LEGE AD 2 AERODROME DATA

LEGE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LEGE - GIRONA

LEGE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	415403N 0024538E. See AD 2-LEGE ADC.
2	Distance and direction from the city	12.5 km SW.
3	Elevation	143 m / 469 ft.
4	Geoid undulation	49.54 m ± 0.05 m (1).
5	Reference temperature	30°C.
6	Low average temperature	6°C.
7	Magnetic variation	2°E (2025).
8	Annual change	8.9'E.
9	AD administration	Aena.
10	Address	Aeropuerto de Girona/Costa Brava, 17185 Vilobí d'Onyar (Girona).
11	TEL	+34-972 186 658
12	FAX	No.
13	AFTN	LEGE
14	E-mail	gro.ops.cecoa@aena.es
15	Approved traffic	IFR/VFR. (2) (3)
16	Remarks	(1) For all AD points. (2) Business and General Aviation Traffic (IFR/VFR) is conditioned to the declared capacity. Request slot PPR 3 HR to CECOA LEGE. • TEL: +34-972 186 659 / 658 • E-mail: gro.ops.cecoa@aena.es • AFTN: LEGEYFYX Aircraft type, registration marking, operator and the handling agent, departure and destination aerodrome, and date/time of ETA and ETD must be included. Flights without clearance are not allowed. (3) Night VFR flights are allowed (VFR-N).

LEGE AD 2.3 OPERATIONAL HOURS

1	Airport	H24.
2	Customs and Immigration	HR AD.
3	Health and Sanitation	No.
4	AIS	H24 (1)
5	ARO	H24 (2)
6	MET briefing	HR AD.

7	ATS	HR AD.
8	Fuelling	HR AD.
9	Handling	HR AD.
10	Security	HR AD.
11	De-icing	HR AD.
12	Remarks	(1) Centralised AIO Office - International NOTAM Office. • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es (2) Service provided from the Oficina de Operaciones of the airport.

LEGE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	No.
2	Fuel types	100LL, JET A-1.
3	Oil types	AEROSHELL W100.
4	Refuelling capacity	100LL: 1 truck 1300 L, 1.5 L/s. 1 truck 2500 L, 5.3 L/s. 1 truck 8000 L, 3 L/s. JET A-1: 1 truck 20000 L, 13 L/s. 1 truck 30000 L, 30 L/s. 2 trucks 40000 L, 13 L/s. 1 truck 40000 L, 17 L/s. 1 truck 48000 L, 13 L/s.
5	De-Icing facilities	De-icing service at the parking positions, with hot water and glycol units, for removing ice from the ACFT. Service provided by handling agents.
6	Hangar space	No.
7	Repair facilities	No.

8	Remarks	Request of fuel supply on the telephone numbers: • EXOLUM: TEL: +34-972 186 682 • SLCA: TEL: +34-972 474 720 It is mandatory to have handling agent for all operations, non-commercial operations included, except for airport-based aircraft. On arrival operations, passengers and crews must wait for their handling agent. Handling agents of general aviation: CENTERVOL • TEL: +34-972 474 655 ; +34-618 362 158 • FAX: +34-972 474 259 • E-mail: handling@centervol.es • SITA: No. EXECUJET • TEL: +34-972 474 842 ; +34-672 128 860 • E-mail: fbo.lege@execujet.com General Aviation Service, S.L. • TEL: +34-932 983 893 ; +34-653 463 068 • FAX: +34-932 983 323 • E-mail: girona@generalaviation.es • SITA: MADAPXH SKYVALET • TEL: +34-916 782 648 ; +34-649 031 527 • FAX: +34-913 936 899 • E-mail: occ@skyvalet.com • SITA: MADOOG5 / MADHDGP United Aviation Services, S.L. • TEL: +34-933 700 654 ; +34-972 474 635 • E-mail: ops.gro@unitedaviation.es • SITA: BCNSPXH UNIVERSAL AVIATION • TEL: +34-972 474 017 ; +34-638 007 748 • FAX: +34-972 474 016 • E-mail: universal.aviation@uvspain.com • SITA: No Commercial aviation handling agent: AVIAPARTNER SAS • TEL: +34-671 070 450 • E-mail: gro.ops@aviapartner.aero • SITA: GROAOXH SOUTH HANDLING • TEL: +34-972 474 192 ; +34-629 239 129 • FAX: +34-972 474 959 • E-mail: grokq@south.eu • SITA: GROKQIB Commercial aviation handling agents may attend both Commercial and General Aviation.

LEGE AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	Yes.
3	Transportation	Buses, taxies and hire cars.
4	Medical facilities	No.

5	Bank/Post Office	Cash dispenser / No.
6	Tourist information	Yes.
7	Remarks	None.

LEGE AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	7.
2	Extinguishing agents	Water, Foaming agent level B (6%) and Dry Powder Product in accordance with the fire category published.
3	Rescue equipment	In accordance with the fire category published.
4	Removal of disabled aircraft	Brackets and trailer to drag aircraft up to 2500 kg. Dragging slings up to 15000 kg. Set of bearings to lift up to 393 kg. Capacity for removal of aircraft up to B764. Tractors and push-back bars of the handling companies. Service commitment with local companies that are able to handle loads up to 200 tons. Local contact data for the operation of moving disabled aircraft: Centro de Coordinación Aeroportuaria (CECOA). • TEL: +34-972 186 659 / 658 • FAX: +34-972 474 222 • E-mail: gro.ops.cecoa@aena.es
5	Remarks	Response time: THR 01: 2'; THR 19: 2'15".

