

LEBG AD 2 AERODROME DATA

LEBG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LEBG - BURGOS/Villafría

LEBG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	422127N 0033649W. See AD 2-LEBG ADC.
2	Distance and direction from the city	4 km E.
3	Elevation	903 m/2962 ft.
4	Geoid undulation	53.49 m ± 0.05 m. (1)
5	Reference temperature	28°C.
6	Low average temperature	3°C.
7	Magnetic variation	1E° (2025).
8	Annual change	9.8' E.
9	AD administration	Aena.
10	Address	Aeropuerto de Burgos/Villafría. Crta. Logroño, km 107. 09199 Burgos.
11	TEL	+34-947 478 573
12	FAX	+34-947 478 584
13	AFTN	LEBG
14	E-mail	<a href="mailto:operacionesburgos@aena.es">operacionesburgos@aena.es</a>
15	Approved traffic	IFR/VFR/VFR-N (2) (3).
16	Remarks	CEOPS SITA: RGSOPYA (1) For all AD points. (2) Outside ATS operational hours only VFR flights can operate. (3) General and Business Aviation IFR/VFR (except: hospital, SAR, emergency, state flights, and aircraft based at the airport itself) is conditional on apron capacity.

LEBG AD 2.3 OPERATIONAL HOURS

1	Airport	<p>HR AD (public use)(1) (2)</p> <ul style="list-style-type: none"><li>• V: MON-FRI: 0830-1600.</li><li>• I: MON-FRI: 0930-1700.</li></ul> <p>HR AD (restricted use) (1) (3)</p> <ul style="list-style-type: none"><li>• V: MON, THU: 0600-0830 &amp; 1600-1800. TUE, WED, FRI: 0730-0830 &amp; 1600-1700. SAT: 0730-1630. SUN: 0730-1700.</li><li>• I: MON, THU: 0700-0930 &amp; 1700-1900. TUE, WED, FRI: 0830-0930 &amp; 1700-1800. SAT: 0830-1730. SUN: 0830-1800.</li></ul>
2	Customs and Immigration	HR AD (public and restricted use): O/R CEOPS LEBG.
3	Health and Sanitation	No.
4	AIS	H24 (5).
5	ARO	H24 (4).
6	MET briefing	I: 0600-1800; V: 0700-1900 (PS PPR).
7	ATS	HR AD (Public use) (5).
8	Fuelling	V: 1000-1400. I: 1100-1500. Other hours PPR to TEL: +34 669 324 956 and/or e-mail: <a href="mailto:rgs@exolum.com">rgs@exolum.com</a>
9	Handling	HR AD (public use).
10	Security	H24.
11	De-icing	HR AD (public use). (6)

12	Remarks	<p>Airport hours of activity:</p> <p>It is initiated 15 minutes ahead of the Operational Hours and it ends 20 minutes after it. See AD 1.1-9.</p> <p>(1) For other operational hours, prior request, consult NOTAM in force.</p> <p>(2) The aerodrome shall be available for public use during restricted use hours on request at least 4 hours in advance. Consult NOTAM in force and item 20.</p> <p>(3) Only operations of code letter A, B or C aircraft, and helicopters with a maximum D (helicopter overall maximum dimension) of 12.9 metres, are allowed during restricted use hours.</p> <p>Commercial operations or operations of aircraft with code letter higher than 2C are not allowed except with a request at least 72 hours in advance and prior clearance.</p> <p>During restricted use hours, the operations of aerial works, urgent medical transport, fire fighting, emergency, school flights, tourist flights and positional flights for maintenance on base.</p> <p>(4) Centralised ARO office geographical area 2</p> <ul style="list-style-type: none"><li>• TEL: +34-918 603 557; +34-672 344 412 (only for communications contingency).</li><li>• E-mail: <a href="mailto:arocentralizada@enaire.es">arocentralizada@enaire.es</a></li><li>• LEBG AFTN address for flight plan management: LEBGZPZX</li></ul> <p>Oficina AIO Centralizada - Oficina NOTAM Internacional</p> <ul style="list-style-type: none"><li>• TEL: +34-913 213 137/138</li><li>• E-mail: <a href="mailto:unof@enaire.es">unof@enaire.es</a></li></ul> <p>(5) See items 18 and 20.</p> <p>(6) Prior notification to the Handling Agent or to LEBG CEOPS, 24 HR in advance to the expected date of flight.</p>
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## LEBG AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	No.
2	Fuel types	JET A-1, 100LL.
3	Oil types	No.
4	Refuelling capacity	JET A-1: 1 tank 28000 L, 15 L/s. 100LL: 1 tank 28000 L, 1.25 L/s.
5	De-Icing facilities	In the same stand.
6	Hangar space	Yes.
7	Repair facilities	No.

