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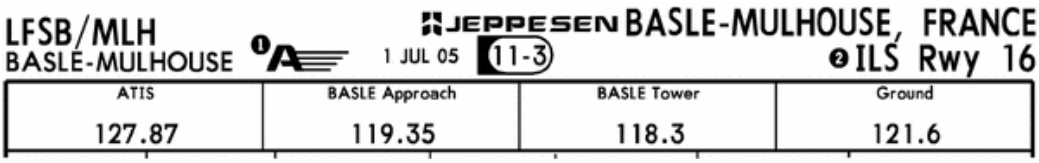
GENERAL

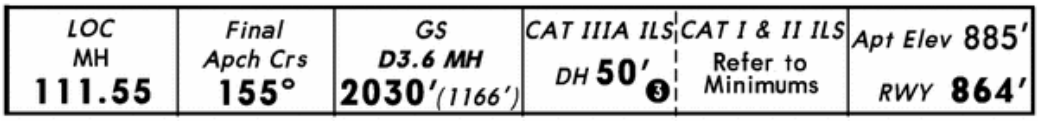
This legend serves as supplementary information to the new format and regular approach chart legend. The following pages briefly explain the differences and symbols used on airline charts. Airline charts refer only to aircraft categories C and D. Blue as an additional color serves for better differentiation between primary and secondary information.

APPROACH CHART HEADING



1 Airline chart icon.

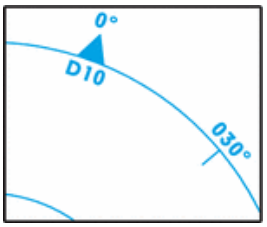
2 The former reference to CAT II and CAT III suffixes are routinely being omitted by various states according to ICAO recommendations. Whenever possible, CAT I, CAT II, and IIIA ILS procedures will be combined.



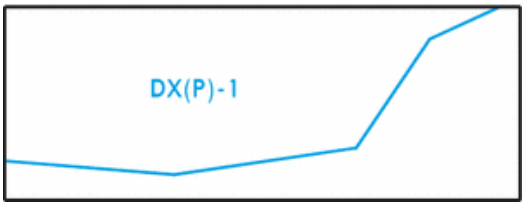
3 The lowest permissible CAT IIIA minimum will always be charted if a runway is CATIIIA approved together with a cross reference note for CAT I and CAT II referring to the minimums.

PLAN VIEW

DME distance and radial information spaced at intervals of 5 NM



Special use airspace (Prohibited, Restricted, Danger Areas)



Secondary airport

PROFILE VIEW

Recommended Altitude Descent Table

LOC (GS out)	MH DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2480′	2160′	1840′	1520′	1200′

When not already state-supplied, a DME ribbon, beginning at the final approach fix (FAF), will be shown for all non-precision approaches when a suitable DME is used in the procedure.

Conversion Table

Gnd speed-Kts	*120*	*140*	*160*	*180*
ILS GS 3.00° or LOC Descent Gradient 5.2%	637	743	849	956
MAP at D0.6 MH				

The aircraft approach speeds have been adjusted to better match the aircraft categories C and D.

APPROACH AND AIRPORT CHART MINIMUMS

Landing Minimums

JAR-OPS	STRAIGHT-IN LANDING RWY 24L						CIRCLE-TO-LAND		
	ILS				LOC (GS out)		Not authorized Northwest of rwy 06R/24L		
	CAT IIIA	CAT II	CAT I						
	DH 50'	C: RA 101' DA(H) 108' (100') D: RA 107' DA(H) 115' (107')	DA(H) C: 286' (278') D: 296' (288')		MDA(H) 1000' (992')				
			FULL	ALS out		ALS out	Max Kts	MDA(H)	VIS
C	RVR 200m	RVR 300m [1]	RVR 650m	RVR 1200m	RVR 1400m	RVR 2000m	180	1210' (1186')	2400m
D					RVR 1800m		205	1500' (1476')	3600m

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

Typical depiction of landing minimums for runways approved for ILS CAT IIIA operations.

