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Airport Information For LERS

Terminal Charts For LERS

Revision Letter For Cycle 05-2019

Change Notices

Notebook

General Information

Location: REUS ESP
ICAO/IATA: LERS / REU
Lat/Long: N41° 08.8', E001° 10.0'
Elevation: 233 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: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Traffic Pattern Altitude: 733 ft (500 ft AGL)

Sunrise: 0526 Z
Sunset: 1828 Z

Runway Information

Runway: 07
Length x Width: 8068 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 230 ft
Lighting: Edge, ALS
Displaced Threshold: 882 ft

Runway: 25
Length x Width: 8068 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 233 ft
Lighting: Edge, ALS

Communication Information

Reus Tower: 128.875 VHF-DF
Reus Tower: 25.780 Military
Reus Ground: 121.700
Reus Approach: 128.875 VHF-DF
Reus Approach: 25.780 Military

LERS/REU
REUS

JEPPESEN

28 OCT 16

10-1P

Eff 10 Nov

REUS, SPAIN

AIRPORT BRIEFING

1. GENERAL

1.1. NOISE ABATEMENT

1.1.1. RUN-UP TESTS

Engine tests need prior authorization from CECOIA office.

1.2. STANDSTILL OF OPERATIONS IN THE MOVEMENT AREA PROCEDURE (PPOAM)

1.2.1. GENERAL

Standstill of operations in the movement area procedure is available, when RVR is below 800m (PPOAM 800) to maintain the safety in the movement area in low visibility conditions, with the following phases:

Phase I: Warning: RVR between 800m and 1100m;

Phase II: Operational standstill: RVR below 800m;

Phase III: Operational resumption: RVR above 900m.

1.2.2. UNCERTAINTY REGARDING THE POSITION ON THE MANOEUVRING AREA

When in doubt about the position of the ACFT in relation to the manoeuvring area:

- If pilot notices that the ACFT is not on RWY, immediately he shall stop the ACFT and notify ATC (including the last known position).
- If he notices that the ACFT is on a RWY, immediately he shall notify it to ATC (including the last known position) and shall vacate the RWY as soon as possible, if he is able to locate an appropriate TWY nearby to its position, unless ATC indicates otherwise; and then he shall stop the ACFT.

1.2.3. FAILURE OF AN ACFT

Pilot shall notify the situation to ATC and wait for the arrival of assistance. In the event of being on a RWY, if possible and unless ATC indicates otherwise, pilot shall vacate the RWY.

1.2.4. LOSS OF VISUAL CONTACT BETWEEN TRAFFIC

In case of loss of visual contact with another ACFT or a vehicle with which the appropriate separation is maintained, ATC shall be informed immediately and the ACFT shall stop.

1.2.5. COMMUNICATION FAILURE

Departing ACFT: ACFT shall continue with the assigned route to stop at the limit of the ATC clearance, taking extreme caution, where it shall hold and wait for the arrival of an assistance vehicle.

Arriving ACFT: If the ACFT has just landed, it shall hold after vacating the RWY and wait for the arrival of an assistance vehicle. If the ACFT already has a taxiing ATC clearance, it shall continue with the assigned route to the clearance limit taking extreme caution, where it shall hold and wait for the arrival of an assistance vehicle.

1.3. RWY OPERATIONS

RWY 25 is the preferential RWY.

Operators shall not request operations on RWY 07 when RWY 25 is in use except for safety and/or ACFT performance reasons.

1.4. TAXI PROCEDURES

TWY T0 MAX wingspan 72'/22m.

An ACFT taxiing via TWY T1, T2, T3 and T4 cannot taxi behind an ACFT Code C or higher that is holding short of RWY at intersections A2, B or C.

1.5. PARKING INFORMATION

- Push-back required at stands 1 thru 8, 10, 12 and XL.
- Push-back possible at stands 9 and 11.
- Stand 30 available for helicopter.

LERS/REU
REUS

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28 OCT 16

10-1P1

Eff 10 Nov

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 on receiving the final interception heading for the localizer;
- 160 KT when intercepting GS; maintain as far as 4NM from threshold;
- ACFT with a cruising speed below those indicated above, shall maintain cruising speed up to the adjustment point of affecting them.

If unable to comply inform ATC.

2.2. TAXI PROCEDURES

ACFT shall vacate the RWY:

- RWY 25: - by TWY A2;
- by TWY A1 (only ACFT code A or B);
 - by TWY B (only helicopters).

RWY 07: - by the end of RWY.

2.3. OPERATION OF ACFT WITH CODE LETTER E**2.3.1. RWY 07****Arrival**

Vacate the RWY by exit DR and taxi via TWY T4, T3, T2 and T1 to enter the apron. In cases of approach to RWY 07, the taxiing ACFT will be instructed to hold at the intermediate holding position on T2, where it shall await ATC clearance to continue taxiing via TWY T1 to enter the apron.

Taxi Restrictions

RWY exit via:

- TWY C, pilots should carry out oversteering on the curve between TWY C and TWY T3.
- TWY DR, pilots should carry out oversteering on the curve between TWY DR and THR 25 and on that between TWY DR and TWY T4.

2.3.2. RWY 25**Arrival**

Vacate the RWY by TWY A1 or TWY A2 and taxi via TWY T1 to enter the apron. In those cases where the ACFT vacate the RWY via TWY A1, the pilot shall report 'RWY vacated' on reaching TWY T1.

Taxi Restrictions

RWY exit via:

- TWY A1, pilots should carry out oversteering on the curve between THR 07 and TWY A1 and between TWY A1 and TWY T1.
- TWY A2, pilots should carry out oversteering on the curve between THR 07 and TWY A2 and between TWY A2 and TWY T1.

3. DEPARTURE

3.1. PUSH-BACK & TAXI PROCEDURES

3.1.1. PUSH-BACK

ACFT shall not request push-back unless they are fully ready to start it.
Push-back must be accomplished within five minutes after ATC authorization.
ACFT shall start taxiing as soon as possible once push-back is finished.

3.1.2. TAXI PROCEDURE

ACFT shall taxi via TWY T1, T2, T3 and T4 to the holding position:

- RWY 25 in use: TWY DR/DL.
- RWY 07 in use: TWY A1.

3.2. OPERATION OF ACFT WITH CODE LETTER E

3.2.1. RWY 07

Departure

Exit the apron by TWY T1 and taxi via TWY T1 up to TWY A1. In cases of approach to RWY 07, the use of TWY T1 and A1 shall be restricted, so that the ACFT must await the pertinent instructions from ATC. In the case of a final approach operation for RWY 07, the push-back operation will be restricted, given its impact on TWY T1.

Taxi Restrictions

Entering via TWY A1, pilots should carry out oversteering on the curve between TWY T1 and TWY A1.

3.2.2. RWY 25

Departure

Exit the apron via TWY T1 and taxi via TWY T2, T3, T4 up to the RWY access holding position and enter the RWY via TWY DR.

Taxi Restrictions

Entering via TWY DR, pilots should carry out oversteering on the curve between TWY T4 and TWY DR and on that between TWR DR and THR 25.

3.3. RWY 25 HOLDING POSITIONS (TWY DL/DR) INCOMPATIBILITIES

ACFT stopped in:		Maximum ACFT code taxiing to:	
		TWY DL	TWY DR
TWY DL	ACFT Code C	-	ACFT Code C
	ACFT Code D	-	ACFT Code C
	ACFT Code E	-	Not permitted
TWY DR	ACFT Code C	ACFT Code D	-
	ACFT Code D	ACFT Code C	-
	ACFT Code E	Not permitted	-

LERS/REU REUS



REUS, SPAIN

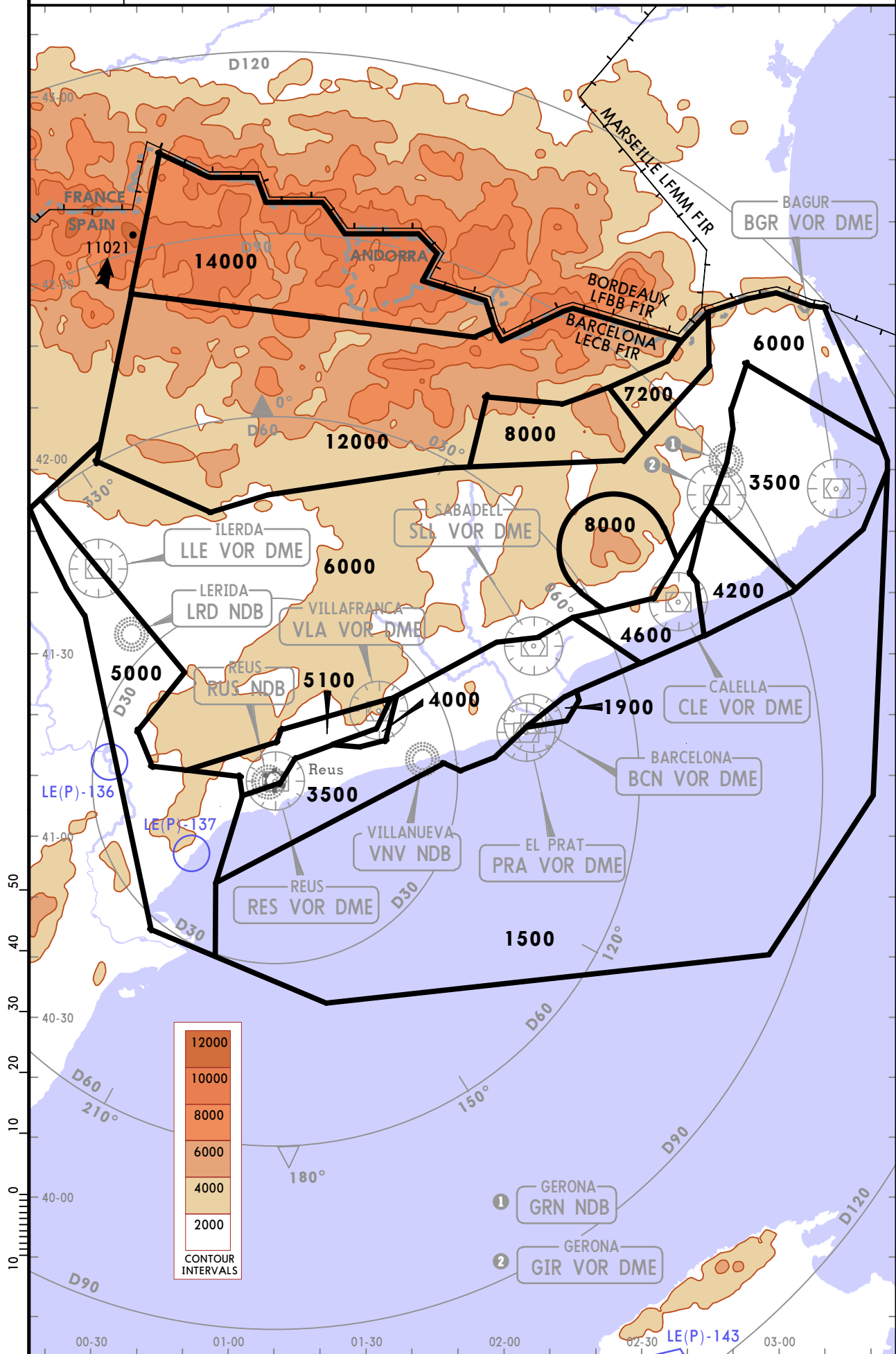
23 NOV 18 (10-1R)

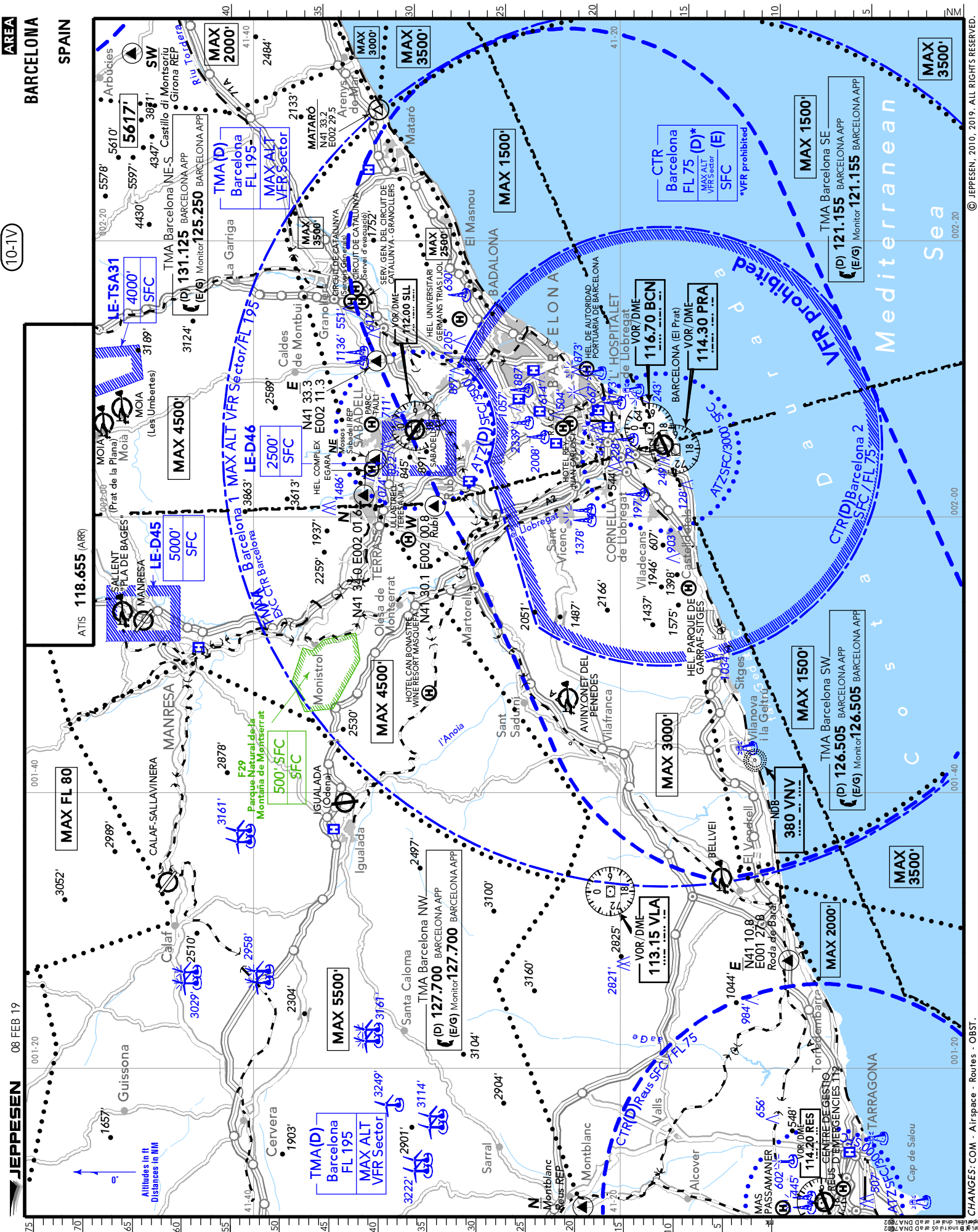
RADAR MINIMUM ALTITUDES

Apt Elev
233

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

1. The published minimum altitudes integrate no correction for low temperatures.
2. This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.





