

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

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport LERL

General Info

Ciudad Real, ESP

N 38° 51.4' W 03° 58.2' Mag Var: 3.1°W

Elevation: 2120'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 10-28 13123' x 197' asphalt

Runway 10 (104.0°M) TDZE 2060'

Lights: Edge, ALS, Centerline, TDZ

Right Traffic

Stopway Distance 197'

Runway 28 (284.0°M) TDZE 2095'

Lights: Edge, ALS, Centerline, REIL

Displaced Threshold Distance 3281'

Stopway Distance 197'

Communications Info

Ciudad Real Tower **118.05**

Ciudad Real Tower Ground Control **121.85**

Ciudad Real Approach Control **123.7**

Notebook Info

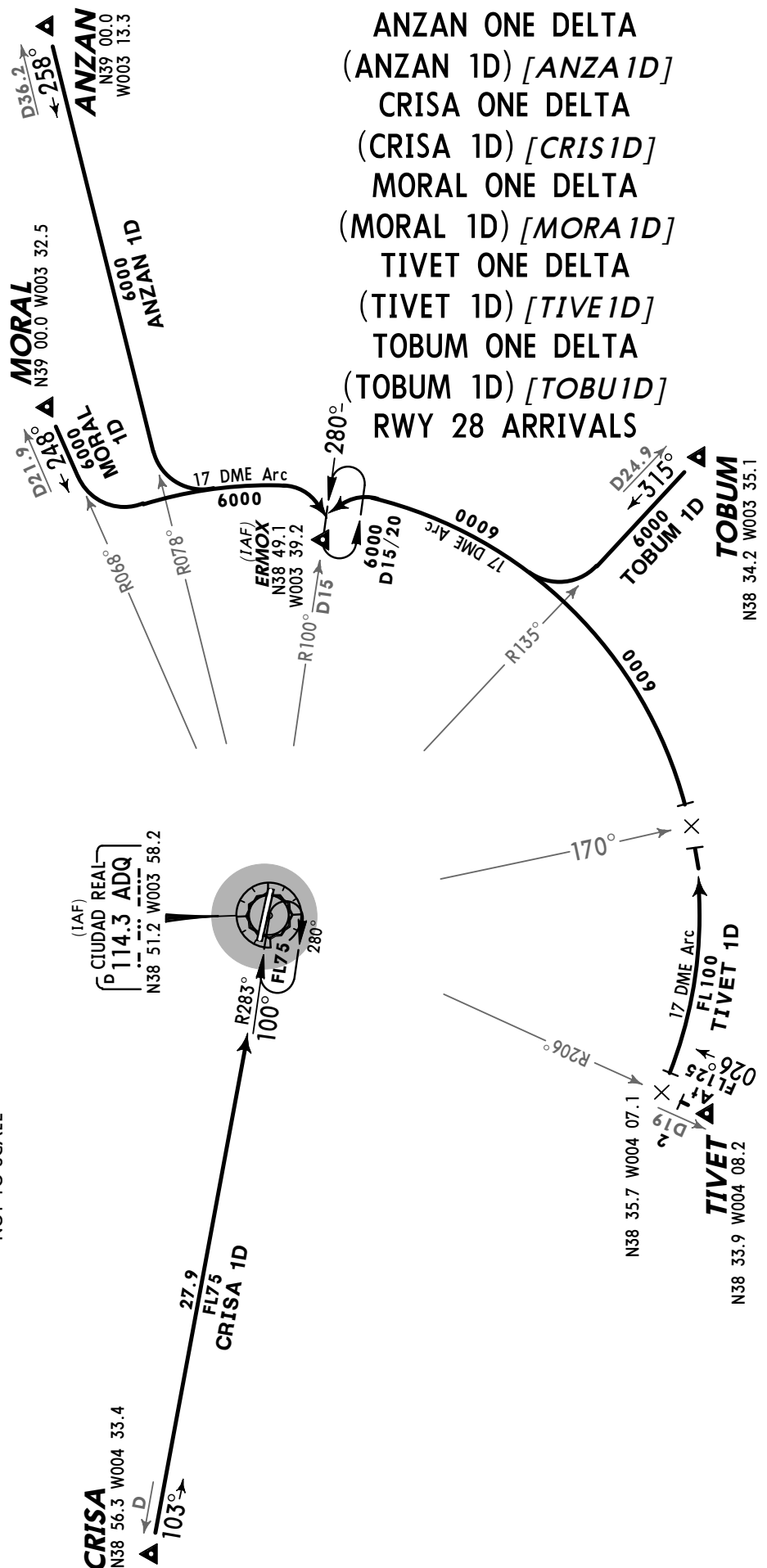
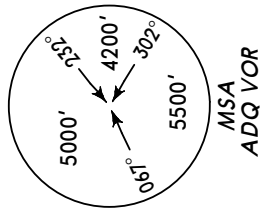
LRL/CQM
CENTRAL

JEPPESSEN
13 FEB 09 **(10-2A)**

CIUDAD REAL, SPAIN

STAR

Apt Elev
2120'
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



LERL/CQM
CENTRAL

13 FEB 09

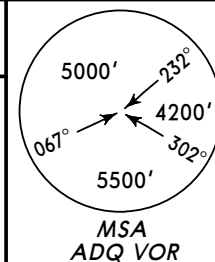
JEPPESEN

CIUDAD REAL, SPAIN

SID

Apt Elev
2120'

Trans level: By ATC Trans alt: 6000'



