

**GENERAL****Operational Hours****ATS Hours**

Summer:

FRI 1030-1330 PS 3HR PPR

SUN 1300-1600 PS 2HR PPR

EXC: 20 JUL - 31 AUG FRI 1000-1600 PS 2HR PPR

22 JUL - 02 SEP SUN 0700-1600 PS 2HR PPR

Winter:

FRI: 1030-1330 PS 3HR PPR

SUN: 1300-1600 PS 2HR PPR

**AD Hours**

Summer: 0700-1830

Winter: 0800-1630

In case that ATS hours are extended, the AD hours will be extended accordingly to completely cover it.

**Airport Information**

**RFF:** AD HRs: CAT 5  
 ATS HRs: CAT 7 FRI and SUN, other HRs PPR 7 days before  
 CAT 8 PPR 15 days before for SKED flights  
 CAT 8 PPR 3 days before for non-SKED flights

**Fuel:** ATS HR, other times 48HR PPR.**PCN:** RWY 13/31: 55/F/A/W/T**Customs:** As AD HRs 48HR PPR**Operation****Traffic Note**

AD AVBL up to code letter D ACFT (B753).

**Preferential RWY**

TKOF RWY 31 for code letter C ACFT and above.

**Low Visibility Procedure**

Standstill Operations are in force when RVR is below 550m.

**RWY Restriction**

180°-turns on turn pad with MAX speed of 21km/h / 11KT.

**Taxi/Parking**

APN uncontrolled.

**APU**

Use of APU restricted to 2min after on-block and 5min before off-block time.

Exceptions:

- if stand is not equipped with AC power (400Hz) and mobile GPU not AVBL.
- if air condition is required and no ACU AVBL.

**ARRIVAL****Communication****COM Failure during Standstill Operations**

Vacate ILS sensitive area and wait for follow-me.

If taxi CLR has been already received, taxi until CLR limit and wait for follow-me.

**Arrival Procedure**

**VFR Traffic Pattern:** RWY 13 right-hand circuit.

**DEPARTURE****Take-off Minima**

RWY		31	
All ACFT	ft - m/km	0 - 550R/550V	-
RWY		13	
All ACFT	ft - m/km	0 - 550V	-

**Communication****COM Failure during Standstill Operations**

Taxi until CLR limit and wait for follow-me.

