

**GENERAL****Operational Hours****ATS Hours / AD Activity Hours**

Winter: 0645-2120. In case PPR is activated 0645-2220

Summer: 0545-2220. In case PPR is activated 0545-2320

**AD Hours**

Winter: 0700-2100 PS 1HR PPR

Summer 0600-2200 PS 1HR PPR

**Airport Information**

**RFF:** CAT 7

**PCN:** RWY 07/25: 84/F/B/W/T, last 269m/ 883ft of RWY 25: 35/F/C/W/T

**Customs:** AD HR

**Operation**

**Traffic Notes:** AD AVBL for ACFT code letter E operations PPR only.

**Preferential RWY**

TKOF/LDG RWY 25.

Do not request operations on RWY 07 when RWY 25 is in use except for safety and/or ACFT performance.

**Low Visibility Procedure**

LVP not AVBL at AD.

When RVR is below 800m all operations in the movement area will come to a standstill.

**TWY Restriction**

TWY T0 width 20.85m / 68.4ft and MAX wingspan 22m / 72ft.

RWY 25: Vacate RWY via TWY A2, code letter A and B ACFT via TWY A1.

Code letter E ACFT leaving RWY through TWY A1 shall report RWY vacated when at TWY T1.

RWY 07: Vacate via the end of RWY.

Enter RWY via T1, T2, T3, T4 to holding position:

- When RWY 25 in use via TWY DR/DL.
- When RWY 07 in use via TWY A1.

**Taxi/Parking**

ACFT taxiing on TWY T1, T2, T3 and T4 cannot taxi behind an ACFT code letter C or higher that is holding short of RWY at intersection A2, B or C.

Transit between ramp AG1 and the maneuvering area, in both directions, shall be carried out via TWY T0, and only HJ.

Oversteering may be necessary to access to stands from TWY.

**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.

## GENERAL

**Code Letter E ACFT OPS**

LDG RWY 07, exit RWY via:

TWY C, carry out oversteering on the curve between TWY C and TWY T3.

TWY DR, carry out oversteering on the curve between TWY DR and THR 25 and between TWY DR and TWY T4.

LDG RWY 25, exit RWY via:

TWY A1, carry out oversteering on the curve between THR 07 and TWY A1 and between TWY A1 and TWY T1.

TWY A2, carry out oversteering on the curve between THR 07 and TWY A2 and between TWY A2 and TWY T1.

TKOF RWY 07, enter RWY via:

TWY A1, carry out oversteering on the curve between TWY T1 and TWY A1.

TKOF RWY 25, enter RWY via:

TWY DR, carry out oversteering on the curve between TWY T4 and TWY DR and between TWY DR and THR 25.

## Warnings

Birds in vicinity of AD.

## ARRIVAL

## Speed

MAX IAS 250KT on SLP.

MAX IAS 230KT at FL140 or below when in HLDG.

Speed adjustment on APCH:

- MAX IAS 220KT when leaving IAF.
- MAX IAS between 180KT-170KT when intercepting final track to LOC.
- MAX IAS 160KT when intercepting GP on FAP, shall be maintained as far as 4NM from THR.
- ACFT with lower cruising speed, shall maintain cruising speed up to the fix concerned.

## Communication

**COM Failure****During Standstill OPS**

Maintain PSN when RWY is vacated and wait for follow-me.

If ATC taxi CLR is issued, continue via the assigned route to CLR limit, hold PSN and wait for follow-me.

## Arrival Procedure

**VFR Traffic Pattern:** RWY 25 right-hand circuit.

## Warnings

RWY 07/25: Code letter E ACFT should not follow the PAPI indications.

## DEPARTURE

**Take-off Minima**

RWY		25	
All ACFT	ft - m/km	0 - 800R/800V	-
RWY		07	
All ACFT	ft - m/km	0 - 800V	-

**DEPARTURE****Communication****COM Failure****During Standstill OPS**

Continue via the assigned route to CLR limit, hold PSN and wait for follow-me.

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

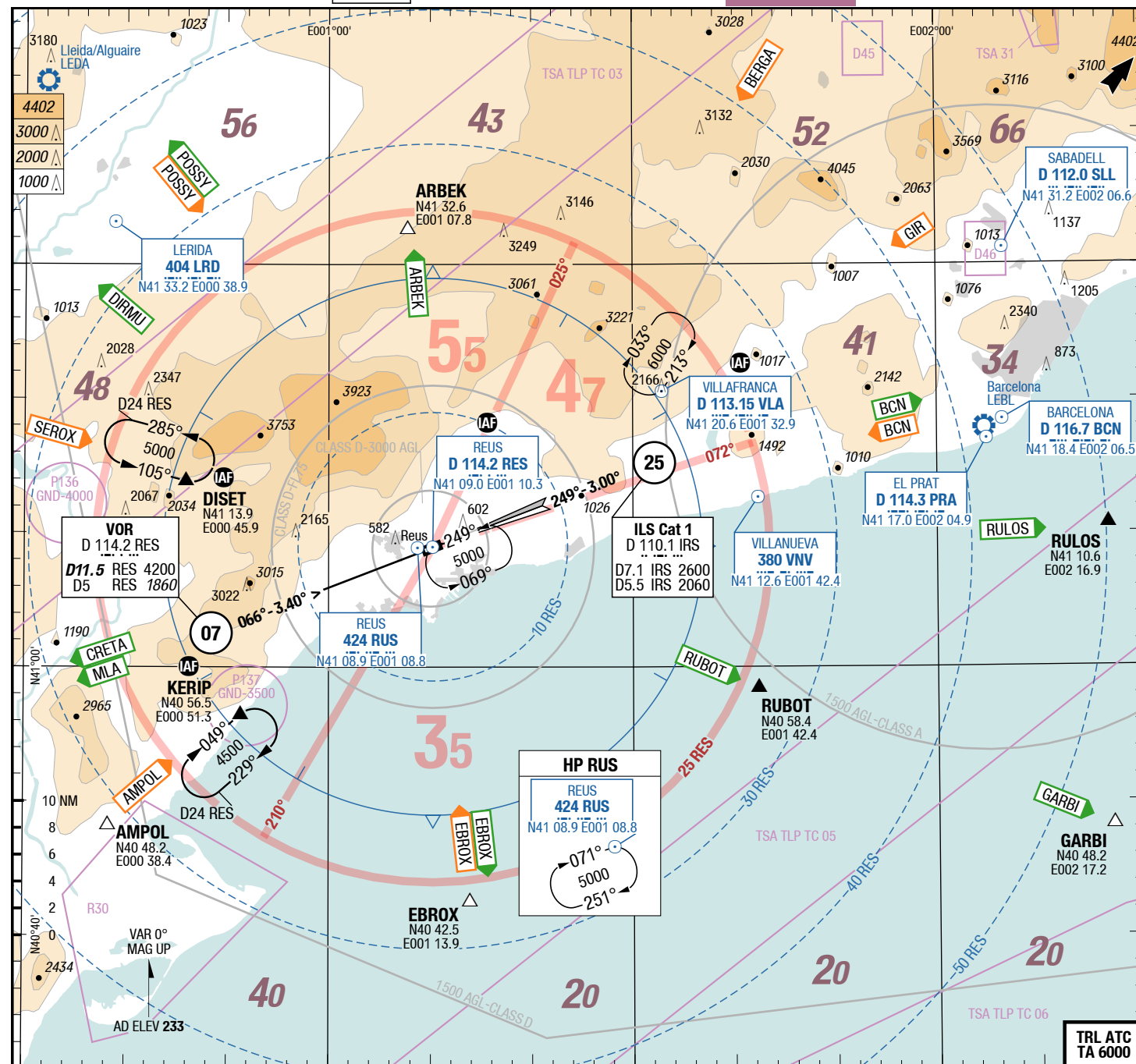
Do not REQ start-up CLR, push-back or taxiing, when RVR or VIS is below OPR MNM.

