

GENERAL**Operational Hours****ATS Hours:** H24**AD OPS Hours:** 0545-2200± (H24 for Cargo)**Airport Information****RFF:** CAT 7**Fuel:** AD OPS HRs, other times O/R**PCN:** RWY 12R/30L: 56/F/A/W/T, first 305m / 984ft 51/R/A/W/T

RWY 12L/30R: 108/F/A/W/T

between 1220m and 1450m/4000ft and 4760ft from THR 12L 53/F/B/W/T
between 1582m and 1812m/5190ft and 5945ft from THR 30R 53/F/B/W/T**Operation****Arrival Note**

Possible delays after LDG of heavy ACFT due to RWY inspection.

Low Visibility Procedures

LVP in force when RVR at or below 600m or VIS below 800m, or when cloud base height equal to or below 250ft / 75m.

Inform ATC in the event that an exiting ACFT has to return back to the APN.

ARR ACFT shall vacate RWY 30R via A1 up to TA. Taxi via TA, entering the civil APN via C1.1.

Enter RWY 12L through TWYs C-1.1, TA, until A-1.

Enter RWY 30R through TWYs C-2.2 and A-5.

Taxiing of only one ACFT allowed at a time.

Taxi to RWY with follow-me only.

TWY Restriction

B748 ACFT, require judgemental oversteering in several areas of TWY C1, and in several curved sections of TA, A1 and C1 in curved joint with THR RWY 30L.

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

ENG test shall be carried out:

- At stand itself, if carried out at idle regime; or
- At HLDG bay located in A5 for higher regimes.

Warnings

Military Jet FLTs.

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

ARR ACFT in the maneuvering area: Stop ACFT and wait for follow-me.

If ATC taxi CLR received, continue on assigned route and stop at the CLR limit taking extreme care, where to hold and wait for follow-me.

Arrival Procedure**Continuous Descent Approach (CDA)**

Procedure HRs: 1600-0600±.

Non-Standard GP Intercept Position on RWY 30R

GP intercept RWY 30R at 313m / 1027ft after landing threshold.

Remaining LDG DIST beyond GP is 2719m / 8921ft.

VFR Traffic Pattern

RWY 12R, 30R right-hand circuit with ALT 2500ft.

Arrival Notes

RWY 30R: ALEPO 1DCB subject to LED107 activity.

DEPARTURE**Take-off Minima**

RWY		30R	
All ACFT	ft - m/km	0 - 75R	-
RWY		12L	
All ACFT	ft - m/km	0 - 125R	-
RWY		12R/30L	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

Communication**COM Failure**

Departing ACFT in the maneuvering area: Continue on assigned route to CLR limit, take extreme caution to avoid detours. At CLR limit PSN, hold PSN and wait for the arrival of follow-me.

If ATC taxi CLR received, continue on assigned route and stop at the CLR limit taking extreme care, where to hold and wait for follow-me.

De-icing

AVBL

B748 Aircraft Operation**Standard Taxi Routes****ARR**

- RWY 30R: Vacate RWY via TWY A1, then taxi via TWY TA to C-1.1 and access APN to stand.
- RWY 12L: Vacate RWY via TWY A5, then taxi via TWY TA to C-2.2 and access APN to stand.
- RWY 12R: Vacate RWY via TWY C1, then taxi via TWY TA to C-1.1 and access APN to stand.
- RWY 30L: Not allowed for LDG.

DEP

- RWY 30R: Leave APN via TWY C-2.2, then taxi via TWY TA to A5 and continue to THR 30R.
- RWY 12L: Leave APN via TWY C-1.1, then taxi via TWY TA to A1 and enter RWY.
- RWY 12R/30L: Not allowed for TKOF

Taxi/Parking

Oversteering maneuvers might be necessary for turns.

Taxi on movement area with exterior ENGs at idle regime.

