

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport LEAS

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS IM rwy 29 perm withdrawn.

General Info

Asturias, ESP

N 43° 33.8' W 06° 02.1' Mag Var: 4.3°W

Elevation: 416'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 11-29 7218' x 148' asphalt

Runway 11 (111.0°M) TDZE 399'

Lights: Edge, Centerline, REIL

Runway 29 (291.0°M) TDZE 399'

Lights: Edge, ALS, Centerline, TDZ

Right Traffic

Communications InfoAsturias Tower **118.15**Asturias Ground Control **121.7**Asturias Approach Control **118.15**Asturias Multicom **120.5** PCL**Notebook Info**

LEAS/OVD
ASTURIAS

JEPPESEN
8 JAN 10 (10-2) Eff 14 Jan

ASTURIAS, SPAIN

STAR

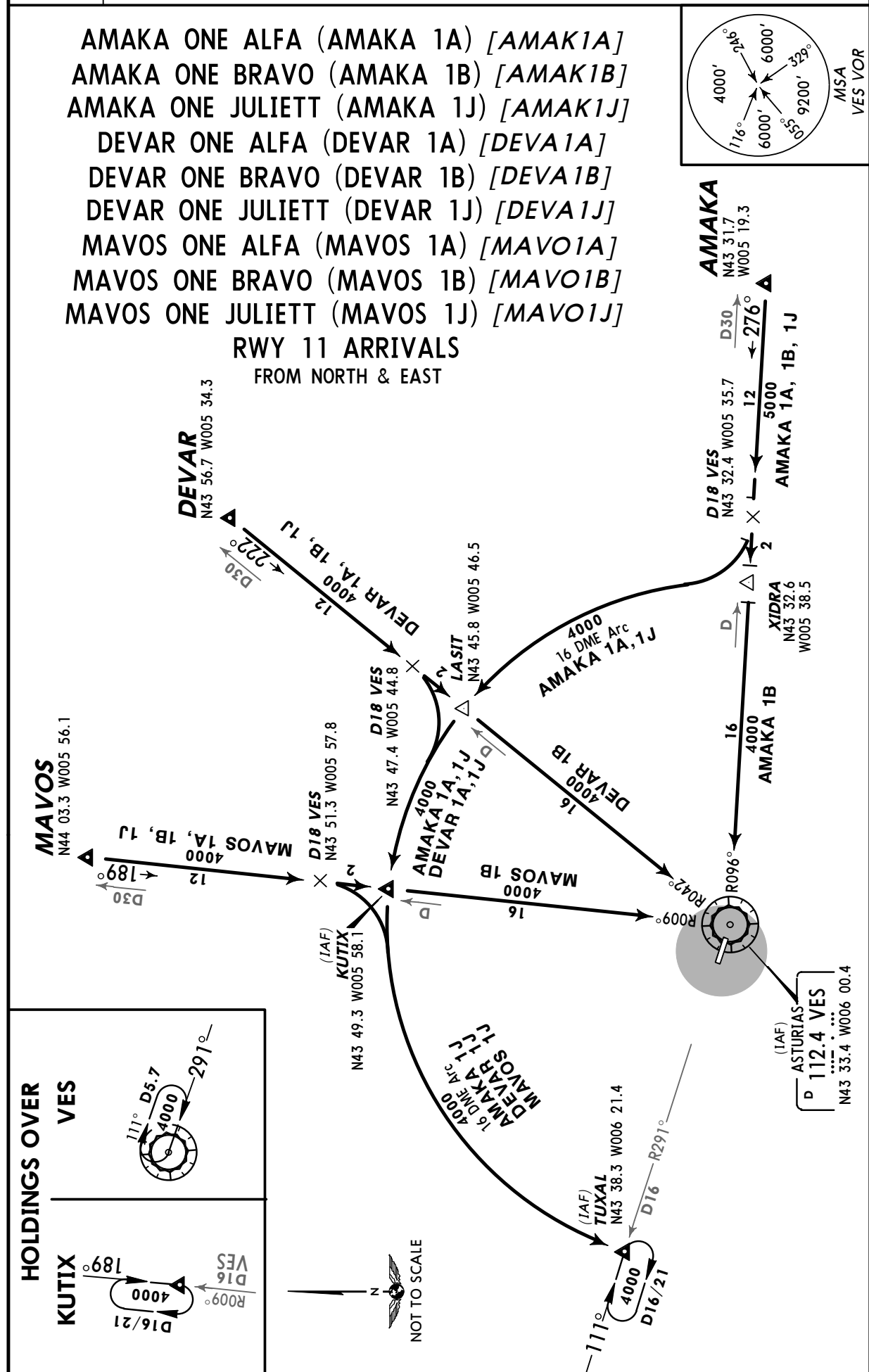
Apt Elev
416'

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

AMAKA ONE ALFA (AMAKA 1A) [AMAK1A]
AMAKA ONE BRAVO (AMAKA 1B) [AMAK1B]
AMAKA ONE JULIETT (AMAKA 1J) [AMAK1J]
DEVAR ONE ALFA (DEVAR 1A) [DEVA1A]
DEVAR ONE BRAVO (DEVAR 1B) [DEVA1B]
DEVAR ONE JULIETT (DEVAR 1J) [DEVA1J]
MAVOS ONE ALFA (MAVOS 1A) [MAVO1A]
MAVOS ONE BRAVO (MAVOS 1B) [MAVO1B]
MAVOS ONE JULIETT (MAVOS 1J) [MAVO1J]

RWY 11 ARRIVALS

FROM NORTH & EAST



LEAS/OVD ASTURIAS

JEPPesen
8 JAN 10 **10-2A** Eff 14 Jan

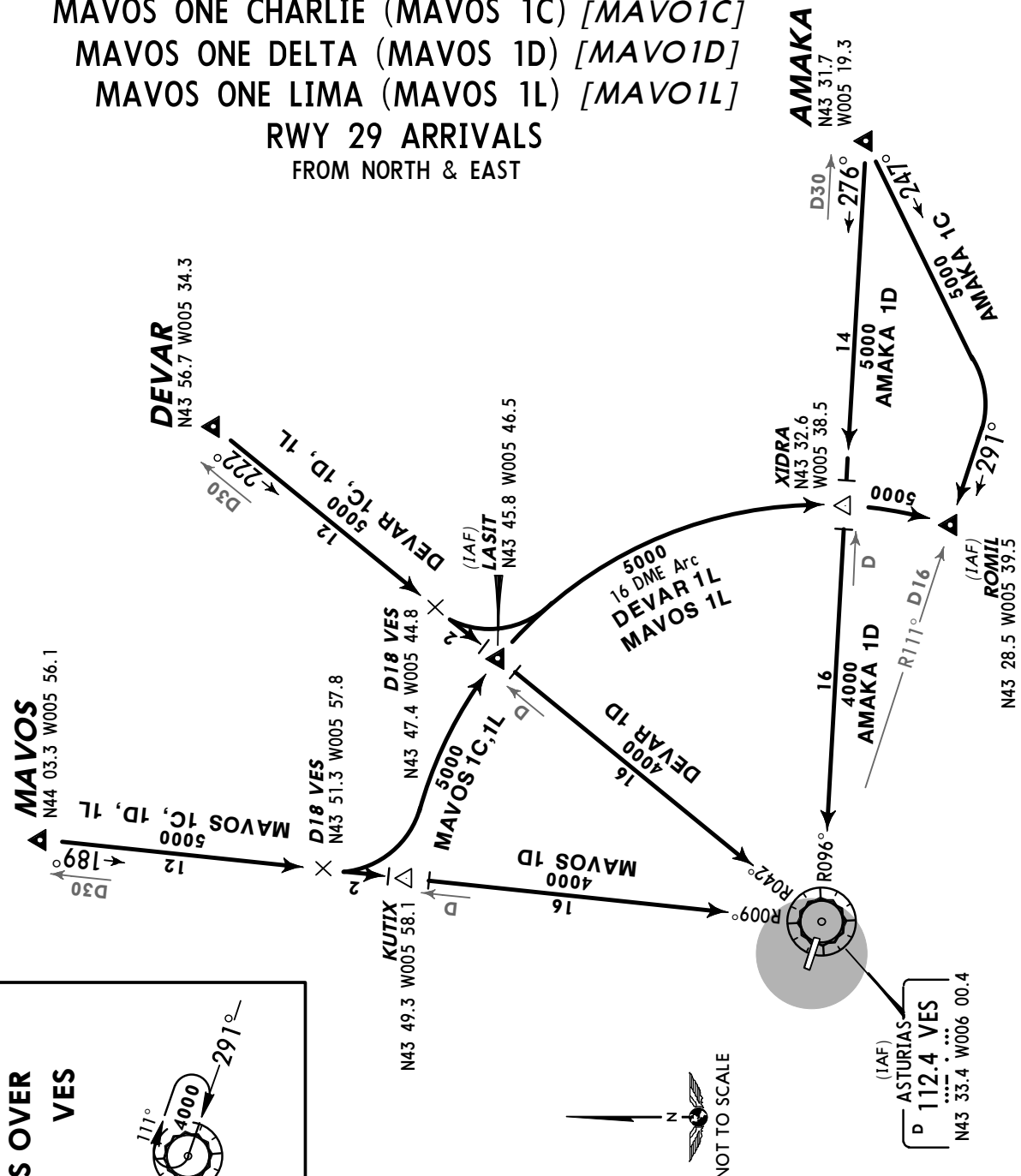
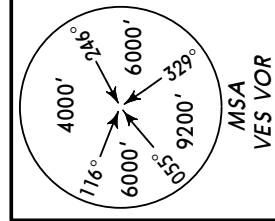
ASTURIAS, SPAIN

STAR

Apt Elev
416'
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

AMAKA ONE CHARLIE (AMAKA 1C) [AMAK1C]
AMAKA ONE DELTA (AMAKA 1D) [AMAK1D]
DEVAR ONE CHARLIE (DEVAR 1C) [DEVA1C]
DEVAR ONE DELTA (DEVAR 1D) [DEVA1D]
DEVAR ONE LIMA (DEVAR 1L) [DEVA1L]
MAVOS ONE CHARLIE (MAVOS 1C) [MAVO1C]
MAVOS ONE DELTA (MAVOS 1D) [MAVO1D]
MAVOS ONE LIMA (MAVOS 1L) [MAVO1L]

