LEAM AD 2 AERODROME DATA

LEAM AD 2.1 AERODROME LOCATION INDICATOR - NAME

LEAM - ALMERÍA

LEAM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	365038N 0022212W. See AD 2-LEAM ADC.
2	Distance and direction from the city	9 km E.
3	Elevation	21 m / 70 ft.
4	Geoid undulation	49.60 m ± 0.05 m (1).
5	Reference temperature	31°C.
6	Low average temperature	13°C.
7	Magnetic variation	0°(2020).
8	Annual change	7.2'E.
9	AD administration	Aena.
10	Address	Aeropuerto de Almería - Crta. de Níjar, km 9 - 04130 Almería.
11	TEL	+34-950 213 701/13/21
12	FAX	+34-950 213 859
13	AFTN	LEAM.
14	E-mail	leicecoa@aena.es
15	Approved traffic	IFR/VFR
16	Remarks	(1) For all AD points.

LEAM AD 2.3 OPERATIONAL HOURS

1	Airport	V: 0510-2045, PS 30 MIN PPR. I: 0610-2145, PS 30 MIN PPR.
2	Customs and Immigration	HR AD.
3	Health and Sanitation	See GEN 1.4.
4	AIS/ARO	H24 (1)
5	MET briefing	HR AD PS 2 HR BFR HR AD.
6	ATS	V: 0455-2105, I: 0555-2205. In case PPR is activated: V: 0455-2135, I: 0555-2235.
7	Fuelling	HR AD.
8	Handling	HR AD.

9	Security	HR AD.
10	De-icing	No.
11	Remarks	Airport hours of activity: V: 0455-2105; I: 0555-2205. In case PPR is activated: V: 0455-2135; I: 0555-2235. (1) Centralised ARO office geographical area 10 • TEL: +34-918 603 565; +34-672 344 481 (only for communications contingency) • E-mail: arocentralizada@enaire.es • LEAM AFTN address for fligh plan management: LEAMZPZX Centralised AIO Office - International NOTAM Office • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es

LEAM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	Up to 3000 kg.
2	Fuel types	100LL, JET A-1.
3	Oil types	No.
4	Refuelling capacity	Avgas 100LL: 1 tanker 1500 L, 5 L/s, 50 m3 storage. JET A-1: 4 tankers 110000 L, 67 L/s, 1500 m3 storage.
5	De-Icing facilities	No.
6	Hangar space	No.
7	Repair facilities	No.

8	Remarks	(1) Service provided by EXOLUM AVIATION SA.
		TEL: +34-950 223 975 ; +34-950 213 855.
		E-mail: lei@exolum.com
		Ramp agents:
		• SOUTH EUROPE GROUND SERVICES
		  ◦ E-mail: leikq@southeu.com
		  ◦ SITA: LEIKQIB
		  ◦ TEL: +34-690 998 122
		• UNIVERSAL AVIATION SPAIN S.A.
		  ◦ TEL: +34-913 936 890 ; +34-685 333 923
		  ◦ E-mail: universal.aviation@uvspain.com
		• UNITED AVIATION SERVICES, S.L.
		  ◦ TEL: +34-690 273 162 (H24); +34-913 936 775 (OCC)
		  ◦ E-mail: ops.lei@unitedaviation.es; ops@unitedaviation.es (OCC)
		  ◦ Website: www.unitedaviation.es

LEAM AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	Yes.

3	Transportation	Buses, taxies and hire cars.
4	Medical facilities	No.
5	Bank/Post Office	Cash dispenser/No.
6	Tourist information	Yes.
7	Remarks	None.

LEAM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Fire category	7. (1)
2	Rescue equipment	In accordance with the fire category published.
3	Removal of disabled aircraft	The Airport possesses the following equipment for recovering unused aircraft: • Dollies for aircraft recovery with maximum load 5, 10 and 30 Tm. • 5 and 30 Tm tow bars. The airport has agreements in place with local companies to provide cranes with a capacity of up to 200 Tm. Airport contact details for the transfer of unused aircraft: leicecoa@aena.es , TEL: +34 950 213 701.
4	Remarks	The response time of the rescue and fire fighting service is less than 3 minutes, with an operational objective of less than 2 minutes. (1) 8 on demand (see item 20 - On demand fire category request procedure).

LEAM AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

1	Types of clearing equipment	Not applicable.
2	Clearance priorities	Not applicable.
3	Use of material for movement area surface treatment	Not applicable.
4	Specially prepared winter runways	Not applicable.
5	Remarks	Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in AD 1.2.2. Aerodrome in service during all seasons of the year.

LEAM AD 2.8 MOVEMENT AREA DETAILS

1	Apron	Surface: Concrete. Strength: PRKG 1 to 8, 30 to 33, 40 to 43, 50 to 64: PCN 79/R/B/W/T PCN 79/R/B/W/T PRKG 20 to 25: PCN 52/R/B/W/T Inner apron taxiways: each section has the resistance of the contiguous parking stands.

