

## GENERAL

## Operational Hours

**ATS Hours / AD Activity Hours:**

Winter: 0615-2305 PS 2HR PPR before AD CLSD.

Summer: last SUN of MAR - 19 MAY: 0515-2205, PS 2HR PPR before AD CLSD.

20 MAY - 10 OCT: 0445-0020 PS 1HR PPR before AD CLSD.

11 OCT - SAT before last SUN of OCT: 0515-2205, PS 2HR PPR before AD CLSD.

**AD Hours:**

Winter: 0630-2245, PS 2HR PPR before AD CLSD.

Summer: last SUN of MAR - 19 MAY: 0530-2145, PS 2HR PPR before AD CLSD.

20 MAY - 10 OCT: 0500-0000, PS 1HR PPR before AD CLSD.

11 OCT - SAT before last SUN of OCT: 0530-2145, PS 2HR PPR before AD CLSD.

## Airport Information

**RFF:** CAT 7, CAT 8 AVBL O/R

**PCN:** RWY 11/29: first 150m / 492ft 53/F/C/W/T, rest 72/F/A/W/T

## Operation

**Requirements for Operators**

RWY 29: Special training is required for CAT III operations.

**Traffic Note**

Use of AD with PPR for ACFT code letter D and E.

**Transponder Mode S**

Select assigned transponder Mode A and activate S, set to AUTO if technically AVBL

- from push-back or taxi whichever comes earlier
- after LDG, continuously until fully parked on stand.
- when fully parked on stand select STBY

Select ACFT identification feature if AVBL, before activating transponder.

**Low Visibility Procedures**

Low visibility procedure will be in force when

- RVR is 800m or below with any transmissometer.
- ceiling 90m (300ft) or below.

During LVP only one ACFT is allowed to taxi in the entire maneuvering area at a time.

During LVP TWY A2 CLSD.

Follow-me AVBL O/R.

Follow is mandatory from APN to stand.

**ARR**

When vacating RWY 29, notify:

- ILS sensitive area free and,
- TWY used.

On the APN, notify:

- assigned ACFT stand and,
- FREQ out.

ACFT that overshoots TWY A3 in landing on RWY 29 shall continue taxiing to the RWY end to vacate it.

DEP: Notify the start of taxiing to gate A or B.

## GENERAL

**Standard Taxi Routes**

Arrival RWY 11

TWY A1, T1, T2 to stands 1-3.

TWY A1, T1, gate B to stands 4-9.

TWY A2, gate A to stands 1-3.

TWY A2, T2, gate B to stands 4-9.

Arrival RWY 29

TWY A4, T4, T3, gate A to stands 1-3.

TWY A3, T3, gate A to stands 1-3.

TWY A2, gate A to stands 1-3.

TWY A4, T4, T3, T2, gate B to stands 4-9.

TWY A3, T3, T2, gate B to stands 4-9.

TWY A2, T2, gate B to stands 4-9.

Departure RWY 11

From stands 1-3 to gate A, TWY T3, T4, A4.

From stands 4-9 to gate B, TWY T2, T3, T4, A4.

Departure RWY 29

From stands 1-3 to gate A, TWY T2, T1, A1.

From stands 4-9 to gate B, TWY 1, A1.

**Standard Taxi Routes for Code Letter D/E ACFT**

Arrival RWY 11

TWY A1, T1, gate B to stand.

Arrival RWY 29

TWY A4, T4, T3, T2, gate B to stand.

Departure RWY 11

From stand to gate B, TWY T2, T3, T4, A4.

Departure RWY 29

From stand to gate B, TWY T1, A1.

**Taxi/Parking**

Code letter D and E ACFT must use oversteering when entering/exiting APN via gate B.

Follow-me is mandatory from stand to gate B and from gate B to stand.

Taxiing into/out of stands shall be carried out at close to idle PWR. If a significant PWR increase is required, contact ATC.

Collision avoidance with other ACFT or obstacles is responsibility of:

Pilots taxiing in the APN and in the areas not visible from TWR.

Handling agents during exit maneuvering from stand.

ACFT unable to exit via TWY A2 and A3, continue taxiing to end of RWY to vacate via TWY A4 or A1.

**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**

High probability of unpredicted fog.

Birds and animal in vicinity of AD.

**ARRIVAL****Communication****COM Failure**

During LVP: After vacating the sensitive area stop the ACFT and wait for follow-me.

If taxi CLR has already been received, continue on assigned route, stop at the CLR limit and wait for follow-me.

**Arrival Procedure**

**Minimum Runway Occupancy Time (MROT):** Ensure standard MROT procedures.

**Non-standard GP intercept position on RWY 29**

GP intercepts RWY 29 at *314m / 1030ft* after landing threshold.

Remaining LDG DIST beyond GP is *1886m / 6188ft*.

**Warnings**

**RWY 11/29:** PAPI U/S for code letter E ACFT.

**DEPARTURE****Take-off Minima**

RWY		29	
All ACFT	ft - m/km	0 - 75R	-
RWY		11	
All ACFT	ft - m/km	0 - 125R	-

**Communication****COM Failure**

During LVP: Continue on assigned route, stop at the CLR limit and wait for follow-me.

**Departure Procedure**

**Intersection TKOF:** TKOF from INT with TWY A2 prohibited.

**De-icing**

Hot water and glycol AVBL.