LEGE AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	Truck with snowplough spades, flux spreader and load crane; two snow sweepers with snowplough spades.
2	Clearance priorities	a) Runway in use. b) Runway exit TWY E3 and E4, TWY T1 to T6 and GATE G4. c) Apron areas of necessary use.
3	Use of material for movement area surface treatment	UREA.
4	Specially prepared winter runways	Not applicable.
5	Remarks	Period of application of snow plan: 01-NOV to 01-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.

LEGE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron	Surface: Concrete. Strength: PCN 61/R/A/W/T, except PRKG 14, 15, 15A and 16: PCN 97/R/A/W/T.

2	Taxiways	Width: 23 m, except G1, G2: 31 m; G3, G4: 30.5 m. Surface: Asphalt. Strength: E1, E4: PCN 69/F/A/W/T. E2: PCN 112/F/A/W/T. E3: PCN 97/F/A/W/T. G1: PCN 143/F/A/W/T. G2: PCN 144/F/A/W/T. G3: PCN 123/F/A/W/T. G4: PCN 91/F/A/W/T. TWY T1 to T6: PCN 103/F/A/W/T.
3	Check locations	Altimeter: Apron ELEV 127 m / 417 ft. VOR: No. INS: No.
4	Remarks	None.

LEGE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Boards, runway-holding positions (1), stop bars, runway guard lights and stands.
2	RWY markings	Designators, threshold, displaced threshold RWY 19, centre line, side stripe, touchdown zone with distance coding, aiming point and pre-threshold area.
3	TWY markings	Centre line and side stripe.
4	Remarks	(1) LED lighting.

LEGE AD 2.10 AERODROME OBSTACLES

1	Obstacles which penetrate Approach, Take-off climb, Conical, Inner Horizontal and Transitional Surfaces contained in Annex 14 of ICAO; and areas 2A and 3 contained in Annex 15 of ICAO:	See Item 10 and Data Sets.
2	Remarks	See AD 2-LEGE AOC.

LEGE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	Girona EMAe.
2	HR	H24.
3	METAR	Half-hourly.
4	TAF	24HR.
5	TREND	Yes.
6	Briefing	In person and by telephone.
7	Flight documentation/Language	Charts and plain language / Spanish.
8	Charts	Significant, forecasted in altitude (wind and temperature) maps.
9	Supplementary equipment	Clouds, lightning image and radar information display.
10	ATS unit served	TWR, APP.

11	Additional information	Valencia OMAe (LEVA): H24 • TEL: +34-963 690 750 Girona EMAe: H24 • TEL: +34-972 186 645
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available.

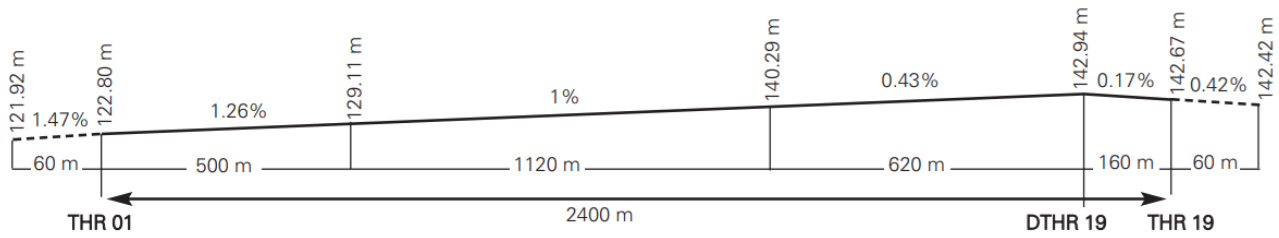
LEGE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY	Direction	DIM (m)	THR PSN	THR/TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
01 (1)	015.78° GEO 014° MAG	2400 x 45	415341.69N 0024529.73E	THR: 123 m / 403 ft TDZ: No	No	60 x 150 (3)	2520 x 300	No	90 x 120 (4)	RWY: ASPH PCN 150/F/A/W/T SWY: No
19 (2)	195.78° GEO 194° MAG	2400 x 45	415451.56N 0024556.16E	THR: 142.9 m / 469 ft TDZ: 142.9 m / 469 ft	No	60 x 150 (3)	2520 x 300	Yes	90 x 90 (4)	RWY: ASPH PCN 150/F/A/W/T SWY: No

Remarks:

(1) End RWY 01 coordinates: 415456.52N 0024558.03E.
(2) DTHR 19: 160 m.
(3) Asphalt.
(4) Natural soil.

12.1 PROFILE:



LEGE AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
01	2400	2460	2400	2400
19	2400	2460	2400	2240
01 INT E3	1711	1771	1711	—
19 INT E2	1688	1748	1688	—
19 INT E3 (1)	689	749	689	—

Remarks: (1) Only available for helicopters.

