

**ADD = Added chart, REV = Revised chart, DEL = Deleted chart.**

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

**No revision activity since Disc 22-2010**

# **TERMINAL CHART NOTAMs**

## **Chart NOTAMs for Airport LEBZ**

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(11-1, 16-1, 18-1) ILS OM rwy 31 and NDB BJZ as well as IAP NDB rwy 31 perm withdrawn.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

Work in progress on movement area takes place in several phases. For details refer to yellow charts 10-8/10-8A and latest NOTAMs.

## General Info

Badajoz, ESP

N 38° 53.5' W 06° 49.3' Mag Var: 4.1°W

Elevation: 608'

Public, IFR, Control Tower, Customs

Pattern Altitude: 1000 feet AGL

Fuel: 100LL, Jet A-1

Time Zone Info: GMT+1:00 uses DST

## Runway Info

Runway 13-31 9357' x 197' asphalt

Runway 13 (129.0°M) TDZE 578'

Lights: Edge, ALS, REIL

Stopway Distance 984'

Runway 31 (309.0°M) TDZE 608'

Lights: Edge, ALS, REIL

Right Traffic

Stopway Distance 984'

## Communications Info

Badajoz Tower **139.3** Military

Badajoz Tower **313.60** Military

Badajoz Tower **257.80** Military

Badajoz Tower **122.1**

Talavera Approach Control **139.3** Military

Talavera Approach Control **317.50** Military

Talavera Approach Control **277.92** Military

## Notebook Info

**LEBZ/BJZ**  
**TALAVERA LA REAL AB**

**JEPPESEN**  
27 MAY 05 **10-2** **Eff 9 Jun**

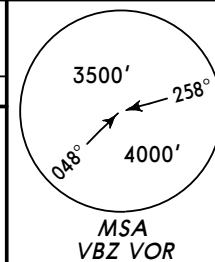
**BADAJOS, SPAIN**  
**STAR**

Apt Elev  
**609'**

Alt Set: hPa Trans level: By ATC Trans alt: 6000'

For UHF see MIL-101 listing

**CACERES ONE ALFA (CCS 1A)**  
**SEVILLA ONE ECHO (SVL 1E)**  
**RWY 31 ARRIVALS**



**BADAJOS**  
**D 116.8 VBZ**  
N38 53.4 W006 48.9

**CACERES**  
**D 114.2 CCS**  
N39 31.5 W006 26.1



1172°

36.6  
4500'  
CCS 1A

**MHA 4500**  
R088° **D20** (IAF) **NIMAS** N38 55.1 W006 23.4  
5  
268°  
**D25 VBZ** N38 55.6 W006 16.3

R178° **D20** (IAF) **VASOR** N38 33.5 W006 46.7  
MHA 4500  
5  
358°  
**D25 VBZ** N38 28.5 W006 46.2



78.9  
FL70  
SVL 1E

**SEVILLE**  
**D 113.7 SVL**  
N37 25.7 W005 45.7

326°

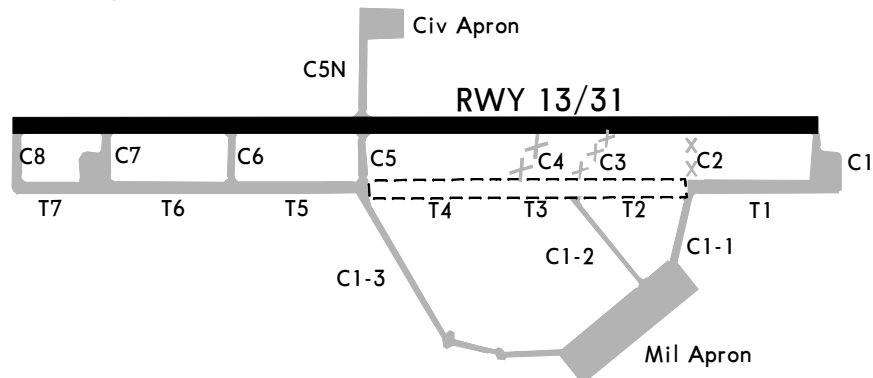


**LEBZ/BJZ****JEPPESEN**  
15 OCT 10 (10-8)**BADAJOS, SPAIN**  
TALAVERA LA REAL**CONSTRUCTION WORKS ON RWY 13/31 AND TWYS**

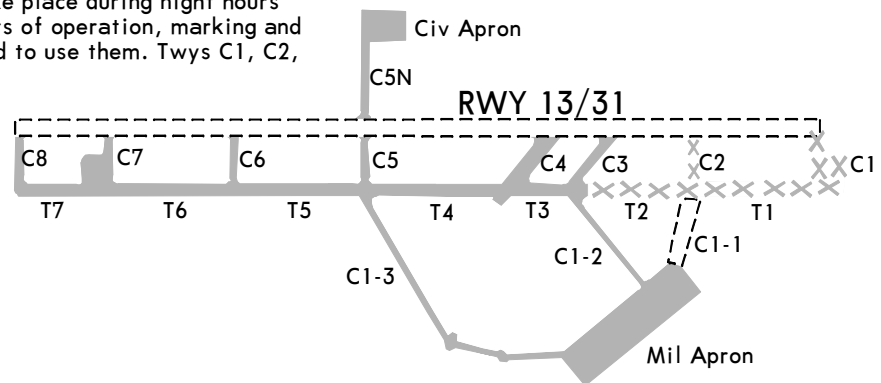
REFER ALSO TO LATEST NOTAMS

**PHASE 2:**

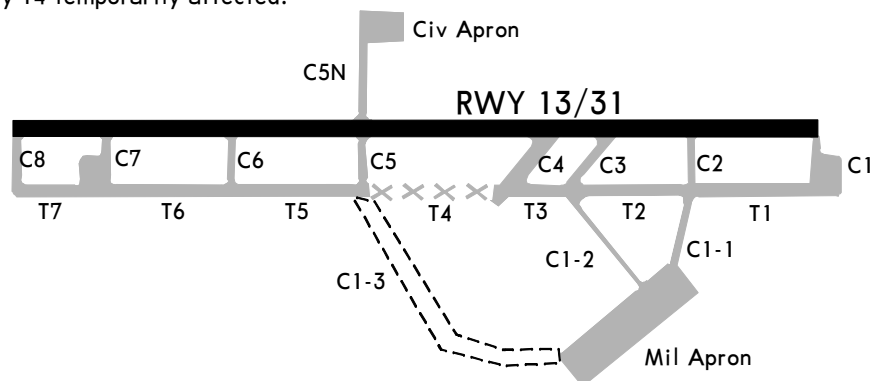
Repairing Twys T2, T3 and T4. Twys C2, C3 and C4 not available.

