

**GENERAL****Operational Hours**

**ATS Hours / AD Hours:** H24

**Airport Information**

**RF:** CAT 7, CAT 8 and 9 AVBL O/R. Submit REQ at least 15 days before SKED flight  
**PCN:** RWY 17/35: 107/F/A/W/T

**Operation****Traffic Note**

AD not AVBL to code letter F ACFT.

**Low Visibility Procedures**

LVP in force when RVR at or below 600m in any of the transmissometers, or when VIS is at or below 800m if the transmissometers are out of service and when cloud ceiling is at or below 250ft.

After arrival report:

- RWY vacated
- ILS sensitive area vacated
- TWY used

If RVR is below 2000m vacate RWY via TWY E4 or TWY E1, depending on the RWY in use.

Enter RWY via TWY E4 and E1.

TWY E2, E3 and Z CLSD during LVP and when RVR is below 2000m.

Follow-me will be provided for ACFT parking on APN P1, P2 and stands A8, 16-18 during LVP and when RVR is below 2000m.

Follow-me AVBL O/R.

**Standard Taxi Routes****Arrival**

ACFT that overshoot E2/E3 after landing shall continue taxiing to vacate RWY by its end, unless ATC advises otherwise due to operational needs.

ATC shall establish the priority if a taxiing ACFT coincides with the pushback of an ACFT.

Unless ATC indicates another route, the following routes will be employed preferentially:

- Stands A1-A7 and 1-3: Taxi via TWY T and D4.
- Stands 4-10. If an ACFT exits the RWY via TWY E4: Taxi via TWY T, D4 and R. Otherwise taxi via TWY T, D3 and R.
- Stands 11-15: Taxi via TWY T and D3.
- Stands A8 and 16-18: Taxi via TWY T, D3 and Z. During LVP or when RVR is below 2000m, stay close to TWY Y and wait for follow-me.
- Stands 19-26, 31 and 33: Taxi via TWY T.
- Stands 32 and 34: Taxiing via TWY T, D2 and Z.
- Apron P2: Taxi via T and D2. During LVP and when RVR is below 2000m, stay close to the intermediate HLDG point of TWY T with TWY D2 and wait for follow-me.
- Apron P1: Taxi via TWY T and D1. Report to ATC when ACFT has passed TWY T. During LVP and when RVR is below 2000m, stay close to TWY D1 and wait for follow-me.

## GENERAL

**Departure**

ATC shall establish the priority if a taxiing ACFT coincides with push-back of an ACFT, or if two push-backs could interfere with each other.

ATC will approve the push-back manoeuvre when it is necessary.

Unless ATC indicates another route, the following routes will be employed preferentially:

- Stands A1-A7 and 1-4: Taxi via TWY D4 and T.
- Stands 5-10: If the ACFT is taking off from RWY 17, taxi via TWY R, D3 and T. For RWY 35, taxi via TWY R, D4 and T.
- Stands 11-15: Taxi via TWY D3 and T.
- Stands A8 and 16-18: Taxi via TWY Y, D3 and T. During LVP and when RVR is below 2000m, follow-me is mandatory on TWY Y.
- Stands 19-26: Taxi via TWY T.
- Stands 31 and 33: Taxiing via TWY T by towing only, via TWY Z and T under own ENG PWR.
- Stands 32 and 34: Taxiing via TWY Z, D2, T by towing only, via TWY T under own ENG PWR.
- Apron P2: Taxi via D2 and T. During LVP and when RVR is below 2000m, follow-me is mandatory on TWY D2.
- Apron P1: Taxi via TWY D1 and T. During LVP and when RVR is below 2000m, follow-me is mandatory on TWY D1.

**TWY Restriction**

TWY E1, T, R, D3 (between TWY T and R) AVBL up to code letter E ACFT.

TWY D3 (between TWY R and stand 15), D4 (between TWY T and R) AVBL up to code letter D ACFT.

TWY E2, E3, D2, D4 (between TWY R and stand 1) AVBL up to code letter C ACFT.

TWY Y, Z AVBL up to code letter B ACFT.

TWY D1 MAX wingspan 31m / 102ft.

Code letter E ACFT shall carry out oversteering on RWY-E1 turn.

Code letter D ACFT shall carry out oversteering on T-D4-R turn.

Code letter D and E ACFT shall carry out oversteering on:

- E1-T turn
- RWY-E4 turn
- E4-T turn
- T-D3-R turn

**Taxi/Parking**

Towing out of stands is mandatory for ACFT which protrude beyond the nosewheel bar.

Do not use more than idle PWR when taxiing out of stands.

**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

Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure in Manoeuvring Area**

After vacating RWY wait for follow-me or if taxi CLR has been already received, continue until CLR limit and wait for follow-me.

**Arrival Procedure****ARR Note**

**KORAV 1G/1H:** Subject to LER76E activity.

**MEGAT 1G/1H:** Subject to LED83 activity.

**Critical DME**

RNAV 1 approval required for FORNO 1F STAR. VGO DME critical.

**Non-standard GP Intercept Position on****RWY 17**

GP intercepts RWY 17 at *332m / 1088ft* after landing threshold.

Remaining LDG DIST beyond GP is *2688m / 8820ft*.

**RWY 35**

GP intercepts RWY 35 at *361m / 1183ft* after landing threshold.

Remaining LDG DIST beyond GP is *2659m / 8725ft*.

**Warnings**

**ISO GP 35:** Full scale of GP FLY-UP could be deficient outside 4° right of RCL below GP.

**PAPI RWY 17:** Prohibited to B747 and A333.

**PAPI RWY 35:** Prohibited to B747.

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

RWY		17	
All ACFT	ft - m/km	0 - 75R	-
RWY		35	
All ACFT	ft - m/km	0 - 125R	-

**Communication****COM Failure in Manoeuvring Area**

Taxi until CLR limit and wait for follow-me.

**DEPARTURE****Departure Procedure****Start-up/Push-back**

REQ start-up when fully ready to TWR, report stand number. Be ready to push-back within 5min after approved start-up.

**DEP Note**

**KORAV 1A/2B:** Subject to LER76E activity.

**De-icing**

De-icing AVBL at stands except stands A1-A8, 16-18, 31-34 and 41-44.

**TEMPORARY STANDARD TAXI ROUTES**

REF AIP SUP 116/17

WIP in 6 phases on TWY E3 and T until 01 DEC 2018 (EST)

**Phase 1**

TWY E1 and T (between TWY E1 and D1) CLSD.

**Standard Taxi Routes**

DEP RWY 17: Taxi via TWY E2, E3 or E4 (as indicated by ATC) to THR RWY 17. Code letter D or higher ACFT must use TWY E4 only.

ARR RWY 35: If TWY E2 has been passed on landing roll, make a 180° turn at THR RWY 17 and vacate RWY via TWY E2, E3 or E4 (as indicated by ATC). Code letter D or higher ACFT must use TWY E4 only.

**Phase 2**

Apron P1, TWY E1 and T (between TWY E1 and D2) CLSD.

**Standard Taxi Routes**

DEP RWY 17: Taxi via TWY E2, E3 or E4 (as indicated by ATC) to THR RWY 17. Code letter D or higher ACFT must use TWY E4 only.

ARR RWY 35: If TWY E2 has been passed on landing roll, make a 180° turn at THR RWY 17 and vacate RWY via TWY E2 or E3 (as indicated by ATC). Code letter D or higher ACFT must use TWY E4 only.

**Phase 3**

TWY T (between TWY D1 and D2) CLSD.

**Standard Taxi Routes**

DEP RWY 17: ACFT parked on APN P2, P3 or P4 shall taxi via TWY E2, E3 or E4 (as indicated by ATC) to THR RWY 17. Code letter D or higher ACFT must use TWY E4 only.

ARR RWY 17: ACFT parking on APN P1 shall:

- vacate RWY at RWY end, taxi via E4 and T, back to RWY via TWY E2 or E3 to THR RWY 17, and vacate RWY via TWY E1 to APN P1, or
- taxi to RWY end, make a 180° turn at THR RWY 35, taxi to THR RWY 17, and vacate RWY via TWY E1 to APN P1.

DEP RWY 35: ACFT parked on APN P1 shall taxi to RWY via TWY E1, then:

- continue to THR RWY 35, or
- vacate RWY via E2 or E3, taxi via TWY T and E4 to THR RWY 35.

ARR RWY 35: ACFT parking on APN P2, P3 or P4: If TWY E2 has been passed on landing roll, make a 180° turn at THR RWY 17 and vacate RWY via TWY E2, E3 or E4 (as indicated by ATC). Code letter D or higher ACFT must use TWY E4 only.

## TEMPORARY STANDARD TAXI ROUTES

## Phase 4

TWY E2 and T (between D1 and D2), stands 26, 31, 32, 33 and 34 CLSD.

**Standard Taxi Routes**

DEP RWY 17: ACFT parked on APN P2, P3, or P4 shall taxi to RWY via TWY E3 or E4 to THR RWY 17. Code letter D or higher ACFT must use TWY E4 only.

ARR RWY 17: ACFT parking on APN P1 shall:

- vacate RWY at RWY end, taxi via TWY E4 and T, back to RWY via TWY E2 or E3 to THR RWY 17, and vacate RWY via TWY E1 to APN P1, or
- taxi to RWY end, make a 180° turn at THR RWY 35, taxi to THR RWY 17, and vacate RWY via TWY E1 to APN P1.

DEP RWY 35: ACFT parked on APN P1 shall taxi to RWY via TWY E1, then:

- continue to THR RWY 35, or
- vacate RWY via TWY E3, taxi via TWY T and E4 to THR RWY 35.

