

GENERAL**Operational Hours**

ATS Hours / AD Hours: 0530-2330 \pm , PS 1HR PPR

Airport Information

RFF: CAT 7

PCN: RWY 03/21: 39/F/B/W/T

Operation**Traffic Notes**

AD AVBL for ACFT with MAX wingspan 36m / 118ft, for ACFT code letter D PPR mandatory.

Low Visibility Procedures

LVP in force when RVR at or below 2000m and/or CEIL below 165m / 550ft or when rapid deterioration of MET CONDS recommend so.

When RVR is 600m or below, only one ACFT is allowed in the movement area.

In case of disoriented or in doubt, stop the ACFT immediately and REQ follow-me assistance by TWR.

ARR:

When leaving the RWY, report:

- RWY vacated.
- Sensitive area vacated.
- TWY used.

At the APN-entry: Wait for follow-me assistance.

Access to stands via TWY S.

DEP:

Notify:

- The start of taxiing to TWY N or TWY S. In case of VIS below 150m, the follow-me assistance will guide to corresponding TWY, when so requested or by ATC.
- Entry in RWY.

RWY Restriction

RWY 21: Last 150m / 492ft are not usable for LDG.

Taxi/Parking

Code letter D and E ACFT must taxi at reduce speed at idle PWR and when possible with outboard ENGS off. Oversteering maneuvers required at the turns.

Landing ACFT surpassing the TWY exits to APN must continue taxiing straight ahead in order to make the turn at RWY end. Between SR and SS, provided that LVP conditions not met, the possibility of leaving RWY by means of performing a backtrack manoeuvre at the intermediate turn pad is allowed.

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

Engine Run-up Areas

AVBL O/R from AD coordination office.

GENERAL**Warnings****LRA VOR/DME**

In the orbit of 10NM and 3500ft possible signal oscillations of $\pm 2^\circ$ and in sector R300-R360 clockwise at 4500ft or below.

Possible signal lost:

- R107 between 12-20NM at FL100
- R108 between 9.5-15NM

Birds in vicinity of AD.

ARRIVAL**Communication****COM Failure**

In the maneuvering area: Hold PSN within the first segment of the TWY, where the ILS sensitive area is vacated and wait for follow-me assistance.

Arrival Procedure

VFR Traffic Pattern: RWY 21 right-hand circuit.

Non-standard GP intercept on RWY 21

GP intercepts RWY 21 at *314m / 1030ft* after landing threshold.

Remaining LDG DIST beyond GP is *1724m / 5656ft*.

Warnings**GP RWY 21**

Possible FLY-UP indications from 2° right of RCL.

DEPARTURE**Take-off Minima**

RWY		03/21	
All ACFT	ft - m/km	0 - 125R	-

Communication**COM Failure**

In the maneuvering area: CONT by the assigned route to CLR limit, taking extreme caution to avoid detours. Hold PSN at this point and wait for follow-me assistance.

Departure Procedure**Start-up/Push-back**

- Request start-up if ready to start within 5min.
- ACFT must leave the stand with CTOT assigned 10MIN before CTOT at pushback stands and 5min before CTOT at other stands.

Intersection TKOF

Intersection TKOF from intermediate turning pad and TWY N AVBL HJ only and if LVP not in force.

De-icing

AVBL.

