

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For LELL

Terminal Charts For LELL

Revision Letter For Cycle 24-2019

Change Notices

Notebook

## General Information

Location: SABADELL ESP  
ICAO: LELL  
Lat/Long: N41° 31.2', E002° 06.3'  
Elevation: 485 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: -1:00 = UTC  
Magnetic Variation: 0.0° E

Fuel Types: 100 Octane (LL), Jet A-1  
Customs: Yes  
Airport Type: VFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No  
Traffic Pattern Altitude: 2000 ft (1515 ft AGL)

Sunrise: 0707 Z  
Sunset: 1622 Z

## Runway Information

Runway: 13  
Length x Width: 3442 ft x 98 ft  
Surface Type: asphalt  
TDZ-Elev: 486 ft  
Lighting: Edge, REIL

Runway: 31  
Length x Width: 3442 ft x 98 ft  
Surface Type: asphalt  
TDZ-Elev: 446 ft  
Lighting: Edge, REIL  
Displaced Threshold: 492 ft

## Communication Information

Sabadell Tower: 120.800  
Sabadell Ground: 121.600 VHF-DF  
Flying Club MULTICOM: 123.500 Air-Ground

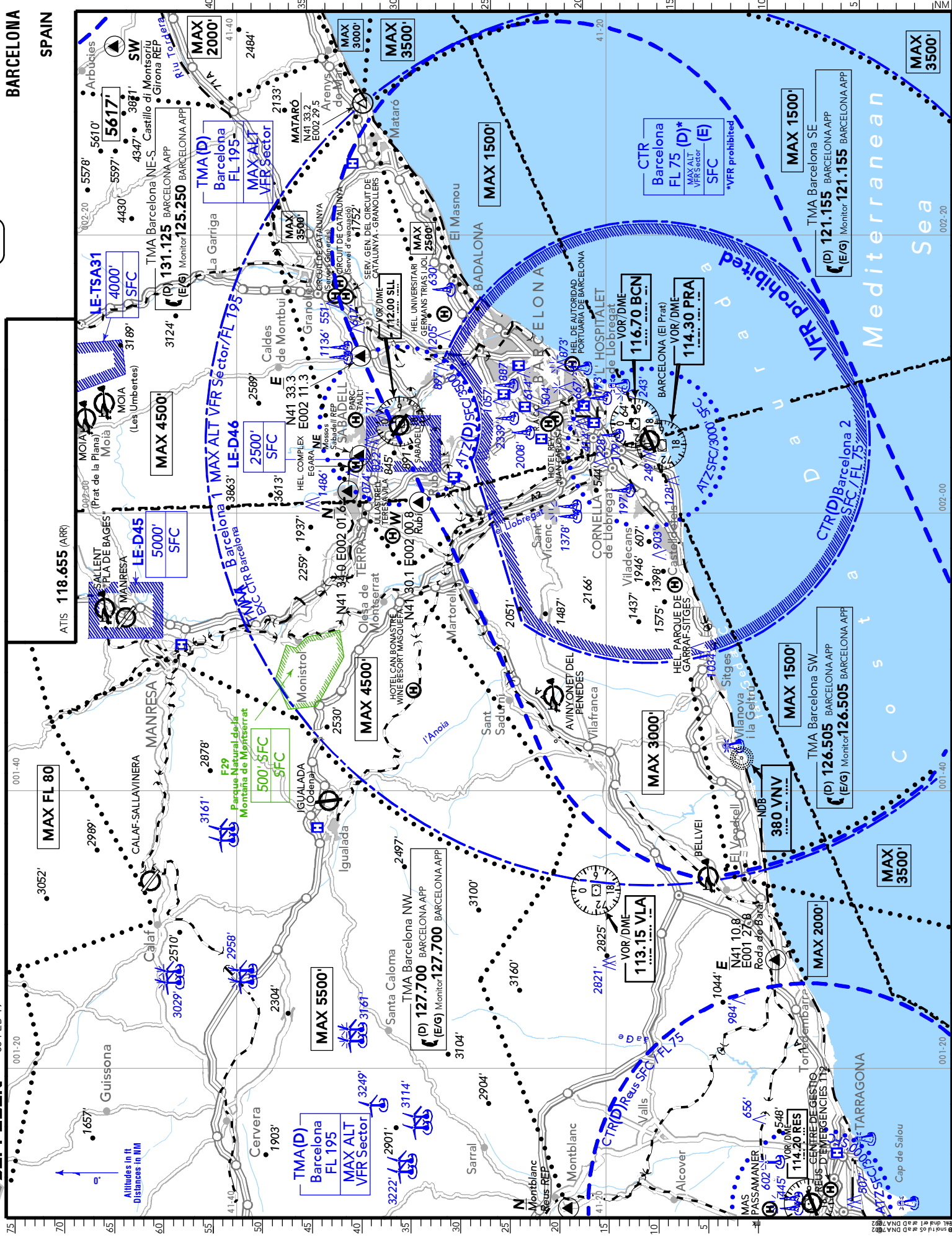
AREA

BARCELONA

SPAIN

(10-IV)

