GENERAL

Operational Hours

ATS Hours / AD Hours
0530-2330‡ PS 2HR 30min PPR.
Hours extended only for cargo ACFT expressly authorized by AD.

Airport Information

RFF: CAT 7

PCN: RWY 01/19:

57/F/B/W/T:	RWY 01: First 135m / 443ft
	RWY 19: Last 135m / 443ft
69/F/B/W/T:	RWY 01: 135m - 1485m / 443ft - 4872ft
	RWY 19: 900m - 2250m / 2953ft - 7382ft
52/F/C/W/T:	RWY 01: 1485m - 2185m / 4872ft - 7169ft
	RWY 19: 200m - 900m / 656ft - 2953ft
119/F/B/W/T:	RWY 01: Last 200m / 656ft
	RWY 19: First 200m / 656ft

Operation

Traffic Notes: PPR for ACFT with wingspan above 36m / 118ft.

Low Visibility Procedure
LVP in force when RVR at or below 1700m and/or CEIL at or below 135m / 441ft.

When LVP in force, only one ACFT moving at a time is allowed in the maneuvering area.

ARR
- Report : "RWY vacated", "Sensitive area vacated" and "TWY used".
- Code letter D-F ACFT report: "RWY vacated, "TWY used/vacated", "Sensitive area vacated".
- At APN entry, wait for follow-me to be guided to assigned stand. Notify the stand and frequency out.

When LDG RWY 19, vacate RWY via TWY C3.

DEP
- REQ start-up CLR or taxiing instructions, notifying the stand.
- Notify beginning of taxiing to TWY C1 or TWY C3. When RVR below 200m, follow-me O/R.
- Stop at RWY HLDG POS before entry RWY.
- Notify entry RWY.
- Inform TWR when need to return APN.

RWY Restriction: 180° turns at RWY-end only.

TWY Restriction
TWY C1 and C3 should not be used as RET.

Standard Taxi Routes
LDG RWY 01/19
- Code letter D, E ACFT: Vacate RWY via TWY C1/C3.
- Code letter F, E (with wingspan above 60.90m / 200ft) ACFT: Vacate RWY via TWY C1.

DEP RWY 01/19
- Code letter D, E ACFT: Enter RWY via TWY C1/C3.
- Code letter F, E (with wingspan above 60.90m / 200ft) ACFT: Enter RWY via TWY C1.

GENERAL

Taxi

After vacating the RWY, if no taxiing instructions have been received, stop at the end of the TWY segment before entering the APN and EXP instructions from follow-me.

Code letter E and F ACFT must taxi with reduced speed with ENG at idle and, whenever possible, with outboard ENG 1 and 4 off.

Code letter D, E, F ACFT must carry out the oversteering manouvre in the curved segment of TWY C3 to/from RWY 01.

TWY C3 not AVBL for code letter F and E (with wingspan above 60.90m / 200ft) ACFT.

The MNM vertical margin of wheel CLR is not sufficient

APU

Use of APU restricted to 2min after on-block and 5min before off-block time.
Exceptions:
- if stand is not equipped with AC power (400Hz) and mobile GPU not AVBL.
- if air condition is required and no ACU AVBL.

Warnings

VGO VOR/DME signal may be unstable.

VGO VOR/DME unusable:
R350-R315 CCW at 4000ft or below.
R315-R270 CCW at FL100 or below.
R270-R235 CCW at FL80 or below.
R235-R170 CCW at FL70 or below.
R170-R135 CCW at FL85 or below.
R135-R090 CCW at FL110 or below.
R090-R023 CCW at FL80 or below.
R023-R350 CCW at 6000ft or below.

When entering RWY via TWY C3 caution due possible confusion of TWY CLL with THRL of RWY 01.

Birds in vicinity of AD.

ARRIVAL

Arrival Procedure

Non-standard GP Intercept Position on RWY 19
GP intercepts RWY 19 at *326m / 1069ft* after landing threshold.
Remaining LDG DIST beyond GP is *2059m / 6756ft*.

Communication

COM Failure

On ground: Hold within the first segment of the TWY, where the ILS sensitive area is vacated, and wait for follow-me.

Warnings

PAPI RWY 01/19 not usable by code letter D ACFT or higher.

DEPARTURE

Take-off Minima

RWY		19	
All ACFT	ft - m/km	0 - 75R	-
RWY		01	
All ACFT	ft - m/km	0 - 125R	-

Communication

COM Failure
On ground: CONT by the assigned route to its CLR limit, taking extreme caution to avoid detours. ACFT must remain at this point and wait for a follow-me.

Departure Procedure

Start-up/Push-back
REQ start-up from TWR and report call sign and stand.

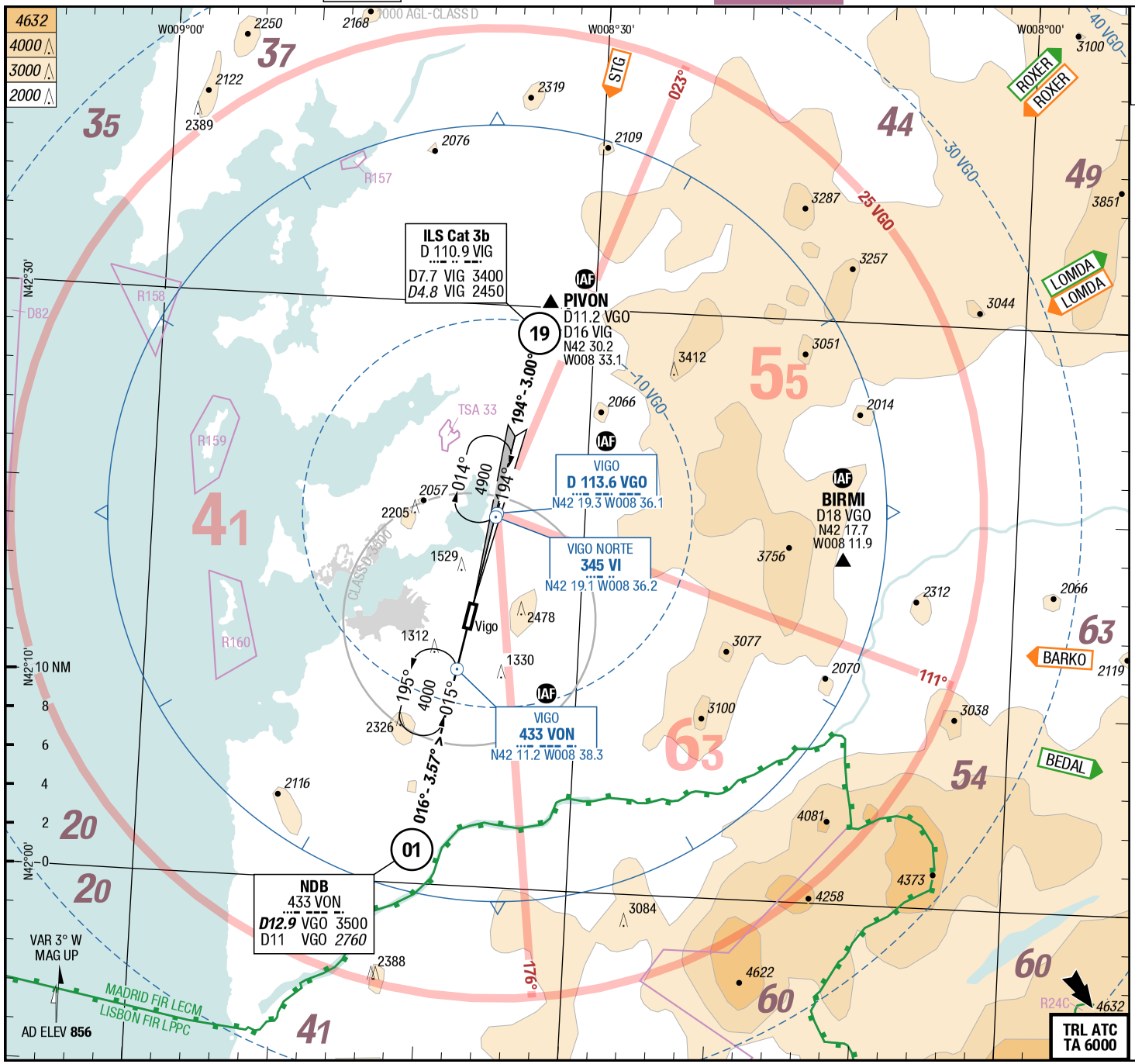
ACFT must be completely ready within the next 5min.

The start-up REQ must be made with the following criteria:
ACFT with assigned CTOT:
10min before CTOT if ACFT is parked on a push-back stand.
5min before CTOT for other stands.

ACFT without assigned CTOT:
MAX 5min after EOBT if push-back is needed.
MAX 10min after EOBT in other cases.

