

LEZG AD 2 AERODROME DATA

LEZG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LEZG - ZARAGOZA

LEZG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	413958N 0010230W. See AD 2-LEZG ADC.
2	Distance and direction from the city	10 km NW.
3	Elevation	263 m / 862 ft.
4	Geoid undulation	49.90 m ± 0.05 m (1).
5	Reference temperature	32°C.
6	Low average temperature	7°C.
7	Magnetic variation	1°E (2025).
8	Annual change	9.3 ' E.
9	AD administration	CIV: Aena. MIL: Ejército del Aire y del Espacio.
10	Address	CIV: Aeropuerto de Zaragoza; 50190 Zaragoza. MIL: Base Aérea de Zaragoza; 50071 Zaragoza.
11	TEL	CIV: +34-976 712 300 MIL: +34-976 708 503
12	FAX	MIL: +34-976 708 017
13	AFTN	LEZG
14	E-mail	CIV: ceopsza@aena.es MIL: poc_agrup_ba_zaragoza@ea.mde.es
15	Approved traffic	IFR/VFR (2).
16	Remarks	Payment of charges in cash will only be accepted in euros (€), up to the maximum permitted by the current law of Spain. (1) For all AD points. (2) IFR/VFR general aviation traffic is dependent upon the apron capacity. These aircraft must request SLOT PPR 3 HR from LEZG CEOPS via TEL: +34-976 712 304 or AFTN: LEZGYFYX. Aircraft type, registration number, operator, departure and destination aerodrome and EOBT, ETA and ETD must be included in the request. Traffic without clearance will not be allowed.

LEZG AD 2.3 OPERATIONAL HOURS

1	Airport	CIV: V: 0445-2100, PS HR PPR (1); I: 0545-2200, PS HR PPR (1). H24 all year long for cargo flights. MIL: H24. (2)
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2	Customs and Immigration	Customs: CIV: H24. MIL: NO (O/R via PPR with 72h in advance). Immigration: V: 0445-2100, I: 0545-2200.
3	Health and Sanitation	CIV: NO. See GEN 1.4. MIL: Subject to availability.
4	AIS/ARO/OPV	H24. (3)
5	MET briefing	CIV: H24. MIL: V: 0400-1600. I: 0500-1700.
6	ATS	H24.
7	Fuelling	HR AD y O/R.
8	Handling	HR AD.
9	Security	H24.
10	De-icing	H24.
11	Remarks	(1) Extension of operational hours for passenger aircraft: see item 20: Local regulations. (2) For foreign state/military aircraft (see item 20: Local Regulations) is mandatory request PPR at least 72 hours in advance to: - E-mail: boc_ea_zaragoza@ea.mde.es ; lezg.opv@mde.es - FAX: +34-976 708 343 - AFTN: LEZGBASE (3) Centralised AIO Office - International NOTAM Office - TEL: +34-913 213 137/138 - E-mail: unof@enaire.es Centralised ARO Office geographical area 3 - TEL: +34-918 603 558; +34-672 344 415 (only in communications contingencies) - E-mail: arocentralizada@enaire.es

LEZG AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	CIV: No limitations. MIL: Up to 170 Tm.
2	Fuel types	CIV: JET A-1, 100LL (1). MIL: F-34.
3	Oil types	CIV: No. MIL: 246, 283; C-620, 642; G-353, 354, 355, 359, 366, 372, 382, 392, 395, 396, 403, 412; H-515, 537, 542; O-113, 117, 128, 133, 135, 142, 147, 148, 153, 155, 156, 157, 158, 190, 192, 218, 226, 228, 237, 238, 278, 1177, 1236; S-720, 722, 736, 740, 743, 750, 752, 753, 758, 1735, TF-02, 03, 05; TG-09, 15; TH-36; TS-01, 07.
4	Refuelling capacity	CIV: No limitations. MIL: - Trucks 40000 L, 22.5 L/s - Trucks 20000 L, 16.7 L/s - Trucks 5000 L, 1.7 L/s

5	De-icing facilities	CIV: Yes, de-icing service is available at commercial aviation stands, using hot water and glycol units for the removal of ice from aircraft. Service provided by handling agents. MIL: NO.
6	Hangar space	No.
7	Repair facilities	No.
8	Remarks	(1) Exolum Aviation. Company • TEL: +34-976 326 911; +34-630 770 604 • SLCA Company. • TEL: +34-607 53 84 35 MIL: GPU: AC unit (up to 120 KVA) and DC (up to 2500 A). APU: AC unit (up to 1.10 kg/s at 46.3 p.s.i.). It is mandatory to have handling agent for all civilian operations, non-commercial operations included. In arrival operations, passengers and crews must wait for their handling agent. Ramp agents: • SOUTH • TEL: +34-976 712 388 • Email: zazk@south.eu.com • SITA: ZAZKQIB • GROUNDFORCE • TEL: +34-976 712 379 • FAX: +34-976 712 341 • Email: zazramp@groundforce.aero • SITA: ZAZGFXH • ARAGONAIR • TEL: +34-609 471 737 • FAX: +34-976 780 240 • Email: ops@aragonair.com • UNITED AVIATION • TEL: +34-634 527 705 • Email: pablo.casal@unitedaviation.es ; pablo.casal@unitedaviation.es Ramp agents may attend commercial aviation as well as general aviation.

LEZG AD 2.5 PASSENGER FACILITIES

1	Hotels	MIL: Yes, subject to availability, exclusively military personnel O/R with 72 hours in advance.
2	Restaurant	Yes.
3	Transportation	CIV: Buses, taxis and hire cars. MIL: Buses and light vehicles are subject to logistic availability and prior request of PPR.
4	Medical facilities	CIV: No. MIL: First aid and ambulance, subject to availability.
5	Bank/Post Office	Cash dispenser. Money exchange/No.
6	Tourist information	CIV: Yes. MIL: No.