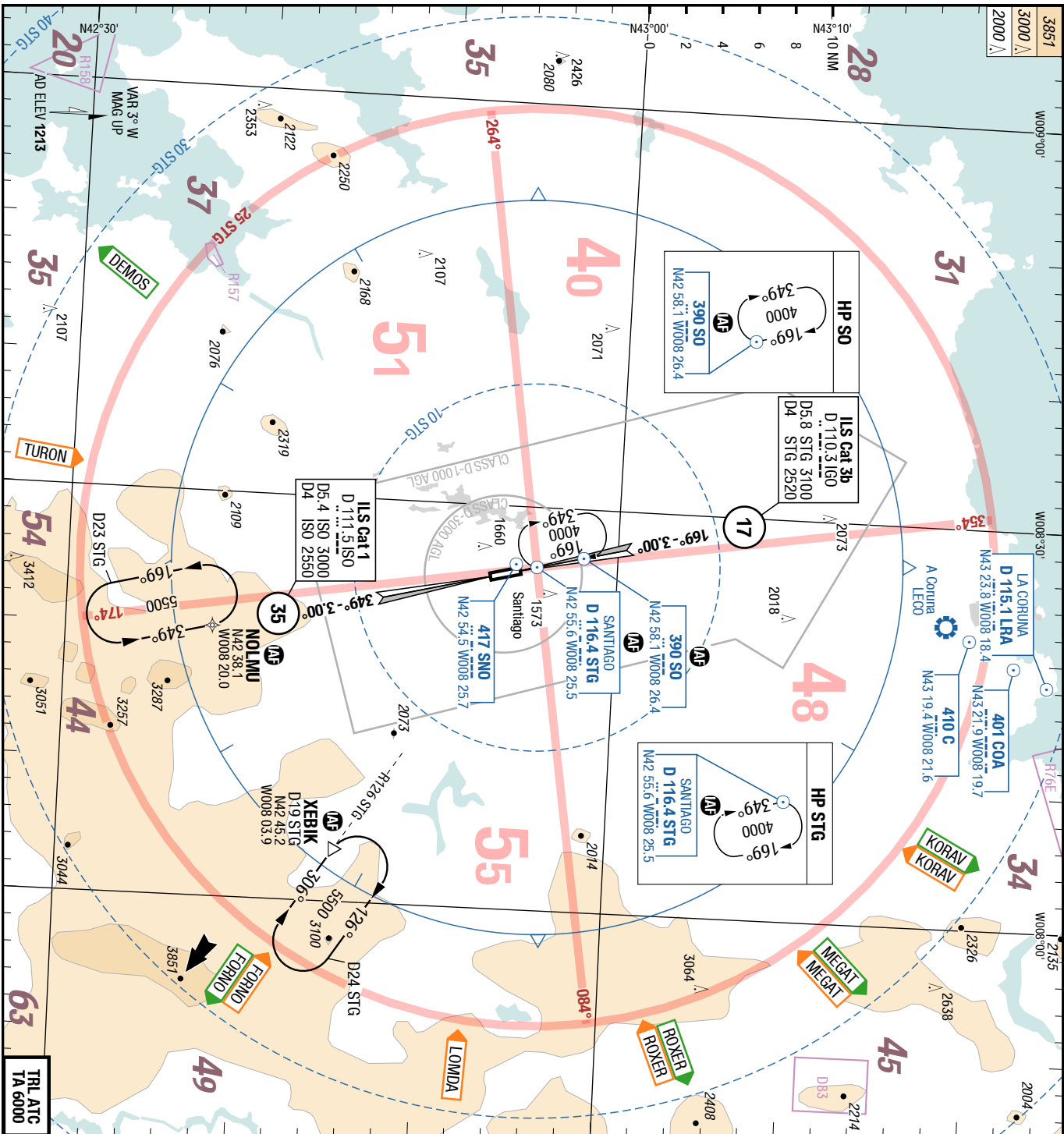
ARR RWY 35: ACFT parking on APN P2, P3 or P4: : If TWY E3 has been passed on landing roll, make a 180° turn at THR RWY 17 and vacate RWY via TWY E3 or E4 (as indicated by ATC) to THR RWY 17. Code letter D or higher ACFT must use TWY E4 only.

## Phase 5

TWY T (between TWY E2 and E3), stands 23, 24, 25, 26, 31, 32, 33 and 34 CLSD.

## Phase 6

TWY E3, T (between TWY E3 and D3), stands 19, 20, 21, 22, 23, 24, 25 and 26 CLSD.



APP 120.200 118.200  
TWR 118.750  
GND 121.700

Landing RWY system:

17 ..... 3020 x 45 ..... 83.0°  
HL-P2 THR 1170 (42hPa) / TDZ 1195 (---%) +0.3%

50 HL ..... 3.0°  
15 HL ..... 45 x 3020 ..... 150 ..... 420  
-0.3% TDZ 1211 (---%) / THR 1201 (43hPa) HL-S

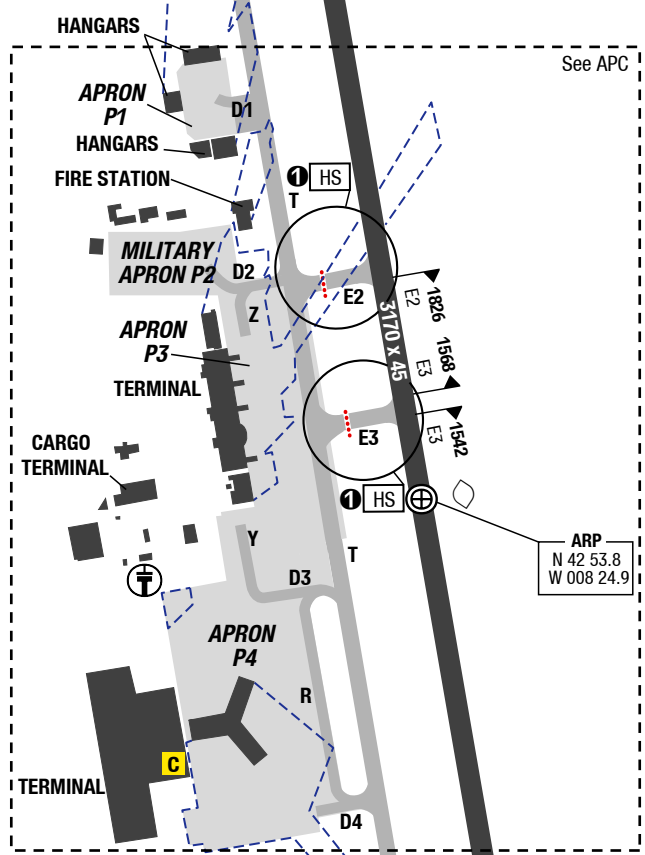
TWR 118.750  
GND 121.700

W008°25.5'

W008°25'

17  
169°  
1166

417 SNO



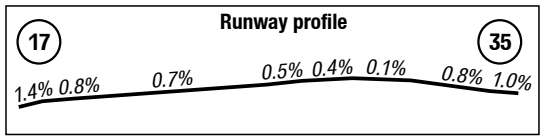
HS:  
① When LVP is active and RVR<2000m in any of the transmissometers, TWYs E2 and E3 closed.

Legend:  
[Dashed box] Area not visible from TWR

Caution: Exercise extreme caution when maneuvering within areas not visible from TWR.

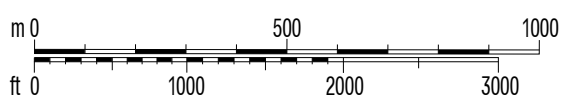
RWY	TORA	ASDA	TODA
17	3140	3140	3260
35	3170	3170	3260

ARP  
N 42 53.8  
W 008 24.9



VAR 3° W  
MAG UP

AD ELEV 1213



Changes: hot spots





# REF AIP SUP 116/17

## Phases activated by NOTAM

TWR	118.750
GND	121.700

### HS:

- ① When LVP is active and RVR<2000m in any of the transmissometers, TWYs E2 and E3 closed. See exception below.

## PHASE 3. ACTIONS IN TWY T (BETWEEN TWY D1 AND D2)

Carried out during daytime 7 days of the week.  
Caution is recommended due to the presence of personnel and machinery.

- During this phase TWY T will remain closed (between TWY D1 and D2), with TWY E1, E2, D1, D2 and apron P1, P2 being operative.
- For standard taxiing routes see A01.
- When LVP are in the activation phase:
  - Taxiing not authorized to more more than one ACFT at a time in the manoeuvring area.
  - RWY access and DEP will be allowed through TWY E2 and E3 according to the conditions stated in Phase 3.

### HS:

- ① When LVP is active and RVR<2000m in any of the transmissometers, TWYs E2 and E3 closed. See exceptions below.

## PHASE 4. ACTIONS IN TWY T (BETWEEN TWY D1 AND E2)

Carried out during daytime 7 days of the week.  
Caution is recommended due to the presence of personnel and machinery.

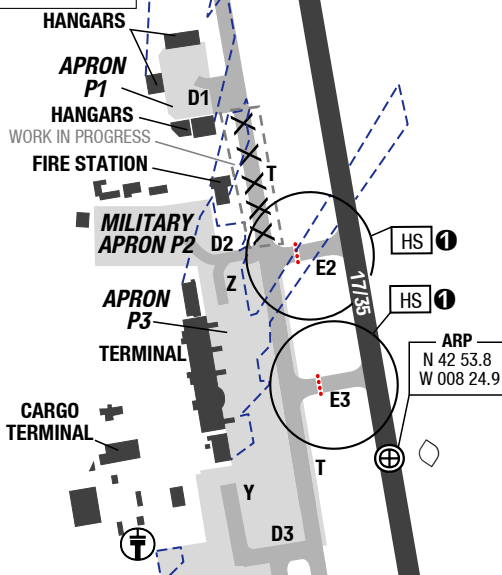
- During this phase TWY E2 and T will remain closed (between TWY D1 and D2), being TWY E1, D1, D2 and aprons P1, P2 operative.
- In apron P3 will enable a provisional taxiway to connect military apron P2 with TWY T. For that purpose, on apron P3 the PRKG: 26, 31, 32, 33 and 34 will be closed.
- If the LVP procedures are ACTIVE or in the PREPARATION / PRIOR CHECKS phase, ACFT shall be guided by a FOLLOW ME vehicle in this provisional taxiway segment.
- For standard taxiing routes see A01.
- When LVP are in the activation phase:
  - Taxiing not authorized to more more than one ACFT at a time in the manoeuvring area.
  - RWY access and DEP will be allowed through TWY E2 and E3 according to the conditions stated in Phase 4.

## PHASE 3

### Legend:

Area not visible from TWR

**Caution:** Exercise extreme caution when maneuvering within areas not visible from TWR.



Not to Scale

## PHASE 4

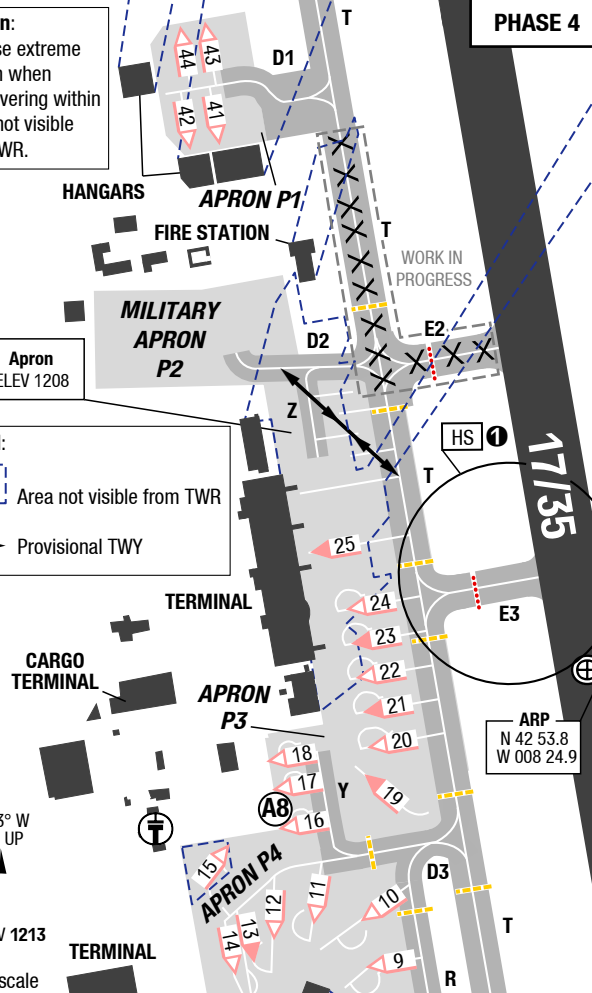
### Caution:

Exercise extreme caution when maneuvering within areas not visible from TWR.

