

GENERAL**Operational Hours****ATS Hours / AD Hours:** H24**Airport Information****RFF:** CAT 7**PCN:** RWY 02/20: 131/F/A/W/T**Operations****Low Visibility Procedures**

LVP in use when RVR at or below 600m or Cloud CEIL is at or below 75m / 250ft.

Only one ACFT movement at the time authorized in the manoeuvring area.

TWYs E2, E3 and gate G3 CLSD, except for ARR of code letter E ACFT to stand 12C via G3.

Follow-me O/R.

ARR

LDG CLR shall be received before passing 2NM from touchdown, unless advised of late CLR.

Vacate RWY via TWY E1 or TWY E4, depending on RWY in use.

Report:

- RWY vacated
- Sensitive area vacated
- Once in APN, report stand and FREQ out.

DEP

Follow-me is mandatory if RVR is below 150m.

- PRKG position
- Towed push-back request if needed.
- Start of taxiing towards gates G1, G2 or G4
- Entry to RWY

Night OPS

When RWY 20 is in use:

- After LDG do not vacate RWY via E2.
- For DEP do not enter RWY via E2 to perform back-track.

Taxi/Parking

Code letter 4D or higher ACFT shall use oversteering manoeuvre:

- when accessing from RWY to E4 and E2.
- when accessing from TWYs to TWY G2, G3 and G4.

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.

Noise Abatement Procedure

Avoid overflying urban centres.

Warnings**G NDB** unusable:

059°-084° and 324°-344° from 15NM.

ARRIVAL**GIR DVOR** unusable:

R259 from 28NM below FL80.

Birds in vicinity of AD.

Speed

Speed adjustment on APCH: MAX IAS 220KT when leaving IAF. ACFT with lower cruising speed, shall maintain cruising speed up to the fix concerned.

Communication**COM Failure**

During LVP on GND: Vacate RWY and wait for follow-me.

Arrival Procedure**VFR Traffic Pattern**

RWY 02/20 right/left-hand circuit:

- CAT A/B ACFT at 1500ft AGL

- CAT C/D ACFT at 2000ft AGL

Non-standard GP Intercept Position on RWY 20

GP intercepts RWY 20 at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 1926m / 6319ft.

Warnings

Downdraft may occur on short final RWY 20.

DEPARTURE**Take-off Minima**

RWY		20	
All ACFT	ft - m/km	0 - 75R	-
RWY		02	
All ACFT	ft - m/km	0 - 125R	-

Communication**COM Failure**

During LVP on GND: Continue taxi by assigned route to CLR limit, taking extreme caution. Once that point has been reached, maintain PSN and wait for follow-me.

ATC Slot, Clearance**Start-up PROC**

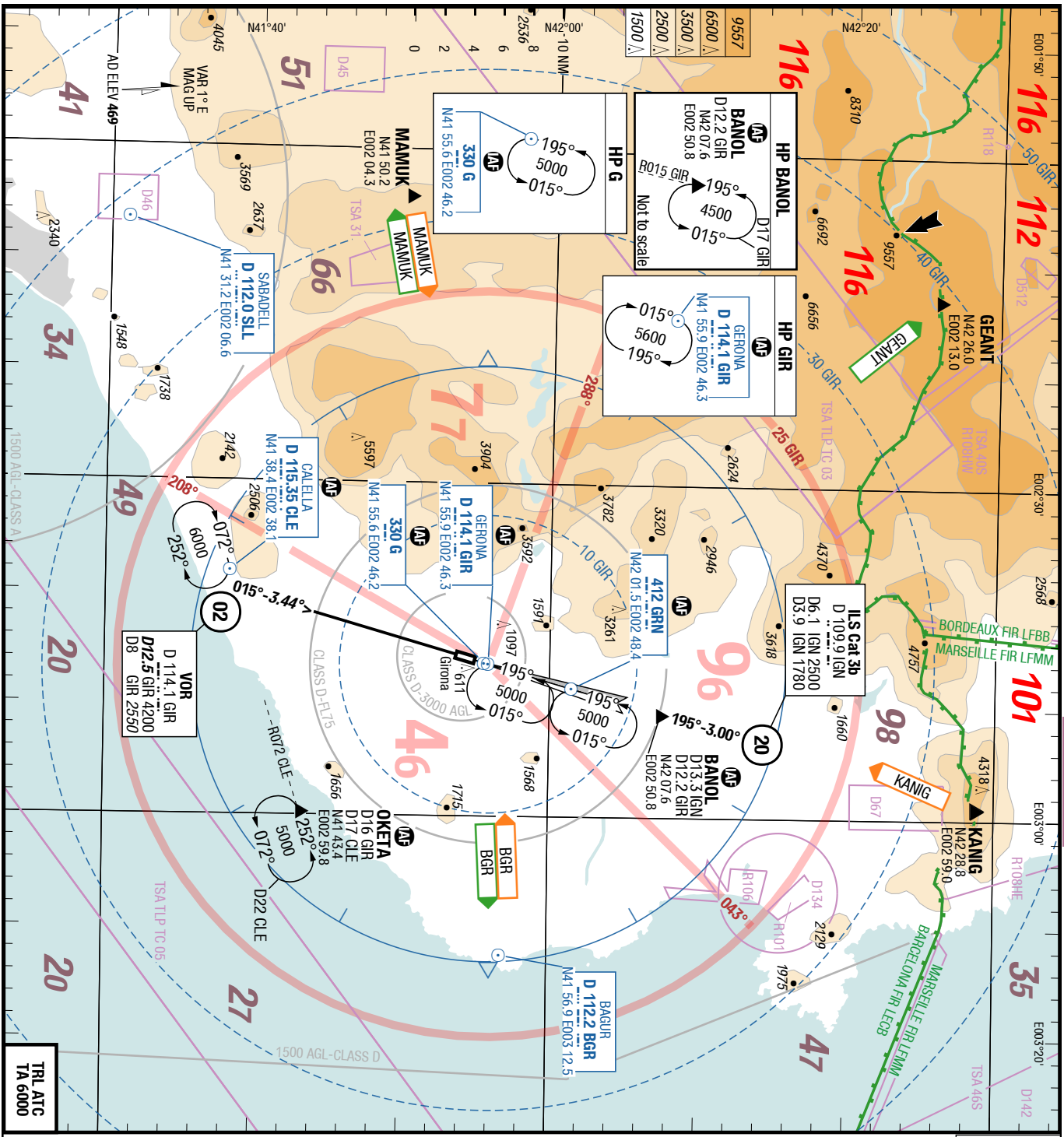
REQ CLR for ENG start-up on GND, reporting APN stand number.

If delay of more than 15min is expected, ATC will notify ENG start-up time.

When ready for push-back and/or taxiing contact GND.

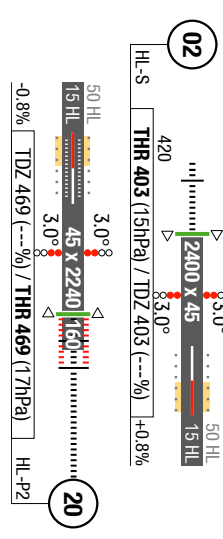
De-Icing

AVBL.

