

Page 1**Changed chart(s) since Disc 22-2010****ADD = Added chart, REV = Revised chart, DEL = Deleted chart.**

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
Santiago, (Santiago - LEST)				
REV	KORAV & MEGAT 1G & 1H ARR...	10-2	12 ïŸ 2010	18 ïŸ 2010
REV	FORNO & ROXER 1G & 1H, LO...	10-2A	12 ïŸ 2010	18 ïŸ 2010
REV	BARKO, DEMOS, NARBO & TU...	10-2B	12 ïŸ 2010	18 ïŸ 2010
ADD	KORAV & MEGAT 1DCA ARRS	10-2C	12 ïŸ 2010	18 ïŸ 2010
ADD	FORNO, LOMDA & ROXER 1DC...	10-2D	12 ïŸ 2010	18 ïŸ 2010
ADD	BARKO, DEMOS, NARBO & TU...	10-2E	12 ïŸ 2010	18 ïŸ 2010
REV	DEMOS & FORNO 1A & 1B DEP...	10-3	12 ïŸ 2010	18 ïŸ 2010
REV	KORAV & MEGAT 1A & 1B DEP...	10-3A	12 ïŸ 2010	18 ïŸ 2010
ADD	ILS Z OR LOC Z RWY 17	11-1	12 ïŸ 2010	18 ïŸ 2010
ADD	CAT II ILS Z RWY 17	11-1A	12 ïŸ 2010	18 ïŸ 2010
ADD	ILS Y OR LOC Y RWY 17	11-2	12 ïŸ 2010	18 ïŸ 2010
ADD	CAT II ILS Y RWY 17	11-2A	12 ïŸ 2010	18 ïŸ 2010
ADD	ILS Z OR LOC Z RWY 35	11-3	12 ïŸ 2010	18 ïŸ 2010
ADD	ILS Y OR LOC Y RWY 35	11-4	12 ïŸ 2010	18 ïŸ 2010
ADD	ILS MNMS RWY 35	11-4A	12 ïŸ 2010	18 ïŸ 2010
ADD	VOR RWY 17	13-1	12 ïŸ 2010	18 ïŸ 2010
ADD	VOR RWY 35	13-2	12 ïŸ 2010	18 ïŸ 2010

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport LEST

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

SANTIAGO Approach c/s chgd to GALICIA Control on same frequencies.

General Info

Santiago, ESP

N 42° 53.8' W 08° 24.9' Mag Var: 5.1°W

Elevation: 1213'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 17-35 10499' x 148' asphalt

Runway 17 (170.0°M) TDZE 1195'

Lights: Edge, ALS, Centerline, TDZ

Displaced Threshold Distance 394'

Runway 35 (350.0°M) TDZE 1211'

Lights: Edge, ALS, Centerline, REIL

Communications Info

Santiago Tower **121.7**

Santiago Tower **118.75**

Galicia Control Approach Control **120.2**

Galicia Control Approach Control **118.2**

Galicia Control Approach Control **358.52** Military

Galicia Control Approach Control **257.80** Military

Notebook Info

LEST/SCQ
SANTIAGO**JEPPESEN**
22 DEC 06 **10-1P****SANTIAGO, SPAIN**
AIRPORT BRIEFING**1. GENERAL****1.1. LOW VISIBILITY PROCEDURES (LVP)****1.1.1. APPLICATION AND CANCELLATION CRITERIA****1.1.1.1. PREPARATION PHASE**

The preparation phase of LVP will be applied subject to the following conditions:

- When the RVR value measured at points A (Touch-down zone) and B (Runway midpoint) is 1000m or below or the same visibility measurement in the case the transmissometers are out of service, or
- When ceiling is 300'/90m or below.

1.1.1.2. ACTIVATION PHASE

Besides general procedures, LVP will be applied subject to the following conditions:

- When the RVR value measured at points A (Touch-down zone) and B (Runway midpoint) is 600m or below or the same visibility measurement in the case the transmissometers are out of service, or
- When ceiling is 250'/75m or below, or
- When the rapid deterioration in weather conditions recommends so.

1.1.1.3. CANCELLATION PHASE

The LVP will be cancelled when the following accumulative values will be reached:

- RVR values above 1000m reported by all transmissometers, or the same visibility measurement in the case the transmissometers are out of service.
- The clouds base height is 300'/90 m or above.
- The improvement tendency of the meteorological conditions is strong.

