

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 22-2010

TERMINAL CHART NOTAMS

Chart NOTAMs for Airport LECO

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

PAPI rwy 04 angle changed to 3.4°.

General Info

A Coruna, ESP

N 43° 18.1' W 08° 22.6' Mag Var: 5.2°W

Elevation: 327'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 04-22 6358' x 148' asphalt

Runway 04 (35.0°M) TDZE 327'

Lights: Edge, Centerline, REIL

Runway 22 (215.0°M) TDZE 285'

Lights: Edge, ALS, Centerline, REIL, TDZ

Communications InfoA Coruna Tower **118.3**A Coruna Ground Control **121.7**Santiago Approach Control **120.2**Galicia Control Approach Control **358.52** Military**Notebook Info**

LECO/LCG
A CORUNA**JEPPESEN**
30 JUL 10 **10-1P****A CORUNA, SPAIN**
AIRPORT BRIEFING

1. GENERAL

1.1. LOW VISIBILITY PROCEDURES (LVP)**1.1.1. GENERAL**

RWY 04/22 is authorized for take-off in low visibility conditions.

In addition to general procedures, LVP will be applied in the following conditions:

- When RVR value is 600m or below measured with any transmissiometer, or the same value of visibility if the transmissiometers are out of service.
- When cloud ceiling is 250' or below.
- When rapid deterioration of meteorological conditions recommends so.

Pilots will be informed about the application of LVP by radiotelephony. Any notified or detected incidence, that may affect the LVP, will be immediately communicated to ACFT and ATC services implicated.

RVR values will be supplied directly by ATC in accordance to the following:

- RVR 22: Displayed value that corresponds to the touch-down zone.
- RVR Charlie: Displayed value that corresponds to the RWY midpoint.
- RVR 04: Displayed value that corresponds to the RWY end.

When the Obstacles free zone and the Sensitive area of locator (LSA) are vacated, they will be authorized for landing, always before the ACFT reaches the 2NM point from TDZ. If this is not possible, instructions for a missed apch will be issued.

When ILS apch are taking place, landing clearance will only be issued when critical and sensitive ILS areas (LSA and LCA) are vacated.

LVP will be cancelled when the following meteorological conditions are reported:

- RVR greater than 1000m reported by all transmissiometers or the same VIS if the transmissiometers are out of service.
- Ceiling 300' or above.
- The improvement tendency of meteorological conditions is strong.

1.1.2. GROUND MOVEMENT

While LVP is activated, only the movement of one ACFT will be authorized at the same time in the manoeuvring area. Pilots will proceed to verify at every moment the ACFT position, especially in intersections, checking that taxiing is being executed under total safety conditions.

In case of being disoriented or in doubt, pilots will stop the ACFT and immediately will notify to tower and request the assistance of a "Follow me" vehicle.

ARRIVALS

When leaving the RWY, pilots must report:

- a) RWY vacated
- b) sensitive area vacated
- c) TWY used

At the apron entry, ACFT must wait for the arrival of a "Follow me" vehicle in order to be guided to the assigned stand. Pilot will notify the stand and frequency out.

DEPARTURES

Pilots will notify:

- a) The start of taxiing to TWY N or S. In case of vis below 150m, the "Follow me" vehicle will guide the ACFT to the corresponding TWY, when the pilot or ATC request so.
- b) Entry RWY.

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A CORUNA**JEPPESEN**
30 JUL 10 **(10-1P1)****A CORUNA, SPAIN**
AIRPORT BRIEFING

1. GENERAL

1.1.3. COMMUNICATION FAILURE

Whenever an ACFT or vehicle operating in the manoeuvring area experiences a communication failure, it must comply as follows:

- a) Departing ACFT: must continue by the assigned route to its clearance limit, taking extreme caution to avoid detours. ACFT must hold position at this point and wait for the arrival of a "Follow me" vehicle in order to be guided to the stand designated by the appropriate authority.
- b) Arriving ACFT: must hold position within the first segment of the TWY, where the ILS sensitive area is vacated and wait for the arrival of a "Follow me" vehicle in order to be guided to the stand assigned.

1.2. PARKING INFORMATION

On stands 1, 3 thru 5 push-back required.

1.3. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. CAT II OPERATIONS

RWY 22 approved for CAT II operations, special aircrew and ACFT certification required.

2.2. RWY OPERATION

Landing ACFT surpassing TWY exits to the apron have to turn at the ends only.

3. DEPARTURE

3.1. START-UP & PUSH-BACK PROCEDURES

3.1.1. START-UP OF ENGINES/TURBINES

In order to avoid FPL being cancelled automatically, EOBT must be updated. ACFT take-off requests will not be cleared before EOBT.

- A. Pilots will request clearance to start-up engines/turbines on the appropriate ACORUNA Tower frequency.

When this clearance is requested, the ACFT must be ready to start up immediately or in good condition to do so in a maximum period of 5 minutes.

- B. On requesting engine start-up clearance to ATC, pilots will report the complete ACFT designator and the parking position occupied.

- C. The start-up request will be carried out considering that ACFT should be ready to leave the stand following the next criteria:

- ACFT with CTOT assigned:

10 minutes before CTOT when it is parked at a push-back stand, or 5 minutes before CTOT for the rest of stands.

- ACFT without CTOT assigned:

before the EOBT+5 minutes when it is parked at a push-back stand, or before the EOBT+10 minutes for the rest of stands.

According to the air traffic situation, any ATC clearance requested later than these criteria may be rejected.

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A CORUNA**JEPPESEN**
30 JUL 10 (10-1P2)**A CORUNA, SPAIN**
AIRPORT BRIEFING

3. DEPARTURE

3.1.2. GROUND MOVEMENT

It is forbidden to cross on foot the taxiways to access the stands in the apron.

For entry operations in stands, ACFT will wait for the arrival of a "FOLLOW ME" vehicle on the exit taxi-holding of TWY N and S.

Autonomous exit manoeuvres will be carried out at a minimum idle regime in the start-up of engines. ACFT will be responsible for carrying out the stand exit manoeuvre observing the guidance marking and leaving the apron for TWY specified by ATC.

- A. All movements of ACFT, towed ACFT, personnel and vehicles on the manoeuvring area are subject to previous ATC clearance.
- B. TWR is responsible for issuing clearances and instructions for towed push-back and taxiing of ACFT.
- C. All movements of ACFT in apron are subject to previous ATC clearance.
- D. Collision avoidance with other ACFT or obstacles is responsibility of:
 - Handling companies during the push-back manoeuvre.
 - Pilots, during taxiing in the apron.
 - ATC, at the manoeuvring area.

3.1.2.1. PUSH-BACK MANOEUVRING AND TAXIING

- a) ACFT must be ready for towed push-back or taxiing within the next 5 minutes after the approved start-up time; otherwise pilots will contact ATC. The time between the end of push-back manoeuvre and the beginning of taxiing must be a maximum 3 minutes.
- b) Push-back manoeuvres shall be accomplished as follows, unless ACORUNA Tower advises differently:
 - RWY 22 in service: noising to north direction, for taxiing to TWY N.
 - RWY 04 in service: noising to south direction, for taxiing to TWY S.

Shall not be authorized 180° turns in TWY apron.

