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ESPAÑA

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28022 Madrid (ESPAÑA)

AIP-ESPAÑA

AMDT	12/26
AIRAC	12-NOV-26

FECHA DE EFECTIVIDAD WEF 24-DEC-26
EFFECTIVE DATE WEF 24-DEC-26

Esta enmienda NO DEBE introducirse en AIP hasta el 24-DEC-26.

Contenido:

1. GEN 2.4.-
   - Nuevo aeródromo restringido: (AD) Aeródromo de Don Benito.
   - Nuevo helipuerto eventual: (HLP) Helipuerto eventual HEMS Jaca.

2.- ENR 1.10.-
   - Nuevo aeródromo restringido: (AD) Aeródromo de Don Benito.
   - Nuevo helipuerto eventual: (HLP) Helipuerto eventual HEMS Jaca.

3.- ENR 2.1.-
   - Retirada de PASILLOS VFR MALLORCA (RMZ), por inclusión en los datos del AD.

4.- ENR 5.4.-
   - Obstáculos para la navegación aérea.

5.- ENR 5.5.-
   - Eliminación área de salto en paracaídas LEPTPJA001 Aeródromo de Petra-Pep Mercader.
   - Nueva denominación del club de Motilleja Activa (Aeromanchuela).
   - Actualización de límites, explotador/usuario y observaciones de varios campos de vuelo y de aeromodelismo.

6.- AD 1.3.-
   - Nuevo aeródromo restringido: (AD) AERÓDROMO DE DON BENITO.
   - Nuevo helipuerto eventual: (HLP) HELIPUERTO EVENTUAL HEMS JACA.
   - Actualización de coordenadas y elevación de (AD) CORTIJO PUERTO.
   - Actualización de datos de contacto de:
     - (AD) SANTO TOMÉ DEL PUERTO.
     - (HLP) BERGA.
     - (HLP) BOMBERS DE CAMPRODÓN.
     - (HLP) CENTRE DE GESTIÓ D'EMERGÈNCIES 112.
     - (HLP) HOSPITAL DE IGUALADA.
     - (HLP) HOSPITAL DOCTOR JOSEP TRUETA.
     - (HLP) PARC DE BOMBERS D'OLOT.

This amendment SHALL NOT be inserted into the AIP until 24-DEC-26.

Contents:

1.- GEN 2.4.-
   - New restricted aerodrome: (AD) Aeródromo de Don Benito.
   - New casual heliport: (HLP) Helipuerto eventual HEMS Jaca.

2.- ENR 1.10.-
   - New restricted aerodrome: AD) Aeródromo de Don Benito.
   - New casual heliport: (HLP) Helipuerto eventual HEMS Jaca.

3.- ENR 2.1.-
   - Remove of PASILLOS VFR MALLORCA (RMZ), for including it in AD data.

4.- ENR 5.4.-
   - Air navigation obstacles.

5.- ENR 5.5.-
   - Deletion of parachute jumping area LEPTPJA001 Aeródromo de Petra-Pep Mercader.
   - New name for the Club within Motilleja Activa (Aeromanchuela).
   - Update of the limits, operator/user and remarks of several airfields and model flying sites.

6.- AD 1.3.-
   - New restricted aerodrome: (AD) AERÓDROMO DE DON BENITO.
   - New casual heliport: (HLP) HELIPUERTO EVENTUAL HEMS JACA.
   - Update of coordinates and elevation of (AD) CORTIJO PUERTO.
   - Update of contact details of:
     - (AD) SANTO TOMÉ DEL PUERTO.
     - (HLP) BERGA.
     - (HLP) BOMBERS DE CAMPRODÓN.
     - HLP) CENTRE DE GESTIÓ D'EMERGÈNCIES 112.
     - (HLP) HOSPITAL DE IGUALADA.
     - (HLP) HOSPITAL DOCTOR JOSEP TRUETA.
     - HLP) PARC DE BOMBERS D'OLOT.

- HLP) PARC TAULÍ.
- (HLP) TÍRVIA.
- (HLP) VILALLER.
- (HLP) PARQUE DE BOMBEROS DE ORRIOLS.

7.- BILBAO AD.-

- Plano ADC y GMC: Corrección simbología zona no visible desde TWR asistida por cámara tv y zona no visible desde TWR.

8.- BURGOS/Villafría AD.-

- Carta IAC 6: nota.

9.- GRAN CANARIA AD.-

- Actualización de obstáculos de aeródromo.

10.- LLEIDA/Alguaire AD.-

- Información para pilotos.

11.- LOGROÑO AD.-

- Casilla 20, nuevos capítulos:
  - Uso de plataformas de viraje y movimientos back-track autorizados.
  - Restricciones al movimiento de aeronaves en plataforma.

12.- MADRID/Adolfo Suárez Madrid-Barajas AD.-

- Corrección editorial de las casillas 20, 21 y 22.

13.- MADRID/Cuatro Vientos AD.-

- Horario meteorológico.

14.- MALLORCA/Son Bonet AD.-

- Inclusión de PASILLOS VFR MALLORCA (RMZ).
- Correcciones en PALMA ATZ e inclusión de PALMA ATZ 2.
- Carta VAC:
  - Coordenadas y nombre del punto visual NE.
  - Cambios editoriales en pasillos VFR.
  - Notas.
  - Observaciones.
  - Inclusión de las coordenadas de los pasillos VFR.
  - Eliminación de frecuencia OPS.
  - ARO centralizado

15.- MENORCA AD.-

- Reglamento local del aeródromo.
  - Limitaciones de rodaje, observación a la TWY NR.
  - Nuevo apartado para vuelos de escuela.

16.- PALMA DE MALLORCA AD.-

- Inclusión de PASILLOS VFR MALLORCA (RMZ).
- Plano PDC: eliminación de la observación del PRKG 48 y renumeración de las observaciones posteriores.

- (HLP) PARC TAULÍ.
- (HLP) TÍRVIA.
- (HLP) VILALLER.
- (HLP) PARQUE DE BOMBEROS DE ORRIOLS.

7.- BILBAO AD.-

- ADC and GMC chart: Correction of the symbology for area not visible from TWR assisted by tv camera and area not visible from TWR.

8.- BURGOS/Villafría AD.-

- IAC 6 chart: note.

9.- GRAN CANARIA AD.-

- Aeródromo obstacles update.

10.- LLEIDA/Alguaire AD.-

- Information for pilots.

11.- LOGROÑO AD.-

- Item 20 new chapter:
  - Use of turn pads and cleared backtracking movements.
  - Restrictions on aircraft movement on the apron.

12.- MADRID/Adolfo Suárez Madrid-Barajas AD.-

- Formal editting to items 20, 21 and 22.

13.- MADRID/Cuatro Vientos AD.-

- Meteorological schedule.

14.- MALLORCA/Son Bonet AD.-

- Inclusion of PASILLOS VFR MALLORCA (RMZ).
- ATZ PALMA correction and ATZ PALMA 2 inclusion.
- VAC chart:
  - Coordinates and name of visual point NE.
  - Editorial changes to VFR corridors.
  - Notes.
  - Remarks.
  - VFR corridors coordinates inclusion.
  - Removal of OPS frequency.
  - Centralized ARO.

15.- MENORCA AD.-

- Local aerodrome regulations
  - Taxiing restrictions, remark to TWY NR.
  - New section about school flights.

16.- PALMA DE MALLORCA AD.-

- Inclusion of PASILLOS VFR MALLORCA (RMZ).
- PDC chart: Deletion of the remark for PRKG 48 and renumbering of subsequent remarks.

- Carta VAC:
  - Coordenadas del punto visual NE.
  - CAMBIOS editoriales en pasillos VFR.
  - Notas.
  - Observaciones.
  - Inclusión de las coordenadas de los pasillos VFR.

17.- REUS AD.-

- Corrección de resistencia de plataforma en la versión inglesa.
- Plano PDC: observaciones a los PRKG 5 al 8.

18.- TENERIFE SUR AD.-

- Teléfono de contacto del agente handling United Aviation Services.

19.- VIGO AD.-

- Procedimientos de vuelo: Procedimientos de visibilidad reducida en despegues.

20.- VITORIA AD.-

- Restricciones al PAPI.

21.- CONJUNTO DE DATOS.-

- Conjunto de datos sobre espacio aéreo.
- Conjuntos de datos sobre aeródromos/ helipuertos restringidos.
- Conjuntos de datos sobre aeródromos/ helipuertos eventuales.
- Conjunto de datos sobre aeródromos/helipuertos públicos:
  - BARCELONA/Josep Tarradellas Barcelona-El Prat AD (LEBL).
  - MADRID/Cuatro Vientos AD (LECU/LEVS).
  - PALMA DE MALLORCA AD (LEPA/LESJ).
  - VITORIA AD (LEVT).

- VAC chart:
  - Coordinates of visual point NE.
  - Editorial changes to VFR corridors.
  - Notes.
  - Remarks.
  - VFR corridors coordinates inclusion.

17.- REUS AD.-

- Correction of the apron strength in the english version.
- PDC chart: remarks to PRKG 5 to 8.

18.- TENERIFE SUR AD.-

- United Aviation Services telephone number.

19.- VIGO AD.-

- Flight procedures: Low Visibility Procedures for Take-off.

20.- VITORIA AD.-

- PAPI restrictions.

21.- DATA-SET.-

- Airspace Data Set.
- Restricted aerodromes/heliports Data Set.
- Temporary aerodromes/heliports Data Set.
- Aerodromes/heliports Data Set:
  - BARCELONA/Josep Tarradellas Barcelona-El Prat AD (LEBL).
  - MADRID/Cuatro Vientos AD (LECU/LEVS).
  - PALMA DE MALLORCA AD (LEPA/LESJ).
  - VITORIA AD (LEVT).

INSERTAR // INSERT		DESTRUIR // DESTROY	
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En la presente enmienda se incluye o cancela la información contenida en los NOTAM, SUP y AIC siguientes:

The information contained in the following NOTAM, SUP and AIC is included in or cancelled by this amendment:

NOTAM A:	4889/26.
NOTAM B:	5904/26.
NOTAM D:	NIL.
NOTAM E:	NIL.
SUP:	178/24.
AIC:	NIL.
AIC NTL:	NIL.

Las flechas que aparecen en las hojas de enmienda indican un cambio en la información.

Una hoja de la enmienda que no tenga flecha indica que los cambios son solamente editoriales.

En la **fecha de efectividad**, tras incluir esta enmienda en el AIP, registrarla en la hoja de registro de enmiendas.

An arrow is inserted on reprinted pages to indicate a change in the information.

An amendment page without an arrow indicates that there are only editorial changes.

After amending the AIP on the **effective date,** annotate it in the record of amendments.

LOCATION INDICATORS

DECODE

INDICADOR	AFS	LUGAR
GCAD	No	(HLP) ADEJE
GCAR	No	(HLP) ARTENARA
GCAT	No	(AD) ANTIGUA - FUERTEVENTURA
GCCC	Si/Yes	AUTORIDAD DLS CANARIAS FIR/UIR , CANARIAS ACC
GCDC	No	(HLP) HOSPITAL U. NUESTRA SRA. DE CANDELARIA
GCFV	Si/Yes	(AD) FUERTEVENTURA
GCGA	Si/Yes	CANARIAS (GRUPO DE ALERTA Y CONTROL)
GCGC	No	GRAN CANARIA (OFICINA METEOROLÓGICA DE AERÓDROMO)
GCGM	Si/Yes	(AD) LA GOMERA
GCGO	No	(HLP) SAN SEBASTIÁN DE LA GOMERA
GCHG	No	(HLP) HOSPITAL UNIVERSITARIO INSULAR DE GRAN CANARIA
GCHI	Si/Yes	(AD) EL HIERRO
GCHU	No	(HLP) HOSPITAL UNIVERSITARIO DE CANARIAS
GCLA	Si/Yes	(AD) LA PALMA
GCLB	No	(AD) MASPALOMAS - EL BERRIEL
GCLG	No	(HLP) C.I. DE LA GUANCHA
GCLP	Si/Yes	(AD) GRAN CANARIA
GCMP	Si/Yes	MASPALOMAS (ESTACIÓN ESPACIAL)
GCPM	No	(HLP) PALMAS PORT
GCPU	No	(HLP) C.I. PUNTAGORDA
GCRR	Si/Yes	(AD) LANZAROTE/César Manrique Lanzarote
GCTS	Si/Yes	(AD) TENERIFE SUR
GCXM	Si/Yes	(HLP Militar) TENERIFE NORTE/Los Rodeos
GCXO	Si/Yes	(AD) TENERIFE NORTE/Ciudad de La Laguna
GECE	Si/Yes	(HLP) CEUTA
GEHM	No	(HLP Militar) MELILLA
GEML	Si/Yes	(AD) MELILLA
GSAI	No	(AD) EL AAIÚN

INDICADOR	AFS	LUGAR
GSVO	Si/Yes	(AD) VILLACISNEROS
LEAA	No	(HLP) LA ALMORAIMA
LEAB	Si/Yes	(AD) ALBACETE
LEAD	No	(HLP) CAMPOSAGRADO
LEAE	No	(HLP) VILLAELES
LEAF	No	(HLP) ALCORISA FORESTAL
LEAG	Si/Yes	(HLP) ALGECIRAS
LEAH	No	(AD) LOS ALCORES
LEAI	No	(AD) GARCÍA
LEAJ	No	(HLP) BASE C.I. DE MORATA DE TAJUÑA
LEAK	No	(AD) ALIAGUILLA
LEAL	Si/Yes	(AD) ALICANTE/Alicante-Elche Miguel Hernández
LEAM	Si/Yes	(AD) ALMERÍA
LEAN	Si/Yes	MADRID (AEROPUERTOS ESPAÑOLES Y NAVEGACIÓN AÉREA)
LEAO	Si/Yes	(HLP Militar) CIUDAD REAL/Almagro
LEAP	No	(AD) AMPURIABRAVA
LEAR	Si/Yes	MADRID (ESTADO MAYOR DE LA ARMADA)
LEAS	Si/Yes	(AD) ASTURIAS
LEAT	No	(AD) ASTORGA
LEAU	No	(HLP) NOCTURNO DE L'AEROPORT D'ANDORRA - LA SEU D'URGELL (LLEIDA)
LEAX	No	(AD) LA AXARQUÍA
LEAY	No	(HLP) BIFOR B LA ATALAYA
LEAZ	No	(HLP) ALCAZARÉN
LEBA	Si/Yes	(AD) CÓRDOBA
LEBB	Si/Yes	(AD) BILBAO
LEBC	No	(HLP) COSTA BRAVA-CENTRO
LEBD	No	(HLP) EL BODÓN
LEBE	No	(AD) BEAS DE SEGURA
LEBF	No	(AD) BINÉFAR
LEBG	Si/Yes	(AD) BURGOS/Villafría
LEBH	No	(HLP) BURGOHONDO

INDICADOR	AFS	LUGAR
LEBI	No	(AD) BEARIZ (OURENSE)
LEBJ	No	(HLP) HOSPITAL UNIVERSITARIO DE SALAMANCA
LEBK	No	(HLP) BECERREÁ (LUGO)
LEBL	Si/Yes	(AD/HLP) BARCELONA/Josep Tarradellas Barcelona-El Prat
LEBM	No	(HLP) BAILO FORESTAL
LEBN	No	(HLP) HOSPITAL UNIVERSITARIO DE BADAJOZ
LEBO	No	(HLP) IBIAS PARQUE BOMBEROS ASTURIAS
LEBP	No	(HLP) AIRBUS HELICOPTERS ESPAÑA
LEBQ	No	(AD) AERODROMO DE DON BENITO
LEBR	No	BÁRDENAS REALES MET
LEBS	No	(HLP) HOTEL CAN BONASTRE WINE RESORT MASQUEFA
LEBT	Si/Yes	(HLP Militar) VALENCIA/Bétera
LEBU	No	(HLP) C.I. BUSTARVIEJO
LEBV	No	(HLP) EL BARCO DE ÁVILA
LEBX	No	(HLP) PEÑALBA FORESTAL
LEBY	No	(HLP) BREA DE ARAGÓN
LEBZ	Si/Yes	(AD) BADAJOZ/Talavera La Real
LECA	No	(AD) LA NAVA-CORRAL DE AYLLÓN
LECB	Si/Yes	AUTORIDAD DLS BARCELONA FIR/UIR , BARCELONA ACC
LECC	No	(HLP) CAS CURREDÓ
LECD	No	(AD/HLP) LA CERDANYA
LECE	No	(HLP) CENTRE DE GESTIÓ D'EMERGÈNCIES 112
LECF	No	(AD) CALAF-SALLAVINERA
LECG	Si/Yes	SANTIAGO TACC
LECH	Si/Yes	(AD) CASTELLÓN
LECI	No	(AD) SANTA CILIA LOS PIRINEOS
LECJ	No	(HLP) CALAMOCHA FORESTAL
LECK	No	(HLP) COP LOS VILLARES
LECL	Si/Yes	VALENCIA TACC
LECM	Si/Yes	AUTORIDAD DLS MADRID FIR/UIR , MADRID ACC
LECN	No	(AD) CASTELLÓN

INDICADOR	AFS	LUGAR
LECO	Si/Yes	(AD) A CORUÑA
LECP	Si/Yes	PALMA TACC
LECR	No	(HLP) CASTROMAIOR (A CORUÑA)
LECS	Si/Yes	SEVILLA FIC/ACC
LECT	No	(AD) EL CASTAÑO
LECU	Si/Yes	(AD) MADRID/Cuatro Vientos
LECV	Si/Yes	(HLP Militar) MADRID/Colmenar Viejo
LECX	No	(AD) AEROSIDONIA
LECY	No	(HLP) CEDEFO DE CARCABUEY (CÓRDOBA)
LECZ	No	(HLP) CEDEFO DE CAZORLA (JAÉN)
LEDA	Si/Yes	(AD) LLEIDA/Alguaire
LEDB	No	(AD) LA VID DE BUREBA
LEDC	No	(AD) LA CUESTA
LEDD	No	(AD) CALDAS DE REIS
LEDE	No	(AD) AERODEL
LEDF	No	MADRID (CENTRO DE PREDICCIÓN Y VIGILANCIA DE LA DEFENSA)
LEDG	No	(HLP) DIRECCIÓN GENERAL DE TRÁFICO
LEDI	No	(HLP) MEDINA DE POMAR
LEDL	No	(AD) EL SALOBRAL
LEDM	No	VALLADOLID (SUBCENTRO DE COMUNICACIONES DE METEOROLOGÍA)
LEDN	No	(HLP) BOMBERS DE CAMPRODÓN
LEDO	No	(HLP) HOSPITAL DOCE DE OCTUBRE
LEDP	No	(AD/HLP) CAMPILLOS-PARAVIENTOS
LEDR	No	(HLP) TORRE IBERDROLA
LEDS	No	(HLP) VILLARDECIERVOS
LEDT	No	(HLP) PORT DE TARRAGONA
LEDU	No	(HLP) C.I. HERRERA DEL DUQUE
LEDV	No	(HLP) BASE C.I. SAN MARTÍN DE VALDEIGLESIAS
LEEB	No	(HLP) C.I. CEBREROS
LEEC	Si/Yes	(HLP Militar) SEVILLA/El Copero
LEEE	Si/Yes	MADRID (CENTRO DE RETRANSMISIÓN AUTOMÁTICA DE MADRID)

INDICADOR	AFS	LUGAR
LEEH	No	(HLP) HOSPITAL SON ESPASES
LEEI	No	(HLP) BASE C.I. TALAVERA DE LA REINA
LEEJ	No	(HLP) EJEA FORESTAL
LEEL	No	(HLP) EL MUSEL
LEEM	No	(AD) EL MANANTÍO
LEEN	No	(AD) HIENDELAENCINA-LAS MINAS
LEEP	No	(HLP) EL PEDROSO (SEVILLA)
LEER	No	(AD) CARCELÉN
LEES	No	(HLP) BASE C.I. DE PRADO DE LOS ESQUILADORES
LEET	No	(HLP) C.I. CUETO
LEEV	No	(AD) VILLACASTÍN
LEEX	No	(HLP) ISLA DE LA CARTUJA
LEEY	No	(HLP) BASE C.I. DE NAVAS DEL REY
LEFB	No	(HLP) TERUEL FORESTAL BLANCOS DEL COSCOJAR
LEFC	No	(HLP) COLMENAR (MÁLAGA)
LEFE	No	(HLP) HOSPITAL DE FORMENTERA
LEFI	No	(HLP) FINCA RETUERTA
LEFM	No	(AD) FUENTEMILANOS
LEFO	No	(HLP) PUERTO LOBO (GRANADA)
LEFP	No	(HLP) PLASENCIA FORESTAL
LEFR	No	(HLP) FIRA M2 L'HOSPITALET
LEFS	No	(HLP) FORTALESA DE SANT JULIÀ DE RAMIS
LEFU	No	(AD) FUENTE OBEJUNA
LEGA	Si/Yes	(AD Militar) GRANADA/Armilla
LEGC	No	(AD) ALTAREJOS-GUADALCANAL
LEGD	No	(HLP) C.I. GUADRAMIRO
LEGE	Si/Yes	(AD) GIRONA
LEGG	No	(AD) HIDROPUERTO LUIS MINGORANCE
LEGH	No	(HLP) GUADALUPE
LEGI	No	(AD) LA GINETA
LEGL	No	(HLP) CEDEFO DE GALAROZA (HUELVA)

INDICADOR	AFS	LUGAR
LEGM	No	(HLP) LA MORGAL
LEGN	Si/Yes	ZARAGOZA (GRUPO NORTE DE MANDO Y CONTROL)
LEGO	No	(HLP) ELCIEGO
LEGP	No	(AD) CERRO LINDO
LEGR	Si/Yes	(AD) GRANADA/Federico García Lorca. Granada-Jaén
LEGS	No	(HLP) PARQUE DE GARRAF-SITGES
LEGT	Si/Yes	(AD Militar) MADRID/Getafe
LEGU	No	(AD) GUADALUPE
LEGY	No	(AD) SORIA-GARRAY
LEGZ	No	(AD) ORGAZ
LEHA	No	(HLP) HOSPITAL ALCORCÓN
LEHB	No	(HLP) HOSPITAL UNIVERSITARIO DE BELLVITGE
LEHC	Si/Yes	(AD) HUESCA/Pirineos
LEHD	No	(HLP) DAROCA FORESTAL
LEHE	No	(HLP) AVINCIS
LEHF	No	(HLP) HOSPITAL NEUROTRAUMATOLÓGICO DE JAÉN
LEHG	No	(HLP) HOSPITAL GENERAL DE CATALUNYA
LEHH	No	(HLP) HOSPITAL DEL HENARES
LEHI	No	(HLP) HOSPITAL DE IGUALADA
LEHJ	No	(HLP) HOSPITAL UNIVERSITARIO JOAN XXIII
LEHK	No	(HLP) VILAMAIOR (OURENSE)
LEHL	No	(HLP) EL MAÍLLO
LEHM	No	(HLP) HOSPITAL GENERAL DE MANRESA
LEHN	No	(HLP) CEDEFO DE SIERRA NEVADA (GRANADA)
LEHO	No	(HLP) SAHECHORES
LEHP	No	(HLP) PORT AVENTURA
LEHR	No	(HLP) BASE DE BRICA DE CÁRTAMA
LEHS	No	(HLP) HOSPITAL DE CRUCES (BARACALDO)
LEHT	No	(HLP) HOSPITAL DEL TAJO
LEHU	No	(HLP) HOSPITAL UNIVERSITARIO CENTRAL DE ASTURIAS EN OVIEDO
LEHV	No	(HLP) HOSPITAL ALVARO CUNQUEIRO (NUEVO HOSPITAL DE VIGO)

INDICADOR	AFS	LUGAR
LEHX	No	(HLP) HOSPITAL DE ALTA RESOLUCIÓN DE LEBRIJA
LEHY	No	(HLP) HOYOS
LEHZ	No	(HLP) HOSPITAL DE JEREZ DE LA FRONTERA
LEIA	No	(HLP) VALENCIA DE ALCÁNTARA
LEIB	Si/Yes	(AD) IBIZA
LEIC	No	(HLP) C.I. COCA
LEID	Si/Yes	MADRID (SISTEMA CENTRALIZADO ICARO XXI DIRECCIONES DE SUPERVISIÓN AUTOMÁTICA COMUNICACIONES AFTN)
LEIF	Si/Yes	MADRID (SISTEMA CENTRALIZADO ICARO XXI DIRECCIONES DE SUPERVISIÓN AUTOMÁTICA COMUNICACIONES AFTN)
LEIG	No	(AD) IGUALADA-ÓDENA
LEIJ	No	(AD) CORTIJO PUERTO
LEIL	No	(HLP) EL CABRIL
LEIM	Si/Yes	MADRID (ESTADO MAYOR DEL AIRE / NOF MILITAR)
LEIN	No	(HLP) PORTOMARÍN (LUGO)
LEIO	No	(HLP) CEDEFO DE VILLAVICIOSA (CÓRDOBA)
LEIR	No	(AD) AIR MARUGÁN
LEIS	No	(AD) BINISSALEM
LEIT	No	(HLP) C.I. MANCHITA
LEIU	No	(HLP) IURRETA
LEIV	No	(HLP) BASE DE EXTINCIÓN DE INCENDIOS DE TÍRIG (CASTELLÓN)
LEIZ	No	(AD) LA PERDIZ-TORRE DE JUAN ABAD
LEJA	No	(HLP) JARANDILLA DE LA VERA
LEJB	No	(HLP) CEDEFO DE MADROÑALEJO (SEVILLA)
LEJC	No	(HLP) HOTEL REY JUAN CARLOS I
LEJD	No	(HLP) HOSPITAL SANT JOAN DE DÉU
LEJE	No	(AD) JUAN ESPADAFOR
LEJF	No	(AD) SON ALBERTÍ
LEJH	No	(HLP) HELIPUERTO EVENTUAL HEMS JACA
LEJI	No	(HLP) HOSPITAL NACIONAL DE PARAPLÉJICOS DE TOLEDO
LEJL	No	(HLP) HOSPITAL GERMANS TRIAS I PUJOL
LEJN	No	(HLP) HOSPITAL UNIVERSITARI SANT JOAN DE REUS

INDICADOR	AFS	LUGAR
LEJR	Si/Yes	(AD) JEREZ
LEJT	No	(HLP) HOSPITAL DOCTOR JOSEP TRUETA
LEJU	No	(AD) LA JULIANA
LELA	No	(AD) LA CALDERERA
LELB	No	(HLP) CENTRO COMARCAL DE EMERGENCIAS DE ALBENDEA
LELC	Si/Yes	(AD) MURCIA/San Javier
LELD	No	(HLP) BASE C.I. DE VALDEMORILLO
LELE	No	(HLP) C.I. DE CALERA DE LEÓN
LELG	No	(AD) LOS GARRANCHOS - SAN JAVIER
LELH	No	(AD) ALHAMA DE MURCIA
LELI	No	(AD) EL MOLINILLO
LELK	No	(HLP) LOMBA (A CORUÑA)
LELL	Si/Yes	(AD) SABADELL
LELM	No	(HLP) ALHAMA DE ALMERÍA
LELN	Si/Yes	(AD) LEÓN
LELO	Si/Yes	(HLP Militar) LOGROÑO/Agoncillo
LELR	No	(HLP) BASE C.I. DE LAS ROZAS
LELS	No	(HLP) LAS CASILLAS
LELT	No	(AD) LILLO
LELU	No	(HLP) MILUCE
LELV	No	(HLP) HOSPITAL INFANTA LEONOR DE VALLECAS
LEMB	No	(HLP) HELICÓPTEROS SANITARIOS DE MARBELLA
LEMC	No	MADRID (OFICINA METEOROLÓGICA DE AERÓDROMO)
LEMD	Si/Yes	(AD) MADRID/Adolfo Suárez Madrid-Barajas
LEME	No	(HLP) ES MERCADAL
LEMF	No	(AD) MAFÉ-GIBRALEÓN
LEMG	Si/Yes	(AD) MÁLAGA/Costa del Sol
LEMH	Si/Yes	(AD) MENORCA
LEMI	Si/Yes	(AD) MURCIA/Aeropuerto de la Región de Murcia
LEMJ	No	(HLP) BASE BRICA DE LOS MORALILLOS (GRANADA)
LEMK	No	(AD) MARTINAMATOS

INDICADOR	AFS	LUGAR
LEML	No	(AD) EL MEMBRILLAR
LEMM	Si/Yes	AEMET - CENTRO NACIONAL OPMET (NOC/RODEX)
LEMN	No	(HLP) HELI MONTSIÀ-AMPOSTA
LEMO	Si/Yes	(AD Militar) SEVILLA/Morón
LEMP	No	(AD) LOS MARTINEZ DEL PUERTO
LEMQ	No	(HLP) A MERCA (OURENSE)
LEMR	No	(AD) LA MORGAL
LEMS	No	(AD) MANRESA
LEMT	No	(AD) CASARRUBIOS
LEMU	No	(AD) MUCHAMIEL
LEMV	No	(HLP) PARC DE BOMBERS DE MAÇANET DE LA SELVA
LEMX	No	(AD) LA MANCHA
LEMY	No	(AD) MÉRIDA - ROYANEJOS
LEMZ	No	(AD) MAZARICOS
LENA	No	(AD) BENABARRE
LENB	No	(HLP) CEDEFO DE NAVALCABALLO
LENC	No	(HLP) HOSPITAL LA LÍNEA DE LA CONCEPCIÓN (Cádiz)
LENE	No	(AD) LA CAMINERA
LENF	No	(AD) MONFORTE DE LEMOS
LENG	No	(HLP) C.I. PRADOLUENGO
LENH	No	(HLP) NOU HOSPITAL DE MATARÓ
LENI	No	(HLP) BIFOR B EL SERRANILLO
LENM	No	(HLP) HOSPITAL CAN MISSES
LENN	No	(AD) LA CENTENERA
LENR	No	(HLP) HOSPITAL UNIVERSITARIO LOS ARCOS DEL MAR MENOR
LENS	No	(AD) LA RESINERA
LENT	No	(HLP) BASE CONTRA INCENDIOS DE ALCOBA DE LOS MONTES
LENU	No	(HLP) NUEVO HOSPITAL DE BURGOS
LENV	No	(HLP) C.I. DE NAVACERRADA
LENY	No	(HLP) HOSPITAL DE CERDANYA
LEOA	No	(AD) EL MORAL

INDICADOR	AFS	LUGAR
LEOB	No	(HLP) O BARCO (OURENSE)
LEOC	No	(AD) OCAÑA
LEOF	No	(HLP) BOLTAÑA FORESTAL
LEOH	No	(AD) HOTEL HACIENDA ORÁN
LEOJ	No	(AD) AINSA-COSCOJUELA DE SOBRARBE
LEOL	No	(AD) LORCA, AGUSTÍN NAVARRO
LEOM	No	(HLP) SA COMA
LEON	No	(HLP) CEDEFO DE SERÓN (ALMERÍA)
LEOO	No	(HLP) PARC DE BOMBERS D'OLOT
LEOP	No	(HLP) COR-COP TOLEDO
LEOR	No	(HLP) PARQUE DE BOMBEROS DE ORRIOLS
LEOS	No	(AD) LOS OTEROS
LEOT	No	(AD) ONTUR
LEPA	Si/Yes	(AD) PALMA DE MALLORCA
LEPB	No	(HLP) AUTORIDAD PORTUARIA DE BARCELONA
LEPC	No	(AD) POZORRUBIO DE SANTIAGO
LEPD	No	(HLP) C.I. PIEDRALAVES
LEPF	No	(HLP) PINOFRANQUEADO
LEPG	Si/Yes	MADRID (GRUPO CENTRAL DE MANDO Y CONTROL)
LEPH	No	(HLP) HOSPITAL UNIVERSITARIO PUERTA DE HIERRO
LEPI	No	(AD) CASAS DE LOS PINOS
LEPJ	No	(HLP) VALLE DEL TENA
LEPL	No	(HLP) PLASENCIA
LEPN	No	(AD) CASIMIRO PATIÑO
LEPO	Si/Yes	(AD Militar) MALLORCA/Pollensa
LEPP	Si/Yes	(AD) PAMPLONA
LEPR	No	(AD) SEBASTIÁN ALMAGRO
LEPS	No	(HLP) MAS PASSAMANER
LEPT	No	(AD) PETRA - PEP MERCADER
LEPU	No	(HLP) BASE C.I. DE PUERTO EL PICO
LEPV	No	(HLP) COSTA NORTE-PUERTO DE VIVEIRO-CELEIRO

INDICADOR	AFS	LUGAR
LEPZ	No	(AD) MUNICIPAL DE POZO CAÑADA
LEQE	No	(HLP) QUEIMADELOS (PONTEVEDRA)
LEQL	No	(HLP) LA ALBERQUILLA
LEQP	No	(AD) QUINTO DE DON PEDRO
LEQU	No	(HLP) C.I. QUINTANILLA
LERA	No	(HLP) R.A.C.C.
LERB	No	(HLP) BASE C.I. DE RABANAL DEL CAMINO
LERC	No	(HLP) PARC TAULÍ
LERD	No	(HLP) CEDEFO DE RONDA (MÁLAGA)
LERE	No	(AD) REQUENA
LERG	No	(HLP) BERGA
LERI	Si/Yes	(AD Militar) MURCIA/Alcantarilla
LERJ	Si/Yes	(AD) LOGROÑO
LERL	Si/Yes	(AD) CIUDAD REAL
LERM	No	(AD) ROBLEDILLO DE MOHERNANDO
LERN	No	(AD) CAMARENILLA
LERO	No	(AD) ROZAS
LERP	No	(AD) HERRERA DE PISUERGA
LERR	No	(HLP) C.I. DE SERRADILLA
LERS	Si/Yes	(AD) REUS
LERT	Si/Yes	(AD Militar) CÁDIZ/Rota
LERU	No	(HLP) JAEDO
LERV	No	(HLP) SERVEI D'EVACUACIÓ DEL CIRCUIT DE CATALUNYA
LERY	No	(HLP) HOSPITAL REY JUAN CARLOS
LESA	Si/Yes	(AD) SALAMANCA/Matacán
LESB	Si/Yes	(AD) MALLORCA/Son Bonet
LESC	Si/Yes	SISTEMA AUTOMATIZADO DEL CONTROL DE TRÁFICO AÉREO
LESD	No	SANTANDER (OFICINA METEOROLÓGICA DE AERÓDROMO)
LESE	No	(AD) SAN ENRIQUE
LESF	No	(HLP Militar) SAN CARLOS
LESI	No	(AD) ROSINOS DE LA REQUEJADA

INDICADOR	AFS	LUGAR
LESJ	Si/Yes	(AD Militar) PALMA DE MALLORCA
LESL	No	(AD) SAN LUIS
LESM	No	MURCIA (SUBCENTRO DE COMUNICACIONES DE METEOROLOGÍA)
LESN	No	(AD) SAN TORCUATO
LESO	Si/Yes	(AD) SAN SEBASTIÁN
LESP	No	(HLP) HOSPITAL DE SANT PAU
LESR	No	(HLP) CEE
LESS	No	(AD) SOTOS
LEST	Si/Yes	(AD) SANTIAGO/Rosalía de Castro
LESU	Si/Yes	(AD) ANDORRA-LA SEU D'URGELL
LESV	No	SEVILLA (OFICINA METEOROLÓGICA DE AERÓDROMO)
LESZ	No	(AD) SIGÜENZA
LETA	No	(HLP) SERVEIS GENERALS DEL CIRCUIT DE CATALUNYA
LETB	No	(HLP) BASE C.I. DE TABUYO DEL MONTE
LETC	No	(AD) MATILLA DE LOS CAÑOS
LETD	No	(AD) TARAGUDO
LETE	No	(AD) MORANTE
LETF	No	(AD) TOMÁS FERNÁNDEZ ESPADA
LETG	No	(AD) ALGODOR
LETH	No	(AD) ALMOROX - LAS TABLAS DEL ALBERCHE
LETI	No	(AD) EL TIÉTAR
LETJ	No	(AD) TREBUJENA
LETK	No	(HLP) HOSPITALARIO TEKNON
LETL	Si/Yes	(AD) TERUEL
LETM	No	(HLP) SANT MARTÍ DE SESCORTS
LETN	No	(HLP) TINEO
LETO	Si/Yes	(AD Militar) MADRID/Torrejón
LETP	No	(AD) SANTO TOMÉ DEL PUERTO
LETR	No	(HLP) TREMP
LETS	No	(HLP) TORRE PICASSO
LETT	No	(HLP) HOSPITAL TORTOSA VERGE DE LA CINTA

INDICADOR	AFS	LUGAR
LETU	No	(AD Militar) ABLITAS
LETV	No	(HLP) TÍRVIA
LETX	No	(AD) TOTANA
LETY	No	(AD) TINAJEROS
LETZ	No	(AD) TOROZOS
LEUA	No	(HLP) CHUAC DE A CORUÑA
LEUB	No	(HLP) HOSPITAL GENERAL UNIVERSITARIO DOCTOR BALMIS
LEUC	No	(AD) CILLAMAYOR
LEUE	No	(HLP) CEDEFO DE HUELMA (JAÉN)
LEUH	No	(HLP) HOSPITAL UNIVERSITARIO DE CÁCERES
LEUL	No	(HLP) ULLASTRELL-TERESA VILÀ
LEUM	No	(AD) LUMBIER
LEUN	No	(AD) CALZADA DE VALDUNCIEL
LEUR	No	(HLP) HOSPITAL DA MARIÑA
LEUS	No	(HLP) HOSPITAL UNIVERSITARIO CLÍNICO SAN CECILIO GRANADA
LEUT	No	(AD) AMR-UTRERA
LEUZ	No	(HLP) CEDEFO DE ADAMÚZ (CÓRDOBA)
LEVA	No	VALENCIA (OFICINA METEOROLÓGICA DE AERÓDROMO)
LEVB	No	(AD) EL CARRASCAL
LEVC	Si/Yes	(AD) VALENCIA
LEVD	Si/Yes	(AD) VALLADOLID/Villanubla
LEVE	No	(AD) VIRGEN DE LA ESTRELLA
LEVF	No	(AD) VILLAFRAMIL
LEVG	No	(HLP) HOSPITAL VALLE DEL GUADALHORCE
LEVH	No	(HLP) VIELLA
LEVI	No	(HLP) VILLARALBO
LEVJ	No	(AD) VILLAFRANCA DE CÓRDOBA
LEVL	No	(AD) VILLAMARCO
LEVM	No	VALENCIA (SUBCENTRO DE COMUNICACIONES DE METEOROLOGÍA)
LEVN	No	(HLP) VINARÒS
LEVO	No	(HLP) CENTRO COMARCAL VILLAHERMOSA

INDICADOR	AFS	LUGAR
LEVP	No	(AD) MANUEL SÁNCHEZ DE VALDEPEÑAS
LEVR	No	(HLP) VILALLER
LEVS	Si/Yes	(AD Militar) MADRID/Cuatro Vientos
LEVT	Si/Yes	(AD) VITORIA
LEVU	No	(HLP) VALL D'HEBRON BARCELONA HOSPITAL CAMPUS
LEVV	No	(HLP) C.I. VIVERO
LEVX	Si/Yes	(AD) VIGO
LEVY	No	(AD) VICENTE HUERTA
LEVZ	No	(HLP) CEDEFO DE VELEZ BLANCO (ALMERÍA)
LEWG	No	(AD) VILLANUEVA DE GÁLLEGO
LEXA	No	(HLP) HOSPITAL VIRGEN DE LA ARRIXACA
LEXE	No	(HLP) COMPLEX EGARA
LEXJ	Si/Yes	(AD) SANTANDER/Seve Ballesteros-Santander
LEXN	No	(HLP) S. XOÁN DE RÍO (OURENSE)
LEXO	No	(HLP) C.I. DE MARROXO
LEXU	No	(HLP) XURÉS (OURENSE)
LEZA	No	(HLP) LAZA (OURENSE)
LEZG	Si/Yes	(AD) ZARAGOZA , ZARAGOZA TACC
LEZL	Si/Yes	(AD) SEVILLA
LEZO	No	(HLP) BASE C.I. DE LOZOYUELA
LEZS	No	(AD) CHOZAS DE ABAJO
LEZU	No	(HLP) CEDEFO DE CABEZUDOS (HUELVA)
LEZZ	Si/Yes	DIRECCIÓN COLECTIVA PARA DISTRIBUCIÓN DE MENSAJES AFTN EN ESPAÑA
LXGB	Si/Yes	(AD) GIBRALTAR

LOCATION INDICATORS

HEADQUARTERS DESIGNATORS

DIRECCIÓN GENERAL DE AVIACIÓN CIVIL
LOCATION INDICATOR LEAC

	YAY	Director General de Aviación Civil.
	YACB	Sección de Combustibles.
	YAYA	Sección de Coordinación de Personal de Aviación Civil.

	YAYD	Secretaría Civil de CIDETRA.
	YAYN	Gabinete de Normas Internacionales.
	YAYP	Gabinete de Planificación.
	YAYR	Registro de Matrículas de Aeronaves.
	ZXC	Subdirector de Control de Transporte Aéreo.
	ZXCM	Servicio de Materiales.
	ZXCO	Operaciones de Vuelo.
	ZXD	Subdirector General de Sistemas de Navegación Aérea y Aeroportuarios.
	ZXE	Subdirector General de Explotación de Transporte Aéreo.
	ZXEA	Aviación General y Deportiva.
	ZXEC	Servicio de Actividades Comerciales.
	ZXED	Derechos de Tráfico.
	ZXER	Vuelos Regulares.
	ZXMA	Servicio de Apoyo e Instrucción.
	ZXTI	Servicio de Programación e Instrucción.
	ZXTN	Comisión Investigadora de Incidentes Aéreos ATS.

AEROPUERTOS ESPAÑOLES Y NAVEGACION AEREA
LOCATION INDICATOR LEAN

	YAN	Director de Navegación Aérea.
	YANI	División Internacional de Navegación Aérea.
	YFYA	Estación Fija Aeronáutica ARO Centralizada.
	YNYX	Oficina NOTAM Internacional.
	YUY	Director de Aeropuertos Españoles.
	YVY	División de Seguridad Aeroportuaria.
	ZDZR	Oficina de planes de Vuelo Repetitivos.
	ZDZX	Control de Afluencia (FLOW CONTROL).
	ZPZX	Oficina de Notificación de los Servicios de Tránsito Aéreo Centralizada
	ZXEH	Control de Horarios.
	ZXI	Director de Sistemas e Instalaciones de Navegación Aérea.
	ZXIC	División de Comunicaciones.
	ZXIG	División de Coordinación y Gestión de Sistemas.
	ZXT	Director de Tránsito Aéreo.
	ZXTA	División de Información Aeronáutica (AIS).
	ZXTC	División de Control de la Circulación Aérea.
	ZXTE	División de Tarifas (Eurocontrol).
	ZXTM	Departamento de Coordinación Operativa.
	ZXTT	División de Mantenimiento y Explotación Técnica.

DESIGNATORS TO BE USED BY ALL AERONAUTICAL STATIONS

	YBY	Red MOTNE
	YCY	Centro de Coordinación de Salvamento
	YDY	Autoridad Administrativa del Aeródromo
	YDYH	Oficina Local de Coordinación de Horarios del Aeropuerto
	YEYA	Director Regional de Navegación Aérea
	YEYB	Director Técnico Regional
	YEYC	Jefe División ATS Regional
	YEYD	Director Centro de Control
	YEYG	Jefe Unidad de Gestión Regional
	YEYM	Jefe Sección Mantenimiento (del ACC o Aeropuerto)
	YEYE	Jefe Sector Mantenimiento
	YEYZ	Jefe Unidad de Seguridad del ACC
	YFY	Estación Fija Aeronáutica
	YLY	Autoridad que tiene a su cargo la investigación de Accidentes de Aviación
	YMY	Oficina Meteorológica
	YOY	Oficina del Servicio de Información Aeronáutica de Aeródromo.
	YPY	Robex Centro Colector
	YSY	Estación Aeronáutica
	YTY	Centro de Telecomunicaciones
	YWY	Control de Operaciones Militares de Vuelo
	YXY	Servicio y Organismo Militar
	YYY	Organismo al que no se ha asignado con carácter exclusivo un designador OACI
	YZY	Banco de datos MET
*	ZAZ	Oficina de Control de Aproximación
	ZBZ	Oficina de Planes de Vuelo Repetitivos
*	ZDZ	Dependencia Reguladora de Afluencia de Tránsito Aéreo
	ZEZ	Base de Datos de Información de Vuelo
	ZFZ	Mensajes correspondientes a vuelos VFR
*	ZGZ	Control de Tránsito Aéreo (en general)
*	ZHZ	Control de Tránsito Aéreo de Helicópteros
*	ZIZ	Centro de Información de Vuelo
*	ZOZ	Control de Tránsito Aéreo Oceánico
	ZPZ	Oficina de Notificación de los Servicios de Tránsito Aéreo
	ZQZ	Mensajes correspondientes a vuelos IFR
	ZRZ	Centro de Control de Área
	ZSZ	Centro SARSAT
**	ZTZ	Torre de Control de Aeródromo
*	ZUZ	Centro de Control de Área Superior
	ZVZ	Servicio de información de vuelo de aeródromo
	ZYZ	Servicio de Seguridad de Aeródromo

	ZZZ	Aeronaves en Vuelo

* When the "O" letter is used as the eighth character, message will be routed to the Operational Department of the Office.

** Letter "O" as the eighth character shall be used as in *, and letter "T" as the eighth character shall be used for transmission-reception of messages other than flight plan or associated messages.

FLIGHT PLANNING

A list of the applicable rules can be consulted in section GEN 1.6. In the sections below, a descriptive summary is offered to help airspace users, although if there is any discrepancy, the Rule will prevail over the content of the AIP. The content of this AIP section does not fulfill the quality requirements.

RESTRICTIONS RELATED TO FLIGHT PLAN

The State aircraft with origin/destination Gibraltar AD are not allowed to include any aerodrome located in Spanish territory as alternative aerodrome in the flight plan.

Compliance with Schengen agreement (see GEN 1.3) does not exempt one from submitting a flight plan when crossing international borders.

INTEGRATED INITIAL FLIGHT PLAN PROCESSING SYSTEM (IFPS)

The Integrated Initial Flight Plan Processing System (IFPS) is a centralized service provided by the Network Manager (NM) through its Operations centre (NMOC), and designed to rationalize the reception, initial processing and distribution of data for flight plans under instrument rules (IFR) within the ICAO EUR Region known as IFPS Zone (IFPZ), of which Spain forms part.

Information on the Network Manager (NM), the procedures relating to flight plan management and the associated messaging (IFPS User Manual) and on traffic management (ATFCM User Manual), and other documents of interest can be obtained from the following electronic addresses:

https://www.eurocontrol.int/system/integrated-initial-flight-plan-processing-system

https://www.eurocontrol.int/network-operations#library

In the sections below, a descriptive summary is offered to help airspace users, although if there is any discrepancy, the Rule (see GEN 1.6) and NM procedures will prevail over the content of the AIP. The content of this AIP section does not fulfill the quality requirements.

Traffic affected by the IFPS	
The flight plans and associated messages to be submitted to the IFPS are those that:	
Operate within the IFPZ as IFR/GAT either wholly or partly (mixed IFR/VFR or entering/exiting the IFPZ).	
Operate within the iOAT airspace as IFR/iOAT either wholly or partly (mixed GAT/iOAT).	
The traffic not affected by the IFPS is called VFR and OAT:	
VFR	Flights accomplished according to visual flight rules.
OAT	Operational Air Traffic includes military air traffic operating according to the Reglamento de Circulación Aérea Operativa, SERA and RD 552/14.

IFPS processes the IFR and GAT part of mixed IFR/VFR and GAT/OAT flights (or vice versa). This circumstance must be highlighted in item 15 of the flight plan form.

REQUIREMENTS FOR THE SUBMISSION OF THE FLIGHT PLAN

Information relative to an intended flight or a part of a flight, to be provided to air traffic services units, shall be in the form of a flight plan. The term 'flight plan' is used to mean variously, full information on all items comprised in the flight plan description, covering the whole route of a flight, or limited information required, inter alia, when the purpose is to obtain a clearance for a minor portion of a flight such as to cross an airway, to take off from, or to land at a controlled aerodrome.

A flight plan shall be submitted prior to operating:

1. Any flight or in part thereof to be provided with air traffic control service;

2. Any IFR flight within advisory airspace;
3. Any flight within or into areas, or along routes designated by the competent authority, to facilitate the provision of flight information, alerting and search and rescue services;
4. Any flight within or into areas or along routes designated by the competent authority, to provide coordination with appropriate military units or with air traffic services units in adjacent States in order to avoid the possible need for interception for the purpose of identification;
5. any flight across international borders, unless otherwise stated by the concerned States;
6. Any flight planned to operate at night, if leaving the vicinity of an aerodrome.

A flight plan shall be submitted, before departure, to an air traffic services reporting office or, during flight, transmitted to the appropriate air traffic services unit or air-ground control radio station, unless arrangements have been made for submission of repetitive flight plans.

A flight plan for any flight planned to operate across international borders or to be provided with air traffic control service or air traffic advisory service shall be submitted at least sixty minutes before departure, or, if submitted during flight, at a time which will ensure its receipt by the appropriate air traffic services unit at least ten minutes before the aircraft is estimated to reach:

- The intended point of entry into a control area or advisory area; Or
- The point of crossing an airway or advisory route.

ADHERENCE TO THE ROUTE AVAILABILITY DOCUMENT (RAD):

No flight plan shall be filed via the airspace of any Spanish ACC/UAC deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilization rules and availability for all Spanish ACC/UAC and any reference to it shall be made via:

https://www.nm.eurocontrol.int/RAD/index.html.

MANDATORY SUBMISSION OF FLIGHT PLAN ZONES (FPMZ)

In accordance with the Resolución of 22 December 2020, by the Agencia Estatal de Seguridad Aérea, for the determination of Mandatory Submission of Flight Plan Zones (FPMZ), in accordance with Real Decreto 1180/2018, the airspaces, the aerodrome and the heliport included in the Annex I, are stated as mandatory submission of flight plan zones (FPMZs).

For all the zones included in Annex I, that established in the Real Decreto 601/2016, of 2 December, where the Operative Air Traffic Regulation was approved, particularly that set out in its paragraph 2.7 Chapter VII, Flight Plans, shall be taken in account.

For those FPMZ which will be established associated to the AFIS HR, the present resolution shall be invalidated in the event of a termination in the provision of AFIS services in the aerodrome.

The additional information of each one of the stated zones, are published in the corresponding sections AD 2 or AD 3 of each aerodrome or heliport respectively.

ANNEX I	
Denomination	Remarks
FIZ LA GOMERA (RMZ)	HR AFIS (1)
FIZ BURGOS (RMZ)	HR AFIS (1) (2)
FIZ HIERRO (RMZ)	HR AFIS (1) (2)
FIZ CÓRDOBA (RMZ)	HR AFIS (1) (2)
FIZ HUESCA (RMZ)	HR AFIS (1) (2)
FIZ REDUCIDA ANDORRA-LA SEU D'URGELL (RMZ)	HR AFIS (1) (2)

ANNEX I	
Denomination	Remarks
MALLORCA/Son Bonet AD	(3)
ALGECIRAS HLP	(3)

(1) Lateral and vertical limits, airspace class and transition altitude as published in AIP section AD 2.

(2) Outside AFIS HR (restricted use hours), see AD 2 item 20 Local regulations.

(3) The mandatory flight plan submission is an operative condition for aircraft taking off or landing at these facilities.

SUBMISSION OF THE FLIGHT PLAN

A flight plan (FPL) and its corresponding associated messages prior to departure, shall be submitted either:

1. Via the ICARO website (https://notampib.enaire.es) or in the ICARO app for Android and iOS mobile devices, or to the Air Traffic Services Reporting Office (ARO) serving the aerodrome of departure, in person, by telephone or via SITA, or other means stated by the appropriate ATS authority. The Air Traffic Services Reporting Office in Spain, according to the Reglamento de la Circulación Aérea, is the designated office for submission, approval and addressing of FPL and associated messages at Spanish airports; Or
2. Directly to IFPS (Eurocontrol), with regard to IFR and GAT flight plans.

Exceptionally, an aircraft during the flight may broadcast a flight plan (AFIL) to an aeronautical telecommunication station serving to an ATS unit.

FLIGHT PLAN BUFFER ZONES (FBZ)

An FBZ is an airspace volume, which may be established in association to a reserved/restricted area. The FBZ defines the lateral, vertical and time limits for the purpose of validating submitted IFR FPLs when the associated area is activated or planned to be activated.

When applicable, for each relevant area, an FBZ will be established for IFR flight planning purposes only.

Relevant area and the selected FBZ(s) will be managed by AMC and will be notified when active by the EAUP/EUUP.

FLIGHT PLAN FILING FROM AERODROMES AND HELIPORTS LACKING AN ARO.

Those aerodromes and heliports authorized by The Dirección General de Aviación Civil which have not been allocated with an Aerodrome Reporting Office (ARO), will be assigned one to assume all tasks proper of this ATS unit.

The list of ARO assigned to serve the aforementioned aerodromes and heliports is the following:

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
Centralised ARO geographical area 1	• TEL: +34-918 603 556; +34-672 344 412 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(HLP) A Merca (AD) Beariz (HLP) Becerreá (HLP) C.I. de Marroxo (AD) Caldas de Reis (HLP) Castromaior (HLP) CEE (HLP) CHUAC de A Coruña (AD) Cillamayor (HLP) Costa Norte-Puerto de Viveiro-Celeiro	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
		(HLP) El Musel (AD) Herrera de Pisuerga (HLP) Hospital Alvaro Cunqueiro (Nuevo Hospital de Vigo) (HLP) Hospital Da Mariña (HLP) Hospital de Cruces (Baracaldo) (HLP) Hospital Universitario Central de Asturias en Oviedo (HLP) Ibias Parque Bomberos Asturias (HLP) Iurreta (HLP) Jaedo (AD) La Morgal (HLP) La Morgal (HLP) Laza (HLP) Lomba (AD) Mazaricos (AD) Monforte de Lemos (HLP) O Barco (HLP) Portomarín (HLP) Queimadelos (AD) Rozas (HLP) San Xoán de Río (HLP) Tineo (HLP) Torre Iberdrola (HLP) Vilamaior (AD) Villaframil (HLP) Xurés	
Centralised ARO geographical area 2	• TEL: +34-918 603 557; +34-672 344 412 (only for communications contingency). • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	HLP) C.I. Pradoluengo (HLP) Elciego (AD) La Vid de Bureba (AD) Lumbier (HLP) Medina de Pomar (HLP) Miluce (HLP) Nuevo Hospital de Burgos (AD) San Torcuato (AD) Soria-Garray	
Centralised ARO geographical area 3	• TEL: +34-918 603 558; +34-672 344 415 (only for communications contingency) • E-mail:arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) Ainsa-Coscojuela de Sobrarbe (AD) Benabarre (AD) Binéfar (HLP) Bailo Forestal (HLP) Brea de Aragón (HLP) Daroca Forestal (HLP) Alcorisa Forestal (HLP) Boltaña Forestal (HLP) Calamocha Forestal (HLP) Plasencia Forestal (HLP) Ejea Forestal	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
		(HLP) Helipuerto Eventual HEMS Jaca (HLP) Peñalba Forestal (HLP) Teruel Forestal Blancos del Coscojar (AD) La Nava-Corral de Ayllón (AD) Santa Cilia los Pirineos (AD) Teruel (HLP) Valle del Tena (AD) Villanueva del Gállego	
Centralised ARO geographical area 4	• TEL: +34-918 603 559; +34-672 344 415 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) Air Marugán (AD) Cerro Lindo (AD) Algodor (AD) Camarenilla (AD) Hiendelaencina-Las Minas (AD) Ocaña (AD) Orgaz (AD) Quinto de don Pedro (AD) Sigüenza (AD) Taragudo (AD) Villacastín (AD) Almorox - Las Tablas del Alberche (HLP) Base C.I. de Lozoyuela (AD) Casarrubios (AD) El Tiétar (AD) Fuentemilanos (AD) Guadalupe (HLP) Base C.I. de Las Rozas (HLP) Base C.I. de Morata de Tajuña (HLP) Base C.I. de Navas del Rey (HLP) Base C.I. de Valdemorillo (HLP) Base C.I. San Martín de Valdeiglesias (HLP) Base C.I. Talavera de la Reina (HLP) BIFOR B El Serranillo (HLP) C.I. Bustarviejo (HLP) C.I. Coca (HLP) C.I. de Navacerrada (HLP) COR-COP Toledo (HLP) de Guadalupe (HLP) de Las Casillas (HLP) Dirección General de Tráfico (HLP) Hospital Nacional de Parapléjicos de Toledo (HLP) Hospital Universitario Puerta de Hierro (HLP) Hospital del Henares (HLP) Hospital del Tajo (HLP) Hospital Infanta Leonor de Vallecas (HLP) Hospital Alcorcón (HLP) Hospital Doce de Octubre (HLP) Hospital Rey Juan Carlos (AD) La Calderera (AD) La Mancha (AD) Lillo (AD) Martinamatos (AD) Robledillo de Mohernando (AD) Sto.Tomé del Puerto (HLP) Torre Picasso	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
Centralised ARO Geographical area 5	• TEL: +34-918 603 560; +34-672 344 418 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(HLP) Complex Egara (HLP) Hotel Can Bonastre Wine Resort Masquefa (HLP) Parc Taulí (HLP) Tírvia (HLP) Tremp (HLP) Ullastrell-Teresa Vilá (HLP) Viella (HLP) Vilaller	
Centralised ARO geographical area 6	• TEL: +34-918 603 561; +34-672 344 418 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(HLP) Berga (AD) Calaf-Sallavinera (HLP) Fira M2 l'Hospitalet (HLP) Autoridad Portuaria de Barcelona (HLP) Hospital Sant Joan de Déu (HLP) Hospital Trias i Pujol (HLP) Hospitalario Teknon (HLP) Nocturno de l'Aeroport d'Andorra - la Seu d'Urgell (HLP) Parque de Garraf-Sitges (HLP) Vall D'Hebron Barcelona Hospital Campus (HLP) Hospital de Igualada (HLP) Hospital de Sant Pau (HLP) Hospital General de Catalunya (HLP) Hospital General de Manresa (HLP) Hospital Universitario de Bellvitge (HLP) Hotel Rey Juan Carlos I (AD) Igualada-Ódena (AD) Manresa (HLP) Nou Hospital de Mataró (HLP) R.A.C.C. (HLP) Sant Martí de Sescorts (HLP) Servei d'evacuació del Circuit de Catalunya (HLP) Serveis Generals del Circuit de Catalunya (AD) Garcia (HLP) Centre de Gestió d'Emergències 112 (HLP) Heli Montsiá-Amposta (HLP) Hospital Tortosa Verge de la Cinta (HLP) Hospital Universitari Sant Joan de Reus (HLP) Port Aventura (HLP) Hospital Universitario Joan XXIII (HLP) Mas Passamaner (HLP) Port de Tarragona	
Centralised ARO geographical area 7	• TEL: +34-918 603 562; +34-672 344 445 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) Binissalem (HLP) Cas Curredó (HLP) Es Mercadal (HLP) Hospital Can Misses (HLP) Hospital de Formentera (HLP) Hospital Son Espases (AD) Mallorca/Son Bonet	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
		(AD) Petra-Pep Mercader (HLP) Sa Coma (AD) San Luis (AD) Son Albertí (AD) Ampuriabrava (HLP) Costa Brava-Centro (HLP) Bombers de Camprodón (HLP) Parque de Bomberos de Orriols (HLP) Parc de Bombers de Maçanet de la Selva (HLP) Fortalesa de Sant Juliá de Ramis (HLP) Hospital de Cerdanya (HLP) Hospital Dr. Josep Trueta (AD/HLP) La Cerdanya (HLP) Parc de Bombers d'Olot	
Centralised ARO geographical area 8	• TEL: +34-918 603 563; +34-672 344 445 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) Aliaguilla (AD) Pozorrubio de Santiago (AD) Vicente Huerta (AD) Castellón (HLP) Base de extinción de incendios de Tírig (HLP) Centro Comarcal de Emergencias de Albendea (HLP) Base C.I. de Prado de los Esquiladores (HLP) Vinarós (AD) Requena (AD) Sotos	
Centralised ARO geographical area 9	• TEL: +34-918 603 564; +34-672 344 481 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) Lorca, Agustín Navarro (AD) Totana (AD) Los Garranchos-San Javier (AD) Alhama de Murcia (HLP) Hospital Universitario Los Arcos del Mar Menor (HLP) Hospital Virgen de la Arrixaca (HLP) Hospital General Universitario Doctor Balmis (HLP) La Alberquilla (AD) Los Martínez del Puerto (AD) Muchamiel	
Centralised ARO geographical area 10	• TEL: +34-918 603 565; +34-672 344 481 (only for communications contingency) • E-mail:arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) Aerodel (AD) La Cuesta (AD) La Resinera (AD) Villafranca de Córdoba (AD) Fuente Obejuna (AD) La Caminera (AD) Manuel Sánchez de Valdepeñas (AD) Beas de Segura (AD) El Castaño (HLP) Base contra incendios de Alcoba de los Montes (HLP) BIFOR B La Atalaya	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
		(HLP) CEDEFO de Huelma (HLP) CEDEFO de Adamuz (HLP) Alhama de Almería (HLP) Carcabuey (HLP) CEDEFO de Serón (HLP) CEDEFO de Vélez Blanco (HLP) CEDEFO de Villaviciosa (HLP) El Cabril (HLP) Villahermosa (AD) La Perdiz-Torre de Juan Abad (AD) San Enrique (AD) Sebastián Almagro (HLP) COP Los Villares (AD) La Centenera (AD) Juan Espadafor (HLP) Base BRICA De Los Moralillos (Granada) (HLP) Sierra Nevada (HLP) CEDEFO de Cazorla (HLP) CEDEFO de Navalcaballo (HLP) Puerto Lobo (HLP) Hospital Universitario Clínico San Cecilio (HLP) Hospital Neurotraumatológico de Jaén	
Centralised ARO geographical area 11	• TEL: +34-918 603 566; +34-672 344 492 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) AMR-Utrera (AD) Hotel Hacienda Orán (AD) Los Alcores (AD) Altarejos-Guadalcanal (HLP) Isla de la Cartuja (HLP) El Pedroso (HLP) Galaroza (HLP) CEDEFO de Cabezudos (HLP) CEDEFO de Madroñalejo (HLP) Hospital de Alta Resolución de Lebrija (AD) La Juliana (AD) Mafé-Gibraleón	
Centralised ARO geographical area 12	• TEL: +34-918 603 567; +34-672 344 492 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) Aerosidonia (HLP) Hospital de Jerez (HLP) Hospital La Línea de La Concepción (HLP) La Almoraima (AD) Tomás Fernández Espada (AD) Trebujena	
Centralised ARO geographical area 13	• TEL: +34-918 603 568; +34-672 344 494 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) La Axarquía (HLP) Helicópteros Sanitarios de Marbella (HLP) Hospital Valle del Guadalhorce (HLP) la Base de Brica de Cártama (HLP) CEDEFO de Ronda (HLP) Colmenar	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
Centralised ARO geographical area 15	• TEL +34-918 603 570; +34-672 344 494 (only for communications contingency) • E-mail: arocentralizada@enaire.es • AFTN address flight plan management: LEANZPZX	(AD) Antigua Fuerteventura (HLP) C.I. Puntagorda (HLP) C.I. de La Guancha (HLP) Artenara (HLP) Palmas Port (HLP) Hospital U. Nuestra Sra. De Candelaria (HLP) Hospital Universitario de Canarias (HLP) Hospital Universitario Insular de Gran Canaria (AD) Maspalomas - El Berriel (HLP) San Sebastian de La Gomera (HLP) Adeje	
ALBACETE AD	• TEL: +34-967 555 703 / 700 • FAX: +34-967 555 716	(AD) Carcelén (AD) Tinajeros (AD) La Gineta (AD) Municipal de Pozo Cañada (AD)(HLP) de Campillos-Paravientos (AD) Casas de los Pinos (HLP) Avincis (HLP) Airbus Helicopters España (AD) Ontur	Outside Albacete AD hours of operation, the ARO assigned to aerodromes/heliports of its responsability will be Valencia AD's.
BADAJOZ/Talavera La Real AD	• TEL: +34-924 210 406 • FAX: +34-924 210 453	(AD) Aeródromo de Don Benito (AD) Casimiro Patiño (AD) Cortijo Puerto (AD) El Membrillar (AD) El Molinillo (AD) El Moral (AD) Mérida-Royanejos (AD) Virgen de la Estrella (AD) El Manantío (HLP) C.I. de Calera de León (HLP) C.I. de Serradilla (HLP) C.I. Herrera del Duque (HLP) C.I. Manchita (HLP) Jarandilla de la Vera (HLP) Plasencia (HLP) Valencia de Alcántara (HLP) Hospital Universitario de Badajoz (HLP) Hospital Universitario de Cáceres (HLP) Hoyos (AD) Hidropuerto Luis Mingorance (AD) Morante (HLP) Pinofranqueado	Outside Badajoz/Talavera La Real AD hours of operation, the ARO assigned to aerodromes/heliports of its responsability will be Sevilla AD's.
LEÓN AD	• TEL:+34-987 877 700 • FAX: +34-987 877 704	(AD) Astorga (AD) Chozas de Abajo	

ARO ASSIGNED	CONTACT MEANS	AD OF ITS RESPONSABILITY	REMARKS
		(AD) Villamarco (AD) Los Oteros (HLP) C.I. Cueto (HLP) Camposagrado (HLP) Base C.I. de Rabanal del Camino (HLP) Base C.I. de Tabuyo del Monte (HLP) Sahechores (HLP) Villaeles	Outside León AD hours of operation, the ARO assigned to aerodromes/heliports of its responsability will be Asturias AD's.
SALAMANCA/Matacán AD	• TEL: +34-923 329 600 • FAX: +34-923 329 629	(AD) El Salobral (AD) Rosinos de la Requejada (AD) Calzada de Valdunciel (HLP) Base C.I. de Puerto el Pico (HLP) C.I. Cebreros (HLP) C.I. Guadramiro (HLP) C.I. Piedralaves (HLP) Burgohondo (HLP) El Maíllo (HLP) Villardeciervos (HLP) Barco de Ávila (HLP) Hospital Universitario de Salamanca (HLP) El Bodón (HLP) Villaralbo	Outside Salamanca/Matacán AD hours of operation, the ARO assigned to aerodromes/heliports of its responsability will be Madrid/ Cuatro Vientos AD's.
VALLADOLID/ Villanubla AD	• TEL: +34-983 415 503 • FAX: +34-983 415 518 • E-mail: vlloperaciones@aena.es	(AD)El Carrascal (HLP) Alcazarén (HLP) C.I. Quintanilla (HLP) C.I. Vivero (HLP) Finca Retuerta (AD) Matilla de los Caños (AD) Torozos	Outside Valladolid/Villanubla AD hours of operation, the ARO assigned to aerodromes/heliports of its responsability will be Madrid/Cuatro Vientos AD's.

FPL shall be submitted to the assigned ARO, depending on the aerodrome, via telephone or by other means stated by the appropriate ATS authority or if these means are not available, by radio to the ATS unit designated to serve the aerodrome of departure.

The pilot or his representative is responsible to communicate to the same ATS unit where he submitted his FPL, the subsequent associated messages to their flight plan: departure (DEP), delay (DLA), change (CHG) or cancellation (CNL).

Once the flight has ended, it is the pilot's obligation to give notice of his arrival as soon as possible, personally or by radio, to the ATS unit of the AD of arrival.

When there is no ATS unit at the arrival aerodrome, the arrival notification will be reported to the nearest ATC Unit, or to the aeronautical station serving to the ATS unit in charge of the FIR in which aircraft is operating or to an assigned ATS reporting office.

When no means on ground are available to notify arrival messages, aircraft will broadcast inmediately before landing, by radio, if possible, a message similar to an arrival report. This broadcasting will be done to an assigned ATS reporting office or to the aeronautical station serving to the ATS unit in charge of the FIR in which aircraft is operating.

Uncompliance by the pilot with the above, specially relating to arrival notification (ARR), may lead to serious inconveniences to the ATS services and unnecessary search and rescue operations.

FLIGHT PLAN

Section 4 of Implementing Regulation (EU) 923/2012 lists all information related to the flight plan and its submission. Additionally, the requirements established in Implementing Regulation (EU) 2023/1772 and in Real Decreto 1180/20108 must be taken into account.

CONTENTS OF A FLIGHT PLAN

a) A flight plan shall contain information regarding such of the following items as are considered relevant by the competent authority:

1. Aircraft identification;
2. Flight rules and type of flight;
3. Number and type(s) of aircraft and wake turbulence category;
4. Equipment;
5. Departure aerodrome or operating site;
6. Estimated off-block time;
7. Cruising speed(s);
8. Cruising level(s);
9. Route to be followed;
0. Destination aerodrome or operating site and total estimated elapsed time;
11. Alternate aerodrome(s) or operating site(s);
2. Endurance;
3. Total number of persons on board;
4. Emergency and survival equipment;
5. Other information.

b) For flight plans filed in flight, the minimum content to be trasmitted on frequency will include the following items:

IFR:

1. Aircraft identification;
2. Type of aircraft;
3. Departure aerodrome or operating site;
4. Entry reporting point, estimated time and flight level;
5. Route;
6. Destination aerodrome.

VFR:

1. Aircraft identification;
2. Type of aircraft;
3. Departure aerodrome or operating site;
4. Entry reporting point, estimated time and altitude/flight level;
5. Destination aerodrome;
6. Alternate aerodrome or operating site;
7. Estimated time of arrival;
8. Endurance;
9. Persons on board.

The departure aerodrome or operating site to be provided will be the location from which, if required, the supplementary information concerning the flight can be obtained. In addition, the information to be provided in lieu of the estimated off-block time, shall be the time over the first point of the route to which the flight plan refers to.

COMPLETION OF A FLIGHT PLAN

1. A flight plan shall contain information, as applicable, on relevant items up to and including 'Alternate aerodrome(s) or operating site(s)' regarding the whole route or the part thereof for which the flight plan is submitted.
2. It shall, in addition, contain information, as applicable, on all other items when so prescribed by the competent authority or when otherwise deemed necessary by the person submitting the flight plan.

CHANGES TO A FLIGHT PLAN

1. Subject to the provisions of SERA.8020 (b) all changes to a flight plan submitted for an IFR flight, or a VFR flight operated as a controlled flight, shall be reported as soon as practicable to the appropriate air traffic services unit. For other VFR flights, significant changes to a flight plan shall be reported as soon as practicable to the appropriate air traffic services unit.
2. Information submitted prior to departure regarding fuel endurance or total number of people carried on board, if incorrect at time of departure, constitutes a significant change to the flight plan and as such shall be reported.

CLOSING A FLIGHT PLAN

1. An arrival report shall be given in person, by radiotelephony, via data link or by other means as prescribed by the competent authority as soon as possible moment after landing, to the appropriate air traffic services unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining part of a flight to the destination aerodrome.
    1. Submission of an arrival report is not required after landing on an aerodrome where air traffic services are provided on condition that radio communication or visual signals indicate that the landing has been observed.
2. When a flight plan has been submitted only in respect of a part of a flight, other than the remaining part of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant air traffic services unit.
3. When no air traffic services unit exists at the arrival aerodrome or operating site, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit.
4. When communication measures at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.
5. Arrival reports made by aircraft shall contain the following elements of information:
    1. Aircraft identification;
    2. Departure aerodrome or operating site;
    3. Destination aerodrome or operating site (only in the case of a diversionary landing);
    4. Arrival aerodrome or operating site;
    5. Time of arrival.

ARRIVAL NOTIFICATION FOR CLOSING A FLIGHT PLAN

In addition to the reporting means specified in SERA.4020, any other means can be used to submit an arrival notification provided they meet the following requirements:

1. It is accepted by the designated air traffic service units and it is published in the Aeronautical Information Publication (AIP).
2. It ensures that the air traffic service unit that receives the arrival report can confirm receipt.
3. It ensures that such communication has unmistakably been submitted from the concerned aircraft.

SUBMISSION TIME

Unless a shorter time period has been indicated by the competent authority for domestic VFR flights, the flight plan for any flight operating across international borders or requiring air traffic control services or air traffic advisory service shall be submitted in the following manner:

1. not more than 120 hours prior to the estimated off-block time;

2. at least three hours prior the estimated off-block time for flights that may be subject to air traffic flow management measures;

3. least sixty minutes prior to departure for all other flights not covered in point 2; or

4. if submitted during the flight, at a time that ensures its receipt by the appropriate ATS unit, at least ten minutes before the estimated time of arrival of the aircraft:

- to the intended entry point into a control area or into an area with advisory service; or
- the intended crossing point with an airway or a route with advisory service.

NOTE: All flights operating in its entirety whithin EUR Region (including Canary Islands), may submit the flight plan with more than 24 hours in advance of the EOBT, but not over 120 hours. The date of the flight must be stated by using the "DOF/" (date of flight) indicator in field 18 of the flight plan form.

INSTRUCTIONS FOR THE COMPLETION OF THE FLIGHT PLAN FORM

GENERAL

Adhere closely to the prescribed formats and manner of specifying data.

Commence inserting data in the first space provided. Where excess space is available, leave unused spaces blank.

Insert all clock times in 4 figures UTC.

Insert all estimated elapsed times in 4 figures (hours and minutes).

The shaded area preceding item 3 – shall be completed by ATS and COM services, unless the responsibility for originating flight plan messages has been delegated.

INSTRUCTIONS FOR INSERTION OF ATS DATA

Complete items 7 to 18 and, when so required by the competent authority or otherwise deemed necessary, item 19 as indicated hereunder.

ITEM 7: AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS).

INSERT one of the following aircraft identifications, not exceeding 7 alphanumeric characters and without hyphens or symbols:

1. the ICAO designator for the aircraft operator followed by the flight identification (e.g. KLM511, NGA213, JTR25) when in radiotelephony the call sign to be used by the aircraft consists of the ICAO telephony designator for the operator followed by the flight identification (e.g. KLM511, NIGERIA 213, JESTER 25); or
2. the nationality or common mark and registration mark of the aircraft (e.g. EIAKO, 4XBCD, N2567GA), when:
    1. in radiotelephony the call sign to be used by the aircraft consists of this identification alone (e.g. CGAJS), or preceded by the ICAO telephony designator for the aircraft operator (e.g. BLIZZARD CGAJS);
    2. the aircraft is not equipped with radio; or
3. The registration mark or the radiotelephony call sign when military aircraft on domestic flights are concerned.

ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT (1 OR 2 CHARACTERS).

FLIGHT RULES

INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply:

I	if it is intended that the entire flight is operated under IFR; or

V	if it is intended that the entire flight is operated under VFR; or
Y	if the flight is initially operated under IFR, followed by one or more subsequent changes of flight rules; or
Z	if the flight is initially operated under VFR, followed by one or more subsequent changes of flight rules.

Specify in Item 15 the point or points at which a change of flight rules is planned.

TYPE OF FLIGHT

INSERT one of the following letters to denote the type of flight when so required by the competent authority:

S	if scheduled air service;
N	if non-scheduled air transport operation;
G	if general aviation;
M	if military;
X	if other than any of the defined categories above.

Specify status of a flight following the indicator STS in Item 18, or when necessary to denote other reasons for specific handling by ATS, indicate the reason following the indicator RMK in Item 18.

ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY.

NUMBER OF AIRCRAFT (1 OR 2 CHARACTERS)

INSERT the number of aircraft, if more than one.

TYPE OF AIRCRAFT (2 TO 4 CHARACTERS)

INSERT	the appropriate designator as specified in Doc 8643, Aircraft Type Designators,
OR,	if no such designator has been assigned, or in case of formation flights comprising more than one type, INSERT ZZZZ, and SPECIFY in item 18 the (numbers and) type(s) of aircraft preceded by TYP/.

WAKE TURBULENCE CATEGORY (1 CHARACTER)

INSERT an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:

J	SUPER, to indicate an aircraft type specified as such in ICAO Doc 8643, Aircraft Type Designators. The latest edition only includes the Airbus 380-800 (A388);
H	HEAVY, to indicate an aircraft type with a maximum certified take-off mass of 136 000 kg or more, with the exception of aircraft types listed in ICAO Doc 8643 in the SUPER (J) category;
M	MEDIUM, to indicate an aircraft type with a maximum certified take-off mass of less than 136 000 kg but more than 7 000 kg;
L	LIGHT, to indicate an aircraft type with a maximum certified take-off mass of 7 000 kg or less.

ITEM 10: EQUIPMENT AND CAPABILITIES.

Capabilities comprise the following elements:

1. presence of relevant serviceable equipment on board the aircraft;
2. equipment and capabilities commensurate with flight crew qualifications; and
3. where applicable, authorisation from the competent authority.

RADIO COMMUNICATION, NAVIGATION AND APPROACH AID EQUIPMENT AND CAPABILITIES

INSERT one letter as follows:

N	if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable; or
S	if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable; and/or

INSERT one or more of the following letters to indicate the serviceable COM/ NAV/approach aid equipment and capabilities available:

A	GBAS landing system	K	MLS
B	LPV (APV with SBAS)	L	ILS
C	LORAN C	M1	ATC SATVOICE (INMARSAT)
D	DME	M2	ATC SATVOICE (MTSAT)
E1	FMC WPR ACARS	M3	ATC SATVOICE (Iridium)
E2	D-FIS ACARS	O	VOR
E3	PDC ACARS	P1	CPDLC RCP 400
F	ADF	P2	CPDLC RCP 240
G	GNSS. If any portion of the flight is planned to be conducted under IFR, it refers to GNSS receivers that comply with ICAO Annex 10 Volume I (see Note 2)	P3	SATVOICE RCP 400
H	HF RTF	P4-P9	Reserved for RCP
I	Inertial Navigation	R	PBN approved (see Note 4)
J1	CPDLC ATN VDL Mode 2 (see Note 3)	T	TACAN
J2	CPDLC FANS 1/A HFDL	U	UHF RTF
J3	CPDLC FANS 1/A VDL Mode A	V	VHF RTF
J4	CPDLC FANS 1/A VDL Mode 2	W	RVSM approved (see Note 5)
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	X	MNPS approved (see Note 6)
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Y	VHF with 8,33 kHz channel spacing capability. (see Note 7)
J7	CPDLC FANS 1/A SATCOM (Iridium)	Z	Other equipment carried or other capabilities (see Note 8)

Any alphanumeric characters not indicated above are reserved.

NOTE 1: If the letter S is used, VHF RTF, VOR, and ILS equipment are considered standardized, unless the designated air traffic service provider prescribes a different combination.

NOTE 2: If the letter G is used, the types of external GNSS augmentation, whatever they may be, are specified in item 18 following the NAV/ indicator and separated by a space.

NOTE 3: See the document on Standard Interoperability Requirements for ATN Baseline 1 RTCA/EUROCAE (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services/air traffic control clearances and information/air traffic control communications management/air traffic control microphone verification.

NOTE 4: If the letter R is used, the performance-based navigation levels that can be achieved are specified in item 18 following the PBN/ indicator. The Performance-Based Navigation (PBN) Manual, ICAO Doc. 9613, contains guidance on applying performance-based navigation to specific route segments, routes, or areas.

NOTE 5: The inclusion of the letter W indicates that the aircraft has approval to fly in RVSM airspace. The aircraft registration, preceded by REG/, must be entered in item 18.

Operators of formation flights of State aircraft shall not enter the letter W in item 10 of the ICAO flight plan form, regardless of the RVSM approval status of the aircraft in question. When they intend to operate within RVSM airspace as General Air Traffic (GAT), they shall enter STS/NONRVSM in item 18 of the form.

NOTE 6: The inclusion of the letter X indicates that the aircraft has approval to fly in MNPS airspace. The aircraft registration number, preceded by REG/, must be included in item 18.

NOTE 7: Navigation capability information is provided to ATC for clearance and routing purposes.

NOTE 8: If the letter Z is used, specify any other equipment or capabilities installed on board in item 18, preceded by COM/, NAV/, and/or DAT/, as appropriate.

Operators of P-RNAV-approved aircraft that use only VOR/DME for position determination must enter the letter Z in item 10 of the flight plan and the descriptor EURPRNAV in item 18 of the flight plan, preceded by the indicator NAV/.

For flights conducted wholly or partly in EUR airspace where ATN B1 CPDLC is available but for which an exemption has been granted to the aircraft, the letter Z shall be included in item 10 and the indicator DAT/CPDLCX in item 18 of the flight plan.

NOTE 9: Regarding the use of the alphanumeric characters "P1," "P2," and "P3," it should be noted that the Performance-Based Communications and Surveillance (PBCS) Manual (ICAO Doc. 9869) contains guidance texts on the application of performance-based communication that prescribe RCP for an air traffic service in a specific area.

SURVEILLANCE EQUIPMENT AND CAPABILITIES

INSERT	N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable;
OR	
INSERT	one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

SSR Modes A and C	
A	Transponder – Mode A (4 digits - 4096 codes).
C	Transponder – Mode A (4 digits - 4096 codes) y Mode C.

SSR Mode S	
E	Transponder – Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability.
H	Transponder – Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability.
I	Transponder – Mode S, including aircraft identification, but no pressure-altitude capability.
L	Transponder – Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability.
P	Transponder – Mode S, including pressure-altitude, but no aircraft identification capability.
S	Transponder – Mode S, including both pressure-altitude and aircraft identification capability.
X	Transponder – Mode S with neither aircraft identification nor pressure-altitude capability.

NOTE: Enhanced surveillance capability is the aircraft's ability to transmit downlink data extracted from the aircraft via the Mode S transponder.

ADS-B	
B1	ADS-B with dedicated 1 090 MHz ADS-B 'out' capability.
B2	ADS-B with dedicated 1 090 MHz ADS-B 'out' and 'in' capability.
U1	ADS-B 'out' capability using UAT.
U2	ADS-B 'out' and 'in' capability using UAT.

V1	ADS-B 'out' capability using VDL Mode 4.
V2	ADS-B 'out' and 'in' capability using VDL Mode 4.

ADS-C	
D1	ADS-C with FANS 1/A capabilities.
G1	ADS-C with ATN capabilities.

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

NOTE: Additional surveillance applications should be indicated in item 18 below the SUR/ indicator.

ITEM 13: DEPARTURE AERODROME AND TIME (8 CHARACTERS):

INSERT	the ICAO 4-letter location indicator of the departure aerodrome as specified in Doc 7910, Location Indicators;
OR,	if no location indicator has been assigned, INSERT ZZZZ and SPECIFY, in Item 18: - the name and location of the aerodrome preceded by DEP/; or - the first point of the route or the marker radio beacon preceded by DEP/…, if the aircraft has not taken off from an aerodrome;
OR,	if the flight plan is received from an aircraft in flight,
INSERT	AFIL, and SPECIFY, in Item 18, the ICAO 4-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/.
THEN, WITHOUT A SPACE,	
INSERT	for a flight plan submitted before departure, the estimated off-block time (EOBT),
OR	for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

ITEM 15: ROUTE.

INSERT	the first cruising speed as in (a) and the first cruising level as in (b), without a space between them.
THEN,	following the arrow, INSERT the route description as in (c).

a) Cruising speed (maximum 5 characters)

INSERT the True airspeed for the first or the whole cruising portion of the flight, in terms of:

- Kilometres per hour, expressed as K followed by 4 figures (e.g. K0830), or
- Knots, expressed as N followed by 4 figures (e.g. N0485), or
- True Mach number, when so prescribed by the competent authority, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082).

b) Cruising level (maximum 5 characters)

INSERT the planned cruising level for the first or the whole portion of the route to be flown, in terms of:

- Flight level, expressed as F followed by 3 figures (e.g. F085; F330), or
- Standard metric level in tens of metres, when so prescribed by the competent authority expressed as S followed by 4 figures (e.g.

S1130), or

- Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045; A100), or
- Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840), or
- for uncontrolled VFR flights, the letters VFR.

c) Route (including changes of speed level and/or flight rules)

- Flights along designated ATS routes

INSERT,	if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route,
OR,	if the departure aerodrome is not on or connected to the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.
THEN	
INSERT	each point at which either a change of speed and/or level is planned to commence, or a change of ATS route, and/or a change of flight rules is planned,
FOLLOWED IN EACH CASE	by the designator of the next ATS route segment, even if it is the same as the previous one,
OR	by DCT, if the flight to the next point is outside a designated route, unless both points are defined by geographical coordinates.

- Flights outside designated ATS routes

INSERT	points normally not more than 30 minutes flying time or 370 km (200 NM) apart, including each point at which a change of speed or level, a change of track, or a change of flight rules is planned,
OR,	when required by competent authority(ies),
DEFINE	the track of flights operating predominantly in an east-west direction between 70° N and 70° S by reference to significant points formed by the intersections of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees of longitude. For flights operating in areas outside those latitudes, the tracks shall be defined by significant points formed by the intersection of parallels of latitude with meridians normally spaced at 20 degrees of longitude. The distance between significant points shall, as far as possible, not exceed 1 hour's flight time. Additional significant points shall be established as deemed necessary.
	For flights operating predominantly in a north-south direction, define tracks by reference to significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at 5 degrees.
INSERT	DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance.

USE ONLY the conventions in (1) to (5) below and SEPARATE each sub-item by a space.

1. ATS route (2 to 7 characters)

The coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. BCN1, BI, R14, UB10, KODAP2A).

For IFR/GAT flight plans departing from any Spanish aerodrome, the first route field (after indicating the speed/level group) must be

as follows:

- The code designator of the first significant point of the SID used.
- The code designator of the significant point of the first ATS route to which the flight is headed, when no SID has been published for the departure aerodrome. This point may be preceded by the DCT indicator.

The route field must never include the SID/STAR acronym or any descriptions thereof. This instruction is established due to IFPS operational requirements.

2. Significant point (2 to 11 characters)

The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY), or, if no coded designator has been assigned, one of the following ways:

- Degrees only (7 characters): 2 figures describing latitude in degrees, followed by 'N' (North) or 'S' (South), followed by 3 figures describing longitude in degrees, followed by 'E' (East) or 'W' (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 46N078W.
- Degrees and minutes (11 characters): 4 figures describing latitude in degrees and tens and units of minutes followed by 'N' (North) or 'S' (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by 'E' (East) or 'W' (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W.
- Bearing and distance from a reference point: the identification of the reference point, followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing nautical miles. In areas of high latitude where it is determined by the competent authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros – e.g. a point 180° magnetic at a distance of 40 NM from VOR 'DUB' should be expressed as DUB180040.

3. Change of speed or level (maximum 21 characters)

The point at which a change of speed (5 % TAS or 0,01 Mach or more) or a change of level is planned to commence, expressed exactly as in (2) above, followed by an oblique stroke and both the cruising speed and the cruising level, expressed exactly as in (a) and (b) above, without a space between them, even when only one of these quantities will be changed.

Examples:

- LN/N0284A045
- MAY/N0305FI80
- HADDY/N0420F330
- 4602N07805W/N0500F350
- 46N078W/M082F330
- DUB180040/N0350M0840

4. Change of flight rules (maximum 3 characters)

The point at which the change of flight rules is planned, expressed exactly as in (2) or (3) above as appropriate, followed by a space and one of the following:

- VFR if from IFR to VFR
- IFR if from VFR to IFR

Examples:

LN VFR

LN/N0284A050 IFR

5. Change of Flight Type (GAT/OAT)

The IFPS shall only process those military flights that are operating as IFR/GAT; the IFPS shall not process those military flights or parts thereof operating within the IFPZ under OAT.

The point at which a military flight intends to change to or from GAT shall be a published waypoint from the relevant National AIP, or a set of geographical coordinates

Examples:

N0400F280... AKOVI DCT DENOX OAT T911…

N0460F370... OSB TB1 BIGGE GAT L604…

N0400F330… NOLRU/OAT TB6…

In the first example, the IFPS assumes that the entire route prior DENOX was GAT, so it will only process the route up to DENOX and therefore shall stop route extraction from DENOX onwards.

In the second example, the IFPS assumes that the entire route prior to BIGGE was OAT and therefore shall only begin route extraction from that point onwards.

The IFPS shall accept the terms OAT or GAT when separated from the point at which the change is to take place by a "/", but the IFPS will replace it with a space when processing.

6. Cruise climb (maximum 28 characters)

The letter C followed by an oblique stroke; THEN the point at which cruise climb is planned to start, expressed exactly as in (2) above, followed by an oblique stroke; THEN the speed to be maintained during cruise climb, expressed exactly as in (a) above, followed by the two levels defining the layer to be occupied during cruise climb, each level expressed exactly as in (b) above, or the level above which cruise climb is planned followed by the letters PLUS, without a space between them.

Examples:

C/48N050W/M082F290F350

C/48N050W/M082F290PLUS

C/52N050W/M220F580F620

7. STAY Indicator

The STAY indicator shall be entered into the route when a flight planned a delay to perform special activities (training, approaches, photographic missions, etc.) in an area or over an aerodrome. The STAY indicator shall be placed after the point where the STAY will begin, separated from that point by a space. The STAY indicator shall follow the point at which the STAY is to start, separated from that point by a space. The STAY indicator shall consist of the letters 'STAY', a sequence number followed by a '/', then four numbers giving the time in hours and minutes for which that flight shall be operating under the STAY condition. This time cannot exceed the total estimated elapsed time of the flight (EET). Additionally, the reason for the STAY shall be indicated in item 18 under the indicator STAYINFOn/.

Examples:

…WAL STAY1/0100 WAL…

…WAL STAY1/0100 DCS…

ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME; DESTINATION ALTERNATE AERODROME(S).

DESTINATION AERODROME AND TOTAL ELAPSED TIME (8 CHARACTERS) (1)

INSERT	the ICAO 4-letter location indicator of the destination aerodrome as specified in Doc 7910, Location Indicators,
OR,	if no location indicator has been assigned,
INSERT	ZZZZ and SPECIFY in Item 18 the name and location of the aerodrome, preceded by DEST/.
THEN WITHOUT A SPACE	
INSERT	the total estimated elapsed time.

(1) In the case of a flight plan received from an aircraft in flight, the total estimated elapsed time is counted from the first point of the route to which the flight plan applies to the termination point of the flight plan.

DESTINATION ALTERNATE AERODROME

INSERT	the ICAO 4-letter location indicator(s) of not more than two destination alternate aerodromes, as specified in Doc 7910, Location Indicators, separated by a space,
OR,	if no location indicator has been assigned to the destination alternate aerodrome(s),
INSERT	ZZZZ and SPECIFY in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/.

ITEM 18: OTHER INFORMATION.

NOTE: Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.

Hyphens or oblique strokes should only be used as prescribed below.

INSERT	0 (zero) if no other information,
OR,	any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:
STS/	Reason for special handling by ATS, e.g. a search and rescue mission, as follows: ALTRV: for a flight operated in accordance with an altitude reservation; ATFMX: for a flight approved for exemption from ATFM measures by the competent authority; FFR: firefighting; FLTCK: flight check for calibration of navaids; HAZMAT: for a flight carrying hazardous material; HEAD: a flight with Head of State status; HOSP: for a medical flight declared by medical authorities; HUM: for a flight operating on a humanitarian mission; MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft; MEDEVAC: for a life-critical medical emergency evacuation; NONRVSM: for a non-RVSM-capable flight intending to operate in RVSM airspace; SAR: for a flight engaged in a search and rescue mission; and STATE: for a flight engaged in military, customs, or police services. Other reasons for special handling by ATS shall be denoted under the designator 'RMK/'.

NOTE: Fraudulent use of these designators may be considered a serious breach of procedures with the legal consequences established for such cases by the applicable regulations, including any disciplinary or sanctioning measures that may be appropriate.

PBN/	Indication of RNAV and/or RNP capabilities. Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

RNAV SPECIFICATIONS			
A1	RNAV 10 (RNP 10)	C1	RNAV 2 all permitted sensors
B1	RNAV 5 all permitted sensors	C2	RNAV 2 GNSS
B2	RNAV 5 GNSS	C3	RNAV 2 DME/DME
B3	RNAV 5 DME/DME	C4	RNAV 2 DME/DME/IRU

B4	RNAV 5 VOR/DME	D1	RNAV 1 all permitted sensors
B5	RNAV 5 INS o IRS	D2	RNAV 1 GNSS
B6	RNAV 5 LORANC	D3	RNAV 1 DME/DME
		D4	RNAV 1 DME/DME/IRU

RNP SPECIFICATIONS			
L1	RNP 4	S1	RNP APCH
O1	Basic RNP 1 all permitted sensors	S2	RNP APCH with BARO-VNAV
O2	Basic RNP 1 GNSS	T1	RNP AR APCH with RF (special authorisation required)
O3	Basic RNP 1 DME/DME	T2	RNP AR APCH without RF (special authorisation required)
O4	Basic RNP 1 DME/DME/ IRU		

Combinations of alphanumeric characters not indicated above are reserved.

NAV/	Significant data related to navigation equipment, other than specified in PBN/, as required by the competent authority.	
	Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.	
	Indicate EURPRNAV if the aircraft approved P-RNAV relies solely on VOR/DME for the determination of position. Furthermore, shall insert Z in item 10.	
COM/	Indicate communication equipment and capabilities not specified in Item 10 a).	
DAT/	Indicate data communication equipment and capabilities not specified in Item 10 a) or 'CPDLCX' to indicate exemption granted from the requirement to be equipped with CPDLC-ATN-B1.	
SUR/	Indicate surveillance equipment and capabilities not specified in Item 10 b). Indicate as many RSP specification(s) as apply to the flight, using designator(s) with no space. Multiple RSP specifications are separated by a space. Example: RSP180 RSP400.	
	Insert EUADSBX, EUEHSX, EUELSX, or a combination of them, to indicate exemptions granted for the requirement to be equipped with SSR Mode S transponders or ADS-B transmitters.	
DEP/	Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location as follows:	
	With 4 figures describing latitude in degrees and tens and units of minutes followed by 'N' (North) or 'S' (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by 'E' (East) or 'W' (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W (11 characters).	
	OR,	Bearing and distance from the nearest significant point, as follows:
		The identification of the significant point followed by the bearing from the point in the form of 3 figures giving degrees magnetic, followed by the distance from the point in the form of 3 figures expressing NM. In areas of high latitude where it is determined by the competent authority that reference to degrees magnetic is impractical, degrees true may be used. Make up the correct number of figures, where necessary, by insertion of zeros, e.g. a point of 180° magnetic at a distance of 40 NM from VOR 'DUB' should be expressed as DUB180040.
	OR,	The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/	Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described under DEP/above.
DOF/	The date of flight departure in a 6-figure format (YYMMDD, where YY equals the year, MM equals the month, and DD equals the day).
REG/	The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item 7.
EET/	Significant points or FIR boundary designators and accumulated estimated elapsed times from take-off to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the competent authority. (1) Examples: EET/CAP0745 XYZ0830 EET/EINN0204 (1): It is not mandatory to insert the total estimated elapsed time up to the limits of the FIRs of Madrid and Barcelona.
SEL/	SELCAL Code, for aircraft so equipped.
TYP/	Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9. Example: TYP/2F15 5F5 3B2
CODE/	Aircraft address (expressed in the form of an alphanumerical code of 6 hexadecimal characters) when required by the competent authority. Example: 'F00001' is the lowest aircraft address contained in the specific block administered by ICAO.
RVR/	minimum runway visual range requirement for the flight expressed in 3 figures.
DLE/	En-route delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using 4-figure time in hours and minutes (hhmm). Example: DLE/MDG0030
OPR/	ICAO designator or name of the aircraft operator, if different from the aircraft identification in Item 7.
ORGN/	The originator's 8-letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the competent authority.
PER/	Aircraft performance data, indicated by a single letter as specified in the Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS, Doc 8168), Volume I – Flight Procedures, if so prescribed by the competent authority.
ALTN/	Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/above.
RALT/	ICAO 4-letter indicator(s) for en-route alternate(s), as specified in Doc 7910, Location Indicators, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/above.

TALT/	ICAO 4-letter indicator(s) for take-off alternate, as specified in Doc 7910, Location Indicators, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/above.
RIF/	The route details to the revised destination aerodrome, followed by the ICAO 4-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight. Examples: RIF/DTA HEC KLAX RIF/ESP G94 CLA YPPH
STAYINFOn/	Indication of the reason for the STAY inserted in the route. Examples: STAYINFO1/CALIBRATION OF WAL STAYINFO1/MULTIPLE IFR APPROACHES AT…
RFP/	indication of the number of the replacement flight plans submitted in format 'Q' followed by 1 figure indicating the iteration of replacement. Examples: RFP/Q2.
RMK/	Any other plain-language remarks when required by the competent authority or deemed necessary.

NOTE: The indicators described above will be used without prejudice to Community regulations establishing other additional indicators.

ITEM 19: SUPPLEMENTARY INFORMATION.

ENDURANCE

After E/	INSERT a 4-figure group giving the fuel endurance in hours and minutes.

PERSONS ON BOARD

After P/	INSERT the total number of persons (passengers and crew) on board, when required by the competent authority. INSERT TBN (to be notified) if the total number of persons is not known at the time of filing.

EMERGENCY AND SURVIVAL EQUIPMENT

R/ (RADIO)	CROSS OUT U if UHF on frequency 243,0 MHz is not available. CROSS OUT V if VHF on frequency 121,5 MHz is not available. CROSS OUT E if emergency locator transmitter (ELT) is not available.
S/ (SURVIVAL EQUIPMENT)	CROSS OUT all indicators if survival equipment is not carried. CROSS OUT P if polar survival equipment is not carried. CROSS OUT D if desert survival equipment is not carried. CROSS OUT M if maritime survival equipment is not carried. CROSS OUT J if jungle survival equipment is not carried.
J/ (JACKETS)	CROSS OUT all indicators if life jackets are not carried. CROSS OUT L if life jackets are not equipped with lights. CROSS OUT F if life jackets are not equipped with fluorescence. CROSS OUT U or V or both as in R/above to indicate radio capability of jackets, if any.

D/ (DINGHIES) (NUMBER)	CROSS OUT indicators D and C if no dinghies are carried; or INSERT number of dinghies carried; and (CAPACITY) – INSERT total capacity, in persons, of all dinghies carried; and (COVER) – CROSS OUT indicator C if dinghies are not covered; and (COLOUR) – INSERT colour of dinghies if carried.
A/ (AIRCRAFT COLOUR AND MARKINGS)	INSERT colour of aircraft and significant markings.
N/ (REMARKS)	CROSS OUT indicator N if no remarks, or INDICATE any other survival equipment carried and any other remarks regarding survival equipment.
C/ (PILOT)	INSERT name of pilot-in-command.

FILED BY

INSERT the name of the unit, the agency or the person filing the flight plan.

ACCEPTANCE OF THE FLIGHT PLAN

Indicate acceptance of the flight plan in the manner prescribed by the appropriate ATS authority.

INSTRUCTIONS TO INSERT COM DATA

Item to be completed

Complete the top two shaded lines of the form, and **complete** the third shaded line only when necessary. For addressing of flight plans and associated messages see ENR 1.11.

FILED FLIGHT PLAN REQUEST

ATS units needing a FPL IFR/GAT can request it with a RQP message which should be transmitted to both IFPS addresses (see ENR 1.11). IFPS will return to the originator of a RQP message either:

- the requested FPL, with the indication "SRC/RQP" in item 18;
- or, on REJ message with an error indication that there is no FPL to match the query.

  Example: (RQP-BAW123-EGLL-LIRF).

SUPPLEMENTARY INFORMATION REQUEST

To request supplementary information relating to a FPL **affected by IFPS**, an ATS unit should contact the IFPS Supervisor and should send a **RQS** message to both IFPS.

To request supplementary information relating to an FPL **not affected by IFPS**, an ATS unit should send a **RQS** message to the corresponding ARO of the departure aerodrome, and in case of an AFIL flight plan, to the Air Traffic Services Unit indicated in the flight plan message.

EUR RVSM INFORMATION

The EUR RVSM flight planning requirements for the completion of the ICAO Flight Plan Form and the repetitive Flight Plan are

contained in the ICAO EUR Regional Supplementary Procedures (Doc 7030/4 - EUR).

Furthermore, the following requirements are in addition to the flight plan requirements contained in the previous document:

- In the same manner as we do with military operations, operators of customs or police aircraft must insert the letter M in item 8 of the ICAO Flight Plan Form.

INDICATION IN THE FLIGHT PLAN OF RVSM APPROVAL STATUS:

- Insert the letter W in item 10 of the FPL for RVSM approved aircraft intending to operate within the planned EUR RVSM airspace regardless of the requested flight levels.
- In the field route (item 15 of FPL) insert the speed/flight level at the entry/exit point of EUR RVSM airspace.
- For a non-RVSM approved State aircraft the indicator STS/NONRVSM must be inserted in item 18 of ICAO FPL.
- Operators of State aircraft on formation flights must not insert the letter W in item 10 of the ICAO FPL, regardless of the RVSM approval status of the aircraft concerned. Operators of State aircraft on formation flights intending to operate within the EUR RVSM airspace as general air traffic (GAT) must include STS/NONRVSM in item 18 of the FPL.
- Regarding the Repetitive Flight Plans (RPL), the RVSM approval status must be included in item Q of the RPL. RVSM approved flights must include in EQPT/ the letter W together with all other equipment and capability information in conformity with item 10 of the FPL.

FLIGHT PLAN ASSOCIATED MESSAGES

MODIFICATION MESSAGE (CHG)

A CHG message shall be transmitted when any change is to be made to basic flight plan data contained in previously transmitted FPL or RPL data. The CHG message shall be sent to those recipients of basic flight plan data which are affected by the change. Relevant revised basic flight plan data shall be provided to such affected entities not previously having received this.

There are certain items in the flight plan that cannot be modified by a CHG message. These items are the following:

- Aircraft Identification.
- Aerodrome of Departure.
- Aerodrome of Destination.
- Estimated Off-Block Date.
- Estimated Off-Block Time (*).

(*) For any advance in the EOBT of more than 15 minutes,the former flight plan must be cancelled and a new one must be submitted; however if the modification to the EOBT means a delay with regard to that stated in the FPL, a DLA message must be submitted.

NOTE: IFPS accepts to amend the EOBT to a later time with a CHG message, however, according with our Reglamento de Circulación Aérea, a delay of the original EOBT must be notified with a DLA message.

A modification to any of these items will imply a cancellation of the original FPL and the submission of a new FPL. Any other fields may be modified by means of a modification message (CHG).

CANCELLATION MESSAGE (CNL)

Once a FPL has been submitted and addressed, any modification to the following items will originate a cancellation message (CNL) of the original FPL and the submission of a new one:

- Aircraft Identification.
- Departure Aerodrome.
- Destination Aerodrome.
- Estimated Off-Block Date.
- EOBT (only in case of an advance). It is very important that the originator cancels its FPL:

- as soon as he knows the flight is not going to operate, Or
- before submitting a flight plan that replaces it.

DELAY MESSAGE (DLA)

In the event of a delay in excess of fifteen (15) minutes in the estimated off-block time, for an IFR flight (except if the IFR flight has a SLOT allocated) or in excess of thirty (30) minutes for a VFR controlled flight, or in excess of sixty (60) minutes for a VFR uncontrolled flight, a DLA message must be sent. Once this period has passed, if the flight plan originator has taken no actions, the FPL will be cancelled automatically.

- IFR flights with a SLOT allocated:
  1. with a delay in excess of 30 minutes of the EOBT, a delay message must be sent (DLA).
  2. with a delay in excess of 15 minutes and not higher than 30 minutes, a SLOT revision request (SRR) must be sent by the originator.

DEPARTURE MESSAGE (DEP)

1. Departure messages will not be sent for IFR flights departing from Spanish airports to airports within the EUR region.
2. Departure messages are not needed as well, for IFR flights departing from the mentioned region with destination Spanish airports.
3. Departures messages will be sent always for VFR flights, and for IFR flights when required.

ARRIVAL MESSAGE (ARR)

This message will be sent always for VFR flights.

An ARR message will be sent for IFR flights:

- when specifically required by the aircraft operator or an ATS unit,
- when landing at alternate aerodrome or other different from the destination one.

The IFPS will address an ARR message for flights which have landed to an aerodrome other than their original aerodrome of destination to all ATC units in receipt of the original flight.

If a flight diverts back to its aerodrome of origin for technical or other reasons, a "Diversion" Arrival (ARR) message shall be sent.

The plan of the diverted flight will be "closed" in the NM systems. The normal practice is to file a replacement flight plan using the original aircraft identification (ARCID).

IDENTIFICATION OF REPLACEMENT FLIGHT PLANS (RFP). EUR REGION

FF-ICE FLIGHT PLANNING

Definitions

1. Flight and flow — information for a collaborative environment (FF-ICE): Information necessary for planning, coordination, and notification of flights, exchanged in a standardized format between members of the ATM community, including those involved in flight operations and aerodrome operations.
2. Flight and flow — information for a collaborative environment (FF-ICE) services. A set of services established for the purposes of facilitating the exchange of FF-ICE, accurate assessment of demands, appropriate resource planning, and optimizing flight planning and execution.
3. Flight and flow — information for a collaborative environment (FF-ICE) services unit. A unit designated by the appropriate ATS authority for the provision of FF-ICE services.
4. Filed flight plan (FPL or eFPL). The latest flight plan as submitted by the pilot, an operator or a designated representative for use by ATS units.
   Note.— The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.

5. Globally unique flight identifier (GUFI). An unchangeable data element associated with a flight that allows all eligible members of the ATM community to unambiguously refer to information pertaining to the flight.

FF-ICE Services

1. FF-ICE operates within a system-wide information management (SWIM) operational environment in which the main procedures and processes are described in terms of services.
2. EUROCONTROL Network Manager (NM) is the designated FF-ICE services unit for the IFPS Zone and provides the following FF-ICE services:
   a. Filing service: the evaluation of a filed flight plan (eFPL) for the provision of air traffic services and indication of flight plan acceptability.
   b. Trial service: the evaluation of a trial request with respect to flight plan acceptability and, where practicable, the indication of applicable restrictions and resultant constraints on the flight.
   Note: The trial service offers an opportunity for an operator or designated representative to submit "what-if" scenarios and to receive feedback from an FF-ICE services unit, prior to submitting an eFPL or flight plan update.
   c. Flight data request service: the provision of data regarding a specific flight such as the latest version of a filed flight plan or search and rescue data upon request by an eligible recipient.
   d. Notification service: the provision of data regarding a certain flight event such as departure and arrival to required recipients.
   e. Publication service: the publication of FF-ICE data for access by authorized subscribers.
3. Detailed descriptions of the NM FF-ICE services are available in the European SWIM registry.
4. An NM B2B certificate is required to make use of the FF-ICE services provided by NM via their B2B (Business to Business) Services.
5. NM provides a translation service whereby all eFPL messages are translated to the FPL message format. Operators may make use of the FF-ICE translation and delivery service provided by NM to address translated FPL messages to ATS units outside of the IFPZ.

FF-ICE Messages

1. FF-ICE messages are used to exchange FF-ICE information and are described in the following table:

Message	Description
Submission Response	A response message indicating whether a submitted FF-ICE message is valid or not. In case of rejection, it also indicates the reason.
Trial Request	A query to evaluate a flight plan under consideration for an intended flight.
Trial Response	A response to a validated Trial Request message indicating the expected flight plan acceptability and, where practicable, applicable restrictions and constraints.
Filed Flight Plan (eFPL)	A flight plan (to be) submitted as a request for air traffic services.
Filing Status	A response to a validated eFPL message indicating the flight plan acceptability.
Flight Plan Update	An update to the information contained in a previously submitted flight plan.
Flight Cancellation	An instruction to cancel and remove a previously submitted flight plan.
Flight Data Request	A query for flight plan or search and rescue information for a particular flight.
Flight Data Response	A response to a validated Flight Data Request message, which includes the requested data.
Flight Departure	A notification that a flight has departed.
Flight Arrival	A notification that a flight has landed.

2. The Flight Information Exchange Model (FIXM) provides individual exchange schema for each of the FF-ICE messages.
3. Further details on the format, fields and content are provided in the NM B2B Reference Manual and the FIXM User Manual.

FF-ICE Requirements

1. General air traffic, operating under IFR must submit eFPLs using the FF-ICE services provided by NM, instead of FPL messages.
2. For all operators an eFPL message shall include, as a minimum (civil aircraft operating as general air traffic fully under IFR have additional requirements):
   a. The GUFI.
   b. The operator flight plan version.
   c. The flight data items required for FPLs as prescribed by the provisions in ICAO Annex 2 Section 3.3.2, ICAO Doc 4444 PANS-ATM Appendix 2 and this AIP Section ENR 1.10 Instructions for the completion of the flight plan form.
3. Civil aircraft operating as general air traffic fully under IFR are additionally required to include the following in their eFPL:
   a. Expanded route and 4D trajectory.
   b. Flight specific performance data consisting of performance climb and descent profiles and climb and descent speed schedules.
   c. Estimated aircraft take-off mass.
4. For state aircraft operating as general air traffic fully under IFR and general air traffic operating under mixed IFR and VFR, the inclusion of items 3) a., b. and c. in eFPLs is optional.
5. Details on the expression of route/trajectory information in an FF-ICE flight plan are provided in the EUROCONTROL Network Manager IFPS Users Manual. When providing a trajectory in an FF-ICE flight plan, the full trajectory from aerodrome of departure to aerodrome of destination must be provided.
6. The operator, or its designated representative, is required to generate and allocate a GUFI to its FF-ICE flight plan. The provision of the GUFI is mandatory when using the filing service and the notification service.
7. The operator flight plan version number is a mandatory element when submitting eFPLs and any subsequent updates. The version number shall be incremented by the operator or their designated representative with every update to the flight plan.

FF-ICE Flight Planning Procedures

1. Submission, update and cancellation of FF-ICE Flight Plans:
   a. FF-ICE flight plans are submitted, updated and cancelled using the FF-ICE filing service.
   b. Upon processing of an FF-ICE flight plan submission or update, NM provides feedback via a submission response and filing status. In the case of an FF-ICE flight plan cancellation, NM provides feedback via a submission response only.
2. Use of the FF-ICE Trial Service:
   a. The trial service is initiated through the submission of a trial request.
   b. Upon processing of an FF-ICE trial request, NM provides feedback via a submission response and a trial response.
3. Use of the FF-ICE Flight Data Request Service:
   a. The use of the FF-ICE flight data request service enables users to request:
      - A copy of accepted eFPLs.
      - A copy of supplementary flight plan data.
      - A copy of the latest filing status for the flight.
      - The submission response status.
4. The notification service is used to enable users to transmit departure and arrival notification information to NM.
5. The data publication service is used to enable subscribers to obtain information about flights relevant to their operations.
6. FF-ICE flight plan re-evaluation:
   a. NM performs re-evaluation of FF-ICE flight plans to determine whether flight plans remain in compliance with published restrictions or ATM measures that that may have been applied or modified since the flight plan was last evaluated.
   b. The IFPS performs re-evaluation of eFPLs in the same way that it revalidates FPLs/IFPLs, with all valid flight plans subjected to

the same process, same criteria and same possible outcome.

c. The re-evaluation process applies to all processed eFPLs that received an ACK submission status and ACCEPTABLE filing status.

d. Operators should make use of the NM B2B Publish/Subscribe services that will provide updates to the eFPL's filing status, to maintain awareness of the re-evaluation results.

7. Further details on the NM implementation and provision of FF-ICE services and related procedures are provided in the NM IFPS Users Manual.

FURTHER INFORMATION

1. Further information on FF-ICE, the NM implementation and associated procedures can be found in the following:

a. EUROCONTROL FF-ICE webpage https://eurocontrol.int/ffice.

b. EUROCONTROL Network Manager IFPS Users Manual https://www.eurocontrol.int/publication/ifps-users-manual.

c. EUROCONTROL NM B2B Reference Manual.

d. European SWIM Registry https://eur-registry.swim.aero/home.

e. FIXM User Manual https://docs.fixm.aero/#/.

2. The EUROCONTROL Network Manager will provide a flight plan translation service for the FIR/UIR in the IFPZ where FF-ICE/R1 is not mandated and as transition arrangements until full implementation by the concerned states.

APPLICATION OF THE PROCEDURE

This procedure is applicable to all flights subject to Air Traffic Flow Management (ATFM), as long as, during the pre-flight stage, an alternate route is chosen between the same departure and destination aerodromes in order to avoid delays.

To avoid excessive use of the procedure, the pre-flight stage is defined as Estimated Off-Block Time (EOBT) minus 4 hours. The last RFP will be submitted at least 30 minutes before EOBT.

DESCRIPTION OF PROCEDURE

When a repetitive flight plan (RPL) or an individual flight plan (FPL) has been filed and, in the pre-flight stage, an alternate route is selected between the same aerodromes of departure and destination, the operator or pilot shall:

1. originate a cancellation message (CNL) which shall immediately be transmitted with the priority "DD" to all addressees concerned by the previous flight plan, and

2. file a replacement flight plan in the form of an FPL which shall be transmitted after the cancellation (CNL) with a slight delay of at least 5 minutes, although it is recomended to wait until receipt of an ACK for the CNL message before sending the RFP.

The replacement flight plan shall contain inter alia the original identification, the complete new route in item 15 and, as the last element in item 18, the indication "RFP/Qn", where "n" corresponds to the sequence number relating to the RFP.

OTHERS PROCEDURES

For flight planning additional procedures in free route airspace see ENR 1.3.

1. ESPACIOS AÉREOS // AIR SPACES

1.1 - UIR

UIR BARCELONA	
LÍMITES LATERALES // LATERAL LIMITS	4242N 00004W, frontera hispano-francesa hasta 4226N 00310E, 4225N 00314E, 4200N 00440E, 3900N 00440E, 3820N 00345E, 3615N 00130W, 3550N 00206W, 3944N 00106W, 4242N 00004W. // 4242N 00004W, Spanish-French border up to 4226N 00310E, 4225N 00314E, 4200N 00440E, 3900N, 00440E, 3820N 00345E, 3615N 00130W, 3550N 00206W, 3944N 00106W, 4242N 00004W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-UNL Fuera de otros espacios clasificados // Outside other classified airspace: FL660-UNL.....G FL195-FL660.....C
DEPENDENCIA ATS 1 // ATS UNIT 1	BARCELONA ACC
DISTINTIVO DE LLAMADA // CALL SIGN	Barcelona Control
FREQ	Ver apartado 2 // See item 2
DEPENDENCIA ATS 2 // ATS UNIT 2	SEVILLA ACC
DISTINTIVO DE LLAMADA // CALL SIGN	Sevilla Control
FREQ	Ver apartado 2 // See item 2
OBSERVACIONES // REMARKS	-

UIR CANARIAS	
UIR CANARIAS PARTE 1	
LÍMITES LATERALES // LATERAL LIMITS	3000N 02500W, 3000N 02000W, 3139N 01725W, desde este punto siguiendo un arco de circunferencia de 100 NM de radio centrado en 3304N 01621W hasta 3130N 01545W, 3000N 01230W, 2740N 01310W, 2740N 01114W, 2120N 01400W, 2120N 01655W, límite UIR DAKAR hasta 2047N 01704W, 1900N 01900W, 2400N 02500W, 3000N 02500W. // 3000N 02500W, 3000N 02000W, 3139N 01725W, from this point following circle radius arc of 100 NM centred on 3304N 01621W up to 3130N 01545W, 3000N 01230W, 2740N 01310W, 2740N 01114W, 2120N 01400W, 2120N 01655W, border UIR DAKAR up to 2047N 01704W, 1900N 01900W, 2400N 02500W, 3000N 02500W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL245-UNL Fuera de otros espacios clasificados // Outside other classified airspace: FL660-UNL .....G FL245-FL660 C

UIR CANARIAS PARTE 2	
LÍMITES LATERALES // LATERAL LIMITS	3000N 02500W, 3000N 02000W, 3139N 01725W desde este punto siguiendo un arco de circunferencia de 100 NM de radio centrado en 3304N 01621W hasta 3130N 01545W, 3000N 01230W, 2740N 01310W, 2740N 01114W, 2740N 00840W, 2600N 00840W, 2600N 01200W, 2330N 01200W, límite FIR DAKAR hasta 2120N 01400W, 2120N 01655W, 2047N 01704W, 1900N 01900W, 2400N 02500W. // 3000N 02500W, 3000N 02000W, 3139N 01725W, from this point following a circle radius arc of 100 NM centred on 3304N 01621W up to 3130N 01545W, 3000N 01230W, 2740N 01310W, 2740N 01114W, 2740N 00840W, 2600N 00840W, 2600N 01200W, 2330N 01200W limit FIR DAKAR up to 2120N 01400W, 2120N 01655W, 2047N 01704W, 1900N 01900W, 2400N 02500W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245, fuera de otros espacios clasificados // outside other classified airspace.....C
DEPENDENCIA ATS // ATS UNIT 1	CANARIAS ACC
DISTINTIVO DE LLAMADA // CALL SIGN 1	Canarias Control
DEPENDENCIA ATS // ATS UNIT 2	CANARIAS ACC/FIC
DISTINTIVO DE LLAMADA // CALL SIGN 2	Canarias Radio, Atlántico Sur // South Atlantic
DEPENDENCIA ATS // ATS UNIT 3	CANARIAS ACC/FIC
DISTINTIVO DE LLAMADA // CALL SIGN 3	Canarias Radio, Atlántico Norte // North Atlantic
FREQ	Ver apartado 2 // See item 2
OBSERVACIONES // REMARKS	-

UIR MADRID	
LÍMITES LATERALES // LATERAL LIMITS	4500N 01300W, 4500N 00800W, 4420N 00400W, 4335N 00147W, 4323N 00147W, frontera hispano- francesa hasta 4242N 00004W, 3944N 00106W, 3550N 00206W, 3550N 00723W, 3558N 00723W, por el meridiano 00723W siguiendo la frontera hispano-portuguesa hasta su extremo NW en la costa del Atlántico hasta 4200N 01000W, 4300N 01300W, 4500N 01300W. // 4500N 01300W, 4500N 00800W, 4420N 00400W, 4335N 00147W, 4323N 00147W, Spanish-French border up to 4242N 00004W, 3944N 00106W, 3550N 00206W, 3550N 00723W, 3558N 00723W, by the meridian 00723W following the Portuguese-Spanish border up to the NW edge on the Atlantic coast up to 4200N 01000W, 4300N 01300W, 4500N 01300W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-UNL Fuera de otros espacios clasificados // Outside other classified airspace: FL660-UNL.....G FL195-FL660.....C
DEPENDENCIA ATS 1 // ATS UNIT 1	MADRID ACC
DISTINTIVO DE LLAMADA // CALL SIGN	Madrid Control

FREQ	Ver apartado 2 // See item 2
DEPENDENCIA ATS 2 // ATS UNIT 2	SEVILLA ACC
DISTINTIVO DE LLAMADA // CALL SIGN	Sevilla Control
FREQ	Ver apartado 2 // See item 2
OBSERVACIONES // REMARKS	-

1.2 - FIR

FIR BARCELONA	
LÍMITES LATERALES // LATERAL LIMITS	4242N 00004W, frontera hispano-francesa hasta 4226N 00310E, 4225N 00314E, 4200N 00440E, 3900N 00440E, 3820N 00345E, 3615N 00130W, 3550N 00206W, 3944N 00106W, 4242N 00004W. // 4242N 00004W, Spanish-French border up to 4226N 00310E, 4225N 00314E, 4200N 00440E, 3900N 00440E, 3820N 00345E, 3615N 00130W, 3550N 00206W, 3944N 00106W, 4242N 00004W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	SFC-FL195 Fuera de otros espacios clasificados // Outside other classified airspace: FL145-FL195.....C; excepto, el área dentro de los límites // except the zone within the boundaries 422042N 0001144W, 424200N 0000400W, frontera hispano-francesa hasta // Spanish- French border up to 424233N 0002338E, 421240N 0001521E, 422042N 0001144W.....E SFC-FL145.....G
DEPENDENCIA ATS 1 // ATS UNIT 1	BARCELONA ACC
DISTINTIVO DE LLAMADA // CALL SIGN	Barcelona Control
FREQ	Ver apartado 2 // See item 2
DEPENDENCIA ATS 2 // ATS UNIT 2	SEVILLA ACC
DISTINTIVO DE LLAMADA // CALL SIGN	Sevilla Control
FREQ	Ver apartado 2 // See item 2
OBSERVACIONES // REMARKS	-

FIR CANARIAS

LÍMITES LATERALES // LATERAL LIMITS	3000N 02500W, 3000N 02000W, 3139N 01725W desde este punto siguiendo un arco de circunferencia de 100 NM de radio centrado en 3304N 01621W hasta 3130N 01545W, 3000N 01230W, 2740N 01310W, 2740N 01114W, 2740N 00840W, 2600N 00840W, 2600N 01200W, 2330N 01200W, límite FIR DAKAR hasta 2120N 01400W, 2120N 01655W, 2047N 01704W, 1900N 01900W, 2400N 02500W. // 3000N 02500W, 3000N 02000W, 3139N 01725W, from this point following a circle radius arc of 100 NM centred on 3304N 01621W up to 3130N 01545W, 3000N 01230W, 2740N 01310W, 2740N 01114W, 2740N 00840W, 2600N 00840W, 2600N 01200W, 2330N 01200W limit FIR DAKAR up to 2120N 01400W, 2120N 01655W, 2047N 01704W, 1900N 01900W, 2400N 02500W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	SFC-FL195 Fuera de otros espacios clasificados // Outside other classified airspace: FL145-FL195.....C SFC-FL145.....G
ÁREA SAHARA	
LÍMITES LATERALES // LATERAL LIMITS	2740N 01310W, 2740N 01114W, 2740N 00840W, 2600N 00840W, 2600N 01200W, 2330N 01200W, límite // limit FIR DAKAR hasta // up to 2120N 01400W, 2120N 01655W, 2500N 01547W, 2500N 01530W, 2722N 01342W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	SFC-FL195.....G
DEPENDENCIA ATS // ATS UNIT 1	CANARIAS ACC
DISTINTIVO DE LLAMADA // CALL SIGN 1	Canarias Control
DEPENDENCIA ATS // ATS UNIT 2	CANARIAS ACC/FIC
DISTINTIVO DE LLAMADA // CALL SIGN 2	Canarias Radio, Atlántico Sur // South Atlantic
DEPENDENCIA ATS // ATS UNIT 3	CANARIAS ACC/FIC
DISTINTIVO DE LLAMADA // CALL SIGN 3	Canarias Radio, Atlántico Norte // North Atlantic
FREQ	Ver apartado 2 // See item 2
OBSERVACIONES // REMARKS	-
ZONA // AREA A1 (RMZ) (TMZ)	
LÍMITES LATERALES // LATERAL LIMITS	274833N 0152920W, 274449N 0153052W, desde este punto siguiendo un arco de 2.0 NM centrado en 274647N 0153024W y sentido horario hasta 274833N 0152920W. // 274833N 0152920W, 274449N 0153052W, from this point following an arc of 2.0 NM radius centred on 274647N 0153024W and clockwise to 274833N 0152920W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	SFC -2400 ft AMSL....G
ZONA // AREA B (RMZ) (TMZ)	

LÍMITES LATERALES // LATERAL LIMITS	274853N 0153328W, 274847N 0153030W, desde este punto siguiendo un arco de 2.0 NM centrado en 274647N 0153024W y sentido antihorario hasta 274620N 0153236W, 274620N 0153603W, 274853N 0153328W. // 274853N 0153328W, 274847N 0153030W, from this point following an arc of 2.0 NM radius centred on 274647N 0153024W and anticlockwise to 274620N 0153236W, 274620N 0153603W, 274853N 0153328W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	SFC-3300 ft AMSL....G
ZONA // AREA C (RMZ) (TMZ)	
LÍMITES LATERALES // LATERAL LIMITS	275500N 0155000W, 274700N 0155000W, 274314N 0153719W, 274554N 0153630W, 274853N 0153328W, 274900N 0153630W, 275500N 0155000W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	SFC-3500 ft AMSL....G

FIR MADRID	
LÍMITES LATERALES // LATERAL LIMITS	4500N 01300W, 4500N 00800W, 4420N 00400W, 4335N 00147W, 4323N 00147W frontera hispano-francesa hasta 4242N 00004W, 3944N 00106W, 3550N 00206W, 3550N 00723W, 3558N 00723W, por el meridiano 00723W siguiendo la frontera hispano-portuguesa hasta su extremo NW en la costa del Atlántico hasta 4200N 01000W, 4300N 01300W, 4500N 01300W. // 4500N 01300W, 4500N 00800W, 4420N 00400W, 4335N 00147W, 4323N 00147W Spanish-French border up to 4242N 00004W, 3944N 00106W, 3550N 00206W, 3550N 00723W, 3558N 00723W, by the meridian 00723W following the Portuguese-Spanish border up to the NW edge on the Atlantic coast up to 4200N 01000W, 4300N 01300W, 4500N 01300W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	SFC-FL195 Fuera de otros espacios clasificados // Outside other classified airspace: FL145-FL195.....C; excepto el área dentro de los límites // except the zone within the boundaries 430534N 0011734W, 424742N 0011518 W, 424408N 0011726W, 422042N 0001144W, 424200N 0000400W, frontera hispano-francesa hasta// Spanish-French border up to, 430534N 0011734W.....E SFC-FL145.....G
DEPENDENCIA ATS 1 // ATS UNIT 1	MADRID ACC
DISTINTIVO DE LLAMADA // CALL SIGN	Madrid Control
FREQ	Ver apartado 2 // See item 2
DEPENDENCIA ATS 2 // ATS UNIT 2	SEVILLA ACC
DISTINTIVO DE LLAMADA // CALL SIGN	Sevilla Control
FREQ	Ver apartado 2 // See item 2
OBSERVACIONES // REMARKS	-

1.3 - TMA

TMA ALMERIA	
LÍMITES LATERALES // LATERAL LIMITS	Círculo de radio 28 NM centrado en el VOR/DME AMR // 28 NM circle radius centred on VOR/DME AMR.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1000 ft AGL; Límite superior // Upper limit CTR-FL145 D
DEPENDENCIA ATS // ATS UNIT	ALMERÍA TWR
DISTINTIVO DE LLAMADA // CALL SIGN	Almería Torre // Tower
FREQ	Ver apartado 2.2 // See item 2.2
OBSERVACIONES // REMARKS	-

TMA ASTURIAS	
LÍMITES LATERALES // LATERAL LIMITS	440258.1N 0060739.8W; 440508.1N 0060811.8W; arco de 32.2 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 435242.8N 0052453.1N; 435124.1W 0052719.5W; arco de 30 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 433215.2N 0051913.2W; 433209.5N 0051611.9W; arco de 32.2 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 431615.4N 0052303.7W; 431726.2N 0052536.3W; arco de 30 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 433523.7N 0064137.2W; 433532.8N 0064503.2W; arco de 32.2 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 435101.5N 0063806.5W; 434940.7N 0063511.8W, arco de 30 NM centrado en 433325.5N 0060026.4W y sentido horario; 440258.1N 0060739.8W. // 440258.1N 0060739.8W; 440508.1N 0060811.8W; arc of 32.2 NM centred on 433325.5N 0060026.4W and clockwise up to 435242.8N 0052453.1W; 435124.1N 0052719.5W; arc of 30 NM centred on 433325.5N 0060026.4W and clockwise up to 433215.2N 0051913.2W; 433209.5N 0051611.9W; arc of 32.2 NM centred on 433325.5N 0060026.4W and clockwise up to 431615.4N 0052303.7W; 431726.2N 0052536.3W; arc of 30 NM centred on 433325.5N 0060026.4W and clockwise up to 433523.7N 0064137.2W; 433532.8N 0064503.2W; arc of 32.2 NM centred on 433325.5N 0060026.4W and clockwise up to 435101.5N 0063806.5W; 434940.7N 0063511.8W, arc of 30 NM centred on 433325.5N 0060026.4W and clockwise up to 440258.1N 0060739.8W
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL155.....C Límite inferior de cada sector del / / Lower limit of each sector of TMA -FL145…D
TAST-1	

LÍMITES LATERALES // LATERAL LIMITS	433358.7N 0064140.8W; arco de 30 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 433638.0N 0051924.5W; 433539.7N 0053143.3W; arco de 21 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 431850.0N 0053943.1W; 431837.5N 0054405.6W; 432145.0N 0054730.9W; arco de 15 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 431919.4N 0055326.0W; 432451.0N 0055610.3W; 432930.2N 0060806.1W 433105.7N 0060548.6W; 432623.0N 0055139.0W; 432623.0N 0054259.0W; 433252.0N 0054013.0W; 434530.0N 0054203.4W; arco de 18 NM centrado en 433325.5N 0060026.4W y sentido antihorario hasta seguir línea de costa; 433358.7N 0064140.8W. // 433358.7N 0064140.8W; arc of 30 NM centred on 433325.5N 0060026.4W and clockwise up to 433638.0N 0051924.5W; 433539.7N 0053143.3W; arc of 21 NM centred on 433325.5N 0060026.4W and clockwise 431850.0N 0053943.1W; 431837.5N 0054405.6W; 432145.0N 0054730.9W; arc of15 NM centred on 433325.5N 0060026.4W and clockwise up to 431919.4N 0055326.0W; 432451.0N 0055610.3W; 432930.2N 0060806.1W 433105.7N 0060548.6W; 432623.0N 0055139.0W; 432623.0N 0054259.0W; 433252.0N 0054013.0W; 434530.0N 0054203.4W; arc of 18 NM centred on 433325.5N 0060026.4W and anticlockwise up to following the coast; 433358.7N 0064140.8W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155..... C 3000 ft AMSL - FL145…D
TAST-2	
LÍMITES LATERALES // LATERAL LIMITS	433334.9N 0062511.0W; arco de 18 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 434530.0N 0054203.4W; 433252.0N 0054013.0W; 434008.0N 0061515.0W; 433457.0N 0061724.0W; 433343.4N 0061859.7W; 433344.8N 0062045.2W; seguir línea de costa; 433334.9N 0062511.0W. // 433334.9N 0062511.0W; arc of 18 NM centred on 433325.5N 0060026.4W and clockwise up to 434530.0N 0054203.4W; 433252.0N 0054013.0W; 434008.0N 0061515.0W; 433457.0N 0061724.0W; 433343.4N 0061859.7W; 433344.8N 0062045.2W; following the coast; 433334.9N 0062511.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155..... C 1500 ft AMSL - FL145…D
TAST-3	
LÍMITES LATERALES // LATERAL LIMITS	431850.0N 0053943.1W; arco de 21 NM centrado en 433325.5N 0060026.4W y sentido antihorario hasta 433539.7N 0053143.3W; 433638.0N 0051924.5W; arco de 30 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 431933.6N 0052355.8W; 431850.0N 0053943.1W. // 431850.0N 0053943.1W; arc of 21 NM centred on 433325.5N 0060026.4W and anticlockwise up to 433539.7N 0053143.3W; 433638.0N 0051924.5W; arc of 30 NM centred on 433325.5N 0060026.4W and clockwise up to 431933.6N 0052355.8W; 431850.0N 0053943.1W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155..... C 4500 ft AMSL - FL145… D

TAST-4	
LÍMITES LATERALES // LATERAL LIMITS	432451.0N 0055610.3W; 431919.4N 0055326.0W; arco de 15 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 432002.5N 0060943.6W; 432759.4N 0060412.6W; 432451.0N 0055610.3W. // 432451.0N 0055610.3W; 431919.4N 0055326.0W; arc of 15 NM centred on 433325.5N 0060026.4W and clockwise up to 432002.5N 0060943.6W; 432759.4N 0060412.6W; 432451.0N 0055610.3W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155..... C 3500 ft AMSL - FL145 … D
TAST-5	
LÍMITES LATERALES // LATERAL LIMITS	432759.4N 0060412.6W; 432002.5N 0060943.6W; arco de 15 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 433005.5N 0062031.2W; 433052.0N 0061553.1W; 432845.6N 0061221.2W; 432802.7N 0061011.8W; 432930.2N 0060806.1W; 432759.4N 0060412.6W. // 432759.4N 0060412.6W; 432002.5N 0060943.6W; arc of 15 NM centred on 433325.5N 0060026.4W and clockwise up to 433005.5N 0062031.2W; 433052.0N 0061553.1W; 432845.6N 0061221.2W; 432802.7N 0061011.8W; 432930.2N 0060806.1W; 432759.4N 0060412.6W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155..... C 4000 ft AMSL - FL145 …D
TAST-6	
LÍMITES LATERALES // LATERAL LIMITS	433457.0N 0061724.0W; 433105.7N 0060548.6W; 432930.2N 0060806.1W; 433343.4N 0061859.7W; 433457.0N 0061724.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155..... C 2500 ft AMSL - FL145 … D
TAST-7	
LÍMITES LATERALES // LATERAL LIMITS	432930.2N 0060806.1W; 432802.7N 0061011.8W; 432845.6N 0061221.2W; 433052.0N 0061553.1W; 433025.5N 0061831.6W; arco de 13.5 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 433343.4N 0061859.7W; 432930.2N 0060806.1W. // 432930.2N 0060806.1W; 432802.7N 0061011.8W; 432845.6N 0061221.2W; 433052.0N 0061553.1W; 433025.5N 0061831.6W; arc of 13.5 NM centred on 433325.5N 0060026.4W and clockwise up to 433343.4N 0061859.7W; 432930.2N 0060806.1W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155..... C 3000 ft AMSL - FL145 ... D
TAST-8	

LÍMITES LATERALES // LATERAL LIMITS	433344.8N 0062045.2W; 433343.4N 0061859.7W; arco de 13.5 NM centrado en 433325.5N 0060026.4W y sentido antihorario hasta 433025.5N 0061831.6W; 432737.2N 0063509.9W; arco de 26 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 433411.3N 0063604.9W; seguir línea de costa, 433344.8N 0062045.2W. // 433344.8N 0062045.2W; 433343.4N 0061859.7W; arc of 13.5 NM centred on 433325.5N 0060026.4W and anticlockwise up to 433025.5N 0061831.6W; 432737.2N 0063509.9W; arc of 26 NM centred on 433325.5N 0060026.4W and clockwise up to 433411.3N 0063604.9W; following the coast, 433344.8N 0062045.2W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155..... C 3500 ft AMSL - FL145 … D
TAST-9	
LÍMITES LATERALES // LATERAL LIMITS	432737.2N 0063509.9W; 433005.5N 0062031.2W; arco de 15 NM centrado en 433325.5N 0060026.4W y sentido antihorario hasta 432002.5N 0060943.6W; 431628.2N 0061211.5W; arco de 19 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 432453.4N 0062344.8W; 431954.9N 0063711.3W; arco de 30 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 433358.7N 0064140.8W; seguir línea de costa hacia el este; 433411.3N 0063604.9W; arco de 26 NM centrado en 433325.5N 0060026.4W y sentido antihorario hasta 432737.2N 0063509.9W. // 432737.2N 0063509.9W; 433005.5N 0062031.2W; arc of 15 NM centred on 433325.5N 0060026.4W and anticlockwise to 432002.5N 0060943.6W; 431628.2N 0061211.5W; arc of 19 NM centred on 433325.5N 0060026.4W and clockwise up to 432453.4N 0062344.8W; 431954.9N 0063711.3W; arc of 30 NM centred on 433325.5N 0060026.4W and clockwise up to 433358.7N 0064140.8W; following the coast to east; 433411.3N 0063604.9W; arc of 26 NM centred on 433325.5N 0060026.4W and anticlockwise up to 432737.2N 0063509.9W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155..... C 5500 ft AMSL - FL145 … D
TAST-10	
LÍMITES LATERALES // LATERAL LIMITS	431933.6N 0052355.8; arco de 30 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 430808.5N 0053819.1W; 431252.1N 0054225.4W; 431604.1N 0054950.6W; arco de 19 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 431628.2N 0061211.5W; 432002.5N 0060943.6W; arco de 15 NM centrado en 433325.5N 0060026.4W y sentido antihorario hasta 432145.0N 0054730.9W; 431837.5N 0054405.6W; 431933.6N 0052355.8W. // 431933.6N 0052355.8; arc of 30 NM centred on 433325.5N 0060026.4W and clockwise up to 430808.5N 0053819.1W; 431252.1N 0054225.4W; 431604.1N 0054950.6W; arc of 19 NM centred on 433325.5N 0060026.4W and clockwise up to 431628.2N 0061211.5W; 432002.5N 0060943.6W; arc of 15 NM centred on 433325.5N 0060026.4W and anticlockwise up to 432145.0N 0054730.9W; 431837.5N 0054405.6W; 431933.6N 0052355.8W.

LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155..... C 6500 ft AMSL - FL145 … D
TAST-11	
LÍMITES LATERALES // LATERAL LIMITS	432453.4N 0062344.8W; arco de 19 NM centrado en 433325.5N 0060026.4W y sentido antihorario hasta 431604.1N 0054950.6W; 431252.1N 0054225.4W; 430808.5N 0053819.1W; arco de 30 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 431954.9N 0063711.3W; 432453.4N 0062344.8W. // 432453.4N 0062344.8W; arc of 19 NM centred on 433325.5N 0060026.4W and anticlockwise up to 431604.1N 0054950.6W; 431252.1N 0054225.4W; 430808.5N 0053819.1W; arc of 30 NM centred on 433325.5N 0060026.4W and clockwise up to 431954.9N 0063711.3W; 432453.4N 0062344.8W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155..... C 8500 ft AMSL - FL145 …D
TAST-12	
LÍMITES LATERALES // LATERAL LIMITS	440257.5N 0060739.6W; 440508.1N 0060811.8W; arco de 32.2 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 435242.8N 0052453.1W; 435123.9N 0052719.9W; arco de 30 NM centrado en 433325.5N 0060026.4W y sentido antihorario hasta 440257.5N 0060739.6W. // 440257.5N 0060739.6W; 440508.1N 0060811.8W; arc of 32.2 NM centred on 433325.5N 0060026.4W and clockwise up to 435242.8N 0052453.1W; 435123.9N 0052719.9W; arc of 30 NM centred on 433325.5N 0060026.4W and anticlockwise up to 440257.5N 0060739.6W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155..... C 8500 ft AMSL - FL145 … D
TAST-13	
LÍMITES LATERALES // LATERAL LIMITS	433215.2N 0051913.7W; 433209.5N 0051611.9W; arco de 32.2 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 431615.4N 0052303.7W; 431726.4N 0052536.7W; arco de 30 NM centrado en 433325.5N 0060026.4W y sentido antihorario hasta 433215.2N 0051913.7W. // 433215.2N 0051913.7W; 433209.5N 0051611.9W; arc of 32.2 NM centred on 433325.5N 0060026.4W and clockwise up to 431615.4N 0052303.7W; 431726.4N 0052536.7W; arc of 30 NM centred on 433325.5N 0060026.4W and anticlockwise up to 433215.2N 0051913.7W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155..... C 8500 ft AMSL - FL145 … D
TAST-14	

LÍMITES LATERALES // LATERAL LIMITS	433523.6N 0064135.9W; 433532.8N 0064503.2W; arco de 32.2 NM centrado en 433325.5N 0060026.4W y sentido horario hasta 435101.5N 0063806.5W; 434940.3N 0063510.8W, arco de 30 NM centrado en 433325.5N 0060026.4W y sentido antihorario hasta 433523.6N 0064135.9W. // 433523.6N 0064135.9W; 433532.8N 0064503.2W; arc of 32.2 NM centred on 433325.5N 0060026.4W y and clockwise up to 435101.5N 0063806.5W; 434940.3N 0063510.8W, arc of 30 NM centred on 433325.5N 0060026.4W and anticlockwise up to 433523.6N 0064135.9W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155..... C 8500 ft AMSL - FL145 … D
TAST-15	
LÍMITES LATERALES // LATERAL LIMITS	434008.0N 0061515.0W; 433252.0N 0054013.0W; 432623.0N 0054259.0W; 432623.0N 0055139.0W; 433457.0N 0061724.0W; 434008.0N 0061515.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	3000 ft AMSL - FL145 … D FL145 - FL155..... C
DEPENDENCIA ATS // ATS UNIT	ASTURIAS TWR
DISTINTIVO DE LLAMADA // CALL SIGN	Asturias Torre // Tower
FREQ	Ver apartado 2.2 // See item 2.2
OBSERVACIONES // REMARKS	-

TMA BARCELONA	
LÍMITES LATERALES // LATERAL LIMITS	422600N 0031000E, 420132N 0032339E, 415633N 0032321E, 410645N 0032026E, 404026N 0025749E, 404013N 0025505E, 403811N 0022913E, 403602N 0020312E, 403404N 0014024E, 403222N 0012123E, 404431N 0004310E, 405225N 0004059E, 411512N 0003437E, 411859N 0003334E, 413618N 0002842E, 414040N 0002445E, 414859N 0001922E, 415338N 0001642E, 415908N 0002443E, 420418N 0003209E, 425101N 0004500E, frontera hispano-francesa // Spanish-French border, 422600N 0031000E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245.....C MAX ALT VFR SECTOR-FL145.....D 1000 ft AGL/AMSL-MAX ALT VFR SECTOR.....G
TMA BARCELONA ÁREA // AREA 1	
LÍMITES LATERALES // LATERAL LIMITS	Circunferencia de 24 NM de radio centrada en 411743N 0020507E. // 24 NM radius circumference with radius centred on 411743N 0020507E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	MAX ALT VFR SECTOR; Límite superior // Upper limit CTR-FL195.....A 1000 ft AGL/AMSL-MAX ALT VFR SECTOR.....G
TMA BARCELONA ÁREA // AREA 3	

LÍMITES LATERALES // LATERAL LIMITS	415217N 0002855E, 414337N 0002635E, 413618N 0002842E, 414040N 0002445E, 414859N 0001922E, 415338N 0001642E, 415908N 0002443E, 415217N 0002855E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	MAX ALT VFR SECTOR-6000 ft AMSL.....D
DEPENDENCIA ATS // ATS UNIT	BARCELONA ACC
DISTINTIVO DE LLAMADA // CALL SIGN	Barcelona Control
FREQ	Ver apartado 2.2 // See item 2.2
OBSERVACIONES // REMARKS	-

TMA BILBAO	
TMA BILBAO - PARTE 1	
LÍMITES LATERALES // LATERAL LIMITS	434052N 0032423W, 434100N 0023526W, 431530N 0020738W, 425836N 0014923W, 425300N 0015800W, 424814N 0020518W, 425800N 0022600W, 430500N 0024100W, 424836N 0030620W, 430305N 0032637W, 431000N 0031900W, 433447N 0031900W, 434052N 0032423W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1000 ft AGL-FL145.....D
TMA BILBAO - PARTE 2	
LÍMITES LATERALES // LATERAL LIMITS	430500N 0024100W, 425800N 0022600W, 424814N 0020518W, 424836N 0030620W, 430500N 0024100W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL095-FL145.....D
DEPENDENCIA ATS // ATS UNIT	BILBAO APP
DISTINTIVO DE LLAMADA // CALL SIGN	Bilbao Aproximación // Approach
FREQ	Ver apartado 2.2 // See item 2.2
OBSERVACIONES // REMARKS	-

TMA CANARIAS	
LÍMITES LATERALES // LATERAL LIMITS	300000N 0200000W, 313900N 0172500W, siguiendo el limite FIR/UIR CANARIAS - FIR LISBOA hasta 313000N 0154500W siguiendo el limite FIR/UIR CANARIAS - FIR CASABLANCA hasta 300000N 0123000W, 281500N 0130000W, 250000N 0153000W, siguiendo el paralelo 025° N hasta 250000N 0200000W, 300000N 0200000W. // 300000N 0200000W, 313900N 0172500W, following FIR/UIR CANARIAS - FIR LISBOA limit up to 313000N 0154500W following FIR/UIR CANARIAS - FIR CASABLANCA limit up to 300000N 0123000W, 281500N 0130000W, 250000N 0153000W, following 025° N parallel up to 250000N 0200000W, 300000N 0200000W.

LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL460.....C 1000 ft AGL; 1650 ft AMSL (1); Límite superior // Upper limit FIZ/CTR-FL145....E
TMA CANARIAS ÁREA // AREA 1	
LÍMITES LATERALES // LATERAL LIMITS	300000N 0190000W, 300000N 0123000W, 281500N 0130000W, 270000N 0140000W, 270000N 0190000W, 300000N 0190000W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1000 ft AGL; 1650 ft AMSL (1); Límite superior // Upper limit Área // Area A1, B, C, FIZ/CTR-FL145.....D
DEPENDENCIA ATS // ATS UNIT 1	CANARIAS ACC
DISTINTIVO DE LLAMADA // CALL SIGN 1	Canarias Aproximación // Approach
DEPENDENCIA ATS // ATS UNIT 2	CANARIAS ACC
DISTINTIVO DE LLAMADA // CALL SIGN 2	Gran Canaria Aproximación // Approach
DEPENDENCIA ATS // ATS UNIT 3	TENERIFE NORTE APP
DISTINTIVO DE LLAMADA // CALL SIGN 3	Tenerife Norte Aproximación // Approach
DEPENDENCIA ATS // ATS UNIT 4	TENERIFE SUR APP
DISTINTIVO DE LLAMADA // CALL SIGN 4	Tenerife Sur Aproximación // Approach
FREQ	Ver apartado 2.2 // See item 2.2
OBSERVACIONES // REMARKS	(1) Lo que resulte mayor // whichever is higher.

TMA GALICIA	
LÍMITES LATERALES // LATERAL LIMITS	Segmento circular de 50 NM de radio con centro en DVOR STG (425536.8N 0082531.4W) que se extiende desde el punto 421939N 0091238W hasta 422400N 0073300W en línea recta hasta el punto 415629N 0063729W, continuando a lo largo del límite de FIR FIR MADRID-FIR LISBOA hasta el punto 415606N 0092358W y uniéndose por la línea recta al punto 421940N 0091238W. // Circular segment with a 50 NM radius centred on DVOR STG (425536.8N 0082531.4W) that is extended from 421939N 0091238W to 422400N 0073300W, continuing in a straight line to 415629N 0063729W, continuing along FIR MADRID-LISBOA limit to 415606N 0092358W and joined by a straight line to 421940N 0091238W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155..... C Límite inferior de cada sector TMA. // Lower limit of each TMA sector-FL145.....D
TGAL-1	

LÍMITES LATERALES // LATERAL LIMITS	433100N 0073711W, 431835N 0074735W, 432505N 0080217W, 433434N 0075454W, 434143N 0081111W, 433605N 0083129W, 431737N 0084633W, 423552N 0084434W, 422902N 0085146W, 415248N 0085533W, 415606N 0092358W, 421939N 0091238W, arco centrado en // arc centred on DVOR STG (425536.8N 0082531.4W), radio // radius 50.0 NM y sentido horario // and clockwise, 433100N 0073711W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155.....C 3500 ft AMSL - FL145.....D
TGAL-2	
LÍMITES LATERALES // LATERAL LIMITS	433434N 0075454W, 432925N 0075855W, 433508N 0081206W, 432416N 0084109W, 433605N 0083129W, 434143N 0081111W, 433434N 0075454W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155.....C 2500 ft AMSL - FL145.....D
TGAL-3	
LÍMITES LATERALES // LATERAL LIMITS	431835N 0074735W, 430134N 0080142W, 424957N 0080059W, arco centrado en // arc centred on ARP LEST, radio // radius 18.0 NM y sentido horario // and clockwise, 423547N 0082347W, 423552N 0084434W, 431737N 0084633W, 432416N 0084109W, 433508N 0081206W, 432925N 0075855W, 432505N 0080217W, 431835N 0074735W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155 .....C 1000 ft AGL/AMSL(1) - FL145.....D
TGAL-4	
LÍMITES LATERALES // LATERAL LIMITS	423547N 0082347W, 423106N 0082336W, 423112N 0084929W, 423552N 0084434W, 423547N 0082347W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155 .....C 3000 ft AMSL - FL145.....D
TGAL-5	
LÍMITES LATERALES // LATERAL LIMITS	433100N 0073711W, arco centrado en DVOR STG (425536.8N 0082531.4W) radio 50.0 NM y sentido horario, 422400N 0073259W, 422306N 0073110W, arco centrado en DVOR STG (425536.8N 0082531.4W), radio 51.6 NM y sentido horario, 420505N 0081109W, frontera hispano-portuguesa (límite FIR MADRID-FIR LISBOA), 420501N 0082231W, 423547N 0082347W, arco centrado en ARP LEST, radio radius 18.0 NM y sentido antihorario, 424957N 0080059W, 430134N 0080142W, 433100N 0073711W. 433100N 0073711W, arc centred on DVOR STG (425536.8N 0082531.4W), radius 50.0 NM and clockwise, 422400N 0073259W, 422306N 0073110W, arc centred on DVOR STG (425536.8N 0082531.4W), radius 51.6 NM and clockwise, 420505N 0081109W, Spanish-Portuguese border (limit FIR MADRID-FIR LISBOA), 420501N 0082231W, 423547N 0082347W, arc centred on ARP LEST, radius 18.0 NM and anticlockwise, 424957N 0080059W, 430134N 0080142W, 433100N 0073711W.

LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155.....C 4500 ft AMSL - FL145.....D
TGAL-6	
LÍMITES LATERALES // LATERAL LIMITS	422306N 0073110W, 415629N 0063729W, frontera hispano-portuguesa (límite FIR MADRID-FIR LISBOA), 420505N 0081109W, arco centrado en DVOR STG (425536.8N 0082531.4W), radio 51.6 NM y sentido antihorario, 422306N 0073110W. 422306N 0073110W, 415629N 0063729W, Spanish-Portuguese border (limit FIR MADRID-FIR LISBOA), 420505N 0081109W, arc centred on DVOR STG (425536.8N 0082531.4W), radius 51.6 NM and anticlockwise, 422306N 0073110W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155.....C FL095 - FL145.....D
TGAL-7	
LÍMITES LATERALES // LATERAL LIMITS	423106N 0082336W, 420501N 0082231W, frontera hispano-portuguesa (límite FIR MADRID-FIR LISBOA), 415248N 0085533W, 422902N 0085146W, 423112N 0084929W, 423106N 0082336W. 423106N 0082336W, 420501N 0082231W, Spanish-Portuguese border (limit FIR MADRID-FIR LISBOA), 415248N 0085533W, 422902N 0085146W, 423112N 0084929W, 423106N 0082336W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL155 .....C 1000 ft AGL/AMSL(2) - FL145.....D
OBSERVACIONES // REMARKS	(1) O límite superior de la CTR A CORUÑA o CTR SANTIAGO. // Or upper limits of the CTR A CORUÑA o CTR SANTIAGO. (2) O límite superior de la CTR del Aeropuerto de Vigo. // Or upper limits of the CTR of airport of -Vigo.
DEPENDENCIA ATS // ATS UNIT	SANTIAGO TACC
DISTINTIVO DE LLAMADA // CALL SIGN	Santiago Aproximación // Approach
FREQ	Ver apartado 2.2 // See item 2.2
OBSERVACIONES // REMARKS	-

TMA MADRID	
LÍMITES LATERALES // LATERAL LIMITS	413000N 0041215W, 411030N 0043640W, 395620N 0043640W, 393310N 0040805W, 393525N 0025505W, 395321N 0022748W, 400000N 0022200W, 400000N 0021740W, 400520N 0020930W, 410204N 0020930W, 410200N 0023000W, 411800N 0023000W, 413006N 0022208W, 413000N 0041215W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	Límite inferior de cada sector. // Lower limit of each sector-FL245. FL195-FL245 ..... C Límite inferior // lower limit TMA-FL195.....A Pasillos // Corridors VFR.....D

OBSERVACIONES // REMARKS	Al objeto de evitar saturación de frecuencias en el TMA MADRID y salvo otras instrucciones de ATC, las aeronaves serán instruidas para cambiar a la frecuencia del siguiente sector efectuando su primera comunicación únicamente con el indicativo de llamada. // In order to avoid the saturation of frequencies within TMA MADRID, otherwise advised by ATC, aircraft will instructed contact the next sector frequency only by using its call sign during the first communication. TA 13000 ft (3962 m). AJUSTES DE VELOCIDAD VERTICAL EN TMA MADRID Las aeronaves en evolución ajustarán su velocidad vertical cuando se aproximen a una altitud o nivel de vuelo asignado. En esas circunstancias, la velocidad vertical se reducirá a 1500 ft por minuto al aproximarse a una distancia vertical de 1000 ft por encima o por debajo de la altitud o nivel de vuelo asignado. // ADJUSTMENT OF VERTICAL SPEED IN TMA MADRID Aircraft in evolution shall adjust their vertical speed when approaching the assigned altitude or flight level. In those circumstances, vertical speed shall be reduced to 1500 ft per minute when approaching a vertical distance of 1000 ft above or below the assigned altitude or flight level.
TMAD-1	
LÍMITES LATERALES // LATERAL LIMITS	413000N 0041215W, 413006N 0022208W, 411948N 0022850W, 412705N 0025157W, 412636N 0030701W, 411218N 0031308W, 411257N 0032812W, 410911N 0035931W, 410120N 0040528W, 405102N 0040334W, 405215N 0035731W, 405117N 0035321W, 404941N 0035108W, 404436N 0035044W, 404344N 0035252W, 404159N 0040225W, 404248N 0041822W, 404315N 0043640W, 411030N 0043640W, 413000N 0041215W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245 .....C 9500 ft AMSL-FL195.....A
TMAD-2	
LÍMITES LATERALES // LATERAL LIMITS	411948N 0022850W, 411800N 0023000W, 411742N 0024646W, 411624N 0025242W, 411138N 0030107W, 411218N 0031308W, 412636N 0030701W, 412705N 0025157W, 411948N 0022850W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245 .....C 8500 ft AMSL-FL195 ... A
TMAD-4	
LÍMITES LATERALES // LATERAL LIMITS	411218N 0031308W, 410916N 0032854W, 410234N 0034822W, 405552N 0035243W, 405019N 0035112W, 404941N 0035108W, 405117N 0035321W, 405215N 0035731W, 405102N 0040334W, 410120N 0040528W, 410911N 0035931W, 411257N 0032812W, 411218N 0031308W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245 .....C 8500 ft AMSL-FL195 ...A
TMAD-5	

LÍMITES LATERALES // LATERAL LIMITS	411138N 0030107W, 410349N 0031459W, 410649N 0031833W, 410650N 0032630W, 410218N 0033457W, 410131N 0033626W, 410016N 0034057W, 405623N 0035039W, 405252N 0034516W, 405125N 0034400W, 404941N 0034407W, 404502N 0034941W, 404436N 0035044W, 405019N 0035112W, 405552N 0035243W, 410234N 0034822W, 410916N 0032854W, 411218N 0031308W, 411138N 0030107W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 7500 ft AMSL-FL195 ...A
TMAD-6	
LÍMITES LATERALES // LATERAL LIMITS	405857N 0034414W, 405350N 0033740W, 405057N 0034108W, 405044N 0034252W, 404941N 0034407W, 405125N 0034400W, 405252N 0034516W, 405623N 0035039W, 405857N 0034414W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 6500 ft AMSL-FL195 ...A
TMAD-7	
LÍMITES LATERALES // LATERAL LIMITS	410218N 0033457W, 405654N 0032730W, 405731N 0032136W, 405520N 0031905W, 405135N 0031807W, 404947N 0031701W, 404953N 0031744W, 405534N 0032735W, 405714N 0033051W, 405702N 0033318W, 405435N 0033448W, 405236N 0033509W, 405222N 0033514W, 405038N 0033624W, 404959N 0033655W, 404655N 0034342W, 404601 N 0034519W, arco centrado en // arc centred on ARP LECV: 404150N 0034548W, radio // radius 4.2 NM y sentido antihorario // and anticlockwise, 403922N 0035016W, 403553N 0035920W, 403631N 0040340W, 403424N 0040424W, 404207N 0040502W, 404159N 0040225W, 404344N 0035252W, 404502N 0034941W, 405044N 0034252W, 405057N 0034108W, 405350N 0033740W, 405857N 0034414W, 410016N 0034057W, 410130N 0033626W, 410218N 0033457W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 5500 ft AMSL-FL195 ...A
TMAD-8	
LÍMITES LATERALES // LATERAL LIMITS	411800N 0023000W, 410400N 0023000W, 410359N 0023303W, 404653N 0022946W, 405120N 0024225W, 405630N 0025802W, 404846N 0030624W, 404941N 0030812W, 404843N 0030938W, 404947N 0031701W, 405135N 0031807W, 405520N 0031905W, 405731N 0032136W, 405654N 0032730W, 410218N 0033457W, 410650N 0032630W, 410649N 0031833W, 410349N 0031459W, 411138N 0030107W, 411624N 0025242W, 411742N 0024646W, 411800N 0023000W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 6500 ft AMSL-FL195 ...A
TMAD-9	
LÍMITES LATERALES // LATERAL LIMITS	410400N 0023000W, 410200N 0023000W, 410204N 0020930W, 402825N 0020930W, 402810N 0022118W, 403015N 0022117W, 404452N 0022403W, 404653N 0022946W, 410359N 0023303W, 410400N 0023000W.

LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 5500 ft AMSL; Límite superior pasillo // Upper limit corridor VFR-FL195.....A
TMAD-10	
LÍMITES LATERALES // LATERAL LIMITS	404452N 0022403W, 403239N 0022144W, 403051N 0030014W, 403015N 0031426W, 403909N 0031439W, 404211N 0031920W, 404332N 0031721W, 404843N 0030938W, 404941N 0030812W, 404846N 0030624W, 405630N 0025802W, 405120N 0024225W, 404653N 0022946W, 404452N 0022403W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 4500 ft AMSL; Límite superior pasillo // Upper limit corridor VFR-FL195.....A
TMAD-11	
LÍMITES LATERALES // LATERAL LIMITS	403909N 0031439W, 403015N 0031426W, 402802N 0031831W, arco centrado en // arc centred on DVOR/DME BRA: 402808.5N 0033327.6W, radio // radius 11.4 NM y sentido antihorario // and anticlockwise 403754N 0032540W, 404211N 0031920W, 403909N 0031439W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 3500 ft AMSL; Límite superior pasillo // Upper limit corridor VFR-FL195.....A
TMAD-12 (1)	
LÍMITES LATERALES // LATERAL LIMITS	404211N 0031920W, 403754N 0032540W, arco centrado en // arc centred on DVOR/ DME BRA: 402808.5N 0033327.6W, radio // radius 11.4 NM y sentido antihorario // and anticlockwise, 403756N 0034110W, 403904N 0034318W, 403942N 0034045W, 404047N 0033855W, 404700N 0033038W, 404700N 0032840W, 404459N 0032843W, 404502N 0032345W, 404211N 0031920W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 3500 ft AMSL; Límite superior pasillo// Upper limit corridor VFR-FL195.....A
TMAD-13 (1)	
LÍMITES LATERALES // LATERAL LIMITS	404843N 0030938W, 404332N 0031721W, 404211N 0031920W, 404502N 0032345W, 404459N 0032843W, 404700N 0032840W, 404700N 0033038W, 404047N 0033855W, 403942N 0034045W, 403936N 0034107W, arco centrado en // arc centred on LECV: 404150N 0034548W, radio // radius 4.2 NM y sentido antihorario // and anticlockwise 404601N 0034519W, 404655N 0034342W, 404959N 0033655W, 405038N 0033624W, 405222N 0033514W, 405236N 0033509W, 405435N 0033448W, 405702N 0033318W, 405714N 0033051W, 405534N 0032735W, 404953N 0031744W, 404843N 0030938W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 4500 ft AMSL-FL195 ...A
TMAD-14	

LÍMITES LATERALES // LATERAL LIMITS	404207N 0040502W, 403424N 0040424W, 403122N 0040526W, 403056N 0040550W, 402911N 0041914W, 402300N 0042558W, 401806N 0042928W, 401411N 0043640W, 401759N 0043640W, 401939N 0043252W, 402421N 0043252W, 402624N 0043640W, 404315N 0043640W, 404248N 0041822W, 404207N 0040502W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 6500 ft AMSL-FL195 ...A
TMAD-15	
LÍMITES LATERALES // LATERAL LIMITS	402421N 0043252W, 401939N 0043252W, 401759N 0043640W, 402624N 0043640W, 402421N 0043252W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 7500 ft AMSL- FL195 ....A
TMAD-16	
LÍMITES LATERALES // LATERAL LIMITS	403056N 0040550W, 402406N 0041224W, 401534N 0042406W, 395304N 0040101W, 394756N 0035041W, 393811N 0041414W, 395620N 0043640W, 401411N 0043640W, 401806N 0042928W, 402300N 0042558W, 402911N 0041914W, 403056N 0040550W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 5500 ft AMSL-FL195 ...A
TMAD-17	
LÍMITES LATERALES // LATERAL LIMITS	402825N 0020930W, 400520N 0020930W, 400000N 0021740W, 400000N 0022200W, 395321N 0022748W, 393525N 0025505W, 393310N 0040805W, 393811N 0041414W, 394756N 0035041W, 394529N 0034615W, 394101N 0032340W, 394325N 0032307W, 393938N 0031755W, 394714N 0030958W, 394713N 0031701W, 395648N 0031445W, 395758N 0030012W, 400416N 0024142W, 401344N 0022126W, 402810N 0022118W, 402825N 0020930W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 6500 ft AMSL-FL195 ...A
TMAD-18	
LÍMITES LATERALES // LATERAL LIMITS	403239N 0022144W, 403015N 0022117W, 402810N 0022118W, 401344N 0022126W, 400416N 0024142W, 395758N 0030012W, 395648N 0031445W, 400217N 0031327W, 400353N 0030800W, 400514N 0030604W, 401028N 0025833W, 401529N 0025937W, 402219N 0030546W, 402210N 0031209W, 402340N 0031943W, arco centrado en // arc centred on DVOR/DME BRA: 402808.5N 0033327.6W, radio // radius 11.4 NM y sentido antihorario // and anticlockwise, 402802N 0031831W, 403015N 0031426W, 403051N 0030014W, 403239N 0022144W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 4500 ft AMSL; Límite superior pasillo // Upper limit corridor VFR-FL195.....A
TMAD-19	

LÍMITES LATERALES // LATERAL LIMITS	402219N 0030546W, 401529N 0025937W, 401028N 0025833W, 400514N 0030604W, 400353N 0030800W, 400217N 0031327W, 394713N 0031701W, 394712N 0032216W, 395715N 0031959W, 395850N 0032630W, 395850N 0033354W, 400927N 0034338W, 401223N 0033747W, 400611N 0032929W, 401545N 0031457W, 402159N 0032052W, arco centrado en // arc centred on DVOR/DME BRA: 402808.5N 0033327.6W, radio // radius 11.4 NM y sentido antihorario // and anticlockwise, 402340N 0031943W, 402210N 0031209W, 402219N 0030546W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 3500 ft AMSL; Límite superior pasillo // Upper limit corridor VFR-FL195.....A
TMAD-20	
LÍMITES LATERALES // LATERAL LIMITS	395715N 0031959W, 394712N 0032216W, 394325N 0032307W, 395416N 0033812W, 395850N 0033530W, 395850N 0032630W, 395715N 0031959W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C FL155-FL195.....A 3500 ft AMSL-FL155….C
TMAD-21	
LÍMITES LATERALES // LATERAL LIMITS	394714N 0030958W, 393938N 0031755W, 394325N 0032307W, 394712N 0032216W, 394714N 0030958W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C FL155-FL195.....A 6500 ft AMSL-FL155 ...C
TMAD-22	
LÍMITES LATERALES // LATERAL LIMITS	400927N 0034338W, 395850N 0033354W, 395850N 0033530W, 395336N 0033836W, 400125N 0040031W, 400558N 0040542W, 401229N 0040455W, 401618N 0040111W, 401836N 0035932W, 401744N 0035727W, 401630N 0035427W, 401607N 0034939W, 401320N 0035258W, 400809N 0034615W, 400927N 0034338W.
LIMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 3000 ft AMSL-FL195 ...A
TMAD-23 (2)	
LÍMITES LATERALES // LATERAL LIMITS	403802N 0034810W, 403718N 0035039W, 403616N 0035053W, 403359N 0035646W, 403233N 0035857W, 402350N 0035952W, 401744N 0035727W, 401836N 0035932W, 401618N 0040111W, 401229N 0040455W, 400558N 0040542W, 400125N 0040031W, 395517N 0034318W, 394640N 0034823W, 394756N 0035041W, 395304N 0040101W, 401534N 0042406W, 402406N 0041224W, 403122N 0040526W, 403631N 0040340W, 403553N 0035920W, 403922N 0035016W, arco centrado en // arc centred on ARP LECV: 404150N 0034548W, radio // radius 4.2 NM y sentido antihorario // and anticlockwise 403802N 0034810W.
LIMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 4500 ft AMSL-FL195 ...A

TMAD-24 (3)	
LÍMITES LATERALES // LATERAL LIMITS	403756N 003411OW, arco centrado en DVOR/DME BRA: 402808.5N 0033327.6W, radio 11.4 NM y sentido antihorario, 403302N 0034658W, 402308N 0034113W, 402155N 0034232W, arco centrado en ARP LEGT: 401739N 0034325W, radio 8.0 km y sentido antihorario, 402147N 0034505W, arco centrado en ARP LECU/LEVS: 402214N 0034707W, radio 3.0 km y sentido horario, 402039N 0034729W, arco centrado en ARP LEGT: 401739N 0034325W, radio 8.0 km y sentido antihorario, 401642N, 0034856W, 401607N 0034939W, 401630N 0035427W, 401744N 0035727W, 402350N 0035952W, 403233N 0035857W, 403359N 0035646W, 403616N 0035053W, 403718N 0035039W, 403802N 0034810W, 403759N 0034736W, 403904N 0034318W, 403756N 0034110W. // 403756N 003411OW, arc centred on DVOR/DME BRA: 402808.5N 0033327.6W, radius 11.4 NM and anticlockwise, 403302N 0034658W, 402308N 0034113W, 402155N 0034232W, arc centred on ARP LEGT: 401739N 0034325W, radius 8.0 km and anticlockwise, 402147N 0034505W, arc centred on ARP LECU/LEVS: 402214N 0034707W, radius 3.0 km and clockwise, 402039N 0034729W, arc centred on ARP LEGT: 401739N 0034325W, radius 8.0 km and anticlockwise, 401642N 0034856W, 401607N 0034939W, 401630N 0035427W, 401744N 0035727W, 402350N 0035952W, 403233N 0035857W, 403359N 0035646W, 403616N 0035053W, 403718N 0035039W, 403802N 0034810W, 403759N 0034736W, 403904N 0034318W, 403756N 0034110W.
LIMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 3500 ft AMSL; Límite superior // Upper limit ATZ-FL195.....A
TMAD-25	
LÍMITES LATERALES // LATERAL LIMITS	394325N 0032307W, 394101N 0032340W, 394529N 0034615W, 394640N 0034823W, 395517N 0034318W, 395336N 0033836W, 395416N 0033812W, 394325N 0032307W.
LIMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 3500 ft AMSL-FL195 .....A
TMAD-CV	
LÍMITES LATERALES // LATERAL LIMITS	403759N 0034736W, arco centrado en ARP LECV: 404150N 0034548W, radio 4.2 NM y sentido horario, 403942N 0034045W, 403759N 0034736W. // 403759N 0034736W, arc centred on ARP LECV: 404150N 0034548W, radius 4.2 NM and clockwise, 403942N 0034045W, 403759N 0034736W.
LIMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 1000 ft AGL; Límite superior // Upper limit ATZ-FL195 .....A
TMAD-MDR	

LÍMITES LATERALES // LATERAL LIMITS	403302N 0034658W, arco centrado en DVOR/DME BRA: 402808.5N 0033327.6W, radio 11.4 NM, 402159N 0032054W, 401545N 0031457W, 400611N 0032929W, 401223N 0033747W, 400809N 0034615W, 401320N 0035258W, 401642N 0034856W, arco centrado en MADRID/Getafe AD: 401738.6N 0034325.4W, radio 8.0 km, 402039N 0034729W, arco centrado en MADRID/Cuatro Vientos AD: 402214.4N 0034706.5W, de radio 3.0 km, 402147N 0034505W, arco centrado en MADRID/Getafe AD: 401738.6N 0034325.4W, radio 8.0 km, 402155N 0034232W, 402308N 0034113W, 403302N 0034658W. // 403302N 0034658W, arc centred on DVOR/DME BRA: 402808.5N 0033327.6W, radius 11.4 NM, 402159N 0032054W, 401545N 0031457W, 400611N 0032929W, 401223N 0033747W, 400809N 0034615W, 401320N 0035258W, 401642N 0034856W, arc centred on MADRID/Getafe AD: 401738.6N 0034325.4W, radius 8.0 km, 4402039N 0034729W, arc centred on MADRID/Cuatro Vientos AD: 402214.4N 0034706.5W, radius 3.0 km, 402147N 0034505W, arc centred on MADRID/Getafe AD: 401738.6N 0034325.4W, radius 8.0 km, 402155N 0034232W, 402308N 0034113W, 403302N 0034658W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 1000 ft AGL; Límite Superior // Upper limit ATZ-FL195.....A
DEPENDENCIA ATS // ATS UNIT 1	MADRID ACC
DISTINTIVO DE LLAMADA // CALL SIGN 1	Madrid Aproximación // Approach
DEPENDENCIA ATS // ATS UNIT 2	MADRID ACC
DISTINTIVO DE LLAMADA // CALL SIGN 2	Madrid Despegues // Departures
DEPENDENCIA ATS // ATS UNIT 3	MADRID ACC
DISTINTIVO DE LLAMADA // CALL SIGN 3	Madrid Director
DEPENDENCIA ATS // ATS UNIT 4	MADRID ACC
DISTINTIVO DE LLAMADA // CALL SIGN 4	Madrid Control
FREQ	Ver apartado 2.2 // See item 2.2

OBSERVACIONES // REMARKS	1. Tráfico VFR: Precaución: trafico instrumental en aproximación, no superar límites de TMA. // Caution: instrument traffic on approach, do not exceed TMA limits.
	2. Tráfico VFR: Precaución: posible trafico instrumental en frustrada, no superar límites de TMA, tráfico VFR civil, escuche frecuencia MADRID APP DEP W 124.230 C (LEMD AD 2.18) (ÁREA NORTE del SECTOR) // Caution: possible instrument traffic on missed approach, do not exceed TMA limits, civil VFR traffic keep watch on the frequency. MADRID APP DEP W 124.230 C (LEMD AD 2.18) (NORTH AREA of the SECTOR).
	3. Tráfico VFR: Precaución: posible trafico instrumental en frustrada, no superar límites de TMA, tráfico VFR civil, escuche frecuencia MADRID APP DEP W 124.230 C (LEMD AD 2.18) //Caution: possible instrument traffic on missed approach, do not exceed TMA limits, civil VFR traffic keep watch on the frequency MADRID APP DEP W 124.230 C (LEMD AD 2.18).

TMA PALMA (RMZ)	
LIMITES LATERALES // LATERAL LIMITS	403000N 0022130E, 403000N 0044000E, 394311N 0044000E; 393040N 0042017E; 392637N 0042018E; 390448N 0033050E 384503N 0021341E; 382600N 0012800E; 383630N 0010700E; 383630N 0004030E; 390430N 0004030E; 403000N 0022130E.
LIMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C Límite inferior de sectores TPAM con clase A // Lower limit of TPAM sector with class A-FL195.....A Entre los límites de los sectores TPAM con clase D // Between limits of TPAM sectors with class D.....D
TPAM-1	
LÍMITES LATERALES // LATERAL LIMITS	395556.0N 0030339.8E; 403000.0N 0033356.0E; 403000.0N 0022130.0E; 394709.4N 0013009.8E; 394155.0N 0020028.0E; 395325.0N 0020721.0E; 400216.0N 0021924.0E; 400716.0N 0023416.0E; 394753.3N 0024042.2E; siguiendo la línea de costa de la isla de Mallorca hasta // following the coastline of Mallorca island up to 395556.0N 0030339.8E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 6000 ft AMSL - FL195… A
TPAM-2	
LÍMITES LATERALES // LATERAL LIMITS	395556.0N 0030339.8E; siguiendo la línea de costa de la isla de Mallorca hasta // following the coastline of Mallorca island up to 395732.2N 0031003.3E; 395818.0N 0031254.0E; 400138.0N 0034718.0E; 403000.0N 0035038.0E; 403000.0N 0033356.0E; 395556.0N 0030339.8E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 4000 ft AMSL - FL195… A
TPAM-3	
LÍMITES LATERALES // LATERAL LIMITS	403000.0N 0044000.0E; 403000.0N 0035038.0E; 400138.0N 0034718.0E; 400636.0N 0035440.0E; 401858.0N 0041306.0E; 401900.0N 0042638.0E; 395923.0N 0044000.0E; 403000.0N 0044000.0E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 2500 ft AMSL - FL195… A
TPAM-4	

LÍMITES LATERALES // LATERAL LIMITS	401858.0N 0041306.0E; 400636.0N 0035440.0E; 400554.0N 0040721.0E; 400353.0N 0041031.0E; 400236.2N 0041042.1E; arco de radio // arc of radius 11.0 NM centrado en // centred in ARP LEMH y sentido horario hasta // and clockwise up to 400211.7N 0041738.9E; 400111.6N 0041725.9E; arco de radio // arc of radius 10.0 NM centrado en // centred in ARP LEMH y sentido horario hasta // and clockwise up to 394627.8N 0042408.4E; 394523.9N 0042620.2E; arco de radio // arc of radius 12.0 NM centrado en // centred in ARP LEMH y sentido horario hasta // and clockwise up to 394150.8N 0040418.1E; 394558.5N 0040758.2E; arco de radio // arc of radius 7.0 NM centrado en // centred in ARP LEMH y sentido horario hasta // and clockwise up to 395342.5N 0040423.0E; 395514.0N 0035423.0E; 395912.0N 0034725.0E; 394635.0N 0034803.0E; 391956.0N 0040500.3E; 392637.0N 0042018.0E; 393040.0N 0042017.0E; 394311.0N 0044000.0E; 395923.0N 0044000.0E; 401900.0N 0042638.0E; 401858.0N 0041306.0E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 6000 ft AMSL - FL195… A
TPAM-5	
LÍMITES LATERALES // LATERAL LIMITS	400636.0N 0035440.0E; 400138.0N 0034718.0E; 395912.0N 0034725.0E; 395514.0N 0035423.0E; 395342.5N 0040423.0E; arco de radio // arc of radius 7.0 NM centrado en // centred in ARP LEMH y sentido horario hasta // and clockwise up to 395821.4N 0041005.1E; 400219.6N 0040908.1E; arco de radio // arc of radius 11.0 NM centrado en // centred in ARP LEMH y sentido horario hasta // and clockwise up to 400236.2N 0041042.1E; 400353.0N 0041031.0E; 400554.0N 0040721.0E; 400636.0N 0035440.0E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 6000 ft AMSL - FL195… A
TPAM-6	
LÍMITES LATERALES // LATERAL LIMITS	395818.0N 0031254.0E; 394209.8N 0032722.8E; 394635.0N 0034803.0E; 395912.0N 0034725.0E; 400138.0N 0034718.0E; 395818.0N 0031254.0E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 3500 ft AMSL - FL195… A
TPAM-7	
LÍMITES LATERALES // LATERAL LIMITS	393546.7N 0022058.0E; siguiendo la línea de costa de la isla de Mallorca hasta // following the coastline of Mallorca island up to 394753.3N 0024042.2E; 400716.0N 0023416.0E; 400216.0N 0021924.0E; 395325.0N 0020721.0E; 394155.0N 0020028.0E; 394709.4N 0013009.8E; 390430.0N 0004030.0E; 391226.0N 0014133.0E; 392407.0N 0020037.0E; 393357.0N 0021747.0E; 393546.7N 0022058.0E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245 C 3500 ft AMSL - FL195… A
TPAM-8	

LÍMITES LATERALES // LATERAL LIMITS	393813.1N 0022525.7E; siguiendo la línea de costa de la isla de Mallorca hasta // following the coastline of Mallorca island up to 393546.7N 0022058.0E; 393357.0N 0021747.0E; 393217.5N 0022100.6E; 393503.0N 0022550.0E; 393229.6N 0022815.7E; 393245.6N 0023119.8E; 393335.0N 0023307.0E; 393433.0N 0023827.0E; 393359.0N 0023853.0E; 393645.0N 0024450.0E; 393755.9N 0024355.9E; 394254.0N 0024626.4E; 393645.0N 0022656.0E; 393813.1N 0022525.7E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 4000 ft AMSL - FL195… A
TPAM-9	
LÍMITES LATERALES // LATERAL LIMITS	395109.1N 0024816.7E; siguiendo la línea de costa de la isla de Mallorca hasta // following the coastline of Mallorca island up to 393813.1N 0022525.7E; 393645.0N 0022656.0E; 394254.0N 0024626.4E; 394534.8N 0025212.0E; 394759.0N 0025723.0E; 395152.0N 0030012.0E; 395552.3N 0030152.6E; siguiendo la línea de costa de la isla de Mallorca hasta // following the coastline of Mallorca island up to 395241.7N 0025230.9E; 395004.0N 0025502.0E; 394803.0N 0025345.0E; 394627.0N 0024946.0E; 394607.0N 0024551.0E; 394814.0N 0024618.0E; 395109.1N 0024816.7E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245 C 4500 ft AMSL - FL195… A
TPAM-10	
LÍMITES LATERALES // LATERAL LIMITS	395109.1N 0024816.7E; 394814.0N 0024618.0E; 394607.0N 0024551.0E; 394627.0N 0024946.0E; 394803.0N 0025345.0E; 395004.0N 0025502.0E; 395241.7N 0025230.9E; siguiendo la línea de costa de la isla de Mallorca hasta // following the coastline of Mallorca island up to 395109.1N 0024816.7E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 5800 ft AMSL - FL195… A
TPAM-11	
LÍMITES LATERALES // LATERAL LIMITS	395732.2N 0031003.3E; siguiendo la línea de costa de la isla de Mallorca hasta // following the coastline of Mallorca island up to 395552.3N 0030152.6E; 395152.0N 0030012.0E; 394759.0N 0025723.0E; 394920.5N 0030019.0E; 393329.1N 0031238.3E; 392144.5N 0024719.9E; 391646.3N 0030217.0E; siguiendo la línea de costa de la isla de Mallorca hasta // following the coastline of Mallorca island up to 394209.8N 0032722.8E; 395818.0N 0031254.0E; 395732.2N 0031003.3E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 3500 ft AMSL - FL195… A 2500 ft AMSL - 3500 ft AMSL… D
TPAM-12	

LÍMITES LATERALES // LATERAL LIMITS	393151.0N 0022152.1E; 393357.0N 0021747.0E; 392407.0N 0020037.0E; 391440.0N 0020555.0E; 390649.0N 0021429.0E; 390114.0N 0022535.0E; 391646.3N 0030217.0E; 392144.5N 0024719.9E; 391644.3N 0023638.9E; 393022.1N 0022608.2E; 393207.0N 0022956.0E; 393245.6N 0023119.8E; 393221.0N 0022637.0E; 393153.0N 0022216.0E; 393151.0N 0022152.1E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 3500 ft AMSL - FL195… A 1500 ft AMSL - 3500 ft AMSL… D
TPAM-13	
LÍMITES LATERALES // LATERAL LIMITS	391646.3N 0030217.0E; 390114.0N 0022535.0E; 382600.0N 0012800.0E; 384503.0N 0021341.0E; 390448.0N 0033050.0E; 391956.0N 0040500.3E; 394635.0N 0034803.0E; 394209.8N 0032722.8E; siguiendo la línea de costa de la isla de Mallorca hasta // following the coastline of Mallorca island up to 391646.3N 0030217.0E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 2500 ft AMSL - FL195… A
TPAM-14	
LÍMITES LATERALES // LATERAL LIMITS	385817.6N 0011345.2E; siguiendo la línea de costa de la isla de Ibiza hasta // following the coastline of Ibiza island up to 390658.3N 0013232.2E; 390742.0N 0013344.0E; 391226.0N 0014133.0E; 390430.0N 0004030.0E; 383630.0N 0004030.0E; 383630.0N 0010320.0E; 383951.0N 0010012.0E; 383951.0N 0005443.0E; 384557.0N 0005128.0E; 385230.0N 0005022.0E; 385903.0N 0005131.0E; 385820.0N 0011230.0E; 385817.6N 0011345.2E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 2000 ft AMSL - FL195… A
TPAM-15	
LÍMITES LATERALES // LATERAL LIMITS	385352.0N 0011246.0E; 385339.1N 0011256.3E; 385518.0N 0011655.0E; 385356.0N 0011751.0E; 390037.0N 0013403.0E; 390011.6N 0013420.2E; 390209.0N 0013903.0E; 390501.0N 0013648.0E; ; 390742.0N 0013344.0E; 390658.3N 0013232.2E; siguiendo la línea de costa de la isla de Ibiza hasta // following the coastline of Ibiza island up to 385817.6N 0011345.2E; 385820.0N 0011230.0E; 385352.0N 0011246.0E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 2400 ft AMSL - FL195… A
TPAM-16	

LÍMITES LATERALES // LATERAL LIMITS	390011.6N 0013420.2E; 385542.0N 0013722.0E; 385402.0N 0013317.0E; 384936.0N 0013617.0E; 384510.0N 0012534.0E; 384623.0N 0012444.0E; 384311.0N 0011701.0E; 385240.0N 0011034.0E; 385339.1N 0011256.3E; 385352.0N 0011246.0E; 385820.0N 0011230.0E; 385903.0N 0005131.0E; 385230.0N 0005022.0E; 384557.0N 0005128.0E; 383951.0N 0005443.0E; 383951.0N 0010012.0E; 383947.0N 0011319.0E; 384119.0N 0013234.0E; 384141.0N 0013726.0E; 384833.0N 0015400.0E; 385732.0N 0015344.0E; 390551.0N 0014924.0E; 391226.0N 0014133.0E; 390742.0N 0013344.0E; 390501.0N 0013648.0E; 390209.0N 0013903.0E; 390011.6N 0013420.2E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 3500 ft AMSL - FL195… A 1000 ft AMSL - 3500 ft AMSL… D
TPAM-17	
LÍMITES LATERALES // LATERAL LIMITS	383630.0N 0010700.0E; 382600.0N 0012800.0E; 390114.0N 0022535.0E; 390649.0N 0021429.0E; 391440.0N 0020555.0E; 392407.0N 0020037.0E; 391226.0N 0014133.0E; 390551.0N 0014924.0E; 385732.0N 0015344.0E; 384833.0N 0015400.0E; 384141.0N 0013726.0E; 384119.0N 0013234.0E; 383625.0N 0012924.0E; 383630.0N 0010700.0E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 2000 ft AMSL - FL195… A
TPAM-18	
LÍMITES LATERALES // LATERAL LIMITS	383951.0N 0010012.0E; 383630.0N 0010320.0E; 383630.0N 0010700.0E; 383625.0N 0012924.0E; 384119.0N 0013234.0E; 383947.0N 0011319.0E; 383951.0N 0010012.0E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 3500 ft AMSL - FL195… A 1500 ft AMSL - 3500 ft AMSL… D
TPAM-19	
LÍMITES LATERALES // LATERAL LIMITS	393217.5N 0022100.6E; 393151.0N 0022152.1E; 393153.0N 0022216.0E; 393221.0N 0022637.0E; 393229.6N 0022815.7E; 393503.0N 0022550.0E; 393217.5N 0022100.6E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 2500 ft AMSL - FL195… A
TPAM-20	
LÍMITES LATERALES // LATERAL LIMITS	393022.1N 0022608.2E; 393207.0N 0022956.0E; 392002.1N 0023914.5E; 392311.1N 0024556.9E; 392144.5N 0024719.9E; 391644.3N 0023638.9E; 393022.1N 0022608.2E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1300 ft AMSL - 4500 ft AMSL… D
TPAM-21	

LÍMITES LATERALES // LATERAL LIMITS	394534.8N 0025212.0E; 394920.5N 0030019.0E; 393329.1N 0031238.3E; 392144.5N 0024719.9E; 392311.1N 0024556.9E; 393119.1N 0030322.6E; 394534.8N 0025212.0E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1800 ft AMSL - 4500 ft AMSL… D
TPAM-22	
LÍMITES LATERALES // LATERAL LIMITS	384311.0N 0011701.0E; 384623.0N 0012444.0E; 384510.0N 0012534.0E; 384936.0N 0013617.0E; 385402.0N 0013317.0E; 385542.0N 0013722.0E; 390037.0N 0013403.0E; 385356.0N 0011751.0E; 385518.0N 0011655.0E; 385240.0N 0011034.0E; 384311.0N 0011701.0E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 2500 ft AMSL - FL195… A
TPAM-23	
LÍMITES LATERALES // LATERAL LIMITS	400219.6N 0040908.1E; 395821.4N 0041005.1E; arco de radio // arc of radius 7.0 NM centrado en // centred in ARP LEMH y sentido antihorario hasta // and counterclockwise up to 394558.5N 0040758.2E; 394151.1N 0040418.4E; arco de radio // arc of radius 12.0 NM centrado en // centred in ARP LEMH y sentido antihorario hasta // and counterclockwise up to 394523.9N 0042620.2E; 394627.8N 0042408.4E; arco de radio // arc of radius 10.0 NM centrado en // centred in ARP LEMH y sentido antihorario hasta // and counterclockwise up to 400111.6N 0041725.9E; 400211.7N 0041738.9E; arco de radio // arc of radius 11.0 NM centrado en // centred in ARP LEMH y sentido antihorario hasta // and counterclockwise up to 400219.6N 0040908.1E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 6000 ft AMSL - FL195… A
TPAM-24	
LÍMITES LATERALES // LATERAL LIMITS	393022.1N 0022608.2E; 391644.3N 0023638.9E; 392144.5N 0024719.9E; 393329.1N 0031238.3E; 394920.5N 0030019.0E; 394759.0N 0025723.0E; 394254.0N 0024626.4E; 393755.9N 0024355.9E; 393645.0N 0024450.0E; 393359.0N 0023853.0E; 393433.0N 0023827.0E; 393335.0N 0023307.0E; 393245.6N 0023119.8E; 393022.1N 0022608.2E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195 - FL245… C 4500 ft AMSL - FL195… A
DEPENDENCIA ATS // ATS UNIT 1	PALMA TACC
DISTINTIVO DE LLAMADA // CALL SIGN	Palma Control
FREQ	Ver apartado 2.2 // See item 2.2
DEPENDENCIA ATS // ATS UNIT 2	MENORCA TWR
DISTINTIVO DE LLAMADA // CALL SIGN	Menorca TWR
FREQ	Ver // See AD 2-LEMH.

TMA SANTANDER	
LÍMITES LATERALES // LATERAL LIMITS	434600N 0042000W, 434600N 0032900W, 433447N 0031900W, 431000N 0031900W, 425728N 0033247W, 425728N 0040819W, 431500N 0042000W, 434600N 0042000W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1000 ft AGL-FL145....D
DEPENDENCIA ATS // ATS UNIT	SANTANDER TWR
DISTINTIVO DE LLAMADA // CALL SIGN	Santander Torre // Tower
FREQ	Ver apartado 2.2 // See item 2.2
OBSERVACIONES // REMARKS	-

TMA SEVILLA	
LÍMITES LATERALES // LATERAL LIMITS	383000N 0044800W; 383000N 0052200W; 364000N 0072300W; 360000N 0072300W; 360000N 0044700W; 361227N 0043812W; 361100N 0035200W; 361053N 0034844W; 370152N 0032003W; segmento circular de 60 NM de radio centrado en ARP LEMG 364030N 0042957W hasta 371254N 0032654W; segmento circular de 11 NM de radio centrado en 371126N 0034033W hasta 372019N 0033226W; 380912N 0033222W; 380909N 0033730W; 383000N 0044800W; EXC Área 4. // 383000N 0044800W; 383000N 0052200W; 364000N 0072300W; 360000N 0072300W; 360000N 0044700W; 361227N 0043812W; 361100N 0035200W; 361053N 0034844W; 370152N 0032003W; circular segment radius 60 NM centred on ARP LEMG 364030N 0042957W hasta 371254N 0032654W; circular segment radius 11 NM centered on 371126N 0034033W hasta 372019N 0033226W; 380912N 0033222W; 380909N 0033730W; 383000N 0044800W; EXC Área 4.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245 .....C Dentro de los límites laterales de los sectores TSEV // Within the lateral limits of TSEV sectors: - Límite inferior sectores TSEV // TSEV sectors lower limit-FL145.....D Fuera de los límites laterales de los sectores TSEV // Outside the lateral limits of TSEV sectors: - 1000 ft AGL/AMSL; Límite superior // Upper limit FIZ-FL145 .....E
TMA SEVILLA ÁREA // AREA 1	

LÍMITES LATERALES // LATERAL LIMITS	382215.4N 0053047.5W, desde este punto siguiendo un arco de 60.0 NM de radio centrado en ARP LEZL hasta 372227.1N 0043843.2W, 372300.0N 0044225.0W, 372300.0N 0050602.0W, 372110.0N 0050855.0W, 370003.0N 0050855.0W, 370000.0N 0055302.0W, 364945.0N 0055736.0W, desde este punto siguiendo el límite de CTR JEREZ hasta 363913.0N 0060901.0W, desde este punto siguiendo un arco de 50.0 NM de radio centrado en DME SVL hasta 371354.0N 0064636.0W, 382215.4N 0053047.5W. // 382215.4N 0053047.5W, from this point following an arc of 60.0 NM radius centred on LEZL ARP up to 372227.1N 0043843.2W, 372300.0N 0044225.0W, 372300.0N 0050602.0W, 372110.0N 0050855.0W, 370003.0N 0050855.0W, 370000.0N 0055302.0W, 364945.0N 0055736.0W, from this point following CTR JEREZ limit up to 363913.0N 0060901.0W, from this point following an arc of 50.0 NM radius centred on DME SVL up to 371354.0N 0064636.0W, 382215.4N 0053047.5W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1000 ft AGL/AMSL; Límite superior // Upper limit CTR/FIZ-FL145..... D
TMA SEVILLA ÁREA // AREA 2	
LÍMITES LATERALES // LATERAL LIMITS	Círculo de 15 NM de radio centrado en el ARP de CÁDIZ/Rota AD (363843N 0062058W), quedando excluidas las zonas siguientes: CTR JEREZ, LED90, LED128 (cuando esté activa desde el nivel del mar) y LER154. // 15 NM circle radius centred on ARP of CÁDIZ/Rota AD (363843N 0062058W), excluding the following areas: CTR JEREZ, LED90, LED128 (when it is active from sea level) and LER154.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1000 ft AGL/AMSL-4000 ft AMSL D
TMA SEVILLA ÁREA // AREA 3 (1) (2)	
LÍMITES LATERALES // LATERAL LIMITS	372300N 0050602W, 372300N 0044225W, 371827N 0041213W, 370000N 0040300W, 365920N 0040240W, 364555N 0035619W, 363700N 0035200W, 361100N 0035200W, 361227N 0043812W, 362634N 0050116W, 365100N 0050855W, 372110N 0050855W, 372300N 0050602W, excepto // except CTR MÁLAGA.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145- FL245..... C Límite inferior sectores TSEV // TSEV sectors lower limit-FL145 .... D
TMA SEVILLA ÁREA // AREA 4	
LÍMITES LATERALES // LATERAL LIMITS	360911N 0052307W, 360911N 0051901W, desde este punto, siguiendo la paralela a la costa a 1 NM hasta 360911N 0052307W. // 360911N 0052307W, 360911N 0051901W, from this point, following parallel to the coastline at 1 NM to 360911N 0052307W.
	Esta modificación del TMA SEVILLA, o toda actividad realizada o medida adoptada en aplicación o como consecuencia de la misma, no puede ser interpretada como reconocimiento de cualesquiera derechos o situaciones relativas a los espacios que no estén comprendidos en el artículo 10 del Tratado de Utrecht, de 13 de julio de 1713, suscrito entre las Coronas de España y Gran Bretaña. // This modification of TMA SEVILLA, or any activity accomplished or any measure taken in accordance with or as a result of this modification, cannot be interpreted as a recognition of any right or situation in relation to the spaces which are not included in article 10 of the Treaty of Utrecht, of 13 July 1713, signed between the Spanish and British Crowns.

LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1000 ft AGL/AMSL-FL245
TMA SEVILLA ÁREA // AREA 5	
LÍMITES LATERALES // LATERAL LIMITS	360911N 0051901W, 360857N 0051637W, 360614N 0051620W, 360614N 0052000W, desde este punto siguiendo la paralela a la costa a 1 NM hasta 360911N 0051901W. // 360911N 0051901W, 360857N 0051637W, 360614N 0051620W, 360614N 0052000W, from this point following parallel to the coastline at 1 NM to 360911N 0051901W. Es obligatorio el uso del respondedor SSR // The use of an SSR transponder is compulsory.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1000 ft AGL/AMSL-FL090.....D
TMA SEVILLA ÁREA // AREA 7A	
LÍMITES LATERALES // LATERAL LIMITS	364945N 0055736W, 370000N 0055302W, 370004N 0052927W, 364354N 0053235W, 364003N 0053712W, 364452N 0055454W, desde este punto siguiendo el límite del CTR JEREZ hasta 364945N 0055736W. // 364945N 0055736W, 370000N 0055302W, 370004N 0052927W, 364354N 0053235W, 364003N 0053712W, 364452N 0055454W, from this point following the CTR JEREZ limit to 364945N 0055736W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1000 ft AGL-FL145.....D
TMA SEVILLA ÁREA // AREA 7B	
LÍMITES LATERALES // LATERAL LIMITS	363745N 0060223W desde este punto siguiendo el límite del CTR JEREZ hasta 364153N 0055537W, 363712N 0053824W, 363338N 0053806W, 362222N 0054247W, 362543N 0055502W, 363429N 0060306W desde este punto siguiendo el límite del Área 2 del TMA SEVILLA hasta 363745N 0060223W. // 363745N 0060223W from this point following the CTR JEREZ limit to 364153N 0055537W, 363712N 0053824W, 363338N 0053806W, 362222N 0054247W, 362543N 0055502W, 363429N 0060306W from this point following the TMA SEVILLA Area 2 to 363745N 0060223W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1000 ft AGL-FL145.....D
TMA SEVILLA ÁREA // AREA 7C	
LÍMITES LATERALES // LATERAL LIMITS	364003N 0053712W, 364452N 0055454W, desde este punto siguiendo el límite del CTR JEREZ hasta 364153N 0055537W, 363712N 0053824W, 364003N 0053712W. // 364003N 0053712W, 364452N 0055454W, from this point following the CTR JEREZ limit to 364153N 0055537W, 363712N 0053824W, 364003N 0053712W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	2500 ft AMSL-FL145 .....D
TSEV-1	

LÍMITES LATERALES // LATERAL LIMITS	382251.5N 0053006.6W, 382251.5N 0045046.7W, desde este punto siguiendo un arco de 32.0 NM centrado en DME CDB hasta 382203.1N 0044150.6W, 381330.9N 0044732.4W, 380232.3N 0045449.7W, desde este punto siguiendo un arco CCW de 60.0 NM de radio centrado en ARP LEZL hasta 382215.4N 0053047.5W, 382251.5N 0053006.6W. // 382251.5N 0053006.6W, 382251.5N 0045046.7W, from this point following an arc of 32.0 NM radius centred on DME CDB up to 382203.1N 0044150.6W, 381330.9N 0044732.4W, 380232.3N 0045449.7W, from this point following a CCW arc of 60.0 NM radius centred on LEZL ARP up to 382215.4N 0053047.5W, 382251.5N 0053006.6W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 5500 ft AMSL - FL145.....D
TSEV-2	
LÍMITES LATERALES // LATERAL LIMITS	381330.9N 0044732.4W, 380855.6N 0043920.1W, 375927.7N 0045157.3W, desde este punto siguiendo un arco CCW de 60.0 NM de radio centrado en ARP LEZL hasta 380232.3N 0045449.7W, 381330.9N 0044732.4W. // 381330.9N 0044732.4W, 380855.6N 0043920.1W, 375927.7N 0045157.3W, from this point following a CCW arc of 60.0 NM radius centred on LEZL ARP up to 380232.3N 0045449.7W, 381330.9N 0044732.4W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245.....C 3500 ft AMSL - FL145 .....D
TSEV-3	
LÍMITES LATERALES // LATERAL LIMITS	382203.1N 0044150.6W, desde este punto siguiendo un arco de 32.0 NM de radio centrado en DME CDB hasta 380531.6N 0041455.8W, 380047.7N 0042452.6W, 375218.6N 0042301.9W, 375556.0N 0043141.0W, 380215.0N 0042727.4W, 380855.6N 0043920.1W, 381330.9N 0044732.4W, 382203.1N 0044150.6W. // 382203.1N 0044150.6W, from this point following an arc of 32.0 NM radius centred on DME CDB up to 380531.6N 0041455.8W, 380047.7N 0042452.6W, 375218.6N 0042301.9W, 375556.0N 0043141.0W, 380215.0N 0042727.4W, 380855.6N 0043920.1W, 381330.9N 0044732.4W, 382203.1N 0044150.6W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245.....C 4500 ft AMSL - FL145.....D
TSEV-4	
LÍMITES LATERALES // LATERAL LIMITS	375927.7N 0045157.3W, 380855.6N 0043920.1W, 380215.0N 0042727.4W, 375556.0N 0043141.0W, 374857.3N 0043409.3W, 374342.0N 0043601.0W, 373943.0N 0043840.0W, 373826.2N 0044024.2W, desde este punto siguiendo un arco CCW de 60.0 NM de radio centrado en ARP LEZL hasta 375927.7N 0045157.3W. // 375927.7N 0045157.3W, 380855.6N 0043920.1W, 380215.0N 0042727.4W, 375556.0N 0043141.0W, 374857.3N 0043409.3W, 374342.0N 0043601.0W, 373943.0N 0043840.0W, 373826.2N 0044024.2W, from this point following a CCW arc of 60.0 NM radius centred on LEZL ARP up to 375927.7N 0045157.3W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245.....C 3000 ft AMSL - FL145 .....D

TSEV-5	
LÍMITES LATERALES // LATERAL LIMITS	380047.7N 0042452.6W, 380531.6N 0041455.8W, desde este punto siguiendo un arco de 32.0 NM de radio centrado en DME CDB hasta 374443.0N 0041115.0W, 374328.3N 0042107.2W, 375218.6N 0042301.9W, 380047.7N 0042452.6W. // 380047.7N 0042452.6W, 380531.6N 0041455.8W, from this point following an arc of 32.0 NM radius centred on DME CDB up to 374443.0N 0041115.0W, 374328.3N 0042107.2W, 375218.6N 0042301.9W, 380047.7N 0042452.6W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 5500 ft AMSL - FL145 .....D
TSEV-6	
LÍMITES LATERALES // LATERAL LIMITS	375556.0N 0043141.0W, 375218.6N 0042301.9W, 374328.3N 0042107.2W, 374857.3N 0043409.3W, 375556.0N 0043141.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245.....C 3500 ft AMSL - FL145.....D
TSEV-7	
LÍMITES LATERALES // LATERAL LIMITS	374857.3N 0043409.3W, 374328.3N 0042107.2W, 373543.7N 0042951.3W, 373318.3N 0043916.1W, desde este punto siguiendo un arco CCW de 60.0 NM de radio centrado en ARP LEZL hasta 373826.2N 0044024.2W, 373943.0N 0043840.0W, 374342.0N 0043601.0W, 374857.3N 0043409.3W. // 374857.3N 0043409.3W, 374328.3N 0042107.2W, 373543.7N 0042951.3W, 373318.3N 0043916.1W, from this point following a CCW arc of 60.0 NM radius centred on LEZL ARP up to 373826.2N 0044024.2W, 373943.0N 0043840.0W, 374342.0N 0043601.0W, 374857.3N 0043409.3W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245.....C 2500 ft AMSL - FL145.....D
TSEV-8	
LÍMITES LATERALES // LATERAL LIMITS	374328.3N 0042107.2W, 373543.7N 0042951.3W, 373318.3N 0043916.1W, desde este punto siguiendo un arco de 60.0 NM de radio centrado en ARP LEZL hasta 372227.0N 0043843.2W, 371827.0N 0041213.0W, 372200.0N 0041400.0W, , 372945.0N 0041455.0W, 374443.0N 0041115.0W, 374328.3N 0042107.2W. // 374328.3N 0042107.2W, 373543.7N 0042951.3W, 373318.3N 0043916.1W, from this point following an arc of 60.0 NM radius centred on LEZL ARP up to 372227.0N 0043843.2W, 371827.0N 0041213.0W, 372200.0N 0041400.0W, , 372945.0N 0041455.0W, 374443.0N 0041115.0W, 374328.3N 0042107.2W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245.....C 6500 ft AMSL - FL145.....D
TSEV-9	

LÍMITES LATERALES // LATERAL LIMITS	382251.5N 0053006.6W, 382251.5N 0045046.7W, desde este punto siguiendo un arco de 32.0 NM de radio centrado en DME CDB hasta 374443.0N 0041115.0W, 373401.8N 0041352.2W; 373419.2N 0033224.9W; 380912.0N 0033221.6W; 380909.0N 0033730.0W, 383000.0N 0044800.0W, 383000.0N 0052200.0W, 382251.5N 0053006.6W. // 382251.5N 0053006.6W, 382251.5N 0045046.7W, from this point following an arc of 32.0 NM radius centred on DME CDB up to 374443.0N 0041115.0W, 373401.8N 0041352.2W; 373419.2N 0033224.9W; 380912.0N 0033221.6W; 380909.0N 0033730.0W, 383000.0N 0044800.0W, 383000.0N 0052200.0W, 382251.5N 0053006.6W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245.....C 7500 ft AMSL - FL145.....D
TSEV-10	
LÍMITES LATERALES // LATERAL LIMITS	372300.0N 0050602.0W, 372300.0N 0044225.0W, 372055.2N 0042830.0W, 370210.0N 0042830.0W, 365245.0N 0042000.0W, 365245.0N 0042557.3W, 370820.0N 0044707.0W, 365304.0N 0050429.0W, 365355.0N 0050855.0W, 372110.0N 0050855.0W, 372300.0N 0050602.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245.....C 5500 ft AMSL - FL145.....D
TSEV-11	
LÍMITES LATERALES // LATERAL LIMITS	372055.2N 0042830.0W, 371932.2N 0041921.1W, 370803.8N 0041335.2W, 370804.7N 0040701.5W, 365920.0N 0040240.0W, 365840.0N 0040710.0W, 365130.0N 0041030.0W, 365225.0N 0041245.0W, 365245.0N 0042000.0W, 370210.0N 0042830.0W, 372055.2N 0042830.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245..... C 6500 ft AMSL - FL145..... D
TSEV-12	
LÍMITES LATERALES // LATERAL LIMITS	371932.2N 0041921.1W, 371827.0N 0041213.0W, 370804.7N 0040701.5W, 370803.8N 0041335.2W, 371932.2N 0041921.1W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245..... C 5200 ft AMSL - FL145..... D
TSEV-13	
LÍMITES LATERALES // LATERAL LIMITS	370820.0N 0044707.0W, 364958.0N 0042212.0W, 364743.0N 0042441.0W, 363439.0N 0040710.0W, 362313.0N 0041949.0W, 363602.0N 0043740.0W, 363454.0N 0043854.0W, 365304.0N 0050429.0W, 370820.0N 0044707.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245..... C 7500 ft AMSL - FL145..... D
TSEV-14	

LÍMITES LATERALES // LATERAL LIMITS	365920.0N 0040240.0W, 364555.0N 0035619.0W, 365130.0N 0041030.0W, 365840.0N 0040710.0W, 365920.0N 0040240.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245..... C 8500 ft AMSL - FL145..... D
TSEV-15	
LÍMITES LATERALES // LATERAL LIMITS	370000.0N 0040300.0W, 370025.1N 0034015.7W, arco centrado en 371126N 0034033W, radio 11 NM y sentido antihorario hasta 370042.7N 0033722.9W, 365513.0N 0033329.0W, 365513.0N 0032350.3W, 364512.0N 0032930.5W, 364417.0N 0035213.0W, 364555.0N 0035619.0W, 365920.0N 0040240.0W, 370000.0N 0040300.0W. // 370000.0N 0040300.0W, 370025.1N 0034015.7W, arc centred on 371126N 0034033W, radius 11 NM and anticlockwise to 370042.7N 0033722.9W, 365513.0N 0033329.0W, 365513.0N 0032350.3W, 364512.0N 0032930.5W, 364417.0N 0035213.0W, 364555.0N 0035619.0W, 365920.0N 0040240.0W, 370000.0N 0040300.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245..... C 8500 ft AMSL - FL145..... D
TSEV-16	
LÍMITES LATERALES // LATERAL LIMITS	371254.3N 0032654.0W, arco centrado en ARP LEMG, radio 60 NM y sentido horario hasta 370152.1N 0032003.5W, 365513.0N 0032350.3W, 365513.0N 0033329.0W, 370042.7N 0033722.9W, arco centrado en 371126N 0034033W, radio 11 NM y sentido antihorario hasta 371254.3N 0032654.0W. // 371254.3N 0032654.0W, arc centred on ARP LEMG, radius 60 NM and clockwise to 370152.1N 0032003.5W, 365513.0N 0032350.3W, 365513.0N 0033329.0W, 370042.7N 0033722.9W, arc centred on 371126N 0034033W, radius 11 NM and anticlockwise to 371254.3N 0032654.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245..... C 12500 ft AMSL - FL145..... D
TSEV-17	
LÍMITES LATERALES // LATERAL LIMITS	365245.0N 0042557.3W, 365245.0N 0042000.0W, 365225.0N 0041245.0W, 365130.0N 0041030.0W, 364555.0N 0035619.0W, 364105.0N 0035358.5W, 364105.0N 0041546.3W, 364743.0N 0042441.0W, 364958.0N 0042212.0W, 365245.0N 0042557.3W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245..... C 4500 ft AMSL - FL145..... D
TSEV-18	
LÍMITES LATERALES // LATERAL LIMITS	364555.0N 0035619.0W, 364417.0N 0035213.0W, 364512.0N 0032930.5W, 363940.0N 0033237.8W, 364105.0N 0035358.5W, 364555.0N 0035619.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245..... C 6500 ft AMSL - FL145..... D
TSEV-19	

LÍMITES LATERALES // LATERAL LIMITS	370002.3N 0051930.7W, 370003.0N 0050855.0W, 365355.0N 0050855.0W, 365100.0N 0050855.0W, 364802.3N 0050759.1W, 365019.0N 0051959.0W, 363832.0N 0052105.0W, 363516.0N 0052124.0W, 363437.0N 0053017.0W, 364617.8N 0053207.4W, 365449.7N 0053027.9W, 370002.3N 0051930.7W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245……..…… C 7500 ft AMSL - FL145…… D
TSEV-20	
LÍMITES LATERALES // LATERAL LIMITS	365019.0N 0051959.0W, 364802.3N 0050759.1W, 363520.6N 0050400.3W, 363832.0N 0052105.0W, 365019.0N 0051959.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245…….…… C 8500 ft AMSL - FL145…… D
TSEV-21	
LÍMITES LATERALES // LATERAL LIMITS	364802.3N 0050759.1W, 364552.0N 0045639.0W, 364236.0N 0045337.0W, 363336.0N 0045446.0W, 363520.6N 0050400.3W, 364802.3N 0050759.1W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245…….…… C 8500 ft AMSL - FL145…… D
TSEV-22	
LÍMITES LATERALES // LATERAL LIMITS	365355.0N 0050855.0W, 365304.0N 0050429.0W, 364150.5N 0044838.2W, 362853.0N 0044526.0W, 362634.0N 0050116.0W, 363520.6N 0050400.3W, 363336.0N 0045446.0W, 364236.0N 0045337.0W, 364552.0N 0045639.0W, 364802.3N 0050759.1W, 365100.0N 0050855.0W, 365355.0N 0050855.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245…….…… C 6500 ft AMSL - FL145…… D
TSEV-23	
LÍMITES LATERALES // LATERAL LIMITS	364150.5N 0044838.2W, 363454.0N 0043854.0W, 362853.0N 0044526.0W, 364150.5N 0044838.2W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245…….…… C 5500 ft AMSL - FL145…… D
TSEV-24	
LÍMITES LATERALES // LATERAL LIMITS	363602.0 N 0043740.0 W, 363302.3N 0043328.9W, 362708.0N 0043955.0W, 362853.0N 0044526.0W, 363454.0N 0043854.0W, 363602.0N 0043740.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245…….…… C 3500 ft AMSL - FL145…… D
TSEV-25	
LÍMITES LATERALES // LATERAL LIMITS	363302.3N 0043328.9W, 362313.0N 0041949.0W, 362121.0N 0042153.0W, 362708.0N 0043955.0W, 363302.3N 0043328.9W.

LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245..... C 2000 ft AMSL - FL145..... D
TSEV-26	
LÍMITES LATERALES // LATERAL LIMITS	364105.0N 0041546.3W, 364105.0N 0035358.5W, 363700.0N 0035200.0W, 361100.0N 0035200.0W, 361132.8N 0040821.0W, 362121.0N 0042153.0W, 362313.0N 0041949.0W, 363439.0N 0040710.0W, 364105.0N 0041546.3W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245..... C 1000 ft AMSL - FL145..... D
TSEV-27	
LÍMITES LATERALES // LATERAL LIMITS	364105.0N 0035358.5W, 363940.0N 0033237.8W, 361053.0N 0034844.0W, 361100.0N 0035200.0W, 363700.0N 0035200.0W, 364105.0N 0035358.5W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245..... C 2500 ft AMSL - FL145..... D
TSEV-28	
LÍMITES LATERALES // LATERAL LIMITS	362634.0N 0050116.0W, 362853.0N 0044526.0W, 362708.0N 0043955.0W, 362121.0N 0042153.0W, 361132.8N 0040821.0W, 361227.0N 0043812.0W, 362634.0N 0050116.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245..... C 3000 ft AMSL - FL145..... D
TSEV-29	
LÍMITES LATERALES // LATERAL LIMITS	363832.0N 0052105.0W, 363520.6N 0050400.3W, 362634.0N 0050116.0W, 362527.0N 0050449.0W, 361300.0N 0051458.0W, 361625.0N 0052123.0W, 362046.8N 0052412.3W, 363437.0N 0053017.0W, 363516.0N 0052124.0W, 363832.0N 0052105.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245..... C 7500 ft AMSL - FL145..... D
TSEV-30	
LÍMITES LATERALES // LATERAL LIMITS	362634.0N 0050116.0W, 361943.3N 0045003.0W, 360001.9N 0045003.0W, 360012.9N 0051021.0W, 360607.0N 0051619.0W, 361045.0N 0051648.0W, 361300.0N 0051458.0W, 362527.0N 0050449.0W, 362634.0N 0050116.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245..... C 1500 ft AMSL - FL145..... D
TSEV-31	
LÍMITES LATERALES // LATERAL LIMITS	361943.3N 0045003.0W, 361227.0N 0043812.0W, 360000.0N 0044700.0W, 360001.9N 0045003.0W, 361943.3N 0045003.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245..... C 3500 ft AMSL - FL145..... D

TSEV-42	
LÍMITES LATERALES // LATERAL LIMITS	373401.8N 0041352.2W, 373419.2N 0033224.9W, 372019.3N 0033226.0W, arco de 11 NM centrado en 371126N 0034033W y sentido horario hasta 370025.0N 0034016.0W, 370000.0N 0040300.0W, 372200.0N 0041400.0W, 372945.0N 0041455.0W, 373401.8N 0041352.2W. // 373401.8N 0041352.2W, 373419.2N 0033224.9W, 372019.3N 0033226.0W, 11 NM radius centered on 371126N 0034033W and clockwise to 370025.0N 0034016.0W, 370000.0N 0040300.0W, 372200.0N 0041400.0W, 372945.0N 0041455.0W, 373401.8N 0041352.2W
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245..... C 9500 ft AMSL - FL145..... D
DEPENDENCIA ATS // ATS UNIT 1	SEVILLA ACC
DISTINTIVO DE LLAMADA // CALL SIGN 1	Sevilla Control
DEPENDENCIA ATS // ATS UNIT 2	SEVILLA APP
DISTINTIVO DE LLAMADA // CALL SIGN 2	Sevilla Aproximación // Approach
DEPENDENCIA ATS // ATS UNIT 3	MALAGA APP
DISTINTIVO DE LLAMADA // CALL SIGN 3	Málaga Aproximación // Approach
DEPENDENCIA ATS // ATS UNIT 5 (3)	ROTA TWR
DISTINTIVO DE LLAMADA // CALL SIGN 5	Rota Torre // Tower
FREQ	Ver apartado 2.2 // See item 2.2
OBSERVACIONES // REMARKS	(1) ÁREA // AREA 3: FREQ 245.600 MIL.
	(2) ÁREA 3: No se permite tráfico VFR, excepto de aeronaves de Estado, helicópteros, vuelos sanitarios y de salvamento (ver limitaciones relacionadas en AD 2-LEMG apartado 2): - Desde el último domingo de octubre hasta el sábado anterior al último domingo de marzo: 0900-1400 (LT). - Desde el último domingo de marzo hasta el sábado anterior al último domingo de octubre: 0900-1600 y 1800-2100 (LT). // AREA 3: VFR traffic is not permitted, excluding State aircraft, helicopters, medical and rescue flights (see limitations set out in AD 2-LEMG item 2): - From the last Sunday in October until the Saturday before the last Sunday in March: 0900-1400 (LT). - From the last Sunday in March until the Saturday before the last Sunday in October: 0900-1600 and 1800-2100 (LT). (3) DEPENDENCIA ATS // ATS UNIT 5: OPR HR ROTA TWR V: 0600-1800 I: 0700-1900 O/T SEVILLA ACC

TMA VALENCIA

LÍMITES LATERALES // LATERAL LIMITS	403440.0N 0004155.0E, 401353.0N 0004155.0E, 395144.3N 0001518.8E, 394621.0N 0000851.8E, 391500.0N 0002859.8E, 383000.0N 0002859.8E, 380000.0N 0000959.8E, 372945.5N 0002046.1W, arco de 28.0 NM de radio centrado en DME VSJ (374647.1N, 0004845.9W) y sentido antihorario, 375747.4N 0001630.1W, 375724.0N 0001601.0W, 380000.1N 0001915.1W, 380700.0N 0002800.0W, 380657.8N 0010531.8W, 380352.1N 0011440.3W, 375645.9N 0013418.2W, 375412.5N 0013457.7W, 381223.8N 0020107.3W, 383834.5N 0020631.9W, 390236.7N 0012630.6W, 392726.7N 0014950.0W, 393223.6N 0014443.4W, 393317.0N 0014133.2W, 393400.0N 0013900.0W, 400000.0N 0012200.0W, 400002.3N 0010034.9W, 401338.0N 0005543.8W, 401400.0N 0002450.0W, 403440.0N 0002450.0W, 403440.0N 0004155.0E. 403440.0N 0004155.0E, 401353.0N 0004155.0E, 395144.3N 0001518.8E, 394621.0N 0000851.8E, 391500.0N 0002859.8E, 383000.0N 0002859.8E, 380000.0N 0000959.8E, 372945.5N 0002046.1W, 28.0 NM radius arc centered on DME VSJ (374647.1N, 0004845.9W) and anticlockwise, 375747.4N 0001630.1W, 375724.0N 0001601.0W, 380000.1N 0001915.1W, 380700.0N 0002800.0W, 380657.8N 0010531.8W, 380352.1N 0011440.3W, 375645.9N 0013418.2W, 375412.5N 0013457.7W, 381223.8N 0020107.3W, 383834.5N 0020631.9W, 390236.7N 0012630.6W, 392726.7N 0014950.0W, 393223.6N 0014443.4W, 393317.0N 0014133.2W, 393400.0N 0013900.0W, 400000.0N 0012200.0W, 400002.3N 0010034.9W, 401338.0N 0005543.8W, 401400.0N 0002450.0W, 403440.0N 0002450.0W, 403440.0N 0004155.0E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C Límite inferior sectores TMA // Lower limit TMA sectors - FL145 ……..D
TVAL-1	
LÍMITES LATERALES // LATERAL LIMITS	403440.0N 0002450.0W, 403441.9N 0001732.0W, 401911.0N 0002450.0W, 402655.5N 0002450.0W, 403440.0N 0002450.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 8500 ft AMSL - FL145 .....D
TVAL-2	
LÍMITES LATERALES // LATERAL LIMITS	403441.9N 0001732.0W, 403443.0N 0001156.5W, 401641.3N 0001246.5W, 401324.1N 0001429.1W, 401315.7N 0002101.4W, 401400.0N 0002450.0W, 401911.0N 0002450.0W, 403441.9N 0001732.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 7500 ft AMSL - FL145 .....D
TVAL-3	
LÍMITES LATERALES // LATERAL LIMITS	401358.4N 0002727.8W, 401400.0N 0002450.0W, 401315.7N 0002101.4W, 401324.1N 0001429.1W, 401134.1N 0001526.2W, 400804.3N 0001702.2W, 400640.6N 0002409.3W, 401203.7N 0002900.3W, 401358.4N 0002727.8W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 6500 ft AMSL - FL145 .....D

TVAL-4	
LÍMITES LATERALES // LATERAL LIMITS	403443.0N 0001156.5W, 403444.8N 0001237.5E, 403047.8N 0000856.2E, 402855.4N 0000631.9E, 402442.8N 0000108.3E, 401658.9N 0001149.7W, 401641.3N 0001246.5W, 403443.0N 0001156.5W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 6500 ft AMSL - FL145 .....D
TVAL-5	
LÍMITES LATERALES // LATERAL LIMITS	403444.8N 0001237.5E, 403444.6N 0001604.5E, 403440.0N 0004155.0E, 401633.5N 0004155.0E, 403056.7N 0002015.1E, 402421.3N 0001342.8E, 402209.7N 0001105.0E, 401834.1N 0000647.0E, arco centrado en // arc centred on ARP Castellón , radio // radius 6.0 NM y sentido antihorario // and anticlockwise, 401850.9N 0000423.6E, 402442.8N 0000108.3E, 402855.4N 0000631.9E, 403047.8N 0000856.2E, 403444.8N 0001237.5E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 3500 ft AMSL - FL145 .....D
TVAL-6	
LÍMITES LATERALES // LATERAL LIMITS	402038.4N 0001344.7E, 401725.2N 0001626.3E, 400726.1N 0001033.4E, 400431.2N 0000439.1E, 400607.0N 0000311.6E, 401010.6N 0001125.4E, 401719.6N 0000937.6E, 402038.4N 0001344.7E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 2300 ft AMSL - FL145.....D
TVAL-7	
LÍMITES LATERALES // LATERAL LIMITS	402442.8N 0000108.3E, 401850.9N 0000423.6E, arco centrado en // arc centred on ARP Castellón , radio // radius 6.0 NM y sentido antihorario // and anticlockwise, 401850.8N 0000411.1E, 401102.9N 0001134.6W, 400934.1N 0001019.7W, 400413.5N 0001959.1W, 400632.6N 0002450.2W, 400640.6N 0002409.3W, 400804.3N 0001702.2W, 401134.1N 0001529.1W, 401641.3N 0001246.5W, 401658.9N 0001149.7W, 402442.8N 0000108.3E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 4500 ft AMSL - FL145 .....D
TVAL-8	
LÍMITES LATERALES // LATERAL LIMITS	403056.7N 0002015.1E, 401633.5N 0004155.0E, 401353.0N 0004155.0E, 395144.3N 0001518.8E, 394947.2N 0001258.5E, 395004.0N 0000051.7W, 395944.7N 0001523.1W, 400211.1N 0001148.1W, 400401.2N 0001320.8W, 400640.0N 0001534.7W, 400934.1N 0001019.7W, 400445.2N 0000616.2W, 400431.2N 0000439.1E, 400726.1N 0001033.4E, 401725.2N 0001626.3E, 402038.4N 0001344.7E, 401719.6N 0000937.6E, arco centrado en // arc centred on ARP Castellón , radio // radius 6.0 NM y sentido antihorario // and anticlockwise, 401834.1N 0000647.0E, 402209.7N 0001105.0E, 402421.3N 0001342.8E, 403056.7N 0002015.1E.

LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 3000 ft AMSL - FL145 .....D
TVAL-9	
LÍMITES LATERALES // LATERAL LIMITS	400401.2N 0001320.8W, 400211.1N 0001148.1W, 395944.7N 0001523.1W, 395004.0N 0000051.7W, 394947.2N 0001258.5E, 394621.0N 0000851.8E, 391500.0N 0002859.8E, 383000.0N 0002859.8E, 380000.0N 0000959.8E, 372945.5N 0002046.1W, arco centrado en // arc centred on DME VSJ (374647.1N, 0004845.9W) // radius 28.0 NM y sentido antihorario // and anticlockwise, 375724.0N 0001601.0W, 375747.4N 0001630.1W, 375755.9N 0000030.9W, 382622.2N 0000551.1E, 382924.1N 0001453.7W, 383122.5N 0000541.5W, 383519.7N 0000052.9E, 384436.1N 0001513.2E, 385251.6N 0000337.6E, 390012.2N 0000935.7W, 390038.8N 0001023.8W, 390407.9N 0001506.4W, 390430.5N 0003335.9W, 390539.3N 0003425.0W, 391437.2N 0003829.9W, 390910.0N 0002424.9W, 390859.3N 0001628.2W, 390410.1N 0001120.8W, 390041.2N 0000220.3W, 393003.8N 0001631.1E, 394019.1N 0000948.0W, 394319.9N 0000607.1W, 395416.4N 0001535.5W, 400008.6N 0002338.4W, 400110.1N 0001604.9W, 400317.2N 0001421.3W, 400401.2N 0001320.8W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 3500 ft AMSL - FL145 .....D
TVAL-10	
LÍMITES LATERALES // LATERAL LIMITS	400710.3N 0002609.2W, 400632.6N 0002450.2W, 400413.5N 0001959.1W, 400640.0N 0001534.7W, 400401.2N 0001320.8W, 400317.2N 0001421.3W, 400110.1N 0001604.9W, 400008.6N 0002338.4W, 395416.4N 0001535.5W, 394319.9N 0000607.1W, 394213.0N 0002812.6W, 394403.5N 0003915.0W, 394151.6N 0004628.6W, 394033.0N 0004701.0W, 393343.2N 0005216.1W, 393053.6N 0004446.2W, 393044.5N 0004418.9W, 391437.2N 0003829.9W, 390539.3N 0003425.0W, 390430.5N 0003335.9W, 390407.9N 0001506.4W, 390038.8N 0001023.8W, 390012.2N 0000935.7W, 390026.8N 0004227.7W, 391307.0N 0005059.8W, 392410.7N 0005518.4W, 393218.3N 0005607.1W, 393710.0N 0010209.8W, 393849.0N 0010200.6W, 394145.7N 0010550.1W, 394435.0N 0011104.6W, 395113.6N 0010543.4W, 394639.4N 0005843.0W, 394812.9N 0004604.7W, 394752.8N 0004056.6W, 400710.3N 0002609.2W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 4500 ft AMSL - FL145 .....D
TVAL-11	
LÍMITES LATERALES // LATERAL LIMITS	401358.4N 0002727.8W, 400122.3N 0003735.7W, 395615.7N 0005141.5W, 400002.3N 0010034.9W, 401338.0N 0005543.8W, 401358.4N 0002727.8W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 8500 ft AMSL - FL145 .....D
TVAL-12	

LÍMITES LATERALES // LATERAL LIMITS	393710.0N 0010209.8W, 393218.3N 0005607.1W, 392410.7N 0005518.4W, 391307.0N 0005059.8W, 393030.0N 0011043.6W, 393710.0N 0010209.8W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 5500 ft AMSL - FL145 .....D
TVAL-13	
LÍMITES LATERALES // LATERAL LIMITS	394319.9N 0000607.1W, 394019.1N 0000948.0W, 393954.5N 0002652.1W, 394225.7N 0003720.9W, 393916.4N 0004336.3W, 393900.3N 0004339.7W, 394033.0N 0004701.0W, 394151.6N 0004628.6W, 394403.5N 0003915.0W, 394213.0N 0002812.6W, 394319.9N 0000607.1W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 3000 ft AMSL - FL145 .....D
TVAL-14	
LÍMITES LATERALES // LATERAL LIMITS	394225.7N 0003720.9W, 393954.5N 0002652.1W, 394019.1N 0000948.0W, 393003.8N 0001631.1E, 390041.2N 0000220.3W, 390410.1N 0001120.8W, 390859.3N 0001628.2W, 390910.0N 0002424.9W, 391437.2N 0003829.9W, 393044.5N 0004418.9W, 392856.1N 0003855.5W, 392827.7N 0003922.8W, 392350.7N 0003913.4W, 391252.8N 0000429.2W, 392408.3N 0000244.6E, 393308.0N 0001932.3W, 393710.5N 0002337.7W, 393927.2N 0003317.6W, 393714.5N 0003611.8W, 393729.4N 0003643.3W, 393806.0N 0004142.0W, 393900.3N 0004339.7W, 393916.4N 0004336.3W, 394225.7N 0003720.9W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 2500 ft AMSL - FL145 .....D
TVAL-15	
LÍMITES LATERALES // LATERAL LIMITS	393927.2N 0003317.6W, 393710.5N 0002337.7W, 393308.0N 0001932.3W, 392408.3N 0000244.6E, 391252.8N 0000429.2W, 392109.6N 0003039.5W, 392652.0N 0003246.3W, 392201.4N 0001827.2W, 392750.9N 0001444.7W, 393105.3N 0002312.9W, 393714.5N 0003611.8W, 393927.2N 0003317.6W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 1500 ft AMSL - FL145.....D
TVAL-16	
LÍMITES LATERALES // LATERAL LIMITS	392856.1N 0003855.5W, 392652.0N 0003246.3W, 392109.6N 0003039.5W, 392350.7N 0003913.4W, 392827.7N 0003922.8W, 392856.1N 0003855.5W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 2000 ft AMSL - FL145.....D
TVAL-17	

LÍMITES LATERALES // LATERAL LIMITS	390012.2N 0000935.7W, 385251.6N 0000337.6E, 384436.1N 0001513.2E, 383519.7N 0000052.9E, 383122.5N 0000541.5W, 382924.1N 0001453.7W, 383029.3N 0001546.6W, 382922.7N 0001716.1W, 383012.5N 0002418.1W, 383108.9N 0002956.9W, 383118.2N 0003023.4W, 382826.0N 0003749.7W, 382827.0N 0003827.0W, 382940.4N 0004046.0W, 383302.1N 0004501.7W, 384143.6N 0005107.1W, 383718.3N 0010200.5W, 383025.3N 0005702.5W, 382732.2N 0005641.8W, 382644.4N 0005830.3W, 382724.0N 0010234.0W, 382514.0N 0010348.0W, 381844.6N 0010729.8W, 380658.1N 0010425.3W, 380657.8N 0010531.8W, 380352.1N 0011440.3W, 380251.1N 0011729.7W, 383101.8N 0011040.9W, 384048.3N 0011700.2W, 385225.1N 0005036.8W, 384529.7N 0004256.2W, 383456.8N 0002100.5W, 383158.6N 0001258.1W, 383234.8N 0000936.8W, 383524.1N 0000521.5W, 384029.4N 0000528.2W, 384545.1N 0000535.0W, 384952.6N 0001308.0W, 385005.8N 0002247.3W, 385010.3N 0002614.4W, 390026.8N 0004227.7W, 390012.2N 0000935.7W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 5500 ft AMSL - FL145 .....D

TVAL-18

LÍMITES LATERALES // LATERAL LIMITS	401203.7N 0002900.3W, 400640.6N 0002409.3W, 400632.6N 0002450.2W, 400710.3N 0002609.2W, 394752.8N 0004056.6W, 394812.9N 0004604.7W, 394639.4N 0005843.0W, 395113.6N 0010543.4W, 394435.0N 0011104.6W, 394145.7N 0010550.1W, 393849.0N 0010200.6W, 393710.0N 0010209.8W, 393030.0N 0011043.6W, 391307.0N 0005059.8W, 390026.8N 0004227.7W, 385010.3N 0002614.4W, 385005.8N 0002247.3W, 383934.6N 0002311.3W, 383714.1N 0002247.3W, 383603.5N 0002032.1W, 383514.3N 0001644.4W, 383725.0N 0001423.0W, 384025.8N 0000951.9W, 384029.4N 0000528.2W, 383524.1N 0000521.5W, 383234.8N 0000936.8W, 383158.6N 0001258.1W, 383456.8N 0002100.5W, 384529.7N 0004256.2W, 385225.1N 0005036.8W, 384048.3N 0011700.2W, 384902.3N 0012221.1W, 385020.8N 0012234.8W, 390827.8N 0011749.9W, 393317.0N 0014133.2W, 393400.0N 0013900.0W, 400000.0N 0012200.0W, 400002.3N 0010034.9W, 395615.7N 0005141.5W, 400122.3N 0003735.7W, 401203.7N 0002900.3W
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 6500 ft AMSL - FL145 .....D

TVAL-19

LÍMITES LATERALES // LATERAL LIMITS	393317.0N 0014133.2W, 390827.8N 0011749.9W, 385020.8N 0012234.8W, 384902.3N 0012221.1W, 384048.3N 0011700.2W, 383101.8N 0011040.9W, 380251.1N 0011729.7W, 375645.9N 0013418.2W, 375412.5N 0013457.7W, 381223.8N 0020107.3W, 383834.5N 0020631.9W, 390236.7N 0012630.6W, 392726.7N 0014950.0W, 393223.6N 0014443.4W, 393317.0N 0014133.2W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 9500 ft AMSL - FL145.....D

TVAL-20

LÍMITES LATERALES // LATERAL LIMITS	384143.6N 0005107.1W, 383302.1N 0004501.7W, 382940.4N 0004046.0W, 382827.0N 0003827.0W, 382826.0N 0003749.7W, 383118.2N 0003023.4W, 383108.9N 0002956.9W, 382713.3N 0003335.0W, 382519.1N 0003932.1W, 382448.7N 0004420.3W, 383054.2N 0004845.8W, 382732.2N 0005641.8W, 383025.3N 0005702.5W, 383718.3N 0010200.5W, 384143.6N 0005107.1W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 4500 ft AMSL - FL145 .....D
TVAL-21	
LÍMITES LATERALES // LATERAL LIMITS	383108.9N 0002956.9W, 383012.5N 0002418.1W, 382922.7N 0001716.1W, 382606.5N 0002139.7W, 382739.4N 0003213.2W, 382713.3N 0003335.0W, 383108.9N 0002956.9W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 3500 ft AMSL - FL145 .....D
TVAL-22	
LÍMITES LATERALES // LATERAL LIMITS	385005.8N 0002247.3W, 384952.6N 0001308.0W, 384545.1N 0000535.0W, 384029.4N 0000528.2W, 384025.8N 0000951.9W, 383725.0N 0001423.0W, 383514.3N 0001644.4W, 383603.5N 0002032.1W, 383714.1N 0002247.3W, 383934.6N 0002311.3W, 385005.8N 0002247.3W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 7500 ft AMSL - FL145.....D
TVAL-23	
LÍMITES LATERALES // LATERAL LIMITS	383054.2N 0004845.8W, 382448.7N 0004420.3W, 382439.8N 0004544.5W, 382644.4N 0005830.3W, 382732.2N 0005641.8W, 383054.2N 0004845.8W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 3500 ft AMSL - FL145 .....D
TVAL-24	
LÍMITES LATERALES // LATERAL LIMITS	382739.4N 0003213.2W, 382606.5N 0002139.7W, 382536.0N 0002233.0W, 382420.9N 0002332.3W, 382109.3N 0002415.1W, 382439.8N 0004544.5W, 382448.7N 0004420.3W, 382519.1N 0003932.1W, 382519.1N 0003932.1W, 382739.4N 0003213.2W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 3000 ft AMSL - FL145 .....D
TVAL-25	
LÍMITES LATERALES // LATERAL LIMITS	383029.3N 0001546.6W, 382924.1N 0001453.7W, 382622.2N 0000551.1E, 375755.9N 0000030.9W, 375747.4N 0001630.1W, 380000.1N 0001915.1W, 380459.3N 0002528.8W, 380154.7N 0001608.4W, 380555.0N 0001226.4W, 380744.8N 0001207.0W, 380659.8N 0000730.5W, 381801.9N 0000511.5W, 381945.8N 0001543.2W, 382109.3N 0002415.1W, 382420.9N 0002332.3W, 382536.0N 0002233.0W, 382606.5N 0002139.7W, 382922.7N 0001716.1W, 383029.3N 0001546.6W.

LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 2500 ft AMSL - FL145 .....D
TVAL-26	
LÍMITES LATERALES // LATERAL LIMITS	381945.8N 0001543.2W, 381801.9N 0000511.5W, 380659.8N 0000730.5W, 380744.8N 0001207.0W, 381945.8N 0001543.2W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 1500 ft AMSL - FL145 .....D
TVAL-27	
LÍMITES LATERALES // LATERAL LIMITS	381405.3N 0005637.0W, 381158.6N 0004130.0W, 380811.1N 0004145.0W, 380733.9N 0003320.9W, 380700.3N 0003138.2W, 380659.6N 0005512.1W, 381112.9N 0005753.5W, 381218.0N 0005525.1W, 381405.3N 0005637.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 2500 ft AMSL - FL145 .....D
TVAL-28	
LÍMITES LATERALES // LATERAL LIMITS	382514.0N 0010348.0W, 382205.1N 0010146.0W, 382015.3N 0010227.4W, 381828.0N 0010122.2W, 381758.1N 0005941.2W, 381405.3N 0005637.0W, 381218.0N 0005525.1W, 381112.9N 0005753.5W, 380659.6N 0005512.1W, 380658.1N 0010425.3W, 381844.6N 0010729.8W, 382514.0N 0010348.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 4500 ft AMSL - FL145 .....D
TVAL-ALI	
LÍMITES LATERALES // LATERAL LIMITS	382724.0N 0010234.0W, 382644.4N 0005830.3W, 382439.8N 0004544.5W, 382109.3N 0002415.1W, 381945.8N 0001543.2W, 380744.8N 0001207.0W, 380555.0N 0001226.4W, 380154.7N 0001608.4W, 380459.3N 0002528.8W, 380700.0N 0002800.0W, 380700.3N 0003138.2W, 380733.9N 0003320.9W, 380811.1N 0004145.0W, 381158.6N 0004130.0W, 381405.3N 0005637.0W, 381758.1N 0005941.2W, 381828.0N 0010122.2W, 382015.3N 0010227.4W, 382205.1N 0010146.0W, 382514.0N 0010348.0W, 382724.0N 0010234.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 5000 ft AMSL - FL145.....D
TVAL-CAS	
LÍMITES LATERALES // LATERAL LIMITS	401850.8N 0000411.1E, arco centrado en // arc centred on ARP Castellón , radio // radius 6.0 NM y sentido horario // and clockwise, 401010.6N 0001125.4E, 400607.0N 0000311.6E, 400431.2N 0000439.1E, 400445.2N 0000616.2W, 401102.9N 0001134.6W, 401850.8N 0000411.1E.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 4000 ft AMSL - FL145.....D
TVAL-VAL	

LÍMITES LATERALES // LATERAL LIMITS	394033.0N 0004701.0W, 393806.0N 0004142.0W, 393729.4N 0003643.3W, 393105.3N 0002312.9W, 392750.9N 0001444.7W, 392201.4N 0001827.2W, 392856.1N 0003855.5W, 393044.5N 0004418.9W, 393053.6N 0004446.2W, 393343.2N 0005216.1W, 394033.0N 0004701.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145 - FL245 .....C 6000 ft AMSL - FL145 .....D
DEPENDENCIA ATS // ATS UNIT	VALENCIA TACC
DISTINTIVO DE LLAMADA // CALL SIGN	Valencia Control
FREQ	Ver apartado // See item 2.2
OBSERVACIONES // REMARKS	-

TMA ZARAGOZA	
LÍMITES LATERALES // LATERAL LIMITS	415500N 0001300E, 411400N 0000200E, 410200N 0012000W, 410200N 0023000W, 411800N 0023000W, 423630N 0013800W, 415500N 0001300E, excluyendo el FIZ HUESCA // excluding FIZ HUESCA.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL145-FL245.....C 3300 ft AGL-FL145.....D 1000 ft AGL-3300 ft AGL.....E
TMA ZARAGOZA ÁREA // AREA 1	
LIMITES LATERALES // LATERAL LIMITS	Circunferencia de 20 NM de radio centrada en VOR/DME ZAR. // Circumference with a 20 NM radius centred on VOR/DME ZAR.
LIMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	Área // Area 1: 1000 ft AGL-3300 ft AGL.....D
DEPENDENCIA ATS // ATS UNIT	ZARAGOZA TACC
DISTINTIVO DE LLAMADA // CALL SIGN	Zaragoza Control
FREQ	Ver apartado 2.2 // See item 2.2
OBSERVACIONES // REMARKS	-

1.4 - CTA Y CORREDOR // AND CORRIDOR

CTA ALBACETE	
LÍMITES LATERALES // LATERAL LIMITS	Espacio limitado por el arco de 20 NM de radio centrado en 385715N 0023700W, las tangentes a este arco trazadas desde las coordenadas 382530N 0022717W y 392719N 0014956W, y el punto 390238N 0012627W. // Space bounded by the arc of a 20 NM radius centred on 385715N 0023700W, the tangents to it from the coordinates 382530N 0022717W and 392719N 0014956W, and the point 390238N 0012627W.

LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL195-FL245.....C 1000 ft AGL-FL195.D
DEPENDENCIA ATS // ATS UNIT	ALBACETE APP
DISTINTIVO DE LLAMADA // CALL SIGN	Albacete Aproximación // Approach
FREQ	Ver // see AD 2-LEAB
OBSERVACIONES // REMARKS	-

CTA GRANADA	
CTA GRANADA - AREA 1	
LÍMITES LATERALES // LATERAL LIMITS	372307.2N 0041407.9W; 372200.0N 0041400.0W; 370000.0N 0040300.0W; 370025.0N 0034016.0W; arco DME de 11NM de radio centrado en 371126N 0034033W hasta 372019.3N 0033226.0W; 372337.8N 0033226.0W; 372307.2N 0041407.9W. // 372307.2N 0041407.9W; 372200.0N 0041400.0W; 370000.0N 0040300.0W; 370025.0N 0034016.0W; 11NM DME arc centered on 371126N 0034033W hasta 372019.3N 0033226.0W; 372337.8N 0033226.0W; 372307.2N 0041407.9W
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1000 ft AGL – 9500 ft AMSL…D (1) (2)
CTA GRANADA - AREA 2	
LÍMITES LATERALES // LATERAL LIMITS	373401.8N 0041352.2W; 372945.0N 0041455.0W; 372307.2N 0041407.9W; 372337.8N 0033226.0W; 373419.2N 0033224.9W; 373401.8N 0041352.2W
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	7500 ft AMSL – 9500 ft AMSL…D (1)
DEPENDENCIA ATS 1// ATS UNIT 1	GRANADA TWR
DISTINTIVO DE LLAMADA // CALL SIGN	Granada Torre.
FREQ	Ver apartado 2 // See item 2
DEPENDENCIA ATS 2// ATS UNIT 2	SEVILLA ACC (3).
DISTINTIVO DE LLAMADA // CALL SIGN	Sevilla Control
FREQ	Ver apartado 2 // See item 2

OBSERVACIONES // REMARKS	(1) Clase G fuera del horario de operación ATS de GRANADA TWR (ver AD2 LEGR item 3 y escuchar ATIS por posible prolongación de HR ATS). // Class G airspace outside GRANADA TWR ATS operating hours (See AD LEGR, item 3, and monitor ATIS for possible extension of HR ATS) (2) En el volumen de espacio aéreo coincidente con Armilla ATZ y dentro del horario de operación ATS del aeródromo de Granada/Armilla, contactar con Armilla TWR (ver AD2 LEGA). // Within the airspace volume coincident with Armilla ATZ and during Granada/Armilla aerodrome ATS hours, contact Armilla TWR (see AD 2 LEGA). (3) Sevilla ACC provee servicio fuera del Horario de operación ATS de GRANADA TWR) // Sevilla ACC provides service outside GRANADA TWR ATS operating hours.

CTA LEÓN	
LÍMITES LATERALES // LATERAL LIMITS	421059.8N 0061954W, 421759N 0061656W, 422300N 0060200W, 422800N 0061100W, 424558.2N 0061002.8W, 425711.9N 0053621.6W, arco de 24 NM centrado en 423517.3N 0052303.1W, 421537.7N 0050427.2W, 415815.4N 0053739.1W, 420000N 0054000W, 415732.2N 0054310.7W, arco de 24 NM centrado en 422055.1N 0055028.7W, 421059.8N 0061954W. // 421059.8N 0061954W, 421759N 0061656W, 422300N 0060200W, 422800N 0061100W, 424558.2N 0061002.8W, 425711.9N 0053621.6W, 24 NM arc centred on 423517.3N 0052303.1W, 421537.7N 0050427.2W, 415815.4N 0053739.1W, 420000N 0054000W, 415732.2N 0054310.7W, 24 NM arc centred on 422055.1N 0055028.7W, 421059.8N 0061954W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1000 ft AGL-FL145.D
DEPENDENCIA ATS // ATS	LEÓN TWR
DISTINTIVO DE LLAMADA // CALL SIGN 2	León Torre // Tower
FREQ	Ver // see AD 2-LELN
OBSERVACIONES // REMARKS	-

CTA LOGROÑO	
CTA LOGROÑO - ÁREA // AREA 1	
LÍMITES LATERALES // LATERAL LIMITS	422540N 0024415W, 423712N 0023053W, 423745N 0022047W, 423751N 0021135W, 423755N 0020232W, 423126N 0015949W, 422805N 0020202W, 422315N 0014657W, 421015N 0015538W, 421015N 0022306W, 421015N 0024702W, 422540N 0024415W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1000 ft AGL-FL095.D
CTA LOGROÑO - ÁREA // AREA 2	

LÍMITES LATERALES // LATERAL LIMITS	423339N 0023326W, 423331N 0021215W, 423126N 0015949W, 422805N 0020202W, 422126N 0020419W, 422135N 0022534W, 422029N 0022612W, 422032N 0024254W, 423119N 0023609W, 423339N 0023326W, excluyendo el CTR de Logroño. // excluding CTR Logroño.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	700 ft AGL-1000 ft AGL.. D
DEPENDENCIA ATS // ATS UNIT	RIOJA TWR
DISTINTIVO DE LLAMADA // CALL SIGN	Rioja Torre // Tower
FREQ	Ver // see AD 2-LERJ
OBSERVACIONES // REMARKS	-

CTA MENORCA	
CTA MENORCA - ÁREA // AREA 1	
LIMITES LATERALES // LATERAL LIMITS	400636.0N 0035440.0E; 400138.0N 0034718.0E; 395912.0N 0034725.0E; 395514.0N 0035423.0E; 395342.5N 0040423.0E; arco de radio // arc of radius 7.0 NM centrado en // centred in ARP LEMH y sentido horario hasta // and clockwise up to 395821.4N 0041005.1E; 400219.6N 0040908.1E; arco de radio // arc of radius 11.0 NM centrado en // centred in ARP LEMH y sentido horario hasta // and clockwise up to 400236.2N 0041042.1E; 400353.0N 0041031.0E; 400554.0N 0040721.0E; 400636.0N 0035440.0E.
LIMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1900 ft AMSL-6000 ft AMSL.....D (1)
CTA MENORCA - ÁREA // AREA 2	
LIMITES LATERALES // LATERAL LIMITS	401858.0N 0041306.0E; 400636.0N 0035440.0E; 400554.0N 0040721.0E; 400353.0N 0041031.0E; 400236.2N 0041042.1E; arco de radio // arc of radius 11.0 NM centrado en // centred in ARP LEMH y sentido horario hasta // and clockwise up to 400211.7N 0041738.9E; 400111.6N 0041725.9E; arco de radio // arc of radius 10.0 NM centrado en // centred in ARP LEMH y sentido horario hasta // and clockwise up to 394627.8N 0042408.4E; 394523.9N 0042620.2E; arco de radio // arc of radius 12.0 NM centrado en // centred in ARP LEMH y sentido horario hasta // and clockwise up to 394150.8N 0040418.1E; 394558.5N 0040758.2E; arco de radio // arc of radius 7.0 NM centrado en // centred in ARP LEMH y sentido horario hasta // and clockwise up to 395342.5N 0040423.0E; 395514.0N 0035423.0E; 395912.0N 0034725.0E; 394635.0N 0034803.0E; 391956.0N 0040500.3E; 392637.0N 0042018.0E; 393040.0N 0042017.0E; 394311.0N 0044000.0E; 395923.0N 0044000.0E; 401900.0N 0042638.0E; 401858.0N 0041306.0E.
LIMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1500 ft AMSL-6000 ft AMSL.....D (1)
1. CLASIFICACIÓN G FUERA DEL HORARIO OPERATIVO ATS DE LEMH CLASIFICATION G OUTSIDE ATS LEMH OPERATIONAL HOURS	

CTA MURCIA/SAN JAVIER (1)	
LÍMITES LATERALES // LATERAL LIMITS	380658N 0010535W, 380700N 0002759W, 375724N 0001601W, arco de 28.0 DME centrado en DME VSJ CW hasta 371853N 0005220W, 371234N 0013645W, 371703N 0014426W, 375646N 0013418W, 380658N 0010535W. // 380658N 0010535W, 380700N 0002759W, 375724N 0001601W, arc 28.0 DME VSJ CW up to 371853N 0005220W, 371234N 0013645W, 371703N 0014426W, 375646N 0013418W, 380658N 0010535W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	300 m AGL/AMSL(2)-FL115.....D
DEPENDENCIA ATS // ATS UNIT	SAN JAVIER APP
DISTINTIVO DE LLAMADA // CALL SIGN	San Javier Aproximación // Approach
FREQ	Ver // see AD 2-LELC
OBSERVACIONES // REMARKS	(1) La cobertura de radio VHF/UHF en el CTA no estará garantizada por debajo de 1200 m AGL al oeste del meridiano 0005200W // VHF/UHF radio coverage in the CTA is not guaranteed below 1200 m AGL, to the west of the meridian 0005200W. (2) O hasta el límite superior del CTR LEMI cuando ambos puedan solaparse. // Or to the upper limit of CTR LEMI when both could overlap.

CTA PAMPLONA	
CTA PAMPLONA - ÁREA 1//AREA 1	
LÍMITES LATERALES // LATERAL LIMITS	430440N 0014000W, 425942N 0013000W, 424300N 0012930W, 423630N 0013800W, 422315N 0014657W, 422805N 0020202W, 423126N 0015949W, 423755N 0020232W, 423751N 0021135W, 424407N 0021135W, 425300N 0015800W, 430440N 0014000W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1000 ft AGL-FL095.....D
CTA PAMPLONA - ÁREA 2//AREA 2	
LÍMITES LATERALES // LATERAL LIMITS	425733N 0015100W; 425631N 0014858W; 425541N 0014933W; 425630N 0015237W; 425733N 0015100W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	700 ft AGL-1000 ft AGL.....D
CTA PAMPLONA - ÁREA 3//AREA 3	
LÍMITES LATERALES // LATERAL LIMITS	425837N 0013822W; 425642N 0013433W; 425504N 0014122W; 425812N 0014341W; 425837N 0013822W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	700 ft AGL-1000 ft AGL.....D
DEPENDENCIA ATS // ATS UNIT	PAMPLONA TWR
DISTINTIVO DE LLAMADA // CALL SIGN	Pamplona Torre // Tower
FREQ	Ver // see AD 2-LEPP
OBSERVACIONES // REMARKS	-

CTA SAN SEBASTIÁN	
LÍMITES LATERALES // LATERAL LIMITS	430152N 0012028W, 425957N 0011637W, 425942N 0013000W, 430440N 0014000W, 425836N 0014923W, 432235N 0021518W, 432654N 0022000W, 433235N 0015741W, para unirse al arco de 12 NM centrado en NDB HIG hasta unirse con la frontera hispano-francesa, 430152N 0012028W. // 430152N 0012028W, 425957N 0011637W, 425942N 0013000W, 430440N 0014000W, 425836N 0014923W, 432235N 0021518W, 432654N 0022000W, 433235N 0015741W, to join the 12 NM arc centred on NDB HIG to join the Spanish-French border, 430152N 0012028W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1700 ft AGL/AMSL-FL095.....D
DEPENDENCIA ATS // ATS UNIT	SAN SEBASTIÁN TWR
DISTINTIVO DE LLAMADA // CALL SIGN	San Sebastián Torre // Tower
FREQ	Ver // see AD 2-LESO
OBSERVACIONES // REMARKS	Debido a las características del terreno se puede producir pérdida de comunicación radio en la zona oeste del espacio aéreo por debajo de los 2300 ft AGL y en la zona sur por debajo de los 4500 ft AGL. // 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.

CTA VITORIA	
CTA VITORIA - ÁREA // AREA 1	
LÍMITES LATERALES // LATERAL LIMITS	430500N 0024100W, 425800N 0022600W, 424814N 0020518W, 424407N 0021135W, 423751N 0021135W, 423745N 0022047W, 423712N 0023053W, 422540N 0024415W, 422045N 0024508W, 422130N 0030202W, 422528N 0031213W, 423223N 0031853W, 423758N 0032120W, 424209N 0032228W, 424230N 0031547W, 430500N 0024100W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	Límite inferior sectores CTA // Sectors CTA lower limit-FL095.....D
A1 CVIT-01	
LÍMITES LATERALES // LATERAL LIMITS	430500N 0024100W, 430307N 0023657W, 430112N 0023753W, 425913N 0024019W, 425910N 0024502W, 425803N 0024716W, 425523N 0025037W, 425638N 0025401W, 430500N 0024100W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	5500 ft AMSL-FL095 ..... D
A1 CVIT-02	
LÍMITES LATERALES // LATERAL LIMITS	430307N 0023657W, 430058N 0023222W, 425935N 0023433W, 430112N 0023753W, 430307N 0023657W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	3500 ft AMSL-FL095 ..... D

A1 CVIT-03	
LÍMITES LATERALES // LATERAL LIMITS	430058N 0023222W, 425800N 0022600W, 425639N 0022308W, 425502N 0022456W, 425935N 0023433W, 430058N 0023222W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	5000 ft AMSL-FL095 ..... D
A1 CVIT-04	
LÍMITES LATERALES // LATERAL LIMITS	425639N 0022308W, 424814N 0020518W, 424407N 0021135W, 423751N 0021135W, 423745N 0022047W, 423712N 0023053W, 423357N 0023440W, 423501N 0023914W, 423625N 0023931W, 423650N 0023554W, 423956N 0023259W, 424114N 0022823W,424554N 0022427W, 424646N 0022300W, 425014N 0022206W, 425502N 0022456W, 425639N 0022308W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	5500 ft AMSL-FL095 ..... D
A1 CVIT-05	
LÍMITES LATERALES // LATERAL LIMITS	423323N 0023658W, 423316N 0023527W, 423103N 0023801W, 423323N 0023658W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	2500 ft AMSL-FL095 ..... D
A1 CVIT-06	
LÍMITES LATERALES // LATERAL LIMITS	423438N 0024120W, 423323N 0023658W, 423103N 0023801W, 422706N 0024237W, 422907N 0024346W, 423438N 0024120W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	3000 ft AMSL-FL095 ..... D
A1 CVIT-07	
LÍMITES LATERALES // LATERAL LIMITS	423526N 0024423W, 423438N 0024120W, 422907N 0024346W, 422706N 0024237W, 422540N 0024415W, 422331N 0024439W, 422724N 0024753W, 423526N 0024423W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	3500 ft AMSL-FL095 ..... D
A1 CVIT-08	
LÍMITES LATERALES // LATERAL LIMITS	424105N 0024258W, 423956N 0023259W, 423650N 0023554W, 423625N 0023931W, 423501N 0023914W, 423357N 0023440W, 423316N 0023527W, 423323N 0023658W, 423438N 0024120W, 423526N 0024423W, 422724N 0024753W, 422331N 0024439W, 422045N 0024508W, 422130N 0030202W, 423126N 0025556W, 424105N 0024258W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	5000 ft AMSL-FL095 ..... D
A1 CVIT-09	

LÍMITES LATERALES // LATERAL LIMITS	425208N 0025300W, 425017N 0025155W, 424016N 0030140W, 423621N 0025401W, 424120N 0024907W, 424327N 0024407W, 424547N 0024156W, 424155N 0023107W, 424554N 0022427W, 424114N 0022823W, 423956N 0023259W, 424105N 0024258W, 423126N 0025556W, 423654N 0030645W, 423917N 0030549W, 424208N 0030441W, 425208N 0025300W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	4000 ft AMSL-FL095 ..... D
A1 CVIT-10	
LÍMITES LATERALES // LATERAL LIMITS	425638N 0025401W, 425523N 0025037W, 425208N 0025300W, 424208N 0030441W, 423917N 0030549W, 424208N 0030905W, arco de 5 NM de radio CCW, centrado en 424633N 0031215W hasta 424846N 0030610W, 425638N 0025401W. // 425638N 0025401W, 425523N 0025037W, 425208N 0025300W, 424208N 0030441W, 423917N 0030549W, 424208N 0030905W, arc of 5 NM radius CCW, centred on 424633N 0031215W up to 424846N 0030610W, 425638N 0025401W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	4500 ft AMSL-FL095 ..... D
A1 CVIT-11	
LÍMITES LATERALES // LATERAL LIMITS	424846N 0030610W, arco de 5 NM de radio CW, centrado en 424633N 0031215W hasta 424208N 0030905W, 423917N 0030549W, 423654N 0030645W, 423126N 0025556W, 422130N 0030202W, 422528N 0031213W, 424209N 0032228W, 424230N 0031547W, 424846N 0030610W. // 424846N 0030610W, arc of 5 NM radius CW, centred on 424633N 0031215W up to 424208N 0030905W, 423917N 0030549W, 423654N 0030645W, 423126N 0025556W, 422130N 0030202W, 422528N 0031213W, 424209N 0032228W, 424230N 0031547W, 424846N 0030610W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	5500 ft AMSL-FL095 ..... D
A1 CVIT-12	
LÍMITES LATERALES // LATERAL LIMITS	424209N 0032228W, 422528N 0031213W, 423223N 0031853W, 423758N 0032120W, 424209N 0032228W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	4500 ft AMSL-FL095 ..... D
A1 CVIT-CTR	
LÍMITES LATERALES // LATERAL LIMITS	430112N 0023753W, 425935N 0023433W, 425502N 0022456W, 425014N 0022206W, 424646N 0022300W, 424554N 0022427W, 424155N 0023107W, 424547N 0024156W, 424327N 0024407W, 424120N 0024907W, 423621N 0025401W, 424016N 0030140W, 425017N 0025155W, 425208N 0025300W, 425523N 0025037W, 425803N 0024716W, 425910N 0024502W, 425913N 0024019W, 430112N 0023753W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	6000 ft AMSL-FL095 ..... D
CTA VITORIA - ÁREA // AREA 2	

LÍMITES LATERALES // LATERAL LIMITS	424115N 0033851W, 424209N 0032228W, 423758N 0032120W, 423223N 0031853W, 422528N 0031213W, 422130N 0030202W, 421948N 0032331W, desde este punto siguiendo un arco de 10.0 NM de radio centrado en el ARP LEBG, hasta 421151N 0033257W, 420209N 0032900W, desde este punto siguiendo un arco de 20.0 NM de radio centrado en el DME BUR, hasta 424115N 0033851W. // 424115N 0033851W, 424209N 0032228W, 423758N 0032120W, 423223N 0031853W, 422528N 0031213W, 422130N 0030202W, 421948N 0032331W, from this point following an arc of 10.0 NM radius centred on ARP LEBG, up to 421151N 0033257W, 420209N 0032900W, from this point following an arc of 20.0 NM radius centred on DME BUR, up to 424115N 0033851W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	Límite inferior sectores CTA/Límite superior FIZ BURGOS // Sectors CTA lower limit/ FIZ BURGOS upper limit-FL095...D
A2 CVIT-1	
LÍMITES LATERALES // LATERAL LIMITS	421151N 0033257W, 420209N 0032900W, desde este punto siguiendo un arco de 20.0 NM de radio centrado en DME BUR, hasta 420335N 0034920W, 421136N 0034341W, 421225N 0034239W, desde este punto siguiendo un arco CCW de 10.0 NM de radio centrado en el ARP LEBG, hasta 421151N 0033257W. // 421151N 0033257W, 420209N 0032900W, from this point following an arc of 20.0 NM radius centred on DME BUR, up to 420335N 0034920W, 421136N 0034341W, 421225N 0034239W, from this point following a CCW arc of 10.0 NM radius centred on ARP LEBG, up to 421151N 0033257W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	3000 ft AGL-FL095.D
A2 CVIT-2	
LÍMITES LATERALES // LATERAL LIMITS	421136N 0034341W, 420335N 0034920W, desde este punto siguiendo un arco de 20.0 NM de radio centrado en DME BUR, hasta 422003N 0040344W, 422041N 0035016W, desde este punto siguiendo un arco CCW de 10.0 NM de radio centrado en ARP LEBG, hasta 421631N 0034833W, 421441N 0035051W, 421035N 0034457W, 421136N 0034341W. // 421136N 0034341W, 420335N 0034920W, from this point following an arc of 20.0 NM radius centred on DME BUR, 422003N 0040344W, 422041N 0035016W, from this point following a CCW arc of 10.0 NM radius centred on ARP LEBG, up to 421631N 0034833W, 421441N 0035051W, 421035N 0034457W, 421136N 0034341W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1000 ft AGL-FL095.D
A2 CVIT-3	

LÍMITES LATERALES // LATERAL LIMITS	422041N 0035016W, 422003N 0040344W, desde este punto siguiendo un arco de 20.0 NM de radio centrado en DME BUR, hasta 423732N 0035237W, 422931N 0034448W, desde este punto siguiendo un arco CCW de 10.0 NM de radio centrado en ARP LEBG, hasta 422041N 0035016W. // 422041N 0035016W, 422003N 0040344W, from this point following an arc of 20.0 NM radius centred on DME BUR, up to 423732N 0035237W, 422931N 0034448W, from this point following a CCW arc of 10.0 NM radius centred on ARP LEBG and, up to 422041N 0035016W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	2000 ft AGL-FL095.D
A2 CVIT-4	
LÍMITES LATERALES // LATERAL LIMITS	422931N 0034448W, 423732N 0035237W, desde este punto siguiendo un arco de 20.0 NM de radio centrado en DME BUR, hasta 424115N 0033851W, 424127N 0033529W, 423758N 0032120W, 423223N 0031853W, 422528N 0031213W, 422130N 0030202W, 421948N 0032331W, desde este punto siguiendo un arco CCW de 10.0 NM de radio centrado en ARP LEBG, hasta 422621N 0032503W, 422810N 0032244W, 423217N 0032839W, 423028N 0033058W, desde este punto siguiendo un arco CCW de 10.0 NM de radio centrado en ARP LEBG, hasta 422931N 0034448W. // 422931N 0034448W, 423732N 0035237W, from this point following an arc of 20.0 NM radius centred on DME BUR, up to 424115N 0033851W, 424127N 0033529W, 423758N 0032120W, 423223N 0031853W, 422528N 0031213W, 422130N 0030202W, 421948N 0032331W, from this point following a CCW arc of 10.0 NM radius centred on ARP LEBG, up to 422621N 0032503W, 422810N 0032244W, 423217N 0032839W, 423028N 0033058W, from this point following a CCW arc of 10.0 NM radius centred on ARP LEBG, up to 422931N 0034448W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	1000 ft AGL-FL095.D
A2 CVIT-5	
LÍMITES LATERALES // LATERAL LIMITS	424127N 0033529W, 424209N 0032228W, 423758N 0032120W, 424127N 0033529W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	3000 ft AGL-FL095.D
DEPENDENCIA ATS // ATS UNIT	VITORIA TWR
DISTINTIVO DE LLAMADA // CALL SIGN	Vitoria Torre // Tower
FREQ	Ver // see AD 2-LEVT
OBSERVACIONES // REMARKS	-
A2 CVIT-6	

LÍMITES LATERALES // LATERAL LIMITS	423028N 0033058W, 423217N 0032839W, 422810N 0032244W, 422621N 0032503W, desde este punto siguiendo un arco de 10.0 NM de radio centrado en el ARP LEBG, hasta 421225N 0034239W, 421035N 0034457W, 421441N 0035051W, 421631N 0034833W, desde este punto siguiendo un arco de 10.0 NM de radio centrado en el ARP LEBG, hasta 423028N 0033058W. // 423028N 0033058W, 423217N 0032839W, 422810N 0032244W, 422621N 0032503W, from this point following an arc of 10.0 NM radius centred on ARP LEBG, up to 421225N 0034239W, 421035N 0034457W, 421441N 0035051W, 421631N 0034833W, from this point following an arc of 10.0 NM radius centred on ARP LEBG, up to 423028N 0033058W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	5500 ft AMSL-FL095 .....D

CTA ZONA NORTE	
LÍMITES LATERALES // LATERAL LIMITS	430152.0N 0012028.0W, 425957.0N 0011637.0W, 423338.7N 0013011.8W, 423630.0N 0013800.0W, 422315.0N 0014657.0W, 421015.0N 0015538.0W, 421015.0N 0022306.0W, 421015.0N 0024702.0W, 422045.0N 0024508.0W, 422129.5N 0030202.5W, 421948.0N 0032331.5W, desde este punto siguiendo un arco de radio 10.0 NM y centrado en LEBG ARP, hasta 421151.4N 0033257.7W, 420208.8N 0032900.9W, desde este punto siguiendo un arco de 20.0 NM centrado en DME BUR, hasta 424115.5N 0033850.8W, 424230.4N 0031546.7W, 424836.0N 0030620.0W, 424814.0N 0020518.0W, 425836.0N 0014923.0W, 432235.0N 0021518.0W, 432654.0N 0022000.0W, 433235.0N 0015741.0W, para unirse al arco de 12.0 NM centrado en NDB HIG hasta unirse con la frontera hispanofrancesa, hasta 430152.0N 0012028.0W. // 430152.0N 0012028.0W, 425957.0N 0011637.0W, 423338.7N 0013011.8W, 423630.0N 0013800.0W, 422315.0N 0014657.0W, 421015.0N 0015538.0W, 421015.0N 0022306.0W, 421015.0N 0024702.0W, 422045.0N 0024508.0W, 422129.5N 0030202.5W, 421948.0N 0032331.5W, from this point following an arc of 10.0 NM radius centred on LEBG ARP, up to 421151.4N 0033257.7W, 420208.8N 0032900.9W, from this point following an arc of 20.0 NM radius centred on DME BUR up to, 424115.5N 0033850.8W, 424230.4N 0031546.7W, 424836.0N 0030620.0W, 424814.0N 0020518.0W, 425836.0N 0014923.0W, 432235.0N 0021518.0W, 432654.0N 0022000.0W, 433235.0N 0015741.0W, pto join to arc of 12.0 NM radius centred on NDB HIG up to join Spanish-Frech border, up to 430152.0N 0012028.0W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL095-FL145 ....D
DEPENDENCIA ATS // ATS UNIT	MADRID ACC
DISTINTIVO DE LLAMADA // CALL SIGN	Madrid Control
FREQ	Ver apartado //See item 2.2
OBSERVACIONES // REMARKS	-

CORREDOR DE MELILLA // MELILLA CORRIDOR

LÍMITES LATERALES // LATERAL LIMITS	355000N 0022000W hasta la interceptación del meridiano 0022000W con la costa de Marruecos, siguiendo el contorno de la costa y el límite de Melilla hasta su intersección con el meridiano 0033000W, al punto 355000N 0033000W y de nuevo a 355000N 0022000W. // 355000N 0022000W along meridian 0022000W to intercept Morocco coastline, following the coast and Melilla boundary to intersect meridian 0033000W, to point 355000N 0033000W and back to 355000N 0022000W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	SFC-FL060.....G
DEPENDENCIA ATS // ATS UNIT (1)	SEVILLA ACC
DISTINTIVO DE LLAMADA // CALL SIGN	Sevilla Control
FREQ	-
OBSERVACIONES // REMARKS	(1) Los vuelos a FL060 o inferior estarán bajo la jurisdicción de SEVILLA ACC. A FL070 o superior estarán bajo la jurisdicción de CASABLANCA ACC. // (1) FLights at FL060 or below will operate under the SEVILLA ACC jurisdiction. Flights at FL070 or above will operate under CASABLANCA ACC jurisdiction.

2 - FRECUENCIAS // FREQUENCIES

2.1 - FIR / UIR

Las frecuencias de emergencia para todo el espacio aéreo son: // The emergency frequencies for all airspace are:	121.500 MHz
	243.000 MHz

DEPENDENCIA ATS // ATS UNIT	DISTINTIVO DE LLAMADA // CALL SIGN IDIOMA // LANGUAGE	OPR HR	FREQ	OBSERVACIONES // REMARKS
BARCELONA ACC (FIR/UIR)	Barcelona Control ES/EN	H24	118.035 C	
			119.665 C	

DEPENDENCIA ATS // ATS UNIT	DISTINTIVO DE LLAMADA // CALL SIGN IDIOMA // LANGUAGE	OPR HR	FREQ	OBSERVACIONES // REMARKS
BARCELONA ACC (FIR/UIR)	Barcelona Control ES/EN	H24	120.535 C	
			124.450 MHz	BACK-UP
			125.730 C	
			126.650 MHz	
			126.855 C	
			129.530 C	
			131.380 C	
			132.355 C	
			132.580 C	
			132.655 C	
			133.030 C	
			133.080 C	
			134.455 C	
			134.680 C	
			134.985 C	
			135.215 C	
			135.355 C	
			135.555 C	
			135.805 C	
			259.750 MHz	MIL
			276.225 MHz	MIL
			374.450 MHz	MIL
			279.000 MHz	MIL
			363.550 MHz	MIL
			125.675 MHz	MIL ECAO BARCELONA (NORTE // NORTH SECTOR)
			128.000 MHz	MIL ECAO BARCELONA (SUR // SOUTH SECTOR)
			138.625 MHz	MIL ECAO BARCELONA
			141.900 MHz	MIL ECAO BARCELONA
			240.550 MHz	MIL ECAO BARCELONA

DEPENDENCIA ATS // ATS UNIT	DISTINTIVO DE LLAMADA // CALL SIGN IDIOMA // LANGUAGE	OPR HR	FREQ	OBSERVACIONES // REMARKS
BARCELONA ACC (FIR/UIR)	Barcelona Control ES/EN	H24	359.275 MHz	MIL ECAO BARCELONA
			335.575 MHz	MIL ECAO BARCELONA
			249.700 MHz	MIL ECAO BARCELONA
			119.700 MHz	SAR
CANARIAS ACC (UIR)	Canarias Control ES/EN	H24	119.300 MHz	
			123.650 MHz	
			126.500 MHz	
			126.825 MHz	BACK-UP
			127.900 MHz	
			128.975 MHz	
			129.100 MHz	
			130.950 MHz	
			133.000 MHz	
			135.100 MHz	
			136.375 MHz	
			389.750 MHz	MIL
			399.025 MHz	MIL
			133.175 MHz	MIL ECAO LAS PALMAS Primario // Primary
			279.250 MHz	MIL ECAO LAS PALMAS Primario // Primary
			143.950 MHz	MIL ECAO LAS PALMAS Secundario Sector Este // Secondary East Sector
			293.800 MHz	MIL ECAO LAS PALMAS Secundario Sector Este // Secondary East Sector
			138.475 MHz	MIL ECAO LAS PALMAS Secundario Sector Oeste // Secondary West Sector
			399.100 MHz	MIL ECAO LAS PALMAS Secundario Sector Oeste // Secondary West Sector
			119.700 MHz	SAR

DEPENDENCIA ATS // ATS UNIT	DISTINTIVO DE LLAMADA // CALL SIGN IDIOMA // LANGUAGE	OPR HR	FREQ	OBSERVACIONES // REMARKS
CANARIAS ACC (UIR)	CANARIAS ACC/FIC Canarias Radio Atlántico Sur // South Atlantic ES/EN			Con el fin de garantizar las comunicaciones tierra/aire en el espacio aéreo del UIR CANARIAS comprendido al sur del paralelo 25°N y al oeste del meridiano 020°W, los pilotos deberán efectuar una verificación del SELCAL con Canarias Radio en la frecuencia HF apropiada según área SAT y/o NAT. // In order to guarantee ground/air communications within UIR CANARIAS in the airspace to the south of parallel 25°N and to the west of meridian 020°W, pilots shall contact Canarias radio through the appropriate SAT and/ or NAT area HF frequency, in order to check the SELCAL system.
		HN	2854 kHz	SAT-2 A/G SELCAL
			3452 kHz	SAT-1 A/G SELCAL
		H24	5565 kHz	SAT-2 A/G SELCAL
			6535 kHz	SAT-1 A/G SELCAL
			8861 kHz	SAT-1 A/G SELCAL
		HJ	11291 kHz	SAT-2 A/G SELCAL
			13357 kHz	SAT-1 A/G SELCAL
		O/R - HO	13315 kHz	SAT-2 A/G SELCAL
			17955 kHz	SAT-1 / SAT-2 A/G SELCAL
	CANARIAS ACC/FIC Canarias Radio Atlántico Norte // North Atlantic ES/EN	HN	2962 kHz	NAT-E A/G SELCAL
		HJ	11309 kHz	NAT-E A/G SELCAL
		H24	6628 kHz	NAT-E A/G SELCAL
			8825 kHz	NAT-E A/G SELCAL
		O/R - HO	17946 kHz	NAT-E A/G SELCAL
MADRID ACC (UIR)	Madrid Control ES/EN	H24	118.275 MHz	
			119.630 C	
			119.700 MHz	SAR
			123.100 MHz	SAR
			124.875 MHz	

DEPENDENCIA ATS // ATS UNIT	DISTINTIVO DE LLAMADA // CALL SIGN IDIOMA // LANGUAGE	OPR HR	FREQ	OBSERVACIONES // REMARKS
MADRID ACC (UIR)	Madrid Control ES/EN	H24	125.750 Mhz	
			126.675 MHz	
			132.055 C	
			132.980 C	
			133.205 C	
			133.755 C	
			133.850 MHz	
			132.550 MHz	
			134.355 C	
			135.700 MHz	
			135.955 C	
			136.355 C	
			136.525 MHz	
			125.225 MHz	BACK-UP
			126.550 MHz	BACK-UP
			127.230 C	
			133.125 MHz	
			127.325 MHz	BACK-UP
			129.455 C	BACK-UP
			130.975 MHz	BACK-UP
			131.025 MHz	BACK-UP
			136.405 C	BACK-UP
			282.800 MHz	SAR
			240.800 MHz	MIL
			244.375 MHz	MIL
			278.300 MHz	MIL
			377.725 MHz	MIL
			282.625 MHz	MIL
			292.600 MHz	MIL
			296.725 MHz	MIL

DEPENDENCIA ATS // ATS UNIT	DISTINTIVO DE LLAMADA // CALL SIGN IDIOMA // LANGUAGE	OPR HR	FREQ	OBSERVACIONES // REMARKS
MADRID ACC (UIR)	Madrid Control ES/EN	H24	363.550 MHz	MIL
			133.450 MHz	MIL ECAO MADRID (ESTE // EAST SECTOR)
			135.175 MHz	MIL ECAO MADRID (OESTE // WEST SECTOR)
			139.250 MHz	MIL ECAO MADRID
			141.700 MHz	MIL ECAO MADRID
			359.100 MHz	MIL ECAO MADRID
			240.400 MHz	MIL ECAO MADRID
			240.375 MHz	MIL ECAO MADRID
			328.350 MHz	MIL ECAO MADRID
			3137.00 kHz	SAR
			4738.50 kHz	SAR
			6737.00 kHz	SAR
CANARIAS ACC (FIR)	Canarias Control ES/EN	H24	123.650 MHz	
			124.300 MHz	
			124.700 MHz	
			126.100 MHz	
			126.500 MHz	
			126.825 MHz	BACK-UP
			127.900 MHz	
			128.975 MHz	
			129.100 MHz	
			129.300 MHz	
			130.950 MHz	
			133.000 MHz	
			135.100 MHz	
			136.375 MHz	
			133.675 MHz	BACK-UP
			389.750 MHz	MIL
			399.025 MHz	MIL

DEPENDENCIA ATS // ATS UNIT	DISTINTIVO DE LLAMADA // CALL SIGN IDIOMA // LANGUAGE	OPR HR	FREQ	OBSERVACIONES // REMARKS
CANARIAS ACC (FIR)	Canarias Control ES/EN	H24	133.175 MHz	MIL ECAO LAS PALMAS Primario // Primary
			279.250 MHz	MIL ECAO LAS PALMAS Primario // Primary
			143.950 MHz	MIL ECAO LAS PALMAS Secundario Sector Este // Secondary East Sector
			293.800 MHz	MIL ECAO LAS PALMAS Secundario Sector Este // Secondary East Sector
			138.475 MHz	MIL ECAO LAS PALMAS Secundario Sector Oeste // Secondary West Sector
			399.100 MHz	MIL ECAO LAS PALMAS Secundario Sector Oeste // Secondary West Sector
			119.700 MHz	SAR
	CANARIAS ACC/FIC Canarias Radio Atlántico Sur // South Atlantic ES/EN			Con el fin de garantizar las comunicaciones tierra/aire en el espacio aéreo del FIR CANARIAS comprendido al sur del paralelo 25°N y al oeste del meridiano 020°W, los pilotos deberán efectuar una verificación del SELCAL con Canarias Radio en la frecuencia HF apropiada según área SAT y/o NAT. // In order to guarantee ground/air communications within FIR CANARIAS in the airspace to the south of parallel 25°N and to the west of meridian 020°W, pilots shall contact Canarias radio through the appropriate SAT and/ or NAT area HF frequency, in order to check the SELCAL system.
		HN	2854 kHz	SAT-2 A/G SELCAL
			3452 kHz	SAT-1 A/G SELCAL
		H24	5565 kHz	SAT-2 A/G SELCAL
			6535 kHz	SAT-1 A/G SELCAL
			8861 kHz	SAT-1 A/G SELCAL
		HJ	11291 kHz	SAT-2 A/G SELCAL
			13357 kHz	SAT-1 A/G SELCAL
		O/R - HO	13315 kHz	SAT-2 A/G SELCAL

DEPENDENCIA ATS // ATS UNIT	DISTINTIVO DE LLAMADA // CALL SIGN IDIOMA // LANGUAGE	OPR HR	FREQ	OBSERVACIONES // REMARKS
CANARIAS ACC (FIR)	CANARIAS ACC/FIC Canarias Radio Atlántico Sur // South Atlantic ES/EN	O/R - HO	17955 kHz	SAT-1 / SAT-2 A/G SELCAL
	CANARIAS ACC/FIC Canarias Radio Atlántico Norte // North Atlantic ES/EN	HN	2962 kHz	NAT-E A/G SELCAL
		HJ	11309 kHz	NAT-E A/G SELCAL
		H24	6628 kHz	NAT-E A/G SELCAL
			8825 kHz	NAT-E A/G SELCAL
		O/R - HO	17946 kHz	NAT-E A/G SELCAL
		O/R	2763 kHz	SAMAR-3 SAR
			3855 kHz	SAMAR-3 SAR
			4790 kHz	SAMAR-3 SAR
			6870 kHz	SAMAR-3 SAR
			9001 kHz	SAMAR-3 SAR
			9437 kHz	SAMAR-4 SAR
			3137 kHz	SAMAR-5 SAR
		H24	4738.5 kHz	SAMAR-5 SAR
			6737 kHz	SAMAR-5 SAR
			11406 kHz	SAMAR-4 SAR
			121.500 MHz	SAMAR-6 SAR
			123.100 MHz	SAMAR-6 SAR
			243.000 MHz	SAMAR-7 SAR
			282.800 MHz	SAMAR-7 SAR
MADRID ACC (FIR)	Madrid Control ES/EN	H24	118.275 MHz	
			119.630 C	
			119.700 MHz	SAR
			123.100 MHz	SAR
			124.875 MHz	
			126.675 MHz	
			127.230 C	
			133.125 MHz	

DEPENDENCIA ATS // ATS UNIT	DISTINTIVO DE LLAMADA // CALL SIGN IDIOMA // LANGUAGE	OPR HR	FREQ	OBSERVACIONES // REMARKS
MADRID ACC (FIR)	Madrid Control ES/EN	H24	133.205 C	
			133.850 MHz	
			135.955 C	
			136.355 C	
			136.525 MHz	
			125.225 MHz	BACK-UP
			126.550 MHz	BACK-UP
			127.325 MHz	BACK-UP
			129.455 C	BACK-UP
			130.975 MHz	BACK-UP
			131.025 MHz	BACK-UP
			136.405 C	BACK-UP
			282.800 MHz	SAR
			240.800 MHz	MIL
			244.375 MHz	MIL
			278.300 MHz	MIL
			377.725 MHz	MIL
			282.625 MHz	MIL
			292.600 MHz	MIL
			296.725 MHz	MIL
			363.550 MHz	MIL
			133.450 MHz	MIL ECAO MADRID (ESTE // EAST SECTOR)
			135.175 MHz	MIL ECAO MADRID (OESTE // WEST SECTOR)
			139.250 MHz	MIL ECAO MADRID
			141.700 MHz	MIL ECAO MADRID
			359.100 MHz	MIL ECAO MADRID
			240.400 MHz	MIL ECAO MADRID
			240.375 MHz	MIL ECAO MADRID
			328.350 MHz	MIL ECAO MADRID

DEPENDENCIA ATS // ATS UNIT	DISTINTIVO DE LLAMADA // CALL SIGN IDIOMA // LANGUAGE	OPR HR	FREQ	OBSERVACIONES // REMARKS
MADRID ACC (FIR)	Madrid Control ES/EN	H24	3137.00 kHz	SAR
			4738.50 kHz	SAR
			6737.00 kHz	SAR
SEVILLA ACC (FIR/UIR)	Sevilla Control ES/EN	H24	126.430 C	BACK-UP
			127.550 MHz	BACK-UP
			128.450 MHz	
			129.155 C	+FL355
			132.475 MHz	
			132.600 MHz	
			132.675 MHz	
			133.350 MHz	
			134.800 MHz	
			135.025 MHz	
			135.775 MHz	BACK-UP
			264.700 MHz	
			277.900 MHz	
			278.400 MHz	
			279.000 MHz	
			369.275 MHz	
			119.925 MHz	MIL ECAO SEVILLA / SEVILLA MILITAR (OESTE // WEST SECTOR)
			125.775 MHz	MIL ECAO SEVILLA / SEVILLA MILITAR (ESTE // EAST SECTOR)
			138.400 MHz	MIL ECAO SEVILLA / SEVILLA MILITAR
			240.425 MHz	MIL ECAO SEVILLA / SEVILLA MILITAR
			249.750 MHz	MIL ECAO SEVILLA / SEVILLA MILITAR
			359.400 MHz	MIL ECAO SEVILLA / SEVILLA MILITAR

2.2 - TMA

DEPENDENCIA ATS // ATS UNIT	DISTINTIVO DE LLAMADA // CALL SIGN IDIOMA // LANGUAGE	OPR HR	FREQ	OBSERVACIONES // REMARKS
ALMERÍA TWR (1)	Almería Torre // Tower ES/EN	HR ATS	118.350 MHz	APP/L, TWR
ASTURIAS TWR	Asturias Torre // Tower ES/EN	HR AD	118.150 MHz	APP/L, TWR
BARCELONA ACC	Barcelona Control ES/EN	H24	119.105 C	APP/L
			121.155 C	APP/H
			125.250 MHz	APP/H
			126.505 C	APP/H
			127.700 MHz	APP/H
			131.125 MHz	APP
			133.980 C	APP
			135.280 C	APP
			124.705 C	BACK-UP
			373.600 MHz	MIL
			398.375 MHz	MIL
BILBAO APP	Bilbao Aproximación // Approach ES/EN	HR ATS	127.450 MHz	APP/I
			128.580 C	APP/I, BACK-UP
CANARIAS ACC	Canarias Aproximación // Approach ES/EN	H24	125.350 MHz	
			125.625 MHz	BACK-UP
			126.100 MHz	
			128.600 MHz	
			133.675 MHz	BACK-UP
			129.300 MHz	
			363.550 MHz	MIL

DEPENDENCIA ATS // ATS UNIT	DISTINTIVO DE LLAMADA // CALL SIGN IDIOMA // LANGUAGE	OPR HR	FREQ	OBSERVACIONES // REMARKS
CANARIAS ACC	Gran Canaria Aproximación // Approach ES/EN	H24	121.300 MHz	
			124.300 MHz	
			124.700 MHz	
GRANADA TWR (1)	Granada Torre // Tower ES/EN	HR AD	118.855 C	APP/L, TWR
MADRID ACC	Madrid Aproximación // Approach ES/EN	H24	127.100 MHz	APP/H
			127.505 C	APP/H
	Madrid Despegues // Departures ES/EN	H24	124.230 C	APP/L
			131.175 MHz	APP/H
	Madrid Director ES/EN	H24	134.955 C	APP/L
			128.700 MHz	APP/H
	Madrid Control ES/EN	H24	118.755 C	APP/L
			124.030 C	APP/L
			118.400 MHz	APP/I
			136.105 C	APP
			138.805 C	BACK-UP APP/L
			134.030 C	BACK-UP APP/H
			376.250 MHz	MIL
			375.525 MHz	MIL
			265.675 MHz	MIL
MÁLAGA APP (1)	Málaga Aproximación // Approach ES/EN	H24	118.455 C	APP/I
			121.025 MHz	APP/L BACK-UP
			123.855 C	APP/H
			125.955 C	APP
			245.600 MHz	APP/H MIL

DEPENDENCIA ATS // ATS UNIT	DISTINTIVO DE LLAMADA // CALL SIGN IDIOMA // LANGUAGE	OPR HR	FREQ	OBSERVACIONES // REMARKS
PALMA TACC	Palma Control ES/EN	HX	118.005 C	APP/I
		H24	118.125 MHz	
			118.955 C	APP/I
			119.155 C	APP/L
			119.405 C	APP/L
			120.700 MHz	
			134.825 MHz	APP/I
			121.300 MHz	
			123.100 MHz	SAR
			127.625 MHz	
			128.350 MHz	
			129.255 C	
			142.900 MHz	MIL
			374.475 MHz	MIL
			282.800 MHz	SAR
			355.400 MHz	MIL
			4738.50 kHz	SAR
		HN	3137.00 kHz	SAR
		HJ	6737.00 kHz	SAR

DEPENDENCIA ATS // ATS UNIT	DISTINTIVO DE LLAMADA // CALL SIGN IDIOMA // LANGUAGE	OPR HR	FREQ	OBSERVACIONES // REMARKS
PALMA TACC	Palma MIL	H24	165.275 MHz	Coordinación de servicios militares aeroportuarios. // Coordination of military airport services. Esta frecuencia coordina los servicios de plataforma militar y la información de planes de vuelo. // This frequency coordinates military apron services, provides information and flight plans.
ROTA TWR (1)	Rota Torre // Tower ES/EN	H24	119.750 MHz	
SANTANDER TWR	Santander Torre // Tower ES/EN	HR ATS	118.375 MHz	APP/I
SANTIAGO TACC	Santiago Aproximación // Approach ES/EN	H24	118.200 MHz	
			120.200 MHz	
			257.800 MHz	MIL
			363.200 MHz	MIL
SEVILLA APP (1)	Sevilla Aproximación // Approach ES/EN	H24	120.800 MHz	APP/L Sector APP/N
			124.730 C	APP/H Sector APP/N BACK-UP
			128.500 MHz	APP/H Sector APP/S
			264.700 MHz	
			278.400 MHz	
		HJ	3137.00 kHz	SAR
			4738.50 kHz	SAR
			6737.00 kHz	SAR
		HN	123.100 MHz	SAR
TENERIFE NORTE APP	Tenerife Norte Aproximación // Approach ES/EN	HR ATS	124.800 MHz	APP
			128.850 MHz	APP Secundaria // Secondary

DEPENDENCIA ATS // ATS UNIT	DISTINTIVO DE LLAMADA // CALL SIGN IDIOMA // LANGUAGE	OPR HR	FREQ	OBSERVACIONES // REMARKS
TENERIFE SUR APP	Tenerife Sur Aproximación // Approach ES/EN	H24	127.700 MHz	APP/L Primaria // Primary
			128.125 MHz	APP Secundaria // Secondary
VALENCIA TACC	Valencia Control ES/EN	H24	118.800 MHz	APP/I
			119.075 MHz	BACK-UP
			120.100 MHz	APP/L
			120.400 MHz	APP/H
			124.750 MHz	APP/H
			363.550 MHz	MIL
ZARAGOZA TACC	Zaragoza Control ES/EN	H24	119.305 C	APP/H
			125.005 C	APP/I
			127.055 C	APP/I
			296.750 MHz	APP/MIL
			313.500 MHz	APP/MIL
			363.675 MHz	APP/MIL
OSERVACIONES // REMARKS	-	-	-	-
(1)	TMA SEVILLA ÁREA // AREA 3	-	245.600 MHz	MIL

3. ÁREA DE APLICACIÓN RVSM EN ESPACIO AÉREO ESPAÑOL // RVSM APPLICATION AREA IN SPANISH AIRSPACE

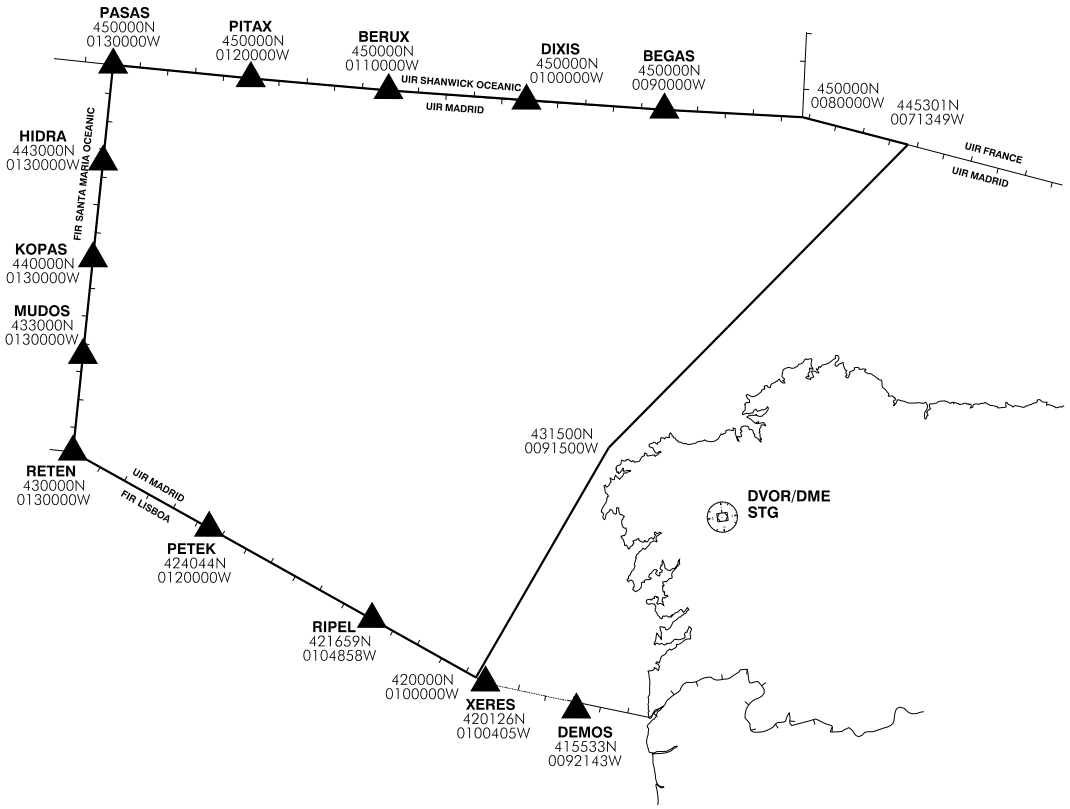
El espacio aéreo de aplicación de la RVSM en España viene definido por: // The RVSM airspace in Spain is defined as follow:

RVSM	
LÍMITES LATERALES // LATERAL LIMITS	UIR MADRID: Todo el espacio aéreo. // All airspace. UIR BARCELONA: Todo el espacio aéreo. // All airspace. UIR CANARIAS: Todo el espacio aéreo. // All airspace.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL290-FL410 (1)

OBSERVACIONES // REMARKS	(1) Ambos inclusive. // Both included.

ÁREAS DE TRANSICIÓN // TRANSITION AREAS

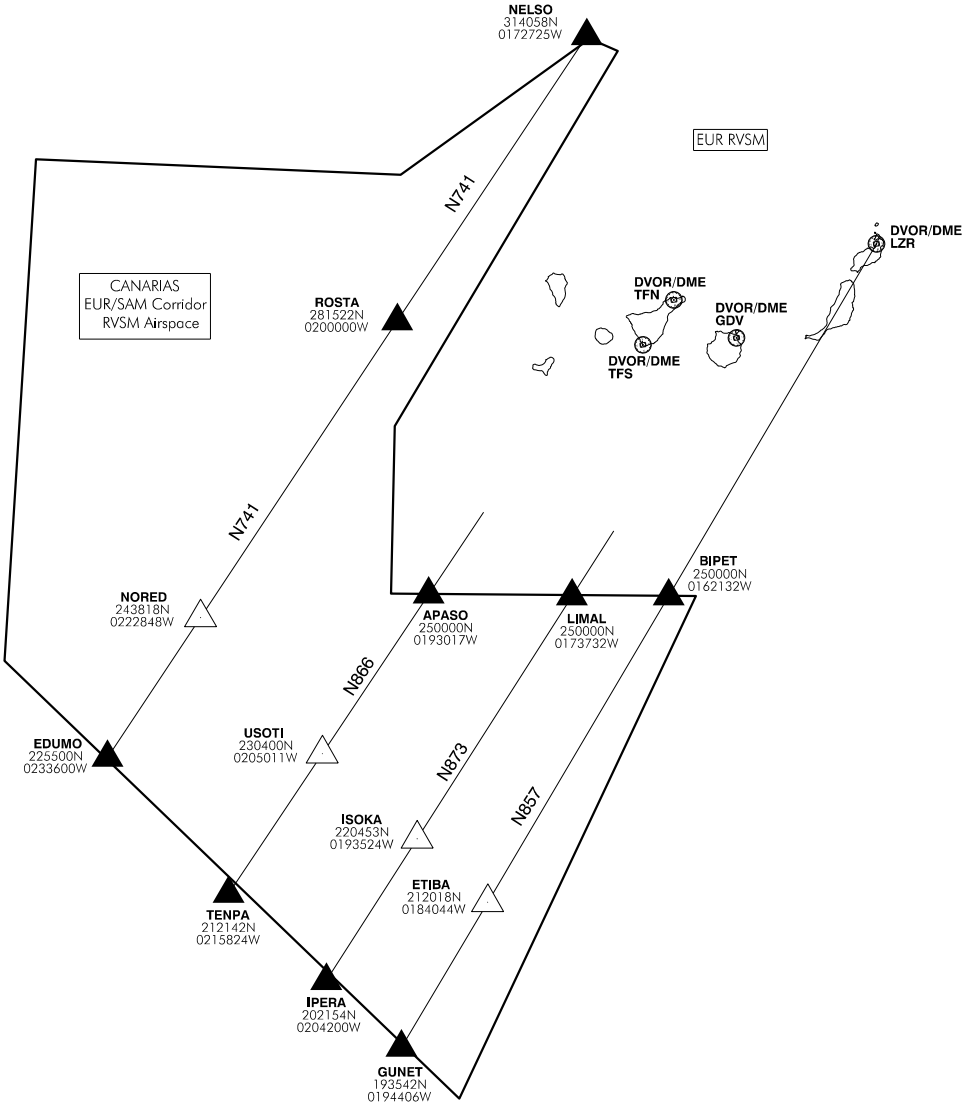
UIR MADRID	
LÍMITES LATERALES // LATERAL LIMITS	450000N 0130000W, 450000N 0080000W, 445301N 0071349W, 431500N 0091500W, 420000N 0100000W, 430000N 0130000W, 450000N 0130000W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL290-FL410 (1)
DEPENDENCIA ATS 1 // ATS UNIT 1	MADRID ACC
DISTINTIVO DE LLAMADA // CALL SIGN	Madrid Control
IDIOMA // LANGUAGE	ES/EN
OPR HR	H24
FREQ	135.700 MHz 135.955 C
OBSERVACIONES // REMARKS	



4. ESPACIO AÉREO RVSM DEL CORREDOR EUR/SAM EN EL UIR CANARIAS // EUR/SAM CORRIDOR RVSM AIRSPACE IN UIR

El espacio aéreo RVSM en la parte del UIR CANARIAS correspondiente al Corredor EUR/SAM se define como sigue: // The RVSM airspace in the part of UIR CANARIAS that belongs to the EUR/SAM Corridor is defined as follows:

RVSM	
LÍMITES LATERALES // LATERAL LIMITS	313014N 0170144W siguiendo el FIR LISBOA hasta NELSO, 313900N 0172500W, 300000N 0200000W, 300000N 0250000W, 240000N 0250000W, EDUMO, TENPA, IPERA, GUNET, 190000N 0190000W, 250000N 0160000W, BIPET, LIMAL, APASO, 250000N 0200000W, 270000N 0200000W, 313014N 0170144W. // 313014N 0170144W following FIR LISBOA up to NELSO, 313900N 0172500W, 300000N 0200000W, 300000N 0250000W, 240000N 0250000W, EDUMO, TENPA, IPERA, GUNET, 190000N 0190000W, 250000N 0160000W, BIPET, LIMAL, APASO, 250000N 0200000W, 270000N 0200000W, 313014N 0170144W.
LÍMITES VERTICALES // VERTICAL LIMITS, CLASIFICACIÓN // CLASSIFICATION	FL290-FL410 (1)
OBSERVACIONES // REMARKS	(1) Ambos inclusive. // Both included.



PROCEDIMIENTOS

Las especificaciones del AIP-España, para la RVSM EUR, serán de aplicación en la parte del UIR CANARIAS perteneciente al Corredor EUR/SAM.

PROCEDURES

The specifications of Spanish-AIP for EUR RVSM, will be applied in the part of UIR CANARIAS that belongs to the EUR/SAM Corridor.

OBSTÁCULOS PARA LA NAVEGACIÓN AÉREA
AIR NAVIGATION OBSTACLES

Los datos de obstáculos de más de 100 m de altura se publican de forma digital en varios formatos, pueden encontrarse en el propio cuerpo del AIP (formatos HTML y CSV en la sección ENR 5.4) y en la sección "Datos Digitales" bajo el epígrafe "Obstáculos Área 1" (formato AIXM5).

Descripción de los formatos:

- HTML: tablas que pueden presentarse en la pantalla de ordenador.
- CSV: formato digital separado por comas. Con sus metadatos correspondientes.
- AIXM5: formato de intercambio AIMX versión 5. Con sus metadatos correspondientes.

Todos los formatos se actualizan mediante enmienda y se encuentran disponibles con antelación en la sección "Enmiendas".

Para más información ver la sección GEN 3.1, apartado 6. "Datos electrónicos sobre el terreno y obstáculos".

The data for obstacles exceeding 100 m in height are published digitally in several formats: they can be found within the body of the AIP itself (HTML and CSV formats in the section ENR 5.4) and in the "Digital Data" section under the heading "Area 1 Obstacles" (AIXM5 format).

Description of the formats:

- HTML: Tables that can be displayed on a computer screen.
- CSV: Digital format with values separated by commas. With their corresponding metadata.
- AIXM5: AIXM version 5. With their corresponding metadata.

All updates to formats are announced by amendments and these are available in advance under the section "Amendments".

For further information refers to GEN 3.1, section 6. "Electronic terrain and obstacle data".

AERIAL SPORTING AND RECREATIONAL ACTIVITIES

The competent authority responsible for the general administration of sport aviation licences and practices is the Agencia Estatal de Seguridad Aérea, which belongs to the Ministerio de Transportes, Movilidad y Agenda Urbana:

AGENCIA ESTATAL DE SEGURIDAD AÉREA

Servicio de Aviación General
Servicio de Licencias de Aviación General
División de Sistemas de Aeronaves No Tripuladas (UAS)
Paseo de la Castellana nº 112
28046 Madrid (ESPAÑA).
TEL.: +34-913 968 000
FAX: +34-917 705 468
E-mail: aviaciongeneral.aesa@seguridadaerea.es
licpiloto.aesa@seguridadaerea.es
drones.aesa@seguridadaerea.es

NOTES:

- The information regarding lateral and vertical limits and hours of aerial sporting activities described hereunder is not available in some cases.

- The lateral limits of the activities published in this section can be consulted digitally under the layer "Airspaces > Sports Activity Areas" in Insignia
https://insignia.enaire.es

- Application of UAS geographical zones for flights on model airfields in subcategory A3, which waives compliance with the age and remote pilot training requirements established in Commision Implementing Regulation (EU) 2019/947, and provides for the following alternative measures:

- Development of specific training material including the conflict avoidance system;
- Explanation of the internal rules and regulations;
- Training by experienced remote pilots;
- Gradual introduction of novice remote pilots and under-16s to flight;
- Continuous supervision and advice by experienced remote pilots;
- Ensure a kinetic energy of less than 34 KJ in operations and a ground risk buffer of at least 120 m.

Activity tipes:

- GLIDING AND PARAMOTOR
- MICROLIGHTS
- FREE BALLOON
- PARACHUTE JUMPING
- MODEL FLYING FIELD
- PROFESSIONAL RPAS FIELDS

GLIDING AND PARAMOTOR

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	OPERATOR / USER REMARKS
GCCCGLD003	Bahía de Las Canteras	Circulo 2600 m de radio centrado en // Circle 2600 m radius centred at 280905N 152730W.;	SFC - 1000 ft AGL; 1650 ft AMSL Lo que resulte mayor // Wichever is higher.	OPERATOR / USER FEDERACIÓN CANARIA DE DEPORTE AÉREOS TEL: +34-611 189 228 TEL: +34-696 860 216 Email: fecda@fecda.org REMARKS Actividad deportiva de parapente y ala delta // Sports activity of paragliding and hang-gliding. HR: SR-SS. Altura máxima permitida //1000ft AGL 1650ft AMSL (lo que resulte mayor // Whichever is higher).
LECMGLD001	C.D. de Paramotor Indalo Sky Flying 'Pista A'	371402N 0014750W; 371402N 0014748W; 371359N 0014745W; 371358N 0014749W; 371359N 0014750W; 371400N 0014748W; 371402N 0014750W.;	SFC - 300 m AGL	OPERATOR / USER CESAR MALDONADO GARCÍA TEL: +34-609 509 005 Email: aeronomadas@gmail.com REMARKS Actividad deportiva de paramotor // Paramotor sporting activity. HR: SR-SS
LECMGLD002	C.D. de Paramotor Indalo Sky Flying 'Pista B'	371434N 0014638W; 371435N 0014634W; 371433N 0014633W; 371433N 0014637W; 371434N 0014638W.;	SFC - 300 m AGL	OPERATOR / USER CESAR MALDONADO GARCÍA TEL: +34-609 509 005 Email: aeronomadas@gmail.com REMARKS Actividad deportiva de paramotor // Paramotor sporting activity. HR: SR-SS
LECMGLD005	Club Aeronáutico de Andalucía Sección de Paramotores	364923N 0054314W;		OPERATOR / USER JUAN DE DIOS CARRERA CAÑA TEL: +34-633 126 663 Email: juandecarrera@gmail.com REMARKS Actividad deportiva de paramotor // Paramotor sporting activity. HR: SR-SS
LECMGLD014	Club Aeronáutico de Andalucía Sección de Paramotores Pista B	372159N 0061632W;		OPERATOR / USER JUAN CASTRO IZQUIERDO TEL: +34-660 991 718 Email: tecnideco@hotmail.com REMARKS Actividad deportiva de paramotor // Paramotor sporting activity. HR: SR-SS
LECMGLD006	Club Deportivo Parapente Vejer	361451N 0055824W;		OPERATOR / USER GUILLERMO JOSÉ SALDAÑA MONTALBAN TEL: +34-661 862 086 Email: club@parapentevejer.com REMARKS Actividad deportiva de paramotor // Paramotor sporting activity. HR: SR-SS
LECMGLD007	Club Deportivo Sancti-Petri Paramotor	361947N 0060926W;		OPERATOR / USER VICENTE PALMERO RODRIGUEZ TEL: +34-616 399 081 REMARKS Actividad deportiva de paramotor // Paramotor sporting activity. HR: SR-SS
LECBGLD002	Club			

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	OPERATOR / USER REMARKS
	Paramotor Barcelona	411958N 0013819E;		OPERATOR / USER ARMAND RUBIELLA REBOLLO TEL: +34-608 998 711 Email: armand@aeroart.es REMARKS Actividad deportiva de paramotor // Paramotor sporting activity. HR: SR-SS
LECMGLD008	Club Parapente Lija Sur Sección de Paramotores - Zona de Despegues/Aterrizajes	364841N 0054400W;		OPERATOR / USER FRANCISCO SÁNCHEZ REINA TEL: +34-617 490 500 REMARKS Actividad deportiva de paramotor // Paramotor sporting activity. HR: SR-SS
LECMGLD009	Club Parapente Lija Sur Sección de Paramotores - Zona de Regatas de Slalom	364836N 0054408W;		OPERATOR / USER FRANCISCO SÁNCHEZ REINA TEL: +34-617 490 500 REMARKS Actividad deportiva de paramotor // Paramotor sporting activity. HR: SR-SS
LECMGLD003	Club Parapente y Paramotor Aerofly Zona Badajoz	385143N 0065804W; 385148N 0065722W; 385131N 0065712W; 385134N 0065655W; 385111N 0065636W; 385050N 0065612W; 385043N 0065618W; 385035N 0065610W; 384951N 0065555W; 384945N 0065633W; 384948N 0065730W; 384956N 0065803W; 384957N 0065848W; 385036N 0070046W; 385122N 0065945W; 385108N 0065900W; 385017N 0065857W; 385006N 0065746W; 385046N 0065753W; 385052N 0065714W; 385100N 0065716W; 385102N 0065801W; 385143N 0065804W.;	SFC - 300 m AGL MAA	OPERATOR / USER CLUB PARAPENTE Y PARAMOTOR AEROFLY ZONA BADAJOZ TEL: +34-646 094 477 Email: aeroflynueva@gmail.com REMARKS Actividad deportiva de parapente y paramotor. // Paragliding and paramotor sporting activity. HR: MON-FRI: 15:30-SS LT. SAT, SUN & HOL: 08:00-SS LT. Uso limitado por Carta Operacional ATS con LEBZ TWR. // Limited use due to ATS Operational Document with LEBZ TWR.
LECMGLD004	Club Parapente y Paramotor Aerofly Zona La Parra	383033N 0063634W; 383124N 0063855W; 383201N 0064005W; 383238N 0063917W; 383133N 0063727W; 383124N 0063734W; 383110N 0063731W; 383112N 0063724W; 383108N 0063703W; 383129N 0063600W; 383052N 0063537W;		

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	OPERATOR / USER REMARKS
		383033N 0063634W; 383124N 0063855W; 383201N 0064005W; 383238N 0063917W; 383133N 0063727W; 383124N 0063734W; 383110N 0063731W; 383112N 0063724W; 383108N 0063703W; 383129N 0063600W; 383052N 0063537W; ;	SFC - 300 m AGL MAA.	OPERATOR / USER CLUB PARAPENTE Y PARAMOTOR AEROFLY ZONA LA PARRA TEL: +34-646 094 477 Email: aeroflynueva@gmail.com REMARKS Actividad deportiva de parapente y paramotor. //Paragliding and paramotor sporting activity. HR: MON-FRI: 15:30-SS LT. SAT, SUN & HOL: 08:00-SS LT. Uso limitado por Carta Operacional ATS con LEBZ TWR. // Limited use due to ATS Operational Document with LEBZ TWR.
LECMGLD011	Club de Vuelo Libre Draco Sección de Paramotor 'Pista A'	370917N 0033208W;		OPERATOR / USER JUAN MORILLAS SALMERÓN TEL: +34-610 789 089 Email: club@draconexion.com REMARKS Actividad deportiva de paramotor y parapente // Paramotor and paraglider sporting activity HR: SR-SS.
LECMGLD012	Club de Vuelo Libre Draco Sección de Paramotor 'Pista C'	371737N 0034050W;		OPERATOR / USER JUAN MORILLAS SALMERÓN TEL: +34-610 789 089 Email: club@draconexion.com REMARKS Actividad deportiva de paramotor // Paramotor sporting activity. HR: SR-SS
LECMGLD015	Club de Vuelo Matallana	373915N 0053359W;		OPERATOR / USER MANUEL ANGULO SÁNCHEZ TEL: +34-664 323 109 Email: clubmatallana@gmail.com REMARKS Actividad deportiva de paramotor // Paramotor sporting activity. HR: SR-SS.
LECBGLD004	Despegue Vuelo Libre Bartolo	400508N 0000152E; 400434N 0000204E; 400432N 0000436E; 400604N 0000316E; 400508N 0000152E;	SFC - 3000 ft AMSL	OPERATOR / USER Club de vuelo libre ALAS DE F TEL: +34-647 63 35 32 (Marco Doppioni) Email: doppioni@gmail.com Web: https://alasdef.org REMARKS HR: SR-SS
LECMGLD010	Escuela Airwind	384439N 0040445W;		OPERATOR / USER SERGIO GÓMEZ PECO TEL: +34-686 476 161 Email: rafael@airwind.es REMARKS Actividad deportiva de paramotor // Paramotor sporting activity. HR: V: 0700-2200 LT I: 0900-1800 LT.
GCCCGLD001	Los Giles	280836N 0153037W: 280751N 0152657W:		

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	OPERATOR / USER REMARKS
		280708N 0152831W: 280836N 0153037W.;	SFC - 1000 ft AGL; 1650 ft AMSL Lo que resulte mayor // Wichever is higher.	OPERATOR / USER FEDERACIÓN CANARIA DE DEPORTE AÉREOS TEL: +34-611 189 228 TEL: +34-696 860 216 Email: fecda@fecda.org REMARKS Actividad deportiva de parapente y ala delta // Sports activity of paragliding and hang-gliding. HR: SR-SS. Altura máxima permitida //1000ft AGL 1650ft AMSL (lo que resulte mayor // Whichever is higher).
LECBGLD005	Monte Toro	Circulo de 1 NM de radio centrado en // Circle 1 NM radius centred at 395905.36N 0040647.01E;	SFC - 1900 ft AMSL	OPERATOR / USER CLUB PARAPENTE DE MENORCA TEL: +34-649 410 273 Email: joanportellacoll@yahoo.es REMARKS Actividad deportiva de parapente // Sports activity of paragliding. SR-SS. Operación coordinada con // Operation coordinated with HLP LEME
LECMGLD013	Valdemorillo	402908N 0040303W;		OPERATOR / USER Paramotor Madrid ALEJANDRO BLANCO TEL: +34-637 490 379 (Alejandro Blanco) Email: a.blanco.aoiz@gmail.com (Alejandro Blanco Aoiz) REMARKS Actividad deportiva de paramotor // Paramotor sporting activity HR: SR-SS. Uso limitado por Carta Operacional ATS con LECV TWR, en horario de activación de la LED17 A, B y C // Limited use due to ATS Operational Document with LECV TWR, during LED17 A, B, C activation hours.
LECBGLD003	Zona de Vuelo Villar del Arzobispo. El Alto de Castelar. Club Parapente Valencia	394335N 0005105W;		OPERATOR / USER Carlos Portillo Valero TEL: +34-610 952 039 REMARKS Actividad deportiva de parapente y ala delta // Sports activity of paragliding and hanggliding. No se debe volar // You should not fly: 01NOV - 06JAN: THU, SAT, SUN, HOL. 07JAN - 11FEB: SAT, SUN, HOL.
LECMGLD019	Zona de vuelo de la montaña de Ponera	394112N 0001759W;		OPERATOR / USER Club vuelo libre Alas de F. Alex Bolinches Aznar. TEL: +34-669 779 930 REMARKS Actividad deportiva de parapente y ala delta // Sports activity of paragliding and hanggliding. HR:SR-SS.
LENAGLD001	(AD) BENABARRE	420122N 0002856E;		OPERATOR / USER AYUNTAMIENTO BENABARRE CLUB ALBATROS DE VUELO A VELA TEL: +34-973 241 491

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	OPERATOR / USER REMARKS
LEISGLD001	(AD) BINISSALEM	394056N 0025252E;		OPERATOR / USER ESCUELA ASOCIACIÓN AVIACIÓN EN LAS AULAS TEL: +34-619 720 206 (Pablo Jesús Ruiz Escobar) TEL: +34-649 679 498 (GABRIEL GOMILA FRAU) Email: pabloruizescobar@yahoo.es (Pablo Jesús Ruiz Escobar) REMARKS Escuela que opera en el aeródromo // School operating at the aerodrome:
LECBGLD001	Cabo de Santa Pola	381335N 0003057W; 381313N 0003054W; 381311N 0003058W; 381259N 0003052W; 381232N 0003048W; 381201N 0003053W; 381201N 0003042W; 381254N 0003028W; 381337N 0003040W; 381335N 0003057W.;	SFC - 600 ft AMSL	OPERATOR / USER FEDERACIÓN DE DEPORTES AÉREOS DE LA COMUNIDAD VALENCIANA TEL: +34-963 154 489 Email: fdacv@fdacv.com REMARKS Uso limitado por Carta Operacional ATS // Limited use due to ATS Operational Document.
LECMGLD017	Club de Deportes Aéreos Airetik de Sopelana	432246N 0030154W; 432303N 0030057W; 432340N 0025955W; 432308N 0025922W; 432244N 0025955W; 432235N 0030141W; 432215N 0030216W; 432224N 0030230W; 432246N 0030154W.;	SFC - 150 m AGL MAA.	OPERATOR / USER CLUB DE DEPORTES AÉREOS AIRETIK DE SOPELANA ZONA A TEL: +34-622 768 682 TEL: +34-650 812 165 REMARKS Uso limitado por Carta Operacional ATS // Limited use due to ATS Operational Document Actividad deportiva de parapente y ala delta // Sports activity of paragliding and hang-gliding. HR: SR-SS.
LECMGLD018	Club de Deportes Aéreos Airetik de Sopelana	432340N 0025955W; 432427N 0025838W; 432454N 0025818W; 432510N 0025748W; 432512N 0025654W; 432439N 0025757W; 432412N 0025812W; 432315N 0025912W; 432308N 0025922W; 432340N 0025955W.;	SFC - 300 m AGL MAA.	OPERATOR / USER CLUB DE DEPORTES AÉREOS AIRETIK DE SOPELANA ZONA B TEL: +34-622 768 682 TEL: +34-650 812 165 REMARKS Uso limitado por Carta Operacional ATS // Limited use due to ATS Operational Document Actividad deportiva de parapente y ala delta // Sports activity of paragliding and hang-gliding. HR: SR-SS.
LEFMGLD001	(AD) FUENTEMILANOS	405319N 0041415W;		OPERATOR / USER AERONÁUTICA DEL GUADARRAMA, S.A. TEL: +34-921 426 963
LEIGGLD001	(AD) IGUALADA-ÓDENA	413503N 0013910E;		OPERATOR / USER CONSORCIO GENERALITAT / AYUNTAMIENTO DE IGUALADA / PRIVADO CLUB DE VOL A VELA DE IGUALADA-ÓDENA TEL: +34-938 031 276
LECDGLD001	(AD/HLP) LA CERDANYA	422311N 0015147E;		OPERATOR / USER CONSORCIO PARITARIO GENERALITAT / CONSELL COMARCAL DE LA CERDANYA AEROPORTS PUBLICS DE CATALUNYA TEL: +34-677 298 861

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	OPERATOR / USER REMARKS
				REMARKS No se admiten actividades acrobáticas aéreas // Aerobatic activities are not allowed.
LEMXGLD001	(AD) LA MANCHA	393344N 0031459W;		OPERATOR / USER CLUB CLAVILEÑO TEL: +34-914 159 085
LECAGLD001	(AD) LA NAVA-CORRAL DE AYLLÓN	412439N 0032654W;		OPERATOR / USER FUNDACIÓN LAUREADO CORONEL CARLOS MARTINEZ VARA DEL REY / FUNDACIÓN MILICIA AÉREA UNIVERSITARIA "VARA DE REY" TEL: +34-696 028 438 TEL: +34-913 599 920
LELTGLD001	(AD) LILLO	394301N 0031914W;		OPERATOR / USER AYUNTAMIENTO DE LILLO REAL AEROCLUB DE TOLEDO TEL: +34-925 598 176
LEMPGLD001	(AD) LOS MARTINEZ DEL PUERTO	375006N 0010551W;		OPERATOR / USER AEROCLUB CIERVA CODORNIÚ TEL: +34-609 447 213 Email: jefedevuelos@yahoo.es REMARKS Jefe de vuelos // Chief of flight: Manuel Martínez.
GCCCGLD002	Las Coloradas	280944N 0152630W: 281053N 0152512W: 281027N 0152510W: 280944N 0152630W.;	SFC - 1000 ft AGL; 1650 ft AMSL Lo que resulte mayor // Wichever is higher.	OPERATOR / USER FEDERACIÓN CANARIA DE DEPORTE AÉREOS TEL: +34-611 189 228 TEL: +34-696 860 216 Email: fecda@fecda.org REMARKS Actividad deportiva de parapente y ala delta // Sports activity of paragliding and hang-gliding. HR: SR-SS. Altura máxima permitida //1000ft AGL 1650ft AMSL (lo que resulte mayor // Whichever is higher).
LEOCGLD001	(AD) OCAÑA	395615N 0033012W;		OPERATOR / USER SENASA-OCAÑA TEL: +34-913 291 032 TEL: +34-925 130 700 TEL: +34-925 130 769
LEROGLD001	(AD) ROZAS	430657N 0072749W;		OPERATOR / USER AEROCLUB DE LUGO TEL: +34-982 224 702 TEL: +34-982 226 752
LECIGLD001	(AD) SANTA CILIA LOS PIRINEOS	423411N 0004340W;		OPERATOR / USER AERONÁUTICA DE LOS PIRINEOS S.L. TEL: +34-974 377 610
LETPGLD001	(AD) SANTO TOMÉ DEL PUERTO	411215N 0033541W;		OPERATOR / USER SENASA / CLUB LORETO VUELO A VELA TEL: +34-607 415 642
GLIDING AND PARAMOTOR				

MICROLIGHTS

ID	DESIGNATION	COORDINATES	OPERATOR / USER REMARKS
LEIRULT001	(AD) AIR MARUGÁN	405438N 0042210W;	OPERATOR / USER C/E: AIR MARUGAN, S.L. TEL: +34-652 497 670 TEL: +34-670 873 448
LEIRULT002	(AD) AIR MARUGÁN	405438N 0042210W;	OPERATOR / USER E: CLUB DEPORTIVO ELEMENTAL DE VUELO AIRTRIKE TEL: +34-654 503 447 TEL: +34-674 072 002
LETGULT001	(AD) ALGODOR	395354N 0035229W;	OPERATOR / USER C/E: AERO TOLEDO, S.L TEL: +34-639 164 930
LETGULT002	(AD) ALGODOR	395354N 0035229W;	OPERATOR / USER E: CLUB DEPORTIVO ELEMENTAL AZOR TEL: +34-629 081 468
LELHULT001	(AD) ALHAMA DE MURCIA	374456N 0011804W;	OPERATOR / USER C/E: AEROCLUB AL AIRE Calle Vial Principal, Aeródromo de Alhama de Murcia, Autovía Alhama-Cartagena, salida 11 y 14. Aptdo. 95 - 30840. Alhama de Murcia. TEL: +34-606 353 316 TEL: +34-629 692 266 Email: aeroclubalaire@hotmail.es
GCATULT001	(AD) ANTIGUA - FUERTEVENTURA	282328N 0135859W;	OPERATOR / USER C: ARIDANE URQUÍA GUTIÉRREZ, E: No TEL: +34-655 778 511 TEL: +34-928 174 054
LECBULT044	Aeroclub Vera	371539N 0015110W;	OPERATOR / USER Marion Müller TEL: +34-653 329 027 (Francisco Javier Segura Cayuela) Email: Cayugc@hotmail.com (Francisco Javier Segura Cayuela)
LECBULT037	Albalat de la Ribera	391300N 0002100W;	OPERATOR / USER C: VICENTE NOGUES SOLDADO TEL: +34-607 484 484
LECBULT038	Albalat de la Ribera	391300N 0002100W;	OPERATOR / USER E: AEROCLUB GREGAL TEL: +34-607 484 484
LECMULT047	Alcalá del Río	373316N 0055846W;	OPERATOR / USER C: JUAN ANTONIO FERNÁNDEZ RONQUILLO TEL: +34-655 790 704 TEL: +34-954 791 185
LECMULT048	Alcalá del Río	373316N 0055846W;	OPERATOR / USER E: CLUB DEPORTIVO AERO ILIPA MAGNA TEL: +34-663 420 600
LECMULT055	Alcazarén	412217N 0044145W;	OPERATOR / USER C: CONSTANTINO RAMOS RODRÍGUEZ, E: No.

