

ESPAÑA

ENAIRE

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AIP-ESPAÑA

AMDT 412/26

29-OCT-26

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FECHA DE EFECTIVIDAD 29-OCT-26
EFFECTIVE DATE 29-OCT-26

Esta enmienda **NO DEBE** introducirse en AIP hasta el **29-OCT-26**.

Contenido:

- 1.- GEN 0.2.-
 - Registro de enmiendas AIP.
- 2.- GEN 0.3.-
 - Registro de suplementos de la AIP en vigor.
- 3.- GEN 0.4.-
 - Lista de verificación de páginas de la AIP.
- 4.- GEN 0.5.-
 - Lista de enmiendas incorporadas a mano a la AIP.
- 5.- BADAJOZ/Talavera La Real AD.-
 - Características físicas de la pista: observaciones.
- 6.- GRANADA/Armillá AD.-
 - Carta VAC:
 - Notas en CTA Granada área 1 y CTR Granada.
 - Corrección de abreviatura de altura en rutas VFR.
- 7.- GRANADA/Federico García Lorca. Granada-Jaén AD.-
 - Carta SID 1:
 - Pendiente mínima de ascenso en EPATA1N y VIBAS4N.
 - Carta SID 2:
 - VIBAS4V. Descriptor de trayectoria.
 - Corrección de coordenadas de obstáculo cercano.
 - Carta SID 3:
 - Corrección editorial.
 - Corrección de coordenadas de obstáculo cercano.
 - Carta STAR 1:
 - Corrección editorial salida VULPE3D y EPATA1D.
 - Carta STAR 2:
 - Corrección editorial en el nombre de las maniobras.
 - MOCA en espera.

This amendment **SHALL NOT** be inserted into the AIP until **29-OCT-26**.

Contents:

- 1.- GEN 0.2.-
 - Record of AIP amendments.
- 2.- GEN 0.3.-
 - Record of AIP supplements in force.
- 3.- GEN 0.4.-
 - Checklist of AIP pages.
- 4.- GEN 0.5.-
 - List of hand amendments to the AIP.
- 5.- BADAJOZ/Talavera La Real AD.-
 - Runway physical characteristics: remarks.
- 6.- GRANADA/Armillá AD.-
 - VAC chart:
 - CTA Granada area 1 and CTR Granada notes.
 - Correction of the height abbreviation at VFR path.
- 7.- GRANADA/Federico García Lorca. Granada-Jaén AD.-
 - SID 1 chart:
 - Minimum climb gradient at EPATA1N and VIBAS4N.
 - SID 2 chart:
 - VIBAS4V. Path terminator.
 - Correction of a close-in obstacle coordinate.
 - SID 3 chart:
 - Formal editing.
 - Correction of a close-in obstacle coordinate.
 - STAR 1 chart:
 - Formal editing at VULPE3D and EPATA1D arrival.
 - STAR 2 chart.
 - Formal editing at the procedures names.
 - MOCA at holding.

- Carta IAC 1:
 - MOCA en tramo intermedio.
 - Corrección editorial en FAS DATA BLOCK.
 - Carta IAC 2:
 - MOCA en tramo intermedio.
 - Descriptor de trayectoria en BALEK IAF.
 - Carta IAC 3: MOCA en tramo intermedio.
 - Carta IAC 4: corrección y cambio editorial.
 - Carta IAC 5: radial en frustrada inicial en planta.
 - Carta VAC:
 - Notas en CTA Granada área 1 y CTR Granada.
 - Corrección de abreviatura de altura en rutas VFR.
- 8.- LANZAROTE/César Manrique Lanzarote AD.-**
- Corrección de coordenadas de pista.
 - Carta SID 2: PBN BOX.
 - Carta IAC 2: Coordenadas de LTE.
- 9.- SEVILLA AD.-**
- Carta IAC 1: tabla OCA/H y obstáculos.
- 10.- TENERIFE NORTE/Ciudad de La Laguna AD.-**
- Plano ADC: resistencia de TWY F y Z.
- 11.- CONJUNTO DE DATOS.-**
- Conjunto de datos sobre aeródromos/helipuertos públicos:
 - BADAJOZ/Talavera La Real AD (LEBZ).

- IAC 1 chart:
 - MOCA at intermediate segment.
 - FAS DATA BLOCK formal editing.
 - Carta IAC 2:
 - MOCA at intermediate segment.
 - Path Terminator at BALEK IAF.
 - IAC 3 chart: MOCA at intermediate segment.
 - IAC 4 chart: formal and change editing.
 - IAC 5 chart: in plant view initial missed approach radial.
 - VAC chart:
 - CTA Granada area 1 and CTR Granada notes.
 - Correction of the height abbreviation at VFR path.
- 8.- LANZAROTE/César Manrique Lanzarote AD.-**
- Runway coordinates correction.
 - SID 2 chart: PBN BOX.
 - IAC 2 chart: LTE coordinates.
- 9.- SEVILLA AD.-**
- IAC 1 Chart: OCA/H table and obstacles.
- 10.- TENERIFE NORTE/Ciudad de La Laguna AD.-**
- ADC chart: TWY F and Z strength.
- 11.- DATA SET.-**
- Public aerodromes/heliports data set:
 - BADAJOZ/Talavera La Real AD (LEBZ).

INSERTAR // INSERT		DESTRUIR // DESTROY	
GEN		GEN	
GEN 0.2-1 a 2 // to 2	29-OCT-26	GEN 0.2-1 a 2 // to 2	01-OCT-26
GEN 0.3-1 a 12 // to 12	29-OCT-26	GEN 0.3-1 a 12 // to 11	01-OCT-26
GEN 0.4-1 a 80 // to 80	29-OCT-26	GEN 0.4-1 a 80 // to 80	01-OCT-26
GEN 0.5-1 a 2 // to 2	29-OCT-26	GEN 0.5-1 a 2 // to 2	01-OCT-26
AD		AD	
AD 2-LEBZ 1 a 12 // to 11	29-OCT-26	AD 2-LEBZ 1 a 11 // to 11	11-JUN-26
AD 2-LEGA VAC 1.1	29-OCT-26	AD 2-LEGA VAC 1.1	01-OCT-26
AD 2-LEGR SID 1-1 a 4 // to 4	29-OCT-26	AD 2-LEGR SID 1-1 a 4 // to 3	01-OCT-26
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AD 2-LEGR IAC 1-1 a 3 // to 3	29-OCT-26	AD 2-LEGR IAC 1-1 a 3 // to 3	01-OCT-26
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AD 2-LEGR VAC 1-1 a 2 // to 2	29-OCT-26	AD 2-LEGR VAC 1-1 a 2 // to 2	01-OCT-26
AD 2-GCRR 1 a 24 // to 23 (*)	29-OCT-26	AD 2-GCRR 1 a 24 // to 23	WEF 29-OCT-26
AD 2-GCRR SID 2-1 a 4 // to 4	29-OCT-26	AD 2-GCRR SID 2-1 a 3 // to 3	03-SEP-26
AD 2-GCRR IAC 2-1 a 3 // to 3	29-OCT-26	AD 2-GCRR IAC 2-1 a 3 // to 3	03-SEP-26
AD 2-LEZL IAC 1.1	29-OCT-26	AD 2-LEZL IAC 1.1	25-JAN-24
AD 2-GCXO ADC 1.1 (*)	29-OCT-26	AD 2-GCXO ADC 1.1	WEF 29-OCT-26

(*) **AVISO IMPORTANTE:** obsérvese que estas páginas deben sustituir a las distribuidas con la AIRAC AMDT 10/26, de igual fecha de efectividad (WEF 29-OCT-26).

(*) **IMPORTANT NOTICE:** please note that these pages are to replace the ones distributed with AIRAC AMDT 10/26, of the same effective date (WEF 29-OCT-26).

En la presente enmienda se incluye o cancela la información contenida en los NOTAM, SUP y AIC siguientes:

The information contained in the following NOTAM, SUP and AIC is included in or cancelled by this amendment:

NOTAM A:	NIL.
NOTAM B:	6582/26, 6957/26, 7336/26, 7386/26, 7387/26, 8007/26, 8027/26, 8028/26.
NOTAM D:	NIL.
NOTAM E:	NIL.
SUP:	NIL.
AIC:	NIL.
AIC NTL:	NIL.

Las flechas que aparecen en las hojas de enmienda indican un cambio en la información.
Una hoja de la enmienda que no tenga flecha indica que los cambios son solamente editoriales.
En la **fecha de efectividad**, tras incluir esta enmienda en la AIP, registrarla en la hoja de registro de enmiendas.

An arrow is inserted on reprinted pages to indicate a change in the information.
An amendment page without an arrow indicates that there are only editorial changes.
After amending the AIP on the **effective date**, annotate it in the record of amendments.

RECORD OF AIP AMENDMENTS

AMDT			
NR/YEAR	PUBLICATION DATE	DATE INSERTED	INSERTED BY
390/25	20-FEB-25	20-FEB-25	AIS-ESPAÑA
391/25	20-MAR-25	20-MAR-25	AIS-ESPAÑA
392/25	17-APR-25	17-APR-25	AIS-ESPAÑA
393/25	15-MAY-25	15-MAY-25	AIS-ESPAÑA
394/25	12-JUN-25	12-JUN-25	AIS-ESPAÑA
395/25	10-JUL-25	10-JUL-25	AIS-ESPAÑA
396/25	07-AUG-25	07-AUG-25	AIS-ESPAÑA
397/25	04-SEP-25	04-SEP-25	AIS-ESPAÑA
398/25	02-OCT-25	02-OCT-25	AIS-ESPAÑA
399/25	30-OCT-25	30-OCT-25	AIS-ESPAÑA
400/25	27-NOV-25	27-NOV-25	AIS-ESPAÑA
401/25	25-DEC-25	25-DEC-25	AIS-ESPAÑA
402/26	22-JAN-26	22-JAN-26	AIS-ESPAÑA
403/26	19-FEB-26	19-FEB-26	AIS-ESPAÑA
404/26	19-MAR-26	19-MAR-26	AIS-ESPAÑA
405/26	16-APR-26	16-APR-26	AIS-ESPAÑA
406/26	14-MAY-26	14-MAY-26	AIS-ESPAÑA
407/26	11-JUN-26	11-JUN-26	AIS-ESPAÑA
408/26	09-JUL-26	09-JUL-26	AIS-ESPAÑA
409/26	06-AUG-26	06-AUG-26	AIS-ESPAÑA
410/26	03-SEP-26	03-SEP-26	AIS-ESPAÑA
411/26	01-OCT-26	01-OCT-26	AIS-ESPAÑA
412/26	29-OCT-26	29-OCT-26	AIS-ESPAÑA

AIRAC AMDT			
NR/YEAR	PUBLICATION / EFFECTIVE DATE	DATE INSERTED	INSERTED BY
01/25	09-JAN-25/20-FEB-25	20-FEB-25	AIS-ESPAÑA
02/25	06-FEB-25/20-MAR-25	20-MAR-25	AIS-ESPAÑA
03/25	06-MAR-25/17-APR-25	17-APR-25	AIS-ESPAÑA

AIRAC AMDT			
NR/YEAR	PUBLICATION / EFFECTIVE DATE	DATE INSERTED	INSERTED BY
04/25	03-APR-25/15-MAY-25	15-MAY-25	AIS-ESPAÑA
05/25	01-MAY-25/12-JUN-25	12-JUN-25	AIS-ESPAÑA
06/25	29-MAY-25/10-JUL-25	10-JUL-25	AIS-ESPAÑA
07/25	26-JUN-25/07-AUG-25	07-AUG-25	AIS-ESPAÑA
08/25	24-JUL-25/04-SEP-25	04-SEP-25	AIS-ESPAÑA
09/25	24-JUL-25/02-OCT-25	02-OCT-25	AIS-ESPAÑA
10/25	21-AUG-25/02-OCT-25	02-OCT-25	AIS-ESPAÑA
11/25	18-SEP-25/30-OCT-25	30-OCT-25	AIS-ESPAÑA
12/25	16-OCT-25/27-NOV-25	27-NOV-25	AIS-ESPAÑA
13/25	13-NOV-25/25-DEC-25	25-DEC-25	AIS-ESPAÑA
14/25	11-DEC-25/22-JAN-26	22-JAN-26	AIS-ESPAÑA
01/26	08-JAN-26/19-FEB-26	19-FEB-26	AIS-ESPAÑA
02/26	05-FEB-26/19-MAR-26	19-MAR-26	AIS-ESPAÑA
03/26	05-MAR-26/16-APR-26	16-APR-26	AIS-ESPAÑA
04/26	02-APR-26/14-MAY-26	14-MAY-26	AIS-ESPAÑA
05/26	30-APR-26/11-JUN-26	11-JUN-26	AIS-ESPAÑA
06/26	28-MAY-26/09-JUL-26	09-JUL-26	AIS-ESPAÑA
07/26	25-JUN-26/06-AUG-26	06-AUG-26	AIS-ESPAÑA
08/26	23-JUL-26/03-SEP-26	03-SEP-26	AIS-ESPAÑA
09/26	20-AUG-26/01-OCT-26	01-OCT-26	AIS-ESPAÑA
10/26	17-SEP-26/29-OCT-26	29-OCT-26	AIS-ESPAÑA

RECORD OF AIP SUPPLEMENTS

The following table shows the AIP supplements in force on the publication date of the present amendment and those which have been cancelled respect to the previous amendment record.

NR/YEAR	SUBJECT	SECTION	VALIDITY	CANCELLATION
152/20	FIR MADRID.- Transit Corridor established.	ENR	31DEC20/31DEC21EST	
91/22	FIR MADRID.- Antonio Valverde Wind Farm under construction.	ENR	14JUL22/14JUL23EST	From 26/11/2026 cancelled by AIRAC 11/26
109/23	FIR MADRID.- San Isidro Wind Farm under construction.	ENR	10AUG23/10AUG24EST	From 26/11/2026 cancelled by AIRAC 11/26
42/24	FIR MADRID.- Installation of wind turbines and measurement towers at La Cernégula Wind Farm.	ENR	18APR24/18APR25EST	
113/24	FIR MADRID.- Airas Wind Farm under construction.	ENR	11JUL24/11JUL25EST	
118/24	FIR BARCELONA.- San Roque Wind Farm under construction.	ENR	08AUG24/08AUG25EST	From 26/11/2026 cancelled by AIRAC 11/26
140/24	FIR MADRID.- Installation of a wind measuring tower within Farelo Wind Farm.	ENR	08AUG24/08AUG25EST	
←	←	←	←	←
178/24	FIR MADRID.- San Marcos II Wind Farm under construction.	ENR	31OCT24/31OCT25EST	
15/25	ZARAGOZA AD (LEZG).- Aerodrome with operational limitations.	AD	23JAN25/23JAN26EST	From 30/09/2026 cancelled by NOTAM B7995/26
82/25	SAN SEBASTIÁN AD (LESO).- Cranes installed in the vicinity of the airport.	AD	17APR25/17APR26EST	
←	←	←	←	←
98/25	ZARAGOZA AD (LEZG).- RPAS operations.	AD	15MAY25/15MAY26EST	From 30/09/2026 cancelled by NOTAM B7996/26
115/25	ZARAGOZA AD (LEZG).- Availability of facilities and services.	AD	12JUN25/18APR26EST	
123/25	MADRID/Getafe AD (LEGT).- Tower cranes installed in the vicinity of the airport.	AD	10JUL25/10JUL26EST	From 28/09/2026 cancelled by NOTAM B7937/26
140/25	FIR MADRID.- La Senda and El Camino Wind Farms under construction.	ENR	04SEP25/04SEP26EST	From 26/11/2026 cancelled by AIRAC 11/26
141/25	MADRID/Getafe AD (LEGT).- Cranes installed in the vicinity of the airport.	AD	07AUG25/07AUG26EST	From 28/09/2026 cancelled by NOTAM B7939/26
152/25	MADRID/Getafe AD (LEGT).- Crane installed in the vicinity of the airport.	AD	04SEP25/04SEP26EST	From 29/09/2026 cancelled by NOTAM B7969/26
←	←	←	←	←
159/25	ZARAGOZA AD (LEZG).- Arresting system completely withdrawn.	AD	07AUG25/07AUG26EST	
162/25	MADRID/Getafe AD (LEGT).- Installation of four self-propelled cranes and two fire trucks in the			

NR/YEAR	SUBJECT	SECTION	VALIDITY	CANCELLATION
	vicinity of the airport.	AD	04SEP25/04SEP26EST	From 28/09/2026 cancelled by NOTAM 7968/26
163/25	SALAMANCA/Matacán AD (LESA).- RWY 07/25 closed.	AD	04SEP25/04SEP26EST	
165/25	FIR MADRID.- Ubierna Wind Farm under construction.	ENR	02OCT25/02OCT26EST	From 26/11/2026 cancelled by AIRAC 11/26
176/25	ALBACETE AD (LEAB).- Risk of FOD on APN E-1.	AD	02OCT25/02OCT26EST	
181/25	ZARAGOZA AD (LEZG).- Communications failure circuit not available (VAC 1).	AD	02OCT25/02OCT26EST	From 30/09/2026 cancelled by NOTAM B7997/26
189/25	FIR MADRID.- Monte Redondo Wind Farm under construction.	ENR	30OCT25/30OCT26EST	
195/25	MADRID/Adolfo Suárez Madrid- Barajas AD (LEMD).- Low intensity of white PAPI lights on RWY 32L.	AD	30OCT25/30OCT26EST	From 25/09/2026 cancelled by NOTAM A6755/26
199/25	FIR MADRID.- Novo Wind Farm under construction.	ENR	27NOV25/27NOV26EST	
201/25	VIGO AD (LEVX).- Thresholds identification lights systems of runways 01 and 19 unserviceable.	AD	30OCT25/30OCT26EST	
205/25	SANTIAGO/Rosalía de Castro AD (LEST).- Works to replace ILS/DME RWY 17 IGO and ILS/DME RWY 35 ISO.	AD	27NOV25/27NOV26EST	
206/25	FIR MADRID.- Las Hazas Wind Farm under construction.	ENR	27NOV25/27NOV26EST	
208/25	BILBAO AD (LEBB).- Compliance works for apron lighting.	AD	27NOV25/27NOV26EST	
210/25	FIR MADRID.- Somozas Wind Farm under construction.	ENR	27NOV25/27NOV26EST	
211/25	LOGROÑO AD (LERJ).- Error in TORA board at RWY 29 INT A.	AD	30OCT25/30OCT26EST	From 29/10/2026 cancelled by SUP 194/26
212/25	REUS AD (LERS).- Works to improve load bearing capacity on apron for PRKG 1 to 7 and on TWY T0, T1 and T2.	AD	30OCT25/05SEP26EST	From 26/11/2026 cancelled by SUP 211/26
213/25	SABADELL AD (LELL).- Thresholds identification lights systems of runways 13 and 31 unserviceable.	AD	25DEC25/25DEC26EST	
214/25	BARCELONA/Josep Tarradellas Barcelona-El Prat AD (LEBL).- Temporary closure of TWY S2.	AD	27NOV25/27NOV26EST	

NR/YEAR	SUBJECT	SECTION	VALIDITY	CANCELLATION
217/25	FIR MADRID.- Dama de Baza Wind Farm under construction.	ENR	27NOV25/03OCT26EST	
220/25	GRAN CANARIA AD (GCLP).- Restrictions on the manoeuvring area.	AD	25DEC25/25DEC26EST	
221/25	PALMA DE MALLORCA AD (LEPA/LESJ).- Renovation works of Module D.	AD	27NOV25/27NOV26EST	
222/25	FIR MADRID.- Installation of measurement towers at Repotenciación Montes De Cierzo I Wind Farm.	ENR	25DEC25/25DEC26EST	From 26/11/2026 cancelled by AIRAC 11/26
224/25	ALICANTE/Alicante-Elche Miguel Hernández AD (LEAL).- Split of inner taxiway on apron in front of terminal building.	AD	25DEC25/25DEC26EST	
225/25	BARCELONA/Josep Tarradellas Barcelona-El Prat AD (LEBL).- Construction of Office Tower Torre Porta Diagonal in the vicinity of the airport.	AD	27NOV25/27NOV26EST	From 29/10/2026 cancelled by SUP 206/26
226/25	MADRID/Adolfo Suárez Madrid- Barajas AD (LEMD).- Expansion of remote apron at T123 – Ramp 0. New PRKG 27 to 29.	AD	25DEC25/25DEC26EST	From 29/10/2026 cancelled by AIRAC 10/26
227/25	PAMPLONA AD (LEPP).- Restrictions to DVOR PPN.	AD	22JAN26/31OCT26EST	From 26/11/2026 cancelled by AIRAC 11/26
228/25	SANTANDER/Seve Ballesteros-Santander AD (LEXJ).- Declared distances.	AD	25DEC25/04SEP26EST	From 16/09/2026 cancelled by NOTAM B7539/26
229/25	TENERIFE NORTE/Ciudad de la Laguna AD (GCXO).- Electrical improvement works II.	AD	22JAN26/22JAN27EST	
230/25	MADRID/ Adolfo Suárez Madrid- Barajas AD (LEMD).- Installation of mega towers on T123, M5 and M2 area.	AD	22JAN26/22JAN27EST	
236/25	FIR MADRID.- Replacement of wind turbines in the Sierra de Alaiz experimental Wind Farm.	ENR	22JAN26/22JAN27EST	
01/26	FIR MADRID.- Portalrubio Wind Farm under construction.	ENR	19FEB26/19FEB27EST	
02/26	FIR MADRID.- Miravete Ampliación Wind Farm under construction.	ENR	19FEB26/19FEB27EST	
03/26	MADRID/ Adolfo Suárez Madrid-Barajas AD (LEMD).- Power line markers out of service.	AD	22JAN26/22JAN27EST	
05/26	FIR MADRID.- Installation of meteorological tower at Salguero Wind Farm.	ENR	19FEB26/19FEB27EST	
08/26	FIR MADRID.- Mínguez Wind Farm under construction.	ENR	19FEB26/19FEB27EST	
11/26	FIR MADRID.- El Castillar Wind Farm under construction.	ENR	19MAR26/19MAR27EST	
13/26	FIR MADRID.- Installation of a measuring tower within Los Caños III Wind Farm.	ENR	19MAR26/19MAR27EST	
15/26	PALMA DE MALLORCA AD (LEPA/LESJ).-			

NR/YEAR	SUBJECT	SECTION	VALIDITY	CANCELLATION
	Refurbishment works on Module A and Terminal (EAST AREA).	AD	19MAR26/19MAR27EST	
16/26	TENERIFE NORTE/Ciudad de la Laguna AD (GCXO).- RWY 30 approach lighting system.	AD	19FEB26/19FEB27EST	
17/26	MADRID/Getafe AD (LEGT).- VORTAC VGE out of service.	AD	19MAR26/19MAR27EST	
18/26	VITORIA AD (LEVT).- Taxiing restrictions in TXY T4.	AD	19FEB26/19FEB27EST	
⇐⇐	⇐⇐	⇐⇐	⇐⇐	⇐⇐
20/26	MENORCA AD (LEMH).- Renewal of the runway edge lighting system.	AD	19FEB26/19FEB27EST	From 26/11/2026 cancelled by SUP 212/26
21/26	SANTIAGO/Rosalía de Castro AD (LEST).- Runway resurfacing works.	AD	19FEB26/19FEB27EST	
22/26	MADRID/Adolfo Suárez Madrid-Barajas AD (LEMD).- Resurfacing on taxiways A11 and A12.	AD	19MAR26/19MAR27EST	
23/26	ALICANTE/Alicante-Elche Miguel Hernández AD (LEAL).- Taxiway pavement rehabilitation parallel to the runway.	AD	19FEB26/19FEB27EST	
24/26	FIR MADRID.- Olerón Wind Farm under construction.	ENR	19MAR26/19MAR27EST	
25/26	FIR MADRID.- La Colina Wind Farm under construction.	ENR	19MAR26/19MAR27EST	
26/26	FIR MADRID.- Installation of a measuring tower EL HITO.	ENR	19MAR26/19MAR27EST	
27/26	LOGROÑO AD (LERJ).- PRKG 1H and 4H closed.	AD	16APR26/16APR27EST	
28/26	FIR MADRID.- Salguero Wind Farm under construction.	ENR	19MAR26/19FEB27EST	
30/26	FIR MADRID.- Outes Wind Farm under construction.	ENR	16APR26/16APR27EST	
31/26	FIR MADRID.- Monte Becerril Wind Farm under construction.	ENR	19MAR26/20FEB27EST	
32/26	FIR MADRID.- Miravete Wind Farm under construction.	ENR	19MAR26/19MAR27EST	
33/26	HUESCA/Pirineos AD (LEHC).- Lighting systems switching time greater than 15 seconds.	AD	19MAR26/19MAR27EST	
34/26	FIR MADRID.- Joluga Wind Farm under construction.	ENR	16APR26/16APR27EST	
35/26	FIR MADRID.- Los Balazos Wind Farm under construction.	ENR	19MAR26/19MAR27EST	
37/26	FIR MADRID.- Espilo Wind Farm under construction.	ENR	19MAR26/19MAR27EST	
38/26	FIR MADRID.- Melguizas Wind Farm under construction.	ENR	19MAR26/19MAR27EST	
⇐⇐	⇐⇐	⇐⇐	⇐⇐	⇐⇐
40/26	SANTANDER/Seve Ballesteros-Santander AD (LEXJ).- Cranes installed in the vicinity of the airport.	AD	19MAR26/19MAR27EST	

NR/YEAR	SUBJECT	SECTION	VALIDITY	CANCELLATION
41/26	FIR MADRID.- Parrancanas Wind Farm under construction.	ENR	19MAR26/19MAR27EST	
43/26	ZARAGOZA AD (LEZG).- Airside pavement resurfacing and new electric handling-vehicle cargo parking area.	AD	16APR26/16APR27EST	
44/26	FUERTEVENTURA AD (GCFV).- Airfield compliance works.	AD	19MAR26/19MAR27EST	
45/26	FIR BARCELONA.- La Vacada IV Wind Farm under construction.	ENR	19MAR26/19MAR27EST	
46/26	FIR MADRID.- Blanco Wind Farm under construction.	ENR	19MAR26/19MAR27EST	
47/26	AIS-ESPAÑA.- Military invasion of Ukraine by Russian Federation.	ENR	19MAR26/19MAR27EST	
48/26	FIR MADRID.- Arce Wind Farm under construction.	ENR	19MAR26/19MAR27EST	
49/26	FIR BARCELONA.- La Estrella III Wind Farm under construction.	ENR	19MAR26/19MAR27EST	
50/26	FIR MADRID.- La Mota Wind Farm under construction.	ENR	19MAR26/20FEB27EST	
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53/26	FIR MADRID.- Carricondo Wind Farm under construction.	ENR	19MAR26/19MAR27EST	
54/26	TERUEL AD (LETL).- Presence of cranes at the airport.	AD	16APR26/16APR27EST	
55/26	TERUEL AD (LETL).- Aircraft stands closed.	AD	16APR26/16APR27EST	
58/26	FIR BARCELONA.- Vacada V Wind Farm under construction.	ENR	19MAR26/19MAR27EST	
059/26	FIR BARCELONA.- La Vacada II Wind Farm under construction.	ENR	16APR26/16APR27EST	
060/26	FIR BARCELONA.- Concejo II Wind Farm under construction.	ENR	16APR26/16APR27EST	
061/26	FIR BARCELONA.- La Vacada III Wind Farm under construction.	ENR	16APR26/16APR27EST	
062/26	FIR BARCELONA.- Vacada VI Wind Farm under construction.	ENR	16APR26/16APR27EST	
063/26	FIR BARCELONA.- La Estrella I Wind Farm under construction.	ENR	16APR26/16APR27EST	
064/26	FIR BARCELONA.- La Estrella II Wind Farm under construction.	ENR	16APR26/16APR27EST	
065/26	FIR BARCELONA.- El Cabecero IV Wind Farm under construction.	ENR	16APR26/16APR27EST	
066/26	FIR BARCELONA.- Cid IV Wind Farm under construction.	ENR	16APR26/16APR27EST	
067/26	FIR BARCELONA.- Concejo I Wind Farm under construction.	ENR	16APR26/16APR27EST	
068/26	FIR MADRID.- Coriscada Repotenciación Wind			