AREA

BARCELONA
SPAIN

10-1VA 08 FEB 19

 **JEPPESEN**

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.

LEERS/REU
REUS



REUS, SPAIN

10 MAR 17 10-2

STAR

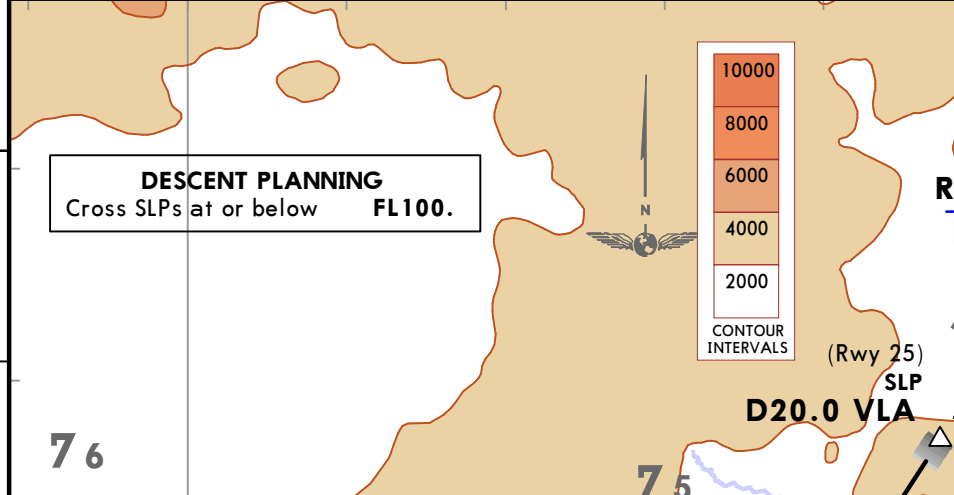
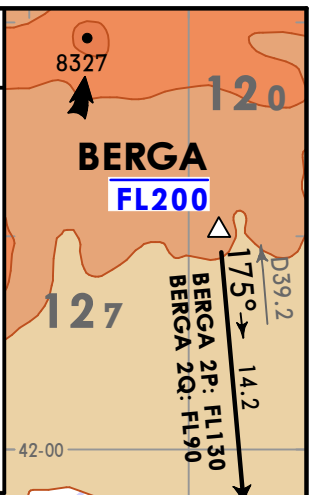
Apt Elev 233 Alt Set: hPa Trans level: By ATC

BERGA 2P [BERG2P]
RWY 07 ARRIVAL

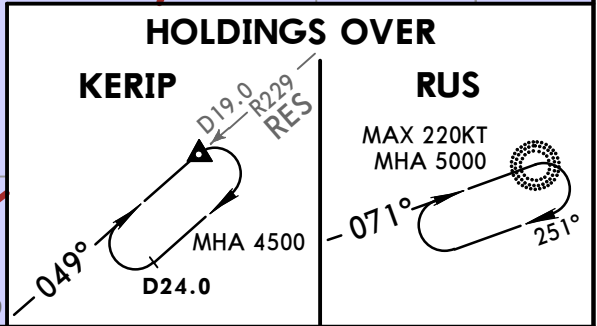
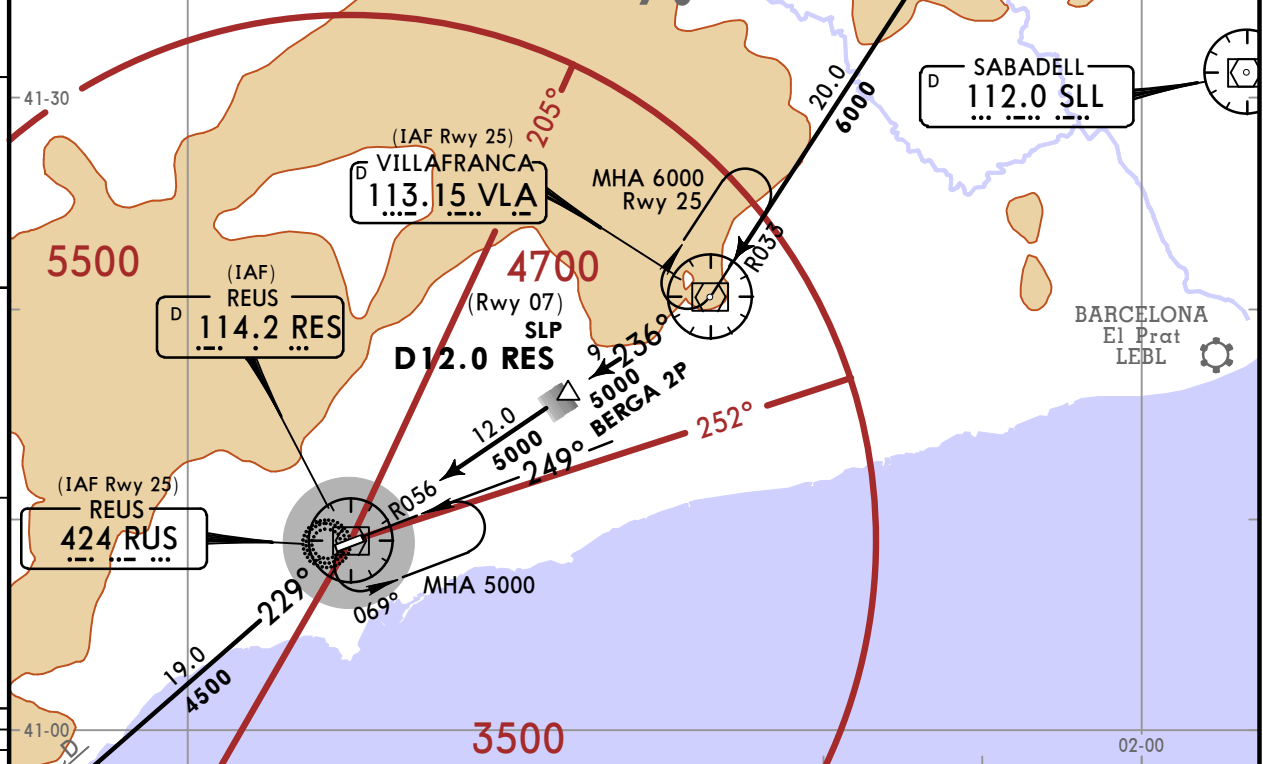
BERGA 2Q [BERG2Q]
RWY 25 ARRIVAL