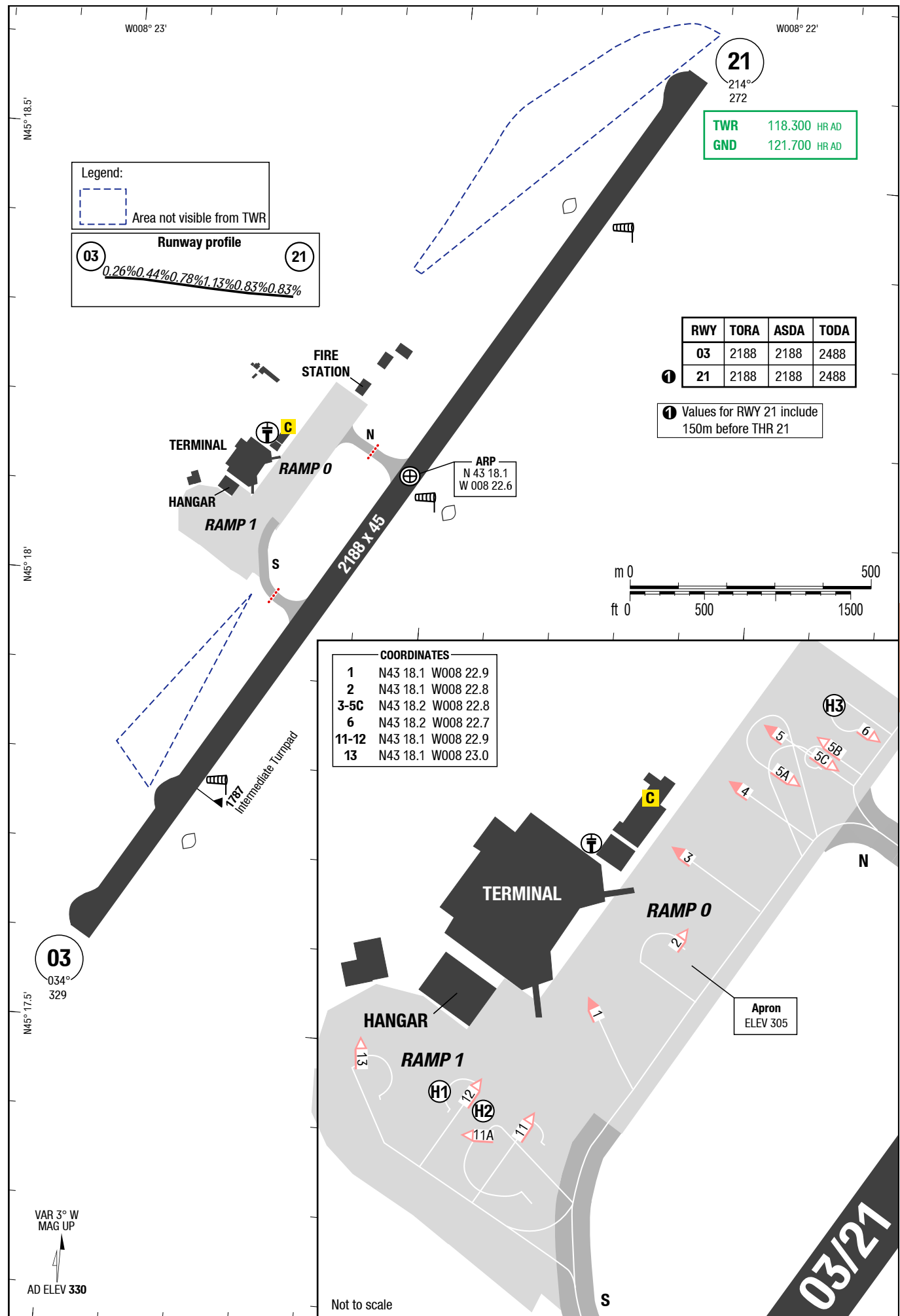
A Coruña Spain

AFC



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Changes: COORD



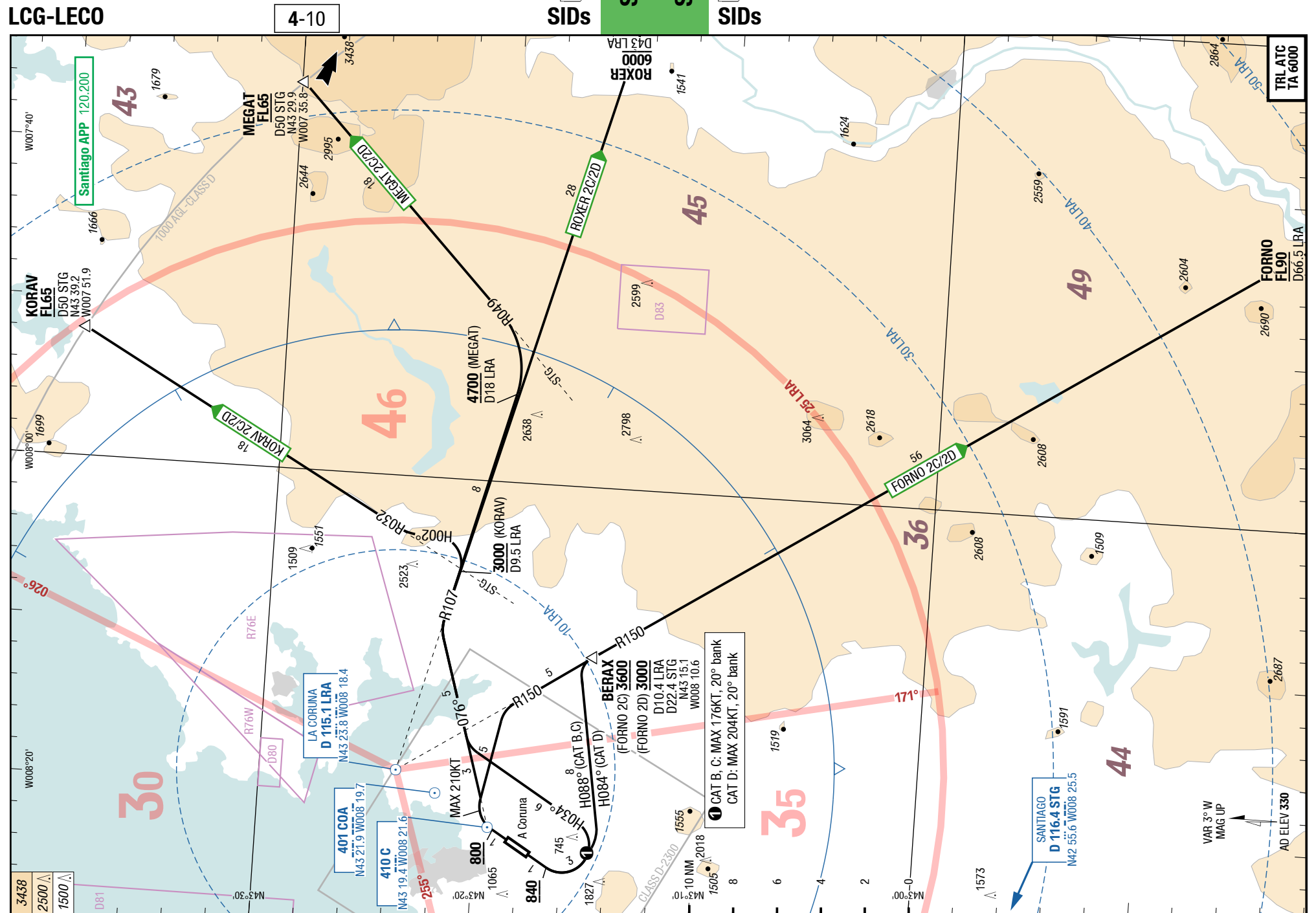
LCG-LECO

SIDs

SID

SID

SIDs



Changes: MSA, OBST

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CONTINGENCY DEP / FORNO 2D / KORAV 2D / MEGAT 2D / ROXER 2D / FORNO 2C
RWYs 03 (034°) / 21 (214°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
4.9%	ft/MIN	600	800	900	1100	1200	1400
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
8.3%	ft/MIN	1100	1300	1600	1800	2100	2300

