

LEAB AD 2 AERODROME DATA

LEAB AD 2.1 AERODROME LOCATION INDICATOR - NAME

LEAB - ALBACETE

LEAB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|----|--------------------------------------|--|
| 1 | ARP | 385655N 0015148W. See AD 2-LEAB ADC. |
| 2 | Distance and direction from the city | 4 km S. |
| 3 | Elevation | 701 m / 2301 ft. |
| 4 | Geoid undulation | 51.92 ± 0.05 m. (1) |
| 5 | Reference temperature | 33°C. |
| 6 | Low average temperature | 5°C. |
| 7 | Magnetic variation | 0° (2020). |
| 8 | Annual change | 7.6'E. |
| 9 | AD administration | CIV: Aena. MIL: Ejército del Aire y del Espacio. |
| 10 | Address | Base Aérea de Albacete. MIL: 02071 - Albacete CIV: Crta. Peñas de San Pedro km. 4.5, 02049 - Albacete |
| 11 | TEL | CIV: +34-967 555 703 / 700 MIL: +34-967 556 549 |
| 12 | FAX | CIV: +34-967 555 716 MIL: +34-967 556 190 |
| 13 | AFTN | LEAB. |
| 14 | E-mail | CIV: opsleab@aena.es MIL: secretaria_gral_ala14@ea.mde.es |
| 15 | Approved traffic | IFR/VFR. (2) |
| 16 | Remarks | (1) For all AD points. (2) VFR traffic restricted: See item 20. |

LEAB AD 2.3 OPERATIONAL HOURS

| | | |
|---|---------|--|
| 1 | Airport | CIV: V: 0700-1230; I: 0800-1330. (4) (6). MIL: V: MON-THU: 0600-1230, FRI: 0600-1200; I: MON-THU: 0630-1400, FRI: 0630-1330. (1) (2). |
|---|---------|--|

| | | |
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| 2 | Customs and Immigration | Customs: <ul style="list-style-type: none">• CIV: HR AD (3).• MIL: No. Immigration: <ul style="list-style-type: none">• CIV: HR AD (3).• MIL: HR AD (2). |
| 3 | Health and Sanitation | CIV: No. MIL: H24. |
| 4 | AIS/ARO/OPV | HR AD. |
| 5 | MET briefing | CIV: HR AD. MIL: H24. |
| 6 | ATS | H24. |
| 7 | Fuelling | CIV: V: 0800-1200 I: 0900-1300 (5). MIL: H24 (7) (8). |
| 8 | Handling | CIV: HR AD (3). MIL: V: MON-THU: 0600-1230, FRI: 0600-1200; I: MON-THU: 0630-1400, FRI: 0630-1330. (1) (2). |
| 9 | Security | CIV: HR AD. MIL: H24. |
| 10 | De-icing | CIV: No. MIL: H24. |

| | | |
|----|---------|--|
| 11 | Remarks | <p>(1) Exceptions:</p> <ul style="list-style-type: none">• Spanish military aircraft acting under specific orders and instructions from the corresponding Command.• Active Air Defence Service (NATINAMDS). <p>(2) Foreign State aircraft shall request mandatory PPR at least 72 HR in advance.</p> <p>(3) Mandatory to request clearance 48 HR in advance from the LEAB Operations Office:</p> <ul style="list-style-type: none">• TEL: +34-967 555 703 / 700• FAX: +34-967 555 716• AFTN: LEAB• SITA: ABCOPYA• E-mail: opsleab@aena.es <p>(4) Civil VFR flights will be authorized at the following times:</p> <ul style="list-style-type: none">• HR AD CIV, EXC the flight periods of the TLP courses (see AIP, SUP and NOTAM).• During other opening hours of BTN SR and SS (see NOTAM).• Delays in ARR/DEP can be expected. <p>(5) Other times available on request, 24 HR in advance of refuelling:</p> <ul style="list-style-type: none">• TEL: +34-967 555 710• FAX: +34-967 555 716• E-mail: opsleab@aena.es• AFTN: LEABYDYH or LEABYDYX <p>(6) For IFR flights outside the civil schedule, it is mandatory to request authorization 96 HR in advance of the day of the programmed operation from LEAB Operations Office:</p> <ul style="list-style-type: none">• TEL: +34-967 555 703 / 700• FAX: +34-967 555 716• E-mail: opsleab@aena.es• SITA: No.• No civil aircraft shall be accepted outside the civil operational schedule without the prior request confirmed by the LEAB Operations Office, nor during the flight periods of the TLP courses (see current supplements and NOTAM in force).• The operations performed outside the operational schedule published in the AIP shall be subject to a charge of 1.6 in accordance with the current AENA tariff guide. <p>(7) Prior request for refuelling of JP8 fuel PPR at least 24 hours in advance.</p> <p>(8) Coordination with 60 minutes in advance is required, when national ambulance and/or organ transport flights request refuelling service.</p> <ul style="list-style-type: none">• TEL. Day Shift Manager: +34-629 385 497 (868 3917). |
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LEAB AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|------------------|--|
| 1 | Cargo facilities | MIL: Yes. |
| 2 | Fuel types | CIV: JET A-1 available for civil aircraft PPR requested 24 HR in advance from SITA ABCOPYA or FAX +34-967 555 716. MIL: F-34. |
| 3 | Oil types | MIL: G-353, G-354, G-392, G-395, H-515, O-123, S-720, S-743. |

| | | |
|---|---------------------|--|
| 4 | Refuelling capacity | CIV: Truck: 18000 L, 1.3 L/s. Tank: 30000 L. MIL: Truck: 40000 L, 22.5 L/s. 20000 L, 16.7 L/s. |
| 5 | De-icing facilities | No. |
| 6 | Hangar space | No. |
| 7 | Repair facilities | No. |
| 8 | Remarks | Agreement with the handling agency is not mandatory for General Aviation operations. Ramp agent: <ul style="list-style-type: none">• SOUTH EUROPE<ul style="list-style-type: none">◦ TEL: +34-967 555 720; +34-966 919 158◦ Mobile phone: +34-676 444 537◦ E-mail: abcka@southeu.com ; alckiib@southeu.com◦ SITA: ABCKQIB MIL: GPU: Unit of CA (until 45 KVA) and CC (up to 1500 A). Aircraft are required to have chocks available for refuelling or extended parking. |

