LERS AD 2 AERODROME DATA

LERS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LERS - REUS

LERS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	410851N 0011002E. See AD 2-LERS ADC.
2	Distance and direction from the city	3 km E.
3	Elevation	71 m / 233 ft.
4	Geoid undulation	49.05 m ± 0.05 m. (1)
5	Reference temperature	29°C.
6	Low average temperature	8°C.
7	Magnetic variation	1°E (2020)
8	Annual change	7.6'E
9	AD administration	Aena.
10	Address	Aeropuerto de Reus; 43204 Reus; Tarragona.
11	TEL	+34-977 779 885 / 04
12	FAX	No.
13	AFTN	LERS
14	E-mail	REUcecoa@aena.es
15	Approved traffic	IFR/VFR. (2)
16	Remarks	(1) For all the AD points. (2) Fees shall be paid preferably by card or virtual POS. (3) For reasons of apron capacity: Except for special reasons, all General Aviation, Business Aviation, Air taxis, Training flights, and State aircraft operations shall comply with the following procedure: • a. The aircraft operator shall obtain prior approval from the Airport Coordination Office via the SAGA portal at https://saga.aena.es/. b. Approval will be granted or denied by the LERS Coordination Office subject to apron capacity. IFR and VFR flights without prior approval may be rejected.

LERS AD 2.3 OPERATIONAL HOURS

1	Airport	V: 0600-2200 PS 1 HR PPR (1). I: 0700-2100 PS 1 HR PPR (1).
2	Customs and Immigration	HR AD.
3	Health and Sanitation	No.

4	AIS	H24 (2).
5	ARO	H24 (3).
6	MET briefing	V: 0500-2200 1 HR PPR; I: 0600-2100 1 HR PPR.
7	ATS	V: 0545-2220, I: 0645-2120. In case PPR is activated: V: 0545-2320, I: 0645-2220.
8	Fuelling	HR AD.
9	Handling	HR AD.
10	Security	HR AD.
11	De-icing	No.
12	Remarks	Airport hours of activity: V: 0545-2220, I: 0645-2120. In case PPR is activated: V: 0545-2320, I: 0645-2220. (1) PPR for commercial aviation only. (2) Centralised AIO Office - International NOTAM Office. • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es (3) Centralised ARO office geographical 6. • TEL: +34-918 603 561; +34-672 344 418 (only for communications contingency). • E-mail: arocentralizada@enaire.es AFTN flight plan management LERS: LERSZPZX.

LERS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	No.
2	Fuel types	AVGAS 100LL, JET A-1.
3	Oil types	W100.
4	Refuelling capacity	JET A-1 (1): • 1 tanker 20000 L, 40 L/s. • 1 tanker 28000 L, 23.33 L/s. • 1 tanker 30000 L, 36.66 L/s. AVGAS 100 LL (1): 1 tanker 3000 L, 2.33 L/s.
5	De-icing facilities	No.
6	Hangar space	No.
7	Repair facilities	No.
8	Remarks	It is mandatory to have a handling agent for all commercial operations. For non-commercial operations, it is mandatory to have a handling agent for aircraft parked on ramp AG3 or commercial apron. On arrival operations, passengers and crews must wait for their handling agent. Ramp agents: SOUTH •

8		TEL.: +34-616 775 825 • FAX: No. • E-mail: reukq@southeu.com • SITA: REUKQIB Ramp agents may attend commercial aviation as well as general aviation. Ground handling agent with established maximum fee that may be charged as payment for services rendered to customers. These services include the passenger and crew transport from the aircraft and the terminal building and vice versa. General Aviation ramp agents: UNITED AVIATION SERVICES, SL (General Aviation). • TEL.: +34-913 936 775; +34-682 038 817 • E-mail: ops@unitedaviation.es;ops.reu@unitedaviation.es • SITA: MADSPCR JETEX EXECUTIVE AVIATION SPAIN (General Aviation). • TEL.: +34-620 003 249 • E-mail: reu-reus@jetex.com GENERAL AVIATION SERVICES. • TEL: +34-636 498 778 • +34-932 983 893 • E-mail: reus@generalaviation.es • SITA: MADAPHX (1) Request for fuel supply: EXOLUM AVIATION S.A. • TEL: +34-626 434 171 • E-mail: reu@exolum.com

LERS AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	Yes.
3	Transportation	Buses, taxis and hire cars.
4	Medical facilities	No.
5	Bank/Post Office	Banking machine/Post box.
6	Tourist information	Yes.
7	Remarks	None.

LERS AD 2.6 RESCUE AND FIREFIGHTINGSERVICES

1	Fire category	7 (1).
2	Rescue equipment	In accordance with the fire category published.
3	Removal of disabled aircraft	Brackets and hydraulic jacks for aircraft up to 2500 kg. Dollies for aircraft recovery with maximum load 5, 10 and 30 TM. Tow bars of 5 and 10/30 TM. Tractors and push-back bars of the handling companies. Cranes not belonging to AD, with no weight limit (2).
4	Remarks	(1) Response time less than 3 min, with an operational objective of less than 2 min. (2) Responsability for the coordination of operations in the removal of disabled

4		aircraft: CECOA office (Airport coordination centre). Contact data can be found in item 2.