RWY 29 ARRIVALS FROM NORTH & EAST



LEAS/OVD
ASTURIAS

JEPPesen
30 JUL 10 10-2B

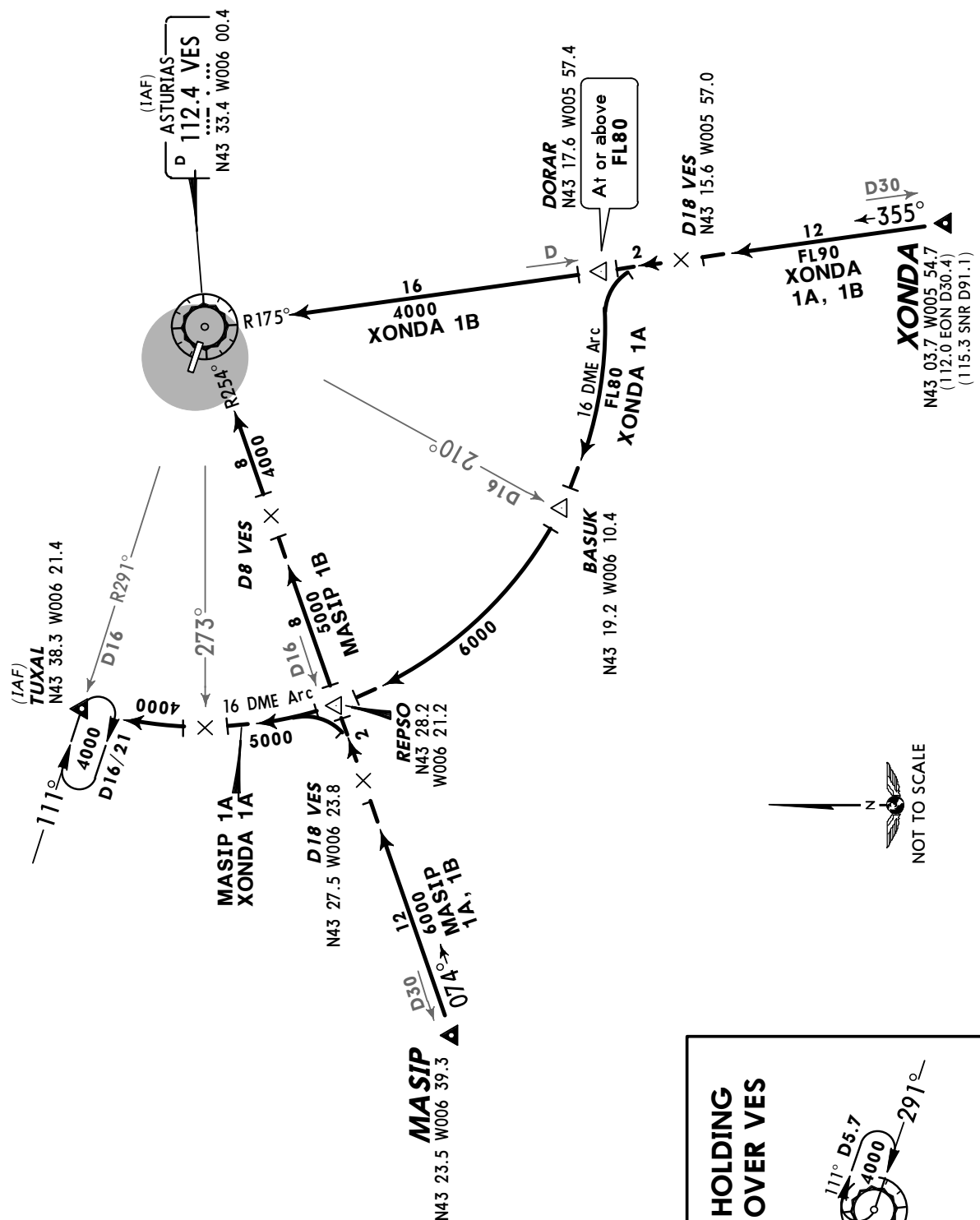
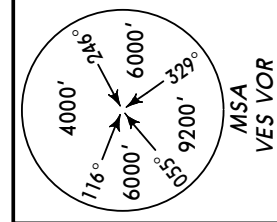
ASTURIAS, SPAIN

STAR

Apt Elev
416'

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

MASIP ONE ALFA (MASIP 1A) [MASI1A]
MASIP ONE BRAVO (MASIP 1B) [MASI1B]
XONDA ONE ALFA (XONDA 1A) [XOND1A]
XONDA ONE BRAVO (XONDA 1B) [XOND1B]
RWY 11 ARRIVALS
FROM SOUTH & WEST



HOLDING OVER VES



LEAS/OVD
ASTURIAS

JEPPESEN
30 JUL 10 **(10-2C)**

ASTURIAS, SPAIN

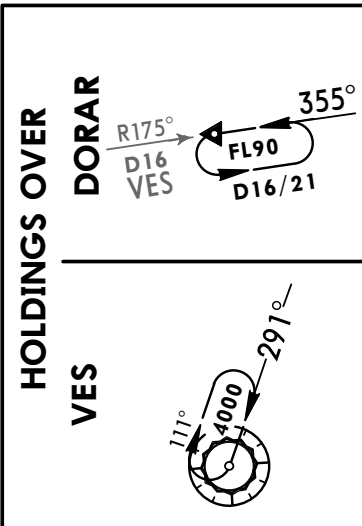
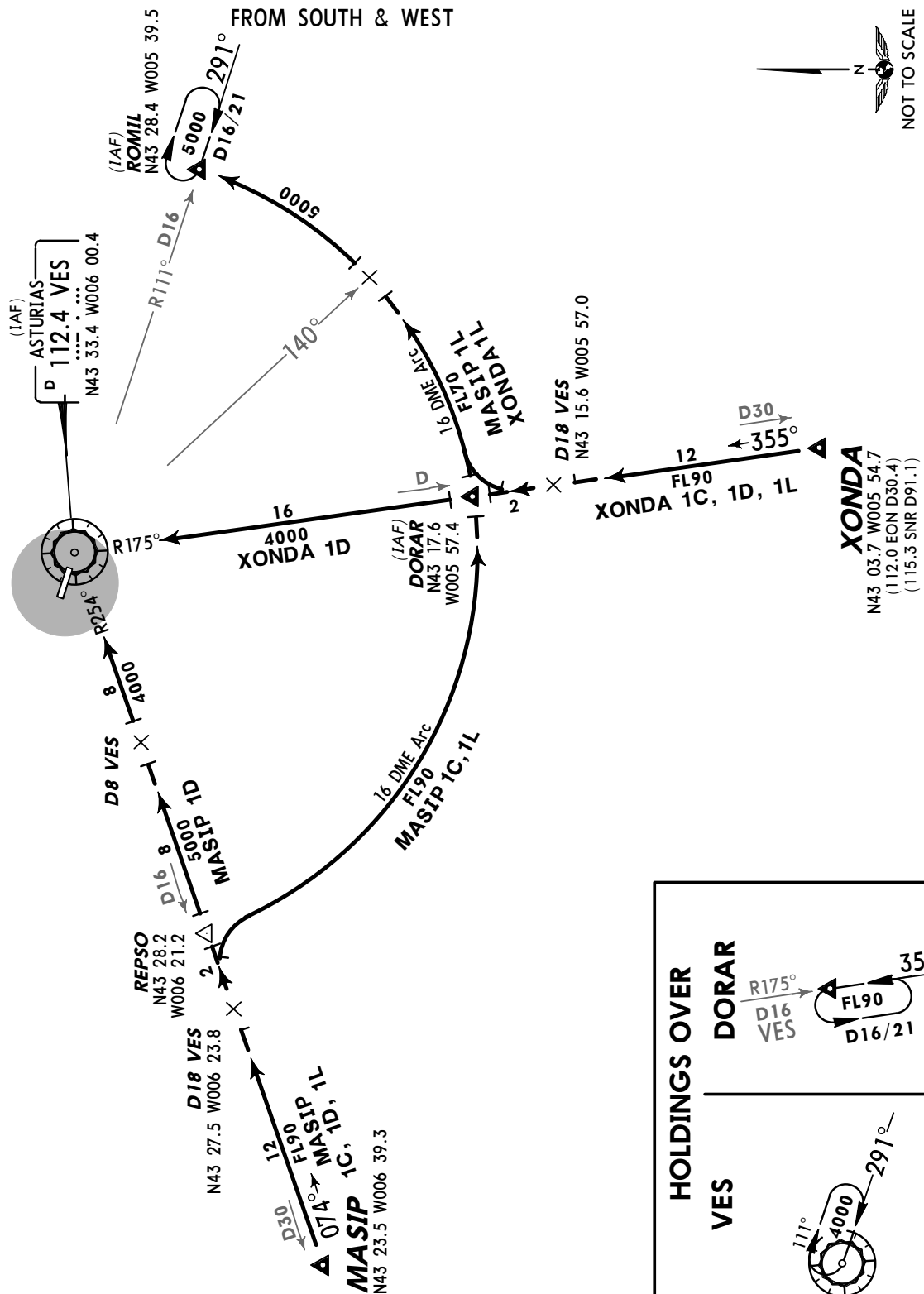
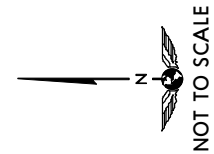
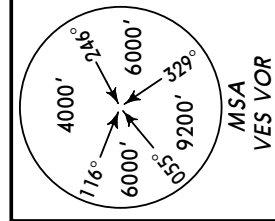
STAR

Apt Elev
416'

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

MASIP ONE CHARLIE (MASIP 1C) [MASI1C]
MASIP ONE DELTA (MASIP 1D) [MASI1D]
MASIP ONE LIMA (MASIP 1L) [MASI1L]
XONDA ONE CHARLIE (XONDA 1C) [XOND1C]
XONDA ONE DELTA (XONDA 1D) [XOND1D]
XONDA ONE LIMA (XONDA 1L) [XOND1L]

RWY 29 ARRIVALS
FROM SOUTH & WEST



LEAS/OVD
ASTURIAS

JEPPESEN
8 JAN 10 (10-3) Eff 14 Jan

ASTURIAS, SPAIN

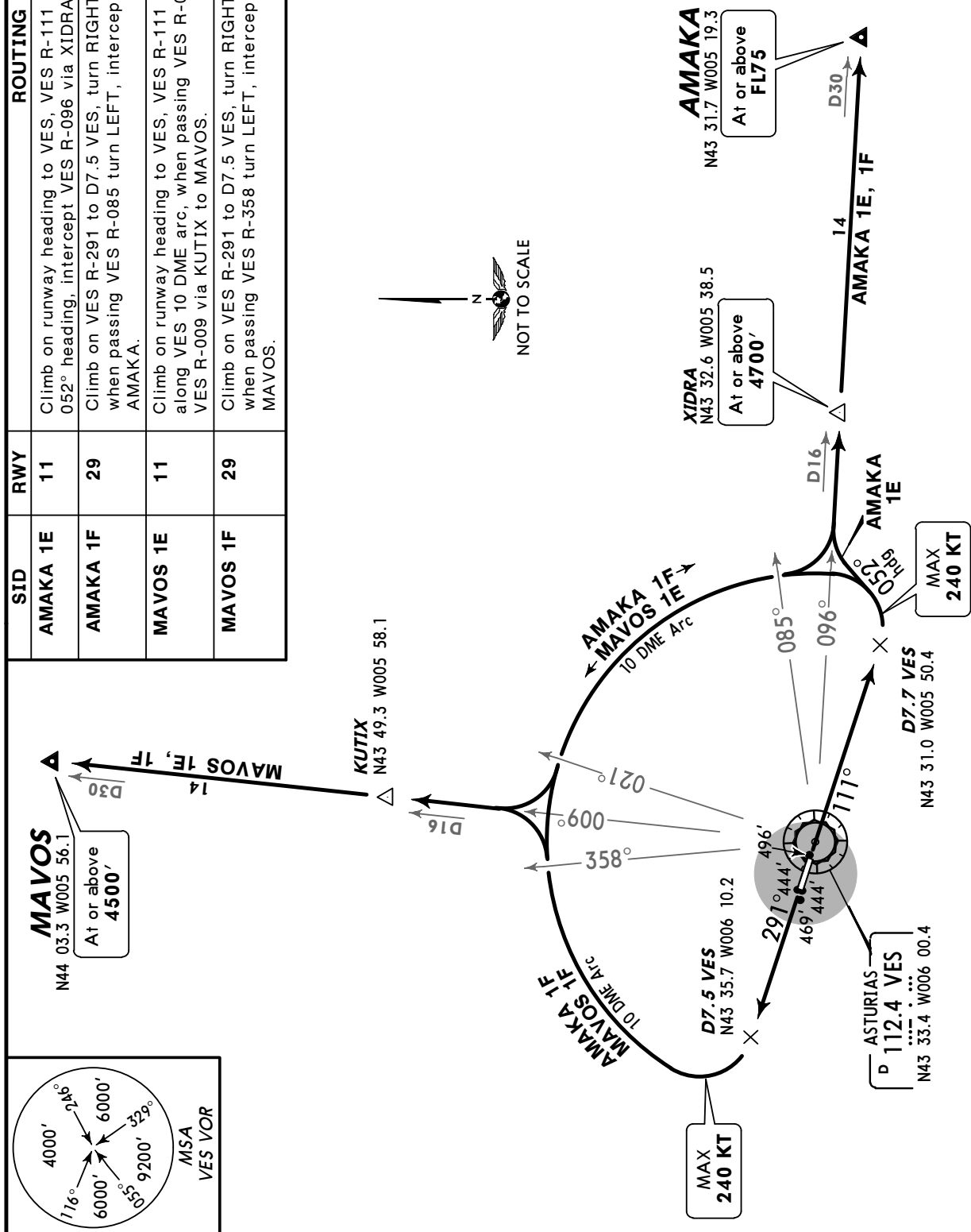
SID

Apt Elev
416'

Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.