SPEED: MAX 250 KT AT SLP
MAX 220 KT WHEN LEAVING IAF

■ SLP Speed Limit Point



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



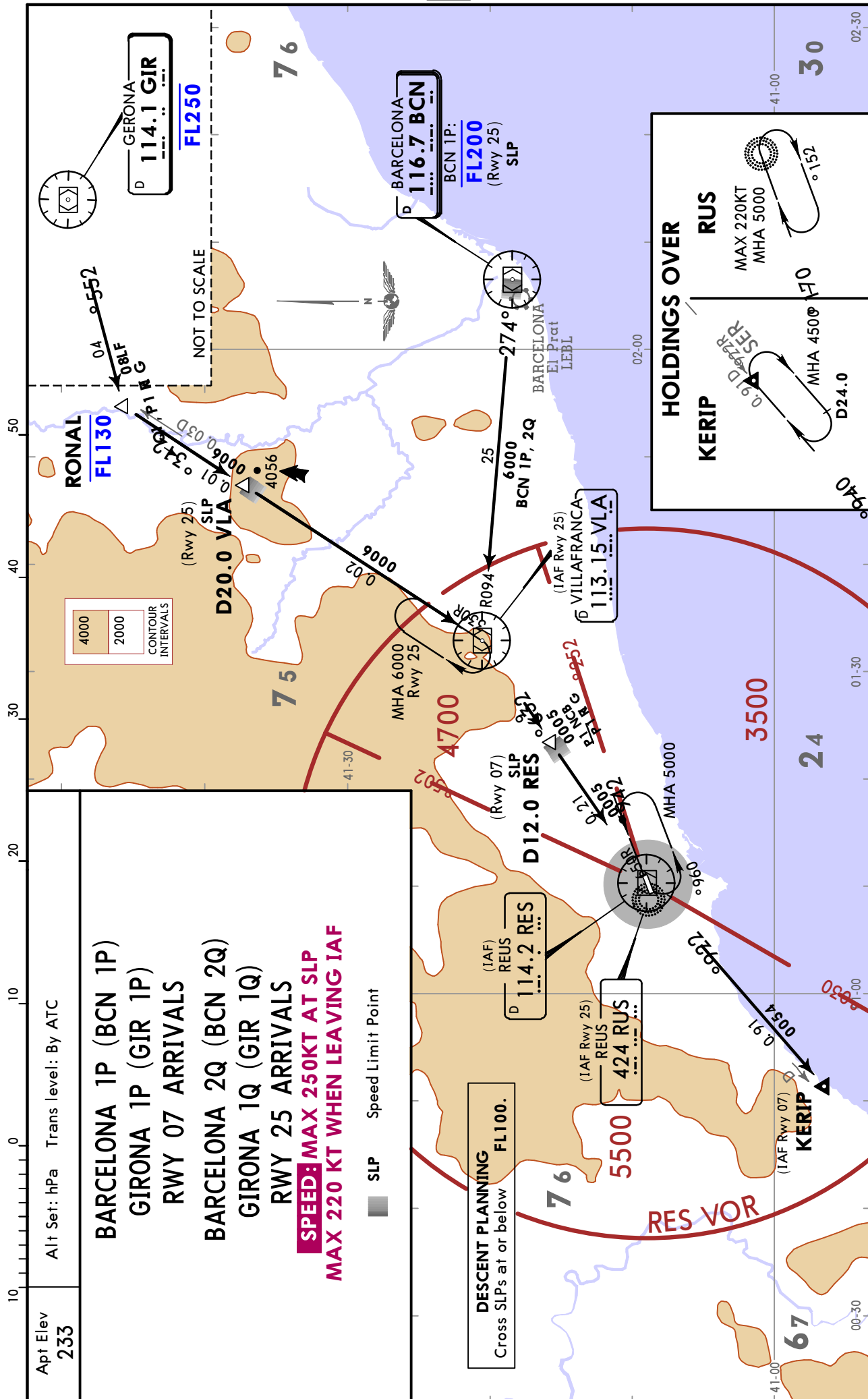
LEERS/REU
REUS

JEPPESSEN

REUS, SPAIN

10 MAR 17 10-2A

STAR



LEERS/REU
REUS

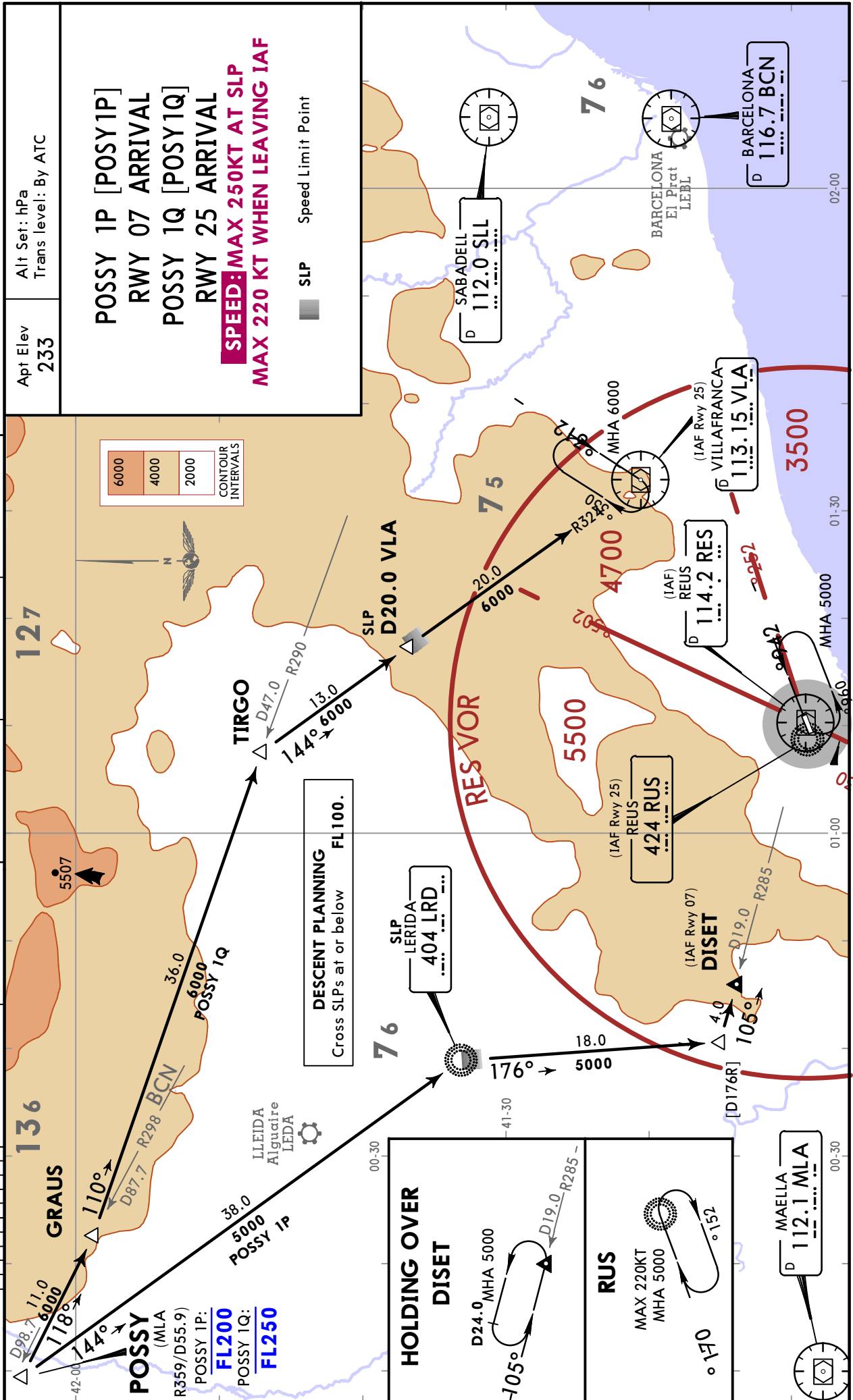
JEPPESSEN

REUS, SPAIN

10 MAR 17

10-2D

STAR



LEERS/REU
REUS

JEPPESSEN

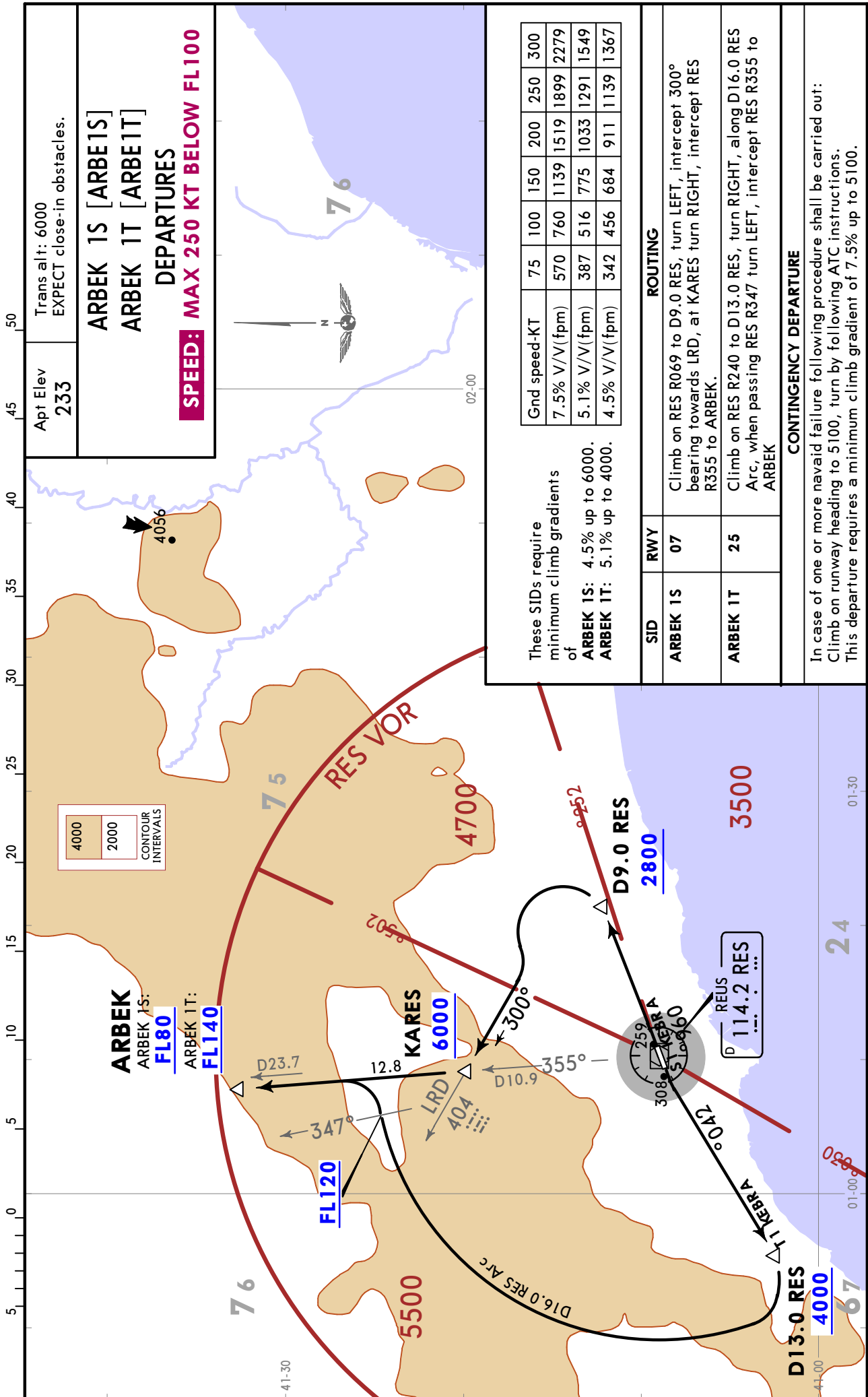
REUS, SPAIN

26 JAN 18

10-3

Eff 1 Feb

SID



LEERS/REU
REUS

JEPPESSEN

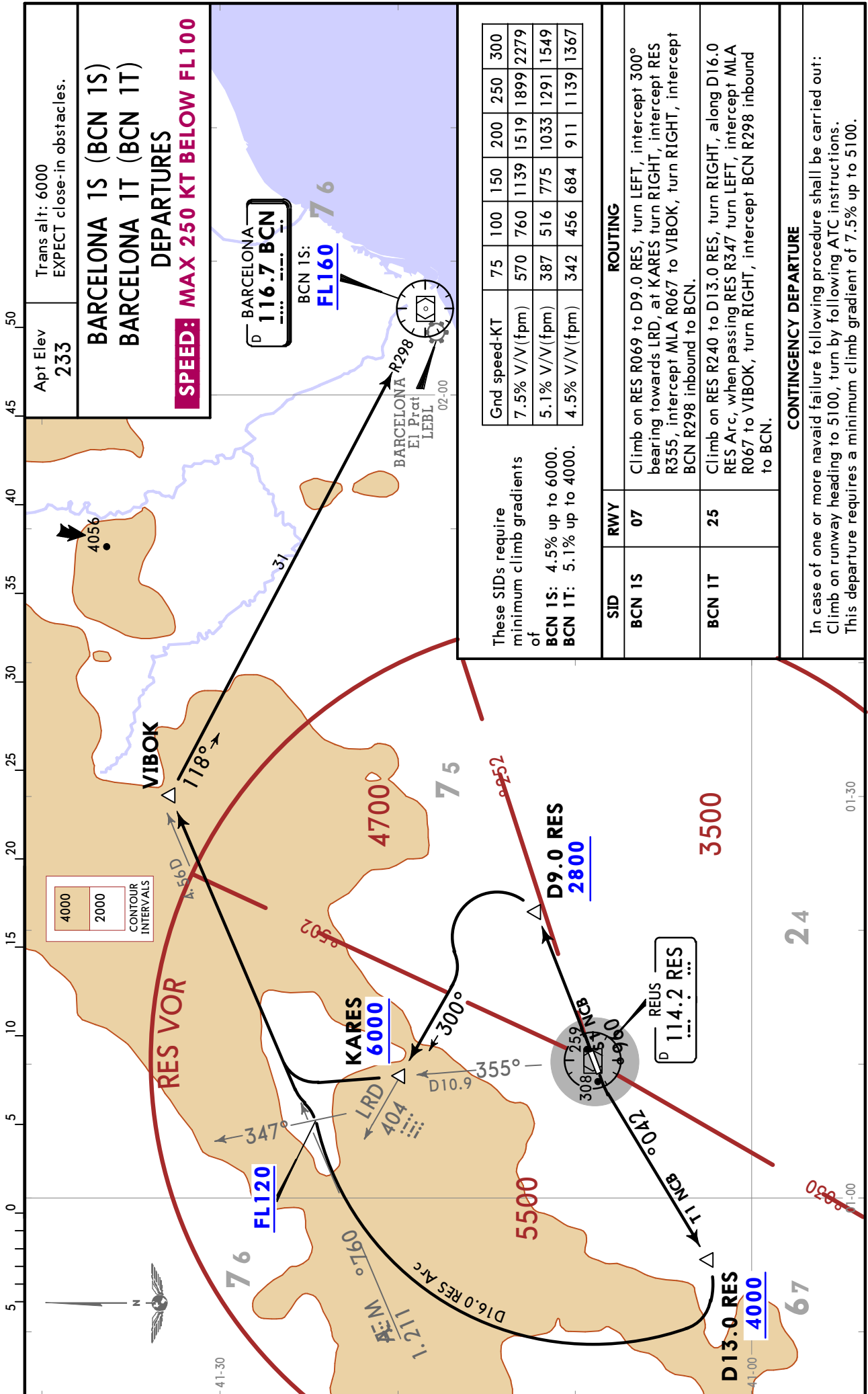
REUS, SPAIN

26 JAN 18

10-3A

Eff 1 Feb

SID



Apt Elev
233

Trans alt: 6000
EXPECT close-in obstacles.

BARCELONA 1S (BCN 1S)
BARCELONA 1T (BCN 1T)
DEPARTURES

SPEED: MAX 250 KT BELOW FL100

BARCELONA
116.7 BCN

BCN 1S:
FL160

76

BARCELONA R298
El Prat
LEBL
02-00

Grnd speed-KT	75	100	150	200	250	300
7.5% V/V(fpm)	570	760	1139	1519	1899	2279
5.1% V/V(fpm)	387	516	775	1033	1291	1549
4.5% V/V(fpm)	342	456	684	911	1139	1367

These SIDs require minimum climb gradients of

BCN 1S: 4.5% up to 6000.
BCN 1T: 5.1% up to 4000.

ROUTING

SID	RWY	ROUTING
BCN 1S	07	Climb on RES R069 to D9.0 RES, turn LEFT, intercept 300° bearing towards LRD, at KARES turn RIGHT, intercept RES R355, intercept MLA R067 to VIBOK, turn RIGHT, intercept BCN R298 inbound to BCN.
BCN 1T	25	Climb on RES R240 to D13.0 RES, turn RIGHT, along D16.0 RES Arc, when passing RES R347 turn LEFT, intercept MLA R067 to VIBOK, turn RIGHT, intercept BCN R298 inbound to BCN.

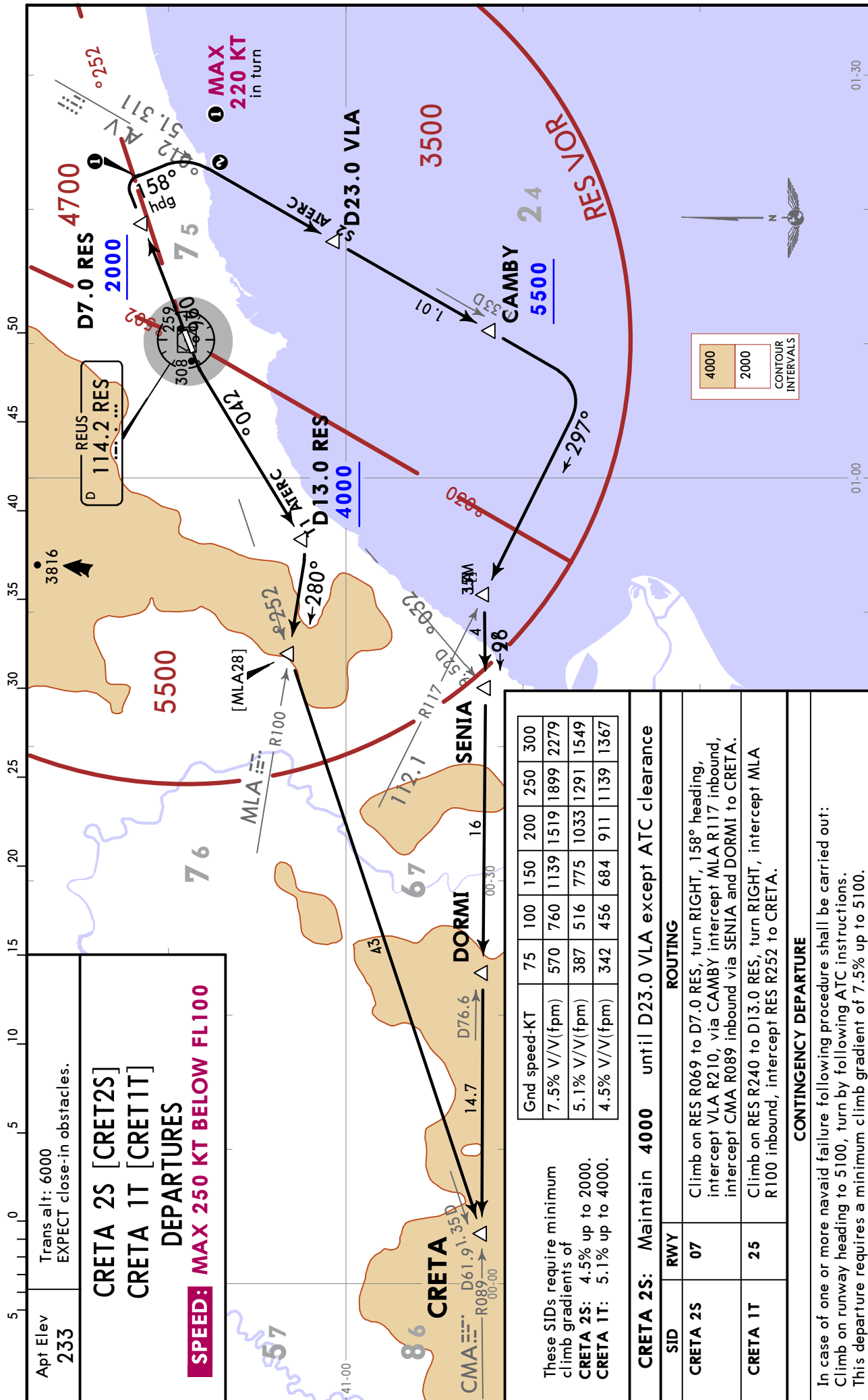
CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedure shall be carried out:
Climb on runway heading to 5100, turn by following ATC instructions.
This departure requires a minimum climb gradient of 7.5% up to 5100.