LEGE AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	01
2	Approach	Simple, 420 m. Threshold identification lights (1). LIH.
3	PAPI (MEHT)	3° (24.56 m / 81 ft).
4	Threshold	Green with wing bars (1).
5	Touchdown zone	No.

6	Runway centre line	2400 m: 1500 m white + 600 m red and white + 300 m red. LIH. (1) Distance between lights: 15 m.
7	Runway edge	2400 m: 1800 m white + 600 m yellow. LIH. (1) Distance between lights: 51 m.
8	Runway end	Red. LIH. (1)
9	Stopway	No.
10	Remarks	(1) LED lighting.
1	Runway	19
2	Approach	Precision CAT II/III, 900 m. Threshold identification lights (1). LIH.
3	PAPI (MEHT)	3° (18.30 m / 60 ft).
4	Threshold	Green with wing bars (1).
5	Touchdown zone	900 m white.
6	Runway centre line	2240 m: 1340 m white + 600 m red and white + 300 m red. LIH. (1) Distance between lights: 15 m.
7	Runway edge	2400 m: 150 m red + 1580 m white + 670 m yellow. LIH. (1) Distance between lights: 51 m.
8	Runway end	Red. LIH. (1)
9	Stopway	No.
10	Remarks	(1) LED lighting.

LEGE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR 01; 1 near THR 19 and E1. LGTD.
3	TWY lighting	Centre line. (1).
4	Apron lighting	Edge and floodlighting poles.
5	Secondary power supply	Engine generators and uninterrupted power system that provide, in case of the electric power cut, a maximum switch-over (light) time of 0 seconds for the following systems: runway centre line, threshold, runway end, touchdown zone, approaches, taxiway centre line and stop bars, and a maximum of 15 seconds for the rest of the lighting systems. Non-UPS electrical supply from the distribution company which, in case of failure of the photovoltaic system, powers the windsock lighting within a maximum switch-over time of 15 seconds.
6	Remarks	(1) LED lighting.

LEGE AD 2.16 HELICOPTER LANDING AREA

1	Position	Geoid undulation: See item 2. FATO: RWY 01/19. Coordinates THR 01 and THR 19, see item 12. Ground taxiing: TLOF same as RWY 01/19. Coordinates of ARP, see item 2. Air taxiing: TLOF same as PRKG H1, H2, H3 and H4.

2	Elevation	FATO: RWY 01/19. Elevation THR 01 and THR 19, see item 12. Ground taxiing: TLOF same as RWY 01/19. ELEV THR 19, see item 12. Air taxiing: TLOF same as PRKG H1, H2, H3 and H4.
3	Dimensions, surface, maximum weight, marking	FATO: RWY 01/19. Ground taxiing: TLOF same as RWY 01/19. Coordinates of ARP, see item 2. Air taxiing: TLOF same as PRKG H1, H2, H3 and H4. Stands: Strength: See item 9 for H1, H2, H3 and H4. Circular strip of 30 cm width and inner diameters of 6.51 m (H1), 5.87 m (H2), 6.47 m (H3) and 6.88 m (H4).
4	Direction	014°/194°.
5	Declared distances	See item 13.
6	Lighting	No.
7	Remarks	Air taxiing: Maximum dimensions of helicopters: 16.5 m. See AD 2-LEGE PDC for PRKG restrictions H1, H2, H3 and H4.

LEGE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR GIRONA
2	Lateral limits	Circle radius 12 NM centred on DVOR/DME GIR.
3	Vertical limits	SFC-FL 075.
4	Airspace class	D.
5	Unit Language	GIRONA TWR. ES/EN.
7	Transition altitude	1850 m / 6000 ft
1	Designation	ATZ GIRONA.
2	Lateral limits	Circle radius 8 km centred on ARP (1).
3	Vertical limits	SFC-3000 ft HGT (2).
4	Airspace class	D.
5	Unit Language	GIRONA TWR. ES/EN.
7	Transition altitude	
8	Hours of applicability	
9	Remarks	(1) Or the ground visibility, whichever is lower. (2) Or up to the cloud ceiling, whichever is lower.

LEGE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

1	Service	APP	TWR	VDF	ATIS	D-ATIS
2	Call sign	Girona APP	Girona TWR	Girona gonio	Girona Information	Girona Information

3	FREQ	120.905 C	118.505 C 121.500 MHz 121.705 C 243.000 MHz	118.500 MHz 120.900 MHz 121.500 MHz	128.755 C	NIL
4	HR	HR AD	HR AD HR AD HR AD HR AD	HR AD HR AD HR AD	HR AD	HR AD
5	Remarks	APP/I	EMERG GMC EMERG			Provision of ATIS information via data link.

