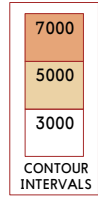
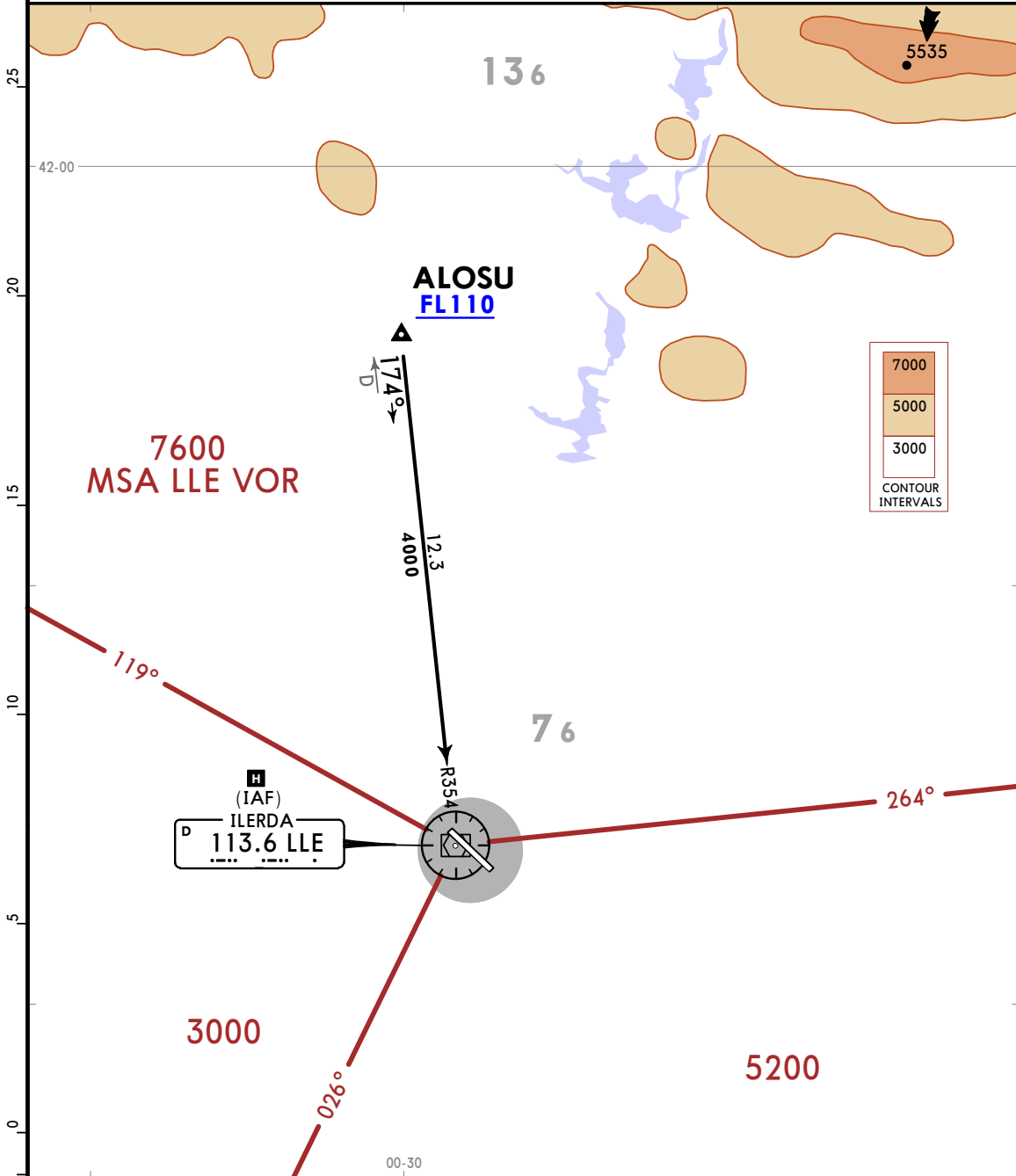