2	Taxiways	Width: 23 m. Surface: Asphalt. Strength: T1: PCN 127/F/B/W/T T2: PCN 57/F/B/W/T T3: PCN 117/F/B/W/T S1: PCN 127/F/A/W/T S2: PCN 57/F/A/W/T S3: PCN 57/F/C/W/T S4: PCN 117/F/A/W/T
3	Check locations	Altimeter: Apron GATE A ELEV: 12 m/39 ft. Apron GATE D ELEV: 15 m/49 ft. VOR: No. INS: No.
4	Remarks	None.

LEAM AD 2.9 TAXIING GUIDANCE SYSTEM AND MARKINGS

1	Taxiing guidance system	Runway-holding positions, stop bars, boards and parking positions.
2	RWY markings	Designators, centre line, threshold, displaced threshold RWY 07, aiming point, side stripe and touchdown zone.
3	TWY markings	Centre line and side stripe.
4	Remarks	None.

LEAM AD 2.10 AERODROME OBSTACLES

1	Obstacles which penetrate Approach, Take-off climb, Conical, Inner Horizontal, Transitional, Inner Transitional and balked landing Surfaces contained in Annex 14 of ICAO; and areas 2A and 3 contained in Annex 15 of ICAO. Those penetrating these surfaces are identified in the CSV file as "Relevante_Relevant = Si/Yes".	See Item 10 and Data Sets section.
2	Remarks	See AD 2-LEAM AOC.

LEAM AD 2.11 METEOROLOGICAL SERVICE PROVIDED

1	MET office	Almería EMAe.
2	HR	HR AD PS 2 HR BFR HR AD.
3	METAR	METAR AUTO 24H half-hourly. EMAe staff shall monitor METAR AUTO during EMAe operational hours, replacing it with METAR where appropriate.
4	TAF	24 HR.
5	TREND	No.
6	Briefing	In person and by telephone.

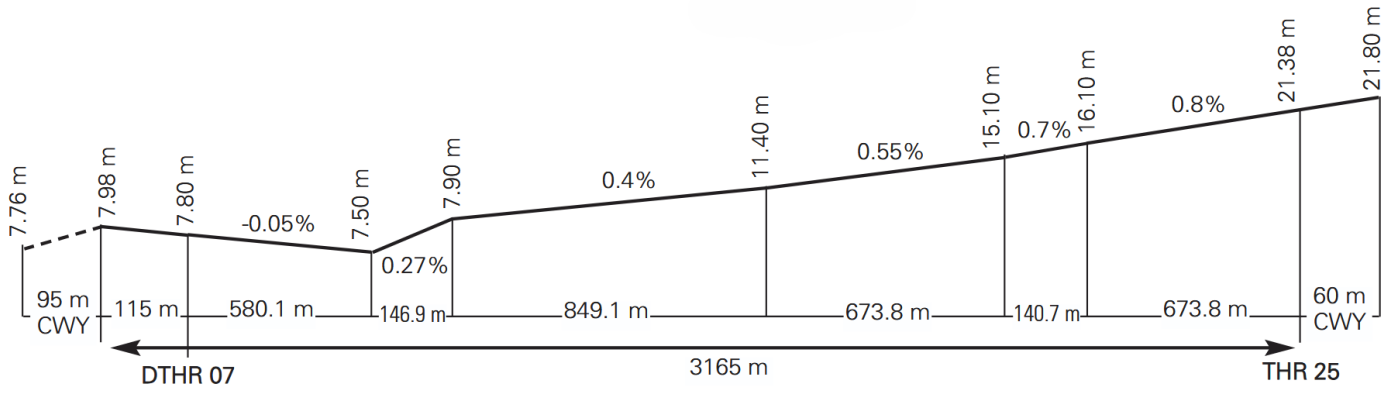
7	Flight documentation/Language	Charts and plain language/Spanish.
8	Charts	Significant forecasted and altitude and wind maps.
9	Supplementary equipmet	Clouds, lighting image and radar information display.
10	ATS unit served	TWR, APP.
11	Additional information	Sevilla OMAe (LESV): H24; TEL: +34-954 462 030 ; +34-954 460 699. Almería EMAe: HR AD; TEL: +34-950 290 000.
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available.