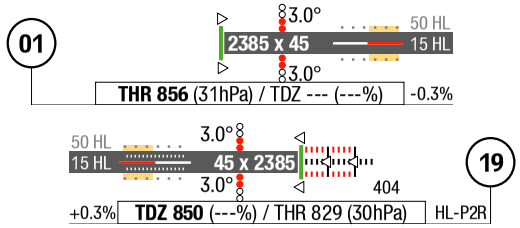
De-Icing

AVBL 0530-2330‡

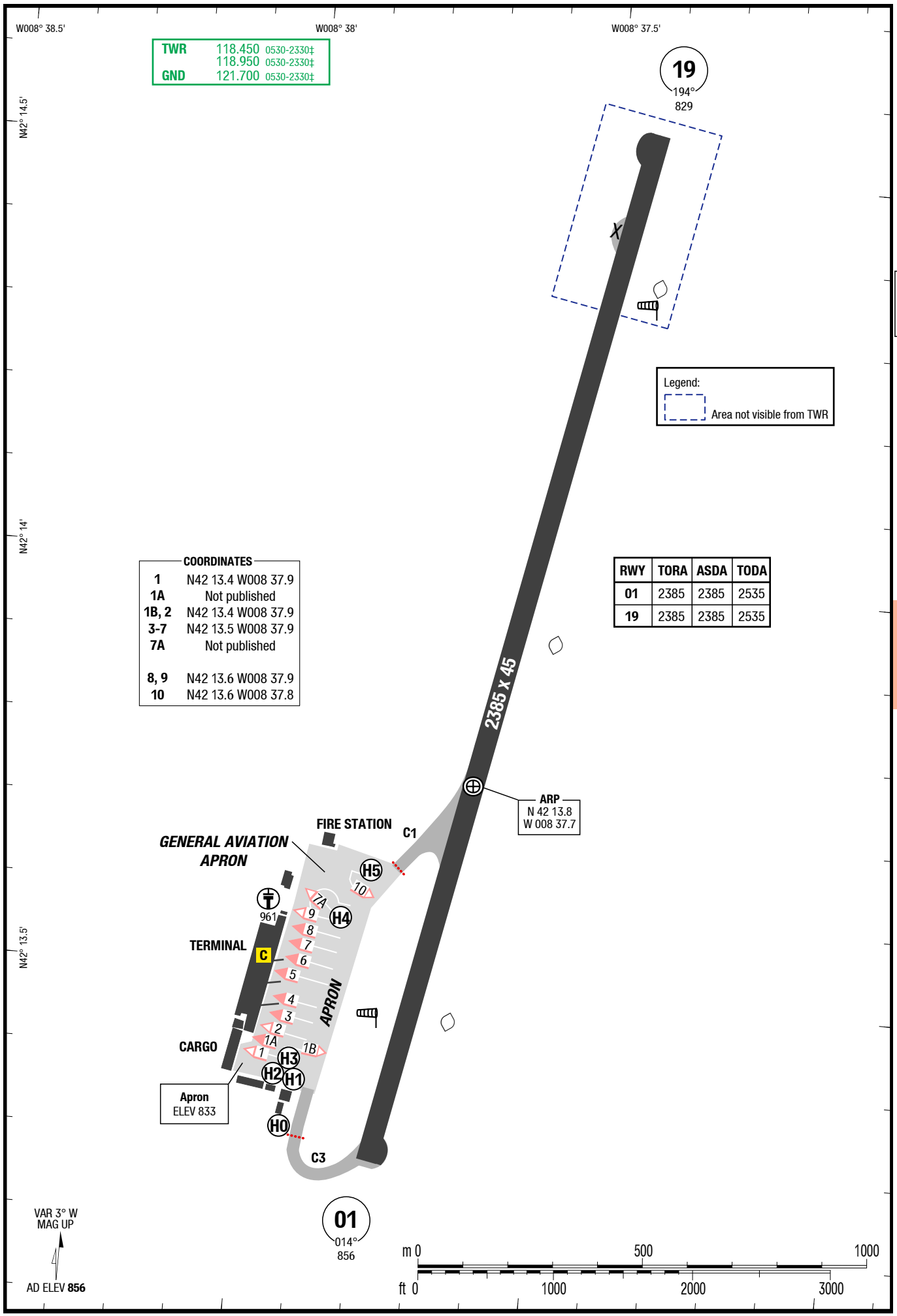


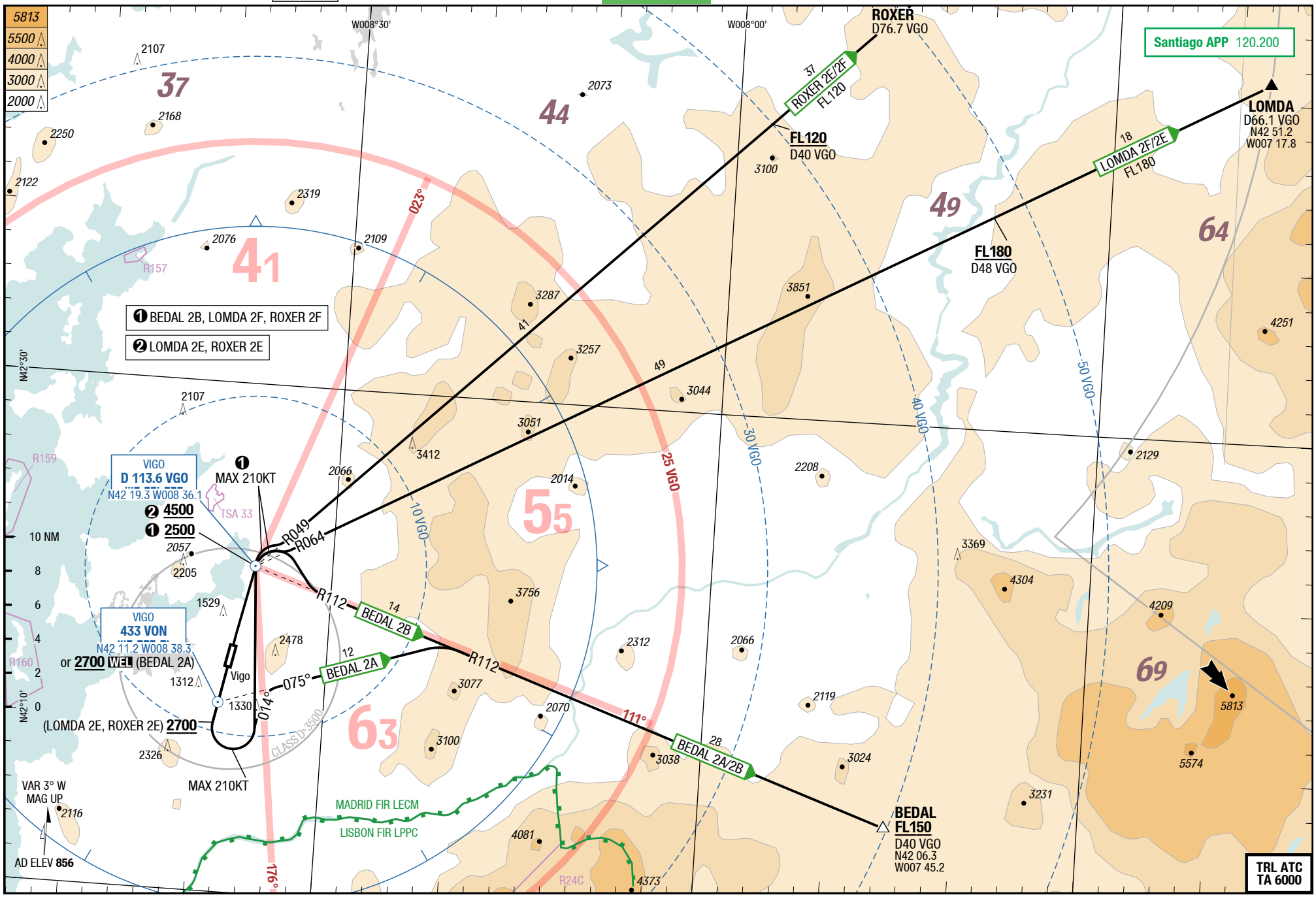
Santiago APP	120.200	0530-2330‡
TWR	118.450	0530-2330‡
	118.950	0530-2330‡
GND	121.700	0530-2330‡

Landing RWY system:



Changes: THR ELEV, OBST, AD ELEV


W008° 38.5'
W008° 38'
W008° 37.5'
N42° 14.5'
N42° 14'
N42° 13.5'
TWR 118.450 0530-2330‡
118.950 0530-2330‡
GND 121.700 0530-2330‡
19
194°
829
Legend:
Area not visible from TWR
COORDINATES
1 N42 13.4 W008 37.9
1A Not published
1B, 2 N42 13.4 W008 37.9
3-7 N42 13.5 W008 37.9
7A Not published
8, 9 N42 13.6 W008 37.9
10 N42 13.6 W008 37.8
RWY TORA ASDA TODA
01 2385 2385 2535
19 2385 2385 2535
2385 X 45
ARP
N 42 13.8
W 008 37.7
FIRE STATION
C1
GENERAL AVIATION APRON
H5
H4
961
TERMINAL
C
APRON
CARGO
H3
H2
H1
H0
Apron
ELEV 833
C3
01
014°
856
VAR 3° W
MAG UP
AD ELEV 856
m 0 500 1000
ft 0 1000 2000 3000