LEGE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
DVOR (2°E)	GIR	114.100 MHz	H24	415552.5N 0024618.7E		U/S R-258 FM: - 28 NM BLW FL080, - 32 NM BLW FL100, - 41 NM BLW FL120, - 47 NM BLW FL140, - 54 NM BLW FL160.
DME	GIR	CH 88X	H24	415553.0N 0024618.5E	150 m	U/S R-258 FM: - 28 NM BLW FL080, - 32 NM BLW FL100, - 41 NM BLW FL120, - 47 NM BLW FL140, - 54 NM BLW FL160. R-254 COV: FL080 31 NM, FL100 40 NM.
NDB (2°E)	GRN	412.000 kHz	H24	420129.9N 0024826.0E		COV 50 NM. NO AVBL in sector BTN 249°/254° FM 35 NM.
LOC 19 (2°E)	IGN	109.900 MHz	H24	415332.3N 0024526.2E		194° MAG / 301 m FM THR 01.
ILS CAT III						COV 17 NM / 15.8 NM DME at 2500 ft AMSL. NO AVBL FM 30° to the right of RCL.
GP 19		333.800 MHz	H24	415441.8N 0024547.5E		3°; RDH 16.5 m. At 345 m FM THR 19 & 110 m FM RCL to the right in the direction of APCH.
ILS/DME 19	IGN	CH 36X	H24	415441.7N 0024547.9E	144 m	COV 17 NM at 2500 ft. AVBL BTN 35° to the left FM RCL at 17° to the right FM RCL. REF DTHR 19.
NDB (2°E)	G	330.000 kHz	H24	415535.0N 0024612.6E		COV 15 NM. NO AVBL BTN 059°/084° & 324°/344° FM 15 NM.

LEGE AD 2.20 LOCAL AERODROME REGULATIONS

Aerodrome closed to aircraft without two-way radio communication.

- Training VFR/IFR approach and sampling flights and take-offs shall be authorised, restricted according to the air traffic situation.
- Helicopter training flights are forbidden within the manoeuvres area.
- Banner towed operations shall be not authorised.

20.1 ILS CATEGORY III OPERATIONS

RWY 19, subject to service availability of the appropriate approach and landing aids, is suitable for the carrying out of CAT II/III operations by those air operators whose operational minima has been approved by the aeronautical civil authority.

20.2 TAXIING PROCEDURES AT APRON

20.2.1 ENGINE START-UP

A. Pilots shall request clearance for engine start-up on GMC frequency, reporting the apron stand number.
B. Permission shall be issued as soon as requested, unless more than 15 minutes delays are foreseen, in which case, ATC shall notify the engine start-up time. Then, ATC authorisation shall be issued.
C. When an aircraft is ready for push-back and/or taxiing, pilots shall request for permission on GMC frequency before starting.

20.3 GROUND MOVEMENT

General

A. All surface movements of aircraft, towed aircraft, personnel and vehicles on the manoeuvring area are subject to previous ATC clearance.
B. All movements of aircraft, towed aircraft, personnel and vehicles on apron are regulated by the Apron Safety Guidelines.
C. Collision avoidance with other aircraft or obstacles is the responsibility of:
   1. Pilots taxiing in the apron.
   2. Handling companies during push-back manoeuvring or exiting the stand, and during towing.
D. Neither vehicles nor aircraft may circulate along the edges of the aircraft stand apron.

20.4 STANDARD TAXIING PROCEDURES

The taxiing routes, determined by the configuration of the runway and the departure/destination stand, unless ATC indicates a different route, will be:

20.4.1 DEPARTURES

Departure PRKG	RWY	Route via TWY
1-11, W1-W7, 12, 12A, 12C, 13	01	G4, T6, E4
1-11, W1-W7, 12, 12A, 12C, 13	19	G4, T5, T4, T3, T2, T1, E1
12B, 14, 15, 15A, 16, 17	01	G3, T5, T6, E4
12B, 14, 15, 15A, 16, 17	19	G3, T4, T3, T2, T1, E1
V1-V4, S1-S8	01	G2, T4, T5, T6, E4
V1-V4, S1-S8	19	G2, T3, T2, T1, E1
18, F1, F2, V5-V9, H1-H4	01	G1, T3, T4, T5, T6, E4
18, F1, F2, V5-V9, H1-H4	19	G1, T2, T1, E1

20.4.2 ARRIVALS

Arrival PRKG	RWY	Route via TWY
1-11, W1-W7, 12A, 12B	01	E1, T1, T2, T3, T4, T5, G4
1-11, W1-W7, 12A, 12B	19	E4, T6, G4
12, 12A, 12B, 12C, 13, 14	01	E1, T1, T2, T3, T4, G3
12, 12A, 12B, 12C, 13, 14	19	E4, T6, T5, G3
15, 15A, 16, 17	01	E1, T1, T2, T3, G2
15, 15A, 16, 17	19	E4, T6, T5, T4, G2
18, F1, F2, V1-V9, S1-S8, H1-H4	01	E1, T1, T2, G1
18, F1, F2, V1-V9, S1-S8, H1-H4	19	E4, T6, T5, T4, T3, G1

20.5 TAXIING LIMITATIONS

Runway access or exit via TWY E2 is not permitted for code letter D or higher aircraft.

In exiting the runway via TWY E1, E3 or E4, entering the runway via TWY E3 or E4, and entering and exiting the apron from TWY via G2, G3 and G4, code letter 4D and higher aircraft, B764 and MD11 or larger, must accomplish the oversteering manoeuvre to the maximum extent possible because there is less than 4.0 m between the outer wheel of the main landing gear and the taxiway edge. The same applies, for the same aircraft, to all turns between TWY E1, E3 and E4 and a taxiway.