Apt Elev
1152
Alt Set: hPa
Trans level: By ATC

**ALOSU 2B [ALOS2B]
RWYS 13, 31 ARRIVAL**



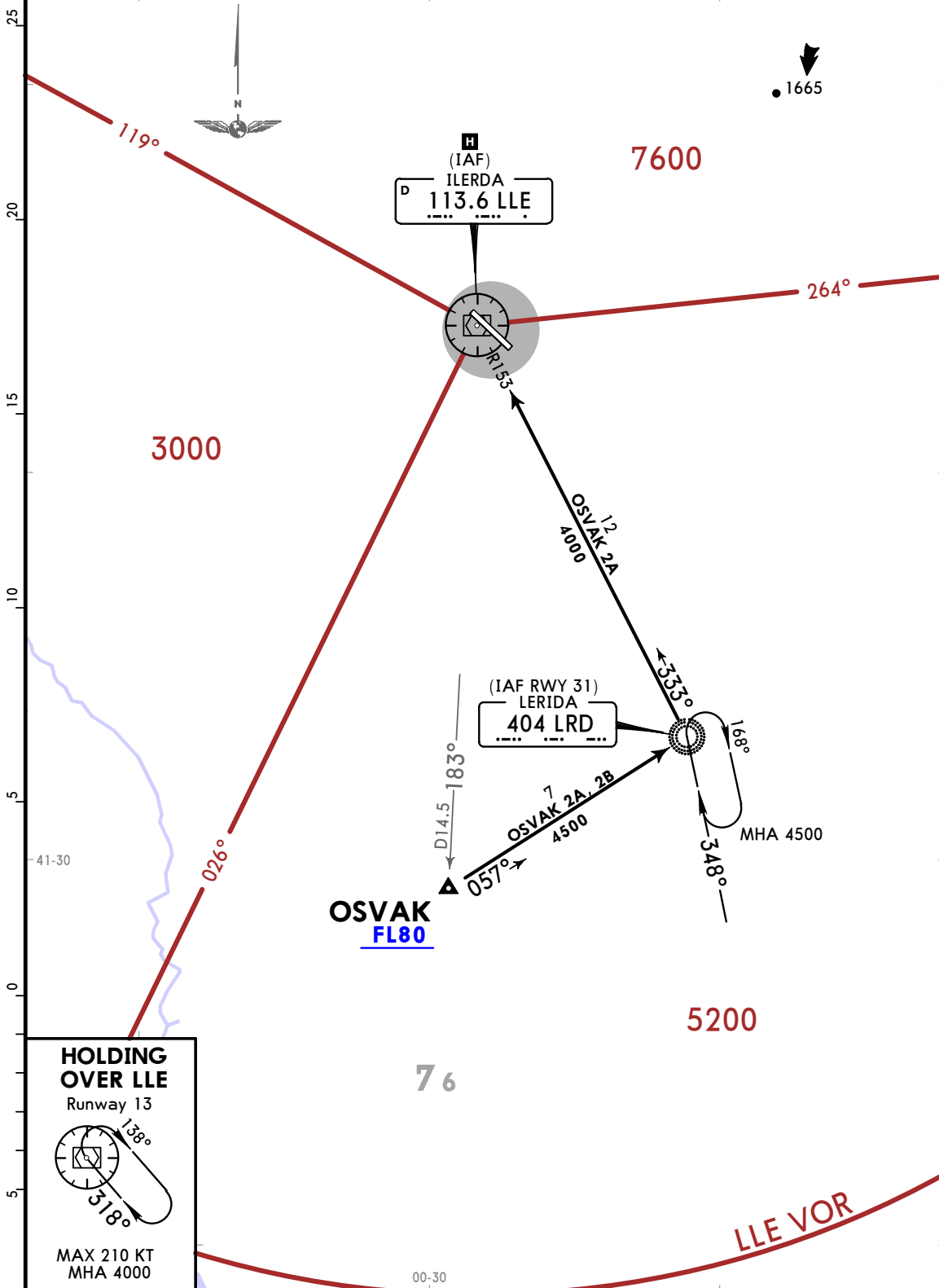
(IAF)
ILERDA
113.6 LLE

HOLDINGS OVER LLE



Apt Elev
1152
Alt Set: hPa
Trans level: By ATC

OSVAK 2A [OSVA2A]
RWY 13 ARRIVAL
OSVAK 2B [OSVA2B]
RWY 31 ARRIVAL

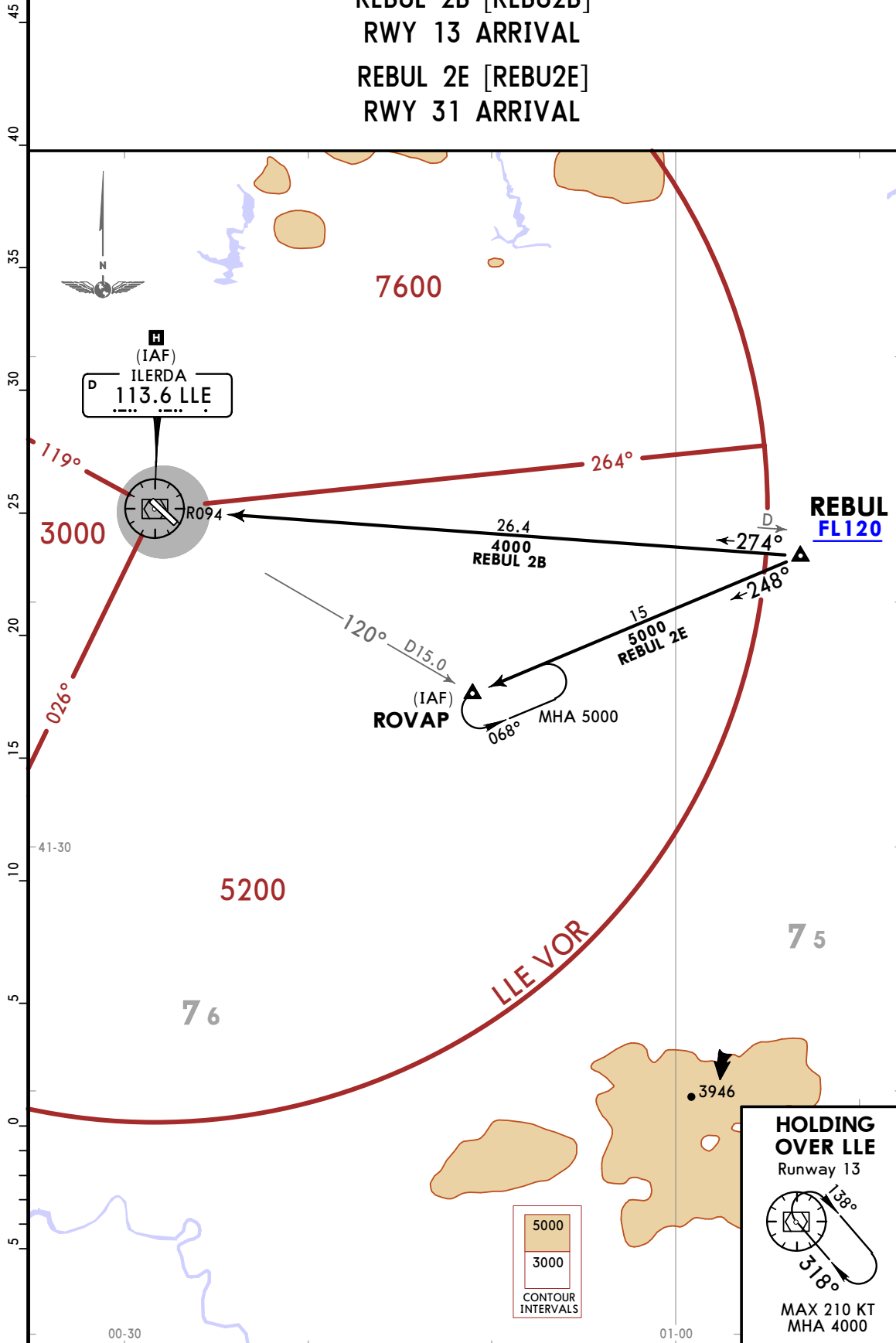


HOLDING OVER LLE
Runway 13

MAX 210 KT
MHA 4000

Apt Elev
1152
Alt Set: hPa
Trans level: By ATC

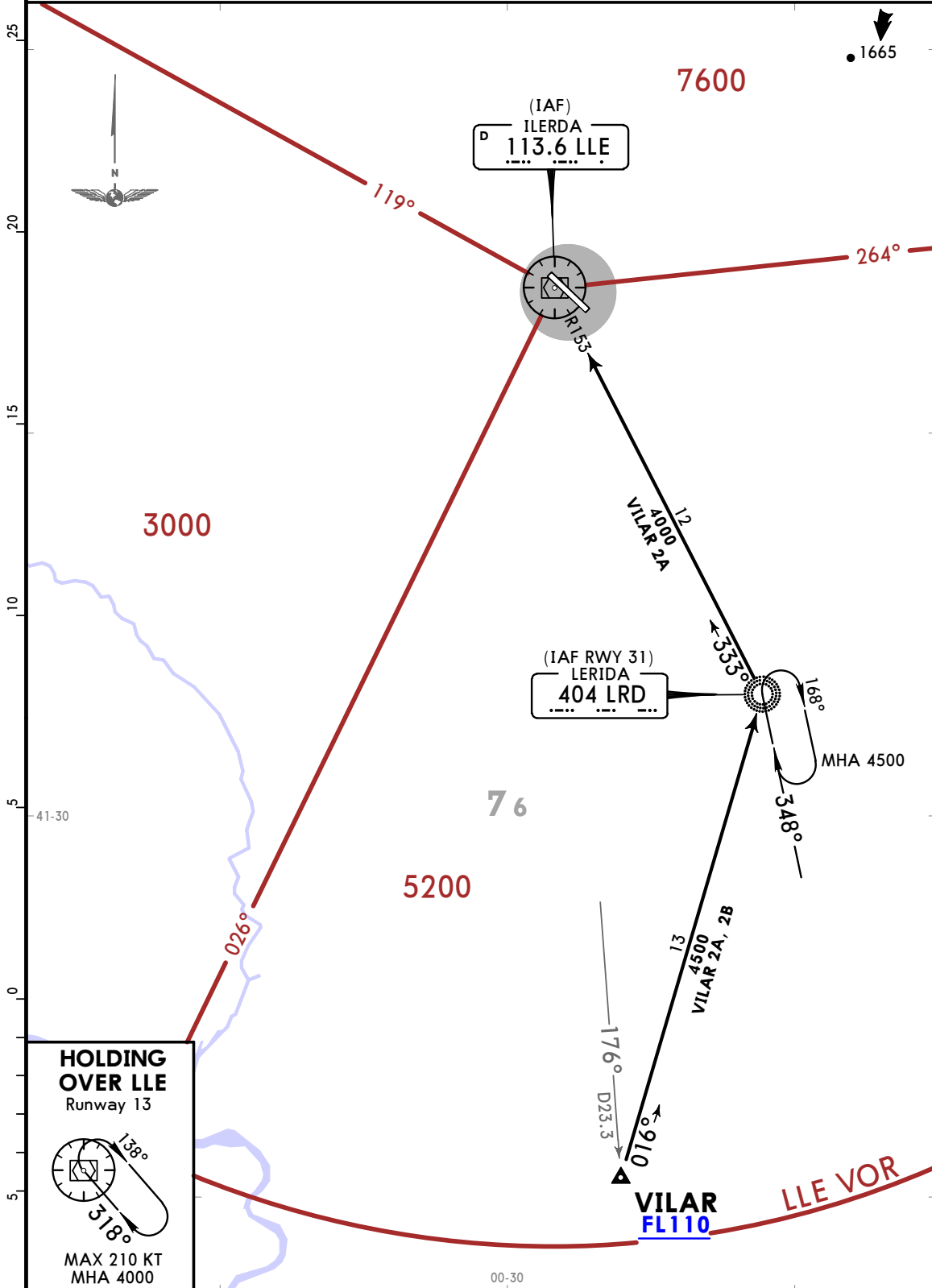
REBUL 2B [REBU2B]
RWY 13 ARRIVAL
REBUL 2E [REBU2E]
RWY 31 ARRIVAL



CHANGES: STAR REBUL 2A withdrawn; STAR REBUL 2B RWY availability.