LEAM 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)	073.01°GEO 073°MAG	3165 x 45	365024.4265N 0022308.3345W	THR: 8 m/26 ft TDZ: No	No.	60 x 300	3285 x 300 (4)	No.	240 x 150	RWY: ASPH (3) SWY: No
25 (2)	253.03°GEO 253°MAG	3165 x 45	365053.3325N 0022110.5670W	THR: 21.5 m/70 ft TDZ: 21.5 m/70 ft	No.	95 x 150	3285 x 300 (4)	Yes	225 x 150	RWY: ASPH (3) SWY: No

Remarks:
(1) DTHR RWY 07 115 m.
(2) End RWY 25 coordinates: 365023.3N 0022312.8W.
(3) R1, R2: PCN 57/F/C/W/T R3: PCN 117/F/A/W/T
(4) Unpaved.

12.1 PROFILE:



LEAM AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
07	3165	3225	3165	3050
25	3165	3260	3165	3165
07 INT S2	2230	2290	2230	–
25 INT S3	1231	1326	1231	–
Remarks: None.				

LEAM AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	07
2	Approach	Simple, 420 m. LIH.

3	PAPI (MEHT)	3°(15.98 m / 52 ft).
4	Threshold	Green with wing bars.
5	Touchdown zone	No.
6	Runway centre line	3050 m: 2150 m white + 600 m white and red + 300 m red. Distance between lights: 15 m.
7	Runway edge	3165 m: 115 m red + 2450 m white + 600 m yellow. LIH. Distance between lights: 50 m.
8	Runway end	Red without wing bars.
9	Stopway	No.
10	Remarks	PAPI is not suitable for code letter E aircraft except A330. LED lighting on RWY 07 approach lights, stop bars S1, S2, S3 and S4, and edges of T3, S1 and S4.
1	Runway	25
2	Approach	Precision CAT I, 900 m. LIH.
3	PAPI (MEHT)	3°(18.45 m / 61 ft).
4	Threshold	Green with wing bars.
5	Touchdown zone	No.
6	Runway centre line	3165 m: 2265 white + 600 m white and red + 300 m red. Distance between lights: 15 m.
7	Runway edge	3165 m: 2565 m white + 600 m yellow. LIH. Distance between lights: 50 m.
8	Runway end	Red without wing bars.
9	Stopway	No.
10	Remarks	PAPI is not suitable for code letter E aircraft except A330. LED lighting on RWY 25 approach lights, stop bars S1, S2, S3 and S4, and edges of T3, S1 and S4.

LEAM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near S3, 1 near TDZ 25. LGTD.
3	TWY lighting	Edge.
4	Apron lighting	Floodlighting poles.
5	Secondary power supply	Engine generators providing a maximum switch-over time (light) of 1 second for the systems: centre line, edge, runway end and stop bars and a maximum switch-over time of 15 seconds for the rest of the lighting systems.
6	Remarks	None.

LEAM AD 2.16 HELICOPTER LANDING AREA

1	Position	FATO: RWY 07/25. Coordinates THR 07 and THR 25, see item 12. Ground taxiing: TLOF coincides with RWY 07/25, see item 12. Air taxiing: TLOF coincides with PRKG 30, 31, 32 and 33. See AD 2-LEAM PDC.
2	Elevation	FATO: RWY 07/25. Elevation THR 07 and THR 25, see item 12. Ground taxiing: TLOF coincides with RWY 07/25, see item 12. Air taxiing: TLOF coincides with PRKG 30, 31, 32 and 33. See AD 2-LEAM PDC.
3	Dimensions, surface, maximum weight, marking	FATO: RWY 07/25. Ground taxiing: TLOF coincides with RWY 07/25, see item 12. Air taxiing: TLOF coincides with PRKG 30, 31, 32 and 33. See AD 2-LEAM PDC.
4	Direction	No.
5	Declared distances	No.
6	Lighting	No.
7	Remarks	See ítem 20 - Helicopter Operations.

LEAM AD 2.17 ATS AIRSPACE

1	Designation	CTR ALMERÍA.
2	Lateral limits	365019N 0023551W; 365332N 0022434W; 365904N 0021724W; 365754N 0021249W; 364921N 0020941W; 364318N 0021208W; 364809N 0021903W; 364429N 0023333W; 365019N 0023551W.
3	Vertical limits	SFC-1000 ft AGL/AMSL (1).
4	Airspace class	D
5	Unit Language	Almería TWR ES/EN
6	Transition altitude	1850 m/6000 ft.
1	Designation	ATZ ALMERÍA.
2	Lateral limits	Circle with a radius of 8 km centred on ARP. (2).
3	Vertical limits	SFC-3000 ft HGT (3).
4	Airspace class	D
5	Unit Language	Almería TWR ES/EN
6	Transition altitude	
7	Remarks	(1) Whichever is greater. (2) Or the ground visibility, whichever is lower. (3) Or up to the cloud ceiling, whichever is lower.