ID	DESIGNATION	COORDINATES	OPERATOR / USER REMARKS
			TEL: +34-629 059 522 Email: constantino@alcazarenvuelo.com
LECBULT001	Alcocer de Planes	384724N 0002349W;	OPERATOR / USER C/E: CLUB ULTRALIGEROS LA MONTAÑA TEL: +34-687 961 617 TEL: +34-965 332 309
LECBULT002	Alcocer de Planes	384724N 0002349W;	OPERATOR / USER E: SANTIAGO REIG MARTÍNEZ TEL: +34-695 512 468
LECMULT015	Almonte	371520N 0063346W;	OPERATOR / USER C/E: CLUB DEPORTIVO Y CULTURAL ULM AIRES DE DOÑANA TEL: +34-646 424 523 (RAFAEL RUBENS RUIZ)
LECMULT036	Antequera	370601N 0043340W;	OPERATOR / USER C/E: ANTONIO EXTREMERA ARJONA TEL: +34-686 993 311 Email: aeroclubdeandalucia@gmail.com
LECMULT044	Arcones	410655N 0034355W;	OPERATOR / USER C: AEROCLUB DE ARCONES, S.L, E: No TEL: +34-656 494 002 TEL: +34-915 312 375
LECMULT011	Atarfe	371743N 0034249W;	OPERATOR / USER C/E: JULIO MANUEL LÓPEZ RAMOS TEL: +34-639 104 101 TEL: +34-958 442 912
LEBEULT001	(AD) BEAS DE SEGURA	381616N 0025656W;	OPERATOR / USER C/E: AIR SEGURA, S.L. TEL: +34-646 954 303 TEL: +34-953 424 295 TEL: +34-953 458 121
LECBULT028	Barbastro	415942N 0000536E;	OPERATOR / USER C: AEROCLUB DE BARBASTRO TEL: +34-630 402 715 TEL: +34-649 792 957 Email: aeroclbarbastro@gmail.com
LECMULT016	Beas	372502N 0064537W;	OPERATOR / USER C: CLUB DE VUELO ULM DÍEZ, E: No TEL: +34-607 548 371 TEL: +34-629 568 347
LECBULT039	Benicolet	385510N 0002107W;	OPERATOR / USER C: JOSÉ SANTAMARÍA PRATS TEL: +34-600 759 092 TEL: +34-962 830 071
LECBULT040	Benicolet	385510N 0002107W;	OPERATOR / USER E: AEROCLUB BALICA TEL: +34-962 830 071
LECBULT003	Biar	384110N 0004550W;	OPERATOR / USER C: CLUB DE VUELO ALTO VINALOPO, E: No TEL: +34-639 663 001

ID	DESIGNATION	COORDINATES	OPERATOR / USER REMARKS
			TEL: +34-679 241 116 Email: clubdevueloaltovinalopo@gmail.com
LECMULT025	Brunete	402350N 0040126W;	OPERATOR / USER C: AEROCLUB DE BRUNETE TEL: +34-630 632 466
LEMTULT002	(AD) CASARRUBIOS	401405N 0040135W;	OPERATOR / USER C/E: A&A MALAGÓN ELÉCTRICA, S.L. TEL: +34-629 255 259 TEL: +34-918 145 109
LEMTULT001	(AD) CASARRUBIOS	401405N 0040135W;	OPERATOR / USER C/E: IGNAGUA CENTER, S.L. TEL: +34-627 541 109 TEL: +34-918 145 109 TEL: +34-918 145 251
LECNULT001	(AD) CASTELLÓN	400001N 0000136E;	OPERATOR / USER C/E: AEROCLUB DE CASTELLÓN TEL: +34-639 714 348 REMARKS Uso limitado por Carta Operacional ATS // Limited use due to ATS Operational Document.
LEUCULT001	(AD) CILLAMAYOR	425105N 0041651W;	OPERATOR / USER C: CLUB DE VUELO CILLAMAYOR, E: No TEL: +34-670 679 021 TEL: +34-942 369 061
LEBAULT002	(AD) CÓRDOBA	375031N 0045056W;	OPERATOR / USER C/E: ALGARRA CONSULTORES, S.L. TEL: +34-957 483 414
LEBAULT003	(AD) CÓRDOBA	375031N 0045056W;	OPERATOR / USER C/E: CLUB AÉREO DE CÓRDOBA TEL: +34-677 080 999
LEBAULT001	(AD) CÓRDOBA	375031N 0045056W;	OPERATOR / USER C/E: CLUB DEPORTIVO DE VUELO ULM PEGASUS TEL: +34-669 157 878 TEL: +34-957 724 470
LECMULT009	Camaleño-Artañín	431040N 0044027W;	OPERATOR / USER C: GERVASIO LASTRA ÁLVAREZ, E: No. TEL: +34-608 482 710 REMARKS Uso restringido por características técnicas de la pista. // Restricted use due to technical characteristics of the runway.
LECBULT030	Camp d'aviació Aeroclub Cervera	414115N 0011501E;	OPERATOR / USER AERICLUB CERVERA TEL: +34-973 531 621
LECBULT026	Camp d'aviació d'Ordis	421357N 0025311E;	OPERATOR / USER JOAN BAPTISTA CASALS REIXACH TEL: +34-609 707 056
LECBULT036	Camp d'aviació d'Ulldecona	403713N 0002848E;	OPERATOR / USER JOSÉ MANUEL SERRET BENITO TEL: +34-625 337 634

ID	DESIGNATION	COORDINATES	OPERATOR / USER REMARKS
			Email: vvinaros@yahoo.es
LECBULT033	Camp d'aviació de Bellvei	411441N 0013347E;	OPERATOR / USER SEBASTIÀ RODRIGUEZ FERNÁNDEZ TEL: +34-620 826 402 TEL: +34-620 826 404 TEL: +34-938 953 535 TEL: +34-977 168 207
LECBULT017	Camp d'aviació de Beuda-Besalú	421241N 0024233E;	OPERATOR / USER COMUNITAT DE BÉNS BEUDA-BESALÚ TEL: +34-606 285 942 (Martí Pons Ayats) Email: martiponsa@gmail.com
LECBULT008	Camp d'aviació de Folgueroles	415710N 0021826E;	OPERATOR / USER INMACULADA RIPOLL BLANCH Calle Jacint Verdaguer, 2, 08503, Gurb TEL: +34-690 859 213 Email: imma@ripollifills.com
LECBULT031	Camp d'aviació de La Segarra	414052N 0012450E;	OPERATOR / USER JORDI GRAS VILASECA TEL: +34-617 835 621
LECBULT019	Camp d'aviació de Llabià	420042N 0030521E;	OPERATOR / USER JOSEP COLL PALLES TEL: +34-605 681 295 Email: info@ulmparts.net
LECBULT032	Camp d'aviació de Mollerussa	413646N 0005114E;	OPERATOR / USER CLUB AERI ULM MOLLERUSSA TEL: +34-606 453 001
LECBULT022	Camp d'aviació de Pairades	420816N 0030310E;	OPERATOR / USER JOAQUIM ROCA PAGÉS
LECBULT010	Camp d'aviació de Palafolls	414114N 0024453E;	OPERATOR / USER PRAIR AVIACIÓ TEL: +34-649 333 674 (Pere) TEL: +34-937 443 129 TEL: +34-937 652 502
LECBULT011	Camp d'aviació de Puieda	415917N 0021523E;	OPERATOR / USER AMICS DE L'AIRE DE GURB, E: No TEL: +34-630 851 197 (Ángel García García) Email: amicsdelairegurb@gmail.com
LECBULT035	Camp d'aviació de Roquetes	404525N 0002612E;	OPERATOR / USER CARLOS SANCHEZ CID TEL: +34-696 592 562 TEL: +34-977 502 104 TEL: +34-977 503 769
LECBULT023	Camp d'aviació de Sant Feliu de Buixalleu	414510N 0023632E;	OPERATOR / USER CLUB AERONÀUTIC CATALUNYA Crta. Hostalric-Arbúcies, km 5, 17451 Sant Feliu de Buixalleu (Girona). TEL: +34-600 596 415 (Josep Catalá Fernández) TEL: +34-638 448 728 (Magda Cuadras Genabat)

ID	DESIGNATION	COORDINATES	OPERATOR / USER REMARKS
			Email: aviacioncac@movistar.es Email: catala@telefonica.net (JOSEP CATALÁ FERNÁNDEZ) Email: magda-cuadras@telefonica.net (Magda Cuadras Genabat)
LECBULT024	Camp d'aviació de Tapioles	421330N 0023659E;	OPERATOR / USER TAPIOLES DE VOL, SL TEL: +34-972 274 441
LECBULT025	Camp d'aviació de Viladamat	420834N 0030304E;	OPERATOR / USER AERÒDROM VILADAMAT, SL. TEL: +34-630 125 222 (Giuseppe Pennacchio) TEL: +34-639 970 423 (Ivan Pennacchio) Email: info@airsportviladamat.com Web: http://www.airsportviladamat.com
LECBULT020	Camp d'aviació de l'Empordà	420024N 0030910E;	OPERATOR / USER NATIVE PRODUCTS, SL TEL: +34-619 709 026
LECBULT021	Camp d'aviació de l'Estartit	420152N 0031045E;	OPERATOR / USER AEROCLUB L'ESTARTIT, SC TEL: +34-625 746 742
LECBULT034	Camp d'aviació de les Escarbones	412218N 0011815E;	OPERATOR / USER AJUNTAMENT DEL PLA DE SANTA MARÍA TEL: +34-977 630 006
LECBULT018	Camp d'aviació de les Serres de Foixà	420146N 0025925E;	OPERATOR / USER ACROM, SL TEL: +34-972 222 840
LECBULT009	Camp d'aviació de les Umbertes	414712N 0020745E;	OPERATOR / USER VOL XERPA, SL TEL: +34-661 849 669
LECBULT012	Camp d'aviació del Penedès	412202N 0014603E;	OPERATOR / USER AIRBET SERVEIS AERONAUTICS SL TEL: +34-667 748 145 TEL: +34-697 299 928 Email: airbet@airbet.net
LECBULT013	Camp d'aviació del Pla de Bages	414638N 0015324E;	OPERATOR / USER VOL 9, SL TEL: +34-608 372 594 Email: info@vol9.cat
LECBULT014	Camp d'aviació del Prat de la Plana	414758N 0020643E;	OPERATOR / USER PRAT DE LA PLANA SA TEL: +34-938 300 351
LECMULT039	Caravaca de la Cruz	380250N 0015516W;	OPERATOR / USER C: AEROCLUB DE CARAVACA DE LA CRUZ, E: No TEL: +34-657 425 276 (Juan Fernández Abril) Email: Juanso1965@gmail.com
LECBULT029	Castejón de Sos (Campo del Raso)	423132N 0002855E;	OPERATOR / USER C: AVIACIÓN Y MONTAÑA, S.L., E: No TEL: +34-656 312 528 TEL: +34-689 786 087

ID	DESIGNATION	COORDINATES	OPERATOR / USER REMARKS
LECMULT003	Castropol	433312N 0070100W;	OPERATOR / USER C: AEROCLUB ARNAO, E: No TEL: +34-629 486 890 TEL: +34-985 623 777
LECBULT004	Catral	380929N 0004633W;	OPERATOR / USER C: JERÓNIMO SERRANO RAYA, E: No TEL: +34-616 954 284
LELIULT001	(AD) EL MOLINILLO	384424N 0062332W;	OPERATOR / USER C: SOCIEDAD RECREATIVA AEROCLUB ALA VI, E: Info no AVBL
LEDLULT001	(AD) EL SALOBRAL	403617N 0044730W;	OPERATOR / USER C: EDUARDO RUBIO MORAL (Gestor/Jefe de Vuelos // Manager/Chief of Flight) TEL: +34-675 056 713
LEDLULT002	(AD) EL SALOBRAL	403617N 0044730W;	OPERATOR / USER E: CLUB DEPORTIVO AEROCLUB ALAUDA
LECMULT027	El Molar	403936N 0033544W;	OPERATOR / USER C/E: AERONÁUTICA DEL GUADALIX, S.L. TEL: +34-608 822 914 REMARKS Uso limitado por Carta Operacional ATS // Limited use due to ATS Operational Document.
LECMULT029	El Molar	403936N 0033544W;	OPERATOR / USER C/E: COTA 300 AVIACIÓN S.L. TEL: +34-610 786 783 REMARKS Uso limitado por Carta Operacional ATS // Limited use due to ATS Operational Document.
LEFMULT001	(AD) FUENTEMILANOS	405319N 0041415W;	
LECMULT053	Fuenterrobles	393405N 0012142W;	OPERATOR / USER C: NARCISO DOMINGO MARTÍNEZ PEÑALVER TEL: +34-696 984 602
LECMULT054	Fuenterrobles	393405N 0012142W;	OPERATOR / USER E: AEROCLUB FREEWAY TEL: +34-685 957 184
LECMULT030	Guadalix de la Sierra	404702N 0033819W;	OPERATOR / USER C: EDUARDO DÍAZ DEL RÍO PÉREZ, E: No TEL: +34-686 791 451 REMARKS Uso limitado por Carta Operacional ATS. // Limited use due to ATS Operational Document.
LECMULT049	Guillena	373340N 0060152W;	OPERATOR / USER C/E: CÓNDOR AVIACIÓN, S.L. TEL: +34-607 894 257
LECMULT019	Gurrea de Gállego	420213N 0004428W;	OPERATOR / USER C: AYUNTAMIENTO DE GURREA DE GALLEGO, E: No TEL: +34-670 303 229

ID	DESIGNATION	COORDINATES	OPERATOR / USER REMARKS
			TEL: +34-976 688 364
LERPULT001	(AD) HERRERA DE PISUERGA	423537N 0041718W;	OPERATOR / USER ASOCIACIÓN DE DEPORTES AÉREOS Y ULTRALIGEROS HERRENSE: RICARDO MARTINEZ LEÓN TEL: +34-615 418 294 Email: martmelon@gmail.com
LEIGULT001	(AD) IGUALADA-ÓDENA	413503N 0013910E;	OPERATOR / USER C/E: AEROCLUB IGUALADA-ODENA TEL: +34-606 243 600 TEL: +34-670 596 718
LEIGULT005	(AD) IGUALADA-ÓDENA	413503N 0013910E;	OPERATOR / USER C/E: LAMINAR AIR S.L. TEL: +34-659 223 869
LEIGULT003	(AD) IGUALADA-ÓDENA	413503N 0013910E;	OPERATOR / USER C: AERI CLUB DELTATRIKE TEL: +34-696 010 172 Email: info@deltatrike.es REMARKS Escuela asociada // Associated school: Joan Masana Company
LEIGULT002	(AD) IGUALADA-ÓDENA	413503N 0013910E;	OPERATOR / USER E: CLUB AERONÁUTICO 2000 DEL VALLÉS TEL: +34-660 353 432 TEL: +34-929 834 989
LEIGULT004	(AD) IGUALADA-ÓDENA	413503N 0013910E;	OPERATOR / USER E: JOAN MASANA COMPANY TEL: +34-696 010 172 Email: info@deltacat.es REMARKS Centro asociado // Associated centre: Aeri Club Deltatrike
LECBULT027	(AD/HLP) LA CERDANYA	422311N 0015147E;	OPERATOR / USER C/E: AEROCLUB BARCELONA-SABADELL TEL: +34-937 101 952
LEJUULT001	(AD) LA JULIANA	371743N 0060948W;	OPERATOR / USER C/E: ASOCIACIÓN AEROCLUB AERO 2000 TEL: +34-651 880 138
LEMRULT001	(AD) LA MORGAL	432550N 0054959W;	OPERATOR / USER C/E: SOTRES AEROASTUR TEL: +34-639 828 460
LEOLULT001	(AD) LORCA, AGUSTÍN NAVARRO	375538N 0014634W;	OPERATOR / USER C: PEDRO AGUSTÍN NAVARRO OLIVER TEL: +34-649 400 399
LEOLULT002	(AD) LORCA, AGUSTÍN NAVARRO	375538N 0014634W;	OPERATOR / USER E: CLUB LOS PÁJAROS TEL: +34-649 400 399
LEAHULT001	(AD) LOS ALCORES	371946N 0054325W;	OPERATOR / USER C/E: AEROHÍSPALIS ESCUELA DE VUELO, S.L. TEL: +34-610 677 787
LELGULT001	(AD) LOS		

ID	DESIGNATION	COORDINATES	OPERATOR / USER REMARKS
	GARRANCHOS - SAN JAVIER	375049N 0005246W;	OPERATOR / USER C/E: AEROCLUB MAR MENOR TEL: +34-609 610 741 TEL: +34-636 762 912 REMARKS Uso limitado por Carta Operacional ATS // Limited use due to ATS Operational Document.
LEMPULT001	(AD) LOS MARTINEZ DEL PUERTO	375006N 0010551W;	OPERATOR / USER C/E: ASOCIACION AERONÁUTICACOSTA CÁLIDA TEL: +34-609 447 213 Email: jefedevuelos@yahoo.es REMARKS Jefe de vuelos // Chief of flights: Manuel Martínez
LECBULT015	La Llosa	394502N 0001100W;	OPERATOR / USER C/E: CLUB ULM LA LLOSA TEL: +34-626 763 836 TEL: +34-961 862 925 TEL: +34-962 623 214
LECMULT021	Las Infantas	375430N 0034803W;	OPERATOR / USER Jefe de vuelos: Francisco Delgado Pulido TEL: +34-619 874 737 Email: Paco@aeroclubjaen.com Email: franciscodelgadopulido@gmail.com
LECMULT050	Lebrija	365346N 0060221W;	OPERATOR / USER C: ASOCIACION DEPORTIVA AERONEBRIX, E: No TEL: +34-630 026 391 (FRANCISCO JOSÉ GÓMEZ AFANADOR) Email: Aeronebrix.1994@gmail.com (FRANCISCO JOSÉ GÓMEZ AFANADOR)
LECMULT023	Linares	380758N 0033834W;	OPERATOR / USER C: MIGUEL PÉREZ ZARAGOZA, E: No TEL: +34-607 241 000
LECMULT012	Loja	370816N 0041611W;	OPERATOR / USER C: JESÚS MIRANDA ROMERO TEL: +34-655 678 507 Email: jesusmirandafly@hotmail.com
LECMULT013	Loja	370816N 0041611W;	OPERATOR / USER E: COLOSO AIR, S.L. TEL: +34-655 678 507
LESBULT001	(AD) MALLORCA/Son Bonet	393556N 0024210E;	OPERATOR / USER C/E: ASOCIACIÓN AVIACIÓN EN LAS AULAS TEL: +34-619 720 206 TEL: +34-649 673 498 TEL: +34-649 679 498
GCLBULT001	(AD) MASPALOMAS - EL BERRIEL	274657N 0153027W;	OPERATOR / USER C/E: CLUB DEPORTIVO AGUAYRO DE ALA DELTA TEL: +34-617 040 605
LETCULT001	(AD) MATILLA DE LOS CAÑOS	413150N 0045530W;	OPERATOR / USER C/E: ANSARES CASTELLANA, S.L. TEL: +34-649 914 400

ID	DESIGNATION	COORDINATES	OPERATOR / USER REMARKS
			TEL: +34-983 090 207
LEMZULT001	(AD) MAZARICOS	425858N 0090019W;	OPERATOR / USER C: AERO SERVICIOS T & J, S.L., E: No
LEMYULT001	(AD) MÉRIDA - ROYANEJOS	385848N 0062043W;	OPERATOR / USER C: AEROCLUB DE MÉRIDA, E: No TEL: +34-659 611 630
LEMUULT005	(AD) MUCHAMIEL	382624N 0002826W;	OPERATOR / USER C/E: AEROCLUB DE ALICANTE TEL: +34-965 921 979 TEL: +34-965 950 882
LECMULT006	Medina Sidonia	362626N 0055625W;	OPERATOR / USER C/E: CENTRO DE VUELO AEROSIDONIA, S.L. TEL: +34-606 977 164
LECBULT041	Mogente	384912N 0004948W;	OPERATOR / USER C: CARLOS LASO GALBIS - ÁNGEL PERALES FAYOS, E: No TEL: +34-687 433 766
LECMULT057	Navianos de Valverde	415730N 0055000W;	OPERATOR / USER C: JOSÉ LUIS NOVOA CASTELLANOS, E: No TEL: +34-600 977 000
LECMULT017	Niebla	372056N 0064110W;	OPERATOR / USER C/E: ASOCIACIÓN DEPORTIVA AEROCLUB DE NIEBLA TEL: +34-644 765 661 (Pierluigi Ponzio (Presidente del Aeroclub de Niebla)) Email: pierluigi.ponzio@icloud.com
LECMULT018	Niebla	372056N 0064110W;	OPERATOR / USER E: AERONIEBLA, SOCIEDAD COOPERATIVA ANDALUZA TEL: +34-609 356 024 TEL: +34-609 368 641
LEOTULT001	(AD) ONTUR	383701N 0013130W;	OPERATOR / USER C/E: AEROCLUB DE ALBACETE TEL: +34-666 163 200 TEL: +34-967 555 727
LECBULT042	Olocau	394031N 0003249W;	OPERATOR / USER C: JUÁN JOSÉ SANCHEZ ASENSIO TEL: +34-620 209 781 REMARKS Uso limitado por Carta Operacional ATS. Para más información: http://www.aerodromoolocau.es // Limited use due to ATS Operational Document. For more information: http://www.aerodromoolocau.es
LECBULT043	Olocau	394031N 0003249W;	OPERATOR / USER E: YAGO MIRANDA TEL: +34-637 542 050 REMARKS Uso limitado por Carta Operacional ATS. Para más información: http://www.aerodromoolocau.es // Limited use due to ATS Operational Document. For more information: http://www.aerodromoolocau.es
LEPTULT001	(AD) PETRA - PEP		

ID	DESIGNATION	COORDINATES	OPERATOR / USER REMARKS
	MERCADER	393436N 0030728E;	OPERATOR / USER C: JOSEP SANSÓ ROIG TEL: +34-653 110 690 (Désirée) Email: campdevolescruce@yahoo.com
LEPTULT002	(AD) PETRA - PEP MERCADER	393436N 0030728E;	OPERATOR / USER E: ESCUELA DE VUELO SERGIO LUITEN
LEPCULT001	(AD) POZORRUBIO DE SANTIAGO	394940N 0025710W;	OPERATOR / USER C: JOSÉ LUIS SERRANO ZAMORA, E: No TEL: +34-646 177 889 TEL: +34-916 291 472
LERMULT001	(AD) ROBLEDILLO DE MOHERNANDO	405155N 0031452W;	OPERATOR / USER C: AEROCLUB DE GUADALAJARA TEL: +34-949 850 152
LERMULT003	(AD) ROBLEDILLO DE MOHERNANDO	405155N 0031452W;	OPERATOR / USER E: ESCUELA DE AUTOGIROS MIZAR, S.L. TEL: +34-618 374 843
LERMULT002	(AD) ROBLEDILLO DE MOHERNANDO	405155N 0031452W;	OPERATOR / USER E: MY DAIR, S.L. TEL: +34-649 030 863 TEL: +34-675 269 541
LESLULT001	(AD) SAN LUIS	395144N 0041507E;	OPERATOR / USER C/E: No REMARKS Uso limitado por Carta Operacional ATS // Limited use due to ATS Operational Document.
LESNULT001	(AD) SAN TORCUATO	422828N 0025221W;	OPERATOR / USER C/E: AERORIOJA S.L. TEL: +34-659 777 099
LECIULT001	(AD) SANTA CILIA LOS PIRINEOS	423411N 0004340W;	OPERATOR / USER C/E: AERONÁUTICA DE LOS PIRINEOS S.L. TEL: +34-974 377 610
LESZULT001	(AD) SIGÜENZA	410241N 0023741W;	OPERATOR / USER C/E: AEROCLUB SEGUNTINO TEL: +34-949 393 299
LEJFULT001	(AD) SON ALBERTÍ	392402N 0025138E;	OPERATOR / USER C: Juan Francisco Socias Escudero, E: No. TEL: +34-607 702 445 Email: bird1958@gmail.com
LEGYULT001	(AD) SORIA-GARRAY	414917N 0022836W;	OPERATOR / USER C/E: CLUB DEPORTIVO MILLAÉREA TEL: +34-629 826 088
LECMULT001	Santa Comba	430608N 0084543W;	OPERATOR / USER C/E: CLUB DE VUELO CAMBRE TEL: +34-981 227 066 TEL: +34-981 227 171
LECMULT024	Santa María del Páramo - El Busto		

ID	DESIGNATION	COORDINATES	OPERATOR / USER REMARKS
	// Club Aero Deportivo Esparver	422037N 0054809W;	OPERATOR / USER C: CLUB AERO DEPORTIVO ESPARVER, E: No TEL: +34-629 485 441 TEL: +34-639 519 954 Email: aeroclubesparver@gmail.com REMARKS Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL.
LECMULT040	Sesma	422530N 0020134W;	OPERATOR / USER C: CLUB DEPORTIVO DE VUELO LOS PELÍCANOS, E: No. TEL: +34-630 318 906 Email: sdpelicanos@gmail.com
LECMULT046	Sotillo	411612N 0033753W;	OPERATOR / USER C/E: No
LETFULT001	(AD) TOMÁS FERNÁNDEZ ESPADA	365219N 0053855W;	OPERATOR / USER C/E: CLUB DEPORTIVO AEROCLUB VUELA CÁDIZ TEL: +34-682 592 933
LETXULT001	(AD) TOTANA	374512N 0012651W;	OPERATOR / USER C/E: AEROCLUB TOTANA TEL: +34-639 186 974 TEL: +34-968 594 640
LECMULT007	(AD) TREBUJENA	365131N 0060826W;	OPERATOR / USER C/E: ALISUR, S.L. TEL: +34-686 093 015
LECMULT008	(AD) TREBUJENA	365131N 0060826W;	OPERATOR / USER E: AEROSUMAER, S.L. TEL: +34-607 655 736 TEL: +34-685 461 286
LECMULT020	Tardienta	415738N 0003227W;	OPERATOR / USER C: AEROCLUB DE TARDIENTA, E: No TEL: +34-609 638 243 TEL: +34-974 340 163
LECMULT051	Torremocha del Jiloca	403616N 0011553W;	OPERATOR / USER C/E: AEROCLUB MONTES UNIVERSALES TEL: +34-978 600 974
LECMULT052	Torremocha del Jiloca	403616N 0011553W;	OPERATOR / USER E: VUELARAGÓN CLUB DEPORTIVO TEL: +34-610 287 838
LECMULT041	Tudela	420634N 0014110W;	OPERATOR / USER C: CLUB DEPORTIVO ULM AGUA SALADA, E: No. TEL: +34-649 296 023 TEL: +34-944 826 569
LEVJULT001	(AD)		

ID	DESIGNATION	COORDINATES	OPERATOR / USER REMARKS
	VILLAFRANCA DE CÓRDOBA	375612N 0043158W;	OPERATOR / USER C: CLUB DEPORTIVO AGUILAS DE VILLAFRANCA TEL: +34-658 968 685
LEVJULT003	(AD) VILLAFRANCA DE CÓRDOBA	375612N 0043158W;	OPERATOR / USER E: CLUB DE VUELO ALAS ROTANTES TEL: +34-676 986 165
LEVJULT002	(AD) VILLAFRANCA DE CÓRDOBA	375612N 0043158W;	OPERATOR / USER E: GRUPO ONE AIR AVIACIÓN, S.L. TEL: +34-951 211 333
LECBULT016	(HLP) VINARÒS	403111N 0002324E;	OPERATOR / USER C/E: AEROCLUB MAESTRAT-VINARÓS TEL: +34-678 562 281
LECMULT031	Valdelaguna	400928N 0032255W;	OPERATOR / USER C: CARINA DELGADO RAMOS, E: No TEL: +34-656 325 274 Email: campodevuelodevaldelaguna@hotmail.com
LECMULT032	Villanueva de la Cañada	402612N 0040130W;	OPERATOR / USER C/E: AEROCLUB VILLANUEVA DE LA CAÑADA TEL: +34-616 706 179 TEL: +34-918 156 263 TEL: +34-918 156 596
LECMULT035	Villanueva del Pardillo	403002N 0035934W;	OPERATOR / USER C/E: AERO RALLY, S.L. TEL: +34-608 024 076 Email: aerorally@aerorally.com
LECMULT037	Villanueva del Trabuco	370350N 0041948W;	OPERATOR / USER C: JUAN A. PANEQUE MORENO TEL: +34-610 342 980 TEL: +34-653 309 446
LECMULT038	Villanueva del Trabuco	370350N 0041948W;	OPERATOR / USER E: AEROCADECO, S.L. TEL: +34-646 571 504 TEL: +34-952 711 286
MICROLIGHTS			

FREE BALLOON

ID	DESIGNATION	COORDINATES	OPERATOR / USER REMARKS
LEMTBAL001	(AD) CASARRUBIOS	401405N 0040135W;	OPERATOR / USER AEROESPAÑA, S.L. TEL: +34-916 895 051
LEIGBAL001	(AD) IGUALADA-ÓDENA	413503N 0013910E;	OPERATOR / USER ULTRAMAGIC, S.A. TEL: +34-938 042 202
LECBBAL001	Son Parot-Manacor	393429N 0030922E;	OPERATOR / USER DREAM FLIGHTS,S.L.

ID	DESIGNATION	COORDINATES	OPERATOR / USER REMARKS
			TEL: +34-639 818 109 TEL: +34-971 818 182 REMARKS Centro sin escuela // Centre without school.
LECMBAL002	Villanueva del Pardillo	403002N 0035934W;	OPERATOR / USER CLUB ULM VILLANUEVA DEL PARDILLO TEL: +34-608 024 076
FREE BALLOON			

PARACHUTE JUMPING

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
LECNPJA001	(AD) CASTELLÓN	Círculo 3 NM de radio centrado en // Circle 3 NM radius centred at 400001N 0000136E.;	SFC - FL150	HR: SR-SS Contactar con la frecuencia VALENCIA TACC (Ver ENR 2.1 TMA VALENCIA). // Contact with VALENCIA TACC frequency (See ENR 2.1 TMA VALENCIA) Clasificación de espacio aéreo: Ver TMA VALENCIA (ENR 2.1). // Airspace classification: See TMA VALENCIA (ENR 2.1). Ver RMZ en ENR 2.2 // See RMZ in ENR 2.2.
LEZSPJA001	(AD) CHOZAS DE ABAJO	Círculo 2.5 NM radio centrado en // Circle 2.5 NM radius centred at 422826N 0053900W.;	SFC - FL130	HR: V: 0730-1900, I: 0830-2000 Uso limitado por Carta Operacional ATS con LELN TWR, en horario de apertura // Limited use due to ATS Operational Document with LELN TWR, during activation hours.
LEBAPJA001	(AD) CÓRDOBA	Círculo 3 NM de radio centrado en // Circle 3 NM radius centred at 375031N 0045055W.;	SFC - FL100	HR AD LEBA (Ver // See AD-2-LEBA) Contactar con el servicio AFIS // Contact with AFIS service (Ver // See AD-2-LEBA)
LEJUPJA001	(AD) LA JULIANA	Círculo 2 NM de radio centrado en // Circle 2 NM radius centred at 371742N 0060945W. EXCEPTO // EXCEPT LED27A.;	SFC - FL150	HR: SR-SS Actividad de PJE únicamente en VMC. // PJE activity exclusively under VMC Contactar con frecuencia Sevilla APP (ver AD 2 LEZL). // Contact with Sevilla APP frequency (See AD 2 LEZL) Clasificación de espacio aéreo: Ver TMA SEVILLA (ENR 2.1). // Airspace classification: See TMA SEVILLA (ENR 2.1). Ver RMZ en ENR 2.2 // See RMZ in ENR 2.2 La actividad podrá ser suspendida por cuestiones de tráfico, ejercicios militares/civiles y/o calibraciones. Todo ello, con el fin de asegurar la operatividad y los procedimientos del Aeropuerto de Sevilla. // The activity may be suspended due to issues related with traffic, military/civil exercises and/or calibrations. All of these in order to ensure the operability and procedures at Sevilla airport.
LEOSPJA001	(AD) LOS OTEROS	Círculo 3 NM de radio centrado en // Circle 3 NM radius centred at 421959N 0052657W.;	SFC - FL130	HR: SAT & SUN: 0930 LT–SS. Contactar con frecuencia León TWR (ver AD 2-LELN). // Contact with León TWR frequency (See AD 2-LELN).

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
				Clasificación de espacio aéreo: Ver CTA LEÓN (ENR 2.1). // Airspace classification: See CTA LEÓN (ENR 2.1). Ver RMZ en ENR 2.2 // See RMZ in ENR 2.2.
LEMSPJA001	(AD) MANRESA	Círculo de 5 NM centrado en // Circle 5 NM radius centred at 414553N 0014905E.;	SFC - FL105	HR: SR-SS Para coordinación con la aeronave de paracaidismo, contactar en la frecuencia 119.200 MHz del aeródromo de Manresa antes de entrar en el espacio aéreo RMZ. // To coordinate with the parachuting aircraft, contact with Manresa aerodrome on frequency 119.200 MHz before entering RMZ airspace Ver RMZ en ENR 2.2 // See RMZ in ENR 2.2 Clasificación de espacio aéreo: ver ENR 2.1 TMA BARCELONA. // Airspace classification: see ENR 2.1 TMA BARCELONA.
GCLBPJA001	(AD) MASPALOMAS - EL BERRIEL	274600N 0153300W; 274600N 0153600W; 274300N 0153600W; 274300N 0153300W; 274600N 0153300W.;	SFC - FL120	HR: SR-SS. Actividad permanente de lanzamiento de paracaidistas. // Permanent parachute dropping activity. Clasificación de espacio aéreo ver: // Airspace clasification see: ENR 2.1: FIR CANARIAS. Ver RMZ en // See RMZ in: ENR 2.2
LETCPJA003	(AD) MATILLA DE LOS CAÑOS	Area 3: 413542N 0045806W; arco de radio 8 Km centrado en // arc 8 Km radius centred on 413150N 0045530W y en sentido antihorario hasta // and anticlockwise up to 413043N 0050105W; 412907N 0045858W; 412759N 0045247W; arco de radio 8 Km centrado en // arc of 8 km radius centred on 413150N 0045530W y en sentido antihorario hasta // and anticlockwise up to 412950N 0045022W; 413542N 0045806W.;	FL145 - FL180	HR: SR-SS Contactar con frecuencia MADRID ACC (ver ENR 2.1). // Contact with MADRID ACC frequency (See ENR 2.1) Clasificación de espacio aéreo: Ver FIR MADRID (ENR 2.1). // Airspace classification: See FIR MADRID (ENR 2.1).
LETCPJA002	(AD) MATILLA DE LOS CAÑOS	Area 2: 413542N 0045806W; arco de radio 8 Km centrado en // arc of 8 Km radius centred on 413150N 0045530W y en sentido antihorario hasta // and anticlockwise up to 413043N 0050105W; 412738N 0045702W; arco de radio 8 Km		

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
		centrado en // arc 8 Km radius centred on 413150N 0045530W y en sentido antihorario hasta // and anticlockwise up to 412950N 0045022W; 413542N 0045806W.;	2000 ft AGL - FL145	HR: SR-SS Ver RMZ en ENR 2.2 // See RMZ in ENR 2.2 Clasificación de espacio aéreo: Ver FIR MADRID (ENR 2.1). // Airspace classification: See FIR MADRID (ENR 2.1).
LETCPJA001	(AD) MATILLA DE LOS CAÑOS	Area 1: 413134N 0045617W; 413205N 0045436W; 413150N 0045428W; 413112N 0045604W; 413134N 0045617W.;	SFC - 2000 ft AGL	HR: SR-SS Ver RMZ en ENR 2.2 // See RMZ in ENR 2.2 Clasificación de espacio aéreo: Ver FIR MADRID (ENR 2.1). // Airspace classification: See FIR MADRID (ENR 2.1).
LEOTPJA001	(AD) ONTUR	Círculo 5 NM de radio centrado en // Circle 5 NM radius centred at 383705N 0013126W.;	SFC - 14000 ft AMSL	
LEREPJA001	(AD) REQUENA	Círculo 2 NM de radio centrado en // Circle 2 NM radius centred at 392829N 0010204W.;	SFC - FL140	HR: SR-SS Contactar con la frecuencia VALENCIA TACC (Ver ENR 2.1 TMA VALENCIA). // Contact with VALENCIA TACC frequency (See ENR 2.1 TMA VALENCIA) Clasificación de espacio aéreo: Ver TMA VALENCIA (ENR 2.1). // Airspace classification: See TMA VALENCIA (ENR 2.1). Ver RMZ en ENR 2.2 // See RMZ in ENR 2.2.
LECIPJA001	(AD) SANTA CILIA LOS PIRINEOS	Círculo 3 NM de radio centrado en // Circle 3 NM radius centred at 423406N 0004332W.;	SFC - FL145	HR: SR-SS Para coordinación con la aeronave de paracaidismo, contactar en la frecuencia 123.500 MHz del Aeródromo de Santa Cilia antes de entrar en el espacio aéreo RMZ. // To coordinate with the parachuting aircraft, contact with Santa Cilia Aerodrome on frequency 123.500 MHz before entering RMZ airspace Clasificación de espacio aéreo: Ver FIR MADRID (ENR 2.1). // Airspace clasification: See FIR MADRID (ENR 2.1). Ver RMZ en ENR 2.2 // See RMZ in ENR 2.2.
LETXPJA001	(AD) TOTANA	Círculo 2 NM de radio centrado en // Circle 2 NM radius centred at 374513N 0012650W.;	SFC - FL100	HR: I: MON-FRI: 1630-SS. V: MON-FRI: 1530-SS. SAT, SUN & HOL: SR-SS Durante el periodo de vacaciones de la Academia // During the Academy's vacational periods: 15JUL - 01SEP: SR-SS. 22DEC - 08JAN: SR-SS. Semana Santa // Easter: SR-SS. Siempre dentro del horario de operación de los servicios ATS de LELC CIV/MIL. (Ver AD 2-LELC). // Always within the operational hours of the LELC CIV/MIL ATS services. (See AD 2-LELC)

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
				Contactar con SAN JAVIER APP (Ver AD 2- LELC) antes de entrar en la zona promulgada. // Contact with SAN JAVIER APP (Ver AD 2-LELC) before entering the promulgated area Clasificación de espacio aéreo: Ver CTA MURCIA/SAN JAVIER (ENR 2.1). // Airspace classification: See CTA MURCIA/SAN JAVIER (ENR 2.1). Ver RMZ en ENR 2.2 // See RMZ in ENR 2.2.
PARACHUTE JUMPING				

MODEL FLYING FIELD

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
LECMUAV164	A.C. 21 Ejea	420618N 0010757W; 420624N 0010740W; 420612N 0010721W; 420557N 0010730W; 420618N 0010757W;	SFC - 400 ft AGL	HR: SR-SS
LECBUAV016	Aeri Model Club Castellar	Círculo 500 m radio centrado en // Circle 500 m radius centred at 413537N 0020445E.;	SFC - 400 ft AGL	HR: primavera y verano: 0800-2100 LT. Otoño e invierno: 0800-1700 LT. // HR: spring and summer: 0800-2100 LT. Autumn and winter: 0800-1700 LT.
LECBUAV067	Aeroclub Algemesi	Ver // See Insignia;	SFC - 120 m AGL	HR: 0700-2100 LT Datos de contacto // Contact details: TEL: +34-617 609 961 (Christian R Fuentes Chorques) Email: chrfuentes@hotmail.com
LECMUAV147	Aeroclub Calera Asociación Básico Cultural Aeromodelismo Calera	Círculo 500 m radio centrado en // Circle 500 m radius centred at 395230N 0045937W.;	SFC - 300 m AGL	HR: 0800-2100 LT. Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m).
LECBUAV019	Aeroclub R.C. Santa Agnès	Ver // See Insignia.;	SFC - 300 m AGL	HR: primavera y verano: 0700-2100 LT. Otoño e inverno: 0800-1900 LT. // HR: spring and summer: 0700-2100 LT. Autumn and winter: 0800-1900 LT. Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
				AGL up to a maximum height of 300 m AGL.
LECBUAV018	Aeroclub Radio Control Torque	Círculo 500 m radio centrado en // Circle 500 m radius centred at 413418N 0020740E.;	SFC - 400 ft AGL	HR: V: 0800-2100 LT I: 0800-1700 LT
LECMUAV080	Aeroclub Santo Domingo	Ver // See Insignia;	SFC - 300 m AGL	HR: SR-SS Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 300 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. Datos de contacto // Contact details: TEL: +34-679 489 574 (Marcos Sánchez) Email: aeroclubsantodomingo@gmail.com
LECMUAV073	Aeroclub Serrablo	Círculo 500 m radio centrado en // Circle 500 m radius centred at 423248N 0002258W.;	SFC - 400 ft AGL	HR: SR-SS
LETIUAV001	Aeroclub del Tiétar	Círculo 500 m radio centrado en // Circle 500 m radius centred at 401451N 0044723W.;	SFC - 400 ft AGL	HR: H24. Operación coordinada con LETI AD // Operation coordinated with LETI AD
LECBUAV017	Aeroclub r/c Vall del Tenes	Ver // See Insignia;	SFC - 120 m AGL	HR: 0900-SS LT Datos de contacto // Contact details: Ca l'Amell Gros, sn. 08186, Lliçà d'Amunt. Barcelona Email: aeroclubvdt@gmail.com
LECMUAV008	Aeromanchuela (Motilleja Activa)	Círculo 25 m radio centrado en // Circle 25 m radius centred at 391110N 0014906W.;	SFC - 300 m AGL	HR: SR-SS Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. Datos de contacto // Contact details: TEL: +34-639 620 091 (Antonio Bermejo Jover) Email: bermesat@hotmail.com
LECMUAV042	AeromodelClub Santander	Círculo 200 m radio centrado en // Circle		

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
		200 m radius centred at 432736N 0035622W.;	SFC - 400 ft AGL	HR: 0900-2100 LT Operación coordinada con LEXJ AD // Operation coordinated with LEXJ AD
LECBUAV020	Aeromodelisme Club Manresa	Ver // See Insignia;	SFC - 300 m AGL _<_	HR: 0900-2100 LT. Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 300 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. Datos de contacto // Contact details: Email: enric@holgado.es _<_ _<_ _<_
LECMUAV165	Aeromodelismo Aragón	Círculo 500 m radio centrado en // Circle 500 m radius centred at 414640N 0004519W.;	SFC - 400 ft AGL	HR: 0600-2300 LT
LECBUAV009	Aeromodelismo Ibiza	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS Datos de contacto // Contact details: Camí Torre d´En Rovira. Localidad: Sant Josep de sa Talaia. CP: 07829. Islas Baleares. TEL: +34-629 648 780 (Antonio Rosello Orvay) Email: aeromodelismeivissa@gmail.com
LECMUAV166	Aeromodelismo Maño	Círculo 500 m radio centrado en // Circle 500 m radius centred at 413932N 0004514W.;	SFC - 400 ft AGL	HR: SAT, SUN: 0800-1500 LT
LECMUAV043	Aeromodelismo Piélagos	Ver // See Insignia. _<_;	SFC - 500 m AGL	HR: SR-SS. Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 500 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m). _<_
LECMUAV070	Aeromodelismo Radio Control Albatros	Círculo 250 m radio centrado en // Circle 250 m radius centred at 431741N 0015507W.;	SFC - 400 ft AGL	HR: 0800-2200 LT

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
LECBUAV034	Aeromodelismo Sierra de Guara	Semicírculo 71 m radio centrado en // Semicircle 71 m radius centred at 420605N 0000412W.;	SFC - 400 ft AGL	HR: SR-SS
LECBUAV041	Aeromodelismo Yecla	Ver // See Insignia;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV030	Agrupación Cacereña de Aeromodelismo	Círculo 500 m radio centrado en // Circle 500 m radius centred at 391951N 0062053W.;	SFC - 300 m AGL	HR: SR-SS Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 300 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m).
LECMUAV119	Agrupación Deportiva Ala-K	Círculo 500 m radio centrado en // Circle 500 m radius centred at 423240N 0021000W.;	SFC - 400 ft AGL	HR: SR-SS Operación coordinada con la actividad de LER99A. // Operation coordinated with LER99A activity.
LECMUAV167	Alas Aragonesas	Ver // See Insignia.;	SFC - 300 m AGL	HR: SR-SS. Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 300 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m).
LECBUAV010	Allua	Círculo 1000 m radio centrado en // Circle 1000 m radius centred at 392814N 0025606E.;	SFC - 500 m AGL	HR: H24. Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 500 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
				AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m).
LEVFUAV001	Asociación Aeromodelismo Nordes Aerodromo de Villaframil	Ver // See Insignia.;	SFC - 400 ft AGL	HR: SR-SS.
LECMUAV075	Asociación Aeromodelismo y Radiocontrol de Úbeda	Círculo 500 m radio centrado en // Circle 500 m radius centred at 380712N 0032203W.;	SFC - 400 ft AGL	HR: 0700-2000 LT (principalmente // mainly SAT, SUN & HOL)
LECMUAV120	Asociación Club Navarra de Aeromodelismo	Círculo 300 m radio centrado en // Circle 300 m radius centred at 424944N 0014544W.;	SFC - 400 ft AGL	HR: SR-SS Datos de contacto // Contact details: Email: koldiko41@gmail.com
LECMUAV123	Asociación de Aeromodelismo Pedraza de Campos	Ver // See Insignia.;	SFC - 380 ft AGL	HR: SR-SS Operación coordinada con LEVD TWR // Operation coordinated with LEVD TWR
LECMUAV052	C. D. de Aeromodelismo Los Quema2-Radio Control "Pista A"	Círculo 500 m radio centrado en // Circle 500 m radius centred at 374004N 0051545W.;	SFC - 400 ft AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-607 215 656 (Francisco Lira Utrilla)
LECMUAV110	C.D. Aeromodelismo Pizarra RC	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-677 672 023 (Rafael López Narváez) Email: ralonar@msn.com
LECMUAV071	C.D. Aeronuba	Círculo 500 m radio centrado en // Circle 500 m radius centred at 371453N 0071408W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV065	C.D. Asociación Aeromodelista Guadalajara	Ver // See Insignia;	SFC - 120 m AGL	HR: 0800-2100 LT Datos de contacto // Contact details: TEL: +34-696 214 507 (Víctor Lorenzo Mayor) Email: vlmayor@yahoo.es
LECMUAV060	C.D. de Aeromodelismo Guadix	Círculo 500 m radio centrado en // Circle 500 m radius centred at 371954N 0030446W.;	SFC - 400 ft AGL	HR: SR-SS

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
LECMUAV148	CD Palilleros Sintrón ni Son	Círculo 300 m radio centrado en // Circle 300 m radius centred at 400250N 0035131W.;	SFC - 400 ft AGL	HR: SAT, SUN & HOL: SR-SS
LECMUAV089	CDE Aeromodelismo Las Abejas	Ver // See Insignia;	SFC - 400 ft AGL	HR: 0800-2000 LT SAT & SUN: Principalmente mañanas // Mainly mornings
LECMUAV090	CDE Alas de Galapagar	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS
LECMUAV149	CDE Alcaudón Mora	Círculo 500 m radio centrado en // Circle 500 m radius centred at 393957N 0034545W.;	SFC - 400 ft AGL	HR: SUN: SR-SS
LECMUAV021	Campo de Vuelo Las Cabezas	Círculo 450 m radio centrado en // Circle 450 m radius centred at 385612N 0063630W.;	SFC - 300 m AGL	HR: SR-SS. Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 300 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m).
LECMUAV145	Campo de Vuelo Velilla de La Sierra	Círculo 500 m radio centrado en // Circle 500 m radius centred at 414848N 0022438W.;	SFC - 400 ft AGL	HR: SR-SS
LECBUAV061	Cierzo	Círculo 500 m radio centrado en // Circle 500 m radius centred at 412935N 0002933W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV044	Club 9 Valles	Círculo 250 m radio		

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
		centrado en // Circle 250 m radius centred at 432421N 0040905W.;	SFC - 400 ft AGL	HR: 0800-2200 LT
LECMUAV014	Club Aéreo Cantu El Jariu Llanes	Ver // See Insignia;	SFC - 400 ft AGL	HR: H24 Datos de contacto // Contact details: TEL: +34-622 759 466 (Jaime Sobero Elviro) Email: clubaereocantueljariu@hotmail.com
LECBUAV049	Club Aeromedelisme GAT	Círculo 500 m radio centrado en // Circle 500 m radius centred at 411119N 0011552E.;	SFC - 400 ft AGL	HR: primavera y verano: 0800-2100 LT. Otoño e invierno: 0800-1700 LT. // HR: spring and summer: 0800-2100 LT. Autumn and winter: 0800-1700 LT Carta operacional ATS LERS // ATS Operational Document LERS
LECBUAV072	Club Aeromodelisme ALGORITME	Círculo 500 m radio centrado en // Circle 500 m radius centred at 412136.9N 0020223.1E;	SFC - 120 m AMSL	HR: SR-SS Carta operacional ATS LEBL // ATS Operational Document LEBL Datos de contacto // Contact details: TEL: +34-659 814 105 (Miguel Sánchez Ortega) Email: smiquel@ymail.com
LECBUAV031	Club Aeromodelisme Calella	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS (principalmente // mainly SAT & SUN: 1000-1300 LT) Datos de contacto // Contact details: Veinat Miquel Ferrer, 8 | 17412, Maçanet de la Selva, Gerona TEL: +34-630 494 760 (Roberto Flores) Email: clubaeromodelismecalella@gmail.com
LECBUAV011	Club Aeromodelisme Campos	Círculo 500 m radio centrado en // Circle 500 m radius centred at 392626N 0030147E.;	SFC - 500 m AGL	HR: SR-SS Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 500 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL. Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 500 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL. Datos de contacto // Contact details: Polígono 10, Parcela 185, 07630 Campos, Islas Baleares Email: clubaeromodelismecampos@gmail.com
LECBUAV012	Club			

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
	Aeromodelisme Ciutadella	Círculo 500 m radio centrado en // Circle 500 m radius centred at 400249N 0035201E.;	SFC - 300 m AGL	HR: SR-SS Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL.
LECBUAV021	Club Aeromodelisme Els Cards	Círculo 500 m radio centrado en // Circle 500 m radius centred at 411435N 0014639E.;	SFC - 400 ft AGL	HR: SR-SS (actividad nocturna puntual // occasional night activity)
LECBUAV066	Club Aeromodelisme Esportiu Sant Quirze	Círculo 250 m radio centrado en // Circle 250 m centred at 413107N 0020433E;	SFC - 262 ft AGL	HR: primavera y verano: 8:00-21:00 LT. Otoño e invierno: 08:00-18:00 LT. // Spring and summer: 08:00-21:00 LT. Autum and winter: 08:00-18:00 LT Carta Operacional ATS con LELL TWR // ATS Operational Cart with LELL TWR.
LECBUAV032	Club Aeromodelisme Girona Provincial	Círculo 500 m radio centrado en // Circle 500 m radius centred at 421031N 0024610E.;	SFC - 300 m AGL	HR: SR-SS (actividad nocturna puntual // occasional night activity) Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL.
LECBUAV048	Club Aeromodelisme RC de l'Ebre	Círculo 1000 m radio centrado en // Circle 1000 m radius centred at 404525N 0002612E.;	SFC - 500 m AGL	HR: V: 0700-2100 LT I: 0800-2000 LT Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 500 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL. Datos de contacto // Contact details: TEL: +34-643 775 618 (Asif Choudhry) Email: asif_pak@live.com
LECBUAV071	Club Aeromodelisme Valldigna	Círculo 500m centrado en // Circle500 m radius centred at 390636N 001506W;	SFC - 400 ft AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-635 446 544 (Agustín Costa Falcó) Email: acosta1974@live.com (Agustín Costa Falcó)

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
LECBUAV055	Club Aeromodelisme Xaloc	Ver // See Insignia;	SFC - 300 m AGL	HR: 0700-2200 LT Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. Datos de contacto // Contact details: TEL: +34-659 156 607 (Gregorio Moreno Ruiz) Email: JVGARC@hotmail.com
LECMUAV031	Club Aeromodelismo 'La Cigüeña Negra'	Círculo 200 m radio centrado en // Circle 200 m radius centred at 395033N 0054023W.;	SFC - 300 m AGL	HR: 0700-22:00 Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. Datos de contacto // Contact details: TEL: +34-679 477 372 (Santos Garcia Fuentes)
LECMUAV125	Club Aeromodelismo Aguilucho	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-647 767 046 (Pablo Lemos Boubeta) Email: palebo10@hotmail.com
LECMUAV177	Club Aeromodelismo Alas de El Tiemblo	Círculo 500 m radio centrado en // Circle 500 m radius centred at 402519N 0042840W.;	SFC - 120 m AGL	HR: 0900-2000 LT Datos de contacto // Contact details: TEL: +34-649 191 405 (Alberto García Hernández) Email: albertosgestion@gmail.com
LECMUAV111	Club Aeromodelismo Alas de Mijas	Círculo 500 m radio centrado en // Circle 500 m radius centred at 364410N 0044406W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV150	Club Aeromodelismo Alas de la Mancha	Ver // See Insignia;	SFC - 500 m AGL	HR: SR-SS (principalmente // mainly SUN & HOL). Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 500 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
				AGL. Datos de contacto // Contact details: TEL: +34-925 181 078 (Jesús Hurtado Prats) Email: jesushurtado13@gmail.com
LECMUAV009	Club Aeromodelismo Albacete	Círculo 500 m radio centrado en // Circle 500 m radius centred at 390514N 0015708W.;	SFC - 300 m AGL	HR: SR-SS Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL.
LECMUAV012	Club Aeromodelismo Alborán	Círculo 500 m radio centrado en // Circle 500 m radius centred at 364807N 0025041W.;	SFC - 400 ft AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-616 094 284 (Francisco Soler Viciana) Email: paquitosoler@hotmail.com
LECMUAV048	Club Aeromodelismo Alces	Círculo 500 m radio centrado en // Circle 500 m radius centred at 392753N 0030839W.;	SFC - 300 m AGL	HR: 0800-2000 LT Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 300 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL.
LECBUAV001	Club Aeromodelismo Alcocer	Círculo 500 m radio centrado en // Circle 500 m radius centred at 384811N 0002353W.;	SFC - 300 m AGL	HR: SR-SS. Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m).
LECMUAV022	Club Aeromodelismo Almendralejo	Círculo 500 m radio centrado en // Circle 500 m radius centred at 384008N 0062726W.;	SFC - 400 ft AGL	HR: 0900-1900 LT

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
LECMUAV112	Club Aeromodelismo Axarquía	Círculo 500 m radio centrado en // Circle 500 m radius centred at 364600N 0040457W.;	SFC - 500 m AGL	HR: SR-SS. Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 500 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m).
LECBUAV022	Club Aeromodelismo BCN 2018	Círculo 500 m radio centrado en // Circle 500 m radius centred at 412517N 0020139E.;	SFC - 400 ft AGL	HR: primavera y verano: 0800-2100 LT. Otoño e invierno: 0800-1700 LT. // HR: spring and summer: 0800-2100 LT. Autumn and winter: 0800-1700 LT.
LECMUAV182	Club Aeromodelismo Borriana	Círculo 200 m radio centrado en // Circle 200 m radius centred at 395238N 0000420W.;	SFC - 50 m AGL	DLY 9:00 - SS Datos de contacto // Contact details: 12530 Burriana (Castellón) TEL: +34-656 843 595 (Antonio García Parra) Email: olulacinco@hotmail.com
LECMUAV036	Club Aeromodelismo Campo de Gibraltar	Ver // See Insignia;	SFC - 400 ft AGL	HR: SR-SS Operación coordinada con LEAG HLP y actividad LER164. // Operation coordinated with LEAG HLP and LER164 activity. Datos de contacto // Contact details: TEL: +34-635 451 860 (Juan Ramon González Florín) Email: jrflorin@gmail.com
LECMUAV037	Club Aeromodelismo Campo de Gibraltar Pista B (Veleros)	Ver // See Insignia;	SFC - 400 ft AGL	HR: SR-SS Operación coordinada con LEAG HLP y actividad LER164 // Operation coordinated with LEAG HLP and LER164 activity. Datos de contacto // Contact details: TEL: +34-635 451 860 (Juan Ramon González Florín) Email: jrflorin@gmail.com
LECMUAV045	Club Aeromodelismo Campoo	Círculo 250 m radio centrado en // Circle 250 m radius centred at 425903N 0040945W.;	SFC - 400 ft AGL	HR: SR-SS
LECBUAV042	Club Aeromodelismo Cartagena	Círculo 500 m radio centrado en // Circle 500 m radius centred at 373741N 0010524W.;	SFC - 500 m AGL	HR: SR-SS Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 500 m AGL. // Operating under authorisation ESP-OA-00129/004,

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
				issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL. _<_
LECMUAV168	Club Aeromodelismo Ciudad de Borja	415006N 0013009W; 415011N 0013006W; 415011N 0013004W; 415008N 0013004W; 415005N 0013008W; 415006N 0013009W;	SFC - 400 ft AGL	HR: SR-SS
LECBUAV062	Club Aeromodelismo Compromiso	Círculo 500 m radio centrado en // Circle 500 m radius centred at 411344N 0000508W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV121	Club Aeromodelismo Cormorán	Círculo 500 m radio centrado en // Circle 500 m radius centred at 423809N 0013731W.;	SFC - 300 m AGL	HR: SR-SS Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. Datos de contacto // Contact details: Email: clubaeromodelismocormoran@gmail.com _<_
LECMUAV049	Club Aeromodelismo Daimiel	Circulo 800 m radio centrado en // Circle 800 m radius centred at 390706N 0033448W.;	SFC - 400 ft AGL	HR: 0900-1900 LT (principalmente // mainly SAT & SUN)
LECBUAV002	Club Aeromodelismo Dama de Elche	Ver // See Insignia.;	SFC - 120 m AGL	HR: SR-SS Datos de contacto // Contact details: Email: aeromodelismodamaelche@gmail.com
LECMUAV054	Club Aeromodelismo El Carpio	Ver // See Insignia.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV079	Club Aeromodelismo El Cornicabral	Ver // See Insignia;	SFC - 400 ft AGL	HR: SR-SS Se opera en la RWY 16/34, en la zona de la THR 16 // It operates in the RWY 16/34, in the area of THR 16.
LECBUAV003	Club Aeromodelismo Elche	Ver // See Insignia.;	SFC - 120 m AGL	HR: H24 Datos de contacto // Contact details: TEL: +34-607 687 105 (Raquel Bellot Bonitas) Email: clubcae@hotmail.com
LECMUAV001	Club Aeromodelismo Estela R.C.	Círculo 500 m radio centrado en // Circle 500 m radius centred at 424850N 0083133W.;	SFC - 400 ft AGL	HR: SR-SS

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
LECMUAV126	Club Aeromodelismo Furaventos	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS Datos de contacto // Contact details: Quintela, sn, 36413 O Porriño, Pontevedra. TEL: +34-670 787 963 Email: furaventos.club@gmail.com Web: https://www.furaventos.com/
LECMUAV161	Club Aeromodelismo Gogor	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS Uso limitado por Carta Operacional ATS con // Limited use due to ATS Operational Chart with LEBB TWR. Datos de contacto // Contact details: TEL: +34-655 848 234 TEL: +34-679 290 468 Email: gogoraeromodelismo@gmail.com
LECMUAV020	Club Aeromodelismo Huyhuyhuy	Círculo 500 m radio centrado en // Circle 500 m radius centred at 403744N 0044016W.;	SFC - 400 ft AGL	HR: SR-SS.
LECMUAV023	Club Aeromodelismo Jerez de Los Caballeros	Ver // See Insignia;	SFC - 120 m AGL	HR: SAT, SUN & HOL: SR-SS Datos de contacto // Contact details: TEL: +34-606 743 828 (Jesús Torrado Domínguez) TEL: +34-639 122 498 (Ruperto Menayo Antúnez) Email: aeromodelismojerez@gmail.com
LECMUAV024	Club Aeromodelismo Juan de La Cierva D. Benito-Villanueva de la Serena	Círculo 500 m radio centrado en // Circle 500 m radius centred at 385737N 0054356W.;	SFC - 500 m AGL	HR: SR-SS. Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 500 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL. Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 300 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m).

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
				Datos de contacto // Contact details: TEL: +34-653 095 064
LECMUAV081	Club Aeromodelismo La Llanada	Círculo 500 m radio centrado en // Circle 500 m radius centred at 420905N 0014418W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV032	Club Aeromodelismo La Mesa de Coria	Círculo 500 m radio centrado en // Circle 500 m radius centred at 395928N 0062927W.;	SFC - 400 ft AGL	HR: SAT: 1500-SS LT, SUN: SR-1500 LT
LECMUAV076	Club Aeromodelismo Linares	Círculo 500 m radio centrado en // Circle 500 m radius centred at 381042N 0033133W.;	SFC - 400 ft AGL	HR: SR-SS Datos de contacto // Contact details: Carretera JH-6082 Vilches-Pantano de Gualen, a la altura del Paraje de los Grajos, 23220-Vilches, Jaén. TEL: +34-616 052 140 (Alfonso Nieto Fernández) Email: aeromodelismolinares@gmail.com
LECMUAV091	Club Aeromodelismo Los Buitres	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS. Datos de contacto // Contact details: TEL: +34-609 458 530 (José Izquierdo) TEL: +34-680 988 914 (Fernando Gordon)
LECMUAV085	Club Aeromodelismo Los Diablos	Círculo 500 m radio centrado en // Circle 500 m radius centred at 431105N 0074254W.;	SFC - 300 m AGL	HR: 0800-2000 LT. Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 300 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL.
LECBUAV043	Club Aeromodelismo Los Halcones de La Rambla	Círculo 500 m radio centrado en // Circle 500 m radius centred at 374542N 0010045W.;	SFC - 300 m AGL	HR: SR-SS Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 300 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL.
LECMUAV025	Club Aeromodelismo Mérida 'Los Ventosillas'	Círculo 500 m radio centrado en // Circle 500 m radius centred at 385511N 0062351W.;	SFC - 400 ft AGL	HR: SAT, SUN & HOL: 0900-1400 LT, V: 1500-SS LT

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
LECMUAV092	Club Aeromodelismo Majadahonda 'DIEDRO'	Círculo 500 m radio centrado en // Circle 500 m radius centred at 402913N 0035510W.;	SFC - 300 m AGL	HR: SR-SS. Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m).
LECMUAV033	Club Aeromodelismo Miajadas	Ver // See Insignia;	SFC - 120 m AGL	HR: 0800-2000 LT Datos de contacto // Contact details: TEL: +34-615 106 313 (Javier Rodríguez Pintado) Email: comercialrodriguezmiajadas@gmail.com
LECMUAV074	Club Aeromodelismo Osca	Círculo 250 m radio centrado en // Circle 250 m radius centred at 421223N 0002656W.;	SFC - 500 m AGL	HR: SR-SS Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 500 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL.
LECMUAV122	Club Aeromodelismo Ourense	Ver // See Insignia.;	SFC - 400 ft AGL	HR: H24 Datos de contacto // Contact details: Ctra. Santa Mariña, 201 - 32971 - Ourense (Ourense) TEL: +34-639 56 47 67 Email: aeromodelismoourense@gmail.com
LECBUAV004	Club Aeromodelismo Pedro Arenas de Orihuela	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS No se pueden sobrevolar carreteras, casas, ni el yacimiento arqueológico. // It is prohibited to fly over roads, residential areas, or the archaeological site.
LECMUAV133	Club Aeromodelismo Petirrojo de Escalona	Ver // See Insignia.;	SFC - 300 m AGL	HR: SR-SS. Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
				un límite de vuelo vertical de 300 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m). _<_
GCCCUAV001	Club Aeromodelismo R/C Gran Canaria	Ver // See Insignia;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV118	Club Aeromodelismo RC Guadalentin	Ver // See Insignia.;	SFC - 400 ft AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-677 681 276 (Domingo Díaz González) Email: domingo.diaz@carm.es Email: famur@famur.org
LECMUAV093	Club Aeromodelismo RC Impacto	Ver // See Insignia;	SFC - 300 m AGL _<_	HR: SR-SS. Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 300 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. Datos de contacto // Contact details: TEL: +34-614 439 900 (Sixto José Yanguas González) Email: syanguas@gmail.com _<_ _<_ _<_ _<_
LECBUAV030	Club Aeromodelismo RC Plana Baixa	Círculo 500 m radio centrado en // Circle 500 m radius centred at 400923N 0000050E.;	SFC - 148 ft AGL	HR: FRI, SAT & SUN: 0800-2000 LT
LECMUAV129	Club Aeromodelismo Salmantino	Ver // See Insignia.;	SFC - 300 m AGL	HR: SR-SS Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. _<_

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
LECBUAV038	Club Aeromodelismo Segrià	Círculo 500 m radio centrado en // Circle 500 m radius centred at 413220N 0004141E.;	SFC - 500 m AGL	HR: 0800-2000 LT Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 500 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL. Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 500 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL.
LECMUAV055	Club Aeromodelismo Subbética de Priego de Córdoba	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-692 904 311 (Luis García Povedano) Email: luisgar42@gmail.com
LECMUAV146	Club Aeromodelismo Teruel	Círculo 250 m radio centrado en // Circle 250 m radius centred at 401954N 0010806W.;	SFC - 400 ft AGL	HR: 0900-2000 LT
LECBUAV069	Club Aeromodelismo Torrent	Ver // See Insignia;	SFC - 120 m AGL	HR: 0900-SS LT. Datos de contacto // Contact details: Camino del Faxardet sn. Torrent. Valencia. Polígono: 30, Parcela: 353. TEL: +34-676 966 423 (César Castillo Domingo Zaragoza) Email: clubaeromodelismotorrent@gmail.com (José Marcos López García)
LECMUAV127	Club Aeromodelismo Val Miñor	Círculo 500 m radio centrado en // Circle 500 m radius centred at 420410N 0084632W.;	SFC - 400 ft AGL	HR: SR-SS (principalmente // mainly SUN & HOL)
LECBUAV025	Club Aeromodelismo Velers Collserola Pedrera	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS
LECBUAV026	Club Aeromodelismo Velers Collserola Xiprers	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS
LECMUAV136	Club			

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
	Aeromodelismo Villa de Burguillos	Ver // See Insignia;	SFC - 100 ft AGL	HR: SR-SS. Ubicado a menos de 8 km. de los Campos de ULM de Guillena, y de Ilipa Magna (Alcalá del Río) // Located less than 8 km from the ULM airfields of Guillena and Ilipa Magna (Alcalá del Río). Datos de contacto // Contact details: TEL: +34-681 603 575 (Antonio Castilla Castilla) Email: ea7dna@gmail.com
LECBUAV054	Club Aeromodelismo Xativa	Ver // See Insignia;	SFC - 400 ft AGL	HR: SR-SS. Actividad de aeromodelismo. Precaución por proximidad a zona industrial y embalse // Model aircraft activity. Caution due to proximity to industrial area and reservoir. Datos de contacto // Contact details: TEL: +34-689 33 11 22 (Andrés Pérez Guarner) Email: andres32340@gmail.com Web: http://www.cax77.es
LECBUAV029	Club Aeromodelismo Xilxes	Círculo 500 m radio centrado en // Circle 500 m radius centred at 394514N 0001007W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV163	Club Aeromodelismo Zamora	Ver // See Insignia;	SFC - 300 m AGL	HR: 0900-2200 LT. Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 300 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. Datos de contacto // Contact details: TEL: +34-629 648 555 Email: clubaeromodelismozamora@facl.es
LECBUAV023	Club Aeromodelismo y RC Sant Cugat	Ver // See Insignia.;	SFC - 330 ft AGL	HR: SR-SS
LECMUAV114	Club Aeromodelismo y Radio Control Estepona "PISTA A"	Ver // See Insignia;	SFC - 400 ft AGL	HR: 0900-2000 LT Datos de contacto // Contact details: Camino de los molinos 11 3°3 Estepona 29680 TEL: +34-661 363 601 (Miguel Mesquida) Email: rcestepona@gmail.com
LECMUAV115	Club Aeromodelismo y Radio Control Estepona "PISTA B"	Ver // See Insignia;	SFC - 400 ft AGL	HR: 0900-2000 LT Datos de contacto // Contact details: Camino de los molinos 11 3°3 Estepona 29680 TEL: +34-661 363 601 Email: rcestepona@gmail.com
LECMUAV113	Club			

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
	Aeromodelismo y Radio Control de Marbella	Círculo 500 m radio centrado en // Circle 500 m radius centred at 363128N 0045147W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV015	Club Aeromodelista El Ferre	Círculo 500 m radio centrado en // Circle 500 m radius centred at 432824N 0054510W.;	SFC - 300 m AGL	HR: SR-SS Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL.
LECMUAV137	Club Aeronáutico de Andalucía, Sección Aeromodelismo	Ver // See Insignia;	SFC - 250 ft AGL	HR: H24 Operación coordinada con la Base de El Copero (LEEC). // Operation coordinated with El Copero Base (LEEC) Datos de contacto // Contact details: TEL: +34-659 710 536 (Antonio García Martínez)
LECBUAV024	Club Aeronàutic Egara	Ver // See Insignia;	SFC - 500 m AGL	HR: SR-SS Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 500 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL. Datos de contacto // Contact details: Avenida de Can Boada, s/n, 08225 Tarrasa, Barcelona TEL: +34-630 253 101 (Alejandro Martínez López) TEL: +34-686 055 554 (Eduard Soler) Email: caegara@caegara.com
LECBUAV056	Club Ala Radio Control	Círculo 500 m radio centrado en // Circle 500 m radius centred at 394042N 0003630W.;	SFC - 300 m AGL	HR: 0800-2100 LT. Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions,

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
				there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m).
LECMUAV178	Club Alas Torrejón de Ardoz	Círculo 500 m radio centrado en // Circle 500 m radius centred at 403349N 0033152W;	SFC - 120 m AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-664 803 373 (Bartolomé Garzón Martinez) Email: clubalasdetorrejondeardoz@gmail.com
LECMUAV094	Club Alas de la Sierra de Guadarrama.	Ver // See Insignia;	SFC - 120 m AGL	HR: SR - SS Datos de contacto // Contact details: TEL: +34-647 650 108 (Gonzalo Garcia Fernández) Email: clubalasdelasierra@hotmail.com (Gonzalo García / Juan José Almazan)
LECMUAV066	Club Alcarreño de Aeromodelismo	Ver // See Insignia;	SFC - 400 ft AGL	HR: V: 0900-2100 LT I: 0900-1800 LT Datos de contacto // Contact details: Crta. Fontanar km. 4.5 Finca Castillejos Guadalajara 19004 TEL: +34-683 230 976 (Fernando Espinosa de Juan) Email: presidente@aeroguada.com
LECMUAV170	Club Cadrete de Radiocontrol	Círculo 1000 m radio centrado en // Circle 1000 m radius centred at 412854N 0010124W.;	SFC - 400 ft AGL	HR: SUN: 1000-1400 LT
LECMUAV016	Club Central de Asturias	Ver // See Insignia.;	SFC - 300 m AGL	HR: SR-SS Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL.
LECMUAV004	Club Deportes Aéreos Condor	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS Datos de contacto // Contact details: Email: info@aeromodelismocondor.es
LECMUAV116	Club Deportivo Aeromodelismo Abbas Ben Firnas	Círculo 500 m radio centrado en // Circle 500 m radius centred at 364416N 0050652W.;	SFC - 300 m AGL	HR: SR-SS Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL.
GCCCUAV005	Club Deportivo Aeromodelismo Aligadron Tenerife	Ver // See Insignia.;	SFC - 100 ft AGL	HR: TUE: 1500-1900 LT SAT: 0900-2200 LT

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
LECMUAV041	Club Deportivo Aeromodelismo Chiclana	Ver // See Insignia;	SFC - 400 ft AGL	HR: SR-SS Operación coordinada con la BN de Rota (LERT) y actividad LER72. // Operation coordinated with Rota BN (LERT) and LER72 activity. Datos de contacto // Contact details: Cordel de los Marchantes, KM 2.5 TEL: +34-699 520 272 (Melchor Ramirez Carrillo) Email: clubaeromodelismochicana@hotmail.com
LECMUAV153	Club Deportivo Aeromodelismo Escalona	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-680 179 208 (Gustavo) Email: aeromodelismoescalona@gmail.com
LECMUAV056	Club Deportivo Aeromodelismo Mezquita	Círculo 500 m radio centrado en // Circle 500 m radius centred at 375451N 0044455W.;	SFC - 300 m AGL	HR: SR-SS Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. _<_
LECMUAV027	Club Deportivo Aeromodelismo Radio Control Burgos	Círculo 500 m radio centrado en // Circle 500 m radius centred at 422627N 0033740W.;	SFC - 300 m AGL	HR: 0800-2200 LT Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 300 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m). Datos de contacto // Contact details: Email: clubradiocontrolburgos@hotmail.com _<_ _<_ _<_ _<_
LECMUAV139	Club Deportivo Aeropilas	Círculo 500 m radio centrado en // Circle 500 m radius centred at 371749N 0061850W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV018	Club Deportivo Básico Vuela Llanera	Ver // See Insignia;	SFC - 300 m AGL	HR: SR-SS
LECMUAV005	Club Deportivo Deportes			

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
	Aéreos Alas de Orduña	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-615 792 387 TEL: +34-669 852 182 Email: alasdeorduna@euskaltel.net Email: alasdeorduna@outlook.com
LECMUAV100	Club Deportivo Elemental Fenix Villa de Meco	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS Datos de contacto // Contact details: Email: clubfenixvillademeco@gmail.com
LECMUAV176	Club Deportivo Federado Albatros	Ver // See Insignia.;	SFC - 400 ft AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-630 096 041 (Miguel Ángel Gordillo Urquia) Email: michelgordillo@gmail.com
LECMUAV154	Club Deportivo R.C. Alcotán	Círculo 500 m radio centrado en // Circle 500 m radius centred at 305949N 0035851W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV064	Club Deportivo Radio Control Costa Tropical	Círculo 500 m radio centrado en // Circle 500 m radius centred at 364341N 0033421W.;	SFC - 300 m AGL	HR: SR-SS Operación coordinada con la actividad de LER111. // Operation coordinated with LER111 activity. Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m).
LECMUAV063	Club Deportivo de Aeromodelismo Ala Sur	Ver // See Insignia;	SFC - 120 m AGL	HR: 0800-SS. LT Datos de contacto // Contact details: Camino de los Morales s/n 18360 Huetor Tajar – Granada TEL: +34-695 945 884 (José Ignacio Toro Cuberos) Email: aeromodelismoalasur@hotmail.com
GCATUAV001	Club Deportivo de Aeromodelismo Alaventura	Ver // See Insignia;	SFC - 120 m AGL	HR: 0900-1800 LT. Datos de contacto // Contact details: Las Pocetas, 35630 Antigua, Las Palmas. Email: club.alaventura@gmail.com
LECMUAV140	Club Deportivo de Aeromodelismo Altos Vuelos	Ver // See Insignia.;	SFC - 400 ft AGL	HR: SR-SS. Datos de contacto // Contact details: La Dehesilla, Polig.70, parcela 51, 41710-Utrera-Sevilla

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
				Email: clubrcaltosvuelos@gmail.com
GCCCUAV002	Club Deportivo de Aeromodelismo Cielo Azul	Círculo 300 m radio centrado en // Circle 300 m radius centred at 274557N 0153712W.;	SFC - 400 ft AGL	HR: 0830-2030 LT Datos de contacto // Contact details: Email: aeromodelismocieloazul@hotmail.com
LECMUAV057	Club Deportivo de Aeromodelismo Palma del Río	Círculo 500 m radio centrado en // Circle 500 m radius centred at 374004N 0051545W.;	SFC - 400 ft AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-619 305 266 (Manuel Palomero Montesinos) Email: aeromodelismopalma@gmail.com
GCCCUAV009	Club Deportivo de Aeromodelismo Papiroalas (Juan Diego Peña Perera)	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-687 778 703 (Juan Diego Peña Perera) Email: papiroalas@gmail.com
LECMUAV141	Club Deportivo de Aeromodelismo Radio Control Saeta	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS Operación coordinada con LEZL TWR. (ver AD 2-LEZL Información suplementaria). // Operation coordinated with LEZL TWR (see AD 2-LEZL Additional information). Datos de contacto // Contact details: Email: presidencia@rcsaeta.es
GCCCUAV003	Club Deportivo de Aeromodelismo Vuelo Invertido (El Cohombrillo)	Ver // See Insignia.;	SFC - 400 ft AGL	HR: SR-SS
GCCCUAV004	Club Deportivo de Aeromodelismo Vuelo Invertido (Llano de La Cueva)	Circulo 500 m radio centrado en // Circle 500 m radius centred at 283938N 0135420W;	SFC - 400 ft AGL	HR: SR-SS
LECBUAV046	Club Deportivo de Aeromodelismo de Mula Juan de La Cierva	Ver // See Insignia;	SFC - 400 ft AGL	HR: 0700-2100 (principalmente // mainly SAT & SUN)
LECBUAV047	Club Deportivo de Aeromodelismo de Murcia Club Fénix	Ver // See Insignia.;	SFC - 400 ft AGL	HR: SAT, SUN & HOL: SR-SS Datos de contacto // Contact details: Paseo Marqués de Corvera Nº18, 4D, Murcia. TEL: +34-620 820 168 (Antonio Zapata García) Email: elprexi@hotmail.com
LECMUAV142	Club Deportivo de Aeromodelismo y Radiocontrol Utrera	Círculo 500 m radio centrado en // Circle 500 m radius centred at 370849N 0054715W.;	SFC - 400 ft AGL	HR: SR-SS

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
LECMUAV058	Club Deportivo de Radiocontrol Pozoblanco	Círculo 500 m radio centrado en // Circle 500 m radius centred at 382109N 0045056W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV152	Club Deportivo "Aeromodelismo R/C Seseña"	Círculo 400 m radio centrado en // Circle 400 m radius centred at 400531N 0034144W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV035	Club Fénix de Deportes Aéreos	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-615 702 568 (Iban Prusilla) TEL: +34-660 958 961 (Néstor Bernardi) Email: aeromodelismofenixaraba@gmail.com Email: iprusilla@hotmail.com Email: nestorbernardi@gmail.com
LECMUAV130	Club Federado Aeromodelismo Charro	Círculo 300 m radio centrado en // Circle 300 m radius centred at 405459N 0054102W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV103	Club Grupo Halcón de Veleros	Ver // See Insignia;	SFC - 400 ft AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-636 515 145 (David Lucena) Email: grupohalcon.secretario2022@gmail.com
LECMUAV083	Club Leonés de Aeromodelismo	Círculo 500 m radio centrado en // Circle 500 m radius centred at 423632N 0053140W.;	SFC - 300 m AGL	HR: SR-SS Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 300 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m).
LECMUAV104	Club Libélula de Aeromodelismo	Círculo 500 m radio centrado en // Circle 500 m radius centred at 402529N 0031819W.;	SFC - 300 m AGL	HR: SR-SS. Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. Acogido a la autorización ESP-OA-00129/004,

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
				emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 300 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m).
LECMUAV028	Club Mirandés de Aeromodelismo	Círculo 500 m radio centrado en // Circle 500 m radius centred at 423914N 0025542W.;	SFC - 400 ft AGL	HR: 0600-2359 LT
LECBUAV027	Club Modelisme Osona	Círculo 500 m radio centrado en // Circle 500 m radius centred at 415316N 0021532E.;	SFC - 400 ft AGL	HR: 0800-2000 LT
LECBUAV039	Club Modelisme Tàrrega	Ver // See Insignia;	SFC - 300 m AGL	HR: SR-SS Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. Datos de contacto // Contact details: TEL: +34-667 792 840 (Antonio Robinat Felip) Email: clubmodelismetarrega@gmail.com
LECMUAV155	Club Modelismo Aranjuez	Círculo 500 m radio centrado en // Circle 500 m radius centred at 400010N 0033139W.;	SFC - 400 ft AGL	HR: SUN, HOL: SR-1500 LT.
LECMUAV105	Club Orión de Aeromodelismo	Ver // See Insignia.;	SFC - 400 ft AGL	HR: SR-SS (principalmente // mainly SAT & SUN) Datos de contacto // Contact details: Email: presidente@clubrcorion.com
LECMUAV026	Club Pacense de Aeromodelismo	Círculo 500 m radio centrado en // Circle 500 m radius centred		

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
		at 384207N 0070011W.;	SFC - 300 m AGL	HR: SR-SS (principalmente // mainly SAT, SUN & HOL). En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m).
LECMUAV034	Club RC Arroyomolinos - La Sagra	Ver // See Insignia;	SFC - 400 ft AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-610 562 890 TEL: +34-650 390 560 Email: secretaria@rc-arroyomolinos.es
LECMUAV010	Club RC Hellín	Círculo 500 m radio centrado en // Circle 500 m radius centred at 382941N 0013716W.;	SFC - 400 ft AGL	HR: SR-SS (principalmente // mainly SUN & HOL)
LECMUAV156	Club RC Illescas	Círculo 300 m radio centrado en // Circle 300 m radius centred at 400931N 0034755W.;	SFC - 400 ft AGL	HR: SAT & SUN: SR-SS
LECBUAV013	Club RC Las Águilas	Círculo 300 m radio centrado en // Circle 300 m radius centred at 393617N 0030525E.;	SFC - 400 ft AGL	HR: SR-SS. No permitido drones. MAX 4 ACFT independientes volando a la vez // Drones are not allowed. MAX 4 independent ACFT flying at the same time.
LECMUAV109	Club RC Madrid	Círculo 500 m radio centrado en // Circle 500 m radius centred at 401831N 0031856W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV006	Club RC Nervión	Ver // See Insignia;	SFC - 500 m AGL	HR: SR-SS. Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 500 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL. Datos de contacto // Contact details: Email: clubrcnervion@gmail.com
LECMUAV157	Club RC Ugena Paramotor	Ver // See Insignia;	SFC - 400 ft AGL	HR: MON-FRI: 13:00-20:00. SAT & SUN: 0900-2000 LT
LECMUAV108	Club RC-Arroyomolinos	Círculo 250 m radio centrado en // Circle 250 m radius centred		

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
		at 401757N 0035334W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV143	Club Radio Control Los Palacios	Círculo 500 m radio centrado en // Circle 500 m radius centred at 371051N 0055706W.;	SFC - 400 ft AGL	HR: SR-SS Operación coordinada con la actividad de LED27B. // Operation coordinated with LED27B activity.
LECMUAV106	Club Radio Control Navalcarnero	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS
LECMUAV144	Club Radio Control Sevilla	Círculo 500 m radio centrado en // Circle 500 m radius centred at 372126N 0060738W.;	SFC - 300 m AGL	HR: SR-SS. Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m).
LECBUAV060	Club Radio Control Valencia	Ver // See Insignia.;	SFC - 300 m AGL	HR: SR-SS Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 300 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. Datos de contacto // Contact details: TEL: +34-600 615 462 (Alfonso García Fuertes) TEL: +34-616 776 647 (Ramón Ortiz) TEL: +34-639 560 882 (Gonzalo Zafra Samblas) TEL: +34-676 250 007 (José Luis Blanes)
LECMUAV117	Club Radio Control de Málaga	Círculo 500 m radio centrado en // Circle 500 m radius centred at 365415N 0042806W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV107	Club Radiocontrol Boadilla	Círculo 300 m radio centrado en // Circle 300 m radius centred		

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
		at 402259N 0035137W.;	SFC - 300 m AGL	HR: SR-SS. Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 300 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m).
LECMUAV082	Club Rioja Aeromodelismo	Círculo 500 m radio centrado en // Circle 500 m radius centred at 422610N 0021903W.;	SFC - 400 ft AGL	HR: SR-SS
LECBUAV040	Club Sedis Aeromodelisme	Ver // See Insignia.;	SFC - 400 ft AGL	HR: SAT, SUN & THU: 0800-1400 LT. Otros horarios coordinar con LESU AD // Other hours coordinate with LESU AD. Datos de contacto // Contact details: LA SERRA 9 BALCO DE PIRINEU 25711 MONTFERRER (LLEIDA) TEL: +34-376 348 843 (Joan Pou Palome) Email: pouplomejoan@gmail.com
LECBUAV035	Club SpainRocketry Campo: Alcolea de Cinca	Ver // See Insignia;	SFC - 400 ft AGL	HR: SAT: SR-SS
LECBUAV070	Club SpainRocketry Campo: El Campilluelo	Círculo 500 m radio centrado en // Circle 500 m radius centred at 393153.7N 0053925.8W;	SFC - 400 ft AGL	HR: 1030-1830 LT. Datos de contacto // Contact details: TEL: +34-650 467 939 (José Luis Cortijos Álvarez) Email: jlcortijos@yahoo.es
LECMUAV069	Club Spainrocketry	Círculo 500 m radio centrado en // Circle 500 m radius centred at 404707N 0031934W.;	SFC - 400 ft AGL	HR: 1100-1900 LT (principalmente // mainly SAT & SUN)
LECMUAV158	Club Tajo de Aeromodelismo	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-646 744 536 Email: clubtajoaeromodelismotoledo@outlook.es
LECMUAV007	Club Vitoria Aeromodelismo	Círculo 500 m radio centrado en // Circle 500 m radius centred at 425238N		

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
		0024720W.;	SFC - 400 ft AGL	HR: SR-SS
LECBUAV050	Club d'Aeromodelisme Ciutat de Reus	Ver // See Insignia;	SFC - 500 m AGL	HR: DLY: V: 0900-2100 LT I: 0900-1800 LT Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 500 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m). Datos de contacto // Contact details: Carretera de Alcover a Vilallonga del Camp km 1,1 TEL: +34-650 450 837 (Amat Bertran Vallverdú) Email: clubaeromodelismereus@gmail.com Email: presidentciutatdereus@gmail.com
LECBUAV057	Club d'Aeromodelisme L'Abella de L'Alcudia	Círculo 500 m radio centrado en // Circle 500 m radius centred at 391032.2N 0003159.2W;	SFC - 400 ft AGL	HR: 0930-1330 & 1700-1930 LT
LECBUAV033	Club d'Aeromodelisme La Selva	Círculo 500 m radio centrado en // Circle 500 m radius centred at 414851N 0024758E.;	SFC - 400 ft AGL	HR: SR-SS (principalmente //mainly SAT & SUN: 1000-1300LT) Datos de contacto // Contact details: TEL: +34-622 228 685 Email: clubaeroselva@gmail.com
LECBUAV051	Club d'Aeromodelisme Pla de Vent	Círculo 1000 m radio centrado en // Circle 1000 m radius centred at 411718N 0011955E.;	SFC - 500 m AGL	HR: SR-SS Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 500 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL.
LECMUAV095	Club de Aeromodelismo Alas de Colmenar RC	Círculo 150 m radio centrado en // Circle 150 m radius centred at 404145N		

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
		0034706W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV151	Club de Aeromodelismo Albatros Sisla	Ver // See Insignia;	SFC - 120 m AGL	HR: H24 Datos de contacto // Contact details: TEL: +34-647 752 965 (José Gómez) Email: dargomcapj6@gmail.com
LECMUAV162	Club de Aeromodelismo Aldebarán	Ver // See Insignia;	SFC - 120 m AGL	HR: 0900-2100 LT. Datos de contacto // Contact details: Email: clubaeromodelismoaldebaran@facl.es
LECMUAV096	Club de Aeromodelismo Alfa RC	Círculo 500 m radio centrado en // Circle 500 m radius centred at 402311N 0035914W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV013	Club de Aeromodelismo Almería	Ver // See Insignia;	SFC - 400 ft AGL	HR: SR-SS
LECBUAV058	Club de Aeromodelismo Alzira	Círculo 500 m radio centrado en // Circle 500 m radius centred at 391757.7N 03654.8W.;	SFC - 400 ft AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-676 690 635 Email: aeromodelismoalzira@gmail.com
LECMUAV088	Club de Aeromodelismo Área 33	Ver // See Insignia;	SFC - 400 ft AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-636 108 700 Email: cdearea33@gmail.com
LECMUAV029	Club de Aeromodelismo Bizkaia	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-606 147 038 Email: clubaeromodelismobizkaia@yahoo.es
LECMUAV059	Club de Aeromodelismo Campillo de Altobuey	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-RR Datos de contacto // Contact details: TEL: +34-680 911 868 (Antonio M. Muñoz Lozano) Email: anpaansa@hotmail.com
LECBUAV044	Club de Aeromodelismo Clemente Riera	Ver // See Insignia;	SFC - 500 m AGL _<_	HR: SAT, SUN & HOL: SR-SS Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 500 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL. _<_
LECMUAV169	Club de Aeromodelismo Comarca de Calatayud	Círculo 250 m radio centrado en // Circle 250 m radius centred at 412005N 0014333W.;	SFC - 400 ft AGL	HR: 0800-1400 LT
LECMUAV038	Club de			

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
	Aeromodelismo El Muro	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS Operación coordinada con la BN de Rota (LERT) y actividad LER72. // Operation coordinated with Rota BN (LERT) and LER72 activity.
LECMUAV124	Club de Aeromodelismo Eolo Radiocontrol	Círculo 500 m radio centrado en // Circle 500 m radius centred at 424314N 0044845W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV061	Club de Aeromodelismo Granada	Círculo 500 m radio centrado en // Circle 500 m radius centred at 370600N 0034619W.;	SFC - 300 m AGL	HR: SR-SS Operación coordinada con LEGR TWR. // Operation coordinated with LEGR TWR. Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL.
LECMUAV097	Club de Aeromodelismo Juan de la Cierva	Círculo 500 m radio centrado en // Circle 500 m radius centred at 401318N 0034405W.;	SFC - 120 m AGL	HR: SR-SS
LECBUAV045	Club de Aeromodelismo Juan de la Cierva-Codorniu	Círculo 500 m radio centrado en // Circle 500 m radius centred at 375931N 0011812W.;	SFC - 400 ft AGL	HR: 0900-2100 LT (principalmente // mainly FRI, SAT & SUN)
LECMUAV039	Club de Aeromodelismo La Ina	Círculo 500 m radio centrado en // Circle 500 m radius centred at 363747N 0060105W.;	SFC - 500 m AGL	HR: SR-SS Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 500 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL.
LECMUAV067	Club de Aeromodelismo Las Águilas	Ver // See Insignia;	SFC - 400 ft AGL	HR: SR-SS Datos de contacto // Contact details: Ctra. del Casar a Mesones, Km 1,900 -EL CASAR Guadalajara (19170) TEL: +34-606 31 84 93 (Alejandro Rodríguez Díaz) Email: info.aguilasrc@gmail.com
LECMUAV138	Club de Aeromodelismo Las Marismas de Trebujena	Ver // See Insignia;	SFC - 300 m AGL	HR: SR-SS Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
				under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. Datos de contacto // Contact details: TEL: +34-679 181 136 (José Enrique Palacios González) Email: enriquepalacios@telefonica.net
LECMUAV086	Club de Aeromodelismo Lavanco	Círculo 500 m radio centrado en // Circle 500 m radius centred at 430227N 0073233W.;	SFC - 400 ft AGL	HR: H24
LECMUAV160	Club de Aeromodelismo Los Alcotanes	Ver // See Insignia;	SFC - 400 ft AGL	HR: 0700-2200 LT Datos de contacto // Contact details: Camino de las Cardosas, 2, 47610 Zaratán (Valladolid) Email: clubalcotanes@gmail.com (Javier Bastanchuri Recuero)
LECMUAV098	Club de Aeromodelismo Los Gatos	Círculo 500 m radio centrado en // Circle 500 m radius centred at 404822N 0033828W.;	SFC - 400 ft AGL	HR: SR-SS
LECBUAV006	Club de Aeromodelismo Marjal Pego	Círculo 500 m radio centrado en // Circle 500 m radius centred at 385139N 0000403W.;	SFC - 400 ft AGL	HR: SR-SS (principalmente // mainly SAT & SUN)
LECMUAV181	Club de Aeromodelismo Melilla	Círculo 160 m radio centrado en // Circle 160 m radius centred at 351833N 0025719W;	SFC - 30 m AGL	HR: SAT, SUN & HOL: 0700-1100 LT Carta Operacional ATS con GEML // ATS Operational Document with GEML Datos de contacto // Contact details: TEL: +34-637 339 833 (Alberto Ángel Martínez Salcedo) Email: clubaeromodelismomelilla@gmail.com
LECMUAV003	Club de Aeromodelismo Narón	Círculo 250 m radio centrado en // Circle 250 m radius centred at 433151N 0080558W.;	SFC - 500 m AGL	HR: 1000-2200 LT Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 500 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL. Datos de contacto // Contact details: TEL: +34-650 226 156 (Pedro Ingles González) Email: presidente@aeromodelismonaro.com (Pedro Ingles González)

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
LECMUAV017	Club de Aeromodelismo Nuevo Alastur	Círculo 300 m radio centrado en // Circle 300 m radius centred at 433146N 0054833W.;	SFC - 250 ft AGL	HR: SR-SS
LECMUAV099	Club de Aeromodelismo Petirrojo	Círculo 250 m radio centrado en // Circle 250 m radius centred at 402849N 0040419W.;	SFC - 300 m AGL	HR: SR-SS. Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical de 300 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. Datos de contacto // Contact details: Valdemorillo, carretera M-959, PK 2,300 TEL: +34-659 470 737 (Antonio Reina Acedo) Email: antonioreinaacedo@gmail.com (Antonio Reina Acedo)
LECMUAV072	Club de Aeromodelismo Plus-Ultra	Ver // See Insignia.;	SFC - 400 ft AGL	HR: SR-SS Datos de contacto // Contact details: Camino del Rincón, 21100-Aljaraque, Huelva TEL: +34-616 701 898 (Gonzalo José Rodríguez Toro) Email: aeromodelismo.plusultra@gmail.com
LECMUAV183	Club de Aeromodelismo Plus-Ultra Pista B	Círculo 500 m radio centrado en // Circle 500 m radius centred at 372302N 0064814W;	SFC - 400 ft AGL	HR:DLY, Uso limitado por Carta Operacional ATS con // Limited use due to ATS Operational Chart with ULM Beas Datos de contacto // Contact details: Carrretera Trigueros-Dolmen de Soto, km 2, 21320-Trigueros, Huelva. TEL: +34-616 701 898 (Gonzalo José Rodríguez Toro) Email: aeromodelismo.plusultra@gmail.com
LECBUAV007	Club de Aeromodelismo RC Marina Baixa	Ver // See Insignia.;	SFC - 300 ft AGL	HR: 0800-2000 LT Datos de contacto // Contact details: TEL: +34-618 350 536 (Juan Tomas Belmonte) Email: rcmarinabaixa@gmail.com (Juan Tomas Belmonte)
LECMUAV180	Club de Aeromodelismo Radiocontrolado Torrejón de la Calzada	Círculo 500 m radio centrado en // Circle 500 m radius centred at 401141N 0034910W.;	SFC - 400 ft AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-630 039 119 (Pedro Vicente Silva Poblador) Email: pvsil@hotmail.es

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
LECMUAV068	Club de Aeromodelismo Seguntino	Círculo 300 m radio centrado en // Circle 300 m radius centred at 410524N 0023604W.;	SFC - 400 ft AGL	HR: SR-SS (principalmente // mainly SUN & HOL)
LECBUAV059	Club de Aeromodelismo Torre RC Casinos	Círculo 500 m radio centrado en // Circle 500 m radius centred at 394234N 0004718W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV077	Club de Aeromodelismo Útica	Círculo 500 m radio centrado en // Circle 500 m radius centred at 380345N 0041316W.;	SFC - 400 ft AGL	HR: SR-SS
LECBUAV008	Club de Aeromodelismo Valle	Círculo 500 m radio centrado en // Circle 500 m radius centred at 382827N 0005026W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV134	Club de Aeromodelismo Villoslada	Círculo 500 m radio centrado en // Circle 500 m radius centred at 405921N 0042508W.;	SFC - 400 ft AGL	HR: 0900-1900 LT
LECMUAV047	Club de Aeromodelismo de Ceuta	Círculo 150 m radio centrado en // Circle 150 m radius centred at 355329N 0052117W.;	SFC - 400 ft AGL	HR: SR-SS Operación coordinada con GECE HLP. // Operation coordinated with GECE HLP.
LECBUAV005	Club de Aeromodelismo de Radio Control Alicante	Ver // See Insignia;	SFC - 300 m AGL	HR: SR-SS Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. Operación coordinada con LEAL TWR. // Operation coordinated with LEAL TWR.
LECMUAV062	Club de Aeromodelismo y Radio Control Ciudad Alhambra	Círculo 500 m radio centrado en // Circle 500 m radius centred at 371751N 0034057W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV040	Club de Modelismo La Gaviota de Rota	Ver // See Insignia.;	SFC - 400 ft AGL	HR: SR-SS Operación coordinada con la BN de Rota (LERT) y actividad LED100 // Operation coordinated with Rota BN (LERT) and LED100 activity.

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
				Datos de contacto // Contact details: TEL: +34-607 762 560
LECMUAV101	Club de Radio control ICARO	Círculo 500 m radio centrado en // Circle 500 m radius centred at 401959N 0034753W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV050	Club de Vuelo Dronbox	Círculo 500 m radio centrado en // Circle 500 m radius centred at 390327N 0035909W.;	SFC - 400 ft AGL	HR: 0800-2100 LT
LECMUAV102	Club de Vuelo R.C. Dédalo	Círculo 200 m radio centrado en // Circle 200 m radius centred at 402305N 0035004W.;	SFC - 260 ft AGL	HR: SR-SS
LECMUAV002	Club de vuelo As Gaivotas	Círculo 500 m radio centrado en // Circle 500 m radius centred at 430937N 0083132W.;	SFC - 500 m AGL	HR: 0900-2100 LT. Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 500 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m).
LECMUAV051	Club deportivo Aeromodelismo Ciudad del Vino de Valdepeñas	Círculo 500 m radio centrado en // Circle 500 m radius centred at 384731N 0031846W.;	SFC - 400 ft AGL	0800-2000 LT (principalmente primavera, verano y otoño // Mainly Spring, Summer, Autumn).
LECBUAV068	Club modelismo R.C. VILLENA	Círculo 500 m radio centrado en // Circle 500 m radius centred at 384019N 0005727W;	SFC - 400 ft AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-650 208 283 (José Fco. Flor Tomás) Email: pepeflor@icuadrado.es (José Fco. Flor Tomás)
GCCCUAV006	El Vallito	Círculo 500 m radio centrado en // Circle 500 m radius centred at 280612N 0163037W.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV011	El Viso, Los Llanos, Albacete	Círculo 500 m radio centrado en // Circle 500 m radius centred at 390049N 0014449W.;	SFC - 400 ft AGL	HR: SR-SS.

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
LECMUAV184	Elanio Club Aeromodelista	Círculo 300 m radio centrado en // Circle 300 m radius centred at 405453N 0054101W.;	SFC - 120 m AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-615 638 295 Email: elanioclub@gmail.com
LECMUAV132	Elanio Club Aeromodelista. La Vellés	Círculo 500 m radio centrado en // Circle 500 m radius centred at 410438N 0053324W.;	SFC - 400 ft AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-615 638 295 (Ramón Martínez Lanao) Email: elanioclub@gmail.com
LECMUAV131	Elanio Club Aeromodelista. Laderas de Carpio Bernardo	Círculo 300 m radio centrado en // Circle 300 m radius centred at 405144N 0053051W.;	SFC - 400 ft AGL	HR: SR-SS Uso limitado por Carta Operacional ATS con // Limited use due to ATS Operational Chart with LESA TWR
LECMUAV159	Grupo de Aeromodelismo Ocaña	Círculo 200 m radio centrado en // Circle 200 m radius centred at 395527N 0032554W.;	SFC - 400 ft AGL	HR: SR-SS (principalmente // mainly SAT, SUN & HOL) Datos de contacto // Contact details: TEL: +34-669 254 378 Email: eljarete10@hotmail.com
LECMUAV053	HALCONDRON	Círculo 200 m radio centrado en // Circle 200 m radius centred at 395527N 0032554W.;	SFC - 400 ft AGL	Formación avanzada de pilotos UAS y pilotos aplicadores para drones agrícolas // Advanced Training for UAS pilots and agricultural drone application operators. HR: MON-SAT: SR-SS. Datos de contacto // Contact details: TEL: +34-614 007 931 Email: seguridadoperacional@halcondron.com
LECBUAV065	Ladera Grup de Velers RC IKARUS	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS Carta Operacional ATS // ATS Operational Chart. Datos de contacto // Contact details: Email: info@ikarusrc.com
GCCCUAV007	Las Medianías	Ver // See Insignia.;	SFC - 400 ft AGL	HR: SR-SS. Datos de contacto // Contact details: TEL: +34-653 821 839 Email: clubmesonauta@gmail.com
GCCCUAV008	Las Peñuelas	Ver // See Insignia;	SFC - 400 ft AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-653 821 839 Email: clubmesonauta@gmail.com
LECMUAV135	Los Halcones	Círculo 500 m radio centrado en // Circle 500 m radius centred at 405523N 0041025W.;	SFC - 300 m AGL	HR: SR-SS. Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 300 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. Acogido a la autorización ESP-OA-00129/004, emitida por AESA a la RFAE y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
				un límite de vuelo vertical de 300 m AGL. // Operating under authorisation ESP-OA-00129/004, issued by AESA to RFAE and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 300 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m).
LECBUAV052	Model Club Els Masos	Ver // See Insignia;	SFC - 400 ft AGL	HR: DLY 0800-2000 LT Datos de contacto // Contact details: TEL: +34-646 388 888 TEL: +34-670 294 386 Email: svinyasl@gmail.com
LECMUAV179	Pista de vuelo Las Bardocas	Círculo 450 m radio centrado en // Circle 450 m radius centred at 385321N 0065755W;	SFC - 120 m AGL	HR: MON-FRI: 1530-SS LT. SAT, SUN, HOL 0800-SS LT. Siempre que no haya actividad militar en la zona. // As long as there is no military activity in the area. Datos de contacto // Contact details: TEL: +34-924 230 036 (Rafael Lebrato Álvarez) TEL: +35 676 673 230 (Rafael Lebrato Álvarez) Email: tecnico@urbebadajoz.com (SISTEMAS NO TRIPULADOS S.L)
LECBUAV036	Radio Control Somontano	Ver // See Insignia;	SFC - 120 m AGL	HR: SR-SS Datos de contacto // Contact details: TEL: +34-615 553 157 (Gregorio Bernad) Email: rcsomontano@gmail.com
LECBUAV037	Radio Control Somontano	Círculo 500 m radio centrado en // Circle 500 m radius centred at 420102N 0000648E.;	SFC - 400 ft AGL	HR: SR-SS
LECBUAV028	Real Aeroclub Barcelona Sabadell aeromodelismo	Círculo 500 m radio centrado en // Circle 500 m radius centred at 413012N 0020959E.;	SFC - 400 ft AGL	HR: 0900 LT-SS
LECBUAV014	Real Aeroclub de Mahón Menorca	395154N 0041500E: 395153N 0041506E: 395145N 0041501E: 395157N 0041456E.;	SFC - 394 ft AGL	HR: SR-SS.
LECBUAV015	Sa Tanca Des Vicari	Círculo 500 m radio centrado en // Circle 500 m radius centred at 393440N 0025420E.;	SFC - 400 ft AGL	HR: SR-SS
LECMUAV171	Sección de Aeromodelismo Club de Vuelo ULM			

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
	Villanueva de Gállego	Ver // See Insignia;	SFC - 400 ft AGL	HR: SR-SS Datos de contacto // Contact details: Aeródromo de Villanueva de Gállego LEWG. 50830, Villanueva de Gállego, Zaragoza.
LECMUAV019	Universidad de Oviedo	Círculo 100 m radio centrado en // Circle 100 m radius centred at 413118N 0053727W.;	SFC - 400 ft AGL	HR: 0800-2200 LT
LECMUAV046	Valle del Asón	Círculo 100 m radio centrado en // Circle 100 m radius centred at 432343N 0031344W.;	SFC - 263 ft AGL	HR: 0800-2100 LT
LECMUAV128	Vuelo a Vela Fontefría	Círculo 500 m radio centrado en // Circle 500 m radius centred at 421415N 0081855W.;	SFC - 500 m AGL	HR: SR-SS. Acogido a la autorización ESP-OAT-00194/001, emitida por AESA a la AEAMD y válida hasta el 31/12/2027, que permite realizar operaciones de aeromodelismo por encima de 120 m AGL, hasta un límite de vuelo vertical 500 m AGL. // Operating under authorisation ESP-OAT-00194/001, issued by AESA to AEAMD and valid until 31 DEC 2027, permitting model aircraft operations above 120 m AGL up to a maximum height of 500 m AGL. En condiciones de emergencia/contingencia podrá haber, ocasionalmente, aeromodelos que superen el límite superior vertical hasta los 2444 ft (745m). // In case of emergency/contingency conditions, there may be, occasionally, model aircraft overcoming the upper vertical limit up to 2444 ft (745 m).
MODEL FLYING FIELD				

PROFESSIONAL RPAS FIELDS

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
LEVVUAV001	Club de Entrenamiento UDRONVA	Ver // See Insignia;	SFC - 197 ft AGL	HR: 0800-2000 LT. Dentro del entorno del helipuerto LEVV // Within LEVV heliport environment
LECBUAV064	Guardia Urbana de Tarragona	Círculo 50 m radio centrado en // Circle 50 m radius centred at 410719N 0011213E.;	SFC - 132 ft AGL	HR: SR-SS
LECBUAV063	Institut de Seguretat Pública de Catalunya (ISPC)	413319N 0021329E; 413315N 0021336E; 413304N 0021325E; 413302N 0021320E; 413302N 0021311E; 413305N 0021307E; 413309N 0021310E; 413319N 0021329E.;	SFC - 300 ft AGL	HR: H24

ID	DESIGNATION	COORDINATES	VERTICAL LIMITS	REMARKS
PROFESSIONAL RPAS FIELDS				

INDEX TO AERODROMES AND HELIPORTS

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- RESTRICTED AERODROMES INDEX
- RESTRICTED HELIPORTS INDEX
- CASUAL HELIPORTS INDEX

The electronic chart for aerodromes and heliports is available on this link:

- IN FORCE :https://insignia.enaire.es/?TYPE=AD%20HLP%20PUBLICOS&locale=en
- AIRAC : https://insignia.enaire.es/?config=config_AIRAC.json&TYPE=AD%20HLP%20PUBLICOS&locale=en

AERODROME/HELIPORT ICAO LOCATION INDICATOR (IATA CODE)	AIR BORDER	APPROVED TRAFFIC: INTL COMMUNITY AD	APPROVED TRAFFIC: IFR/VFR	APPROVED TRAFFIC: SCHEDULED = R NON SCHEDULED = NR GENERAL AVIATION = P	SECCIÓN AD
A CORUÑA - LECO (LCG)	Sí/Yes	Sí/Yes (Pax)	IFR-VFR	R-NR-P	AD 2-LECO
ALBACETE - LEAB (ABC)	Sí/Yes	Sí/Yes (Pax)	IFR-VFR	R-NR-P	AD 2-LEAB
ALGECIRAS - LEAG (AEI)	No	Sí/Yes (Pax)	VFR	R-NR-P	AD 3-LEAG
ALICANTE/Alicante-Elche Miguel Hernández - LEAL (ALC)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEAL
ALMERÍA - LEAM (LEI)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEAM
ANDORRA-LA SEU D'URGELL - LESU (LEU)	No	No	IFR-VFR	R-NR-P	AD 2-LESU
ASTURIAS - LEAS (OVD)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEAS
BADAJOZ/Talavera La Real - LEBZ (BJZ)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEBZ
BARCELONA/Josep Tarradellas Barcelona-El Prat - LEBL (BCN)	Sí/Yes	Sí/Yes	IFR	R-NR-P	AD 2-LEBL
BILBAO - LEBB (BIO)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEBB
BURGOS/Villafría - LEBG (RGS)	Sí/Yes	Sí/Yes (Pax)	IFR-VFR	R-NR-P	AD 2-LEBG
CÁDIZ/Rota - LERT (ROZ)	No	No	IFR-VFR	Aeronaves de uso exclusivo militar // Aircraft of military exclusive use	AD 2-LERT
CASTELLÓN - LECH (CDT)	Sí/Yes	Sí/Yes (Pax)	IFR-VFR	R-NR-P	AD 2-LECH
CEUTA - GECE (JCU)	No	No	VFR	R-NR-P	AD 3-GECE
CIUDAD REAL - LERL (CQM)	Sí/Yes	Sí/Yes	VFR	R-NR-P	AD 2-LERL
CIUDAD REAL/Almagro - LEAO ()	No	No	IFR-VFR	Aeronaves de uso exclusivo militar // Aircraft of military exclusive use	AD 3-LEAO
CÓRDOBA - LEBA (ODB)	No	No	IFR-VFR	R-NR-P	AD 2-LEBA

AERODROME/HELIPORT ICAO LOCATION INDICATOR (IATA CODE)	AIR BORDER	APPROVED TRAFFIC: INTL COMMUNITY AD	APPROVED TRAFFIC: IFR/VFR	APPROVED TRAFFIC: SCHEDULED = R NON SCHEDULED = NR GENERAL AVIATION = P	SECCIÓN AD
EL AAIÚN - GSAI (EUN)	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	AD 2-GSAI
EL HIERRO - GCHI (VDE)	No	No	IFR-VFR	R-NR-P	AD 2-GCHI
FUERTEVENTURA - GCFV (FUE)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-GCFV
GIBRALTAR - LXGB (GIB)	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	AD 2-LXGB
GIRONA - LEGE (GRO)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEGE
GRAN CANARIA - GCLP (LPA)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-GCLP
GRANADA/Armilla - LEGA ()	No	No	VFR	Aeronaves de uso exclusivo militar // Aircraft of military exclusive use	AD 2-LEGA
GRANADA/Federico García Lorca. Granada-Jaén - LEGR (GRX)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEGR
HUESCA/Pirineos - LEHC (HSK)	No	No	IFR-VFR	NR-P	AD 2-LEHC
IBIZA - LEIB (IBZ)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEIB
JEREZ - LEJR (XRY)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEJR
LA GOMERA - GCGM (GMZ)	No	No	VFR	R-NR-P	AD 2-GCGM
LA PALMA - GCLA (SPC)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-GCLA
LANZAROTE/César Manrique Lanzarote - GCRR (ACE)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-GCRR
LEÓN - LELN (LEN)	Sí/Yes	Sí/Yes (Pax)	IFR-VFR	R-NR-P	AD 2-LELN
LLEIDA/Alguaire - LEDA (ILD)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEDA
LOGROÑO - LERJ (RJL)	Sí/Yes	Sí/Yes (Pax)	IFR-VFR	R-NR-P	AD 2-LERJ
LOGROÑO/Agoncillo - LELO ()	No	No	IFR-VFR	Aeronaves de uso exclusivo militar // Aircraft of military exclusive use	AD 3-LELO
MADRID/Adolfo Suárez Madrid-Barajas - LEMD (MAD)	Sí/Yes	Sí/Yes	IFR	R-NR-P	AD 2-LEMD
MADRID/Colmenar Viejo - LECV ()	No	No	IFR-VFR	Aeronaves de uso exclusivo militar // Aircraft of military exclusive use	AD 3-LECV
MADRID/Cuatro Vientos - LECU/LEVS (MCV)	Sí/Yes	No	VFR	NR-P	AD 2-LECU/LEVS
MADRID/Getafe - LEGT ()	No	No	IFR-VFR	Aeronaves que cumplan con los	

AERODROME/HELIPORT ICAO LOCATION INDICATOR (IATA CODE)	AIR BORDER	APPROVED TRAFFIC: INTL COMMUNITY AD	APPROVED TRAFFIC: IFR/VFR	APPROVED TRAFFIC: SCHEDULED = R NON SCHEDULED = NR GENERAL AVIATION = P	SECCIÓN AD
				requisitos contenidos en la casilla 2, AD 2-LEGT 1, item 2 // Aircraft complying with the requirements contained in AD 2-LEGT 1, item 2	AD 2-LEGT
MADRID/Torrejón - LETO (TOJ)	Sí/Yes	No	IFR	Aeronaves de uso exclusivo militar // Aircraft of military exclusive use	AD 2-LETO
MÁLAGA/Costa del Sol - LEMG (AGP)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEMG
MALLORCA/Pollensa - LEPO ()	No	No	VFR	Aeronaves de uso exclusivo militar // Aircraft of military exclusive use	AD 2-LEPO
MALLORCA/Son Bonet - LESB (SBO)	No	No	VFR	NR-P No se admiten operaciones de transporte comercial de pasajeros // Passenger commercial air transport operations are not accepted	AD 2-LESB
MELILLA - GEHM ()	No	No	VFR	Aeronaves de uso exclusivo militar // Aircraft of military exclusive use	AD 3-GEHM
MELILLA - GEML (MLN)	No	Sí/Yes	IFR-VFR	R-NR-P	AD 2-GEML
MENORCA - LEMH (MAH)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEMH
MURCIA/Aeropuerto de la Región de Murcia - LEMI (RMU)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEMI
MURCIA/Alcantarilla - LERI ()	No	No	IFR-VFR	Aeronaves de uso exclusivo militar // Aircraft of military exclusive use	AD 2-LERI
MURCIA/San Javier - LELC (MJV)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LELC
PALMA DE MALLORCA - LEPA/LESJ (PMI)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEPA/LESJ
PAMPLONA - LEPP (PNA)	Sí/Yes	Sí/Yes (Pax)	IFR-VFR	R-NR-P	AD 2-LEPP
REUS - LERS (REU)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LERS
SABADELL - LELL (QSA)	No	No	VFR	NR-P	AD 2-LELL
SALAMANCA/Matacán - LESA (SLM)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LESA
SAN SEBASTIÁN - LESO (EAS)	Sí/Yes	Sí/Yes (Pax)	IFR-VFR	R-NR-P	AD 2-LESO
SANTANDER/Seve Ballesteros-Santander - LEXJ (SDR)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEXJ

AERODROME/HELIPORT ICAO LOCATION INDICATOR (IATA CODE)	AIR BORDER	APPROVED TRAFFIC: INTL COMMUNITY AD	APPROVED TRAFFIC: IFR/VFR	APPROVED TRAFFIC: SCHEDULED = R NON SCHEDULED = NR GENERAL AVIATION = P	SECCIÓN AD
SANTIAGO/Rosalía de Castro - LEST (SCQ)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEST
SERVEIS GENERALS DEL CIRCUIT DE CATALUNYA - LETA ()	No	No	VFR	NR-P	AD 3-LETA
SEVILLA - LEZL (SVQ)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEZL
SEVILLA/El Copero - LEEC ()	No	No	IFR-VFR	Aeronaves de uso exclusivo militar // Aircraft of military exclusive use	AD 3-LEEC
SEVILLA/Morón - LEMO (OZP)	No	No	IFR-VFR	Aeronaves de uso exclusivo militar // Aircraft of military exclusive use	AD 2-LEMO
TENERIFE NORTE/Ciudad de La Laguna - GCXO (TFN)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-GCXO
TENERIFE NORTE/Los Rodeos - GCXM ()	No	No	VFR	Aeronaves de uso exclusivo militar // Aircraft of military exclusive use	AD 3-GCXM
TENERIFE SUR - GCTS (TFS)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-GCTS
TERUEL - LETL (TEV)	Sí/Yes	Sí/Yes	VFR	NR-P No se admiten operaciones de transporte comercial de pasajeros // Passenger commercial air transport operations are not accepted	AD 2-LETL
VALENCIA - LEVC (VLC)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEVC
VALENCIA/Bétera - LEBT ()	No	No	IFR-VFR	Aeronaves de uso exclusivo militar // Aircraft of military exclusive use	AD 3-LEBT
VALLADOLID/Villanubla - LEVD (VLL)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEVD
VIGO - LEVX (VGO)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEVX
VILLACISNEROS - GSVO (VIL)	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	INFO NO AVBL	AD 2-GSVO
VITORIA - LEVT (VIT)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEVT
ZARAGOZA - LEZG (ZAZ)	Sí/Yes	Sí/Yes	IFR-VFR	R-NR-P	AD 2-LEZG
INDEX TO AERODROMES AND HELIPORTS					

NOTE: (PAX) = Community international airports in which customs checks are carried out on the luggage of passengers arriving from thirdcountries, but not to carry out customs checks on goods of a commercial nature.

Air borders are those airports designated as an entry or exit port for the air traffic with countries not signatories of the Schengen agreement, and where immigration and passport control procedures take place.

International community airports are those that, by means of an authorization from the appropriate authority, are enabled to receive

air traffic from countries not belonging to the European Union (EU), that is, the aircraft departing to or arriving from an airport located outside the EU customs territory can only be dispatched from these airports.

RESTRICTED AERODROMES INDEX

The electronic chart for restricted aerodromes is available on this link:

- IN FORCE :https://insignia.enaire.es/?TYPE=AD%20RESTRINGIDOS&locale=en
- AIRAC : https://insignia.enaire.es/?config=config_AIRAC.json&TYPE=AD%20RESTRINGIDOS&locale=en

INDICATOR	LOCATION	OWNER / MANAGER / CONTACT DETAILS/REMARKS
(AD) ABLITAS - LETU	420028N 0013722W	Ministerio de Defensa
(AD) AERODEL - LEDE	375006N 0045345W	Aeronáutica Delgado, S.L. TEL: +34-669 157 878 (Rafael Delgado S.L.) TEL: +34-957 724 470 (Rafael Delgado S.L.) Email: gerente@aeronauticadelgado.com
(AD) AERODROMO DE DON BENITO - LEBQ	385703N 0054922W	Gestor//Manager: Aeroclub Vegas Altas de Don Benito TEL: +34-955 280 880 (Segismundo Ramón López-Santacruz Pérez) Email: lopezsantacruzingenieros@gmail.com (Segismundo Ramón López-Santacruz Pérez)
(AD) AEROSIDONIA - LECX	362626N 0055625W	Escuela de vuelo Servidelta S.L TEL: +34-606 977 164 TEL: +34-647 055 693 (Manuel Sevilla Muñoz) Email: clubdeportivoaerosidonia@gmail.com (Manuel Sevilla Muñoz) Email: msevillita@hotmail.com
(AD) AINSA-COSCOJUELA DE SOBRARBE - LEOJ	422053N 0001109E	Ayuntamiento de Ainsa-Sobrarbe TEL: +34-654 101 010 (Rafael García García) TEL: +34-974 500 002 (Ayuntamiento de Ainsa-Sobrarbe)
(AD) AIR MARUGÁN - LEIR	405438N 0042210W	José Antonio Garvía Benavente TEL: +34-626 401 169 TEL: +34-639 427 194 TEL: +34-652 497 670 TEL: +34-921 068 126 Email: info@airmarugan.com Web: https://www.airmarugan.com
(AD) ALGODOR - LETG	395354N 0035229W	Aero Toledo S.L. TEL: +34-639 164 930 TEL: +34-687 520 293 TEL: +34-925 230 179 Email: aacanopilot@gmail.com
(AD) ALHAMA DE MURCIA - LELH	374456N 0011804W	Aeroalhama S.L. TEL: +34-629 690 911 (Persona de contacto // Contact person: Ignacio Gracia Monforte) TEL: +34-680 970 335 (AEROALHAMA S.L.) Email: aeroalhama@gmail.com (AEROALHAMA S.L.) Email: nacho@rotorsun.com (Persona de contacto // Contact person: Ignacio Gracia Monforte)
(AD) ALIAGUILLA - LEAK	394531N 0012010W	Delfín García Hernández TEL: +34-609 070 430 (Delfín García Hernández) Email: delfingarciahernandez@gmail.com (Delfín García Hernández)
(AD) ALMOROX - LAS TABLAS DEL ALBERCHE - LETH	401242N 0042311W	Silvia Silván Escudero TEL: +34-629 872 565 TEL: +34-653 599 335

INDICATOR	LOCATION	OWNER / MANAGER / CONTACT DETAILS/REMARKS
		Email: silviasilvan@hotmail.com (Silvia Silván Escudero)
(AD) ALTAREJOS-GUADALCANAL - LEGC	381018N 0054423W	Jose Carlos March TEL: +34-924 890 215
(AD) AMPURIABRAVA - LEAP	421536N 0030635E	Fórmula propiedades SLU TEL: +34-972 450 111 Email: info@skydiveempuriabrava.com
(AD) AMR-UTRERA - LEUT	370909N 0054758W	Operaciones MRA (Gestor: Miguel Angel Martinez Bonilla) TEL: +34-660 731 687 TEL: +34-955 868 003 Email: operaciones@martinezridao.com
(AD) ANTIGUA - FUERTEVENTURA - GCAT	282328N 0135859W	D. Aridane Urquía Gutiérrez TEL: +34-655 778 511 Email: aerodromoeljarde@hotmail.com
(AD) ASTORGA - LEAT	423015N 0060137W	Club deportivo de Astorga TEL: +34-629 014 308 TEL: +34-629 035 000 TEL: +34-679 154 384
(AD) BEARIZ (OURENSE) - LEBI	422727N 0082017W	Dirección General de Defensa del Monte. Xunta de Galicia TEL: +34-881 996 391 (Titular: Dirección Xeral de Defensa do Monte - Xunta de Galicia) Email: defensadomonte.mediorural@xunta.gal
(AD) BEAS DE SEGURA - LEBE	381616N 0025656W	Ayuntamiento de Beas de Segura. Gestor: Iniciativas Aeroportuarias, S.L TEL: +34-646 954 299 TEL: +34-646 954 303 TEL: +34-953 184 352 Email: aerodromodebeasdesegura@gmail.com (Gestor // Manager: Iniciativas Aeroportuarias, S.L.) Web: https://www.aerodromodebeasdesegura.com
(AD) BENABARRE - LENA	420122N 0002856E	AYUNTAMIENTO DE BENABARRE TEL: +34-623 021 974 (Oriol Valle) TEL: +34-629 045 427 (José M. Lega) TEL: +34-974 543 000 (Ayuntamiento Benabarre) Email: jmlega@hotmail.com Email: oriol.valle@gmail.com
(AD) BINÉFAR - LEBF	415115N 0001517E	Aeroclub de Binéfar TEL: +34-608 199 030 TEL: +34-630 970 565 TEL: +34-660 599 586 Email: operaciones@aeroclubbinefar.es
(AD) BINISSALEM - LEIS	394056N 0025252E	Patín de Cola Aviación, S.L. TEL: +34-619 720 206 (Pablo Ruiz Escobar) TEL: +34-649 679 498 (Gabriel Gomila Frau) Email: informacion@aviacionenlasaulas.es
(AD) CALAF-SALLAVINERA - LECF	414441N 0013328E	Subados SL Email: aerodromcalaf@gmail.com
(AD) CALDAS DE REIS - LEDD	423441N 0084150W	Aeródromo de Caldas, S.L.
(AD) CALZADA DE VALDUNCIEL - LEUN	410430N 0054341W	Jorge Rugero Gomar TEL: +34-606 355 113 (Jorge Rugero Gomar) Email: jorgerugero@gmail.com (Jorge Rugero Gomar)

INDICATOR	LOCATION	OWNER / MANAGER / CONTACT DETAILS/REMARKS
(AD) CAMARENILLA - LERN	400125N 0040410W	Miguel Cuchet Serrano TEL: +34-670 921 481 (Miguel Cuchet Serrano) Email: miguel@volarenavioneta.es
(AD/HLP) CAMPILLOS-PARAVIENTOS - LEDP	395629N 0013210W	Consejería de Desarrollo Sostenible de la Junta de Comunidades de Castilla-la Mancha TEL: +34-925 248 622 (Juan José Fernández Ortiz) Email: uas.incendios@jccm.es
(AD) CARCELÉN - LEER	390759N 0011531W	Consejería De Desarrollo Sostenible De La Junta De Comunidades De Castilla-La Mancha TEL: +34-925 248 622 (Juan José Fernández Ortiz) Email: uas.incendios@jccm.es
(AD) CASARRUBIOS - LEMT	401405N 0040135W	Aerohobby Aviación Deportiva, S.L. TEL: +34-606 921 284 TEL: +34-918 145 109 Email: aerodromo@casarrubios.net Email: oficina@casarrubios.net (Oficina aeródromo)
(AD) CASAS DE LOS PINOS - LEPI	391757N 0022242W	Aviomancha, S.A. TEL: +34-685 532 465
(AD) CASIMIRO PATIÑO - LEPN	384221N 0070002W	Club de Vuelo Ciudad de Badajoz TEL: +34-670 607 501 (Fernando Sousa Civantos) TEL: +34-924 277 760 (Fernando Sousa Civantos) Email: f.sousa@badacolor.com (Fernando Sousa Civantos)
(AD) CASTELLÓN - LECN	400001N 0000136E	AYUNTAMIENTO DE CASTELLÓN TEL: +34-964 282 314 TEL: +34-964 283 521 Email: info@aeroclubcastellon.com Web: https://aeroclubcastellon.com/
(AD) CERRO LINDO - LEGP	393538N 0061222W	Cundegan S.L.
(AD) CHOZAS DE ABAJO - LEZS	422947N 0054058W	Aeroservicios León S.L. TEL: +34-672 408 213 Email: clubacrobatico@gmail.com
(AD) CILLAMAYOR - LEUC	425105N 0041651W	Club de Vuelo Cillamayor TEL: +34-610 243 795 Email: info@piscinasraos.com
(AD) CORTIJO PUERTO - LEIJ	385617N 0061601W	Florencio José Crispín Ledo TEL: +34-609 542 258 Email: iagrol@hotmail.com
(AD) EL CARRASCAL - LEVB	414929N 0045335W	Agro Aro, S.A TEL: +34-983 302 682 TEL: +34-983 721 539
(AD) EL CASTAÑO - LECT	390050N 0042316W	Agropecuaria El Castaño SLU TEL: +34-926 769 026 Email: aiplect@agropec.es
(AD) EL MANANTÍO - LEEM	384640N 0065928W	Manantío 2018, S.L. TEL: +34-699 272 269 Email: aeroclubelmanantio@gmail.com Web: https://www.elmanantio.es

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(AD) EL MOLINILLO - LELI	384424N 0062332W	Aeroclub ALA VI TEL: +34-636 454 300 Email: info@aeroclubalavi.es Web: https://aeroclubalavi.es
(AD) EL MORAL - LEOA	382910N 0061549W	Instituto Aeronáutico S.L. TEL: +34-605 265 130 Email: info@institutoaeronautico.es
(AD) EL SALOBRAL - LEDL	403617N 0044730W	Recreativos Fortuna S.L. TEL: +34-629 857 428 (Persona de contacto: Francisco Garcinuño Calle) TEL: +34-675 056 713 (Gestor: Eduardo Rubio Moral) Email: formacion@aerotraining.es (Gestor: Eduardo Rubio Moral) Email: gallardo7@gmail.com (Persona de contacto: Francisco Garcinuño Calle)
(AD) EL TIÉTAR - LETI	401451N 0044723W	Blue Sky Aviation S.L. TEL: +34-609 055 560 (Gonzalo Mujica Menéndez) Email: gonmuji5@gmail.com (Gonzalo Mujica Menéndez)
(AD) FUENTE OBEJUNA - LEFU	381654N 0052400W	ELA Aviación SL TEL: +34-957 585 175 (Persona de contacto / Contact person: José Antonio Fernández Blázquez) Email: admin@elaaviacion.com Email: ela-jose@elaaviacion.com Email: ela-laura@elaaviacion.com
(AD) FUENTEMILANOS - LEFM	405319N 0041415W	TEL: +34-669 286 554 TEL: +34-689 760 969 Email: fuentemilanos@fuentemilanos.com
(AD) GARCÍA - LEAI	410650N 0004242E	Abdón Pena Valles TEL: +34-639 161 755 Email: apenavalles@gmail.com
(AD) GUADALUPE - LEGU	392044N 0051152W	José Plaza Fernández TEL: +34-610 231 107 TEL: +34-620 573 745 Email: plaza@plattea.com
(AD) HERRERA DE PISUERGA - LERP	423537N 0041718W	Asociación de Deportes Aéreos y Ultraligeros Herrerense TEL: +34-615 418 294 TEL: +34-649 428 626
(AD) HIDROPUERTO LUIS MINGORANCE - LEGG	384645N 0061505W	Aeroclub Sierra de Alange TEL: +34-659 661 630 (Luis Teodoro Lechón Fragoso) Email: luislechon@telefonica.net (Luis Teodoro Lechón Fragoso)
(AD) HIENDELAENCINA-LAS MINAS - LEEN	410620N 0025921W	Consejería de Desarrollo Sostenible de la Junta de Comunidades de Castilla-la Mancha TEL: +34-925 248 622 (Juan José Fernández Ortiz) Email: uas.incendios@jccm.es
(AD) HOTEL HACIENDA ORÁN -		

INDICATOR	LOCATION	OWNER / MANAGER / CONTACT DETAILS/REMARKS
LEOH	371150N 0055250W	Gestor // Manager: Miguel Gallego Jurado TEL: +34-669 819 270 Email: secretaria@grupolando.com
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(AD) JUAN ESPADAFOR - LEJE	370522N 0034718W	Air Alborán S.L. TEL: +34-681 645 163 Email: info@aerodromojuanespadafor.com
(AD) LA AXARQUÍA - LEAX	364805N 0040809W	Aeroclub de Málaga TEL: +34-695 169 497 TEL: +34-952 507 377 Email: admon@aeroclubmalaga.com
(AD) LA CALDERERA - LELA	384451N 0033059W	Cacerías Azor, S.A. TEL: +34-607 507 499 TEL: +34-670 738 938 TEL: +34-926 360 258 TEL: +34-926 360 649
(AD) LA CAMINERA - LENE	384011N 0031812W	SAGEMAR HOTELS, S.A. TEL: +34-926 344 733 (Carlos Camacho) Email: carlos.camacho@salleshotels.com (Carlos Camacho) Email: opsmanager@fincalacaminera.com
(AD) LA CENTENERA - LENN	380654N 0040654W	Adrián Merchán Romero TEL: +34-953 24 10 00 Email: amerchan@oapn.es
(AD/HLP) LA CERDANYA - LECD	422311N 0015147E	Consell Comarcal de la Cerdanya TEL: +34-677 298 861 Email: operacions@lecd.cat
(AD) LA CUESTA - LEDC	383151N 0024957W	Agroperdiz, S.L. TEL: +34-646 76 80 75 Email: runway@fincalacuesta.com (Antonio Escudero)
(AD) LA GINETA - LEGI	390621N 0020058W	José Manuel Barajas Martínez Email: jmbarajasm@gmail.com (José Manuel Barajas)
(AD) LA JULIANA - LEJU	371743N 0060948W	Luis Iglesias Moñino TEL: +34-607 500 442 TEL: +34-954 184 925 TEL: +34-955 990 447 Email: elyte@aerodromolajuliana.es
(AD) LA MANCHA - LEMX	393344N 0031459W	Tomás Fuertes Velero TEL: +34-609 128 537
(AD) LA MORGAL - LEMR	432550N 0054959W	Principado de Asturias Lugar La Morgal, s/n, 33690 Llanera, Asturias TEL: +34-985 771 080 Email: idlamorgal@asturias.org REMARKS: Centro Regional de Deportes y Recreación La Morgal (Llanera)
(AD) LA NAVA-CORRAL DE AYLLÓN - LECA	412439N 0032654W	ASOCIACIÓN DE VUELO A VELA 1000 KM TEL: +34-640 940 851

INDICATOR	LOCATION	OWNER / MANAGER / CONTACT DETAILS/REMARKS
		Email: info@aerodromodelanava.com
(AD) LA PERDIZ-TORRE DE JUAN ABAD - LEIZ	383047N 0032152W	Navalumbria, S.A. TEL: +34-915 645 730 Email: gwenola@lanava.com Web: http://lanava.com/lanava_lapista.html
(AD) LA RESINERA - LENS	365551N 0035008W	Dirección General de Política Forestal y Biodiversidad. Consejería de Sostenibilidad, Medio Ambiente y Economía Azul de la Junta de Andalucía. TEL: +34-955 003 737 (Juan Sánchez Ruiz (Director del Centro Operativo Regional)) TEL: +34-958 897 867 (Juan Sánchez Ruiz (Director del Centro Operativo Regional)) Email: juan.sanchez.ruiz@juntadeandalucia.es (Juan Sánchez Ruiz (Director del Centro Operativo Regional))
(AD) LA VID DE BUREBA - LEDB	423757N 0031843W	Juan Jorge Noriega Gómez
(AD) LILLO - LELT	394301N 0031914W	Ayuntamiento de Lillo TEL: +34-925 17 05 33 Email: info@aeroclubdetoledo.com Web: https://www.aeroclubdetoledo.com
(AD) LORCA, AGUSTÍN NAVARRO - LEOL	375538N 0014634W	Pedro Agustín Navarro Oliver TEL: +34-649 400 399 Email: pilotonavarro@hotmail.com
(AD) LOS ALCORES - LEAH	371946N 0054325W	Aeródromo Los Alcores, S.L. TEL: +34-652 525 755 (José Luis Rubio Morillas) Email: aerodromolosalcores@gmail.com (José Luis Rubio Morillas)
(AD) LOS GARRANCHOS - SAN JAVIER - LELG	375049N 0005246W	Aeroclub Mar Menor TEL: +34-609 610 741 TEL: +34-644 357 766 Email: info@ammflyschool.com
(AD) LOS MARTINEZ DEL PUERTO - LEMP	375006N 0010551W	Aeroclub Cierva Codorníu de Murcia TEL: +34-634 011 027 (Miguel Moreno Lozano) Email: ciervacodorniu@gmail.com (Miguel Moreno Lozano)
(AD) LOS OTEROS - LEOS	421959N 0052657W	Aeronáutica Deportiva del Noroeste S.L. TEL: +34-608 443 282 Email: aerodromolosoteros@gmail.com
(AD) LUMBIER - LEUM	423957N 0011812W	Serflight Servicios S.L. TEL: +34-649 004 069 Email: psanturde@pyrineum.com (Pedro Luis Santurde Lopez) REMARKS:
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(AD) MANRESA - LEMS	414552N 0015144E	Airpirineus, SL TEL: +34-930 130 285 Email: contacto@aerodrom-barcelona-bages.com Email: solicitudes@aerodrom-barcelona-bages.com Web: https://aerodrom-barcelona-bages.com

INDICATOR	LOCATION	OWNER / MANAGER / CONTACT DETAILS/REMARKS
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(AD) MARTINAMATOS - LEMK	400558N 0041740W	Antonio Beneytez Martín TEL: +34-687 714 564
(AD) MASPALOMAS - EL BERRIEL - GCLB	274657N 0153027W	Canavia Líneas Aéreas SLU TEL: +34-828 903 845 Email: GCLB.maspalomas@gmail.com Web: https://www.gclb.info
(AD) MATILLA DE LOS CAÑOS - LETC	413150N 0045530W	ANSARES CASTELLANA TEL: +34-649 914 400 (Pascual Cantos Moreno) TEL: +34-983 090 207 Email: matillagestion@gmail.com Web: https://aerodromobeatrizcantosmatilla.es/
(AD) MAZARICOS - LEMZ	425858N 0090019W	Aero Servicios T&J, S.L. TEL: +34-610 550 524 (Oficina) TEL: +34-676 727 261 (Jefe de Operaciones) Email: juan.blanco@naturmaz.com
(AD) MÉRIDA - ROYANEJOS - LEMY	385848N 0062043W	Aeroclub de Mérida TEL: +34-625 552 055 TEL: +34-659 611 630 Email: luislechon@telefonica.net
(AD) MONFORTE DE LEMOS - LENF	423250N 0073105W	CLUB AEROLEMOS TEL: +34-609 536 646 (José Antonio Guitián Martínez) TEL: +34-666 812 109 Email: aerolemos@gmail.com Email: jaguitian27400@gmail.com (José Antonio Guitián Martínez)
(AD) MORANTE - LETE	390213N 0064126W	José Moreno García TEL: +34-924 455 476
(AD) MUCHAMIEL - LEMU	382624N 0002826W	AERÓDROMO MUTXAMEL, S.L. TEL: +34-638 555 393 TEL: +34-965 921 979 TEL: +34-965 950 882 TEL: +34-965 956 984 Email: info@aerodromodemutxamel.es Web: https://www.aerodromodemutxamel.es
(AD) MUNICIPAL DE POZO CAÑADA - LEPZ	384752N 0014539W	Aeroclub San Juan TEL: +34-608 078 220 (Gregorio Núñez Tendero) Email: cdaeroclubsanjuan@gmail.com (Aeroclub San Juan) Email: gregorio@ingetel21.es (Gregorio Núñez Tendero) Web: https://aeroclubsanjuan.weebly.com/aerodromo.html REMARKS: PPR requerido con, al menos, 24H de antelación. Precaución durante los cursos de vuelo del Tactical Leadership Programme (TLP) de LEAB.
(AD) OCAÑA - LEOC	395615N 0033012W	425 Rapag infraestructura aérea Ocaña S.L. TEL: +34-696 223 896 (Laura Alarcón Escolano) TEL: +34-925 158 540 (Laura Alarcón Escolano) Email: info-leoc@rapag.es (Laura Alarcón Escolano)

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(AD) ORGAZ - LEGZ	394136N 0035605W	D. Antonio Arroyo García-Aranda TEL: +34-629 378 419 (D. Antonio Arroyo García-Aranda) Email: confeccionesarroyo@confeccionesarroyo.com (D. Antonio Arroyo García-Aranda)
(AD) PETRA - PEP MERCADER - LEPT	393436N 0030728E	Josep Sansó Roig TEL: +34-601 860 771 (Maria Sansó Femenias) Email: campdevolescruce@yahoo.com
(AD) POZORRUBIO DE SANTIAGO - LEPC	394940N 0025710W	JOSÉ LUIS SERRANO ZAMORA TEL: +34-646 177 889 (José Luis Serrano Zamora) TEL: +34-916 291 472 Email: serranozamora@hotmail.com (José Luis Serrano Zamora)
(AD) QUINTO DE DON PEDRO - LEQP	391745N 0034957W	Consejería De Desarrollo Sostenible De La Junta De Comunidades De Castilla-La Mancha TEL: +34-925 248 622 (Juan José Fernández Ortiz) Email: uas.incendios@jccm.es
(AD) REQUENA - LERE	392829N 0010204W	MERCANTIL CENTRO DE VUELOS LA FUNDIACION S.L. TEL: +34-607 665 945 Email: admon@aerodromo-requena.com
(AD) ROBLEDILLO DE MOHERNANDO - LERM	405155N 0031452W	Aeroclub de Guadalajara TEL: +34-614 128 544 Email: aeroclubguadalajara@hotmail.com Web: https://www.aeroclubdeguadalajara.es
(AD) ROSINOS DE LA REQUEJADA - LESI	420618N 0063143W	Consejería de Fomento y Medio Ambiente de la Junta de Castilla y León
(AD) ROZAS - LERO	430657N 0072749W	Real Aeroclub de Lugo. TEL: +34-601 922 019 TEL: +34-982 310 114 (Fran Abelleira) Email: administracion@aerolugo.es
(AD) SAN ENRIQUE - LESE	384351N 0041847W	Gubel, SL TEL: +34-914 317 550 (Francisco Javier Guerra García) Email: jguerra@gubel.es (Francisco Javier Guerra García)
(AD) SAN LUIS - LESL	395144N 0041507E	Gestionado por Aeroclub de Menorca TEL: +34-971 157 138 TEL: +34-971 361 672 Email: info@aeroclubmenorca.com Web: https://www.aeroclubmenorca.com
(AD) SAN TORCUATO - LESN	422828N 0025221W	AERORIOJA S.L TEL: +34-607 279 680 (Andres Tonelli) Email: andres@aerorioja.com (Andres Tonelli) Web: https://www.aerorioja.com
(AD) SANTA CILIA LOS PIRINEOS - LECI	423411N 0004340W	DIRECION GENERAL DE TURISMO DE LA DIPUTACION DE ARAGON TEL: +34-639 052 376 TEL: +34-974 377 610 Email: info@fly-pyr.es Web: https://www.fly-pyr.es

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(AD) SEBASTIÁN ALMAGRO - LEPR	374301N 0051245W	Sebastián Almagro Castellanos TEL: +34-957 710 460 ((Contactar con OPS)) Email: operaciones@pegasusaviacion.com
(AD) SIGÜENZA - LESZ	410241N 0023741W	Aeroclub Seguntino S.L. TEL: +34-607 279 680 TEL: +34-949 393 299 Email: andres@aerorioja.com
(AD) SON ALBERTÍ - LEJF	392402N 0025138E	D. Juan Francisco Socias Escudero TEL: +34-607 702 445 (D. Juan Francisco Socias Escudero) Email: bird1958@gmail.com
(AD) SORIA-GARRAY - LEGY	414917N 0022836W	Usado for Sale S.L. TEL: +34-616 289 061 (Daniel Vega Pámpano) TEL: +34-633 155 090 (Angel Portilla Acevedo) TEL: +34-662 420 263 (Jose luis olias Arce)
(AD) SOTOS - LESS	401215N 0020838W	Aerohobby Cuenca S.L. TEL: +34-662 041 357 (Antonio Jiménez) Email: cuencair@gmail.com Email: hobbycuenca@hotmail.com
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(AD) TINAJEROS - LETY	390559N 0014325W	Aeroclub de Albacete C.D.B. TEL: +34-627 445 922 (José Miguel Royo García (Instructor)) TEL: +34-630 925 742 (Francisco Vidal Monteagudo (Presidente Aeroclub)) TEL: +34-666 163 200 (Francisco Vidal Monteagudo (Presidente Aeroclub)) Email: presidente@aeroclubdealbacete.com (Francisco Vidal Monteagudo (Presidente Aeroclub)) Web: https://www.aeroclubdealbacete.com
(AD) TOMÁS FERNÁNDEZ ESPADA - LETF	365219N 0053855W	THOMAS HUSTER Y ASOCIADOS. S.L. Crta. de los Higuerones s/n. 11650 Villamartín. Cádiz. TEL: +34-617 560 351 Email: thuster@antiguaestacion.com
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(AD) TREBUJENA - LETJ	365131N 0060826W	Flight Training Europe, S.L. (FTEJerez) TEL: +34-672 628 986 TEL: +34-956 317 811 Email: atc.trebujena@ftejerez.com

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(AD) VILLACASTÍN - LEEV	404704N 0042746W	Gestor // Manager: Asociación Apoyo Aeronáutica y Aviación Histórica A3H. TEL: +34-606 980 544 (Carlos Bravo Domínguez) TEL: +34-628 228 458 (Carlos Bravo Domínguez) Email: asociaciona3h@gmail.com (Carlos Bravo Domínguez)
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(AD) VILLAFRANCA DE CÓRDOBA - LEVJ	375612N 0043158W	TEL: +34-658 968 685 (Antonio López Gutiérrez (Gestor)) TEL: +34-744 785 846 (Daniel López Márquez (Coordinador y Gestión aérea aeródromo)) Email: vuelovillafranca@gmail.com
(AD) VILLAMARCO - LEVL	422713N 0051712W	Ultraligeros León, S.L. TEL: +34-639 448 889 (Carlos Martínez) Email: info@ulmvillamarco.com (Carlos Martínez) Web: https://www.ulmvillamarco.com
(AD) VILLANUEVA DE GÁLLEGO - LEWG	414716N 0005105W	Club de vuelo ULM Villanueva de Gállego TEL: +34-660 208 933 Email: clubulmvillanueva@gmail.com
(AD) VIRGEN DE LA ESTRELLA - LEVE	382514N 0062125W	Francisco Alejandro Zapata Gordillo TEL: +34-610 460 594 Email: alejandrozago@hotmail.com
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The electronic chart for restricted and casual heliports is available on this link:

- IN FORCE :https://insignia.enaire.es/?TYPE=HLP%20RESTRINGIDOS&locale=en
- AIRAC : https://insignia.enaire.es/?config=config_AIRAC.json&TYPE=HLP%20RESTRINGIDOS&locale=en

INDICATOR	LOCATION	OWNER / MANAGER / CONTACT DETAILS / REMARKS
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(HLP) ADEJE - GCAD	280727N 0164434W	Helidream Helicopters S.L. TEL: +34-630 315 422 (Javier Gomez Gonzalez) Email: contacto@helidreamhelicopters.com
(HLP) AIRBUS HELICOPTERS ESPAÑA - LEBP	385634N 0015239W	Airbus Helicopters España, S.A. TEL: +34-629 872 468 (Francisco Javier Beltrán del Corral) Email: javier.beltran@airbus.com
(HLP) ALCAZARÉN - LEAZ	412218N 0044155W	CASTAIR, S.L.
(HLP) ALCORISA FORESTAL - LEAF	405353N 0002347W	Dirección General de Gestión Forestal del Departamento de Medio Ambiente y Turismo del Gobierno de Aragón. Dirección General de Gestión Forestal

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(HLP) ALHAMA DE ALMERÍA - LELM	365735N 0023224W	Agencia De Seguridad y Gestión Integral de Emergencias de Andalucía (EMA-INFOCA) TEL: +34-670 945 577 TEL: +34-955 003 437 (Cesar Octaviano Vicente Fernández) Email: cesar.vicente@juntadeandalucia.es Email: cor.direccion.csma@juntadeandalucia.es.
(HLP) ARTENARA - GCAR	280121N 0153921W	Titular // Owner: Consejería de Medio Ambiente, Energía, Clima y Conocimiento del Cabildo de Gran Canaria. Gestor // Manager: Airtech Levante S.L. TEL: +34-657 555 205 (Miriam López Gómez) TEL: +34-686 662 269 (María Matilla Cuétara) Email: miriam@urjato.com Email: mmatillac@grancanaria.com
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(HLP) AVINCIS - LEHE	390416N 0015004W	AVINCIS Email: occ@avincis.com
(HLP) BAILO FORESTAL - LEBM	423054N 0004903W	Dirección General de Gestión Forestal del Departamento de Medio Ambiente y Turismo del Gobierno de Aragón. Dirección General de Gestión Forestal TEL: +34-976 714 810 Email: gestionforestal@aragon.es
(HLP) BASE BRICA DE LOS MORALILLOS (GRANADA) - LEMJ	371101N 0031024W	Agencia De Seguridad y Gestión Integral de Emergencias de Andalucía (EMA-INFOCA) TEL: +34-670 945 577 TEL: +34-955 003 437 (Cesar Octaviano Vicente Fernández) Email: cesar.vicente@juntadeandalucia.es Email: cor.direccion.csma@juntadeandalucia.es
(HLP) BASE C.I. DE LAS ROZAS - LELR	403113N 0035258W	Titular // Owner: Dirección General de Emergencias. Gestor // Manager: Airtech Levante S.L. TEL: +34-657 555 205 TEL: +34-961 255 020 Email: miriam@urjato.com (Miriam López) REMARKS: Exclusivamente para emergencias. // Only available for emergencies.
(HLP) BASE C.I. DE LOZOYUELA - LEZO	405610N 0033730W	Titular // Owner: Dirección General de Emergencias. Gestor // Manager: Airtech Levante S.L. TEL: +34-657 555 205 TEL: +34-961 255 020 Email: miriam@urjato.com (Miriam López) REMARKS: Exclusivamente para emergencias. // Only available for emergencies.
(HLP) BASE C.I. DE MORATA DE TAJUÑA - LEAJ	401452N 0032850W	Titular // Owner: Dirección General de Emergencias. Gestor // Manager: Airtech Levante S.L. TEL: +34-657 555 205 TEL: +34-961 255 020 Email: miriam@urjato.com (Miriam López) REMARKS: Exclusivamente para emergencias. // Only available for emergencies.

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(HLP) BASE C.I. DE NAVAS DEL REY - LEEY	402314N 0041431W	Titular // Owner: Dirección General de Emergencias. Gestor // Manager: Airtech Levante S.L. TEL: +34-657 555 205 TEL: +34-961 255 020 Email: miriam@urjato.com (Miriam López) REMARKS: Exclusivamente para emergencias. // Only available for emergencies.
(HLP) BASE C.I. DE PRADO DE LOS ESQUILADORES - LEES	400938N 0015438W	Consejería de Desarrollo Sostenible de la Junta de Comunidades de Castilla-la Manchaha TEL: +34-925 248 622 (Juan José Fernández Ortiz) Email: uas.incendios@jccm.es (Juan José Fernández Ortiz)
(HLP) BASE C.I. DE PUERTO EL PICO - LEPU	402026N 0050048W	Dirección General del Medio Natural Consejería de Medio Ambiente. Junta de Castilla León
(HLP) BASE C.I. DE RABANAL DEL CAMINO - LERB	422851N 0061619W	Dirección General del Medio Natural de la Consejería de Fomento y Medio Ambiente. Junta de Castilla y León
(HLP) BASE C.I. DE TABUYO DEL MONTE - LETB	421745N 0061253W	Dirección General del Medio Natural. Consejería de Fomento y Medio Ambiente. Junta de Castilla y León
(HLP) BASE C.I. DE VALDEMORILLO - LELD	403105N 0040506W	Titular // Owner: Dirección General de Emergencias. Gestor // Manager: Airtech Levante S.L. TEL: +34-657 555 205 TEL: +34-961 255 020 Email: miriam@urjato.com (Miriam López) REMARKS: Exclusivamente para emergencias. // Only available for emergencies.
(HLP) BASE C.I. SAN MARTÍN DE VALDEIGLESIAS - LEDV	402128N 0042234W	Titular // Owner: Dirección General de Emergencias. Gestor // Manager: Airtech Levante S.L. TEL: +34-657 555 205 TEL: +34-961 255 020 Email: miriam@urjato.com (Miriam López) REMARKS: Exclusivamente para emergencias. // Only available for emergencies.
(HLP) BASE C.I. TALAVERA DE LA REINA - LEEI	395527N 0044804W	Consejería de Desarrollo Sostenible de la Junta de Comunidades de Castilla-la Mancha TEL: +34-925 248 622 (Juan José Fernández Ortiz) Email: uas.incendios@jccm.es
(HLP) BASE CONTRA INCENDIOS DE ALCOBA DE LOS MONTES - LENT	391601N 0042926W	Consejería de Desarrollo Sostenible de la Junta de Comunidades de Castilla-la Mancha TEL: +34-925 248 622 (Juan José Fernández Ortiz) Email: uas.incendios@jccm.es
(HLP) BASE DE BRICA DE CÁRTAMA - LEHR	364319N 0044212W	Dirección General de Política Forestal y Biodiversidad. Consejería de Sostenibilidad. Medio Ambiente y Economía Azul de la Junta de Andalucía TEL: +34-955 003 737 (Persona de contacto: Juan Sánchez Ruiz (Director del Centro Operativo Regional)) TEL: +34-958 897 867 (Persona de contacto: Juan Sánchez Ruiz (Director del Centro Operativo Regional)) Email: cop.dtma.csmaea@juntadeandalucia.es (Persona de contacto: Juan Sánchez Ruiz (Director del Centro Operativo Regional)) Email: cor.direccion.cagpds@juntadeandalucia.e (Persona de contacto: Juan Sánchez Ruiz (Director del Centro Operativo Regional))
(HLP) BASE DE EXTINCIÓN DE		

INDICATOR	LOCATION	OWNER / MANAGER / CONTACT DETAILS / REMARKS
INCENDIOS DE TÍRIG (CASTELLÓN) - LEIV	402415N 0000353E	Titular:Agencia Valenciana de Seguridad y Respuesta a las Emergencias (AVSRE) (Castellón) Gestor: Airtech Levante S.L. TEL: +34-961 983 734 TEL: +34-961 983 735 Email: extincionincendios@gva.es
(HLP) BECERREÁ (LUGO) - LEBK	425155N 0071115W	Dirección General de Defensa del Monte. Xunta de Galicia TEL: +34-881 996 391 Email: defensadomonte.mediorural@xunta.gal
(HLP) BERGA - LERG	420617N 0015129E	Gestor // Manager: División de Sala Central de Bomberos TEL: +34-627 481 870 (División de Sala Central de Bomberos) Email: coordinació.umaer@gencat.cat
(HLP) BIFOR B EL SERRANILLO - LENI	403928N 0031023W	Consejería de Desarrollo Sostenible de la Junta de Comunidades de Castilla-la Mancha TEL: +34-925 248 622 (Juan José Fernández Ortiz) Email: uas.incendios@jccm.es
(HLP) BIFOR B LA ATALAYA - LEAY	383804N 0034722W	Consejería de Desarrollo Sostenible de la Junta de Comunidades de Castilla-la Mancha TEL: +34-925 248 622 (Juan José Fernández Ortiz) Email: uas.incendios@jccm.es
(HLP) BOLTAÑA FORESTAL - LEOF	422557N 0000533E	Dirección General de Gestión Forestal del Departamento de Medio Ambiente y Turismo del Gobierno de Aragón. Dirección General de Gestión Forestal TEL: +34-976 714 810 Email: gestionforestal@aragon.es
(HLP) BOMBERS DE CAMPRODÓN - LEDN	421813N 0022131E	Dirección General de Prevención, Extinción de Incendios y Salvamento, Division de la Sala Central TEL: +34-627 481 870 Email: coordinació.umaer@gencat.cat
(HLP) BREA DE ARAGÓN - LEBY	413208N 0013617W	Servicio provincial del departamento de Medioambiente y Turismo de Zaragoza TEL: +34-976 392 057 Email: spzma@aragon.es
(HLP) BURGOHONDO - LEBH	402444N 0044616W	Ayuntamiento de Burgohondo
(HLP) C.I. BUSTARVIEJO - LEBU	405125N 0034432W	Titular // Owner: Dirección General de Emergencias. Gestor // Manager: Airtech Levante S.L. TEL: +34-657 555 205 TEL: +34-961 255 020 Email: miriam@urjato.com (Miriam López) REMARKS: Exclusivamente para emergencias. // Only available for emergencies.
(HLP) C.I. CEBREROS - LEEB	402802N 0042720W	Consejería de Medio Ambiente de la Junta de Castilla y León
(HLP) C.I. COCA - LEIC	411324N 0043022W	Junta Castilla León
(HLP) C.I. CUETO - LEET	423758N 0063855W	Junta de Castilla y León
(HLP) C.I. DE CALERA DE LEÓN - LELE	380650N 0062036W	Servicio de Prevención y Extinción de Incendios Forestales (Plan INFOEX) de la Junta de Extremadura TEL: +34-927 005 807 Email: drones.infoex@juntaex.es

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(HLP) C.I. DE LA GUANCHA - GCLG	282239N 0163858W	Hispánica de Aviación S.A.
(HLP) C.I. DE MARROXO - LEXO	422823N 0073006W	Dirección Xeral de Defensa do Monte - Xunta de Galicia TEL: +34-881 997 223 TEL: +34-981 546 103 Email: extincionincendios.medio-rural@xunta.gal
(HLP) C.I. DE NAVACERRADA - LENV	404426N 0040015W	Titular // Owner: Dirección General de Emergencias. Gestor // Manager: Airtech Levante S.L. TEL: +34-657 555 205 TEL: +34-961 255 020 Email: miriam@urjato.com (Miriam López) REMARKS: Exclusivamente para emergencias. // Only available for emergencies.
(HLP) C.I. DE SERRADILLA - LERR	394911N 0060739W	Servicio de Prevención y Extinción de Incendios Forestales (Plan INFOEX) de la Junta de Extremadura TEL: +34-927 005 807 Email: mediosaereos.infoex@juntaex.es
(HLP) C.I. GUADRAMIRO - LEGD	410039N 0062840W	Junta Castilla León
(HLP) C.I. HERRERA DEL DUQUE - LEDU	390959N 0050400W	Servicio de Prevención y Extinción de Incendios Forestales (Plan INFOEX) de la Junta de Extremadura TEL: +34-927 005 807 Email: mediosaereos.infoex@juntaex.es
(HLP) C.I. MANCHITA - LEIT	384929N 0060140W	Servicio de Prevención y Extinción de Incendios Forestales (Plan INFOEX) de la Junta de Extremadura TEL: +34-927 005 807 Email: mediosaereos.infoex@juntaex.es
(HLP) C.I. PIEDRALAVES - LEPD	401839N 0044235W	Consejería de Medio Ambiente de la Junta de Castilla y León
(HLP) C.I. PRADOLUENGO - LENG	421954N 0031248W	Junta Castilla León
(HLP) C.I. PUNTAGORDA - GCPU	284643N 0175943W	Cabildo Insular De La Palma TEL: +34-922 423 100 (Francisco Prieto Prieto) Email: francisco.prieto@cablapalma.es (Francisco Prieto Prieto)
(HLP) C.I. QUINTANILLA - LEQU	413742N 0042304W	Junta de Castilla y León
(HLP) C.I. VIVERO - LEVV	413622N 0044602W	Junta de Castilla y León
(HLP) CALAMOCHA FORESTAL - LECJ	405743N 0011811W	Dirección General de Gestión Forestal del dpt. Medio Ambiente y Turismo del Gobierno de Aragón. TEL: +34-976 714 810 (Dirección General de Gestión Forestal) Email: gestionforestal@aragon.es
(AD/HLP) CAMPILLOS-PARAVIENTOS - LEDP	395629N 0013210W	Consejería de Desarrollo Sostenible de la Junta de Comunidades de Castilla-la Mancha TEL: +34-925 248 622 (Juan José Fernández Ortiz) Email: uas.incendios@jccm.es
(HLP) CAMPOSAGRADO - LEAD	424355N 0054335W	Consejería de Fomento y Medio Ambiente. Junta de Castilla y León
(HLP) CAS CURREDÓ - LECC	385545N 0012759E	CEOR S.L. Manuel Camacho Mesas TEL: +34-616 424 627 Email: manuelcamacho@mcaminter.com

INDICATOR	LOCATION	OWNER / MANAGER / CONTACT DETAILS / REMARKS
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(HLP) CEDEFO DE ADAMÚZ (CÓRDOBA) - LEUZ	381010N 0043415W	Agencia De Seguridad y Gestión Integral de Emergencias de Andalucía (EMA-INFOCA) TEL: +34-670 945 577 TEL: +34-955 003 437 (Cesar Octaviano Vicente Fernández) Email: cesar.vicente@juntadeandalucia.es Email: cor.direccion.csma@juntadeandalucia.es
(HLP) CEDEFO DE CABEZUDOS (HUELVA) - LEZU	371020N 0063720W	Agencia De Seguridad y Gestión Integral de Emergencias de Andalucía (EMA-INFOCA) TEL: +34-670 945 577 TEL: +34-955 003 437 (Cesar Octaviano Vicente Fernández) Email: cesar.vicente@juntadeandalucia.es Email: cor.direccion.csma@juntadeandalucia.es
(HLP) CEDEFO DE CARCABUEY (CÓRDOBA) - LECY	372740N 0041636W	Agencia De Seguridad y Gestión Integral de Emergencias de Andalucía (EMA-INFOCA) TEL: +34-670 945 577 TEL: +34-955 003 437 (Cesar Octaviano Vicente Fernández) Email: cesar.vicente@juntadeandalucia.es Email: cor.direccion.csma@juntadeandalucia.es
(HLP) CEDEFO DE CAZORLA (JAÉN) - LECZ	375456N 0030234W	Agencia De Seguridad y Gestión Integral de Emergencias de Andalucía (EMA-INFOCA) TEL: +34-670 945 577 TEL: +34-955 003 437 (Cesar Octaviano Vicente Fernández) Email: cesar.vicente@juntadeandalucia.es Email: cor.direccion.csma@juntadeandalucia.es
(HLP) CEDEFO DE GALAROZA (HUELVA) - LEGL	375526N 0064112W	Agencia De Seguridad y Gestión Integral de Emergencias de Andalucía (EMA-INFOCA) TEL: +34-670 945 577 TEL: +34-955 003 437 (Cesar Octaviano Vicente Fernández) Email: cesar.vicente@juntadeandalucia.es Email: cor.direccion.csma@juntadeandalucia.es
(HLP) CEDEFO DE HUELMA (JAÉN) - LEUE	374031N 0032808W	Agencia De Seguridad y Gestión Integral de Emergencias de Andalucía (EMA-INFOCA) TEL: +34-670 945 577 TEL: +34-955 003 437 (Cesar Octaviano Vicente Fernández) Email: cesar.vicente@juntadeandalucia.es Email: cor.direccion.csma@juntadeandalucia.es
(HLP) CEDEFO DE MADROÑALEJO (SEVILLA) - LEJB	373212N 0061744W	Dirección General de Emergencias y Protección Civil y Lucha Contra Incendios Forestales. Agencia de Seguridad y Gestión Integral de Emergencias de Andalucía. Conserjería de Sanidad, Presidencia y Emergencias. Junta de Andalucía. TEL: +34-955 003 737 (César Octaviano Vicente Fernández) Email: cor.direccion.csma@juntadeandalucia.es
(HLP) CEDEFO DE NAVALCABALLO - LENB	381814N 0023526W	Dirección General de Política Forestal y Biodiversidad. Consejería de Sostenibilidad, Medio Ambiente y Economía Azul de la Junta de Andalucía. TEL: +34-953 313 075 TEL: +34-955 003 737 Email: copjaen.amaya@juntadeandalucia.es Email: cor.direccion.cagpds@juntadeandalucia.es
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(HLP) CEDEFO DE SERÓN (ALMERÍA) - LEON	372104N 0023034W	Agencia De Seguridad y Gestión Integral de Emergencias de Andalucía (EMA-INFOCA) TEL: +34-670 945 577 TEL: +34-955 003 437 (Cesar Octaviano Vicente Fernández) Email: cesar.vicente@juntadeandalucia.es Email: cor.direccion.csma@juntadeandalucia.es
(HLP) CEDEFO DE SIERRA NEVADA (GRANADA) - LEHN	365254N 0032408W	Agencia De Seguridad y Gestión Integral de Emergencias de Andalucía (EMA-INFOCA) TEL: +34-670 945 577 TEL: +34-955 003 437 (Cesar Octaviano Vicente Fernández) Email: cesar.vicente@juntadeandalucia.es Email: cor.direccion.csma@juntadeandalucia.es
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(HLP) CEDEFO DE VILLAVICIOSA (CÓRDOBA) - LEIO	380431N 0050012W	Agencia De Seguridad y Gestión Integral de Emergencias de Andalucía (EMA-INFOCA) TEL: +34-670 945 577 TEL: +34-955 003 437 (Cesar Octaviano Vicente Fernández) Email: cesar.vicente@juntadeandalucia.es Email: cor.direccion.csma@juntadeandalucia.es
(HLP) CEE - LESR	425854N 0091414W	Sociedad de Salvamento y Seguridad Marítima (SASEMAR) TEL: +34-917 559 100 Email: servicioaereo@sasemar.es
(HLP) CENTRE DE GESTIÓ D'EMERGÈNCIES 112 - LECE	410802N 0011114E	Gestor // Manager: Centre d'Atenció i Gestió de Trucades d'Urgència 112 Catalunya (CAT112) TEL: +34-977 929 300 (Recepción edificio) TEL: +34-977 929 607 (Administración del centro - Roger Mas) TEL: +34-977 929 608 (Administración del centro - Rosa Maria Alabart) Email: administracioreus.cat112@gencat.cat
(HLP) CENTRO COMARCAL DE EMERGENCIAS DE ALBENDEA - LELB	402831N 0022301W	Consejería de Desarrollo Sostenible de la Junta de Comunidades de Castilla-la Mancha TEL: +34-925 248 622 (Juan José Fernández Ortiz) Email: uas.incendios@jccm.es
(HLP) CENTRO COMARCAL VILLAHERMOSA - LEVO	384504N 0025033W	Consejería de Desarrollo Sostenible de la Junta de Comunidades de Castilla-la Mancha TEL: +34-925 248 622 (Juan José Fernández Ortiz) Email: uas.incendios@jccm.es (Juan José Fernández Ortiz)
(HLP) CHUAC DE A CORUÑA - LEUA	432041N 0082320W	Jose Antonio Fraga Parafita TEL: +34-619 751 104 (José Antonio Fraga Parafita) Email: secretaria.orden.interno.coruna@sergas.es (José Antonio Fraga Parafita)

INDICATOR	LOCATION	OWNER / MANAGER / CONTACT DETAILS / REMARKS
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(HLP) COMPLEX EGARA - LEXE	413314N 0020359E	Departament d'Interior Email: mossos.heliport.egara@mossos.cat
(HLP) COP LOS VILLARES - LECK	375753N 0044821W	Dirección General de Emergencias y Protección Civil y Lucha Contra Incendios Forestales. Agencia de Seguridad y Gestión Integral de Emergencias de Andalucía. Conserjería de Sanidad, Presidencia y Emergencias. Junta de Andalucía. TEL: +34-955 003 737 (Cesar Octaviano Vicente Fernández) Email: cor.dirección.csma@juntadeandalucia.es
(HLP) COR-COP TOLEDO - LEOP	395415N 0040019W	Consejería de Desarrollo Sostenible de la Junta de Comunidades de Castilla-la Mancha TEL: +34-925 248 622 (Juan José Fernández Ortiz) Email: uas.incendios@jccm.es
(HLP) COSTA BRAVA-CENTRO - LEBC	414823N 0030215E	TURISVOL, SL TEL: +34-972 826 145 (TURISVOL, S.L) Email: turisvol@turisvol.com
(HLP) COSTA NORTE-PUERTO DE VIVEIRO-CELEIRO - LEPV	434029N 0073542W	Sub. Xeral de Guardacostas de Galicia- Consellería do Mar TEL: +34-687 086 239 (Amador Castro Pereira) Email: amador.pereira@xunta.gal
(HLP) DAROCA FORESTAL - LEHD	410755N 0012512W	Dirección General de Gestión Forestal del Departamento de Medio Ambiente y Turismo del Gobierno de Aragón. TEL: +34-976 714 810 (Dirección General de Gestión Forestal) Email: gestionforestal@aragon.es (Dirección General de Gestión Forestal)
(HLP) DIRECCIÓN GENERAL DE TRÁFICO - LEDG	402652N 0033824W	Dirección General de Tráfico
(HLP) EJEA FORESTAL - LEEJ	420805N 0011237W	Dirección General de Gestión Forestal del Departamento de Medio Ambiente y Turismo del Gobierno de Aragón. TEL: +34-976 714 810 (Dirección General de Gestión Forestal) Email: gestionforestal@aragon.es (Dirección General de Gestión Forestal)
(HLP) EL BARCO DE ÁVILA - LEBV	402119N 0053111W	Junta de Castilla y León. Dirección General del Medio Natural. Consejería de Medio Ambiente
(HLP) EL BODÓN - LEBD	402904N 0063438W	Junta de Castilla y León. Consejería de Fomento y Medio Ambiente
(HLP) EL CABRIL - LEIL	380434N 0052453W	Empresa Nacional de Residuos Radioactivos (ENRESA) TEL: +34-957 575 100 (Eva Noguero Cubero) Email: enoc@enresa.es (Eva Noguero Cubero)
(HLP) EL MAÍLLO - LEHL	403417N 0061324W	Junta de Castilla y León. Consejería de Medio Ambiente
(HLP) EL MUSEL - LEEL	433259N 0054143W	Sociedad de Salvamento y Seguridad Marítima (SASEMAR) TEL: +34-917 559 100 Email: servicioaereo@sasemar.es
(HLP) EL PEDROSO		

INDICATOR	LOCATION	OWNER / MANAGER / CONTACT DETAILS / REMARKS
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(HLP) HELI MONTSIÀ-AMPOSTA - LEMN	403955N 0003349E	HELI-MONTSIA, SA
(HLP) HELICÓPTEROS SANITARIOS DE MARBELLA - LEMB	363041N 0045657W	TEL: +34-951 820 050 (HeliAirMarbella)
(HLP) HOSPITAL ALCORCÓN - LEHA	402059N 0035018W	Titular // Owner: SUMMA 112. Gestor // Manager: D. Pascual Aparicio Soto. TEL: +34-916 219 900 Email: pascual.aparicio@salud.madrid.org (Pascual Aparicio Soto) REMARKS: Exclusivamente para emergencias. // Only available for emergencies.
(HLP) HOSPITAL ALVARO CUNQUEIRO (NUEVO HOSPITAL DE VIGO) - LEHV	421116N 0084251W	SERVICIO GALLEGO DE SALUD (SERGAS) TEL: +34-682 336 568 (José Luis Gutín Galego) Email: jose.luis.gutin.galego@sergas.es Email: solicitudes.heliporto.vigo@sergas.es Email: unidade.supervision.control.vigo@sergas.es
(HLP) HOSPITAL CAN MISSES - LENM	385503N 0012510E	Titular: Servei de Salut de les Illes Balears (IBSALUT). Gestor: AIRTECH LEVANTE S.L. TEL: +34-961 255 020 (Titular: Servei de Salut de les Illes Balears (IBSALUT)) Email: dg@ibsalut.caib.es (Titular: Servei de Salut de les Illes Balears (IBSALUT))

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(HLP) HOSPITAL DA MARIÑA - LEUR	433904N 0072134W	Servizo Galego De Saúde (SERGAS) TEL: +34-982 296 000 (Ramón Ares Rico Xerente del Área Sanitaria de Lugo, A Mariña y Monforte de Lemos) TEL: +34-982 589 900 Email: secretaria.direccion.cos@sergas.es Email: xerencia.eoxi@sergas.es (Ramón Ares Rico)
(HLP) HOSPITAL DE ALTA RESOLUCIÓN DE LEBRIJA - LEHX	365437N 0060417W	Servicio Andaluz de Salud TEL: +34-671 592 096 (Álvaro Rivera Cañete) Email: alvaro.rivera.sspa@juntadeandalucia.es
(HLP) HOSPITAL DE CERDANYA - LENY	422639N 0015548E	Agrupació Europea de Cooperació Territorial Hospital de la Cerdanya (AECT HC) REMARKS: Exclusivamente para emergencias. // Only available for emergencies.
(HLP) HOSPITAL DE CRUCES (BARACALDO) - LEHS	431653N 0025906W	AIRTECH LEVANTE SL TEL: +34-961 255 020 Email: miriam@urjato.com
(HLP) HOSPITAL DE FORMENTERA - LEFE	384228N 0012607E	Titular: Servei de Salut de les Illes Balears (IBSALUT). Gestor: AIRTECH LEVANTE S.L. TEL: +34-961 255 020 (Titular // Owner: Servei de Salut de les Illes Balears (IBSALUT)) Email: dg@ibsalut.caib.es (Titular // Owner: Servei de Salut de les Illes Balears (IBSALUT)) Email: miriam@urjato.com (Gestor: AIRTECH LEVANTE S.L.)
(HLP) HOSPITAL DE IGUALADA - LEHI	413518N 0013715E	Consorci Sanitari de l'Anoia TEL: +34-670 060 564 TEL: +34-938 075 500 Email: mborrega@csa.cat
(HLP) HOSPITAL DE JEREZ DE LA FRONTERA - LEHZ	364157N 0060907W	Servicio Andaluz de Salud TEL: +34-956 032 063 (Jose Maria Mateos Gautier) TEL: +34-956 032 450 (Jose Maria Mateos Gautier) Email: josem.mateos.sspa@juntadeandalucia.es
(HLP) HOSPITAL DE SANT PAU - LESP	412453N 0021032E	Fundació de Gestió Sanitària de l'Hospital de la Santa Creu i Sant Pau
(HLP) HOSPITAL DEL HENARES - LEHH	402510N 0033156W	Titular // Owner: SUMMA 112. Gestor // Manager: D. Borja Rivero Gordo TEL: +34-659 164 852 TEL: +34-911 912 115 Email: borja.rivero@salud.madrid.org Email: dirgestion.hhen@salud.madrid.org REMARKS: Exclusivamente para emergencias. // Only available for emergencies.
(HLP) HOSPITAL DEL TAJO - LEHT	400331N 0033641W	Titular // Owner: SUMMA 112. Gestor // Manager: Juan Antonio Martín Rodríguez. TEL: +34-659 164 852 TEL: +34-911 912 115 Email: borja.rivero@salud.madrid.org Email: dirgestion.hhen@salud.madrid.org REMARKS: Exclusivamente para emergencias. // Only available for emergencies.
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(HLP) HOSPITAL GENERAL DE MANRESA - LEHM	414314N 0015020E	Hospital Sant Joan de Déu de Manresa
(HLP) HOSPITAL GENERAL UNIVERSITARIO DOCTOR BALMIS - LEUB	382150N 0002915W	Conselleria de Sanidad Universal y Salud Pública TEL: +34-961 255 020 (Pablo Senchermés Morales. Gestor: Airtech Levante, S.L.) TEL: +34-961 928 451 (Hospital. Titular: Conselleria de Sanidad Universal y Salud Pública) TEL: +34-965 933 695 (FRANCISCO SORIANO CANO. Conselleria de Sanidad Universal y Salud Pública) Email: dpto19@gva.es (Hospital. Titular: Conselleria de Sanidad Universal y Salud Pública) Email: miriam@airtechlevante.com (Gestor: Airtech Levante, S.L.) Email: soriano_fra@gva.es (FRANCISCO SORIANO CANO. Titular: Conselleria de Sanidad Universal y Salud Pública) REMARKS: Exclusivamente para emergencias. // Only available for emergencies.
(HLP) HOSPITAL GERMANS TRIAS I PUJOL - LEJL	412847N 0021419E	Servei Català de la Salut Ctra. de Canyet, s/n 08916 Badalona (Barcelona) TEL: +34-934 978 800 Email: mjauma.germanstrias@gencat.cat
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(HLP) HOSPITAL LA LÍNEA DE LA CONCEPCIÓN (Cádiz) - LENC	361031N 0052109W	Servicio Andaluz de Salud TEL: +34-670 94 98 99 (Luís M González Álvarez) TEL: +34-677 90 40 93 (Antonio Fernández Abasolo) Email: antonio.fernandez.abasolo.sspa@juntadeandalucia.es Email: lmaria.gonzalez.sspa@juntadeandalucia.es
(HLP) HOSPITAL NACIONAL DE PARAPLÉJICOS DE TOLEDO - LEJI	395232N 0040259W	Servicio de Salud de Castilla La Mancha
(HLP) HOSPITAL NEUROTRAUMATOLÓGICO DE JAÉN - LEHF	374745N 0034634W	Servicio Andaluz de Salud TEL: +34-679 880 263 (Belén López Jimenez (Subdirección SSGG)) Email: belen.lopez.jimenez.sspa@juntadeandalucia.es

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(HLP) HOSPITAL SANT JOAN DE DÉU - LEJD	412304N 0020610E	Ordre Hospitalária San Joan de Déu
(HLP) HOSPITAL SON ESPASES - LEEH	393633N 0023844E	Titular: Servei de Salut de les Illes Balears (IBSALUT). Gestor: AIRTECH LEVANTE S.L. TEL: +34-961 255 020 (Servei de Salut de les Illes Balears (IBSALUT)) Email: dg@ibsalut.caib.es (Servei de Salut de les Illes Balears (IBSALUT)) Email: miriam@urjato.com (Gestor: AIRTECH LEVANTE S.L.)
(HLP) HOSPITAL TORTOSA VERGE DE LA CINTA - LETT	404841N 0003124E	Hospital de Tortosa Verge de la Cinta
(HLP) HOSPITAL U. NUESTRA SRA. DE CANDELARIA - GCDC	282655N 0161705W	Servicio Canario de Salud TEL: +34-922 602 245 (Titular: Hospital Universitario Nuestra Señora de Candelaria) TEL: +34-961 255 020 (Gestor: Airtech Levante S.L.) Email: miriam@urjato.com (Gestor: Airtech Levante S.L.) Email: segurihunsc.scs@gobiernodecanarias.org (Titular: Hospital Universitario Nuestra Señora de Candelaria)
(HLP) HOSPITAL UNIVERSITARI SANT JOAN DE REUS - LEJN	410841N 0010730E	Reus Serveis Municipals. Gestor: Hospital Universitari Sant Joan de Reus SAM (del grupo Sagessa)
(HLP) HOSPITAL UNIVERSITARIO CENTRAL DE ASTURIAS EN OVIEDO - LEHU	432238N 0054935W	GISPASA. Gestión de Infraestructuras Sanitarias del Principado de Asturias TEL: +34-686 543 372 (Miguel Crespo Vázquez) Email: mcrespo@gispasa.es
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(HLP) HOSPITAL UNIVERSITARIO LOS ARCOS DEL MAR MENOR - LENR	374901N 0005131W	Gestor: Gerencia del Área de Salud VIII - Mar Menor. Servicio Murciano de Salud. TEL: +34-609 304 061 (Carlos Rafael Fajardo Fuentes) TEL: +34-968 565 002 (Titular) Email: cfajardo@alabeo.es (Carlos Rafael Fajardo Fuentes) Email: rafael.gomis@carm.es (Titular)
(HLP) HOSPITAL UNIVERSITARIO PUERTA DE HIERRO - LEPH	402700N 0035213W	Titular // Owner: SUMMA 112. Gestor // Manager: Jefe de Servicio de Mantenimiento. Alberto López Rosa. TEL: +34-911 917 552 TEL: +34-916 799 306 Email: alberto.lopezrosa@salud.madrid.org Email: caoscritica@hospitalmajadahondasa.es REMARKS: Exclusivamente para emergencias. // Only available for emergencies.
(HLP) HOSPITAL VALLE DEL GUADALHORCE - LEVG	364315N 0044018W	Servicio Andaluz de Salud TEL: +34-677 905 425 (Juan Ocaña Molina) Email: Juan.ocana.sspa@juntadeandalucia.es
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(HLP) HOSPITALARIO TEKNON - LETK	412424N 0020740E	Teknon Healthcare S. L.
(HLP) HOTEL CAN BONASTRE WINE RESORT MASQUEFA - LEBS	413027N 0014715E	Societat Immobiliaria d'Inversions Familiars V.S. 96 S.L.
(HLP) HOTEL REY JUAN CARLOS I - LEJC	412250N 0020629E	Barcelona Project's S.A.
(HLP) HOYOS - LEHY	401014N 0064227W	Servicio de Prevención y Extinción de Incendios Forestales (Plan INFOEX) de la Junta de Extremadura TEL: +34-927 005 807 Email: mediosaereos.infoex@juntaex.es
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(HLP) LA ALBERQUILLA - LEQL	380737N 0015504W	Consejería de Agua, Agricultura y Medio Ambiente de la Región de Murcia TEL: +34-968 358 579 (Persona de contacto: Raúl Arias Puertas)
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(HLP) LAS CASILLAS - LELS	411619N 0033104W	Consejería del Medio Ambiente.Dirección General de Medio Ambiente. Junta de Castilla y León
(HLP) LAZA (OURENSE) - LEZA	420408N 0072830W	Dirección General de Defensa del Monte. Xunta de Galicia. TEL: +34-881 996 391 Email: defensadomonte.mediorural@xunta.gal
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(HLP) MAS PASSAMANER - LEPS	411110N 0010936E	Chateau Resort 'Mas Passamaner'
(HLP) MEDINA DE POMAR - LEDI	425708N 0032828W	Dirección General del Medio Natural de la Consejería de Fomento y Medio Ambiente de la Junta de Castilla y León
(HLP) MILUCE - LELU	424901N 0014045W	Gobierno de Navarra
(HLP) NOCTURNO DE L'AEROPORT D'ANDORRA - LA SEU D'URGELL (LLEIDA) - LEAU	422013N 0012406E	Aeroports Públics de Catalunya, S.L.U. TEL: +34-933 278 368 Email: info@aeroports.cat
(HLP) NOU HOSPITAL DE MATARÓ - LENH	413322N 0022548E	Consorci Sanitari del Maresme
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(HLP) PARC DE BOMBERS D'OLOT - LEOO	421125N 0022828E	Dirección General de Prevención, Extinción de Incendios y Salvamento, Division de la Sala Central TEL: +34-627 481 870 Email: coordinació.umaer@gencat.cat
(HLP) PARC DE BOMBERS DE MAÇANET DE LA SELVA - LEMV	414646N 0024508E	Dirección General de Prevención, Extinción de Incendios y Salvamento.Departamento de Interior. Generalitat de Catalunya. TEL: +34-935 820 358 (División de la Sala Central de Bomberos) Email: divisio.scb@gencat.cat (División de la Sala Central de Bomberos)
(HLP) PARC TAULÍ - LERC	413329N 0020632E	Gestor // Manager: Consorci Corporació Sanitària Parc Taulí de Sabadell TEL: +34-646 015 828 (Francesc Luque López - Director d'Economia i Serveis) Email: fluque@tauli.cat REMARKS: Exclusivamente para emergencias. // Only available for emergencies.
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(HLP) PORT DE TARRAGONA - LEDT	410520N 0011333E	Autoridad Portuaria de Tarragona
(HLP) PORTOMARÍN (LUGO) - LEIN	424848N 0073710W	Dirección General de Defensa del Monte. Xunta de Galicia TEL: +34-881 996 391 Email: defensadomonte.mediorural@xunta.gal

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(HLP) SAN CARLOS - LESF	362904N 0061107W	Ministerio de Defensa
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(HLP) TÍRVIA - LETV	423107N 0011431E	Gestor // Manager: División de Sala Central de Bomberos TEL: +34-627 481 870 (División de Sala Central de Bomberos) Email: coordinació.umaer@gencat.cat
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(HLP) TORRE PICASSO - LETS	402701N 0034135W	COMUNIDAD DE PROPIETARIOS AZCA A-1 REMARKS: Exclusivamente para emergencias. // Only available for emergencies.
(HLP) TREMP - LETR	420952N 0005323E	Titular // Owner: Generalitat de Catalunya, Departament de la

INDICATOR	LOCATION	OWNER / MANAGER / CONTACT DETAILS / REMARKS
		Vicepresidència i de Polítiques Digitals i Territori Gestor // Manager: Eliance Helicopters Global Services, S.L. C/ Academia General Básica de Suboficiales s/n (Sistema d'Emergències Mèdiques (SEM)) TEL: +34-932 644 400 (Sistema d'Emergències Mèdiques (SEM)) Email: uma.sem@gencat.cat. (Sistema d'Emergències Mèdiques (SEM))
(HLP) ULLASTRELL-TERESA VILÀ - LEUL	413129N 0015817E	HELIPISTES, SL
(HLP) VALENCIA DE ALCÁNTARA - LEIA	392716N 0071318W	Servicio de Prevención y Extinción de Incendios Forestales (Plan INFOEX) de la Junta de Extremadura TEL: +34-927 005 807 Email: drones.infoex@juntaex.es
(HLP) VALL D'HEBRON BARCELONA HOSPITAL CAMPUS - LEVU	412537N 0020825E	Titular // Owner: Institut Catalá de La Salut (ICS) - Hospital Vall D'Hebron Gestor // Manager: Airtech Levante S.L. TEL: +34-934 893 000 (Institut Catalá de La Salut (ICS) - Hospital Vall D'Hebron) TEL: +34-961 255 020 (Airtech Levante S.L.) Email: miriam@airtechlevante.com (Airtech Levante S.L.)
(HLP) VALLE DEL TENA - LEPJ	424259N 0001800W	Heliswiss Iberica S.A. Email: info@heliswiss.es
(HLP) VIELLA - LEVH	424150N 0004805E	Conselh Generau d'Aran
(HLP) VILALLER - LEVR	422820N 0004245E	Gestor // Manager: División de Sala Central de Bomberos TEL: +34-627 481 870 (División de Sala Central de Bomberos) Email: coordinació.umaer@gencat.cat
(HLP) VILAMAIOR (OURENSE) - LEHK	415827N 0072357W	Dirección Xeral de Defensa do Monte - Xunta de Galicia TEL: +34-881 996 391 (Titular: Dirección Xeral de Defensa do Monte - Xunta de Galicia) Email: defensadomonte.mediorural@xunta.gal
(HLP) VILLAELES - LEAE	423409N 0043429W	Consejería de Fomento y Medio Ambiente.Junta Castilla y León
(HLP) VILLARALBO - LEVI	413010N 0053948W	Junta de Castilla y León. Consejería de Fomento y Medio Ambiente
(HLP) VILLARDECIERVOS - LEDS	415627N 0061649W	Dirección General del Medio Natural de la Consejería de Fomento y Medio Ambiente de la Junta de Castila y León
(HLP) VINARÒS - LEVN	403111N 0002324E	JUANA BOVER RÍOS, JUAN & ENRIQUE ADELL BOVER
(HLP) XURÉS (OURENSE) - LEXU	415704N 0075727W	Dirección General de Defensa del Monte. Xunta de Galicia TEL: +34-881 996 391 Email: defensadomonte.mediorural@xunta.gal
RESTRICTED HELIPORTS INDEX		

CASUAL HELIPORTS INDEX

The electronic chart for restricted and casual heliports is available on this link:

- IN FORCE :https://insignia.enaire.es/?TYPE=HLP%20RESTRINGIDOS&locale=en
- AIRAC : https://insignia.enaire.es/?config=config_AIRAC.json&TYPE=HLP%20RESTRINGIDOS&locale=en

INDICATOR	LOCATION	OWNER / MANAGER / CONTACT DETAILS / REMARKS
(HLP) HELIPUERTO EVENTUAL HEMS JACA - LEJH	423444N 0003143W	Dirección General de Interior y Emergencias del Departamento de Hacienda, Interior y Administración Pública del Gobierno de Aragón TEL: +34-976 715 001 Email: Proteccioncivil@aragon.es
(HLP) PARQUE DE BOMBEROS DE ORRIOLS - LEOR	420756N 0025414E	Dirección General de Prevención, Extinción de Incendios y Salvamento, Division de la Sala Central TEL: +34-627 481 870 Email: coordinació.umaer@gencat.cat
(HLP) PARQUE DE GARRAF-SITGES - LEGS	411626N 0015453E	Dirección General de Emergencias y Seguridad Civil (Generalitat de Catalunya) Divisió de la Sala Central de Bombers TEL: +34-935 820 358 (Divisió de la Sala Central de Bombers) Email: coordinacio.umaer@gencat.cat Email: divisio.scb@gencat.cat
CASUAL HELIPORTS INDEX		

PLANO DE AERÓDROMO-OACI

431804N
0025438W

ELEV 41 m

TWR 118.500 MHz
GMC 121.705 C

BILBAO

RWY	DIRECCIÓN DIRECTION	THR
10 (1)	096°	431811.73N 0025609.30W
28 (2)	276°	431806.65N 0025509.59W
12	116°	431822.87N 0025529.75W
30	296°	431751.75N 0025404.86W

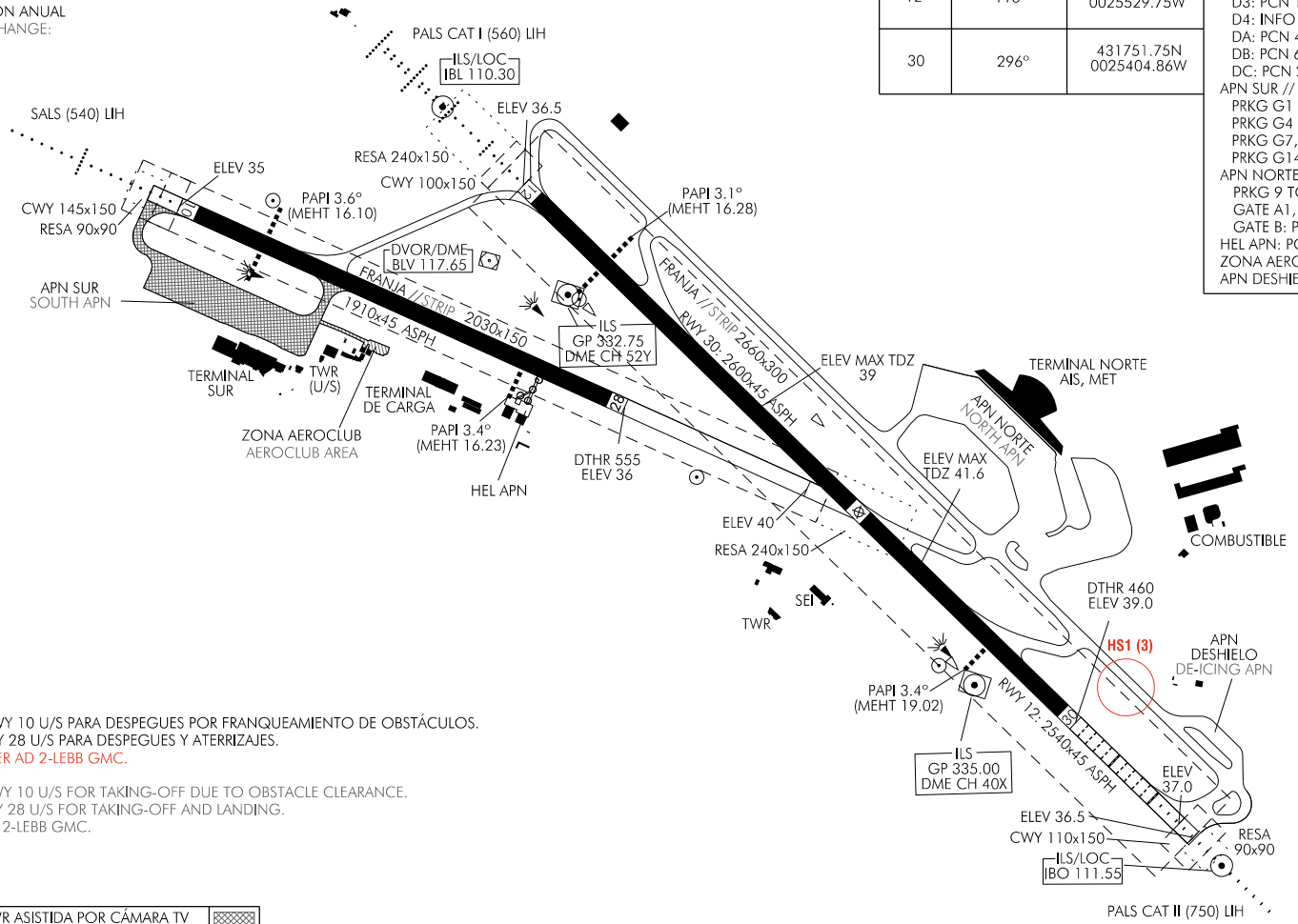
RESISTENCIA
STRENGTH

RWY 10/28: PCN 91/F/A/W/T
RWY 12/30: PRIMEROS // FIRST 140 m FM THR 12: PCN 76/R/A/W/T
FM 140 m TO 740 m: PCN 123/F/A/W/T
FM 740 m TO 2440 m: PCN 112/F/B/W/T
ÚLTIMOS // LAST 160 m: PCN 145/F/A/W/T
TWY: PCN 117/F/B/W/T EXC:
C2, C4, C6, T6: PCN 86/F/A/W/T
D1: PCN 110/F/A/W/T
D2: PCN 96/F/A/W/T
D3: PCN 145/F/A/W/T
D4: INFO NO AVBL
DA: PCN 42/R/A/W/T
DB: PCN 60/R/B/W/T
DC: PCN 23/F/D/W/T
APN SUR // SOUTH APN: PCN 42/R/A/W/T, EXC:
PRKG G1 TO G3: PCN 5/F/C/X/T
PRKG G4 TO G6: PCN 60/R/B/W/T
PRKG G7, G8: PCN 23/R/A/W/T
PRKG G14, G14A, HG14: PCN 79/F/A/W/T
APN NORTE // NORTH APN: PCN 134/R/A/W/T, EXC:
PRKG 9 TO 19, 89, 111, H12: PCN 116/R/A/W/T
GATE A1, A2: PCN 86/F/A/W/T
GATE B: PCN 117/F/B/W/T
HEL APN: PCN 17/R/D/W/T
ZONA AEROCLUB // AEROCLUB AREA: PCN 23/F/D/W/T
APN DESHIELO // DE-ICING APN: PCN 64/R/B/W/T

ELEV, DIM: M.
BRG: MAG.