## REU-LERS

**AFC**

**AFC**

2-10



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Effective 16-AUG-2018

09-AUG-2018

REU-LERS

3-20

Spain Reus

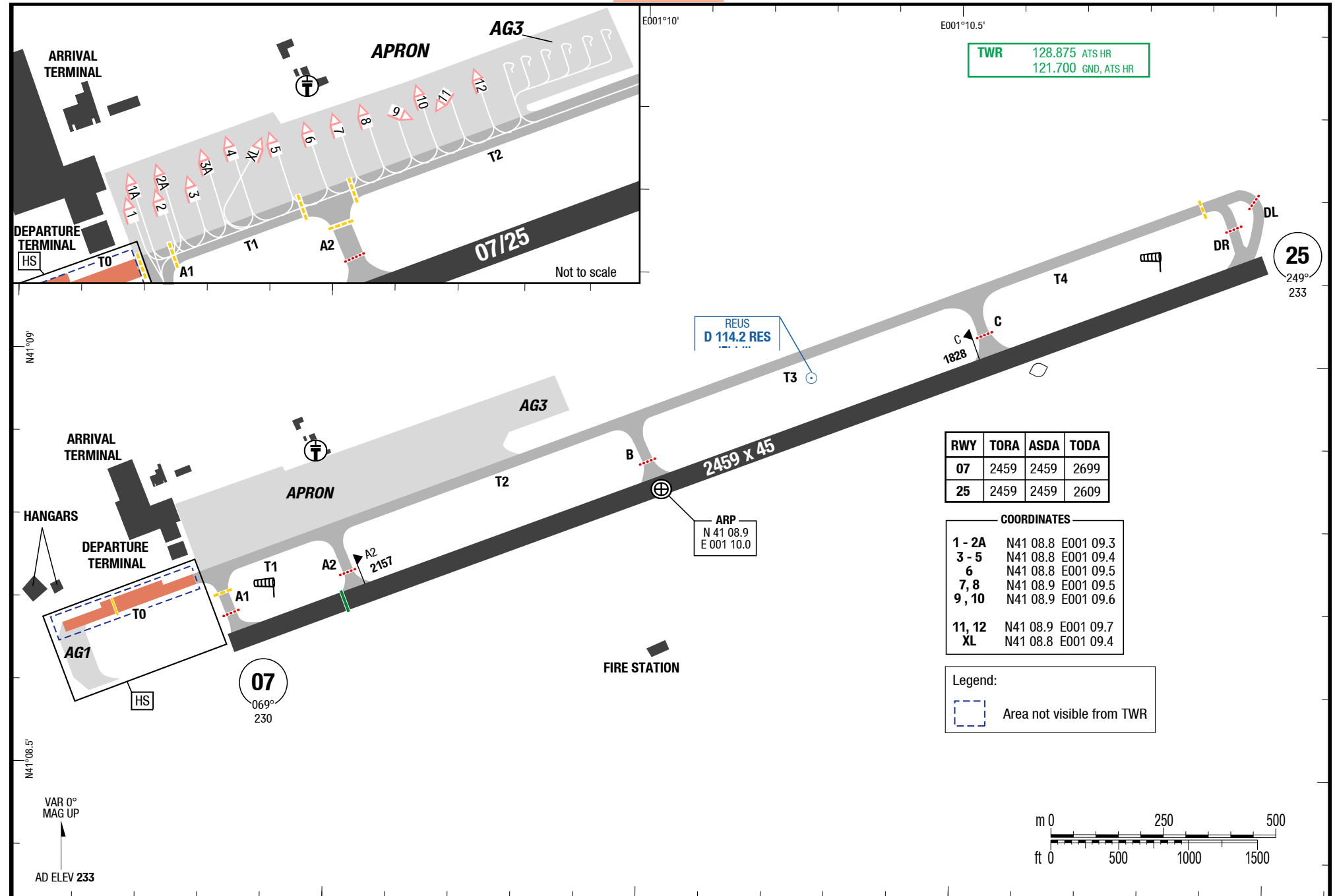
AGC

AGC

AGC

Reus Spain

AGC



Changes: APN, BLDG

## REU-LERS

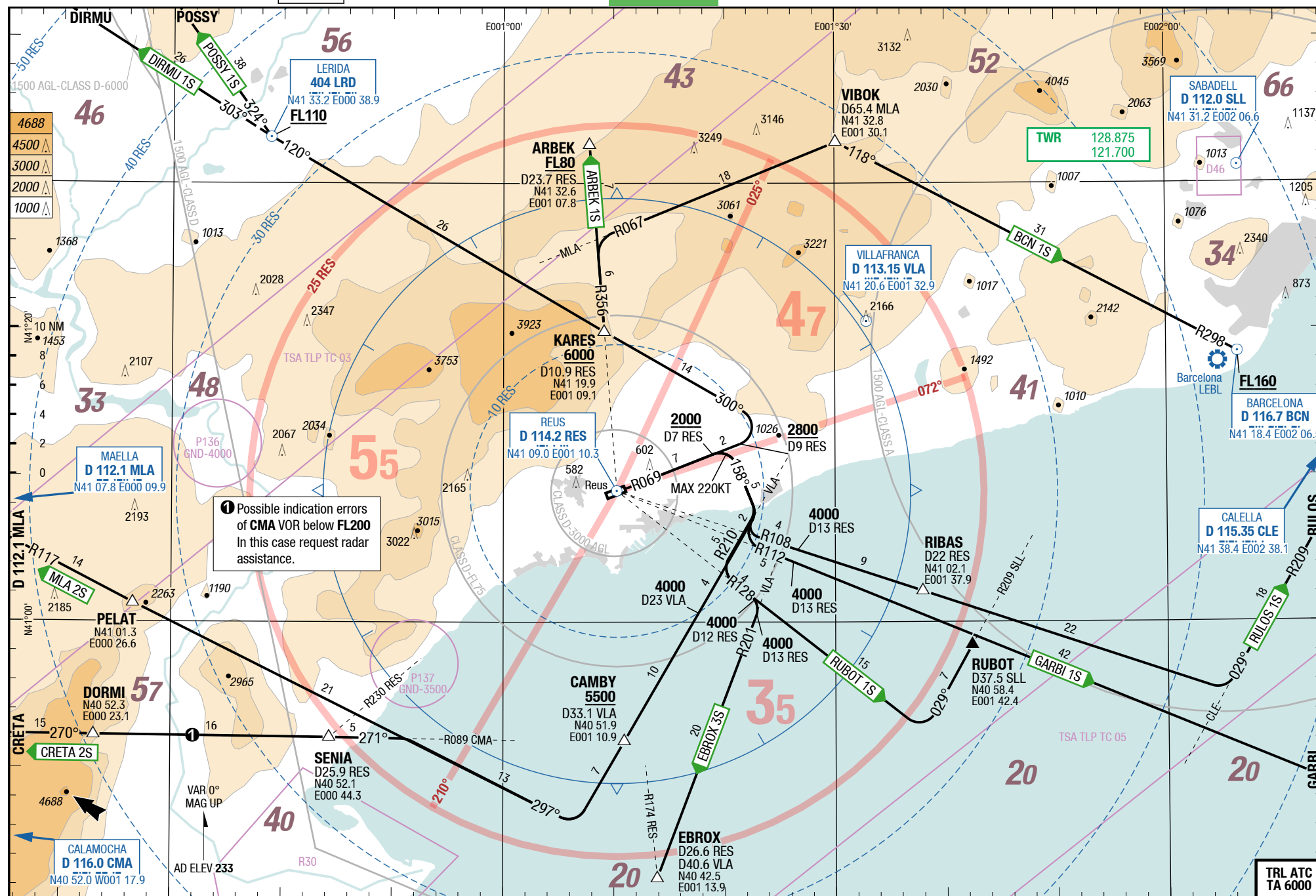
## SIDs RWY 07

SID

SID