**De-Icing**

Not AVBL

## ILD-LEDA

**AFC**

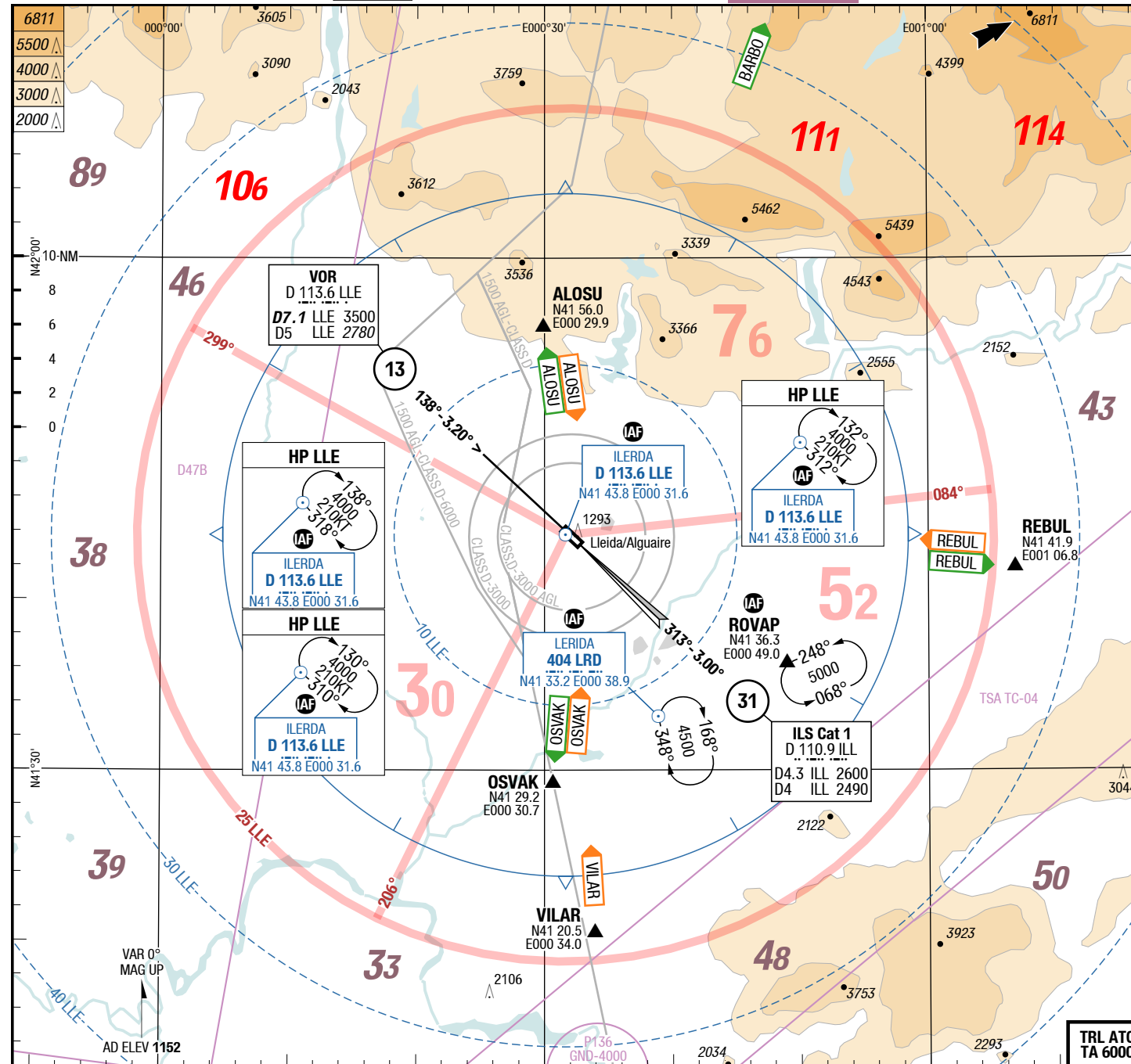
**AFC**

**2-10**

# AFC

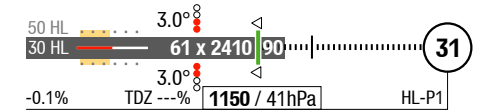
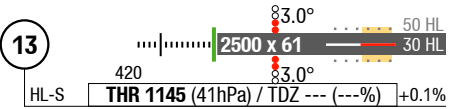
AFC

