LELL AD 2 AERODROME DATA

LELL AD 2.1 AERODROME LOCATION INDICATORAND NAME

LELL - SABADELL

LELL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	413115N 0020618E. See AD 2-LELL ADC.
2	Distance and direction from the city	2 km S.
3	Elevation	148 m / 485 ft.
4	Geoid undulation	49.40 m ± 0.05 m (1).
5	Reference temperature	30°C.
6	Low average temperature	9°C.
7	Magnetic variation	2°E (2025).
8	Annual change	8.9'E.
9	AD administration	Aena.
10	Address	Aeropuerto de Sabadell - Sabadell (Barcelona).
11	TEL	+34-937 282 100
12	FAX	+34-937 282 105
13	AFTN	LELL
14	E-mail	qsaceops@aena.es
15	Approved traffic	VFR/VFR especial. (2)
16	Remarks	(1) For all AD points. (2) See item 20: Local Regulation.

LELL AD 2.3 OPERATIONAL HOURS

1	Airport	V: 0700-SS; I: 0800-SS (1) (Opening will be SR when later than opening hour). Except State and special operations flights according to the RCA.
2	Customs and Immigration	HR AD. (2)
3	Health and Sanitation	No.
4	AIS/ARO	H24 (3).
5		
6	MET briefing	V:0600-SS; I:0700-SS.
7	ATS	HR AD. (2)
8	Fuelling	HR AD.

9	Handling	HR AD.
10	Security	H24.
11	De-icing	No.
12	Remarks	(1) For other operational hours, prior request, consult NOTAM in force. (2) Air traffic with those signatory Countries of the Schengen Agreement that require customs service shall requesting it 24 HR in advance. Air traffic with Countries non-signatory Countries of the Agreement is not allowed. (3) Centralised AIO Office - International NOTAM Office • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es Centralised ARO Office geographical area 5 • TEL: +34-918 603 560; +34-672 344 41 (only for communications contingency) • E-mail: arocentralizada@enaire.es • LELL AFTN Address for Flight Plan Management: LELLZPZX

LELL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	No.
2	Fuel types	100LL, JET A-1. (1).
3	Oil types	On request. AEROSHELL W100.
4	Refuelling	100LL: • 1 truck 3000 L, 2 L/s • 1 petrol pump 50000 L, 3 L/s JET A-1: • 1 truck 10000 L, 2 L/s • 1 petrol pump 60000 L, 3 L/s
5	De-Icing facilities	No.
6	Hangar space	Consult with management.
7	Repair facilities	No.
8	Remarks	(1) Fuel handling agent: EXOLUM • TEL: +34-608 605 097 • E-mail: qsa@exolum.com

LELL AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	Yes.
3	Transportation	Bus.
4	Medical facilities	No.

5	Bank/Post Office	No.
6	Tourist information	No.
7	Remarks	None.

LELL AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	3.
2	Rescue equipment	In accordance with the fire category published.
3	Removal of disabled aircraft	Slings, belts and straps. Cut release tools. Load-pulling platform. Maximum aircraft type CONSOLIDATED PBY-5.
4	Remarks	None.

LELL 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.

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

1	Apron	Surface: R-1: Concrete. R-2, R-3 and R-4: Asphalt. Strength: 1222 Kg / 0.19 MPa.
2	Taxiways	Width: 11 m, EXC E5: 30. Surface: Asphalt. Strength: 1222 Kg / 0.19 MPa.
3	Check locations	Altimeter: Apron R-1 and R-3: ELEV 146 m/479 ft. Apron R-2: ELEV 143 m/468 ft EXC PRKG 210 to 212: ELEV 139 m/456 ft. Apron R-4: ELEV 136 m/446 ft. VOR: No. INS: See AD 2-LELL PDC.
4	Remarks	Parking slopes of apron R-1 above 2.0%. TWY W2 clearance distance between outer main wheel and taxiway edge below 2.25 m.

LELL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Boards, runway-holding positions and parking positions, intermediate holding positions.
2	RWY markings	Threshold, designators, centre line, side stripe and touchdown zone.
3	TWY markings	Centre line.
4	Remarks	None.

LELL 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 Sets.
2	Remarks	See AD 2-LELL AOC.