7	Remarks	None.
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LEZG AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	CIV: 7. (1) MIL: 8.
2	Rescue equipment	CIV: In accordance with the fire category published. MIL: In accordance with the fire category published.
3	Removal of disabled aircraft	CIV: Yes. 3 aircraft rescue platforms with load capacity up to 5000 kg, 10000 kg and 30000 kg. For higher capacities, service provided by external company. MIL: Yes, subject to availability. (2)
4	Remarks	(1) 8 / 9 upon request, according to procedure (see item 20). (2) • Self-propelled crane for the elevation of any aircraft with a weight not greater than 30 TM. • Two universal slings for maximum weight of 15 TM. • One F-18 sling for maximum weight of 11 TM. • Two DOLLIES for the elevation of a maximum weight of 12 TM. • Five lifting bags for maximum supported weight of 12 TM.

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

1	Types of clearing equipment	CIV: Snowplough truck equipped with melter spreader and blade. Sweeper vehicle equipped with blade. MIL: Aspiration sweeper machines.
2	Clearance priorities	CIV: RWY12L/30R; TWY A-5, TA, A-1 and SSEI exit to the runway; access TWY C-1.1 to the civil apron; inner apron taxiway, stands necessary, and the entire apron. MIL: Runways, taxiways and apron.
3	Use of material for movement area surface treatment	CIV: Potassium acetate (KAC), sodium formate (NAFO) and urea (UREA).
4	Specially prepared winter runways	Not applicable.
5	Remarks CIV	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.

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

1	Apron	Surface: CIV: PRKG 1 to 16: Concrete. PRKG 20 to 23 (General Aviation): Asphalt. PRKG 30 to 34 (Hangar apron) (1): Asphalt. MIL: Concrete. Strength: CIV: PRKG 1 to 8A: PCN 64/R/B/W/T. PRKG 9 and 9A: PCN 107/R/B/W/T. PRKG 12 and 13: PCN 99/R/B/W/T. PRKG 14 to 16: PCN 62/R/B/W/T. PRKG 20 to 23 (General Aviation): PCN 45/F/C/W/T. PRKG 30 to 34 (Hangar apron) (1): PCN: 32/F/B/W/T. MIL: EAST: PCN 90/R/A/W/T. SOUTH: PCN 136/R/A/W/T. WEST: INFO NO AVBL.
2	Taxiways	Width: 23 m. EXC A-1: 22.3 m; B-3, C-3: 22.5 m; A-5, TB, B-1, B-2, B-4, B-5: 22.6 m; C-1: 23.6 m; C-1.1: 25 m; TC: INFO NO AVBL. Surface: Asphalt EXC B-1: Concrete. Strength: A-1: PCN 92/F/B/W/T. A-2: PCN 147/F/A/W/T. A-3: PCN 153/F/A/W/T. A-4: PCN 158/F/A/W/T. A-5, TA: PCN 143/F/A/W/T. B-1: PCN 49/R/A/W/T. B-2: PCN 17/F/A/X/T. B-3, C-3: INFO NO AVBL. B-4: PCN 52/F/A/X/T. B-5: PCN 26/F/A/W/T. C-1: PCN 61/F/A/Y/T. C-1.1: PCN 105/F/A/W/T. C-2.2: PCN 112/F/A/W/T. C-4: PCN 56/F/A/X/T. TB: PCN 41/F/A/W/T. Section of 1650 m FM B-1: PCN 49/R/A/W/T. TC: PCN 62/F/A/W/T.
3	Check locations	Altimeter: CIV Apron: ELEV 296 m / 971 ft. MIL EAST apron: 251 m / 823 ft. MIL WEST apron: 252 m / 827 ft. MIL SOUTH apron: 272 m / 892 ft. THR: See item 12, runway physical characteristics for each THR ELEV. VOR: No. INS: See AD 2-LEZG PDC.

4	Remarks	(1) Hangar apron: Usable from sunrise to sunset by general aviation, 13.56 m MAX wingspan.
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LEZG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Runway-holding positions, signs, stands. Runway guard lights and stop bars on A-1, A-2, A-3, A-4, A-5 and C-1 (1).
2	RWY markings	Designation, threshold, centre line, touchdown zone, side stripe, aiming point and remaining distance signs. Non standar marking in RWY12R/30L only for military use. Marks location: BTN 1138M AND 2512M FM THR12R/1206M and 2580M FM THR30L.
3	TWY markings	Centre line and side stripe. Edge markers on TWY TA, A-1, A-2, A-3, A-4, A-5, C-1.1 and C-2.2.
4	Remarks	(1) Runway guard lights and stop bars associated to RWY 12L/30R.

LEZG 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 Sets section.
2	Remarks	See AD 2-LEZG AOC.