LEAB AD 2.5 PASSENGER FACILITIES

| | | |
|---|---------------------|---|
| 1 | Hotels | MIL: Military residence. On request. Subject to availability. |
| 2 | Restaurant | MIL: Military restaurant. On request. Subject to availability. |
| 3 | Transportation | CIV: Taxis. MIL: Military vehicles. On request. Subject to availability. |
| 4 | Medical facilities | MIL: First aid and ambulance. |
| 5 | Bank/Post Office | MIL: Cash dispenser / No. |
| 6 | Tourist information | No. |
| 7 | Remarks | None. |

LEAB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|------------------------------|---|
| 1 | Fire category | CIV: 5. MIL: MON-FRI, EXC HOL, 0800-1500 (LT): 7- O/T: 5 (7 AVBL PPR 24 HR in advance). |
| 2 | Rescue equipment | In accordance with the fire category published. |
| 3 | Removal of disabled aircraft | CIV: Own equipment for removal aircraft up to 5 TM. MIL: Luna RSL 45/9000-A equipment with maximum hook capacity of 30 TM. |
| 4 | Remarks | None. |

LEAB AD 2.7 SEASONAL AVAILABILITY/OBSTACLE CLEARING

| | | |
|---|-----------|--|
| 1 | Equipment | MIL: Truck with snowplough spades and flux spreader, vacuum snow sweepers, backhoe digger and tow truck. |
|---|-----------|--|

| | | |
|---|----------|---------------------------|
| 2 | Priority | MIL: RWY, TWY and aprons. |
| 3 | Remarks | None. |

LEAB AD 2.8 MOVEMENT AREA DETAILS

| | | |
|---|----------|--|
| 1 | Apron | Surface: Asphaltic concrete, ECX APN E-2: hydraulic concrete. Strength: Civil apron E-5: PCN 32/F/A/W/T. Military apron E-1: PCN 43/R/A/W/T. Military apron E-2: PCN 148/R/B/W/T. Military apron E-3: PCN 88/R/A/W/T. E-3.1: PCN 85/R/A/W/T. (The eastern area of apron E-3). Military apron E-4: PCN 82/R/A/W/T. |
| 2 | Taxiways | Width: 22.5 m. EXC: F: 23 m; G: 18 m; RE-1A: 21 m; RE-8, RE-9, RE-10: 25 m; RF1: 5.2 m. Surface: Asphaltic concrete. Strength: A, RE-5: PCN 23/F/B/W/T; B: PCN 46/F/A/W/T; C: PCN 26/F/A/W/T; D, R-2, R-3: PCN 43/F/B/W/T; E: PCN 50/F/B/W/T; F: PCN 32/F/A/W/T; G: PCN 87/F/B/W/T; R-1: PCN 43/F/B/W/T, PCN 51/F/A/W/T; R-4: PCN 43/F/B/W/T, PCN 55/F/B/W/T; RE-1: PCN 68/R/B/W/T; RE-1A: PCN 18/F/D/W/T; RE-2: PCN 102/F/A/W/T; RE-3: PCN 122/F/A/W/T; RE-4: PCN 10/F/C/W/T; RE-6 PCN 150/F/A/W/T; RE-7: PCN 11/F/A/W/T; RE-8, RE-10: PCN 9/F/A/W/T; RE-9: PCN 12/F/A/W/T; RF1: PCN 41/F/B/W/T. |

| | | |
|---|-----------------|---|
| 3 | Check locations | Altimeter: Civil apron: ELEV 696 m / 2283 ft. VOR: THR 09 MARC 93.8° DIST 0.93 NM. THR 27 MARC 259.1° DIST 0.55 NM. INS: See AD 2-LEAB PDC. TACAN: THR 09 MARC 101.6° DIST 0.70 NM. ELEV 699 m / 2294 ft. THR 27 MARC 256.3° DIST 0.71 NM. ELEV 705 m / 2314 ft. |
| 4 | Remarks | None. |

LEAB AD 2.9 TAXIING GUIDANCE SYSTEM AND MARKINGS

| | | |
|---|-------------------------|---|
| 1 | Taxiing guidance system | Runway-holding positions, intermediate holding positions, boards and stands. |
| 2 | RWY markings | Designators, threshold, centre line, side stripe, touchdown zone and runway distance remaining boards (in thousands of feet). |
| 3 | TWY markings | Centre line, EXC G, RE-1A, RE-8, RE-9, RE-10. Side stripe in TWY A, B, C, D, E, F and RF1. |
| 4 | Remarks | None. |

LEAB AD 2.10 AERODROME OBSTACLES

| In approach and take-off areas | | | In circling area and at AD | |
|--------------------------------|-------------|----------------------|----------------------------|----------------------|
| RWY Area | Obstruction | Coordinates | Obstruction | Coordinates |
| 09 | Antenna | 385900.4N 0015509.7W | Antenna 731 m / 2398 ft | 385713.1N 0015142.1W |
| Remarks: See AD 2-LEAB AOC. | | | | |

LEAB AD 2.11 METEOROLOGICAL SERVICE PROVIDED

| | | |
|---|-------------------------------|---|
| 1 | MET office | CIV/MIL: Albacete OMD. |
| 2 | HR | H24. |
| 3 | METAR | Half-hourly. |
| 4 | TAF | 24 HR. |
| 5 | TREND | Yes. |
| 6 | Briefing | In person and by telephone. |
| 7 | Flight documentation/Language | Charts and plain language/Spanish. |
| 8 | Charts | Significant and provided maps of wind and temperature at altitude. |
| 9 | Supplementary equipment | CIV: Aeronautical Meteorological Self-service and sensor data in real time. MIL: Aeronautical Meteorological Self-service. Sensor data in real time and satellites, cloud and lightning image and radar information display. |