ZAZ-LEZG

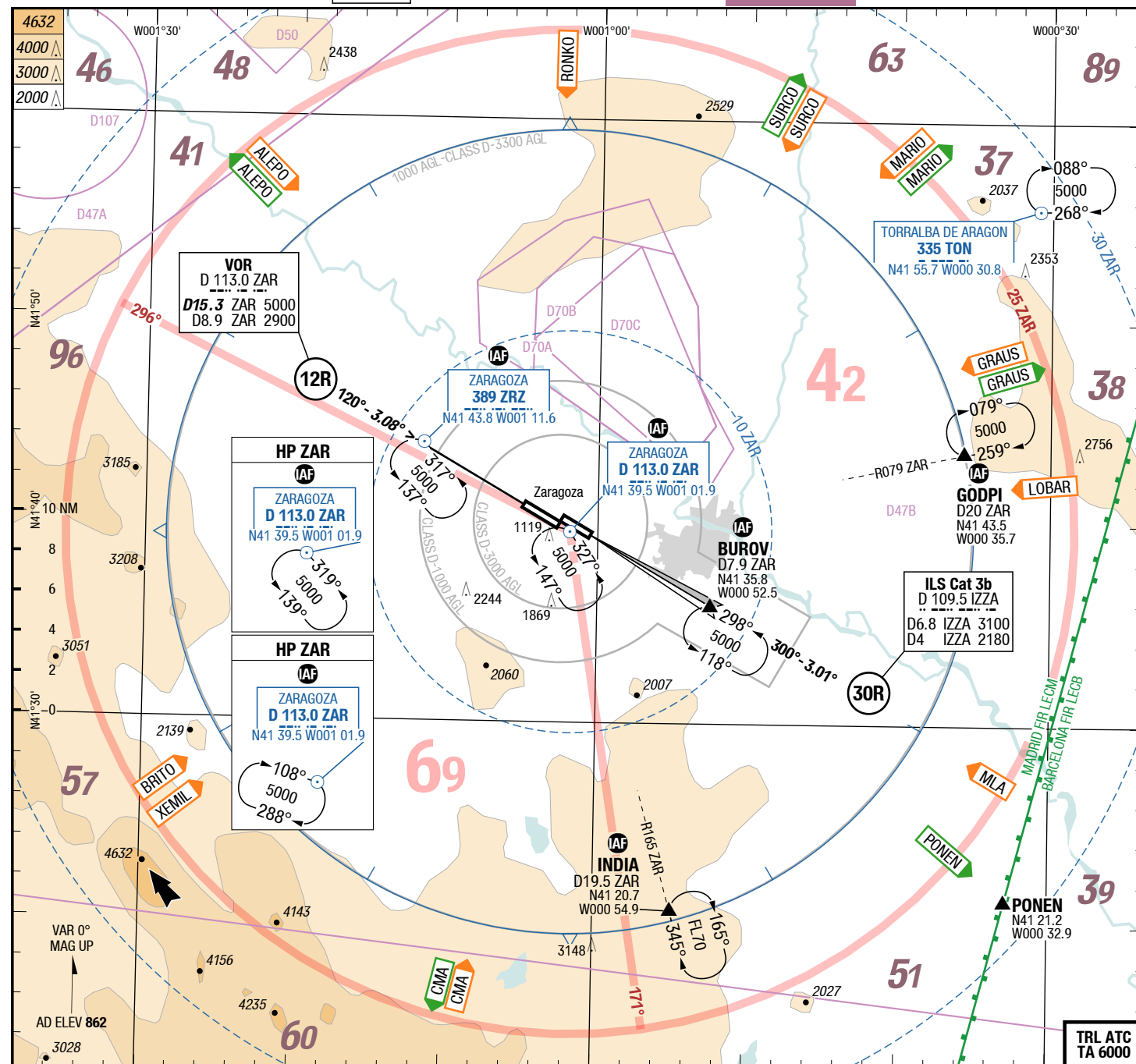
AFC

AFC

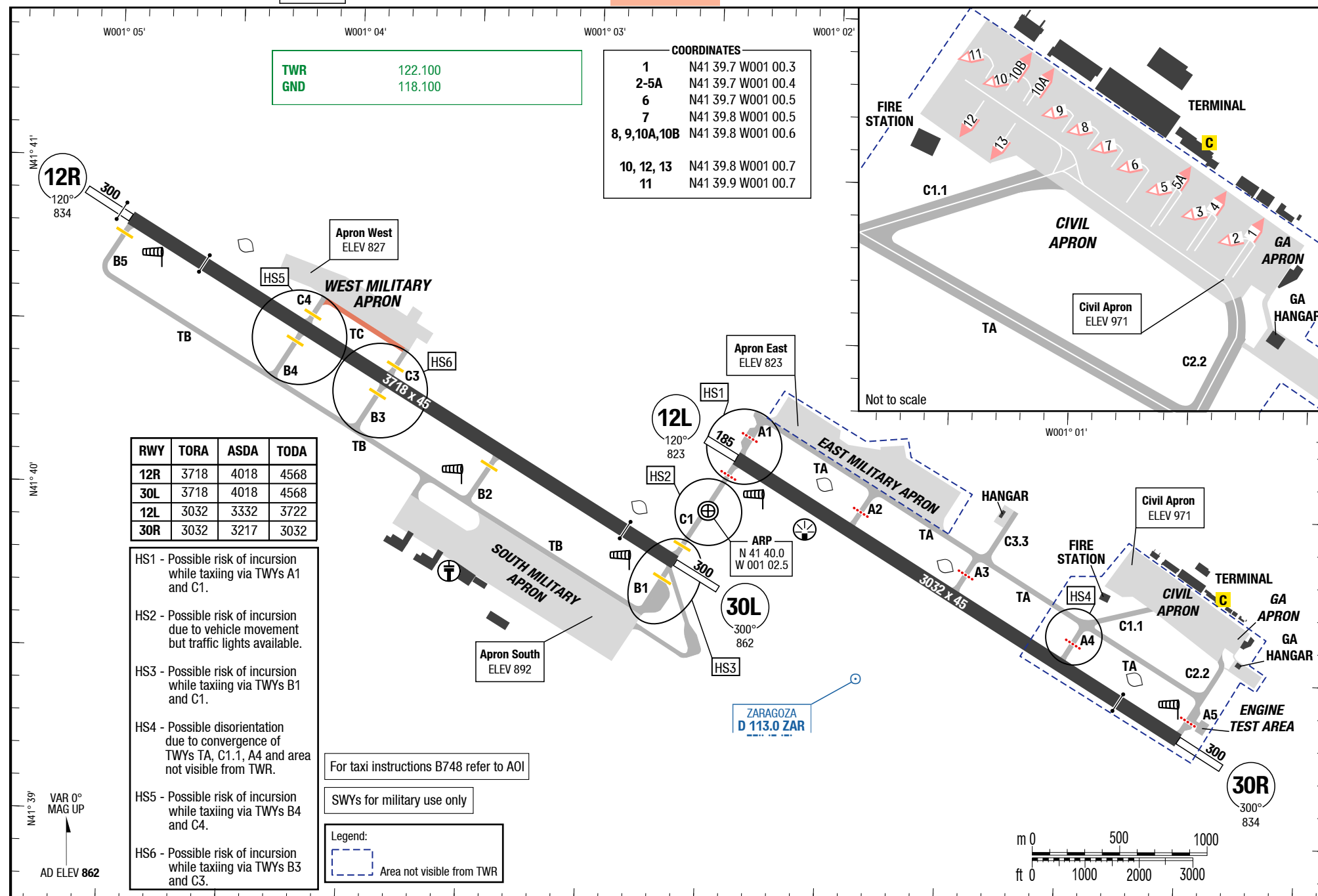
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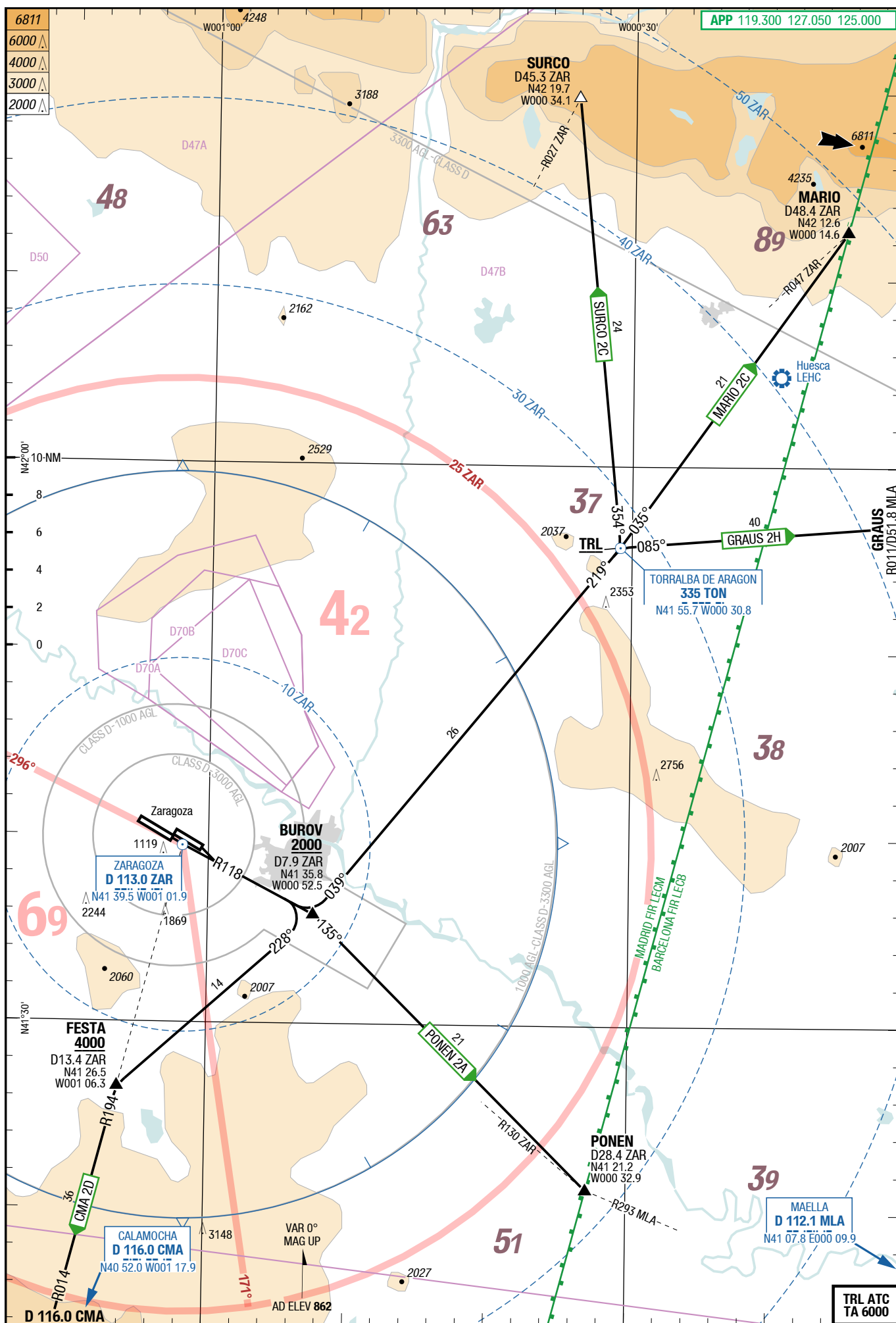
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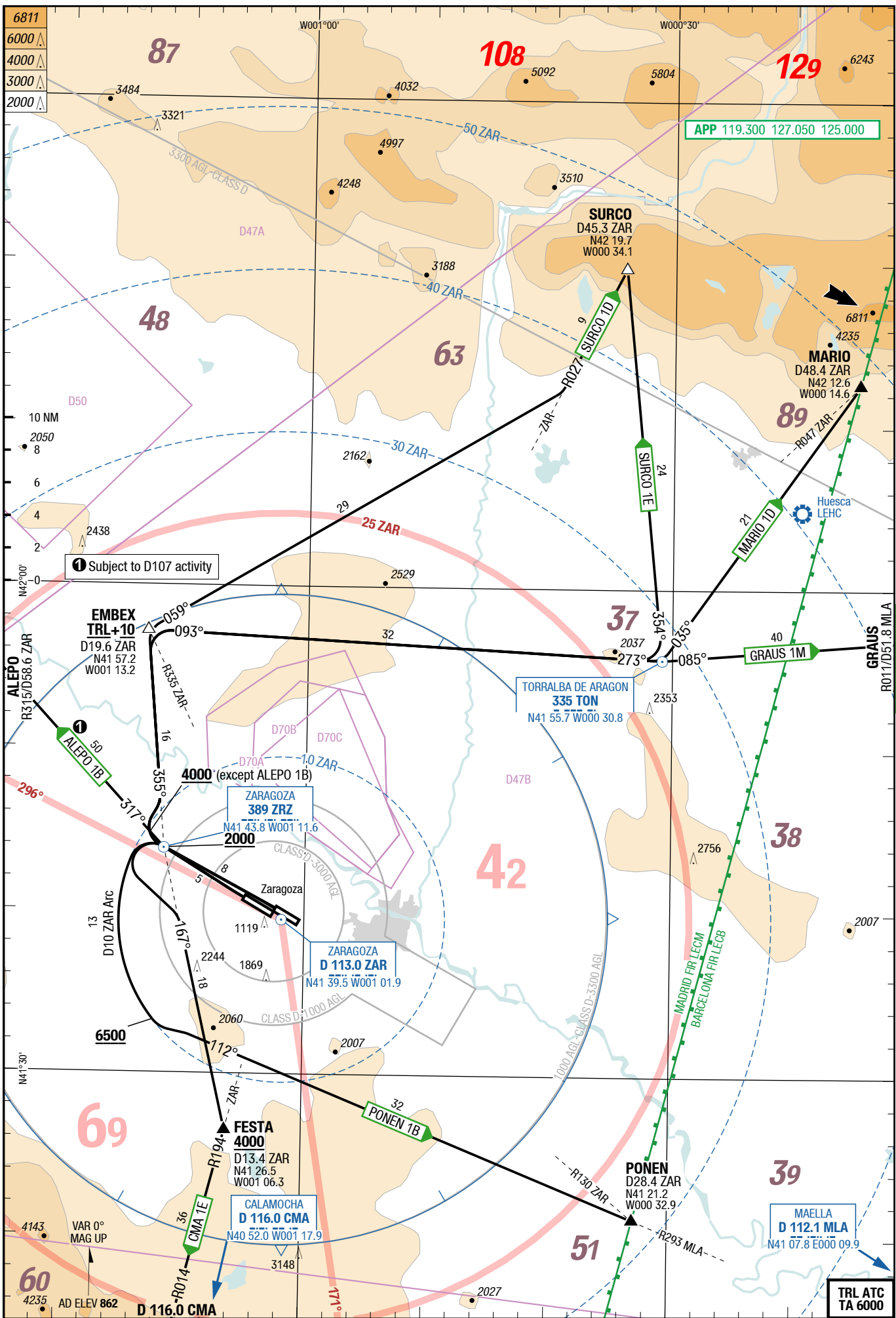
2-10



