

LESU AD 2 AERODROME DATA

LESU AD 2.1 AERODROME LOCATION INDICATOR – NAME

LESU – ANDORRA – LA SEU D'URGELL

LESU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	422046N 0012453E. See AD 2-LESU ADC.
2	Distance and direction from the city	3.8 km SW.
3	Elevation	802 m / 2630 ft.
4	Geoid undulation	53.03 + 0.05 m. (1)
5	Reference temperature	30° C.
6	Low average temperature	3° C.
7	Magnetic variation	1° E (2020).
8	Annual change	7.8'E.
9	AD administration	Aeroports de Catalunya.
10	Address	Aeródromo Andorra-La Seu d'Urgell – 25711, Montferrer (Lleida).
11	TEL	+34-973 355 324
12	FAX	+34-973 360 934
13	E-mail	operacions@lesu.cat
14	AFTN	LESU
15	Approved traffic	VFR, VFRN (2) and IFR.
16	Remarks	(1) For all AD points. (2) See item 20.

LESU AD 2.3 OPERATIONAL HOURS

1	Airport	HR AD (Restricted use): V: MON–SUN 0630–CCV; I: MON–SUN 0730 - CVV. HR AD (Public and VFRN use): PPR 24 HR. (1)
2	Custom and Immigration	No.
3	Health and Sanitation	No.
4	AIS/ARO	Yes (2)
5	MET briefing	V: MON–SUN 0800–1600. I: MON–SUN 0800–1600. Other hours under PPR.
6	ATS	PPR 24 HR. (3)

7	Fuelling	30 MIN after AD opening time until 30 MIN before AD closing time. (4)
8	Handling	Yes, PPR 24 HR to HandlingLESU@lesu.cat Air staber unit not available for aircraft with an inoperative APU.
9	Security	Yes, PPR 24 HR to operacions@lesu.cat
10	De-icing	No.
11	Remarks	(1) See item 20. (2) Operations Centre at Andorra-La Seu d'Urgell AD <ul style="list-style-type: none">• TEL: +34-973 355 324• (3) See items 18 and 20. For information on public use HR, consult NOTAM in force. NOTAM will be issued with a minimum of 18 HR before the activation of public use.• (4) Fuelling available during public and restricted use by gravity. By pressure PPR 24 HR.

LESU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	No.
2	Fuel types	AVGAS 100LL, JET A-1.
3	Oil types	No.
4	Refuelling capacity	AVGAS 100LL: 5000 L, 6.6 L/s. JET A-1: 15000 L, 6.67 L/s.
5	De-Icing facilities	No.
6	Hangar space	No.
7	Repair facilities	No.



8	Remarks	<p>None.</p> <p>Ramp agents:</p> <ul style="list-style-type: none">SERVITEC MANTENIMIENTO AERONÁUTICO S.A.<ul style="list-style-type: none">E-mail: lld.manager@serviteaircraft.com lesu@serviteaircraft.com leu.handling@serviteaircraft.comTEL: +34-902 090 726 ; +34-682 155 891SITA: LEUADXH <p>Ramp agents may attend both commercial and general aviation and business.</p> <p>General and Business Aviation Managers (FBO).</p> <p>For passengers and crew who opt to access through the General and Business Aviation terminal, the General and Business Aviation Managers (FBO) authorised by the airport are:</p> <ul style="list-style-type: none">ANDORRA AVIATION GROUP FBO<ul style="list-style-type: none">Passengers and crews opting to access via the General and Business Aviation (FBO) terminal cleared by the airport must engage handling services through email at:E-mail: handlinglaseu@andorraaviationgroup.com ; manager.lesu@andorraaviationgroup.comTEL: +34-873 450 495 ; +34-747 422 510SITA: No
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LESU AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	Yes. See schedules on www.aeroportandorralaseu.cat
3	Transportation	No. Taxi O/R to the AD manager.
4	Medical facilities	First-aid kit.
5	Bank/Post Office	No.
6	Tourist information	No.
7	Remarks	All services above are available at La Seu d'Urgell, 3.8 km SW.