In the case of code letter C aircraft halted at runway access point E2, the taxiing of other code letter C or higher aircraft will not be permitted via TWY T1 and T2.

In the case of code letter C or higher aircraft halted at runway access point E3, the taxiing of other code letter C or higher aircraft will not be permitted via TWY T4, T5 and G3.

20.6 OPERATION OF CODE LETTER E AIRCRAFT

The operation of code letter E aircraft is not permitted at Girona Airport without prior clearance from the airport. For this reason, for a code letter E aircraft to be allowed to operate, prior request from the air carrier or handling agent and explicit clearance from the Operational Centre of the airport are mandatory.

Permitted stand for code letter E stand: PRKG 12C (incompatible with 12, 13, 12A, 12B, 11 and 17).

20.6.1 TAXIING ROUTES

Given the characteristics of these aircraft, both in departure and in arrival, code letter E aircraft must perform taxiing at reduced speed, with engines set to idling and, whenever possible, with the outer engines switched off.

Code letter E aircraft may only enter/exit the RWY via TWY E1/E4, depending on the runway in use. Backtrack manoeuvres will not be permitted for this kind of aircraft.

When exiting the RWY via TWY E4 and entering the apron from TWY T via G3, aircraft of code letter 4D (B764) or higher must accomplish the oversteering manoeuvre to the extent this is possible.

20.6.2 ARRIVALS

Prior to the arrival of the aircraft, the handling agent shall verify that there are no equipment or persons that could be affected by the entry and exit manoeuvre at PRKG 12C and in the neighbouring stands 11 and 17.

- Landing on RWY 01: EXIT VIA TWY E1, CONTINUE VIA TWY T AND ENTER THE APRON VIA GATE G3.
- Landing on RWY 19: EXIT VIA TWY E4, CONTINUE VIA TWY T AND ENTER THE APRON VIA GATE G3.

20.6.3 DEPARTURES

Before start-up, the handling agent shall verify that there are no equipment or persons in the safety area behind the aircraft, including the service road and equipment restriction area of the adjoining PRKG 11 and 17.

- Take-off from RWY 01: EXIT VIA GATE G4 AND CONTINUE VIA TWY T AS FAR AS E4.
- Take-off from RWY 19: EXIT VIA GATE G4 AND CONTINUE VIA TWY T AS FAR AS E1.

20.7 OPERATION OF HELICOPTERS

The provisions herein are applicable to all helicopters operating at Girona Airport, without regard to whether they are doing so under the auspices of the appropriate letter of exemption.

Helicopters shall be treated as fixed-wing aircraft, employing RWY 01/19, defined as FATO, for both landing and take-off. For taxiing, they shall employ the standard taxiing routes published in the AIP-ESPAÑA AD 2-LEGE item 20.

Simultaneous helicopter manoeuvres in the stands are not permitted.

For reasons of wind or upon ATC request due to operational conditions, helicopters may access/exit the runway via TWY E3. For this reason, ATC will inform helicopters of the weather conditions and will ask them for their intentions.

This procedure cannot be used with the LVP activated because TWY E3 is closed under those conditions.

20.8 OPERATIONAL SAFETY REPORTS

Pilots/the 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 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 compulsory 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 involved.
- 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 …).

The contact e-mail address of the airport, for the reception of operational safety reports, is the following: Seguridad_operacional_gro@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).

On the specific instance of safety reports related with the air traffic control service provider (manoeuvring area, flight phases and ATS airspace) these may be sent to the e-mail address: lecb.safety@enaire.es

LEGE AD 2.21 NOISE ABATEMENT PROCEDURES

Except for security reasons, or ATC instructions based on the same reasons, the noise abatement procedures must be followed as indicated below:

IFR aircraft with an approved SID and take-off on RWY 19 must follow the path stated in the SID, without turning prior to 6.0 DME GIR.

For flights operating under VFR rules, avoid overflying urban areas whenever possible.

