

**GENERAL****Operational Hours**

**ATS Hours:** 0515-2305‡. In case PPR is activated 0515-2350‡

**AD OPS Hours:** 0530-2245‡ 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‡, 0900-1600‡. Other times 2HRs PPR.

<b>PCN:</b>	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:  $800 \geq \text{RVR} \geq 550\text{m}$

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

Phase III - Total paralyzis of OPS:  $400\text{m} > \text{RVR}$

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

Phase V - Cancellation:  $550\text{m} \leq \text{RVR}$

**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**

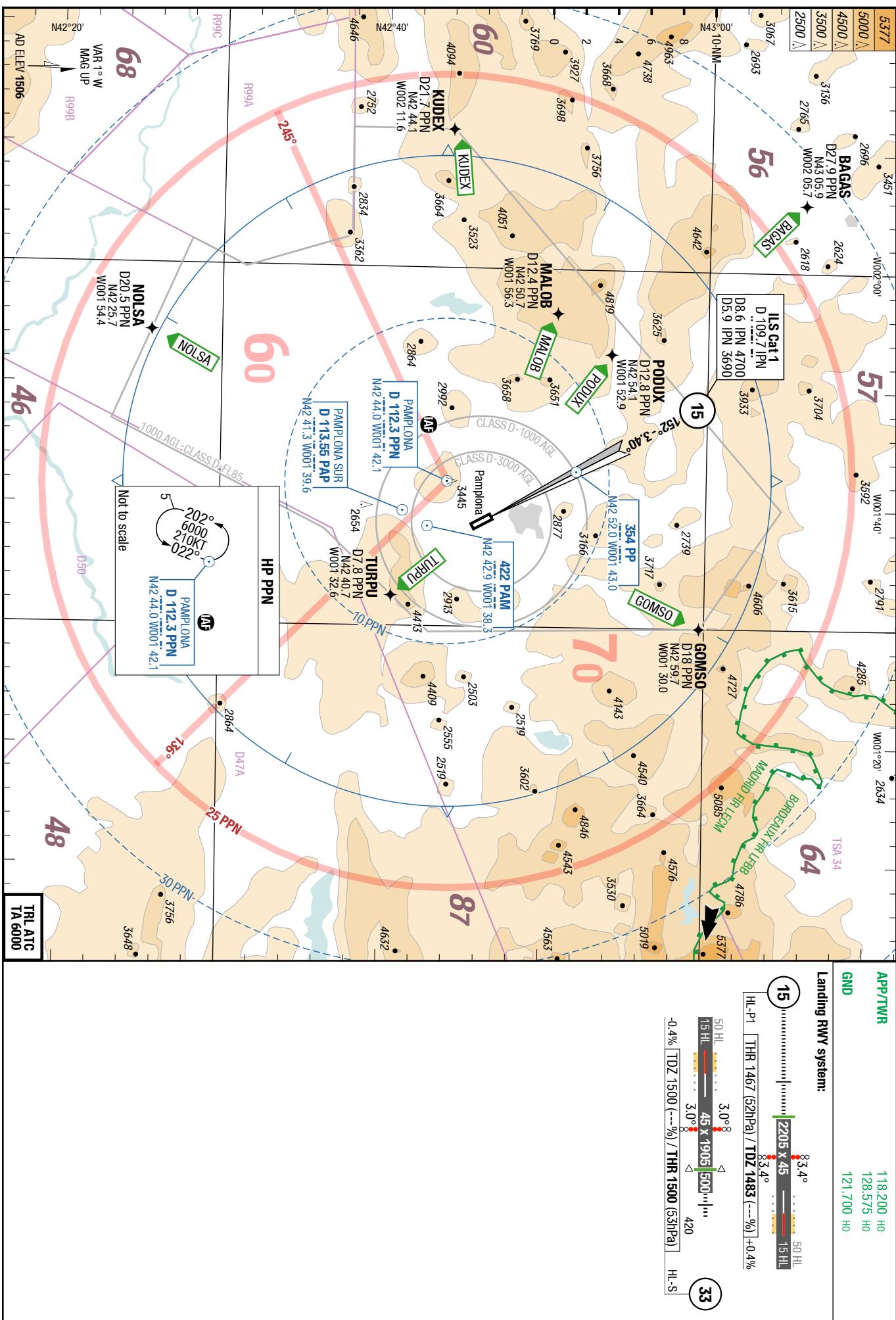
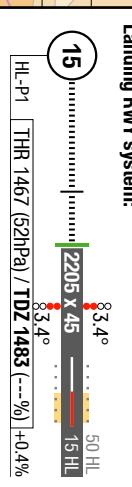
TKOF OPS are allowed from RWY 33 intersection with TWY A.

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

**De-Icing**

AVBL.

APP/TWR	118.200 H0
GND	128.575 H0
	121.700 H0



Effective 27-JUL-2016

14-JUL-2016

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3-20

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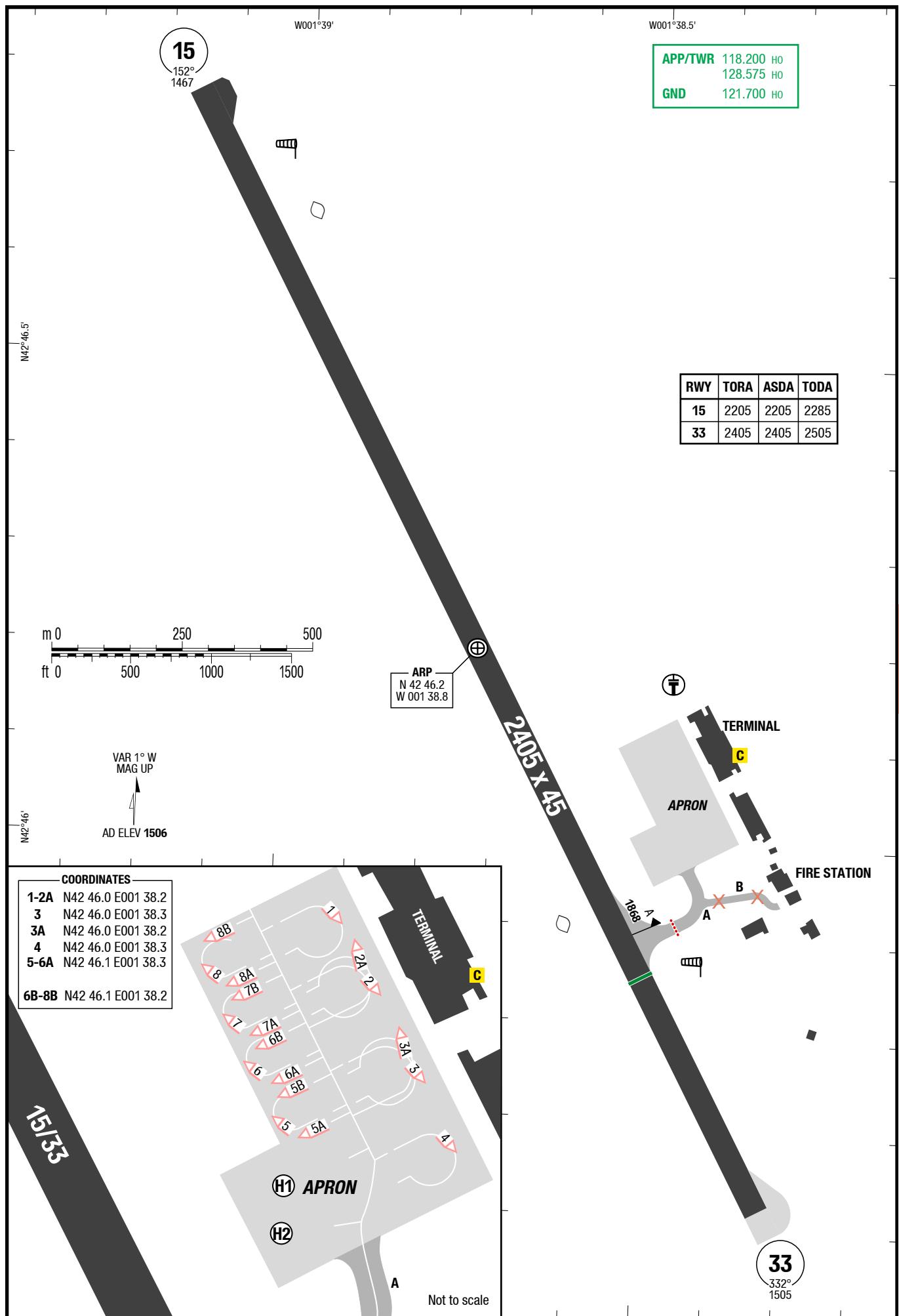
AGC AGC

