LEPP AD 2 AERODROME DATA

LEPP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LEPP - PAMPLONA

LEPP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	424612N 0013847W. See AD 2 - LEPP ADC.
2	Distance and direction from the city	6 km S.
3	Elevation	459 m / 1506 ft.
4	Geoid undulation	49.86 ± 0.05 (1).
5	Reference temperature	28°C.
6	Low average temperature	4°C.
7	Magnetic variation	1°E (2025).
8	Annual change	9.6' E.
9	AD administration	Aena.
10	Address	Aeropuerto de Pamplona - Pamplona (Navarra).
11	TEL	+34-948 168 700/740
12	AFTN	LEPP
13	FAX	+34-948 168 707/717
14	E-mail	pamplona_cecoa@aena.es
15	Approved traffic	IFR/VFR (2) (3).
16	Remarks	SITA: PNAOPYA. (1) For all AD points. (2) IFR/VFR General Aviation traffic (except State flights, hospital, SAR and aircraft based at the airport itself) is conditional on apron capacity. A request for slot PPR 24 HR must be made to LEPP CECOA via e-mail at pamplona_cecoa@aena.es (3) For commercial flight traffic, coordinate according to GEN 1.2 to SITA address PNAOPYA.

LEPP AD 2.3 OPERATIONAL HOURS

1	Airport	V: 0430-2145 PS 45 MIN PPR 15 MIN BFR AD CLSD. (1) (2). I: 0530-2245 PS 45 MIN PPR 15 MIN BFR AD CLSD. (1) (2).
2	Customs and Immigration	O/R.
3	Health and Sanitation	See GEN 1.4.
4	AIS	H24. (3)
5	ARO	HR AD. (4)

6	MET briefing	V: 0300-2230; I: 0400-2330.
7	ATS	V: 0415-2205, I: 0515-2305. In case PPR is activated: V: 0415-2250, I: 0515-2350.
8	Fuelling	V: MON-SAT 0630-1530 (5) and SUN 0630-1730 (5). I: MON-SAT 0730-1630 (5) and SUN 0730-1830 (5).
9	Handling	HR AD.
10	Security	HR AD.
11	De-icing	HR AD.
12	Remarks	Airport hours of activity: V: 0415-2205, I: 0515-2305. In case PPR is activated: V: 0415-2250, I: 0515-2350. (1) For other operational hours, prior request, consult NOTAM in force. (2) PPR only for commercial aviation. (3) Centralised AIO Office - International NOTAM Office • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es (4) ARO service provided from the operations office of the airport. (5) For other fuelling hours within HR AD, 2 HR PPR is required.

LEPP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	Up to 2000 kg.
2	Fuel types	JET A-1; 100LL (1).
3	Oil types	AEROSHELL-W100.
4	Refuelling capacity	JET A-1: • 1 truck 20000 L, 3.33 L/s. • 1 truck 10000 L, 3.33 L/s. • 3 tanks 30000 L (each one), 3.33 L/s. AVGAS 100LL: • 1 truck 1500 L, 1.33 L/s. • 1 tank 20000 L, 2.33 L/s.
5	De-icing facilities	Service provided by handling operator in apron.
6	Hangar space	No.
7	Repair facilities	No.

8	Remarks	(1) Fuel
		• TEL: +34-948 168 781
		• E-mail: pna@exolum.com
		Agreement with handling services (ramp agent) is mandatory for Commercial, General (2) and Business (2) Aviation operations.
		(2) General and Business Aviation operations are exempt from the obligation to hire handling services (ramp agent) if they have the following characteristics:
		• MTOW < 3.5 TM (CLASS 4A)
		• Propulsion system: Not jet
		• Number of passengers = 0
		Ramp agent:
		• SOUTH
		  ◦ TEL: +34-948 168 848
		  ◦ +34-629 229 042
		  ◦ E-mail: pnacicops@southeu.com
		  ◦ SITA: PNAKQIB
		Handling agent:
		• AVIAVIP - HANDLING DE AVIACION GENERAL Y EJECUTIVA
		  ◦ Email: lepp@aviavip.com
		  ◦ TEL 24H: +34-657 077 986
		  ◦ OPS: +34-657 077 979