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

1	Type 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.

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

1	Apron	Surface: Concrete. Strength: PRKG • 1 to 7: PCN 15/R/A/W/T; • 8 to 18: PCN 80/R/A/W/T; • 31 to 34: PCN 10/R/A/W/T.
2	Taxiways	Width: 23 m, EXC T0: 20.85 m. Surface: Asphalt. Strength: • A1: PCN 48/F/A/W/T; • A2, B, C: PCN 61/F/A/W/T; • DL: PCN 96/F/A/W/T; • DR: PCN 112/F/A/W/T; • T0: PCN 8/F/B/W/T; • T1, T2, T3, T4: PCN 58/F/A/W/T.
3	Check locations	Altimeter: Apron ELEV 75 m/246 ft. VOR: No. INS: See AD 2-LERS PDC.
4	Remarks	None.

LERS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Runway-holding positions, stop bars (1), intermediate holding positions (1), runway guard lights, boards (1) and stands.
2	RWY markings	Designators, threshold, displaced threshold RWY 07, aiming point, touchdown zone, side stripe and centre line.
3	TWY markings	Edge and centre line.
4	Remarks	(1) LED lighting.

LERS 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-LERS AOC.

LERS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	Reus EMAe.
2	HR	V: 0500-2200 1 HR PPR; I: 0600-2100 1 HR PPR. Outside these hours, a half-hourly METAR AUTO will be issued.
3	METAR	Half-hourly.
4	TAF	24 HR.
5	TREND	No.
6	Briefing	In person and by telephone.
7	Flight documentation/Language	Charts and plain language / Spanish.
8	Charts	Forecast significant, and wind and temperature at altitude, maps.
9	Supplementary equipment	Clouds, lightning and radar information image display.
10	ATS unit served	TWR, APP.
11	Additional information	Valencia OMAe (LEVA): H24 • TEL: +34-963 690 750 Reus EMAe: HR AD • TEL: +34-977 770 406
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available.

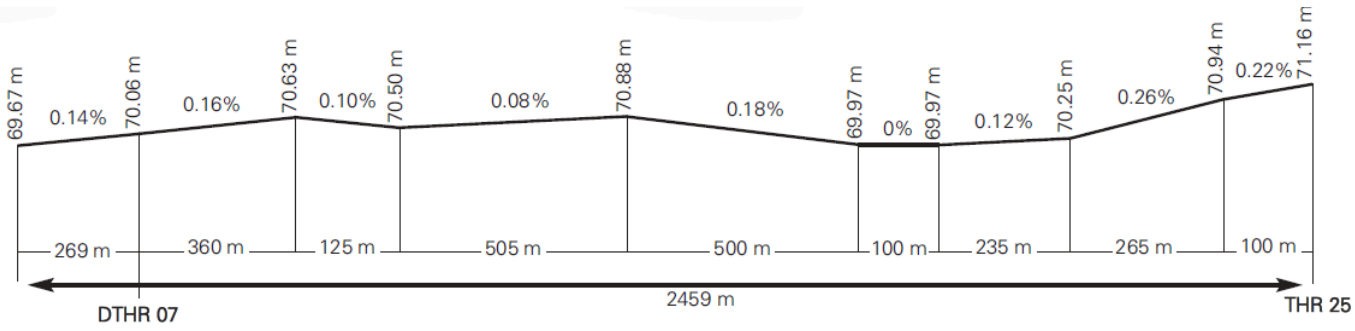
LERS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY	Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY(m)	CWY(m)	Strip (m)	OFZ	RESA(m)	RWY/SWY SFC PCN
07 (1)	068.94°GEO 068°MAG	2459 x 45	410841.84N 0010931.71E	THR: 70 m/230 ft TDZ: No	No	240 x 150	2579 x 280	No	240 x 120	RWY: ASPH PCN 72/F/A/W/T SWY: No
25 (2)	248.95°GEO 248°MAG	2459 x 45	410907.34N 0011059.35E	THR: 71.2 m/233 ft TDZ: 71.2 m/233 ft	No	150 x 150	2579 x 280	No	240 x 150	RWY: ASPH PCN 72/F/A/W/T SWY: No

Remarks:

(1) THR RWY 07 displaced 269 m, last 269 m of RWY 25 PCN 42/F/A/W/T.
(2) End RWY 25 coordinates: 410838.71N 0010920.94E.

12.1 PROFILE



LERS AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
07	2459	2699	2459	2190
25	2459	2609	2459	2459
07 INT A2	2157	2397	2157	-
25 INT C	1828	1978	1828	-
Remarks	None.			

