

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

No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport LERS

General Info

Reus, ESP

N 41° 08.8' E 01° 10.0' Mag Var: 1.7°W

Elevation: 233'

Public, IFR, Control Tower, Customs, Landing Fee

Pattern Altitude: 500 feet AGL

Fuel: 100LL, Jet A-1

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 07-25 8068' x 148' asphalt

Runway 07 (69.0°M) TDZE 230'

Lights: Edge

Displaced Threshold Distance 882'

Runway 25 (249.0°M) TDZE 233'

Lights: Edge, ALS

Communications InfoReus Tower **118.15**Reus Tower **257.80** MilitaryReus Ground Control **121.7**Reus Approach Control **118.15**Reus Approach Control **257.80** Military**Notebook Info**

LEERS/REU
REUS**JEPPESEN**
30 JUL 10 **10-1P****REUS, SPAIN**
AIRPORT BRIEFING

1. GENERAL

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

LVP will be applied when the following meteorological minimum established as follows:

- Runway visual range (RVR) to RWY 25 and
 - General visibility in the movement area to RWY 07 (also to RWY 25 if RVR is out of service)
- is 600m or below.

Pilots will be informed about the application of LVP by ATC.

Likewise pilots will be informed by ATC when LVPs are cancelled, which will take place when RVR measurements are higher than 1000m and the tendency of the meteorological conditions is to improve.

1.1.2. GROUND MOVEMENT

Pilots will proceed to verify at every moment the aircraft position, checking that taxiing is being executed under total safety conditions. In case of being disoriented or in doubt, pilots will stop the aircraft and immediately will notify ATC. Usually, while the LVPs are being applied, the movement of only one ACFT at the same time in the movement area will be cleared by ATC.

ARRIVALS

Aircraft, that have already landed, will notify:

- Runway vacated and
- taxiway used.

At the apron entry, ACFT must wait for the arrival of a "Follow-me" car in order to be guided to the assigned stand.

DEPARTURES

Entry to RWY shall be accomplished by TWYs A1 and A2.

In order to establish the better transit sequence, pilots will avoid requesting clearance for starting-up, push-back or taxiing, when the RVR values or the meteorological visibility, are below their operational minimum.

1.1.3. COMMUNICATION FAILURE

Whenever an ACFT operating in the manoeuvring area experiences a communication failure, it will comply as follow:

- Departing ACFT: It will continue by the assigned route to its clearance limit, taking extreme caution to avoid deviations. Once that point has been reached, it will hold the position and wait for the arrival of a Follow-me car in order to be guided to the stand position.

1.2. PARKING INFORMATION

Towing required at stands 1 thru 12 and XL.

1.3. OTHER INFORMATION

Rwy 07 and 25 right-hand circuit.

LERS/REU
REUS

JEPPESEN
30 JUL 10 **10-1P1**

REUS, SPAIN
AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

230 KT while in holding, at FL140 or below.
250 KT on SLP.

Speed adjustments on approach:

- 220 KT when leaving IAF.
- between 180 KT and 170 KT when intercepting final magnetic track to localizer.
- 160 KT when intercepting GS; maintain as far as 4 NM from threshold.
- Aircraft with a cruising speed below those indicated above, shall maintain cruising speed up to the adjustment point of their concern.

If unable to comply inform ATC.

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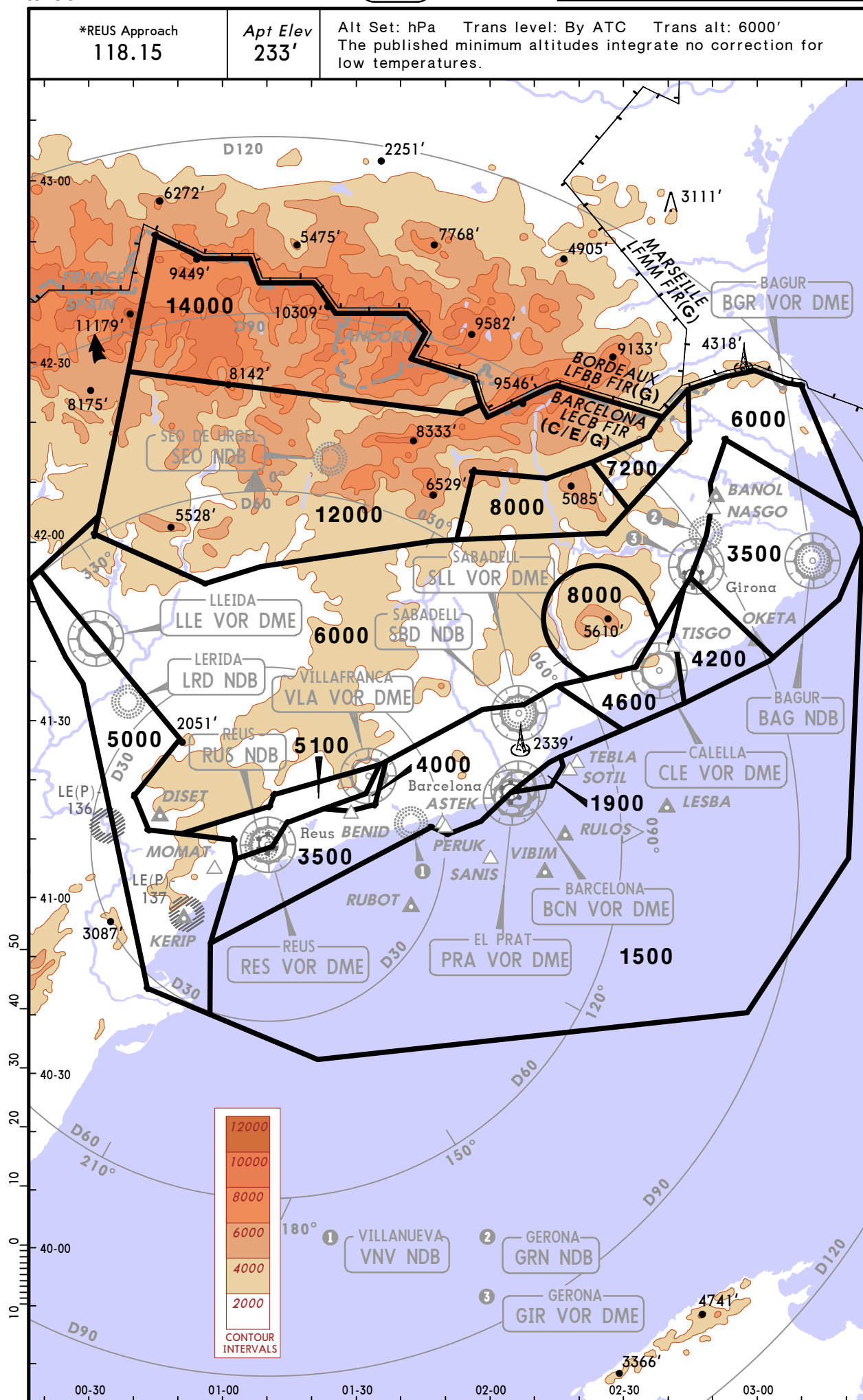
1 JAN 10

10-1R

Eff 14 Jan

RADAR MINIMUM ALTITUDES

REUS, SPAIN



LEERS/REU
REUS

JEPPESSEN
14 OCT 05 **10-2** **Eff 27 Oct**

REUS, SPAIN
STAR

Apt Elev
234'

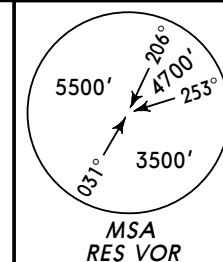
Alt Set: hPa Trans level: By ATC Trans alt: 6000'

BERGA ONE PAPA (BERGA 1P) [BERG1P]
RWY 07 ARRIVAL

BERGA ONE QUEBEC (BERGA 1Q) [BERG1Q]
RWY 25 ARRIVAL

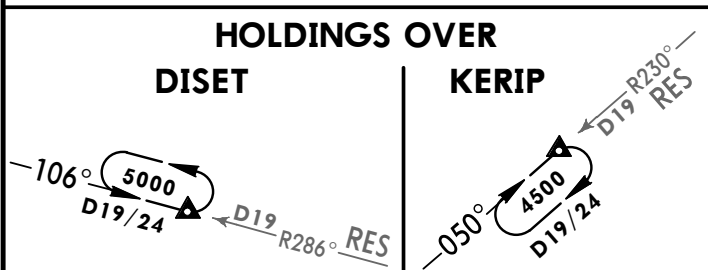
FROM NORTH

~~SPEED~~ MAX 220 KT WHEN LEAVING IAF



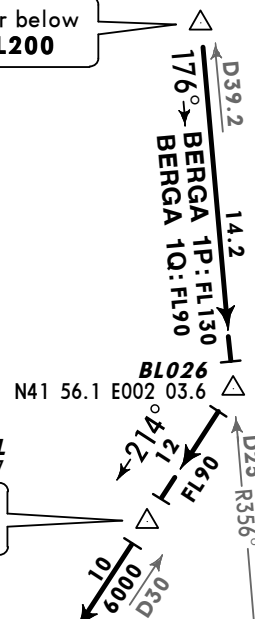
BERGA
N42 10.3 E002 01.9

At or below
FL200



RONAL
N41 45.7 E001 54.7

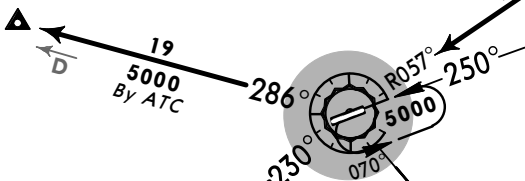
At or below
FL130



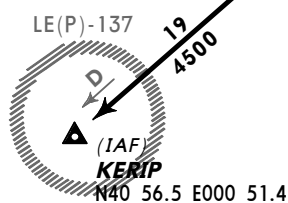
(IAF Rwy 25)
VILLAFRANCA
113.15 VLA
N41 20.6 E001 32.9

(Rwy 07)
SLP
D12 RES

(IAF)
DISET
N41 13.9 E000 46.0



(IAF)
REUS
114.2 RES
N41 09.0 E001 10.3



NOT TO SCALE

DESCENT PLANNING
Cross SLPs at or below **FL100.**

SPEED RESTRICTION

MAX 250 KT at position (SLP)
shown on chart.