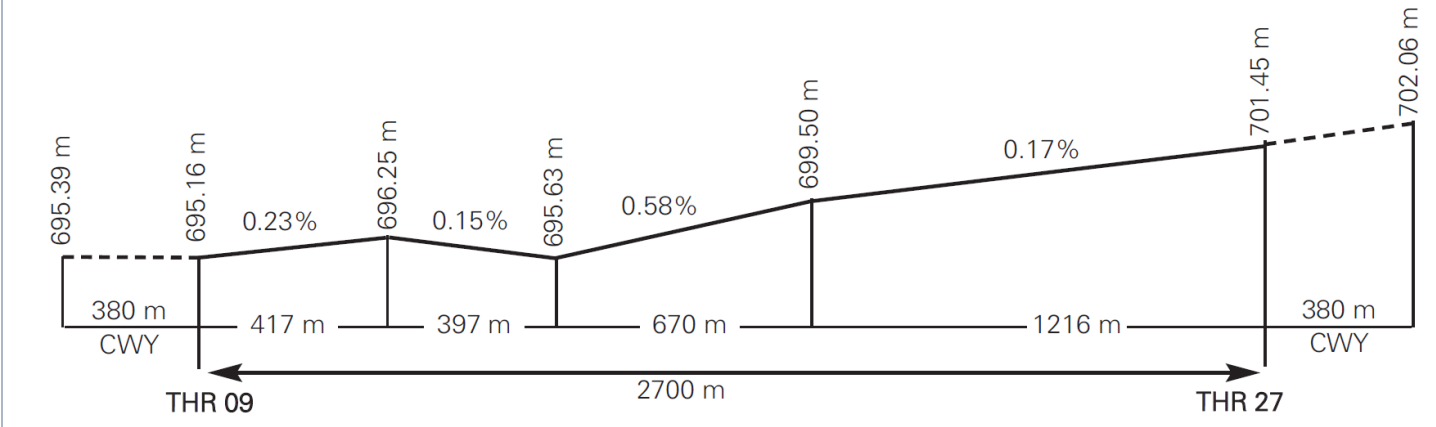
| | | |
|----|------------------------|--|
| 10 | ATS unit served | TWR, APP, OPV. |
| 11 | Additional information | Madrid OMAe (LEMC): H24; TEL: +34-915 045 807 MIL (Albacete OMD): H24; TEL: +34-967 556 107 E-mail: omdleab@aemet.es |
| 12 | Remarks | Aerodrome climatological summary available. Aerodrome warnings available. |

LEAB 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 |
|-----|-------------------------------|-----------|---------------------------|--|------------------------------|-----------------------------|-------------------------------|-----|----------|---|
| 09 | 087.72° GEO 088° MAG | 2700 x 60 | 385652.68N 0015244.83W | THR: 695.2 m / 2281 ft TDZ: 696.3 m / 2284 ft | CIV: No MIL: 380x60 | CIV: 380x150 MIL: 380x60 | CIV: 2820x300 MIL: 3078x60 | No | No | RWY: Asphaltic concrete PCN 94/F/A/W/T SWY CIV: No SWY MIL: Asphaltic concrete |
| 27 | 267.74° GEO 268° MAG | 2700 x 60 | 385656.14N 0015052.75W | THR: 701.5 m / 2301 ft TDZ: 701.5 m / 2301 ft | CIV: No MIL: 380x60 | CIV: 380x150 MIL: 380x60 | CIV: 2820x300 MIL: 3078x60 | No | No | RWY: Asphaltic concrete PCN 94/F/A/W/T SWY CIV: No SWY MIL: Asphaltic concrete |

Remarks: Albacete Air Base airfield category 4D.

12.1 PROFILE:



LEAB AD 2.13 DECLARED DISTANCES

| RWY | TORA (m) | TODA (m) | ASDA (m) | LDA (m) |
|----------|----------|----------|------------------------|---------|
| 09 | 2700 | 3080 | CIV: 2700 MIL: 3080 | 2700 |
| 27 | 2700 | 3080 | CIV: 2700 MIL: 3080 | 2700 |
| 09 INT B | 1845 | 2225 | CIV: 1845 MIL: 2225 | - |
| 09 INT C | 1095 | 1475 | CIV: 1095 MIL: 1475 | - |
| 27 INT D | 2150 | 2530 | CIV: 2150 MIL: 2530 | - |
| 27 INT C | 1605 | 1985 | CIV: 1605 MIL: 1985 | - |

Remarks: None.

LEAB AD 2.14 APPROACH AND RUNWAY LIGHTING

| | | |
|----|---------------------|---|
| 1 | Runway | 09 |
| 2 | Approach | Threshold identification lights. |
| 3 | PAPI (MEHT) | 3.0° (14.65 m / 48 ft). |
| 4 | Threshold | Green. |
| 5 | Touchdown zone | No. |
| 6 | Runway centre line | No. |
| 7 | Runway edge | White. (1) Distance between lights: 60 m. |
| 8 | Runway end | Red. |
| 9 | Stopway | No. |
| 10 | Remarks | (1) Adjustable light intensity. Lighted runway distance remaining boards (in thousands of feet). |
| 1 | Runway | 27 |
| 2 | Approach | Threshold identification lights. |
| 3 | PAPI (MEHT) | 3.0° (14.65 m / 48 ft). |
| 4 | Threshold | Green. |
| 5 | Touchdown zone | No. |
| 6 | Runway centre line: | No. |
| 7 | Runway edge | White. (1) Distance between lights: 60 m. |
| 8 | Runway end | Red. |
| 9 | Stopway | No. |
| 10 | Remarks | (1) Adjustable light intensity. Lighted runway distance remaining boards (in thousands of feet). |

LEAB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|-------------------------|---|
| 1 | ABN/IBN | No. |
| 2 | WDI | 1 near THR 09, 1 near THR 27. No LGTD. |
| 3 | TWY lighting | Edge, EXC G, RE-1A, RE-8, RE-9, RE-10, RF1. |
| 4 | Apron lighting: CIV/MIL | Edge and floodlighting poles. |
| 5 | Secondary power supply | Engine generator of 1st general emergency of 1000 KW. Engine specific generator of 2nd emergency of 250 KW. Response time: immediately. |

| | | |
|---|---------|-------|
| 6 | Remarks | None. |
|---|---------|-------|

LEAB AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|--|-------|
| 1 | Position | NIL. |
| 2 | Elevation | NIL. |
| 3 | Dimensions, surface, maximum weight, marking | NIL. |
| 4 | Direction | NIL. |
| 5 | Declared distances | NIL. |
| 6 | Lighting | NIL. |
| 7 | Remarks | None. |