LERS AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	07
2	Approach	Simple, 420 m. LIH. Sequential.
3	PAPI (MEHT)	3° (16.75 m / 55 ft).
4	Threshold	Wing bars.
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	2459 m: 269 m red; 1590 m white; 600 m yellow. LIH. Distance between lights: 47.5 m.
8	Runway end	Red
9	Stopway	No.
10	Remarks	None.

1	Runway	25
2	Approach	Precision CAT I, 900 m. LIH.
3	PAPI (MEHT)	3° (14.94 m / 49 ft). (1)
4	Threshold	Green with wing bars.
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	2459 m: 1859 m white; 600 m yellow. LIH. Distance between lights: 47.5 m.

8	Runway end	Red.
9	Stopway	No.
10	Remarks	(1) PAPI not suitable for use by ACFT A332.

LERS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR 07, 1 near THR 25. LGTD (1).
3	TWY lighting	Edge (1).
4	Apron lighting	Floodlighting poles and reflective edge.
5	Secondary power supply	Engine generators that provides the whole lighting system with a maximum switch-over time (light) of 15 seconds, according to Annex 14.
6	Remarks	(1) LED lighting.

LERS AD 2.16 HELICOPTER LANDING AREA

1	Position	• FATO: RWY 07/25. Coordinates THR 07 and THR 25, see item 12. • Ground taxiing: TLOF same as RWY 07/25. Coordinates THR 07 and THR 25, see item 12. • Air taxiing: TLOF same as PRKG
2	Elevation	• FATO: RWY 07/25. Coordinates THR 07 and THR 25, see item 12. • Ground taxiing: TLOF same as RWY 07/25. Coordinates THR 07 and THR 25, see item 12. • Air taxiing: TLOF same as PRKG.
3	Dimensions, surface, maximum weight, marking	• FATO: RWY 07/25. • Ground taxiing: TLOF same as RWY 07/25. See item 12. • Air taxiing: TLOF same as PRKG 5H to 18H. • PRKG 1 to 7: Concrete. PCN 15/R/A/W/T; • PRKG 8 to 18: Concrete. PCN 80/R/A/W/T.
4	Direction	INFO NO AVBL.
5	Declared distances	INFO NO AVBL.
6	Ligthing	No. (1)
7	Remarks	(1) Apron lighting. FATO TLOF T0 is likewise declared, always under ATC coordination and authorisation. Following coordination with ATC, helicopters in hangars will taxi by air or by land, or they will be towed (depending on their origin), to the TLOF marked on TWY T0. Once they reach the marked TLOF, they will take-off in runway heading, parallel to it (aligned with the runway, heading 068° or 248°, depending on the runway in use). Taxiing will also be restricted for other aircraft on TWY T0 during the take-off manoeuvre.

LERS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR REUS.
2	lateral limits	405918N 0005554E, arc of 14.0 NM radius centred on DVOR/DME RES, 410712N 0005117E, 410724N 0005355E, arc of12.0 NM radius centred on DVOR/DME RES, 411034N 0005402E, 411414N 0010824E, 411425N 0011527E, 411718N 0012042E, arc of12.0 NM radius centred on DVOR/DME RES, 410858N 0012536E, following the coast line, 410758N 0012407E, 410300N 0011100E, 405918N 0005554E.
3	Vertical limits	SFC-FL075.
4	Airspace class	D.
5	Unit Language	REUS TWR. ES/EN.
6	Transition altitude	1850 m / 6000 ft.
7	Hours of applicability	-
8	Remarks	None.

1	Designation	ATZ REUS.
2	Llateral limits	Cylinder radius 8 km centred on ARP (1).
3	Vertical limits	SFC-3000 ft HGT (2).
4	Airspace class	D.
5	Unit Language	REUS 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.

LERS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP/TWR	Reus TWR	128.880 C	HR ATS	-
		121.500 MHz	HR ATS	EMERG
		121.705 C	HR ATS	GMC
		257.800 MHz	HR ATS	MIL
		243.000 MHz	HR ATS	EMERG
VDF	Reus gonio	128.875 MHz	HR ATS	-
ATIS	Reus Information	120.255 C	HR ATS	-
D-ATIS	Reus Information	NIL	HR ATS	Provision of ATIS information via data link.

