

GENERAL**Operational Hours**

ATS Hours: 0515-2305 \pm . In case PPR is activated 0515-2350 \pm

AD OPS Hours: 0530-2245 \pm PS 45min, PPR 15min before AD CLSD

Other times PPR, consult NOTAM. PPR only for commercial aviation.

Airport Information

RFF: CAT 7, other CAT , consult NOTAM.

Fuel: 0500-0600 \pm , 0900-1600 \pm . Other times 2HRs PPR.

PCN: RWY 15/33: 0-100m / 0-328ft: 98/R/A/W/T
 100-500m / 328-1640ft: 55/F/D/W/T
 500-2100m / 1640-6890ft: 111/F/C/W/T
 2100-2405m / 6890-7890ft: 103/F/A/W/T

Customs: O/R

Operation**Low Visibility Procedure**

LVP not AVBL at AD.

Procedure for Paralyzing Operations in the Movement Area (PPOAM) in force when RVR below 550m with following phases:

Phase I - Warning: $800 \geq RVR \geq 550m$

Phase II - Paralyzis of landings: $550m > RVR \geq 400m$

Phase III - Total paralyzis of OPS: $400m > RVR$

Phase IV - Resumption of TKOFs: $400m \leq RVR < 550m$

Phase V - Cancellation: $550m \leq RVR$

TWY Restriction

TWY B width 10.4m / 34ft.

Taxi

Guidance service AVBL O/R only.

APU

Use of APU restricted to 2min after block-on 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

ENG idle regime test:

- Stand 1-8

ENG half power test:

- Stand 1 jet blast direction to THR 15
- Stand 4 jet blast direction to THR 33

ENG MAX power test:

- On RWY 33 designator, jet blast direction to THR 33

GENERAL**Warnings**

PAP VOR unusable: R068-R158 and R288-R348.

PAM NDB fluctuation: $\pm 10^\circ$ in sector $135^\circ/145^\circ$.

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

On maneuvering area during PPOAM:

After LDG vacate RWY and wait for follow-me.

If taxi CLR received, using extreme caution continue on assigned route to the CLR limit and wait for follow-me.

DEPARTURE**Take-off Minima**

RWY		15/33	
All ACFT	ft - m/km	0- 400R/400V	-

Communication**COM Failure**

On maneuvering area during PPOAM:

Using extreme caution continue on assigned route to the CLR limit and wait for follow-me.

Departure Procedure**Intersection TKOF**

TKOF OPS are allowed from RWY 33 intersection with TWY A.

ACFT shall notify it to ATC, preferably, at the same time that CLR to start-up.

De-Icing

AVBL.

Effective 21-JUL-2016

14-JUL-2016

PNA-LEPP

Spain Pamplona

AGC
AFC

AFC

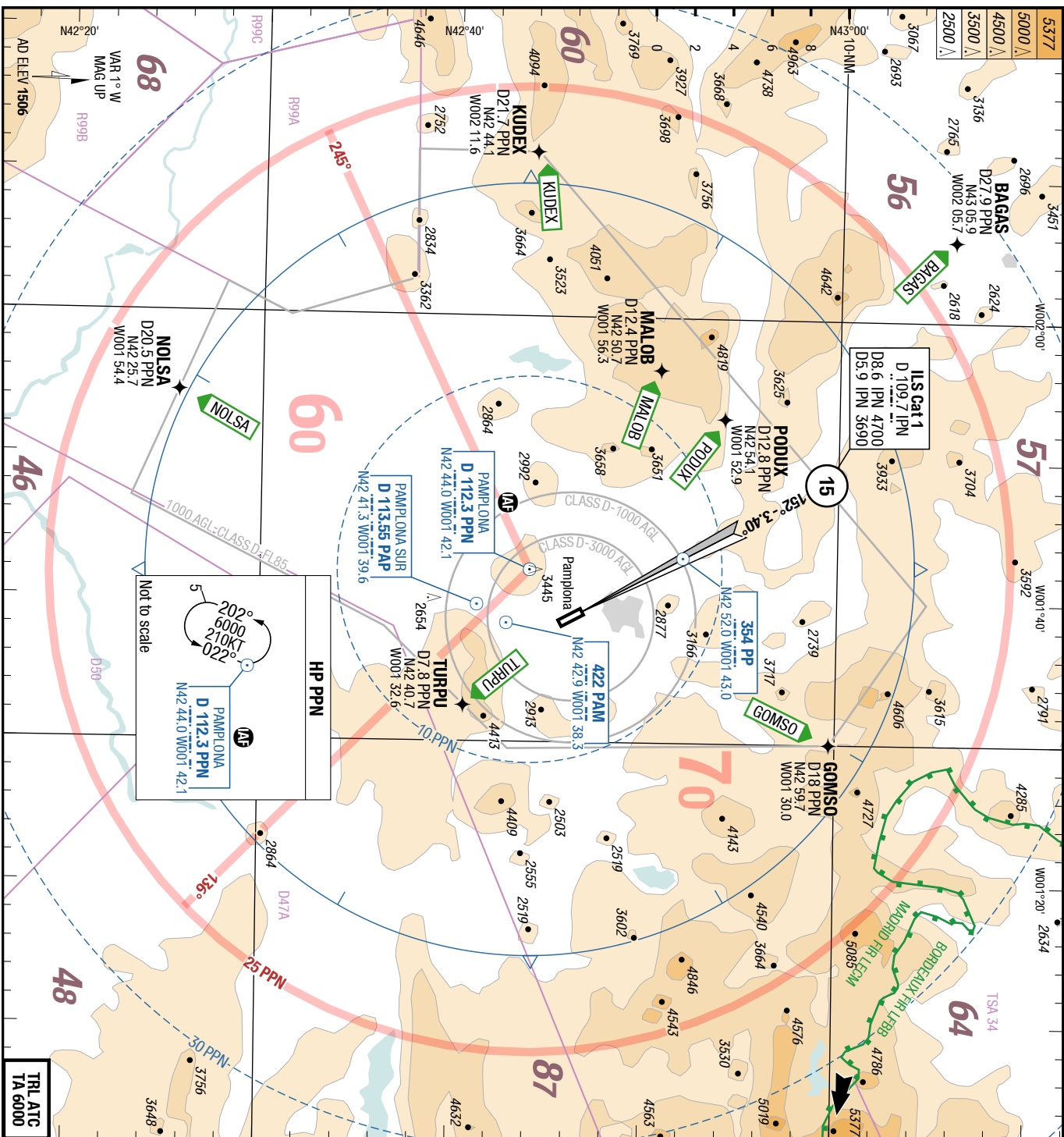
AFC

Pamplona Spain

AGC
AFC

AFC

2-10



APP/TWR

GND

Landing RWY system:

15

HL-P1 THR 1467 (52hPa) / TDZ 1483 (---%) +0.4%

50 HL 3.0° 45 x 1905 500

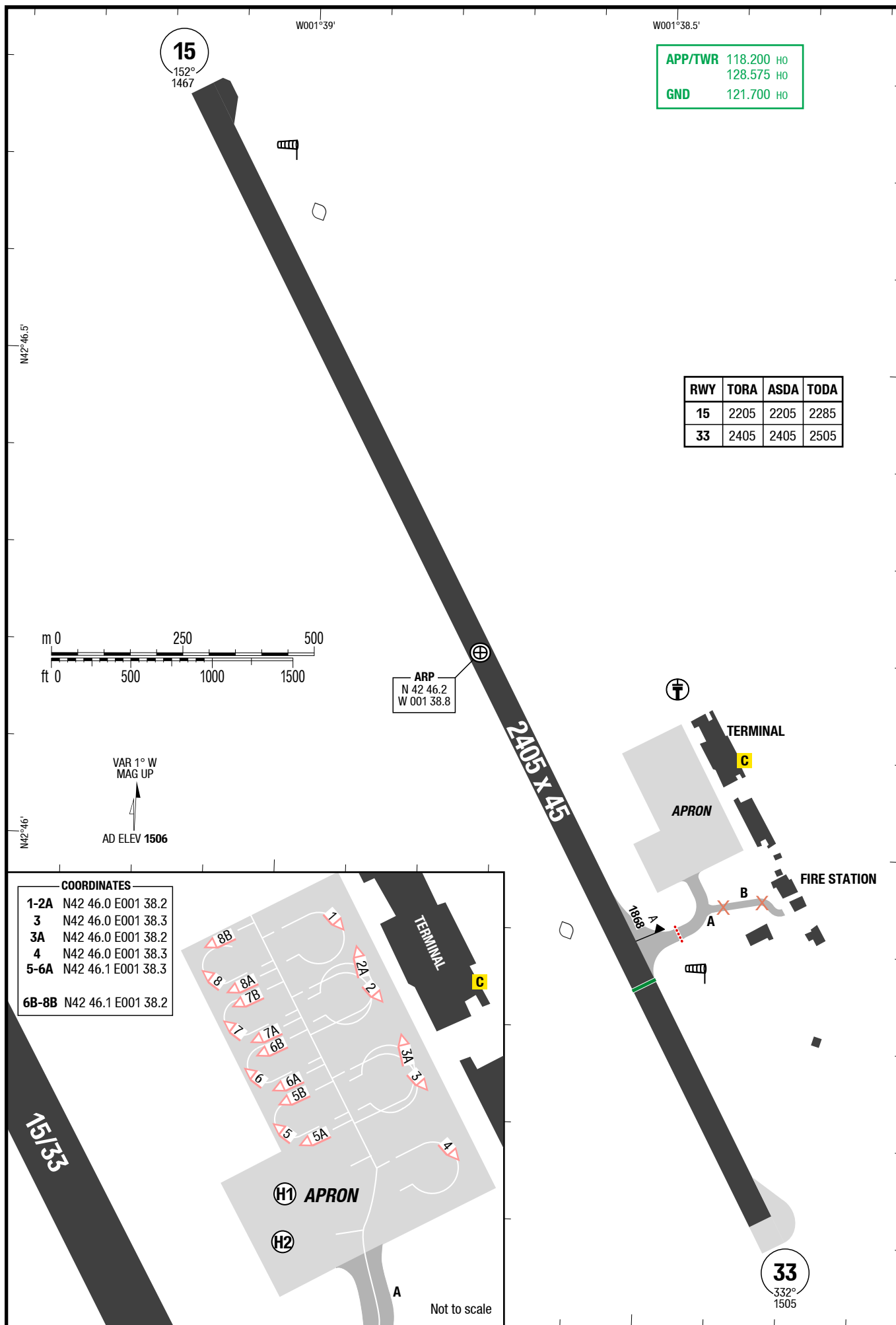
0.4% TDZ 1500 (---%) / THR 1500 (53hPa) HL-S