LEAB AD 2.17 ATS AIRSPACE

| | | |
|---|------------------------|--|
| 1 | Designation | CTR ALBACETE. |
| 2 | Lateral limits | Circle radius 6.5 NM centred on ARP |
| 3 | Vertical limits | SFC-3500 ft AGL. |
| 4 | Airspace class | D. |
| 5 | Unit Language | ALBACETE APP. ES/EN |
| 6 | Transition altitude | 1850 m/6000 ft. |
| 7 | Hours of applicability | - |
| 8 | Remarks | None. |
| 1 | Designation | ATZ ALBACETE. |
| 2 | Lateral limits | Circle radius 8 km centred on ARP. (1) |
| 3 | Vertical limits | SFC-3000 ft HGT. (2) |
| 4 | Airspace class | D. |
| 5 | Unit Language | ALBACETE TWR. ES/EN |
| 6 | Transition altitude | - |
| 7 | Hours of applicability | - |
| 8 | Remarks | (1) Or the ground visibility, whichever is lower. (2) Or up to the cloud ceiling, whichever is lower. |

LEAB AD 2.18 ATS COMMUNICATION FACILITIES

| Service | Call sign | FREQ | HR | Remarks |
|---------|--------------|-------------|-----|---|
| CTA/APP | Albacete APP | 118.730 C | H24 | APP/H. |
| | | 139.305 C | H24 | APP/MIL. |
| | | 257.800 MHz | H24 | APP/MIL. |
| | | 278.025 MHz | H24 | APP/MIL. |
| | | 121.500 MHz | H24 | EMERG. |
| | | 243.000 MHz | H24 | EMERG. |
| TWR | Albacete TWR | 122.105 C | H24 | |
| | | 139.305 C | H24 | MIL. |
| | | 386.675 MHz | H24 | MIL. |
| | | 121.500 MHz | H24 | EMERG. |
| | | 243.000 MHz | H24 | EMERG. |
| GCA/ASR | Albacete GCA | 138.525 MHz | (1) | (1) HR: V: 0700-1230 (MON-FRI); I: 0800-1400 (MON-FRI). |
| | | 281.075 MHz | | |
| | | 371.450 MHz | | |
| GCA/PAR | Albacete PAR | 253.375 MHz | (1) | |
| | | 376.375 MHz | | |
| GND | Albacete GND | 121.805 C | H24 | GND/CIV. |
| | | 278.650 MHz | H24 | GND/MIL. |

LEAB AD 2.19 RADIO NAVIGATION & LANDING FACILITIES

| Facility (VAR) | ID | FREQ | HR | Coordinates | ELEV DME | Remarks |
|---------------------------|------|-------------|-----|-------------------------|-------------|--|
| LOC 09 (1°W) ILS CAT I | IABT | 110.700 MHz | H24 | 385656.7N 0015034.9W | | 088° MAG / 426 m FM THR 27. |
| GP 09 | | 330.200 MHz | H24 | 385649.2N 0015231.4W | | 3°; RDH 16.8 m; at 336 m FM THR 09 & 120 m FL RCL to the right in the direction of APCH. |
| ILS/DME 09 | IABT | CH 44X | H24 | 385649.2N 0015231.4W | 690 m | REF DME THR 09. |
| LOC 27 (0°) ILS CAT I | IAE | 109.700 MHz | H24 | 385652.2N 0015301.6W | | 268° MAG / 405 m FM THR 09. |
| GP 27 | | 333.200 MHz | H24 | 385651.8N 0015103.8W | | 3°; RDH 13.6 m; at 272 m FM THR 27 & 122 m FM RCL to the left in the direction of APCH. |
| ILS/DME 27 | IAE | CH 34X | H24 | 385651.8N 0015103.8W | 699 m | REF DME THR 27. |
| DVOR (0°) | VAB | 115.800 MHz | H24 | 385649.6N 0015133.5W | | |
| DME | VAB | CH 105X | H24 | 385649.6N 0015133.5W | 690 m | |
| TACAN (0°) | TAB | CH 17X | H24 | 385644.6N 0015148.4W | 690 m | |

LEAB AD 2.20 LOCAL REGULATIONS

No civil aircraft (IFR/VFR) shall be authorized to carry out practices of approaches, touch-downs or take-offs. Only the final touch-down will be authorized, and only provided that a flight plan with destination LEAB has been approved.

AD closed to aircraft without radio communication in both directions. Civil aircraft under VFR should be equipped with an SSR

transponder.

For civil aircraft with MTOW greater than 15 TM, it is mandatory to request clearance 48 HR in advance from the LEAB Operations Office.

The first 395 m of RWY 09 and the final 395 m of RWY 27 are not usable by light aircraft with a tail skid, and/or those aircraft whose landing gear elements cannot clear a height of 20 cm above the ground, needed to clear LEAB-02-C-B bidirectional cable barrier.

In such cases the alternative taxiing procedure is:

- Exit from RWY 27 shall be via TWY B, and then via R-1 to A, F and apron E5.
- To enter RWY 09 proceed via TWY F, A, R-1 and B.

Civil training flights restricted (instrument approach to RWY 27 and RWY 09 not permitted) while military aircraft of the Albacete air base are in flight. Prior coordination between the civil AD operations office and the flight school operations office is recommended.

20.1 OPERATING PROCEDURE IN CASE OF ALTERNATE AIRPORT

Albacete Airport may be designated as an alternate airport in flight plans. Even so, Albacete Airport will only guarantee the handling of diverted aircraft within the airport's operating hours. In such cases, the aircraft shall contact TWR and TWR will inform the aircraft whether the airport is operational or not (following consultation with Albacete Airport Operations).

In the event that the aircraft estimates the arrival to be outside the airport's operating hours, the aircraft must be diverted to another alternate airport.

Extensions to the operating hours must be requested at least 96 hours in advance.

20.2 CONSIDERATIONS REGARDING PARKING ON CIVIL APRON

Guidance is available upon prior request to TWR, and it shall be mandatory in cases of Category B or C aircraft or if the aircraft requires non-standard parking.

In case of manoeuvres when entering and exiting the provisional parking, aircraft shall apply the minimum power required and shall stop if any potential hazard is detected in the manoeuvre, requiring the presence of airport staff.

TWY RF-1 to be used exclusively by Helicopters with AH pilots (AIRBUS HELICOPTER).