### Legend:

Area not visible from TWR

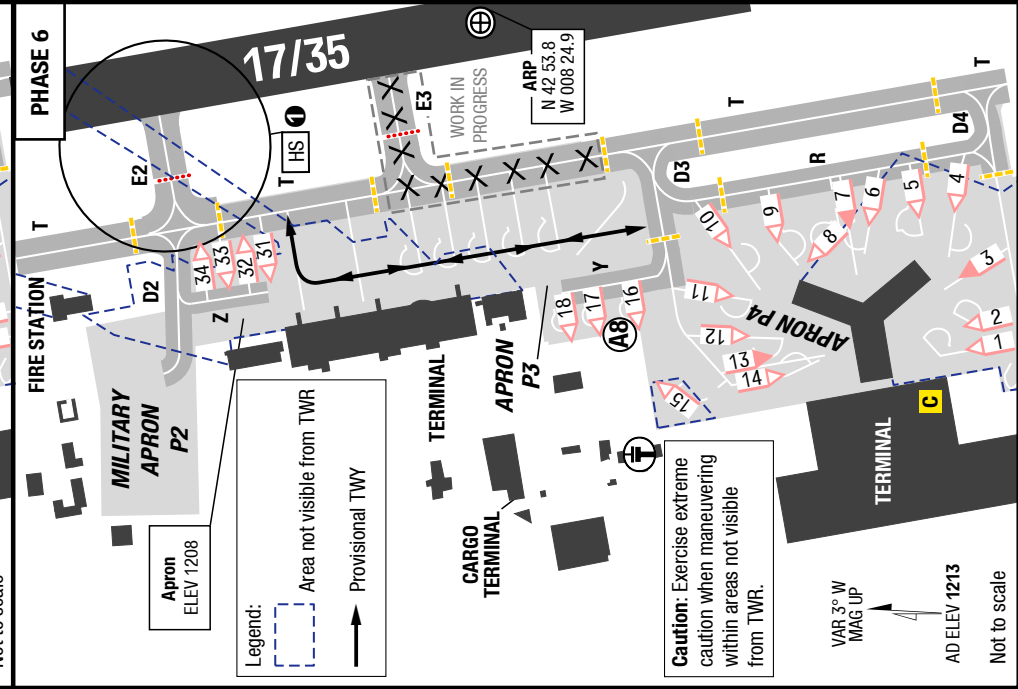
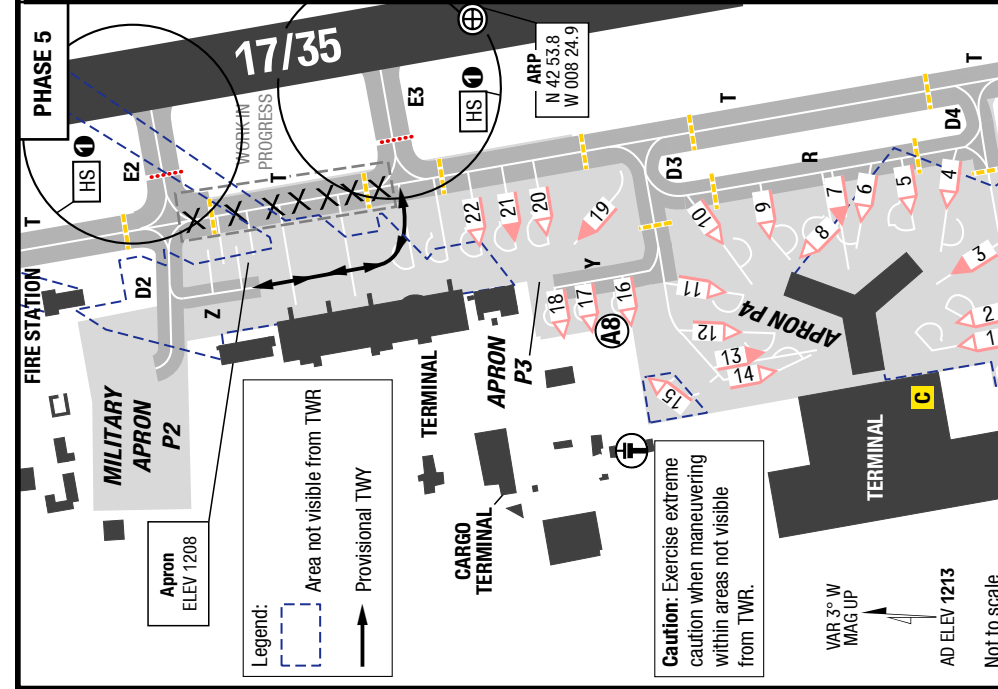
Provisional TWY