Effective 01-FEB-2018

25-JAN-2018

OVD-LEAS

2-10

Spain Asturias

AGC

AFC

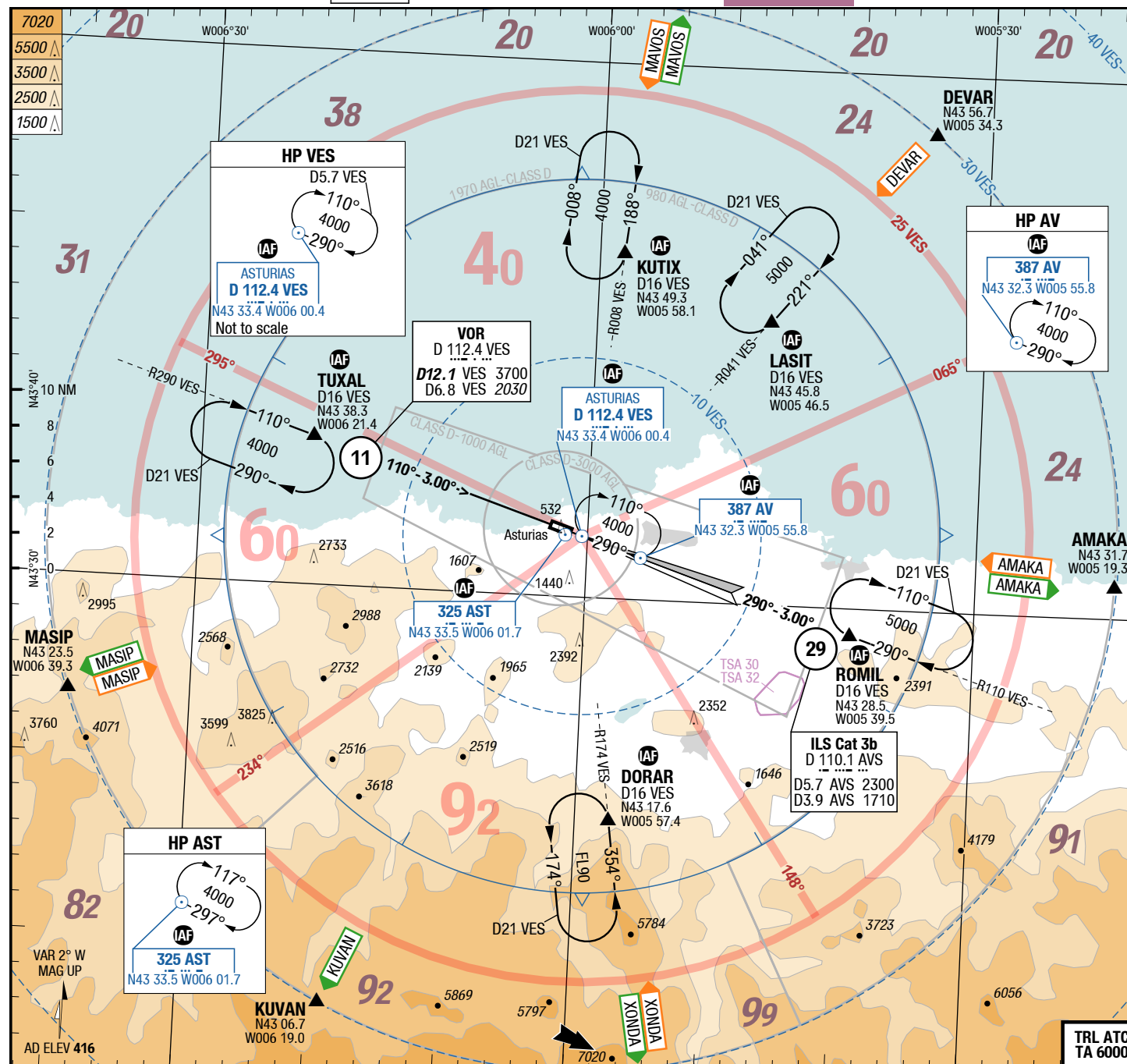
AFC

AFC

Asturias Spain

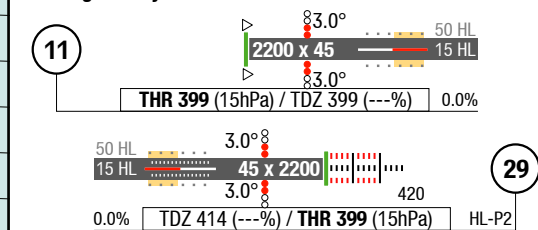
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APP 118.150 HR ATS  
TWR 118.150 HR ATS  
GND 121.700 HR ATS

Landing RWY system:



Changes: Nil

Effective 01-FEB-2018

25-JAN-2018

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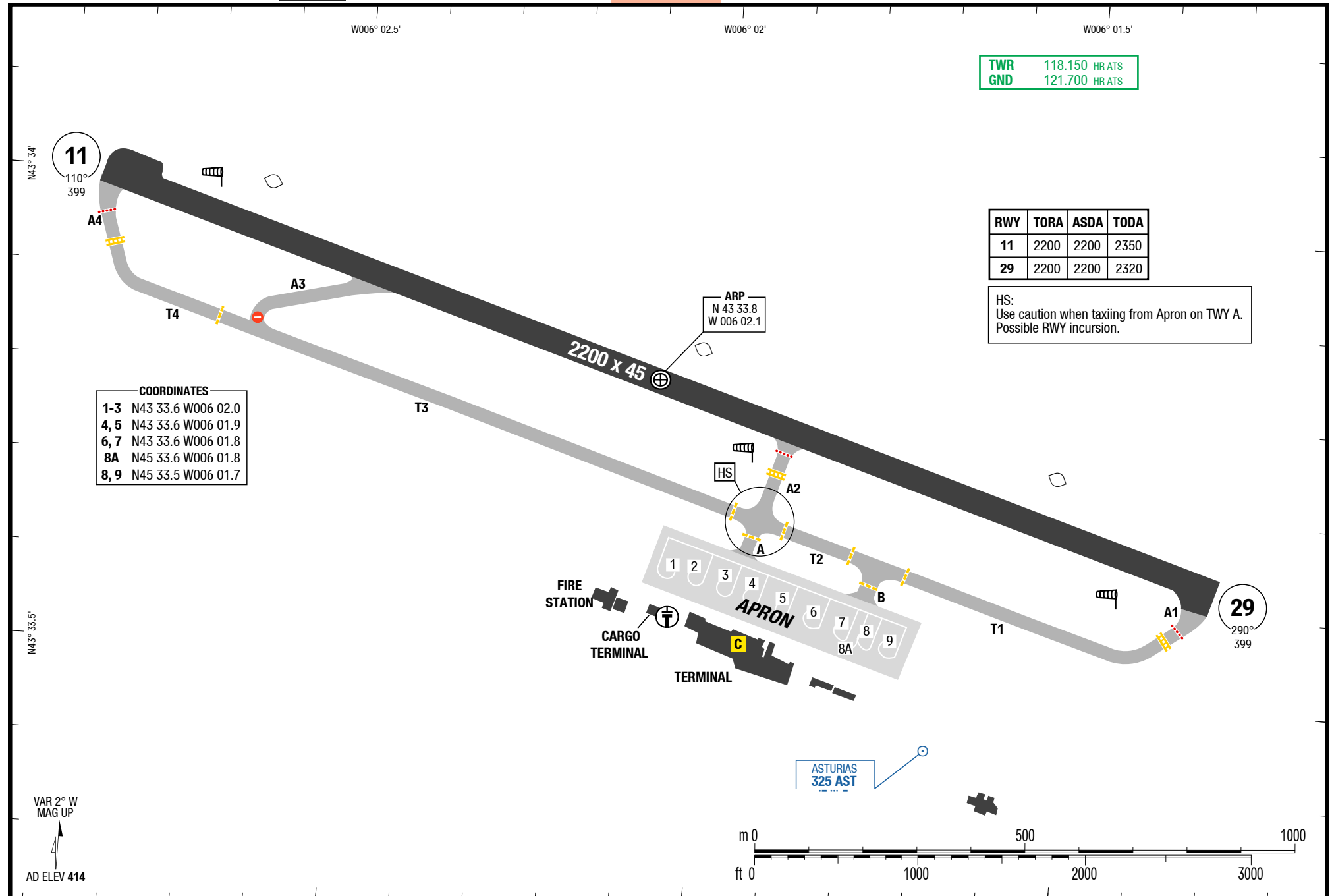
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3-20