**PHASE 3:**

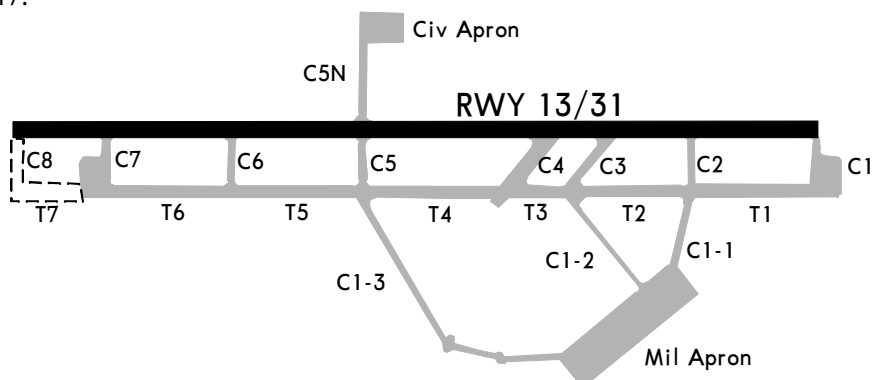
Repairing Twy C1-1 and the beginning of the resurfacing of runway. The works will take place during night hours outside of the aerodrome hours of operation, marking and markers will be daily replaced to use them. Twys C1, C2, T1 and T2 not available.

**PHASE 4:**

Repairing Twy C1-3. Twy T4 temporarily affected.

**PHASE 5:**

Repairing Twys C8 and T7.



LEBZ/BJZ

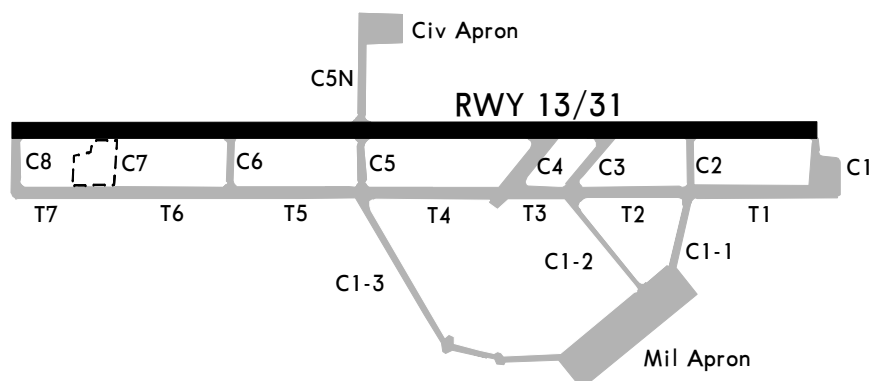
**JEPPESEN**  
 15 OCT 10 (10-8A)

**BADAJOS, SPAIN**  
 TALAVERA LA REAL

**CONSTRUCTION WORKS ON RWY 13/31 AND TWYS**  
 REFER ALSO TO LATEST NOTAMS

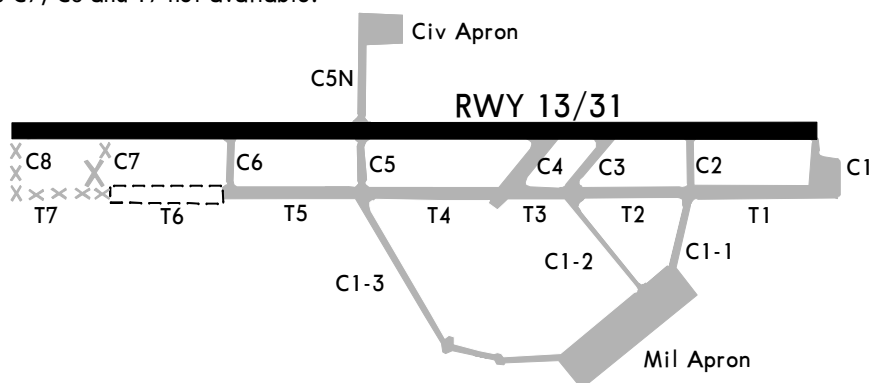
**PHASE 6:**

Repairing Twy C7.



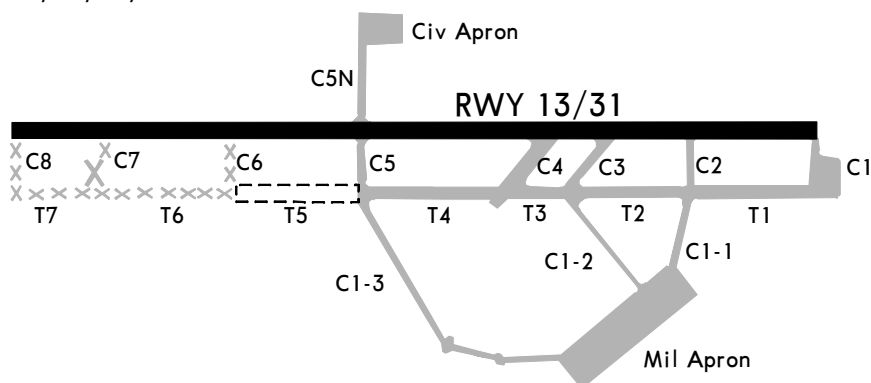
**PHASE 7:**

Repairing Twy T6. Twys C7, C8 and T7 not available.