## SIDs RWY 07

**4-10**



Changes: FREQ

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## REU-LERS

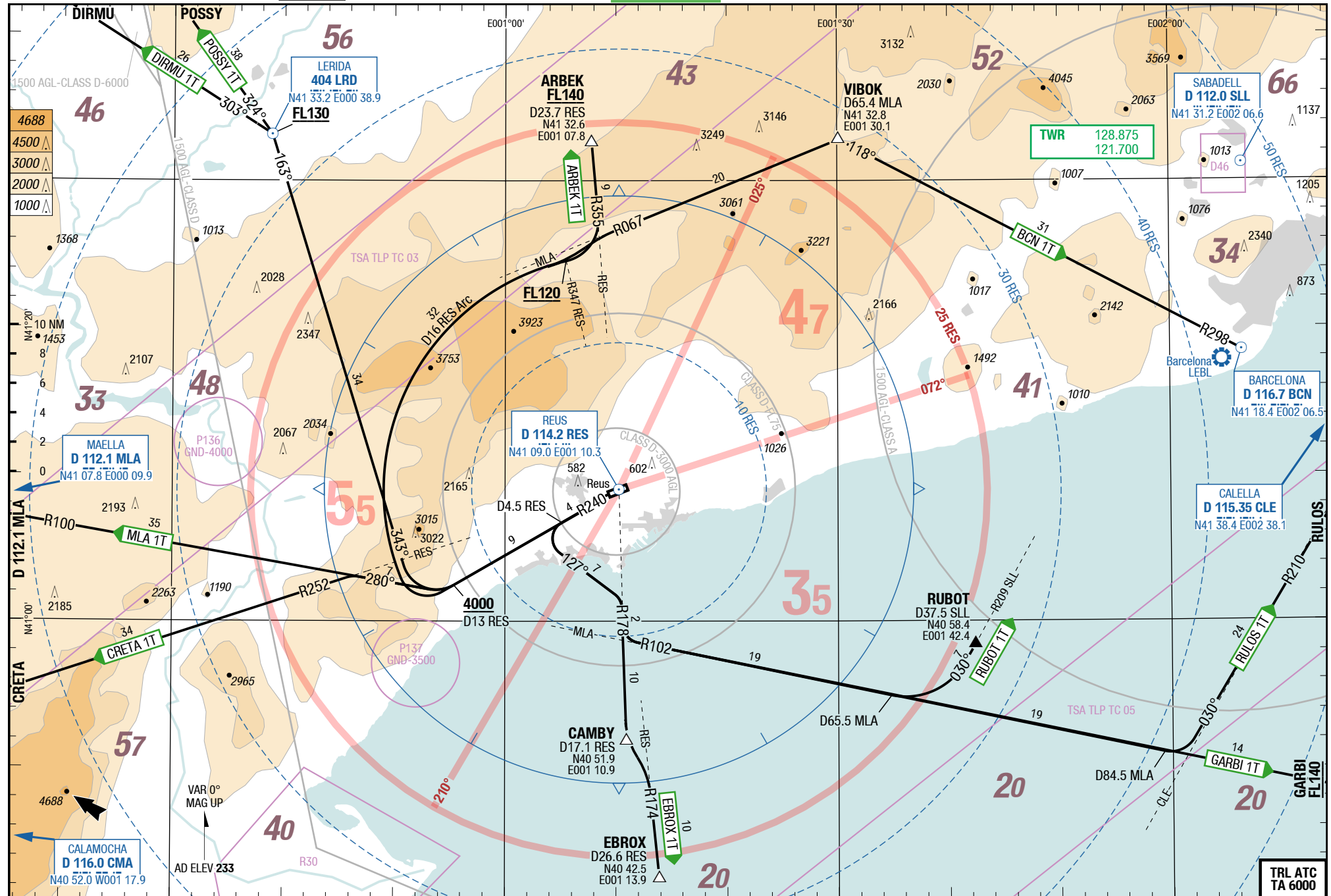
## SIDs RWY 25

SID

SID

## SIDs RWY 25

4-20



Changes: FREQ

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**ARBKEK 1S / BARCELONA 1S / CONTINGENCY DEP / CRETA 2S / DIRMU 1S / EBROX 3S / GARBI 1S / MAELLA 2S**

