LESO AD 2 AERODROME DATA

LESO AD 2.1 AERODROME LOCATION INDICATORAND NAME

LESO - SAN SEBASTIÁN

LESO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	432123N 0014726W. See AD 2-LESO ADC.
2	Distance and direction from the city	22 km NE.
3	Elevation	5 m / 15 ft.
4	Geoid undulation	48.8 m ± 0.05 m (1).
5	Reference temperature	26°C.
6	Low average temperature	7°C.
7	Magnetic variation	1°E (2025).
8	Annual change	9.7'E.
9	AD administration	Aena.
10	Address	Aeropuerto de San Sebastián 20280 Hondarribia (Gipuzkoa).
11	TEL	• TEL. +34-943 668 504 • FAX: +34-943 668 514
12	AFTN	LESO
13	E-mail	operacionesEAS@aena.es
14	Approved traffic	VFR/IFR. (2)
15	Remarks	(1) For all AD points. (2) See item 20 "Local Regulations".

LESO AD 2.3 OPERATIONAL HOURS

1	Airport	V: 0530-1945, PS 15 MIN PPR 15 MIN BFR AD CLSD. (1). I: 0630-2045, PS 15 MIN PPR 15 MIN BFR AD CLSD. (1).
2	Customs and Immigration	HR AD. (2).
3	Health and Sanitation	See GEN 1.4.
4	AIS/ARO	H24. (3)
5	MET briefing	V: 0345-1945; I: 0445-2045; PPR: 15 MIN.
6	ATS	V: 0515-2005, I: 0615-2105. If PPR is activated: V: 0515-2020, I: 0615-2120.
7	Fuelling	HR AD.
8	Handling	HR AD.

9	Security	HR AD.
10	De-icing	HR AD.

11	Remarks	(1) PPR for commercial aviation only.
		(2) Authorisation must be requested 3 HR in advance for aircraft with a maximum of 10 seats, and 24 HR in advance for larger aircraft to:
		• Operations Office LESO
		  ◦ TEL: +34-943 668 504/524
		  ◦ FAX: +34-943 668 514
		  ◦ AFTN: LESO
		  ◦ E-mail: OperacionesEAS@aena.es
		(3) Centralised ARO office geographical aera 1
		• TEL: +34-918 603 556; +34-672 344 412(only for communications contingency)
		• E-mail: arocentralizada@enaire.es
		• LESO AFTN address for flight plan management: LESOZPZX
		• Centralised AIO Office - International NOTAM Office
		• TEL: +34-913 213 137/138
		• E-mail: unof@enaire.es

LESO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	No.
2	Fuel types	100LL, JET A-1. (1)
3	Oil types	Aeroshell W100, Aeroshell 15 W.50, Mobil Aero-Red Band ESSO 100 E, ESSO 100, BP OIL 80, BP OIL 100.
4	Refuelling capacity	100LL: 1 6000 L tanker, 2.16 L/s. JET A-1: 1 20000 L tanker, 15 L/s. 1 35000 L tanker, 15 L/s.
5	De-Icing facilities	Service provided by the handling agent on the parking apron.
6	Hangar space	No.
7	Repair facilities	No.

8	Remarks	(1) Fuel:
		• EXOLUM AVIATION S.A.
		  ○ TEL: +34-943 668 538
		  ○ E-mail: eas@exolum.com
		Agreement with handling agent (Ramp Agent) is mandatory for General and Commercial Aviation operations.
		The name of the handling agent engaged shall be included in box 18 of the FPL, under the RMK/ indicator.
		Flight plans filed without this information will not be cleared.
		Ramp agents:
		• SOUTH
		  ○ TEL: +34-943 668 519; +34-629 229 057
		  ○ FAX: +34-943 644 870
		  ○ E-mail: eascicops@southeu.com
		  ○ SITA: EASKQIB
		• AVIAPARTNER EXECUTIVE SPAIN S.A. (AVIAVIP).
		  ○ Handling of General aviation and Executive
		  ▪ OPS mobile phone: TEL: +34 666 997 730 (OPS 24H); TEL:+34 672 138 622
		  ▪ Ops E-mail: LESO@aviavip.com
		• UNITED AVIATION SERVICES, S.L. SAN SEBASTIÁN (LESO/EAS)
		  ○ Handling of General aviation and Executive
		  ▪ TEL: +34-608 095 154 (H24); +34-913 936 775 (OCC).
		  ▪ E-mail: ops.eas@unitedaviation.es; ops@unitedaviation.es (OCC)
		  ▪ Website: www.unitedaviation.es

LESO AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	No.
3	Transportation	Buses and taxis.
4	Medical facilities	No.
5	Bank/Post Office	No/No.
6	Tourist information	Yes.
7	Remarks	None.