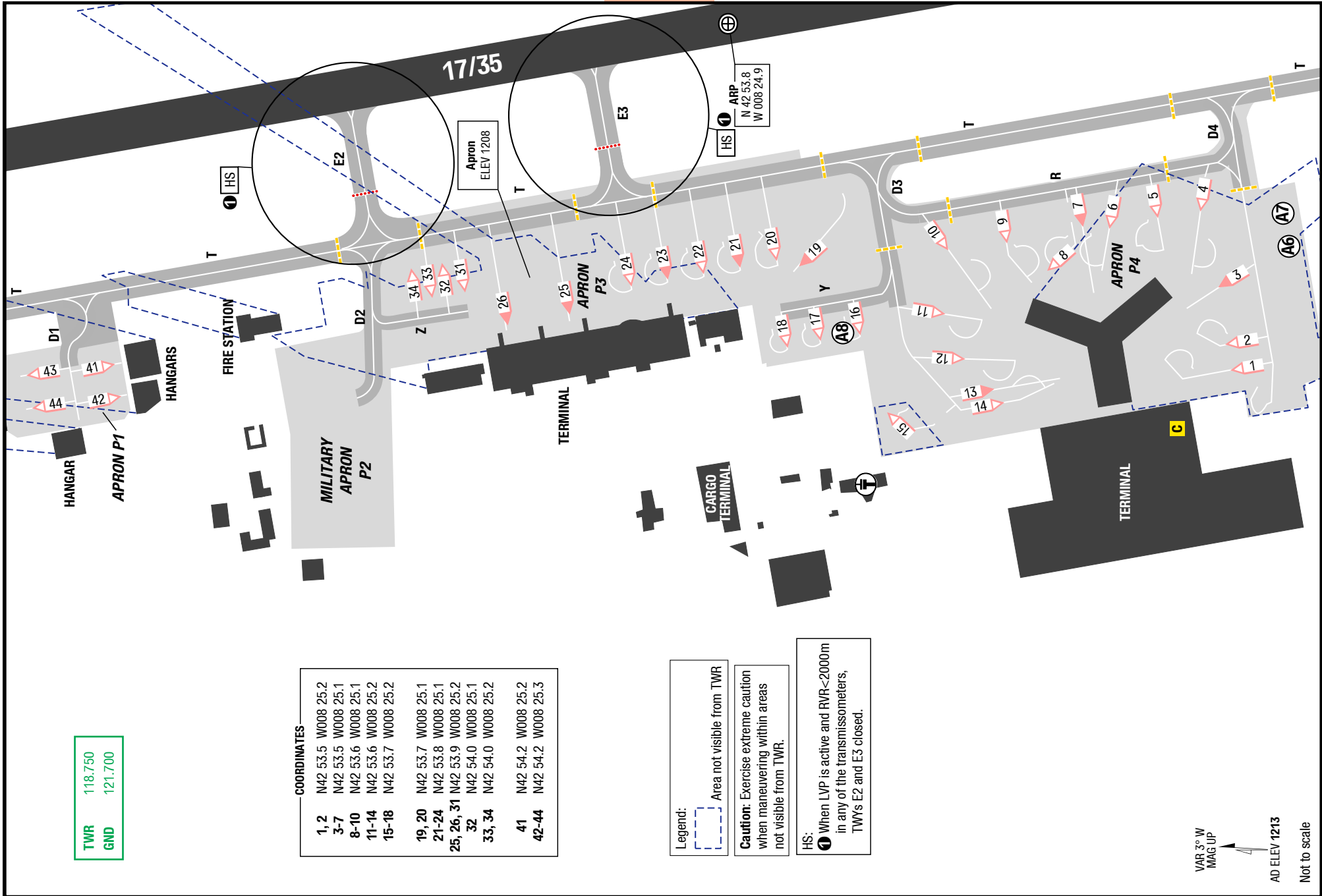


VAR 3° W  
MAG UP

AD ELEV 1213

Not to scale





15-MAR-2018

SCQ-LEST

4-10

Spain Santiago

SIDs RWY 35

SIDs RWY 17

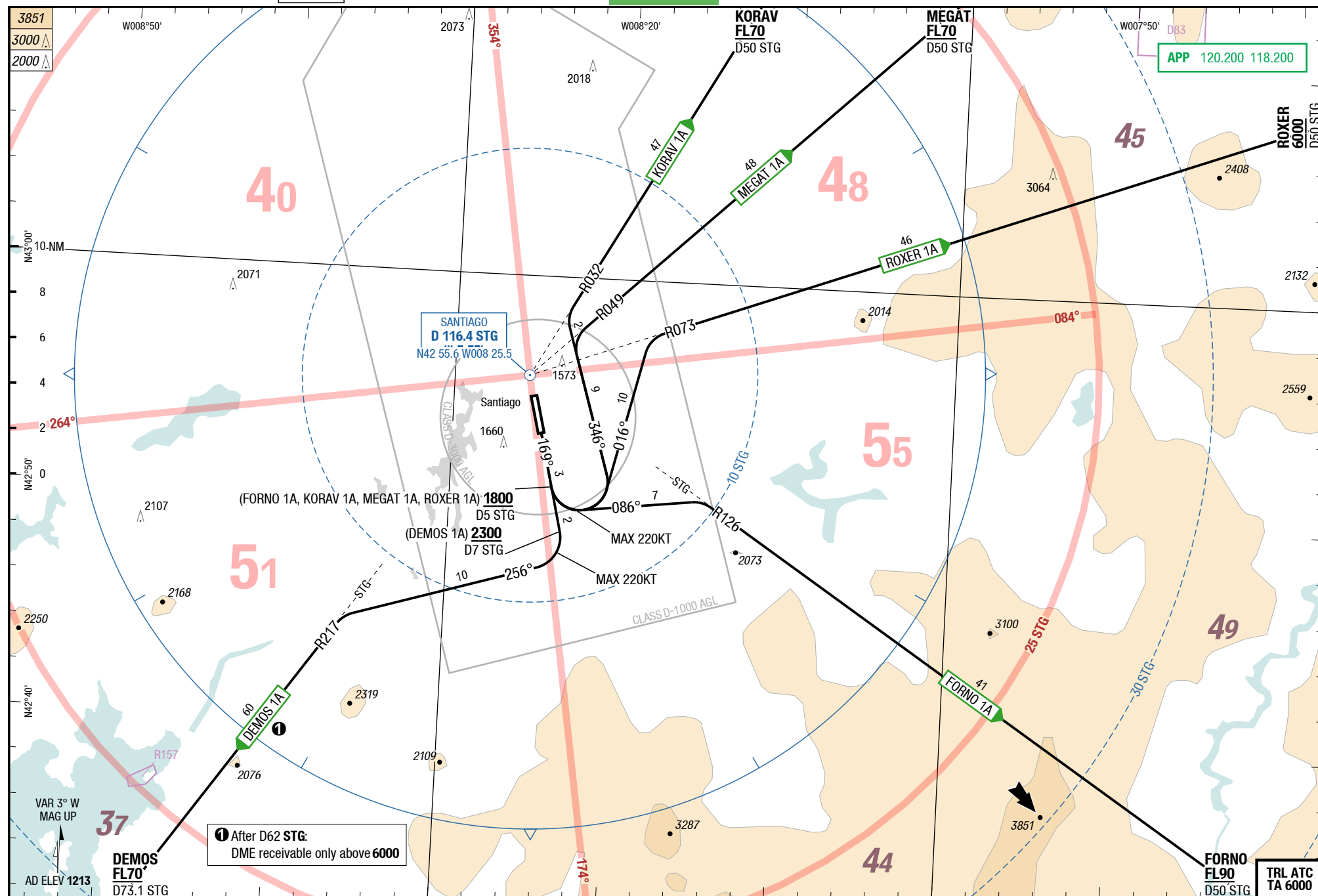
SID

SID

Santiago Spain

SIDs RWY 35

SIDs RWY 17



Changes: PROC, Track, OBST

15-MAR-2018

SCQ-LEST

Spain Santiago

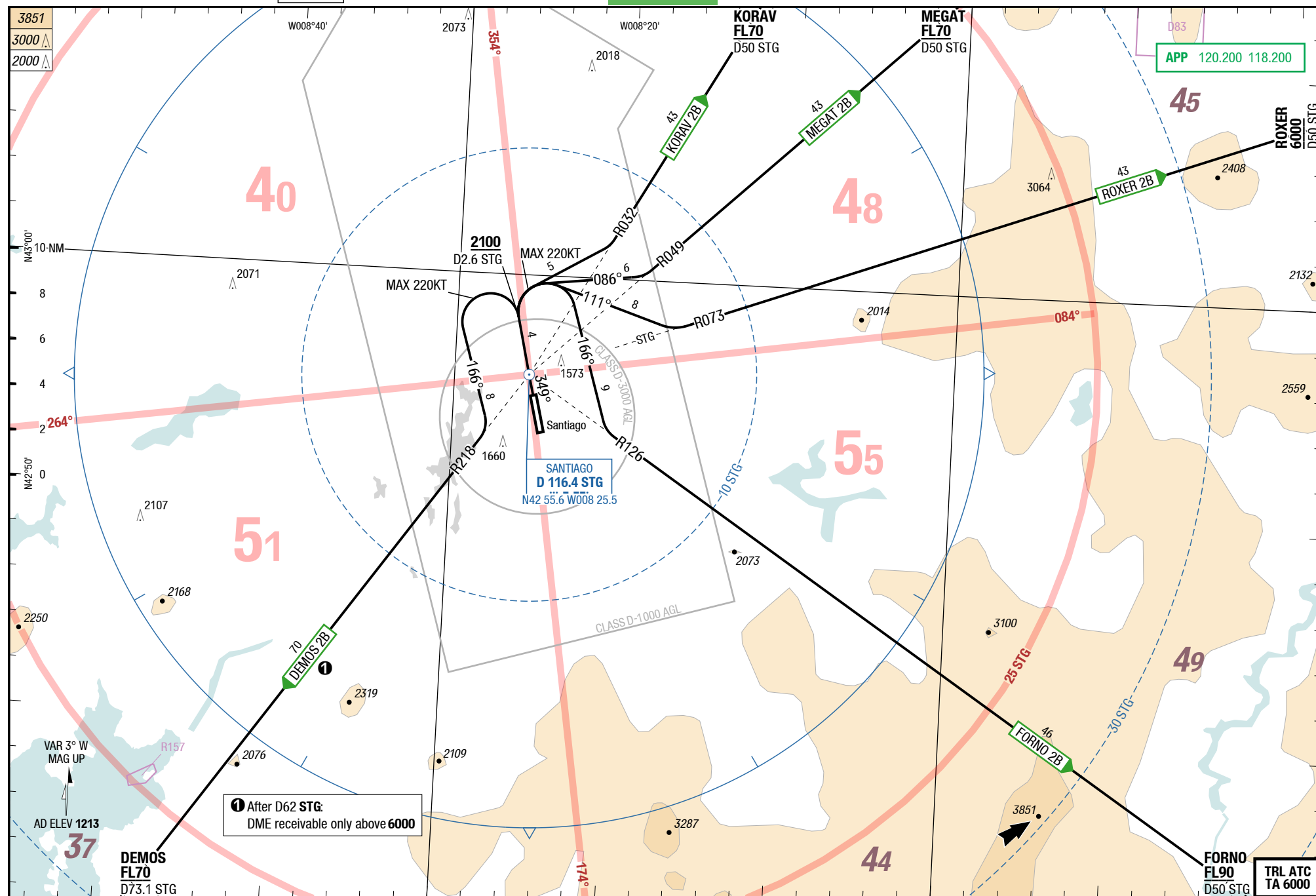
SIDs RWY 35

SID

SID

Santiago Spain

SIDs RWY 35



Changes: PROC, OBST



**CONTINGENCY DEP / DEMOS 1A / FORNO 1A / KORAV 1A / MEGAT 1A / ROXER 1A**  
**RWY 17 (169°)**

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 17</b>	
<b>CONTINGENCY DEP</b> 5.8% <b>120.200</b> ②	at <b>5100</b> turn following ATC instructions	<b>initial climb 5100</b>
<b>DEMOS 1A</b> 4.3% to 3000 <b>120.200</b> ①②	at D7 <b>STG RT</b> (MAX 220KT) 256° - intercept R217 <b>STG</b> to DEMOS	D7 <b>STG MNM 2300</b> DEMOS MNM <b>FL70</b>
<b>FORNO 1A</b> 4.3% to 3000 <b>120.200</b> ①②	at D5 <b>STG LT</b> (MAX 220KT) 086° - intercept R126 <b>STG</b> to FORNO	D5 <b>STG MNM 1800</b> FORNO MNM <b>FL90</b>
<b>KORAV 1A</b> 4.3% to 3000 <b>120.200</b> ①②	at D5 <b>STG LT</b> (MAX 220KT) 346° - intercept R032 <b>STG</b> to KORAV	D5 <b>STG MNM 1800</b> KORAV MNM <b>FL70</b>
<b>MEGAT 1A</b> 4.3% to 3000 <b>120.200</b> ①②	at D5 <b>STG LT</b> (MAX 220KT) 346° - intercept R049 <b>STG</b> to MEGAT	D5 <b>STG MNM 1800</b> MEGAT MNM <b>FL70</b>
<b>ROXER 1A</b> 4.3% to 3000 <b>120.200</b> ①②	at D5 <b>STG LT</b> (MAX 220KT) 016° - intercept R073 <b>STG</b> to ROXER	D5 <b>STG MNM 1800</b> ROXER MNM <b>6000</b>

① Length of the dead reckoning segment is not ICAO

② Close-in obstacles exist up to 1233ft ALT

**CONTINGENCY DEP / DEMOS 2B / FORNO 2B / KORAV 2B / MEGAT 2B / ROXER 2B**  
RWY 35 (349°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 35</b>	
<b>CONTINGENCY DEP</b> 4.2% <b>120.200</b> ②	at <b>3500</b> turn following ATC instructions	<b>initial climb 3500</b>
<b>DEMOS 2B</b> 4.3% to 3000 <b>120.200</b> ①②	at D2.6 <b>STG LT</b> (MAX 220KT) 166° - intercept R218 <b>STG</b> to DEMOS	D2.6 <b>STG MNM 2100</b> DEMOS MNM <b>FL70</b>
<b>FORNO 2B</b> 4.3% to 3000 <b>120.200</b> ①②	at D2.6 <b>STG RT</b> (MAX 220KT) 166° - intercept R126 <b>STG</b> to FORNO	D2.6 <b>STG MNM 2100</b> FORNO MNM <b>FL90</b>
<b>KORAV 2B</b> 4.3% to 3000 <b>120.200</b> ②	at D2.6 <b>STG RT</b> (MAX 220KT) intercept R032 <b>STG</b> to KORAV	D2.6 <b>STG MNM 2100</b> KORAV MNM <b>FL70</b>
<b>MEGAT 2B</b> 4.3% to 3000 <b>120.200</b> ②	at D2.6 <b>STG RT</b> (MAX 220KT) 086° - intercept R049 <b>STG</b> to MEGAT	D2.6 <b>STG MNM 2100</b> MEGAT MNM <b>FL70</b>
<b>ROXER 2B</b> 4.3% to 3000 <b>120.200</b> ①②	at D2.6 <b>STG RT</b> (MAX 220KT) 111° - intercept R073 <b>STG</b> to ROXER	D2.6 <b>STG MNM 2100</b> ROXER MNM <b>6000</b>