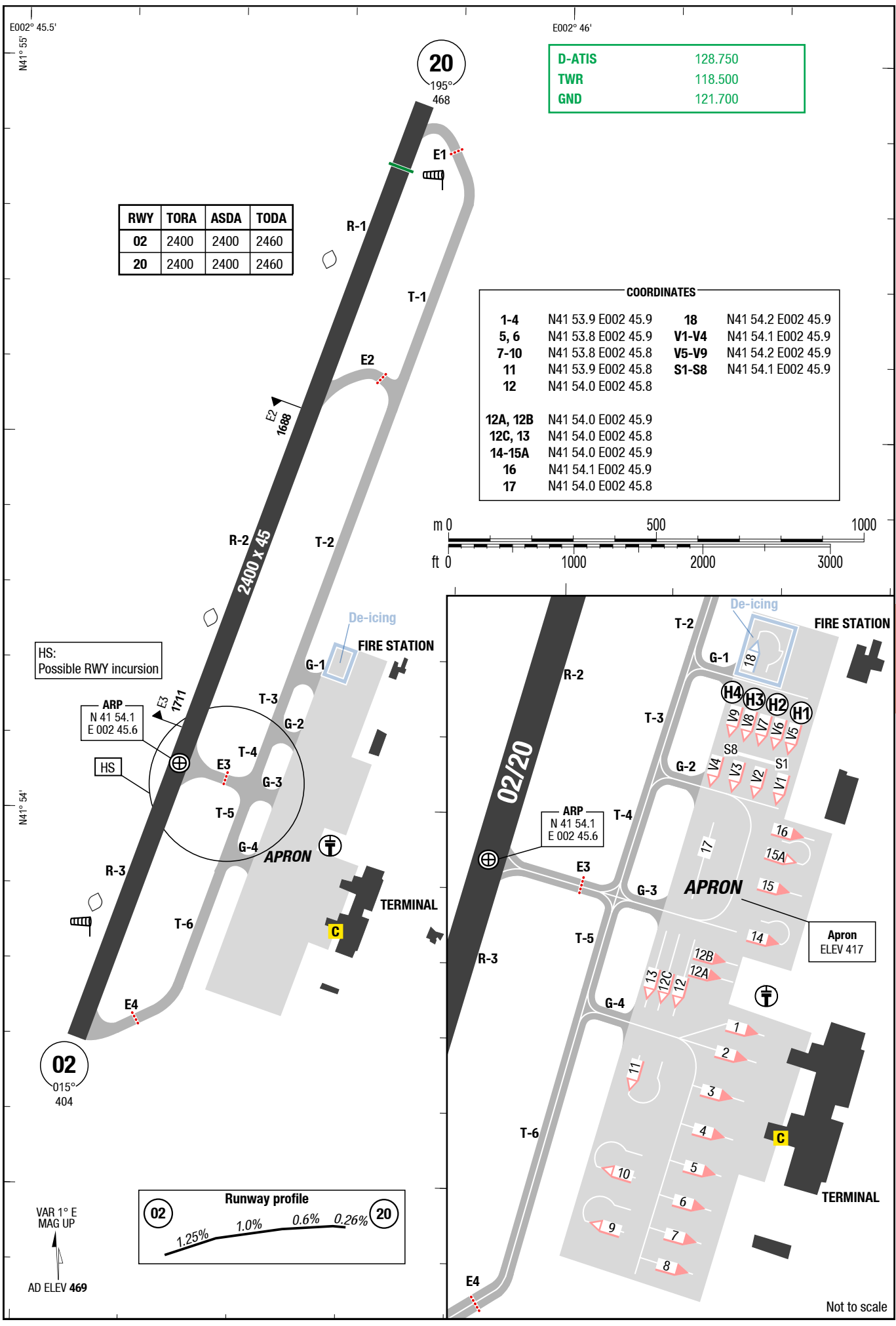


D-ATIS	128.750
APP	120.900
TWR	118.500
GND	121.700

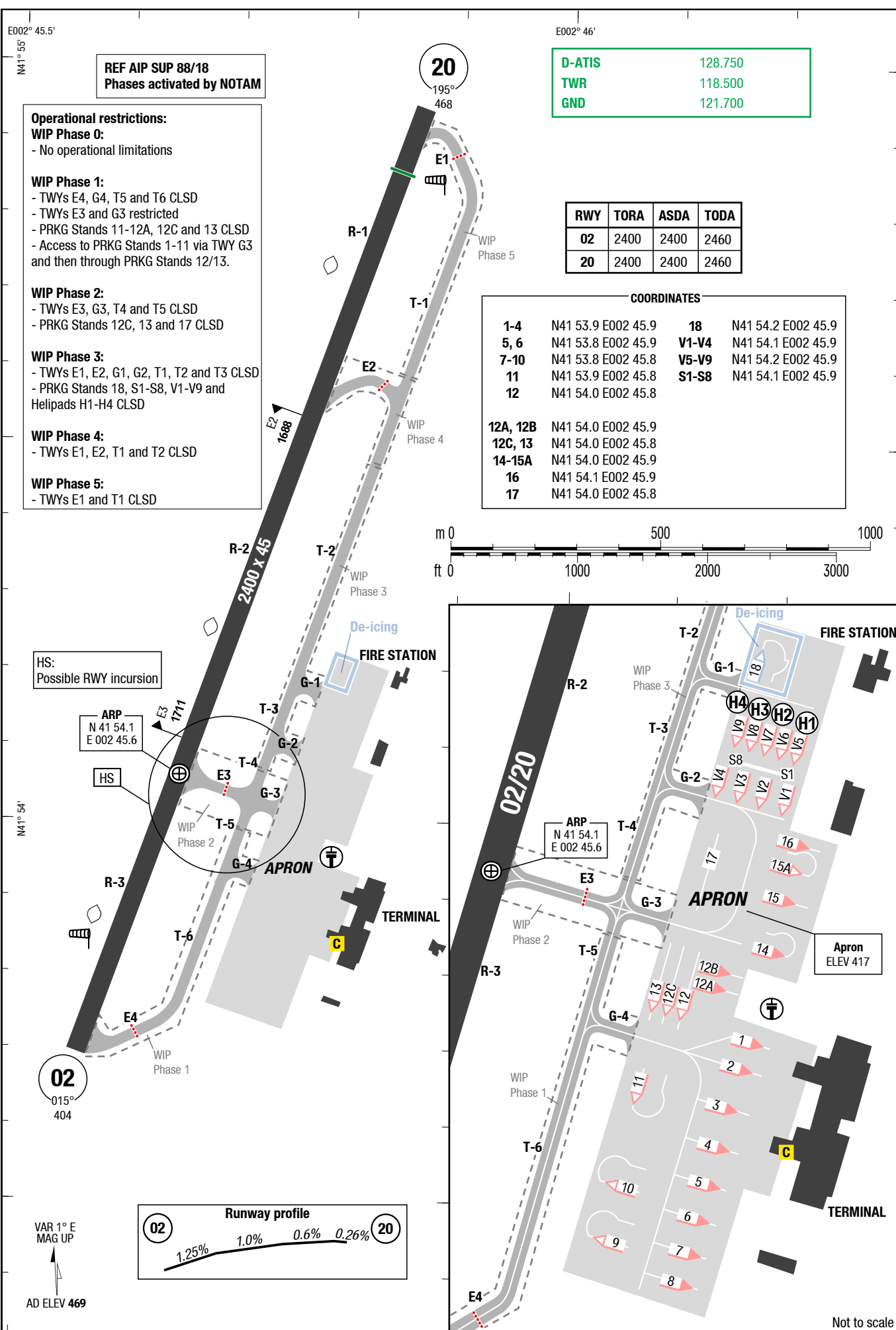
Landing RWY system:



Changes: Nil



Not to scale



D-ATIS	128.750
TWR	118.500
GND	121.700

REF AIP SUP 67/18
Activated by NOTAM

Phase 1

Carried out during daytime.

- TWY G4 closed.
- Stands 11, 12, 12A, 12C and 13 closed.
- Stands 9 and 10 limited to code C ACFT.
- TWY detour will be provided for parking in the south zone of apron.

Phase 2

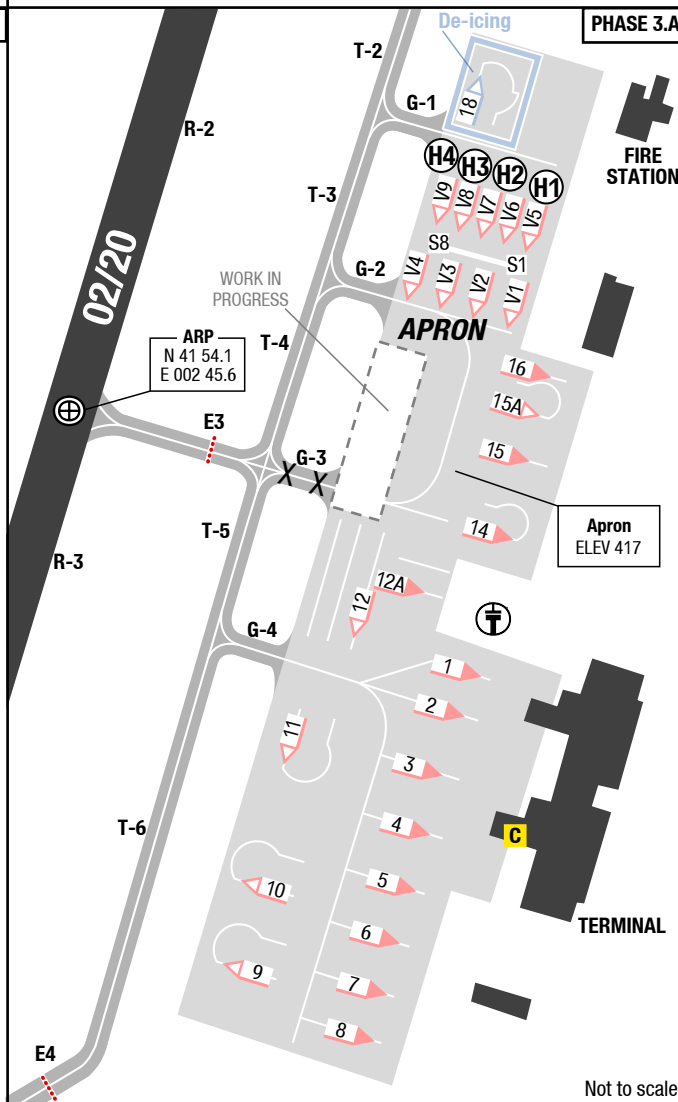
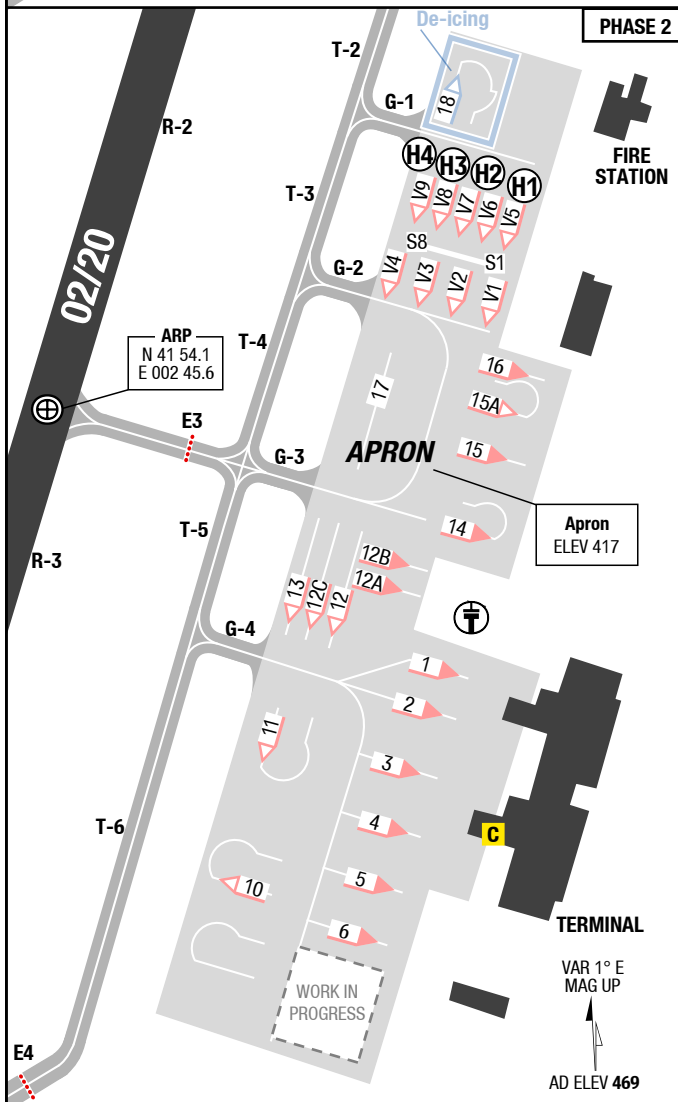
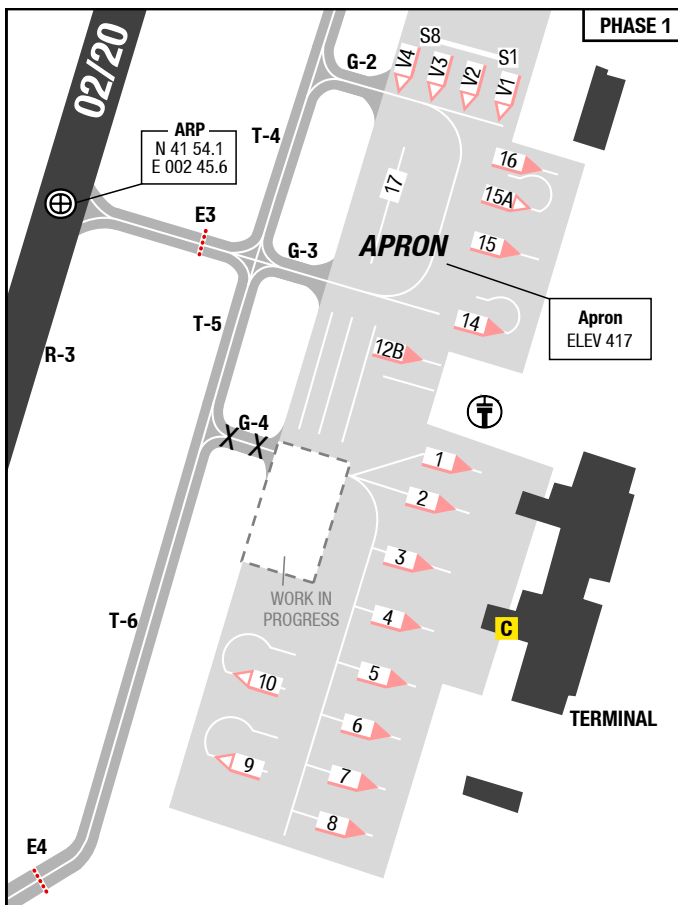
Carried out during daytime.

- Stands 7-9 closed.
- Push back procedure for stand 6 will be modified.

Phase 3.A

Carried out during day and night.

- TWY G3 closed.
- Code D or larger ACFT may not enter or exit via TWY G2
- Stands 12B, 12C, 13 and 17 closed.



D-ATIS	128.750
TWR	118.500
GND	121.700

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Phase 3.B

Carried out during day and night.

- Stands 12, 12C, 14-17 closed.
- Code C ACFT may use TWYs G2 and G3.
- Code D ACFT may use TWY G3.

