LECU/LEVS AD 2 AERODROME DATA

LECU/LEVS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LECU/LEVS – MADRID/Cuatro Vientos

LECU/LEVS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	402214N 0034707W. See AD 2-LECU/LEVS ADC.
2	Distance and direction from city	8.5 km SW.
3	Elevation	692 m / 2269 ft.
4	Geoid undulation	50.95 m ± 0.05 m (1).
5	Reference temperature	33°C.
6	Low average temperature	6°C.
7	Magnetic variation	0° (2020).
8	Annual change	8.2'E.
9	AD administration	CIV: Aena. MIL: Ejército del Aire y del Espacio.
10	Address	CIV:Aeropuerto de Madrid/Cuatro Vientos; Edificio Terminal; Ctra. Barrio de la Fortuna, s/n; 28054 Madrid MIL: Base Aérea de Cuatro Vientos; Avenida de la Aviación, 14 -L-10. 28054 - Madrid
11	TEL	CIV: +34 913 210 900 (2) MIL: +34-916 493 000
12	FAX	CIV: +34-913 210 949 MIL: +34-916 493 077
13	AFTN	CIV: LECU MIL: LEVSZPZX; LEVSYFYX
14	E-mail	CIV: mcvops@aena.es MIL: poc_ba_cuatro_vientos@ea.mde.es
15	Approved traffic	VFR
16	Remarks	(1) For all AD points. (2) TEL OPS: +34-913 210 922

LECU/LEVS AD 2.3 OPERATIONAL HOURS

1	Airport	CIV: V: 0700-SS; I: 0800-SS. AD closed due to air exhibition of the Infante de Orleans Foundation, the 1st Sunday of every month except January and August during the following hours: V: 1100-1200; I: 1200-1300. Except emergency, hospital and State flights. MIL: MON to FRI sunrise to sunset EXC holidays, other times on request PPR. SAT, SUN and holidays on request: PPR for ACFT based in LEVS, other ACFT PPR 48 HR. (1)

2	Customs and immigration	HR AD. For flights outside the Schengen Area, a list of passengers and aircrew should be sent 48 hours in advance to the email address mcvops@aena.es
3	Health and sanitation	No.
4	OPV	HR AD.
5	AIS	H24. (2)
6	ARO	H24 (3).
7	MET briefing	CIV: HR AD. MIL: HR AD. Other hours depending on the needs of office, MAX 2130 UTC.
8	ATS	CIV: HR AD. MIL: HR AD (4)
9	Fuelling	HR AD.
10	Handling	No.
11	Security	H24.
12	De-icing	No.
13	Remarks	(1) Foreign state/military aircraft. See item 20: Local regulations. (2) Centralised AIO Office - International NOTAM Office • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es (3) Centralised ARO Office Geographical Area 4. • TEL: +34-918 603 559 ; +34-672 344 415 (only in communications contingency) • E-mail: arocentralizada@enaire.es • LECU AFTN address for flight plan management: LECUZPZX (4) Service provider: Ejército del Aire.

LECU/LEVS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	No.
2	Fuel types	CIV: JET A-1, AVGAS 100LL. MIL: JP8 (F34 NATO).
3	Oil types	MIL: G-354, G-355, G-359, G-395, H-515, H-537, O-142, O-147, O-155, O-156, S-743, S-749, S-750, S-752, S-1739.
4	Refuelling capacity	CIV: JET A-1: 1 truck 12500 L, 14.2 L/s. 1 truck 5200 L. AVGAS 100LL: 2 trucks 3000 L MIL: Trucks of 20000 L, 16.7 L/s
5	De-icing facilities	No.
6	Hangar space	No.
7	Repair facilities	CIV: For fixed wing aircraft and helicopters.

8	Remarks	MIL: GPU: AC unit (up to 100 KVA) and DC (up to 2500 A). CIV: Fuel handling agent: - Exolum: • E-mail: mcv@exolum.com • TEL: +34-915 083 727 • Mobile phone: +34-639 301 021

LECU/LEVS AD 2.5 PASSENGER FACILITIES

1	Hotels	MIL: Yes.
2	Restaurant	Yes.
3	Transportation	CIV: Taxis, on request. MIL: Buses and light vehicles available on request.
4	Medical facilities	CIV: No. MIL: First aid and motor ambulances.
5	Bank/Post Office	No.
6	Tourist information	No.
7	Remarks	None.