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CALAMOCHA 2D / GRAUS 2H / MARIO 2C / PONEN 2A / SURCO 2C

RWYs 12L/R (120°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12L/12R	
CALAMOCHA 2D CMA 2D 119.300	intercept R118 ZAR to BUROV - RT 228° to FESTA - intercept R014 CMA (R194 ZAR) to CMA	BUROV MNM 2000 FESTA MNM 4000
GRAUS 2H 119.300	intercept R118 ZAR to BUROV - LT intercept QDM 039 TON to TON - QDR 085 TON to GRAUS	BUROV MNM 2000 TON MNM TRL
MARIO 2C 119.300	intercept R118 ZAR to BUROV - LT intercept QDM 039 TON to TON - QDR 035 TON to MARIO	BUROV MNM 2000 TON MNM TRL
PONEN 2A 119.300	intercept R118 ZAR to BUROV - RT 135° intercept R293 MLA to PONEN	BUROV MNM 2000
SURCO 2C 119.300	intercept R118 ZAR to BUROV - LT intercept QDM 039 TON to TON - QDR 354 TON to SURCO	BUROV MNM 2000 TON MNM TRL

ALEPO 1B / CALAMOCHA 1E / GRAUS 1M / MARIO 1D / PONEN 1B / SURCO 1D / SURCO 1E

RWYs 30L/R (300°)

	GS	120	150	180	210	240	270
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30L/30R	
ALEPO 1B 119.300 ①	direct ZRZ - QDR 317 ZRZ to ALEPO	ZRZ MNM 2000
CALAMOCHA 1E CMA 1E 119.300	direct ZRZ - LT intercept QDR 167 ZRZ - at FESTA RT intercept R014 CMA (R194 ZAR) to CMA	ZRZ MNM 2000 FESTA MNM 4000
GRAUS 1M 119.300	direct ZRZ - maintain HDG - at MNM 4000 RT intercept QDR 355 ZRZ - at EMBEX RT intercept QDM 093 TON to TON - QDR 085 TON to GRAUS	ZRZ MNM 2000 EMBEX MNM TRL+10
MARIO 1D 119.300	direct ZRZ - maintain HDG - at MNM 4000 RT intercept QDR 355 ZRZ - at EMBEX RT intercept QDM 093 TON to TON - QDR 035 TON to MARIO	ZRZ MNM 2000 EMBEX MNM TRL+10
PONEN 1B 5.7% to 6500 119.300	direct ZRZ - LT follow D10 ZAR arc - intercept R293 MLA inbound to PONEN	ZRZ MNM 2000 intercept R293 MLA MNM 6500
SURCO 1D 119.300	direct ZRZ - maintain HDG - at MNM 4000 RT intercept QDR 355 ZRZ - at EMBEX RT 059° - intercept R027 ZAR to SURCO	ZRZ MNM 2000 EMBEX MNM TRL+10
SURCO 1E 119.300	direct ZRZ - maintain HDG - at MNM 4000 RT intercept QDR 355 ZRZ - at EMBEX RT intercept QDM 093 TON to TON - QDR 354 TON to SURCO	ZRZ MNM 2000 EMBEX MNM TRL+10

① Subject to D107 activity.