LEERS/REU
REUS

JEPPESSEN
26 JAN 18 10-3B Eff 1 Feb

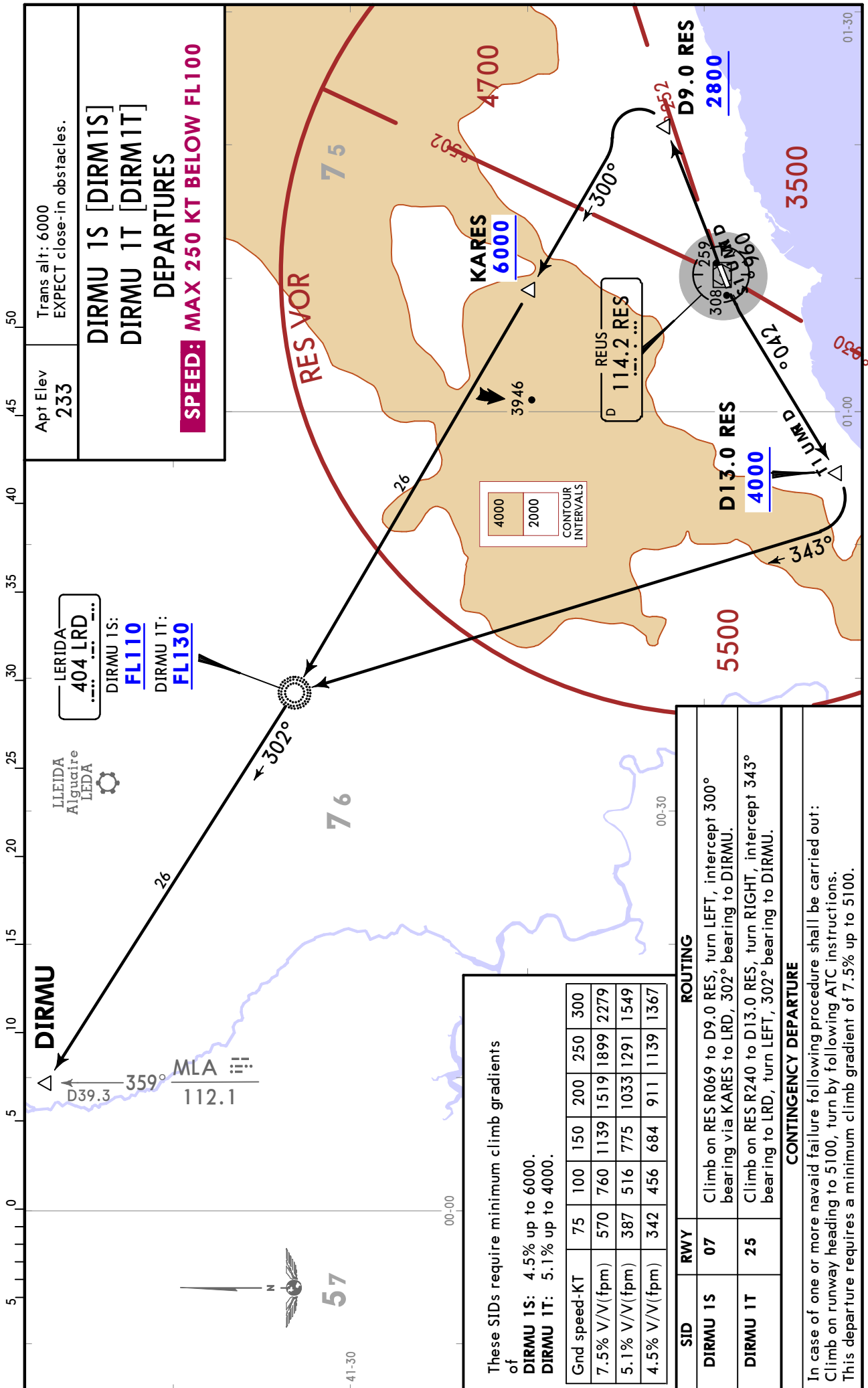
REUS, SPAIN
SID



LEERS/REU
REUS

JEPPESEN
26 JAN 18 10-3C Eff 1 Feb

REUS, SPAIN
SID



These SIDs require minimum climb gradients of

DIRMU 1S: 4.5% up to 6000.
DIRMU 1T: 5.1% up to 4000.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279
5.1% V/V (fpm)	387	516	775	1033	1291	1549
4.5% V/V (fpm)	342	456	684	911	1139	1367

SID	RWY	ROUTING
DIRMU 1S	07	Climb on RES R069 to D9.0 RES, turn LEFT, intercept 300° bearing via KARES to LRD, 302° bearing to DIRMU.
DIRMU 1T	25	Climb on RES R240 to D13.0 RES, turn RIGHT, intercept 343° bearing to LRD, turn LEFT, 302° bearing to DIRMU.

CONTINGENCY DEPARTURE

In case of one or more noaid failure following procedure shall be carried out:
Climb on runway heading to 5100, turn by following ATC instructions.
This departure requires a minimum climb gradient of 7.5% up to 5100.

LEERS/REU
REUS

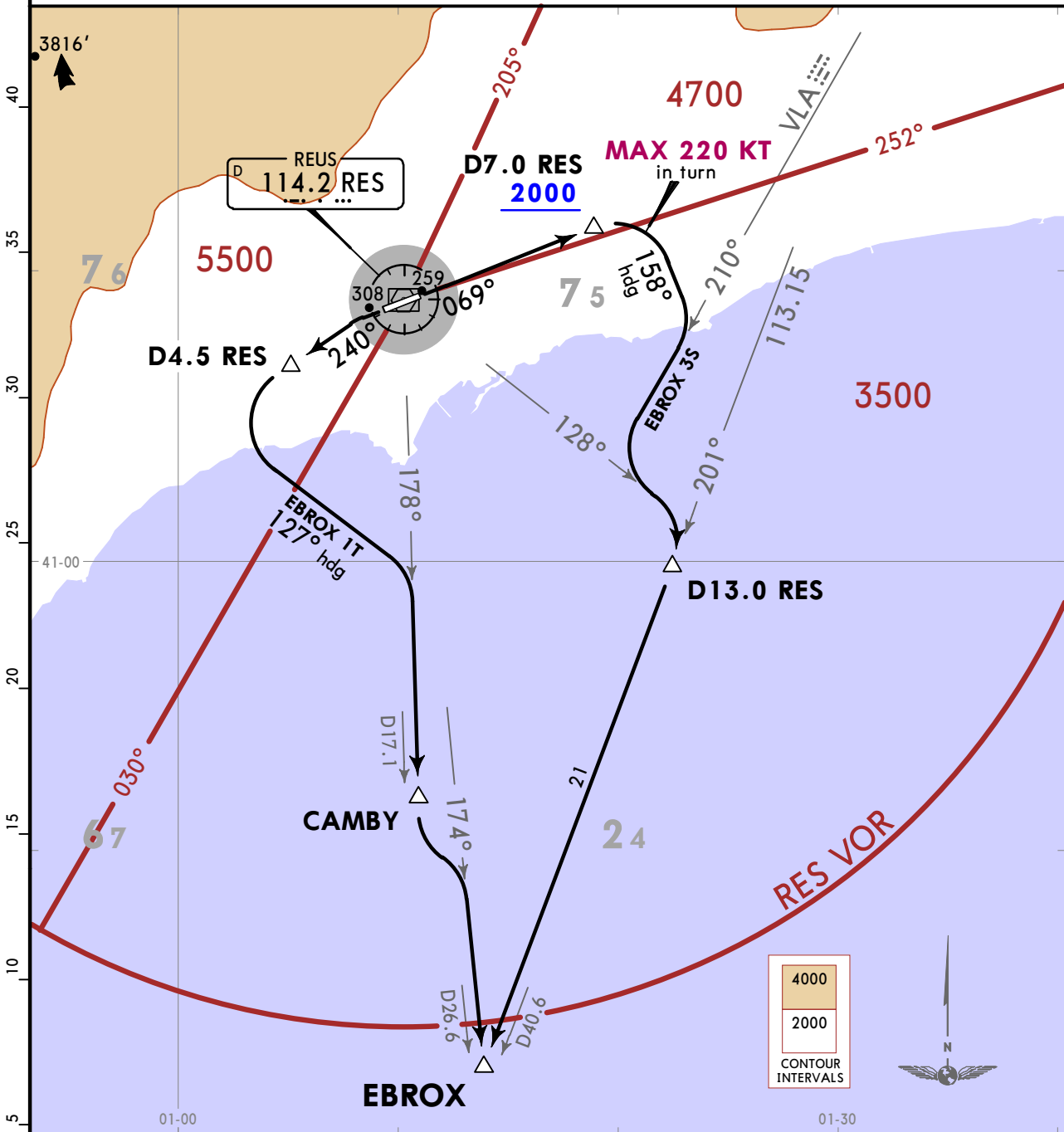
JEPPESSEN
26 JAN 18 (10-3D) Eff 1 Feb

REUS, SPAIN
SID

Apt Elev 233 Trans alt: 6000
EXPECT close-in obstacles.

**EBROX 3S [EBRO3S], EBROX 1T [EBRO1T]
DEPARTURES**

SPEED: MAX 250 KT BELOW FL100



EBROX 3S		Gnd speed-KT					
This SID requires a minimum climb gradient of 4.5% up to 2000		75	100	150	200	250	300
		4.5% V/V (fpm)	342	456	684	911	1139
		7.5% V/V (fpm)	570	760	1139	1519	1899

EBROX 3S: Maintain 4000 until D13.0 RES except ATC clearance

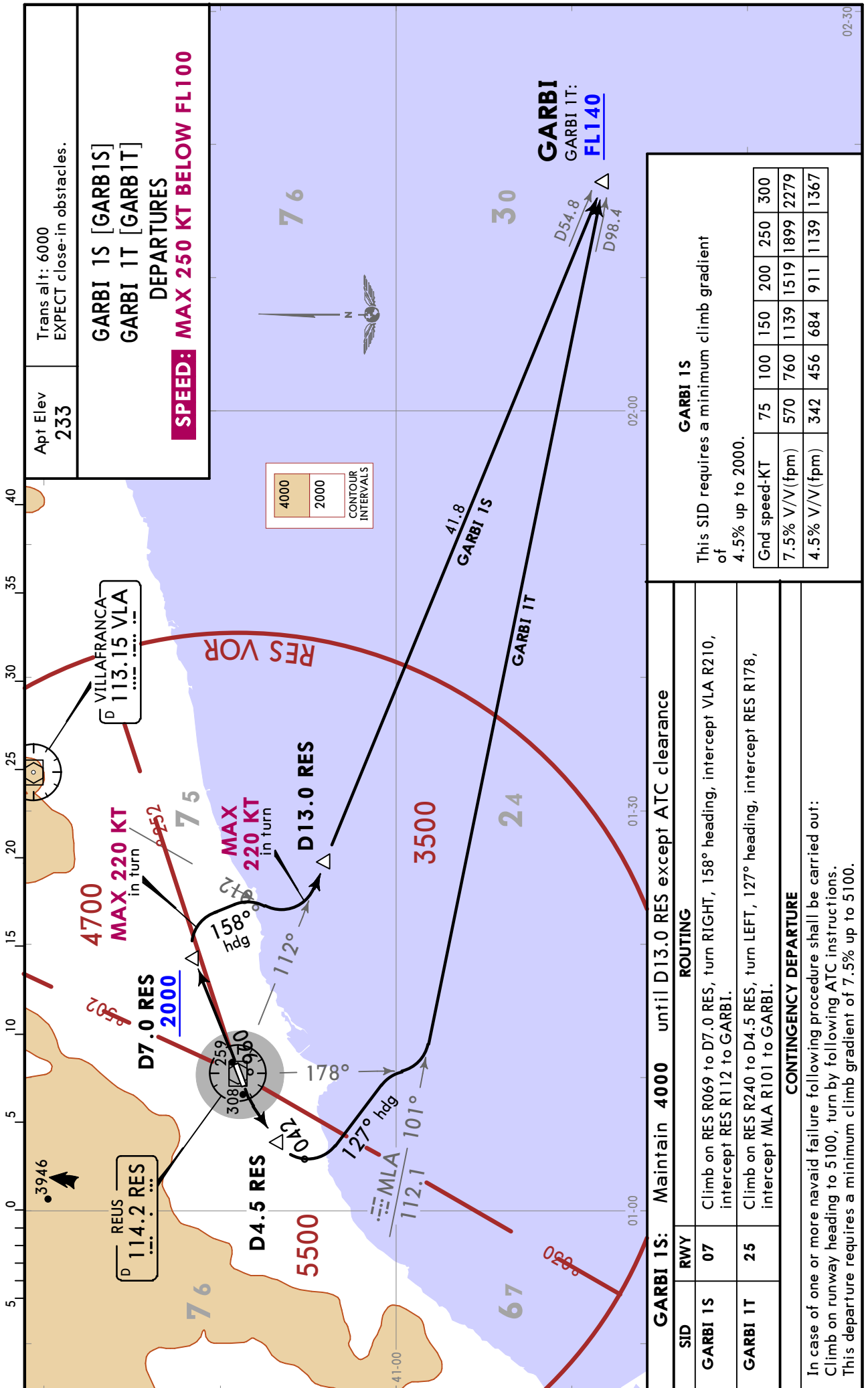
SID	RWY	ROUTING
EBROX 3S	07	Climb on RES R069 to D7.0 RES, turn RIGHT, 158° heading, intercept VLA R210, intercept RES R128, intercept VLA R201 to EBROX.
EBROX 1T	25	Climb on RES R240 to D4.5 RES, turn LEFT, 127° heading, intercept RES R178 to CAMBY, turn LEFT, intercept RES R174 to EBROX.

CONTINGENCY DEPARTURE
In case of one or more navaid failure following procedure shall be carried out:
Climb on runway heading to 5100, turn by following ATC instructions.
This departure requires a minimum climb gradient of 7.5% up to 5100.

LEERS/REU
REUS

JEPPESSEN
26 JAN 18 10-3E Eff 1 Feb

REUS, SPAIN
SID



Apt Elev
233

Trans alt: 6000
EXPECT close-in obstacles.

**GARB1 1S [GARB1S]
GARB1 1T [GARB1T]
DEPARTURES**

SPEED: MAX 250 KT BELOW FL100

GARB1 1S

This SID requires a minimum climb gradient of 4.5% up to 2000.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V(fpm)	570	760	1139	1519	1899	2279
4.5% V/V(fpm)	342	456	684	911	1139	1367

GARB1 1S: Maintain 4000 until D13.0 RES except ATC clearance

SID	RWY	ROUTING
GARB1 1S	07	Climb on RES R069 to D7.0 RES, turn RIGHT, 158° heading, intercept VLA R210, intercept RES R112 to GARB1.
GARB1 1T	25	Climb on RES R240 to D4.5 RES, turn LEFT, 127° heading, intercept RES R178, intercept MLA R101 to GARB1.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedure shall be carried out:
Climb on runway heading to 5100, turn by following ATC instructions.
This departure requires a minimum climb gradient of 7.5% up to 5100.

CHANGES: SID GARB1 IR reindexed 1T.