LERS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks
DVOR (1°E)	RES	116.850 MHz	H24	410837.7N		

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks
				0010943.1E	-	COV 40 NM AVBL BTN: • R-020/R-060 at 7000 ft AMSL or ABV. • R-060/R-230 at 4000 ft AMSL or ABV. • R-230/R-300 at FL100 or ABV. • R-300/R-020 at FL140 or ABV.
DME	RES	CH 115Y	H24	410837.2N 0010943.1E	60 m	COV 40 NM AVBL BTN: • R-020/R-060 at 7000 ft AMSL or ABV. • R-060/R-230 at 4000 ft AMSL or ABV. • R-230/R-300 at FL100 or ABV. • R-300/R-320 at FL140 or ABV. • R-330/R-020 at FL140 or ABV. • U/S R-320/R-330 at FL140.
NDB (1°E)	RUS	424.000 kHz	H24	410852.2N 0010846.1E	-	-
LOC 25 (1°E) ILS CAT I	IRS	110.100 MHz	H24	410834.2N 0010905.4E	-	248° MAG / 2847 m FM THR 07 DESP. COV 17 NM AVBL at 3200 ft AMSL or ABV. COV 25 NM AVBL at 2800 ft AMSL or ABV.
GP 25	-	334.400 MHz	H24	410900.0N 0011049.0E	-	3°; RDH 15 m; at 307 m FM THR 25 & 125 m FM RCL to the left in direction APCH.
ILS/DME 25	IRS	CH 38X	H24	410900.0N 0011049.0E	69 m	REF DME THR 25.

LERS AD 2.20 LOCAL AERODROME REGULATIONS

The VFR/IFR flights will be cleared for practicing approaches and touch-and-goes, restricted according to the air traffic situation.

20.1 CROSS ENGINE START

ATC may clear cross engine start in TWY.

20.2 PREFERENTIAL RUNWAY

In Reus Airport, the preferential runway is RWY 25.

Operators shall not request operations on RWY 07 when RWY 25 is in use except for safety and/or aircraft performance reasons.

20.3 NIGHT - TIME VISUAL OPERATIONS (VFR-N)

VFR-N flights are allowed.

20.4 STANDARD TAXIING PROCEDURES

All surface movements of aircraft, towed aircraft, persons and vehicles in the manoeuvring area are subject to prior ATC clearance.

Oversteering manoeuvre may be necessary for access to stands from TWY.

Pilots shall proceed to verify the aircraft position at all times, checking that taxiing is being executed under conditions of complete safety.

Avoiding collisions with other aircraft and obstacles areas is the responsibility of:

- Pilots, when taxiing on the apron and taxiway segments not visible from TWR (see AD 2-LERS PDC)
- Ground handling companies during stand exit manoeuvres with push-back, and during towing.

1. GROUND MOVEMENT

   ARRIVALS:

Aircraft that have landed shall notify of the runway vacated and the exit taxiway used, awaiting taxiing instructions from TWR, with the exit taxiway being:

a. When RWY 25 is in service (unless indicated otherwise by ATC):

- Via TWY A2, and aircraft shall await a "FOLLOW ME" vehicle in order to proceed with guidance to the stand.
- Via TWY A1, (only code letter A or B aircraft), and aircraft shall await a "FOLLOW ME" vehicle in order to proceed with guidance to the stand.
- Via TWY B (helicopters only), taxiing via TWY T2 until the apron boundary where they shall await a "FOLLOW ME" vehicle in order to proceed with guidance to the stand.

b. When RWY 07 is in service:

- By the end of the runway, unless indicated otherwise by ATC, taxiing via TWY T4, TWY T3 and TWY T2 until the apron boundary, where they shall await a "FOLLOW ME" vehiclein order to proceed with guidance to the stand.

The "FOLLOW ME" vehicle guidance service shall also be provided in exceptional situations when requested by TWR or at the request of the pilot and when the Procedure for Halting Operations in the Manoeuvring Area (PPOAM in Spanish) is activated, or during adverse weather conditions.

DEPARTURES:

As instructed by ATC, the aircraft will access the runway for take-off via:

a. RWY 25 in use:

- TWY DL/DR.
- INT C (prior coordination with ATC).

b. RWY 07 in use:

- TWY A1.
- INT A2 (prior coordination with ATC).

2. TWY T1, T2, T3 AND T4 TAXIING INCOMPATIBILITIES

An aircraft taxiing via TWY T1, T2, T3 and T4 cannot taxi behind a code letter C or higher aircraft that is holding short of runway at intersections A2, B or C.

3. TWY T0 TAXIING RESTRICTIONS

Taxiing via TWY T0 is restricted to aircraft with a wingspan of 22 m or less.

Taxiing via TWY T0 may be either during daytime or night-time.

Pilots on departure, before starting to taxi, shall always contact ATC to request traffic information. Taxiing via TWY T0 beyond the runway-holding position is not permitted, under the following conditions:

- When an aircraft is on short final approach for RWY 07.
- When an aircraft is performing push-back from PRKG 1 or 2, nosing to the east.

4. RAMP AG3 TAXIING RESTRICTIONS

Taxiing in and out of Ramp AG3 is limited to aircraft with a maximum wingspan of 16.5 m.

Entry and exit to and from Ramp AG3 may be both at daytime and night-time.

5. AIRCRAFT TAXIING RESTRICTIONS

For turns T1 - A1 and DL - T4, aircraft B767-400 ER must oversteer on both turns.