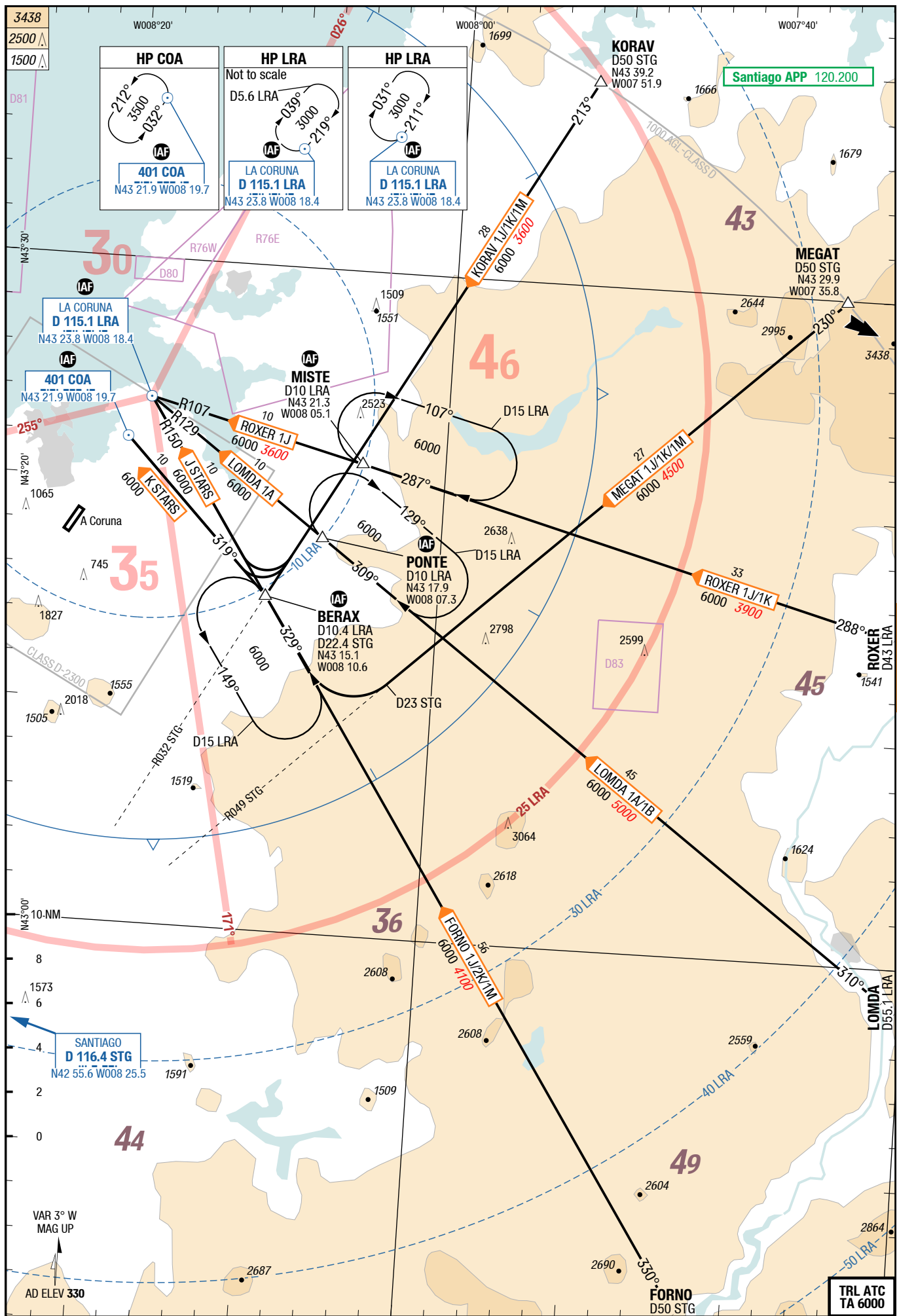
DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
CONTINGENCY DEP 4.9% 120.200	Climb on RWY HDG to 3500 - turn following ATC instructions	
FORNO 2D 3.6% to 1300 120.200	at MNM 800 RT (MAX 210KT) intercept R150 LRA to BERAX - FORNO	BERAX MNM 3000 FORNO MNM FL90
KORAV 2D 3.6% to 1300 120.200	at MNM 800 RT (MAX 210KT) intercept QDR 076 C - RT intercept R107 LRA - at D9.5 LRA LT HDG 002° - intercept R032 STG to KORAV	D9.5 LRA MNM 3000 KORAV MNM FL65
MEGAT 2D 3.6% to 1300 120.200	at MNM 800 RT (MAX 210KT) intercept QDR 076 C - RT intercept R107 LRA - at D18 LRA LT intercept R049 STG to MEGAT	D18 LRA MNM 4700 MEGAT MNM FL65
ROXER 2D 3.6% to 1300 120.200	at MNM 800 RT (MAX 210KT) intercept QDR 076 C - RT intercept R107 LRA to ROXER	ROXER MNM 6000
	Runway 21	
CONTINGENCY DEP 7.0% to 2000 (CAT B, C) 8.3% to 2100 (CAT D) 120.200	CAT B, C: Climb on RWY HDG - at 840 LT (MAX 176KT, 20° bank) HDG 091° CAT D: Climb on RWY HDG - at 840 LT (MAX 205KT, 20° bank) HDG 091°	initial climb 4100
FORNO 2C 7.0% to 2000 (CAT B, C) 8.3% to 2100 (CAT D) 120.200	CAT B, C: Climb on RWY HDG - at MNM 840 LT (MAX 176KT, 20° bank) HDG 088° - RT intercept R150 LRA to BERAX - FORNO CAT D: Climb on RWY HDG - at MNM 840 LT (MAX 204KT, 20° bank) HDG 084° - RT intercept R150 LRA to BERAX - FORNO	BERAX MNM 3600 FORNO MNM FL90