Pamplona Spain

AGC AGC

APP/TWR	118.200 HO
	128.575 HO
GND	121.700 HO

RWY	TORA	ASDA	TODA
15	2205	2205	2285
33	2405	2405	2505



Effective 08-DEC-2016

PNA-LEPP

4-10

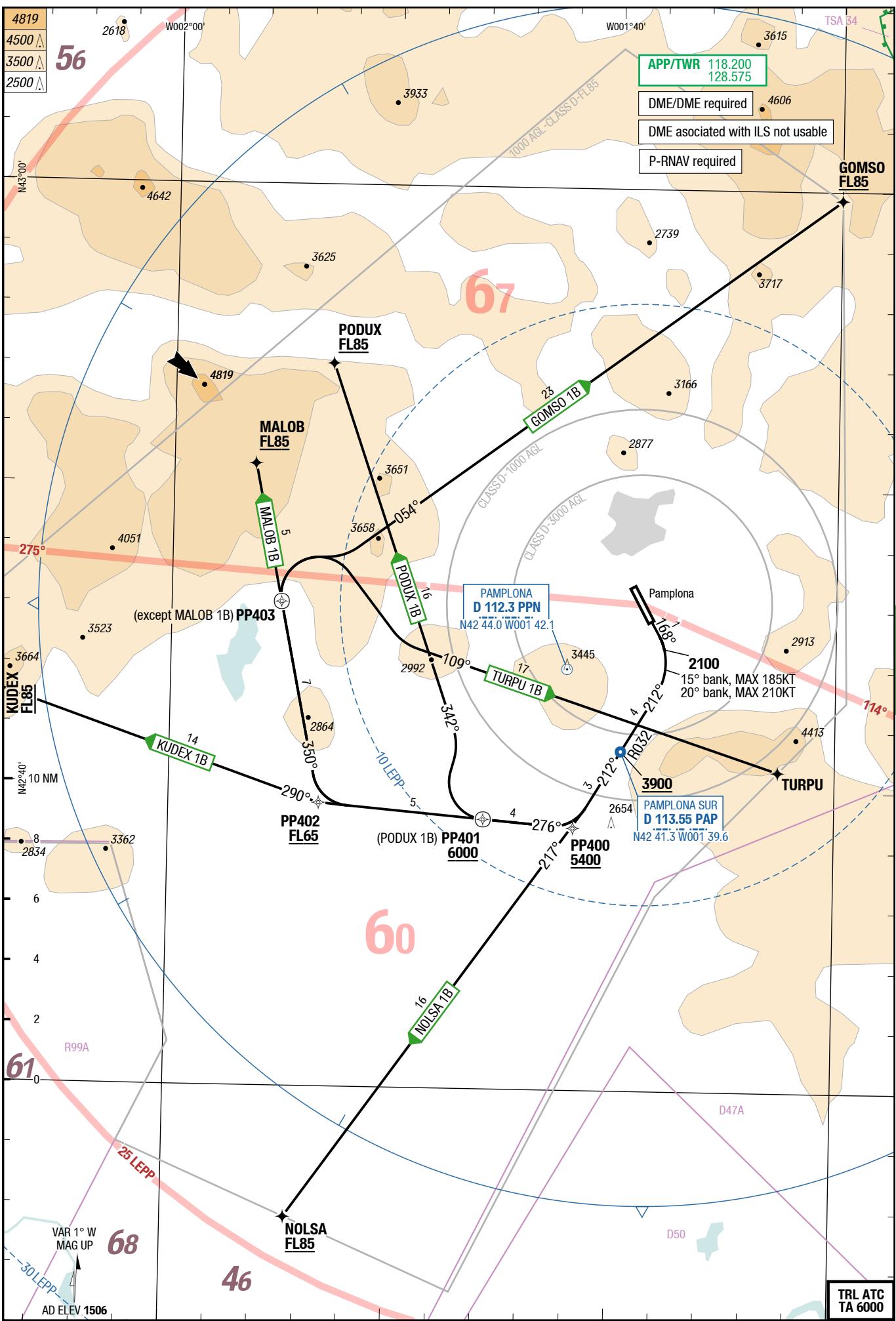
Spain Pamplona  
RNAV SID RWY 15

SID  
SID

Pamplona Spain  
RNAV SID RWY 15

TRL ATC  
TA 6000

Changes: MSA, Track, Editorial



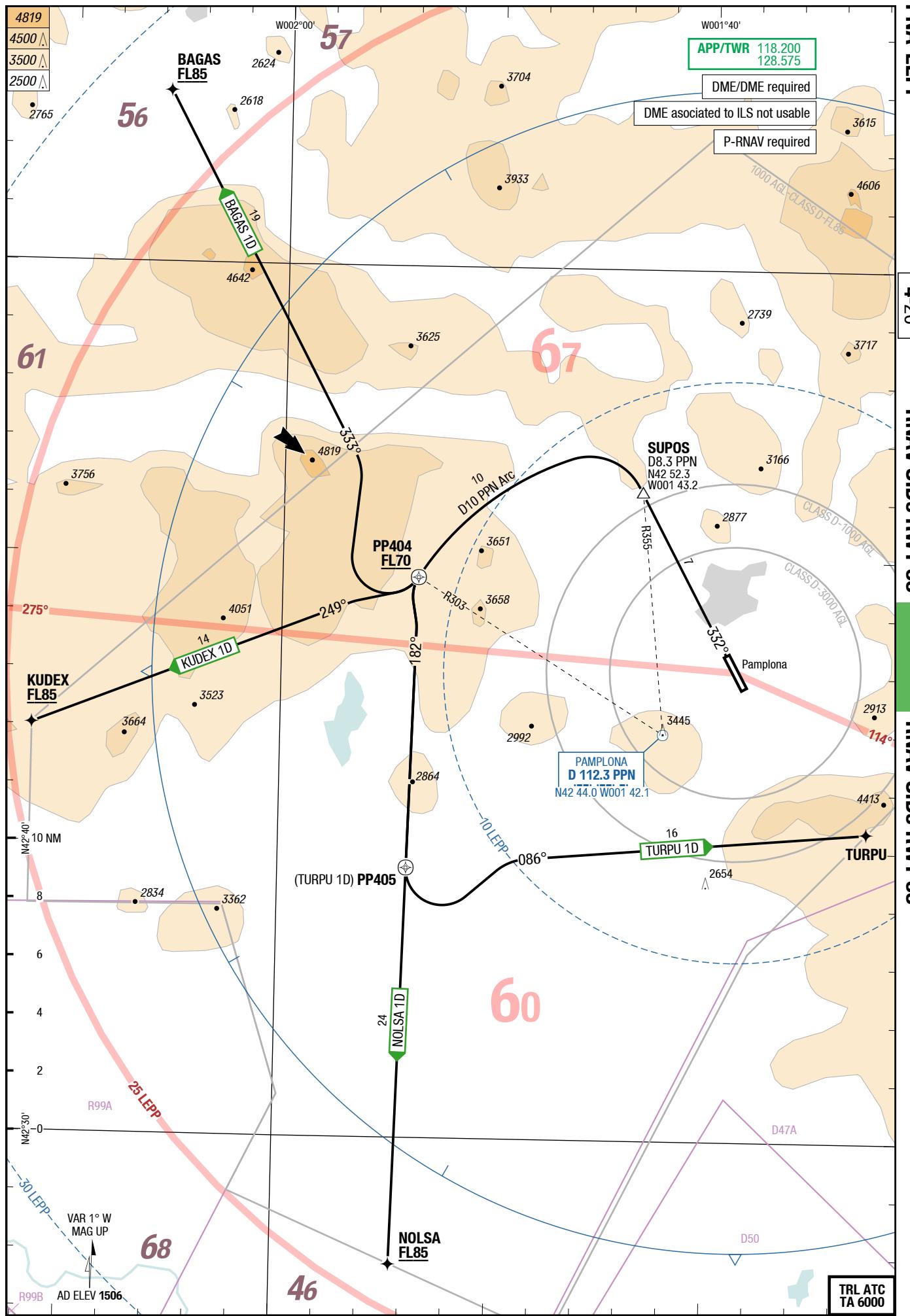
**Effective 08-DEC-2016**

PNA-LEPP