SID	RWY	ROUTING
AMAKA 1E	11	Climb on runway heading to VES, VES R-111 to D7.7 VES, turn LEFT, 052° heading, intercept VES R-096 via XIDRA to AMAKA.
AMAKA 1F	29	Climb on VES R-291 to D7.5 VES, turn RIGHT, along VES 10 DME arc, when passing VES R-085 turn LEFT, intercept VES R-096 via XIDRA to AMAKA.
MAVOS 1E	11	Climb on runway heading to VES, VES R-111 to D7.7 VES, turn LEFT, along VES 10 DME arc, when passing VES R-021 turn RIGHT, intercept VES R-009 via KUTIX to MAVOS.
MAVOS 1F	29	Climb on VES R-291 to D7.5 VES, turn RIGHT, along VES 10 DME arc, when passing VES R-358 turn LEFT, intercept VES R-009 via KUTIX to MAVOS.

AMAKA ONE ECHO (AMAKA 1E) [AMAK1E]
AMAKA ONE FOXTROT (AMAKA 1F) [AMAK1F]
MAVOS ONE ECHO (MAVOS 1E) [MAVO1E]
MAVOS ONE FOXTROT (MAVOS 1F) [MAVO1F]
RWYS 11, 29 DEPARTURES
TO NORTH & EAST



CHANGES: SIDs completely revised.

© JEPPESEN, 2004, 2010. ALL RIGHTS RESERVED.

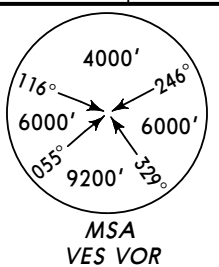
LEAS/OVD
ASTURIAS

JEPPESSEN
8 JAN 10 **(10-3A)** Eff 14 Jan

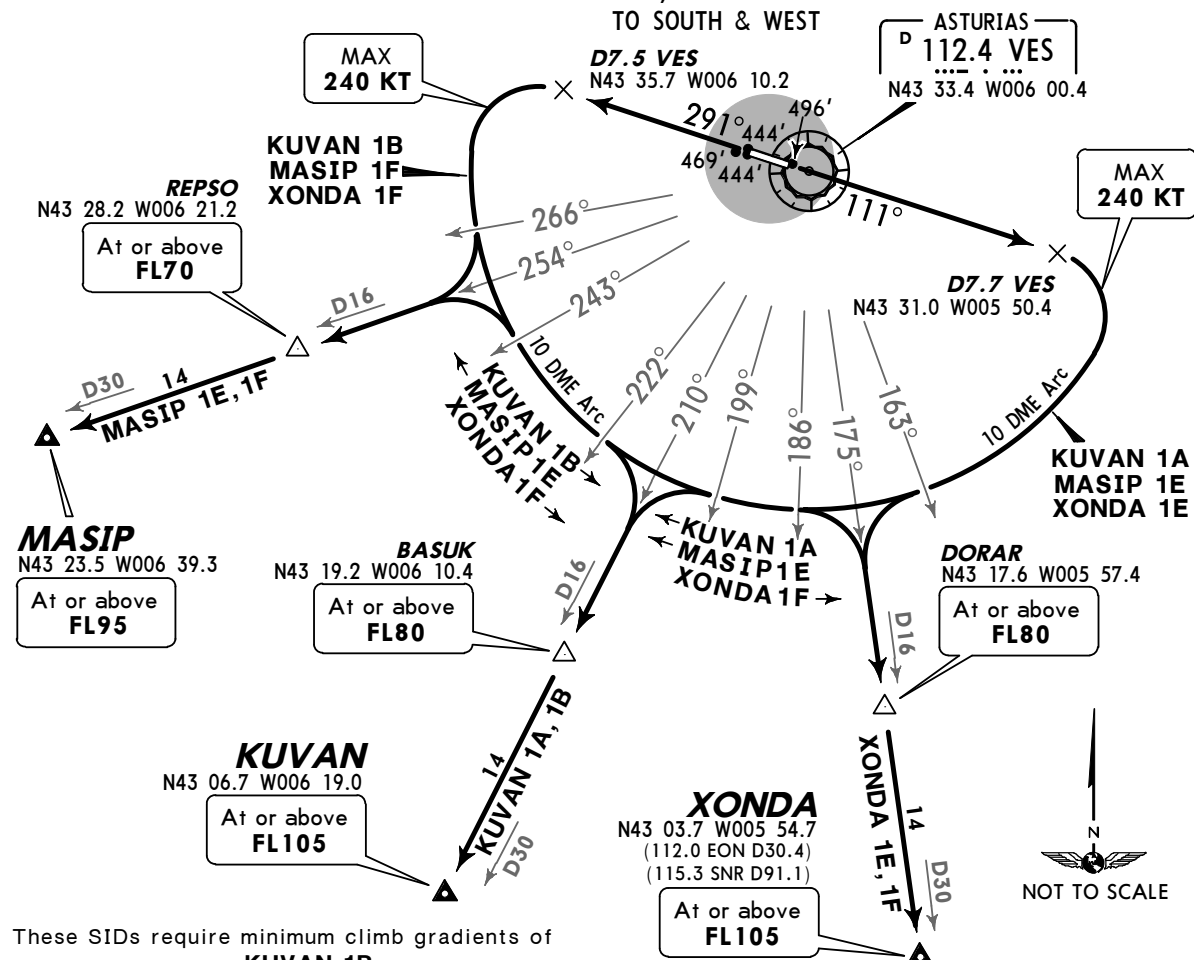
ASTURIAS, SPAIN

SID

Apt Elev
416' Trans level: By ATC Trans alt: 6000'
EXPECT close-in obstacles.



KUVAN ONE ALFA (KUVAN 1A) [KUVA1A]
KUVAN ONE BRAVO (KUVAN 1B) [KUVA1B]
MASIP ONE ECHO (MASIP 1E) [MAS11E]
MASIP ONE FOXTROT (MASIP 1F) [MAS11F]
XONDA ONE ECHO (XONDA 1E) [XOND1E]
XONDA ONE FOXTROT (XONDA 1F) [XOND1F]
RWYS 11, 29 DEPARTURES



These SIDs require minimum climb gradients of

KUVAN 1B
273' per NM (4.5%) until leaving **FL105**.
MASIP 1F
304' per NM (5%) until leaving **FL95**.
XONDA 1E
292' per NM (4.8%) until leaving **FL75**.
XONDA 1F
261' per NM (4.3%) until leaving **5500'**.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
292' per NM	365	486	729	972	1215	1458
273' per NM	342	456	684	911	1139	1367
261' per NM	327	435	653	871	1089	1306

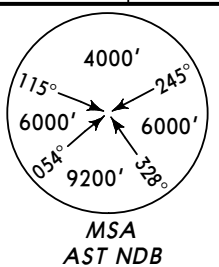
SID	RWY	ROUTING
KUVAN 1A	11	Climb on runway heading to VES, VES R-111 to D7.7 VES, turn RIGHT, along VES 10 DME arc, when passing VES R-199 turn LEFT, intercept VES R-210 via BASUK to KUVAN.
KUVAN 1B	29	Climb on VES R-291 to D7.5 VES, turn LEFT, along VES 10 DME arc, when passing VES R-222 turn RIGHT, intercept VES R-210 via BASUK to KUVAN.
MASIP 1E	11	Climb on runway heading to VES, VES R-111 to D7.7 VES, turn RIGHT, along VES 10 DME arc, when passing VES R-243 turn LEFT, intercept VES R-254 via REPSO to MASIP.
MASIP 1F	29	Climb on VES R-291 to D7.5 VES, turn LEFT, along VES 10 DME arc, when passing VES R-266 turn RIGHT, intercept VES R-254 via REPSO to MASIP.
XONDA 1E	11	Climb on runway heading to VES, VES R-111 to D7.7 VES, turn RIGHT, along VES 10 DME arc, when passing VES R-163 turn LEFT, intercept VES R-175 via DORAR to XONDA.
XONDA 1F	29	Climb on VES R-291 to D7.5 VES, turn LEFT, along VES 10 DME arc, when passing VES R-186 turn RIGHT, intercept VES R-175 via DORAR to XONDA.