8	Remarks	<p>Hiring of a handling agent is not mandatory for General Aviation operations, except:</p> <ul style="list-style-type: none"><li>• Aircraft with a MTOW higher than 5 TM.</li><li>• Aircraft with a jet propulsion system.</li><li>• Aircraft with wingspan higher than 20 m.</li></ul> <p>Ramp agents:</p> <ul style="list-style-type: none"><li>• SOUTH EUROPE GROUND SERVICES<ul style="list-style-type: none"><li>◦ TEL: +34 608 260 615</li><li>◦ E-mail: <a href="mailto:rgskq@southeu.com">rgskq@southeu.com</a></li><li>◦ SITA: RGSKKIB</li></ul></li></ul>
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**LEBG AD 2.5 PASSENGER FACILITIES**

1	Hotels	No.
2	Restaurant	No.
3	Transportation	Taxis, bus.
4	Medical facilities	No.
5	Bank/Post Office	No.
6	Tourist information	Yes.
7	Remarks	None.

**LEBG AD 2.6 RESCUE AND FIREFIGHTING SERVICES**

1	Fire category	<p>HR AD (public use) (2): CAT 4 (1) (3).</p> <p>HR AD (restricted use): Means for aerodrome non-private restricted use. (4)</p>
2	Rescue equipment	According to the fire category published.
3	Removal of disabled aircraft	<p>Own equipment for removal of disabled aircraft for main landing gear of maximum load 5 TM. External service for aircraft with main landing gear load over 5 TM, charged to and in the presence of the owner/operator of the aircraft.</p> <p>See contact details in item 2.</p>
4	Remarks	<p>(1) For other fire categories, prior request, consult NOTAM in force.</p> <p>(2) Response time is less than 3 MIN, with an operational objective of less than 2 MIN.</p> <p>(3) 5, 6 and 7 on request (see item 20, "Procedure for the request of fire category on demand").</p> <p>(4) Fire fighting means: 1 firefighter, 1 tender with foam-making equipment containing a water capacity of 2500 L for foam production with performance level C, with a discharge rate of the foam solution of 1000 L per MIN, complementary agents of 150 Kg of ABC powder, fire and heat resistant gloves and blanket, cutting devices for cables and harnesses, axe and crowbar.</p>

**LEBG AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN**

1	Types of clearing equipment	Urea spreader, snowplough.
2	Clearance priorities	Runway, TWY A, apron, TWY B.
3	Use of material for movement area surface treatment	Urea (UREA)
4	Specially prepared winter runways	Not applicable.
5	Remarks	Period of application of snow plan: 1-NOV to 30-APR. Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in AD 1.2.2. Aerodrome in service during all seasons of the year.

**LEBG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

1	Apron	Surface: Concrete. Strength: PCN 37/R/A/W/T. Hangars service apron: PCN 5/R/C/W/T.
2	Taxiways	Width: TWY A, B: 23 m. TWY C: 15 m. TWY D: 11 m. Surface: Asphalt. Strength: TWY A, B: PCN 55/F/A/W/T. TWY C: PCN 3/F/D/Z/T. TWY D: PCN 12/F/C/X/T.
3	Check locations	Altimeter: Apron: 893 m/2930 ft. VOR: No. INS: See AD 2-LEBG ADC.
4	Remarks	None.