**RNAV SIDs RWY 33  
Spain Pamplona**

**SID**

Pamplona Spain  
RNAV SIDS RWY



Effective 08-DEC-2016

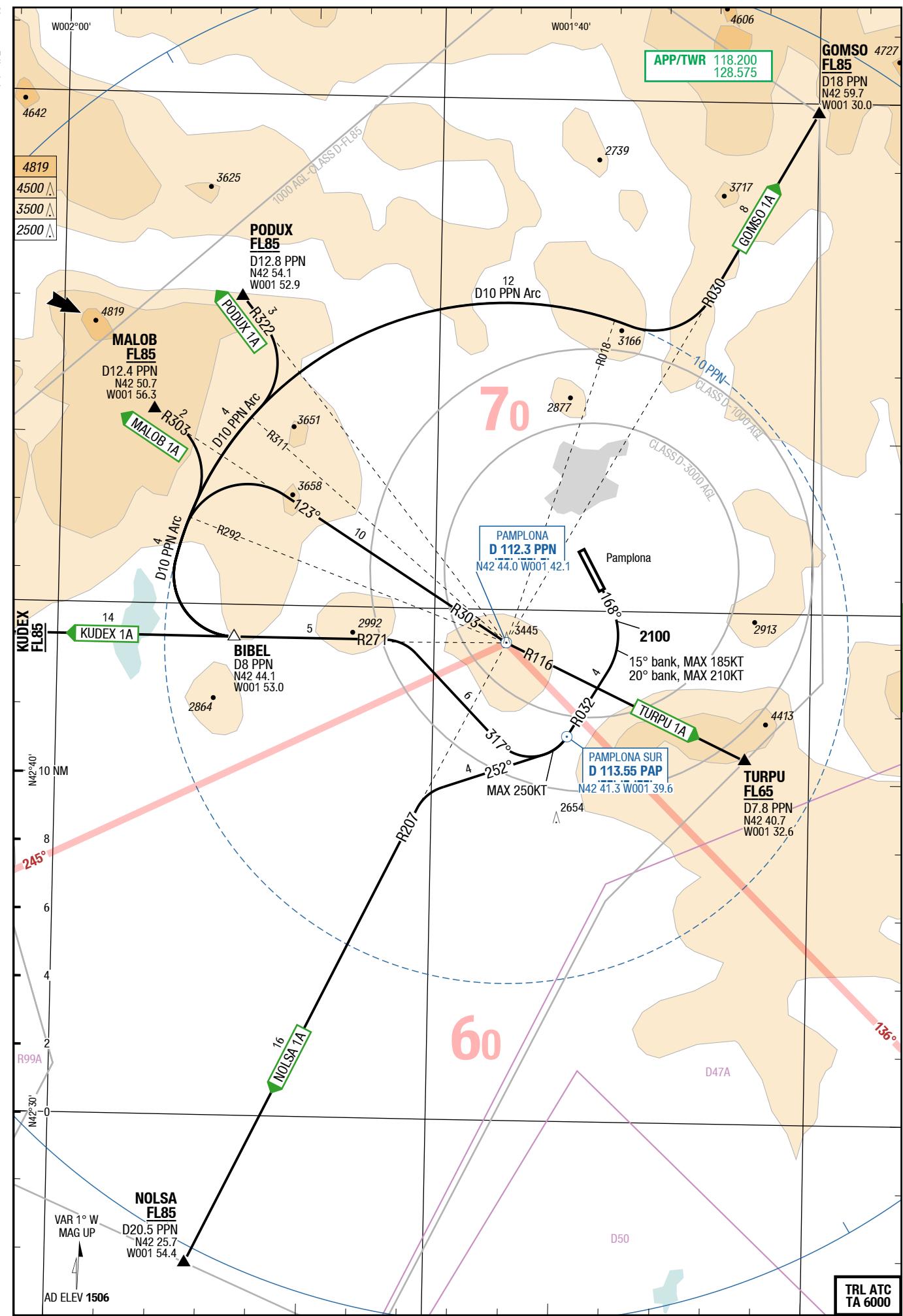
PNA-LEPP

4-30

Spain Pamplona  
SIDs RWY 33

SID  
SID

Pamplona Spain  
SIDs RWY 33



**Effective 08-DEC-2016**

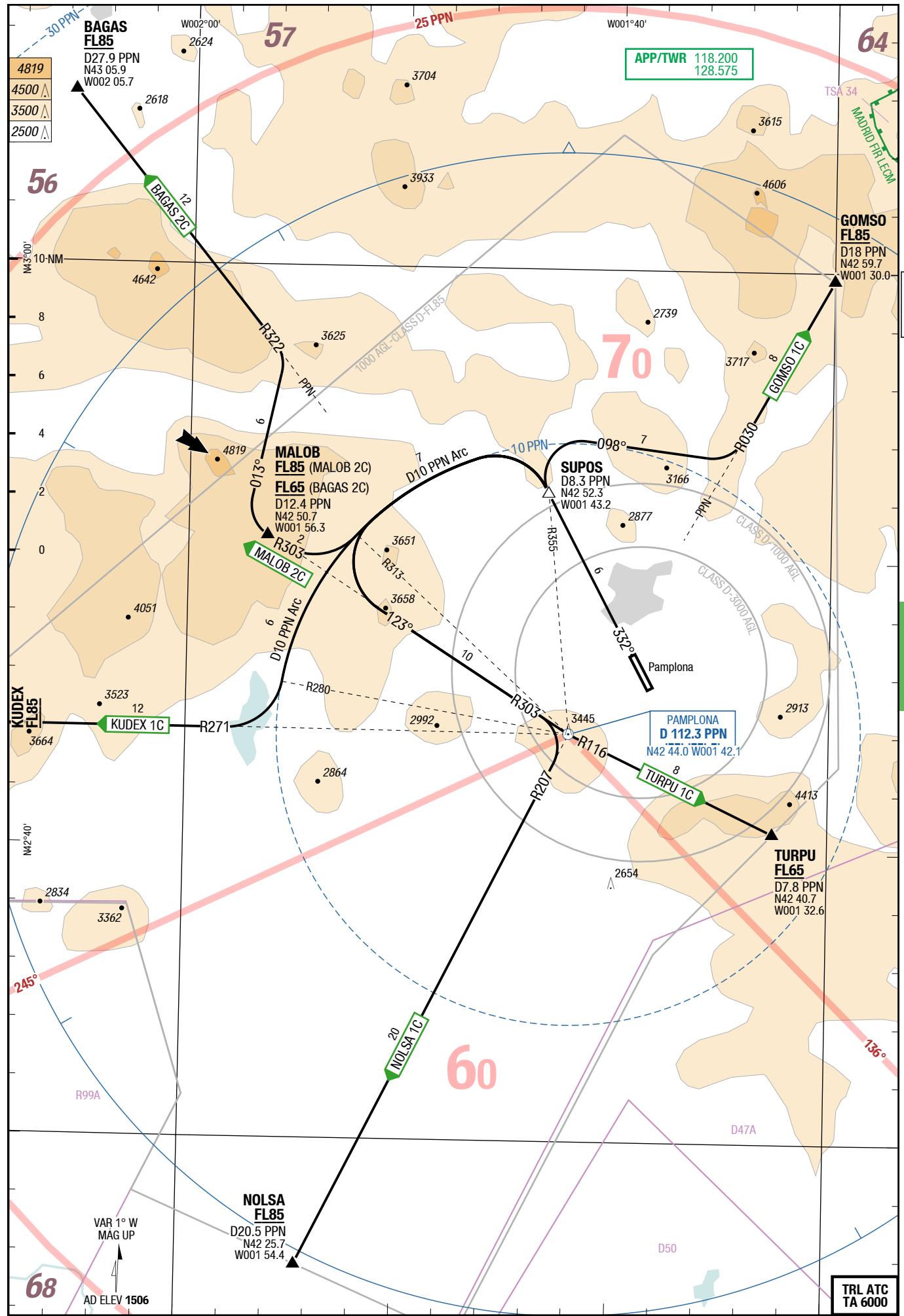
PNA-LEPP

4-40

Spain Pamplona

3

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

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.