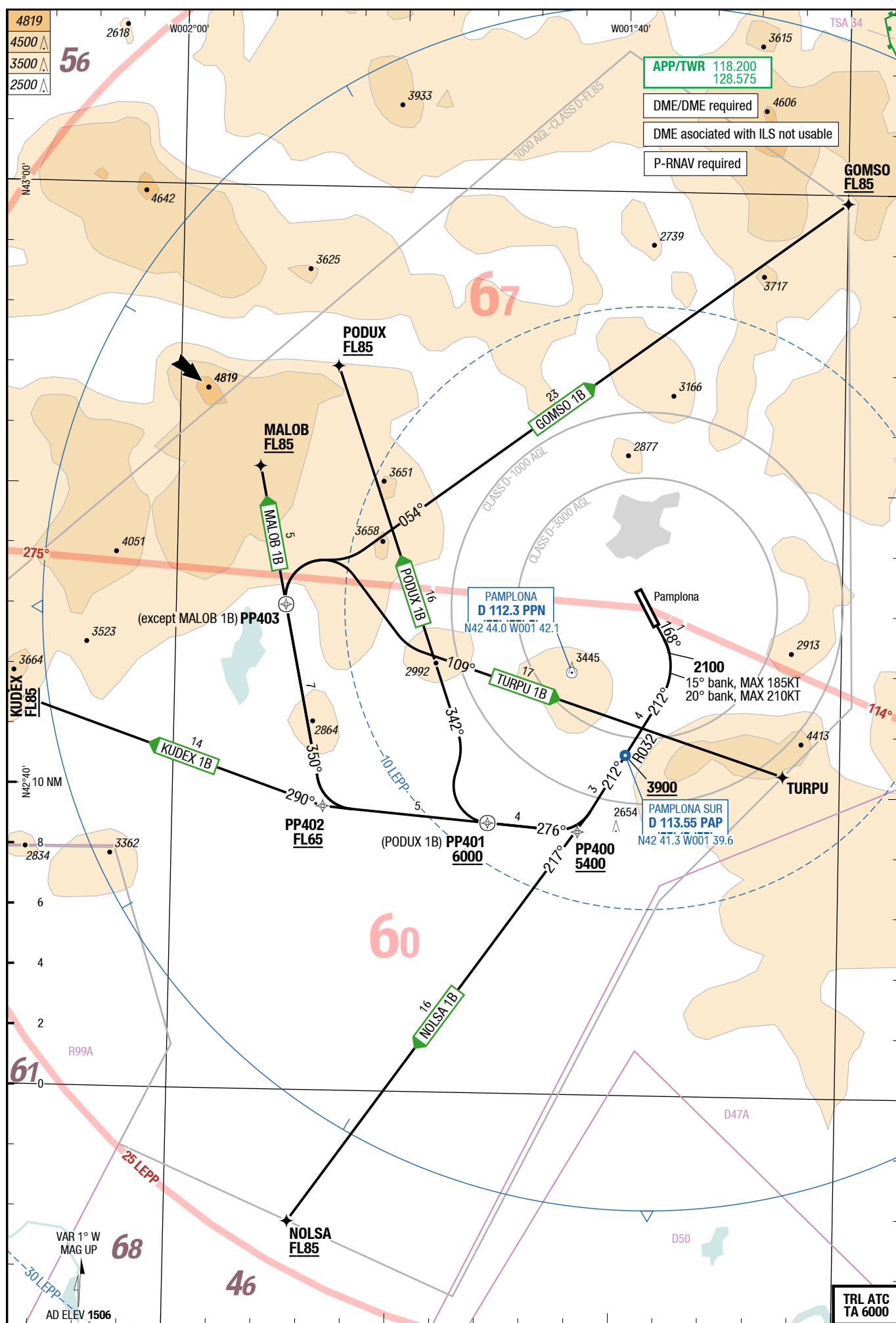
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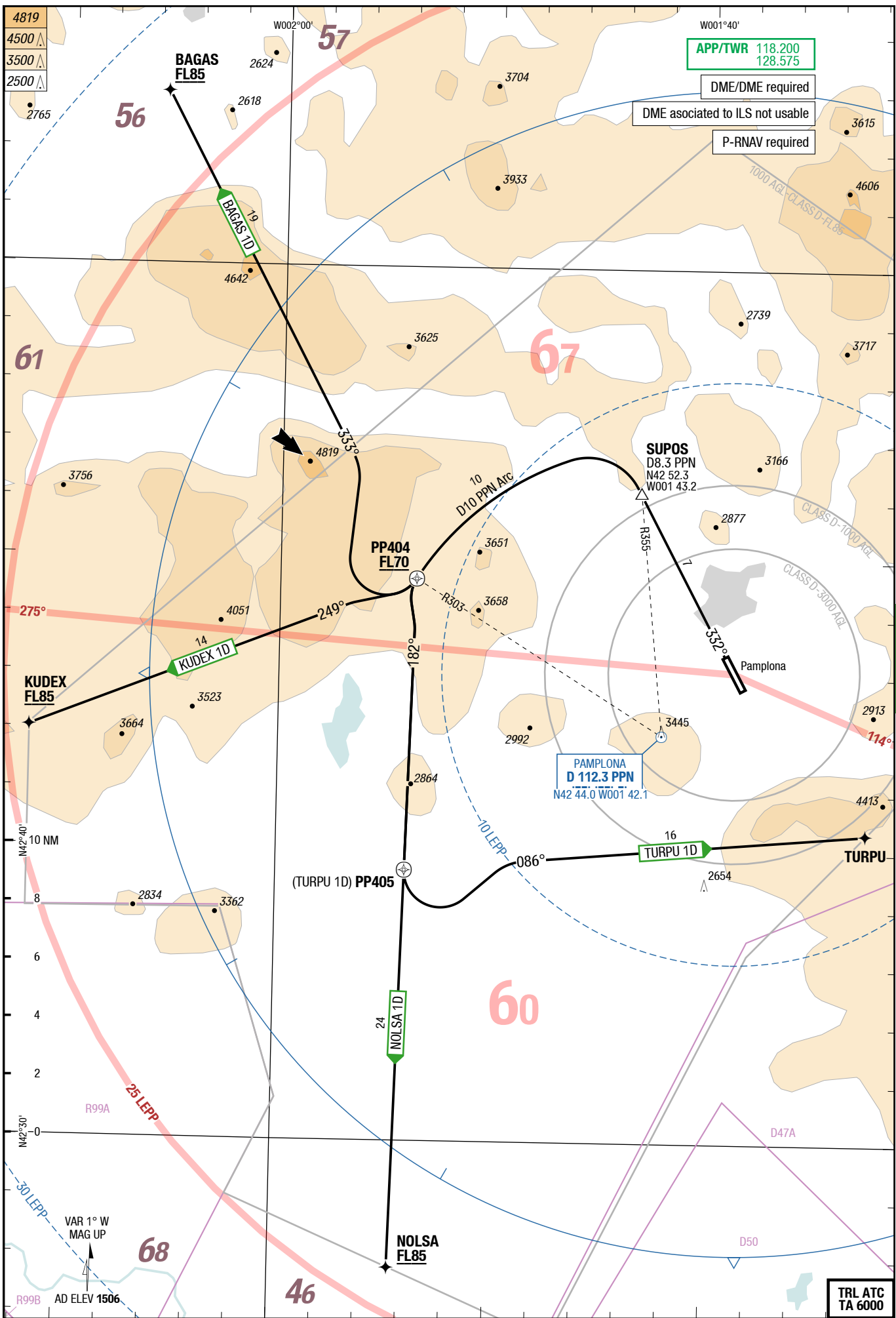
118,200 HO
128,575 HO
121,700 HO