Changes: Parking Stands , AD ELEV

## OVD-LEAS

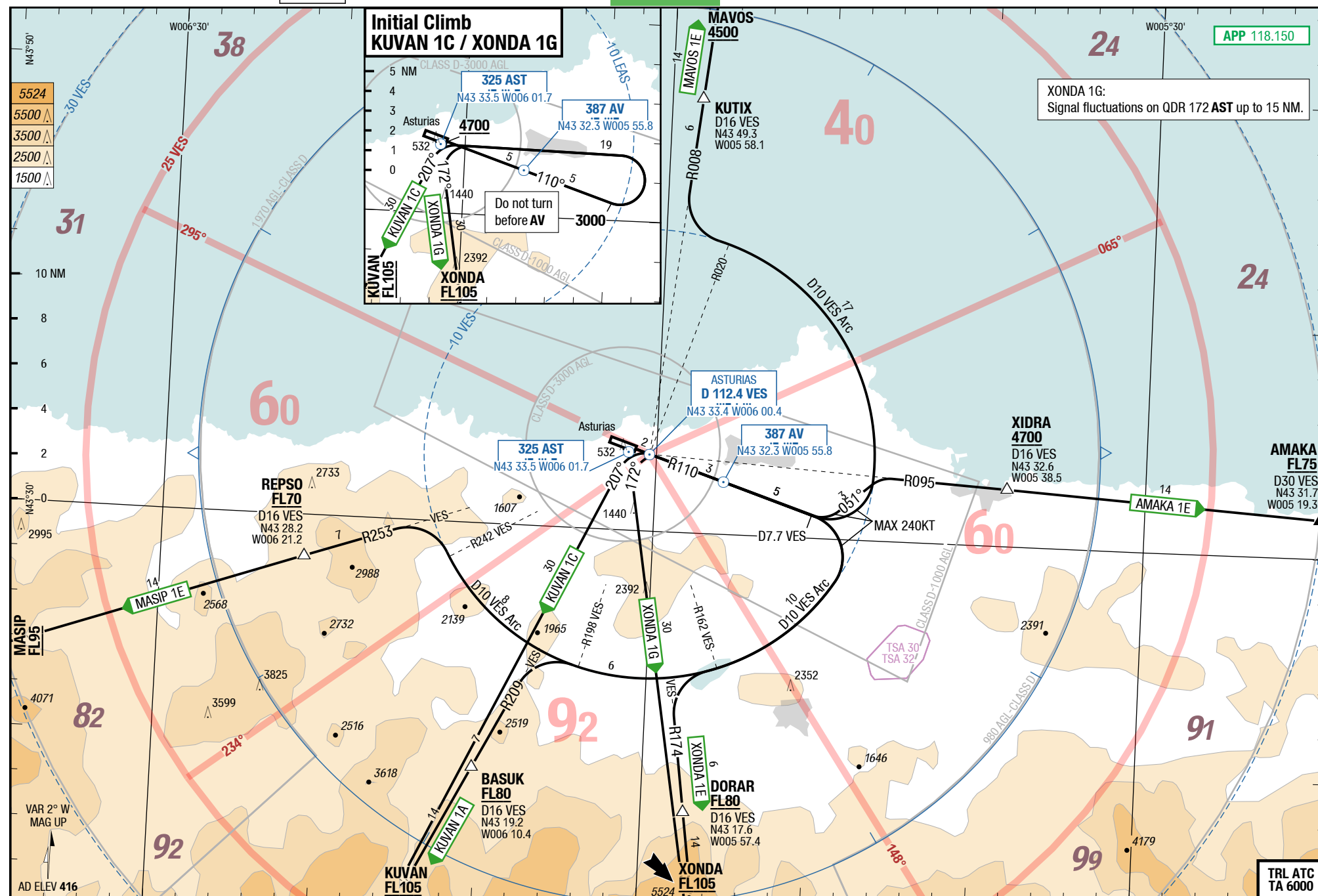
## SIDs RWY 11

SID

SID

## SIDs RWY 11

4-10



Changes: ASP, Track, MSA, VAR

TRL ATC  
TA 6000

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16-JUN-2016

OVD-LEAS

4-20

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SIDs RWY 29

SID

SID

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SIDs RWY 29



Changes: ASP, MSA, Track, VAR

**AMAKA 1E / KUVAN 1A / KUVAN 1C / MASIP 1E / MAVOS 1E / XONDA 1E / XONDA 1G**  
RWY 11 (110°)

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>AMAKA 1E</b> <b>118.150</b>	direct <b>VES</b> - R110 <b>VES</b> - at D7.7 <b>VES LT</b> 051° (MAX 240KT) - intercept R095 <b>VES</b> to XIDRA - AMAKA	XIDRA MNM <b>4700</b> AMAKA MNM <b>FL75</b>
<b>KUVAN 1A</b> <b>118.150</b>	direct <b>VES</b> - R110 <b>VES</b> - at D7.7 <b>VES RT</b> (MAX 240KT) follow D10 <b>VES</b> Arc - crossing R198 <b>VES LT</b> intercept R209 <b>VES</b> to BASUK - KUVAN	BASUK MNM <b>FL80</b> KUVAN MNM <b>FL105</b>
<b>KUVAN 1C</b> <b>118.150</b> ①	direct <b>AV</b> - QDR 110 <b>AV</b> - at <b>3000 LT</b> direct <b>AST</b> - QDR 207 <b>AST</b> to KUVAN	<b>AST</b> MNM <b>4700</b> KUVAN MNM <b>FL105</b>
<b>MASIP 1E</b> <b>118.150</b>	direct <b>VES</b> - R110 <b>VES</b> - at D7.7 <b>VES RT</b> (MAX 240KT) follow D10 <b>VES</b> Arc - crossing R242 <b>VES LT</b> intercept R253 <b>VES</b> to REPSO - MASIP	REPSO MNM <b>FL70</b> MASIP MNM <b>FL95</b>
<b>MAVOS 1E</b> <b>118.150</b>	direct <b>VES</b> - R110 <b>VES</b> - at D7.7 <b>VES LT</b> (MAX 240KT) follow D10 <b>VES</b> Arc - crossing R020 <b>VES RT</b> intercept R008 <b>VES</b> to KUTIX - MAVOS	MAVOS MNM <b>4500</b>
<b>XONDA 1E</b> 4.8% to FL75 <b>118.150</b>	direct <b>VES</b> - R110 <b>VES</b> - at D7.7 <b>VES RT</b> (MAX 240KT) follow D10 <b>VES</b> Arc - crossing R162 <b>VES LT</b> intercept R174 <b>VES</b> to DORAR - XONDA	DORAR MNM <b>FL80</b> XONDA MNM <b>FL105</b>