LEZG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

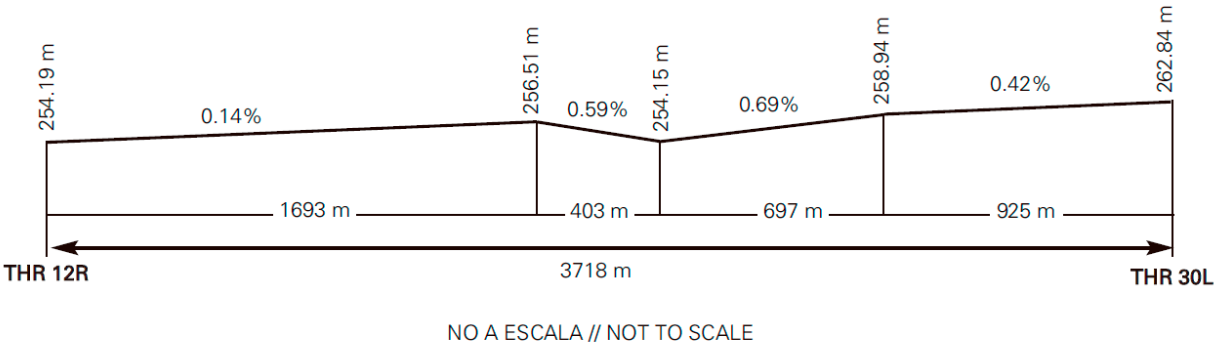
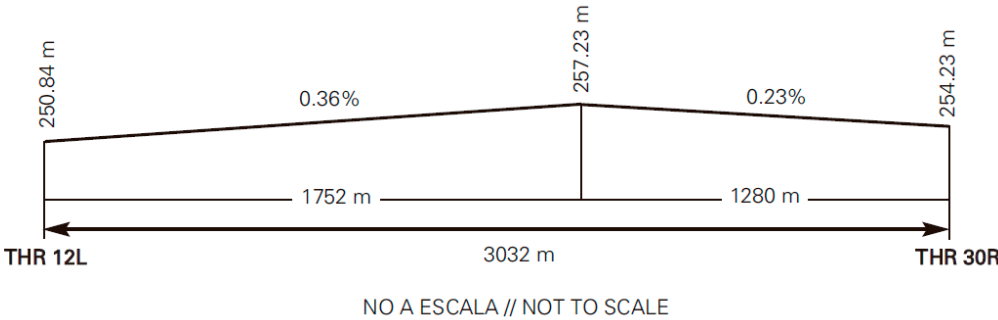
1	MET office	CIV: Zaragoza EMAe. MIL: OMD of Zaragoza Air Base.
2	HR	CIV: H24. MIL: V: 0400-1600. I: 0500-1700.
3	METAR	Half-hourly.
4	TAF	24 HR.
5	TREND	Yes.
6	Landing forecast	No.
7	Briefing	In person and by telephone.
8	Flight documentation/Language	Charts and plain language / Spanish.
9	Charts	Forecasted significant weather and wind and temperature at altitude maps.
10	Supplementary equipment	Aeronautical meteorological self-service, cloud image, lightning and radar information display.

11	ATS unit served	AIS, TWR, Zaragoza TACC/APP.
12	Additional information	Valencia OMAe (LEVA): H24 - TEL: +34-963 690 750 Zaragoza EMAe: H24 - TEL: +34-976 324 647
13	Remarks	Aerodrome climatological summary available. Aerodrome warnings available.

LEZG 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
12L	120.03° GEO / 119° MAG	3032 x 45	414008.62N 0010223.40W	THR: 251 m / 823 ft. TDZ: No	300 x 45 (1)	690 x 150	3605 x 300	No	240 x 150	RWY: ASPH PCN 60/F/A/W/T (2) SWY: INFO NO AVBL
30R	300.05° GEO / 299° MAG	3032 x 45	413919.42N 0010029.94W	THR: 254.0 m / 834 ft. TDZ: 255.5 m / 838 ft	185 x 45 (1)	No	3605 x 300	No	240 x 150	RWY: ASPH PCN 60/F/A/W/T (3) SWY: INFO NO AVBL
12R	120.00° GEO / 119° MAG	3718 x 45	414048.74N 0010456.54W	THR: 254 m / 834 ft. TDZ: No	300 x 45 (1)	850 x 150	4438 x 300	No	240 x 150	RWY: ASPH (4) PCN 56/F/A/W/T SWY: INFO NO AVBL
30L	300.03° GEO / 299° MAG	3718 x 45	413948.46N 0010237.37W	THR: 263 m / 862 ft. TDZ: No	300 x 45 (1)	850 x 150	4438 x 300	No	240 x 150	RWY: ASPH (4) PCN 56/F/A/W/T SWY: INFO NO AVBL
Remarks: (1) SWY military use only. (2) Section between 1220 m and 1450 m from THR 12L: PCN 46/F/A/W/T. (3) Section between 1582 m and 1812 m from THR 30R: PCN 46/F/A/W/T. (4) First 305 m CONC. PCN 59/R/A/W/T.										

12.1 PROFILE



LEZG AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
12L	3032	3722	3332	3032
30R	3032	3032	3217	3032
12R	3718	4568	4018	3718
30L	3718	4568	4018	3718
12L INT A2	2248	2938	2548	-
12L INT A3	1498	2188	1798	-
30R INT A3	1534	1534	1719	-
30R INT A4	2234	2234	2419	-
12R INT B3	1903	2753	2203	-
12R INT C4/B4	2508	3358	2808	-
30L INT B2	2544	3394	2844	-

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
30L INT C3/B3	1815	2665	2115	-
Remarks: None				

LEZG AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	12L
2	Approach	Simple, 427 m. Threshold identification lights (1).
3	PAPI (MEHT)	2.5° (22.02 m / 72 ft).
4	Threshold	Green.
5	Touchdown zone	No.
6	Runway centre line	3032 m: 2132 m white + 600 m white and red + 300 m red. LIH (1). Distance between lights: 15 m.
7	Runway edge	3032 m: 2432 m white + 600 m yellow. LIH (1). Distance between lights: 60 m.
8	Runway end	Red.
9	Stopway	Red.
10	Remarks	(1) Adjustable light intensity.

1	Runway	30R
2	Approach	Precision CAT II/III, 600 m. LIH (1). Threshold identification lights.
3	PAPI (MEHT)	3° (20.10 m / 66 ft).
4	Threshold	Green.
5	Touchdown zone	900 m white.
6	Runway centre line	3032 m: 2132 m white + 600 m white and red + 300 m red. LIH (1). Distance between lights: 15 m.
7	Runway edge	3032 m: 2432 m white + 600 m yellow. LIH (1).
8	Runway end	Red.
9	Stopway	Red.
10	Remarks	(1) Adjustable light intensity.

1	Runway	12R
2	Approach	Precision CAT I, 581 m. LIH (1). Threshold identification lights. Runway lead-in lighting system.
3	PAPI (MEHT)	3° (19.27 m / 63 ft).
4	Threshold	Green.
5	Touchdown zone	No.
6	Runway centre line	No.