SLP Speed Limit Point

LEERS/REU
REUS

JEPPESEN

14 OCT 05

10-2A

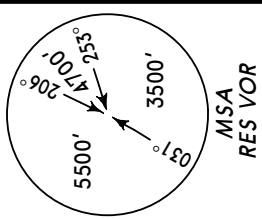
Eff 27 Oct

REUS, SPAIN

STAR

Apt Elev
234'

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

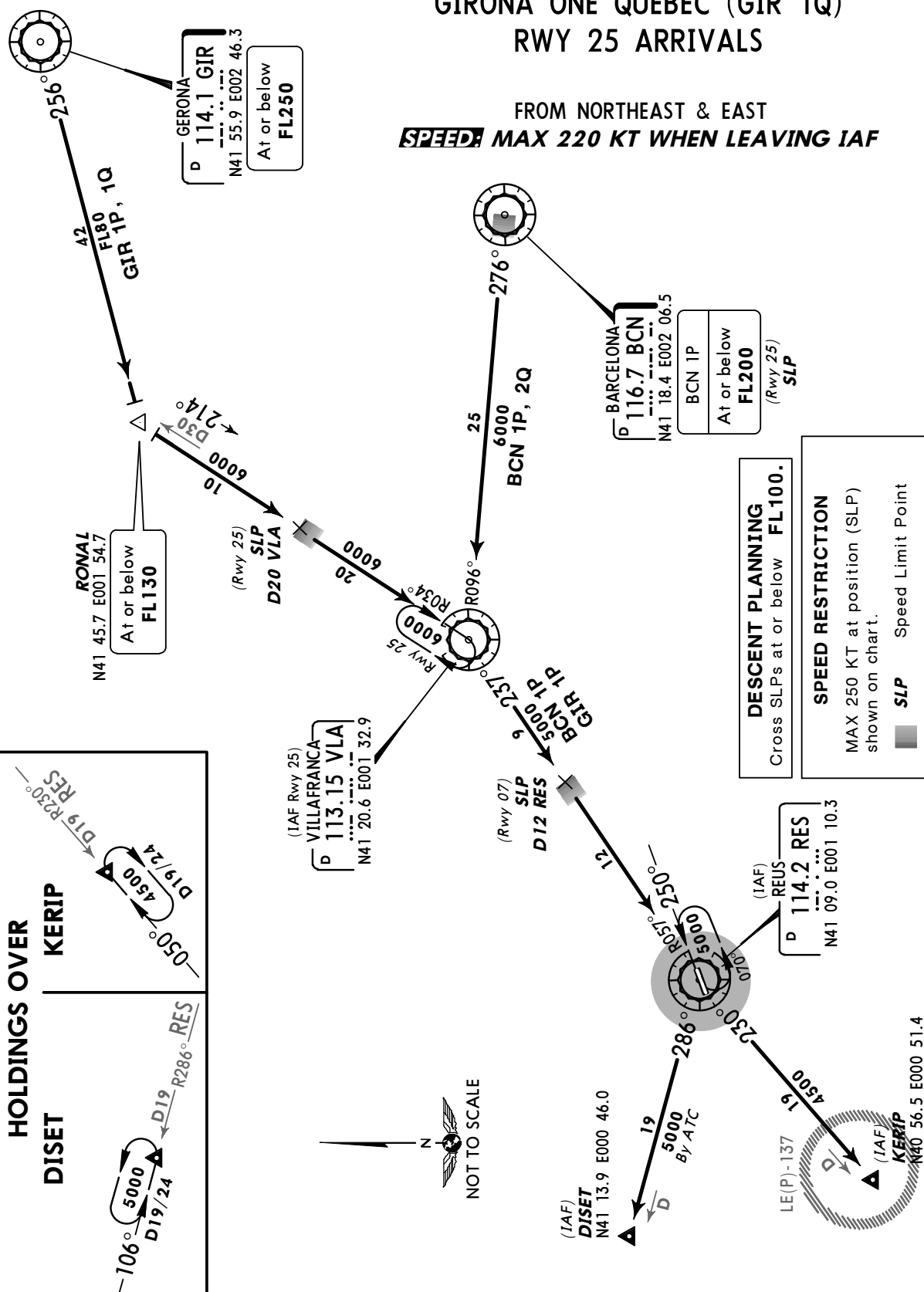


BARCELONA ONE PAPA (BCN 1P)
GIRONA ONE PAPA (GIR 1P)
RWY 07 ARRIVALS

BARCELONA TWO QUEBEC (BCN 2Q)
GIRONA ONE QUEBEC (GIR 1Q)
RWY 25 ARRIVALS

FROM NORTHEAST & EAST

SPEED: MAX 220 KT WHEN LEAVING IAF



**LEERS/REU
REUS**

13 JUN 08

JEPPESEN

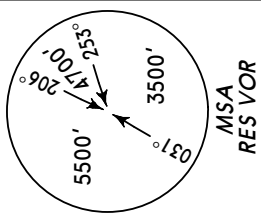
10-2B

REUS, SPAIN

STAR

Apt Elev
233'

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

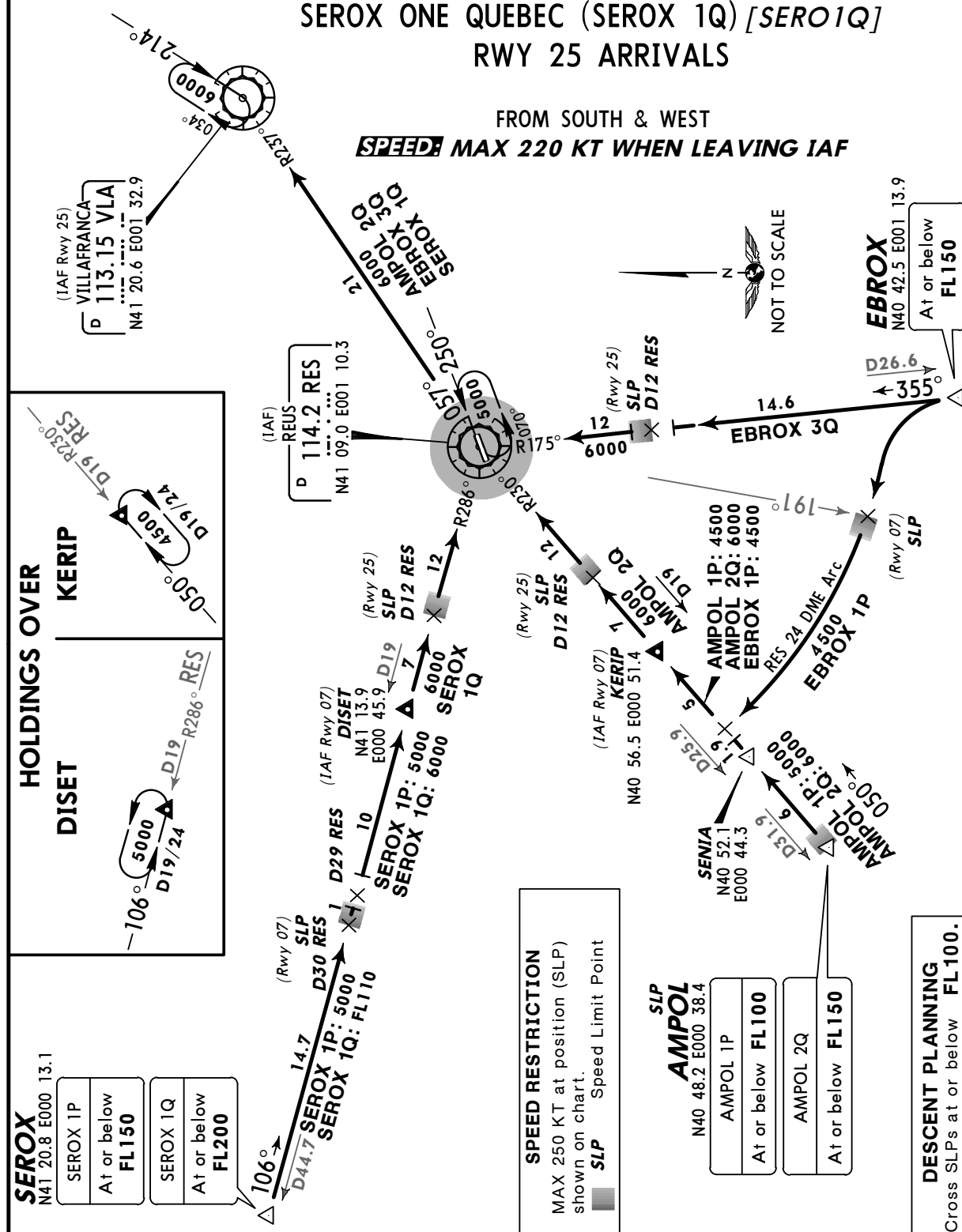


AMPOL ONE PAPA (AMPOL 1P) [AMPOL1P]
EBROX ONE PAPA (EBROX 1P) [EBRO1P]
SEROX ONE PAPA (SEROX 1P) [SERO1P]
RWY 07 ARRIVALS

AMPOL TWO QUEBEC (AMPOL 2Q) [AMPO2Q]
EBROX THREE QUEBEC (EBROX 3Q) [EBRO3Q]
SEROX ONE QUEBEC (SEROX 1Q) [SERO1Q]
RWY 25 ARRIVALS