LESO AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	6. (1) (2) 7. V: MON, THU& FRI: 1500-1800; SUN 1000-1300 I: MON 1150-1500, THU 1750-2100, FRI 1740-2050, SUN 1205-1505
2	Rescue equipment	In accordance with the published fire category.

3	Removal of disabled aircraft	Aerodrome coordination for the transfer of disabled aircraft in or near the manoeuvring area. • TEL: +34-943 668 504/24 • E-mail: OperacionesEAS@aena.es External service for removal of aircraft, following notice and charged to the owner/operator. Means available MAX: AT 76 and general aviation. Ability to tow and raise.
4	Remarks	(1) 7 on request (see item 20, "Procedure for requesting fire category on demand"). (2) Response time is less than 3 MIN, with an objetive operational less than 2 MIN.

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

1	Types of clearing equipment	Urea spreader, snowplough with capacity of 5.3 m3 for urea and 1505 L for potassium acetate.
2	Clearance priorities	Runway, taxiways and apron.
3	Use of material for movement area surface treatment	Urea (UREA), potassium acetate fluids (KAC).
4	Specially prepared winter runways	Not applicable.
5	Remarks	Period of application of snow plan: 01-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.

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

1	Apron	Surface: Commercial aviation: Concrete. Strength: Commercial aviation: • NE half (gates B and C): PCN 15/R/B/W/T; • SW half (gate A): PCN 34/R/A/W/T.
2	General Aviation area	Surface: Asphalt. Strength: PCN 35/F/B/W/U.
3	Taxiways	Width: 36 m. Surface: Asphalt. Strength: PCN 67/F/B/W/T.
4	Check locations	Altimeter: Apron ELEV 4 m/13 ft. VOR: No. INS: No.
5	Remarks	None.

LESO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	"NO ENTRY" board and stands.

2	RWY markings	Threshold, displaced threshold, designators, centre line, side stripe, touchdown zone, aiming point.
3	TWY markings	Centre line, side stripe.
4	Remarks	None.

LESO 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 Data Set.
2	Remarks	See AD 2-LESO AOC. Presence of moving obstacles (boats) in the extension of THR 22 and to the left side of RWY 22 (eastern dock).

LESO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	San Sebastián EMAe.
2	HR	V: 0345-1945; I: 0445-2045; PPR: 15 MIN. 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 and wind and temperature in altitude maps.
9	Supplementary equipment	Clouds image lightnings and radar information display
10	ATS unit served	TWR.
11	Additional information	Santander OMAe (LESD): H24 • TEL: +34-942 392 464 San Sebastián EMAe: HR AD • TEL: +34-943 668 544
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available.

LESO 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
04 (1)	038.78° GEO 038° MAG	1590 x 45 (3)	432105.41N 0014746.09W (4)	THR: 3 m / 10 ft TDZ: No	No	163 x 150	1650 x 150 (6)	No	90 x 90	RWY: ASPH PCN 67/F/B/W/T 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
22 (2)	218.79° GEO 218° MAG	1590 x 45 (3)	432141.47N 0014706.38W (5)	THR: 4 m / 14 ft TDZ: No	No	163 x 150	1650 x 150 (6)	No	90 x 90	RWY: ASPH PCN 67/F/B/W/T SWY: No

Remarks:

(1) THR RWY 04 displaced 163 m.

(2) THR RWY 22 displaced 163 m.