LEAS/OVD ASTURIAS

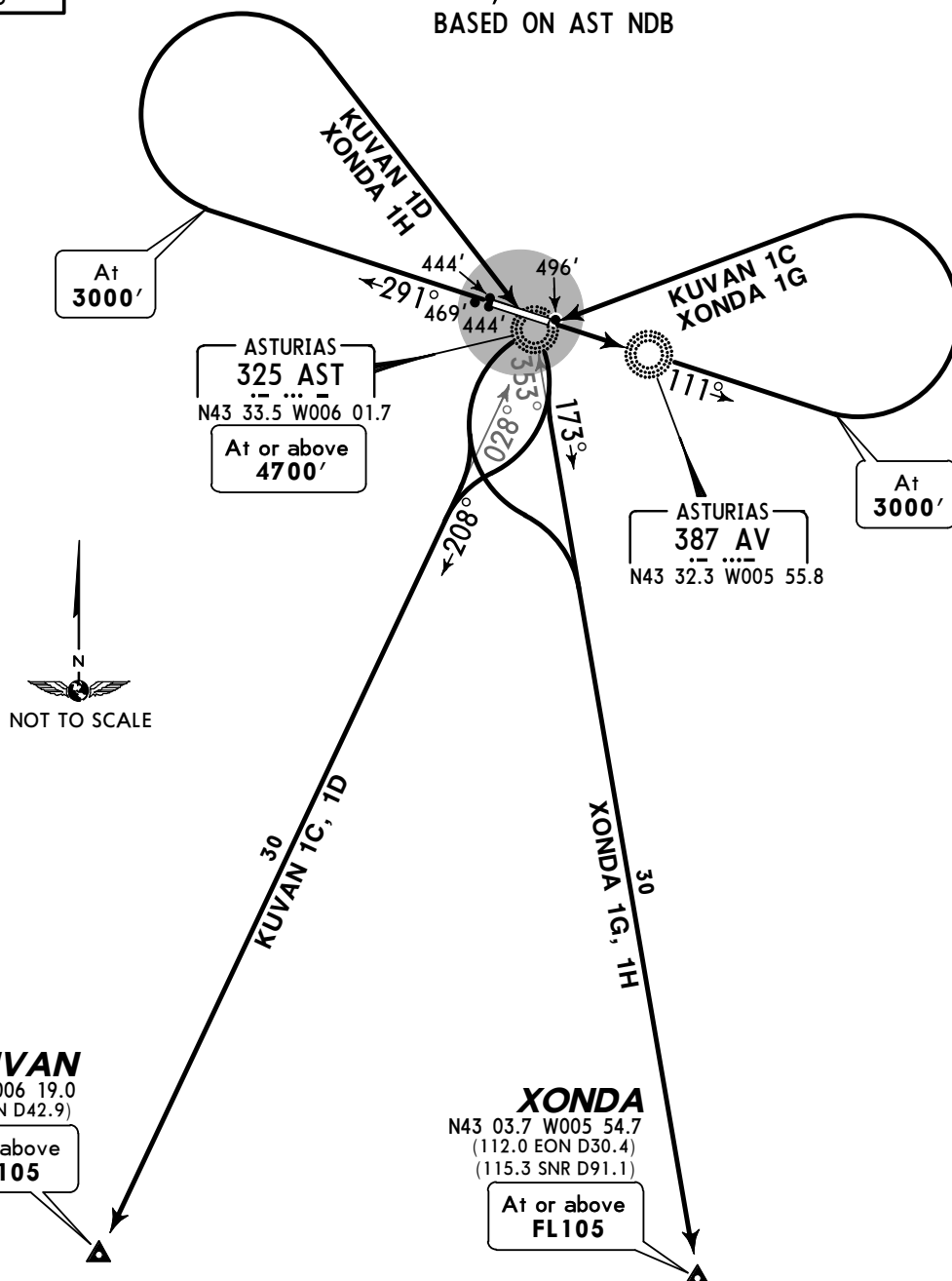
JEPPESEN
 8 JAN 10 **10-3B** Eff 14 Jan

ASTURIAS, SPAIN
SID

Apt Elev
416' Trans level: By ATC Trans alt: 6000'
 EXPECT close-in obstacles.



KUVAN ONE CHARLIE (KUVAN 1C)[KUVA1C]
KUVAN ONE DELTA (KUVAN 1D)[KUVA1D]
XONDA ONE GOLF (XONDA 1G)[XOND1G]
XONDA ONE HOTEL (XONDA 1H)[XOND1H]
RWYS 11, 29 DEPARTURES
BASED ON AST NDB



Rwy 11: Do not turn before AV.

SID	RWY	ROUTING
KUVAN 1C	11	Climb to AV, 111° bearing to 3000', turn LEFT to AST, intercept 208° bearing from AST to KUVAN.
KUVAN 1D	29	Climb on 291° bearing from AV to 3000', turn RIGHT to AST, intercept 208° bearing from AST to KUVAN.
XONDA 1G	11	Climb to AV, 111° bearing to 3000', turn LEFT to AST, intercept 173° bearing from AST to XONDA ①.
XONDA 1H	29	Climb on 291° bearing from AV to 3000', turn RIGHT to AST, intercept 173° bearing from AST to XONDA ①.

① Possible fluctuations of AST NDB signal on 173° bearing from AST beyond 15 NM.

LEAS/OVD

Apt Elev 416'
N43 33.8 W006 02.1

JEPPESSEN

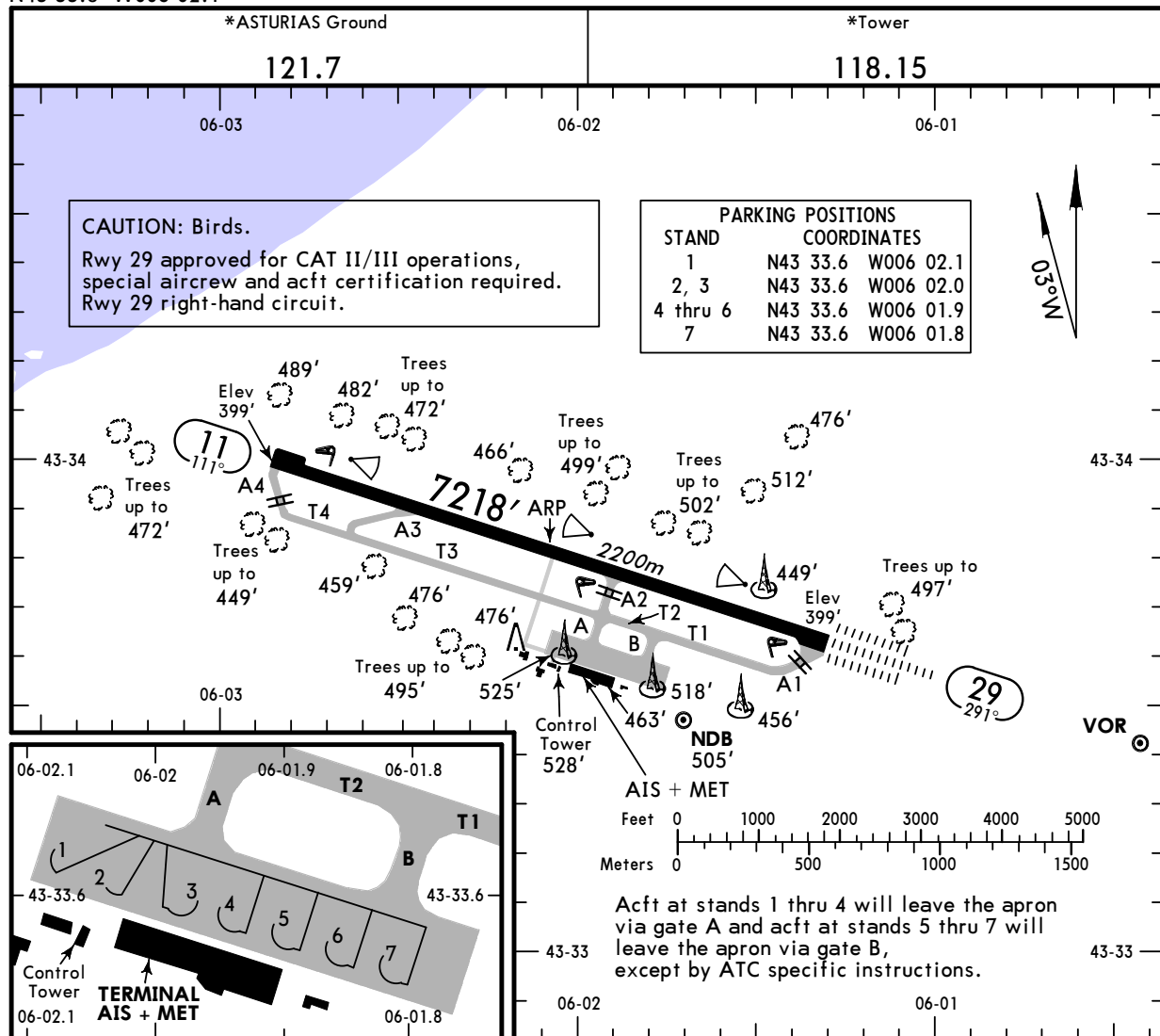
8 JAN 10

10-9

Eff 14 Jan

ASTURIAS, SPAIN

ASTURIAS



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						Threshold	Glide Slope		
11 ① 29	HIRL (50m)	CL (15m)	REIL	PAPI (angle 3.0°)	RVR				148'
	HIRL (50m)	CL (15m)	HIALS-II	TDZ ②	RVR		6270' 1911m		45m

- ① When airport is closed, pilot controlled lighting available on frequency 120.5.
- ② PAPI(angle 3.0°), HST-A3 with HSTIL.

Standard

TAKE-OFF 1

	All Rwys					
	Approved Operators	LVP must be in Force				
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

- 1** Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

LEAS/OVD **JEPPesen**
8 JAN 10 **10-9A** **Eff 14 Jan****ASTURIAS, SPAIN****ASTURIAS****LOW VISIBILITY PROCEDURES (LVP)****1. General**

LVP will be applied:

- when RVR or visibility is 600m or below or
- when ceiling is 75m (250') or below or
- when rapid deterioration of meteorological conditions recommends so.

Pilots will be informed about the application and cancellation of LVP by radiotelephony.

2. Ground Movement

While LVP procedures are activated, only the movement of an aircraft will be authorized at the same time in the manoeuvring area and the taxiway A2 will remain closed. Pilots must verify acft position at all times. In case of being disoriented or in doubt, pilots must stop the acft immediately, notify TOWER and request the assistance of a "Follow-me" vehicle.

- Arrivals:

When leaving the runway, pilots must report:

- a) Runway vacated.
- b) Sensitive area vacated.
- c) Twy used.

Acft in apron will notify the stand and frequency out.

- Departures:

Pilots will notify:

- a) The start of taxiing to gate A or B (according to the standard procedure). In case of visibility below 150m, the "Follow-me" vehicle will guide the acft to the corresponding gate, when the pilot or the ATC request so.
- b) Twy used.
- c) Entry in runway.

3. Communication Failure

In case of communication failure, the acft must comply as follows:

- Arrivals:

The acft must hold within the first segment of twy, where the ILS sensitive area is vacated, and wait for the arrival of a "Follow-me" vehicle.

- Departures:

The acft must continue by the assigned route to its clearance limit, taking extreme caution, and wait for the arrival of a "Follow-me" vehicle.

OPERATION OF MODE S TRANSPONDER WHEN THE AIRCRAFT IS ON THE GROUND

Acft operators intending to use ASTURIAS airport shall ensure that the Mode S transponders are able to operate when the acft is on the ground.

Pilots shall:

- a) Select AUTO mode and the allocated Mode A code.
- b) if the AUTO mode is not available select ON (e.g. XPRD) and the allocated Mode A code:
 - from the request for push-back or taxi, whichever is earlier.
 - after landing and uninterruptedly till the acft is fully parked in its stand.
 - while the acft is fully parked, STBY will be selected.

As long as the acft is capable of reporting the Acft Identification (i.e. callsign used in flight) this should also be entered from the request for push-back or taxi, whichever happens first, through the FMS or the transponder control panel. Aircrew shall use the specific format defined by ICAO to enter the acft identification (e.g. IBE123, DHL4567, etc.).

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) are not compromised, TCAS should not be selected before receiving the clearance to line up with the runway. It should also be deselected after vacating the runway.

Acft taxiing without a flight plan should select Mode A 1000.

LEAS/OVD

JEPPESEN
 8 JAN 10 **10-9X** Eff 14 Jan

JAA MINIMUMS
ASTURIAS, SPAIN
ASTURIAS

STRAIGHT-IN RWY		A	B	C	D
11	VOR	780' (381')	780' (381')	780' (381')	780' (381')
		R1500m	R1500m	R1800m	R2000m
	NDB	820' (421')	820' (421')	820' (421')	820' (421')
		R1500m	R1500m	R1800m	R2000m
29	CAT 3B ILS	approved	approved	approved	approved
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	507' (108')	507' (108')	507' (108')	507' (108')
		RA214' R300m	RA214' R300m	RA214' R300m	RA214' R300m
	ILS	599' (200')	599' (200')	604' (205')	614' (215')
		R700m	R700m	R700m	R700m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC Z	800' (401')	800' (401')	800' (401')	800' (401')
		R1200m	R1300m	R1400m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	LOC Y	840' (441')	840' (441')	840' (441')	840' (441')
		R1200m	R1300m	R1400m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR	800' (401')	800' (401')	800' (401')	800' (401')
		R1200m	R1300m	R1400m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

CIRCLE-TO-LAND ①	100 KT	135 KT	180 KT	205 KT
after apch to rwy 11	1050' (634')	1050' (634')	1150' (734')	1220' (804')
	V1500m	V1600m	V2400m	V3600m
after apch to rwy 29	970' (554')	970' (554')	1070' (654')	1290' (874')
	V1500m	V1600m	V2400m	V3600m

① Not authorized South of airport.