LEAM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Fire category	HR AD restricted use: own means. HR AD public use: Category 1 to 4 PPR 24 HR. (1) (2)
2	Rescue equipment	According to the fire category published.
3	Removal of disabled aircraft:	Service provided by external companies with a maximum response time of 5 HR. Cranes and support equipment with a capacity up to 23 TM. Maximum aircraft served: AT72.





4	Remarks	(1) See item 20. Operational hours: From 15 minutes before the activation of the public use infrastructure until 15 minutes after it is deactivated. Service hours: From one hour before the operational hours until 15 minutes after the deactivation of public use hours. (2) Operational objective of response time up to RWY 03/21 end, less than 3 MIN.
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LESU 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.

LESU AD 2.8 MOVEMENT AREA DETAILS

1	Apron	Surface: Asphalt. Strength: PCN 74/F/D/W/T.
2	Taxiways	Width: 15 m. Surface: Asphalt. Strength: PCN 18/F/A/W/T.
3	Check locations	Altimeter: Runway-holding position, head of RWY 03: 802 m / 2628 ft. VOR: No. INS: See AD 2-LESU PDC.
4	Remarks	None.

LESU AD 2.9 TAXIING GUIDANCE SYSTEM AND MARKINGS

1	Taxiing guidance system	Runway-holding positions, indication signs to stands, NO ENTRY signs.
2	RWY markings	Threshold, designators, centre line, side stripe
3	TWY markings	Side stripe and centre line, spotlight markers on TWY edge.
4	Remarks	None.

LESU AD 2.10 AERODROME OBSTACLES



1	Obstacles which penetrate 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 Digital Data section.
2	Remarks	See AD 2-LESU AOC.

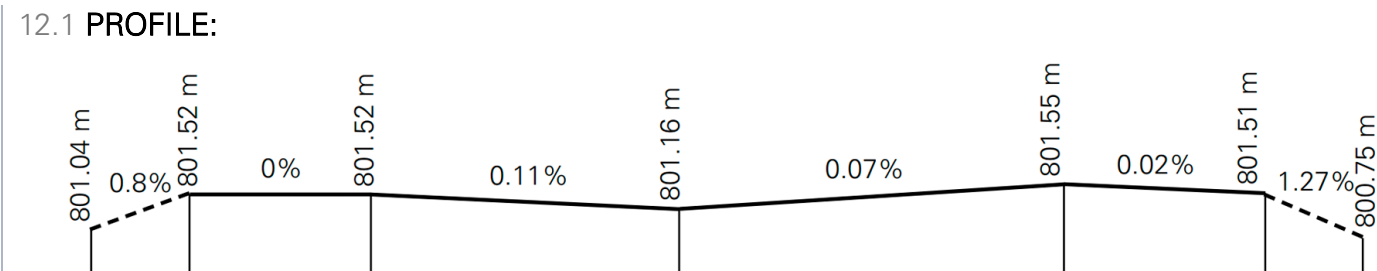
LESU AD 2.11 METEOROLOGICAL SERVICE PROVIDED

1	MET office	Andorra-La Seu d'Urgell EMAe.
2	HR	See item 3.
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	Significant forecasted maps, and wind and temperature in altitude.
9	Supplementary equipmet	No.
10	ATS unit served	AFIS.
11	Additional information	Valencia OMAe (LEVA): H24; • TEL: +34-963 690 750 Andorra-La Seu d'Urgell EMAe: HR: see item 3; • TEL: +34-973 350 582
12	Remarks	Aerodrome warnings available.

LESU 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
03	031.01° GEO 030° MAG	1267 x 28	422010.17N 0012424.04E	THR: 802 m / 2628 ft TDZ: No	No	60 x 150	1387 x 80	No	No	RWY: ASPH PCN 17/F/A/W/T SWY: No
21	211.01° GEO 210° MAG	1267 x 28	422045.37N 0012452.56E	THR: 802 m / 2628 ft TDZ: No	No	60 x 150	1387 x 80	No	No	RWY: ASPH PCN 17/F/A/W/T SWY: No

Remarks: None.