LECO/LCG
A CORUNA

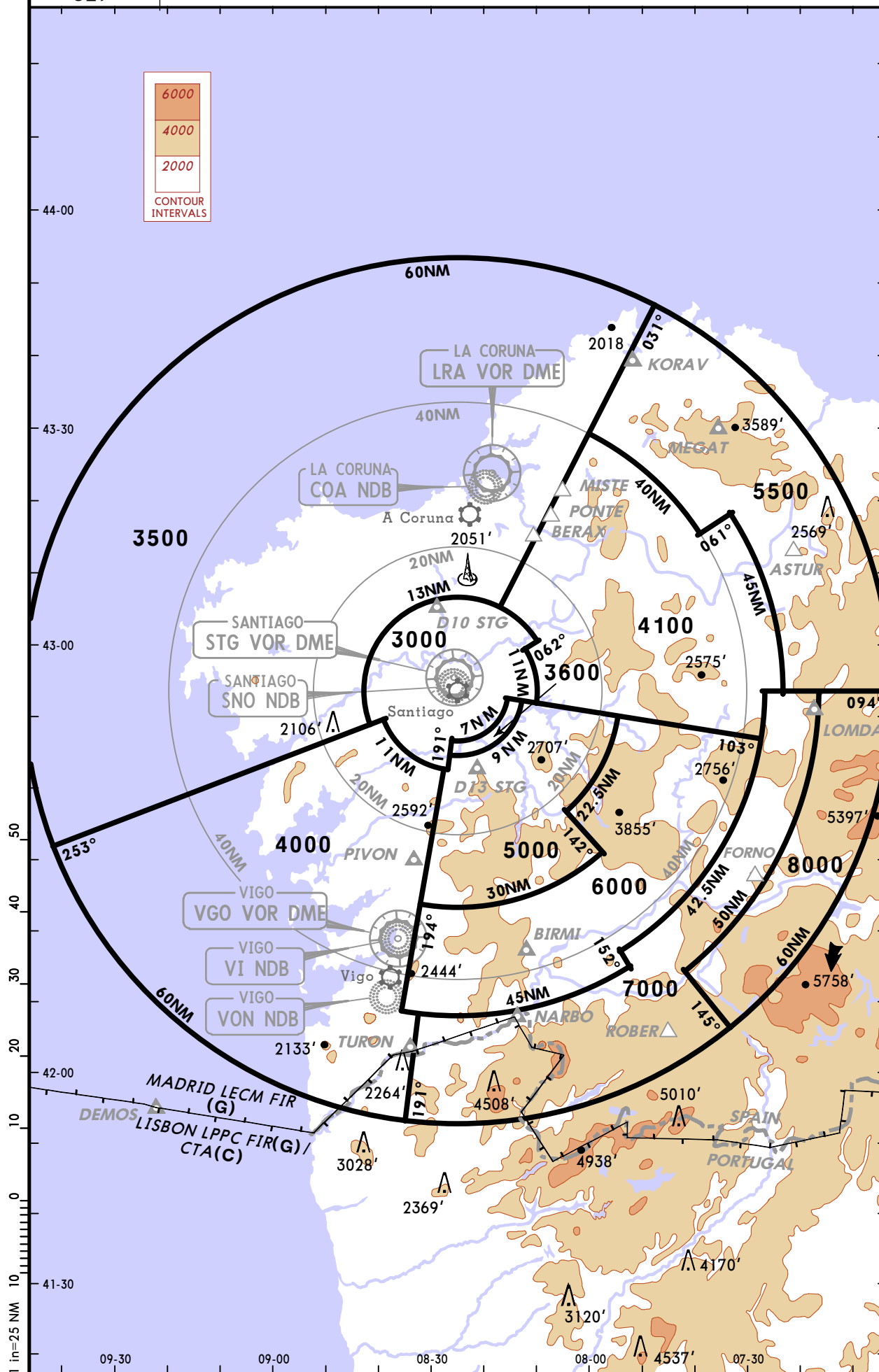
JEPPesen
20 NOV 09 **(10-1R)**

A CORUNA, SPAIN

RADAR MINIMUM ALTITUDES

Apt Elev
327'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
The published minimum altitudes integrate no correction for low temperatures.



CHANGES: Sector altitude raised.

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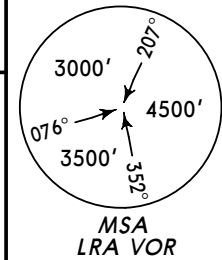
LECO/LCG
A CORUNA

JEPPESEN
1 JAN 10 **10-2** **Eff 14 Jan**

A CORUNA, SPAIN
STAR

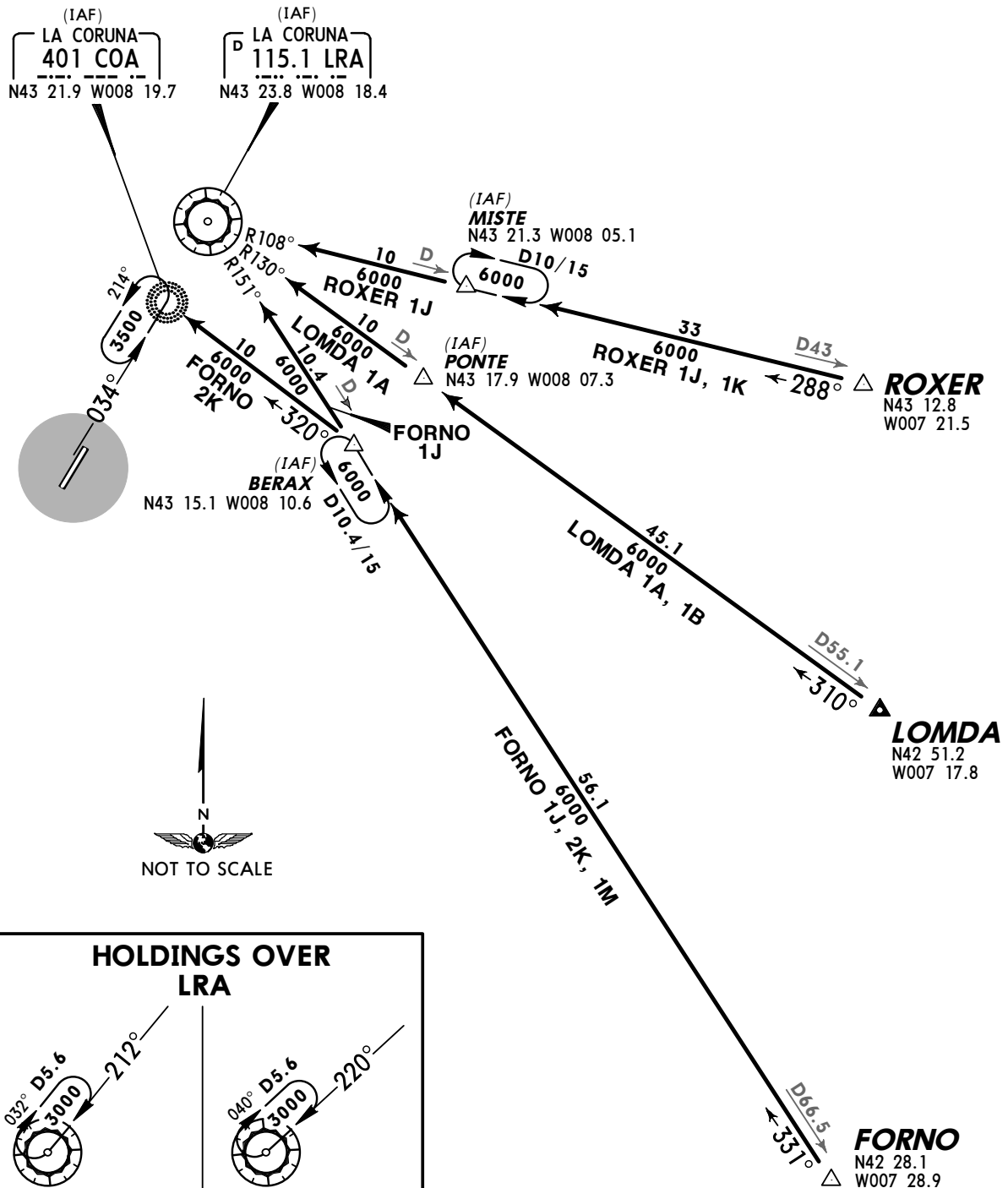
Apt Elev
327'

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



FORNO ONE JULIETT (FORNO 1J) [FORN1J]
LOMDA ONE ALFA (LOMDA 1A) [LOMD1A]
ROXER ONE JULIETT (ROXER 1J) [ROXE1J]
RWYS 04, 22 ARRIVALS