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

- 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.

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

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SIDs RWY 15

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

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

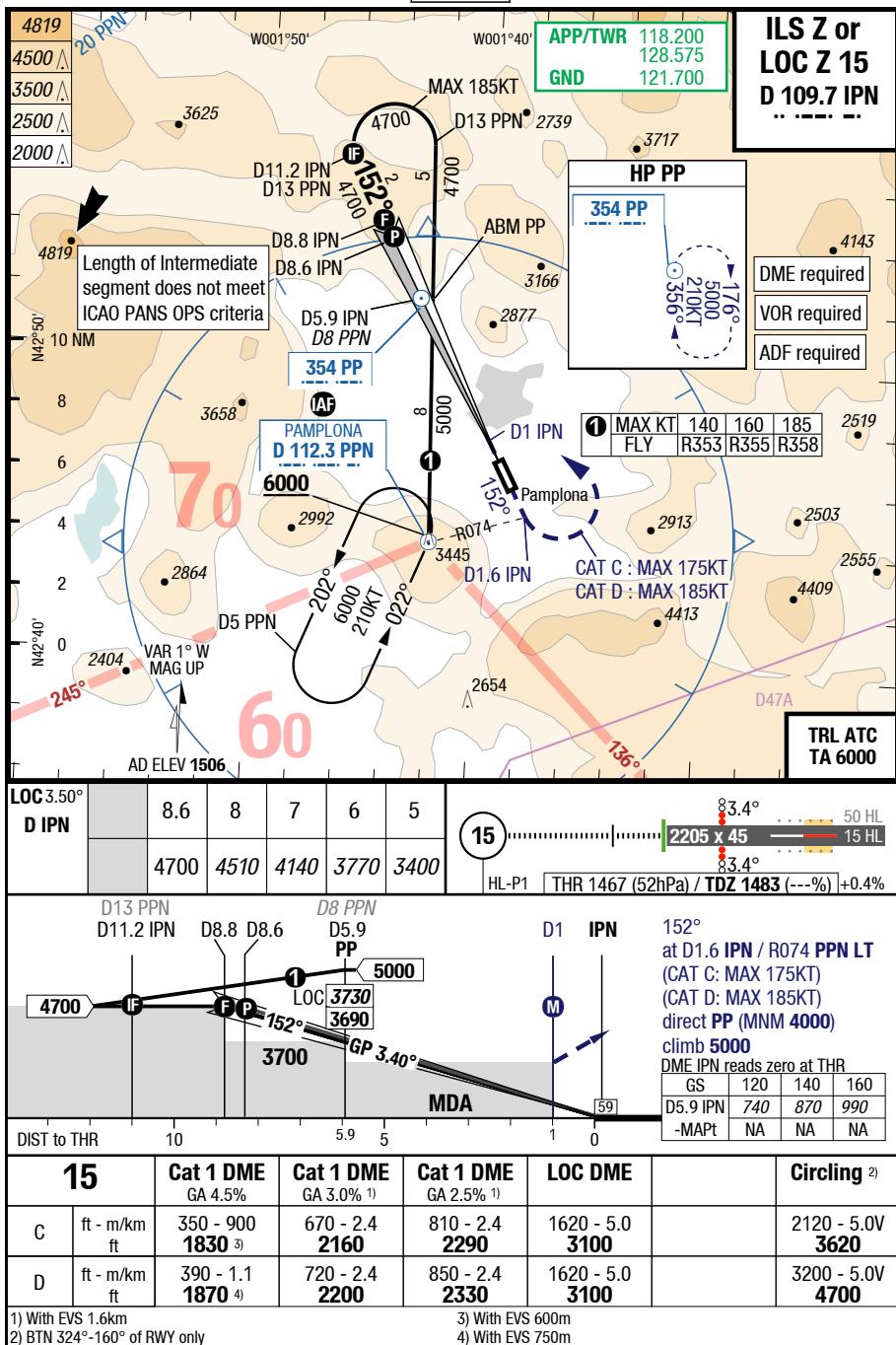
RWY 33 (332°)