FROM SOUTH & WEST

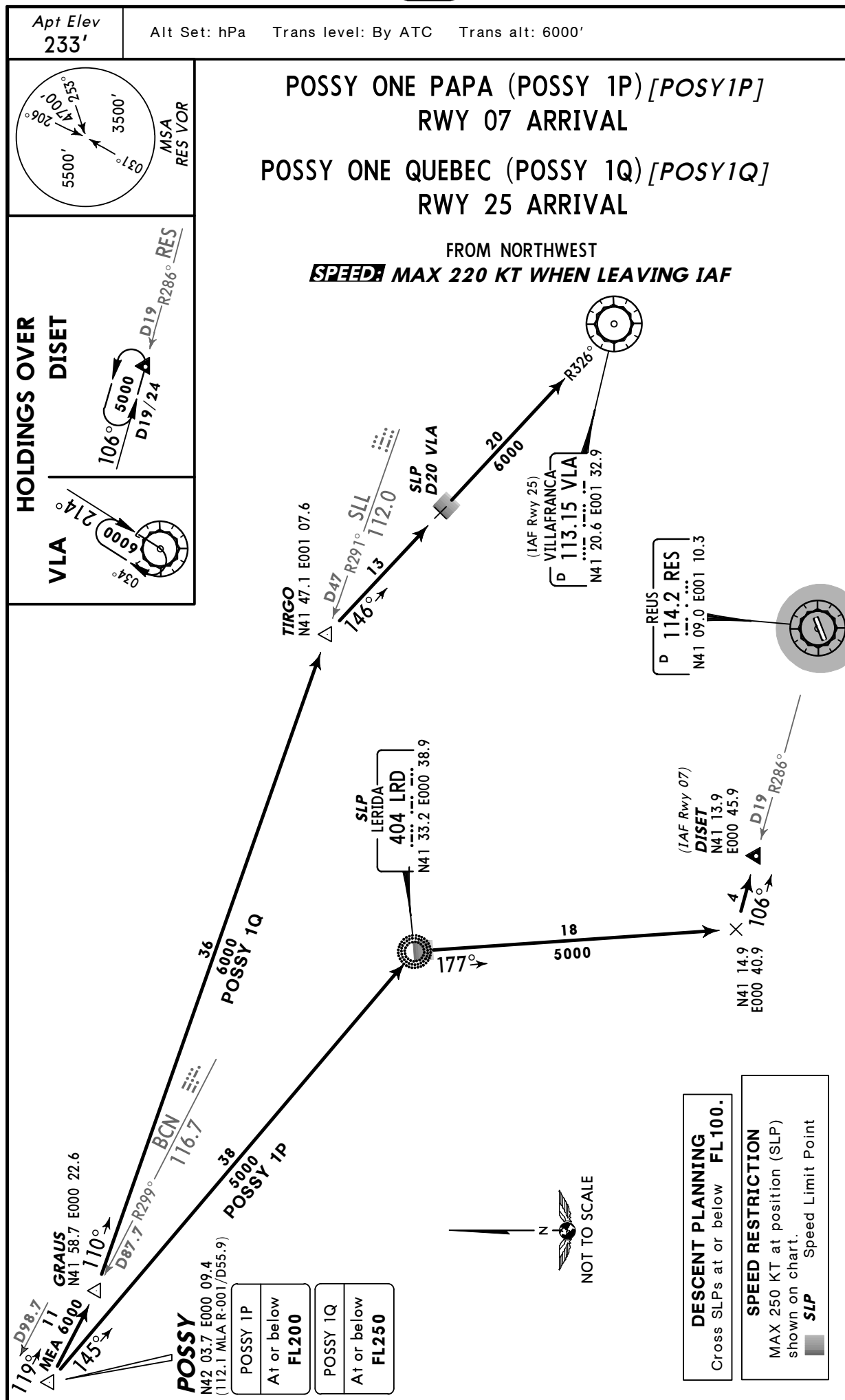
SPEED: MAX 220 KT WHEN LEAVING IAF



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REUS

JEPPesen
 13 JUN 08 **(10-2C)**

REUS, SPAIN
STAR



CHANGES: SLP at LRD established.

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LEERS/REU
REUS

9 FEB 07

10-3

Eff 15 Feb

REUS, SPAIN

SID

Apt Elev
233'

Trans level: By ATC Trans alt: 6000'

ARBEK TWO ROMEO
(ARBEK 2R) [*ARBE2R*]
ARBEK ONE SIERRA
(ARBEK 1S) [*ARBE1S*]
BARCELONA TWO ROMEO
(BCN 2R)
BARCELONA ONE SIERRA
(BCN 1S)
RWYS 25, 07 DEPARTURES
TO NORTH & EAST
***SPEED* MAX 250 KT**
BELOW FL 100

Gnd speed-KT	75	100	150	200	250	300
310' per NM	387	516	775	1033	1291	1549
273' per NM	342	456	684	911	1139	1367

SID	RWY	INITIAL CLIMB
ARBEK 2R BCN 2R	25	Climb on RES R-241 to D13 RES, turn RIGHT, along RES 16 DME arc to RES R-349.
ARBEK 1S BCN 1S	07	Climb on RES R-070 to D9 RES, turn LEFT, intercept 301° bearing towards LRD, at KARES turn RIGHT, intercept RES R-356.
SID	ROUTING	
ARBEK 2R	At RES R-349 turn LEFT, intercept RES R-356 to ARBEK.	
ARBEK 1S	On RES R-356 to ARBEK.	
BCN 2R	At RES R-349 turn LEFT, intercept MLA R-068 to VIBOK, turn RIGHT, intercept BCN R-299 inbound to BCN.	
BCN 1S	On RES R-356, intercept MLA R-068 to VIBOK, turn RIGHT, intercept BCN R-299 inbound to BCN.	

These SIDs require minimum climb gradients

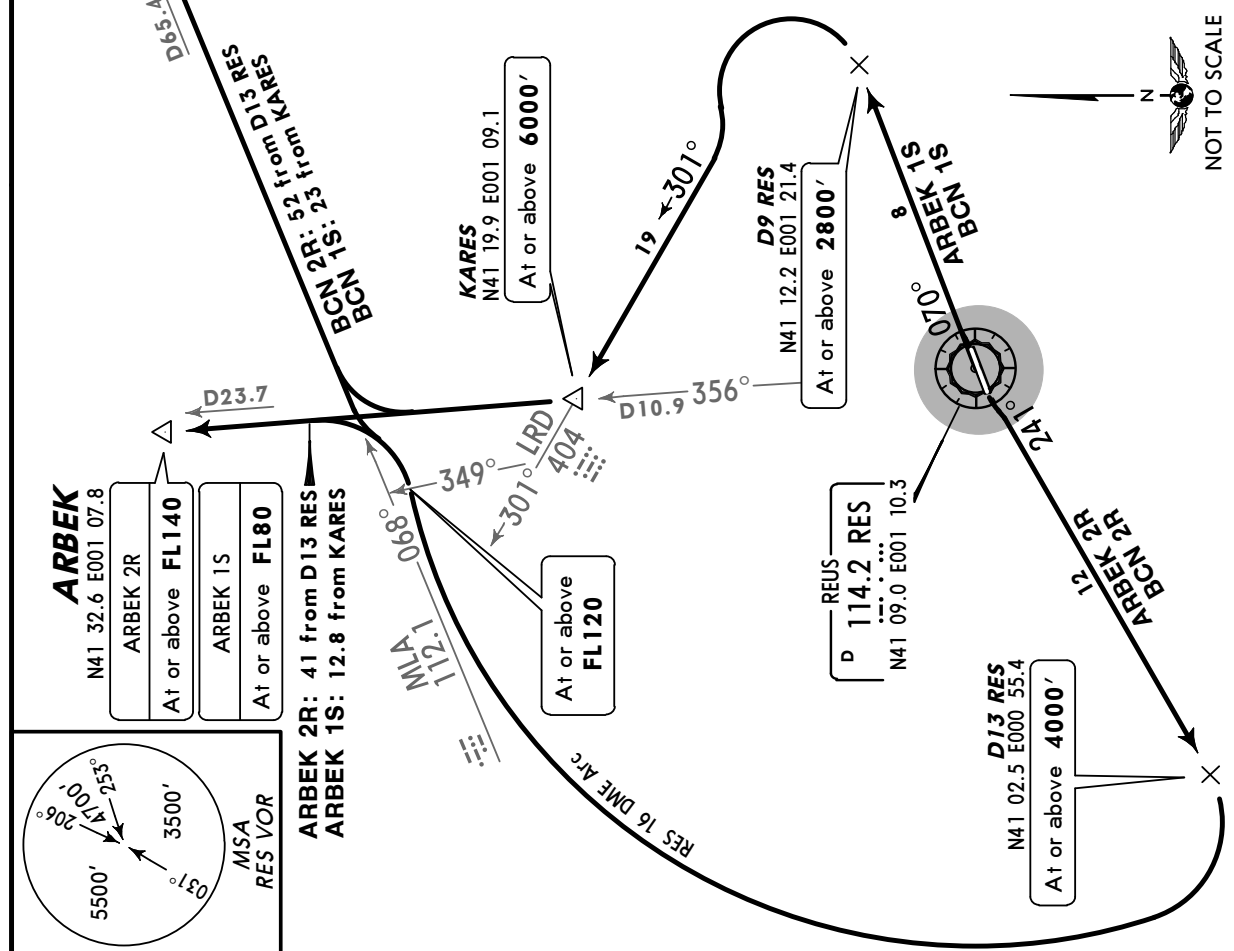
ARBEK 2R, BCN 2R:

310' per NM (5.1%) until

reaching **4000'**,

ARBK 1S, BCN 1S:

273' per NM (4.5' leaving 6000',



CHANGES: None.