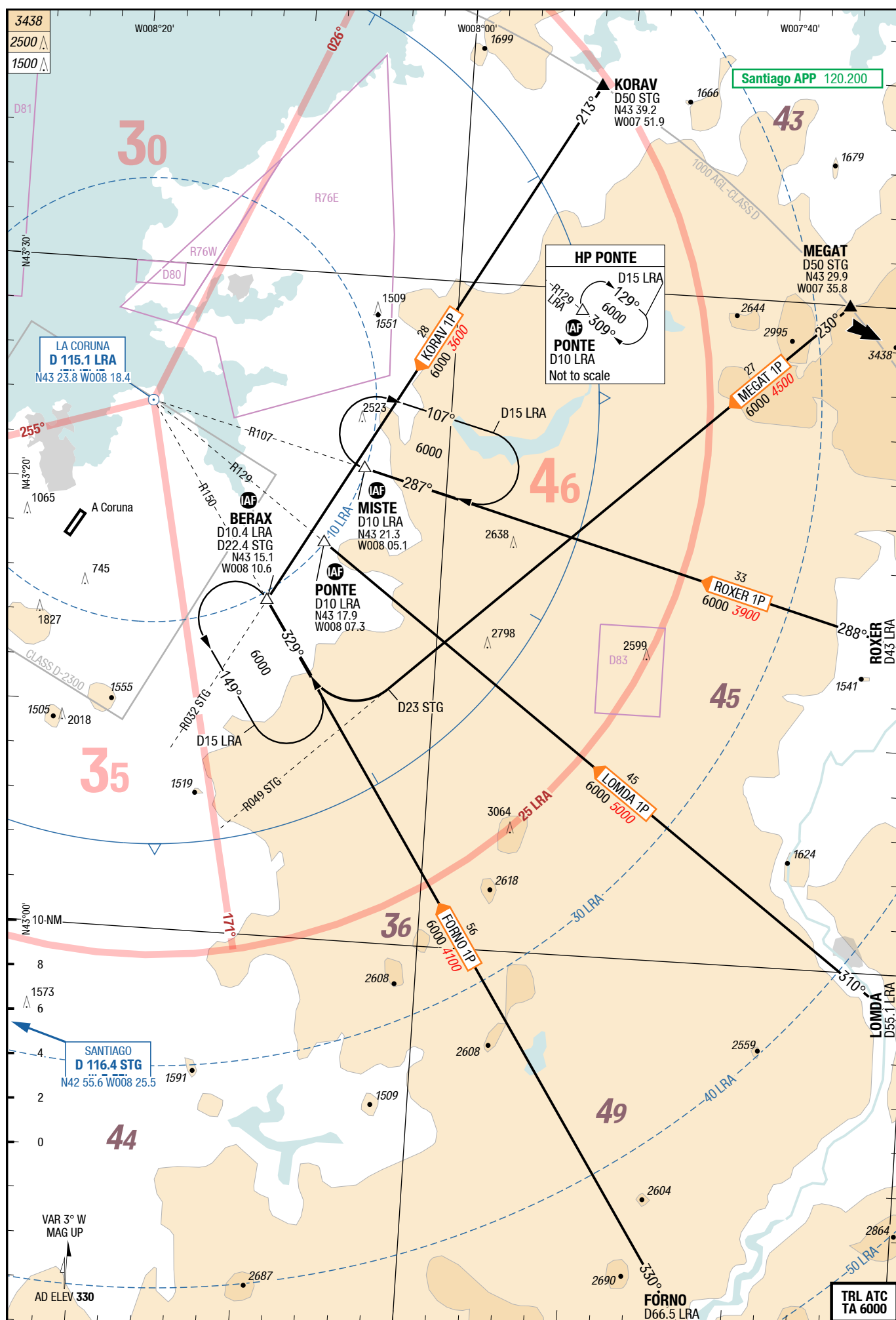
KORAV 2C / MEGAT 2C / ROXER 2C

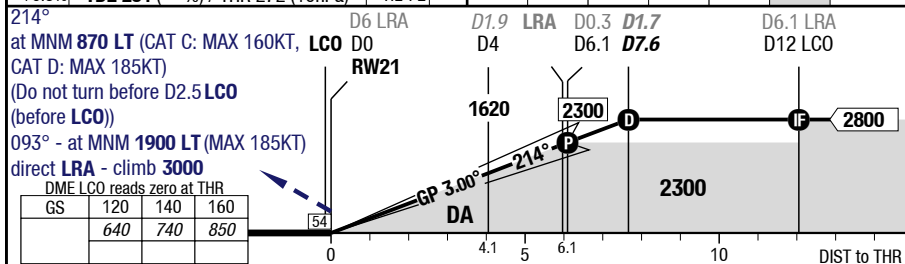
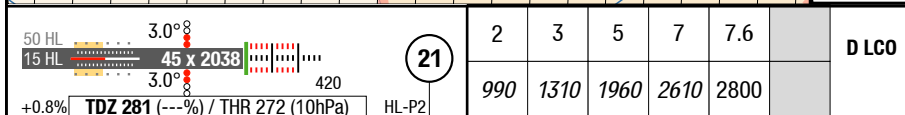
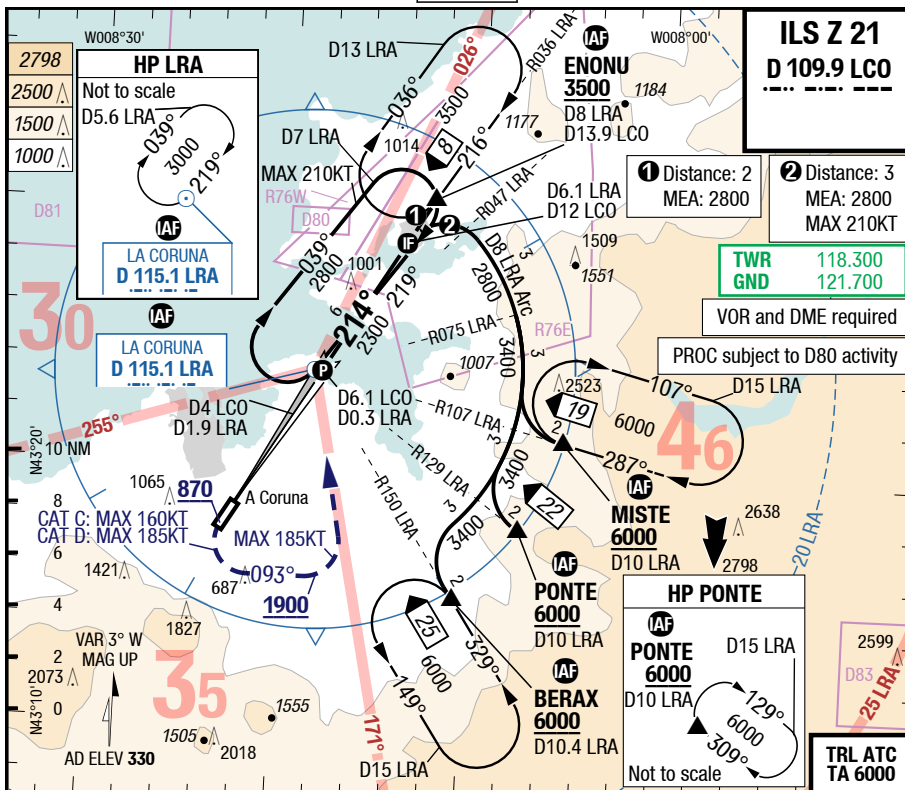
RWY 21 (214°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
8.3%	ft/MIN	1100	1300	1600	1800	2100	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
KORAV 2C 7.0% to 2000 (CAT B, C) 8.3% to 2100 (CAT D) 120.200	CAT B, C: Climb on RWY HDG - at MNM 840 LT (MAX 176KT, 20° bank) HDG 034° - intercept QDR 076 C - RT intercept R107 LRA - at D9.5 LRA LT HDG 002° - intercept R032 STG to KORAV CAT D: Climb on RWY HDG - at MNM 840 LT (MAX 204KT, 20° bank) HDG 034° - intercept QDR 076 C - RT intercept R107 LRA - at D9.5 LRA LT HDG 002° - intercept R032 STG to KORAV	D9.5 LRA MNM 3000 KORAV MNM FL65
MEGAT 2C 7.0% to 2000 (CAT B, C) 8.3% to 2100 (CAT D) 120.200	CAT B, C: Climb on RWY HDG - at MNM 840 LT (MAX 176KT, 20° bank) HDG 034° - intercept QDR 076 C - RT intercept R107 LRA - at D18 LRA LT intercept R049 STG to MEGAT CAT D: Climb on RWY HDG - at MNM 840 LT (MAX 204KT, 20° bank) HDG 034° - intercept QDR 076 C - RT intercept R107 LRA - at D18 LRA LT intercept R049 STG to MEGAT	D18 LRA MNM 4700 MEGAT MNM FL65
ROXER 2C 7.0% to 2000 (CAT B, C) 8.3% to 2100 (CAT D) 120.200	CAT B, C: Climb on RWY HDG - at MNM 840 LT (MAX 176KT, 20° bank) HDG 034° - intercept QDR 076 C - RT intercept R107 LRA to ROXER CAT D: Climb on RWY HDG - at MNM 840 LT (MAX 204KT, 20° bank) HDG 034° - intercept QDR 076 C - RT intercept R107 LRA to ROXER	ROXER MNM 6000