**LEBG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

1	Taxiing guidance system	Runway-holding positions, boards, stands, centre line and edge of turn pads, runway guard lights in TWY A and B.
2	RWY markings	Designators, threshold, side stripe, centre line and aiming point.
3	TWY markings	Centre line and edge. Reflective edge markers on TWY C and D.
4	Remarks	None.

**LEBG AD 2.10 AERODROME OBSTACLES**

1	Obstacles in Approach, Take-Off Climb, Conical, Inner Horizontal, Transitional, Inner Transitional and Balked Landing Surfaces established in ICAO Annex 14; and the areas 2A and 3 established in ICAO Annex 15. Those penetrating these surfaces are identified in the CSV file as "Relevante_Relevant = Si/Yes".	See Item 10 and Data Set.
2	Remarks	See AD 2-LEBG AOC.

## LEBG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

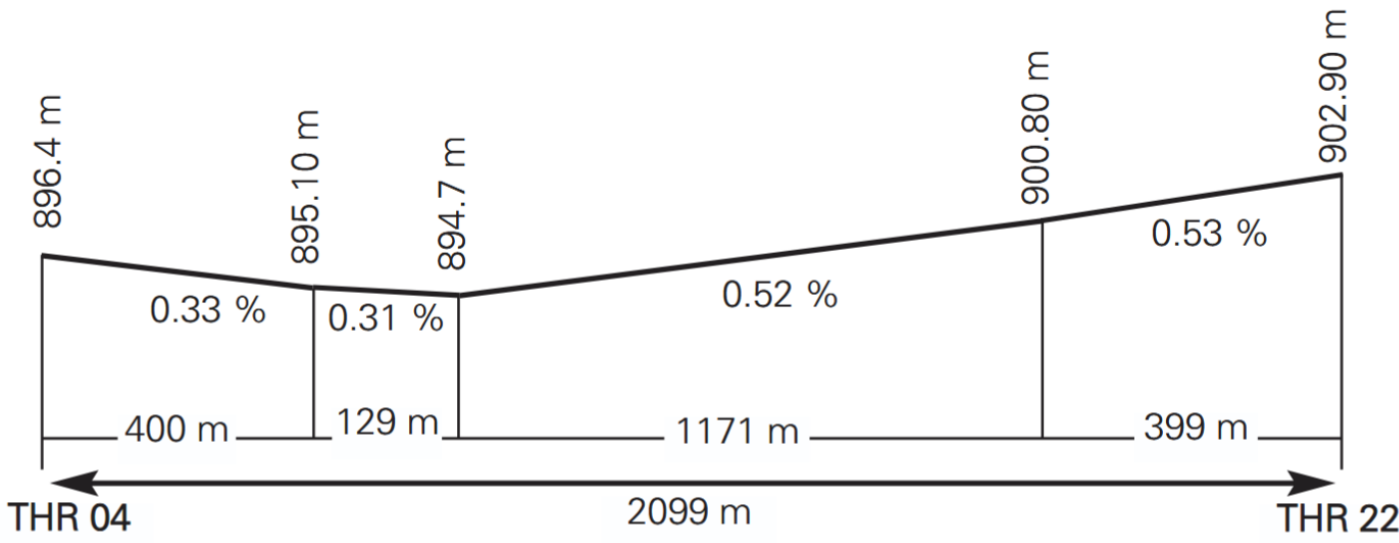
1	MET office	Burgos/Villafria EMAe.
2	HR	I: 0600-1800; V: 0700-1900 (PS PPR).
3	METAR	METAR AUTO 24H half-hourly. EMAe staff shall monitor METAR AUTO during EMAe operational hours, replacing it with METAR where appropriate.
4	TAF	24 HR.
5	TREND	No.
6	Briefing	In person and by telephone.
7	Flight documentation/Language	Charts and plain language / Spanish.
8	Charts	Forecast significant, and wind and temperature at altitude, maps.
9	Supplementary equipment	Cloud, lighting and radar information image display.
10	ATS unit served	AFIS.
11	Additional information	Main office:Madrid OMAe (LEMC): H-24 • TEL: +34-915 045 807 Meteorological office Burgos/Villafria EMAe: HR AD (public and restricted use). • TEL: +34-947 480 727
12	Remarks	Aerodrome climatological summary available. Aerodromo warnings available.

