LERJ AD 2 AERODROME DATA

LERJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LERJ - LOGROÑO

LERJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	422738N 0021914W. See AD 2-LERJ ADC.
2	Distance and direction from the city	10 km E.
3	Elevation	352 m / 1156 ft.
4	Geoid undulation	51 m ± 0.05 m (1).
5	Reference temperature	30°C.
6	Magnetic variation	0° (2020).
7	Annual change	8.3'E.
8	AD administration	Aena.
9	Address	Aeropuerto de Logroño-Agoncillo Crta N232 (Logroño-Zaragoza) s/n 26160 Agoncillo (La Rioja).
10	TEL	+34-941 277 400/477
11	FAX	+34-941 277 410/479
12	AFTN	LERJ
13	E-mail	operacioneslarioja@aena.es
14	Approved traffic	IFR/VFR.
15	Remarks	(1) For all AD points.

LERJ AD 2.3 OPERATIONAL HOURS

1	Airport	From the second-last Saturday in July to the first Sunday in September, both inclusive. • Public Use (1): V: MON-FRI 0630-1700 SAT 0630-1030 SUN 1200-1600 • Restricted Use (3): V: SAT 1030-1730 SUN 0830-1100 and 1600-1830 • The rest of the year: • Public Use (1) (2): V: MON-FRI 0525-1100 and 1635-2000 PS 30-MIN PPR 30 MIN BFR AD CLSD SAT 0630-1030 SUN 1600-1930 PS 1 HR PPR 30 MIN BFR AD CLSD I: MON-FRI 0625-1200 and 1735-2100 PS 30 MIN PPR 30 MIN BFR AD CLSD SAT 0730-1130

1		SUN 1700-2030 PS 1 HR PPR 30 MIN BFR AD CLSD • Restricted Use (3): V: MON-FRI 1100-1635 SAT 1030-1730 SUN 0830-1315 and 1415-1600 I: MON-FRI 1200-1735 SAT 1130-1830 SUN 0930-1415 and 1515-1700
2	Customs and Immigration	Yes (4).
3	Health and Sanitation	No.
4	AIS/ARO	H24 (5)
5	MET briefing	HR AD.
6	ATS	• From the second-last Saturday in July to the first Sunday in September, both inclusive: V: MON-FRI 0615-1720 SAT 0615-1750 SUN 0815-1120 and 1145-1850 • The rest of the year: V: MON-FRI 0510-2020 PS 30MIN PPR BFR AD CLSD SAT 0615-1750 SUN 0815-1335 AND 1400-1950 PS 1 HR PPR BFR AD CLSD. I: MON-FRI 0610-2120 PS 30MIN PPR BFR AD CLSD. SAT 0715-1850 SUN 0915-1435 AND 1500-2050 PS 1 HR PPR BFR AD CLSD. In case of expediting PPR, see remarks: (6)
7	Fuelling	HR AD, public and restricted use. PPR, to: • TEL: +34-649 462 986 • and/or e-mail: rjl@exolum.com
8	Handling	HR AD, public use.
9	Security	HR AD, public and restricted use.
10	De-icing	HR AD, public use.
11	Remarks	Airport hours of activity: See HR ATS. In case of expediting PPR, see (6). (1) Possibility for authorisation of commercial flights outside AD operational schedule, public use, subject to request at least 48 hours in advance and with prior authorisation. See item 20 "Local regulations", Commercial operations outside AD schedule, public use. (2) PPR only for commercial aviation and flying schools based at the airport. (3) During the restricted use schedule, only operations of aircraft categories A, B and C, and helicopter categories H1 will be permitted. IFR operations will not be authorized. Commercial operations shall not be permitted, or of category above 2C, unless requested a minimum of 48 hours in advance, and subject to authorisation, see item 20 "Local regulations", Commercial operations outside AD schedule, public use. During the restricted use schedule in VFR, general aviation, aerial work, urgent medical transport, fire fighting, emergency, school flights, tourist flights and positional flights for maintenance operations in base shall be permitted. (4) Requests at least 48 HR in advance to operacioneslarioja@aena.es (5) Centralised ARO office geographical area 2. • TEL: +34-918 603 557 ; +34-672 344 412(only for communications contingency) •