LELL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	Sabadell EMAe.
2	HR	V: 0600-SS; I: 0700-SS. Outside this schedule, 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	Significant, forecasted in altitude (wind and temperature) maps.
9	Supplementary equipment	Clouds and lightning image and radar information display.
10	ATS unit served	TWR, APP.
11	Additional information	Valencia OMAe (LEVA): H24 • TEL: +34-963 690 750 Sabadell EMAe: HR AD • TEL: +34-937 207 724
12	Remarks	Aerodrome warning available.

LELL 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
13 (1)	127.09° GEO 125° MAG	1049 x 30	413124.04N 0020602.63E	THR: 148 m / 485 ft TDZ: No	No	No	1110 x 60	No	No	RWY: ASPH 1222 Kg / 0.19 MPa SWY: No

RWY	Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
31 (2) (3)	307.09° GEO 305° MAG	1049 x 30	413106.45N 0020633.58E	THR: 136 m / 445 ft TDZ: No	No	No	1110 x 60	No	No	RWY: ASPH 1222 Kg / 0.19 MPa SWY: No

Remarks:

(1) The last 150 m are not usable for take-off and landing. End of RWY 13 coordinates: 413106.45N 0020633.58E.

(2) THR 31 displaced 150 m. End of RWY 31 coordinates: 413124.04N 0020602.63E.

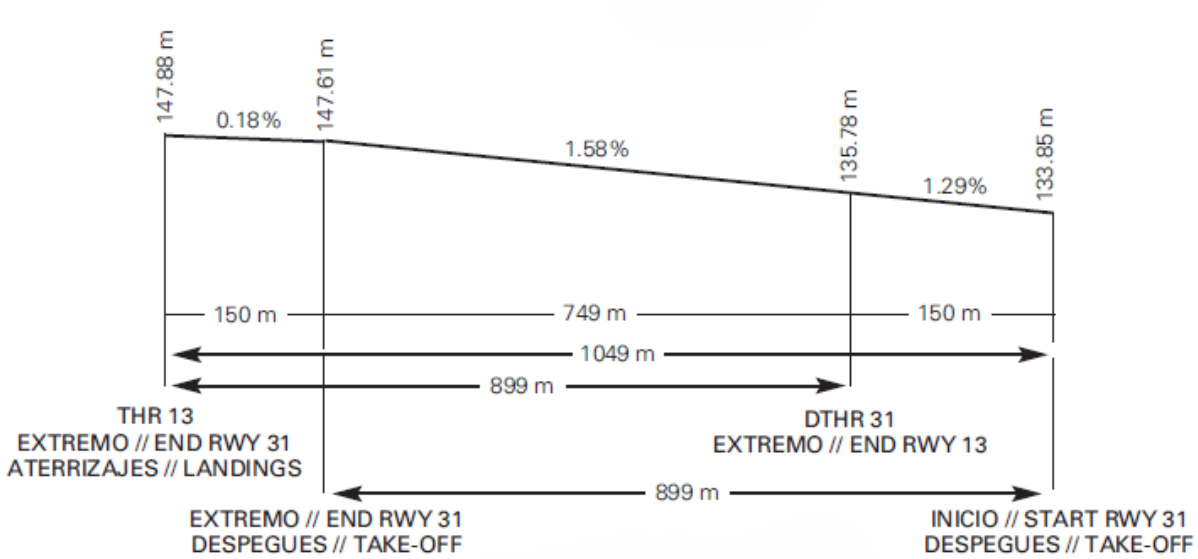
(3) In take-off RWY 31

Coordinates of the beginning of the take-off run RWY 31: 413103.52N 0020638.74E.

The last 150 m are not usable.

End of RWY 31 DER coordinates: 413121.11N 002060779E.

12.1 PROFILE



LELL AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
13	899 (1)	899 (1)	899 (1)	899 (1)
31	899 (2)	899 (2)	899 (2)	899 (3)
13 INT C	646	646	646	–
13 INT B	672	672	672	–
31 INT A	471	471	471	–
31 INT D	497	497	497	–
31 INT E5	759	759	759	–
31 INT T5	771	771	771	–

Remarks:

(1) Due to the fact that the last 150 m are not usable for take-off and landing.

(2) Due to the fact that the last 150 m are not usable for take-off.

(3) THR 31 displaced 150 m.

LELL AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	13
2	Approach	Threshold identification lights.

3	PAPI (MEHT)	4.01° (8.18 m / 27 ft).
4	Threshold	Green.
5	Touchdown zone	White, simple.
6	Runway centre line	No.
7	Runway edge	599 m white and 300 m yellow. Distance between lights: 61.75 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	Runway lighting usually off except PAPI. Switch on shall be on demand of the pilot.