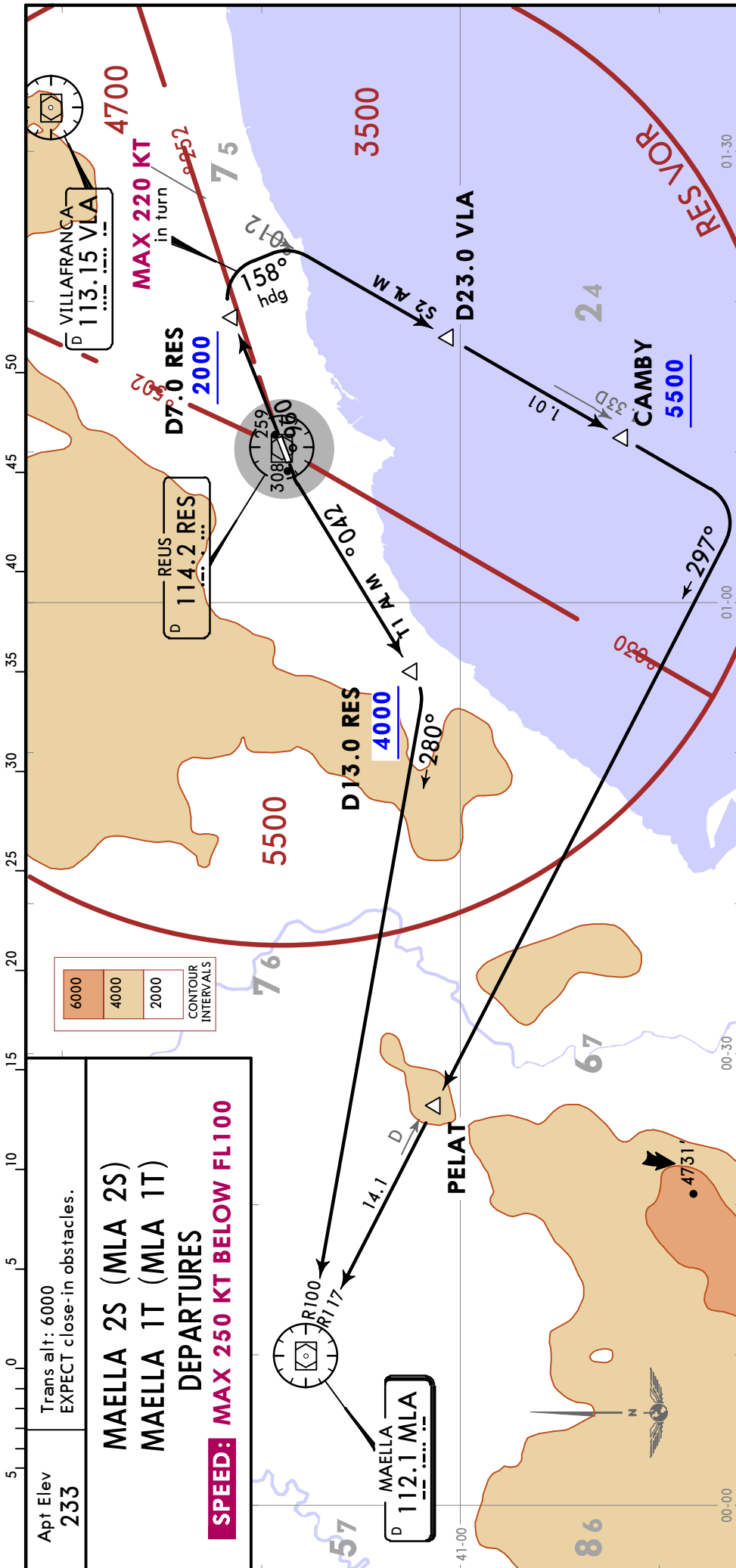
REUS/REU
REUS

JEPPESSEN

REUS, SPAIN

26 JAN 18 10-3F Eff 1 Feb

SID



Apt Elev
233

Trans alt: 6000
EXPECT close-in obstacles.

MAELLA 2S (MLA 2S)
MAELLA 1T (MLA 1T)
DEPARTURES
SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of

MLA 2S: 4.5% up to 2000.
MLA 1T: 5.1% up to 4000.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279
5.1% V/V (fpm)	387	516	775	1033	1291	1549
4.5% V/V (fpm)	342	456	684	911	1139	1367

ROUTING	
SID	RWY
MLA 2S	07
MLA 1T	25

MLA 2S: Maintain 4000 until D23.0 VLA except ATC clearance

Climb on RES R069 to D7.0 RES, turn RIGHT, 158° heading, intercept VLA R210, via CAMBY intercept MLA R117 inbound via PELAT to MLA.

Climb on RES R240 to D13.0 RES, turn RIGHT, intercept MLA R100 inbound to MLA.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedure shall be carried out:
Climb on runway heading to 5100, turn by following ATC instructions.
This departure requires a minimum climb gradient of 7.5% up to 5100.

LEERS/REU
REUS

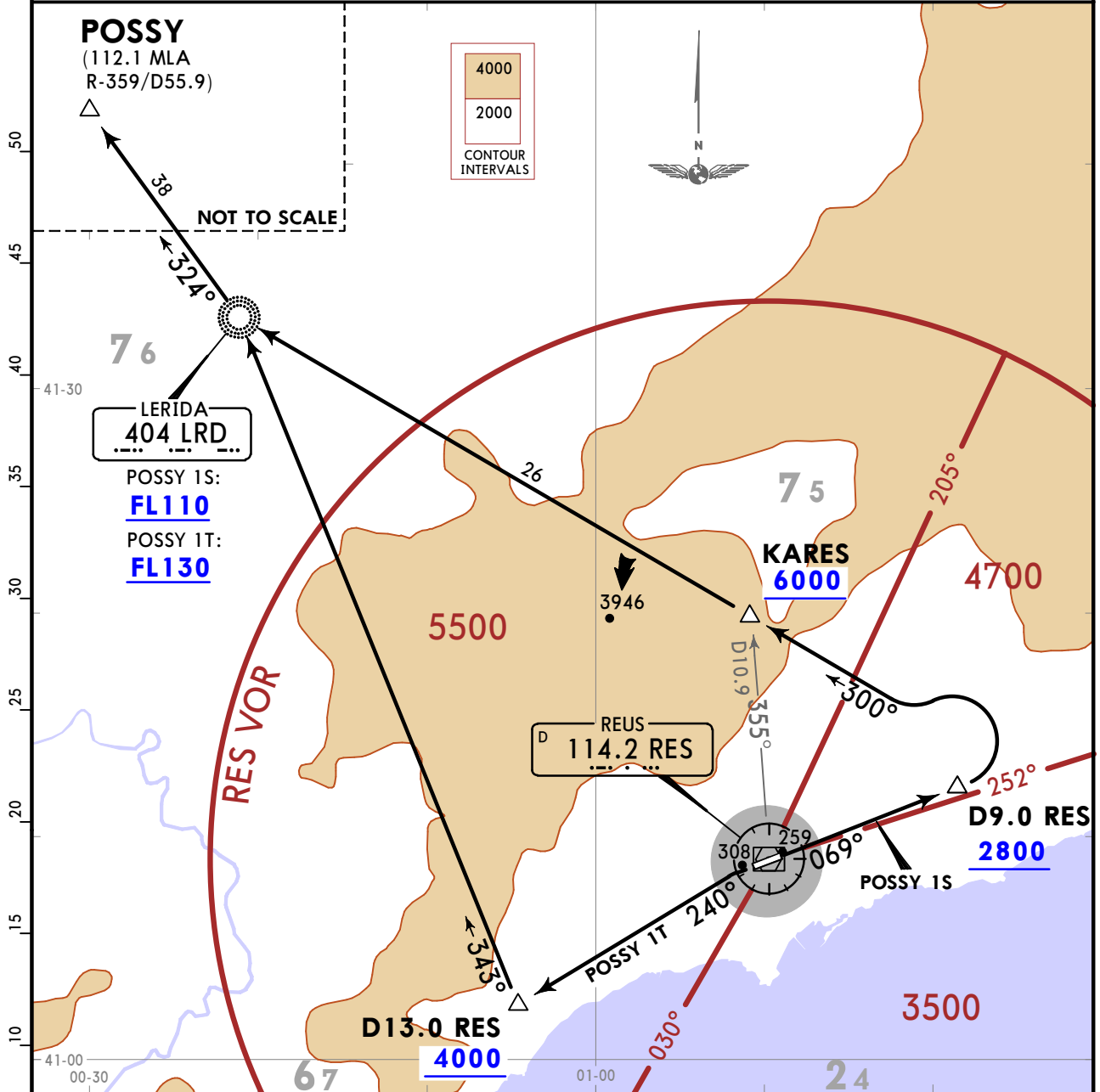
JEPPESSEN
26 JAN 18 10-3G Eff 1 Feb

REUS, SPAIN
SID

Apt Elev 233
Trans alt: 6000
EXPECT close-in obstacles.

POSSY 1S [POSY1S]
POSSY 1T [POSY1T]
DEPARTURES

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of
POSSY 1S: 4.5% up to 6000.
POSSY 1T: 5.1% up to 4000.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V(fpm)	570	760	1139	1519	1899	2279
5.1% V/V(fpm)	387	516	775	1033	1291	1549
4.5% V/V(fpm)	342	456	684	911	1139	1367

SID	RWY	ROUTING
POSSY 1S	07	Climb on RES R069 to D9.0 RES, turn LEFT, intercept 300° bearing via KARES to LRD, turn RIGHT, 324° bearing to POSSY.
POSSY 1T	25	Climb on RES R240 to D13.0 RES, turn RIGHT, intercept 343° bearing to LRD, turn LEFT, 324° bearing to POSSY.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedure shall be carried out:
 Climb on runway heading to 5100, turn by following ATC instructions.
 This departure requires a minimum climb gradient of 7.5% up to 5100.

LEERS/REU
REUS

JEPPESEN
26 JAN 18 10-3H Eff 1 Feb

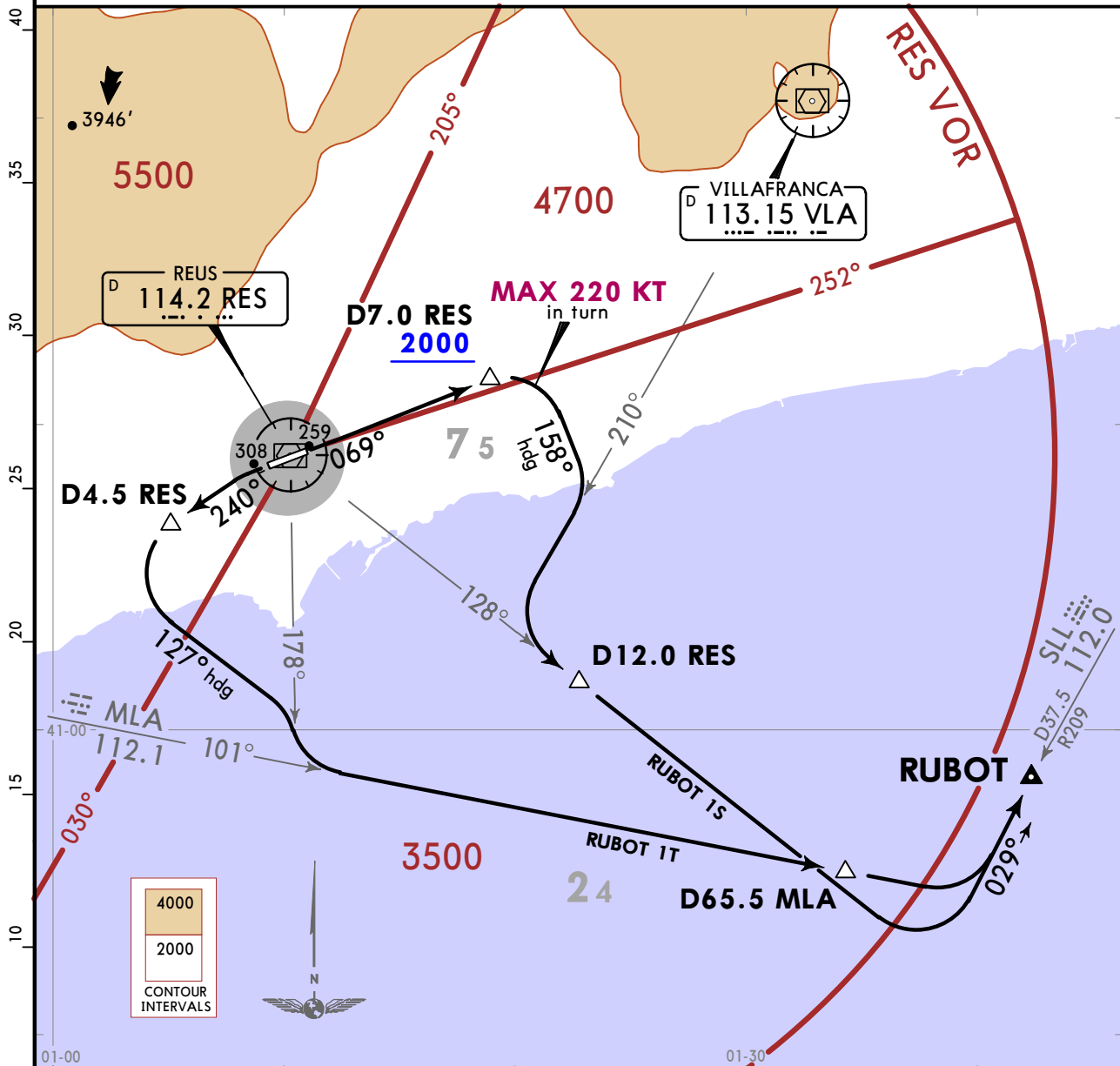
REUS, SPAIN
SID

Apt Elev
233

Trans alt: 6000
EXPECT close-in obstacles.

RUBOT 1S [RUBO1S]
RUBOT 1T [RUBO1T]
DEPARTURES

SPEED: MAX 250 KT BELOW FL100



RUBOT 1S

This SID requires a minimum climb gradient of 4.5% up to 2000.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V(fpm)	570	760	1139	1519	1899	2279
4.5% V/V(fpm)	342	456	684	911	1139	1367

RUBOT 1S: Maintain 4000 until D12.0 RES except ATC clearance

SID	RWY	ROUTING
RUBOT 1S	07	Climb on RES R069 to D7.0 RES, turn RIGHT, 158° heading, intercept VLA R210, intercept RES R128, intercept SLL R209 inbound to RUBOT.
RUBOT 1T	25	Climb on RES R240 to D4.5 RES, turn LEFT, 127° heading, intercept RES R178, intercept MLA R101 to D65.5 MLA, turn LEFT, intercept SLL R209 inbound to RUBOT.

CONTINGENCY DEPARTURE

In case of one or more navaid failure following procedure shall be carried out:
Climb on runway heading to 5100, turn by following ATC instructions.
This departure requires a minimum climb gradient of 7.5% up to 5100.