20.3 OPERATIONAL SAFETY REPORTS

Pilots/the operator shall report to the airport as soon as possible about any accidents, incidents, occurrences or events which may have a potential operational impact and in which they have been involved or witnessed. The aim of these reports is to compile the information in order to improve operational safety, besides from the compulsory reporting 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, for receiving operational safety reports: Seguridad_Operacional_ABC@aena.es

In addition to notifying the airport by means of the indicated system, it is necessary to send the same data to the email

address of the air traffic service provider: seguridaddevueloala14@mde.es and ECTA_BA_ALBACETE@mde.es

LEAB AD 2.21 NOISE ABATEMENT PROCEDURES

21.1 DEPARTURES

21.1.1 VFR DEPARTURES RWY 09

SOUTH DEPARTURE:

Reach 1500 ft AGL as soon as possible and turn right to avoid overflying the town of Chinchilla.

Afterburner: Turn off as soon as possible (1500 ft AGL/300 IAS MAX).

Climb up to 5000 ft AGL as soon as possible in outbound vector and follow TWR instructions.

NORTH DEPARTURE:

Before take-off TWR will give notification of the state of the LED35 (activated/not activated).

Reach 1500 ft AGL as soon as possible and turn left to avoid overflying the industrial estates of Camporroso and Romica.

Afterburner: Turn off as soon as possible (1500 ft AGL/300 IAS MAX).

Climb up to 5000 ft AGL as soon as possible in outbound vector and follow TWR instructions.

21.1.2 VFR DEPARTURES RWY 27

SOUTH DEPARTURE:

Reach 1500 ft AGL as soon as possible and turn left to avoid (as far as possible) overflying Aguas Nuevas.

Afterburner: Turn off as soon as possible (1500 ft AGL/300 IAS MAX).

Climb up to 5000 ft AGL as soon as possible in outbound vector and follow TWR instructions.

NORTH DEPARTURE:

Reach 1500 ft AGL as soon as possible and turn right at 4 NM to avoid overflying the industrial estate of Campollano and suburbs of Albacete.

Afterburner: Turn off as soon as possible (1500 ft AGL/300 IAS MAX).

Climb up to 5000 ft AGL as soon as possible in outbound vector and follow TWR instructions.

21.2 ENGINE TESTING

Engine tests at the fixed point will be restricted to those necessary to maintain the operating performance of the unit. They will be forbidden between sunset and sunrise. Technical engine tests are forbidden in aircraft stands and/or runway-holding areas unless they are specifically authorised by headquarters.

Location of the industrial estates:

- Industrial estate Camporroso: 385631N 0014530W.
- Industrial estate Romica: 390331N 0015016W.

LEAB AD 2.22 FLIGHT PROCEDURES

22.1 LOW VISIBILITY PROCEDURES (LVP)

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

22.2 RADAR DISPLAY SYSTEM

1. The use of the surveillance radar in the provision of the Aerodrome Control Service in the Control Tower of Albacete airport

is authorised for performing the following functions, as is established in the Reglamento de la Circulación Aérea in force:

- 1.1 Radar assistance to aircraft on final approach.
- 1.2 Radar assistance to other aircraft in the vicinity of the aerodrome.
- 1.3 Establishing radar separation between succeeding departing aircraft; and
- 1.4 Providing navigation assistance to VFR flights.

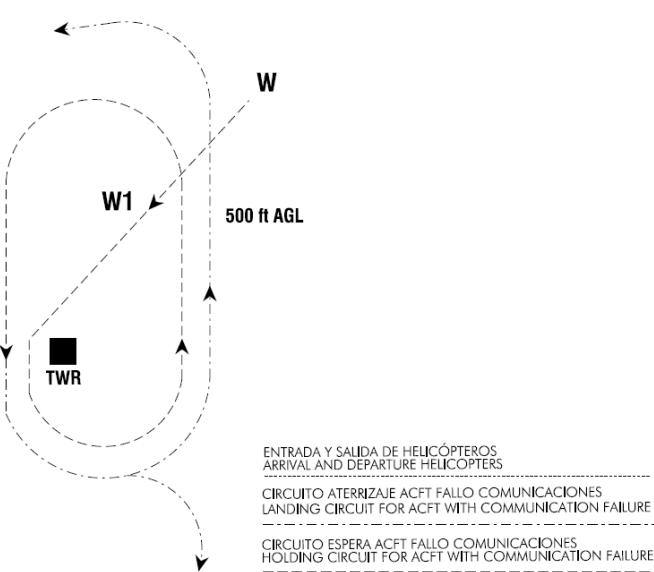
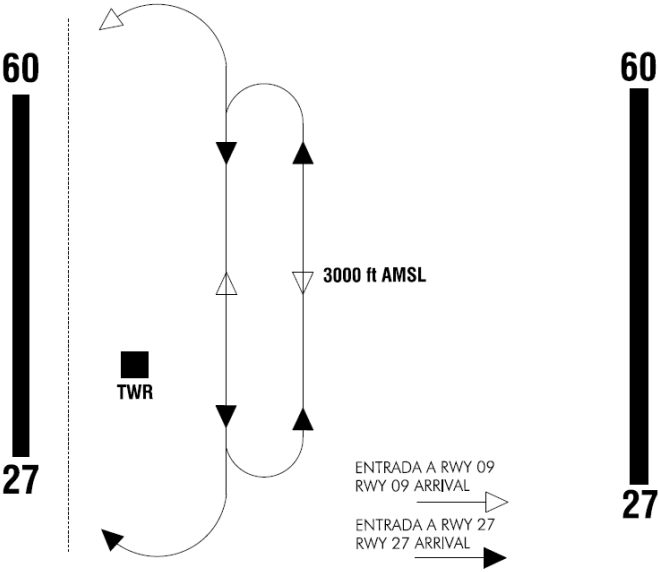
2. The use of the surveillance radar display system installed at Albacete control tower is authorised for performing the following tasks:

- 2.1 Mode C: Once the level of accuracy of mode C information presented on the radar screen is checked, authorisation can be issued to aircraft in order to occupy altitudes vacated by the preceding aircraft.
- 2.2 Speed adjustment: based on the speed information presented in the radar screen, the controller may advise aircraft in the approach path to increase or decrease their speed.
- 2.3 Geographical separation: through the confirmation and/or notification given by the aircraft when crossing over a reporting point published in the AIP and represented in the radar presentation, the controller may authorise ascents or descents in accordance with the applicable geographical separation.