Take-off Minimums

JAR-OPS	TAKE-OFF [1]					
	All Rwys					
	LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
C	125m	150m	200m	250m	400m	500m
D	150m	200m	250m	300m		

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

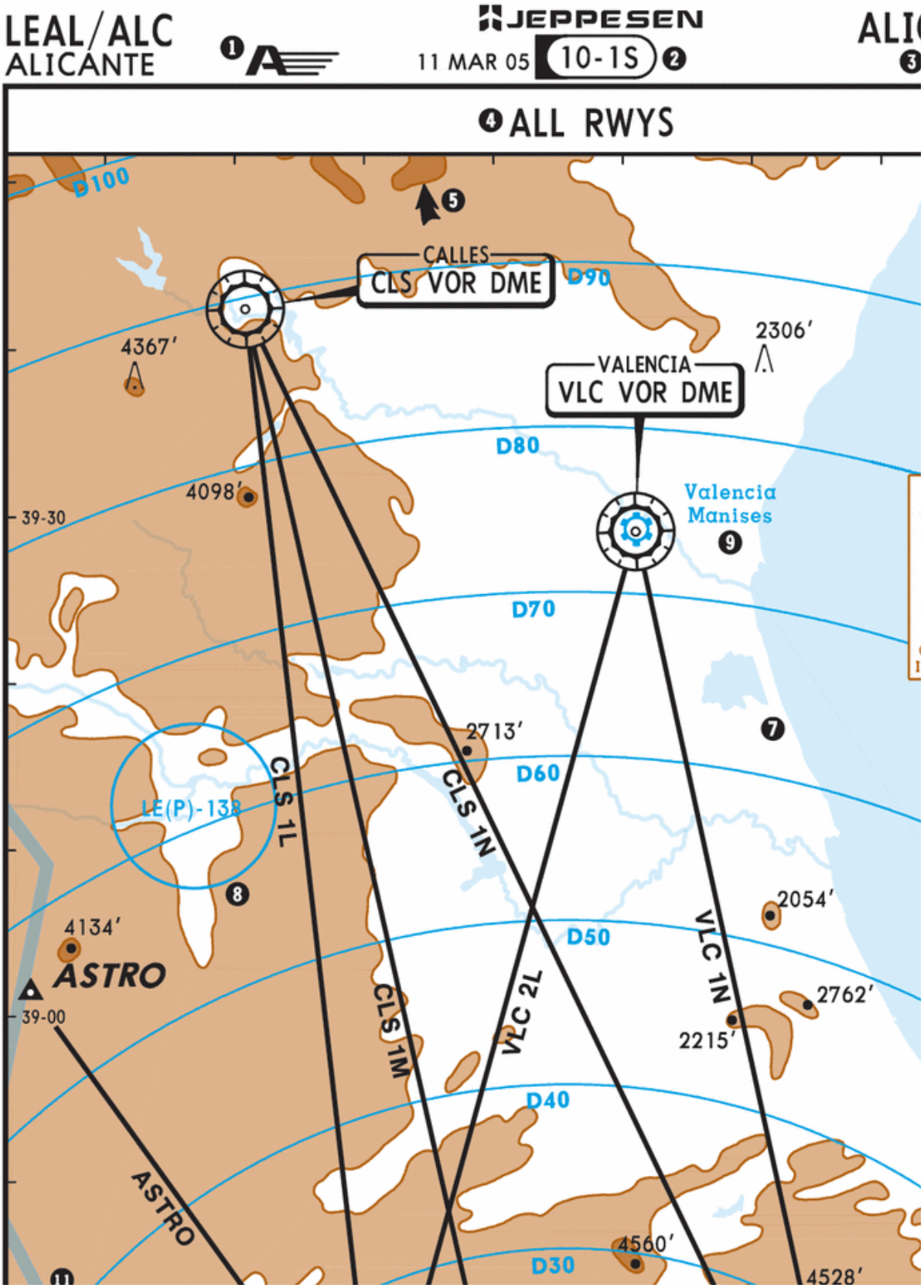
CAUTION: Legend pages titled "AIRLINE FORMAT" contain information specific to charts created for airlines. These legend pages include only those items that are unique to the airline format. For information not covered in the "AIRLINE FORMAT" legend, refer to the "NEW FORMAT" and regular "APPROACH CHART LEGEND."