RWY 07 (069°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>ARBKEK 1S</b> 4.5% to 6000 <b>128.875</b>	R069 <b>RES</b> - at D9 <b>RES LT</b> intercept QDM 300 <b>LRD</b> - at KARES <b>RT</b> intercept R356 <b>RES</b> to ARBEK	D9 <b>RES MNM 2800</b> KARES MNM <b>6000</b> ARBKEK MNM <b>FL80</b>
<b>BARCELONA 1S</b> <b>BCN 1S</b> 4.5% to 6000 <b>128.875</b>	R069 <b>RES</b> - at D9 <b>RES LT</b> intercept QDM 300 <b>LRD</b> - at KARES <b>RT</b> intercept R356 <b>RES</b> - intercept R067 <b>MLA</b> - at VIBOK <b>RT</b> intercept R298 <b>BCN</b> to <b>BCN</b>	D9 <b>RES MNM 2800</b> KARES MNM <b>6000</b> <b>BCN MNM FL160</b>
<b>CONTINGENCY DEP</b> 7.5% to 5100 <b>128.875</b>	at MNM <b>5100</b> turn following ATC instructions	
<b>CRETA 2S</b> 4.5% to 2000 <b>128.875</b> ①	R069 <b>RES</b> - at D7 <b>RES RT</b> 158° (MAX 220KT) intercept R210 <b>VLA</b> - intercept R117 <b>MLA</b> inbound - intercept R089 <b>CMA</b> inbound to SENIA - DORMI - CRETA	D7 <b>RES MNM 2000</b> D23 <b>VLA</b> at <b>4000</b> CAMBY MNM <b>5500</b>
<b>DIRMU 1S</b> 4.5% to 6000 <b>128.875</b>	R069 <b>RES</b> - at D9 <b>RES LT</b> intercept QDM 300 <b>LRD</b> to <b>LRD</b> - QDR 303 <b>LRD</b> to DIRMU	D9 <b>RES MNM 2800</b> KARES MNM <b>6000</b> <b>LRD MNM FL110</b>
<b>EBROX 3S</b> 4.5% to 2000 <b>128.875</b> ②	R069 <b>RES</b> - at D7 <b>RES RT</b> 158° (MAX 220KT) intercept R210 <b>VLA</b> - intercept R128 <b>RES</b> - intercept R201 <b>VLA</b> to EBROX	D7 <b>RES MNM 2000</b> D13 <b>RES</b> at <b>4000</b>
<b>GARBI 1S</b> 4.5% to 2000 <b>128.875</b> ②③	R069 <b>RES</b> - at D7 <b>RES RT</b> 158° (MAX 220KT) intercept R210 <b>VLA</b> - intercept R112 <b>RES</b> to GARBI	D7 <b>RES MNM 2000</b> D13 <b>RES</b> at <b>4000</b>
<b>MAELLA 2S</b> <b>MLA 2S</b> 4.5% to 2000 <b>128.875</b> ①	R069 <b>RES</b> - at D7 <b>RES RT</b> 158° (MAX 220KT) intercept R210 <b>VLA</b> - intercept R117 <b>MLA</b> to PELAT - <b>MLA</b>	D7 <b>RES MNM 2000</b> D23 <b>VLA</b> at <b>4000</b> CAMBY MNM <b>5500</b>

① Maintain 4000 until D23 VLA, except otherwise instructed by ATC.

② Maintain 4000 until D13 RES, except otherwise instructed by ATC.

③ MAX 220KT until established on R112 RES



**POSSY 1S / RUBOT 1S / RULOS 1S**

RWY 07 (069°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>POSSY 1S</b> 4.5% to 6000 <b>128.875</b>	R069 <b>RES</b> - at D9 <b>RES LT</b> intercept QDM 300 <b>LRD</b> to <b>LRD</b> - QDR 324 <b>LRD</b> to POSSY	D9 <b>RES</b> MNM <b>2800</b> KARES MNM <b>6000</b> <b>LRD</b> MNM <b>FL110</b>
<b>RUBOT 1S</b> 4.5% to 2000 <b>128.875</b> ①	R069 <b>RES</b> - at D7 <b>RES RT</b> 158° (MAX 220KT) intercept R210 <b>VLA</b> - intercept R128 <b>RES</b> - intercept R209 <b>SLL</b> inbound to RUBOT	D7 <b>RES</b> MNM <b>2000</b> D12 <b>RES</b> at <b>4000</b>
<b>RULOS 1S</b> 4.5% to 2000 <b>128.875</b> ②③	R069 <b>RES</b> - at D7 <b>RES RT</b> 158° (MAX 220KT) intercept R210 <b>VLA</b> - intercept R108 <b>RES</b> to RIBAS - intercept R209 <b>CLE</b> inbound to RULOS	D7 <b>RES</b> MNM <b>2000</b> D13 <b>RES</b> at <b>4000</b>

① Maintain 4000 until D12 RES, except otherwise instructed by ATC.

② Maintain 4000 until D13 RES, except otherwise instructed by ATC.

③ MAX 220KT until established on R108 RES

**ARBK 1T / BARCELONA 1T / CONTINGENCY DEP / CRETA 1T / DIRMU 1T / EBROX 1T / GARBI 1T / MAELLA 1T / POSSY 1T / RUBOT 1T**

RWY 25 (249°)

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25</b>	
<b>ARBK 1T</b> 5.1% to 4000 <b>128.875</b>	249° to MNM <b>630</b> - intercept R240 <b>RES</b> to D13 <b>RES</b> - 240° - <b>RT</b> follow D16 <b>RES</b> arc until crossing R347 <b>RES</b> - intercept R355 <b>RES</b> to ARBEK	D13 <b>RES</b> MNM <b>4000</b> R347 <b>RES</b> MNM <b>FL120</b> ARBK MNM <b>FL140</b>
<b>BARCELONA 1T</b> <b>BCN 1T</b> 5.1% to 4000 <b>128.875</b>	249° to MNM <b>630</b> - intercept R240 <b>RES</b> to D13 <b>RES</b> - 240° - <b>RT</b> follow D16 <b>RES</b> arc to intercept R067 <b>MLA</b> to VIBOK - R298 inbound (118°) to <b>BCN</b>	D13 <b>RES</b> MNM <b>4000</b> R347 <b>RES</b> MNM <b>FL120</b>
<b>CONTINGENCY DEP</b> 7.5% to 5100 <b>128.875</b>	at MNM <b>5100</b> turn following ATC instructions	
<b>CRETA 1T</b> 5.1% to 4000 <b>128.875</b>	249° to MNM <b>630</b> - intercept R240 <b>RES</b> to D13 <b>RES</b> - intercept 280° to R099/D27.9 <b>MLA</b> - R252 <b>RES</b> to CRETA	D13 <b>RES</b> MNM <b>4000</b>
<b>DIRMU 1T</b> 5.1% to 4000 <b>128.875</b>	249° to MNM <b>630</b> - intercept R240 <b>RES</b> to D13 <b>RES</b> - intercept 343° to <b>LRD</b> - 303° to DIRMU	D13 <b>RES</b> MNM <b>4000</b> <b>LRD</b> MNM <b>FL130</b>
<b>EBROX 1T</b> <b>128.875</b>	249° to MNM <b>630</b> - intercept R240 <b>RES</b> to R240/D4.5 <b>RES</b> - 127° - intercept R178 <b>RES</b> to CAMBY - intercept R174 <b>RES</b> to EBROX	
<b>GARBI 1T</b> <b>128.875</b>	249° to MNM <b>630</b> - intercept R240 <b>RES</b> to R240/D4.5 <b>RES</b> - 127° - intercept R178 <b>RES</b> to R178/D10.2 <b>RES</b> - R102 <b>MLA</b> to GARBI	GARBI MNM <b>FL140</b>
<b>MAELLA 1T</b> <b>MLA 1T</b> 5.1% to 4000 <b>128.875</b>	249° to MNM <b>630</b> - intercept R240 <b>RES</b> to D13 <b>RES</b> - 279° to <b>MLA</b>	D13 <b>RES</b> MNM <b>4000</b>
<b>POSSY 1T</b> 5.1% to 4000 <b>128.875</b>	249° to MNM <b>630</b> - intercept R240 <b>RES</b> to D13 <b>RES</b> - intercept 343° to <b>LRD</b> - 324° to POSSY	D13 <b>RES</b> MNM <b>4000</b> <b>LRD</b> MNM <b>FL130</b>
<b>RUBOT 1T</b> <b>128.875</b>	249° to MNM <b>630</b> - intercept R240 <b>RES</b> to R240/D4.5 <b>RES</b> - 127° - intercept R178 <b>RES</b> to R178/D10.2 <b>RES</b> - R102 <b>MLA</b> to R102/D65.5 <b>MLA</b> - intercept R210 <b>SLL</b> inbound (030°) to RUBOT	