1	Runway	31
2	Approach	Threshold identification lights.
3	PAPI (MEHT)	4.05° (7.39 m / 24 ft).
4	Threshold	Green.
5	Touchdown zone	White, simple.
6	Runway centre line	No.
7	Runway edge	150 m red, 599 m white and 300 m yellow. Distance between lights: 61.75 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	Runway lighting usually off except PAPI. Switch on shall be on demand of the pilot.

LELL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR 13 LGTD, 1 near THR 31 no LGTD.
3	TWY lighting	Edge (reflective markers).
4	Apron lighting	Floodlighting poles in apron R-3, edge in all apron.
5	Secondary power supply	Engine generators that provide a maximum switch-over time (light) of 15 seconds for the following lighting systems: Approach, PAPI, runway edge, threshold and runway end.
6	Remarks	None.

LELL AD 2.16 HELICOPTER LANDING AREA

1	Position	Geoid undulation: See item 2. FATO: RWY 13/31. Coordinates THR 13 and THR 31, see item 12. Ground taxiing: TLOF same as RWY 13/31. Coordinates THR 13 and THR 31, see item 12. Air taxiing: TLOF same as PRKG 101 to 108, 120 to 122, 302 to 305, hangar entry position adjoining PRKG 302, between PRKG 308 and PRKG 309 and between PRKG 311 and PRKG 312.
2	Elevation	FATO: RWY 13/31. Elevation THR 13 and THR 31, see item 12. Ground taxiing: TLOF same as RWY 13/31. ELEV THR 13 and THR 31, see item 12. Air taxiing: TLOF same as PRKG 101 to 108, 120 to 122, 302 to 305, hangar entry position adjoining PRKG 302, between PRKG 308 and PRKG 309 and between PRKG 311 and PRKG 312.
3	Dimensions, surface, maximum weight, marking	FATO: RWY 13/31. Ground taxiing: TLOF same as RWY 13/31. See item 12. Air taxiing: TLOF same as PRKG 101 to 108, 120 to 122, 302 to 305, hangar entry position adjoining PRKG 302, between PRKG 308 and PRKG 309 and between PRKG 311 and PRKG 312. PRKG 101 to 108, 120 to 122: Concrete 1222 Kg/0.19 MPa. PRKG 302 to 305 and hangar entry position adjoining PRKG 302: Asphalt. 1222 Kg/0.19 MPa.
4	Direction	See item 12.
5	Declared distances	See item 13.
6	Lighting	See item 15 (1).
7	Remarks	(1) Apron lighting.

LELL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	ATZ SABADELL.
2	Lateral limits	Circle with an 8 km radius centred on ARP.
3	Vertical limits	SFC-3500 ft AMSL.
4	Airspace class	D.
5	Unit Language	SABADELL TWR (1). ES/EN.
6	Transition altitude	1850 m / 6000 ft.
7	Hours of applicability	_<_H24 (2).
8	Remarks	(1) Call sign: Sabadell TWR. HR ATS: see item 3. (2) Outside the airport's operational hours (HR AD), ATZ SABADELL changes from Class D to Class G. Aircraft flying within ATZ SABADELL Class G shall report their intentions on frequency 120.805, for the knowledge of other users of the ATZ.

LELL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
TWR	Sabadell TWR	120.805 C	HR AD	-

Service	Call sign	FREQ	HR	Remarks
TWR	Sabadell TWR	121.605 C	HR AD	GMC
		121.500 MHz	HR AD	EMERG
VDF	Sabadell gonio	120.800 MHz	HR AD	-
		121.500 MHz	HR AD	-
		121.600 MHz	HR AD	-
A/G		123.500 MHz	HR AD	Flying club

LELL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
DVOR (2°E)	SLL	112.000 MHz	H24	413111.5N 0020635.1E	-	R-353 low signal intensity FM 48 NM.
DME	SLL	CH 57X	H24	413112.0N 0020635.1E	150 m / 492 ft	R-353 low signal intensity FM 50 NM.

LELL AD 2.20 LOCAL AERODROME REGULATIONS

Compass testing zone for helicopters on PRKG 103 and 104.

Compass testing zone for fixed-wing aircraft on apron W3.

20.1 UTILISATIONS OF HANGARS

Aircraft using the hangars will contact the Operations office by telephone on +34-937 282 110, prior to exit or after entering into the hangar.