LEERS/REU

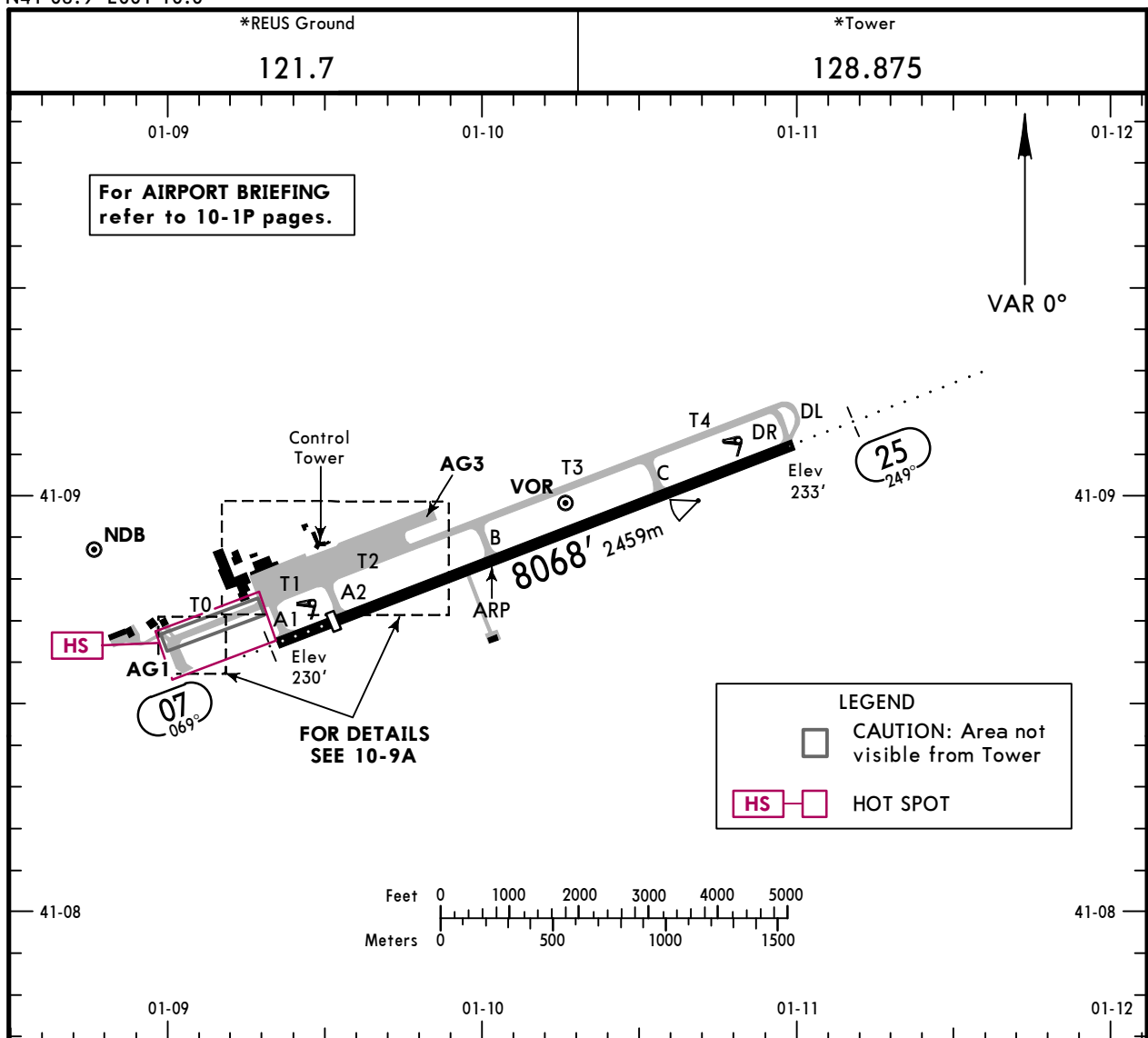
JEPPESEN

REUS, SPAIN

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

11 MAY 18 **(10-9)** Eff 24 May

REUS



RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		TAKE-OFF	WIDTH
	HIRL (48m)	HIALS	PAPI (angle 3.0°)	RVR	Threshold	Glide Slope		
07	HIRL (48m)	HIALS	PAPI (angle 3.0°) ①		7186' 2190m		②	148' 45m
25	HIRL (48m)	HIALS	PAPI (angle 3.0°) ①	RVR		7035' 2144m		

① Acft of code letter E should not follow the PAPI indications.
 ② TAKE-OFF RUN AVAILABLE
 RWY 07: From rwy head 8068'(2459m) twy A2 int 7077'(2157m)
 RWY 25: From rwy head 8068'(2459m) twy C int 5997'(1828m)

HOT SPOT

(For information only, not to be construed as ATC instructions.)

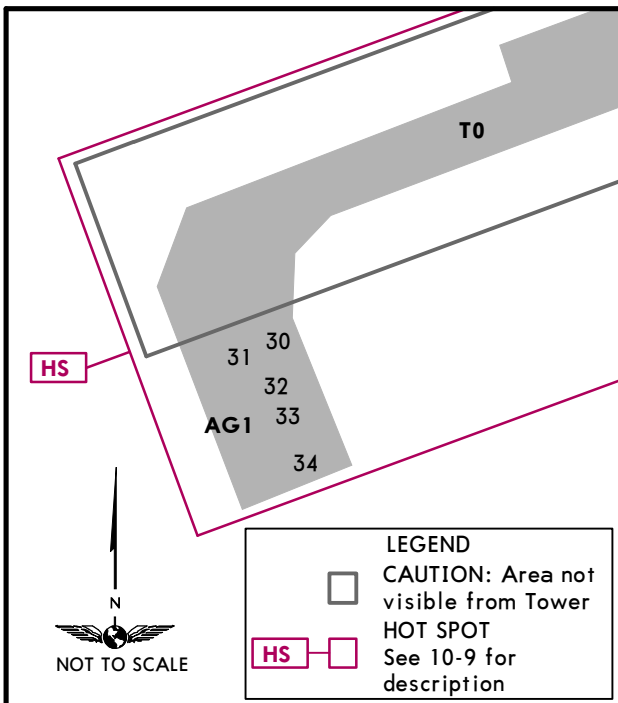
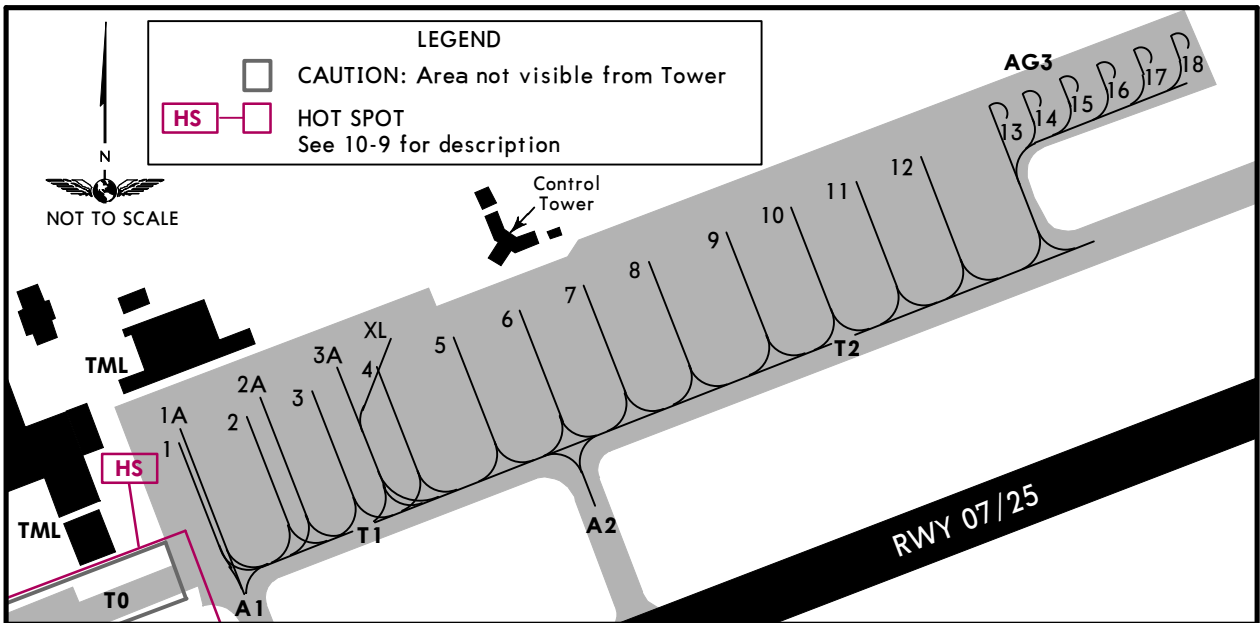
HS Pilots in departure, before starting taxiing, always shall contact ATC to request traffic information. Taxiing via twy T0, beyond the runway holding position is not permitted, when acft is on short final approach for rwy 07 and/or when performing acft push-back from stands 1 or 2 nosing to the east.

Standard		TAKE-OFF
A		
B		
C		RVR 550m VIS 800m
D		

LEERS/REU

JEPPESEN
11 MAY 18 (10-9A) Eff 24 May

REUS, SPAIN
REUS



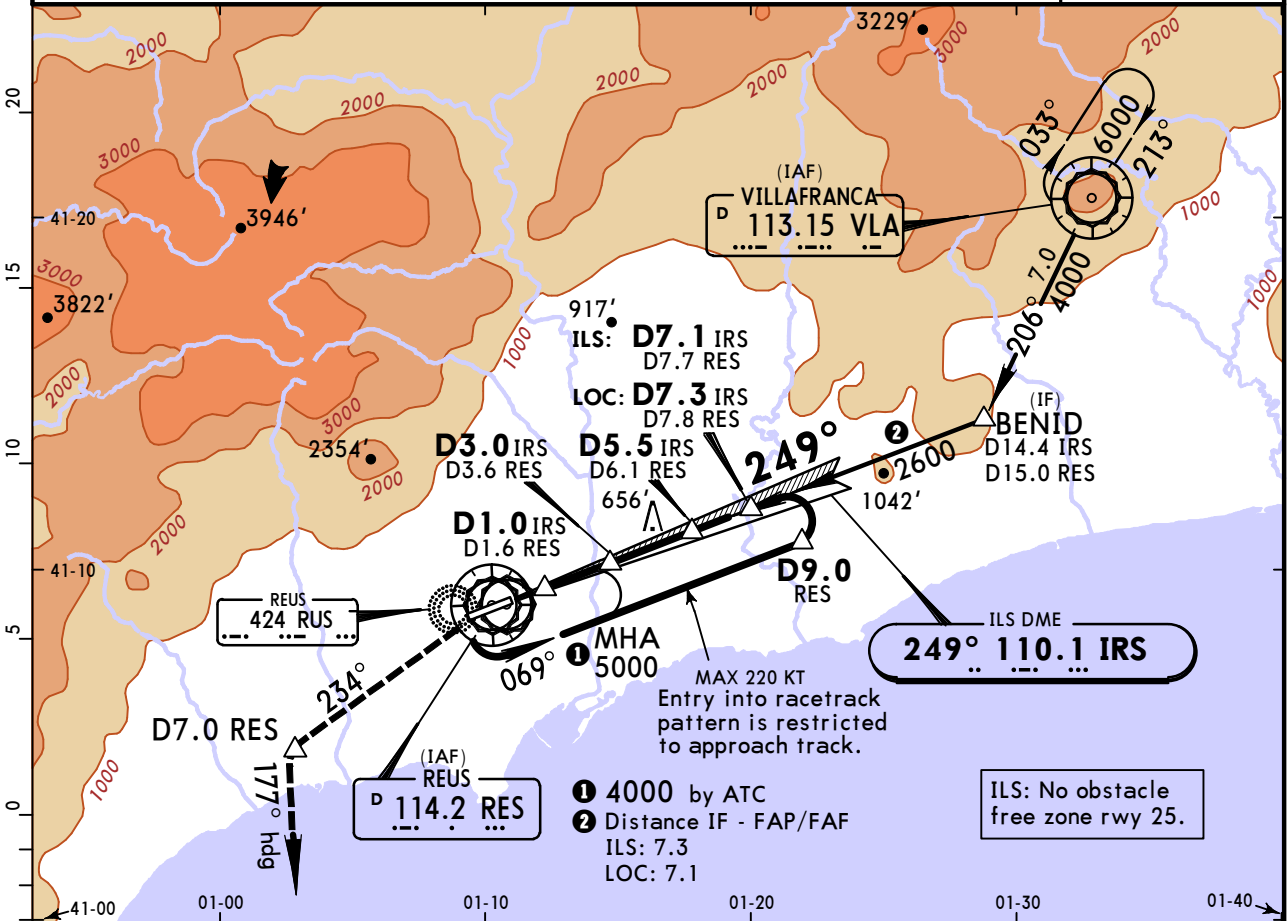
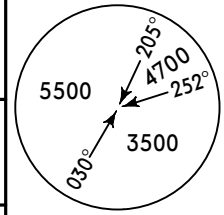
INS COORDINATES	
STAND No.	COORDINATES
1 thru 2A	N41 08.8 E001 09.3
3 thru 5	N41 08.8 E001 09.4
6	N41 08.8 E001 09.5
7, 8	N41 08.9 E001 09.5
9, 10	N41 08.9 E001 09.6
11 thru 13	N41 08.9 E001 09.7
14 thru 16	N41 08.9 E001 09.8
17, 18	N41 09.0 E001 09.8
XL	N41 08.8 E001 09.4
30 thru 34	N41 08.6 E001 09.0

LEERS/REU REUS

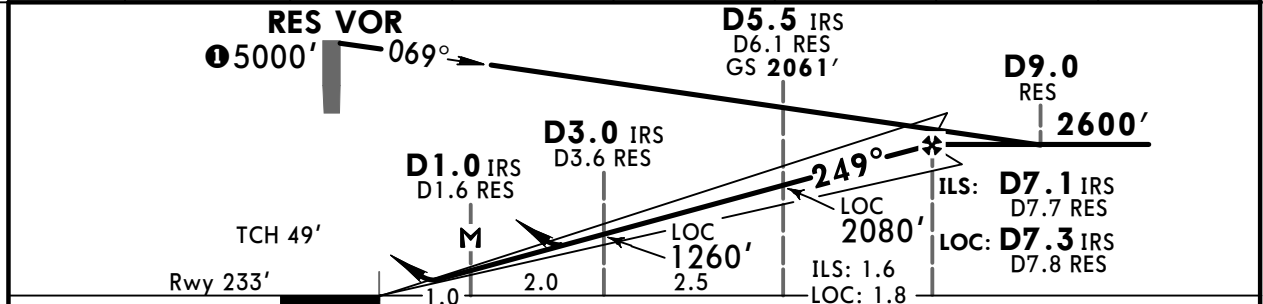
JEPPESSEN
11 MAY 18
Eff 24 May (11-1)