NR/YEAR	SUBJECT	SECTION	VALIDITY	CANCELLATION
	Farm under construction.	ENR	14MAY26/14MAY27EST	
069/26	FIR BARCELONA.- Vacada I Win Farm under construction.	ENR	16APR26/16APR27EST	
070/26	FIR BARCELONA.- Concejo III Wind Farm under construction.	ENR	16APR26/16APR27EST	
071/26	FIR BARCELONA.- Cid III Wind Farm under construction.	ENR	16APR26/16APR27EST	
072/26	FIR MADRID.- Installation of an anemometric tower within Repotenciación Montes de Cierzo I Wind Farm.	ENR	14MAY26/14MAY27EST	From 26/11/2026 cancelled by AIRAC 11/26
073/26	FIR BARCELONA.- El Cabecero II Wind Farm under construction.	ENR	16APR26/16APR27EST	
074/26	FIR BARCELONA.- Cabecero III Wind Farm under construction.	ENR	16APR26/16APR27EST	
075/26	FIR MADRID.- Montañés Wind Farm under construction.	ENR	14MAY26/14MAY27EST	
076/26	FIR BARCELONA.- La Estrella IV Wind Farm under construction.	ENR	16APR26/16APR27EST	
077/26	FIR BARCELONA.- Cid I Wind Farm under construction.	ENR	16APR26/16APR27EST	
079/26	MADRID/Getafe AD (LEGT).- Possible delays in ARR/DEP and taxiing.	AD	16APR26/16APR27EST	From 28/09/2026 cancelled by NOTAM B7945/26
080/26	SALAMANCA/Matacán AD (LESA).- Caution, arresting barrier operational with limitations.	AD	14MAY26/14MAY27EST	From 28/09/2026 cancelled by NOTAM B7940/26
083/26	FIR MADRID.- Temporary unavailability of DVOR/DME ROBLEDILLO (RBO).	ENR/AD	14MAY26/14MAY27EST	From 24/09/2026 cancelled by NOTAM E4353/26
084/26	IBIZA AD (LEIB).- Repainting of commercial apron W25 LEIB.	AD	14MAY26/14MAY27EST	From 26/11/2026 cancelled by SUP 202/26
085/26	MURCIA/San Javier AD (LELC).- Downgraded category of military rescue and fire fighting services.	AD	14MAY26/14MAY27EST	
086/26	VITORIA AD (LEVT).- Amendment to the OCA/H table in the VOR procedure to RWY 04 and step-down fix removed.	AD	11JUN26/11JUN27EST	
087/26	FIR MADRID.- Parapanda Wind Farm under construction.	ENR	11JUN26/11JUN27EST	
088/26	A CORUÑA AD (LECO).- Modification to the OCA/H table in ILS X and LOC Y to RWY 21 procedures.	AD	14MAY26/14MAY27EST	
089/26	SALAMANCA/Matacán AD (LESA).- Caution with ILS GP RWY 21.	AD	14MAY26/14MAY27EST	
090/26	AIS ESPAÑA.- Recommendation to flights over Afghanistan.	ENR	11JUN26/11JUN27EST	
091/26	FIR MADRID.- Installation of a measuring tower within Monte Becerril Wind Farm.	ENR	14MAY26/17APR27EST	

NR/YEAR	SUBJECT	SECTION	VALIDITY	CANCELLATION
092/26	MÁLAGA/Costa del Sol AD (LEMG).- Modification to the OCA/H table in ILS Z RWY 31 procedure.	AD	14MAY26/14MAY27EST	
093/26	FIR MADRID.- Virgen de las Angustias Wind Farm under construction.	ENR	11JUN26/11JUN27EST	
095/26	ASTURIAS AD (LEAS).- Unmanned aircraft flight areas.	AD	14MAY26/14MAY27EST	
096/26	LOGROÑO AD (LERJ).- Caution when taxiing by TWY A.	AD	14MAY26/14MAY27EST	
097/26	SABADELL AD (LELL).- Cranes installed in the vicinity of the airport.	AD	14MAY26/14MAY27EST	
098/26	FIR BARCELONA.- Cid II Wind Farm under construction.	ENR	14MAY26/17APR27EST	
099/26	FIR MADRID.- Carrugueiro Wind Farm under construction.	ENR	14MAY26/14MAY27EST	
101/26	FIR MADRID.- Repotenciación Montes de Cierzo I Wind Farm under construction.	ENR	09JUL26/09JUL27EST	
102/26	FIR MADRID.- Santa María de las Fuentes Wind Farm under construction.	ENR	09JUL26/09JUL27EST	
103/26	BURGOS/Villafria AD (LEBG).- Left side stop bar sign on TWY B and runway sign indicating entry to TWY B unserviceable.	AD	11JUN26/11JUN27EST	
105/26	MADRID/Getafe AD (LEGT).- NDB GE 421 KHZ out of service.	AD	11JUN26/11JUN27EST	
106/26	GRAN CANARIA AD (GCLP).- Rapid exit taxiway S8 temporarily closed.	AD	11JUN26/11JUN27EST	
107/26	REUS AD (LERS).- Restrictions to VFR operations and training/school flights subject to aerodrome available capacity.	AD	11JUN26/31OCT26	From 31/10/2026 cancelled by expiry date
108/26	CANARIAS FIR (GCCC).- Scheduled withdrawal of DVOR/DME LCP of Gran Canaria airport.	AD	11JUN26/11JUN27EST	
109/26	LANZAROTE/César Manrique Lanzarote AD (GCRR).- Lighting Improvement Works.	AD	09JUL26/09JUL27EST	
110/26	SABADELL AD (LELL).- Reconfiguration of apron R3.	AD	09JUL26/09JUL27EST	
111/26	VIGO AD (LEVX).- Upgrade of visual aids to LED technology.	AD	09JUL26/09JUL27EST	
113/26	GETAFE AD (LEGT).- Tower crane installed in the vicinity of the airport.	AD	09JUL26/09JUL27EST	
115/26	MADRID/Adolfo Suárez Madrid-Barajas AD (LEMD).- Resurfacing on TWY EA5 and Ramp 23.	AD	06AUG26/06AUG27EST	
116/26	FIR MADRID.- Caparroso Wind Farm under construction.	ENR	06AUG26/06AUG27EST	
117/26	TENERIFE NORTE/Ciudad de La Laguna AD (GCXO).- Intermediate holding positions R1-R7 unserviceable.	AD	09JUL26/09JUL27EST	
118/26	FIR MADRID.- ZUA-01 wind turbine under construction.	ENR	06AUG26/06AUG27EST	
119/26	BARCELONA/Josep Tarradellas Barcelona-EI Prat AD (LEBL).- Reconfiguration of Ramp 0 and upgrading of			

NR/YEAR	SUBJECT	SECTION	VALIDITY	CANCELLATION
	the lighting on Ramps 0 and 1.	AD	06AUG26/06AUG27EST	
121/26	LANZAROTE/César Manrique Lanzarote AD (GCRR).- Apron expansion phase 1 North Zone.	AD	06AUG26/06AUG27EST	
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123/26	MELILLA AD (GEML).- MIA NDB temporarily unserviceable.	AD	09JUL26/09JUL27EST	
124/26	MELILLA HELC (GEHM).- MIA NDB temporarily unserviceable.	AD	09JUL26/09JUL27EST	
125/26	FIR MADRID.- Azabache Wind Farm under construction.	ENR	06AUG26/06AUG27EST	
126/26	CÓRDOBA AD (LEBA).- Threshold identification lights systems of RWY 03 and RWY 21 unserviceable.	AD	06AUG26/06AUG27EST	
127/26	FIR MADRID.- Repotenciacion Serralta and San Gregorio Wind Farms under construction.	ENR	06AUG26/06AUG27EST	
128/26	AIS-ESPAÑA.- Temporary suspension of RNP APCH manoeuvres to published LPV minima at airports in the Canary Islands.	ENR/AD	09JUL26/25DEC26EST	
129/26	FIR MADRID.- Sarracín Wind Farm under construction.	ENR	09JUL26/09JUL27EST	
130/26	BILBAO AD (LEBB).- Works on air TWY D4 and helicopter apron.	AD	06AUG26/06AUG27EST	
131/26	FIR MADRID.- Installation of meteorological tower at El Castillar Wind Farm.	ENR	03SEP26/03SEP27EST	
132/26	FIR MADRID.- Canales Sur Wind Farm under construction.	ENR	03SEP26/03SEP27EST	
133/26	PALMA DE MALLORCA AD (LEPA/LESJ).- CAT A stop bar lighting.	AD	03SEP26/03SEP27EST	
134/26	ZARAGOZA AD (LEZG).- New markings on aprons.	AD	03SEP26/03SEP27EST	
136/26	PALMA DE MALLORCA AD (LEPA/LESJ).- Modification to the OCA/H table in ILS Z and ILS Y to RWY 24L procedures.	AD	06AUG26/06AUG27EST	
137/26	PALMA DE MALLORCA AD (LEPA/LESJ).- Resurfacing and widening of SOUTH taxiways.	AD	03SEP26/03SEP27EST	From 26/11/2026 cancelled by SUP 213/26
138/26	MADRID/Cuatro Vientos AD (LECU/LEVS).- Tower crane installed in the vicinity of the airport.	AD	06AUG26/06AUG27EST	From 28/09/2026 cancelled by NOTAM B7938/26
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140/26	MADRID / Adolfo Suárez Madrid-Barajas AD (LEMD).- Resurfacing works on Taxiways M13-M14.	AD	03SEP26/03SEP27EST	
141/26	BARCELONA/Josep Tarradellas Barcelona-El Prat AD (LEBL).- Surface renovation and compliance on TWY S, T and Ramp 2 slabs.	AD	06AUG26/06AUG27EST	
142/26	BARCELONA/Josep Tarradellas Barcelona-El Prat AD (LEBL).- Construction of a new rapid exit taxiway from RWY 02/20.	AD	03SEP26/03SEP27EST	

NR/YEAR	SUBJECT	SECTION	VALIDITY	CANCELLATION
143/26	GIRONA AD (LEGE).- Restrictions to LOC and GP RWY 19 IGN.	AD	03SEP26/03SEP27EST	From 26/11/2026 cancelled by AIRAC 11/26
144/26	FIR MADRID.- Installation of a measuring tower within Híbrido Jerez Wind Farm.	ENR	01OCT26/01OCT27EST	
145/26	PALMA DE MALLORCA AD (LEPA/LESJ).- Works to remodel of Module A and the Terminal (West Apron).	AD	01OCT26/01OCT27EST	
146/26	LOGROÑO AD (LERJ).- GP ILO temporarily unserviceable.	AD	03SEP26/03SEP27EST	
147/26	AIS ESPAÑA.- European Tactical Airlift Program Course 26-4 (ETAP-C 26-4).	ENR/AD	09NOV26/20NOV26	From 20/11/2026 cancelled by expiry date
148/26	ZARAGOZA AD (LEZG).- Continuation of works for drainage compliance in the movement area.	AD	01OCT26/01OCT27EST	
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150/26	MELILLA AD (GEML).- Removal of disabled aircraft out of service.	AD	03SEP26/03SEP27EST	
151/26	SABADELL AD (LELL).- Cranes installed in the vicinity of the airport.	AD	03SEP26/03SEP27EST	
152/26	FIR MADRID.- Cortijo Nuevo Wind Farm under construction.	ENR	03SEP26/03SEP27EST	
153/26	MADRID/Cuatro Vientos AD (LECU/LEVS).- Crane erected in the vicinity of the airport.	AD	03SEP26/03SEP27EST	
154/26	BURGOS/Villafría AD (LEBG).- Pilot controlled lighting unserviceable.	AD	03SEP26/03SEP27EST	
155/26	LA PALMA AD (GCLA).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
156/26	GRAN CANARIA AD (GCLP).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
157/26	LANZAROTE/César Manrique Lanzarote AD (GCRR).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
158/26	TENERIFE SUR AD (GCTS).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
159/26	TENERIFE NORTE/Ciudad de La Laguna AD (GCXO).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
160/26	ALICANTE/Alicante-Elche Miguel Hernández AD (LEAL).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
161/26	ALMERÍA AD (LEAM).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
162/26	ASTURIAS AD (LEAS).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
163/26	CÓRDOBA AD (LEBA).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
164/26	BURGOS/Villafría AD (LEBG).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	

NR/YEAR	SUBJECT	SECTION	VALIDITY	CANCELLATION
165/26	BARCELONA/Josep Tarradellas Barcelona-EI Prat AD (LEBL).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
166/26	A CORUÑA AD (LECO).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
167/26	GIRONA AD (LEGE).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
168/26	HUESCA/Pirineos AD (LEHC).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
169/26	IBIZA AD (LEIB).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
170/26	JEREZ AD (LEJR).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
171/26	MADRID/Adolfo Suárez Madrid-Barajas AD (LEMD).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
172/26	MÁLAGA/Costa del Sol AD (LEMG).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
173/26	PALMA DE MALLORCA AD (LEPA/LESJ).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
174/26	PAMPLONA AD (LEPP).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
175/26	LOGROÑO AD (LERJ).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
176/26	REUS AD (LERS).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
177/26	SAN SEBASTIÁN AD (LESO).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
178/26	VALENCIA AD (LEVC).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
179/26	VITORIA AD (LEVT).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
180/26	VIGO AD (LEVX).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
181/26	SANTANDER/Seve Ballesteros-Santander AD (LEXJ).- RNP APCH manoeuvres with LPV minima unserviceable.	AD	03SEP26/03SEP27EST	
183/26	PALMA DE MALLORCA AD (LEPA/LESJ).- Refurbishment works on Module A (east area) and Module B.	AD	29OCT26/29OCT27EST	
184/26	PAMPLONA AD (LEPP).- Works to extend strip.	AD	01OCT26/15MAY27EST	
185/26	BARCELONA/Josep Tarradellas Barcelona-EI Prat AD (LEBL).- Crane installed in the vicinity of the aerodrome.	AD	01OCT26/01OCT27EST	From 05/10/2026 cancelled by NOTAM A7026/26
186/26	A CORUÑA AD (LECO).- Modification to the OCA/H table in ILS Z to RWY 21 procedure.	AD	01OCT26/01OCT27EST	

NR/YEAR	SUBJECT	SECTION	VALIDITY	CANCELLATION
187/26	MADRID/Adolfo Suárez Madrid-Barajas AD (LEMD).- Temporary unavailability of DVOR/DME NVS.	AD	29OCT26/29OCT27EST	
188/26	FIR MADRID.- Villanueva Wind Farm under construction.	ENR	01OCT26/01OCT27EST	
189/26	BARCELONA/Josep Tarradellas Barcelona-Ei Prat AD (LEBL).- Crane installed in the vicinity of the airport.	AD	01OCT26/04SEP27EST	
190/26	VIGO AD (LEVX).- Modification to the OCA/H table in ILS Y RWY 19 (IAC 8) procedure.	AD	01OCT26/01OCT27EST	
191/26	A CORUÑA AD (LECO).- RWY 21 intermediate turning bay unserviceable.	AD	01OCT26/01OCT27EST	
192/26	PALMA DE MALLORCA AD (LEPA/LESJ).- Temporary unavailability of DVOR/DME Capdepera (CDP).	ENR/AD	02NOV26/02NOV27EST	
193/26	MENORCA AD (LEMH).- Upgrading of inspection chambers on the airfield.	AD	01OCT26/01OCT27EST	
194/26	LOGROÑO AD (LERJ).- Errors in TORA boards at RWY 29 INT A and RWY 29 INT B/RWY 11 INT B.	AD	29OCT26/29OCT27EST	
195/26	FIR MADRID.- Las Cabrerías Wind Farm under construction.	ENR	01OCT26/01OCT27EST	
196/26	AIS-ESPAÑA.- SIRIO-Dragón-Tormenta 2026 exercise.	ENR	19OCT26/29OCT26	From 29/10/2026 cancelled by expiry date
197/26	FIR MADRID.- Villanueva 2 Wind Farm under construction.	ENR	01OCT26/01OCT27EST	
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199/26	FIR MADRID.- Josmanil Wind Farm under construction.	ENR	01OCT26/01OCT27EST	
200/26	LANZAROTE/César Manrique Lanzarote AD (GCRR).- Airfield improvement works.	AD	29OCT26/29OCT27EST	
201/26	MELILLA AD (GEML).- Threshold identification lights systems of RWY 33 unserviceable.	AD	29OCT26/29OCT27EST	
202/26	IBIZA AD (LEIB).- Repainting of commercial apron W25 LEIB.	AD	26NOV26/26NOV27EST	
203/26	TENERIFE NORTE/Ciudad de La Laguna AD (GCXO).- Restrictions on DVOR and DME LRO.	AD	29OCT26/29OCT27EST	
204/26	ALMERÍA AD (LEAM).- Temporary unavailability of VOR/DME AMR.	ENR/AD	26NOV26/26NOV27EST	
205/26	BILBAO AD (LEBB).- Adjustment of taxiway margins at various taxiways.	AD	26NOV26/26NOV27EST	
206/26	BARCELONA/Josep Tarradellas Barcelona-Ei Prat AD (LEBL).- Construction of Office Tower Torre Porta Diagonal in the vicinity of the airport.	AD	29OCT26/29OCT27EST	
207/26	ASTURIAS AD (LEAS).- Threshold identification lights systems of RWY 11 unserviceable.	AD	29OCT26/29OCT27EST	
208/26	BILBAO AD (LEBB).- Replacement works on passenger boarding bridges on the north apron.	AD	26NOV26/26NOV27EST	
209/26	ASTURIAS AD (LEAS).- Obstacle lights WDI CAB 11			

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	and WDI INTERMEDIATE unserviceable.	AD	29OCT26/29OCT27EST	
210/26	MADRID/Getafe AD (LEGT).- RWY 04: lights out of service.	AD	29OCT26/29OCT27EST	
211/26	REUS AD (LERS).- Works to improve load bearing capacity on apron for PRKG 5 to 7 and on TWY T1 and T2.	AD	26NOV26/26NOV27EST	
212/26	MENORCA AD (LEMH).- Renewal of the runway edge lighting system.	AD	26NOV26/20MAR27	
213/26	PALMA DE MALLORCA AD (LEPA/LESJ).- Resurfacing and widening of SOUTH taxiways.	AD	26NOV26/26NOV27EST	

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AD 2-LEAS VAC 1.3	25-DEC-25
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AD 2-LEBZ ADC 1.1	11-JUN-26
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AD 2-LEBL ADC 1.2	19-MAR-26
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AD 2-LEBL PDC 1.3	20-MAR-25
AD 2-LEBL PDC 1.4	03-SEP-26
AD 2-LEBL PDC 1.5	12-JUN-25
AD 2-LEBL PDC 1.6	12-JUN-25
AD 2-LEBL PDC 1.7	09-JUL-26
AD 2-LEBL PDC 1.8	09-JUL-26
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AD 2-LEBL PDC 1.11	29-OCT-26
AD 2-LEBL PDC 1.12	29-OCT-26
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AD 2-LEBL SID 2.4	20-APR-23
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AD 2-LEBL SID 2.6	20-APR-23
AD 2-LEBL SID 2.7	20-APR-23
AD 2-LEBL SID 3.1	10-AUG-23
AD 2-LEBL SID 3.3	10-AUG-23
AD 2-LEBL SID 3.4	20-APR-23
AD 2-LEBL SID 4.1	20-MAR-25
AD 2-LEBL SID 4.3	20-MAR-25
AD 2-LEBL SID 4.4	20-MAR-25
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AD 2-LEBL SID 9.1	22-JAN-26
AD 2-LEBL SID 9.3	22-JAN-26
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AD 2-LEBL SID 10.4	02-NOV-23
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AD 2-LEBL STAR 2.3	20-APR-23
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AD 2-GCHI AOC 2.1	11-JUN-26
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AD 2-GCFV PDC 1.1	11-JUN-26
AD 2-GCFV PDC 1.2	07-AUG-25
AD 2-GCFV PDC 1.3	07-AUG-25
AD 2-GCFV PDC 1.4	15-JUN-23
AD 2-GCFV PDC 1.5	15-JUN-23
AD 2-GCFV GMC 1.1	11-JUN-26
AD 2-GCFV AOC 1.1	09-JUL-26
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AD 2-GCFV SID 1.3	11-JUN-26
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AD 2-GCFV SID 2.2	09-JUL-26
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AD 2-GCFV STAR 1.1	11-JUN-26
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AD 2-LEMG SID 2.4	09-JUL-26
AD 2-LEMG SID 2.5	09-JUL-26
AD 2-LEMG SID 2.6	09-JUL-26
AD 2-LEMG SID 2.7	15-MAY-25
AD 2-LEMG SID 3.1	09-JUL-26
AD 2-LEMG SID 3.3	09-JUL-26
AD 2-LEMG SID 3.4	09-JUL-26
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AD 2-LEMG SID 3.7	15-MAY-25
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AD 2-LEMG STAR 1.4	09-JUL-26
AD 2-LEMG STAR 1.5	09-JUL-26
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AD 2-LEMG IAC 6.1	09-JUL-26
AD 2-LEMG IAC 6.2	27-NOV-25
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AD 2-LERS AOC 2.1	30-OCT-25
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AD 2-LERS SID 2.1	22-FEB-24
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AD 2-LERS SID 3.3	18-MAY-23
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AD 2-LERS SID 4.2	18-MAY-23
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AD 2-LERS IAC 2.1	22-FEB-24
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AD 2-GCTS IAC 8.3	09-JUL-26
AD 2-GCTS IAC 9.1	09-JUL-26
AD 2-GCTS IAC 9.2	11-JUN-26
AD 2-GCTS IAC 9.3	09-JUL-26
AD 2-GCTS IAC 10.1	11-JUN-26
AD 2-GCTS IAC 10.2	11-JUN-26
AD 2-GCTS IAC 11.1	09-JUL-26
AD 2-GCTS IAC 11.2	11-JUN-26
AD 2-GCTS IAC 11.3	09-JUL-26
AD 2-GCTS IAC 12.1	09-JUL-26
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AD 2-GCTS VAC 1.1	11-JUN-26
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AD 2-LETL 1 a 10 // to 10	06-AUG-26
AD 2-LETL ADC 1.1	09-JUL-26
AD 2-LETL PDC 1.1	09-JUL-26
AD 2-LETL PDC 1.2	30-OCT-25
AD 2-LETL PDC 1.3	30-OCT-25
AD 2-LETL AOC 1.1	09-JUL-26
AD 2-LETL AOC 2.1	09-JUL-26
AD 2-LETL VAC 1.1	09-JUL-26
AD 2-LETL VAC 1.2	15-JUL-21
AD 2-LEVC 1 a 26 // to 25	29-OCT-26
AD 2-LEVC ADC 1.1	29-OCT-26
AD 2-LEVC PDC 1.1	20-MAR-25
AD 2-LEVC PDC 1.2	20-MAR-25
AD 2-LEVC PDC 1.3	20-MAR-25
AD 2-LEVC PDC 2.1	20-MAR-25
AD 2-LEVC PDC 2.2	20-MAR-25
AD 2-LEVC PDC 2.3	20-MAR-25
AD 2-LEVC GMC 1.1	29-OCT-26
AD 2-LEVC AOC 1.1	06-AUG-26
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AD 2-LEVC STAR 1.1	25-JAN-24
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AD 2-LEVC STAR 2.3	30-NOV-23
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AD 2-LEVC IAC 1.1	25-JAN-24
AD 2-LEVC IAC 1.2	08-SEP-22
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AD 2-LEVX AOC 1.1	27-NOV-25
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AD 2-LEVX SID 3.1	02-OCT-25
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AD 2-LEVX STAR 2.4	02-OCT-25
AD 2-LEVX STAR 2.5	02-OCT-25
AD 2-LEVX STAR 3.1	02-OCT-25
AD 2-LEVX STAR 3.3	02-OCT-25
AD 2-LEVX STAR 3.4	02-OCT-25
AD 2-LEVX IAC 1.1	02-OCT-25
AD 2-LEVX IAC 1.2	02-OCT-25
AD 2-LEVX IAC 1.3	02-OCT-25
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AD 2-LEVX IAC 7.1	03-SEP-26
AD 2-LEVX IAC 7.2	02-OCT-25
AD 2-LEVX IAC 8.1	02-OCT-25
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AD 2-LEVT IAC 6.2	10-JUL-25
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AD 2-LEVT IAC 7.2	10-JUL-25
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AD 2-LEZG CDA 1.1	01-OCT-26
AD 2-LEZG CDA 1.3	01-OCT-26
AD 2-LEZG CDA 2.1	01-OCT-26
AD 2-LEZG CDA 2.3	01-OCT-26
AD 2-LEZG DEP 1.1	01-OCT-26
AD 2-LEZG DEP 1.2	01-OCT-26
AD 2-LEZG DEP 2.1	01-OCT-26
AD 2-LEZG DEP 2.2	01-OCT-26
AD 2-LEZG ARR 1.1	01-OCT-26
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AD 2-LEZG IAC 1.1	01-OCT-26
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AD 2-LEZG IAC 2.1	01-OCT-26
AD 2-LEZG IAC 2.2	13-JUN-24
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AD 2-LEZG IAC 4.1	01-OCT-26
AD 2-LEZG IAC 5.1	01-OCT-26
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AD 2-LEZG IAC 7.1	01-OCT-26
AD 2-LEZG IAC 8.1	01-OCT-26
AD 2-LEZG IAC 9.1	01-OCT-26
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AD 2-LEZG IAC 10.2	20-MAR-25
AD 2-LEZG IAC 11.1	01-OCT-26
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AD 3-LEAO 1 a 8 // to 7	09-JUL-26
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AD 3-LETA AOC 1	24-MAR-22
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AD 3-LEEC 1 a 7 // to 7	03-SEP-26
AD 3-LEEC HELC	10-SEP-20
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AD 3-GCXM 1 a 7 // to 7	09-JUL-26
AD 3-GCXM HELC 1.1	11-JUN-26
AD 3-LEBT 1 a 7 // to 7	09-JUL-26
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AD 3-LEBT IAC 1.1	14-MAY-26

NOTA // NOTE:

Incluida // Included:

- AMDT 412/26
- AIRAC AMDT 10/26

LIST OF HAND AMENDMENTS TO THE AIP

ENR

PAGES AFFECTED	AMENDMENT TEXT	INTRODUCED BY AMENDMENT
SEVERAL CHARTS	Obstacles of more than 100 m not up-to-date on several charts. You can look up the correct value in Insignia (https://insignia.enaire.es/) either in the interactive map, with this layer activated, or in the enroute navigation charts in PDF (https://aip.enaire.es/AIP/CartasInsigniaImpresas-es.html). The link for the enroute navigation charts in English PDF is: https://aip.enaire.es/AIP/CartasInsigniaImpresas-en.html	AMDT 353/22

AD

PAGES AFFECTED	AMENDMENT TEXT	INTRODUCED BY AMENDMENT
AD 2 – AD 3 SEVERAL AD	AMA values not up-to-date on several charts. You can look up the correct value in Insignia (https://insignia.enaire.es/) either in the interactive map, with this layer activated, or in the enroute navigation charts in PDF (https://aip.enaire.es/AIP/CartasInsigniaImpresas-es.html). The link for the enroute navigation charts in English PDF is: https://aip.enaire.es/AIP/CartasInsigniaImpresas-en.html	AMDT 397/25
	Restricted aerodromes not up-to-date on several charts. You can look up the correct value in Insignia (https://insignia.enaire.es/) either in the interactive map, with this layer activated, or in the enroute navigation charts in PDF (https://aip.enaire.es/AIP/CartasInsigniaImpresas-es.html). The link for the enroute navigation charts in English PDF is: https://aip.enaire.es/AIP/CartasInsigniaImpresas-en.html	
	Sport activites not up-to-date on several charts. You can look up the correct value in Insignia (https://insignia.enaire.es/) either in the interactive map, with this layer activated, or in the enroute navigation charts in PDF (https://aip.enaire.es/AIP/CartasInsigniaImpresas-es.html). The link for the enroute navigation charts in English PDF is: https://aip.enaire.es/AIP/CartasInsigniaImpresas-en.html	
	Obstacles of more than 100 m not up-to-date on several charts. You can look up the correct value in Insignia (https://insignia.enaire.es/) either in the interactive map, with this layer activated, or in the enroute navigation charts in PDF (https://aip.enaire.es/AIP/CartasInsigniaImpresas-es.html). The link for the enroute navigation charts in English PDF is: https://aip.enaire.es/AIP/CartasInsigniaImpresas-en.html	

PALMA DE MALLORCA

AD 2 - LEPA/LESJ

PAGES AFFECTED	AMENDMENT TEXT	INTRODUCED BY AMENDMENT
SID 2.1 / 22-JAN-26	The coordinates of DVOR/DME POS: Where it states: 395539N 0030652E It should state: 395539N 0030653E	AMDT 410/26
STAR 1.1 / 22-JAN-26		
STAR 3.1 / 22-JAN-26		
IAC 11.1 / 11-JUN-26		
IAC 12.1 / 22-JAN-26		
IAC 13.1 / 11-JUN-26		
IAC 16.1 / 11-JUN-26		
IAC 17.1 / 11-JUN-26		
IAC 18.1 / 11-JUN-26		
IAC 19.1 / 11-JUN-26		

LEBZ AD 2 AERODROME DATA

LEBZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LEBZ - BADAJOZ/Talavera La Real

LEBZ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	385329N 0064917W. See AD 2-LEBZ ADC.
2	Distance and direction from the city	13 km E.
3	Elevation	185 m / 608 ft.
4	Geoid undulation	54.17 m ± 0.05 (1).
5	Reference temperature	35°C.
6	Low average temperature	8°C.
7	Magnetic variation	1° W (2020).
8	Annual change	8.4'E.
9	AD administration	CIV: Aena. MIL: Ejército del Aire y del Espacio.
10	Address	Ctra. Badajoz - Balboa s/n. - 06195 Badajoz.
11	TEL	CIV: +34-924 210 406 MIL: +34-924 209 500
12	FAX	CIV: +34-924 210 453 MIL: +34-924 209 815
13	AFTN	LEBZ
14	E-mail	CIV: cecoabjz@aena.es MIL: preparacion_vuelos_ala23@ea.mde.es
15	Approved traffic	IFR/VFR.
16	Remarks	(1) For all AD points.