	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	
<b>BAGAS 2C</b> 5.5% to 4000 <b>118.200</b>	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 <b>FL65</b> BAGAS MNM <b>FL85</b>
<b>GOMSO 1C</b> 5.3% to FL85 <b>118.200</b>	at SUPOS RT 098° intercept R030 PPN to GOMSO	GOMSO MNM <b>FL85</b>
<b>KUDEX 1C</b> 5.0% to 4000 <b>118.200</b>	at SUPOS LT follow D10 PPN arc - crossing R280 PPN RT intercept R271 PPN to KUDEX	KUDEX MNM <b>FL85</b>
<b>MALOB 2C</b> 6.5% to FL85 <b>118.200</b>	at SUPOS LT follow D10 PPN arc - crossing R313 PPN RT intercept R303 PPN to MALOB	MALOB MNM <b>FL85</b>
<b>NOLSA 1C</b> 5.0% to 4000 <b>118.200</b>	at SUPOS LT follow D10 PPN arc - crossing R313 PPN LT intercept R303 PPN to PPN - R207 PPN to NOLSA	NOLSA MNM <b>FL85</b>
<b>TURPU 1C</b> 5.0% to 4000 <b>118.200</b>	at SUPOS LT follow D10 PPN arc - crossing R313 PPN LT intercept R303 PPN to PPN - R116 PPN to TURPU	TURPU MNM <b>FL65</b>

7-10

ILS Z or LOC Z 15



Effective 08-DEC-2016

01-DEC-2016

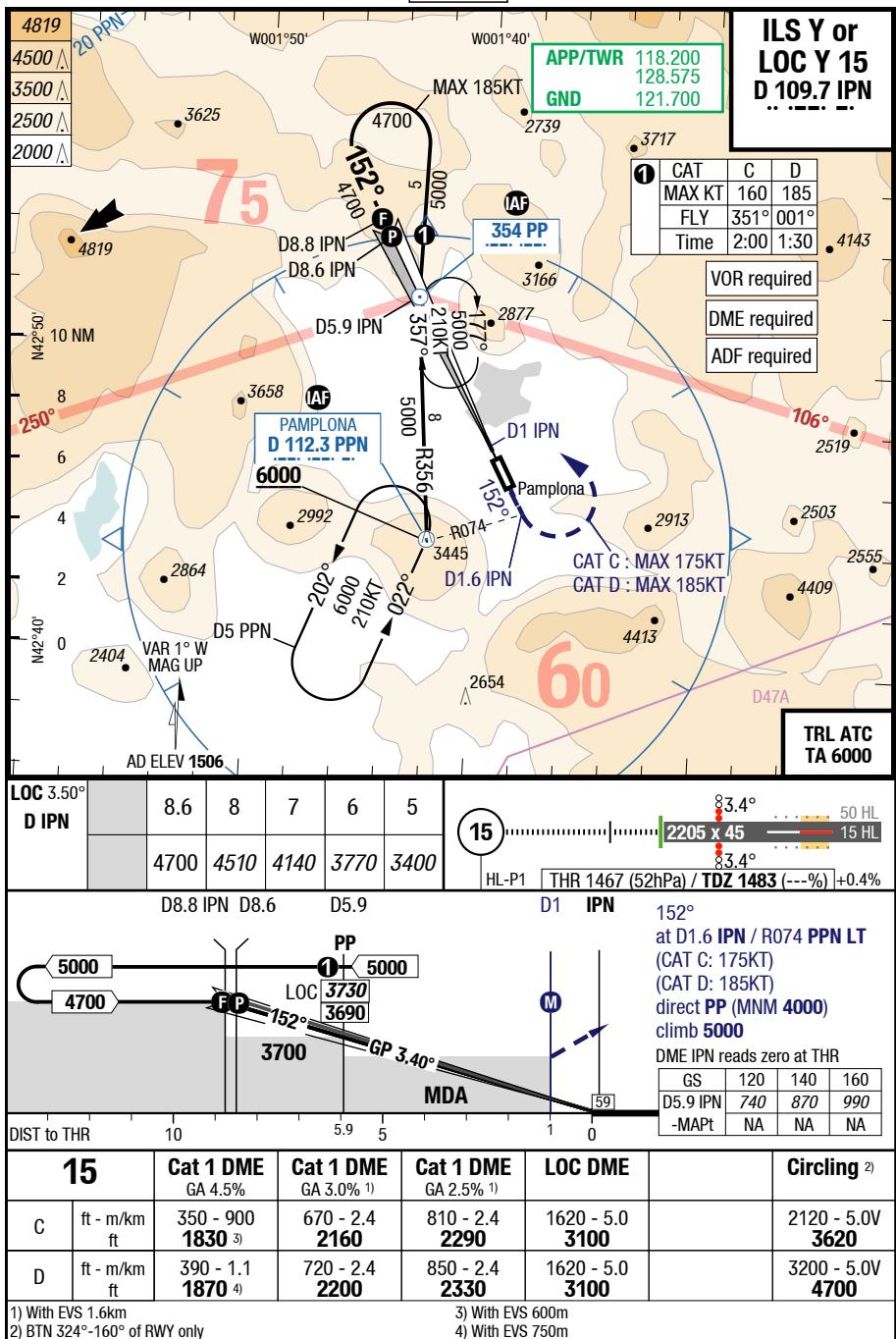
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7-20