Phase 3.C.1

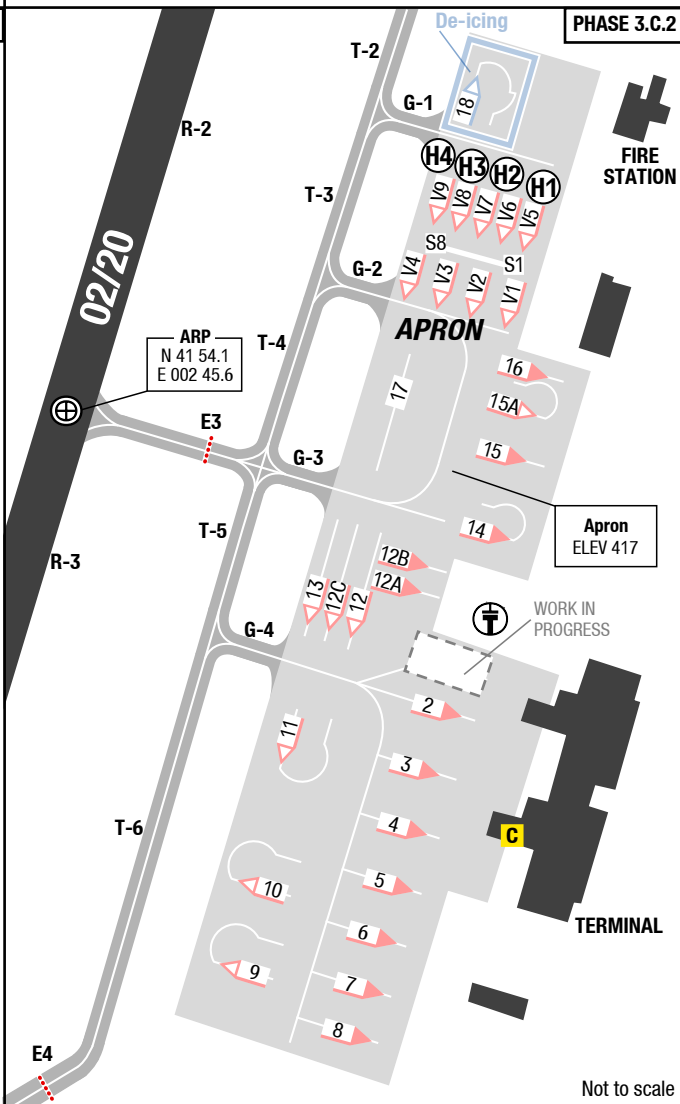
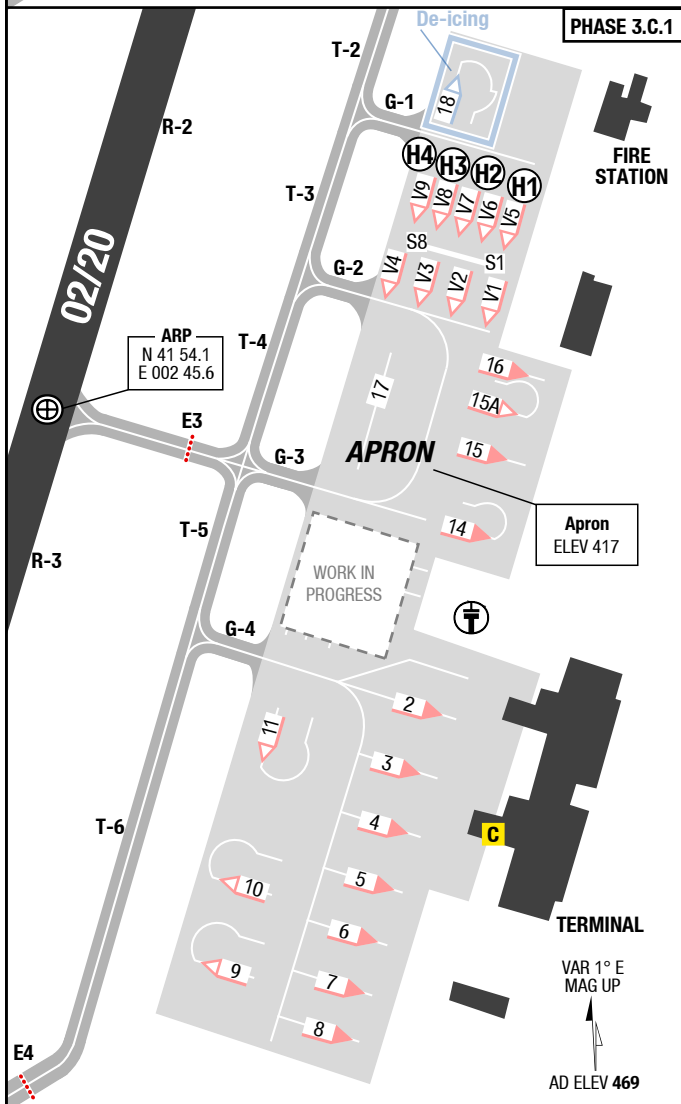
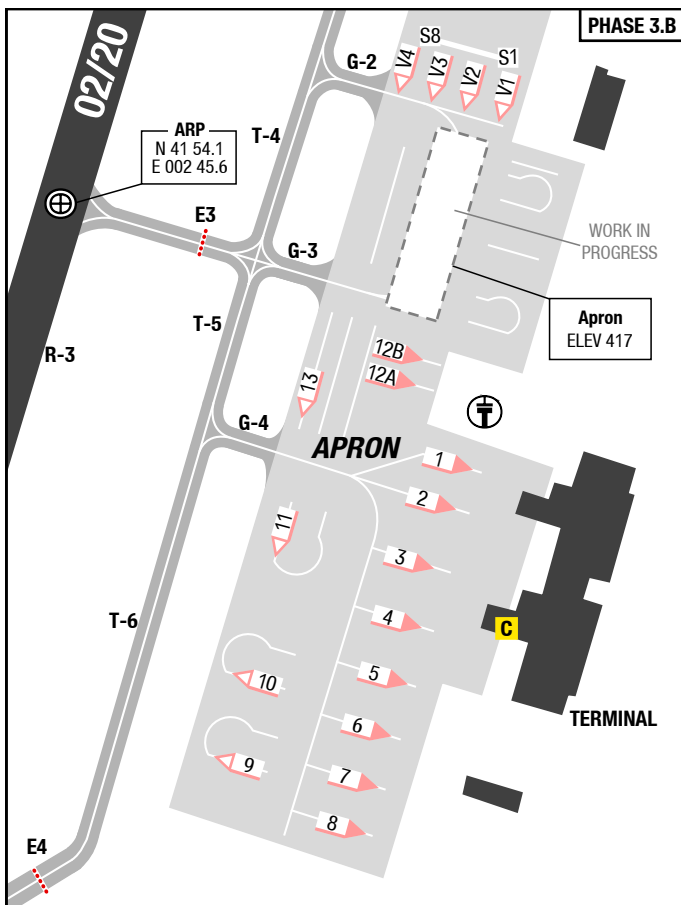
Carried out during day and night.

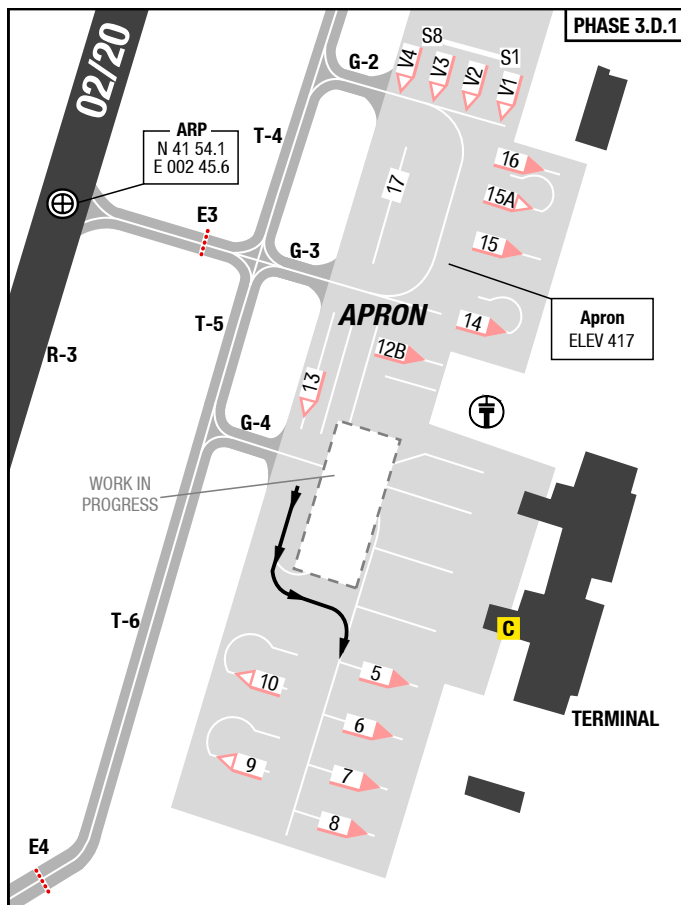
- Code D ACFT may not use TWY G3.
- Stands 1, 12-13 closed.

Phase 3.C.2

Carried out during day and night.

- Stand 1 closed.





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D-ATIS	128.750
TWR	118.500
GND	121.700

Phase 3.D.1

Carried out during day and night.

- Stands 1-4, 11, 12, 12A and 12C closed.
- ACFT entering the south zone of the apron must modify their taxiing through stand 11 (see depicted route).

Phase 3.D.2

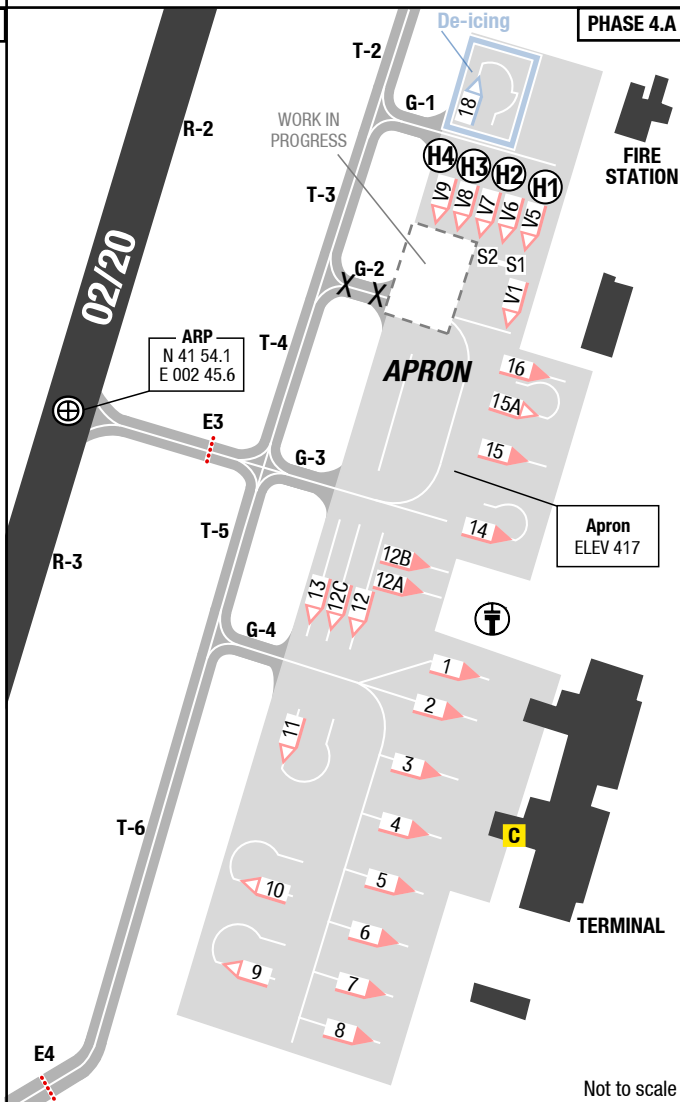
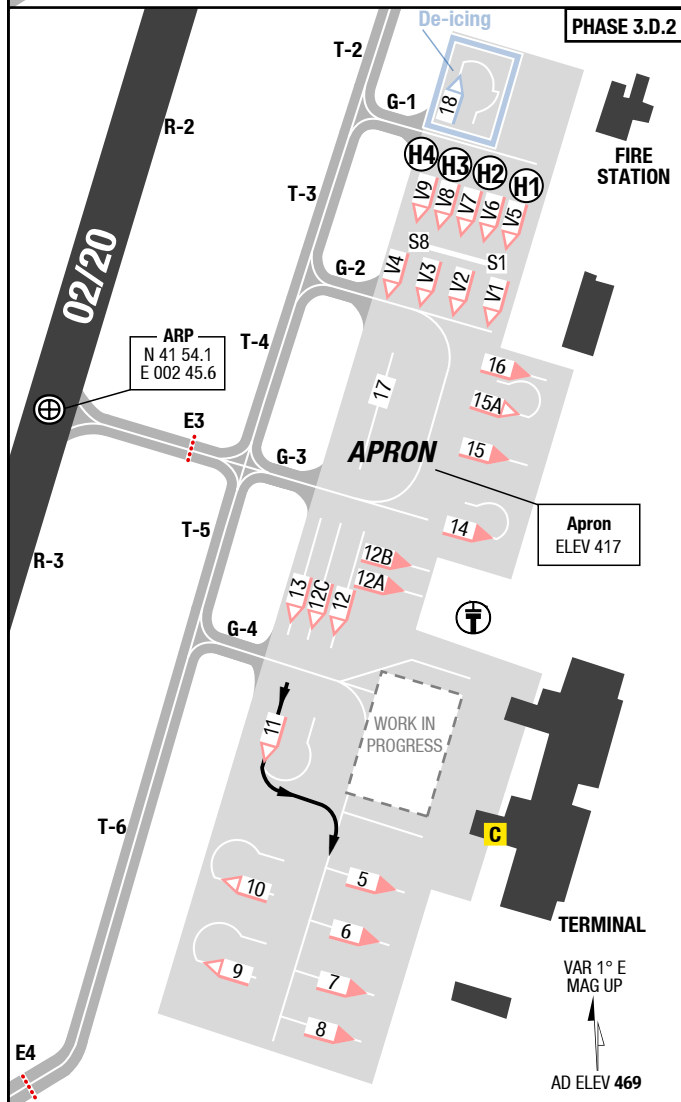
Carried out during day and night.