LEBZ AD 2.3 OPERATIONAL HOURS

1	Airport	CIV: V: 0630-1815; I: 0730-1915. (1) MIL: - V: MON-FRI 0600-1815; SAT-SUN and HOL 0630-1815. (2) - I: MON-FRI 0700-1915; SAT-SUN and HOL: 0730-1915. (2) Other hours according to training periods.
2	Customs and Immigration	HR AD.
3	Health and Sanitation	No.
4	AIS/ARO/OPV	HR AD.
5	MET briefing	HR AD.

6	ATS	HR AD.
7	Fuelling	CIV: V: SUN-FRI 0600-1300; SAT 0600-1000 I: SUN-FRI 0700-1400; SAT 0700-1100 For other hours, contact the CIV AD office PPR 2 HR. MIL: HR AD. (3)
8	Handling	HR AD.
9	Security	H24.
10	De-icing	Ask handling agent IBERIA.
11	Remarks	(1) Extension of civil operating hours and foreign State aircraft, see item 20. (2) Foreign state/military aircraft, see item 20. (3) ACFT not based in LEBZ and Spanish State ACFT. • I: MON-FRI 1400-1915. • V: MON-FRI 1300-1815 O/R PPR 24 HR. • SAT-SUN and HOL O/R PPR 48 HR.

LEBZ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	MIL: Up to 72000 Kg.
2	Fuel types	CIV: JET A-1, 100LL. MIL: F-34.
3	Oil types	CIV: NIL. MIL: G-363, G-372, G-395, H-537, O-125, O-128, O-147, O-148.
4	Refuelling capacity	CIV: • JET A-1: ◦ 2 Tanks 30000 L, 13 L/s, 15 L/s. ◦ 100LL: Petrol pump, 4 L/s. MIL: • Tanks: ◦ 20000 L, 16.66 L/s. ◦ 18000 L, 15.83 L/s.
5	De-icing facilities	No.
6	Hangar space	No.
7	Repair facilities	No.
8	Remarks	GPU: AC (up to 45 KVA) and DC (up to 1500 A) unit. Ramp agents: SOUTH EUROPE GROUND SERVICES • TEL: +34-924 210 409 +34-924 210 447 • FAX: +34-924 210 445 • E-mail: bjzkq@southeu.com; bjzkq1@southeu.com AVIAPARTNER AVIAVIP SPAIN • TEL: +34-691 114 260 H24 • E-mail: lebz@aviavip.com

LEBZ AD 2.5 PASSENGER FACILITIES

1	Hotels	MIL: Yes.
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2	Restaurant	MIL: Yes.
3	Transportation	CIV: Taxis and hire cars. MIL: Buses and light vehicles available on request.
4	Medical facilities	MIL: First aid and ambulance.
5	Bank/Post Office	No.
6	Tourist information	No.
7	Remarks	None.

LEBZ AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	CIV: 7. MIL: 6.
2	Rescue equipment	MIL: In accordance with the fire category published.
3	Removal of disabled aircraft	Yes, only by dragging.
4	Remarks	Service provided by the Ejército del Aire y del Espacio.

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

1	Equipment	MIL: Heavy crane of 72000 Kg.
2	Priority	RWY, TWY and apron.
3	Remarks	Service provided by the Ejército del Aire y del Espacio.

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

1	Apron	Surface: CIV: Asphaltic concrete. MIL: Hydraulic concrete. Strength: CIV: PCN 92/F/A/W/T; PCN 71/R/A/W/T; PCN 22/F/C/W/T. MIL: PCN 26/R/A/W/T.
2	Taxiways	Width: 22 m. Surface: Hydraulic concrete, except TWY C-5N Asphaltic concrete. Strength: • C-1-1, C-1-3, C-2, C-5: PCN 26/R/A/W/T. • C-1, C-1-2, C-3, C-4, C-6, C-8, T-1, T-2, T-3, T-4, T-5, T-6, T-7: PCN 35/R/A/W/T. • C-5N: PCN 92/F/A/W/T. • C-7: PCN 55/R/A/W/T.
3	Check locations	Altimeter: Civil apron: 180 m / 591 ft. VOR: THR 31: 146°, 1111 m / 3645 ft. THR 13: 302°, 2222 m / 7290 ft. INS: See AD 2-LEBZ PDC. TACAN: THR 31: 142°, 1296 m / 4252 ft. THR 13: 300°, 1482 m / 4862 ft.
4	Remarks	None.

LEBZ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Runway-holding positions, boards and stands. APN MIL: guides marked in yellow. Only useable by ACFT based in LEBZ AD.
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2	RWY markings	Designators, threshold, centre line, aiming point, touchdown zone and side stripe.
3	TWY markings	Centre line and side stripe.
4	Remarks	None.

LEBZ AD 2.10 AERODROME OBSTACLES

10.1 IN APPROACH AND TAKE-OFF AREAS

RWY/Area	Obstacle	Coordinates
31/APCH 13/TKOF	Tower 272 m / 892 ft	127°/ 9380 m.FM THR 31
Remarks: See AD 2-LEBZ AOC.		

10.2 IN CIRCLING AREA AND AD

Obstacle	Coordinates
Antenna 288.04 m / 945.01 ft	385208.9N 0064918.7W
Antenna 179 m / 586 ft	385352.6N 0064950.3W
Hangar 190 m / 623 ft	385310.9N 0064926.9W
Floodlighting pole 202 m / 663 ft	385302.3N 0064902.1W
ABN 209 m / 687 ft	385254.6N 0064900.8W
Antenna 199 m / 652 ft	385259.5N 0064849.9W
Antenna 203 m / 664 ft	385310.8N 0064910.1W
Antenna 203 m / 664 f	385309.0N 0064907.1W
Remarks: See AD 2-LEBZ AOC.	

LEBZ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	CIV/MIL: Talavera La Real OMD.
2	HR	HR AD.
3	METAR	Half-hourly.
4	TAF	H24.
5	TREND	No.
6	Landing forecasts	No.
7	Briefing	Telephone and fax.
8	Flight documentation/Language	Charts and plain language/Spanish.
9	Charts	Significant and forecast at altitude (wind and temperature) maps.
10	Supplementary equipment	Cloud, lighting and radar information image display.
11	ATS unit served	AIS, TWR, OPV.

12	Additional information	Sevilla OMAe (LESV): H24 - TEL: +34-954 462 030; +34-954 460 699 Talavera La Real OMD: HR AD - TEL: +34-924 209 632.
13	Remarks	Aerodrome climatological summary available. Aerodrome warnings available.

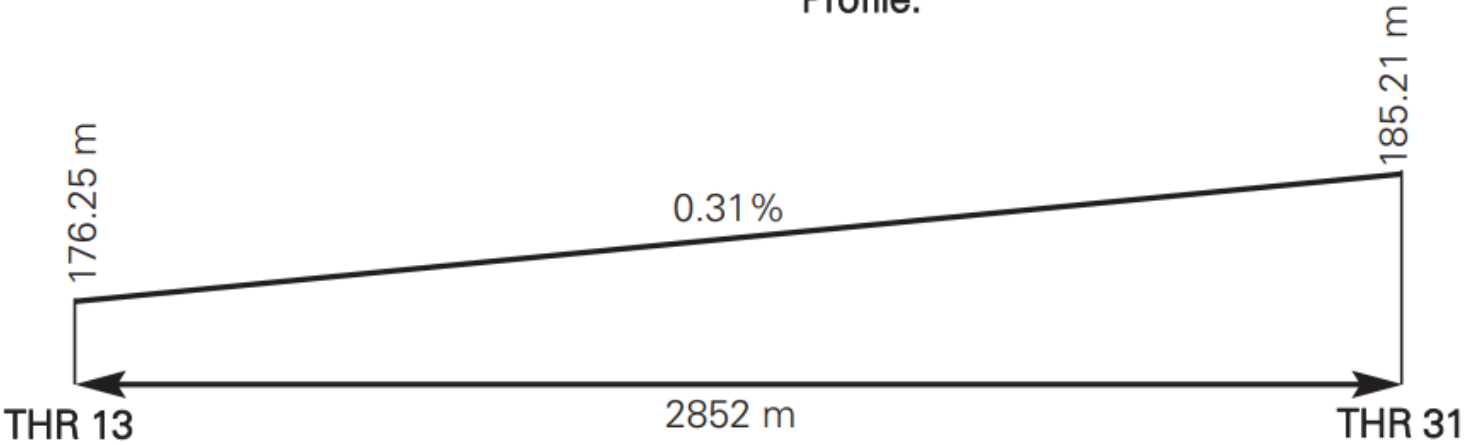
LEBZ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY	Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
13	125.62° GEO 127° MAG	2852 x 60	385355.51N 0065004.62W	THR: 176 m / 578 ft TDZ: No	300 x 60	300 x 150	No	No	No	RWY: Asphaltic concrete PCN 90/F/C/W/T SWY: Info not AVBL
31	305.63° GEO 307° MAG	2852 x 60	385301.64N 0064828.42W	THR: 185.2 m / 608 ft TDZ: 185.2 m / 608 ft	300 x 60	300 x 150	No	No	No	RWY: Asphaltic concrete PCN 90/F/C/W/T SWY: Info not AVBL

Remarks: Talavera La Real Air Base Airfield Category 4D

12.1 PROFILE

Profile:



LEBZ AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
13	2852	3152	3152	2852
31	2852	3152	3152	2852

Remarks: None.

LEBZ AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	13
2	Approach	Simple, 420 m. Threshold identification lights. (1)
3	VASIS	2.5°. Right wing U/S.
4	Threshold	Green.

5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	2852 m white. Distance between lights: 55 m. (1)
8	Runway end	Red.
9	Stopway	No.
10	Remarks	(1) Adjustable light intensity.

1	Runway	31
2	Approach	Simple, 420 m. Threshold identification lights. (1)
3	VASIS	2.5°. Left wing U/S.
4	Threshold	Green.
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	2852 m white. Distance between lights: 55 m. (1)
8	Runway end	Red.
9	Stopway	No.
10	Remarks	(1) Adjustable light intensity.

LEBZ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN	ALTN FLG W EV 8 s.
2	WDI	1 near THR 31 LGTD.
3	TWY lighting	Edge EXC C-3 and C-4.
4	Apron lighting	CIV: 6 floodlighting towers. MIL: 4 floodlighting towers.
5	Secondary power supply	1 engine generator set that provides a switch-over time for CAT I according to Annex 14.
6	Remarks	None.

LEBZ AD 2.16 HELICOPTER LANDING AREA

1	Position	Intersection of TWY C-1-2 and T-3.
2	Elevation	Information not available.
3	Dimensions, surface, maximum weight, marking	Information not available.
4	Direction	Information not available.
5	Declared distances	Information not available.
6	Lighting	Information not available.

7	Remarks	None.
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LEBZ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR TALAVERA.
2	Lateral limits	383939.3675N 0071552.6301W, circular sector of 25 NM radius centred on 385329N 0064917W up to 391754.4652N 0064222.1199W,390745.2233N 0070835.5513W, following the Portuguese boundary up 383939.3675N 0071552.6301W.
3	Vertical limits Airspace class	FL 195-FL240... C. SFC-FL195... D.
4	Unit / Language	TALAVERA APP ES/EN.
5	Transition altitude	-
6	Hours of applicability	-

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

LEBZ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP	Talavera APP	120.555 C 121.500 MHz 139.300 MHz 243.000 MHz 277.925 MHz 362.300 MHz	HR AD HR AD HR AD HR AD HR AD HR AD	CIV/MIL EMERG MIL EMERG LOCAL MIL MIL
TWR	Badajoz TWR	121.500 MHz 122.105 C 139.300 MHz 243.000 MHz 257.800 MHz 313.600 MHz	HR AD HR AD HR AD HR AD HR AD HR AD	EMERG CIV/MIL MIL EMERG MIL LOCAL MIL
	Badajoz GMC	130.155 C	HR AD	GMC CIV/MIL

LEBZ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
DVOR (1° W)	VBZ	116.800 MHz	H24	385323.5N 0064856.8W	—	—
DME	VBZ	CH 115X	H24	385323.5N 0064856.8W	180 m	—
LOC 31 ILS CAT I (1° W)	ITL	110.500 MHz	H24	385401.7N 0065015.6W	—	COV 25 NM.
GP 31	—	329.600 MHz	H24	385310.4N 0064835.7W	—	3°; RDH 16 m; at 300.7 m FM THR 31 & 117.4 m RCL to the right in the direction of APCH.
ILS/DME 31	ITL	CH 42X	H24	385310.4N 0064835.7W	192 m	REF DMETHR 31
TACAN (1° W)	TBC	CH 25X	H24	385329.8N 0064907.2W	—	Possible signal loss BLW 6000 ft BTN 16 NM & 25 NM in the sector BTN 10° & 30°.

LEBZ AD 2.20 LOCAL AERODROME REGULATIONS

The request for extension of civil operating hours shall be addressed by companies or air operators to the AENA delegate at the Talavera La Real Air Base (Badajoz), at least four days in advance.

In the case of scheduled lines operating from or to Badajoz that suffer delays due to unforeseen causes not attributable to the operating company, they may submit the request for extension of operating hours at least two hours in advance.

Foreign state/military aircraft: it is mandatory to request PPR at least 72 hours in advance to one of the following addresses:

- E-mail: preparacion_vuelos_ala23@ea.mde.es
- AFTN : LEBZ
- FAX : +34-924 209 815

In case of transport of dangerous goods, it shall be carried out at least two working days in advance. As a general rule, PPR request will not be accepted during the following hours:

- V: FM FRI 1200 TO MON 0630.
- I: FM FRI 1330 TO MON 0730.

During the period of military activity, no civil aircraft (IFR/VFR) will be authorized to conduct approach or take-off and landing practices.

Only take-off and final landing with an approved flight plan from or to LEBZ AD will be authorized. These operations may experience delays depending on the military activity in progress at that time.

Engine testing not available on civil apron.

LEBZ AD 2.21 NOISE ABATEMENT PROCEDURES

No.

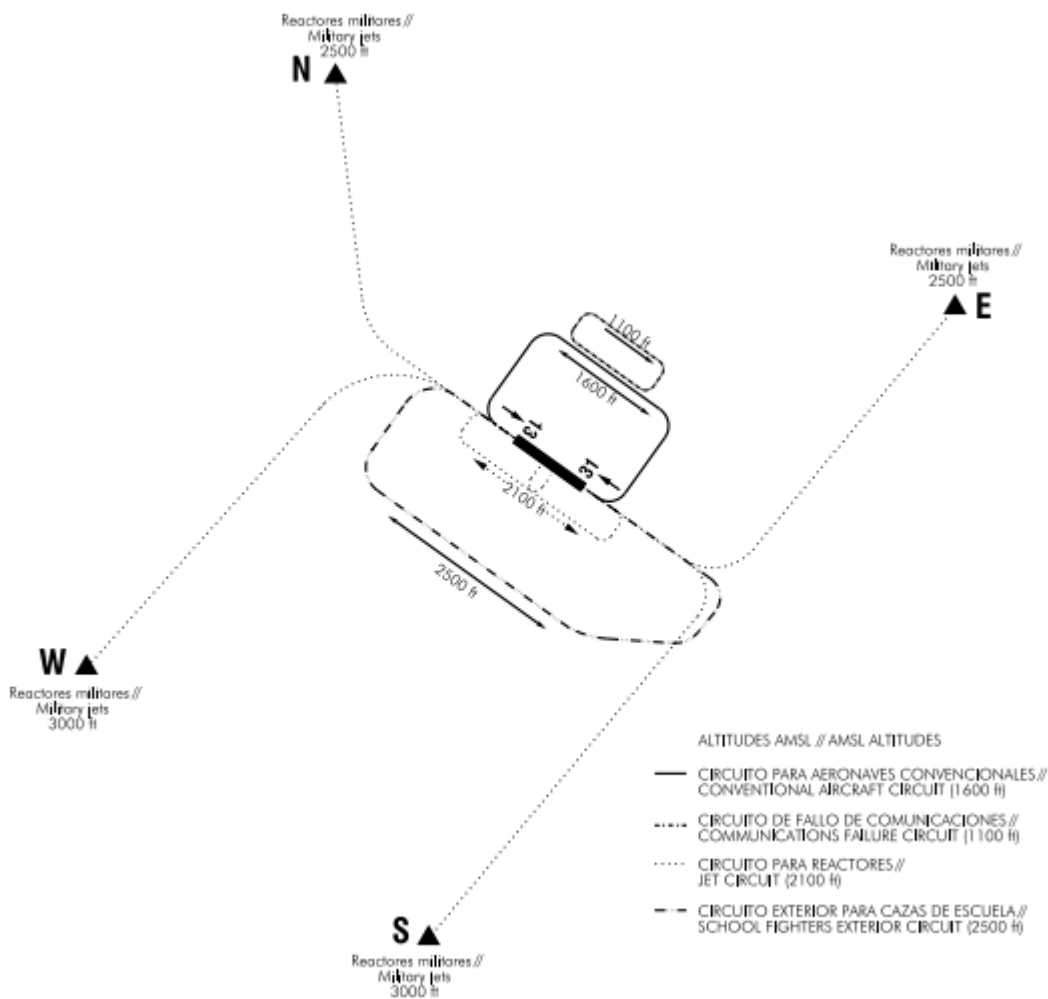
LEBZ AD 2.22 FLIGHT PROCEDURES

VFR aircraft with destination Badajoz will establish radio contact before entering the CTR.

22.1 LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedures (LVP) are not available at Badajoz airport.

22.2 AD TRAFFIC CIRCUIT



LEBZ AD 2.23 ADDITIONAL INFORMATION

23.1 ARRESTING SYSTEMS

- Nomenclature: LEBZ-01-R-U.
- Type: NET BARRIER UNIDIRECTIONAL.
- Location: RWY 13 THR+2862 m/9390 ft.
- Readiness status: Permanently available, under pilot request.
- Nomenclature: LEBZ-02-R-U.
- Type: NET BARRIER UNIDIRECTIONAL.
- Location: RWY 31 THR+2832 m/9291 ft.

23.2 BIRD CONCENTRATION AREAS

Zone A: The common house martin and swift are the predominant species, and they remain from February to September. The presence of pigeons is occasional.

Zone B: There is not much presence of starlings, but they are found concentrated between the Control Tower and the antennas between TWY C-1-2 and C-1-3.

Zone C: Kites and common buzzards are found in the zone all year, although their presence increases around harvest time (May, June). Storks are found in the zone practically year round, although they are more common from Spring to Autumn, and particularly

around harvest time. Vultures are also present in this zone around harvest time.

Zone D: In the months of June, July and August, common house martins occasionally roost in large numbers on the runway if temperatures are low.

Zones E, F and G: During clearing works in the ILS critical areas (localizer and glide path), and the zone between the stopway of RWY 13 and the air base fence, there is a large concentration of cattle egrets, with storks in smaller numbers.

23.3 BIRD MOVEMENTS

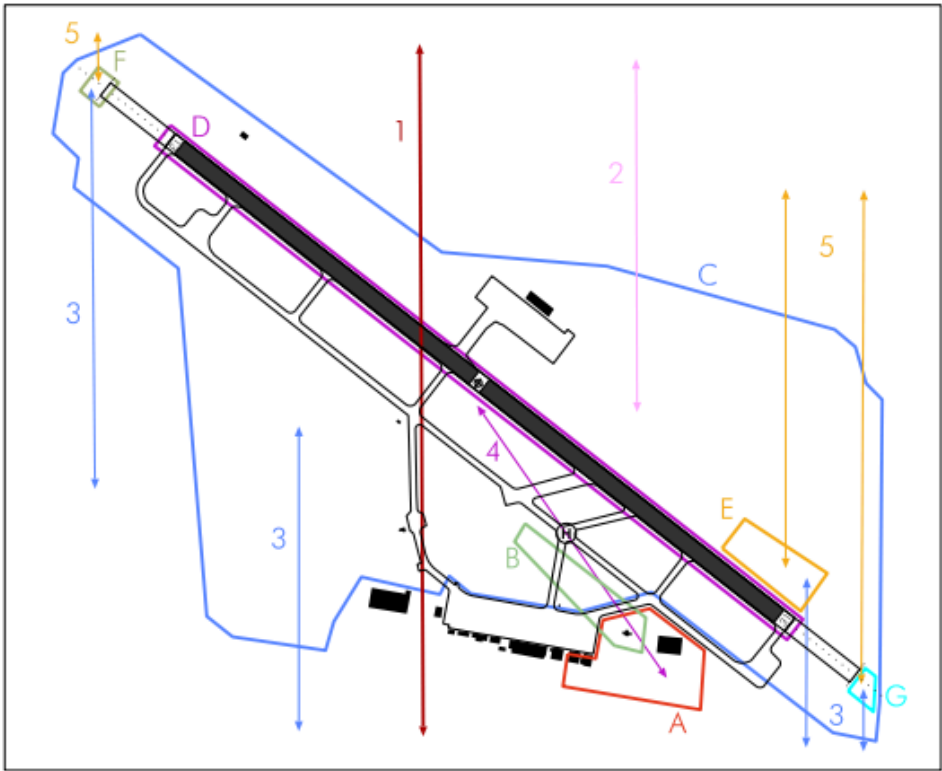
Flow 1: During spring, Summer and Autumn, vultures may be seen in transit from the North to feeding zones to the South. Their number rises during the hotter months as they make use of the thermals, and at harvest time they may even feed in zone C.

Flow 2: The kite and common buzzard fly from the North to zone C for feeding, especially around harvest time.

Flow 3: The storks go to zones C, E and F from the South, for feeding.

Flow 4: During the months of June, July and August, and if temperatures fall, the common house martin occasionally moves to the runway (zone D) at dusk to roost, returning to zone A by day when temperatures rise.

Flow 5: The cattle egret moves from the north to zones E and F for feeding.



- ZONAS DE CONCENTRACIÓN DE AVES:**
- ZONA A: *Avión común, vencejo y paloma* // Common house martin, swift and pigeon.
 ZONA B: *Estornino* // Starling.
 ZONA C: *Cigüeña, milano, busardo ratonero y buitre* // Stork, kite, common buzzard and vulture.
 ZONA D: *Avión común* // Common house martin.
 ZONA E: *Garcilla bueyera y cigüeña* // Cattle egret and stork.
 ZONA F: *Garcilla bueyera y cigüeña* // Cattle egret and stork.
 ZONA G: *Garcilla bueyera y cigüeña* // Cattle egret and stork.
- MOVIMIENTO DE AVES:**
- *Buitre* // Vulture
 - *Milano y busardo ratonero* // Kite and common buzzard
 - *Cigüeña* // Stork
 - *Avión común* // Common house martin
 - *Garcilla bueyera* // Cattle egret

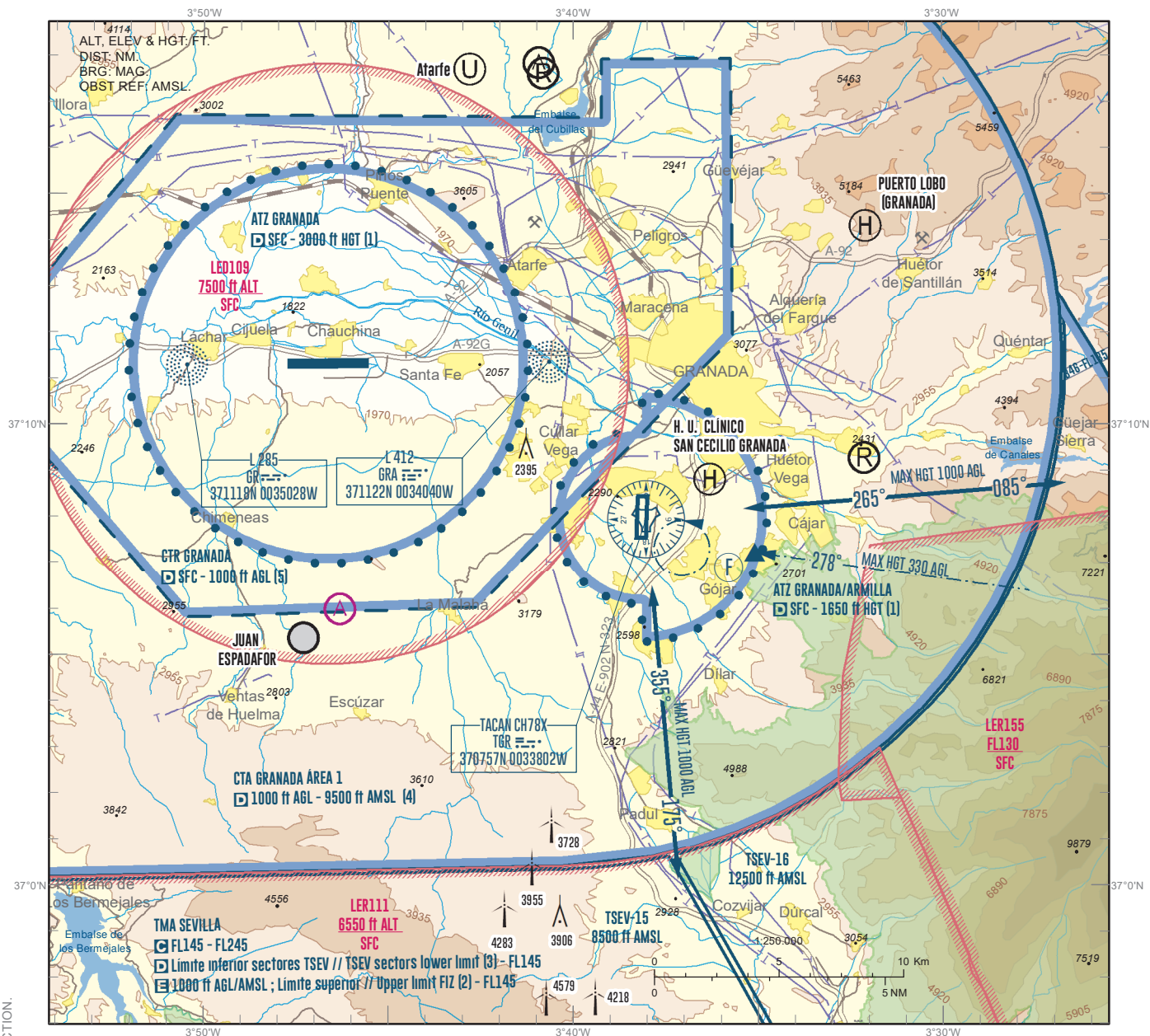
LEBZ AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

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

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

LEBZ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.



NOTAS

- (1) O hasta la elevación del techo de nubes, lo que resulte mas bajo.
- (2) Fuera de los límites laterales de los sectores TSEV.
- (3) Dentro de los límites laterales de los sectores TSEV.
- (4) Ver AD 2-LEGR GRANADA/Federico García Lorca. Granada-Jaén:
- Casilla 17 ESPACIO AÉREO ATS, observaciones CTR GRANADA y ATZ GRANADA

FALLO DE COMUNICACIONES

Las aeronaves con fallo de comunicaciones entrarán en la ATZ de Granada/Armillá con rumbo 278° desde el punto F y a 330 ft AGL, para incorporarse a un tráfico corto con virajes a derecha, dejando libres las prolongaciones de los ejes de pista y el helipuerto, al Este del TACAN y volando al Sureste de la TWR. Se comunicará a ciegas en cada uno de los tramos, y una vez recibida la autorización de aterrizaje por parte de la TWR mediante señales luminosas, se incorporarán al tráfico estándar al Este del aeródromo, para aterrizar en la pista en servicio evitando sobrevolar las instalaciones de combustible.

En caso de dificultades para incorporarse al circuito de fallo de comunicaciones, contactar con TWR via: TEL: +34-958 218 682, antes de entrar a Granada/Armillá ATZ.

OBSERVACIONES

- PAPI (MEHT) RWY 36: 3.5° (41ft)
- Prohibido a las aeronaves sin radiocomunicación en ambos sentidos.
- A título informativo, se incluyen las coordenadas geográficas de los puntos:

F: 370714N 0033506W

NOTES

- (1) Or up to the cloud ceiling, whichever is lower.
- (2) Outside the lateral limits of TSEV sectors.
- (3) Within the lateral limits of TSEV sectors.
- (4) See AD 2-LEGR GRANADA/Federico García Lorca. Granada-Jaén:
- Item 17 ATS air spaces CTR GRANADA and ATZ GRANADA remarks.

COMMUNICATIONS FAILURE

Aircraft with communications failure must enter Granada/Armillá ATZ on heading 278° from point F and at 330 ft AGL, to join a short traffic with turns to the right, leaving the heliport and runway centre line extensions clear, East to the TACAN and flying to the South-east of the TWR. They will report each segment transmitting blind, and when TWR clears them to land using light signals, then they will join the standard traffic at East of the airfield to land on the RWY in use avoiding overflight of the fuel facilities.