FORNO TWO KILO (FORNO 2K) [FORN2K]
FORNO ONE MIKE (FORNO 1M) [FORN1M]
LOMDA ONE BRAVO (LOMDA 1B) [LOMD1B]
ROXER ONE KILO (ROXER 1K) [ROXE1K]
RWY 22 ARRIVALS



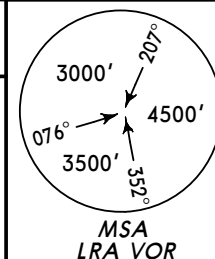
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A CORUNA

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1 JAN 10 **10-3** **Eff 14 Jan**

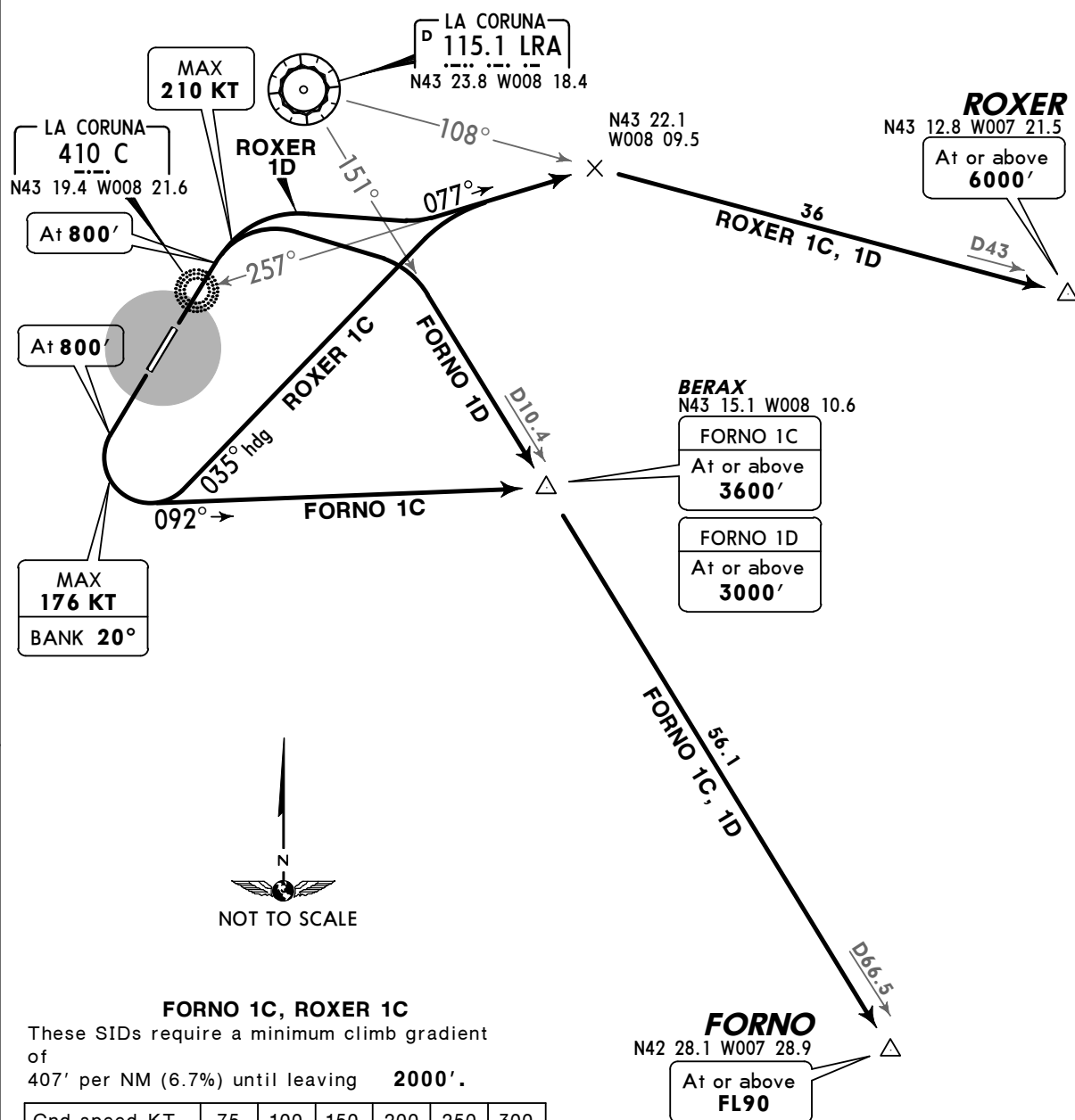
A CORUNA, SPAIN
SID

Apt Elev
327'

Trans level: By ATC Trans alt: 6000'



FORNO ONE CHARLIE (FORNO 1C)[FORN1C]
FORNO ONE DELTA (FORNO 1D)[FORN1D]
ROXER ONE CHARLIE (ROXER 1C)[ROXE1C]
ROXER ONE DELTA (ROXER 1D)[ROXE1D]
RWYS 22, 04 DEPARTURES



FORNO 1C, ROXER 1C

These SIDs require a minimum climb gradient of
407' per NM (6.7%) until leaving **2000'**.

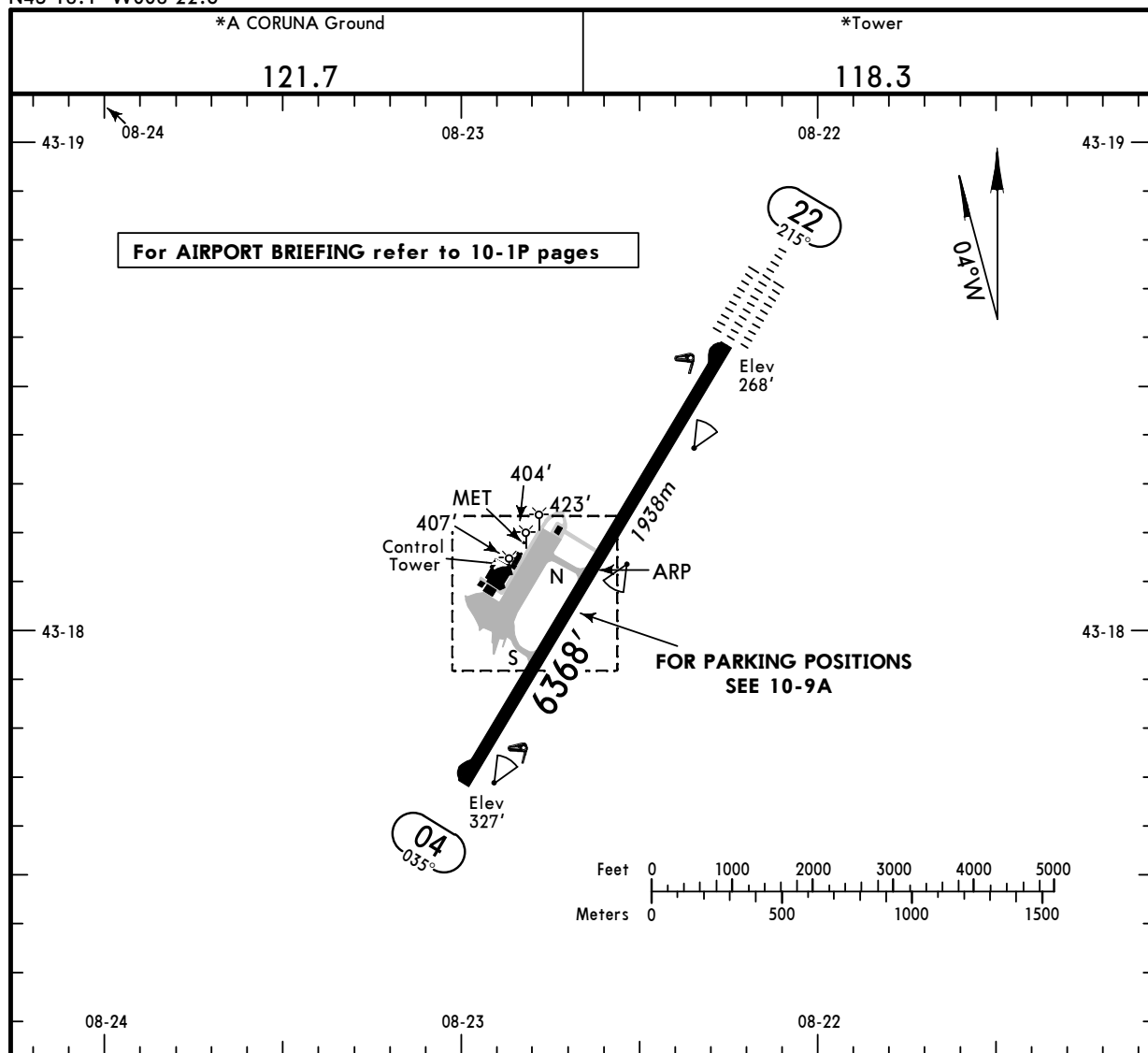
Gnd speed-KT	75	100	150	200	250	300
407' per NM	509	679	1018	1357	1696	2036