**Lie**  
**AGC**  
**AFC**



121.625 See A01

13



TRL ATC  
TA 6000

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Effective 04-JAN-2018

28-DEC-2017

ILD-LEDA

Spain Lleida/Alguaire

AGC

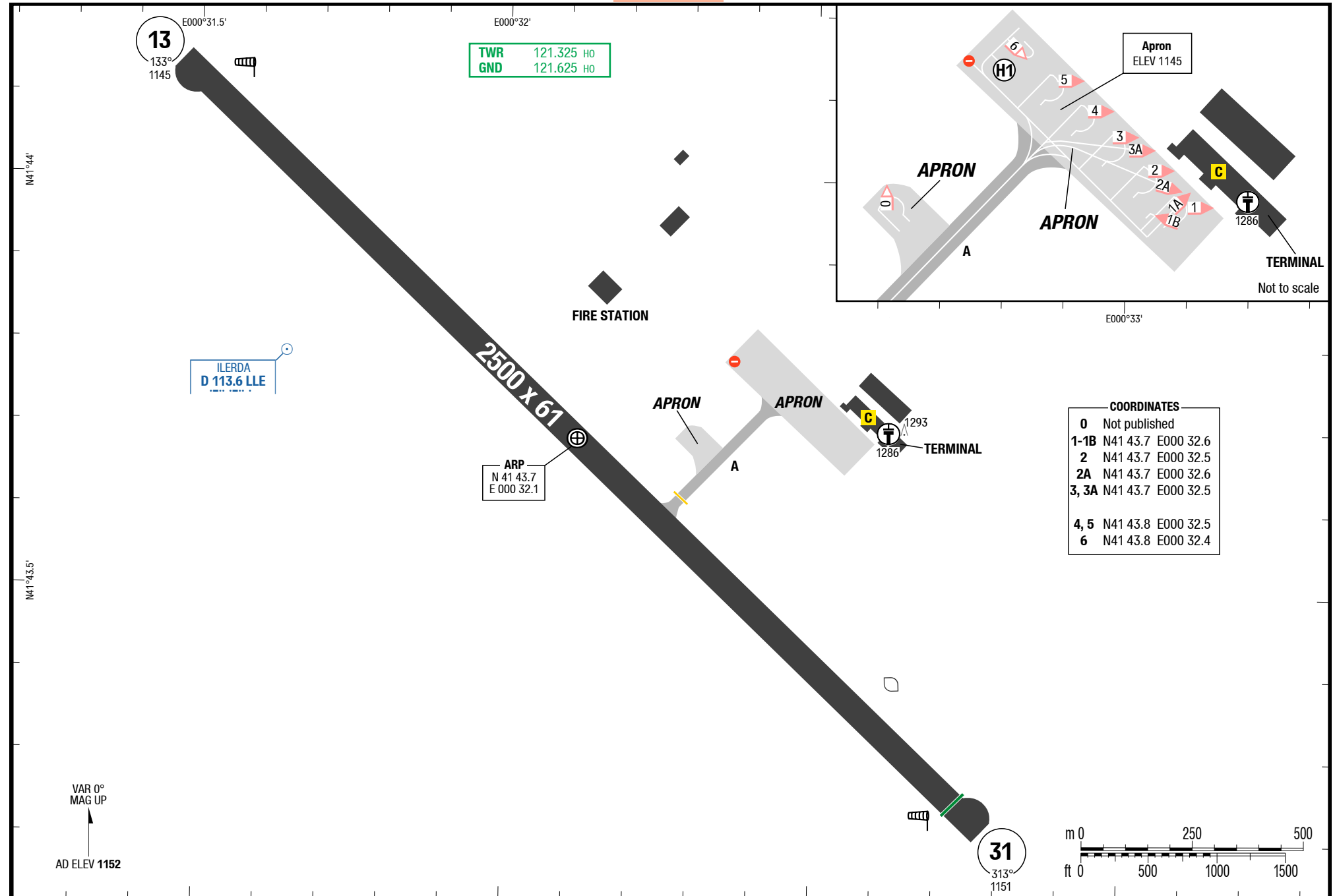
AGC

AGC

Lleida/Alguaire Spain

AGC

3-20



Changes: Parkingstand, COORD

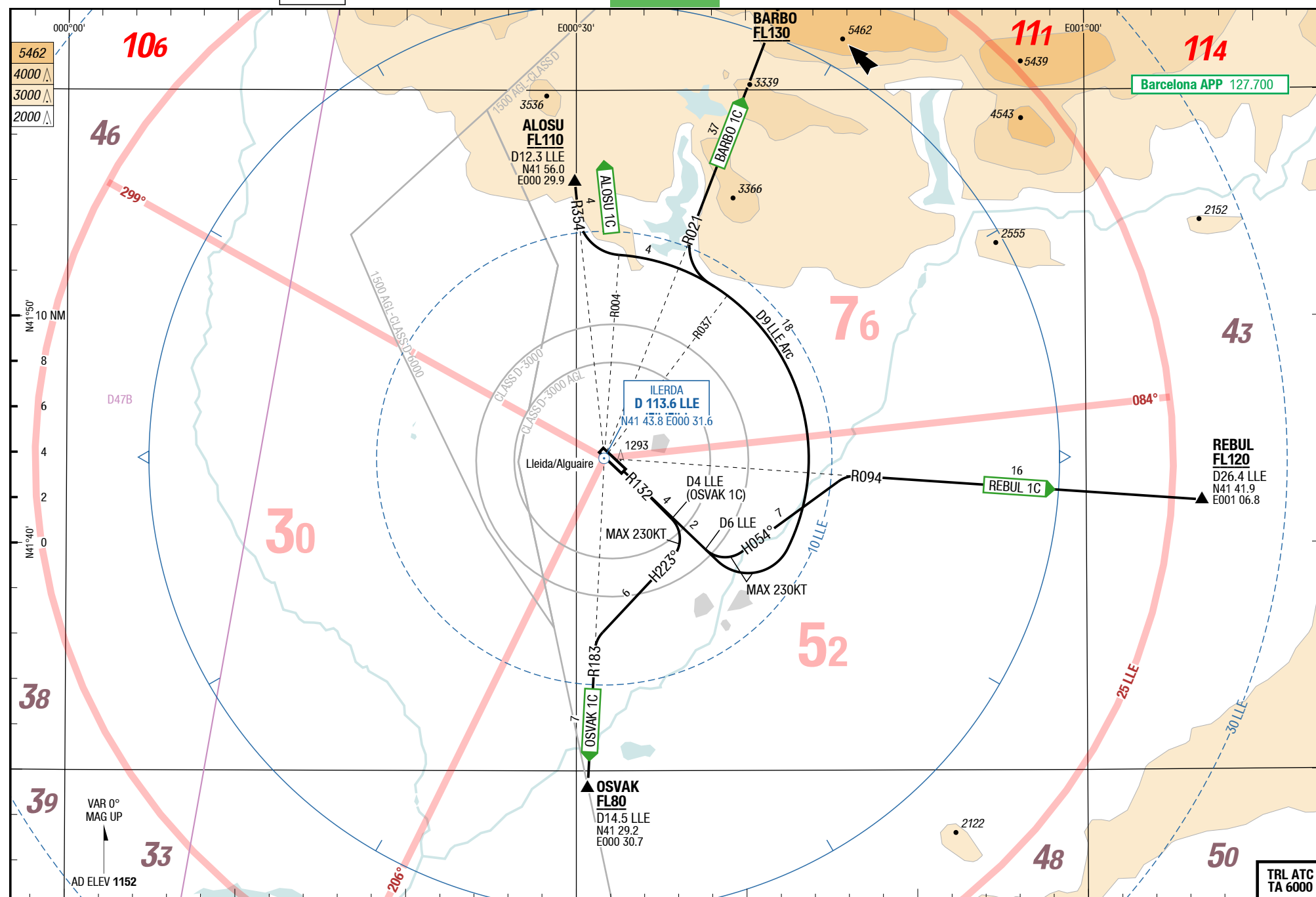
## ILD-LEDA

## SIDs RWY 13

SID

SID

## SIDs RWY 13



Changes: Nil

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Effective 27-APR-2017

20-APR-2017

ILD-LEDA

Spain Lleida/Alguaire

Lleida/Alguaire Spain

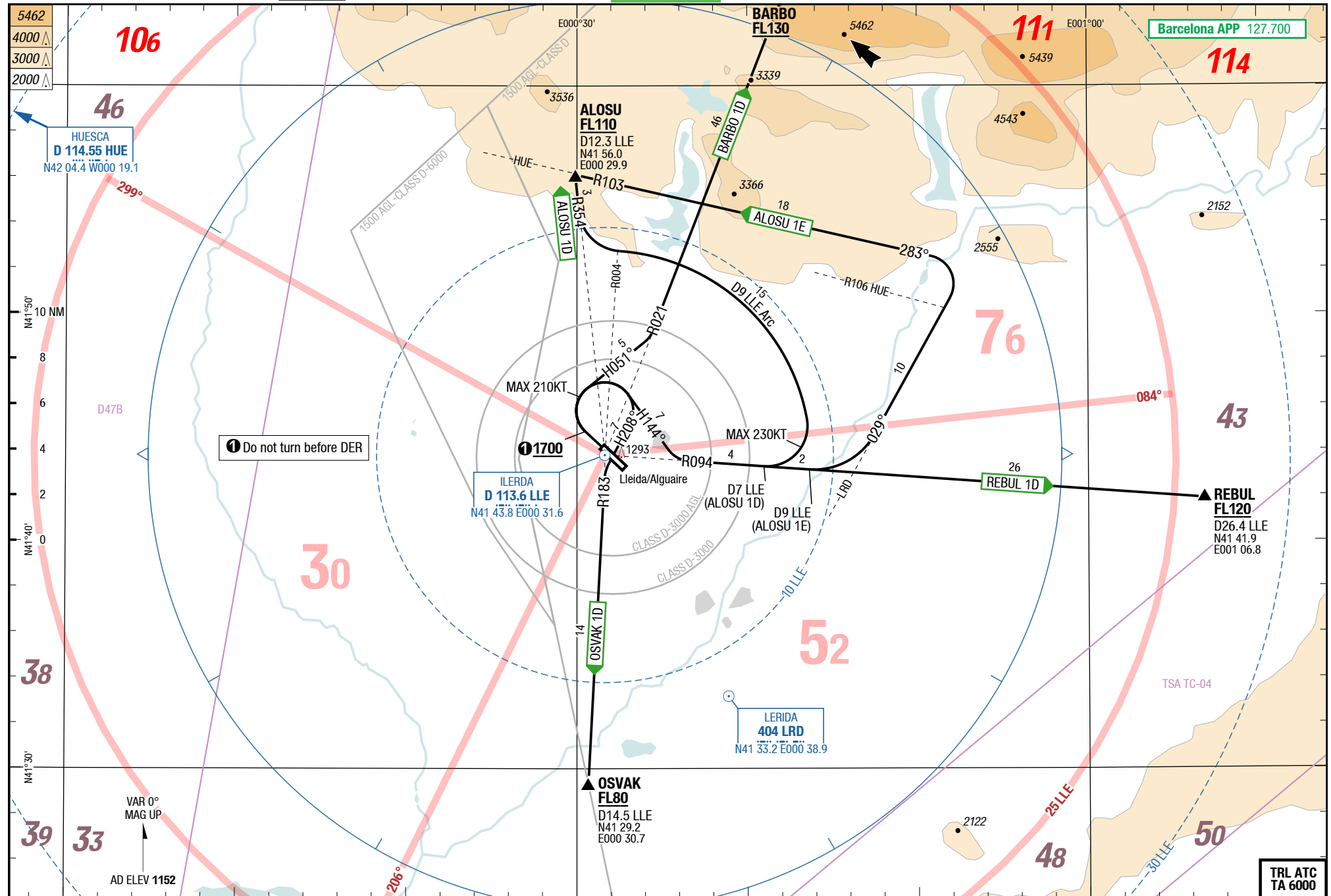
4-20

SIDs RWY 31

SID

SID

SIDs RWY 31



Changes: SUAs, Editorial

**ALOSU 1C / BARBO 1C / CONTINGENCY DEP / OSVAK 1C / REBUL 1C**  
RWY 13 (133°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
5.7%	ft/MIN	700	900	1100	1300	1400	1600
6.9%	ft/MIN	900	1100	1300	1500	1700	1900
7.3%	ft/MIN	900	1200	1400	1600	1800	2000