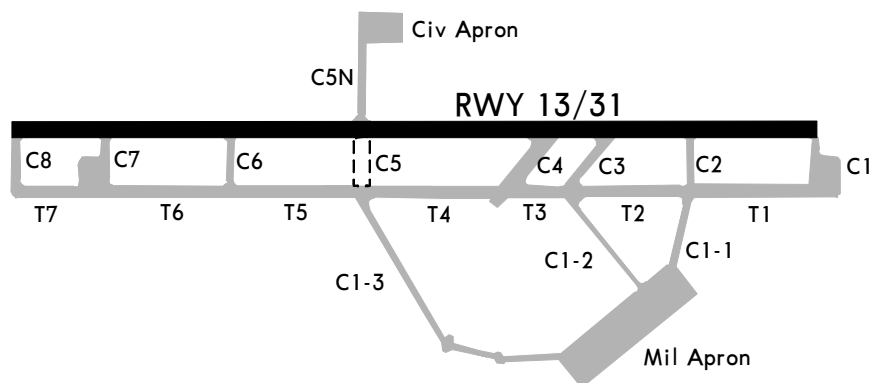
**PHASE 8:**

Repairing Twy T5. Twys C6, C7, C8, T6 and T7 not available.



**PHASE 9:**

Repairing Twy C5.