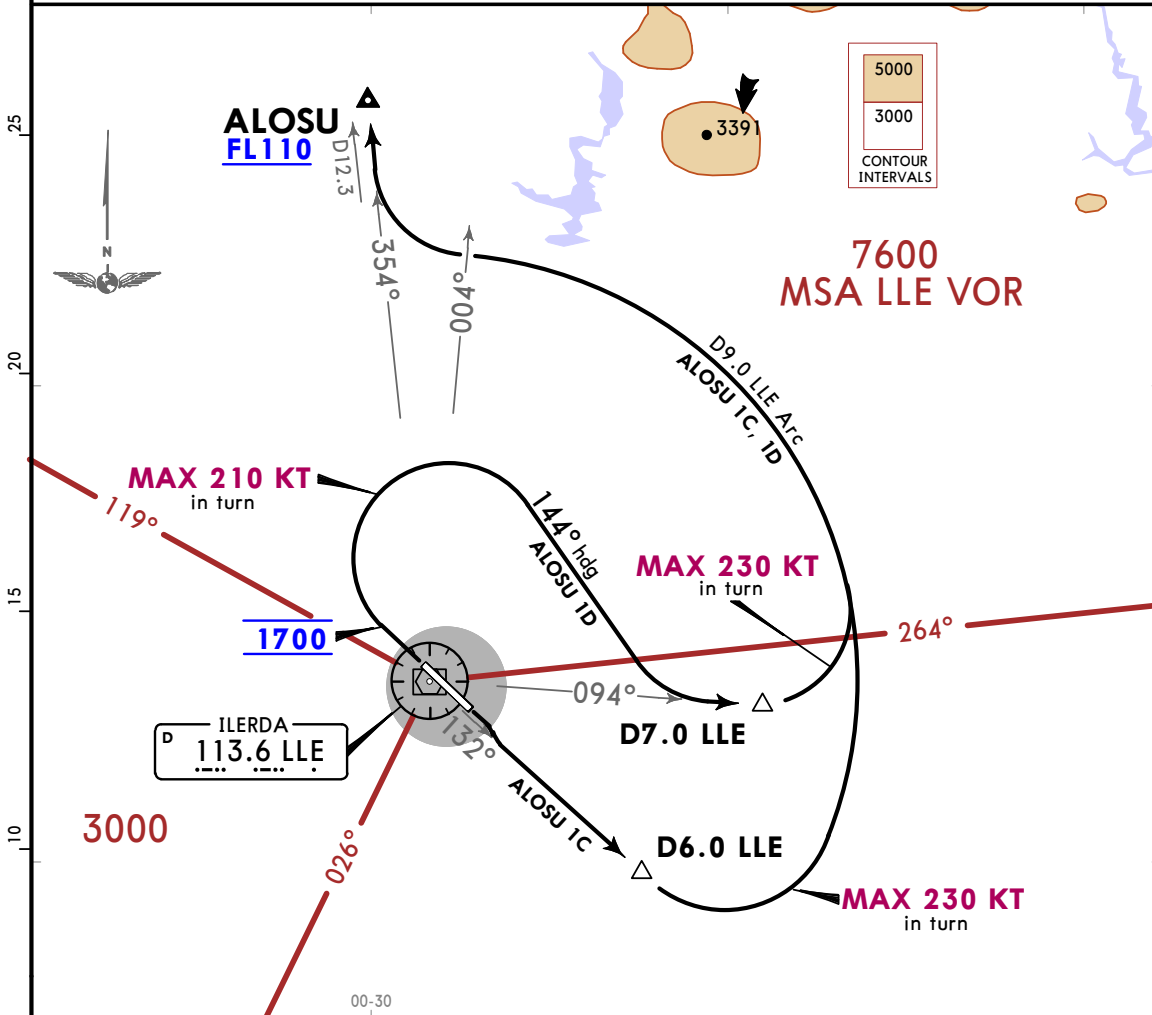
Apt Elev
1152
Alt Set: hPa
Trans level: By ATC

VILAR 2A [VILA2A]
RWY 13 ARRIVAL
VILAR 2B [VILA2B]
RWY 31 ARRIVAL



Apt Elev 1152
Trans alt: 6000

**ALOSU 1C [ALOS1C], ALOSU 1D [ALOS1D]
DEPARTURES**



These SIDs require minimum climb gradients of

ALOSU 1C: 5.7% up to FL110.
ALOSU 1D: 7.0% up to 3000, then 5.0% up to FL110.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.7% V/V (fpm)	433	577	866	1154	1443	1732
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

Rwy 31: No turns before DER.

SID	RWY	ROUTING
ALOSU 1C	13	Climb on LLE R132 to D6.0 LLE, turn LEFT, along D9.0 LLE Arc, when crossing LLE R004 turn RIGHT, intercept LLE R354 to ALOSU.
ALOSU 1D	31	Climb on runway heading to 1700, turn RIGHT, 144° heading, intercept LLE R094 to D7.0 LLE, turn LEFT, along D9.0 LLE Arc, when crossing LLE R004 turn RIGHT, intercept LLE R354 to ALOSU.

CONTINGENCY DEPARTURES

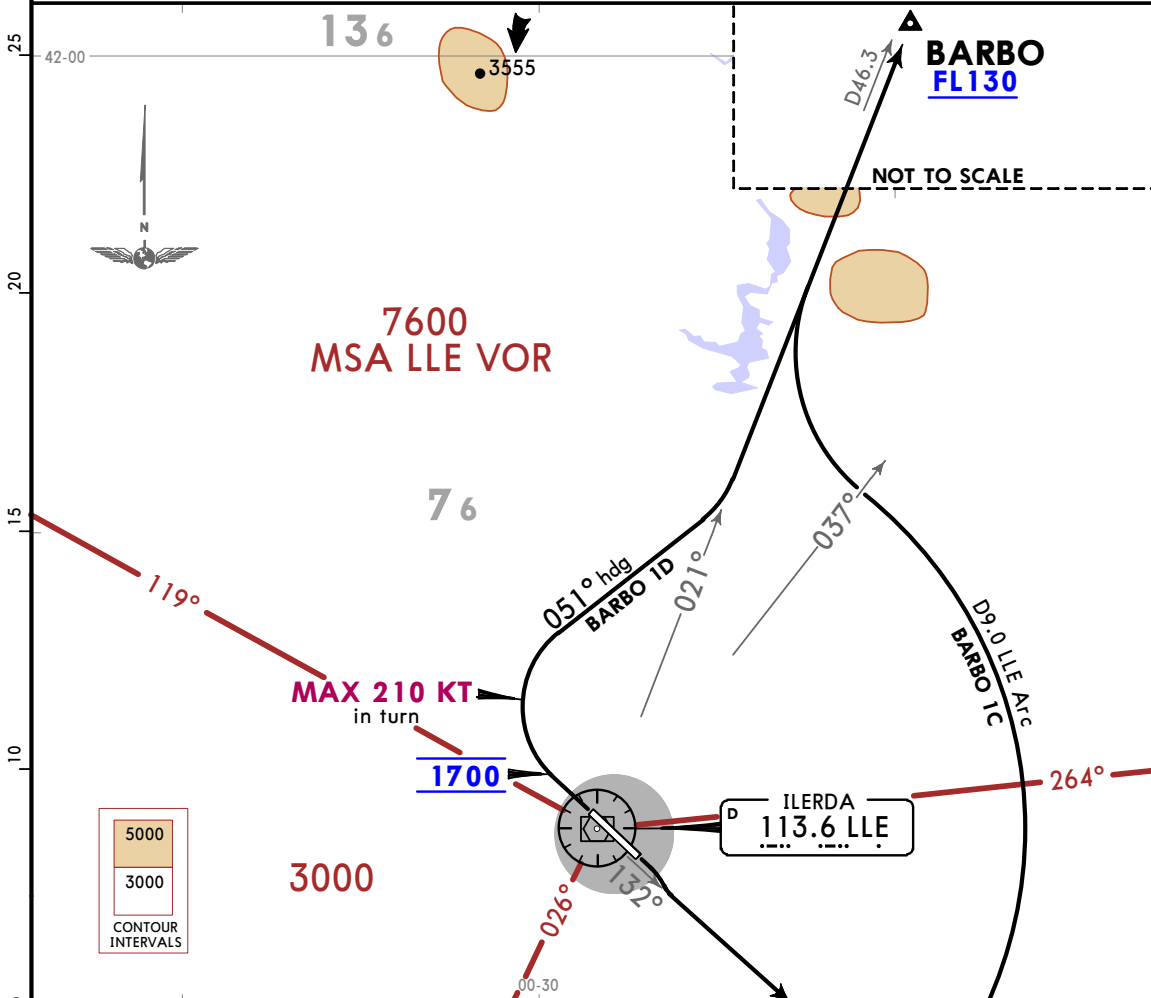
In case of one or more navaid failure following procedures shall be carried out:

Rwy 13: Climb on runway heading to 6000, turn by following ATC instructions. This SID requires a minimum climb gradient of 7.5% up to 6000.

Rwy 31: Climb on runway heading to 3500, turn RIGHT (MAX 230 KT), climb on 051° track to 6000, turn by following ATC instructions. This SID requires a minimum climb gradient of 7.5% up to 6000.

Apt Elev 1152 Trans alt: 6000

BARBO 1C [BARB1C]
BARBO 1D [BARB1D]
DEPARTURES



These SIDs require minimum climb gradients of

BARBO 1C: 4.2% up to 6000.
BARBO 1D: 7.0% up to 7000.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

Rwy 31: No turns before DER.