ZAZ-LEZG

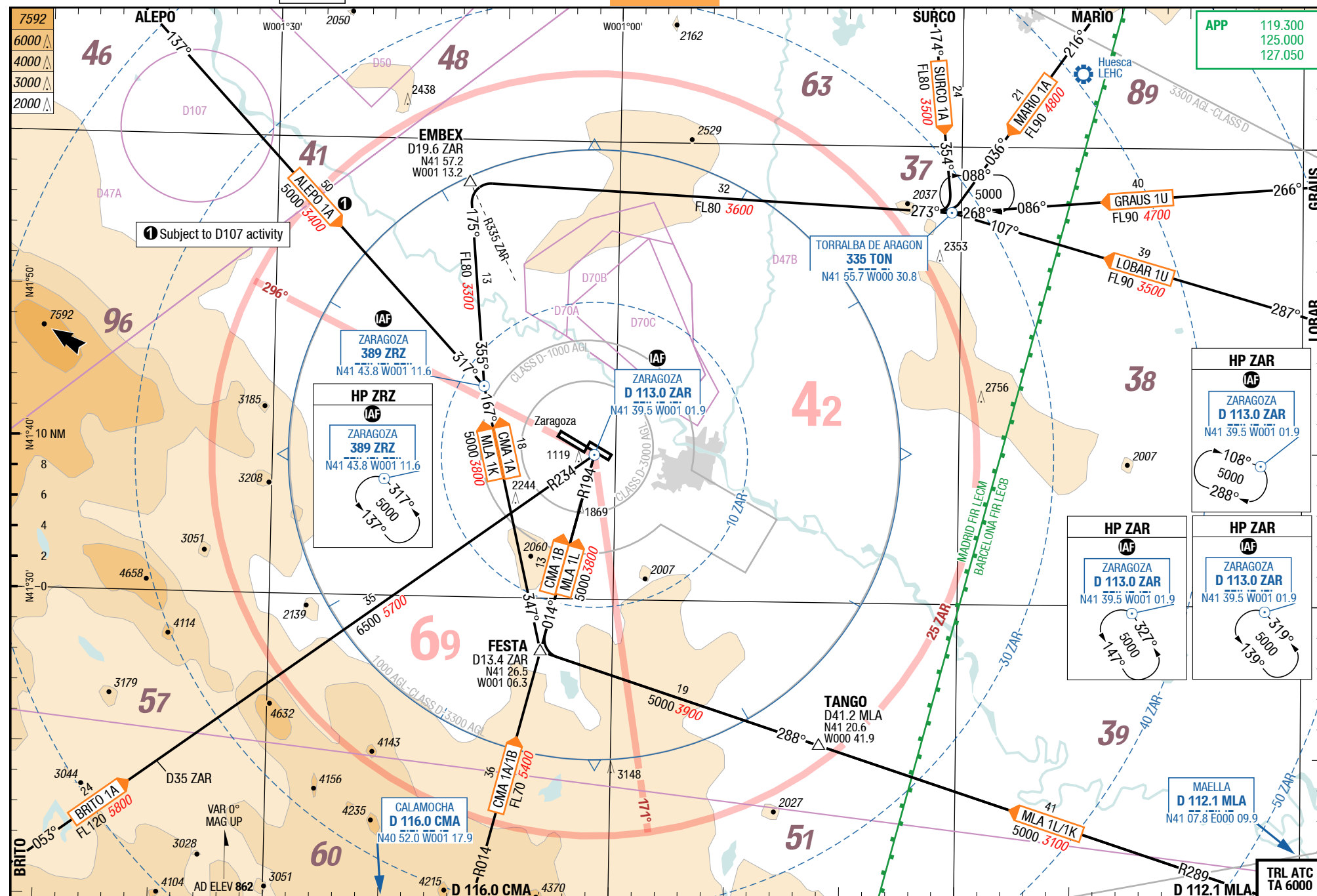
STARs RWYs 12L/R

STAR

STAR

STARs RWYs 12L/R

6-10



Changes: MSA, OBST

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ZAZ-LEZG

STARs RWYs 30L/R

STAR

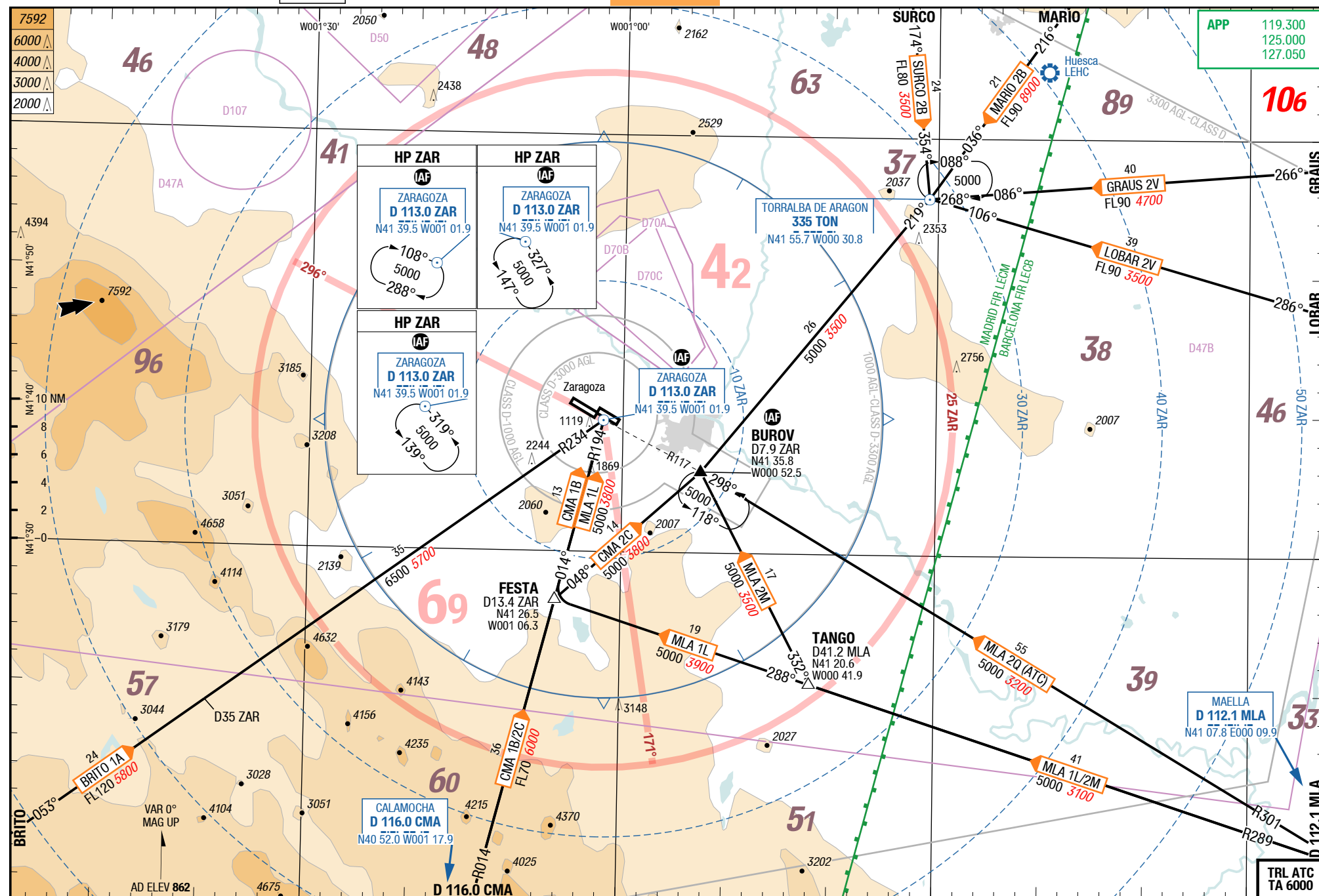
STAR

STARs RWYs 30L/R

6-20

STARs RWYs 30L/R

STARs RWYs 30L/R



Changes: MSA, OBST

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Effective 29-MAR-2018

22-MAR-2018

ZAZ-LEZG

Spain Zaragoza

STARs RWY 30R CDA (ATC)

