LEGR AD 2 AERODROME DATA

LEGR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LEGR – Granada/Federico García Lorca. Granada-Jaén

LEGR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	371119N 0034638W. See AD 2-LEGR ADC.
2	Distance and direction from the city	17 km W.
3	Elevation	567 m / 1860 ft.
4	Geoid undulation	48.25 m ± 0.05 m (1).
5	Reference temperature	35°C.
6	Low average temperature	6°C.
7	Magnetic variation	0° (2020).
8	Annual change	7.5' E.
9	AD administration	Aena.
10	Address	Aeropuerto Federico García Lorca. Granada-Jaén, Carretera A-4075 Aeropuerto, Km. 2,2. 18330 Chauchina, Granada.
11	TEL	+34-958 245 221
12	_<_	_<_
13	AFTN	LEGR
14	E-mail	grx.cecoa@aena.es
15	Approved traffic	IFR/VFR. (2)
16	Remarks	(1) For all AD points. (2) See item 20. Business and general aviation.

LEGR AD 2.3 OPERATIONAL HOURS

1	Airport	V: 0430–2115, PS 1 HR 45 MIN PPR. I: 0530–2215, PS 1 HR 45 MIN PPR.
2	Customs and Immigration	HR AD. (1)
3	Health and Sanitation	No.
4	AIS	H24 (2).
5	ARO	HR AD (3).
6	MET briefing	HR AD PS 45 MIN BFR.
7	ATS	V: 0415–2135, I: 0515–2235. In case of expediting PPR: V: 0415–2320, I: 0515–0020. Possible extension of operational hours to attend to flights of the National Transplant Organisation (ONT) (monitor ATIS).

8	Fuelling	HR AD.
9	Handling	HR AD. See item 2. Approved traffic.
10	Security	H24.
11	De-icing	HR AD.
12	Remarks	Airport hours of activity: V: 0415-2135, I: 0515-2235. In case of expediting PPR: V: 0415-2320, I: 0515-0020. General and Business Aviation traffic (IFR/VFR) is conditional on declared capacity. Slots must be requested 4 HR via https://saga.aena.es/ for further information see item 20 . • • • (1) Frontier Inspection Schedule (document control): V: 0600-2000, I: 0700-2100. For Non-Schengen operations outside these hours, contact the Airport by telephone, at least 1HR in advance for modifying the closing time, and at least 12HR in advance for modifying the opening time. (2) Centralised AIO Office - International NOTAM Office. • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es (3) ARO service provided from the operations office of the airport.

LEGR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	Up to 4250 kg.
2	Fuel types	100LL (1), JET A-1.
3	Oil types	No.
4	Refuelling capacity	(2) 100LL: 2 trucks and 1 tank, 38 000 L, 3 L/s. JET A-1: 3 trucks and 4 tanks 285 000 L, 56.93 L/s.
5	De-icing facilities	Yes. See AD 2-LEGR ADC.
6	Hangar space	No.
7	Repair facilities	No.

8	Remarks	(1) Refuelling operations with AVGAS (100LL) or highly-volatile Jet B-type fuel or similar, or if these fuel types are mixed are not permitted when passengers are on board, boarding or disembarking. (2) Service provided by EXOLUM. Previously contact: • TEL: +34-958 245 244 ; +34-958 455 016 • FAX: No. • E-mail: grx@exolum.com • Commercial and General Aviation ramp agents: SOUTH EUROPE GROUND SERVICES • TEL: +34-958 245 237 • FAX: +34-958 245 235 • E-mail: grxcicops@southeu.com ; grxcic@southeu.com ; grxkk@southeu.com • SITA: GRXKQIB Ramp agents sole for General Aviation: GENERAL AVIATION SERVICE S.L. • TEL (H24): +34-691 857 494 +34-958 309 657 • FAX: +34-958 309 657 • E-mail: granada@generalaviation.es UNITED AVIATION SERVICES S.L. • TEL (H24): +34-606 86 33 04 +34-913 936 775 (OCC) • E-mail: ops.grx@unitedaviation.es ; ops@unitedaviation.es (OCC) • Website: www.unitedaviation.es UNIVERSAL AVIATION SPAIN S.A. • TEL (H24): +34 913 936 890 ; TEL:+34 697 488 838 ; TEL:+34 673 029 648 • E-mail: grx@uvspain.com AVIAPARTNER EXECUTIVE SPAIN S.A. (AVIAVIP) Handling for General and Executive Aviation • TEL (H24): +34 673 845 978 • E-mail: LEGR@aviavip.com

LEGR AD 2.5 PASSENGER FACILITIES

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

LEGR AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire Category	7 (1).
2	Rescue equipment	In accordance with the fire category published.