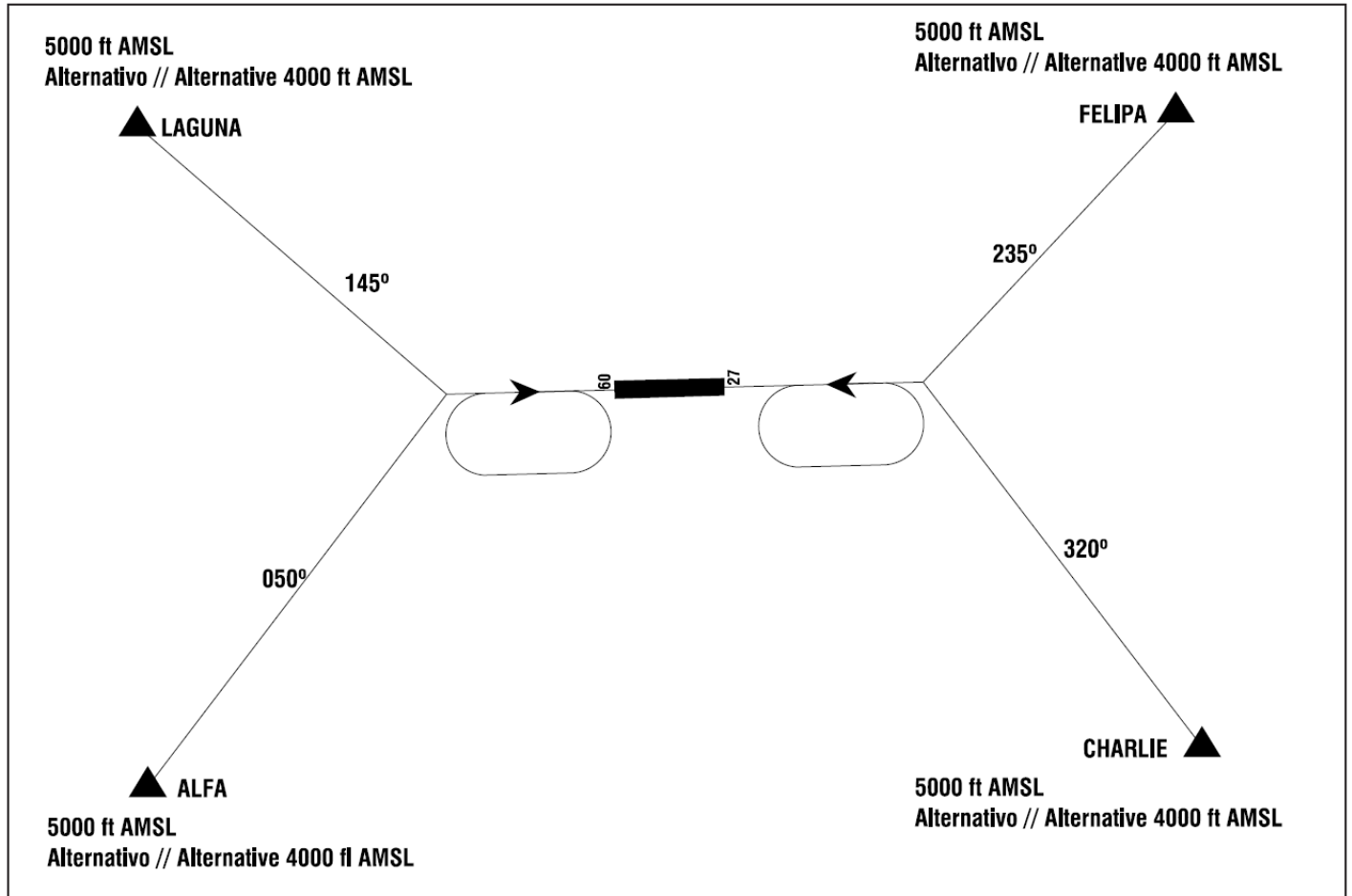
3. The use of the surveillance radar display system installed in Albacete approach unit is also cleared for exclusive military use, complying with the following parameters:

- 3.1 Minimum separation distance will be 8 NM.
- 3.2 Radar separation will only be provided between aircraft with mode 3/C transponder.
- 3.3 Radar information will be used to provide radar vectoring guidance for traffic arriving to final approach aids or to a point from which a precision radar approach, a procedure approach, or a visual approach can be made.

22.3 AD TRAFFIC CIRCUIT. CONVENTIONAL VFR ACFT.



22.4 AD TRAFFIC CIRCUIT. JET AIRCRAFT



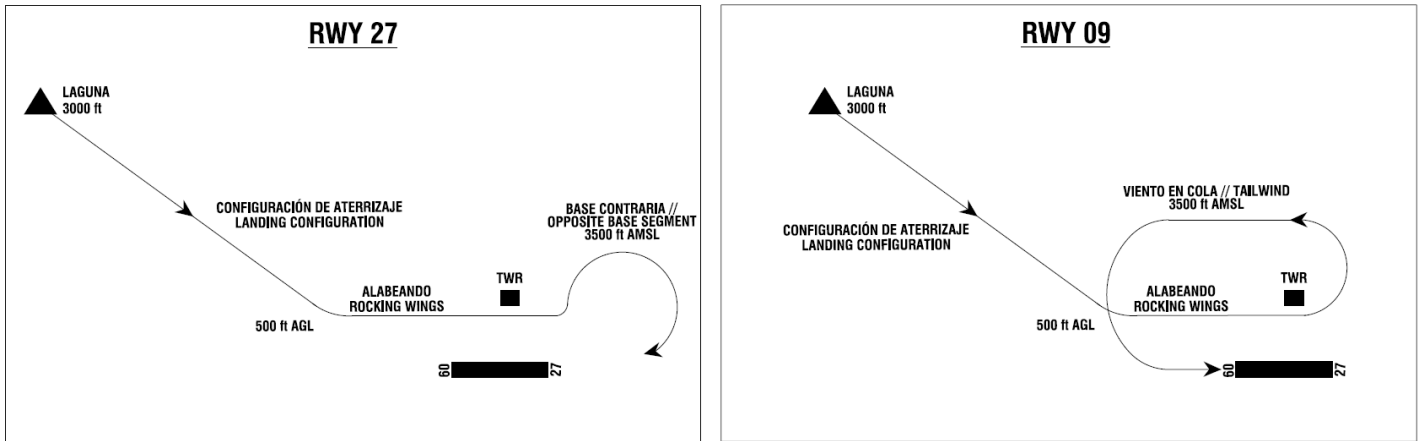
22.5 VFR JET AIRCRAFT RADIO FAILURE

If any jet aircraft should experience radio failure while in VFR conditions, it shall set IFF/SIFF mode 3 A/C 7600 and proceed to LAGUNA point at 3000 ft AMSL.

