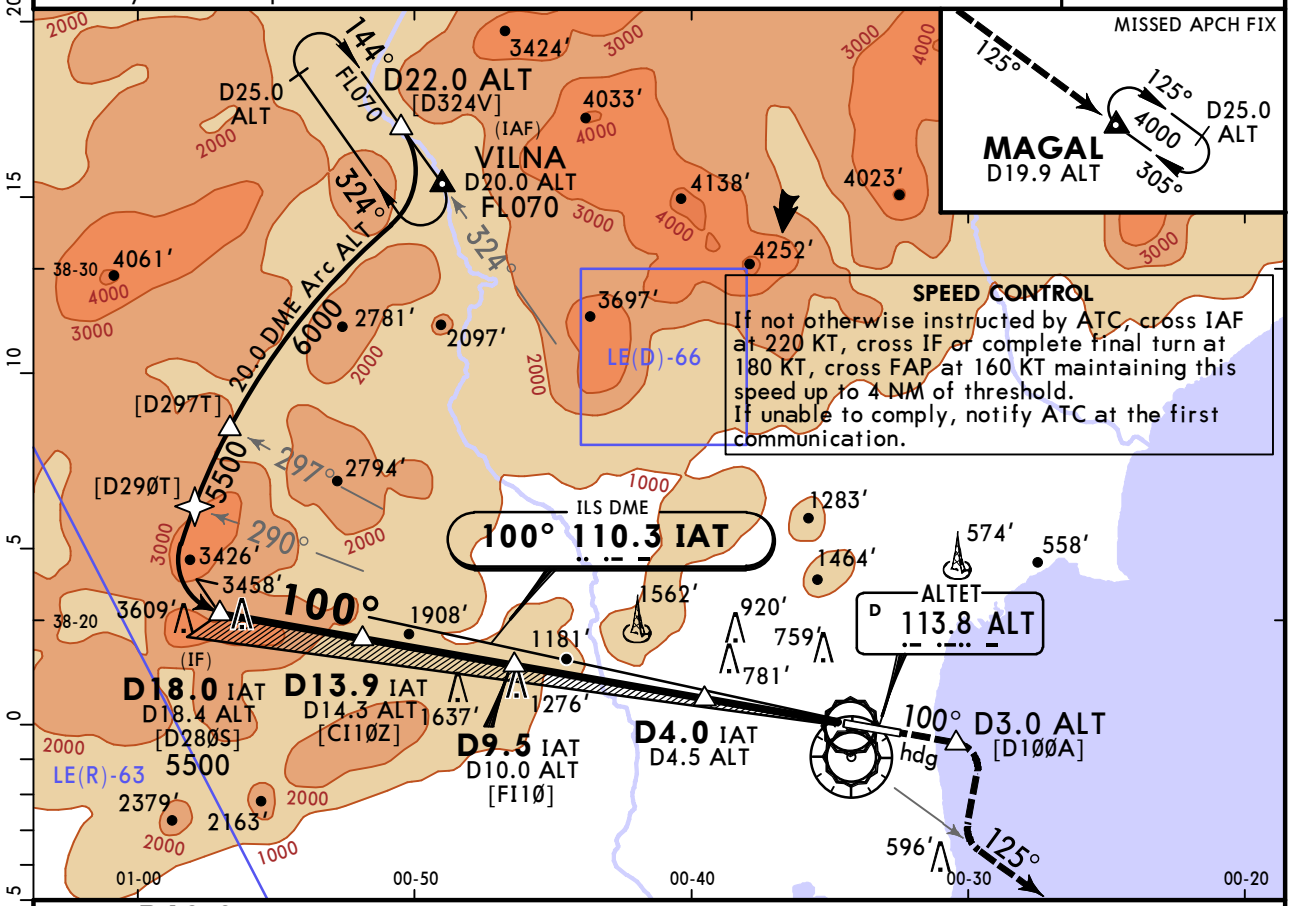
MISSED APCH: Climb on heading 100° to D3.0 ALT, turn RIGHT to intercept and follow R-125 ALT direct to MAGAL climbing to 4000′ to join holding.
Refer to minimums for missed apch climb gradients.

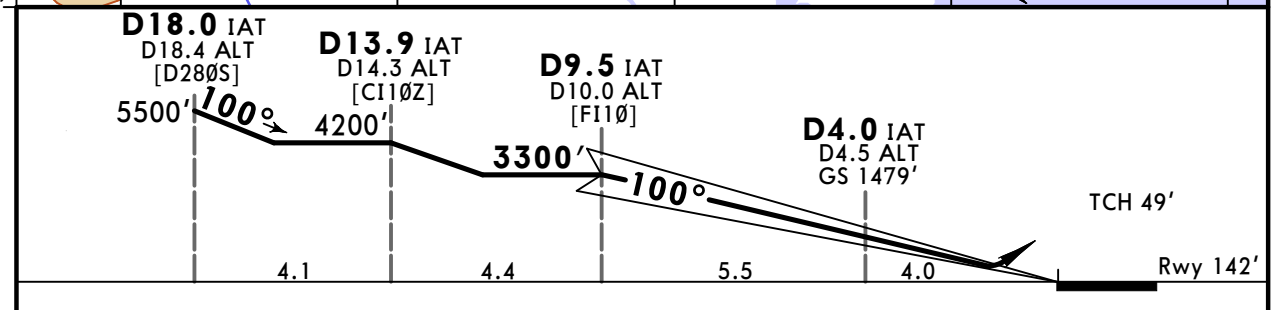
Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 6000′

1. VOR and DME required. 2. ILS DME reads zero at rwy 10 thresh. 3. No obstacle free zone rwy 10. 4. VSS penetrated.



MSA ALT VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
REIL PAPI — PAPI
D3.0 ALT on 100° hdg

PANS OPS

Std/State — STRAIGHT-IN LANDING

ILS				CIRCLE-TO-LAND
DA(H)	MACG MIN 4.0%(244′/NM) A: 392′ (250′) C: 412′ (270′) B: 404′ (262′) D: 423′ (281′)	DA(H)	MACG MIN 2.5%(152′/NM) A: 951′ (809′) C: 971′ (829′) B: 963′ (821′) D: 983′ (841′)	Not authorized North of airport

		ALS out		ALS out
A	1 R550m	R1300m	R1500m	
B	1 R600m			
C			R2400m	
D	1 R650m	R1400m		

Max Kts	MDA(H)	
100	960′ (818′)	V1500m
135	1090′ (948′)	V1600m
180	1240′ (1098′)	V2400m
205	1370′ (1228′)	V3600m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Speed control note added.

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LEAL/ALC
ALICANTE-ELCHE MIGUEL HERNANDEZ

JEPPESEN 11-2 5 SEP 25

ALICANTE, SPAIN
ILS Y Rwy 10

D-ATIS	VALENCIA Control (APP)	ALICANTE Tower	Ground
120.080	120.4 118.8	118.155	130.655

BRIEFING STRIP

LOC IAT	Final Apch Crs	D9.5 IAT	DA(H) Refer to Minimums	Apt Elev 142′ Rwy 142′
110.3	100°	3300′ (3158′)		

MISSED APCH: Climb on heading 100° to D3.0 ALT, turn RIGHT to intercept and follow R-125 ALT direct to MAGAL climbing to 4000′ to join holding.
Refer to minimums for missed apch climb gradients.