JEPPESEN 08 FEB 19



CHANGES: COM - Airspace - Routes - OBST.

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AREA

**BARCELONA**

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10-1VA

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**NOTE:**

Barcelona airport is closed to VFR Operations, except hospital HELs and state ACFT.  
Therefore, a BARCELONA 19-1/19-2 does not exist.

Within CTR Barcelona class (D) VFR flights also not allowed, EXC HEL.

**Transponder Operating Regulations**

The use of SSR transponder is mandatory for all ACFT operating in Barcelona TMA.

If they are also equipped with Mode C, it will be mandatory to reply in Mode A/C.

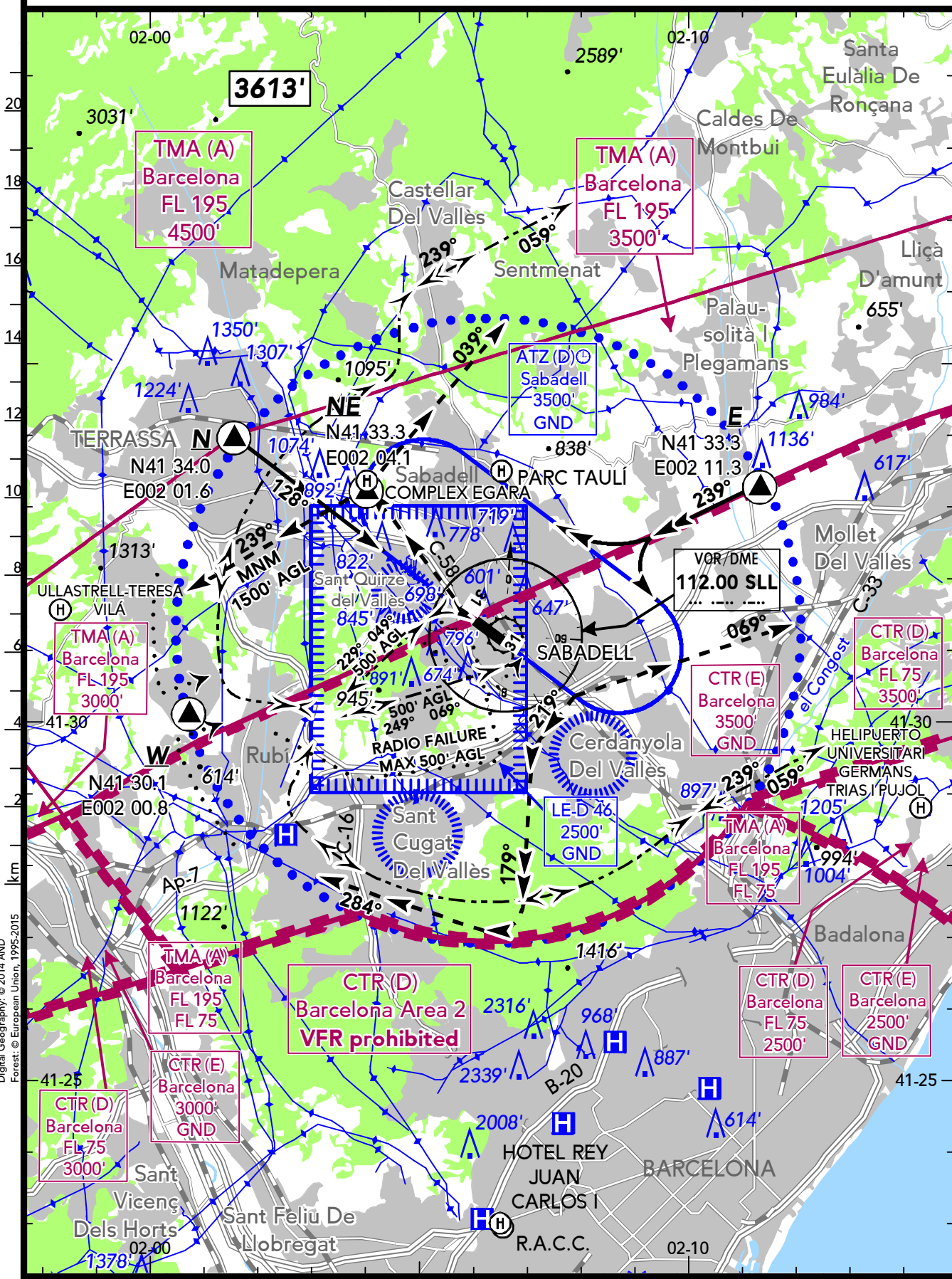
In case of transponder failure, pilots need Air Traffic Services clearance to fly within the airspace where its use is mandatory.