ANZAN ONE ALFA (ANZAN 1A) [ANZA1A]
ANZAN ONE BRAVO (ANZAN 1B) [ANZA1B]
MORAL ONE BRAVO (MORAL 1B) [MORA1B]
MORAL ONE ECHO (MORAL 1E) [MORA1E]
TOBUM ONE ALFA (TOBUM 1A) [TOBU1A]
TOBUM ONE BRAVO (TOBUM 1B) [TOBU1B]

RWYS 10, 28 DEPARTURES

SPEED: MAX 250 KT BELOW FL120

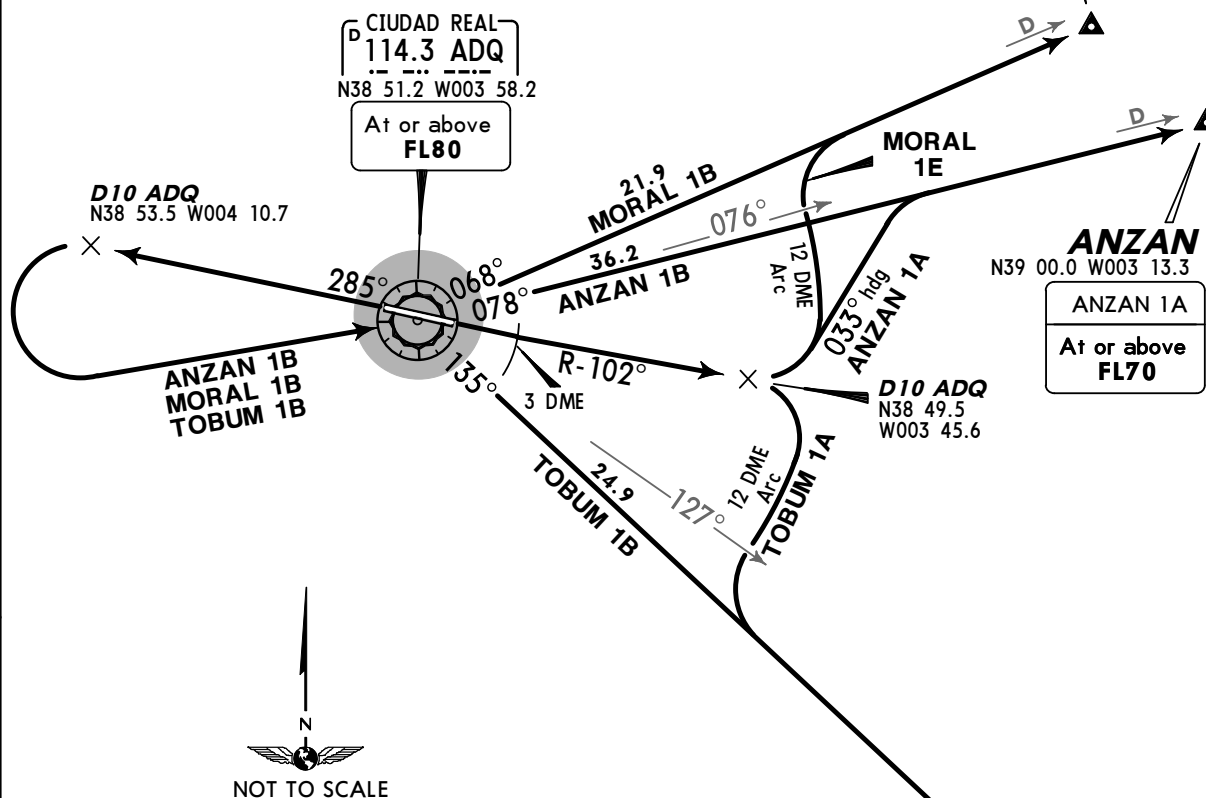
TO EAST

MORAL

N39 00.0 W003 32.5

MORAL 1E

At or above
FL70



These SIDs require a minimum climb gradient of 304' per NM (5%) until leaving **5000'**.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

TOBUM
N38 34.2 W003 35.1

TOBUM 1A

At or above
FL70

SID	RWY	ROUTING
ANZAN 1A	10	Climb on runway heading to ADQ 3 DME, turn LEFT, intercept ADQ R-102 to D10 ADQ, turn LEFT, 033° heading, intercept ADQ R-078 to ANZAN.
ANZAN 1B	28	Climb on ADQ R-285 to D10 ADQ, turn LEFT to ADQ, ADQ R-078 to ANZAN.
MORAL 1B		Climb on ADQ R-285 to D10 ADQ, turn LEFT to ADQ, ADQ R-068 to MORAL.
MORAL 1E	10	Climb on runway heading to ADQ 3 DME, turn LEFT, intercept ADQ R-102 to D10 ADQ, turn LEFT, along ADQ 12 DME arc, when passing ADQ R-076 turn RIGHT, intercept ADQ R-068 to MORAL.
TOBUM 1A		Climb on runway heading to ADQ 3 DME, turn LEFT, intercept ADQ R-102 to D10 ADQ, turn RIGHT, along ADQ 12 DME arc, when passing ADQ R-127 turn LEFT, intercept ADQ R-135 to TOBUM.
TOBUM 1B	28	Climb on ADQ R-285 to D10 ADQ, turn LEFT to ADQ, ADQ R-135 to TOBUM.