<b>XONDA 1G</b> <b>118.150</b> ①②	direct <b>AV</b> - QDR 110 <b>AV</b> - at <b>3000 LT</b> direct <b>AST</b> - QDR 172 <b>AST</b> to XONDA	<b>AST</b> MNM <b>4700</b> XONDA MNM <b>FL105</b>

① Do not turn before AV.

② Signal fluctuations on QDR 172 AST up to 15 NM.



AMAKA 1F / KUVAN 1B / KUVAN 1D / MASIP 1F / MAVOS 1F / XONDA 1F / XONDA 1H  
RWY 29 (290°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>AMAKA 1F</b> <b>118.150</b>	R290 <b>VES</b> - at D7.5 <b>VES RT</b> (MAX 240KT) follow D10 <b>VES</b> Arc - crossing R084 <b>VES LT</b> intercept R095 <b>VES</b> to XIDRA - AMAKA	XIDRA MNM <b>4700</b> AMAKA MNM <b>FL75</b>
<b>KUVAN 1B</b> 4.5% to FL105 <b>118.150</b>	R290 <b>VES</b> - at D7.5 <b>VES LT</b> (MAX 240KT) follow D10 <b>VES</b> Arc - crossing R221 <b>VES RT</b> intercept R209 <b>VES</b> to BASUK - KUVAN	BASUK MNM <b>FL80</b> KUVAN MNM <b>FL105</b>
<b>KUVAN 1D</b> <b>118.150</b>	QDR 290 <b>AV</b> - at <b>3000 RT</b> direct <b>AST</b> - QDR 207 <b>AST</b> to KUVAN	<b>AST</b> MNM <b>4700</b> KUVAN MNM <b>FL105</b>
<b>MASIP 1F</b> 5.0% to FL95 <b>118.150</b>	R290 <b>VES</b> - at D7.5 <b>VES LT</b> (MAX 240KT) follow D10 <b>VES</b> Arc - crossing R265 <b>VES RT</b> intercept R253 <b>VES</b> to REPSO - MASIP	REPSO MNM <b>FL70</b> MASIP MNM <b>FL95</b>
<b>MAVOS 1F</b> <b>118.150</b>	R290 <b>VES</b> - at D7.5 <b>VES RT</b> (MAX 240KT) follow D10 <b>VES</b> Arc - crossing R357 <b>VES LT</b> intercept R008 <b>VES</b> to KUTIX - MAVOS	MAVOS MNM <b>4500</b>
<b>XONDA 1F</b> 4.3% to 5500 <b>118.150</b>	R290 <b>VES</b> - at D7.5 <b>VES LT</b> (MAX 240KT) follow D10 <b>VES</b> Arc - crossing R185 <b>VES RT</b> intercept R174 <b>VES</b> to DORAR - XONDA	DORAR MNM <b>FL80</b> XONDA MNM <b>FL105</b>
<b>XONDA 1H</b> <b>118.150</b> ①	QDR 290 <b>AV</b> - at <b>3000 RT</b> direct <b>AST</b> - QDR 172 <b>AST</b> to XONDA	<b>AST</b> MNM <b>4700</b> XONDA MNM <b>FL105</b>

① Signal fluctuations on QDR 172 AST up to 15 NM.