VAR 1°E (2025)

RÉGIMEN DE VARIACIÓN ANUAL
ANNUAL RATE OF CHANGE:
9.9' E



(1) ÚLTIMOS 715 m RWY 10 U/S PARA DESPEGUES POR FRANQUEAMIENTO DE OBSTÁCULOS.
(2) ÚLTIMOS 90 m RWY 28 U/S PARA DESPEGUES Y ATERRIZAJES.
(3) LUGAR CRÍTICO: VER AD 2-LEBB GMC.

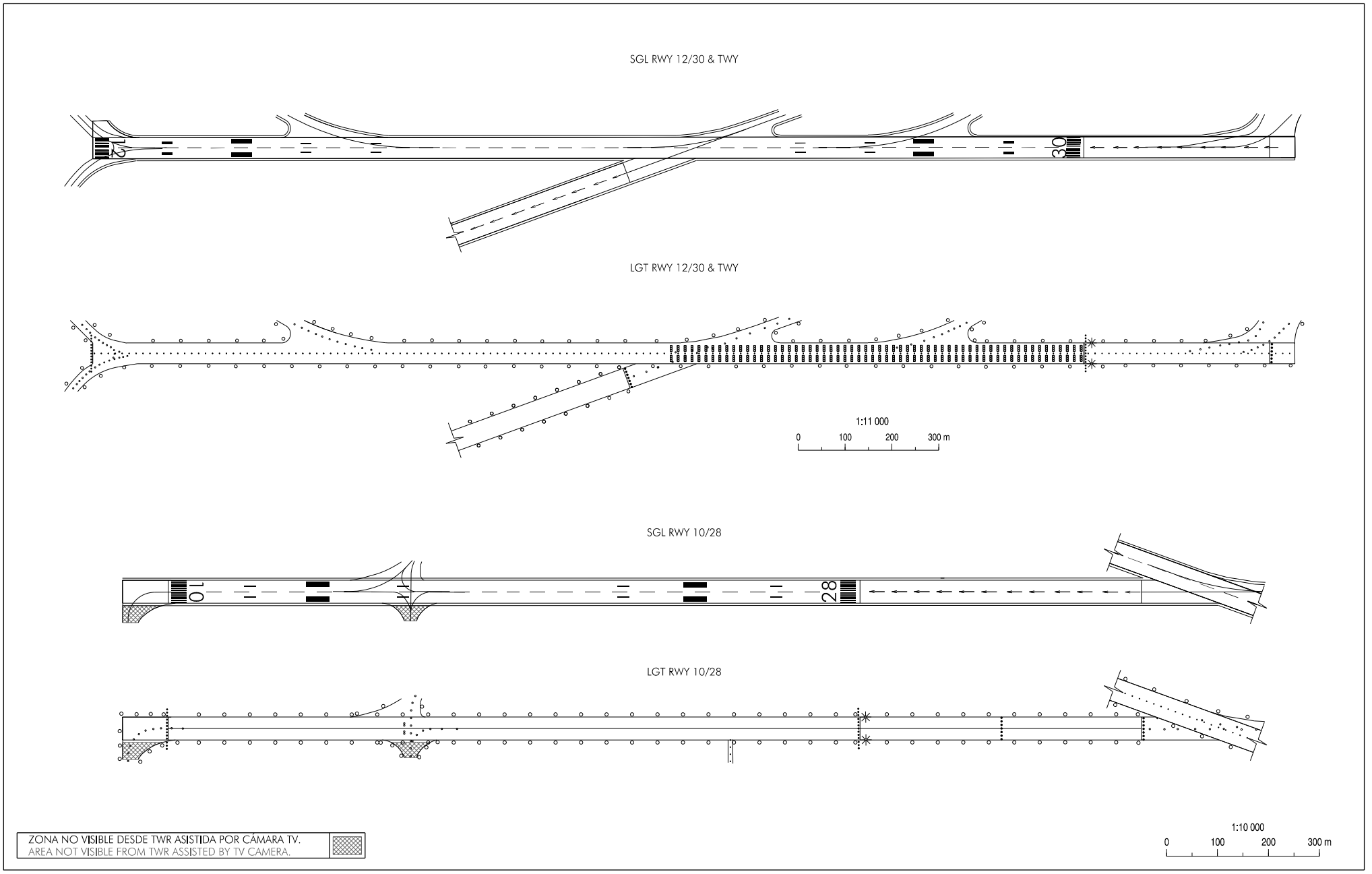
(1) THE LAST 715 m RWY 10 U/S FOR TAKING-OFF DUE TO OBSTACLE CLEARANCE.
(2) THE LAST 90 m RWY 28 U/S FOR TAKING-OFF AND LANDING.
(3) HOT SPOT: SEE AD 2-LEBB GMC.

ZONA NO VISIBLE DESDE TWR ASISTIDA POR CÁMARA TV AREA NOT VISIBLE FROM TWR ASSISTED BY TV CAMERA	
ZONA NO VISIBLE DESDE TWR AREA NOT VISIBLE FROM TWR	
TWY RODAJE AÉREO DE HELICÓPTEROS AIR TAXIING FOR HELICOPTERS TWY	○○○○

1:20 000
0 200 400 600 m

CHANGES: CORRECTION OF THE SYMBOLOGY FOR AREA NOT VISIBLE FROM TWR ASSISTED BY TV CAMERA AND AREA NOT VISIBLE FROM TWR.

CHANGES: CORRECTION OF THE SYMBOLOGY FOR AREA NOT VISIBLE FROM TWR ASSISTED BY TV CAMERA AND AREA NOT VISIBLE FROM TWR.

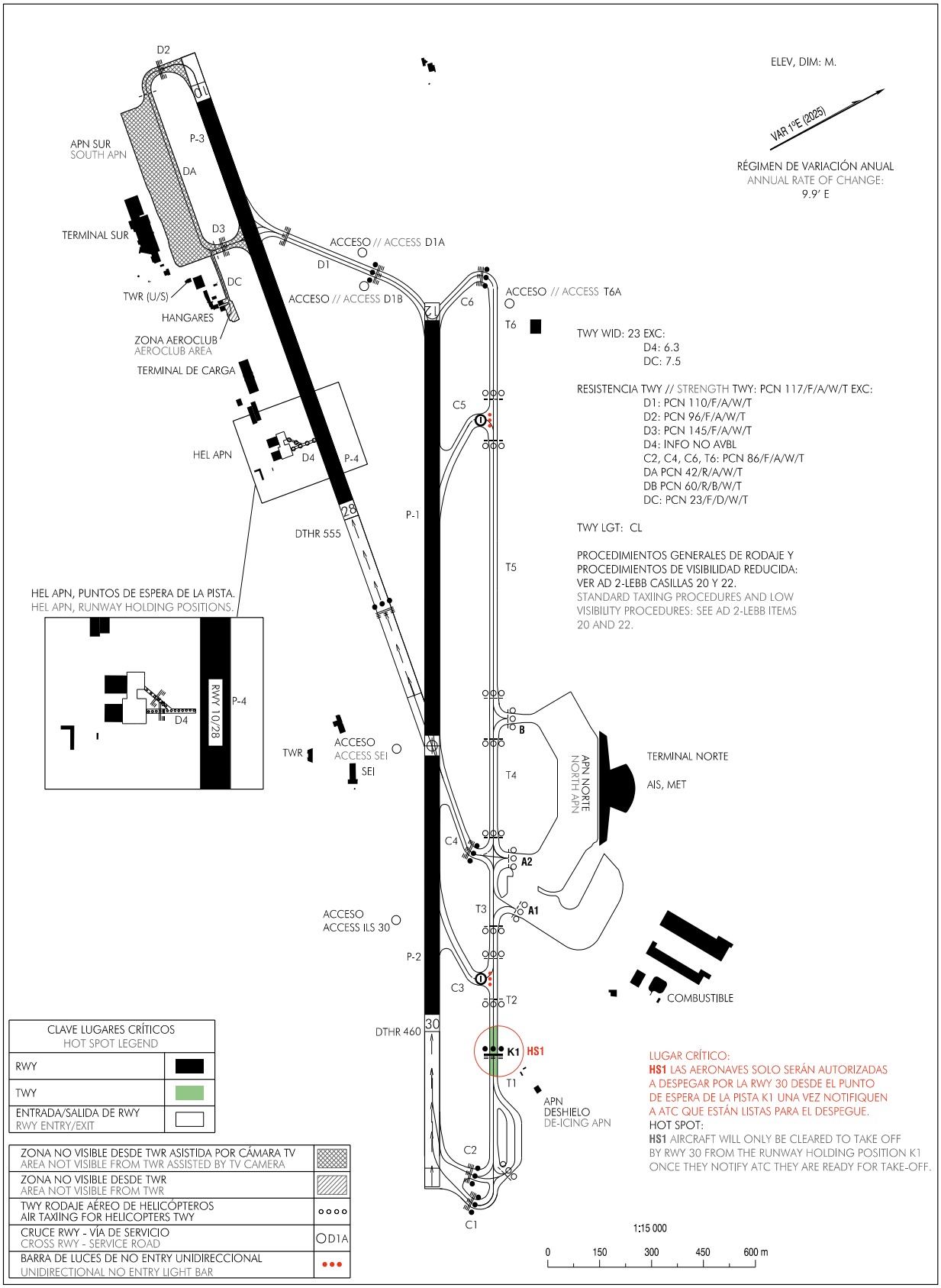


PLANO DE AERÓDROMO PARA MOVIMIENTOS EN TIERRA-OACI

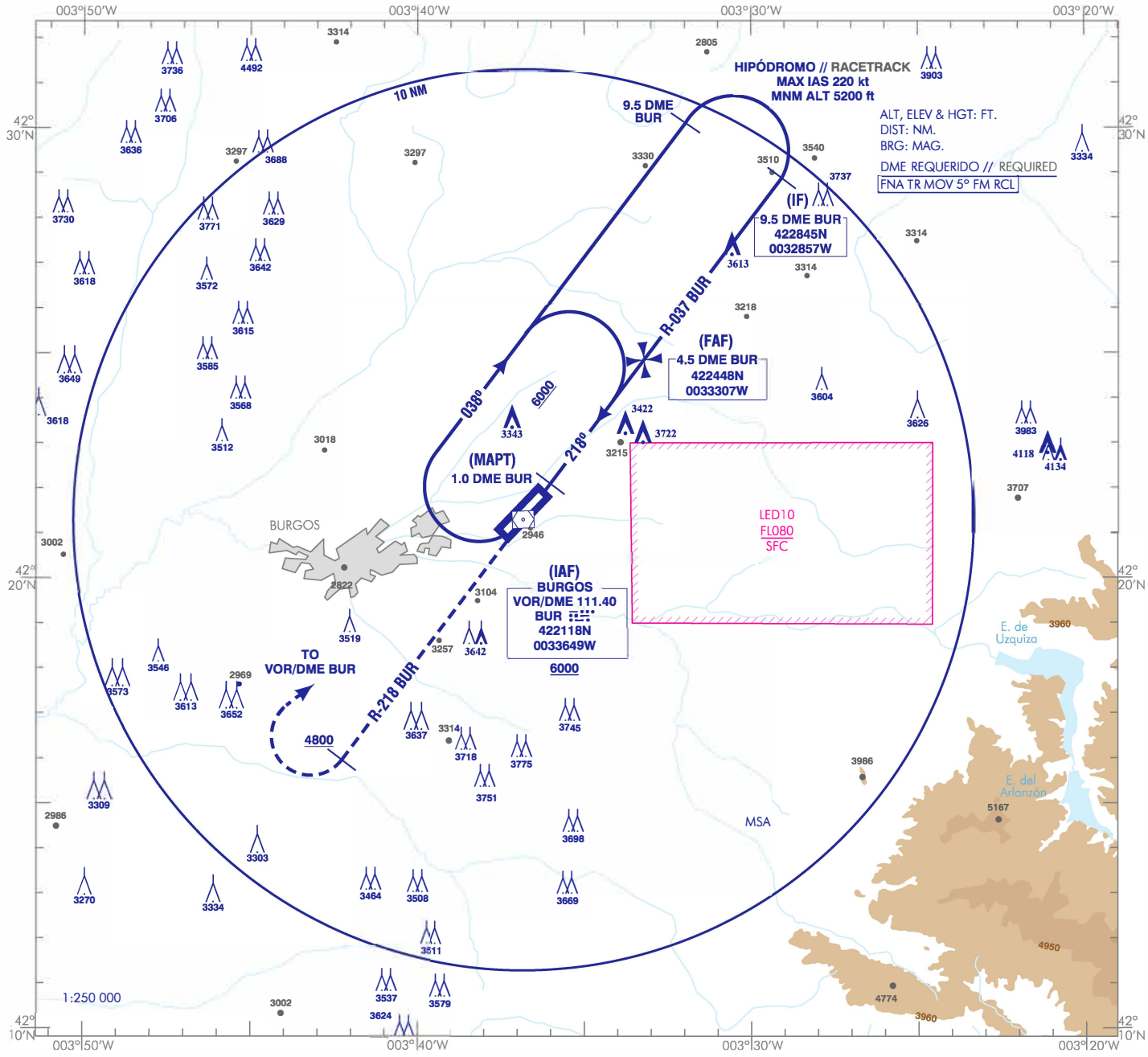
ELEV APN
NORTE // NORTH:46 m
SUR // SOUTH: 34 m

TWR 118.500 MHz
GMC 121.705 C

BILBAO



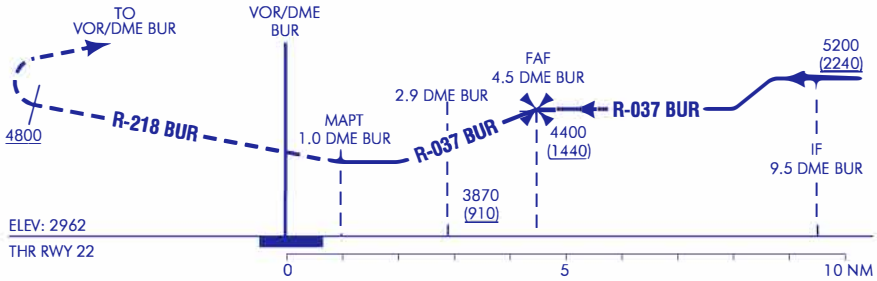
CHANGES: CORRECTION OF THE SYMBOLOGY FOR AREA NOT VISIBLE FROM TWR ASSISTED BY TV CAMERA AND AREA NOT VISIBLE FROM TWR.

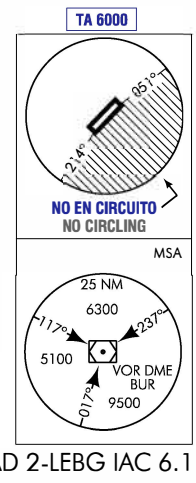


FRUSTRADA: CONTINUAR POR R-037 BUR HASTA VOR/DME BUR. PROCEDER POR R-218 BUR HASTA ALCANZAR 4800. VIRAR A LA DERECHA DIRECTO A VOR/DME BUR ASCENDIENDO A 6000 PARA INCORPORARSE A LA ESPERA.
MISSED APCH: CONTINUE ON R-037 BUR UP TO VOR/DME BUR. PROCEED ON R-218 BUR UP TO REACH 4800. TURN RIGHT DIRECT TO VOR/DME BUR CLIMBING TO 6000 TO JOIN THE HOLDING.

NOTA:
- SUJETA A LA ACTIVIDAD DE LA LED10.
- POSIBLES OSCILACIONES DE SEÑAL DEL VOR BUR EN R-037 ENTRE EL IF Y EL FAF.

NOTE:
- SUBJECT TO LED10 ACTIVITY.
- POSSIBLE VOR BUR SIGNAL FLUCTUATIONS AT R-037 BETWEEN IF AND FAF.





HGT REF ELEV AD

OCA/H		A	B	C	D
STA	2.5%	RESTRINGIDA A OCA/H DE CIRCUITO POR DESALINEACIÓN FNA RESTRICTED TO OCA/H CIRCUIT DUE TO FNA MISALIGNMENT			
En circuito (H) sobre Circling (H) over		3700 (740)	4020 (1060)	4120 (1160)	

GS	kt	80	100	120	140	160	180
FAF-THR:	min:s						
FAF-MAPT:	min:s	2:35	2:04	1:44	1:29	1:18	1:09
ROD:	ft/min						

ALT/HGT DME (BUR) FNA												
13	12	11	10	9	8	7	6	5	4	3	2	1

CAMBIOS: NOTA.
CHANGES: NOTE.

BURGOS/Villafría AD

REQUISITOS DE LA BASE DE DATOS AERONÁUTICA
AERONAUTICAL DATABASE REQUIREMENTS

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS // INSTRUMENT APPROACH PROCEDURES

VOR RWY 22

PUNTO POINT	LAT	LONG	AZIMUT VERDADERO TRUE BEARING	DISTANCIA DME DME DISTANCE (NM)
VOR/DME BUR (IAF)	422117.9N	0033648.9W	–	–
IF	422844.8N	0032857.0W	038.00º (BUR)	9.45 DME BUR
FAF	422448.5N	0033306.8W	038.00º (BUR)	4.45 DME BUR
MAPT	422205.4N	0033558.9W	038.00º (BUR)	1.00 DME BUR
→ Aproximación final de precisión - Pendiente (Ángulo de descenso) // Precision final approach - Slope (Descent angle)				–

GCLP AD 2 AERODROME DATA

GCLP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

GCLP - GRAN CANARIA

GCLP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	275555N 0152312W. See AD 2-GCLP ADC.
2	Distance and direction from the city	19 km S.
3	Elevation	24 m / 77 ft.
4	Geoid undulation	43.90 m ± 0.10 m. (1)
5	Reference temperature	28°C.
6	Low average temperature	18ºC.
7	Magnetic variation	3ºW (2025).
8	Annual change	9.6' E.
9	AD administration	CIV: Aena. MIL: Ejército del Aire y del Espacio.
10	Address	CIV: Aeropuerto de Gran Canaria, 35230 Las Palmas. MIL: Base Aérea de Gando. 35230 - Telde (Las Palmas).
11	TEL	CIV: +34-928 579 000 MIL: +34-928 328 300
12	FAX	CIV: +34-928 579 117 MIL: +34-928 328 296
13	AFTN	GCLP
14	E-mail	General information and specific aeronautical queries: lpaopestructura@aena.es; lpaopcpo@aena.es and lpaopsita@aena.es
15	Approved traffic	IFR/VFR (2).
16	Remarks	SITA: LPAAPYF (1) For all AD points. (2) For reasons of traffic capacity, VFR flights originating from or with destination in GCLP may not be granted authorisation during hours of high IFR traffic demand. VFR operations with arrival at/departure from Gran Canaria Airport must be coordinated by consulting the flight schedule at least 72 hours in advance via the e-mail addresses gclp_atssup@enaire.es; lpaopestructura@aena.es and lpaopcpo@aena.es, so that the feasibility of the operations may be analysed, which may not be coordinated (slot prior to flight plan) without confirmation from the airport. If the advance notice requirement is not met, permission will be denied. Except: hospital, SAR, emergency and State flights.

GCLP AD 2.3 OPERATIONAL HOURS

1	Airport	H24 (1).
2	Customs and Immigration	H24.
3	Health and Sanitation	See GEN 1.4.
4	AIS	H24 (2).
5	ARO	H24 (3).
6	OPV	H24.
7	MET briefing	H24.
8	ATS	H24.
9	Fuelling	H24.
10	Handling	H24.
11	Security	H24.
12	De-icing	No.
13	Remarks	(1) Foreign State/military aircraft will request PPR at least 72 hours in advance, Monday to Friday from 0730 to 1400 (LT), from the AFTN address: GCLPYXYX. If this means is not available, it will be requested via FAX (+34-928 328 296), or to the e-mail: pvuelosgando@mde.es Military apron: military operations of aircraft carrying dangerous goods and arresting systems for military aircraft. See Item 20 "Local Regulations". (2) Centralised AIO Office - International NOTAM Office. • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es (3) Centralised ARO Office Geographical Area 15. • TEL: +34-918 603 570; +34-672 344 494 (only in communications contingencies). • E-mail: arocentralizada@enaire.es • GCLP AFTN Address for Flight Plan Management: GCLPZPZX

GCLP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	MIL: Up to 8000 kg.
2	Fuel types	CIV: JET A-1, AVGAS. MIL: F-34.
3	Oil types	No.
4	Refuelling capacity	CIV: Terminales Canarios: • 1 truck 18000 L; 14 L/s. • 1 truck 45000 L; 50 L/s. • 4 hydrant servicers 3000 L; 50 L/s. • 4 hydrant servicers 2725 L; 45 L/s. CMD: • 9 hydrant servicers 3488 L/min. • 1 truck 10000 L. • 1 truck 18000 L; 1320 L/min. • 1 truck 35000 L; 2611 L/min.

4		• 1 truck 44000 L; 2043 L/min. • 1 truck 60000 L; 3263 L/min. MIL: • 6 trucks 20000 L; 15 L/s. • 1 truck 40000 L; 15 L/s. • 1 truck 35000 L; 15 L/s.
5	De-Icing facilities	No.
6	Hangar space	No.
7	Repair facilities	No.

8	Remarks	MIL: GPU: Unit of AC (up to 100 KVA) and DC (up to 2500 A).
		Ramp agents are authorized to perfom handling service to both commercial as well as general aviation.
		Ramp agents:
		• GROUNDFORCE
		  ◦ TEL.: +34-928 579 164
		  ◦ Mobile phone: +34-662 310 241
		  ◦ E-mail: lpajturnos@groundforce.aero
		  ◦ SITA: LPAGFXH
		• MENZIES AVIATION
		  ◦ TEL.: +34-928 578 748
		  ◦ Mobile phone: +34-620 816 761; +34-608 722 681; +34-680 291 114
		  ◦ E-mail: ops.lpa@menziesaviation.com; ramp.lpa@menziesaviation.com
		  ◦ SITA: LPAMA7X
		General Aviation:
		• BROK-AIR FBO
		  ◦ Mobile phone: +34-616 810 849; +34-616 679 011
		  ◦ E-mail: ops@brok-air.com; gclp@brok-air.com
		• CANAVIA HANDLING
		  ◦ TEL.: +34-928 939 369
		  ◦ Mobile phone: +34-646 079 881
		  ◦ E-mail: handling@canavia.es
		• UNITED AVIATION SERVICES, S.L.
		  ◦ TEL: +34-913 936 775 (OCC)
		  ◦ Mobile phone: +34-610 782 243 (H24)
		  ◦ E-mail: ops.lpa@unitedaviation.es
		• MELÉNDEZ, S.L.
		  ◦ TEL.: +34-928 579 495
		  ◦ FAX: +34-928 579 570
		  ◦ Mobile phone: +34-638 783 802
		  ◦ E-mail: lpaops@gmelendez.com
		  ◦ SITA: HDQGMXH
		• SWIFTAIR
		  ◦ TEL.: +34-928 579 759
		  ◦ FAX: +34-928 579 760
		  ◦ Mobile phone: +34-639 244 849; +34-646 512 966
		  ◦ E-mail: lpa.notificacion@swiftair.com
		• AviaVIP LPA
		  ◦ TEL: +34-691 129 146; +34-634 698 181 (H24)

8		◦ E-mail: gclp@aviavip.com Fuelling: • CMD AEROPUERTOS CANARIOS, S.L. ◦ TEL.: +34-928 574 270 ◦ FAX: +34-928 574 316 ◦ Mobile phone: +34-619 891 611 ◦ E-mail: lpa@cepsa.com • TERMINALES CANARIOS, S.L. ◦ TEL.: +34-928 574 326; +34-928 574 864 ◦ FAX: +34-928 574 858 ◦ Mobile phone: +34-699 272 879 ◦ E-mail: Supervisor.agc@tcanarios.com

9	Remarks (cont)	Handling agents for aircraft maintenance:
		• BINTER TECHNIC
		  ○ EASA approved Maintenance Center
		  ○ EASA approved Instruction Organization
		  ○ FAX: +34-928 579 605
		  ○ Mobile phone: +34-636 821 688; +34-629 679 306
		  ○ E-mail: mcc@isaerotec.com
		• BROKAIR TECHNICS
		  ○ Line Maintenance EASA part 145
		  ○ MOC (Maintenance Operations Centre) mobile phone: +34-630 006 307
		  ○ E-mail: moc@brok-air.com
		• HLA - HISPANO-LUSITANA AVIACIÓN, S.L.
		  ○ Maintenance EASA Part 145
		  ○ TEL/FAX: +34-928 574 476
		  ○ Mobile phone: +34-645 936 230; +34-655 505 348
		  ○ E-mail: hla.laspalmas@h-la.es
		• SERVICIOS AEROTÉCNICOS INSULARES S.L. (SATI)
		  ○ EASA Maintenance Centre ES.145.216
		  ○ TEL.: +34-928 305 105
		  ○ Mobile phone: +34-638 608 041; +34-639 903 954
		  ○ E-mail: oficinatecnica@satiaero.com

GCLP AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	Yes.
3	Transportation	CIV: Buses, taxis, hire cars. MIL: No.
4	Medical facilities	First aid H24, 1 ambulance from 06:00 to 22:00 LT.
5	Bank/Post Office	Banking machines/No.
6	Tourist information	Yes.
7	Remarks	None.

GCLP AD 2.6 RESCUE ANDFIREFIGHTING SERVICES

1	Fire category	CIV: 9. MIL: 7.
2	Rescue equipment	In accordance with the fire category published.
3	Removal of disabled aircraft	CIV: Towing bars, conventional push-back, towing vehicle without bar, hydraulic jacks and compressors, for use by handling agents. The airport has specific equipment for lifting and towing ACFT available for the registered owner or operator of the ACFT affected: • Emergency towing system for aircraft limited to 40 TM (20 TM for each towing

3		line). • Emergency towing system for aircraft limited to 110 TM (55 TM for each towing line). • Pneumatic lifting bags for category I, II and III aircraft. • Dollies for moving aircraft disabled by folded nose landing gear, with capacity of 12 TM. • Dollies for moving aircraft disabled by folded nose landing gear, with capacity of 55 TM. • Sling lifting system for fuselage of category III aircraft (fuselage body width between 3700 mm and 6550 mm, maximum hoisting capacity 33 TM). • Recovering flatbed truck for ACFT with disabled front and main taxiing gear up to 10 TM. • Recovering flatbed truck for ACFT with disabled front and main taxiing gear up to 30 TM. • Towing bar for recovering flatbed truck up to 10 TM. • Towing bar for recovering flatbed truck up to 30 TM. • Soft ground reinforcement mats with a capacity of 120 TM per m². • Crane up to 300 TM external to the AD. • Hydraulic maintenance crane with capacity 90 TM available at the airport. MIL: Truck-mounted crane RSL-45900/A with a maximum lifting capacity of 30 TM (CRASH RECOVERY).
4	Remarks	Local contact details for disabled aircraft removal operation: Office CECOA (Airport coordination centre): • TEL.: +34-928 579 093 / 97 / 98 • FAX: +34-928 579 313 • E-mail: mailto:lpaopsita@aena.es

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

1	Types of clearing equipment	Not applicable.
2	Clearance priorities	Not applicable.
3	Use of material for movement area surface treatment	Not applicable.
4	Specially prepared winter runways	Not applicable.
5	Remarks	Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in AD 1.2.2. Aerodrome in service during all seasons of the year.

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

1	Apron	Surface: CIV: Hidraulic concrete. MIL: Hidraulic concrete. Strength: CIV: South: • PCN 112/R/C/W/T. • PCN 71/R/C/W/T. •

1		South extension: PCN 86/R/B/W/T. North: PCN 78/R/A/W/T. • North extension: PCN 97/R/B/W/T. MIL: • PCN 85/R/C/W/T. • PCN 38/R/C/W/T. • PCN 28/R/C/W/T. • PCN 110/R/B/W/T.
2	Taxiways	Width: 23 m. Surface: Asphaltic concrete, except TWY R6, R7, R8, R9L, R9R, S1 and R18 Hydraulic concrete. Strength: CIV: • R1, Z3-Z7: PCN 88/F/C/W/T. • R2-R4: PCN 94/F/A/W/T. • R6, R7: PCN 78/R/A/W/T. • R9L: PCN 38/R/C/W/T. • R10: PCN 86/R/B/W/T. • R11: PCN 71/R/C/W/T. • R12: PCN 66/R/A/W/T. • R13/03R: PCN 40/F/B/W/T. • S1: PCN 70/F/A/W/T. • S2: PCN 86/F/A/W/T, PCN 44/F/A/W/T. • S3: PCN 86/F/A/W/T. • S5: PCN 44/F/A/W/T. • S6, S7, R8, R9R: PCN 141/F/A/W/T. • S8: PCN 29/F/A/W/T. • Z1: PCN 48/F/C/W/T. • Z2: PCN 66/F/C/W/T. MIL: • K: PCN 40/F/A/W/T. • R13/R14: PCN 29/F/A/W/T. • R15: PCN 28/R/C/W/T. • R17: PCN 110/R/B/W/T, PCN 85/R/C/W/T. • R18: PCN 24/R/C/W/T. • Z8: PCN 60/F/A/W/T.
3	Check locations	Altimeter: Apron: ELEV 24 m/79 ft EXC PRKG L11, L12: 28 m/91 ft. VOR: No. INS: See AD 2-GCLP PDC.
4	Remarks	None.

GCLP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	LGTD position indicators, NO ENTRY boards, LGTD mandatory instructions and information signs, runway holding positions, stop bars, no intrusion bars, visual guidance docking system (1), runway guard lights and stands.
2	RWY markings	Pre-threshold area, designators, centre line, threshold, touchdown zone, side stripe and aiming point.
3		

	TWY markings	Centre line, side stripe.
4	Remarks	LED lighting systems: Lights at vehicle holding position at: south of TWY Z7, north of TWY Z6, north and south of TWY Z8. Runway guard lights at: both sides of TWY R9L, R9R, S7 towards RWY 21L, S7 towards RWY 21R, R18, GATE K, S6, S5, Z1, Z2, R1, Z7, Z6 towards RWY 03R and Z6 towards RWY 03L and only on the north side of TWY R13. TWY stop bars: K, R1, R13, R18, R9L, R9R, S7, Z1, Z2, Z6 RWY 03L, Z6 RWY 03R, TWY Z7. TWY anti-intrustion bars: S1N, S1S, S2, S3, S8, Z3, Z5. (1) See AD 2-GCLP PDC.

GCLP 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	LED obstacle marker at: Mountains of Arinaga, Ámbar, Gando and Mountains of Vista Alegre Oeste THR 03R, South perimeter fencing, windsocks and apron lighting tower.

GCLP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	CIV: EMAe Gran Canaria. MIL: OMD of Gando Air Base.
2	HR	CIV: H24. MIL: 7.5 HR (0730-1500 LT).
3	METAR	Half-hourly.
4	TAF	24 HR.
5	TREND	Yes.
6	Briefing	Aeronautical meteorological self-service: In person and by telephone.
7	Flight documentation/Language	Charts and plain language / Spanish.
8	Charts	Significant, forecasted at altitude (wind and temperature).
9	Supplementary equipment	Cloud, lightnings and radar information image display.
10	ATS unit served	TWR, APP, OPV.
11	Additional information	OMAe Las Palmas (GCGC); H24 • TEL: +34-928 430 603 EMAe Gran Canaria: H24 • TEL: +34-928 579 917
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available. Aerodrome MET Guide available.

GCLP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY	Orientation Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
03L (1)	021.43°GEO 025°MAG	3100 x 45	275507.94N 0152332.42W	THR: 23.6 m / 77 ft TDZ: 23.6 m / 77 ft	No	No	3220 x 280	No	140 x 150	ASPH CONC (2) SWY: No
21R (1)	201.43°GEO 205°MAG	3100 x 45	275641.70N 0152250.98W	THR: 9.9 m / 32 ft TDZ: INFO NO AVBL	No	60 x 150	3220 x 280	No	140 x 150	ASPH CONC (2) SWY: No
03R (1) (3)	021.42°GEO 025°MAG	3099 x 45	275505.48N 0152325.25W	THR: 21 m / 69 ft TDZ: No	No	No	3219 x 280	No	140 x 120	ASPH CONC (4) SWY: No
21L (1) (3)	201.43°GEO 205°MAG	3099 x 45	275639.21N 0152243.84W	THR: 8 m / 26 ft TDZ: No	No	60 x 150	3219 x 280	No	140 x 150	ASPH CONC (4) SWY: No

Remarks:

(1) Runway designators do not correspond to the magnetic orientations. Works to change the designators are pending implementation by the airport.

(2) RWY 03L/21R From THR 03L:

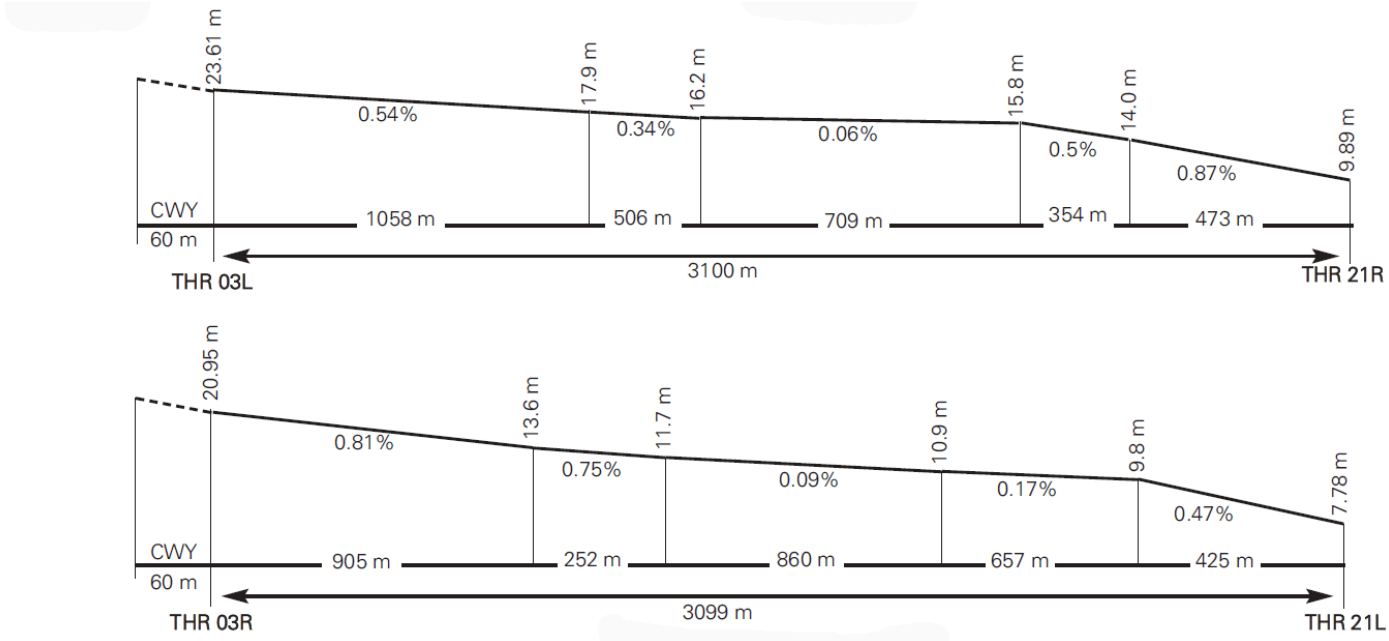
- 0 - 320 m PCN 100/F/D/W/T.
- 320 - 1360 m PCN 94/F/A/W/T.
- 1360 - 3100 m PCN 129/F/A/W/T.

(3) Exemption from the regulatory requirement concerning the separation between the taxiway centre line and the runway centre line (175m): the distance between TWY R13 and TWY R18 at RWY 03R/21L is 123 m.

(4) RWY 03R/21L From THR 03R:

- 0 - 310 m PCN 118/F/D/W/T.
- 310 - 2800 m PCN 141/F/A/W/T.
- 2800 - 3099 m PCN 97/R/B/W/T.

12.1 PROFILE



GCLP AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
03L	3100	3100	3100	3100
21R	3100	3160	3100	3100
03R	3099	3099	3099	3099
21L	3099	3159	3099	3099
21L INT GCLP-02-C-B (1)	2593	2653	2593	-

Remarks:

(1) GCLP-02-C-B. Bidirectional cable barrier. LOC 506 m FM THR 21L. See item 20.

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
In the event that traffic taking off via RWY 21L requires taxiing until it crosses the runway arresting gear of said runway (GCLP-02-C-B), it shall notify ATC in the request for ATC clearance and, in any case, before commencing taxiing.				

GCLP AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	03L
2	Approach	Precision CAT I, 900 m (LIH). Threshold identification lights.
3	PAPI (MEHT)	3° (18.40 m / 60 ft). (1)
4	Threshold	Green.
5	Touchdown zone	No.
6	Runway centre line	3100 m: 2500 m white+600 m yellow (LIH). Distance between lights: 15 m.
7	Runway edge	3100 m: 2500 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 (S2, S3). (1) PAPI not suitable for use by aircraft type B743, B744, B748 and A124.

1	Runway	21R
2	Approach	PALS CAT I 300 m. Threshold identification lights.
3	PAPI (MEHT)	3° (24.61 m / 81 ft). (1)
4	Threshold	Green.
5	Touchdown zone	No.
6	Runway centre line	3100 m: 2200 m white+600 m white and red+300 m red (LIH). Distance between lights: 15 m.
7	Runway edge	3100 m: 2500 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 (S1). (1) LED lighting.

1	Runway	03R
2	Approach	Precision CAT I, 900 m (LIH). Threshold identification lights.
3	PAPI (MEHT)	3° (20.45 m / 67 ft).
4	Threshold	Green.
5		

	Touchdown zone	No.
6	Runway centre line	3100 m: 2200 m white+600 m white and red+300 m red (LIH). Distance between lights: 15 m.
7	Runway edge	3100 m: 2500 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 (S6).

1	Runway	21L
2	Approach	Simple, 210 m (LIH). Threshold identification lights.
3	PAPI (MEHT)	3° (21.43 m / 70 ft).
4	Threshold	Green.
5	Touchdown zone	No.
6	Runway centre line	3100 m: 2200 m white+600 m white and red+300 m red (LIH). Distance between lights: 15 m.
7	Runway edge	3100 m: 2500 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 (S5).

GCLP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR 03L, 1 near THR 21R, 1 near ARP. LGTD.
3	TWY lighting	Edge, R17 only in the west side. Centre line except in R13, R14, R18.
4	Apron lighting	Floodlighting poles.
5	Secondary power supply	Visual aid systems: uninterruptible power supply. Terminal building and apron lights: emergency stand-by equipment with a switch-over time of 15 seconds.
6	Remarks	LED lighting on apron towers (TM02-TM07) and windsocks.

GCLP AD 2.16 HELICOPTER LANDING AREA

1	Position	• Geoid undulation: see item 2. • FATO: RWY 03L/21R. • Coordinates THR 03L and THR 21R, see item 12. • Intersection between RWY 03L and TWY S1: in the vicinity of ARP. • Intersection between RWY 21R and TWY S2: in the vicinity of ARP. • Ground taxiing: TLOF coincides with RWY 03L/21R.

1		• ARP coordinates, see item 2. • Air taxiing: TLOF coincides with PRKG LH01, LH02, LH03 and LH04.
2	Elevation	• FATO: RWY 03L/21R. Elevation THR 03L and THR 21R, see item 12. • Ground taxiing: TLOF coincides with RWY 03L/21R. • ARP elevation, see item 2. • Air taxiing: TLOF coincides with PRKG LH01, LH02, LH03 and LH04. • PRKG LH01, LH02, LH03 and LH04 elevation, see item 8.
3	Dimensions, surface, maximum weight, marking	• FATO: RWY 03L/21R. RWY 03L/21R physical characteristics, see item 12. • Ground taxiing: TLOF coincides with RWY 03L/21R, see item 12. • Air taxiing: TLOF coincides with PRKG LH01, LH02, LH03 and LH04. • PRKG LH01, LH02, LH03 and LH04: Hydraulic concrete PCN 87/R/B/W/T. • Marking: LH01, LH02 and LH03. INFO NO AVBL. • Marking: LH04. Circular inner strip 50 cm wide and inner diameter of 7 m and circular outer strip 10 cm wide and inner diameter of 23 m.
4	Direction	INFO NO AVBL.
5	Declared distances	TODAH, RTODAH and LDAH: see item 20 for declared distances of RWY 03L/21R intersections with TWY S1 and S2; see item 13 for TODA and LDA of RWY 03L/21R, matching TODAH and LDAH.
6	Lighting	See item 14 for RWY 03L/21R lighting and item 15 for apron lighting.
7	Remarks	Air taxiing: Maximum dimensions of helicopters allowed. See AD 2-GCLP PDC 1. Apron lighting.

1	Position	TWY R15.
2	Elevation	INFO NO AVBL.
3	Dimensions, surface, maximum weight, marking	Width: 23 m, Asphaltic, concrete. PCN 21/F/A/W/T, centre line and edge.
4	Direction	021.42° GEO (025° MAG).
5	Declared distances	INFO NO AVBL.
6	Lighting	Edge and centre line.
7	Remarks	Exclusively for military helicopters under VMC.

1	Position	TWY R18.
2	Elevation	INFO NO AVBL.
3	Dimensions, surface, maximum weight, marking	Width: 23 m, Hidraulic concrete PCN 76/R/B/W/T, centre line and edge.
4	Direction	201.43° GEO (205° MAG).
5	Declared distances	INFO NO AVBL.
6	Lighting	Edge and centre line.
7	Remarks	Exclusively for military helicopters under VMC.

1		

	Position	GATE K.
2	Elevation	INFO NO AVBL.
3	Dimensions, surface, maximum weight, marking	INFO NO AVBL EXC PCN 52/F/A/W/T.
4	Direction	021.42° GEO (025° MAG) and 201.43° GEO (205° MAG).
5	Declared distances	INFO NO AVBL.
6	Lighting	Edge.
7	Remarks	Helicopter take-off and landing area without marking. Exclusively for military helicopters under VMC.

GCLP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR GRAN CANARIA.
2	Lateral limits	280938N 0152045W; 280713N 0151342W;280207N 0150554W; 274333N 0151800W; SFC ES/EN 274255N 0152610W; 274433N 0153047W; 274918N 0152850W; 275055N 0152729W; 275117N 0152831W; 280359N 0152552W; 280938N 0152045W.
3	Vertical limits	SFC-3100ft AMSL.
4	Airspace class	D.
5	Unit Language	GRAN CANARIA APP. ES/EN.
6	Transition altitude	1850 m/6000 ft.
7	Hours of applicability	H24
8	Remarks	None.

1	Designation	CTR GRAN CANARIA ZONA A.
2	Lateral limits	274833.0N 0152919.9W; from this point following an arc of 2NM radius centred on 274646.7N 0153024.0W and clockwise to 274449.2N 0153051.9W; 274833.0N 0152919.9W.
3	Vertical limits	SFC-500 ft AGL-AMSL (1).
4	Airspace class	D.
5	Unit Language	GRAN CANARIA APP. ES/EN.
6	Transition altitude	-
7	Hours of applicability	H24
8	Remarks	(1) Whichever is higher.

1	Designation	ATZ GRAN CANARIA.
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	GRAN CANARIA APP. ES/EN.
6	Transition altitude	-
7	Hours of applicability	H24
8	Remarks	(1) Or the ground visibility, whichever is lower. (2) Or up to the cloud ceiling, whichever is lower.

GCLP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP	Gran Canaria APP	121.300 MHz	H24	-
		124.300 MHz	H24	-
		124.700 MHz	H24	-
		363.550 MHz	H24	MIL
TWR	Gran Canaria TWR	118.300 MHz	H24	-
		121.700 MHz	H24 (1)	GMC
		125.000 MHz	(2)	Clearance
		127.175 MHz	H24	BACK UP
		121.500 MHz	H24	EMERG
		243.000 MHz	H24	EMERG
		257.800 MHz	H24	MIL
ATIS	Gran Canaria Information	118.600 MHz	H24	
				(1) Or according to ATC or ATIS. (2) HR according to ATC or ATIS.
D-ATIS	Gran Canaria Information	NIL	H24	Provision of ATIS information via data link not available.

GCLP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks

DVOR (3° W)	GDV	112.900 MHz	H24	280437.5N 0152544.4W	-	• R-118: COV FL100 60 NM, FL120 80 NM, FL130 101.4 NM (COSTI).
						• R-189 U/S FM 120 NM BLW FL280.
						• R-210/R-265: NO AVBL FM 8 NM BLW 8500 ft AMSL.
						• R-217:
						  ○ COV FL105 25.5 NM;
						  ○ U/S FM 60 NM at FL280.
						• R-234:
						  ○ Bearing errors higher than ± 4° BTN 8 & 10 NM at FL110;
						  ○ U/S FM 18 NM.
						• R-354: poor COV FM 100 NM climbing to FL280.

DME	GDV	CH 76X	H24	280437.6N 0152542.8W	240 m	• R-118: COV FL100 60 NM, FL120 80 NM, FL130 101.4 NM (COSTI). • R-189 U/S FM 120 NM BLW FL280. • R-210/R-265: NO AVBL FM 8 NM BLW 8500 ft AMSL.

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks

						• R-217:
						  ◦ COV FL105 25.5 NM;
						  ◦ U/S FM 60 NM at FL280.
						• R-234:
						  ◦ U/S FM 18 NM.
						• R-354: poor COV FM 100 NM climbing to FL280.
						DME errors and signal los from FM 160 NM at FL280.

DVOR (3° W)	LPC	115.000 MHz	H24	274942.7N 0152556.1W	-	-
DME	LPC	CH 97X	H24	274943.2N 0152555.9W	60 m	-
LOC 21R (3° W) ILS CAT I	RLP	110.700 MHz	H24	275457.4N 0152337.1W	-	205° MAG / 347 m FM THR 03L; COV 17 NM AVBL BTN 35° left & 32° right FM RCL at 2100 ft AMSL.
GP 21R		330.200 MHz	H24	275632.1N 0152250.7W	-	3°; RDH 16.45 m; at 271 m FM THR 21R & 115 m FM RCL To the left in direction APCH. Full FLY-UP indications may not be received BLW GP beyond 5° left FM RCL.
ILS/DME 21R	RLP	CH 44X	H24	275632.0N 0152250.4W	18 m	REF DME THR 21R.
LOC 03L (3° W) ILS CAT I	ILP	109.900 MHz	H24	275648.8N 0152247.8W	-	025° MAG / 234 m FM THR 21R; COV 25 NM. COV 25 NM Not AVBL BTN ±10° from RCL BLW 4000ft AMSL. COV 17 NM Not AVBL BTN ±35° from RCL BLW 5400ft AMSL.
GP 03L		333.800 MHz	H24	275518.5N 0152323.6W	-	3°; RDH 16.02 m; at 392 m FM THR 03L & 107 m FM RCL to the right in direction APCH. At 10 NM FLY-UP indications may not be received at full scalle at 1600 ft FM 7° to the left side of RCL.
ILS/DME 03L	ILP	CH 36X	H24	275518.5N 0152323.6W	27 m	REF DME THR 03L.
TACAN (3°W)	TGN	CH 103X	H24	275524.3N 0152322.2W	-	-

GCLP AD 2.20 LOCAL AERODROME REGULATIONS

AD closed to aircraft without two-way radiocommunication.

Take-off or landing of any aircraft towing advertising posters or other objects are not allowed.

TWR contact phone numbers to be used in case of communications failure:

- TEL: +34-928 577 143; +34-928 574 312

20.1 PREFERENTIAL RUNWAYS

North configuration shall be preferential. Other than with ATC clearance, operations shall be carried out on the basis of the following allocation:

1. North configuration:
   - Arrivals: RWY 03L
   - Departures: RWY 03R
2. South configuration:
   - Arrivals: RWY 21R

- Departures: RWY 21L

The described use of runways involves a possible invasion of the ILS critical area, so signal fluctuations may be observed on final approach.

Pilots asking for the use of a runway different from the one described, must do so on requesting start-up and shall be responsible for the possible delays.

20.2 MINIMUM RUNWAY OCCUPANCY TIME

ARRIVAL

To minimise the runway occupancy time and the possibility of "go-around", pilots are reminded:

- To vacate the runway rapidly and at the highest possible speed without prejudice to safety.
- To adjust taxi speed after touchdown when it is evident that the aircraft will miss the planned RET, avoiding low speeds on the runway.
- To vacate the runway completely before halting. Should they not be able to contact GMC, after leaving the runway free, they should hold until they establish that communication.
- Report runway vacated on the LCL/TWR frequency before changing to the GMC frequency.

Arrivals to RWY 03R

In the event that an aircraft that has landed on RWY 03R cannot taxi over the cable, they must inform ATC as soon as possible, and where necessary they will be instructed to:

- Vacate RWY 03R via TWY S6-S3 if it is available.
- Vacate RWY 03R via TWY S8 or GATE K to proceed via TWY R18, and await ATC clearance to cross the runways and proceed via TWY R9-R8.

DEPARTURES

Pilots should be ready for departure when reaching the runway-holding position.

On receipt of line-up clearance pilots should ensure that they are able to taxi and line-up on the runway as soon as the preceding aircraft has commenced either its take-off roll or, in the case of an arrival, it has passed their location at the holding position.

Pilots who require additional separations (due to wake turbulence or other reason), shall notify ATC as soon as possible and before entering the runway.

Pilots should be able to commence the take-off roll immediately when takeoff Clearance is issued. Pilots unable to comply with this requirement shall notify ATC as soon as possible, in any case, before entering the runway, and await instructions. When appropriate, ATC could cancel the clearance and instruct the aircraft to vacate runway.

Departures from RWY 21L

In the case that an aircraft that is to take off from RWY 21L requires to taxi beyond the fixed braking cable on that runway (GCLP-02-C-B), it shall notify ATC in the request for ATC clearance and, in any case, before commencing taxiing.

The position of the fixed braking cable on RWY 21L (GCLP-02-C-B) and the declared distance for operation from that point are stated in items 20 and 13, respectively.

20.3 STANDARD TAXIING PROCEDURES

20.3.1 START-UP

A. ATC will issue aircraft start-up clearances and aircraft push-back and taxi instructions. It will also issue taxiing instructions to aircraft entering and leaving the apron. Its tasks will include managing the process of engine start-up, push-back, towing and/or taxiing of aircraft, following the scheduled take-off times. In this way, it will organise the sequence of push-back/taxiing together with the arrival traffic on the apron, to achieve a safe, organised and optimal sequence upon request by the crews.

B. Aircraft must be fully ready to start-up before submitting the request via DCL or calling on the appropriate frequency: CLR (125.000 MHz), GMC (121.700 MHz) or LCL/TWR (118.300 MHz). When CLR frequency is in service or frequencies are unified into TWR it shall be reported by ATIS.

C. Aircraft should be ready for start-up no later than their estimated off-block time (EOBT).

D. Pilots will contact GRAN CANARIA RODADURA (GMC 121.700 MHz) to request permission to start-up. On requesting start-up clearance, pilots shall report to ATC the complete call sign, aircraft type and series, stand occupied and the ATIS message received.

E. In case of aircraft with 52 m or longer wingspan, pilot shall report it is a code letter aircraft E/F as appropriate.

F. Pilots or aircraft operators who consider that their take-off run may be less than 300 m should notify ATC as soon as possible and should do so in any case before accessing the runway in service.

G. Start-up clearance shall be issued as soon as requested, unless delays are expected to exceed 15 minutes, in which case ATC shall provide the appropriate engine start-up time.

H. Usually, once engine start-up clearance or expected time has been provided, GRAN CANARIA TWR will issue the corresponding ATC clearance.

I. In the start-up engines and simultaneous push-back with autonomous APU manoeuvre, aircraft shall maintain the idle regime until being lined-up with the apron taxiway.

J. In the start-up engine manoeuvre with GPU at stands with boarding bridges and/or cross-bleed start in the taxiway, prior CECOA approval is required. Aircraft, subject to coordination and approval by CECOA, shall ensure that the boarding bridge is disconnected and that no passengers board or disembark on foot at stands T01 or N12 (M04 and N11 respectively). Unless otherwise advised by TWR, they shall start-up the engine located on the opposite side of the boarding bridge, shall accomplish the push-back manoeuvre maintaining the idle regime, and once lined-up with the apron taxiway, they will may increase the power to start-up the rest of engines. In this final case, the pilot shall inform TWR of their intention to perform cross-bleed start, increasing engine power in the taxiway before starting push-back.

K. Taxiing after autonomous start-up from PRKG P00 to P58 shall be performed aligned with the centre line of the parking stand and the turn shall be performed following the markings to avoid jet blast affecting equipment and aircraft that may be parked in adjacent stands.

20.3.1.1 REQUEST FOR ATC CLEARANCE AND START-UP VIA DATALINK

Departure procedures via DCL are applied at Gran Canaria Airport for ATC clearance and start-up services. For more information on the DCL service, see AIP ENR 1.5, Section 3. DEPARTING FLIGHTS, ATC clearance and startup via datalink. In the event of discrepancies, voice communication shall prevail over the datalink.

The pilot may request ATC clearance via DCL up to 30 minutes prior to the EOBT.

- The pilot shall request ATC clearance and start-up jointly via RCD. The RCD message must contain the following information:
  1. Aircraft call sign according to flight plan filed (FPL).
  2. Aerodrome of origin.
  3. Parking position.
  4. Destination aerodrome.
  5. Letter corresponding to ATIS information received.
  6. ICAO designator of aircraft type.

  Free text included in the RCD by the pilot shall not be considered by the ATC. Special requirements must always be communicated by voice.
- The pilot will receive an acceptance message "RCD RECEIVED" or a cancellation message "RCD REJECTED".
- If accepted, the ATC will transmit a CLD message with the following fields:
  1. Aircraft call sign.
  2. Destination aerodrome.
  3. Runway assigned for departure.
  4. Departure procedure (SID). Note: The initial altitude shall correspond to the published SID.
  5. Mode A SSR code (SQUAWK).
  6. ADT (Approved Departure Time). Note: ADT=CTOT of flight, if available.

7. Next frequency.
8. Letter of the valid ATIS information.
9. Additional information, including the start-up clearance or instructions to request said clearance in the event that the start-up clearance parameters are not fulfilled according to the EOBT.

- When an RCD message is sent within the valid EOBT range, ATC and startup clearance will be given. If not ready for start-up, the pilot shall not accept the clearance and shall contact the air controller by voice when ready.
- When an FSM message "REVERT TO VOICE PROCEDURES" is received, the datalink communication shall be terminated and the switch to voice procedure shall apply.
- When the CLD message is received, the pilot shall act as follows:

A. If any inconsistency in the received message is detected, the pilot will switch to voice to request a new clearance.

B. If the CLD message clearance is deemed correct, the pilot will respond via datalink with a CDA message (Departure Clearance Echoback).

- If the ATC system does not receive a CDA message within the holding time, or a CDA inconsistent with the previous CLD message is received, the datalink communication will be terminated and a "CDA REJECTED" message will be received on the FMS.
- When a successful CDA message is received, the ATC system will transmit a "CLEARANCE CONFIRMED" message on the FMS to the aircraft and terminate the datalink communication.

20.3.1.2 EXCHANGE OF DATA WITH NMOC – ADVANCED ATC TWR

The airport of Gran Canaria exchanges information for departure flights by applying the Advanced ATC TWR procedures. Message exchanges from the local system to the ATM network uses the European standard for A-CDM airports, using the following message types:

- A-DPI for all instrumental departure flights.
- C-DPI when required.

When start-up approval has been announced and the aircraft starts to exit the stand, the target take-off time (TTOT) is calculated and transmitted to NMOC (Network Manager Operations Center) via an ADPI message. The use of the actual off-block time (AOBT) instead of the EOBT of the flight plan, along with the variable taxiing time, increases the precision of the take-off time. After reception of the A-DPI, DLA or CHG messages that change the flight plan data shall not be accepted. If regulated, the CTOT assigned before receiving the A-DPI shall be maintained.

If an aircraft has to abort taxiing for technical reasons, the airport shall send a C-DPI message to the NMOC (cancellation message of departure flight planning information). The result of the C-DPI is that the flight plan shall be suspended by informing the operator via an FLS message with the comment "Suspended by Departure airport". The flight plan can be activated again by updating the EOBT with a DLA or CHG message.

20.3.2 GROUND MOVEMENT

Avoidance of collisions with other aircraft or obstacles is the responsibility of:

- Pilots, when taxiing on the apron and in the zones not visible from TWR.
- Ground handling companies, during the push-back manoeuvre and/or exit from the stand.

A. All surface movements of aircraft, towed aircraft, personnel and vehicles on the manoeuvring area are subject to ATC clearance.

B. GMC is responsible for:

- The control of every aircraft, personnel, and vehicles movement on the manoeuvring area except for the runway or runways is use.
- To issue clearances and instructions for towed push-back and taxiing of aircraft.

C. Use of stop bars:

The airport of Gran Canaria has stop bars on the access-to-runway taxiways Z1, Z2, R1, Z7, R13; R9L; R9R; R18, as well as on the taxiway S7 in the direction RWY 03L/21R towards RWY 03R/21L, of manual switch-off and automatic switch-on.

The use of stop bars is associated to:

- Runway crossing and occupancy: In cases of runway closures for inspection or similar activities, or works.
- As a result of deterioration in the weather conditions and, in any case, in Phase I (Warning) of the PPOAM (see item 22).

20.3.2.1 Push-back manoeuvring and taxiing

A. Aircraft must be ready for taxiing within the next 5 minutes to the approved start-up time (with or without push-back). In the case of carriers operating aircraft that require more time, ATC should be informed in advance.

B. In all stands with autonomous exit, the exit manoeuvre shall be carried out at the minimum regime to initiate taxiing.

C. All aircraft shall observe ATC instructions to reach the runway-holding position or runways in use.

D. Aircraft shall report ATC vacating runway, and will be informed of their expected stand and any further instruction, if required to reach the stand.

E. ATC clearances and instructions must be completely read-back.

F. As a general rule, push-back manoeuvres at stands T (except T12 and T13 in north configuration) shall be performed facing the runway in use. If a push-back in the opposite direction is required, TWR shall be informed when requesting IFR ATC clearance. This non-standard manoeuvre may involve delays exceeding 15 minutes.

20.3.2.2 Powerback operations

Powerback operations require prior authorization of the Aerodrome Management and will be executed under the sole responsibility of the aircraft operator. The company agent must request this operation well in advance to the Aerodrome Management.

This type of operation is only allowed for:

- Turboprop aircraft smaller than or equal to AT72 dimensions in the PRKG M (M01, M02, M03 and M04).
- Turboprop aircraft larger than AT72 dimensions, the company agent must request well in advance the feasibility of this operation to e-mail: lpaopestructura@aena.es

The airport shall analyze the safety of the operation and the noise pollution caused by it.

20.3.2.3 Push and hold manoeuvring

When an aircraft is completely ready to operate (start-up) before the allocated slot, the pilot may request a "Push and Hold" to ATC. If appropriate, equipment for push-back will tow the aircraft out of PRKG T (Tango), and once in the taxiway, marshaller will guide it to a remote parking position with autonomous exit, so that if the company is granted an improved SLOT (REA), it may exit the stand and in this way shorten the time to get to the threshold.

When the aircraft requests "Push and Hold", the CECOA, subject to availability, will assign an intermediate stand in a remote position prior to its final exit.

Possible remote stand to perform this manoeuvre are:

- With RWY 03L/R in service: From P36 to P56.
- With RWY 21L/R in service: From P00 to P24.

20.3.2.4 Access to stands manoeuvring

Access to stands from taxiways may require oversteer manoeuvres.

20.3.3 AIRCRAFT STANDS CHARACTERISTICS

See AD 2-GCLP PDC.

20.3.4 RESTRICTIONS TO STANDS

A. The use of 400 Hz facilities is mandatory at every stand where this service is available.

B. The use of the aircraft Auxiliary Power Unit (APU) is forbidden in all stands where the 400 Hz / air-conditioning service is available, from 2 minutes after on-block to 5 minutes before off-block.

C. Aircraft APU may only be used when the 400 Hz current supply facilities or mobile units are non-operational, or when the air-conditioning service is required and the equipment is not available.

D. Aircraft operating at autonomous stands shall do it at the minimum regime required.

E. During the winter season:

- No new overnight stays requested as from 1 October are authorized for arrivals between 10:00 and 19:00 UTC, for both general aviation and commercial flights (Friday–Saturday and Saturday–Sunday nights).
- Aircraft are not permitted to remain on the apron on Saturdays and Sundays between 10:00 and 19:00 UTC for stopovers exceeding 4 hours or for periods longer than one day when apron capacity is affected, for both general aviation and commercial flights.

20.3.5 TAXIING RESTRICTIONS

- Runway in use 03

  The following restrictions due to turning radius exist on taxiways:

  - The turn from TWY S2 to TWY R6 may be made by code letter C or lower aircraft.
  - The turn from TWY R10 by GATE J to TWY R2 may not be made by aircraft as B777, A350 and A340.
  - The turn from TWY S3 to TWY R7 may be made by code letter C or lower aircraft.

  The following restrictions due to aircraft dimensions exist on taxiways:

  - TWY Z1 shall serve to give access to RWY 03L from TWY R3 for code letter D or lower aircraft.
  - There exist restrictions on the simultaneous use of the following taxiways:

Aircraft code letter holding at TWY Z1	MAX ACFT allowed to taxi from TWY R3 to TWY R2
A (LJ55; C421) (MAX wingspan 14.57 m)	ALL (MAX wingspan 64.40 m)
B (CRJ2; E145; SW4) (MAX wingspan 23.72 m)	ALL (MAX wingspan 64.40 m)
C (B738; A321; AT72) (MAX wingspan 35.80 m)	ALL (MAX wingspan 64.40 m)
D (B753; B763; C130) (MAX wingspan 51.90 m)	ALL (MAX wingspan 64.40 m)
(1) Code letter F aircraft shall follow their own procedure.	

Aircraft code letter holding at TWY Z2	MAX ACFT allowed to taxi from TWY R2 to TWY R1
A (LJ55; C421) (MAX wingspan 14.57 m)	ALL (MAX wingspan 64.40 m)
B (CRJ2; E145; SW4) (MAX wingspan 23.72 m)	ALL (MAX wingspan 64.40 m)
C (B738; A321; AT72) (MAX wingspan 35.80 m)	ALL (MAX wingspan 64.40 m)
D (B753; B763; C130) (MAX wingspan 51.90 m)	D (B753; B763; C130) (MAX wingspan 51.90 m)
E (1) (A330; A340; B744) (MAX wingspan 64.40 m)	C (B738; A321; AT72) (MAX wingspan 35.80 m)
(1) Code letter F aircraft shall follow their own procedure.	

- Hoding position on TWY S6: if there is an aircraft at TWY S6 holding short of RWY 03L/21R, ATC shall consider RWY 03R/21L occupied.
- A form of coordination is established between the taxiways from TWY R13 up to TWY R18 and RWY 03R/21L during the operation of code letter E aircraft, in such a way as to ensure there are no simultaneous operations on the runway and taxiways by the code letter E aircraft and code letter C or higher aircraft.
- Runway in use 21

- The turn from TWY R2 by GATE J to TWY R10 may not be made by aircraft as B777, A350 and A340.
- TWY Z1 may be used by code letter D or lower aircraft to vacate RWY 21R.
- Incompatibilities of TWY R9R with TWY R8 and R9L:

Aircraft code letter holding at at TWY R9R	MAX ACFT taxiing from TWY R8 to TWY R9L
A (LJ55; C421) (MAX wingspan 14.57 m)	ALL (MAX wingspan 64.40 m)
B (CRJ2; E145; SW4) (MAX wingspan 23.72 m)	ALL (MAX wingspan 64.40 m)
C (B738; A321; AT72) (MAX wingspan 35.80 m)	D (B753; B763; C130) (MAX wingspan 51.90 m)
D (B753; B763; C130) (MAX wingspan 51.90 m)	C (B738; A321) (MAX wingspan 35.80 m)
E (1) (A330; A340; B744) (MAX wingspan 64.40 m)	A (LJ55; C421) (MAX wingspan 14.57 m)
(1) Code letter F aircraft shall follow their own procedure.	

- In order to prevent these incompatibilities, code letter D or E aircraft (B752 or bigger) shall usually be cleared to RWY 21 holding position at "ROMEO 9 LIMA".
- Caution when accessing R9L with aircraft on R9R.
- Holding position on TWY S7: If there is an aircraft at TWY S7 holding short of RWY 21L/03R, ATC shall consider RWY 21R/03L occupied.
- Holding position on TWY S7: If there is an aircraft at TWY S5 holding short of RWY 21R/03L, ATC shall consider RWY 21L/03R occupied.

20.3.6 TAXIING ROUTES

The main transfer points between the manoeuvring area and the apron coincide with the entry/exit gates of the apron.

There is no transfer of aircraft between air traffic services and apron services, as far as communications are concerned.

Once the aircraft arrives at one of the transfer points, the "FOLLOW ME" vehicle begins to guide it along the axis of the corresponding taxiway on the apron, keeping its distance from the rest of the aircraft and vehicles. If it detects any unauthorised manoeuvre, it will stop the vehicle, signalling the guided aircraft to stop.

Preferably, the apron entry and exit gates will be as follows:

- NORTH configuration RWY 03: exit via GATE E and J (EXC aircraft as B777, A350 and A340), entry via GATE F and G
- SOUTH configuration RWY 21: exit via GATE F and G, entry via GATE J (EXC aircraft as B777, A350 and A340), E and F.

Unless ATC advises differently, aircraft shall taxi following the standard taxiing routes defined hereafter.

Aircraft going to stand without signalman guidance must hold short of this point in all cases, and wait for the arrival of a marshaller in order to ensure the proper and safe aircraft parking.

20.3.6.1 NORTH CONFIGURATION RWY 03

Arrivals:

Additionally, in the case of aircraft which have been cleared to land on RWY 03R:

- They shall vacate RWY 03R, whenever possible, via TWY S6 and, if they do not receive express clearance from ATC, they shall hold short of RWY 03L/21R at runway-holding position TWY S6. Once cleared on the LCL/TWR frequency (118.300 MHz), they shall cross RWY 03L/21R and vacate via TWY S3, following from that moment the routeings defined for RWY 03L.
- If the aircraft vacates runway RWY 03R at the end, it shall hold short of runway RWY 21L at runway-holding position on TWY S7 and, after express clearance from ATC on the LCL/TWR frequency (118.300 MHz), it shall proceed via TWY S7 to cross RWY 03L/21R and continue via TWY R9R/L and R8 along the routeing defined for RWY 03L.

ARRIVALS RWY 03L - CODE LETTER C or LOWER AIRCRAFT (1)		
To	From	
	S3/R8	S2
P00-P26	R7	R7
P28-P52	R7-R4	R6-R4
P54-P66, L02, L04, L06, L08	R7-R3	R6-R3
L01, L03, L05, L07, L09-L12	R7, GATE F, R11-R10	GATE F, R11-R10
T01-T11 M01-M04 N01, N11, N12, N02, N03	GATE G, R12	R7, GATE G, R12 Alternative: GATE F, R12
T12-T21	R7, GATE F, R11 Alternative: GATE G, R12-R11	GATE F, R11
T21B-T23	R7, GATE F, R11-R10 Alternative: GATE G, R12-R10	GATE F, R11-R10

ARRIVALS RWY 03L - CODE LETTER D or GREATER AIRCRAFT (1)			
	From		
To	R8	S3	S2
P00-P26	R7	GATE G-R12-GATE F-R7	R7
P28-P52	R7-R4	GATE G-R12-GATE F-R4	GATE F-R11-GATE E-R4
P54-P66	R7-R3	GATE G-R12-GATE F/GATE E-R3	GATE F-R11-GATE E-R3
T01-T11 N01, N11, N12, N02, N03	GATE G, R12	GATE G-R12	R7, GATE G, R12 Alternative: GATE F, R12
T12-T21	R7, GATE F, R11 Alternative: GATE G, R12-R11-R10	GATE G, R12-R11	GATE F, R11
T21B-T23	R7, GATE F, R11-R10 Alternative: GATE G, R12-R11-R10	GATE G-R12-R11-R10	GATE F, R11-R10
(1) See section 5, TAXIING RESTRICTIONS, TWY S3-R7 and TWY S2-R6 turning restrictions.			

Departures:

DEPARTURES NORTH CONFIGURATION (RWY 03L or 03R)	
From	To
	R1, Z2
N01, N11, N12, N02, N03 M01-M04 P00-P26	R12-R11, GATE E, R3-R2 Alternative: R12, GATE G, R7-R6-R4-R3-R2 Alternative: R12, GATE F, R7-R6-R4-R3-R2 Alternative: R12-R11-R10, GATE J, R2
T01-T11	R12-R11, GATE E, R3-R2 Alternative: R12, GATE F, R6-R4-R3-R2 Alternative: R12-R11-R10, GATE J, R2
T12/T12A-T14	R11, GATE F (1), R6-R2 Alternative: R12-R11, GATE E, R3-R2 Alternative: R11-R10, GATE J, R2
T15-T23 P28-P52	R11, GATE F (1), R6-R2 Alternative: R11, GATE E, R3-R2. Alternative: R11-R10, GATE J, R2
P54-P66	

DEPARTURES NORTH CONFIGURATION (RWY 03L or 03R)	
From	To
	R1, Z2
L01, L03, L05, L07, L09-L12	R10, GATE J, R2 (exit to Z2 via GATE E).
L02, L04, L06, L08	R3-R2
(1) Caution: Do not enter TWY S2 when instructed to taxi via GATE F. (2) RWY 03L accessible only via TWY Z2.	

20.3.6.2 SOUTH CONFIGURATION RWY 21

Arrivals:

ARRIVALS RWY 21R			
To	From		
	R2	S1	S1N
P00-P26	R3-R7	R4, GATE E, R11, GATE F, R7	R6-R7
P28-P40	R3-R6	R4, GATE E, R11, GATE F, R6	R6
P42-P44	R3-R4	R4, GATE E, R11, GATE F, R6-R4	R6, GATE F, R11, GATE E, R4
P46-P52	R3-R4	R4	R6, GATE F, R11, GATE E, R4
P54-P66	R3	R4-R3	R6, GATE F, R11, GATE E, R3
L01, L03, L05, L07, L09-L12	GATE J, R10	R4, GATE E, R10	R6, GATE F, R11-R10
L02, L04, L06, L08	R3	R4-R3	R6, GATE F, R11, GATE E, R3
T01-T12A M01-M04 N01, N11, N12, N02, N03	R3, GATE E, R11-R12 Alternative: R3-R6, GATE F, R12	R4, GATE E, R10-R12	R6, GATE F, R12
T13-T21	R3, GATE E, R11	R4, GATE E, R11	R6, GATE F, R11
T21B-T23	R3, GATE E, R10	R4, GATE E, R10	R6, GATE F, R11-R10

Additionally, in the case of aircraft which have been cleared to land on RWY 21L:

- They shall vacate the runway at the end, hold short of RWY 03L at runway-holding position on TWY Z7 and, after express clearance from ATC on the LCL/TWR frequency (118.300 MHz), they shall proceed via TWY Z7/Z4 and continue via TWY R1 along the routeings defined for RWY 21R.

Departures:

DEPARTURES SOUTH CONFIGURATION (RWY 21R or 21L)	
From	To
	R9R / R9L
N01, N11, N12, N02, N03 M01-M04 T01-T11	R12, GATE G (1), R8
P00-P26	R12, GATE G (1), R8 Alternative: R12, GATE F (2), R7-R8
T12-T23 P28-P52 P54-P66 L01, L03, L05, L07, L09-L12	R10-R11, GATE F (2), R7-R8
L02, L04, L06, L08	R3-R8
(1) Caution: Do not enter TWY S3 when instructed to taxi via GATE G. (2) Caution: Do not enter TWY S2 when instructed to taxi via GATE F.	

20.3.7 OPERATION OF HELICOPTERS

20.3.7.1 Military Helicopters:

The take-off/landing zones for the operation of military helicopters shall be, in accordance with the provisions of item 16:

- GATE K.
- TWY R15.
- TWY R18.

Military helicopters proceeding in emergency shall perform the approach to runway, except:

- When the emergency occurs during final approach to TWY R15 or TWY R18, in which case they shall finish the manoeuvre.
- When loss of manoeuvrability or performance does not allow to perform it in the runway.

20.3.7.2 Civil helicopters:

Helicopters can operate in a 24H schedule.

The stands for this type of aircraft are in the south-west zone of the civil apron.

There is one stand without turning manoeuvre for helicopters of a maximum of S61-SIKORSKY S-61N (LH02), and two stands without turning manoeuvre for a maximun helicopters type A139-AGUSTAWESTLAND AW139 (LH01 and LH03) and one stands with turning manoeuvre for a maximun helicopter type S61-SIKORSKY S-61N (LH04) (see AD 2-GCLP PDC).

1. Helicopters will be instructed to land or take-off from the FATO defined on RWY 03L/21R. The following possible landing/take-off points for helicopters on the runway are defined below:
   a. THR (03L in north configuration or 21R in south configuration).
   b. Proximities of the ARP.
2. Helicopters operating under a letter of exemptions (operational flights on missions such as attending emergencies) or others as required due to special circumstances (wind intensity greater than 20 kt) in performance 1, based on GCLP, and which are type SK61 or smaller and with prior coordination with ATC, may operate in the FATO E or FATO J.

Helicopters shall receive weather information in a first communication from ATC, and according to said information shall coordinate with ATC the FATO in which they are required to operate.

Declared distances, considered exclusively for operating helicopters:

RWY	RTODAH (m)	TODAH (m)	LDAH (m)
03L INT S1 (ARP)	1550	1550	1550
21R INT S2 (ARP)	1550	1550	1550

The following procedures shall generally be applied:

NORTH CONFIGURATION (RWY 03L):

DEPARTURES:

Departing helicopters will be authorised by ATC to taxi from the stand to TWY R10 and exit the apron via the following routes, which will be determined by ATC and operators based on wind conditions:

a. GATE J, taxi via TWY R2 to the holding point on TWY Z2, awaiting ATC instruction to enter RWY 03L/21R for take-off on RWY 03L.

b. GATE E, awaiting ATC instructions to taxi via R4 to the holding point on TWY R9R/R9L, then awaiting ATC instruction to enter RWY 03L/21R for take-off on RWY 03L. This route shall only be used when wind conditions preclude the taxiing procedure established in the previous item.

ARRIVALS:

Arriving helicopters shall comply with the following procedures:

a. Land on RWY 03L, vacate the runway via exit TWY Z2-R2 and be authorised by ATC to enter the apron via GATE J, following FOLLOW ME vehicle guidance via R10 to the stand.

b. Land at the ARP, vacate via S2 and be authorised by ATC to enter the apron via GATE F, following FOLLOW ME vehicle guidance via R10 to the stand.

SOUTH CONFIGURATION (RWY 21R):

DEPARTURES:

Departing helicopters will be authorised by ATC to taxi from the stand to TWY R10 and exit the apron via the following routes, which will be determined by ATC and operators based on wind conditions:

a. GATE E, taxi via TWY R4-R6-R7-R8 to the holding point on TWY R9R/R9L, awaiting ATC instructions to enter RWY 03R/21R for takeoff on RWY 21R.

b. GATE J, awaiting ATC instructions to taxi via TWY R2-Z2 to the holding point on TWY Z2, then awaiting ATC instructions to enter RWY 03L/21R for take-off on RWY 21L. This route shall only be used when wind conditions preclude the taxiing procedure established in the previous item.

ARRIVALS:

Arriving helicopters shall carry out the following procedures:

a. Land normally at the ARP, vacate the runway via TWY S1-R4 and be authorised by ATC to enter the apron via GATE E, following FOLLOW ME vehicle guidance via TWY R10 to the stand.

b. Landing on RWY 21R threshold, once authorised by ATC, the helicopter shall vacate RWY 03R/21L via TWY R9R/R9L, continuing taxiing via TWY R8-R7-R6-R4 to enter the apron via GATE E. From this point, follow FOLLOW ME vehicle guidance via TWY R11-R10 to the stand.

20.3.8 OPERATION OF CODE LETTER F AIRCRAFT

The procedure described below is valid for occasional operations of the following code letter F aircraft: A124, B748 and A380. The operation of aircraft of a length and/or wingspan greater than the one indicated (e.g. A225) requires specific prior analysis.

The arrival or stop over of code letter F aircraft is not authorised if it has not received prior authorisation by the Airport Management.

Two operations whith aircraft with a code letter F will not be authorized while simultaneously staying at the airport for part or all of the stopover time.

In the event of an unexpected operation for this type of aircraft (e.g. emergencies), the appropriate measures shall be taken and coordinated in line with this procedure.

- Runways: Code letter F aircraft shall preferably operate on RWY 03L/21R. If necessary, they can operate on RWY 03R/21L.
- Parking: Exit of the aircraft included in this procedure from the aircraft stand shall be carried out using push-back, nosing as per ATC instructions.

A124 and B748

The preferred aircraft stand is T21B, leaving PRKG LH01, T21, T22 and T23 out of service (free without parked aircraft).

Another aircraft stand is available with a capacity for aircraft with a wingspan over 65 m, T20, leaving PRKG T19, T21 and T21B out of service.

A124 – B748			
Runway in use	ARR / DEP	Taxi route	PRKG
03L (preferred)	ARR	Vacate at end of runway, TWY R9R, R8 …, GATE E.	T21B or T20
	DEP	TWY R10, GATE E, TWY R4, R3, R2, Z2.	
21R (preferred)	ARR	Vacate at end of runway, TWY Z3, R1, (alternative Z2), R2-R4, GATE E and TWY R10.	
	DEP	TWY R10, GATE E, TWY R6-R8 & R9R.	
03R	ARR	Vacate at end of runway, TWY S7, R9R, R8-R6, GATE E and TWY R10.	
	DEP	TWY R10, GATE E, TWY R4-R2, R1, Z4 & Z7.	
21L	ARR	Vacate at end of runway, (Z7, Z4, R1), R2-R4, GATE E and TWY R10.	
	DEP	TWY R10, GATE E, TWY R6-R8, R9R & S7.	

A380

This aircraft shall park in PRKG N02, leaving PRKG M01, M02, M03, M04, N11, N12, N01, N03 and P00, P02, P04 out of service (free without parked aircraft).

- Taxiing: aircraft shall always be accompanied by a "FOLLOW ME" vehicle, which shall go with the aircraft from the aircraft stand to the runway-holding positions, as well as from the runway-holding positions, after vacating it, to the stand on arrival.

The permitted taxi routes according to the type of aircraft are:

A380			
Runway in use	ARR / DEP	Taxi route	PRKG
03L	ARR	Vacate at end of runway, TWY R9R, R8 and GATE G.	N02
	DEP	GATE G, TWY R8, R9R, S7, back-track via RWY 03R/21L and TWY Z7-TWY Z5 up to RWY 03L.	
21R	ARR	Vacate at end of runway, TWY Z5, Z7, back-track via RWY 21L/03R, TWY S6, RWY 21R/03L crossing, TWY S3 and GATE G, or by end of the runway.	
	DEP	GATE G, TWY R8 & R9R.	
03R	ARR	Vacate at end of runway, TWY S7, R9R, R8 and GATE G.	
	DEP	GATE G, TWY R8, R9R, back-track via RWY 03L/21R and by TWY Z5, Z7.	
21L	ARR	Vacate at end of runway, TWY Z7-TWY Z5.	
	DEP	GATE G, TWY R8, R9R & S7.	

Operational and Taxiing Restrictions:

- Under no circumstances, a code letter F aircacft will vacate runway via rapid exit taxiway when landing, it may only vacate the runway via its ends only (TWY R1, Z2 or R9R).
- The use of PAPI signals is not recommended, to prevent incorrect instructions during landing.
- During taxiing, if the code letter F aircraft is a four-engined model, it shall keep the outer engines idling to prevent the intake of FOD.
- Oversteering manoeuvres are required to correct the path on some curved sections of the taxiway.
- A124 and B748: apron access/exit via GATE E.
- A388: apron access/exit via GATE G.
- After the operation (landing, take-off, taxiing) of a code letter F aircraft, the taxiing route and runway shall be inspected.

20.4 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 takeoff / landing / stopover, pavement conditions...).

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

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: canariassafetymanagement@enaire.es

20.5 USE OF ENGLISH LANGUAGE IN RADIO COMMUNICATIONS

Whenever there is a pilot on the frequency/frequencies in use in the manoeuvring area who does not speak Spanish, the use of English in groundair communications between aircraft and the ATS unit shall be mandatory; without prejudice to the application of the provisions in SERA.2010 under 'Responsibilities of the pilot in command', and the decisions which may be taken by the pilot in command in such circumstances, and likewise in the emergency situations which could arise on board the aircraft, and in the adoption by the air traffic contoller of the measures it may deem necessary to maintain safety.

This is applicable, as appropriate, in the operational scenarios described in Annex IV to the Real Decreto 1180/2018:

1. The following operations of landing and take-off:
   a. Clearances to land with traffic in the holding position.
   b. Clearances to take off with traffic on final approach.
   c. Clearances to enter and line up from congested holding positions.
2. Operations in which there are aircraft entering the active runway, but which are neither going to land or to take off. Typically, these operations are taxiing along the active runway or crossing the active runway.

In the foregoing operational scenarios, Spanish may be used in ground-air communications between the aerodrome traffic control units and flights operating under visual flight rules (VFR), always provided that the pilots do not possess appropriate English language proficiency.

Special operations, in the foregoing operational scenarios, are exempt from applying what is indicated in this section in relation to ground-air communication between aircraft and ATS unit.

20.6 POINT OF ENTRY FOR PASSENGERS WITH PET ANIMALS FROM THIRD COUNTRIES

To guarantee compliance with the Regulation (EU) No 576/2013 of the European Parliament and of the Council of 12 June 2013 on the noncommercial movement of pet animals and repealing Regulation (EC) No 998/2003, any Air Carrier wishing to operate at the Airport and transporting in the cabin, as a part of passenger hand baggage, the animals (pets) set out in part A of Annex I to the mentioned Regulation, must have engaged a handling agent who is to be responsible for managing the same in those cases where, during the checks undertaken by the Resguardo Fiscal of the Guardia Civil or Customs Personnel of the Passenger Terminal of Gran Canaria Airport, some breach of the health requirements established in the cited regulations is detected, prompting the animal's rejection at the point of entry.

The management for animal rejected at the border shall include, at least, transport to the designated facilities for its temporary stay at the airport, its subsistence, veterinary care and animal welfare, and even its return to the point of origin within the periods established by the public health authorities.

20.7 OPERATION OF TRANSPONDER IN MODE S WHEN THE AIRCRAFT IS ON THE GROUND

To enable the necessary cooperation with ground surveillance systems, aircraft operators seeking to use Gran Canaria airport shall ensure that the transponder mode S is available for operation when the aircraft is on the ground.

Pilots shall:

- Select AUTO Mode and the assigned Mode A code.
- Should AUTO Mode be unavailable, select ON (for example, XPDR) and the Mode A code assigned:
  - From the pushback or taxiing request, whichever comes first.
  - After landing, and uninterruptedly until the aircraft is completely parked at its stand.
- When the aircraft is completely parked, STBY shall be selected.

Provided the aircraft is capable of reporting its Aircraft Identification (for instance, the indicator used during the flight), this must be entered (using the FMS or Transponder Control Panel) from the moment of the pushback or taxiing request, whichever comes first. The crew shall use the format defined by the ICAO to enter the Aircraft Identification (e.g., BAW123, AFR6380,..).

To ensure that the behaviour of the systems based on SSR frequencies (including TCAS equipment and SSR sets) is unaffected, the TCAS must not be selected before receiving clearance to line up, and must then be deselected after vacating the runway. For the maintenance of TCAS systems that require power-up, these shall be carried out in coordination with the airport.

Taxiing aircraft without a flight plan, shall select code 2000 in Mode A.

20.8 MILITARY AIRCRAFT OPERATION

Military operations of aircraft carrying dangerous goods classes 1.1-1.2 and 1.5: Aircraft may only be authorised for arrival after 18:00 LT on Friday, and departure before 12:00 LT on Sunday, subject to PPR from Gando Air Base.

Subject to prior authorisation by Gando Air Base, military operations of aircraft carrying dangerous goods classes 1.1-1.2 and 1.5 may be authorised from Monday to Thrusday if the operation is between 18:00 LT on the arrival day and 06:30 LT on the following day.

In addition to the restricted operating hours for aircraft with HAZMAT(DG), these will be subject to the applicant's express consent and undertaking that, if necessary and at the discretion of the Head of the Unit, the cargo will be unloaded for transfer to the designated location.

The use of military apron/runways is prohibited for aircraft whose MTOW exceeds the ACN/PCN limits of said apron/runways, unless expressly requested by applicant via PPR, accepting the limitation, and with express authorisation from the Head of the Unit. CAT E or higher category aircraft will require Base clearance. Military aircraft with hot or dangerous cargo are not allowed in the civil apron.

20.9 ARRESTING SYSTEMS FOR MILITARY AIRCRAFT

1	Nomenclature	GCLP-01-C-B.
2	Type	BIDIRECTIONAL RETRACTABLE CABLE BARRIER.
3	Location on	RWY 03R THR + 559 m/1834 ft. RWY 21L THR + 2540 m/8333 ft.
4	Characteristics	1.25-inch steel cable, located below the pavement in the pit area, in the "rigged and down" position.
5	Readiness status	Permanently available at pilot request.

1	Nomenclature	GCLP-02-C-B.
2	Type	BIDIRECTIONAL CABLE BARRIER.
3	Location on	RWY 03R THR + 2593 m/8507 ft. RWY 21L THR + 506 m/1660 ft.
4	CAUTION	1.25-inch steel cable located permanently in "rigged and up" position at a height of between 0 and 8 cm above the pavement, held on "doughnuts support" with a 1.5 m separation.
5	Readiness status	Permanently available at pilot request.

1	Nomenclature	GCLP-03-R-U.
2	Type	UNIDIRECTIONAL NET BARRIER.
3	Location on	RWY 03R THR + 3135 m/10285 ft.
4	Readiness status	Permanently available at pilot request.

20.10 DAILY RUNWAY INSPECTIONS (MONDAY TO FRIDAY)

Unavailability of runways due to scheduled maintenance:

- RWY 03L/21R: Closed Monday to Friday 07:15 to 07:35 (LT) for inspection and maintenance of visual aids.
- RWY 03R/21L: Closed Monday to Friday from 07:45 to 08:05 (LT) for inspection and maintenance of visual aids, except for military emergencies, with a runway vacation time of 5 minutes.

During these periods, the indicated runways may not be available for take-off or landing operations. Air carriers and crews are advised to plan their operations taking into account these restrictions, the possibility of a change in the departure or arrival runway.

Coordination with air traffic control (ATC) will ensure safe and efficient traffic flow during maintenance windows.

GCLP AD 2.21 NOISE ABATEMENT PROCEDURES

21.1 GROUND ENGINE TEST

Request for engine testing clearance under power must be submitted in writing to:

- CECOA / CEOPS
- SITA: LPAAPYF
- E-mail: lpaopsita@aena.es

Requests for engine performance testings at idling, as well as any questions regarding engine testing procedures, may also be made by contacting CECOA/CEOPS on the following phone numbers:

- TEL: +34-928 579 097 / 098
- Telephone extension: 79097 / 79098
- FAX: +34-928 579 424

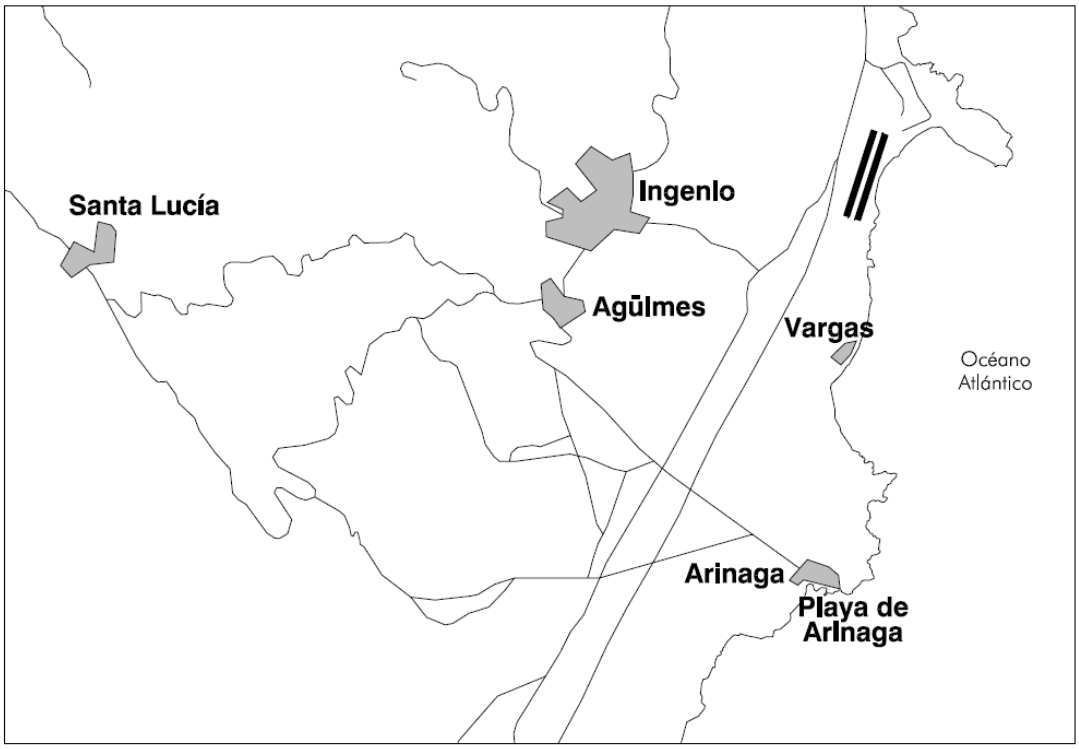
Engine perfomance tests at idling will be authorized in schedule H24 and may be conducted at any PRKG, excluding: T01 to T12, T12A, N11, N12, N01 to N03 and M01 to M04.

Run-up testing will only be authorized between 06:00 and 23:00 hours at the TWY cleared by TWR: TWY R9L or R1.

Exceptionally, run-up testing will be authorized between 23:00 and 06:00 hours subject to prior request by telex or FAX to CECOA / CEOPS. These tests will only be conducted at TWY R9L, with the aircraft nosing into the wind prevailing at the moment of testing.

Overflying the urban centres should be avoided as far as possible.

Zones sensitive to noise:



GCLP AD 2.22 FLIGHT PROCEDURES

22.1 ATS SURVEILLANCE SYSTEMS

ATS surveillance systems at Gran Canaria Airport may be used in the provision of the aerodrome control service to carry out the following tasks:

a. Supervision of flight paths of aircraft on final approach;

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

c. Application of separation between consecutive departing aircraft, as laid down in RCA-4.6.7.3; and

d. Provision of navigation assistance to VFR flights.

All the functions above will be suspended in the event of a simultaneous unavailability of Gran Canaria radar.

Likewise, the provision of functions b) and d) in the eastern half of the ATZ below 400 ft AMSL and in the western half of the ATZ below 2300 ft AMSL, is not guaranteed.

22.2 LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedures (LVP) are not available at Gran Canaria Airport.

22.3 THE MOVEMENT AREA OPERATIONAL STANDSTILL PROCEDURE (PPOAM)

Gran Canaria Airport has a "Movement Area Operational Standstill Procedure when RVR is lower than 550 m (PPOAM 550)" to maintain safety in the movement area in circumstances of low visibility, which consists of the following phases:

PHASE I: NOTICE

This will be initiated when:

- 800 m ≥ RVR≥ 550 m,
- 1000 m ≥ VIS ≥ 800 m, if the RVR value is not available, or, the prevailing visibility being greater than 1000 m, the visibility in the

NNE-SSW direction is lower.

Notification to all concerned services and users to prepare.

PHASE II: OPERATIONAL STANDSTILL

This will be initiated when:

- RVR < 550 m or
- VIS < 800 m, if the RVR value is not available, or, the prevailing visibility being greater than 800 m, the visibility in the NNE-SSW direction is lower.

TWR shall not authorize operations while these conditions persist, except special operations provided for in the procedure.

PHASE III: RESUMPTION OF OPERATIONS

This will be initiated when:

- RVR ≥ 800 m or
- VIS ≥ 1000 m, either the prevailing or in the NNE-SSW direction (if the RVR value is not available)

Information for pilots: Defined meteorological minima for procedure.

PHASES	RVR (m)	VIS (1)
Phase I - NOTICE	< 800 and/and ≥ 550 m	1000 m ≥ VIS ≥ 800 m
Phase II - OPERATIONAL STANDSTILL	< 550 m	VIS < 800 m
Phase III - RESUMPTION OF OPERATIONS	≥ 800 m	VIS ≥ 1000 m
(1) VIS values only applicable when the RVR value is not available		

Uncertainty regarding the position on the manoeuvring area

When in doubt about the position of the aircraft relative to the manoeuvring area:

- if you recognize that it is not on a runway, stop the aircraft and notify ATC immediately (including the last known position).
- if you recognize that it is on a runway, notify ATC immediately (including the last known position) and vacate the runway as soon as possible, if you can find an appropriate taxiway nearby, unless ATC indicates otherwise, and then stop the aircraft.

22.4 SIDE STEP IN CONVENTIONAL MANOEUVRES

As there are parallel runways at Gran Canaria Airport, approaches to Thresholds 03L and 21R with side step may be cleared respectively on 03R and 21L.

The approach control service may clear a conventional approach manoeuvre with SIDE STEP to the parallel runway in the following procedures:

- LOC Z RWY 03L
- LOC Y RWY 03L
- LOC X RWY 03L
- VOR RWY 03L
- LOC Z RWY 21R
- LOC Y RWY 21R
- VOR RWY 21R

In all cases, the approach altitude minima to be used to SIDE STEP shall be those of the circling.

In the event of a missed approach, the procedure shall be according to the IAC for which the aircraft was cleared.

22.5 SPEED CONTROL

Speed Control is essential for safe and smooth operations, especially in dense traffic and during final approach phase.

Spacing provided between aircrafts aims to achieve maximum runway utilization within the parameters of minimum separation

(including wake turbulence separation).

These speeds are mandatory for separation purposes and standardized approach procedures at Gran Canaria Airport.

Except otherwise instructed by ATC, pilots shall comply with the following speed restrictions:

For ILS and LOC manoeuvres.

- MAX IAS 250 kt at FL100 or MAX IAS corresponding to the designated points.
- IAS 210 kt at 12.0 DME ILS.
- IAS 190 kt at 9.0 DME ILS.
- IAS 160 kt at 4.0 DME ILS; or equivalent distance to threshold in case of DME ILS U/S.

For the rest of manoeuvres, the speed restrictions will appear on your corresponding chart.

All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds due to weather conditions, aircraft performance or other operational reasons, should inform ATC immediately and state what speeds might be used. In the event of a new (non speed related) ATC clearance being issued, pilots are not absolved from the requirement to maintain a previously allocated speed.

Non-compliance with speed control instructions may lead an aircraft to be excluded from the planned approach sequence.

22.6 ALTERNATIVE PROCEDURES FOR AIRCRAFT NOT EQUIPPED WITH RNAV1.

1.ARRIVAL TO GRAN CANARIA:

Aircraft without RNAV1 operational approval will notify ATC when they are cleared for the corresponding RNAV1 STAR, and will await alternative tactical instructions from GRAN CANARIA APP.

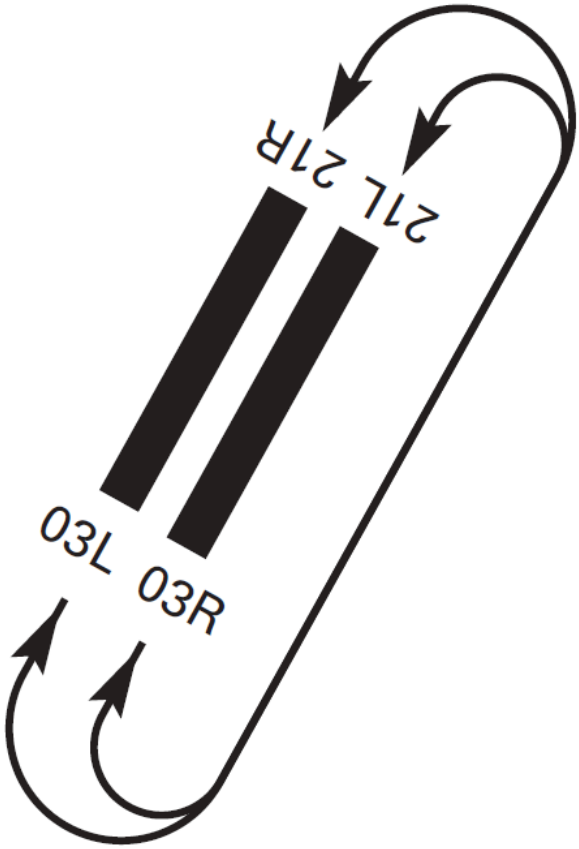
2. DEPARTURES FROM GRAN CANARIA:

Departing aircraft without RNAV1 operational approval that are planning to proceed via an exclusive RNAV1 departure route will notify a Gran Canaria TWR via voice communication as soon as possible and will be instructed to proceed in accordance with the contingency departures (see contingency departure (ODP) for the runway in use at AD2 SID GCLP).

22.7 CONTINUOUS DESCENT OPERATIONS

Depending on traffic situation, and if no need for interrupting the descent is foreseen, aircraft will be cleared to proceed to a standard arrival (STAR), or by means of a "direct to" clearance to an intermediate fix of the STAR, to the IAF, to an intermediate approach fix or to the IF, to the minimum altitude of the IAF or the IF of the instrumental procedure (IAC), in order to allow a continuous descent operation.

22.8 AD TRAFFIC CIRCUIT



POSSIBLE ILS SIGNAL INTERFERENCE

Due to aircraft crossing the runway or vacating it at the end, short-duration interference with the glide path or localizer signal may occur.

GCLP AD 2.23 ADDITIONAL INFORMATION

23.1 OBLIGATORY USE OF HANDLING AGENT

All flights authorized to operate at the airport must have engaged an authorized ground Handling Agent, to be responsible for the transfer of passengers and/or flight crew within the restricted areas or those with security controls, as well as for possible carriage or movement of the aircraft in cases of emergency or when so requested by the airport.

It is mandatory to ensure that they possess the appropriate means for such carriage.

23.2 ANIMAL CONTROL SERVICE

Opening times: From sunrise to sunset.

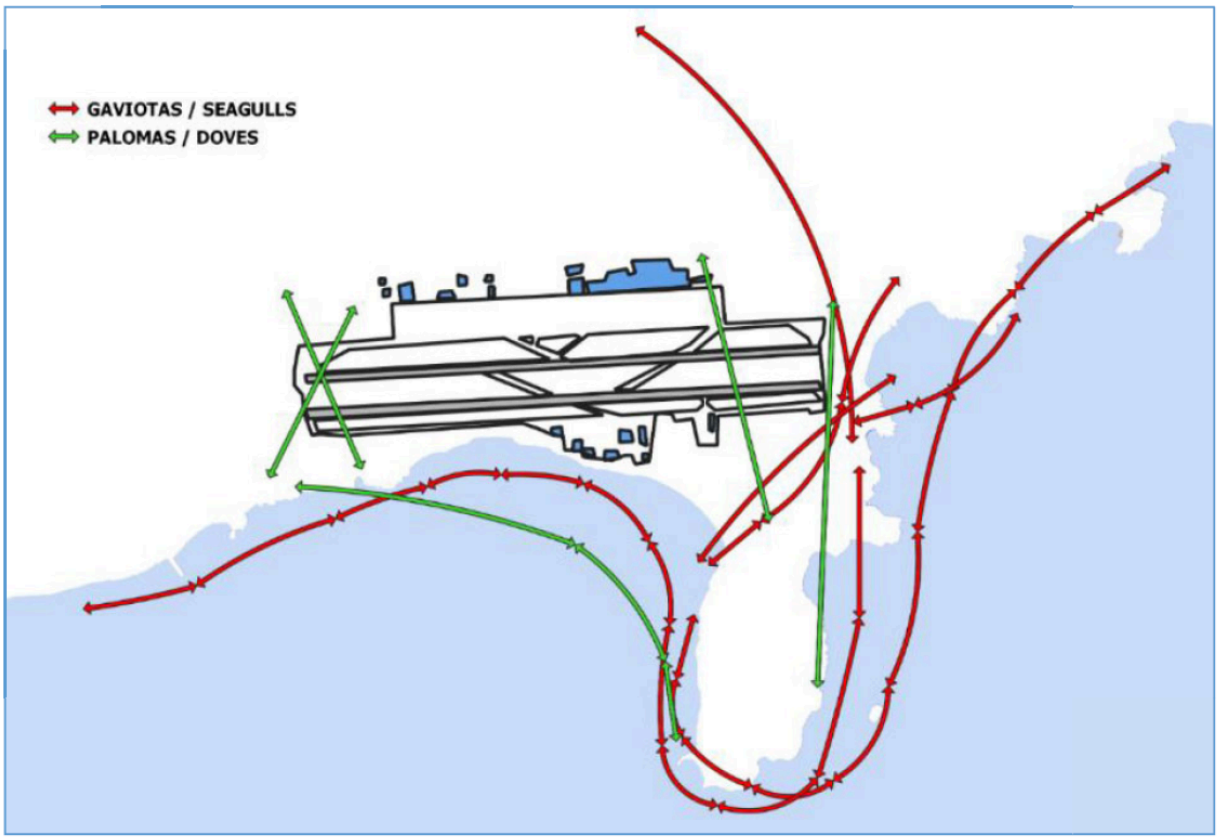
AREAS WHERE BIRDS GATHER

Possible presence of birds due to the different points of attraction inside the airport and in the nearby environment, as described below:

- Possible presence of seagulls, especially the resident species yellow-legged gull, with nesting populations on the cliffs in the airport surroundings, with a greater presence of lesser black-backed gulls during the winter. Daily crossing at sunrise and sunset, to the North (Ecoparque Gran Canaria Norte) and to the South (Ecoparque Juan Grande), along the coast and crossing THR 21 towards the irrigation pools in the island inland.
- Possible presence of wild rock doves, with homing pigeons representing the largest group, especially with the presence of dovecotes in towns near the airport. Crossing by both thresholds.

- Possible presence of small birds of prey such as the common kestrel, especially during the first flights of chicks and the dispersion of juveniles, between May and July.

MOVEMENT OF BIRDS



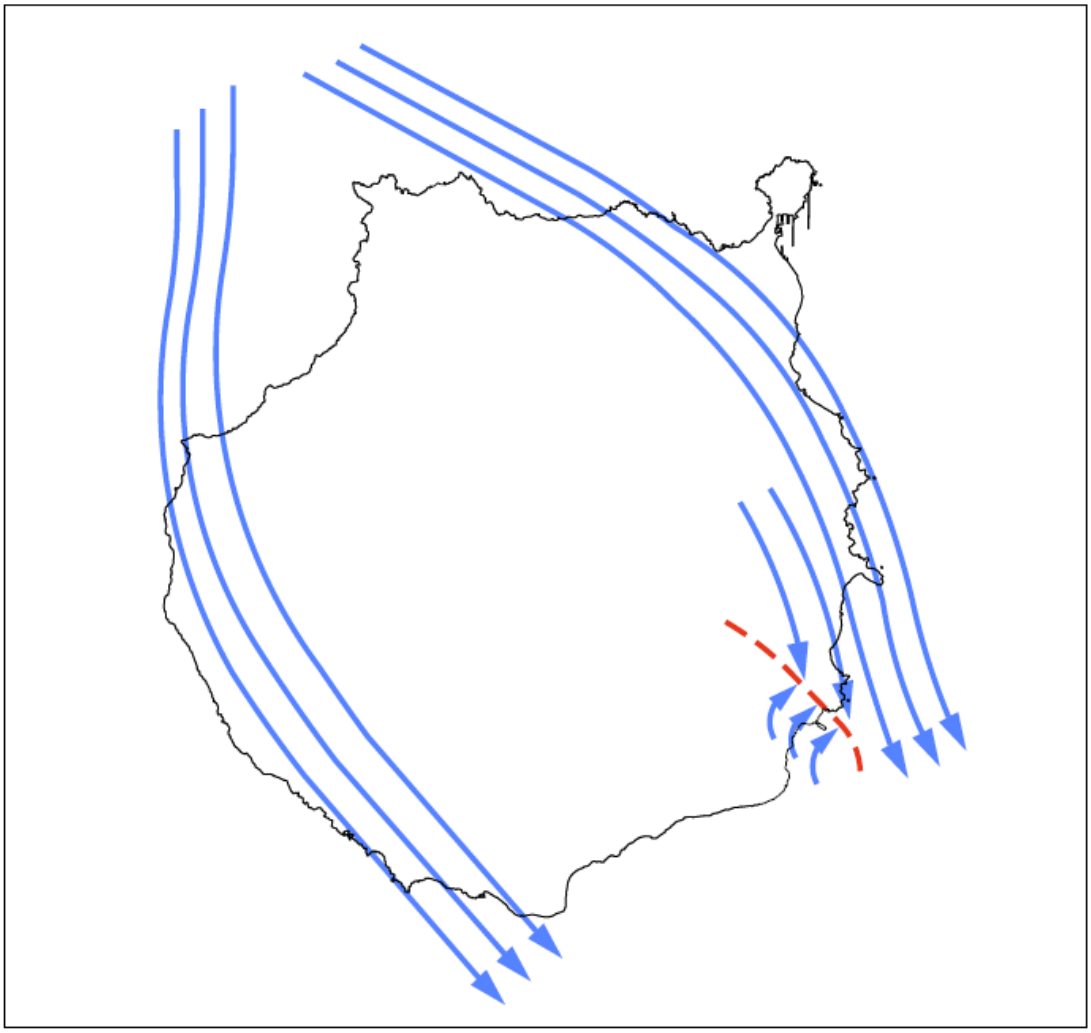
23.3 WIND PHENOMENA

The shape and elevation of Gran Canaria island (1950 m), the location of the airport and the relief of its surroundings are decisive factors which make relief wind shear the meteorological phenomenon of greatest impact at the airport, although only in exceptional circumstances does it come to have a significant effect on operations.

North configuration (RWY 03). Situation of reinforced N-NW trade wind

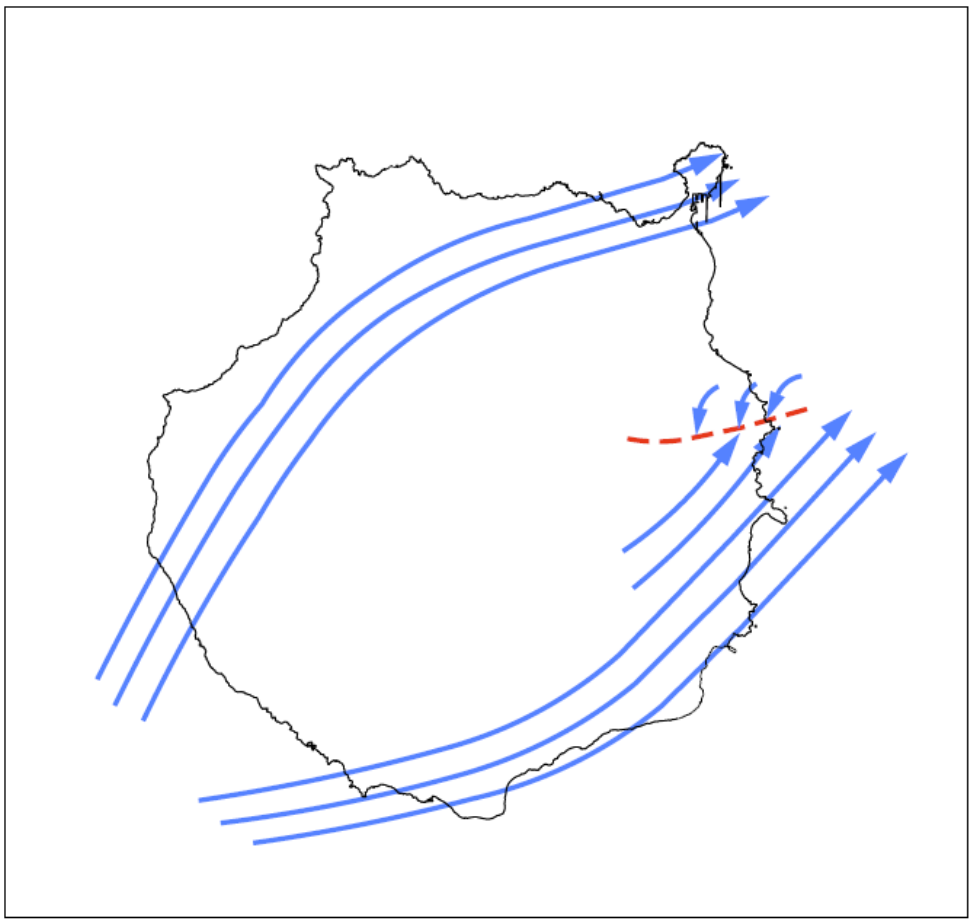
The windward diffluence of the trade wind (~70% of the year), with a strong N-NW component, and most common in spring and early summer, generates a convergence line to the South of the airport, whose position may oscillate, depending on the direction of the synoptic wind, with relief wind shear present during different sectors of the approach, between Castillo de Romeral and RWY 03. Aircraft may find they are affected by tailwind during part of their approach path, and on crossing the convergence line, meet positive wind shear prompted by the sudden switch from tailwind to headwind. This wind shear is often reinforced by gusting winds, of more than 40 kt, with greater impact on operations at the airport.

The height of the thermal inversion typical of the trade wind is a factor which increases the disturbance of the flow due to the island effect. When the inversion is below 2000 m, the windward diffluence of the island is accelerated on the flanks, because it has been compressed at very low levels (on occasions, the inversion may be below 500 m). On the other hand, when the inversion layer is above 2000 m, and the synoptic wind exceeds 15-20 kt, part of the flow may be able to surmount the relief, giving rise to a strong, gusting downhill wind, which is often channelled along the gullies which open out in the vicinity of the airport, principally those of Tirajana and Guayadeque on the approach to RWY 03, and Silva on the approach to RWY 21, accentuating the wind shear in those areas.



South configuration (RWY 21). Situation of wind of SW component

The most common general synopsis is a squall to the W or NW of Canarias, with the islands standing in the sector of SW winds. A disturnace of the wind is generated on the East coast of the island of Gran Canaria, with a convergence line to the North of the airport, on the approach path to RWY 21, and the presence of relief wind shear which affects aircraft on the glide path. In these situations, the instability associated to the squall is superimposed, adding convective wind shear to that of the relief, and even gusts blowing down the slope or microbursts, depending on the position of the squall itself and its associated fronts. In the absence of inversion, the strong wind, in combination with the relief perturbation suffered and the convective vertical wind shear associated to the storms, makes these highly unstable situations those which may cause the wind shear of greatest impact, a fact underlined by the large number of missed operations prompted by this kind of squall in recent years. These circumstances tend to arise in autumn and winter.



Apart from these situations, sea breeze wind shear may arise in circumstances of barometric swamp, especially at the end of the summer and early autumn. Pure West winds could prompt wind shear on the runway, with a wind of South component for RWY 03 or North for RWY 21, the convergence line being found at the airport itself, just between the two thresholds.

GCLP 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/#GCLP

GCLP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected can be found below:

IAC 1 ILS Z RWY 03L: direct approach.

IAC 2 ILS Y RWY 03L: direct approach.

IAC 3 ILS X RWY 03L: direct approach.

IAC 4 LOC Z RWY 03L: direct approach.

IAC 5 LOC Y RWY 03L: direct approach.

IAC 6 LOC X RWY 03L: direct approach.

IAC 8 RNP (LPV ONLY) RWY 03L: LPV.

IAC 9 RNP (LPV ONLY) RWY 03R: LPV.

IAC 11 RNP Y RWY 21L: LNAV, LNAV/VNAV.

IAC 16 VOR RWY 21R: direct approach.

IAC 18 RNP Y RWY 21R: LNAV, LNAV/VNAV.

LEDA AD 2 AERODROME DATA

LEDA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LEDA - LLEIDA/Alguaire

LEDA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	414341N 0003207E. See AD 2-LEDA ADC.
2	Distance and direction from the city	16 km NW.
3	Elevation	351 m / 1152 ft.
4	Geoid undulation	50 m ± 0.05 m (1).
5	Reference temperature	32°C.
6	Low average temperature	4°C.
7	Magnetic variation	2°E (2025).
8	Annual change	9.1'E.
9	AD administration	Aeroports de Catalunya.
10	Address	Aeropuerto de Lleida / Alguaire - 25125, Alguaire (Lleida).
11	TEL	+34-973 032 700
12	FAX	+34-973 032 768
13	AFTN	LEDA
14	E-mail	cecoa@leda.cat
15	Approved traffic	IFR/VFR. (2)
16	Remarks	SITA: ILDAPXH (1) For all AD points. (2) During the periods of time in which the aerodrome is not controlled, only VFR or night VFR flights are permitted. See item 20. Local Regulations.

LEDA AD 2.3 OPERATIONAL HOURS

1	Airport (1)	V: 0600-1800 I: 0700-1700 (2) (3).
2	Customs and Immigration	HR AD 48 HR PPR.
3	Health and Sanitation	No.
4	AIS/ARO	HR AD.
5	MET briefing	HR ATS.
6	ATS	V: 0600-1800 I: 0700-1700 O/T: PPR 48HR before the operation.
7		

	Fuelling	Variable depending on needs. Consult CECOA (cecoa@leda.cat). O/T: PPR 48 HR before refuelling to: • TEL: +34-682 672 154; +34-622 224 818; +34-973 032 740 / 741. • E-mail: ild@skytanking.com; angel.ganso@skytanking.com
8	Handling	HR ATS. Other HR PPR 48 HR to: • TEL: +34-973 032 740 / 741 • FAX: +34-973 032 768
9	Security	H24.
10	De-icing	No.
11	Remarks	(1) In the event that the ATS schedule is extended, the airport's schedule will be extended accordingly to completely cover it. (2) Possible temporary closures during airport operational hours which will be communicated via NOTAM. (3) Apron management service (SDP): provided by CECOA.

LEDA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	No.
2	Fuel types	JET A-1, AVGAS 100LL.
3	Oil types	No
4	Refuelling capacity	JET A-1: 2 tankers 35000 L, 15 L/s. AVGAS 100LL: 1 tanker 8000 L, 3.3 L/s.
5	De-Icing facilities	No.
6	Hangar space	No.
7	Repair facilities	Yes. Maintenance Service Area AERONPARK • TEL: +34-973 070 710 • E-mail: info@aeronpark.com Maintenance apron Sector 1 • TEL: +34-973 032 741 • E-mail: cecoa@leda.cat
8	Remarks	None.

LEDA AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	Yes.
3	Transportation	Taxi.
4	Medical facilities	First aid kit.
5	Bank/Post Office	No / No.
6		

	Tourist information	Yes.
7	Remarks	None.

LEDA AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	HR AD: CAT 7: FRI, SUN. CAT 4: MON, TUE, WED, THU, SAT. Other categories, PPR 48H before the operation notifying to CECOA. (1)
2	Rescue equipment	According to the fire category published.
3	Removal of disabled aircraft	Service provided by external companies in the area, response time between 30 and 60 minutes. Load capacity up to 300T. (2)
4	Remarks	(1) CAT 8: Scheduled flights: PPR 15 days before the expected day of operation notifying to CECOA. Non-scheduled flights: PPR 3 days before the expected day of operation notifying to CECOA. • CECOA: TEL: +34-973 032 740 / 741 • Commercial Dept. TEL: +34-933 278 638 (2) Responsible for coordinating the aircraft transfer operation: Head of Operations. Contact through the Airport Operations office: • TEL: +34-973 032 740 / 741 • E-mail: cecoa@leda.cat

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

1	Types of clearing equipment	Not applicable.
2	Clearance priorities	Not applicable.
3	Use of material for movement area surface treatment	Not applicable.
4	Specially prepared winter runways	Not applicable.
5	Remarks	Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in AD 1.2.2. Aerodrome in service during all seasons of the year.

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

1	Apron	Surface: Concrete. Strength: PCN 50/R/C/W/T.
2	Taxiways	Width: TWY A: 23 m. Surface: TWY A: Asphalt. Strength: TWY A: PCN 51/F/A/W/T.
3	Check locations	Altimeter: Apron: ELEV: 349 m / 1144 ft. VOR: No. INS: See AD 2-LEDA PDC.
4	Remarks	None.

LEDA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Runway-holding position (A1), directional signs to stands, boards, stands and NO ENTRY markings.
2	RWY markings	Designators, threshold, displaced threshold RWY 31, centre line, side stripe, aiming point, touchdown zone and pre-threshold area.
3	TWY markings	Enhanced center line and side strip.
4	Remarks	None.

LEDA AD 2.10 AERODROME OBSTACLES

In approach/take-off, circling and AD areas

DESIGNATION	DESCRIPTION	COORDINATES	ELEV / HGT (M)	MARKED
LLD-OBS13-0204-2008	Antenna	414412.4N 0003122.3E	350 / 3	Yes
LLD-OBS31-0321-2008	Fence	414253.2N 0003316.2E	370 / 2	No
LLD-OBS31-0322-2008	Fence	414254.0N 0003316.4E	369 / 2	No
LLD-MEGA-0192-2008	Mega tower	414348.5N 0003226.6E	381 / 32	Yes
LLD-MEGA-0195-2008	Mega tower	414346.7N 0003229.2E	381 / 32	Yes
LLD-MEGA-0196-2008	Mega tower	414344.9N 0003231.7E	381 / 32	Yes
LLD-MEGA-0197-2008	Mega tower	414343.0N 0003234.4E	381 / 32	Yes
LLD-OBS-0218-2008	Building	414343.8N 0003233.6E	356 / -	No
LLD-OBS-0219-2008	TWR	414341.8N 0003236.7E	392 / -	No
LLD-OBS-0220-2008	Building	414340.3N 0003238.6E	356 / -	No
LLD-WDI-0406-2009	Wind indicator	414406.8N 0003135.1E	357 / 8	Yes
LLD-WDI-0414-2009	Wind indicator	414314.4N 0003239.8E	357 / 8	Yes
LLD-OBS-0562-2009	Antenna	414340.4N 0003238.6E	360 / -	No
LLD-OBS-0563-2009	Antenna	414340.9N 0003236.9E	359 / 10	No
LLD-OBS-0566-2009	Antenna	414343.7N 0003233.9E	360 / -	No
LLD-OBS-0567-2009	Antenna	414341.8N 0003236.8E	394 / -	No

Remarks: See AD 2-LEDA AOC.

LEDA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	Lleida EMAe.
2	HR	HR ATS. Outside these hours, a half-hourly METAR AUTO will be issued.
3	METAR	Half-hourly.
4		

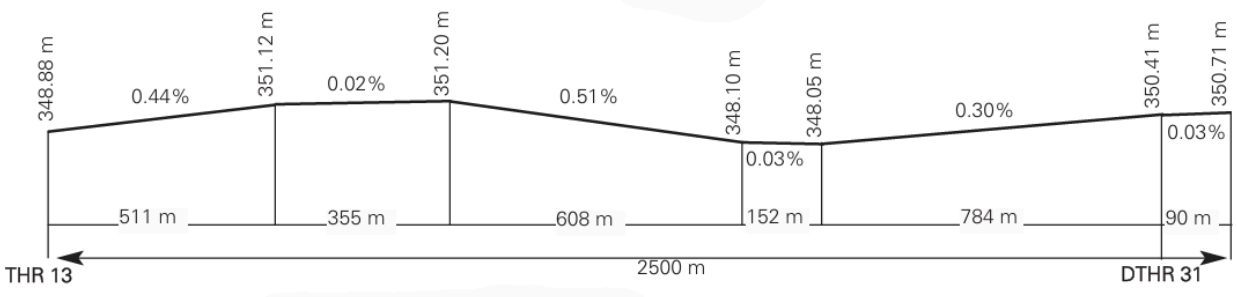
	TAF	24 HR.
5	TREND	No.
6	Briefing	In person and by telephone.
7	Flight documentation/Language	Charts and plain language / Spanish.
8	Charts	Significant, forecasted in altitude (wind and temperature) maps.
9	Supplementary equipment	Clouds and lightnings image and radar information display.
10	ATS unit served	TWR.
11	Additional information	Valencia OMAe (LEVA): H24 • TEL: +34-963 690 750 Lleida EMAe: HR AD • TEL: +34-973 179 500
12	Remarks	Aerodrome warnings available. During not on the spot hours the following service will be provided: • Observation data of field equipment and QNH in TWR and on the local weather information display screen. • Aeronautical meteorological self-reporting service. • Telephone consultation service with the MET LERS AD office. • Aerodrome bulletin warnings of adverse phenomena.

LEDA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY	Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
13 (1)	133.33° GEO 132° MAG	2500 x 61	414408.37N 0003128.13E	THR: 349 m/1145 ft TDZ: No	No	No	2620 x 300	No	240 x 150	RWY: ASPH PCN 51/F/A/W/T. SWY: No
31 (2)	313.35° GEO 312° MAG	2500 x 61	414314.76N 0003243.96E	THR: 350.4 m/1150 ft TDZ: 350.4 m/1150 ft	No	No	2620 x 300	No	240 x 150	RWY: ASPH PCN 51/F/A/W/T. SWY: No

Remarks:
(1) End RWY 13 coordinates: 414312.71N 0003246.91E.
(2) THR RWY 31 displaced 90 m.

12.1 PROFILE



LEDA AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
13	2500	2500	2500	2500
31	2500	2500	2500	2410
31 INT A	1512	1512	1512	–
Remarks: None.				

LEDA AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	13
2	Approach	Simple, 420 m.
3	PAPI (MEHT)	3° (16.37 m / 54 ft).
4	Threshold	Green.
5	Touchdown zone	No.
6	Runway centre line	2500 m: 1600 m white + 600 m white and red + 300 m red. Distance between lights: 30 m. (1)
7	Runway edge	2500 m = 1900 m white + 600 m yellow. Distance between lights: 50 m. (1)
8	Runway end	Red.
9	Stopway	No.
10	Remarks	Halogen lights. (1) Adjustable intensity lights.

1	Runway	31
2	Approach	Precision CAT I, 900 m. Threshold identification lights. (1)
3	PAPI (MEHT)	3° (16.97 m / 56 ft).
4	Threshold	Green.
5	Touchdown zone	No.
6	Runway centre line	2410 m: 1510 m white + 600 m white and red + 300 m red. Distance between lights: 30 m. (1)
7	Runway edge	2410 m = 1810 m white + 600 m yellow. Distance between lights: 50 m. (1)
8	Runway end	Red.
9	Stopway	No.
10	Remarks	Halogen lights. (1) Adjustable intensity lights.

LEDA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2		

	WDI	1 near THR 13, 1 near THR 31. LGTD.
3	TWY lighting	Edge. (1)
4	Apron lighting	4 poles with 6 floodlighting. LIH. (1)
5	Secondary power supply	Engine generators that provide a maximum switch-over (light) time of 15 s for emergency services / Uninterrupted Power Supply (UPS) with switch-over (light) time of 0 s for approach lights, PAPI, threshold, centre line, edge, runway end and protection lights.
6	Remarks	(1) LED technology lighting system.

LEDA AD 2.16 HELICOPTER LANDING AREA

1	Position	Geoid undulation, see item 2. • FATO: RWY 13/31. Coordinates THR 13 and THR 31, see item 12. • Air taxiing: TLOF coincident with PRKG H1 and PRKG 2. • Ground taxiing: TLOF same as RWY 13/31. Coordinates ARP, see item 2.
2	Elevation	• FATO: RWY 13/31. Elevation THR 13 and THR 31, see item 12. • Air taxiing: TLOF coincident with PRKG H1 and PRKG 2. Apron elevation, see item 8. • Ground taxiing: TLOF same as RWY 13/31.
3	Dimensions, surface, maximum weight, marking	• FATO: RWY 13/31. See items 9 and 12. • Air taxiing: TLOF coincident with PRKG H1 and PRKG 2. See items 8 and 9. • Ground taxiing: TLOF same as RWY 13/31. See items 9 and 12.
4	Taxiways	See items 8 and 9.
5	Direction	FATO: RWY 13/31. See item 12.
6	Declared distances	FATO: RWY 13/31. See item 13.
7	Lighting	• FATO: RWY 13/31. See item 14. • Air taxiing: TLOF coincident with PRKG H1 and PRKG 2. See item 15. • Ground taxiing: TLOF same as RWY 13/31. See item 14. Taxiways: See items 8 and 9.
8	Remarks	None.

LEDA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	CTR LLEIDA. Circle radius 6 NM centred on ARP. (1)
2	Vertical limits	SFC-3000 ft ALT.
3	Airspace class	D.
4	Unit	LLEIDA TWR (2).
5	Language	ES/EN.
6	Transition altitude	1850 m / 6000 ft.
7		

	Hours of applicability	HR ATS.
9	Remarks	(1) During the periods of time in which the aerodrome is not controlled, the CTR disappears. (2) Call sign: Lleida TWR. HR ATS: see item 3.

1	Designation and lateral limits	ATZ LLEIDA (RMZ). Circle radius 8 km centred on ARP(3).
2	Vertical limits	SFC-MAX ALT VFR SECTOR.
3	Airspace class	G.
4	Language	ES/EN.
5	Hours of applicability	ATZ is only available outside of ATS hours.
6	Remarks	(3) Or the ground visibility, whichever is lower.

LEDA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP	Barcelona Control	127.700 MHz	HR ATS	APP/H
TWR	Lleida TWR (1)	121.330 C (2)	HR ATS	-
		121.500 MHz	HR ATS	EMERG.
		121.630 C	HR ATS	GMC. (1) TWR operation in limited hours. See item 3. (2) Out of TWR operation hours, this frequency will be used for communications between pilots considering NO ATS as frequency. See item 20. Local regulations.

LEDA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks
DVOR (2° E)	LLE	113.600 MHz	H24	414347.2N 0003138.6E	-	-
DME	LLE	CH 83X	H24	414347.2N 0003138.6E	360 m	-
NDB (2° E)	LRD	404.000 KHz	H24	413310.5N 0003852.9E	-	COV 50 NM.
LOC 31 ILS CAT I (2° E)	ILL	110.900 MHz	H24	414414.5N 0003119.5E	-	132° MAG / 275 m FM THR 13. COV 25 NM.
GP 31		330.800 MHz	H24	414319.5N 0003230.8E	-	3°; RDH 15.9 m; at 338 m FM THR 31 & 103 m FM RCL on the left in APCH direction. COV 25 NM.
ILS/DME 31	ILL	CH 46X	H24	414319.5N 0003230.8E	354 m	REF DME THR 31.

LEDA AD 2.20 LOCAL AERODROME REGULATIONS

Airport with Aerodrome Control Service during limited hours (see item 3). During the periods of time in which the airport is not controlled:

- VFR/IFR approach and take-off/take-off practice flights, shall be authorised on a restricted basis according to the air traffic situation.
- Only VFR flights are permitted. Night VFR flights are permitted subject to PPR 48 HR, to the following e-mail address: cecoa@leda.cat.
- VFR flights will monitor the TWR frequency 121.330 C (NO ATS frequency during this time) and will transmit their intentions thereon, as well as the evolution of different phases of their flight, for knowledge and where appropriate, separation by other aircraft that are part of the aerodrome traffic.
- None of the airport's aeronautical stations will respond or confirm receipt of these communications.
- Departing VFR flights will comply with the VFR procedures in TMA Barcelona published in the ENR 6.5-11. When leaving the ATZ they will monitor on frequency 127.700 MHz and will not call unless necessary.
- Departing VFR flights intending to continue their IFR flight will formulate a "Z" flight plan and request ATC clearance from BARCELONA ACC on frequency 127.700 MHz before take-off. Arriving IFR flights will formulate a "Y" flight plan and will be approved by BARCELONA ACC until DVOR LLE at a 4000 ft. altitude, where they will cancel IFR and continue on VFR.
- The control tower in its frequency will spread a message announcing the beginning and end of the provision of the Control Service.

Airport with reduced meteorological service (see item 3). During not on the spot hours the service provided will be that specified in the Remarks section of item 11.

20.1 TURNING ON RUNWAY

A 180° turn on RWY is permitted from sunrise to sunset and outside low visibility conditions (LVP).

Aircraft requesting to make this turn shall notify TWR when landing on RWY 31. Maximum permitted aircraft DA42.

20.2 GROUND MOVEMENT

Outside ATS hours, pilots must contact CECOA for the assignment of parking stands on 121.630 MHz.

1. All ground movements of aircraft, towed aircraft, persons and vehicles in the manoeuvring area are subject to prior ATC clearance. Aircraft guidance from the apron transfer point to the parking stand is provided if so requested by the pilot or TWR.
2. All movements of aircraft, towed aircraft, persons and vehicles on the apron shall be regulated by the Apron Safety Regulations.
3. Avoidance of collisions with other aircraft or obstacles is the responsibility of:
    1. Pilots, when taxiing on the apron.
    2. Ground handling companies during parking stand exit manoeuvres with push-back, and during towing.

TWR clearances and instructions must be read back.

20.3 TAXIING RESTRICTIONS ON APRON

Aircraft classification according to chapter 1 of Annex 14 ICAO:

- Code letter D: wingspan equal or greater than 36 m, and less than 52 m.
- Code letter C: wingspan equal or greater than 24 m, and less than 36 m.
- Code letter B or below: wingspan less than 24 m.

Access to the apron is limited to a maximum code letter D aircraft (B753), taking into account their parking restrictions.

Limitation on apron taxiing for circulation of code letter C aircraft going to Sector 1 with PRKG 1A occupied.

Weight limitation on apron:

- B738: 74000 kg.
- A21N: 75000 kg.

20.4 OPERATIONAL SAFETY REPORTS

In 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:

safety@skyway-ans.com

20.5 TAKE-OFFS FROM INTERSECTION

Take-off operations are permitted from the intersection of RWY 31 with TWY A (see distances in item 13).

Aircraft must request this from ATC at the moment of start-up.

An informational board is provided at the intersection stating the distance available for take-off.

Take-offs from the intersection will only be permitted between sunrise and sunset and in the absence of LVC.

LEDA AD 2.21 NOISE ABATEMENT PROCEDURES

No.

LEDA AD 2.22 FLIGHT PROCEDURES

Threshold RWY 31 is preferred for take-offs of code letter C or higher aircraft.

22.1 RESTRICTIONS TO HELICOPTERS

Helicopter air taxiing is allowed.

Landing will be accomplished on the RWY in use. Air taxiing will take place from the RWY to the stand on TWY A.

Helicopters will park on the apron in the parking position indicated by the ATS unit.

22.2 STANDSTILL OF OPERATIONS IN THE MOVEMENT AREA PROCEDURE (PPOAM)

A "Standstill of Operations in the Movement Area Procedure for RVR lower than 550 m" (PPOAM 550) is available, which consists of the following phases:

CONDITIONS FOR THE ACTIVATION OF EACH OF THE PHASES OF THE PPOAM		
PHASES	RVR	VISIBILITY
PHASE I (WARNING)	≤ 800 m	≤ 1200 m
PHASE II (STANDSTILL OF OPERATIONS)	< 550 m	< 800 m
PHASE III (RESUMPTION OF OPERATIONS)	≥ 550 m, and there is a firm improving trend	≥ 800 m, and there is a firm improving trend

22.3 INFORMATION FOR PILOTS

1. Uncertainty regarding position on the manoeuvring area.

When in doubt about the aircraft's position relative to the manoeuvring area:

- If it is recognised that the aircraft is not on the runway, the pilot shall immediately stop the aircraft and notify ATC accordingly, including the last known position.
- If it is recognised that the aircraft is on a runway, the pilot shall immediately notify ATC, including the aircraft's last known position, and vacate the runway as soon as possible via a suitable taxiway, unless otherwise instructed by ATC; and, following this, the aircraft shall then be brought to a stop.
- Due to the traffic characteristics and density at the aerodrome, pilots intending to perform an early turn after departure, or any other non-standard procedure, shall obtain prior approval from TWR on the appropriate frequency in advance.

2. Aircraft failure.

The pilot shall notify ATC of the situation and await for the arrival of assistance. If the aircraft is on a runway, and if possible, it shall vacate the runway unless otherwise instructed by ATC.

3. Loss of visual contact with traffic.

In the case of loss of visual contact with another aircraft or a vehicle from which own separation is being maintained, the pilot shall immediately inform ATC and stop the aircraft.

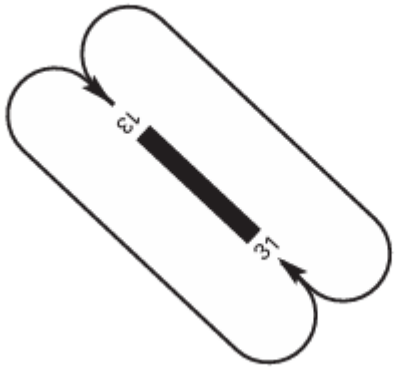
4. Communications failure.

- Departing aircraft: the aircraft shall continue along the assigned route, exercising extreme caution, up to the limit of the ATC clearance, where it shall hold position and await the arrival of an assistance vehicle.
- Arriving aircraft: if the aircraft has just landed, it shall hold position on the first taxiway segment clear of the ILS sensitive area and await the arrival of an assistance vehicle.
- If the aircraft has already received an ATC taxi clearance, it shall continue along the assigned route, exercising extreme caution, up to the limit of that clearance, where it shall hold position and await the arrival of an assistance vehicle.

22.4 ATS SURVEILLANCE SYSTEM

The air traffic controllers at the aerodrome shall maintain continuous visual surveillance of all the operations at the AD or its vicinity. An ATS surveillance system is available to support such visual observation above 2300 ft AMSL, for the monitoring of aircraft flight paths operating within LEDA CTR, as provided for in article 4.5.1.3 of the Reglamento de la Circulación Aérea.

22.5 AD TRAFFIC CIRCUIT



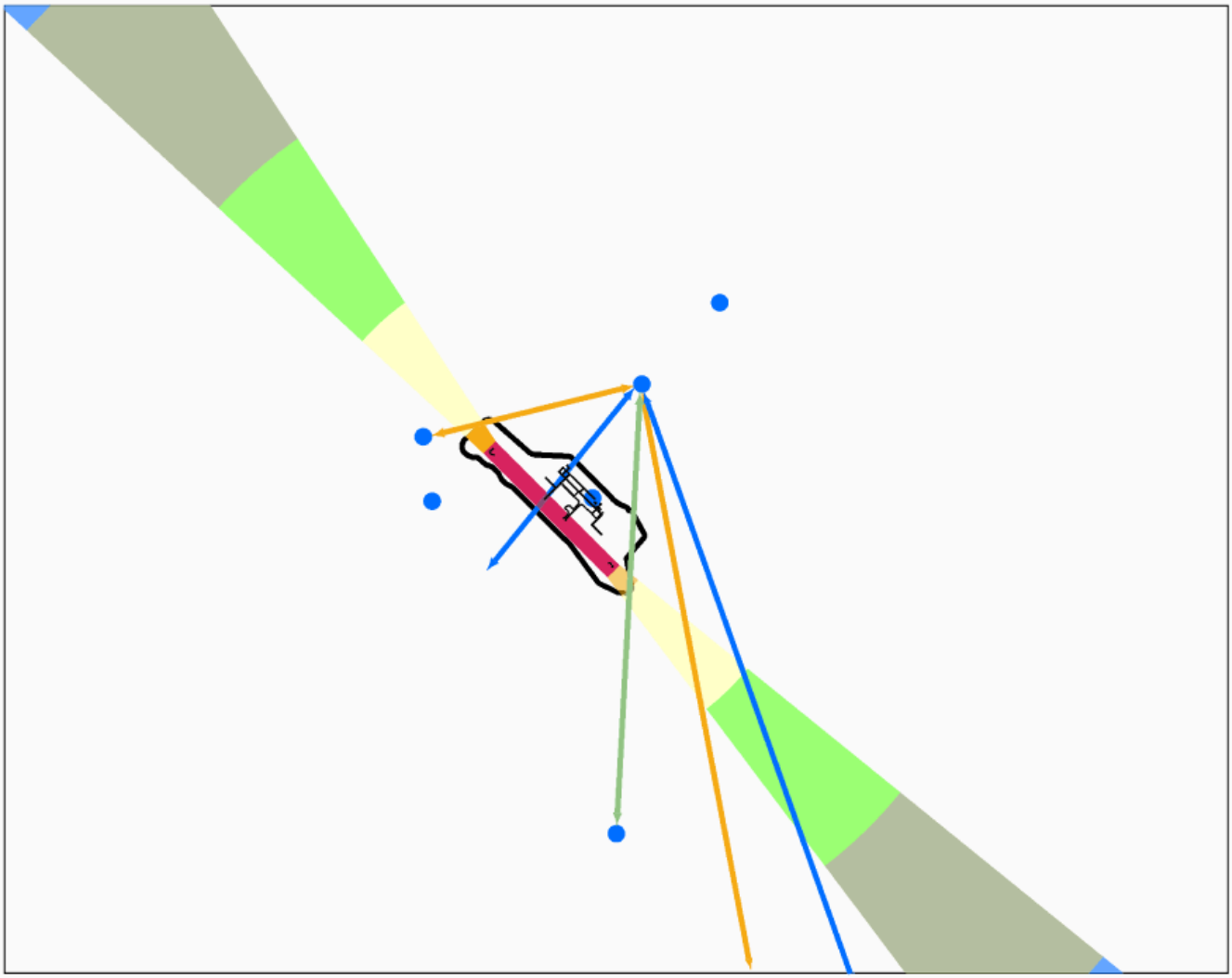
LEDA AD 2.23 ADDITIONAL INFORMATION

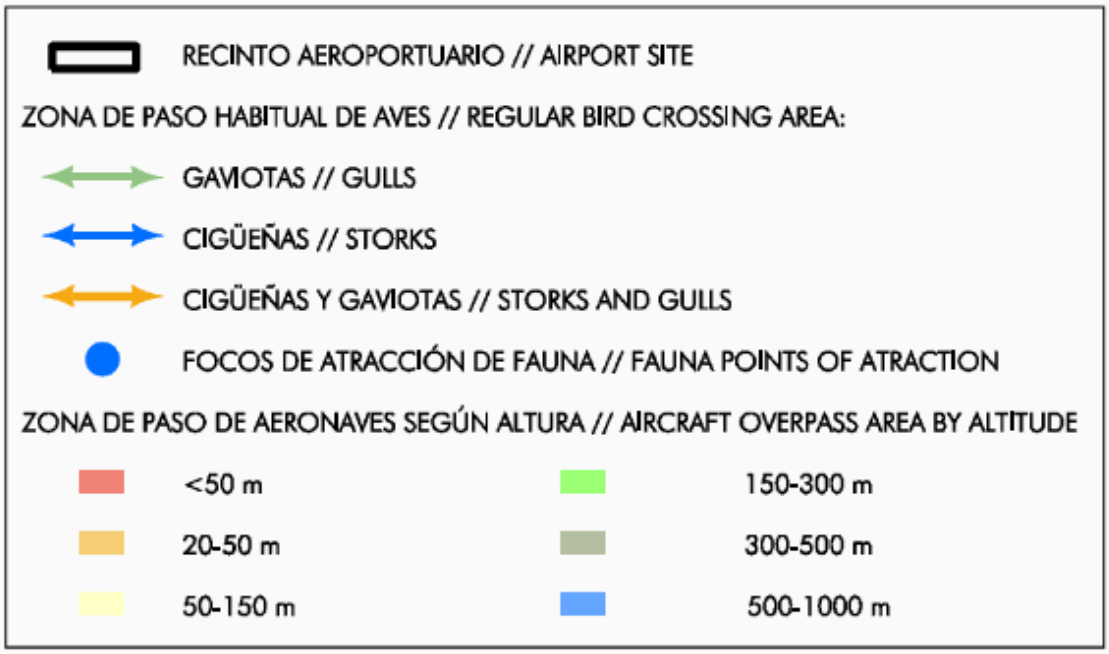
The airport of Lleida/Alguaire has the appropriate means and local procedures to handle aircraft with code letter D, up to maximum B753. The turning speed for aircraft with code letter D on turn pads is limited to 21 Km/h.

For operations of code letter E aircraft without cargo or passengers, contact the airport manager at cecoa@aeroportlleida.cat.

23.1 BIRD CONCENTRATION AREAS AND FLOW

Presence of storks and gulls in the following areas.





LEDA 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/#LEDA

LEDA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected can be found below:

- IAC 1 RNP Z RWY 13 (LPV ONLY): LPV.
- IAC 2 RNP Y RWY 13: LNAV/VNAV.
- IAC 3 VOR RWY 13: direct approach.
- IAC 6 ILS RWY 31: direct approach.
- IAC 7 LOC RWY 31: direct approach.
- IAC 8 VOR RWY 31: direct approach.

LERJ AD 2 AERODROME DATA

LERJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LERJ - LOGROÑO

LERJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	422738N 0021914W. See AD 2-LERJ ADC.
2	Distance and direction from the city	10 km E.
3	Elevation	352 m / 1156 ft.
4	Geoid undulation	51 m ± 0.05 m (1).
5	Reference temperature	30°C.
6	Magnetic variation	0° (2020).
7	Annual change	8.3'E.
8	AD administration	Aena.
9	Address	Aeropuerto de Logroño-Agoncillo Crta N232 (Logroño-Zaragoza) s/n 26160 Agoncillo (La Rioja).
10	TEL	+34-941 277 400/477
11	FAX	+34-941 277 410/479
12	AFTN	LERJ
13	E-mail	operacioneslarioja@aena.es
14	Approved traffic	IFR/VFR.
15	Remarks	(1) For all AD points.

LERJ AD 2.3 OPERATIONAL HOURS

1	Airport	From the second-last Saturday in July to the first Sunday in September, both inclusive. • Public Use (1): V: MON-FRI 0630-1700 SAT 0630-1030 SUN 1200-1600 • Restricted Use (3): V: SAT 1030-1730 SUN 0830-1100 and 1600-1830 • The rest of the year: • Public Use (1) (2): V: MON-FRI 0525-1100 and 1635-2000 PS 30-MIN PPR 30 MIN BFR AD CLSD SAT 0630-1030 SUN 1600-1930 PS 1 HR PPR 30 MIN BFR AD CLSD I: MON-FRI 0625-1200 and 1735-2100 PS 30 MIN PPR 30 MIN BFR AD CLSD SAT 0730-1130

1		SUN 1700-2030 PS 1 HR PPR 30 MIN BFR AD CLSD • Restricted Use (3): V: MON-FRI 1100-1635 SAT 1030-1730 SUN 0830-1315 and 1415-1600 I: MON-FRI 1200-1735 SAT 1130-1830 SUN 0930-1415 and 1515-1700
2	Customs and Immigration	Yes (4).
3	Health and Sanitation	No.
4	AIS/ARO	H24 (5)
5	MET briefing	HR AD.
6	ATS	• From the second-last Saturday in July to the first Sunday in September, both inclusive: V: MON-FRI 0615-1720 SAT 0615-1750 SUN 0815-1120 and 1145-1850 • The rest of the year: V: MON-FRI 0510-2020 PS 30MIN PPR BFR AD CLSD SAT 0615-1750 SUN 0815-1335 AND 1400-1950 PS 1 HR PPR BFR AD CLSD. I: MON-FRI 0610-2120 PS 30MIN PPR BFR AD CLSD. SAT 0715-1850 SUN 0915-1435 AND 1500-2050 PS 1 HR PPR BFR AD CLSD. In case of expediting PPR, see remarks: (6)
7	Fuelling	HR AD, public and restricted use. PPR, to: • TEL: +34-649 462 986 • and/or e-mail: rjl@exolum.com
8	Handling	HR AD, public use.
9	Security	HR AD, public and restricted use.
10	De-icing	HR AD, public use.
11	Remarks	Airport hours of activity: See HR ATS. In case of expediting PPR, see (6). (1) Possibility for authorisation of commercial flights outside AD operational schedule, public use, subject to request at least 48 hours in advance and with prior authorisation. See item 20 "Local regulations", Commercial operations outside AD schedule, public use. (2) PPR only for commercial aviation and flying schools based at the airport. (3) During the restricted use schedule, only operations of aircraft categories A, B and C, and helicopter categories H1 will be permitted. IFR operations will not be authorized. Commercial operations shall not be permitted, or of category above 2C, unless requested a minimum of 48 hours in advance, and subject to authorisation, see item 20 "Local regulations", Commercial operations outside AD schedule, public use. During the restricted use schedule in VFR, general aviation, aerial work, urgent medical transport, fire fighting, emergency, school flights, tourist flights and positional flights for maintenance operations in base shall be permitted. (4) Requests at least 48 HR in advance to operacioneslarioja@aena.es (5) Centralised ARO office geographical area 2. • TEL: +34-918 603 557 ; +34-672 344 412(only for communications contingency) •

11		E-mail: arocentralizada@enaire.es • LERJ AFTN address for flight plan management: LERJZPZX Centralised AIO Office - International NOTAM Office • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es (6) V: MON-FRI 0510-2050 SUN 0815-1335 and 1400-2050 I: MON-FRI 0610-2150 SUN 0915-1435 and 1500-2150

LERJ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	Cargo terminal 260 m2.
2	Fuel types	JET A-1, AVGAS 100LL. (1).
3	Oil types	No.
4	Refuelling capacity	JET A-1: 140000 l, 20 L/s. AVGAS 100LL: 20000 l, 1.5 L/s.
5	De-icing facilities	Yes; PRKG 4.
6	Hangar space	No.
7	Repair facilities	No.
8	Remarks	(1) PPR CTC. • TEL: +34-649 462 986 • Hiring a handling agent is mandatory for General Aviation operations whose MTOW is higher than 10 TM or that involve the transport more of four passengers. Ramp agents: - SOUTH EUROPE GROUND SERVICES • TEL: +34-941 277 455 ; +34-608 495 297 • E-mail: rjlkq@southeu.com • SITA: RJLKQIB •

LERJ AD 2.5 PASSENGER FACILITIES

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

LERJ AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	7. HR AD, public use. (1) HR AD, restricted use: non-private means of restricted use.