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 6000′

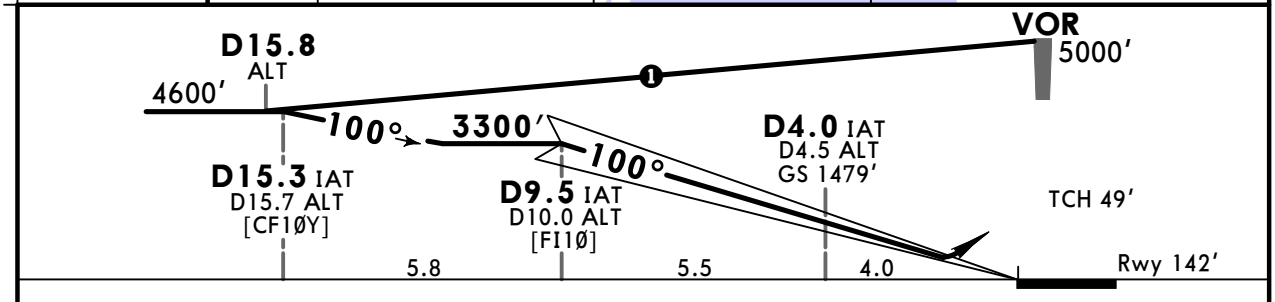
1. VOR and DME required. 2. ILS DME reads zero at rwy 10 thresh. 3. No obstacle free zone rwy 10. 4. VSS penetrated.

MSA ALT VOR
174° 7200
244° 6100
059° 3000
354° 3500

SPEED CONTROL
If not otherwise instructed by ATC, cross IAF at 220 KT, cross IF or complete final turn at 180 KT, cross FAP at 160 KT maintaining this speed up to 4 NM of threshold.
If unable to comply, notify ATC at the first communication.

287° (MAX 110 KT)
288° (MAX 120 KT)
289° (MAX 140 KT)
290° (MAX 160 KT)
292° (MAX 185 KT)

D15.8 ALT
MAX 185 KT
D15.3 IAT
D15.7 ALT
[CF10Y]
D9.5 IAT
D10.0 ALT
[FI10]
D4.0 IAT
D4.5 ALT
100° D3.0 ALT
[D100A]
(IF)
(IAF)
ALTET
D 113.8 ALT
5000
ILS DME
100° 110.3 IAT
LE(D)-66
LE(R)-63
ALT HOLDING
VOR 278° 5000 098°
NOT TO SCALE
MAGAL D19.9 ALT
125° D25.0 ALT 4000 305°



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS
REIL
PAPI PAPI
D3.0 ALT on 100° hdg

Std/State STRAIGHT-IN LANDING

ILS			
MACG MIN 4.0%(244′/NM)		MACG MIN 2.5%(152′/NM)	
DA(H)	A: 392′ (250′) C: 412′ (270′) B: 404′ (262′) D: 423′ (281′)	DA(H)	A: 951′ (809′) C: 971′ (829′) B: 963′ (821′) D: 983′ (841′)

CIRCLE-TO-LAND
Not authorized
North of airport

	ALS out	ALS out	Max Kts	MDA(H)
A	1 R550m	R1300m	100	960′ (818′) V1500m
B	1 R600m		135	1090′ (948′) V1600m
C		R1500m	180	1240′ (1098′) V2400m
D	1 R650m	R1400m	205	1370′ (1228′) V3600m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

PANS OPS

CHANGES: None.

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LEAL/ALC
ALICANTE-ELCHE MIGUEL HERNANDEZ

JEPPESEN
11-3 19 JAN 24
Eff 25 Jan

ALICANTE, SPAIN
LOC Z Rwy 10

D-ATIS	VALENCIA Control (APP)		ALICANTE Tower	Ground
120.080	120.4	118.8	118.155	130.655

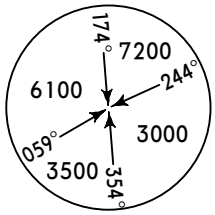
BRIEFING STRIP

LOC IAT	Final Apch Crs	D6.0 IAT	DA/MDA(H) Refer to Minimums	Apt Elev 142′
110.3	100°	2100′ (1958′)		

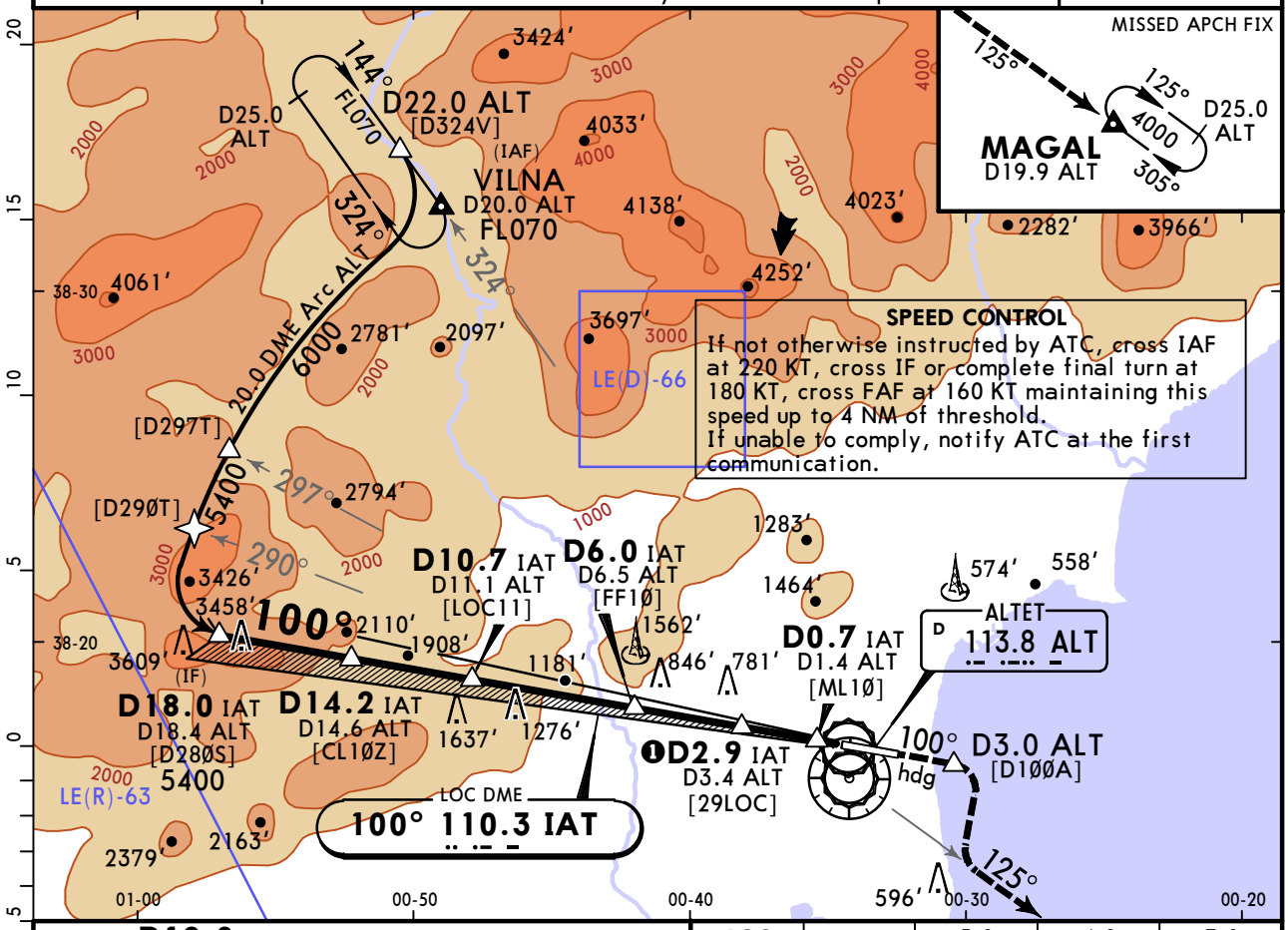
MISSED APCH: Climb on heading 100° to D3.0 ALT, turn RIGHT to intercept and follow R-125 ALT direct to MAGAL climbing to 4000′ to join holding.
Refer to minimums for missed apch climb gradients.