SID	RWY	ROUTING
BARBO 1C	13	Climb on LLE R132 to D6.0 LLE, turn LEFT, along D9.0 LLE Arc, when crossing LLE R037 turn RIGHT, intercept LLE R021 to BARBO.
BARBO 1D	31	Climb on runway heading to 1700, turn RIGHT, 051° heading, intercept LLE R021 to BARBO.

CONTINGENCY DEPARTURES

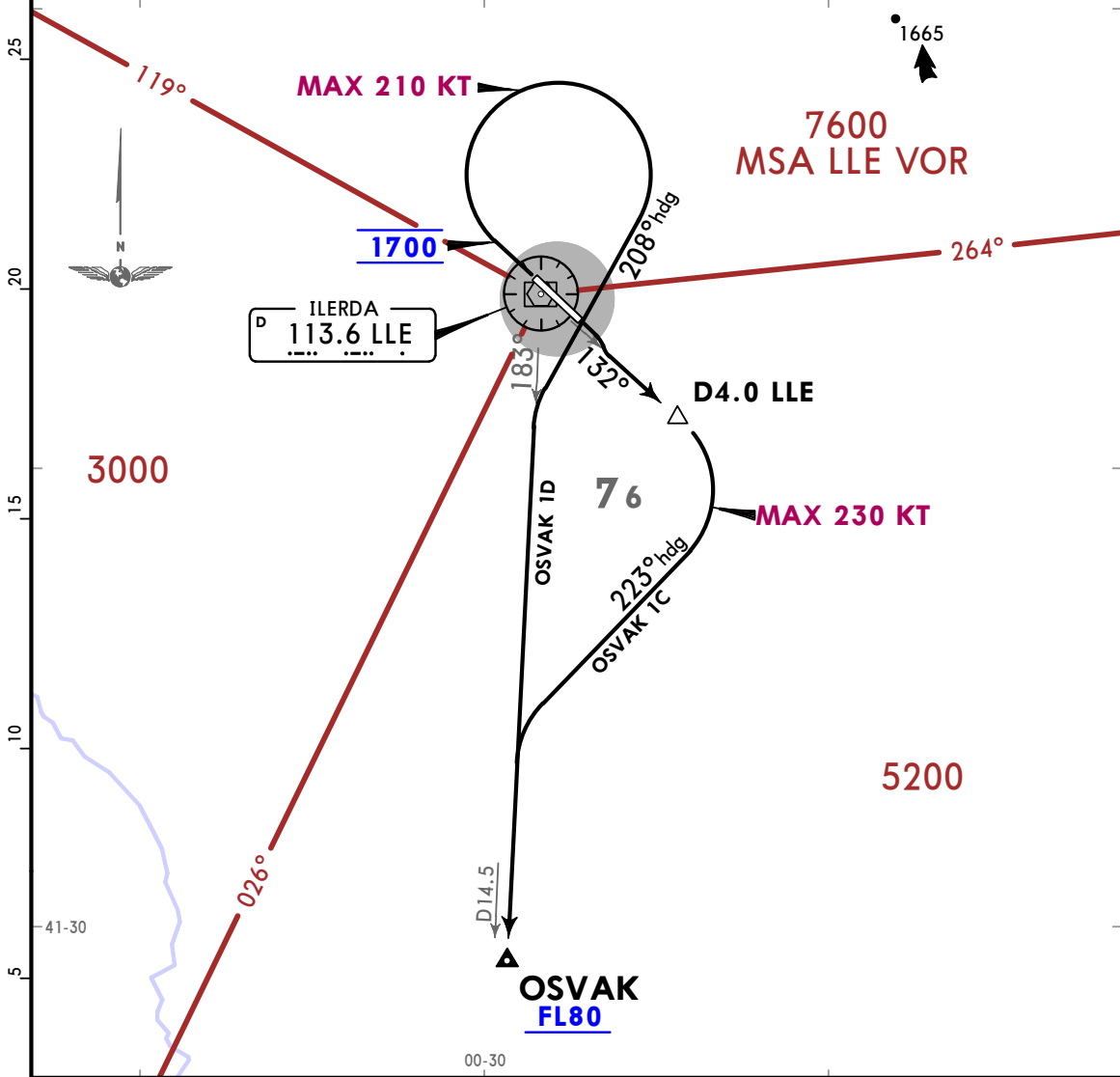
In case of one or more navaid failure following procedures shall be carried out:

Rwy 13: Climb on runway heading to 6000, turn by following ATC instructions. This SID requires a minimum climb gradient of 7.5% up to 6000.

Rwy 31: Climb on runway heading to 3500, turn RIGHT (MAX 230 KT), climb on 051° track to 6000, turn by following ATC instructions. This SID requires a minimum climb gradient of 7.5% up to 6000.

Apt Elev 1152 Trans alt: 6000

OSVAK 1C [OSVA1C]
OSVAK 1D [OSVA1D]
DEPARTURES



These SIDs require minimum climb gradients of

- OSVAK 1C: 7.3% up to FL80.
- OSVAK 1D: 7.0% up to 5000.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
7.3% V/V (fpm)	554	739	1109	1479	1848	2218
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

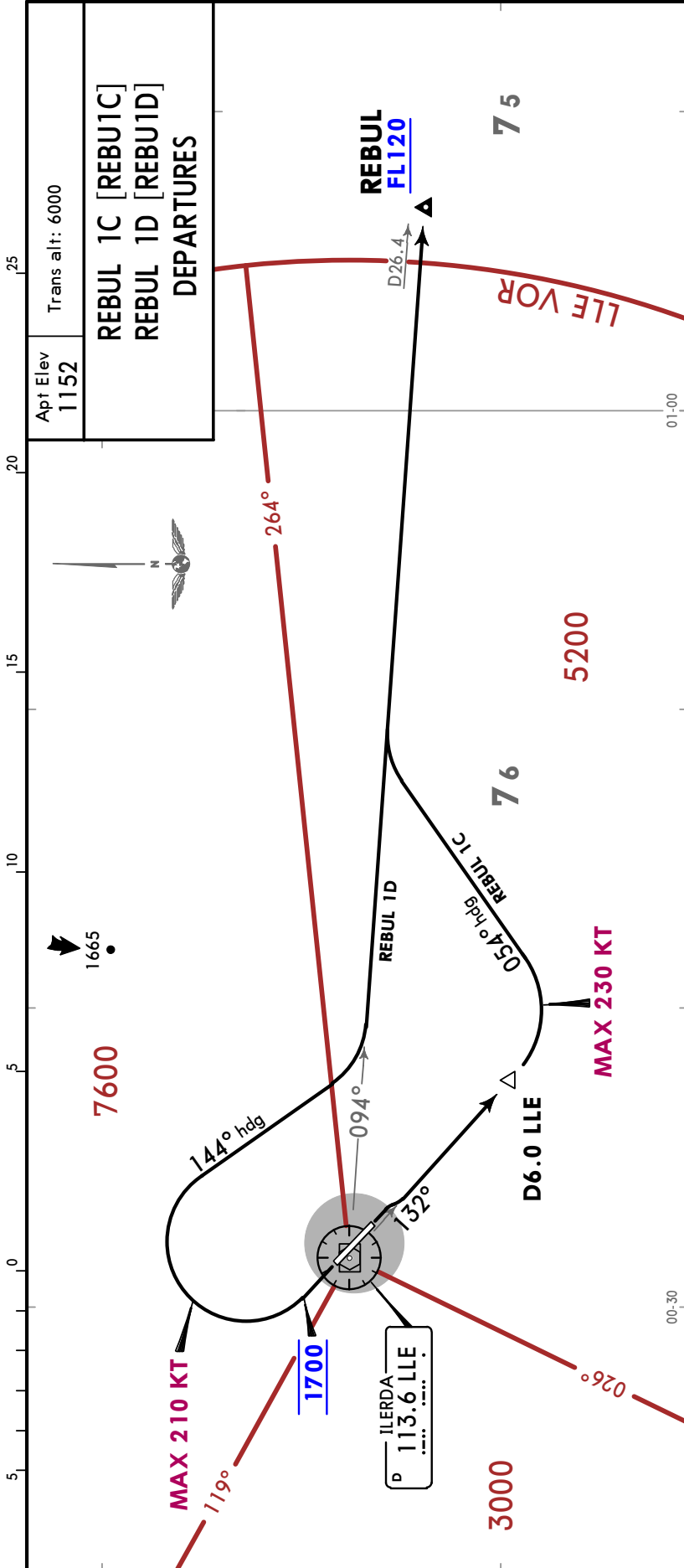
Rwy 31: No turns before DER.