LEPP AD 2.5 PASSENGER FACILITIES

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

LEPP AD 2.6 RESCUE AND FIRE_<-_FIGHTING SERVICES

1	Fire category	CAT 7. (1) (2)
2	Rescue equipment	In accordance with the fire category published.
3	Removal of disabled aircraft	Available means: 2 aircraft recovery dollies with a load/haul capacity of up to 5 Tm and 1 aircraft recovery dolly with a load/haul capacity of up to 10 Tm. Local contact details for the operation of removal of disabled aircraft: Centro de Coordinación de Operaciones (Operations Coordination Centre CECOA): • TEL: +34-948 168 700/740 • FAX:+34-948 168 707/717 • E-mail: pamplona_cecoa@aena.es

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) For other fire categories, prior request, consult NOTAM in force.

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

1	Types of clearing equipment	Urea spreader, snowplough.
2	Clearance priorities	Runway, taxiways and apron.
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: 01-DEC to 31-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.

LEPP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA_<-_

1	Apron	Surface: Concrete. Strength: PCN 72/R/A/W/T.
2	Taxiways	Width: TWY A: 22 m; TWY B: 10.4 m. Surface: Asphalt. Strength: TWY A: PCN 109/F/A/W/T; TWY B: PCN 17/F/D/W/T.
3	Check locations	Altimeter: Apron: ELEV: 455 m / 1494 ft. VOR: No. INS: No.
4	Remarks	None.

LEPP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS_<-_

1	Taxiing guidance system	Horizontal markings, boards, runway-holding, position, stop bar and runway guard lights. Intermediate holding position on taxiway B.
2	RWY markings	Designators, threshold, DTHR 33, centre line, side stripe, touchdown zone, aiming point and turn pad.
3	TWY markings	Centre line, side stripe.
4	Remarks	None.

LEPP AD 2.10 AERODROME OBSTACLES

1	Obstacles which penetrate the horizontal, conical, approach, take-off climb, transitional and balked landing contained in Annex 14 of ICAO; and the areas 2A and 3 contained in Annex 15 of ICAO.	See Item 10 and Data Set._<-_
2	Remarks	See AD 2-LEPP AOC.

LEPP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED_<-_

1	MET office	Pamplona EMAe.
2	HR	V: 0300-2230; I: 0400-2330.
3	METAR	Half-hourly. Semi-automatic METAR will be issued during V: 0330–2200; I: 0430–2300. Outside these hours, METAR AUTO will be issued.
4	TAF	H24.
5	TREND	No.
6	Briefing	In person and by telephone.
7	Flight documentation/Language	Charts and plain language / Spanish.
8	Charts	Significant, forecasted in altitude (wind and temperature) and maximum wind maps.
9	Supplementary equipment	Clouds image, lightnings and radar information display.
10	ATS unit served	TWR.
11	Additional information	Santander OMAe (LESD): H24 • TEL: +34-942 392 464 Pamplona EMAe: HR AD • TEL: +34-948 312 784
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available.

LEPP 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
15	151.77° GEO 151° MAG	2205 x 45	424646.36N 0013911.71W	THR: 447.2 m / 1467 ft TDZ: 452.0 m / 1483 ft	No	80 x 150	2325 x 280 (3)	Sí	240 x 150	RWY: ASPH (2) SWY: No
33 (1)	331.78° GEO 331° MAG	2405 x 45	424551.91N 0013832.03W	THR: 457 m / 1500 ft TDZ: No	No	100 x 150	2525 x 280 (3) (4)	No	90 X 90	RWY: ASPH (2) SWY: No

Remarks:

(1) THR RWY 33 displaced 500 m. Coordinates of the beginning of the take-off run: 424537.67N 0013821.66W.