Changes: OBST, AD ELEV

BEDAL 2B / CONTINGENCY DEPARTURE / LOMDA 2F / ROXER 2F / BEDAL 2A / LOMDA 2E / ROXER 2E

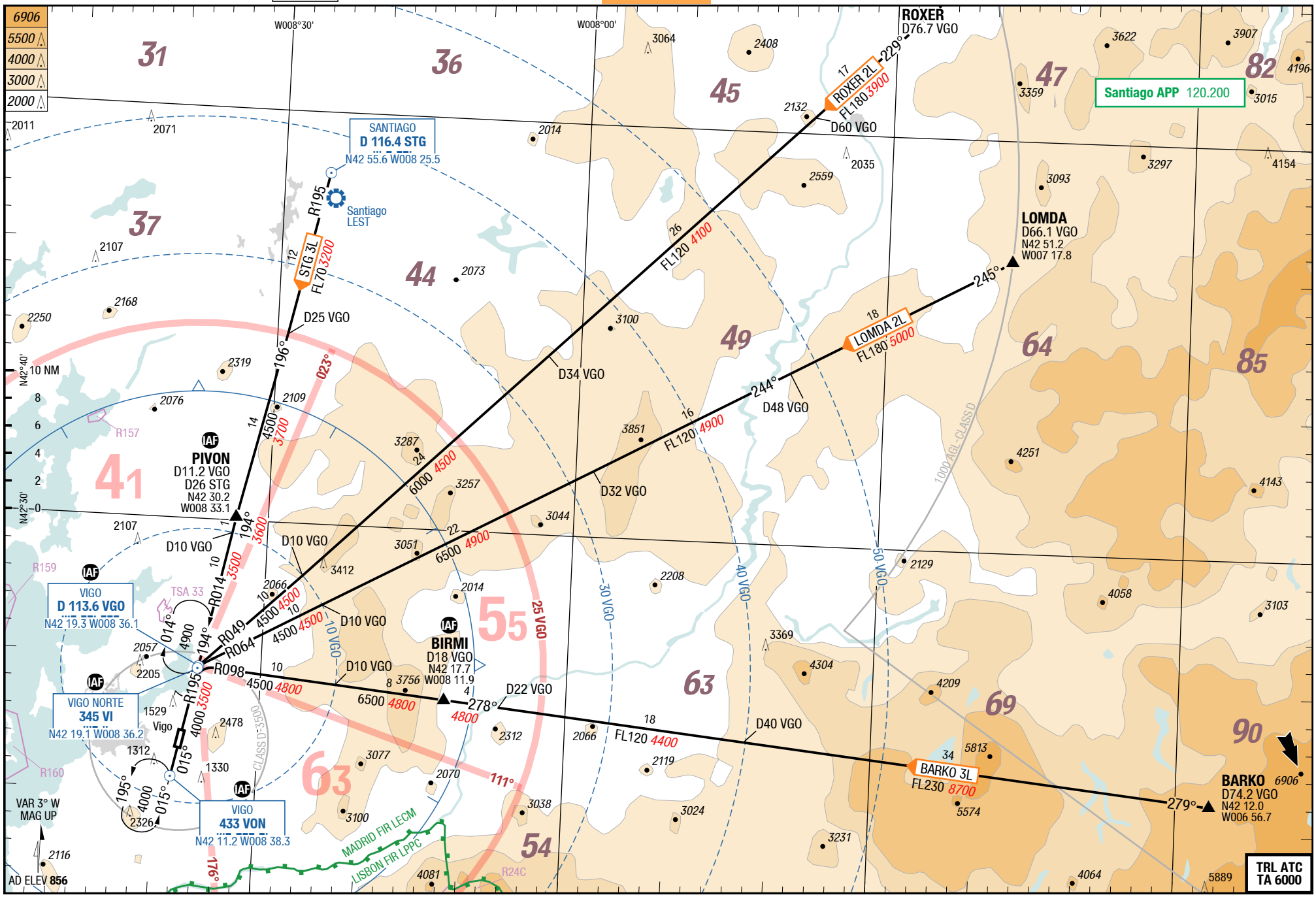
RWYs 01 (014°) / 19 (194°)

	GS	120	150	180	210	240	270
5.4%	ft/MIN	700	900	1000	1200	1400	1500
5.6%	ft/MIN	700	900	1100	1200	1400	1600
7.4%	ft/MIN	900	1200	1400	1600	1800	2100
7.9%	ft/MIN	1000	1300	1500	1700	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01	
BEDAL 2B 5.6% to FL150 **120.200**	at **VGO RT** (MAX 210KT) intercept R112 **VGO** to BEDAL	**VGO** MNM **2500** BEDAL MNM **FL150**
CONTINGENCY DEPARTURE 7.9% **120.200** ①	at **6000** turn following ATC instructions	
LOMDA 2F 5.6% to 2700 **120.200**	at **VGO RT** (MAX 210KT) intercept R064 **VGO** to LOMDA	**VGO** MNM **2500** D48 **VGO** MNM **FL180**
ROXER 2F 5.6% to 2700 **120.200**	at **VGO RT** (MAX 210KT) intercept R048 **VGO** to ROXER	**VGO** MNM **2500** D40 **VGO** MNM **FL120**
	Runway 19	
BEDAL 2A 5.4% to FL150 **120.200**	at MNM **2700** or **VON**, whichever is later, **LT** (MAX 210KT) 014° intercept QDR 075 **VON** - intercept R112 **VGO** to BEDAL	BEDAL MNM **FL150**
CONTINGENCY DEPARTURE 7.4% **120.200** ①	HDG 204° to **4700** - turn following ATC instructions	
LOMDA 2E 5.4% to 2700 **120.200**	at MNM **2700 LT** (MAX 210KT) direct **VGO** - R064 **VGO** to LOMDA	**VGO** MNM **4500** D48 **VGO** MNM **FL180**
ROXER 2E 5.4% to 2700 **120.200**	at MNM **2700 LT** (MAX 210KT) direct **VGO** - R048 **VGO** to ROXER	**VGO** MNM **4500** D40 **VGO** MNM **FL120**

① Use in case of failure of one or more navaids on which SIDs are based on.

Changes: ALT, PROC renumbered, Editorial

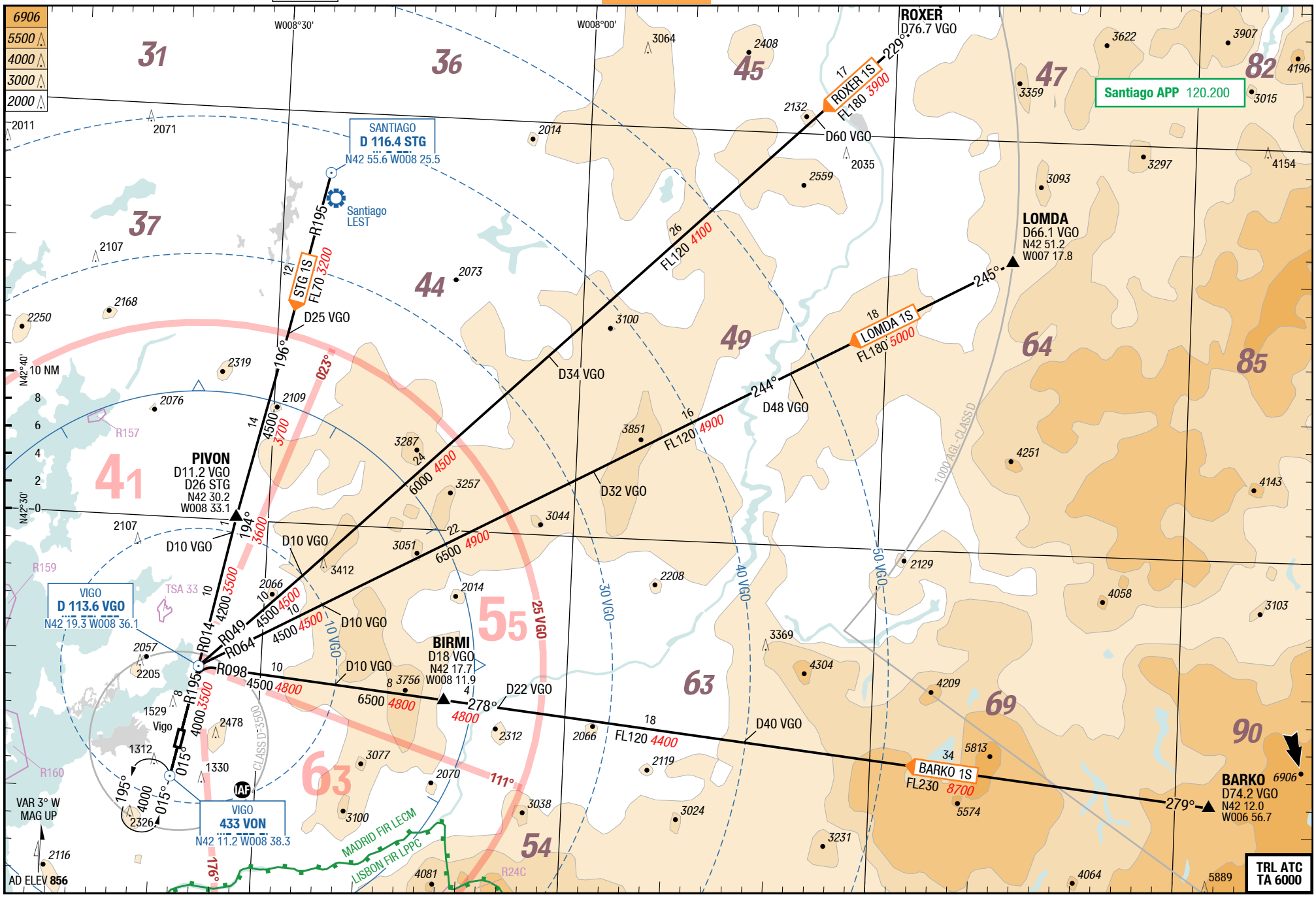


Changes: OBST, AD ELEV

VGO-LEVX

6-20 **STARs RWY 01 (CDA) (ATC)**

STARs RWY 01 (CDA) (ATC)