- Stands 1-4 closed.
- ACFT entering the south zone of the apron must modify their taxiing through stand 11.

Phase 4.A

Carried out during day and night.

- TWY G2 closed.
- Stands 17, S3-S8, V2-V4 closed.
- General aviation ACFT must enter the apron via TWY G1 and may exit via TWY G3 on the provisional taxiing procedure.
- Some ACFT may exit the stand with push-back.



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Phase 4.B

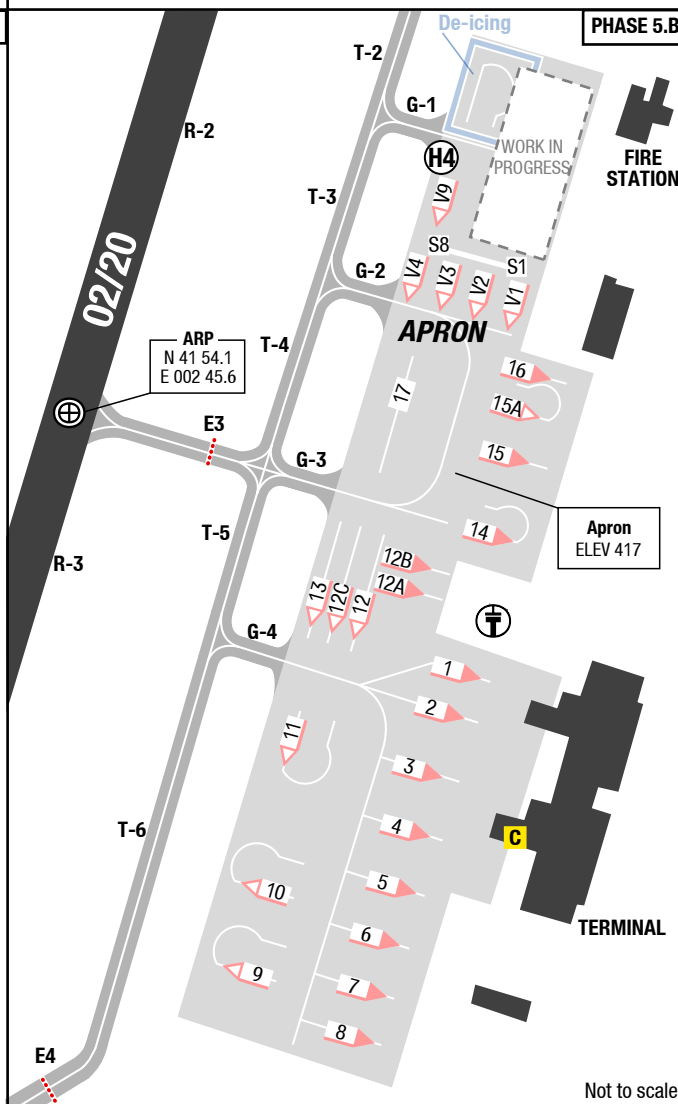
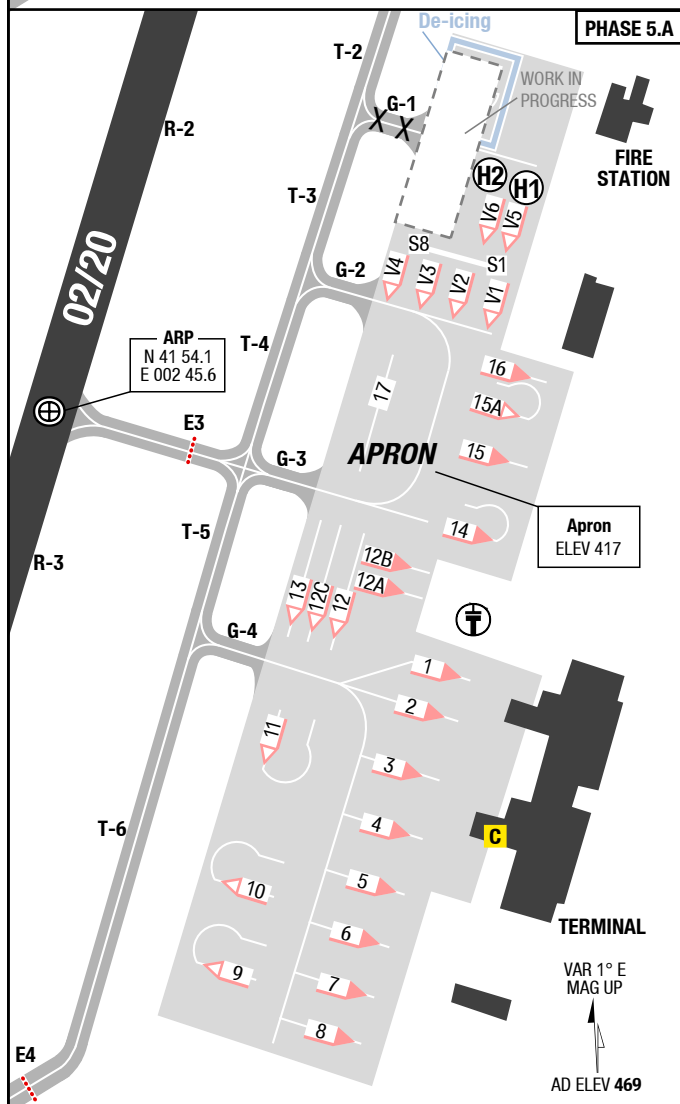
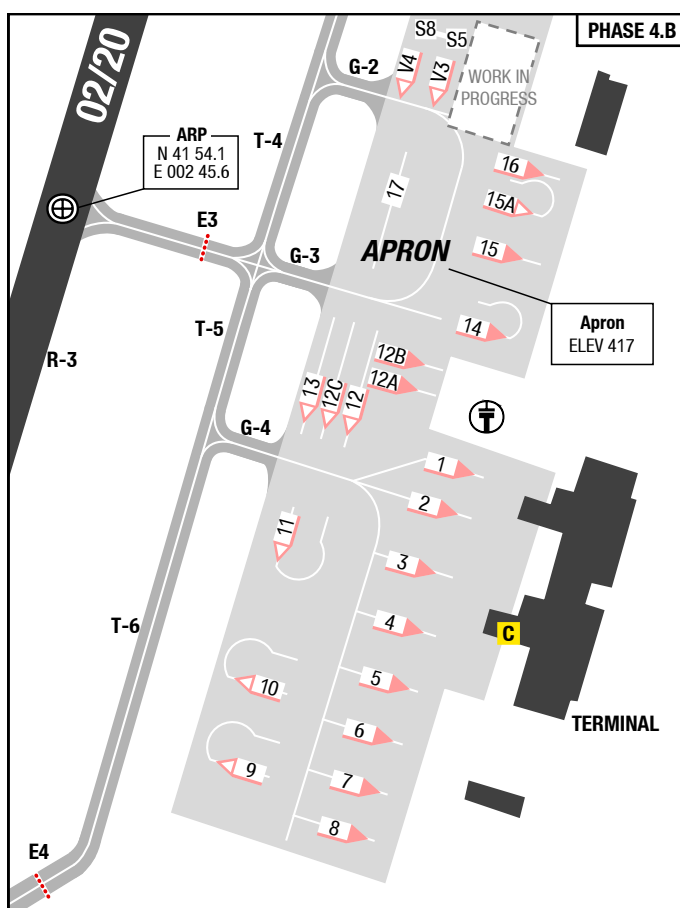
Carried out during day and night.
- Stands S1-S4 and V1/V2 closed.

Phase 5.A

Carried out during day and night.
- TWY G1 closed.
- Stands 18, V7-V9, helipad 3 and helipad 4 closed.
- Some general aviation ACFT must use pushback for departures, with TWY G2 for entry and exit only.

Phase 5.B

Carried out during day and night.
- Stands 18, V5-V8 and helipads 1 to 3 closed.
- Some general aviation ACFT must use pushback for departures.
Taxiing procedure and parking have been modified at some general aviation stands.



Not to scale

D-ATIS	128.750
TWR	118.500
GND	121.700

REF AIP SUP 67/18
Activated by NOTAM

Phase 5.C

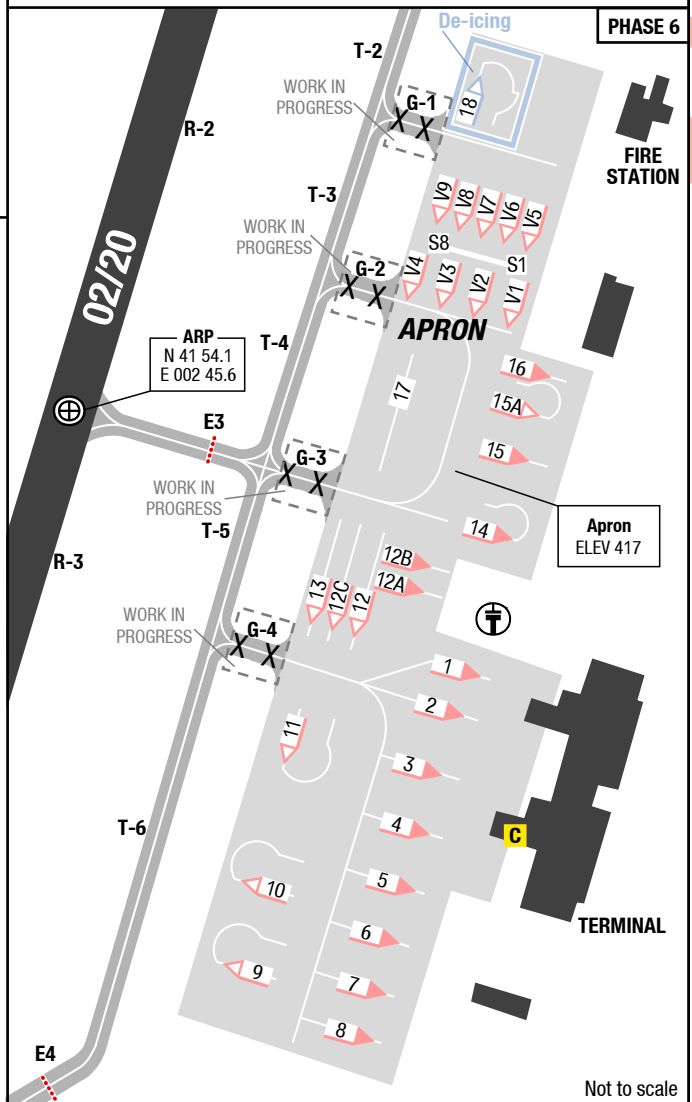
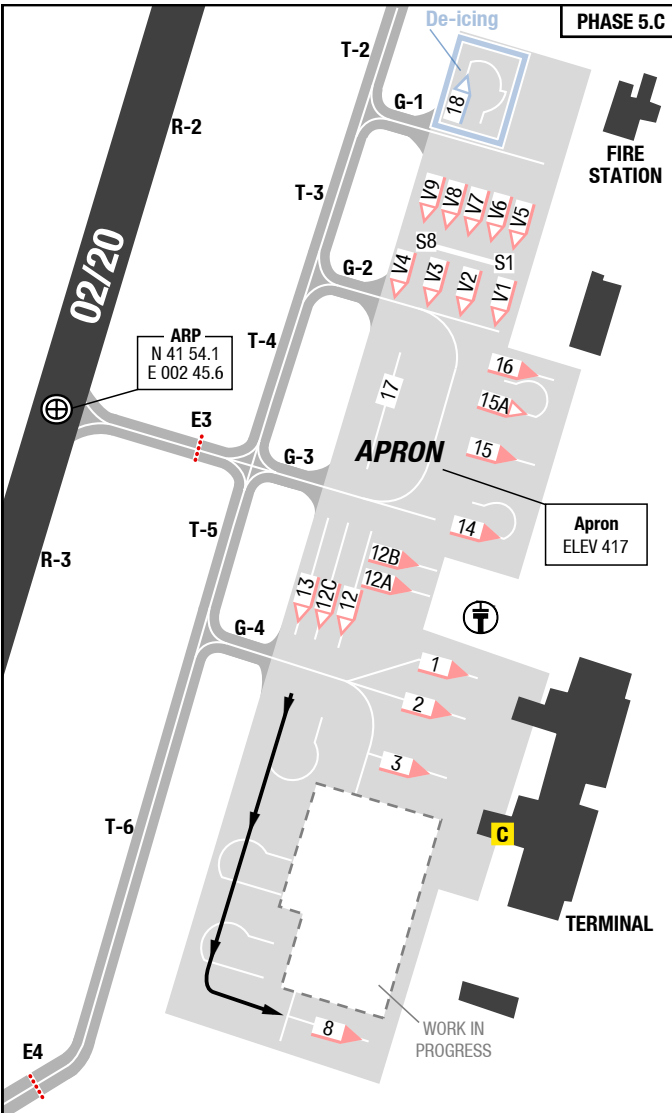
Carried out during day and night.

