
1. GENERAL

1.1. SPECIFIC OPERATIONAL REQUIREMENTS

1.1.1. GENERAL

Maximum allowed ACFT: ATR 72 - 212 A with specific procedure approval.

Maximum allowed helicopter: Bell 412.

Helicopters shall use the same reporting points on the aerodrome traffic circuit as the rest of ACFT, and shall land on and take-off from the RWY.

1.1.2. RNP RWY 03 APPROACH

Instrument approach requires specific rating for the APT.

The rating is obtained by accrediting training in at least the following items:

- The training must consist of an overall theoretical instruction of the procedure and at least one real execution (or in a simulator certified for this) under VMC throughout the approach from the IAF to landing.
- Explanation of stabilized approach criteria.
- Familiarization of pilots with the maneuver.
- Explanation of the difference between RNAV (GNSS) procedures with minima lines LNAV, LNAV/VNAV, LPV.
- Explanation of the final approach segment, in particular in relation to the position of the MAP and the flight height on passing over this point.
- The position of the controlling obstacles in each segment.
- It must be remembered to add 50ft to the minima of the approach chart to descend using the CDFA technique.
- Explanation of the operational concept, transfer from BARCELONA Approach LA SEU AFIS.
- RAIM function pre-flight verification of the availability of this function.
- Verification of the RAIM function 30NM from the ARP, and of the GNSS navigation capacity at the IAF and before reaching the FAF.
- Situation in the event of loss of GNSS navigation capacity.
- Rejected landing maneuver RWY 03. Indicate the gradients required as determined by the starting point of the maneuver.
- Circling visual flight maneuver for landing on RWY 21.
- If the installation of any new system is required in the ACFT, the corresponding instruction for the same must be included.
- Recommendation not to use the PAPI system in the last mile before the THR.
- Wind limitations for operation at the APT.

In the approach briefing, the singular points of this RNP APCH instrument procedure shall be recalled.

1.2. TAXI PROCEDURES

Helicopters may carry out air and ground taxiing on the TWYs of the aerodrome.

Helicopters with a rotor blade diameter above 43'/13m can only accomplish air taxiing on apron TWYs N, E and W.

Helicopters with a rotor blade diameter above 43'/13m, which need to access the hangar zone and are lacking wheels for ground taxiing, shall be towed through apron TWY S up to the corresponding hangar.

1. GENERAL

1.3. PARKING INFORMATION

During public use operation, stands 11 thru 15, 21 and 22 are reserved for passenger commercial aviation and air taxi ACFT.

Access to stands 16, 17, G, H, I, L and K by general aviation on the apron, shall only take place through TWY M. Stand 23 cannot be used in these cases.

Traffic of ACFT via TWY M is not allowed during autonomous exit from stands 21 thru 23.

Stands 31 thru 38 available for helicopters.

1.4. OTHER INFORMATION

Birds in vicinity of APT.

Take extreme care with winds of more than 20 KT.

Windshear on final, especially on RWY 21.

Operating with snow or ice on the RWY is prohibited.

Ultralight ACFT operations with crosswinds greater than 20 KT are prohibited.

Specific approval of the operator is required for flying instrument maneuver.

Paraglider and model ACFT activities.

RWY 03 right-hand circuit.

2. ARRIVAL

2.1. OTHER INFORMATION

2.1.1. RESTRICTED USE OPERATION

The Operations Center of APT may offer orientation on apron occupancy, provide refuelling services and further information of interest. Contact on 131.6 after RWY is vacated.

2.1.2. PUBLIC USE OPERATION

In any case contact with TWR will be established before entry on FIZ.