SID	RWY	ROUTING
OSVAK 1C	13	Climb on LLE R132 to D4.0 LLE, turn RIGHT, 223° heading, intercept LLE R183 to OSVAK.
OSVAK 1D	31	Climb on runway heading to 1700, turn RIGHT, 208° heading, intercept LLE R183 to OSVAK.

CONTINGENCY DEPARTURES

In case of one or more navaid failure following procedures shall be carried out:

- Rwy 13:** Climb on runway heading to 6000, turn by following ATC instructions. This SID requires a minimum climb gradient of 7.5% up to 6000.
- Rwy 31:** Climb on runway heading to 3500, turn RIGHT (MAX 230 KT), climb on 051° track to 6000, turn by following ATC instructions. This SID requires a minimum climb gradient of 7.5% up to 6000.



These SIDs require minimum climb gradients of

REBUL 1C: 6.9% up to FL120.
REBUL 1D: 7.0% up to 3000, then 5.7% up to FL120.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732
6.9% V/V (fpm)	524	699	1048	1397	1747	2096
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

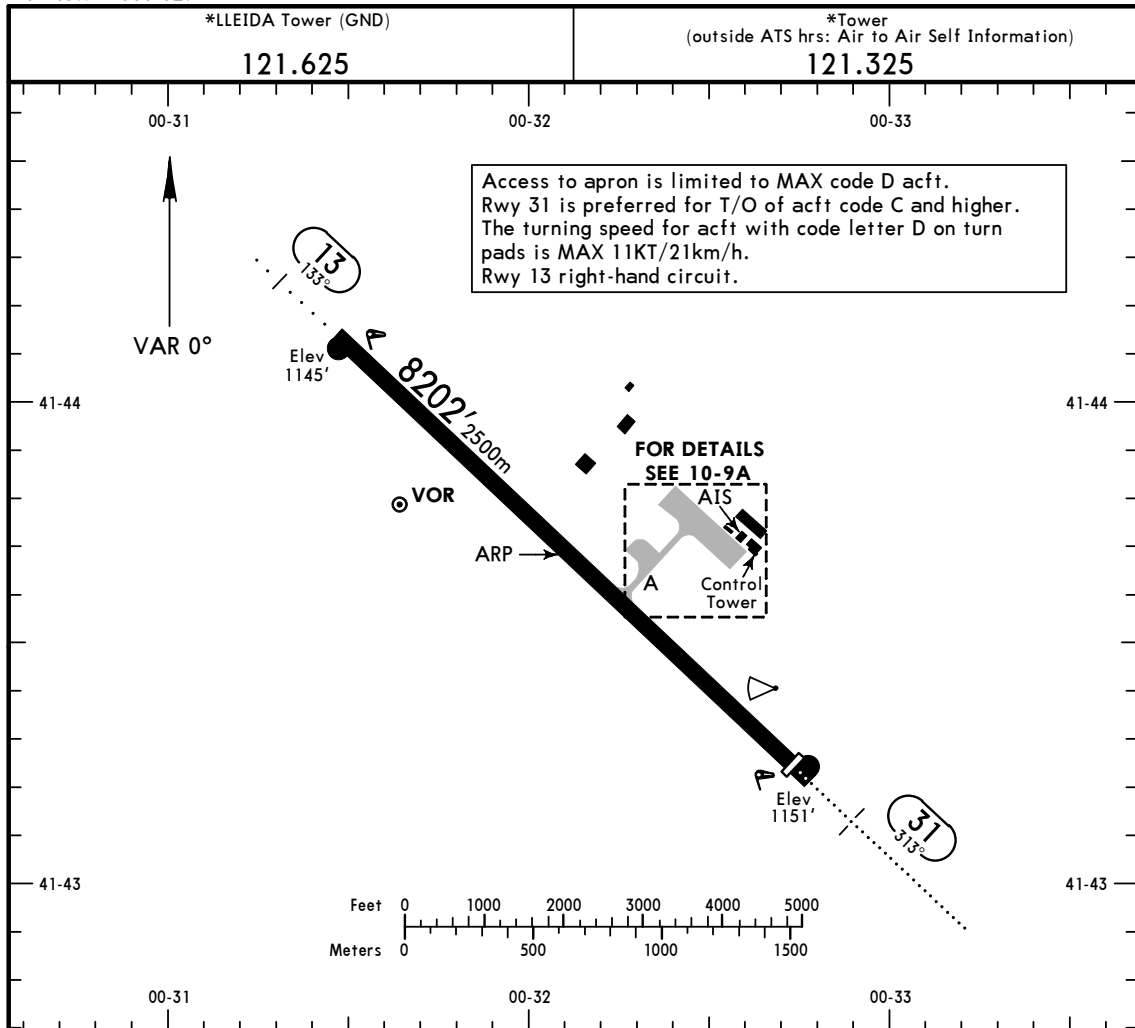
Rwy 31: No turns before DER.

SID	RWY	ROUTING
REBUL 1C	13	Climb on LLE R132 to D6.0 LLE, turn LEFT, 054° heading, intercept LLE R094 to REBUL.
REBUL 1D	31	Climb on runway heading to 1700, turn RIGHT, 144° heading, intercept LLE R094 to REBUL.

CONTINGENCY DEPARTURES

In case of one or more navaid failure following procedures shall be carried out:
Rwy 13: Climb on runway heading to 6000, turn by following ATC instructions. This SID requires a minimum climb gradient of 7.5% up to 6000.
Rwy 31: Climb on runway heading to 3500, turn RIGHT (MAX 230 KT), climb on 051° track to 6000, turn by following ATC instructions. This SID requires a minimum climb gradient of 7.5% up to 6000.

CHANGES: Close-in obstacle withdrawn.



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (50m) CL (30m) ALS PAPI (3.0°)	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
13	HIRL (50m) CL (30m) ALS PAPI (3.0°)				200'
31	HIRL (50m) CL (30m) HIALS REIL PAPI (3.0°) RVR	7907' 2410m	6874' 2095m	①	61m

① TAKE-OFF RUN AVAILABLE

RWY 31:

From rwy head 8202' (2500m)
 twy A int 5207' (1587m)

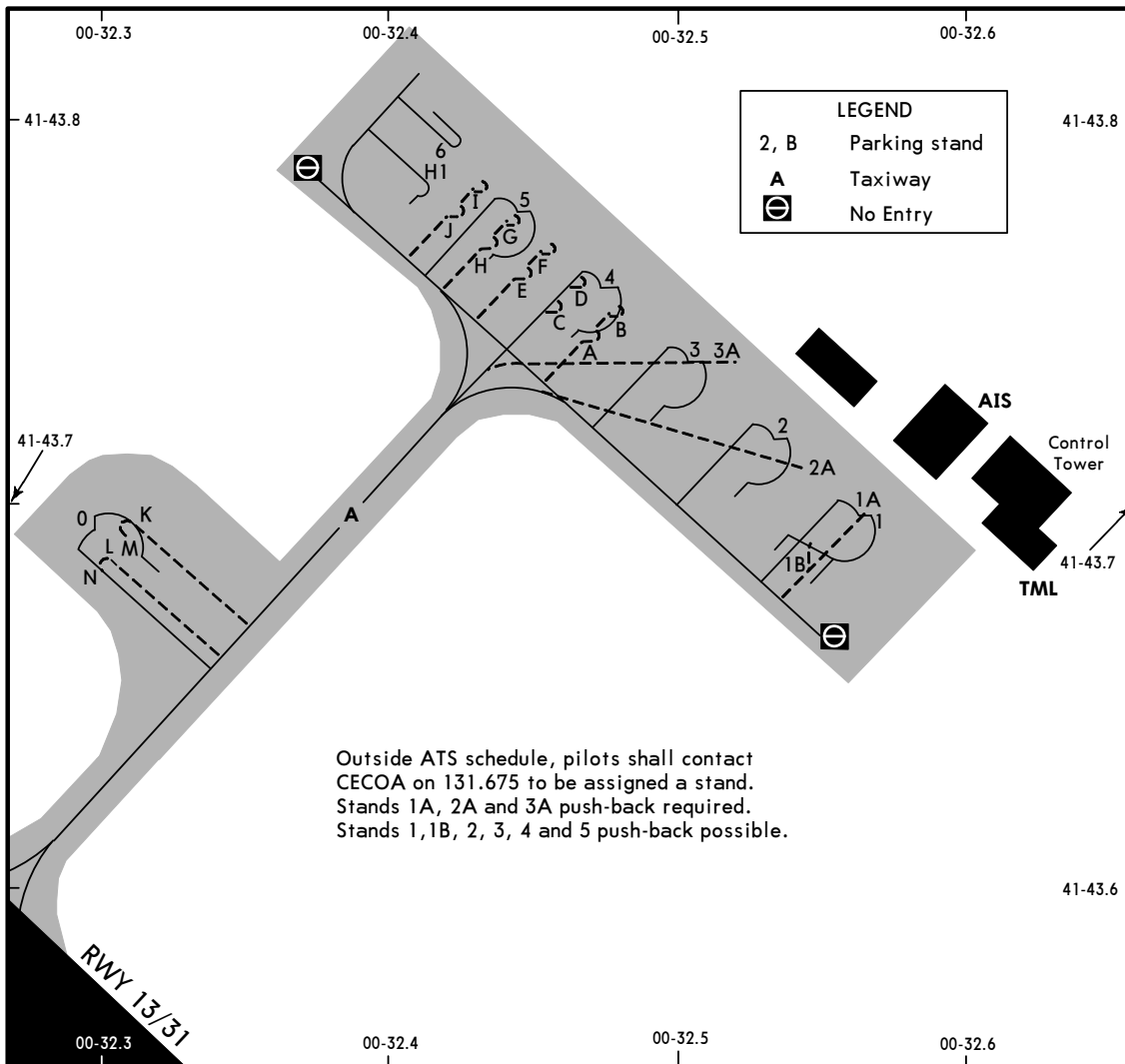
Request intersection take-off from ATC at the same time as clearance for start-up.