In case of difficulties in joining the communications failure circuit, contact TWR via TEL: +34-958 218 682 before entering Granada/Armillá ATZ.

REMARKS

- PAPI (MEHT) RWY 36: 3.5° (41ft)
- Prohibited to aircraft without two ways radiocommunication.
- The geographic coordinates of the points are included for information purposes:

F: 370714N 0033506W

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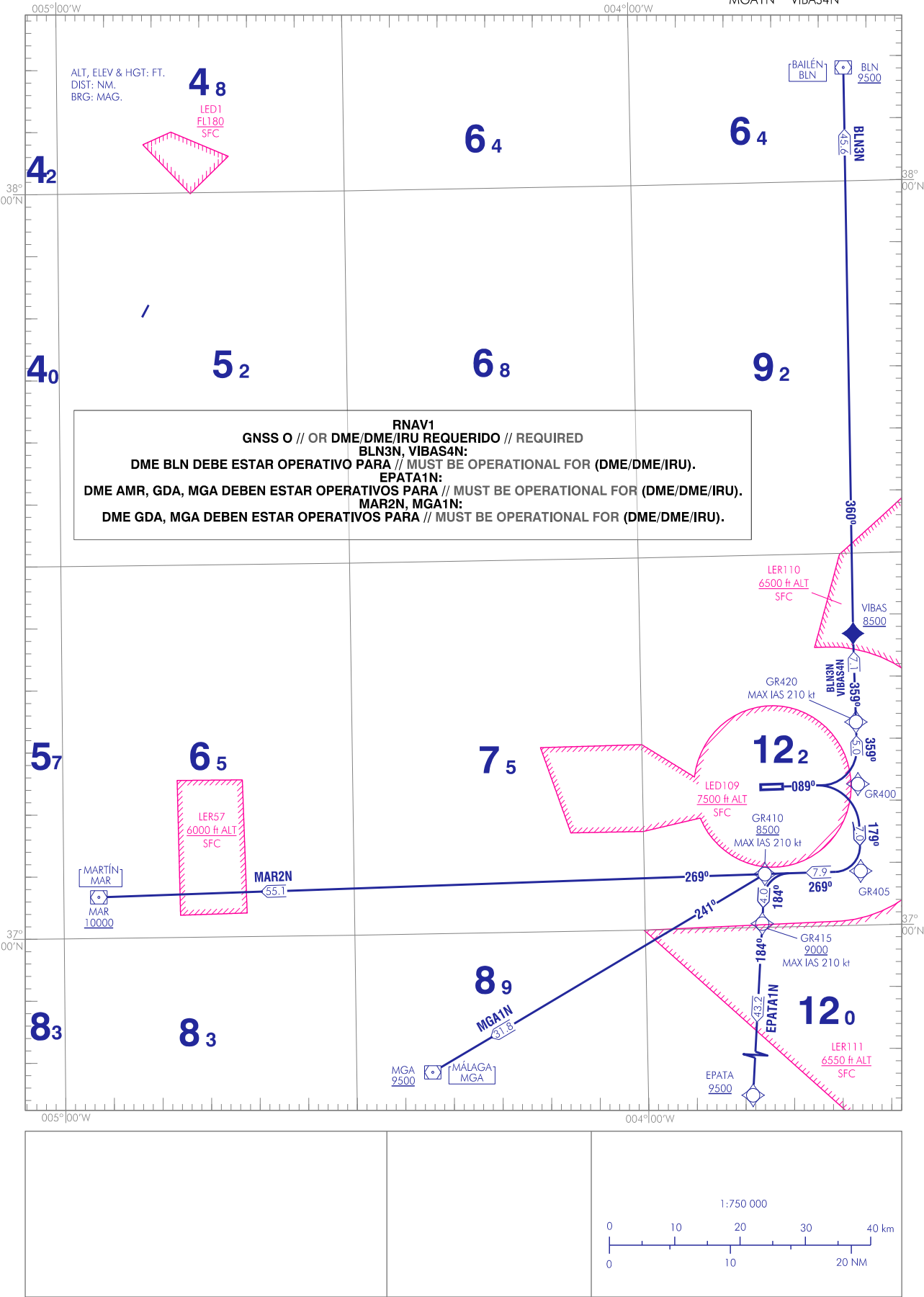
GRANADA/Federico García Lorca
Granada - Jaén
RNAV RWY 09

CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS (SID)-OACI

TA 13000 ft
VAR 0° (2025)

APP 118.855 C
TWR 118.855 C

BLN3N EPATA1N MAR2N
MGA1N VIBAS4N



REPRINTING.

CHANGES:

WAYPOINTS COORDINATES

WPT	COORD
BLN	380909.2N 0033729.0W
EPATA	361713.4N 003520.0W
GR400	371123.1N 0033742.5W
GR405	370422.6N 0033737.5W
GR410	370418.5N 0034732.3W
GR415	370018.9N 0034755.0W
GR420	371623.4N 0033746.0W
MAR	370319.1N 0045623.6W
MGA	364851.5N 0042210.5W
VIBAS	372332.0N 0033751.1W

CRITICAL DME

INSTALACIÓN (ID) FACILITY (ID)	FREQ/CH	COORD
BAILÉN (BLN)	116.20 MHz	380909.0948N
	CH 109X	0033729.3043W
ALMERÍA (AMR)	114.10 MHz	364959.4007N
	CH 88X	0021533.9251W
GRANADA (GDA)	113.40 MHz	371059.9364N
	CH 81X	0035927.2565W
MÁLAGA (MGA)	112.00 MHz	364851.0310N
	CH 57X	0042210.6412W

STANDARD INSTRUMENT DEPARTURES (SID) RNAV1 (DME/DME)

RUNWAY 09

NOTES APPLICABLE TO ALL SID:

- RNAV1.
- (GNSS OR DME/DME/IRU) required.

PROCEDURE TABULAR DESCRIPTION

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
BLN3N DME BLN must be operational for (DME/DME/IRU). minimum climb gradient 6.6% up to VIBAS, due to operational reasons.											
001	CF	GR400	–	089 (089.5)	-0.4	-	–	-	-	–	RNAV1
002	TF	GR420	–	359 (359.5)	-0.4	5.0	–	-	-210	–	RNAV1
003	TF	VIBAS	–	359 (359.5)	-0.4	7.1	–	+8500	-	–	RNAV1
004	TF	BLN	–	360 (000.4)	-0.4	45.6	–	+9500	-	–	RNAV1

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
EPATA1N DME AMR, GDA, MGA must be operational for (DME/DME/IRU).											

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
Minimun climb gradient of 6.0% up to GR410 due to operational reasons.											
001	CF	GR400	–	089 (089.5)	-0.4	-	–	-	-	–	RNAV1
002	TF	GR405	–	179 (179.5)	-0.4	7.0	–	-	-	–	RNAV1
003	TF	GR410	–	269 (269.6)	-0.4	7.9	–	+8500	-	–	RNAV1
004	TF	GR415	–	184 (184.3)	-0.4	4.0	–	+9000	-210	-	RNAV1
005	TF	EPATA	–	184 (184.4)	-0.4	43.2	-	+9500	-	-	RNAV1

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
MAR2N DME GDA, MGA must be operational for (DME/DME/IRU). Minimun climb gradient of 6.0% up to GR410 due to operational reasons.											
001	CF	GR400	-	089 (089.5)	-0.4	-	-	-	-	-	RNAV1
002	TF	GR405	-	179 (179.5)	-0.4	7.0	-	-	-	-	RNAV1
003	TF	GR410	-	269 (269.6)	-0.4	7.9	-	+8500	-210	-	RNAV1
004	TF	MAR	-	269 (269.3)	-0.4	55.1	-	+10000	-	-	RNAV1

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
MGA1N DME GDA, MGA must be operational for (DME/DME/IRU). Minimun climb gradient of 6.0% up to GR410 due to operational reasons.											
001	CF	GR400	-	089 (089.5)	-0.4	-	-	-	-	-	RNAV1
002	TF	GR405	-	179 (179.5)	-0.4	7.0	-	-	-	-	RNAV1
003	TF	GR410	-	269 (269.6)	-0.4	7.9	-	+8500	-210	-	RNAV1
004	TF	MGA	-	241 (241.1)	-0.4	31.8	-	+9500	-	-	RNAV1

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
VIBAS4N DME BLN must be operational for (DME/DME/IRU). Minimun climb gradient of 6.6% up to  VIBAS due to operational reasons.											
001	CF	GR400	-	089 (089.5)	-0.4	-	-	-	-	-	RNAV1
002	TF	GR420	-	359 (359.5)	-0.4	5.0	-	-	-210	-	RNAV1
003	TF	VIBAS	-	359 (359.5)	-0.4	7.1	-	+8500	-	-	RNAV1

CLOSE-IN OBSTACLES

OBS	RWY	LAT	LON	HGT (ft)	ELEV (ft)
Perimetral road	09	371115.4N	0034536.2W	24	1884
Building	09	371116.5N	0034534.7W	27	1887
Tree	09	371124.2N	0034516.4W	68	1928
Tree	09	371126.3N	0034520.6W	52	1912
Tree	09	371126.8N	0034521.9W	49	1908

SIGNIFICANT OBSTACLES

OBS	RWY	LAT	LON	HGT (ft)	ELEV (ft)
Terrain	09	370246.0N	0033545.4W	0	4537
Terrain	09	370223.6N	0033523.7W	0	5034
Terrain	09	372252.9N	0034013.1W	0	4397
Terrain	09	372426.1N	0033817.5W	0	4886
Terrain	09	372445.4N	0033658.7W	0	4958

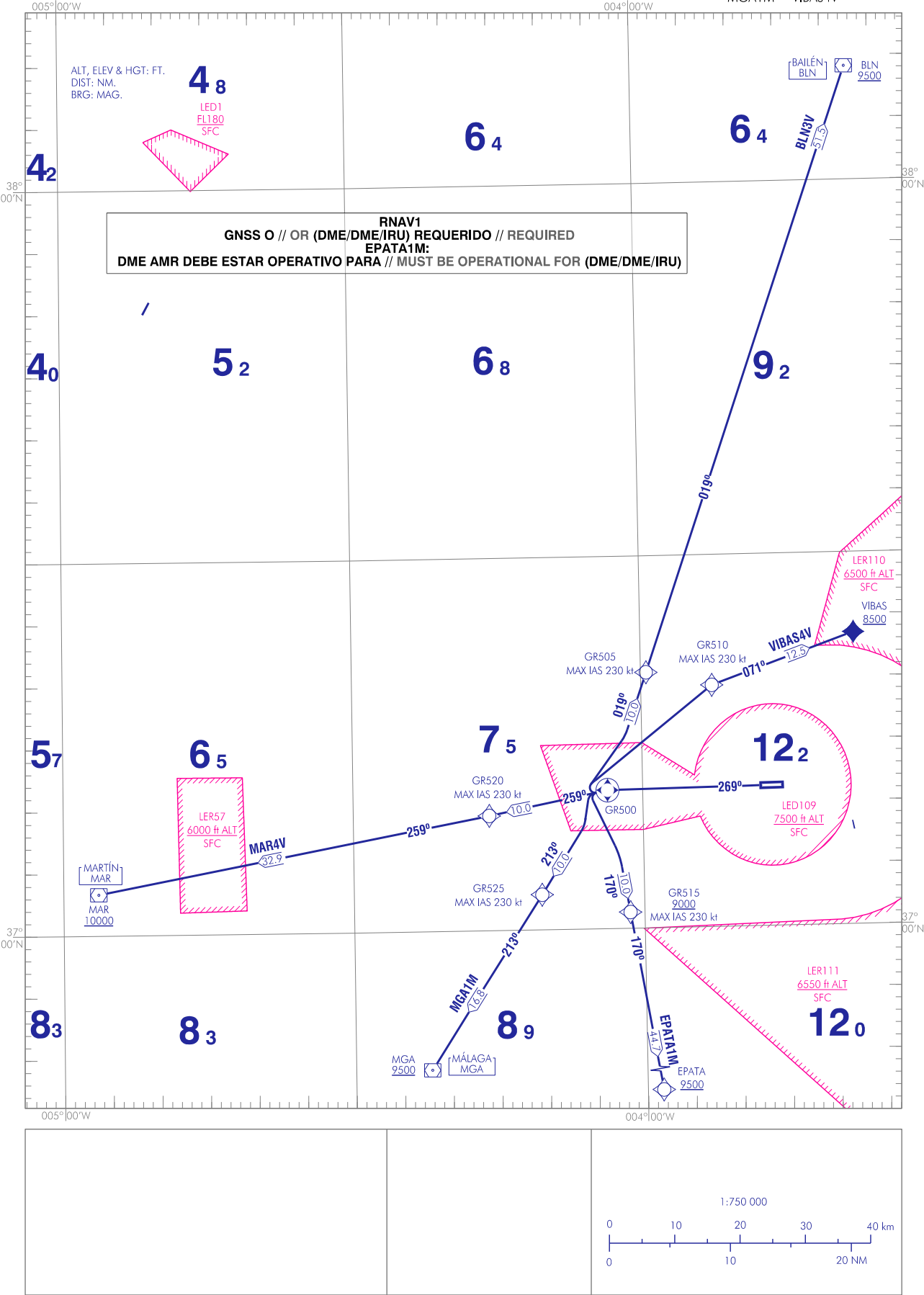
OBS	RWY	LAT	LON	HGT (ft)	ELEV (ft)
Terrain	09	370609.9N	0034127.6W	0	3178

CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS (SID)-OACI

TA 13000 ft
VAR 0° (2025)

APP 118.855 C
TWR 118.855 C

GRANADA/Federico García Lorca
Granada - Jaén
RNAV RWY 27
BLN3V EPATA1M MAR4V
MGA1M VIBAS4V



REPRINTING:

CHANGES:

WAYPOINTS COORDINATES

WPT	COORD
BLN	380909.2N 0033729.0W
EPATA	361713.4N 003520.0W
GR500	371110.7N 0040338.3W
GR505	372036.5N 0035926.0W
GR510	371929.2N 0035237.9W
GR515	370118.8N 0040129.4W
GR520	370916.4N 0041555.3W
GR525	370251.0N 0041034.8W
MAR	370319.1N 0045623.6W
MGA	364851.5N 0042210.5W
VIBAS	372332.0N 0033751.1W

EPATA1N DEPARTURES CRITICAL DME

INSTALACIÓN (ID) FACILITY (ID)	FREQ/CH	COORD
ALMERÍA (AMR)	114.10 MHz	364959.4007N
	CH 88X	0021533.9251W

STANDARD INSTRUMENT DEPARTURES (SID)

RUNWAY 27

NOTES APPLICABLE TO ALL SID:

- RNAV1.
- GNSS OR (DME/DME/IRU) required.

PROCEDURE TABULAR DESCRIPTION

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
BLN3V minimum climb gradient 5.5% up to 7500 ft, due to operational reasons.											
001	CF	GR500	Y	269 (269.5)	-0.4	-	–	-	-	–	RNAV1
002	TF	GR505	–	019 (019.6)	-0.4	10.0	–	-	-230	–	RNAV1
003	TF	BLN	–	019 (019.6)	-0.4	51.5	–	+9500	-	–	RNAV1

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
EPATA1M DME AMR must be operational for (DME/DME/IRU). Minimun climb gradient of 5.5% up to GR515.											
001	CF	GR500	Y	269 (269.5)	-0.4	-	–	-	-	–	RNAV1
002	TF	GR515	–	170 (170.1)	-0.4	10.0	–	+9000	-230	–	RNAV1
003	TF	EPATA	–	170 (170.1)	-0.4	44.7	-	+9500	-	–	RNAV1

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
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Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
MAR4V mínimum climb gradient 5.5% up to 7000 ft, due to operational reasons.											
001	CF	GR500	Y	269 (269.5)	-0.4	-	-	-	-	-	RNAV1
002	TF	GR520	-	259 (259.1)	-0.4	10.0	-	-	-230	-	RNAV1
003	TF	MAR	-	259 (259.8)	-0.4	32.9	-	+10000	-	-	RNAV1

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
MGA1M mínimum climb gradient 5.5% up to 7000 ft, due to operational reasons.											
001	CF	GR500	Y	269 (269.5)	-0.4	-	-	-	-	-	RNAV1
002	TF	GR525	-	213 (213.8)	-0.4	10.0	-	-	-230	-	RNAV1
003	TF	MGA	-	213 (213.7)	-0.4	16.8	-	+9500	-	-	RNAV1

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
VIBAS4V mínimum climb gradient 5.5% up to 7500 ft, due to operational reasons.											
001	CF	GR500	Y	269 (269.5)	-0.4	-	-	-	-	-	RNAV1
002	D←F	GR510	-	-	-0.4	-	R	-	-230	-	RNAV1
003	TF	VIBAS	-	071 (071.0)	-0.4	12.5	-	+8500	-	-	RNAV1

CLOSE-IN OBSTACLES

OBS	RWY	LAT	LON	HGT (ft)	ELEV (ft)
Tree	27	371114.9N	0034749.5W	22	1882

SIGNIFICANT OBSTACLES

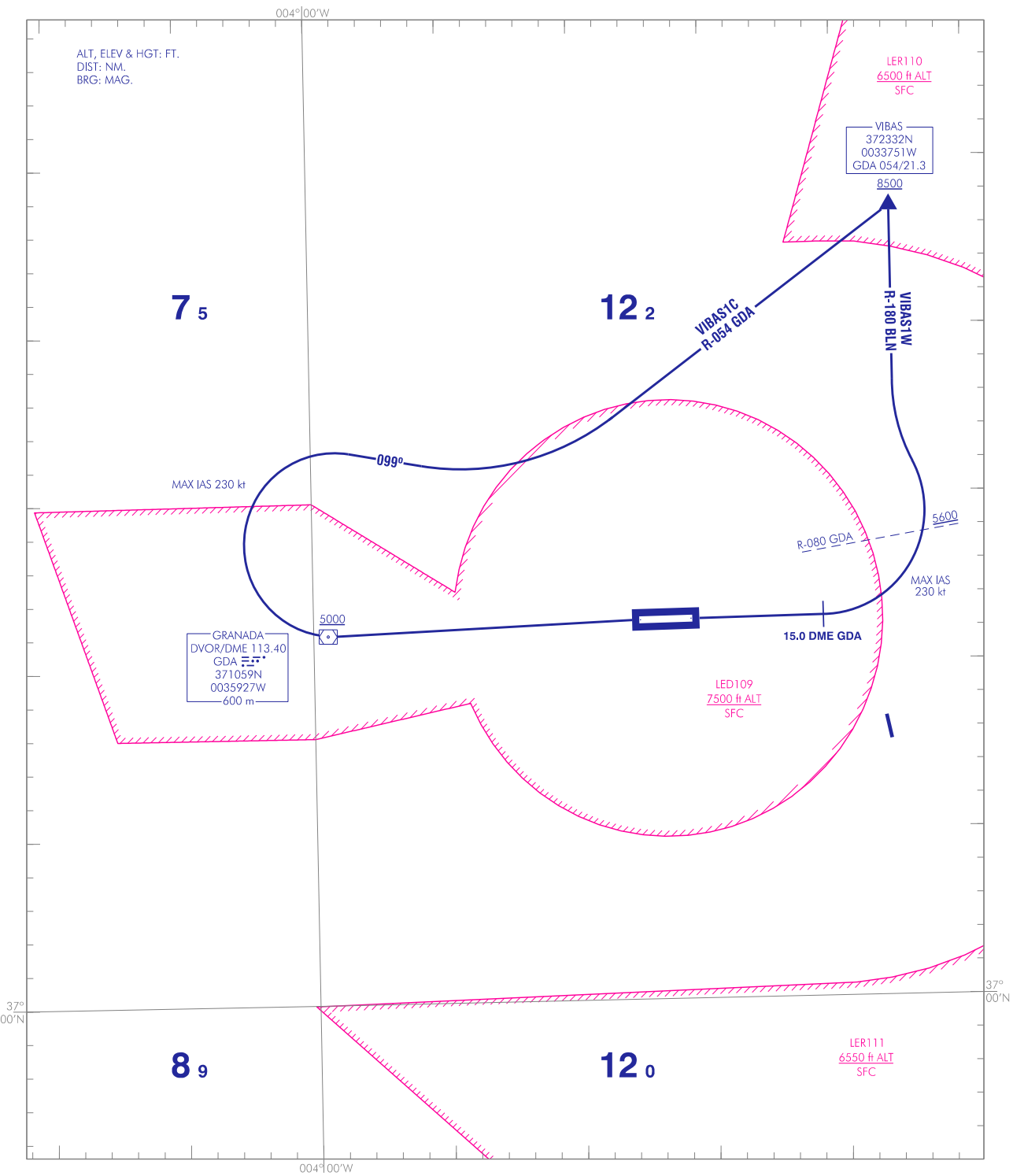
OBS	RWY	LAT	LON	HGT (ft)	ELEV (ft)
Geodesic vertex	27	370558.0N	0040939.1W	0	5388
Geodesic vertex	27	371816.6N	0035542.1W	0	5275
Terrain	27	365418.3N	0040210.7W	0	6785
Terrain	27	370627.3N	0040655.0W	0	4820

CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS (SID)-OACI

TA 13000 ft
VAR 0° (2025)

APP 118.855 C
TWR 118.855 C

GRANADA/Federico García Lorca
Granada - Jaén
RWY 09
RWY 27
VIBAS1W
VIBAS1C



STANDARD INSTRUMENT DEPARTURES (SID)

RUNWAY 09

VIBAS ONE WHISKEY DEPARTURE (VIBAS1W)

Climb on runway heading to 15.0 DME GDA Turn left (turning MAX IAS 230 kt), to cross R-080 GDA at 5600 ft or above, to intercept and follow R-180 BLN direct to cross VIBAS at 8500 ft or above.

Minimum climb gradient of 7.8% up to 8500 ft.

RUNWAY 27

VIBAS ONE CHARLIE DEPARTURE (VIBAS1C)

Climb on runway heading direct to cross DVOR/DME GDA at 5000 ft or above. Turn right (turning MAX IAS 230 kt) to magnetic heading 099° to intercept and follow R-054 GDA direct to cross VIBAS at 8500 ft or above.

Minimum climb gradient of 5.5% up to 8500 ft.

CLOSE IN OBSTACLES

OBS	RWY	LAT	LON	HGT (ft)	ELEV (ft)
Camino perimetral	09	371115.4N	0034536.2W	24	1884
Building	09	371116.5N	0034534.7W	27	1887
Tree	09	371124.2N	0034516.4W	68	1928
Tree	09	371126.3N	0034520.6W	52	1912
Tree	09	371126.8N	0034521.9W	45	1908
Tree	27	371114.9N	0034749.5W	22	1882

SIGNIFICANT OBSTACLES

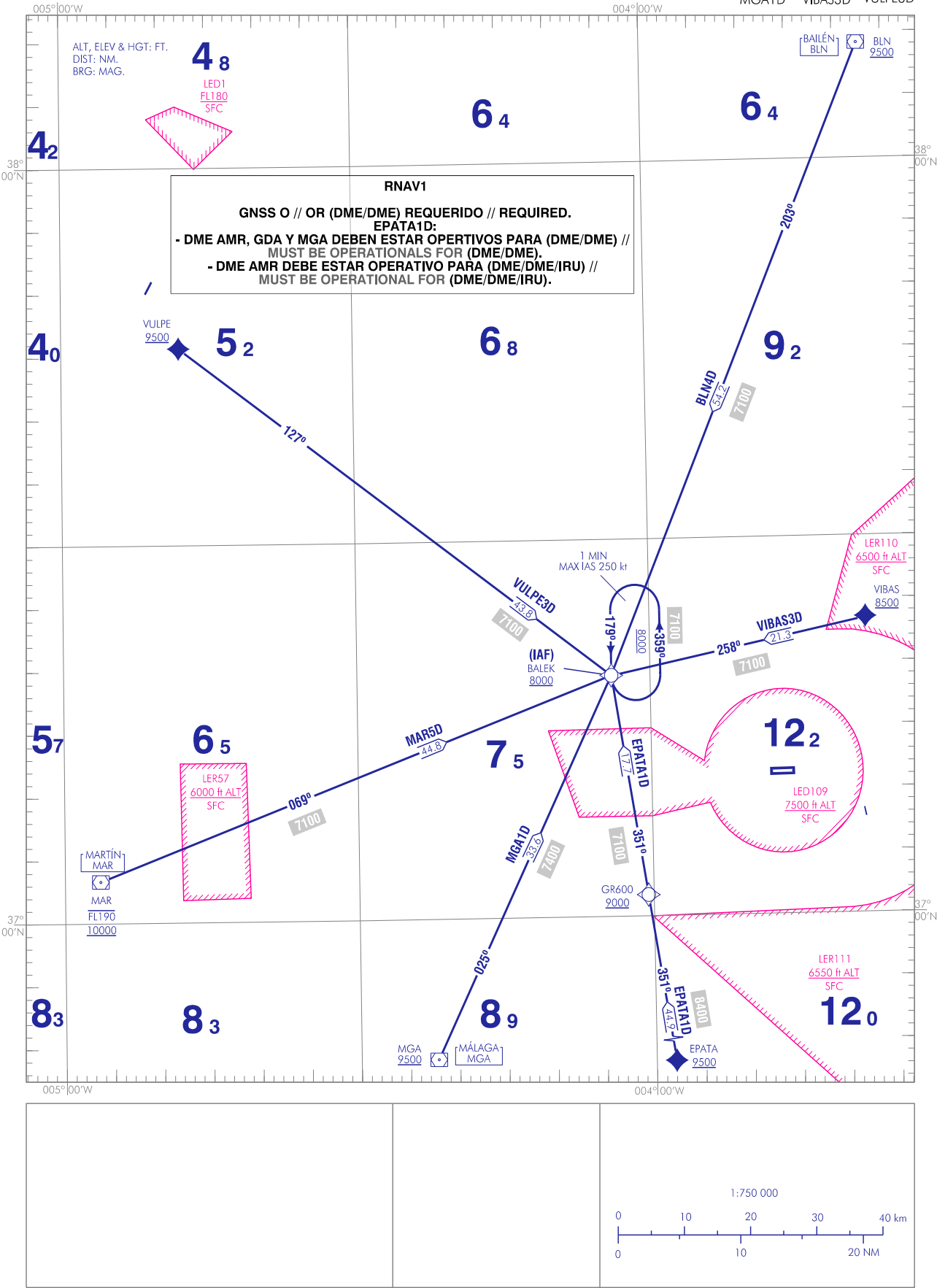
OBS	RWY	LAT	LON	HGT (ft)	ELEV (ft)
Geodesic vertex	09	371453.3N	0034256.9W	4	3609
Telecommunication antenna	09	371445.8N	0034052.8W	105	3002
Building	09	371446.7N	0034048.3W	35	2937
Telecommunication antenna	09	371438.8N	0034107.9W	114	2976
Telecommunication antenna	09	371438.9N	0034106.9W	210	3071
Terrain	09	371425.1N	0034056.4W	0	2873
Building	09	371410.1N	0034113.2W	27	2856
Other	09	371410.5N	0034113.2W	9	873
Terrain	09	371502.1N	0034236.4W	0	2862
Telecommunication antenna	09	371136.7N	0033518.0W	103	3175
Telecommunication antenna	09	371136.8N	0033518.3W	95	3162
Telecommunication antenna	09	371137.6N	0033517.7W	71	3145
Telecommunication antenna	09	371136.6N	0033518.6W	72	3135
Telecommunication antenna	09	371136.1N	0033518.8W	137	3190
Terrain	09	371941.0N	0033234.8W	0	5000
Terrain	09	372129.7N	0034013.3W	0	4433
Terrain	09	371544.2N	0033355.8W	0	4049
Terrain	09	371502.0N	0034236.5W	0	3412
Terrain	09	371425.4N	0034056.4W	0	2824
Geodesic vertex	27	371816.6N	0035542.1W	0	5275
Terrain	27	371736.6N	0035953.7W	0	3780
Terrain	27	371652.1N	0040225.6W	0	3803

CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS (STAR)-OACI

TA 13000 ft
VAR 0° (2025)

APP 118.855 C
TWR 118.855 C

GRANADA/Federico García Lorca
Granada - Jaén
RNAV RWY 09/27
BLN4D EPATA1D MAR5D
MGA1D VIBAS3D VULPE3D



REPRINTING.

CHANGES:

WAYPOINTS COORDINATES

WPT	COORD
BALEK	371911.1N 0040358.0W
BLN	380909.2N 0033729.0W
EPATA	361713.4N 003520.0W
GR600	370141.5N 0040033.5W
MAR	370319.1N 0045623.6W
MGA	364851.5N 0042210.5W
VIBAS	372332.0N 0033751.1W
VULPE	374540.4N 0044754.4W

CRITICAL DME

INSTALACIÓN (ID) FACILITY (ID)	FREQ/CH	COORD
ALMERÍA (AMR)	114.10 MHz	364959.4007N
	CH 88X	0021533.9251W
GRANADA (GDA)	113.40 MHz	371059.9364N
	CH 81X	0035927.2565W
MÁLAGA (MGA)	112.00 MHz	364851.0310N
	CH 57X	0042210.6412W

STANDARD INSTRUMENT ARRIVALS (STAR)

RUNWAY 09/27

NOTES APPLICABLE TO ALL STAR:

- RNAV1.