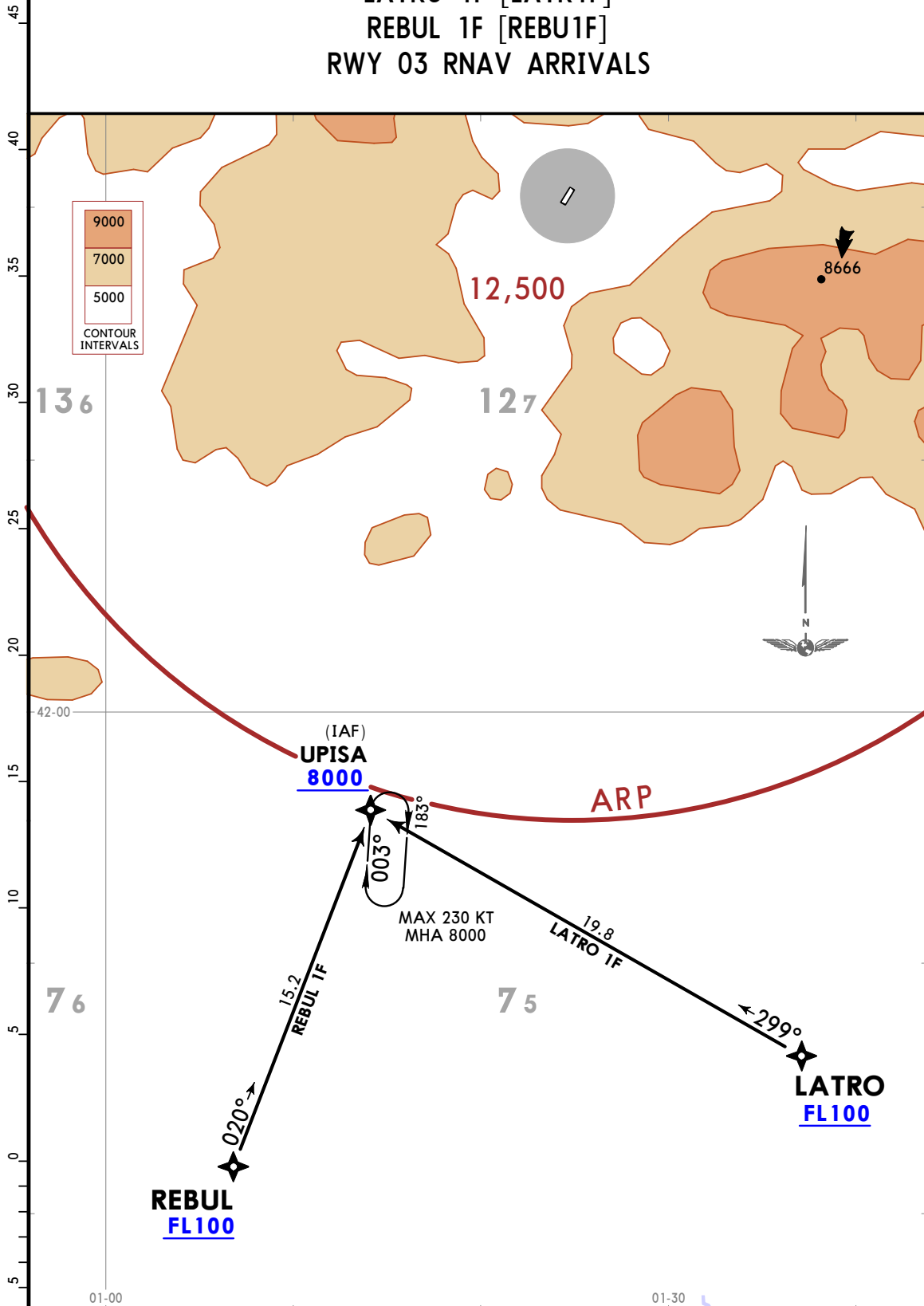
Pilots wishing to accomplish taxi service or passenger commercial transport flights must request the activation of public use aerodrome at least 30 hours in advance of the estimated hour of operation, by mail to:

operacions@aeroportandorralaseu.cat and by telephone to: +34-973 355 324.

As an exception, in the event of an emergency or unexpected situation, it may be requested 12 hours in advance before the activation of public use.

Apt Elev
2630
Alt Set: hPa Trans level: By ATC
RNAV 1 required.

LATRO 1F [LATR1F]
REBUL 1F [REBU1F]
RWY 03 RNAV ARRIVALS



STAR	ROUTING
LATRO 1F	LATRO (FL100+) - UPISA (8000+).
REBUL 1F	REBUL (FL100+) - UPISA (8000+).