LEAM AD 2.18 ATS COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
Service	Call sign	FREQ	HR	Remarks
APP	Almería APP	118.350 MHz	HR ATS	APP/L
TWR	Almería TWR	118.350 MHz	HR ATS	
		121.500 MHz	HR ATS	EMERG
		243.000 MHz	HR ATS	EMERG
		257.800 MHz	HR ATS	MIL
		121.705 C	HR ATS	GMC
VDF	Almería gonio	118.350 MHz	HR ATS	
		121.500 MHz	HR ATS	
ATIS	Almería Information	119.055 C	HR ATS	
D-ATIS	Almería Information	NIL	HR ATS	Provision of ATIS information via data link.

LEAM AD 2.19 RADIO NAVIGATION & LANDING FACILITIES

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
VOR (0°)	AMR	114.100 MHz	H24	364959.4N 0021533.9W		
DME	AMR	CH 88X	H24	364959.4N 0021533.9W	90 m	
NDB (0°)	AMN	310.000 kHz	H24	365054.1N 0022241.5W		COV 25 NM NO AVBL BTN 265°/060°.
LOC 25 (0°)	IAM	109.900 MHz	H24	365020.6N 0022324.0W		253°MAG/407 m FM THR 07.
ILS CAT I						At 17 NM (15.4 DME) AVBL BTN ± 35°; FM RCL at 4500 ft AMSL or ABV. At 25 NM (23.4 DME) AVBL BTN ± 10°; FM RCL at 3500 ft AMSL or ABV.
GP 25		333.800 MHz	H24	365045.9N 0022123.7W		3°; RDH 17.4 m; at 379 m FM THR 25 & 125 m FM RCL to the left on APCH direction.
ILS/DME 25	IAM	CH 36X	H24	365045.9N 0022123.7W	24 m	REF DME THR 25.
L 25 (0°)	AM	284.000 kHz	H24	365233.0N 0021423.6W		073°MAG/10534 m FM THR 25. COV 15 NM. NO AVBL BTN 300°/040°.

LEAM AD 2.20 LOCAL REGULATIONS

Aerodrome closed to aircraft without two-way radio communications.

Banner towing flights are prohibited.

20.1 OPERATIONS OUTSIDE AERODROME OPERATING HOURS

For operations outside aerodrome operating hours, maintenance may be performed on the airfield, so all traffic with a Letter of Exemptions must communicate their arrival or departure on frequency 118.350 MHz, so that the staff can vacate the runway and leave it in good conditions before operating on it.

20.2 STANDARD TAXIING PROCEDURES

Entry/exit manoeuvres to/from aircraft stands shall be performed using engine powers similar to idle. If power needs to be

significantly increased, pilots shall contact ATC in order for the manoeuvre to be monitored by a marshaller.

It is the pilots'responsibility to avoid collisions with other aircraft or obstacles when taxiing on the apron.

20.3 GROUND HANDLING

It is mandatory to use a ground handling agent for all operations, including non-commercial ones, except for aircraft based at the airport and those stopovers where the occupants do not have to leave the aircraft. The preceding exception does not apply if the flight origin or destination is a Non- Schengen airport.

For arrival operations, passengers and crew must await the arrival of their ground handling agent.

For departure operations, the ground handling agent must be contacted for transport to the aircraft.

In the case of General and Business Aviation, the name of the handling agent hired will be noted in item 18 of the FPL under the RMK/ indicator.

At Almería Airport, the maximum fees that South Europe Ground Services can charge for the services provided to their clients have been defined. These services include transporting passengers and/or crew from the aircraft to the terminal building and vice versa.

20.4 ON DEMAND FIRE CATEGORY REQUEST PROCEDURE

Almería Airport provides category SEI 7 continuously and 8 on demand. To operate with category 8, companies interested must request it by e-mail to: lei.operaciones@aena.es and leicecoa@aena.es

The request must be made at least 15 days prior to the expected flight date, and it must contain the following data:

- Flight number.
- Flight class.
- Type of aircraft
- Date and time expected.

Confirmation of category 8 shall be made using the same e-mail address from which it was requested.

20.5 RESTRICTIONS IN THE MANOEUVRING AREA

- Aircraft that have landed on RWY 25 will not be authorized to vacate the runway via TWY S3.
- Aircraft that have landed on RWY 07 will not be authorized to vacate the runway via TWY S2.
- Code letter 4D aircraft landing on RWY 25 must vacate the runway via TWY S1.
- Code letter 4C and 4D aircraft vacating the runway via TWY S3, must access the apron directly via GATE D.

Take-off is allowed by RWY 07 from intersection with TWY S2 and by RWY 25 from intersection with TWY S3, exclusively for aircraft with code letter B or lower.

20.6 LIMITATIONS TO APRON GATES

GATE A: maximum wingspan 52 m (code letter D aircraft or below). B767 cannot use this GATE.

GATE B: maximum wingspan 65 m (code letter E aircraft or below).