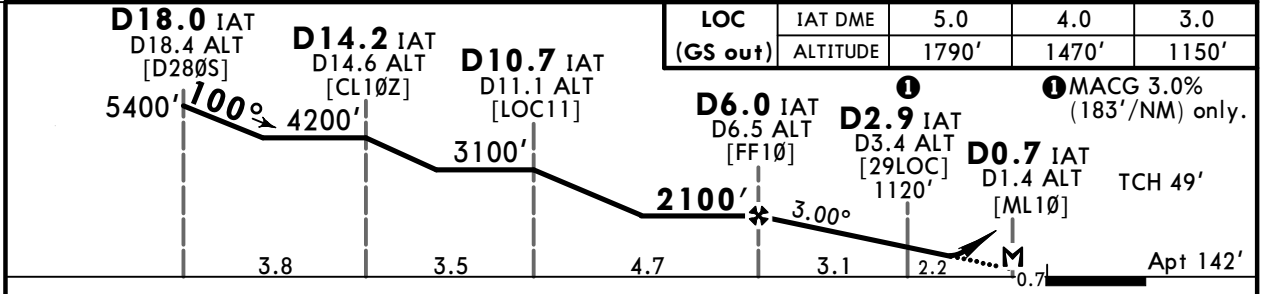
Alt Set: hPa	Apt Elev: 5 hPa	Trans level: By ATC	Trans alt: 6000′

1. VOR and DME required. 2. LOC DME reads zero at rwy 10 thresh. 3. VSS penetrated.



MSA ALT VOR





LOC (GS out)	IAT DME	5.0	4.0	3.0
	ALTITUDE	1790′	1470′	1150′

❶ MACG 3.0% (183′/NM) only.

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IAT/D1.4 ALT							

Timing not authorized for defining the MAP.

HIALS
REIL
PAPI
PAPI
D3.0 ALT on 100° hdg

PANS OPS

Std/State

STRAIGHT-IN LANDING				CIRCLE-TO-LAND
MACG MIN 3.0%(183′/NM) CDFA		MACG MIN 2.5%(152′/NM) CDFA		Not authorized North of airport
❶ DA/MDA(H) 690′ (548′)		❶ DA/MDA(H) 1150′ (1008′)		
	ALS out		ALS out	

				Max Kts	MDA(H)
A	R1500m		R1500m	100	1150′ (1008′) V1500m
B				135	1150′ (1008′) V1600m
C	R1800m	R2400m	R2400m	180	1240′ (1098′) V2400m
D				205	1370′ (1228′) V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

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LEAL/ALC
ALICANTE-ELCHE MIGUEL HERNANDEZ

JEPPESEN
11-4 19 JAN 24
Eff 25 Jan

ALICANTE, SPAIN
LOC Y Rwy 10

D-ATIS	VALENCIA Control (APP)		ALICANTE Tower	Ground
120.080	120.4	118.8	118.155	130.655

BRIEFING STRIP

LOC IAT	Final Apch Crs	D6.0 IAT	DA/MDA(H) Refer to Minimums	Apt Elev 142′
110.3	100°	2200′ (2058′)		

MISSED APCH: Climb on heading 100° to D3.0 ALT, turn RIGHT to intercept and follow R-125 ALT direct to MAGAL climbing to 4000′ to join holding.
Refer to minimums for missed apch climb gradients.

Alt Set: hPa | Apt Elev: 5 hPa | Trans level: By ATC | Trans alt: 6000′

1. VOR and DME required. 2. LOC DME reads zero at rwy 10 thresh. 3. VSS penetrated.

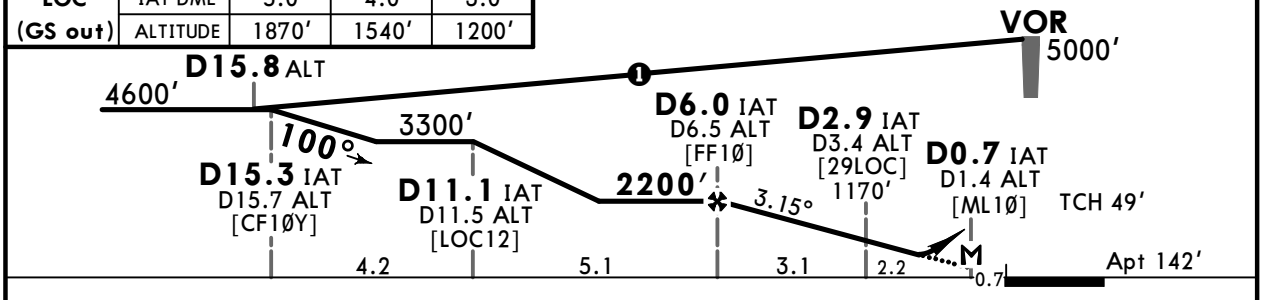
MSA ALT VOR
174° 7200
244° 6100
059° 3000
354° 3500

SPEED CONTROL
If not otherwise instructed by ATC, cross IAF at 220 KT, cross IF or complete final turn at 180 KT, cross FAF at 160 KT maintaining this speed up to 4 NM of threshold.
If unable to comply, notify ATC at the first communication.

287° (MAX 110 KT)
288° (MAX 120 KT)
289° (MAX 140 KT)
290° (MAX 160 KT)
292° (MAX 185 KT)

D15.8 ALT
MAX 185 KT
D15.3 IAT
D15.7 ALT
[CF10Y]
D11.1 IAT
D11.5 ALT
[LOC12]
D6.0 IAT
D6.5 ALT
[FF10]
D2.9 IAT
D3.4 ALT
[29LOC]
D0.7 IAT
D1.4 ALT
[ML10]
100° D3.0 ALT
[D100A]
(IF)
(IAF)
LOC DME
100° 110.3 IAT
ALTET
D 113.8 ALT
5000
LE(D)-66
LE(R)-63
ALT HOLDING
VOR
278°
5000
098°
NOT TO SCALE
125°
D25.0 ALT
4000
305°
MAGAL
D19.9 ALT

LOC (GS out)	IAT DME	5.0	4.0	3.0
	ALTITUDE	1870′	1540′	1200′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.15°	390	502	557	669	780	892
MAP at D0.7 IAT/D1.4 ALT							

Timing not authorized for defining the MAP.

HIALS
REIL
PAPI PAPI
D3.0 ALT on 100° hdg

Std/State STRAIGHT-IN LANDING

	MACG MIN 3.0%(183′/NM) CDFA		MACG MIN 2.5%(152′/NM) CDFA	
	1 DA/MDA(H) 690′ (548′)		1 DA/MDA(H) 1150′ (1008′)	
		ALS out		ALS out
A	R1500m		R1500m	
B				
C	R1800m	R2400m	R2400m	
D				

CIRCLE-TO-LAND
Not authorized
North of airport

Max Kts	MDA(H)
100	1150′ (1008′) V1500m
135	1150′ (1008′) V1600m
180	1240′ (1098′) V2400m
205	1370′ (1228′) V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

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LEAL/ALC
ALICANTE-ELCHE MIGUEL HERNANDEZ

18 APR 25

JEPPESEN

12-1

ALICANTE, SPAIN
RNP Z Rwy 28 (LPV only)

BRIEFING STRIP

D-ATIS	VALENCIA Control (APP)		ALICANTE Tower	Ground
120.080	120.4	118.8	118.155	130.655