- Stands 4-7 and stands 9-11 closed.
- ACFT wishing to park at stand 8 must taxi provisionally through stands 9-11. ACFT parked on stands 1-3 must use push back without affecting the work zone.

Phase 6

Carried out during night time.

- TWYs G1-G4 closed.
- Apron may not be used during the work in progress.



TERMINAL

VAR 1° E
MAG UP

AD ELEV 469

25-JAN-2018
GRO-LEGE

Spain **Girona**



SIDs

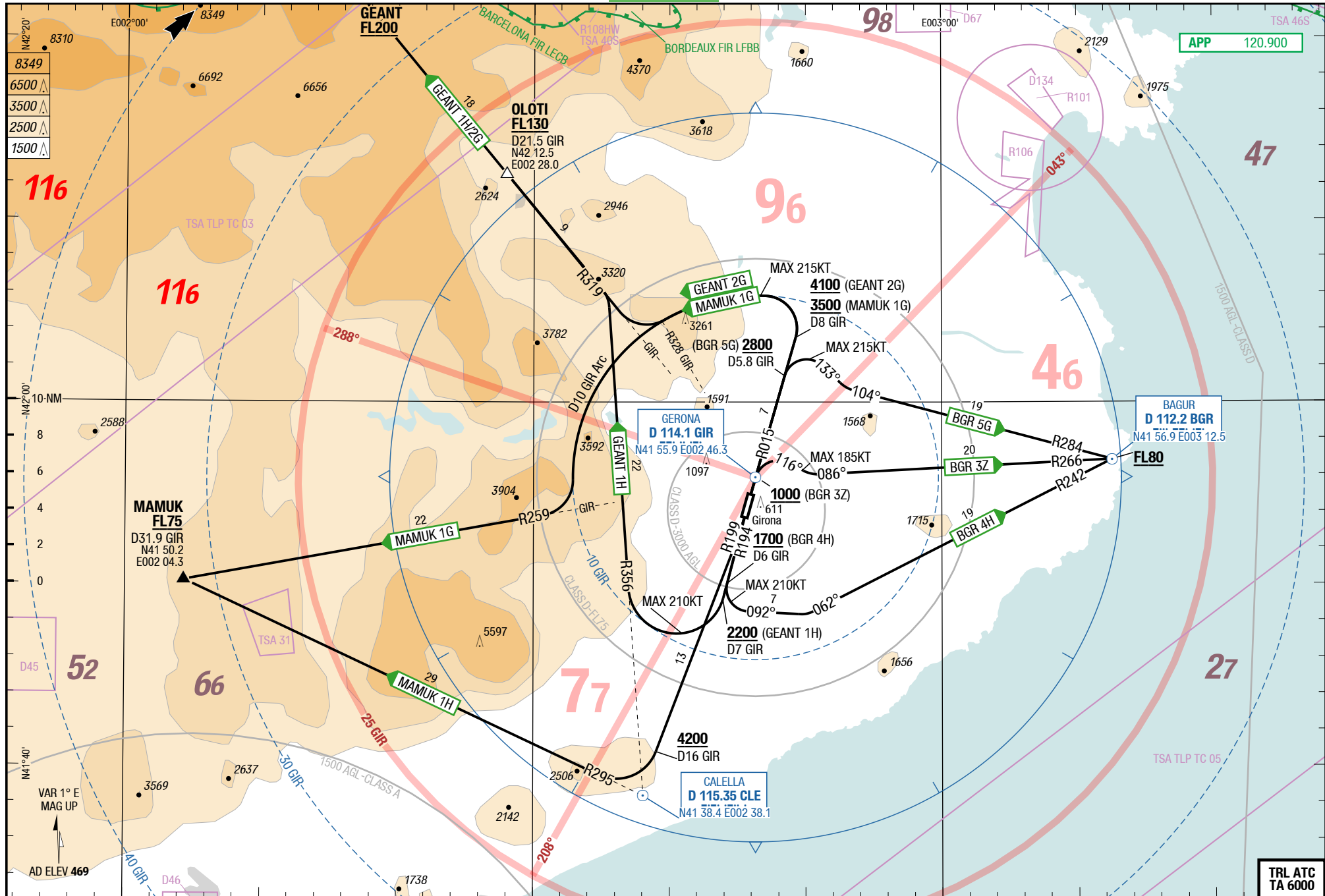
SID

SID

Girona Spain



SIDs



Changes: OBST, SUAs

TRL ATC
TA 6000

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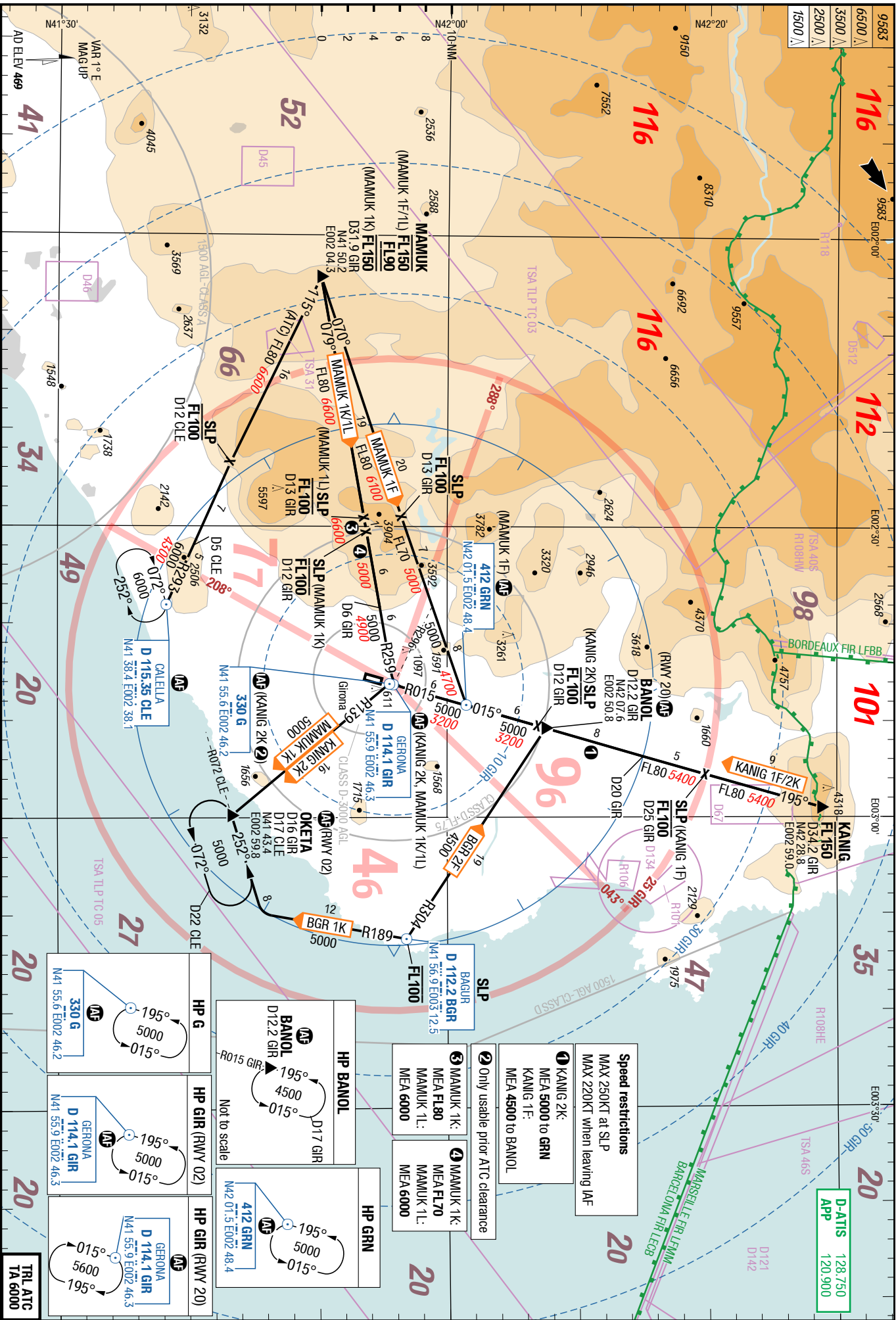
BAGUR 3Z / BAGUR 5G / CONTINGENCY DEP / GEANT 2G / MAMUK 1G / BAGUR 4H / GEANT 1H / MAMUK 1H

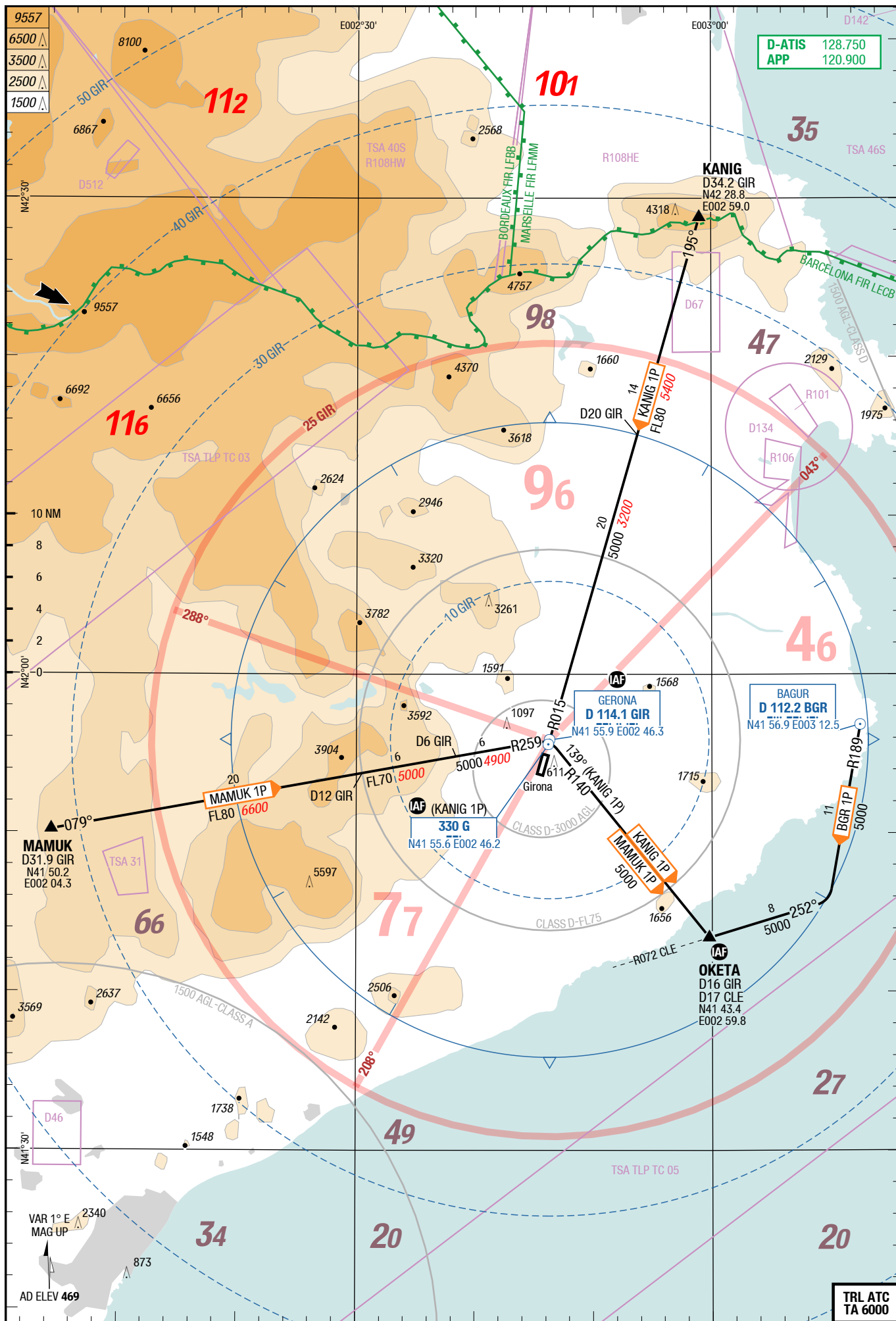
RWYs 02 (015°) / 20 (195°)

After take-off, contact ATC on assigned frequency.