LELL  
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08 FEB 19 (19-1)

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BRIEFING STRIP™	LOCATION Elev 485' /148m N41 31.3 E002 06.3	AIRSPACE BARCELONA APPROACH 119.105 <sup>(2)</sup>	VAR 0°
	TOWER SABADELL TOWER 120.800 <sup>(1)</sup> (sp, en) 121.600 <sup>(1) (3)</sup> (sp, en)	AIR/GROUND AEROCLUB 123.500	
	(1) VDF	(2) Barcelona CTR	(3) Ground



Digital Geography: © 2014 AND  
Forest: © European Union, 1995-2015

CHANGES: COM - OBST.



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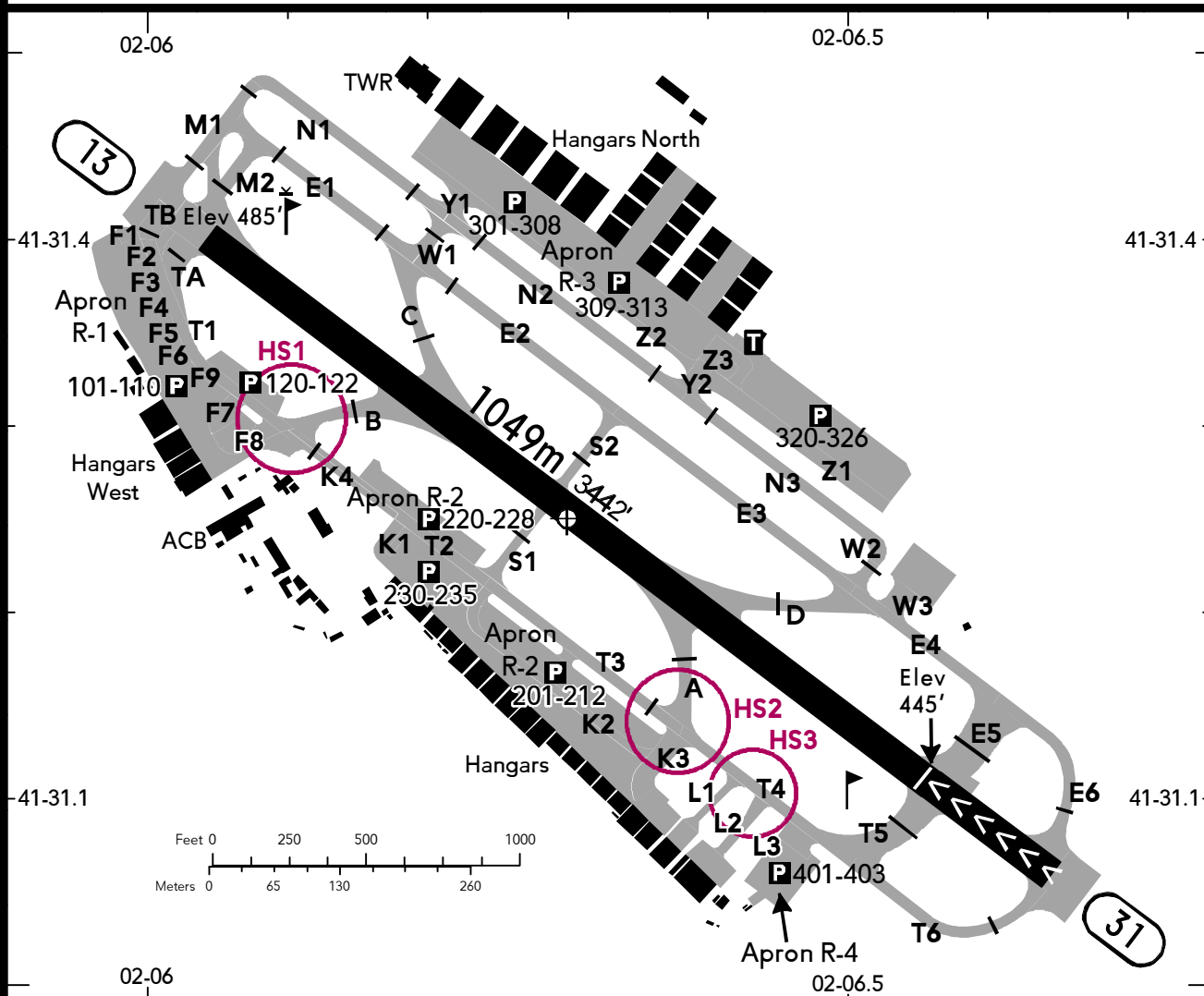
08 FEB 19 **19-2**