GATE C: maximum wingspan 36 m (code letter C aircraft or below).

GATE D: maximum wingspan 52 m (code letter D aircraft or below).

20.7 ENERGY SAVING POLICY, SHUTDOWN OF SURFACE AERONAUTICAL LIGHTS

Almería Airport, within its operational hours and if there are no operations expected, applies energy saving procedures that involve the shutdown of all or some of the Surface Aeronautical Lights (LAS) indicated in item 14 AD 2-LEAM.

20.8 PROCEDURE AIRCRAFT 4E OPERATION

20.8.1 GENERAL

The risk analysis conducted certifies that Almeria Airport sufficiently guarantees the operational safety level required for the operation of code letter 4E aircraft.

For a code letter 4E aircraft to operate, a request must be made by the Airline or Handling Agent, and explicit clearance from the Airport Operations Centre must be received.

20.8.2 STAND

PRKG 20 has been established for code letter 4E aircraft.

20.8.3 GROUND MOVEMENT

A) Arrival

- Vacate RWY via TWY S1 or S4 (depending on the runway in use), taxiing via parallel TWY T until GATE B to access the apron, where aircraft shall await the "FOLLOW ME" vehicle to be guided to the stand.

B) Departure

- Departure from the apron via GATE B, taxiing up to RWY via TWY T until S1 or S4 (depending on the runway in use).
- In low visibility conditions, for departures from RWY 25, the "FOLLOW ME" vehicle shall guide the aircraft to the threshold.

20.8.4 RESTRICTIONS

TWY S4 and T3 do not comply with the taxiway strip width requirement for code letter 4E aircraft (40.5 m from the centre line, instead of 43.5 m recommended for code letter 4E aircraft).

20.9 HELICOPTER OPERATIONS

At Almería Airport the helicopters will have the same treatment as fixed-wing aircraft and will be authorised by ATC to take off and land, from/to RWY 07/25.

Exceptionally, for situations with wind greater than or equal to 10 kt, ATC, at the request of the crew, will may authorize helicopter takeoffs and landings from the TWY T2.

Crews that need will be should contact ATC to receive operating instructions in accordance with the local procedure.

20.10 NIGHT VISUAL OPERATIONS (VFR-N)

VFR-N flights are permitted.

20.11 OPERATIONAL SAFETY REPORTS

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

The aim of these reports is the compilation of information in order to improve operational safety, independently of the compulsory report of the occurrence to the appropriate aeronautical authority. Data may be sent in any format, including at least the following information:

- Date and time.
- Site.
- Parties involved (data used to identify vehicles, aircraft...involved).
- Companies involved.
- Description of the facts.

- Any other data considered relevant (e.g. lighting conditions, weather, phase of the operation such as take-off / landing / stopover, pavement conditions, etc.).

The airport contact e-mail address for receiving operational safety reports is the following: Seguridad_Operacional_LEI@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 to the air traffic control service provider (manoeuvring area, flight phases and ATS airspace), they may be sent to the e-mail address: lecsdptosafetymg@enaire.es

20.12 SCHOOL, TRAINING AND TEST FLIGHTS

_<-_School or training flights with a IFR _<-_ flight plan are not permitted.

In general, Almería TWR will only accept 2 school and/or training flights simultaneously within its area of responsibility (TMA/CTR/ATZ).

All school, training and test operations require prior coordination with the airport operator via the following addresses: lei.operaciones@aena.es and leicecoa@aena.es.

They may also be restricted by ATC at the time of the operation, depending on the air traffic situation.

Commercial flights will have priority over school, training and test flights.

LEAM AD 2.21 NOISE ABATEMENT PROCEDURES

No.

LEAM AD 2.22 FLIGHT PROCEDURES

22.1 ATS SURVEILLANCE SYSTEM

It is used in the provision of the aerodrome control service to perform the following functions:

a. supervision of the flight path of aircraft on final approach;

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

c. establishment of separation, as defined in the RCA. section 4.6.7.3, between successive departing aircraft.

d. Provision of navigation assistance to VFR flights.

e. All the functions above will be suspended in the event of a simultaneous unavailability of Turrillas radar.

Likewise, the provision of functions b) and d) in the northern half of the ATZ, below 1800 ft AMSL, is not guaranteed.

In addition, to assist in keeping watch over the air traffic status, ATS surveillance systems may be used to provide the controller:

a. Better position information of aircraft under control;

b. Supplementary information about other traffic;

c. Information about any significant deviation of aircraft from what the corresponding air traffic control clearances may establish, including cleared routes and flight levels where necessary.

22.2 LOW VISIBILITY PROCEDURES (LVP)

22.2.1 GENERAL

The RWY 07 and 25 are usable for take-offs under low visibility conditions (LVTO).