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 13</b>	
<b>ALOSU 1C</b> 5.7% to FL110 <b>127.700</b>	intercept R132 <b>LLE</b> - at D6 <b>LLE LT</b> (MAX 230KT) follow D9 <b>LLE</b> Arc - crossing R004 <b>LLE RT</b> intercept R354 <b>LLE</b> to ALOSU	ALOSU MNM <b>FL110</b>
<b>BARBO 1C</b> 4.2% to 6000 <b>127.700</b>	intercept R132 <b>LLE</b> - at D6 <b>LLE LT</b> (MAX 230KT) follow D9 <b>LLE</b> Arc - crossing R037 <b>LLE RT</b> intercept R021 <b>LLE</b> to BARBO	BARBO MNM <b>FL130</b>
<b>CONTINGENCY DEP</b> 7.5% to 6000 <b>127.700</b>	at 6000 turn following ATC instructions	
<b>OSVAK 1C</b> 7.3% to FL80 <b>127.700</b>	intercept R132 <b>LLE</b> - at D4 <b>LLE RT</b> (MAX 230KT) HDG 223° intercept R183 <b>LLE</b> to OSVAK	OSVAK MNM <b>FL80</b>
<b>REBUL 1C</b> 6.9% to FL120 <b>127.700</b>	intercept R132 <b>LLE</b> - at D6 <b>LLE LT</b> (MAX 230KT) HDG 054° intercept R094 <b>LLE</b> to REBUL	REBUL MNM <b>FL120</b>