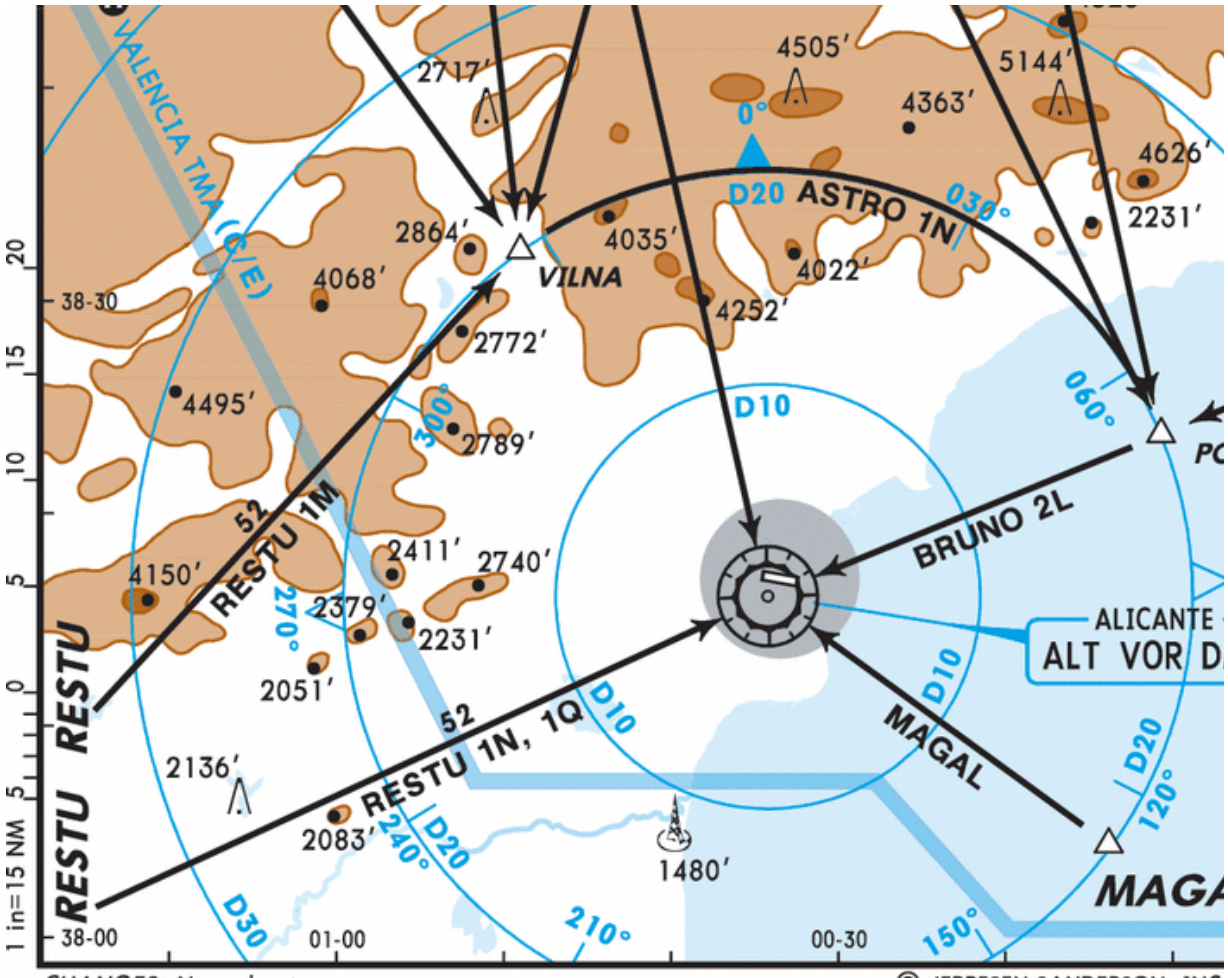
SID/DP/STAR OVERVIEW CHART LEGEND AIRLINE FORMAT

SID/DP/STAR overview charts are to-scale; however, they are **not** intended for navigation purpose. They serve mainly to enhance terrain and general situational awareness and to provide basic information useful in flight planning. If ordered by your airline, these optional overview charts serve as supplementary information only in conjunction with the associated SID/DP/STAR charts.

The following pages briefly explain the differences and symbols used on the airline overview charts. Blue as an additional color serves to better differentiate between primary and secondary information.

Sample Overview Chart


LEAL/ALC
ALICANTE
JEPPESEN
11 MAR 05
10-1S
ALL RWYS
D100
CALLES
CLS VOR DME
D90
4367′
2306′
VALENCIA
VLC VOR DME
D80
4098′
Valencia
Manises
39-30
D70
2713′
D60
LE(P)-138
CLS 1L
CLS 1N
2054′
4134′
D50
ASTRO
VLC 1N
2762′
39-00
CLS 1M
VLC 2L
2215′
D40
ASTRO
4560′
D30
4528′



CHANGES: New chart.

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LEGEND

1. Airline chart icon.
2. Index number (special chart for airlines).
3. Standard terminal arrival overview.
4. Standard terminal arrival routes to all available runways.
5. Highest of portrayed terrain high point/man-made structures, or terrain contours in the charted plan view. Higher terrain or man-made structures may exist which have not been portrayed.
6. North arrow.
7. Large water area, lake, or river.
8. Special use airspace (prohibited, restricted, danger areas).
9. Secondary airport.
10. DME distance circles preferably based on a VORDME on or in the vicinity of the airport concerned. Where no suitable VORDME is available, DME distance circles may be centered on ILS/LOCDME, stand-alone DME or TACAN locations. For quick identification, the box of the concerned radio aid is printed blue.
11. TMA boundary with name and airspace classification.
12. Brown box indicating the corresponding layer’s top elevation within the plan view.