1.1 Surface low visibility procedures (LVP) shall apply when the minimum meteorological conditions are as follows:

- the runway-visual range (RVR) less than 550 m, or
- the general visibility in the manoeuvring area less than 800 m, for when the RVR is unavailable.

1.2 TWR,via ATIS/SIMA, shall inform pilots of the application of low visibility procedures.

1.3 For low visibility take-offs (LVTO) with a runway visual range lower than 125 m (RVR<125m), the aircraft operator may decide whether to take off or not, based on its procedures.

22.2.2 GROUND MOVEMENT

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

22.2.2.1 Arrivals:

2.1.1 Aircraft that have landed shall report:

- Runway vacated and
- Exit taxiway authorised.

2.1.2 At the apron entry, aircraft must wait for the arrival of the "FOLLOW ME" vehicle to be guided to the assigned stand.

22.2.2.2 Departures:

2.2.1 To establish the best transit sequence, pilots must not request clearance for engine start-up, push-back or taxiing when the meteorological visibility is below the operational minima.

2.2.2 In those cases where the RVR is less than 550 m (or the visibility is less than 800 m in the event of failure of all transmissometers), only one aircraft will be cleared for taxiing in the Manoeuvring Area at a time.

2.2.3 For LVTO with RVR<125 m, the aircraft operator may decide whether to take off or not, based on its procedures. If taking off, it shall be compulsory for the aircraft to taxi guided by a "FOLLOW ME" vehicle from its parking stand on the apron and on the taxiway until the holding position of the runway in service.

22.2.2.3 Aircraft which need to vacate the runway with RVR less than 125 m.

Aircraft which need to vacate the runway when the RVR less than 125 m shall hold once they have vacated the runway and completely reached the parallel taxiway, and shall await the arrival of the "FOLLOW ME" vehicle which will guide them to their stand on the apron

22.2.3 COMMUNICATIONS FAILURE AND ANOMALOUS SITUATIONS IN MANOEUVRING AREA.

22.2.3.1 Communications failure.

Whenever an aircraft or a vehicle operating in the manoeuvring area experiences a communication failure, it shall proceed as follows:

Departing aircraft:

- The aircraft must continue by the assigned route to the ATC clearance limit, taking extreme caution, where it must hold the position and await the arrival of a "FOLLOW ME" vehicle for guidance to the designated stand.

Arrival aircraft:

- If the aircraft has just landed, maintain position once the runway has been vacated completely and await the arrival of a "FOLLOW ME" vehicle for guidance to the designated stand.
- If the aircraft had an ATC taxi clearance, it must continue on the assigned route, if any, to the limit of the ATC clearance, taking extreme caution, where it must hold position and await the arrival of a "FOLLOW ME" vehicle for guidance to the designated stand.

Vehicle:

- The vehicle shall vacate the runway, taxiways or any other area in the manoeuvring area where it may be (provided that the driver is certain it can be done and is in no way disoriented) and then stop the vehicle, holding the position and

awaiting the arrival of a "FOLLOW ME" vehicle or assistance resources.

22.2.3.2 Anomalous situations:

- If a pilot is in doubt about the position of the aircraft relative to the manoeuvring area, the pilot shall stop the aircraft immediately and notify ATC of this situation (including the last known position).
- In situations where the pilot is in doubt about the position of the aircraft relative to the manoeuvring area, but recognises that the aircraft is on a runway, the pilot shall immediately notify ATC (including the last known position), vacating the runway if able to locate an appropriate taxiway nearby as soon as possible, unless otherwise instructed by ATC, and then stop the aircraft. If the pilot is unable to locate an exit taxiway, ATC shall be notified immediately.
- In case of disorientation of a vehicle in the manoeuvring area, ATC must be notified (including the last known position) and, unless otherwise instructed by ATC, vacate the manoeuvring area to get away to a safe distance, as soon as possible, and stop the vehicle awaiting assistance. In case of failure, if possible, the same procedure shall be followed. If the vehicle cannot move, ATC must be notified without delay.
- In case of a loss of visual contact between one aircraft and another, or with a vehicle with its own separation, ATC shall be notified immediately and the aircraft shall stop.