## LEBG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY	Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
04	043.11°GEO 043°MAG	2099 x 45	422101.75N 0033720.44W	THR: 897 m/2941 ft TDZ: No	No	No	2219 x 280 (1)	No	90 x 150	RWY: ASPH PCN 55/F/A/W/T SWY: No
22	223.12°GEO 223°MAG	2099 x 45	422151.42N 0033617.73W	THR: 903 m/2962 ft TDZ: No	No	No	2219 x 280 (1)	No	90 x 150	RWY: ASPH PCN 55/F/A/W/T SWY: No

Remarks: (1) Topsoil.

12.1 PROFILE:



LEBG AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
04	2099	2099	2099	2099
22	2099	2099	2099	2099
04 INT C (1)	822	822	822	-
22 INT C (1)	1292	1292	1292	-

Remarks:

(1) Only usable from sunrise to sunset under VMC by aircraft of maximum wingspan 15 m.

LEBG AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	04
2	Approach	Simple, 420 m. Threshold identification lights.
3	PAPI (MEHT)	3° (14.00 m / 46 ft). (1)
4	Threshold	Green, without wing bars.
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	2099 m: 1499.5 m white + 599.5 m yellow. LIH. Distance between lights: 50 m.
8	Runway end	Red, without wing bars.
9	Stopway	No.
10	Remarks	Adjustable light intensity. (1) PAPI not available for aircraft B763.

1	Runway	22.
2	Approach	Simple, 300 m. Threshold identification lights.
3	PAPI (MEHT)	3° (14.09 m / 46 ft). (1)
4	Threshold	Green, without wing bars.
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	2099 m: 1499.5 m white + 599.5 m yellow. LIH. Distance between lights: 50 m.
8	Runway end	Red, without wing bars.
9	Stopway	No.
10	Remarks	Adjustable light intensity. (1) PAPI not available for aircraft B763.

**LEBG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	ABN/IBN	No.
2	WDI	1 near THR 04; 1 near THR 22. LGTD.
3	TWY lighting	TWY A and B: Edge.
4	Apron lighting	Service hangars apron: 2 floodlighting poles. Apron: 2 floodlightings poles and edge.
5	Secondary power supply	For approach lights, PAPI, edge, threshold, centre line and end, UPS with a switch over (light) time of 0 seconds and engine generators that provide a switch-over time (light) of a maximum of 15 seconds.
6	Remarks	Turn pad lighting: Centre line and edge lights.

**LEBG AD 2.16 HELICOPTER LANDING AREA**

1	Position	Geoid undulation: see item 2. FATO: RWY 04/22. Coordinates THR 04 and THR 22, see item 12. Taxiing: TLOF one same than FATO RWY 04/22 and two more same than PRKG 1H and 3H in apron. Coordinates: <ul style="list-style-type: none"><li>1H: 422114.14N 0033722.01W.</li><li>3H: 422116.86N 0033719.20W.</li></ul>
2	Elevation	FATO: RWY 04/22. Elevation THR 04 and THR 22, see item 12. Taxiing: TLOF one same than FATO RWY 04/22 and two more same than PRKG 1H and 3H in apron. Elevation: 892 m.



3	Dimensions, surface, maximum weight, marking	FATO: RWY 04/22. Taxiing: TLOF one same than FATO RWY 04/22 and two more same than PRKG 1H and 3H in apron. Stand 1H and 3H: PCN 37/R/A/W/T, maximum D allowed 12.9 m (where D = helicopter overall maximum dimension). Markings: touchdown/positioning marking and perimeter marking.
4	Directions	No.
5	Declared distances	No.
6	Lighting	No.
7	Remarks	Apron lighting.