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**LEERS/REU
REUS**

9 FEB 07

10-3A

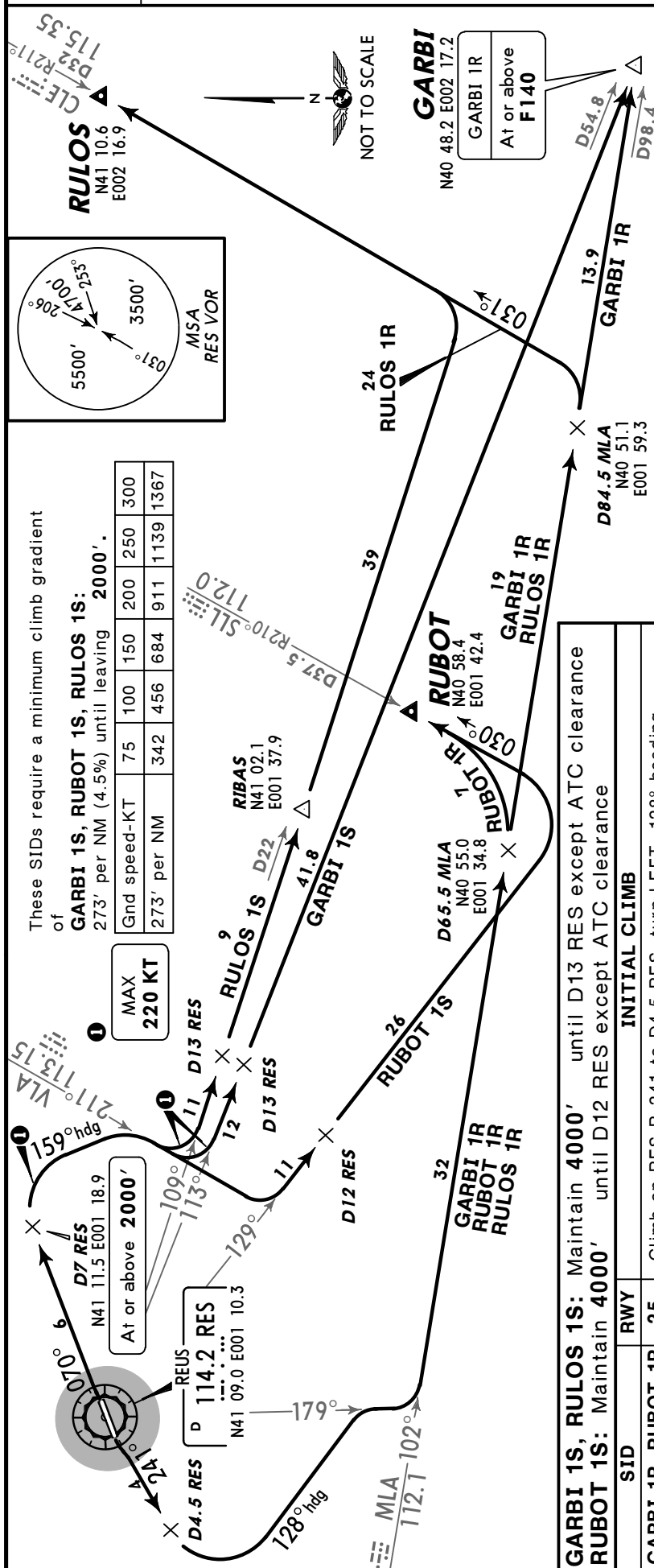
Eff 15 Feb

REUS, SPAIN

SID

Apt Elev
233'

Trans level: By ATC Trans alt: 6000'



GARBI ONE ROMEO
(GARBI 1R) [*GARB1R*]
GARBI ONE SIERRA
(GARBI 1S) [*GARB1S*]
RUBOT ONE ROMEO
(RUBOT 1R) [*RUBO1R*]
RUBOT ONE SIERRA
(RUBOT 1S) [*RUBO1S*]
RULOS ONE ROMEO
(RULOS 1R) [*RULO1R*]
RULOS ONE SIERRA
(RULOS 1S) [*RULO1S*]

RWYS 25, 07

DEPARTURES

TO SOUTHEAST

FOR VIBIM SIDS TO SOUTHEAST
REFER TO CHART 10-3B

***SPEED: MAX 250 KT
BELOW FL100***

GARBI 1S, RULOS 1S: Maintain 4000' until D13 RES except ATC clearance		RUBOT 1S: Maintain 4000' until D12 RES except ATC clearance	
SID	RWY	INITIAL CLIMB	
GARBI 1R, RUBOT 1R RULOS 1R	25	Climb on RES R-241 to D4.5 RES, turn LEFT, 128° heading, intercept RES R-179.	
GARBI 1S, RUBOT 1S RULOS 1S	07	Climb on RES R-070 to D7 RES, turn RIGHT, 159° heading, intercept VLA R-211.	
SID	ROUTING		
GARBI 1R	On RES R-179, intercept MLA R-102 to GARBI.		
GARBI 1S	On VLA R-211, intercept RES R-113 to GARBI.		
RUBOT 1R	On RES R-179, intercept MLA R-102 to D65.5 MLA, turn LEFT, intercept SLL R-210 inbound to RUBOT.		
RUBOT 1S	On VLA R-211, intercept RES R-129, intercept SLL R-210 inbound to RUBOT.		
RULOS 1R	On RES R-179, intercept MLA R-102 to D84.5 MLA, turn LEFT, intercept CLE R-211 inbound to RULOS.		
RULOS 1S	On VLA R-211, intercept RES R-109, via RIBAS intercept CLE R-211 inbound to RULOS.		

LEERS/REU
REUS

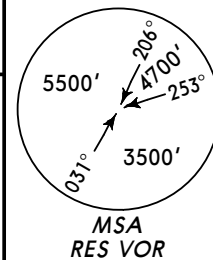
JEPPESEN
 20 OCT 06 **10-3B** **Eff 26 Oct**

REUS, SPAIN
SID

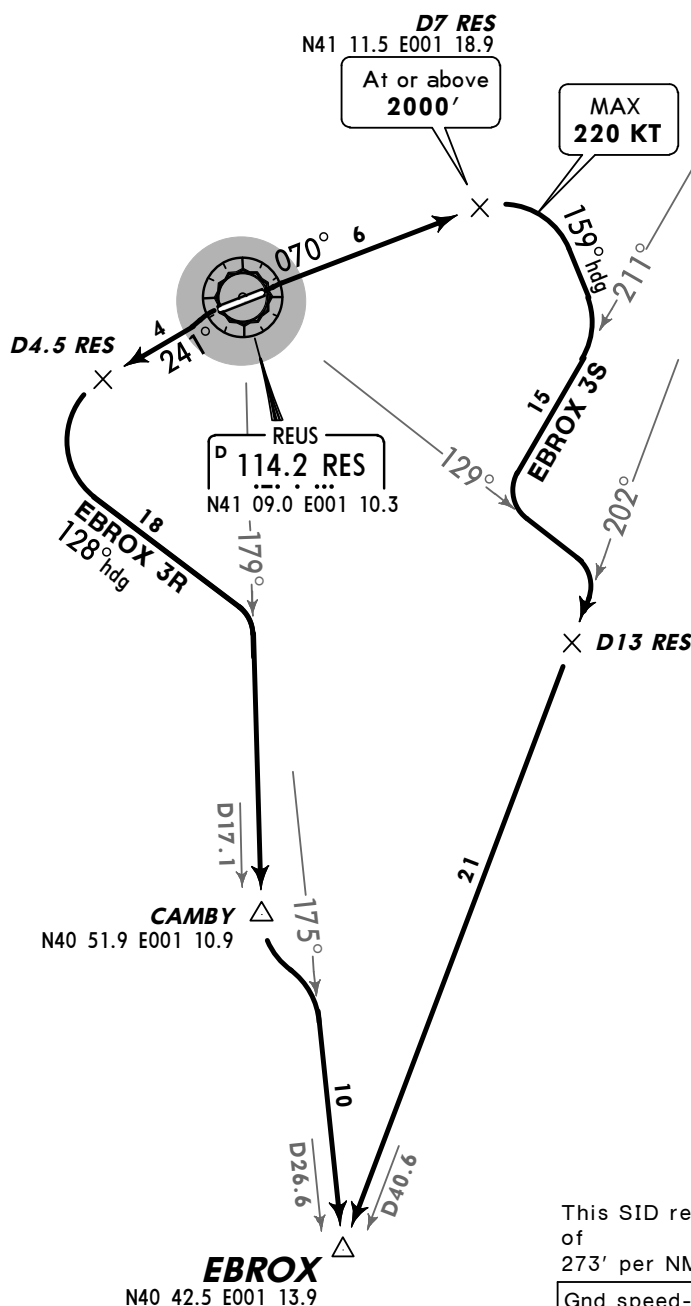
Apt Elev
233'

Trans level: By ATC Trans alt: 6000'

EBROX THREE ROMEO (EBROX 3R) [EBRO3R]
EBROX THREE SIERRA (EBROX 3S) [EBRO3S]
RWYS 25, 07 DEPARTURES
TO SOUTH
~~SPEED~~ MAX 250 KT BELOW FL100



VILLAFRANCA
113.15 VLA
 N41 20.6 E001 32.9



EBROX 3S

This SID requires a minimum climb gradient of 273' per NM (4.5%) until leaving **2000'**.

Gnd speed-KT	75	100	150	200	250	300
273' per NM	342	456	684	911	1139	1367

EBROX 3S: Maintain 4000'
 until D13 RES except ATC clearance

SID	RWY	INITIAL CLIMB/ROUTING
EBROX 3R	25	Climb on RES R-241 to D4.5 RES, turn LEFT, 128 heading, intercept RES R-179 to CAMBY, turn LEFT, intercept RES R-175 to EBROX.
EBROX 3S	07	Climb on RES R-070 to D7 RES, turn RIGHT, 159 heading, intercept VLA R-211, intercept RES R-129, intercept VLA R-202 to EBROX.