7	Runway edge	3718 m white. LIH (1). Distance between lights: 60 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	(1) Adjustable light intensity.

1	Pista	30L
2	Approach	No.
3	PAPI (MEHT)	3° (19.31 m / 63 ft).
4	Threshold	Green with wing bars.
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	3718 m white. LIH (1). Distance between lights: 60 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	(1) Adjustable light intensity.

LEZG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	WDI	1 near THR 30L, LGTD. 1 near THR 12L, 1 near THR 12R, 1 near TWY B-2: No LGTD.
2	TWY lighting	Edge EXC TA, A-1, A-2, A-3, A-4, A-5, C-1.1, C-2.2 and civil apron inner TWY. Centre line on TA, A-1, A-2, A-3, A-4, A-5, C-1.1, C-2.2 and civil apron inner TWY.
3	Apron lighting	CIV: Floodlighting poles LIH. MIL EAST: 9 floodlighting poles. MIL WEST: 7 floodlighting poles. MIL SOUTH: 5 floodlighting poles.
4	Secondary power supply	Runway 12L/30R: Uninterruptible power supply which provides a switch-over time (light) as provided for CAT II/III in Annex 14. Rest of lighting systems: Generators which provide a MAX switch-over time (light) of 15 seconds.
5	Remarks	None.

LEZG AD 2.16 HELICOPTER LANDING AREA

1	Position	• Geoid undulation: See item 2. • FATO: RWY 12L/30R. Coordinates THR 12L and THR 30R, see item 12. • Ground taxiing: TLOF same as RWY 12L/30R. Coordinates THR 12L and THR 30R, see item 12. • Air taxiing: TLOF same as PRKG 1 and PRKG 16.
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2	Elevation	- FATO: RWY 12L/30R. ELEV THR 12L and THR 30R, see item 12. - Ground taxiing: TLOF same as RWY 12L/30R. ELEV THR 12L and THR 30R, see item 12. - Air taxiing: TLOF same as PRKG 1 and PRKG 16. ELEV 245 m / 804 ft.
3	Dimensions, surface, maximum weight, marking	- FATO: RWY 12L/30R. RWY 12L/30R physical characteristics, see item 12. - Ground taxiing: TLOF same as RWY 12L/30R. RWY 12L/30R physical characteristics, see item 12. - Air taxiing: TLOF same as PRKG 1 and PRKG 16. - Stands: Strength: See item 8 for PRKG 1 and PRKG 16. - Marking: Round stripe 50 cm wide 9.5 m in inner diameter.
4	Direction	Direction of RWY 12L/30R, see item 12.
5	Declared distances	- TODAH: same as TODA, see item 13. - RTODAH: INFO NO AVBL. - LDAH: same as LDA, see item 13.
6	Lighting	- Aiming point: No. - Approach lighting system: See approach lighting of RWY 12L/30R in item 14. - Final approach and take-off area (FATO): See lighting of RWY 12L/30R in item 14. - Obstacles: See item 10. - Taxiway: See item 15. - Touchdown and lift-off area (TLOF): - See lighting of RWY 12L/30R in item 14. - See item 15, general aviation apron lighting. Visual approach slope indicator system: See PAPI of RWY 12L/30R in item 14. Winching area: No.
7	Remarks	None.

LEZG AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR ZARAGOZA.
2	Lateral limits	Circle radius 7 NM centred on ARP and a rectangular surface limited by the lines joining: 413837N 0005327W; 413525N 0004550W; 413155N 0004830W; 413502N 0005604W.
3	Vertical limits	SFC - 1000 ft AGL.
4	Airspace class	D.
5	Unit Language	Zaragoza APP. ES/EN.
6	Transition altitude	1850 m/6000 ft.
7	Hours of applicability	-
8	Remarks	None.

1	Designation	ATZ ZARAGOZA.
2	Lateral limits	Circle radius 8 km centred on ARP (1).

3	Vertical limits	SFC - 3000 ft HGT (2).
4	Airspace class	D.
5	Unit Language	Zaragoza 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.

LEZG AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP	Zaragoza APP	119.305 C	H24	APP/H
		127.055 C	H24	APP/I
		125.005 C	H24	APP/I
		296.750 MHz	H24	APP/MIL
		313.500 MHz	H24	APP/MIL
		363.675 MHz	H24	APP/MIL
		121.500 MHz	H24	EMERG
		243.000 MHz	H24	EMERG
TWR	Zaragoza TWR	122.105 C	H24	CIV
		121.500 MHz	H24	EMERG
		243.000 MHz	H24	EMERG
		118.105 C	H24	GMC
		171.000 MHz	H24	GMC Frequency for vehicles taxiing in manoeuvring area and ground coordination for emergencies.
		139.300 MHz	H24	MIL
		257.800 MHz	H24	MIL
		292.200 MHz	H24	MIL
		388.200 MHz	H24	MIL
		396.900 MHz	H24	MIL
GCA (ASR/PAR)	Zaragoza GCA	121.500 MHz	(1)	EMERG (1) MON-FRI EXC HOL: V: 0600-1230; I: 0700-1330. Any modification in operational hours shall be established by NOTAM.
		243.000 MHz	(1)	EMERG
		130.025 MHz	(1)	

Service	Call sign	FREQ	HR	Remarks
GCA (ASR/PAR)	Zaragoza GCA	123.300 MHz	(1)	
		235.125 MHz	(1)	
		281.375 MHz	(1)	
		374.525 MHz	(1)	
		375.575 MHz	(1)	
		387.225 MHz	(1)	

LEZG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks
VOR (1° E)	ZAR	113.000 MHz	H24	413928.4N 0010151.1W	-	COV: 119°/309° 8500 ft 40 NM, 309°/119° 5500 ft 40 NM.
DME	ZAR	CH 77X	H24	413928.4N 0010151.1W	270 m	-
TACAN (1° E)	TZZ	CH 82X	H24	414008.99N 0010251.28W	270 m	-
NDB (1° E)	ZRZ	389.000 kHz	H24	414349.9N 0011136.0W	-	COV 50 NM.
LOC 30R (1° E) ILS CAT II/III	IZZA	109.500 MHz	H24	414017.0N 0010242.8W	-	300° MAG / 518 m FM THR 12L.
GP 30R	-	332.600 MHz	H24	413920.9N 0010043.8W	-	3°; RDH 16.6 m; at 300 m FM THR 30R & 120 m FM RCL to the left on APCH direction.
ILS/DME 30R	IZZA	CH 32X	H24	413920.9N 0010043.8W	255 m	REF DME THR 30R.