TAKE-OFF RWY 11, 29

LVP must be in Force					
Approved Operators					
HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m
B					
C					
D	150m	200m	250m	300m	500m

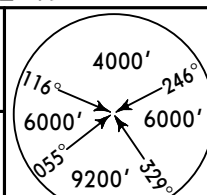
LEAS/OVD ASTURIAS

JEPPesen
8 JAN 10
Eff 14 Jan (11-1)

ASTURIAS, SPAIN ILS Z or LOC Z Rwy 29

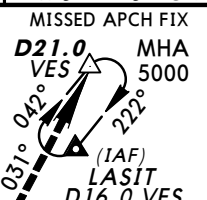
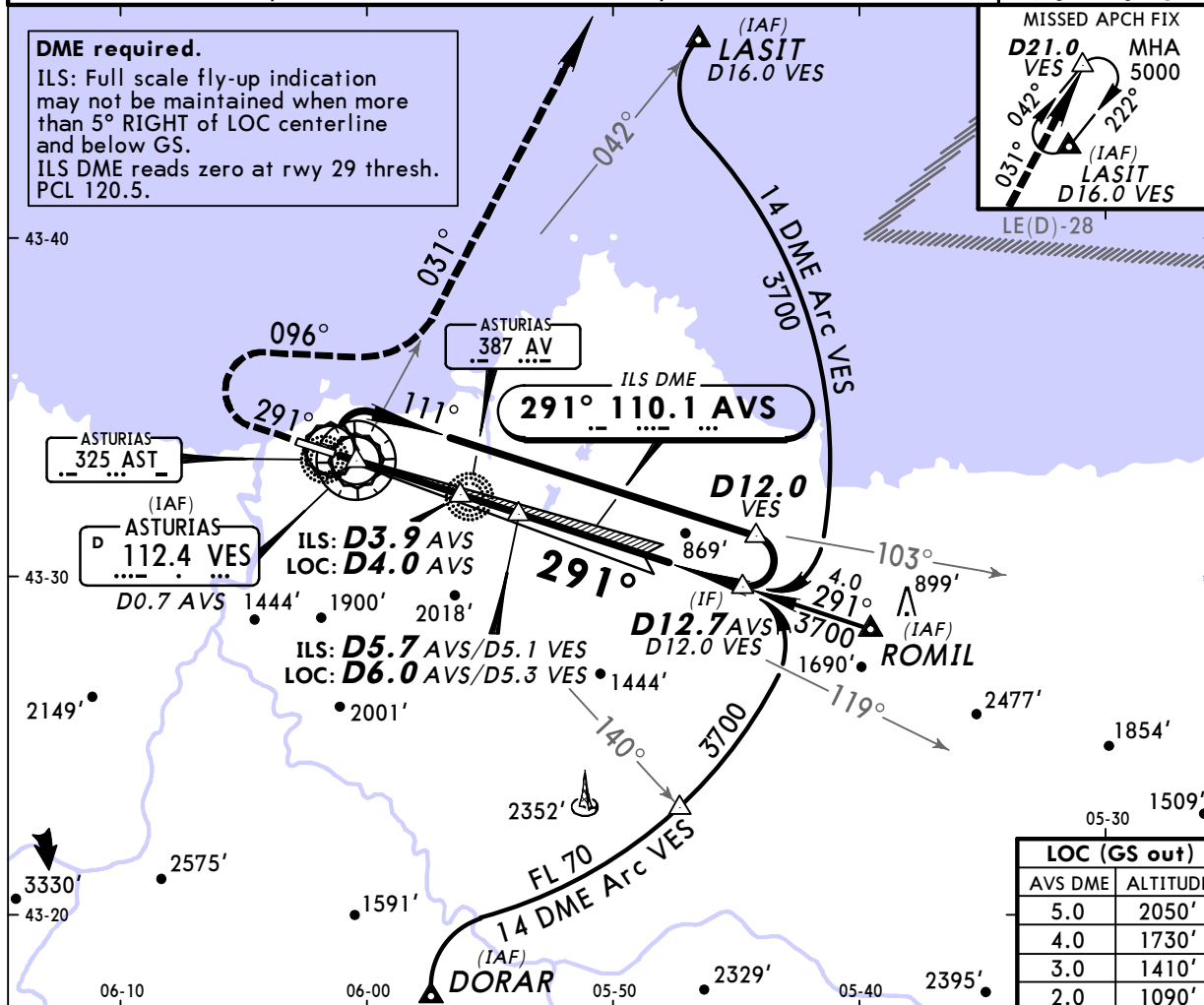
BRIEFING STRIP

*ASTURIAS Approach 118.15		*ASTURIAS Tower 118.15		*Ground 121.7	
LOC AVS 110.1	Final Apch Crs 291°	GS D3.9 AVS 1709' (1310')	ILS DA(H) Refer to Minimums	Apt Elev 416'	RWY 399'
MISSED APCH: Climb on R-291 VES to 850', then turn RIGHT (MAX 185 KT) onto track 096° to intercept and follow R-031 VES to D21.0 VES climbing to 5000' and join holding. Do not turn before MAP.					
Alt Set: hPa		Rwy Elev: 15 hPa		Trans level: By ATC	
				Trans alt: 6000'	

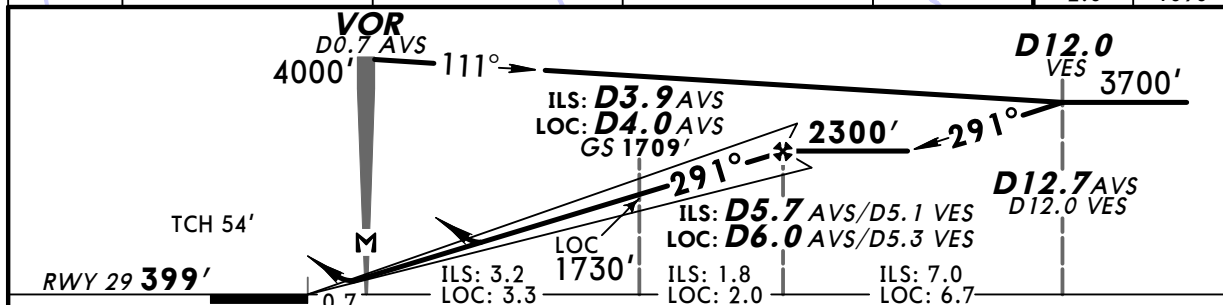


DME required.

ILS: Full scale fly-up indication may not be maintained when more than 5° RIGHT of LOC centerline and below GS.
ILS DME reads zero at rwy 29 thresh.
PCL 120.5.



LOC (GS out)	
AVS DME	ALTITUDE
5.0	2050'
4.0	1730'
3.0	1410'
2.0	1090'



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II	850'	VES	185 KT
ILS GS or LOC Desc angle 3.00°	377	484	538	646	753	861	PAPI	↑	on 112.4	MAX
MAP at VOR/D0.7 AVS							PAPI		R-291	RT

Standard				CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY 29				Not authorized South of airport	
ILS		LOC (GS out)		Max Kts	MDA(H) VIS
C: 604' (205')		DA(H) 800' (401')		100	970' (554') 1500m
AB: 599' (200') D: 614' (215')				135	970' (554') 1600m
FULL/Limited	ALS out	ALS out		180	1070' (654') 2400m
A		RVR 1500m		205	1290' (874') 3600m
B	RVR 750m	RVR 1200m			
C		RVR 1500m			
D	RVR 800m	RVR 1900m			

LEAS/OVD
ASTURIAS

JEPPESEN
8 JAN 10
Eff 14 Jan
11-1A

ASTURIAS, SPAIN
CAT II ILS Z Rwy 29

*ASTURIAS Approach 118.15		*ASTURIAS Tower 118.15		*Ground 121.7
LOC AVS 110.1	Final Apch Crs 291°	GS D3.9 AVS 1709' (1310')	CAT II ILS RA 214' DA(H) 507' (108')	Apt Elev 416' RWY 399'
MISSED APCH: Climb on R-291 VES to 850', then turn RIGHT (MAX 185 KT) onto track 096° to intercept and follow R-031 VES to D21.0 VES climbing to 5000' and join holding.				
Alt Set: hPa		Rwy Elev: 15 hPa	Trans level: By ATC	Trans alt: 6000'

MSA VES VOR

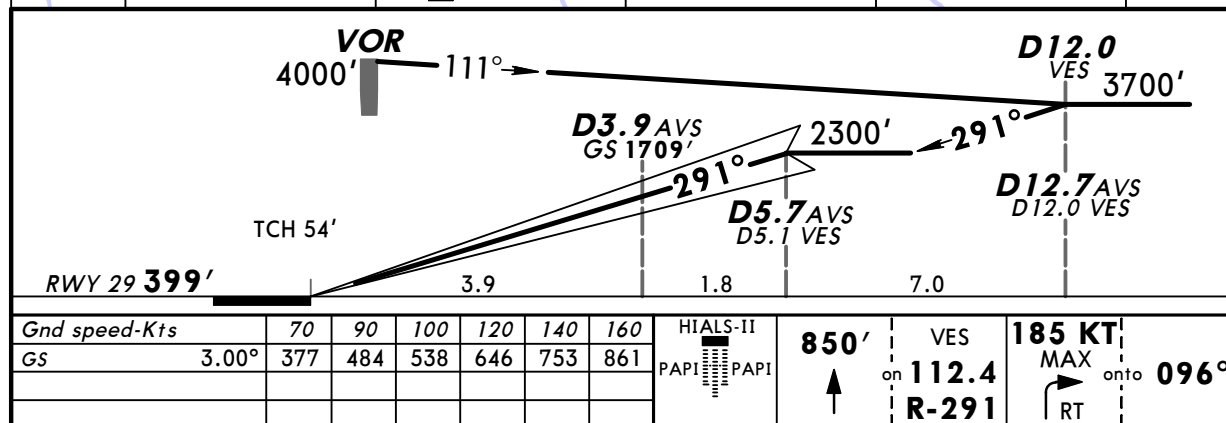
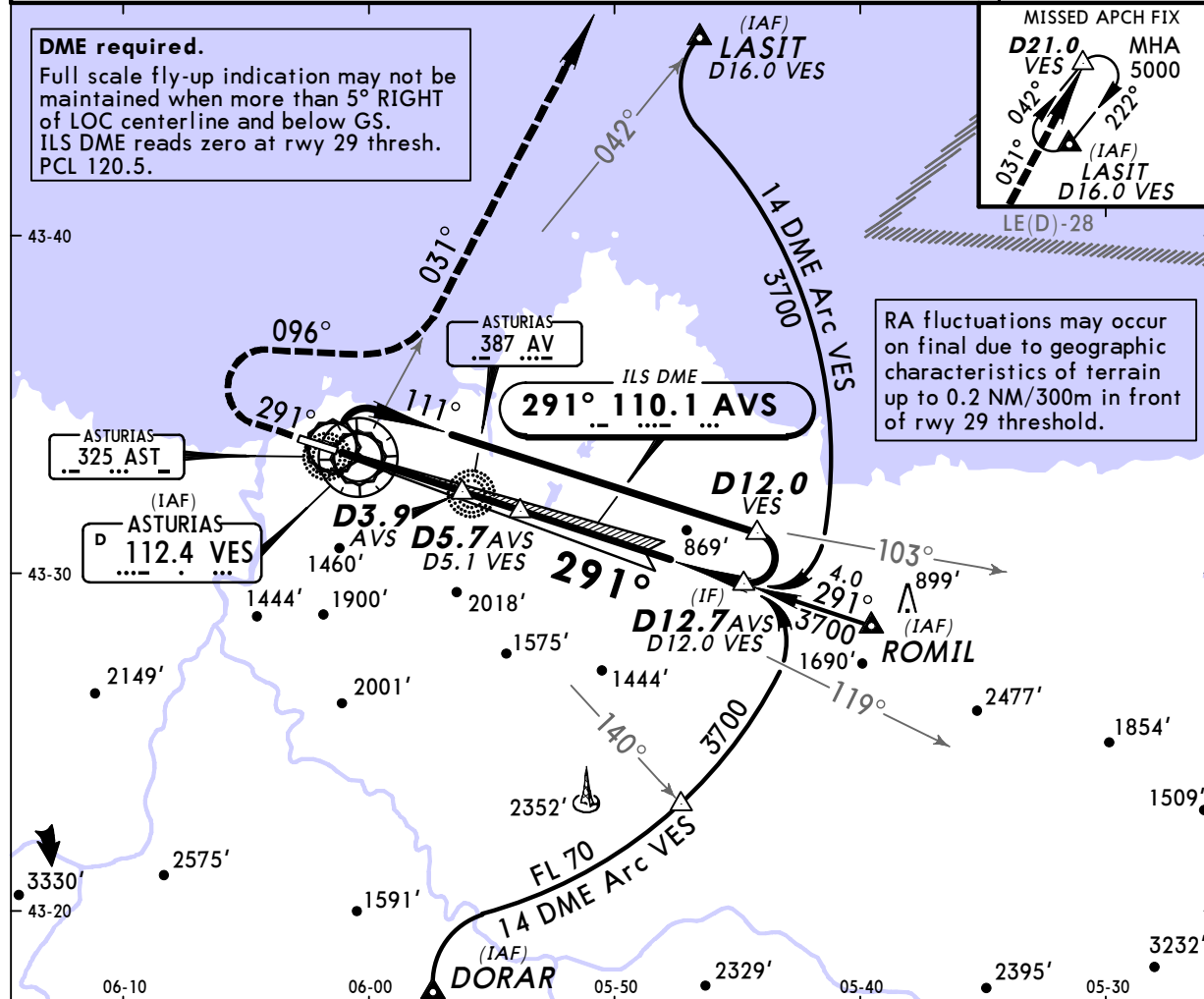
DME required.