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.6%	ft/MIN	700	900	1100	1200	1400	1600
5.7%	ft/MIN	700	900	1100	1300	1400	1600
6.2%	ft/MIN	800	1000	1200	1400	1600	1700
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
6.8%	ft/MIN	900	1100	1300	1500	1700	1900
8.6%	ft/MIN	1100	1400	1600	1900	2100	2400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
BAGUR 3Z BGR 3Z 5.6% to BGR	at MNM 1000 RT (MAX 185KT) 116° - intercept R266 BGR to BGR	BGR MNM FL80
BAGUR 5G BGR 5G 5.7% to BGR	direct GIR - R015 GIR - at D5.8 GIR RT (MAX 215KT) 133° intercept R284 BGR to BGR	D5.8 GIR MNM 2800 BGR MNM FL80
CONTINGENCY DEP 8.6% to 6000	at 6000 turn following ATC instructions	
GEANT 2G 6.8% to GEANT	direct GIR - R015 GIR - at D8 GIR LT (MAX 215KT) follow D10 GIR arc - crossing R328 GIR RT intercept R319 GIR to OLOTI - GEANT	D8 GIR MNM 4100 OLOTI MNM FL130 GEANT MNM FL200
MAMUK 1G 5.6% to 4500	direct GIR - R015 GIR - at D8 GIR LT (MAX 215KT) follow D10 GIR arc - intercept R259 GIR to MAMUK	D8 GIR MNM 3500 MAMUK MNM FL75
	Runway 20	
BAGUR 4H BGR 4H 5.7% to BGR	intercept R194 GIR - at D6 GIR LT (MAX 210KT) 092° - intercept R242 BGR to BGR	D6 GIR MNM 1700 BGR MNM FL80
CONTINGENCY DEP 6.5% to 4600	181° - at 4600 turn following ATC instructions	
GEANT 1H 6.2% to GEANT	intercept R194 GIR - at D7 GIR RT (MAX 210KT) intercept R356 CLE - LT intercept R319 GIR to OLOTI - GEANT	D7 GIR MNM 2200 OLOTI MNM FL130 GEANT MNM FL200
MAMUK 1H 4.5% to FL75	intercept R199 GIR - at D16 GIR RT intercept R295 CLE to MAMUK	D16 GIR MNM 4200 MAMUK MNM FL75





Effective 01-FEB-2018

25-JAN-2018

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NIL

STAR

STAR

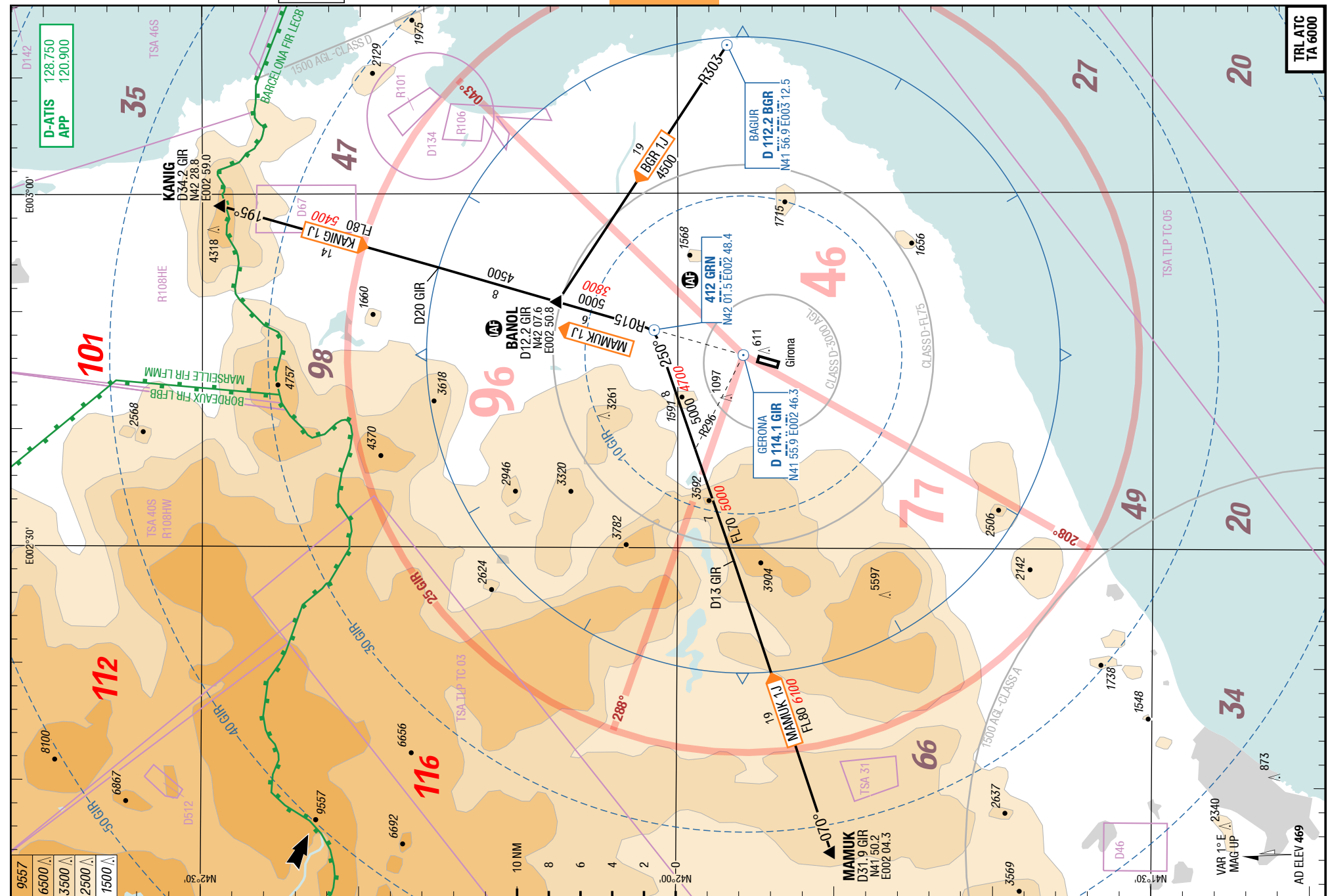
Girona Spain

NIL

STARs (ATC) (CDA) RWY 20

6-30

STARs (ATC) (CDA) RWY 20



Changes: chart title, SUAs, Note, OBST

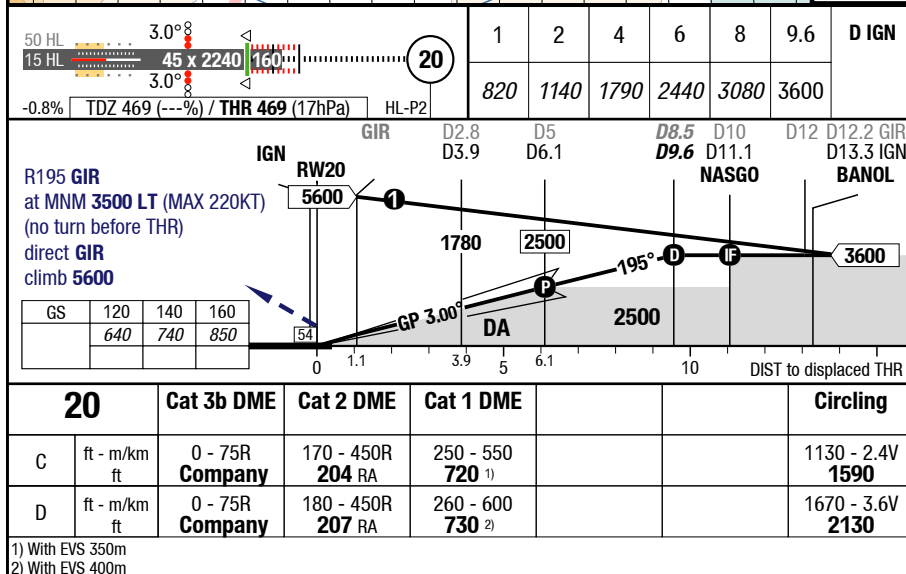
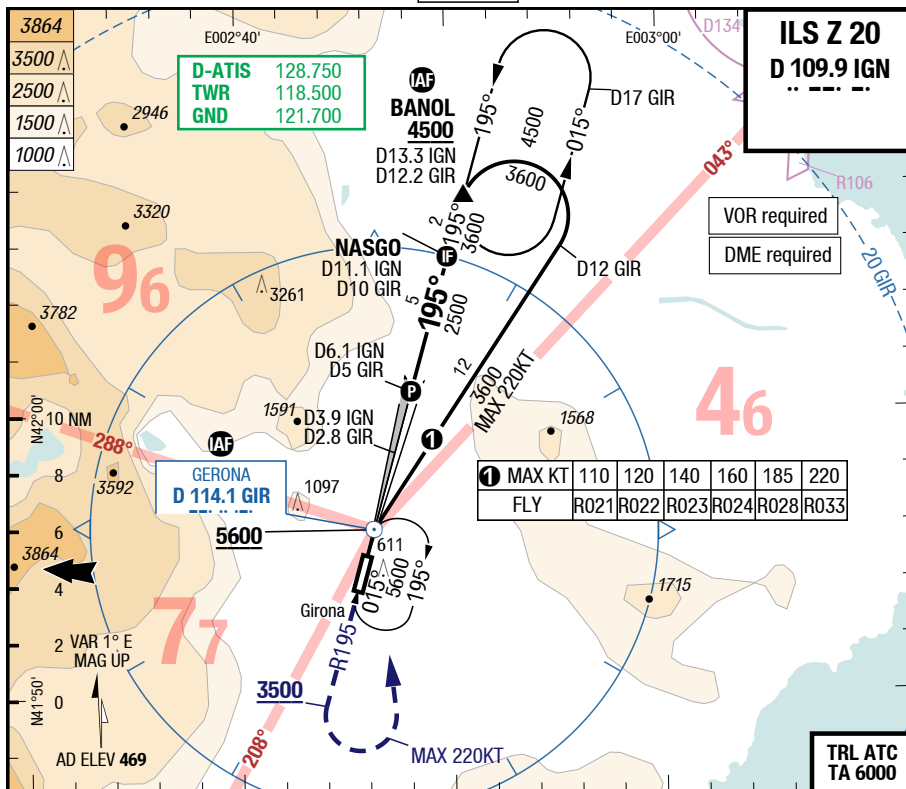
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IAC