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BRIEFING STRIP™

LOCATION Elev <b>485'</b> /148m N41 31.3 E002 06.3	TOWER SABADELL TOWER <b>120.800</b> <sup>(1)</sup> (sp, en) <b>121.600</b> <sup>(1) (2)</sup> (sp, en)
AIR/GROUND AERoclUB <b>123.500</b>	ADMITTED AIRCRAFT  

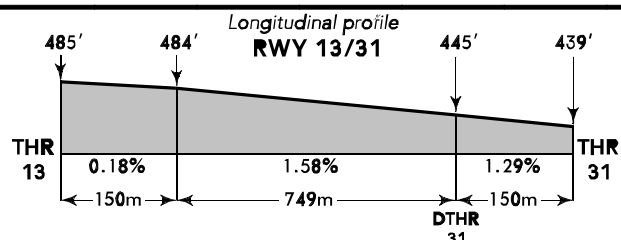
<sup>(1)</sup> VDF <sup>(2)</sup> Ground



 PAPI 13 (4.01°), 31 (4.05°) - THRL - RL - TWYL - APRON - WDI.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
13 (127°) ①	1049 x 30 Asphalt	899	899	1.2t / 0.19 MPa	
31 (307°) ②					

- ① The last 150m are not usable for TKOF and LDG.
- ② The last 150m are not usable for TKOF.



Intersection TKOF

RWY	TWY	TORA (m)
13	C	646
	B	672

RWY	TWY	TORA (m)
31	A	471
	D	497
	E5	759
	T5	771

Pilots requesting TKOF from an intersection will report this to ATC on first communication.

**CAUTION: Birds on and in vicinity of AD.**

NOTE: Refer to Barcelona (LEBL) Area Information.

Arriving traffic not based in the airport shall provide a telephone number to AIS/ARO office.

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08 FEB 19

19-3

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RWY lighting usually off EXC PAPI. Switch on shall be on pilot demand.

ACFT in the traffic circuit must notify TWR when they reach the final third of the tailwind segment and always prior to turning into the base.

### RWY Incursion Hot Spots

HS1, HS2, HS3 -

**CAUTION: Hot spot due to concentration of TWYs and possible disorientation. Pay special attention to markings and ATC instructions.**

### Radio Failure

ACFT with COM Failure shall select Squawk 7600 and enter ATZ via REP W.

Proceed over motorway A7 up to Castillo de San Marsal at MAX 500' AGL.

Avoid overflying of cities.

Continue towards area between Bellaterra and Sabadell AD and, without crossing the extended RWY centreline, accomplish 360° turns to the SW of AD, expecting light signals from TWR. Keep away from any possible traffic at circuit W of AD.

ACFT may try to communicate with TWR via telephone number: 937 117 003. This phone has voice recording system and should not be used for purposes other than communications failure.

### Local Regulations

ACFT with wingspan bigger than 17m, which is going to operate in the AD, in DEP or ARR, will communicate its wingspan in first communication with ATC AD service.

### Arrivals

Contact TWR at REPs N or E. Follow TWR instructions till joining appropriate traffic circuit.

### Departures

RWY 13: After TKOF climb on RWY heading until reaching motorway A7, then:

- with north, northeast and east direction: turn left to track 069° heading to village Mollet del Vallés;
- with southwest, west, northwest and north direction: turn right to track 219° to Sant Cugat del Vallés (without overflying Ciutat Badia), turning later to track 179° towards Tibidabo to leave ATZ south of REP W on track 284°. Avoid overflying villages Cerdanyola and Sant Cugat del Vallés.