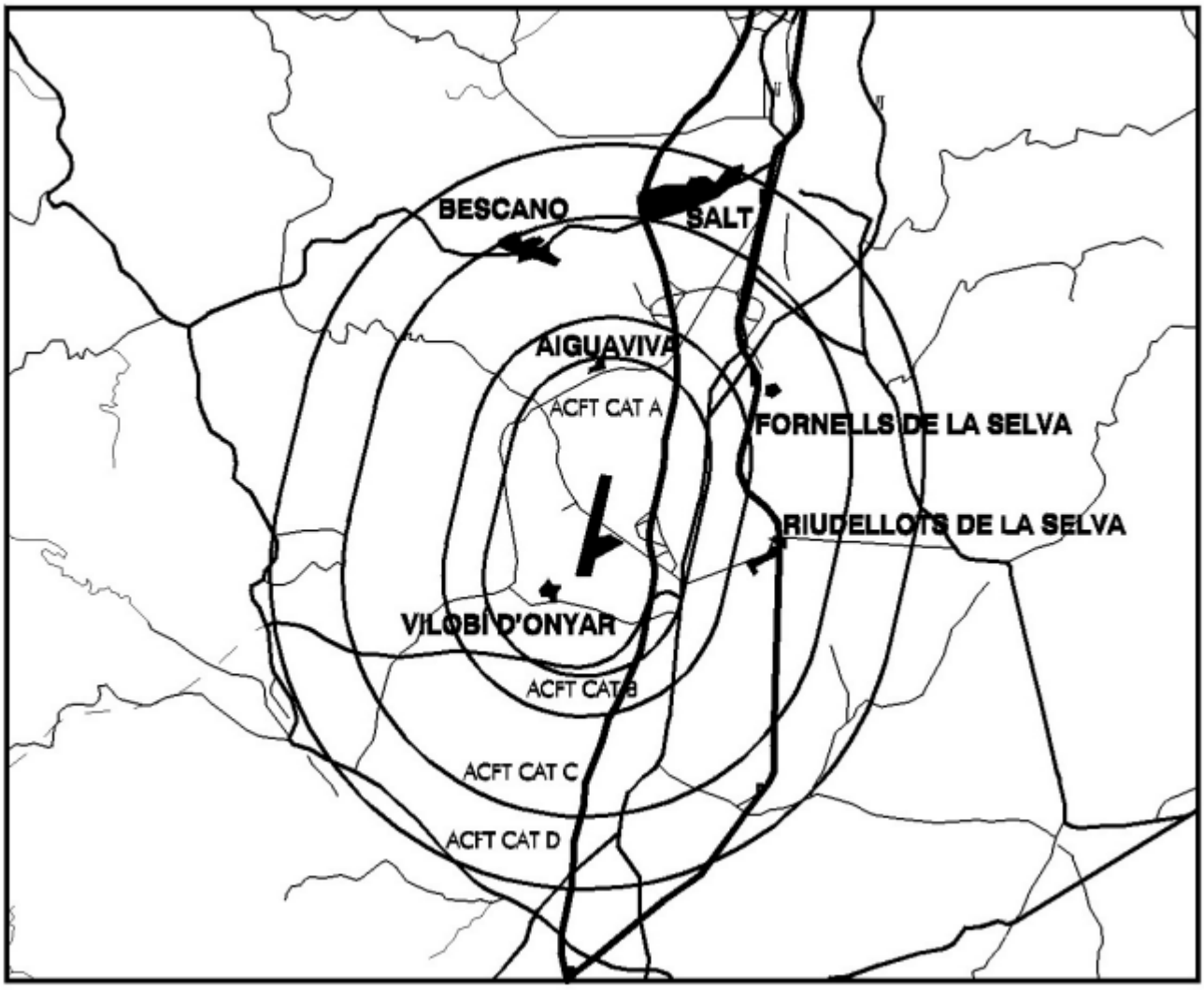
Except for take-off and landing manoeuvres, operations are not allowed in the aerodrome transit circuit below 2000 ft AGL for CAT C and D aircraft and 1500 ft AGL for CAT A and B aircraft.

Training flights are not authorised during local holidays and on weekends for CAT C and D aircraft.

For VFR aircraft in circuit:

- Aircraft taking off on RWY 19 shall not begin the cross-wind section until they are abeam the town of Vilobi d'Onyar, avoiding overflying the urban centre.
- The left tailwind section of RWY 19 shall take place between the N-II motorway and the railway tracks, leaving the latter to the left and not incorporating into the path before reaching them.

Noise-sensitive areas



21.1 ENGINE TEST

Requests for engine test clearance at any type of power, as well as any question regarding the engine testing procedure, must be addressed to:

Centro de Coordinación Aeroportuario (CECOA)
TEL: +34-972 18 66 58
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LEGE AD 2.22 FLIGHT PROCEDURES

22.1 RADAR DISPLAY SYSTEM

ATS surveillance systems may be used in the provision of the aerodrome control service, to perform the following functions:

a. Flight path monitoring of aircraft on final approach;
b. Flight path monitoring of other aircraft in the vicinity of the aerodrome;
c. Establishing the separation specified in article 4.6.7.3 of the R.C.A between consecutive departing aircraft;
d. Providing navigation assistance to VFR flights.

The provision of functions b) and d) is not guaranteed neither in the ATZ below 600 ft AMSL, nor in the west half of the ATZ below 1100 ft AMSL.

Depending on the availability of ATS surveillance systems, the altitude from which the preceding functions (a), b), c) and d)) can be provided may be affected, or they may even be suspended, in this case, this will be notified to the aircraft by the available aeronautical information resources.

22.2 BACKTRACKING

Backtracking is permitted on the runway during daytime and night-time operations for Code letter C or lower code letter aircraft.

22.3 NIGHT OPERATIONS

When RWY 19 is in use:

- Departure operations shall not enter runway via TWY E2 to perform back-track.
- Arrival operations shall not leave runway via TWY E2.

22.4 DESCENT PLANNING DUE TO ATC REQUIREMENTS

Unless ATC advises otherwise, arrivals to Girona AD shall plan their descent to cross the initial points of the procedure and the speed limit points (SLP) at the flight levels specified in the instrument standard arrivals (STAR).

In case of being authorised to proceed on a straight route outside of the STAR's, they shall adjust their descent and speed on the appropriate regulation point.