**LEBG AD 2.17 ATS TRAFFIC SERVICES AIRSPACE**

1	Designation	FIZ BURGOS (1) (RMZ) (FPMZ) (2).
2	Lateral limits	423028N 0033058W; 423217N 0032839W; 422810N 0032244W; 422621N 0032503W; from this point following an arc of 10.0 NM centred on ARP; 421225N 0034239W; 421035N 0034457W; 421441N 0035051W; 421631N 0034833W; from this point following an arc of 10.0 NM centred on ARP; 423028N 0033058W.
3	Vertical limits	SFC-5500 ft AMSL.
4	Airspace class	G.
5	Unit Language:	BURGOS AFIS. ES/EN.
6	Transition altitude	1850 m/6000 ft.
7	Hours of applicability	
8	Remarks	(1) This airspace will only be active during ATS hours. (2) RMZ, FPMZ: During public and restricted airport usage hours.

**LEBG AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES**

Service	Call sign	FREQ	HR	Remarks
APP	Vitoria TWR	118.450 MHz	HR ATS	-
AFIS	Burgos Información	125.430 C (1)	HR ATS	(1) Out of ATS hours, this frequency will be used for communications between pilots.
		121.500 MHz	HR ATS	EMERG.

**LEBG AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
VOR (1°)	BUR	111.40 MHz	H24	422117.9N 0033648.9W		COV 10 NM at 5000 ft AMSL U/S BTN R-194/R-202.
DME	BUR	51X	H24	422118.1N 0033648.7W	900 m.	

## LEBG AD 2.20 LOCAL AERODROME REGULATIONS

ATS services provided:

- AFIS at FIZ (see ENR 1.5 and AD 1.1).
- Control APP at CTA Vitoria (Vitoria TWR).

It is mandatory to file a flight plan and carry radio equipment, during both public and restricted use hours. The provisions specified in SERA.4001, item b), point 3, shall apply.

Ultra-light aircraft operation is not allowed during ATS schedule.

Only one IFR operation will be permitted at a time within the FIZ.

AFIS unit contact phone number to be used in case of communications failure: TEL: +34-947 478 587.

During ATS hours, "touch-and-go" procedures are not permitted for more than one aircraft simultaneously.

### 20.1 PROCEDURE FOR THE REQUEST OF FIRE CATEGORY ON DEMAND

Burgos/Villafría airport provides ICAO-SEI category 4 in HD AD (public use hours) and fire fighting means for non-private restricted aerodrome use (1) in HR AD (restricted use hours). During public use hours, category 5, 6 or 7 on demand can be provided. To operate with category 5, 6 or 7, interested companies must request this via e-mail to: [operacionesburgos@aena.es](mailto:operacionesburgos@aena.es)

The request must be made at least 72 hours before the planned date, and it must contain the following data:

- Flight number.
- Flight class.
- Aircraft type.
- Expected date and time.

Confirmation of category shall be made by the same means used for the request.

(1) See item 6.

### 20.2 PROCEDURE FOR PUBLIC USE OPERATIONS DURING RESCTRICTED USE HOURS

Prior clearance for aircraft traffic operations which need to operate under public use conditions during restricted use hours shall be requested.

The aircraft operator or pilot must make the request by contacting CEOPS through one of the following means:

- TEL: +34 -947 478 573
- FAX: +34-947 478 584
- E-mail: [operacionesburgos@aena.es](mailto:operacionesburgos@aena.es)

The request must be made at least 4 hours before the hour of operation, and it must contain the following data:

- Flight number.
- Flight class.

- Aircraft type.
- Expected date and time.

CEOPS will notify as required to confirm the staffing in order to provide the necessary services for the operations carried out during public use hours, it will publish the corresponding NOTAM, and once this is done, it will confirm clearance to the applicant through the same means by which it was requested. The operation will not be considered authorized, unless clearance is confirmed by CEOPS.

### 20.3 RUNWAY INSPECTIONS

Due to runway inspections by Airport staff outside ATS hours, vehicles may be present reporting on frequency A/A (125.430 C).

### 20.4 TAKE-OFFS FROM THE INTERSECTION

From sunrise to sunset, under VMC, aircraft of maximum wingspan 15 metres are permitted to accomplish take-off operations from the intersection of TWY C with RWY 04 and RWY 22. See declared distances in AD 2-LEBG Item 13.