Taxiing restricted for access to AG1 parking areas for PA-42-1000 Cheyenne 4000 aircraft.

6. CODE LETTER AND NUMBER BASED TAXIING RESTRICTIONS ON TAXIWAYS

Taxiways restricted to code letter and number aircraft: D-IV, except T0: B-III.

Taxiways on apron restricted to code letter and number aircraft: Access to AG3: B-III; Access to AG1, A-II.

7. RAMP AG1 TAXIING RESTRICTIONS

Taxiing in and out of Ramp AG1 is limited to aircraft with a maximum wingspan of 15 m.

Entry and exit to and from Ramp AG1 shall be during daylight hours only.

20.5 SPECIAL FEATURES OF OPERATION ON RWY 07 AND 25

When RWY 07 is in use, ATC shall restrict the use of TWY T1 and TWY A1.

In addition, in order to protect the obstacle limitation surfaces of RWY 07 and 25:

- ATC shall minimize the average delay to operations providing, as far as possible, the estimated time when clearances will be issued.
- Aircraft shall not request push-back until they are fully ready to start this.
- The push-back manoeuvre must be accomplished within five minutes of clearance by ATC.
- Aircraft shall start taxiing as soon as possible once the push-back manoeuvre is finished.

20.6 RWY 25 HOLDING POSITIONS (TWY DL / DR) INCOMPATIBILITIES

Aircraft stopped in		Maximum code letter aircraft taxiing to	
		TWY DL	TWY DR
TWY DL	Code letter C	-	Code letter C
	Code letter D	-	Code letter C
	Code letter E	-	Not permitted
TWY DR	Code letter C	Code letter D	-
	Code letter D	Code letter C	-
	Code letter E	Not permitted	-

20.7 OPERATION OF CODE LETTERS D AND E AIRCRAFT

Applicable to aircraft exceeding the certified aerodrome design characteristics, i.e. Code Letter E aircraft and the following Code Letter D and larger aircraft:

- Airbus A300-B2/B4
- Boeing B757-300W
- Boeing B767-200
- Boeing B767-300ER
- Boeing B767-400ER

The taxiing routes and aircraft stands established for the aforementioned aircraft are as follows:

ARRIVALS

RWY 07 in use:

Preferred runway vacating via TWY DR and taxi via TWY T4, T3, T2 and T1 to enter the apron. In the event of an approach to RWY 07, the aircraft will be instructed during taxi to hold at the intermediate holding position located on TWY T2, where it shall await ATC clearance to continue taxi via TWY T1 to enter the apron.

NOTE: When vacating the runway via TWY DR/DL, aircraft shall oversteer on the turns between RWY 25–TWY DR, TWY DR–T4 and TWY DL–T4.

RWY 25 in use:

Preferred runway vacating via TWY A2 and taxi via TWY T1 to enter the apron. When vacating via TWY A1, the pilot shall report runway vacated when abeam TWY T1.

NOTE: When vacating via TWY A1/A2, aircraft shall perform oversteering at the turn between TWY A1/A2–T1.

DEPARTURES

RWY 07 in use:

Preferred departure via TWY A2. Push-back facing East and taxi via TWY T1 to TWY A2. When accessing the runway via TWY A1, push-back shall be facing West. In case of approach on RWY 07, the use of TWY T1 and A1 is restricted; therefore, aircraft shall hold position and await further ATC instructions.

NOTE: When accessing the runway via TWY A1/A2, aircraft shall perform oversteering at the turn TWY T1–A1/A2.

RWY 25 in use:

Push-back facing East. Exit the apron via TWY T1 and taxi via TWY T2, T3 and T4 to the holding position on TWY T4, then enter the runway via TWY DR.

PARKING

Code Letter E aircraft and the B767-400ER may only park at PRKG XL.

Code Letter D aircraft may only park at PRKG 1A, 2A, 3A and XL.

CONSIDERATIONS RELATING TO PAPI:

- RWY 25 in use: code letter E aircraft should not follow the PAPI indications.
- RWY 07 in use: code letter E aircraft should not follow the PAPI indications.

20.8 OPERATION OF HELICOPTERS

The procedures to be followed by those helicopters not operating with a letter of exemption are now described.

Since there is no specific area for helicopter operations, these shall receive the same treatment as fixed-wing aircraft and shall be authorized by ATC to take off and land at the runway.

TAXIING ROUTES

RWY 25 in use:

- Departures: Helicopters shall carry out air or ground taxiing (as appropriate) via TWY T0, T1, T2, T3 and/or T4 up to holding position A1, A2, B, C or DR, as appropriate, following ATC instructions.
- Arrivals: Helicopters shall complete the final approach to the runway and shall vacate it via TWY B, unless ATC should indicate otherwise. Helicopters shall carry out air or ground taxiing, as appropriate, to the assigned stand.