Changes: OBST, AD ELEV

09-AUG-2018

VGO-LEVX

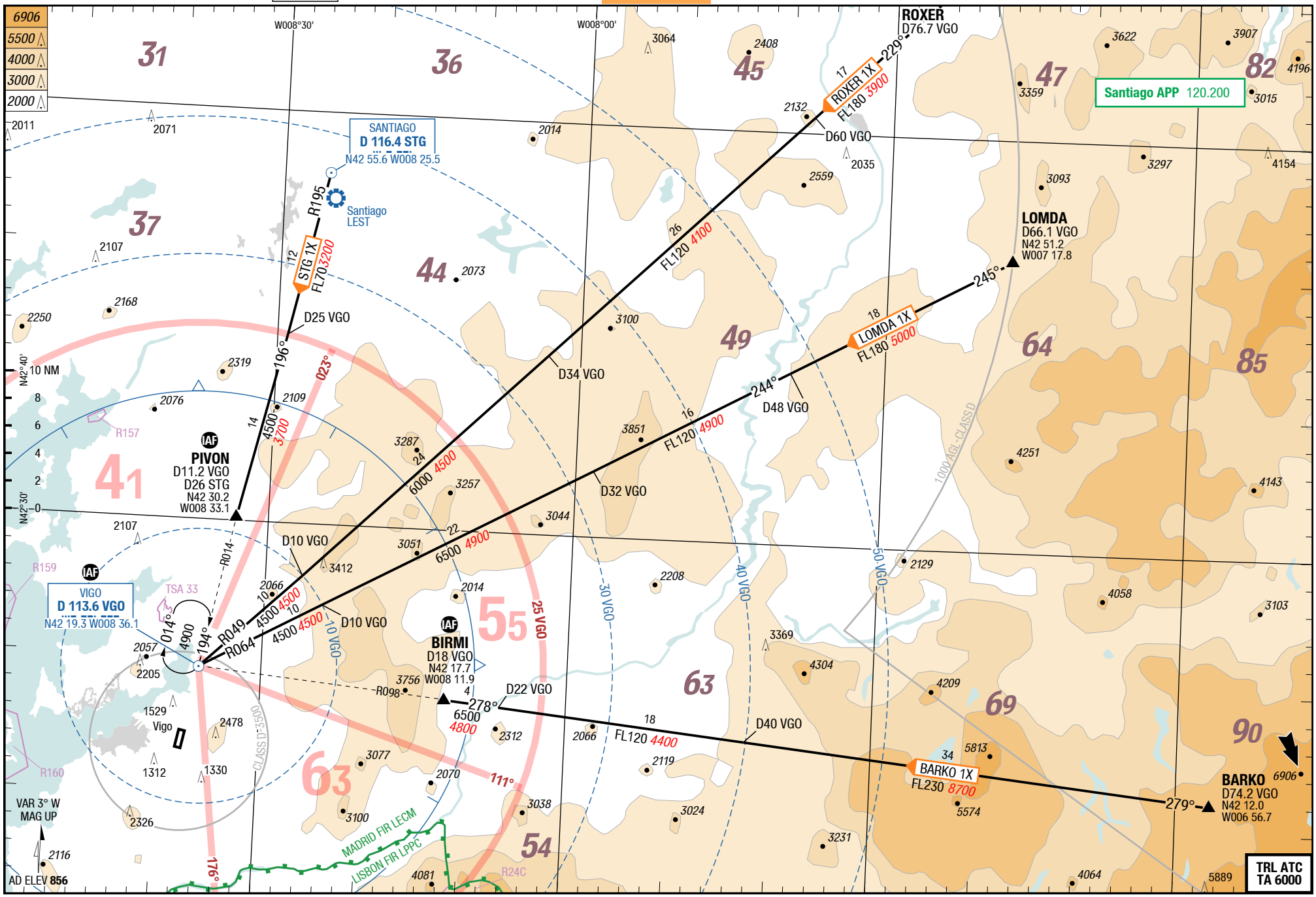
Spain **Vigo** NIL

6-30 **STARs RWY 19 (CDA) (ATC)**

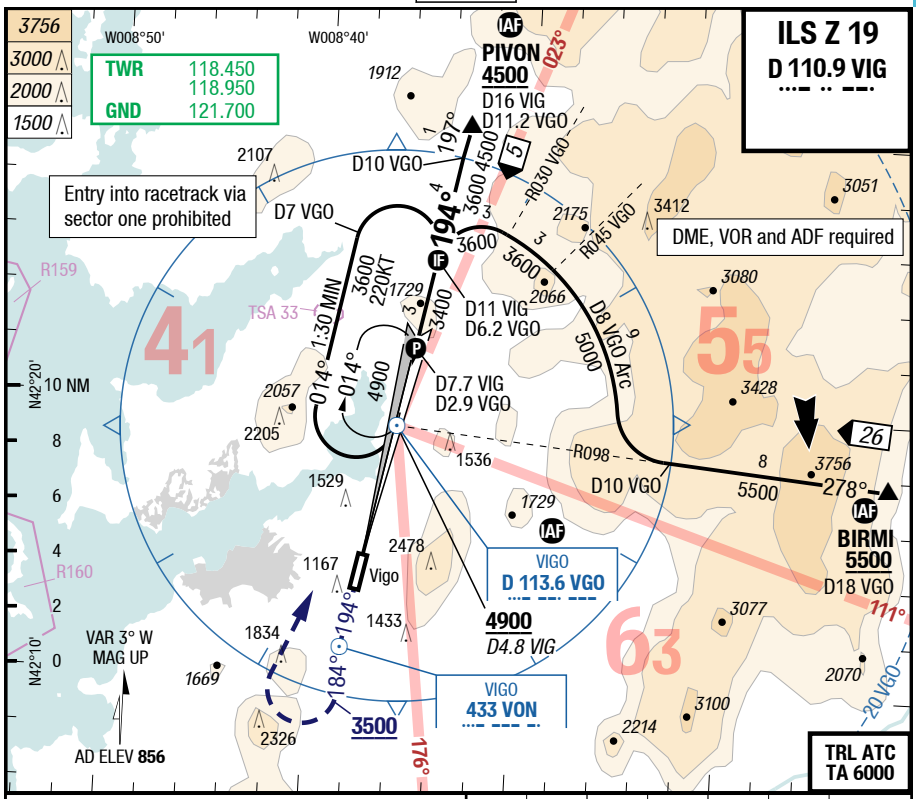
STAR STAR

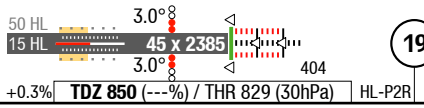
Vigo Spain NIL

STARs RWY 19 (CDA) (ATC)