11		E-mail: arocentralizada@enaire.es • LERJ AFTN address for flight plan management: LERJZPZX Centralised AIO Office - International NOTAM Office • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es (6) V: MON-FRI 0510-2050 SUN 0815-1335 and 1400-2050 I: MON-FRI 0610-2150 SUN 0915-1435 and 1500-2150

LERJ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	Cargo terminal 260 m2.
2	Fuel types	JET A-1, AVGAS 100LL. (1).
3	Oil types	No.
4	Refuelling capacity	JET A-1: 140000 l, 20 L/s. AVGAS 100LL: 20000 l, 1.5 L/s.
5	De-icing facilities	Yes; PRKG 4.
6	Hangar space	No.
7	Repair facilities	No.
8	Remarks	(1) PPR CTC. • TEL: +34-649 462 986 • Hiring a handling agent is mandatory for General Aviation operations whose MTOW is higher than 10 TM or that involve the transport more of four passengers. Ramp agents: - SOUTH EUROPE GROUND SERVICES • TEL: +34-941 277 455 ; +34-608 495 297 • E-mail: rjlkq@southeu.com • SITA: RJLKQIB •

LERJ AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	No.
3	Transportation	Taxies and buses.
4	Medical facilities	No.
5	Bank/Post Office	No.
6	Tourist information	No.
7	Remarks	None.

LERJ AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	7. HR AD, public use. (1) HR AD, restricted use: non-private means of restricted use.

2	Rescue equipment	In accordance with the fire category published.
3	Removal of disabled aircraft	The Airport possesses the following equipment for removing disabled aircraft: - 1 dolly with a maximum capacity of 5 TM. - 1 dolly with a maximum capacity of 10 TM. it also possesses supplementary material for using the dollies (straps, tensioners, hooks, fittings, etc.) For heavier loads, service provided by nearby airports (LEBB-LEVT-LEBG-LEZG-LEPP) or externally, with advance request and at the expense of the owner/operator. Contact data: Operaciones Logroño Airport: • TEL: +34-941 277 477 • E-mail: operacioneslarioja@aena.es
4	Remarks	(1) The end-area response time of RWY 11/29 is less than 3 MIN, with an operational target of less than 2 MIN

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

1	Types of clearing equipment	Urea spreader, snowplough.
2	Clearance priorities	Runway, TWY A and aprons.
3	Use of material for movement area surface treatment	Urea (UREA).
4	Specially prepared winter runways	Not applicable.
5	Remarks	Period of application of snow plan: 1-NOV to 30-MAR. 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.

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

1	Apron	Surface: Concrete. Strength: PCN 27/R/A/W/T.
2	CC.AA. Base apron	Surface: Concrete. Strength: PCN 49/R/A/W/T.
3	General aviation apron	Surface: Concrete. Strength: PCN 15/F/D/W/T.
4	Taxiways	Width: A: 23 m, B: 15 m, D: 8.5 m. Surface: Asphalt. Strength: A: PCN 73/F/B/W/T, B: PCN 25/F/D/W/T, D: PCN 15/F/D/W/T.
5	Check locations	Altimeter: Apron ELEV 349 m/1145 ft. VOR: No. INS: No.
6	Remarks	None.

LERJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1		

	Taxiing guidance system	Runway holding position, stop bar (1), boards and stand markings.
2	RWY markings	Designators, threshold, centre line, touchdown zone, side stripe and aiming point.
3	TWY markings	Centre line, side stripe.
4	Remarks	Retroreflective markers at edge of TWY D, apron, general aviation apron and runway turn pads. (1) LED lighting.