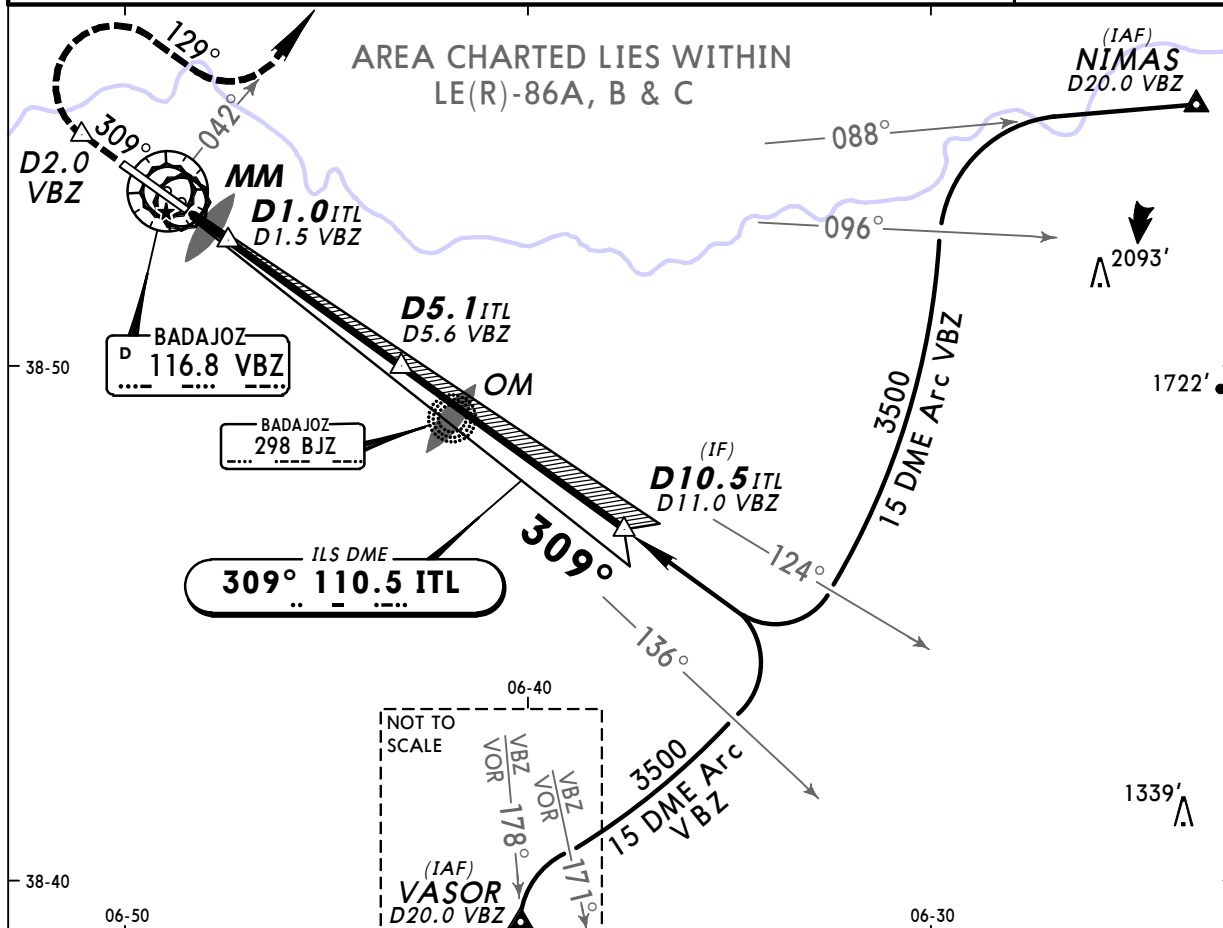
**LEBZ/BJZ**  
**TALAVERA LA REAL AB**

**JEPPesen**  
1 JUL 05 **(11-1)**

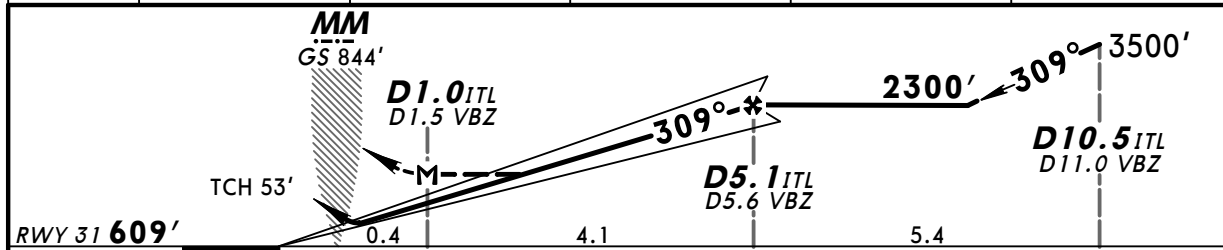
**BADAJOS, SPAIN**  
**ILS DME Rwy 31**

BRIEFING STRIP

|                                                                                                                           |                           |                                 |                                       |                               |                                  |
|---------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------|---------------------------------------|-------------------------------|----------------------------------|
| *TALAVERA Approach<br>139.3 MIL                                                                                           |                           |                                 | *BADAJOS Tower<br>122.1 CIV 139.3 MIL |                               |                                  |
| For UHF see MIL-101 listing                                                                                               |                           |                                 |                                       |                               |                                  |
| LOC<br>ITL<br>110.5                                                                                                       | Final<br>Apch Crs<br>309° | GS<br>D5.1 ITL<br>2300' (1691') | ILS<br>DA(H)<br>Refer to<br>Minimums  | Apt Elev 609'<br><br>RWY 609' | <p>3500' 258°<br/>4000' 048°</p> |
| MISSED APCH: Climb on 309° via VOR to D2.0 VBZ, then turn RIGHT onto 129° intercept and follow R-042 VBZ and as directed. |                           |                                 |                                       |                               |                                  |
| Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 6000'                                                        |                           |                                 |                                       |                               |                                  |
| ILS DME reads zero at rwy 31 threshold.                                                                                   |                           |                                 |                                       |                               |                                  |
| MSA VBZ VOR                                                                                                               |                           |                                 |                                       |                               |                                  |



| LOC<br>(GS out) | VBZ DME<br>ALTITUDE | 2.0<br>1140' | 3.0<br>1460' | 4.0<br>1780' | 5.0<br>2100' |
|-----------------|---------------------|--------------|--------------|--------------|--------------|
|-----------------|---------------------|--------------|--------------|--------------|--------------|



|                           |     |     |     |     |     |     |                                                         |                                           |                                              |                                             |
|---------------------------|-----|-----|-----|-----|-----|-----|---------------------------------------------------------|-------------------------------------------|----------------------------------------------|---------------------------------------------|
| Gnd speed-Kts             | 70  | 90  | 100 | 120 | 140 | 160 | <div> <div>HIALS</div> <div>REIL VASI VASI</div> </div> | <div> <div>309°</div> <div>↑</div> </div> | <div> <div>VBZ</div> <div>116.8</div> </div> | <div> <div>D2.0</div> <div>VBZ</div> </div> |
| ILS GS 3.00° or           | 377 | 484 | 538 | 646 | 753 | 861 |                                                         |                                           |                                              |                                             |
| LOC Descent Gradient 5.2% |     |     |     |     |     |     |                                                         |                                           |                                              |                                             |
| MAP at D1.0 ITL/D1.5 VBZ  |     |     |     |     |     |     |                                                         |                                           |                                              |                                             |

| JAR-OPS                       |  |                               |  | STRAIGHT-IN LANDING RWY 31 |  |           | CIRCLE-TO-LAND |                    |  |
|-------------------------------|--|-------------------------------|--|----------------------------|--|-----------|----------------|--------------------|--|
| ILS                           |  | LOC (GS out)                  |  | MDA(H) 1010' (401')        |  | Max Kts   |                | MDA(H) VIS         |  |
| A: 895' (286') C: 915' (306') |  | B: 907' (298') D: 925' (316') |  | FULL                       |  | ALS out   |                | 1350' (741') 1500m |  |
| RVR 800m                      |  | RVR 1200m                     |  | RVR 1200m                  |  | RVR 1500m |                | 1350' (741') 1600m |  |
| RVR 900m                      |  | RVR 1200m                     |  | RVR 1400m                  |  | RVR 1800m |                | 1350' (741') 2400m |  |
|                               |  |                               |  | RVR 1600m                  |  | RVR 2000m |                | 1400' (791') 3600m |  |

CHANGES: Missed apch.

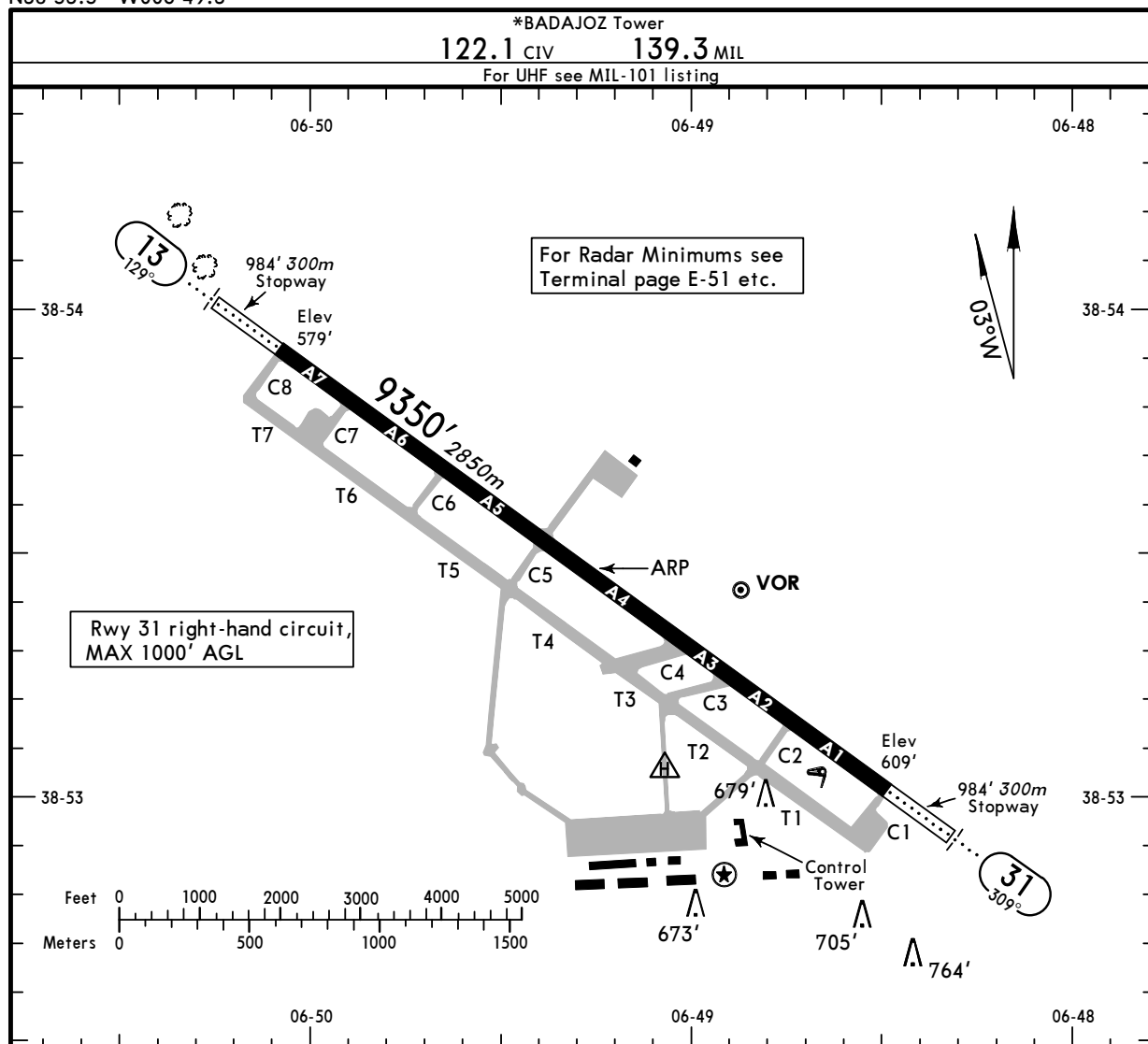
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PANS OPS 4