PROCEDURE TABULAR DESCRIPTION

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
BLN4D											
01	IF	BLN	-	-	-0.4	-	-	+9500	-	-	RNAV1
02	TF	BALEK	-	203 (203.0)	-0.4	54.2	-	+8000	-	-	RNAV1

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
EPATA1D											
GNSS OR (DME/DME) REQUIRED.											
DME AMR, GDA, MGA MUST BE OPERATIONALS FOR (DME/DME).											
DME AMR MUST BE OPERATIONAL FOR (DME/DME/IRU).											
01	IF	EPATA	-	-	-0.4	-	-	+9500	-	-	RNAV1
02	TF	GR600	-	351 (351.2)	-0.4	44.9	-	+9000	-	-	RNAV1
03	TF	BALEK	-	351 (351.2)	-0.4	17.7	-	+8000	-	-	RNAV1

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
MAR5D											
01	IF	MAR	-	-	-0.4	-	-	-FL190 +10000	-	-	RNAV1
02	TF	BALEK	-	069 (069.0)	-0.4	44.8	-	+8000	-	-	RNAV1

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
MGA1D											
01	IF	MGA	-	-	-0.4	-	-	+9500	-	-	RNAV1
02	TF	BALEK	-	025 (025.6)	-0.4	33.6	-	+8000	-	-	RNAV1

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
VIBAS3D											
01	IF	VIBAS	-	-	-0.4	-	-	+8500	-	-	RNAV1
02	TF	BALEK	-	258 (258.3)	-0.4	21.3	-	+8000	-	-	RNAV1

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
VULPE3D											
01	IF	VULPE	-	-	-0.4	-	-	+9500	-	-	RNAV1
02	TF	BALEK	-	127 (126.9)	-0.4	43.8	-	+8000	-	-	RNAV1

HOLDING PATTERN

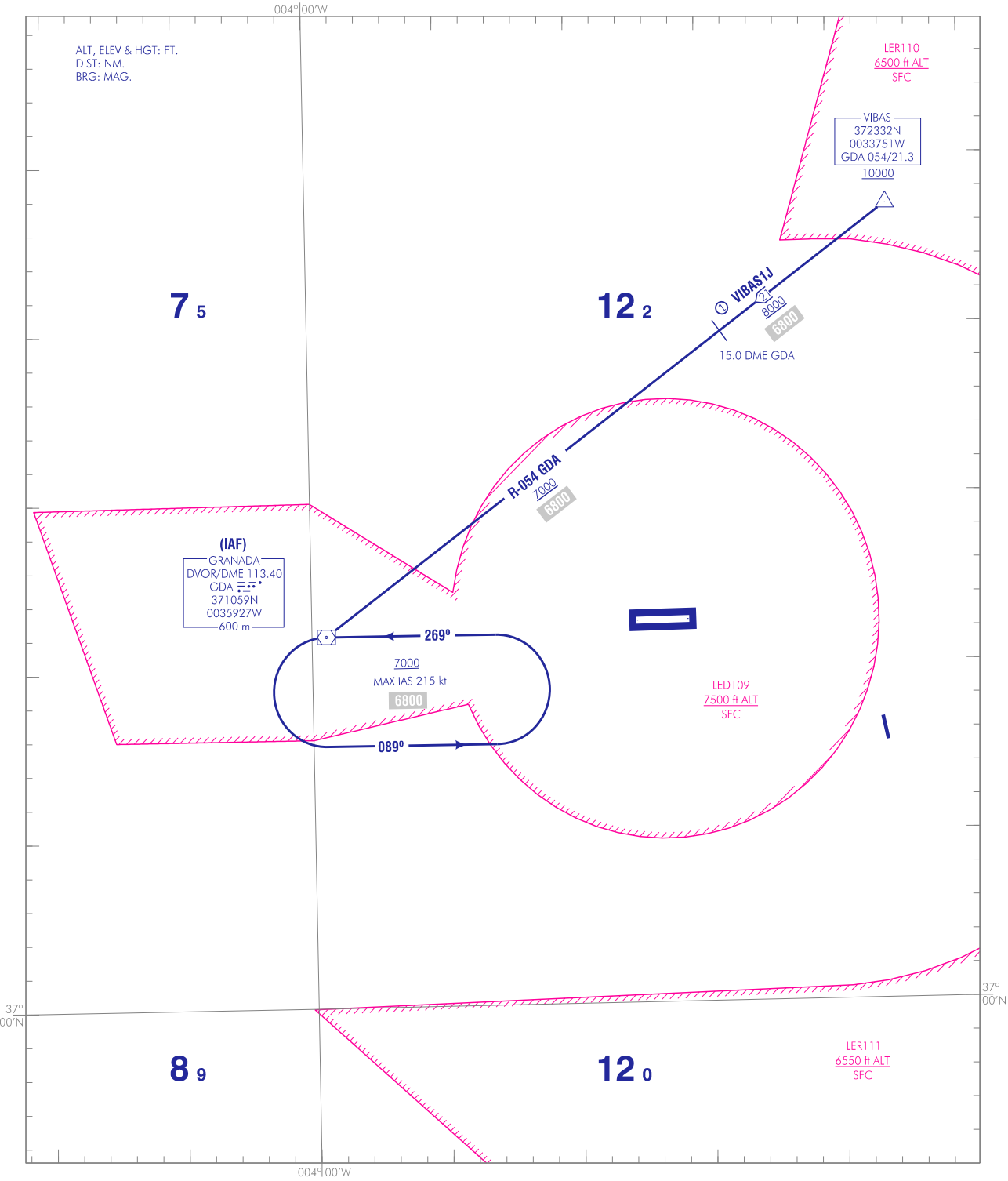
Path terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	MNM altitude (ft)	MAX altitude (ft)	Speed (kt)	Navegation specification
HM	BALEK	—	179 (179.0)	-0.4	4.8	L	+8000	-	-250	RNAV1

CARTA DE LLEGADA NORMALIZADA
VUELO POR INSTRUMENTOS (STAR)-OACI

TA 13000 ft
VAR 0° (2025)

APP 118.855 C
TWR 118.855 C

GRANADA/Federico García Lorca
Granada - Jaén
RWY 09/27
VIBAS1J



NOTAS: ① A 7000 R-054 GDA POSIBLES FLUCTUACIONES A 8.0 DME GDA.		
NOTES: ① AT 7000 R-054 GDA POSSIBLE FLUCTUATIONS AT 8.0 DME GDA.		
		1:300 000 0 10 20 30 40 km 0 10 20 NM

MOCA HOLDING.

CHANGES:

STANDARD INSTRUMENT ARRIVALS (STAR)
RUNWAY 09/27

VIBAS ONE JULIET ARRIVAL (VIBAS1J)
VIBAS, DVOR/DME GDA (IAF).

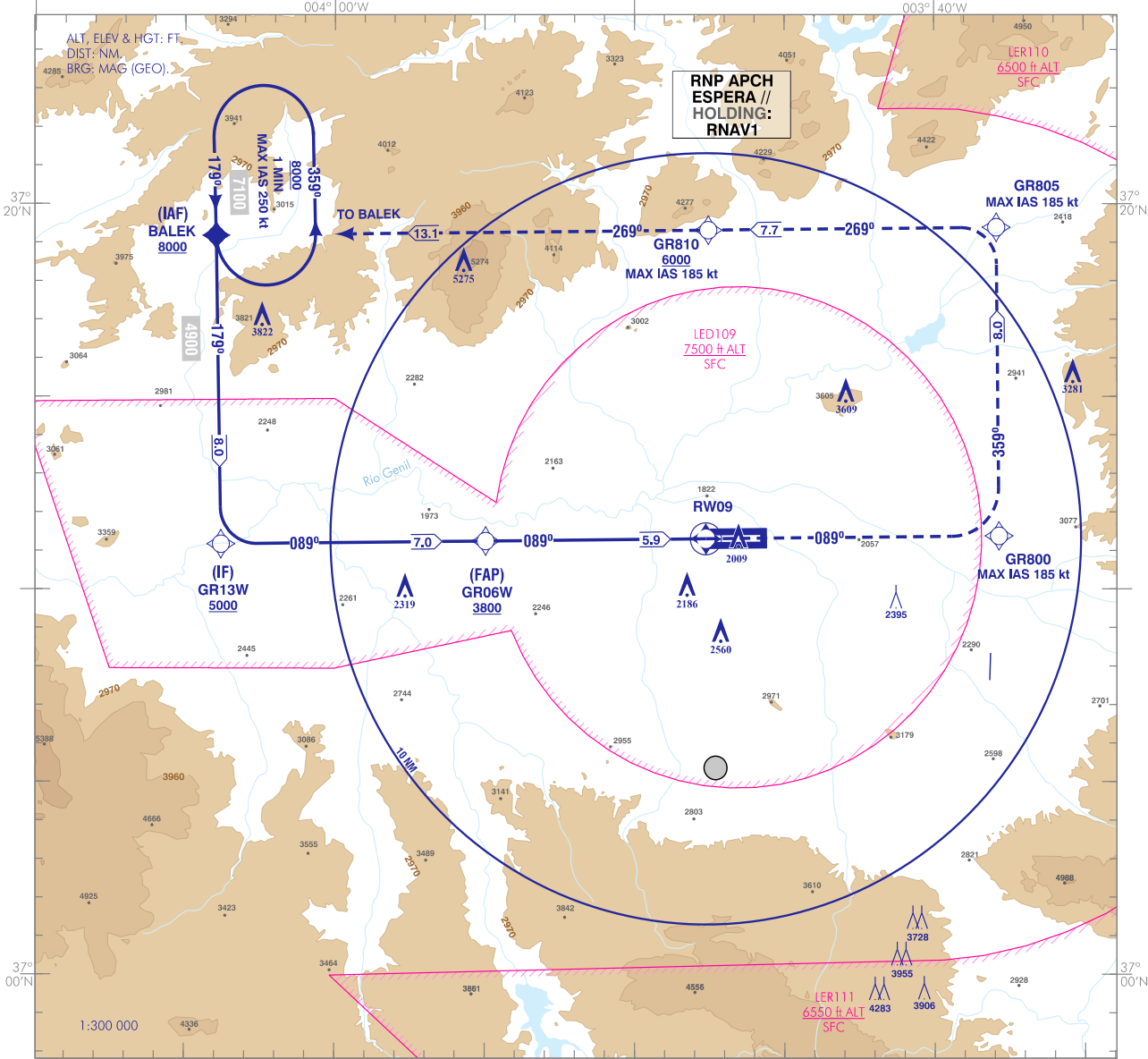
CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

EGNOS
CH 56150
E09A

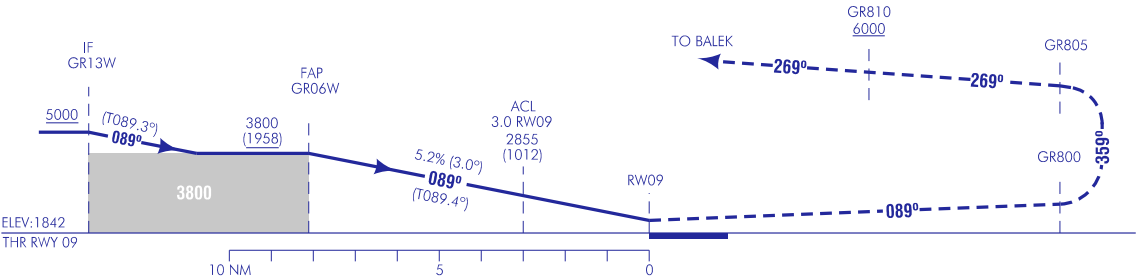
ELEV AD
1860 ft
VAR 0° (2025)

APP 118.855 C
TWR 118.855 C
GMC 121.930 C
ATIS 120.630 C

GRANADA/Federico García Lorca
Granada - Jaén
RNP Z
RWY 09 (LPV ONLY)



FRUSTRADA: SUBIR EN CURSO MAGNÉTICO 089° A GR800. VIRAR A LA IZQUIERDA (IAS MAX 185 kt) A GR805. VIRAR A LA IZQUIERDA (IAS MAX 185 kt) A GR810 A 6000 O SUPERIOR. A BALEK PARA INTEGRARSE A LA ESPERA A 8000 O SUPERIOR.
MISSED APCH: CLIMB ON MAGNETIC COURSE 089° TO GR800. TURN LEFT (MAX IAS 185 kt) TO GR805. TURN LEFT (MAX IAS 185 kt) TO GR810 TO 6000 OR ABOVE. TO BALEK TO JOIN THE HOLDING AT 8000 OR ABOVE.



NO OFZ RWY 09 HGT REF ELEV THR RWY 09										LPV RDH 49 TA 13000										
OCA/H			A	B	C	D														
STA	LPV (CAT I)	2.5%	2624 (782)	2636 (794)	2644 (802)	2655 (813)														
		3.0%	2287 (445)	2299 (457)	2307 (465)	2318 (476)														
		4.0%	2060 (218)	2071 (229)	2080 (238)	2090 (248)														
		En circuito (H) sobre Circling (H) over 1860					2630 (780)	2880 (1030)	4150 (2300)											
							ALT/HGT RWY09 FNA													
13	12		11	10	9	8	7	6	5	4	3	2	1							
									3510 (1670)	3180 (1340)	2860 (1020)									

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

RNP Z RWY 09 (LPV ONLY)

WAYPOINTS COORDINATES

WPT	COORD
BALEK (IAF)	371911.1N 0040358.0W
GR13W (IF)	371110.5N 0040347.5W
GR06W (FAP)	371115.4N 0035500.0W
RW09 (LTP)	371119.0N 0034737.2W
GR800	371123.0N 0033750.6W
GR805	371923.6N 0033755.1W
GR810	371919.6N 0034732.0W
Precision final approach (SBAS Cat I) - Slope (Descent angle)	5.24% (3.00°)

NOTES APPLICABLE TO ALL APPROACHES:

- RNP APCH.

PROCEDURE TABULAR DESCRIPTION

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navigation specification
BALEK (IAF)											
001	IF	BALEK	-	-	-0.4	-	-	+8000	-	-	RNP APCH
002	TF	GR13W	-	179 (179.0)	-0.4	8.0	-	+5000	-	-	RNP APCH
003	TF	GR06W	-	089 (089.3)	-0.4	7.0	-	+3800	-	-	RNP APCH
004	TF	RW09	Y	089 (089.4)	-0.4	5.9	-	+1892	-	3.0/49	RNP APCH
005	CF	GR800	-	089 (089.5)	-0.4	-	-	-	-	-	RNP APCH
006	TF	GR805	-	359 (359.6)	-0.4	8.0	-	-	-	-	RNP APCH
007	TF	GR810	-	269 (269.6)	-0.4	7.7	-	+6000	-185	-	RNP APCH
008	TF	BALEK	-	269 (269.5)	-0.4	13.1	-	+8000	-	-	RNP APCH

HOLDING PATTERN

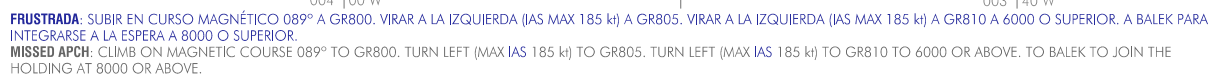
Path terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance/ Outbound time	Turn direction	MNM altitude (ft)	MAX altitude (ft)	Speed (kt)	Navigation specification
HM	BALEK	-	179 (179.0)	-0.4	4.8	L	+8000	-	-250	RNAV1

SBAS LPV FAS DATA BLOCK

FAS DATA BLOCK		
1	OPERATION MODE	00
2	SERVICE PROVIDER IDENTIFIER	01*
3	AIRPORT IDENTIFIER	LEGR
4	RUNWAY	09

FAS DATA BLOCK		
5	APPROACH PERFORMANCE DESIGNATOR	0**
6	ROUTE INDICATOR	Z
7	REFERENCE PATH DATA SELECTOR (RPDS)	00
8	REFERENCE PATH IDENTIFIER	E09A***
9	LANDING THRESHOLD POINT (LTP) – LATITUDE	371119.0120N
10	LANDING THRESHOLD POINT (LTP) – LONGITUDE	0034737.2485W
11	LTP HEIGHT ABOVE ELLIPSOID (HAE)	+006098 (609.8 m)
12	FLIGHT PATH ALIGNMENT POINT (FPAP) – LATITUDE	371119.8850N
13	FLIGHT PATH ALIGNMENT POINT (FPAP) – LONGITUDE	0034539.6815W
14	THRESHOLD CROSSING HEIGHT (TCH)	15.0
15	TCH UNIT SELECTOR	1
16	GLIDE PATH ANGLE	03.00
17	COURSE WIDTH AT THRESHOLD	105.00
18	LENGTH OFFSET	0
19	HORIZONTAL ALERT LIMIT (HAL)	40.0
20	VERTICAL ALERT LIMIT (VAL)	35.0
21	PRECISION APPROACH PATH POINT CRC REMINDER	66C8886E
NON - FAS DATA BLOCK		
22	ICAO CODE	LE
23	LTP ORTHOMETRIC HEIGHT	+005616 (561.6 m)
NOTAS // NOTES:		
*: Este valor “01” identifica a EGNOS como proveedor de servicio. //This value “01” identifies EGNOS as service provider.		
**: LPV.		
***: “E” se refiere a EGNOS. // “E” refers to EGNOS.		

GRANADA/Federico García Lorca
Granada - Jaén
RNP Y
RWY 09



GS		kt	80	100	120	140	160	180
FAF-THR:		min:s						
FAF-MAPT:		min:s	NO AUTORIZADO EL CRONOMETRAJE // TIMING NOT AUTHORISED					
ROD: 5.3%		ft/min	431	539	647	755	863	971

ALT/HGT RW09 FNA												
13	12	11	10	9	8	7	6	5	4	3	2	1
								3510 (1670)	3190 (1350)			

CHANGES:

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

RNP Y RWY 09

WAYPOINTS COORDINATES

WPT	COORD
BALEK (IAF)	371911.1N 0040358.0W
GR13W (IF)	371110.5N 0040347.5W
GR06W (FAF LNAV)	371115.4N 0035500.0W
RW09 (MAPT LNAV)	371119.0N 0034737.2W
GR800	371123.0N 0033750.6W
GR805	371923.6N 0033755.1W
GR810	371919.6N 0034732.0W
APV Baro final approach (LNAV/VNAV) - Slope (Descent angle)	5.32% (3.05°)
Non precision final approach (LNAV) - Slope (Descent angle)	5.32% (3.05°)

NOTES APPLICABLE TO ALL APPROACHES:

- RNP APCH.

PROCEDURE TABULAR DESCRIPTION

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
BALEK (IAF)											
001	IF	BALEK	-	-	-0.4	-	-	+8000	-	-	RNP APCH
002	TF	GR13W	-	179 (179.0)	-0.4	8.0	-	+5000	-	-	RNP APCH
003	TF	GR06W	-	089 (089.3)	-0.4	7.0	-	+3800	-	-	RNP APCH
004	TF	RW09	Y	089 (089.4)	-0.4	5.9	-	+1892	-	-	RNP APCH
005	CF	GR800	-	089 (089.5)	-0.4	-	-	-	-	3.0/49	RNP APCH
006	TF	GR805	-	359 (359.6)	-0.4	8.0	-	-	-	-	RNP APCH
007	TF	GR810	-	269 (269.6)	-0.4	7.7	-	+6000	-185	-	RNP APCH
008	TF	BALEK	-	269 (269.5)	-0.4	13.1	-	+8000	-	-	RNP APCH

HOLDING PATTERN

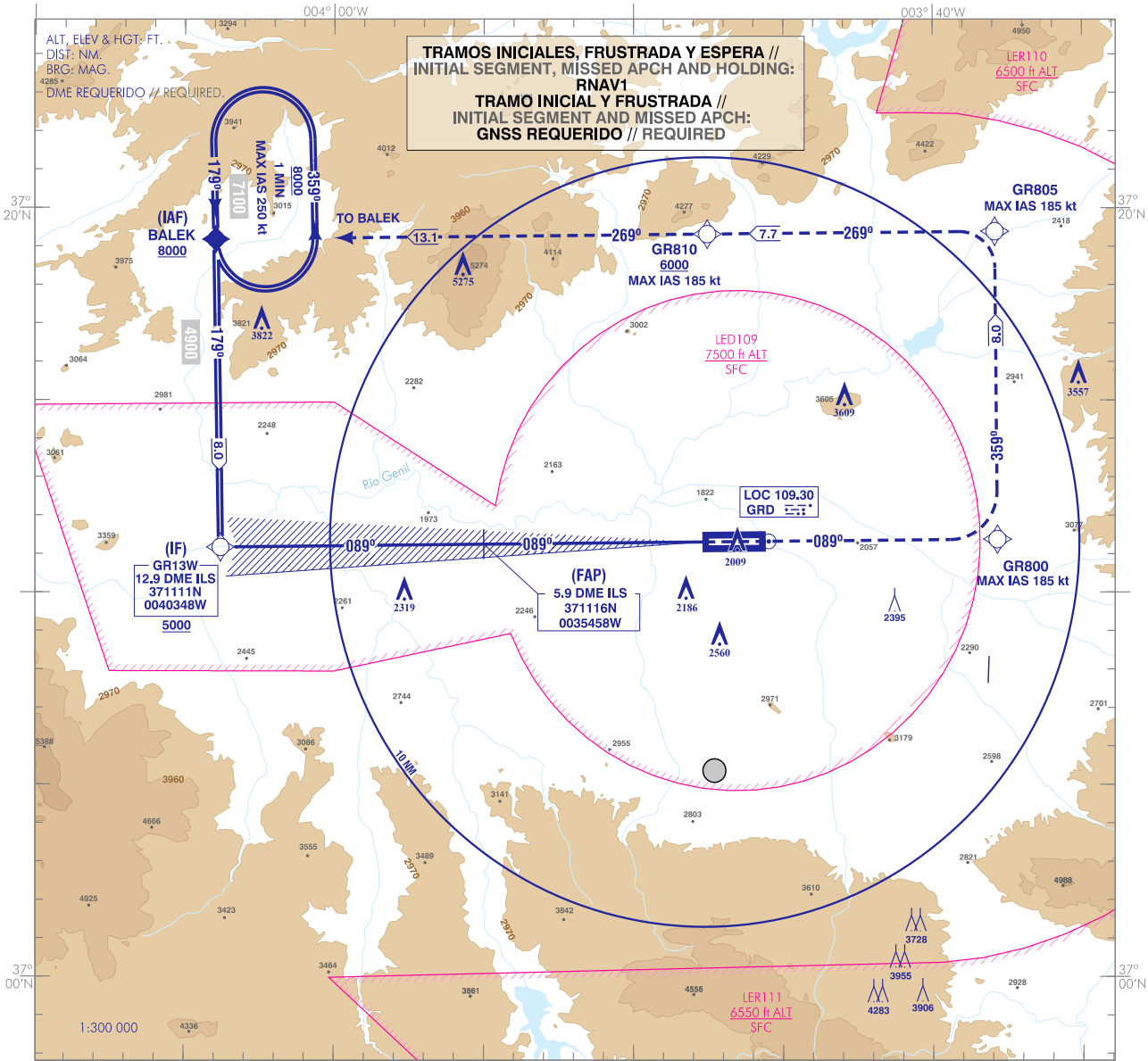
Path terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance/ Outbound time	Turn direction	MNM altitude (ft)	MAX altitude (ft)	Speed (kt)	Navigation specification
HM	BALEK	-	179 (179.0)	-0.4	4.8	L	+8000	-	-250	RNAV1

CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

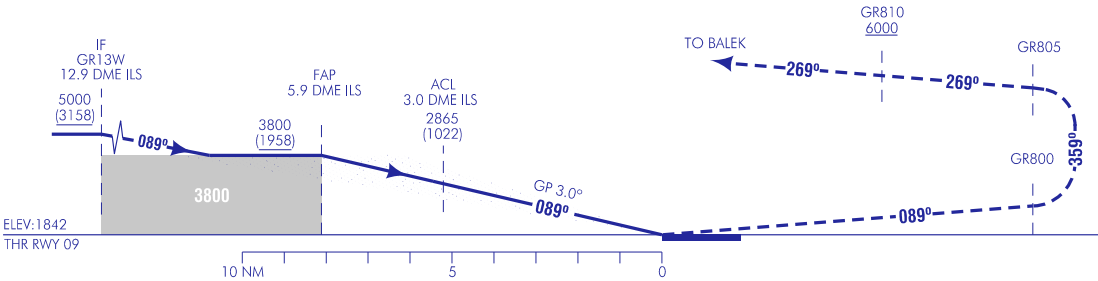
ELEV AD
1860 ft
VAR 0° (2025)

APP 118.855 C
TWR 118.855 C
GMC 121.930 C
ATIS 120.630 C

GRANADA/Federico García Lorca
Granada - Jaén
ILS
RWY 09



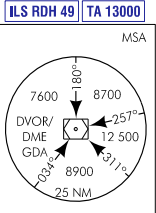
FRUSTRADA: SUBIR EN CURSO MAGNÉTICO 089° A GR800. VIRAR A LA IZQUIERDA (IAS MAX 185 kt) A GR805. VIRAR A LA IZQUIERDA (IAS MAX 185 kt) A GR810 A 6000 O SUPERIOR. A BALEK PARA INTEGRARSE A LA ESPERA A 8000 O SUPERIOR.
MISSED APCH: CLIMB ON MAGNETIC COURSE 089° TO GR800. TURN LEFT (MAX IAS 185 kt) TO GR805. TURN LEFT (MAX IAS 185 kt) TO GR810 TO 6000 OR ABOVE. TO BALEK TO JOIN THE HOLDING AT 8000 OR ABOVE.



NO OFZ RWY 09
HGT REF ELEV THR RWY 09

OCA/H		A	B	C	D	
STA	CAT I	2.5%	2622 (780)	2634 (792)	2642 (800)	2653 (811)
		3.0%	2287 (445)	2299 (457)	2307 (465)	2318 (476)
		4.0%	2060 (218)	2070 (228)	2080 (238)	2090 (248)
En circuito (H) sobre Circling (H) over 1860		2630 (780)	2880 (1030)	4150 (2300)		

GS	kt	80	100	120	140	160	180					
FAP-THR: 5.9 NM	min:s	4:24	3:31	2:56	2:31	2:12	1:57					
FAF-MAPT:	min:s											
ROD: 5.2%	ft/min	425	531	637	743	849	955					
ALT/HGT DME (ILS) FNA												
13	12	11	10	9	8	7	6	5	4	3	2	1
								3520 (1680)	3190 (1350)	2870 (1030)		



AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

ILS RWY 09

WAYPOINTS COORDINATES

WPT	COORD
BALEK (IAF)	371911.1N 0040358.0W
GR13W (IF)	371110.5N 0040347.5W
GR800	371123.0N 0033750.6W
GR805	371923.6N 0033755.1W
GR810	371919.6N 0034732.0W

POINT	LAT	LONG	TRUE BEARING	DISTANCE DME (NM)
GR13W (IF)	371110.5N	0040347.5W	269.49° (LOC GRD)	12.92 DME ILS
FAP	371115.5N	0035457.7W	269.49° (LOC GRD)	5.87 DME ILS
Precision final approach - Slope (Descent angle)				5.24% (3.00°)

NOTES APPLICABLE TO ALL APPROACHES:

RNAV1.

- GNSS required.