SID	RWY	ROUTING
FORNO 1C	22	Climb on runway heading to 800' , turn LEFT, 092° track to BERAX, intercept LRA R-151 to FORNO.
FORNO 1D	04	Climb on runway heading to 800' , turn RIGHT, intercept LRA R-151 via BERAX to FORNO.
ROXER 1C	22	Climb on runway heading to 800' , turn LEFT, 035° heading, intercept 077° bearing from C, intercept LRA R-108 to ROXER.
ROXER 1D	04	Climb on runway heading to 800' , turn RIGHT, intercept 077° bearing from C, intercept LRA R-108 to ROXER.

LECO/LCG
 Apt Elev **327'**
 N43 18.1 W008 22.6

JEPPESEN
 30 JUL 10 **(10-9)**

A CORUNA, SPAIN
 A CORUNA



ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH	
		LANDING	BEYOND			
		Threshold	Glide Slope			
04	HIRL (50m) CL (15m) REIL PAPI(angle 3.4°) RVR				148'	
22	HIRL (50m) CL (15m) HIALS-II TDZ REIL ❶ RVR		5390' 1643m		45m	

① PAPI (angle 3.0°)

Standard

TAKE-OFF ①

	All Rwys				
	LVP must be in Force				
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

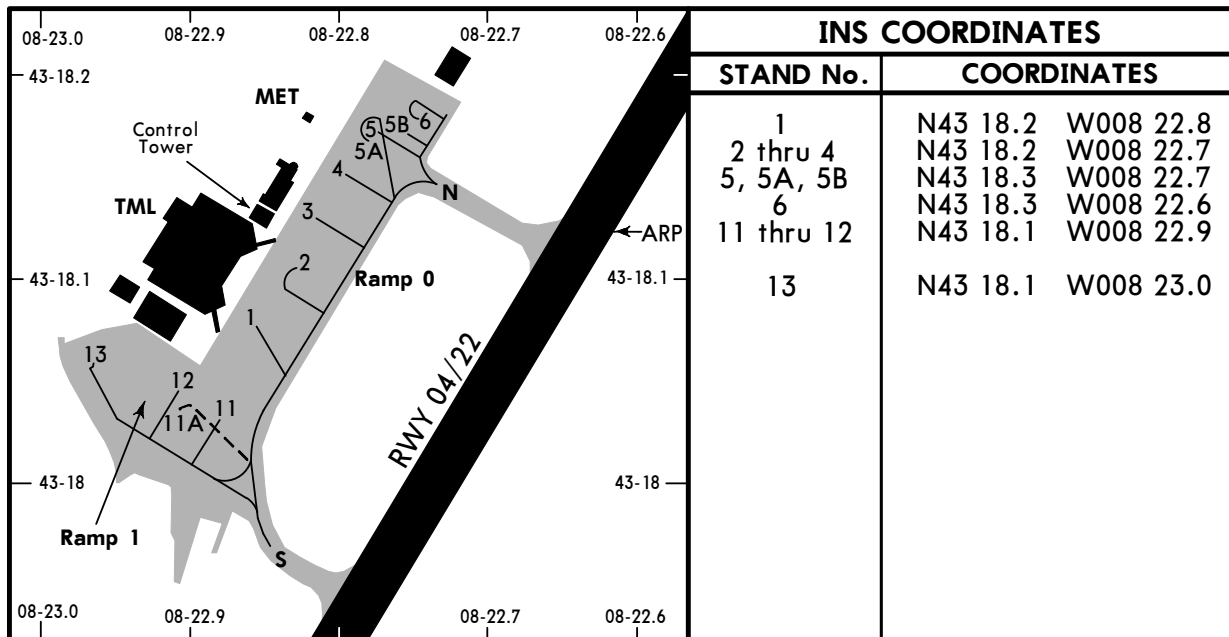
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A CORUNA, SPAIN

A CORUNA

30 JUL 10 (10-9A)

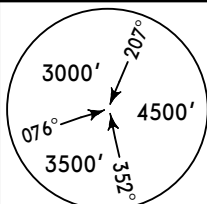


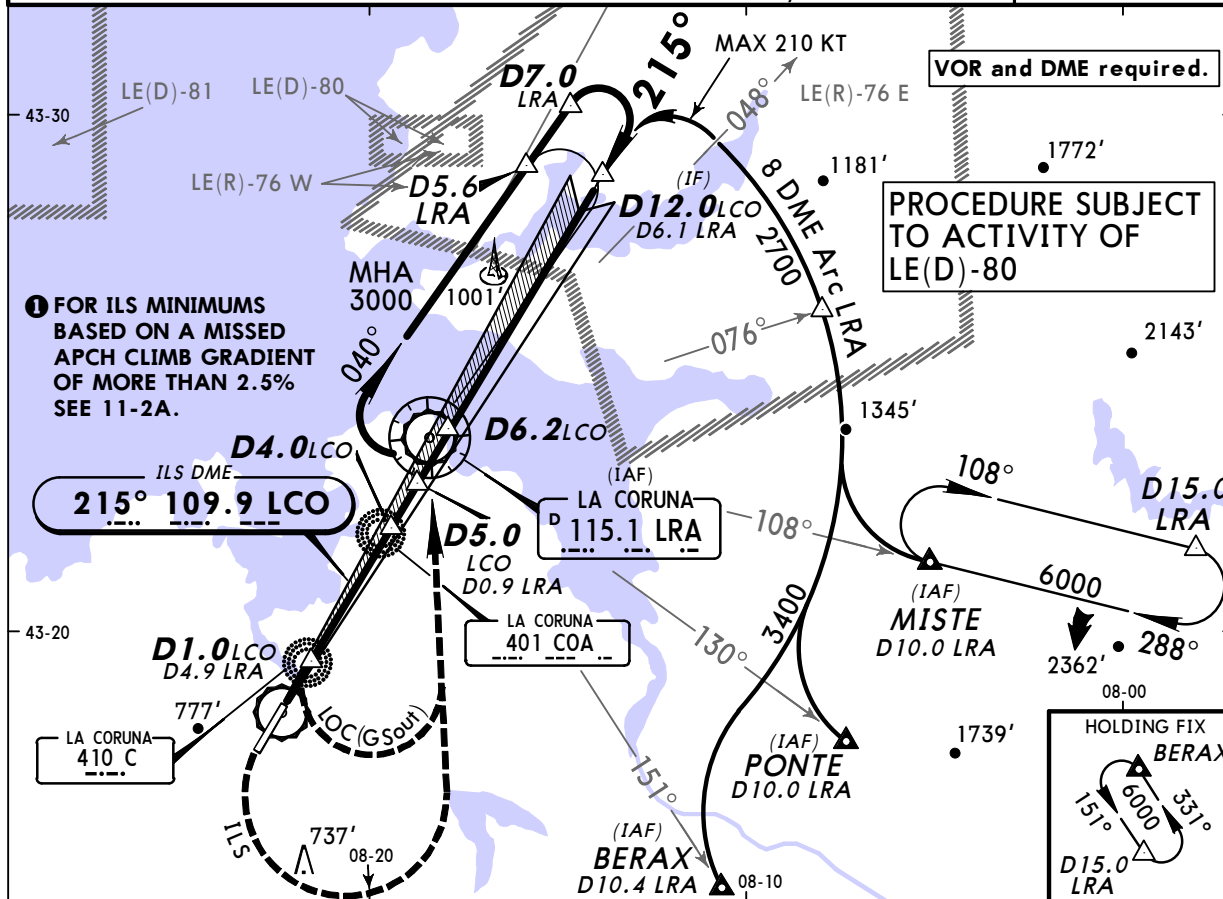
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30 JUL 10 (11-1)