**RULOS 1T**

RWY 25 (249°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
<b>RULOS 1T</b> <b>128.875</b>	249° to MNM <b>630</b> - intercept R240 <b>RES</b> to R240/D4.5 <b>RES</b> - 127° - intercept R178 <b>RES</b> to R178/D10.2 <b>RES</b> - R102 <b>MLA</b> to R102/D84.5 <b>MLA</b> - intercept R210 <b>CLE</b> inbound (030°) to RULOS	

## REU-LERS

**6-10**

STARs RWY 25

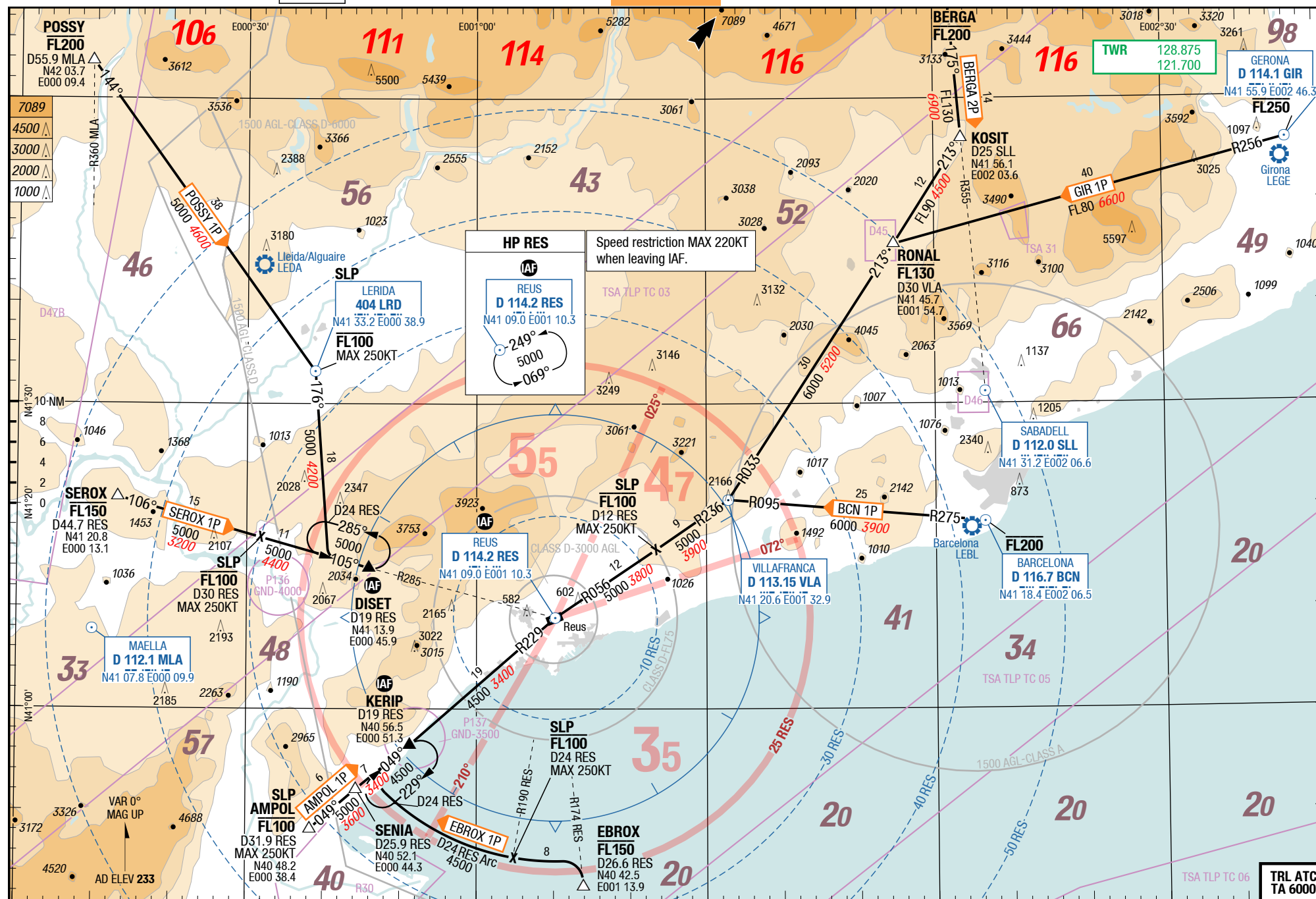
## STARs RWY 07

# STAR

# STAR

STARs RWY 25