LEZG AD 2.20 LOCAL AERODROME REGULATIONS

Aerodrome closed to aircraft without radiocommunication equipment.

Caution must be exercised due to military flights.

Simultaneous use of parallel runways VFR/IFR only in VMC.

20.1 AIP TAXI PROCEDURE

Code letter E and F aircraft will exit the civil apron via C-2.2 in order to minimise the impact of jet blast in stands.

20.2 RESTRICTIONS TO OPERATIONS

First 1245 ft of RWY 30L and last 1245 ft of RWY 12R and first 120 ft of RWY 12R and last 120 ft of RWY 30L not usable by light aircraft with tail skid.

No civilian aircraft (IFR/VFR), except those expressly authorized, will be cleared to practice approaches or touch-and-goes. Only the final touchdown will be cleared and only if a flight plan with destination LEZG has been approved.

20.3 FOREIGN STATE AIRCRAFT

When transporting hazardous goods, the PPR application must be made at least three working days in advance.

20.4 GROUND HANDLING

At Zaragoza Airport, the maximum fees that South Airport Services can charge for the services provided to their clients have been

defined. These services include transporting passengers and/or crew from the aircraft to the terminal building and vice versa.

20.5 ILS CATEGORY II AND III OPERATIONS

RWY 30R, subject to service availability of the appropriate approach and landing aids, is suitable for carrying out CAT II and III operations by those air operators whose operational minima has been approved by the aeronautical civil authority.

20.6 HELICOPTER OPERATION

Hours of operation in which helicopters can operate are from sunrise to sunset, daytime.

As there is no defined specific area for helicopter operation, they will be treated as fixed-wing aircraft and ATC shall clear them to take off from and land on the runway.

20.6.1 TAXING

- RWY 12L in use:
 - Departures: Helicopters shall execute air or ground taxiing, as appropriate, via C-2.2 and TA to holding position located at A-1.
 - Arrivals: Helicopters shall complete the final approach to the runway and they shall vacate it via TA. They shall taxi to TWY C-2.2, unless otherwise advised by ATC. They shall execute air or ground taxiing, as appropriate, to the assigned stand.
- RWY 30R in use:
 - Departures: Helicopters shall execute air or ground taxiing, as appropriate, via C-2.2 to holding position located at A-5.
 - Arrivals: Helicopters shall complete the final approach to the runway and they shall vacate it via TA. They shall taxi to TWY C-2.2. They shall execute air or ground taxiing, as appropriate, to the assigned stand.

Once on the apron, both air and ground taxiing shall be carried out via the access taxiway to the stand, following its centre line marking on arrival, where they shall obey the directions of the "FOLLOW ME" vehicle for guidance to the stand.

Simultaneous helicopter taxiing operations are not permitted in the airport.

20.7 TAXING PROCEDURES

It's mandatory for Code letter E and F four-engined aircraft taxiing with outer engines at idle power on the whole movement area.

20.8 TAXING PROCEDURES FOR B748 AND AN124 AIRCRAFT

2. Arrivals

3. The taxiing routes for arriving aircraft are determined by the threshold in use, described in the approach direction:

- a. THR 30R: Vacate runway via A-1, taxi via the parallel taxiway TA to C-1.1 and access the apron to the stand.
- b. THR 12L: Vacate runway via A-5, cross TA to C-2.2 and access the apron to the stand.
- c. THR 12R: Vacate runway via C-1, taxi via TA to C-1.1 and access the apron to the stand.
- d. THR 30L: This is not allowed for the landing manoeuvre, because TWY B-5 is not appropriate for the size of the B-748 and AN124.

4. Departures

The taxiing routes for departing aircraft are determined by the threshold in use, described in the approach direction:

- a. THR 30R: Departure from apron via C-2.2, cross TA to A-5 and continue to threshold 30R.
- b. THR 12L: Departure from apron via C-2.2 to TA, turn right along TA to A-1 and enter runway.
- c. THR 30L: departure from apron via TWY C-2.2 to TWY TA, turn left along TWY TA to TWY A-1/C-1 and continue threshold RWY 30L.
- d. THR 12R: This is not allowed for take-off manoeuvres.

At Zaragoza Airport, all taxiways for the use of the aircraft (except TWY A-1 and A-5), in accordance to this procedure, have a width equal or above than 23 m. TWY B-5 only available in case of rejected take-off.

20.9 ENTRY AND EXIT PROCEDURE INTO STANDS

It's mandatory access to PRKG 12 and 13 and the access and exit from the PRKG 6, 6A, 7, 7A, 8, 8A, 9 and 9A with two engines running and using minimum thrust to avoid Jet Blast.

20.10 OPERATIONAL SAFETY REPORTS

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

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 involved.
- Description of the facts.
- Any other data considered relevant (e.g. lighting conditions, weather, phase of the operation such as takeoff / landing / stopover, pavement conditions).

Contact e-mail address of the airport, for the reception of operational safety reports, is the following:

Seguridad_Operacional_ZAZ@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).