22.3 VISUAL DEPARTURE PROCEDURES FOR IFR FLIGHTS

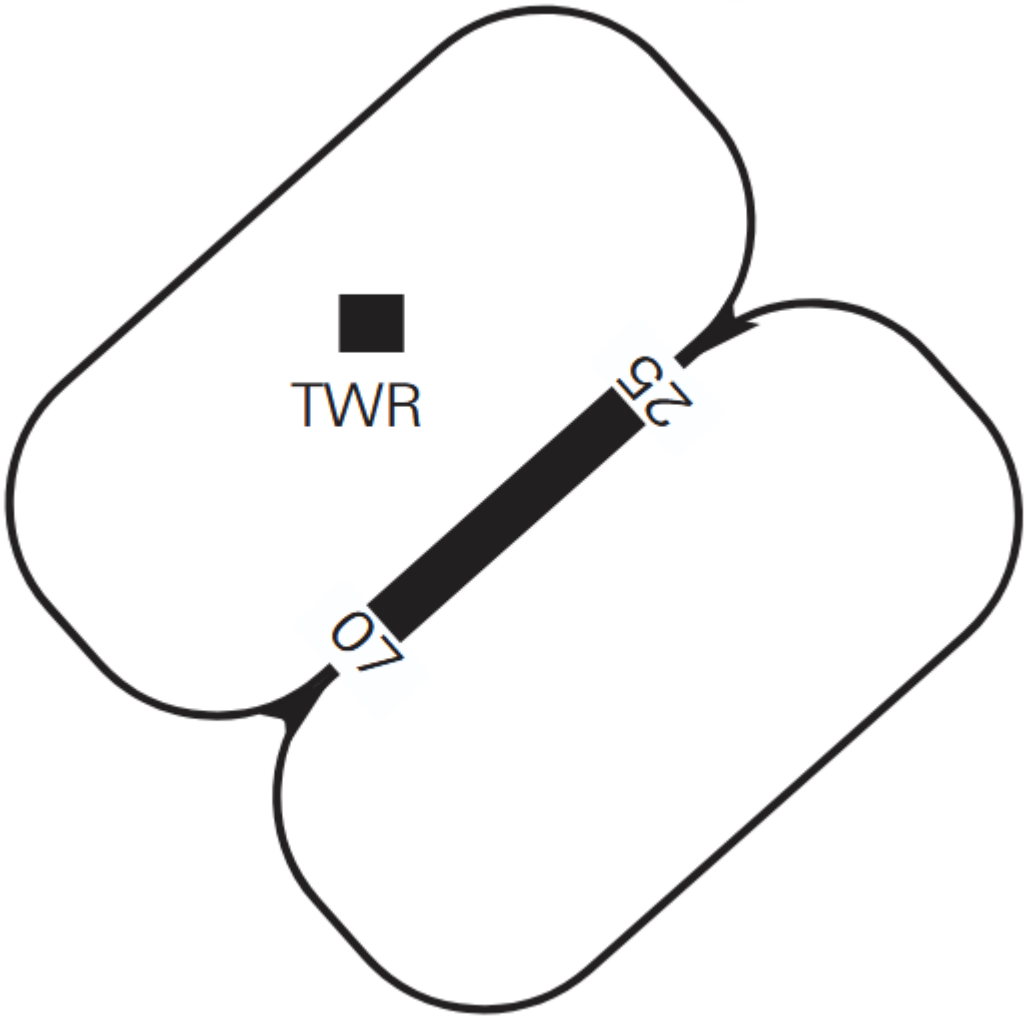
IFR flights may request ATC for "visual departure" on ground or in the air under the following conditions:

- Between the start of morning civil twilight and the end of evening civil twilight.
- Weather conditions in the direction of the take-off and subsequent initial climb that permit the visual flight until the MSA, which shall be provided by ATC.
- In the air, the pilot shall propose to ATC a heading or a direct course.
- On the ground, the pilot shall propose to ATC a heading or a point, or ATC shall propose a visual departure subject to the pilot's consent and readback.
- The pilot shall be responsible for maintaining obstacle clearance until the MSA.
- If visual departures are applied due to the inability to use the published SID and contingency departures, the noise abatement procedures described in AIP LEAM AD-2 Item 21 "Noise Abatement Procedures" shall no longer be applied.