7-10

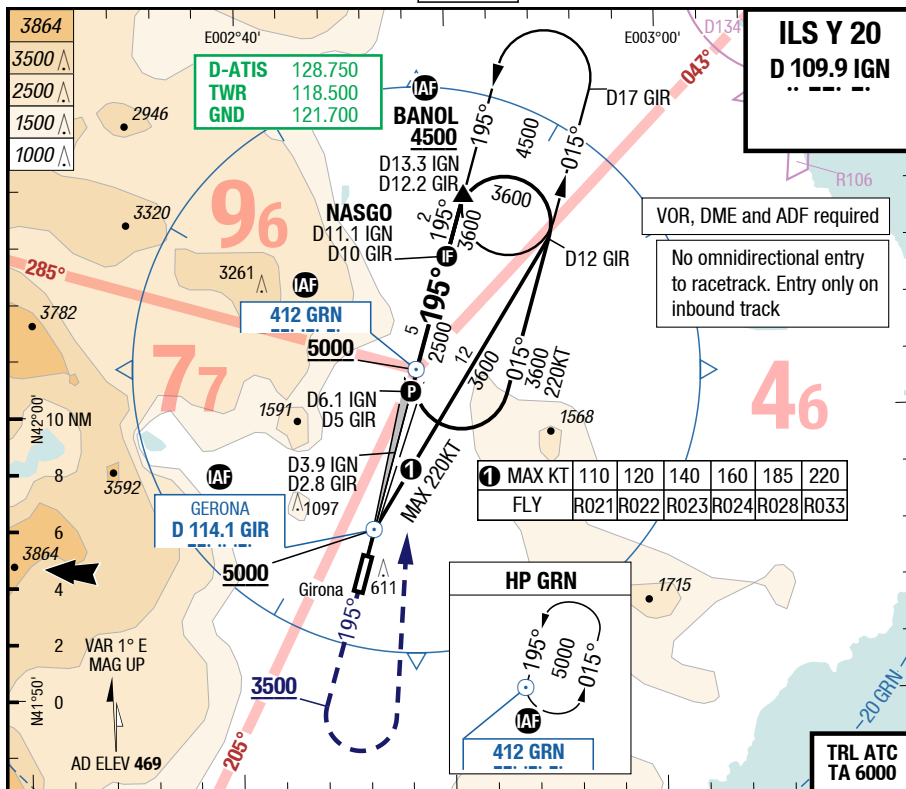
ILS Z 20



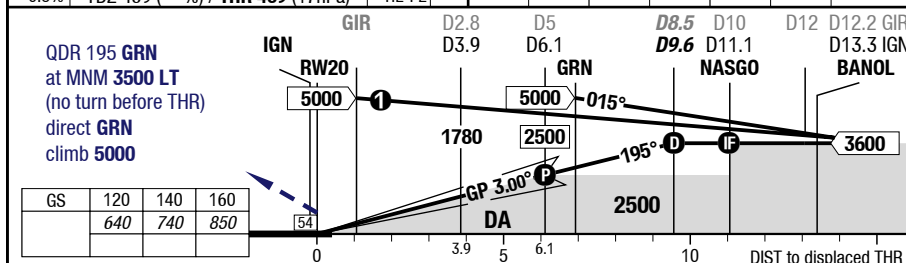
Changes: OBST

7-20

ILS Y 20



50 HL	3.0°	8	1	2	4	6	8	9.6	D IGN
15 HL	45 x 2240	160	820	1140	1790	2440	3080	3600	
-0.8%	TDZ 469 (---%)	THR 469 (17hPa)	HL-P2						



20		Cat 3b DME	Cat 2 DME	Cat 1 DME			Circling
C	ft - m/km ft	0 - 75R Company	170 - 450R 204 RA	250 - 550 720 ¹⁾			1130 - 2.4V 1590
D	ft - m/km ft	0 - 75R Company	180 - 450R 207 RA	260 - 600 730 ²⁾			1670 - 3.6V 2130

1) With EVS 350m
2) With EVS 400m

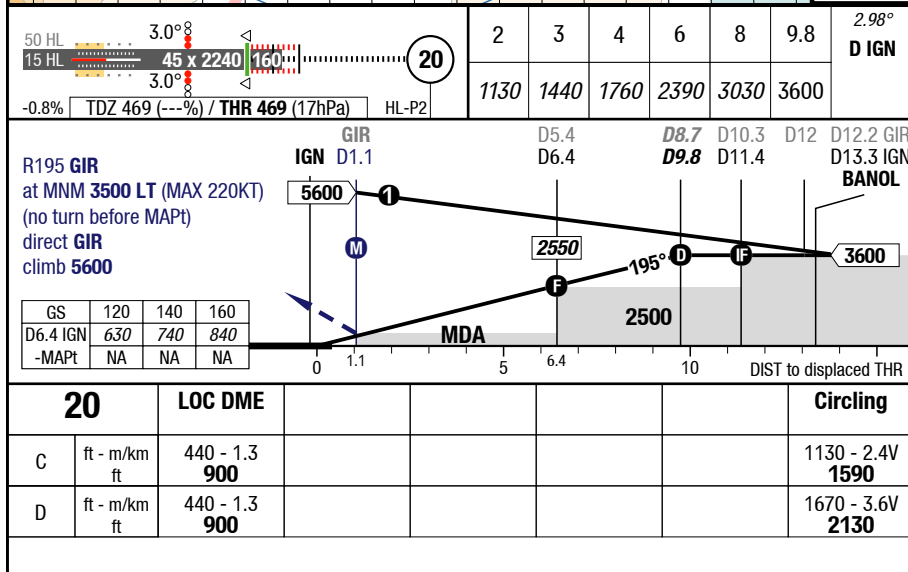
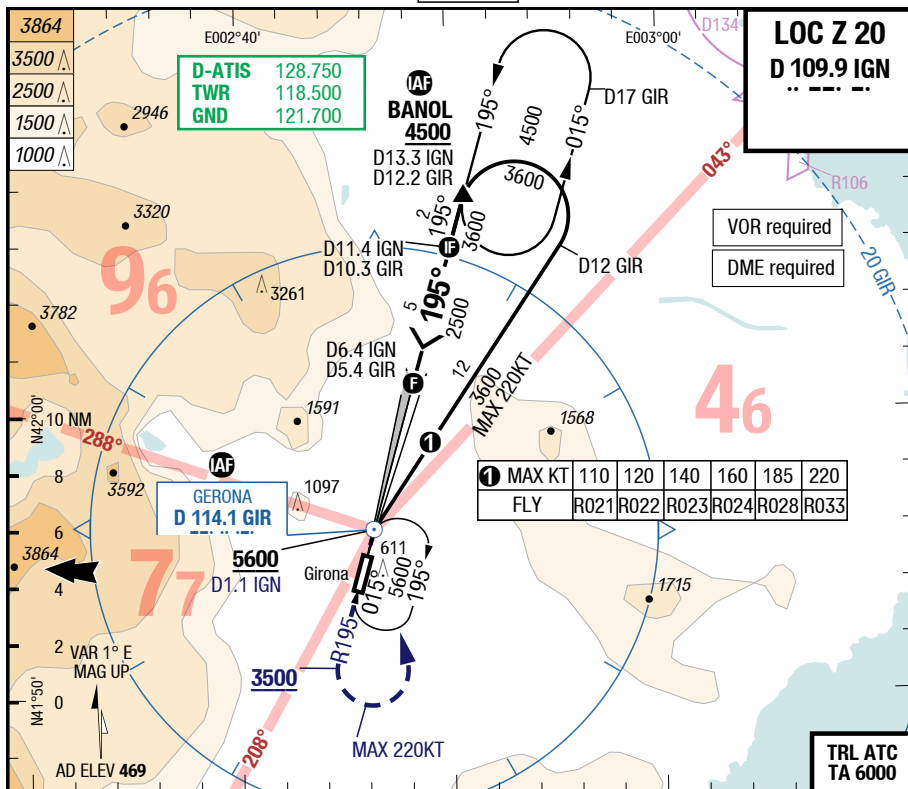
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7-30

LOC Z 20



Changes: OBST

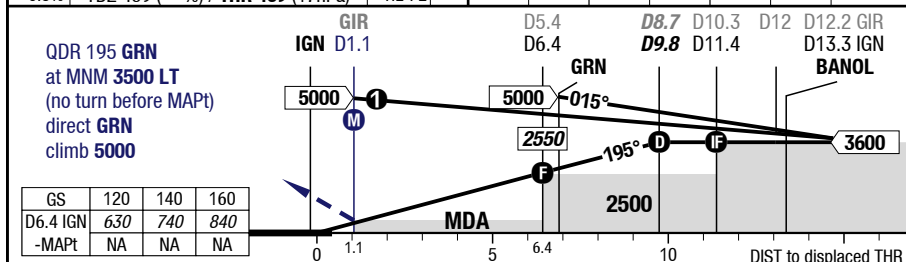
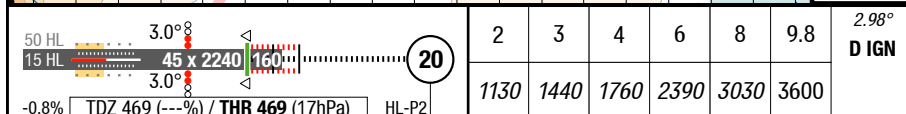
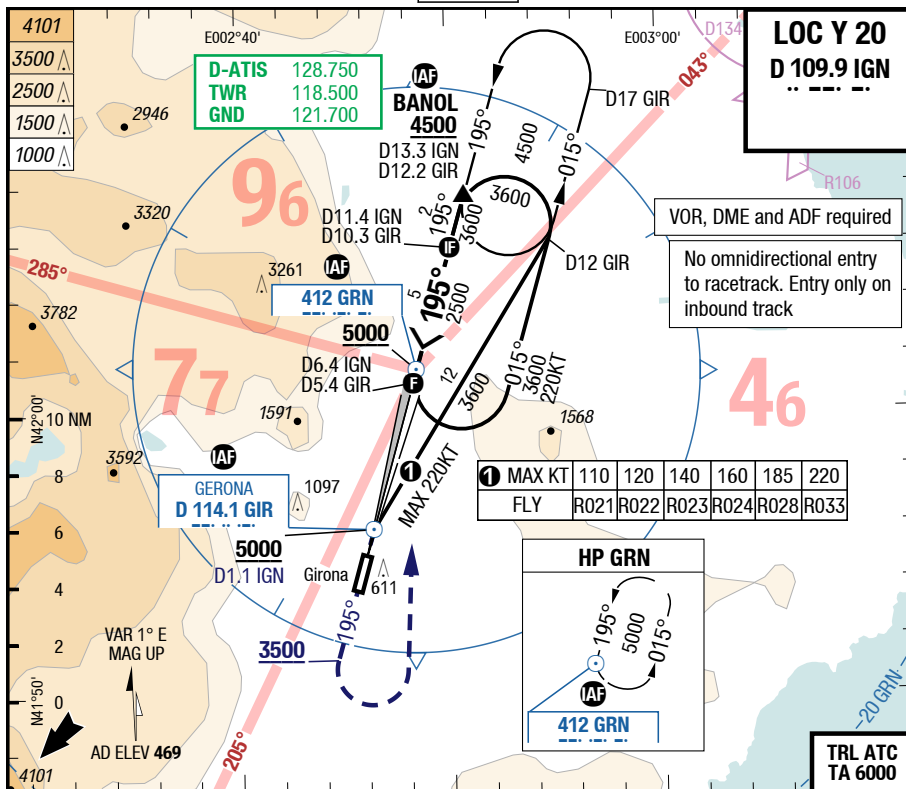
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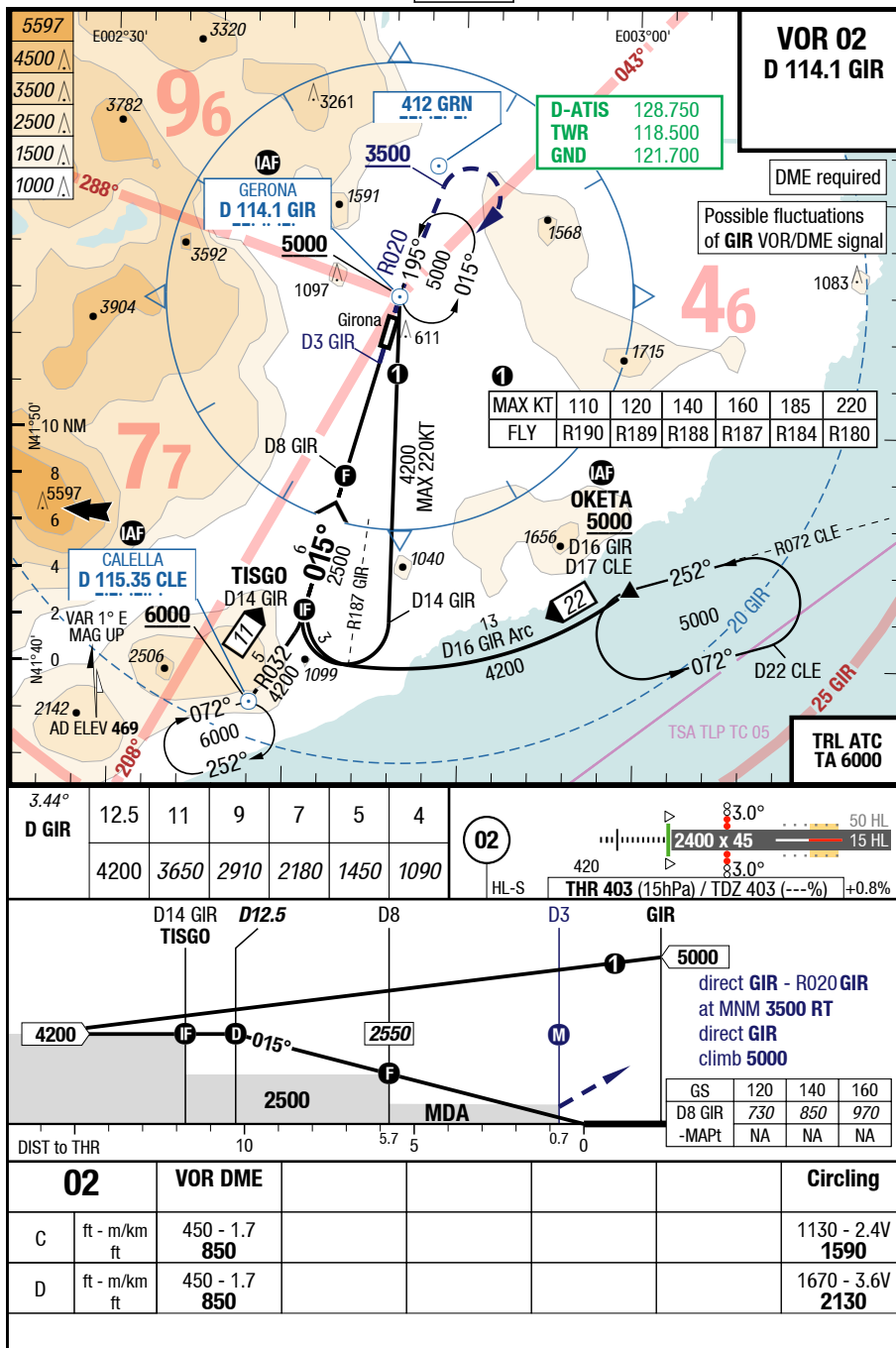
7-40