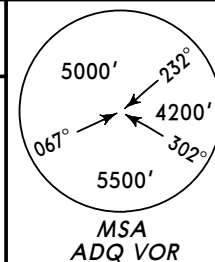
LRL/CQM
CENTRAL

JEPPESEN
 13 FEB 09 **(10-3A)**

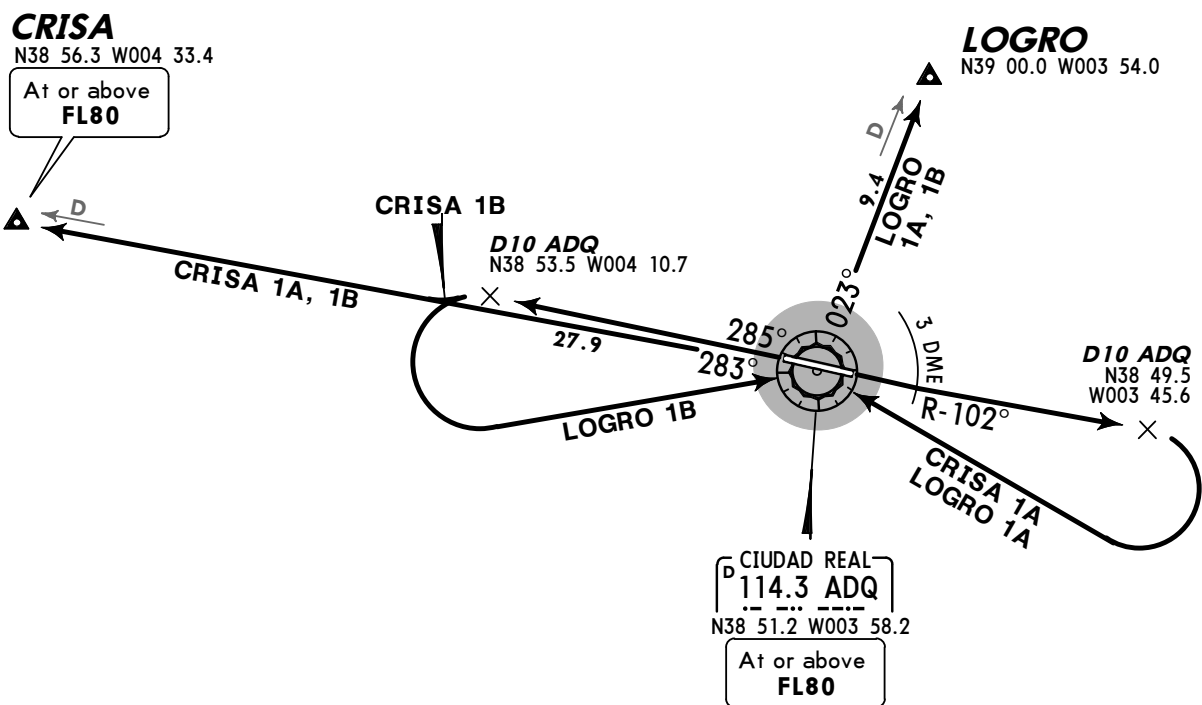
CIUDAD REAL, SPAIN
SID

Apt Elev
2120'

Trans level: By ATC Trans alt: 6000'



CRISA ONE ALFA (CRISA 1A)[CRIS1A]
CRISA ONE BRAVO (CRISA 1B)[CRIS1B]
LOGRO ONE ALFA (LOGRO 1A)[LOGR1A]
LOGRO ONE BRAVO (LOGRO 1B)[LOGR1B]
RWYS 10, 28 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL120
TO WEST & NORTH



These SIDs require minimum climb gradients of

CRISA 1A, LOGRO 1A, 1B
 304' per NM (5%) until leaving **5000'**.

CRISA 1B
 243' per NM (4%) until leaving **5000'**.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
243' per NM	304	405	608	810	1013	1215