From LAGUNA, it shall proceed to the threshold of RWY 09 descending to 500 ft AGL and turn towards the runway to pass between the taxiway and the Control Tower while rocking its wings, in landing configuration and with landing lights on. On this pass, the pilot shall check the runway in service (signs, barrier up, aerodrome traffic, etc.).

It shall maintain heading up to the threshold of RWY 27 and climb to 3500 ft AMSL to proceed with tailwind to the north of the runway in order to land on RWY 09, or to the right base segment for RWY 27.

If the green light is observed, it shall proceed to touch down. In case of no sighting or red light, it shall go around, clearing the runway at 500 ft AGL towards the Tower side, while rocking its wings again when reaching the Tower and maintain the traffic circuit at 500 ft AGL until greenlit.



LEAB AD 2.23 ADDITIONAL INFORMATION

23.1 ARRESTING SYSTEMS

| | | |
|---|------------------|--|
| 1 | Nomenclature | LEAB-02-C-B. |
| 2 | Type | CABLE BARRIER BIDIRECTIONAL 500-S6. |
| 3 | Location on | RWY 09 THR+395m/1296ft. RWY 27 THR+2305m/7562ft. |
| 4 | Readiness status | Permanently available, except flight periods of TLP courses. |
| 1 | Nomenclature | LEAB-03-C-B. |
| 2 | Type | RETRACTABLE BIDIRECTIONAL CABLE BARRIER 500-S8. |
| 3 | Location on | RWY 09 THR+2059m/6755ft. RWY 27 THR+641m/2103ft. |
| 4 | Readiness status | Underhand, rising on request. |
| 1 | Nomenclature | LEAB-04-R/C-U. |
| 2 | Type | NET AND CABLE BARRIER UNIDIRECTIONAL 44B-2E. |
| 3 | Location on | RED RWY 09 THR+2730m/8957ft. CABLE RWY 09 THR+2719m/8920ft. |

| | | |
|---|------------------|------------------------|
| 4 | Readiness status | Permanently available. |
|---|------------------|------------------------|

Radar instrument approach minima (Exclusive military use)

| | RWY | GP/TCH/RPI | CAT | DH/MDA-VIS | HAT/HAA | CEIL-VIS |
|-----|-----|------------|----------------|------------|---------|----------------|
| PAR | 09 | 3°/55/1050 | ALL | 2478 | 200 | 200-1200 m |
| SRE | 09 | | ALL | 2610 | 330 | 400-1600 m |
| PAR | 27 | 3°/45/854 | A B C D E HPMA | 2502 | 200 | 200-800 m |
| SRE | 27 | | A B C HPMA | 2660 (1) | 358 | 400-1600 m |
| | | | D E | 2660 (1) | 358 | 400-1600 m (2) |
| CIR | | | A | 2700 | 398 | 400-1600 m |
| | | | B | 2800 | 478 | 500-1600 m |
| | | | C | 3150 | 848 | 900-4000 m |
| | | | D | 3150 | 848 | 900-4400 m |
| | | | E | 3690 | 1388 | 1400-4800 m |
| | | | HPMA | 2920 | 618 | 700-3200 m |

Remarks:

(1) Do not descend from 3000 ft before 2.7 DME TAB (2.0 DME ILS 29).

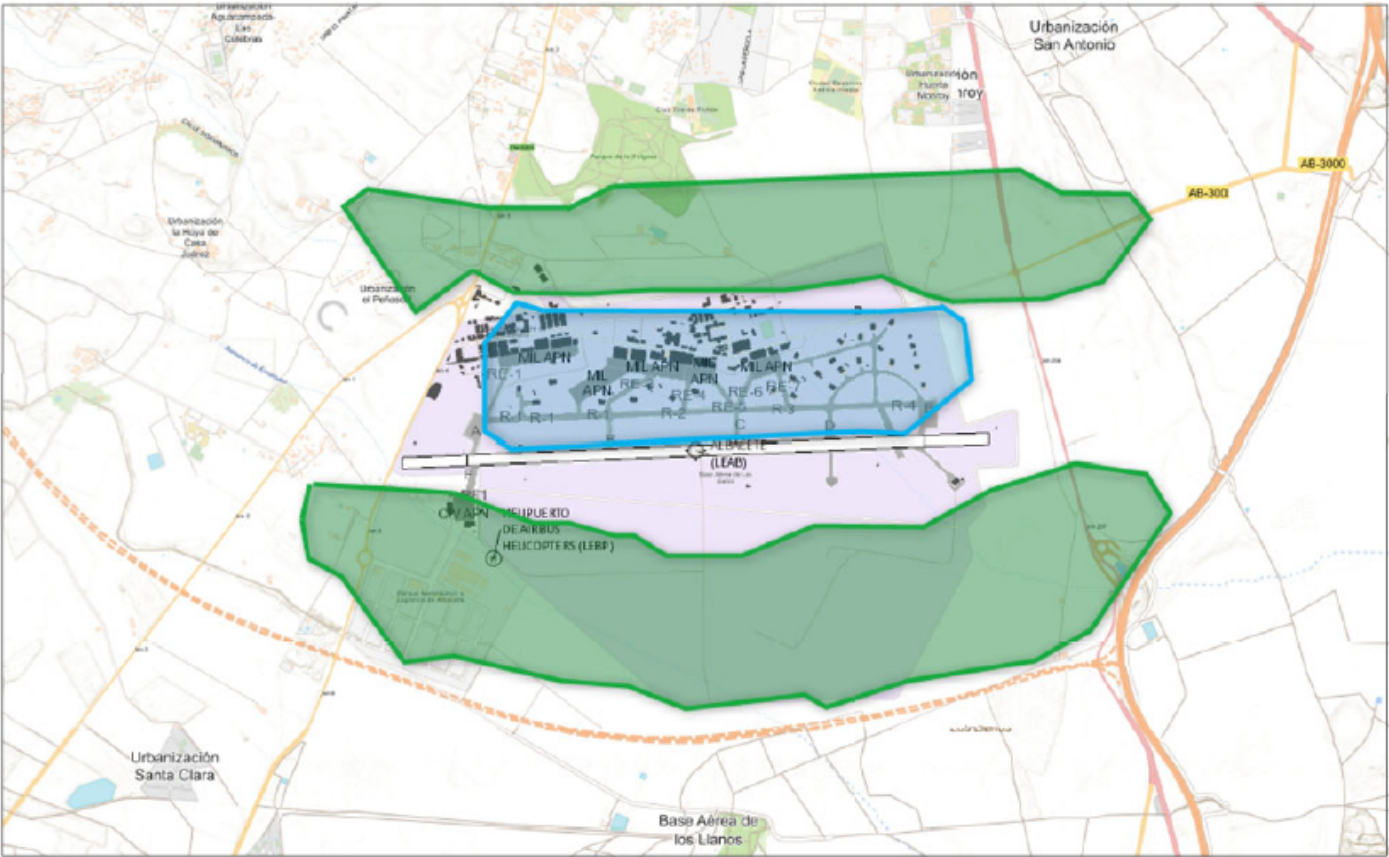
(2) With runway lights out of service, increase 400 m.