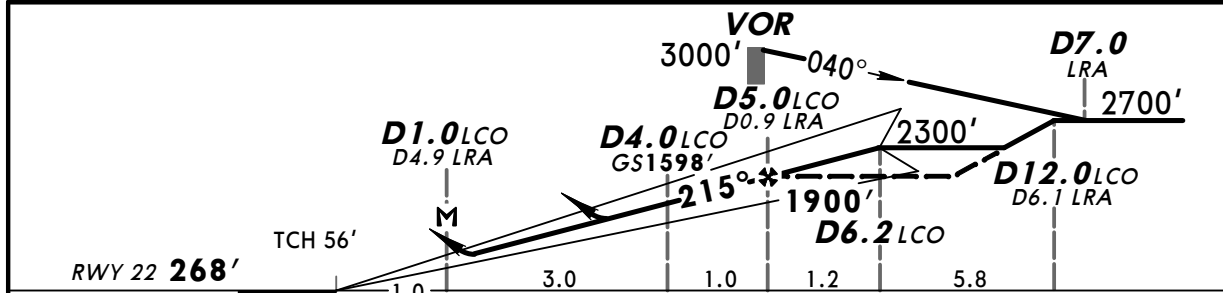
A CORUNA, SPAIN
● ILS Z Rwy 22

BRIEFING STRIP

*SANTIAGO Approach 120.2		*A CORUNA Tower 118.3		*Ground 121.7	
LOC LCO 109.9	Final Apch Crs 215°	GS D4.0 LCO 1598' (1330')	ILS DA(H) Refer to Minimums	Apt Elev 327' RWY 268'	
MISSED APCH: ILS: Climb on rwy track to 800', then ILS or LOC: immediately turn LEFT (MAX 210 KT) to VOR to join holding at 3000'. Do not turn before MAP.					
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000' 1. Racetrack restricted to MAX 210 KT. 2. ILS DME reads zero at rwy 22 threshold.					



LOC (GS out)	LCO DME ALTITUDE	2.0	3.0	4.0
		980'	1300'	1630'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
ILS GS 3.00°	377	485	539	647	755	862	REIL PAPI PAPI	Refer to Missed Apch above
LOC Descent Angle 3.10°	384	494	548	658	768	878		
MAP at D1.0 LCO/D4.9 LRA								

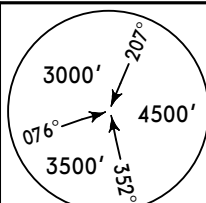
Standard				CIRCLE-TO-LAND			
ILS Missed apch climb gradient mim 2.5%				LOC (GS out)			
DA(H) A: 761' (493') C: 781' (513') B: 773' (505') D: 792' (524')				DA(H) 820' (552')			
FULL		ALS out		ALS out		Max Kts	MDA(H) VIS
RVR 1500m		RVR 1500m		RVR 1500m		100	1280' (953') 1500m
RVR 1600m		CMV 2400m		RVR 1800m		135	1390' (1063') 1600m
RVR 1700m		CMV 2400m		RVR 1800m		180	2290' (1963') 2400m
RVR 1700m		CMV 2400m		RVR 1800m		205	2290' (1963') 3600m

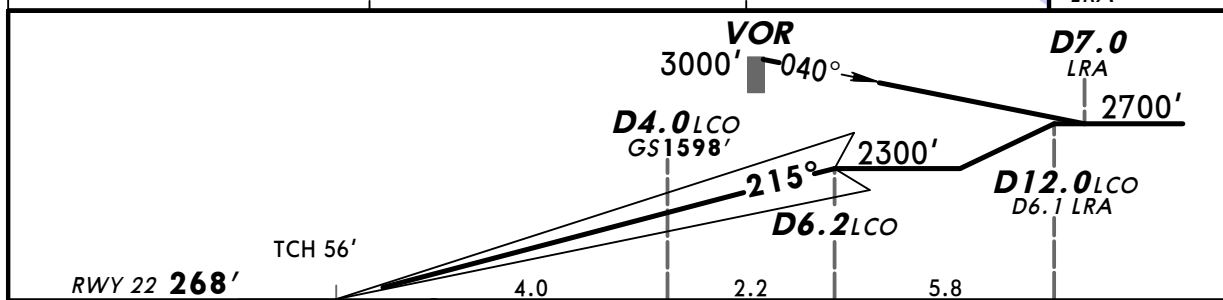
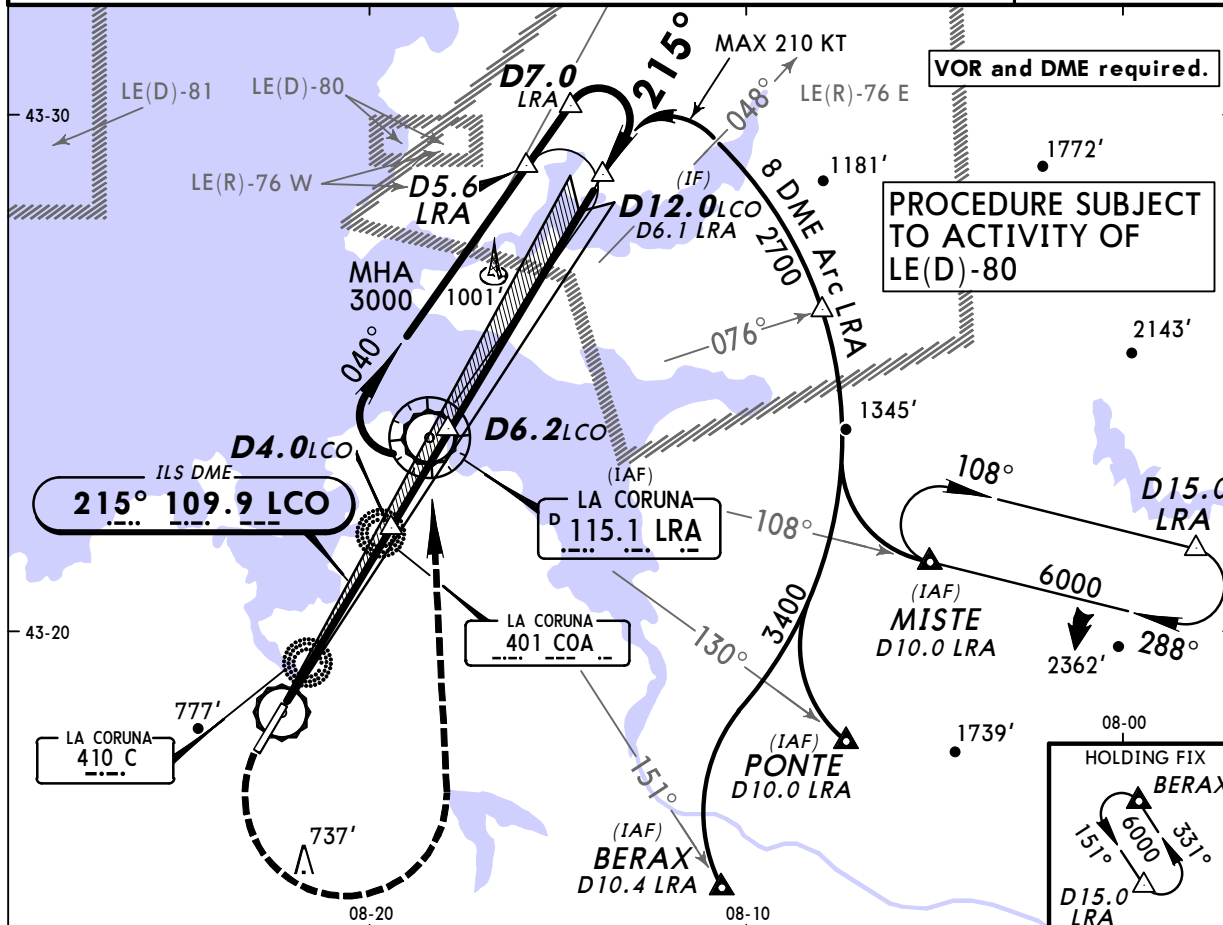
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A CORUNA