**LEBZ/BJZ**  
 Apt Elev **609'**  
 N38 53.5 W006 49.3

**JEPPESSEN**  
 1 JUL 05 **(11-1)**

**BADAJOS, SPAIN**  
**TALAVERA LA REAL AB**



| ADDITIONAL RUNWAY INFORMATION |                |       |      |      |     | USABLE LENGTHS |             | TAKE-OFF | WIDTH |
|-------------------------------|----------------|-------|------|------|-----|----------------|-------------|----------|-------|
| RWY                           | LANDING BEYOND |       |      |      |     | Threshold      | Glide Slope |          |       |
|                               | HIRL           | HIALS | REIL | VASI | RVR |                |             |          |       |
| 13                            |                |       |      |      |     |                |             |          | 197'  |
| 31                            |                |       |      |      |     |                | 8378' 2554m |          | 60m   |
|                               |                |       |      |      |     |                |             |          |       |
|                               |                |       |      |      |     |                |             |          |       |
|                               |                |       |      |      |     |                |             |          |       |
|                               |                |       |      |      |     |                |             |          |       |

| JAR-OPS                  |  |                          |  | TAKE-OFF 1        |  |
|--------------------------|--|--------------------------|--|-------------------|--|
| LVP must be in Force     |  | All Rwys                 |  |                   |  |
| RCLM (DAY only)<br>or RL |  | RCLM (DAY only)<br>or RL |  | NIL<br>(DAY only) |  |

| A |      |      |      |
|---|------|------|------|
| B | 250m | 400m | 500m |
| C |      |      |      |
| D | 300m |      |      |