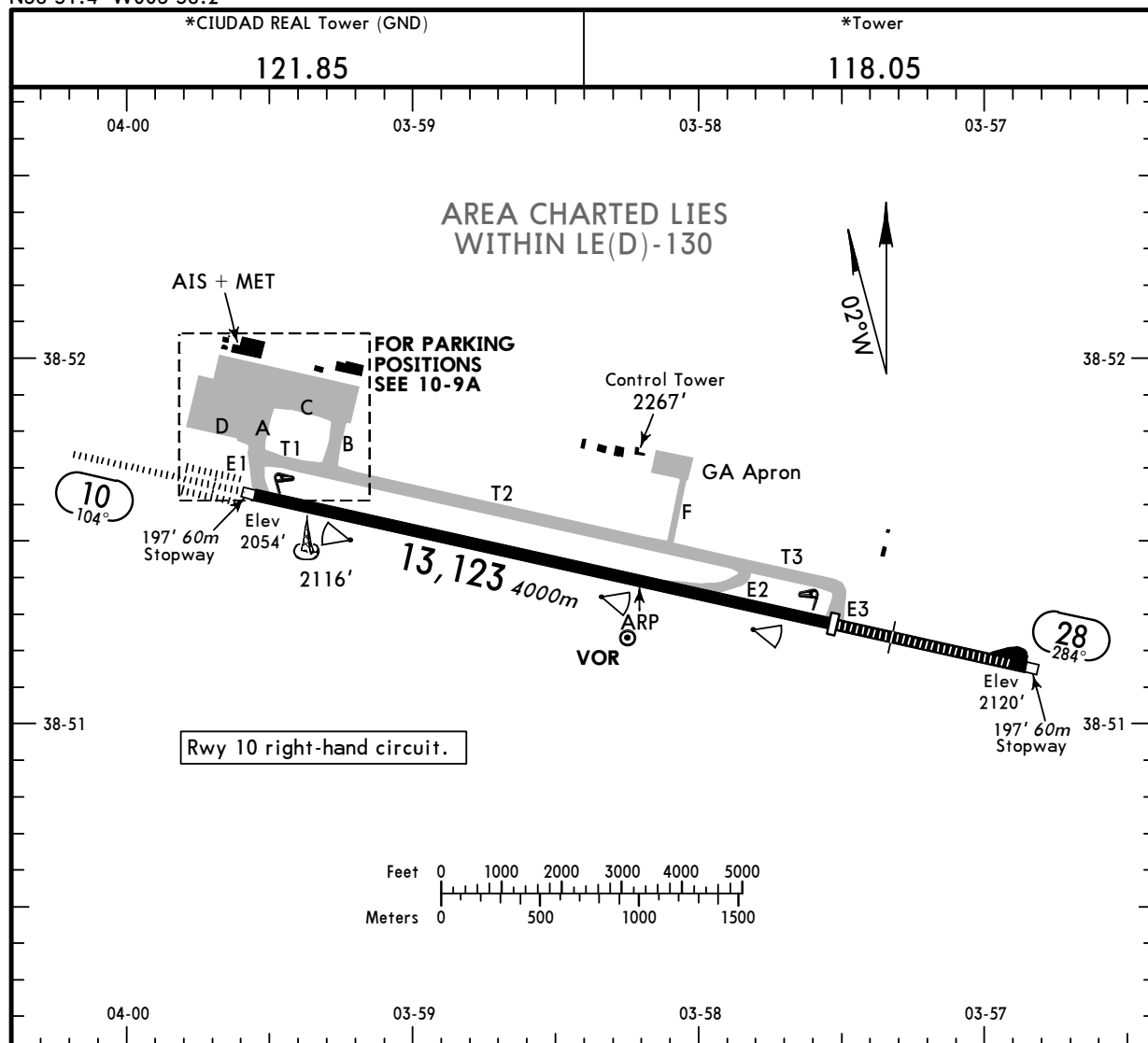


SID	RWY	ROUTING
CRISA 1A	10	Climb on runway heading to ADQ 3 DME, turn LEFT, intercept ADQ R-102 to D10 ADQ, turn RIGHT to ADQ, ADQ R-283 to CRISA.
CRISA 1B	28	Climb on ADQ R-285 to D10 ADQ, turn LEFT, intercept ADQ R-283 to CRISA.
LOGRO 1A	10	Climb on runway heading to ADQ 3 DME, turn LEFT, intercept ADQ R-102 to D10 ADQ, turn RIGHT to ADQ, ADQ R-023 to LOGRO.
LOGRO 1B	28	Climb on ADQ R-285 to D10 ADQ, turn LEFT to ADQ, ADQ R-023 to LOGRO.

LRL/CQM
Apt Elev **2120'**
N38 51.4 W003 58.2

JEPPESSEN
24 SEP 10 **(10-9)**

CIUDAD REAL, SPAIN
CENTRAL



ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS			TAKE-OFF	WIDTH
		LANDING BEYOND				
		Threshold	Glide Slope			
10	HIRL (50m) CL (15m) HIALS-II TDZ ❶ ❷	RVR	12,151' 3704m			197'
28	HIRL (50m) CL (15m) HIALS REIL PAPI (3.0°)	RVR	9842' 3000m		❸	60m

① PAPI (3.0°)

② HSTIL-E2

③ First 692'/211m unusable for take-off.

TAKE-OFF RUN AVAILABLE

RWY 28:

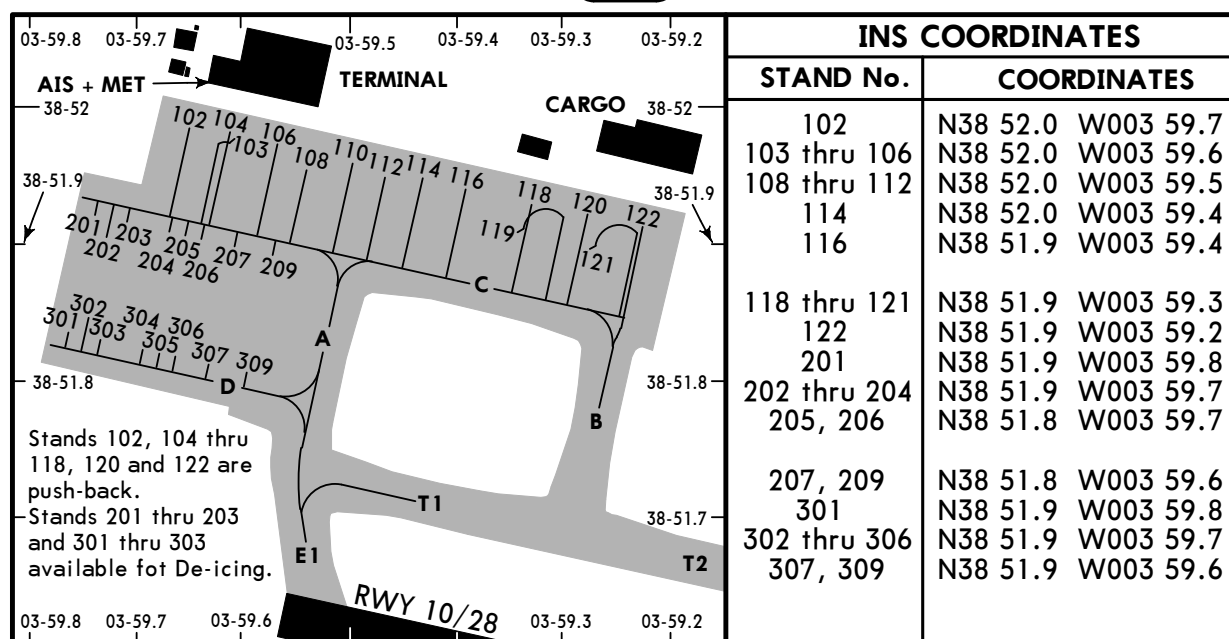
From posn 692'/211m after rwy head 12,431' (3789m)
twy E3 int 9842' (3000m)

Standard

TAKE-OFF ①

	All Rwy's				
	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					NIL (DAY only)
B	125m	150m	200m	250m	400m
C					500m
D	150m	200m	250m	300m	

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

LRL/CQM**JEPPesen**
24 SEP 10 **(10-9A)****CIUDAD REAL, SPAIN**
CENTRAL**TAXI PROCEDURES****Arriving acft:**

Contact GND to request authorization to vacate the twy and enter the apron.