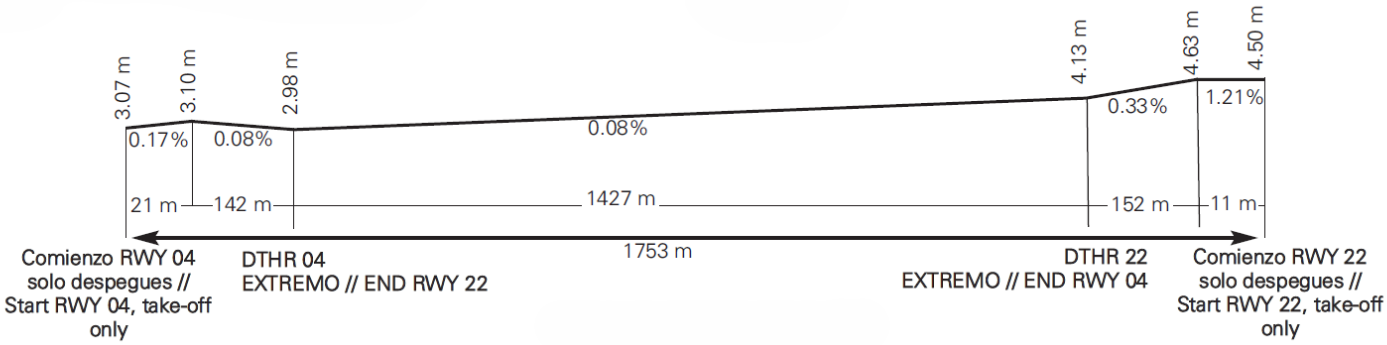
(3) Central 43 m of runway grooving for 45 m.

(4) Coordinates start RWY 04, take-off only: 432101.29N 0014750.63W.

(5) Coordinates start RWY 22, take-off only: 432145.59N 0014701.84W.

(6) Irregular strip outline at both thresholds (see AD 2-LESO ADC).

12.1 PROFILE



LESO AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
RWY 04	1590	1753	1590	1427
RWY 22	1590	1753	1590	1427
22 INT A	526	689	526	–
22 INT B	672	835	672	–
22 INT C	804	967	804	–
04 INT A	936	1099	936	–
04 INT B	791	954	791	–
04 INT C	658	821	658	–

Remarks: None.

LESO AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	04
2	Approach	Threshold identification lights.
3	PAPI (MEHT)	4.75° (15.66 m / 51 ft)
4	Threshold	Green with wing bars. (1)
5	Touchdown zone	No.
6	Runway centre line	1590 m: 876 m white + 414 m white and red + 300 m red. LIH. Distance between lights: 15 m.

7	Runway edge	1590 m: 163 m red + 827 white + 600 yellow. LIH. Distance between lights: 50 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	Runway turn pad lights: Green. (1) With LED lighting.

1	Runway	22
2	Approach	Threshold identification lights.
3	PAPI (MEHT)	3° (15.57 m / 51 ft).
4	Threshold	Green with wing bars. (1)
5	Touchdown zone	No.
6	Runway centre line	1590 m: 876 m white + 414 m white and red + 300 m red. LIH. Distance between lights: 15 m.
7	Runway edge	1590 m: 163 m red + 827 white + 600 yellow. LIH. Distance between lights: 50 m.
8	Runway end	Red. (1)
9	Stopway	No.
10	Remarks	Runway turn pad lights: Green. (1) With LED lighting.

LESO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR 04, 1 near TWR, 1 near PAPI RWY 04. LGTD.
3	TWY lighting	Centre line, edge. (1)
4	Apron lighting	Edge, 6 floodlighting poles.
5	Secondary power supply	Generators providing a maximum switch-over time (light) of 15 seconds to the lighting systems.
6	Remarks	(1) With LED lighting.

LESO AD 2.16 HELICOPTER LANDING AREA

1	Position	• Geoid undulation: See item 2. • FATO: RWY 04/22. Coordinates THR 04 and THR 22, see item 12. • Ground taxiing: TLOF is the same as RWY 04/22. Coordinates 432123N 0014726W (coincide with ARP). • Air Taxiing: TLOF is the same as PRKG 03B.

2	Elevation	• FATO: RWY 04/22. Elevation THR 04 and THR 22, see item 12.
		• Ground taxiing: TLOF is the same as RWY 04/22. Elevation 5 m (coincide with ARP).
		• Air Taxiing: TLOF is the same as PRKG 03B.
		  ◦ **PRKG:** 3B
		  ◦ **ELEV** (m): 5

3	Dimensions, surface, maximum weight, marking	• FATO: RWY 04/22. • Ground taxiing: TLOF is the same as RWY 04/22, see item 12. • Air Taxiing: TLOF is the same as PRKG 03B. • PRKG 03: Hydraulic concrete PCN 22/R/B/W/T. TLOF marking avaliable. • Circular strip 12 cm in width with an inner diameter of 10.65 m.
4	Direction	No.
5	Declared distances	No.
6	Lighting	No.
7	Remarks	• Air taxiing: Maximum dimensions of helicopters: 14.6 m. PRKG 03B is incompatible with PRKG 4B. Apron lighting. • Ground taxiing: Maximum helicopters size: 18.9 m. PRKG 03B is incompatible with PRKG 4B. Apron lighting.