6-30

STARs RWY 12R CDA (ATC)

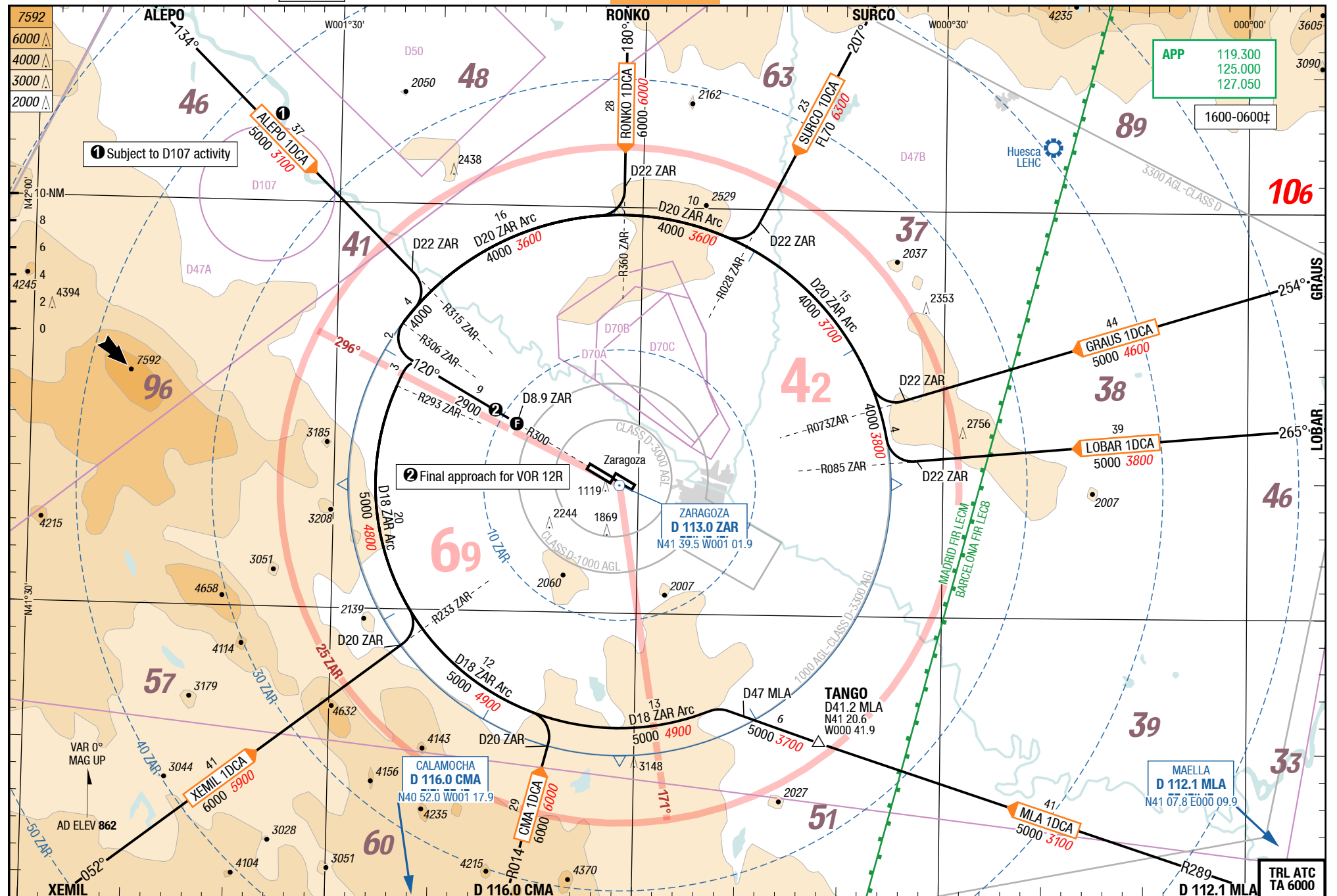
STAR

STAR

Zaragoza Spain

STARs RWY 30R CDA (ATC)

STARs RWY 12R CDA (ATC)



Changes: MSA, MEA, DIST, OBST

ZAZ-LEZG

Spain **Zaragoza**

STAR

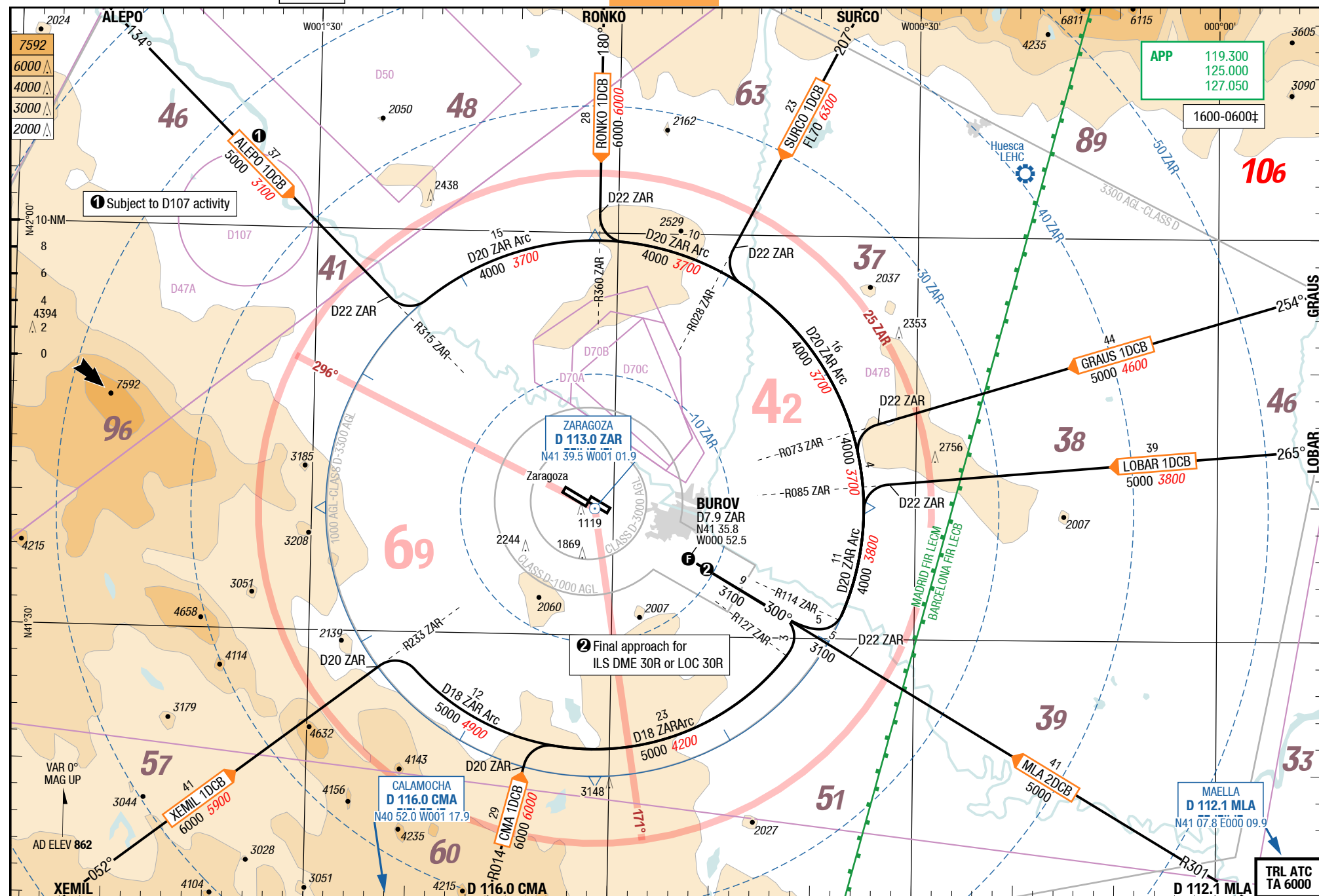
STAR

Zaragoza Spain

STARs RWY 30R CDA (ATC)