3	Removal of disabled aircraft	The Airport has the following own equipment for the recovery of disabled aircraft:
		• Neumatic lifting bags for hoisting structures/fuselages of up to 18 TM;
		• Trailers for moving light aircraft of up to 2 TM;
		• Set of dollies for recovery of aircraft, whether for nose or main landing gear use:
		  ◦ 1 dolly with maximum capacity of 5 Tm;
		  ◦ 1 dolly with maximum capacity of 10 Tm;
		  ◦ 1 dolly with maximum capacity of 30 Tm;
		• Towbars of 5 and 10/30 TM;
		• Various slings of up to 15 TM.
		• Debogging equipment and lifting bags for aircraft recovery after runway excursions. In addition, the Airport can avail of external means through agreements with local crane companies, with capacity of up to 250 TM. Telephone number (+34-958 245 221) and e-mail grx.cecoa@aena.es of the aerodrome coordinator, for moving disabled aircraft in the movement area or in its vicinity.

4	Remarks	The response time of the rescue and fire fighting service is less than 3 MIN, with an operational objective of less than 2 MIN. (1) CAT 9 on demand, according to the procedure (see item 20. Local regulations: procedure for the request of rescue protection level and fire fighting category on demand)

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

1	Types of clearing equipment	Urea spreader, snowplough, sweeper truck with snowplough blade.
2	Clearance priorities	Runways, taxiways E2, E5, T1 and T2, apron taxiways, aircraft stands according to schedule, rapid exit taxiways and rest of the movement area.
3	Use of material for movement area surface treatment	Potassium acetate (KAC) and urea (UREA).
4	Specially prepared winter runways	Not applicable.
5	Remarks	Period of application of snow plan: 1-DEC to 31-MAR. Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in AD 1.2.2. Aerodrome in service during all seasons of the year.

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

1	Apron	Surface: Concrete. Strength: PCN 66/R/A/W/T, EXC: PRKG 1, 10, 10A, 10B, 10H, 11, 11A, 11B, 11H: PCN 45/R/A/W/T; PRKG 1B, 2, 4, 5, 7, 7D, 7H, 8: PCN 37/R/A/W/T; PRKG 9, 9H, 11C, 20-45: PCN 51/R/A/W/T.
2	Taxiways	Width: T1, T2: 23 m; E1, E2, E5, E6: 26 m; E3, E4: 28 m. Surface: Asphalt. Strength: E1, E2, E5, E6, T1, T2: PCN 69/F/A/W/T; E3, E4: PCN 119/F/A/W/T.
3	Check locations	Altimeter: Apron ELEV 568 m / 1864 ft. VOR: No. INS: See AD 2-LEGR PDC.

4	Remarks	None.

LEGR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Lighted boards (1). Runway-holding positions, stop bars, stop bars on TWY E1, E2, E5 and E6 to access to RWY 09/27 only under low visibility conditions, runway guard lights, NO ENTRY boards and stands.
2	RWY markings	Designators, threshold, centre line, side stripe, aiming point and touchdown zone.
3	TWY markings	Centre line and side stripe.
4	Remarks	(1) Some boards have LED lighting.

LEGR 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-LEGR AOC.

LEGR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	Granada EMAe.
2	HR	HR AD PS 45 MIN BFR. 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, wind and temperature in altitude maps.
9	Supplementary equipment	Clouds and lightning 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 Granada EMAe: HR AD • TEL: +34-958 446 428
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available.

LEGR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY	Direction	DIM (m)	THR PSN	THR ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC – PCN
RWY	Direction	DIM (m)	THR PSN	THR ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC – PCN
09	089.46° GEO / 090° MAG	2900 × 45	371119.01N 0034737.25W	THR: 561.6 m / 1842 ft TDZ: 562.9 m / 1847 ft	No	60 × 150	3020 × 280 (1)	No	184 × 130	RWY: (2) SWY: No
27	269.48° GEO / 270° MAG	2900 × 45	371119.89N 0034539.68W	THR: 567 m / 1860 ft TDZ: No	No	60 × 150	3020 × 280 (1)	No	150 × 150	RWY: (3) SWY: No

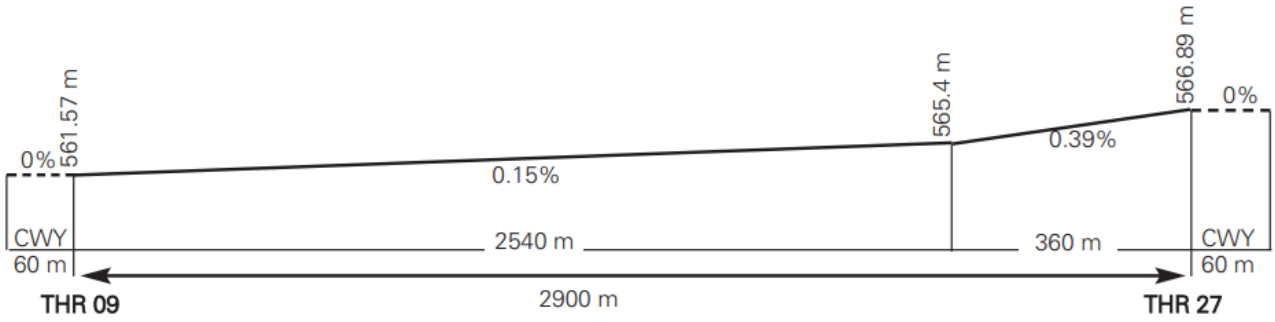
Remarks:

(1) Last 10 m of right side of RWY 27: strip decreases up to 90 m. TThe surface of the strip consists of asphalt in its central section, coinciding with the runway, of length 3020 m and width of 60 m, with the rest (110 m beyond each side of the strip) being natural terrain.

(2) First 170 m from THR 09, CONC PCN 37/R/A/W/T; next 1260 m, ASPH PCN 98/F/A/W/T; next 1300 m, ASPH PCN 66/F/A/W/T; last 170 m, CONC PCN 37/R/A/W/T.

(3) First 170 m from THR 27, CONC PCN 37/R/A/W/T; next 1300 m, ASPH PCN 66/F/A/W/T; next 1260 m, ASPH PCN 98/F/A/W/T; last 170 m, CONC PCN 37/R/A/W/T.

12.1 PROFILE



LEGR AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
09	2900	2960	2900	2900
27	2900	2960	2900	2900
Remarks	None.			

LEGR AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	09
2	Approach	Precision CAT I, 900 m. LIH.
3	PAPI (MEHT)	3° (INFO NO AVBL). (2)
4	Threshold	Green, with wing bars.
5	Touchdown zone	No.
6	Runway centre line	2900 m: 1095 m white + 1200 m white and red + 605 m red. LIH. Distance between lights: 15 m. (1)
7	Runway edge	2900 m: 2300 m white + 600 m yellow. LIH. Distance between lights: 50 m.

8	Runway end	Red.
9	Stopway	No.
10	Remarks	Rapid exit taxiway indicator lights E4. (1) (1) Runway centre line lights and rapid exit taxiway E4 lights are operational whenever the runway visual range (RVR) is lower than or equal to 550 m. (2) PAPI is not usable by code letter E ACFT.

1	Runway	27
2	Approach	Simple, 420 m. Threshold identification lights. LIH.
3	PAPI (MEHT)	3° (INFO NO AVBL). (2)
4	Threshold	Green, with wing bars.
5	Touchdown zone	No.
6	Runway centre line	2900 m: 1095 m white + 1200 m white and red + 605 m red. LIH. Distance between lights: 15 m. (1)
7	Runway edge	2900 m: 2300 m white + 600 m yellow. LIH. Distance between lights: 50 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	Rapid exit taxiway indicator lights E3. (1) (1) Runway centre line lights and rapid exit taxiway E3 lights are operational whenever the runway visual range (RVR) is lower than or equal to 550 m. (2) PAPI is not usable by code letter E ACFT.

LEGR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR 09 and 1 near THR 27. No LGTD.
3	TWY lighting	Edge.
4	Apron lighting	Edge.
5	Secondary power supply	Uninterrupted power system (UPS) with 0 seconds of switch-over time (light), supported by power generators with a maximum time of response of 15 seconds.
6	Remarks	None.

LEGR AD 2.16 HELICOPTER LANDING AREA

1	Position	FATO: RWY 09/27. Coordinates THR 09 and THR 27, see item 12. Ground taxiing: TLOF same as RWY 09/27. Coordinates THR 09 and THR 27, see item 12. Air Taxiing: TLOF same as PRKG 3H, 6H, 7H, 9H, 10H and 11H.

2	Elevation	FATO: RWY 09/27. Elevation THR 09 and THR 27, see item 12. Ground taxiing: TLOF same as RWY 09/27. Elevation THR 09 and THR 27, see item 12. Air Taxiing: TLOF same as PRKG 3H, 6H, 7H, 9H, 10H and 11H.
3	Dimensions, surface, maximum weight, marking	FATO: RWY 09/27. Ground taxiing: TLOF same as RWY 09/27, see item 12. Air Taxiing: TLOF same as PRKG 3H and 6H. PRKG 3H: concrete PCN 66/R/A/W/T. Circular stripe with 50 cm wide and an interior diameter of 7 m. PRKG 6H: concrete PCN 66/R/A/W/T. Circular stripe with 50 cm wide and an interior diameter of 9 m. PRKG 7H: concrete, PCN 37/R/A/W/T. Discontinuous circular stripe with 30 cm wide and an interior diameter of 17.39 m. PRKG 9H: concrete, PCN 51/R/A/W/T. Discontinuous circular stripe with 30 cm wide and an interior diameter of 11.37 m. PRKG 10H: concrete, PCN 45/R/A/W/T. Discontinuous circular stripe with 30 cm wide and an interior diameter of 11.37 m. PRKG 11H: concrete, PCN 45/R/A/W/T. Discontinuous circular stripe with 30 cm wide and an interior diameter of 11.37 m.
4	Direction	No.
5	Declared distances	No.
6	Lighting	No.
7	Remarks	Apron lighting.