ILS Y or LOC Y 15



Changes: chart title, ALT, Profile, Editorial

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01-DEC-2016

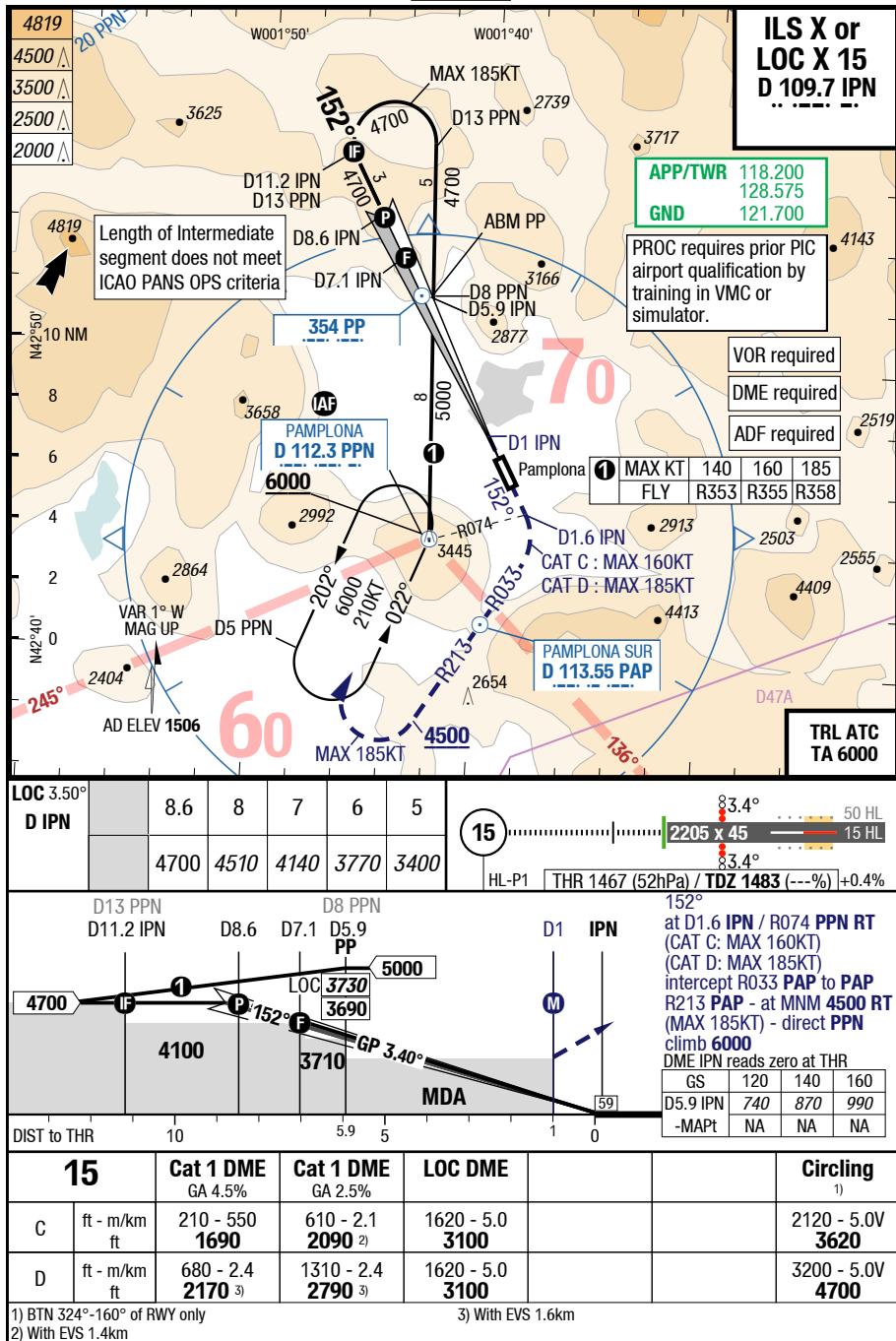
PNA-LEPP

7-30

# Spain Pamplona

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**ILS X or LOC X 15**



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### Changes: short title, Note, Editorial

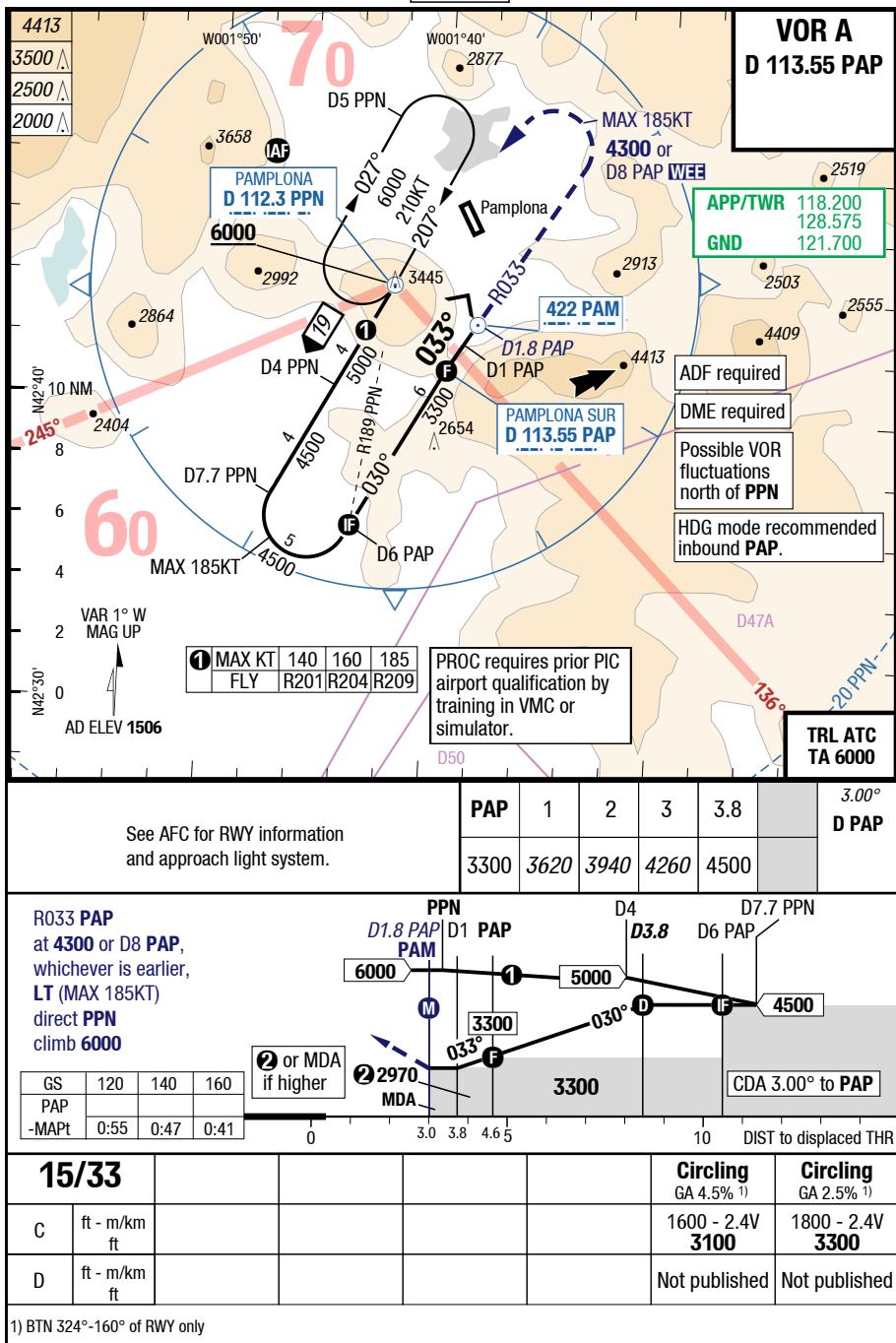
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2) With EVS 1.4km