RWY 31: After TKOF and at safety altitude, turn right to follow motorway C-58 (avoid overflying Sant Quirze) to REP NE (Mossos), then, unless ATC service indicates otherwise:

- with north, northeast, east direction: turn right to track 039° heading to leave ATZ;
- with west and southwest direction: turn left to track 239° to leave ATZ to the north of REP W at MNM 1500' AGL.

### Standard Taxi Procedures

### Start-up of Engines

The start-up of the engines outside hours of operation without confirmation thereof by the aerodrome ATC service is not allowed.

Fixed-wing ACFT with flight plan with flight rules Z and all HEL, request start-up to aerodrome ATC service.

### Ground Movement

All surface movements of any ACFT type, towed ACFT, personnel and vehicles on maneuvering area are subject to previous aerodrome ATC clearance. It is the pilots' responsibility to avoid collisions with other ACFT or obstacles. HEL shall move on movement area along TWYs, following TWY centre line guidance markings.

### Taxiing Restrictions

TWY segments TA, TB, T1, T2 and T3 of TWY T as well as TWYs B, S1, S2, F9, K1, K2 and K4 are limited to the use of ACFT with a MAX wingspan of 12m.

TWYs Y1 and Z2 are limited to the use of ACFT with a MAX wingspan of 17m.

### Standard Taxiing Routes for Fixed-Wing ACFT

- Departures RWY 13 from Apron R-1:  
If holding positions TA or TB are vacated, ACFT shall incorporate to TWY F9 and taxi to the holding position vacated. If both of them are vacant, taxi to holding position TB.
- Departures RWY 13 from Apron R-2:  
If holding positions TA or TB are vacated, ACFT shall incorporate to TWY T and shall taxi to the holding position vacated. If both of them are vacant, will taxi to TA.  
If both holding points are taken, ACFT will taxi to intermediate holding position T2.
- Departures RWY 13 from Apron R-3:  
ACFT shall incorporate to TWY N and taxi along TWY N or E to holding vacated. If both are vacated, it will taxi to M1.
- Departures RWY 31 from Apron R-1 or R-2:  
ACFT shall incorporate to TWY T and taxi to holding position T6.
- Departures RWY 31 from Apron R-3:  
ACFT shall incorporate to TWY N and taxi along TWY E to holding position E6.

### Restrictions to Parking Positions

TWY F7 and F8 in Apron R-1 closed every third Sun of each month from 0730 to 1300 UTC.

Parking on Apron R-4 is forbidden EXC for ACFT authorised by AD operator.

PRKG 301 is reserved for flights of HEL for medical transfer.

ACFT with wingspan less than 15m are not allowed to park in stands 320, 321, 322, 323, 324, 325 and 326 unless authorised by ATC service.

ACFT with wingspan less than 18m are not allowed to park in stands 320A, 322A, and 324A unless authorised by ATC service.

ACFT with wingspan less than 12m are not allowed to

LELL  
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08 FEB 19

19-3A

SABADELL  
SPAIN

park in stands 306A, 307A, 308A, 309, 310, 311, 312 and 313 except for express clearance of the airport through the aerodrome ATC Service.

Stands 303, 309 and 313 should not be used unless there is no other stand available in Apron R-3, compatible with the ACFT to be parked.

Turning manoeuvres are not allowed in stands 101 to 108, 120 to 122 and 301 to 308 whenever another ACFT is turning in any of the adjacent - previous and following stands.

#### **Anchoring of ACFT**

It is available to users who need anchors in all stands except PRKG from 320 to 326, to make use of them if they deem it appropriate.

In case of bad weather forecast, they should proceed to anchorage of ACFT with MTOW less than 5.7t.

## HEL Procedures

### Arrivals

VFR HEL will establish radio contact with TWR before entering the ATZ and, unless ATC service indicates otherwise, will proceed from village of Castellar del Vallés or from Montcada to point W, avoiding overflying cities.

From there, they will proceed bordering Bellaterra on 049° or 069° heading, depending on RWY in use and maintaining 500' AGL.

### Departures

HEL will TKOF from the TWY in use until reaching 500' AGL and, unless ATC service indicates otherwise:

- RWY 13: turn right to proceed on track 249° heading to REP W. From there, leave the ATZ or proceed to Castellar del Vallés or to Montcada, avoiding approaching ACFT to leave ATZ.
- RWY 31: turn left to proceed on track 229° heading to REP W. From there, leave the ATZ or proceed to Castellar del Vallés or to Montcada, avoiding approaching ACFT, to leave ATZ.