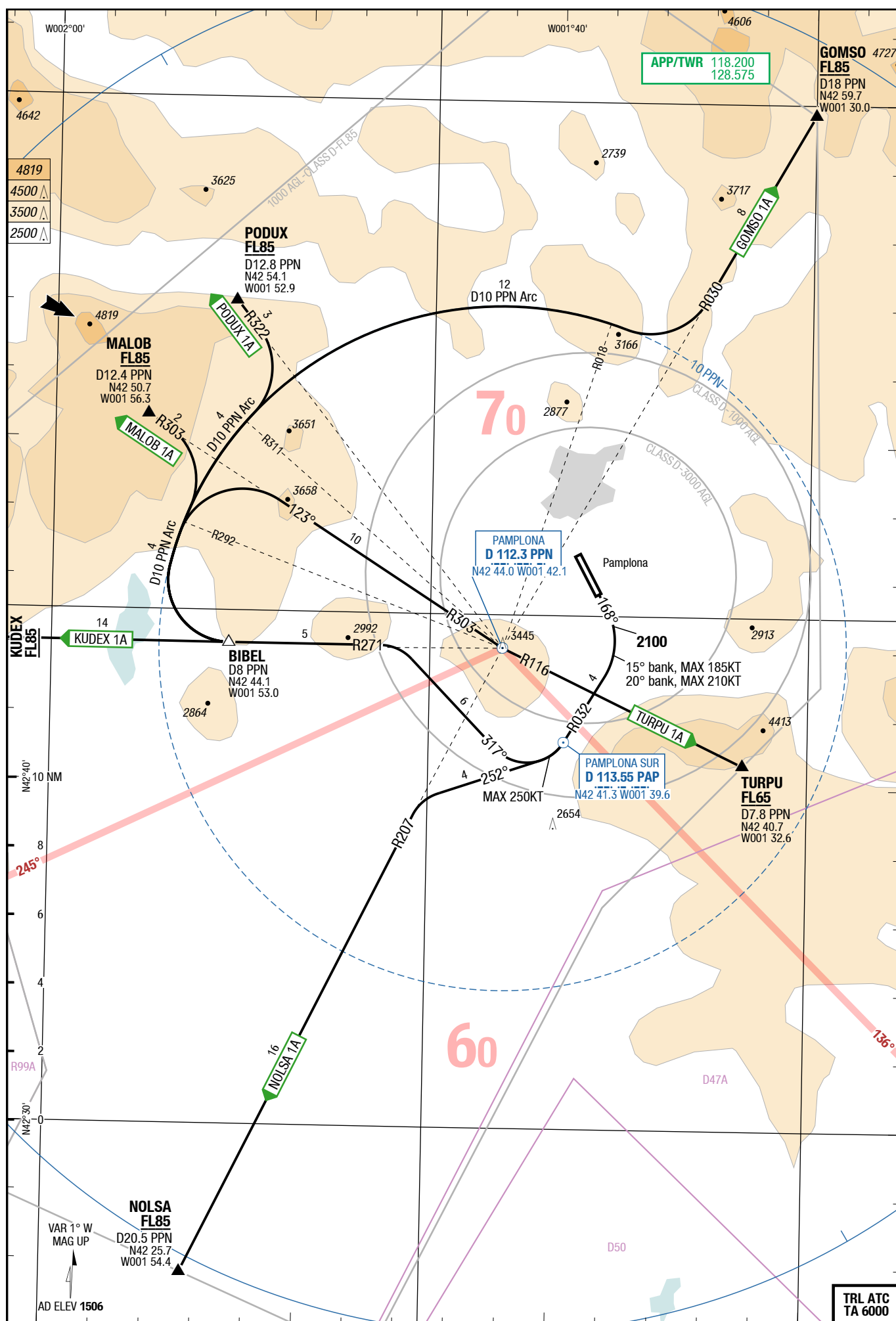
Changes: APL

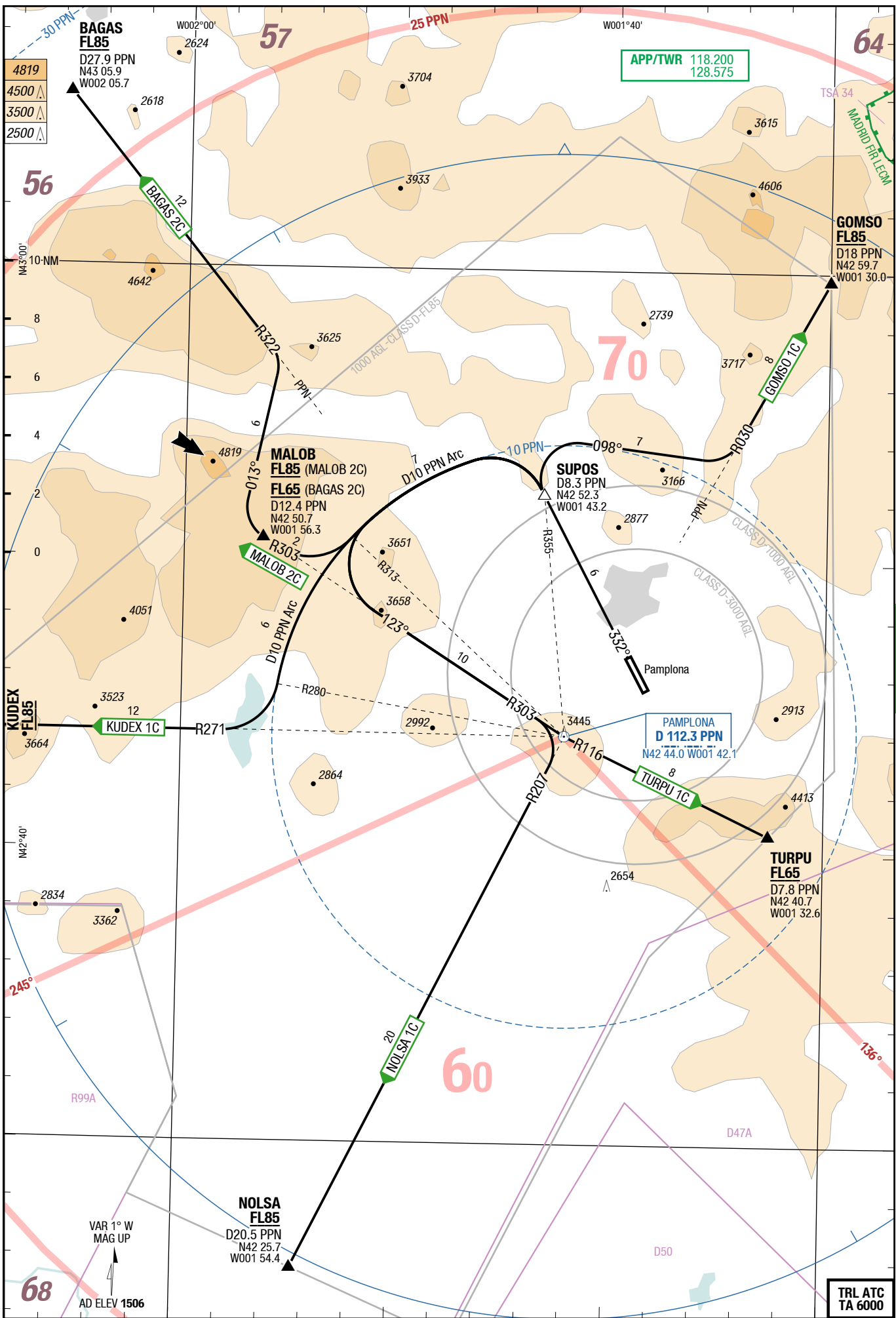
Changes: Declared distances











GOMSO 1B / KUDEX 1B / MALOB 1B / NOLSA 1B / PODUX 1B

RWY 15 (152°)

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
GOMSO 1B 8.0% to 5000 118.200 ①②③	168°- at 2100 RT (15° bank, MAX 185KT / 20° bank, MAX 210KT) intercept R032 PAP to PAP , then continue RNAV with FMS route FMS PP400 [R] - PP402 [R] - <u>PP403</u> [R] - GOMSO	PAP MNM 3900 PP400 MNM 5400 PP402 MNM FL65 GOMSO MNM FL85
KUDEX 1B 8.0% to 5000 118.200 ①②③	168°- at 2100 RT (15° bank, MAX 185KT / 20° bank, MAX 210KT) intercept R032 PAP to PAP , then continue RNAV with FMS route FMS PP400 [R] - PP402 [R] - KUDEX	PAP MNM 3900 PP400 MNM 5400 PP402 MNM FL65 KUDEX MNM FL85
MALOB 1B 8.0% to 5000 118.200 ①②③	168°- at 2100 RT (15° bank, MAX 185KT / 20° bank, MAX 210KT) intercept R032 PAP to PAP , then continue RNAV with FMS route FMS PP400 [R] - PP402 [R] - MALOB	PAP MNM 3900 PP400 MNM 5400 PP402 MNM FL65 MALOB MNM FL85
NOLSA 1B 8.0% to 5000 118.200 ①②③	168°- at 2100 RT (15° bank, MAX 185KT / 20° bank, MAX 210KT) intercept R032 PAP to PAP , then continue RNAV with FMS route FMS PP400 - NOLSA	PAP MNM 3900 PP400 MNM 5400 NOLSA MNM FL85
PODUX 1B 8.0% to 5000 118.200 ①②③	168°- at 2100 RT (15° bank, MAX 185KT / 20° bank, MAX 210KT) intercept R032 PAP to PAP , then continue RNAV with FMS route FMS PP400 [R] - <u>PP401</u> [R] - PODUX	PAP MNM 3900 PP400 MNM 5400 PP401 MNM 6000 PODUX MNM FL85

① Do not turn before DER.

② Climb gradient 8.0% due airspace restrictions and DME coverage.

③ Caution: Close in obstacles exist below 1647ft.