PRKG	ELEV (m)
3H	567.592
6H	567.628
7H	567.932
9H	567.600
10H	568.161
11H	568.678

LEGR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR GRANADA.
2	Lateral limits	Circle radius 6.5 NM centred on ARP.
3	Vertical limits	SFC-1000 ft AGL.
4	Airspace class	D.
5	Unit Language	GRANADA TWR. ES/EN.
6	Transition altitude	2150 m/7000 ft.
7	Hours of applicability	-
8	Remarks	-

1	Designation	ATZ GRANADA.
2	Lateral limits	Circle of radius 8 km centred on ARP. (1)
3	Vertical limits	SFC-3000 ft HGT (2).
4	Airspace class	D.
5	Unit Language	GRANADA TWR. ES/EN.
6	Transition altitude	-
7	Hours of applicability	-
8	Remarks	(1) Or the ground visibility, whichever is lower. (2) Or up to the cloud ceiling, whichever is lower.

LEGR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

1	Service	APP/TWR	VDF	ATIS	D-ATIS
2	Call sign	Granada TWR	Granada Gonio	Granada Information	Granada Information
3	FREQ	118.855 MHz (C) 121.500 MHz 121.930 MHz (C) 243.000 MHz 257.800 MHz	118.850 MHz 121.500 MHz	120.630 MHz (C)	NIL
4	HR	HR ATS HR ATS HR ATS HR ATS HR ATS	HR ATS HR ATS	HR ATS	HR ATS
5	Remarks	APP/L EMERG GMC EMERG MIL			Provision of ATIS information via data link

LEGR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
DVOR (0°)	GDA	113.400 MHz	H24	371059.4N 0035927.3W	—	—
DME	GDA	CH 81X	H24	371059.9N 0035927.3W	600 m	—
L (0°)	GR	285.000 kHz	H24	371117.7N 0035027.6W	—	270° MAG / 4200 m FM THR 09; COV 15 NM.
L (0°)	GRA	412.000 kHz	HR AD	371121.7N 0034039.8W	—	090° MAG / 7395 m FM THR 27; COV 20 NM.

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
LOC 09 (0°) ILS CAT I	GRD	109.300 MHz	HR AD	371119.9N 0034529.5W	—	090° MAG / 251 m FM THR 27; COV 17 NM AVBL at 5600 ft AMSL or ABV. COV 25 NM AVBL at 5600 ft AMSL or ABV.
GP 09	—	332.000 MHz	HR AD	371123.1N 0034724.2W	—	3°; RDH 18 m; at 324 m FM THR 09 & 124 m FM RCL to the left on APCH direction.
ILS/DME	GRD	CH 30X	HR AD	371123.1N 0034724.2W	567 m	REF DME THR 09.

LEGR AD 2.20 LOCAL AERODROME REGULATIONS

20.1 NIGHT VISUAL OPERATIONS (VFR-N)

VFR-N flights are permitted.

20.2 LOCATION AND DESIGNATION OF STANDARD TAXIING ROUTES

There are no defined standard taxiing routes at Granada airport.

20.3 PROCEDURE FOR THE REQUEST OF RESCUE PROTECTION LEVEL AND FIRE FIGHTING CATEGORY ON DEMAND

An operator wishing to operate at Granada/Federico Garcia Lorca GranadaJaén Airport with an aircraft of category ICAO-SSEI higher than 7 shall apply to the airport, as far in advance as possible, via email at: Grx.Operaciones@aena.es , indicating the scheduled date and time of arrival and the aircraft model.

20.4 OPERATING INSTRUCTIONS

1. Movement Area Operations Procedure. This describes the actions for proper coordination of all individuals and units necessary for the ground movement and parking of aircraft and restrictions in the apron, following the safety protocols in the same.
   Manoeuvres of 180° turns on the runway will not be cleared. To access the thresholds from the runway itself, aircraft must vacate the latter via the rapid exit taxiway and access it again via the corresponding runway-holding position.
2. Procedures for code letter 4D and 4E aircraft.
   In order for a code letter D or E aircraft to operate, a prior request from the Airline or Handling Agent and an explicit authorization by the Airport Operations Center are mandatory. The request must be submitted at least 72 HR before the planned date via email to Grx.CECOA@aena.es
   To ensure that appropriate safety distances are maintained whenever there is an aircraft standing at holding positions E2 or E5, and it is necessary for another aircraft to cross from behind to reach holding positions E1 or E6, the following limitation is mandatory: simultaneous use of E1-E2 and E5-E6 is only allowed whenever code letter 4C or lower aircraft are involved.
   Code letter 4E aircraft and model B767-400 and MD-11, aircraft may only use TWY E2 and E5. For the ACFT A330-300, A340-600, A350-1000, B747-400, B777-300 and MD-11, families, the "oversteer" manoeuvre must additionally be performed. Only one code letter 4E aircraft shall be permitted to taxi within the manoeuvring area.
   The only PRKG available for code letter 4E aircraft is PRKG 1. For code letter 4D aircraft, the only available PRKG are PRKG 1 and PRKG 7D. The pilot must pay attention to the indications of the follow me ("FOLLOW ME" vehicles) in order to correctly position the aircraft.