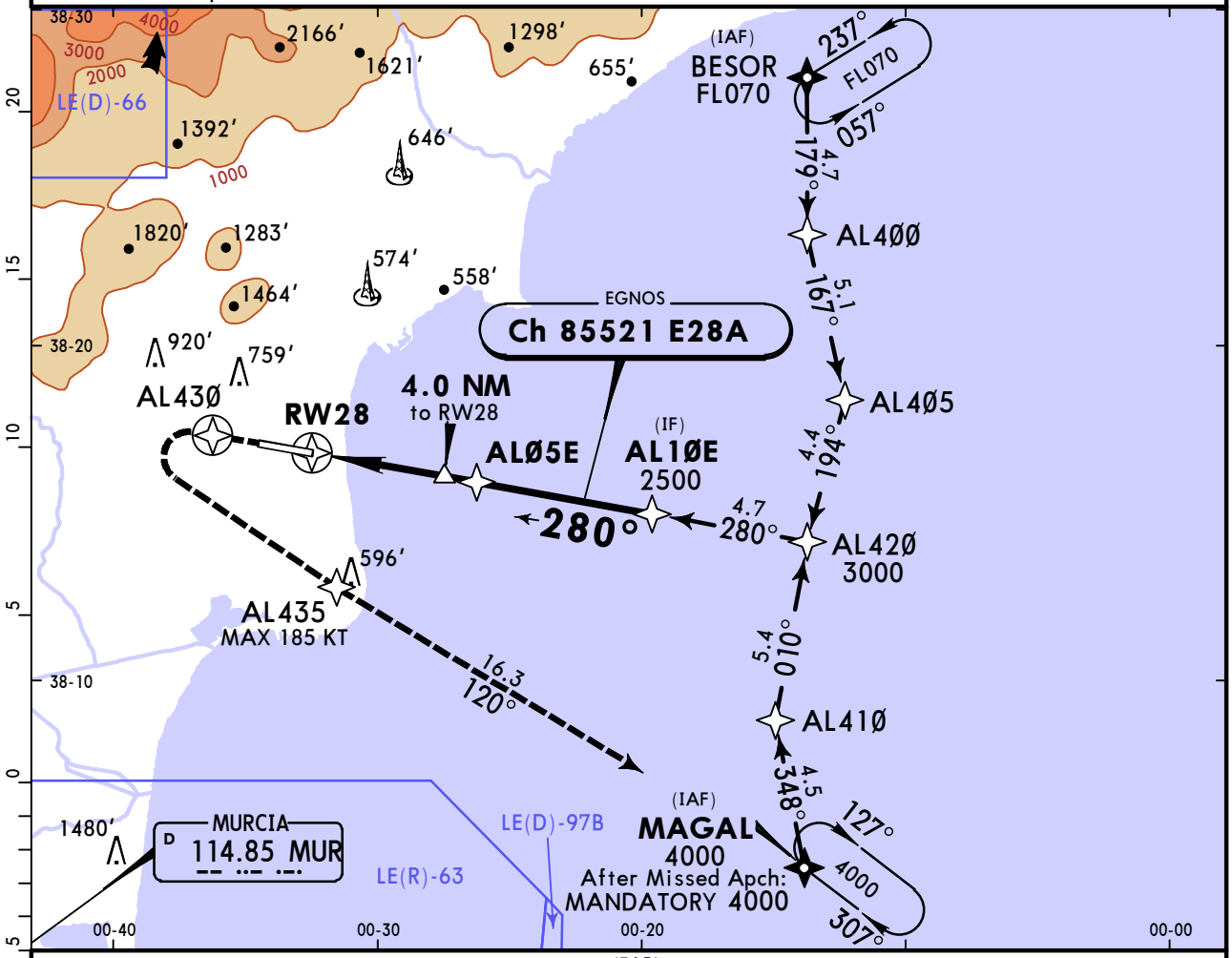
EGNOS	Final Apch Crs	AL05E	DA(H)	Apt Elev 142′
Ch 85521 E28A	280°	1700′ (1657′)	Refer to Minimums	Rwy 43′

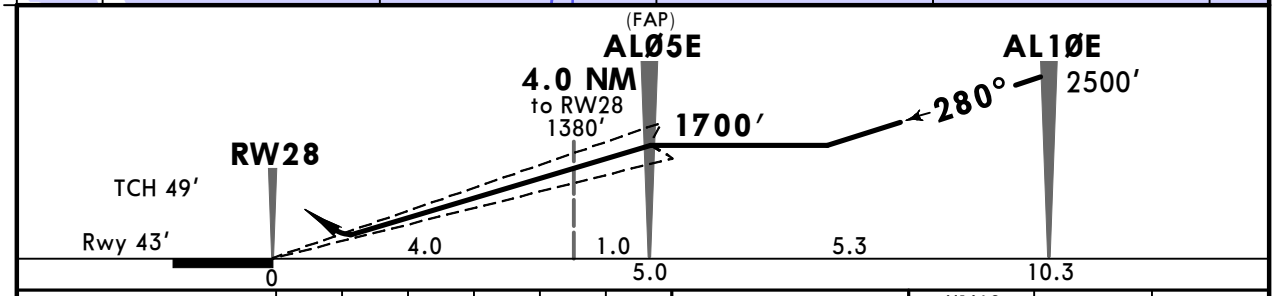
7200
MSA ARP

MISSED APCH: Climb direct to AL430, turn LEFT (MAX 185 KT) direct to AL435. To MAGAL climbing up to 4000′ to join holding.

RNP apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 6000′

1. BESOR and MAGAL holding: RNAV 1 required. 2. MAGAL holding: RNAV 1 (DME/DME) VOR DME MUR critical. 3. VSS penetrated.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

HIALS
PAPI PAPI

D

AL430

Std/State

STRAIGHT-IN LANDING
LPV
DA(H) A: 375′ (332′) C: 395′ (352′)
B: 387′ (344′) D: 406′ (363′)

CIRCLE-TO-LAND
Not authorized
North of airport

		ALS out
A	R800m	R1500m
B	R900m	
C		R1600m
D	R1000m	R1700m

Max Kts	MDA(H)	
100	670′ (528′)	V1500m
135	790′ (648′)	V1600m
180	1010′ (868′)	V2400m
205	1200′ (1058′)	V3600m

PANS OPS

CHANGES: Missed apch.

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LEAL/ALC
ALICANTE-ELCHE MIGUEL HERNANDEZ

JEPPESEN 12-2 18 APR 25

ALICANTE, SPAIN
RNP Y Rwy 28

BRIEFING STRIP

D-ATIS	VALENCIA Control (APP)		ALICANTE Tower	Ground
120.080	120.4	118.8	118.155	130.655