JEPPesen
30 JUL 10 **(11-1A)**

A CORUNA, SPAIN
CAT II ILS Z Rwy 22

BRIEFING STRIP

*SANTIAGO Approach 120.2		*A CORUNA Tower 118.3		*Ground 121.7		
LOC LCO 109.9	Final Apch Crs 215°	GS D4.0 LCO 1598' (1330')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 327' RWY 268'	 MSA LRA VOR	
MISSED APCH: Climb on rwy track to 800', then immediately turn LEFT (MAX 185 KT) to VOR to join holding at 3000'.						
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000'						
1. Special Aircrew & Acft certification required.						
2. Racetrack restricted to MAX 210 KT. 3. ILS DME reads zero at rwy 22 threshold.						



Gnd speed-Kts	70	90	100	120	140	160		800' on track RWY
GS	3.00°	377	485	539	647	755		

Standard				STRAIGHT-IN LANDING RWY 22 CAT II ILS			
Missed apch climb gradient mim 5.0%				Missed apch climb gradient mim 2.5%			
A	B	C	D	A	B	C	D
RA 256'	RA 299'	RA 340'	RA 377'	RA 564'	RA 531'	RA 515'	RA 505'
DA(H)	DA(H)	DA(H)	DA(H)	DA(H)	DA(H)	DA(H)	DA(H)
404' (136')	421' (153')	433' (165')	447' (179')	590' (322')	607' (339')	619' (351')	633' (365')
RVR 400m	RVR 450m			RVR 450m			

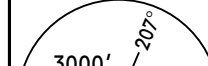
PANS OPS 4

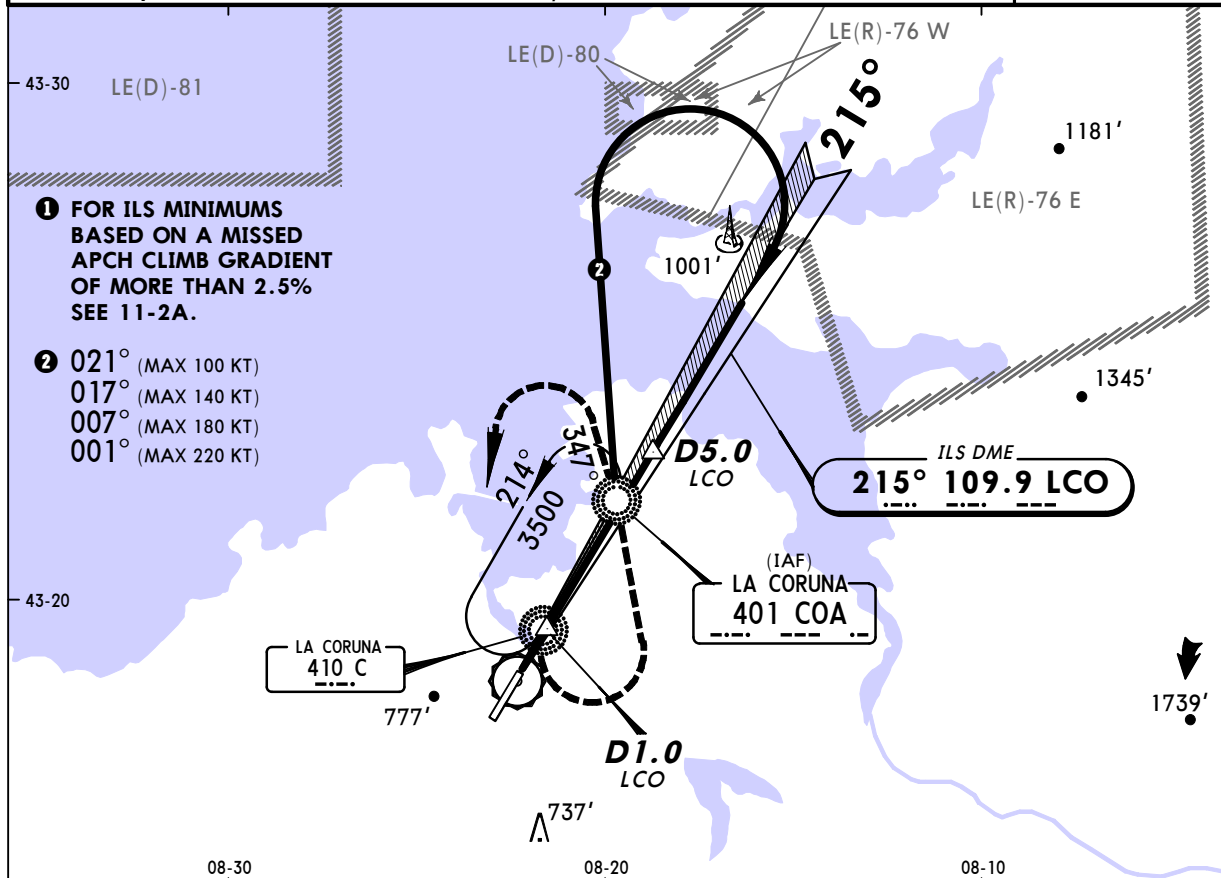
**LECO/LCG
A CORUNA**

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30 JUL 10 (11-2)

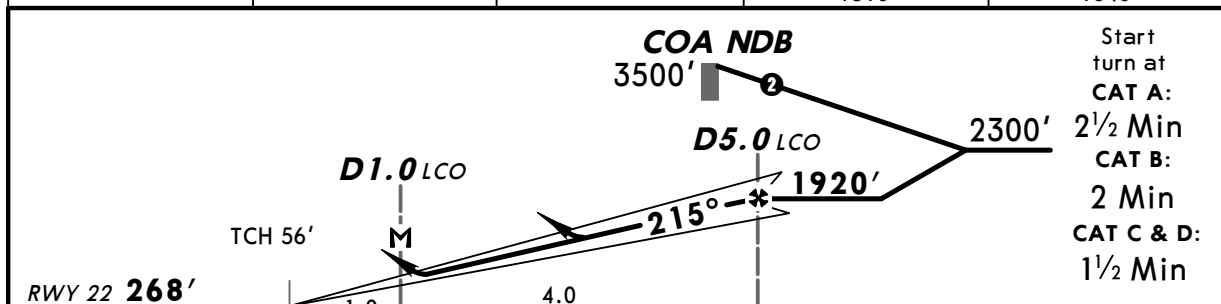
A CORUNA, SPAIN
① ILS Y Rwy 22

BRIEFING STRIP™

*SANTIAGO Approach 120.2		*A CORUNA Tower 118.3		*Ground 121.7	
LOC LCO 109.9	Final Apch Crs 215°	GS D5.0 LCO 1920' (1652')	ILS DA(H) Refer to Minimums	Apt Elev 327' RWY 268'	 MSA COA NDB
MISSED APCH: Turn LEFT as soon as possible (MAX 210 KT) direct to COA NDB. Proceed on 347° climbing to 2400', then turn LEFT to join holding at 3500'.					
Alt Set: hPa 1. DME required.		Rwy Elev: 10 hPa 2. ILS DME reads zero at rwy 22 threshold.	Trans level: By ATC	Trans alt: 6000'	



LOC (GS out)	LCO DME	2.0	3.0	4.0
	ALTITUDE	980'	1310'	1640'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		210 KT MAX LT	COA 401
<i>ILS GS or</i>									
<i>LOC Descent Angle</i> 3.00°	377	485	539	647	755	862			
<i>MAP at D1.0 LCO</i>									

Standard

STRAIGHT-IN LANDING RWY 22

CIRCLE-TO-LAND

ILS			LOC (GS out)		CIRCLE TO LAND		
Missed apch climb gradient mim 2.5%							
A: 765' (497') C: 785' (517')							
B: 775' (507') D: 795' (527')			DA(H) 820' (552')				
FULL		ALS out			ALS out		
A	RVR 1500m		RVR 1500m		Max Kts.	MDA(H)	VIS.
B					100	1280' (953')	1500m
C	RVR 1600m	CMV 2400m	RVR 1800m	CMV 2400m	135	1390' (1063')	1600m
D	RVR 1700m		180		2290' (1963')	2400m	
					205	2290' (1963')	3600m

PANS OPS 4

CHANGES: Recommended altitudes. Minimums.