① Length of the dead reckoning segment is not ICAO

② Close-in obstacles exist up to 1294ft ALT



## SCQ-LEST

STARs VOR DME STG

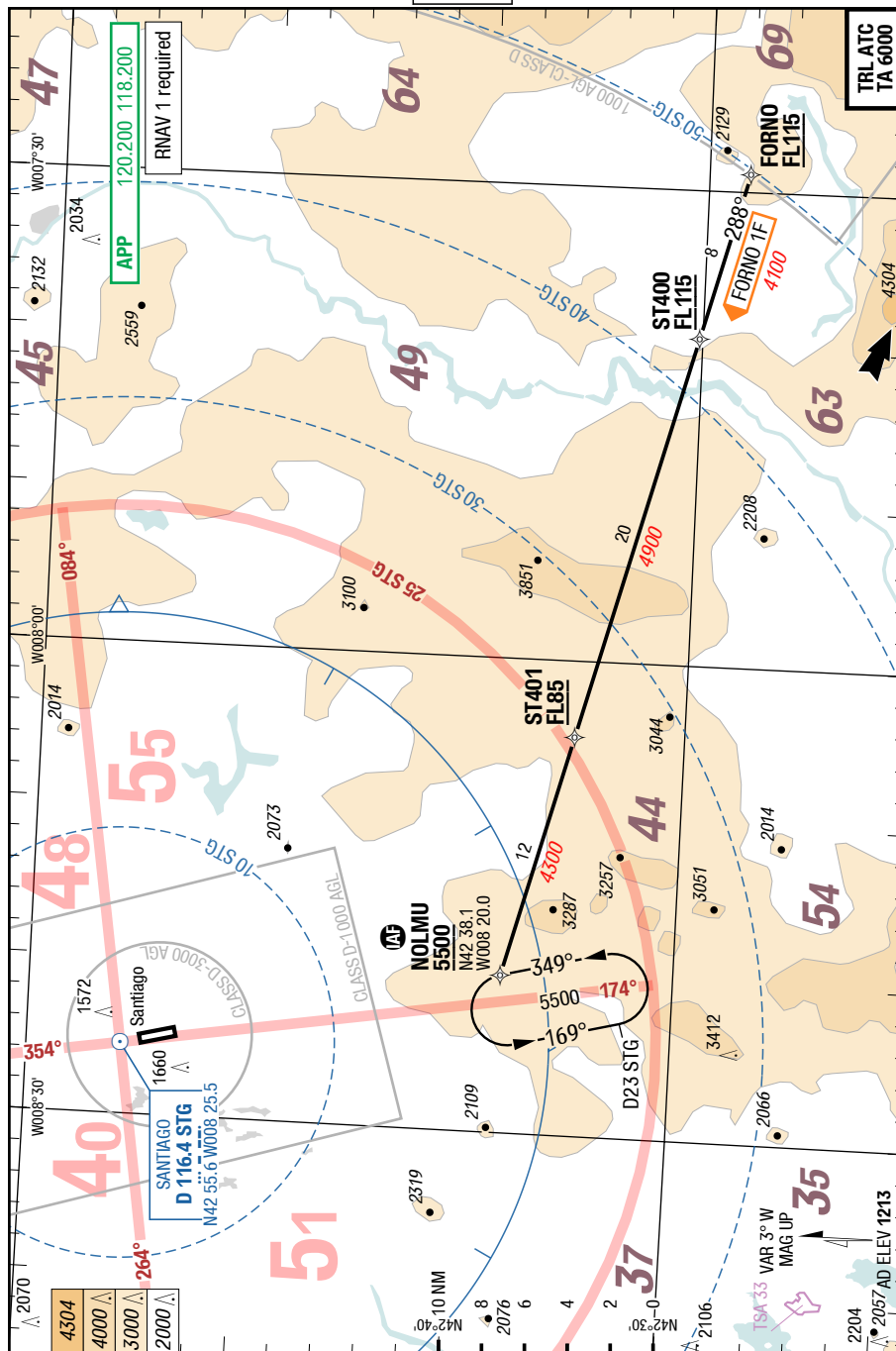
## RNAV STAR FORNO 1F

# STAR

# STAR

STARs VOR DME STG

## RNAV STAR FORNO 1F



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## SCQ-LEST

**6-20**

## STARs VOR DME STG

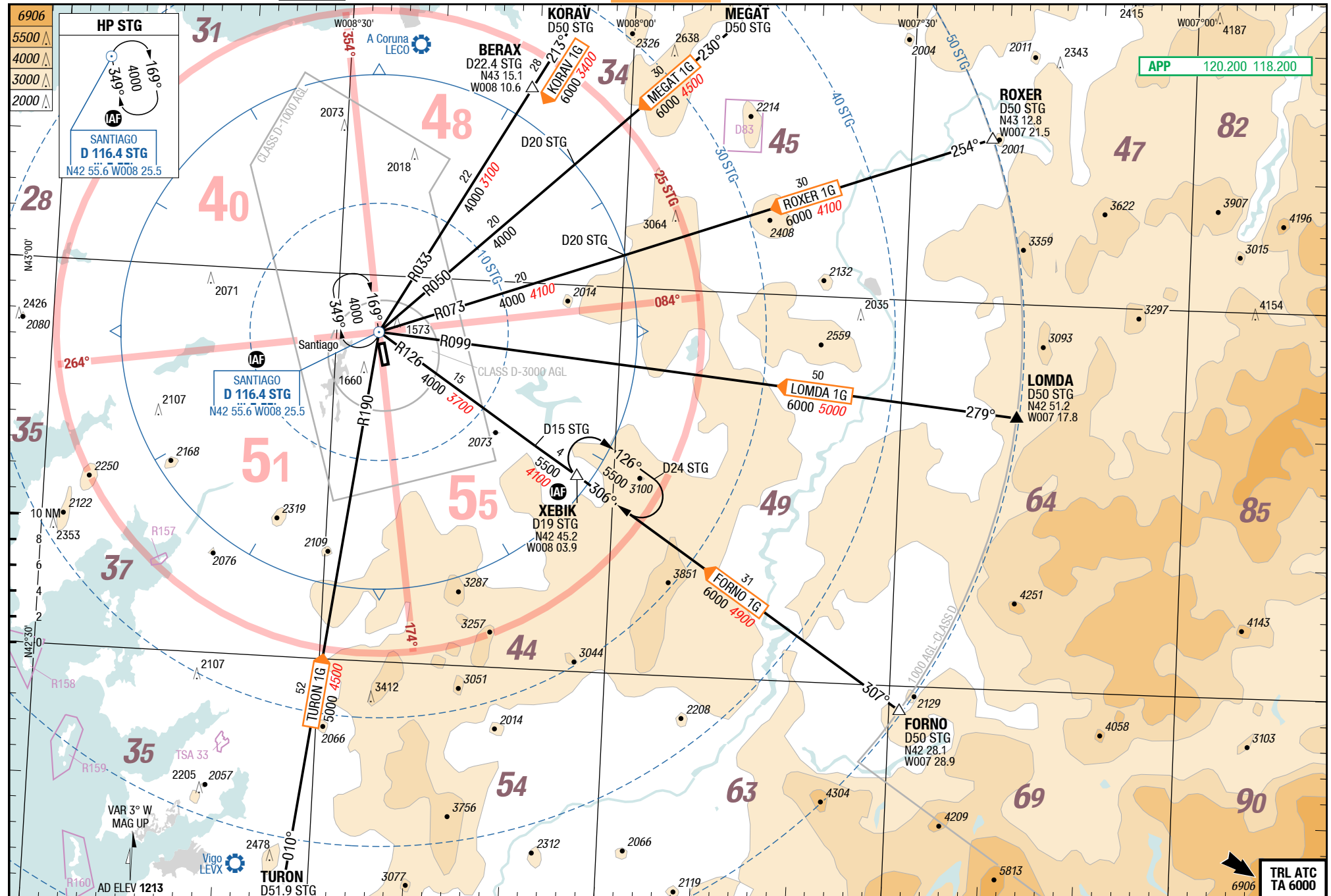
Spain **Santiago**

# STAR

# STAR

## Santiago Spain

## STARs VOR DME STG



Changes: PROC, OBST, HLDG

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## SCQ-LEST

6-30

STARs CDA

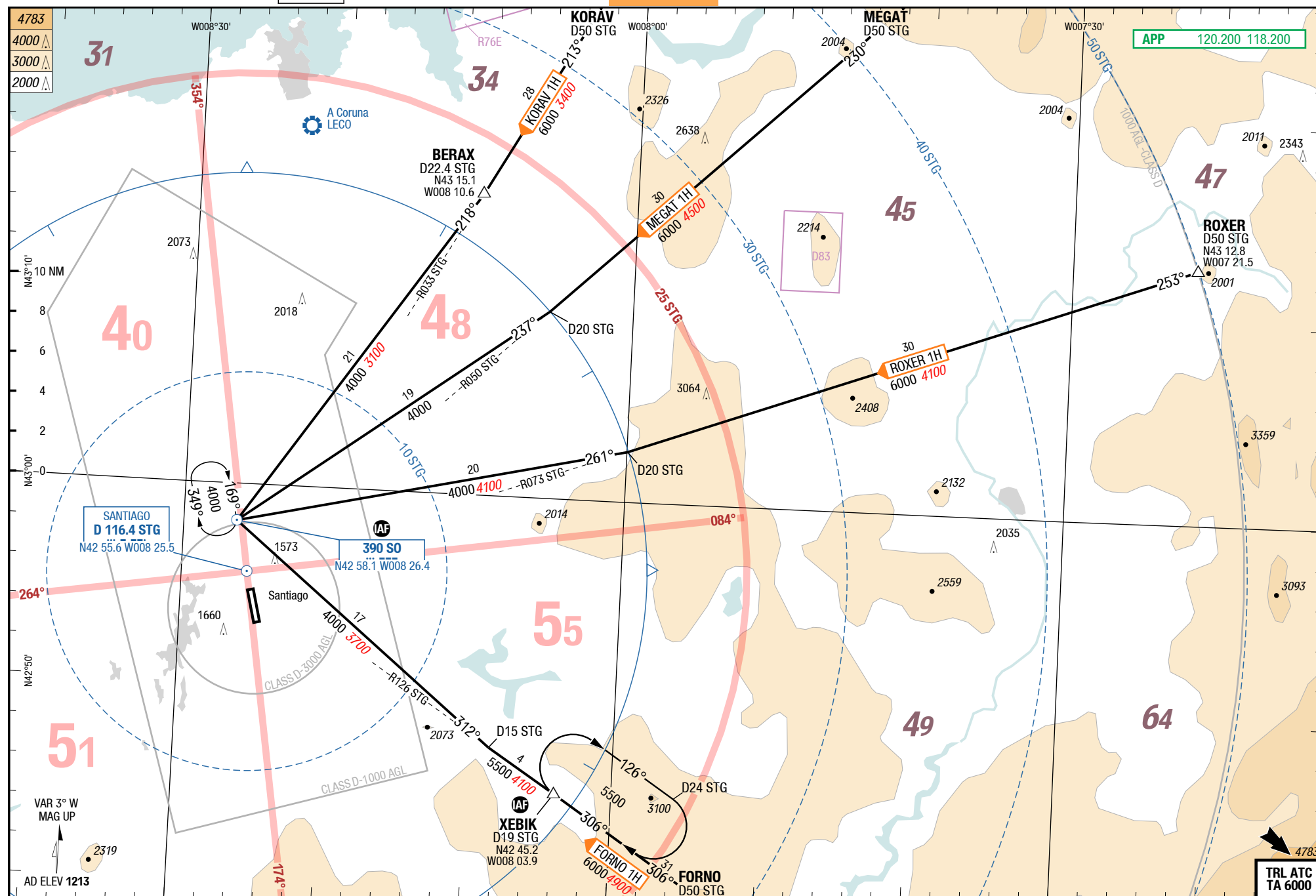
## STARs NDB SO

# STAR

# STAR

STARs CDA

## STARs NDB SO



Changes: OBST, HLDG

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15-MAR-2018

SCQ-LEST

6-40

Spain Santiago

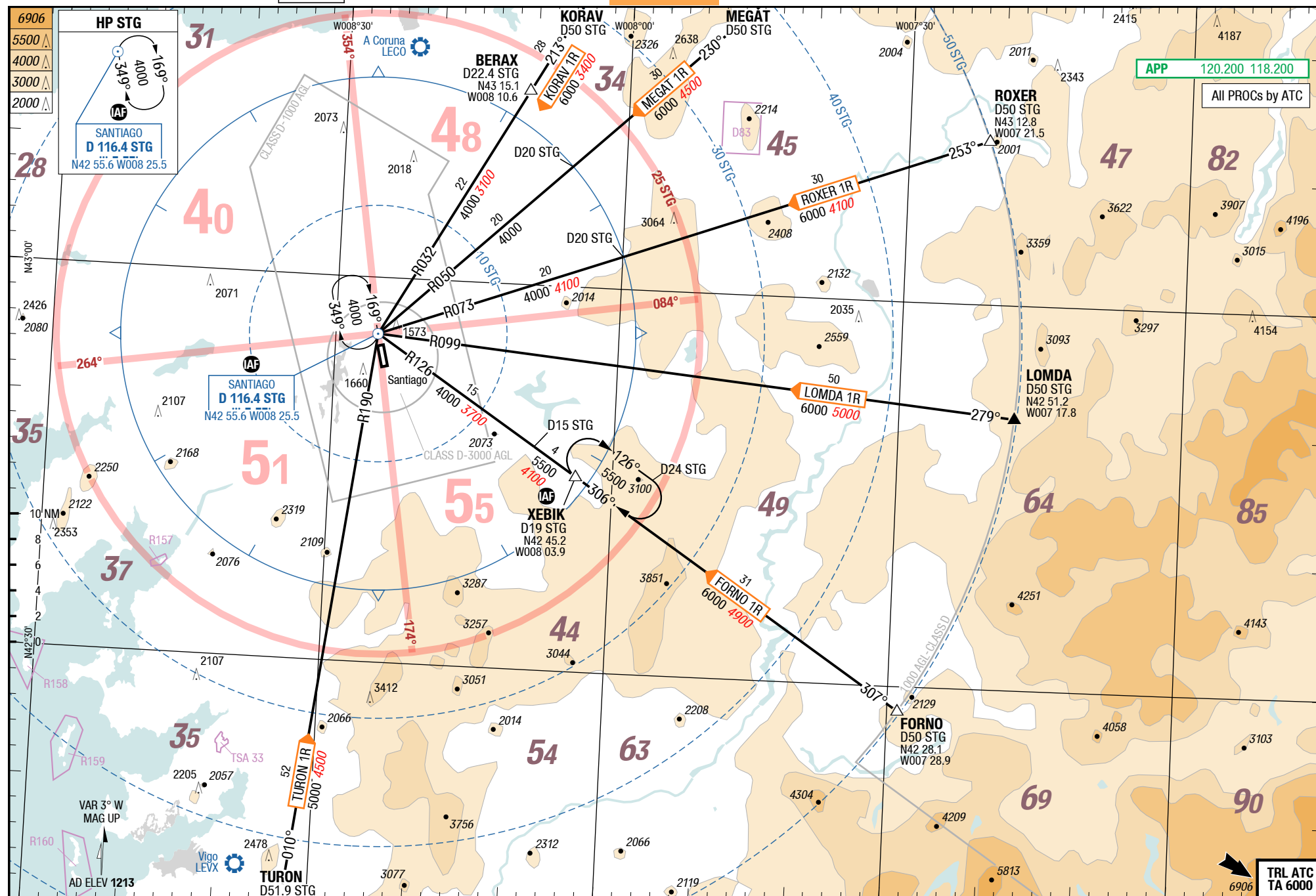
STARs CDA

STAR

STAR

Santiago Spain

STARs CDA