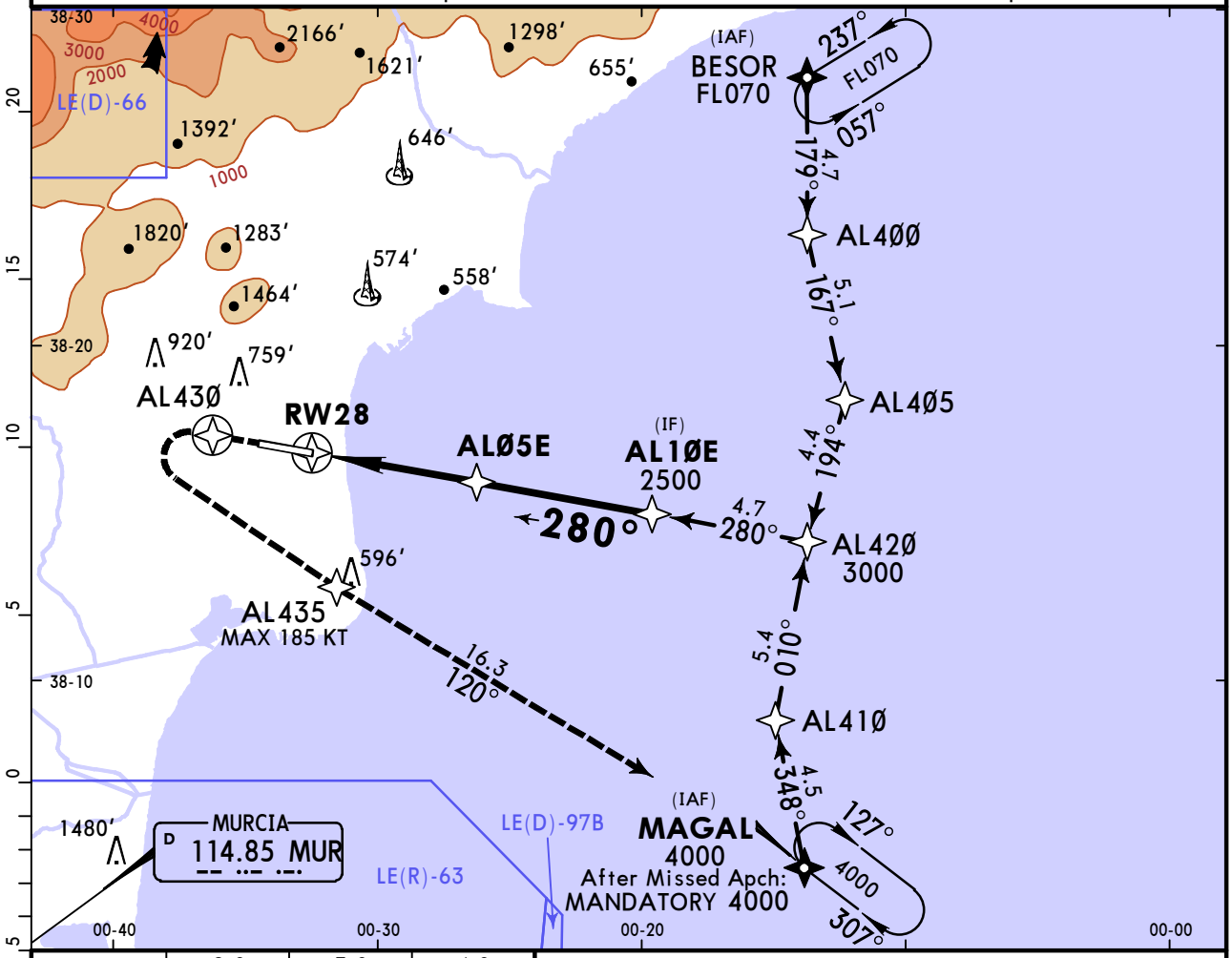
RNAV	Final Apch Crs 280°	AL05E 1700′ (1657′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 142′ Rwy 43′

MISSED APCH: Climb direct to AL43Ø, turn LEFT (MAX 185 KT) direct to AL435. To MAGAL climbing up to 4000′ to join holding.

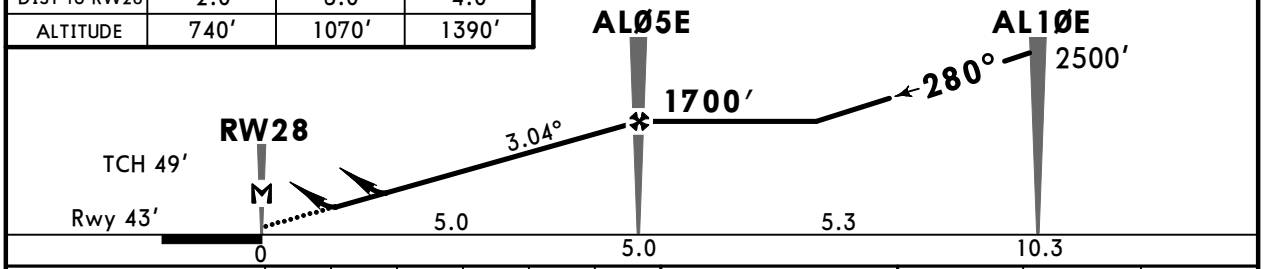
7200 MSA ARP

RNP apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 6000′

1. BESOR and MAGAL holding: RNAV 1 required. 2. MAGAL holding: RNAV 1 (DME/DME) VOR DME MUR critical. 3. Baro-VNAV: Minimum temperature -5°C. VPA exceeds 3.5° above 55°C. 4. VSS penetrated.



DIST to RW28	2.0	3.0	4.0
ALTITUDE	740′	1070′	1390′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.04°	376	484	538	645	753	861
MAP at RW28							

HIALS PAPI PAPI D AL43Ø

PANS OPS

Std/State STRAIGHT-IN LANDING

	LNAV/VNAV DA(H)		LNAV CDFA DA/MDA(H)	
	A: 513′ (470′) C: 543′ (500′)		1 630′ (587′)	
	B: 523′ (480′) D: 573′ (530′)			
	ALS out		ALS out	
A	R1500m	R1500m	R1500m	
B				
C		R2300m	R2000m	R2400m
D	R1700m	R2400m		

CIRCLE-TO-LAND
Not authorized
North of airport

Max Kts	MDA(H)	
100	810′ (668′)	V1500m
135	1110′ (968′)	V1600m
180	1330′ (1188′)	V2400m
205	1330′ (1188′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch.

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LEAL/ALC
ALICANTE-ELCHE MIGUEL HERNANDEZ

JEPPESEN 13-1 5 SEP 25

ALICANTE, SPAIN
VOR Z Rwy 10

BRIEFING STRIP

D-ATIS	VALENCIA Control (APP)	ALICANTE Tower	Ground
120.080	120.4 118.8	118.155	130.655

VOR ATE	Final Apch Crs	D5.5 ATE	DA/MDA(H)	Apt Elev 142′
114.65	099°	2200′ (2058′)	730′ (588′)	RWY 142′

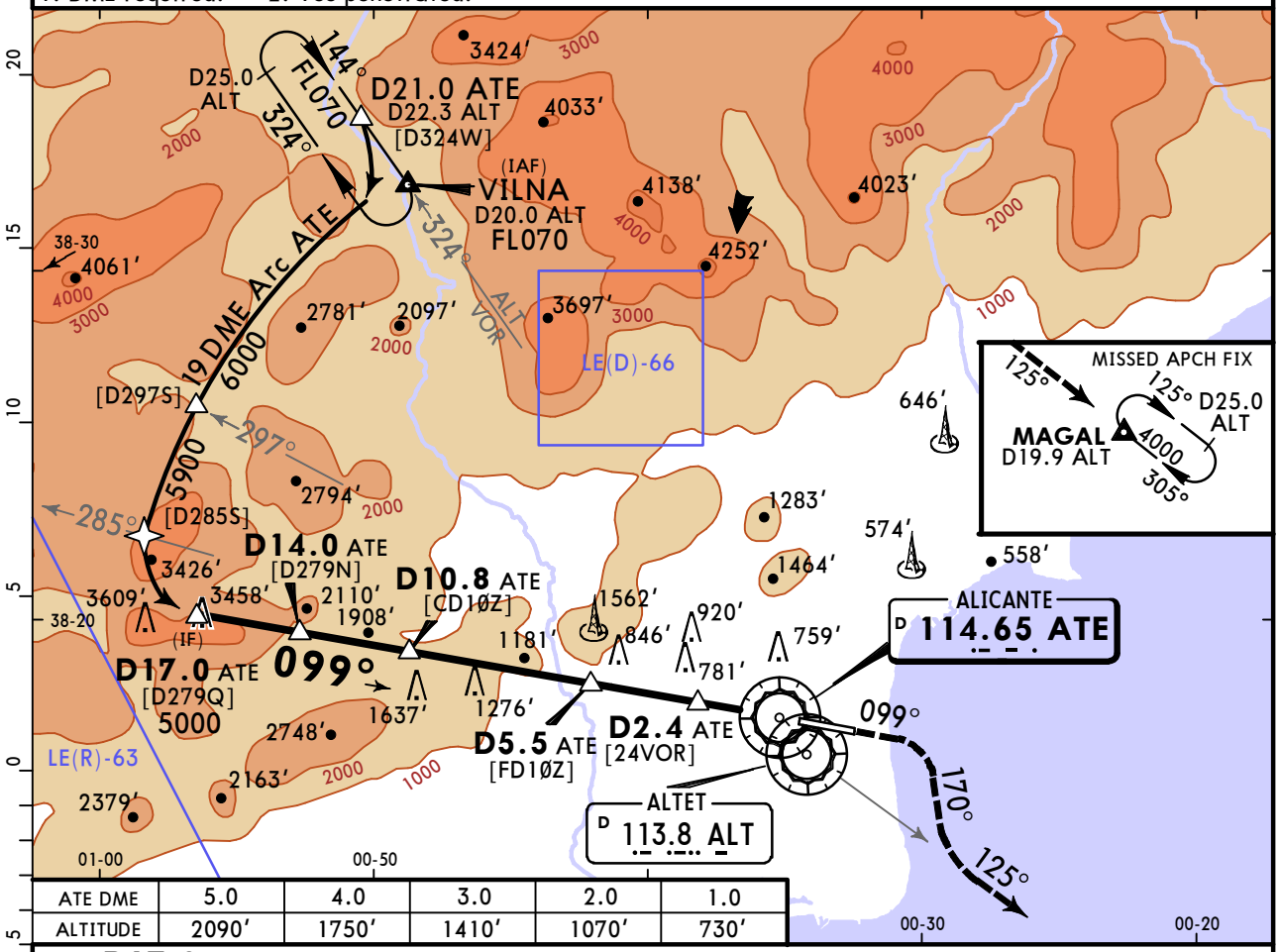
MISSED APCH: Climb on R-099 ATE to 1600′, then turn RIGHT onto 170° and follow R-125 ALT direct to MAGAL to 4000′ and hold.