Effective 13-OCT-2016

06-OCT-2016

OVD-LEAS

6-10

Spain Asturias

STARs RWY 29

STARs RWY 11

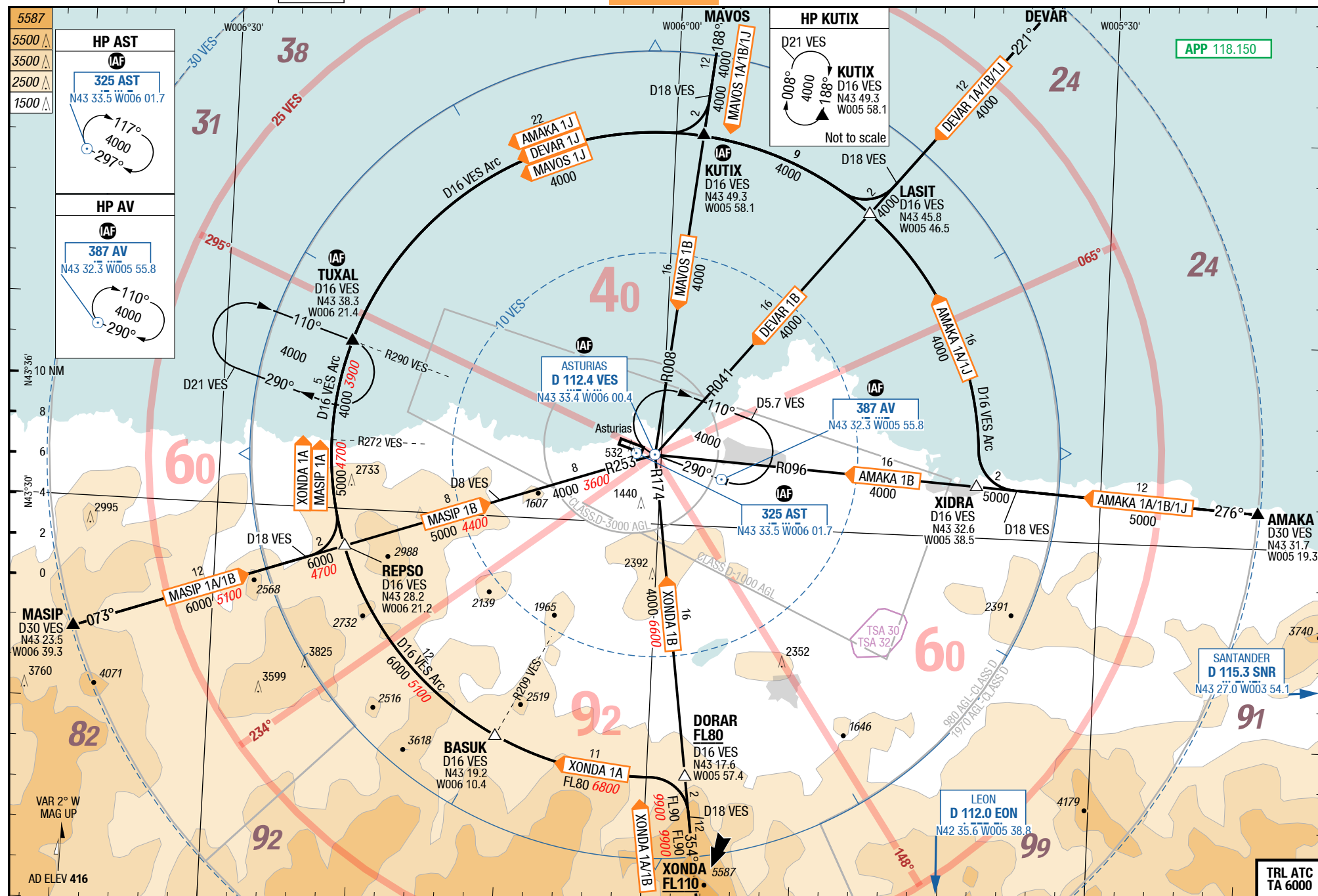
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STARs RWY 29