21		Cat 2 DME GA 5.0%	Cat 2 DME GA 2.5%	Cat 1 DME GA 5.0%	Cat 1 DME GA 4.0%	Cat 1 DME GA 2.5%	Circling
C	ft - m/km ft	210 - 450R 425 RA	370 - 450R 563 RA	310 - 1.0 590 ¹⁾	340 - 1.1 620 ²⁾	440 - 1.6 720 ³⁾	1960 - 2.4V 2290
D	ft - m/km ft	260 - 450R 507 RA	410 - 450R 531 RA	330 - 1.1 610 ²⁾	380 - 1.3 660 ⁴⁾	470 - 1.8 750 ⁵⁾	1960 - 3.6V 2290

1) With EVS 650m

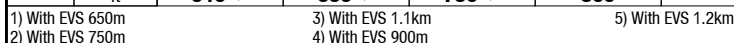
2) With EVS 750m

3) With EVS 1.1km

4) With EVS 900m

5) With EVS 1.2km

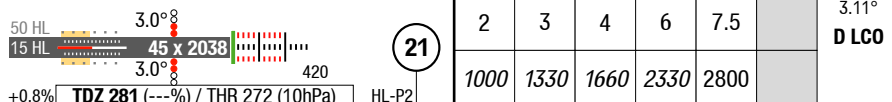
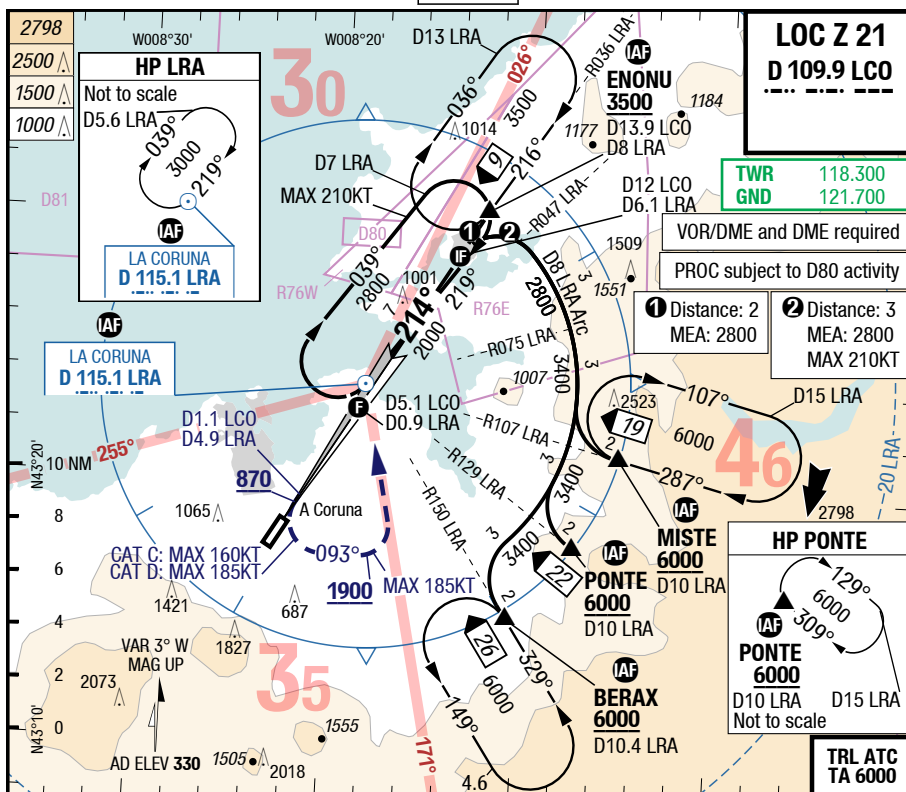
5) With EVS THERM



LCG-LECO

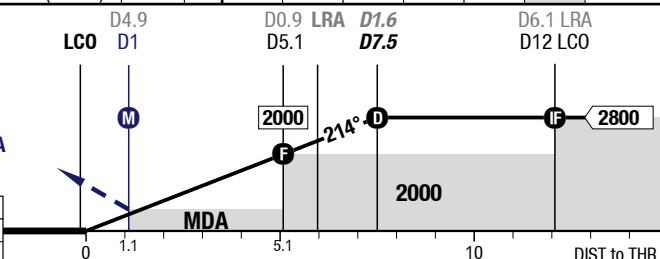
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LOC Z 21