**1** Operators applying U.S. Ops Specs: CL required below 300m.

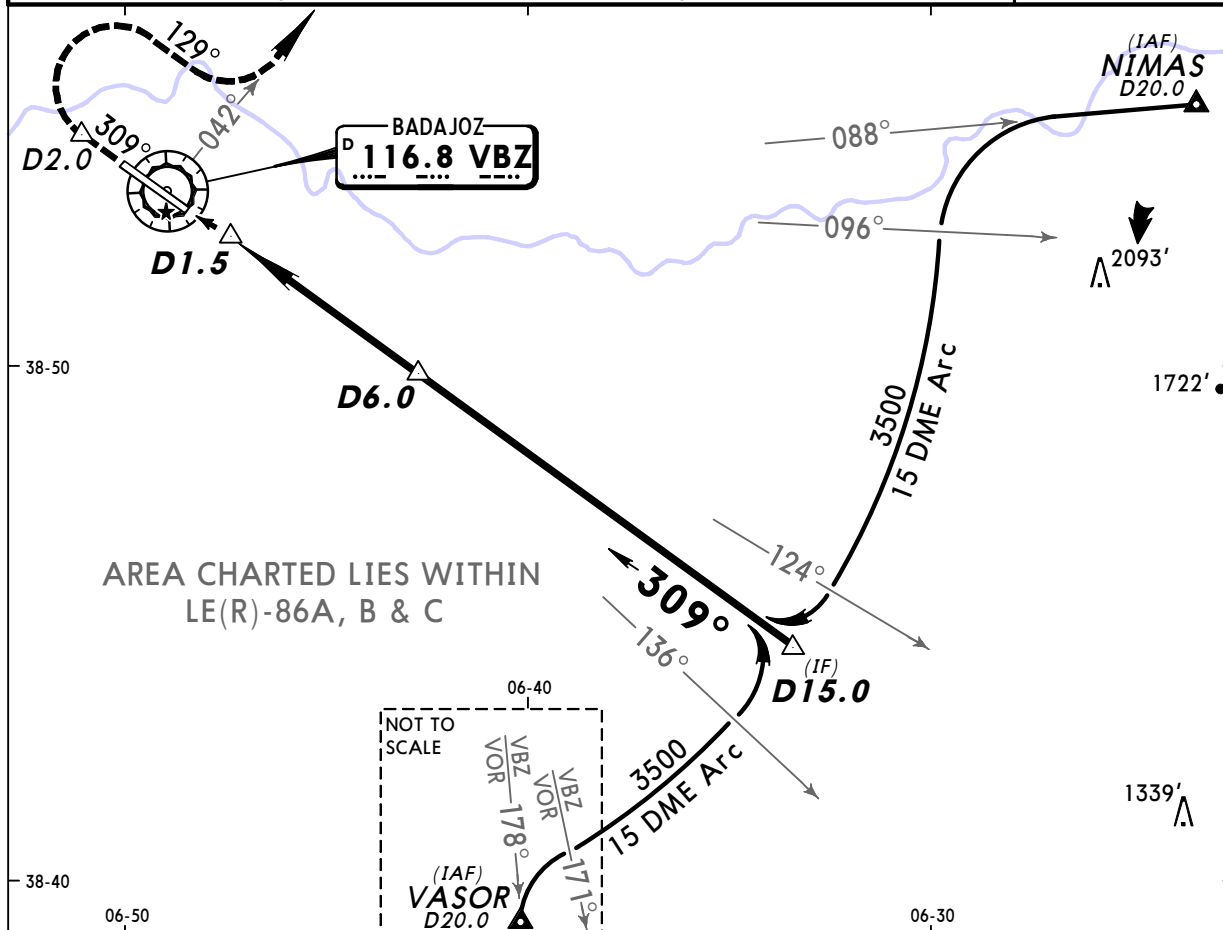
**LEBZ/BJZ**  
**TALAVERA LA REAL AB**

**JEPPesen**  
1 JUL 05 **(13-1)**

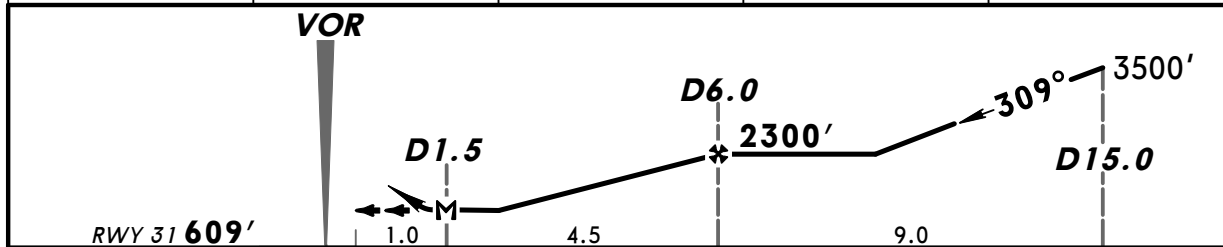
**BADAJOS, SPAIN**  
**VOR DME Rwy 31**

BRIEFING STRIP

|                                                                                                                   |                           |                                      |                                       |                           |                                                                                     |
|-------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------|---------------------------------------|---------------------------|-------------------------------------------------------------------------------------|
| *TALAVERA Approach<br>139.3 MIL                                                                                   |                           |                                      | *BADAJOZ Tower<br>122.1 CIV 139.3 MIL |                           |                                                                                     |
| For UHF see MIL-101 listing                                                                                       |                           |                                      |                                       |                           |                                                                                     |
| VOR<br>VBZ<br>116.8                                                                                               | Final<br>Apch Crs<br>309° | Minimum Alt<br>D6.0<br>2300' (1691') | MDA(H)<br>1350' (741')                | Apt Elev 609'<br>RWY 609' |  |
| MISSED APCH: Climb on 309° via VOR to D2.0, then turn RIGHT onto 129° intercept and follow R-042 and as directed. |                           |                                      |                                       |                           |                                                                                     |
| Alt Set: hPa                                                                                                      |                           | Rwy Elev: 22 hPa                     | Trans level: By ATC                   | Trans alt: 6000'          |                                                                                     |
| MSA VBZ VOR                                                                                                       |                           |                                      |                                       |                           |                                                                                     |



|          |       |       |       |       |
|----------|-------|-------|-------|-------|
| VBZ DME  | 3.0   | 4.0   | 5.0   | 6.0   |
| ALTITUDE | 1410' | 1710' | 2010' | 2300' |



|                       |     |     |     |     |     |     |                                                    |
|-----------------------|-----|-----|-----|-----|-----|-----|----------------------------------------------------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | HIALS<br>REIL VASI VASI<br>309° via VBZ 116.8 D2.0 |
| Descent Gradient 4.9% | 347 | 447 | 496 | 595 | 695 | 794 |                                                    |
| MAP at D1.5           |     |     |     |     |     |     |                                                    |

| JAR-OPS STRAIGHT-IN LANDING RWY 31 |           |         | CIRCLE-TO-LAND |       |  |
|------------------------------------|-----------|---------|----------------|-------|--|
| MDA(H) <b>1350'</b> (741')         |           |         |                |       |  |
|                                    | ALS out   | Max Kts | MDA(H)         | VIS   |  |
| A                                  | RVR 1500m | 100     | 1350' (741')   | 1500m |  |
| B                                  | RVR 1500m | 135     | 1350' (741')   | 1600m |  |
| C                                  | RVR 1800m | 180     | 1350' (741')   | 2400m |  |
| D                                  | RVR 2000m | 205     | 1400' (791')   | 3600m |  |

CHANGES: Procedure.