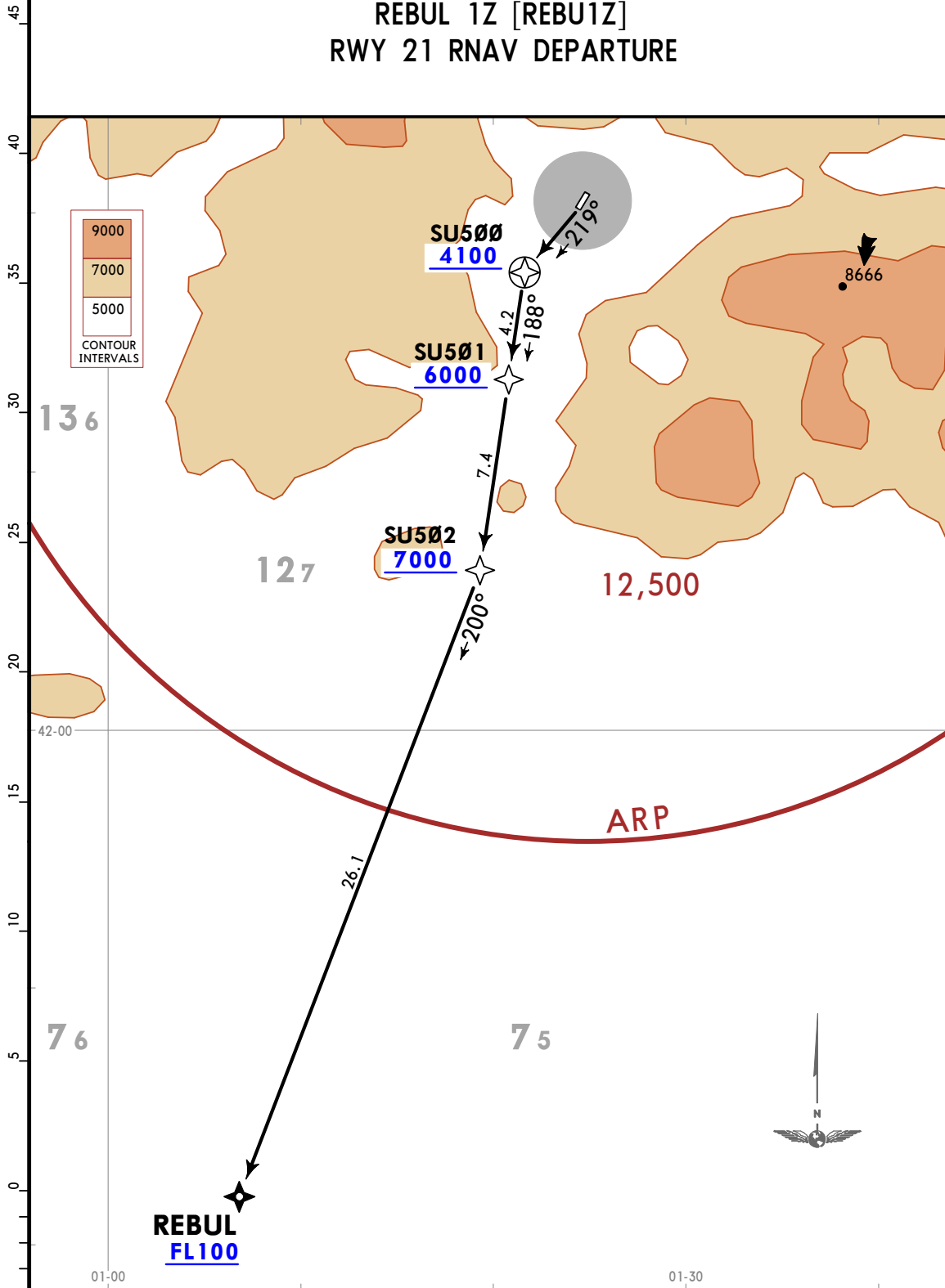
CHANGES: New airport.