## STARs RWY 07



Changes: MTCA, FREQ, SUAs, OBST

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Effective 24-MAY-2018

17-MAY-2018

REU-LERS

6-20

Spain Reus

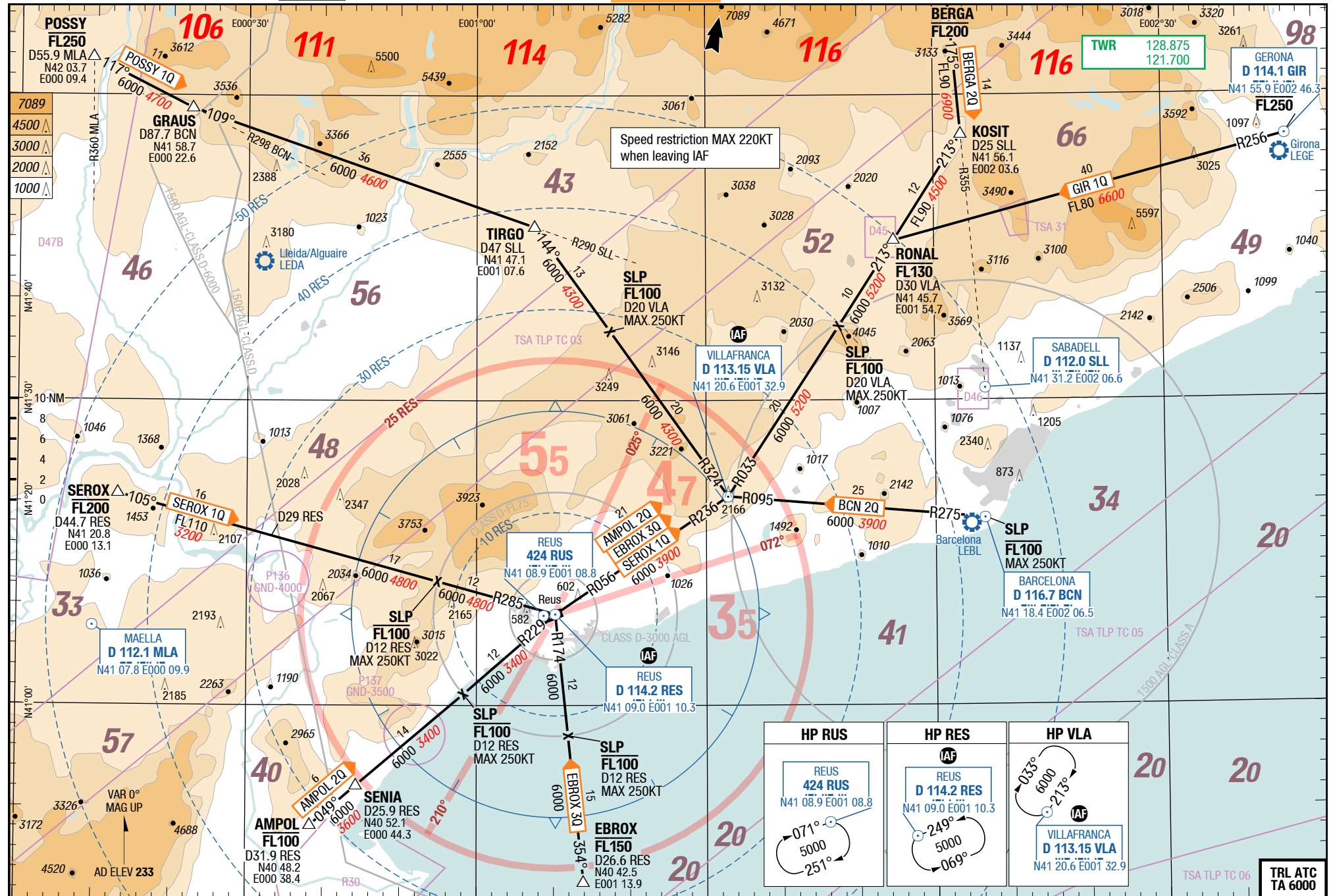
STARs RWY 25

STAR

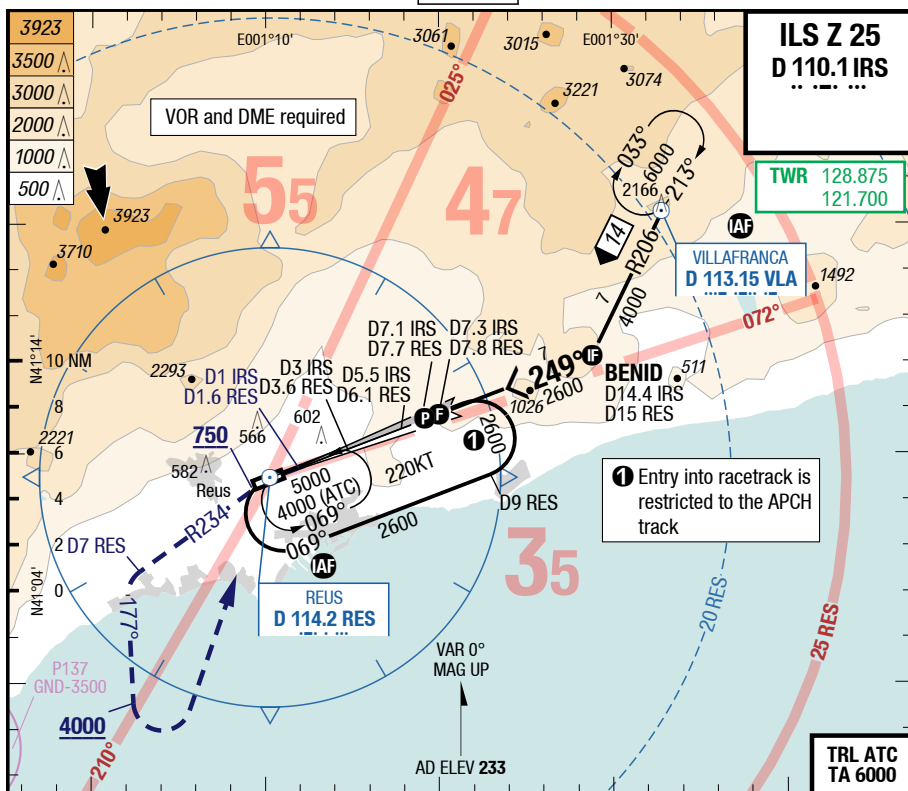
STAR

Reus Spain

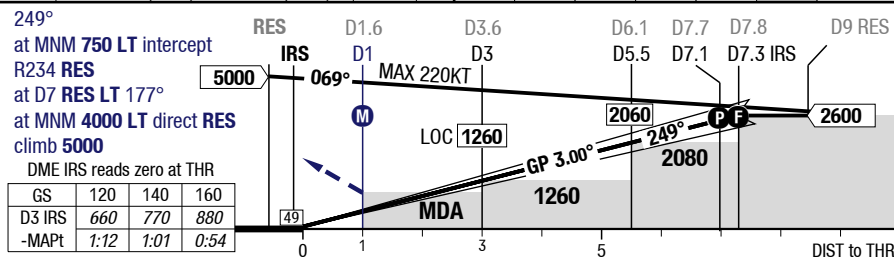
STARs RWY 25



Changes: MTCA, FREQ, SUAs, OBST



48 HL	3.0° 8	2	4	5	6	7.1	LOC 3.10°
45 x 2459	3.0° 8	960	1610	1940	2270	2600	D IRS
0.0%	TDZ 233 (---%) / THR 233 (8hPa)	HL-P1					