Standard

TAKE-OFF

--	--

A	
B	RVR 550m VIS 800m
C	
D	



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
0	N41 43.7 E000 32.3	A thru C	N41 43.7 E000 32.5
1, 1A, 1B	N41 43.7 E000 32.6	D	N41 43.8 E000 32.5
2	N41 43.7 E000 32.5	E	N41 43.8 E000 32.4
2A	N41 43.7 E000 32.6	F	N41 43.8 E000 32.5
3, 3A	N41 43.7 E000 32.5	G thru J	N41 43.8 E000 32.4
4, 5	N41 43.8 E000 32.5	K thru N	N41 43.7 E000 32.3
6	N41 43.8 E000 32.4		

**STANDSTILL OF OPERATIONS IN THE MOVEMENT AREA PROCEDURE
(PPOAM)**

Phase I (Warning): When RVR equal to or less than 800m and VIS equal to or less than 1200m.

Phase II: When RVR less than 550m and VIS less than 800m, standstill of operations.

Phase III: When RVR equal to or more than 550m and VIS equal to or more than 800m, and there is a firm improvement, resumption of operations.

UNCERTAINTY ABOUT POSITION IN THE MANOEUVRING AREA

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

- if it is recognised that the ACFT is not on a RWY, immediately stop the ACFT and report this circumstance to ATC (including the last known position).
- if it is recognised that the ACFT is on a RWY, immediately report to ATC (including the last known position), vacate the RWY, as soon as possible, if a proper nearby TWY can be located, unless ATC indicates otherwise; and then stop the ACFT.

FAILURE OF AN ACFT

Pilot shall notify the situation to ATC and wait for the arrival of assistance. If the ACFT is on a RWY, if possible and unless ATC indicates otherwise, pilot shall vacate the RWY.

LOSS OF VISUAL CONTACT BETWEEN TRAFFICS

If visual contact is lost with another ACFT or a vehicle with which own separation is maintained, immediately inform ATC and stop the ACFT.

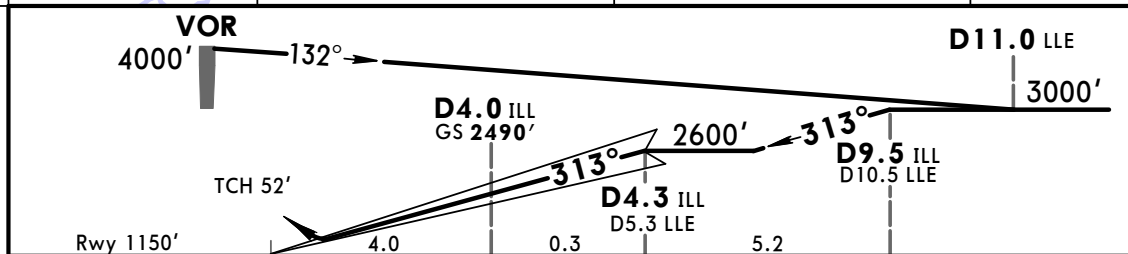
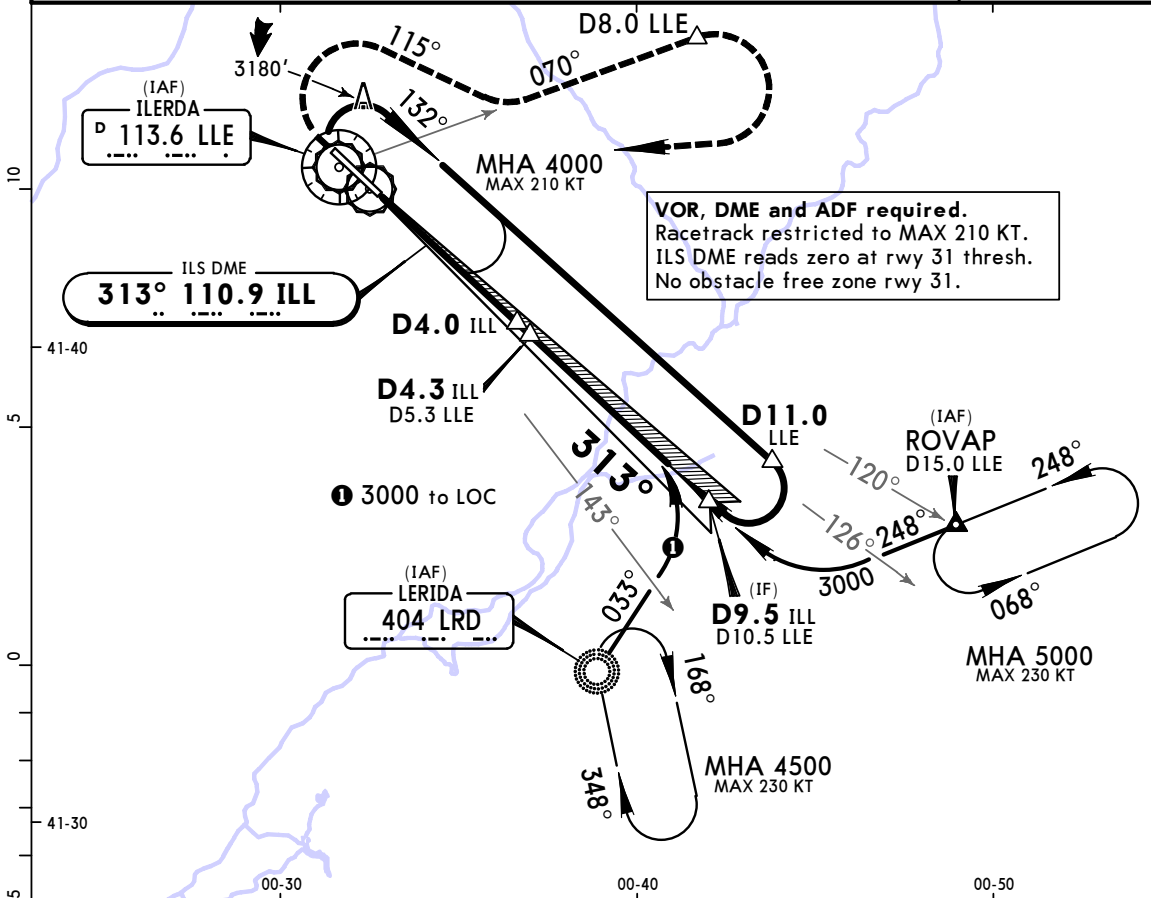
COMMUNICATION FAILURE

Arriving ACFT: if the ACFT has just landed, it shall hold in the first segment of the TWY which leaves the ILS sensitive area free and await for the arrival of an assistance vehicle.

Departing ACFT: ACFT shall continue with the designated route and stop at the limit of ATC clearance, taking extreme caution, it shall hold and wait for the arrival of an assistance vehicle.

If the ACFT already has ATC taxiing clearance, it shall continue with the designated route and stop at the limit of clearance, taking extreme caution, it will hold and wait for the arrival of an assistance vehicle.