RWY 07 in use:

- Departures: Helicopters shall carry out air or ground taxiing (as appropriate) via TWY T0, T1, T2, T3 and/or T4 up to holding position A1, A2, B, C or DR, as appropriate, following ATC instructions.
- Arrivals: Helicopters shall complete the final approach to the runway and shall vacate it via TWY B, unless ATC should indicate otherwise. Helicopters shall carry out air or ground taxiing, as appropriate, to the assigned stand.

Once on the apron, both air and ground taxiing shall be carried out by the entry taxiway to the stand, following its centre line marking, both on arrival and departure.

The departure operation from TLOF on TWY T0 will only be allowed in the following cases:

- If weather conditions make it advisable not to operate from the runway to guarantee operational security, with winds of around 20 kt.
- Taxiing would occur with a crosswind or tailwind, in severe weather conditions.
- Emergency situations or when so required for operational reasons.

To reduce the response times as much as possible on missions, and to avoid unnecessary risks during long taxis, helicopters participating in urgent special operations under letter of exception conditions in the terms set forth in Article 2.3.9. of the Air Circulation Regulations, the operator will request permission from ATC, who, after assessing the situation and analysing the movement of the rest of the aircraft, will authorise the operation when conditions are favourable to do so safely.

ATC will separate departures and arrivals of helicopters using FATO TLOF T0 from aircraft using RWY 07/25 as if they were aircraft using the same runway. For take-offs from TWY T0, simultaneous operations with RWY 07/25 are not allowed. The helicopters larger than the AW139 cannot operate on TWY T0 or use TLOF T0.

20.9 OPERATIONAL SAFETY REPORTS

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

The aim of these reports is the compilation of 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: REUSeguridadOperacional@aena.es

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

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

20.10 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, 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 Reus Airport, some breach of the health requirements established in the cited regulations is detected which prompts the animal's rejection at the border.

The management of an animal rejected at the border shall include, at least, transport to the designated facilities for its temporary stay at the airport, its subsistence, veterinary care and animal welfare, and even its return to the point of origin within the periods established by the health authorities.

LERS AD 2.21 NOISE ABATEMENT PROCEDURES

21.1 ENGINE TEST

Engine tests need prior authorization from the CECOA.

LERS AD 2.22 FLIGHT PROCEDURES

22.1 ATS SURVEILLANCE SYSTEMS WITHIN THE ATZ

This may be used in supplying the aerodrome control service to perform the following functions:

a. Supervision of flight path of aircraft on final approach;

b. Supervision of the flight path of other aircraft in the vicinity of the aerodrome;

c. Application of separation as required by the R.C.A., section 4.6.7.3, between successive departing aircraft; and

d. Provision of navigation assistance to VFR flights.

Similarly, provision of the functions b) and d) is not guaranteed in the northern half of the ATZ below 1300 ft AMSL

All the functions above will be suspended in the event of unavailability of BEGAS radar.

22.2 ATS SURVEILLANCE SYSTEMS OUTSIDE THE ATZ

Within the area of responsibility of the unit, this systems may be used to provide to the controller with procedures:

a. Better position information about the aircraft that are under control;

b. Supplementary information about other traffic;

c. Information about any important deviation by the aircraft from what has been stipulated in the air traffic control clearances, including the cleared routes and flight levels, in accordance with the following clarifications:

- Below 4000 ft AMSL and if the three radars BEGAS, EVA AITANA and MONFLORITE are operational, the foregoing services are not guaranteed.
- Below 5000 ft AMSL and in the following cases: If the BEGAS radar is operational, or both the EVA AITANA and MONFLORITE radars are operational, the foregoing services are not guaranteed.

In the event of simultaneous unavailability of the BEGAS, EVA AITANA and MONFLORITE radars, all the foregoing functions will be suspended.

22.3 LOW VISIBILITY PROCEDURES (LVP)

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

22.4 MOVEMENT AREA OPERATIONAL STANDSTILL PROCEDURE (PPOAM)

At Reus Airport movement area operational standstill procedure is available, when RVR is below 800 m (PPOAM 800)" to maintain the safety in the movement area in low visibility conditions, with the following phases:

- PHASE I. Warning: 1100 m ≥ RVR ≥ 800 m
- PHASE II. Operational standstill: 800 m > RVR
- PHASE III. Operational resumption: RVR > 900 m

INFORMATION FOR PILOTS:

1. Uncertainty regarding the position on the manoeuvring area

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

- If you recognize that it is not on a runway, stop the aircraft and notify ATC immediately (including the last known position).
- If you recognize that it is on a runway, notify ATC immediately (including the last known position) and vacate the runway as soon as possible, if you can find an appropriate taxiway nearby, unless ATC indicates otherwise, and then stop the aircraft.

2. Failure of an aircraft

Notify the situation to ATC and wait for the arrival of assistance. In the case it is on a runway, if possible and unless ATC indicates otherwise, vacate the runway.