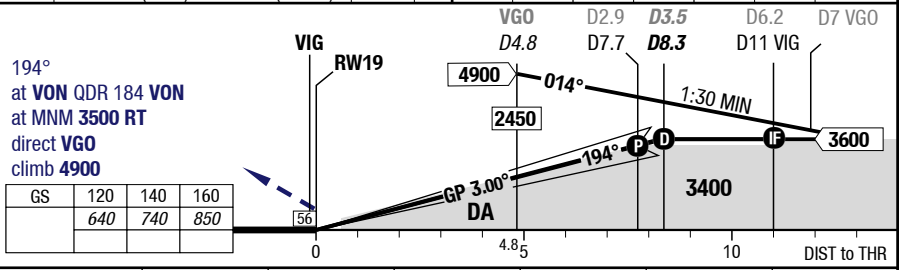


Changes: OBST, AD Name





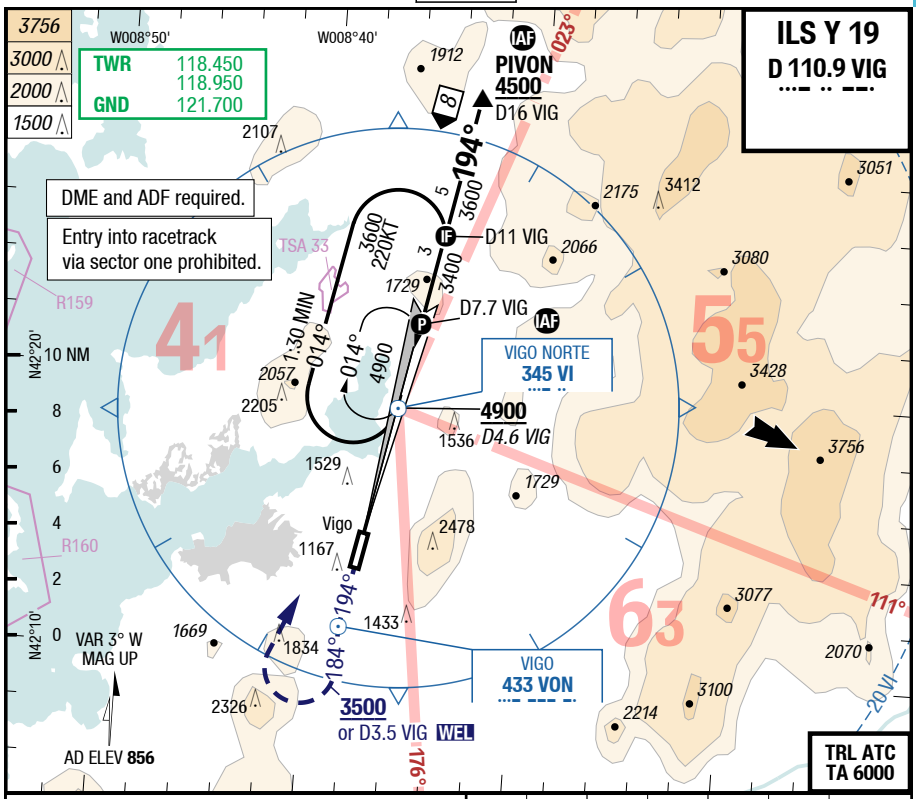
2	3	4	5	6	8.3	D VIG
1540	1860	2190	2510	2840	3600	

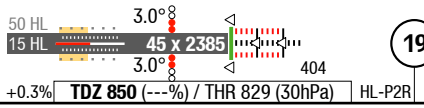


19		Cat 3b DME	Cat 2 DME	Cat 1 DME GA 4.0%	Cat 1 DME GA 2.5% 1)		Circling 2)
C	ft - m/km ft	0 - 75R **Company**	180 - 450R **466** RA 3)	280 - 1.1 **1130** 4)	410 - 1.7 **1260**		1400 - 2.4V **2250**
D	ft - m/km ft	0 - 75R **Company**	190 - 450R **556** RA 3)	290 - 1.2 **1140** 5)	420 - 1.7 **1270**		1400 - 3.6V **2250**

1) With EVS 1.1km 2) BTN 185°-023° of AD only 3) Consider steep rising terrain affecting RA readout to decrease rapidly 4) With EVS 750m 5) With EVS 800m

Changes: AD ELEV

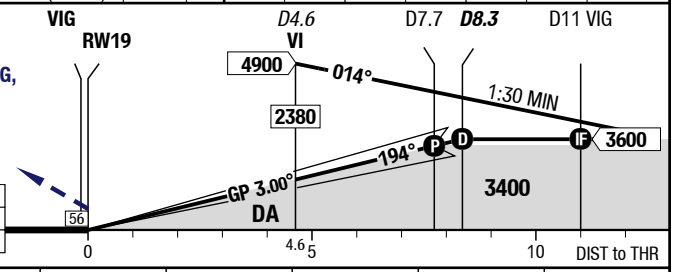




2	3	4	5	6	8.3	D VIG
1540	1860	2190	2510	2840	3600	

194°
at **VON** QDR 184 **VON**
at MNM **3500** or D3.5 **VIG**,
whichever is later,
RT direct **VI**
climb **4900**
DME VIG reads zero at THR

GS	120	140	160
	640	*740*	*850*



19		Cat 3b DME	Cat 2 DME	Cat 1 DME GA 4.0%	Cat 1 DME GA 2.5% 1)		Circling 2)
C	ft - m/km ft	0 - 75R **Company**	180 - 450R **466** RA 3)	280 - 1.1 **1130** 4)	410 - 1.7 **1260**		1400 - 2.4V **2250**
D	ft - m/km ft	0 - 75R **Company**	190 - 450R **556** RA 3)	290 - 1.2 **1140** 5)	420 - 1.7 **1270**		1400 - 3.6V **2250**

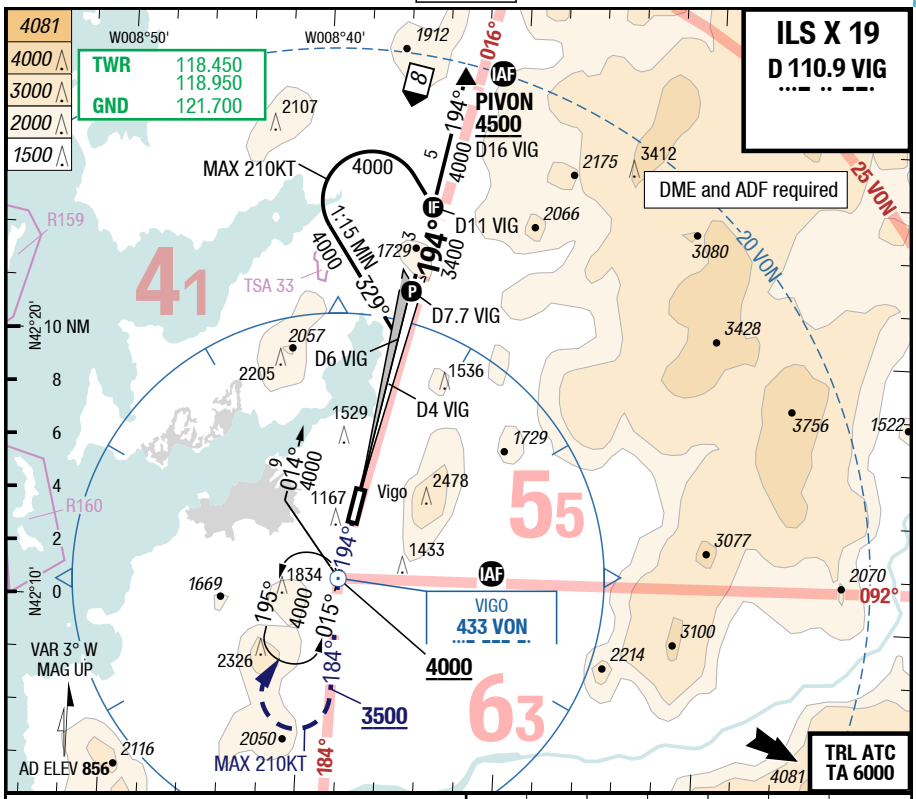
1) With EVS 1.1km 2) BTN 185°-023° of AD only 3) Consider steep rising terrain affecting RA readout to decrease rapidly 4) With EVS 750m 5) With EVS 800m

Changes: AD ELEV

VGO-LEVX

7-30

ILS X 19



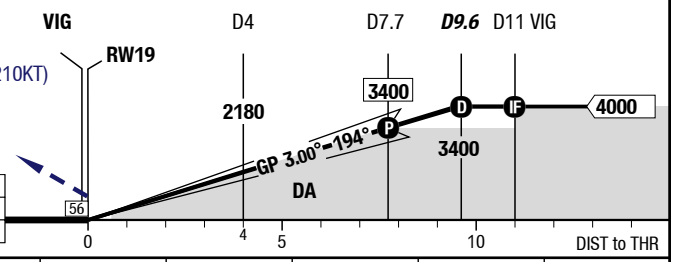
+0.3% **TDZ 850** (---%) / THR 829 (30hPa) HL-P2R

2	3	5	6	8	9.6	D VIG
1540	1860	2510	2840	3500	4000	

194°
at **VON** QDR 184 **VON**
at MNM **3500 RT** (MAX 210KT)
direct **VON**
climb **4000**

DME VIG reads zero at THR

GS	120	140	160
	640	740	850



19		Cat 3b DME	Cat 2 DME	Cat 1 DME GA 4.0%	Cat 1 DME GA 2.5% 1)		Circling 2)
C	ft - m/km ft	0 - 75R **Company**	180 - 450R **466** RA 3)	280 - 1.1 **1130** 4)	410 - 1.7 **1260**		1400 - 2.4V **2250**
D	ft - m/km ft	0 - 75R **Company**	190 - 450R **556** RA 3)	290 - 1.2 **1140** 5)	420 - 1.7 **1270**		1400 - 3.6V **2250**