LEERS/REU
REUS

JEPPESEN

20 OCT 06

10-3C

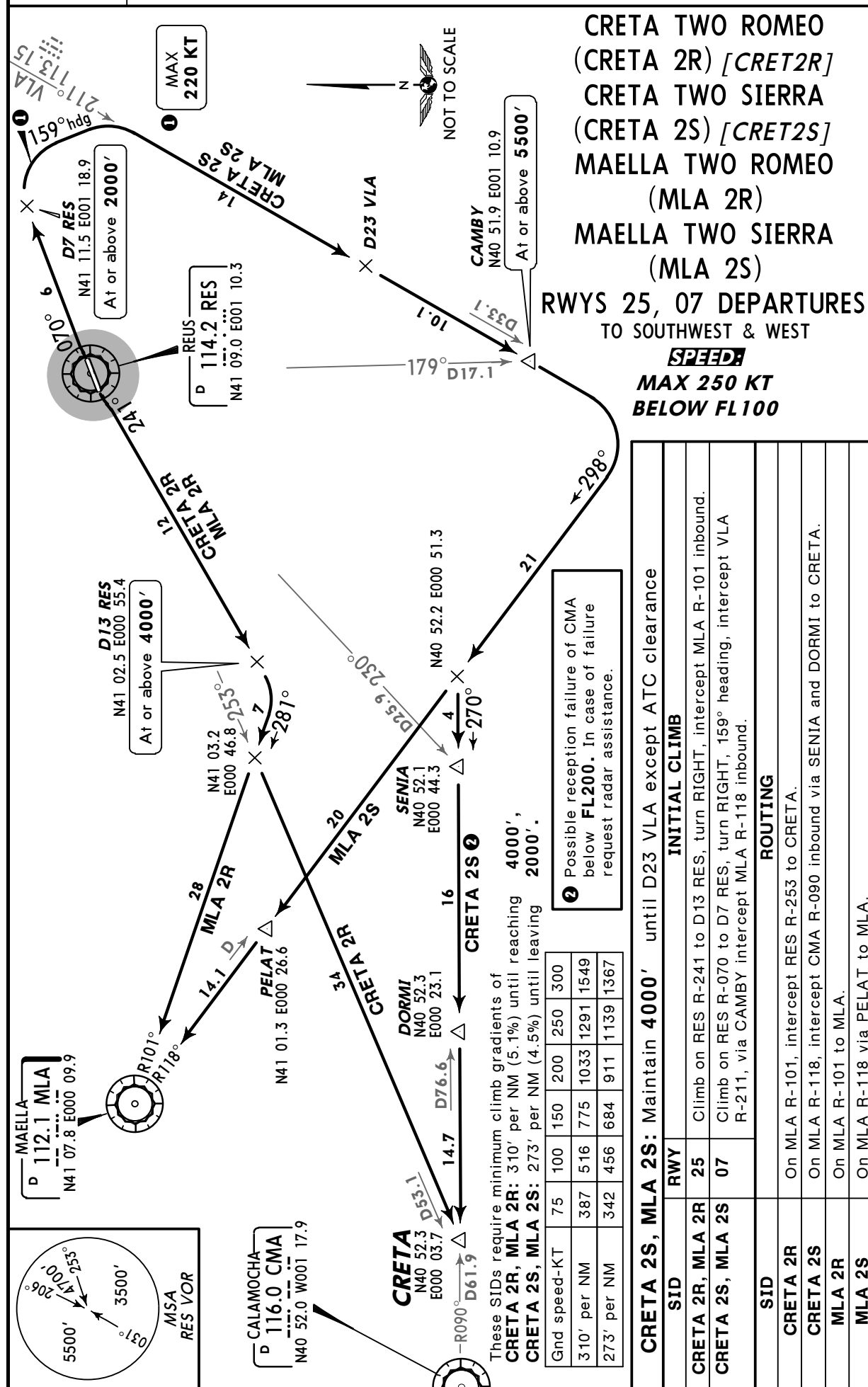
Eff 26 Oct

REUS, SPAIN

SID

Apt Elev
233'

Trans level: By ATC Trans alt: 6000'



CHANGES: Chart reindexed.

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LEERS/REU
REUS

REUS, SPAIN

SID

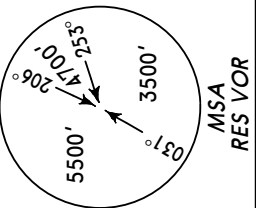
20 OCT 06

10-3D

Eff 26 Oct

Apt Elev
233'

Trans level: By ATC Trans alt: 6000'



DIRMU ONE ROMEO (DIRMU 1R) [*DIRM1R*]
DIRMU ONE SIERRA (DIRMU 1S) [*DIRM1S*]
POSSY ONE ROMEO (POSSY 1R) [*POSY1R*]
POSSY ONE SIERRA (POSSY 1S) [*POSY1S*]

RWYS 25, 07 DEPARTURES

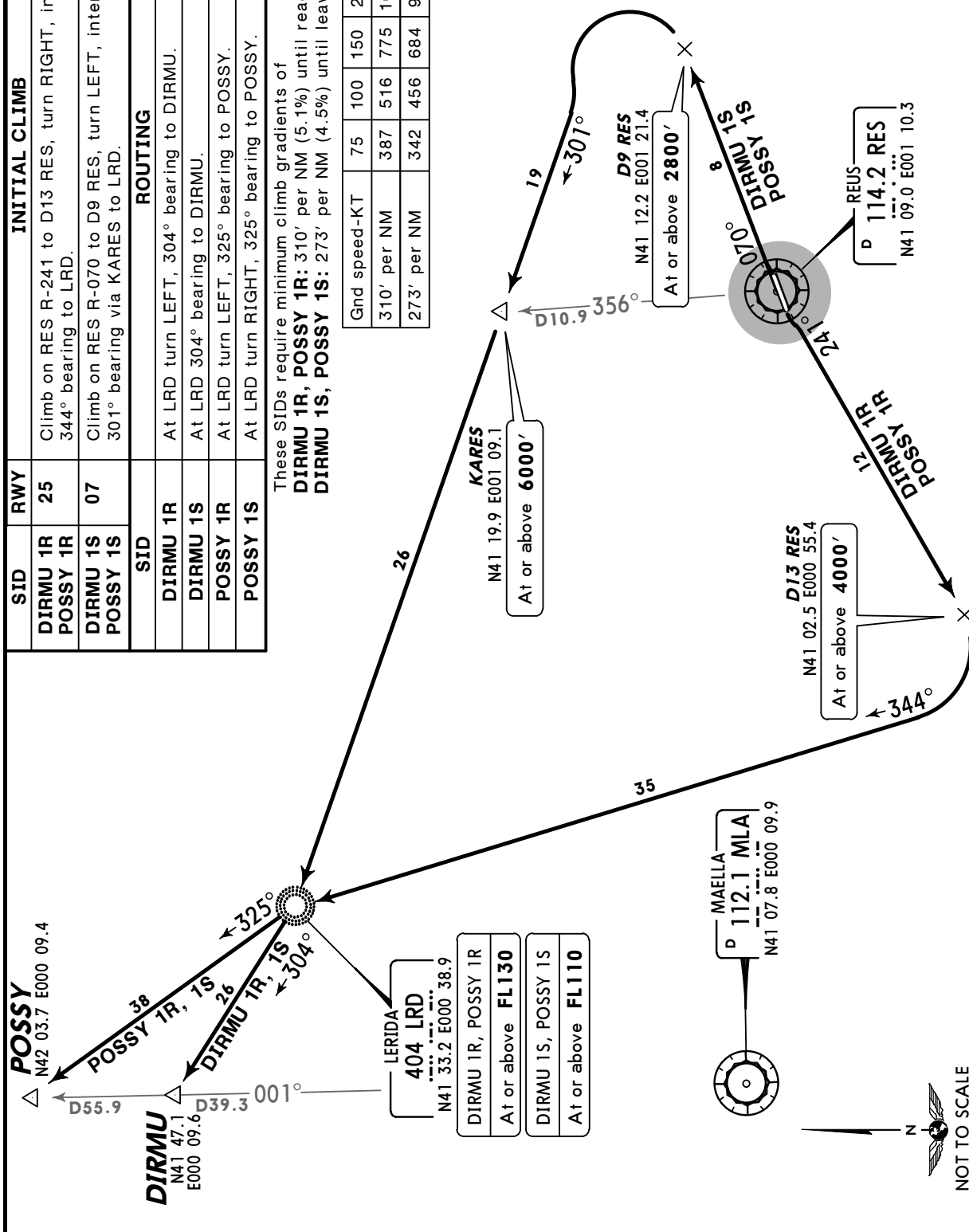
TO NORTHWEST

***SPEED: MAX 250 KT
BELOW FL100***

SID	RWY	INITIAL CLIMB
DIRMU 1R POSSY 1R	25	Climb on RES R-241 to D13 RES, turn RIGHT, intercept 344° bearing to LRD.
DIRMU 1S POSSY 1S	07	Climb on RES R-070 to D9 RES, turn LEFT, intercept 301° bearing via KARES to LRD.
ROUTING		
DIRMU 1R		At LRD turn LEFT, 304° bearing to DIRMU.
DIRMU 1S		At LRD 304° bearing to DIRMU.
POSSY 1R		At LRD turn LEFT, 325° bearing to POSSY.
POSSY 1S		At LRD turn RIGHT, 325° bearing to POSSY.

These SIDs require minimum climb gradients of

Gnd speed-KT	75	100	150	200	250	300
310' per NM	387	516	775	1033	1291	1549
273' per NM	342	456	684	911	1139	1367