OPR MON-FRI: 0700-1330 except holidays.

TLP flight periods.

23.2 BIRD CONCENTRATION ZONES NEAR THE AIRPORT AREA

BIRD CONCENTRATION AREAS



CONCENTRACIÓN DE PALOMA TORCAZ // WOOD PIGEON CONCENTRATION



CONCENTRACIÓN DE ESTORNINO // STARLING CONCENTRATION

ZONE 1: Starlings.

ZONE 2: Wood pigeons and rock doves.

23.2.1 FEEDING ZONES

ZONE I: Cereal crops.

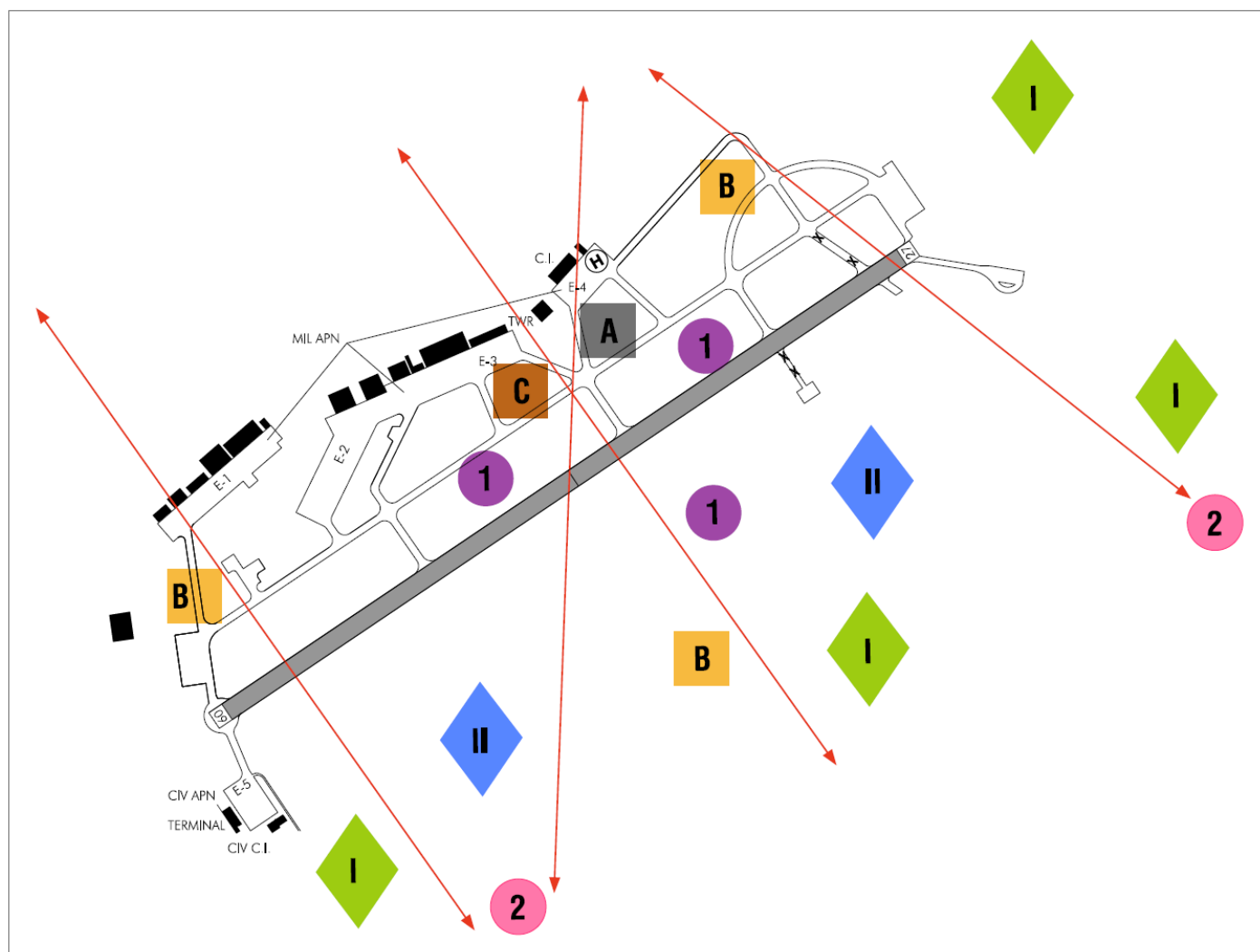
ZONE II: Invertebrates.

23.2.2 BIRD MOVEMENT ZONES

ZONE A: Birds of prey.

ZONE B: Wood pigeons and rock doves.

ZONE C: Starlings.



LEAB AD 2.24 CHARTS RELATED TO THE AERODROME

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

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

LEAB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.