2	Rescue equipment	In accordance with the fire category published.
3	Removal of disabled aircraft	The Airport possesses the following equipment for removing disabled aircraft: - 1 dolly with a maximum capacity of 5 TM. - 1 dolly with a maximum capacity of 10 TM. it also possesses supplementary material for using the dollies (straps, tensioners, hooks, fittings, etc.) For heavier loads, service provided by nearby airports (LEBB-LEVT-LEBG-LEZG-LEPP) or externally, with advance request and at the expense of the owner/operator. Contact data: Operaciones Logroño Airport: • TEL: +34-941 277 477 • E-mail: operacioneslarioja@aena.es
4	Remarks	(1) The end-area response time of RWY 11/29 is less than 3 MIN, with an operational target of less than 2 MIN

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

1	Types of clearing equipment	Urea spreader, snowplough.
2	Clearance priorities	Runway, TWY A and aprons.
3	Use of material for movement area surface treatment	Urea (UREA).
4	Specially prepared winter runways	Not applicable.
5	Remarks	Period of application of snow plan: 1-NOV to 30-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.

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

1	Apron	Surface: Concrete. Strength: PCN 27/R/A/W/T.
2	CC.AA. Base apron	Surface: Concrete. Strength: PCN 49/R/A/W/T.
3	General aviation apron	Surface: Concrete. Strength: PCN 15/F/D/W/T.
4	Taxiways	Width: A: 23 m, B: 15 m, D: 8.5 m. Surface: Asphalt. Strength: A: PCN 73/F/B/W/T, B: PCN 25/F/D/W/T, D: PCN 15/F/D/W/T.
5	Check locations	Altimeter: Apron ELEV 349 m/1145 ft. VOR: No. INS: No.
6	Remarks	None.

LERJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1		

	Taxiing guidance system	Runway holding position, stop bar (1), boards and stand markings.
2	RWY markings	Designators, threshold, centre line, touchdown zone, side stripe and aiming point.
3	TWY markings	Centre line, side stripe.
4	Remarks	Retroreflective markers at edge of TWY D, apron, general aviation apron and runway turn pads. (1) LED lighting.

LERJ 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-LERJ AOC.

LERJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	(1).
2	HR	(1).
3	METAR	(1).
4	TAF	(1).
5	TREND	(1).
6	Briefing	(1).
7	Flight documentation/Language	(1).
8	Charts	(1).
9	Supplementary equipment	(1).
10	ATS unit served	(1).
11	Additional information	(1).
12	Remarks	(1) MET office is located at the Military Base and provides its information with the LELO indicator. (See AD 3-LELO item 11).

LERJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

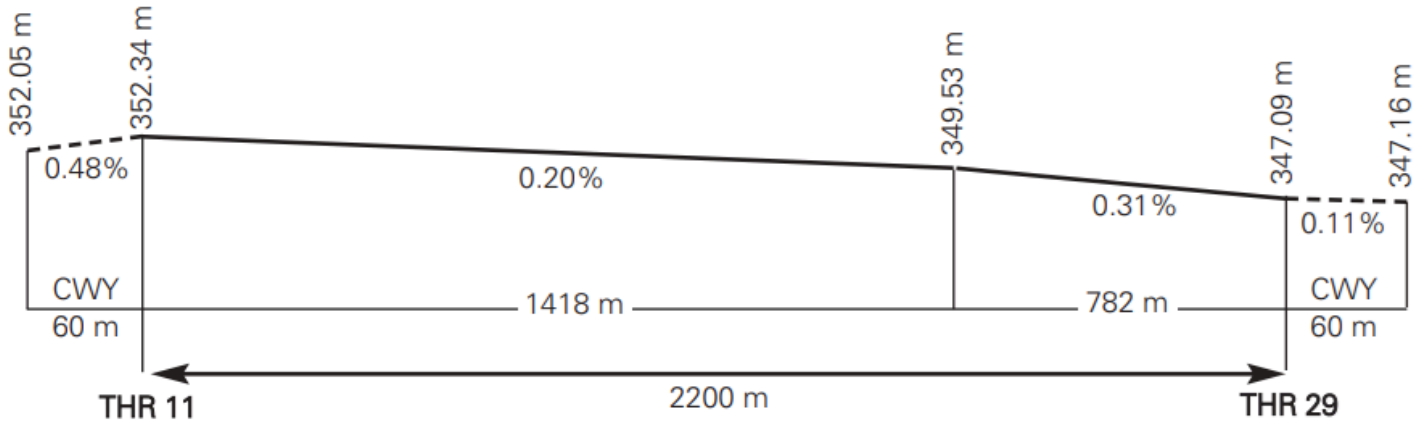
RWY	Direction	DIM (m)	THR PSN	THR ELEV / TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
11	109.78° GEO 110° MAG	2200 x 45	422749.43N 0021956.99W	THR: 352 m / 1156 ft TDZ: No	No	60 x 150	2320 x 280 (1)	No	90 x 90	RWY: ASPH PCN 73/F/B/W/T (2) (3) SWY: No
29	289.80°									

RWY	Direction	DIM (m)	THR PSN	THR ELEV / TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
	GEO 290° MAG	2200 x 45	422725.29N 0021826.36W	THR: 347.1 m / 1139 ft TDZ: 349.8 m / 1147 ft	No	60 x 150	2320 x 280 (1)	No	90 x 90	RWY: ASPH PCN 73/F/B/W/T (2) (4) SWY: No

Remarks:

(1) Unpaved.
(2) Turn pad: PCN 39/F/C/W/T.
(3) First 50 metres: PCN 63/F/B/W/T.
(4) First 150 metres: PCN 63/F/B/W/T.

12.1 PROFILE



LERJ AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
11	2200	2260	2200	2200
29	2200	2260	2200	2200
29 INT A	1669	1729	1669	–
11 INT B	875	935	875	–
29 INT B	1341	1401	1341	–
Remarks	None.			

LERJ AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	11
2	Approach	No.
3	PAPI (MEHT)	2.97° (16.10 m/53 ft).
4	Threshold	Green, with wing bar.
5	Touchdown zone	No.
6	Runway centre line	2201 m: 1301 m white+600 m red and white+300 m red (1). Distance between lights: 30 m.
7		

	Runway edge	2201 m: 1601 m white + 600 m yellow. (1) Distance between lights: 60 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	(1) Adjustable light intensity.

1	Runway	29
2	Approach	Precision CAT I, 900 m. (1).
3	PAPI (MEHT)	2.99° (15.18 m/50 ft).
4	Threshold	Green, with wing bar.
5	Touchdown zone	No.
6	Runway centre line	2201 m: 1301 m white+600 m red and white+300 m red (1). Distance between lights: 30 m.
7	Runway edge	2201 m: 1601 m white + 600 m yellow. (1) Distance between lights: 60 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	(1) Adjustable light intensity.

LERJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR 11, 1 near THR 29. LGTD.
3	TWY lighting	A: Centre line and edge (1); B: Edge (1), to the runway holding position; D: No.
4	Apron lighting	Floodlighting poles. Apron General Aviation: No.
5	Secondary power supply	Engine generators that provide a maximum switch over (light) time of 15 seconds. Switch over for emergency systems (runway edge, THR 29 and 11, RWY end 29 and 11, stop bar, approach system, PAPI 29 and 11) less than 1 seconds.
6	Remarks	Runway turn pads edge (1). (1) LED lighting.

LERJ AD 2.16 HELICOPTER LANDING AREA

1	Position	Geoid undulation: See item 2. FATO: RWY 11/29. Coordinates THR 11 and THR 29, see item 12. Ground taxiing: TLOF same as RWY 11/29. Coordinates 422738N 0021914W (same as ARP). Air Taxiing: TLOF same as the PRKG 1H, 4H and 5H.
2	Elevation	FATO: RWY 11/29. Elevation THR 11 and THR 29, see item 12. Ground taxiing: TLOF same as RWY 11/29. Elevation 352 m (Same as ARP). Air Taxiing: TLOF same as the PRKG 1H, 4H and 5H.
3		

	Dimensions, surface, maximum weight, marking	FATO: RWY 11/29, see item 12. Ground taxiing: TLOF same as RWY 11/29, see item 12. Air Taxiing: PRKG 1H, 4H and 5H: Concrete PCN 27/R/A/W/T. As it coincides with the stands, it does not require TLOF marking.
4	Direction	No.
5	Declared distances	Check table below. (*)
6	Lighting	No.
7	Remarks	None.

(*)

RWY	RTODAH (m)	TODAH (m)	LDAH (m)
11 INT A	554	614	1669
29 INT A	1669	1729	554
11 INT B	875	935	1341
29 INT B	1341	1401	875

LERJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR LOGROÑO.
2	Lateral limits	423339N 0023308W; 423339N 0023055W; 423053N 0022537W; arc centred on DVOR/DME LPA: 422738N 0021937W, radius 5.5 NM, clockwise; 423208N 0021519W; 423200N 0020554W; 422511N 0020347W; 422215N 0020505W; 422208N 0021932W; arc centred on DVOR/DME LPA: 422738N 0021937W, radius 5.5 NM, clockwise; 422539N 0022633W; 422556N 0023521W; 422845N 0023539W; 423339N 0023308W.
3	Vertical limits	SFC-1000 ft AGL.
4	Airspace class	D.
5	Unit Language	RIOJA TWR. ES/EN.
6	Transition altitude	1850 m/6000 ft.
7	Hours of applicability	-
8	Remarks	None.

1	Designation	ATZ LOGROÑO.
2	Lateral limits	Circle radius 8 km centred on DVOR/DME LPA (1).
3	Vertical limits	SFC-3000 ft HGT (2).
4	Airspace class	D.
5	Unit Language	RIOJA 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.

LERJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP/TWR	Rioja TWR	118.580 C	HR ATS	APP/L
		121.500 MHz	HR ATS	EMERG
		243.000 MHz	HR ATS	EMERG
		121.705 C	HR ATS	GMC

LERJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ/CH	HR	Coordinates	DME ELEV	Remarks
DVOR (0°)	LPA	115.450 MHz	H24	422737.9N 0021936.9W	-	COV at 40 NM NO AVBL BTN: • R-020/R-070 BLW FL070; • R-070/R-140 BLW 6000 ft AMSL; • R-140/R-180 BLW FL120; • R-180/R-200 BLW FL150; • R-200/R-215 BLW FL130; • R-215/R-250 BLW FL110; • R-250/R-300 BLW FL120; • R-300/R-345 BLW FL100; • R-345/R-020 BLW FL110; • R-217: FL110 COV 37 NM. FL170 COV 55 NM.
DME	LPA	CH 101Y	H24	422737.5N 0021937.1W	360 m	• COV at 40 NM NO AVBL BTN: • R-020/R-070 BLW FL070; • R-070/R-140 BLW 6000 ft AMSL; • R-140/R-180 BLW FL120 • R-180/R-200 BLW FL150; • R-200/R-215 BLW FL130; • R-215/R-250 BLW FL110; • R-250/R-300 BLW FL120; • R-300/R-345 BLW FL100; • R-345/R-020 BLW FL110; • R-217: FL110 COV 37 NM. FL170 COV 55 NM.
NDB (0°)	EAG	399.000 kHz	HR AD	422705.0N 0021852.9W	-	COV 45 NM.
LOC 29 (0°) ILS CAT I	ILO	108.350 MHz	H24	422751.1N 0022003.2W	-	290°MAG / 151 m FM THR 11 COV 25 NM AVBL at 4000 ft AMSL or ABV.
GP 29	-	333.950 MHz	H24	422731.8N 0021837.2W	-	3°; RDH 16.52 m; at 300 m FM THR 29 & 105 m RCL on the right in APCH direction. COV 10 NM AVBL at 3000 ft AMSL or ABV. Possible oscillations indication of FLY UP BTN 4 & 5 NM BLW GP.
ILS/DME 29	ILO	CH 20Y	H24	422731.8N 0021837.2W	354 m	REF DME THR 29.

LERJ AD 2.20 LOCAL AERODROME REGULATIONS

GAT flight plans with origin and/or destination from/to Logroño AD shall be addressed to both location indicators LERJZTZX (Logroño AD control tower) and LELOZTZX (Agoncillo Airbase control tower).

Take-off from intersection with TWY A and TWY B: Departures from RWY 29 and RWY 11 intersection with TWY A and TWY B are allowed. (See declared distances AD 2-LERJ item 13).

Aircraft shall request it from ATC, preferably, at the same time as clearance for start-up.

ATC shall give radio notice of the declared distance from intersection.

20.1 HELICOPTER OPERATION

Since there is no other specific area to operate with helicopters in Logroño Airport, those whose operators have no exemption letter will be treated as fixed-wing aircraft and will be authorised by ATC to take off and land on the runway.

However, in order to reduce the taxiing as far as possible, they will normally will be authorised by ATC to take off and land from the intersection of RWY 11/29 with TWY A/B.

20.1.1 TAXIING ROUTES

Helicopters will usually be authorised to enter or leave RWY 11/29 via TWY A. The taxiing will be made by TWY A and this taxiing may be air or ground depending on the type of the helicopter.

20.1.2 ARRIVALS

Arrival helicopters will land normally on RWY 11/29. They will be authorised by ATC to taxi by exit taxiway where they will follow the horizontal marked indications up to the stand assigned by CEOPS.

20.1.3 DEPARTURES

Departure helicopters will be authorised by ATC to taxi from assigned stand by the Airport Operations Coordination Centre (CEOPS). via TWY A to enter in RWY 11/29.

20.1.4 STAND HELICOPTERS

The helicopters will use PRKG 1H, 4H and 5H.

20.2 OPERATIONAL SAFETY REPORTS

Pilots/operator shall report to the airport as soon as possible 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 mandatory reporting 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 …).

Contact e-mail address of the airport, for the reception of operational safety reports, is the following: Seguridad_Operacional_RJL@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) to the following e-mail: lecm.safety@enaire.es

20.3 COMMERCIAL OPERATIONS OUTSIDE AD SCHEDULE, PUBLIC USE

Possibility for operation of commercial flights which need to operate under conditions of public use, with published RFFS category, during restricted hours or outside HR AD operational schedule, subject to request at least 48 hours in advance and with prior AENA authorisation.

PROCEDURE

Complete the request form downloadable from the AENA website, Logroño Airport:
https://www.aena.es/es/logrono-agoncillo.html

This request form, completely filled in, must be sent by the applicant to the following e-mail address or the following fax:

- E-mail: operacioneslarioja@aena.es
- FAX: +34-941 277 479

The applicant must await confirmation or denial of the request via the means of contact facilitated on the form.

20.4 NIGHT VISUAL OPERATIONS (VFR-N)

VFR-N flights are permitted.

20.5 OPERATION OF CODE LETTER D AIRCRAFT

Code letter D aircraft are allowed to operate provided they have received previous authorisation from the airport. The position allocated for these operations will be PRKG 3B for the B752 and DH8D and PRKG 3 for the C130.

Restrictions:

- As there is a distance of less than 4.5 m between the outer wheel of the main landing gear and the edge of the taxiway, movement of code letter D aircraft should be performed with an "oversteer" manoeuvre when turning into the intersection of TWY A with the runway.
- CEOPS will require the pilot to use minimum power to perform the exit turn out of the parking position.
- Incompatibility of simultaneous use of PRKG 3B with PRKG 2, 3, 5 and 5H and PRKG 3 with PRKG 2, 3B, 5 and 5H when a code letter D aircraft is parked.

20.6 AIRCRAFT DEICING

The supplier handling agent will request authorisation from Operations.

PRKG 4 is allocated for carrying out aircraft de-icing operations. The maximum wingspan aircraft that may use PRKG 4 for de-icing is a ATR-42.

In the event that the Procedure for the Shutdown of Operations in the Movement Area applies, and it is necessary to speed up the deicing manoeuvre, authorisation for the use of PRKG 2 will be given as an exception for carrying out the deicing. The maximum wingspan aircraft that may use the PRKG 2 for deicing is a CRJ-900.

20.7 USE OF TURN PADS AND CLEARED BACKTRACKING MOVEMENTS

Turn pads are available at the ends of both Runways 11 and 29 at Logroño Airport.

Backtracking on arrivals on Runways 11 and 29 after completing the landing roll at any point on the runway except in those areas with runway exit or PAPI signs: at the discretion of TWR, this may be performed both during daytime and night-time, in any visual conditions up to an RVR of 550 metres; limited to maximum aircraft type CRJ-900, when requested by pilots to reduce taxiing times.

Backtracking on departures at thresholds 11 and 29. Backtracking on departures are not permitted at other points on the runway.

20.8 RESTRICTIONS ON AIRCRAFT MOVEMENT ON THE APRON

Simultaneous aircraft movements are not permitted on the apron. Only one aircraft may be in movement at any given time.

The autonomous exit manoeuvre shall be performed at the minimum power required to initiate taxiing at all parking stands.

LERJ AD 2.21 NOISE ABATEMENT PROCEDURES

No.

LERJ AD 2.22 FLIGHT PROCEDURES

22.1 LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedures (LVP) are not available at Logroño Airport.

22.2 OPERATIONAL STANSTILL PROCEDURE IN THE MOVEMENT AREA (PPOAM)

The OPERATIONAL STANSTILL PROCEDURE IN THE MOVEMENT AREA WHEN RVR IS BELOW 550 M (PPOAM 550) is available at Logroño Airport for maintaining safety in the movement area. It includes the following phases:

- STAGE I: Warning. RVR < 800 m (or VIS < 1700 m in case of transmissometer failure).
- STAGE II: Operations completely halted. RVR < 550 m (or VIS < 1500 m in case of transmissometer failure).
- STAGE III: Operations resumed. RVR > 550 m and firm improving trend (or VIS > 1500 m and firm improving trend in case of transmissometer failure).

22.2.1 INFORMATION FOR PILOTS

22.2.1.1 Uncertainty regarding the position in the manoeuvring area

When in doubt about the position of the aircraft relative to the manoeuvring 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 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.

22.2.1.1 Failure of an aircraft

Report the situation to ATC and await the arrival of assistance. In the case that the aircraft is on a runway, if possible and unless ATC indicates otherwise, the pilot will evacuate the runway.

22.2.1.1 Loss of visual contact between traffics

In the case of the loss of visual contact with another aircraft or a vehicle with which separation is maintained, ATC will be informed immediately and the aircraft will stop.

22.2.1.1 Communications failure

Departing aircraft: aircraft shall continue by the assigned route and stop at the limit of the ATC clearance, taking extreme caution. Here they will maintain their position and wait for the arrival of an assistance vehicle.

Arriving aircraft: if the aircraft has just landed, it shall maintain its position when leaving the runway and wait for the arrival of an assistance vehicle.

If the aircraft already has taxiing ATC clearance, it shall continue by the assigned route to the limit of such authorisation, taking extreme caution. Here, it will maintain its position and wait for the arrival of an assistance vehicle.

Vehicle: It shall proceed to leave the "no stay" zone via the closest possible point to its position, then shall remain in position and await the arrival of an RFFS vehicle which shall lead it to the specified location.

22.3 FLIGHT PROCEDURES FOR AIRCRAFT WITHOUT RNAV1 OPERATIONAL CLEARANCE

22.3.1 ARRIVAL PROCEDURES

Aircraft without RNAV1 operational clearance shall notify LECM of this condition on initial callup when entering FIR and they will

receive ATC instructions to follow conventional instrument manoeuvres and the arrival runway.

22.3.1.1 Procedure in case of communications failure during arrival

In case of communications failure, traffic is expected to proceed according to the information in AIP ENR 1.8.3 y 1.8.4.

22.3.2 DEPARTURE PROCEDURES

Aircraft without RNAV1 operational clearance shall notify LERJ of this condition on initial callup and they shall be cleared via conventional SID.

22.3.2.1 Procedure in case of communications failure during departure

In case of communications failure, traffic is expected to proceed according to the information in AIP ENR 1.8.3 y 1.8.4.

22.4 AD TRAFFIC CIRCUIT

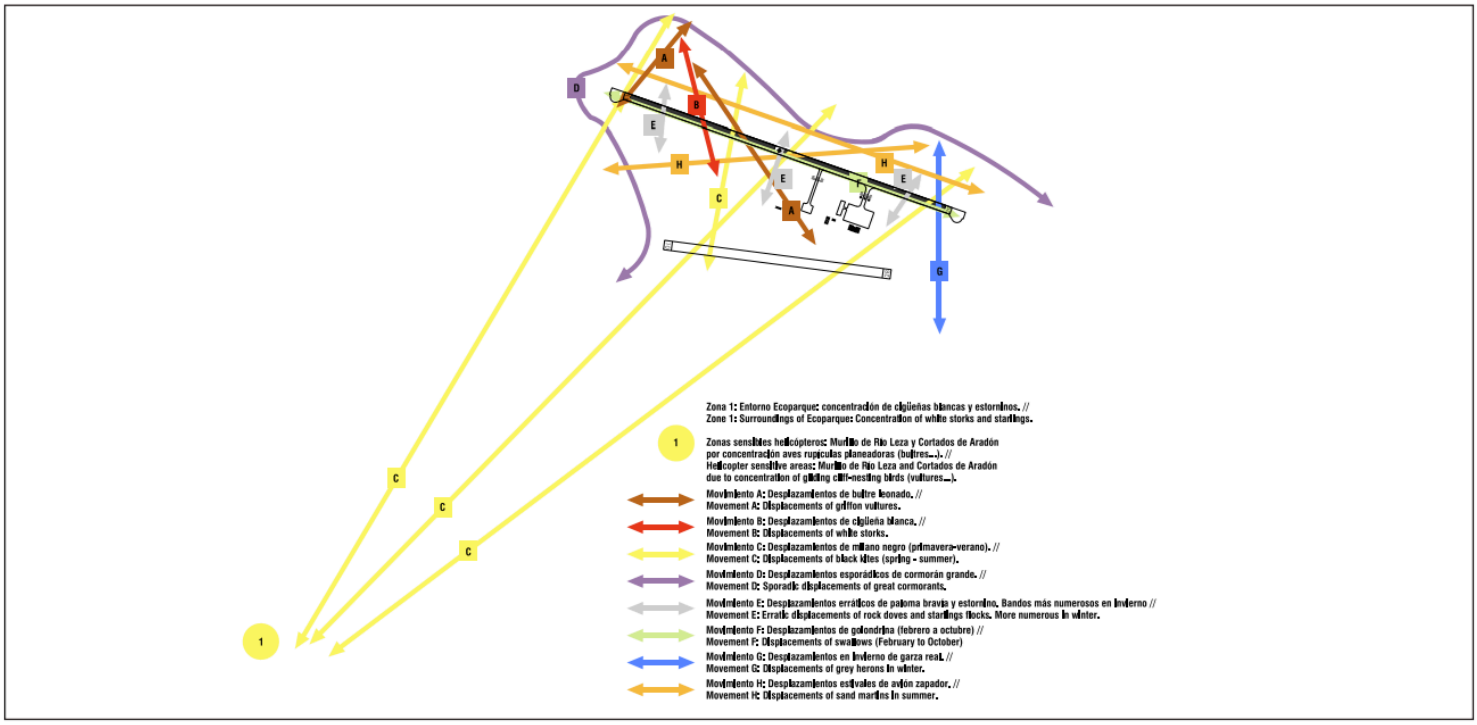


LERJ AD 2.23 ADDITIONAL INFORMATION

Slope of Apron General Aviation above 1%.

It is mandatory to use blocks in stands of General Aviation Apron.

23.1 BIRD CONCENTRATION AREAS



LERJ 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/#LERJ

LERJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected can be found below:

- IAC 1 RNP RWY 11 (LPV ONLY): LPV.
- IAC 2 RNP RWY 29 (LPV ONLY): LPV.
- IAC 3 ILS Z RWY 29: direct approach.
- IAC 4 ILS Y RWY 29: direct approach.
- IAC 5 LOC RWY 29: direct approach.

LEMD AD 2 AERODROME DATA

LEMD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LEMD - MADRID/Adolfo Suárez Madrid-Barajas

LEMD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	402820N 0033339W. See AD 2-LEMD ADC.
2	Distance and direction from the city	13 km NE.
3	Elevation	609 m / 1998 ft.
4	Geoid undulation	51 m ± 0.05 m (1).
5	Reference temperature	34°C.
6	Low average temperature	5°C.
7	Magnetic variation	0° (2020).
8	Annual change	8.1'E.
9	AD administration	Aena.
10	Address	Aeropuerto de Adolfo Suárez Madrid-Barajas, Avda. de La Hispanidad s/n. 28042 Madrid.
11	TEL	+34-913 936 000
12	FAX	+34-913 936 221
13	AFTN	LEMD
14	E-mail	comaismad@aena.es (COM/AIS); ceopsmad@aena.es (Airport Operations Center).
15	Approved traffic	IFR.
16	Remarks	(1) For all AD points. Slot requests on the day of operation and outside office hours: Requests for slots on the day of operation and outside office hours (also known as real-time slot requests), should be directed to the Airport Operations Center. • E-mail: mad.gtr@aena.es (messages in SSIM format, for instance, SCR). • SITA: MADOPYA • TEL: +34-913 936 524 The real-time period starts at 12:00 LT on the working day prior to the date of the flight.

LEMD AD 2.3 OPERATIONAL HOURS

1	Airport	H24.
2	Customs and Immigration	H24.
3	Health and Sanitation	See GEN 1.4.
4		

	AIS/ARO	H24. (1)
5	Apron Management Service (SDP)	H24.
6	MET briefing	H24.
7	ATS	H24.
8	Fuelling	H24.
9	Handling	H24.
10	Security	H24.
11	De-icing	H24.
12	Remarks	(1) Centralised ARO office geographical area 3. • TEL: +34-918 603 558; +34-672 344 415 (only for communications contingency). • E-mail: arocentralizada@enaire.es • AFTN Flight Plan management LEMD: LEMDZPZX Centralised AIO Office - International NOTAM Office. • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es

LEMD AD 2.4 HANDLING SERVICES AND FACILITIES FOR CARGO AND MAINTENANCE

1	Cargo facilities	Up to 10000 kg. Special storage of regulation material.
2	Fuel types	JET A-1.
3	Oil types	No.
4	Refuelling capacity	No limitations.
5	De-Icing facilities	Service provided by handling operator.
6	Hangar space	No.
7	Repair facilities	Yes.

8	Remarks	Ramp agents:
		• GROUNDFORCE:
		  ◦ TEL +34-913 938 243
		  ◦ FAX +34-913 936 896
		  ◦ Mobile phone +34-629 628 263
		  ◦ E-mail madjturno@groundforce.aero
		  ◦ SITA MADJTCR
		• SOUTH EUROPE GROUND SERVICES
		  ◦ TEL +34-913 189 281; +34-913 189 011
		  ◦ Mobile phone +34-639 040 281
		  ◦ E-mail jefesexplo@southeu.com; madka1@southeu.com; madki@southeu.com
		  ◦ SITA MADKIIB
		• AVIAPARTNER
		  ◦ Mobile phone +34-655 338 271
		  ◦ E-mail mad.ops@aviapartner.aero

8		◦ SITA MADOAXH Ramp agents may attend commercial aviation as well as general aviation. General Aviation ramp agents: • AVIAVIP FBO MADRID ◦ TEL +34-629 361 111; +34-655 316 057 ◦ E-mail lemd@aviavip.com ◦ SITA MADOAXH • GENERAL AVIATION SERVICES ◦ TEL +34-913 936 906 ◦ FAX +34-913 936 671 ◦ Mobile phone +34-669 293 991 ◦ E-mail madrid@generalaviation.es ◦ SITA MADAPXH • JETEX EXECUTIVE AVIATION SPAIN ◦ TEL +34-91 660 06 25 ◦ Mobile phone +34-696 389 536 ◦ E-mail mad-madrid@jetex.com; spain@jetex.com • MADRID SUPPORT SERVICES ◦ TEL +34-912 777 108 ◦ Mobile phone +34-662 167 917 ◦ E-mail madops@madsupport.aero • SKY VALET SPAIN ◦ TEL H24 +34-916 782 648 ◦ FAX +34-913 936 899 ◦ Mobile phone +34-696 401 625 ◦ E-mail occ@skyvalet.com ◦ SITA MADSKXH • UNITED AVIATION FBO (UNITED AVIATION SERVICES) ◦ TEL H24 +34-913 936 775 ◦ E-mail ops.mad@unitedaviation.es; ops@unitedaviation.es (OCC) ◦ SITA MADSPCR • UNIVERSAL AVIATION SPAIN ◦ TEL +34-913 936 890 ◦ FAX +34-913 936 891 ◦ Mobile phone +34-626 360 527 ◦ E-mail universal.aviation@uvspain.com ◦ SITA MADTJUV NOTE: General Aviation and Business aircraft, see item 20 Local Regulations.

LEMD AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	Yes.
3	Transportation	Buses, taxis, hire cars, underground and suburban train.
4	Medical facilities	First aid. Ambulances.
5	Bank/Post Office	Yes.
6	Tourist information	Yes.

7	Remarks	None.

LEMD AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	10.
2	Rescue equipment	In accordance with the fire category published.
3	Removal of disabled aircraft	Available subject to prior signed declaration by the aircraft operator of inability to remove it with their own means, and releasing the airport manager from liability. (1) Capacities of available equipment: • Elevation system with air mats (8) with a total capacity of 268 TM. • Aircraft rescue platforms, several, with capacity up to 230 TM at 3 points. • Slings for hoisting fuselage, several, with capacity up to 2x50 TM. • Swivel dollies for transporting fuselage, several, with capacity up to 50 TM. • Beams for hoisting gantry, several, with capacity up to 25 TM. • Transport slings by traction (De-Bogging), several, with capacity up to 2x55 TM. • Hydraulic jack (70-690mm) with capacity up to 99 TM. • Sufficient ground reinforcement materials for elevation and rolling, with no limitation on aircraft.
4	Remarks	(1) Contact E-mail: ceopsmad@aena.es (Airport Operations Center). • TEL: +34-913 936 524

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

1	Types of clearing equipment	Pick up vehicles with snowplough blade and de-icer spreader, heavy vehicles with snowplough blade, liquid de-icer spreader, front loader and sweeper trucks.
2	Clearance priorities	Runway, taxiway, apron, service roads, accesses.
3	Use of material for movement area surface treatment	Potassium formate fluid (KFOR).
4	Specially prepared winter runways	Not applicable.
5	Remarks	Period of application of snow plan: 01-NOV to 31-MAR. Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in AD 1.2.2. Aerodrome in service during all seasons of the year.

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

1	Apron	Surface: Concrete and asphalt.
		Strength:
		• PCN 91/F/B/W/T, EXC T-4 and T-4S: PCN 90/R/A/W/U, and PRKG:
		  ○ 20 to 29: INFO NO AVBL.
		  ○ 40 to 43, 45, T1 to T19: PCN 148/F/A/W/T;
		  ○ 30 to 37, 44 and 50 to 162: PCN 104/R/A/W/T;
		  ○ 171 to 175: PCN 80/F/B/W/U;
		  ○ 178 to 190 and 220 to 249: PCN 84/R/A/W/T;
		  ○ 200 to 218: PCN 71/R/A/W/T;

1		◦ 258 to 264: PCN 83/R/B/W/T; ◦ 300 to 394: PCN 81/R/A/W/T; ◦ 400 to 419: PCN 101/F/A/W/T; ◦ 700 to 722: PCN 114R/A/W/T; ◦ T20 to T23: PCN 116/R/A/W/T; ◦ T24 to T36: PCN 103/R/B/W/T. • RWY 36R de-icing area: PCN 65/F/B/W/U.
2	Taxiways	Width: • TWY of RWY 14L/32R and 18L/36R: 25 m. • TWY of RWY 14R/32L: 23.5 m. • TWY of RWY 18R/36L: ◦ Z4, Z6, Z8, Z10, Z12: 30 m; ◦ Z14: 26 m; ◦ ZW1 to ZW5: 45 m. • TWY of apron T-123: CA and CB: 33 m. • TWY of apron T-4 (East/West zones): 23 m. • TWY of apron T-4S: 25 m EXC AM3, EB1, EB2, EB6, EB7, EB8, EC1, EC2, EC6, EC7, EC8, M27 to M31, GATE 14: 23 m. Surface: Asphalt and concrete. Strength: • TWY of RWY 14L/32R: PCN 121/F/A/W/T EXC K1 to K5, KA2 to KA8, KB2, KC2, KC3: PCN 101/F/A/W/T. • TWY of RWY 14R/32L: PCN 62/F/A/W/T EXC: ◦ L1, L3 to L5, LA, LB: PCN 148/F/A/W/T; ◦ L2: PCN 98/F/A/W/T; ◦ LC, LD, LE, ME2: PCN 71/R/B/W/T. • TWY of RWY 18L/36R: PCN 134/F/A/W/T EXC Y1 to Y7: PCN 101/F/A/W/T. • TWY of RWY 18R/36L: PCN 87/F/D/W/T EXC: ◦ Z2: PCN 79/R/B/W/T; Z3, Z4: PCN 62/R/B/W/T; ◦ ZW1, ZW2: PCN 137/F/A/W/T; ◦ ZW3 to ZW5: PCN 91/F/D/W/T. • A1 to A4: PCN 104/R/A/W/T. • A5 and DI4: PCN 103/F/A/W/T. • A6 to A14: PCN 141/F/A/W/T. • A17 to A20, M17, R5 to R7: PCN 101/F/C/W/T. • A30 to A34, B11-B13, BY12, BY13, D5, DI2, J5, J6, JI5, JI6, M30-M34, N11 to N13, NY12, NY13, U3, U4, W3-W6, WA, WI6, WN1 to WN3, X5: PCN 101/F/A/W/T. • AZ2 to AZ6, H2, J2, M14-M16, MZ3-MZ7, S2, V1, V2, W1, W2: PCN 87/F/D/W/T. • C1 to C5, CA, CB, M1-M6, M9, M13: PCN 147/F/A/W/T. • C6: PCN 80/F/D/W/T. • C7: PCN 87/R/A/W/T. • C11: PCN 69/R/A/W/T. • EF, EH, GATE 15, GATE 16: INFO NO AVBL. • I6 to I8: PCN 150/F/A/W/T. • I9 to I11: PCN 135/F/A/W/T. • I12: PCN 111/F/A/W/T. • M10, M12: PCN 122/F/A/W/T. • R1, R8: PCN 79/R/B/W/T. • DI3: PCN 117/F/A/W/T.

3	Check locations	Altimeter:
		• Apron T-123:
		  ○ Ramps R-0, R-1, R-2, R-3, R-6 and PRKG from 50 to 74 of ramp R-5: ELEV 602 m/1975 ft.
		  ○ Ramp R-4 and PRKG from 149 to 162 of ramp R-5: ELEV 598 m/1962 ft.
		  ○ Ramp R-7:
		  ▪ PRKG from 178 to 190 and 220-264 ELEV 595 m/1952 ft;
		  ▪ PRKG from 200 to 218 ELEV 591 m/1939 ft.
		• Apron T-4 ELEV 616 m/2020 ft.
		• Apron T-4S ELEV 597 m/1958 ft.
		VOR: No.
		INS: See AD 2-LEMD PDC.

4	Remarks	TWY centre line: see INSIGNIA and Data Set.

LEMD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Lighted position indicators, NO-ENTRY boards and bars (1), mandatory instructions and information signs LGTD (2), runway-holding positions, intermediate holding positions, stop bars (1), intermediate holding positions lights (1), runway guard lights and stands identification markings.
2	RWY markings	Designators, threshold, displaced threshold RWY 18L, 18R, 32L and 32R, centre line, touchdown zone (except on RWY 14L, 14R, 36L, 36R), side stripe, aiming point (EXC RWY 14L, 14R, 36L, 36R).
3	TWY markings	Centre line, side stripe and reflective markers on edge.
4	Remarks	(1) LED lighting. (2) There are signs with 2 lines of text.

LEMD 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-LEMD AOC. RWY 32R, 32L, 18R and 18L: Not available for take-off. See item 12.

LEMD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	Barajas EMAe.
2	HR	H24.
3	METAR	Half-hourly.
4	TAF	30 HR.
5	TREND	Yes.
6	Briefing	In person and by telephone.

7	Flight documentation/Language	Charts and plain language / Spanish/English.
8	Charts	Significant forecasted and 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	Madrid OMAe (LEMC): H24 • TEL: +34-915 045 807 Barajas EMAe: H24 • TEL:+34-913 055 782
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available. Forecasted vertical wind shear warnings are issued in the airport. A meteorological station launches balloons into the aerodrome area, in 4028N 00335W from 1115 to 1130 UTC and from 2315 to 2330 UTC. Aerodrome MET guide available.

LEMD 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
14L (8) (9)	142.21° GEO 143° MAG	3500 x 60	402941.71N 0033328.33W	THR: 592 m / 1942 ft TDZ: No	No	300 x 150	3620 x 300	No	240 x 150	ASPH PCN 133/F/A/W/T SWY: No
32R (1) (7)	322.22° GEO 323° MAG	3500 x 60	402824.85N 0033210.30W	THR: 574.8 m / 1886 ft TDZ: 579.9 m / 1903 ft	No	No	3620 x 300	Yes	240 x 150 (6)	ASPH PCN 133/F/A/W/T SWY: No
14R (8) (10)	142.20° GEO 143° MAG	3988 x 60	402905.50N 0033433.64W	THR: 608 m / 1995 ft TDZ: No	No	222 x 150	4108 x 300	No	240 x 150	ASPH PCN 83/F/A/W/T SWY: No
32L (2) (7)	322.21° GEO 323° MAG	3988 x 60	402747.10N 0033314.02W	THR: 589.1 m / 1933 ft TDZ: 594.2 m / 1949 ft	No	No	4108 x 300	Yes	240 x 150 (6)	ASPH PCN 83/F/A/W/T SWY: No
18L (3) (7)	179.76° GEO 180°MAG	3500 x 60	403141.22N 0033333.68W	THR: 585.9 m / 1922 ft TDZ: 587.7 m / 1928 ft	No	No	3620 x 300	Yes	240 x 150	ASPH PCN 134/F/A/W/T SWY: No
36R (8) (11)	359.76° GEO 360°MAG	3500 x 60	403003.97N 0033333.15W	THR: 592 m / 1942 ft TDZ: No	No	300 x 150	3620 x 300	No	240 x 150	ASPH PCN 134/F/A/W/T SWY: No
18R (4) (7)	179.76° GEO 180° MAG	4179 x 60	403122.40N 0033429.27W	THR: 606.9 m / 1991 ft TDZ: 606.9 m / 1991 ft	No	No	4299 x 300	Yes	240 x 150	ASPH PCN 111/F/A/W/T SWY: No
36L (8) (12)	359.76° GEO 360° MAG	4179 x 60	402933.32N 0033428.64W	THR: 605 m / 1985 ft TDZ: No	No	430 x 150	4299 x 300	No	240 x 150	ASPH (5) PCN 111/F/A/W/T SWY: No

Remarks:

(1) THR RWY 32R displaced 500 m.

(2) THR RWY 32L displaced 928 m.

(3) THR RWY 18L displaced 500 m.

(4) THR RWY 18R displaced 814 m.

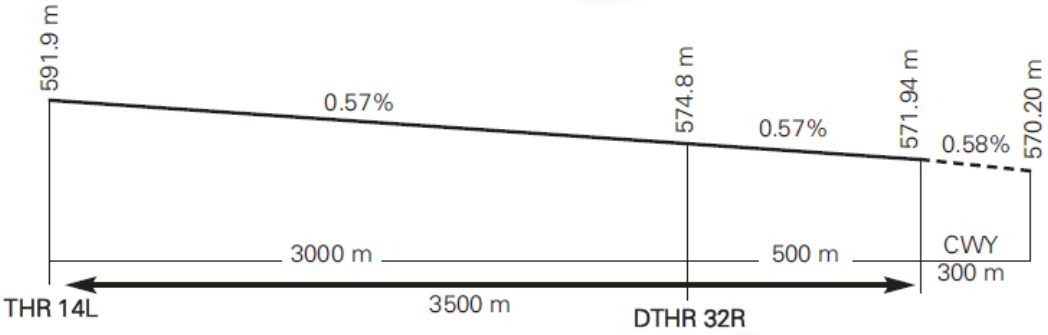
(5) First 273.5 m RWY 36L of hydraulic concrete: PCN 81/R/B/W/U.

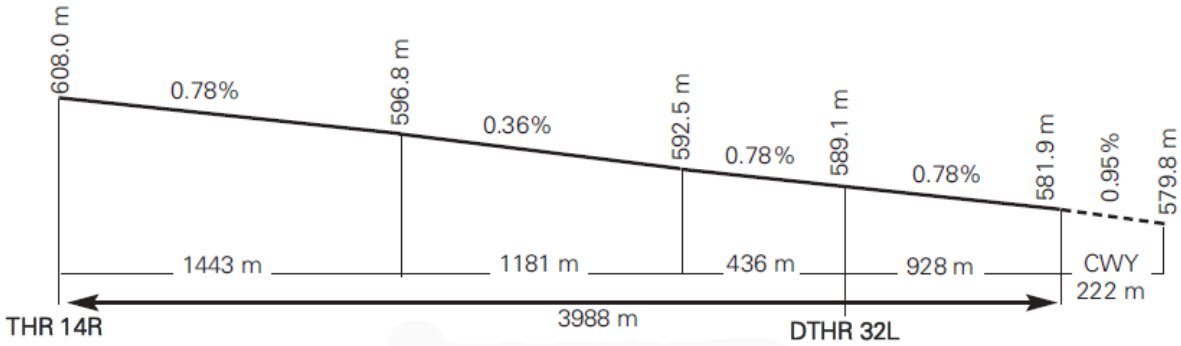
(6) See item 23 (EMAS).

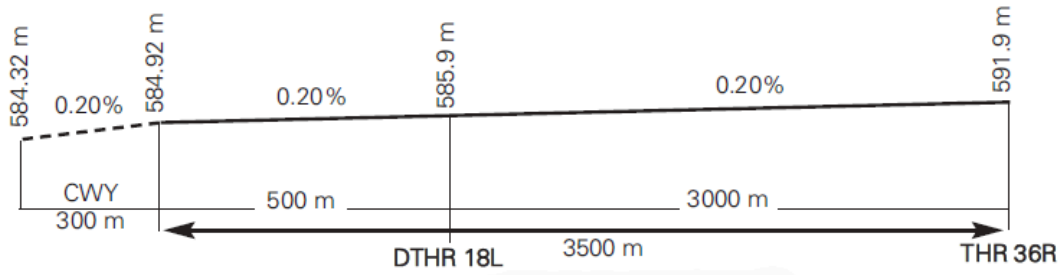
(7) Not available for take-off.

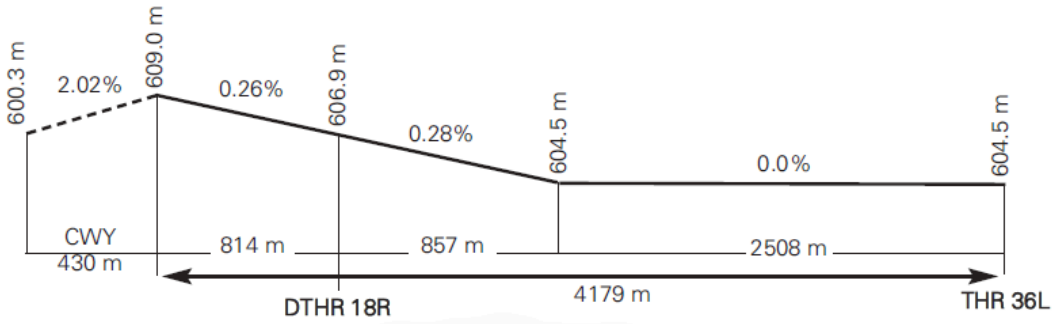
RWY	Direction	DIM (m)	THR PSN	THR ELEV / TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC / PCN
(8) Not available for landing.										
(9) End RWY 14L coordinates: 402812.03N 0033157.29W.										
(10) End RWY 14R coordinates: 402723.32N 0033249.89W.										
(11) End RWY 36R coordinates: 403157.44N 0033333.77W.										
(12) End RWY 36L coordinates: 403148.78N 0033429.41W.										

12.1 PROFILE









LEMD AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
14L	3500	3800	3500	NU
32R	NU	NU	NU	3000
14R	3988	4210	3988	NU

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
32L	NU	NU	NU	3060
18L	NU	NU	NU	3000
36R	3500	3800	3500	NU
18R	NU	NU	NU	3365
36L	4179	4609	4179	NU
14L INT K3	3280	3580	3280	-
14R INT L1	3656	3878	3656	-
36L INT Z4	4013	4443	4013	-
36L INT Z6	3719	4149	3719	-
36R INT Y2	3445	3745	3445	-
36R INT Y3	3345	3645	3345	-
Remarks: None.				

LEMD AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	14L
2	Approach	No.
3	PAPI (MEHT)	No.
4	Threshold	No.
5	Touchdown zone	No.
6	Runway centre line	3500 m: 2600 m white+600 m red and white+300 m red. LIH. Distance between lights: 15 m. (1)
7	Runway edge	3500 m: 2900 m white + 600 m yellow. LIH. Distance between lights: 60 m. (1)
8	Runway end	Red. (1)
9	Stopway	No.
10	Remarks	(1) LED lighting.

1	Runway	32R
2	Approach	Precision CAT II/III, 900 m. LIH. (1)
3	PAPI (MEHT)	3° (22.19 m/73 ft).
4	Threshold	Green, with wing bars. (1)
5	Touchdown zone	900 m white. (1)
6	Runway centre line	3000 m: 2100 m white+600 m red and white+300 m red. LIH. Distance between lights: 15 m. (1)
7	Runway edge	3500 m: 500 m red + 2400 m white + 600 m yellow. LIH. Distance between lights: 60 m. (1)
8	Runway end	Red. (1)
9	Stopway	No.

10	Remarks	Rapid exit taxiway indicator lights (K4 and K5). (1) (1) LED lighting.

1	Runway	14R
2	Approach	No.
3	PAPI (MEHT)	No.
4	Threshold	No.
5	Touchdown zone	No.
6	Runway centre line	3988 m: 3088 m white + 600 m red and white + 300 m red. LIH. Distance between lights: 15 m. (1)
7	Runway edge	3988 m: 3388 m white + 600 m yellow. LIH. Distance between lights: 60 m. (1)
8	Runway end	Red. (1)
9	Stopway	No.
10	Remarks	(1) LED lighting.

1	Runway	32L
2	Approach	Precision CAT II/III, 900 m. LIH. (1)
3	PAPI (MEHT)	3° (23.35 m/77 ft). (1) (2)
4	Threshold	Green, with wing bars. (1)
5	Touchdown zone	900 m white. (1)
6	Runway centre line	3060 m: 2160 m white + 600 m red and white + 300 m red. LIH. Distance between lights: 15 m. (1)
7	Runway edge	3988 m: 928 m red + 2460 m white + 600 m yellow. LIH. Distance between lights: 60 m. (1)
8	Runway end	Red. (1)
9	Stopway	No.
10	Remarks	Rapid exit taxiway indicator lights (L2, L3, L4, L5 and L7). (1) (1) LED lighting. (2) PAPI light intensity reduced.

1	Runway	18L
2	Approach	Precision CAT II/III, 900 m. LIH.
3	PAPI (MEHT)	3° (22.79 m/75 ft).
4	Threshold	Green, with wing bars.
5	Touchdown zone	900 m white.
6		

	Runway centre line	3000 m: 2100 m white+600 m red and white+300 m red. LIH. Distance between lights: 15 m.
7	Runway edge	3500 m: 500 m red + 2400 m white + 600 m yellow. LIH. Distance between lights: 60 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	Rapid exit taxiway indicator lights (Y4 and Y5).

1	Runway	36R
2	Approach	No.
3	PAPI (MEHT)	No.
4	Threshold	No.
5	Touchdown zone	No.
6	Runway centre line	3500 m: 2600 m white+600 m red and white+300 m red. LIH. Distance between lights: 15 m.
7	Runway edge	3500 m: 2900 m white + 600 m yellow. LIH. Distance between lights: 60 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	None.

1	Runway	18R
2	Approach	Precision CAT II/III, 900 m. LIH
3	PAPI (MEHT)	3° (20.59 m/68 ft).
4	Threshold	Green, with wing bars. (1)
5	Touchdown zone	900 m white. (1)
6	Runway centre line	3365 m: 2465 m white+600 m red and white+300 m red. LIH. Distance between lights: 15 m. (1)
7	Runway edge	4179 m: 814 m red + 2765 m white + 600 m yellow. LIH. Distance between lights: 60 m. (1)
8	Runway end	Red. (1)
9	Stopway	No.
10	Remarks	Rapid exit taxiway indicator lights (Z7, Z8 and Z10). (1) LED lighting.

1	Runway	36L
2		

	Approach	No.
3	PAPI (MEHT)	No.
4	Threshold	No.
5	Touchdown zone	No.
6	Runway centre line	4179 m: 3279 m white + 600 m red and white + 300 m red. LIH. Distance between lights: 15 m. (1)
7	Runway edge	4179 m: 3579 m white + 600 m yellow. LIH. Distance between lights: 60 m. (1)
8	Runway end	Red. (1)
9	Stopway	No.
10	Remarks	(1) LED lighting.

LEMD AD 2.15 OTHER LIGHTING SYSTEMS AND SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR RWY 14R, 1 near THR RWY 14L, 1 near THR RWY 36L, 1 near THR RWY 36R, 1 near THR RWY 32L, 1 near THR RWY 32R, 1 near THR RWY 18R, 1 near THR RWY 18L, LGTD. See AD 2-LEMD ADC 1.1.
3	TWY lighting	Centre line: standard taxiing routes except TWY EF, EH, GATE 15 and GATE 16. (1)
4	Apron lighting	Floodlighting poles.
5	Secondary power supply	Visual aid systems: a) engine generators that provide a MAX switch-over time (light) of 1 SEC for the approach, runway threshold, runway end, runway centre line, touchdown zone and all stop bars systems; b) engine generators that provide a MAX switch-over time (light) of 15 SEC for the rest of the lighting systems, as per Annex 14.
6	Remarks	(1) LED lighting.

LEMD AD 2.16 HELICOPTER LANDING AREA

1	Position	No.
2	Elevation	No.
3	Dimensions, surface, maximum weight, marking	No.
4	Direction	No.
5	Declared distances	No.
6	Lighting	No.
7	Remarks	None.

LEMD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR MADRID.
2	Lateral limits	403301.53N 0034658.39W; arc centred on DVOR/DME BRA (402808.9N 0033327.1W), radius 11.4 NM; 402158.81N 0032053.71W; 401544.73N 0031457.24W; 400611.28N 0032929.16W; 401222.89N 0033746.85W; 400809.08N 0034614.61W; 401320.10N 0035258.35W; 401642.37N 0034856.17W; arc centred on MADRID/Getafe AD (401738.6N 0034325.4W), radius 8.0 km; 402038.71N 0034729.48W; arc centred on MADRID/Cuatro Vientos AD (402214.4N 0034706.5W), radius 3.0 km; 402146.76N 0034504.54W; arc centred on MADRID/Getafe AD (401738.6N 0034325.4W), radius 8.0 km; 402154.86N 0034232.04W; 402308.24N 0034112.60W; 403301.53N 0034658.39W.
3	Vertical limits	SFC-1000 ft AGL.
4	Airspace class	D. (1)
5	Unit Language	MADRID APP. ES/EN.
6	Transition altitude	3962 m / 13000 ft.
7	Hours of applicability	H24
8	Remarks	(1) Visual flights only allowed to Spanish military aircraft from/to Ministerio de Defensa facilities.

1	Designation	ATZ MADRID/BARAJAS.
2	Lateral limits	Circle radius 8 km centred on ARP. (1)
3	Vertical limits	SFC-3000 ft HGT (2)
4	Airspace class	1000 ft HGT-3000 ft HGT (2)... A. SFC-1000 ft HGT (2)... D.
5	Unit Language	MADRID TWR. ES/EN.
6	Transition altitude	-
7	Hours of applicability	H24
8	Remarks	(1) Or the ground visibility, whichever is lower. (2) Or up to the cloud ceiling, whichever is lower.

LEMD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP	Madrid APP	118.400 MHz	H24	APP/I
		118.755 C	H24	APP/L
		124.030 C	H24	APP/L
		128.700 MHz	H24	APP/H
		134.955 C	H24	APP/L

Service	Call sign	FREQ	HR	Remarks
APP	Madrid APP	136.105 C	H24	APP
		127.100 MHz	H24	INITIAL
		127.505 C	H24	FINAL
		124.230 C	H24	DEP W
		131.175 MHz	H24	DEP E
		130.805 C	H24	BACKUP APP/I
		134.030 C	H24	BACKUP APP/H
TWR	Barajas TWR	118.080 C	H24	ARR 18R / DEP 36L
		118.155 C	H24	ARR 32L / DEP 14R
		118.680 C	H24	ARR 18L / DEP 36R
		118.980 C	H24	ARR 32R / DEP 14L
		120.155 C	H24	BACKUP 1
		120.655 C	H24	BACKUP 2
		121.500 MHz	H24	EMERG
		243.000 MHz	H24	EMERG
		121.630 C	H24	GMC E-SOUTH
		121.755 C	H24	GMC E-NORTH
		121.980 C	H24	GMC CENTRAL-SOUTH
		123.155 C	H24	GMC CENTRAL-NORTH
		130.080 C	H24	CLR EAST
		130.355 C	H24	CLR WEST
		123.330 C	H24	DEICING RWY 36L
		130.255 C	H24	DEICING RWY 36R
		122.980 C	H24	FIRE FIGHTING SERVICE
		119.500 MHz	H24	MIL
		362.100 MHz	H24	MIL
SDP	Barajas Apron	121.705 C	H24	APRON S-SOUTH
		121.855 C	H24	APRON S-NORTH
		123.005 C	H24	APRON W-SOUTH
		123.255 C	H24	APRON W-NORTH
		123.480 C	H24	BACKUP
ATIS	Madrid/Barajas Information	118.255 C	H24	ARR
		130.855 C	H24	DEP
D-ATIS	Madrid/Barajas Information	NIL	H24	Provision of ATIS information via data link.

LEMD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
DVOR (0°)	BRA	116.450 MHz	H24	402808.9N 0033327.1W	-	COV 40 NM AVBL BTN: • R-060/R-200 at 7000 ft AMSL; • R-200/R-300 at 8000 ft AMSL; • R-300/R-340 at 10000 ft AMSL; • R-340/R-060 at 9000 ft AMSL.
DME	BRA	CH 111Y	H24	402808.6N 0033327.5W	600 m	COV 40 NM AVBL BTN: • R-060/R-200 at 7000 ft AMSL; • R-200/R-300 at 8000 ft AMSL; • R-300/R-340 at 10000 ft AMSL;

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
						• R-340/R-060 at 9000 ft AMSL. R-349 distance error BTN 6.8 NM and 4 NM.
DVOR (0°)	PDT	116.950 MHz	H24	401510.5N 0032052.9W	-	-
DME	PDT	CH 116Y	H24	401510.4N 0032052.3W	780 m	-
DVOR (0°)	RBO	113.950 MHz	H24	405113.9N 0031447.9W	-	R-010 COV: • FL110 60 NM; • FL120 64 NM overlap with DGO.
DME	RBO	CH 86Y	H24	405114.3N 0031447.4W	960 m	R-010 COV: • FL110 60 NM; • FL120 64 NM overlap with DGO.
DVOR (0°)	SIE	115.400 MHz	H24	410906.1N 0033616.8W	-	COV 10 NM U/S BTN: • R-070/R-120 BLW 9500 ft AMSL. R-175 FM 10 NM: Possible signal loss.
DME	SIE	CH 101X	H24	410906.0N 0033617.4W	1680 m	-
DVOR (0°)	SSY	117.850 MHz	H24	403247.1N 0033430.7W	-	-
DME	SSY	CH 125Y	H24	403247.1N 0033431.3W	600 m	-
DVOR (1° W)	NVS	114.950 MHz	H24	402207.2N 0041457.9W	-	R-279 COV at: • FL120 TIL 60 NM; Possible signal loss FM RIDAV.
DME	NVS	CH 96Y	H24	402206.8N 0041457.6W	780 m	• R-279 COV at: • FL120 TIL 60 NM; Possible signal loss FM RIDAV.
DVOR (1° W)	TLD	113.200 MHz	H24	395810.1N 0042014.6W	-	COV 40 NM AVBL BTN: • R-350/R-035 6800 ft AMSL or ABV; • R-035/R-140 4600 ft AMSL or ABV; • R-140/R-270 5800 ft AMSL or ABV; • R-270/R-350 8200 ft AMSL or ABV. R-190 COV: • FL090 64 NM; • FL100 73 NM overlap with MAR.
DME	TLD	CH 79X	H24	395810.0N 0042014.0W	600 m	COV 40 NM AVBL BTN: • R-350/R-035 6800 ft AMSL or ABV; • R-035/R-140 4600 ft AMSL or ABV; • R-140/R-270 5800 ft AMSL or ABV; • R-270/R-350 8200 ft AMSL or ABV. R-190 COV: • FL090 64 NM; • FL100 73 NM overlap with MAR.
DVOR (0°)	CNR	117.300 MHz	H24	403845.5N 0034409.0W	-	-
DME	CNR	CH 120X	H24	403845.8N 0034408.5W	810 m	-
VOR (1°W)	NEA	116.750 MHz	H24	420139.4N 0040632.9W	-	COV 40 NM AVBL BTN: • R-065/R-105 FL075 or ABV; • R-105/R-335 5500 ft AMSL or ABV;

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
						• R-335/R-065 6000 ft AMSL or ABV. R-065 at FL090: Possible signal oscillations greater than ±2° BTN 0 & 10 NM. R-185 at FL100: Possible signal oscillations greater than ±2° BTN 0 & 5 NM. R-248 at FL110: Possible signal oscillations greater than ±2° BTN 0 & 10 NM.
DME	NEA	CH 114Y	H24	420139.2N 0040633.1W	900 m	COV 40 NM AVBL BTN: • R-065/R-105 FL075 or ABV; • R-105/R-335 5500 ft AMSL or ABV, • R-335/R-065 6000 ft AMSL or ABV.
DVOR (0°)	BAN	112.800 MHz	H24	411924.8N 0023747.2W	-	COV 40 NM AVBL BTN: • R-230/R-070 at 9500 ft AMSL or ABV; • R-070/R-230 at 6000 ft AMSL or ABV.
DME	BAN	CH 75X	H24	411925.2N 0023747.7W	1140 m	COV 40 NM AVBL BTN: • R-230/R-070 at 9500 ft AMSL or ABV; • R-070/R-230 at 6000 ft AMSL or ABV.
DVOR (0°)	CJN	115.600 MHz	H24	402219.1N 0023240.6W	-	R-069 COV at: • FL080 56 NM; • FL100 66 NM; • FL120 85 NM point NEXAS.
DME	CJN	CH 103X	H24	402218.6N 0023240.8W	1080 m	R-069 COV at: • FL080 56 NM; • FL100 66 NM; • FL120 85 NM point NEXAS.
LOC 32L (0°) ILS CAT III	MAA	109.900 MHz	H24	402912.1N 0033440.4W	-	323° MAG / 258 m FM THR 14R; COV 17 NM AVBL at 5000 ft AMSL or ABV. COV 25 NM AVBL at 5500 ft AMSL or ABV.
GP 32L		333.800 MHz	H24	402757.2N 0033317.3W	-	3°; RDH 16.6 m; at 294 m FM THR 32L & 130 m FM RCL to the right in the direction of APCH.
ILS/DME 32L	MAA	CH 36X	H24	402757.2N 0033317.3W	594 m	REF DME DTHR 32L.
LOC 18L (0°) ILS CAT III	IML	111.500 MHz	H24	402954.2N 0033333.1W	-	180° MAG / 302 m FM THR 36R.
GP 18L		332.900 MHz	H24	403131.5N 0033329.0W	-	3°; RDH 16.3 m; at 299 m FM THR 18L & 110 m FM RCL to the left in the direction of APCH.
ILS/DME 18L	IML	CH 52X	H24	403131.5N 0033329.6W	591 m	REF DME DTHR 18L.
LOC 18R (0°) ILS CAT III	IMR	110.700 MHz	H24	402922.7N 0033428.6W	-	180°MAG / 327 m FM THR 36L.
GP 18R		330.200 MHz	H24	403111.9N 0033423.3W	-	3°, RDH 16.4 m; at 326 m FM THR 18R & 140 m FM RCL to the left in the direction of APCH.
ILS/DME 18R	IMR	CH 44X	H24	403111.8N 0033423.9W	612 m	REF DME DTHR 18R.
LOC 32R (0°) ILS CAT III	MBB	109.100 MHz	H24	402949.4N 0033336.2W	-	323° MAG / 302 m FM THR 14L. COV 17 NM AVBL at 5500 ft AMSL or ABV. COV 25 NM AVBL at 5000 ft AMSL or ABV.

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
GP 32R		331.400 MHz	H24	402834.5N 0033213.7W	-	3°, RDH 16.5 m; at 284 m FM THR 32R & 120 m FM RCL to the right in the direction of APCH.
ILS/DME 32R	MBB	CH 28X	H24	402834.2N 0033214.2W	582 m	REF DME DTHR 32R. COV 17 NM AVBL BTN 35° to the left and 31° to the right of RCL at 5500 ft AMSL or ABV.

LEMD AD 2.20 LOCAL AERODROME REGULATIONS

Operating restrictions adopted as a result of environmental restrictions must be complied unless the airport management considers suspending them due to causes of force majeure which seriously affect passengers. This suspension must be, in any event, temporary and exceptional and the Airport will notify those involved.

20.1 ILS CATEGORY II AND III OPERATIONS

RWY 18L/18R and 32L/32R, subject to service availability of the appropriate approach and landing aids, are suitable for the carrying out of CAT II and III operations by those air operators whose operating minima have been approved by the aeronautical civil authority.

20.2 RESTRICTIONS TO OPERATIONS

- Aerodrome closed to aircraft without radio communication and helicopters.
- Aerodrome closed to piston-engined aircraft.
- Aerodrome closed to training operations.

All aircraft wishing to operate at the airport must have engaged a handling agent.

General and Business Aviation Aircraft :

All aircraft with MTOW less than 10000 Kg and/or fewer than 20 seats must have engaged the services of either of these two General and Business Aviation managers authorized by the airport:

- AVIAVIP FBO MADRID
  - TEL H24: +34 629 361 111
  - E-mail: lemd@aviavip.com
- UNITED AVIATION FBO
  - TEL H24: +34-913 936 775
  - E-mail 1: ops.mad@unitedaviation.es
  - E-mail 2: fbo.mad@unitedaviation.es

In every slot message or request for General Aviation and Business flights wishing to operate at the airport, the following must be included:

- Flight Handling agent,
- General and Business Aviation manager if engaged.

Any aircraft whose MTOW is more than 10000 kg and/or has 20 seats or more will not be considered General or Business Aviation.

20.3 POINT OF ENTRY (PEV) FOR PASSENGERS WITH PET ANIMALS FROM THIRD COUNTRIES

To guarantee compliance with the Regulation (EU) No 576/2013 of the European Parliament and of the Council of 12 June 2013 on the non-commercial movement of pet animals and repealing Regulation (EC) No 998/2003, any Air Carrier wishing to operate at the Airport and transporting in the cabin, as a part of passenger hand baggage, the animals (pets) set out in part A of Annex I to the mentioned Regulation (dogs, cats and ferrets), must have engaged a handling agent who to be responsible for handling the same in those cases where, during the checks undertaken by the Resguardo Fiscal of the Guardia Civil or Customs Personnel of the Passenger Terminal of Adolfo Suárez Madrid-Barajas Airport, some breach of the health requirements established in the cited

regulations is detected which prompts the animal's rejection at the border.

The handling of an animal rejected at the border shall include, at least, its removal to the facilities of the Border Inspection Service at the cargo terminal in question, its subsistence, veterinary care and animal welfare, and even its return to the point of origin within the periods established by the health authorities.

20.4 FLIGHT PLAN

The operations office at Adolfo Suárez Madrid-Barajas shall not accept flights with origin or destination Adolfo Suárez Madrid-Barajas AD, with an EOBT or ETA in the flight plan does not match with the airport slot previously allocated (see GEN 1.2, item 3).

For General Aviation and Business flights wishing to operate at the airport, the following information must be included in item 18 "Other information":

- Flight Handling agent,
- General and Business Aviation manager if engaged.

20.5 NIGHT OPERATING RESTRICTIONS DUE TO NOISE QUOTA

OPERATING RESTRICTIONS

1. AIRCRAFT WITH CR4 OR HIGHER

   Take-off and landing operations of aircraft rated as CR-4 or higher are prohibited at night time (23:00 to 6:59 LT).

2. MARGINALLY COMPLIANT AIRCRAFT

   (subsonic civil jet aircraft in compliance with the certification limit values under Volume I, Second part, Chapter 3 of Annex 16 of the Convention on International Civil Aviation by an accumulated margin not higher than 5 EPNdB).

   From 28 September 2012, operation with marginally compliant aircraft is prohibited both by day and by night.

NOISE QUOTA AIRCRAFT CLASSIFICATION (CR)

Noise quota (CR) is defined for each aircraft, distinguishing between departure and arrival operations, in accordance with the EPNdB certificate (Effective Perceived Noise measured in decibels) related to the following table:

EPNdB	NOISE QUOTA (CR)
more than 101.9	CR-16
99-101.9	CR-8
96-98.9	CR-4
93-95.9	CR-2
90-92.9	CR-1
less than 90	CR-0.5

Propeller aircraft certified in accordance with chapters 6 and 10 of ICAO Annex 16, and propeller or jet aircraft certified according to chapters 3 and 5, with noise levels less than 87 EPNdB, will be considered to have a noise quota of zero (CR-0).

The EPNdB is defined in accordance with the following criteria:

1. In take-off operations for aircraft certified according to chapters 3, 4 and 5 of ICAO Annex 16, the average value between the take-off and sideline certified noise levels, measured in EPNdB, at its maximum certified take-off weight.
2. In arrival operations for aircraft certified according to chapters 3, 4 and 5 of ICAO Annex 16, the certified approach noise level measured in EPNdB at its maximum certificated landing weight, minus 9 EPNdB.

EXCEPTIONS

Exceptionally, the airport directorate may authorise landing or take-off operations of aircraft with noise quotas (CR) equal to or higher than CR-4 when:

a. The operation takes place within 30 minutes after or before the time limits expected, as long as this is due to a delay caused by the programmed operation.

b. The operation is justified for safety reasons, or is necessary for assisting the transportation of urgent humanitarian aid, and other operations necessary due to operational alterations arising from meteorological conditions, industrial actions or other exceptional

occurrences.

20.6 PREFERENTIAL CONFIGURATIONS

Between 0700 and 2300 LT:

- Preferential: North Configuration.

  Arrivals: 32L/32R.

  Departures: 36L/36R.

- Non preferential: South Configuration.

  Arrivals: 18L/18R.

  Departures: 14L/14R.

Between 2300 and 0700 LT:

- Preferential: North Configuration.

  Arrivals: 32R.

  Departures: 36L.

- Non preferential: South Configuration.

  Arrivals: 18L.

  Departures: 14L.

The preferential configurations will be maintained until wind components are produced, including 10 kt gusts of tailwind and/or 20 kt crosswind, the change may be considered from 7 kt of tailwind, except for safety reasons, the inoperativeness of any runway or air navigation aid disabling any of the approved standard instrument departures and arrivals, or when one or more of the following meteorological conditions prevail or are forecasted:

- Runway surface conditions adversely affected and/or with breaking action below good,
- Cloud ceiling lower than 500 ft above aerodrome elevation,
- Visibility less than 1.9 km (1 NM),
- Wind shear notified or forecasted, or storms on approach or departure,
- Other meteorological phenomena that may prevent it.

In such cases, ATC shall notify the Airport, which will confirm whether works are in progress on the surface or facilities of non-preferential runways.

In south configuration, for the purpose of determining the preferential runways, during the nights from Friday to Saturday and from Saturday to Sunday, the night period will be considered from 2300 to 0900 LT, whenever the operational circumstances permit so. Daytime SIDs must be used in their appropriate schedules.

MADRID ACC will clear approaching aircraft taking into account TMA MADRID geographical entry criteria (arrivals to RWY 32R/18L from the East and to RWY 32L/18R from the West) except when it is necessary to assign a different runway for arrivals due to safety reasons or to obtain a continuous traffic flow.

ATIS messages shall broadcast information on the configuration in use of runways.

20.7 MINIMUM RUNWAY OCCUPANCY TIME

ARRIVALS

To minimize the runway occupancy time and the possibility of "go-around", pilots are reminded:

- The following RET should be used, unless otherwise instructed by ATC. Otherwise, it is critical to report it to ATC in the initial contact with APP or the initial contact with TWR, as soon as possible:

WAKE TURBULENCE CATEGORY OF AIRCRAFT	RWY 32L DIST THR-RET		RWY 32R DIST THR-RET		RWY 18L DIST THR-RET		RWY 18R DIST THR-RET	
	LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT
SUPER	-	L2 (2) 2128 m	K4 2400 m	...	...	Y4 2400 m	Z7 2352 m	Z8 2352 m
HEAVY	L3 (1) 2373 m							
MEDIUM (JET)	L5 (1) 1852 m	L4 (2) 1815 m	K5 1800 m			Y5 1800 m		Z10 1926 m
MEDIUM (PROP) + LIGHT	L7 (3) 1518 m							

(1) And turn left on TWY A, hold short of first TWY G intersection.
(2) And hold short of TWY A.
(3) And follow ATC instructions.

- To vacate runway expeditiously at the fastest speed commensurate with safety.
- TWR may indicate compulsory departures following those indicated in the table.
- To adjust taxi speed after touchdown when it is evident that the aircraft will miss the planned RET, avoiding low speeds on the runway.
- The lights of L7 will automatically turn off when RVR is less than 800 m.
- Vacating via TWY K3, L1, LA, LE, Y3 and Z4 is prohibited, except in exceptional situations and with TWR clearance, as it generates ILS signal interference.
- Vacating via TWY K1, K2, LC, LB, Y1, Y2, Z1, Z2, Z3 and Z6 is not lit and is prohibited, except in exceptional situations, as it generates ILS signal distortion.

The following RET are available:

RWY	ACFT	DIST THR-RET (M)	RET
32L	all	1518	L7
32L	all	1852	L5
32L	all	1815	L4
32L	all	2128	L2
32L	all	2373	L3
32R	all	1800	K5
32R	all	2400	K4
18R	all	1926	Z10
18R	all	2352	Z8
18R	all	2352	Z7
18L	all	1800	Y5
18L	all	2400	Y4

DEPARTURES

Pilots should be ready for departure when reaching the runway-holding position. On receipt of line-up clearance pilots should ensure that they are able to taxi and line-up on the runway as soon as the preceding aircraft has commenced its take-off run.

Pilots who require additional separations (due to wake turbulence or other reason), shall notify ATC as soon as possible and before crossing the runway-holding position. Pilots should be able to commence the take-off run immediately when takeoff Clearance is issued.

Pilots unable to comply with this requirement shall notify ATC as soon as possible and await instructions. When appropriate, ATC could cancel the clearance and instruct the aircraft to vacate runway.

20.8 TWR-APP FREQUENCY CHANGE

IFR traffic: Unless otherwise instructed by Barajas TWR, after take-off and on reaching 1000 ft AGL, traffic will contact on the corresponding frequency of Madrid APP according to take-off runway, except in case of execution of ODP LEMD1N or LEMD1W contingency SID, in which case the traffic shall remain on the Barajas TWR frequency and await instructions. In the event that contact cannot be established with Madrid APP, contact Barajas TWR again.

20.9 ATC PROCEDURES

Although the runway is temporarily occupied by aircraft landing and taking off, landing clearance may be issued to an arriving aircraft if the controller is satisfied that, at the time the aircraft crosses the threshold of the runway in use, there will be sufficient separation between said aircraft and the preceding aircraft.

When issuing a "Landing Clearance based on Anticipated Separation", ATC shall issue clearance to the succeeding aircraft with the following instructions:

"...(Call sign) BEHIND LANDING/DEPARTING (aircraft type) CLEARED TO LAND RUNWAY (number)".

This procedure may be used between sunrise and sunset and without detriment to the requirements established in the Reglamento de la Circulación Aérea (Book Four, Chapter 10, paragraph 4.10.2.4) referring to the use of conditional phrases for movements affecting the runway or runways in operation.

TAKE-OFF FROM INTERSECTION

Pilots requesting or accepting to take off from the intersection, shall inform ATC accordingly on initial contact with GMC. When requested by the pilot, ATC will consider that the take-off distance from the proposed intersection is the minimum required for that particular flight.

20.10 STANDARD TAXIING PROCEDURES

20.10.1 START-UP OF ENGINES/TURBINES

A. The process of priority ATC clearance at the airport is via data link, as described in Section 1.1 ATC CLEARANCE REQUEST AND START-UP VIA DATA LINK. If DCL is unavailable, the ACFT must be fully ready for start before the crew calls on the corresponding frequency: 130.355 MHz if proceeding via SIE, ZMR, BARDI, CCS or VTB, and 130.080 MHz if via RBO, PINAR or NANDO.

B. The pilot shall make a single call to Madrid Clearances on the corresponding frequency, within the interval to -5 minutes of its TOBT (Target Off-Blocks Time) until +5 minutes of its TSAT (Target Start Up-Approval Time). On requesting start-up, they will notify the complete call sign of the flight, type of ACFT and series, the stand occupied and the ATIS message received.

C. If possible, in compliance with A-CDM procedures, Madrid Clearances will issue start-up approval together with the ATC authorisation. Otherwise will be entered in the A-CDM system, reporting the TSAT of the flight. The entry of the start-up request into the system is equivalent to requesting the ready message (REA), for flights regulated with CTOT (calculated take-off time). To avoid saturating the frequency pilots shall refrain from making successive calls before receiving the call Madrid Clearances to approve their start-up in accordance with the TSAT.

   Should the A-CDM parameters not be fulfilled, the start-up request will not be entered in that system, and the crew should contact their flight dispatcher to correct the A-CDM parameters.

   To avoid overloading the frequency, Madrid Clearances will not facilitate about non compliances with the A-CDM process. If the TOBT can not be met at any moment, it should be updated immediately by the airline or handling agent.

   If the start-up request has not been received within 5 minutes after TSAT flight will miss its TSAT and a new updated TOBT will be required, for the flight to be sequenced again and the system to assign it a new TSAT. The TOBT and/or EOBT can only be updated by the airline or its ground agent, so that pilots shall refrain from making requests of this nature to ATC.

D. After the approval for start-up, Madrid Clearances will instruct the ACFT to contact the Apron Management Service (SDP) on the corresponding frequency. The SDP shall be responsible for issuing instructions and taxiing. The departure of ACFT parked at remote stands will be managed directly by ATC; once start-up has been approved, Madrid Clearances will give instructions for them to taxiing clearance on the corresponding ATC frequency.

   At stands with towed exit manoeuvres, the push-back request shall be made no later than 5 minutes after receiving start-up clearance.

At stands with autonomous exit manoeuvres, the taxiing request shall be made no later than 10 minutes after receiving start-up clearance.

If the ACFT requires additional time, this shall be requested at the time of start-up.

If no explanatory communication is provided by the flight crew, ATC may revoke the start-up clearance, resulting in a reset of A-CDM procedures. In such cases, the flight shall update its TOBT and await a new TSAT.

E. In all the stands in contact with the terminal building, it is prohibited to start engines above idling until the ACFT is lined up on the taxiway.

F. Using reverse thrust to leave the stands is prohibited without express authority.

20.10.1.1 ATC AUTHORIZATION REQUEST AND START-UP VIA DATA LINK

Data Link (DCL) departure procedures are applied at MADRID/Adolfo Suárez Madrid-Barajas airport in the provision of ATC clearance and start-up services. For more information on the DCL service, see AIP ENR 1.5, section 3. FLIGHTS, ATC Clearance and start-up via data link (DCL).

In case of discrepancies, voice communications will always prevail over data link.

The pilot may request the ATC clearance by DCL in accordance with the start up of engines/turbines procedures (see AD 2, item 20, 1) with a maximum of 30 minutes before the TOBT (CDM mode) or EOBT (without CDM).

- The pilot must request ATC and S/U clearance together via RCD. The RCD message (Departure Clearance Request) must contain the following information:
  1. Aircraft callsign in accordance with the filed flight plan (FPL).
  2. Aerodrome of origin.
  3. Aircraft stand.
  4. Destination aerodrome.
  5. Letter corresponding to the ATIS information received.
  6. ICAO aircraft type designator.

  Any free text sent via the RCD by the pilot will not be considered by the ATC. Special requests, for instance de-icing, will always be made via voice communications.
- The pilot will receive a message acceptance “RCD RECEIVED” or cancellation "RCD REJECTED".
- When communicating approval, Madrid Clearances will issue a CLD message with the following fields:
  1. Aircraft callsign.
  2. Destination aerodrome.
  3. Assigned runway for departure.
  4. Take-off procedure (SID). Note: The initial altitude will correspond to the published SID.
  5. SSR code mode A (SQUAWK).
  6. ADT (Approved Departure Time). Note: ADT = CTOT of the flight, if applicable.
  7. Next frequency.
  8. Current ATIS information letter.
  9. Additional information, which will include start-up clearance or instructions to request it in case of failure to comply with the startup approval parameters indicated in AD 2, Item 20, 1.
- Depending on the moment when the RCD is sent, either ATC clearance or ATC Clearance and Start-Up Approval may be sent.

  CDM MODE

  - From TOBT-30 to TOBT-5, only ATC Clearance will be sent, and pilots are reminded to call when they are ready, in accordance with their TOBT.
  - From TSAT-5 to TSAT+5 they will receive ATC Clearance and Start-Up Approval.

- From TOBT-5 but before TSAT-5, ATC Clearance will be sent and pilots shall monitor the frequency stated in the DCL message until they can be conceded Start-Up Approval. In the case of flights with CTOT, an REA message may be sent, and the aircraft will be informed of this in the text of the CLD message.

NON-CDM MODE

- Between EOBT-30 and EOBT+15, the RCD will be accepted and ATC Clearance will be sent in all cases, reminding the crew to call when they are ready and in accordance with their EOBT/CTOT.

- When a CLD message is sent in the valid range of TOBT and TSAT, ATC clearance and start-up will be received. If not ready for start-up, the pilot must not accept the authorization and will either send a new message or contact via voice communications to the controller when ready.
- When an FSM message of the type "REVERT TO VOICE PROCEDURES" is received, communication via data link will be terminated and must be reverted to voice procedures.
- When a CLD message is received, the pilot:

A. If any inconsistencies in the received message are detected, the pilot must revert to voice procedures and request a new authorization.

B. If the pilot considers the authorization CLD message to be correct, he/she must respond via data link with a CDA message (Departure Clearance Echoback).

- If a CDA message is not received by the pilot within the waiting time, or a CDA that is inconsistent with the previous CLD message is received, communication via data link will be terminated and a "CDA REJECTED" message will be received in the FMS.
- When the correct CDA message is received, the ATC system will send the aircraft a "CLEARANCE CONFIRMED" message in the FMS and will terminate the communication via data link.

The push-back request must be made to the Apron Management Service (SDP) on the appropriate frequency. The SDP will be responsible for issuing instructions and approval for push-back and/or taxiing. The push-back or taxiing request should commence within 5 minutes of reception of start-up confirmation. In the case of remote stands, the time allowed between start-up and the request for taxiing shall be extended to 10 minutes.

Should the ACFT need more time, this should be requested with the start-up, and if there is no communication justifying this from the crew, start-up may be revoked, with the corresponding restart of the A-CDM procedures.

20.10.2 GROUND MOVEMENT

A. All surface movements of aircraft, towed aircraft, personnel and vehicles on the manoeuvring area are subject to previous ATC clearance.

B. Barajas Ground Movement Control (GMC) is responsible for:

a. The control of every aircraft, personnel and vehicles movements on the manoeuvring area except for the runway or runways in use.

b. Issuing approval for towed push-back and taxiing instructions to aircraft at PRKG 7 to 9 of T-123 apron.

c. Reporting the stands assigned to the aircraft by Centro de Gestión Aeroportuaria (CGA) at PRKG 20 to 29 of T-123 apron.

C. Guidance via "FOLLOW ME" vehicles shall only be provided for access to stands from Sunset to Sunrise in PRKG 10 to 13 of Ramp 1, PRKG 14 to 17 of Ramp 2, PRKG 30, LAV1, LAV2 and LAV3 of Ramp 4 and in the case of PRKG 40 to 45 of Ramp 4 when the pavement is wet.

Guidance service shall be provided in exceptional cases and at the request of the pilot in command of the aircraft.

D. Aircraft vacating runway via a rapid exit taxiway will always have priority over the rest of aircraft, which must give way to them using the intermediate holding positions.

E. Aprons of this airport have an Apron Management Service (SDP) in charge of:

a. The management of all aircraft movements.

b. Issuing instructions for towed push-backs and/or taxiing.

c. Notifying the aircraft of the stand assigned by Centro de Gestión Aeroportuaria (CGA).

F. Aircraft shall approach the runway-holding and intermediate positions as closely as possible, as no free space is guaranteed

behind them (see AD 1.1). It is the aircraft commander's responsibility to remain watchful of the surroundings and take measures to avoid collisions with other aircraft, as well as to inform ATC when any clearance cannot be carried out. If there is any doubt as to whether an aircraft positioned at a runway-holding position or an intermediate holding position may be overtaken safely, the taxiing aircraft shall halt, report ATC and request alternate instructions.

G. Aircraft accessing Apron T4 shall call on the corresponding SDP APRON W-SOUTH 123.005 MHz or APRON W-NORTH 123.255 MHz frequency without the need for ATC instructions. The crew shall change frequency upon reaching the ATC-SDP transfer point (see AD2-LEMD PDC 2 and GMC 1/GMC). In the absence of instructions from SDP to proceed, aircraft shall stop at the taxiing instruction boundary obtained from ATC without encroaching upon TWY X.

Similarly, aircraft exiting Apron T4 shall call on GMC CENTRAL-NORTH 123.155 MHz or GMC CENTRAL SOUTH 121.980 MHz frequencies without the need for SDP instructions. The crew shall change frequency on reaching the SDP-ATC transfer point (see AD-2 LEMD PDC 2 and GMC 1/GMC 2). In the absence of instructions from ATC to proceed, they shall stop at the clearance boundary obtained from SDP without encroaching upon TWY M or MZ as appropriate.

This procedure is suspended when LVP is active, when the airport's Winter Plan is active, when training simulations are ongoing, and when the frequencies normally used by any sector involved in the procedure are not available, and the aircraft must wait for ATC or SDP instructions to contact the next frequency.

20.10.2.1 Push-back manoeuvring and taxiing.

A. Push-back manoeuvres shall be accomplished according to AD 2-LEMD PDC 1.3/4/5/6/7/8 or AD 2-LEMD PDC 2.3/4/5/6 procedures, unless the Apron Management Service (SDP) advise differently.

B. Unless GMC or the Apron Management Service (SDP) indicate another route, aircraft will taxi along the appropriate STANDARD TAXIING ROUTE shown below.

C. ATC clearances and instructions must be read back. The instructions from the Apron Management Service (SDP) must be also read back.

D. In all stands with autonomous exits, the exits manoeuvre will be carried out at the minimum power required to initiate taxiing.

E. From 2300 to 0700 LT, movements in Ramps 5 and 6 are prohibited. It will only be permitted, in the PRKG 75 to 140, to use the equipment necessary for the tasks associated with the maintenance of the aircraft and, if required, when an aircraft needs to be dragged outside the restricted area, this shall be performed by means of an electric tractor, complying with the following:

- Entry to PRKG 75 and 80 to 140: All aircraft shall stop at TWY A4 (in north configuration) or at TWY M4 (in south configuration) and, from there, wait with their engine switched off to be towed to the assigned stand. Only electric engine towing tractors are permitted.
- Exit from PRKG 75 and 80 to 140: aircraft shall be towed with their engines switched off until being aligned with TWY M4 (in north configuration) or TWY A4 (in south configuration). Only electric engine towing tractors are permitted.
- The use of APU is prohibited for all types of aircraft during taxiing operation.

F. If the pilot cannot keep oral communication via headphones or radio with the coordinator or the tractor driver during the push-back manoeuvre, he/she will immediately notify to the Apron Management Service.

20.10.2.2 Taxiing restrictions.

A. GENERAL

Aircraft classification according to chapter 1 of annex 14 ICAO:

- Code letter F: 65 m or above wingspan, and below 80 m.
- Code letter E: 52 m or above wingspan, and below 65 m.
- Code letter D: 36 m or above wingspan, and below 52 m.
- Code letter C: 24 m or above wingspan, and below 36 m.
- Code letter B or below: Below 24 m wingspan.

B. TAXIING

Restrictions to taxiways and access to apron gates due to maximum wingspan:

- TWY limited to usage by code letter B aircraft.

- TWY CA, CB, C1 from PRKG 117, and C9.
- Usage restrictions:
  - No restrictions.

- TWY limited to usage by code letter C aircraft.
  - TWY C1 from M1 until PRKG 116, C2 from M2 until PRKG 110, DI2, I12, GATE 7, J5, J6, JI5, JI6, W5, W6, WI6, WA, WN1 and WN2.
  - Usage restrictions:
    - TWY DI2: exit only for PRKG 372, 374 and 376.
- TWY limited to usage by code letter D aircraft:
  - TWY C2 between A2 and M2, C11, DI3, DI4, section of I9 between PRKG 13 and GATE 4, I10 to I11, GATE 4 to GATE 6.
  - Usage restrictions:
    - GATE 6, TWY C11, I11, connection curves between TWY I10 and I12: maximum wingspan 38 m.
    - TWY DI3, DI4: code letter C if TWY D3, D4 occupied by code letter E aircraft.
    - B764 aircraft shall oversteer during all turns.
- TWY limited to usage by code letter E aircraft:
  - TWY A1 to A17, AM1, AM2, AZ2 to AZ6, C1 between A1 and M1, C3 to C7, D1 to D5, E1 to E4, EB1 to EB8, EC2 to EC9, EF, EH, F1 to F4, G1 to G6, G14, GATE 1 to GATE 3, GATE 14, GATE 15, GATE 16, H2 to H4, I7 to I8, I9 section between GATE 3 and PRKG 13, J2 to J4, KA8, L1, L3, L5, L7, LA, LB, LC, LD, M1 to M17, M27 to M31, MZ3 to MZ7, NY11 to NY13, Q3, R1 to R8, S2 to S4, U2 to U4, W1 to W4, WN3, X2 to X6, Z2, Z4, Z6, Z8, Z10, Z12, ZW1 to ZW5.
  - Usage restrictions:
    - Code letter F aircraft and A346, A35K, B779, B77W and B764 must oversteer at all turns.
    - TWY D3, D4: code letter D if TWY DI3, DI4 occupied by a code letter D aircraft.
    - TWY EB1: maximum wingspan of 58 m if TWY EC1 occupied by code letter F aircraft with a wingspan greater than 73.3 m (A380).
    - TWY WN3: code letter C if PRKG 400 occupied.
    - TWY X2: code letter C if PRKG 448 occupied by aircraft with a length greater than 64 metres.
    - TWY Z2, Z4: cannot be used simultaneously by two code letter E aircraft.
    - TWY Z4: cannot be used by any other aircraft of code letter E or above if TWY Z2 is occupied by a code letter F aircraft and vice versa.
    - Aircraft of code letter F may not use runway-holding positions LC and LD for RWY 14R.
- TWY limited to usage by code letter F aircraft:
  - TWY A18 to A34, AY, AM3, AM4, B1 to B13, BN1, BN3, BY11 to BY13, EA1, EA2, EA5 to EA7, EC2 up to PRKG 628, G11 to G13, GATE 11, K1 to K5, K7, K8, KA1 to KA7, KB1 to KB2, KC1 to KC3, L2, L4, L42, LE, M18 to M25, M27 up to access to PRKG 627, M32 to M34, MC, MD, ME1, ME2, N1 to N13, Y1 to Y5, Y7, Z1, Z3, Z7.
  - Usage restrictions:
    - TWY AM3: maximum wingspan of 78 m (A380 not allowed) if TWY A27 occupied by code letter F aircraft with a wingspan greater than 78 m (A380) and vice versa.
    - TWY EC1: maximum wingspan of 78 m (A380 not allowed) if TWY EB1 occupied by code letter E aircraft with a wingspan greater than 58 m.
    - TWY M27 up to access to PRKG 627: maximum wingspan of 78 m (A380 not allowed) if TWY A27 occupied by code letter F aircraft with a wingspan greater than 78 m (A380).

Restrictions to stands:

1. Routes from/to PRKG 40, 165, 259 and 263 on T123 apron for B748 aircraft:

NORTH CONFIGURATION:

- Arrival RWY 32L/32R: standard route.
- Departure RWY 36L: standard route until M15, ..., MZ3, R1, Z4 or standard route until M14, ..., M20, B2, holding point Z1.
- Departure RWY 36R: standard route until M15, ..., M20, B2, ..., B13, holding point Y3.

SOUTH CONFIGURATION:

- Arrival RWY 18R: standard route.
- Arrival RWY 18L: follow ATC instructions via N, ..., N2, M21, ..., standard route.
- Departure RWY 14R: standard route until holding point LA or continue A12, ..., A19, ME2 to holding point LE.
- Departure RWY 14L: standard route.

2. Routes from/to PRKG 165, 259 and 263 on T123 apron for A124 aircraft:

These routes shall also be followed when LVP procedures are active.

NORTH CONFIGURATION:

- Arrival RWY 32L: L4 or L2, TWY A until A11, standard route.
- Arrival RWY 32R: standard route.
- Departure RWY 36L:
  - PRKG 165: A5, A6, A7, G1, M8…M20, B2, holding point Z1.
  - PRKG 259 and PRKG 263: E2, E1, A7, G1, M8…M20, B2, holding point Z1.
- Departure RWY 36R: same route as 36L until M20, B2, ..., B13, holding point Y3.

SOUTH CONFIGURATION:

- Arrival RWY 18R: Z7, G13, N5, ..., N2, M21, …, M8, G1, A7, A6 to PRKG 165 or G1, F2, F3 to PRKG 259 and 263.
- Arrival RWY 18L: follow ATC instructions via N, M21, ..., M8, G1, A7, A6 to PRKG 165 or G1, F2, F3 to PRKG 259 and 263.
- Departure RWY 14R: standard route until A12, A13, …, A19, ME2 to holding point LE.
- Departure RWY 14L: standard route.

- 3. Routes from/to PRKG 165, 259 and 263 on T123 apron for A388 aircraft:

These routes shall also be followed when LVP procedures are active.

NORTH CONFIGURATION:

- Arrival RWY 32L: L4 or L2, TWY A until A11, standard route.
- Arrival RWY 32R: standard route.
- Departure RWY 36L:
  - PRKG 165: A5, A6…A14, AZ2, M17…M20, B2, holding point Z1.
  - PRKG 259 and PRKG 263: E2, E1, A7…A14, AZ2, M17…M20, B2, holding point Z1.
- Departure RWY 36R: same route as 36L until M20, B2, ..., B13, holding point Y3.

SOUTH CONFIGURATION:

- Arrival RWY 18R: Z7, G13, N5, ..., N2, M21, …, M17, AZ2, A14, …, A6 to PRKG 165 or A8, F2, F3 to PRKG 259 and 263.
- Arrival RWY 18L: follow ATC instructions via N, M21, ..., M17, AZ2, A14, …, A6 to PRKG 165 or A8, F2, F3 to PRKG 259 and 263.
- Departure RWY 14R: standard route until A12, A13, …, A19, ME2 to holding point LE.
- Departure RWY 14L: standard route.

20.11 STANDARD TAXIING ROUTES

1. NORTH CONFIGURATION

A. ENTRY

From RWY 32L to T-123:

Standard route: L7, L5 or L3, TWY A towards A11.

Ramp 7

- PRKG 178 to 227: Standard route, A10 (transfer point A10-2), …, A6, C7.
- PRKG 243 to 249: Standard route, A10 (transfer point A10-2), …, A6, C9.
- PRKG 258 to 264: Standard route, A10 (transfer point A10-2), …, A8, F2, F3.

Ramp 6

- PRKG 75: Standard route, A10 (transfer point A10-2), …, A4, C4, I6.
- PRKG 80 to 85: Standard route, A10 (transfer point A10-2), …, A3, C3.
- PRKG 90 to 110: Standard route, A10 (transfer point A10-2), …, A2, C2.
- PRKG 111 to 126: Standard route, A10 (transfer point A10-2), …, A1, C1.
- PRKG 130 to 135: Standard route, A10 (transfer point A10-2), …, A1, C1, CA.
- PRKG 136 to 140: Standard route, A10 (transfer point A10-2), …, A1, C1, CB.
- PRKG 145 to 148: Standard route, A10 (transfer point A10-2), …, A1.

Ramp 5

- PRKG 50 to 67: Standard route, A10 (transfer point A10-2), …, A4, C4.
- PRKG 70 to 74: Standard route, A10 (transfer point A10-2), …, A4, C4, I6.
- PRKG 149: Standard route, A10 (transfer point A10-2), A2.
- PRKG 151 to 153: Standard route, A10 (transfer point A10-2), A3.
- PRKG 155 to 162: Standard route, A10 (transfer point A10-2), A4.

Ramp 4

- PRKG 30 to 37: Standard route, A10 (transfer point A10-2), …, A8, G1, GATE 1, I7, C5, M5.
- PRKG 40 to 43, 163 and 165: Standard route, A10 (transfer point A10-2), …, A6.
- PRKG 44, 45: Standard route, A10 (transfer point A10-2), …, A5, C6, M6.
- PRKG 171: Standard route, A10 (transfer point A10-2), …, A7, E1 straight to stand.
- PRKG 173: Standard route, A10 (transfer point A10-2), …, A8, F2 straight to stand.
- PRKG 175: Standard route, A10 (transfer point A10-2), …, A8, F1 straight to stand.

Ramp 3

- PRKG T1, T2, T3S: 0700-2259 LT, standard route, A10 (transfer point A10-2), …, A5, A4, C4, I6; 2300-0659 LT, standard route, A10 (transfer point A10-2), …, A5, C5.
- PRKG T4 to T13: Standard route, A10 (transfer point A10-2), …, A8, G1, GATE 1, I7 or I8.

Ramp 2

- PRKG 14 to 17: Standard route, A10 (transfer point A10-2), …, A9, G3, M9.
- PRKG T14 to T21: Standard route, A10 (transfer point A10-2), A9, G3, GATE 3, I8 or I9.

Ramp 1

- PRKG 7 to 9: Standard route, G5, GATE 5 (transfer point), I10.
- PRKG 10 to 13: Standard route, A10 (transfer point A10-2), …, A9, G3, M9.
- PRKG T22 to T29: Standard route, A10 (transfer point A10-2), G4, GATE 4, I9 or I10.

- PRKG T30 to T36: Standard route, G5, GATE 5 (transfer point), I12.

Ramp 0

- PRKG 20 to 29: Standard route, G5, M11.

From RWY 32L to T-4:

Follow ATC instructions to leave by the left side of RWY 32L.

Standard route: From L7, L5 or L3, taxi left on TWY A, enter TWY M via the first available taxiway, continue to M13, J3 (transfer point J3-2).

Ramp 10

- PRKG 380-394: Standard route, J3 (transfer point J3-2), …, J6.
- PRKG 364-374: Standard route, J3 (transfer point J3-2), J4, D1, D2, D3.
- PRKG 372-377: Standard route, J3 (transfer point J3-2), J4, D1, D2.
- PRKG 378: Standard route, J3 (transfer point J3-2), J4, J5.
- PRKG 444-446: Standard route, J3 (transfer point J3-2), J4, D1, …, D3, R4, X3.
- PRKG 448: Standard route, J3 (transfer point J3-2), J4, D1, D2, S4, X2.

Ramp 11

- PRKG 342-362: Standard route, J3 (transfer point J3-2), J4, D1, ..., D4.
- PRKG 430-432: Standard route, J3 (transfer point J3-2), J4, D1, ..., D5, W4, X5, X4.
- PRKG 434-442: Standard route, J3 (transfer point J3-2), J4, D1, ..., D3, R4, X3.

Ramp 12

- PRKG 300-312: Standard route, J3 (transfer point J3-2), J4, D1, ..., D5, W5, W6 or WI6.
- PRKG 320-329: Standard route, J3 (transfer point J3-2), J4, D1, ..., D5, W5.
- PRKG 330-340: Standard route, J3 (transfer point J3-2), J4, D1, ..., D4.
- PRKG 420-428: Standard route, J3 (transfer point J3-2), J4, D1, ..., D5, W4, X5, X4.

Ramp 13

- PRKG 400-411: Standard route, J3 (transfer point J3-2), J4, D1, ..., D5, W5.
- PRKG 412-419: Standard route, J3 (transfer point J3-2), J4, D1, ..., D5, W5, WN1, WA.

From RWY 32L to T-4S:

Follow ATC instructions to leave right side of RWY 32L.

Standard route: L4, EA1 or L4, L42, L2, B1 or L2, B1.

Ramp 20

- PRKG 583-586: Standard route, M21, M22, EA2.
- PRKG 580-582: Standard route, M21, ..., M23.
- PRKG 568-579: Standard route, M21, ..., M23, EB2.
- PRKG 619-628: Standard route, M21, ..., M27.

Ramp 21

- PRKG 556-566: Standard route, M21, ..., M23, EB2, EB6.
- PRKG 608-618: Standard route, M21, ..., M30.

Ramp 22

- PRKG 538-539: Standard route, M21, ..., M23, EB2, EB7, N10.
- PRKG 540-554: Standard route, M21, ..., M23, EB2, EB6.

- PRKG 600-606: Standard route, M21, ..., M31.

Ramp 23

- PRKG 500-526: Standard route, B2, …, B5, GATE 13, EA5.
- PRKG 528-530: Standard route, B2, …, B5, GATE 13.
- PRKG 532-536: Standard route, B1, …, B9, EA7, EA6.
- PRKG 537: Standard route, B1, …, B9, EA7, N10.

Ramp 24

- PRKG 700-722: Standard route, M21, ..., M24, EC1, GATE 16, EF.

From RWY 32R to T-123:

K5, KA4, KA3, KB2 or K5, KA4, KC3, KC2 or K4, KC3, KC2 or K3, KB2 to TWY A to A11 and the same routes used for RWY 32L.

From RWY 32R to T-4:

Follow ATC instructions when leaving RWY 32R.

Standard route: TWY A, H2, H3 (transfer point H3-2) or K5, KA4, KC3, KC2, TWY A, H2, H3 (transfer point H3-2) or K4, KC3, KC2, TWY A, H2, H3 (transfer point H3-2) or K3, KB2, TWY A, H2, H3 (transfer point H3-2).

Ramp 10

- PRKG 380-394: Standard route, H3 (transfer point H3-2), X1, J4, …, J6.
- PRKG 364-370: Standard route, H3 (transfer point H3-2), H4, D2, D3.
- PRKG 372-377: Standard route, H3 (transfer point H3-2), H4, D2.
- PRKG 378: Standard route, H3 (transfer point H3-2), X1, J4, J5.
- PRKG 444-446: Standard route, H3 (transfer point H3-2), H4, D2, D3, R4, X3.
- PRKG 448: Standard route, H3 (transfer point H3-2), H4, D2, S4, X2.

Ramp 11

- PRKG 342-362: Standard route, H3 (transfer point H3-2), H4, D2, ..., D4.
- PRKG 430-432: Standard route, H3 (transfer point H3-2), H4, D2, ..., D5, W4, X5, X4.
- PRKG 434-442: Standard route, H3 (transfer point H3-2), H4, D2, D3, R4, X3.

Ramp 12

- PRKG 300-312: Standard route, H3 (transfer point H3-2), H4, D2, ..., D5, W5, W6 or WI6.
- PRKG 320-329: Standard route, H3 (transfer point H3-2), H4, D2, ..., D5, W5.
- PRKG 330-340: Standard route, H3 (transfer point H3-2), H4, D2, ..., D4.
- PRKG 420-428: Standard route, H3 (transfer point H3-2), H4, D2, ..., D5, W4, X5, X4.

Ramp 13

- PRKG 400-411: Standard route, H3 (transfer point H3-2), H4, D2, ..., D5, W5.
- PRKG 412-419: Standard route, H3 (transfer point H3-2), H4, D2, ..., D5, W5, WN1, WA.

From RWY 32R to T-4S:

Follow ATC instructions to leave RWY 32R and TWY A.

Standard route:

- K5, KA4, KA3, KB2, TWY A or K5, KA4, KC3, KC2, TWY A or K3, KB2, TWY A or K5, KA4, ..., KA1, or K4, KA3, …, KA1 or K3, KA2, KA1.

Ramp 20

- PRKG 583-586: Standard route, A23, EA1, EA2.
- PRKG 580-582: Standard route, A23, EA1, M23.

- PRKG 568-579: Standard route, A25, EC1, EC2.
- PRKG 619-628: Standard route, A27, AM3, M27.

Ramp 21

- PRKG 556-560: Standard route, GATE 14, G14.
- PRKG 562-566: Standard route, A25, EC1, EC2.
- PRKG 612: K5, KA4, KA3, KB2, KB1, M29.
- PRKG 614: K5, KA4, KA3, KB2, KB1 or K5, KA4, KC3, …, KC1, M28 or K4, KC3, …, KC1, M28 or K3, KB2, A28, KC1, M28.
- PRKG 616: K5, KA4, KC3, …, KC1, M28 or K4, KC3, …, KC1, M28 or K3, KB2, A28, KC1, M28.
- PRKG 618: Standard route, A27, AM3, M27.
- PRKG 608-610: Standard route, M30.

Ramp 22

- PRKG 538-539: Standard route, GATE 14, EC6, EC7, N11, N10.
- PRKG 540-554: Standard route, GATE 14, EC6.
- PRKG 600-604: Standard route, M30, M31.
- PRKG 606: Standard route, M30.

Ramp 23

- PRKG 500-530: Standard route, GATE 14, EC6, EC7, N11, N10, EA6, EA5.
- Aircraft of code letter F: Standard route, A27, …, A21, B1, …, B5, GATE 13, EA5.
- PRKG 532-536: Standard route, GATE 14, EC6, EC7, N11, N10, EA6.
- PRKG 537: Standard route, GATE 14, EC6, EC7, N11, N10.

Ramp 24

- PRKG 700-722: Standard route, A25, GATE 16, EF.

B. DEPARTURE

To RWY 36L from T-123:

Standard route: (from TWY) M10 (transfer point M10-2), …, M17, R5 or R6 or R7, R8, Z2.

Ramp 7

- PRKG 178 to 186, 207 and 209: C7, E3, E2, E1, A7, G1, M8, …, M10 (transfer point M10-2), standard route.
- PRKG 188 to 190: C7, A6, A5, C6, M6, …, M10 (transfer point M10-2), standard route.
- PRKG 200 to 206 and 208: C11, E3, E2, E1, A7, G1, M8, …, M10 (transfer point M10-2), standard route.
- PRKG 210 to 227: straight to E2, E1, A7, G1, M8, …, M10 (transfer point M10-2).
- PRKG 243 to 249: C9, A5, C6, M6, …, M10 (transfer point M10-2), standard route.
- PRKG 258 to 264: E2, E1, A7, G1, M8, …, M10 (transfer point M10-2), standard route.

Ramp 6

- PRKG 80 to 85, 98 and 99: C3, M3, …, M10 (transfer point M10-2), standard route.
- PRKG 75, 90 to 97 and 100 to 110: C2, M2, …, M10 (transfer point M10-2), standard route.
- PRKG 111 to 126: C1, M1, …, M10 (transfer point M10-2), standard route.
- PRKG 131, 133 and 135: CA, C1, M1, …, M10 (transfer point M10-2), standard route.
- PRKG 130, 132, 134 and 136 to 140: CB, C1, M1, …, M10 (transfer point M10-2), standard route.

Ramp 5

- PRKG 50 to 57: C5, M5, …, M10 (transfer point M10-2), standard route.

- PRKG 60 to 67: C3, M3, …, M10 (transfer point M10-2), standard route.
- PRKG 70 and 71: I6, C5, M5, …, M10 (transfer point M10-2), standard route.
- PRKG 72, 73 and 74: I6, C3, M3, …, M10 (transfer point M10-2), standard route.

Ramp 6 and Ramp 5

- PRKG 145 to 162: push-back nosing to SW on TWY A, taxiing on the first possible intersection to TWY M to join it, ..., M10 (tranfer point M10-2), standard route.

Ramp 4

- PRKG 30 to 34: I7, C5, M5, …, M10 (transfer point M10-2), standard route.
- PRKG 35 to 37: M5, M6, …, M10 (transfer point M10-2), standard route.
- PRKG 40 to 45: C6, M6, …, M10 (transfer point M10-2), standard route.
- PRKG 163 and 165: A6, A5, C6, M6, …, M10 (transfer point M10-2), standard route.
- PRKG 171 and 173: F2, G1, M8, M10 (transfer point M10-2), standard route.
- PRKG 175: F1, A8, G1, M8, M10 (transfer point M10-2), standard route.

Ramp 3

- PRKG T1 to T5: I7, C5, M5, …, M10 (transfer point M10-2), standard route.
- PRKG T6 to T13: I8, M7, …, M10 (transfer point M10-2), standard route.

Ramp 2

- PRKG T14 to T16: I8 or I9, GATE 2, M9, M10 (transfer point M10-2), standard route.
- PRKG T17 to T21 and 13 to 17: I9, GATE 2, M9, M10 (transfer point M10-2), standard route.

Ramp 1

- PRKG T22 to T27 and 10 to 13: I9, GATE 4, M10 (transfer point M10-2), standard route.
- PRKG T28 to T29: I10, GATE 4, M10 (transfer point M10-2), standard route.
- PRKG 7 to 9: straight to M10, …, M17, R5 or R6 or R7, R8, Z2.
- PRKG T30 to T36: I12, I11, GATE 6 (transfer point), M12, …, M17, R5 or R6 or R7, R8, Z2.

Ramp 0

- PRKG 20 to 29: I11, GATE 6 (transfer point), M12, …, M17, R5 or R6 or R7, R8, Z2.

To RWY 36L from T-4:

Standard route: R3 (transfer point R3-2), … , R1, Z4.

Ramp 10:

- PRKG 386-394: J6, JI5, D2, D3, R4, R3 (transfer point R3-2), standard route.
- PRKG 380-384: JI6, JI5, D2, D3, R4, R3 (transfer point R3-2), standard route.
- PRKG 372, 374, 376: DI2, D3, R4, R3 (transfer point R3-2), standard route.
- PRKG 373, 377: D2, D3, R4, R3 (transfer point R3-2), standard route.
- PRKG 378: JI5, D2, D3, R4, R3 (transfer point R3-2), standard route.
- PRKG 364-370: DI3, D3, R4, R3 (transfer point R3-2), standard route.
- PRKG 444-448: D2, D3, R4, R3 (transfer point R3-2), standard route.

Ramp 11:

- PRKG 342-346: DI4, R4, R3 (transfer point R3-2), standard route.
- PRKG 348-362: DI3, D3, R4, R3 (transfer point R3-2), standard route.
- PRKG 430-432: D4, D5, W4, X5, X4, R3 (transfer point R3-2), standard route.

- PRKG 434-442: D3, R4, R3 (transfer point R3-2), standard route.

Ramp 12:

- PRKG 300-304: W6, WN1, WN2, WN3, W4, X5, X4, R3 (transfer point R3-2), standard route.
- PRKG 306-312: WI6, W5, WN1 or W6, WN1, WN2, WN3, W4, X5, X4, R3 (transfer point R3-2), standard route.
- PRKG 320-328: W5, WN1, WN2, WN3, W4, X5, X4, R3 (transfer point R3-2), standard route.
- PRKG 329: D5, W4, X5, X4, R3 (transfer point R3-2), standard route.
- PRKG 330-334: DI4, D5, W4, X5, X4, R3 (transfer point R3-2), standard route.
- PRKG 336-340: DI4, R4, R3 (transfer point R3-2), standard route.
- PRKG 420-428: D4, D5, W4, X5, X4, R3 (transfer point R3-2), standard route.

Ramp 13:

- PRKG 400-419: WN2, WN3, W4, X5, X4, R3 (transfer point R3-2), standard route.

To RWY 36L from T-4S:

Ramp 20:

- PRKG 583-586: GATE 11, G11, Z1.
- PRKG 580-582: M23, EB2, EB6, EB7, N10, …, N4, BN1, Z3 or N3, G11, Z1.
- PRKG 568-579: EB2, EB6, EB7, N10, N9, N6, …, N4, BN1, Z3 or N3, G11, Z1.
- PRKG 619-628: EC2, EC6, EC7, N11, …, N9, N6, …, N4, BN1, Z3 or N3, G11, Z1.
- Aircraft of code letter F PRKG 627: EC2, EC1, A24, …, A21, B1, B2, Z1.

Ramp 21:

- PRKG 556-566: EB2, EB6, EB7, N10, …, N4, BN1, Z3 or N3, G11, Z1.
- PRKG 608-618: EC2, EC6, EC7, N11, …, N4, BN1, Z3 or N3, G11, Z1.

Ramp 22:

- PRKG 538-539: N10, …, N4, BN1, Z3 or N3, G11, Z1.
- PRKG 540-554: EB6, EB7, N10, …, N4, BN1, Z3 or N3, G11, Z1.
- PRKG 600-606: EC6, EC7, N11, …, N4, BN1, Z3 or N3, G11, Z1.

Ramp 23:

- PRKG 500-536: EA6, EA5, GATE 12, N4, BN1, Z3 or N3, G11, Z1.
- PRKG 537: N10, …, N4, BN1, Z3 or N3, G11, Z1.

Ramp 24:

- PRKG 700-722: EH, GATE 15, A25, EC1, EC2, …, EC7, N11, …, N4, BN1, Z3 or N3, G11, Z1.

To RWY 36R from T-123:

The same routes toward RWY 36L, to M17. From M18, …, M31, NY13, Y1 or M18, …, M32, N13, Y2 or M18, …, M33, B13, Y3.

To RWY 36R from T-4:

Standard route: S3 (transfer point S3-2), M15, …, M31, NY13, Y1 or M32, N13, Y2 or M33, B13, Y3.

Ramp 10:

- PRKG 386-394: J6, JI5, D1, D2, S4, S3 (transfer point S3-2), standard route.
- PRKG 380-384: JI6, JI5, D1, D2, S4, S3 (transfer point S3-2), standard route.
- PRKG 364-370: DI3, S4, S3 (transfer point S3-2), standard route.
- PRKG 372, 374, 376: DI2, S4, S3 (transfer point S3-2), standard route.
- PRKG 373, 377: D2, S4, S3 (transfer point S3-2), standard route.

- PRKG 378: JI5, D2, S4, S3 (transfer point S3-2), standard route.
- PRKG 444-446: D3, R4, X3, S3 (transfer point S3-2), standard route.
- PRKG 448: D2, S4, S3 (transfer point S3-2), standard route.

Ramp 11:

- PRKG 342-362: DI4, DI3, S4, S3 (transfer point S3-2), standard route.
- PRKG 430-432: D4, D5, W4, X5, ..., X3, S3 (transfer point S3-2), standard route.
- PRKG 434-442: D3, R4, X3, S3 (transfer point S3-2), standard route.

Ramp 12:

- PRKG 300-304: W6, WN1, WN2, WN3, W4, X5, ..., X3, S3 (transfer point S3-2), standard route.
- PRKG 306-312: WI6, W5, WN1 o W6, WN1, WN2, WN3, W4, X5, ..., X3, S3 (transfer point S3-2), standard route.
- PRKG 320-328: W5, WN1, WN2, WN3, W4, X5, ..., X3, S3 (transfer point S3-2), standard route.
- PRKG 329: D5, W4, X5, ..., X3, S3 (transfer point S3-2), standard route.
- PRKG 330-334: DI4, D5, W4, X5, ..., X3, S3 (transfer point S3-2), standard route.
- PRKG 336-340: DI4, DI3, S4, S3 (transfer point S3-2), standard route.
- PRKG 420-428: D4, D5, W4, X5, X3, S3 (transfer point S3-2), standard route.

Ramp 13:

- PRKG 400-419: WN2, WN3, W4, X5, X4, X3, S3 (transfer point S3-2), standard route.

To RWY 36R from T-4S:

Ramp 20:

- PRKG 583-586: GATE 11, G11, B3, ..., B13, Y3 or EC8, N12, N13, Y2 or EC8, EC7, NY12, NY13, Y1 or EC9, BY12, M34, B13, Y3.
- PRKG 580-582: M23.. M31, NY13, Y1 o M32, N13, Y2 o M33, B13, Y3.
- PRKG 568-579: EB2, G14, EC6 o EC2, EC6, NY12, NY13, Y1.
- PRKG 619-628: EC2, EC6, NY12, NY13, Y1 or EC7, N12, N13, Y2.
- Aircraft of code letter F PRKG 627: EC2, EC1, A24, …, A21, B1, …, B13, Y3.

Ramp 21:

- PRKG 556-566: EB2, G14, EC6 o EC2, EC6, NY12, NY13, Y1.
- PRKG 608-618: EC2, EC6, NY12, NY13, Y1 or EC7, N12, N13, Y2.

Ramp 22:

- PRKG 538-539: N10, EA7, B10, ..., B13, Y3 or EC8, N12, N13, Y2 or EC8, EC7, NY12, NY13, Y1 or EC9, BY12, M34, B13, Y3.
- PRKG 540-554: EB6, NY11, NY12 o EC6, NY12, NY13, Y1.
- PRKG 600-606: EC6, NY12, NY13, Y1 or EC7, N12, N13, Y2.

Ramp 23:

- PRKG 500-536: EA6, EA5, GATE 12, G12, B5, ..., B13, Y3 or EC8, N12, N13, Y2 or EC8, EC7, NY12, NY13, Y1 or EC9, BY12, M34, B13, Y3.
- PRKG 537: N10, EA7, B10, ..., B13, Y3 or EC8, N12, N13, Y2 or EC8, EC7, NY12, NY13, Y1 or EC9, BY12, M34, B13, Y3.

Ramp 24:

- PRKG 700-722: EH, GATE 15, AM3, M27, …, M31, NY13, Y1 or M32, N13, Y2 or M33, B13, Y3.

2. SOUTH CONFIGURATION

A. ENTRY

From RWY 18R to T-123:

Standard route: Z10, ZW3, W1, W2, MZ6, …, MZ3, M15, …, M11 or Z8, W1, W2, MZ6, …, MZ3, M15, …, M11 or Z4, ZW1, V1, V2, MZ4, MZ3, M15, …, M11

Ramp 7:

- PRKG 178 to 227: Standard route, M10 (transfer point M10-2), …, M6, C6, A5, A6, C7.
- PRKG 243 to 249: Standard route, M10 (transfer point M10-2), …, M6, C6, A5, C9.
- PRKG 258 to 264: Standard route, M10 (transfer point M10-2), …, M8, G1, F2, F3.

Ramp 6:

- PRKG 75: Standard route, M10 (transfer point M10-2), …, M4, C4, I6.
- PRKG 80 to 85: Standard route, M10 (transfer point M10-2), …, M3, C3.
- PRKG 90 to 110: Standard route, M10 (transfer point M10-2), …, M2, C2.
- PRKG 110 to 126: Standard route, M10 (transfer point M10-2), …, M1, C1.
- PRKG 130 to 135: Standard route, M10 (transfer point M10-2), …, M1, C1, CA.
- PRKG 136 to 140: Standard route, M10 (transfer point M10-2), …, M1, C1, CB.
- PRKG 145 to 148: Standard route, M10 (transfer point M10-2), …, M1, C1, A1 straight to stand.

Ramp 5:

- PRKG 50 to 67: Standard route, M11, M10 (transfer point M10-2), …, M4, C4.
- PRKG 70 to 74: Standard route, M11, M10 (transfer point M10-2), …, M4, C4, I6.
- PRKG 149 a 151: Standard route, M11, M10 (transfer point M10-2), …, M2, C2, A2 straight to stand.
- PRKG 153 a 155: Standard route, M11, M10 (transfer point M10-2), …, M3, C3, A3 straight to stand.
- PRKG 156 a 162: Standard route, M11, M10 (transfer point M10-2), …, M4, C4, A4 straight to stand.

Ramp 4:

- PRKG 30 to 36: Standard route, M10 (transfer point M10-2), ..., M8, GATE 1, I7, C5.
- PRKG 37: Standard route, M10 (transfer point M10-2), …, M6, M5.
- PRKG 40 to 43: Standard route, M10 (transfer point M10-2), …, M6, C6, A5, A6.
- PRKG 44 to 45: Standard route, M10 (transfer point M10-2), …, M6.
- PRKG 163 and 165: Standard route, M10 (transfer point M10-2), …, M6, C6, A5.
- PRKG 171: Standard route, M10 (transfer point M10-2), …, M6, C6, A5, A6, E1 straight to stand.
- PRKG 173: Standard route, M10 (transfer point M10-2), …, M8, G1, F2 straight to stand.
- PRKG 175: Standard route, M10 (transfer point M10-2), …, M8, G1, A8, F1 straight to stand.

Ramp 3:

- PRKG T1, T2, T3: 0700-2259 LT, standard route, M10 (transfer point M10-2), …, M4, C4, I6; C5.
- PRKG T1, T2, T3: 2300-0659 LT, standard route, M10 (transfer point M10-2), …, M5, C5.
- PRKG T4 to T13: Standard route, M10 (transfer point M10-2), …, M8, GATE 1, I7 or I8.

Ramp 2:

- PRKG 14 to 17: Standard route, M10 (transfer point M10-2), M9.
- PRKG T14 to T21: Standard route, M10 (transfer point M10-2), M9, GATE 3, I8 or I9.

Ramp 1:

- PRKG T22 to T29: Standard route, M10 (transfer point M10-2), GATE 4, I9 or I10.
- PRKG 10 to 13: Standard route, M10 (transfer point M10-2), M9.
- PRKG 7 to 9: Standard route, GATE 5 (transfer point), I10.

- PRKG T30 to T36: Standard route, GATE 5 (transfer point), I12.

Ramp 0:

- PRKG 20 to 29: Standard route, M11.

From RWY 18R to T-4:

Standard route: RWY 18R will be vacated by its right side.

- Z10, ZW3, W1, W2, W3 (transfer point W3-2).
- Z8, W1, W2, W3 (transfer point W3-2).
- Z4, ZW1, V1, AZ5, AZ6, W2, W3 (transfer point W3-2).

Ramp 10:

- PRKG 380-394: Standard route, W3 (transfer point W3-2), X5, ..., X1, J4, ..., J6.
- PRKG 364-370: Standard route, W3 (transfer point W3-2), X5, U4, DI4, DI3.
- PRKG 372-377: Standard route, W3 (transfer point W3-2), X5, …, X2, H4, D2.
- PRKG 378: Standard route, W3 (transfer point W3-2), X5, …, X1, J4, J5.
- PRKG 444-446: Standard route, W3 (transfer point W3-2), X5, X4, X3.
- PRKG 448: Standard route, W3 (transfer point W3-2), X5, ..., X2.

Ramp 11:

- PRKG 342-362: Standard route, W3 (transfer point W3-2), X5, U4, DI4, DI3.
- PRKG 430-432: Standard route, W3 (transfer point W3-2), X5, X4.
- PRKG 434-442: Standard route, W3 (transfer point W3-2), X5, …, X3.

Ramp 12:

- PRKG 300-312: Standard route, W3 (transfer point W3-2), X5, U4, D5, W5, W6 o WI6.
- PRKG 320-329: Standard route, W3 (transfer point W3-2), X5, U4, D5, W5.
- PRKG 330-340: Standard route, W3 (transfer point W3-2), X5, U4, DI4.
- PRKG 420-428: Standard route, W3 (transfer point W3-2), X5, X4.

Ramp 13:

- PRKG 400-411: Standard route, W3 (transfer point W3-2), X5, U4, D5, W5.
- PRKG 412-419: Standard route, W3 (transfer point W3-2), X5, U4, D5, W5, WN1, WA.

From RWY 18R to T-4S:

For Ramp 20, Ramp 21, Ramp 22, Ramp 23 and Ramp 24, RWY 18R will be vacated by its left side.

Ramp 20:

- PRKG 583-586: Z7, B6, ..., B12, M33, ..., M23, EA2.
- PRKG 580-582: Z7, B6, ..., B12, M33, ..., M23.
- PRKG 568-579: Z7, B6, ..., B12, M33, ..., M24, EB2.
- PRKG 619-628: Z7, B6, ..., B12, M33, M27.
- Aircraft of code letter F PRKG 627: Z7, G13, N5, ..., N1, A22, …, A25, AM3, M27.

Ramp 21:

- PRKG 556-566: Z7, B6, ..., B12, M33, ..., M24, EB2.
- PRKG 608-610: Z7, B6, ..., B12, M33, ..., M30.
- PRKG 612-618: Z7, B6, ..., B12, M33, ..., M29.

Ramp 22:

- PRKG 538-539: Z7, B6, ..., B12, M33, N12… N10.
- PRKG 540-554: Z7, B6, ..., B12, M33, ..., M24, EB2, EB6.
- PRKG 600-606: Z7, B6, ..., B12, M33, ..., M31.

Ramp 23:

- PRKG 500-526: Z7, G13, GATE 13, EA5.
- PRKG 528-530: Z7, G13, GATE 13.
- PRKG 532-536: Z7, B6, …, B9, EA7, EA6.
- PRKG 537: Z7, B6, B9, EA7, N10.

Ramp 24:

- PRKG 700-722: Z7, B6, …, B12, M33, …, M25, EC1, GATE 16, EF.

From RWY 18L to T-123:

Y5, AY, BY13, M34, ..., M11; or Y4, BY13, M34, ..., M11; or Y3, A33, N13, M32, ..., M11 and follow the same routes for RWY 18R.

From RWY 18L to T-4:

Follow ATC instructions.

Standard route: Y5, AY, BY13, M34, ..., M14, H3 (transfer point H3-2); or Y4, BY13, M34, ..., M14, H3 (transfer point H3-2); or Y3, A33, N13, M32, ..., M14, H3 (transfer point H3-2).

Ramp 10:

- PRKG 380-394: Standard route, H3 (transfer point H3-2), X1, J4, …, J6.
- PRKG 364-370: Standard route, H3 (transfer point H3-2), H4, D2, D3.
- PRKG 372-377: Standard route, H3 (transfer point H3-2), H4, D2.
- PRKG 378: Standard route, H3 (transfer point H3-2), X1, J4, J5.
- PRKG 444-446: Standard route, H3 (transfer point H3-2), H4, D2, D3, R4, X3.
- PRKG 448: Standard route, H3 (transfer point H3-2), H4, D2, S4, X2.

Ramp 11:

- PRKG 342-362: Standard route, H3 (transfer point H3-2), H4, D2, ..., D4.
- PRKG 430-432: Standard route, H3 (transfer point H3-2), H4, D2, ..., D5, W4, X5, X4.
- PRKG 434-442: Standard route, H3 (transfer point H3-2), H4, D2, D3, R4, X3.

Ramp 12:

- PRKG 300-312: Standard route, H3 (transfer point H3-2), H4, D2, ..., D5, W5, W6 or WI6.
- PRKG 320-329: Standard route, H3 (transfer point H3-2), H4, D2, ..., D5, W5.
- PRKG 330-340: Standard route, H3 (transfer point H3-2), H4, D2, ..., D4.
- PRKG 420-428: Standard route, H3 (transfer point H3-2), H4, D2, ..., D5, W4, X5, X4.

Ramp 13:

- PRKG 400-411: Standard route, H3 (transfer point H3-2), H4, D2, ..., D5, W5.
- PRKG 412-419: Standard route, H3 (transfer point H3-2), H4, D2, ..., D5, W5, WN1, WA.

From RWY 18L to T-4S:

Leave RWY 18L.

Standard route: Y5, AY, BY13, M34, M33; or Y4, BY13, M34, M33; or Y3, A33, N13.

Ramp 20:

- PRKG 583-586: Standard route, M32, ..., M23, EA2.

- PRKG 580-582: Standard route, M32, ..., M23.
- PRKG 568-579: Standard route, M32, ..., M24, EB2.
- PRKG 619-628: Standard route, M32, ..., M27.
- Aircraft of code letter F PRKG 627: Standard route, N12, ..., N1, A22, …, A25, AM3, M27.

Ramp 21:

- PRKG 556-566: Standard route, M32, ..., M24, EB2.
- PRKG 608-610: Standard route, M32, ..., M30.
- PRKG 612-618: Standard route, M32, ..., M29.

Ramp 22:

- PRKG 538-539: Standard route, N12, ..., N10.
- PRKG 540-554: Standard route, M32, ..., M24, EB2, EB6.
- PRKG 600-606: Standard route, M32, M31.

Ramp 23:

- PRKG 500-530: Standard route, N12, …, N10, EA6, EA5.
- PRKG 532-536: Standard route, N12, …, N10, EA6.
- PRKG 537: Standard route, N12, …, N10.

Ramp 24:

- PRKG 700-722: Standard route, M32, …, M25, EC1, GATE 16, EF.

B. DEPARTURE

To RWY 14R from T-123:

Standard route: (from TWY) A10 (transfer point A10-2), …, A12, runway-holding position.

Ramp 7:

- PRKG 178 to 186, 207 and 209: C7, E3, E2, E1, A7, …, A10 (transfer point A10-2), standard route.
- PRKG 188 to 190: C7, A6, …, A10 (transfer point A10-2), standard route.
- PRKG 200 to 206 and 208: C11, E3, E2, E1, A7, …, A10 (transfer point A10-2), standard route.
- PRKG 210 to 227: Straight to E2, E1, A7, …, A10 (transfer point A10-2), standard route.
- PRKG 243 to 249: C9, A6, …, A10 (transfer point A10-2), standard route.
- PRKG 258 to 264: E2, E1, A7, ..., A10 (transfer point A10-2), standard route.

Ramp 6:

- PRKG 80 to 85, 98 and 99: C3, A3, …, A10 (transfer point A10-2), standard route.
- PRKG 75, 90 to 97 and 100 to 110: C2, A2, …, A10 (transfer point A10-2), standard route.
- PRKG 111 to 126: C1, A1, …, A10 (transfer point A10-2), standard route.
- PRKG 131, 133 and 135: CA, C1, A1, …, A10 (transfer point A10-2), standard route.
- PRKG 130, 132, 134 and 136 to 140: CB, C1, A1, …, A10 (transfer point A10-2), standard route.
- PRKG 145 to 148: A1, …, A10 (transfer point A10-2), standard route.

Ramp 5:

- PRKG 50 to 67: C3, A3, A4, A5 or C5, A5, …, A10 (transfer point A10-2), standard route.
- PRKG 72, 73 and 74: I6, C3, A3, …, A10 (transfer point A10-2), standard route.
- PRKG 70 and 71: I6, C5, A5, …, A10 (transfer point A10-2), standard route.

Ramp 6 and Ramp 5:

- PRKG 147 to 162: push-back nosing to NE on TWY A taxiing on it directly, …, A10 (transfer point A10-2), standard route.

Ramp 4:

- PRKG 30 to 36: I7, C5, A5, …, A10 (transfer point A10-2), standard route.
- PRKG 37 to 45: M6, C6, A5, …, A10 (transfer point A10-2), standard route.
- PRKG 163 and 165: A5, …, A10 (transfer point A10-2), standard route.
- PRKG 171 and 173: F2, A8, A10 (transfer point A10-2), standard route.
- PRKG 175: F1, A8, A10 (transfer point A10-2), standard route.

Ramp 3:

- PRKG T1 to T5: I7, C5, A5, …, A10 (transfer point A10-2), standard route.
- PRKG T6 to T13: I8, GATE 1, G1, A8, …, A10 (transfer point A10-2), standard route.

Ramp 2:

- PRKG T14 to T16: I8, GATE 2, G2, A9, A10 (transfer point A10-2), standard route.
- PRKG T17 to T21 and 13 to 17: I9, GATE 2, G2, A9, A10 (transfer point A10-2), standard route.

Ramp 1:

- PRKG T22 to T27 and 10 to 13: I9, GATE 4, G4, A10 (transfer point A10-2), standard route.
- PRKG T28 to T29: I10, GATE 4, G4, A10 (transfer point A10-2), standard route.
- PRKG 7 to 9: straight to M10, G5, A11, A12, runway-holding position.
- PRKG T30 to T36: I12, I11, GATE 6 (transfer point), A12, runway-holding position.

Ramp 0:

- PRKG 20 to 29: I11, GATE 6 (transfer point), A12, runway-holding position.

To RWY 14R from T-4:

Standard route: S3 (transfer point S3-2), S2, A17, runway-holding position LC, LD, LE. R3 and transfer point R3-2 will be used as alternative route.

Ramp 10:

- PRKG 386-394: J6, JI5, D1, D2, S4, S3 (transfer point S3-2), standard route.
- PRKG 380-384: JI6, JI5, D1, D2, S4, S3 (transfer point S3-2), standard route.
- PRKG 364-370: DI3, S4, S3 (transfer point S3-2), standard route.
- PRKG 372, 374, 376: DI2, S4, S3 (transfer point S3-2), standard route.
- PRKG 373, 377: D2, S4, S3 (transfer point S3-2), standard route.
- PRKG 378: JI5, D1, D2, S4, S3 (transfer point S3-2), standard route.
- PRKG 444-446: D3, R4, X3, S3 (transfer point S3-2), standard route.
- PRKG 448: D2, S4, S3 (transfer point S3-2), standard route.

Ramp 11:

- PRKG 342-362: DI4, DI3, S4, S3 (transfer point S3-2), standard route.
- PRKG 430-432: D4, D5, W4, X5, X4, X3, S3 (transfer point S3-2), standard route.
- PRKG 434-442: D3, R4, X3, S3 (transfer point S3-2), standard route.

Ramp 12:

- PRKG 300-304: W6, WN1, WN2, WN3, W4, X5, X4, X3, S3 (transfer point S3-2), standard route.
- PRKG 306-312: WI6, W5 or W6, W5, WN1 o W6, W5, WN1 o W6, WN1, WN2, WN3, W4, X5, X4, X3, S3 (transfer point S3-2), standard route.
- PRKG 320-328: W5, WN1, WN2, WN3, W4, X5, X4, X3, S3 (transfer point S3-2), standard route.

- PRKG 329: D5, W4, X5, X4, S3 (transfer point S3-2), standard route.
- PRKG 330-334: DI4, D5, W4, X5, X4, X3, S3 (transfer point S3-2), standard route.
- PRKG 336-340: DI4, DI3, S4, S3 (transfer point S3-2), standard route.
- PRKG 420-428: D4, D5, W4, X5, X4, X3, S3 (transfer point S3-2), standard route.

Ramp 13:

- PRKG 400-419: WN2, WN3, W4, X5, X4, X3, S3 (transfer point S3-2), standard route.

To RWY 14R from T-4S:

Ramp 20:

- PRKG 583-586: GATE 11, N2, M21, B1, LE, runway-holding position LE.
- PRKG 580-582: M23, ..., M21, B1, LE, runway-holding position LE.
- PRKG 568-579: EB2, EB6, EB7, N10, ..., N2, M21, B1, LE, runway-holding position LE.
- PRKG 619-628: EC2, G14, EB6 or EB2, EB6, EB7, N10, ..., N2, M21, B1, LE, runway-holding position LE.
- Aircraft of code letter F: PRKG 627, EC2, M24, …, M21, B1, LE, runway-holding position LE.

Ramp 21:

- PRKG 556 to 560: EB6, EB7, N10, ..., N2, M21, B1, LE, runway-holding position LE.
- PRKG 562 to 566: EB2, EB6, EB7, N10, ..., N2, M21, B1, LE, runway-holding position LE.
- PRKG 608-618: EC2, EC6, EC7, N11, …, N2 o EB2, EB6, EB7, N10, ..., N2, M21, B1, LE, runway-holding position LE.

Ramp 22:

- PRKG 538-539: N10, ..., N2, M21, B1, LE, runway-holding position LE.
- PRKG 540-554: EB6, EB7, N10, ..., N2, M21, B1, LE, runway-holding position LE.
- PRKG 600-606: EC6, EC7, N11, …, N2 o EB6, EB7, N10, ..., N2, M21, B1, LE, runway-holding position LE.

Ramp 23:

- PRKG 500-536: EA6, EA5, GATE 12, N4, ..., N2, M21, B1, LE, runway-holding position LE.
- PRKG 537: N10, ..., N2, M21, B1, LE, runway-holding position LE.

Ramp 24:

- PRKG 700-722: EH, GATE 15, AM3, M25, EC2, …, EC7, N11, …, N2, M21, B1, LE.

To RWY 14L from T-123:

The same routes toward RWY 14R to A12. From A12 to A27, A28, A29, K1, runway-holding position or A28, KB2, K2, or K3, runway-holding position.

To RWY 14L from T-4:

Standard route: S3 (transfer point S3-2), S2, A17, ..., A28, A29, K1, runway-holding position or A28, KB2, K2 or K3, runway-holding position.

Ramp 10:

- PRKG 386-394: J6, JI5, D1, D2, S4, S3 (transfer point S3-2), standard route.
- PRKG 380-384: JI6, JI5, D1, D2, S4, S3 (transfer point S3-2), standard route.
- PRKG 364-370: DI3, S4, S3 (transfer point S3-2), standard route.
- PRKG 372, 374, 376: DI2, S4, S3 (transfer point S3-2), standard route.
- PRKG 373, 377: D2, S4, S3 (transfer point S3-2), standard route.
- PRKG 378: JI-5, D2, S4, S3 (transfer point S3-2), standard route.
- PRKG 444-446: D3, R4, X3, S3 (transfer point S3-2), standard route.
- PRKG 448: D2, S4, S3 (transfer point S3-2), standard route.

Ramp 11:

- PRKG 342-362: DI4, DI3, S4, S3 (transfer point S3-2), standard route.
- PRKG 430-432: D4, D5, W4, X5, ..., X3, S3 (transfer point S3-2), standard route.
- PRKG 434-442: D3, R4, X3, S3 (transfer point S3-2), standard route.

Ramp 12:

- PRKG 300-304: W6, WN1, WN2, WN3, W4, X5, X4, X3, S3 (transfer point S3-2), standard route.
- PRKG 306-312: WI6, WN1, WN2, WN3, W4, X5, …, X3, S3 (transfer point S3-2), standard route.
- PRKG 320-328: W5, WN1, WN2, WN3, W4, X5, ..., X3, S3 (transfer point S3-2), standard route.
- PRKG 329: D5, W4, X5, X4, S3 (transfer point S3-2), standard route.
- PRKG 330-334: DI4, D5, W4, X5, X4, X3, S3 (transfer point S3-2), standard route.
- PRKG 336-340: DI4, DI3, S4, S3 (transfer point S3-2), standard route.
- PRKG 420-428: D4, D5, W4, X5, X3, S3 (transfer point S3-2), standard route.

Ramp 13:

- PRKG 400-419: WN2, WN3, W4, X5, X4, X3, S3 (transfer point S3-2), standard route.

To RWY 14L from T-4S:

Ramp 20:

- PRKG 583-586: GATE 11, G11, B3, ..., B12, M33, M30, KA1, K1, runway-holding position.
- PRKG 580-582: M23, EA1, A23, ... A28, A29, K1, runway-holding position o A28, KB2, K2 o K3, runway-holding position.
- PRKG 568-579: EB2, G14, GATE 14 o EC2, GATE 14, KA1, K1, runway-holding position.
- PRKG 619-628: EC2, GATE 14, KA1, K1, runway-holding position.
- Aircraft of code letter F: PRKG 627: EC2, EC1, A25, …, A28, A29, K1, runway-holding position or A28, KB2, K2 or K3, runway-holding position.

Ramp 21:

- PRKG 556-560: EB6, NY11, NY12 o EC6, NY12, M31, M30, KA1, K1, runway-holding position.
- PRKG 562-566: EB2, G14, GATE 14 o EC2, GATE 14, KA1, K1, runway-holding position.
- PRKG 608-610: EC6, NY12, M31, M30, KA1, K1, runway-holding position.
- PRKG 612-618: EC2, GATE 14, KA1, K1, runway-holding position.
- Aircraft of code letter F: PRKG 627: EC2, EC1, A25, …, A28, A29, K1, runway-holding position or A28, KB2, K2 or K3, runway-holding position.

Ramp 22:

- PRKG 538-539: N10, EA7, B10, ..., B12, M33, ..., M30, KA1, K1, runway-holding position.
- PRKG 540-554: EB6, NY11, NY12 o EC6, NY12, M31, M30, KA1, K1, runway-holding position.
- PRKG 600-606: EC6, NY12, M31, M30, KA1, K1, runway-holding position.

Ramp 23:

- PRKG 500-536: EA6, EA5, G12, B5, ..., B12, M33, ..., M30, KA1, K1, runway-holding position.
- Aircraft of code letter F: EA5, GATE 12, N4, ..., N1, A22, ..., A28, A29, K1, runway-holding position or A28, KB2, K2 or K3, runway-holding position.
- PRKG 537: N10, EA7, B10, ..., B12, M33, ..., M30, KA1, K1, runway-holding position.

Ramp 24:

- PRKG 700-722: EH, GATE 15, A27, …, A29, K1, runway-holding position or A28, KB2, K2 or K3, runway-holding position.

20.12 STANDARD ROUTE DESIGNATORS

Standard Route Designators (STR) have been defined for arrivals from the runway on which they operate until inter-unit transfer points. TWR-ATC may instruct arriving traffic, using the appropriate route designator according to the boundary point to which they are heading and without conflicting with other aircraft and/or vehicles.

Not applicable when LVP are in force.

1. NORTH CONFIGURATION

RWY	DESTINATION	DESIGNATOR STR	ROUTE DESCRIPTION
32L	T-123 (exc PRKG T30-T36 and Ramp 0)	APOLO 1	After vacating RWY 32L via L7, L5 or L3 taxi left onto TWY A and continue to transfer point A10-2.
32L	T4	JULIET 3	After vacating RWY 32L via L7 or L5 taxi along TWY A until G5 and taxi right onto M11, continue along M to M13 and turn left at J3 to transfer point J3-2
32R	T-123 (exc PRKG T30-T36 and Ramp 0)	APOLO 2	After vacating RWY 32R via K5, taxi along KA4, turn left onto at KC3, or if vacating via K4, taxi on KC3 and then turn left to join A27. Continue along A to transfer point A10-2, giving way to traffic vacating the runway.
32R	T4S (PRKG 500-539)	14 WEST	After vacating RWY 32R via K5 or K4 join KA on the right to KA1, cross A and M to enter through GATE 14, turn right onto EC6, at EC7 turn left at N11 until N10 (access PRKG 537-539), or turn left at EA6 and proceed to assigned PRKG (500-536).

2. SOUTH CONFIGURATION

RWY	DESTINATION	DESIGNATOR STR	ROUTE DESCRIPTION
18L	T-123 (exc PRKG T30-T36 and Ramp 0)	MARTE 1	After vacating RWY 18L via Y5, taxi via AY, or if vacating via Y4, continue right at BY13 and immediately left to join M34. Continue on M to transfer point M10-2.
18L	T4	HOTEL 3	After vacating RWY 18L via Y5, taxi on AY, or if vacating via Y4, continue right at BY13 and immediately turn left to join M34. Continue on M to M14 and turn right onto H3 to transfer point H3-2.
18L	T4S (PRKG 500-539)	N WEST	After vacating RWY 18L via Y5, taxi via AY, or if vacating via Y4, continue right at BY13 and immediately turn left to join M34. At M33 turn right via N12 to N10 (access PRKG 537-539), or turn left via EA6 to proceed to assigned PRKG (500-536).
18R	T-123 (exc PRKG T30-T36 and Ramp 0)	MARTE 2	After vacating RWY 18R via Z10 continue via ZW3, or if vacating via Z8, turn right onto W1, at W2 turn left via MZ6 to MZ3, join M straight ahead at M15 and continue to transfer point M10-2.

20.13 AIRCRAFT DE-ICING

Two aircraft de-icing areas have been established: one in the vicinity of the threshold of RWY 36L and other in the vicinity of the threshold of RWY 36R. See AD 2-LEMD GMC and PDC.

OPERATION IN DE-ICING AREA

1. Requests for or to cancel de-icing should be placed using the CDM platform: Through their ramp handling agent with direct interface with the CDM platform, or by e-SIA or e-CDM. In the request, the type of de-icing, if anti-icing treatment is required and the zones to be treated. should be stated.
2. The service provision hours shall be from 05:00 to 10:00. Outside these hours, the de-icing service provider must be notified by e-mail at least 1 hour in advance at the following addresses:
   - Madrid BJS/UAR Service Managers: rampajservicio@southeu.com
   - Madrid BJS/CIC Service Managers: madki1@southeu.com
   - Madrid BJS/Operations Managers: jefesexplo@southeu.com
   - A copy must be sent to the de-icing specialist: jcaballerom@southeu.com
3. De-icing requests for flights for which clearance to start-up has been received will not be accepted. Nor will de-icing requests be

accepted by TWR.

4. Cancellation of de-icing via TWR will be accepted, for which voice communication must be used, as this functionality is not available in DCL.
5. The pilot, when requesting start-up clearance, shall indicate the need for de-icing.

   If the aircraft requests de-icing after push-back or taxiing has begun, TWR or SDP, depending on where the aircraft is located, shall direct it to return to the apron to an available stand.

   Once there, the pilot must contact Clearance once again and modify the flight plan if necessary.
6. Pilots will keep a continuous watch on DEP frequency during taxiing and de-icing operations.
7. To carry out the de-icing operation, pilots will park the aircraft at the corresponding position taking into account the aircraft size.
8. Once the de-icing operation is finished pilots will notify the DEP that they are ready for departure and, when cleared, will vacate the spraying area as soon as possible. The post de-icing checkups to be conducted by the crew, shall be carried out always once the aircraft is out of the de-icing dock.
9. Aircraft affected by ATFM measures and with assigned approved departure time will have priority over other kinds of traffic not affected by restrictions.
10. Clearance for entry to the de-icing area will be granted when an aircraft occupying a position on this area has vacated it after having finished its operation, except for the cases established in point 13.
11. Pilots in command will make sure that the aircraft is properly positioned on the stand in order to safeguard the movement of the de-icing equipments.
12. De-icing operation of aircraft will be carried out with idle engine regime and ready for take-off conditions. For the de-icing operation of a 4 engines aircraft, where there is presence of ice at the back side of the aircraft, the pilot may be required by the Agent responsible for the de-icing operation to turn off one or more of the outer engines.
13. When an autohandling aircraft operator exceptionally cannot provide service to an aircraft located in the de-icing area, the aircraft will be serviced by the airport handling operator with priority over holding aircraft.
14. When an aircraft cannot leave the de-icing area by itself, its responsible operator shall compulsory remove it immediately from the mentioned area in accordance with the procedure established with its handling agent.
15. A handling agent operator (or the company, if it is required by his own procedures) will communicate with the pilot in command of the aircraft in the frequencies
    - De-icing area of RWY 36L: Frequency of Madrid-de-icing 123.330 C.
    - De-icing area of RWY 36R: Frequency of Madrid-de-icing 130.255 C.

    or in lack thereof, by means of JACK communication, reporting the de-icing service conclusion. When referring to the aircraft, the type and registration number should be mentioned.

PREFERRED TAXIING PROCEDURES TO DE-ICING AREAS

- Entry to de-icing area close to the threshold of RWY 36L:
  - North Configuration:
    - Via TWY M17 to de-icing docks R5, R6 and R7.
    - Via TWY M16 to de-icing dock AZ3.
  - South Configuration:
    - Via TWY R8 to de-icing dock R5.
    - Via TWY R2 to de-icing dock AZ3.
- Entry to de-icing area close to threshold of RWY 36R:
  - North Configuration as well as South Configuration
    - Via TWY B10 to de-icing docks BY12, B12.
    - Via TWY B10, TWY EB8 to de-icing docks N12 and NY12.
    - Via TWY M29, TWY KA1 to de-icing dock A30 (if authorized for use as additional de-icing dock).

- Via TWY M30, TWY AM4 to de-icing dock A31 (if authorized for use as additional de-icing dock).

PROHIBITIONS

It is totally prohibited to carry out motor tests in the de-icing area.

AIRCRAFT WASHING

One area has been established for this purpose in the vicinity of the end of TWY A5 and A6. To enter this area aircraft shall taxy following the standard route for ramps R-4, R-5, R-6.

Operating companies wishing to use this area, for the specified purposes, shall request clearance to:

- Centro de Gestión Aeroportuaria (CGA)
  - TEL: +34-913 936 524 (OPERACIONES option on the GCA voice portal).

20.14 LOCAL AND TRAINING FLIGHTS

Aerodromes control towers located within the CTR may authorise local, test or training flights with the VFR flight plan, following previous authorisation from the aerodrome authority.

20.15 PROCEDURE FOR TCAS TESTING

A procedure to regulate the testing of TCAS in aircraft parked on the apron of the airport or nearby installations has been established, in order to prevent TA (Traffic Advisory) warnings to the landing and/or departing aircraft.

For this purpose, before carrying out TCAS trials in which a simulation of an aircraft in flight and TCAS activated is required, the following actions shall take place:

1. At least two hours in advance of the tests performance, the chain carrying out the TCAS test will send an email to notify of their taking place to:
   - fanal_lemd@enaire.es
   - jefesalamadrid@enaire.es
   - secsegoperacional@aena.es
   - ejecutivodeserviciomad@aena.es
   - lecm.safety@enaire.es
2. Just before starting the movement of aircraft to apron, call the TWR N Supervisor to TEL: +34-916 785 017 notifying them of the estimated starting and ending hours of testing.
3. Set the transponder to Code 7774.
4. Set altimeters to 1500 ft below the airport elevation. In the case of Madrid, where the elevation is 2000 ft, the altimeter should be set to 500 ft.

20.16 RESTRICTIONS TO STANDS

Entry to PRKG T1, T2 and T3 is prohibited from TWY I7 in South direction.

The restrictions to stands are listed below, as well as the times when the restrictions are to be applied.

PRKG	PERIOD (LT)	RESTRICTION
7 to 9 700 to 722	HN	Operation not allowed.
10 to 49 T36	2300-0700	The use of the APU is forbidden except 10 minutes after blocks for arrivals and 10 minutes before off-blocks for departures, with the exclusion of wide-body aircraft. These aircraft are permitted to use it 50 minutes before departure and 15 minutes after arrival.
50 to 67	2300-0700	Operation not allowed.

PRKG	PERIOD (LT)	RESTRICTION
70 to 74	0700-2300	• It is mandatory the use of the 400 Hz facilities. • The use of the air-conditioning facilities (A/C) is mandatory whenever aircraft air conditioning is required. • The use of the aircraft Auxiliar Power Unit (APU) is forbidden in these stands in the period between 2 minutes after blocks for arrivals and 5 minutes before off-blocks for departures. • The aircraft APU may be used only if the stand power facilities are unserviceable and the portable units are not available.
	2300-0700	Operation not allowed.
75 to 140	2300-0700	The only equipment allowed will be those necessary for the tasks associated with the maintenance of the aircraft and when an aircraft needs to be dragged outside the restricted area, this shall be performed with electric towing equipment.
145 to 162	2300-0700	Operation not allowed.
163 to 175	2300-0700	The use of the aircraft Auxiliar Power Unit (APU) is forbidden in these stands in the period between 10 minutes after blocks for arrivals and 10 minutes before off-blocks for departures, with the exclusion of wide-body aircraft, which will be authorised to use the APU up to 15 minutes after blocks for arrivals and from 50 minutes before off-blocks for departures
178 to 190 200 to 227 258 to 264 400 to 448 600 to 628	0000-2359	No restrictions.
300	0000-2359	• It is mandatory the use of the 400 Hz facilities. • The use of the air-conditioning facilities (A/C) is mandatory whenever aircraft air conditioning is required. • The use of the aircraft Auxiliar Power Unit (APU) is forbidden in these stands in the period between 2 minutes after blocks for arrivals and 5 minutes before off-blocks for departures. • The aircraft APU may be used only if the stand power facilities are unserviceable and the portable units are not available. • The marking painted on the ground representing towing tractor final position must be observed
302 to 392 500 to 586 T1 to T35	0000-2359	• It is mandatory the use of the 400 Hz facilities. • The use of the airconditioning facilities (A/C) is mandatory whenever aircraft air conditioning is needed. • The use of the aircraft Auxiliar Power Unit (APU) is forbidden in these stands in the period between 2 minutes after blocks for arrivals and 5 minutes before off-blocks for departures. • The aircraft APU may be used only if the stand power facilities are unserviceable and the portable units are not available.
394	0000-2359	• It is mandatory the use of the 400 Hz facilities. • The use of the airconditioning facilities (A/C) is mandatory whenever aircraft air conditioning is required. • The use of the aircraft Auxiliar Power Unit (APU) is forbidden in these stands in the period between 2 minutes after blocks for arrivals and 5 minutes before off-blocks for departures. • The aircraft APU may be used only if the stand power facilities are unserviceable and the portable units are not available. • The marking painted on the ground representing towing tractor final position must be observed, and when the push-back procedure has finished, aircraft must be towed until near PRKG 390 and uncoupled.

AIRCRAFT WITH NIGHT RESTRICTIONS FOR THE USE OF APU
IL*

AIRCRAFT WITH NIGHT RESTRICTIONS FOR THE USE OF APU
DC8* F50 MD8* MD11 B747* CRJ2 E120 B717* B727*
* All models

20.17 OPERATION OF MODE S TRANSPONDER WHEN THE AIRCRAFT IS ON THE GROUND

In order to cooperate with the Mode-S based Advanced Surveillance System, aircraft operators intending to use Adolfo Suárez Madrid-Barajas airport shall ensure that the Mode S transponder is able to operate when the aircraft is on the ground.

Pilots shall:

- Select AUTO mode and the assigned Mode A code.
- If AUTO mode is not available, select ON (e.g. XPDR) and the assigned Mode A code:
  - From the request for towed push-back or taxi, whichever is earlier.
  - After landing, continuously until the aircraft is fully parked in its stand.
  - When the aircraft is fully parked, they shall select STBY.

Whenever the aircraft is capable of reporting Aircraft Identification (i.e. callsign used in flight), this should be entered (through the FMS or the Transponder Control Panel) at the time of the request for towed push-back or taxi, whichever is earlier. Air crew must use the ICAO defined format to enter the Aircraft Identification (i.e. BAW123, AFR6380, ...).

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected before receiving clearance to line up, and should be deselected after vacating the runway.

For aircraft taxiing without flight plan, Mode A code 2000 should be selected.

20.18 OPERATIONAL SAFETY REPORTS

Pilots/the 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 to compile the information in order to improve operational safety, besides from the compulsory reporting of the occurrence to the appropriate aeronautical authority. Data may be sent in any format, including at least the following information:

- Date and time.
- Site.
- Parties involved (data used to identify vehicles, aircraft … involved).
- Companies involved.
- Description of the facts.
- Any other data considered relevant (e.g. lighting conditions, weather, phase of the operation such as take-off / landing / stopover, pavement conditions …).

Contact e-mail address of the airport, for receiving operational safety reports:

- seguridad_operacion@aena.es

In addition to notifying the airport by means of the indicated system, it is necessary to send at least the basic information of the accident, incident, occurrence or event to the air traffic control service provider (ATC).

In 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:

- lecm.safety@enaire.es

20.19 USE OF ENGLISH LANGUAGE IN RADIO COMMUNICATIONS

Whenever there is a pilot on the frequency/frequencies in use in the manoeuvring area who does not speak Spanish, the use of English in ground-air communications between aircraft and the ATS unit shall be mandatory; without prejudice to the application of the provisions in SERA.2010 under 'Responsibilities of the pilot in command', and the decisions which may be taken by the pilot in command in such circumstances, and likewise in the emergency situations which could arise on board the aircraft, and in the adoption by the air traffic controller of the measures it may deem necessary to maintain safety.

This is applicable, as appropriate, in the operational scenarios described in Annex IV to the Real Decreto 1180/2018:

1. The following operations of landing and take-off:
   a. Clearances to land with traffic in the holding position.
   b. Clearances to take off with traffic on final approach.
   c. Clearances to enter and line up from congested holding positions.
2. Operations in which there are aircraft entering the active runway, but which are neither going to land or to take off. Typically, these operations are taxiing along the active runway or crossing the active runway.
3. Operations with Low Visibility Procedures (LVP), visibility conditions 3 (VIS3), activated.

In the foregoing operational scenarios, Spanish may be used in ground-air communications between the aerodrome traffic control units and flights operating under visual flight rules (VFR), always provided that the pilots do not possess appropriate English language profiency.

Special operations, in the foregoing operational scenarios, are exempt from applying what is indicated in this section in relation to ground-air communication between aircraft and ATS unit.

LEMD AD 2.21 NOISE ABATEMENT PROCEDURES

21.1 GENERAL

1. The following procedures have been established to avoid excessive noise to the surroundings of Adolfo Suárez Madrid-Barajas airport.
2. These procedures are applicable to all landings and take-offs. Non-compliance with these procedures will be a cause of sanctions to aircraft operators, with the exception of the approach procedure to the RWY 18R with reduced flaps configuration.
3. Pilots may omit these procedures only when requested by aircraft safety.
4. Operators which cannot comply with these procedures shall submit to the correspondent authority the procedure that may apply to this purpose for its possible approval.
5. Operating restrictions adopted as a result of environmental restrictions must be complied with unless the airport management considers suspending them due to causes of force majeure which seriously affect passengers. This suspension must be, in any event, temporary and exceptional and the Airport will notify those involved.
6. The night term is applicable to the time period comprised between 2300-0700 LT and day term to 0700-2300 LT.
7. In north configuration:

- RWY 36L:
  - Usable for take-off at daytime.

    BARDI3X, CCS2X, SIE1X, VTB2X, ZMR3X (see AD 2-LEMD SID 5), are mandatory for aircraft included in the list shown below.

    Aircraft not included in the list are allowed to use BARDI7L, CCS6L, SIE6L, VTB6L, ZMR7L (see AD 2-LEMD SID 5).

AIRCRAFT LIST
AN72

AIRCRAFT LIST
A124
A340-600
A388
B721; B722
B731; B732
B741; B742; B743; B748; B744; B74D; B74R; B74S
DC10
DC85; DC86; DC87
H25A
IL62
IL96
L101
MD11
SBR1
T134 YK42

- RWY 36L:
  - Usable for take-off at nighttime.

In south configuration:

- RWY 14L/14R:
  - They will be used for take-off in daytime, following the initial segments of all publicated SID.
  - For nighttime, RWY 14L will be used following the initial segments of all publicated SID.
- RWY 18L/18R:
  - Usable for landing at daytime.
- RWY 18L:
  - Usable for landing at nighttime.

8. Aircraft operations are prohibited for aircraft with certification corresponding to ICAO Chapter II Annex 16, Vol. I.
9. Departure and arrival paths will be radar monitored and noise level will be measured for each operation. Location of SIRMA system noise sensors is shown in the corresponding general chart. This measurement system works 24 hours a day in automatic form and includes radar data, flight plans and aircraft position at any given time for aircraft identification.
10. Changes to the procedures must not be requested before reaching 10000 ft, with the exclusion of propeller aircraft.
11. Use of Auxiliary Power Unit (APU), see item 20, RESTRICTIONS TO STANDS.

21.2 GROUND ENGINE TEST

Engine performance testing higher than idle regime may be accomplished during H24 at the engine testing area established for such purpose.

Procedures of preferential taxiing to ground engine-testing area:

- Entry in north configuration: Via MZ.
- Exit in north configuration: Via AZ.
- Entry in south configuration: Via AZ.
- Exit in south configuration: Via MZ.

Requests for engine testing clearance for any type of regime, as well as any question regarding engine testing procedures, must be

addressed to:

- Centro de Gestión Aeroportuaria (GCA)
  - TEL: +34-913 936 524 (OPERACIONES option on the GCA voice portal)
  - FAX: +34-917 438 621

21.3 NOISE ABATEMENT PROCEDURES

TAKE-OFF

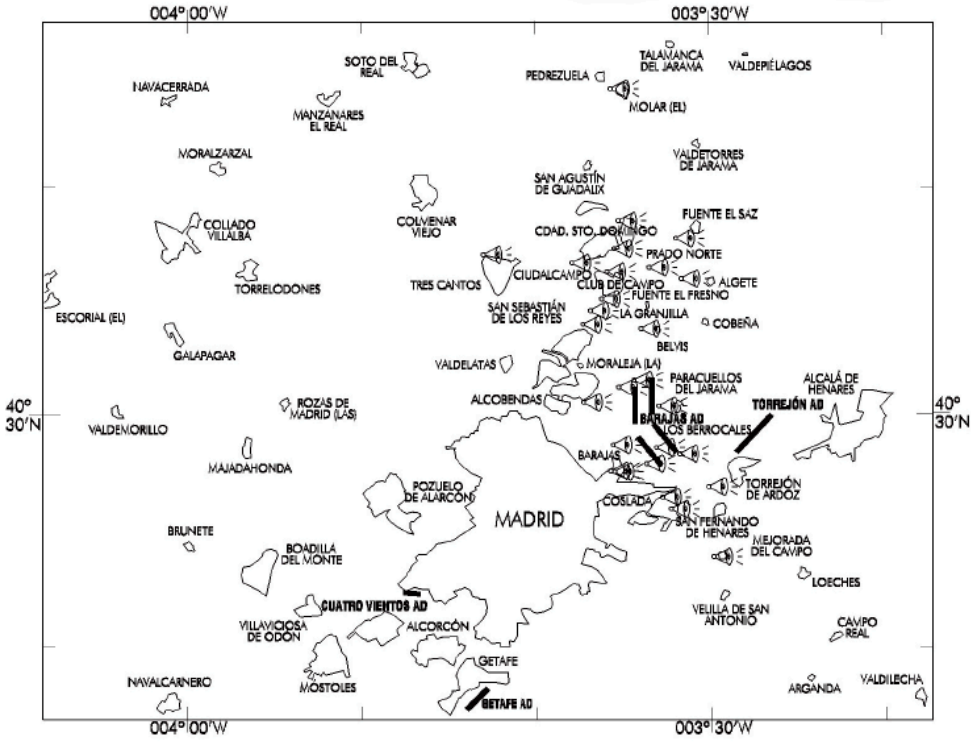
1. Up to 450 m (1500 ft) above aerodrome elevation:
   - Take-off power
   - Take-off flaps
2. Climb maintaining V2 + 20 to 40 km/h (V2 + 10 to 20 kt) (or limited by fuselage angle).
3. At 450 m (1500 ft):
   - Reduce power to no less than ascent power.
4. From 450 m (1500 ft) to 900 m (3000 ft):
   - Climb maintaining V2 + 20 to 40 km/h (V2 + 10 to 20 kt).
5. At 900 m (3000 ft):
   - Accelerate gradually to reach climbing cruising speed with flap retraction at the proper time.

NOTE: Aircraft that show that a decreased acoustic impact may be obtained by using other types of procedure shall be exempted. These should be duly reported to Airport Management in advance, or for justified safety reasons.

LANDING

1. The use of reverse thrust above from idle regime is prohibited at nighttime (2300-0700 LT) except if necessary for safety reasons, in this case, it must be notified to TWR.
2. Landing and approach procedures on visual meteorological conditions will be performed with an angle equal to or higher than the ILS GP or PAPI of each runway.
3. In approaches to RWY 18R the following landing procedure with reduced flap configuration is recommended. Its use is subject to the decision of the pilot and safety must prevail at all times:
   - Intercept the ILS with a minimum flap configuration and with the landing gear retracted.
   - Do not extend the landing gear and maintain the minimum possible flap configuration up to 5.0 DME ILS.

21.4 LOCATION OF NOISE SENSOR SYSTEMS



NAME	LOCATION	LATITUDE	LONGITUD
TMR 01	LA MORALEJA	403034N	0033640W
TMR 02	ALGETE	403557N	0033046W
TMR 03	SAN SEBASTIÁN DE LOS REYES	403358N	0033640W
TMR 04	FUENTE EL FRESNO	403504N	0033520W
TMR 05	CIUDAD STO. DOMINGO (S)	403716N	0033441W
TMR 06	FUENTE EL SAZ	403742N	0033102W
TMR 07	PARACUELLOS DEL JARAMA	403025N	0033204W
TMR 08	MEJORADA DEL CAMPO	402348N	0032858W
TMR 09	BELVIS	403347N	0033305W
TMR 10	SAN FERNANDO DE HENARES	402553N	0033125W
TMR 11	COSLADA (ESTACIÓN)	402624N	0033152W
TMR 12	BARAJAS (ALAM. OSUNA)	402735N	0033451W
TMR 13	BARAJAS (PUEBLO)	402836N	0033442W
TMR 14	THR RWY 32L	402757N	0033318W
TMR 15	THR RWY 32R	402834N	0033214W
TMR 16	TRES CANTOS	403701N	0034207W
TMR 17	THR RWY 18R	403112N	0033424W
TMR 18	EL MOLAR	404417N	0033446W
TMR 19	PLATAFORMA DIQUE SUR	402731N	0033437W
TMR 20	TORREJÓN DE ARDOZ	402645N	0032917W
TMR 21	CIUDAD STO. DOMINGO (N)	403830N	0033423W
TMR 22	THR RWY 18L	403131N	0033329W
TMR 23	LOS BERROCALES	402818N	0033053W
TMR 24	CIUDALCAMPO	403640N	0033702W
TMR 25	PRADO NORTE	403623N	0033251W
TMR 26	CLUB DE CAMPO	403614N	0033506W
TMR 27	LA GRANJILLA	403430N	0033610W

LEMD AD 2.22 FLIGHT PROCEDURES

22.1 ADJUSTMENT OF VERTICAL SPEED IN TMA MADRID

Aircraft in evolution shall adjust their vertical speed when approaching the assigned altitude or flight level. In these circumstances, vertical speed shall be reduced to 1500 ft per minute when approaching a vertical distance of 1000 ft above or below the assigned altitude or flight level.