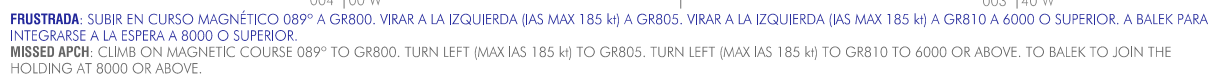
PROCEDURE TABULAR DESCRIPTION

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
BALEZK (IAF)											
001	IF	BALEK	-	-	-0.4	-	-	+8000	-	-	RNAV1
002	TF	GR13W	-	179 (179.0)	-0.4	8.0	-	+5000	-	-	RNAV1
MISSED APCH											
001	CF	GR800	-	089 (089.5)	-0.4	-	-	-	-	-	RNAV1
002	TF	GR805	-	359 (359.6)	-0.4	8.0	-	-	-	-	RNAV1
003	TF	GR810	-	269 (269.6)	-0.4	7.7	-	+6000	-185	-	RNAV1
004	TF	BALEK	-	269 (269.5)	-0.4	13.1	-	+8000	-	-	RNAV1

HOLDING PATTERN

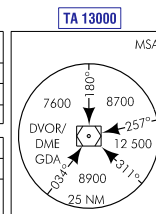
Path terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance/ Outbound time	Turn direction	MNM altitude (ft)	MAX altitude (ft)	Speed (kt)	Navigation specification
HM	BALEK	-	179 (179.0)	-0.4	4.8	L	+8000	-	-250	RNAV1

GRANADA/Federico García Lorca
Granada - Jaén
LOC
RWY 09



GS		kt	80	100	120	140	160	180
FAF-THR:		min:s						
FAF-MAPT:		min:s	NO AUTORIZADO EL CRONOMETRAJE // TIMING NOT AUTHORISED					
ROD: 5.4%		ft/min	434	542	650	759	867	975

ALT/HGT DME (ILS) FNA												
13	12	11	10	9	8	7	6	5	4	3	2	1
								3520 (1680)	3200 (1360)	2870 (1030)		



CHANGES:

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

LOC RWY 09

WAYPOINTS COORDINATES

WPT	COORD
BALEK (IAF)	371911.1N 0040358.0W
GR13W (IF)	371110.5N 0040347.5W
GR800	371123.0N 0033750.6W
GR805	371923.6N 0033755.1W
GR810	371919.6N 0034732.0W

POINT	LAT	LONG	TRUE BEARING	DISTANCE DME (NM)
GR13W (IF)	371110.5N	0040347.5W	269.49° (LOC GRD)	12.92 DME ILS
FAF	371115.5N	0035457.7W	269.49° (LOC GRD)	5.87 DME ILS
MAPT	371118.5N	0034852.3W	269.49 (LOC GRD)	1.00 DME ILS
Non-precision final approach - Slope (Descent angle)				5.35% (3.06°)

NOTES APPLICABLE TO ALL APPROACHES:

- RNAV1.
- GNSS required.

PROCEDURE TABULAR DESCRIPTION

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
BALEZK (IAF)											
001	IF	BALEK	-	-	-0.4	-	-	+8000	-	-	RNAV1
002	TF	GR13W	-	179 (179.0)	-0.4	8.0	-	+5000	-	-	RNAV1
MISSED APCH											
001	CF	GR800	-	089 (089.5)	-0.4	-	-	-	-	-	RNAV1
002	TF	GR805	-	359 (359.6)	-0.4	8.0	-	-	-	-	RNAV1
003	TF	GR810	-	269 (269.6)	-0.4	7.7	-	+6000	-185	-	RNAV1
004	TF	BALEK	-	269 (269.5)	-0.4	13.1	-	+8000	-	-	RNAV1

HOLDING PATTERN

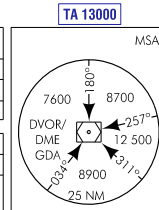
Path terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance/ Outbound time	Turn direction	MNM altitude (ft)	MAX altitude (ft)	Speed (kt)	Navigation specification
HM	BALEK	-	179 (179.0)	-0.4	4.8	L	+8000	-	-250	RNAV1

GRANADA/Federico García Lorca
Granada - Jaén
VOR
BWY 09



GS	kt	80	100	120	140	160	180
FAF-THR:	min:s						
FAF-MAPT:	min:s	NO AUTORIZADO EL CRONOMETRAJE // TIMING NOT AUTHORISED					
ROD: 5.3 %	ft/min	424	530	636	742	848	954

ALT/HGT DME (GDA) FNA												
6	5	4	3	2	1	0	1	2	3	4	5	6
							4590 (2740)	4270 (2430)	3950 (2110)	3630 (1790)		



AMDT 412/26 ←

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

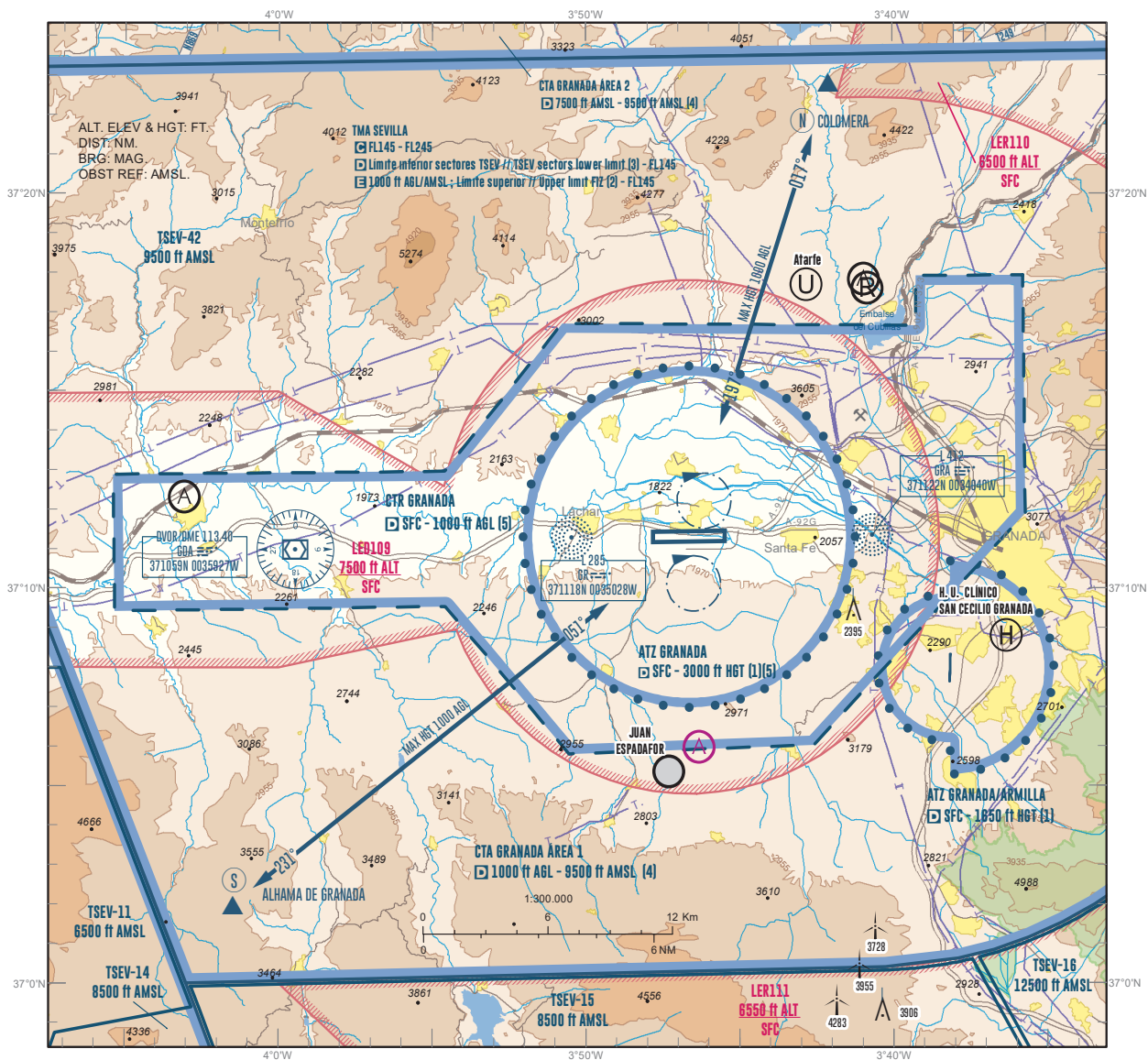
VOR RWY 09

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
DVOR/DME GDA (IAF/FAF)	371059.4N	0035927.3W	–	–
IF	371056.2N	0040657.7W	269.52° (GDA)	6.00 DME GDA
MAPT	371117.7N	0035027.6W	087.53° GDA	7.19 DME GDA
Non-precision final approach - Slope (Descent angle)				5.24% (3.00°)

CARTA DE APROXIMACIÓN ELEV AD
VISUAL / VAC - OACI 1860
VAR 0° (2025)

APP	118.855 C
TWR	118.855 C
GMC	121.930 C
ATIS	120.630 C

GRANADA/Federico García Lorca. Granada-Jaén
LEGR



AERIAL SPACES NOTES AND HEIGHT ABBREVIATION AT VFR PATH CORRECTION.

CHANGES:

NOTES

- (1) Or up to the cloud ceiling, whichever is lower.
- (2) Outside the lateral limits of TSEV sectors.
- (3) Within the lateral limits of TSEV sectors.
- (4) See ENR 2.1:CTA GRANADA ÁREA 1 and 2 remarks.
- (5) See AD 2-LEGR GRANADA/Federico García Lorca. Granada-Jaén: item 17 ATS air spaces CTR GRANADA and ATZ GRANADA remarks.

ARRIVALS

VFR aircraft bound for Granada AD shall establish radio contact with TWR over the points N, S,, and request instructions.

Once cleared, they shall proceed along the corresponding visual route, maintaining a maximum altitude of 1000 ft AGL.

Before entering the CTR, pilots will contact TWR to report position and altitude, and request landing instructions.

At the discretion of ATC craft will be instructed to hold at the points mentioned above before being granted final clearance to enter the CTR.

COMMUNICATIONS FAILURE

In case of communications failure, VFR aircraft shall use N and S, for entry into CTR GRANADA, maintaining an altitude of 1000 ft AGL or lower, to position themselves north or south of Granada AD (within sight of Granada TWR) awaiting light signals.

Special attention shall be paid to possible traffic on the aerodrome circuit, keeping clear of it.

REMARKS

- Radio communication compulsory throughout the airspace under the responsibility of Granada TWR.
- PAPI (MEHT)
 - RWY 09: 3° (INFO NO AVBL) (1).
 - RWY 27: 3° (INFO NO AVBL) (1).
- (1) PAPI not available for code letter E ACFT.
- The arrival and the communication failure procedures will be carried out without crossing the runways.
- For information purposes, the geographic coordinates of the points are included:
 - N(Colomera): 372250N 0034205
 - S (Alhama de Granada): 370200N 0040128W

GCRR AD 2 AERODROME DATA

GCRR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

GCRR - LANZAROTE/César Manrique Lanzarote

GCRR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	285644N 0133619W. See AD 2-GCRR ADC.
2	Distance and direction from city	5 km SW.
3	Elevation	15 m / 48 ft.
4	Geoid undulation	45.04 m ± 0.10 m (1).
5	Reference temperature	29°C.
6	Low average temperature	17°C.
7	Magnetic variation	3° W (2025).
8	Annual change	9.5'E.
9	AD administration	CIV: Aena. MIL: Ejército del Aire y del Espacio.
10	Address	CIV: Oficinas Aena Aeropuertos. • 35509 San Bartolomé - Lanzarote - Las Palmas. MIL: Aeródromo militar de Lanzarote. • Carretera del Aeropuerto S/N; 35550 - San Bartolomé. Las Palmas.
11	TEL	CIV: +34-928 846 000/006 MIL: +34-928 846 800
12	FAX	CIV: +34-928 846 004 MIL: +34-928 846 827
13	AFTN	GCRR.
14	E-mail	Aceceops@aena.es
15	Approved traffic	IFR/VFR day time (2).
16	Remarks	(1) For all AD points. (2) See item 20: Local Regulation.

GCRR AD 2.3 OPERATIONAL HOURS

1	Airport	V: 0600-0000; I: 0700-0100.
2	Customs and Immigration	HR AD.
3	Health and Sanitation	See item 5.
4	OPV	HR AD.
5	AIS	H24. (1)

6	ARO	H24. (2)
7	MET briefing	HR AD PS 1 HR BFR.
8	ATS	HR AD.
9	Fuelling	HR AD.
10	Handling	HR AD.
11	Security	H24.
12	De-icing	No.
13	Remarks	Foreign state aircraft, see item 20: Local regulations. (1) Centralised AIO Office - International NOTAM Office • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es (2) Centralised ARO office geographical area 15. • TEL: +34-918 603 570; +34-672 344 494 (only for communications contingency). • E-mail: arocentralizada@enaire.es • AFTN flight plan management GCRR: GCRRZPZX

GCRR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	CIV: Up to 5000 kg. MIL: Up to 6000 Kg.
2	Fuel types	CIV: 100LL, JET A-1. MIL: 100LL, F-34.
3	Oil types	No.
4	Refuelling capacity	• CIV: 100LL: ◦ 1 truck 2500 L, 100 L/min; ◦ 1 truck 1500 L, 100 L/min. • JET A-1: ◦ 3 trucks 60000 L, 2000 L/min; ◦ 4 trucks 35000 L, 1500 L/min; ◦ 1 truck 30000 L, 1000 L/min. ◦ MIL: Trucks 20000 L, 17 L/s.
5	De-icing facilities	No.
6	Hangar space	6 aircraft MAX wingspan 11.90 m.
7	Repair facilities	No.

8	Remarks	Ramp agents: AVIAPARTNER: • TEL: +34-928 846 111; 34-671 644 547 • FAX: No. • E-mail: mustafa.milud@aviapartner.aero • SITA: ACEAOXH GROUNDFORCE ACE 2023 UTE: • TEL: +34-928 846 141; +34-655 831 871 • E-mail: ACEJTURNOS@GROUNDFORCE.AERO • SITA: ACEGFXH • GERARDO MELÉNDEZ (Only General Aviation): • TEL: +34-928 846 235; +34-636 283 747 • FAX: +34-928 846 237 • E-mail: aceops@gmelendez.com • SITA: ACEMEXH
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GCRR AD 2.5 PASSENGER FACILITIES

1	Hotels	MIL: Yes.
2	Restaurant	Yes.
3	Transportation	CIV: Taxis, hire cars and buses. MIL: Buses and light vehicles available on request.
4	Medical facilities	First aid on limited schedule.
5	Bank/Post Office	Cash dispenser.
6	Tourist information	Yes.
7	Remarks	None.

GCRR AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	CIV: 9. (1) MIL: 5.
2	Rescue equipment	MIL & CIV: According to the published fire category.
3	Removal of disabled aircraft	• Hoists for CAT I, II and III ACFT. (2) • Lifting jack. • 2 recovery trolleys with 30 Tm of capacity. • 1 recovery trolley with 10 Tm of capacity. • 1 towing (debogging) unit of 110 Tm per towing line. • 1 towing (debogging) unit of 40 Tm per towing line. • Mats to reinforce soft ground. • Crane trucks external to the AD with a maximum lifting capacity of 220 Tm.

4	Remarks	(1) The response time of the rescue and fire fighting service is less than 3 minutes, with an operational objective of less than 2 minutes. (2) Local contact details for the operation of removal of disabled aircraft: CEOPS Office (Operations Center of AENA - ACE): • TEL: +34-928 846 006 • FAX: +34-928 846 004 • E-mail: ACECEOPS@aena.es
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GCRR AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	Not applicable.
2	Clearance priorities	Not applicable.
3	Use of material for movement area surface treatment	Not applicable.
4	Specially prepared winter runways	Not applicable.
5	Remarks	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.

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

1	Apron	Surface: Concrete and asphalt. Strength: CIV: Commercial Aviation: • PCN 61 F/A/W/T. • PCN 147/F/A/W/T. • PCN 59/R/C/W/T. • PCN 61/R/A/W/T. • PCN 68/R/C/W/T. • PCN 79/R/B/W/T. • PCN 112/F/B/W/T. General Aviation: • PCN 27/F/A/W/T. • PCN 58/F/A/W/T. MIL: PCN 40/R/B/W/T.
2	Taxiways	Width: 23 m EXC EM 22 m. Surface: Asphalt. Strength: • E1, E4, R2, R3, R4 & R5: PCN 85/F/C/W/T. • E2: PCN 41/F/B/W/T. • E3: PCN 69/F/D/W/T (1) & PCN 111/F/C/W/T (2). • EM: PCN 15/R/A/W/T. • R1: PCN 138/F/A/W/T.
3	Holding bays	Strength: RWY 03: PCN 40/R/A/W/T. RWY 21: PCN 150/F/A/W/T.
4	Check locations	Altimeter: Apron: ELEV 18 m / 56 ft. VOR: No. INS: See AD 2-GCRR PDC.

5	Remarks	(1) At the intersection with TWY. (2) At the intersection with RWY. (3) TWY centre line: see INSIGNIA and Data Set.
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GCRR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Boards, NO ENTRY boards, runway-holding positions, runway guard lights in E1 and E4, anti-intrusion bars in E2, E3 and EM, intermediate holding positions LGTD, stands.
2	RWY markings	Pre-threshold area, designators, centre line, aiming point, side stripe, threshold, displaced threshold, touchdown zone, rapid exit marking indicator on RWY 03 (E2).
3	TWY markings	Side stripe and centre line. Reflective markers on edge.
4	Remarks	None.

GCRR 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-GCRR AOC.

GCRR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

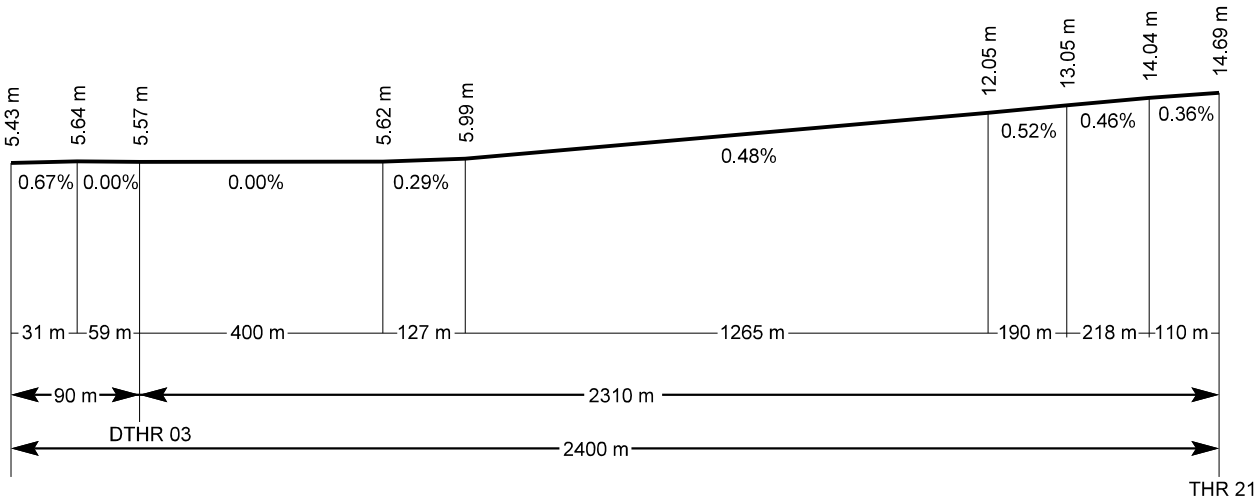
1	MET office	Lanzarote EMAe.
2	HR	HR AD PS 1 HR BFR. Outside of this schedule, a half-hourly METAR AUTO will be issued.
3	METAR	Half-hourly.
4	TAF	24HR.
5	TREND	No.
6	Briefing	In person and by telephone.
7	Flight documentation/Language	Charts and plain language / Spanish.
8	Charts	Forecasted significant and wind and temperature in altitude maps.
9	Supplementary equipment	Clouds, lightning images and radar information display.
10	ATS unit served	TWR, APP.
11	Additional information	Las Palmas OMAe (GCGC); H24 • TEL: +34-928 430 603 Lanzarote EMAe: HR AD • TEL: +34-928 821 897
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available.

GCRR 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
03 (1) (2)	027.01° GEO 030° MAG	2400 x 45	285611.5771N 0133637.4079W	THR: 5.6 m / 19 ft TDZ: 7.8 m / 26 ft	No	60 x 150	2460 x 300 (4)	No	90 x 90	RWY: ASPH PCN 103/F/A/W/T SWY: No
21 (3)	207.02° GEO 210° MAG	2400 x 45 (3)	285718.42N 0133558.66W	THR: 15m / 48 ft TDZ: No	No	150 x 150	2430 x 300 (5)	No	90 x 90	RWY: ASPH PCN 103/F/A/W/T SWY: No

Remarks:
(1) THR RWY 03 displaced 90 m.
(2) Coordinates of start of RWY 03 take-off run: 285611.58N 0133637.41W.
(3) The last 90 m of RWY 21 are not usable for take-off and landing. End of RWY 21 coordinates: 285611.58N 0133637.41W
(4) First 882 m with right half-width of 75 m due to the proximity to the coast.
(5) First 1578 m with width of 150 m on each side of the centre line. The rest with left half-width of 75 m and right half-width of 150 m.

12.1 PROFILE



GCRR AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
03	2400	2460	2400	2310 (1)
21	2310 (2)	2460 (2)	2310 (2)	2310 (2)
Remarks	(1) THR RWY 03 displaced 90 m. (2) The last 90 m of RWY 21 are not usable for take-off and landing.			

GCRR AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	03
2	Approach	Simple, 510 m. LIH. Threshold identification lights. (1)
3	PAPI (MEHT)	3° (19.26 m / 63 ft).
4	Threshold	Green with wing bars. LIH.
5	Touchdown zone	No.
6	Runway centre line	2400 m: 1500 m white + 600 m white and red + 300 m red. LIH. (2). Distance between lighting: 15 m.
7	Runway edge	2400 m: 90 m red + 1710 m white + 600 m yellow. LIH. (2). Distance between lights: 50 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	Rapid exit taxiway indicator lights (E2). (1) Crossbar to 377 m of threshold. (2) THR RWY 03 displaced 90 m.

1	Runway	21
2	Approach	Simple, 420 m. LIH. Threshold identification lights.
3	PAPI (MEHT)	3.7° (21.41 m / 70 ft). (1)
4	Threshold	Green with wing bars. LIH.
5	Touchdown zone	No.
6	Runway centre line	2400 m: 1500 m white + 600 m white and red + 300 m red. LIH. (2). Distance between lights: 15 m.
7	Runway edge	2400 m: 1800 m white + 600 m yellow. LIH. (2). Distance between lights: 50 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	(1) Angular coverage restricted to 5° to the right side of RCL in direction of APCH. (2) The last 90 m of RWY 21 are not usable for take-off and landing.

GCRR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR 03, 1 near THR 21, 1 near apron. LGTD.
3	TWY lighting	Centre line.
4	Apron lighting	Floodlighting poles.
5	Secondary power supply	UPS equipment (uninterrupted power supply) without switch-over time for visual aids. Standby equipment for the rest of the facilities in the airport area providing a maximum switch-over time (light) of 15 seconds to the rest of the lighting systems.

6	Remarks	None.
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GCRR AD 2.16 HELICOPTER LANDING AREA

1	Position	CIV: FATO: RWY 03/21. THR 03 and THR 21 coordinates, see item 12. Ground taxiing TLOF same as RWY 03/21. Coordinates 285644N 133619W (same as ARP). Air taxiing: TLOF same as PRKG 15, 16, 19 and 24. MIL: Airport S-W parking, military area, coordinates: 285639N 0133637W.
2	Elevation	CIV: FATO: RWY 03/21. Elevation THR 03 and THR 21, see item 12. Ground taxiing: TLOF same as RWY 03/21. Elevation 8.70 m (same as ARP). Air taxiing: TLOF same as PRKG 15, 16, 19 and 24. See table below. (*) MIL: 5.49 m.
3	Dimensions, surface, maximum weight, marking	CIV: FATO: RWY 03/21. Ground taxiing: TLOF same as RWY 03/21, see item 12. Air Taxiing: TLOF same as PRKG. PRKG 15, 16 and 24: Hydraulic concrete PCN 73/R/A/W/T. Circular strip of 50 cm width and inner diameter of 11.40 m. PRKG 19: Hydraulic concrete PCN 124/R/A/W/T. Circular strip of 50 cm width and inner diameter of 11.40 m. MIL: 25 x 25 m.
4	Direction	CIV: No. MIL: 029/209°
5	Declared distances	No.
6	Lighting	CIV: No. MIL: Markers, centre line and apron edge.
7	Remarks	CIV: Helicopters maximum dimensions: see AD 2-GCRR PDC 1.3. Helicopter Operation: See AD 2-GCRR 8. Item 20. Apron lighting. MIL: Exclusively for military helicopters and Guardia Civil, VMC conditions.

(*)

STAND	ELEVATION (m)
15	16.09
16	16.59
19	16.70
24	16.07

GCRR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR LANZAROTE.
2	Lateral limits	291022N 0133459W; 290543N 0132436W; 285903N 0132828W; 285646N 0132455W, arc of 10 NM radius centred on ARP clockwise to: 285124N 0134558W; 291022N 0133459W (1).
3	Vertical limits	SFC-3500 ft AMSL.
4	Airspace class	D.
5	Unit Language	CANARIAS APP. ES/EN.

6	Transition altitude	1850 m / 6000 ft.
7	Hours of applicability	-
8	Remarks	(1) NO ADQ.

1	Designation	ATZ LANZAROTE
2	Lateral limits	290237N 0133929W; arc of 6.5 NM radius centred on ARP clockwise to: 285531N 0134336W; 290237N 0133929W.
3	Vertical limits	SFC-2800 ft AMSL.
4	Airspace class	D.
5	Unit Language	LANZAROTE TWR. ES/EN.
6	Transition altitude	-
7	Hours of applicability	-
8	Remarks	None.

GCRR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP	Canarias APP	129.300 MHz	HR AD	-
TWR	Lanzarote TWR	120.700 MHz	HR AD	-
		124.000 MHz	HR AD	BACKUP
		121.500 MHz	HR AD	EMERG
		121.800 MHz	HR AD	GMC
		243.000 MHz	HR AD	EMERG
		257.800 MHz	HR AD	MIL
ATIS	Lanzarote Information	118.625 MHz	HR AD	-
D-ATIS	Lanzarote Information	NIL	HR AD	Provision of ATIS information via data link.

GCRR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
DVOR (3° W)	LTE	114.400 MHz	H24	285653.4N 0133604.8W		U/S at: 10 NM BTN R-310/R-325 BLW 5000 ft AMSL; 25 NM BTN R-280/R-360 BLW 12000 ft AMSL.
DME	LTE	CH 91X	H24	285653.1N 0133604.4W	0 m	U/S at: 10 NM BTN R-310/R-325 BLW 5000 ft AMSL; 25 NM BTN R-280/R-360 BLW 12000 ft AMSL.
DVOR (3° W)	LZR	115.200 MHz	H24	290957.6N 0133038.6W		COV 40 NM BTN: - R-045/R-075 at FL080 or ABV; - R-075/R-185 at 3500 ft AMSL or ABV; - R-185/R-205 at 5500 ft AMSL or ABV; - R-205/R-045 at 3500 ft AMSL or ABV; - R-060 COV at: 6000 ft AMSL 30 NM; - FL090 46 NM; - FL110 54 NM; - FL120 60 NM (point KORAL).

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
DME	LZR	CH 99X	H24	290956.4N 0133039.6W	540 m	COV 40 NM BTN: • R-045/R-075 at FL080 or ABV; • R-075/R-185 at 3500 ft AMSL or ABV; • R-185/R-205 at 5500 ft AMSL or ABV; • R-205/R-045 at 3500 ft AMSL or ABV; • R-060 COV at: 6000 ft AMSL 30 NM; ◦ FL090 46 NM; ◦ FL110 54 NM; ◦ FL120 60 NM (point KORAL).
LOC 03 (3° W) ILS CAT I	IRR	109.100 MHz	H24	285723.3N 0133555.8W		030 MAG/175 m FM THR 21.
GP 03		331.400 MHz	H24	285622.3N 0133634.5W		3°; RDH 15.1 m at 330 m FM THR 03 & 80 m FM RCL To the left on APCH direction.
ILS/DME 03	IRR	CH 28X	H24	285622.6N 0133634.8W	12 m	REF DME THR 03.
TACAN (3° W)	TLZ	CH 94X	H24	285641.4N 0133625.2W	19.95 m	NO AVBL BTN 310°-330° BLW 4500 ft.

GCRR AD 2.20 LOCAL AERODROME REGULATIONS

Aircraft without RNAV1 GNSS authorisation with a destination outside of the Canary Islands shall notify the TWR at the start-up time.

20.1 RNP APCH + VPT MANOEUVRE

With regard to the RNP APCH manoeuvre followed by the prescribed track section VPT, pilots are reminded that Lanzarote airport has topographical characteristics which require specific operational procedures and methods. Crew should become familiar with these before flying to GCRR. This provision is particularly important for pilots who are not familiar with this airport.

Likewise, special attention should be paid to the information published in Aeronautical Information Circulars (AIC), about the characteristics and operation of RNP APCH+VPT manoeuvres. Moreover, for this particular manoeuvre, it is recommended that the EGPWS system should be available and active.

20.2 PREFERENTIAL RUNWAYS

Crews will be provided with information on the runway conditions according to the procedures applicable. Take-offs from runway intersections are not permitted.

The access to runway-holding position for RWY 03 is located on TWY E4 while the runway-holding position for RWY 21 is located on TWY E1.

GP signal may fluctuate while traffic aligns with RWY 03 from TWY E4.

20.3 GENERAL AVIATION FLIGHTS REGULATIONS

General Aviation IFR traffic (Except hospital, military, SAR and State flights): restricted upon slot request.
SITA: MADGSYA

General Aviation VFR traffic (Except: hospital, military, SAR and State flights): exempt from the requirement of having a slot. The Airport Operations Office must be notified 24 hours before the operation.

Operations Office:

- TEL: +34-928 846 011/006
- SITA: ACEAPYF
- E-mail: ACECEOPS@aena.es

Including the following information:

- Flight date.