LECU/LEVS AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	CIV: 4. (1) MIL: 5. V: 0530-1300 (MON TO FRI EXC HOL). I: 0630-1400 (MON TO FRI EXC HOL). 4. V: 1300-2030 (MON TO FRI EXC HOL). (2). 0530-2030 (SAT, SUN AND HOL). (2). I: 1400-2130 (MON TO FRI EXC HOL). (2). 0630-2130 (SAT, SUN AND HOL). (2).
2	Rescue equipment	In accordance with the fire category published.
3	Removal of disabled aircraft	CIV: Own equipment available for the removal of disabled aircraft up to 5 Tm. For heavier aircraft, external services are required, subject to prior presence and/or authorisation by the owner/operator, and at their own expense. Contact details of the coordination centre for the recovery of disabled aircraft: • E-mail: mcvops@aena.es • TEL: +34-913 210 922 MIL: Pulling tractors.
4	Remarks	(1) Response time less than 3 MIN, with an operational objective of less than 2 MIN. Category increase requests are not accepted. (2) MIL category extendible to 5 with PPR 48 HR.

LECU/LEVS AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	Trucks and pickup trucks with snowplough blade and melter spreader.
2	Clearance priorities	Helicopter aprons.
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: 1-NOV 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.

LECU/LEVS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron	Surface: Concrete. Strength: CIV: Between gates A and B, C and E: PCN 44/R/C/W/T; Between gates B and C: PCN 30/R/C/W/T; East isolated apron: PCN 5/R/C/W/T. West apron: PCN 15/F/D/W/T.
2	Taxiways	Width: 15 m. (1) Surface: Asphalt. (1) Strength: A-0 to A-8: PCN 18/F/D/W/T; B-1: PCN 19/R/D/W/T; B-2, K-1, E-2, L-1 and L-2: PCN 15/F/D/W/T; J-3: PCN 18/F/D/W/T.
3	Check locations	Altimeter: MIL apron: P1 692 m / 2270 ft. P2 691 m / 2266 ft. P2 684 m / 2243 ft. CIV apron: 687 m / 2255 ft. East isolated apron: 687 m / 2254 ft. West apron: 687 m / 2255 ft. VOR: No. INS: No.
4	Remarks	(1) Except C-1 and J-1 air taxi-routes for helicopters; and T-1 Natural soil.

LECU/LEVS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Boards, NO ENTRY signs, runway-holding positions and intermediate holding positions on exit taxiways.
2	RWY markings	Designators, threshold, centre line, side stripe, aiming point, touchdown zone, and rapid exit taxiway markings on RWY 27 (J3).
3	TWY markings	Centre line and edge. C-1 and J-1: Centre line.
4	Remarks	None.

LECU/LEVS AD 2.10 AERODROME OBSTACLES

1	_<_Obstacles in Approach, Take-Off Climb, Conical, Inner Horizontal, Transitional, Inner Transitional and Balked Landing Surfaces established in ICAO Annex 14; and the areas 2A and 3 established in ICAO Annex 15. Those penetrating these surfaces are identified in the CSV file as "Relevante_Relevant = Si/Yes".	See Item 10 and Data Set.
2	Remarks	See AD 2-LECU/LEVS AOC.

LECU/LEVS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	CIV: Madrid/Cuatro Vientos OMD. MIL: Cuatro Vientos OMD.
2	HR	CIV: HR AD. Outside this schedule, a half-hourly METAR AUTO will be issued. MIL: HR AD. Other hours depending on the needs of office, MAX 2130 UTC.
3	METAR	Half-hourly.
4	TAF	24 HR.
5	TREND	No.
6	Briefing	CIV: Telephone, email and AMA. MIL: In person and all the other means.
7	Flight documentation/Language	Charts and plain language / Spanish.
8	Charts	Significant forecasted and wind and temperature in altitude maps.
9	Supplementary equipment	CIV: AMA. MIL: Clouds and lightnings image and radar information display.
10	ATS unit served	TWR.
11	Additional information	Madrid OMAe (LEMC): H24 • TEL: +34-915 045 807 • MADRID/Cuatro Vientos MET office: • TEL: +34-916 493 066
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available. Automatic reports do not include precipitation information.