STARs RWY 11



Changes: ALT, Editorial

## OVD-LEAS

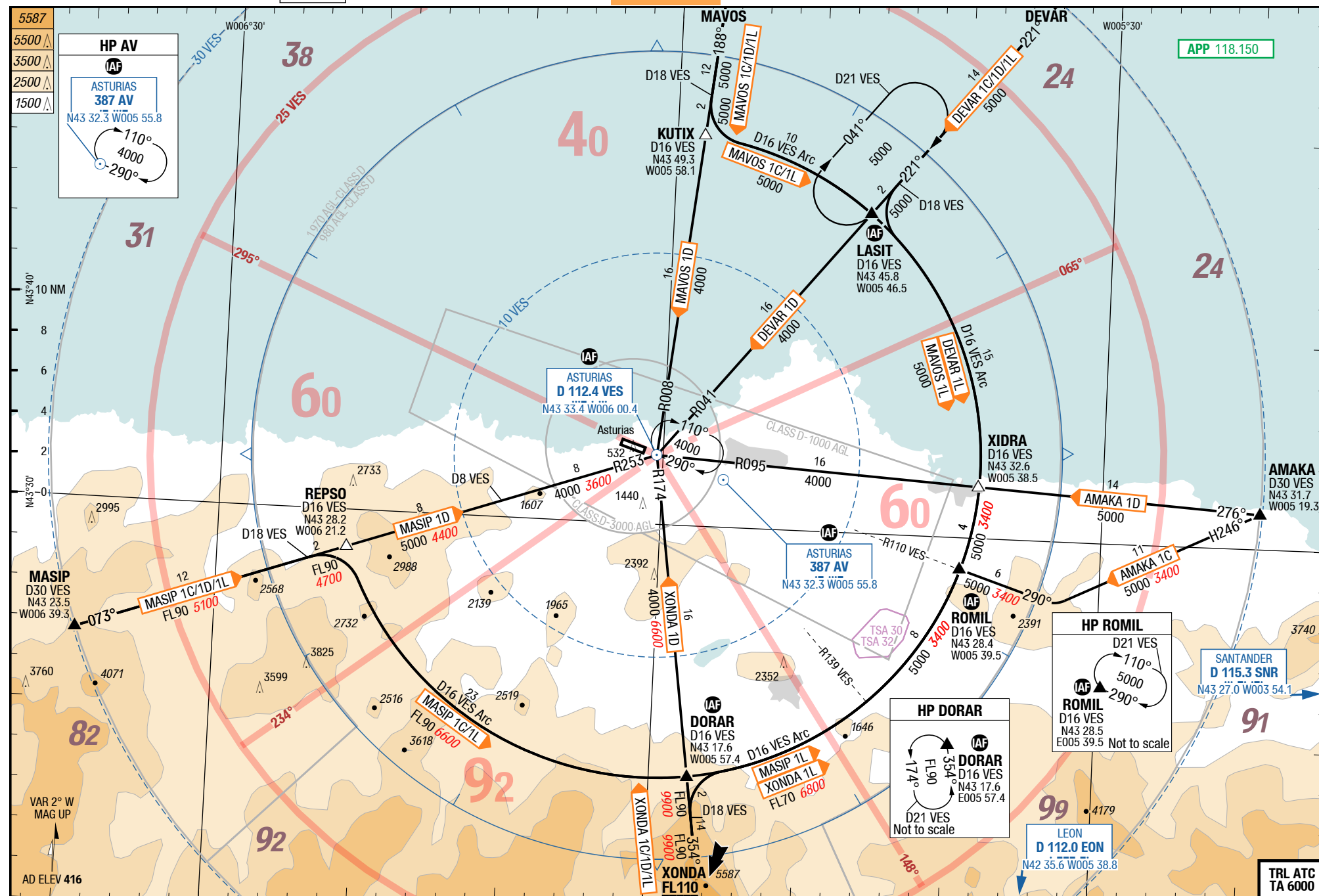
## STARs RWY 29

**STAR**

**STAR**

## STARs RWY 29

6-20



Changes: ALT, Editorial

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CDA STARs RWY 29 (ATC)

6-30

CDA STARs RWY 11 (ATC)

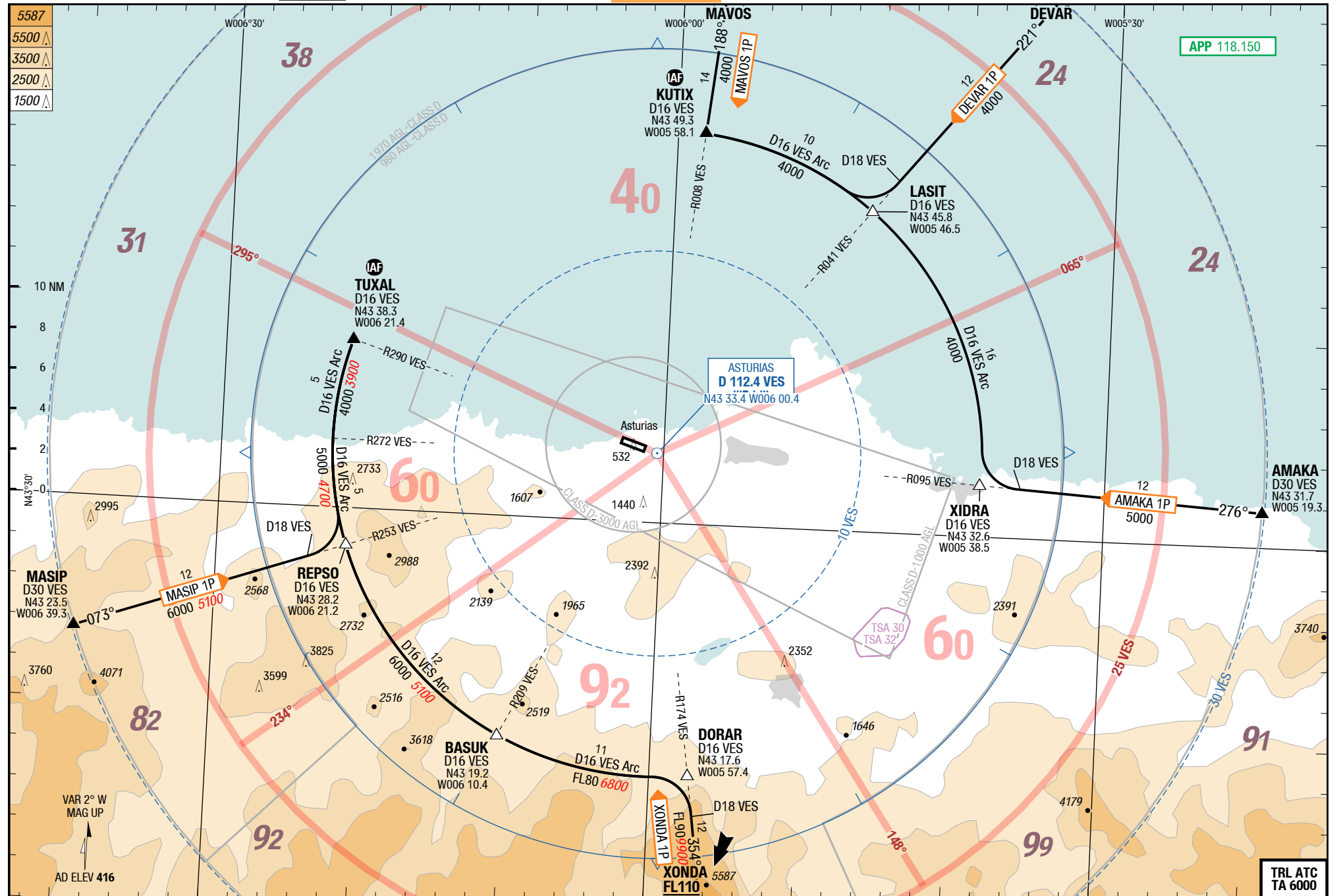
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CDA STARs RWY 29 (ATC)

CDA STARs RWY 11 (ATC)