(2) Asphalted surface FM THR 15:

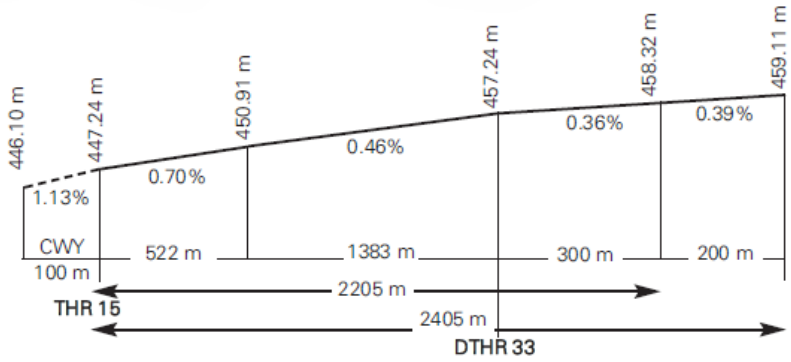
- BTN 0 & 100 m: PCN 60/R/A/W/T;
- BTN 100 & 500 m: PCN 90/F/B/W/T;
- BTN 500 & 2100 m: PCN 109/F/A/W/T;
- BTN 2100 & 2405 m: PCN 80/F/B/W/T.

(3) Taken as reference THR 15, the first 2325 m of the runway strip extends laterally up to a distance of 140 m on each side of the runway centre line except for the following sections:

- 105 m right-hand side extension for the first 90 m of the runway strip;
- 140 m right-hand rise extension for the following 410 m of the runway strip;
- 120 m right-hand side extension for the following 50 m of the runway strip.

(4) Taken as reference the beginning of the RWY 33 take-off run, the first 200 m of the runway strip extends laterally up to a distance of 75 m on each side of the runway centre line.

12.1 PROFILE



LEPP AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
15	2205	2285	2205	2205
33	2405	2505	2405	1907
33 INT A	1869	1969	1869	–
Remarks: No.				

LEPP AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	15
2	Approach	Precision CAT I, 900 m. LIH. Threshold identification lights.
3	PAPI (MEHT)	3.4° (14.27 m/47 ft).
4	Threshold	Green with wing bars.
5	Touchdown zone	No.
6	Runway centre line	2405 m: 1500 m white+600 m red and white+305 m red. LIH. Distance between lights: 15 m.
7	Runway edge	2405 m: 1805 m white + 600 m yellow. LIH. Distance between lights: 50 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	None.

1	Runway	33
2	Approach	Simple, 420 m. LIH. Threshold identification lights.
3	PAPI (MEHT)	3° (7.36 m/24 ft).
4	Threshold	Green with wing bars.

5	Touchdown zone	No.
6	Runway centre line	2405 m: 1505 m white+600 m red and white+300 m red. LIH. Distance between lights: 15 m.
7	Runway edge	2405 m: 500 m red + 1305 m white + 600 m yellow. LIH. Distance between lights: 50 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	None.

LEPP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near DTHR 33, 1 near THR 15. LGTD.
3	TWY lighting	TWY A: Edge. TWY B: No.
4	Apron lighting	Edge and 4 floodlighting poles.
5	Secondary power supply	Engine generators that provide a maximum switch-over time (light) of 1 second to the lighting systems runway centre line and runway end, and 15 seconds to the rest of the lighting systems.
6	Remarks	None.

LEPP AD 2.16 HELICOPTER LANDING AREA

1	Position	• Geoid undulation: See item 2. • FATO: RWY 15/33. Coordinates THR 15 and THR 33 see item 12. • Air taxiing: TLOF same as apron stands.
2	Elevation	• FATO: RWY 15/33. Elevation THR 15 and THR 33, see item 12. • Air taxiing: TLOF same as apron stands.
3	Dimensions, surface, maximum weight, marking	• FATO: RWY 15/33, see item 12. • Air taxiing: Stands H1, H2, H4A, H4B and H5: Concrete PCN 72/R/A/W/T.
4	Direction	No.
5	Declared distances	No.
6	Lighting	No.
7	Remarks	Only air taxiing is permitted.

LEPP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE <-

1	Designation	CTR PAMPLONA.

2	Lateral limits	425812N 0014341W; 425504N 0014122W; 425642N 0013433W; 424907N 0013049W; 424748N 0013005W; 424601N 0012947W; 424445N 0013008W; 424129N 0013353W; 423944N 0013924W; 423654N 0014147W; 423842N 0014529W; 424108N 0014337W; 424425N 0014502W; 424946N 0014528W; 425541N 0014933W; 425631N 0014858W; 425812N 0014341W.
3	Vertical limits	SFC – 1000 ft AGL.
4	Airspace class	D.
5	Unit Language	PAMPLONA TWR. ES/EN.
6	Transition altitude	1850 m/6000 ft.
7	Hours of applicability	-
8	Remarks	None.