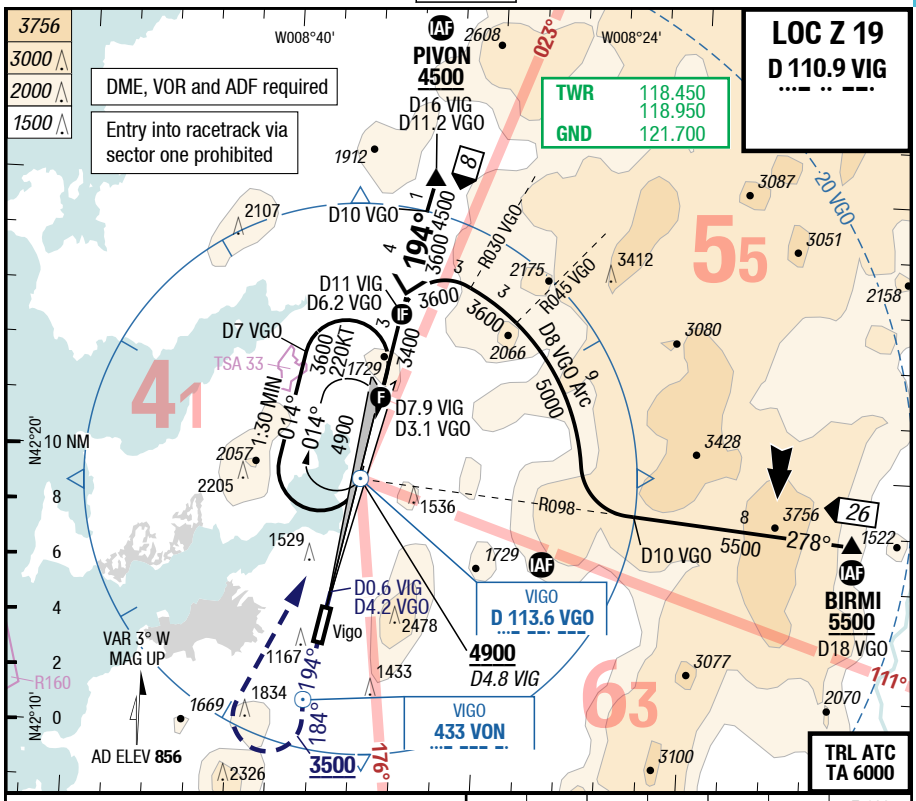
1) With EVS 1.1km 2) BTN 185°-023° of AD only 3) Consider steep rising terrain affecting RA readout to decrease rapidly 4) With EVS 750m 5) With EVS 800m

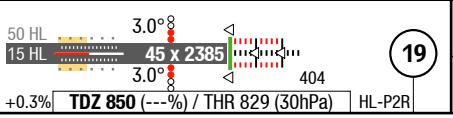
Changes: AD ELEV

VGO-LEVX

7-40

LOC Z 19



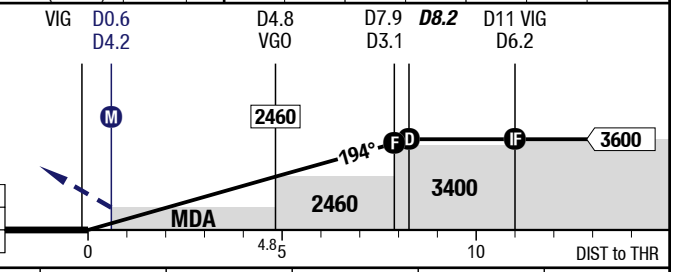


2	3	4	5	6	8.2	3.10°
1550	1880	2210	2540	2870	3600	D VIG

194°
at **VON** QDR 184 **VON**
at MNM **3500 RT**
direct **VGO**
climb **4900**

DME VIG reads zero at THR

GS	120	140	160
D4.8 VIG	*660*	*770*	*880*
-MAPt	NA	NA	NA



19		LOC DME					Circling 1)
C	ft - m/km ft	680 - 2.4 **1530**					1400 - 2.4V **2250**
D	ft - m/km ft	680 - 2.4 **1530**					1400 - 3.6V **2250**

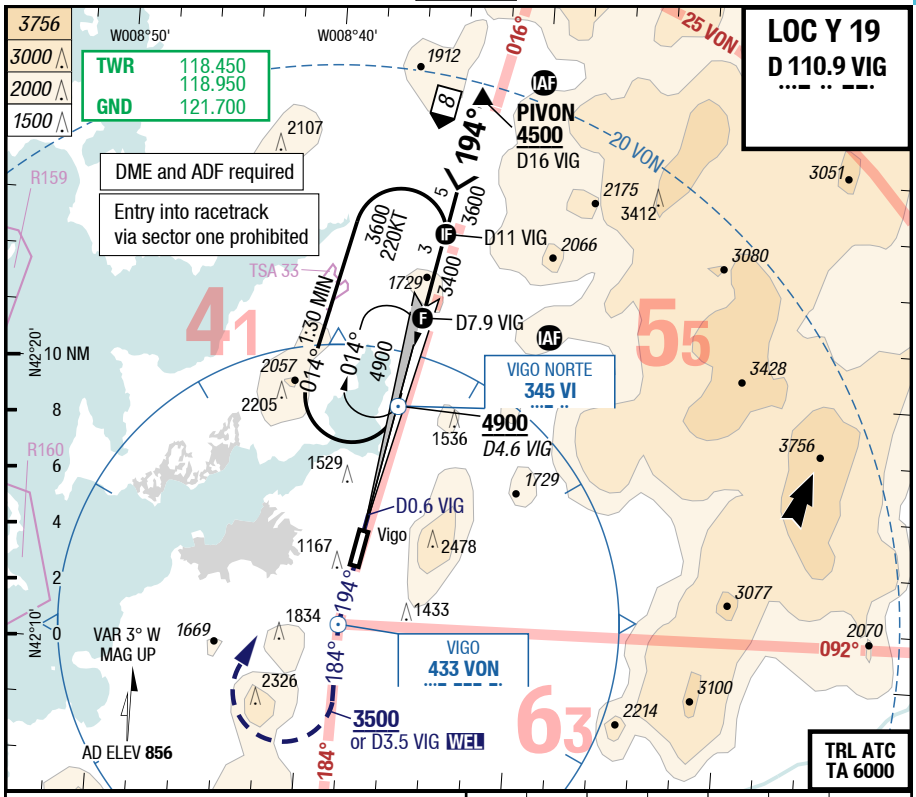
1) BTN 185°-023° of AD only

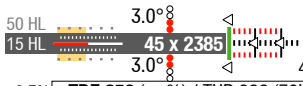
Changes: SUAs, DIST, AD ELEV

VGO-LEVX

7-50

LOC Y 19

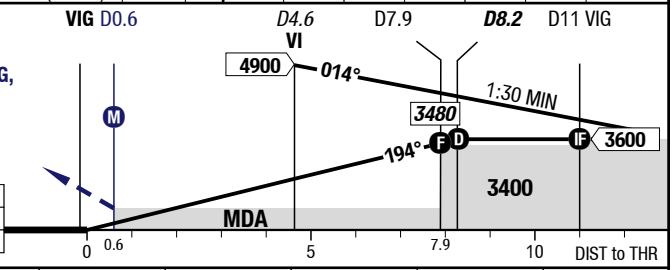




2	3	4	5	6	8.2	3.10°
1550	1880	2210	2540	2870	3600	D VIG

194°
at **VON** QDR 184 **VON**
at MNM **3500** or D3.5 **VIG**,
whichever is later,
RT direct **VI**
climb **4900**
DME VIG reads zero at THR

GS	120	140	160
D4.6 VIG	*660*	*770*	*880*
-MAPt	NA	NA	NA



19		LOC DME					Circling 1)
C	ft - m/km ft	680 - 2.4 **1530**					1400 - 2.4V **2250**
D	ft - m/km ft	680 - 2.4 **1530**					1400 - 3.6V **2250**