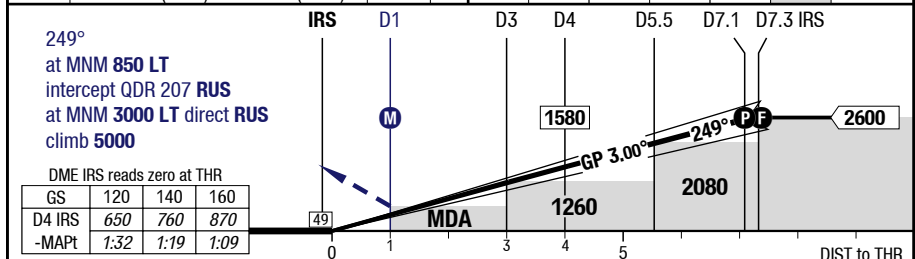
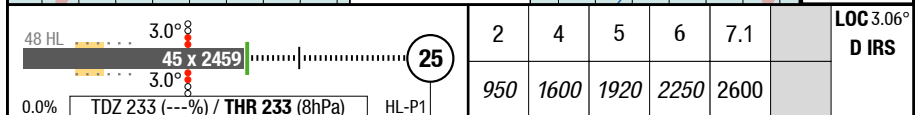
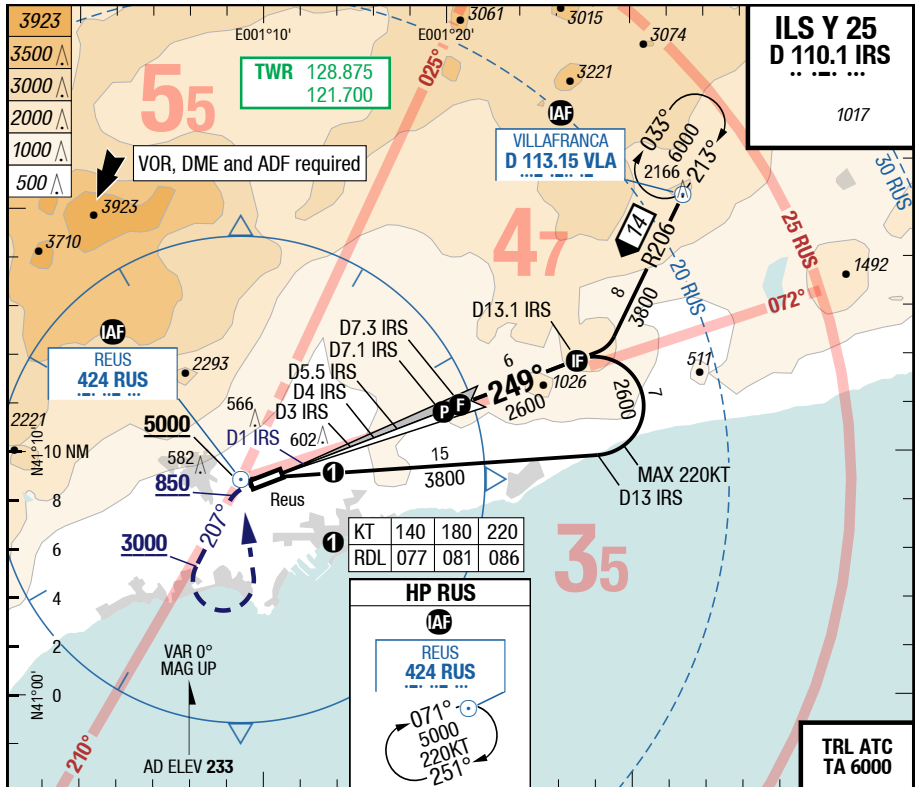
25	Cat 1 DME	LOC DME				Circling <sup>1)</sup>
C	ft - m/km ft	210 - 800R 440	520 - 1.6 750			820 - 2.4V 1050
D	ft - m/km ft	220 - 800R 450	520 - 1.6 750			850 - 3.6V 1080

1) BTN 060°-258° of RWY only

## REU-LEERS

7-20

ILS Y 25



25	Cat 1 DME	LOC DME				Circling <sup>1)</sup>
C	ft - m/km ft	210 - 800R 440	520 - 1.6 750			820 - 2.4V 1050
D	ft - m/km ft	220 - 800R 450	520 - 1.6 750			850 - 3.6V 1080

1) BTN 060°-258° of RWY only

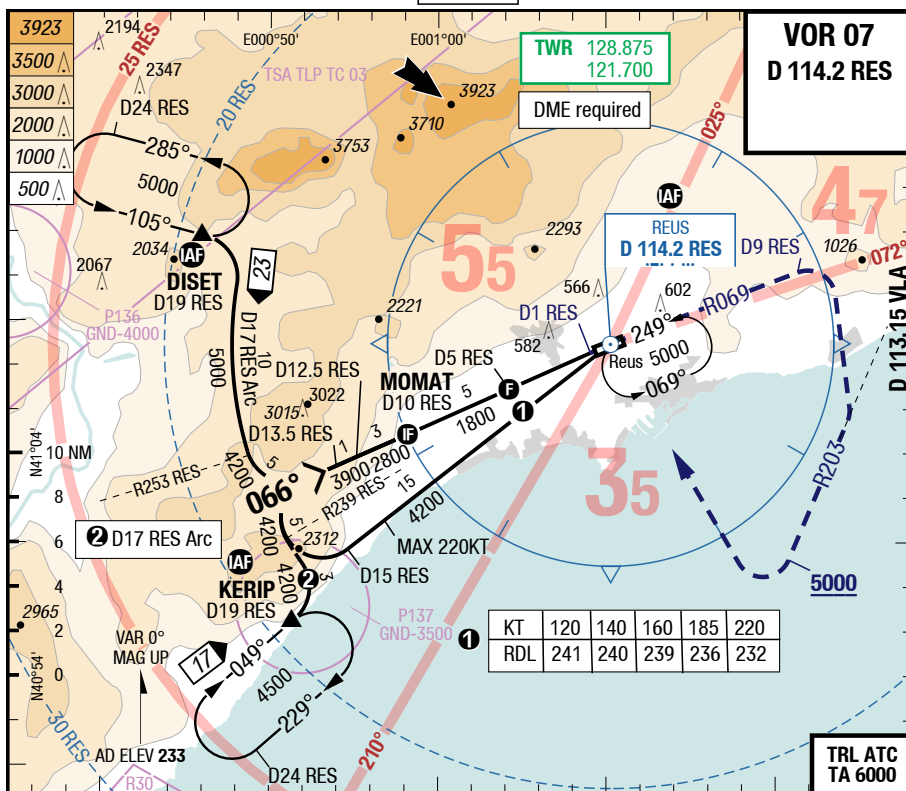
Changes: FREQ, APL, OBST



## REU-LERS

7-30

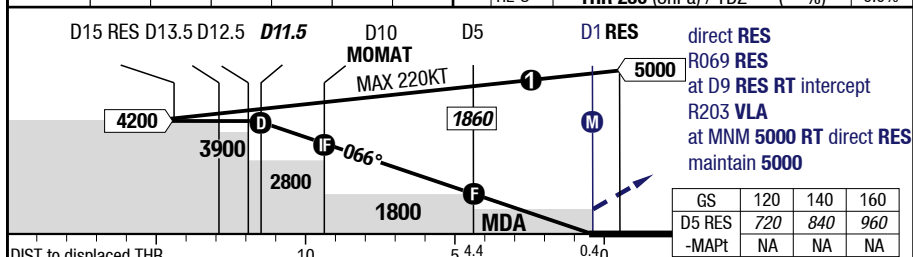
**VOR 07**



3.40°	11.5	9	8	6	4	2
D RES 066°						
RWY 069°	4200	3310	2950	2220	1500	780

(07) HL-S

THR 230 (8hPa) / TDZ ---(---%) 0.0%



<b>07</b>		<b>VOR DME</b>					<b>Circling</b> 1)
C	ft - m/km ft	500 - 1.8 <b>730</b>					820 - 2.4V <b>1050</b>
D	ft - m/km ft	500 - 1.8 <b>730</b>					850 - 3.6V <b>1080</b>