NOT TO SCALE

LEERS/REU

Apt Elev **233'**
 N41 08.9 E001 10.0

JEPPesen

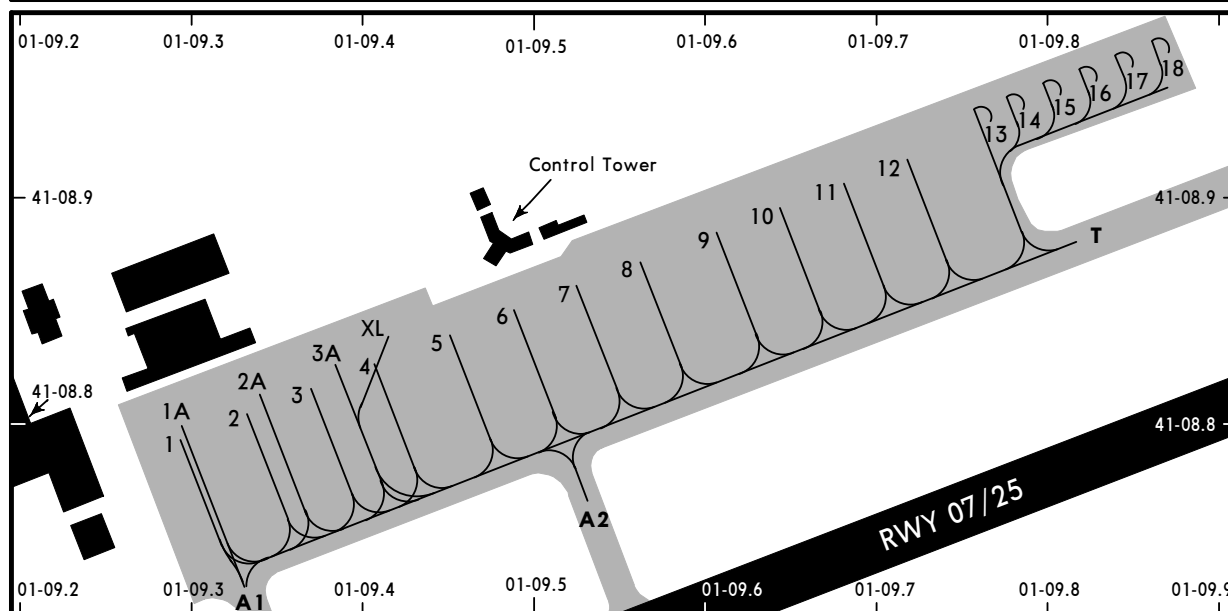
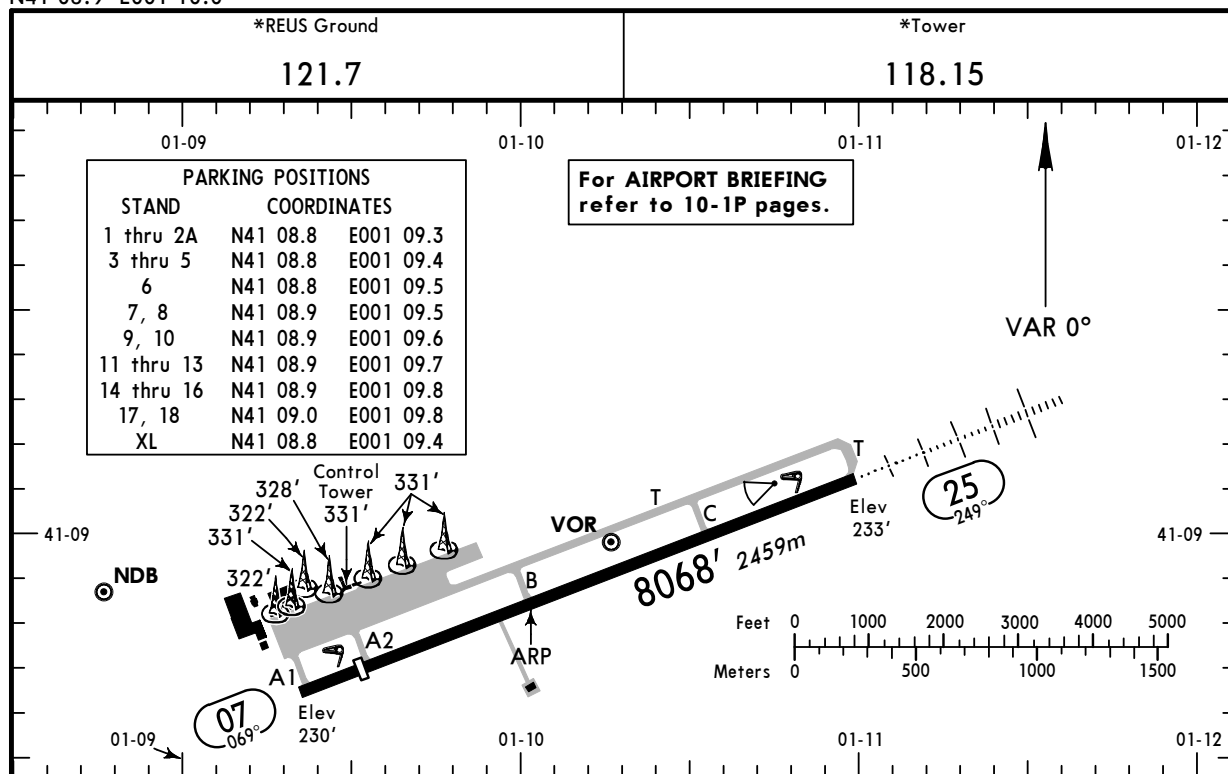
23 JUL 10

10-9

Eff 29 Jul

REUS, SPAIN

REUS



ADDITIONAL RUNWAY INFORMATION					
RWY				USABLE LENGTHS	
				LANDING BEYOND	
				Threshold	Glide Slope
07	HIRL (60m)	PAPI (angle 3.0°)		7186' 2190m	
25	HIRL (60m)	HIALS PAPI (angle 3.0°)	RVR		7061' 2152m

Standard			
TAKE-OFF 1			
LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

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

LEERS/REU

 **JEPPESEN**
26 JUN 09 **10-9X**

JAA MINIMUMS
REUS, SPAIN
REUS

STRAIGHT-IN RWY		A	B	C	D
07	VOR	730' (500')	730' (500')	730' (500')	730' (500')
		R1500m	R1500m	R2000m	R2000m
25	ILS	433' (200')	433' (200')	440' (207')	450' (217')
		R550m	R550m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	750' (517')	750' (517')	750' (517')	750' (517')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	VOR	850' (617')	850' (617')	850' (617')	850' (617')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

CIRCLE-TO-LAND ❶	100 KT	135 KT	180 KT	205 KT
After NDB rwy 25	850' (617')	890' (657')	1050' (817')	1080' (847')
	1350' (1117')	1350' (1117')	1350' (1117')	1350' (1117')
	V1500m	V1600m	V2400m	V3600m

❶ Not authorized North of airport.

TAKE-OFF RWY 07, 25

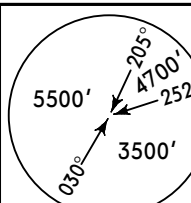
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

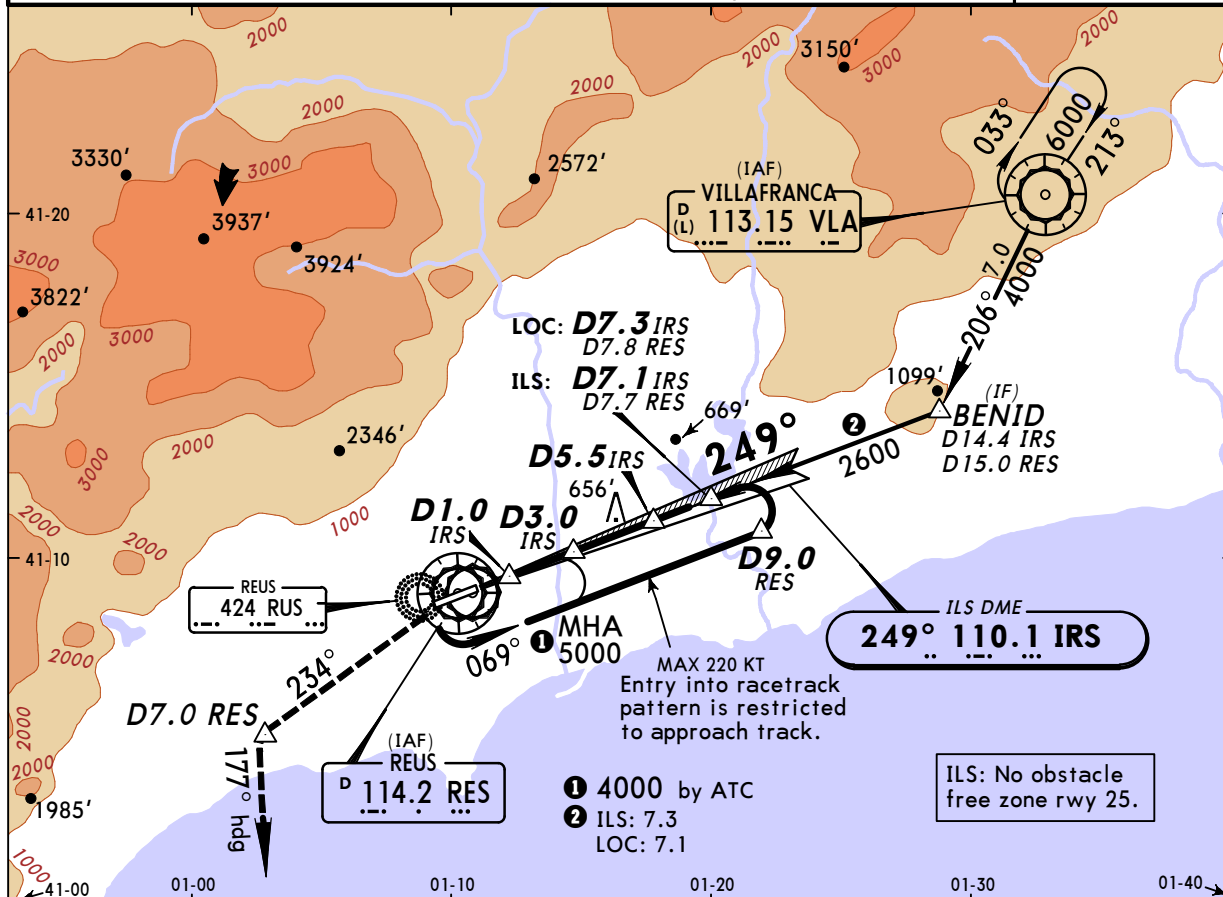
LEERS/REU
REUS

JEPPesen
23 JUL 10 **(11-1)** Eff 29 Jul

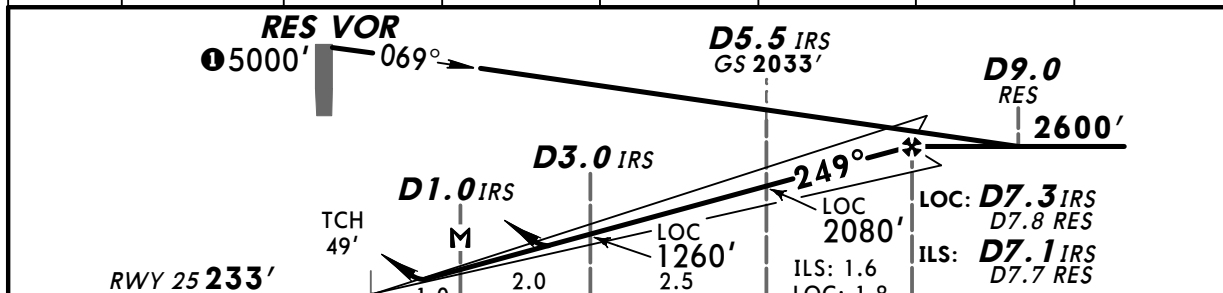
REUS, SPAIN
ILS or LOC Rwy 25

BRIEFING STRIP

*REUS Approach 118.15		*REUS Tower 118.15		*Ground 121.7	
LOC IRS 110.1	Final Apch Crs 249°	GS D5.5 IRS 2033' (1800')	ILS DA(H) Refer to Minimums	Apt Elev 233' RWY 233'	
MISSED APCH: Climb to 750', then turn LEFT onto R-234 RES to D7.0 RES. Turn LEFT onto heading 177° climbing to 4000', then turn LEFT to RES VOR and hold.					
Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 6000' 1. VOR required. DME required. 2. ILS DME reads zero at rwy 25 threshold.					