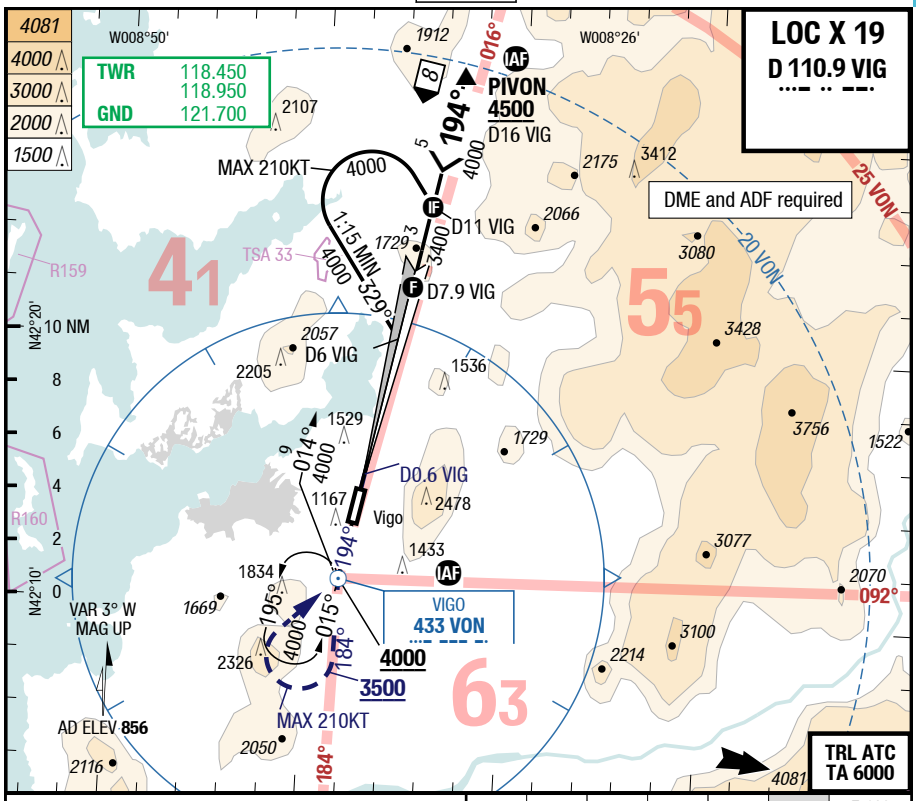
1) BTN 185°-023° of AD only

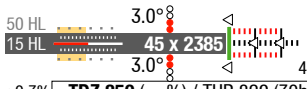
Changes: AD ELEV

VGO-LEVX

7-60

LOC X 19



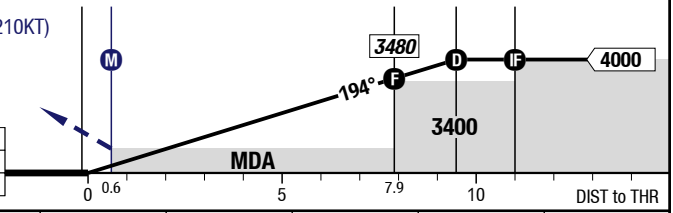


+0.3% **TDZ 850** (---%) / THR 829 (30hPa) HL-P2R

3	5	7	9	9.4		3.10°
1880	2540	3200	3860	4000		**D VIG**

VIG D0.6 D7.9 ***D9.4*** D11 VIG

194°
at **VON** QDR 184 **VON**
at MNM **3500 RT** (MAX 210KT)
direct **VON**
climb **4000**



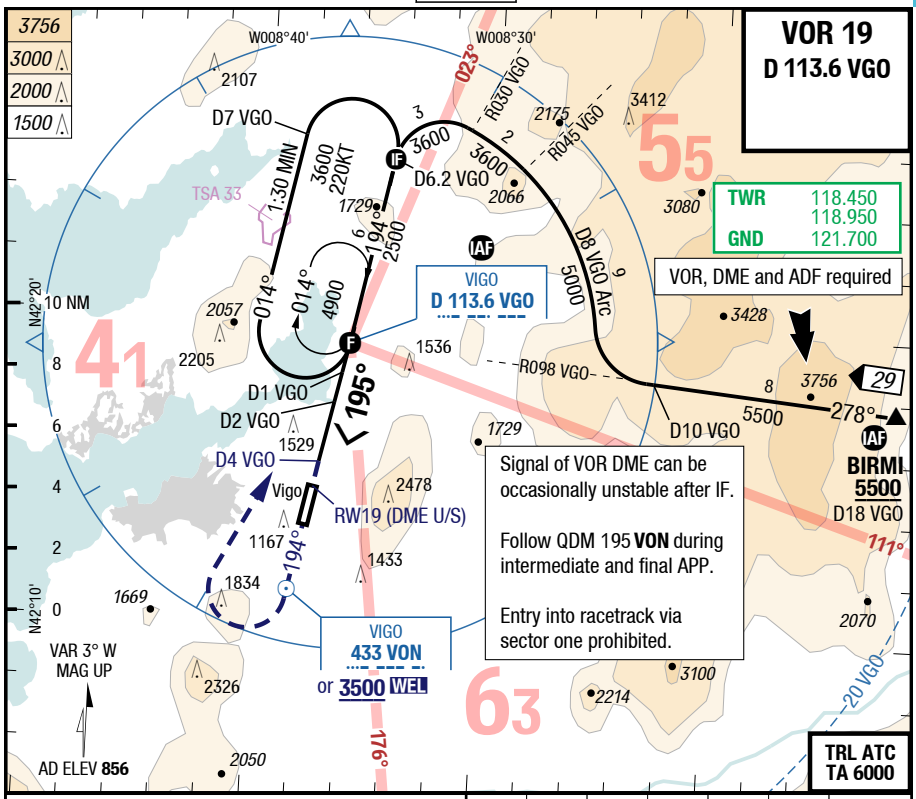
DME VIG reads zero at THR

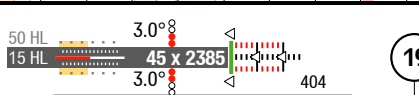
GS	120	140	160
D7.9 VIG	*660*	*770*	*880*
-MAPt	NA	NA	NA

19		**LOC DME**					**Circling** 1)
C	ft - m/km ft	680 - 2.4 **1530**					1400 - 2.4V **2250**
D	ft - m/km ft	680 - 2.4 **1530**					1400 - 3.6V **2250**

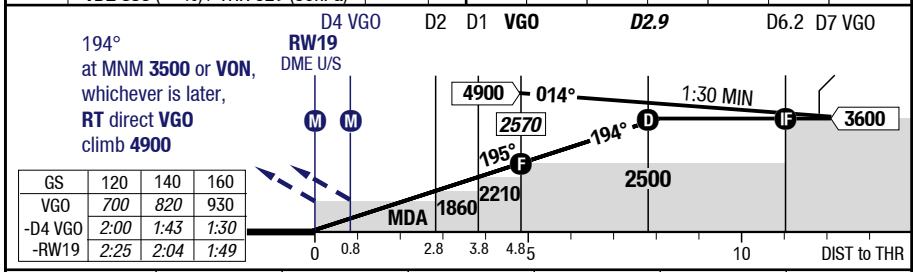
1) BTN 185°-023° of AD only

Changes: AD ELEV





2	1	VGO	1	2	2.9	3.30° D VGO 195° RWY 194°
1870	2220	2570	2920	3270	3600	

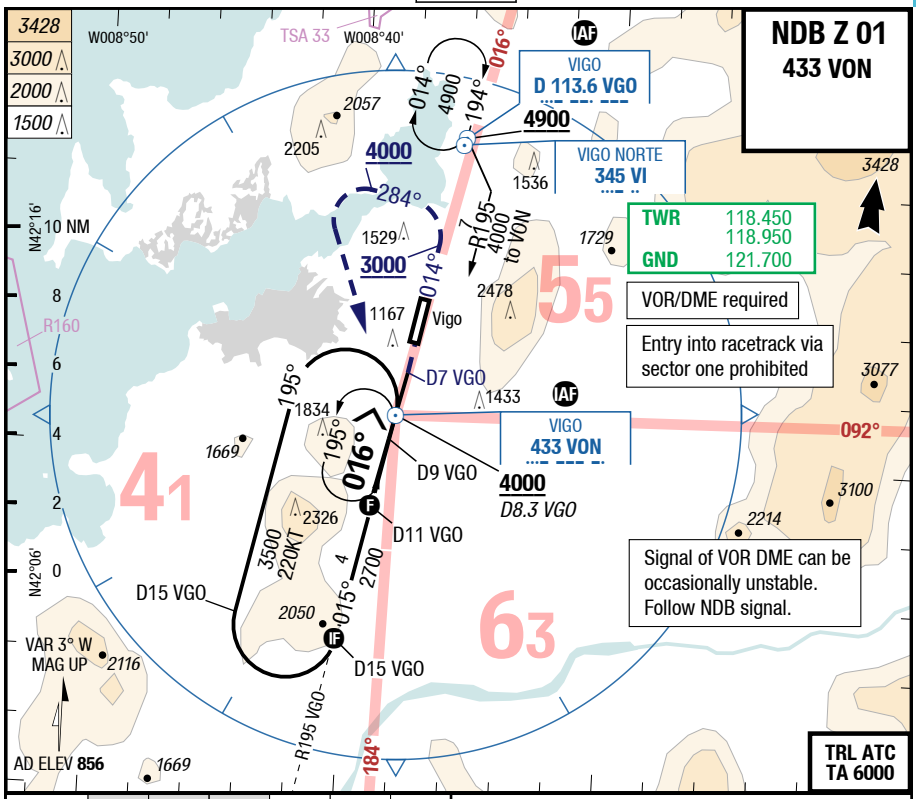


GS	120	140	160
VGO	*700*	*820*	930
-D4 VGO	*2:00*	*1:43*	*1:30*
-RW19	*2:25*	*2:04*	*1:49*

19		**VOR DME** 1)					**Circling** 2)
C	ft - m/km ft	950 - 2.4 **1800**					1400 - 2.4V **2250**
D	ft - m/km ft	950 - 2.4 **1800**					1400 - 3.6V **2250**