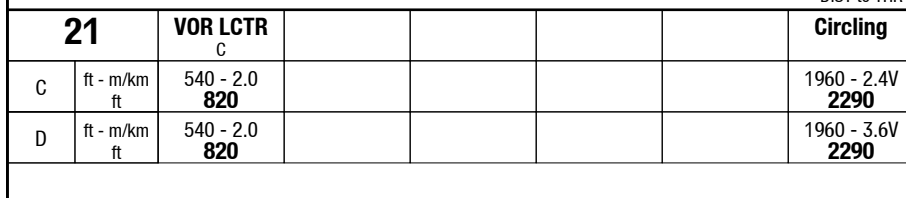


214° - at MNM **870**
LT (CAT C: MAX 160KT,
 CAT D: MAX 185KT)
 (Do not turn before MAPt)
 093° - at MNM **1900**
LT (MAX 185KT) - direct **LRA**
 climb **3000**

DME LCO reads zero at THR			
GS	120	140	160
D5.1 LCO	660	770	880
-MAPt	NA	NA	NA



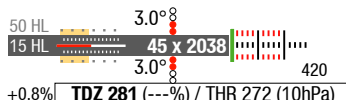
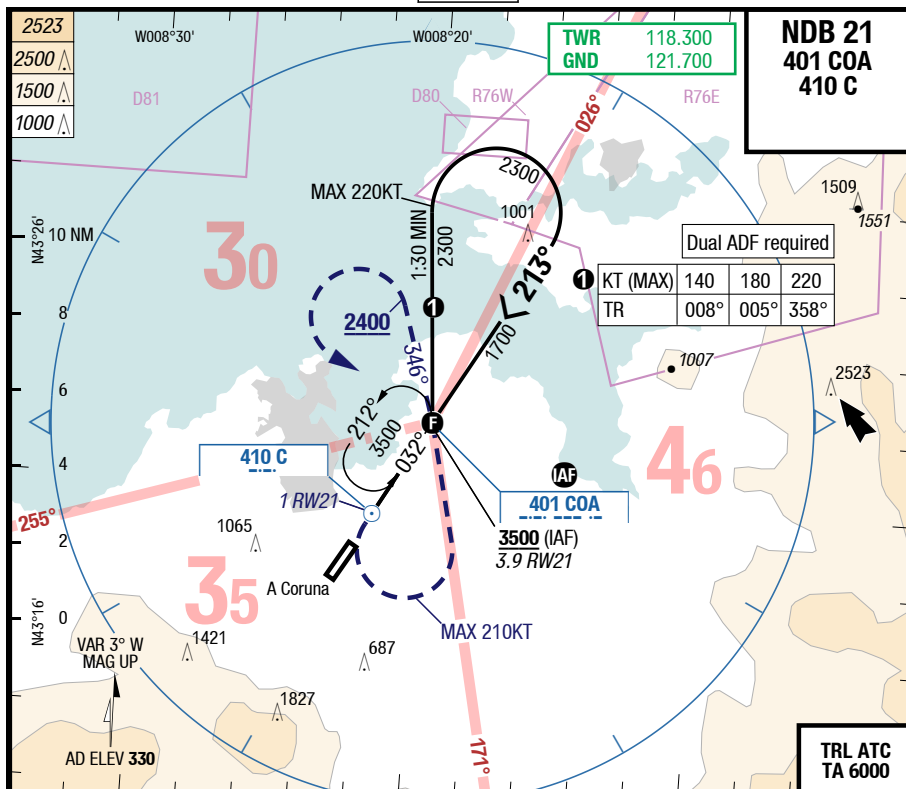
21		LOC DME				Circling
C	ft - m/km ft	520 - 1.9 800				1960 - 2.4V 2290
D	ft - m/km ft	520 - 1.9 800				1960 - 3.6V 2290



LCG-LECO

7-50

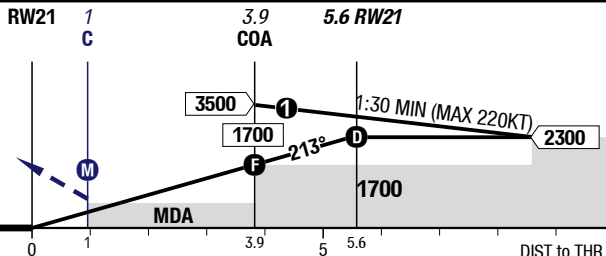
NDB 21



2	3	4	5	5.6	3.33°
1030	1380	1730	2090	2300	RW21 213°
					RWY 214°

LT (MAX 210KT)
(Do not turn before MAPt)
direct **COA**
QDR 346 **COA**
at MNM 2400 LT
direct **COA**
climb **3500**

GS	120	140	160
3.9 RW21	710	820	940
-MAPt	NA	NA	NA



21	NDB LCTR C				Circling
C	ft - m/km ft	680 - 2.4 960			1960 - 2.4V 2290
D	ft - m/km ft	680 - 2.4 960			1960 - 3.6V 2290