01-DEC-2016

PNA-LEPP

5-20

RNAV SIDs RWY 15

SIDPT

TURPU 1B

RWY 15 (152°)

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
TURPU 1B 8.0% to 5000 118.200 ①②③	168°- at 2100 RT (15° bank, MAX 185KT / 20° bank, MAX 210KT) intercept R032 PAP to PAP , then continue RNAV with FMS route FMS PP400 [R] - PP402 [R] - <u>PP403</u> [R] - TURPU	PAP MNM 3900 PP400 MNM 5400 PP402 MNM FL65

- ① Do not turn before DER.
② Climb gradient 8.0% due airspace restrictions and DME coverage.
③ Caution: Close in obstacles exist below 1647ft.

Changes: New

BAGAS 1D / KUDEX 1D / NOLSA 1D / TURPU 1D

RWY 33 (332°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
BAGAS 1D 6.0% to FL70 118.200	at SUPOS LT follow D10 PPN arc to PP404, then continue RNAV with FMS route FMS BAGAS	PP404 MNM FL70 BAGAS MNM FL85
KUDEX 1D 6.0% to FL70 118.200	at SUPOS LT follow D10 PPN arc to PP404, then continue RNAV with FMS route FMS KUDEX	PP404 MNM FL70 KUDEX MNM FL85
NOLSA 1D 6.0% to FL70 118.200	at SUPOS LT follow D10 PPN arc to PP404, then continue RNAV with FMS route FMS NOLSA	PP404 MNM FL70 NOLSA MNM FL85
TURPU 1D 6.0% to FL70 118.200	at SUPOS LT follow D10 PPN arc to PP404, then continue RNAV with FMS route FMS <u>PP405 [L]</u> - TURPU	PP404 MNM FL70

GOMSO 1A / KUDEX 1A / MALOB 1A / NOLSA 1A / PODUX 1A / TURPU 1A
RWY 15 (152°)

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
GOMSO 1A 8.0% to 5000 118.200 ①②	168° - at 2100 RT (15° bank, MAX 185KT / 20° bank, MAX 210KT) intercept R032 PAP to PAP - RT (MAX 250KT) 317° intercept R271 PPN - at BIBEL RT follow D10 PPN arc - crossing R018 PPN LT intercept R030 PPN to GOMSO	GOMSO MNM FL85
KUDEX 1A 8.0% to 5000 118.200 ①②	168° - at 2100 RT (15° bank, MAX 185KT / 20° bank, MAX 210KT) intercept R032 PAP to PAP - RT (MAX 250KT) 317° intercept R271 PPN to BIBEL - KUDEX	KUDEX MNM FL85
MALOB 1A 8.0% to 5000 118.200 ①②	168° - at 2100 RT (15° bank, MAX 185KT / 20° bank, MAX 210KT) intercept R032 PAP to PAP - RT (MAX 250KT) 317° intercept R271 PPN - at BIBEL RT follow D10 PPN arc - crossing R292 PPN LT intercept R303 PPN to MALOB	MALOB MNM FL85
NOLSA 1A 8.0% to 5000 118.200 ①②	168° - at 2100 RT (15° bank, MAX 185KT / 20° bank, MAX 210KT) intercept R032 PAP to PAP - RT (MAX 250KT) 252° intercept R207 PPN to NOLSA	NOLSA MNM FL85
PODUX 1A 8.0% to 5000 118.200 ①②	168° - at 2100 RT (15° bank, MAX 185KT / 20° bank, MAX 210KT) intercept R032 PAP to PAP - RT (MAX 250KT) 317° intercept R271 PPN - at BIBEL RT follow D10 PPN arc - crossing R311 PPN LT intercept R322 PPN to PODUX	PODUX MNM FL85
TURPU 1A 8.0% to 5000 118.200 ①②	168° - at 2100 RT (15° bank, MAX 185KT / 20° bank, MAX 210KT) intercept R032 PAP to PAP - RT (MAX 250KT) 317° intercept R271 PPN - at BIBEL RT follow D10 PPN arc - crossing R292 PPN RT intercept R303 PPN to PPN - R116 PPN to TURPU	TURPU MNM FL65

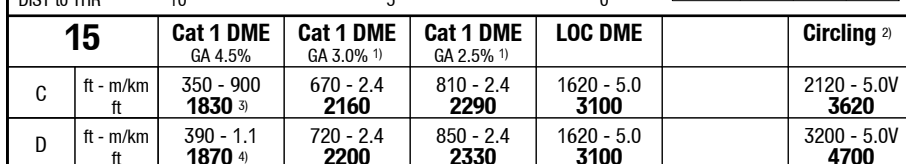
① Do not turn before DER.

② Caution: Close in obstacles exist below 1647ft.

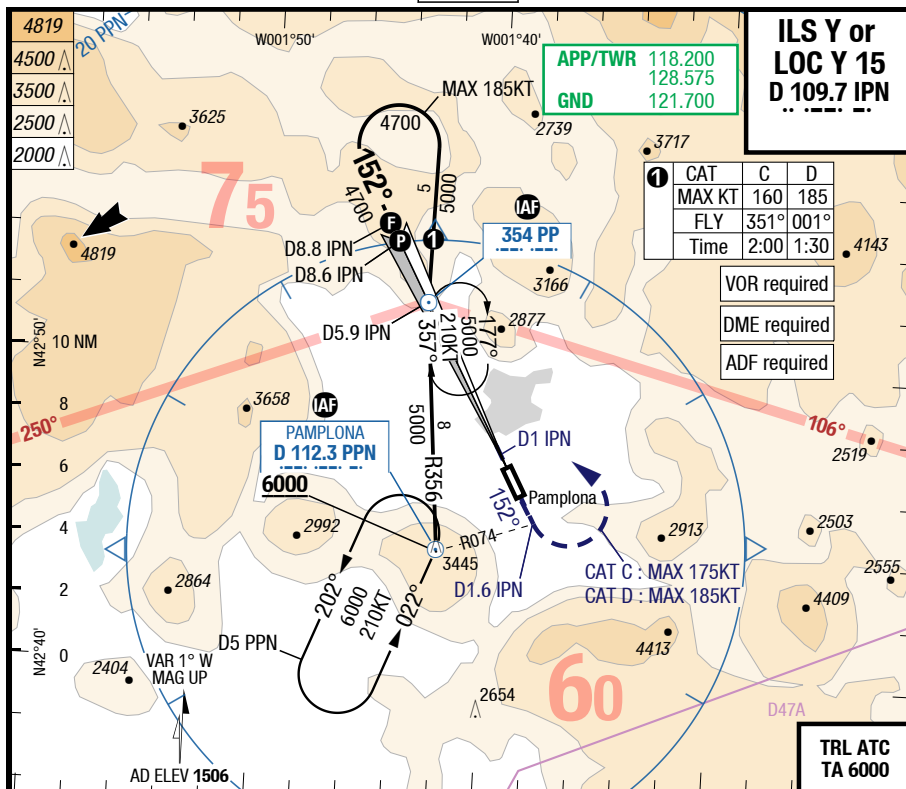
BAGAS 2C / GOMSO 1C / KUDEX 1C / MALOB 2C / NOLSA 1C / TURPU 1C
RWY 33 (332°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
BAGAS 2C 5.5% to 4000 118.200	at SUPOS LT follow D10 PPN arc - crossing R313 PPN RT intercept R303 PPN - at MALOB RT 013° intercept R322 PPN to BAGAS	MALOB MNM FL65 BAGAS MNM FL85
GOMSO 1C 5.3% to FL85 118.200	at SUPOS RT 098° intercept R030 PPN to GOMSO	GOMSO MNM FL85
KUDEX 1C 5.0% to 4000 118.200	at SUPOS LT follow D10 PPN arc - crossing R280 PPN RT intercept R271 PPN to KUDEX	KUDEX MNM FL85
MALOB 2C 6.5% to FL85 118.200	at SUPOS LT follow D10 PPN arc - crossing R313 PPN RT intercept R303 PPN to MALOB	MALOB MNM FL85
NOLSA 1C 5.0% to 4000 118.200	at SUPOS LT follow D10 PPN arc - crossing R313 PPN LT intercept R303 PPN to PPN - R207 PPN to NOLSA	NOLSA MNM FL85
TURPU 1C 5.0% to 4000 118.200	at SUPOS LT follow D10 PPN arc - crossing R313 PPN LT intercept R303 PPN to PPN - R116 PPN to TURPU	TURPU MNM FL65