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Apt Elev
2630

Trans alt: 8000
1. RNAV 1 required. 2. GNSS required.

REBUL 1Z [REBU1Z]
RWY 21 RNAV DEPARTURE



This SID requires a minimum climb gradient of 7.6% up to SU502.

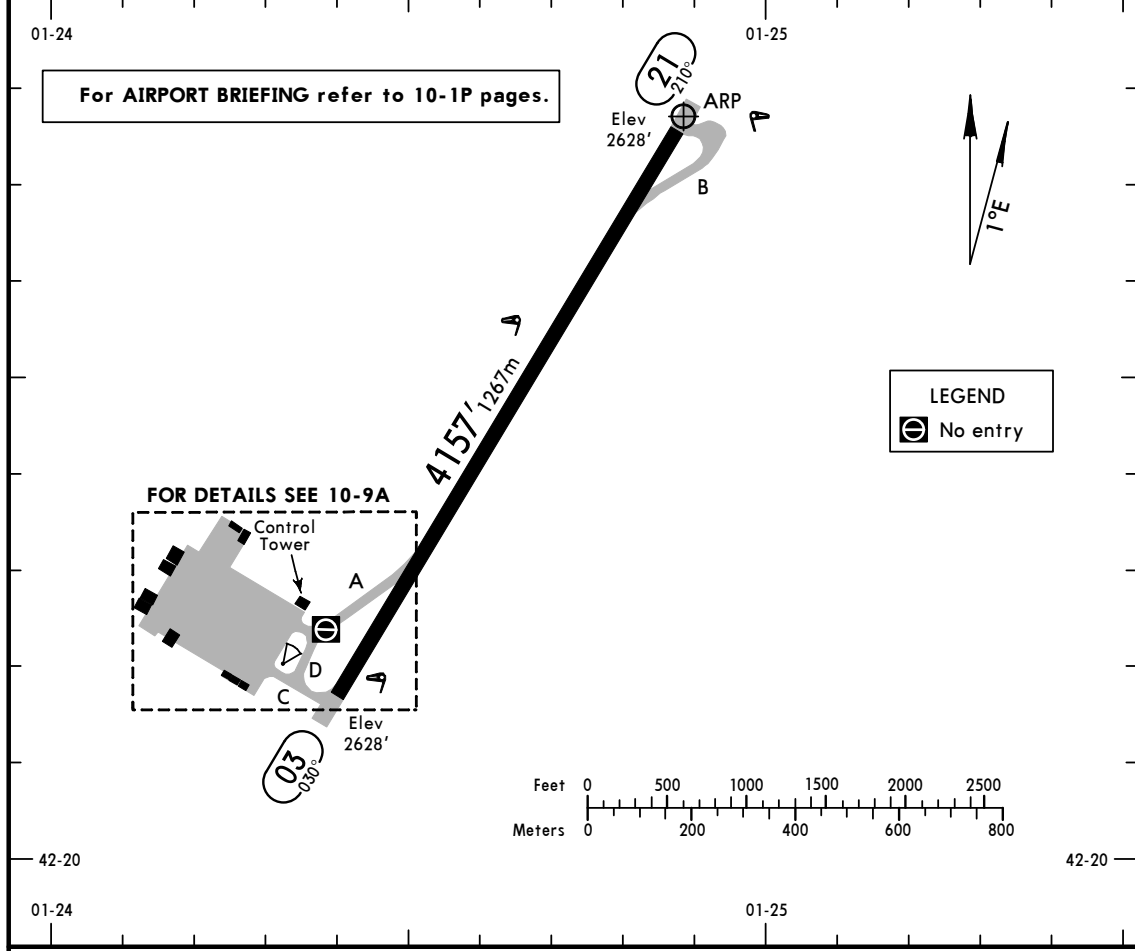
Gnd speed-KT	75	100	150	200	250	300
7.6% V/V (fpm)	577	770	1154	1539	1924	2309

ROUTING

SU500 (4100+) - SU501 (6000+) - SU502 (7000+) - REBUL (FL100+).