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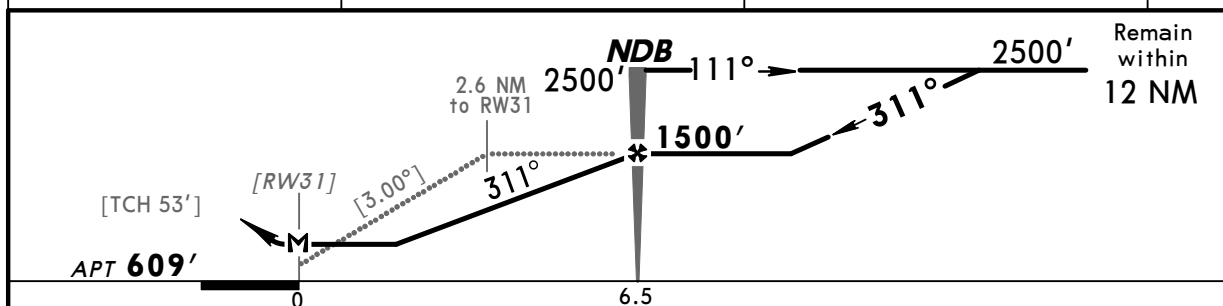
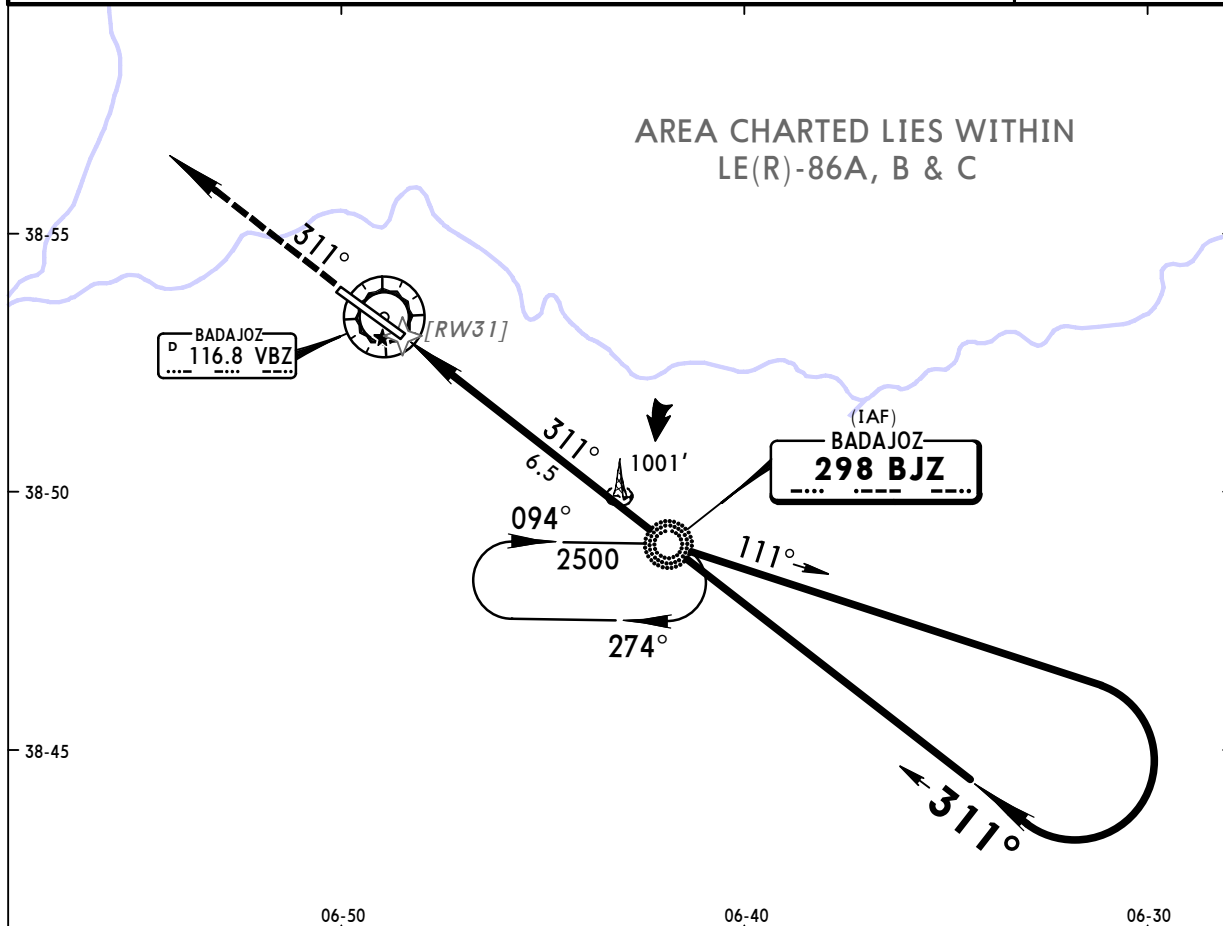
**LEBZ/BJZ**  
**TALAVERA LA REAL AB**

**JEPPesen**  
1 JUL 05 **(16-1)**

**BADAJOS, SPAIN**  
**NDB Rwy 31**

BRIEFING STRIP

|                                                      |                           |                                    |                        |                                       |                                                                                     |
|------------------------------------------------------|---------------------------|------------------------------------|------------------------|---------------------------------------|-------------------------------------------------------------------------------------|
| *TALAVERA Approach<br>139.3 MIL                      |                           |                                    |                        | *BADAJOS Tower<br>122.1 CIV 139.3 MIL |                                                                                     |
| For UHF see MIL-101 listing                          |                           |                                    |                        |                                       |                                                                                     |
| NDB<br>BJZ<br>298                                    | Final<br>Apch Crs<br>311° | Minimum Alt<br>NDB<br>1500' (891') | MDA(H)<br>1200' (591') | Apt Elev 609'                         |  |
| MISSED APCH: Climb to 2500' on 311° and as directed. |                           |                                    |                        |                                       |                                                                                     |
| Alt Set: hPa                                         |                           | Apt Elev: 22 hPa                   | Trans level: By ATC    | Trans alt: 6000'                      |                                                                                     |
| MSA BJJZ NDB                                         |                           |                                    |                        |                                       |                                                                                     |



|                       |     |      |      |      |      |      |
|-----------------------|-----|------|------|------|------|------|
| Gnd speed-Kts         | 70  | 90   | 100  | 120  | 140  | 160  |
| Descent angle [3.00°] | 372 | 478  | 531  | 637  | 743  | 849  |
| NDB to MAP            | 6.5 | 5:34 | 4:20 | 3:54 | 3:15 | 2:47 |

| JAR-OPS                    |              |  | STRAIGHT-IN LANDING RWY 31 |  | CEILING REQUIRED | CIRCLE-TO-LAND |              |
|----------------------------|--------------|--|----------------------------|--|------------------|----------------|--------------|
| MDA(H) <b>1200'</b> (591') |              |  | ALS out                    |  |                  | MDA(H)         | CEIL-VIS     |
| A                          | 600' - 1400m |  | 600' - 1600m               |  |                  | 1200' (591')   | 600' - 1600m |
| B                          | 600' - 1500m |  |                            |  |                  |                |              |
| C                          | 600' - 1600m |  | 600' - 2400m               |  |                  | 1210' (601')   | 600' - 2400m |
| D                          | 600' - 2000m |  | 600' - 2800m               |  |                  | 1310' (701')   | 600' - 3600m |