LESU AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
03	1267	1327	1267	1267
21	1267	1327	1267	1267
Remarks: None.				

LESU AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	03
2	Approach	Threshold identification lights.
3	PAPI (MEHT) (1)	3.05° (7.64 m / 25 ft) (2) 4.4° (8.99 m / 29 ft) (3)
4	Threshold	Green
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	1267 m white. (4) Distance between lights: 48.73 m
8	Runway end	Red
9	Stopway	No.
10	Remarks	(1) Possible unexpected information on PAPI RWY 03 during restricted use hours, 10 minutes before the activation of public use hours. (2) To notify incidents or request a higher intensity, contact the AFIS Unit at Andorra-La Seu d'Urgell AD: 122.205 C. <ul style="list-style-type: none">• TEL: +34-973 355 926• (3) Exclusive use of PAPI 4.4° for instrument RNP approach. Single approach. When the extended FIZ is activated without instrument operations, PAPI 3.05° will be activated.• (4) Adjustable intensity and omnidirectional lights.
1	Runway	21
2	Approach	Threshold identification lights.
3	PAPI (MEHT)	2.99° (9.6 m / 32 ft). (1) (2)
4	Threshold	Green
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	1267 m white. (3) Distance between lights: 48.73 m
8	Runway end	Red
9	Stopway	No.



10	Remarks	(1) To give notification of occurrences or request a higher intensity, contact the AFIS Unit at Andorra-La Seu d'Urgell AD: 122.205 C. <ul style="list-style-type: none">• TEL: +34-973 355 926• (2) Only usable between 2 NM and the threshold.• (3) Adjustable intensity and omnidirectional lights.
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LESU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	Yes.
2	WDI	1 near THR 03 LGTD, 1 near THR 21, 1 near middle of RWY, no LGTD.
3	TWY lighting	Centre line: TWY B, C, D and GATE B.
4	Apron lighting	Floodlighting poles.
5	Secondary power supply	Engine generators that provide a maximum switch-over time (light) of 15 SEC for THR identification lights, THR, edge and RWY end, PAPI, TWY centre line, APN, TWR, SEI and power building.
6	Remarks	(1) 11 lattice towers on Montículo de Ensula, Type C and Type B obstacle lights on the megatower closest to the runway and WDI.

LESU AD 2.16 HELICOPTER LANDING AREA

1	Position: Use of runway for landing.	FATO: RWY 03/21. See item 12. Ground-taxiing: TLOF coincides with RWY 03/21. ARP coordinates, see item 2. Air-taxiing: TLOF coincides with PRKG 21, 22, 31, 32, 40, 41, 42, 44.
2	Elevation	FATO: RWY 03/21. THR 03 and THR 21 elevation, see item 12. Air-taxiing: TLOF coincides with PRKG 21, 22, 31, 32, 40, 41, 42, 44. Apron elevation, see item 8. Ground-taxiing: TLOF coincides with RWY 03/21.
3	Dimensions, surface, maximum weight, marking	FATO: RWY 03/21. See items 9 and 12. Ground-taxiing: TLOF coincides with RWY 03/21. See items 9 and 12. Air-taxiing: TLOF coincides with PRKG 21, 22, 31, 32, 40, 41, 42, 44. See items 8 and 9. Taxiways. See items 8 and 9.
4	Direction	FATO: RWY 03/21. See item 12.
5	Declared distances	FATO: RWY 03/21. See item 13.
6	Lighting	FATO: RWY 03/21. See item 14. Air-taxiing: TLOF coincides with PRKG 21, 22, 31, 32, 40, 41, 42, 44. See item 15. Ground-taxiing: TLOF coincides with RWY 03/21. See item 14. Taxiways. See items 8 and 9.
7	Remarks	None