LECU/LEVS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

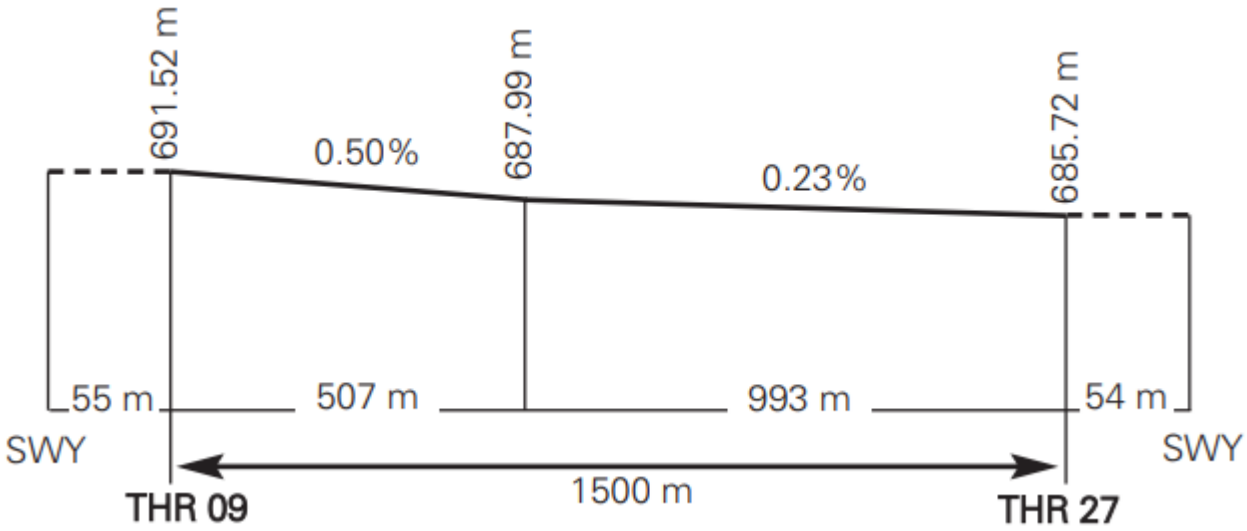
RWY	Direction	DIM (m)	THR PSN	TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
09	093.78° GEO 094° MAG	1500 x 30	402216.04N 0034738.14W	THR: 692 m / 2269 ft TDZ: No	54 x 30	No	1740 x 80	No	No	RWY: ASPH PCN 39/F/A/W/T (2) SWY: INFO NO AVBL
27	273.79° GEO 274° MAG	1500 x 30	402212.84N 0034634.87W	THR: 686 m / 2250 ft TDZ: No	55 x 30	No	1740 x 80	No	No	RWY: ASPH PCN 39/F/A/W/T (2) SWY: INFO NO AVBL
09 (1)	094.10° GEO 095° MAG	1127 x 45	402220.43N 0034726.54W	THR: 690 m / 2264 ft TDZ: No	No	No	No	No	No	Natural soil
27 (1)	274.11° GEO 275° MAG	1127 x 45	402217.84N 0034639.32W	THR: 684 m / 2244 ft TDZ: No	No	No	No	No	No	Natural soil

Remarks:

(1) Closed to civil traffic.

(2) EXC between L-1 and K-1: PCN 74/F/C/W/T.

12.1 **PROFILE:**



LECU/LEVS AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
09	1500	1500	1554	1500
27	1500	1500	1555	1500
09 INT K-1	1278	1278	1332	–
Remarks	None.			

LECU/LEVS AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	09
2	Approach	Simple, 420 m.
3	PAPI (MEHT)	2.8° (8.20 m / 27 ft).
4	Threshold	Green.
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	1500 m: 900 m white + 600 m yellow. (1) Distance between lights: 50 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	(1) Adjustable lights intensity. Lights are switched on by request to ATC Service during operational hours.

1	Runway	27
2	Approach	Simple, 300 m.
3	PAPI (MEHT)	3° (9.00 m / 30 ft).

4	Threshold	Green.
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	1500 m: 900 m white + 600 m yellow. (1) Distance between lights: 50 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	(1) Adjustable lights intensity. Lights are switched on by request to ATC Service during operational hours.

LECU/LEVS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN	1 near AD.
2	WDI	1 near THR 09, 1 near THR 27. LGTD.
3	TWY lighting	Edge. C-1 and J-1: Centre line (reflective markers).
4	Apron lighting	CIV: 6 lighting towers. East isolated apron: 2 lighting towers.
5	Secondary power supply	Engine generators, 3 s start-up and a maximum switch-over time of 14 s.
6	Remarks	None.