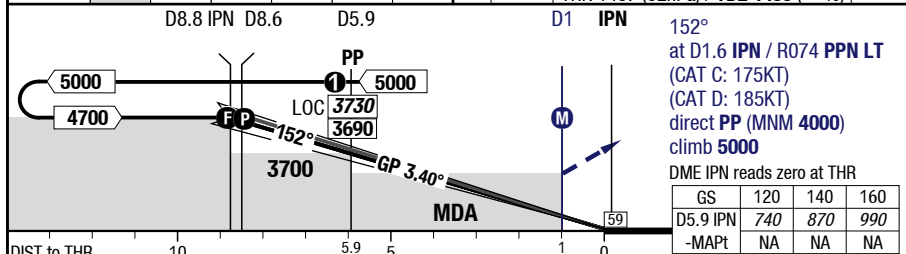


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LOC 3.50°	8.6	8	7	6	5	
D IPN	4700	4510	4140	3770	3400	

HL-P1 THR 1467 (52hPa) / TDZ 1483 (---%) +0.4%



15	Cat 1 DME GA 4.5%	Cat 1 DME GA 3.0% 1)	Cat 1 DME GA 2.5% 1)	LOC DME	Circling 2)
C	ft - m/km 1830 3)	670 - 2.4 2160	810 - 2.4 2290	1620 - 5.0 3100	2120 - 5.0V 3620
D	ft - m/km 1870 4)	720 - 2.4 2200	850 - 2.4 2330	1620 - 5.0 3100	3200 - 5.0V 4700

1) With EVS 1.6km

2) BTN 324°-160° of RWY only

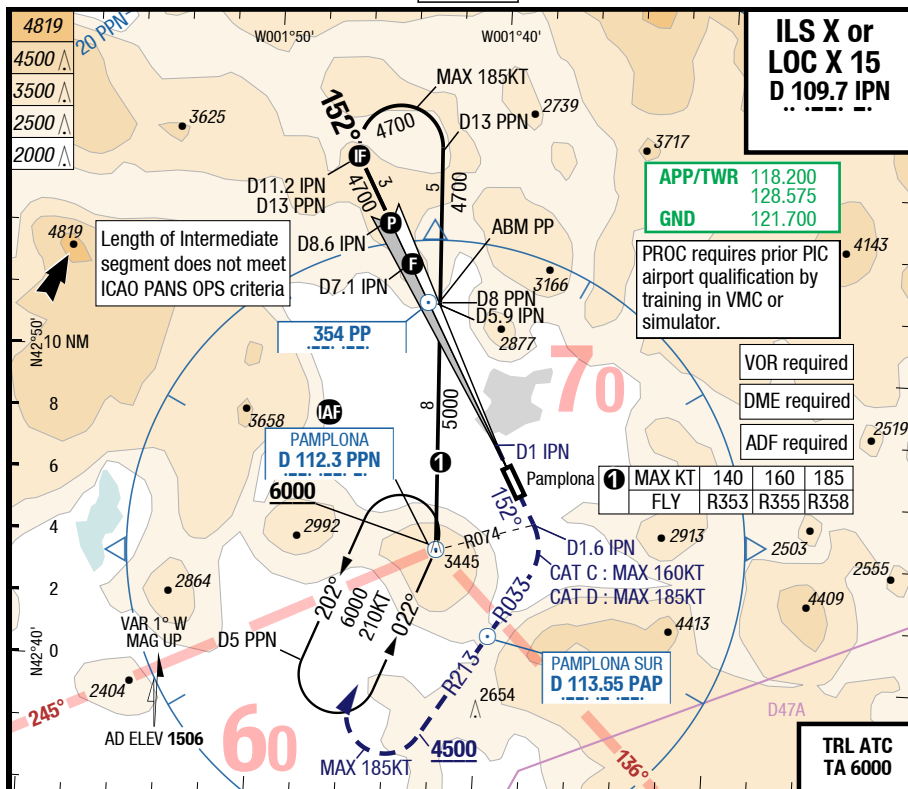
3) With EVS 600m

4) With EVS 750m

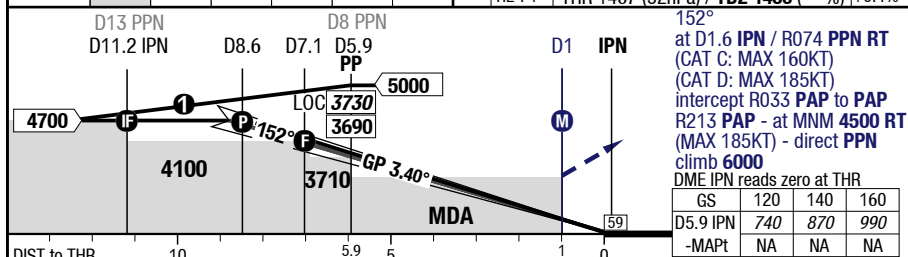
PNA-LEPP

7-30

ILS X or LOC X 15



LOC 3.50° D IPN	8.6	8	7	6	5	
	4700	4510	4140	3770	3400	



15		Cat 1 DME GA 4.5%	Cat 1 DME GA 2.5%	LOC DME		Circling 1)
C	ft - m/km ft	210 - 550 1690	610 - 2.1 2090 2)	1620 - 5.0 3100		2120 - 5.0V 3620
D	ft - m/km ft	680 - 2.4 2170 3)	1310 - 2.4 2790 3)	1620 - 5.0 3100		3200 - 5.0V 4700