REUS, SPAIN ILS Z or LOC Z Rwy 25

*REUS Approach 128.875		*REUS Tower 128.875		*Ground 121.7	
LOC IRS 110.1	Final Apch Crs 249°	GS D5.5 IRS 2061' (1828')	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 and 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	HIALS PAPI PAPI 750' ↑	D7.0 RES onto R-234 LT
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 IRS/D1.6 RES								

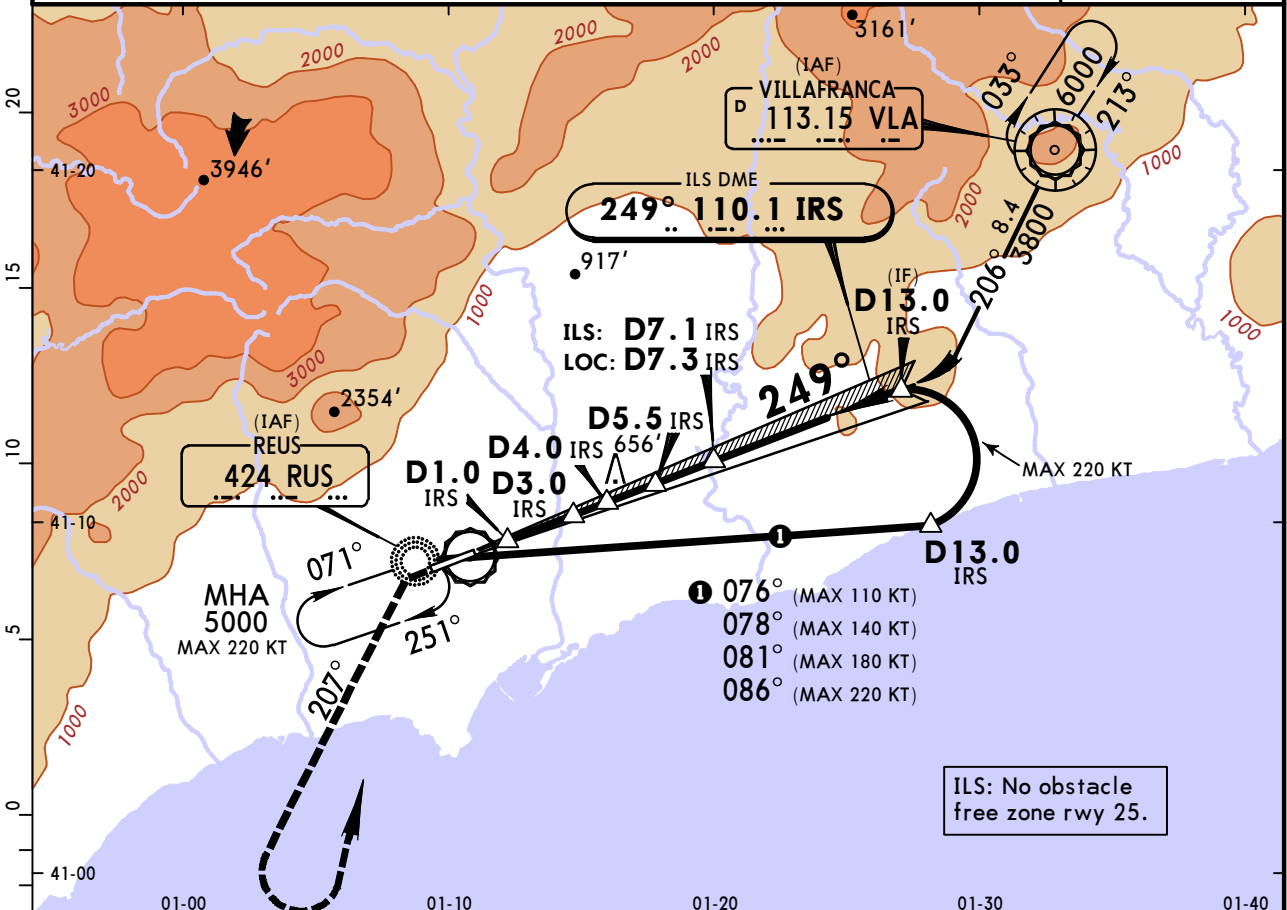
Standard				STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND Not authorized North of airport									
DA(H)		ILS		LOC (GS out)		CDFA		DA/MDA(H)		750' (517')		Max Kts		MDA(H)		VIS	
AB: 433' (200')		C: 440' (207')		D: 450' (217')								100		850' (617')		1500m	
FULL		ALS out		ALS out		ALS out						135		890'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

LEERS/REU REUS

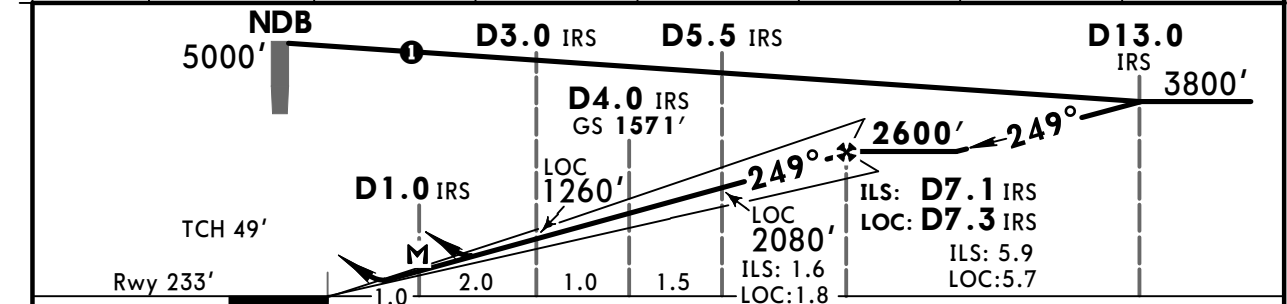
JEPPESSEN
11 MAY 18
Eff 24 May (11-2)

REUS, SPAIN ILS Y or LOC Y Rwy 25

*REUS Approach 128.875		*REUS Tower 128.875		*Ground 121.7	
LOC IRS 110.1	Final Apch Crs 249°	GS D4.0 IRS 1571' (1338')	ILS DA(H) Refer to Minimums	Apt Elev 233'	Rwy 233'
MISSED APCH: Climb to 850', then turn LEFT climb on track 207° from NDB to 3000'. Turn LEFT to NDB climbing to 5000' and hold.					<p>MSA RUS NDB</p>
Alt Set: hPa Rwy Elev: 9 hPa Trans level: By ATC Trans alt: 6000' 1. VOR, DME and ADF 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'



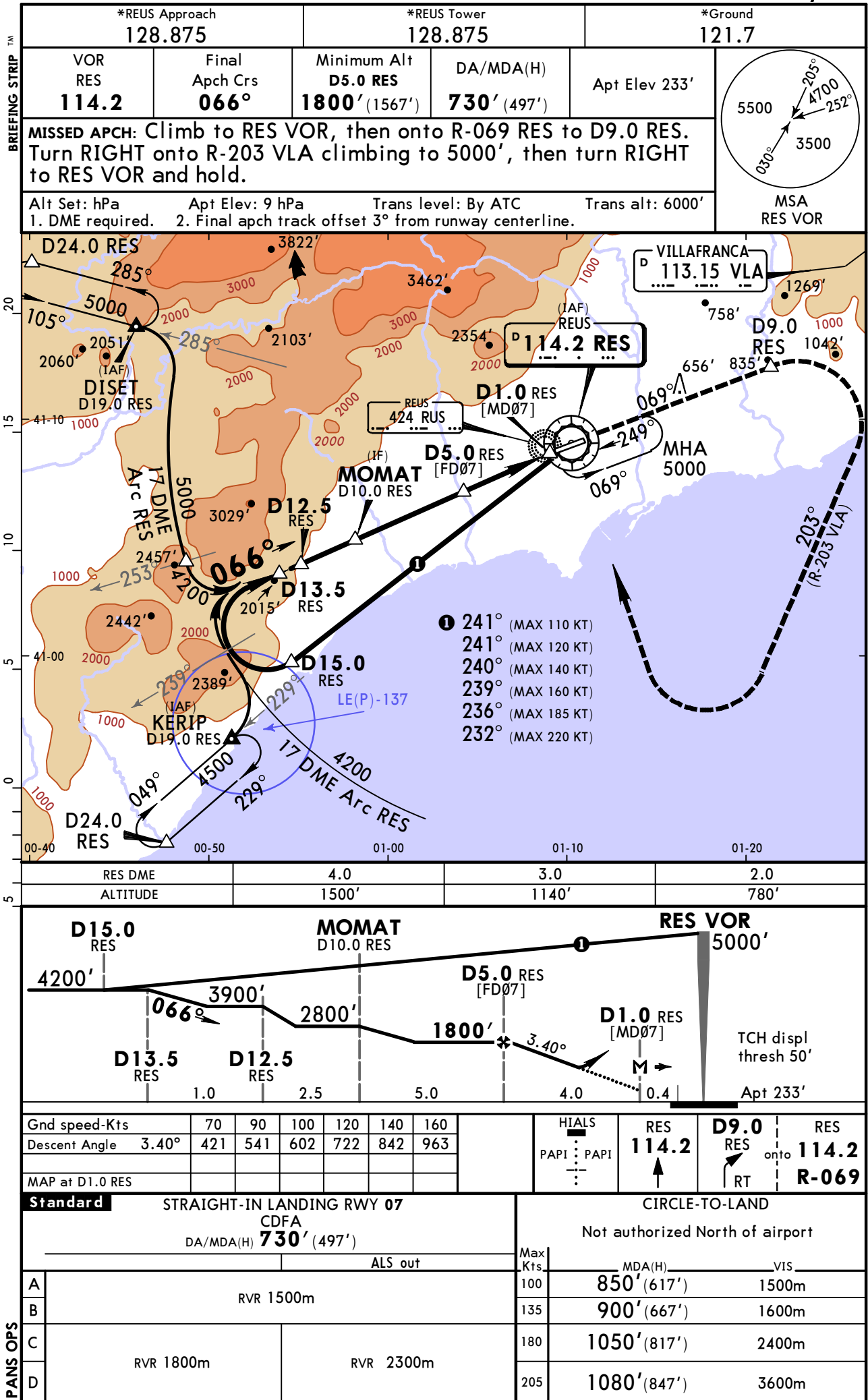
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 850' 3000' 207° ↑ LT on RUS 424
ILS GS 3.00°	377	484	538	646	753	861	
LOC Descent angle 3.10°	384	494	548	658	768	878	

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

LEERS/REU REUS

JEPPESEN
11 MAY 18 (13-1) Eff 24 May

REUS, SPAIN VOR Rwy 07

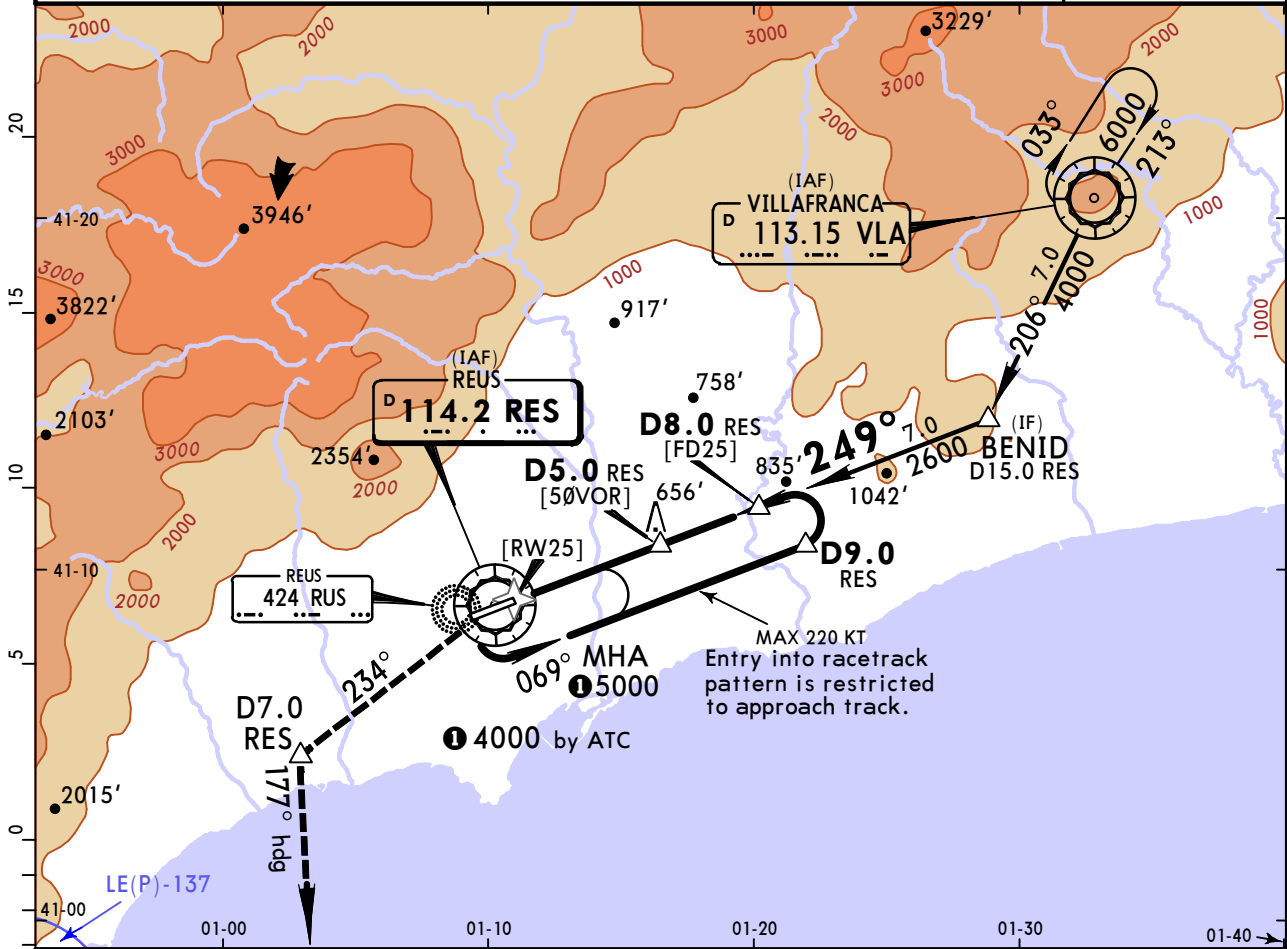
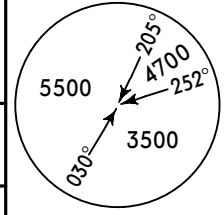