LESO AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR SAN SEBASTIÁN.
2	Lateral limits	431333N 0015733W; 431244N 0015908W; 431304N 0020209W; 431645N 0020524W; 432216N 0020409W; Space bounded by a circular arc with a 12 NM radius centred on NDB HIG within the boundaries of the FIR MADRID up to 431333N 0015733W.
3	Vertical limits	SFC-1700 ft AGL-AMSL.
4	Airspace class	D.
5	Unit Language	SAN SEBASTIÁN TWR. ES/EN.
6	Transition altitude	1850 m / 6000 ft.
7	Hours of applicability	-
8	Remarks	None.

1	Designation	ATZ SAN SEBASTIÁN.
2	Lateral limits	Circle with a 8 km radius centred on ARP and bordered to the east by the FIR BORDEAUX. (1)
3	Vertical limits	SFC-3000 ft HGT (2).
4	Airspace class	D.
5	Unit Language	SAN SEBASTIÁN TWR. ES/EN.

6	Transition altitude	1850 m / 6000 ft.
7	Hours of applicability	-
8	Remarks	(1) Or the ground visibility, whichever is lower. (2) Or up to the cloud ceiling, whichever is lower.

LESO AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP/TWR	San Sebastián TWR	119.855 C	HR ATS	Due to the characteristics of the ground, there may be loss of radio communication in the west area of the airspace below 2300 ft AGL and in the south area below 4500 ft AGL.
		243.000 MHz	HR ATS	EMERG
		121.500 MHz	HR ATS	EMERG
		121.705 C	HR ATS	GMC

LESO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
NDB (1°E)	HIG	328.000 kHz	H24	432310.6N 0014745.2W	-	COV 50 NM. U/S BTN 109°/139°.
DME	HIG	113.200 MHz/ CH 79X	H24	432310.6N 0014744.7W	120 m	COV 40 NM BTN: • R-280/R-085 AVBL at 5000 ft AMSL or ABV; • R-085/R-170 AVBL at FL100 or ABV; • R-170/R-180 Possible signal loss; • R-180/R-225 AVBL at FL100 or ABV; • R-225/R230 Possible signal loss; • R-230/R-280 AVLB at FL100 or ABV.
DVOR (1°E)	SSN	117.900 MHz	H24	431840.3N 0014949.4W	-	COV 10 NM U/S BTN: • R-120/R-145 at 5000 ft AMSL; COV 40 NM AVBL BTN: • R-360/R-090 at 5000 ft AMSL or ABV; • R-090/R-110 at 7000 ft AMSL or ABV; • R-110/R-210 U/S; • R-210/R-300 at 7000 ft AMSL or ABV; • R-300/R-340 U/S; • R-340/R-360 at 7000 ft AMSL or ABV.
DME	SSN	CH 126X	H24	431840.7N 0014949.8W	240 m	COV 10 NM U/S BTN: • R-120/R-160 at 5000 ft AMSL; COV 40 NM AVBL BTN: • R-360/R-090 at 5000 ft AMSL or ABV; • R-090/R-110 at 7000 ft AMSL or ABV; • R-110/R-210 U/S; • R-210/R-300 at 7000 ft AMSL or ABV; • R-300/R-340 U/S; • R-340/R-360 at 7000 ft AMSL or ABV. R-170 possible signal loss at FL100 or BLW FM 24 NM (overlap with PPN).

LESO AD 2.20 LOCAL AERODROME REGULATIONS

For Commercial Aviation, according to GEN 1.2 "Airport slot coordination-Schedule facilitation" and due to apron capacity, clearance must be requested from:

- Airport Slot Coordination Office
  - Postal Address: C/ Peonías, 12 - 6ª planta
  - 28042 Madrid (ESPAÑA)
  - SITA: MADGSYA (slot requests)
  - MADCHYA (other matters)
  - E-mail: slot.coord@aena.es
  - TEL: +34-913 211 044 / 024
  - FAX: +34-913 211 348
- Office Hours (Monday to Friday, except public holidays):
  - Monday-Tuesday-Wednesday-Thursday: 0800-1700 LT.
  - (0800-1500 LT from June to September).
  - Friday: 0800-1500 LT.
- For Aerotaxi, Training and the rest of the General Aviation Operations, due to apron capacity, clearance must be requested from:
  - LESO Operations Office
    - TEL: +34-943 668 504 / 24
    - FAX: +34-943 668 514
    - AFTN: LESOZPZX
    - E-mail: OperacionesEAS@aena.es
- Detailing the following information:
  - Name of the Operator
  - Origin, date, ETA and aircraft identification
  - Destination, date, ETD and aircraft identification
  - Type of aircraft
  - Type of flight: VFR/IFR

State, ambulance and hospital flights will be exempted from this authorisation.