Full scale fly-up indication may not be maintained when more than 5° RIGHT of LOC centerline and below GS. ILS DME reads zero at rwy 29 thresh. PCL 120.5.

(IAF)
LASIT
D16.0 VES

MISSED APCH FIX

RA fluctuations may occur on final due to geographic characteristics of terrain up to 0.2 NM/300m in front of rwy 29 threshold.



Standard

STRAIGHT-IN LANDING RWY 29

CAT II ILS
ABCD
RA 214'

 $DA(H) \mathbf{507'} (108')$ RVR **300m** **1**

1 Operators applying U.S. Ops Specs: Autoland or HGS required below 350m.

CHANGES: New procedure.

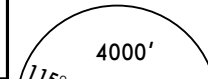
© JEPPESEN, 2010. ALL RIGHTS RESERVED.

LEAS/OVD ASTURIAS

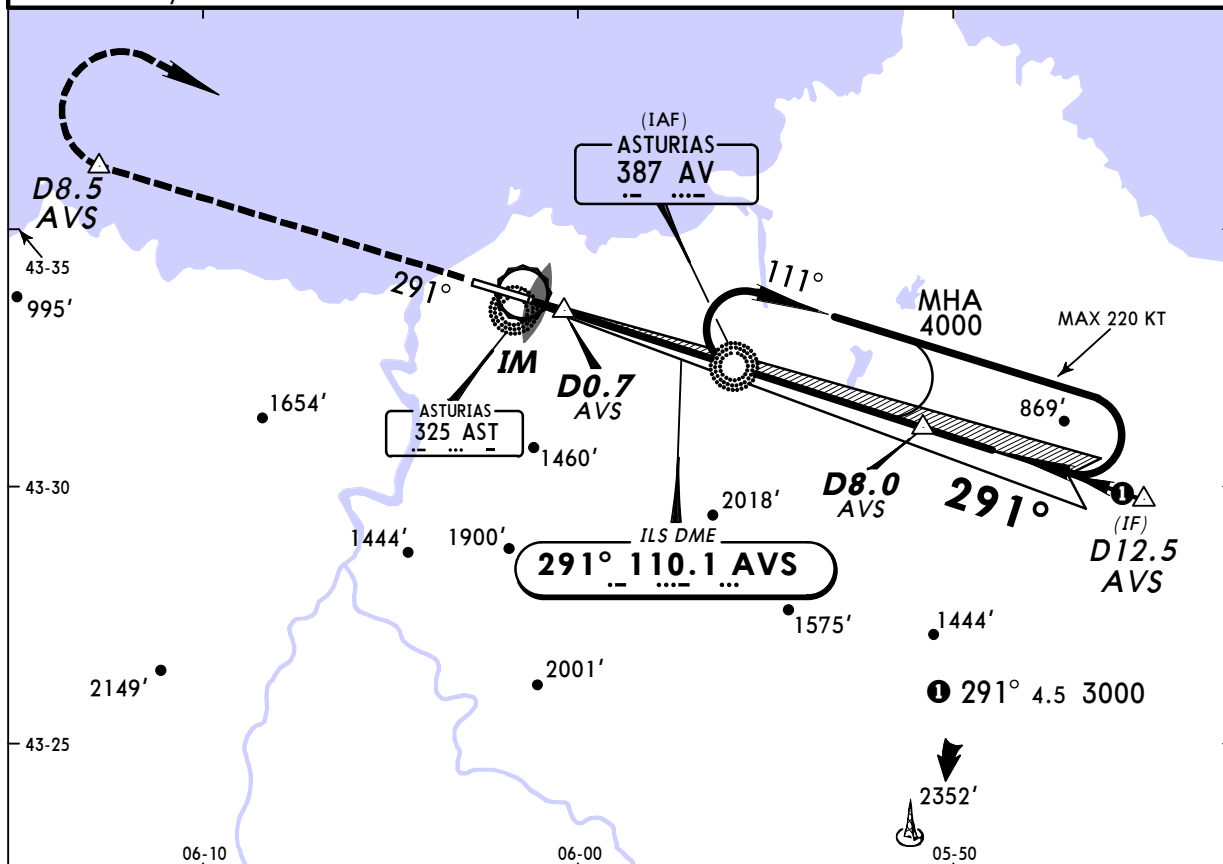
JEPPesen
8 JAN 10
Eff 14 Jan (11-2)

ASTURIAS, SPAIN ILS Y or LOC Y Rwy 29

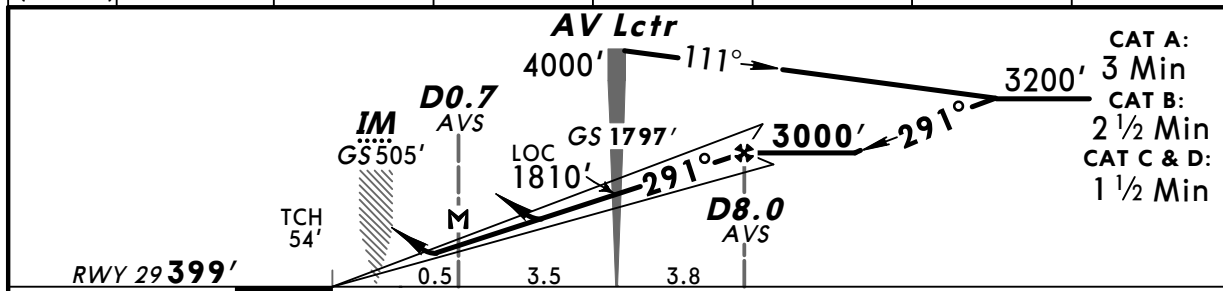
BRIEFING STRIP

*ASTURIAS Approach		*ASTURIAS Tower		*Ground		
118.15		118.15		121.7		
LOC AVS 110.1	Final Apch Crs 291°	GS AV Lctr 1797' (1398')	ILS DA(H) Refer to Minimums	Apt Elev 416' RWY 399'		
MISSED APCH: Climb on RWY heading to D8.5 AVS, then turn RIGHT to AV Lctr climbing to 4000' and hold.						

Alt Set: hPa Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 6000'
 1. DME required. 2. ILS DME reads zero at rwy 29 threshold. 3. PCL 120.5. 4. ILS: Full scale fly-up indication may not be maintained when more than 5° RIGHT of LOC centerline and below GS.



LOC (GS out)	AVS DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	1100'	1430'	1750'	2080'	2400'	2730'



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS	3.00°	377	484	538	646	753	861
LOC Descent angle	3.10°	384	494	548	658	768	878
MAP at D0.7 AVS							

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 29				Not authorized South of airport			
ILS		LOC (GS out)		DA(H) 840' (441')		Max Kts.	
C: 604' (205')		D: 614' (215')		DA(H) 840' (441')		MDA(H)	
AB: 599' (200')		FULL/Limited		ALS out		VIS	
A		RVR 750m		RVR 1500m		100	
B		RVR 1200m		RVR 1700m		135	
C		RVR 800m		CMV 2100m		180	
D						205	