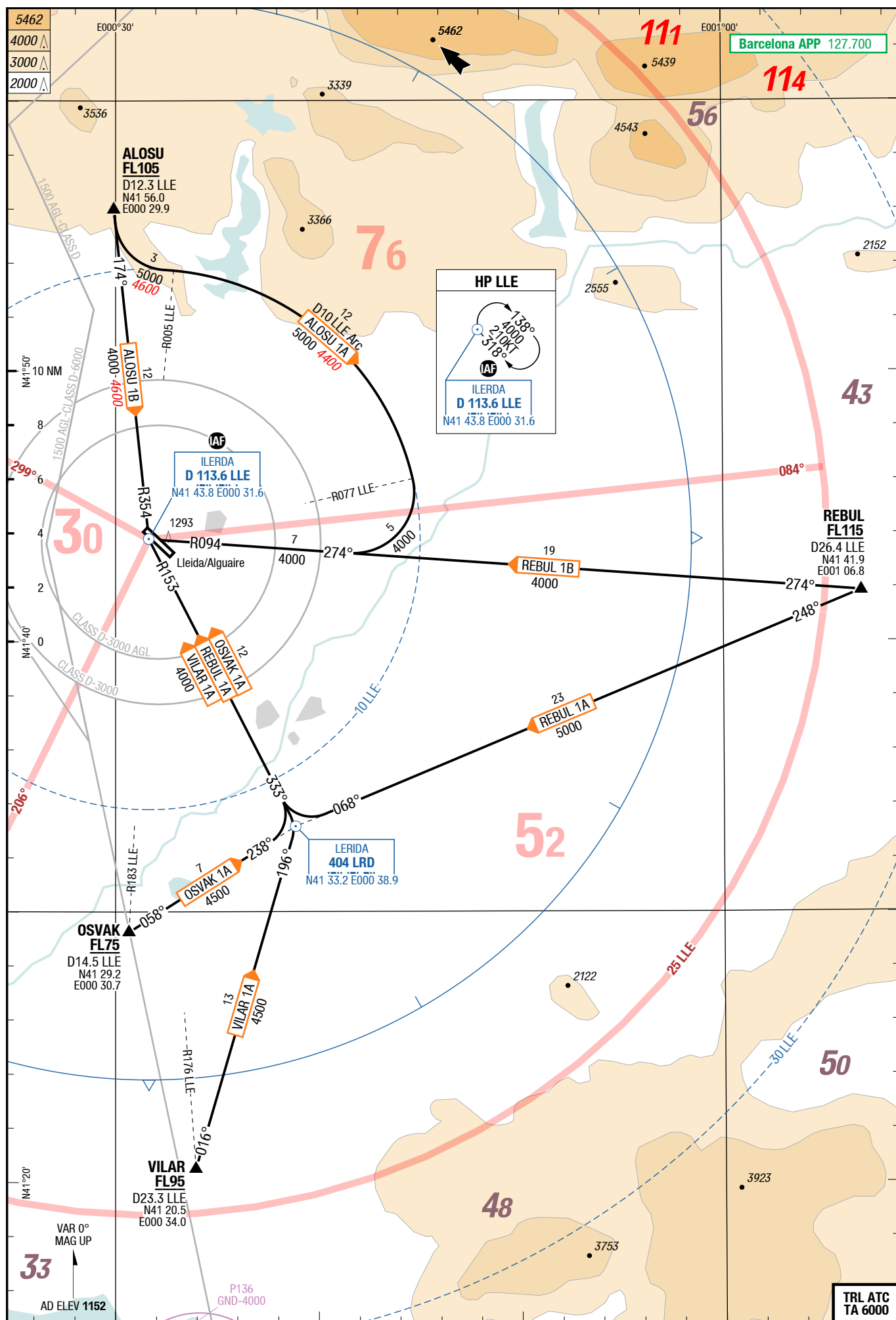
**ALOSU 1D / ALOSU 1E / BARBO 1D / CONTINGENCY DEP / OSVAK 1D / REBUL 1D**  
RWY 31 (313°)

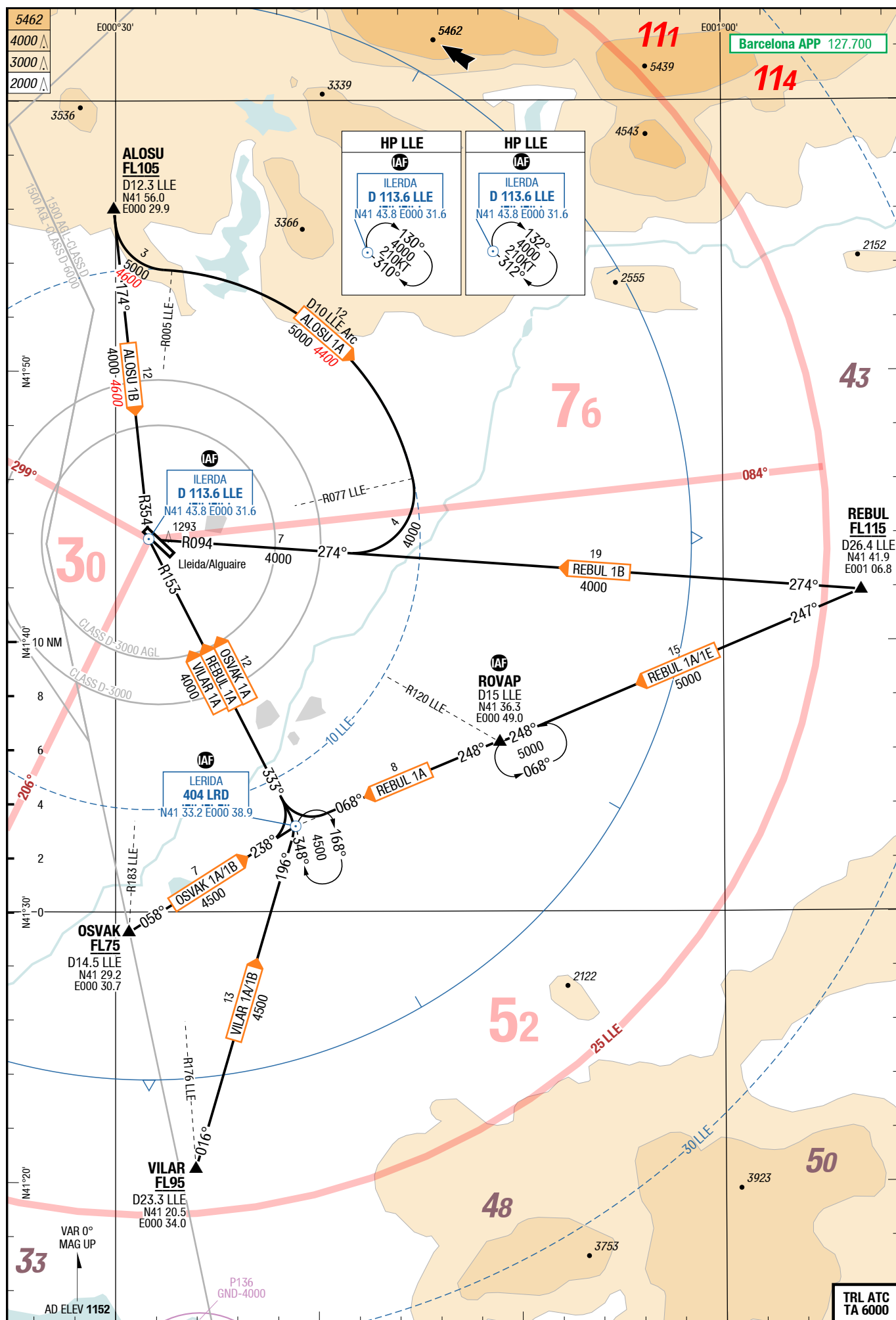
	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