2) WITH EVS 1.4KI

7-40

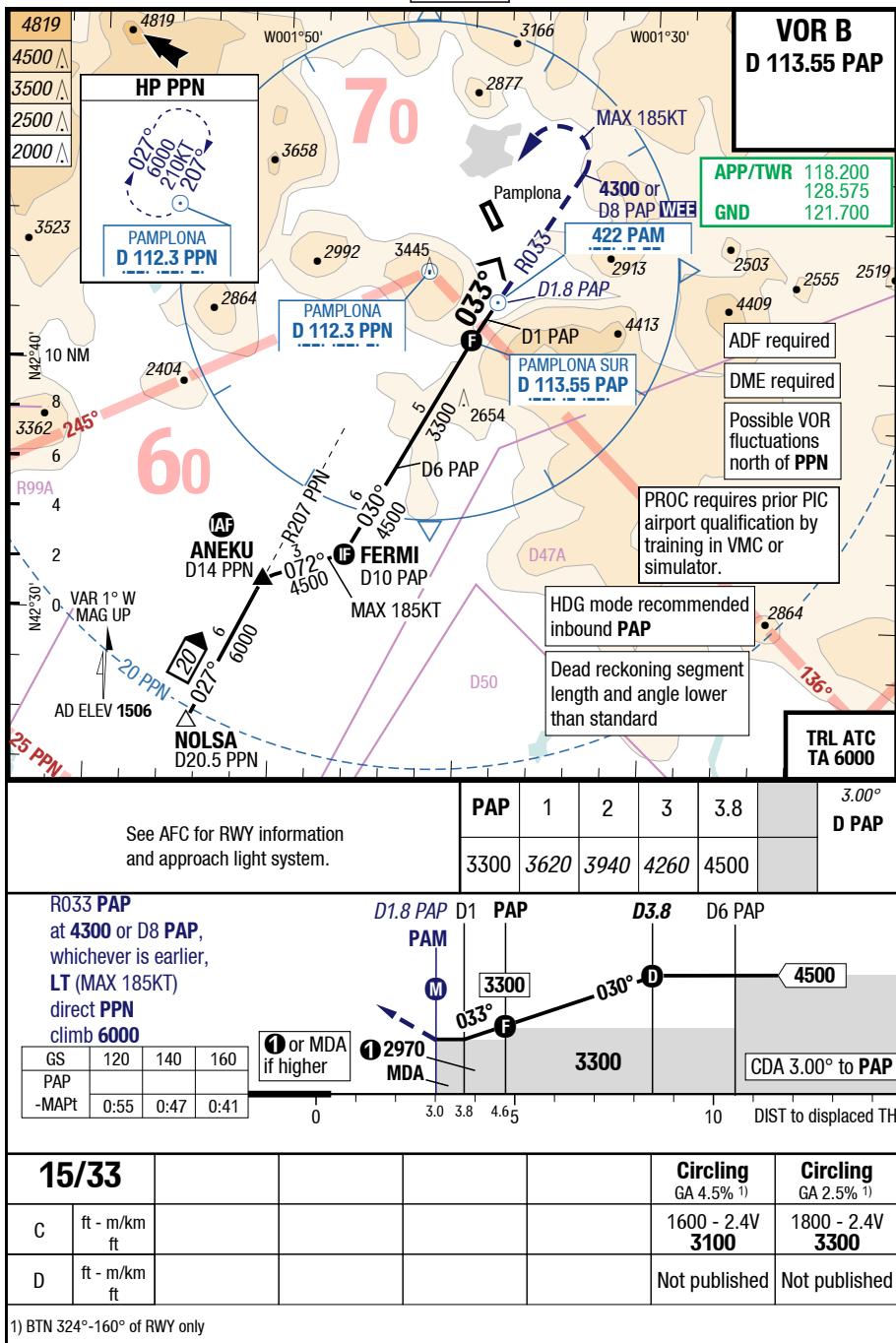
VOR A



## PNA-LEPP

7-50

VOR B

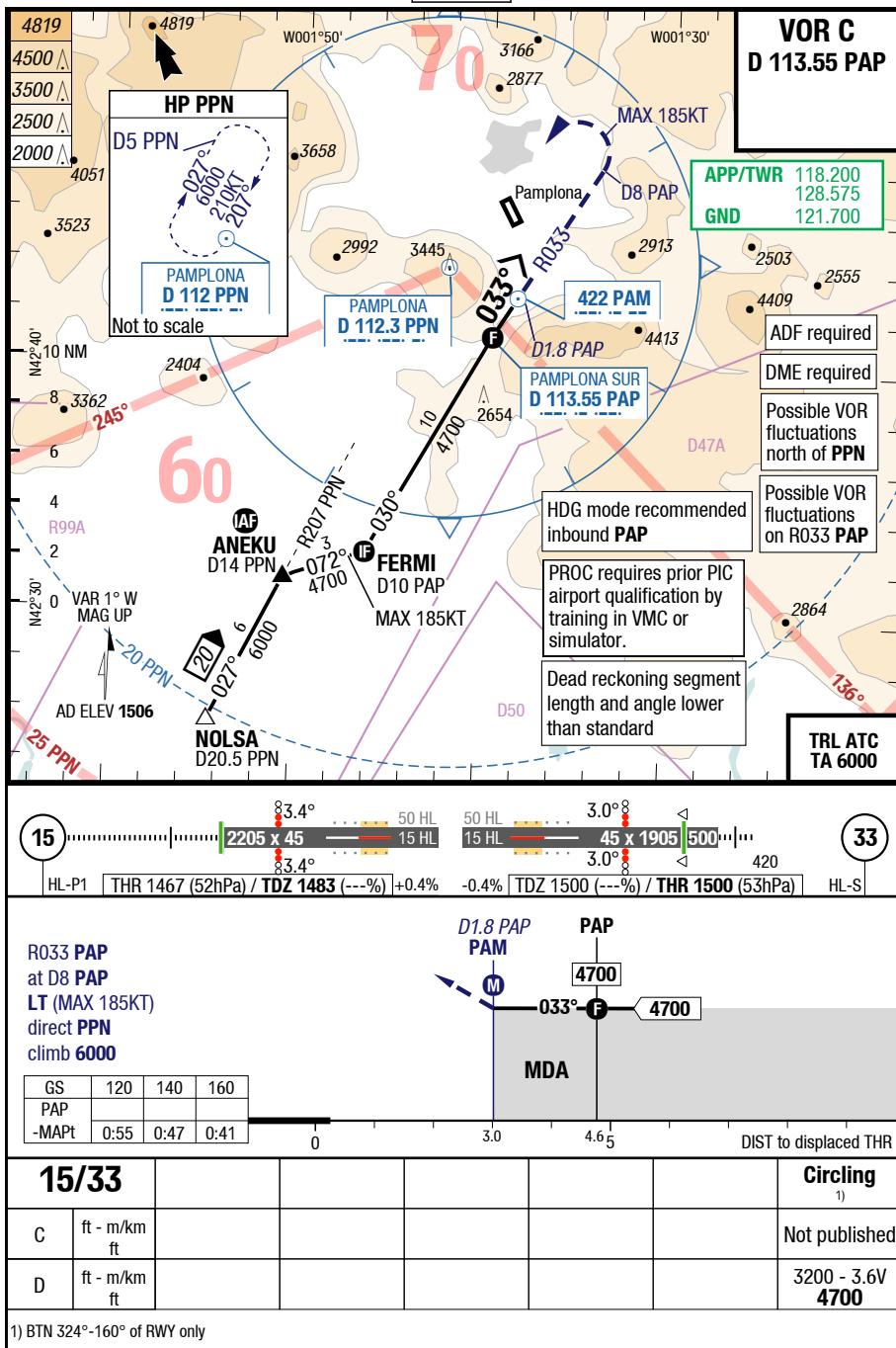


1) BTN 324°-160° of RWY only

## PNA-LEPP

7-60

VOR C