3. Loss of visual contact between traffic

In the event of loss of visual contact with another aircraft or a vehicle with which you are maintaining your own separation, notify ATC immediately and stop the aircraft.

4. Communications failure

- Departing aircraft: the aircraft shall continue by the assigned route and shall stop at the ATC clearance limit, taking extreme care, where it shall hold and wait for the arrival of an assistance vehicle.
- Arriving aircraft: if the aircraft has just landed, it shall hold after vacating the runway and wait for the arrival of an assistance vehicle.
- If the aircraft already holds ATC taxiing clearance, it shall continue by the assigned route up to the clearance limit, taking extreme care, where it shall hold and wait for the arrival of an assistance vehicle.

22.5 DESCENT PLANNING DUE TO ATC REQUIREMENTS

Unless ATC advises otherwise, arrivals to Reus AD shall plan their descent to cross the intitial points of the procedure and the

speed limit points (SLP) at the flight levels specified in the standard instrument arrival (STAR).

In the case of being authorized to proceed on a direct route other than a STAR, they shall adjust their descent and speed at the appropriate regulation point.

22.6 SPEED ADJUSTMENT

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

- IAS 250 kt at FL100 or below, in all departures.
- IAS 230 kt while in holding, at FL140 or below.
- IAS 250 kt at SLP.
- Speed adjustment on approach:
  - IAS 220 kt when leaving an IAF.
  - IAS between 180 kt and 170 kt on receiving the final interception heading for the localizer.
  - IAS 160 kt when intercepting the glide path on the FAP; this speed shall be maintained up to 4 NM from the threshold.
  - Aircraft with a cruising IAS below those indicated above shall maintain cruising speed up to the adjustment point affecting them.

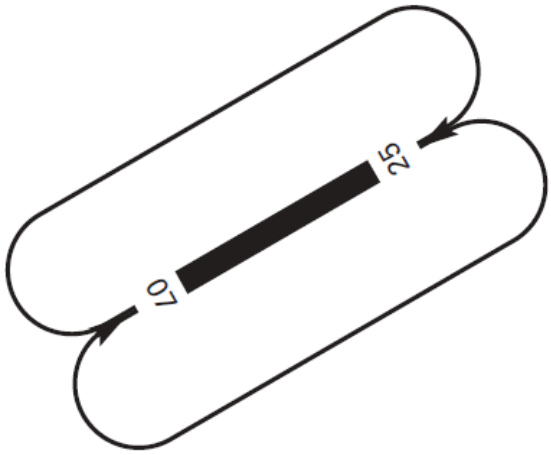
ATC shall be informed of the speeds that may be maintained, if unable to comply with the speed adjustments above.

22.7 AIRCRAFT AIR/GROUND COMMUNICATIONS FAILURE PROCEDURES

An aircraft which experiences a communications failure shall immediately respond on the SSR mode 7600.

- When failure occurs during a STAR procedure before the IAF: Proceed to the assigned IAF for the authorized STAR, maintaining the last approved flight level or altitude acknowledged and begin holding. Initiate the descent after completing one holding pattern, or at the EAT when received, whichever is later, to accomplish a published IFR approach to the RWY in service for arrival, in order to land within the following 30 minutes.
- When failure occurs on radar vector before the IAF: Proceed to the STAR in the most direct way and up to the IAF, following the communications failure procedure while on the STAR procedure.
- When failure occurs on radar vector after the IAF: Maintain the last acknowledged authorized altitude and proceed to the final path for approach to accomplish this and land. If unable to do so, accomplish the missed approach procedure with comunications failure.
- When failure occurs during the missed approach: Do not initiate the missed approach before the MAPT. Intercept the missed approach procedure in accordance with the corresponding IAC for approach. Execute at least one holding pattern at the holding fix to accomplish the approach and landing.
- When failure occurs during a SID: Follow the SID up to the TMA exit point, climbing to the last approved flight level acknowledged or to the minimum safety altitude, whichever is higher; maintain this level for 3 minutes, complying in any case with the maximum flight levels specified for aircraft with communications failure on the appropriate departure chart, and then continue flight in accordance with the updated FPL.
- When failure occurs during a departure with radar vector: Intercept in the most direct way the last SID procedure given by ATC, climbing to the last approved flight level acknowledged or at the minimum safety altitude, whichever is higher; complying in any case with the maximum flight levels specified for aircraft with communications failure on the appropiate departure chart, and then continue flight in accordance with the updated FPL.