20.5 RESTRICTIONS ON AIRCRAFT STANDS

During the use of PRKG 1, 7D, 10 and 11, PRKG 1A and 1B, 3H, 6H, 7 and 7H ,10A and 10B, 11A and 11B (respectively) are unserviceable.

The use of any of the latter disables its corresponding main stand.

Taxiing on the apron by code letter 4E aircraft (except for aircraft belonging to the A330 family) is incompatible with the parking stands located in the last row of each block, the following PRKGs being unserviceable during this manoeuvre: 0, 3, 3H, 6H, 7D, 9 and 9H. For A330 aircraft, only the following PRKGs will be unserviceable when taxiing on the apron: 0 and 3.

B767-400 aircraft access to PRKG 1 is incompatible with PRKG 3, which becomes unserviceable. In turn, the exit of B767-400 aircraft from PRKG 1 is incompatible with PRKG 0, as it is unserviceable during said manoeuvre.

Entry to and exit from PRKG 7D are incompatible with aircraft taxiing on the adjacent taxiways.

Exits from PRKG 11C shall be supervised at all times by a follow me ("FOLLOW ME" vehicles).

20.6 GROUND MOVEMENT

Upon arrival at the handover points (T1 or T2), aircraft shall wait for the "FOLLOW ME" vehicle, in order to proceed to the assigned stand, reporting "FOLLOW ME in sight" to TWR.

All ground movements of aircraft, towed aircraft, persons and vehicles in the manoeuvring area are subject to prior ATC clearance.

All movements of aircraft, towed aircraft, persons and vehicles on the apron shall be regulated by the Apron Safety Regulations.

Avoidance of collisions with other aircraft or obstacles is the responsibility of:
1) Pilots, when taxiing on the apron.
2) Ground handling companies during push-back or exit from stand manoeuvres, and during towing.

20.7 HELICOPTER OPERATION

1- For the operation of helicopters which hold no letter of exemption under the terms laid down in article 4 of the SERA.

Since there is no other specific area to operate with helicopters, these will receive the same treatment as fixed-wing aircraft and will be authorized by ATC to take off and land on the runway.

1. RWY 09 in use:

RWY 09 in use:

- Departures: Helicopters will carry out taxiing either by air or on the ground (as appropriate) via TWY T1 up to THR 09 and perform the takeoff manoeuvre on the runway.
- Arrivals: Helicopters will complete the final approach to the runway and will vacate it via the rapid exit E4 conducting taxiing either by air or on the ground, as appropriate, up to the apron via TWY T2.

RWY 27 in use:

- Departures: Helicopters will carry out taxiing by air or on the ground (as appropriate) via TWY T2 up to THR 27 and perform the take-off manoeuvre on the runway.
- Arrivals: Helicopters will complete the final approach to the runway and will vacate it via rapid exit E3 conducting taxiing by air or on the ground, as appropriate, up to the apron via TWY T1.

Once on the apron, taxiing either by air or on the ground will be carried out via the access taxiway to the aircraft stand, following the alignment signaled by its centre line marking for both arrival and departure.

Although helicopters will usually be authorized to leave or enter RWY 09/27 as indicated above, these procedures may be modified when required by the pilot for reasons of wind, or by ATC due to operational reasons.

2- For operating helicopters with a letter of exemption, under the terms prescribed in article 4 of the Standard European Rules of the Air (SERA): whenever a special operation is going to be performed as a result of an urgency or emergency, Air Traffic Control (ATC) must be contacted to receive information about how to apply the procedure in these cases.

3- Simultaneous entry and/or exit for stands 3H and 6H is restricted.

20.8 BUSINESS AND GENERAL AVIATION

It is mandatory to contract the service of a handling agent for the following operations:

1. Flights with origin and/or destination in Non-Schengen countries.
2. Flights with origin at an aerodrome which does not apply the departure security measures provided for in the Regulation (EU) 300/2008, throughout the operational hours.
3. Aircraft with wingspans and/or lengths greater than 14 m (which would involve the use of parking on the commercial aviation apron, with access on foot not permissible for safety reasons), or in situations of saturation of the general aviation apron (users may be offered the possibility of parking on the commercial aviation apron).