LECU/LEVS AD 2.16 HELICOPTER LANDING AREA

1	Position	CIV: FATO RWY 09/27. See item 12. MIL: To the north of ARP.
2	Elevation	CIV: See item 12. MIL: H-1: 686 m / 2251 ft; H-2: 685 m / 2249 ft.
3	Dimensions, surface, maximum weight, marking	CIV: FATO: See items 8, 9 and 12. Air taxiing: TWY C-1: CBR 50 and J-1: CBR 52. See taxiing routes in item 20. Stands: See PDC. CIV: Simultaneous operations are not allowed for helicopters on the contiguous stands. In PRKG TLO-05, aircraft must be towed to and from the stand if PRKG 07 is occupied. MIL: H-1 Helisurface: 30 m x 40 m, base concrete - surface asphalt. H-2 Helisurface: 18 m x 18 m / Natural soil. TWY O-1: 10 m x 142 m / Asphalt.
4	Direction	CIV: See item 12. MIL: 09/27.
5	Declared distances	CIV: See table below (*). MIL: No.
6	Lighting	CIV: See items 14 and 15. MIL: Edge and approach lighting system at H-1.
7	Remarks	MIL: Use forbidden to civil aircraft. VASIS at H-1.

(*)

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
09 INT C-1	124	124	178	–
09 INT J-1	269	269	323	–
09 INT K-1	1278	1278	1332	–
27 INT C-1	1373	1373	1428	–
27 INT J-1	1227	1227	1282	–
27 INT K-1	234	234	289	–

LECU/LEVS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	ATZ MADRID/CUATRO VIENTOS.
2	Lateral limits	Circle radius 3 km centred on ARP.
3	Vertical limits	SFC-4500 ft AMSL.
4	Airspace class	D.
5	Unit / Language	CUATRO VIENTOS TWR. ES/EN.
6	Transition altitude	3962 m/13000 ft.
7	Hours of applicability	-
8	Remarks	None.

LECU/LEVS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
TWR	Cuatro Vientos TWR	118.705 C	HR AD	-
		121.500 MHz	H24	EMERG
		121.805 C	HR AD	GMC
		137.525 MHz	HR AD	MIL
		139.300 MHz	HR AD	MIL
		257.800 MHz	HR AD	MIL
		122.505 C	HR AD	BACK UP
ATIS	Cuatro Vientos Information	118.230 C	HR AD	
D-ATIS	Cuatro Vientos Information	NIL	HR AD	Provision of ATIS information via data link.
VDF	Cuatro Vientos Gonio	118.705 C	HR AD	-
		121.500 MHz	HR AD	-
		137.525 MHz	HR AD	-
		121.805 C	HR AD	-

LECU/LEVS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks
NDB (0°)	CVT	417.000 kHz	H24	402204.0N 0034624.2W	-	COV 10 NM AVBL at 5000 ft AMSL.

LECU/LEVS AD 2.20 LOCAL AERODROME REGULATIONS

AD available only for light civil aircraft, military and State aircraft under VFR.

Medium wake civil aircraft with prior application and subsequent clearance from local ATC and airport Management, also for VFR flights. With the following speed restrictions for arrivals and departures by the visual points and circuit manoeuvres:

	Light civil aircraft	Medium wake civil aircraft
Aircraft type	All	All
IAS MAX	150 kt	150 kt

AD closed to aircraft without two-way radio communication.
Starting up engines before the start of operational hours is not permitted.
Unavailability of PEV: traveller entry point for pets from third countries.

20.1 APRON SATURATION

Should there be no stands available on the apron, it will be permitted to park in the zones designated on the PDC as "saturation parking area" and "east isolated apron". To access these, the engines must be stopped at the "stop engine" point, and the aircraft parked by towing. Exit shall be performed by towing the aircraft up to the start of the taxiway centre line marking, and at this point start-up of the engines shall take place.

The maximum aircraft allowed for the "East isolated apron" is maximum wingspan 18 m.The maximum aircraft allowed for the "Saturation parking area" is maximum wingspan 12 m and maximum length 11 m.

20.2 FOREIGN STATE/MILITARY STATE AIRCRAFT

PPR request is mandatory at least 72 hours in advance. When transporting dangerous goods, the request will be accomplished at least 2 working days in advance.