20.2 OPERATIONS OF AIRCRAFT WITH WINGSPAN GREATER THAN 17 M

Aircraft with a wingspan greater than 17 m which are going to operate in AD, in departure or arrivals, will communicate their wingspan during their first communication with the ATC aerodrome service.

20.3 STATE AIRCRAFT OPERATIONS AND AIRCRAFT IN SPECIAL MISSION OPERATIONS OUT OF OPERATION HOURS

20.3.1 DEPARTURES

1. Advise Airport Security of the departure with as much advance notice as possible, and always prior to start-up (+34-937 282 100). In the course of this telephone call, Airport Security will report whether there are personnel working in the movement area.
2. Mandatory communication on frequency 120.805 C of start-up before take-off.
3. Keep watch on the aforementioned frequency for possible responses from other traffic both in the movement area of the airport and in the ATZ. In addition, Security will announce by the same means when the movement area is free of personnel and machinery.

20.3.2 ARRIVALS

1. Advise Airport Security of the arrival (+34-937 282 100), always provided that this does not impair the safety of the operation of the aircraft, and always with as much advance notice as possible. In the course of this telephone call, Airport Security will report whether there are personnel working in the movement area.

   If the operator has a coordination centre, it is recommended that the notice be made by the centre.
2. It is mandatory to report the arrival on frequency 120.805 C as much in advance as possible.
3. Keep watch on the aforementioned frequency until the aircraft is completely parked, for possible responses from other traffic

both in the movement area of the airport and in the ATZ. In addition, Security will announce by the same means when the movement area is free of personnel and machinery.

20.4 OPERATIONS OF HELICOPTERS FOR MEDICAL TRANSFER

Those helicopters requiring the assistance of a ground ambulance should park preferably at PRKG 107 to facilitate access.

20.5 STANDARD TAXIING PROCEDURES

20.5.1 START-UP OF ENGINES/TURBINES

It is forbidden to start-up engines outside hours of operation without confirmation from the ATC aerodrome service.

During the hours of operation, fixed-wing aircraft with flight plan with flight rules Z and all helicopters, will request start-up from the ATC aerodrome service.

There are engine stopping and starting zones on R-1 (1 zone for fixed-wing aircraft), R-2 (2 zones for fixed-wing aircraft and 1 zone for fixed-wing aircraft and helicopters) and R-3 (3 zones for fixed-wing aircraft and helicopters). Parking in these zones is not permitted.

20.5.2 GROUND MOVEMENT

All surface movements of any type of aircraft, towed aircraft, personnel and vehicles in the manoeuvring area are subject to previous aerodrome ATC clearance.

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

- Pilots, when taxiing and parking on the apron.
- Ground handling operators during stand entry and exit manoeuvres, or during towing.

Helicopters should move in the movement area by taxiways, following the taxiing guidance centre line markings those taxiways.

It is prohibited to cross taxiways leading to apron stands on foot except at authorised points by means of pedestrian walkways.

All aircraft seeking to taxi on internal taxiways R1, R2 and R3 of the apron shall first inform TWR.

20.5.3 TAXIING RESTRICTIONS

Segments TA, TB, T1, T2 and T3 of TWY T as well as TWY B, S1, S2, F9, K1, K2 and K4 are limited to the use of aircraft with a maximum wingspan of 12 m.

TWY Y1 and Z2 are limited to the use of aircraft with a maximum wingspan of 17 m.

TWY Y2 and the fuel station loop are limited to the use of aircraft with maximum wingspan of 20 m.

Refuelling for aircraft with wingspan greater than 20 m shall be accomplished by bowser.

20.5.4 STANDARD TAXIING ROUTES FOR FIXED-WING AIRCRAFT

20.5.4.1 DEPARTURES BY RWY 13 FROM APRON R-1

If holding positions TA or TB are vacated, aircraft shall incorporate into TWY F9 and taxi to the holding position vacated.

If both are vacated, it will taxi to TB.

20.5.4.2 DEPARTURES BY RWY 13 FROM APRON R-2

- If holding positions TA or TB are vacated, aircraft shall incorporate to TWY T and shall taxi to the holding positions vacated. If both are vacant, it will taxi to TA.
- If both holding positions are taken, it will taxi to intermediate holding position T2.