4. Departing Flights (except for crew with valid airport accreditation).

Exemption for domestic fligths: State, hospital, SAR, military, humanitarian and fire fighting flights.

During arrivals, passengers and flight crew shall wait on board the aircraft for ground handling staff to arrive.

During departures, they shall contact their ground handling agent for transfer to the aircraft.

At the very least, a Category 5 ramp must be hired: Aircraft assistance. Additionally, whenever there are passengers whose arrival or destination is a NON-Schengen airport, a Category 1 Ground-based administrative assistance and supervision ramp must be hired.

Once the contracted service has been confirmed, the ground handling company's shall be mentioned in Field 18 of flight plan

The handling service is recommended to be booked at least 24 HR prior to the scheduled arrival or departure of the flight.

Aircraft parking in the General Aviation Area shall remain anchored and chocked. For this reason, general aviation operators must have chocks and tooling to secure aircraft to the anchorages provided at each parking.

In order to comply with the Regulation (EU) 2016/399 for this kind of flight, the commander shall send information about the identity of the passengers to the border police at the following e-mail addresses: granada.pfaextdoc@policia.es and gr-cmd-granada-aeropuerto@guardiacivil.org

20.9 OPERATIONAL SAFETY REPORTS

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

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

- Date and time.
- Place.
- Parties (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: grx.safety@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, occurrence or event to the air traffic control services provider (ATC).

On the specific instance of safety reports related with the air traffic control service provider (manoeuvring area, flight phases and ATS airspace) these may be sent to the e-mail address: lecsdptosafetymg@enaire.es

20.10 RESTRICTIONS ON OPERATIONS

AD closed to aircraft without radio communications.

VFR operations in formation or groups of aircraft (rallies, formations, flying schools, etc.) exceeding five (5) aircraft must be coordinated in advance with the aerodrome. Contact must be made at least 72 hours prior via email at grx.cecoa@aena.es

20.11 FLYING SCHOOL AND TRAINING OPERATIONS

- Training flights operating under IFR are not permitted.
- Training/school flights not authorised for aircraft not equipped with ADS-B.
- All training and flying school operations conducted at the aerodrome or within its airspace (ATZ) is subject to the declared capacity and shall require prior coordination with the aerodrome operator. Contacts must be made at least 4 hours in advance via https://saga.aena.es/ .
- Simultaneous touch-and-go or take-off operations are capacity limited as follows:

- One (1) simultaneous operation between 09:00 LT and 18:00 LT.
- Two (2) simultaneous operations during other time periods.

20.12 AIR-GROUND COMMUNICATIONS FAILURE

TWR telephone contact numbers to be used in the event of communications failure: TEL: +34-958 245 284 / +34-958 245 283.

20.13 AIRPORT EMERGENCY PLAN

See AIP-ESPAÑA AD 1.1-5 Emergency management item 1.3.1.7.

20.14 CARRYING OUT CROSS-BLEED START

Carrying out cross-bleed is only allowed for aircraft with inoperative APU.

It is necessary to request for cross-bleed start to ATC and wait for approval.

20.15 BASIC APRON RULES FOR PEDESTRIANS

Flight crews and their companions shall comply with at least the following apron rules:

- Wear a reflective vest (except passengers).
- Smoking is prohibited (the restriction applies throughout the entire operational safety airside area).
- Walk only along the designated pedestrian routes (pedestrian walkways).
- Watch and secure personal objects and/or belongings that could be blown away by the wind.

LEGR AD 2.21 NOISE ABATEMENT PROCEDURES

21.1 ENGINE/S TEST

Crews seeking to conduct engine tests at speeds higher than the idling speed must submit a request in advance to ATC for coordination with the Airport Management.

These engine tests shall be conducted in the manoeuvring area, in accordance with the flight schedule.

LEGR AD 2.22 FLIGHT PROCEDURES

22.1 LOW VISIBILITY PROCEDURES (LVP)

22.1.1 GENERAL

The low visibility procedures on surface (LVP) shall be applied when:

- The runway visual range (RVR) is less than 550 m, or
- In the event both transmissometers fail, the general visibility in the manoeuvring area is less than 800 m.

The low visibility procedures on surface (LVP) shall be cancelled when:

- The runway visual range (RVR) is greater than 1000 m, or
- In the event both transmissometers fail, the general visibility in the manoeuvring area is greater than 1500 m.

Take-offs under low visibility conditions: RWY 09 and 27 are authorized for low visibility take-offs down to the established minimum RVR 200 m.

TWR shall inform the pilots that low visibility procedures are in force.

22.1.2 SURFACE MOVEMENT

Pilots shall proceed to verify the situation of their aircraft at all times, ensuring that their taxiing takes place under conditions of

complete operational safety.

In order to establish a better transit sequence, pilots shall not request start-up, push-back nor taxiing clearances when the Runway Visual Range (RVR) readings, or visibility if appropriate, are under their operational minimum.