1	Designation	ATZ PAMPLONA.
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	PAMPLONA 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 clouds ceiling, whichever is lower.

LEPP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES_<-_

Service	Call sign	FREQ	HR	Remarks
APP/TWR	Pamplona TWR	118.200 MHz	HR ATS	APP/L
		121.705 C	HR ATS	GMC
		121.500 MHz	HR ATS	EMERG
		243.000 MHz	-	EMERG

LEPP AD 2.19 RADIO NAVIGATION AND LANDING AIDS_<-_ _<-_

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
DVOR (1° E)	PPN	112.300 MHz	H24	424401.5N 0014207.2W	-	R-114 COV: • FL110 at 80 NM. • FL120 at 95 NM. • FL130 at 105 NM. • FL140 at 115 NM. • FL150 at 120 NM overlapping with DVOR/DME BCN.
DME	PPN	CH 70X	H24	424401.7N 0014206.6W	1050 m	R-114 COV: • FL110 at 80 NM. • FL120 at 95 NM. • FL130 at 105 NM. • FL140 at 115 NM. • FL150 at 120 NM overlapping with DVOR/DME BCN.
DVOR (1° E)	PAP	113.550 MHz	H24	424118.2N 0013938.8W	-	U/S BTN R-080/R-140. COV 10 NM: R-310/R-340 U/S BLW 7000 ft. Disturbances in a circle radius 5 NM centred on DVOR/DME.
DME	PAP	CH 82Y	H24	424117.8N 0013939.2W	570 m	U/S BTN R-080/R-140 COV 10 NM: R-310/R-340 U/S BLW 7000 ft.
L (0°)	PP	354.000 kHz	HR AD	425159.9N 0014301.0W	-	331° MAG / 10.988 m FM THR 15.
LOC 15 (1° E) ILS CAT I	IPN	109.700 MHz	HR AD	424533.5N 0013818.6W	-	151° MAG / 646 m FM THR 33. COV 17 NM AVBL BTN +-25° FM RCL at 5000 ft AMSL or ABV. COV 25 NM AVBL BTN +-10° FM RCL at 6500 ft AMSL or ABV.
GP 15	-	333.200 MHz	HR AD	424640.1N 0013901.1W	-	3.4°; RDH 18 m; at 284 m FM THR 15 & 120 m FM RCL on the left in the APCH direction. COV 10 NM AVBL at 3500 ft AMSL or ABV.
ILS/DME 15	IPN	CH 34X	H24	424640.0N 0013901.5W	462 m	REF DME THR 15. COV 17 NM AVBL BTN 17° to the left and 25° to the right FM RCL at 5000 ft AMSL or ABV.

LEPP AD 2.20 LOCAL AERODROME REGULATIONS

20.1 STANDARD TAXIING PROCEDURES

Guidance service only available on request.

During landing, all aircraft overshooting the exit taxiway leading to the apron shall continue taxiing to make the turn on the turn pad at the end of the runway. Category L (light) aircraft under ATC authorization are excluded from this restriction.

Commercial aircrafts shall perform the apron entry/exit procedure via TWY A from/to RWY 15/33.

From sunrise to sunset, aircraft from aeroclub, code letter A aircraft, shall use TWY B for the procedure of entry/exit to the hangar via TWY A.

20.2 RNP APCH+VPT MANOEUVRE

Special attention should be paid to the information published via the Aeronautical Information Circular (AIC) regarding the characteristics and operations of RNP APCH+VPT manoeuvres. In accordance with AIC 09/22, crews must be acquainted with the surroundings prior to flying in these scenarios.

Additionally, for this specific manoeuvre it is recommended that the EGPWS system be available and active.

20.3 TAKE-OFF FROM INTERSECTION

Take-off operations are allowed from the RWY 33 intersection with TWY A. (See distances in item 13).