IFR/VFR flights without prior clearance will be rejected.

20.1 STANDARD TAXIING PROCEDURES

- Avoidance of collisions with other aircraft and obstacles is the responsibility of:
  - Pilots when taxiing on the apron.
  - Pilots or ground handling companies during the stand entry and exit manoeuvres and during towing.
- An aircraft shall not leave the stand without TWR clearance to occupy the runway, as the exit manoeuver will invade the runway leveled strip (75 m from runway centre line).
- General Aviation Arrivals: prior to entering the General Aviation Area, please ensure a stand has been assigned to you. Once the stand is assigned, you may pass the NO ENTRY sign and enter the engine shutdown area where engines must be shut off. The aircraft must be towed to the stand from the engine shutdown area.
- General Aviation Departures: Prior to the towed exit from the parking stand, TWR must be notified in advance from the parking stand itself at 121.705 C. The aircraft will be towed to the engine shutdown area where the engines will be started up. After engine start-up, follow TWR instructions.
- Prior to the engines start-up, the handling agent or the pilot, as appropriate, shall check that there are no equipment, vehicles or people in the safety zone behind the aircraft.
- Any aircraft when using the taxiway to access the General Aviation Area, located in front of the SEI, at the leveled strip,

outbound and inbound, is occupying the runway.

- PRKG 7: the engine stopped area must be vacated for CRJ900, A319 and A20N ACFT.
- There is a turn pad at each end of the runway, which must be used by all aircraft to make 180° turns on the line. A 180° turn on the line outside the turn pad may be performed by Code letter L light aircraft, with prior ATC clearance.

20.2 AIRCRAFT STAND ENTRY/EXIT PROCEDURE

Stand entry/exit manoeuvres shall be carried out at engine powers similar to idling. If increased power is required, the pilot must notify ATC so that the manoeuvre is supervised by a ground handling agent.

Aircraft must follow the parking instructions provided by the ground handling services, they must not park on their own.

To prevent the effects of aircraft stopped at runway-holding positions (A, B and C) TWR will not usually issue any taxi clearance until it is certain that they will not have to stop at those positions, but rather they will access the active runway without stopping.

20.3 OPERATION ACFT MD83

"Oversteering" manoeuvre must be made on entry to the stand so that the aircraft can be lined-up with the paint on the stand.

On threshold turn pads, MD83 aircraft can not follow the final part of the turn painted on the runway, and the turn angle of the nose wheel must be increased from 45º (specified in the standard) to 50º.

20.4 HELICOPTER OPERATIONS

This section defines only operations for helicopter with assigned stand on civil-use ramps in San Sebastián AD and which have no letter of exemption in the terms prescribed in article 3.2.9 of the RCA. According to the above and as there is no other specific area to operate with helicopters, they will be treated the same as fixed-wing aircraft and will be authorised by ATC to take off and land on RWY 04/22.

TAXIING ROUTES

The helicopters will normally be authorised to enter or exit RWY 04/22 via TWY C.

ARRIVALS

Arriving helicopters will normally land on RWY 04/22, leaving the runway via TWY C and shall be authorised to access PRKG 3B.

DEPARTURES

Departing helicopters shall be authorised by ATC to taxi from PRKG 3B to TWY C to access RWY 04/22 and take off.

20.5 GROUND ENGINE TEST PROCEDURE

- The procedure must be supervised by the pilot himself or by the appointed ground handling agent, in order ensure its safety.
- Code letter A aircraft: Depending on the estimated duration of the test, in order not to affect the apron and/or runway capacity, ATC in coordination with the operations office, will assign the location with the following priority order:
  1. The engine stopped area in the general aviation area.
  2. TWY A, B and C.
  3. PRKG 7B and 7C.
- Code letter B and C aircraft (except A319, MD82, CR1000), idling level:
  1. PRKG: 4, 4B, 5, 6, 6B and 7.
  2. RWY 22, at the aiming point marking.
- Code letter B and C aircraft, high power level:
  1. RWY 22, at the aiming point marking.