PANS OPS 4

**LEBZ/BJZ**

**TALAVERA LA REAL AB**

12 OCT 07

**JEPPesen**

CAT C & D

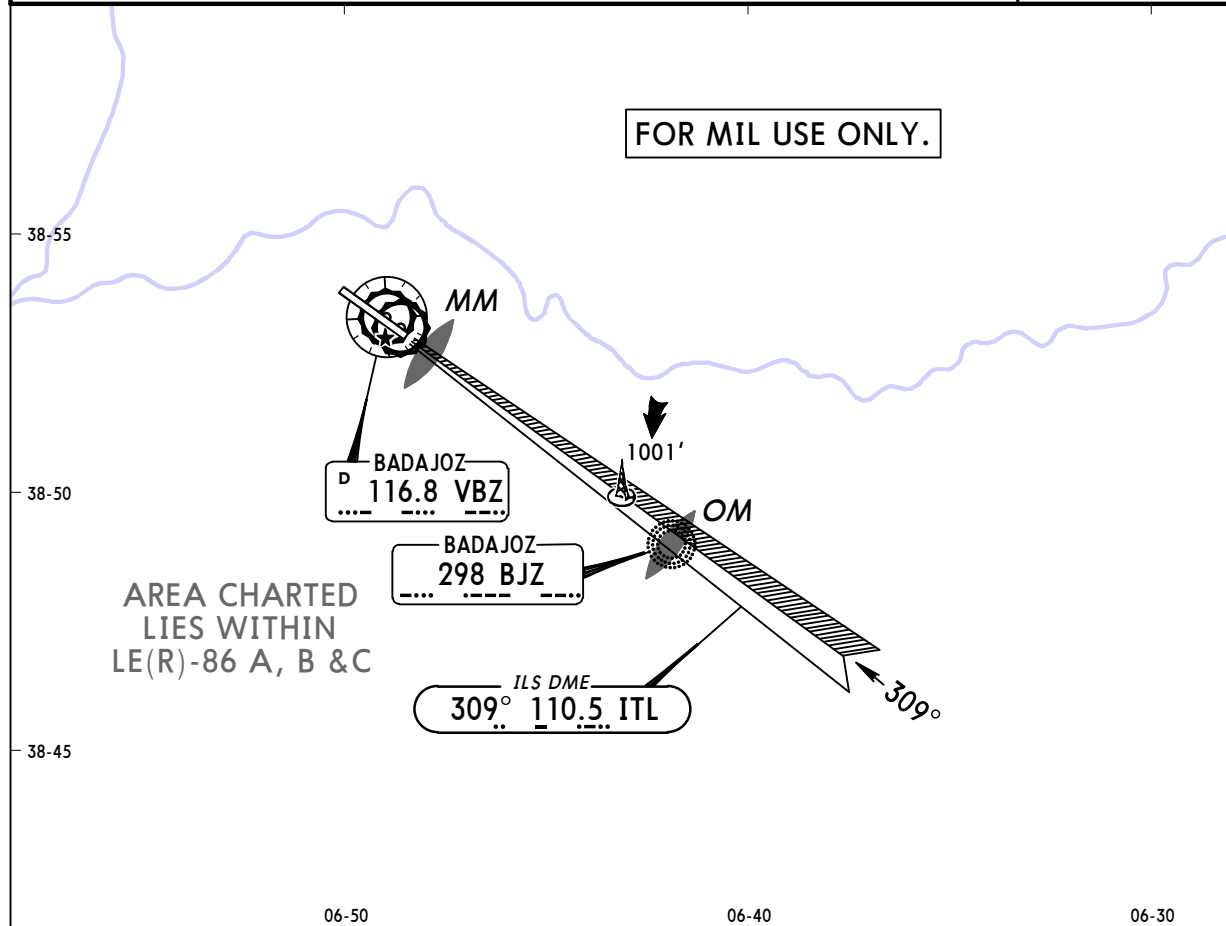
**BADAJOS, SPAIN**

(18-1)

**\*PAR Rwy 31 or \*ASR All Rwys**

BRIEFING STRIP

|                                               |                             |                            |                                       |                            |                                     |
|-----------------------------------------------|-----------------------------|----------------------------|---------------------------------------|----------------------------|-------------------------------------|
| *TALAVERA Approach<br>139.3 MIL               |                             |                            | *BADAJOZ Tower<br>122.1 CIV 139.3 MIL |                            |                                     |
| For UHF see MIL-101 listing                   |                             |                            |                                       |                            |                                     |
| RADAR                                         | Final<br>Apch Crs<br>By ATC | PAR GS<br>No Alt published | DA(H)/MDA(H)<br>Refer to<br>Minimums  | Apt Elev 609'              | <div>No<br/>MSA<br/>published</div> |
|                                               |                             | Minimum Alt<br>No FAF      |                                       | RWY 13 579'<br>RWY 31 609' |                                     |
| MISSED APCH: As directed by RADAR CONTROLLER. |                             |                            |                                       |                            |                                     |
| Alt Set: hPa Apt Elev: 22 hPa                 |                             | Trans level: By ATC        |                                       | Trans alt: 6000'           |                                     |
| ILS DME reads zero at rwy 31 threshold.       |                             |                            |                                       |                            |                                     |



RWY 31  
PAR TCH 42'

| Gnd speed-Kts   | 70  | 90  | 100 | 120 | 140 | 160 | Lighting -<br>Refer to<br>Airport Chart | Refer to<br>Missed Apch<br>above |
|-----------------|-----|-----|-----|-----|-----|-----|-----------------------------------------|----------------------------------|
| PAR 31 GS 2.50° | 315 | 405 | 450 | 539 | 629 | 719 |                                         |                                  |
|                 |     |     |     |     |     |     |                                         |                                  |

| JAR-OPS          |                | STRAIGHT-IN LANDING |                | CEILING REQUIRED   |                | CIRCLE-TO-LAND |                         |
|------------------|----------------|---------------------|----------------|--------------------|----------------|----------------|-------------------------|
| PAR 31           |                | ASR 13              |                | ASR 31             |                |                |                         |
| DA(H) 859'(250') |                | MDA(H) 980'(401')   |                | MDA(H) 1010'(401') |                |                |                         |
| ALS out          |                | ALS out             |                | ALS out            |                | Max Kts.       | MDA(H) CEIL-VIS         |
| A                | NOT APPLICABLE | A                   | NOT APPLICABLE | A                  | NOT APPLICABLE | A              | NOT APPLICABLE          |
| B                | NOT APPLICABLE | B                   | NOT APPLICABLE | B                  | NOT APPLICABLE | B              | NOT APPLICABLE          |
| C                | 250' - 1600m   | C                   | 400' - 2700m   | C                  | 400' - 2700m   | 180            | 1210'(601') 600'- 3200m |
| D                | 250' - 1600m   | D                   | 400' - 2700m   | D                  | 400' - 2700m   | 205            | 1310'(701') 600'- 3600m |

PANS OPS 4