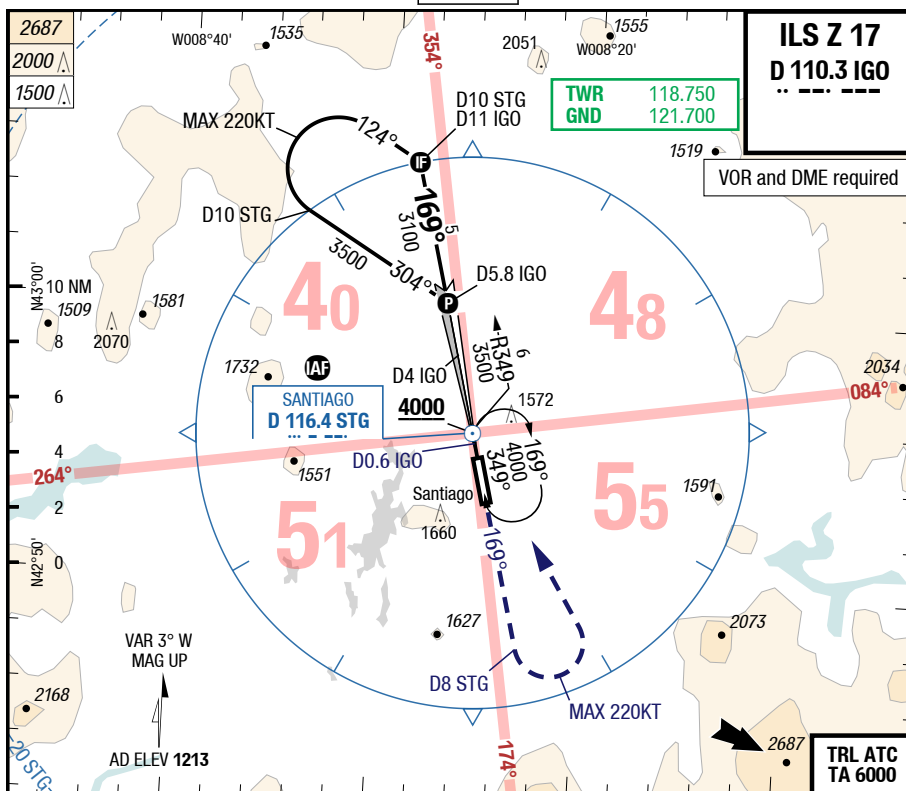


Changes: PROC, OBST, HLDG

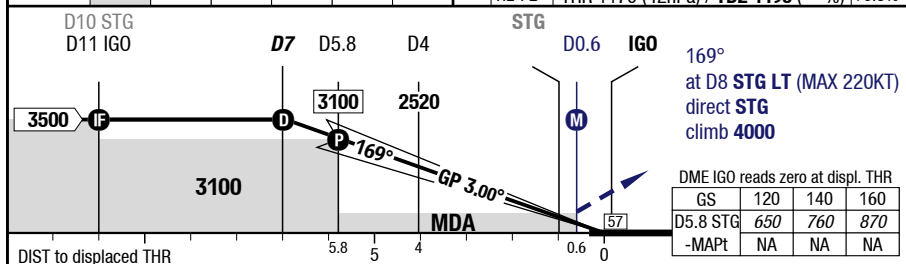
## SCQ-LEST

7-10

ILS Z 17



LOC 3.06°	7	6	5	3	2	17	83.0°	50 HL
D IGO	3500	3190	2860	2210	1890	1120	3020 x 45	15 HL
						HL-P2	THR 1170 (42hPa) / TDZ 1195 (---%)	+0.3%



17	Cat 3b DME GA 4.0%	Cat 2 DME GA 4.0%	Cat 2 DME GA 2.5%	Cat 1 DME GA 2.5% 1)	LOC DME	Circling
C	ft - m/km ft 0 - 75R Company	150 - 450R 200 RA	170 - 450R 233 RA	220 - 550 1420	410 - 1.2 1600	890 - 2.4V 2100
D	ft - m/km ft 0 - 75R Company	160 - 450R 220 RA	180 - 450R 242 RA	230 - 550 1430	410 - 1.2 1600	990 - 3.6V 2200

1) With EVS 350m

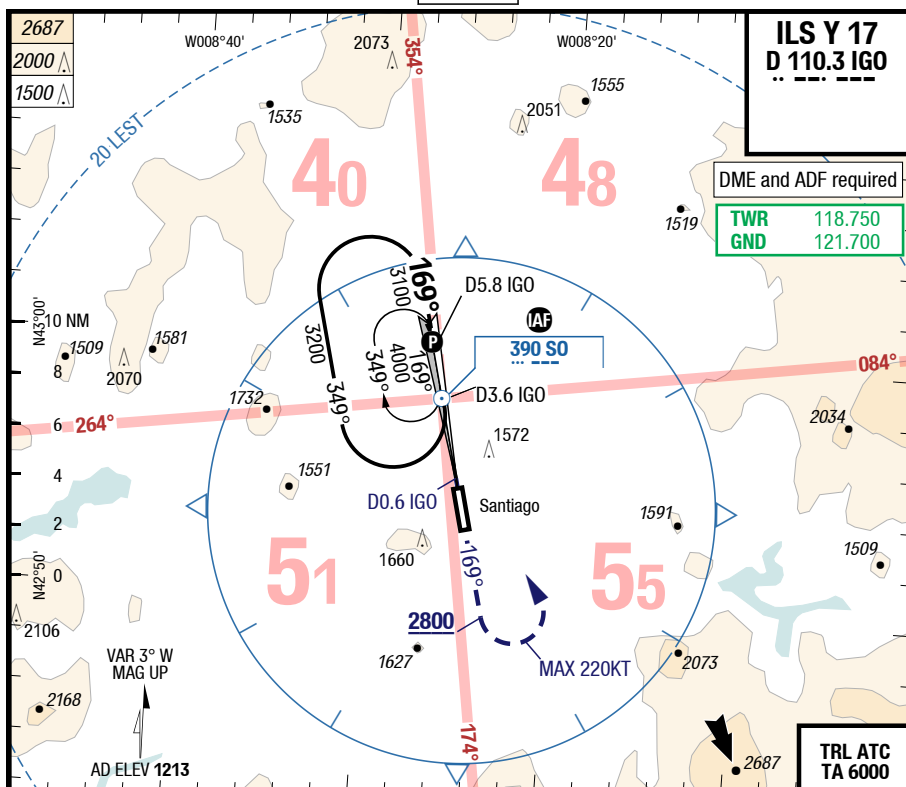
Changes: DIST ALT table, OBST, LDA



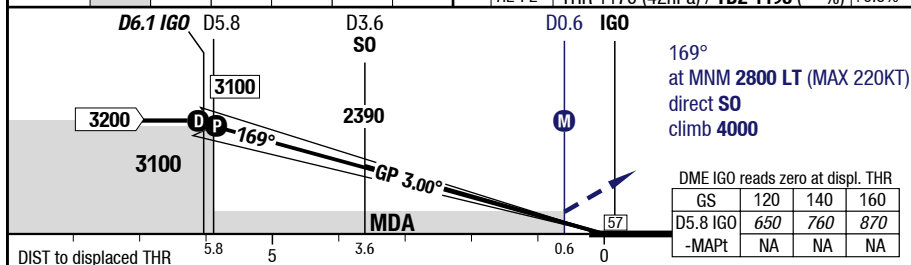
## SCQ-LEST

7-20

**ILS Y 17**



LOC 3.06° D IGO	6.1	5	4	3	2	<div>83.0° 50 HL 15 HL 83.0° THR 1170 (42hPa) / TD7 1195 (---) +0.3%</div>
	3200	2860	2540	2210	1890	