1) If DME U/S use THR for MAPt
2) BTN 185°-023° of AD only

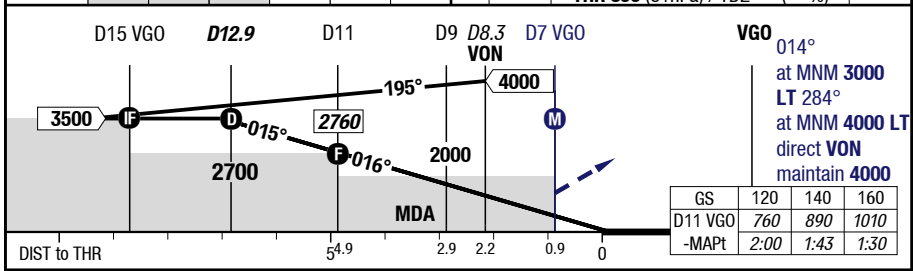
Changes: AD ELEV



3.57° D VGO 016° RWY 014°				12.9	12	10
				3500	3140	2380

01

3.0°
2385 x 45
50 HL
15 HL
3.0°
THR 856 (31hPa) / TDZ --- (---%)
-0.3%



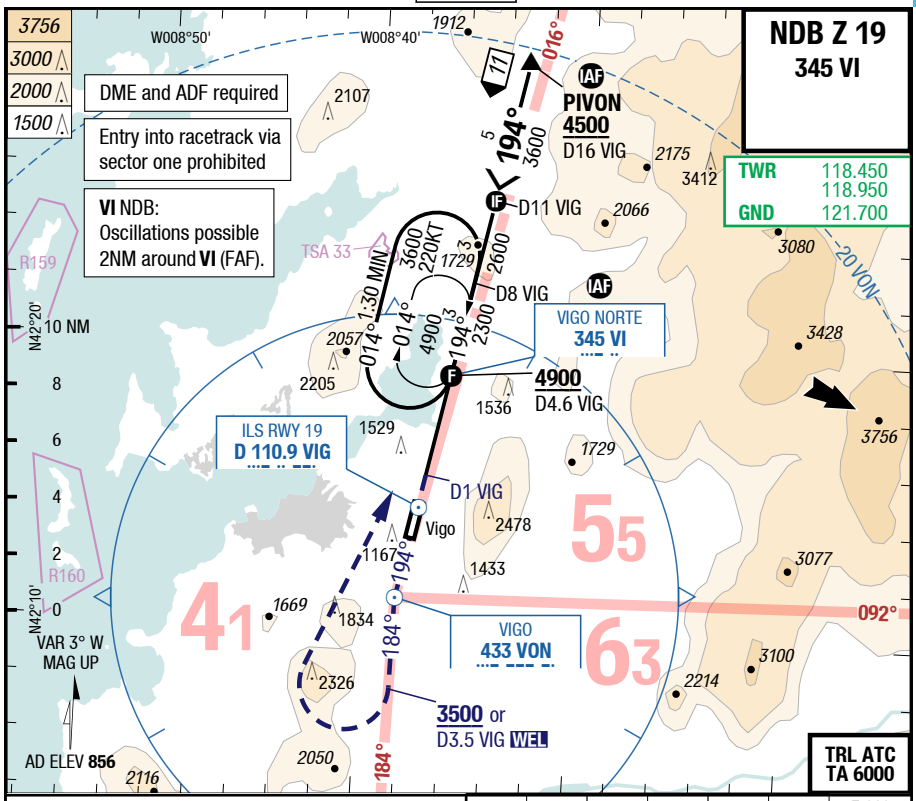
VGO
014°
at MNM 3000
LT 284°
at MNM 4000 LT
direct VON
maintain 4000

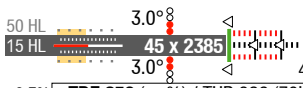
GS	120	140	160
D11 VGO	760	890	1010
-MAPt	2:00	1:43	1:30

01		NDB DME VGO					Circling 1)
C	ft - m/km ft	1400 - 5.0 **2250**					1400 - 5.0V **2250**
D	ft - m/km ft	1400 - 5.0 **2250**					1400 - 5.0V **2250**

1) BTN 185°-023° of AD only

Changes: AD ELEV

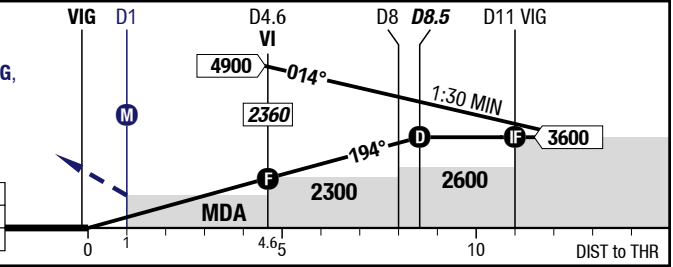




4	5	6	7	8	8.5	3.00° D VIG
2170	2480	2800	3120	3440	3600	

194°
at **VON** QDR 184 **VON**
at MNM **3500** or D3.5 **VIG**,
whichever is later,
RT direct **VI**
climb **4900**
DME VIG reads zero at THR

GS	120	140	160
D4.6 VIG	*640*	*740*	850
-MAPt	NA	NA	NA



19		NDB DME VIG					Circling 1)
C	ft - m/km ft	990 - 2.4 **1840**					1400 - 2.4V **2250**
D	ft - m/km ft	990 - 2.4 **1840**					1400 - 3.6V **2250**

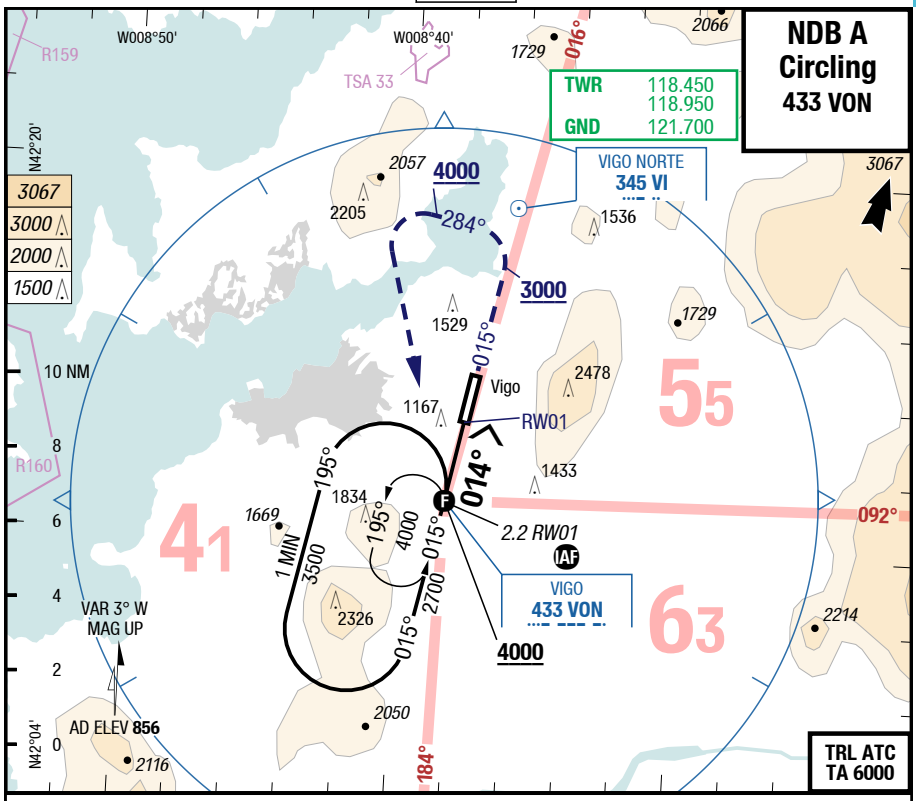
1) BTN 185°-023° of AD only

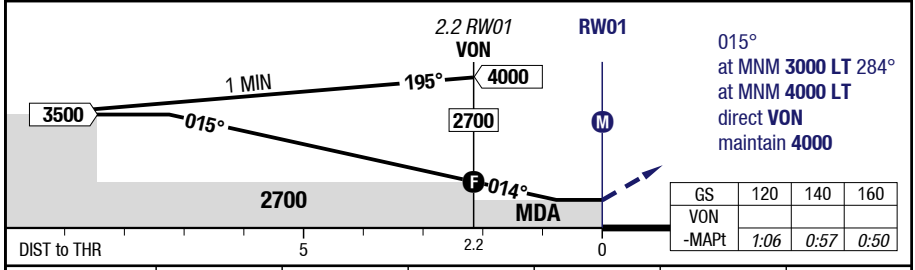
Changes: AD ELEV

VGO-LEVX

7-100

NDB A Circling





01/19							Circling 1)
C	ft - m/km ft						1400 - 2.4V **2250**
D	ft - m/km ft						1400 - 3.6V **2250**

1) BTN 185°-023° of AD only

Changes: AD ELEV