- Aircraft ICAO code and wingspan.
- Aircraft registration number.
- Origin and ETA to GCRR.
- Destination and ETD from GCRR.

HANDLING SERVICES TO GENERAL AVIATION

Hiring of a handling agent (see item 4) is mandatory.

The use of chocks is mandatory.

There are anchor points at positions on the general aviation apron.

Turns of 180° shall not be performed in the stand. On the general aviation apron, the aircraft must be taken out to the taxiway with engines off or using powerback. On the commercial aviation apron, the standard published manoeuvre shall be used.

RESTRICTIONS TO STANDS

In the PRKG T1 to T7:

- Use of the 400 Hz current supply facilities is mandatory.
- The use of the air conditioning facilities is mandatory if the aircraft needs to be air-conditioned.
- The use of the aircraft APU is prohibited at these stands within the period between 2 minutes after blocks-on for arrivals and 5 minutes before off-blocks for departures.
- The aircraft APU may only be used when the 400 Hz current supply facilities or mobile units are non-operational, or when the air-conditioning service is required and the Aena air-conditioning equipment or handling agent mobile units are unavailable.

20.4 MINIMUM RUNWAY OCCUPANCY TIME

Departures:

ATC will consider that every aircraft at the holding position is able to commence line up on the runway and the take-off roll immediately after take-off clearance is issued. Pilots unable to comply with this requirement shall notify ATC before reaching the holding position.

20.5 GUIDANCE AND PARKING

Guidance and parking service assisted by a "FOLLOW ME" vehicle will be provided to all traffic during the operational hours of the airport, for access to the stands on the commercial aviation and general aviation aprons.

The allocation of stands will be made by the CEOPS unit, which will communicate this to the guidance and parking service assisted by a "FOLLOW ME" vehicle and ATC service.

The collection points by the TOAM for arriving aircraft, unless otherwise indicated by ATC, shall be:

- Intermediate holding position R4-2 for aircraft vacating runway via TWY E3, EM or E4.
- E2 holding position signal ("runway vacated") for aircraft vacating runway via this taxiway.
- Intermediate holding position on TWY R1 for aircraft vacating runway via TWY E1.

If the apron saturation procedure is activated, the collection points shall be, unless otherwise indicated by ATC, the signals of runway vacated points of the exit taxiways.

20.6 MODE S TRANSPONDER OPERATION WHEN THE AIRCRAFT IS ON GROUND

In order to cooperate Advanced Surveillance System, aircraft operators intending to use Lanzarote airport shall ensure that the Mode S transponder is able to operate when the aircraft is on the ground.

Pilots shall:

- Select AUTO mode and assigned Mode A code.
- If AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code:
 - From the request for towed push-back or taxi, whichever is earlier.

- After landing, continuously until the aircraft is fully parked in its stand.
- When the aircraft is fully parked, they shall select STBY.

Whenever the aircraft is capable of reporting Aircraft Identification (e.g. callsign used in flight), this should also be entered (by means of the FMS or the Transponder Control Panel) from the request for towed push-back or taxi, whichever is earlier.

Air crew must use the ICAO defined format to enter the Aircraft Identification (e.g. NAY123,RSC630...).

In order to ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radar) is not affected, TCAS should not be selected before receiving the clearance to line-up and wait, and should be deselected after vacating the runway.

To carry out maintenance works on TCAS systems that require them to be on, they shall be conducted with prior coordination with the Airport. Aircraft taxiing without flight plan should select Mode A code 2000.

20.7 STANDARD TAXIING PROCEDURES

20.7.1 START-UP OF ENGINES/TURBINES

Note: This section uses abbreviations defined in ENR 1.5.

To avert the automatic cancellation of flight plans, the EOBT must be maintained up-to-date.

A. Permission to start up engines/turbines shall be requested on the frequency stated via ATIS or CLD message. When this permission is requested, the aircraft must be completely ready to start up immediately.

B. For requests by voice, pilots must indicate the full aircraft call sign to ATC, together with the stand occupied and the ATIS message received.

C. Start-up must be requested as follows:

- Aircraft without assigned CTOT: From 15 minutes before their EOBT until 15 minutes after their EOBT.
- Aircraft with assigned CTOT: From 20 minutes before their CTOT until 10 minutes before their CTOT.
- In order to better predict TTOT, ATC may instruct that start-up clearance be requested at a specific time.
- In periods of high demand, ATC may apply other values to ensure that flights comply with their Slot Tolerance Window.

D. Towed push-back manoeuvres will be accomplished according to AD 2-GCRR PDC, unless GMC advises otherwise.

E. Engine start-up at higher than idle power is prohibited at all stands in contact with the terminal until the aircraft is lined-up with the taxiway.

F. The use of reverse thrust or any manoeuvres other than towing to leave the stands that normally require the use of push-back, are prohibited without express clearance of from the ATC.

F1. PRKG 7 to 12, 13B and 13C are excluded from this rule, the use of reverse power allowed for ATR.

20.7.1.1 ATC CLEARANCE REQUEST AND START-UP VIA DATA LINK

Data Link departure procedures are applied at Lanzarote Airport in the provision of ATC clearance and start-up services. For more information on the DCL service, see AIP ENR 1.5, section 3. DEPARTING FLIGHTS, ATC clearance and start-up via data link (DCL).

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

The pilot may request ATC clearance via DCL with a maximum advance of 30 minutes before their TOBT. Start-up approval together with ATC clearance shall be given, provided the parameters established in AD 2-GCRR, item 20, General Taxiing Procedures, 1.A and 1.C are met.

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

1. Call sign according to the submitted flight plan (FPL).
2. Departure aerodrome.
3. Parking position.

4. Destination aerodrome.

5. Letter corresponding to the ATIS information received.

6. ICAO aircraft 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." When an RCD message is received before the intervals established in AD 2-GCRR, item 20, General Taxiing Procedures 1.C, the RCD shall be accepted and a CLD with ATC clearance shall be sent, directing the flight crew to call when they are ready and according to their EOBT/CTOT.

When an RCD message is received within the intervals established in AD 2-GCRR, item 20, General Taxiing Procedures 1.C, the RCD shall be accepted and a CLD with ATC clearance and start-up approval shall be sent.

- If accepted, Lanzarote Autorizaciones shall transmit a CLD message with the following fields:

1. Aircraft call sign.

2. Destination aerodrome.

3. Assigned runway for departure.

4. Departure procedure (SID).

5. Note: The initial altitude will correspond to the published SID.

6. SSR code mode A (SQUAWK).

7. ADT (Approved Departure Time).

8. Note: ADT = CTOT of the flight, if applicable.

9. Next frequency.

10. Current ATIS information letter

11. 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 in AD 2, item 20, 1.C.

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

- When the CLD message is received, the pilot:

A. If any inconsistencies in the received message are detected, the pilot must revert to voice procedures and request a new clearance.

B. If the pilot considers the CLD clearance message to be correct, he/she must respond via data link with a CDA message.

C. If it is not ready for start-up, the clearance shall not be accepted and the air controller shall be contacted by voice when ready.

- 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 data link 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 aircraft a "CLEARANCE CONFIRMED" message in the FMS and will terminate the communication via data link.

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.

20.7.1.1 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

20.7.1.1 EXCHANGE OF DATA WITH NMOC-ADVANCED ATC TWR

The airport of LANZAROTE/César Manrique Lanzarote exchanges information for departure flights by applying the Advanced ATC

TWR procedures.

Message exchanges from the local system to the ATM network uses the European standard for A-CDM airports, using the following message types:

- A-DPI
- C-DPI

Once start-up has been cleared, when the aircraft starts to exit the stand, the target take-off time (TTOT) is calculated and transmitted to NMOC (Network Manager Operations Center) via an ADPI message. The use of the actual off-block time (AOBT) instead of the EOBT of the flight plan, along with the variable taxiing time, increases the precision of the take-off time.

After reception of the A-DPI, DLA or CHG messages that change the flight plan data shall not be accepted. If regulated, the CTOT assigned before receiving the A-DPI shall be maintained.

If an aircraft has to abort taxiing for technical reasons, the airport shall send a C-DPI message to the NMOC (cancellation message of departure flight planning information). The result of the C-DPI is that the flight plan shall be suspended by informing the operator via an FLS message with the comment "Suspended by Departure airport". The flight plan can be activated again by updating the EOBT with a DLA or CHG message.

20.7.2 TAXIING RESTRICTIONS

A. Taxiing on the apron between gates A and B, and between gates B and C, is prohibited for aircraft with a wingspan greater than 52 m. Taxiing on apron via gate B is prohibited for aircraft with a wingspan greater than 50 m.

B. Taxiing on the apron at the access to General Aviation apron is prohibited for aircraft with a wingspan greater than 15 m.

C. Use of the exit taxiway E3 must be cleared by TWR. With RWY 21 operational, only daytime use of this exit taxiway may be cleared.

D. Unless otherwise indicated by ATC, aircraft vacating the runway via rapid exit taxiway E2 and TWY E3, after landing shall taxi to TWY R without stopping at the intersection between those exit taxiways and TWY R.

E. Taxiing restriction procedure for fixed-wing aircraft:

- 1. Holding bay on RWY 21. Intermediate holding positions RA and RB:

Nosed North (under normal operation): Maximum aircraft A321-200 with sharklets or B737-800W, nosed North, in intermediate holding position RB, and simultaneously aircraft ATR72, nosed North, in intermediate holding position RA.

At RB nosed to the North: MD81, MD83 and MD87 are permitted. MAX wingspan: 36 m. Nosed South (RWY 03 operational): Maximum aircraft B757-200 with winglets, nosed south, at intermediate holding position RA. TOAM vehicle will guide the manoeuvre.

- 2. Holding bay on RWY 03. Intermediate holding positions RD and RC:

Nosed South (under normal operation): A321-200 with sharklets or B737-800W simultaneously at intermediate holding position RC and A321-200 without sharklets or B737-800W without winglets at intermediate holding position RD. Or a single B757-300 aircraft without winglets at intermediate holding position RC.

Nosed to the North (in the case of apron saturation): Simultaneously, B737-600 at RC and A321-200 with sharklets or B737-800W at RD, or else a single B757-300 aircraft without winglets at RD.
MAX wingspan: 38 m.

The runway exit TWY EM can be used without restrictions by general aviation, fighter aircraft, helicopters and models ATR-72, CN-212, C-235, C-295, EMBRAER-135, EMBRAER-145 and GULFSTREAM II, or any other with ACN lower than these and wheelbase lower than 18 m.

Aircraft with ACN higher than those cited but wheelbase lower than 18 m (B738W, A320S, A321S, for instance), must hold clearance from TWR. Aircraft with wheelbase of 18 m or higher (B737 MAX 10 or higher) cannot use the TWY EM.

20.7.3 EXIT MANOEUVRING FROM STANDS

A. Exit from PRKG 20 and 21 must be completed nosing SW for ACFT B733, B734 and B735.

B. Exit from PRKG 23 must be completed nosing NE for ACFT B752.

- C. No 180 turns may be carried out at the stands, pay special attention to the PRKG: 15, 16, 20 and 23.
- D. Autonomous exits shall be carried out using the minimum power possible during start-up and in a way that, while making the turn, minimum power idle speed will not be exceeded.
- E. Collision avoidance with other aircraft and obstacles is the responsibility of:
- Pilots when taxiing on apron.
 - The handling companies during push-back manoeuvre or exiting the stand.

20.74 STANDARD TAXIING ROUTES

Standard taxiing routes are not established at César Manrique-Lanzarote Airport.

20.75 TAXIING PROCEDURES ACCORDING TO AIRCRAFT TYPE

TAXIING PROCEDURES FOR A320 AIRCRAFT

ARRIVALS

Oversteering manoeuvre shall be used to correct the trajectory when the aircraft enters PRKG 18 from TWY R2.

TAXIING PROCEDURES FOR B752 AIRCRAFT

ARRIVALS

Oversteering manoeuvre shall be used to correct the trajectory when the aircraft enters PRKG 15 from TWY R1 from E1.

TAXIING PROCEDURES FOR B753 AIRCRAFT

ARRIVALS

Oversteering manoeuvre shall be used to correct the trajectory when the aircraft enters PRKG 11 from inner TWY on apron from the gate A or B.

TAXIING PROCEDURES FOR B763 AIRCRAFT

ARRIVALS

B767-300 shall use oversteering manoeuvre to enter or exit by gate B, or to enter by gate C from TWY R4 or to exit by gate C when going to TWY R4, regardless of which stand it comes from.

TAXIING PROCEDURES FOR B764 AIRCRAFT

ARRIVALS

Oversteering manoeuvre shall be used when taxiing from TWY A3, in the enters manoeuvre to TWY E3 and taxiing later to TWY R3. Oversteering manoeuvre shall be used when taxiing from TWY E2 to TWY R2.

DEPARTURES

Oversteering manoeuvre shall be used when taxiing from TWY R5 to TWY E4.

TAXIING PROCEDURES FOR MD11 AIRCRAFT

ARRIVALS

Oversteering manoeuvre shall be used to correct the trajectory when the aircraft enters Gate A from TWY R1 or R2, Gate B from TWY R2 or R3, or Gate C from TWY R3 or R4. Oversteering manoeuvre shall be used to correct the trajectory in the curved connection from TWY E2 to TWY R2.

DEPARTURES

Oversteering manoeuvre shall be used to correct the trajectory to exit by Gate B or C from inner TWY on apron.

20.76 HELICOPTER OPERATIONS

This section defines the operation for all helicopters operating at LANZAROTE/César Manrique Lanzarote airport. Helicopters shall be cleared by ATC for take-off and landing on flight runways. They will usually operate on RWY 03.

The helicopters stands on the civil aviation apron coincide with fixed-wing aircraft PRKG 15, 16, 19 and 24.

TAXIING ROUTES

The taxiing shall be made by taxiways intended for use by fixed-wing aircraft.

When S-61 helicopter or larger uses the EM TWY, it must taxi on the ground only.

ARRIVALS

Helicopters will normally land on RWY 03, will be cleared by ATC to vacate the runway and taxi by the taxiway designated by ATC and to taxi by outer taxiway R to the assigned stand.

PRKG 24: Entry to apron by gate C.

The helicopters may land on RWY 21. In this case, they will be cleared by ATC to vacate the runway by the taxiway designated by ATC and to taxi by outer taxiway R to the assigned stand.

PRKG 24: Entry to apron by gate C.

Military helicopters, unless otherwise indicated by ATC, shall land on the runway in use and vacate it via TWY EM.

Procedure whether runway 03 or 21 is in use:

- Arrivals shall minimise turns at the stand itself.
- Helicopter taxiing through inner taxiway of civil aviation apron is not allowed.

DEPARTURES

On pilot request and ATC clearance:

- RWY 03 in use: departing helicopters shall be cleared by ATC to taxi from the stand by the outer taxiway until holding position E1 in THR 21, they shall await ATC instructions to enter the runway, holding at the threshold of RWY 21 to take-off by RWY 03 or they will be cleared by ATC to taxi from the stand via the outer taxiway until access to runway by TWY E4 and take-off by RWY 03.
- From PRKG 24, they will reach the outer taxiway via gate C.
- RWY 21 in use: departing helicopters shall be cleared by ATC to taxi from the stand by the outer taxiway until holding position E4 in THR 03, where they shall await ATC instructions to enter the runway, holding at the threshold of RWY 03 to take-off by RWY 21 or they will be cleared by ATC to taxi from the stand via the outer taxiway until access to runway by TWY E1 and take-off by RWY21.

From PRKG 24, they will reach the outer taxiway via gate C.

Procedure whether runway 03 or 21 is in use:

- Departures shall minimise the turns at the stand itself.
- Helicopters taxiing on the inner taxiway of the apron shall be minimised, leaving the apron by the nearest gate.

20.8 PROCEDURES FOR THE OPERATION OF AIRCRAFT EXCEEDING THE CERTIFIED DESIGN CHARACTERISTICS OF THE AERODROME

20.8.1 GENERAL

Operations of aircraft exceeding the certified aerodrome design characteristics up to B747-400 are allowed.

Operations of aircraft exceeding the certified aerodrome design characteristics requires prior request from the airline or handling agent and explicit authorisation from the Airport Operation Centre.

20.8.2 STANDS

Parking stands designated for aircraft exceeding the certified aerodrome design characteristics are T1, T7 and 14.

20.8.3 GROUND MOVEMENT

a) Arrival

- Landing on RWY 03, runway exit via TWY E2 or E1
- Landing on RWY 21, runway exit via TWY E4

and in both cases, taxiing via outer taxiway (R) until gate C towards PRKG T1 or T7 or until gate A towards PRKG 14.

At the apron access gate, they shall await the "FOLLOW ME" vehicle to be guided to the assigned stand.

b) Departure

Apron exit from PRKG T1 or T7 via gate C or from PRKG 14 via gate A and taxiing on outer taxiway (R) until TWY E1 or E4 (depending if take-off is from RWY 21 or 03).

20.8.4 RESTRICTIONS

The runway exit EM may not be used by aircraft exceeding the certified aerodrome design characteristics. In the event that an aircraft exceeding the certified aerodrome design characteristics is at the intermediate holding position of gate A and/or gate C, simultaneous taxiing is not allowed for any aircraft in the area of inner taxiway crossing gate A and/or gate C.

The holding bays may not be used by code letter E aircraft in any configuration (North or South).

Taxiing through inner TWY on apron is not allowed, entering and exiting shall be performed via the nearest to the assigned stand gate (gate C for PRKG T1 or T7 and gate A for PRKG 14).

Four-engine aircraft shall taxi at reduced speed with the minimum possible power, and twin-engine aircraft shall proceed as directed by ATC decision. In the case of four-engine aircraft and whenever possible, aircraft shall taxi with outer engines off.

20.8.5 OVERSTEERING MANOEUVRE TO CORRECT THE TRAJECTORY

- From TWY R1 to entry via gate A
- To exit via TWY E2 and head to TWY R2
- From TWY R3 or R4 to entry via gate C
- To access PRKG T1

20.8.6 OBSTACLE CLEARANCE MARGIN IN APPROACH TO RWY 03

The PAPI signal provides a Boeing 747-400 with a 5.71 m obstacle clearance margin during the approach to RWY 03.

20.9 FOREIGN STATE AIRCRAFT

Military area:

Foreign state aircraft shall request PPR at least 24 hours in advance or a minimum of two working days, when transporting hazardous freight. Requests shall be submitted to:

- AFTN: GCRRYXYX
- FAX: +34-928 846 827
- E-mail: boc_b.a.lanzarote@mde.es

20.10 OPERATIONAL SAFETY REPORTS

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

The aim of these reports is to compile 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 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 ...).

Contact e-mail address of the airport, receiving operational safety reports, is the following:

Seguridad_Operacional_ACE@aena.es

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

20.11 POINT OF ENTRY FOR PASSENGERS WITH PET ANIMALS FROM THIRD COUNTRIES

To guarantee compliance with the Regulation (EU) No 576/2013 of the European Parliament and of the Council of 12 June 2013 on the noncommercial movement of pet animals and repealing Regulation (EC) No 998/2003, any Air Carrier wishing to operate at the Airport and transporting in the cabin, as a part of passenger hand baggage, the animals (pets) set out in part A of Annex I to the mentioned Regulation (dogs, cats and ferrets), must have engaged a handling agent who to be responsible for handling the same in those cases where, during the checks undertaken by the Resguardo Fiscal of the Guardia Civil or Customs Personnel of the Passenger Terminal of Cesar Manrique Lanzarote Airport, some breach of the health requirements established in the cited regulations is detected which prompts the animal's rejection at the border. The handling of an animal rejected at the border shall include, at least, its removal to the facilities of the Border Inspection Service at the cargo terminal in question, its subsistence, veterinary care and animal welfare, and even its return to the point of origin within the periods established by the health authorities.

GCRR AD 2.21 NOISE ABATEMENT PROCEDURES

No.

GCRR AD 2.22 FLIGHT PROCEDURES

22.1 LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedures (LVP) are not available at LANZAROTE/César Manrique Lanzarote airport, being substituted by an operational standstill procedure in the event of low visibility.

22.2 STANDSTILL OF OPERATIONS IN THE MOVEMENT AREA PROCEDURE (PPOAM)

LANZAROTE/César Manrique Lanzarote Airport has a "Standstill of Operations in the Movement Area Procedure for visibility lower than 800 m" for maintaining safety in the movement area in low visibility conditions, consisting of the following phases:

PHASE I: WARNING

This will be initiated when:

- $900\text{ m} \geq \text{VIS} \geq 800\text{ m}$, or when the prevailing visibility is greater than 900 m, but the visibility in the direction NNE-SSW is lower.

In this phase, all the services and users involved will be informed for the purposes of preparation.

PHASE II: STANDSTILL OF OPERATIONS

This will be initiated when:

- $\text{VIS} < 800\text{ m}$, or when the prevailing visibility is greater than 800 m, but the visibility in the direction NNE-SSW is lower.

While these conditions prevail, TWR will not clear operations, except for special operations envisaged in the procedure.

PHASE III: RESUMPTION OF OPERATIONS

This will be initiated when:

- $\text{VIS} \geq 900\text{ m}$ and there is a firm improving trend.

Pilots will be informed about the meteorological minima defined for the procedure.

PHASES	VIS (1)
PHASE I: WARNING	900 m ≥ VIS ≥ 800 m
PHASE II: STANDSTILL OF OPERATIONS	VIS < 800 m
PHASE III: RESUMPTION OF OPERATIONS	VIS > 900 m
(1) See textual description of the phases.	

22.3 COMMUNICATIONS FAILURE

Aircraft shall continue by the designated route up to the limit of ATC clearance, where they shall hold and await the arrival of the TOAM vehicle which will guide them to the assigned stand or holding bay.

22.4 SHORT COMMUNICATION PROCEDURE

ARRIVALS

In transfers of communications from the Sector NORTH-EAST of Canarias (FREQ 129.1) to Canarias APP (FREQ 129.3), the initial call shall be limited to the flight CALL SIGN to avoid congestion on the frequency:

“Approach + Aeroflot 321”

DEPARTURES

To avoid congestion on the frequency in transfers of communications for traffic taking off from Lanzarote TWR to Canarias APP (FREQ 129.3), the initial call shall be the name of the unit being called and the call sign of the calling aircraft:

“Canarias, Aeroflot 321, from GCRR”

22.5 RADAR DISPLAY SYSTEM

Above 500 ft AMSL, ATS surveillance systems may be used in supplying the aerodrome control service to execute the following functions:

1. Supervision of the flight path of aircraft on final approach, above 500 ft AMSL for RWY 03 and above 1500 ft AMSL for RWY 21.
2. Supervision of the flight paths of other aircraft in the vicinity of the aerodrome, except for transits operating in the vicinity of the point N and the West of the airfield, which will be provided with the service above 1500 ft AMSL.
3. Provision of navigation assistance to VFR flights, except for transits operating in the vicinity of the point N and the West of the airfield, which will be provided with the service above 1500 ft AMSL.
4. Establishing radar separation between succeeding departing aircraft above 500 ft AMSL of RWY 21 and 1500 ft AMSL of RWY 03.

Depending on the availability of the radars which provide coverage to the ATZ, the areas or heights for which the indicated uses of the radar are supplied may vary.

The aerodrome air traffic controllers shall maintain all the operations taking place at the aerodrome or in the vicinity under constant visual surveillance, with access to an ATS surveillance system to support that visual observation, as stipulated in article 4.5.1.3 of the Reglamento de la Circulación Aérea. All of the foregoing shall depend on the limitations of the equipment.

22.6 SPEED CONTROL

Speed control is essential for safe and expeditious operations, particularly in high traffic density conditions and during the final approach phase.

Aircraft spacing aims to achieve maximum runway utilisation within minimum separation standards (including wake turbulence separation).

These speeds are mandatory to ensure separation and the application of standardised approach procedures at LANZAROTE/César Manrique Lanzarote Airport.

Unless otherwise instructed by ATC, pilots shall comply with the following speed restrictions:

For ILS and LOC procedures:

- IAS MAX 250 KT at FL100 or IAS MAX as specified at designated points.
- IAS 190 KT at 9.0 DME ILS.
- IAS 160 KT at 4.0 DME ILS,

or equivalent distance to threshold in case of DME ILS U/S.

For other procedures, speed restrictions will be indicated on the relevant charts.

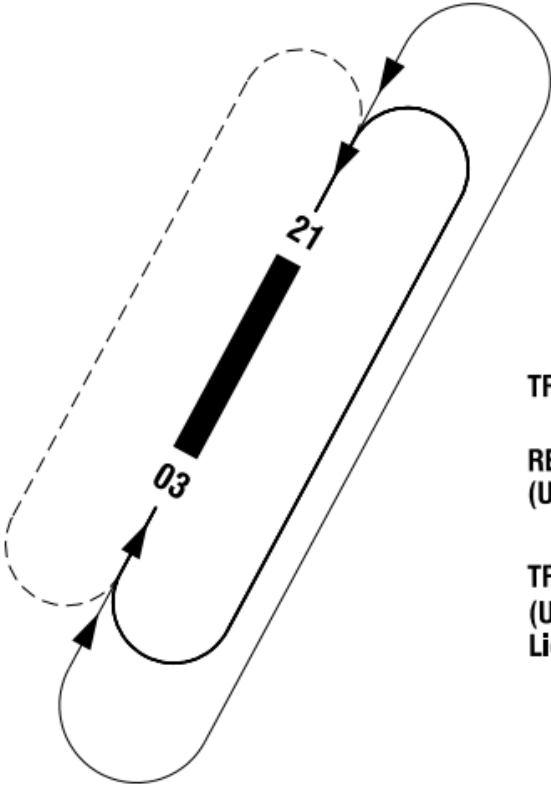
All speed restrictions shall be flown as accurately as possible.

Aircraft unable to comply with speed restrictions due to meteorological conditions, aircraft performance or other operational reasons shall advise ATC immediately, stating the speeds that can be maintained.

In the event of a new ATC clearance being issued (not related to speed), pilots are not relieved from complying with the previously assigned speed.

Failure to comply with speed control instructions may result in the aircraft being removed from the planned approach sequence.

22.7 AD TRAFFIC CIRCUIT

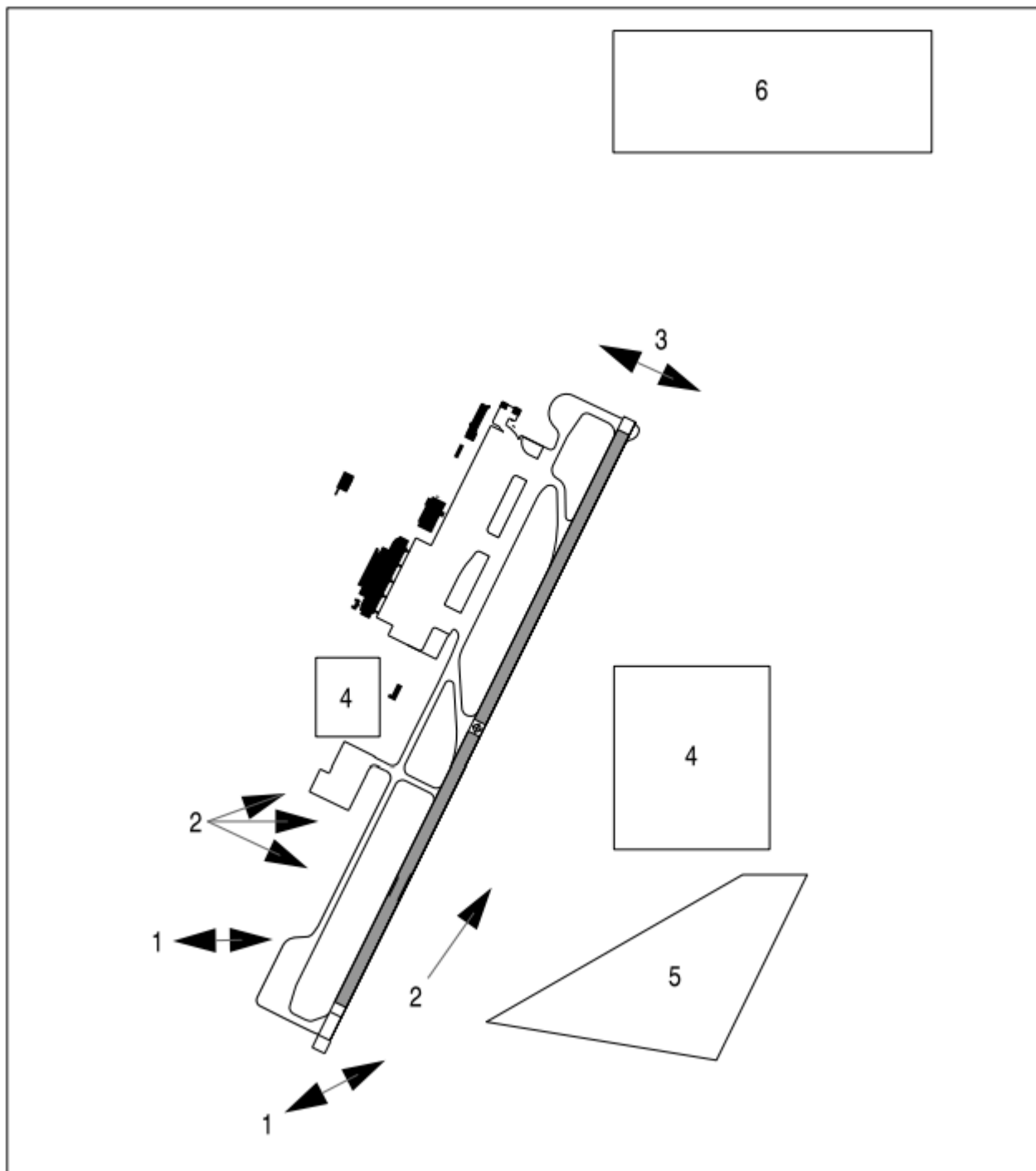


- TRÁNSITO REGULAR // REGULAR TRAFFIC
- REACTORES // JET ENGINES
(Uso exclusivo militar // Military use only)
- TRÁNSITO REGULAR // REGULAR TRAFFIC
(Uso exclusivo tráfico ligero visual CAT A, B y H //
Light VFR traffic CAT A, B and H use only)

GCRR AD 2.23 ADDITIONAL INFORMATION

23.1 BIRD CONCENTRATION AREAS

Pigeon concentration in the vicinity of the aerodrome; pilots must proceed with caution while landing/taking-off.