LERJ 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-LERJ AOC.

LERJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	(1).
2	HR	(1).
3	METAR	(1).
4	TAF	(1).
5	TREND	(1).
6	Briefing	(1).
7	Flight documentation/Language	(1).
8	Charts	(1).
9	Supplementary equipment	(1).
10	ATS unit served	(1).
11	Additional information	(1).
12	Remarks	(1) MET office is located at the Military Base and provides its information with the LELO indicator. (See AD 3-LELO item 11).

LERJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

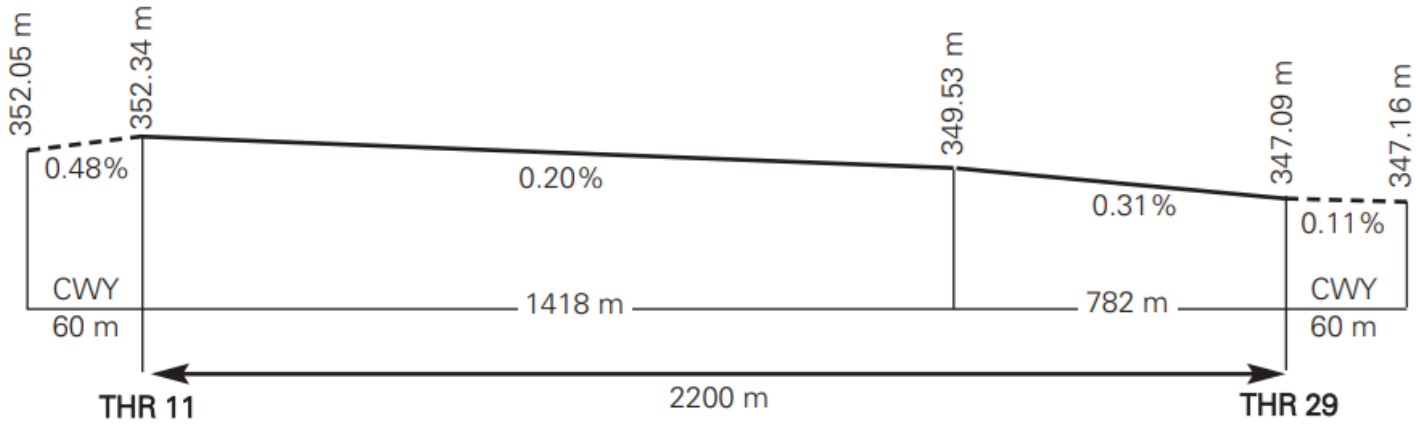
RWY	Direction	DIM (m)	THR PSN	THR ELEV / TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
11	109.78° GEO 110° MAG	2200 x 45	422749.43N 0021956.99W	THR: 352 m / 1156 ft TDZ: No	No	60 x 150	2320 x 280 (1)	No	90 x 90	RWY: ASPH PCN 73/F/B/W/T (2) (3) SWY: No
29	289.80°									

RWY	Direction	DIM (m)	THR PSN	THR ELEV / TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
	GEO 290° MAG	2200 x 45	422725.29N 0021826.36W	THR: 347.1 m / 1139 ft TDZ: 349.8 m / 1147 ft	No	60 x 150	2320 x 280 (1)	No	90 x 90	RWY: ASPH PCN 73/F/B/W/T (2) (4) SWY: No

Remarks:

(1) Unpaved.
(2) Turn pad: PCN 39/F/C/W/T.
(3) First 50 metres: PCN 63/F/B/W/T.
(4) First 150 metres: PCN 63/F/B/W/T.

12.1 PROFILE



LERJ AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
11	2200	2260	2200	2200
29	2200	2260	2200	2200
29 INT A	1669	1729	1669	–
11 INT B	875	935	875	–
29 INT B	1341	1401	1341	–
Remarks	None.			