6-40

STARs RWY 30R CDA (ATC)

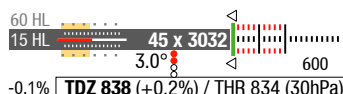
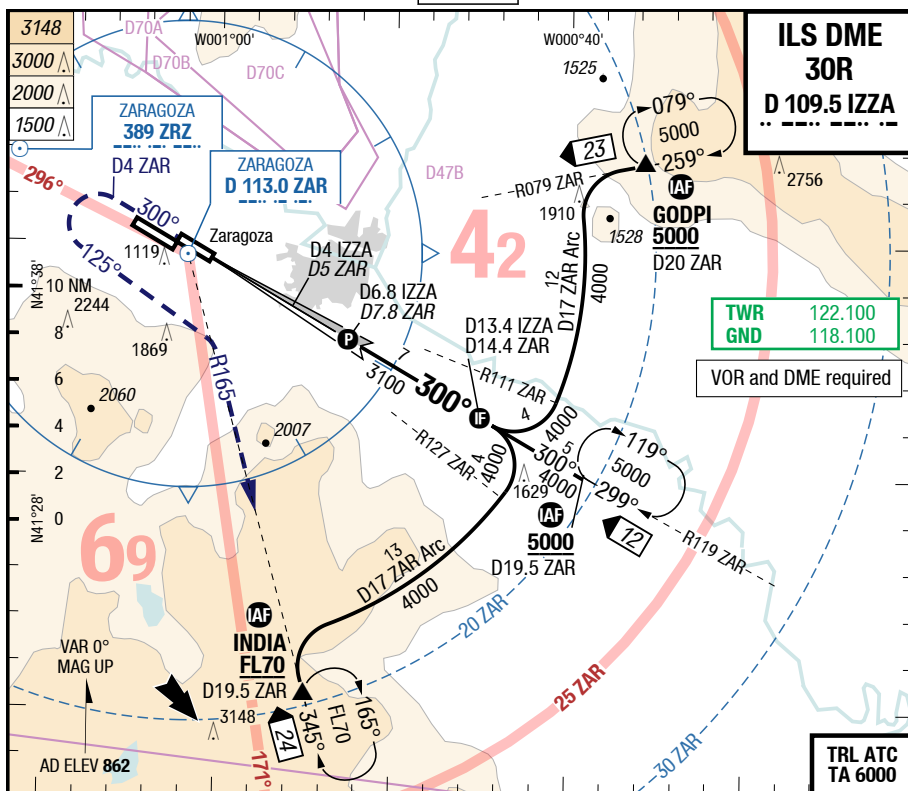


Changes: MSA, OBST

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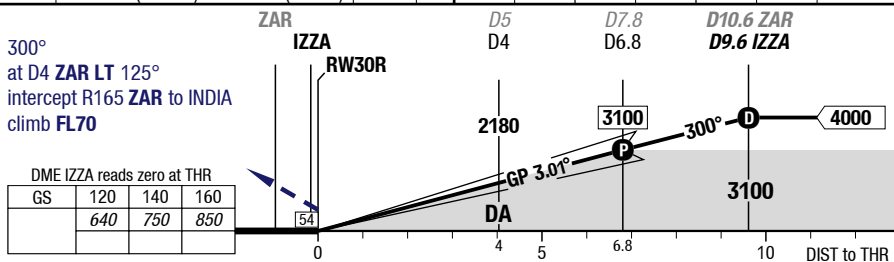
7-10

ILS DME 30R



1	2	3	5	7	9.6	D IZZA
1220	1550	1870	2520	3180	4000	

300°
at D4 **ZAR** LT 125°
intercept R165 **ZAR** to INDIA
climb **FL70**



30R		Cat 3b DME GA 3.5%	Cat 2 DME GA 3.5%	Cat 1 DME GA 3.5% 1)	Cat 1 DME GA 3.5% APL U/S 2)	Cat 1 DME GA 2.5% 2)	Circling
C	ft - m/km ft	0 - 75R Company	100 - 400R 105 RA	200 - 1.2V 1040	200 - 1.6V 1040	410 - 1.6V 1250	1740 - 4.8V 2600
D	ft - m/km ft	0 - 75R Company	120 - 1.2R 124 RA	200 - 1.2V 1040	200 - 1.6V 1040	410 - 1.6V 1250	1740 - 4.8V 2600

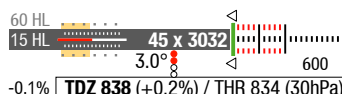
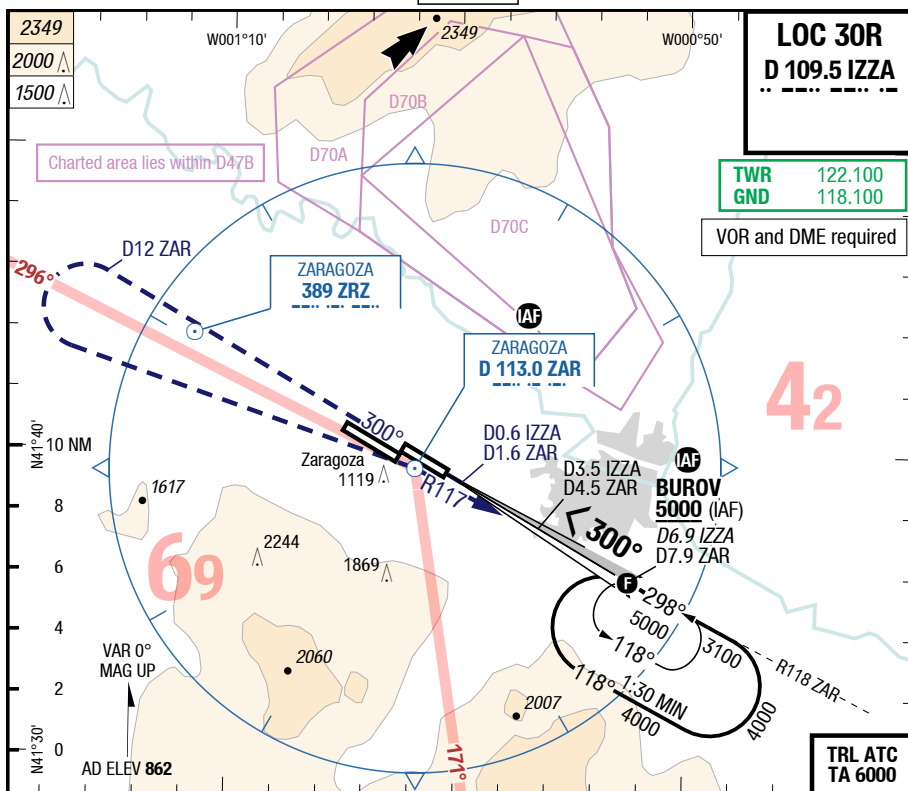
1) With EVS VIS 800m