LESU AD 2.17 ATS AIRSPACE



Designation and lateral limits	Vertical limits	Airspace class	Unit Language	Transition altitude
FIZ REDUCIDA ANDORRA-LA SEU D'URGELL (RMZ) (FPMZ) (1) 422452N 0012248E; 422409N 0012951E, from this point following an arc of 5 NM centred on the ARP, clockwise up to 421736N 0011939E; 422452N 0012248E.	SFC-5000 ft AMSL	G	LA SEU AFIS (2) ES/EN	2438 m / 8000 ft
FIZ AMPLIADA ANDORRA-LA SEU D'URGELL (RMZ) 422538N 0012034E; 422438N 0013025E; 422208N 0013328E; 421835N 0013401E; 421117N 0012737E; from this point following an arc of 10 NM centered on the ARP; clockwise up to 421359N 0011532E; 422538N 0012034E.	SFC-7500 ft AMSL	G	LA SEU AFIS (2) ES/EN	
Remarks	AD located to the NW of TMA BARCELONA and on the VFR traffic sector with vertical limits: 1000 ft AGL/AMSL-MAX ALT VFR SECTOR (FL080) (see ENR 2.1). The FIZ will only be active during ATS hours. (1) Flight plan submission mandatory zone within AFIS HR. (2) Call sign: La Seu Información. HR ATS: see item 3.			

LESU AD 2.18 ATS COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
AFIS	La Seu Información	122.205 C	H24 (1)	(1) Outside ATS operation hours, this frequency shall be used for A/A communications.
		131.605 C	HR ATS (2)	BACK-UP. (2) Outside ATS operation hours, this frequency shall be used for G/A communications.
		121.500 MHz	HR ATS	EMERG

LESU AD 2.19 RADIO NAVIGATION & LANDING FACILITIES

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks
No.						

LESU AD 2.20 LOCAL REGULATIONS

Maximum aircraft allowed on the infrastructure, ATR42. Maximum helicopter allowed, A139.

Aircraft with a wingspan higher than 17 m may only taxi via the taxiway on apron N, accessing PRKG 21-23 by GATE B. TWY W and G are limited to C550 and PC24 maximum aircraft respectively.

Helicopters may accomplish both air and ground-taxiing on the aerodrome taxiways. Helicopters with a rotor blade diameter larger than 13 m may only accomplish air-taxiing via apron taxiways E and N. On N air-taxiing may only take place to access PRKG 21 and 22. Helicopters with a rotor blade diameter larger than 12.46 m cannot accomplish air-taxiing via TWY W and G. TWY I is exclusive for helicopter use and is limited to H146.

Helicopters accessing PRKG 21 and 22 must taxi by TWY N, accessing through GATE B.

Helicopter air-taxiing to access PRKG 31-32, 40-42 and 44 must be accomplished via TWY M, being access prohibited from TWY N.

To access the fuelling area, hangar D1 and PRKG 44, visual reference points are available on TWY N and W where aircraft accessing this area will have to stop. See more details on subparagraphs Public Use Operations or Restricted Use Operations, as applicable.

With aircraft PC24 and Learjet 40/45 leaving the fuelling area, no taxiing of helicopters from/to PRKG 44 can take place. However, no impact exists to exit the fuelling area for aircraft parked on the C172 area. With aircraft in the refueling area,



aircraft bound to or from hangar D1 cannot circulate via TWY G.

Aircraft on ground-taxiing accessing this area may do so via any of the two points. However, helicopters on air-taxiing may only access from the point located on W.

Gravity fuelling in the fuelling area for maximum aircraft PC24. Aircraft up to size C172 will park on the marked position parallel to the fuel tanks. Aircraft over that size, up to PC24, will park on the marked position perpendicular to the fuel tanks. Helicopters (skids) with a rotor blade up to 12.46 m will park on the PC24 spot.

Helicopters with a rotor blade diameter higher than 13 m, which need to access the hangar zone and are lacking wheels for ground taxi, shall be towed through apron taxiway S up to the corresponding hangar.