LERJ AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	11
2	Approach	No.
3	PAPI (MEHT)	2.97° (16.10 m/53 ft).
4	Threshold	Green, with wing bar.
5	Touchdown zone	No.
6	Runway centre line	2201 m: 1301 m white+600 m red and white+300 m red (1). Distance between lights: 30 m.
7		

	Runway edge	2201 m: 1601 m white + 600 m yellow. (1) Distance between lights: 60 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	(1) Adjustable light intensity.

1	Runway	29
2	Approach	Precision CAT I, 900 m. (1).
3	PAPI (MEHT)	2.99° (15.18 m/50 ft).
4	Threshold	Green, with wing bar.
5	Touchdown zone	No.
6	Runway centre line	2201 m: 1301 m white+600 m red and white+300 m red (1). Distance between lights: 30 m.
7	Runway edge	2201 m: 1601 m white + 600 m yellow. (1) Distance between lights: 60 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	(1) Adjustable light intensity.

LERJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR 11, 1 near THR 29. LGTD.
3	TWY lighting	A: Centre line and edge (1); B: Edge (1), to the runway holding position; D: No.
4	Apron lighting	Floodlighting poles. Apron General Aviation: No.
5	Secondary power supply	Engine generators that provide a maximum switch over (light) time of 15 seconds. Switch over for emergency systems (runway edge, THR 29 and 11, RWY end 29 and 11, stop bar, approach system, PAPI 29 and 11) less than 1 seconds.
6	Remarks	Runway turn pads edge (1). (1) LED lighting.

LERJ AD 2.16 HELICOPTER LANDING AREA

1	Position	Geoid undulation: See item 2. FATO: RWY 11/29. Coordinates THR 11 and THR 29, see item 12. Ground taxiing: TLOF same as RWY 11/29. Coordinates 422738N 0021914W (same as ARP). Air Taxiing: TLOF same as the PRKG 1H, 4H and 5H.
2	Elevation	FATO: RWY 11/29. Elevation THR 11 and THR 29, see item 12. Ground taxiing: TLOF same as RWY 11/29. Elevation 352 m (Same as ARP). Air Taxiing: TLOF same as the PRKG 1H, 4H and 5H.
3		

	Dimensions, surface, maximum weight, marking	FATO: RWY 11/29, see item 12. Ground taxiing: TLOF same as RWY 11/29, see item 12. Air Taxiing: PRKG 1H, 4H and 5H: Concrete PCN 27/R/A/W/T. As it coincides with the stands, it does not require TLOF marking.
4	Direction	No.
5	Declared distances	Check table below. (*)
6	Lighting	No.
7	Remarks	None.

(*)

RWY	RTODAH (m)	TODAH (m)	LDAH (m)
11 INT A	554	614	1669
29 INT A	1669	1729	554
11 INT B	875	935	1341
29 INT B	1341	1401	875

LERJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR LOGROÑO.
2	Lateral limits	423339N 0023308W; 423339N 0023055W; 423053N 0022537W; arc centred on DVOR/DME LPA: 422738N 0021937W, radius 5.5 NM, clockwise; 423208N 0021519W; 423200N 0020554W; 422511N 0020347W; 422215N 0020505W; 422208N 0021932W; arc centred on DVOR/DME LPA: 422738N 0021937W, radius 5.5 NM, clockwise; 422539N 0022633W; 422556N 0023521W; 422845N 0023539W; 423339N 0023308W.
3	Vertical limits	SFC-1000 ft AGL.
4	Airspace class	D.
5	Unit Language	RIOJA TWR. ES/EN.
6	Transition altitude	1850 m/6000 ft.
7	Hours of applicability	-
8	Remarks	None.

1	Designation	ATZ LOGROÑO.
2	Lateral limits	Circle radius 8 km centred on DVOR/DME LPA (1).
3	Vertical limits	SFC-3000 ft HGT (2).
4	Airspace class	D.
5	Unit Language	RIOJA 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.

LERJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP/TWR	Rioja TWR	118.580 C	HR ATS	APP/L
		121.500 MHz	HR ATS	EMERG
		243.000 MHz	HR ATS	EMERG
		121.705 C	HR ATS	GMC

LERJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ/CH	HR	Coordinates	DME ELEV	Remarks
DVOR (0°)	LPA	115.450 MHz	H24	422737.9N 0021936.9W	-	COV at 40 NM NO AVBL BTN: • R-020/R-070 BLW FL070; • R-070/R-140 BLW 6000 ft AMSL; • R-140/R-180 BLW FL120; • R-180/R-200 BLW FL150; • R-200/R-215 BLW FL130; • R-215/R-250 BLW FL110; • R-250/R-300 BLW FL120; • R-300/R-345 BLW FL100; • R-345/R-020 BLW FL110; • R-217: FL110 COV 37 NM. FL170 COV 55 NM.
DME	LPA	CH 101Y	H24	422737.5N 0021937.1W	360 m	• COV at 40 NM NO AVBL BTN: • R-020/R-070 BLW FL070; • R-070/R-140 BLW 6000 ft AMSL; • R-140/R-180 BLW FL120 • R-180/R-200 BLW FL150; • R-200/R-215 BLW FL130; • R-215/R-250 BLW FL110; • R-250/R-300 BLW FL120; • R-300/R-345 BLW FL100; • R-345/R-020 BLW FL110; • R-217: FL110 COV 37 NM. FL170 COV 55 NM.
NDB (0°)	EAG	399.000 kHz	HR AD	422705.0N 0021852.9W	-	COV 45 NM.
LOC 29 (0°) ILS CAT I	ILO	108.350 MHz	H24	422751.1N 0022003.2W	-	290°MAG / 151 m FM THR 11 COV 25 NM AVBL at 4000 ft AMSL or ABV.
GP 29	-	333.950 MHz	H24	422731.8N 0021837.2W	-	3°; RDH 16.52 m; at 300 m FM THR 29 & 105 m RCL on the right in APCH direction. COV 10 NM AVBL at 3000 ft AMSL or ABV. Possible oscillations indication of FLY UP BTN 4 & 5 NM BLW GP.
ILS/DME 29	ILO	CH 20Y	H24	422731.8N 0021837.2W	354 m	REF DME THR 29.

LERJ AD 2.20 LOCAL AERODROME REGULATIONS

GAT flight plans with origin and/or destination from/to Logroño AD shall be addressed to both location indicators LERJZTZX (Logroño AD control tower) and LELOZTZX (Agoncillo Airbase control tower).

Take-off from intersection with TWY A and TWY B: Departures from RWY 29 and RWY 11 intersection with TWY A and TWY B are allowed. (See declared distances AD 2-LERJ item 13).

Aircraft shall request it from ATC, preferably, at the same time as clearance for start-up.

ATC shall give radio notice of the declared distance from intersection.

20.1 HELICOPTER OPERATION

Since there is no other specific area to operate with helicopters in Logroño Airport, those whose operators have no exemption letter will be treated as fixed-wing aircraft and will be authorised by ATC to take off and land on the runway.

However, in order to reduce the taxiing as far as possible, they will normally will be authorised by ATC to take off and land from the intersection of RWY 11/29 with TWY A/B.

20.1.1 TAXIING ROUTES

Helicopters will usually be authorised to enter or leave RWY 11/29 via TWY A. The taxiing will be made by TWY A and this taxiing may be air or ground depending on the type of the helicopter.

20.1.2 ARRIVALS

Arrival helicopters will land normally on RWY 11/29. They will be authorised by ATC to taxi by exit taxiway where they will follow the horizontal marked indications up to the stand assigned by CEOPS.