LEERS/REU REUS

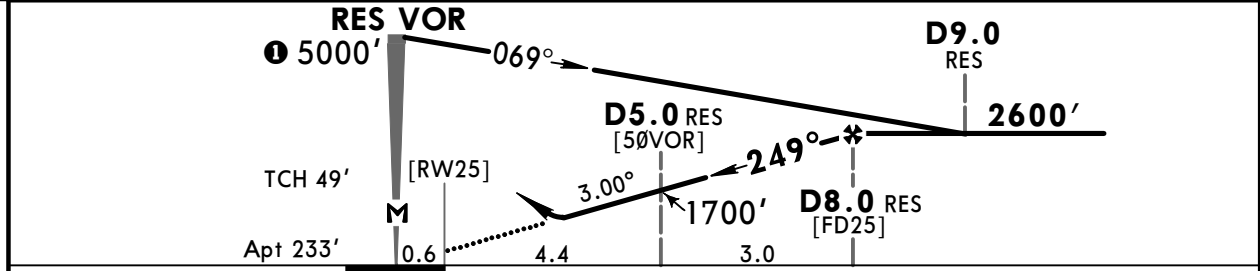
JEPPESEN
11 MAY 18 **(13-2)** **Eff 24 May**

REUS, SPAIN VOR Rwy 25

*REUS Approach 128.875		*REUS Tower 128.875		*Ground 121.7	
VOR RES 114.2	Final Apch Crs 249°	Minimum Alt D8.0 RES 2600' (2367')	DA/MDA(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		Apt Elev: 9 hPa	Trans level: By ATC		Trans alt: 6000'



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	HIALS PAPI PAPI	D7.0 RES on 114.2 LT R-234
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at RES VOR								

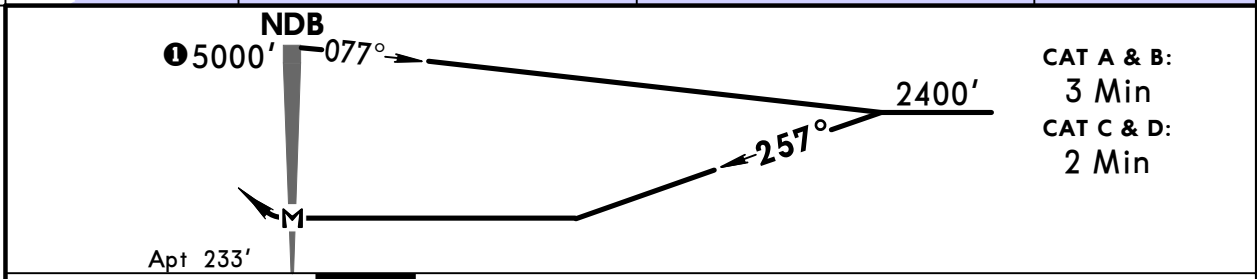
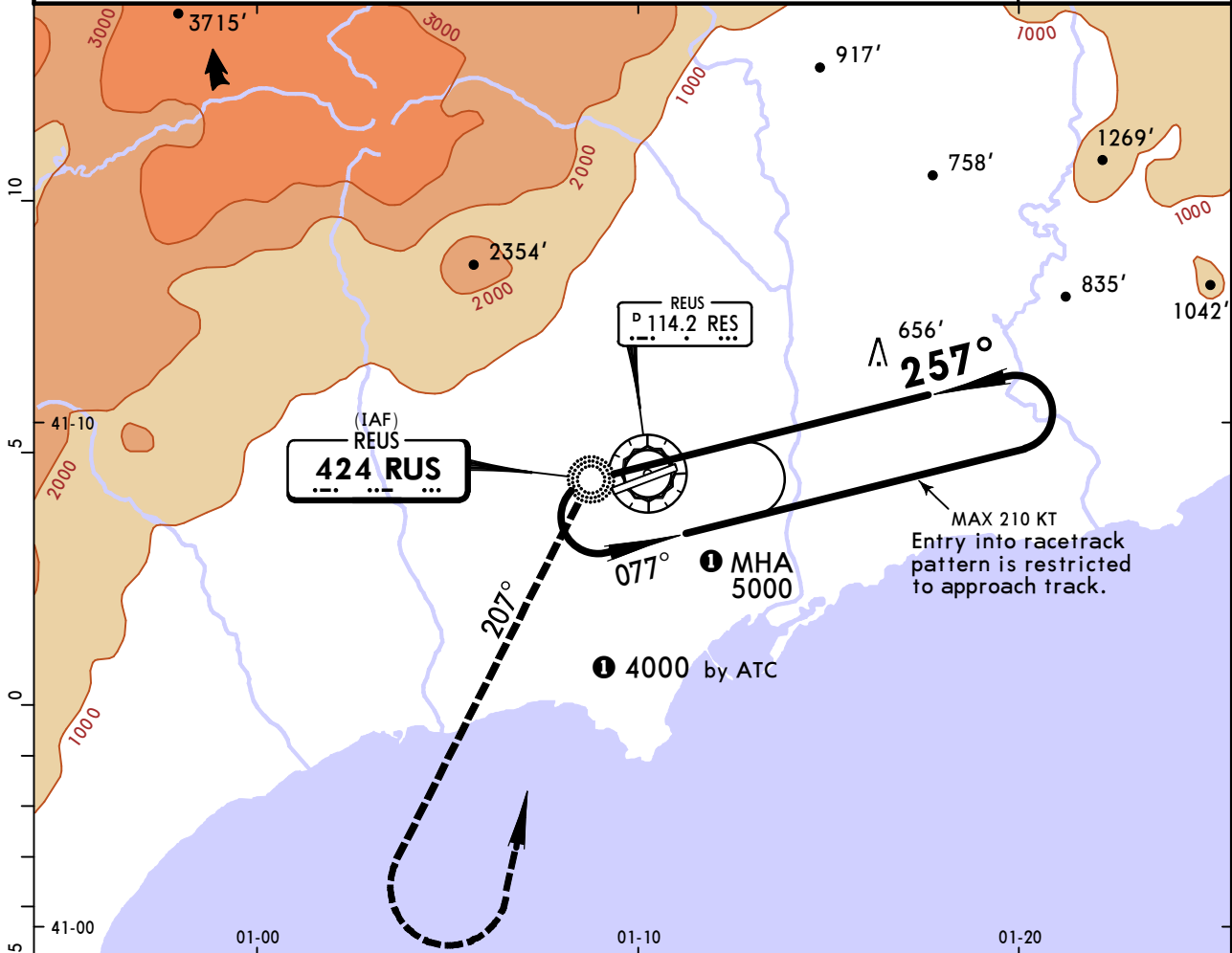
PANS OPS	Standard STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND		
	CDFA DA/MDA(H) 850' (617')		Not authorized North of airport		
	ALS out		Max Kts	MDA(H)	VIS
	A	RVR 1500m	100	850' (617')	1500m
	B	RVR 1500m	135	900' (667')	1600m
C	RVR 2100m	180	1050' (817')	2400m	
D	RVR 2100m	205	1080' (847')	3600m	

LEERS/REU REUS

JEPPESEN
11 MAY 18 **(16-1)** Eff 24 May

REUS, SPAIN
NDB

*REUS Approach 128.875		*REUS Tower 128.875		*Ground 121.7	
NDB RUS 424	Final Apch Crs 257°	Minimum Alt No FAF	MDA(H) 1390' (1157')	Apt Elev	233'
MISSED APCH: Turn LEFT climb on track 207° from NDB to 4000', then turn LEFT to NDB.					<p>MSA RUS NDB</p>
Alt Set: hPa		Apt Elev: 9 hPa		Trans level: By ATC	
Final approach track offset 8° from rwy centerline.			Trans alt: 6000'		



Lighting - Refer to Airport Chart	4000' on LT	207° from RUS 424
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PANS OPS	MAP at NDB Standard			CIRCLE-TO-LAND		
	Not authorized North of airport					
		Max Kts	MDA(H)	VIS		
	A	100	1390' (1157')	1500m		
	B	135	1390' (1157')	1600m		
C	180	1390' (1157')	2400m			
D	205	1390' (1157')	3600m			

REUS

19-2 29 JUN 18

JEPPESSEN

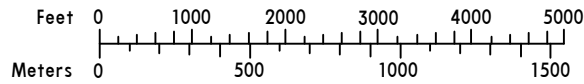
REUS

SPAIN

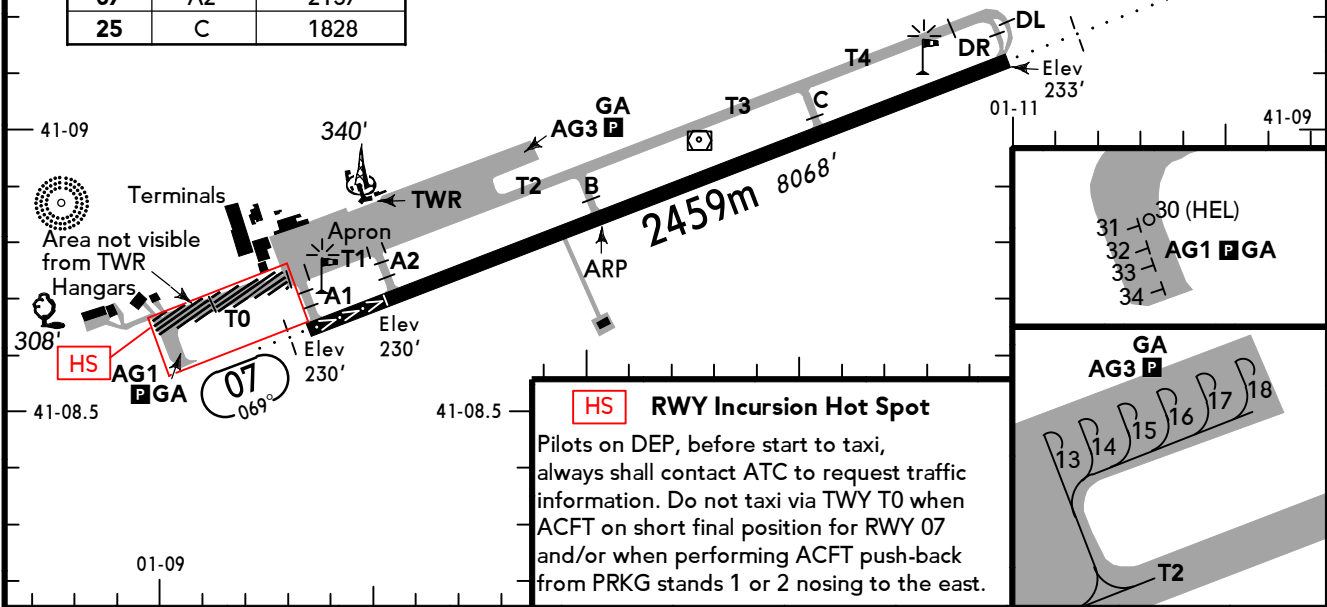
REUS TOWER **121.700** (Ground)

INTERSECTION TAKE-OFF

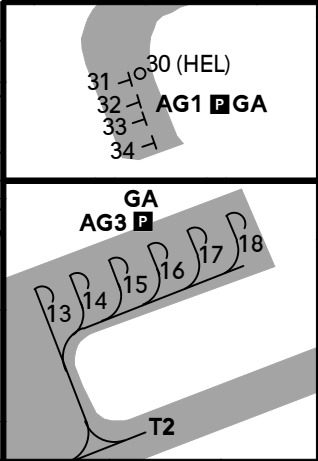
RWY	TWY	TORA (m)
07	A2	2157
25	C	1828



25
249°



HS RWY Incursion Hot Spot
Pilots on DEP, before start to taxi, always shall contact ATC to request traffic information. Do not taxi via TWY T0 when ACFT on short final position for RWY 07 and/or when performing ACFT push-back from PRKG stands 1 or 2 nosing to the east.



ALS - PAPI - THRL - RL - TWYL - APRON - WDI.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
07	2459 x 45 Asphalt	2459	2190	PCN 84/F/B/W/T 1	ALS
25	2459 x 45 Asphalt	2459	2459	PCN 84/F/B/W/T 1	ALS

1 Last 269m of RWY 25 PCN 35/F/C/W/T.

CAUTION: Birds in the vicinity of AD.
NOTE: For Barcelona TMA see also BARCELONA 10-1V.
Under no circumstances may the RWY centre line or its prolongation be crossed without TWR or APP authorisation.

Arrivals
Contact APP at least 5 MIN prior to reaching the relevant REP and request clearance to enter the CTR. Holdings shall be accomplished over REPs N (Montblanc), S (L'Hospitalet de L'Infant) and W (Falset) at 3000' or over REP E (Roda de Bará) at 2000'. If applicable, flights will be cleared from the holding points direct to AD traffic circuit and will be provided with landing instructions.
RWY 25 is preferential. Operators shall not request operations on RWY 07 when RWY 25 is in use except for safety and/or ACFT performance reasons.

Ground Movement
ARR
ACFT shall vacate the RWY:
a. When RWY 25 is in use:
- By TWY A2,
- By TWY A1 (only ACFT code letter A or B),
- By TWY B (HEL only).
b. When RWY 07 is in use:
- By the end of RWY.

DEP
Departing ACFT shall taxi via TWY T1, T2, T3 and T4 to the holding position:
a. When RWY 25 is in use: TWY DR/DL, as indicates ATC.
b. When RWY 07 is in use: TWY A1.

Standard Taxiing Procedures

Oversteering manoeuvre may be necessary to access to stands from TWY.

- | Pilots shall proceed to verify at any time ACFT position, checking that taxiing is being executed under total safety conditions.
- | Avoiding collisions with other ACFT and OBST is the responsibility of the pilots in the taxiing in apron and areas not visible from TWR.

T0 Taxiing Restrictions

- | Transit between ramp AG1 and the manoeuvring area, in both directions, shall be carried out via TWY T0, and only during the daytime.
- | Taxiing will also be restricted for other ACFT on TWY T0 during HEL TKOF manoeuvre.

Special Features of Operation on RWY 07

- | When RWY 07 is in use, ATC shall restrict the use of TWY T1 and TWY A1.

COM Failure

ACFT shall maintain 500' SFC or below.

Chart changes since cycle 04-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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REUS, (REUS - LERS)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LERS

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 08 NOV 18 BARCELONA APPROACH freq chgd from 126.500 to 126.505.

Chart Change Notices for Country ESP

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

Zaragoza TMA: Unless otherwise authorized by the Direcciyn General de Aviacyñ Civil, the use of SSR transponder is compulsory for all aircraft flying within Zaragoza TMA at any level.

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

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 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

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