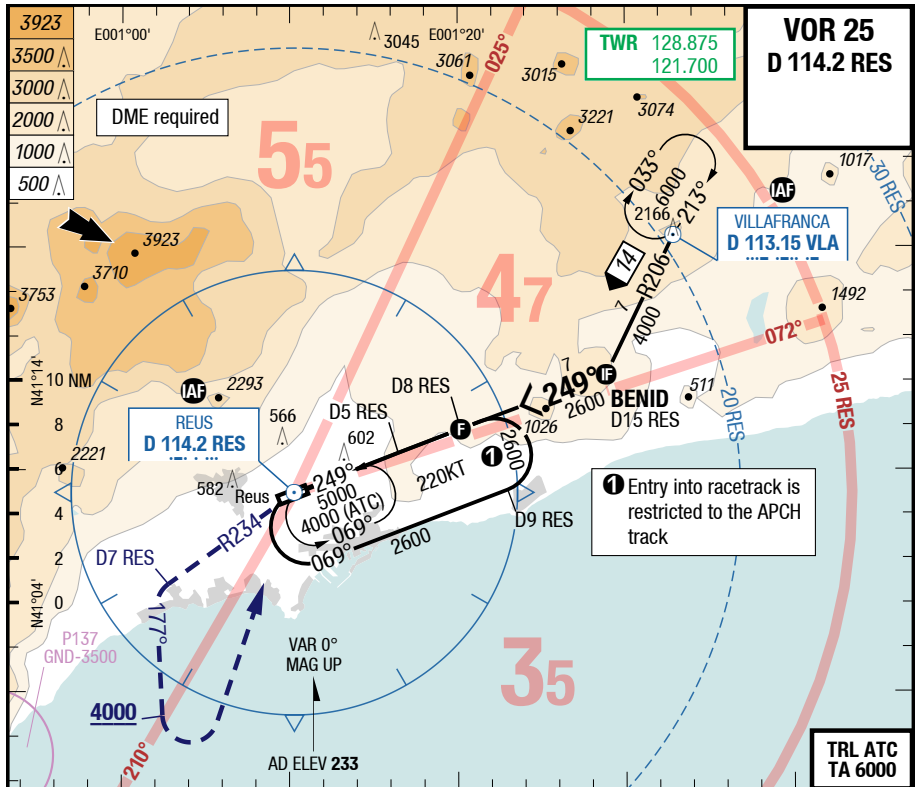
1) BTN 060°-258° of RWY only



## REU-LEERS

7-40

VOR 25



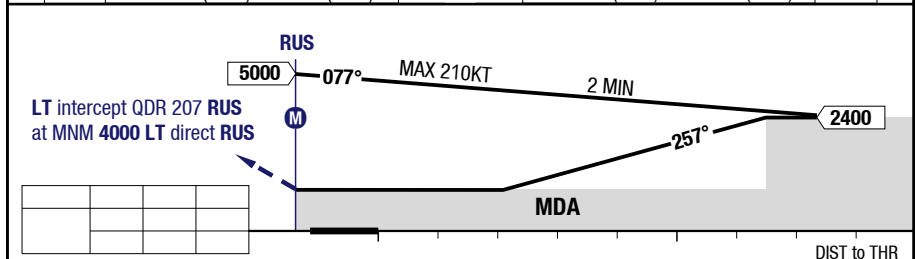
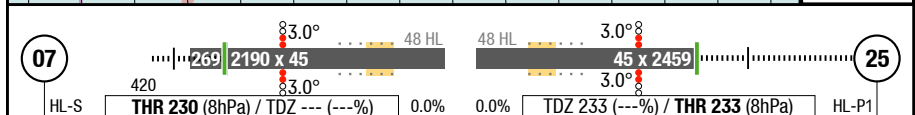
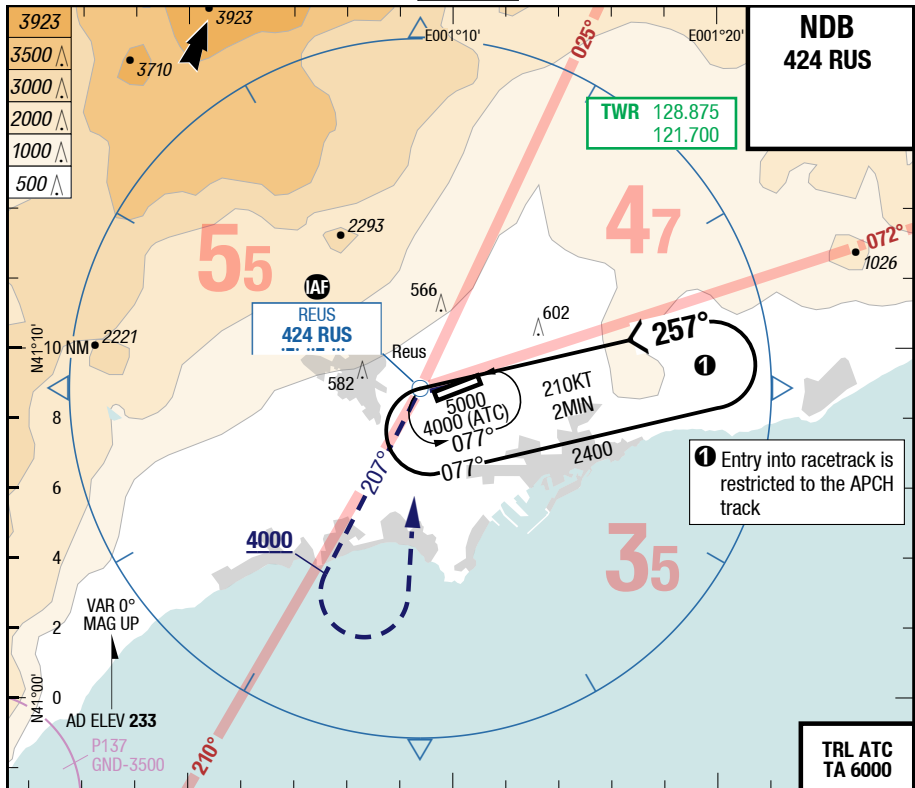
1) BTN 060°-258° of RWY only

Changes: FREQ, APL

# REU-LERS

**7-50**

# NDB



<b>07/25</b>							<b>Circling<sup>1)</sup></b>
C	ft - m/km ft						1160 - 2.4V <b>1390</b>
D	ft - m/km ft						1160 - 3.6V <b>1390</b>

1) BTN 060°-258° of RWY only

Changes: **FREQ**, **APL**, **Editorial**