1) BTN 324°-160° of RWY only			
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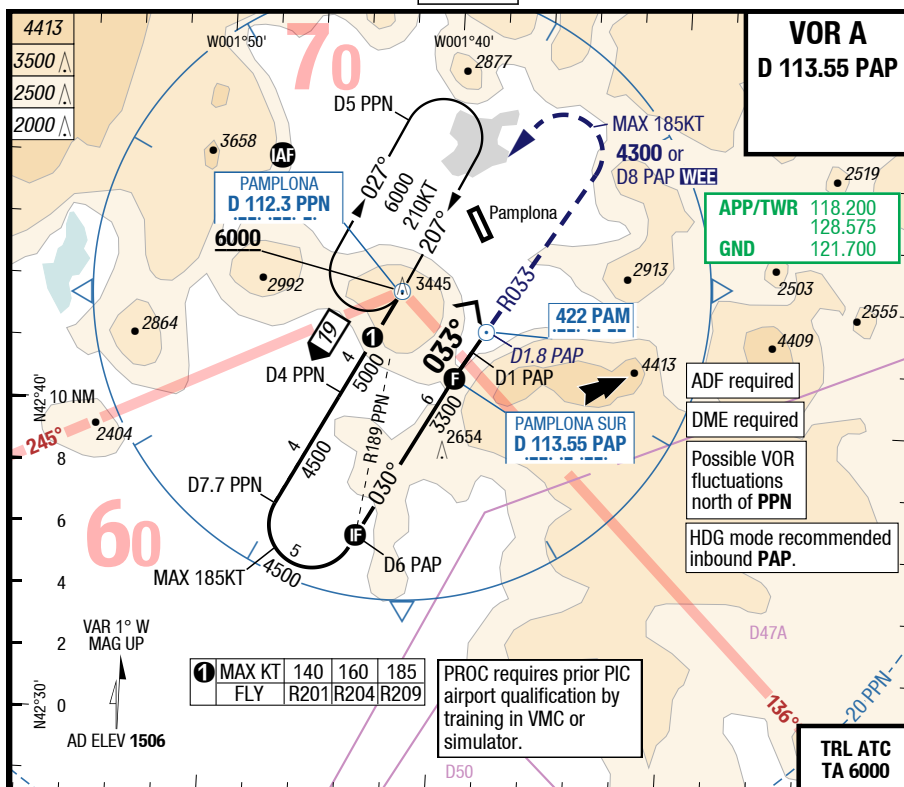
3) With EVS 1.6km

Changes: chart title, Note, Editorial

PNA-LEPP

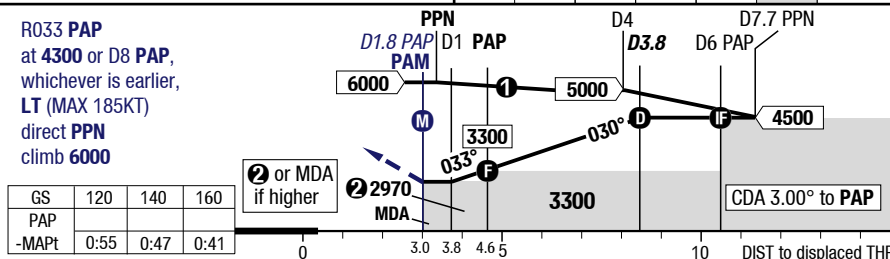
7-40

VOR A



See AFC for RWY information and approach light system.	PAP	1	2	3	3.8		<i>3.00°</i>
	3300	3620	3940	4260	4500		D PAP

R033 PAP
at **4300** or **D8 PAP**,
whichever is earlier,
LT (MAX 185KT)
direct **PPN**
climb **6000**



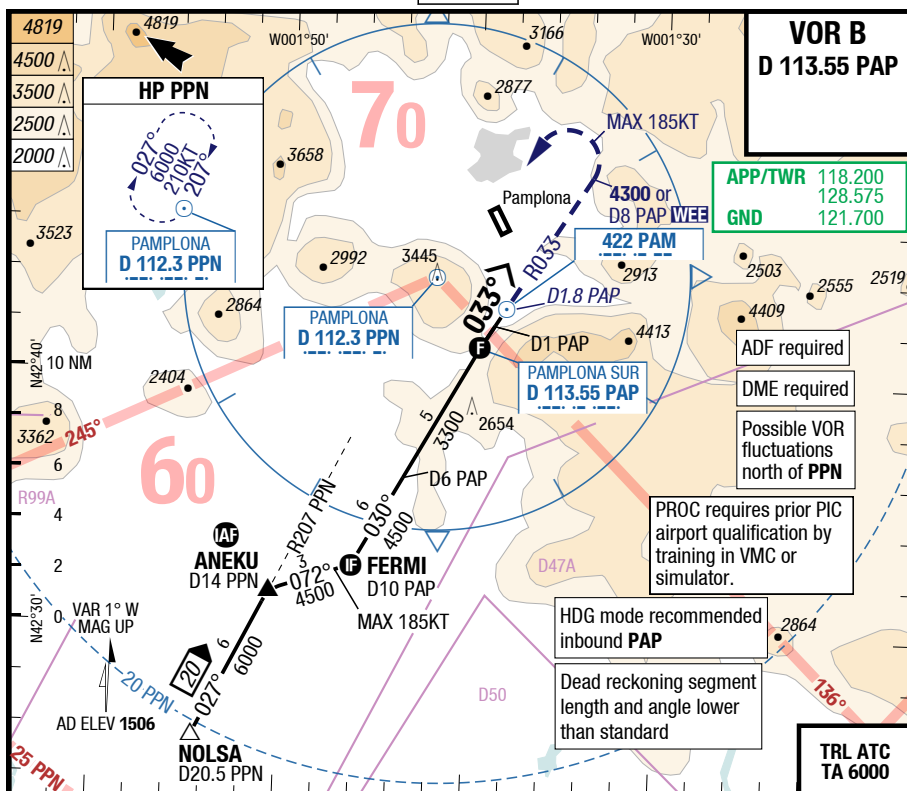
15/33					Circling GA 4.5% ¹⁾	Circling GA 2.5% ¹⁾
C	ft - m/km ft				1600 - 2.4V 3100	1800 - 2.4V 3300
D	ft - m/km ft				Not published	Not published

1) BTN 324°-160° of RWY only

PNA-LEPP

7-50

VOR B

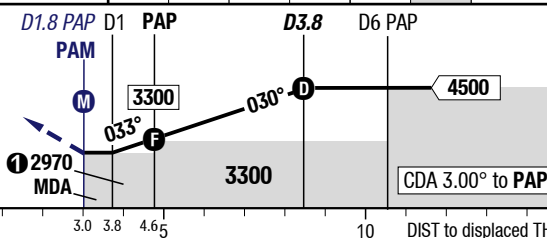


See AFC for RWY information and approach light system.	PAP	1	2	3	3.8		<i>3.00°</i> D PAP
	3300	3620	3940	4260	4500		

R033 PAP
at **4300** or **D8 PAP**,
whichever is earlier,
LT (MAX 185KT)
direct **PPN**
climb **6000**