2) With EVS VIS 1.1km

Changes: MSA, MIN, OBST

7-20

LOC 30R



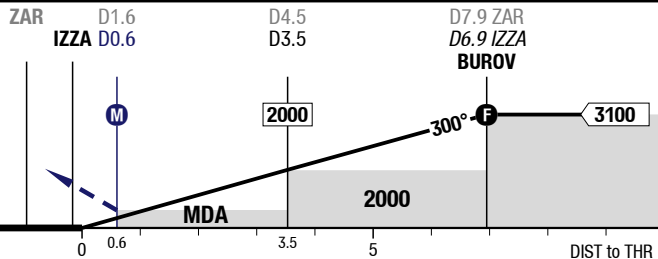
30R

2	3	4	5	6	6.9	3.00° D IZZA
1540	1850	2170	2490	2810	3100	

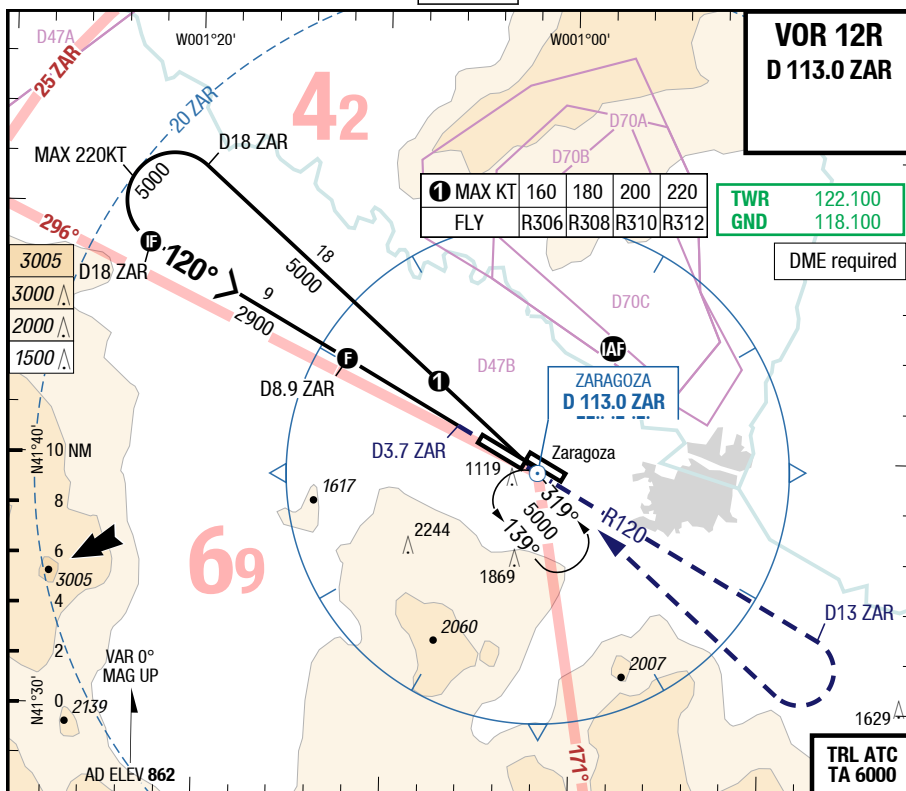
300°
at D12 ZAR LT
direct ZAR
R117 ZAR to BUROV
climb 5000

DME IZZA reads zero at THR

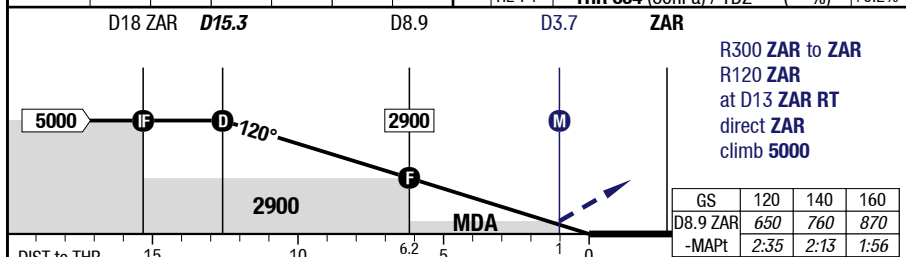
GS	120	140	160
D3.5 IZZA	640	740	850
-MAPt	NA	NA	NA



30R	LOC DME	LOC DME APL U/S	Circling
C	ft - m/km ft	390 - 1.2V 1220	1510 - 4.8V 2370
D	ft - m/km ft	390 - 1.6V 1220	1770 - 4.8V 2630



3.08°	15.3	13	11	9	7	5	<div style="text-align: center;"> <p>83.0° 60 HL 581 ----- 3718 x 45</p> </div>
D ZAR	5000	4260	3610	2960	2300	1650	

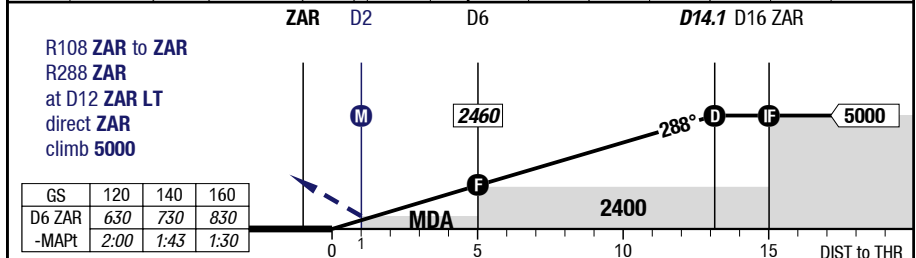
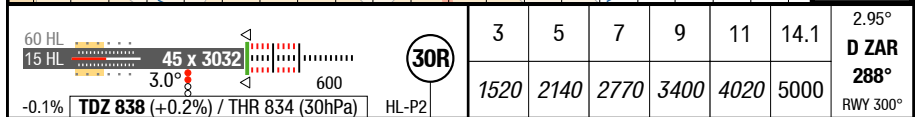
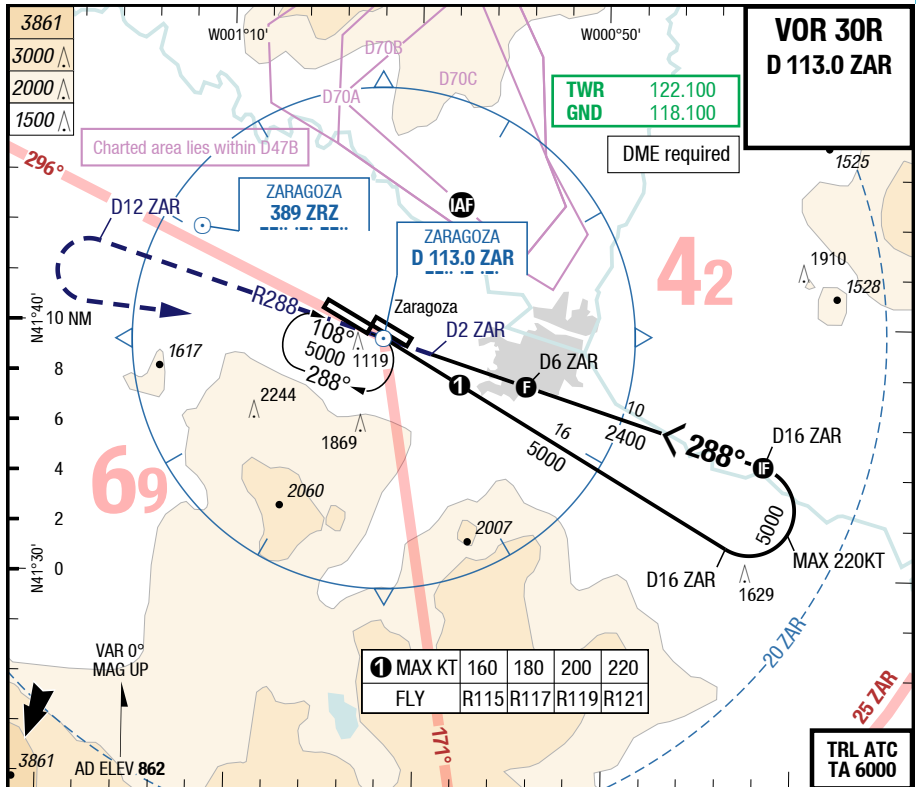