- Area 1: crossing of seagulls at sunrise and sunset. The number is greater in winter due to the migration of the lesser black-backed gull in that season.
- Area 2: crossing of homing pigeons due to pigeon breeding releases. Significant crossing months are November-December and February, March and April.
- Area 3: crossing of cattle egrets at sunrise and sunset.
- Area 4: overflying and hunting area of kestrels, woodchat shrike, cattle egrets, hoopoe and exceptionally stone curlew.
- Area 5: coastal area, crossing of egrets, seagulls, terns, grey herons and infrequently common spoonbills.
- Zone 6: Zonzamas Environmental Complex (island landfill). Major concentration of gulls, herons and small birds of prey (THR 21).

23.2 ARRESTING SYSTEMS

Nomenclature: GCRR-01-C-B.

Type: CABLE BARRIER BIDIRECTIONAL. (1)

Location on:

- RWY 03 THR + 465 m.
- RWY 21 THR + 1845 m.
- **Readiness status:** Only for military aircraft. System normally retracted.
Available for:

Scheduled flights 10-minute delay from declaring the emergency on BOC (Air Base Operations Centre) frequencies.

Non-scheduled flight:

- From 0730 LT to 1400 LT, will have the same delay from declaring emergency in BOC (Air Base Operations Center) frequencies.
- After this period, the delay is 1 hour.

Remarks: (1) Vertical markings on both sides of the RWY, at the braking system location point.

23.3 INSET LIGHTS

At a distance of 318 m from DTHR 03 there exists a section of 285 m of inset runway centre line lights (full-flush type) which may be completely or partially INVISIBLE (dark area) during approach operations or while taxiing, from distances of around 100 m or more away: take extreme care.

GCRR 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/#GCRR>

GCRR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected can be found below:

- IAC 1 RNP Z RWY 03 (LPV ONLY): LPV.
- IAC 2 RNP Y RWY 03: LNAV, LNAV/VNAV.
- IAC 3 ILS Z RWY 03: Direct approach.
- IAC 4 LOC Z RWY 03: Direct approach.
- IAC 5 VOR Z RWY 03: Direct approach.
- IAC 6 VOR Y RWY 03: Direct approach.

CARTA DE SALIDA NORMALIZADA
VUELO POR INSTRUMENTOS (SID)-OACI

TA 6000 ft

VAR 3°35.0'W (2025)

APP 129.300 MHz
TWR 120.700 MHz

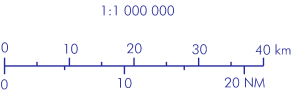
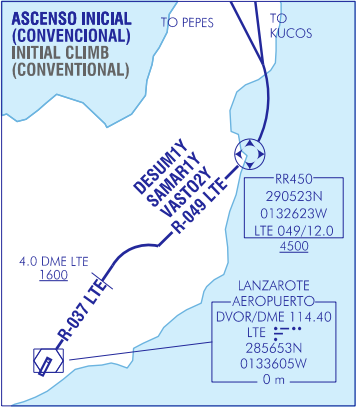
LANZAROTE/César Manrique Lanzarote
RNAV RWY 03

DESUM1Y SAMAR1Y VASTO2Y

RNAV1
- **DESUM1Y: (DME/DME/IRU) REQUERIDO // REQUIRED;**
- **DME GDV DEBE ESTAR OPERATIVO PARA // MUST BE OPERATIONAL FOR (DME/DME/IRU).**
- **SAMAR1Y, VASTO2Y: (DME/DME) REQUERIDO // REQUIRED;**
- **VASTO2Y: DME GDV DEBE ESTAR OPERATIVO PARA // MUST BE OPERATIONAL FOR (DME/DME).**

NOTAS:
- LOS DME ASOCIADOS A LOS ILS NO DEBERÁN UTILIZARSE PARA ESTAS SALIDAS RNAV1.
- NOTAS, RESTRICCIONES, OBSTÁCULOS CERCANOS QUE VULNERAN LAS OIS: VER DESCRIPCIÓN TEXTUAL.

NOTES:
- DME ASSOCIATED WITH ILS MAY NOT BE USED FOR THESE DEPARTURES RNAV1.
- NOTES, RESTRICTIONS, CLOSE-IN OBSTACLES WHICH PENETRATE THE OIS: SEE TEXTUAL DESCRIPTION.



PBN BOX

CHANGES

WAYPOINTS COORDINATES

WPT	COORD
DESUM	302323.8N 0131906.8W
EDUPI	295602.0N 0132333.0W
KUCOS	292615.0N 0132819.0W
MANZU	300823.0N 0133216.0W
PEPES	303704.0N 0141557.0W
RR450	290522.9N 0132622.9W
SAMAR	305359.0N 0142456.0W
VASTO	303034.0N 0133422.0W

DEPARTURES CRITICAL DME

INSTALACIÓN (ID) FACILITY (ID)	FREQ/CH	COORD
GRAN CANARIA (GDV)	112.90 MHz CH 76X	280437.5038N 0152544.3622W

STANDARD INSTRUMENT DEPARTURES (SID)

RUNWAY 03

NOTES APPLICABLE TO ALL SID:

- RNAV1.
- (DME/DME) required.
- Chart included in the CANARIAS TMA speed adjustment area:
MAX IAS 250 KT at FL100 or BLW, EXC MIL FLT on operational or air defense missions or when the operational characteristics do not allow for it.
- Maximum speed 250 kt until reaching FL100.
- The RNAV (DME/DME) procedure will start once the initial conventional climb is completed at the waypoint RR450.
- Minimum climb gradient due to operational reasons.

INITAL CONVENTIONAL CLIMBING

Climb on R-037 LTE direct to cross 4.0 DME LTE at 1600 ft or above. Turn to right to intercept and follow R-049 LTE to RR450 at 4500 ft or above.

Minimum climb gradient of 7.0% up to 4500 ft.

INITIAL ATC CLEARANCE: Climb to FL120 and await further clearance.

PROCEDURE TABULAR DESCRIPTION

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
DESUM1Y (DME/DME): DME GDV critical.											
001	IF	RR450	Y	–	+3.6	–	–	+4500	–	–	RNAV 1

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
002	DF	KUCOS	–	–	+3.6	–	–	+FL080	–	–	RNAV 1
003	TF	EDUPI	–	12 (007.9)	+3.6	30	–	+FL130	–	–	RNAV 1
004	TF	DESUM	Y	12 (008.0)	+3.6	27.6	–	+FL160	–	–	RNAV 1

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
SAMAR1Y Minimun climb gradient of 4.1 % up to SAMAR.											
001	IF	RR450	Y	–	+3.6	–	–	+4500	–	–	RNAV1
002	DF	PEPES	Y	–	+3.6	–	–	+FL260	–	–	RNAV1
003	TF	SAMAR	Y	339 (335.4)	+3.6	18.6	–	+FL340	–	–	RNAV1

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
VASTO2Y (DME/DME): DME GDV critical.											
001	IF	RR450	Y	–	+3.6	–	–	+4500	–	–	RNAV1
002	DF	KUCOS	–	–	+3.6	–	–	+FL080	–	–	RNAV1
003	TF	MANZU	–	359 (355.3)	+3.6	42.2	–	+FL120	–	–	RNAV1
004	TF	VASTO	Y	359 (355.3)	+3.6	22.2	–	+FL160	–	–	RNAV1

CLOSE-IN OBSTACLES

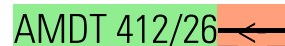
OBS	RWY	LAT	LON	HGT (ft)	ELEV (ft)
TREE	03	285723.7N	0133601.4W	18	87
TREE	03	285723.9N	0133558.5W	37	93
BOARD	03	285727.3N	0133600.1W	40	107
FOCUS	03	285725.1N	0133600.9W	19	89
OBSTACLE LIGHT	03	285723.5N	0133602.2W	11	73
BUILDING	03	285725.3N	0133601.3W	22	86
BUILDING	03	285727.7N	0133559.5W	37	104
LAMPPOST	03	285726.6N	0133600.3W	27	92
LAMPPOST	03	285726.8N	0133559.2W	28	93
LAMPPOST	03	285725.8N	0133559.1W	28	88
LAMPPOST	03	285726.3N	0133559.2W	28	90
ELECTRICITY PYLON	03	285733.4N	0133559.1W	42	123
BUILDING	03	285727.5N	0133559.1W	26	94
BUILDING	03	285731.6N	0133559.2W	39	107
SENAL VERTICAL	03	285723.9N	0133600.2W	17	75
LAMPPOST	03	285726.0N	0133558.1W	28	86
LAMPPOST	03	285726.5N	0133558.1W	28	88
ROAD	03	285724.5N	0133600.5W	16	76
LAMPPOST	03	285727.0N	0133558.2W	28	90
CHIMNEY ON BUILDING	03	285731.5N	0133559.2W	36	104
CRANE	03	285735.1N	0133540.7W	83	147
BOARD	03	285727.7N	0133558.3W	26	90
TREE	03	285723.9N	0133559.0W	19	75
BUILDING	03	285730.9N	0133558.6W	31	99
BUILDING	03	285727.7N	0133558.1W	26	88

OBS	RWY	LAT	LON	HGT (ft)	ELEV (ft)
TERRAIN	03	285756.0N	0133546.0W	0	192
TERRAIN	03	285737.6N	0133555.5W	0	117
TREE	03	285756.9N	0133523.9W	48	206
TREE	03	285743.4N	0133519.6W	40	171
OBSTACLE LIGHT	03	285723.5N	0133600.5W	12	70
CHIMNEY ON BUILDING	03	285751.4N	0133513.6W	23	191
POST	03	285755.0N	0133515.8W	22	197
TREE	03	285752.3N	0133521.3W	35	183
POST	03	285754.9N	0133514.6W	23	197
POST	03	285756.1N	0133508.8W	24	206
ANTENNA ON BUILDING	03	285755.8N	0133510.0W	20	204
POST	03	285743.5N	0133518.6W	32	164
POST	03	285754.7N	0133511.4W	24	197
LAMPPOST	03	285722.6N	0133549.7W	35	79
BUILDING	03	285743.7N	0133520.1W	29	159
POST	03	285731.5N	0133557.6W	29	91
LAMPPOST	03	285725.3N	0133544.7W	41	90
CHIMNEY ON BUILDING	03	285755.8N	0133512.2W	16	194
BUILDING	03	285751.3N	0133514.4W	14	181
ANTENNA ON BUILDING	03	285743.8N	0133519.9W	27	158
ANTENNA ON BUILDING	03	285728.7N	0133543.9W	43	98
TERRAIN	03	285744.0N	0133551.1W	0	126
TREE	03	285725.9N	0133552.9W	33	83
TERRAIN	03	285755.9N	0133553.1W	0	217
TERRAIN	03	285754.2N	0133553.1W	0	196
TERRAIN	03	285751.8N	0133555.0W	0	157
TERRAIN	03	285740.5N	0133557.9W	0	123
TERRAIN	03	285728.3N	0133559.9W	0	90

SIGNIFICANT OBSTACLES

OBS	RWY	LAT	LON	HGT (ft)	ELEV (ft)
TERRAIN	03	285813.7N	0133543.7W	0	379
WINDMILL	03	290009.1N	0133500.3W	392	1028
TERRAIN	03	285949.4N	0133441.5W	0	815
TERRAIN	03	285813.7N	0133543.7W	0	379
TERRAIN	03	285949.7N	0133442.2W	0	811
TERRAIN	03	285948.8N	0133442.3W	0	806
TERRAIN	03	285948.0N	0133444.1W	0	766
TERRAIN	03	285947.2N	0133445.1W	0	734
TERRAIN	03	285946.4N	0133446.0W	0	704
TERRAIN	03	285944.8N	0133446.9W	0	663
TERRAIN	03	285819.4N	0133547.2W	0	390
TERRAIN	03	285816.1N	0133549.1W	0	368
TERRAIN	03	285812.9N	0133550.1W	0	341
TERRAIN	03	285809.7N	0133551.0W	0	315
TERRAIN	03	285803.2N	0133552.0W	0	283
TERRAIN	03	285759.1N	0133553.0W	0	253

LANZAROTE/César Manrique Lanzarote
RNP Y
RWY 03



AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

RNP Y RWY 03

WAYPOINTS COORDINATES

WPT	COORD
BAPAL (IAF)	284116.5N 0132545.4W
GARGO	284337.7N 0133427.4W
LOBSO	284510.5N 0134015.0W
GOLFY (IF)	284712.9N 0134149.1W
RR06S (FAF LNAV)	285136.9N 0133916.5W
RR407 (MAPT LNAV)	285518.0N 0133708.5W
RR409	285740.4N 0132551.1W
RR410	290356.0N 0131548.4W
RR411	290956.9N 0131547.6W
LZR	290957.6N 0133038.6W
LTE	285653.5N 0133604.8W
APV Baro final approach (LNAV/VNAV) - Slope (Descent angle)	5.24% (3.00°)
Non precision final approach (LNAV) - Slope (Descent angle)	5.24% (3.00°)

NOTES APPLICABLE TO ALL APPROACHES:

- RNP APCH.
- Speed control:
 - Unless otherwise instructed by ATC, cross:
 - IAS 220 kt over IAF BAPAL, GARGO;
 - IAS 210 kt over IAF LOBSO;
 - IAS 190 kt at 9.0 NM from RWY 03;
 - IAS 160 kt at 4.0 NM from RWY 03.
 - If unable to comply, advise ATC on first contact.

PROCEDURE TABULAR DESCRIPTION

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
BAPAL (IAF)											
001	IF	BAPAL	-	-	+2.8	-	-	+5000	-220	-	RNP APCH
002	TF	GARGO	-	290 (287.1)	+2.8	8.0	-	+2300	-	-	RNP APCH
003	TF	LOBSO	-	290 (286.9)	+2.8	5.3	-	+2300	-	-	RNP APCH
004	TF	GOLFY	-	329 (325.9)	+2.8	2.5	-	+2300	-220	-	RNP APCH
005	TF	RR06S	-	030 (027.0)	+2.8	4.9	-	+1700	-210	-	RNP APCH
006	TF	RR407	Y	030 (027.0)	+2.8	4.1	-	-	-	-3.00/50	RNP APCH
007	DF	RR409	-	-	+2.8	-	-	-	-185	-	RNP APCH

Serial number	Path Terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance (NM)	Turn direction	Altitude (ft)	Speed (kt)	VPA/TCH (°/ft)	Navegation specification
008	TF	RR410	-	057 (054.6)	+2.8	10.8	-	-	-	-	RNP APCH
009	TF	RR411	-	003 (000.1)	+2.8	6.0	-	+3500	-	-	RNP APCH
010	TF	LZR	-	273 (270.1)	+2.8	13.0	L	-	-220	-	RNP APCH
011	TF	LTE	-	203 (200.1)	+2.8	13.9	-	+5000	-	-	RNP APCH

HOLDING PATTERN

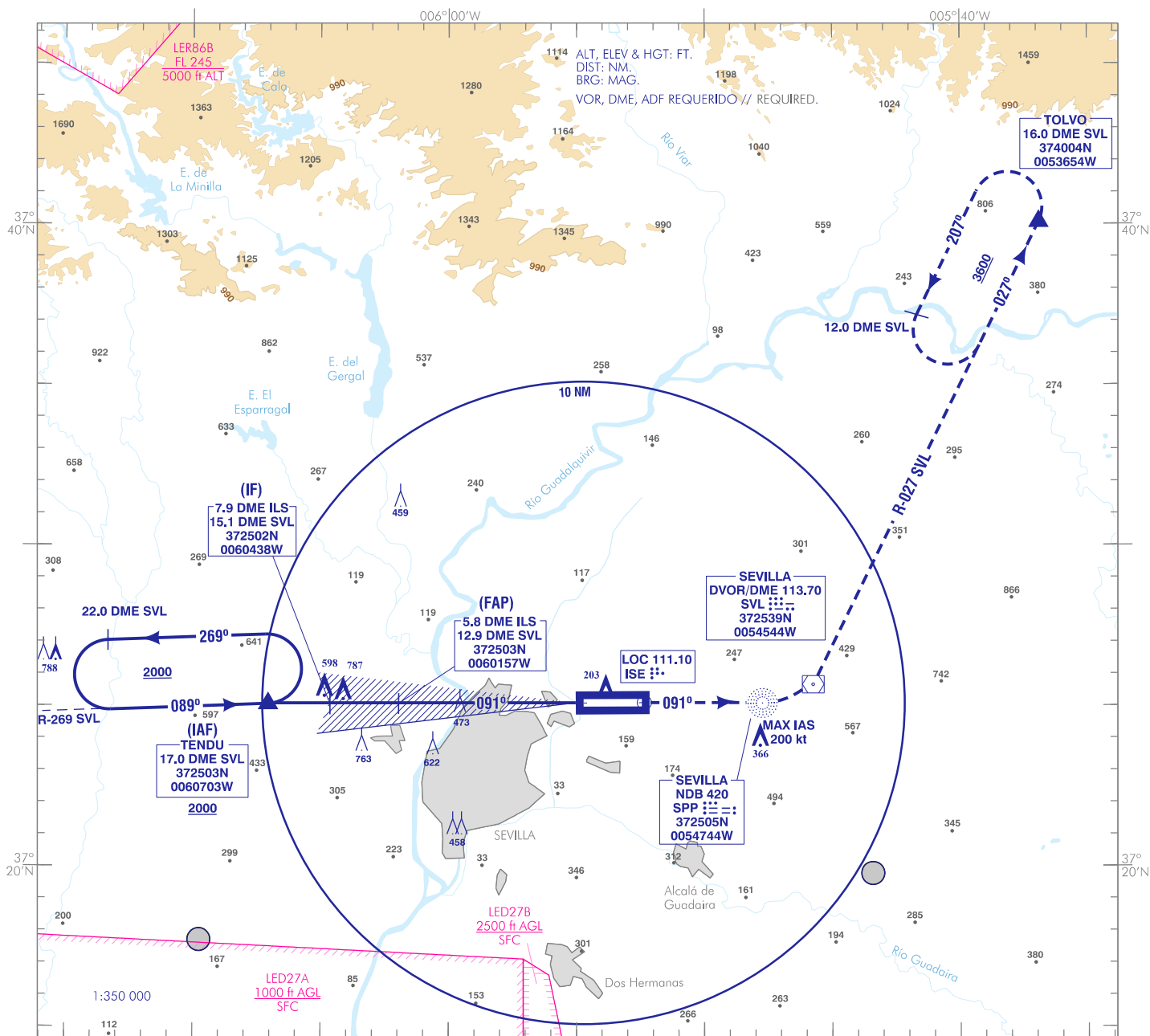
Path terminator	Waypoint identifier	Fly-over	Course/Track °M (°T)	Magnetic variation	Distance(NM)	Turn direction	MNM altitude (ft)	MAX altitude (ft)	Speed (kt)	Navigation specification
HM	BAPAL	-	333 (329.8)	+2.8	4.0	R	+5000	-	-220	RNP APCH
HM	LTE	-	196 (193.0)	+2.8	4.6	L	+5000	-	-	RNP APCH

CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

ELEV AD
111 ft
VAR 1°W (2020)

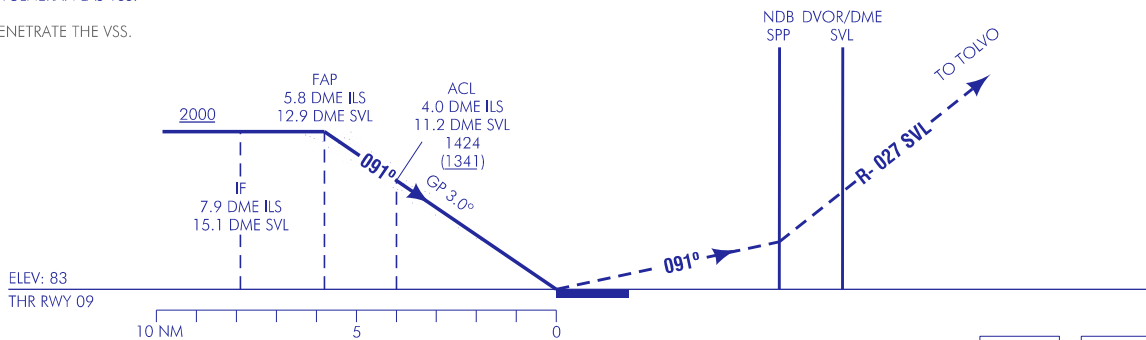
APP 128.500 MHz
TWR 118.105 C
GMC 121.705 C
ATIS 118.180 C

SEVILLA
ILS Z
RWY 09



FRUSTRADA: SUBIR EN RUMBO DE PISTA HASTA CRUZAR NDB SPP. VIRAR A LA IZQUIERDA (IAS MAX 200 kt) DIRECTO AL DVOR/DME SVL PARA INTERCEPTAR Y SEGUIR R-027 SVL DIRECTO A TOLVO SUBIENDO A 3600, PARA INTEGRARSE A LA ESPERA. ESPERAR INSTRUCCIONES ATC.
MISSED APCH: CLIMB ON RUNWAY HEADING TO CROSS ND SPP. TURN LEFT (MAX IAS 200 kt) DIRECT TO DVOR/DME SVL TO INTERCEPT AND FOLLOW R-027 SVL DIRECT TO TOLVO CLIMBING TO 3600, TO JOIN THE HOLDING. AWAIT ATC INSTRUCTIONS.

NOTAS:
- VER OBSTÁCULOS QUE VULNERAN LAS VSS.
NOTES:
- SEE OBSTACLES WHICH PENETRATE THE VSS.

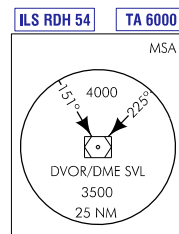


NO OFZ RWY 09
HGT REF ELEV THR RWY 09

OCA/H		A	B	C	D
STA	CAT I 2.5%	273 (190)	285 (202)	293 (210)	304 (221)
En circuito (H) sobre Circling (H) over 111		790 (680)		990 (880)	1200 (1090)

GS	kt	80	100	120	140	160	180
FAF-THR: 5.8 NM	min:s	4:19	3:27	2:53	2:28	2:10	1:55
FAF-MAPT:	min:s						
ROD: 5.2 %	ft/min	425	531	637	743	849	955

ALT/HGT DME (ILS) FNA												
13	12	11	10	9	8	7	6	5	4	3	2	1
								1760 (1670)	1430 (1350)	1100 (1020)	780 (700)	460 (380)



CAMBIOS: ACTUALIZACIÓN TABLA OCA/H, OBSTÁCULOS.
CHANGES: OCA/H TABLE UPDATE, OBSTACLES.

29-OCT-26 (AMDT 412/26)

AIP-ESPAÑA

AD 2-LEZL IAC 1.1

SEVILLA AD

REQUISITOS DE LA BASE DE DATOS AERONÁUTICA
AERONAUTICAL DATABASE REQUIREMENTS

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS // INSTRUMENT APPROACH PROCEDURES

ILS Z RWY 09

PUNTO POINT	LATITUD LATITUDE	LONGITUD LONGITUDE	AZIMUT VERDADERO TRUE BEARING	DISTANCIA DME DISTANCE DME (NM)
TENDU (IAF)	37°25'02.8"N	006°07'03.5"W	268.06° SVL	16.99 DME SVL
IF	37°25'01.8"N	006°04'38.5"W	269.77° LOC ISE	7.90 DME ILS
FAP	37°25'02.6"N	006°01'57.3"W	269.77° LOC ISE	5.76 DME ILS
TOLVO	37°40'03.8"N	005°36'54.0"W	025.97° SVL	16.02 DME SVL
Aproximación final de precisión - Pendiente (Ángulo de descenso) // Precision final approach - Slope (Descent angle)				5.24% (3.00°)

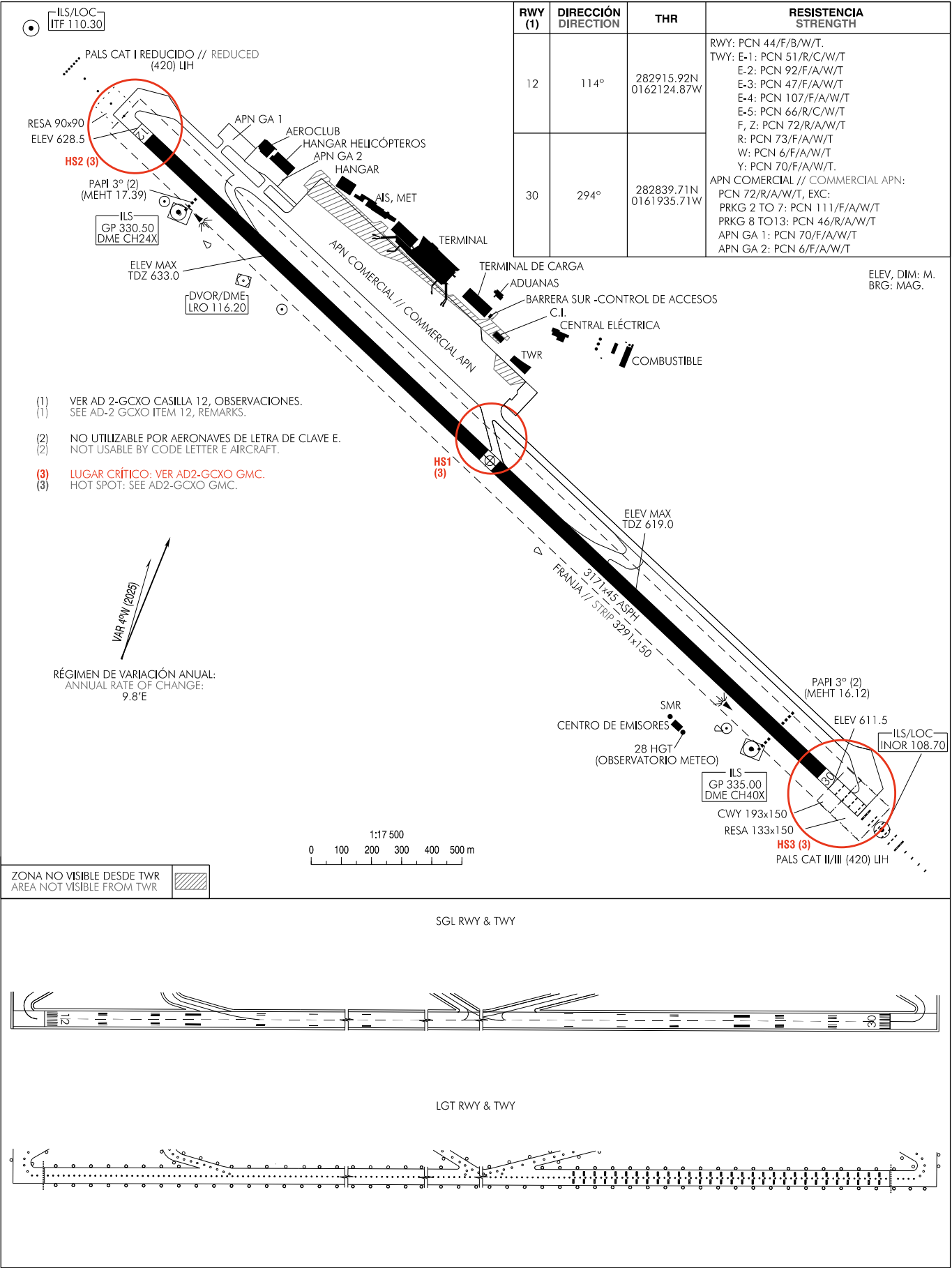
PLANO DE AERÓDROMO-OACI

282858N
0162030W

ELEV
633 m

TWR 118.700 MHz
GMC 121.700 MHz

TENERIFE NORTE/Ciudad
de La Laguna



INTENCIONADAMENTE EN BLANCO
INTENTIONALLY BLANK