### Taxi Procedures

Standard Taxiing Routes for HEL:

- Departures RWY 13 from Apron R-1:

If TWYs T1, TA and TB are vacated, ACFT shall incorporate to TWY T1, TB or F9 according to its stand and taxi to the holding position TB.

If TWYs T1, TA or TB are occupied:

- For positions where TWYs between its stand and the TWY B are vacated, HEL shall incorporate to TWY T1, TB or F9 according its stand and taxi to the holding position of TWY B to accomplish the TKOF from that intersection.
- For the rest of positions HEL will wait instructions from ATC AD service.

- Departures RWY 31 from Apron R-1:

HEL shall incorporate to TWY T1, TB or F9 according its stand and taxi to holding position of TWY B to accomplish the TKOF from that intersection.

- Departure from Apron R-3:

HEL shall taxi up to the holding position in TWY C following route TWY Y1, TWY W1, TWY C.

- Arrivals to Apron R-1:

HEL shall leave the RWY via TWY B and incorporate to TWY F9 and then to TWY T1, and TB in its case, as far as the stand.

- Arrivals to Apron R-3:

HEL shall leave the runway by exit C, and taxi to the apron following route TWY C, TWY W1, TWY Y1.

### Parking of HEL

In Apron R-1 HEL shall park oriented according to the alignment bar indication at the stands 101 to 108 and towards TWY F9 at the stands 120 to 122, except those HEL which, in the opinion of the pilot, may remain the HEL tail very close to the apron surface, so they could be orientated contrary to the above.

When DEP is accomplished from stands 101 to 108, it shall

be compulsory to realize an aerial turning of 180° in stationary flight, when the HEL is parked oriented according to the alignment bar indication, to leave the stand by its access TWY.

In Apron R-3 HEL shall access to the stand by its access TWY, it shall be compulsory to realize an aerial turning of 180° in stationary flight, and park nosed to TWY Z2.

HEL hovering area: apron W3.

## Chart changes since cycle 23-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**SABADELL, (SABADELL - LELL)**

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport LELL

### Chart Change Notices for Country ESP

**Type:** Gen Tmnl (VFR)  
**Effectivity:** Permanent  
**Begin Date:** Immediately  
**End Date:** No end date

Information regarding aerodrome Gibraltar is now to be found under country name GIBRALTAR.

**Type:** Gen Tmnl (VFR)  
**Effectivity:** Permanent  
**Begin Date:** Immediately  
**End Date:** No end date

Information regarding aerodrome Melilla is now to be found under country name MELILLA.

**Type:** Gen Tmnl (VFR)  
**Effectivity:** Permanent  
**Begin Date:** Immediately  
**End Date:** No end date

Information regarding aerodromes El Berriel, Fuerteventura, Gran Canaria, Hierro, La Gomera, Lanzarote, La Palma, Tenerife North and Tenerife South are now to be found under country name CANARY IS.

**Type:** Gen Tmnl (VFR)  
**Effectivity:** Permanent  
**Begin Date:** Immediately  
**End Date:** No end date

EFF 28 MAR 19 Upper limit of TMA (D) Galicia chgd to FL 145.

**Type:** Gen Tmnl (VFR)  
**Effectivity:** Permanent  
**Begin Date:** Immediately  
**End Date:** No end date

EFF 28 MAR 19 Upper limit of TMA (D) Barcelona chgd to FL 145 (EXC sector 3).

**Type:** Gen Tmnl (VFR)  
**Effectivity:** Permanent  
**Begin Date:** Immediately  
**End Date:** No end date

Seville TMA Area 5 airspace Class chgd to (D) airspace.

**Type:** Gen Tmnl (VFR)  
**Effectivity:** Permanent  
**Begin Date:** Immediately  
**End Date:** No end date

EFF 19 JUL 18 RMZ (G) established within TMA Palma VFR sectors (with same lateral and vertical limits).

**Type:** Gen Tmnl (VFR)  
**Effectivity:** Permanent  
**Begin Date:** Immediately  
**End Date:** No end date

Zaragoza TMA: Unless otherwise authorized by the Direcciyn General de Aviaciyn Civil, the use of SSR transponder is

compulsory for all aircraft flying within Zaragoza TMA at any level.