20.11 EXTENSION OF OPERATIONAL HOURS FOR PASSENGER AIRCRAFT

Commercial aircraft requiring the operational hours of the airport to be extended for passengers should request SLOT PPR 12 HR from LEZG CEOPS by

- TEL (+34-976 712 304),
- E-MAIL (ceopszaz@aena.es)
- or AFTN (LEZGYFYX), and await confirmation or denial of authorisation by the same channel.

The request must include: Type of aircraft, registration, operator, origin and destination aerodromes, EOBT, ETA and ETD.

20.12 AIRPORT EMERGENCY PLAN

See AD 1.1 Emergency management

20.13 APPLICATION PROCEDURE FOR ON-DEMAND RESCUE AND FIREFIGHTING PROTECTION LEVEL

Operators wishing to operate at Zaragoza Airport with an ICAO-SSEI Category 7 aircraft or higher must apply by e-mail to the following addresses:

mailtoceopszaz@aena.es "> ceopszaz@aena.es and zaz.ope.oficina@aena.es ; as far in advance of the scheduled arrival date as possible, indicating the aircraft model, date and scheduled time of arrival.

LEZG AD 2.21 NOISE ABATEMENT PROCEDURES

21.1 GROUND ENGINE TEST

Ground engine tests shall be carried out:

- At the stand itself, on the civilian apron, if conducted at idling power; or

- At the holding bay located in A-5 at higher declared powers.

Before conducting engine run tests, contact shall be made with the Airport Operations Coordination Centre (CEOPS).

LEZG AD 2.22 FLIGHT PROCEDURES

Possible delays in arrivals after the landing of heavy turbulent wake aircraft because of the inspection of the runway.

22.1 LOW VISIBILITY PROCEDURES (LVP)

22.1.1 GENERAL

RWY 30R is equipped with ILS and authorized for CAT II/III operations and low visibility take-offs (LVTO). RWY 12L is authorized for low visibility take-offs (LVTO).

A. Low visibility procedures (LVP) shall be applied when any of the following conditions is met:

- When any transmissometer indicates RVR lower than 600 m, or visibility lower than 800 m in the case of failure of the transmissometers; or
- When the meteorological report indicates a cloud base height equal to or lower than 250 ft (75 m).

B. ATC shall inform pilots by radiotelephone that low visibility procedures are in force. Any incident notified or detected which might affect the LVP shall be communicated immediately to the aircraft so that they can take appropriate measures.

C. Because TWR does not have visibility of the civil apron, from the moment at which the application of the Low Visibility Procedures starts, a "follow-me" vehicle shall proceed to guide aircraft pilot request, both on the civil and military aprons.

- Arrivals: from RWY 30R exit via A-1, A-2, A-3 and A-4 intersections with TA to civil/military apron.
- Departures: from the civil/military apron up to the threshold of the runway in use.

D. Normally, while the Low Visibility Procedures (LVP) are in force, only one aircraft/formation will be authorized to taxi at a time in the manoeuvring area.

A single aircraft/formation may taxi in each of the following areas independently:

- The areas bounded by the East Military Apron, the Civil Apron, RWY 12L/30R, taxiways to the north of said runway and Taxiway C1
- The areas bounded by the South Military Apron, the Civil Apron, RWY 12R/30L, taxiways to the south of the apron and Taxiway C1.

Taxiway C1 is a common taxiway, therefore when an aircraft is on this taxiway, it shall be considered as movement in both areas, avoiding overlap with other aircraft.

E.-The LVP shall be cancelled when the following conditions are met:

- When all the transmissometers indicate RVR above 1000 m, or the same value of visibility if the transmissometers are out of service.
- When the meteorological report indicates a cloud base height equal to or above than 300 ft (90 m).

22.1.2 SURFACE MOVEMENTS

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

The stop bars will be used to manage the surface movements.

In the event that an exiting aircraft has to return to the apron, the pilot shall inform ATC and await new taxiing instructions.

Arrivals

These shall proceed as follows:

- CIVIL APRON
Vacate RWY30R via A-1, A-2, A-3, A-4 up to TA. Taxi via TA, entering the civil apron via C-1.1/C-2.2, except for other ATC instructions.

- **EAST MILITARY APRON**
Vacate RWY 30R via A-1, A-2 up to TA. Taxi via TA, entering the east military apron, except for other ATC instructions.
- **SOUTH MILITARY APRON**
Vacate RWY 30R via C-1 up to B-1. Obtain ATC clearance for crossing RWY 12R/30L. Taxi via TB, entering the south military apron, except for other ATC instructions.
- **WEST MILITARY APRON**
Vacate RWY 30R via C-1 up to B-1. Obtain ATC clearance for crossing RWY 12R/30L. Taxia via TB, B-3, C-3, TC entering west military apron, except for other ATC instructions.

Departures

These shall proceed according to the runway to be used:

- **RWY 12L:**
 - **CIVIL APRON**
Taxi via C-1.1/C-2.2, TA, to A-1, except for other ATC instructions.
 - **EAST MILITARY APRON**
Taxi via TA, to A-1 except for other ATC instructions.
 - **SOUTH MILITARY APRON**
Taxi via TB, to B-1, C-1. Obtain ATC clearance for crossing RWY 12R/30L except for other ATC instructions.
 - **WEST MILITARY APRON**
Taxi via TC, C-3/C-4, B-3/B-4, to TB, B-1, C-1. Obtain ATC clearance for crossing RWY 12R/30L except for other ATC instructions.
- **RWY 30R:**
 - **CIVIL APRON**
Taxi via C-2.2 and A-5 except for other ATC instructions.
 - **EAST MILITARY APRON**
Taxi via TA, to A-5 except for other ATC instructions.
 - **SOUTH MILITARY APRON**
Taxi via TB, to B-1, C-1. Obtain ATC clearance for crossing RWY 12R/30L, TA to A-5 except for other ATC instructions.
 - **WEST MILITARY APRON**
Taxi via TC, C-3/C-4, B-3/B-4, to TB, B-1, C-1. Obtain ATC clearance for crossing RWY 12R/30L, TA to A-5 except for other ATC instructions.