22.2 DEPARTURES SPEED LIMITS

- MAX IAS 250 kt until reaching 10000 ft.

22.3 ARRIVAL PROCEDURES

MODE OF OPERATION

The ATIS shall state the approach type used at all times:

- INDEPENDENT PARALLEL APPROACHES IN USE.
- DEPENDENT PARALLEL APPROACHES IN USE.
- APPROACHES ON A SINGLE RUNWAY.

CLEARANCE LIMIT

Aircraft making a Standard Arrival (STAR), shall enter holding at the Clearance Limit if they do not receive subsequent clearance. Likewise, aircraft arriving at an IAF without subsequent clearance must also enter holding.

RADAR CONTROL ON APPROACH

Arrival traffic will be sequenced by radar vectoring through the use of ATS Surveillance Systems. The Clearance Limit may be replaced by clearance to a fix or final approach aid, or radar vectoring to direct the aircraft onto the final approach course or to a position from which an instrument approach may be completed. In the event of heavy traffic, the aircraft must wait for vectoring from the Clearance Limit in order to proceed to the IAF. Once the aircraft is under Radar Control, heading and flight/altitude level changes shall be made when instructed by Radar Control, except in the event of communications failure.

WAKE VORTEX SEPARATION

RECAT-EU wake turbulence separation applied for arrivals to LEMD. See ENR 1.8 for more information.

SPEED CONTROL

Speed Control is essential for safe and smooth operations, especially in heavy traffic conditions and during the final approach phase. Aircraft separation is intended to achieve maximum runway usage within the minimum separation parameters (including wake turbulence separation). These speeds are mandatory in order to ensure separation and the application of standardised approach procedures at MADRID/Adolfo Suárez Madrid-Barajas Airport. Unless otherwise instructed by ATC, pilots shall comply with the following speed restrictions on all runway configurations:

RWY	POSITION	IAS
18R/18L	CLEARANCE LIMIT	220 KT
	RILKO or equivalent position	220 KT
	LULER or equivalent position	220 KT
18L	MD623	200 KT
	MD620	185 KT
	When intercepting LOC	185 KT
32L/32R	CLEARANCE LIMIT	220 KT
	FAFEQ or equivalent position	220 KT
	RUDBI or equivalent position	220 KT
32L/32R/18R	When intercepting LOC	200 KT

RWY	POSITION	IAS
ALL	10 DME	180 KT
	6 DME	160 KT

In the interests of precise separation, all speed restrictions must be adhered to with the greatest possible accuracy. Aircraft unable to comply with these speed restrictions due to weather conditions, aircraft performance or other operational reasons shall immediately inform ATC, indicating the speeds that may be used. Pilots shall not be exempt from complying with the previously assigned speed in the event that a new ATC clearance (unrelated to speed) is issued. Failure to comply with speed control instructions may result in aircraft being excluded from the planned approach sequence.

ABBREVIATED COMMUNICATIONS PROCEDURE

In communication transmissions to the East Approach Sector (FREQ 127.100 MHz) or to the West Approach Sector (FREQ 127.505 C), the call shall be limited to the flight CALL SIGN to avoid frequency congestion:

"Approach + Iberia 321"

UNINTENTIONAL CROSSING OF THE FINAL APPROACH COURSE

Once the pilot has received a radar vector that converges with the runway centre line heading at an angle of less than 70°, the pilot shall take the initiative of intercepting the ILS localizer or any radio aid replacing the LOC, unless previously instructed by ATC to cross the LOC or the runway centre line.

DELAY INFORMATION ON APPROACH

The expected approach time (EAT) shall be provided to an arriving aircraft whose landing is expected to be delayed by 10 minutes or more, or any other period of time as determined by the competent authority.

AIRCRAFT AIR/GROUND COMMUNICATIONS FAILURE PROCEDURES

In the event that an aircraft suffers a radio communications failure, it shall immediately squawk 7600. Depending on the aircraft's position at the time of failure, it shall proceed as follows:

ARRIVALS

a. During a STAR procedure before or at the Clearance Limit:

   Maintain the last cleared altitude or level, proceed to the STAR Clearance Limit, execute two holding patterns and complete an ILS approach to the nearest runway.

b. During a STAR procedure after the Clearance Limit:

   - Before the IAF: Fly to the IAF, enter holding and after completing one pattern, descend to the approach start altitude and exit it, executing an ILS approach to the nearest runway.
   - After the IAF: continue the approach procedure to the nearest runway.

c. Traffic on radar vectors before the IAF:

   Traffic must maintain the last cleared altitude or level and proceed directly to the IAF. Enter IAF holding and after completing a pattern, descend to the approach start altitude and exit it, executing an ILS approach to the nearest runway.

d. Vector traffic to the localizer:

   Traffic completes the approach by proceeding to the localizer at the intercept altitude predicted on the approach chart.

e. MANOEUVRING AFTER A MISSED APPROACH:

   If an aircraft suffers a communications failure during a missed approach manoeuvre, the following procedure shall be followed:

   - MISSED RWY 32L:
     - Fly according to the published procedure up to homing point.
     - Enter the holding pattern at 5000 ft.
     - Complete one pattern.
     - Maintain 5000 ft.
     - Fly to the IAF of the IAC 32L.
     - Complete a new approach and land.

- MISSED RWY 32R:
  - Fly according to the published procedure up to homing point.
  - Enter the holding pattern at 6000 ft.
  - Complete one pattern.
  - Descend to 5000 ft.
  - Fly to the IAF of the IAC 32R.
  - Complete a new approach and land.
- MISSED RWY 18R:
  - Fly according to the published procedure up to homing point.
  - Enter the holding pattern at 6000 ft.
  - Complete one hold.
  - Ascend, in the holding pattern, to 11000 ft.
  - Fly to the IAF of the IAC 18R.
  - Complete a new approach and land.
- MISSED RWY 18L:
  - Fly according to the published procedure up to homing point.
  - Enter the holding pattern at 5000 ft.
  - Complete one hold.
  - Ascend, in the holding pattern, to 11000 ft.
  - Fly to the IAF of the IAC 18L.
  - Complete a new approach and land.

f. Aircraft without operational approval RNAV1:

- If the aircraft without RNAV1 operational approval has already been instructed to proceed to a conventional radio aid or fix, or is receiving radar vectoring to the IAF of the approach, it shall maintain the last cleared altitude or level and proceed to that IAF. At the IAF, it shall descend to the approach start altitude and exit the IAF on approach manoeuvre.
- If the aircraft has not yet received guidance to the IAF, it shall maintain the last cleared altitude or level and shall proceed to the IAF (SIE or PDT), descend to the start altitude of the conventional approach and perform the conventional approach manoeuvre to the runway that corresponds to it by geographical criteria.

In all the above cases where the aircraft completes the landing manoeuvre, it shall maintain position on the first taxiway section, ensuring a clear runway and await the arrival of an assistance vehicle.

DEPARTURES

a. During an SID procedure:

Continue the SID up to the TMA exit point, ascend to the last cleared altitude or level, or to the minimum safe altitude, whichever is higher, maintain this altitude or level for 7 minutes, continue to ascend according to the updated FPL.

b. During a departure with radar vectors:

Proceed in the most direct manner to intercept the last SID procedure received from ATC and continue the communications failure procedure during SID as indicated in a). If no SID clearance has been received, proceed to intercept the appropriate SID up to the TMA exit point and according to the updated FPL.

c. Aircraft without RNAV1 operational approval during a contingency departure or with radar vectors:

Proceed in the most direct manner to the TMA exit point in accordance with the communications failure procedure indicated in a), and join the appropriate ATS route.

CONTINUOUS DESCENT OPERATIONS

Depending on traffic situation, and if no need for interrupting the descent is foreseen, aircraft will be cleared to proceed to standard

arrival (STAR), or by means of a "direct" clearance to an intermediate fix of the STAR, to the IAF, to an intermediate approach fix or to the IF, to 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.

22.4 LOW VISIBILITY PROCEDURES (LVP)

22.4.1 GENERAL

A. The Airport plans to conduct CAT II/III precision approach and landing operations and low visibility take-offs (RVR < 550 m) - LVTO on the following runways:

- CAT II/III to runways: 32R, 32L, 18R and 18L.
- LVTO from runways: 36R, 36L, 14R and 14L.

B. Besides general procedures, Low Visibility Procedures (LVP) will be applied subject to the following conditions:

1. Manoeuvring area: When any of the following circumstances occur:
   - The RVR value is equal to or less than 700 m on at least one transmissometer of the runways in use (*), or a minimum visibility value of less than 800 m is reported in the event the transmissometers are out of service, or
   - The cloud ceiling is below 300 ft (as reported in the METAR/SPECI), or cloud height is less than 300 ft on at least one ceilometer located at the thresholds of the runways in use for landing.

   (*) Given the layout and extension of the aerodrome, the TWR Supervisor, following coordination with the Service Executive of the airport, will be able to evaluate the possibility of not implementing the LVP in the event that the RVR values are less than 700 m (but never less than 600 m) in one of the RVRs at the end of one of the take-off runways, with good visibility in the rest of the aerodrome.
2. Apron:
   - When visibility less than or equal to 400 m is reached, measured by visibility measuring equipment on the apron:
     - or if this value is not available, the RVR value will be adopted, measured by the runway transmissometer nearest to the affected apron,
     - or the same prevalent or minimum visibility value if the measure equipments are out of service.
   - When the conditions for LVP activation do not occur in T-123 Apron, but the RVR value measured by the transmissometer located at THR 32L is less than 400 m, LVP in Ramp 7 will be activated.

C. Pilots will be informed about the application of Low Visibility Procedures by ATIS.

D. Any notified or detected incidence that may affect the LVP (in relation to the aids of instrumental and visual approach, take-off and taxiing, the anti-intrusion systems in critical areas, sensitive areas and active runways and any available aid) will be immediately communicated to aircraft and ATC services involved and the Apron Management Service (SDP) in its responsibility area.

E. Runway visual range values will be supplied directly by ATC services in accordance with the following:

- RVR TDZ: Reading corresponding to the Touchdown Zone.
- RVR MID: Reading corresponding to the runway midpoint.
- RVR END: Reading corresponding to the runway end.

F. Landing clearance will be supplied when ILS sensitive areas are free, until the aircraft on approach is located at 2 NM from touchdown point.

G. The LVP in the manoeuvring area will be cancelled when the following accumulative values would be reached:

- The RVR value is greater than 800 m on all transmissometers (**), or the same minimum visibility value (as reported in the METAR / SPECI) if all transmissometers are out of service.
- The cloud ceiling is equal to or greater than 400 ft (in the METAR / SPECI) or the cloud height is equal to or greater than 400 ft on all runway thresholds ceilometers.
- When there is a definite improvement trend indicated by:

- a TAF forecasting, without PROB, visibility equal to or greater than 1500 m and a cloud ceiling equal to or greater than 800 ft; or
- a TREND forecasting VIS ≥ 1500 m or cloud ceiling ≥ 800 ft, followed by a TAF, without PROB, showing the same conditions.

(**) Given the layout and extension of the aerodrome, the TWR Supervisor, following coordination with the Service Executive of the airport, will be able to evaluate the possibility of cancelling the LVP in the event that the RVR values are less than 800 m (and never less than 600 m) in one of the RVRs at the end of one of the take-off runways, as long as the rest of the conditions for cancelling LVP are met.

H. The LVP in each apron will be cancelled when the values of visibility measured by both equipments are above 400 m, or this value is not available, the RVR value will be adopted, measured by the runway transmissometer nearest to the affected apron and when the TREND or TAFOR, without PROB, forecast an increase in visibility greater than 1000 m.

I. The LVP in ramp 7 will be cancelled when the transmissometer located at THR 32L is more than 400 m and when the TREND or TAFOR forecast an increase in visibility greater than 1000 m.

22.4.2 GROUND MOVEMENT

Pilots and drivers shall proceed to verify the moving element position at all times, especially in intersections, making sure that taxiing is being executed under total safety conditions. In the event of being disoriented or in doubt, pilots shall stop the moving element, notify (including last known position) ATC or the Apron Management Service (SDP) in its area of responsibility and request the assistance of a "FOLLOW ME" vehicle. It is the pilot or driver responsibility to maintain the appropriate separation with the "FOLLOW ME" vehicle.

In situations in which the pilot doubts the aircraft position relative to the manoeuvring area, but recognises that the aircraft is on a runway, the pilot shall notify ATC immediately (including the last known position), unless ATC advise otherwise and if the pilot can locate an appropriate nearby taxiway, the pilot shall vacate runway as soon as possible; and shall then stop the aircraft.

In the case of the disorientation of a vehicle or convoy in the manoeuvring area, it shall be reported to ATC (including the last known position) and, unless otherwise advised by ATC the driver shall vacate the runway, taxiway or any other part of the manoeuvring area to move away to a safe distance as soon as possible and stop the vehicle or convoy. In the case of failure, and if possible, the same procedure shall be followed.

Unless otherwise instructed by of ATC or the Apron Management Service (SDP) in its area of responsibility, all aircraft will follow the standard taxiing routes except:

- Transfer point GATE 5 will not be used, unless authorised by ATC, prior coordination between ATC and SDP.
- In north configuration, exits from PRKG 178 to 186 and 205 to 209 shall be carried out via C7, E3, E2, E1, A6, A5, C6, M6, … M10.
- In north configuration, exits from PRKG 200 to 204 shall be carried out via C11, E3, E2, E1, A6, A5, C6, M6, …M10.
- In north configuration, exits from PRKG 210 to 227 shall be carried out via E2, E1, A6, A5, C6, M6, …M10.
- In north configuration, exits from PRKG 258 to 264 shall be carried out via E2, E1, A6, A5, C6, M6, …M10.
- In south configuration, entries to PRKG 258 to 264 shall be carried out via M8 … M6, C6, A5 … A7, F2, F3.

Aircraft shall comply with OPERATION OF MODE S TRANSPONDER WHEN THE AIRCRAFT IS ON THE GROUND in accordance with AIP-España AD 2-LEMD.

When LVP is activated in the manoeuvring area, the movements of towed aircraft in the manoeuvring area will be reduced to a minimum, and crossing the active runways will not be authorised in any case. The pilot-in-command or the operator of the towed aircraft must switch on the mode S transponder.

In the manoeuvring area if the RVR value is lower than 400 m, or if LVP at the apron are in force, the movements of towed aircraft in the manoeuvring area will be reduced to a minimum and will be subject to express request by the Service Executive. Aircraft towed in these conditions shall be accompanied by the properly equipped "FOLLOW ME" vehicle and TWR or the Apron Management Service (SDP) in its area of responsibility will decide when to authorise it.

In low visibility conditions, the following measures will be taken:

A. During the activation of low visibility procedures on the apron:

- Stands:

All aircraft parked in a stand that requires a push-back manoeuvre shall follow the instructions once they have received ATC clearance (or the approval of the Apron Management Service (SDP), when being in its area of responsibility). Simultaneous push-back manoeuvres will not be authorised for contiguous stands.

Entry or exit to/from the following stands will be carried out under the following conditions:

- Access to PRKG T1, T2 and T3 will take place, regardless of the time, via A5, C5 in north configuration and via M5, C5 in south configuration.
- Push-back manoeuvre will be controlled by TOAM, afterwards aircraft will be moved forward by the towing tractor until the service road has been vacated, on the following stands:
  - Ramp 1: PRKG T22 and T23 (nosing to NW);
  - Ramp 2: PRKG T20, T20W and T21 (nosing to SE).
- Push-back manoeuvre will be controlled by TOAM, afterwards aircraft will be moved forward by the towing tractor up to T15, ensuring that the intermediate holding position has been vacated, on the next stands:
  - Ramp 2: PRKG T14, T15 and T16 (nosing to N).
- Push-back manoeuvre will be controlled by TOAM, afterwards aircraft will be moved forward by the towing tractor up to T12, ensuring that the intermediate holding position has been vacated, on the next stands:
  - Ramp 3: PRKG T12, T13 and T13W (nosing to S).
- The entries and exits of PRKG from 500 to 502 and 584 to 586 will be carried out with the guidance of the "FOLLOW ME" vehicle.

In the following stands the operations are prohibited except with express authorisation of the Service Executive and with the guidance of the "FOLLOW ME" vehicle:

- Departures:
  - Apron T-123: PRKG 70, 71.
- Prohibited entries and exits:
  - Ramp 1: PRKG from T36;
  - Ramp 4: PRKG 171 to 175;
  - Ramp 24: PRKG 700 to 722.

- Service roads

The following service roads will be closed:

- LVP in apron T-123:
  - SV1 in its intersection with C1, with C2 and with I10; SV3, SV6, SV8, SV10, SV11 in its intersection with A5, SV13, SV15, SV16, SV18, SV19, SV22, SV35, SV36 in its intersection with C7 (access to PRKG 210 to 227) and SV37.
- LVP in Ramp 7:
  - SV35, SV36 in the intersection with C7 (access to PRKG 210 to 227), SV37 and SV38.
- LVP in apron T-4:
  - SV54, in the segment delimited between the remote PRKG 412 to 419, and the outer road of the apron;
  - SV53 (access to the remote PRKG 420 to 432);
  - SV52, in the segment delimited between the remote PRKG from 432 and 434, and the remote PRKG 446 and 448.
- LVP in apron T-4S:
  - SV73 (access to the remote PRKG 600 to 610);
  - SV72, in the segment delimited between the remote PRKG 610 and 612.

- Meeting points

- The meeting points are located at:
  - Apron T-123:
    - For Ramp 0: From PRKG 20 to 29: service road SV6, near PRKG 21.
    - For Ramp 1: From PRKG 7 to 9: service road SV1, near PRKG 8.
    - For access to PRKG 20 to 29: by the side of roundabout near the SEI building.
    - For Ramp 4 on SV11: near PRKG T2.
    - For PRKG 210 to 227: EPA (Equipment Parking Area) located between the service road and PRKG 220.
    - For PRKG 258 to 264: service road SV38 near PRKG 264.
    - For access to PRKG 258-264: EPA (Equipment Parking Area) located between the service road and PRKG 220.
  - T-4 apron:
    - For remote PRKG 420 to 432, ESA (Equipment Standby Area) located between service road and PRKG 340 and EPA (Equipment Parking Area) between PRKG 428 and 430.
  - T-4S apron:
    - For PRKG 600 to 610, bay situated between service road close to the PRKG 554 and EPA (Equipment Parking Area) between remote PRKG 606 and 608.

22.4.2.1 Arrivals

A. RWY 32R, 32L, 18R and 18L (depending on facilities requested are in service), are authorised for CAT II/III operations by those operators whose operational minima have been accepted or assigned by the Dirección General de Aviación Civil.

B. Aircraft that have already landed must vacate the runway in use by some of the taxiways specified below, except otherwise authorised by ATC:

LANDING RUNWAY	REMARKS
32L	L2, L3, L4, L5 Preferably L2 & L4 for arrivals to T-4. L7 in the case of activation of LVP due to cloud ceiling only.
32R	K3, K4, K5 Traffic intending to vacate via K3 shall report to ATC as soon as possible.
18L	Y3, Y4, Y5 Traffic intending to vacate via Y3 shall report to ATC as soon as possible.
18R	Z-7, Z-8, Z-10

Whenever it is possible, the minimum runway occupancy time, criteria detailed, as shown in the corresponding table at item 20, AD 2-LEMD will be used.

C. On TWR request, when leaving the sensitive area of the runway, pilots shall notify:

"Sensitive area vacated" and TWY used.

Aircraft A380 shall notify "sensitive area vacated" having completely leaved the taxiway, or in the case of RET L2 or L4 when crossing the first intermediate holding position L2-1 or L4 with L42 respectively.

D. Aircraft vacating the sensitive area have priority over all other aircraft taxiing in the vicinity.

E. Aircraft landing on RWY 32L, 32R, 18L or 18R will abandon the runway by the appropriate TWY, following the taxiway centre line lights (1) until vacating the LSA, where they will receive GMC instructions or will stop if they have not been given instructions.

(1) The green/yellow taxiway centre line lights begin at the runway centre line and finish at the critical/sensitive ILS area perimeter (ICAO Annex 14 item 5.3.16.7).

F. If there is no RVR available on an arrival runway, that runway must not be used when LVP are in force.

22.4.2.2 Departures

A. Low visibility take-offs are authorised from RWY 36R, 36L, 14R and 14L, according to the tables of minima AD operations as

shown in appendix 1 of EU-OPS 1.430, of the Regulation (CE) 859/2008, and they are interpreted with the criteria and exceptions gathered in said document.

B. The Airport has no lateral guidance system for guided take-offs.

C. In compliance with AMC1 SPA.LVO.100 (a) requirements of Regulation (EU) 965/2012 of 5th October 2012, LVTO operations are not permitted with visibility conditions less than 75 metres (RVR< 75 m).

D. Pilots in command will request from ATC the start-up of engines when RVR values are equal to or higher than their minimum for take-off.

E. On receipt of the corresponding ATC clearance (or approval of the Apron Management Service (SDP) if the aircraft is inside its area of responsibility) aircraft positioned in a stand that requires push-back manoeuvre will follow their instructions. Simultaneous push-back shall not be authorised for adjacent stands.

F. Aircraft will hold short and obey the signs from the stop bar lighting when cleared to taxi to a runway-holding position of the runway in use.

G. If there is no RVR available on an departure runway, that runway must not be used when LVP are in force.

22.4.3 COMMUNICATIONS FAILURE

Whenever an aircraft or vehicle operating in the movement area experiences a communications failure it will comply as follows:

a. Departing aircraft: will continue through the assigned route until stopping at an intermediate holding position or its clearance limit taking extreme caution to avoid detours. Aircraft shall remain at this point and wait for the "FOLLOW ME" vehicle to arrive in order to be guided to the stand or holding position designated by the appropriate authority.

b. Arriving aircraft: if the aircraft has just landed, it will hold its position in the first segment of the taxiway where the ILS sensitive area is vacated, and wait for the arrival of an assistance vehicle. If the aircraft has already received ATC taxiing clearance, it shall continue along the assigned route to the ATC clearance limit, taking special caution, where it shall hold position and wait for the arrival of an assistance vehicle.

c. This involves a vehicle, it shall vacate the runway, taxiways or any other part of the manoeuvring area if it is in it (provided the driver is assured he can do it and he is not absolutely disoriented) and afterwards he shall stop the vehicle holding position and waiting for the assistance vehicle or aid means.

22.5 ATS SURVEILLANCE SYSTEM

It is used in the provision of the aerodrome control service to perform the following functions:

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

b. Supervision of the flight path of other aircraft in the vicinity of the aerodrome;

c. Establishment of separation, as defined in the R.C.A. section 4.6.7.3, between successive departing aircraft.

In the event that only the Barajas radar is available: Function b) will be suspended.

All the functions above will be suspended in the event of a simultaneous unavailability of all three radars: Paracuellos 1, Paracuellos 2 and Barajas.

22.6 VISUAL DEPARTURE PROCEDURE FOR IFR FLIGHTS

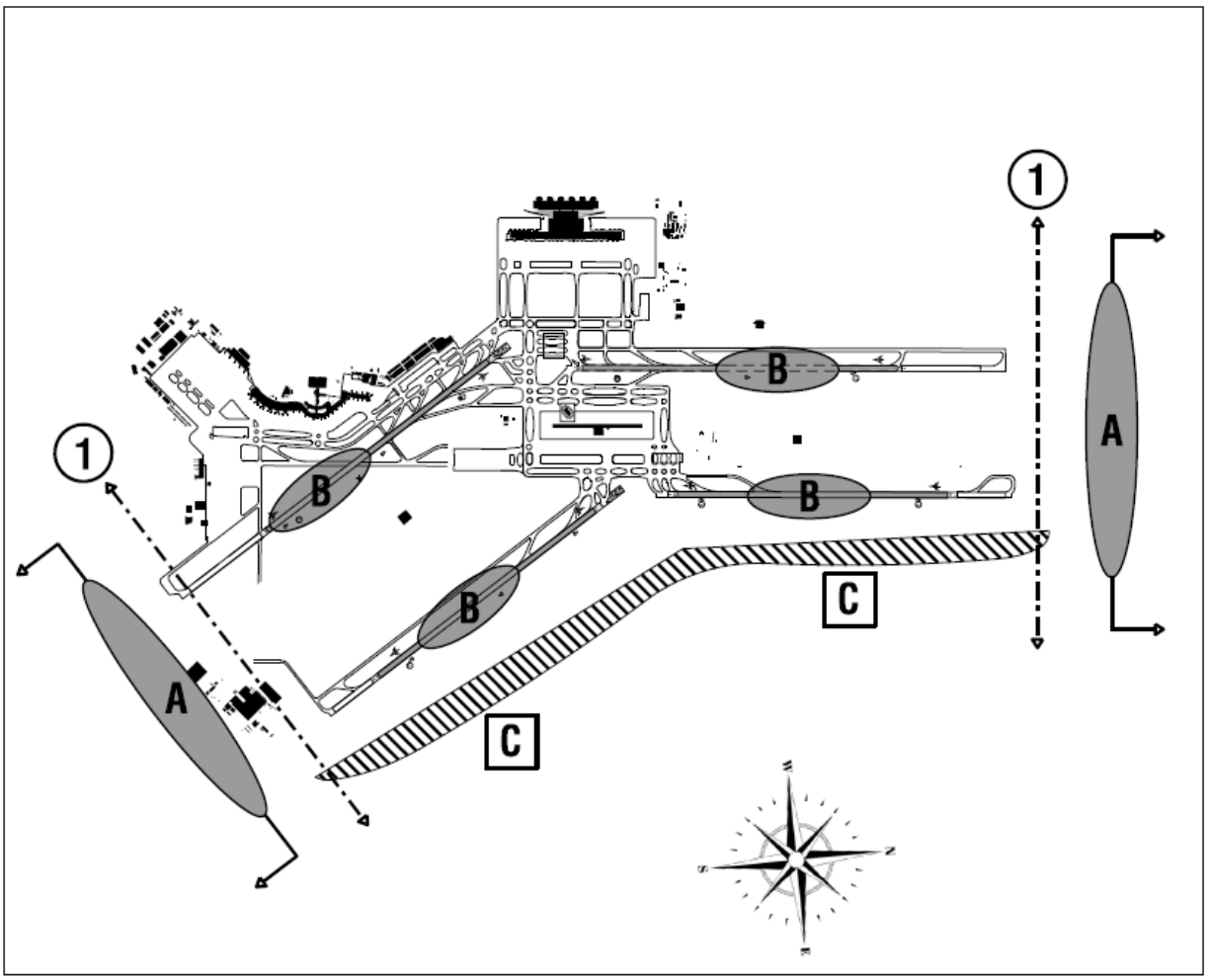
Under certain meteorological conditions (cumulonimbus clouds, thunderstorms, etc.) which, for safety reasons, prevent the use of published Standard Instrument Departures (SIDs) and contingency departures, IFR flights may request a "visual departure" from ATC, subject to the following conditions:

- Between the beginning of morning civil twilight and the end of evening civil twilight.
- Meteorological conditions in the take-off direction and initial climb path must permit visual flight up to the Minimum Radar Altitude.
- Once lined up on the runway, the pilot shall propose to ATC a heading that ensures a safe departure. If a subsequent deviation from the approved heading becomes necessary, the pilot shall notify ATC accordingly.
- The pilot shall be responsible for ensuring obstacle clearance until reaching the Minimum Radar Altitude.
- Visual departure will be authorized according to the following heading scheme for each configuration:

CONFIGURATION	HEADINGS FROM	HEADINGS UP TO
CONFIGURATION	HEADINGS FROM	HEADINGS UP TO
RWY 14R/14L	130°	170°
RWY 36R/36L	340°	020°

Noise abatement procedures published in AIP LEMD AD 2.21 that are incompatible with visual departures shall not apply during such operations.

LEMD AD 2.23 ADDITIONAL INFORMATION



23.1 BIRD CONCENTRATION AREAS

A. Vulture and stork concentration zones outside the airport, intercepting climb and approach paths.

B. Zone with higher presence of small birds and medium-sized birds of prey.

C. Corridor zone for waterfowl, storks, hirundinids, and medium-sized birds of prey.

1. Movement of large flocks of pigeons in both directions during mornings and afternoons.

23.2 MOST RELEVANT HAZARDOUS SPECIES CALENDAR

	MAX Weight (gr)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Eurassian black vulture	12500												
Griffon vulture	11000												
Spanish imperial eagle	3500												
White booted eagle	975												
Red kite	1221												
Black kite	941												
Common buzzard	1364												
Western Marsh harrier	800												
Eagle owl	4200												
Common kestrel	314												
White stork	4400												
Common crane	6100												
Grey heron	2073												
Gulls	2272												
Waterfowls	1640												
Wood pigeon	690												
Starlings	100												
Finches	72												
Swallows	52												

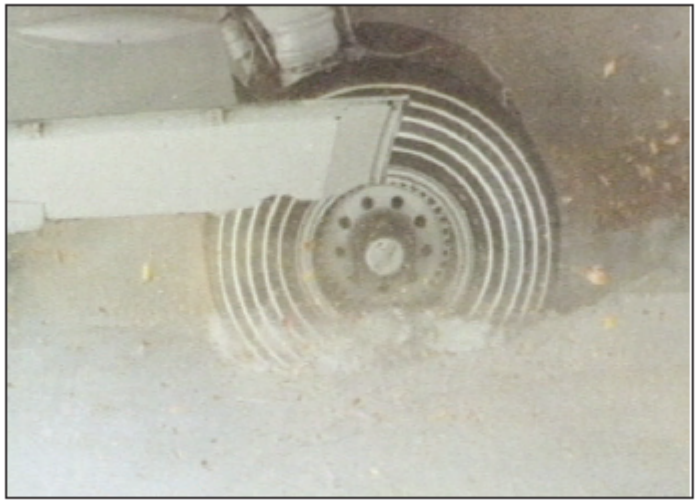
	Low
	Moderate
	High
	Very high

23.3 ENGINEERED MATERIAL ARRESTING SYSTEM (EMAS)

DESCRIPTION

This system improves operational safety in the case that aircraft go off the end of the runway.

It consists of a material composed of blocks of porous concrete located in the extension of the runway end from the threshold and that will be crushed by the weight of the aircraft that exceeds the runway threshold. The aircraft is decelerated by the strength of the crushable material and safely stopped within the limits of the runway end safety area.

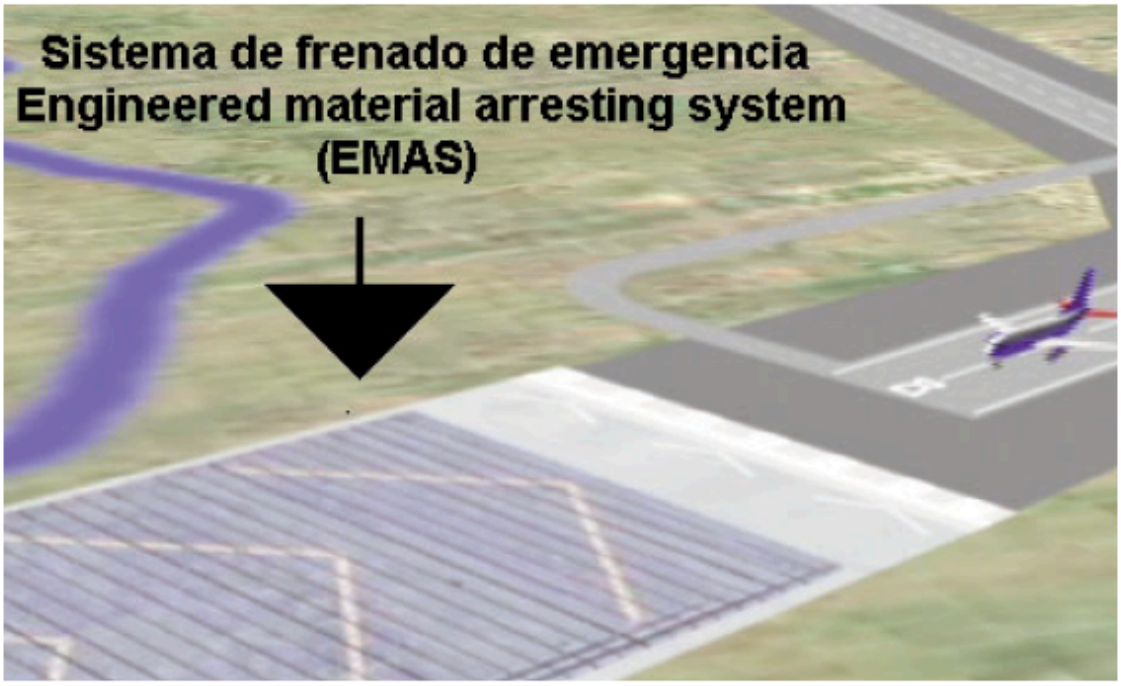


LOCATION

Engineered Material Arresting System is installed in the RESA of RWY 32L and 32R.

The dimensions of these areas are: width 69.2 m / 227 ft and length 63.1 m / 207 ft, located at:

- RWY 32L: 78 m before the antennas of the locator, being these antennas at 3318 m from threshold.
- RWY 32R: 9 m before the antennas of the locator, being these antennas at 3300 m from threshold.



RULES OF USE

After the system has been used by an aircraft, it must be restored to assure its breaking specifications for future uses. For this reason, the company whose aircraft has overrun the runway end, must have the respective insurance, covering damages including the repair of the Engineered material arresting system (EMAS).

Besides the runway end safety area (RESA) restrictions, where this system is installed, and due to the characteristics of this system, the traffic of any vehicle or people in the area is strictly prohibited in all cases.

23.4 ARTIFICIAL TURF IN UNUSABLE AREAS

Some of the Unusable paved areas are covered with artificial turf.

LEMD 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/#LEMD

LEMD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.

LECU/LEVS AD 2 AERODROME DATA

LECU/LEVS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LECU/LEVS – MADRID/Cuatro Vientos

LECU/LEVS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

LECU/LEVS AD 2.3 OPERATIONAL HOURS

1	Airport	CIV: V: 0700-SS; I: 0800-SS. AD closed due to air exhibition of the Infante de Orleans Foundation, the 1st Sunday of every month except January and August during the following hours: V: 1100-1200; I: 1200-1300. Except emergency, hospital and State flights. MIL: MON to FRI sunrise to sunset EXC holidays, other times on request PPR. SAT, SUN and holidays on request: PPR for ACFT based in LEVS, other ACFT PPR 48 HR. (1)
2		

	Customs and immigration	HR AD. For flights outside the Schengen Area, a list of passengers and aircrew should be sent 48 hours in advance to the email address mcvops@aena.es
3	Health and sanitation	No.
4	OPV	HR AD.
5	AIS	H24. (2)
6	ARO	H24 (3).
7	MET briefing	CIV: I:0600-1900 UTC V:0500-2000 UTC MIL: I:0600-1900 UTC V:0500-2000 UTC Other hours depending on the needs of office, MAX 2130 UTC.
8	ATS	CIV: HR AD. MIL: HR AD (4)
9	Fuelling	HR AD.
10	Handling	No.
11	Security	H24.
12	De-icing	No.
13	Remarks	(1) Foreign state/military aircraft. See item 20: Local regulations. (2) Centralised AIO Office - International NOTAM Office • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es (3) Centralised ARO Office Geographical Area 4. • TEL: +34-918 603 559 ; +34-672 344 415 (only in communications contingency) • E-mail: arocentralizada@enaire.es • LECU AFTN address for flight plan management: LECUZPZX (4) Service provider: Ejército del Aire.

LECU/LEVS AD 2.4 HANDLING SERVICES AND FACILITIES

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

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

LECU/LEVS AD 2.5 PASSENGER FACILITIES

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

LECU/LEVS AD 2.6 RESCUE AND FIREFIGHTING SERVICES

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

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

1	Types of clearing equipment	Trucks and pickup trucks with snowplough blade and melter spreader.
2	Clearance priorities	Helicopter aprons.
3		

	Use of material for movement area surface treatment	Urea (UREA).
4	Specially prepared winter runways	Not applicable.
5	Remarks	Period of application of snow plan: 1-NOV to 31-MAR. Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in AD 1.2.2. Aerodrome in service during all seasons of the year.

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

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

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

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

LECU/LEVS AD 2.10 AERODROME OBSTACLES

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

LECU/LEVS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

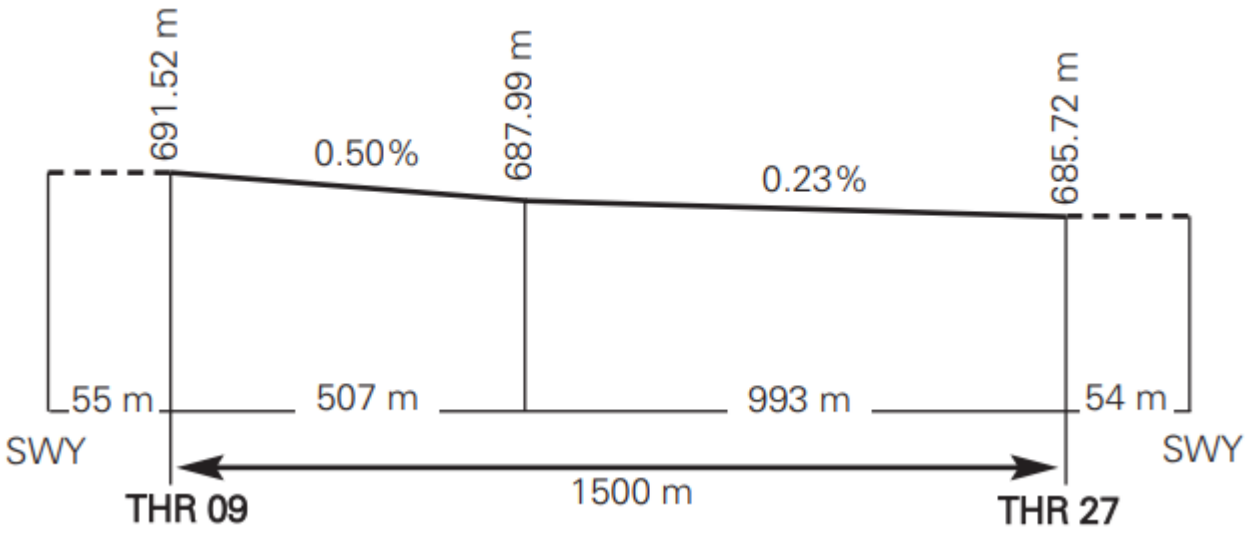
1	MET office	CIV: Madrid/Cuatro Vientos OMD. MIL: Cuatro Vientos OMD.
2	HR	CIV: I:0600-1900 UTC V:0500-2000 UTC Outside this schedule, a METAR AUTO will be issued. MIL: I:0600-1900 UTC V:0500-2000 UTC. Other hours depending on the needs of office, MAX 2130 UTC.Outside this schedule, a METAR AUTO will be issued.
3	METAR	Half-hourly.
4	TAF	24 HR.
5	TREND	No.
6	Briefing	CIV: Telephone, email and AMA. MIL: In person and all the other means.
7	Flight documentation/Language	Charts and plain language / Spanish.
8	Charts	Significant forecasted and wind and temperature in altitude maps.
9	Supplementary equipment	CIV: AMA. MIL: Clouds and lightnings image and radar information display.
10	ATS unit served	TWR.
11	Additional information	Madrid OMAe (LEMC): H24 • TEL: +34-915 045 807 • MADRID/Cuatro Vientos MET office: • TEL: +34-916 493 066
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available. Automatic reports do not include precipitation information.

LECU/LEVS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

RWY	Direction	DIM (m)	THR PSN	TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
Remarks: (1) Closed to civil traffic. (2) EXC between L-1 and K-1: PCN 74/F/C/W/T.										

12.1 **PROFILE:**



LECU/LEVS AD 2.13 DECLARED DISTANCES

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

LECU/LEVS AD 2.14 APPROACH AND RUNWAY LIGHTING

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

1	Runway	27
2	Approach	Simple, 300 m.
3	PAPI (MEHT)	3° (9.00 m / 30 ft).
4		

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

LECU/LEVS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

LECU/LEVS AD 2.16 HELICOPTER LANDING AREA

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

(*)

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

LECU/LEVS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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

LECU/LEVS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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

LECU/LEVS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

LECU/LEVS AD 2.20 LOCAL AERODROME REGULATIONS

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

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

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

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

20.1 APRON SATURATION

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

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

20.2 FOREIGN STATE/MILITARY STATE AIRCRAFT

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

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

20.3 START-UP PROCEDURE

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

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

20.4 TAXIING RESTRICTIONS

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

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

20.5 CIVIL APRON

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

20.6 WEST APRON

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

20.7 MILITARY APRONS

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

20.8 AIRCRAFT ANCHORAGE

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

20.9 HANGAR USE

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

20.10 STANDARD TAXIING ROUTES

20.10.1 RWY 27 CONFIGURATION

a) Departures.

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

b) Arrivals.

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

20.10.2 RWY 09 CONFIGURATION

a) Departures.

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

b) Arrivals.

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

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

20.11 ENERGY SAVINGS POLICY, TURN AERONAUTICAL SURFACE LIGHTS OFF

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

20.12 ENGINE TEST

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

20.13 MINIMUM RWY OCCUPANCY TIME

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

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

20.14 FLIGHTS FROM LECM TO LECU (FLIGHTS Y)

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

Any other procedure must be previously coordinated.

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

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

Any other procedure must be previously coordinated.

20.16 OPERATIONAL SAFETY REPORTS

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

The aim of these reports is the compilation of information in order to improve operational safety, independently from the compulsory report of the occurrence to the appropriate aeronautical authority. Data may be sent in any format, including at least the following information:

- Date and time.
- Site.
- Parties involved (data used to identify vehicles, aircraft...involved).
- Companies involved.
- Description of the facts.
- Any other data considered relevant (e.g. lighting conditions, weather, phase of the operation such as take-off / landing / stopover, pavement conditions…).

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

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

LECU/LEVS AD 2.21 NOISE ABATEMENT PROCEDURES

No.

LECU/LEVS AD 2.22 FLIGHT PROCEDURES

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

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

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

22.1 ATS SURVEILLANCE SYSTEM

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

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

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

Depending on the availability of the radars which provide coverage to the ATZ, the areas or heights for which the indicated uses of the radar are supplied could be affected. The air traffic controllers at the aerodrome shall maintain all the operations performed at it or in its vicinity under constant visual surveillance, with access to an ATS surveillance system to support that visual observation, as stipulated in article 4.5.1.3 of the Reglamento de la Circulación Aérea. All of the foregoing shall depend on the limitations of the equipment

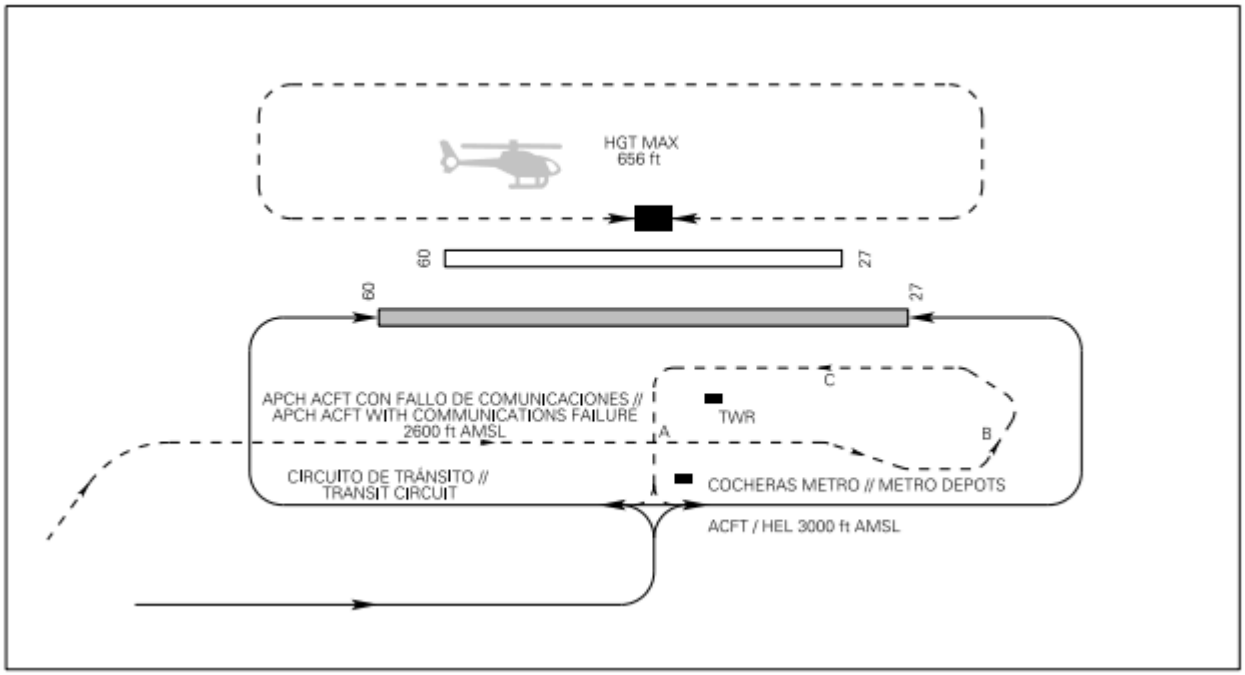
22.2 LOW VISIBILITY PROCEDURES (LVP)

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

22.3 COMMUNICATIONS FAILURE PROCEDURE

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

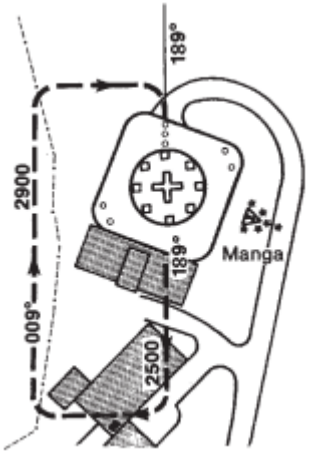
22.4 AD TRAFFIC CIRCUIT



Helicopter circuit of the Gómez-Ulla military hospital.

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

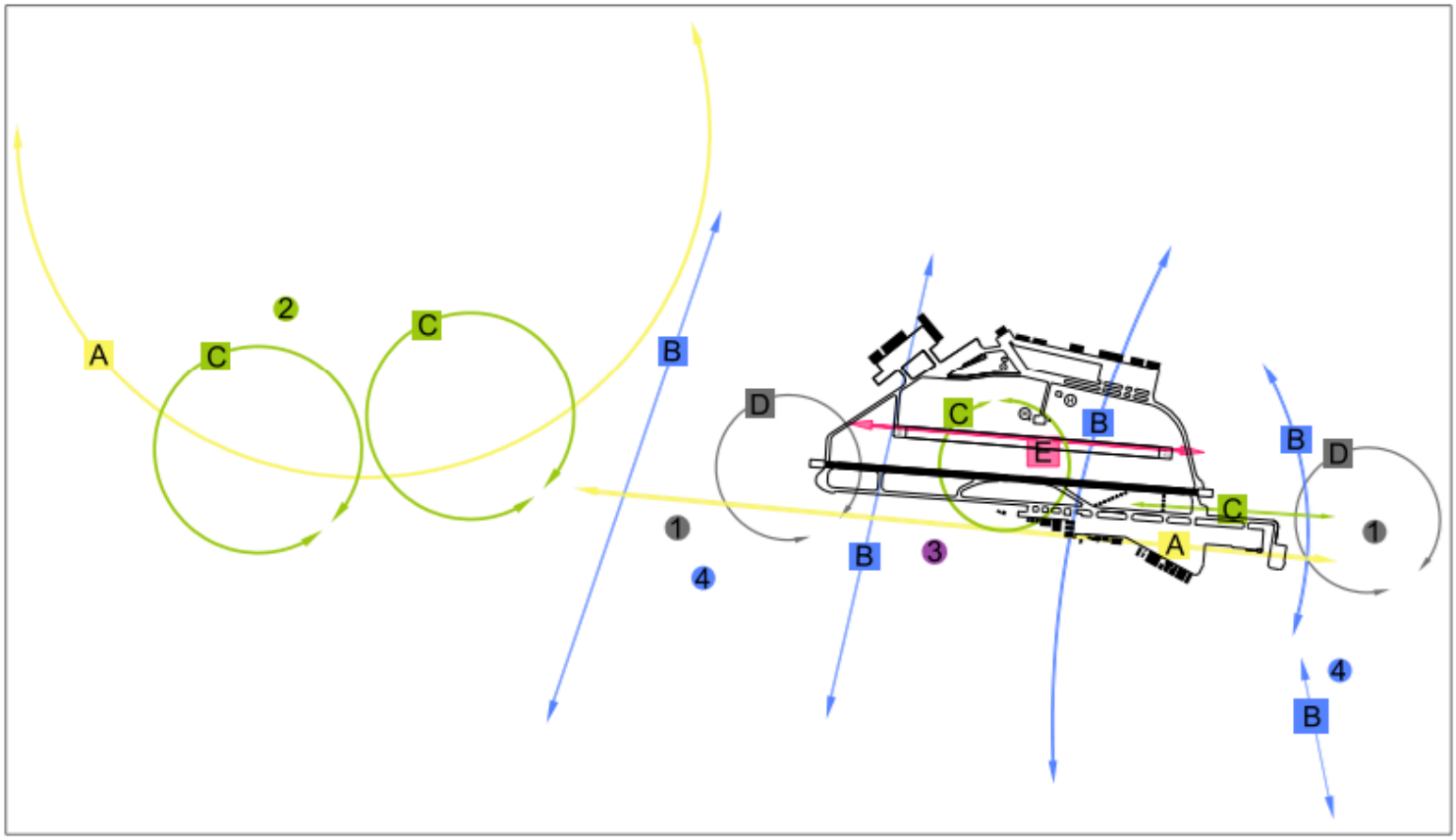
DEPARTURES: Helicopters prepare to take-off from this heliport must establish radio contact with Madrid/Cuatro Vientos TWR before taking-off, notifying the route to be followed after take-off, in order to receive instructions.



LECU/LEVS AD 2.23 ADDITIONAL INFORMATION

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

23.1 BIRDS AREAS OF CONCENTRATION AND FLOWS



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

LECU/LEVS AD 2.24 AERONAUTICAL CHARTS RELATED TO THE AERODROME

The list of charts related to the aerodrome can be found on the link below:

https://aip.enaire.es/AIP/#LECU/LEVS

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

Not applicable.

LESB AD 2 AERODROME DATA

LESB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LESB - MALLORCA/Son Bonet

LESB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	393556N 0024210E. See AD 2-LESB ADC.
2	Distance and direction from the city	4 km SW.
3	Elevation	47 m / 153 ft.
4	Geoid undulation	48.98 m ± 0.03 (1).
5	Reference temperature	31°C.
6	Low average temperature	9°C.
7	Magnetic variation	1° E (2020).
8	Annual change	7.1'E
9	AD administration	Aena.
10	Address	Aeropuerto de Son Bonet. 07141 Marratxí. Mallorca.
11	TEL	+34-971 449 861
12	FAX	+34-971 449 862
13	AFTN	LESB
14	E-mail	lesb.ops@aena.es
15	Approved traffic	VFR. (2)
16	Remarks	(1) For all AD points. (2) FPMZ aerodrome. See item 20 (Local regulations).

LESB AD 2.3 OPERATIONAL HOURS

1	Airport	V: 0615-1645; PS from SR or 05:00, whichever is later, until the start of the schedule, or PS from the end of the schedule until SS; PPR 96 h in advance. (2) I: 0815-1545; PS from SR until the start of the schedule, or PS from the end of the schedule until SS; PPR 96 h in advance. (2)
2	Customs and Immigration	No.
3	Health and Sanitation	No.
4	AIS/ARO	H24. (1)
5	MET briefing	HR AD.
6	ATS	No.
7		

	Fuelling	V: 0730-1200 y 1400-1630. I: 0745-1215.. • TEL: +34-639 300 697
8	Handling	No.
9	Security	H24.
10	De-icing	H24.
11	Remarks	Centralised AiO Office - Geographical Area 7 – Oficina NOTAM International NOTAM OFFICE TEL: +34-913 213 137/138 E-mail: unof@enaire.es Centralised ARO Office - Geographical Area 7 • TEL: +34-918 603 562 / +34-672 344 445 (only for communications contingency • E-mail: arocentralizada@enaire.es • LESB AFTN address for Flight Plan Management: LESBZPZX (2) The airport's operating schedule (operational hours) is the planned period in which all aircraft shall operate, and the flight arrival or departure times shall be understood as the arrival or departure times of the aircraft to or from the relevant stand.

LESB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	No.
2	Fuel types	100LL, JET A-1.
3	Oil types	No.
4	Refuelling capacity	100LL: 1 tank 20000 L, 3.34 L/s. JET A-1: 1 tank 20000 L, 8.34 L/s.
5	De-Icing facilities	No.
6	Hangar space	No.
7	Repair facilities	By the companies.
8	Remarks	None.

LESB AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	No.
3	Transportation	Taxis, train and buses.
4	Medical facilities	No.
5	Bank/Post Office	No.
6	Tourist information	No.
7	Remarks	None.

LESB AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	3 (1).
2	Rescue equipment	In accordance with the fire category published.
3	Removal of disabled aircraft	2 recovery apron 5 TM.
4	Remarks	(1) Operacional objective of response time up to the end of RWY 05/23 and PRKG 1 less than 3 MIN.

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

1	Types of clearing equipment	Not applicable.
2	Clearance priorities	Not applicable.
3	Use of material for movement area surface treatment	Not applicable.
4	Specially prepared winter runways	Not applicable.
5	Remarks	Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in AD 1.2.2. Aerodrome in service during all seasons of the year.

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

1	Apron	Surface: Asphalt. Strength: 4740 kg / 0.413 MPa.
2	Taxiways	Width: 10.5 m. Surface: Asphalt. Strength: 4740 kg / 0.413 MPa.
3	Check locations	Altimeter: Apron 1: 44 m/145 ft. Apron 2 (CONTINGENCY): 38 m/124 ft. VOR: No. INS: No.
4	Remarks	For heavier aircraft, contact the Operations Office (CEOPS, see item 20 “GLOBAL REPORTING FORMAT”).

LESB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Runway holding positions, NO ENTRY sign.
2	RWY markings	Designators, threshold, displaced threshold, centre line and side stripe.
3	TWY markings	Centre line and side stripe.
4	Remarks	None.

LESB 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-LESB AOC.

LESB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	No.
2	HR	No.
3	METAR	Automatic (on 128.275 MHz frequency, transmitting meteorological information in English and Spanish with 5 SEC in pause). H24 halfhourly. Issued information about: wind speed and direction, visibility, current weather (precipitation, fog, mist, haze and storms), cloud amount, height of cloud base, air temperature, dew point and QNH.
4	TAF	No.
5	TREND	No.
6	Information	No.
7	Flight documentation/Language	No.
8	Charts	No.
9	Supplementary equipment	No.
10	ATS unit served	No.
11	Additional information	Valencia OMAe (LEVA): H24 • TEL: +34-963 690 750
12	Remarks	Operations has a web terminal to display in real-time the meteorological information generated by the automatic station (wind, temperature, humidity, visibility, cloud amount, QNH and QFE, present weather), METAR AUTO, and METAR/TAF reports for alternative aerodromes. The storm information will be provided exclusively by AEMET's lightning detector network. There is a meteorological station sited within the AD area, 3936N 00242E. This station launches observation balloons daily from 1115 to 1200, and from 2315 to 0000. See ENR 5.3. Wind and precipitation aerodrome warnings available.

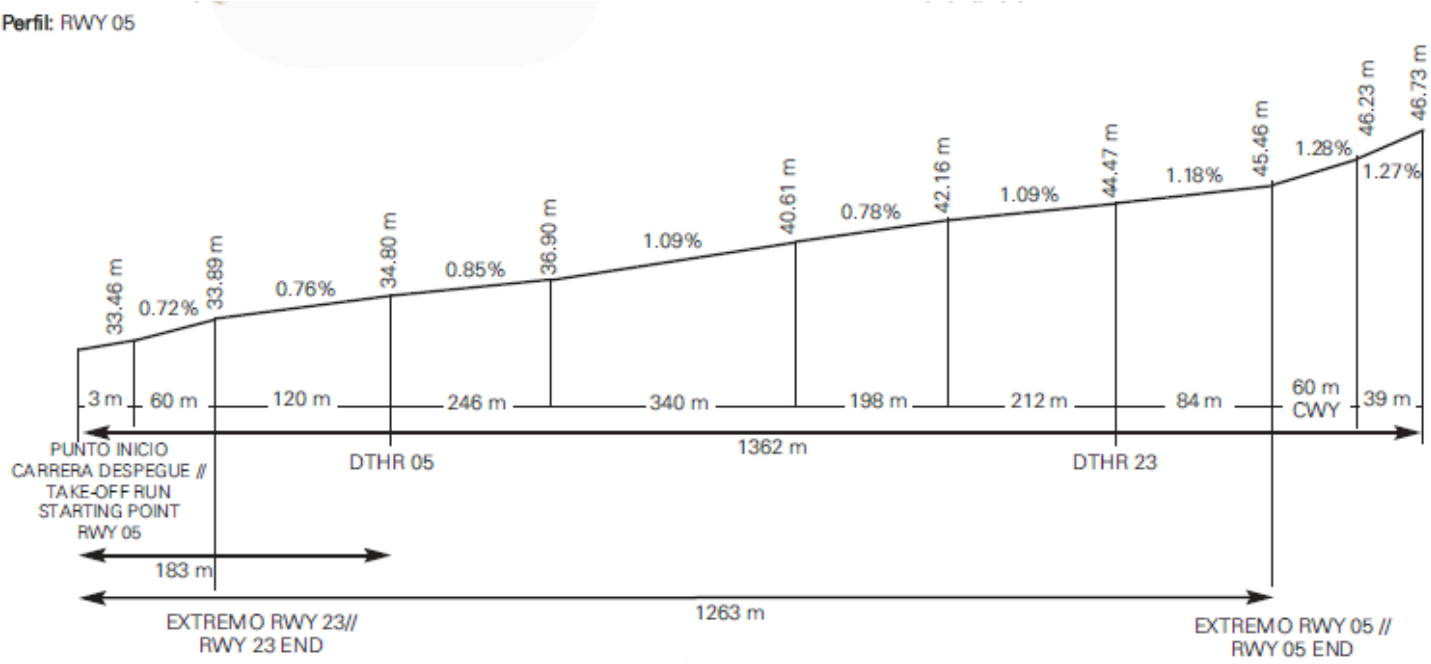
LESB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY	Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
05 (1)	51.18° GEO 050° MAG	1263 x 23 (2)	393545.99N 0024153.28E	THR: 35 m / 114 ft TDZ: No	No	60 x 150	1482 x 80	No	No	RWY: ASPH PCN 14/F/A/W/T
23 (3)	231.18° GEO 230° MAG	1299 x 23 (4)	393606.25N 0024225.83E	THR: 44 m / 146 ft TDZ: No	No	60 x 150	1482 x 80	No	No	RWY: ASPH PCN 14/F/A/W/T

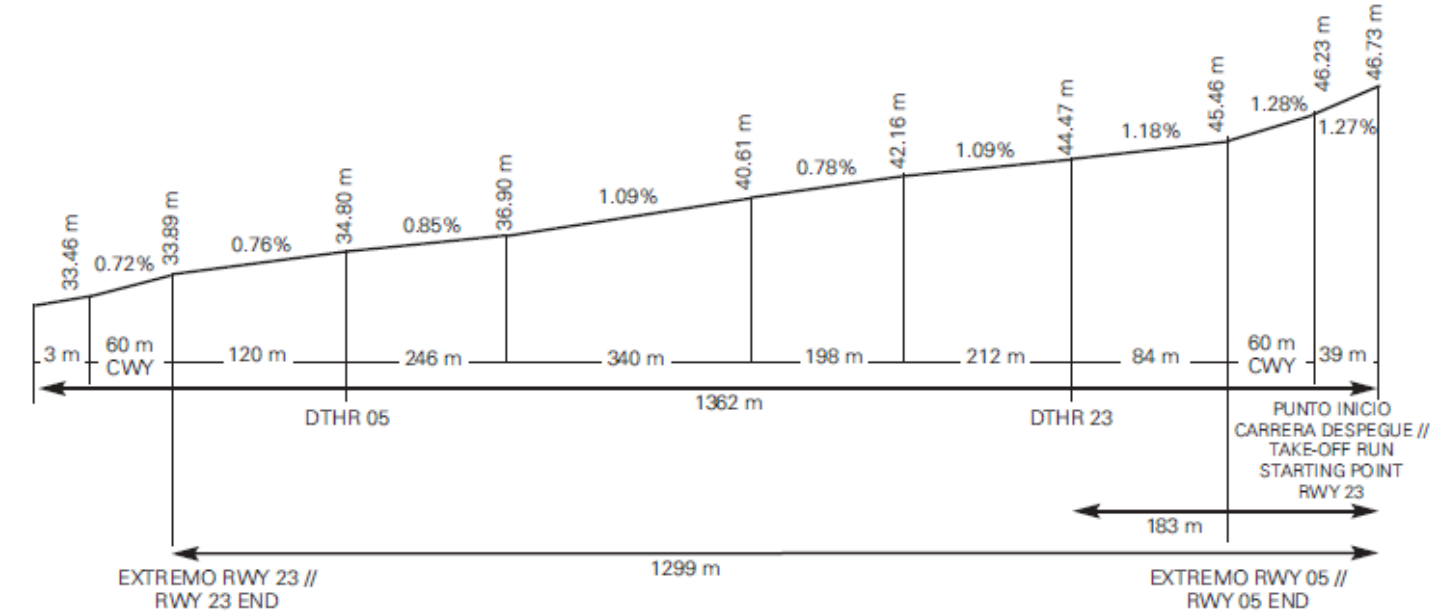
RWY	Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
Remarks: (1) THR 05 displaced 183 m. RWY 05 end coordinates: 393607.96N 0024228.57E. (2) The asphalted section of 68 m located before the take-off run starting point at RWY 05 is not runway and therefore, is not usable for take-off. (3) THR 23 displaced 183 m. RWY 23 end coordinates: 393543.55N 0024149.37E. (4) The asphalted section of 68 m located before the take-off run starting point at RWY 23 is not runway and therefore, is not usable for take-off										

12.1 PROFILE

Perfil: RWY 05



Perfil: RWY 23



LESB AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
05	1263	1323	1263	1080 (1)
23	1299	1359	1299	1116 (2)

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
23 INT S1	1253	1313	1253	-
Remarks: (1) THR 05 displaced 183 m. (2) THR 23 displaced 183 m.				

LESB AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	05
2	Approach	No.
3	VASIS/PAPI	No.
4	Threshold	No.
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	No.
8	Runway end	No.
9	Stopway	No.
10	Remarks	None.

1	Runway	23
2	Approach	No.
3	VASIS/PAPI	No.
4	Threshold	No.
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	No.
8	Runway end	No.
9	Stopway	No.
10	Remarks	None.

LESB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR 05, 1 near THR 23. No LGTD.
3		

	TWY lighting	No.
4	Apron lighting	No.
5	Secondary power supply	No.
6	Remarks	None.

LESB AD 2.16 HELICOPTER LANDING AREA

1	Position	• Geoid undulation: see item 2. • FATO: RWY 05/23. Coordinates THR 05 and THR 23, see item 12. • Ground taxiing: TLOF same as RWY 05/23. Coordinates 393556N 0024210E (coincides with ARP). • Air taxiing: TLOF same as PRKG 1, 4-10, 27, 28 and 51.
2	Elevation	• FATO: RWY 05/23. Elevation THR 05 and THR 23, see item 12. • Ground taxiing: TLOF coincides with RWY 05/23. Elevation 46 m (coincides with ARP). • Air taxiing: TLOF same as PRKG 1, 4-10, 27, 28 and 51. (*) See table below
3	Dimensions, surface, maximum weight, marking	• FATO: RWY 05/23. • Ground taxiing: TLOF coincides with RWY 05/23. See item 12. Elevation 46 m (coincides with ARP). • Air taxiing: TLOF same as PRKG 1, 4-10, 27, 28 and 51. • All the stands: Asphalt, weight 4740 Kg/0.413 MPa. (**) See table below
4	Direction	No.
5	Declared distances	No.
6	Lighthing	No.
7	Remarks	Arrivals. Helicopters shall leave the runway (FATO) by TWY S2 or TWY S3. Departures. Helicopters shall enter the runway (FATO) by TWY S1 or TWY S3. Helicopters must be towed between the hangars and the ABL, in both directions, with the engine stopped.

(*)

PRKG	ELEV (m)
1	46.28
4	45.88
5	46.75
6	45.65
7	45.47
8	45.45
9	45.37
10	45.3
27	43.87
28	43.66
51	43.31

(**)

PRKG	PRKG WID
PRKG	PRKG WID
1	17.5
4	18.27
5	14
6	14
7	12.3
8	12.4
9	18
10	18
27	32
28	16.12
51	12

LESB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	VFR CORRIDOR NE-E-1
2	Lateral limits	393950N 0024453E, 394436N 0025406E, 394256N 0025532E, 393712N 0024429E, 393756N 0024356E, 393950N 0024453E.
3	Vertical limits	SFC - 1400 ft AMSL
4	Airspace class	G
5	Unit Language	- -
6	Transition altitude	-
7	Hours of applicability	-
8	Remarks	-

1	Designation	VFR CORRIDOR BINISSALEM – E-2
2	Lateral limits	394150N 0025207E, 394307N 0025509E, 394122N 0025624E, 393949N 0025245E, 394043N 0025115E, 394150N 0025207E.
3	Vertical limits	SFC - 1400 ft AMSL
4	Airspace class	G
5	Unit Language	- -
6	Transition altitude	-
7	Hours of applicability	-
8	Remarks	-

LESB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
No.	Son Bonet			

Service	Call sign	FREQ	HR	Remarks
Radio	122.705 C	HR AD	LESB AD. Frequency assigned for General Aviation needs. Frequency must not be used for ATS purposes. Communications at MALLORCA/Son Bonet must be made in Spanish or in English.	

LESB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
No.	-	-	-	-	-	-

LESB AD 2.20 LOCAL AERODROME REGULATIONS

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Carriage of radio communication equipment is mandatory for operations in both directions.

Within the Son Bonet aerodrome and traffic circuit, pilots shall maintain continuous watch on SON BONET RADIO (122.705 MHz) and shall transmit position reports and operating intentions on that frequency.

20.1 NOTIFICATION OF TOUCH-AND-GO LANDINGS

It is compulsory to provide notification of touch-and-go landings in the flight plan, indicating the number to be performed. When the exact number is not known, an estimate shall be given. Once the operations have been concluded, the Airport Operations Office must be approached, in order to report the number of touch-and-go landings performed.

The mandatory flight plan submission is an operative condition for aircraft taking-off or landing at this aerodrome.

20.2 GLOBAL REPORTING FORMAT

The telephone numbers for receiving the runway condition report (RCR) and issuing reports (PIREPs) of the estimated braking action are those of the CEOPS:

- TEL: +34-971 449 881; TEL: +34-600 941 121

20.3 TRAFFIC WITHOUT BASE AT THE AIRPORT

Arriving traffic not based at the airport must provide a contact telephone number at the CEOPS office.

20.4 RESTRICTIONS ON STANDS

Stands are not assigned.

- Aircraft with wingspan greater than 13 m must park in the stands assigned for this purpose, PRKG 4 to 10 (provided the wingspan is less than 15 m), PRKG 25, 26 and the double stands 64-66 and 65-67.
- Fire fighting aircraft shall park in the following stands (exclusive use from 1 May to 15 October, coinciding with the season of forest fire risk):
  - 1: AS50;
  - 2 and 3: Airtractor;
  - 4: AS50;
  - 11 and 12: Partenavia.
- The aircraft of the Mallorca Fire Fighting Services, AS350, will be parked all year round at PRKG 28 (ground search and rescue, firefighting and emergency operations)
- In PRKG from 5 to 10, turning aircraft is only permitted when the stand opposite is vacant and there are no aircraft in the taxiway. Towed taxiing with the rotor turned off is permitted.

- The helicopters cleared to park on PRKG 27 must satisfy the following conditions, depending on the type of operation they are to carry out:
  - Turn: D<15 m.
  - Ground taxiing without turn: maximum width <21.3 m and D<18.8 m.
  - Air taxiing without turn: maximum width <16 m and D<18.8 m.
- In PRKG 28, helicopters of total length less than 13 m can park. In these cases, neither turning nor operations are permitted if there are operations in any of the following PRKG: 25, 26 or 27.
- In PRKG from 25 to 30 parking is allowed for a period less than 48 hours
- In PRKG 51, turning of aircraft with total length (D) up to 10 m is permitted when all the following conditions are met: the stand adjacent is vacant, there are no aircraft in the taxiway and there are no fixed or mobile obstacles within a 10 m radius of the mid-point of the stand. Furthermore, when leaving the stand, the pilot shall report to CEOPS that they are leaving that stand.

Restrictions on use (see AD 2-LESB PDC):

- Contingency apron (PRKG from 80 to 84), only movements with the engines turned off are permitted. In the event of apron saturation, if the aircraft wingspan exceeds 10 m, then the pilot must have the means to move the aircraft with engines stopped for use. Entry into (exit from) the hangars for aircraft shall be accomplished by towing, and with engines stopped from (up to) the ABL of the apron.
- Aircraft cleaning area (in the North corner of the main apron), only movements with the engines turned off are permitted.
- It will not be permitted to taxi or remain with the engine running in stands adjacent to stands where refuelling is being carried out. In relation to this, it is understood that refuelling is taking place while the fuel bowser engine is still running.

Restrictions on taxiing

Operation on the taxiways of access to PRKG P1, P4 and P5 is restricted to code letter A aircraft.

Aircraft Taxiing Procedure

Aircraft shall approach or take-off by RWY 05 or RWY 23 as determined by the wind conditions. To reach the runway from the stand, or vice versa, they will use exit TWY S1, S2 or S3 and taxiing parallel to the runway (TWY C1 and C2), depending on which is nearest to the threshold used.

Arrivals

- Aircraft landing by RWY 05 shall vacate the runway by the nearest exit and then use the parallel TWY (C1 and C2) up to apron 1.
- Aircraft landing by RWY 23 shall vacate the runway by the nearest exit (usually S2) and then taxi via the parallel TWY (C2) up to apron 1.

Departures

- Aircraft which are going to take-off by RWY 05 shall taxi as appropriate from the stand towards the runway via the apron TWY (C1 and C2), and then via TWY S3. Once on the runway, they must use the turn pad to position themselves at the starting point for the take-off run (according to AIP) and start the take-off run.
- Aircraft which are going to take off by RWY 23 shall taxi from the stand towards the runway via the TWY S1 and then, towards the starting point for the take-off run, using the turn pad for this purpose. They may also start the take-off run from the intersection of TWY S1 itself with the runway, at the discretion and under the responsibility of the pilot.
- When operating on RWY 05, aircraft may not use the runway holding position of TWY S1.

To accomplish changes of direction on the head of runways, it is mandatory for aircraft to make use of the turn pads.

Push-back

At MALLORCA/Son Bonet airport, this kind of manoeuvre is not carried out.

Tiedown of aircraft

Aircraft should be secured to the apron tiedown rings provided at each stand for this purpose. If anchorage is not possible because the aircraft does not possess this system, it must be secured with chocks.

Operational restrictions during helicopter parking stand entry/exit manoeuvres.

The presence of passengers in the rotary-wing aircraft parking stand is not permitted when aircraft in the adjoining stand are

performing entry/exit manoeuvres into or from the stand. Only trained personnel (pilots, mechanics, crew, etc.) may be present in the aircraft, as they are understood to be aware of the rotor efflux range. Even so, these personnel shall be alert to the possible presence of tools or any other item that may be ejected by the helicopter's rotor efflux and avoid, as much as possible, direct contact with the rotor's downdraft by taking cover behind the parked aircraft itself.

The following section lists the operational restrictions defined during entry/exit manoeuvres of rotary-wing aircraft in PRKG 1, 4, 27 and 28.

- PRKG 1 (AW169, AS332, EC145 y EC135): During entry, exit and taxiing manoeuvres to/from the parking stand and TWY S1, no movement of aircraft, persons or vehicles is permitted in PRKG 2, 3 and 4 nor in the aircraft wash area. (1)
- PRKG 4 (AW169, AS332, EC145 y EC135):
  - During exit from the parking stand to TWY S1: No movement of aircraft, persons or vehicles is permitted in PRKG 5 or 6. (1)
  - During entry to the parking stand, from TWY S2: No movement of aircraft, persons or vehicles is permitted in Parking Stands 5, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 27, 28 or 30. (1)
- PRKG 27 (AW169, AS332, EC145 y EC135): Helicopters must ground taxi in order to park at this stand (except aircraft with a width of less than 16 m and D less than 18.8 m). In case of air taxiing:
  - During exit from the parking stand to TWY S1: No movement of aircraft, persons or vehicles is permitted in Parking Stands 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 23, 24, 28, 29 or 30. (1)
  - During entry to the parking stand, from TWY S2: No movement of aircraft, persons or vehicles is permitted in Parking Stands 23, 24, 28, 29 or 30. (1)

PRKG 28 (AS33, EC145 and EC135):

- During exit from the parking stand to TWY S1: No movement of aircraft, persons or vehicles is permitted in Parking Stands 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 25, 26 or 27. (1)
- During entry to the parking stand, from TWY S2: No movement of aircraft, persons or vehicles is permitted in Parking Stands 25, 26 or 27. (1)

Remarks:

(1) Only qualified personnel (mechanics, pilots, etc.) may be present at these adjacent stands while the entry/exit manoeuvre is underway. In no case shall passengers be allowed.

Segregated use for fire fighting aircraft

Fire fighting aircraft, whether fixed-wing or helicopters, which operate from PRKG 1 to 4 and 12, use TWY C2, P4 and P5 to access the runway via TWY S1, or TWY C1 to access the runway via TWY S3. Moreover, those operating from PRKG 11 also use TWY P2.

Fire fighting operations, given that these are special operations (see Royal Decree 1180/2018 of 21 September, fourth additional provision) and are subject to operational charts in accordance with the Reglamento de la Circulación Aérea, have preference over other operations and are not deemed to be public use according to the Royal Decree 862/2009. Therefore, the stands and taxiways used for these operations are not subject to the technical requirements of this latter Royal Decree, provided that they are not used simultaneously and are segregated from other operations which are considered to be public use and must fulfil the technical requirements.

With regard to the stands and taxiways for aircraft used in fire fighting operations, AT8T and AS50 helicopters, the following discrepancies will be found in the case of simultaneous use with other aircraft that are engaged in public use operations:

- The safety area for turning helicopters in PRKG 1 overlaps with TWY P4 and P5 and the washing area;
- The safety area for turning helicopters in PRKG 4 overlaps with TWY P4 and PRKG 5 and 6;
- PRKG 2 and 3 are not large enough for an AT8T parked in one of them to maintain clearance from an aircraft moving in TWY P5 or parked in the other stand.

Thus, in the case that MALLORCA/Son Bonet Airport is being used by aircraft engaged in fire fighting, the operation of other traffic will be subject to the following restrictions in order to overcome the incompatibilities described:

- Fire fighting aircraft have priority access to the runway holding position in both configurations.
- All other traffic intending to operate must ensure that there is no fire fighting aircraft (either fixed-wing or helicopter) operating in PRKG 1 to 12, 27, 28 and 51, S1, S3, runway and/or surrounding taxiways, before moving towards any of these zones. Should some fire fighting aircraft be moving in any of these zones, any aircraft NOT engaged in fire fighting must wait until the former has completed its operation, whether because it has taken off or because it has reached its stand.

Aircraft pilots shall learn whether any fire fighting aircraft is taxiing by monitoring the aeronautical frequency. Pilots of fire fighting aircraft must report their taxiing intentions on the cited frequency

20.5 APRON SATURATION PROCEDURE

CEOPS will contact with the aircraft on the frequency 122.705 C to direct it to the contingency apron (apron 2), PRKG 80 to 84.

An airport vehicle will colled the aircraft occupants and transport them to CEOPS.

On the departure an airport vehicle will take them to the aircraft.

It is forbidden to go to the contingency apron (apron 2) on foot.

20.6 RUN-UP TEST PROCEDURE

The request for the run-up test must be sent to CEOPS:

- TEL: +34-971 449 881
- FAX: +34-971 449 880
- E-mail: lesb.ops@aena.es
- Indicate: registration number/company/expected time of test.

CEOPS will authorize or refuse the request. In the case of authorization, they will indicate the selected threshold holding position to go to.

It is mandatory to inform CEOPS of the end of the test.

Any company or aircraft whose MTOW does not exceed the apron or taxiway strength published in AIP wishing to perform a pre-flight engine test can also do so in the TWY P1, PRKG 66 and 67, provided that the adjacent stands are not occupied ; and in S3 mantaining a distance of 20 meters from C1. For such tests, it is not necessary to make a request to CEOPS. In all other cases, the procedure used for full power engine testing must be followed.

20.7 PLAN FOR REMOVAL OF DISABLED AIRCRAFT

The object is to coordinate the movement of aircraft that have become disabled and cannot move by themselves.

Removal of such aircraft is the responsibility of the registered owner or the operating agency. Every movement shall be coordinated with the airport, whether this is undertaken with own means (truck or crane) or with agreed external means.

The form indicated in the procedure must be filled in at the CEOPS office.

20.8 HELICOPTER OPERATIONS

Since there is no other specific area defined for operating with helicopters at MALLORCA/Son Bonet airport, they will receive the same treatment as fixedwing aircraft and will take-off and/or land on the runway.

They shall approach and/or take-off by RWY 05 or RWY 23 depending on the wind direction.

The stands in the apron will be used as TLOF.

At MALLORCA/Son Bonet there are no air taxiing routes.

Simultaneous operations of two helicopters that involve the use of adjacent stands are not allowed.

20.9 HELICOPTER TAXIING PROCEDURE

Taxiing between the apron and runway will be performed by the exit TWY S2 or S3 and the TWY C1 and TWY C2.

Taxiing may be by air or ground.

Taxiing restrictions: Helicopter dimensions must be compatible with the TWY width as well as with the stand dimensions and its safety area.

Helicopter stands are located in the main apron, numbers: 1, 4-10, 27 and 28.In the central area, PRKG 51 can also be used by helicopters. (See restrictions to stands in Item 20).

Taxiing along the section of TWY P2 opposite hangars 1 and 2 shall be accomplished with the engine off, either under tow or

carried upon a suitable vehicle.

ARRIVALS

Helicopters shall vacate the runway (FATO) via TWY S2 or S3. If they are to park inside a hangar, they will follow the TWY centre lines up to the building, stop on the pavement close to the safety line (ABL), turning off the engine, and they will be taken into the hangar by towing or on an appropriate vehicle.

DEPARTURES

Helicopters which are to take-off by RWY 05 will taxi from the stand to the runway via the apron TWY C1 and C2, and then via TWY S3. They will take-off when they are in the runway.

Helicopters which are to take-off by RWY 23 will taxi from the stand to the runway via TWY S1 and then towards THR 23; once they have passed THR 23 they shall take-off.

Helicopters taking-off from RWY 23 and located in the helicopter practice area may taxi from the helicopter practice area to the runway through the TWY C1 on apron and then onto TWY S3. Once on the runway they shall proceed to take-off.

Helicopters parked inside a hangar should be towed out with their engines turned off, up to the apron inside the ABL. Once there they shall follow the procedure described.

REMARKS

Fire fighting aircraft, in emergencies, will operate as indicated by their operational chart.

20.10 TURBOJET AIRCRAFT OPERATIONS

Turbojet aircraft are not permitted to operate at MALLORCA/Son Bonet Airport.

20.11 FAMILIARISATION PRIOR TO OPERATIONS

Prior to operating at Son Bonet Airport, it is mandatory for operators to familiarise themselves with local procedures. Requests for the required familiarisation shall be submitted to Son Bonet Airport via e-mail at lesb.briefing@aena.es.

LESB AD 2.21 NOISE ABATEMENT PROCEDURES

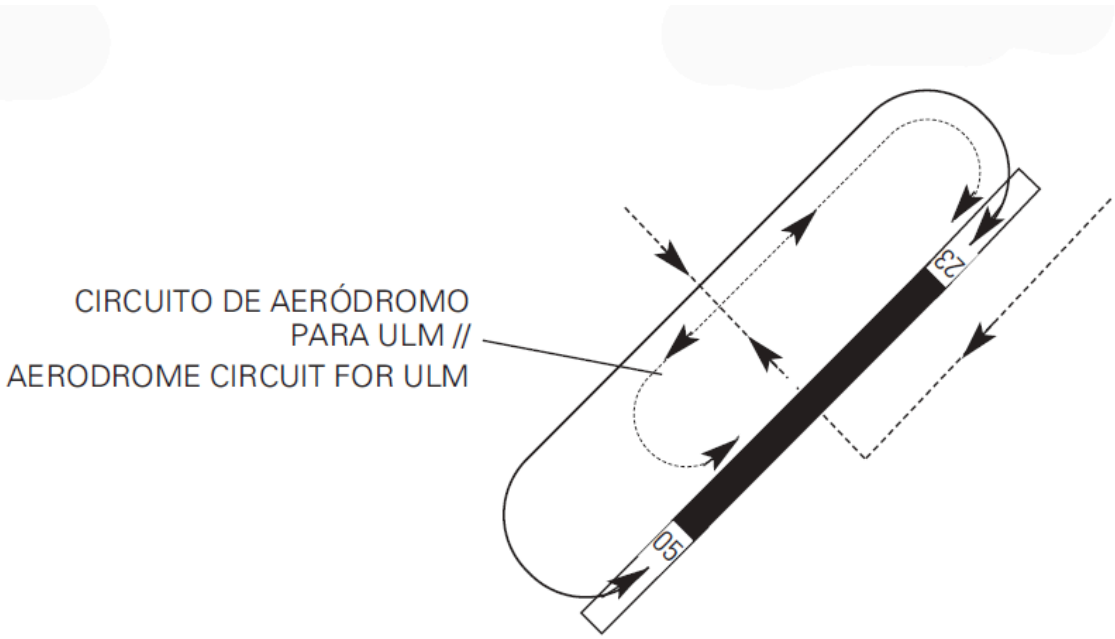
No.

LESB AD 2.22 FLIGHT PROCEDURES

22.1 LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedures (LVP) are not available at MALLORCA/Son Bonet airport.

22.2 AD TRAFFIC CIRCUIT



22.3 AERODROME CIRCUIT FOR MICROLIGHTS (ULM)

ENTRANCE TO CIRCUIT

- North: Maintaining 1000 ft AGL or below, ULM traffic will proceed to enter in circuit at half tail wind, always in North circuit and in a shorter circuit that the one used by the other traffic.
- South: Proceeding in parallel to the runway at 1000 ft AGL or below, within the external aerodrome perimeter and maintaining this altitude until they enter and join the circuit at half tail wind.

EXIT FROM CIRCUIT

After take-off, ULM traffic must fly to the North tail wind position before leaving the microlight circuit.

IN ANY CASE, ENTERING CTR PALMA DE MALLORCA (Controlled airspace) SHALL BE AVOIDED.

LESB AD 2.23 ADDITIONAL INFORMATION

23.1 BIRDS CONCENTRATION AREAS

The procedures for the dispersal of wildlife at the aerodrome are carried out within operational hours.

Pilots are advised of the following wildlife hazards:

Movement A: Gulls. All year round; more common in adverse weather conditions.

Movement B: Common swifts. Spring and summer.

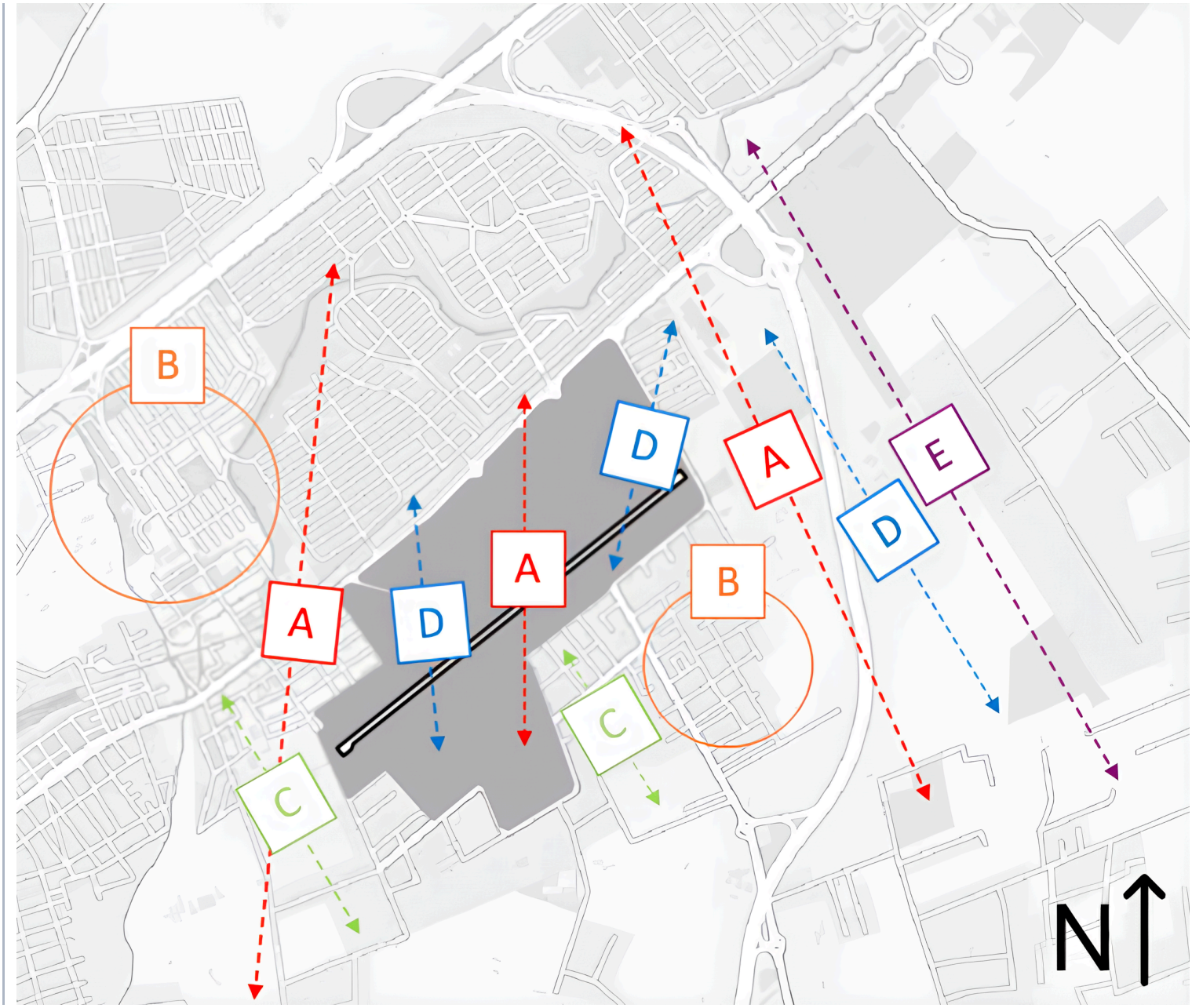
Movement C: Domestic pigeons. All year round.

Movement D: Common kestrels and red kites. All year round.

Movement E. Wood pigeon. All year round; large groups in the summer.

Due to the proximity of the Serra de Tramuntana mountains, the presence of black and griffon vultures poses a danger all year round.

Large flocks of common starlings in the vicinity of the aerodrome. Winter.



LESB 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/#LESB

LESB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

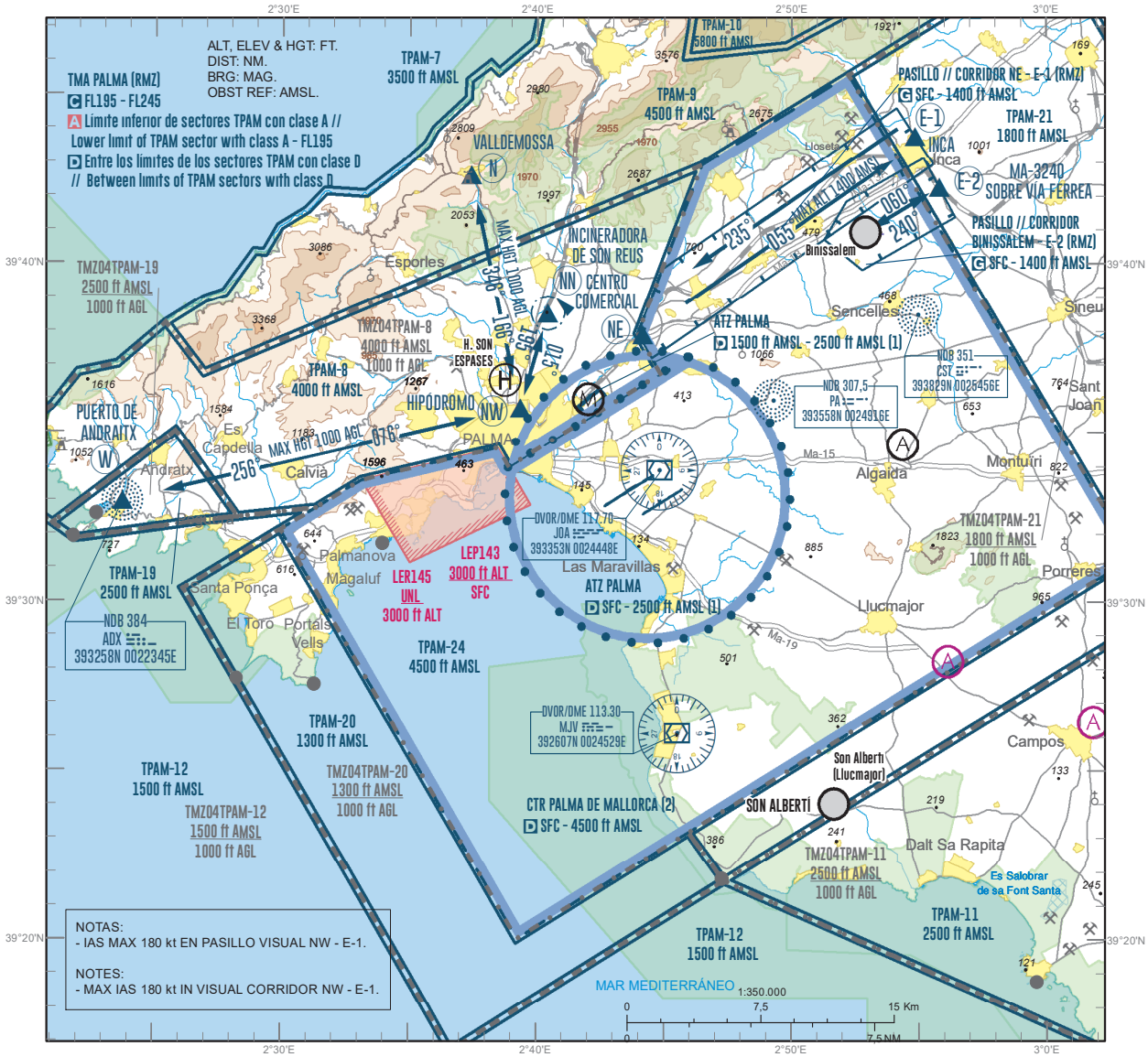
Not applicable.

CARTA DE APROXIMACIÓN
VISUAL / VAC - OACI

ELEV AD
153 ft
VAR 1ºE (2020)

PALMA APP	119.155 C
SON BONET MET	128.275 MHz
AD SIN ATS	
SON BONET RADIO	122.705 C
FREQ A/A	123.500 MHz

MALLORCA/Son Bonet
LESB



COORDINATES OF VISUAL POINT NE. EDITORIAL CHANGES TO VFR CORRIDORS , NOTES, REMOVE OPS FREQUENCY.

CHANGES:

NOTES

- VFR TRAFFIC CAUTION: During landings by RWY 06L at LEPA/LESJ, civil VFR traffic to the north of the CTR PALMA, between Son Bonet and Inca, it is recommended to keep a listening watch on the frequency Palma TWR LOCAL ARR 118.305 C for possible instrument traffic on missed approach.
- Take special care not to exceed the lower limit of the TMA and maintain separation from IFR traffic.
- See ATZ PALMA vertical limits in AD 2-LEPA/LESJ item 17. Visual Sectors: see ENR 6.10.
- Caution: LEIS AD (Binissalem), located southwest of point E-1. Flight is prohibited between NE and E-2, and between NE and LEIS. Aircraft may only leave the corridors via the points that define them.
- For the NE - E-1 corridor, it is mandatory to keep the line of towns Inca - Binissalem - Consell - Santa Maria del Camí on the left. When proceeding eastbound, after clearing Santa Maria del Camí, do not fly south of the Palma - Inca motorway.

  (1) Or up to the cloud ceiling, whichever is lower.

  (2) Except VFR corridors NE-E-1 and BENISSALEM-E-2

ARRIVALS

Aircraft with destination Son Bonet AD (UNCONTROLLED aerodrome) shall maintain 1000 ft AGL or below and proceed to Son Bonet via the aerodrome traffic circuit to the North of it. It is forbidden to fly to the South of Son Bonet AD. Aircraft with FPLs, once they have landed, shall notify their arrival time to Centralised ARO Office - Geographical Area 7.

DEPARTURES

FPLs shall be presented in person or by telephone at the Centralised ARO Office - Geographical Area 7. FPL transmitted by radio shall not be accepted, except in very exceptional circumstances.

All aircraft taking off from Son Bonet shall establish radio contact with Centralised ARO Office to report their take-off time.

TRAFFIC BETWEEN SON BONET AD AND PALMA DE MALLORCA AD

Aircraft from Son Bonet AD with destination Palma de Mallorca AD or wishing to cross the CTR, shall need clearance from Palma TWR (LEPA TWR) before entering the ATZ or CTR of Palma de Mallorca AD.

COMMUNICATIONS FAILURE OR WITHOUT RADIO

Aircraft shall proceed to NN (incinerator of Son Reus), maintaining 500 ft AGL, where they shall hold, observing which runway is in service, in accordance with the traffic in sight. Subsequently they shall proceed via the aerodrome traffic circuit to the North of Son Bonet AD.

- In the event of communications failure, please call the following numbers +34-971 449 881 y +34-600 941 121.

REMARKS

- Traffic on visual route NW - E-1 must always leave the local road Ma-13A between Santa Marí del Camí and Inca (E-1) on the left-hand side.
- English and Spanish are used in the aerodrome.
- There are flight schools and traffic outside the circuit for training manoeuvres.
- When holding to enter the circuit, these shall take place at point NN.
- Where possible, Palma TWR (LEPA TWR) 118.305 C should be monitored for possible missed approaches in LEPA RWY 06 configuration.
- AD Binissalem is located south of the town of Inca.
- Under no circumstances shall the CTR of Palma de Mallorca or the final approach areas to the runways of Palma de Mallorca AD be crossed without permission from ATC.
- No flights shall be conducted in the ATZ of Palma de Mallorca without prior authorization from Palma TWR (LEPA TWR).
- When conducting a special flight at a height above 900 ft AGL is envisaged, this must be coordinated in advance with ATC to obtain the corresponding clearance.
- Aircraft operating within the corridors designated as Radio Mandatory Zones (RMZ) shall maintain a listening watch on frequency

123.500 MHz A/A (NE - E-1 corridor) and 130.775 MHz (BINISSALEM - E-2 corridor). Prior to entering the RMZ areas, pilots shall make an initial call on the frequency corresponding to the corridor through which they intend to transit, which shall include: the flight call sign, the type of aircraft, the position and altitude, the flight intentions and any other information required by the competent authority. If the aircraft is equipped with a transponder and/or ADS-B, these systems shall remain activated throughout transit within the visual corridors. To exit the corridors and enter controlled airspace, the pilot shall request prior authorisation from ATC on Palma APP frequency 119.155 MHz.

- For information purposes, the geographical coordinates of the points are included below:
  - W: 393258N 0022346E (Puerto de Andratx)
  - NW: 393544N 0023920E (Hipódromo)
  - NN: 393832N 0024025E (Incineradora de Son Reus)
  - NE: 393754N 0024408E (Centro comercial)
  - N: 394236N 0023725E (Valldemossa)
  - E-2: 394215N 0025546E (Ma-3240 sobre vía férrea)
  - E-1: 394346N 0025449E (Inca)
- For information purposes, the geographic coordinates of the visual corridors are included:
  - NE – E-1: 393950N 0024453E, 394436N 0025406E, 394256N 0025532E, 393712N 0024429E, 393756N 0024356E, 393950N 0024453E.
  - BINISSALEM – E-2: 394150N 0025207E, 394307N 0025509E, 394122N 0025624E, 393949N 0025245E, 394043N 0025115E, 394150N 0025207E.

LEMH AD 2 AERODROME DATA

LEMH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LEMH -MENORCA

LEMH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	395145N 0041307E. See AD 2-LEMH ADC.
2	Distance and direction from the city	4.5 km SW.
3	Elevation	92 m/303 ft.
4	Geoid undulation	48.19 m ± 0.05 m (1).
5	Reference temperature	29°C.
6	Low average temperature	10°C.
7	Magnetic variation	2°E (2020).
8	Annual change	6.9'E.
9	AD administration	Aena.
10	Address	Aeropuerto de Menorca; 07712 Mahón (Menorca).
11	TEL	+34-971 157 000
12	FAX	+34-971 157 070
13	AFTN	LEMH
14	E-mail	mah.ejecutivo@aena.es
15	Approved traffic	IFR/VFR.
16	Remarks	(1) For all AD points.

LEMH AD 2.3 OPERATIONAL HOURS

1	Airport	V: 0500-2230; PS 25 MIN PPR. I: 0600-2100; PS 45 MIN PPR.
2	Customs and Immigration	HR AD.
3	Health and Sanitation	No.
4	AIS	H24 (1)
5	ARO	H24 (2)
6	MET briefing	HR AD PS 1 HR BFR.
7	ATS	V: 0445-2250, I: 0545-2120. In the event of activation of PPR: V: 0445-2315, I: 0545-2205.
8		

	Fuelling	HR AD.
9	Handling	HR AD.
10	Security	HR AD.
11	De-icing	No.
12	Remarks	Airport hours of activity: V: 0445-2250, I: 0545-2120. In the event of activation of PPR: V: 0445-2315, I: 0545-2205. (1) Centralised AIO Office - International NOTAM Office. • TEL: +34-913 213 137 / 138 • E-mail: unof@enaire.es (2) Centralised ARO Office - Geographical Area 7 • TEL: +34-918 603 562 / +34-672 344 445 (only for communications contingency) • E-mail: arocentralizada@enaire.es • LEMH AFTN address for Flight Plan Management: LEMHZPZX

LEMH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	Up to 150 kg per package. Up to 250 kg PPR.
2	Fuel types	JET A-1, 100LL.
3	Oil types	Aeroshell W100, Mobil OIL, Aerored BAN.
4	Refuelling capacity	JET A1: • 3 tanks 40000 L, 37.8 L/s. • 1 tank 20000 L, 18.9 L/s. 100LL: 1 tank 3000 L, 2.5 L/s.
5	De-Icing facilities	No.
6	Hangar space	Yes, ACFT MAX SPAN 20 m.
7	Repair facilities	No.

8	Remarks	Use of a ground handling agent is mandatory for all operations, non-commercial operations included, except hospital, SAR, emergency and State flights. On arrival operations, passengers and crew must wait for their ground handling agent.
		Commercial Aviation handling agents:
		• AVIAPARTNER
		  ◦ TEL: +34-971 157 078
		  ◦ FAX: No Mobile phone: No
		  ◦ E-mail: mah.ops@aviapartner.aero
		  ◦ SITA: MAHAOHX
		• SOUTH EUROPE GROUND SERVICES
		  ◦ TEL: +34-971 157 005
		  ◦ FAX: No Mobile phone: No
		  ◦ E-mail: mahkq004@southeu.com
		  ◦ SITA: MAHKQIB
		Ramp agents may attend Commercial as well as General Aviation.
		General Aviation handling agents:

8		• AVIAPARTNER MENORCA FBO, SLU
		  ○ TEL: +34-971 157 087
		  ○ Mobile phone: +34-628 849 601; +34-672 748 082
		  ○ E-mail: mah.executive@aviapartner.aero
		• UNIVERSAL AVIATION SPAIN
		  ○ Móvil: +34-654 420 907; +34-654 421 129
		  ○ E-mail: mah@uvspain.com
		• UNITED AVIATION SERVICES, S.L. – MENORCA / MAH / LEMH
		  ○ TEL: +34-919 532 653 (OCC)
		  ○ Móvil: +34-683 776 474 (H24); +34-689 012 867 (H24)
		  ○ E-mail: ops.mah@unitedaviation.es; ops@unitedaviation.es (OCC)
		  ○ Web: www.unitedaviation.es

LEMH AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	Yes.
3	Transportation	Taxis, buses and hire cars.
4	Medical facilities	First aid. (1)
5	Bank/Post Office	No.
6	Tourist information	Yes.
7	Remarks	(1) Limited hours.

LEMH AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	1 APR to 31 OCT: 8. 1 NOV to 31 MAR: 7. (1)
2	Rescue equipment	In accordance with the fire category published. Types and quantities of extinguishers normally available: • Main extinguishing agent: 6000 litres of AFFF foam for use at 6% concentration, with a Level B efficiency. • Supplementary extinguishing agent: 750 kg of PK-80 type chemical powder for BC fires suitable for extinguishing liquid fires, flammable gases and electrical fires.
3	Removal of disabled aircraft	All aircraft operating at the Airport shall guarantee compliance with the "Disabled Aircraft Transfer Plan Procedure" of Menorca airport. Equipment capacities available through the Airport: • Air-cushion systems for lifting up to 58 Tm. • Skids to remove light aircraft (up to 4 Tm) • Gontrailer equipment with a recovery trolley with a load/lift capacity of 10 Tm and a towing capacity of 100 Tm. • Aircraft recovery dolly with a load/drag capacity of up to 30 Tm, with corresponding slings of different lengths and strengths and tow bar with a maximum towing capacity of 45 Tm. • Air-cushion systems for lifting up to 40 Tm with corresponding connectors, hoses, compressor and towing accessories. External Equipment: Cranes with different maximum capacities from 35 Tm to 500 Tm, platforms, truck cranes and vehicle carriers (2). Local contact details for

3		disabled aircraft transfer operations: Operations Centre (CEOPS): • TEL: +34 971 157 236 • E-mail: mahcepo@aena.es
4	Remarks	(1) 8 on demand (in accordance with the procedure for requesting rescue and fire fighting protection on demand). (2) Equipment and response times subject to availability of external suppliers.

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

1	Types of clearing equipment	Not applicable.
2	Clearance priorities	Not applicable.
3	Use of material for movement area surface treatment	Not applicable.
4	Specially prepared winter runways	Not applicable.
5	Remarks	Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in AD 1.2.2. Aerodrome in service during all seasons of the year.

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

1	Apron	Surface: Concrete. Strength: GATE D: PCN 97/F/B/W/T. • Commercial Aviation: PCN 42/R/A/W/T. • General Aviation: PCN 22/F/B/W/T.
2	Taxiways	Width: 23 m, EXC: C and F: 28 m; T: 45 m. Surface: Asphalt. Strength: A1: PCN 63/F/B/W/T. A2 and F: PCN 144/F/A/W/T. C: PCN 45/F/B/W/T. D: PCN 80/F/A/W/T. E: PCN 96/F/A/W/T. J: PCN 56/F/A/W/T. NL and NR: PCN 101/F/A/W/T. T BTN J and NL: PCN 56/F/A/W/T. T BTN A1 and F: PCN 63/F/B/W/T.
3	Check locations	Altimeter: Apron ELEV 85 m/279 ft VOR: No. INS: See AD 2-LEMH PDC.
4	Remarks	None.

LEMH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	NO-ENTRY board, mandatory instructions signs, lighted location indicator, visual docking guidance system, runway-holding position, stop bars, stands and pre-

1		threshold area
2	RWY markings	Designators, threshold, displaced threshold, centre line, side stripe, aiming point and touchdown zone.
3	TWY markings	Centre line, side stripe and border reflective markers.
4	Remarks	None.

LEMH 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-LEMH AOC.

LEMH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	Menorca EMAe.
2	HR	HR AD PS 1 HR 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 forecast and wind and temperature in altitude maps.
9	Supplementary equipment	Lightning and clouds image and radar information display.
10	ATS unit served	TWR, APP.
11	Additional information	Valencia OMAe (LEVA): H24 • TEL: +34-963 690 750 • Menorca EMAe: • TEL: +34-971 354 845
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings.

LEMH 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
01 (1)	009.00°									

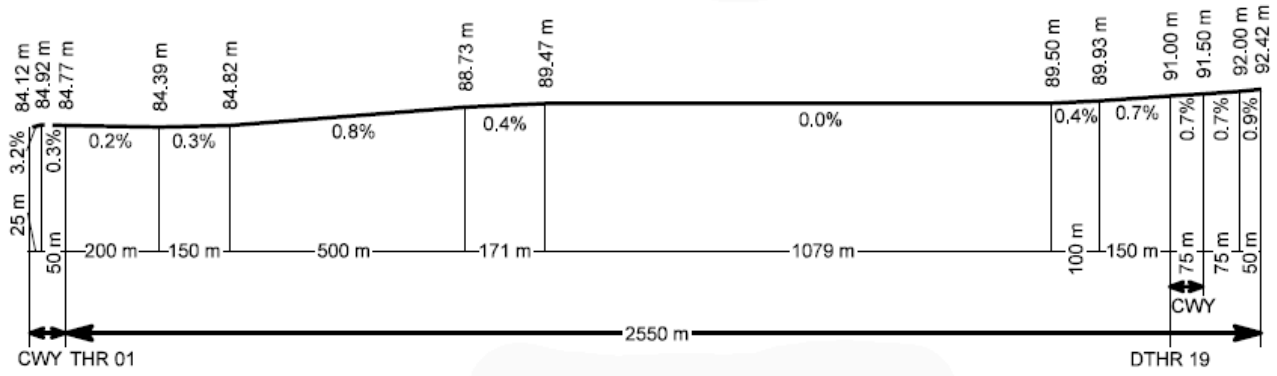
RWY	Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
	GEO 007° MAG	2550 x 45	395104.55N 0041258.79E	THR: 84.8 m / 278 ft TDZ: 87.0 m / 285 ft	No	75 x 150	2510 x 300 (3)	No	240 x 150	RWY: ASPH PCN 58/F/A/W/T SWY: No
19 (2)	189.00° GEO 187° MAG	2550 x 45	395219.81N 0041314.26E	THR: 91.0 m / 298 ft TDZ: 91.0 m / 298 ft	No	75 x 150	2710 x 300 (3)	No	90 x 150	RWY: ASPH PCN 58/F/A/W/T SWY: No

(1) The last 200 m of RWY 01 are not usable for take-off and landing. RWY 01 end coordinates: 395226.22N 0041315.57E.

(2) THR RWY 19 displaced 200 m.

(3) Grass soil.

12.1 PROFILE



LEMH AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
01	2350 (1)	2425 (1)	2350 (1)	2350 (1)
19	2550	2625	2550	2350

Remarks: (1) This is because the last 200 m are not available for take-off and landing.

LEMH AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	01
2	Approach	Precision CAT I, 900 m. LIH (1). Threshold identification lights.
3	PAPI (MEHT)	3° (16.79 m/55 ft). (2)
4	Threshold	Green with wing bars.
5	Touchdown zone	No.
6	Runway centre line	2550 m: 1650 m white + 600 m white and red + 300 m red. LIH. (3) Distance between lights: 15 m.
7	Runway edge	2550 m: 1950 m white + 600 m yellow. LIH.(3) Distance between lights: 50 m.
8	Runway end:	Red.
9	Stopway:	No.
10	Remarks:	(1) LED ligthing. (2) PAPI is not suitable for use by aircraft A333, A340 and B747.

10		(3) The last 200 m are not usable for take-off and landing. Rapid exit taxiway indicator lights.

1	Runway	19
2	Approach	Precision CAT I, 900 m. LIH. Threshold identification lights.
3	PAPI (MEHT)	3° (18.59 m / 61 ft). (1)
4	Threshold	Green with wing bars.
5	Touchdown zone	No.
6	Runway centre line	2550 m: 200 m without lights + 1450 m white + 600 m white and red + 300 m red. LIH. Distance between lights: 15 m.
7	Runway edge	2550 m: 200 m red + 1750 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. (1) PAPI is not suitable for use by aircraft B747.

LEMH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR 01, 1 near THR 19, 1 near ARP. LGTD.
3	TWY lighting	Centre line, except aircraft stand taxilanes on apron.
4	Apron lighting	Floodlighting poles, edge (reflective markers).
5	Secondary power supply	Engine generators that provide a maximum switch-over (light) time of 15 seconds for all the lighting systems and uninterrupted power supply systems that provide a maximum switch-over (light) time of 1 second for all critical lighting systems.
6	Remarks	None.

LEMH AD 2.16 HELICOPTER LANDING AREA

1	Position	FATO: RWY 01/19. See item 12.
2	Elevation	See item 12.
3	Dimensions, surface, maximum weight, marking	FATO: RWY 01/19: See item 12. Ground taxiing: Taxiways: See item 8. Stand: Apron: See PDC 1. Type of surface: See items 8 and 12. Strength: See items 8 and 12. Marking: See item 9.
4		

	Direction	See item 12.
5	Declared distances	See item 13.
6	Lighting	See item 14.
7	Remarks	None.

LEMH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR MENORCA (RMZ (1)).
2	Lateral limits	400211.7N 0041738.9E; 400111.6N 0041725.9E; from this point following a 10.0 NM radius arc centred on ARP LEMH up to 394627.8N 0042408.4E; 394523.9N 0042620.2E; from this point following a 12.0 NM radius arc centred on ARP LEMH up to 394151.1N 0040418.4E; 394558.5N 0040758.2E; from this point following a 7.0 NM radius arc centred on ARP LEMH up to 395821.4N 0041005.1E; 400219.6N 0040908.1E; from this point following a 11.0 NM radius arc centred on ARP LEMH up to 400211.7N 0041738.9E.
3	Vertical limits	SFC-6000 ft AMSL.
4	Airspace class	D.
5	Unit Language	MENORCA TWR. ES/EN.
6	Transition altitude	1850 m/6000 ft.
7	Hours of applicability	-
8	Remarks	(1) During periods outside the published ATS schedule, the airspace will become class G (RMZ), there will be no responsible unit and Spanish language shall be used.

1	Designation	ATZ MENORCA (RMZ (1)).
2	Lateral limits	Circle radius 8 km centred on ARP (2).
3	Vertical limits Airspace class	SFC-1000 ft AGL (3)...D. 1000 ft AGL - 3000 ft AGL (3)...A.
4	Unit Language	MENORCA TWR. ES/EN.
5	Transition altitude	-
6	Hours of applicability	-
7	Remarks	(1) During periods outside the published ATS schedule, the airspace will become class G (RMZ), there will be no responsible unit and Spanish language shall be used. (2) Or the ground visibility, whichever is lower. (3) Or up to the clouds ceiling, whichever is lower.

LEMH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP	Menorca APP	119.655 C	HR ATS	APP/L

Service	Call sign	FREQ	HR	Remarks
TWR	Menorca TWR	118.205 C	HR ATS	BACK UP
		119.655 C	HR ATS	-
		121.500 MHz	HR ATS	EMERG
		121.755 C	HR ATS	GMC
		257.800 MHz	HR ATS	MIL
		243.000 MHz	HR ATS	EMERG
ATIS	Menorca Information	129.155 C	HR ATS	-
D-ATIS	Menorca Information	NIL	HR ATS	Provision of ATIS information via data link.
Information	Palma CONTROL	128.350 MHz	Out HR ATS	Flight information on request.
No	No	119.655 C	Out HR ATS (1)	Only air-air communications.
Remarks: (1) Outside ATS hours, aircrews shall operate in accordance with the provisions of ENR 1.4 RMZ, on the air-air frequency 119.655 C and in Spanish.				

LEMH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
DVOR (2°E)	MHN	112.600 MHz	H24	395149.0N 0041258.7E	-	-
DME	MHN	CH 73X	H24	395149.1N 0041258.1E	90 m	-
NDB (2°E)	MN	344.000 kHz	H24	395011.3N 0041247.8E	-	COV 60 NM.
LOC 01 (2°E) ILS CAT I	IMH	110.300 MHz	H24	395240.2N 0041318.4E	-	007° MAG/ 638 m FM THR 19.
GP 01	-	335.000 MHz	H24	395115.2N 0041255.8E	-	3°; RDH 15.85 m; at 314 m FM THR 01 & 120 m FM RCL to the left on APCH direction. FM 10 NM full FLY-UP indications may not be received BLW GP beyond 4° left of RCL.
ILS/DME 01	IMH	CH 40X	H24	395115.2N 0041255.8E	87 m	REF DME THR 01.
LOC 19 (2°E) ILS CAT I	MAO	111.500 MHz	H24	395059.1N 0041257.6E	-	187° MAG / 171 m FM THR 01. COV 25 NM.
GP 19	-	332.900 MHz	H24	395209.3N 0041307.6E	-	3°; RDH 15.1 m; at 343 m FM THR 19 & 106 m FM RCL to the right on APCH direction.
ILS/DME 19	MAO	CH 52X	H24	395209.3N 0041307.6E	93 m	REF DME THR 19.

LEMH AD 2.20 LOCAL AERODROME REGULATIONS

The tower may clear, in accordance with the "Reglamento de Circulación Aérea" (Air Traffic Regulations), local, test or instruction flights with a VFR flight plan provided they have an appropriate authorisation from the aerodrome authority.

Tower may clear aircraft with a VFR flight plan and having two way radio, to depart or enter the TMA and CTR via the VFR corridors and sectors specially established for this purpose (see AD 2-LEMH VAC 1.1).

RWY 19 has a single runway-holding position designated as T1 and located on the TWY T.

Aircraft that carry out operations under IFR flight rules for urgent medical assistance outside the published ATS schedule have priority over the operation of any other aircraft, unless safety reasons dictate otherwise.

20.1 OPERATION OF CODE LETTER E-IV AIRCRAFT

20.1.1 GENERAL

The risk analyses carried out have accredited that Menorca airport can offer sufficient guarantees of the level of operational safety required for the operation of code letter E-IV aircraft. For code letter E-IV aircraft operations, the Air Carrier or Handling Agent must place the request in advance as well as obtain explicit clearance from the Airport Operations Centre.

20.1.2 OPERATIONAL PROCEDURES

1. Arrivals: Vacate the runway via TWY F or NL (RWY 01 in use), or via TWY C or A1 (RWY 19 in use). Taxi via TWY T to access the apron by GATE D.
2. Departures: After push-back nosing towards the South, the aircraft shall exit the apron by GATE D and taxi via TWY T up to the corresponding holding position, A1 (RWY 01 in use) or T1 (RWY 19 in use). Subsequently, and once cleared by ATC, it will access the runway via A1 (RWY 01 in use) or via NL (RWY 19 in use).
3. Parking: This type of aircraft will use PRKG 23.

20.1.3 RESTRICTIONS

- These aircraft shall taxi at low speed, with engines idling, and whenever possible and in the case of four-engine aircraft, with the external engines turned off.
- On the apron, guidance will always be provided to these aircraft.
- When a code letter E-IV aircraft, of wingspan greater than 60.3 m, is using or is going to use PRKG 23, PRKG 14, 16 and 21 shall be unavailable.
- As there is less than 4.5 m between the outer main gear wheel of code letter E-IV aircraft and the edge of the taxiway, this aircraft type should oversteer as far as possible when manoeuvring in the following zones:
  - Turns to exit runway:
    - RWY 19 to TWY: A1, D and E.
    - RWY 01 to TWY: D, E and NL.
  - Turns to enter runway:
    - NL to RWY 19.
  - Turns on taxiway until apron GATE D:
    - C to T.
    - E to T.
    - T to GATE D (from both directions of T).
  - Turns from apron GATE D to taxiway:
    - GATE D to T (to both directions of T).
    - T to A1.
    - T to NL.

20.1.4 SIMULTANEOUS PRESENCE OF TWO CODE LETTER E-IV AIRCRAFT

- PRKG 14, 16 and 19 shall be out of service and the largest aircraft permitted at the PRKG 12 shall be limited to a B738.
- PRKG 21 shall be assigned to the aircraft of lower wingspan.
- The "FOLLOW ME" vehicle will provide guidance to aircraft to be parked at PRKG 23, 21 and 12.

20.2 STANDARD TAXIING PROCEDURES

20.2.1 TAXIING PROCEDURE ON APRON

1. Pilots shall report the stand number when they request start-up.

2. Collision avoidance with other aircraft or obstacles is the responsibility of:

- pilots when taxiing on the apron;
- the ground handling companies during push-back manoeuvres.

1. Unless ATC advises otherwise:

- With RWY 01 in use, aircraft shall enter the apron by GATES E or J and vacate by GATE D.
- With RWY 19 in use, aircraft shall enter the apron by GATES D or E and vacate by GATE J.

1. Aircraft must be ready for towed push-back or taxiing within the next 5 minutes from the approved start-up time; pilots shall contact ATC if otherwise.
2. Unless ATC advises otherwise, push-back manoeuvres shall be carried out nosing to:

- the North with RWY 19 in use,
- the South with RWY 01 in use.

With the exception of PRKG 21 and 23, where nosing should always be towards the South and in PRKG 01, where nosing should always be towards the North.

1. ATC clearances and instructions must be read back.
2. Guidance service by means of a "FOLLOW ME" vehicle shall only be provided to the General Aviation stands and to those whose visual docking guidance system is U/S. Guidance service shall also be provided both by request of TWR and by request of the pilot, or in exceptional cases by LVP in force. TWR shall provide the stand number to the pilot of the aircraft.
3. Maximum power is limited to the maximum idle speed during entry/exit manoeuvres from the stand and taxiing on the apron.

20.2.2 EXCHANGE OF DATA WITH NMOC – ADVANCED ATC TWR

The airport of Menorca exchanges information for departure flights by applying the Advanced ATC TWR procedures. Message exchanges from the local system to the ATM network uses the European standard for A-CDM airports, using the following message types:

- A-DPI: for all instrumental departure flights.
- C-DPI: when required.

When start-up approval has been announced and the aircraft starts to exit the stand, the target take-off time (TTOT) is calculated and transmitted to NMOC (Network Manager Operations Center) via an A-DPI message. The use of the actual off-block time (AOBT) instead of the EOBT of the flight plan, along with the variable taxiing time, increases the precision of the take-off time.

After reception of the A-DPI, DLA or CHG messages that change the flight plan data shall not be accepted. If regulated, the CTOT assigned before receiving the A-DPI shall be maintained.

If an aircraft has to abort taxiing for technical reasons, the airport shall send a C-DPI message to the NMOC (cancellation message of departure flight planning information). The result of the C-DPI is that the flight plan shall be suspended by informing the operator via an FLS message with the comment "Suspended by Departure airport". The flight plan can be activated again by updating the EOBT with a DLA or CHG message.

20.3 SIMULTANEOUS CAPACITY RESTRICTIONS IN RUNWAY-HOLDING POSITIONS A1 AND A2

TWY	A1	A2
Wingspan	>40 m	U/S
	<=40 m	<40 m
Length	>54.5 m	U/S

20.4 TAXIING RESTRICTIONS

Aircraft classification according to chapter 1 of annex 14 ICAO:

- Code letter F: Wingspan from 65 m up to but not including 80 m.
- Code letter E: Wingspan from 52 m up to but not including 65 m.
- Code letter D: Wingspan from 36 m up to but not including 52 m.
- Code letter C: Wingspan from 24 m up to but not including 36 m.
- Code letter B or below: Wingspan up to but not including 24 m.

TWY	MAX ACFT
A1	D-IV (1)
A2	D-IV (1)
C	D-IV (1)
D	D-IV (1)
E	D-IV (1)
F	D-IV (1)
J	D-IV (1)
T	D-IV (1)
NR	C-IV (2)
NL	D-IV (1)
(1) Permitted for Code letter E-IV aircraft according to the operating procedure for aircraft exceeding certified design characteristics.	
(2) As there is less than 4 m between the outer main gear wheel of code letter C-IV aircraft and the edge of the taxiway, this aircraft type should oversteer as far as possible when manoeuvring in the following zones: • Turns to exit RWY 01 to T via TWY NR. • Turns to enter RWY 19 from T via TWR NR.	

20.5 RESTRICTIONS TO STANDS

The commercial aviation apron is limited to aircraft with a wingspan maximum 52 m, except in the following cases:

- Code letter E-IV aircraft will enter and leave the apron through GATE D and will use PRKG 23. Also, if the wingspan is greater than 60.3 m, PRKG 14, 16 and 21 (see AD 2-LEMH PDC) may not be used.

20.6 GENERAL AND BUSINESS AVIATION

It is mandatory for all General and Business aviation operations to require the services of a ground handling agent.

20.7 OPERATION OF HELICOPTERS

20.7.1 GENERAL

The procedure only affects operations by all helicopters that do not have a letter of exemption in the terms set forth in SERA Article 4 and RD 552/14, Chapter VIII.

All helicopters shall conduct approaches and take-offs in the same way as fixed-wing aircraft. In these cases, helicopters approach RWY 01 or 19 (depending on weather conditions), as the FATO defined coincides with this runway.

In cases of helicopters with wheel gear, these touch down on the runway itself, because a TLOF has been declared that coincides with the FATO. Once on the ground, they taxi up to the stand in accordance with the present procedure. In cases of helicopters with skis, the aircraft approach the FATO and, once hovering, they carry out air taxiing up to the stand in accordance with the present procedure. For departure operations, they operate the same way.

At Menorca airport, air movement routes are not enabled.

20.7.2 DESCRIPTION OF TAXIING PROCEDURE

At Menorca airport, as no specific zone for this is defined, those helicopters whose operators do not hold a letter of exemption must be treated as fixed-wing aircraft, and will be cleared by ATC to take-off or land on the flight runway.

Taxiing shall be carried out via the taxiways which are also allocated for use by fixed-wing aircraft, and this may be air or ground taxiing, depending on the type of helicopter.

Unless ATC should indicate otherwise, helicopters will vacate RWY 01/19 via TWY D and enter the apron by GATE D. Exit, unless instructions to the contrary are received from ATC, shall be by GATE D, taxiing via TWY T up to the holding position of the runway in service.

20.7.3 LIMITATIONS ON TAXIING

Any helicopter may make use of any of the taxiways indicated above, irrespective of whether it taxis by air or ground, always provided that it complies with the widths of the taxiing routes defined, as well as the dimensions of the assigned stand and its safety zone.

All helicopters shall be guided by a "FOLLOW ME" vehicle from their entry to the apron up to the stand.

20.8 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 takeoff/landing/stopover, pavement conditions…).

Contact e-mail address of the airport, for the reception of operational safety reports, is the following: mah.seguridadoperacional@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).

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: lecp.safety@enaire.es

20.9 PROCEDURE FOR REQUESTING RESCUE AND FIRE FIGHTING PROTECTION ON DEMAND FROM 1 NOVEMBER TO 31 MARCH

Any operator who wishes to operate at Menorca airport with category higher than 7, from 1 November to 31 March, will have to request this from the airport at least 3 days in advance of the scheduled date of arrival, by e-mail to: mah.ejecutivos@aena.es

facilitating the following information:

- Request for operation with an aircraft of category higher than 7.
- Programmed aircraft model.
- Scheduled date and time of arrival.
- Scheduled date and time of departure.

- Handling agent engaged at the airport.

20.10 URGENT MEDICAL ASSISTANCE FLIGHTS OUTSIDE ATS HOURS

Operations under instrument flight rules (IFR) for urgent medical assistance are permitted, including the transfer of organs for transplant, when immediate and fast transport is required outside the ATS schedule published by Menorca airport and they shall be carried out as per the procedures of this section.

Companies that need to carry out this procedure should apply for the corresponding clearance from the Management of Menorca airport.

20.10.1 ARRIVING AIRCRAFT

The crew shall notify PALMA TACC about any variation in the ETA that is equal to or more than three minutes.

The crew shall notify PALMA TACC about the runway they want to use for landing. They shall also report the instrument approach procedure they wish to use, according to the radio aids available, which include the following:

- MENORCA VOR RWY 01 (AD 2-LEMH IAC/5);
- MENORCA VOR RWY 19 (AD 2-LEMH IAC/11) (1);
- MENORCA ILS Z or Y RWY 01 (AD 2-LEMH IAC/1 or 2);
- MENORCA ILS Z or Y RWY 19 (AD 2-LEMH IAC/7 or 8) (2).

(1) The south-east portion of the primary protection area for the missed approach section of this manoeuvre defined by timing, is not within the airspace assigned to Menorca airport outside the operational hours of LEMH TWR.

(2) The south-east portion of the primary protection area for the missed approach section of these manoeuvres, is not within the airspace assigned to Menorca airport outside the operational hours of LEMH-TWR.

PALMA TACC shall clear the urgent medical assistance flight for the STAR leading to the IAF of the selected instrument procedure. It shall also indicate the time when the aerodrome is ready to receive the operation.

After, and only after, receiving confirmation that the airport is ready and that the Control Service has terminated, the crew shall inform PALMA TACC of the time of commencement of the selected instrument approach, and at that moment they shall receive the frequency change message from PALMA TACC.

The crew shall notify Menorca airport of the termination of the flight.

In the event of a missed approach manoeuvre, the crew shall report this on the air-air frequency 119.655 C; and shall then contact PALMA TACC or Menorca airport as soon as possible to report intentions.

20.10.2 DEPARTING AIRCRAFT

The crew shall contact Menorca airport before starting up engines.

The crew shall inform the aerodrome about the selected runway and SID from the ones available for departures, along with the ETD.

The SID available for this procedure are:

- MENORCA RWY 01 MAMEB1C (AD 2-LEMH SID 1.1); or
- MENORCA RWY 19 MAMEB1D (AD 2-LEMH SID 2.1).
- The note in this aeronautical information publication referring to the fact that the SID via MAMEB "only available for traffic with destination Palma de Mallorca AD", is not applicable to this procedure.

Exclusively in those cases where DVOR/DME MHN is out of service, the crew may choose one of the Contingency Departures published in AD 2-LEMH SID 1.4 (RWY 01) with a minimum gradient of 9.0% until they clear 6000 ft, or AD 2-LEMH SID 2.4 (RWY 19) with a minimum gradient of 11.1% until they clear 6000 ft.

In the event they cannot comply with the gradients indicated, they shall notify Palma ACC to receive instructions; if communication is not possible, they shall circle over the AD, climbing to the altitude cleared.

LECP will provide radar assistance when the aircraft reaches 6000 ft.

The crew shall request clearance for entry into controlled airspace from PALMA TACC, which message shall state the point from

which the Control Service commences, the level, pass time and SSR discrete code.

Once the take-off operation is completed, the crew shall contact PALMA TACC with sufficient notice prior to the entry into the airspace from where the Control Service shall be provided.

If the crew decides to abort the take-off operation, it shall report this on the air-air frequency 119.655 C, and shall then contact Menorca airport or PALMA TACC to communicate intentions.

If the crew decides to return to the aerodrome before entering controlled airspace, it shall report this on 119.655 C, and shall then contact PALMA TACC or the aerodrome to communicate intentions.

20.10.3 TAXIING PROCEDURE

1. Arrivals

After completing landing, the crew shall communicate its intentions on the air-air frequency 119.655 C in Spanish until it reaches the assigned stand, and shall report this to the airport.

If it has landed on RWY 01, the aircraft shall leave the runway and taxi via TWY T to GATE D where it shall enter the apron and be directed to the general aviation apron where it shall park.

If it has landed on RWY 19, the aircraft shall leave the runway and taxi via TWY T to GATE D where it shall enter the apron and be directed to the general aviation apron where it shall park.

1. Departures

The crew shall only start to taxi after receiving clearance from PALMA TACC to enter controlled airspace. This shall be carried out correctly to comply with said clearance, and if a delay of more than three minutes in compliance is forecast, a new clearance shall be requested prior to taxiing.

Before starting to taxi and during the entire movement in the manoeuvring area, the crew shall transmit their intentions on the air-air frequency 119.655 C in Spanish.

To use RWY 01, the aircraft shall leave the apron via GATE D, and taxi via TWY T to A1.

To use RWY 19, the aircraft shall leave the apron via GATE D, and taxi via TWY T to T1.

20.10.4 RADIO FAILURE PROCEDURE

In the event of a radio failure, the crew shall attempt to communicate by telephone: For arrivals, first with the aerodrome and alternately with PALMA TACC; for departures, first with PALMA TACC and alternately with the aerodrome. In the event that all communication is impossible, the procedures of the Reglamento de la Circulación Aérea and those published in AIP Spain shall be followed.

20.10.5 PROCEDURE FOR STANDSTILL OF OPERATIONS

1. Arrivals

When the RVR is less than or the same as 600 m, Menorca airport shall paralyse operations. The crew may not initiate the assigned instrument approach to the aerodrome.

1. Departures

When the RVR is less than or the same as 400 m, Menorca airport shall paralyse operations. The crew may not commence taxiing.

20.11 TRAINING FLIGHTS

Training flights are prohibited from 01 April to 31 October.

Outside this period, training flights will only be permitted with prior authorisation from the airport authority and will be restricted in accordance with the air traffic, and in conformance with local procedures.

20.12 SCHOOL FLIGHTS

School flights not permitted:

- From 1 May to 15 June and from 15 September to 30 October (all dates inclusive): Fridays, Saturdays and Sundays.
- From 15 June to 15 September (all dates inclusive): all days.

20.13 NIGHT VISUAL OPERATIONS (VFR-N)

Night visual operations are authorised.

20.14 ENERGY SAVING POLICY

During operational hours and provided there are no aircraft operations planned, Menorca airport applies energy saving procedures that consist of selectively reducing floodlighting on the commercial apron in two defined sectors.

LEMH AD 2.21 NOISE ABATEMENT PROCEDURES

21.1 GENERAL

1. The following procedures have been established to avoid excessive noise in the surroundings of Menorca airport.
2. These procedures may be omitted for safety reasons.

21.2 ENGINE POWER TEST

Following prior clearance, the hours for engine power tests shall be:

- V: 0500-2100
- I: 0600-2200

Testing engines higher than idle will take place at runway thresholds, in TWY T before taxi-holding position T1 or in T TWY at the intersection with C, always following TWR guidelines. The test shall be carried out in accordance with the local procedure IT-00045 "Autorización para prueba de motores" (Engine test authorisation).

21.3 NOISE ABATEMENT PROCEDURES TAKE-OFF

TAKE-OFF

Modifications to the nominal path of SID's shall not be cleared at least until reaching 3000 ft on the climb.

LANDING

During contact approach operations, and except for light aircraft, descents below 3000 ft shall not be cleared before the aircraft in the circuit final segment is lined up on the runway.

21.4 REVERSE POWER

Reverse power other than idle is not allowed, except for safety reasons.

LEMH AD 2.22 FLIGHT PROCEDURES

22.1 LOW VISIBILITY PROCEDURES (LVP)

22.1.1 GENERAL

- The ground low visibility procedures (LVP) shall be applied when:
  - The runway visual range (RVR) is below 550 m, or
  - In the event of measurement equipment failure, the general visibility in the manoeuvring area is below 800 m.
- The ground low visibility procedures (LVP) shall be cancelled when the meteorological minima, as defined in the preceding point, are greater than 800 m RVR or visibility of 1000 m in the event that the measurement equipment are unavailable.
- Take-offs: RWY 01 and 19, are appropriate for low visibility take-offs under the conditions envisaged.
- Pilots shall be informed that the Low Visibility Procedures are in force by means of the ATIS.

22.1.2 GROUND MOVEMENTS

When the RVR is less than 1500 m, the stop bars protecting the accesses to the runway shall be activated. In addition, when the RVR is equal or less than 1000 m, the appropriate lighting shall be activated.

TWR shall not authorize access of any vehicle to the manoeuvring area, except for those essential to the operation, which are equipped with radiotelephone and are in permanent contact with TWR.

The stop bars will be used to manage the ground movements in the manoeuvring area.

Pilots shall proceed to monitor the aircraft position at all times, and ensure that taxiing takes place in conditions of complete safety.

In the event that a departing aircraft has to return to the apron, the pilot shall inform TWR and await new taxiing instructions.

- Entry to runway
  - Entry to RWY 01 may only be performed by TWY A1 via GATE D and TWY T.
  - Entry to RWY 19 may only be performed by TWY NL via GATE J and TWY T. Except in the case of code letter E-IV aircraft, which will exit the apron by GATE D and will be guided by a "FOLLOW ME" vehicle up to the holding position T1, the only RWY 19 holding position.
  - When the Low Visibility Procedures are activated, ATC shall clear the movement of only one aircraft at a time in the movement area.
- Arrivals

1. Aircraft that have landed, on vacating the runway shall report: "Runway vacated".
2. On entry to the parking apron, they shall await the presence of the "FOLLOW ME" vehicle to direct them to the assigned stand, reporting to TWR: "Follow me in sight".

- Departures

1. TWR shall inform pilots about the application of the Low Visibility Procedure.
2. Pilots, on requesting clearance for start-up, shall notify ATC of the stand where they are.
3. When the RVR is lower than 185 m, and in the event that the taxiway centre line lights are not operational, it shall be mandatory for aircraft to taxi guided by a "FOLLOW ME" vehicle up to the holding position for runway access.

For take-offs under conditions of low visibility, the following runway-holding positions must be used:

- RWY 01 - A1 (CAT I)
- RWY 19 - T1 (CAT I)

22.1.3 ANOMALOUS SITUATIONS IN THE MANOEUVRING AREA

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 of disorientation of a vehicle in the manoeuvring area, this fact shall be communicated to ATC (including the last known position) and, unless other indications are received from ATC, the driver shall exit the manoeuvring area to reach a safe distance as soon as possible, and halt the vehicle.

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.

Breakdown of aircraft or vehicle

- Aircraft: 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.
- Vehicle: shall communicate this fact to ATC (including the last known position) and, unless other indications are received from ATC and this is possible, the driver shall exit the manoeuvring area to reach a safe distance as soon as possible, and halt the vehicle. If the vehicle cannot be moved, ATC shall be informed without delay.

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 assigned route and halt at the limit of the ATC clearance, taking extreme care, where it shall hold the position and await the arrival of an assistance 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 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.

- Vehicle: the vehicle shall exit the manoeuvring area if it is inside it, and then halt, remaining in that position, and await the arrival of the assistance vehicle.

22.2 ATS SURVEILLANCE SYSTEM

It is used in the provision of the aerodrome control service to perform the following functions:

- supervision of flight path of aircraft on final approach;
- supervision of the flight path of other aircraft in the vicinity of the aerodrome;
- establishment of separation, as defined in the R.C.A., section 4.6.7.3, between successive departing aircraft; and
- provision of navigation assistance to VFR flights.

The provision of function a) within the ATZ below 800 ft AMSL or in the northern half of the ATZ below 1300 ft AMSL, is not guaranteed.

The provision of functions b) and d) within the ATZ below 1300 ft AMSL or in the northern half of the ATZ below 1600 ft AMSL, is not guaranteed.

The provision of function c) in the northern half of the ATZ below 1300 ft AMSL, is likewise not guaranteed.

Depending on the availability of the ATS surveillance systems, the altitude from which the foregoing functions (namely a), b), c) and d)) can be provided may be affected, or they may even be suspended, in which case aircraft will be notified using the means of aeronautical communication available.

In addition, in order to help monitoring air traffic progress, ATS surveillance systems may be used to provide the controller:

- better position information of aircraft under control;
- supplementary information about other transit;
- information about any significant deviation of aircraft from what the corresponding air traffic control clearances may establish, including cleared routes and flight levels where necessary.

22.3 SPEED ADJUSTMENT

MAX IAS 250 kt to leave FL100, in all departures.

MAX IAS 250 kt below FL100, in all arrivals.

22.4 VISUAL DEPARTURE PROCEDURE FOR IFR FLIGHTS

Under certain circumstances which prevent the use of published SIDs and contingency departures, IFR flights may request ATC a "visual departure" under the following conditions:

- Between the start of morning civil twilight and the end of evening civil twilight.
- Weather in the take-off direction and subsequent initial climb permitting visual flight until the MSA, which will be provided by ATC.

- Once aligned, the pilot shall propose to ATC a heading that ensures a safe departure.
- The pilot shall be responsible for maintaining the minimum obstacle clearance up to the MSA provided by ATC.

The noise abatement procedures described in AIP LEMH AD-2, Item 21 "Noise Abatement Procedures" which are incompatible will not be applied in these visual departures.

22.5 AD TRAFFIC CIRCUIT



LEMH AD 2.23 ADDITIONAL INFORMATION

23.1 BIRD CONCENTRATION AREAS

AIRPORT SURROUNDINGS FLOWS

ZONE A: YELLOW-LEGGED GULL. Movements crossing the two runway thresholds at a height of 20 to 150 m.

ZONE B: COMMON STARLING. Perpendicular movements and crossing the two runway thresholds at a height of 20 to 50 m.

ZONE C: COMMON PIGEON. Movements at threshold 19 and crossing the runway below a height of 20 m.

ZONE D: COMMON KESTREL. Movements crossing the runway within the airport grounds below a height of 20 m.

ZONE E: WESTERN MARSH HARRIER. Movements in S-N direction parallel to the runway below a height of 20 m.

ZONE F: PEREGRINE FALCON. Movements at threshold 01 at a height of 20 to 50 m.

OTHER BIRDS

RED KITE

- Like the Booted Eagle, they tend to hunt in open spaces, which makes the airport attractive.

SWIFTS AND SWALLOWS

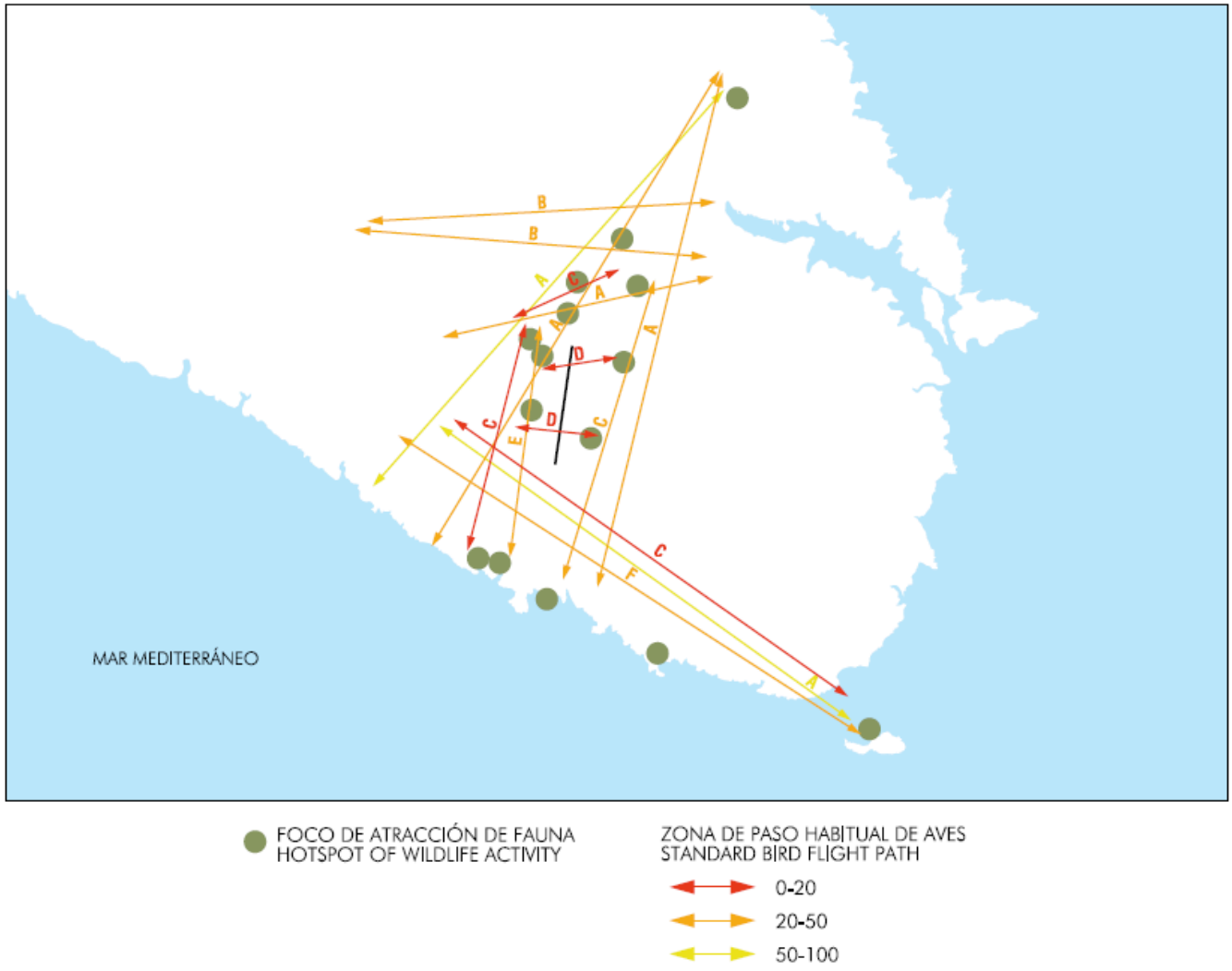
- They come in to feed only during the summer and on migration.

STONE CURLEW

- It does not reside at the airport, but occasionally comes at night, most frequently in spring and summer, although it may appear all year round.

LAPWINGS AND GOLDEN PLOVERS

- They may come in to feed on the strips only during the harshest times of winter.
- BOOTED EAGLE
- They tend to hunt in open spaces, which makes the airport attractive.



23.2 WIND PHENOMENA

Orographical conditions of the island of Menorca and the airport situation, mean that under certain conditions, it is quite likely that wind shear and turbulence phenomena will appear.

- With winds of North and North-east component, and intensity greater than 10 kt, there is a possibility of encountering wind shear during approach and on runway thresholds.

LEMH AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

The list of charts related to the aerodrome can be found at the following link:

https://aip.enaire.es/AIP/#LEMH

LEMH AD 2.25 VISUAL SEGMENT SURFACE PENETRATION (VSS)

The instrument approach procedures affected can be found below:

IAC 1 ILS Z RWY 01: Direct approach.

IAC 2 ILS Y RWY 01: Direct approach.

IAC 3 ILS X RWY 01: Direct approach.

IAC 4 LOC Z RWY 01: Direct approach.

IAC 5 LOC Y RWY 01: Direct approach.

IAC 6 VOR RWY 01: Direct approach.

IAC 7 ILS Z RWY 19: Direct approach.

IAC 8 ILS Y RWY 19: Direct approach.

IAC 9 ILS X RWY 19: Direct approach.

IAC 10 LOC Z RWY 19: Direct approach.

IAC 11 LOC Y RWY 19: Direct approach.

IAC 12 VOR RWY 19: Direct approach.

LEPA/LESJ AD 2 AERODROME DATA

LEPA/LESJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LEPA/LESJ - PALMA DE MALLORCA

LEPA/LESJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	393306N 0024420E. See AD 2-LEPA/LESJ ADC.
2	Distance and direction from the city	8 km E.
3	Elevation	8 m/27 ft.
4	Geoid undulation	48.98 m ± 0.10 m (1).
5	Reference temperature	31°C.
6	Low average temperature	9°C.
7	Magnetic variation	1° E (2020).
8	Annual change	7.0' E.
9	AD administration	CIV: Aena. MIL: Ejército del Aire y del Espacio.
10	Address	CIV: Aeropuerto de Palma de Mallorca, 07611 Palma. MIL: Base Aérea de Son San Juan. Crta de Manacor s/n 07071 Palma
11	TEL	CIV: +34-971 789 000 MIL: +34-971 497 504
12	FAX	CIV: +34-971 789 010/1/2 MIL: +34-971 497 605
13	AFTN	CIV: LEPA MIL: LESJ
14	E-mail	CIV: pmi.sita@aena.es MIL: baseopsala49@mde.es
15	SITA	CIV: PMISITA
16	Approved traffic	IFR/VFR (2).
17	Remarks	(1) For all AD points. (2) VFR traffic is not accepted except for hospital, military, search and rescue and State flights from MAY 1st to OCT 31st from Friday to Sunday, HR: H24. AD closed for helicopter operations, with the exception of: ambulance, emergency and State flights, or flights servicing Autonomous Communities and other Local Bodies, provided these are non-commercial public services.

LEPA/LESJ AD 2.3 OPERATIONAL HOURS

1	Airport	H24 (1).
2	Customs and Immigration	H24.
3		

	Health and Sanitation	See GEN 1.4.
4	AIS/ARO	H24 (2).
5	OPV	H24
6	Apron Management Service (SDP)	H24, provided by ATS.
7	MET briefing	H24.
8	ATS	H24.
9	Fuelling	H24.
10	Handling	H24.
11	Security	H24.
12	De-icing	H24.
13	Remarks	(1) It is compulsory for foreign state/military aircraft to request PPR at least 72 hours in advance to: • email: baseopsala49@mde.es • AFTN: LESJ • FAX: +34-971 497 605 (2) Centralised AIO Office - International NOTAM Office • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es Centralised ARO office geographical area 7 • TEL: +34-918 603 562 y +34-672 344 445 (only for communications contingency) • E-mail: arocentralizada@enaire.es • LEPA AFTN address for Flight Plan Management: LEPAZPZX

LEPA/LESJ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	CIV: No limitations. MIL: 1 forklift (claw) up to 8000 Kg; 2 forklifts (claws) up to 4500 Kg.
2	Fuel types	CIV: JET A-1. MIL: F-34.
3	Oil types	MIL: G-354, G-395, H-573, H-542, O-156, O-1236, S-750, S-753.
4	Refuelling capacity	CIV: No limitations. MIL: Trucks: 40000 L; 22.5 L/s. Trucks: 20000 L; 16.66 L/s.
5	De-Icing facilities	Service provided by handling operator. Aircraft de-icing area on PRKG 104 to 109 and 114 to 118B.
6	Hangar space	No.
7	Repair facilities	CIV: Minor repairs by operating companies.
8	Remarks	MIL: GPU: AC (up to 100 KVA) and DC (up to 2500 A) units. Ramp agents:

8		GROUNDFORCE • TEL: +34-971 789 505; +34-971 787 957; +34-610 196 151 • FAX: +34-971 789 364 • E-mail: pmijturno@groundforce.aero • SITA: MADWMXH PMIGFXH MENZIES AVIATION IBERICA • TEL: +34-971 789 932; +34-659 501 213 • E-mail:ops.pmi@menziesaviation.com • SITA: PMIMA7X SWISSPORT HANDLING • TEL: +34-971 787 906; +34-971 789 441; +34-678 421 674; +34-692 398 396 • FAX: +34-971 787 903 • E-mail: pmi.operations@swissport.com • SITA: PMIAPXH Ramp agents may attend both commercial aviation and general aviation. General and Business Aviation Managers (FBO). For passengers and crew who opt to access through the General Aviation terminal, the General and Business Aviation Managers (FBO) authorised by the airport are: AVIAPARTNER PALMA DE MALLORCA FBO S.A. • TEL: +34-674 348 723 (H24) • E-mail: pmi.executive@aviapartner.aero MALLORCAIR • TEL: +34-971 789 522; +34-609 734 727 • FAX: +34-971 787 932 • E-mail: :handling@mallorcair.es • SITA: PMIZJXH Ramp agents for General and Business Aviation: AVIAPARTNER PALMA DE MALLORCA FBO S.A. • TEL: +34-674 348 723 (H24) • E-mail: pmi.executive@aviapartner.aero GENERAL AVIATION SERVICE GAS • TEL: +34-913 936 906; +34-685 938 716 • FAX: +34-913 936 671 • E-mail: palmamallorca@generalaviation.es • SITA: PMIGAXH GESTAIR • TEL: +34-916 782 648; +34-609 001 137 • FAX: +34-971 789 674 • E-mail: fbolepa@gestair.com • SITA: MADOOG5 JETLAND EXECUTIVE SERVICES • TEL: +34-669 922 395 • E-mail: ops@jetland.es MALLORCAIR • TEL: +34-971 789 522; +34-609 734 727 • FAX: +34-971 787 932 • E-mail: handling@mallorcair.es • SITA: PMIZJXH

8		MELENDEZ • TEL: +34-971 268 276; +34-659 949 916 • FAX: +34-971 789 897 • E-mail: pmihandling@gmelendez.com • SITA: PMIGMXH SKY VALET SPAIN • TEL:+34-916 782 648; +34-609 001 137 • FAX: +34-971 789 674 • E-mail: occ@gestair.com • SITA: MADOOG5

LEPA/LESJ AD 2.5 PASSENGER FACILITIES

1	Hotels	MIL: Yes.
2	Restaurant	Yes.
3	Transportation	CIV: Buses and taxis. MIL: Vehicle subject to availability, on request (PPR).
4	Medical facilities	CIV: Ambulance service. MIL: First aid and ambulance. (1)
5	Bank/Post Office	Yes.
6	Tourist information	Yes.
7	Remarks	(1) HR 0730-1430 LT.

LEPA/LESJ AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	CIV: 9. (1) MIL: 4. (2)
2	Rescue equipment	MIL and CIV: In accordance with the fire category published.
3	Removal of disabled aircraft	CIV: Available upon prior signing of the declaration of aircraft operator's inability to remove them by its own means and exemption from liability for the airport management. (3) Capacities of the available equipment: • Air-cushion lifting systems of various capacities. • Aircraft rescue platforms: 2 of up to 10 TM, 2 of up to 30 TM and 2 of up to 100 TM. • Slings for lifting aircraft fuselages, of various capacities. • Hydraulic jack with a capacity of up to 90 TM. • Transport cradle (40 TM) with nose adapter (12 TM). • Mats and accessories. • Truck-mounted crane with a maximum capacity of 2.4 TM. • External equipment: Cranes with capacities of 40 to 250 TM and truck-mounted cranes with capacities of 40 to 180 TM. MIL: Towing tractor and aircraft rescue crane up to 30 TM.
4	Remarks	(1) The response time up to the furthest away point of the runways is less than 3 MIN, with an operational objective of 2 MIN. (2) Guaranteed attended service between 0730-1500 LT and out of HR for scheduled flights.

4		• SR/SS service with SAR alarm guaranteed. Other cases, activation of 1 hour, upon request. • Level 5 will be provided upon PPR request 48 hours in advance. (3) Contact phone number for removal of disabled aircraft: Service Executive: +34-971 789 595.

LEPA/LESJ AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	Urea spreader, snowplough.
2	Clearance priorities	Runways, rapid exit taxiways and runway access taxiways, taxiways, apron accesses and aprons.
3	Use of material for movement area surface treatment	Urea (UREA).
4	Specially prepared winter runways	Not applicable.
5	Remarks	Period of application of snow plan: 15-NOV to 31-MAR. Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in AD 1.2.2. Aerodrome in service during all seasons of the year.

LEPA/LESJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron	Surface: Concrete and asphalt. Strength: • TWY LA: PCN 95/R/A/W/T; • LB, LC, LQ, LY, Q, Y2, Y3: PCN 59/R/A/W/T; • LD, LF: PCN 101/F/A/W/T; • LE: PCN 121/F/A/W/T; • LG: PCN 131/F/A/W/T; • LJ: PCN 129/F/A/W/T; • LK, LM: PCN 124/F/A/W/T; • LP, T1, T2: PCN 96/R/A/W/T; • V1, V2: PCN 135/F/A/W/T; • W5: PCN 53/R/A/W/T; • Y1: PCN 44/F/C/W/T. PRKG: • 02 to 05, 24, 25, 100 to 103B, 114 to 118B: PCN 84/R/A/W/T; • 06 to 23B, 104 to 109: PCN 53/R/A/W/T; • 26 to 29, 48 to 58, 119 to 123B: PCN 145/R/A/W/T; • 30 to 46: PCN 81/R/A/W/T; • 60 to 86: PCN 96/R/A/W/T; • 88 to 98: PCN 122/R/A/W/T; • 150 to 241, 311 to 318B: PCN 59/R/A/W/T; • 242 to 247: PCN 44/F/C/W/T; • 301 to 310B: PCN 95/R/A/W/T. East MIL apron: PCN 85/R/A/W/T. West MIL apron: PCN 71/R/A/W/T.
2	Taxiways	Width: 23 m, EXC: • H10: 30 m;

2		• MU: 18 m; • N1, N4 to N6: 29 m; • N7 (exclusively for helicopters): 8.6 m; • S2: 25 m; • U (access to East MIL apron): 24 m. Surface: Asphalt and concrete. Strength: • H1, H2: PCN 108/F/A/W/T; • H4, H5: PCN 100/F/C/W/T; • H6 to H8: PCN 62/F/A/W/T; • H9, H10, SOUTH: PCN 74/F/A/W/T; • LINK: PCN 115/F/A/W/T, EXC section between J and SOUTH: PCN 83/F/C/W/T; • MU: PCN 114/F/A/W/T; • N1: PCN 104/F/A/W/T; • N2: PCN 95/F/A/W/T; • N3: PCN 93/F/A/W/T; • N4: PCN 125/F/A/W/T; • N5: PCN 135/F/A/W/T; • N6: PCN 145/F/A/W/T; • N7: PCN 26/F/A/W/T; • NORTH: PCN 49/F/B/W/T; • S1 to S3: PCN 101/F/A/W/T; • U: PCN 44/R/A/W/T.
3	Check locations	Altimeter: Apron: 4 m/14 ft. EXC PRKG 58, 60 and 62: 7m/24 ft. VOR: No. INS: See AD 2-LEPA/LESJ PDC.
4	Remarks	The geographical coordinates of the aircraft stands are available at AD 2-LEPA/LESJ PDC. TWY centre line: see INSIGNIA and Data Set.

LEPA/LESJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Runway-holding positions, intermediate holding position, stopbars, intermediate holding positions lights, lighted position indicators, NO ENTRY signs, arresting gear marking, runway guard lights, LGTD information and aircraft stands identification markings. (1) (2)
2	RWY markings	Designators, threshold, threshold displaced (RWY 24R and RWY 06R), centre line, side stripe, aiming point and touchdown zone with distance code and rapid exit taxiway guidance signs for RWY 06L at TWY N2 and N3, for RWY 24L at TWY S1 and S2, and for RWY 24R at TWY N4.
3	TWY markings	Centre line, side stripe and reflective markers on edge, EXC N7: None.
4	Remarks	LED Lights: Intermediate holding positions, rapid exit taxiway lights, runway guard lights of H1, H2, H4, H6, H7 (Cat. II/III), H8 (Cat. II/III). (1) Exemption to the requirement related to taxiway centre line lights: In the TWY S2, the segment lights connecting the taxiing S2 and runway, are inset lights (full-flusht type) NOT visible during take-off and/or landing operations from distances greater than or close to100 m from them. (2) Types of visual docking guidance system in each stand are published in AD 2-LEPA/LESJ PDC.

LEPA/LESJ 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-LEPA/LESJ AOC. Obstacles marked with red LED lights. There is the possibility that they are not visible with night vision glasses.

LEPA/LESJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	Palma de Mallorca EMAe.
2	HR	H24.
3	METAR	Half-hourly.
4	TAF	24 HR.
5	TREND	Yes.
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	-
10	ATS unit served	TWR, APP.
11	Additional information	Valencia OMAe (LEVA): H24 • TEL: +34-963 690 750 Palma de Mallorca EMAe: H24 • TEL: +34-971 789 319 • E-mail: omalepa@aemet.es
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available. There is, within the aerodrome vicinity, a meteorological station sited at 3936N 00242E. See ENR 5.3.

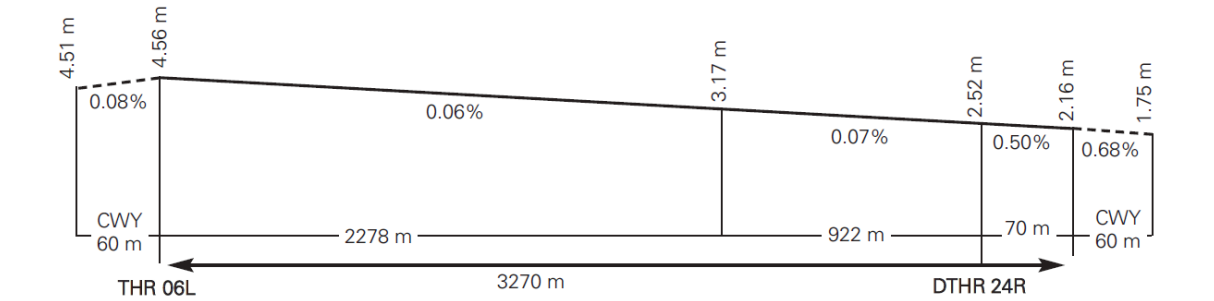
LEPA/LESJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

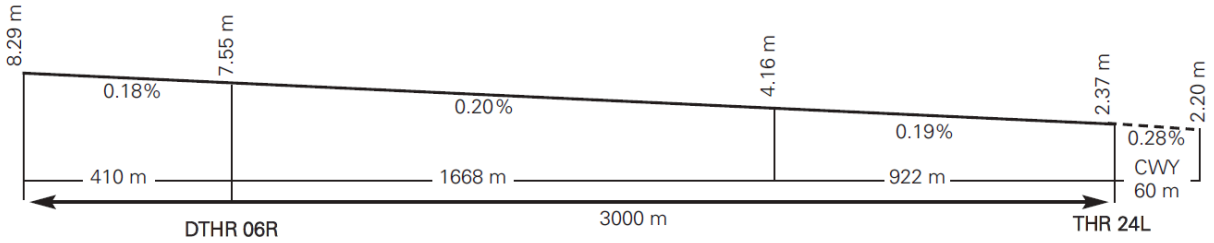
RWY	Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
06L (1)	058.56°GEO 057°MAG	3270 x 45	393249.75N 0024238.65E	THR: 4.6 m / 15 ft TDZ: 4.6 m / 15 ft	No	60 x 150	3390 x 300 (6)	No	240 x 150 (6)	RWY: ASPH PCN 80/F/A/W/T SWY: No
24R (2)	238.58°GEO 237°MAG	3270 x 45	393343.85N 0024433.03E	THR: 2.5 m / 8 ft TDZ: 2.5 m / 8 ft	No	60 x 150	3390 x 300 (6)	No	240 x 150 (6)	RWY: ASPH PCN 80/F/A/W/T SWY: No
06R (3)	058.58°GEO 057°MAG	3000 x 45	393235.47N 00024408.94E	THR: 8 m / 25 ft TDZ: No	No	60 x 150	3120 x 300 (6)	No	240 x 150 (6)	RWY: ASPH PCN 82/F/A/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
24L (4)	238.60°GEO 237°MAG	3000 x 45 (5)	393319.24N 0024541.52E	THR: 2.4 m / 8 ft TDZ: 2.4 m / 8 ft	No	No	3120 x 300 (6)	Yes	240 x 150 (6)	RWY: ASPH PCN 82/F/A/W/T SWY: No

Remarks:
(1) RWY 06L end coordinates: 393345.02N 0024435.52E.
(2) THR RWY 24R displaced 70 m.
(3) THR RWY 06R displaced 410 m.
(4) RWY 24L end coordinates: 393228.51N 0024354.25E.
(5) RWY 24L: Last 410 m of runway paved and suitable for aircraft to stop in case of an abandoned take-off.
(6) Grass soil.

12.1 PROFILE





LEPA/LESJ AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
06L	3270	3330	3270	3270
24R	3270	3330	3270	3200
06R	3000	3060	3000	2590
24L	2590 (1)	2590 (1)	3000 (1)	3000
06L INT N6	2460	2520	2460	–
24R INT N1	2750	2810	2750	–
06R INT H7	2812	2872	2812	–
06R INT H8	2680	2740	2680	–
06R INT S3	2390	2450	2390	–

Remarks:
(1) Last 410 m of runway paved and suitable for aircraft to stop in case of an abandoned take-off.

LEPA/LESJ AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	06L
2		

	Approach	Precision CAT I, 900 m. LIH.
3	PAPI (MEHT)	3° (16.19 m / 53 ft) (1).
4	Threshold	Green with wing bars (1).
5	Touchdown zone	No.
6	Runway centre line	3270 m: 2370 m white+600 m red and white+300 m red. LIH. Distance between lights: 15 m (1).
7	Runway edge	3270 m: 2670 m white + 600 m yellow. LIH. Distance between lights: 60 m (1).
8	Runway end	Red (1).
9	Stopway	No.
10	Remarks	(1) LED lightling.

1	Runway	24R
2	Approach	Precision CAT I, 900 m. LIH. Threshold identification lights (1).
3	PAPI (MEHT)	3° (18.52 m / 61 ft) (1).
4	Threshold	Green with wing bars (1).
5	Touchdown zone	No.
6	Runway centre line	3270 m: 2370 m white+600 m red and white+300 m red. LIH. Distance between lights: 15 m (1).
7	Runway edge	3270 m: 70 m red + 2600 m white + 600 m yellow. LIH. Distance between lights: 60 m (1).
8	Runway end	Red (1).
9	Stopway	No.
10	Remarks	(1) LED lightling.

1	Runway	06R
2	Approach	Threshold identification lights.
3	PAPI (MEHT)	3.4° (16.52 m / 54 ft) (1).
4	Threshold	Green with wing bars (2).
5	Touchdown zone	No.
6	Runway centre line	3000 m: 2100 m white+600 m red and white+300 m red. LIH. Distance between lights: 15 m (2) (3).
7	Runway edge	3000 m: 410 m red + 1990 m white + 600 m yellow. LIH. Distance between lights: 50 m.
8		

	Runway end	Red (2).
9	Stopway	No.
10	Remarks	(1) PAPI bar situated on the right side of the runway. (2) LED lightling. (3) Exemption to the requirement related to runway centre line lights: On RWY 06R, starting at 475 m from threshold, there is a segment of 285 m of inset runway centre line lights (full-flush type) NOT visible during take-off and/or landing operations from distances greater than or close to 100 m from them.

1	Runway	24L
2	Approach	Precision CAT II/III, 900 m, LIH.
3	PAPI (MEHT)	3° (16.95 m / 56 ft).
4	Threshold	Green with wing bars (1).
5	Touchdown zone	900 m white (1).
6	Runway centre line	3000 m: 2100 m white+600 m red and white+300 m red. LIH. Distance between lights: 15 m (1).
7	Runway edge	3000 m: 2400 m white + 600 m yellow. LIH. Distance between lights: 50 m.
8	Runway end	Red (1).
9	Stopway	No.
10	Remarks	Rapid exit taxiway indicator lights (S1 and S2) (1). (1) LED lightling.