22.5 CONTINUOUS DESCENT OPERATIONS

Depending on traffic situation, and if no need for interrupting the descent is foreseen, aircraft 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.

22.6 SPEED ADJUSTMENT

Within TMA BARCELONA, unless otherwise advised by ATC, speed adjustment under radar control on departures and arrivals to Girona AD shall be in accordance with the following:

- IAS 250 kt at FL100 or below, in all departures.
- IAS 230 kt while in holding, at FL140 or below.
- IAS 250 kt on SLP.

Speed adjustment on approach:

- IAS 220 kt when leaving an IAF.

Aircraft with a cruising IAS below those indicated above, shall maintain cruising speed up to the adjustment point of their concern. ATC shall be informed of the speeds that may be maintained, if unable to comply with the speed adjustments above.

Aircraft shall be exempted 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 IAC.

22.7 LOW VISIBILITY PROCEDURES (LVP)

22.7.1 GENERAL

RWY 19, provided that the facilities required are in service, is appropriate for CAT II and III operations.

RWY 01 and 19 are appropriate for take-offs in low visibility conditions.

Low Visibility Procedures (LVP) will be in place when these operations are carried out. In such cases, pilots will be notified via ATIS or RTF. In any case, the LVP will be active in the manoeuvring area when the RVR is 600 m or less, or visibility is 800 m or less if the transmissometers are out of service, or when the cloud ceiling is 90 m (300 ft) or less.

ATC units shall provide runway visual range values via ATIS or radio frequency in accordance with the following:
RVR TDZ: Reading corresponding to the Touchdown Zone.
RVR MID: Reading of the runway mid-point.
RVR END: Reading of the end of the runway.

22.7.2 GROUND MOVEMENT

Restrictions to the ground movement:

- Once LVP procedures are activated, only the movement of an aircraft shall be authorised at the same time in the manoeuvring area and the taxiing of another one in the apron.
- The TWY E2 and E3, as well as GATE G3 shall remain closed.
- Exceptionally, for arrivals of code letter E that shall access to the apron via GATE G3 up to PRKG 12C.
- When an aircraft is taxiing in the apron, autonomous or towed pushback exits from the stand will not be authorised by ATC.

22.7.3 ARRIVALS

Landing clearance shall be issued when ILS sensitive and critical areas (LSA and LCA) are vacated, normally before the approaching aircraft is located at 2 NM from touchdown point. Exceptionally, the landing clearance issue may be delayed until the aircraft is located at 1 NM from the touchdown point, provided the pilot has been warned a late clearance would be issued.

Runway vacating should be made via TWY E1 or TWY E4, depending on the runway in use.

When appropriate, the pilots shall notify:

- Runway vacated.
- Sensitive area vacated.
- Once in the apron, the stand and frequency out.

When the RVR recorded by any measuring instrument is lower than 200 m and the taxiway centre line lights are not operational, aircraft shall proceed guided by a "FOLLOW ME" vehicle from the point where they vacate the runway to the aircraft stand.

22.7.4 DEPARTURES

Access to the runway should be made via TWY E1 or TWY E4, depending on the runway in use.

When appropriate, the pilots shall notify:

- Parking position.
- Towed push-back request in the case to be required.
- The start of taxiing towards GATE G1, G2 or G4.
- Entry to runway.

When the RVR recorded by any measuring instrument is lower than 200 m, aircraft shall proceed guided by a "FOLLOW ME" vehicle from the aircraft stand (or the position following towing) to GATE G1, G2 or G4. In the case that the taxiway centre line lights are not operational, aircraft shall proceed guided by a "FOLLOW ME" vehicle to the holding position for the runway in use.

Aircraft must notify ATC as soon as possible if they require a guided take-off.

22.7.5 ANOMALOUS SITUATIONS IN THE MANOEUVRING AREA

Uncertainty about position in the manoeuvring area:

- Other than as provided for in the following paragraph, if a pilot is in doubt about the position of the aircraft in relation to the manoeuvring area, they must immediately halt the aircraft and report this circumstance to ATC (including the last known position).
- In situations in which a pilot is in doubt about the position of the aircraft in relation to the manoeuvring area, but recognises that the aircraft is on a runway, the pilot shall immediately report this to ATC (including the last known position), and vacate the runway as soon as possible, if they can find an appropriate taxiway nearby, unless ATC should indicate otherwise, and then, halt the aircraft.

Loss of visual contact between mobile elements:

- In the event that one aircraft loses visual contact with another, or with a vehicle with which it is maintaining its own separation, ATC shall be informed immediately, and the aircraft halted. ATC shall take the measures that it shall deem fit.

Breakdown of aircraft:

- It shall report the situation to ATC and await the arrival of assistance. Should it find itself on a runway, if possible and unless ATC should indicate otherwise, this shall be vacated.

22.7.6 PRACTICE APPROACHES CAT II/III

Pilots who wish to carry out CAT II/III practice precision approaches, shall request ATC to do so as soon as possible to permit the necessary measures to be taken.

CAT II/III practice approaches shall not be permitted when the RVR is equal to or below 800 m, or the cloud ceiling is less than 400 ft (120 m).