In any event, where the RVR is less than 550 m, only one aircraft will be cleared to taxi at a time on the Movement Area.

ARRIVALS:

- Aircraft that have landed shall report:
  - Runway vacated, and
  - Taxiway used.
- Upon arrival at the handover points (T1 or T2), they shall wait for the "FOLLOW ME" vehicle to be guided to the assigned stand, notifying TWR "FOLLOW ME in sight"

DEPARTURES:

- For low visibility take-offs (LVTO) the following runway holding points shall be used:
  - RWY 09 – E1 (CAT I) or E2 (CAT I)
  - RWY 27 – E5 (CAT I) or E6 (CAT I)
- Pilots, on requesting clearance for start-up, shall report the stand they are occupying to ATC.
- In all parking stands, the entry manoeuvre shall be performed at the minimum power required for taxiing.
- In all parking stands with autonomous exit, the exit manoeuvre shall be performed at the minimum power required to initiate taxiing.
- Upon request by the pilot, the "FOLLOW ME" vehicle can guide a departing aircraft up to the runway holding positions.

22.1.3 ANOMALOUS SITUATIONS IN THE MANOEUVRING AREA

3.1 Uncertainty about the position in the manoeuvring area.

Other than as provided for in the following paragraph, if a pilot is in doubt about the position of the aircraft in relation to the manoeuvring area, they must immediately halt the aircraft and report this circumstance to ATC (including the last known position).

In situations in which a pilot is in doubt about the position of the aircraft in relation to the manoeuvring area, but they recognise that the aircraft is on a runway, the pilot shall immediately report this to ATC (including the last known position), and vacate the runway as soon as possible, if they can find an appropriate taxiway nearby, unless ATC should indicate otherwise, and then, halt the aircraft.

3.2 Loss of visual contact between traffic.

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

3.3 Breakdown of aircraft.

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

3.4 Communications failure.

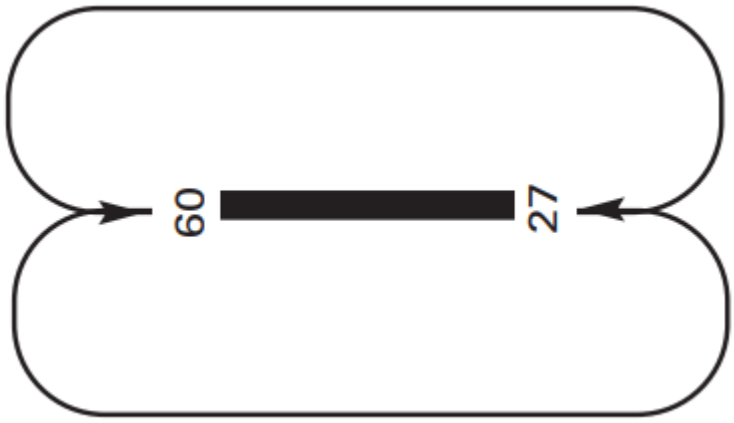
In the event that an aircraft or vehicle operating in the manoeuvring area should experience a communications failure, it shall proceed as follows:

- Departing aircraft: the aircraft shall continue by the designated route and halt at the ATC clearance limit, taking extreme care, where it shall hold and await the arrival of a "FOLLOW ME" vehicle.
- Arriving aircraft: if the aircraft has just landed, it shall hold on vacating the runway and await the arrival of an assistance vehicle. If the aircraft already had a taxiing clearance, it shall continue by the designated route and halt at the ATC clearance limit, taking extreme care, where it shall hold and await the arrival of a "FOLLOW ME" vehicle.
- Vehicle: The vehicle shall evacuate the runway, taxiways or any other part of the manoeuvring area if on it (provided the operator is confident that they can do so and are not completely disoriented) and then stop, remaining in its position and await the arrival of a "FOLLOW ME" vehicle or other means of assistance.

22.2 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 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.

22.3 AD TRAFFIC CIRCUIT



22.4 ATS SURVEILLANCE SYSTEMS

Within the unit´s area of responsibility, ATS surveillance systems outside the ATZ may be used to provide procedural guidance to the controller where it is necessary to maintain surveillance of air transit flow:

- Improved position information on aircraft under control;
- Supplementary information regarding other traffic; and
- Information on any significant aircraft deviations from the relevant air traffic control clearances, including cleared routes and flight levels where applicable.

The performance of the above functions is not guaranteed below 7500 ft AMSL.