20.1.3 DEPARTURES

Departure helicopters will be authorised by ATC to taxi from assigned stand by the Airport Operations Coordination Centre (CEOPS). via TWY A to enter in RWY 11/29.

20.1.4 STAND HELICOPTERS

The helicopters will use PRKG 1H, 4H and 5H.

20.2 OPERATIONAL SAFETY REPORTS

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

The aim of these reports is the compilation of the information in order to improve operational safety, independently of the mandatory 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 implicated.
- Description of the facts.
- Any other data considered relevant (e.g. lighting conditions, weather, phase of the operation such as take-off/landing/stopover, pavement conditions …).

Contact e-mail address of the airport, for the reception of operational safety reports, is the following: Seguridad_Operacional_RJL@aena.es

In addition to notifying the airport by means of the indicated system, it is necessary to send at least basic data of the accident, incident, occurrence or event to the air traffic control service provider (ATC) to the following e-mail: lecm.safety@enaire.es

20.3 COMMERCIAL OPERATIONS OUTSIDE AD SCHEDULE, PUBLIC USE

Possibility for operation of commercial flights which need to operate under conditions of public use, with published RFFS category, during restricted hours or outside HR AD operational schedule, subject to request at least 48 hours in advance and with prior AENA authorisation.

PROCEDURE

Complete the request form downloadable from the AENA website, Logroño Airport:
https://www.aena.es/es/logrono-agoncillo.html

This request form, completely filled in, must be sent by the applicant to the following e-mail address or the following fax:

- E-mail: operacioneslarioja@aena.es
- FAX: +34-941 277 479

The applicant must await confirmation or denial of the request via the means of contact facilitated on the form.

20.4 NIGHT VISUAL OPERATIONS (VFR-N)

VFR-N flights are permitted.

20.5 OPERATION OF CODE LETTER D AIRCRAFT

Code letter D aircraft are allowed to operate provided they have received previous authorisation from the airport. The position allocated for these operations will be PRKG 3B for the B752 and DH8D and PRKG 3 for the C130.

Restrictions:

- As there is a distance of less than 4.5 m between the outer wheel of the main landing gear and the edge of the taxiway, movement of code letter D aircraft should be performed with an "oversteer" manoeuvre when turning into the intersection of TWY A with the runway.
- CEOPS will require the pilot to use minimum power to perform the exit turn out of the parking position.
- Incompatibility of simultaneous use of PRKG 3B with PRKG 2, 3, 5 and 5H and PRKG 3 with PRKG 2, 3B, 5 and 5H when a code letter D aircraft is parked.

20.6 AIRCRAFT DEICING

The supplier handling agent will request authorisation from Operations.

PRKG 4 is allocated for carrying out aircraft de-icing operations. The maximum wingspan aircraft that may use PRKG 4 for de-icing is a ATR-42.

In the event that the Procedure for the Shutdown of Operations in the Movement Area applies, and it is necessary to speed up the deicing manoeuvre, authorisation for the use of PRKG 2 will be given as an exception for carrying out the deicing. The maximum wingspan aircraft that may use the PRKG 2 for deicing is a CRJ-900.

20.7 USE OF TURN PADS AND CLEARED BACKTRACKING MOVEMENTS

Turn pads are available at the ends of both Runways 11 and 29 at Logroño Airport.

Backtracking on arrivals on Runways 11 and 29 after completing the landing roll at any point on the runway except in those areas with runway exit or PAPI signs: at the discretion of TWR, this may be performed both during daytime and night-time, in any visual conditions up to an RVR of 550 metres; limited to maximum aircraft type CRJ-900, when requested by pilots to reduce taxiing times.

Backtracking on departures at thresholds 11 and 29. Backtracking on departures are not permitted at other points on the runway.

20.8 RESTRICTIONS ON AIRCRAFT MOVEMENT ON THE APRON

Simultaneous aircraft movements are not permitted on the apron. Only one aircraft may be in movement at any given time.