MSA ATE VOR

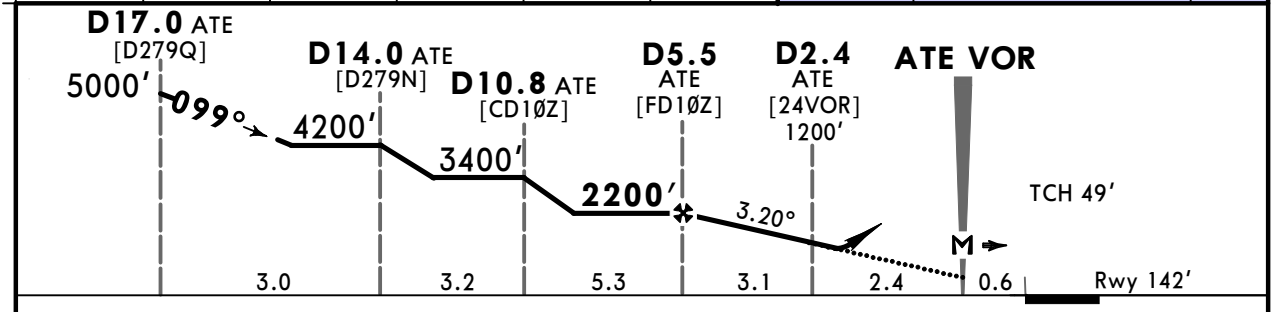
174° 7200 244° 6100 3000 059° 3500 354°

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 6000′

1. DME required. 2. VSS penetrated.



ATE DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2090′	1750′	1410′	1070′	730′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.20°	396	510	566	679	793	906
MAP at ATE VOR						

Timing not authorized for defining the MAP.

HIALS
REIL
PAPI PAPI

1600′ on 099°

Std/State STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 730′ (588′)

ALS out

CIRCLE-TO-LAND
Not authorized
North of airport

			Max KT	MDA(H)	
A	R1500m		100	960′ (818′)	V1500m
B			135	1090′ (948′)	V1600m
C	R2000m	R2400m	180	1240′ (1098′)	V2400m
D			205	1370′ (1228′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: VSS note added.

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LEAL/ALC
ALICANTE-ELCHE MIGUEL HERNANDEZ

JEPPESEN 13-2 5 SEP 25

ALICANTE, SPAIN
VOR Y Rwy 10

D-ATIS	VALENCIA Control (APP)	ALICANTE Tower	Ground
120.080	120.4 118.8	118.155	130.655

VOR ATE	Final Apch Crs	D9.5 ATE	DA/MDA(H)	Apt Elev 142′
114.65	099°	3600′ (3458′)	730′ (588′)	RWY 142′

MISSED APCH: Climb on R-099° ATE to 1600′, then turn RIGHT onto 170° and follow R-125 ALT direct to MAGAL to 4000′ and hold.