20.1 OPERATIONAL MINIMA

At the AD, VFR flight operations will be conducted under VMC.

At the AD, RNAV1 instrument departure operations will be conducted with visibility 1300 m from the threshold.

At the AD, RNP approach instrument operations will be conducted with visibility 7.8 km and cloud ceiling 2200 ft.

Operating with snow, slush, frost or ice on the runway is prohibited.

Take extreme care with winds of more than 20 kt.

ULM with crosswinds greater than 20 kt operations are prohibited

Specific approval of the operator is required for flying instrument manoeuvres.

20.2 ACCEPTANCE OF AIRLINES

Air carriers seeking to operate commercially in the infrastructure must request the airport manager's approval according to the internal procedure by sending an email to: operacions@lesu.cat

20.3 RESTRICTED USE OPERATION

Radio equipment is required to operate on the AD.

The provisions specified in SERA.4001, item b), point 3, shall apply with regard to the submission of flight plans.

Aircraft using the AD are obliged to have adequate equipment in order to monitor frequency 122.205 C for self-control. On that same frequency they shall transmit their intentions and their evolution through the different phases of the flight, in order to provide other aerodrome traffic with information that shall aid in keeping own separation if required.

The Operations Centre of Andorra-La Seu d'Urgell AD may offer orientation on apron occupancy, provide refuelling services and further information of interest. Contact on frequency 131.605 C after runway is vacated.

No aeronautical station shall provide any type of aerodrome information on frequency 122.205 C.

On TWY N the visual reference point is the identification horizontal marking to access PRKG I, and on TWY W the EPL (equipment parking area marking) perpendicular to TWY W which limits PRKG K. In case of air-taxiing, the DGPEIS group will access from TWY W. Contact with 122.205 C must take place to inform about intentions.

20.4 PUBLIC USE OPERATION VFRN

AFIS provision hours shall be published by NOTAM. Consult NOTAM and SNOWTAM in force before operating on the infrastructure. NOTAM will be published with minimum advance notice of 18 HR. In any case contact with TWR will be established before entry on FIZ.

The night-time use of the LESU airport is only for commercial operation during public use and is incompatible with the night-time use of the H24 heliport. Both infrastructures cannot be operational at the same time. The coordination between both infrastructures shall be carried out via the email address: operacions@lesu.cat At night-time, only the following may be used: GATE B, taxiways C and B to enter and exit the runway, and it shall be compulsory to use a radio altimeter and the commercial operator has previous experience operating during daytime use.

The following radio altimeter notification points are established in the VFRN: 421957.62N and 0012606.38E; 422106.78N and 0012720.15E.



To operate in the FIZ, when activated, it is compulsory to file a flight plan and to carry radio equipment on board.

The movement of persons or vehicles, including aircraft being towed within the movement area, is subject to advance clearance from the AFIS personnel on duty at the AFIS unit.

Pilots wishing to accomplish taxi service or passenger commercial transport flights must request the activation of public use aerodrome at least 24 HR in advance of the estimated hour of operation, by means of an electronic mail to operacions@lesu.cat and telephonic acknowledgement to:

- TEL: +34-973 355 324.

The request to carry out commercial operations must be submitted within the airport's published operating hours so that operations may receive and accept it. The request must contain the following information:

- Flight number.
- Flight class.
- Ground handling service contracted.
- Aircraft type.
- Scheduled dates and times.
- Level of RFFS protection required.

Operations will make the necessary communications to confirm the provision of necessary services for the operation in public use and issue the corresponding NOTAM. Once this has been done, they will notify the applicant of the authorisation by the same means by which the request was received. The operation will not be considered authorised if not expressly confirmed by airport operations. The hiring of ground handling services authorised by the airport is mandatory for commercial operations.

The movement of persons or vehicles, including aircraft being towed within the movement area, is subject to advance clearance from the AFIS personnel on duty at the AFIS unit.