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01-DEC-2016

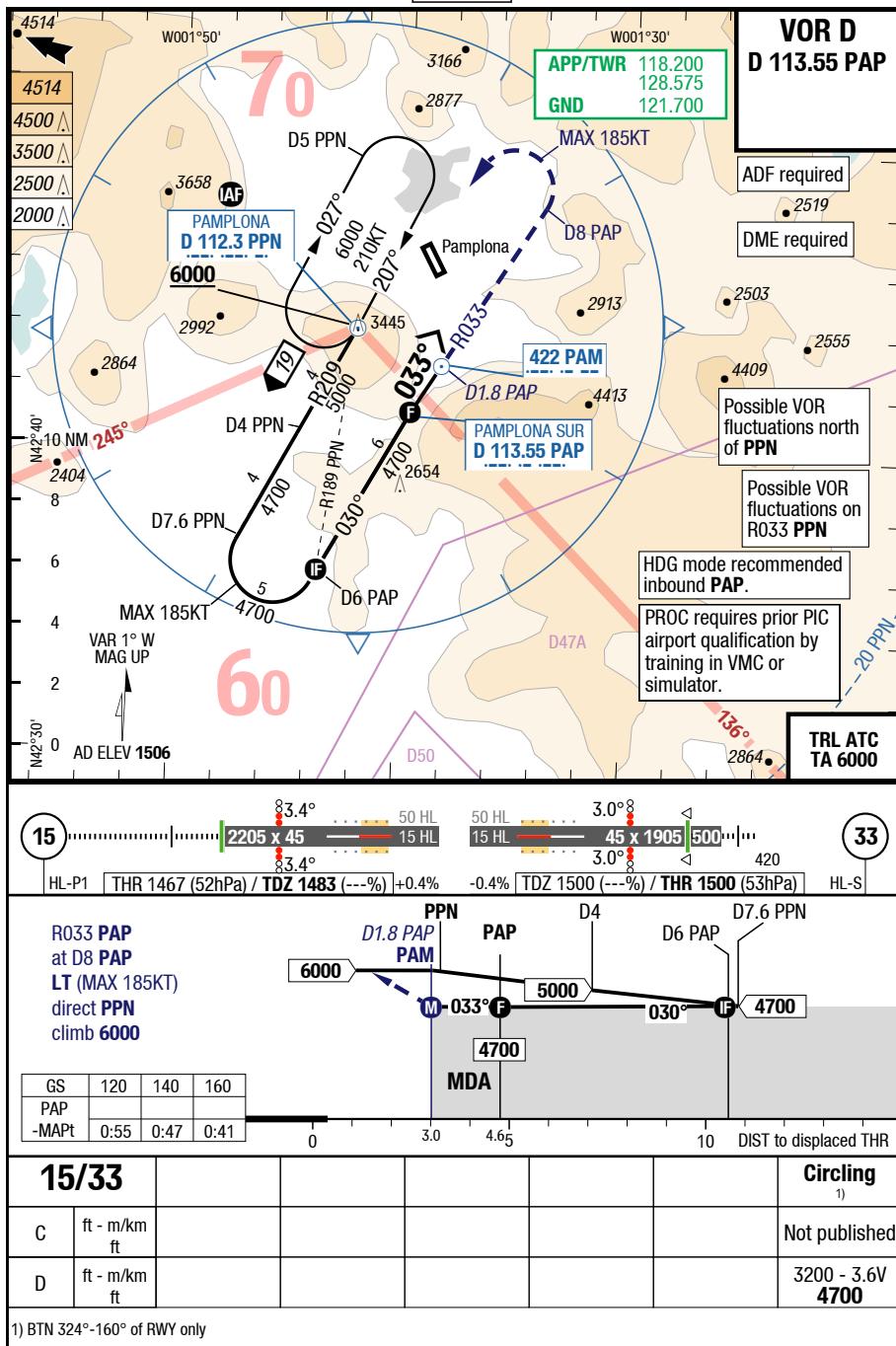
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PNA-LEPP

7-70

# VOR D



Page 1

Changes: chart title, FAT, MIN, Editorial