The autonomous exit manoeuvre shall be performed at the minimum power required to initiate taxiing at all parking stands.

LERJ AD 2.21 NOISE ABATEMENT PROCEDURES

No.

LERJ AD 2.22 FLIGHT PROCEDURES

22.1 LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedures (LVP) are not available at Logroño Airport.

22.2 OPERATIONAL STANSTILL PROCEDURE IN THE MOVEMENT AREA (PPOAM)

The OPERATIONAL STANSTILL PROCEDURE IN THE MOVEMENT AREA WHEN RVR IS BELOW 550 M (PPOAM 550) is available at Logroño Airport for maintaining safety in the movement area. It includes the following phases:

- STAGE I: Warning. RVR < 800 m (or VIS < 1700 m in case of transmissometer failure).
- STAGE II: Operations completely halted. RVR < 550 m (or VIS < 1500 m in case of transmissometer failure).
- STAGE III: Operations resumed. RVR > 550 m and firm improving trend (or VIS > 1500 m and firm improving trend in case of transmissometer failure).

22.2.1 INFORMATION FOR PILOTS

22.2.1.1 Uncertainty regarding the position in the manoeuvring area

When in doubt about the position of the aircraft relative to the manoeuvring area:

- if it is known that the aircraft is not on runway, immediately stop the aircraft and report this event (including the last known position) to ATC.
- if it is known that the aircraft is on runway, immediately report (including the last known position) to ATC, evacuating the runway, as soon as possible, if a proper nearby taxiway can be located, unless ATC indicates otherwise; and then, stop the aircraft.

22.2.1.1 Failure of an aircraft

Report the situation to ATC and await the arrival of assistance. In the case that the aircraft is on a runway, if possible and unless ATC indicates otherwise, the pilot will evacuate the runway.

22.2.1.1 Loss of visual contact between traffics

In the case of the loss of visual contact with another aircraft or a vehicle with which separation is maintained, ATC will be informed immediately and the aircraft will stop.

22.2.1.1 Communications failure

Departing aircraft: aircraft shall continue by the assigned route and stop at the limit of the ATC clearance, taking extreme caution. Here they will maintain their position and wait for the arrival of an assistance vehicle.

Arriving aircraft: if the aircraft has just landed, it shall maintain its position when leaving the runway and wait for the arrival of an assistance vehicle.

If the aircraft already has taxiing ATC clearance, it shall continue by the assigned route to the limit of such authorisation, taking extreme caution. Here, it will maintain its position and wait for the arrival of an assistance vehicle.

Vehicle: It shall proceed to leave the "no stay" zone via the closest possible point to its position, then shall remain in position and await the arrival of an RFFS vehicle which shall lead it to the specified location.

22.3 FLIGHT PROCEDURES FOR AIRCRAFT WITHOUT RNAV1 OPERATIONAL CLEARANCE

22.3.1 ARRIVAL PROCEDURES

Aircraft without RNAV1 operational clearance shall notify LECM of this condition on initial callup when entering FIR and they will

receive ATC instructions to follow conventional instrument manoeuvres and the arrival runway.

22.3.1.1 Procedure in case of communications failure during arrival

In case of communications failure, traffic is expected to proceed according to the information in AIP ENR 1.8.3 y 1.8.4.

22.3.2 DEPARTURE PROCEDURES

Aircraft without RNAV1 operational clearance shall notify LERJ of this condition on initial callup and they shall be cleared via conventional SID.

22.3.2.1 Procedure in case of communications failure during departure

In case of communications failure, traffic is expected to proceed according to the information in AIP ENR 1.8.3 y 1.8.4.