PPR request will be submitted during HR AD to the AFTN addresses LEVSZPZX and LEVSYFYX and to the e-mail address: poc_ba_cuatro_vientos@ea.mde.es

20.3 START-UP PROCEDURE

ATC shall consider that every aircraft at the holding position is able to commence the line up on the runway and the take-off run immediately after the appropriate clearance is issued and in a maximum time of five minutes.

Aircraft unable to comply with this requirement shall notify ATC before reaching the holding position.

20.4 TAXIING RESTRICTIONS

On the apron TWY for accessing the stands, aircraft with wingspan greater than 18 m must follow ATC instructions.

When vacating runway, hold position at intermediate holding positions and await ATC instructions.

20.5 CIVIL APRON

PRKG 07 is reserved for hospital and emergency flights and, in the case of not being used by this kind of flights, may be used by aircraft for boarding/unboarding passengers during a period less than 3 hours and following request to operations office.

20.6 WEST APRON

Reserved for restricted use of hangars. The maximum aircraft allowed is maximum wingspan 18 m.

20.7 MILITARY APRONS

Due to the characteristics of the taxiing guidance system to the parking positions in the military aprons, operations in this area of aircraft with wing span greater than 20 m or length greater than 16 m, must be executed with extreme caution. Aircraft will wait at the entry of the military apron designated by TWR for the arrival of a "FOLLOW ME" vehicle or signalman in order to be guided to the stand designated for its parking.

20.8 AIRCRAFT ANCHORAGE

Anchoring in all parking positions is made available to users. Should adverse weather conditions are forecasted, the aircraft anchorage with MTOW less than 5700 Kg shall proceed the anchorage.

20.9 HANGAR USE

Aircraft using a hangar and with no monthly parking ticket in LECU, shall contact the operations Office upon arrival and prior to departure thereof.

20.10 STANDARD TAXIING ROUTES

20.10.1 RWY 27 CONFIGURATION

a) Departures.

PRKG 00 to 27: Taxiing via gate D, TWY A-4, A-3 to the runway-holding position.
PRKG 28/29, 30/31, 32/33, 34 and 35:
• Fixed-wing aircraft taxiing via gate C, TWY A3 to the runway-holding position.
• Helicopters taxiing via gate C, TWY C-1.
PRKG 36-82 and saturation parking area: Taxiing via gate B to the runway-holding position.
East isolated apron: Taxiing via TWY A-0, A-1, A-2 to the runway-holding position or TWY C-1 following TWR instructions.
West apron:
• Fixed-wing aircraft taxiing vía TWY A-6, A-5, A-4, A-3 to the runway-holding position.
• Helicopters taxiing vía TWY A-6, A-7 to the runway-holding position K-1.
Operational aircraft: Exempt from complying with standard routes. These will contact the control service and follow ATC instructions.
Helicopters departing via gate E will use TWY J-1 following ATC instructions.

b) Arrivals.

PRKG 00-82 and saturation parking area: Aircraft will taxi around TWY A and enter the apron through gate E or that designated by the TWR.
East isolated apron: Taxiing via TWY A up to the apron.
Helicopters:
• For the West Apron (Hangars 4 to 11), aircraft shall exit the runway normally via TWY K-1 unless otherwise instructed by ATC, and taxi via TWY A to the West Apron.
Operational aircraft: exempt from complying with standard routes. These will contact the control service and follow ATC instructions.
All standard routes are subject to modification by the ATS unit.

20.10.2 RWY 09 CONFIGURATION

a) Departures.

PRKG 00 to 27: Taxiing via gate D, A-5, A-6, A-7, A-8 to the runway-holding position.
PRKG 28/29, 30/31, 32/33, 34 and 35:
• Fixed-wing aircraft taxiing via gate C, TWY A-4, A-5, A-6, A-7, A-8 to the runway-holding position.
• Helicopters taxiing via gate C, TWY C-1.
PRKG 36-82 and saturation parking area: Taxiing via gate B, A-3, A-4, A-5, A-6, A-7, A-8 to the runway-holding position.
East isolated apron: Taxiing via A-0, A-1, A-2, A-3, A-4, A-5, A-6, A-7, A-8 to the runway-holding position.
West apron:
• Fixed-wing aircraft taxiing vía TWY A-6, A-5, A-4, A-3 to the runway-holding position.
• Helicopters taxiing vía TWY A-6, A-7 to the runway-holding position K-1.
Operational aircraft: exempt from complying with standard routes. These will contact the control service and follow ATC instructions.
Helicopters departing via gate E will use TWY J-1 following ATC instructions.

b) Arrivals.