To do so, aircraft must notify the AFIS Unit, preferably at the same moment as start-up, and this Unit will notify the aircraft of the declared distance from the intersection.

During periods when AFIS is not provided, pilots shall use the A/A frequency 125.430 C to notify intentions and position.

### 20.5 AVAILABLE WEATHER INFORMATION IN RESTRICTED USE HOURS

The meteorological information required for flight planning such as METAR/SPECI, AD WRNG and charts will be available through offices and the usual systems such as MAMO, AMO and AMA. Aircraft in flight in the vicinity of the airfield may update this information on the frequency of Vitoria TWR.

### 20.6 STANDARD TAXIING PROCEDURES

#### 20.6.1 GROUND MOVEMENT

##### 20.6.1.1 Traffic in apron.

- Only one aircraft may move in the apron at a time.
- PRKG 1: during the departure manoeuvre of a code letter C aircraft from PRKG 1, PRKG 2 must be free of persons, objects and vehicles.
- PRKG 1: during the departure manoeuvre of a code letter D aircraft from PRKG 1, vehicle movements on the service road adjacent to the apron is prohibited, and, in addition, the 2 equipment holding areas adjacent to PRKG 1 must be vacated.

##### 20.6.1.2 Taxiing restrictions.

- A.-TWY C and D may only be used from sunrise to sunset and under VMC, unless guided.
- B.-TWY C is limited to aircraft with maximum wingspan 15 m.
- C.-TWY D is limited to aircraft with maximum wingspan 15 m.
- D.-TWY D is limited to helicopters with D < 11.7 m.

#### 20.6.2 OPERATION OF CODE LETTER D AIRCRAFT

In general, the arrival or permanence of aircraft with wingspan over 36 m are not allowed without prior permission from the airport. In order for a code letter D aircraft to operate, prior request by the airline or handling agent and explicit permission from the Airport Operations Center are mandatory.

#### 20.6.2.1 ARRIVALS

Handling agent shall verify, before arrival of the aircraft, that no equipment nor personnel who could be affected by the parking manoeuvre are in PRKG 1 and 2. Depending on the landing runway, the taxi route shall be:

- Landing on RWY 04: turn of 180° at turn pad / runway / TWY B / Apron (PRKG 1).
- Landing on RWY 22: TWY A (or TWY B) / Apron (PRKG 1).

#### 20.6.2.2 DEPARTURES

Handling agent shall verify, before engine ignition, that no equipment nor personnel are in the safety area behind the aircraft, including the service road and the restricted area of equipment in surrounding positions (2 and 3). Depending on the take-off runway, the taxi route shall be:

- Take-off from RWY 04: TWY A / THR 04.
- Take-off from RWY 22: TWY B / runway / turn of 180° in turn pad / THR 22

### 20.6.3 OPERATION OF HELICOPTERS

This section defines exclusively the operation of helicopters with assigned stand in apron which do not perform special operations in accordance with current regulations. According to the aforementioned, and since no other specific area for helicopter operation has been defined, they will be treated as fixed-wing aircraft and shall take off and land using the runway.

#### 20.6.3.1 TAXIING ROUTES

They shall vacate or access runway via TWY B or via TWY C in case of operation in the APN service hangars, following the appropriate available markings and lights and according to the alignments provided for this taxiway, to the information received from AFIS (during service hours of this unit) or to what is established in the integrated aeronautical information package (out of AFIS service hours). TWY A shall not be used for any arrival/departure manoeuvre from apron or runway, unless otherwise specified.

#### 20.6.3.2 ARRIVALS

Once on apron, taxiing, both air and ground, will take place from the access TWY to stand following the alignment signal marked on its centre line both on arrival and departure. Helicopters must park in any case in the stand authorized for this purpose, when it is free, nose steering the helicopter towards the prevailing wind if necessary.

#### 20.6.3.3 DEPARTURES

Once ready to taxi to the runway, helicopters will exit the stand. In case of ground taxiing, helicopters shall perform the departure manoeuvre by turning right, using the smallest turn radius permitted by the aircraft and aligning themselves with the stand entry line as soon as possible, paying especial attention to maintaining safety margins with the adjoining stands.. The entry into runway from apron will always be carried out from TWY B or from TWY C in the case of operations in the APN service hangars (TWY A will not be used).