20.5.4.3 DEPARTURES BY RWY 13 FROM APRON R-3

Aircraft shall incorporate into TWY N and will taxi by TWY N or E to holding vacated. If both are vacated, it will taxi to M1.

20.5.4.4 DEPARTURES BY RWY 13 FROM APRON R-4

Aircraft shall incorporate into TWY T4, taxi on rapid exit taxiway A, taxi on runway, taxi on rapid exit taxiway C, taxi on TWY E to holding position vacated. If both are vacated, it will taxi to M1.

20.5.4.5 DEPARTURES BY RWY 31 FROM APRONS R-1 OR R-2

Aircraft shall incorporate into TWY T and will taxi to holding position T6.

20.5.4.6 DEPARTURES BY RWY 31 FROM APRON R-3

Aircraft shall incorporate into TWY N and will taxi by TWY E to holding position E6.

20.5.4.7 DEPARTURES BY RWY 31 FROM APRON R-4

Aircraft shall incorporate into TWY T6, to T6 holding position.

20.5.5 STANDARD TAXIING ROUTES FOR HELICOPTERS

1. DEPARTURES BY RWY 13 FROM APRON R-1
   - If TWY T1, TA and TB are vacated, aircraft shall incorporate to TWY T1, TB or F9 according to its stand and taxi to the holding position TB.
   - If TWY T1, TA or TB are occupied:
     - For positions where taxiways between its stand and the TWY B are vacated, aircraft shall incorporate into TWY T1, TB or F9 according to its stand and taxi to the holding position of TWY B to accomplish the take-off from that intersection.
     - For the rest of positions await instructions from ATC aerodrome service will be expected.
2. DEPARTURES BY RWY 31 FROM APRON R-1

Aircraft shall incorporate into TWY T1, TB or F9 according to its stand and taxi to holding position of TWY B to take-off from that intersection.

1. DEPARTURE FROM APRON R-2

Aircraft shall taxi to the holding position in TWY A following route TWY K3 and K2.

1. DEPARTURE FROM APRON R-3

Aircraft shall taxi to the holding position in TWY C following route TWY Y1, TWY W1, TWY C.

1. ARRIVALS TO APRON R-1

Aircraft shall leave the runway via TWY B and incorporate to TWY F9 and then to TWY T1, and TB in its case, as far as the stand.

1. ARRIVALS TO APRON R-2

Aircraft shall leave the runway via TWY A and taxi to the apron following route TWY K3 and K2.

7. ARRIVALS TO APRON R-3

Aircraft shall leave the runway via TWY C, and taxi to the apron following route TWY C, TWY W1, TWY Y1.

20.6 PARKING OF HELICOPTERS

In apron R-1, helicopters shall park according to the alignment bar indication at PRKG 101 to 108 and towards TWY F9 at the PRKG 120 to 122, except for helicopters whose tail, as judged by the pilot, could remain very close to the apron surface. These will be able to be positioned contrary to the above.

When departure is accomplished from PRKG 101 to 108, it is mandatory to do a 180° aerial turning in stationary flights, when the helicopter is parked positioned oriented according to the alignment bar indication, to leave the stand by its access taxiway.

In apron R-3 helicopters shall access the stand through the access, it is mandatory to do a 180° aerial turning in stationary flights, and park nosed to TWY Z2.

Helicopter hovering area, apron W3.

20.7 RESTRICTIONS TO STANDS

PRKG 109 and 110, TWY F7 and F8 in apron R-1 are closed, on the third Sunday of each month, from 0730 to 1300 UTC except for aircraft participating in the event.

Parking on apron R-4 is forbidden except for aircraft authorised by the airport.

PRKG 107 is reserved for flights of helicopters for medical transfer.

In PRKG 320, 321, 322, 323, 324, 325 and 326 it is forbidden to park aircraft with wingspan less than 15 m, except if express clearance has been provided by the airport through the aerodrome ATC Service.

In PRKG 320A, 322A and 324A it is forbidden to park aircraft with wingspan less than 18 m, except if express clearance has been provided by the airport through the aerodrome ATC Service.

In PRKG 307A, 309, 310, 311 and 312 it is forbidden to park aircraft with wingspan less than 12 m, except if express clearance has been provided by the airport through the aerodrome ATC Service.

PRKG 303 should not be used unless there is no other stand available in apron R-3, compatible with the aircraft to be parked.

Parking of aircraft with jet engines is forbidden in PRKG 307A and 308.