20.6 LOCAL RESTRICTIONS

1. Overflying the French territory is forbidden between: V: 2000-0530; I: 2100-0630.

2. Overflying French territory below 300 m altitude should be avoided as far as possible. Aircraft having to overfly Hendaya beach when taking-off or landing shall do so as far west and as high as possible and never below 100 m altitude.
3. Acrobatic and publicity flights and maiden flights over the French territory are forbidden below 500 m altitude.

20.7 CATEGORY OF COMMERCIAL TRANSPORT OPERATIONS

Commercial air transport (CAT) operations at San Sebastián airport shall be considered by aircraft operators as category C (according to the classification defined in AMC1 ORO.FC.105-b-2-c).

20.8 PROCEDURE FOR THE REQUESTING OF FIRE CATEGORY ON DEMAND

San Sebastián Airport provides SEI category 6 continuously and 7 on demand. To operate under category 7 interested companies must request it via e-mail to operations EAS@aena.es

The request must be made at least 72 hours before the scheduled flight, and shall include the following data:

- Flight number.
- Flight class.
- Aircraft type.
- Scheluded date and time.

Confirmation of the required category shall be given through the same means by which it was requested.

20.9 NIGHT VISUAL OPERATIONS (VFR-N)

Night visual operations are authorized.

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

- Date and time.
- Site.
- Parties involved (data used to identify vehicles, aircraft …involved).
- Companies implicated.
- 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 contact e-mail address of the airport, for the reception of operational safety reports, is the following:

Seguridad_Operacional_EAS@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).

In the specific case of safety reports related to the air traffic control service provider (manoeuvring area, flight phases and ATS airspace) they may be sent to the e-mail address: lecm.safety@enaire.es

20.11 AIRPORT EMERGENCY PLAN

See AD 1.1 Emergency management.

LESO AD 2.21 NOISE ABATEMENT PROCEDURES

The RWY 22 PAPI angle is calculated based on environmental requirements and for local restriction due to the Spanish-French agreement of overflying the town of Hendaya (item 20).

The RWY 04 PAPI angle (see item 14) is calculated for obstacle clearance during approach.

LESO AD 2.22 FLIGHT PROCEDURES

22.1 LOW VISIBILITY PROCEDURES (LVP)

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

22.2 OPERATIONAL STANDSTILL PROCEDURE IN THE MOVEMENT AREA (PPOAM)

Low Visibility Procedures (LVP) are not available at San Sebastián airport. The "Operational Standstill Procedure in the Movement Area when RVR is below 800 m (PPOAM 800)" is available instead to maintain safety in the movement area in low-visibility situations, which consists of the following phases:

- PHASE I. Notice: 1000 m ≥ RVR ≥ 800 m
- PHASE II. Operational standstill: 800 m > RVR
- PHASE III. Resumption of operations: RVR ≥ 800 m

Information for pilots

- Uncertainty regarding the position in the maneuvering area.
- When in doubt about the position of the aircraft relative to the maneuvering area:
  - If it is known that the aircraft is not on runway, immediately stop the aircraft and report this event (including the last known position) to ATC.
  - If it is known that the aircraft is on a runway, immediately report (including the last known position) to ATC, evacuating the runway, as soon as possible if a proper nearby taxiway can be located, unless ATC indicates otherwise; and then stop the aircraft.
- Aircraft failure
  - Report the situation to ATC and await the arrival of assistance. If on a runway, if possible and unless ATC indicates otherwise, evacuate the runway.
- Loss of visual contact between traffics
  - If visual contact is lost with another aircraft or a vehicle with which it has his own separation, immediately inform ATC and stop the aircraft.
- Communications failure
  - Departing aircraft: the aircraft shall continue along the assigned route and stop at the limit of ATC clearance, taking special care, holding the position and await the arrival of an assistance vehicle.
  - Arriving aircraft: if the aircraft has just landed, hold position after leaving the runway and await the arrival of an assistance vehicle.
  - If the aircraft already has ATC clearance to taxi continue along the assigned route to the limit of the clearance, taking special care, holding the position and awaiting the arrival of an assistance vehicle.

22.3 ATS SURVEILLANCE SYSTEMS

ATS surveillance systems are available for the provision of aerodrome control service and procedural approach control service.

Aircraft receiving this control service supported by ATS surveillance systems shall be identified in advance. In case of loss of identification, this fact shall be reported and the service shall be provided without support from ATS surveillance systems.