22.8 AD TRAFFIC CIRCUIT



LERS AD 2.23 ADDITIONAL INFORMATION

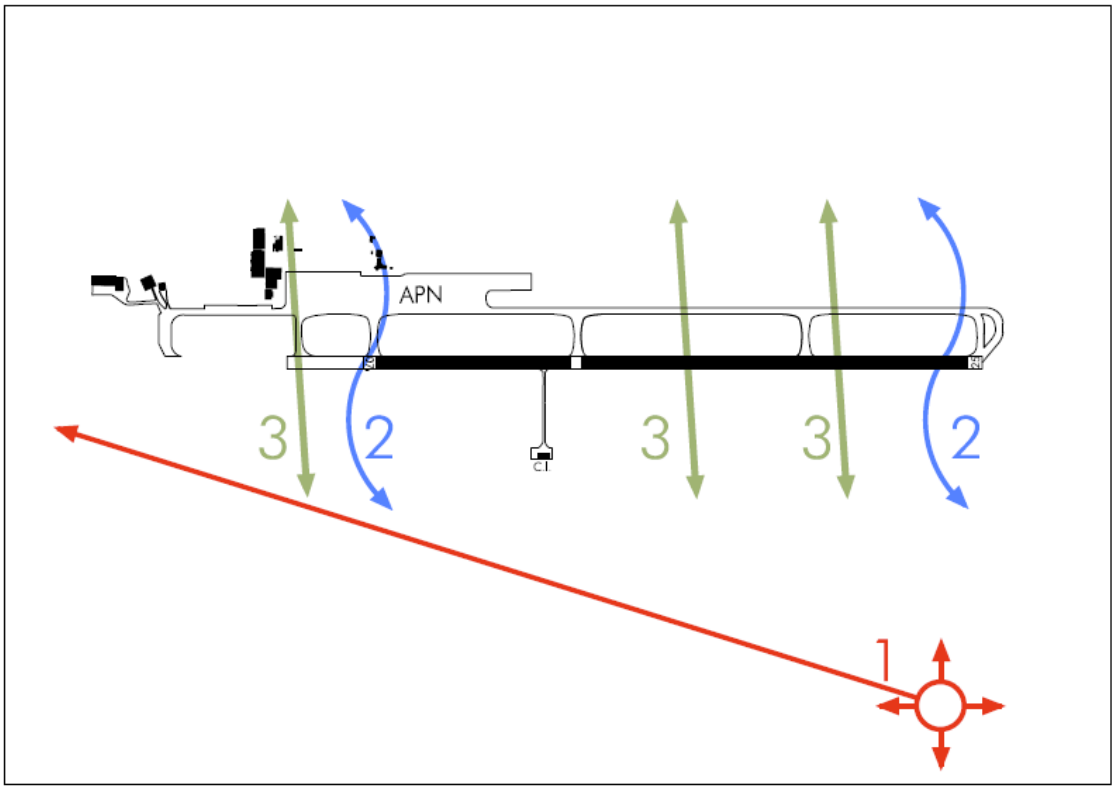
23.1 BIRDS MOVEMENT AREAS

Caution is adviced due to the presence of birds in RWY 07/25.

Flows of birds:

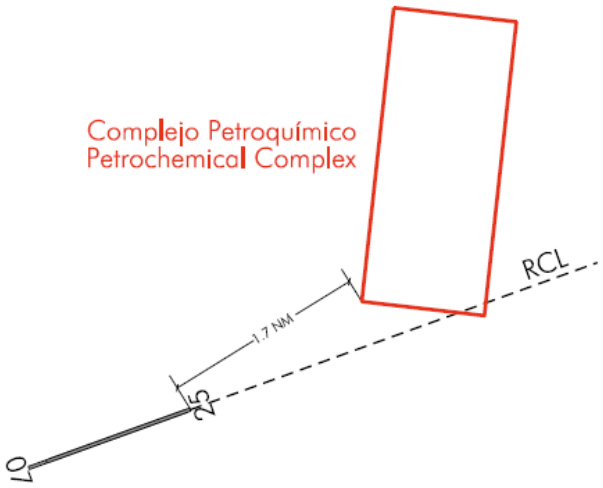
1. Gulls.
2. Swifts, during spring and summer, especially on hot days with little wind.
3. Pigeons, throughout all the year, very frequent from January to April.

Many other birds (lapwings, grey herons, cattle egrets, buzzards, owls, eaglets, etc) may be seen throughout the year, with no recognizable patterns which could allow to forecast their presence.



23.2 ACTIVITIES IN THE VICINITY OF THE AERODROME

A petrochemical complex is located to the north-east of the aerodrome where hot gases are released which, when overflown, may induce vibrations. This complex is located within the area defined by the coordinates 411215.61N 0011259.36E, 411210.30N 0011414.99E, 410953.71N 0011358.95E and 410959.01N 0011243.38E.



LERS 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/#LERS

LERS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected can be found below:

IAC 1 VOR RWY 07: Direct approach.

IAC 3 RNP Y RWY 07: LNAV, LNAV/VNAV.

IAC 4 ILS Z RWY 25: Direct approach.

IAC 6 LOC Z RWY 25: Direct approach.

IAC 8 VOR RWY 25: Direct approach.