Changes: ALT, Editorial

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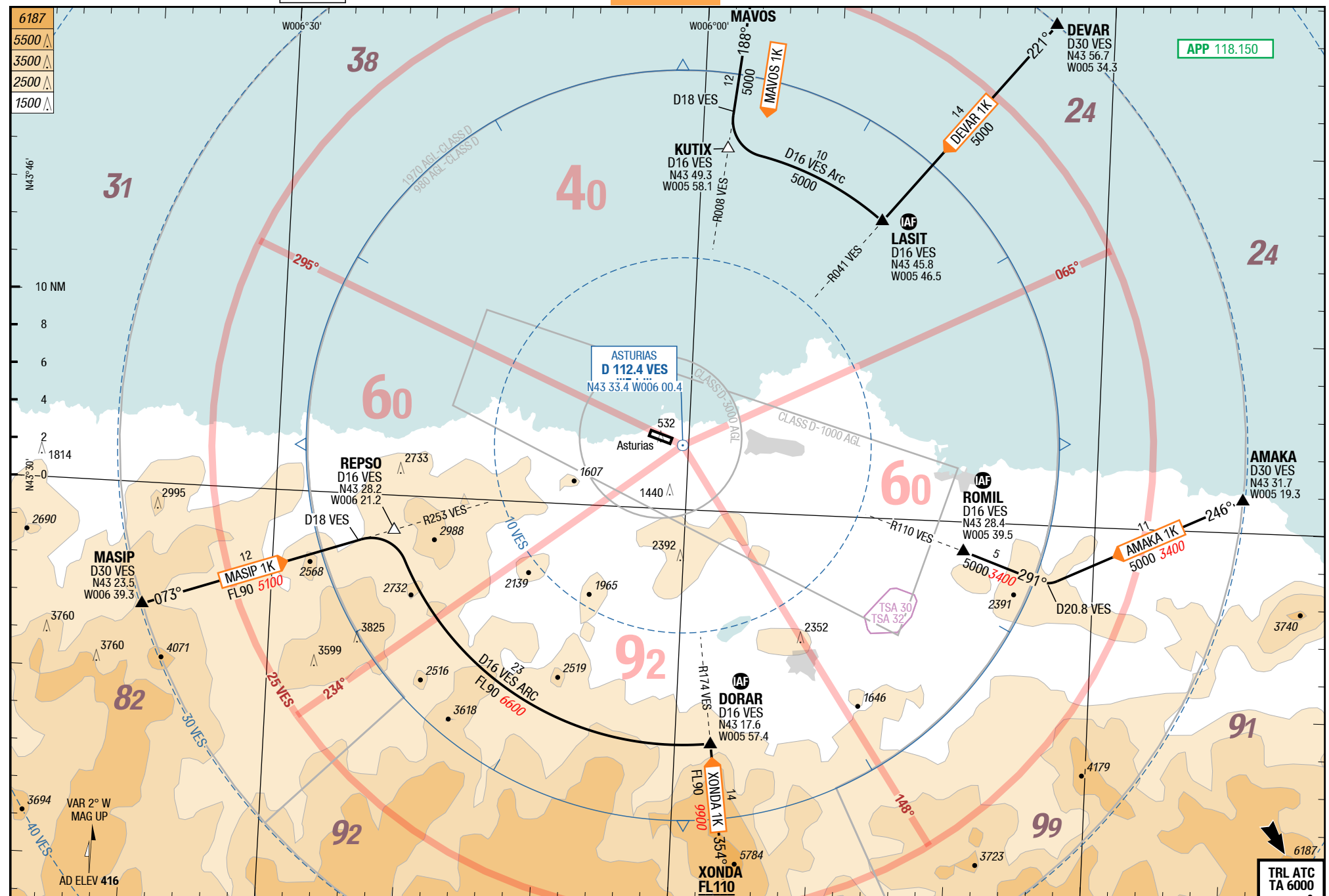
# STAR

# STAR

## CDA STARs RWY 29 (ATC)

6-40

## CDA STARs RWY 29 (ATC)

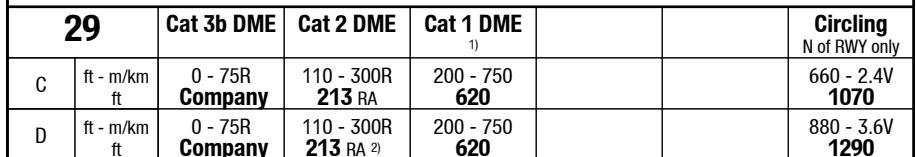


Changes: ALT, Editorial

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## ILS Z 29

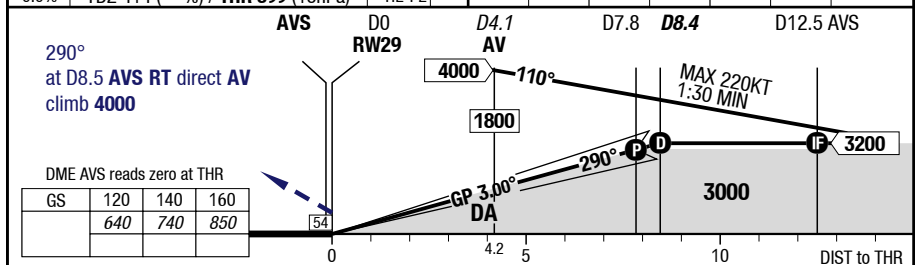
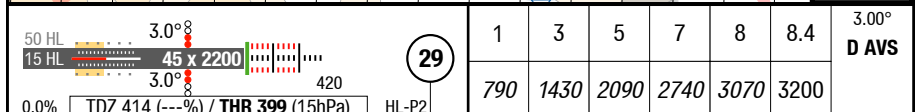
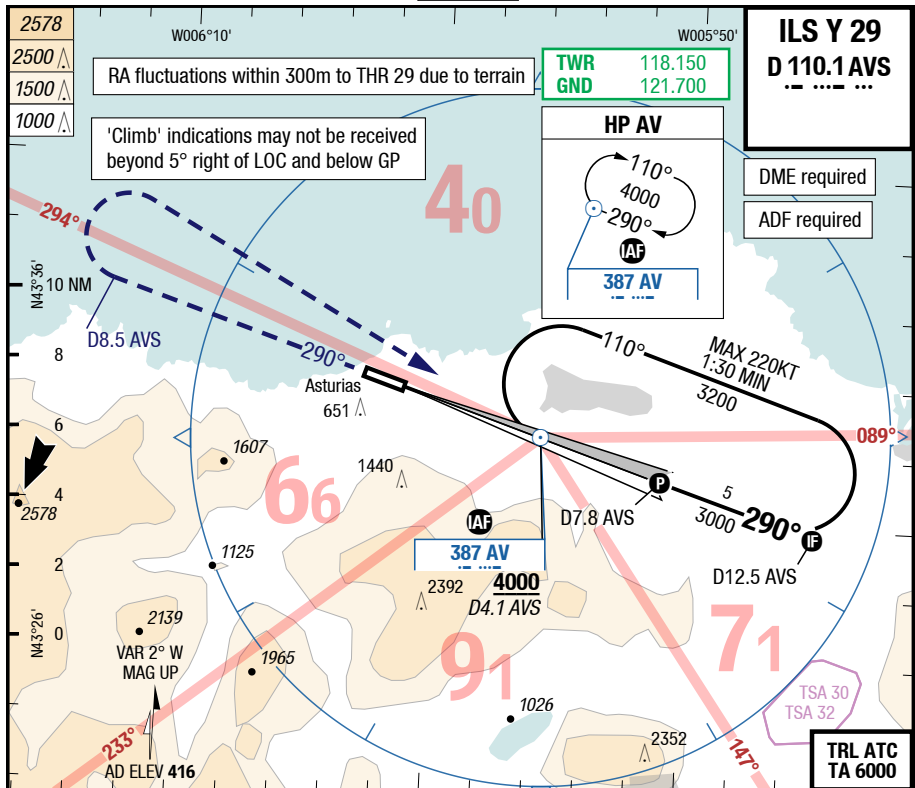