LOC (GS out)	IRS DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	940'	1260'	1590'	1910'	2240'	2560'



Gnd speed-Kts	70	90	100	120	140	160			
ILS GS 3.00°	377	485	539	647	755	862			
LOC Descent angle 3.10°	384	494	548	658	768	878			
MAP at D1.0 IRS									

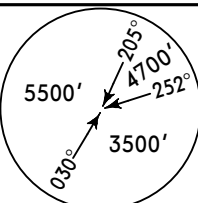
STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND Not authorized North of airport	
ILS DA(H) AB: 433' (200') C: 440' (207') D: 450' (217')		LOC (GS out) DA(H) 750' (517')			
FULL	Limited	ALS out		Max Kts	MDA(H) VIS
A				100	850' (617') 1500m
B				135	890' (657') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	180	1050' (817') 2400m
D				205	1080' (847') 3600m

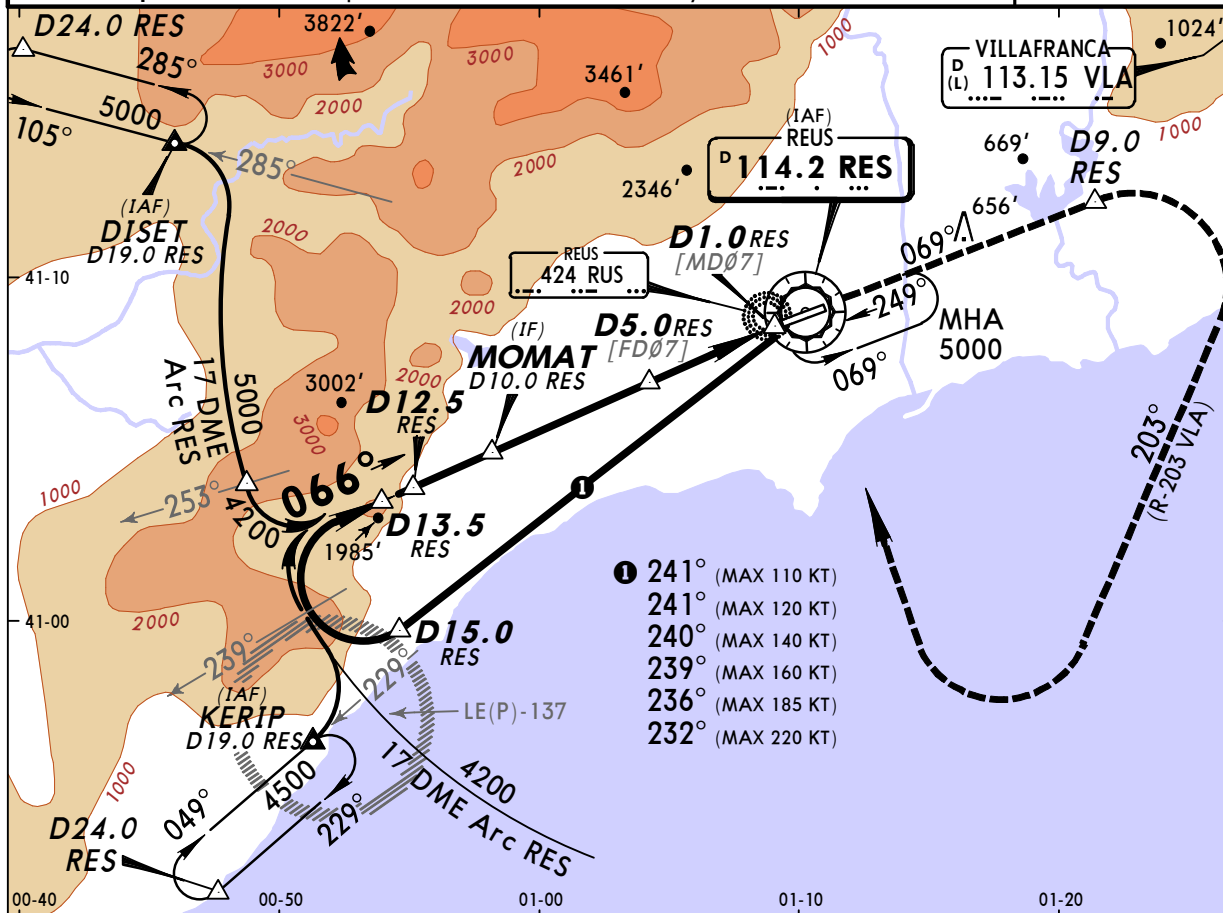
LEERS/REU
REUS

JEPPesen
23 JUL 10 **(13-1)** Eff 29 Jul

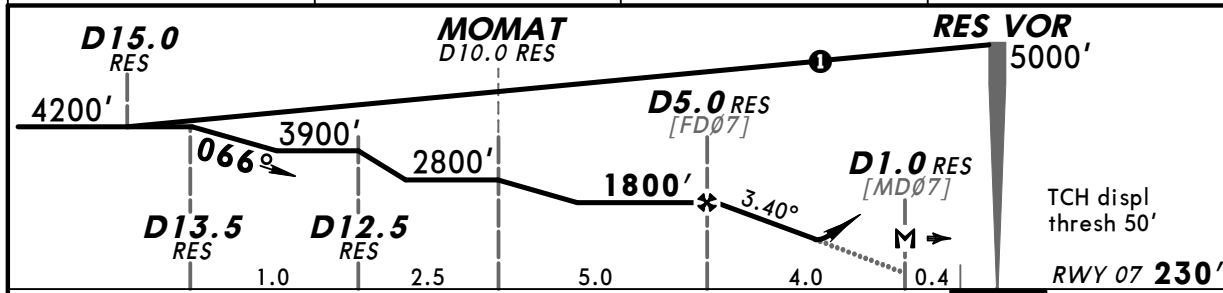
REUS, SPAIN
VOR Rwy 07

BRIEFING STRIP

*REUS Approach 118.15		*REUS Tower 118.15		*Ground 121.7	
VOR RES 114.2	Final Apch Crs 066°	Minimum Alt D5.0 RES 1800' (1570')	DA(H) 730' (500')	Apt Elev 233' RWY 230'	 MSA RES VOR
MISSED APCH: Climb to RES VOR, then onto R-069 RES to D9.0 RES. Turn RIGHT onto R-203 VLA climbing to 5000', then turn RIGHT to RES VOR and hold.					
Alt Set: hPa 1. DME required.		Rwy Elev: 8 hPa 2. Final apch track offset 3° from runway centerline.		Trans level: By ATC Trans alt: 6000'	



RES DME	4.0	3.0	2.0
ALTITUDE	1500'	1140'	780'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	RES 114.2	D9.0 RES onto RT R-069	RES 114.2
Descent angle	3.40°	421	541	602	722	842				
MAP at D1.0 RES										

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND	
DA(H) 730' (500')				Not authorized North of airport	
RVR 1500m CMV 2300m				Max Kts	MDA(H) VIS
				100	850' (617') 1500m
				135	890' (657') 1600m
				180	1050' (817') 2400m
				205	1080' (847') 3600m

LEERS/REU
REUS

JEPPESEN
23 JUL 10 **(13-2)** Eff 29 Jul

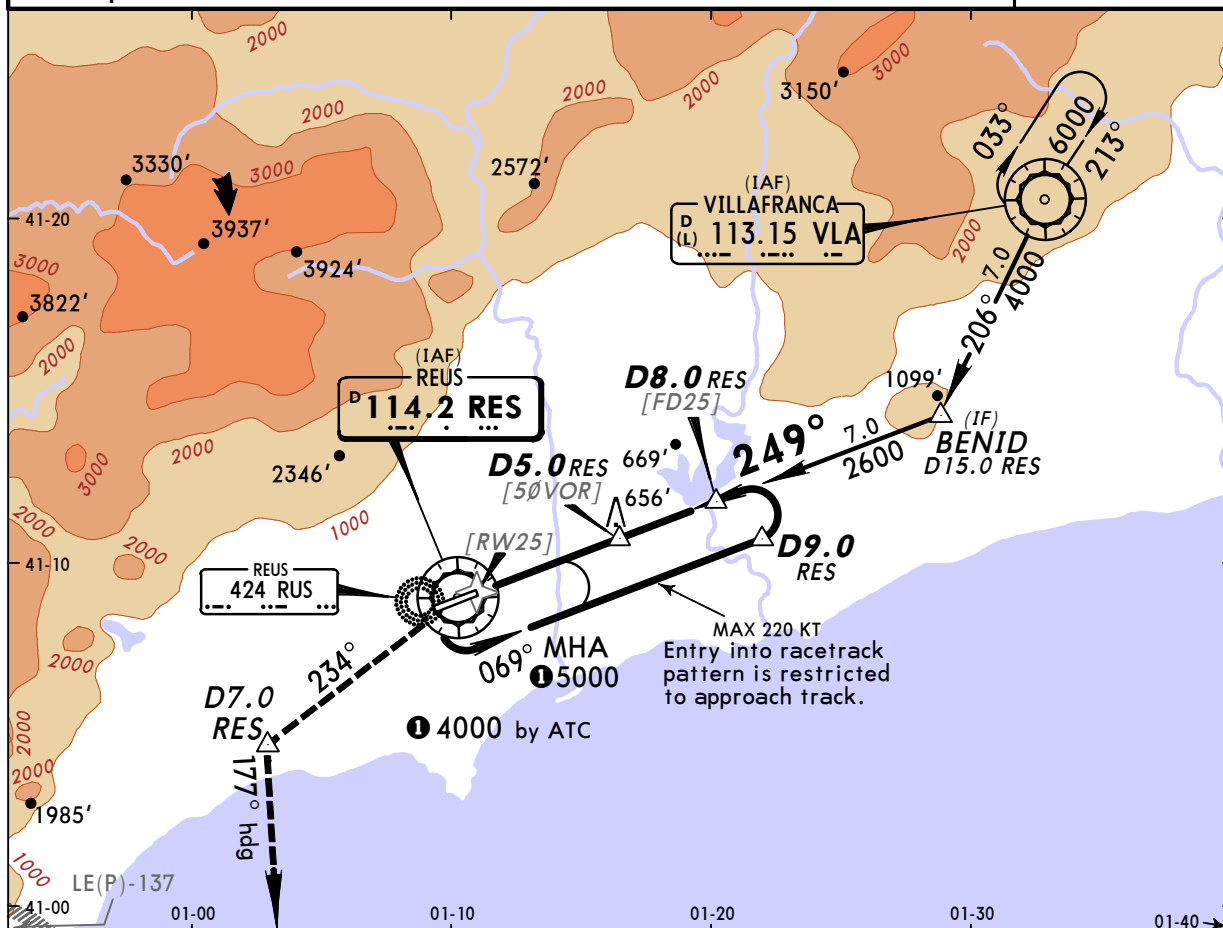
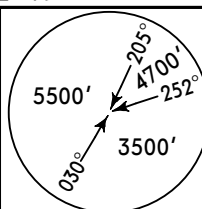
REUS, SPAIN
VOR Rwy 25