LEAS/OVD ASTURIAS

JEPPESEN
8 JAN 10
Eff 14 Jan **11-2A**

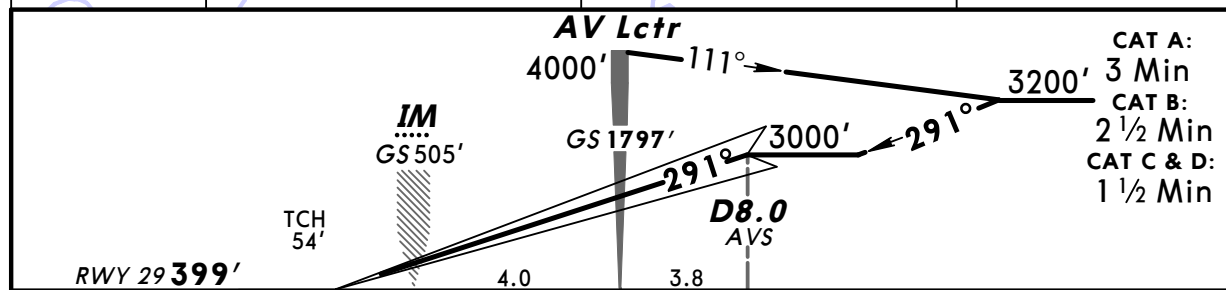
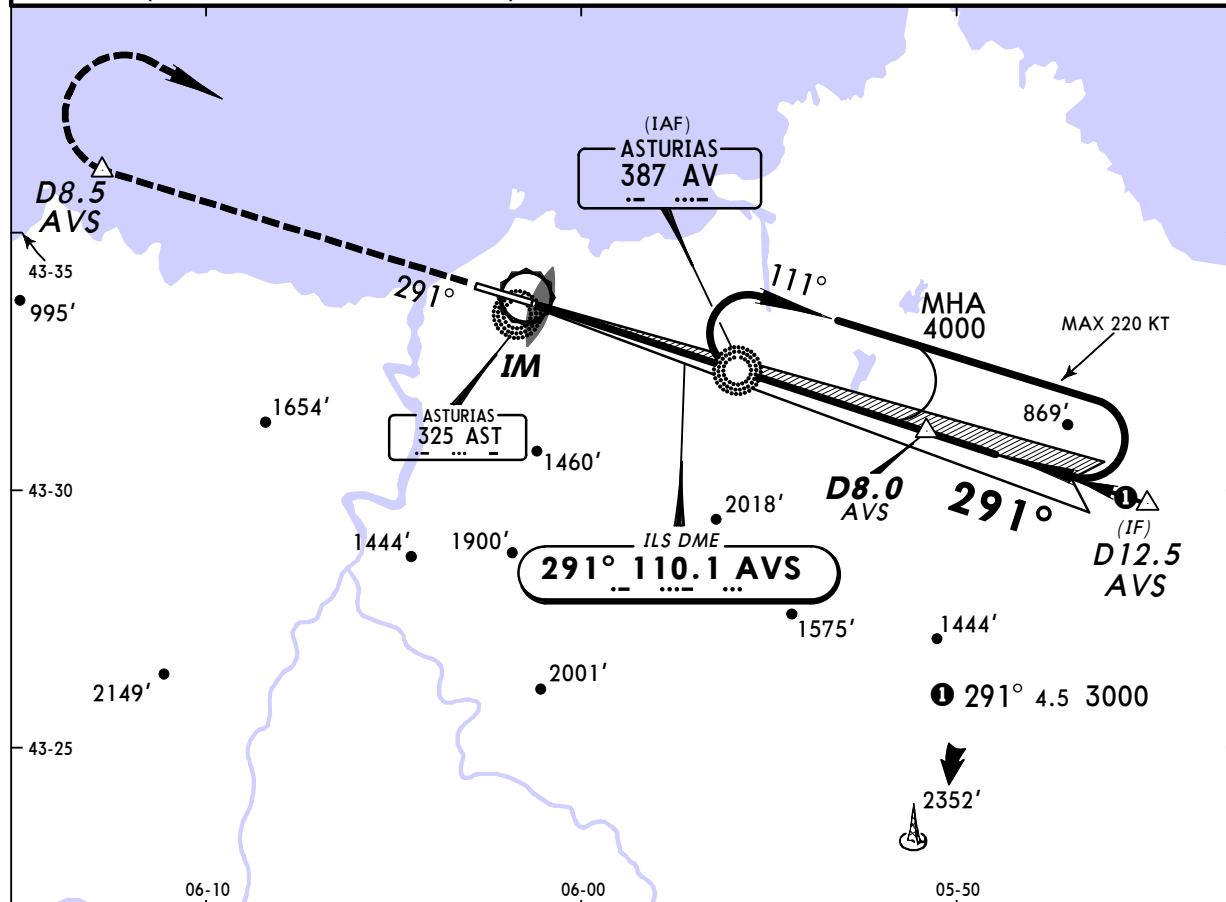
ASTURIAS, SPAIN CAT II ILS Y Rwy 29

BRIEFING STRIP

*ASTURIAS Approach 118.15		*ASTURIAS Tower 118.15		*Ground 121.7		
LOC AVS 110.1	Final Apch Crs 291°	GS AV Lctr 1797' (1398')	CAT II ILS RA 214' DA(H) 507' (108')	Apt Elev 416'	RWY 399'	
MISSED APCH: Climb on RWY heading to D8.5 AVS, then turn RIGHT to AV Lctr climbing to 4000' and hold.						
MSA AV Lctr						

MISSED APCH: Climb on RWY heading to D8.5 AVS, then turn RIGHT to AV Lctr climbing to 4000' and hold.

Alt Set: hPa Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 6000'
 1. DME required. 2. Special Aircrew and Acft Certification Required. 3. ILS DME reads zero at rwy 29 threshold. 4. PCL 120.5. 5. Full scale fly-up indication may not be maintained when more than 5° RIGHT of LOC centerline and below GS. 6. RA fluctuations may occur on final due to geographic characteristics of terrain up to 0.2 NM/300m in front of rwy 29 threshold.



RWY 29 399'							CAT A: 3 Min		CAT B: 2 1/2 Min		CAT C & D: 1 1/2 Min	
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		D8.5 AVS		RWY	
GS	3.00°	377	484	538	646	753	PAPI		on		hdg	

Standard

STRAIGHT-IN LANDING RWY 29

CAT II ILS
ABCD
RA 214'

DA(H) 507' (108')

RVR 300m

PANS OPS 4

Operators applying U.S. Ops Specs: Autoland or HGS required below 350m.

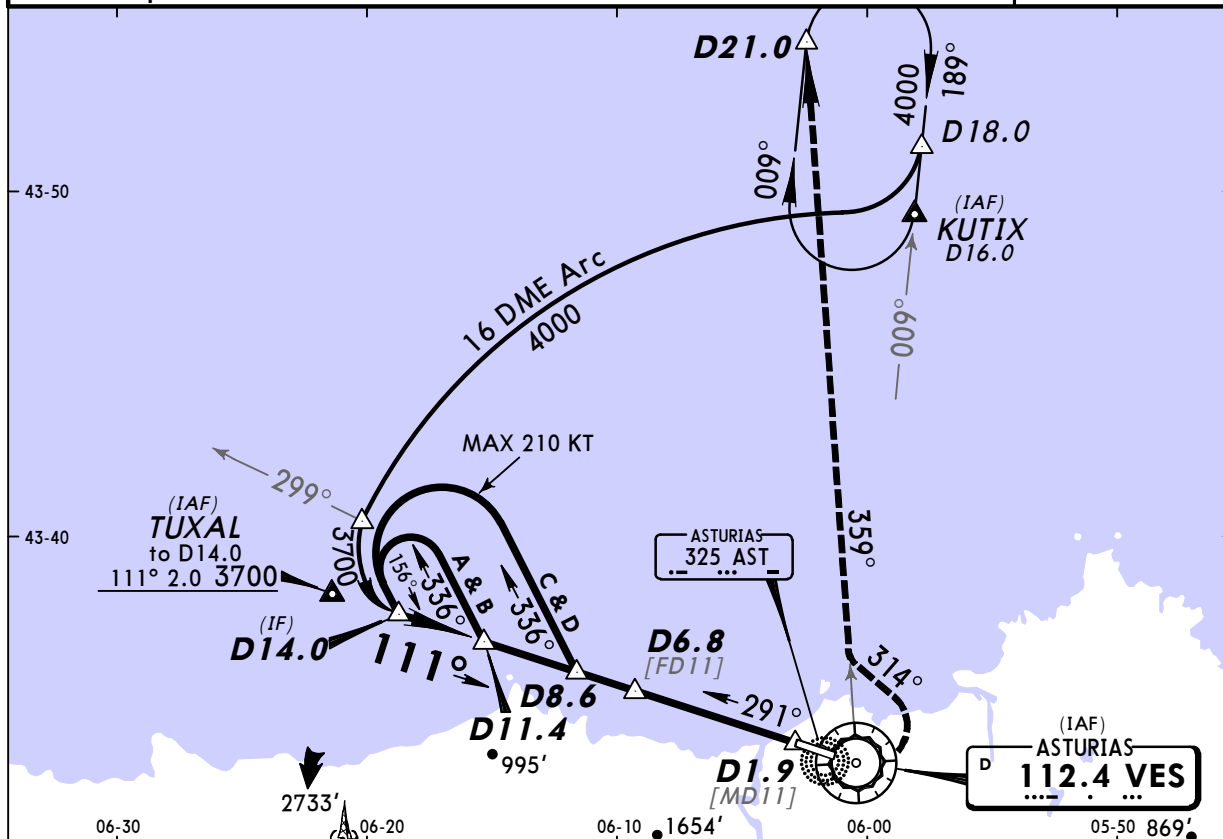
LEAS/OVD ASTURIAS

JEPPesen
8 JAN 10 **(13-1)** Eff 14 Jan

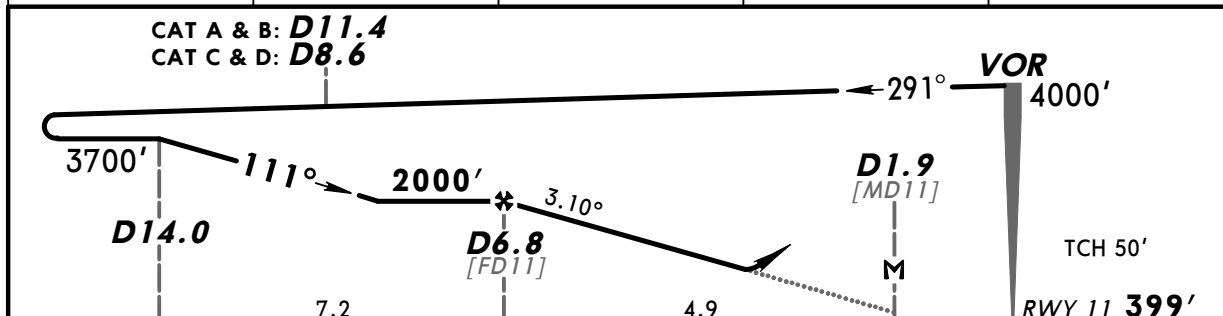
ASTURIAS, SPAIN VOR Rwy 11

BRIEFING STRIP

*ASTURIAS Approach		*ASTURIAS Tower		*Ground	
118.15		118.15		121.7	
VOR VES 112.4	Final Apch Crs 111°	Minimum Alt D6.8 2000' (1601')	DA(H) 780' (381')	Apt Elev 416' RWY 399'	 MSA VES VOR
MISSED APCH: Climb to VOR, then turn LEFT (MAX 185 KT) onto track 314° to intercept and follow R-359 to D21.0 climbing to 4000' and join holding. Do not turn before MAP.					
Alt Set: hPa 1. DME required.		Rwy Elev: 15 hPa 2. PCL 120.5.		Trans level: By ATC Trans alt: 6000'	



06-30	06-20	06-10	06-00	05-50
VES DME	6.0	5.0	4.0	3.0
ALTITUDE	1800'	1470'	1150'	830'



Gnd speed-Kts							REIL PAPI	VES 112.4	185 KT MAX LT	onto 314°
Descent angle	3.10°	384	494	548	658	768				
MAP at D1.9										

Standard				CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 11				Not authorized South of airport		
DA(H) 780' (381')				Max Kts	MDA(H)	VIS
A	RVR 1500m			100	1050' (634')	1500m
B				135	1050' (634')	1600m
C	RVR 1800m			180	1150' (734')	2400m
D				205	1220' (804')	3600m