ATC shall inform the crew if the critical and/or sensitive areas of the ILS are not protected, and of any other situation that might affect the practice approach.

22.7.7 TAXIING ROUTES APPLICABLE DURING THE ACTIVATION OF THE LOW VISIBILITY PROCEDURES (LVP)

The taxiing routes applicable during the activation of the LVP shall be:

22.7.7.1 DEPARTURES

Departure PRKG	RWY	Route via TWY
1-13, 12A, W1-W7	01	G4, T5, T6, E4
1-13, 12A, W1-W7	19	G4, T5, T4, T3, T2, T1, E1
12B, 14-17, 15A	01	G2, T4, T5, T6, E4
12B, 14-17, 15A	19	G2, T3, T2, T1, E1
18, V5-V9, F1, F2, H1-H4	01	G1, T3, T4, T5, T6, E4
18, V5-V9, F1, F2, H1-H4	19	G1, T2, T1, E1
V1-V4, S1-S8	01	G2, T4, T5, T6, E4
V1-V4, S1-S8	19	G2, T3, T2, T1, E1

22.7.7.2 ARRIVALS

Arrival PRKG	RWY	Route via TWY
1-11, 12A, 12B, W1-W7	01	E1, T1, T2, T3, T4, T5, G4
1-11, 12A, 12B, W1-W7	19	E4, T6, G4
12-17, 12A, 12B, 15A	01	E1, T1, T2, T3, G2
12-17, 12A, 12B, 15A	19	E4, T6, T5, T4, G2
18, V1-V9, S1-S8, H1-H4, F1, F2	01	E1, T1, T2, G1
18, V1-V9, S1-S8, H1-H4, F1, F2	19	E4, T6, T5, T4, T3, G1

22.7.8 COMMUNICATIONS FAILURE

In the event that an aircraft or vehicle operating in the manoeuvring area should experience a communications failure, it shall proceed as follows:

A.- If it is a departing aircraft: it shall continue along the designated route until the clearance limit, exercising extreme caution to avoid deviating from the route, where it shall maintain its position and await the arrival of a "Follow me" vehicle, which will guide it to the parking position or holding bay assigned to it.

B.- If the aircraft has just landed: it shall its maintain position on the first taxiway section outside the ILS sensitive area and await the arrival of a "Follow me" vehicle which will guide it to the parking position assigned to it. If the aircraft has already received taxiing clearance, it shall continue along the designated route until the clearance limit, exercising extreme caution, where it shall maintain its position and await the arrival of an "Follow me" vehicle.

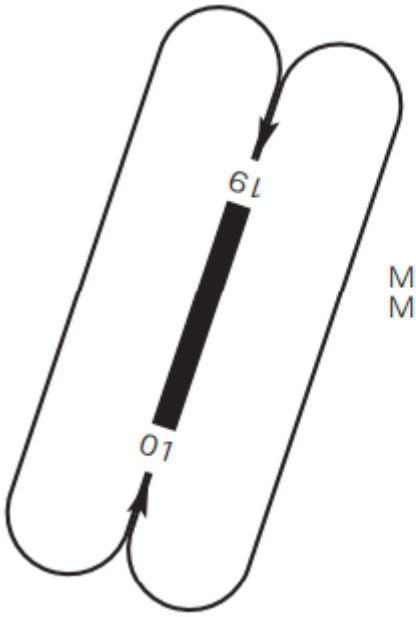
22.8 VISUAL DEPARTURE PROCEDURES FOR IFR FLIGHTS

In certain circumstances in which the published SID and contingency departures cannot be used, IFR flights may request a "visual departure" from ATC under the following conditions:

- Between the start of morning civil twilight and the end of evening civil twilight.
- Weather conditions in the direction of the take-off and subsequent initial climb that permit the visual flight until the MSA, which shall be provided by ATC.
- Once lined up, the pilot shall propose a heading to ATC, to enable the departure to be safe.
- The pilot shall be responsible for maintaining obstacle clearance until the MSA provided by ATC.

The noise abatement procedures described in AIP AD 2-LEGE, Item 21 Noise Abatement Procedures that are incompatible shall not be applied in these visual departures.

22.9 AD TRAFFIC CIRCUIT



MNM ALT 1500 ft AGL ACFT CAT A, B
MNM ALT 2000 ft AGL ACFT CAT C, D

> Aircraft within the traffic circuit shall notify TWR when they reach the last third downwind section and always await clearance before commencing the turn to base.

LEGE AD 2.23 ADDITIONAL INFORMATION

Caution due to bird concentration. Maximum altitude 1000 ft.

LEGE AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

The list of charts related to the aerodrome can be found at the following link:

https://aip.enaire.es/AIP/#LEGE

LEGE AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected, can be found below:

IAC 2 RNP Y RWY 01: LNAV, LNAV/VNAV.

IAC 3 VOR RWY 01: Direct approach.

IAC 4 ILS Z RWY 19: Direct approach.

IAC 5 ILS Y RWY 19: Direct approach.

IAC 6 LOC Z RWY 19: Direct approach.

IAC 7 LOC Y RWY 19: Direct approach.

IAC 8 VOR RWY 19: Direct approach.

IAC 9 NDB RWY 19: Direct approach.