PRKG 00-82 and saturation parking area: Aircraft will taxi around TWY A and enter the apron through gate E.
East isolated apron: Taxiing via TWY A up to the apron.
Helicopters:
• For the West Apron (Hangars 4 to 11), aircraft shall exit the runway normally via TWY K-1 unless otherwise instructed by ATC, and taxi via TWY A to the West Apron.

Operational aircraft: exempt from complying with standard routes. These will contact the control service and follow ATC instructions.
All standard routes are subject to modification by the ATS unit.

20.11 ENERGY SAVINGS POLICY, TURN AERONAUTICAL SURFACE LIGHTS OFF

During operating hours, and should there are no adverse weather conditions or turn-on request, energy savings procedures are applied consisting of the turning-off of all or some of the surface aeronautical lights indicated in item 14 of AD 2-LECU/LEVS.

20.12 ENGINE TEST

ATC clearance must be requested prior to beginning an engine test.

20.13 MINIMUM RWY OCCUPANCY TIME

Notwithstanding aircraft safety and standard operations, pilots are reminded that rapid exit from the RWY enables maximum runway utilisation and reduces its occupancy time.

Unless otherwise indicated by ATC, aircraft shall vacate RWY 27 via rapid exit taxiway J3.

20.14 FLIGHTS FROM LECM TO LECU (FLIGHTS Y)

ATS ROUTES	CONTROL TRANSFER POINT	COMMUNICATION TRANSFER
Traffic from East	Circuit or vertical from aerodrome at 4000 ft QNH	10 NM before aerodrome
Traffic from West/Southwest	Point S passing at 4000 ft QNH	10 NM before point S
Traffic from West/Northwest	Point N passing at 4000 ft QNH	10 NM before point N

Any other procedure must be previously coordinated.

20.15 FLIGHTS FROM LECU TO LECM (FLIGHTS Z WITH FIRST IFR POINT CVT)

ATS ROUTES	CONTROL TRANSFER POINT
	Circuit or vertical from aerodrome leaving at 4000 ft in climb at 5000 ft QNH

Any other procedure must be previously coordinated.

20.16 OPERATIONAL SAFETY REPORTS

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

The aim of these reports is the compilation of information in order to improve operational safety, independently from 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…).

The airport's contact e-mail address, for the reception of operational safety reports, is the following:
Seguridad_Operacional_MCV@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).

LECU/LEVS AD 2.21 NOISE ABATEMENT PROCEDURES

No.

LECU/LEVS AD 2.22 FLIGHT PROCEDURES

Aircraft taking-off from RWY 09 shall leave the aerodrome traffic circuit after finishing the right tail wind leg and ask for clearance to control tower to cross the approach area of RWY 09.

Helicopters taking-off from AD MIL, Helisurface 09 (Apron H-1), shall leave the military aerodrome traffic circuit after finishing the left tail wind leg on course to point N (Boadilla del Monte).

The helicopter landing area of Hospital Central de la Defensa (Gómez-Ulla) is marked with automatic marking lights, FREQ 136.000 MHz, with a response time in seconds.