PANS OPS 4

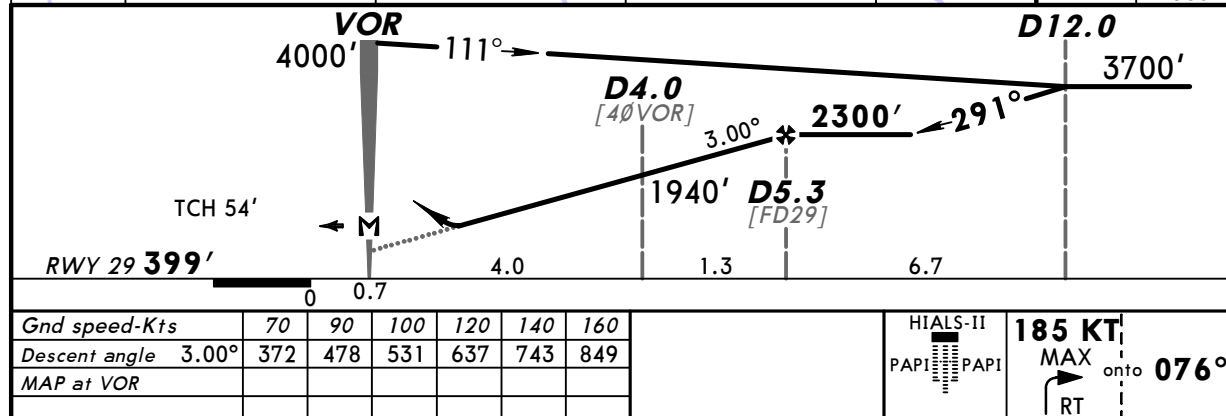
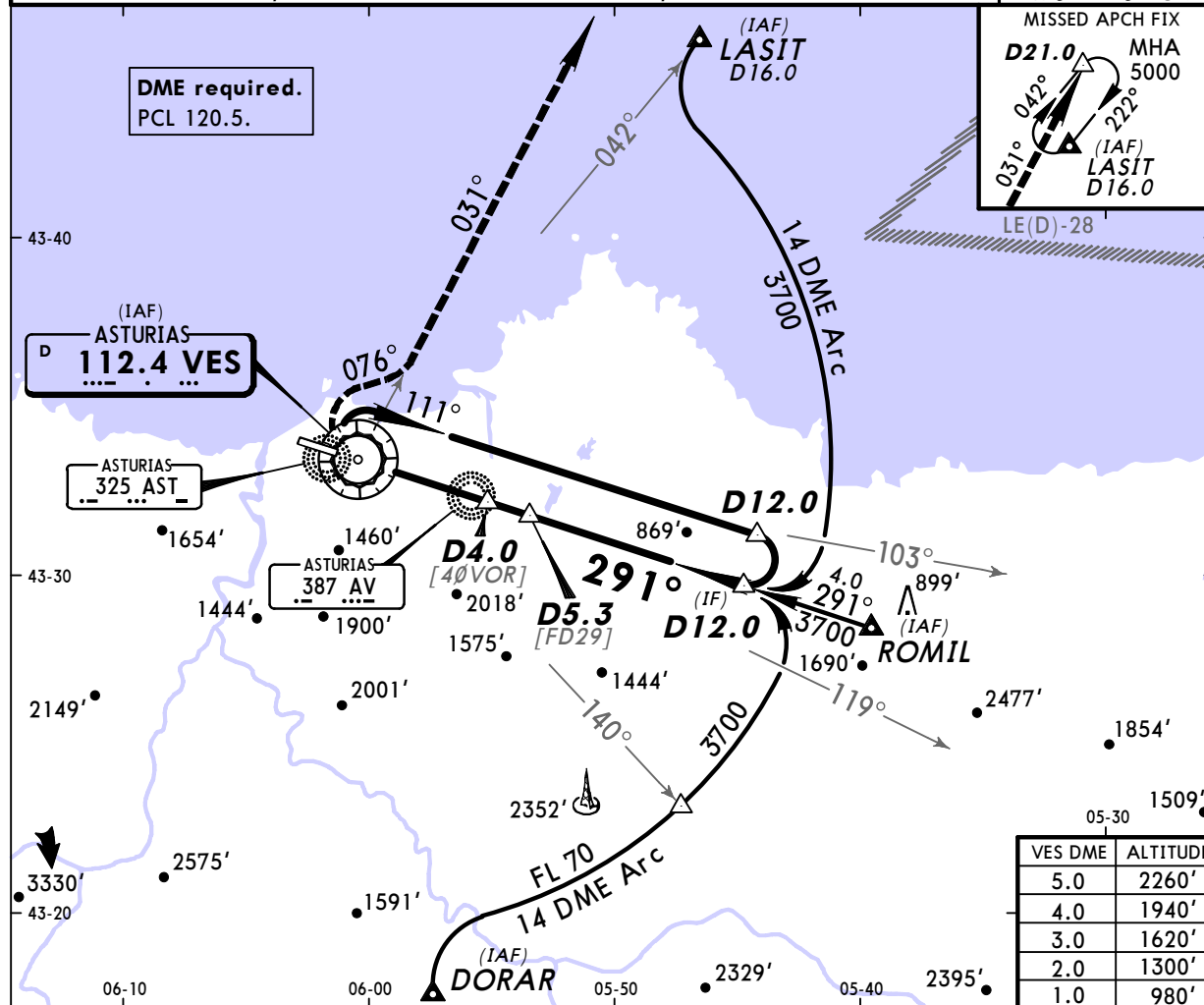
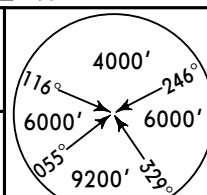
LEAS/OVD ASTURIAS

JEPPesen
8 JAN 10 **(13-2)** Eff 14 Jan

ASTURIAS, SPAIN VOR Rwy 29

BRIEFING STRIP

*ASTURIAS Approach 118.15		*ASTURIAS Tower 118.15		*Ground 121.7
VOR VES 112.4	Final Apch Crs 291°	Minimum Alt D5.3 2300' (1901')	DA(H) 800' (401')	Apt Elev 416' RWY 399'
MISSED APCH: Turn RIGHT (MAX 185 KT) onto track 076° to intercept and follow R-031 to D21.0 climbing to 5000' and join holding. Do not turn before MAP.				
Alt Set: hPa	Rwy Elev: 15 hPa	Trans level: By ATC	Trans alt: 6000'	MSA VES VOR



Standard		STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND	
DA(H) 800' (401')		ALS out		Not authorized South of airport	
A	RVR 1500m	Max Kts.	MDA(H)	VIS	
B	RVR 1500m	100	970' (554')	1500m	
C	RVR 1500m	135	970' (554')	1600m	
D	RVR 1500m	180	1070' (654')	2400m	
		205	1290' (874')	3600m	

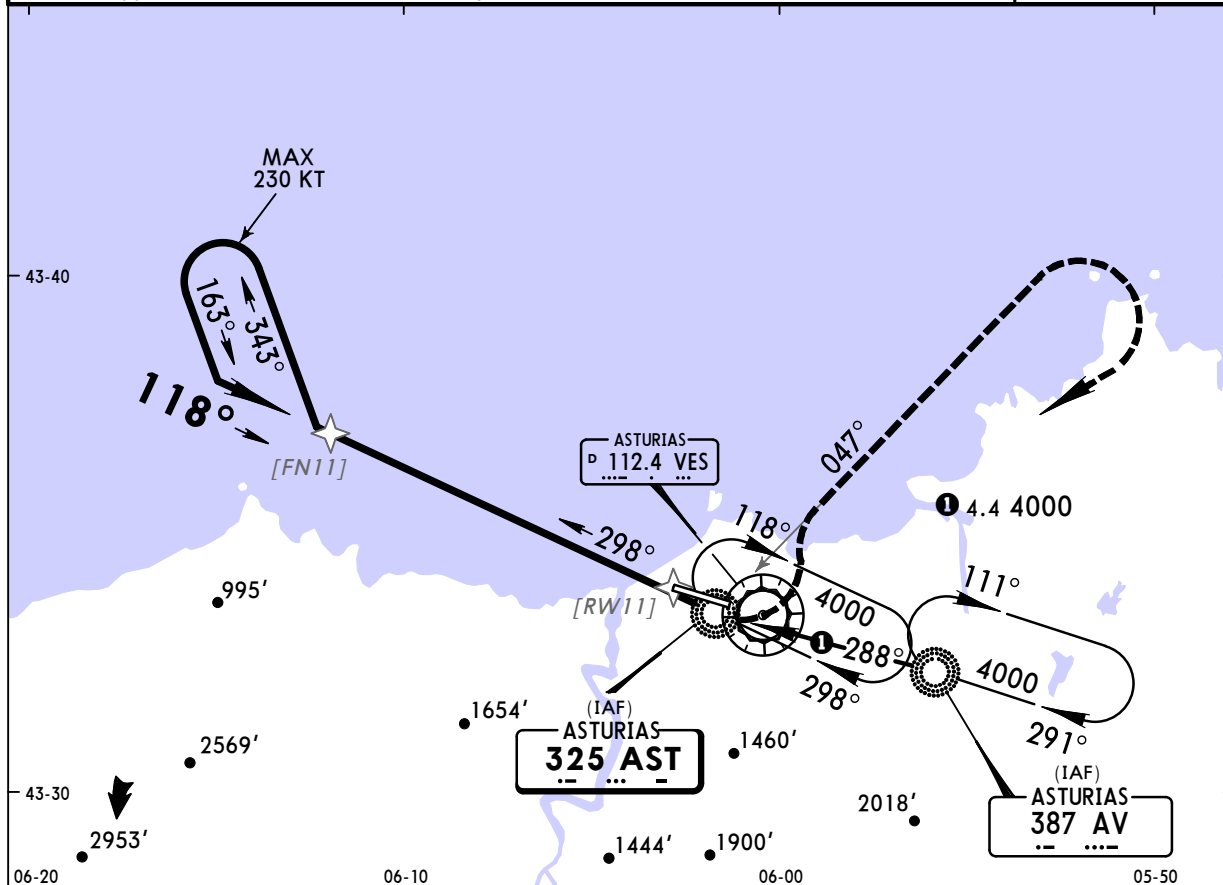
LEAS/OVD ASTURIAS

JEPPESEN
8 JAN 10 **(16-1)** Eff 14 Jan

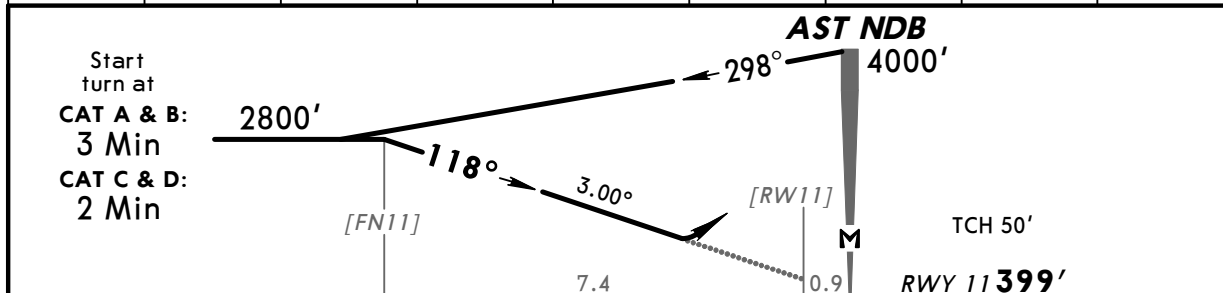
ASTURIAS, SPAIN NDB Rwy 11

BRIEFING STRIP

*ASTURIAS Approach		*ASTURIAS Tower		*Ground	
118.15		118.15		121.7	
NDB AST 325	Final Apch Crs 118°	Minimum Alt No FAF	DA(H) 820' (421')	Apt Elev 416' RWY 399'	
MISSED APCH: Climb on 047° from AST NDB to 4000', then turn RIGHT direct to AST NDB and hold.					
Alt Set: hPa Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 6000'					
1. Final approach track offset 7° from rwy centerline. 2. PCL 120.5.					MSA AST NDB



VES DME	9.1	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2800'	2770'	2450'	2140'	1820'	1500'	1180'	860'



Gnd Speed-Kts	70	90	100	120	140	160	REIL PAPI 4000' on 047° LT from AST 325
Descent angle 3.00°	372	478	531	637	743	849	
MAP at AST NDB							

Standard				CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 11				Not authorized South of airport		
DA(H) 820' (421')				Max Kts	MDA(H)	VIS
A	RVR 1500m			100	1050' (634')	1500m
B				135	1050' (634')	1600m
C	RVR 2000m			180	1150' (734')	2400m
D				205	1220' (804')	3600m

PANS OPS 4