These ATS surveillance system functions will be subject to the availability of ATS surveillance sensors and aircraft equipment levels (transponder and/or ADS-B equipment).

The unavailability of these systems does not imply the declaration of an operational contingency in the unit.

USE OF ATS SURVEILLANCE SYSTEMS IN AERODROME CONTROL

When providing aerodrome control services, ATS surveillance systems may be used to perform the following functions:

- Flight path monitoring of aircraft on final approach;
- Fight path monitoring of other aircraft in the vicinity of the aerodrome;
- Providing navigation assistance to VFR flights.

USE OF ATS SURVEILLANCE SYSTEMS IN APPROACH CONTROL

ATS surveillance systems may be used by the procedural approach controller when applicable, to maintain a watch on the progress of air traffic providing:

- Improved position information regarding aircraft under control;
- Supplementary information regarding other traffic; and
- Information regarding any significant deviations by aircraft from the terms of their respective ATC clearances, including their cleared routes as well as levels when appropiate.

Information for pilots: This unit does not have the means to provide vectoring to aircraft.

22.4 REPORTING WIND SHEAR ON APPROACH OR TAKE-OFF

If experiencing wind shear, flights shall provide ATC with the following information as far as possible:

- Flight stage at which wind shear occurred
- Intensity: weak, moderate, strong, very strong, or unclassified.
- Direction of the phenomenon: positive or negative.
- Whether detected by the aircraft's systems or perceived by the pilot.
- Any supplementary information available.

Once notified of the wind shear, ATC shall notify the following aircraft that may be affected (including aircraft type and whether detected by the aircraft's systems or perceived by the pilot), provided it has not already been reported by other means (e.g.: METAR/SPECI...). Likewise, ATC shall confirm with these aircraft if they have experienced wind shear or not.

In order to have the METAR updated at all times regarding the presence of wind shear, when taking off or landing with a METAR reporting wind shear, the air traffic shall always inform ATC whether they have been affected by wind shear or not.

22.5 VISUAL DEPARTURE PROCEDURES FOR IFR FLIGHTS

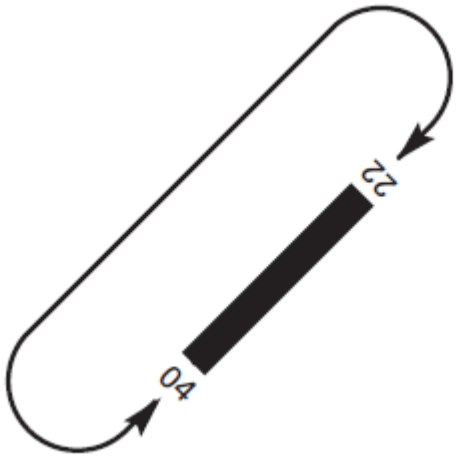
IFR flights may request ATC for "visual departure" on ground or in the air under the following conditions:

- Between the start of morning civil twilight and the end of evening civil twilight.
- Weather conditions in the take-off direction and subsequent initial climb permitting visual flight up to the Minimum Sector Altitude (MSA), which will be provided by ATC.
- In the air, the pilot shall propose to ATC a heading or a direct course.
- On the ground, the pilot shall propose to ATC a heading or a point, or ATC shall propose a visual departure subject to the pilot's consent and readback.
- The pilot shall be responsible for maintaining the obstacle clearance distance up to the Minimum Sector Altitude.

If visual departures are applied due to the inability to use the published SID and contingency departures, the noise abatement procedures described in AIP LESO AD-2 Item 21 "Noise Abatement Procedures" shall no longer be applied.

22.6 AD TRAFFIC CIRCUIT

The aerodrome circuit must take place on the Spanish side. The circuit over Hendaya (France) is restricted to special situations and is only permitted at 300 m altitude or above.



LESO AD 2.23 ADDITIONAL INFORMATION

23.1 ANIMAL CONTROL SERVICE

Hours: Service continuously provided from sunrise to sunset.

Usual location: vehicle in the manoeuvring area.