17		Cat 3b DME GA 4.0%	Cat 2 DME GA 4.0%	Cat 2 DME GA 2.5%	Cat 1 DME GA 2.5% <sup>1)</sup>	LOC DME	Circling
C	ft - m/km ft	0 - 75R <b>Company</b>	150 - 450R <b>200</b> RA	170 - 450R <b>233</b> RA	220 - 550 <b>1420</b>	410 - 1.2 <b>1600</b>	890 - 2.4V <b>2100</b>
D	ft - m/km ft	0 - 75R <b>Company</b>	160 - 450R <b>220</b> RA	180 - 450R <b>242</b> RA	230 - 550 <b>1430</b>	410 - 1.2 <b>1600</b>	990 - 3.6V <b>2200</b>

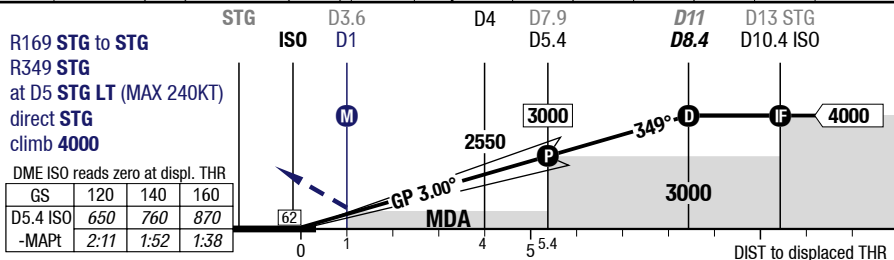
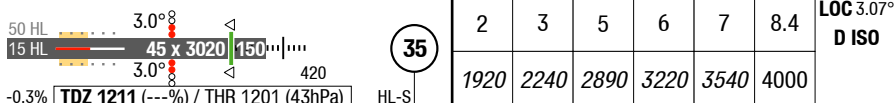
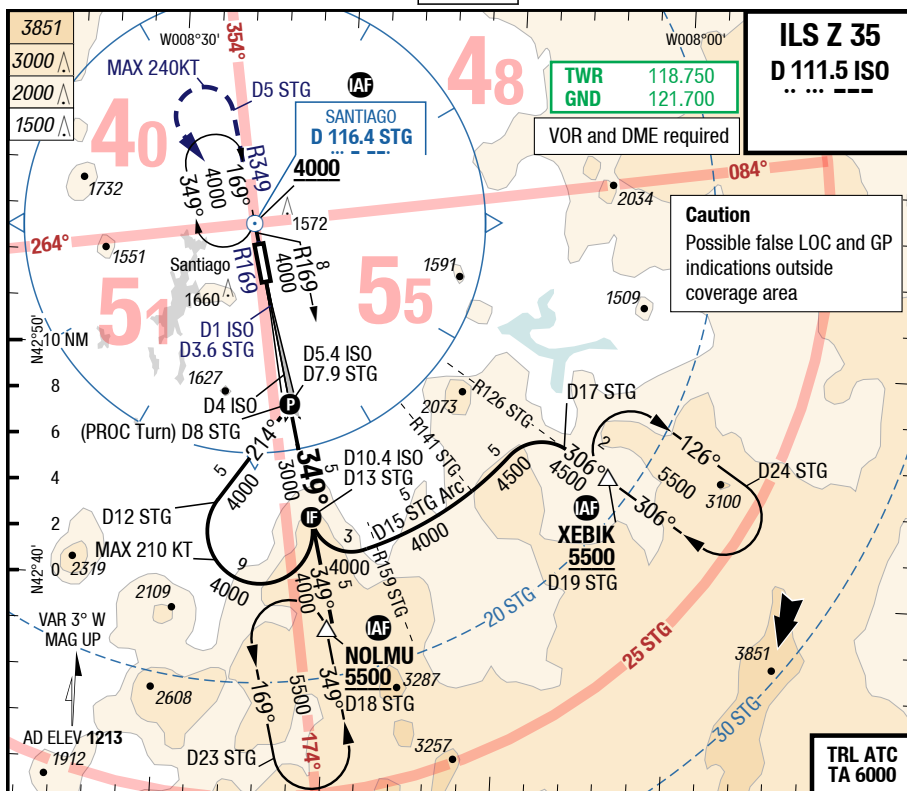
1) With EVS 350m

Changes: DIST ALT table, OBST, LDA

## SCQ-LEST

7-30

ILS Z 35

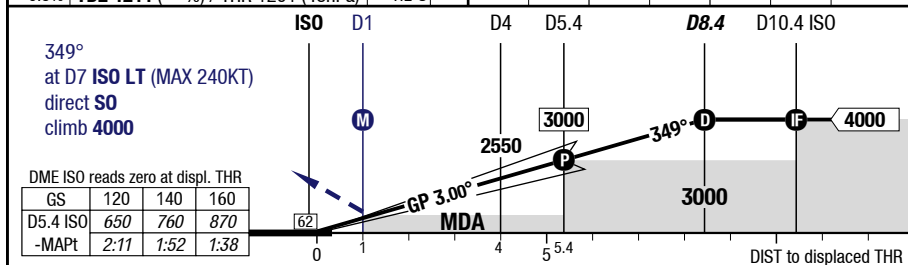
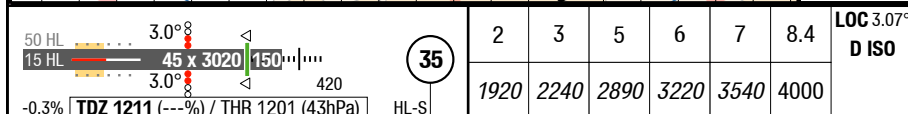
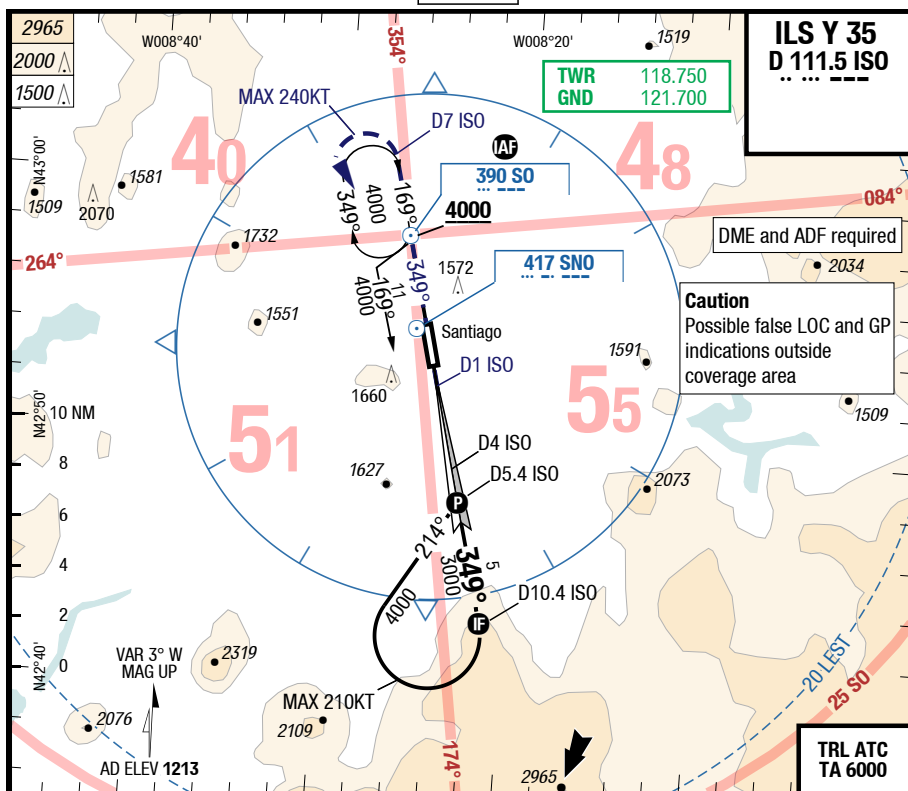


35		Cat 1 DME GA 4.0% 1)	Cat 1 DME GA 2.5% 2)	LOC DME	Circling
C	ft - m/km ft	230 - 800 1450	350 - 1.2 1560	440 - 1.6 1650	890 - 2.4V 2100
D	ft - m/km ft	250 - 800 1460	360 - 1.2 1570	440 - 1.6 1650	990 - 3.6V 2200

1) With EVS 550m

2) With EVS 800m

Changes: HLDG



<b>35</b>		<b>Cat 1 DME</b> GA 4.0% <sup>1)</sup>	<b>Cat 1 DME</b> GA 2.5% <sup>2)</sup>	<b>LOC DME</b>		<b>Circling</b>
<b>C</b>	ft - m/km ft	230 - 800 <b>1450</b>	350 - 1.2 <b>1560</b>	440 - 1.6 <b>1650</b>		890 - 2.4V <b>2100</b>
<b>D</b>	ft - m/km ft	250 - 800 <b>1460</b>	360 - 1.2 <b>1570</b>	440 - 1.6 <b>1650</b>		990 - 3.6V <b>2200</b>