Aircraft shall request this from ATC, preferably, at the same time as clearance to start up.

ATC shall notify the reduced distance and the take-off runway identifier by radio.

20.4 GROUND ENGINE TEST PROCEDURE

ATC, in coordination with the Operational Office, will assign the location with the following priority order:

1. Engine idling test:

   PRKG 1 to 8.

2. Engine half power test:

   PRKG 4, jet blast direction to the THR 15.

3. Engine maximum power test:

   On RWY 33 designator, jet blast direction to THR 33.

20.5 OPERATION OF HELICOPTERS

At Pamplona Airport, in the absence of a specific FATO for helicopters, these will be treated as fixed-wing aircraft. ATC will authorize take-off and landing on RWY 15/33.

The maximum aircraft for PRKG H1 is the B212 helicopter (D = 17.46 m), so that the operation of code letter D aircraft more than that of the B212 will be restricted.

The maximum aircraft for PRKG H2 is the R44 helicopter (D = 11.66 m).

The maximum aircraft for PRKG H4A and H4B is the AS355N helicopter (D = 12.94 m).

The maximum aircraft for PRKG H5 is the SA332 L-2 helicopter (SuperPuma) (D = 19.5 m).

20.5.1 TAXIING ROUTES

Helicopters will be allowed to enter or exit RWY 15/33 via TWY A. Taxiing will be carried out via TWY A and this taxiing will be air.

20.5.2 ARRIVALS

Arriving helicopters will normally land on RWY 15/33, and will be authorized by ATC to air taxiing via the exit taxiway following the indications of the horizontal markings to the stand.

20.5.3 DEPARTURES

Departing helicopters shall be authorized by ATC to air taxiing from the stand assigned by CECOA via TWY A to enter RWY 15/33.

20.5.4 TAXIING LIMITATIONS

The maximum dimension for any helicopter operation when taxiing is 36 m. Taxiing shall always be air taxiing, via TWY A.

- PRKG H1: when a helicopter is taxiing on the taxiway to/from PRKG H1 and accessing/exiting the stand, no movement of vehicles, persons or aircraft will be permitted in PRKG 4, 5, 5A and H2.
- PRKG H2: When a helicopter is taxiing on the taxiway to/from PRKG H2 and accessing/exiting the stand, no movement of vehicles, persons or aircraft will be permitted in PRKG H1.

Helicopter departure from H1, H2, H4A, H4B or H5 will not be permitted when there is another aircraft in motion within the manoeuvring area.

20.6 RESTRICTIONS TO STANDS

The following operational restrictions apply due to jet blast at the different stands:

- Aircraft entering or exiting PRKG 1: No movement of vehicles, persons or aircraft will be permitted in PRKG 7, 7B, 8, 8A and 8B.
- Aircraft entering or exiting PRKG 2: No movement of vehicles, persons or aircraft will be permitted in PRKG 1, 6, 6B, 7A and 7B.
- Aircraft entering or exiting PRKG 2A: No movement of vehicles, persons or aircraft will be permitted in PRKG 3, 3A, 5, 5B, 6, 6A and 6B.
- Aircraft entering or exiting PRKG 3: No movement of vehicles, persons or aircraft will be permitted in PRKG 2, 2A, 5, 5A, 5B, 6 and H5.
- Aircraft entering or exiting PRKG 3A: No movement of vehicles, persons or aircraft will be permitted in PRKG 2, 2A, 4, 5, 5A, H1, H4A and H4B.
- Aircraft entering or exiting PRKG 4: No movement of vehicles persons or aircraft will be permitted in PRKG 3, 3A and H1.
- Aircraft entering or exiting PRKG 5, 6, 7 and 8: During the entry or exit of an aircraft at any of these stands, vehicles, equipment and persons must remain in the Equipment Standby Areas located on the right-hand side of the stop bar of the parking stand. When an aircraft is entering PRKG 8, vehicles and persons must wait in the Equipment Standby Area located between PRKG 6 and 7.