GS	120	140	160
PAP			
-MAPt	0:55	0:47	0:41

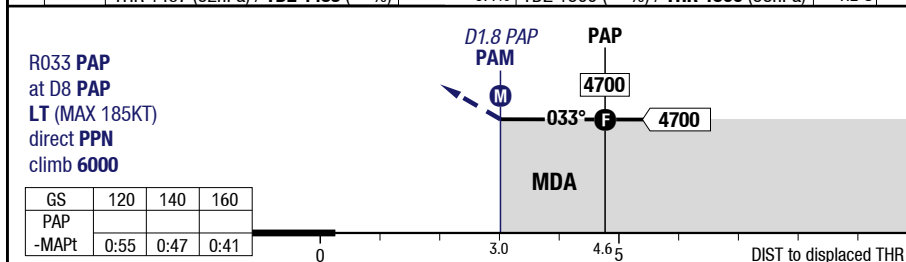
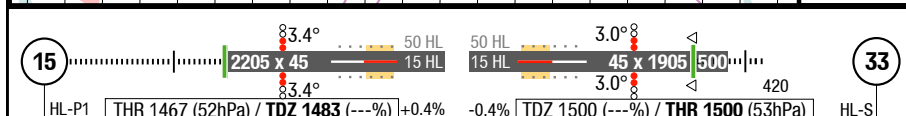
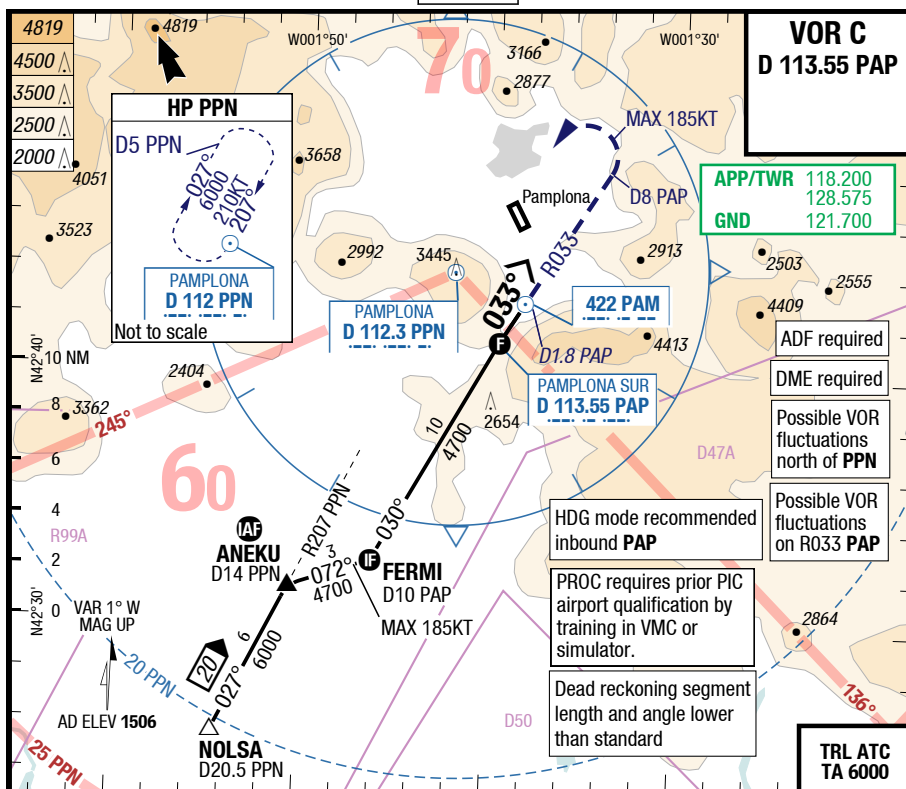
① or MDA
if higher



15/33						Circling GA 4.5% ¹⁾	Circling GA 2.5% ¹⁾
C	ft - m/km ft					1600 - 2.4V 3100	1800 - 2.4V 3300
D	ft - m/km ft					Not published	Not published

1) BTN 324°-160° of RWY only

Changes: chart title, FAT, MIN, Note, Editorial



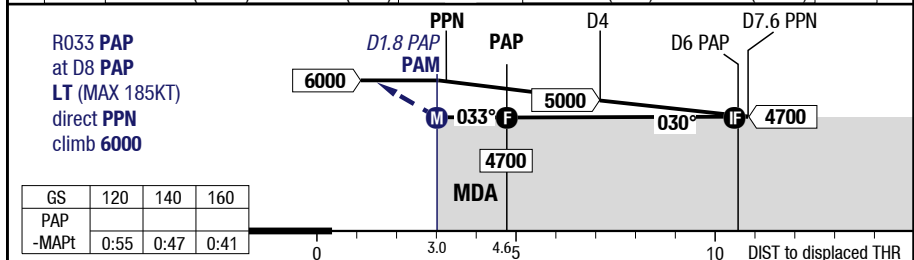
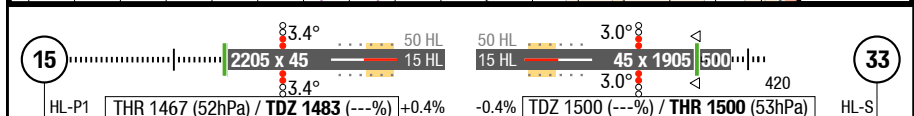
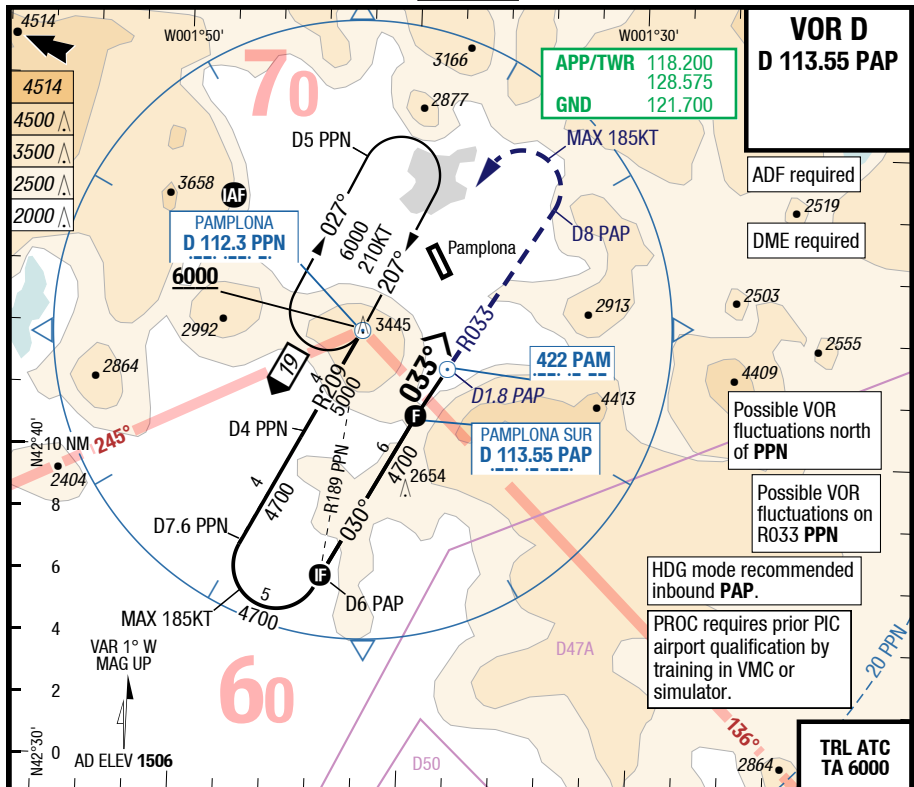
15/33						Circling 1)
C	ft - m/km ft					Not published
D	ft - m/km ft					3200 - 3.6V 4700

1) BTN 324°-160° of RWY only

PNA-LEPP

7-70

VOR D



15/33								Circling ¹⁾
C	ft - m/km ft							Not published
D	ft - m/km ft							3200 - 3.6V 4700

1) BTN 324°-160° of RWY only