In the PRKG 309-312, 320-326, the simultaneous operation of aircraft with jet engines in adjacent stands is prohibited. When a jet aircraft starts the operation of entry into the stand, in the stand situated to its left (except for PRKG 311, where it is to its right), which is the one affected by efflux, the aircraft parked there shall remain stopped, without either personnel or vehicles. With regard to the exit operation, both the left and right stands will be affected (except for PRKG 309, 311 and 312), and the aircraft parked in those adjacent stands shall remain stopped and without personnel during the operation.

Turning maneuvers are not permitted in helicopter PRKG from 101 to 108, from 120 to 122, from 302 to 307 and hangar entry position adjoining PRKG 302 if there is an aircraft turning in any of the adjacent - previous and later - stands.

20.8 ANCHORING OF AIRCRAFT

All stands, with the exception of PRKG 320 to 326, are equipped with anchor points. All aircraft with a MTOW of less than 5700 Kg shall be compulsorily anchored to the points provided for this purpose.

20.9 MINIMUM RUNWAY OCCUPANCY TIME

To get the maximum runway utilization, lowering the time of occupation of it and the occurrence of "motor and air", it is important that pilots in charge, without prejudice to the safety and normal operation of aircraft, proceed to the rapid exit from runway.

Unless the aerodrome ATC Service indicates otherwise, the following rapid exit taxiways shall be used to leave the corresponding runway:

RWY	RAPID EXIT	DIST FM THR (m)
31	B	518
31	C	518
13	A	463
13	D	463

20.10 TRAFFIC NOT BASED IN THE AIRPORT

Arriving traffic not based in the airport shall provide a telephone number to Operations office.

20.11 TAKE-OFF FROM INTERSECTION

Pilots that request take off from a junction will report to the ATC aerodrome service in its first communication.

20.12 AIRCRAFT IN THE TRAFFIC CIRCUIT

Aircraft in the traffic circuit must notify TWR when they reach the final third of the tailwind segment and always prior to turning into the base.

20.13 SPECIAL VFR FLIGHT PROCEDURE

Special VFR flight traffic may be authorised subject to the conditions listed in SERA 5010, and:

- All special VFR flights shall be subject to ATC clearance.
- The pilot shall request ATC for special VFR flight clearance.
- ATC shall provide lateral separation based on geographical positions between special VFR flights, unless the separation minima can be reduced in the vicinity of the aerodrome, as indicated in SERA 8005 (c).
- Special VFR flights may be authorized to arrival aircraft, as well as, departure aircraft for destinations other than LELL.

20.14 OPERATIONAL SAFETY REPORTS

The pilots/company shall report to the airport, as soon as possible, any accident, incident or event that may affect operational safety, either as involved parties or as witnesses.

The purpose of these notifications is to compile information for enhanced safety, regardless of the mandatory notification of incidents to the relevant air navigation authority. The data may be sent in any format, and include at least the following information:

- Date and time.
- Place.
- Parties involved (data identifying the vehicles, aircraft... involved).
- Companies involved.
- Description of the events.
- Any other relevant data (e.g. lighting conditions, weather conditions, operational phase such as take-off / landing / stop-over, pavement conditions).

The airport's e-mail address for sending safety notifications is as follows: segopeqsa@aena.es

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

In the specific case of safety reporting related to the air traffic control services provider (manoeuvring area, flight stages and ATS airspace), they may write to the following e-mail address: lell@skyway-ans.com

LELL AD 2.21 NOISE ABATEMENT PROCEDURES

Engine performance testing higher than idle regime will be allowed at the engine testing area established for such purpose, which is the TWY N1. Test engines shall be requested to TWR showing where is required to nose.

If it is desired to nose BTN 100° and 220° shall be instructed to the stretch in front of the meteorological station and if it is desired to nose BTN 220° and 330° shall be instructed to the bend just before the intermediate holding position N12.

Test engine nosing BTN 330° and 110° is not allowed.