ULM operating during public use must satisfy the following requirements:

- Operate with radio which guarantees bidirectional communications.
- Submit FPL.
- Know how to use the radio equipment.
- Know and understand aeronautical phraseology.

During public use operation PRKG 11 to 17, 21 to 23 are reserved for the parking of passenger commercial transport and air taxi aircraft.

On TWY N the visual reference point is the identification horizontal marking to access PRKG I, and on TWY W the EPL (equipment parking area marking) perpendicular to TWY W which limits PRKG K. In case of air-taxiing, the DGPEIS group will access from TWY W. Contact with AFIS must take place on these points.

Access to PRKG H, I and K by general aviation on the apron, shall only take place through TWY M. Traffic of aircraft via TWY M is not allowed during autonomous exit from PRKG 21 to 23. While helicopters are turning in PRKG 21 and 22, aircraft may not circulate via TWY M.

20.5 OPERATIONAL SAFETY REPORTS

On the specific instance of safety reports related with the aeronautical information service provider AFIS, these may be sent to the e-mail address: safety@skyway-ans.com

20.6 RNP RWY 03 APPROACH

For instrument operations, contact the airport manager at: operacions@lesu.cat

Instrument approach is only permitted for commercial operations and requires airport validation.

The validation is obtained by accrediting training in at least the following items:.

- The training must consist of an overall theoretical instruction of the procedure and at least one real execution (or in a



simulator certified for this) under VMC throughout the approach from the IAF to landing.

- Explanation of stabilised approach criteria.
- Familiarisation of pilots with the manoeuvre.
- Explanation of the difference between RNAV (GNSS) procedures with minima lines LNAV, LNAV/VNAV, LPV.
- Explanation of the final approach segment, in particular in relation to the position of the MAPt and the flight height on passing over this point.
- The position of the controlling obstacles in each segment.
- It must be remembered to add 50 ft to the minima of the approach chart to descend using the CDFA technique.
- Explanation of the operational concept, transfer from Barcelona approach to AFIS-SEU.
- RAIM function pre-flight verification of the availability of this function.
- Verification of the RAIM function 30 NM from the ARP, and of the GNSS navigation capacity at the IAF and before reaching the FAF.
- Situation in the event of loss of GNSS navigation capacity.
- Rejected landing manoeuvre RWY 03. Indicate the gradients required as determined by the starting point of the manoeuvre.
- Circling visual flight manoeuvre for landing on RWY 21.
- If the installation of any new system is required in the aircraft, the corresponding instruction for the same must be included.
- Recommendation not to use the PAPI system in the last mile before the threshold.
- Wind limitations for operation at the airport.

In the approach briefing, the singular points of this RNP APCH instrument procedure shall be recalled.

20.7 FIZ REDUCIDA OPERATION

Only for VFR flights.

Segregation of commercial VFR traffic with respect to ULM.

ULM wishing to operate during the public use hours published, must send a request 1 hour ahead of the estimated time of flight by means of an e-mail to the address: operacions@lesu.cat and by telephonic confirmation TEL: +34-973 355 324 in order to determine the possibility of accomplishing the flight and, if so, fix flight times.

20.8 FIZ AMPLIADA OPERATION

Only one simultaneous IFR operation shall be permitted within the FIZ. There cannot be two IFR flights simultaneously within the FIZ.

Segregation of commercial IFR traffic with respect to VFR traffic.

VFR traffic wishing to operate during the public use hours published, must send a request 1:30 hours ahead of the estimated time of flight by means of an e-mail to the address: operacions@lesu.cat and by telephonic confirmation TEL: +34-973 355 324 in order to determine the possibility of accomplishing the flight and, if so, fix flight times.

LESU AD 2.21 NOISE ABATEMENT PROCEDURES

No.