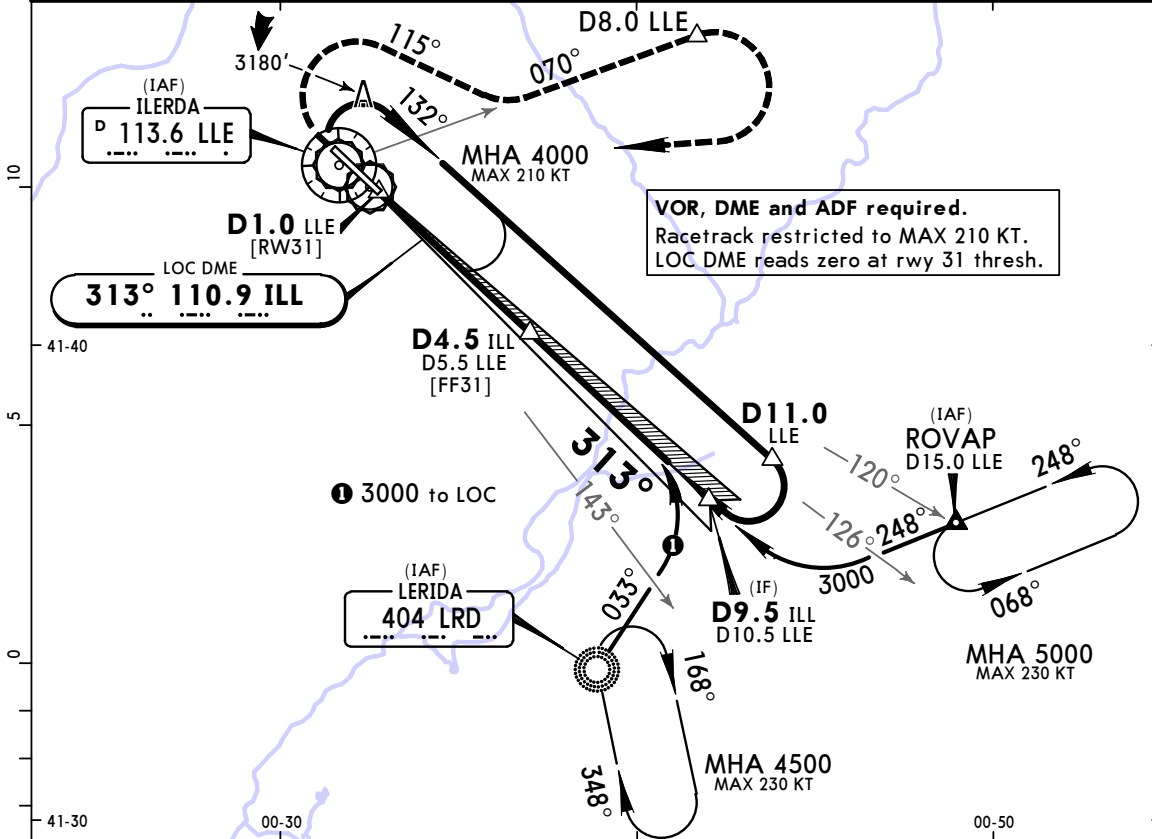
*BARCELONA Approach 127.7		*LLEIDA Tower (outside ATS hrs: Air to Air Self Information) 121.325			*Ground 121.625
LOC ILL 110.9	Final Apch Crs 313°	GS D4.0 ILL 2490' (1340')	ILS DA(H) Refer to Minimums	Apt Elev 1152' Rwy 1150'	
MISSED APCH: Climb on rwy hdg to 1600', turn RIGHT (MAX 185 KT) onto 115° to intercept and follow R-070 LLE to D8.0 LLE. Turn RIGHT to VOR and join holding at 4000'.					
Alt Set: hPa		Rwy Elev: 41 hPa	Trans level: By ATC		Trans alt: 6000'



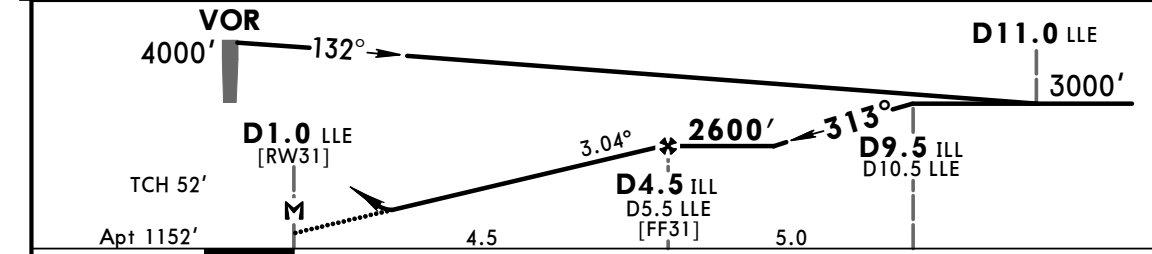
Gnd speed-Kts	70	90	100	120	140	160	HIALS	1600'	Rwy	185 KT	115°
GS	3.00°	372	478	531	637	743	849	↑	on	MAX	↑
									hdg	RT	

Standard		STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND	
DA(H) ABC: 1350' (200') D: 1352' (202')				Max Kts	
FULL		ALS out		MDA(H) VIS	
A				100	1650' (498') 1500m
B				135	1660' (508') 1600m
C	RVR 550m I		RVR 1200m	180	1840' (688') 2400m
D				205	1860' (708') 3600m

*BARCELONA Approach 127.7		*LLEIDA Tower (outside ATS hrs: Air to Air Self Information) 121.325			*Ground 121.625
LOC ILL 110.9	Final Apch Crs 313°	Minimum Alt D4.5 ILL 2600' (1448')	DA/MDA(H) 1600' (448')	Apt Elev 1152'	
MISSED APCH: Turn RIGHT (MAX 185 KT) onto 115° to intercept and follow R-070 LLE to D8.0 LLE. Turn RIGHT to VOR and join holding at 4000'.					
Alt Set: hPa		Apt Elev: 41 hPa	Trans level: By ATC	Trans alt: 6000'	



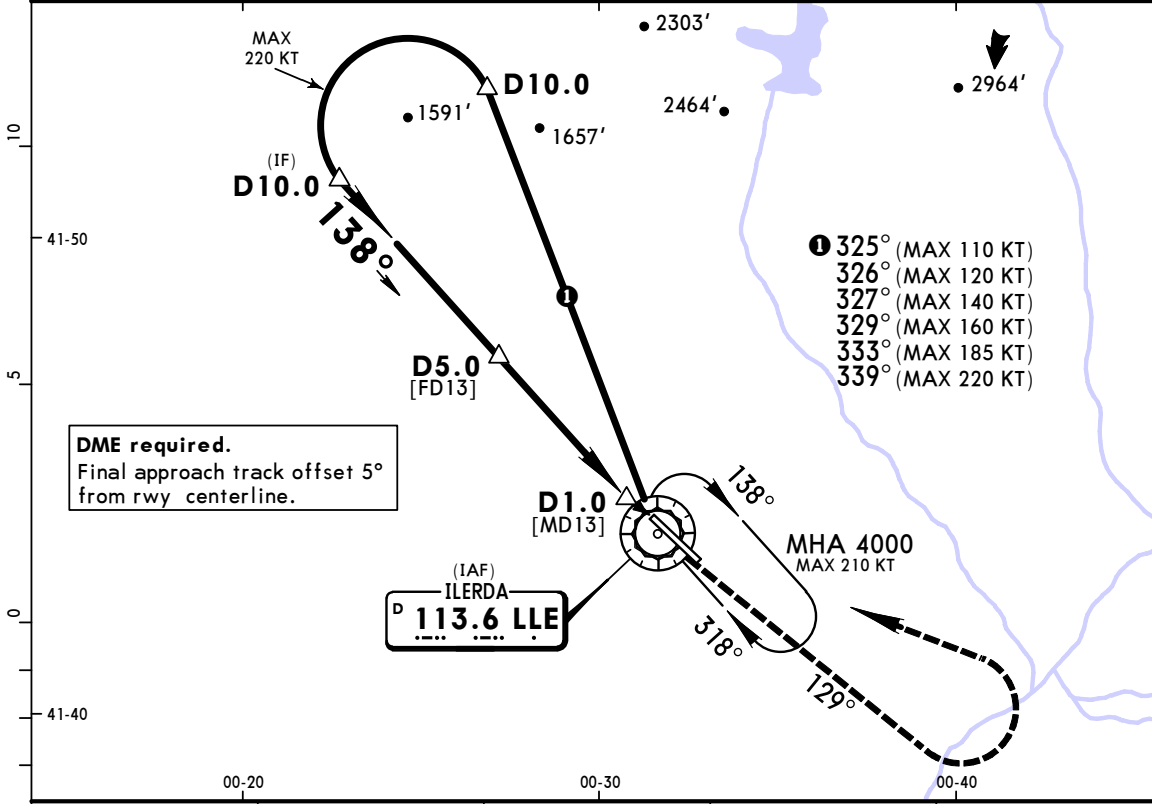
ILL DME	2.0	3.0	4.0
ALTITUDE	1850'	2170'	2490'