22.1.3 COMMUNICATIONS FAILURE AND ANOMALOUS SITUATIONS IN THE MANOEUVRING AREA

COMMUNICATIONS FAILURE

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

- **Departing aircraft:** the aircraft shall continue by the assigned route and halt at the limit of the ATC clearance, taking extreme care, where it shall hold and await the arrival of an assistance vehicle.
- **Arriving aircraft:** if the aircraft has just landed, it shall hold on vacating the sensitive area and await the arrival of an assistance vehicle.

If the aircraft already has ATC taxiing clearance, it shall continue by the assigned route and halt at the limit of the ATC clearance, taking extreme care, where it shall hold and await the arrival of an assistance vehicle.

ANOMALOUS SITUATIONS IN THE MANOEUVRING AREA

A. Uncertainty about 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 recognises 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.

- In the event that ATC realises that an aircraft or vehicle has lost its position in the manoeuvring area, or is not sure of its position, the appropriate measures shall be taken immediately to safeguard the operations and help the aircraft or vehicle in question to determine its position.

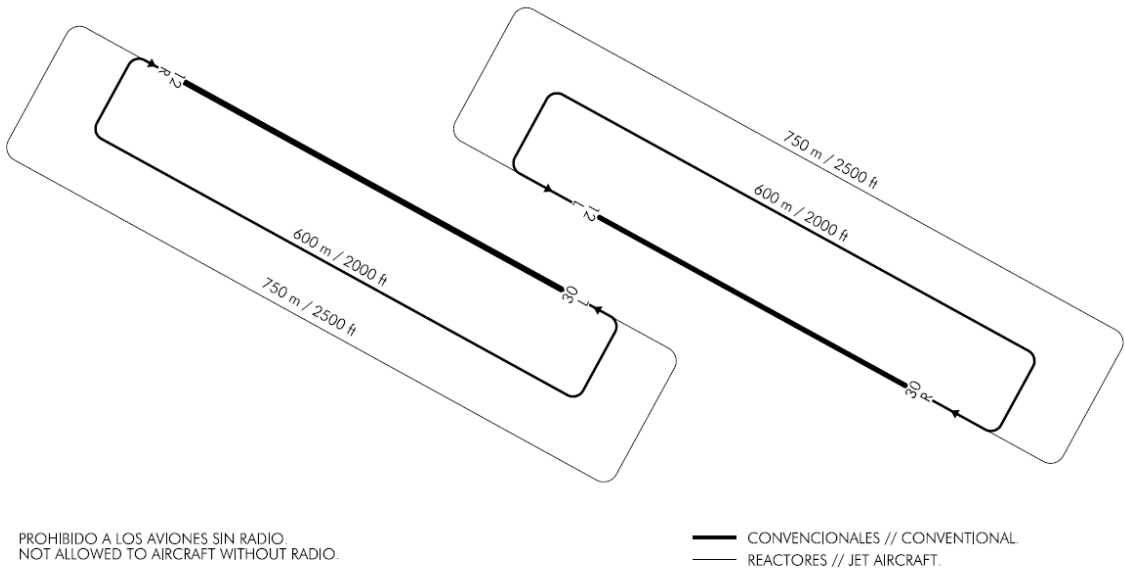
B. Loss of visual contact between mobile elements. -

- 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.

C. 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.

22.2 AD TRAFFIC CIRCUIT



LEZG AD 2.23 ADDITIONAL INFORMATION

23.1 ARRESTING SYSTEMS

1	Nomenclature	LEZG-01-C-B
2	Type	Retractable bidirectional cable barrier.
3	Location on runway	RWY 12L THR + 2577 m/8455 ft. RWY 30R THR + 455 m/1493 ft.
4	Readiness status	Permanently available, at pilot request.

1	Nomenclature	LEZG-02-C-B
2	Type	Bidirectional cable barrier.
3	Location on runway	RWY 12R THR + 3345 m/10974 ft. RWY 30L THR + 380 m/1247 ft.
4	Readiness status	Permanently available.

1	Nomenclature	LEZG-03-R/C-U
2	Type	Unidirectional net/cable barrier.
3	Location on runway	RWY 30L THR + 3758 m/12329 ft.
4	Readiness status	Cable mode available. Net mode prior publication of NOTAM.

1	Nomenclature	LEZG-04-C-B
2	Type	Retractable bidirectional cable barrier.
3	Location on runway	RWY 12R THR + 515 m/1690 ft. RWY 30L THR + 3203 m/10509 ft.
4	Readiness status	Permanently available, at pilot request.

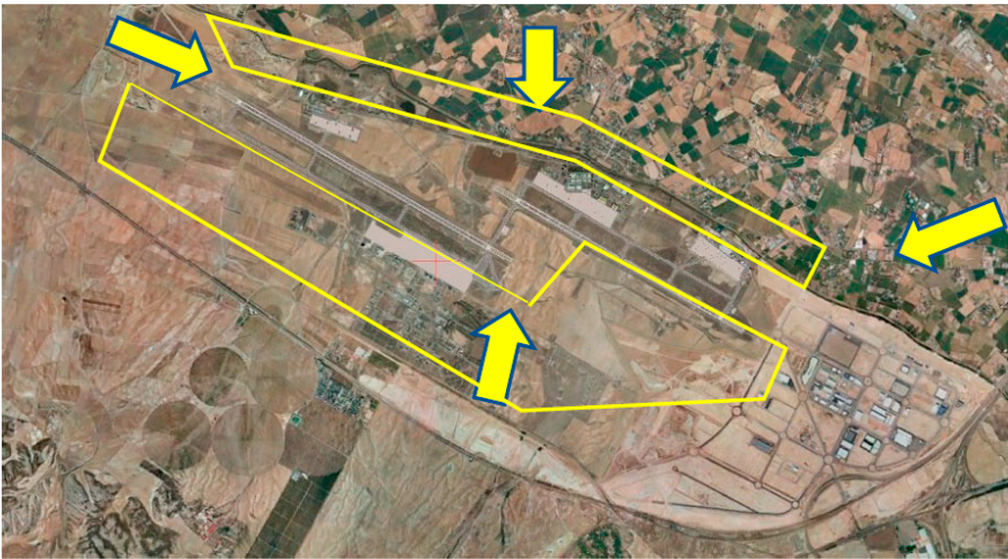
23.2 RADAR INSTRUMENT APPROACH MINIMA (EXCLUSIVE MILITARY USE).