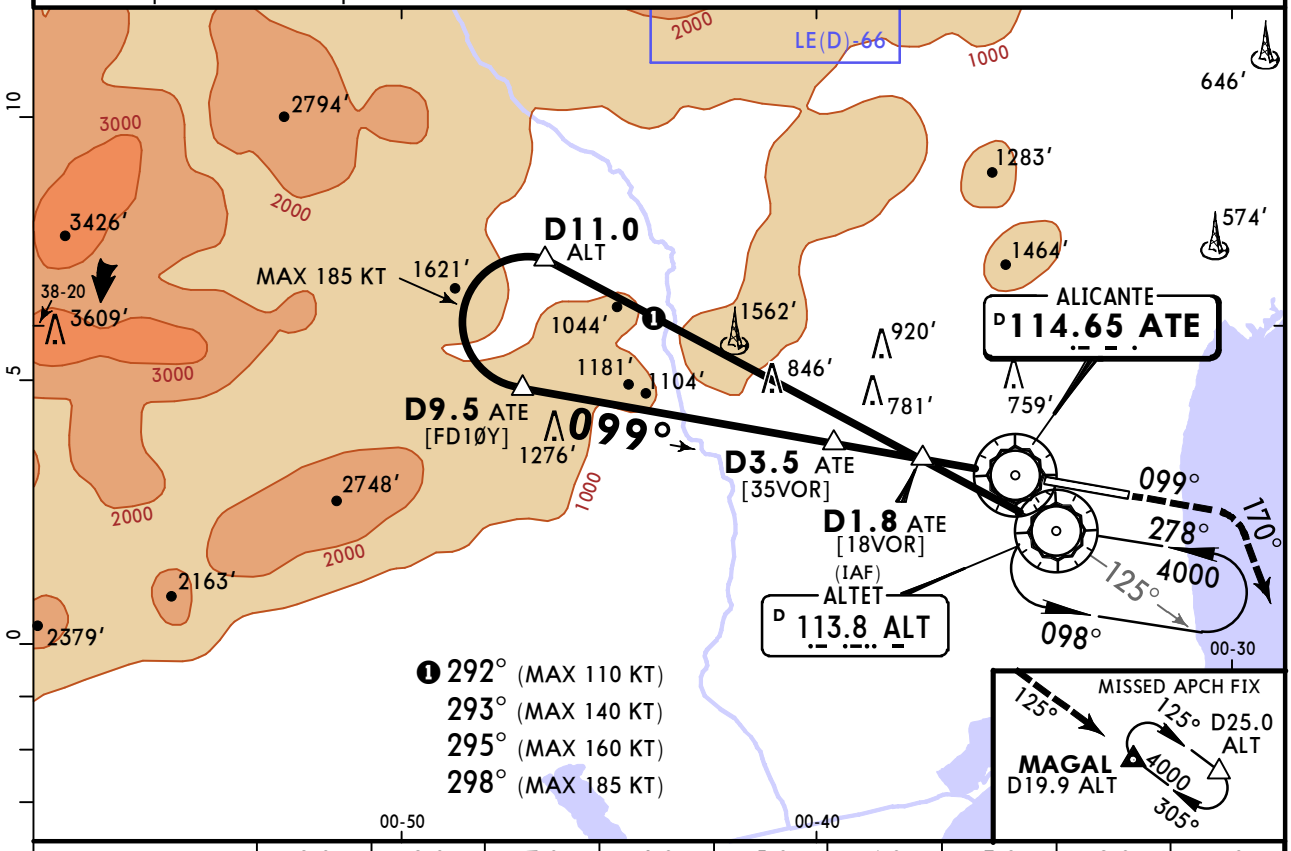
MSA ATE VOR

174° 7200 244° 6100 059° 3000 3500 354°

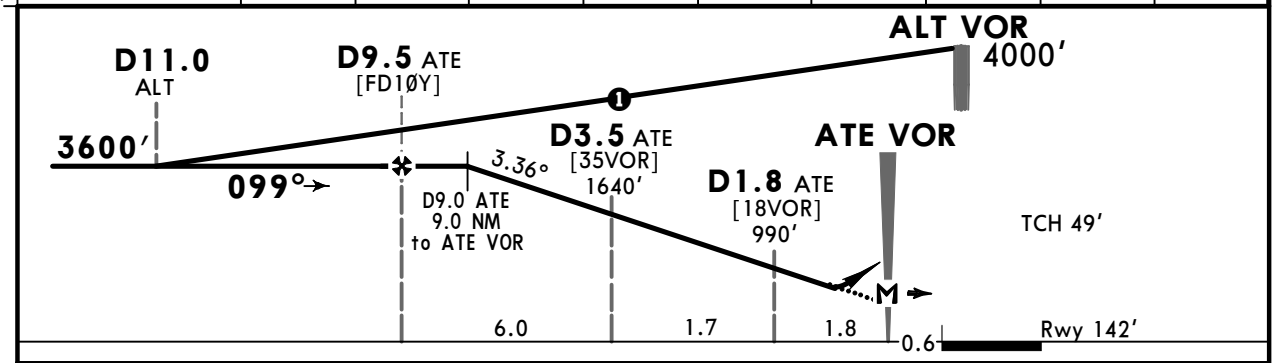
Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 6000′

1. DME required. 2. VSS penetrated.

BRIEFING STRIP™



ATE DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3600′	3250′	2890′	2530′	2180′	1820′	1460′	1100′	750′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.36°	416	535	595	713	832	951
MAP at ATE VOR							

Timing not authorized for defining the MAP.

HIALS
REIL PAPI PAPI

1600′ on 099°

Std/State

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 730′ (588′)
ALS out

CIRCLE-TO-LAND
Not authorized
North of airport

			Max KT	MDA(H)	
A	R1500m		100	960′ (818′)	V1500m
B			135	1090′ (948′)	V1600m
C	R2000m	R2400m	180	1240′ (1098′)	V2400m
D			205	1370′ (1228′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: VSS note added.

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LEAL/ALC
ALICANTE-ELCHE MIGUEL HERNANDEZ

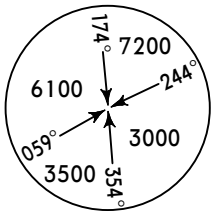
JEPPESEN 13-3 5 SEP 25

ALICANTE, SPAIN
VOR Z Rwy 28

D-ATIS	VALENCIA Control (APP)	ALICANTE Tower	Ground
120.080	120.4 118.8	118.155	130.655

VOR ATE	Final Apch Crs	D7.1 ATE	DA/MDA(H)	Apt Elev 142′
114.65	280°	1700′ (1657′)	530′ (487′)	Rwy 43′

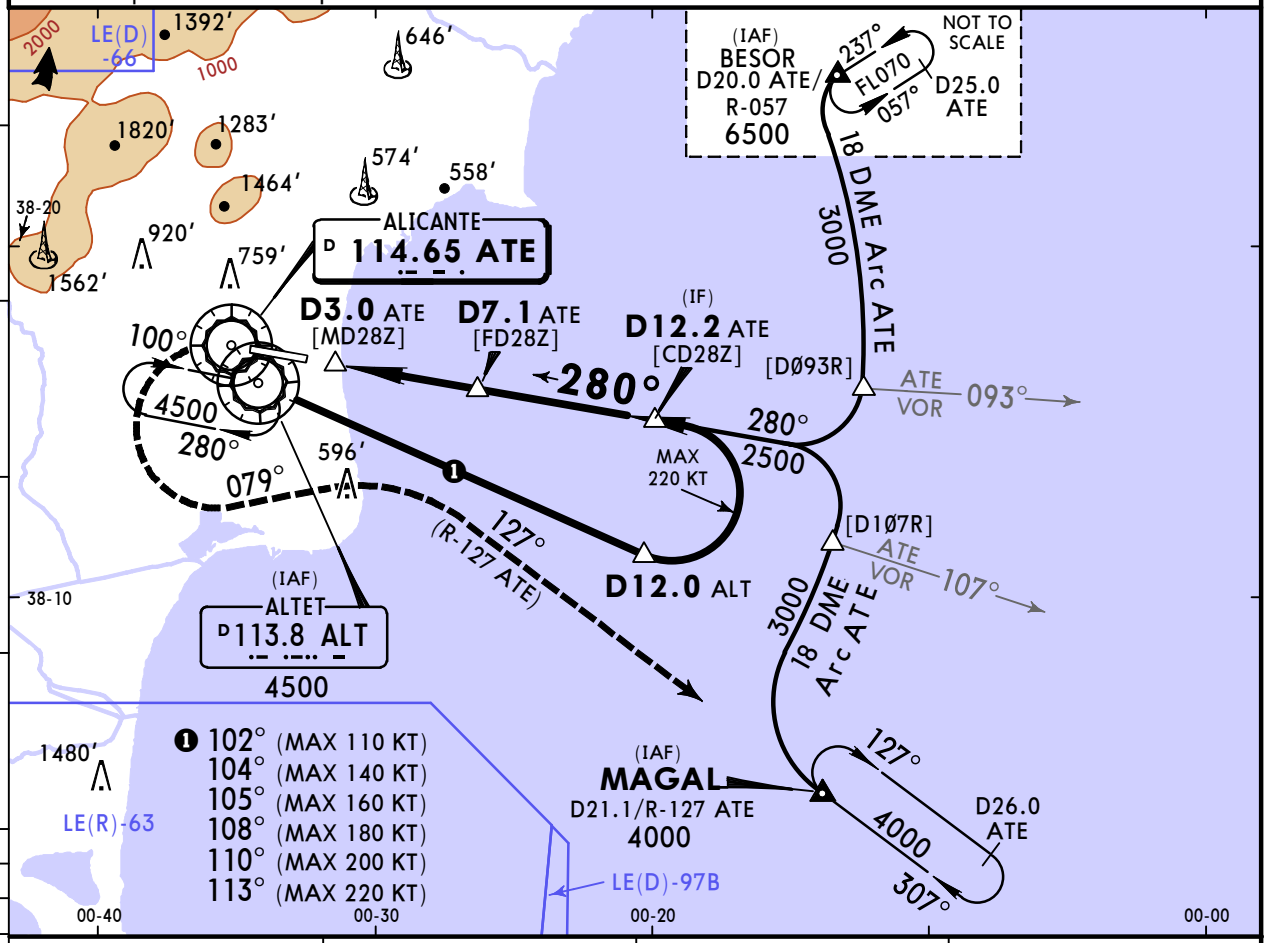
MISSED APCH: Climb direct to ATE VOR, then turn LEFT (MAX 200 KT) onto 079° and follow R-127 ATE direct to MAGAL to 4000′ and hold.