22.4 AD TRAFFIC CIRCUIT

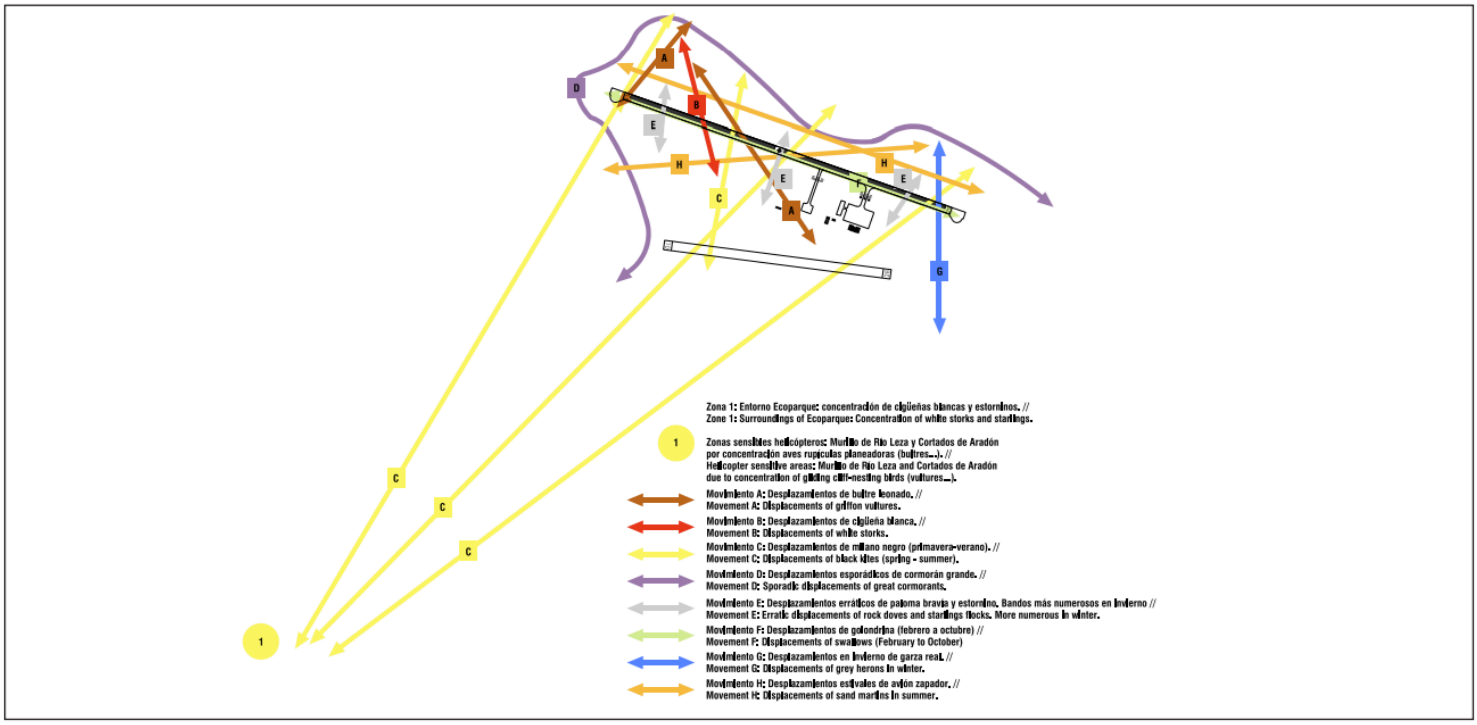


LERJ AD 2.23 ADDITIONAL INFORMATION

Slope of Apron General Aviation above 1%.

It is mandatory to use blocks in stands of General Aviation Apron.

23.1 BIRD CONCENTRATION AREAS



LERJ 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/#LERJ

LERJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected can be found below:

- IAC 1 RNP RWY 11 (LPV ONLY): LPV.
- IAC 2 RNP RWY 29 (LPV ONLY): LPV.
- IAC 3 ILS Z RWY 29: direct approach.
- IAC 4 ILS Y RWY 29: direct approach.
- IAC 5 LOC RWY 29: direct approach.