22.1 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

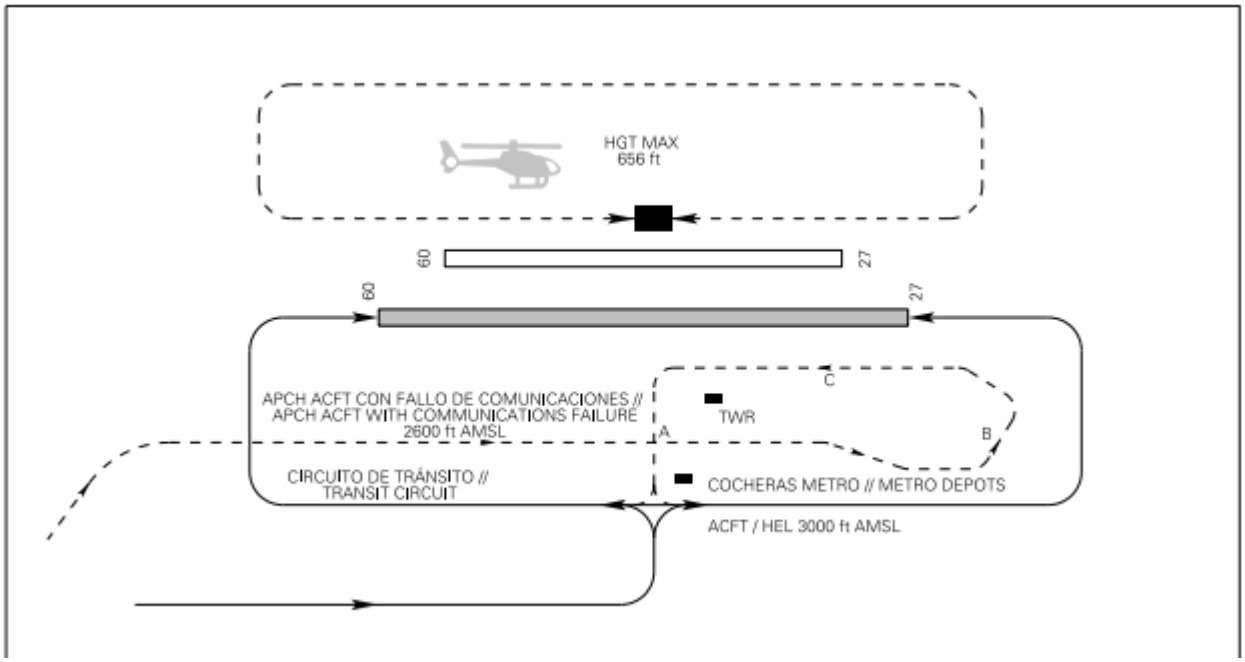
22.2 LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedures (LVP) are not available at Madrid/Cuatro Vientos airport.

22.3 COMMUNICATIONS FAILURE PROCEDURE

After joining the communications failure circuit (from the point S, Residencial Miraflores, AD 2-LECU/LEVS VAC) at 2600 ft AMSL, one segment should be performed parallel to the runway (Segment A), equidistant between TWR and the Metro depots situated to the South. After this, they shall perform a turn (Turn B) and another segment (Segment C) passing in front of TWR to receive the light signals, overflying the taxiway and avoiding passing over the hangars and the apron. Finally, one segment perpendicular to the runway is performed to join the AD traffic circuit in the corresponding direction and at 3000 ft AMSL.

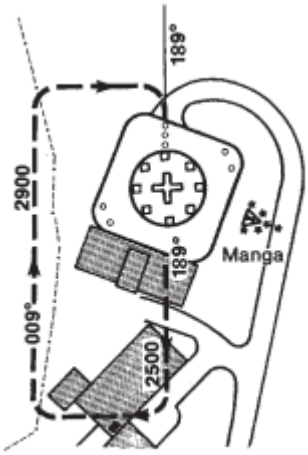
22.4 AD TRAFFIC CIRCUIT



Helicopter circuit of the Gómez-Ulla military hospital.

ARRIVALS: Helicopters arriving at this heliport must establish radio contact with Madrid/Cuatro Vientos TWR 5 minutes before the estimated time of arrival, notifying their position and intentions, with the object of receiving information on main traffic.