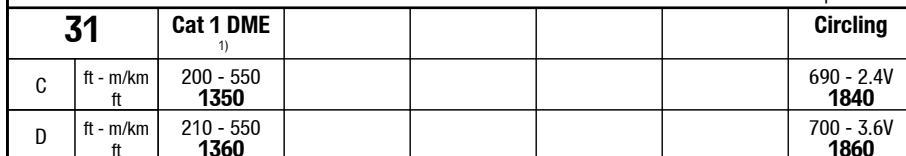
DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 31</b>	
<b>ALOSU 1D</b> 7.0% to 3000 5.0% to FL110 <b>127.700</b> ①	at MNM <b>1700 RT</b> (MAX 210KT) HDG 144° intercept R094 <b>LLE</b> - at D7 <b>LLE LT</b> (MAX 230KT) follow D9 <b>LLE</b> Arc - crossing R004 <b>LLE RT</b> intercept R354 <b>LLE</b> to ALOSU	ALOSU MNM <b>FL110</b>
<b>ALOSU 1E</b> 7.0% to 4000 <b>127.700</b> ①	at MNM <b>1700 RT</b> (MAX 210KT) HDG 144° intercept R094 <b>LLE</b> - at D9 <b>LLE LT</b> intercept QDR 029 <b>LRD</b> - crossing R106 <b>HUE LT</b> intercept R103 <b>HUE</b> inbound to ALOSU	ALOSU MNM <b>FL110</b>
<b>BARBO 1D</b> 7.0% to 7000 <b>127.700</b> ①	at MNM <b>1700 RT</b> (MAX 210KT) HDG 051° intercept R021 <b>LLE</b> to BARBO	BARBO MNM <b>FL130</b>
<b>CONTINGENCY DEP</b> 7.5% to 6000 <b>127.700</b> ①	at <b>3500 RT</b> (MAX 230KT) HDG 051° to <b>6000</b> - turn following ATC instructions	
<b>OSVAK 1D</b> 7.0% to 5000 <b>127.700</b> ①	at MNM <b>1700 RT</b> (MAX 210KT) HDG 208° intercept R183 <b>LLE</b> to OSVAK	OSVAK MNM <b>FL80</b>
<b>REBUL 1D</b> 7.0% to 3000 5.0% to FL120 <b>127.700</b> ①	at MNM <b>1700 RT</b> (MAX 210KT) HDG 144° intercept R094 <b>LLE</b> to REBUL	REBUL MNM <b>FL120</b>

① Do not turn before DER.