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LECO/LCG
A CORUNA

30 JUL 10

**A CORUNA, SPAIN****ILS Z RWY 22 MINIMUMS**BASED ON MISSED APCH CLIMB GRADIENT
OF MORE THAN 2.5%**MISSED APCH CLIMB GRADIENT MIM 5.0%**

Standard		STRAIGHT-IN LANDING RWY 22	
		ILS	
DA(H)		A: 637' (369')	C: 657' (389')
		B: 649' (381')	D: 668' (400')
		FULL	ALS out
A	RVR 1000m	RVR 1500m	
B			
C	RVR 1100m	RVR 1800m	
D			

MISSED APCH CLIMB GRADIENT MIM 4.0%

Standard		STRAIGHT-IN LANDING RWY 22	
		ILS	
DA(H)		A: 670' (402')	C: 690' (422')
		B: 682' (414')	D: 701' (433')
		FULL	ALS out
A	RVR 1200m	RVR 1500m	
B			
C	RVR 1300m	RVR 2000m	
D			

ILS Y RWY 22 MINIMUMSBASED ON MISSED APCH CLIMB GRADIENT
OF MORE THAN 2.5%**MISSED APCH CLIMB GRADIENT MIM 5.0%**

Standard		STRAIGHT-IN LANDING RWY 22	
		ILS	
DA(H)		A: 636' (368')	C: 656' (388')
		B: 646' (378')	D: 666' (398')
		FULL	ALS out
A	RVR 1000m	RVR 1500m	
B			
C	RVR 1100m	RVR 1800m	
D			

MISSED APCH CLIMB GRADIENT MIM 3.5%

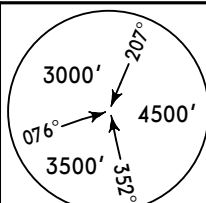
Standard		STRAIGHT-IN LANDING RWY 22	
		ILS	
DA(H)		A: 705' (437')	C: 725' (457')
		B: 715' (447')	D: 735' (467')
		FULL	ALS out
A	RVR 1300m	RVR 1500m	
B			
C	RVR 1400m	CMV 2100m	
D	RVR 1500m		

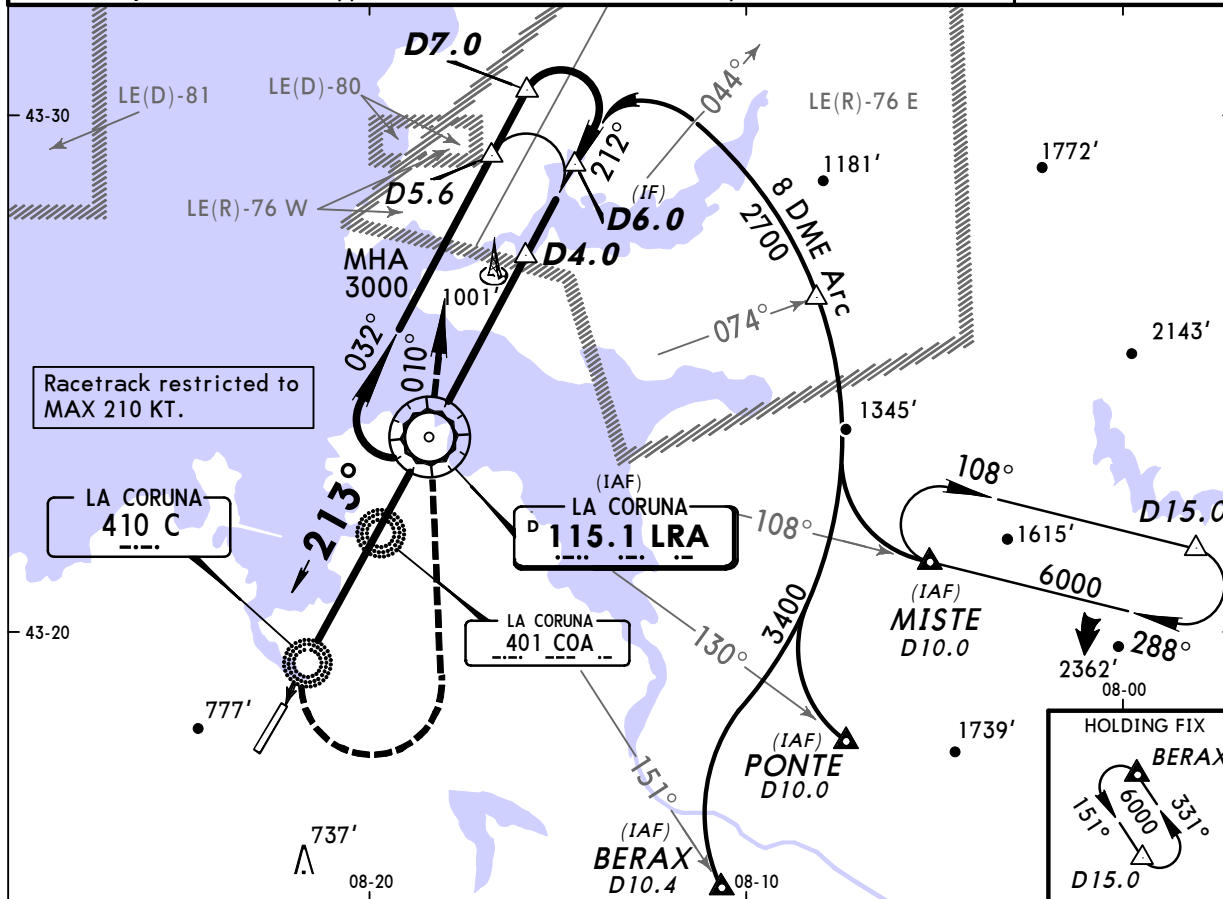
LECO/LCG
A CORUNA

JEPPESSEN
30 JUL 10 **(13-1)**

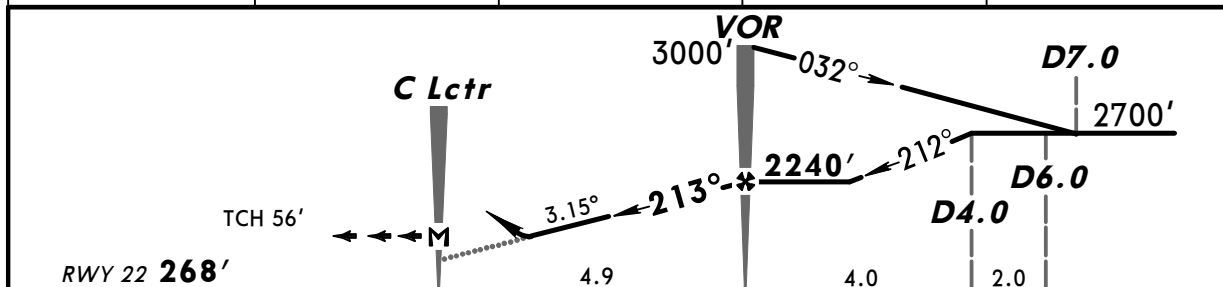
A CORUNA, SPAIN
VOR Rwy 22

BRIEFING STRIP

*SANTIAGO Approach 120.2		*A CORUNA Tower 118.3		*Ground 121.7	
VOR LRA 115.1	Final Apch Crs 213°	Minimum Alt VOR 2240' (1972')	DA(H) Refer to Minimums	Apt Elev 327' RWY 268'	 MSA LRA VOR
MISSED APCH: Turn LEFT as soon as possible (MAX 210 KT) direct to VOR. Proceed on R-010 climbing to 2400', then turn RIGHT to join holding at 3000'.					
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000' 1. DME required. 2. Final approach track offset 2° from runway centerline.					