*LA SEU INFORMACION

122.2
(outside ATS hours for Air to Air communication)
131.6
(outside ATS hours Ground to Air communication)

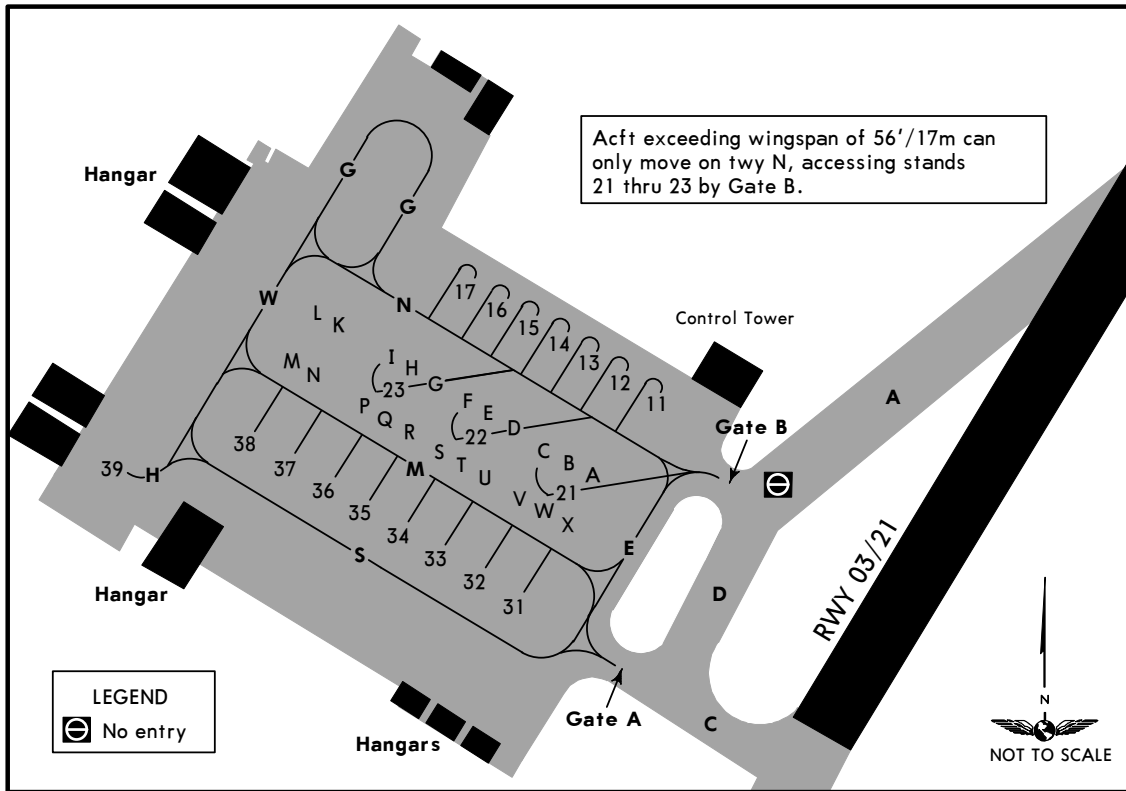


ADDITIONAL RUNWAY INFORMATION

RWY		RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
03	PAPI-L ① ②	RVR				92'
21	PAPI-L (angle 2.99°) ③	RVR				28m

- ① (angle 4.4°) for RNP approach only.
(angle 3.05°) without instrument approach.
- ② Possible unexpected information during restricted use hours,
10 minutes before the activation of public use hours.
- ③ Only usable between 2 NM and threshold.

Standard	TAKE-OFF
A	vis 1300m
B	
C	NOT APPLICABLE
D	



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
11 thru 17	N42 20.3 E001 24.3	39	N42 20.2 E001 24.1
21	N42 20.2 E001 24.3	A thru C	N42 20.2 E001 24.3
22	N42 20.3 E001 24.3	D thru G	N42 20.3 E001 24.3
23	N42 20.3 E001 24.2	H thru R	N42 20.3 E001 24.2
31 thru 33	N42 20.2 E001 24.3	S thru X	N42 20.2 E001 24.3
34 thru 38	N42 20.2 E001 24.2		