	RWY	GP/TCH/RPI	CAT	DA/MDA-VIS	HAT/HAA	CEIL-VIS
PAR	30R	3° / 52 / 983	ALL	1034 - 800 m	200	(200 - 800 m)
PAR	12L	3° / 60 / 1152	ALL	1023 - 800 m	200	(200 - 800 m)
SRE	30R		A - B	1490 - 800* m	647	(700 - 800* m)
SRE	30R		C	1490 - 2000* m	647	(700 - 2000* m)
SRE	30R		D - HPMA	1490 - 2400* m	647	(700 - 2400* m)
SRE	30R		E	1490 - 2800* m	647	(700 - 2800* m)
SRE	12L		A - B	1250 - 1200** m	426	(400 - 1200** m)
SRE	12L		C - D - HPMA	1250 - 1600** m	426	(400 - 1600** m)
SRE	12L		E	1250 - 2000* m	426	(400 - 2000* m)
SRE	30L		A - B	1550 - 1600 m	684	(700 - 1600 m)
SRE	30L		C	1550 - 3200 m	684	(700 - 3200 m)
SRE	30L		D - HPMA	1550 - 3600 m	684	(700 - 3600 m)
SRE	30L		E	1550 - 4000 m	684	(700 - 4000 m)
SRE	12R		A - B	1340 - 800* m	501	(500 - 800* m)
SRE	12R		C - D - HPMA	1340 - 1600* m	501	(500 - 1600* m)
SRE	12R		E	1340 - 2000* m	501	(500 - 2000* m)
CIR			A	1550 - 1600 m	687	(700 - 1600 m)
CIR			B	1610 - 2000 m	747	(800 - 2000 m)
CIR			HPMA	2000 - 3200 m	1137	(1200 - 3200 m)
CIR			C - D	2600 - 4800 m	1737	(1800 - 4800 m)
CIR			E	2700 - 4800 m	1837	(1900 - 4800 m)

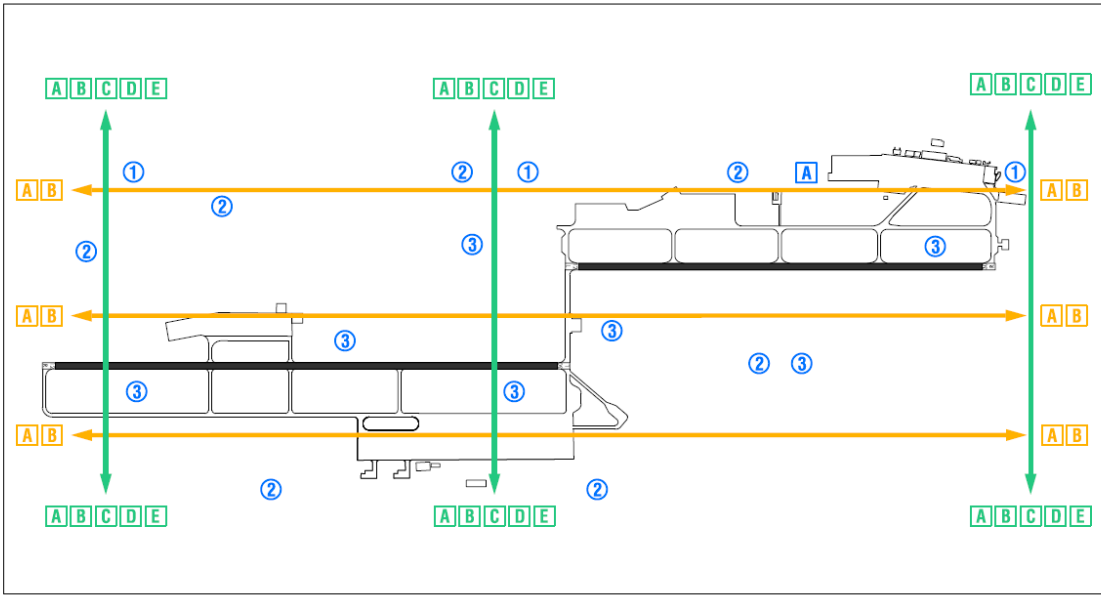
* Increase VIS 800 m when ALS U/S.
** Increase VIS 400 m when SALS U/S.

Remarks:
Hours of operation: MON-FRI EXC HOL: V: 0600-1230; I: 0700-1330.
Any modification in hours of operation shall be established by NOTAM.

23.3 BIRD CONCENTRATION



Wood pigeons and rock doves.
Note: Probability of birds of prey (Vultures, Buzzards, Kites, Eagles, Etc.).



Bird concentration areas:

1	Zone 1	Concentration of starlings.
2	Zone 2	Concentration of wood and rock pigeons.
3	Zone 3	Concentration of birds of prey.

Bird movement zones:

1	Movement A	Movement of vultures and other birds of prey (Summer).
2	Movement B	Pigeon movement (All Year).
3	Movement C	Movement of starlings (Autumn / Winter).

4	Movement D	Movement of cranes (Autumn / Winter).
5	Movement E	Movement of White Storks (Summer).

LEZG 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/#LEZG>

LEZG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.