1) With EVS 550m

2) With EVS 800m

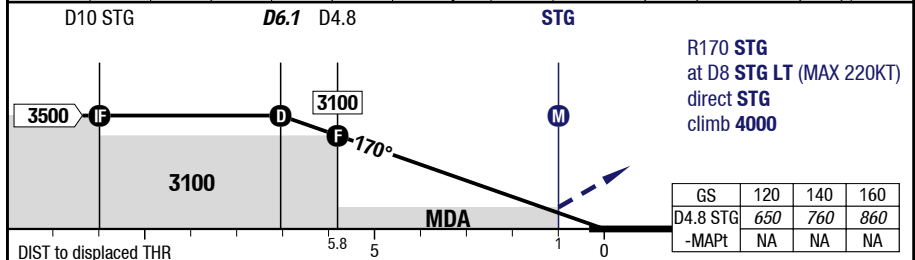
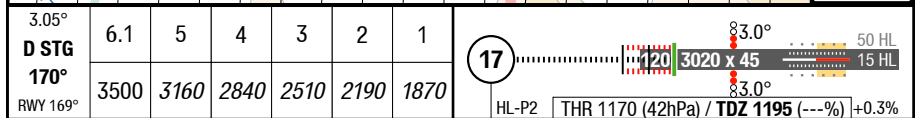
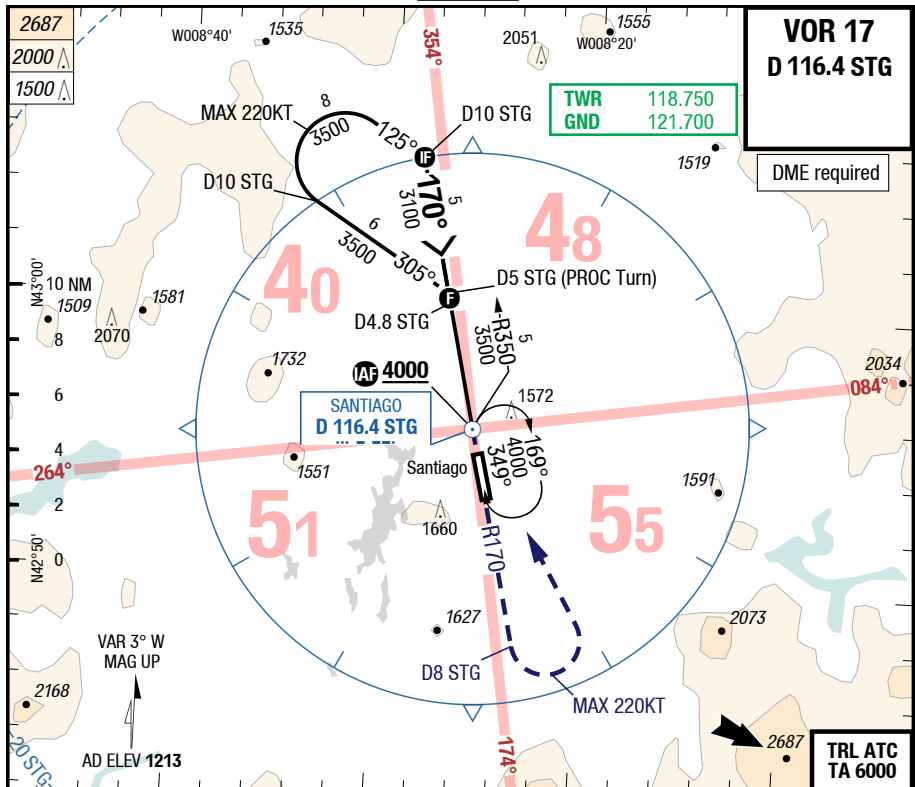
Changes: Nil



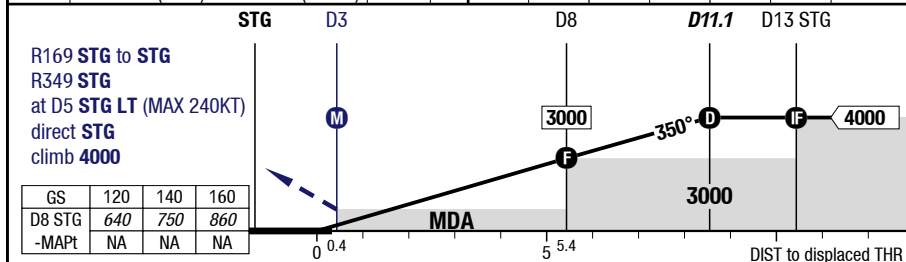
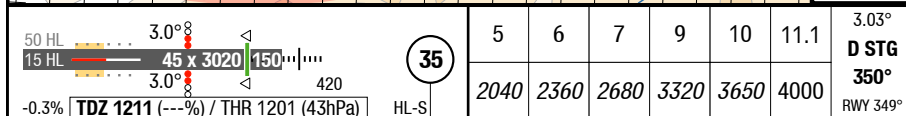
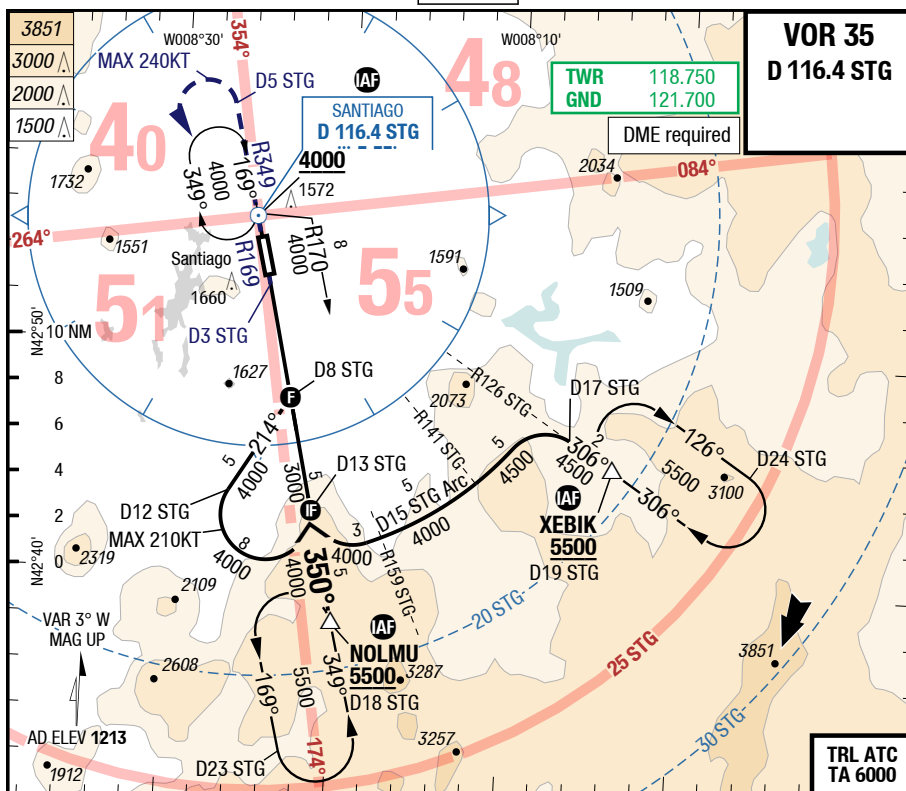
## SCQ-LEST

7-50

VOR 17



17	VOR DME					Circling
C	ft - m/km ft	460 - 1.4 1650				890 - 2.4V 2100
D	ft - m/km ft	460 - 1.4 1650				990 - 3.6V 2200



<b>35</b>		<b>VOR DME</b>					<b>Circling</b>
C	ft - m/km ft	530 - 2.0 <b>1740</b>					890 - 2.4V <b>2100</b>
D	ft - m/km ft	530 - 2.0 <b>1740</b>					990 - 3.6V <b>2200</b>

## SCQ-LEST

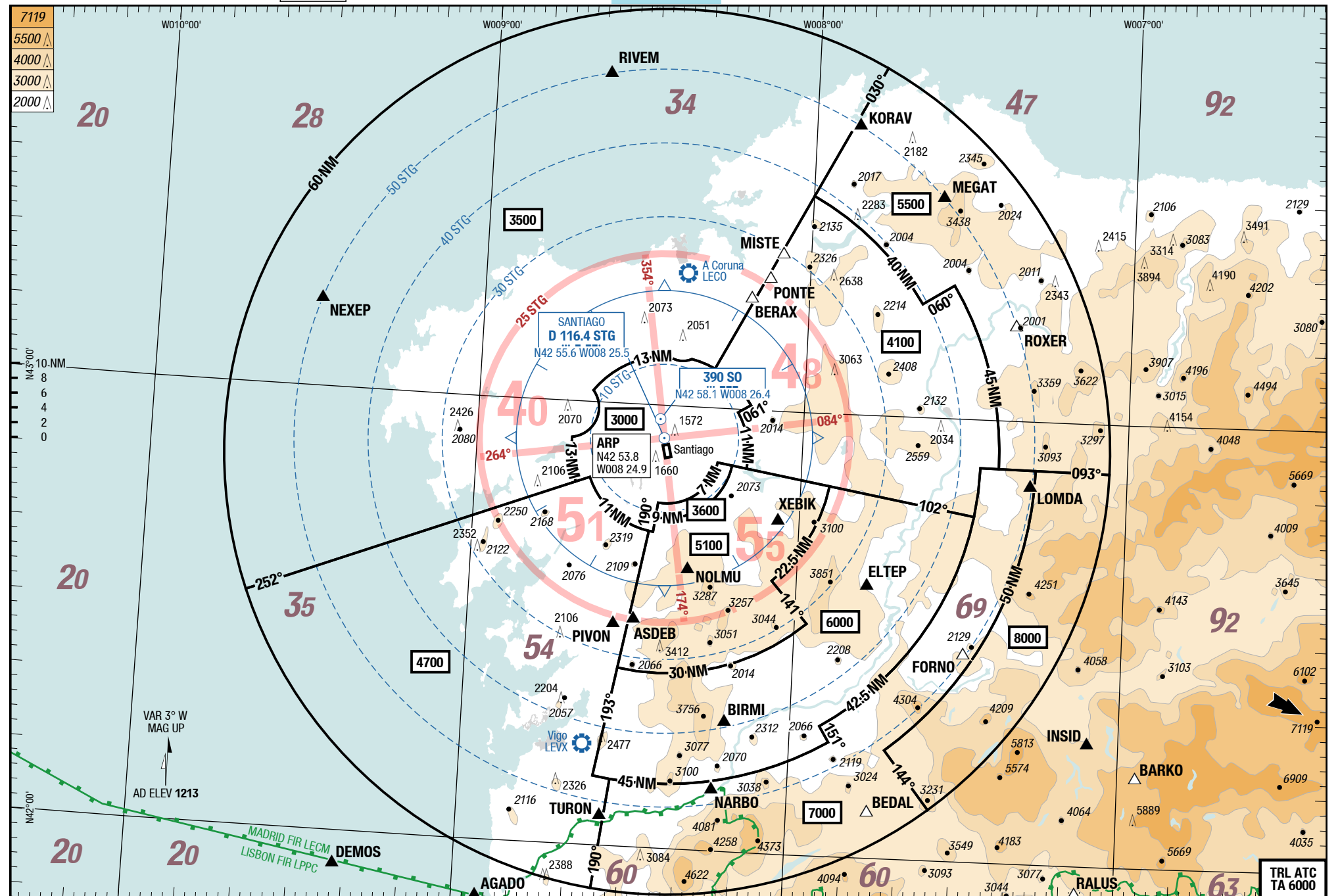
8-10

**MRC**

**MRC**

MRC

**NIL**  
**MRC**



Changes: WPT , OBST, DIST, ARP

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