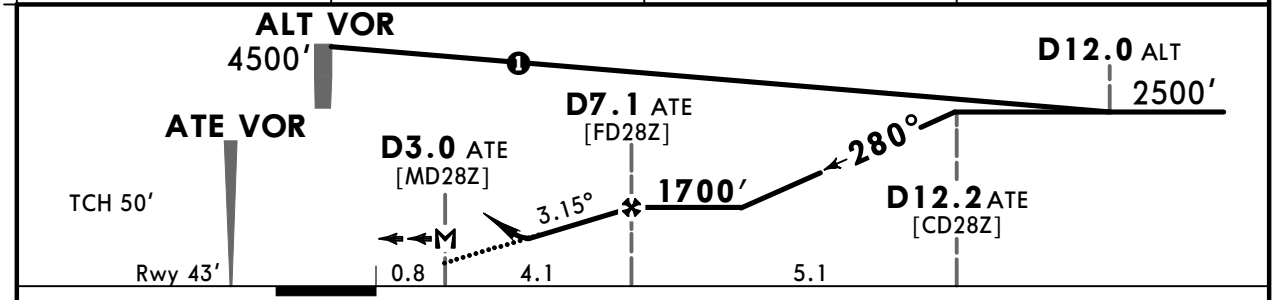
MSA ATE VOR

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

1. DME required. 2. VSS penetrated.



ATE DME	4.0	5.0	6.0
ALTITUDE	700′	1040′	1370′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.15°	390	502	557	669	780	892
MAP at D3.0 ATE							

HIALS PAPI PAPI | ATE 114.65 | 079° LT | 200 KT MAX

Std/State

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 530′ (487′)

	ALS out
A	R1500m
B	
C	R1500m
D	R2300m

CIRCLE-TO-LAND
Not authorized North of airport

Max KT	MDA(H)	
100	960′ (818′)	V1500m
135	1090′ (948′)	V1600m
180	1240′ (1098′)	V2400m
205	1370′ (1228′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: VSS note added.

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LEAL/ALC
ALICANTE-ELCHE MIGUEL HERNANDEZ

JEPPESEN 13-4 5 SEP 25

ALICANTE, SPAIN
VOR Y Rwy 28

D-ATIS	VALENCIA Control (APP)	ALICANTE Tower	Ground
120.080	120.4 118.8	118.155	130.655

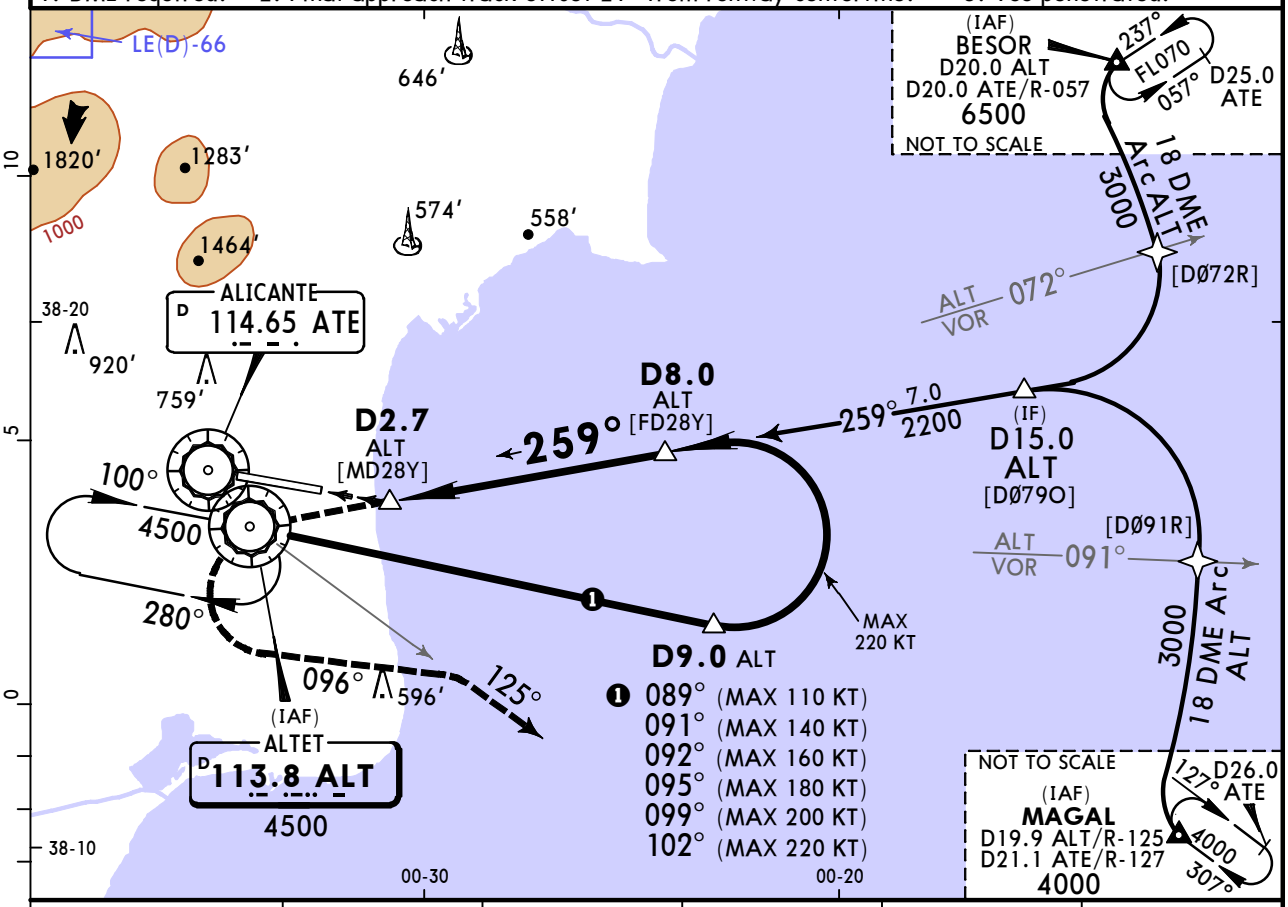
VOR ALT	Final Apch Crs	D8.0 ALT	DA/MDA(H)	Apt Elev 142′
113.8	259°	2200′ (2157′)	Refer to Minimums	Rwy 43′

MISSED APCH: Climb direct to ALT VOR, then turn LEFT (MAX 220 KT) onto 096° to intercept and follow R-125 ALT to MAGAL, join holding and climb to 4000′.

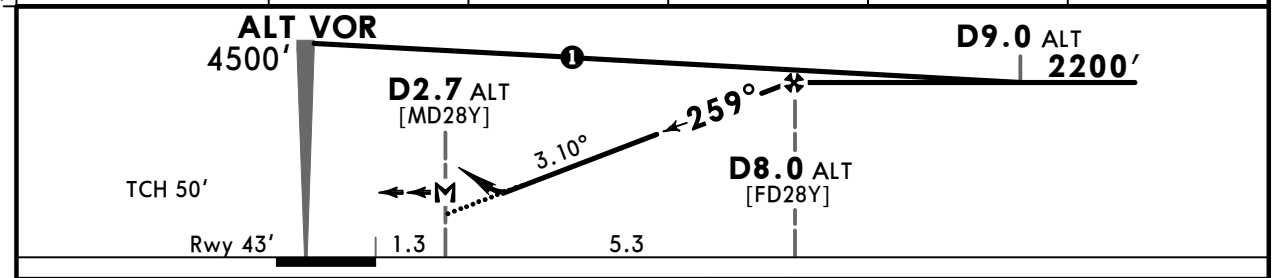
MSA ALT VOR

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

1. DME required. 2. Final approach track offset 21° from runway centerline. 3. VSS penetrated.



ALT DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	610′	940′	1270′	1600′	1930′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.10°	384	494	548	658	768	878
MAP at D2.7 ALT							

HIALS PAPI PAPI | ALT 113.8 | 096° LT | 220 KT MAX

Std/State STRAIGHT-IN LANDING CDFA

CIRCLE-TO-LAND
Not authorized North of airport

1 DA/MDA(H) AB: 540′ (497′) C: 1240′ (1098′) 2
D: 1370′ (1228′) 2

ALS out

		Max KT	MDA(H)	
A	R1500m	100	960′ (818′)	V1500m
B		135	1090′ (948′)	V1600m
C	R2400m	180	1240′ (1098′)	V2400m
D		205	1370′ (1228′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 Height based on airport elevation of 142′.

CHANGES: VSS note added.

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Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ALICANTE, (ALICANTE-ELCHE MIGUEL HERNANDE - LEAL)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LEAL