LELL AD 2.22 FLIGHT PROCEDURES

22.1 LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedures (LVP) are not available at Sabadell airport.

22.2 ATS SURVEILLANCE SYSTEM

ATS surveillance systems may be used in the aerodrome control service to carry out the following duties:

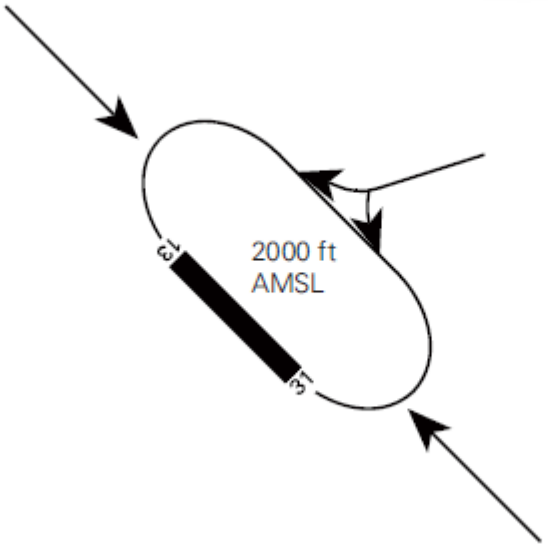
a. Supervision of the flight path of aircraft on final approach;

b. Supervision of the flight paths of other aircraft in the vicinity of the aerodrome.

Depending on the availability of the radars which provide coverage to the ATZ, the areas or heights for which the indicated uses of the radar are supplied could be affected. The air traffic controllers at the aerodrome shall maintain all the operations performed at it

or in its vicinity under constant visual surveillance, with access to an ATS surveillance system to support that visual observation, as stipulated in article 4.5.1.3 of the Reglamento de la Circulación Aérea. All of the foregoing shall depend on the limitations of the equipment.

22.3 AD TRAFFIC CIRCUIT



LELL AD 2.23 ADDITIONAL INFORMATION

23.1 BIRD CONCENTRATION AND MOVEMENT AREAS

Area A: Cattle egrets, especially in rainy days.

Area B: Red-legged partridges and starlings.

Area C: Mallards, in adverse weather conditions.

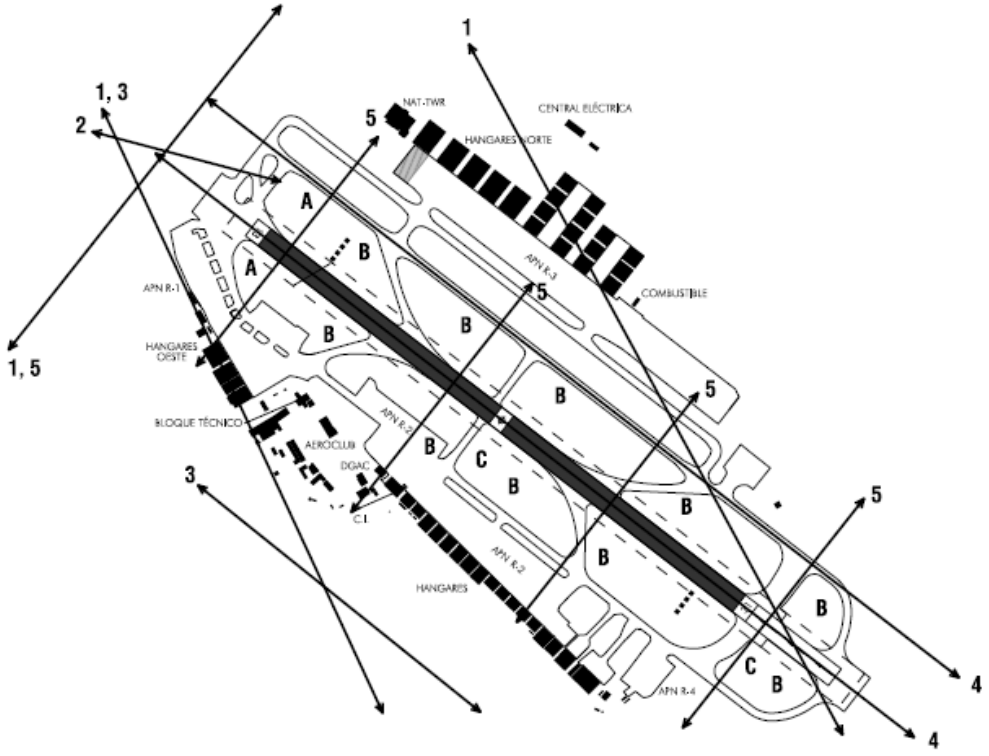
Movement 1: Gulls.

Movement 2: Cattle egrets.

Movement 3: Mallards.

Movement 4: Swifts and swallows in spring and summer.

Movement 5: Doves and pigeons.



LELL 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/#LELL

LELL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.