Departing acft:

At stands 102 thru 122 when cleared for departure by GND and informed of the access point to the twy the pilot shall request the marshaller to proceed with the push-back manoeuvre and position the acft so as to be correctly nosed-in.

At stands 201 thru 209 and 301 thru 309 when cleared for departure by GND and informed of the access point to the twy the pilot may leave the stand by self-maneuvring.

LOW VISIBILITY PROCEDURES (LVP)

LVP will be applied whenever RVR or visibility in the manoeuvring area is 600m or below. ATC will provide directly RVR values on rwy according to:

- RVR Alpha: RVR value at TDZ.
- RVR Bravo: RVR value at midpoint.
- RVR Charlie: RVR at runway end.

Pilots will be informed via RTF.

LVP will be cancelled by ATC when RVR value or visibility are greater than 1500m.

Ground movement:

Pilots shall proceed to verify the aircraft position at every moment, checking that taxiing is being executed under total safety conditions. In case of being disoriented or in doubt, pilots will immediately stop the aircraft and notify ATC.

Arriving acft:

Acft that have already landed will report: "Runway vacated".

At the parking apron entry, acft shall wait for FOLLOW-ME car to proceed to the assigned stand and report to TWR: "FOLLOW-ME in sight".

Departing acft:

Pilots shall request permission to engine start-up or taxi, notifying the stand where they are.

Normally, when visibility is below 600m, taxiing of only one acft in the manoeuvring area will be cleared.

In the event of a departing acft has to return to apron, the pilot shall inform TWR and wait for new taxiing instructions.

COMMUNICATION FAILURE:

When operating in manoeuvring area and experiences a communication failure, comply as follows:

Departing acft: Continue by the assigned route to its clearance limit, taking extreme caution to avoid detours. Acft must hold position at his point and wait for FOLLOW-ME car.

Arriving acft: Must hold position within the first segment of the twy where the ILS sensitive area is cleared, and wait for the arrival of a FOLLOW-ME car.

LRL/CQM

JEPPESEN
 9 APR 10 **(10-9X)**
JAA MINIMUMS
CIUDAD REAL, SPAIN
CENTRAL

STRAIGHT-IN RWY		A	B	C	D
10	ILS	2254' (200')	2264' (210')	2272' (218')	2282' (228')
		R550m	R600m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	2510' (456')	2510' (456')	2510' (456')	2510' (456')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR	2600' (546')	2600' (546')	2600' (546')	2600' (546')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
28	VOR	3000' (905')	3000' (905')	3000' (905')	3000' (905')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

CIRCLE-TO-LAND ❶	100 KT	135 KT	180 KT	205 KT
	3080' (960')	3080' (960')	3250' (1130')	3290' (1170')
	V1500m	V1600m	V2400m	V3600m

❶ Not authorized North of rwy.

TAKE-OFF RWY 10, 28

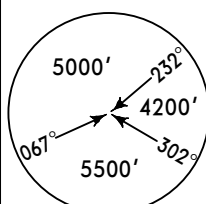
	Approved Operators	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A	125m	150m	200m	250m	400m		500m
B							
C							
D	150m	200m	250m	300m			