LRA DME	4.0	3.0	2.0	1.0
ALTITUDE	960'	1290'	1630'	1960'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI 210 KT MAX LT LRA 115.1
Descent angle	390	502	557	669	780	892	
MAP at C Lctr							

Standard STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND			
Missed apch climb gradient mim 4.0%		Missed apch climb gradient mim 2.5%					
DA(H) 730' (462')		DA(H) 820' (552')					
ALS out		ALS out					
A	RVR 1500m		RVR 1500m		Max Kts	MDA(H)	VIS
B					100	1280' (953')	1500m
C	RVR 1500m	CMV 2200m	RVR 1800m	CMV 2200m	135	1390' (1063')	1600m
D					180	2290' (1963')	2400m
					205	2290' (1963')	3600m

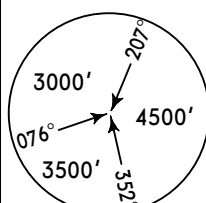
PANS OPS 4

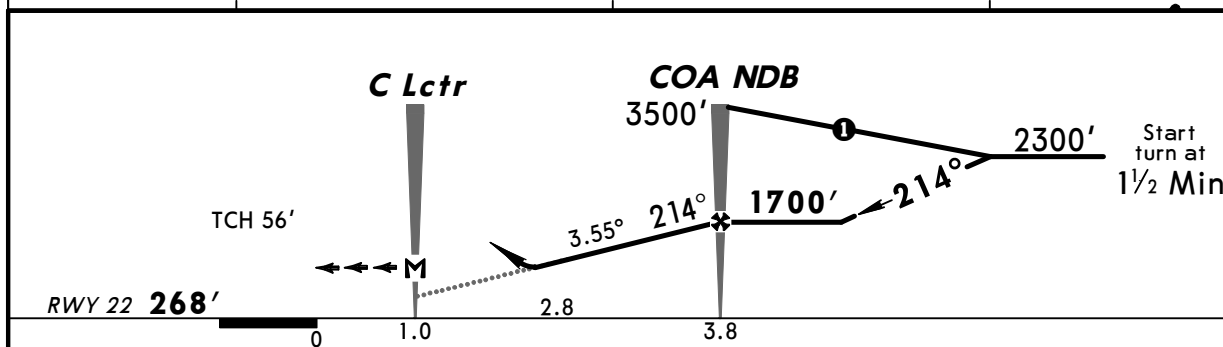
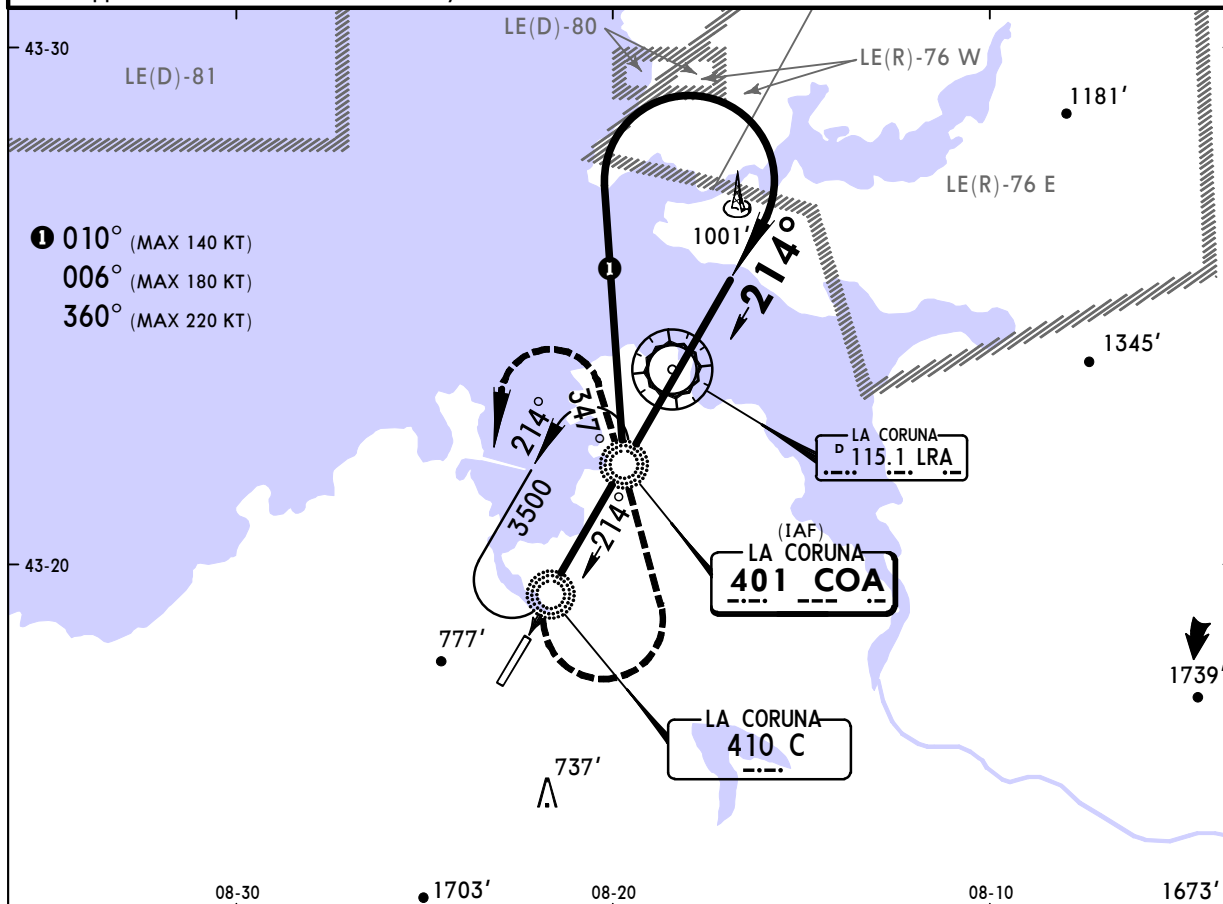
LECO/LCG
A CORUNA

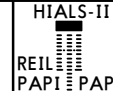
JEPPESEN
30 JUL 10 (16-1)

A CORUNA, SPAIN
NDB Rwy 22

BRIEFING STRIP

*SANTIAGO Approach 120.2		*A CORUNA Tower 118.3		*Ground 121.7		 MSA COA NDB
NDB COA 401	Final Apch Crs 214°	Minimum Alt COA NDB 1700' (1432')	DA(H) 960' (692')	Apt Elev 327' RWY 268'		
MISSED APCH: Turn LEFT (MAX 210 KT) direct to COA NDB. Proceed on track 347° climbing to 2400', then turn LEFT to join holding at 3500'.						
Alt Set: hPa		Rwy Elev: 10 hPa		Trans level: By ATC		Trans alt: 6000'
Final approach track offset 1° from rwy centerline.						



Gnd speed-Kts	70	90	100	120	140	160		210 KT MAX LT	COA 401
Descent angle	3.55°	440	565	628	754	880			
MAP at C Lctr									

Standard STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND			
DA(H) 960' (692')							
		ALS out		Max Kts	MDA(H)	VIS	
A	CMV 2500m	CMV 3200m		100	1280' (953')	3200m	
B				135	1390' (1063')	3200m	
C				180	2290' (1963')	3200m	
D				205	2290' (1963')	3600m	

PANS OPS 4