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# OVD-LEAS

**7-20**

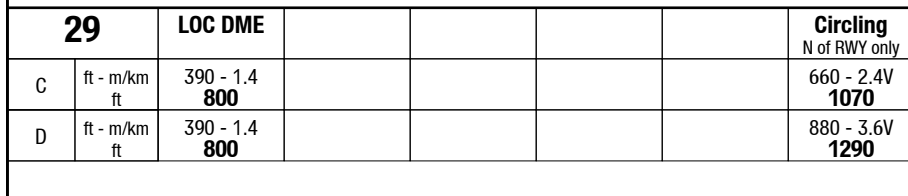
**ILS Y 29**



29		Cat 3b DME	Cat 2 DME	Cat 1 DME 1)		Circling N of RWY only
C	ft - m/km ft	0 - 75R Company	110 - 300R 213 RA	200 - 750 620		660 - 2.4V 1070
D	ft - m/km ft	0 - 75R Company	110 - 300R 213 RA 2)	200 - 750 620		880 - 3.6V 1290

1) With EVS 500m	
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2) If not conducting autoland RVR 350m required

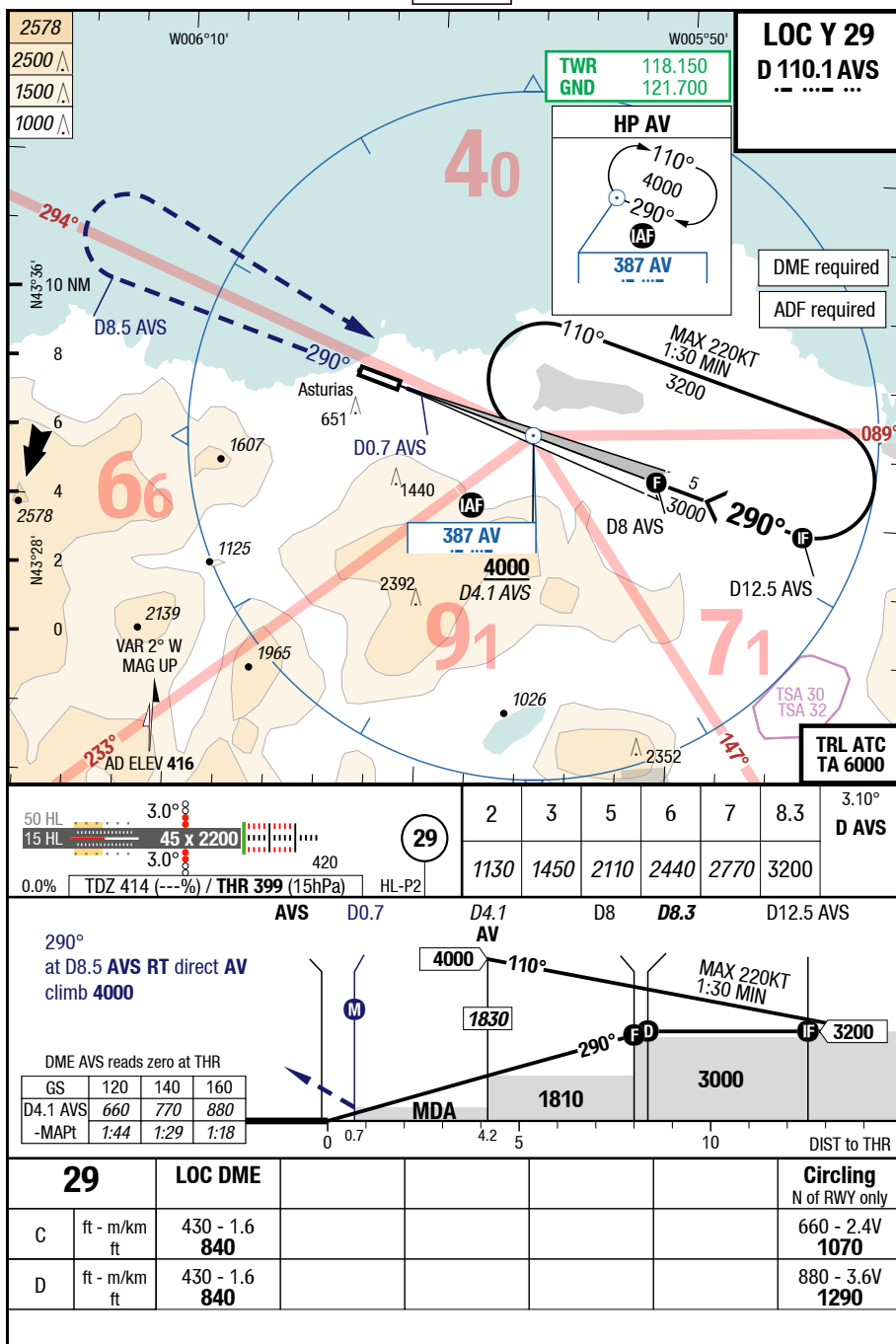




## OVD-LEAS

7-40

LOC Y 29



Changes: MIN



## OVD-LEAS

7-60

## VOR 29