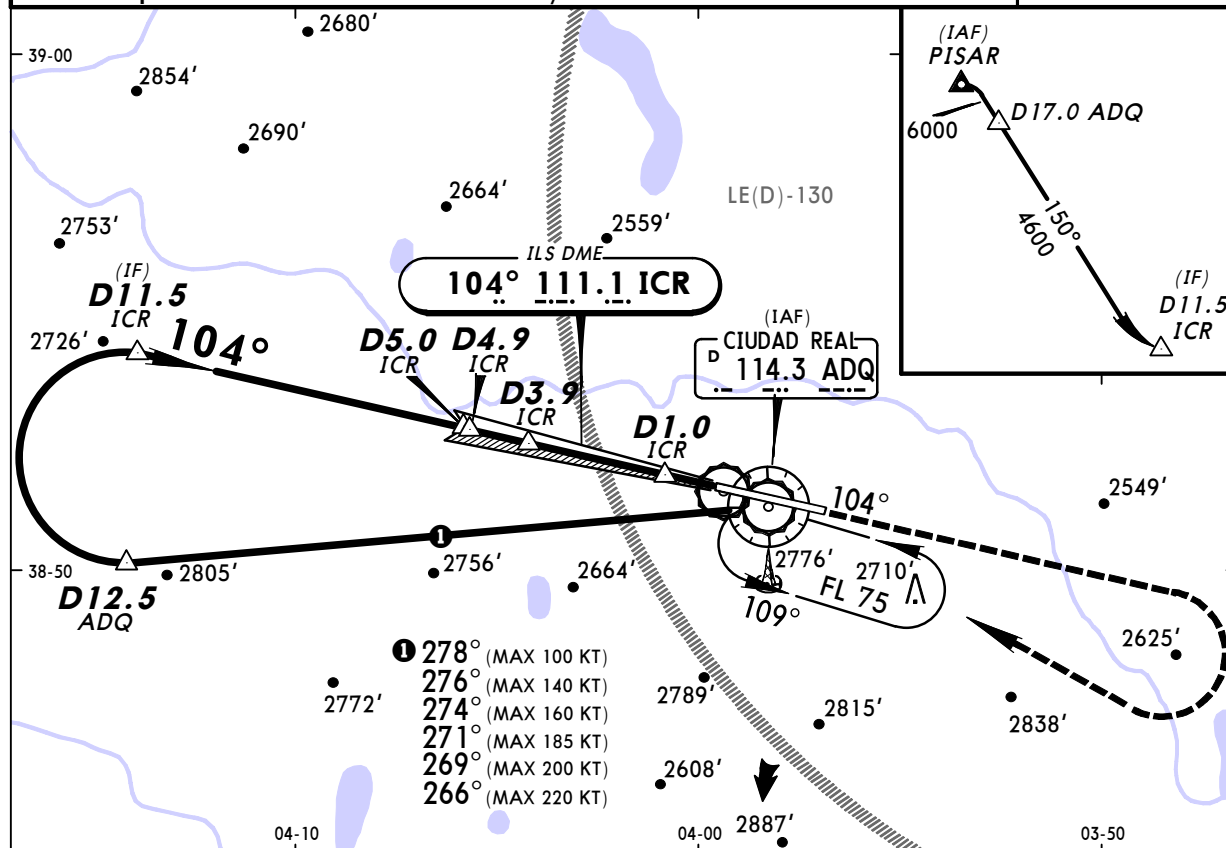
LRL/CQM
CENTRAL

JEPPesen
24 SEP 10 **(11-1)**

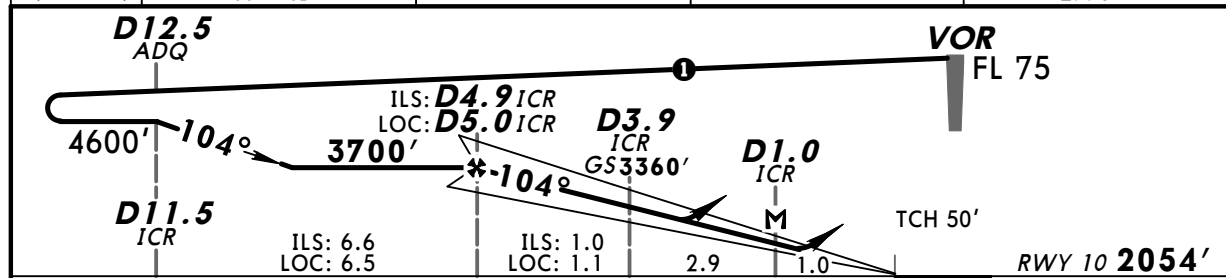
CIUDAD REAL, SPAIN
ILS or LOC Rwy 10

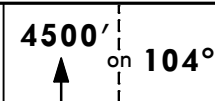
BRIEFING STRIP

*CIUDAD REAL Approach		*CIUDAD REAL Tower		*Ground		
123.7		118.05		121.85		
LOC ICR 111.1	Final Apch Crs 104°	GS D3.9 ICR 3360' (1306')	ILS DA(H) Refer to Minimums	Apt Elev 2120' RWY 2054'	 MSA ADQ VOR	
MISSED APCH: Climb on 104° to 4500', then turn RIGHT (MAX 185 KT) to VOR climbing to FL 75 and join holding.						
Alt Set: hPa		Rwy Elev: 73 hPa		Trans level: By ATC		
1. DME required.		2. ILS DME reads zero at rwy 10 threshold.		Trans alt: 6000'		



LOC (GS out)	ICR DME	4.0	3.0	2.0
	ALTITUDE	3430'	3100'	2770'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
ILS GS	3.00°	377	484	538	646	753	861	
LOC Descent Angle	3.10°	384	494	548	658	768	878	
MAP at D1.0 ICR								

Standard STRAIGHT-IN LANDING RWY 10					CIRCLE-TO-LAND		
ILS A: 2254' (200') C: 2272' (218') B: 2264' (210') D: 2282' (228') LOC (GS out) DA(H) 2510' (456')					Not authorized North of rwy		
	FULL	Limited	ALS out	ALS out	Max Kts.	MDA(H)	VIS
A					100	3080' (960')	1500m
B					135	3080' (960')	1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	180	3250' (1130')	2400m
D					205	3290' (1170')	3600m