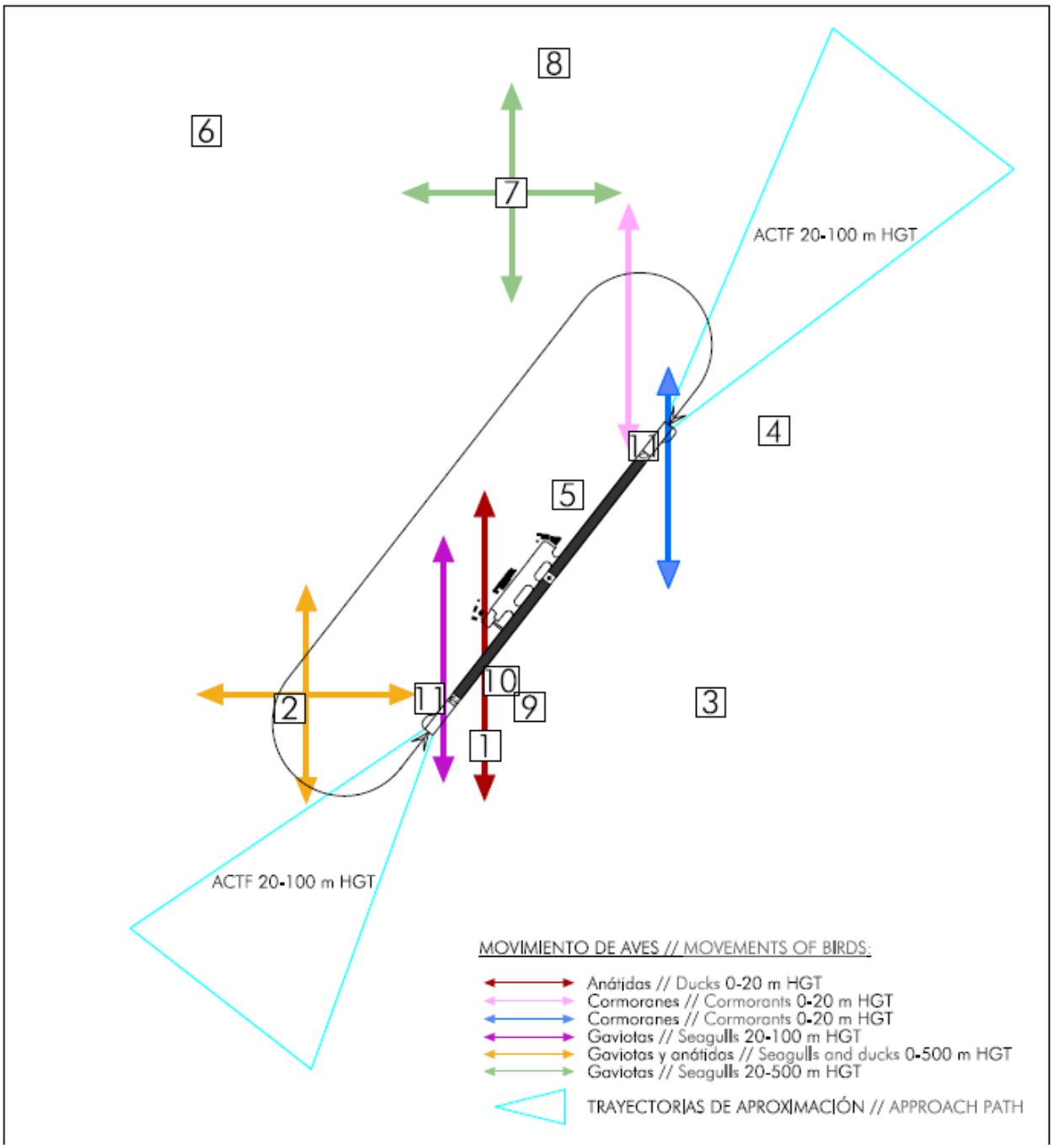
When there is no animal control service, the following devices are available for use by airport staff:

- Digital sound repeller
- Laser device
- Vehicle sirens

23.2 BIRD CONCENTRATION AREAS

The following bird concentration and crossing areas can be identified near the airport area:

1. Plaiaundi eco-park.
2. Jaizubia marsh.
3. Bidasoa estuary and eastern islands.
4. Birds island.
5. El Puntal wharf.
6. Cape Higuer Cliffs.
7. Hondarribia Port.
8. Hondarribia Marina.
9. Plaiaundi marsh.
10. San Rafael lagoon (on the airport grounds):
11. THR 04 and 22.



LESO 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/#LESO

LESO AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected can be found below:

- IAC 1 VOR RWY 22: direct approach.
- IAC 3 RNP Y RWY 22: LNAV.
- IAC 4 RNP X RWY 22: LNAV, LNAV/VNAV.
- IAC 5 RNP A: LNAV