### 20.7 NIGHT VISUAL OPERATIONS (VFR-N)

Night visual operations will be authorized, except on TWYs C and D. In case AVGAS 100LL emergency night refuelling is required, guidance will be provided as per local procedure MPLRGS-27 from the "Operación de Aviación General" document, available at LEBG CEOPS.

### 20.8 REPORTING DEPARTURES AND ARRIVALS

Outside the airport's ATS schedule, the departure/arrival of flights from/to Burgos must be reported to the Centralised ARO by the pilot in command of the aircraft.

## 20.9 OPERATIONAL SAFETY REPORTS

Pilots/operator shall report to the airport as soon as possible about any accidents, incidents, occurrences or events which may have a potential operational impact and in which they may have been involved or witnessed.

The aim of these reports is the compilation of the information in order to improve operational safety, independently of the mandatory report of the occurrence to the appropriate aeronautical authority. Data may be sent in any format, including at least the following information:

- Date and time.
- Site.
- Parties involved (data used to identify vehicles, aircraft ... involved).
- Companies implicated.
- Description of the facts.
- Any other data considered relevant (e.g. lighting conditions, weather, phase of the operation such as take-off / landing / stopover, pavement conditions...).

Contact e-mail address of the airport, for the reception of operational safety reports, is the following: [Seguridad\\_Operacional\\_RGS@aena.es](mailto:Seguridad_Operacional_RGS@aena.es)

In addition to notifying the airport by means of the indicated system, it is necessary to send at least basic data of the accident, incident, occurrence or event to the air traffic control service provider (ATC).

## 20.10 PROCEDURES FOR DE-ICING AND OPERATION UNDER WINTER CONDITIONS

The airport has procedures for de-icing and operation under winter conditions. For further information contact:

CEOPS

- TEL: +34-947 478 573
- FAX: +34-947 478 584
- E-Mail: [operacionesburgos@aena.es](mailto:operacionesburgos@aena.es)

## 20.11 RUNWAY SURFACE CONDITION REPORTS DURING RESTRICTED USE HOURS

Contact LEVT TWR or CEOPS LEBG: TEL:+ 34-947 478 573.

## 20.12 DEPARTURE OPERATION FOR HELICOPTER EMERGENCY MEDICAL SERVICES (HEMS) OUTSIDE ATS HOURS

The HEMS health helicopter operates from the hangar service apron and may perform take-off from that apron on heading 220°.

These special operations have preference over others and, therefore, the operations of other traffic will be subject to the following restrictions:

- This helicopter whose callsign begins with ME (medical) followed by registration, must communicate its start-up prior to departure, together with the envisaged take-off heading (220°), on A/A frequency 125.430 C;
- Should there be any other aircraft on the frequency, it must coordinate with the HEMS on A/A frequency 125.430 C, avoiding landing or taking off until the HEMS helicopter has left the aerodrome traffic circuit.

# LEBG AD 2.21 NOISE ABATEMENT PROCEDURES

## 21.1 ENGINE TESTING

The authorization schedule of the tests will be the same as that of airport operation and, at other times, on request. Engine performance testing will be carried out in TWY A in the parallel section to runway, unless the aircraft cannot move on its own, in which case it will be carried out in apron. Engine tests higher than idling shall never be carried out in apron. Requests for engine testing authorizations must be in writing to CEOPS and shall include the following information:

- Requesting airline
- Registration
- Aircraft type
- Position
- Date/Time
- Name and DNI of requester
- Telephone contact
- Testing power
- Estimated duration

## LEBG AD 2.22 FLIGHT PROCEDURES

Caution, due to electric towers of 100 ft AGL at 1400 m, located to the North of THR 22.

### 22.1 LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedures (LVP) are not available at Burgos/Villafría airport.