LEPA/LESJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR 06L, 1 near THR 06R, 1 near THR 24L, 1 near THR 24R. LGTD. 1 near West military apron not LGTD.
3	TWY lighting	Centre line (1). MU without lighting.
4	Apron lighting	CIV: Floodlighting poles. MIL: Blue lights of apron limit. Floodlighting poles. Available on request (PPR).
5	Secondary power supply	Generators that provide a maximum switch-over (light) time of 1 second for the following systems: runway centre line, runway end and stop bars, and a maximum of 15 seconds for the rest of the lighting systems, according to Annex 14.
6	Remarks	(1) LED lighting.

LEPA/LESJ AD 2.16 HELICOPTER LANDING AREA

1	Position	• Geoid undulation: see item 2. • FATO: RWY 06L/24R & RWY 06R/24L. Coordinates THR 06L, THR 24R, THR 06R & THR 24L: see item 12.

1		• Air taxiing: TLOF same as PRKG 301, 308, 309 & 310: see PDC.
2	Elevation	• FATO: RWY 06L/24R & RWY 06R/24L. Elevation THR 06L, THR 24R, THR 06R & THR 24L: see item 12. • Air taxiing: TLOF same as PRKG 301, 308, 309 & 310. • (*) See table.
3	Dimensions, surface, maximum weight, marking	• FATO: RWY 06L/24R & RWY 06R/24L • Air taxiing: TLOF same as PRKG 301, 308, 309 & 310. • PRKG: 301, 308, 309 & 310. Dimensions of MAX ACFT: see PDC. Strength: see item 8.
4	Direction	No.
5	Declared distances	(**) See table.
6	Lighting	See item 14.
7	Remarks	See item 20, local regulations, helicopter operations.

(*)

PRKG	ELEV (m)
301	3.7
308	3.7
309	3.7
310	3.6

(**)

	TORA (m)	TODAH (m)	RTODAH (m)	LDAH (m)
06L INT N7 (1)	2945	3005	2945	–
24R INT N7 (1)	250	310	250	–
(1) TWY N7 for take-off from intersection exclusively for helicopters in air taxiing.				

LEPA/LESJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR PALMA DE MALLORCA.
2	Lateral limits	393207.0N 0022956.0E; 393335.0N 0023307.0E; 393433.0N 0023827.0E; 393359.0N 0023853.0E; 393645.0N 0024450.0E; 393755.9N 0024355.9E; 394254.0N 0024626.4E; 394534.8N 0025212.0E; 393119.1N 0030322.6E; 392002.1N 0023914.5E; 393207.0N 0022956.0E.
3	Vertical limits	SFC - 4500 ft AMSL (1).
4	Airspace class	D (1).
5	Unit Language	PALMA APP. ES/EN.
6	Transition altitude	1850 m / 6000 ft.
7	Hours of applicability	H24
8	Remarks	(1) Except VFR corridors.

1	Designation	ATZ PALMA.
2		

	Lateral limits	Area defined by 393358N 0023851E, CW arc of 8 KM radius centred on ARP LEPA/LESJ up to 393715N 0024554E, 393358N 0023851E (_<_ 1).
3	Vertical limits	1500 ft AMSL - 2500 ft AMSL (2) (3).
4	Airspace class	D (_<_).
5	Unit Language	PALMA TWR. ES/EN.
6	Transition altitude	-
7	Hours of applicability	H24
8	Remarks	_<_ (1 _<_) Or the ground visibility, whichever is lower. (2 _<_) Or up to the cloud ceiling, whichever is lower. (3) Except VFR corridors NE-E-1 and BINISSALEM – E-2.

1	Designation	ATZ PALMA 2.
2	Lateral limits	Area defined by 393358N 0023851E, CCW arc of 8 KM radius centred on ARP LEPA/LESJ up to 393715N 0024554E, 393358N 0023851E.
3	Vertical limits	SFC - 2500 ft AMSL (2).
4	Airspace class	D
5	Unit Language	PALMA TWR. ES/EN.
6	Transition altitude	-
7	Hours of applicability	H24
8	Remarks	_<_ (1 _<_) Or the ground visibility, whichever is lower. (2 _<_) Or up to the cloud ceiling, whichever is lower.

1	Designation	VFR CORRIDOR NE-E-1
2	Lateral limits	393950N 0024453E, 394436N 0025406E, 394256N 0025532E, 393712N 0024429E, 393756N 0024356E, 393950N 0024453E.
3	Vertical limits	SFC - 1400 ft AMSL
4	Airspace class	-
5	Unit Language	-
6	Transition altitude	-
7	Hours of applicability	-
8	Remarks	-

1	Designation	VFR CORRIDOR BINISSALEM – E-2

2	Lateral limits	394150N 0025207E, 394307N 0025509E, 394122N 0025624E, 393949N 0025245E, 394043N 0025115E, 394150N 0025207E.
3	Vertical limits	SFC - 1400 ft AMS
4	Airspace class	G
5	Unit Language	- -
6	Transition altitude	-
7	Hours of applicability	-
8	Remarks	-

LEPA/LESJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP	Palma Control	118.955 C	H24	APP/I
		118.005 C	HX	APP/I
TAR	Palma Control	119.155 C	H24	APP/L
SSR/SRE	Palma Control	119.405 C	H24	APP/L
		355.400 MHz	O/R	APP/MIL
TWR	Palma TWR	118.305 C	H24	LOCAL ARR
		118.455 C	H24	LOCAL DEP
		121.500 MHz	H24	EMERG
		121.605 C	H24	BACK-UP
		121.705 C	H24	GMC South
		121.905 C	H24	GMC North
		122.100 MHz	H24	MIL
		123.880 C	(1)	CLR. (1) Activity announced by ATIS.
		125.830 C	H24	BACK-UP
		243.000 MHz	H24	EMERG
		257.800 MHz	H24	MIL
ATIS	Palma de Mallorca Information	119.255 C	H24	ARR
		121.780 C	H24	DEP
D-ATIS	Palma de Mallorca Information	NIL	H24	Provision of ATIS information via data link.
OPS	Palma operaciones	130.250 MHz	H24	Coordination of airport services. This frequency coordinates the apron services, provides information about slots and flight plans and conducts monitoring of arriving and departing flights at Son Bonet AD.
INFO (MIL)	Palma (MIL)	165.275 MHz	H24	Coordination of military airport services. This frequency coordinates military apron services, provides information and flight plans.

LEPA/LESJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks
Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks
DVOR (1°E)	MJV	113.300 MHz	H24	392606.7N 0024529.9E	-	COV 40 NM AVBL BTN: • R-300/R-030 at 8000 ft AMSL or ABV; • R-030/R-300 at 5000 ft AMSL or ABV.
DME	MJV	CH 80X	H24	392606.7N 0024529.2E	150 m	COV 40 NM AVBL BTN: • R-300/R-030 at 8000 ft AMSL or ABV; • R-030/R-300 at 5000 ft AMSL or ABV. R-344 at: • FL070 COV 42 NM; • FL090 COV 47.6 NM (point LISAS); • FL100 COV 58 NM; • FL120 COV 66.1 NM (point TOLSO). R-048 at: • FL100 COV 72 NM; • FL120 COV 90 NM; • FL130 COV 97.9 NM (point MEROS).
DVOR (2°E)	CDP	112.900 MHz	H24	394151.7N 0032603.7E	-	R-248 COV AVBL: • FL100 70 NM; • FL120 80 NM; • FL140 99 NM; • U/S FM 99 NM.
DME	CDP	CH 76X	H24	394151.2N 0032602.6E	240 m	R-248 COV AVBL: • FL100 70 NM; • FL120 80 NM; • FL140 99 NM; • -U/S FM 99 NM.
DVOR (1°E)	POS	116.400 MHz	H24	395538.8N 0030652.5E	-	R-256 at: • FL100 AVBL TIL 74 NM; • FL120 ABVL TIL 82.6 NM (EPAMA). COV 40 NM AVBL BTN: • R-050/R-070 at FL80 or ABV; • R-070/R-230 at 4000 ft AMSL or ABV; • R-230/R-270 at FL90 or ABV; • R-270/R-050 at 4000 ft AMSL or ABV.
DME	POS	CH 111X	H24	395539.7N 0030653.5E	360 m	R-256 at: • FL100 AVBL TIL 74 NM; • FL120 ABVL TIL 82.6 NM (EPAMA). COV 40 NM AVBL BTN: • R-050/R-070 at FL80 or ABV; • R-070/R-230 at 4000 ft AMSL or ABV; • R-230/R-270 at FL90 or ABV; • R-270/R-050 at 4000 ft AMSL or ABV.
DVOR (1°E)	JOA	117.700 MHz	H24	393352.9N 0024447.9E	-	COV 40 NM AVBL BTN: • R-050/R-120 at 8000 ft AMSL or ABV; • R-120/R-260 at 5000 ft AMSL or ABV; • R-260/R-300 at FL100 or ABV; • R-300/R-050 at FL120 or ABV.
DME	JOA	CH 124X	H24	393353.4N 0024447.9E	0 m	COV 40 NM AVBL BTN: • R-050/R-120 at 8000 ft AMSL or ABV; • R-120/R-260 at 5000 ft AMSL or ABV;

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks
						• R-260/R-300 at FL100 or ABV; • R-300/R-050 at FL120 or ABV.
NDB (1°E)	ADX	384.000 kHz	H24	393258.0N 0022345.1E	-	COV 30 NM. COV 7 NM: possible oscillations of more than 10° BTN 360°/100° at 4500 ft AMSL.
NDB (1°E)	CST	351.000 kHz	H24	393829.0N 0025456.3E	-	At 10 NM, possible oscillations greater than ±10° BTN 319°/349° at 7000 ft AMSL. At 25 NM, possible oscillations greater than ±10° BTN 072°/092° and 330°/352° at 6000 ft AMSL.
NDB (2°E)	PTC	401.000 kHz	H24	392538.4N 0031524.2E	-	COV 30 NM.
LOC 06L (1°E) ILS CAT I	PLM	110.900 MHz	H24	393350.3N 0024446.6E	-	057° MAG / 379 m FM THR 24R. COV 17 NM at 3000 ft AVBL BTN 33° to the left & 35° to the right FM RCL.
GP 06L		330.800 MHz	H24	393259.7N 0024247.6E	-	3°; RDH 15.7 m; at 342 m FM THR 06L & 151 m FM RCL to the left in direction APCH. COV 10NM at 1900 ft AVBL BTN 6° to the left & 8° to the right FM RCL.
ILS/DME 06L	PLM	CH 46X	H24	393259.7N 0024247.6E	9 m	REF DME THR 06L.
LOC 24L (1°E) ILS CAT II/III	IPAL	109.300 MHz	H24	393223.3N 0024343.3E	-	237° MAG / 718 m FM THR 06R. COV 17 NM LOC (15.4 DME) AVBL BTN -35° & +26° FM RCL at 2100 ft AMSL or ABV. COV 25 NM LOC (23.4 DME) AVBL BTN ±10° RCL at 3500 ft AMSL or ABV.
GP 24L		332.000 MHz	H24	393310.0N 0024534.2E	-	3°; RDH 16.30 m; at 298 m FM THR 24L & 153 m FM RCL to the left in direction APCH.
ILS/DME 24L	IPAL	CH 30X	H24	393309.8N 0024534.3E	15 m	REF DME THR 24L. COV 17 NM LOC (15.4 DME) AVBL BTN -29° & +18° FM RCL at 2100 ft AMSL or ABV.
LOC 24R (1°E) ILS CAT I	PAA	109.900 MHz	H24	393244.5N 0024227.5E	-	237° MAG / 310 M FM DTHR 06L. COV 17 NM LOC (15.5 DME) AVBL BTN ±35° RCL at 6000 ft AMSL or ABV. COV 25 NM LOC (23.4 DME) AVBL BTN ±10° RCL at 4500 ft AMSL or ABV.
GP 24R		333.800 MHz	H24	393342.2N 0024417.2E	-	3°; RDH 18 m; at 350 m FM DTHR 24R & 152 m FM RCL to the right in direction APCH. Full fly-up indications may not be received BLW GP beyond 5° to the right FM RCL.
ILS/DME 24R	PAA	CH36X	H24	393342.2N 0024417.2E	9 m	REF DME DTHR 24R.
NDB (1°E)	PA	307.500 kHz	H24	393557.7N 0024916.2E	-	057° MAG / 7917 m FM DTHR 24R. At 15 NM, signal oscillations greater than ±10° BTN 269°/289°, 011°/014° and on 339°. At 7 NM, oscillations greater than ±10° BTN 320°/005°. 212° & 238° possible signal loss.
TACAN (1°E)	SSJ	CH 21X	H24	393334.9N 0024359.7E	-	U/S FM 40 NM at: • 5000 ft BTN 028° / 088°. • 6000 ft BTN 088° / 118°. • 4000 ft BTN 118° / 258°. • 5000 ft BTN 258° / 288°. • 7000 ft BTN 288° / 338°.

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks
						• 11000 ft BTN 338° / 028°.

LEPA/LESJ AD 2.20 LOCAL AERODROME REGULATIONS

20.1 AIRPORT REGULATION

20.1.1 RESTRICTIONS TO OPERATIONS

From May 1st until October 31st, the use of the airport will be restricted for aircraft with a cruising speed lower than 220 kt (except State, hospital and search and rescue aircraft), daily from 0530 to 1930.

If any affected aircraft requires the use of the airport during these periods, it shall assume the possible delays, as not restricted aircraft will always have priority.

Due to General Aviation apron limited capacity, from April 1st until September 30th, all the General Aviation and Corporative Aviation traffics which want to operate in the airport, must include in their messages or request for slot the data corresponding to the arrival and the departure flights. The slot request shall be understood as not authorized until the reception of the confirmed coordination. The coordination request must include: aircraft registration number, ICAO code, length and wingspan.

From 01 June until 30 September, the maximum parking time on the general aviation apron for an aircraft over 20 m in length shall be 7 days, unless expressly authorised by the airport.

In case of lack of capacity in the apron, it should may coordinate flights with a maximum stay of three hours, in order to unload passengers and refuelling of the aircraft, but at least one member of the crew shall stay inside the aircraft.

Flights without previous coordination requested, shall be coordinated on arrival, subject in every case to the capacity available.

Any General Aviation operator whose aircraft is parked on the commercial apron shall, upon request by the airport, conveyed through the handling agent providing services to the aircraft, be prepared to reposition the aircraft either within the same apron or to another apron at the airport within a period not exceeding three hours. In the event of apron capacity constraints, flights may be coordinated with a maximum ground time of three hours for passenger disembarkation and aircraft refuelling, provided that at least one crew member shall remain on board the aircraft at all times.

In the event of apron capacity problems, if, upon the arrival of a General and Business Aviation flight, there are discrepancies (time, aircraft type, date of operation) with respect to the slot cleared, Palma de Mallorca airport reserves the right to deny the stay coordinated and authorise only three hours. In this case, the crew will not be able to leave the aircraft until it departs.

Changes to coordination required by a change of airline designator shall be requested directly from the operations centre of the airport, and prior to the arrival of the flight in question.

See section 1.3.1.7 of AD 1.1 regarding coordination with airlines for emergency management.

20.1.2 DIVERTING

All flights which, by any cause, deviate to the airport, shall notify the cause of this matter to the Air Navigation Services whom, in turn, will transmit it to CEOPS of the airport.

20.1.3 GENERAL AVIATION AND BUSINESS

It is mandatory to contract handling agent for all operation to General and Business Aviation, by virtue of provisions in item 3.1.6 of AD 1.1 of the AIP-Spain.

20.1.4 FOREIGN STATE AIRCRAFT

PPR must be requested at least 72 hours in advance in all cases.

20.1.5 TRANSPORT OF LIVE ANIMALS

To guarantee compliance with the Regulation (EU) No 576/2013 of the European Parliament and of the Council of 12 June 2013 on the non-commercial movement of pet animals and repealing Regulation (EC) No 998/2003, any Air Carrier wishing to operate at the Airport and transport the animals (pets) set out in part A of Annex I to the cited Regulation (dogs, cats and ferrets) in the cabin, as part of passenger hand baggage, must have engaged a handling agent who is to be responsible for handling the same in those

cases where, during the checks undertaken by the Resguardo Fiscal of the Guardia Civil or Customs Personnel of the Passenger Terminals of Palma de Mallorca Airport, some breach of the health requirements established in the cited regulations is detected, prompting the animal's rejection at the point of entry.

The management for animals rejected at the border shall include, at least, transport to the facilities of the Border Inspection Service at the appropriate cargo terminal, their subsistence, veterinary care and animal welfare, and even their return to origin within the periods stipulated by the public health authorities.

20.2 GROUND MOVEMENT

Collision avoidance with other aircraft or obstacles is a responsibility of:

- Pilots taxiing in the apron and in the area not visible from TWR.
- Handling companies during push-back manoeuvring or exiting the stand.

20.2.1 APRON

a. It is forbidden to cross the taxiways in the apron on foot. Access to the aircraft on foot will only be possible if parked in a stand next to the terminal building. Access to the rest of stands shall be made by vehicle.

b. On every stand equipped with 400 Hz system supply:

- It is mandatory the use of the 400 Hz system.
- Terminal contact stands:

  The use of aircraft APU (Auxiliary Power Unit) is forbidden for the period with 2 minutes after blocks-on for arrivals and 6 minutes before the departure TOBT, except for wide-body aircraft, which are allowed to use it 5 minutes after in-block upon arrival and until 10 minutes before TOBT. The aircraft APU (Auxiliary Power Unit) will only be used when neither the 400 Hz system nor the mobile units are operative, or when the air conditioning service is required and it is not available.
- The use of a harness hook is recommended for fastening of the 400 Hz hosepipe of the system to the aircraft. Otherwise, the airport authority will not accept responsibility for any damages the aircraft could suffer.
- Remote stands:

  Use of the aircraft APU is prohibited during the period between 10 minutes after in-block upon arrival and 10 minutes before the departure TOBT, except for wide-body aircraft, which are allowed to use it from 15 minutes after in-block upon arrival until 50 minutes before departure. The APU (Auxiliary Power Unit) of the aircraft may only be used when the mobile units are not available.

c. When it is necessary to connect the 400 Hz system before an aircraft turn off the engines, either due to the aircraft APU (Auxiliary Power Unit) is not operational or a company procedure with prior permission of the airport authority:

- The flight coordinator shall ascertain that the aircraft is totally stopped and confirm it by means of signals with the pilot in charge of the aircraft (RCA, Appendix C, Adjunct 5) before the blocks will be on.
- Any operation shall not be carried out until the blocks will be on.

d. On the remote stands without 400 Hz system, the use of APU (Auxiliary Power Unit) is forbidden during the night hours, (see item 21), except for aircraft cleared to start-up engines and taxiing.

20.2.2 START-UP PROCEDURE

Aircraft may request ATC authorization from 30 minutes prior to their TOBT, and may request start-up:

- from 5 minutes prior to TOBT up to TOBT for flights regulated with CTOT,
- from 5 minutes prior to TOBT up to 5 minutes after for other flights.

The aircraft on first call must provide the following information:

- Report the type and series of aircraft, aircraft stand and the ATIS message received,
- Communicate the need to perform a cross-bleed start if required,
- Report any possible restrictions in complying with local regulations (RNAV equipment, take-off performance, etc.).

ATC Authorization will only be issued between TOBT -30 minutes and TOBT -5 minutes.

If possible, Palma Clearance will transfer traffic to GMC in order to request start-up and push-back / taxiing on the same frequency between TOBT -5 and TOBT +5. If this is not possible, a start-up request will be recorded in the A-CDM system and TSAT information will be provided. The start-up request log is equivalent to the REA message request for flights regulated with CTOT.

In case of non-compliance with A-CDM parameters, ATC will not record the request for start-up and the pilot should contact his flight coordinator to correct A-CDM parameters. Palma Clearance will not provide information about non-compliance of the A-CDM process to avoid frequency overload.

Once the start-up request has been recorded and TSAT information has been provided, in order to avoid saturating the CLR frequency, pilots will refrain from making successive calls before receiving the call from Palma Clearance.

If Palma Clearance does not receive a start-up request within 5 minutes after TOBT has been given, the flight will lose its TSAT and its request will not be authorized. It will be required to receive a new updated TOBT and EOBT so that the flight can be sequenced again and receive a new TSAT. The TOBT and / or EOBT update can only be done by the airline or its ground handling agent, so pilots will refrain from making requests to ATC in this regard.

The start-up and push-back request should be made on the corresponding GMC frequency, and should start within 5 minutes from the transfer to the GMC frequency. Authorization for push-back can only be given by GMC.

The push-back maneuver may not be performed without the express authorization of GMC.

For start-up manoeuvres with GPU or external APU, the aircraft should request authorization for cross-bleed start in addition to pushback authorization at ground control radio frequency and subsequently start up one engine, perform the pushback manoeuvre (or autonomous output) maintaining idle engine power until positioned on the apron taxiway, and then the power can be increased in order to start up the rest of the engines, strictly as necessary.

When starting engines at idling speed, the boarding bridge must always be disconnected.

20.2.2.1 ATC AUTHORIZATION REQUEST AND START-UP VIA DATA LINK

At Palma de Mallorca Airport, procedures for departure are applied via Data Link (DCL) for ATC authorization services.

In case of discrepancies, voice communications will always prevail over data link.

The pilot may request ATC authorization by DCL in accordance with the start-up procedures (See AD2 item 20, 2.2) with a maximum of 30 minutes before the TOBT (CDM mode) or EOBT (without CDM).

- The pilot must request ATC and S/U authorization together via RCD. The RCD message (Departure Clearance Request) must contain the following information:
  1. Aircraft callsign in accordance with the filed flight plan (FPL).
  2. Aerodrome of origin.
  3. Aircraft stand.
  4. Destination aerodrome.
  5. Letter corresponding to the ATIS information received.
  6. ICAO aircraft type designator.

  Any free text sent via the RCD by the pilot will not be considered by the ATC. Special requests will always be made via voice command.
- The pilot will receive a message acceptance "RCD RECEIVED" or cancellation "RCD REJECTED".
- When communicating approval, Palma Clearance will issue a CLD message with the following fields:
  1. Aircraft callsign.
  2. Destination aerodrome.
  3. Assigned runway for departure.
  4. Take-off procedure (SID).

     Note: The initial altitude will correspond to the published SID.
  5. SSR code mode A (SQUAWK).
  6. ADT (Approved Departure Time).

Note: ADT = CTOT of the flight, if applicable.

7. Next frequency.
8. Current ATIS information letter.
9. Additional information, including instructions on contacting GMC for start-up clearance or instructions to request it in case of failure to comply with the start-up approval parameters indicated in AD 2, Item 20, 2.2.

- When a CLD message is sent in the valid range of TOBT and TSAT, ATC clearance and and instructions on contacting GMC will be received. If not ready for start-up, the pilot must not accept the frequency change and will either send a new message or contact via voice communications to the CLR controller when ready.
- When an FSM message of the type "REVERT TO VOICE PROCEDURES" is received, communication via data link will be terminated and must be reverted to voice procedures.
- When a CLD message is received, the pilot:

A. If any inconsistencies in the received message are detected, the pilot must revert to voice procedures and request a new authorization.

B. If the pilot considers the authorization CLD message to be correct, he/she must respond via data link with a CDA message (Departure Clearance Echoback).

- If a CDA message is not received by the pilot within the waiting time, or a CDA that is inconsistent with the previous CLD message is received, communication via data link will be terminated and a "CDA REJECTED" message will be received in the FMS.
- When the correct CDA message is received, the ATC system will send the aircraft a "CLEARANCE CONFIRMED" message in the FMS and will terminate the communication via data link.

The request for start-up and push-back must be requested the corresponding GMC frequency and initiated within 5 minutes from the transfer to the GMC frequency. Authorization for push-back can only be given by GMC.

REVERT TO VOICE PROCEDURES

Upon receiving a message of the type "REVERT TO VOICE PROCEDURES", or in the event of any inconsistency in the authorization received, the pilot will contact via voice command with the controller and request a new authorization.

Push and hold manoeuvre When an aircraft has a long duration SLOT, the pilot may request a "Push and Hold" to the handling agent. The Airport Operations Coordination Centre (CEOPS) will contact TWR to communicate the possibility of a push and hold manoeuvre for the aircraft indicating the available parking, and TWR will transmit the information to the flight crew. The aircraft may move to the remote parking stand under its own power or by dragging. When parked, it may keep the engines running, with signalling by means of three cones in front of the aircraft, or it may switch the engines off, in which case no signalling is required. When exiting, the pilot shall notify TWR. TWR will notify the Signalman to review FOD on the parking stand and review the exit by the aircraft.

Possible remote parking stands for this manoeuvre are: PRKG 114B and 118B (autonomous). Only Category C aircraft. Only with Configuration 24.

20.2.3 TAXIING PROCEDURES

To optimise apron management at times of high traffic demand, a zone called GMC-C is defined (see the PDC chart for more detail), which will be managed at different times either by GMC-N or GMC-S.

A. DEPARTING AIRCRAFT

Pilots shall contact the corresponding Palma Ground (GMC, GMC-N, GMC-S) (see item 18) to request permission for towed push-back and/or taxiing.

The aircraft must be ready to be pushed back by towing or taxiing no later than 5 minutes after the time transferring to the GMC frequency. In case of autonomous positions, they must be ready for start-up at the time of transfer to GMC, and ready for taxiing within 5 minutes of the GMC approved start-up time. Otherwise the pilot must notify ATC.

Whenever an incorrect push-back of aircraft is detected, GMC will request the pilot to park the aircraft in the initial position again.

Whenever the pilot wishes to request a push-back that does not follow any of the published procedures, should contact the corresponding GMC who will send a “FOLLOW ME” vehicle to oversee the operation.

GMC may approve the published push-back corresponding to the opposite configuration to the runway in use, reporting the pilot which direction has to nose to.

The use of the reverse power is forbidden in the whole apron for the backward operation.

B. ARRIVING AIRCRAFT

If no taxiing instructions are received, aircraft shall hold position short of the NORTH/SOUTH TWY after vacating the runway and expect ATC taxiing instructions in order to continue taxiing up to the parking position.

When GMC-N and GMC-S are operational, if the aircraft does not manage to establish communication with the GMC to which it has been transferred, it shall hold at the first intermediate holding position along its taxiing route.

Guidance by a "FOLLOW ME" vehicle will only be provided to General Aviation stands and those which visual docking guidance system is U/S.

Guidance service will also be provided on TWR or pilot's request or in exceptional cases.

Aircraft taxiing to the PRKG between 30 and 48, shall entry, preferably, by TWY V1 and hold short of the intermediate holding position.

ATC will authorize, whenever possible, the direct entry to those parking positions by TWY V2.

It is very important that before going to the apron aircraft pay special attention to the traffic on the taxiways. Aircraft taxiing on the apron shall do so at a speed that provides sufficient reaction time to prevent hard braking. In the service roads next to GATE F, G, K and M as specially critical areas where aircraft must pay special attention to traffic speed because aircraft has the appropriate speed to stop in a safe way for any circumstance which occurs during its course.

20.2.4 STANDARD TAXIING ROUTES

20.2.4.1 EAST CONFIGURATION

A. ARRIVALS BY RWY 06L

- R-1 to R-6, R-7 (stands 24, 25 and 114 to 117): Standard route (N3, N2, N1 or runway end, TWY NORTH).
  - PRKG 02-06B, 100-102, 103: STANDARD C (N3, N2, N1 or end of runway, TWY NORTH, GATE C), TWY LD.
  - PRKG 08-22: STANDARD D (N3, N2, N1 or end of runway, TWY NORTH, GATE D), TWY LE.
  - PRKG 23A-25, 114-117: STANDARD E (N3, N2, N1 or end of runway, TWY NORTH, GATE E), TWY LF.
  - PRKG 103B: STANDARD D (N3, N2, N1 or end of runway, TWY NORTH,GATE D).
  - PRKG 104-109: STANDARD E (N3, N2, N1 or end of runway, TWY NORTH, GATE E), TWY W5.
  - PRKG 301 (helicopters): see item 20, Local regulations, Helicopter operations.
  - PRKG 303 (airplanes), 306 (code letter E aircraft or lower), 307-10: STANDARD A (N3, N2, N1 or end of runway, TWY NORTH, GATE A), TWY LA.
  - PRKG 306 (code letter F aircraft): see item 20, Local regulations, Code letter F aircraft operations.
  - PRKG 311-315: STANDARD A (N3, N2, N1 or end of runway, TWY NORTH, GATE A), TWY LB.
  - PRKG 316-318: STANDARD B (N3, N2, N1 or end of runway, TWY NORTH, GATE B), TWY LC.
- R-7 (PRKG 118-118B, 26, 119): STANDARD F (N3, N2, N1 or end of runway, TWY NORTH, LINK, GATE F), TWY LF.
  - PRKG 118 (code letter F aircraft): see item 20, Local regulations, Code letter F aircraft operations.
- R-8 to R-11: Standard route: N3, N2, N1 or end of runway, TWY NORTH, LINK.
  - PRKG 27-29, 120-121: STANDARD F (N3, N2, N1 or end of runway, TWY NORTH, LINK, GATE F), TWY LF, LG.
  - PRKG 30-36 STANDARD G (N3, N2, N1 or end of runway, TWY NORTH, LINK, GATE G), TWY LG, V1.
  - PRKG 38-48: STANDARD G (N3, N2, N1 or end of runway, TWY NORTH, LINK, GATE G), TWY LG, V1, V2; or, prior ATC clearance, STANDARD G (N3, N2, N1 or end of runway, TWY NORTH, LINK, GATE G), TWY LG, V2.
  - PRKG 50-54: STANDARD G (N3, N2, N1 or end of runway, TWY NORTH, LINK, GATE G), TWY LJ.
  - PRKG 56-58: STANDARD J (N3, N2, N1 or end of runway, TWY NORTH, LINK, GATE J), TWY LK.

- PRKG 123B: STANDARD G (N3, N2, N1 or end of runway, TWY NORTH, LINK, GATE G), TWY LG.

- R-13 to R-17: Standard route: N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH.
  - PRKG 60-68: STANDARD M (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE M), TWY T1.
  - PRKG 72: STANDARD M (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE M), TWY T1 o T2.
  - PRKG 80-86: STANDARD M (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE M), TWY T2.
  - PRKG 88-96: STANDARD M, (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE M), TWY LP.
  - PRKG 98-154B: STANDARD P (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE P), TWY LQ.
  - PRKG 155-159: STANDARD Q (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE Q), TWY LY.
  - General aviation PRKG 200-225: STANDARD Q (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE Q), TWY Y3.
  - General aviation PRKG 227-230: STANDARD Q (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE Q), TWY LY.
  - General aviation PRKG 231-241: STANDARD Q (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE Q), TWY LY, Y2.
  - General aviation PRKG 242-247: STANDARD Q (N3, N2, N1 or end of runway, TWY NORTH, LINK, SOUTH, GATE Q), TWY LY, Y1.
- East military apron: N3, N2, N1 or runway end and TWY NORTH.
- West military apron: N3, N2, N1 or runway end and TWY NORTH.

B. DEPARTURES BY RWY 06R

- R-1 to R-7:
  - PRKG 02-06B, 100-103B: STANDARD F 06R (TWY LD,...LF, GATE F, TWY LINK, SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 08-22, 104-109: STANDARD F 06R (TWY LE, LF, GATE F, TWY LINK, SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 23A-26, 114-118B (code letter E aircraft or lower), 119: STANDARD F 06R (TWY LF, GATE F, TWY LINK, SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 301 (helicopters): see item 20, Local regulations, Helicopter operations.
  - PRKG 303 (aircraft), 306 (code letter E aircraft or lower), 307-310: STANDARD F 06R (TWY LA,...LF, GATE F, TWY LINK, SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 306, 118 (code letter F aircraft): see item 20. Local regulations, Code letter F aircraft operations.
  - PRKG 311-315: STANDARD F 06R (TWY LB,...LF, GATE F, TWY LINK, SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 316-318: STANDARD F 06R (TWY LC,...LF, GATE F, TWY LINK, SOUTH, runway-holding positions H6, H7 or H8).
- R-8 to R-11:
  - PRKG 27-29, 120-123B: STANDARD G 06R (TWY LG, GATE G, TWY LINK, SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 30-48: STANDARD G 06R (TWY V2, LG, GATE G, TWY LINK, SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 50: STANDARD G 06R (TWY LJ, GATE G, TWY LINK, SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 52-58: STANDARD K 06R (TWY LJ, LK, GATE K, TWY SOUTH, runway-holding positions H6, H7 or H8).
- R-13 to R-17:
  - PRKG 60-62: STANDARD M 06R (TWY T1, GATE M, TWY SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 64-68: STANDARD M 06R (TWY T1, T2, GATE M, TWY SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 72: STANDARD M 06R (TWY T1 or T2, GATE M, TWY SOUTH, runway-holding positions H6, H7 or H8).
  - PRKG 80 and 82: STANDARD M 06R (TWY T2, T1, GATE M, TWY SOUTH, runway-holding positions H6, H7 or H8).

- PRKG 84 and 86: STANDARD M 06R (TWY T2, GATE M, TWY SOUTH, runway-holding positions H6, H7 or H8).
- PRKG 88-96: STANDARD P 06R (TWY LP, GATE P, TWY SOUTH, runway-holding positions H6, H7 or H8).
- PRKG 98-154B: STANDARD Q 06R (TWY LQ, GATE Q, TWY SOUTH, runway-holding positions H6, H7 or H8).
- PRKG 155-159: STANDARD Q 06R (TWY LY, GATE Q, TWY SOUTH, runway-holding positions H6, H7 or H8).
- General aviation PRKG 200-225: STANDARD Q 06R (TWY Y3, Y2, LY, GATE Q, TWY SOUTH, runway-holding positions H6, H7 or H8).
- General aviation PRKG 227-230: STANDARD Q 06R (TWY LY, GATE Q, TWY SOUTH, runway-holding positions H6, H7 or H8).
- General aviation PRKG 231-241: STANDARD Q 06R (TWY Y2, LY, GATE Q, TWY SOUTH, runway-holding positions H6, H7 or H8).
- General aviation PRKG 242-247: STANDARD Q 06R (TWY Y1, LY, GATE Q, TWY SOUTH, runway-holding positions H6, H7 or H8).

- East military apron: TWY NORTH, LINK, SOUTH, runway-holding positions H6, H7 or H8.
- West military apron: TWY NORTH, LINK, SOUTH, runway-holding positions H6, H7 or H8.

20.2.4.2 WEST CONFIGURATION

A. ARRIVALS BY RWY 24L

- R-1 to R-6, R-7 (PRKG 24, 25): Standard route (S1, TWY LINK, NORTH or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH).
  - PRKG 02-06B, 100-102, 103: STANDARD C (S1, TWY LINK, NORTH or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH, GATE C, TWY LD).
  - PRKG 08-22: STANDARD D (S1, TWY LINK, NORTH or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH, GATE D), TWY LE.
  - PRKG 23A-25: STANDARD E (S1, TWY LINK, NORTH or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH, GATE E), TWY LF.
  - PRKG 103B: STANDARD D (S1, TWY LINK, NORTH or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH, GATE D, TWY LD).
  - PRKG 104-109: STANDARD E (S1, TWY LINK, NORTH or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH, GATE E), TWY W5.
  - PRKG 301 (helicopters): see item 20, Local regulations, Helicopter operations.
  - PRKG 303 (airplanes), 306 (code letter E aircraft or lower), 307-310: STANDARD A(S1, TWY LINK, NORTH or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH, GATE A), TWY LA.
  - PRKG 306 (code letter F aircraft): see item 20, Local regulations, Code letter F aircraft operations.
  - PRKG 311-315: STANDARD A (S1, TWY LINK, NORTH or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH, GATE A), TWY LB.
  - PRKG 316-318: STANDARD B (S1, TWY LINK, NORTH or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH, GATE B), TWY LC.
- R-7 (PRKG 26), R-8 (PRKG 27 to 29), R-9 to R-11: Standard route: S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK.
  - PRKG 26: STANDARD F (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, GATE F), TWY LF.
  - PRKG 27-29: STANDARD G (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, GATE G), TWY LG.
  - PRKG 30-36: STANDARD G (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, GATE G), TWY LG, V1.
  - PRKG 38-48: STANDARD G (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, GATE G), TWY LG, V1, V2; or, prior ATC clearance, Standard route, GATE G, TWY LG, V2.
  - PRKG 50-58: STANDARD K (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, GATE K), TWY LK, LJ.
- R-7 (PRKG 114-118B, 119), R-8 (PRKG 120-123): Standard route (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH,

LINK).

- PRKG 114-117: STANDARD E (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, NORTH, GATE E), TWY LF.
- PRKG 118-118B (code letter E aircraft or lower): STANDARD F (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, GATE F).
- PRKG 118 (code letter F aircraft): see item 20, Local regulations, Code letter F aircraft operations.
- PRKG 119: STANDARD F (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, GATE F), TWY LF.
- PRKG 120-121: STANDARD G (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, GATE G), TWY LG.
- PRKG 123-123B: Standard route, STANDARD G (S1, TWY LINK or S2, S3 or end of runway, TWY SOUTH, LINK, GATE G).

- R-13 to R-17: Standard route (S1, S2, S3 or end of runway, TWY SOUTH).
  - PRKG 60-68: STANDARD M (S1, S2, S3 or end of runway, TWY SOUTH, GATE M), TWY T1.
  - PRKG 72: STANDARD M (S1, S2, S3 or end of runway, TWY SOUTH, GATE M), TWY T1 or T2.
  - PRKG 80-86: STANDARD M (S1, S2, S3 or end of runway, TWY SOUTH, GATE M), TWY T2.
  - PRKG 88-96: STANDARD P (S1, S2, S3 or end of runway, TWY SOUTH, GATE P), TWY LP.
  - PRKG 98-154B: STANDARD Q (S1, S2, S3 or end of runway, TWY SOUTH, GATE Q), TWY LQ.
  - PRKG 155-159: STANDARD Q (S1, S2, S3 or end of runway, TWY SOUTH, GATE Q), TWY LY.
  - General aviation PRKG 200-225: STANDARD Q (S1, S2, S3 or end of runway, TWY SOUTH, GATE Q), TWY Y3.
  - General aviation PRKG 227-230: STANDARD Q (S1, S2, S3 or end of runway, TWY SOUTH, GATE Q), TWY LY.
  - General aviation PRKG 231-241: STANDARD Q (S1, S2, S3 or end of runway, TWY SOUTH, GATE Q), TWY LY, Y2.
  - General aviation PRKG 242-247: STANDARD Q (S1, S2, S3 or end of runway, TWY SOUTH, GATE Q), TWY LY, Y1.
- East military apron: S1, TWY LINK, NORTH or S2, S3 or runway end, TWY SOUTH, LINK, NORTH.
- West military apron: S1, TWY LINK, NORTH or S2, S3 or runway end, TWY SOUTH, LINK, NORTH.

B. DEPARTURES BY RWY 24R

- R-1 to R-7:
  - PRKG 02-06B, 100-103B: STANDARD F 24R (TWY LD,...LF, GATE F, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 08-22, 104-109: STANDARD F 24R (TWY LE, LF, GATE F, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 23A-26, 114-118B (code letter E aircraft or lower), 119: STANDARD F 24R (TWY LF, GATE F, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 303 (airplanes), 306 (code letter E aircraft or lower), 307-310: STANDARD F 24R (TWY LA,…LF, GATE F, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 311-315: STANDARD F 24R (TWY LB,...LF, GATE F, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 316-318: STANDARD F 24R (TWY LC,...LF, GATE F, TWY LINK, NORTH, runway-holding positions H1 or H2).
- R-8 to R-11:
  - PRKG 27-29, 120-121: STANDARD F 24R (TWY LG, LF, GATE F, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 30-48: STANDARD F 24R (TWY V2, LG, LF, GATE F, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 50-54: STANDARD G 24R (TWY LJ, GATE G, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 56-58: STANDARD G 24R (TWY LK, LJ, GATE G, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 123-123B: STANDARD G 24R (TWY LG, GATE G, TWY LINK, NORTH, runway-holding positions H1 or H2).
- R-13 to R-17:
  - PRKG 60-62: STANDARD J 24R (TWY T1, LM, LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 64-68: STANDARD J 24R (TWY T1, T2, LM, LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
  - PRKG 72: STANDARD J 24R (TWY T1 or T2, LM, LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).

- PRKG 80, 82: STANDARD J 24R (TWY T2, T1, LM, LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
- PRKG 84, 86: STANDARD J 24R (TWY T2, LM, LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
- PRKG 88-96: STANDARD J 24R (TWY LP,...LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
- PRKG 98-154 (aircraft with wingspan larger than 36 m): STANDARD P 24R (TWY LQ, GATE P, TWY SOUTH, LINK, NORTH, runway-holding positions H1 or H2).
- PRKG 98-154B (aircraft with wingspan up to 36 m): STANDARD J 24R (TWY LQ,...LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
- PRKG 155-159 (aircraft with wingspan up to 36 m): STANDARD J 24R (TWY LY,...LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
- PRKG 155-159 (aircraft with wingspan larger than 36 m): STANDARD P 24R (TWY LY, LQ, GATE P, TWY SOUTH, LINK, NORTH, runway-holding positions H1 or H2).
- General aviation PRKG 200-225: STANDARD J 24R (TWY Y3, Y2, LY, LQ,..LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
- General aviation PRKG 227-230: STANDARD J 24R (TWY LY,..LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
- General aviation PRKG 231-241: STANDARD J 24R (TWY Y2, LY,..LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).
- General aviation PRKG 242-247: STANDARD J 24R (TWY Y1, LY,...LK, GATE J, TWY LINK, NORTH, runway-holding positions H1 or H2).

- East military apron: TWY NORTH, runway-holding positions H1 or H2.
- West military apron: TWY NORTH, runway-holding positions H1 or H2.

20.2.5 TAXIING RESTRICTIONS

Aircraft classification according to chapter 1 of annex 14 ICAO:

- Code letter F: 65 m or above wingspan, and below 80 m.
- Code letter E: 52 m or above wingspan, and below 65 m.
- Code letter D: 36 m or above wingspan, and below 52 m.
- Code letter C: 24 m or above wingspan, and below 36 m.
- Code letter B or below: Below 24 m wingspan.

SEGMENT OF TAXIWAY	MAX ACFT
W5	C
LA, LB, LC, LD, LE, LF	E
LG, LJ, LK	E
LM, T1, T2	D
LP	C
LQ, LY	MAX wingspan: 42 m
Y1	MAX wingspan: 12 m
Y2	MAX wingspan: 30 m
Y3	MAX wingspan: 20 m
V, V1, V2	C

TAXIWAY TO ACCESS TO RUNWAY	MAX ACFT
H1, H2, H4, H6, H7 (1), H8, H10, S3	E
H9	MAX wingspan: 51 m
N1, N6	MAX wingspan: 45 m

TAXIWAY TO ACCESS TO RUNWAY	MAX ACFT
H5	C
N7 (2)	AW101

(1) H7: Except aircraft of model B747.

(2) N7 exclusively for helicopter use in air taxiing.

TAXIWAY TO EXIT FROM RUNWAY	MAX ACFT
H5	C
The rest of taxiways	E

20.2.5.1

Only one aircraft at a time may taxi in the space defined between GATE M and the following holding positions:

- T1
- T2
- LM
- LP1

20.2.5.2

Segment W5 only usable by aircraft to access PRKG 104 to 109 and is limited to code letter C aircraft.

20.2.5.3

As there is less than 4.5 m between the outer wheel of the main gear of code letter D and E aircraft and the taxiway edge, the movement of these types of aircraft in the areas listed below must be made with "oversteering" manoeuvre, as far as possible:

- Oversteering for code letter E aircraft (only for A340-600 aircraft): H9, H10, J. restricted the turn N1_H1.
-
- Oversteering for code letter D aircraft (Only aircraft B757-300): Q.
-

20.2.5.4

Pay special attention at exit turns from TWY N2, N4 and S2 due to curvature radius less than 550 m, specially with wet runway surface.

20.2.6 AIRCRAFT STANDS CHARACTERISTICS

See AD 2-LEPA/LESJ PDC 1.3 and next.

20.2.7 MODE S TRANSPONDER OPERATION WHEN THE AIRCRAFT IS ON GROUND

In order to cooperate with the Mode-S based Advanced Surveillance System, aircraft operators intending to use Palma de Mallorca airport shall ensure that the Mode S transponder are able to operate when the aircraft is on the ground.

Pilots shall:

Select AUTO mode and assigned Mode A code. If AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code:

- From the request for towed push-back or taxi, whichever is earlier.
- After landing, continuously until the aircraft is fully parked on stand.
- When fully parked on stand, select STBY.

Whenever the aircraft is capable of reporting Aircraft Identification (i.e. call sign used in flight), the Aircraft's Identification should also be entered (through the FMS or the Transponder Control Panel) from the request for towed push-back or taxi, whichever is earlier. Air crew must use the ICAO defined format for entry of the Aircraft Identification (e.g. BAW123, AFR6380, ...).

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected before receiving the clearance to line up. It should then be deselected after vacating

the runway. To carry out maintenance works on TCAS systems that require them to be on, they shall be conducted with prior coordination with the Airport. For aircraft taxiing without flight plan, Mode A code 1000 should be selected.

20.3 HELICOPTER OPERATIONS

This section defines, solely, operations for helicopters with an assigned stand on the ramps for civil use.

In accordance with the foregoing, and as no other specific zone to operate with helicopters is defined, they will be treated the same as fixed-wing aircraft and will be cleared by ATC to take-off and land on the flight runways. Nevertheless, and in order to reduce taxiing as much as possible, they will normally be authorized by ATC to take off and land at RWY 06L.

TAXIING ROUTES

While helicopters will normally be authorized to exit or enter RWY 06L by runway access taxiways H4 and H5, in cases of contingency, they may be authorized to take off/land by another threshold, the helicopters taxiing in such cases via the standard taxiing routes defined for fixed-wing aircraft.

There is also a runway access taxiway available for exclusive use by air taxiing helicopters (N7), for take-off from intersection in both configurations.

ARRIVALS

Helicopters arriving shall normally land by threshold 06L, vacate the runway by exit taxiway H4 or H5 and will be cleared by ATC to enter the apron by GATE Z where they will taxi via TWY LA up to the stand.

The air TWY N7 may not be employed for exit from the runway.

DEPARTURES

Departing helicopters will be cleared by ATC to taxi from the stand via GATE Z to the runway-holding position H4 or H5, where they shall await instructions from ATC to enter RWY 06L.

Helicopters using air taxiing route N7 to access the runway must taxi from the stand up to GATE A and there await authorization from TWR to may access TWY N7, and subsequently the runway. Access to N7 shall be by air taxiing. This air taxiing route shall not be employed under low visibility conditions. In cases of single-handed helicopters with skis, these must be kept at GATE A and subsequently request clearance from TWR.

20.4 CODE LETTER F AIRCRAFT OPERATIONS

20.4.1 FACILITY RESTRICTIONS

Only the following code letter F aircraft may operate at Palma de Mallorca airport: A124, B748 and A388. Neither the arrival nor the permanence of any code letter F aircraft will be authorized without the previous airport authority permission.

Code letter F operations are not permitted if RWYCC is less than 2.

Landing and take-off operations for code letter F aircraft shall be carried out on/from RWY 06L/24R.

20.4.2 STANDS

- PRKG 118 (maximum aircraft: A388/B748)
- PRKG 306 (maximum aircraft: A124).
- As alternative to these stands, and in case of contingency, an aircraft may be parked on TWY LA (Maximum aircraft: A388/B748).

20.4.3 TAXIING ROUTES

A. Arrivals by RWY 06L

- PRKG 118: Runway end (H2), TWY NORTH, LINK and GATE F.
- PRKG 306: Runway end (H2), TWY NORTH, GATE A and TWY LA.
- PRKG in TWY LA: Runway end (H2), TWY NORTH, GATE Z and TWY LA.

B. Departures from RWY 06L

- PRKG 118: TWY LF, GATE F, TWY LINK, NORTH and runway-holding position H4.
- PRKG 306: TWY LA, GATE Z, TWY NORTH and runway-holding position H4.
- PRKG in TWY LA: TWY LA, GATE A, TWY NORTH and runway-holding position H4.

C. Arrivals by RWY 24R

- PRKG 118: Runway end (H4), TWY NORTH, LINK and GATE F.
- PRKG 306: Runway end (H4), TWY NORTH, GATE A and TWY LA.
- PRKG in TWY LA: Runway end (H4), GATE Z and TWY LA.

D. Departures from RWY 24R

- PRKG 118: TWY LF, GATE F, TWY LINK, NORTH and runway-holding position H2.
- PRKG 306: TWY LA, GATE Z, TWY NORTH and runway-holding position H2.
- PRKG in TWY LA: TWY LA, GATE A, TWY NORTH and runway-holding position H2.

20.4.4 FACILITY RESTRICTIONS

A. Parking on PRKG 118:

- During entry/exit operations of aircraft into/from the stand, the circulation of vehicles in the adjacent service road will be limited, for which purposes "STOP Aircraft Passing" signals will be provided. During the push-back manoeuvre, circulation in the service road will be halted at the level of the line of equipment restricted area (ERL) PRKG 116 and 117 and, at the other end, at the level of the "STOP Aircraft Passing" signal next to PRKG 119.
- It will not be possible to use PRKG 119 during entry/exit operations of aircraft into/from the stand. The "FOLLOW ME" vehicle will ensure there are no aircraft, vehicles or persons in that stand.
- There cannot be aircraft pushing back in PRKG 26, 119 and 117.

B. Parking on PRKG 306:

- During the stay of the aircraft on the PRKG 301, 303, 307, 307B, 308B and 309B will be unavailable. (PRKG 308 and 309 will remain operational).

C. Parking on TWY LA:

During the stay of the aircraft on TWY LA:

- TWY LA will be unavailable.
- PRKG 306 to 311 will be unavailable. (PRKG 301 and 303 shall remain operational).
- GATE Z will be unavailable. Nevertheless, to maintain the availability of PRKG 301, (this will be necessary for the operation of the SASEMAR), the closed lighting for TWY LA will be activated from PRKG 307 to 311, and operations on PRKG 301 will be guided by signalmen.
- The aircraft shall access via GATE Z and start its deviation from the centre line of TWY LA towards the ABL at the level of the entry line for PRKG 307. It shall park on the ABL line, with the aircraft's nose wheels at the level of the entry line for PRKG 309.

20.4.5 TAXIING RESTRICTIONS

A. In the case of parking of an aircraft on PRKG 306 and TWY LA (on arrival by RWY 06L or departure by RWY 24R) and on PRKG 118 (on arrival by RWY 24R or departure by RWY 06L), during the taxiing of the aircraft via TWY NORTH, in its section between threshold RWY 06L and LINK:

a. Aircraft are not allowed to taxi via TWY W5.

b. Aircraft are not allowed to taxi via TWY LA, LB, LC.

c. Aircraft are not allowed to hold at GATE A, B, C, D, E or the intersection LINK-NORTH.

- During landing and take-off of the aircraft, departing aircraft shall hold on TWY NORTH.
- With the aircraft halted at the runway holding position H2 or taxiing towards the same, taxiing via TWY NORTH from N1 to H1

is not allowed, nor will any aircraft be allowed to stay on H1. Therefore, aircraft must wait at the intermediate holding position North 13, unless they have been cleared by TWR to take off from the intersection via N1.

- In the event there is an aircraft landing on the runway, code letter F aircraft must hold for take-off on TWY NORTH. This requirement is not necessary if the runway is being used only for take-offs, in which case the code letter F aircraft may employ the holding positions.
- Intermediate holding positions which are within the taxiing routes for code letter F aircraft shall not be used while this type of aircraft is taxiing.
- Runway holding positions H4-H5 without presence of aircraft, during the taxiing of aircraft via the section of TWY NORTH between GATE A and Z.
- Restriction on CAT II/III arrivals.
- GATE Z is only an entry and exit gate from TWY H4 or H5.

20.4.6 OPERATIONAL RESTRICTIONS FOR THE AIRCRAFT

- If they are available, it is required that, during taxiing, the outer engines of the aircraft should be set to idling power, to avoid the generation and ingestion of FOD.
- It is required that aircraft accomplish oversteering manoeuvres to correct for the path of the curved sections of LINK at its access to NORTH and for TWY LINK at its access to GATE F and for F at its access to TWY LINK.
- The use of PAPI signals is not recommended, to prevent incorrect instructions during landing.
- Limitation on engine power on the apron (AIP AD 1 Aerodromes/Heliports. Introduction. AD 1.1 Airports and heliports availability): "The areas and spaces defined on the aprons are designed on the assumption that aircraft will manoeuvre using powers similar to idling. In the event that due to some circumstance, it is required to increase power significantly within the apron, pilots must coordinate with ATC so that the manoeuvre can be supervised by a signalman."
- The aircraft shall not carry out CAT II/III arrivals operations on RWY 06L/24R.
- At Palma de Mallorca airport, aircraft operations for the purposes of take-off are allowed under low visibility conditions.
- Whenever possible, it is recommended to carry out the take-off operation using low engine power.

20.5 USE OF RUNWAYS

20.5.1 PREFERENTIAL RUNWAYS

1. West configuration:

   West configuration will be preferential, whenever the tailwind component, including gusts, does not exceed 10 kt and the runway is dry, or wet with braking action good; the change of configuration may be considered from a tailwind of 7 kt.

   Arrivals: RWY 24L

   Departures: RWY 24R

   To accelerate arriving traffic the RWY 24R could be used on ATC's initiative request.

2. East configuration:

   Arrivals: RWY 06L

   Departures: RWY 06R

   To accelerate departing traffic, the RWY 06L could be used on ATC's initiative request.

   Pilots asking for the use of a different runway of the one for the configuration in use will assume the possible delays.

20.5.2 MINIMUM RUNWAY OCCUPANCY TIME

ARRIVALS

To minimize the runway occupancy time and the possibility of "go-around", pilots are reminded:

- Whenever the conditions of the runway so allow, they should use the following or earlier RET, unless otherwise instructed by ATC. Otherwise, they must notify ATC in the first communication with TWR:

AIRCRAFT CATEGORY DUE TO WAKE TURBULENCE	RWY 24L DIST THR-RET	RWY 24R DIST THR-RET	RWY 06L DIST THR-RET
AIRCRAFT CATEGORY DUE TO WAKE TURBULENCE	RWY 24L DIST THR-RET	RWY 24R DIST THR-RET	RWY 06L DIST THR-RET
HEAVY	S1 1540 m (PREFERABLY for Turboprops, Aircraft heading to the North and Central aprons) and S2 1950 m.	–	N3 1675 m
MEDIUM (JET)			
MEDIUM (PROP) + LIGHT		N4 1480 m	

NOTE: On RWY 06L, the THR-RET distance for N2 is 2130 m.

- To vacate runway expeditiously at the fastest speed commensurate with safety.
- To adjust taxi speed after touchdown when it is evident that the aircraft will miss the planned RET, avoiding low speeds on the runway.
- To vacate the runway completely before halting. Should they not be able to contact GMC, after leaving the runway free, hold until they establish that communication.

DEPARTURES

Pilots should be ready for departure when reaching the runway-holding position.

On receipt of line-up clearance pilots should ensure that they are able to taxi and line-up on the runway as soon as the preceding aircraft has commenced either its Take-Off roll or Landing run.

Pilots who require additional separations (due to wake turbulence or other reason), shall notify ATC as soon as possible and before crossing the runway-holding position.

Pilots should be able to commence the Take-Off roll immediately when Take Off Clearance is issued.

Pilots unable to comply with this requirement shall notify ATC as soon as possible and await instructions. When appropriate, ATC could cancel the clearance and instruct the aircraft to vacate runway.

Any runway access road whose stop bar stays on due to technical failure will be disconnected. In the event of traffic on such a road, exceptional instructions may be given to cross the road using double confirmation.

20.5.3 DEPARTURES FROM INTERSECTION

Pilots who request or accept to take off from intersection shall inform ATC accordingly on initial contact with GMC.

20.5.4 WAKE TURBULENCE CATEGORIES

Relating to the wake turbulence category, all aircraft are classified depending on their Maximum Take-Off Weight (MTOW) as follows:

- HEAVY: 136000 kg (MTOW) or more.
- MEDIUM: Less than 136000 kg (MTOW) and more than 7000 kg (MTOW).
- LIGHT: Equal or less than 7000 kg (MTOW).

Wake Turbulence Minimum Separation will be applied to all departing aircraft according to the following table:

PRECEDING AIRCRAFT	FOLLOWING AIRCRAFT	SEPARATION IN MINUTES	SEPARATION IN MILES
HEAVY	HEAVY	2	4
HEAVY	MEDIUM	2	5
HEAVY	LIGHT	2	6
MEDIUM	HEAVY	–	–
MEDIUM	MEDIUM	–	–

PRECEDING AIRCRAFT	FOLLOWING AIRCRAFT	SEPARATION IN MINUTES	SEPARATION IN MILES
MEDIUM	LIGHT	2	5
LIGHT	HEAVY	–	–
LIGHT	MEDIUM	–	–
LIGHT	LIGHT	–	–

NOTE 1: Due to its unusual Wake Turbulence characteristics, B757 is categorized as HEAVY when followed by a MEDIUM or LIGHT aircraft, but as MEDIUM when it follows a HEAVY aircraft.

NOTE 2: The standard Minimum Separation by time will be increased in 1 extra minute when an aircraft departs from an intersection following a full-length departure having a higher wake turbulence category.

NOTE 3: The standard Minimum Separation by distance will be applied in a way that, once airborne, aircraft shall comply with their specified Minimum Separation.

Aircraft unable to accept the minimum wake turbulence separation shall advise ATC as soon as possible on transfer to DEP frequency but before line-up clearance is issued. Pilots accepting line-up clearance without declaring the need for additional wake turbulence separation will be assumed to have accepted the standard Wake Turbulence Minimum Separation.

20.6 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…).

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

Seguridad_Operacional_PMI@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).

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

lecp.safety@enaire.es

20.7 A-CDM PROCEDURES

20.7.1 DEFINITIONS

- A-CDM:Airport Collaborative Decision Making
- TOBT: Target Off-Block Time. Time at which the air carrier or the ground handling agent expects to be ready, with the doors closed, airbridge disconnected and aircraft push-back equipment connected.
- TSAT: Target start-up clearance time. Estimated start-up time calculated based on the TOBT, taxi time from the stand, the CTOT (if subject to regulation) and the airport operational capacity.
- SOBT: Scheduled Off-Block Time.

20.7.2 GENERAL

Palma de Mallorca Airport applies A-CDM processes in the aircraft departure sequence. The A-CDM processes start three hours prior to the estimated off-block time (EOBT) and end with aircraft take-off. Throughout the process, all flight-related information must be kept up-to-date. The information will be sent automatically to the Network Manager Operations Centre (NMOC) at Eurocontrol and will be used to improve management in assigning calculated take-off times (CTOT).

Palma de Mallorca Airport applies the FAM (Flight Activation Monitoring) system managed by Eurocontrol. To prevent flight plans from being suspended automatically, the EOBT and TOBT must be kept up-to-date until the request for start-up, following the TSAT, so that the traffic flow enables departure to occur as close to TTOT as possible.

For further information, see AD 1.1, section 5.11 Coordination with the Network Manager Operations Centre (NMOC).

20.7.3 PROCESS

20.7.3.1 AIRPORT SLOT AND FLIGHT PLAN VALIDATION

Three hours prior to EOBT, the flight plan (FPL) information filed in the A-CDM system will be validated with respect to the airport slot, and the flight destination and the type of aircraft must coincide with the EOBT of the FPL initially filed in both the SOBT. If the information does not match, the system will generate an alarm and an automatic message sent to the airline and ground handling agent, who will have to update the information.

20.7.3.2 TOBT ALLOCATION

As soon as the air carrier or the ground handling agent has the information on the target off-block time, the TOBT will be allocated in the A-CDM system. Throughout the process, the TOBT must be updated based on the flight information available to the airline or the ground handling agent.

The EOBT must be in line with the TOBT at all times. If there is more than a 10-minute difference between the two, the system will generate an alarm and an automatic message will be sent to the air carrier and ground handling agent, who must update the TOBT and/or EOBT with a DLA message.

20.7.3.3 TSAT PUBLICATION

Thirty minutes prior to the TOBT, the system will generate a TSAT. This time will be updated (automatically) successively based on the actual start-up sequence, the operational situation and the volume of regulated flights in the sequence.

For regulated flights, the TSAT will be generated based on the CTOT as soon as it is published. Regulated flights must keep the TOBT and EOBT updated, until start-up clearance is requested from ATC.

20.7.3.4 ENGINE/TURBINE START-UP REQUEST

See section 2.2 START-UP PROCEDURE.

20.8 USE OF ENGLISH LANGUAGE IN RADIO COMMUNICATIONS

Whenever there is a pilot on the frequency/frequencies in use in the manoeuvring area who does not speak Spanish, the use of English in ground-air communications between aircraft and the ATS unit shall be mandatory; without prejudice to the application of the provisions in SERA.2010 under 'Responsibilities of the pilot in command', and the decisions which may be taken by the pilot in command in such circumstances, and likewise in the emergency situations which could arise on board the aircraft, and in the adoption by the air traffic controller of the measures it may deem necessary to maintain safety.

This is applicable, as appropriate, in the operational scenarios described in Annex IV to the Real Decreto 1180/2018:

1. The following operations of landing and take-off:
   a. Clearances to land with traffic in the holding position.
   b. Clearances to take off with traffic on final approach.
   c. Clearances to enter and line up from congested holding positions.
2. Operations in which there are aircraft entering the active runway, but which are neither going to land or to take off. Typically, these operations are taxiing along the active runway or crossing the active runway.
3. Operations when the Low Visibility Procedures (LVP), Visibility Conditions 3 (VIS3), are activated.

In the foregoing operational scenarios, Spanish may be used in ground-air communications between the aerodrome traffic control units and flights operating under visual flight rules (VFR), always provided that the pilots do not possess appropriate English

language proficiency.

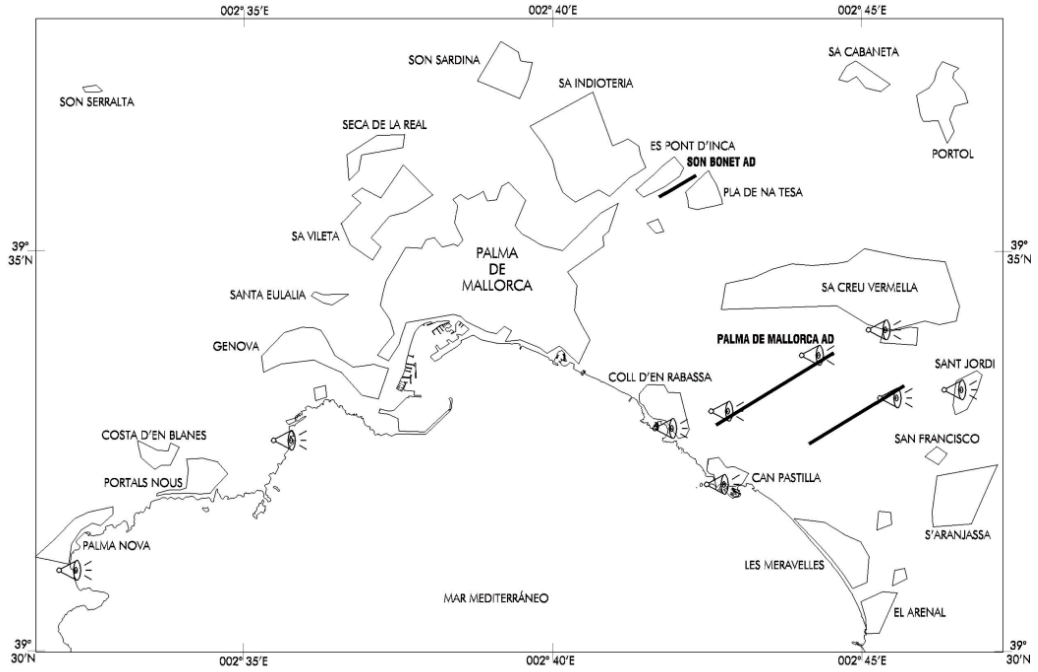
Special operations, in the foregoing operational scenarios, are exempt from applying what is indicated in this section in relation to ground-air communication between aircraft and ATS unit.

LEPA/LESJ AD 2.21 NOISE ABATEMENT PROCEDURES

21.1 GENERAL

1. The following procedures have been established to avoid excessive noise to the surroundings of Palma de Mallorca airport.
2. These procedures are applicable to every landing and take-off manoeuvres. No compliance with these procedures will be cause of sanctions to aircraft operators.
3. Pilots and ATC may omit these procedures only for aircraft safety reasons.
4. Operators which cannot comply with these procedures shall submit to the correspondent authority the procedure that may apply to this purpose for its possible approval.
5. The term night hours is defined as the time period comprised between: V: 2100-0500, I: 2200-0600.
6. Training flights are forbidden at night-time. All training operations must be undertaken on RWY 24R/06L.
7. Departure and arrival paths will be radar monitored and noise level will be measured for each operation. Location of SIRPA system noise sensors is shown in the corresponding general chart. This measurement system works 24 hours a day in automatic form and disposes of radar data, flight plan and aircraft position at every moment for the aircraft identification.
8. Change on the procedures must not be asked for or cleared till reaching FL060 except propeller aircraft.
9. RWY 06R may be used for arrivals exclusively by propeller aircraft and at daytime, except in the case of operational contingency.

   RWY 24L will not be used for take-off operations, operational contingency excepted.



LOCATION OF NOISE SENSORS	
SAN JORDI	393322N 0024639E
CASA BLANCA	393401N 0024523E
THR RWY 24L	393310N 0024534E
THR RWY 24R	393342N 0024418E
THR RWY 06L	393300N 0024250E
CAN PASTILLA	393205N 0024246E
COLL DEN RABASSA	393247N 0024156E
ILLETAS	393238N 0023546E
PALMANOVA	393100N 0023216E

21.2 RUN-UP TEST

Run-up test of engines will be only authorized out of night hours and may be accomplished at TWY SOUTH. Any other situation must be authorized by the Aiport Management.

Engine performance testing higher than idle regime are forbidden in the stand. It just may be realized at TWY SOUTH.

Run-up tests at idle regime don't have schedule restriction. It can be made when the aircraft is in the stand, if the boarding bridge is disconnected and has been authorized by CEOPS.

Auxiliary Power Point (APU) tests may be authorized by CEOPS out of night hours if is not perceived an excessive noise in apron.

21.3 NOISE ABATEMENT PROCEDURES

A. TAKE-OFF

1. Take-off power. Take-off FLAP/SLAT.
   - Accelerate till V2 + 10 kt.
   - Climb up to 1500 ft AAL maintaining V2 + 10 kt.
2. At 1500 ft
   - Reduce to power of ascent.
   - Accelerate till VZF + 10 kt maintaining a minimum climb gradient of 500 ft/min. VZF: Zero flap minimum safety maneouvre speed.

- Retract FLAP/SLAT, according to need.

3. UP TO FL060
   - Not exceed 250 kt and continue SID in force, except ATC clearance.

NOTE: Exceptions will be made for aircraft able to demonstrate that they generate less acoustic impact by using other procedures, which must be reported to the Airport Management sufficiently in advance, or for justified security reasons.

B. LANDING

1. REVERSE THRUST
   - Reverse thrust other than idle thrust cannot be used, except for safety reasons, during night hours.
2. Landing and approach procedures on visual meteorological conditions will be performed with an angle equal to or higher than the ILS GP or PAPI of each runway.

21.4 TRAINING FLIGHTS

Repeated approaches for training purposes are only permitted prior authorization from the airport authority and will be restricted according to air traffic, complying with the local procedures.

LEPA/LESJ AD 2.22 FLIGHT PROCEDURES

22.1 ARRIVAL PROCEDURES

22.1.1 CLEARANCE LIMIT

Arriving aircraft proceeding on a Standard Arrival (STAR) will considered the IAF as clearance limit. With no further ATC clearance, enter the IAF holding.

22.1.2 APPROACH RADAR CONTROL

When arriving traffic is being sequenced by means of ATS Surveillance Systems, part of the approach will be flown under directions from Radar Control. Under radar control, the intermediate approach procedure may be partially or completely omitted, the clearance limit assigned may be replaced by a clearance to a final approach aid or fix, or radar vectors may be given to direct the aircraft to the final approach course or to a position from which a visual approach may be completed.

In case of dense traffic, radar vectoring from the IAF to a downwind leg position for the active runway should be expected.

Once the aircraft is under Radar Control, changes of heading or flight level/altitude will be made under instructions from the Radar Control, except in case of radio communication failure.

22.1.3 SPEED CONTROL

Speed Control is essential for safe and smooth operations, especially in dense traffic and during final approach.

Spacing provided between aircraft is minded to achieve maximum runway utilization within the parameters of safe separation minima (including vortex effect). See Use of Runways in item 20.

These speeds are mandatory for separation purposes and standardized approach procedures at Palma Airport.

Except otherwise instructed by ATC, pilots shall comply with the following speed restrictions:

- MAX IAS 250 kt at FL100 or at the Speed Limit Point (SLP), whatever occurs first.
- IAS 200 kt at 12.0 DME ILS.
- IAS 180 kt at 9.0 DME ILS.
- IAS 160 kt at 4.0 DME ILS;

  or equivalent distance from threshold in case of DME ILS U/S.

All speed restrictions are to be flown as accurately as possible.

Aircraft unable to conform to these speeds due to weather conditions, aircraft performance or other operational reasons, should

inform ATC immediately and state what speeds might be used.

In the event of a new (no-speed related) ATC clearance being issued, pilots are not absolved from a requirement to maintain a previously allocated speed.

Not compliance with speed control instructions may lead to an aircraft to be excluded from the planned approach sequence.

22.1.4 SHORT COMMUNICATION PROCEDURE

In transfers of communications from PALMA ARRIVAL to PALMA FINAL (FREQ 118.955 C), the initial call shall be limited to the flight CALL SIGN to avoid congestion on the frequency:

PALMA APPROACH + Aeroflot 321

22.1.5 UNINTENDED CROSSING OF FINAL APPROACH COURSE

In order to avoid unintended crossing of the final approach course when radio contact is not possible, if an aircraft is on a radar vector leading to the final approach course at an angle of 50 degrees or less, or if the aircraft has been cleared to a waypoint or aid located on the final approach course, the pilot shall turn inbound to the final approach of the previously assigned runway and shall adhere to the cleared altitude, unless the pilot has been instructed by ATC to cross the final approach course.

22.1.6 DELAY INFORMATION ON APPROACH

The expected approach time (EAT) will be provided to an arriving aircraft whose landing is expected to be delayed by 10 minutes or more, or any other period of time as determined by the competent authority.

22.1.7 VISUAL APPROACH

In the case of visual approach, aircraft shall maintain an altitude of:

- 1500 ft or above for code letter A and B aircraft.
- 1700 ft or above for code letter C and D aircraft.

and at least a height of 1000 ft AGL, until being in the final approach heading of the runway in use.

22.1.8 RADIO COMMUNICATION FAILURE PROCEDURE

An aircraft which experiences a communications failure shall immediately respond on the SSR mode 7600.

Procedures depending on the position of the aircraft at the time of the failure:

a. During a STAR procedure before the IAF:

   Maintain last cleared flight level / altitude and hold over the IAF. Start descending after a complete holding pattern, or after the EAT if received, whatever is later, and complete a published IFR approach to the active runway for arrivals in order to land within the next 30 minutes.

b. On radar vectors before the IAF:

   Maintain last cleared flight level / altitude, flight directly to the first suitable IAF and follow procedure stated on point a).

c. On radar vectors after the IAF:

   Maintain last cleared flight level / altitude and proceed to the final approach course to complete the approach procedure and land. If unable, accomplish the missed approach procedure with communications failure stated in d).

d. During the missed approach:

   Do not initiate the missed approach procedure before the MAPT, follow the procedure, join the holding, make a complete holding pattern, and complete the approach procedure and land.

22.2 DEPARTURE PROCEDURES

22.2.1 REFERENCE FIXES IN APPROACH COURSE

In order to facilitate and expedite the traffic of departing aircraft it is necessary to establish a number of reference fixes in the approach courses to the different runways. With these references and in IMC, an aircraft may be authorized to take off from a

runway at the same time that approach operations are taking place in the same or another runway, as long as the course of the departing aircraft differs minus 45° from that of the incoming aircraft.

Reference fixes:

- 5.0 DME SSJ, aircraft on approach to RWY 24R.
- 5.0 DME ILS PLM, aircraft on approach to RWY 06L.
- 5.0 DME ILS IPAL, aircraft on approach to RWY 24L.

22.2.2 SPEED CONTROL

In order to optimize the departure flow and assist in the separation between successive departing aircraft, a speed limit of MAX IAS 250 kt at FL100 or below is applicable. ATC may remove the speed restriction by using the phrase 'No ATC Speed Restriction'.

Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the Noise Abatement Procedures that may require a speed/power limitation.

22.2.3 RADIO COMMUNICATION FAILURE PROCEDURES

An aircraft which experiences a communications failure shall immediately respond on the SSR mode 7600.

Procedures depending on the position of the aircraft at the time of the failure:

a. During a SID procedure:

Follow the SID to the TMA exit point, climbing to the last cleared altitude/flight level, or the minimum safety altitude, whatever is higher; maintain such level or altitude for 7 minutes, continue climbing in accordance with the updated FPL.

b. On radar vectors on departure:

Intercept, in the most direct way, the last SID procedure given by ATC and continue the failure communications procedure stated in a).

If SID clearance has not been received, proceed to intercept the appropriate SID to the TMA exit point in accordance with the FPL.

22.3 CONTINUOUS DESCENT OPERATIONS

Depending on traffic situation, and if no need for interrupting the descent is foreseen, aircraft will be cleared to proceed to a standard arrival (STAR), or by means of a "direct to" clearance to an intermediate fix of the STAR, to the IAF, to an intermediate approach fix or to the IF, to the minimum altitude of the IAF or the IF of the instrumental procedure (IAC), in order to allow a continuous descent operation

22.4 LOW VISIBILITY PROCEDURES (LVP)

22.4.1 GENERAL

RWY 24L, provided that the facilities required are in service, is appropriate for CAT II and III operations.

RWY 24R, 24L (prior clearance or cases of contingency due to be subject to environmental limitations), 06R and 06L are appropriate for take-offs in low visibility conditions.

During the performance of these operations, the Low Visibility Procedures (LVP) will be applied. If so, pilots will be informed via ATIS or via RTF. In any case, LVP are active in the manoeuvring area when RVR is equal to or lower than 550 m and in apron when RVR is lower than 400 m.

In the event of weather conditions leading to LVP activation but activation cannot be accomplished (e.g., due to rapid deterioration of weather conditions, infrastructure-related issues, etc.), all operations may be halted (landing, take-off and taxiing) until LVP may be activated.

In the event of weather conditions leading to the activation of LVP and only affecting one threshold while there are no low visibility conditions at the other threshold, the unaffected threshold may be used in CAT I, if circumstances permit it, maintaining LVP in force.

Guided low visibility take-offs (LVTO) are not permitted.

22.4.2 GROUND MOVEMENT

ATC will employ the lit intermediate holding position, as well as the stop bars as clearance limits to manage the ground movements.

With RVR values below 400 m and A-SMGCS (Advanced Surface Movement Guidance and Control Systems) inoperative, or with RVR values below 400 m and SMR operative (MLAT multilateration system out of service), aircraft will taxi guided by a "FOLLOW ME" vehicle from/to the stand (or position after towing) to/from the assigned apron exit/entry GATE. When the RVR is less than 75 m, no new clearances will be issued, and taxiing to the apron may only be completed with the guidance of signalmen.

Helicopters will be guided by a "FOLLOW ME" vehicle on the apron when LVP are in force.

When an aircraft follows a "FOLLOW ME" vehicle, the commander shall be responsible for maintaining their own separation from the vehicle.

When LVP are activated in the manoeuvring area, the following will be closed:

- Perimeter service roads:
  - South perimeter from General Aviation to SEI South.
  - North perimeter from East Apron to TWY Link.

When LVP are activated in the manoeuvring area and apron, the service roads bounded by the following stands will be closed:

- PRKG 06-103.
- PRKG 103-104 and passing through GATE D.
- PRKG 109-114 and passing through GATE E.
- PRKG 118-119 and passing through GATE F.
- PRKG 123-48.

In addition, possible closure, depending on whether or not there are aircraft parked, from the estimated off-block time and for the estimated duration of the LVP, of the following vehicle service roads (whenever any of these service roads does remain open, its use will be controlled by a "FOLLOW ME" vehicle).

- Service road linking PRKG 02 with 100.
- Service road linking PRKG 22 with 109.
- Service road linking PRKG 25/26 with 116.
- Service road linking PRKG 28/29 with 121-123.

22.4.3 ARRIVALS

a. Clearance to land will be issued when the ILS sensitive areas are free, normally, before the approaching aircraft is at 2 NM from the touchdown point. Nevertheless, concession of clearance to land may be delayed until the aircraft is at 1 NM from the touchdown point, always provided that the CTA monitors the development of the approach and the pilot has been advised that they will be supplied with landing clearance late.

b. Aircraft that have landed should vacate the runway in use by any of the taxiways specified below, except when they receive different clearance from ATC:

RWY	TWY
06L	N2, N3
24R	N4
24L (1)	S1, S2
(1) In cases where aircraft vacate RWY 24L at the end, they shall always do so via TWY H7 if possible.	

c. On vacating the runway, the pilots shall notify:

- The taxiway used, and
- Runway vacated (CAT I), or
- Sensitive area vacated (CAT II/III). The limit of the sensitive area is determined by the transition of the taxiway centre line

lights from green-yellow-green to all green.

d. Aircraft leaving the sensitive area will have priority over those that may be taxiing nearby.

e. After vacating the runway, aircraft shall taxi following the taxiway centreline lights until they vacate the LSA, where they will receive instructions from GMC, or else they shall halt.

22.4.4 DEPARTURES

a. Pilots shall request ATC to engines start-up when the meteorological minimum values are equal to or higher than its operation minima.

b. The clearance of push-back, towing and/or taxiing will be requested to GMC (see AIP-España, AD 2-LEPA/LESJ item 18).

c. The following runway-holding positions will be used, except when they receive different clearance from ATC.

TAKE-OFF RUNWAY	HOLDING POSITION (1)
06R	H8 (CAT II/III)
06L	H4, H5
24R	H1, H2
24L (2)	H9, H10
(1) See operational restrictions on runway-holding positions published in AIP. (2) RWY 24L may be used for departures subject to prior coordination with the Airport Management, in accordance with the applicable operational and environmental conditions. However, in contingency or emergency situations, or where unforeseen operational circumstances require immediate action to preserve the safety, regularity or continuity of airport operations, its use may be authorised without prior coordination, provided that Airport Management is informed as soon as practicable.	

d. Take-offs from intersection are not permitted when LVP are activated.

e. In the event of abandoning the take-off manoeuvre, ATC shall be notified immediately, who will give appropriate instructions. With the LVP in force, if a take-off manoeuvre is aborted, the aircraft shall vacate the runway via the end.

RUNWAY IN USE FOR TAKE-OFF	EXIT TAXIWAY TO BE USED IN THE EVENT OF ABANDONED TAKE-OFF
06L	H2 / H1
24R	H4 / H5
06R	H9 / H10
24L	S1 / S2 / S3 / H8 / H7 / H6

22.4.5 TAXIING

Once activated the LVP, preferentially, operations will be carried out on West configuration.

The taxiing routes described in AIP-España AD 2-LEPA/LESJ item 20 shall be followed.

22.4.6 COMMUNICATIONS FAILURE AND ANOMALOUS SITUATIONS IN THE MANOEUVRING AREA

22.4.6.1 Communications failure

If an aircraft or vehicle operating in the manoeuvring area or an aircraft or "FOLLOW ME" vehicle on the apron should suffer a communications failure, it shall proceed as follows:

a. 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 a "FOLLOW ME" vehicle which will guide it to the assigned stand or holding bay.

b. Arriving Aircraft

If the aircraft has just landed, it shall hold its position on vacating the runway (or the sensitive area) and await the arrival of a "FOLLOW ME" vehicle, which will guide it to the assigned stand.

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 a "FOLLOW ME" vehicle which will guide it to the assigned stand.

c. Vehicle

In the case of failure of radiotelephone communications with the Aerodrome Control Services when the driver is within the Manoeuvring area, the general procedure for action will be:

- Normally, the driver will exit the manoeuvring area before halting and awaiting help.
- If the driver has a transmitter for the CEOPS frequency, this situation must be reported to that unit, and assistance required.

22.4.6.2 Abnormal situations in the manoeuvring area

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 of disorientation of a vehicle in the manoeuvring area, this fact shall be communicated to ATC (including the last known position) and, unless other indications are received from ATC, the driver shall exit the manoeuvring area to reach a safe distance as soon as possible, and halt the vehicle.
- 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 will be taken immediately to safeguard the operations and help the aircraft or vehicle in question to determine its position.

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 will take the measures that it will deem fit (for instance, sending an assistance vehicle).

Breakdown of aircraft or vehicle

- Aircraft: 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.
- Vehicle: shall communicate this fact to ATC (including the last known position) and, unless other indications are received from ATC and this is possible, the driver shall exit the manoeuvring area to reach a safe distance as soon as possible, and halt the vehicle. If the vehicle cannot be moved, ATC shall be informed without delay.

22.5 ATS SURVEILLANCE SYSTEM

It is used in the provision of the aerodrome control service to perform the following functions:

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

b. supervision of the flight path to other aircraft in the vicinity of the aerodrome;

c. establishment of separation, as defined in the R.C.A. section 4.6.7.3, between successive departing aircraft; and

d. provision of navigation assistance to VFR flights.

All the functions above will be suspended in the event of simultaneous unavailability of Palma de Mallorca and Randa radars.

22.6 VFR TRAFFIC

Tower may authorize, according to the "Reglamento de Circulación Aérea", local, test or instruction flights with VFR flight plan subject to the authorization of the aerodrome authority.

Tower may clear aircraft with two way radio and VFR flight plan, to depart or enter the TMA and CTR via the appropriate VFR corridors or sectors specially furnished for that purpose. See AD 2-LEPA/LESJ VAC and ENR 6.10.

22.7 VISUAL DEPARTURE PROCEDURES FOR IFR FLIGHTS

In certain circumstances in which the published SID and contingency departures cannot be used, IFR flights may request a "visual departure" from ATC under the following conditions:

- Between the start of morning civil twilight and the end of evening civil twilight.
- Weather conditions in the direction of the take-off and subsequent initial climb that permit the visual flight up to the Minimum Radar Altitude.
- Once lined up, the pilot will propose a heading to ATC, to enable the departure to be safe.
- The pilot will be responsible for maintaining obstacle clearance up to the Minimum Radar Altitude.

Noise abatement procedures described in AD 2-LEPA/LESJ ITEM 21.- NOISE ABATEMENT PROCEDURES which are incompatible with these visual departures will not apply.

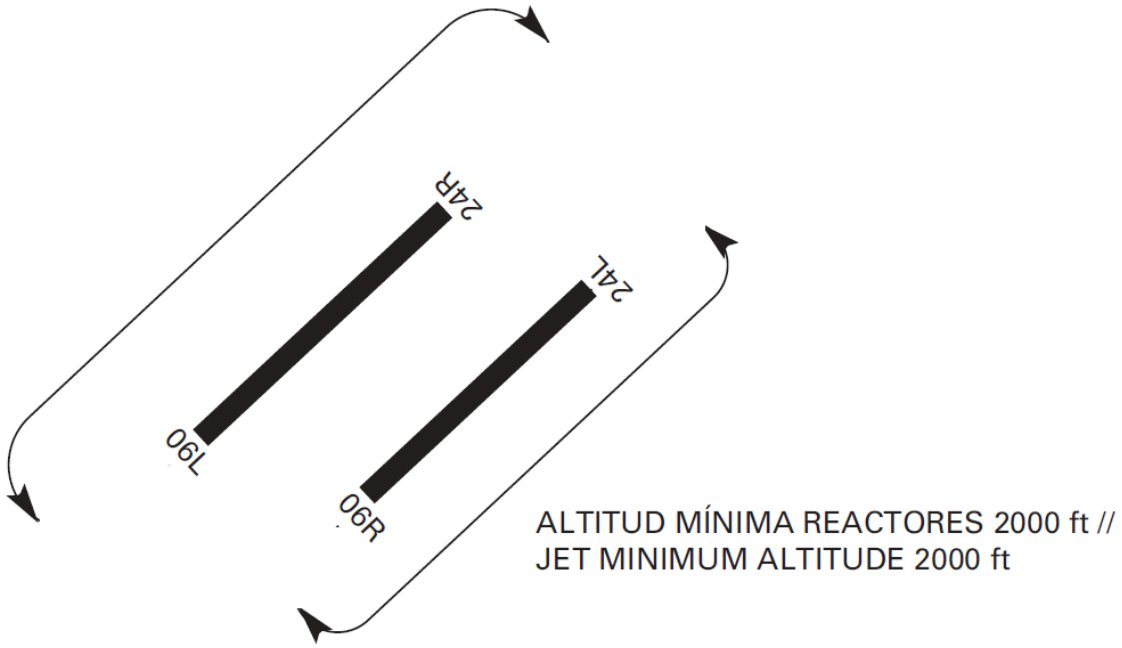
22.8 AD TRAFFIC CIRCUIT

RWY 06L/06R

AD traffic circuit to the right (South) / left (North).

RWY 24R/24L

AD traffic circuit to the left (South) / right (North).



LEPA/LESJ AD 2.23 ADDITIONAL INFORMATION

23.1 ARRESTING SYSTEMS

Nomenclature: LESJ-01-C-B.

Type: RETRACTABLE CABLE BARRIER BIDIRECTIONAL.

Location on: RWY 06R THR displaced + 650 m/+2133 ft.

RWY 24L THR +1940 m/+6365 ft.

Readiness status: Permanently available, at the pilot request.

23.2 AIRCRAFT EQUIPPED WITH TCAS, VERSION PRIOR TO Nº 7, OPERATING AT PALMA DE MALLORCA AD

For permanent radar performance checking of the new en-route radar installed at Randa, a fixed radar transponder has been located at the TWR with the following characteristics:

- Location: 393255.11N 0024359.13E
- Alpha Mode Code: 7777
- Antenna altitude: 100 ft

Aircraft equipped with TCAS, version prior to Nº 7, overflying at low altitude next to these coordinates, may receive TCAS traffic advisories corresponding to this fixed transponder. Such identifications do not identify real traffic and should be ignored.

23.3 ON-BOARD MEDICAL ATTENTION

In the event that a passenger requires on-board medical attention, the pilot-in-command will notify ATC whether:

1. He/she requires a doctor on board, or

2. He/she does not require a doctor on board.

In the case of requiring a doctor on board:

- The passengers will remain seated until the medical service takes care of the patient.
- Medical personnel will travel to the aircraft.

In the case of not requiring a doctor on board:

- The PMR vehicle will travel to the aircraft to transport the patient to the airport First Aid Room for assessment by medical staff.

23.4 BIRDS CONCENTRATION AREAS

Fauna Control Service schedule: Sunrise to Sunset.

Presence of fauna due to different points of attraction for fauna within and in the vicinity of the airport, as described below:

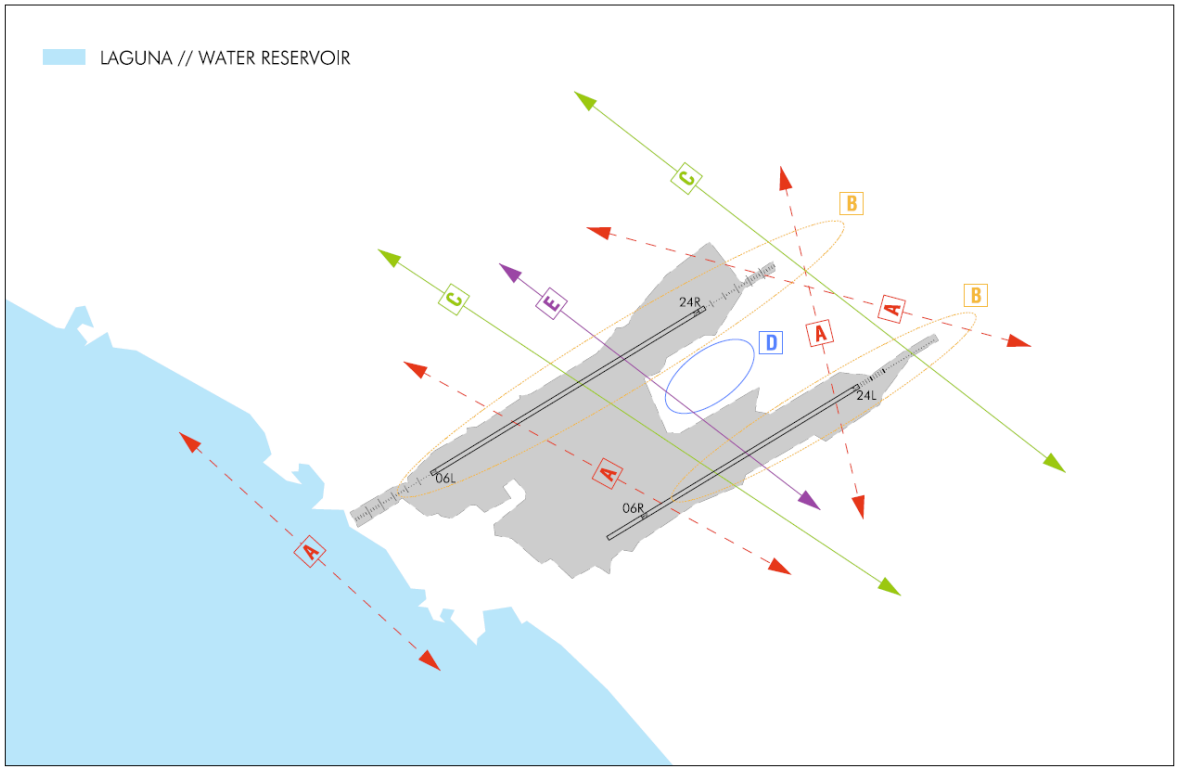
Movement A. Displacements of yellow-legged gulls crossing the two runways (at 30 to 300 ft AGL) individually or in groups of up to 10.

Movement C. Possible transit in winter by compact flocks of common starlings crossing both runways at sunrise and one hour before sunset (at 30 to 600 ft AGL).

Movement E. Displacements of cattle egrets crossing the two runways (at 30 to 300 ft AGL).

Zone B. Spring concentration of common swifts.

Zone D. Forest cover con presence of wood pigeons (all year) and common starling (winter).



23.5 FOAM COVERING OF RUNWAYS

In case of emergency landing, foam covering service of runways as a safety measure is not provided.

23.6 SHIELDING OF APPROACH LIGHTS

SHIELDED ELEMENT	RWY	SHIELDING OBJECT	CONSEQUENCE
Crossbar located at 450 m from			

SHIELDED ELEMENT	RWY	SHIELDING OBJECT	CONSEQUENCE
threshold	06L	Road	The visual reference provided by the crossbar located at 450 m from threshold disappears.
2 central lights located at 480 m from threshold	06L	Road	The distance between the lights in the central line will be 81 m.

LEPA/LESJ 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/#LEPA/LESJ

LEPA/LESJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected, can be found below:

IAC 1 RNP Z RWY 06L: LPV.

IAC 2 RNP Y RWY 06L: LNAV, LNAV/VNAV.

IAC 3 ILS Z RWY 06L: direct approach.

IAC 4 ILS Y RWY 06L: direct approach.

IAC 5 VOR RWY 06L: direct approach.

IAC 8 VOR RWY 06R: direct approach.

IAC 9 RNP Z RWY 24L: LPV.

IAC 10 RNP Y RWY 24L: LNAV, LNAV/VNAV.

IAC 11 ILS Z RWY 24L: direct approach.

IAC 12 ILS Y RWY 24L: direct approach.

IAC 13 LOC RWY 24L: direct approach.

IAC 14 RNP Z RWY 24R: LPV.

IAC 15 RNP Y RWY 24R: LNAV, LNAV/VNAV.

IAC 16 ILS Z RWY 24R: direct approach.

IAC 17 ILS Y RWY 24R: direct approach.

IAC 18 ILS X RWY 24R: direct approach.

IAC 19 VOR RWY 24R: direct approach.

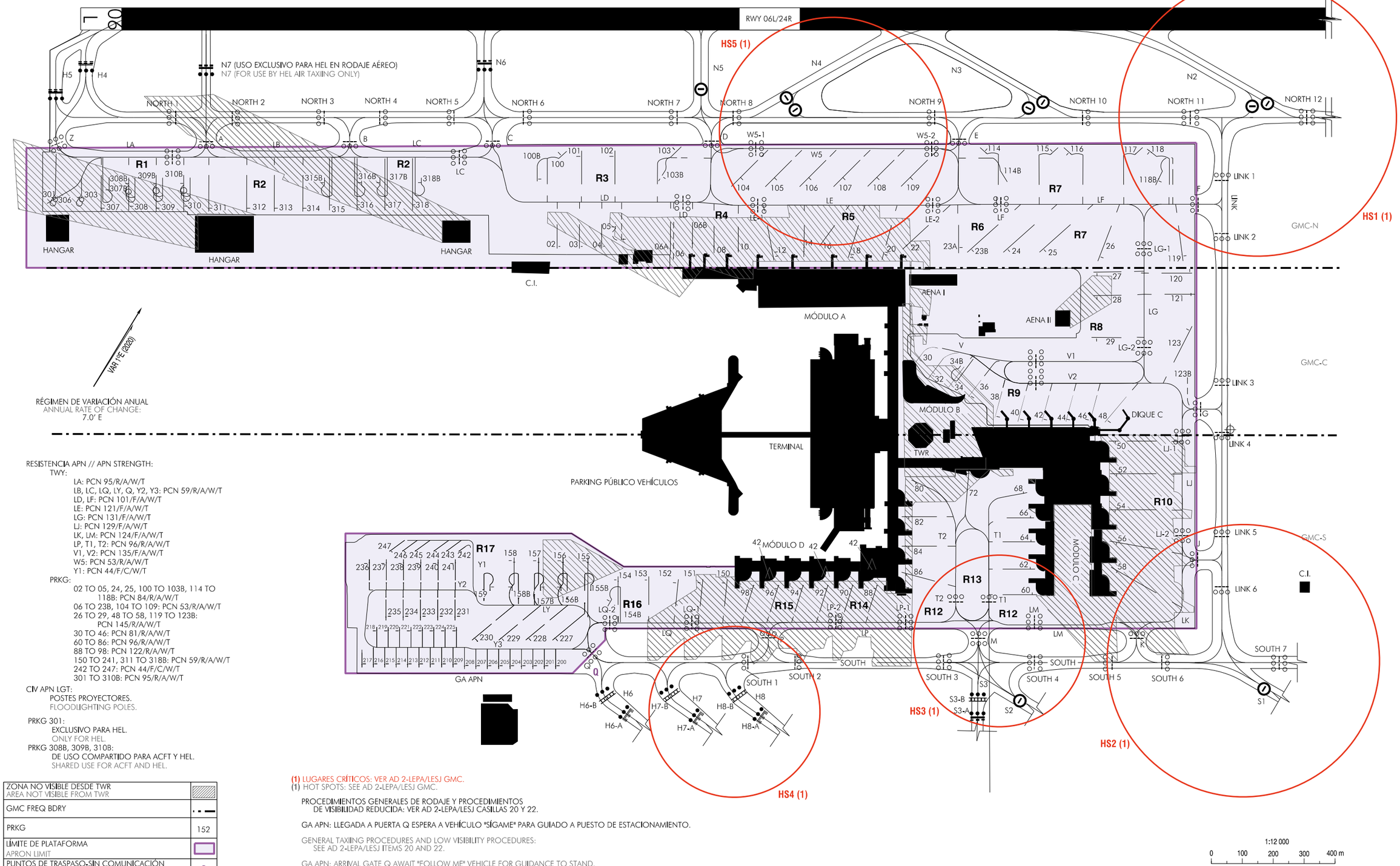
PLANO DE ESTACIONAMIENTO
Y ATRAQUE DE AERONAVES-OACI

ELEV APN
4 m

TWR ARR	118.305 C	ATIS ARR	119.255 C	GMC NORTH	121.905 C
TWR DEP	118.455 C	ATIS DEP	121.780 C	GMC SOUTH	121.705 C
				CLR	123.880 C

PALMA DE MALLORCA

ELEV, DIM: M.



RÉGIMEN DE VARIACIÓN ANUAL
ANNUAL RATE OF CHANGE:
7.0' E

RESISTENCIA APN // APN STRENGTH:

TWY:
- LA: PCN 95/R/A/W/T
- LB, LC, LQ, LY, Q, Y2, Y3: PCN 59/R/A/W/T
- LD, LF: PCN 101/F/A/W/T
- LE: PCN 121/F/A/W/T
- LG: PCN 131/F/A/W/T
- LJ: PCN 129/F/A/W/T
- LK, LM: PCN 124/F/A/W/T
- LP, T1, T2: PCN 96/R/A/W/T
- V1, V2: PCN 135/F/A/W/T
- W5: PCN 53/R/A/W/T
- Y1: PCN 44/F/C/W/T

PRKG:
- 02 TO 05, 24, 25, 100 TO 103B, 114 TO 118B: PCN 84/R/A/W/T
- 06 TO 23B, 104 TO 109: PCN 53/R/A/W/T
- 26 TO 29, 48 TO 58, 119 TO 123B: PCN 145/R/A/W/T
- 30 TO 46: PCN 81/R/A/W/T
- 60 TO 86: PCN 96/R/A/W/T
- 88 TO 98: PCN 122/R/A/W/T
- 150 TO 241, 311 TO 318B: PCN 59/R/A/W/T
- 242 TO 247: PCN 44/F/C/W/T
- 301 TO 310B: PCN 95/R/A/W/T

CIV APN LGT:
- POSTES PROYECTORES.
  FLOODLIGHTING POLES.

PRKG 301:
- EXCLUSIVO PARA HEL.
  ONLY FOR HEL.

PRKG 308B, 309B, 310B:
- DE USO COMPARTIDO PARA ACFT Y HEL.
  SHARED USE FOR ACFT AND HEL.

ZONA NO VISIBLE DESDE TWR AREA NOT VISIBLE FROM TWR	
GMC FREQ BDRY	
PRKG	152
LÍMITE DE PLATAFORMA APRON LIMIT	
PUNTOS DE TRASPASO-SIN COMUNICACIÓN HANDOVER POINTS-WITHOUT COMMUNICATION	Q

(1) LUGARES CRÍTICOS: VER AD 2-LEPA/LESJ GMC.
(1) HOT SPOTS: SEE AD 2-LEPA/LESJ GMC.

PROCEDIMIENTOS GENERALES DE RODAJE Y PROCEDIMIENTOS DE VISIBILIDAD REDUCIDA: VER AD 2-LEPA/LESJ CASILLAS 20 Y 22.

GA APN: LLEGADA A PUERTA Q ESPERA A VEHÍCULO "SÍGAME" PARA GUIADO A PUESTO DE ESTACIONAMIENTO.

GENERAL TAXIING PROCEDURES AND LOW VISIBILITY PROCEDURES:
SEE AD 2-LEPA/LESJ ITEMS 20 AND 22.

GA APN: ARRIVAL GATE Q AWAIT "FOLLOW ME" VEHICLE FOR GUIDANCE TO STAND.

1:12 000
0 100 200 300 400 m

REPRINT
CHANGES

AIRCRAFT STANDS CHARACTERISTICS

PRKG (1)	RAMP	COORD	EXIT	MAX ACFT	NOSE TO		REMARKS
					W (2)	E (3)	
02	R3	393253.57N 0024323.17E	R	A321	E		–
03	R3	393254.33N 0024324.78E	R	A321	E		–
04	R3	393255.09N 0024326.39E	R	A321	E		–
05	R3	393256.40N 0024326.37E	A	30m (4)	–		–
06	R3	393256.60N 0024331.99E	R	A35K	E		400 Hz - A/C, INCOMP. 06A, 06B (5)
06A	R3	393256.88N 0024331.46E	R	B3XM	E		400 Hz - A/C, INCOMP. 06 (5)
06B	R3	393258.03N 0024332.73E	R	B3XM	E		400 Hz - A/C, INCOMP. 06 (5)
08	R4	393258.81N 0024334.59E	R	B3XM	E		400 Hz - A/C (5) (6)
10	R4	393259.53N 0024336.42E	R	B3XM	E		400 Hz - A/C (5) (6)
12	R5	393300.26N 0024339.19E	R	A333	E		400 Hz - A/C (5)
14	R5	393301.43N 0024341.09E	R	B753	E		400 Hz - A/C (5)
16	R5	393302.40N 0024341.98E	R	B738	E		400 Hz - A/C (5) (6)
18	R5	393302.93N 0024344.66E	R	A333	E		400 Hz - A/C (5)
20	R5	393304.14N 0024347.11E	R	B753	E		400 Hz - A/C (5)
22	R5	393305.26N 0024348.23E	R	B753	E		400 Hz - A/C (5)
23A	R6	393306.97N 0024352.27E	R	A321	E		–
23B	R6	393307.45N 0024353.17E	R	B753	E		–
24	R7	393308.69N 0024355.92E	R	B753	E		–
25	R7	393309.92N 0024358.53E	R	B753	E		–
26	R7	393311.33N 0024402.49E	R	B763	E		–
27	R8	393310.41N 0024403.38E	R	A321	N	S	–
28	R8	393309.17N 0024404.36E	R	A321	N	S	–
29	R8	393306.78N 0024406.21E	R	A321	N	S	–
30	R9	393259.41N 0024354.27E	R (7)	AT72	E		400 Hz - A/C (5) (6)
32	R9	393258.98N 0024355.90E	R (7)	AT72	E		400 Hz - A/C (5)
34	R9	393259.16N 0024357.76E	R	B738	E		400 Hz - A/C, INCOMP. 34B (5)
34B	R9	393259.48N 0024357.91E	A	AT72 (8)	–		INCOMP. 34 (5) (9)
36	R9	393259.07N 0024359.66E	R	B738	E		400 Hz - A/C (5) (6)
38	R9	393258.91N 0024402.33E	R	A321	E		400 Hz - A/C (5)
40	R9	393259.47N 0024404.16E	R	A321	E		400 Hz - A/C (5) (10)
42	R9	393300.29N 0024405.89E	R	A321	E		400 Hz - A/C (5)
44	R9	393301.11N 0024407.63E	R	A321	E		400 Hz - A/C (5)
46	R9	393301.94N 0024409.37E	R	A321	E		400 Hz - A/C (5) (11)
48	R9	393302.57N 0024410.60E	R	A321	E		400 Hz - A/C (5) (6)
50	R10	393301.72N 0024412.45E	R	A333	N		400 Hz - A/C (5)
52	R10	393259.77N 0024413.73E	R	B772	N	S	400 Hz - A/C (5)
54	R10	393257.79N 0024415.32E	R	B744/A346	N	S	400 Hz - A/C (5)
56	R11	393255.93N 0024416.57E	R	B744/A346	N	S	400 Hz - A/C (5)
58	R11	393254.37N 0024417.98E	R	B744/A346	N	S	400 Hz - A/C (5)
60	R13	393249.93N 0024412.56E	R	A321	S/W		400 Hz - A/C (5)
62	R13	393251.37N 0024411.56E	R	B753	S		400 Hz - A/C (5)
64	R13	393252.91N 0024410.34E	R	B753	N (12)		400 Hz - A/C (5)

PRKG (1)	RAMP	COORD	EXIT	MAX ACFT	NOSE TO		REMARKS
					W (2)	E (3)	
66	R13	393254.28N 0024409.18E	R	B753	N		400 Hz - A/C (5)
68	R13	393255.41N 0024407.66E	R	B738	N		400 Hz - A/C (5)
72	R13	393254.52N 0024403.10E	R	B763	N		400 Hz - A/C (5)
80	R13	393252.47N 0024359.77E	R	A321	N		400 Hz - A/C (5)
82	R13	393250.35N 0024400.70E	R	B763	N		400 Hz - A/C (5)
84	R13	393248.70N 0024402.00E	R	B763	S		400 Hz - A/C (5)
86	R13	393247.08N 0024403.00E	R	A321	S/E		400 Hz - A/C (5)
88	R14	393244.96N 0024401.46E	R	A321	E	W	400 Hz - A/C (5) (6)
90	R14	393244.11N 0024359.68E	R	A321	E	W	400 Hz - A/C (5) (6)
92	R15	393243.26N 0024357.89E	R	A321	E	W	400 Hz - A/C (5) (6)
94	R15	393242.41N 0024356.11E	R	A321	E	W	400 Hz - A/C (5) (6)
96	R15	393241.57N 0024354.25E	R	A321	E	W	400 Hz - A/C (5) (6)
98	R15	393240.72N 0024352.54E	R	B738	E	W	400 Hz - A/C (5) (6)
100	R3	393258.58N 0024319.49E	R	A339	S/E		INCOMP. 100B
100B	R3	393256.58N 0024318.83E	A	30 m (4)	–		INCOMP. 100
101	R3	393259.32N 0024321.05E	R	B763	E		–
102	R3	393300.46N 0024323.45E	R	B763	E		–
103	R3	393302.77N 0024327.63E	R	A339	E		INCOMP. 103B
103B	R3	393301.08N 0024327.68E	A	B3XM	–		INCOMP. 103
104	R4	393303.60N 0024333.46E	A	B738	–		–
105	R5	393304.76N 0024335.91E	A	B738	–		–
106	R5	393305.93N 0024338.38E	A	B738	–		–
107	R5	393307.09N 0024340.83E	A	B738	–		–
108	R5	393308.25N 0024343.28E	A	B738	–		–
109	R5	393309.40N 0024345.71E	A	B738	–		–
114	R7	393313.15N 0024349.89E	R	A339	E		INCOMP. 114B
114B	R7	393312.48N 0024352.12E	A	A321	–		INCOMP. 114
115	R7	393315.34N 0024354.54E	R	A333	E		–
116	R7	393316.00N 0024355.93E	R	A333	E		–
117	R7	393318.23N 0024400.64E	R	A333	E		–
118	R7	393318.83N 0024401.68E	R	B748/A388	E		INCOMP 118B
118B	R7	393317.60N 0024403.39E	A	A321	–		INCOMP. 118
119	R7	393314.25N 0024409.10E	R	B753	E		–
120	R8	393313.42N 0024409.80E	R	B738	N	S	–
121	R8	393312.25N 0024410.92E	R	A321	N	S	–
123	R8	393310.03N 0024412.41E	R	B753	E		–
123B	R8	393308.78N 0024411.86E	A	CRJX	-		-
150	R15	393240.26N 0024350.39E	R	B3XM	E	W	400 Hz - A/C (5)
151	R15	393239.42N 0024348.63E	R	B3XM	E	W	400 Hz - A/C (5)
152	R16	393238.58N 0024346.86E	R	B3XM	E	W	400 Hz - A/C (5)
153	R16	393237.82N 0024344.61E	R	B753	E	W	(5)
154	R16	393236.77N 0024342.40E	R	B753	E	W	INCOMP. 154B (5)
154B	R16	393235.48N 0024342.76E	A	30 m (4)	–		INCOMP. 154
155	R17	393236.77N 0024339.42E	R	B753	E		INCOMP. 155B (13)

PRKG (1)	RAMP	COORD	EXIT	MAX ACFT	NOSE TO		REMARKS
					W (2)	E (3)	
155B	R17	393235.53N 0024340.68E	A	30 m (4)	–		INCOMP. 155 (13)
156	R17	393235.92N 0024337.62E	R	B753	E		INCOMP. 156B (13)
156B	R17	393234.51N 0024338.53E	A	30 m (4)	–		INCOMP. 156 (13)
157	R17	393235.09N 0024335.85E	R	B753	E		INCOMP. 157B
157B	R17	393233.81N 0024337.05E	A	30 m (4)	–		INCOMP. 157
158	R17	393234.26N 0024334.09E	R	B753	E		INCOMP. 158B
158B	R17	393232.84N 0024335.01E	A	30 m (4)	–		INCOMP. 158
159	R17	393232.08N 0024333.41E	A	30 m (4)	–		–
200	R17	393229.85N 0024341.67E	R	20 m (4)	W		(13)
201	R17	393229.46N 0024340.85E	R	20 m (4)	W		–
202	R17	393229.07N 0024340.03E	R	20 m (4)	W		–
203	R17	393228.68N 0024339.21E	R	20 m (4)	W		–
204	R17	393228.30N 0024338.39E	R	20 m (4)	W		–
205	R17	393227.91N 0024337.56E	R	20 m (4)	W		–
206	R17	393227.52N 0024336.74E	R	20 m (4)	W		–
207	R17	393227.13N 0024335.92E	R	20 m (4)	W		–
208	R17	393226.76N 0024335.08E	R	20 m (4)	W		–
209	R17	393226.46N 0024334.19E	R	20 m (4)	W		–
210	R17	393226.07N 0024333.37E	R	20 m (4)	W		–
211	R17	393225.68N 0024332.55E	R	20 m (4)	W		–
212	R17	393225.29N 0024331.72E	R	20 m (4)	W		–
213	R17	393224.90N 0024330.90E	R	20 m (4)	W		–
214	R17	393224.51N 0024330.08E	R	20 m (4)	W		–
215	R17	393224.12N 0024329.26E	R	20 m (4)	W		–
216	R17	393223.73N 0024328.44E	R	20 m (4)	W		–
217	R17	393223.34N 0024327.61E	R	20 m (4)	W		–
218	R17	393225.77N 0024327.17E	R	20 m (4)	W		–
219	R17	393226.16N 0024327.99E	R	20 m (4)	W		–
220	R17	393226.55N 0024328.81E	R	20 m (4)	W		–
221	R17	393226.94N 0024329.63E	R	20 m (4)	W		–
222	R17	393227.33N 0024330.46E	R	20 m (4)	W		–
223	R17	393227.71N 0024331.28E	R	20 m (4)	W		–
224	R17	393228.10N 0024332.10E	R	20 m (4)	W		–
225	R17	393228.49N 0024332.92E	R	20 m (4)	W		–
227	R17	393231.32N 0024340.28E	R	GL7T	E		–
228	R17	393230.38N 0024338.30E	R	GL7T	E		–
229	R17	393229.45N 0024336.32E	R	GL7T	E		–
230	R17	393228.54N 0024334.35E	R (7)	GL7T	E		–
231	R17	393229.17N 0024332.23E	R	30 m (4)	E		–
232	R17	393228.59N 0024330.98E	R	30 m (4)	E		–
233	R17	393227.99N 0024329.74E	R	30 m (4)	E		–
234	R17	393227.40N 0024328.49E	R	30 m (4)	E		–
235	R17	393226.81N 0024327.25E	R	30 m (4)	E		–
236	R17	393229.28N 0024323.65E	R	30 m (4)	N		–

PRKG (1)	RAMP	COORD	EXIT	MAX ACFT	NOSE TO		REMARKS
					W (2)	E (3)	
237	R17	393229.86N 0024324.89E	R	30 m (4)	E		–
238	R17	393230.45N 0024326.13E	R	30 m (4)	E		–
239	R17	393231.04N 0024327.37E	R	30 m (4)	E		–
240	R17	393231.63N 0024328.62E	R	30 m (4)	E		–
241	R17	393232.22N 0024329.87E	R	30 m (4)	E		–
242	R17	393233.02N 0024329.64E	R	12 m (4)	E		–
243	R17	393232.61N 0024328.74E	R	12 m (4)	E		–
244	R17	393232.18N 0024327.83E	R	12 m (4)	E		–
245	R17	393231.53N 0024326.47E	R	12 m (4)	E		–
246	R17	393231.11N 0024325.56E	R	12 m (4)	E		–
247	R17	393230.66N 0024324.64E	R	12 m (4)	E		–
301	R1	393239.01N 0024244.93E	A	A139	–		INCOMP. 306
303	R1	393239.91N 0024246.83E	A	BE20	–		INCOMP. 306
306	R1	393238.60N 0024244.75E	R	A124	W ACFT CAT F E otras		INCOMP. 301, 303, 307, 307B, 308, 309
307	R1	393240.19N 0024248.55E	R	B763	E		INCOMP. 306, 307B (5)
307B	R1	393241.29N 0024248.45E	A	E135	–		INCOMP. 306, 307
308	R1	393241.13N 0024250.53E	R	B763/B412	E		INCOMP. 306, 308B (5)
308B	R1	393242.30N 0024249.61E	A	E135	–		INCOMP. 308
309	R1	393242.08N 0024252.52E	R	B763/B412	E		INCOMP. 306, 309B (5)
309B	R1	393243.23N 0024251.61E	A	E135	–		INCOMP. 309
310	R2	393243.01N 0024254.50E	R	B763/B412	E		INCOMP. 310B (5)
310B	R2	393244.17N 0024253.59E	A	E135	–		INCOMP. 310
311	R2	393244.28N 0024256.16E	R	B738	E		–
312	R2	393245.47N 0024258.69E	R	A333	E		–
313	R2	393246.41N 0024300.68E	R	A333	E		(5)
314	R2	393247.03N 0024303.01E	R	B763	E		(5)
315	R2	393247.98N 0024305.02E	R	B753	E		INCOMP. 315B (5)
315B	R2	393248.97N 0024303.75E	A	30 m (4)	–		INCOMP. 315
316	R2	393248.93N 0024307.01E	R	B763	E		INCOMP. 316B (5)
316B	R2	393250.24N 0024306.43E	A	30 m (4)	–		INCOMP. 316
317	R2	393250.11N 0024309.52E	R	B763	E		INCOMP. 317B (5)
317B	R2	393250.87N 0024307.75E	A	30 m (4)	–		INCOMP. 317
318	R2	393250.83N 0024311.01E	R	B763	E		INCOMP. 318B
318B	R2	393252.28N 0024310.73E	A	30 m (4)	–		INCOMP. 318

REMARKS:

(1)	Stand identification signs are not available at any stand.
(2)	W configuration (ARR 24L DEP 24R).
(3)	E configuration (ARR 06L DEP 06R).
(4)	Maximum wingspan.
(5)	Visual docking guidance system.
(6)	Parking manoeuvre in stands in contact with the terminal building shall be accomplished only where the docking guidance systems is operative or a marshaller aid is available.
(7)	Aircraft departures from PRKG 30, 32 and 230 shall be carried out by means of PUSH and TOW operations.
(8)	PRKG for AT72 aircraft only.

	PRKG without turn bar.
(9)	The start-up of aircraft parked at PRKG 34B is restricted in the event of aircraft push-back at PRKG 32.
(10)	To accomplish cross-bleed start, push-back must be continued up to PRKG 36, so that the jet efflux does not affect PRKG 36 or 34.
(11)	It is required the placement of 4 wheel chocks in the front landing gear, while the rear is left at the companys discretion.
(12)	Taxiing from PRKG 64 shall be executed via TWY T-1 and T-2.
(13)	PRKG can be affected by engine jet with a speed less than 56 Km/h.

VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

Available on stands in contact with the terminal building and on remote stands 30, 32, 34, 36, 150, 152, 154, 307, 308, 309, 310, 313, 314, 315, 316 and 317, this system contains information on azimuth guidance (it shows the aircraft position with relation to the centre line of the parking area) and distance to the stop position (based on a laser radar measurement), which is provided by a display unit, in front of the cockpit.

DISPLAY UNIT

Consists of:

- An alphanumeric presentation line of 4 characters, composed of yellow indicators, which can indicate the following information: aircraft type, stand position ("STND"), stop position ("STOP"), aircraft parked in the exact position ("OK"), surpassed stop position ("TOO FAR") and speed exceeded in the approach ("SLOW DOWN").
- Azimuth guidance display with centre line indicator (centred guidance and design with yellow and red deviation arrows), as well as red lights when stop aircraft is indicated.
- Distance indicator to the stop position composed of yellow and black lines located in a centred vertical column.

PILOT INSTRUCTIONS

- Check that the aircraft type indicated is the right one.
- Taxi in-line watching centre line guidance.
- Check that the distance indicator is completely yellow. That means the system is identifying the aircraft.
- Observe the yellow arrow located in the centre line guidance indicator to follow the correct position and direction. A flashing red arrow indicates the direction to turn.
- If the aircraft speed exceeds the programmed one, the unit display indicates "SLOW DOWN"; the taxi speed must be reduced.
- The distance indicator is activated at 16 m before the stop position changing gradually from yellow to black lights and showing the remaining distance to the stop position as yellow lines go out (each line indicates 0.66 m run).
- At the stop position the distance indicator is shown completely black and "STOP" will appear on the upper presentation line.
- If parking is correct, it shows "OK". If the aircraft exceeds the stop position the indicator will show "TOO FAR".



When the system is unable to identify the aircraft or when any obstacle is detected during entry to the parking position, the display will show "STOP". In this case, the aircraft manoeuvre up to the stop position, following scontact with TWR, must be completed under the guidance of a FOLLOW ME vehicle.

CHANGES: COORDINATES OF VISUAL POINT NE. EDITORIAL CHANGES TO VFR CORRIDORS. NOTES. REMARKS. VFR CORRIDORS COORDINATES INCLUSION.

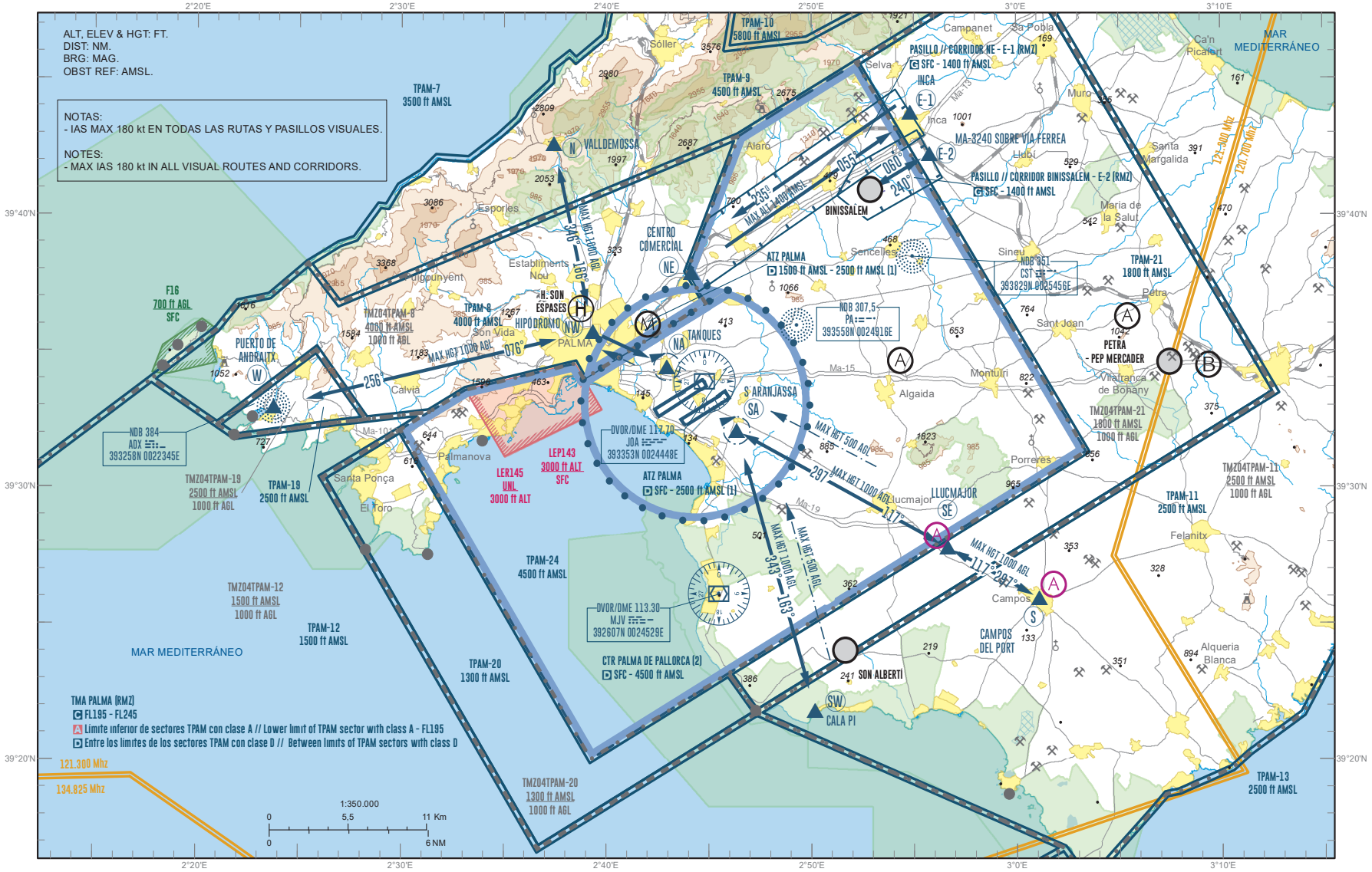
CARTA DE APROXIMACIÓN
VISUAL / VAC - OACI

ELEV AD
27 ft

VAR 1ºE (2020)

APP	119.405 C
TWR	118.305 C
ATIS ARR	119.255 C
ATIS DEP	121.780 C
GMC NORTH	121.905 C
GMC SOUTH	121.705 C

PALMA DE MALLORCA
LEPA/LESJ



NOTES

- See vertical limits ATZ PALMA in AD 2 - LEPA/LESJ item 17.
- Speed limit 180 kt in all visual routes and corridors.
- Caution: LEIS AD (Binissalem), located southwest of point E-1. Flight is prohibited between NE and E-2, and between NE and LEIS. Aircraft may only leave the corridors via the points that define them.
- For the NE - E-1 corridor, it is mandatory to keep the line of towns Inca - Binissalem - Consell - Santa Maria del Camí on the left. When proceeding eastbound, after clearing Santa Maria del Camí, do not fly south of the Palma - Inca.
- For more information on VFR procedures, corridors and sectors see ENR 6.10.

(1) Or up to the cloud ceiling, whichever is lower.

(2) Except VFR corridors NE-E-1 and BENISSALEM-E-2

PROCEDURES

ARRIVALS

Aircraft shall proceed via the following VFR reporting points: N (Valldemossa), E-1 (Inca), S (Campos del Port) or W (Puerto de Andratx). Aircraft shall establish radio contact with Palma TWR five minutes before reaching the VFR reporting points: NW (Hipodrome), SE (Llucmajor) or SW (Cala Pi) maintaining a maximum altitude of 1000 ft AGL. Palma TWR shall provide clearance to continue to the following points:

- Aircraft arriving from E-1 shall proceed via the visual corridor to NW not exceeding 1400 ft AMSL, and shall monitor LEPA Tower (118.305 C) or pass overhead RWY 06L instrument missed approach. From NW shall follow magnetic track 114° to NA (TANQUES/Abeam position from TWR).
- Aircraft arriving from N or W shall proceed to NW and follow the recommended magnetic track 114° to NA (TANKS/Tower abeam position).
- Aircraft arriving from S shall proceed to SF and follow magnetic track 297° to SA (S'ARANJASSA/Tower abeam position).
- Aircraft arriving from SW shall follow magnetic track 343° to SA (S'ARANJASSA/Tower abeam position).

In some cases, aircraft will be cleared to hold over the points indicated.

DEPARTURES

VFR aircraft departing from the CTR shall contact Palma TWR and report the chosen departure VFR reporting point (NW, SE or SW). Prior to take-off, pilots will receive instructions on the departure procedure.

COMMUNICATION FAILURE

Aircraft shall comply strictly with visual flight rules when entering the CTR.

Aircraft with communication failures shall enter the CTR via NW, SE or SW and hold at those points while observing which runways are in use based on traffic in sight. Afterwards, they shall proceed to the NA or SA position where they shall carry out 360° turns in the opposite direction of the runway in service (the segment nearest to TWR must coincide with the "downwind" direction and "abeam" TWR) at 500 ft AGL or below while awaiting visual signals from Palma TWR.

REMARKS

- Holding on NW shall be carried out to the west of this point.
- The arrivals and the communication failure procedures shall be carried out without crossing the runway.
- PAPI (MET):
  - RWY 06L: 3° (53 ft).
  - RWY 24R: 3° (61 ft).
  - RWY 06R: 3.4° (54 ft).
  - RWY 24L: 3° (56 ft).
- Under no circumstances shall the runway centerline or its extension be crossed without clearance from APP or TWR.

- Aircraft operating within the corridors designated as Radio Mandatory Zones (RMZ) shall maintain listening watch on frequency 123.500 MHz A/A (NE - E-1 corridor) and 130.775 MHz (BINISSALEM - E-2 corridor). Prior to entering the RMZ areas, pilots shall make an initial call on the frequency corresponding to the corridor through which they intend to transit,, which shall include: the flight callsign, the type of aircraft, the position and altitude, the flight intentions and any other information required by the competent authority. If the aircraft is equipped with a transponder and/or ADS-B, these systems shall remain activated throughout transit within the visual corridors. To exit the corridors and enter controlled airspace, the pilot shall request prior authorisation from ATC on Palma APP

  frequency 119.155 MHz.

- For information purposes, the geographical coordinates of the

  points are included below:

  N: 394236N 0023725E

  E-1: 394346N 0025449E

  E-2: 394215N 0025546E (Ma-3240 over railway track)

  S: 392556N 0030106E

  W: 393258N 0022346E

  NW: 393544N 0023920E

  SE: 392748N 0025639E

  SW: 392150N 0025010E

  NA: 393426N 0024256E

  SA: 393206N 0024621E

  NE: 393754N 0024408E (Shopping center)

- For information purposes, the geographic coordinates of the visual corridors are included:

  a. NE – E-1: 393950N 0024453E, 394436N 0025406E, 394256N 0025532E, 393712N 0024429E, 393756N 0024356E, 393950N 0024453E.

  b. BINISSALEM – E-2: 394150N 0025207E, 394307N 0025509E, 394122N 0025624E, 393949N 0025245E, 394043N 0025115E, 394150N 0025207E.

LERS AD 2 AERODROME DATA

LERS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LERS - REUS

LERS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	410851N 0011002E. See AD 2-LERS ADC.
2	Distance and direction from the city	3 km E.
3	Elevation	71 m / 233 ft.
4	Geoid undulation	49.05 m ± 0.05 m. (1)
5	Reference temperature	29°C.
6	Low average temperature	8°C.
7	Magnetic variation	1°E (2020)
8	Annual change	7.6'E
9	AD administration	Aena.
10	Address	Aeropuerto de Reus; 43204 Reus; Tarragona.
11	TEL	+34-977 779 885 / 04
12	FAX	No.
13	AFTN	LERS
14	E-mail	REUcecoa@aena.es
15	Approved traffic	IFR/VFR. (2)
16	Remarks	(1) For all the AD points. (2) Fees shall be paid preferably by card or virtual POS. (3) For reasons of apron capacity: Except for special reasons, all General Aviation, Business Aviation, Air taxis, Training flights, and State aircraft operations shall comply with the following procedure: • a. The aircraft operator shall obtain prior approval from the Airport Coordination Office via the SAGA portal at https://saga.aena.es/. b. Approval will be granted or denied by the LERS Coordination Office subject to apron capacity. IFR and VFR flights without prior approval may be rejected.

LERS AD 2.3 OPERATIONAL HOURS

1	Airport	V: 0600-2200 PS 1 HR PPR (1). I: 0700-2100 PS 1 HR PPR (1).
2	Customs and Immigration	HR AD.
3	Health and Sanitation	No.

4	AIS	H24 (2).
5	ARO	H24 (3).
6	MET briefing	V: 0500-2200 1 HR PPR; I: 0600-2100 1 HR PPR.
7	ATS	V: 0545-2220, I: 0645-2120. In case PPR is activated: V: 0545-2320, I: 0645-2220.
8	Fuelling	HR AD.
9	Handling	HR AD.
10	Security	HR AD.
11	De-icing	No.
12	Remarks	Airport hours of activity: V: 0545-2220, I: 0645-2120. In case PPR is activated: V: 0545-2320, I: 0645-2220. (1) PPR for commercial aviation only. (2) Centralised AIO Office - International NOTAM Office. • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es (3) Centralised ARO office geographical 6. • TEL: +34-918 603 561; +34-672 344 418 (only for communications contingency). • E-mail: arocentralizada@enaire.es AFTN flight plan management LERS: LERSZPZX.

LERS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	No.
2	Fuel types	AVGAS 100LL, JET A-1.
3	Oil types	W100.
4	Refuelling capacity	JET A-1 (1): • 1 tanker 20000 L, 40 L/s. • 1 tanker 28000 L, 23.33 L/s. • 1 tanker 30000 L, 36.66 L/s. AVGAS 100 LL (1): 1 tanker 3000 L, 2.33 L/s.
5	De-icing facilities	No.
6	Hangar space	No.
7	Repair facilities	No.
8	Remarks	It is mandatory to have a handling agent for all commercial operations. For non-commercial operations, it is mandatory to have a handling agent for aircraft parked on ramp AG3 or commercial apron. On arrival operations, passengers and crews must wait for their handling agent. Ramp agents: SOUTH •

8		TEL.: +34-616 775 825 • FAX: No. • E-mail: reukq@southeu.com • SITA: REUKQIB Ramp agents may attend commercial aviation as well as general aviation. Ground handling agent with established maximum fee that may be charged as payment for services rendered to customers. These services include the passenger and crew transport from the aircraft and the terminal building and vice versa. General Aviation ramp agents: UNITED AVIATION SERVICES, SL (General Aviation). • TEL.: +34-913 936 775; +34-682 038 817 • E-mail: ops@unitedaviation.es;ops.reu@unitedaviation.es • SITA: MADSPCR JETEX EXECUTIVE AVIATION SPAIN (General Aviation). • TEL.: +34-620 003 249 • E-mail: reu-reus@jetex.com GENERAL AVIATION SERVICES. • TEL: +34-636 498 778 • +34-932 983 893 • E-mail: reus@generalaviation.es • SITA: MADAPHX (1) Request for fuel supply: EXOLUM AVIATION S.A. • TEL: +34-626 434 171 • E-mail: reu@exolum.com

LERS AD 2.5 PASSENGER FACILITIES

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

LERS AD 2.6 RESCUE AND FIREFIGHTINGSERVICES

1	Fire category	7 (1).
2	Rescue equipment	In accordance with the fire category published.
3	Removal of disabled aircraft	Brackets and hydraulic jacks for aircraft up to 2500 kg. Dollies for aircraft recovery with maximum load 5, 10 and 30 TM. Tow bars of 5 and 10/30 TM. Tractors and push-back bars of the handling companies. Cranes not belonging to AD, with no weight limit (2).
4	Remarks	(1) Response time less than 3 min, with an operational objective of less than 2 min. (2) Responsability for the coordination of operations in the removal of disabled

4		aircraft: CECOA office (Airport coordination centre). Contact data can be found in item 2.

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

1	Type of clearing equipment	Not applicable.
2	Clearance priorities	Not applicable.
3	Use of material for movement area surface treatment	Not applicable.
4	Specially prepared winter runways	Not applicable.
5	Remarks	Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in AD 1.2.2. Aerodrome in service during all seasons of the year.

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

1	Apron	Surface: Concrete. Strength: PRKG • 1 to 7: PCN 15/R/A/W/T; • 8 to 18: PCN 80/R/A/W/T; • 31 to 34: PCN 10/R/A/W/T.
2	Taxiways	Width: 23 m, EXC T0: 20.85 m. Surface: Asphalt. Strength: • A1: PCN 48/F/A/W/T; • A2, B, C: PCN 61/F/A/W/T; • DL: PCN 96/F/A/W/T; • DR: PCN 112/F/A/W/T; • T0: PCN 8/F/B/W/T; • T1, T2, T3, T4: PCN 58/F/A/W/T.
3	Check locations	Altimeter: Apron ELEV 75 m/246 ft. VOR: No. INS: See AD 2-LERS PDC.
4	Remarks	None.

LERS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Runway-holding positions, stop bars (1), intermediate holding positions (1), runway guard lights, boards (1) and stands.
2	RWY markings	Designators, threshold, displaced threshold RWY 07, aiming point, touchdown zone, side stripe and centre line.
3	TWY markings	Edge and centre line.
4	Remarks	(1) LED lighting.

LERS 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-LERS AOC.

LERS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	Reus EMAe.
2	HR	V: 0500-2200 1 HR PPR; I: 0600-2100 1 HR PPR. Outside these hours, 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	Forecast significant, and wind and temperature at altitude, maps.
9	Supplementary equipment	Clouds, lightning and radar information image display.
10	ATS unit served	TWR, APP.
11	Additional information	Valencia OMAe (LEVA): H24 • TEL: +34-963 690 750 Reus EMAe: HR AD • TEL: +34-977 770 406
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available.

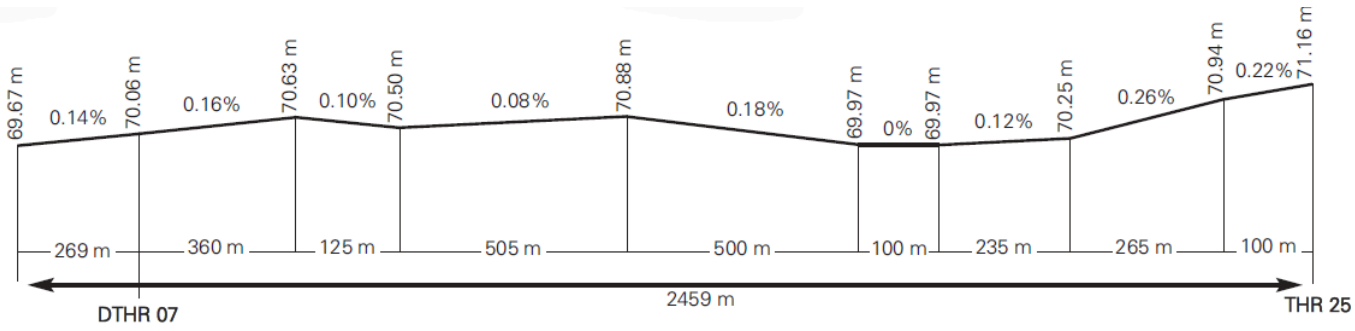
LERS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY	Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY(m)	CWY(m)	Strip (m)	OFZ	RESA(m)	RWY/SWY SFC PCN
07 (1)	068.94°GEO 068°MAG	2459 x 45	410841.84N 0010931.71E	THR: 70 m/230 ft TDZ: No	No	240 x 150	2579 x 280	No	240 x 120	RWY: ASPH PCN 72/F/A/W/T SWY: No
25 (2)	248.95°GEO 248°MAG	2459 x 45	410907.34N 0011059.35E	THR: 71.2 m/233 ft TDZ: 71.2 m/233 ft	No	150 x 150	2579 x 280	No	240 x 150	RWY: ASPH PCN 72/F/A/W/T SWY: No

Remarks:

(1) THR RWY 07 displaced 269 m, last 269 m of RWY 25 PCN 42/F/A/W/T.
(2) End RWY 25 coordinates: 410838.71N 0010920.94E.

12.1 PROFILE



LERS AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
07	2459	2699	2459	2190
25	2459	2609	2459	2459
07 INT A2	2157	2397	2157	-
25 INT C	1828	1978	1828	-
Remarks	None.			

LERS AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	07
2	Approach	Simple, 420 m. LIH. Sequential.
3	PAPI (MEHT)	3° (16.75 m / 55 ft).
4	Threshold	Wing bars.
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	2459 m: 269 m red; 1590 m white; 600 m yellow. LIH. Distance between lights: 47.5 m.
8	Runway end	Red
9	Stopway	No.
10	Remarks	None.

1	Runway	25
2	Approach	Precision CAT I, 900 m. LIH.
3	PAPI (MEHT)	3° (14.94 m / 49 ft). (1)
4	Threshold	Green with wing bars.
5	Touchdown zone	No.
6	Runway centre line	No.
7	Runway edge	2459 m: 1859 m white; 600 m yellow. LIH. Distance between lights: 47.5 m.

8	Runway end	Red.
9	Stopway	No.
10	Remarks	(1) PAPI not suitable for use by ACFT A332.

LERS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR 07, 1 near THR 25. LGTD (1).
3	TWY lighting	Edge (1).
4	Apron lighting	Floodlighting poles and reflective edge.
5	Secondary power supply	Engine generators that provides the whole lighting system with a maximum switch-over time (light) of 15 seconds, according to Annex 14.
6	Remarks	(1) LED lighting.

LERS AD 2.16 HELICOPTER LANDING AREA

1	Position	• FATO: RWY 07/25. Coordinates THR 07 and THR 25, see item 12. • Ground taxiing: TLOF same as RWY 07/25. Coordinates THR 07 and THR 25, see item 12. • Air taxiing: TLOF same as PRKG
2	Elevation	• FATO: RWY 07/25. Coordinates THR 07 and THR 25, see item 12. • Ground taxiing: TLOF same as RWY 07/25. Coordinates THR 07 and THR 25, see item 12. • Air taxiing: TLOF same as PRKG.
3	Dimensions, surface, maximum weight, marking	• FATO: RWY 07/25. • Ground taxiing: TLOF same as RWY 07/25. See item 12. • Air taxiing: TLOF same as PRKG 5H to 18H. • PRKG 1 to 7: Concrete. PCN 15/R/A/W/T; • PRKG 8 to 18: Concrete. PCN 80/R/A/W/T.
4	Direction	INFO NO AVBL.
5	Declared distances	INFO NO AVBL.
6	Ligthing	No. (1)
7	Remarks	(1) Apron lighting. FATO TLOF T0 is likewise declared, always under ATC coordination and authorisation. Following coordination with ATC, helicopters in hangars will taxi by air or by land, or they will be towed (depending on their origin), to the TLOF marked on TWY T0. Once they reach the marked TLOF, they will take-off in runway heading, parallel to it (aligned with the runway, heading 068° or 248°, depending on the runway in use). Taxiing will also be restricted for other aircraft on TWY T0 during the take-off manoeuvre.

LERS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR REUS.
2	lateral limits	405918N 0005554E, arc of 14.0 NM radius centred on DVOR/DME RES, 410712N 0005117E, 410724N 0005355E, arc of12.0 NM radius centred on DVOR/DME RES, 411034N 0005402E, 411414N 0010824E, 411425N 0011527E, 411718N 0012042E, arc of12.0 NM radius centred on DVOR/DME RES, 410858N 0012536E, following the coast line, 410758N 0012407E, 410300N 0011100E, 405918N 0005554E.
3	Vertical limits	SFC-FL075.
4	Airspace class	D.
5	Unit Language	REUS TWR. ES/EN.
6	Transition altitude	1850 m / 6000 ft.
7	Hours of applicability	-
8	Remarks	None.

1	Designation	ATZ REUS.
2	Llateral limits	Cylinder radius 8 km centred on ARP (1).
3	Vertical limits	SFC-3000 ft HGT (2).
4	Airspace class	D.
5	Unit Language	REUS 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.

LERS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP/TWR	Reus TWR	128.880 C	HR ATS	-
		121.500 MHz	HR ATS	EMERG
		121.705 C	HR ATS	GMC
		257.800 MHz	HR ATS	MIL
		243.000 MHz	HR ATS	EMERG
VDF	Reus gonio	128.875 MHz	HR ATS	-
ATIS	Reus Information	120.255 C	HR ATS	-
D-ATIS	Reus Information	NIL	HR ATS	Provision of ATIS information via data link.

LERS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks
DVOR (1°E)	RES	116.850 MHz	H24	410837.7N		

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks
				0010943.1E	-	COV 40 NM AVBL BTN: • R-020/R-060 at 7000 ft AMSL or ABV. • R-060/R-230 at 4000 ft AMSL or ABV. • R-230/R-300 at FL100 or ABV. • R-300/R-020 at FL140 or ABV.
DME	RES	CH 115Y	H24	410837.2N 0010943.1E	60 m	COV 40 NM AVBL BTN: • R-020/R-060 at 7000 ft AMSL or ABV. • R-060/R-230 at 4000 ft AMSL or ABV. • R-230/R-300 at FL100 or ABV. • R-300/R-320 at FL140 or ABV. • R-330/R-020 at FL140 or ABV. • U/S R-320/R-330 at FL140.
NDB (1°E)	RUS	424.000 kHz	H24	410852.2N 0010846.1E	-	-
LOC 25 (1°E) ILS CAT I	IRS	110.100 MHz	H24	410834.2N 0010905.4E	-	248° MAG / 2847 m FM THR 07 DESP. COV 17 NM AVBL at 3200 ft AMSL or ABV. COV 25 NM AVBL at 2800 ft AMSL or ABV.
GP 25	-	334.400 MHz	H24	410900.0N 0011049.0E	-	3°; RDH 15 m; at 307 m FM THR 25 & 125 m FM RCL to the left in direction APCH.
ILS/DME 25	IRS	CH 38X	H24	410900.0N 0011049.0E	69 m	REF DME THR 25.

LERS AD 2.20 LOCAL AERODROME REGULATIONS

The VFR/IFR flights will be cleared for practicing approaches and touch-and-goes, restricted according to the air traffic situation.

20.1 CROSS ENGINE START

ATC may clear cross engine start in TWY.

20.2 PREFERENTIAL RUNWAY

In Reus Airport, the preferential runway is RWY 25.

Operators shall not request operations on RWY 07 when RWY 25 is in use except for safety and/or aircraft performance reasons.

20.3 NIGHT - TIME VISUAL OPERATIONS (VFR-N)

VFR-N flights are allowed.

20.4 STANDARD TAXIING PROCEDURES

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

Oversteering manoeuvre may be necessary for access to stands from TWY.

Pilots shall proceed to verify the aircraft position at all times, checking that taxiing is being executed under conditions of complete safety.

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

- Pilots, when taxiing on the apron and taxiway segments not visible from TWR (see AD 2-LERS PDC)
- Ground handling companies during stand exit manoeuvres with push-back, and during towing.

1. GROUND MOVEMENT

   ARRIVALS:

Aircraft that have landed shall notify of the runway vacated and the exit taxiway used, awaiting taxiing instructions from TWR, with the exit taxiway being:

a. When RWY 25 is in service (unless indicated otherwise by ATC):

- Via TWY A2, and aircraft shall await a "FOLLOW ME" vehicle in order to proceed with guidance to the stand.
- Via TWY A1, (only code letter A or B aircraft), and aircraft shall await a "FOLLOW ME" vehicle in order to proceed with guidance to the stand.
- Via TWY B (helicopters only), taxiing via TWY T2 until the apron boundary where they shall await a "FOLLOW ME" vehicle in order to proceed with guidance to the stand.

b. When RWY 07 is in service:

- By the end of the runway, unless indicated otherwise by ATC, taxiing via TWY T4, TWY T3 and TWY T2 until the apron boundary, where they shall await a "FOLLOW ME" vehiclein order to proceed with guidance to the stand.

The "FOLLOW ME" vehicle guidance service shall also be provided in exceptional situations when requested by TWR or at the request of the pilot and when the Procedure for Halting Operations in the Manoeuvring Area (PPOAM in Spanish) is activated, or during adverse weather conditions.

DEPARTURES:

As instructed by ATC, the aircraft will access the runway for take-off via:

a. RWY 25 in use:

- TWY DL/DR.
- INT C (prior coordination with ATC).

b. RWY 07 in use:

- TWY A1.
- INT A2 (prior coordination with ATC).

2. TWY T1, T2, T3 AND T4 TAXIING INCOMPATIBILITIES

An aircraft taxiing via TWY T1, T2, T3 and T4 cannot taxi behind a code letter C or higher aircraft that is holding short of runway at intersections A2, B or C.

3. TWY T0 TAXIING RESTRICTIONS

Taxiing via TWY T0 is restricted to aircraft with a wingspan of 22 m or less.

Taxiing via TWY T0 may be either during daytime or night-time.

Pilots on departure, before starting to taxi, shall always contact ATC to request traffic information. Taxiing via TWY T0 beyond the runway-holding position is not permitted, under the following conditions:

- When an aircraft is on short final approach for RWY 07.
- When an aircraft is performing push-back from PRKG 1 or 2, nosing to the east.

4. RAMP AG3 TAXIING RESTRICTIONS

Taxiing in and out of Ramp AG3 is limited to aircraft with a maximum wingspan of 16.5 m.

Entry and exit to and from Ramp AG3 may be both at daytime and night-time.

5. AIRCRAFT TAXIING RESTRICTIONS

For turns T1 - A1 and DL - T4, aircraft B767-400 ER must oversteer on both turns.

Taxiing restricted for access to AG1 parking areas for PA-42-1000 Cheyenne 4000 aircraft.

6. CODE LETTER AND NUMBER BASED TAXIING RESTRICTIONS ON TAXIWAYS

Taxiways restricted to code letter and number aircraft: D-IV, except T0: B-III.

Taxiways on apron restricted to code letter and number aircraft: Access to AG3: B-III; Access to AG1, A-II.

7. RAMP AG1 TAXIING RESTRICTIONS

Taxiing in and out of Ramp AG1 is limited to aircraft with a maximum wingspan of 15 m.

Entry and exit to and from Ramp AG1 shall be during daylight hours only.

20.5 SPECIAL FEATURES OF OPERATION ON RWY 07 AND 25

When RWY 07 is in use, ATC shall restrict the use of TWY T1 and TWY A1.

In addition, in order to protect the obstacle limitation surfaces of RWY 07 and 25:

- ATC shall minimize the average delay to operations providing, as far as possible, the estimated time when clearances will be issued.
- Aircraft shall not request push-back until they are fully ready to start this.
- The push-back manoeuvre must be accomplished within five minutes of clearance by ATC.
- Aircraft shall start taxiing as soon as possible once the push-back manoeuvre is finished.

20.6 RWY 25 HOLDING POSITIONS (TWY DL / DR) INCOMPATIBILITIES

Aircraft stopped in		Maximum code letter aircraft taxiing to	
		TWY DL	TWY DR
TWY DL	Code letter C	-	Code letter C
	Code letter D	-	Code letter C
	Code letter E	-	Not permitted
TWY DR	Code letter C	Code letter D	-
	Code letter D	Code letter C	-
	Code letter E	Not permitted	-

20.7 OPERATION OF CODE LETTERS D AND E AIRCRAFT

Applicable to aircraft exceeding the certified aerodrome design characteristics, i.e. Code Letter E aircraft and the following Code Letter D and larger aircraft:

- Airbus A300-B2/B4
- Boeing B757-300W
- Boeing B767-200
- Boeing B767-300ER
- Boeing B767-400ER

The taxiing routes and aircraft stands established for the aforementioned aircraft are as follows:

ARRIVALS

RWY 07 in use:

Preferred runway vacating via TWY DR and taxi via TWY T4, T3, T2 and T1 to enter the apron. In the event of an approach to RWY 07, the aircraft will be instructed during taxi to hold at the intermediate holding position located on TWY T2, where it shall await ATC clearance to continue taxi via TWY T1 to enter the apron.

NOTE: When vacating the runway via TWY DR/DL, aircraft shall oversteer on the turns between RWY 25–TWY DR, TWY DR–T4 and TWY DL–T4.

RWY 25 in use:

Preferred runway vacating via TWY A2 and taxi via TWY T1 to enter the apron. When vacating via TWY A1, the pilot shall report runway vacated when abeam TWY T1.

NOTE: When vacating via TWY A1/A2, aircraft shall perform oversteering at the turn between TWY A1/A2–T1.

DEPARTURES

RWY 07 in use:

Preferred departure via TWY A2. Push-back facing East and taxi via TWY T1 to TWY A2. When accessing the runway via TWY A1, push-back shall be facing West. In case of approach on RWY 07, the use of TWY T1 and A1 is restricted; therefore, aircraft shall hold position and await further ATC instructions.

NOTE: When accessing the runway via TWY A1/A2, aircraft shall perform oversteering at the turn TWY T1–A1/A2.

RWY 25 in use:

Push-back facing East. Exit the apron via TWY T1 and taxi via TWY T2, T3 and T4 to the holding position on TWY T4, then enter the runway via TWY DR.

PARKING

Code Letter E aircraft and the B767-400ER may only park at PRKG XL.

Code Letter D aircraft may only park at PRKG 1A, 2A, 3A and XL.

CONSIDERATIONS RELATING TO PAPI:

- RWY 25 in use: code letter E aircraft should not follow the PAPI indications.
- RWY 07 in use: code letter E aircraft should not follow the PAPI indications.

20.8 OPERATION OF HELICOPTERS

The procedures to be followed by those helicopters not operating with a letter of exemption are now described.

Since there is no specific area for helicopter operations, these shall receive the same treatment as fixed-wing aircraft and shall be authorized by ATC to take off and land at the runway.

TAXIING ROUTES

RWY 25 in use:

- Departures: Helicopters shall carry out air or ground taxiing (as appropriate) via TWY T0, T1, T2, T3 and/or T4 up to holding position A1, A2, B, C or DR, as appropriate, following ATC instructions.
- Arrivals: Helicopters shall complete the final approach to the runway and shall vacate it via TWY B, unless ATC should indicate otherwise. Helicopters shall carry out air or ground taxiing, as appropriate, to the assigned stand.

RWY 07 in use:

- Departures: Helicopters shall carry out air or ground taxiing (as appropriate) via TWY T0, T1, T2, T3 and/or T4 up to holding position A1, A2, B, C or DR, as appropriate, following ATC instructions.
- Arrivals: Helicopters shall complete the final approach to the runway and shall vacate it via TWY B, unless ATC should indicate otherwise. Helicopters shall carry out air or ground taxiing, as appropriate, to the assigned stand.

Once on the apron, both air and ground taxiing shall be carried out by the entry taxiway to the stand, following its centre line marking, both on arrival and departure.

The departure operation from TLOF on TWY T0 will only be allowed in the following cases:

- If weather conditions make it advisable not to operate from the runway to guarantee operational security, with winds of around 20 kt.
- Taxiing would occur with a crosswind or tailwind, in severe weather conditions.
- Emergency situations or when so required for operational reasons.

To reduce the response times as much as possible on missions, and to avoid unnecessary risks during long taxis, helicopters participating in urgent special operations under letter of exception conditions in the terms set forth in Article 2.3.9. of the Air Circulation Regulations, the operator will request permission from ATC, who, after assessing the situation and analysing the movement of the rest of the aircraft, will authorise the operation when conditions are favourable to do so safely.

ATC will separate departures and arrivals of helicopters using FATO TLOF T0 from aircraft using RWY 07/25 as if they were aircraft using the same runway. For take-offs from TWY T0, simultaneous operations with RWY 07/25 are not allowed. The helicopters larger than the AW139 cannot operate on TWY T0 or use TLOF T0.

20.9 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 may have been involved or witnessed.

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

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

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: lecb.safety@enaire.es

20.10 POINT OF ENTRY FOR PASSENGERS WITH PET ANIMALS FROM THIRD COUNTRIES

To guarantee compliance with the Regulation (EU) No 576/2013 of the European Parliament and of the Council of 12 June 2013 on the noncommercial movement of pet animals and repealing Regulation (EC) No 998/2003, any Air Carrier wishing to operate at the Airport and transporting in the cabin, as a part of passenger hand baggage, the animals (pets) set out in part A of Annex I to the mentioned Regulation, must have engaged a handling agent who to be responsible for handling the same in those cases where, during the checks undertaken by the Resguardo Fiscal of the Guardia Civil or Customs Personnel of the Passenger Terminal of Reus Airport, some breach of the health requirements established in the cited regulations is detected which prompts the animal's rejection at the border.

The management of an animal rejected at the border shall include, at least, transport to the designated facilities for its temporary stay at the airport, its subsistence, veterinary care and animal welfare, and even its return to the point of origin within the periods established by the health authorities.

LERS AD 2.21 NOISE ABATEMENT PROCEDURES

21.1 ENGINE TEST

Engine tests need prior authorization from the CECOA.

LERS AD 2.22 FLIGHT PROCEDURES

22.1 ATS SURVEILLANCE SYSTEMS WITHIN THE ATZ

This may be used in supplying the aerodrome control service to perform the following functions:

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

b. Supervision of the flight path of other aircraft in the vicinity of the aerodrome;

c. Application of separation as required by the R.C.A., section 4.6.7.3, between successive departing aircraft; and

d. Provision of navigation assistance to VFR flights.

Similarly, provision of the functions b) and d) is not guaranteed in the northern half of the ATZ below 1300 ft AMSL

All the functions above will be suspended in the event of unavailability of BEGAS radar.

22.2 ATS SURVEILLANCE SYSTEMS OUTSIDE THE ATZ

Within the area of responsibility of the unit, this systems may be used to provide to the controller with procedures:

a. Better position information about the aircraft that are under control;

b. Supplementary information about other traffic;

c. Information about any important deviation by the aircraft from what has been stipulated in the air traffic control clearances, including the cleared routes and flight levels, in accordance with the following clarifications:

- Below 4000 ft AMSL and if the three radars BEGAS, EVA AITANA and MONFLORITE are operational, the foregoing services are not guaranteed.
- Below 5000 ft AMSL and in the following cases: If the BEGAS radar is operational, or both the EVA AITANA and MONFLORITE radars are operational, the foregoing services are not guaranteed.

In the event of simultaneous unavailability of the BEGAS, EVA AITANA and MONFLORITE radars, all the foregoing functions will be suspended.

22.3 LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedures (LVP) are not available at Reus Airport.

22.4 MOVEMENT AREA OPERATIONAL STANDSTILL PROCEDURE (PPOAM)

At Reus Airport movement area operational standstill procedure is available, when RVR is below 800 m (PPOAM 800)" to maintain the safety in the movement area in low visibility conditions, with the following phases:

- PHASE I. Warning: 1100 m ≥ RVR ≥ 800 m
- PHASE II. Operational standstill: 800 m > RVR
- PHASE III. Operational resumption: RVR > 900 m

INFORMATION FOR PILOTS:

1. Uncertainty regarding the position on the manoeuvring area

When in doubt about the position of the aircraft in relation to the manoeuvring area:

- If you recognize that it is not on a runway, stop the aircraft and notify ATC immediately (including the last known position).
- If you recognize that it is on a runway, notify ATC immediately (including the last known position) and vacate the runway as soon as possible, if you can find an appropriate taxiway nearby, unless ATC indicates otherwise, and then stop the aircraft.

2. Failure of an aircraft

Notify the situation to ATC and wait for the arrival of assistance. In the case it is on a runway, if possible and unless ATC indicates otherwise, vacate the runway.

3. Loss of visual contact between traffic

In the event of loss of visual contact with another aircraft or a vehicle with which you are maintaining your own separation, notify ATC immediately and stop the aircraft.

4. Communications failure

- Departing aircraft: the aircraft shall continue by the assigned route and shall stop at the ATC clearance limit, taking extreme care, where it shall hold and wait for the arrival of an assistance vehicle.
- Arriving aircraft: if the aircraft has just landed, it shall hold after vacating the runway and wait for the arrival of an assistance vehicle.
- If the aircraft already holds ATC taxiing clearance, it shall continue by the assigned route up to the clearance limit, taking extreme care, where it shall hold and wait for the arrival of an assistance vehicle.

22.5 DESCENT PLANNING DUE TO ATC REQUIREMENTS

Unless ATC advises otherwise, arrivals to Reus AD shall plan their descent to cross the intitial points of the procedure and the

speed limit points (SLP) at the flight levels specified in the standard instrument arrival (STAR).

In the case of being authorized to proceed on a direct route other than a STAR, they shall adjust their descent and speed at the appropriate regulation point.

22.6 SPEED ADJUSTMENT

Within TMA BARCELONA, unless otherwise advised by ATC, speed adjustment under radar control on departures and arrivals to Reus AD shall be in accordance with the following:

- IAS 250 kt at FL100 or below, in all departures.
- IAS 230 kt while in holding, at FL140 or below.
- IAS 250 kt at SLP.
- Speed adjustment on approach:
  - IAS 220 kt when leaving an IAF.
  - IAS between 180 kt and 170 kt on receiving the final interception heading for the localizer.
  - IAS 160 kt when intercepting the glide path on the FAP; this speed shall be maintained up to 4 NM from the threshold.
  - Aircraft with a cruising IAS below those indicated above shall maintain cruising speed up to the adjustment point affecting them.

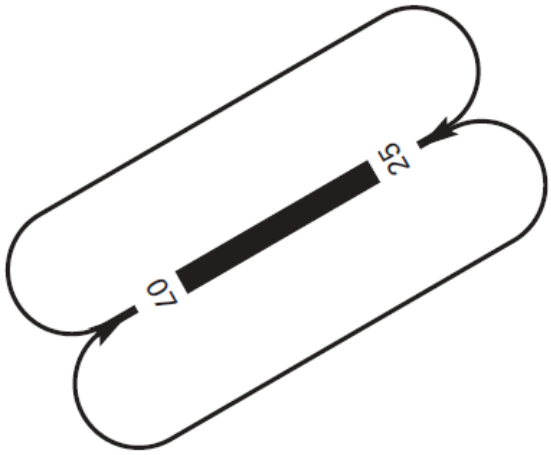
ATC shall be informed of the speeds that may be maintained, if unable to comply with the speed adjustments above.

22.7 AIRCRAFT AIR/GROUND COMMUNICATIONS FAILURE PROCEDURES

An aircraft which experiences a communications failure shall immediately respond on the SSR mode 7600.

- When failure occurs during a STAR procedure before the IAF: Proceed to the assigned IAF for the authorized STAR, maintaining the last approved flight level or altitude acknowledged and begin holding. Initiate the descent after completing one holding pattern, or at the EAT when received, whichever is later, to accomplish a published IFR approach to the RWY in service for arrival, in order to land within the following 30 minutes.
- When failure occurs on radar vector before the IAF: Proceed to the STAR in the most direct way and up to the IAF, following the communications failure procedure while on the STAR procedure.
- When failure occurs on radar vector after the IAF: Maintain the last acknowledged authorized altitude and proceed to the final path for approach to accomplish this and land. If unable to do so, accomplish the missed approach procedure with comunications failure.
- When failure occurs during the missed approach: Do not initiate the missed approach before the MAPT. Intercept the missed approach procedure in accordance with the corresponding IAC for approach. Execute at least one holding pattern at the holding fix to accomplish the approach and landing.
- When failure occurs during a SID: Follow the SID up to the TMA exit point, climbing to the last approved flight level acknowledged or to the minimum safety altitude, whichever is higher; maintain this level for 3 minutes, complying in any case with the maximum flight levels specified for aircraft with communications failure on the appropriate departure chart, and then continue flight in accordance with the updated FPL.
- When failure occurs during a departure with radar vector: Intercept in the most direct way the last SID procedure given by ATC, climbing to the last approved flight level acknowledged or at the minimum safety altitude, whichever is higher; complying in any case with the maximum flight levels specified for aircraft with communications failure on the appropiate departure chart, and then continue flight in accordance with the updated FPL.

22.8 AD TRAFFIC CIRCUIT



LERS AD 2.23 ADDITIONAL INFORMATION

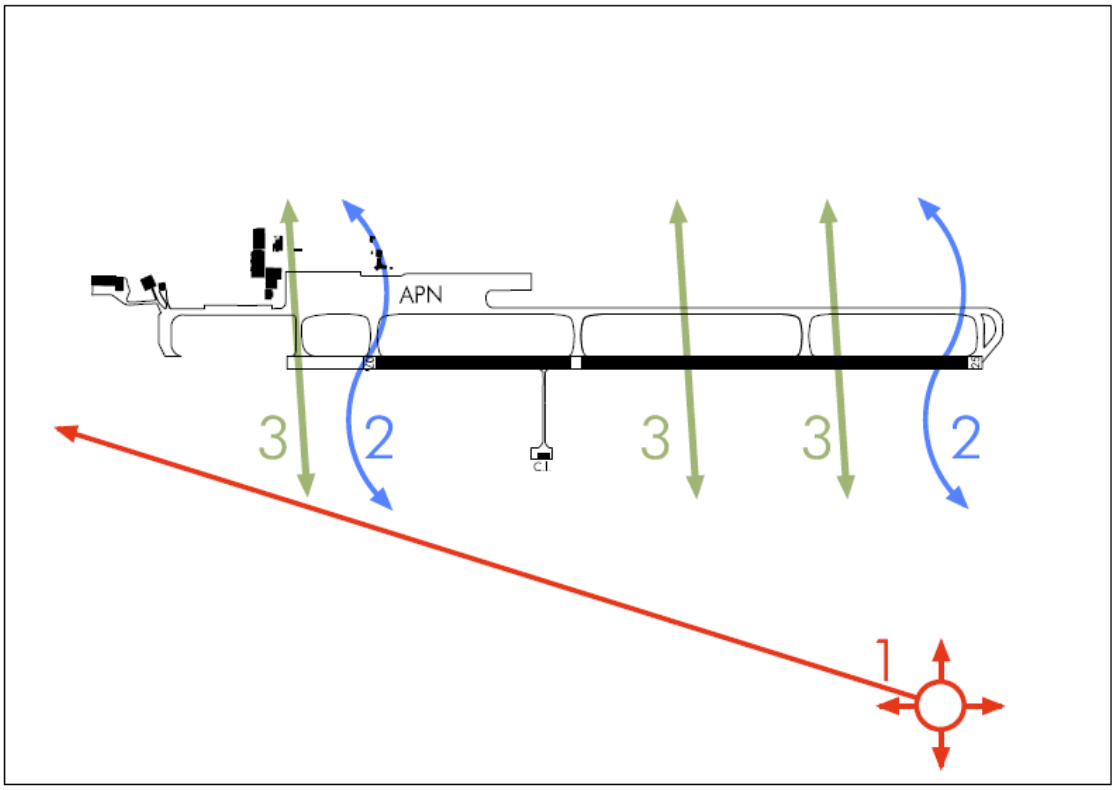
23.1 BIRDS MOVEMENT AREAS

Caution is adviced due to the presence of birds in RWY 07/25.

Flows of birds:

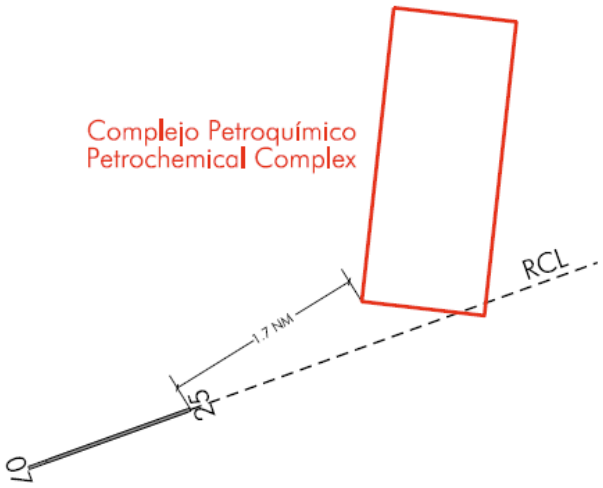
1. Gulls.
2. Swifts, during spring and summer, especially on hot days with little wind.
3. Pigeons, throughout all the year, very frequent from January to April.

Many other birds (lapwings, grey herons, cattle egrets, buzzards, owls, eaglets, etc) may be seen throughout the year, with no recognizable patterns which could allow to forecast their presence.