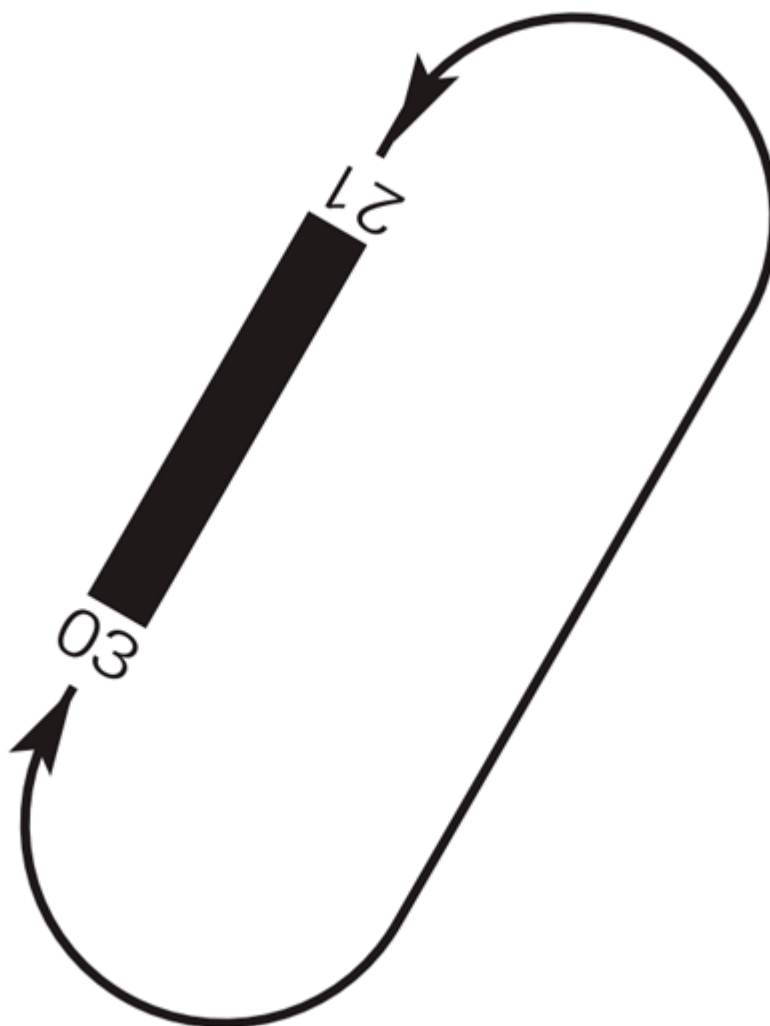
LESU AD 2.22 FLIGHT PROCEDURES

Helicopters shall use the same reporting points on the aerodrome traffic circuit as the rest of aircraft, and shall land on and take-off from the runway.

22.1 LOW VISIBILITY PROCEDURES (LVP)

Low visibility procedures are not available at Andorra-La Seu d'Urgell airport.

22.2 AD TRAFFIC CIRCUIT



LESU AD 2.23 ADDITIONAL INFORMATION

Windshear on final, especially RWY 21.

Mound on the vicinity of RWY 21.

Take-off or landing of any traffic not considered ULM, helicopters or aircraft will not be cleared at LESU. The activity of paragliders, paramotors and the like is prohibited with FIZ AMPLIADA or FIZ REDUCIDA activated.

Paraglider activity on approach to RWY 03 (in the vicinity of the VFR reporting point "S" of the FIZ REDUCIDA) and take-off from RWY 21 and model aircraft activity at the coordinates 422000N 0012735E.

Where necessary, IFR or VFR traffic may contact TWR on: TEL: +34-973 354 810

A single type of FIZ will be activated each day.