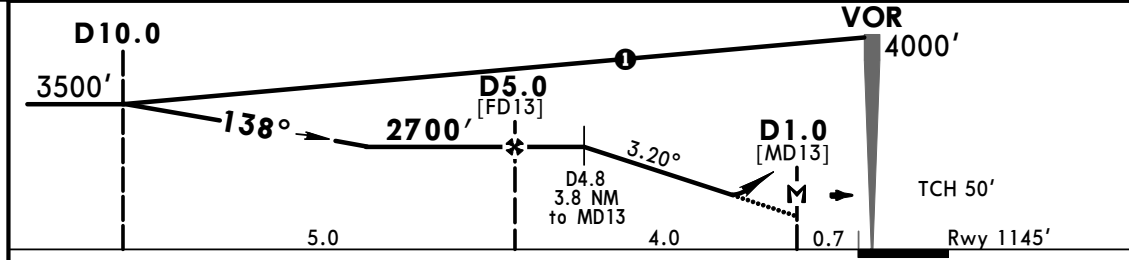
Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI PAPI	185 KT MAX RT	115° ↑
Descent Angle	3.04°	376	484	538	645	753			

PANS OPS	Standard		STRAIGHT-IN LANDING RWY 31			CIRCLE-TO-LAND			
	CDFA								
	DA/MDA(H) 1600' (448')								
	ALS out		RVR 1500m		Max Kts	MDA(H)	VIS		
	A					100	1650' (498')	1500m	
B					135	1660' (508')	1600m		
C	RVR 1400m					180	1840' (688')	2400m	
D			RVR 2100m		205	1860' (708')	3600m		

*BARCELONA Approach		*LLEIDA Tower			*Ground
127.7		121.325			121.625
VOR LLE 113.6	Final Apch Crs 138°	Minimum Alt D5.0 2700' (1555')	DA(H) 1510' (365')	Apt Elev 1152' Rwy 1145'	
MISSED APCH: Climb on rwy heading to intercept and follow R-129 climbing to 3500'. Turn LEFT to VOR climbing to 4000' and join holding.					
Alt Set: hPa	Rwy Elev: 41 hPa	Trans level: By ATC	Trans alt: 6000'	MSA LLE VOR	



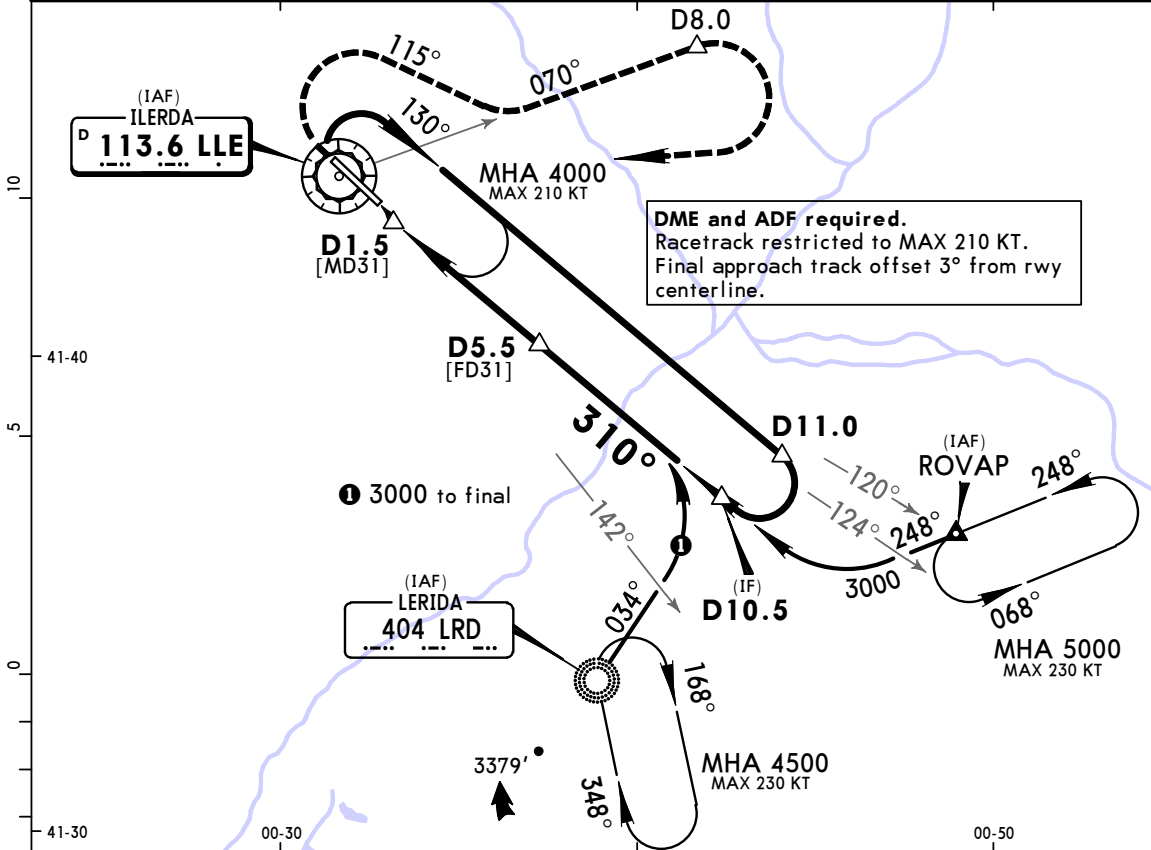
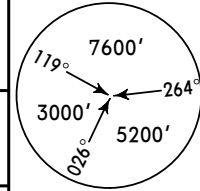
	00-20	00-30	00-40	
LLE DME	4.8	4.0	3.0	2.0
ALTITUDE	2700'	2420'	2090'	1750'



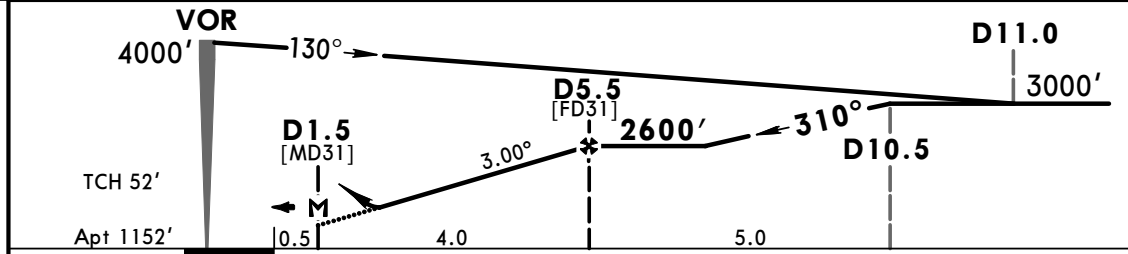
Gnd speed-Kts	70	90	100	120	140	160	ALS REIL PAPI	Rwy hdg to intercept 113.6 R-129	LLE 3500'
Descent Angle 3.20°	396	510	566	679	793	906			
MAP at D1.0									

Standard STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND		
DA(H) 1510' (365')					
	ALS out	Max Kts	MDA(H)	VIS	
A	RVR 1500m	100	1650' (498')	1500m	
B		135	1660' (508')	1600m	
C	RVR 1700m	180	1840' (688')	2400m	
D		205	1860' (708')	3600m	

*BARCELONA Approach 127.7		*LLEIDA Tower 121.325			*Ground 121.625
VOR LLE 113.6	Final Apch Crs 310°	Minimum Alt D5.5 2600' (1448')	DA(H) 1600' (448')	Apt Elev 1152'	
MISSED APCH: Climb to VOR, then turn RIGHT (MAX 185 KT) onto 115° to intercept and follow R-070 to D8.0. Turn RIGHT to VOR and join holding at or above 4000'.					
Alt Set: hPa		Apt Elev: 41 hPa	Trans level: By ATC	Trans alt: 6000'	MSA LLE VOR



LLE DME	3.0	4.0	5.0
ALTITUDE	1850'	2170'	2490'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	LLE	185 KT	115°
Descent Angle 3.00°	372	478	531	637	743	849	REIL	113.6	MAX	
							PAPI			
MAP at D1.5										

Standard STRAIGHT-IN LANDING RWY 31			CIRCLE-TO-LAND		
DA(H) 1600' (448')					
	ALS out	Max Kts	MDA(H)	VIS	
A	RVR 1500m	100	1650' (498')	1500m	
B	RVR 1400m	135	1660' (508')	1600m	
C		180	1840' (688')	2400m	
D	CMV 2100m	205	1860' (708')	3600m	