23.2 ACTIVITIES IN THE VICINITY OF THE AERODROME

A petrochemical complex is located to the north-east of the aerodrome where hot gases are released which, when overflown, may induce vibrations. This complex is located within the area defined by the coordinates 411215.61N 0011259.36E, 411210.30N 0011414.99E, 410953.71N 0011358.95E and 410959.01N 0011243.38E.



LERS 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/#LERS

LERS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected can be found below:

IAC 1 VOR RWY 07: Direct approach.

IAC 3 RNP Y RWY 07: LNAV, LNAV/VNAV.

IAC 4 ILS Z RWY 25: Direct approach.

IAC 6 LOC Z RWY 25: Direct approach.

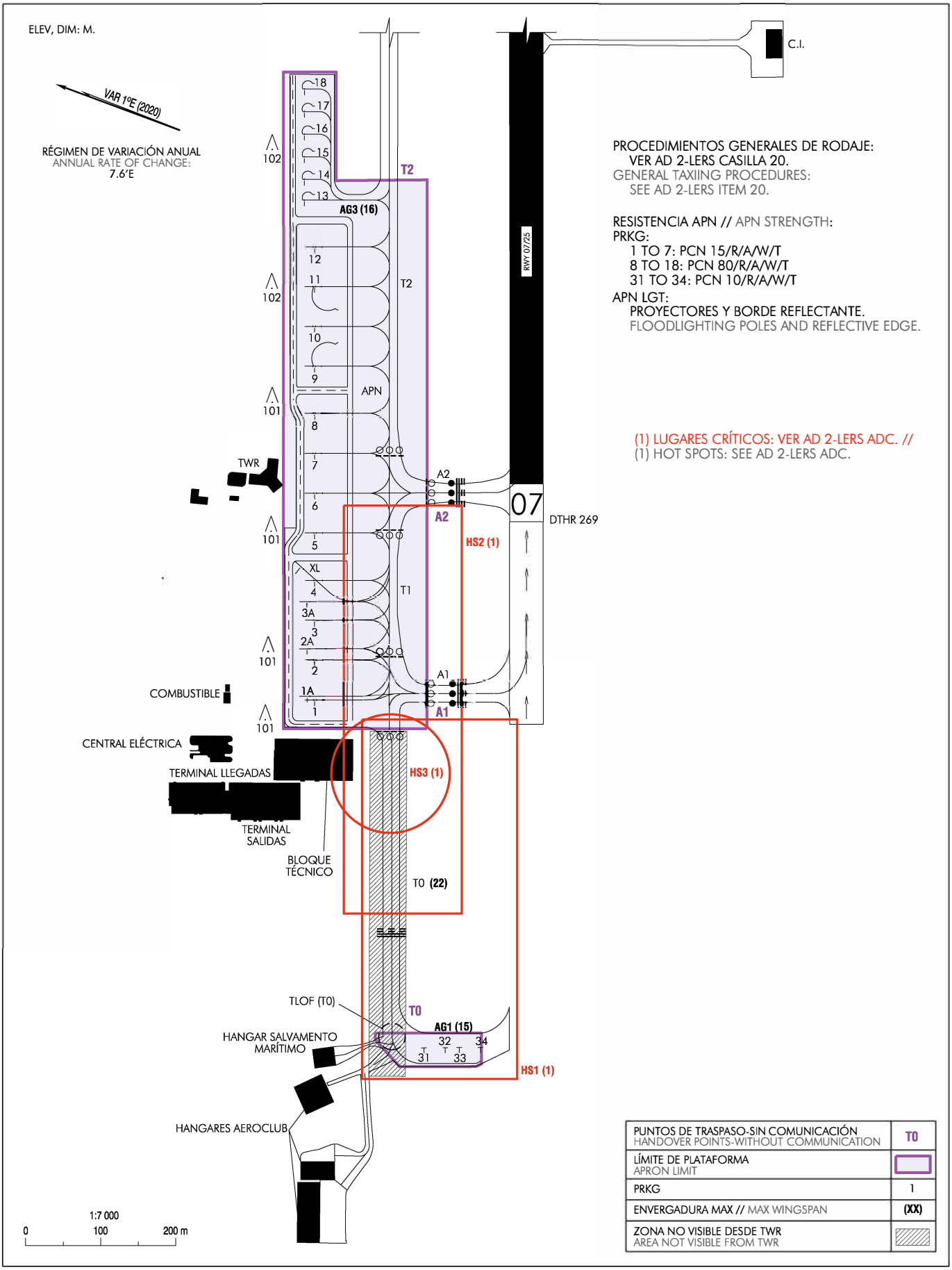
IAC 8 VOR RWY 25: Direct approach.

PLANO DE ESTACIONAMIENTO Y ATRAQUE DE AERONAVES-OACI

ELEV APN
75 m

TWR 128.880 C
GMC 121.705 C

REUS



PROCEDIMIENTOS GENERALES DE RODAJE:
VER AD 2-LERS CASILLA 20.
GENERAL TAXIING PROCEDURES:
SEE AD 2-LERS ITEM 20.

RESISTENCIA APN // APN STRENGTH:
PRKG:
1 TO 7: PCN 15/R/A/W/T
8 TO 18: PCN 80/R/A/W/T
31 TO 34: PCN 10/R/A/W/T
APN LGT:
PROYECTORES Y BORDE REFLECTANTE.
FLOODLIGHTING POLES AND REFLECTIVE EDGE.

(1) LUGARES CRÍTICOS: VER AD 2-LERS ADC. //
(1) HOT SPOTS: SEE AD 2-LERS ADC.

PUNTOS DE TRASPASO-SIN COMUNICACIÓN HANDOVER POINTS-WITHOUT COMMUNICATION	T0
LÍMITE DE PLATAFORMA APRON LIMIT	
PRKG	1
ENVERGADURA MAX // MAX WINGSPAN	(XX)
ZONA NO VISIBLE DESDE TWR AREA NOT VISIBLE FROM TWR	

CAMBIOS: ELIMINACIÓN DE PUESTOS DE ESTACIONAMIENTO H.
CHANGES: STANDS H REMOVED.

CARACTERÍSTICAS DE LOS PUESTOS DE ESTACIONAMIENTO
AIRCRAFT STANDS CHARACTERISTICS

PRKG	RAMPA RAMP	COORD	SALIDA EXIT	MAX ACFT	APROAR NOSE TO	OBSERVACIONES REMARKS
1	–	410847.52N 0010917.65E	R	B752 (1) / A139	N	INCOMP. 1A
1A	–	410847.80N 0010917.74E	R	B763	N	INCOMP. 1, 2
2	–	410848.14N 0010919.77E	R	B752 (1) / A139	N	INCOMP. 1A, 2A, XL
2A	–	410848.54N 0010920.26E	R	B763	N	INCOMP. 2, 3, XL
3	–	410848.76N 0010921.89E	R	B752 (1) / A139	N	INCOMP. 2A, 3A, XL
3A	–	410849.27N 0010922.78E	R	B763	N	INCOMP. 3 ,4, XL
4	–	410849.38N 0010924.01E	R	B752 (1) / A139	N	INCOMP. 3A, XL
5	–	410850.11N 0010926.54E	R	B752 (1) / A139	N	–
6	–	410850.73N 0010928.66E	R	B752 (1) / A139	N	–
7	–	410851.34N 0010930.78E	R	B752 (1) / A139	N	–
8	–	410851.96N 0010932.90E	R	B752 (1) / A139	N	–
9	–	410852.69N 0010935.43E	A/R	B752 (1) / H47 (2)	N	INCOMP. 10 (SI SALIDA A // IF EXIT A)
10	–	410853.31N 0010937.54E	R	B752 (1) / A139	N	INCOMP. 9, 11 (2) (SI SALIDA A // IF EXIT A)
11		410853.93N 0010939.66E	A/R	B752 (1) / H47 (2)	N	INCOMP. 10 (SI SALIDA A // IF EXIT A)
12	–	410854.55N 0010941.78E	R	B752 (1) / A139	N	–
13	AG3	410855.80N 0010944.00E	–	C650 / A109	N	(3), (4)
14	AG3	410856.12N 0010945.09E	–	C650 / A109	N	(3), (4)
15	AG3	410856.47N 0010946.30E	–	C650 / A109	N	(3), (4)
16	AG3	410856.82N 0010947.50E	–	C650 / A109	N	(3), (4)
17	AG3	410857.17N 0010948.71E	–	C650 / A109	N	(3), (4)
18	AG3	410857.52N 0010949.91E	–	C650 / A109	N	(3), (4)
31	AG1	410837.76N 0010901.36E	–	DA42 (5)	E	(3), (6)
32	AG1	410836.90N 0010901.81E	–	DA42 (5)	E	(3), (6)
33	AG1	410836.35N 0010902.10E	–	DA42 (5)	E	(3), (6)
34	AG1	410835.49N 0010902.55E	–	DA42 (5)	E	(3), (6)
XL	–	410850.04N 0010924.38E	R	A332	NE	INCOMP. 2, 2A, 3, 3A, 4

Observaciones // Remarks:	
(1)	MAX ACFT B752 sin winglets // MAX ACFT B752 without winglets.
(2)	Aeronave H47 en PRKG 9 o 11 inhabilita PRKG 10. A139 es aeronave máxima en PRKG 9 o 11 que permite operación en PRKG 10. // Aircraft H47 at PRKG 9 or 11 disable PRKG 10. A139 is MAX ACFT at PRKG 9 or 11 that allows operation at PRKG 10.
(3)	Aviación general // General aviation.
(4)	MAX ACFT salida en autónomo EA50 (11.4 m). // MAX ACFT autonomous exit EA50 (11.4 m).
(5)	MAX envergadura // MAX wingspan 15.
(6)	Solo uso diurno // Daytime use only.

GCTS AD 2 AERODROME DATA

GCTS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

GCTS - TENERIFE SUR

GCTS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	280240N 0163421W. See AD 2-GCTS ADC.
2	Distance and direction from the city	60 km SW.
3	Elevation	64 m / 209 ft.
4	Geoid undulation	44.39 m ± 0.10 m (1).
5	Reference temperature	28°C.
6	Low average temperature	18°C.
7	Magnetic variation	4°W (2025).
8	Annual change	9.8'E.
9	AD administration	Aena.
10	Address	Aeropuerto de Tenerife Sur - 38610 Granadilla de Abona Tenerife.
11	TEL	+34-922 759 000
12	FAX	+34-922 759 247
13	AFTN	GCTS
14	E-mail	tfsopya@aena.es
15	Approved traffic	IFR/VFR.
16	Remarks	Operations Centre: • SITA: TFSOPYA. • FAX: +34-922 759 188 • TEL: +34-922 759 233 • E-mail: tfsopya@aena.es (1) For all AD points.

GCTS AD 2.3 OPERATIONAL HOURS

1	Airport	H24.
2	Customs and Immigration	HR AD.
3	Health and Sanitation	See GEN 1.4.
4	AIS/ARO	H24. (1)
5	MET briefing	HR AD.
6	ATS	HR AD.
7		

	Fuelling	HR AD.
8	Handling	HR AD.
9	Security	HR AD.
10	De-icing	No.
11	Remarks	(1) Centralised AIO Office - International NOTAM Office • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es Centralised ARO Office Geographical Area 15. • TEL: +34-918 603 570; +34-672 344 494 (only in communications contingencies) • E-mail: arocentralizada@enaire.es • GCTS AFTN Address for Flight Plan Management: GCTSZPZX

GCTS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	No limitations.
2	Fuel types	JET A-1.
3	Oil types	None.
4	Refuelling capacity	No limitations.
5	De-Icing facilities	No.
6	Hangar space	No.
7	Repair facilities	No.
8	Remarks	Ramp agents may attend both commercial and general aviation. Ramp agents: MENZIES GROUND SERVICES • TEL: +34-922 759 186; +34-630 180 138; +34-656 876 732; +34-689 279 827 • E-mail: ops.tfs@menziesaviation.com • SITA: TFSMA7X/TFSOO7X AVIAPARTNER • TEL: +34-922 759 041 / 040 / 197; +34-673 747 345; +34-637 784 177; +34-673 747 286 • E-mail: tfs.ops@aviapartner.aero • SITA: TFSAOXH Handling agents for General and Business Aviation: AviaVIP TFS • TEL: +34-661 749 917; +34-634 698 181 (H24) • E-mail: gcts@aviavip.com • SITA: TFSAOXH GERARDO MELÉNDEZ • TEL: +34-922 392 064; +34-696 987 046 • FAX: +34-922 392 247 • E-mail: tfsops@gmelendez.com • SITA: TFSGMXH BROK-AIR FBO •

8		TEL: +34-616 810 849 (H24); +34-616 679 011 (H24) • E-mail: ops@brok-air.com; gcts@brok-air.com • SITA: No. UNITED AVIATION SERVICES, S.L • TEL: +34-919 532 653 (OCC); +34-676 670 989 (H24); +34-639 281 905 (H24) • E-mail: ops@unitedaviation.es (OCC); ops.tfs@unitedaviation.es • SITA: No Fuel: CMD • TEL: +34-922 392 008; +34-619 885 143 • FAX: +34-922 392 180 • E-mail:tfs@cepsa.com TERMINALES CANARIOS • TEL: +34-922 392 010; +34-677 448 517 • FAX: +34-922 392 094 • E-mail: supervisor.tfs@tcanarios.com Handling agents for aircraft maintenance: TOTAL AVIATION SERVICES • TEL: +34-922 397 141; +34-609 879 980 • FAX: N/A • E-mail: tfsline@tassl.eu HLA - HISPANO-LUSITANA AVIACIÓN, S.L. • TEL: +34-922 397 032; +34-655 505 367; +34-691 066 700 • FAX: +34-922 759 418 • E-mail: hla.tenerifesur@h-la.es BROK - AIR TECHNICS • TEL: +34-630 006 307 BLUE TEAM FLIGHT SCHOOL, S.L • Planes with a maximum take-off mass (MTOM) less or equal to 2730 kg. • TEL: +34-922 400 010; +34-634 515 005 • E-mail: mantenimiento@blueteam.es

GCTS AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	Yes.
3	Transportation	Buses, taxis and hire cars.
4	Medical facilities	First aid. 1 ambulance.
5	Bank/Post Office	Cash dispensers / No.
6	Tourist information	Yes.
7	Remarks	None.

GCTS AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	9 (1).
2		

	Rescue equipment	In accordance with the fire category published.
3	Removal of disabled aircraft	Dragging bars, conventional push-back up to B747-400 and A340-600 by handling agents. The airport has lifting and moving gear for ACFT of CAT I/II/III available for the registered owner or operator of the ACFT affected: • AETS 20 towing sets (maximum load 40 TM) and AETS 55 towing sets (maximum load 110 TM). • Three recovery trolleys of 40 TM, 80 TM and 90 TM respectively. • Jacks: up to 16 TM, minimum height 158 mm; up to 90 TM, minimum height 70 mm. • Air-cushion systems for lifting (CAT I/II/III). • Fuselage transporter equipment of 12 TM, 30 TM and 55 TM respectively. • 60 TM wing transporter equipment. • V1 trolley for ACFT movement with disabled front and main landing gear, up to 30 TM. • V2 trolley for ACFT movement with disabled front and main landing gear, together with V1 trolley up to 60 TM. • Two dollies for ACFT movement up to 5 TM. • One dolly for ACFT movement up to 10 TM. • 15 TM (CAT I/II) and 25 TM (CAT III) hoisting beam equipment. • Tethering equipment. • Soft ground reinforcement plates up to 110 TM/m^2 load. • Soft ground mats and connectors. • Cranes up to 400 TM from outside the AD.
4	Remarks	Contact details for disabled ACFT removal: • Contact person: Executive on duty. • TEL: +34-922 759 239 • E-mail: tfs.ejecutivos@aena.es Prior permission from the executive on duty required only in the case that the means supplied by the airport for movement of disabled ACFT are needed. (1) Level of protection: 9.

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

1	Types of clearing equipment	Not applicable.
2	Clearance priorities	Not applicable.
3	Use of material for movement area surface treatment	Not applicable.
4	Specially prepared winter runways	Not applicable.
5	Remarks	Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in AD 1.2.2. Aerodrome in service during all seasons of the year.

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

1	Apron	Surface: Hydraulic concrete. Strength: PCN 85/R/A/W/T, EXC PRKG AG1 to AG5, E64 to E70, S41, H44, R45, H46, R47 and G48: PCN 72/R/B/W/T. PRKG R19 to G25 and E49 to E52: PCN

1		76/R/A/W/T.
2	Taxiways	Width: 23 m. Surface: Asphaltic concrete. Strength: • T: PCN 101/F/B/W/T, EXC BTN GATES D1-D6: PCN 109/F/C/W/T and BTN TWY B1-B0: PCN 60/R/B/W/T. • B0 and B3: PCN 121/F/A/W/T. • B1: PCN 86/F/A/W/T. • B2 and B5: PCN 51/F/A/W/T. • B4, B6 and B7: PCN 106/F/A/W/T.
3	Check locations	Altimeter: Apron ELEV 64 m / 210 ft. VOR: No. INS: See AD 2-GCTS PDC.
4	Remarks	TWY centre line: see INSIGNIA and Data Set.

GCTS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Runway-holding positions, intermediate holding positions, NO ENTRY and information signs, runway guard lights, no intrusion bars, intermediate holding positions lights and aircraft stands markings.
2	RWY markings	Threshold, designators, centre line, touchdown zone, aiming point, side stripe.
3	TWY markings	Centre line and side stripe, edge with reflective markers.
4	Remarks	None.

GCTS AD 2.10 AERODROME OBSTACLES

1	Obstacles which penetrate Transitional, Conical, Take-off, Inner Horizontal and Approach, surfaces contained in Annex 14 of ICAO; and Area 2A, Area 3 and Area 4 surfaces contained in Annex 15 of ICAO.	See Item 10 and Data Set.
2	Remarks	See AD 2-GCTS AOC.

GCTS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	Tenerife Sur EMAe.
2	HR	H24.
3	METAR	Half-hourly.
4	TAF	24 HR.
5	TREND	Yes.
6	Briefing	In person and by telephone.
7	Flight documentation/Language	Charts and plain language/Spanish.
8	Charts	Forecast significant, wind and temperature at altitude maps.
9		

	Supplementary equipment	Clouds, lightning and radar information image display.
10	ATS unit served	TWR, APP.
11	Additional information	Las Palmas OMAe (GCGC); H24 • TEL: +34-928 430 603 Tenerife Sur EMAe: H24 • TEL: +34-922 759 205
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available. There is a low level wind shear alert system (LLWAS) that generates wind shear alarms. Aerodrome MET guide available.

GCTS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

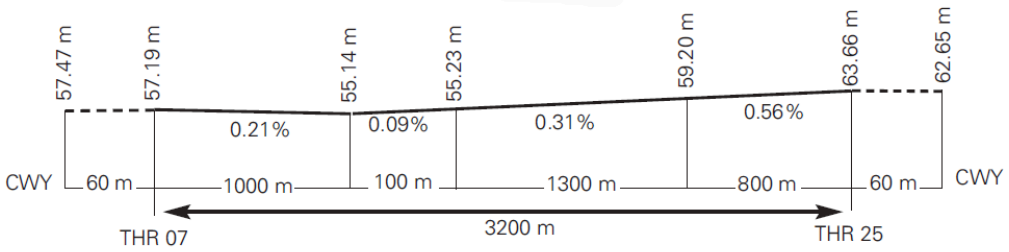
RWY	Direction	DIM (m)	THR PSN	THR ELEV TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
07	068.57° GEO 072° MAG	3200 x 45	280221.14N 0163515.50W	THR: 57.2 m / 188 ft TDZ: 57.2 m / 188 ft	No	60 x 150	3320 x 300	No	240 x 150	RWY: ASPH PCN 94/F/A/W/T (1) SWY: No
25	248.59° GEO 252° MAG	3200 x 45	280259.10N 0163326.43W	THR: 63.7 m / 209 ft TDZ: 63.7 m / 209 ft	No	60 x 150	3320 x 300	No	227 x 137	RWY: ASPH PCN 94/F/A/W/T (2) SWY: No

Remarks:

(1) First 242 m RWY 07 PCN 142/F/A/W/T.

(2) First 190 m RWY 25 PCN 142/F/A/W/T.

12.1 PROFILE



GCTS AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
07	3200	3260	3200	3200
25	3200	3260	3200	3200
07 INT B2	3060	3120	3060	–
25 INT B6	3105	3165	3105	–
Remarks: None.				

GCTS AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	07
2	Approach	Precision CAT I, 900 m. LIH.
3	PAPI (MEHT)	3° (19.67 m / 65 ft). (1)
4	Threshold	Green with wing bars.
5	Touchdown zone	No.
6	Runway centre line	3200 m: 2300 m white + 600 m white and red + 300 m red. LIH. Distance between lights: 15 m.
7	Runway edge	3200 m: 2600 m white + 600 m yellow. LIH. Distance between lights: 50 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	(1) PAPI not usable by code letter F ACFT, except for the A380. Rapid exit indicator lights (B4, B5).

1	Runway	25
2	Approach	Precision CAT I, 720 m. LIH.
3	PAPI (MEHT)	3° (19.44 m / 64 ft). (1)
4	Threshold	Green with wing bars.
5	Touchdown zone	No.
6	Runway centre line	3200 m: 2300 m white + 600 m white and red + 300 m red. LIH.

6		Distance between lights: 15 m.
7	Runway edge	3200 m: 2600 m white + 600 m yellow. LIH. Distance between lights: 50 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	(1) PAPI not usable by ACFT B747-400 as these do not meet the wheel clearance over THR requirements. Nor by code letter F ACFT, except for the A380. Rapid exit indicator lights (B3).

GCTS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near ARP, 1 near THR 07, 1 near THR 25. LGTD.
3	TWY lighting	Centre line.
4	Apron lighting	Floodlighting poles and edge at the East side, reflective markers at the West side.
5	Secondary power supply	Visual aids system: uninterruptible power supply. Terminal building and apron lighting: emergency engine generators which provide a switch-over time (light) of 15 seconds.
6	Remarks	LED lighting on no intrusion bars, intermediate holding positions, taxiway edges, runway guard lights, taxiway T centre line apron section and platform entry taxiway centre lines (D).

GCTS AD 2.16 HELICOPTER LANDING AREA

1	Situation	• Geoid undulation: see item 2. • FATO: RWY 07/25. • Coordinates THR 07 and THR 25, see item 12. • Ground taxiing: TLOF same as RWY 07/25. • Air taxiing: TLOF same as PRKG AG5, AG2, J22, R19 and E49.
2	Elevation	• FATO: see item 12. • Ground taxiing: TLOF same as RWY 07/25. See item 12. • Air taxiing: TLOF same as PRKG AG5, AG2, J22, R19 and E49. See item 8.

3	Dimensions, surface, maximum weight, markings	• FATO: see item 12.
		• Ground taxiing: TLOF same as RWY 07/25. See item 12.
		• Air taxiing: TLOF same as PRKG J22, R19 and E49. See item 8.
		• Markings:
		  ◦ FATO: see item 9.
		  ◦ AG2 and AG5: Circular strip 50 cm wide and inner diameter 6.35 m.
		  ◦ J22, R19 and E49: Circular strip 50 cm wide and inner diameter 11.75 m.

4	Lighting	See items 14 and 15.
5	Direction	FATO: see item 12.
6	Declared distances	(*) See table.
7		

	Remarks	Helicopters operating with a letter of exemption should consult item 20 for further information.

(*)

RWY	RTODAH (m)	TODAH (m)	LDAH (m)
07 INT B6	95	95	95
07 INT B2	3060	3060	3060
25 INT B6	3105	3105	3105
25 INT B2	140	140	140

GCTS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR TENERIFE SUR.
2	Lateral limits	280234N 0164755W; 280431N 0163846W; arc of 8 km centred on GCTS ARP CW to 280519N 0163029W; 281001N 0162336W; arc of 12 NM centred on GCTS ARP CW to 280234N 0164755W.
3	Vertical limits	SFC - 1000 ft AGL - 1650 ft AMSL (1).
4	Airspace class	D.
5	Unit Language	TENERIFE SUR APP. ES/EN.
6	Transition altitude	1850 m / 6000 ft.
7	Hours of applicability	H24
8	Remarks	(1) Whichever is higher.

1	Designation	ATZ TENERIFE SUR.
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	TENERIFE SUR TWR. ES/EN.
6	Transition altitude	-
7	Hours of applicability	H24
8	Remarks	(1) Or the ground visibility, whichever is lower. (2) Or up to the clouds ceiling, whichever is lower.

GCTS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP	Tenerife Sur APP	127.700 MHz	H24	APP/L Primary
		128.125 MHz	H24	APP Secondary
TWR	Tenerife Sur TWR	119.000 MHz	H24	-

Service	Call sign	FREQ	HR	Remarks
TWR	Tenerife Sur TWR	120.300 MHz	H24	BACKUP
		121.750 MHz	H24	CLR
		121.900 MHz	H24	GMC
		121.500 MHz	H24	EMERG
		243.000 MHz	H24	EMERG
ATIS	Tenerife Sur Information	118.675 MHz	H24	-
D-ATIS	Tenerife Sur Information	NIL	H24	Provision of ATIS information via data link.

GCTS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
DVOR (4° W)	TFS	116.400 MHz	H24	280008.8N 0164116.5W	-	COV 10NM signal fluctuations BTN R-030/R-360 CCW BLW 15000 ft AMSL; COV 40 NM BTN: • R-270/R-090 CCW at 4000 ft AMSL or ABV; • R-090/R-040 CCW at 14500 ft AMSL or ABV; • R-040/R-340 CCW at 27000 ft AMSL or ABV; • R-340/R-310 CCW at 14500 ft AMSL or ABV; • R-310/R-270 CCW at 6100 ft AMSL or ABV.
DME	TFS	CH 111X	H24	280008.8N 0164115.0W	30 m	COV 40 NM BTN: • R-270/R-090 CCW at 4000 ft AMSL or ABV; • R-090/R-040 CCW at 14500 ft AMSL or ABV; • R-040/R-340 CCW at 27000 ft AMSL or ABV; • R-340/R-310 CCW at 14500 ft AMSL or ABV; • R-310/R-270 CCW at 6100 ft AMSL or ABV.
LOC 07 (4° W) ILS CAT I	ITS	109.700 MHz	H24	280302.9N 0163315.5W	-	072° MAG / 319 m FM THR 25. COV 17 NM AVBL BTN ±35° FM RCL at 4000 ft AMSL or ABV. COV 25 NM AVBL BTN ±10° FM RCL at 2500 ft AMSL or ABV.
GP 07	-	333.200 MHz	H24	280221.6N 0163501.1W	-	3°; RDH 15.3 m; at 372 m FM THR 07 & 130 m FM RCL to the right on APCH direction. Full FLY-UP indications may not be received BLW GP beyond 5° Right FM RCL.
ILS/DME 07	ITS	CH 34X	H24	280221.6N 0163501.1W	60 m	REF DME THR 07.
LOC 25 (4° W) ILS CAT I	ISUR	110.900 MHz	H24	280217.5N 0163525.8W	-	252° MAG / 303 m FM THR 07. AVBL BTN ±35° of RCL FM 17 NM (15.4 NM DME) & ABV 4000 ft AMSL & ±10° of RCL FM 25 NM (23.4 NM DME) & ABV of 2300 ft AMSL.
GP 25	-	330.800 MHz	H24	280251.7N 0163337.0W	-	3°; RDH 15.5 m; at 352 m FM THR 25 & 107 m FM RCL to the left on APCH direction. It may not be received full FLY-UP indications BLW GP FM 6° left of RCL.

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
ILS/DME 25	ISUR	CH 46X	H24	280251.7N 0163337.0W	66 m	REF DME THR 25.

GCTS AD 2.20 LOCAL AERODROME REGULATIONS

20.1 GENERAL AND BUSINESS AVIATION

It is mandatory to have a handling agent for all General and Business Aviation operations.

It is forbidden to cross the taxiways in the apron on foot.

20.2 ATC PROCEDURES

Even if the runway is temporarily occupied by other traffic, landing clearance may be issued to an arriving ACFT if the controller is satisfied that at the time the ACFT crosses the threshold of the runway in use, the prescribed separation from the preceding ACFT shall exist.

When issuing a "Landing Clearance based on Anticipated Separation", ATC shall use the following phrasing: "...(Call sign) BEHIND LANDING/DEPARTING (ACFT type) CLEARED TO LAND RUNWAY (number)".

This procedure may be used between sunrise and sunset and without detriment to the requirements established in the Reglamento de la Circulación Aérea (paragraph 4.10.2.4, Fourth Book, Chapter 10) referring to the use of conditional phrases for movements affecting the runway or runways in activity.

20.3 STANDARD TAXIING PROCEDURES

20.3.1 START-UP

A. Pilots shall request clearance to start up from CLR on the appropriate frequency or DCL. On requesting this clearance, the ACFT must be completely ready to start up, considering that the ACFT must leave the stand 10 minutes before the CTOT.

B. Clearance shall be issued as soon as requested. When delays are expected to exceed 15 minutes, ATC shall provide the appropriate start up time. At that moment, ATC clearance shall be issued.

20.3.1.1 REQUEST FOR ATC CLEARANCE AND START-UP VIA DATA LINK

Pilots may request ATC clearance and permission to start up on the corresponding frequency or data link (DCL).

For more information about the DCL service, see AIP ENR 1.5, section 3. DEPARTING FLIGHTS: ATC and start-up clearance via data link (DCL).

In cases of discrepancies, voice commands will always prevail over data link.

The pilot may request ATC clearance via DCL no earlier than 30 minutes before the EOBT.

- The pilot shall request ATC and start-up clearance simultaneously via RCD. The RCD message should contain the following data:
  1. Aircraft call sign according to the submitted flight plan (FPL).
  2. Aerodrome of origin.
  3. Stand occupied.
  4. Destination aerodrome.
  5. Letter corresponding to the ATIS information received.
  6. ICAO aircraft type designator.

  Any free text sent via the RCD by the pilot will not be considered by ATC. Special requests must always be made via voice command.
- The pilot will receive a message of acceptance, "RCD RECEIVED", or cancellation, "RCD REJECTED".

- In the case of acceptance, ATC will issue a CLD message with the following fields:
  1. Aircraft call sign.
  2. Destination aerodrome.
  3. Runway assigned for departure.
  4. Departure procedure (SID). Note: The initial altitude will be that of the published SID.
  5. SSR code mode A (SQUAWK).
  6. CTOT, if one is held.
  7. Next frequency.
  8. Letter of the current ATIS information.
  9. Additional information, which shall include clearance to start up or instructions for requesting this, in the case of failure to comply with the start-up approval parameters in accordance with the EOBT.
- When an RCD message is sent in the valid range of EOBT, ATC and start-up clearance will be received. If the pilot is not ready for start-up, he/she shall not accept the clearance and shall contact the controller by voice when ready.
- When an FSM message of the type "REVERT TO VOICE PROCEDURES" is received, data link communication will be terminated and the revert to voice procedure shall apply.
- When a CLD message is received:
  A. If any inconsistency is detected in the received message, the pilot shall revert to voice procedures and request a new clearance.
  B. If the pilot considers the CLD clearance message to be correct, he/she must respond via data link with a CDA message (Departure Clearance Echoback).
- If the ATC system does not receive a CDA message from the pilot within the waiting time, or a CDA inconsistent with the previous CLD message is received, communication via data link will be terminated and a "CDA REJECTED" message will be received in the FMS.
- When a correct CDA message is received, the ATC system will send the aircraft a "CLEARANCE CONFIRMED" message in the FMS and will terminate the communication via data link.

20.3.1.2 INTERCHANGE OF DATA WITH NMOC – ADVANCED ATC TWR

In Tenerife Sur the procedures established for airports with Advanced ATC Tower are applied. Therefore, by means of A-DPI message, the target take-off time (TTOT) calculated from actual off-block time (AOBT) of all departure instrumental flights is provided to the Network Manager Operations Center (NMOC).

From the moment of the A-DPI reception, neither DLA nor CHG messages modifying flight plan data will be accepted. If it is regulated, the assigned CTOT prior to the A-DPI reception is maintained.

If an aircraft has to abort taxiing due to technical reasons, the airport will send a C-DPI message to NMOC. As a result of that C-DPI, the flight plan will be suspended and the operator will be informed by a FLS message with the remark "Suspended by departure airport". The flight plan can be activated again by means of an updated EOBT with a DLA message.

20.3.2 GROUND MOVEMENT

20.3.2.1 Departures

Pilots shall communicate with TWR to request towing, powerback and/or taxiing permission.

After push-back or autonomous departure, aircraft shall proceed to the threshold in use through the first available apron gate, unless there are operational or safety reasons to the contrary (compliance with CTOT, improvements to the take-off sequence, request for opposite runway, inner apron taxiway occupied due to push-backs or aircraft, etc.).

1. Push-back and taxiing manoeuvre

A. A. Pushback is obligatory in front stands and shall be performed such that the aircraft remains nosing to the threshold in use and leaving apron gates "D" free, except when:

- There are operational or safety reasons for push-backs without nosing to the threshold in use or leaving apron gates D free.

- There are limitations on engine starts, which must be communicated to ATC in advance.
- Pushbacks on parking stands R19, G20, AG21, and J22 shall be performed nosing to THR 25.

A1. Simultaneous pushback on adjacent stands is not permitted, nor is pushback from a stand with a simultaneous entry to the adjacent stand, unless the following criteria are met:

- Both aircraft are informed of the manoeuvre.
- In the event of simultaneous pushbacks towards the same direction, one aircraft initiates the pushback first and performs a long pushback and the other performs a short pushback; or one aircraft performs a pushback nosing to the threshold in use and the other performs a pushback nosing to the opposite threshold, provided that an apron gate is available between the two aircraft.
- Simultaneous arrival/departure manoeuvres from adjacent stands J1 and G2, G9 and G10 and G10 and H37 are incompatible.

A2. Avoiding collisions with other ACFT and obstacles is the responsibility of:

- Pilots, when taxiing on the apron.
- Ground handling companies during parking stand push-back exit manoeuvres.

B. B. Autonomous exits shall be made using the lowest possible starting power and in such a way that the idle power is not exceeded when turning. Departure shall be performed nosing to the threshold in use may be modified if there are operational or safety reasons to the contrary.

2. Powered pushback manoeuvre (powerback)

The performance of powered pushback manoeuvres (powerback) requires prior clearance from Airport Management and shall be performed under the full responsibility of the aircraft operator. The company representative must request this operation, in good time, from Airport Management for the safety analysis of the operation.

3. Push and hold manoeuvre

When an aircraft in a position requiring towed pushback is affected by regulations and fully ready to operate (start-up), the pilot may request a "Push and Hold" from ATC. Provided that there is availability, CEOPS shall assign a remote parking stand with autonomous exit from E64 to E70.

This manoeuvre is limited to aircraft whose dimensions are equal to or less than those of the MAX ACFT of the cleared parking stands.

20.3.2.2 Arrivals

The ACFT shall notify the ATC runway vacated.

All fixed-wing aircraft shall always access the apron or parking stand with "FOLLOW ME" vehicle guidance, from the appropriate apron gate for PRKG R19 to G48, and from the parking stand centre line for PRKG E49 to E70.

Simultaneous entries of aircraft into adjacent stands is not permitted, nor is entry into a stand with simultaneous pushback from an adjacent stand, unless both aircraft are informed of the manoeuvre.

Simultaneous entries/exit manoeuvres from adjacent stands J1 and G2; G9 and G10; and G10 and H37 are incompatible.

20.3.3 TAXIING RESTRICTIONS

Runway entry/exit:

TWY	MAXIMUM AIRCRAFT ALLOWED AND OTHER RESTRICTIONS
B1	D
B2	Runway entry: D and maximum length 50 m and maximum span 51 m (runway exit without restrictions).
B3 (RWY 25 rapid exit)	Exit turn to the East: D (others without restrictions).
B5 (RWY 07 rapid exit)	Not usable by A-340-600 and B-777-300.
B6	D except B-767-400. Runway entry maximum length 58 m.

Apron entry/exit:

With the exception of traffic guided by signal man, the following restrictions shall be apply:

TWY	MAXIMUM AIRCRAFT ALLOWED AND OTHER RESTRICTIONS
TWY	MAXIMUM AIRCRAFT ALLOWED AND OTHER RESTRICTIONS
D1	Entry from RWY 25 which have vacated the runway via TWY B1 or B2: D except B-767. Exit to RWY 07: D except B-767.

Taxiways for general aviation (TWY U1, U2 and U3) are limited to aircraft with maximum wingspan of 22 m.

20.4 AIRCRAFT WASHING

Several stands have been enabled for this purpose, for companies who wish to perform washing of fuselages on the apron, shall request clearance from:

- Centro de Operaciones (CEOPS)
- TEL: +34-922 759 233
- E-mail: tfsopya@aena.es

20.5 RESTRICTIONS ON STANDS

On PRKG J-1, G-2, J-3, G-4, J-5, R-5A, G-6, J7, J8, G9 and G10:

- It is mandatory to use the 400 Hz facilities.
- The use of the air conditioning facilities shall be mandatory when the ACFT air conditioning is needed.
- The use of the aircraft APU is forbidden at these stands in the period between 2 minutes after blocks upon arrival and 5 minutes before off-block at departure.

The aircraft APU can only be used when the 400 Hz facilities and the mobile units are not operative, or when the air conditioning service is needed and the air conditioning equipment is not available.

ACFT with inoperative APU must communicate this incident to CEOPS. If the APU must be switched on for technical reasons, the ground handling agent must request clearance from the Airport Operations Coordination Centre (CEOPS).

20.6 ENGINE TEST PROCEDURE

Engine tests may be performed on the apron and on the A2 holding bay, depending on the category of the aircraft and engine speed requested.

Idle power engine tests may be authorised on the apron only on the second line PRKG: E49, E50, E51, E52, E53, E54, E55, E56, E57, E58, E59, E60, E61, E62, E63, E64, E65, E66, E67, E68, E69, E70 and general aviation apron: PRKG AG1, AG2, AG3, AG4 and AG5.

First line idle and average power engine tests are not authorised.

Full power engine tests may only be performed on the A2 holding bay.

Engine tests at higher than idle speed are prohibited between 0000 and 0600 LT. In this range, the only tests admitted in higher than idle speed are those that are essential for ACFT flight departure and scheduled time of take-off between 0400 and 0600 LT.

Clearance must be requested from the operations centre (CEOPS) in order to perform engine tests.

- TEL: +34-922 759 233
- E-mail: tfsopya@aena.es

20.7 OPERATION OF HELICOPTERS

20.7.1 GENERAL

20.7.1.1 In general, as no specific zone to operate with helicopters is defined other than RWY 07/25, all flights will be treated as for fixed-wing ACFT and shall be cleared by ATC to take off and land on that runway. Thus, a FATO is defined on RWY 07/25 which covers the zone lying between the two thresholds. Helicopters on operational missions, or those so requiring for reasons of safety or performance, may operate according to local procedures following ATC instructions.

20.7.1.2 The operational schedule for helicopter operations is H24 (special operational ones whose letter of exemption so

permits, and IFR). In cases of visual flights, the schedule shall be sunrise to sunset.

20.7.2 STANDS

20.7.2.1 The stands for helicopters are located in the East and West zones of the apron (see AD 2-GCTS PDC).

20.7.2.2 The characteristics of the helicopters that can operate, as determined by the possible stands assignable, are:

	PRKG	Model
East apron	E49	AW-101
	R19	AW-101
	J22	AW-101
General Aviation apron	AG2	SA-316
	AG5	SA-316

20.7.3 OPERATIONAL RESTRICTIONS

20.7.3.1 Either air or ground taxiing is permitted, depending on the type of helicopter, and this shall be accomplished using the taxiways also assigned to the use of fixed-wing ACFT. The pilot-in-command shall take into account the widths of the taxiing routes defined and the dimensions of the assigned stand and their safety area.

20.7.3.2 Neither air nor ground taxiing of entry or exit to the stand are permitted while an ACFT is boarding or disembarking passengers at adjacent stand.

20.7.4 DESCRIPTION OF THE OPERATION

20.7.4.1 LANDING ON RUNWAY AND PARKING ON CIVIL APRON

Direction 07: helicopters shall proceed, following ATC instructions, to final approach to RWY 07.

- Assigned PRKG AG2 or AG5. Helicopters shall vacate the runway, preferably, via B2, and shall be cleared by ATC to taxi via TWY T in direction East up to gate D1, where a "FOLLOW ME" vehicle will be waiting to guide them up to the stand.
- Assigned PRKG R19 or J22. Helicopters shall vacate the runway, preferably, via B4, and shall be cleared by ATC to taxi via TWY T in direction West up to gate D6, where a "FOLLOW ME" vehicle will be waiting to guide them up to the stand.
- Assigned PRKG E49. Helicopters shall vacate the runway, preferably, via B4, and shall be cleared by ATC to taxi via TWY T in direction West up to the centre line of the stand itself, where a "FOLLOW ME" vehicle will be waiting to guide them in the parking manoeuvre.

Direction 25: helicopters shall proceed, following ATC instructions, to final approach to RWY 25.

- Assigned PRKG AG2 or AG5. Helicopters shall vacate the runway, preferably, via B3, and shall be cleared by ATC to taxi via TWY T in direction West up to gate D2, where a "FOLLOW ME" vehicle will be waiting to guide them up to the stand.
- Assigned PRKG R19 or J22. Helicopters shall vacate the runway, preferably, via B4, and shall be cleared by ATC to taxi via TWY T in direction West up to gate D6, where a "FOLLOW ME" vehicle will be waiting to guide them up to the stand.
- Assigned PRKG E49. Helicopters shall vacate the runway, preferably, via B4, and shall be cleared by ATC to taxi via TWY T in direction West up to the centre line of the stand itself, where a "FOLLOW ME" vehicle will be waiting to guide them in the parking manoeuvre.

20.7.4.2 PARKING ON CIVIL APRON AND TAKE-OFF FROM RUNWAY

Direction 07:

- Assigned PRKG AG2 or AG5. Subject to ATC clearance, preferably, helicopters shall taxi along the apron centre line up to gate D1, then TWY T to access runway via B2 for take-off.
- Assigned PRKG R19, J22 or E49. Subject to ATC clearance, preferably, helicopters shall taxi up to gate D6, TWY T to access runway via B6 for take-off.

Direction 25:

- Assigned PRKG AG2 or AG5. Subject to ATC clearance, preferably, helicopters shall taxi along the apron centre line up to gate D1, TWY T to access runway via B2 for take-off.
- Assigned PRKG R19, J22 or E49. Subject to ATC clearance, preferably, helicopters shall taxi up to gate D6, TWY T to access runway via B6 for take-off.

20.8 OPERATION OF CODE LETTER F AIRCRAFT

The procedure described below is valid for occasional operations of the following code letter F aircraft: B748, A124 and A388.

The arrival or stop over of code letter F aircraft is not authorised if it has not received prior authorisation by the Airport Management.

B748 and A124

The assigned stands are S41 and R19.

Taxiing by code letter F aircraft (B748 and A124) shall always be with the accompaniment of a "FOLLOW ME" vehicle, which will attend them throughout taxiing from the stand up to TWY T, as well as from the apron holding positions (D6 and D1) to the stand, upon arrival.

RUNWAY IN USE	ARR / DEP	TAXI ROUTE	PRKG
07	ARR	Vacate via TWY B7, then TWY T up to intermediate holding position before D6, guided taxiing to PRKG via D2	S41
	DEP	Guided exit via D2 up to TWY T, TWY B0	
	ARR	Vacate via TWY B7, then TWY T up to intermediate holding position before D6, guided taxiing to PRKG via D6	R19
	DEP	Guided exit via D6 up to TWY T, TWY B0	
25	ARR	Vacate via TWY B2, then TWY T up to holding position D1, guided taxiing to PRKG via D2	S41
	DEP	Exit via D2 up to TWY T, TWY B7	
	ARR	Vacate via TWY B2, then TWY T up to holding position D1, guided taxiing to D6 to PRKG	R19
	DEP	Exit via D6 up to TWY T, TWY B7	

A388

The assigned stand is S41.

Taxiing aircraft A388) shall always be with the accompaniment of a "FOLLOW ME" vehicle, which will attend them throughout taxiing from the stand up to the runway-holding positions upon departure, as well as from runway exit to the stand upon arrival.

RUNWAY IN USE	ARR / DEP	TAXI ROUTE	PRKG
07	ARR	Vacate via TWY B7, guided taxiing from TWY B6 to RWY 07, TWY B3 and via D2 up to PRKG	S41
	DEP	Exit via D2 up to TWY T, TWY B0	
25	ARR	Vacate via TWY B2, guided taxiing to PRKG.	
	DEP	Exit via D2, guided taxiing via TWY T up to D1, access RWY via TWY B2, exit it via TWY B5, and taxi up to TWY B7	

Operational and Taxiing Restrictions:

- The PAPI indications cannot be used by code letter F aircraft, except for the A388.
- Oversteering manoeuvres are required to correct the path on curved sections of the taxiways.

  B748 and A124: TWY B2, B7, D2 and D6.

  A388: TWY B2, B3, B5, B6, B7 and D2.
- Prior to the operation (arrival/departure) of a code letter F aircraft, a "FOLLOW ME" vehicle will inspect the route to be taken by the aircraft, including the runway, as determined by the runway in use and the stand assigned.

- After take-off, a "FOLLOW ME" vehicle shall inspect the route taken, including the runway.
- Code letter F aircraft shall taxi at reduced speed, with the engines idling (whenever possible) and with the outer engines off so as to avoid the intake and generation of FOD.

20.9 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, ACFT…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…).

Contact e-mail address of the airport, for the reception of operational safety reports, is the following: tfs.seguridadoperacional@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).

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: canariassafetymanagement@enaire.es

20.10 MINIMUM RUNWAY OCCUPANCY TIME

ARRIVALS

To minimise the runway occupancy time and the possibility of "go-around", pilots are reminded:

- Whenever the conditions of the runway so allow, they should use the following exit taxiways/RET, unless otherwise instructed by ATC. Otherwise, they must notify ATC in the first communication with TWR.

AIRCRAFT CATEGORY DUE TO WAKE TURBULENCE	RWY 07 DIST THR-RET/EXIT	RWY 25 DIST THR-RET/EXIT
FOUR-ENGINED WITH WIDE-BODY	B4 1800 m	B3 2000 m
HEAVY	B4 1800 m	B3 2000 m
MEDIUM (JETS)	B4 1800 m	B3 2000 m

- To vacate the runway rapidly and at the highest possible speed without prejudice to safety.
- To adjust the taxiing speed on the runway after touchdown if they are sure they will not be able to use the planned exit taxiway/RET, avoiding low speeds on the runway.
- To vacate the runway completely before stopping. Should they not be able to contact GMC, after leaving the runway free, they should hold position until they establish that communication.

DEPARTURES

- Pilots shall be ready for departure when they reach the runway holding position.
- When they receive clearance to line up, pilots must be ready to taxi and line up on the runway as soon as the preceding aircraft has started its take-off run or landing roll.

- Pilots who require additional separation (because of wake turbulence or some other reason), shall notify ATC as soon as possible, and always before entering the runway.
- Pilots shall start the take-off run immediately after receiving clearance for take-off.
- Pilots who cannot comply with this requirement shall inform ATC as soon as possible and await instructions. If necessary, ATC may cancel the clearance and instruct the aircraft to vacate the runway.

GCTS AD 2.21 NOISE ABATEMENT PROCEDURES

21.1 GENERAL

1. The following procedures have been established to avoid excessive noise in the surroundings of Tenerife Sur airport.
2. These procedures are applicable to all landings and departures during the indicated time period. Non-compliance with these procedures shall give rise to sanctions upon to the aircraft operator.
3. Pilots and ATC may omit these procedures only for safety reasons.
4. The term night is applicable to the time period comprised between 2300-0700 LT.
5. VFR or IFR test or training flights are forbidden at night time for aircraft with code letter C or higher.
6. Operators which cannot comply with these procedures shall submit the procedure that they can apply for this purpose to the corresponding authority for its possible approval.
7. The restrictions for landing and take-off are only applicable to jets.

21.2 GROUND ENGINE TEST

See AD 2-GCTS item 20. "ENGINE TEST PROCEDURE".

21.3 NOISE ABATEMENT PROCEDURES

A. TAKE-OFF

1. Take-off power. Take-off FLAP/SLAT. Accelerate up to V2 + 10 kt. Climb up to 1500 ft AGL maintaining V2 + 10 kt.
2. At 1500 ft

   Reduce to climbing power.

   Accelerate up to VZF + 10 kt maintaining a minimum climb gradient of 500 ft/min. (VZF: Minimum flap safety manoeuvre speed).

   Retract FLAP/SLAT, according to need.
3. UP TO 6000 ft

   Do not exceed 250 kt and continue SID in force, except with ATC clearance.
4. Aircraft taking off from RWY 07 shall maintain R-073 TFS up to 10.0 DME TFS before any right turn is initiated.
5. Aircraft taking off from RWY 25 and overflying DVOR/DME TFS shall not turn right before going past this radioaid.

B. LANDING

1. At night time, visual approaches shall avoid overflying inhabited areas.
2. At night time, visual approaches to RWY 25 coming from the West (GANTA-DVOR/DME TFS), shall not initiate the left turn before 10.0 DME TFS.
3. Landing and approach procedures under visual meteorological conditions shall be performed with an angle equal to or greater than the ILS GP or PAPI of each runway.

21.4 USE OF ENGLISH LANGUAGE IN RADIO COMMUNICATIONS

Whenever there is a pilot on the frequency/frequencies in use in the manoeuvring area who does not speak Spanish, the use of English in ground-air communications between aircraft and the ATS unit shall be mandatory; without prejudice to the application of

the provisions in SERA.2010 under 'Responsibilities of the pilot in command', and the decisions which may be taken by the pilot in command in such circumstances, and likewise in the emergency situations which could arise on board the aircraft, and in the adoption by the air traffic controller of the measures it may deem necessary to maintain safety.

This is applicable, as appropriate, in the operational scenarios described in Annex IV to the Real Decreto 1180/2018:

1. The following operations of landing and take-off:
   a. Clearances to land with traffic in the holding position.
   b. Clearances to take off with traffic on final approach.
   c. Clearances to enter and line up from congested holding positions.
2. Operations in which there are aircraft entering the active runway, but which are neither going to land or to take off. Typically, these operations are taxiing along the active runway or crossing the active runway.

In the foregoing operational scenarios, Spanish may be used in ground-air communications between the aerodrome traffic control units and flights operating under visual flight rules (VFR), always provided that the pilots do not possess appropriate English language proficiency.

Special operations, in the foregoing operational scenarios, are exempt from applying what is indicated in this section in relation to ground-air communication between aircraft and ATS unit.

GCTS AD 2.22 FLIGHT PROCEDURES

22.1 ATS SURVEILLANCE SYSTEMS

ATS surveillance systems are used in the provision of the aerodrome control service, to perform the following functions:

a. Flight path monitoring of aircraft on final approach;

b. Flight path monitoring of other aircraft in the vicinity of the aerodrome;

c. Establishing the separation specified in article 4.6.7.3 of the R.C.A. between consecutive departing aircraft;

d. Providing navigation assistance to VFR flights.

However, the provision of functions b) and d) in the southern half of the ATZ below 500 ft AMSL and in the northern half of the ATZ, below 2400 ft AMSL, is not guaranteed whenever the Pozo de las Nieves RADAR is available.

In the case that only the Tenerife Sur RADAR is available, the provision of functions b) and d) in the southern half of the ATZ below 800 ft AMSL and in the northern half of the ATZ, below 2800 ft AMSL, is not guaranteed.

All the functions (a), b), c) and d)) will be suspended in the event of a simultaneous unavailability of the Tenerife Sur and Pozo de las Nieves RADAR.

22.2 LOW VISIBILITY PROCEDURES (LVP)

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

22.3 MOVEMENT AREA OPERATIONAL STANDSTILL PROCEDURE (PPOAM)

Tenerife Sur Airport has a Movement Area Operational Standstill Procedure (PPOAM) when RVR is lower than 550 m to maintain safety in the movement area in circumstances of low visibility, which consists of the following phases:

PHASE I: NOTICE

This will be initiated when:

- 800 m > RVR ≥ 550 m,
- 1000 m > VIS ≥ 800 m, if the RVR value is not available.

Notification to all concerned services and users to prepare.

PHASE II: OPERATIONAL STANDSTILL

This will be initiated when:

- RVR < 550 m or

- VIS < 800 m, if the RVR value is not available.

TWR shall not authorize operations while these conditions persist, except special operations provided for in the procedure.

PHASE III: RESUMPTION OF OPERATIONS

This will be initiated when:

- RVR ≥ 550 m or
- VIS ≥ 800 m, if the RVR value is not available.

Information for pilots:

Defined meteorological minima for procedure.

PHASES	RVR (m)	VIS (*)
Phase I - NOTICE	800 m > RVR ≥ 550 m	1000 m > VIS ≥ 800 m
Phase II - OPERATIONAL STANDSTILL	RVR < 550 m	VIS < 800 m
Phase III - RESUMPTION OF OPERATIONS	RVR ≥ 550 m and trend towards improvement	VIS ≥ 800 m and trend towards improvement
(*) VIS values only applicable when the RVR value is not available.		

INFORMATION FOR PILOTS

Uncertainty about position in the manoeuvring area: In the face of doubt about the position of the ACFT in relation to the manoeuvring area:

- If you recognise that you are not on a runway, halt the ACFT immediately and notify this circumstance to ATC (including the last known position).
- If you recognise that you are on a runway, immediately notify this circumstance to ATC (including the last known position), and vacate the runway as soon as possible, if you can find an appropriate TWY nearby, unless ATC should indicate otherwise, and then, halt the ACFT.

BREAKDOWN OF AN AIRCRAFT: Notify the situation to ATC and await the arrival of assistance. In the event of being on a runway, if possible and unless ATC should indicate otherwise, vacate it.

LOSS OF VISUAL CONTACT BETWEEN MOVING ELEMENTS: In the event of loss of visual contact by an ACFT with another or with a vehicle with which it is maintaining its own separation, ATC shall be informed immediately and the ACFT halted.

COMMUNICATIONS FAILURE:

- Departing ACFT: the ACFT shall continue by the assigned route and halt at the limit of ATC clearance, taking extreme care, where it shall maintain its position and await the arrival of an assistance vehicle.
- Arriving ACFT: if the ACFT has just touched down, it will maintain its position on vacating the runway and await the arrival of an assistance vehicle. If the ACFT already holds ATC taxiing clearance, it shall continue by the assigned route and halt at the limit of that clearance, taking extreme care, where it shall maintain its position and await the arrival of an assistance vehicle.

22.4 CONTINUOUS DESCENT OPERATIONS

Depending on traffic situation, and if no need for interrupting the descent is foreseen, aircraft will be cleared to proceed to a standard arrival (STAR), or by means of a "direct to" clearance to an intermediate fix of the STAR, to the IAF, to an intermediate approach fix or to the IF, to the minimum altitude of the IAF or the IF of the instrumental procedure (IAC), in order to allow a continuous descent operation.

22.5 ADDITIONAL INFORMATION ABOUT RNP Z RWY 07 (LPV ONLY) AND RNP Z RWY 25 (LPV ONLY) MANOEUVRES

According to the most recent version of the EGNOS SoL SDD, Tenerife sur Airport is located within an area lie with a continuity risk that is acceptable, but higher than that committed for APV-I service in the greater part of the territory (mainland and islands) of the member states of the European Civil Aviation Conference (ECAC).

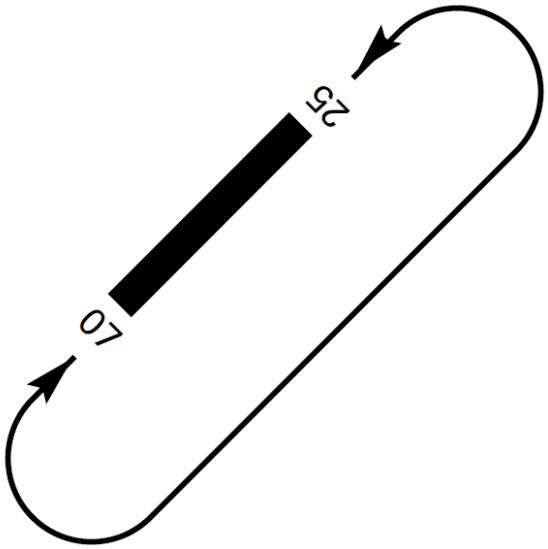
Taking into account the stated above circumstance, aircraft with capacity to use the EGNOS system might suffer losses of

continuity more frequently than normal on the final section of RNP Z RWY 07 (LPV ONLY) and RNP Z RWY 25 (LPV ONLY) approach procedure. Nevertheless, in the event of unavailability of the EGNOS system, RNP approaches with other types of minima (LNAV/VNAV, LNAV, present in the RNP Y RWY 07 and RNP Y RWY 25) y and conventional approaches would be available.

Crews are reminded of the importance of checking during pre-flight whether the EGNOS signal availability predictions are appropriate for the operation envisaged at the destination. Consult the AIC "Implementation of RNP APCH manoeuvres published under the title RNP" for more details.

For further information about predictions of EGNOS availability, consult the AIC "Means of notification of the availability/operational status of satellite navigation systems (GNSS) and instrument procedures with authorized use of GNSS"

22.6 AD TRAFFIC CIRCUIT



GCTS AD 2.23 ADDITIONAL INFORMATION

Caution: glare may be produced by hand-held lasers. Crew should report any such event and its possible location to ATC services.

23.1 WILDLIFE CONTROL SERVICE

Hours: from sunrise to sunset.

BIRD CONCENTRATION AREAS

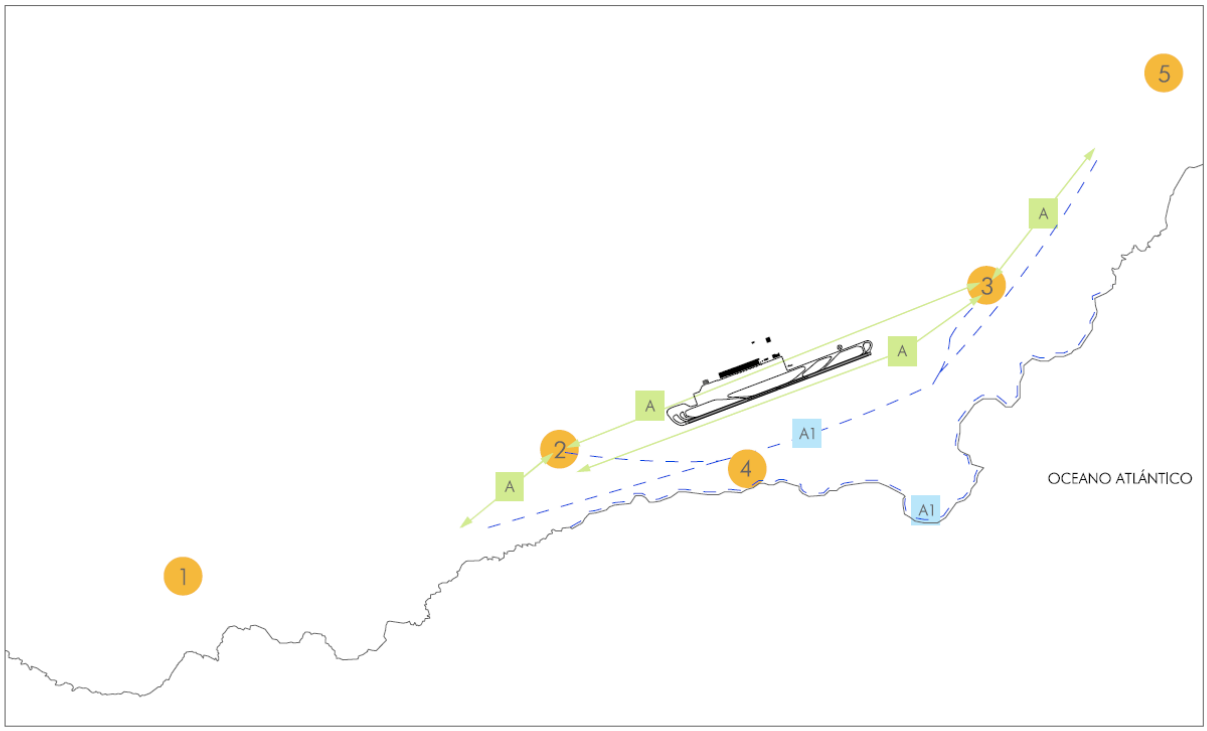
The following yellow-legged gull concentration and passage areas can be identified near the airport compound:

- Area 1: mountain Guaza (at 6.3 NM).
- Area 2: golf course (at 1.1 NM from THR 07).
- Area 3: irrigation ponds (at 0.9 NM from THR 25).
- Area 4: greenhouses located to the south of the airport (at 0.31 NM from the runway).
- Area 5: Environmental Complex of Tenerife (at 5.4 NM).

MOVEMENTS OF BIRDS

Movement A: movement of yellow-legged gull. This specie is permanently in the area.

Movement A1: movement of yellow-legged gull, more frequent between February and July.



23.2 WIND PHENOMENA

Orographical conditions on the island of Tenerife and the airport situation favour the appearance, in certain circumstances, of wind shear and turbulence phenomena.

OROGRAPHICAL WIND SHEAR IN TRADE WIND REGIME, MAINLY AFFECTING RWY 07

Under trade wind conditions (NE-E), due to the topography of the island, the occurrence of orographical wind shear is frequent. Wind shear is appreciable on final approach (below 1600 ft) to the RWY 07 or on runway, being positive and more frequent in the summer. The surface wind intensities must be around 15 kt and NE-E direction for the effect to appear (positive wind shear 15 to 35 kt).

On approach to RWY 07 below 2100 ft, the wind is usually variable or with intensities of the order of 5-10 kt and SW-NW direction (tailwind), becoming NE-E direction (headwind) and with intensities of at least 10 kt when wind shear is encountered, around 1000-500 ft AGL.

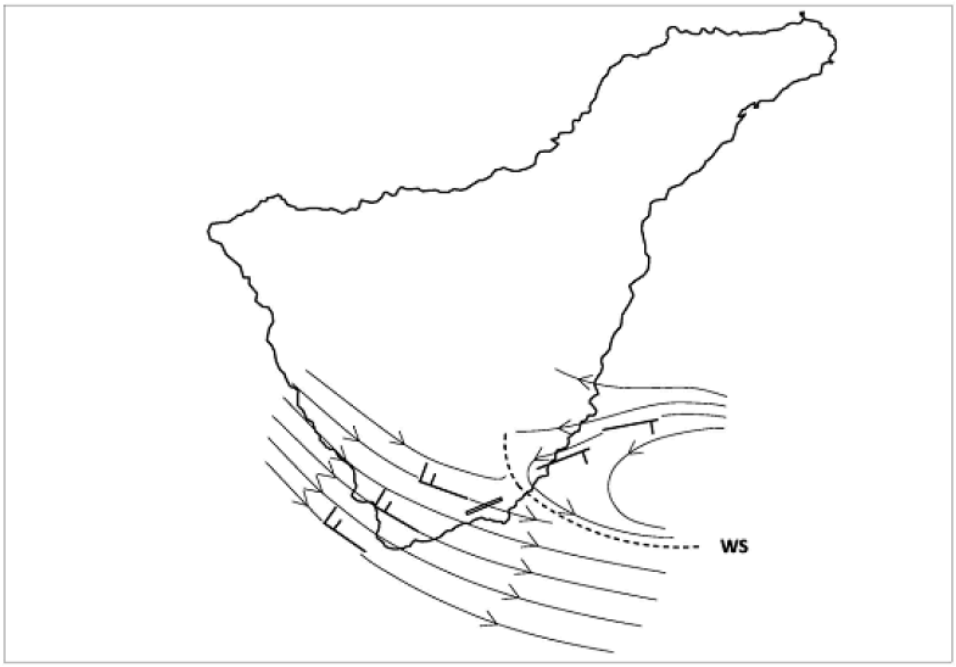
This wind shear effect is most obvious in trade wind (NE-E) situations with incoming air from the Sahara, when there may also occur turbulence on final approach. Values of temperature above 30°C can give an indication of these situations. It is important to be aware of possible inversion warnings, which usually also indicate these advections of warm air.

With wind intensities over 25 kt, occurrence of mechanical turbulence is usually more frequent than wind shear on final approach.



OROGRAPHICAL WIND SHEAR SITUATION OF LOW PRESSURE SYSTEM AT THE SURFACE (STORM), MAINLY AFFECTING RWY 25

In situations of low pressure affecting the islands, with synoptic wind SW-NW, the orographical wind shear pattern can be reversed, appearing on final approach to the RWY 25 below 1600 ft, with wind intensities on runway higher than 15 kt and SW-NW direction. The wind shear is usually positive and in the range of 15 to 30 kt. These situations may also generate gust fronts in the vicinity of the aerodrome, associated with convective activity.



GCTS 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/#GCTS

GCTS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected can be found below:

IAC 1 - RNP Z RWY 07 (LPV ONLY): LPV.

IAC 2 - RNP Y RWY 07: LNAV, LNAV/VNAV.

IAC 3 - ILS Z RWY 07: direct approach.

IAC 4 - ILS Y RWY 07: direct approach.

IAC 5 - LOC RWY 07: direct approach.

IAC 6 - VOR RWY 07: direct approach.

IAC 7 - RNP Z RWY 25 (LPV ONLY): LPV.

IAC 8 - RNP Y RWY 25: LNAV, LNAV/VNAV.

IAC 9 - ILS Z RWY 25: direct approach.

IAC 10 - ILS Y RWY 25: direct approach.

IAC 11 - LOC RWY 25: direct approach.

IAC 12 - VOR RWY 25: direct approach.

LEVX AD 2 AERODROME DATA

LEVX AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LEVX - VIGO

LEVX AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	421345N 0083739W. See AD 2-LEVX ADC.
2	Distance and direction from the city	8 km E.
3	Elevation	261 m / 856 ft.
4	Geoid undulation	55.34 m ± 0.05 m (1).
5	Reference temperature	25°C.
6	Low average temperature	8°C.
7	Magnetic variation	1°W (2025).
8	Annual change	10.4'E.
9	AD administration	Aena.
10	Address	Aeropuerto de Vigo, Apdo 1553, Vigo (Pontevedra).
11	TEL	+34-986 268 204/260
12	AFTN	LEVX
13	E-mail	CoordinacionVGO@aena.es
14	Approved traffic	IFR/VFR. (2) (3)
15	Remarks	(1) For all AD points. (2) General and business aviation: see item 20. (3) VFR traffic will not be permitted in the time periods 0930-1130 and 1430-1630 (LT) from Monday to Sunday, without authorised PPR with the exception of: ambulance, emergency and State flights, fire fighting flights or flights servicing Autonomous Communities and other local Entities, provided these are public services.

LEVX AD 2.3 OPERATIONAL HOURS

1	Airport	V: 0430-2230; I: 0530-2330; PS 2 HR 30 MIN PPR (1).
2	Customs and Immigration	HR AD.
3	Health and Sanitation	No. See GEN 1.4.
4	AIS	H24. (2)
5	ARO	H24. (3)
6	MET briefing	HR AD PS 1 HR BFR.
7		

	ATS	HR AD.
8	Fuelling	HR AD.
9	Handling	HR AD.
10	Security	HR AD.
11	De-icing	HR AD.
12	Remarks	(1) Hours extended only for commercial aviation (including cargo aircraft) expressly authorised by the Airport. (2) Centralised AIO Office - International NOTAM Office • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es (3) Centralised ARO office geographical area 1 • TEL: +34-918 603 556; +34-672 344 412 (only for communications contingency). • E-mail: arocentralizada@enaire.es • AFTN flight plan management LEVX: LEVXZPZX

LEVX AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	Up to 100 TM.
2	Fuel types	JET A-1, AVGAS 100LL.
3	Oil types	None.
4	Refuelling capacity	JET A-1: • 2 cisterns 30000 L, 30 L/s and 26.7 L/s. • 4 tanks 100000 L, 30 L/s. AVGAS 100LL: • 1 refuelling unit 1500 L, 1.25 L/s. • 1 tank 16000 L, 8.3 L/s.
5	De-Icing facilities	No.
6	Hangar space	No.
7	Repair facilities	No.

8	Remarks	Ramp agents:
		• SOUTH EUROPE GROUND SERVICES
		  ◦ TEL: +34-619 225 301; +34-659 703 791
		  ◦ E-mail: vgokq@southeu.com; vgokk@southeu.com
		  ◦ SITA: vgokqib
		Ramp agents may attend both commercial aviation and general aviation.
		General Aviation agents. Only for general aviation, aerial works or non-scheduled commercial transport with aircraft whose maximum take-off weight (MTOW) is less than 10 TM or have fewer than 20 seats.
		• AVIATION HANDLING SUPPLY
		  ◦ TEL: +34-986 498 804; +34-615 163 846
		  ◦ E-mail: ops1@aviationhandling.net
		• UNITED AVIATION SERVICES, S.L.
		  ◦ TEL: +34 660 042 477 (H24); +34-913 936 775 (OCC)
		  ◦

8		E-mail: ops.vgo@unitedaviation.es; ops@unitedaviation.es (OCC) • WEB: www.unitedaviation.es General and business aviation: see item 20. Fuelling agents: • CLH AVIACIÓN S.A • TEL: +34-986 268 226; +34-986 616 040; +34-680 459 263; +34-629 068 469 • E-mail: vgo@exolum.com

LEVX AD 2.5 PASSENGER FACILITIES

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

LEVX 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	Equipment for the removal of aircraft up to 30 TM. For heavier aircraft, there is an external service present at the expense of the aircraft owner/operator. (2)
4	Remarks	(1) 8 and 9 on demand. See item 20 "On demand fire category request procedure". (2) Responsible for coordinating the transfer operation for disabled aircraft: CECOA (Airport Operations Coordination Centre) Office. The contact details are provided in item 2.

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

1	Types of clearing equipment	1 urea spreader.
2	Clearance priorities	Runway 01/19 and SEI access to runway, TWY C1/C3, parking apron.
3	Use of material for movement area surface treatment	UREA.
4	Specially prepared winter runways	Not applicable.
5	Remarks	Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in AD 1.2.2. Aerodrome in service during all seasons of the year.

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

1	Apron	Surface: Concrete. Strength: PCN 42/R/C/W/T.
2	Taxiways	Width: 23 m. Surface: Asphalt. Strength: C1: PCN 64/F/C/W/T. C3: PCN 75/F/C/W/T.
3	Check locations	Altimeter: Apron. ELEV 254 m / 833 ft. VOR: No. INS: See AD 2-LEVX PDC.
4	Remarks	TWY centre line: see INSIGNIA and Data Set.

LEVX AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Information boards, runway-holding positions, stop bars and stands.
2	RWY markings	Designators, threshold, centre line, side stripe, touchdown zone and aiming point.
3	TWY markings	Centre line and side stripe.
4	Remarks	None.

LEVX 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-LEVX AOC.

LEVX AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	Vigo EMAe.
2	HR	HR AD PS 1 HR BFR. Outside this schedule, a half-hourly METAR AUTO will be issued.
3	METAR	Half-hourly.
4	TAF	24 HR.
5	TREND	Yes.
6	Briefing	In person and by telephone.
7	Flight documentation/Language	Charts and plain language / Spanish.
8	Charts	Forecast significant and wind and temperature at altitude maps.
9		

	Supplementary equipment	Clouds, lightning and radar information image display.
10	ATS unit served	TWR.
11	Additional information	Santander OMAe (LESD): H24 • TEL: +34-942 392 464 Vigo EMAe: H24 • TEL: +34-986 950 170
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available.

LEVX 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
01	011.42° GEO 013° MAG	2384 x 45	421317.2661N 0083746.5676W	THR: 261 m / 856 ft TDZ: No	No	150 x 150	2504 x 180 (6) (7)	No	90 x 90	RWY: ASPH PCN 73/F/A/W/T (1) PCN 96/F/C/W/T (2) PCN 122/F/A/W/T (3) PCN 132/F/A/W/T (4) PCN 146/F/A/W/T (5) SWY: No
19	191.43° GEO 193° MAG	2384 x 45	421433.0227N 0083725.9675W	THR: 252.6 m / 829 ft TDZ: 257.9 m / 846 ft	No	150 x 150	2504 x 180 (6) (7)	Yes	90 x 90	RWY: ASPH PCN 73/F/A/W/T (1) PCN 96/F/C/W/T (2) PCN 122/F/A/W/T (3) PCN 132/F/A/W/T (4) PCN 146/F/A/W/T (5) SWY: No

Remarks:

(1) First 150 m RWY 01 and last 150 m RWY 19.

(2) 150 m - 1500 m RWY 01 and 885 m - 2235 m RWY 19.

(3) 1500 m - 2000 m RWY 01 and 385 m - 885 m RWY 19.

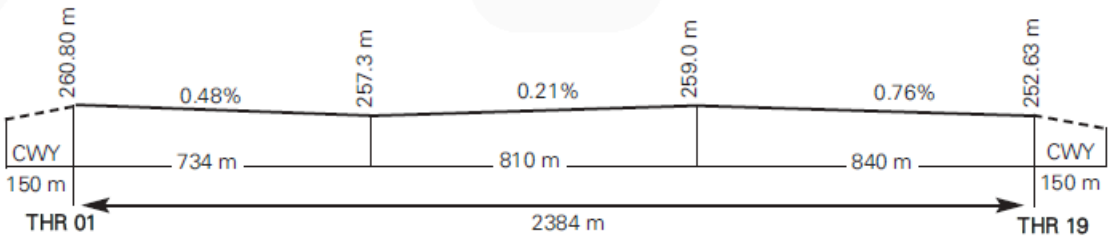
(4) 2000 m – 2200 m RWY 01 and 185 m - 385m RWY 19.

(5) Last 185 m RWY 01 and first 185 m RWY 19.

(6) First 360 m from THR 01, width 150 m; From 360 m to 2145 m, width 180 m; increased 30 m to the right of the strip (asymmetric strip); From 2145 m to 2505 m, width 150 m.

(7) Runway strip width requirement waived, the runway strip is between 150 m and 180 m wide, less than the 280 m indicated in the regulations.

12.1 PROFILE



LEVX AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
01	2384	2534	2384	2384
19	2384	2534	2384	2384
Remarks: None.				

LEVX AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	01
2	Approach	Threshold identification lights. LIH.(3)
3	PAPI (MEHT)	3° (15.55 m / 51 ft). (1) (2)
4	Threshold	Green with wing bars.(3)
5	Touchdown zone	No.
6	Runway centre line	2385 m: 1485 m white + 600 m white and red + 300 m red. LIH. Distance between lights: 15 m.(3)
7	Runway edge	2385 m: 1785 m white + 600 m yellow. LIH. Distance between lights: 50 m.(3)
8	Runway end	Red.(3)
9	Stopway	No.
10	Remarks	(1) PAPI not usable by code letter D or higher aircraft. See item 20. (2) Descent gradient for manoeuvre NDB Z RWY 01 (ROD 6.2%) and descent angle for manoeuvre RNP X RWY 01 (3.5°) are not coincident with the PAPI angle. (3) LED lighting.

1	Runway	19
2	Approach	Precision CAT II/III, 404 m. LIH. Runway lead-in lighting system. Threshold identification lights.(3)
3	PAPI (MEHT)	3° (17.40 m / 57 ft). (1) (2)

4	Threshold	Green with wing bars.(3)
5	Touchdown zone	900 m white.(3)
6	Runway centre line	2385 m: 1485 m white + 600 m white and red + 300 m red. LIH. Distance between lights: 15 m.(3)
7	Runway edge	2385 m: 1785 m white + 600 m yellow. LIH. Distance between lights: 50 m.(3)
8	Runway end	Red.(3)
9	Stopway	No.
10	Remarks	(1) PAPI not usable by code letter D or higher aircraft. See item 20. (2) In the angular coverage of the left bar of the PAPI, the view of one of the four units is progressively lost due to the GP tower which stands in front of it. (3) LED lighting.

LEVX AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near GP, 1 near apron. LGTD.
3	TWY lighting	TWY C1 & C3: edge (LIH) and centre line.
4	Apron lighting	Edge, 7 floodlighting poles.
5	Secondary power supply	Static SAI that provide a switch-over time (light) for CAT II/III according to Annex 14.
6	Remarks	LED lighting systems in the TWY C1 and C3 centre lines, stop bars and centre and border lines of the turn pads.

LEVX AD 2.16 HELICOPTER LANDING AREA

1	Position	FATO: RWY 01/19. See item 12.
2	Elevation	FATO: RWY 01/19. Elevation THR 01 and THR 19. See item 12.
3	Dimensions, surface, maximum weight, marking	See item 12. • Dimensions: FATO: RWY 01/19. See item 12. • Ground taxiing: Taxiways. See item 8. • Air taxiing: Taxiways. See item 8. • Air movement routes: not enabled. • Stands: H0 in reserved zone of the SAP (Air Police Service). Apron H1, H2, H3, H4 and H5. See PDC 1.1. Surface: See item 8
4	Directions	No.
5	Declared distances	See item 13.
6	Lighting	See item 14 and 15.
7	Remarks	PRKG H0 can accommodate helicopters with a maximum total length of 12.20 m. PRKG H1 and H2 can accommodate helicopters with a maximum total length of 16 m.

7		PRKG H3 and H5 can accommodate helicopters with a maximum total length of 22.80 m. PRKG H4 can accommodate helicopters with a maximum total length of 25.40 m.

LEVX AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR VIGO.
2	Lateral limits	422343N 0083202W, 421922N 0083313W, from this point following an arc of 6.5 NM radius centred on LEVX ARP up to 420718N 0083631W, 420327N 0083735W, 420416N 0084306W, 420706N 0084220W, from this point following an arc of 7.5 NM radius centred on LEVX ARP up to 422114N 0083830W, 422433N 0083736W, 422343N 0083202W.
3	Vertical limits	SFC - 3500 ft AMSL.
4	Airspace class	D.
5	Unit Language	VIGO TWR. ES/EN.
6	Transition altitude	1850 m / 6000 ft.
7	Hours of applicability	-
8	Remarks	Out of the hours of operation, the volume of airspace associated to CTR VIGO will be class G, with flight information service provided by SANTIAGO TACC (see SANTIAGO APP frequency in item 18).

LEVX AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP	Santiago APP	120.200 MHz	HR AD	-
TWR	Vigo TWR	118.455 C	HR AD	-
		118.955 C	HR AD	BACK-UP
		121.500 MHz	HR AD	EMERG
		121.705 C	HR AD	GMC
		243.000 MHz	HR AD	EMERG
ATIS	Vigo Información	120.830 C	HR AD	-
D-ATIS	Vigo Información	NIL	HR ATS	Provision of Vigo ATIS information via data link.

LEVX AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
DVOR (1° W)	VGO	113.600 MHz	H24	421916.7N 0083605.9W	-	COV at 40 NM BTN: • R-023/090 at FL080 or ABV; • R-090/135 at FL110 or ABV; • R-135/170 at FL085 or ABV; • R-170/235 at FL070 or ABV; • R-235/270 at FL080 or ABV; • R-270/315 at FL100 or ABV; • R-315/350 at 4000 ft AMSL or ABV; • R-350/023 at 6000 ft AMSL or ABV.

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
						R-014 COV: • 25 NM at 4500 ft AMSL; • 37.5 NM (DVOR/DME STG) at FL070. R-047 COV: • 34 NM at 6000 ft AMSL; • 40 NM at FL080; • 60 NM at FL120; • 70 NM at FL150; • 76.7 NM (ROXER) at FL180. R-062 COV: • 32 NM at 6500 ft AMSL; • 40 NM at FL080; • 48 NM at FL100; • 66.1 NM (LOMDA) at FL180. R-096 COV: • 22 NM at 5500 ft AMSL; • 40 NM at FL110; • 45 NM at FL140; • 74.2 NM (BARKO) at FL230. R-110 COV: • 37 NM at FL110; • 44 NM at FL130; • 50 NM (overlap with ZMR) at FL150.
DME	VGO	CH 83X	H24	421916.3N 0083605.2W	270 m	COV at 40 NM BTN: • R-023/090 at FL080 or ABV; • R-090/135 at FL110 or ABV; • R-135/170 at FL085 or ABV; • R-170/235 at FL070 or ABV; • R-235/270 at FL080 or ABV; • R-270/315 at FL100 or ABV; • R-315/350 at 4000 ft AMSL or ABV; • R-350/023 at 6000 ft AMSL or ABV. R-014 COV: • 25 NM at 4500 ft AMSL; • 37.5 NM (DVOR/DME STG) at FL070. R-047 COV: • 34 NM at 6000 ft AMSL; • 40 NM at FL080; • 60 NM at FL120; • 70 NM at FL150; • 76.7 NM (ROXER) at FL180. R-062 COV: • 32 NM at 6500 ft AMSL; • 40 NM at FL080; • 48 NM at FL100; • 66.1 NM (LOMDA) at FL180. R-096 COV: • 22 NM at 5500 ft AMSL; • 40 NM at FL110; • 45 NM at FL140;

Facility (VAR)	ID	FREQ	HR	Coordinates	DME ELEV	Remarks
						• 74.2 NM (BARKO) at FL230. R-110 COV: • 37 NM at FL110; • 44 NM at FL130; • 50 NM (overlap with ZMR) at FL150.
NDB (1° W)	VON	433.000 kHz	H24	421109.8N 0083820.4W	-	COV 40 NM.
LOC 19 (1° W) ILS CAT III	VIG	110.900 MHz	H24	421312.3N 0083747.9W	-	193° MAG/156 m FM THR 01.
GP 19	-	330.800 MHz	H24	421423.3N 0083725.9W	-	3°; RDH 17 m; at 294 m THR 19 & 61 m FM RCL to the left on APCH direction. COV 10 NM at 2400 ft, full fly-up indications may not be received BLW GP.
ILS/DME 19	VIG	CH 46X	H24	421423.2N 0083724.7W	261 m	REF DME THR 19. COV 17 NM (15.9 DME) at 4100 ft AMSL AVBL BTN -35° & +18° FM RCL.

LEVX AD 2.20 LOCAL AERODROME REGULATIONS

All landing aircraft overshooting the exit taxiways towards the apron, must continue taxiing to accomplish the turn at the end of the runway.

AD closed to aircraft without two-way radio communication.

20.1 GENERAL AND BUSINESS AVIATION

It is mandatory to contract a handling agent for all operations of General and Business Aviation, by virtue of what is established in item 1.3.1.6 of AD 1.1 of the AIP-España.

All General and Business operations must comply with the following procedure:

1. The aircraft operator shall request clearance from the Operations Centre (CECOA):
   - TEL: +34-986 268 204/260
   - E-mail: CoordinacionVGO@aena.es
   - AFTN: LEVXYFYX

   Including the following information:
   - Date of operation.
   - Aircraft type.
   - Departure aerodrome and ETA to LEVX.
   - Destination aerodrome and ETD from LEVX.
   - Regla de vuelo VFR/IRF.
2. Depending on the Remote Tower is active and/or the occupancy of the apron, LEVX Operation Centre (CECOA) will approve this operation or not.
3. If the flight is approved by CECOA and also has to hire a Handling Agent, crew should be aware of the Handling Agent hired at LEVX.

Hiring of handling services is compulsory for General and Business Aviation operations when the MTOW:

- MTOW > 2 TM with passengers.
- MTOW > 3.5 TM without passengers.

In these cases, in arrival operations, passengers and crew members shall wait for the arrival of the handling agent.

IFR and VFR flights without previous authorisation will be rejected.

20.2 ILS CATEGORY II AND III OPERATIONS

RWY 19, 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 have been approved by the aeronautical civil authority.

20.3 STANDARD TAXIING PROCEDURES

20.3.1 GENERAL

A. All surface movements of aircraft, towed aircraft, personnel and vehicles on the manoeuvring area are subject to previous ATC clearance.

B. Any aircraft which on landing overshoots the exit taxiways to the apron, mandatorily shall continue taxiing to make the turn on the turning pads at the end of the runway.

C. Collision avoidance with other aircraft or obstacles is the responsibility of:

- pilots, when taxiing and entering the stand.
- handling companies during towed push-back manoeuvres.
- ATC on the manoeuvring area.

20.3.2 START-UP OF ENGINES/TURBINES

Before an aircraft starts up its engines, the handling agent or air company must check that both pedestrians and vehicles comply with the distances to the engines specified in the apron safety regulations.

To avoid automatic suspension of the FPL, the EOBT must be maintained up to date.

A. Pilots shall request permission to start up the engines / turbines on the frequency corresponding to Vigo TWR. When that permission is requested, the aircraft must be completely ready for the start-up or in conditions to do so within a maximum period of 5 minutes; otherwise the pilot shall notify ATC to that effect.

B. On requesting start-up, pilots shall indicate the complete call sign of the aircraft and the stand occupied.

C. The start-up request must be made, considering that the aircraft is ready to exit its stand, with the following criteria:

- Aircraft with assigned CTOT: 10 minutes before their CTOT, if they are parked on stands with exit by towed push-back, or 5 minutes before their CTOT for the remaining stands.
- Aircraft without assigned CTOT: if they need towed push-back, a maximum of 5 minutes after their EOBT. In the remaining cases, a maximum of 10 minutes after the EOBT.

Depending on the traffic situation, any ATC clearance request made later than these times may be rejected.

20.3.3 ARRIVING AIRCRAFT

A. The controller will inform the aircraft of the stand allocated by the Centro de Coordinación de Operaciones (Operations Coordination Centre) (CEOPS) when approaching the stand with the docking guidance system activated. When vacating the runway and should no stand taxiing instructions be received from ATC, the aircraft shall stop at the end of the section of the taxiway before entering the apron and shall await instructions from the "FOLLOW ME" vehicle.

B. Taxiing restrictions: TWY C1 and C3 should not be used as rapid exit taxiways.

20.4 ON DEMAND FIRE CATEGORY REQUEST PROCEDURE

Vigo Airport provides category SEI 7 continuously and 8 and 9 on demand. In the case of category SEI 9, only these aircraft will operate: A124; A333; A343, A345; A359; B741, B742, B743, B744, B764, B772, B778, IL96 and MD11.

To operate with category 8 or 9, companies interested must request it by e-mail to coordinacionvgo@aena.es.

The request must be made at least 10 days prior to the expected flight date, and it must contain the following data:

- Flight number.

- Flight class.
- Type of aircraft.
- Date and time expected.

Confirmation of category 8 or 9 shall be made using the same e-mail address from which it was requested.

20.5 HELICOPTER OPERATION

This section defines the landing, take-off, taxiing and parking operations for any helicopter operating during the operational hours of the airport.

Since no other specific area has been defined for helicopter operation at Vigo airport, helicopters are treated as fixed-wing aircraft and will be cleared by ATC to take off and land on the runway.

Exceptions: see Remarks.

20.5.1 ARRIVALS

Helicopters will approach aligned with the runway, land via RWY 01/19 and leave the runway via TWY C1 or TWY C3 following ATC instructions, before continuing on the apron taxiway to the stand, guided at all times by the "FOLLOW ME" vehicle.

For RWY 19 approaches with LVP, the runway must be vacated via TWY C3, guided at all times by the "FOLLOW ME" vehicle.

20.5.2 DEPARTURES

Helicopters will take off from RWY 01/19. They will start taxiing from the stand via the apron taxiway to the TWY C1 or TWY C3 holding position, following ATC instructions.

20.5.3 TAXIING ROUTES

Helicopters will be cleared to enter or leave RWY 01/19 via TWY C1 and C3. They will enter the apron via these standardized taxiways and proceed to the assigned stand.

RWY 01 in use:

- Departures: Helicopters will taxi by air or ground (as appropriate) via TWY C1 or C3, as indicated by ATC.
- Arrivals: Helicopters will complete the final approach to the runway and vacate it via TWY C1, unless ATC should indicate otherwise. Helicopters will taxi by air or ground, as appropriate, to the assigned stand.

RWY 19 in use:

- Departures: Helicopters will taxi by air or ground (as appropriate) via TWY C1 or C3, as indicated by ATC.
- Arrivals: Helicopters will complete the final approach to the runway and vacate it via TWY C1 or C3, unless ATC should indicate otherwise. Helicopters will taxi by air or ground, as appropriate, to the assigned stand.

Once on the apron, the stand access taxiway will be used for both air and ground taxiing, following its centre line marking, both on arrival and departure.

20.5.4 REMARKS

Helicopters based at the Vigo airport holding an exemption letter under the terms laid down in SERA article 4, items 1 and 3, and RD 552/14 Chapter VIII, and in coordination with and subject to clearance by ATC, will be allowed to take off and land from FATOs C1 and C3. Otherwise, they will be treated as fixed-wing aircraft and cleared by ATC to take off and land on the runway.

Following ATC clearance, operations from these designated FATOs will only be carried out for emergency operational flights, in special circumstances such as crosswinds or tailwinds greater than 10 kts, and when reducing the taxiing distance is advisable due to weather conditions.

These helicopters shall comply with and operate in accordance with the airport manager's local procedure.

Restrictions in the use of FATOs C1 and C3:

- ATC will establish the appropriate procedures to separate the departures and arrivals of helicopters using "FATO C3" or "FATO C1" from the aircraft using RWY 01/19. Simultaneous landing, overflying or take-off operations on the runway and FATO are not allowed, since these operations are considered dependent.

- From "FATO C3", and for Southbound take-offs (heading 19) and Northbound landings (heading 01), helicopters will only operate in performance 1 during the hours from sunrise to sunset.
- The following operations will not be performed from "FATO C3": heading 01 take-offs and heading 19 approaches/landings, if any of the following PRKG 6 and 7A, are occupied by an aircraft.
- Aircraft taxiing and vehicle traffic along the taxiway on apron C1-C3 and TWY C3 are forbidden during helicopter landing/take-off operations from "FATO C3". Thus, vehicles using the taxiway on apron C1-C3 shall actively monitor the TWR frequency at all times, in order to avoid driving along that taxiway during "FATO C3" operations. Furthermore, the movement area inspection service, carried out by TOAM, continuously ensures that these helicopter operations are safely monitored from "FATO C3", verifying that there is no vehicle traffic in the taxiway on apron C1-C3 during these operations.
- During helicopter Southbound landings (heading 19) / Northbound take-offs (heading 01) from "FATO C3", engine testing in PRKG 1, 1A, 1B, 2 and 3 is forbidden.
- The most restrictive helicopter to operate in "FATO C3" and "FATO C1" is SIKORSKY S-76 SPIRITS76C.

20.6 OPERATIONS OF CODE LETTER D, E AND F (AN-124 RUSLAN) AIRCRAFT

Neither the arrival nor stay of code letter above C aircraft will be authorised without prior authorisation from the airport. For this reason, for a code letter D, E or F (AN-124 Ruslan) aircraft to be able to operate at the airport, prior request by the air company or handling agent is mandatory, as is explicit authorisation by the airport. Either the request, by the airline or the handling agent, as well as the authorisation or not of that operation by CECOA, will be communicated via e-mail.

20.6.1 PROCEDURE OF OPERATION:

- Arrivals: ATC will indicate the taxiing route depending on the configuration of the landing runway:
  - Code letter D and E aircraft: landing by RWY 01/19: taxiing via TWY C1/C3.
  - Code letter F (AN-124 Ruslan) and E aircraft with wingspan larger than that of the B777-300 (E > 60.90 m): landing by RWY 01/19: taxiing via TWY C1.
- Departures:
  - Code letter D and E aircraft: take-off by RWY 01/19 and following ATC instructions, the taxiing route may also be via TWY C1/C3.
  - Code letter F (AN-124 Ruslan) and E aircraft with wingspan larger than that of the B777-300 (E > 60.90 m): take-off by RWY 01/19 and following ATC instructions; the taxiing route may only be via TWY C1.
- Stand:
  - Code letter D aircraft may only park on PRKG 1A (in remote position and towed exit), PRKG 5 (in loading bridge position and towed exit) and PRKG 7A (in remote position and autonomous exit).
  - Code letter E aircraft may only park on PRKG 7A (in remote position and autonomous exit).
  - Code letter F (AN-124 Ruslan) aircraft may only park on PRKG 7A (in remote position and autonomous exit).
  - Code letter D (AN12) aircraft may park on PRKG 10A.

20.6.2 RESTRICTIONS:

- For the code letter F aircraft AN-124 Ruslan and the code letter E aircraft with wingspan larger than the B777-300 (E > 60.90 m), the TWY C3 is restricted and shall use TWY C1.
- By PCN, the following higher code letter aircraft cannot operate at the airport, except for emergency landings: A300-600, MD-11, B747-400 and B777-300.
- Due to the distance of 176 m between the centre line of the TWY on apron C1-C3 and the centre line of RWY 01/19, during the taxiing of code letter E and F aircraft (AN-124 Ruslan), only one aircraft will be allowed to move in the following area of the movement area delimited by: the RWY section parallel to the TWY on apron C1-C3 and the TWY on apron C1-C3.
- For aircraft possessing these, it is required that during taxiing on the surface, that the exterior engines 1 and 4 of the aircraft are off, preferably, or idling, to avoid the generation and ingestion of FOD (Foreign Object Deposits).
- As there is less than 4.5 m between the exterior wheel of the main gear of the aircraft and the edge of TWY C3, code letter D

and E aircraft must make oversteer manoeuvres to correct their path on the curved segments of TWY C3 towards/from THR 01. That manoeuvre will be supported by a "FOLLOW ME" vehicle.

- As there is less than 4.5 m between the exterior wheel of the main gear of the aircraft and the edge of the apron taxiway between PRKG 10 and 8, code letter D, E and F (AN-124 Ruslan) aircraft must make oversteer manoeuvres to correct their path on this slightly curved segment of the apron taxiway towards/from TWY C1. That manoeuvre will be supported by a "FOLLOW ME" vehicle.
- As there is less than 4.5 m between the exterior wheel of the main gear of the aircraft and the edge of the turning pad at THR 01 and 19, code letter E aircraft must take caution in the straight segment during the entry to those turning pads.
- The wheel clearance over threshold requirements are not met, thus PAPI of RWY 01/19 is not usable by these aircraft.
- The following higher code letter aircraft, A340-600, A350-1000, B777-300, AN124 and B763, shall carry out an oversteering manoeouvre on the turning pad of both thresholds, in order to ensure the manoeouvre safety and/or to comply with the turning path.

20.7 STAND RESTRICTIONS

PRKG 4, 5, 6 and 8 are equipped with 400 Hz current supply facilities:

- It is mandatory to use the 400 Hz facilities.
- The aircraft APU (Auxiliary Power Unit) may only be used when the 400 Hz facilities or mobile units are not operative, or when the air conditioning service is required and the equipment is not available.
- The use of a harness hook is recommended for fastening of the 400 Hz system to the aircraft. Otherwise, the airport authority will not accept responsibility for any damage the aircraft could suffer.
- The connection of the 400 Hz system will not be carried out until:
  - The aircraft engines, propellers and rotors will have been stopped, the anti-collision lights will have been switched off and the chocks will have been inserted.

Any deviations from the requirement for airlines and/or the specific aircraft type must be justified by the handling agent by means of a specific procedure analyzed by the airport SMS (Safety Management System) for subsequent clearance/approval by the competent authority, if appropriate.

This procedure must take into account:

- No operation, including 400 Hz, will be carried out until the chocks are inserted.
- The approach to the aircraft will be made avoiding the safety area in front of the engines (Art. A.2.11 and A.2.12 of Aena Apron Safety Rules). Neither boarding bridge nor any mechanism connecting with it will enter the safety area in front of the engines during the manoeuvre of connecting with the 400 Hz system.
- In any case, the switched-on engine must be maintained at the minimum power and the cockpit crew must remain at their posts.

20.8 ENERGY SAVING POLICY, SHUTDOWN OF SURFACE AERONAUTICAL LIGHTS

Vigo Airport, within its operational hours and if there are no operations expected, applies energy saving procedures that involves the shutdown of the following Surface Aeronautical Lights (LAS): taxiway centre line and edge lights, runway centre line and edge lights and approach lights.

The stop bars on the two taxiways and the in use runway PAPI will remain lit during all operational hours.

20.9 NIGHT-TIME VISUAL OPERATIONS (VFR-N)

VFR-N flights are allowed.

20.10 OPERATIONAL SAFETY REPORTS

Pilots/operator shall report to the airport as soon as possible 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 mandatory reporting 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…).

Contact e-mail address of the airport, for the reception of operational safety reports, is the following: Seguridad_Operacional_VGO@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 POINT OF ENTRY FOR PASSENGERS WITH PET ANIMALS FROM THIRD COUNTRIES

To guarantee compliance with the Regulation (EU) No 576/2013 of the European Parliament and of the Council of 12 June 2013 on the non-commercial movement of pet animals and repealing Regulation (EC) No 998/2003, any Air Carrier wishing to operate at the Airport and transport in the cabin, as part of passenger hand baggage, the animals (pets) set out in Annex I to the cited Regulation, must have engaged a handling agent who is to be responsible for managing the same in those cases where, during the checks undertaken by the Resguardo Fiscal of the Guardia Civil or Customs Personnel of the Passenger Terminals of Vigo Airport, some breach of the health requirements established in the cited regulations is detected, prompting the animal's rejection at the point of entry.

The management for animals rejected at the border shall include, at least, transport to the designated facilities for its temporary stay at the airport, their subsistence, veterinary care and animal welfare, and even their return to origin within the periods stipulated by the public health authorities.

LEVX AD 2.21 NOISE ABATEMENT PROCEDURES

No.

LEVX AD 2.22 FLIGHT PROCEDURES

22.1 RADAR DISPLAY SYSTEM

The aerodrome air traffic controllers will maintain all the operations taking place at the aerodrome or in the vicinity under constant visual surveillance, with access to an ATS surveillance system to support that visual observation, as stipulated in article 4.5.1.3 of the Reglamento de la Circulación Aérea.

All of the foregoing will depend on the limitations of the equipment.

22.2 LOW VISIBILITY PROCEDURES (LVP)

22.2.1 GENERAL

RWY 19 is equipped with an ILS CAT II / III and authorised for both CAT II and CAT III approaches.

RWY 01 and 19 are authorised for take-off in low visibility conditions with RVR = 75 m. Take offs with lateral guidance are not authorized.

Landing on RWY 01 is not permitted where LVP are in force.

The pilots will be informed that Low Visibility Procedures are in force through ATIS and RTF via the expression "LOW VISIBILITY PROCEDURES IN FORCE."

LVP will be applied on the ground when the meteorological minima established hereunder hold:

- Runway Visual Range (RVR) is 1700 m or below or when the cloud ceiling is 122 m (400 ft) or below (BKN/OVC 004 or below).

LVP on the ground will be cancelled when the following meteorological minima hold:

- Runway Visual Range (RVR) above 1900 m or when the cloud ceiling is higher than 152 m (500 ft) (BKN / OVC at or above 005), for at least 10 minutes and, following consultation with the meteorological office, an improving trend is expected.

Landing: RWY 19, provided that the required installations are in service and are appropriate for CAT II/III operations by those operators whose minima have been accepted, or who hold minima assigned by the Agencia Estatal de Seguridad Aérea or by the equivalent authority of the Operator State.

Take-offs: RWY 01 and 19 are suitable for low visibility take-offs in the predicted conditions (as long as the RVR ≥ 75 m).

Pilots will be informed about the application of LVP by radiotelephone and ATIS. Pilots will also be informed of any notified or detected incident in relation to the visual and non-visual aids for approach, take-off and taxiing, the anti-intrusion systems in critical areas, sensitive areas and the active runway and any other available aid, which may affect the LVP and the existing meteorological conditions, besides modifications which may take place and affect the LVP.

Any notified or detected incidence that may affect the LVP will be immediately communicated to the aircraft and ATC units implicated.

Runway visual range values will be supplied directly by ATC services in accordance with the following:

- RVR TDZ: Displayed value that corresponds to the Touchdown Zone.
- RVR MID: Displayed value that corresponds to runway midpoint.
- RVR END: Displayed value that corresponds to the runway end.

Landing clearance will not be supplied after the aircraft reaches the 2 NM point from the TDZ. If this is not possible, instructions for a missed approach will be issued.

When ILS approaches are taking place, landing clearance will only issued when critical and sensitive ILS areas (LCA and LSA) are vacated.

ATC will inform pilots when the LVP are to be cancelled.

22.2.2 CAT II/III TRAINING APPROACHES

Pilots who want to carry out training CAT II/III precision approaches will request the corresponding clearance from Vigo ATC staff.

If the critical and/or sensitive areas of the ILS are not protected, this circumstance will be notified to the pilot in command of the aircraft. Any other incident affecting the training operation will be communicated as well.

ATC staff will notify the Coordination Office (CECOA) of the call sign of a training aircraft before it begins its approach manoeuvre. The airport service coordinator, after consulting CNS/ATM technical staff and the Operational Technician in the Movement Area (TOAM), will inform ATC staff of the limitations on carrying out that manoeuvre and will proceed to place this on record.

22.2.3 GROUND MOVEMENT

Pilots will proceed to verify the aircraft position at each moment, especially at intersections, checking that taxiing is being executed under conditions of complete safety. In case of being disoriented or in doubt, pilots must stop the aircraft, notify ATC immediately and request the assistance of a "FOLLOW ME" vehicle.

When the value of any RVR is between 1700 m and 600 m (exclusive), there is no restriction of movement in the manoeuvering area, which will be for ATC consideration to authorise the taxing of more than an aircraft at the same time.

If the RVR is 600 m or below, or if the visibilimeters are not available, the visibility is 800 m or below, ATC will only authorise the taxiing of an aircraft within the manoeuvering area.

The apron and the taxiway on apron that runs between C1 and C3 are outside the manoeuvering area, so that taxiway is considered inside the apron. ATC will only authorise the taxing of an aircraft on apron, when RVR values are 600 m or below, or if the visibilimeters are not available, the visibility is 800 m or below.

Thus, if the RVR is 600 m or below, or if no visibilimeters are available, the visibility is 800 m or below, the maximum number of aircraft that can be moved simultaneously in the area of movement is 2.

In the case of code letter E aircraft (with wingspan > 60.90 m, higher than that of B777) and F (AN-124 Ruslan), they will have to leave runway via C1. If the RVR is 600 m or below, or if no visibilimeters are available, the visibility is 800 m or below, ATC will only authorise the taxiing of an aircraft within the manoeuvering area and apron. The maximum number of aircraft that can be moved simultaneously in the movement area is 1.

22.2.3.1 Arrivals

- When vacating the runway, pilots will report:

  A. RWY vacated.

  B. Sensitive area vacated.

  C. TWY used.

- For code letter D, E and AN-124 Ruslan of code letter F aircraft, when leaving the runway, the pilots will notify:

  A. RWY vacated.

  B. TWY used.

  C. TWY vacated.

  D. Sensitive Area vacated.

- With RVR 600 m or below, or if the visibilimeters are not available, visibility 800 m or below, and whenever the pilot requires guidance to the assigned stand, the aircraft shall await the presence of the "FOLLOW ME" vehicle at the entrance to the parking apron. Pilot will notify the stand and closure of the frequency.

In approach to RWY 19 with LVP, the runway must be vacated via TWY C3.

Exceptions: Code letter E aircraft (with wingspan > 60.90 m, higher than that of B777) and F (AN-124 Ruslan) when not being able to leave runway for TWY C3, will abandon via TWY C1.

22.2.3.1 Departures

a. Pilots will request clearance for engine start-up or taxiing, notifying the stand occupied.

b. Pilots will report the beginning of taxiing towards TWY C1 or TWY C3. In the event of RVR below 200 m, or if the visibilimeters are not available, the visibility is 800 m or below, the "FOLLOW ME" vehicle will guide the aircraft to the corresponding TWY, when the pilot or the ATC should so request.

c. Pilots will have to stop at the runway-holding position, prior to runway entry.

d. Pilots will report the entry to runway.

e. Whenever a departing aircraft needs to return to the apron, the pilot will inform TWR and wait for new taxiing instructions.

Unless ATC should instruct otherwise, push-back manoeuvres will be accomplished nosing to North direction for RWY 19 and nosing to South direction for RWY 01.

In departures with LVP the runway may be vacated either by TWY C1 or by TWY C3.

In the entry to runway via TWY C3, proceed with caution due to possible confusion of the TWY C3 centre line lights with the THR 01 lights.

22.3 COMMUNICATIONS FAILURE AND ANOMALOUS SITUATIONS IN THE MANOEUVRING AREA

Whenever an aircraft or vehicle operating in the manoeuvring area suffers a communications failure, it will follow the procedure below:

A. Departing aircraft: The aircraft will continue by the assigned route to the ATC clearance limit, taking extreme caution, where it will hold its position and will wait for the arrival of the "FOLLOW ME" vehicle that will guide it to the parking position or the designated holding bay/position.

B. Arriving aircraft: If the aircraft has just landed, it will hold its position once it has vacated the runway completely and will wait for the arrival of the "FOLLOW ME" vehicle that will guide it to the designated parking position. If the aircraft already holds ATC taxiing authorisation, it will continue by the designated route, if any, to the ATC clearance limit, taking extreme caution, where it will hold its position and will wait for the arrival of the "FOLLOW ME" vehicle in order to guide it to the parking position or the designated holding bay position.

C. Vehicle: The vehicle will hold its position and will wait for the arrival of a "FOLLOW ME" vehicle in order to guide it to the place to be determined. In case of being in runway or strip of runway, leave those areas towards safe zones, perimeter road and wait for arrival of TOAM.

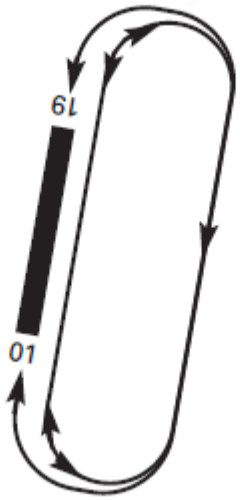
22.4 CONTINUOUS DESCENT OPERATIONS

Depending on traffic situation, and if no need for interrupting the descent is foreseen, aircraft will be cleared to proceed to a standard arrival (STAR), or by means of a "direct to" clearance to an intermediate fix of the STAR, to the IAF, to an intermediate approach fix or to the IF, to 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.

22.5 ENGINE POWER TEST

Engine power test higher than idling is forbidden in any apron stand. If this test is necessary, a request must be made to CECOA (Airport Coordination Centre, TEL: +34-986 268 204; email: coordinacionvgo@aena.es) who will notify TWR, giving instructions to carry it out at a specific point, always outside the apron.

22.6 AD TRAFFIC CIRCUIT



LEVX AD 2.23 ADDITIONAL INFORMATION

23.1 REMOTE TOWER OPERATION (RTWR)

Aerodrome air traffic service is provided from a remote tower in the time periods 0930-1130 and 1430-1630 (LT).

The signal lamp is located on top of the conventional tower, at coordinates 421333.65N 0083757.21W.

23.2 FAUNA CONTROL SERVICE

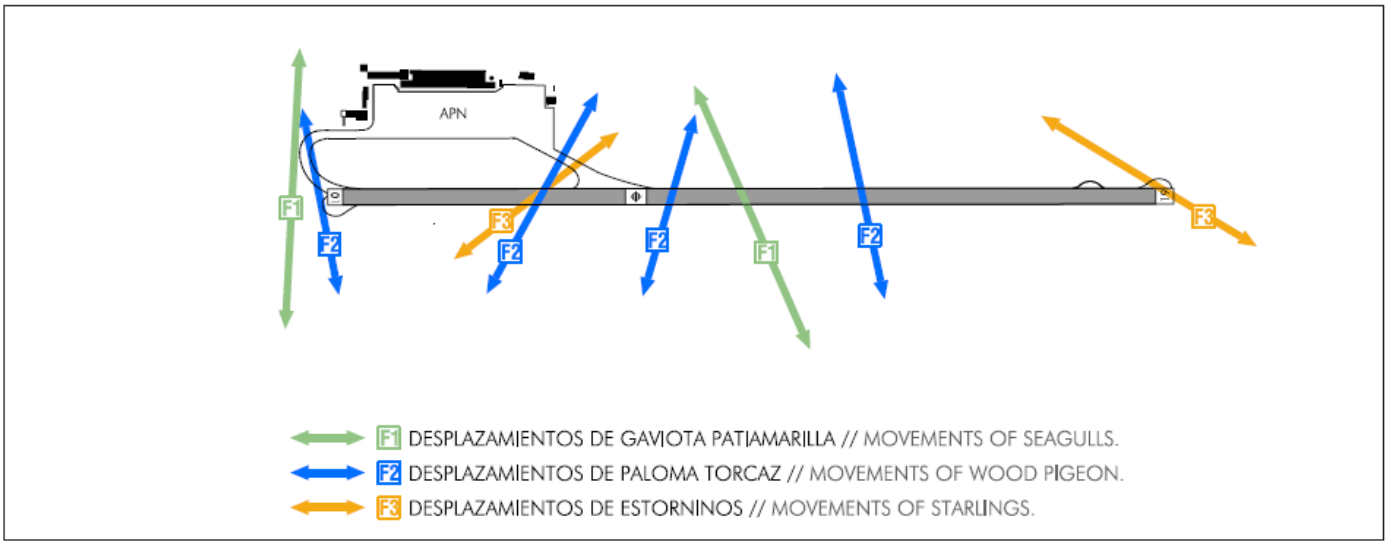
Schedule: Daily service from sunrise to sunset. Outside these hours, minimum fauna control work will be carried out by airport personnel themselves.

23.3 ZONES OF BIRD CONCENTRATION

The following zones of natural bird flow areas are located near the airport:

- F1. Non-constant movements of yellow-legged gulls throughout the year, in the area around Threshold 01 and halfway along the runway. More frequent between March and June. In the winter season, they tend to roost or roam on the runway in search of food.
- F2. Recurrent movements of common wood pigeons between the two outer sides of the airport. They usually travel at low to medium altitude between the Mixed Forest of the Golf Course and the east section of the site. Increased presence from late summer and during autumn-winter.
- F3. Movements of spotless starlings between the two sides of the airport, and between these areas and the interior of the site.

Regular presence of common buzzards and occasional presence of mallards.



LEVX 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/#LEVX

LEVX AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The instrument approach procedures affected can be found below:

IAC 3 RNP Y RWY 01: LNAV, LNAV/VNAV.

IAC 4 RNP X RWY 01: LNAV.

IAC 5 ILS Z RWY 19: Direct approach.

IAC 6 ILS Y RWY 19: Direct approach.

IAC 7 LOC Z RWY 19: Direct approach.

IAC 8 LOC Y RWY 19: Direct approach.

IAC 9 RNP Z RWY 19 (LPV ONLY): LPV.

IAC 10 RNP Y RWY 19: LNAV, LNAV/VNAV.

LEVT AD 2 AERODROME DATA

LEVT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LEVT - VITORIA

LEVT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	425258N 0024328W. See AD 2-LEVT ADC.
2	Distance and direction from the city	8 km NW.
3	Elevation	513 m / 1682 ft.
4	Geoid undulation	50.75 ± 0.05 m (1).
5	Reference temperature	26°C.
6	Low average temperature	3°C.
7	Magnetic variation	1°E (2025).
8	Annual change	9.8'E.
9	AD administration	Aena.
10	Address	Aeropuerto de Vitoria, 01196 Vitoria-Gasteiz - Araba-Álava.
11	TEL	+34-945 163 500/518
12	FAX	No.
13	AFTN	LEVT.
14	E-mail	ceopsvit@aena.es
15	Approved traffic	IFR/VFR.
16	Remarks	SITA: VITOOYA. (1) For all AD points.

LEVT AD 2.3 OPERATIONAL HOURS

1	Airport	H24.
2	Customs and Immigration	HR AD.
3	Health and Sanitation	See GEN 1.4.
4	AIS/ARO	H24. (1)
5	MET briefing	H24.
6	ATS	H24.
7	Fuelling	HR AD.
8	Handling	HR AD.
9		

	Security	H24.
10	De-icing	HR AD.
11	Remarks	(1) Centralised AIO Office - International NOTAM Office • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es Centralised ARO geographical area 2 • TEL: +34-918 603 557 y +34-672 344 412 (only for communications contingency) • E-mail: arocentralizada@enaire.es • LEVT AFTN address for Flight Plan Management: LEVTZPZX

LEVT AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	Up to 11000 kg.
2	Fuel types	JET A-1, 100LL. (1)
3	Oil types	AEROSHELL, W-100.
4	Refuelling capacity	No limitations.
5	De-Icing facilities	In all stands, except those of general aviation (107 to 116), with hot water and glycol for removing ice from the ACFT.
6	Hangar space	No.
7	Repair facilities	No.
8	Remarks	(1) Fuel: SLCA • Mobile phone: +34-680 621 455 • E-mail: vit@slca.es Ramp agents: SOUTH • TEL: +34-945 163 638 • E-mail: vitkt@southeu.com • SITA: VITKQIB//VITKTIB WFS Servicios Aeroportuarios, S.A. (Only cargo) • TEL: +34-607 263 552; +34 697 315 457 • FAX: +34-945 566 141 • E-mail: vitkk@wfs.aero • SITA: VITKR7X AviaVIP (Only Executive Aviation) • TEL: +34-658 091 289 • E-mail: Levt@aviavip.com

LEVT AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	No.
3	Transportation	Taxies.

4	Medical facilities	No.
5	Bank/Post Office	No / No.
6	Tourist information	Yes.
7	Remarks	None.

LEVT AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1	Fire category	7, HR AD (1) (2).
2	Rescue equipment	In accordance with the fire category.
3	Removal of disabled aircraft	The Airport has its own equipment to remove disabled aircraft weighing up to 10 tonnes. Aircraft weighing more than 10 tonnes shall be removed via external services, prior request and in the presence of the aircraft owner/operator and at itself expense. Contact information of the Aerodrome coordinator for transport of aircraft out of service: • TEL: +34-945 163 518 • e-mail: VITCEOPS@aena.es
4	Remarks	(1) For other fire categories, prior request, consult NOTAM in force. (2) Response time of the rescue and fire fighting services is less than 3 MIN, with an operational objective less than 2 MIN.

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

1	Types of clearing equipment	Trucks fitted with plough blades, bulldozers and dissolvent spreaders.
2	Clearance priorities	Runway, taxiways serving the runway, apron 1 and PRKG 7 to 12 in apron 2, service roads 1 and 2, and access roads to them.
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-NOV to 31 MAR. Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in AD 1.2.2. Aerodrome in service during all seasons of the year.

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

1	Apron	Surface: Hydraulic concrete. Strength: APN 1: Ramp 1: PCN 45/R/B/W/T. APN 2: Ramp 2: • PRKG 1 to 3: PCN 72/R/C/W/T. • PRKG 4 to 8: PCN 45/R/B/W/T. • PRKG 9 to 12: PCN 91/R/C/W/T.
2		

	Taxiways	Width: 23 m. Surface: Hydraulic concrete. Strength: • T2: PCN 59/R/B/W/T. • T1, T3 to T7, A, B1, B2, C1, C2 and D: PCN 45/R/B/W/T. • E: PCN 45/R/B/W/T, EXC BTN Ramp 1 & E3: PCN 72/R/C/W/T.
3	Check locations	Altimeter: Apron: ELEV 507 m/1663 ft. VOR: TWY E (425255.05N 0024351.49W), R-286 VFD / 0.3 DME VFD. Only code letter C or lower aircraft. INS: No.
4	Remarks	TWY centre line: see INSIGNIA and Data Set.

LEVT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	NO-ENTRY lighted sign, runway-holding positions, intermediate holding positions, runway guard lights, stop bars, intermediate holding position lights and stands.
2	RWY markings	Designators, threshold, centre line, side stripe, touchdown zone, aiming point, rapid exit taxiway indicator markings on RWY 22 (C1).
3	TWY markings	Centre line, side stripe and enhanced centre line in T1 and T7.
4	Remarks	Retroreflective markers on the edge of aprons 1 and 2, and TWY (except TWY E).

LEVT 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-LEVT AOC.

LEVT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	Vitoria EMAe.
2	HR	H24.
3	METAR	Half-hourly.
4	TAF	24HR.
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, lightning image and radar information display.
10		

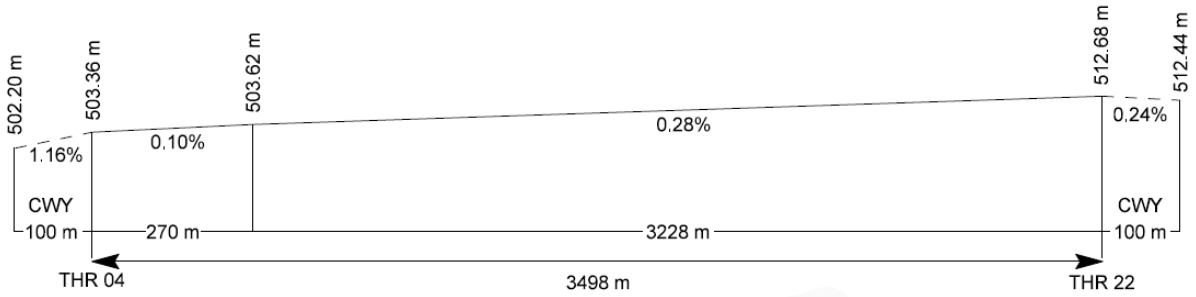
	ATS unit served	TWR, APP.
11	Additional information	Santander OMAe (LESD): H24 • TEL: +34-942 392 464 Vitoria EMAe: H24 • TEL: +34-945 163 543
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available.

LEVT 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	035.93° GEO 035° MAG	3498 x 45	425212.36N 0024413.28W	THR: 503.4 m / 1651.5 ft TDZ: 505.5 m / 1658 ft	No	100 x 150	3618 x 300	Yes	240 x 150	Hydraulic concrete (1) R-1: PCN 72/R/B/W/T R-2 & R-3: PCN 80/R/B/W/T R-4: PCN 96/R/B/W/T SWY: No
22	215.95° GEO 215° MAG	3498 x 45	425344.17N 0024242.76W	THR: 513 m / 1681.4 ft TDZ: No	No	100 x 150	3618 x 300	No	228 x 150	Hydraulic concrete (1) R-1: PCN 72/R/B/W/T R-2 & R-3: PCN 80/R/B/W/T R-4: PCN 96/R/B/W/T SWY: No

Remarks:
(1) Asphalt overlay of 10 cm throughout the runway length.

12.1 PROFILE



LEVT AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
04	3498	3598	3498	3498
22	3498	3598	3498	3498
Remarks: None.				

LEVT AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	04
2	Approach	Precision CAT II/III 900. LIH. Threshold identification lights.
3	PAPI (MEHT)	3° (19.90 m/65 ft).
4	Threshold	Green, with wing bars.

5	Touchdown zone	900 m white.
6	Runway centre line	3498 m: 2598 m white + 600 m white and red + 300 m red. LIH. Distance between lights: 15 m.
7	Runway edge	3498 m: 2898 m white + 600 m yellow. LIH. Distance between lights: 50 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	PAPI unfit for AN124 aircrafts.

1	Runway	22
2	Approach	Simple 420 m LIH. Threshold identification lights.
3	PAPI (MEHT)	3° (22.23 m/73 ft).
4	Threshold	Green.
5	Touchdown zone	No.
6	Runway centre line	3498 m: 2598 m white + 600 m white and red + 300 m red. LIH. Distance between lights: 15 m.
7	Runway edge	3498 m: 2898 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 TWY C1. PAPI unfit for AN124 aircrafts.

LEVT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near THR 04, 1 near TWY B2, 1 near THR 22. LGTD.
3	TWY lighting	Centre line: A, B1, B2, C1, C2, D, E, T1, T2, T3, T4, T5, T6, TA6 and T7. Edge: E.
4	Apron lighting	Floodlighting poles (4 in Ramp 1 and 9 in Ramp 2).
5	Secondary power supply	Uninterrupted power system that provide a switchover time (light) for CAT II/III according to Annex 14.
6	Remarks	None.

LEVT 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 coincides with RWY 04/22. ARP coordinates, see item 2.

1		• Air taxiing: TLOF coincides with PRKG 1H, 4, 5, 6, 7 and 8 in APN 2 and PRKG 101, 105 and 106 in APN 1.
2	Elevation	• FATO: RWY 04/22. Elevation THR 04 and THR 22, see item 12. • Ground taxiing: TLOF coincides with RWY 04/22. Elevation AD. • Air taxiing: TLOF coincides with PRKG 1H, 4, 5, 6, 7 and 8 in APN 2 and PRKG 101, 105 and 106 in APN 1. • (*) See table.

3	Dimensions, surface, maximum weight, marking	• FATO: RWY 04/22.
		• Ground taxiing: TLOF coincides with RWY 04/22, see item 12.
		• Air taxiing: TLOF coincides with PRKG 1H, 4, 5, 6, 7 and 8 in APN 2 and PRKG 101, 105 and 106 in APN 1. Strength, see item 8.
		• Touchdown zone marking:
		  ○ PRKG 1H: circular strip 50 cm wide and inner diameter 11.5 m and perimeter marking: circular strip 15 cm wide and inner diameter 27.6 m.
		  ○ PRKG 4, 5, 6, 7 and 8 in APN 2 and PRKG 101, 105 and 106 in APN 1: see item 20.

4	Direction	No.
5	Declared distances	No.
6	Lighting	No.
7	Remarks	Apron lighting, see AD 2-LEVT PDC 1. Air taxiing: Maximum speed 37 km/h.

(*)

PRKG	ELEV (M)
1H	507.49
4	507.49
5	506.96
6	506.46
7	507.58
8	507.13
101	507.32
105	507.38
106	507.56

LEVT AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR VITORIA.
2	Lateral limits	Space within: 430112N 0023753W; 425935N 0023433W; 425502N 0022456W; 425014N 0022206W; 424646N 0022300W; 424554N 0022427W; 424155N 0023107W; 424547N 0024156W; 424327N 0024407W; 424120N 0024907W; 423621N 0025401W; 424016N 0030140W; 425017N 0025155W; 425208N 0025300W; 425523N 0025037W; 425803N 0024716W; 425910N 0024502W; 425913N 0024019W; 430112N 0023753W.
3	Vertical limits	SFC-6000 ft AMSL.
4	Airspace class	D.
5		

	Unit Language	VITORIA TWR. ES/EN.
6	Transition altitude	1850 m / 6000 ft.
7	Hours of applicability	H24
8	Remarks	None.

1	Designation	ATZ VITORIA.
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	VITORIA TWR. ES/EN.
6	Transition altitude	-
7	Hours of applicability	H24
8	Remarks	(1) Or the ground visibility, whichever is lower. (2) Or up to the cloud ceiling, whichever is lower.

LEVT AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service	Call sign	FREQ	HR	Remarks
APP/TWR	Vitoria TWR	118.450 MHz	HR ATS	-
		121.500 MHz	HR ATS	EMERG
		121.805 C	HR ATS	GMC
		257.800 MHz	HR ATS	MIL
		243.000 MHz	HR ATS	EMERG
ATIS	Vitoria información	119.355 C	HR ATS	-
D-ATIS	Vitoria información	NIL	HR ATS	Provision of ATIS information via data link.

LEVT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks
VOR (1°E)	VRA	116.600 MHz	H24	424354.8N 0025156.1W	-	• R-215 possible signal loss BTN 3 & 0 NM. • R-032 possible signal loss BTN 0 & 5.2 NM. • R-259 possible signal loss. • R-354 possible signal loss BTN 8 & 10 NM.
DME	VRA	CH 113X	H24	424354.8N 0025156.1W	570 m	R-259 possible signal loss at FL120 FM 40 NM.
DVOR (1°E)	VFD	112.900 MHz	H24	425250.3N 0024327.7W	-	U/S BTN R-355/R-005 & R-220/R-315.
DME	VFD	CH 76X	H24	425249.8N 0024327.3W	510 m	-
NDB (1°E)	VTA	345.000 kHz	H24	425541.1N 0024046.6W	-	035°: Possible signal oscillations greater than ±10° BTN 24 & 18 NM FM DME VRA.
LOC 04 (1°E)						

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV DME	Remarks
ILS CAT III	VTO	108.900 MHz	H24	425352.3N 0024234.8W	-	035° MAG / 310 m FM THR 22. COV 17 NM ±35° FM RCL AVBL at 5500 ft AMSL or ABV. COV 25 NM ±10° FM RCL AVBL at 6000 ft AMSL or ABV.
GP 04	-	329.300 MHz	H24	425218.1N 0024400.5W	-	3°; RDH 15.5 m; at 314 m FM THR 04 & 130 m FM RCL to the right in the direction of APCH.
ILS/DME 04	VTO	CH 26X	H24	425218.1N 0024400.5W	507 m	REF DME THR 04. COV 17 NM AVBL BTN 13° to the right & 31° to the left FM RCL at 5500 ft AMSL or ABV.

LEVT AD 2.20 LOCAL AERODROME REGULATIONS

20.1 ILS CATEGORY II/III OPERATIONS

RWY 04, subject to service availability of the appropriate approach and landing aids, is suitable for carrying out CAT II/III operations by those air operators whose operational minima has been approved by the aeronautical civil authority.

The ILS Y RWY 04 manoeuvre is suitable for CAT III operations only with a missed approach slope of 3% or greater. The defining obstacles for the CAT II minima of this manoeuvre are:

	OBST	LAT	LONG	ELEV (ft)
CAT II 3%	LEVT-OBS-00911-000-2018 TORRE MEGA	425307.2N	0024341.3W	1787.9
CAT II 2.5%	RADAR METEOROLÓGICO KAPILDUI	424557.5N	0023216.0W	4028.9

1. ILS Category II/III practice approaches:
   a. Pilots seeking to practice CAT II/III precision approaches shall request the appropriate clearance from ATC well in advance.
   b. Practice CAT II/III precision approaches will not be cleared when the RVR is less than 2000 m, or the same visibility value if the transmissometers are out of service, or the cloud ceiling is at or below 800 ft.
   c. If ILS critical and/or sensitive areas are not protected, the crew shall be notified. Any other incident affecting the training operations shall also be reported.

20.2 STANDARD TAXIING PROCEDURES

1. Arriving aircraft
   a. Aircraft shall report RWY vacated and TWY used for exit.
   b. After vacating the RWY, if no taxiing instructions have been received, the aircraft will stop on the taxiway before entering the apron, and await taxiing instruction from the guidance vehicle.
2. Departing aircraft
   a. Pilots will request clearance to start up engines to control tower.
   b. When an aircraft is ready for taxiing, pilots shall request permission from the control tower before starting it.
3. Code letter D aircraft require carrying out an "oversteering" manoeuvre to correct the track:
   - Entry to / exit from PRKG 1, 2, 3, 4, 5, 6, 9, 10 and 11 on Ramp 2.
   - In all curves of the taxiing route assigned.
4. Code letter E aircraft are required to perform an "oversteer" manoeuvre to correct the manoeuvre:
   - In all curves of the taxiing route assigned.
   - Entry to / exit from PRKG 1A and 2A on Ramp 2.

5. Helicopters must carry out air taxiing, unless ATC advises differently, (see below HELICOPTER TAXIING PROCEDURE).
6. Collision avoidance with other aircraft or obstacles is the responsibility of the pilots when taxiing on the apron.
7. Power of engines on apron is limited to idle.
8. The back-track manoeuvre is not authorised at Vitoria Airport, except in winter contingency conditions of ice and snow and in special situations, as indicated in all cases by TWR Control.

20.3 OPERATING PROCEDURE FOR CODE LETTER E AIRCRAFT

1. IN GENERAL

   Aircraft with this code letter must perform an oversteer manoeuvre in all turns of the route.

   Surface movements shall be carried out with TOAM guidance as indicated in the following points.

   These aircraft are not allowed to use TWY: A, B1, B2, C1, TA6 and stretch E between E1 and E2.

2. PARKING

   Code letter E aircraft must park at the autonomous stands 1A and 2A on Ramp 2. PRKG 1A is incompatible with PRKG 1, 1H and 2; PRKG 2A is incompatible with PRKG 2 and 3. For entry/exit of both stands, aircraft must carry out a "turn with oversteer".

   The TOAM will guide the aircraft both on arrival and departure, following the taxiing listed in the following "SURFACE MOVEMENT" section.

3. GROUND MOVEMENT

   a. Arrivals:

      RWY 04.- Vacate RWY via T1. The aircraft will wait for the support guidance vehicle for guiding, holding on T1 short of T2. The vehicle will guide it to the stand. Taxiing will be done through the parallel TWY T2, T3, T4 and T5, all the way to access gate D to Apron 2, TWY to access the apron towards the defined stand taxiing via E.

      RWY 22.- Vacate RWY via T7. The aircraft will wait for the support guidance vehicle for guiding, holding on T7 short of T6. The vehicle will guide it to the stand. Taxiing will be done through the parallel TWY T6, all the way to access gate D to Apron 2, TWY to access the apron towards the defined stand taxiing via E.

      The aircraft must perform an oversteer manoeuvre in all turns of the route.

   b. Departures:

      RWY 04.- Starting from the defined stand, the vehicle will guide the aircraft to runway-holding position T7. Taxiing will take place exiting the apron through C2 until T5, taxiing via T5 and T6 and entering the RWY via T7 until THR 04.

      RWY 22.- Starting from the defined stand, the vehicle will guide the aircraft to runway-holding position T1. Taxiing will take place exiting the apron through C2 until T4, taxiing via TWY T4, T3 and T2 and entering the RWY via T1 until THR 22.

      The aircraft must perform an oversteer manoeuvre in all turns of the route.

20.4 OPERATING PROCEDURE FOR CODE LETTER F AIRCRAFT

1. IN GENERAL

   Following the risk analysis performed, it has been shown that Vitoria Airport guarantees an adequate safety level for operation on Apron 2 of the following code letter F aircraft: A380-800, B747-800_<-_ and AN_<-_124_<-_.

   During the operation of a code letter F aircraft, no taxiing will be allowed for any other aircraft throughout the movement area except on Apron 1. Taxiing of these aircraft will be performed at reduced speed, whenever possible with external motors off (if not possible, at idle speed), and with the other engines at idle speed.

   Code letter F aircraft will receive guidance service for all manoeuvres.

   PAPI of both thresholds are not suitable for the operation of AN124_<-_ aircraft.

2. PARKING

   The autonomous stand 2A on Ramp 2 has been allocated for code letter F aircraft, its use being incompatible with that of PRKG 2 and 3. The service roadway adjacent to said position will be part of PRKG 2A while these aircraft are parked on it and it will only be used to assist these aircraft.

For entry/exit to PRKG 2A on Ramp 2, aircraft must carry out a "turn with oversteer".

3. GROUND MOVEMENT

a. Arrivals:

RWY 04.- Vacate RWY via T1. The aircraft will wait for the support guidance vehicle for guiding holding on T1 short of T2. The vehicle will guide it to the stand. Taxiing will be done through the parallel TWY T2, T3, T4 and T5, all the way to access gate D to Apron 2, TWY to access the apron towards the defined stand taxiing via E.

RWY 22.- Vacate RWY via T7. The aircraft will wait for the support guidance vehicle for guiding holding on T7 short of T6. The vehicle will guide it to the stand. Taxiing will be done through the parallel TWY T6, all the way to access gate D to Apron 2, TWY to access the apron towards the defined stand taxiing via E.

b. Departures:

RWY 04.- Starting from the defined stand, the vehicle will guide the aircraft to the runway-holding position T7. Taxiing will take place exiting the apron via C2 until T5, taxiing via TWY T5 and T6 and entering the RWY via T7 until THR 04.

RWY 22.- Starting from the defined stand, the vehicle will guide the aircraft to the runway holding position T1. Taxiing will take place exiting the apron via C2 until T4, taxiing via TWY T3 and T2 and entering the RWY via T1 until THR 22.

The aircraft will need to make an "oversteer" manoeuvre at the same taxiing points marked in the Standard Taxiing Procedures for code letter E aircraft.

20.5 OPERATING PROCEDURE FOR CODE LETTER D AIRCRAFT WITH A WINGSPAN UP TO 38.05 M (B757-300) ON APRON 1

1. IN GENERAL

Following the risk analysis performed it has been shown that Vitoria Airport guarantees an adequate safety level for operation on Apron 1 of code letter D aircraft with a wingspan up to B757-300 (38.05m).

During the operation of code letter D aircraft on Apron 1, no taxiing will be allowed for any other aircraft on Apron 1.

2. PARKING

The autonomous stands 101A, 103A and 105A on Ramp 1 have been allocated for code letter D aircraft, their use being incompatible with that PRKG 101/102, 103/104 and 105/106, respectively. During arrival and departure operations to the stand, caution should be exercised to avoid the possible effects of the jet blast.

3. SURFACE MOVEMENT

a. Arrivals:

- RWY 04.- Vacate RWY via A, B1 or T1, taxiing through the parallel TWY T2, T3, if appropriate, until the B2 access gate to Apron 1, TWY accessing Apron 1 towards the defined stand.
- RWY 22.- Vacate RWY via C1, B1 or T7, taxiing through the parallel TWY T6, T5, T4, if appropriate, until the B2 access gate to Apron 1, TWY accessing Apron 1 towards the defined stand.

b. Departures:

- RWY 04.- Exit from the apron via B2, taxiing via TWY T4, T5 and T6 and entering the RWY via T7 until THR 04.
- RWY 22.- Exit from the apron via B2, taxiing via TWY T3 and T2 and entering the runway via T1 until THR 22.

20.6 HELICOPTER TAXIING PROCEDURE

20.6.1 IN GENERAL

At Vitoria Airport, operations with rotary wing aircraft take place. This activity is allowed during the airport's operational hours. Helicopters may operate under visual (VFR) and instrumental (IFR) flight rules.

The scope of this procedure are all helicopters with arrival/departure at Vitoria Airport. This procedure is also applicable to operations carried out by State aircraft, CNP, GUARDIA CIVIL and DGT (group B) when they are using the aerodrome public use facilities, including cases where they are carrying out emergency flights (operational).

All helicopters will conduct approaches, landings and take-offs in the same way as fixed wing aircraft, except for the following

exceptions:

- Helicopters are allowed to leave RWY 04 via TWY C1.

In the event of low-visibility conditions, helicopters shall operate in accordance with the procedure described in item 22. Helicopter operations are not allowed for values of RVR<350 m. A FATO matching with the RWY and a TLOF matching with the FATO are defined. For air taxiing/skates, a TLOF is defined at the stand assigned to helicopters (1H).

20.6.2 TLOFS AND TOUCHDOWN AND LIFT OFF POINTS

Helicopters shall perform approaches and take-offs in the same way as fixed-wing aircraft, therefore they approach to RWY 04 or RWY 22 (based on weather conditions) as the designated FATO coincides with this runway.

There are two types of taxiing for helicopters: ground taxiing (wheel-type landing gear) or air taxiing (skid-type landing gear; wheel-type landing gear).

In case of ground taxiing helicopters, a FATO coinciding with the runway and a TLOF coinciding with the FATO are designated. For air taxiing, the TLOF is designated in the allocated helicopter stands (PRKG 101, 105 and 106 of APN 1 and PRKG 1H, 4, 5, 6, 7, and 8 of APN 2).

In the case of helicopters with wheel-type landing gear that decide to ground taxi, they land on the same runway by virtue of having an assigned TLOF coinciding with the FATO. Once on the ground, they taxi to the assigned stand in accordance with this procedure.

In the case of helicopters with skid-type landing gear or ones with wheel-type landing gear that decide to air taxi, the aircraft approaches the FATO and once hovering, air taxies to the TLOF of the assigned stands in accordance with this procedure. Departure operations are executed in the same way.

20.6.3 PARKING

There are nine helicopter stands that coincide with PRKG 1H, 4, 5, 6, 7 and 8 in APN 2 and PRKG 101, 105 and 106 in APN 1. These stands will be for helicopters with a maximum total length D = 23 m and 18.6 m rotor diameter.

Preferential assignment of stands will follow the following order of priority:

1. PRKG 1H (R2)
2. PRKG 7 (R2)
3. PRKG 8 (R2)
4. PRKG 106 (R1)
5. PRKG 105 (R1)
6. PRKG 101 (R1)
7. PRKG 4 (R2)
8. PRKG 5 (R2)
9. PRKG 6 (R2)

20.6.3.1 STAND RESTRICTIONS

With regard to entry and exit operations at stands by means of autonomous ground rotation, the following restrictions apply to simultaneous operations:

- When a helicopter is exiting via autonomous ground taxiing at PRKG 101, a simultaneous operation at PRKG 102 shall not be permitted.
- When an aircraft is entering/exiting via autonomous ground taxiing at PRKG 105, a simultaneous operation at PRKG 106, 104 and 103A shall not be permitted. Furthermore, when entering via air taxiing, a simultaneous operation with PRKG 104 shall not be permitted.
- When an aircraft is entering/exiting via autonomous ground taxiing at PRKG 106, a simultaneous operation at PRKG 105 shall not be permitted. Furthermore, when entering via air taxiing, a simultaneous operation with PRKG 105 shall not be permitted.

There shall also be operational restrictions at stands, service roads, paths, ESA, etc.:

- At PRKG 101:

- When entry via air taxiing is performed, the service road to the left of the stand shall be restricted.
- When exiting by means of a hovering turn, the service road to the left of the stand and the equipment staging area shall be restricted.
- When exiting by means of autonomous ground turning, it is necessary to restrict pedestrian roads located in front of the stand.

- When a helicopter is exiting by means of a hovering turn at PRKG 105, there shall be no aircraft parked at PRKG 104 or 103A.
- When a helicopter is exiting by means of a hovering turn at PRKG 106, a simultaneous operation at PRKG 105 shall not be permitted.
- When a helicopter is exiting by means of a hovering turn at PRKG 7 and 8, the road to the left of both parking stands as well as the service road in front of PRKG 7 shall be restricted.
- When a helicopter is exiting by means of autonomous ground turning at PRKG 7, the service road in front of the stand shall be restricted.

On the other hand, when an aircraft is entering/exiting PRKG 7, no aircraft shall be parked at PRKG 8.

20.6.4 TAXIING ROUTES

As mentioned above, Vitoria Airport does not have a defined specific area for helicopters operations. Helicopters are treated as fixed wing aircraft and shall be cleared by ATC for take-off and landing on runways.

TWY enabled for helicopters are the same as those used by planes. There are no TWY exclusively for helicopters.

At Vitoria Airport no air taxiways are enabled outside those defined for taxiing.

Helicopters will be cleared to exit or enter via RWY 04/22, according to the indicated below. No helicopter arrival or departure operations other than those indicated in these proceedings shall be allowed.

20.6.4.1 For helicopter arrivals from both thresholds of RWY 04/22 that shall park on APN 2 (PRKG 1H, 4, 5, 6, 7 or 8), they shall vacate the runway preferably via exit TWY C1, where necessary for operational reasons, vacating may be made via other taxiways following fixed-wing aircraft markings. They shall then have the option of taxiing along TWY C2 towards TWY E or along TWY T5 and D towards TWY E. Finally, from TWY E they shall taxi to the assigned helicopter stand. When the operating helicopter is assigned PRKG 1H, the entry to the stand shall be made following the apron markings for that PRKG, with the stand and stand perimeter signs. In the event that a stand other than PRKG 1H is assigned, the entry to the stand must be performed under the following conditions: PRKG 4, 5 and 6: entry to the stand shall be guided by the markings for fixed-wing aircraft, up to the appropriate horizontal marking in accordance with regulations is in place. The helicopter touchdown and lift off positioning shall, in any case, be guided with marshalling by the handling agent (or by the TOAM service, if necessary), with the helicopter remaining within the safety margins of the fixed-wing aircraft stand. PRKG 7 and 8: entry to the stand shall be guided by the markings for fixed-wing aircraft, until the appropriate horizontal marking in accordance with regulations is in place. The helicopter touchdown and lift off point shall be established using the fixed-wing aircraft stop bar as a visual reference in which the helicopter must stop, remaining within the safety margins of the fixed-wing aircraft stand. The flight crews/occupants of helicopters that have been assigned stands on APN 2 shall leave the manoeuvring area via vehicles authorised to circulate on the apron or by using the pedestrian roads available. Under no circumstance shall they move freely in the rest of the manoeuvring area.

20.6.4.2 For helicopter arrivals from both thresholds of RWY 04/22 that shall park on APN 1 (PRKG 101, 105 or 106), they shall vacate the runway preferably via exit TWY B1, where necessary for operational reasons, vacating may be made via other taxiways following fixed-wing aircraft markings. They shall then taxi along TWY B2 towards TWY E, and then they shall taxi to the assigned helicopter stand. In the event that an APN 1 stand is assigned, entry to the stand must be performed under the following conditions, with no exceptions: PRKG 101, 105 and 106: entry to the stand shall be guided by the markings for fixed-wing aircraft, up to the appropriate horizontal marking in accordance with regulations is in place. The helicopter touchdown and lift off positioning shall, in any case, be guided with marshalling by the handling agent (or by the TOAM service, if necessary), with the helicopter remaining within the safety margins of the fixed-wing aircraft stand. Additionally, the turn signal for fixed-wing aircraft shall be available as a visual reference for the touchdown and lift off positioning of the helicopter. The flight crews/occupants of helicopters that have been assigned parking stands on APN 1 shall leave the manoeuvring area via vehicles authorised to circulate on the apron or by using the pedestrian roads available adjacent to PRKG 101, 105 and 106. Under no circumstance shall they move freely in the rest of the manoeuvring area.

20.6.4.3 DEPARTURES TO RWY 04/22 FROM APN 2

The preferred routes to be followed via taxiway to each threshold shall be as follows:

- If parked at PRKG 1H and departing via RWY 22: head to TWY C2, then taxi to the intermediate holding position on that TWY and then along TWY T4, T3, T2 and T1 up to the threshold 22.
- If parked at PRKG 1H and departing via RWY 04; head to TWY C2, then taxi to the intermediate holding position on that TWY and then along TWY T5, T6, T7 up to the threshold 04.
- If parked at PRKG 4, 5, or 6 and departing via RWY 22, head to TWY C2, then taxi to the intermediate holding position on that TWY and then along TWY T4, T3, T2 and T1 up to the threshold 22.
- If parked at PRKG 4, 5, or 6 and departing via RWY 04, head to TWY D, then taxi to the intermediate holding position on that TWY and then along TWY T6 and T7 up to the threshold 04.
- If parked at PRKG 7 or 8 and departing via RWY 22, head to TWY D, then taxi to the intermediate holding position on that TWY and then along TWY T5, T4, T3, T2 and T1 up to the threshold 22.
- If parked at PRKG 7 or 8 and departing via RWY 04, head to TWY D, then taxi to the intermediate holding position on that TWY and then along TWY T6 and T7 up to the threshold 04.

20.6.4.4 DEPARTURES TO RWY 04/22 FROM APN 1

The preferred routes to be followed via taxiway to each threshold shall be as follows:

- Departing via RWY 22: head to TWY B2, then taxi to the intermediate holding position on that TWY and then along TWY T3, T2 and T1 to the threshold 22.
- Departing via RWY 04: head to TWY B2, then taxi to the intermediate holding position on that TWY and then along TWY T4, T5, T6, T7 to the threshold 04.

20.6.4.5 TAXIING LIMITATIONS

As for infrastructure, there are no taxiing limitations. Any helicopter can make use of any existing taxiways regardless of their ground run or air performance.

20.7 HANGAR ENTRY AND EXIT

Aircraft will enter and exit the hangars from the 3 taxiways adjacent to the general aviation parking stands as given below:

- Entry to/exit from Hangar 1 via the taxiway north of PRKG 112-116.
- Entry to/exit from Hangars 2 and 3 via the taxiway between the 2 rows of general aviation PRKG 107-111 and 112-116.
- Entry to/exit from Hangar 4 via the taxiway between PRKG 106 and the row of general aviation PRKG 107-111.

These manoeuvres will be performed with the engines off, and the aircraft towed by tractor or in the case of small aircraft, pushed. When entering, engines will be switched off at the end of the taxiway centre line, the point at which towing begins; when exiting, the aircraft will be towed to the same point, where the towing ends and the engines are started up.

Roadways crossed during the hangar entry/exit manoeuvres are signposted with STOP AIRPLANE PASSING signs, so that the manoeuvres may be carried out safely.

20.8 HANGAR ENTRY AND EXIT FOR AIRCRAFT WITH A WINGSPAN GREATER THAN 12 M AND FOR HELICOPTERS

In the event that aircraft with a wingspan greater than 12 m or helicopters must enter or exit the hangars, the procedure will be as follows:

- Fixed-wing aircraft with a wingspan greater than 12 m: aircraft with a maximum wingspan of 17.5 m are permitted.
  - Entry to hangars: the aircraft will taxi under its own power to the MAX SPAN 12 m marking, where it will stop and shut down engines. Next, it will request TWR for push-back clearance and once cleared, it will be towed or pushed, always following the taxiway centre line markings. All post-flight checks required by the aircraft must be carried out once it is in the hangar.
    - When proceeding to Hangar 1, the aircraft will use the taxiway between the row of PRKG 112-116 and the perimeter roadway. The following restrictions must be taken into account:
    - No vehicles may circulate on the adjacent roadway during the entry manoeuvre.
    - PRKG 107 and PRKG 112 to 116 must be empty, without parked aircraft, vehicles, persons and objects.
- When proceeding to Hangars 2 or 3, the aircraft will use the taxiway between the row of PRKG 107-111 and the row of PRKG 112-116 (width of taxiway: 20 m). The following restrictions must be taken into account:

- PRKG 107-116 must be empty, without parked aircraft, vehicles, persons and objects.

- When proceeding to Hangar 4, the aircraft will use the taxiway between PRKG 106 and the row of PRKG 107-111 (width of taxiway: 24 m). The following restrictions must be taken into account:
  - The equipment staging area of PRKG 106 must be empty of people, objects and vehicles.

- In all 3 cases, once the end of the centre line marking is reached, the aircraft will proceed as described in the section HANGAR ENTRY AND EXIT. Once the aircraft has been towed or pushed, the personnel of the AAT/Operating Company that has towed or pushed the aircraft will check the area through which the aircraft has been towed, including the vehicle roadway crossing, in order to ensure that the manoeuvre has not damaged the pavement or generated FOD. If there is any damage, they shall inform the Airport Operations Coordination Centre (CEOPS) by telephone and CEOPS may, if deemed necessary, request RFFS to conduct an extraordinary check of the area. After towing and checking the area, TWR will be informed that the push-back manoeuvre is completed.
  - Exit from the hangars: similar to the entry, taking into account the same restrictions. The following should also be taken into account:
    - All pre-flight checks required by the aircraft must be carried out inside the hangar, before the start of towing or pushing.
    - Push-back clearance must be obtained from TWR prior to towing or pushing the aircraft from the hangar to the MAX SPAN 12 m marking.
    - Once the MAX SPAN 12 m marking is reached and the area has been checked, TWR must be notified that the push-back manoeuvre is completed, and start-up and taxiing clearance requested. Once clearance is obtained, the aircraft may start its engines and taxi under its own power.
  - Helicopters: Helicopters with rotor diameter ≤ 17.5 m are permitted.
    - Entry to hangars: the helicopter will taxi under its own power to the MAX SPAN 12 m marking, where it will stop and shut down engines. Next, it will request TWR for push-back clearance and once cleared, it will be towed or pushed, always following the markings of the taxiway centre line. All post-flight checks required by the aircraft must be carried out once it is in the hangar.

    In the absence of TLOF marking before the MAX SPAN 12 m marking, helicopters air taxiing to that point will use the taxiway centre line as a longitudinal guide and the MAX SPAN 12 m marking as a transversal guide, as visual references.

    - When proceeding to Hangar 1, the helicopter will use the taxiway between the row of PRKG 112-116 and the perimeter roadway. The following restrictions must be taken into account:
      - No vehicles may circulate on the adjacent roadway during the entry manoeuvre.
      - In case of rotor diameter over 12 m (and always ≤ 17.5 m), PRKG 107 and PRKG 112 to 116 must be empty, without parked aircraft, vehicles, persons and objects.
    - When proceeding to Hangars 2 or 3, the helicopter will use the taxiway between the row of PRKG 107-111 and the row of PRKG 112-116 (width of taxiway: 20 m). The following restrictions must be taken into account:
      - When entering Hangar 2, PRKG 115 and 116 must be empty.
      - When entering Hangar 3, PRKG 110 and 111 must be empty.
      - In case of rotor diameter over 12 m (and always ≤ 17.5 m) and proceeding to Hangar 2 or 3, PRKG 107 to 116 must be empty, without parked aircraft, vehicles, persons and objects.
    - When proceeding to Hangar 4, the helicopter will use the taxiway between PRKG 106 and the row of PRKG 107-111 (width of taxiway: 24 m). The following restrictions must be taken into account:
      - The equipment staging area of PRKG 106 must be empty of people, objects and vehicles.

    In all 3 cases, once the end of the centre line marking is reached, the aircraft will proceed as described in the section HANGAR ENTRY AND EXIT. Once the helicopter has been towed or pushed, the personnel of the AAT/Operating Company that has towed or pushed the helicopter will conduct a check of the area through which the helicopter has been towed, including the vehicle roadway crossing, in order to ensure that the manoeuvre has not damaged the pavement or generated FOD; If there is any damage, they will inform the Airport Operations Coordination Centre (CEOPS) by telephone and CEOPS may, if it deems it necessary, request the RFFS to conduct an extraordinary check of the area. After towing and checking the area, TWR will be informed that the push-back manoeuvre is completed.

  - Exit from the hangars: similar to the entry, taking into account the same restrictions. Only the following points must be taken into account:

- All pre-flight checks required by the aircraft must be carried out inside the hangar, before the start of towing or pushing.
- Push-back clearance must be obtained from TWR prior to towing or pushing the aircraft from the hangar to the MAX SPAN 12 m marking.
- Once the MAX SPAN 12 m marking is reached and the area has been checked, TWR must be notified that the push-back manoeuvre is completed, and start-up and taxiing clearance requested. Once clearance is obtained, the aircraft may start its engines and taxi under its own power.

- Towing helicopters on the vehicle roadway: helicopters with a maximum width of 3 metres (including rotors) and final destination one of the hangars (1, 2, 3 or 4) or a location outside the Airport Air Side, which may be towed on a service road lane (lane width 3.5 m) without exceeding the lane limits due to their small size, may be towed following the Apron Safety Guidelines (NSP), and the towing personnel will ensure compliance with all safety measures applicable to the hangar and/or stand exit and entry. To do so, the helicopter will position itself at one of the stands suitable for helicopters on APN 1 (PRKG 101, 105 or 106), as notified by TWR after the stand is assigned by CEOPS, and then towed via the roadway to the appropriate hangar or to leave the air side. Once the stand is vacated, both TWR and CEOPS must be notified so they are aware that the stand is available.

  When the helicopter is exiting the hangar, or arriving from outside the airport, the procedure will be the same: it will be towed via the roadway to PRKG 101, 105 or 106.

20.9 DE-ICING AND OPERATING PROCEDURES IN WINTER CONDITIONS

The airport has de-icing and operating procedures in winter conditions. For information on these, please contact the CEOPS Office:

- TEL: +34-945 163 518
- e-mail: VITCEOPS@aena.es

20.10 NIGHT VISUAL OPERATIONS (VFR-N)

VFR-N flights are permitted.

20.11 OPERATIONAL SAFETY REPORTS

Pilots/the 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 to compile information in order to improve operational safety, regardless 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 take-off/landing/stopover, pavement conditions…).

The contact airport e-mail address for receiving operational safety reports is the following: VITSeguridadOperacional@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).

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: lecm.safety@enaire.es

20.12 AIRPORT EMERGENCY PLAN

See AD 1.1.

LEVT AD 2.21 NOISE ABATEMENT PROCEDURES

21.1 MOTOR TESTS

1. ENGINE IDLING TEST

These tests may be conducted, with CEOPS authorisation and in coordination with the TWR, at any time during operational hours, on all stands except PRKG 101 and 101A.

In any case, these tests shall not be authorised when pedestrian boarding and debarking, handling activities, refuelling or any other activity that involves the movement of people and/or vehicles are underway or will be underway at the adjacent stands.

2. POWER TESTS

The test may be conducted, with CEOPS authorisation and in coordination with the TWR, at an intermediate holding position on TA6, at an intermediate holding point on T6, or at PRKG 12 on Apron 2, depending on availability at the time and based on the code letter of the aircraft to conduct the test (PRKG 12, code letter D; TWY TA6, code letter D; TWY T6, code letter E). The test shall not be authorised at PRKG 12 when pedestrian boarding and debarking, handling activities, refuelling or any other activity that involves the movement of people and/or vehicles are underway or will be under way at PRKG 11.

In any case, the orientation of the aircraft shall be coordinated between TWR-CEOPS and the requesting Air Carrier.

LEVT AD 2.22 FLIGHT PROCEDURES

22.1 LOW VISIBILITY PROCEDURES (LVP)

22.1.1 IN GENERAL

22.1.1.1 RWY 04 is equipped with ILS CAT II/III, and CAT III approaches are cleared.

22.1.1.2 Reduced visibility take-offs are cleared in RWY 04/22.

22.1.1.3 Low Visibility Procedures (LVP) will be applied when these operations are carried out. When this is the case, pilots will be notified via ATIS or RTF. In any case, LVP will be active when RVR is equal to or less than 1700 m at any RVR gauge (or VIS equal to or less than 1700 m in case of failure of all gauges) or the cloud ceiling is below 600 ft.

22.1.2 GROUND MOVEMENT

22.1.2.1 ATC may use lighted intermediate holding positions as well as stop bars as clearance limits in order to manage ground movements.

22.1.2.2 The following measures will be taken:

- Aircraft requiring guidance after landing or aborted take-off shall vacate the runway and stop once established on the taxiway and having cleared the ILS sensitive area, unless otherwise stated by the pilot or ATC.
- Taxiways:
  - The use of TWY TA6 is prohibited.
  - With RVR less than 550 m (unless cleared by ATC):
    - RWY 04 in use: it is forbidden to vacate the RWY by TWY B1.
    - RWY 22 in use: it is forbidden to vacate the RWY by TWY B1 and TWY C1.
- Aircraft stands: all entrances and exits to and from all aircraft stands shall be with guidance vehicle, when the RVR is under 550 m. This is with the exception of PRKG 101.
- Helicopters shall operate like any fixed-wing aircraft and shall be guided by guidance vehicle, when the RVR is under 550m.

22.1.2.3 Departures

A. In order to optimise the traffic sequence, crews shall not request start-up, push-back or taxiing clearances when weather

conditions are below their operational minima.

B. When requesting start-up clearance, the parking stand where the aircraft is located must be reported to ATC.

C. When the RVR is less than 200 m or the taxiway centre line lights are out of service and the RVR is under 550 m, taxiing aircraft shall be guided by guidance vehicle, up to:

- RWY 04 in use: TWY T6-T7 intersection; where the FOLLOW ME lights shall be switched off and TWY T vacated via the service road until the vehicle shall turn off the YES lights and leave TWY T along the service road to the vehicle waiting point. The aircraft will continue taxiing until TWY T7.
- RWY 22 in use:TWY T1-T2 intersection; where the FOLLOW ME lights shall be switched off and TWY T vacated via the service road until the vehicle will turn off the YES lights and leave TWY T along the service road to the vehicle waiting point. The aircraft will continue taxiing until TWY T1.

D. If the aircraft must return to the apron, the crew shall inform ATC and await further instructions for taxiing with guidance vehicle.

E. Preferred taxiing routes for departures:

EXIT ROUTES FROM APRON 1 AND APRON 2 TO THE RUNWAY		
TO RWY	FROM APRON 1	FROM APRON 2
04	B2, T4, T5, T6, T7	C2, T5, T6, T7 or D, T6, T7
22	B2, T3, T2, T1	D, T5, T4, T3, T2, T1 or C2, T4, T3, T2, T1

22.1.2.4 Arrivals

A. When vacating the RWY, pilots shall report the ILS sensitive area (LSA) and exit taxiway used. The ILS sensitive area ends when the exit TWY centre line lights have all turned green, instead of green and yellow.

B. Aircraft that have landed shall vacate the runway in use and stop if they do not receive taxiing instructions. Once cleared, they shall proceed to APRON 1 or APRON 2 via one of the taxiways assigned by ATC.

RWY	Exit TWY	Route to APRON 1	Route to APRON 2
04	T1	T2, T3, B2	T2, T3, T4, C2 or T2, T3, T4, T5, D
	A	T3, B2	T3, T4, C2 or T3, T4, T5, D
	B1	B2	T4, C2 or T4, T5, D

C. When the RVR is less than 200 m or the taxiway centre line lights are out of service and the RVR is under 550 m, taxiing aircraft shall be guided by guidance vehicle.

D. Where appropriate, they shall inform ATC when they have "Guidance vehicle in sight". They shall not commence guided taxiing until they receive the appropriate ATC clearance to taxi and follow the guidance vehicle.

22.1.3 ABNORMAL SITUATIONS IN THE MANOEUVRING AREA

22.1.3.1 Communications failure

A. Departures

Aircraft shall continue taxiing until the limit of ATC clearance and await the arrival of assistance.

B. Arrivals

- If the aircraft has just landed, it shall maintain its position when vacating the ILS sensitive area and await the arrival of an assistance vehicle
- If the aircraft has already received taxiing clearance from ATC, it shall continue along the designated route to the limit of the ATC clearance, exercising extreme caution, where it shall maintain its position and await the arrival of an assistance vehicle.

22.1.3.2 Position on the manoeuvring area uncertain

A. Except as provided in the paragraph below, if a pilot is in doubt as to the position of the aircraft in relation to the manoeuvring area, he/she shall immediately stop the aircraft and notify ATC of this fact (including the last known position).

B. In situations where the pilot is uncertain as to the position of the aircraft in relation to the manoeuvring area, but recognises that the aircraft is on a runway, the pilot shall immediately notify ATC (mentioning the last known position), evacuate the runway as soon as possible, if able to locate a suitable nearby taxiway, unless otherwise instructed by ATC, and then stop the aircraft.

C. In the event that ATC becomes aware that an aircraft or vehicle has lost its position on the manoeuvring area, or is unsure of its position, appropriate action shall be taken immediately to safeguard operations and to assist the aircraft or vehicle in question to determine its position.

22.1.3.3 Loss of visual contact between mobile craft

- In the event that an aircraft loses visual contact with another aircraft or with a vehicle with which it maintains separation, ATC shall be informed immediately and the aircraft shall be stopped. ATC will take any measures it deems appropriate.

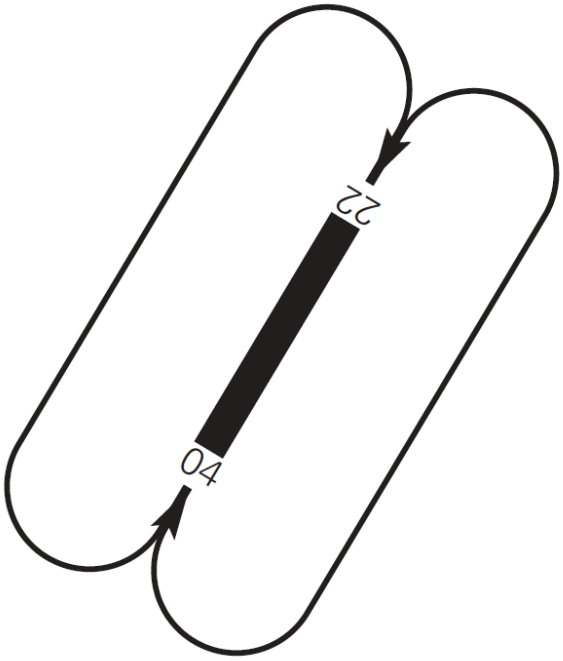
22.1.3.4 Aircraft failure

- ATC shall be notified of the situation and the aircraft shall wait for assistance to arrive. If on a runway, when able and unless otherwise instructed by ATC, measures to evacuate shall be adopted.

22.2 CONTINUOUS DESCENT OPERATIONS

Depending on traffic situation, and if no need for interrupting the descent is foreseen, aircraft will be cleared to proceed to a standard arrival (STAR), or by means of a "direct to" clearance to an intermediate fix of the STAR, to the IAF, to an intermediate approach fix or to the IF, to an appropriate altitude of the instrumental procedure (IAC), in order to allow a continuous descent operation.

22.3 AD TRAFFIC CIRCUIT

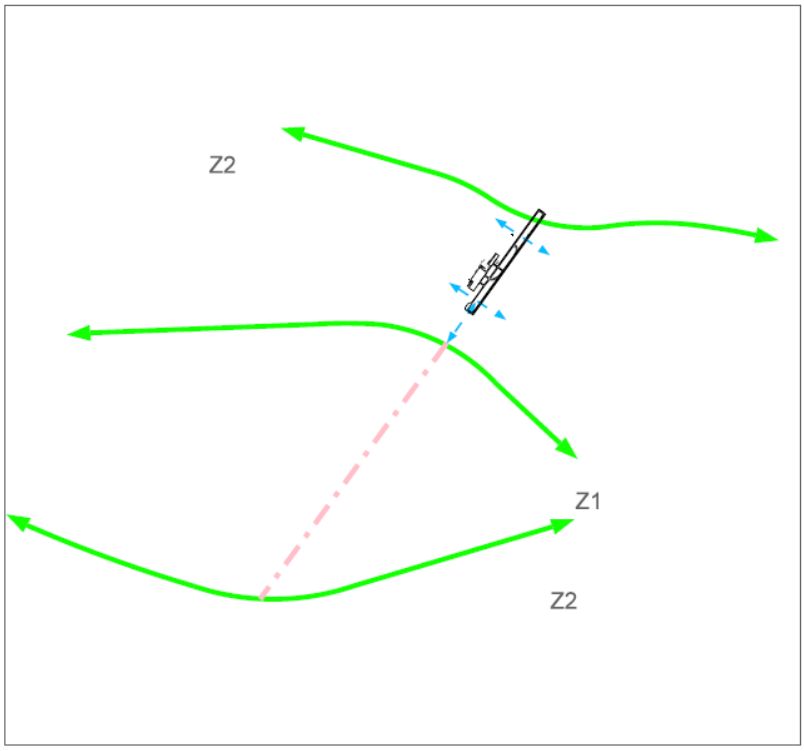


LEVT AD 2.23 ADDITIONAL INFORMATION

Caution due to the occasional presence of birds. Possible presence of vultures in approach.

When the wind speed exceeds 130 km/h, operations will be suspended at the airport.

23.1 BIRD CONCENTRATION AREAS



Z1= VERTEDERO MUNICIPAL // LOCAL LANDFILL.
Z2= FARALLONES ROCOSOS // ROCKY STACKS.
RAMPA DE APROXIMACIÓN/ASCENSO // APPROACH/CLIMB RAMP.
FLUJO BUITRE LEONADO // FLOW OF GRIFFON VULTURE.
FLUJOS OTRAS ESPECIES. LAS MÁS HABITUALES // FLOW OF OTHERS SPECIES.
THE MOST COMMON:
- RAPACES // BIRDS OF PREY.
- GAVIOTAS // SEAGULLS.
- VENCEJOS // SWIFTS.

LEVT 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/#LEVT

LEVT AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

IAC 8 RNP Y RWY 04: LNAV, LNAV/VNAV.

IAC 9 VOR RWY 22: Directed approach.

IAC 10 RNP Z RWY 22 (LPV ONLY): LPV.

IAC 11 RNP Y RWY 22: LNAV, LNAV/VNAV.