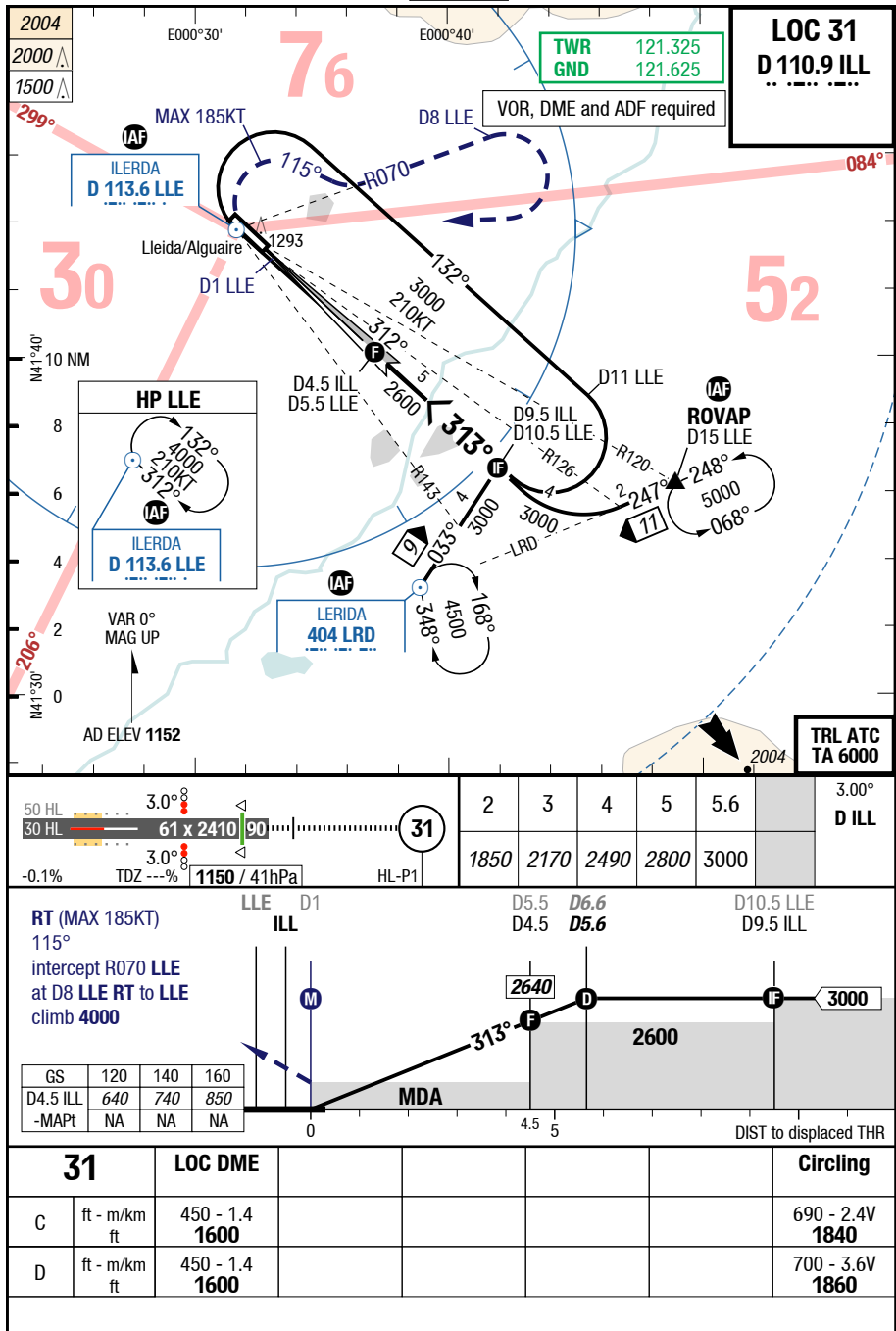


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## ILD-LEDA

7-20

LOC 31

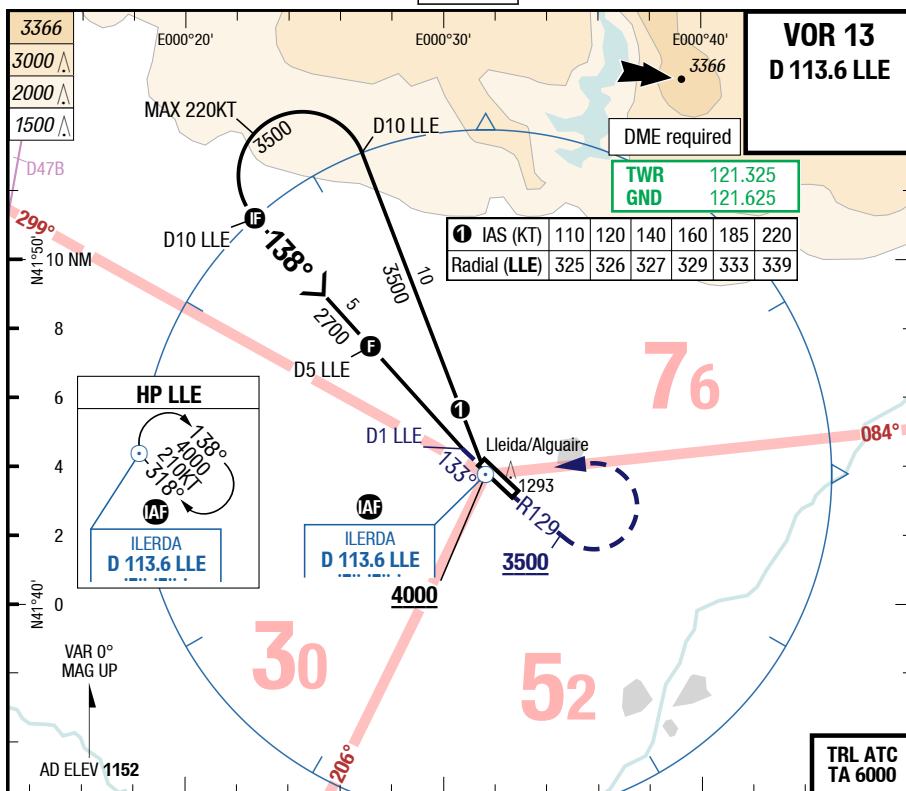


Changes: Track, MSA, OBST, VAR

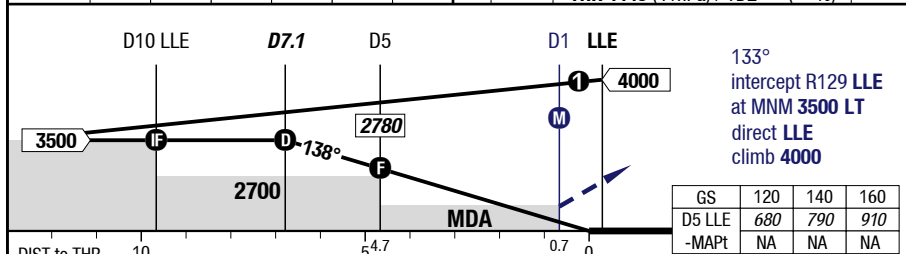
## ILD-LEDA

7-30

**VOR 13**



3.20°	7.1	7	6	4	3	2	<div><div>13</div><div>HL-S</div><div><div><div>83.0°</div><div>50 HL</div></div><div><div>2500 x 61</div><div>30 HL</div></div><div><div>420</div><div>83.0°</div></div></div></div>
<div><div>D LLE</div><div>138°</div><div>RWY 133°</div></div>	3500	3460	3120	2440	2100	1760	

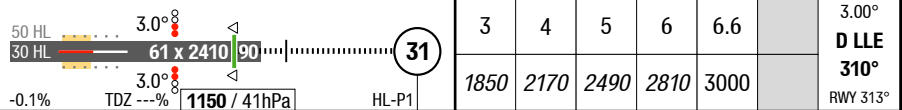