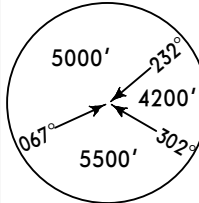
PANS OPS 4

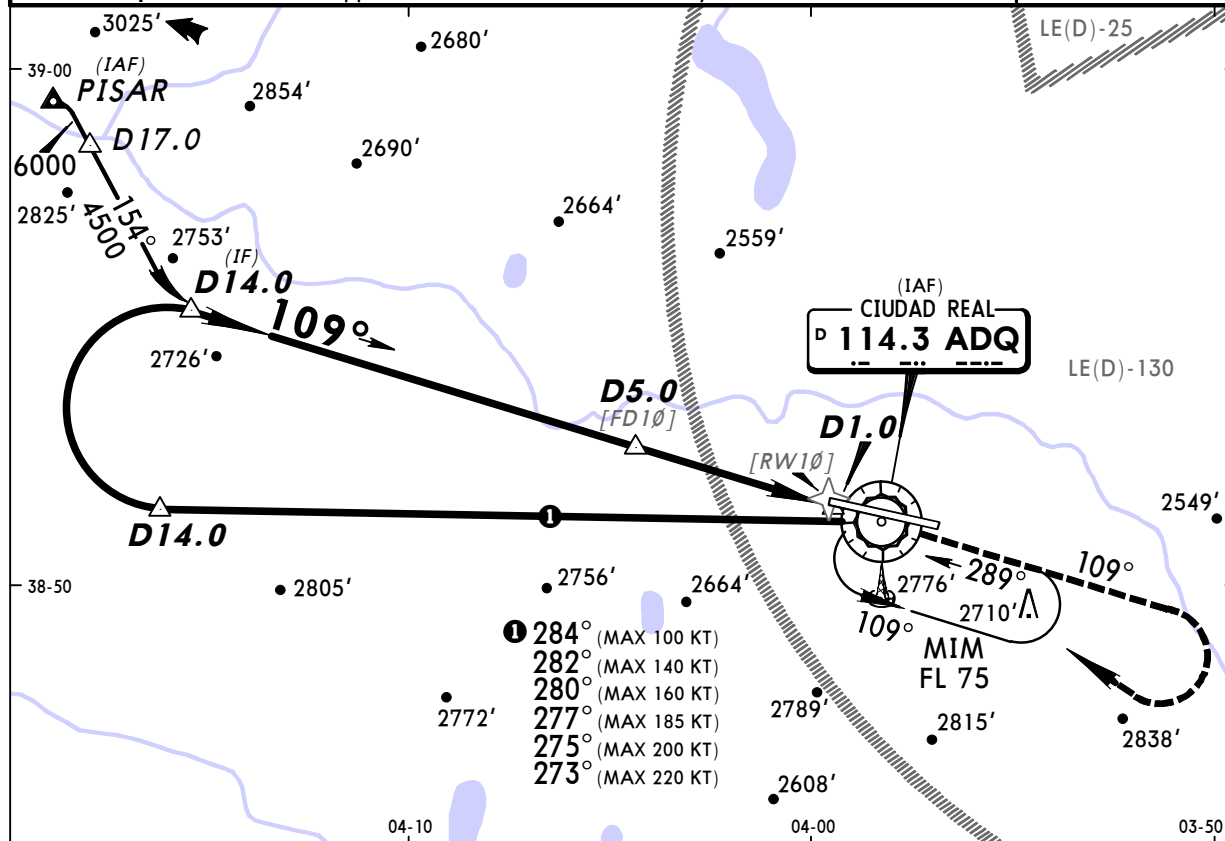
LRL/CQM
CENTRAL

JEPPesen
6 FEB 09 (13-1)

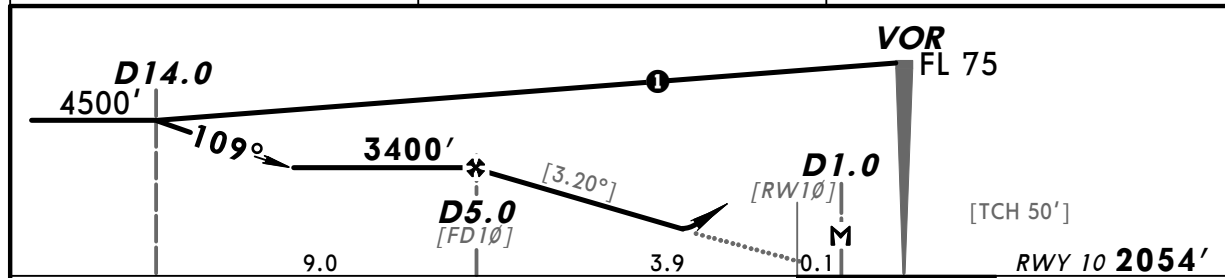
CIUDAD REAL, SPAIN
VOR Rwy 10

BRIEFING STRIP

*CIUDAD REAL Approach		*CIUDAD REAL Tower		*Ground	
123.7		118.05		121.85	
VOR ADQ 114.3	Final Apch Crs 109°	Minimum Alt D5.0 3400' (1346')	DA(H) 2600' (546')	Apt Elev 2120' RWY 2054'	
MISSED APCH: Climb on R-109 to 4500', then turn RIGHT (MAX 185 KT) to VOR climbing to FL 75 and join holding.					MSA ADQ VOR
Alt Set: hPa		Rwy Elev: 73 hPa		Trans level: By ATC	
1. DME required.		2. Final approach track offset 4° from rwy centerline.		Trans alt: 6000'	



ADQ DME	4.0	3.0
ALTITUDE	3110'	2770'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.20°	396	510	566	679	793	906
MAP at D1.0						

Standard			CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 10			Not authorized North of rwy		
DA(H) 2600' (546')			MDA(H) 3080' (960')		
ALS out			VIS 1500m		
A	RVR 1500m		100	3080' (960')	
B	RVR 1500m		135	3080' (960')	
C	RVR 1800m		180	3250' (1130')	
D	RVR 1800m		205	3290' (1170')	