22.4 CONTINUOUS DESCENT OPERATIONS

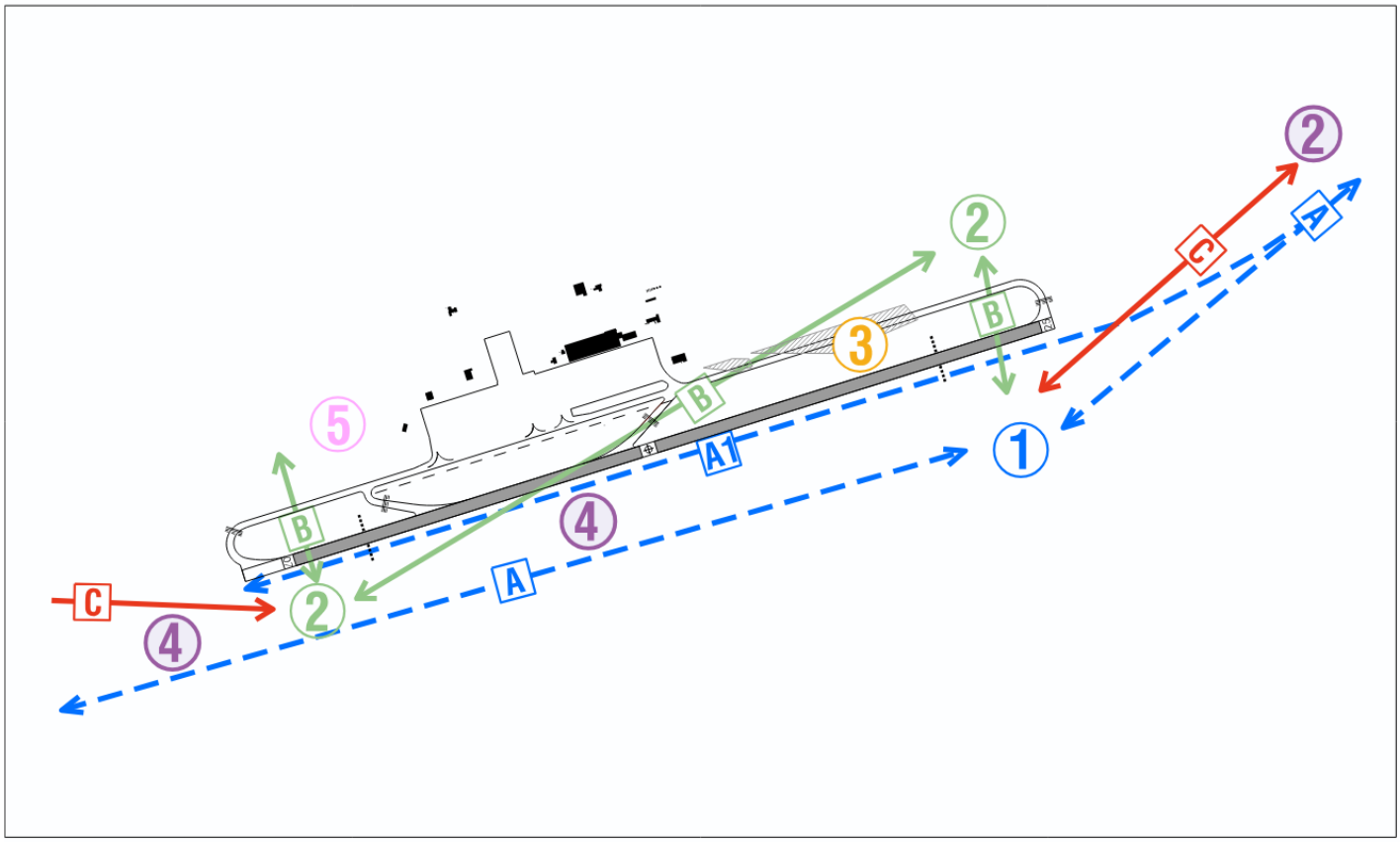
Depending on traffic conditions, and provided that it is not envisaged that it will be necessary to interrupt a descent, aircraft shall be cleared to proceed by a standard arrival (STAR) or by means of a "direct" type clearance, to an intermediate fix of the STAR, to the IAF, to an intermediate approach fix or to the IF, at the minimum altitude of the IAF or the IF of the instrument procedure (IAC) or the minimum ATC surveillance altitude of the sectors through which the direct route passes, whichever is the higher, so that the descent operation may be accomplished continuously.

22.5 AD TRAFFIC CIRCUIT



LEAM AD 2.23 ADDITIONAL INFORMATION

23.1 MOVEMENT OF BIRDS



⟷ 0-65 ft (0-20m)

⟷ 65-492 ft (20-50m)

◯ Zonas de concentración de aves

A: Passage of gulls, important at sunrise and sunset, increasing in winter.

A1: Deviation of the passage of gulls in high wind conditions, caution due to their possible presence on the runway.

B: Flight of rock doves and starlings, throughout the year.

C: Flight of spotless/common starlings, increasing in winter.

1: Concentration of gulls, increasing in winter.

2: Concentration of rock doves and starlings, throughout the year.

3: Concentration of common kestrels, increasing during migration (August-October).

4: Concentration of common swifts in summer.

5: Concentration of Eurasian stone-curlews at night-time, increasing during migration (August-October).

Wildlife Control Service schedule: from sunrise to sunset.

LEAM 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/#LEAM

LEAM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected can be found below:

IAC 1 RNP Z RWY 07 (LPV ONLY): LPV.

IAC 2 RNP Y RWY 07: LNAV, LNAV/VNAV.

IAC 3 NDB RWY 07: Direct approach.

IAC 4 ILS Z RWY 25: Direct approach.

IAC 5 ILS Y RWY 25: Direct approach.

IAC 6 LOC RWY 25: Direct approach.

IAC 7 RNP Z RWY 25 (LPV ONLY): LPV.