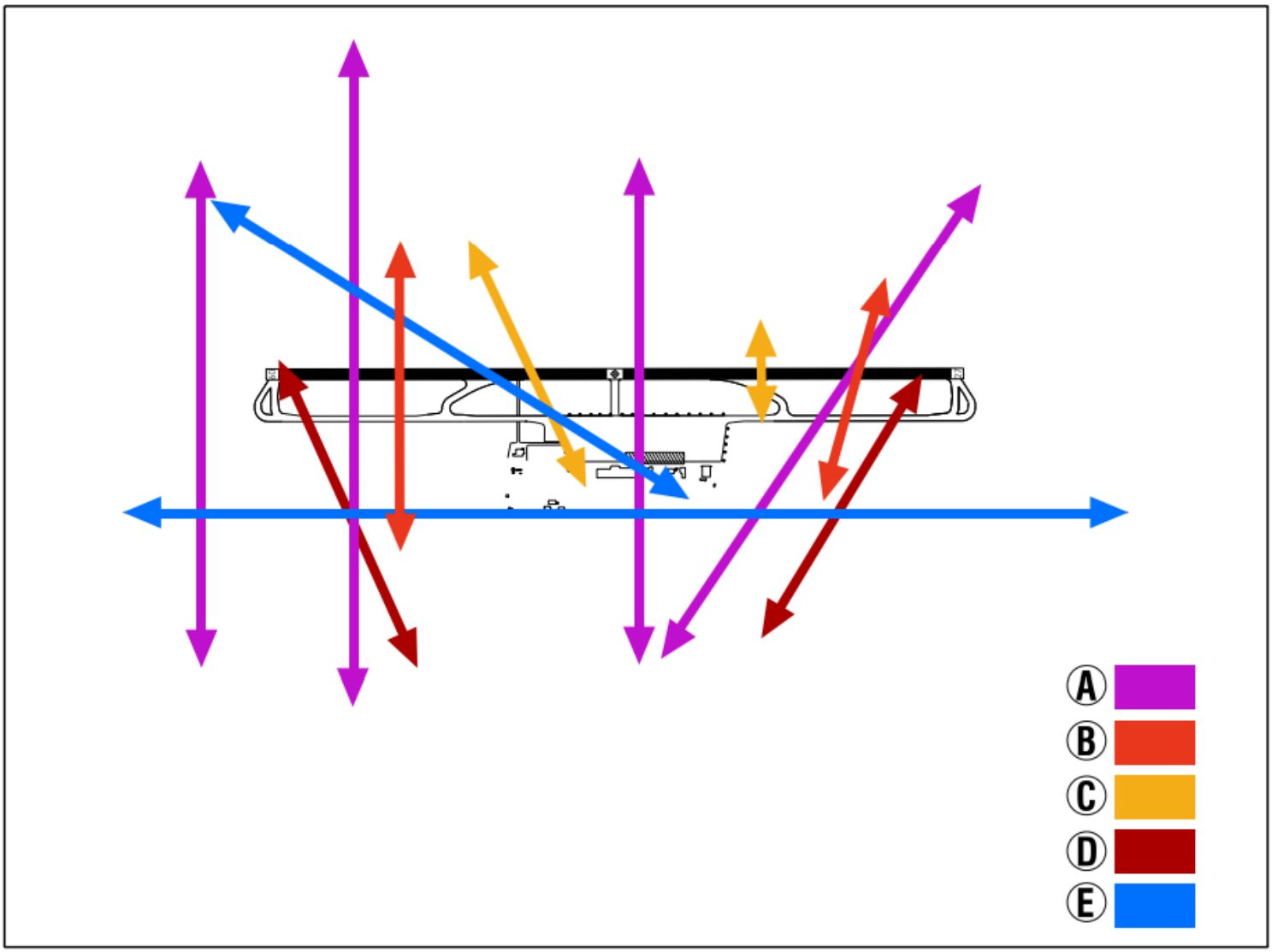
Depending on the availability of ATS surveillance systems, the altitude from which the aforesaid functions can be provided may be affected or even suspended, in which case aircraft shall be informed by the available means of communicating aeronautical information.

LEGR AD 2.23 ADDITIONAL INFORMATION

23.1 BIRDS CONCENTRATION AND MOVEMENT AREAS

Caution in landing and take-off operations to RWY 09/27 due to birds concentration in the vicinity of the aerodrome.

Flows of birds:



- MOVEMENT A.- Crossing of flocks of wood pigeons, specially at sunrise and sunshine. Presence all year increasing in number during winter. Passage height 20-50 m.
- MOVEMENT B.- Crossing of common buzzards. A medium-sized bird of prey present all year round, increasing in number during autumn and winter. Passage height 0-20 m (usually solitary individuals in search of prey).
- MOVEMENT C.- Crossing of murmurations of starlings. Present all year round, increasing in number during winter. Passage height 0-20 m (usually in groups on the ground).
- MOVEMENT D.- Crossing of stone-curlews during twilight and night-time, increasing in number during winter. Passage height 0-40 m (usually solitary individuals).
- MOVEMENT E.- Crossing of flocks of jackdaws. Presence all year round, increasing in number during autumn and winter. Passage height 20-50 m.

LEGR 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/#LEGR

LEGR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected, can be found below:

IAC 5 VOR RWY 09: direct approach.