BRIEFING STRIP

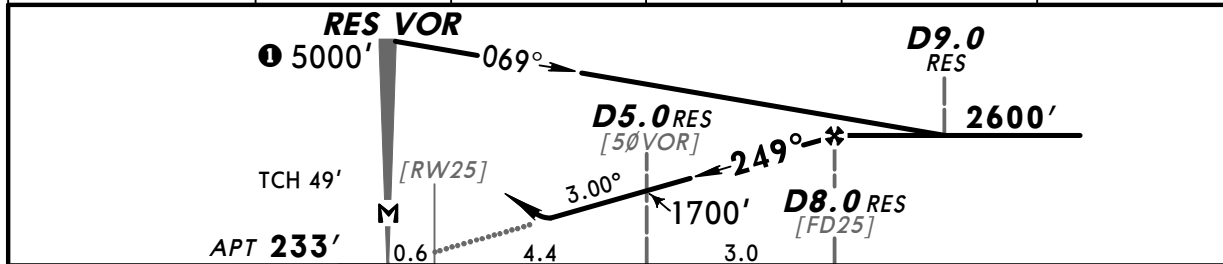
*REUS Approach 118.15		*REUS Tower 118.15		*Ground 121.7	
VOR RES 114.2	Final Apch Crs 249°	Minimum Alt D8.0 RES 2600' (2367')	DA(H) 850' (617')	Apt Elev 233'	
MISSED APCH: Climb on R-234 to D7.0 RES. Turn LEFT on heading 177° climbing to 4000', then turn LEFT to VOR and hold.					
Alt Set: hPa DME required.		Apt Elev: 9 hPa		Trans level: By ATC Trans alt: 6000'	

A circular diagram representing a missed approach procedure. It shows a central point with three arrows pointing towards it from the bottom-left, bottom-right, and top-right. The arrows are labeled with headings: 030°, 252°, and 205° respectively. The distances from the central point to the arrows are labeled as 3500', 4700', and 5500' respectively.

MSA RES VOR



RES DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1060'	1380'	1700'	2020'	2340'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at RES VOR						

Standard			STRAIGHT-IN LANDING RWY 25			CIRCLE-TO-LAND		
			DA(H) 850' (617')			Not authorized North of airport		
			ALS out			Max Kts.		
A	RVR 1500m						100	850' (617') 1500m
B							135	890' (657') 1600m
C							180	1050' (817') 2400m
D							205	1080' (847') 3600m

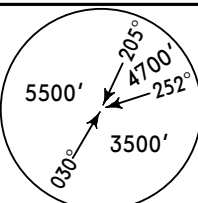
PANS OPS 4

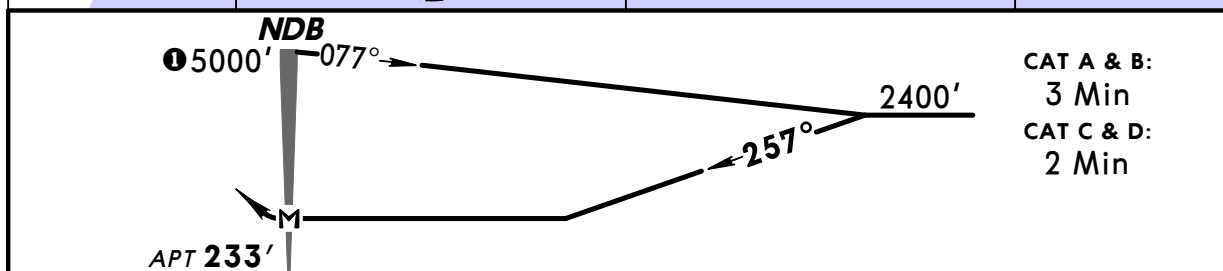
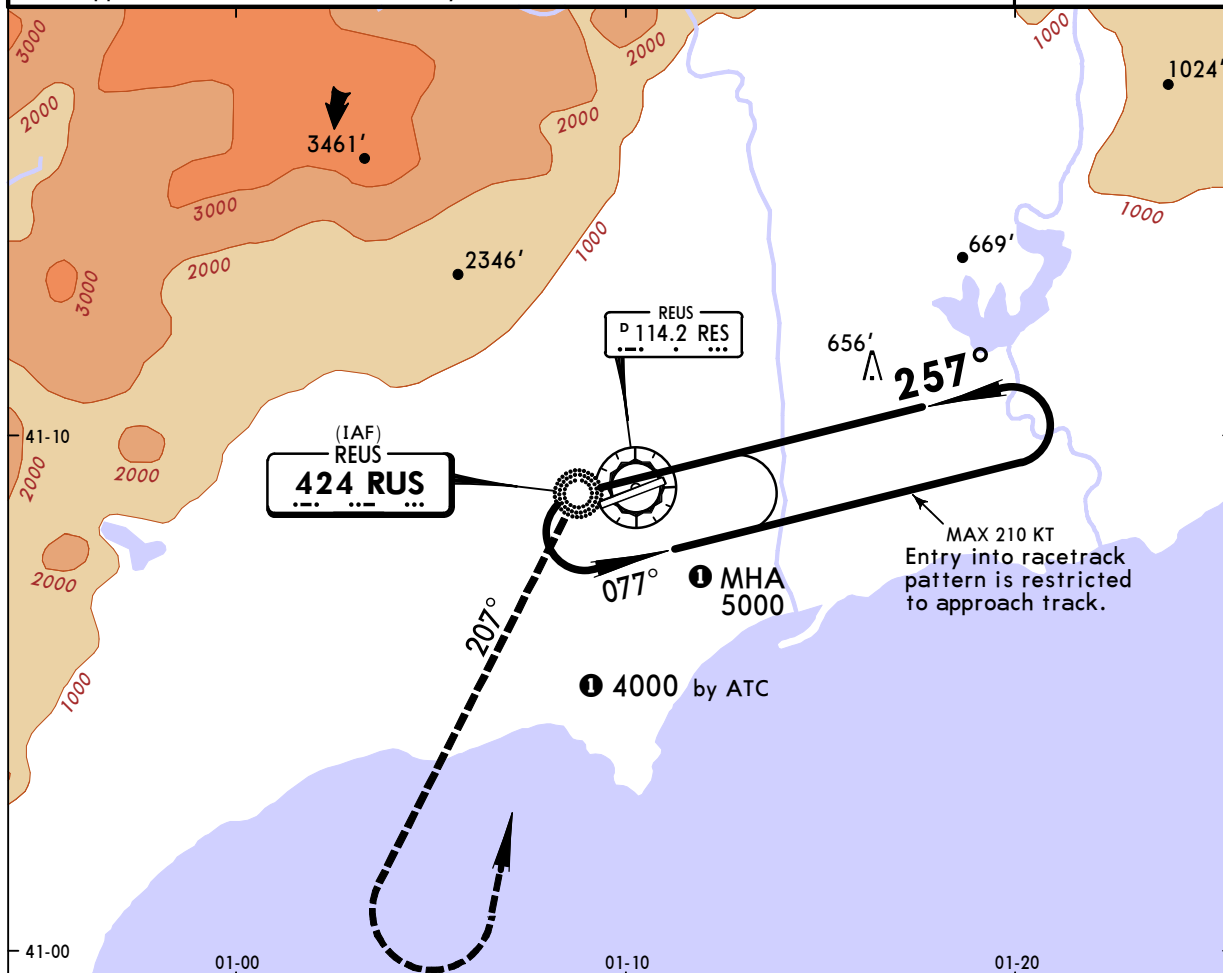
LEERS/REU
REUS

JEPPESEN
23 JUL 10 **(16-1)** Eff 29 Jul

REUS, SPAIN
NDB Rwy 25

BRIEFING STRIP

*REUS Approach 118.15		*REUS Tower 118.15		*Ground 121.7	
NDB RUS 424	Final Apch Crs 257°	Minimum Alt No FAF	MDA(H) 1350' (1117')	Apt Elev 233'	
MISSED APCH: Turn LEFT climb on track 207° from NDB to 4000', then turn LEFT to NDB.					
Alt Set: hPa		Apt Elev: 9 hPa		Trans level: By ATC	
Final approach track offset 8° from rwy centerline.				Trans alt: 6000'	
 MSA RUS NDB					



MAP at NDB					Lighting - Refer to Airport Chart	4000' on 207° from RUS 424
Standard						

PANS OPS 4

CIRCLE-TO-LAND		
Not authorized North of airport		
Max Kts	MDA(H)	VIS
A 100	1350' (1117')	1500m
B 135	1350' (1117')	1600m
C 180	1350' (1117')	2400m
D 205	1350' (1117')	3600m