Operation of ATR72 in PRKG 1 to 4:

- +PRKG 1:
  - No movement of vehicles, persons or aircraft will be permitted in PRKG 2, 2A, 7, 7B, 8 and 8A.
  - The presence of vehicles or persons is not permitted in the Equipment Standby Area located between PRKG 1 and 2.
- +PRKG 2:
  - No movement of vehicles, persons or aircraft will be permitted in PRKG 1, 3, 3A, 6, 6B, 7, 7A and 7B.
  - The presence of vehicles or persons is not permitted in the Equipment Standby Area located between PRKG 1-2 and 2-3.
- +PRKG 2A:
  - No movement of vehicles, persons or aircraft will be permitted in PRKG 1, 3, 3A, 5, 5B, 6, 6A and 6B.
  - The presence of vehicles or persons is not permitted in the Equipment Standby Area located between PRKG 1-2 and 2-3.
- +PRKG 3:
  - No movement of vehicles, persons or aircraft will be permitted in PRKG 2, 2A, 4, 5, 5A, 5B, 6 and 6A.
  - The presence of vehicles or persons is not permitted in the Equipment Standby Area located between PRKG 2-3 and 3-4.
- +PRKG 3A:
  - No movement of vehicles, persons or aircraft will be permitted in PRKG 2, 2A, 4, 5, 5A, 5B, H1, H4A and H4B.
  - The presence of vehicles or persons is not permitted in the Equipment Standby Area located between PRKG 2-3 and 3-4.
- +PRKG 4:
  - No movement of vehicles, persons or aircraft will be permitted in PRKG 3, 3A, 3B, H1 and H2.
  - The presence of vehicles or persons is not permitted in the Equipment Standby Area located between PRKG 3-4 and H1-H2.

Regarding helicopter parking stand operations:

- Helicopter manoeuvring to enter or exit PRKG H1: No movement of vehicles, persons or aircraft will be permitted in PRKG 4, 5, 5A, H2 and in the Equipment Standby Area located between PRKG 5 and H1. No movement shall be permitted in these areas until the helicopter has vacated the apron boundaries.
- Helicopter manoeuvring to enter or exit PRKG H2: No movement of vehicles, persons or aircraft will be permitted in PRKG H1.
- Helicopter manoeuvring to enter or exit PRKG H4A: No movement of vehicles, persons or aircraft will be permitted in PRKG H4B.
- Helicopter manoeuvring to enter or exit PRKG H4B: No movement of vehicles, persons or aircraft will be permitted in PRKG H4A.
- Helicopter manoeuvring to enter or exit PRKG H5: No movement of vehicles, persons or aircraft will be in PRKG 3, 3A, 4, 6, 6A, H1, H2 and H4. No movement shall be permitted in these areas until the helicopter has vacated the apron boundaries.

20.7 HELICOPTER STANDS

Helicopters will use the stand assigned by CECOA.

20.8 OPERATIONAL SAFETY REPORTS

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: lecm.safety@enaire.es

20.9 OPERATION OF AIRCRAFT OF HIGHER CODE LETTER THAN THAT OF THE AIRPORT

Pamplona airport is reference code 4C; nevertheless, subject to prior clearance by the airport manager, code letter D aircraft (B752 or code letter D aircraft with lower wingspan and outer main gear wheel span) may operate. The operation request may be made to the airport manager via the handling company, the ICARO XXI portal or by email to pamplona_cecoa@aena.es.

- This type of aircraft shall park by occupying PRKG 3 and 4 simultaneously.
- The exit turn must be performed at minimum power.
- The 180º turns on the turn pads provided for RWY 15/33 shall be performed to the right.

20.10 NIGHT VISUAL OPERATIONS (VFR-N)

Night visual operations are authorised.

20.11 ENERGY SAVINGS POLICY

The airport applies, during all the operating hours and if there are no planned aircraft operations, energy-saving procedures consisting in switching off the visual aid systems associated to runways, taxiways and apron.

LEPP AD 2.21 NOISE ABATEMENT PROCEDURES

No.