12R		VOR DME					Circling
C	ft - m/km ft	500 - 1.8 1330					1510 - 2.4V 2370
D	ft - m/km ft	500 - 1.8 1330					1770 - 3.6V 2630

ZAZ-LEZG

7-40

VOR 30R

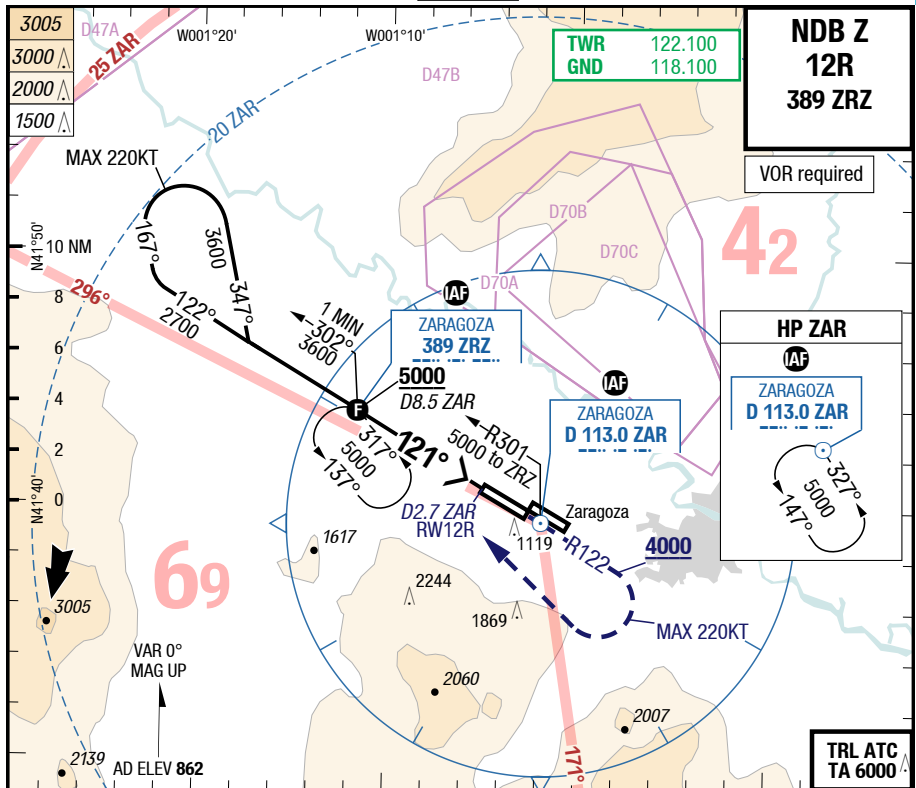


30R	VOR DME					Circling
C	ft - m/km ft	500 - 1.8 1330				1510 - 2.4V 2370
D	ft - m/km ft	500 - 1.8 1330				1770 - 3.6V 2630

ZAZ-LEZG

7-50

NDB Z 12R

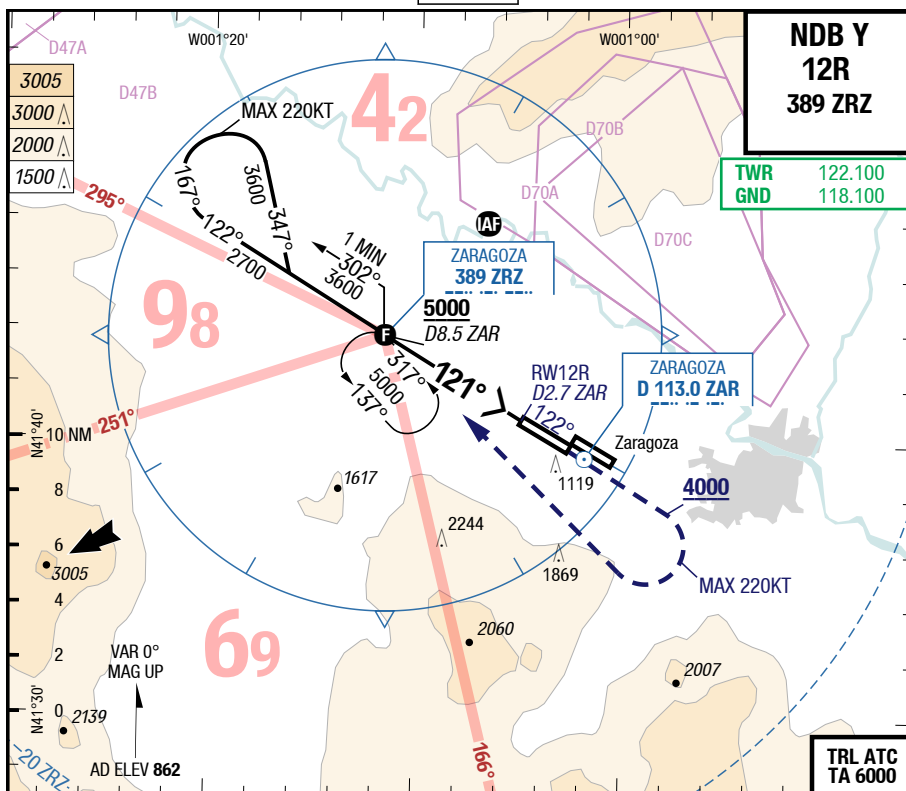


3.02° D ZAR 121° RWY 120°	11.1	9	8	7	6	5	<div><div>12R</div><div>HL-P1</div><div>THR 834 (30hPa) / TDZ --- (---%) +0.2%</div></div>																
<div><div><div>D11.1 ZAR</div><div>D8.5 ZRZ</div><div>D2.7 RW12R</div><div>ZAR</div></div><div><div><div>3600</div><div>2700</div><div>5000</div><div>2760</div></div><div><div>1 MIN</div><div>302°</div><div>122°</div><div>121°</div></div><div><div>MDA</div><div>5.8</div><div>5</div><div>0</div></div></div><div><div>direct ZAR R122 ZAR at MNM 4000 FT (MAX 220KT) direct ZRZ climb 5000</div><div><table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D8.5 ZAR</td><td>640</td><td>750</td><td>850</td></tr><tr><td>-MAPt</td><td>2:55</td><td>2:30</td><td>2:11</td></tr></table></div></div></div>												GS	120	140	160	D8.5 ZAR	640	750	850	-MAPt	2:55	2:30	2:11
GS	120	140	160																				
D8.5 ZAR	640	750	850																				
-MAPt	2:55	2:30	2:11																				
<div><div>DIST to THR</div><div><div>12R</div><div>NDB</div><div>Circling</div></div></div>																							
C	ft - m/km ft	500 - 1.8 1330								1510 - 2.4V 2370													
D	ft - m/km ft	500 - 1.8 1330								1770 - 3.6V 2630													

ZAZ-LEZG

7-60

NDB Y 12R



3.02° D ZAR 121° RWY 120°	11.1	9	8	7	6	5	<div>12R</div>	<div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div>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30R		Cat 1 DME GA 2.5% APL U/S 1)					
C	ft - m/km ft	410 - 2.0V 1250					
D	ft - m/km ft	410 - 2.0V 1250					
1) With EVS VIS 1.3km							