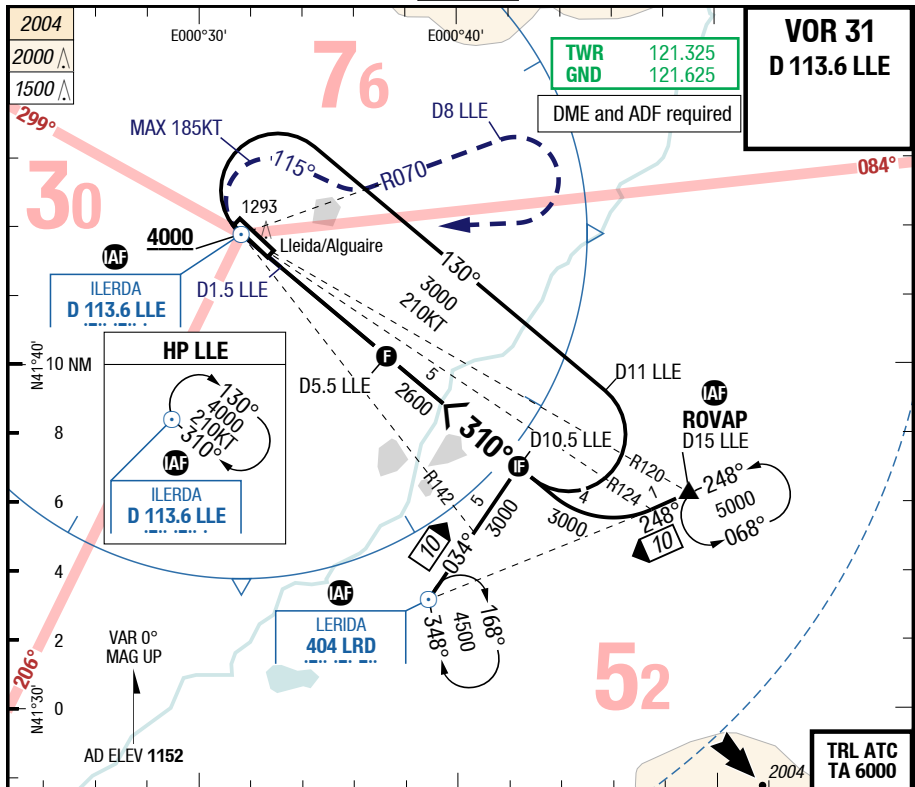


<b>13</b>		<b>VOR DME</b>				<b>Circling</b>
C	ft - m/km ft	370 - 1.3 <b>1510</b>				690 - 2.4V <b>1840</b>
D	ft - m/km ft	370 - 1.3 <b>1510</b>				700 - 3.6V <b>1860</b>

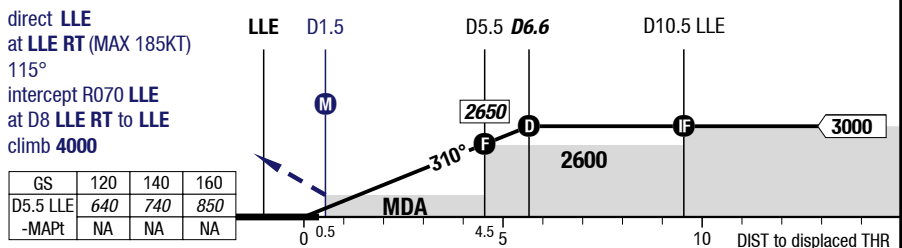
## ILD-LEDA

**7-40**

**VOR 31**



direct **LLE**  
at **LLE RT (MAX 185KT)**  
**115°**  
intercept R070 **LLE**  
at D8 **LLE RT** to **LLE**  
climb **4000**



<b>31</b>		<b>VOR DME</b>					<b>Circling</b>
C	ft - m/km ft	450 - 1.4 <b>1600</b>					690 - 2.4V <b>1840</b>
D	ft - m/km ft	450 - 1.4 <b>1600</b>					700 - 3.6V <b>1860</b>