LEPP AD 2.22 FLIGHT PROCEDURES

22.1 LOW VISIBILITY PROCEDURES (LVP)

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

22.2 PROCEDURE FOR PARALYSING OPERATIONS IN THE MOVEMENT AREA (PPOAM)

Pamplona Airport has a "Procedure for Paralysing Operations in the Movement area for RVR lower than 550 m (PPOAM 550)" to maintain safety in the movement area in situations of low visibility, which consists of the following phases:

PHASE I - Warning: 800 m ≥ RVR ≥ 550 m // 1500 m ≥ VIS ≥ 1000 m

PHASE II - Total paralysis of operations: 550 m > RVR // 1000 m > VIS

PHASE III - Cancellation: RVR > 800m // VIS > 1500 m

22.2.1 INFORMATION FOR PILOTS

Uncertainty about position in the manoeuvring area

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

- if recognising that the aircraft is not on a runway, they must immediately halt the aircraft and report this circumstance to ATC (including the last known position).
- if recognising that the aircraft is on a runway, the pilot shall immediately report this to ATC (including the last known position), and vacate the runway as soon as possible, if they can find an appropriate taxiway nearby, unless ATC should indicate otherwise, and then halt the aircraft.

Breakdown of an aircraft

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

Loss of visual contact between traffic

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

Communications failure

Departing aircraft: the aircraft shall continue by the assigned route and halt at the ATC clearance limit, taking extreme care, where it shall hold and await the arrival of an assistance vehicle.

Arriving aircraft: if the aircraft has just landed, it shall hold on vacating the runway and await the arrival of an assistance vehicle.

If the aircraft already has ATC taxiing clearance, it shall continue by the assigned route and halt at the ATC clearance limit, taking extreme care, where it shall hold and await the arrival of an assistance vehicle.

22.3 ATS SURVEILLANCE SYSTEMS

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

a. Flight path monitoring of aircraft on final approach;

b. Flight path monitoring of other aircraft in the vicinity of the aerodrome;

c. Establishing the separation specified in article 4.6.7.3 of the R.C.A between consecutive departing aircraft;

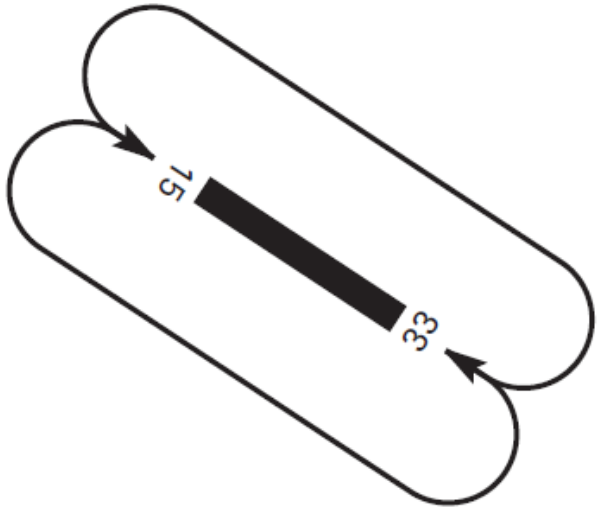
d. Providing navigation assistance to VFR flights.

The provision of function a) is not guaranteed neither in the ATZ below 3600 ft AMSL.

The provision of functions b), c) and d) is not guaranteed neither in the ATZ below 3600 ft AMSL, nor in the East half of the ATZ below 4100 ft AMSL.

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

22.4 AD TRAFFIC CIRCUIT



LEPP AD 2.23 ADDITIONAL INFORMATION

NIL

LEPP 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/#LEPP

LEPP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected can be found below:

IAC 1 ILS Z RWY 15: direct approach.

IAC 2 ILS Y RWY 15: direct approach.

IAC 3 ILS X RWY 15: direct approach.

IAC 4 LOC Z RWY 15: direct approach.

IAC 5 LOC Y RWY 15: direct approach.

IAC 6 LOC X RWY 15: direct approach.

IAC 7 RNP Z (LPV ONLY) RWY 15: LPV.

IAC 8 RNP Y RWY 15: LNAV, LNAV/VNAV.

IAC 9 RNP X (LPV ONLY) RWY 15:LPV.

IAC 10 RNP RWY 33: not applicable.

IAC 11 VOR B (CAT A, B & C): not applicable.

IAC 12 RNP A: not applicable.