### 22.2 OPERATIONAL STANDSTILL PROCEDURE IN THE MOVEMENT AREA (PPOAM)

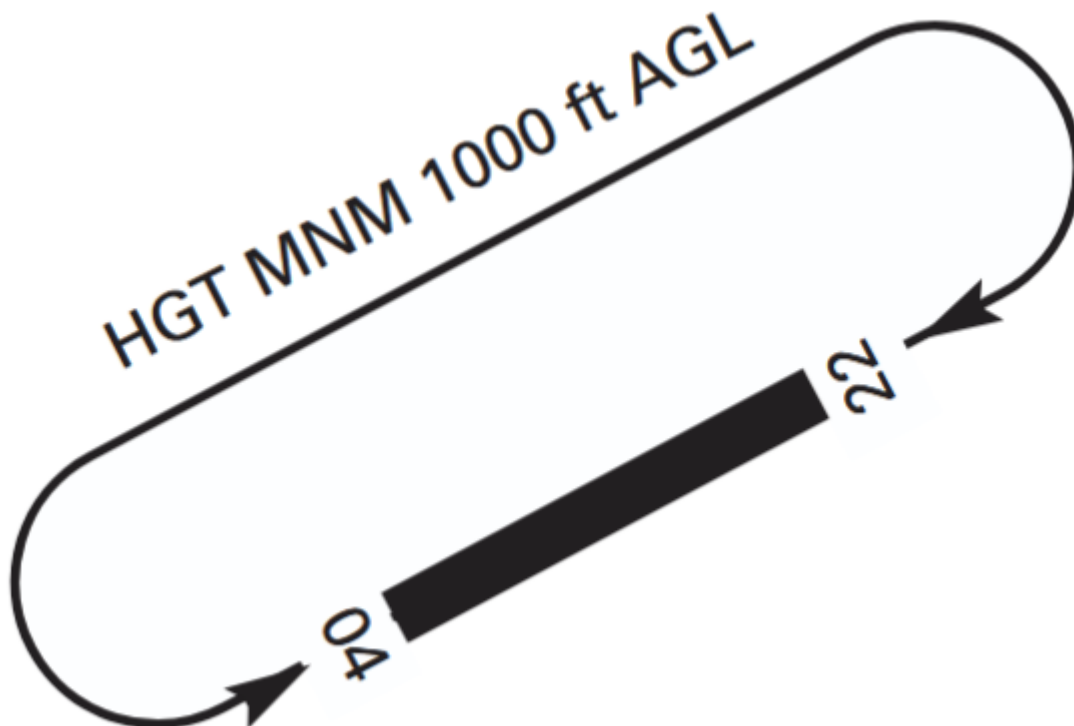
With RVR below 550 m, a standstill procedure for operations in the movement area will be activated. Therefore, no operations will be authorized in that airport area.

Operations will be resumed when RVR is 600 m or above and a firm improving trend is expected.

With RVR between 800 m and 550 m, only one simultaneous movement of aircraft is allowed on the movement area.

VFR flights operating at LEBG AD outside the published operational hours of ATS, shall monitor AFIS frequency 125.430 C (not an ATS frequency during those hours) and shall transmit the evolution of the different flight phases without expecting reply, in order to advise the rest of the aeronautical stations and aircraft. The ATS unit shall report the start and end of its operation on the same frequency.

## 22.3 AD TRAFFIC CIRCUIT



## LEBG AD 2.23 ADDITIONAL INFORMATION

The activation of LED10 area will be announced by NOTAM and will be coordinated with AFIS BURGOS and VITORIA TWR.

## 23.1 BIRD CONCENTRATION AREAS

- Frequent presence of storks and small birds of prey on the strip of TWY C.
- Occasional presence of storks and small birds of prey on the strip of RWY 04/22, especially in summer.
- Presence of griffon vultures near the airport.

See ENR 5.6.

## LEBG AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

The list of charts related to the aerodrome can be found on the link below:

<https://aip.enaire.es/AIP/#LEBG>

## LEBG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

IAC 4 RNP Z RWY 22 (LPV ONLY): LPV.

IAC 5 RNP Y RWY 22: LNAV, LNAV/VNAV.

IAC 6 VOR RWY 22: Direct approach.