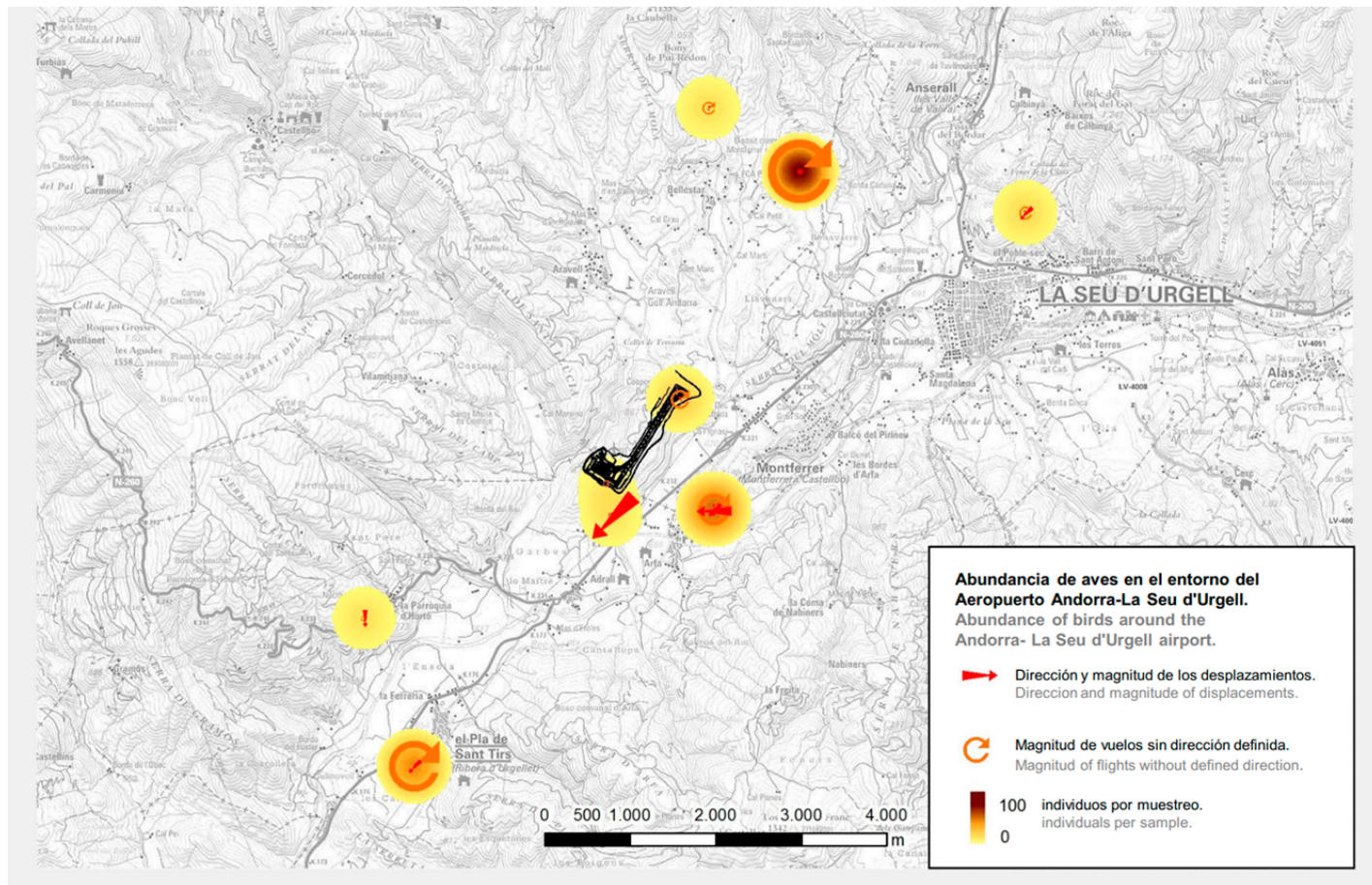
In case of emergency landing by gliders, their departure via TWY A is prohibited.

To conduct special activities in the vicinity of the airport, please contact: operacions@lesu.cat

Andorra-La Seu D'Urgell airport has the appropriate means and local procedures for the treatment of the ATR72 and Learjet 40/45 as a higher code letter aircrafts.

23.1 CONCENTRATION AND FLOWS OF BIRDS

Frequent presence of griffon vultures and red kites in the surrounding areas of the airport, especially concentrated on RWY 03 departures and RWY 21 arrivals



LESU 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/#LESU>

LESU AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.