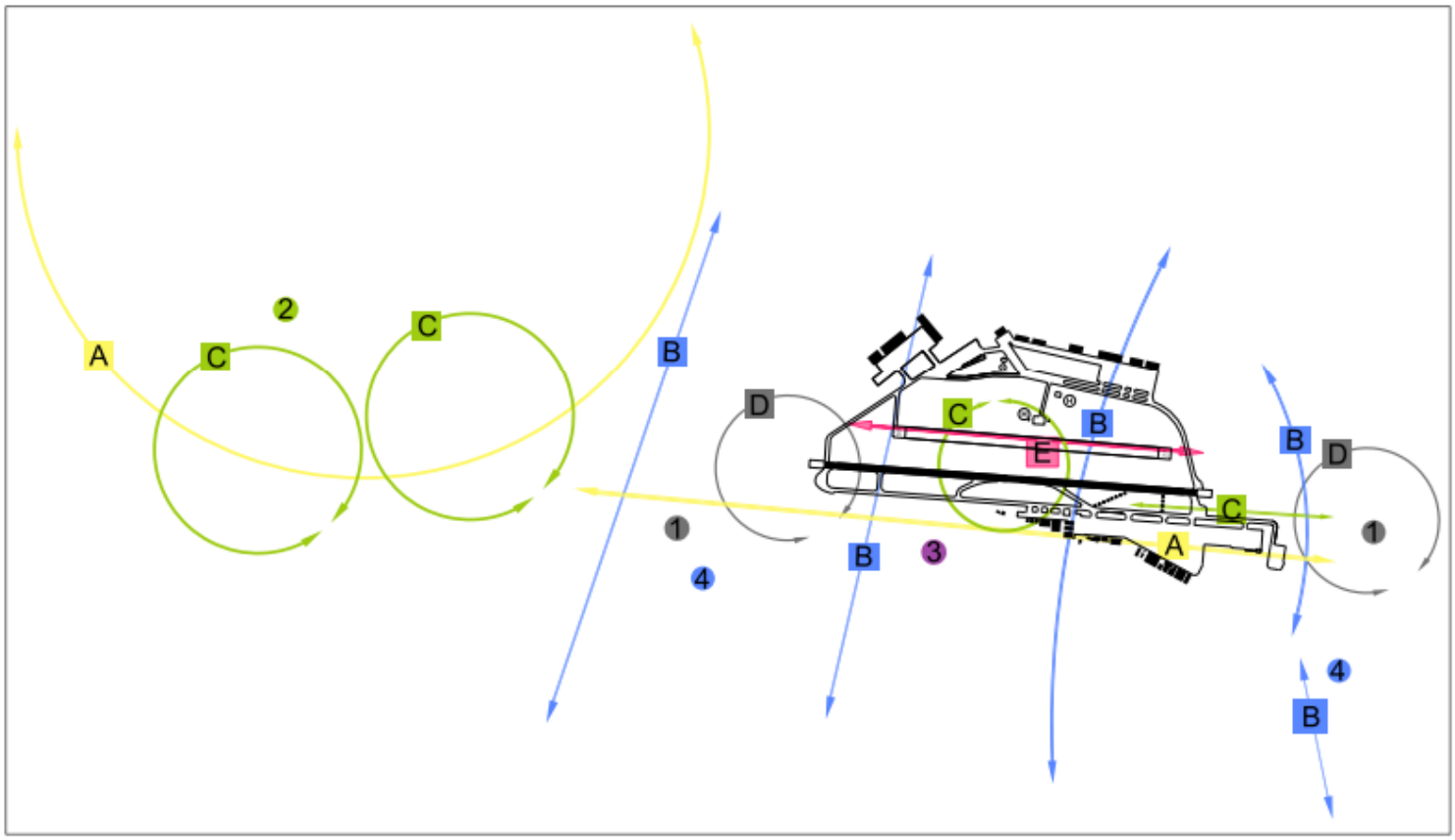
DEPARTURES: Helicopters prepare to take-off from this heliport must establish radio contact with Madrid/Cuatro Vientos TWR before taking-off, notifying the route to be followed after take-off, in order to receive instructions.



LECU/LEVS AD 2.23 ADDITIONAL INFORMATION

Caution due to standing water on runway and taxiway under moderate rain conditions.

23.1 BIRDS AREAS OF CONCENTRATION AND FLOWS



- A. White stork.
- B. Wood pigeon, common pigeon.
- C. Black kite, black vulture, booted eagle.

- D. Common swift, swallow.
- E. Laughing gull, lesser black-backed gull.
- Area 1.- Starling and swift concentration.
- Area 2.- Bird of prey concentration.
- Area 3.- Partridge and little bustard concentration.
- Area 4.- Pigeon concentration.
- Movement A: Sporadic displacements of white storks in Spring and Summer to the South of the runway and around THR 09.
- Movement B: Displacements of pigeons can be seen all year, mainly moving North-South. More abundant close to the two thresholds.
- Movement C: Displacements of birds of prey, principally black kites and black vultures. They are more abundant in Spring and Summer and in the vicinity of Venta la Rubia. In Winter, presence of common buzzards and red kites. Within the airport, specimens in search of carrion or using thermals to climb.
- Movement D: Displacements of insectivorous birds such as swifts, swallows and starlings. Very numerous in Summer on feeding flights, especially around the two thresholds.
- Movement E: Displacements of gulls, but only present in Autumn and Winter. When there is fog, rain or wind, they perch inside the airport early in the morning.

LECU/LEVS AD 2.24 AERONAUTICAL 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/#LECU/LEVS

LECU/LEVS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.