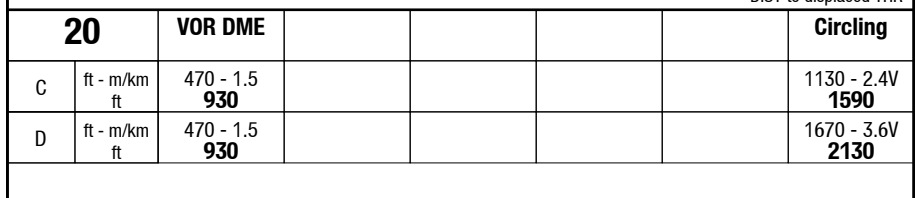
LOC Y 20



20	LOC DME					Circling
C	ft - m/km ft	440 - 1.3 900				1130 - 2.4V 1590
D	ft - m/km ft	440 - 1.3 900				1670 - 3.6V 2130

Changes: OBST





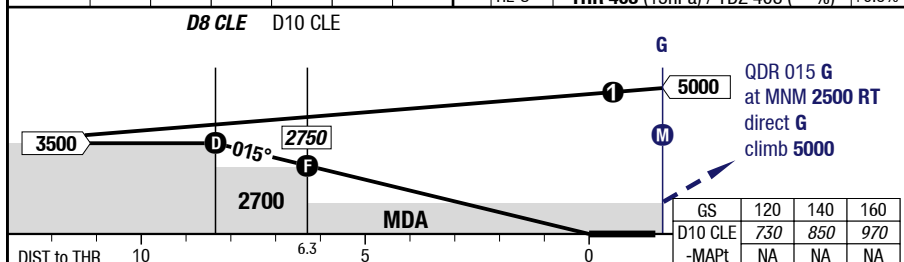
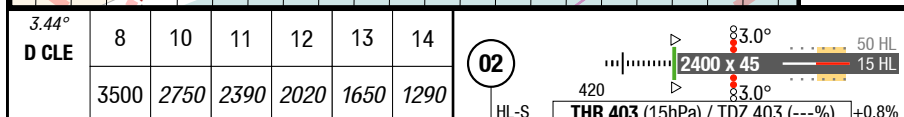
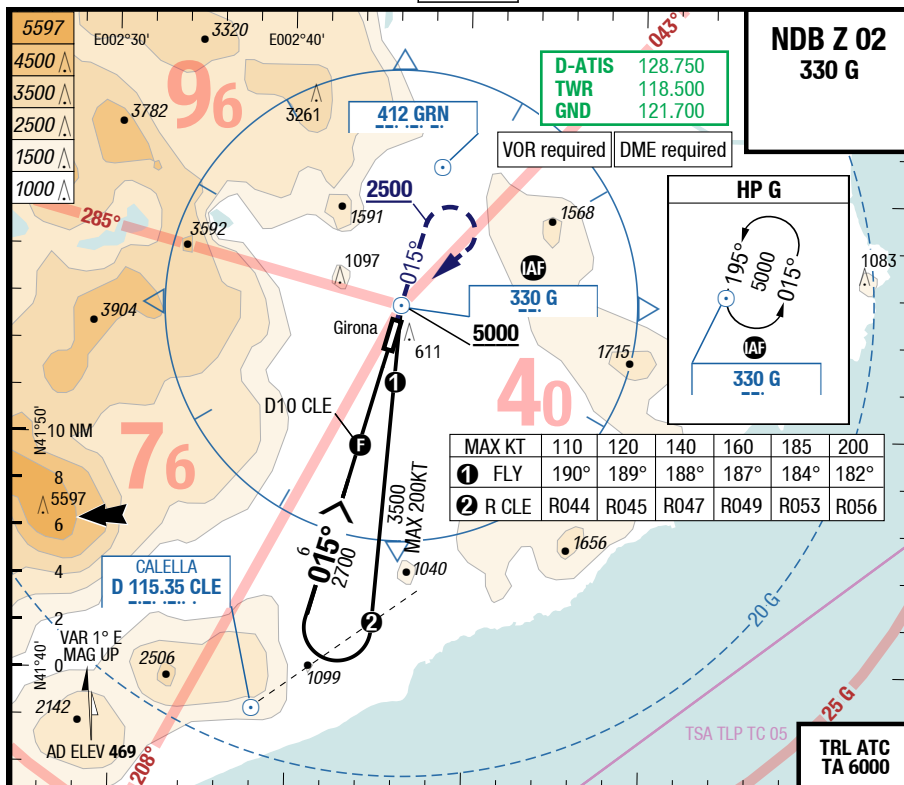
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7-70

NDB Z 02



02	NDB DME CLE					Circling
C	ft - m/km ft	550 - 2.1 950				1130 - 2.4V 1590
D	ft - m/km ft	550 - 2.1 950				1670 - 3.6V 2130

Changes: OBST, SUAS

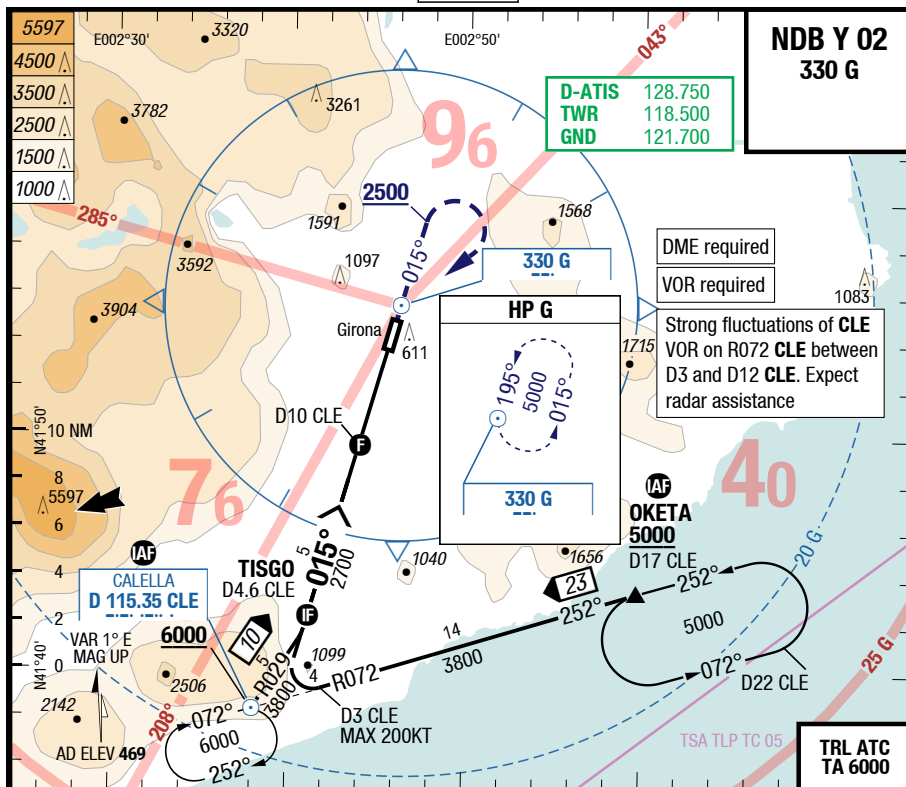
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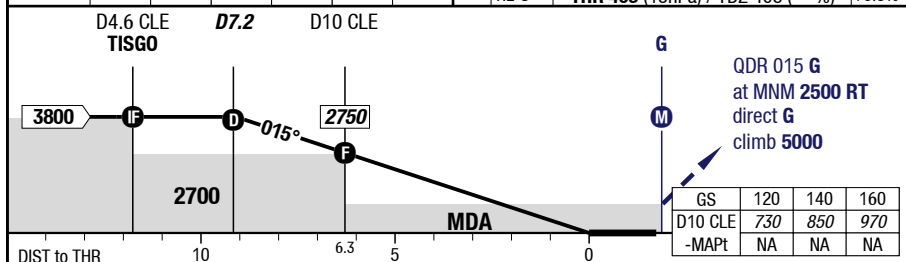
IAC

7-80

NDB Y 02



3.44° D CLE	7.2	9	11	12	13	14	<div><div>02</div><div>HL-S</div><div><div><div><div>83.0°</div><div>2400 x 45</div><div>83.0°</div></div><div><div>50 HL</div><div>15 HL</div></div></div><div><div>420</div><div>THR 403 (15hPa) / TDZ 403 (---%)</div><div>+0.8%</div></div></div></div>
	3800	3120	2390	2020	1650	1290	



02	NDB DME CLE				Circling
C	ft - m/km ft	550 - 2.1 950			1130 - 2.4V 1590
D	ft - m/km ft	550 - 2.1 950			1670 - 3.6V 2130

Changes: OBST, SUAs