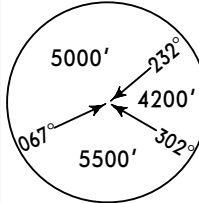
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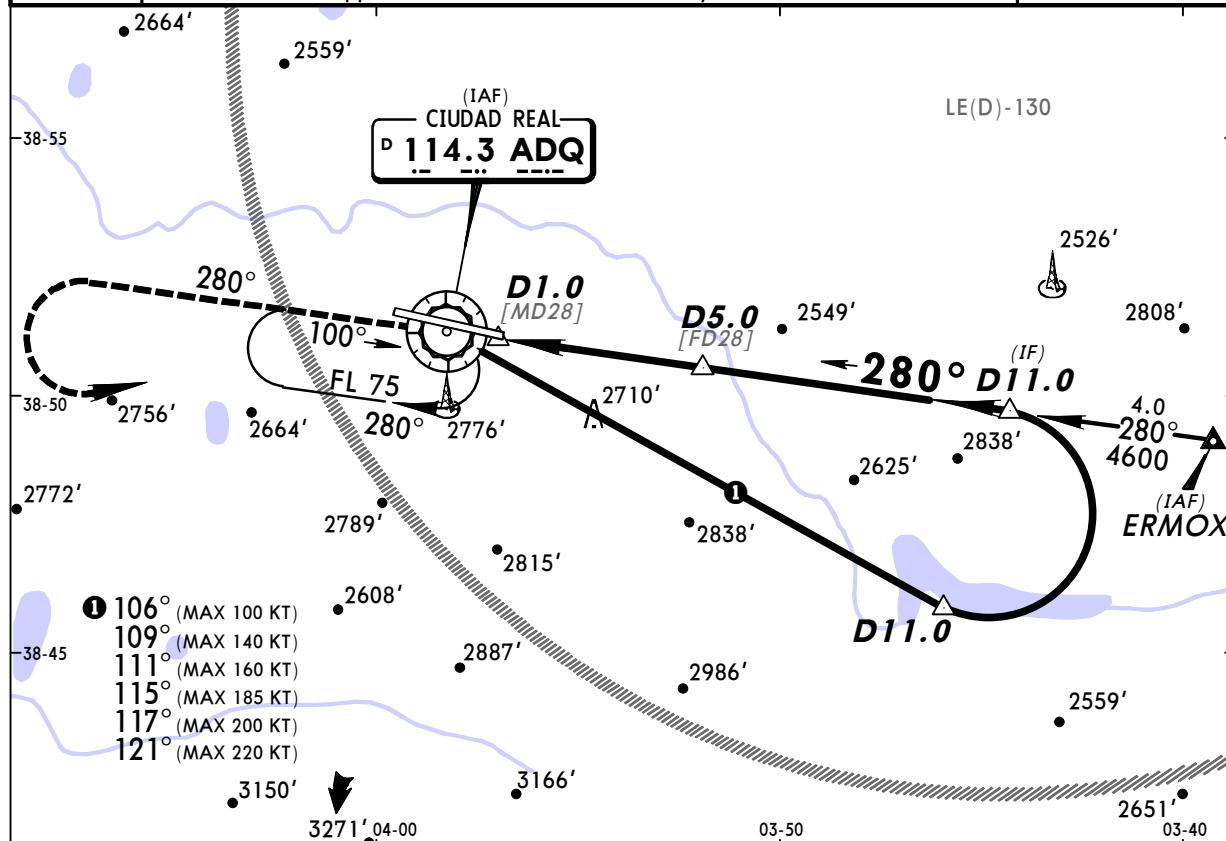
LRL/CQM
CENTRAL

JEPPESEN
6 FEB 09 **(13-2)**

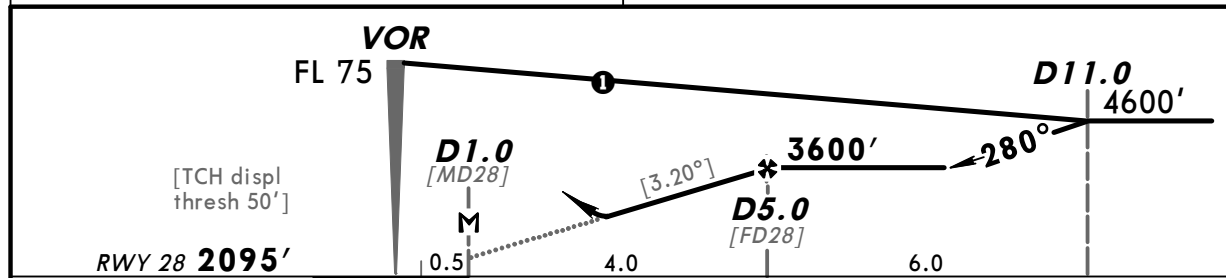
CIUDAD REAL, SPAIN
VOR Rwy 28

BRIEFING STRIP

*CIUDAD REAL Approach		*CIUDAD REAL Tower		*Ground	
123.7		118.05		121.85	
VOR ADQ 114.3	Final Apch Crs 280°	Minimum Alt D5.0 3600' (1505')	DA(H) 3000' (905')	Apt Elev 2120' RWY 2095'	
MISSED APCH: Climb on R-280 to 4500', then turn LEFT to VOR climbing to FL 75 and join holding.					
Alt Set: hPa		Rwy Elev: 74 hPa		Trans level: By ATC	
1. DME required.		2. Final approach track offset 5° from rwy centerline.		Trans alt: 6000'	



ADQ DME	4.0
ALTITUDE	3320'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI PAPI	4500'	ADQ
Descent angle	3.20°	396	510	566	679	793		↑	on 114.3
MAP at D1.0									R-280

Standard			STRAIGHT-IN LANDING RWY 28			CIRCLE-TO-LAND		
			DA(H) 3000' (905')			Not authorized North of rwy		
			ALS out			Max Kts		
A	RVR 1500m						100	3080' (960') 1500m
B							135	3080' (960') 1600m
C							180	3250' (1130') 2400m
D	CMV 2400m						205	3290' (1170') 3600m

PANS OPS 4