1.1.2. EXITS/ENTRIES OF RWY**1.1.2.1. RWY EXITS**

ACFT that have already landed have to leave the RWY in use by the TWYs E4 or E1, except when otherwise authorized by ATC.

1.1.2.2. RWY ENTRIES

Entry to RWYs 17 and 35 will be only authorized via TWYs E1 and E4 respectively.

1.1.3. RWY HOLDING POINTS

For take-off, the following CAT II/III RWY holding points must be used:

- RWY 17: E1.
- RWY 35: E4.

1.1.4. GROUND MOVEMENT**1.1.4.1. GENERAL**

Pilots will proceed to verify at every moment the ACFT position, specially in intersections, making sure that taxiing is being executed under total safety conditions. In case of being disoriented or in doubt, pilots will stop the ACFT, immediately will notify to ATC and request the assistance of a Follow me car.

In low visibility conditions, exit RWY TWYs E2 and E3 will be closed.

In low visibility conditions, the taxiing procedures can be modified by NOTAM if the operating conditions requires so.

1.1.4.2. DEPARTURES

The departure manoeuvre will be assisted with signalman for the following stands: 1, 2, 9 and 10.

Except otherwise advised by ATC, on receipt of the corresponding clearance, ACFT placed in a stand position that requires push-back, will do it following the standard procedures established.

ACFT will hold short and obey the signs from the stop bar lighting when the taxiing clearance limit is a holding point of the RWY in use.

LEST/SCQ
SANTIAGO**JEPPESEN**

22 DEC 06

(10-1P1)

SANTIAGO, SPAIN
AIRPORT BRIEFING

1. GENERAL

1.1.4.3. ARRIVALS

When leaving RWY, pilots will notify:

- RWY vacated.
- Sensitive area vacated.
- TWY used.

ACFT will be guided during taxiing on request of Tower or ACFT crew and in the case the RVR value is lower than 150m and the centerline lighting system is out of service.

1.1.5. PROCEDURE DESCRIPTION**1.1.5.1. GENERAL**

Pilots will be informed about the application of LVP by oral communication. Any notified or detected incidence that may affect the LVP will be immediately communicated to ACFT and ATC services implicated.

RVR values will be supplied directly by ATC services in accordance to the following:

RVR ALPHA: Reading corresponding to the Touch-Down Zone.

RVR BRAVO: Reading corresponding to the RWY midpoint.

RVR CHARLIE: Reading corresponding to the RWY end.

1.1.5.2. APPROACH AND LANDING

Landing permission will not be given after the ACFT is located at 2 NM from TDZ. If this is not possible, instructions to missed approach will be supplied.

When CAT II/III approaches will take place, the landing permission will only be supplied when ILS sensitive areas are vacated.

1.1.5.3. TAKE-OFF

Minimum for taking-off on RWYs 17 and 35 will be the established by each ACFT operator.

Pilots in command will request from ATC the start-up of engines when RVR values are at least the same than their minimum for taking-off.

1.1.6. COMMUNICATION FAILURE

Whenever an ACFT operating in the manoeuvring area experiences a communications failure, it will comply with the following procedure:

- Departing ACFT will continue by the assigned route to its clearance limit taking extreme caution to avoid detours. Once at this point, ACFT will hold position and wait for the arrival of a Follow-me car in order to be guided to the parking position or holding bay designated by the appropriate authority.
- Arriving ACFT will hold in the first segment of the TWY where the ILS sensitive area is vacated, and wait for the arrival of a Follow-me car in order to be guided to the stand assigned by the appropriate authority.

1.2. PARKING INFORMATION

On stands 3 thru 8 push-back required.

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SANTIAGO

JEPPESEN

22 DEC 06

10-1P2

SANTIAGO, SPAIN
AIRPORT BRIEFING

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 17 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.2. TAXI PROCEDURES

ACFT landing on RWY 17 and passing E2 and E3 TWYs must taxi till the RWY end and proceed via E4 and T2 TWYs till the stand.

ACFT landing on RWY 35 and passing E3 and E2 TWYs must taxi till the RWY end and proceed via E1 and T1 TWYs till the stand.

ACFT shall compulsory report RWY vacated.

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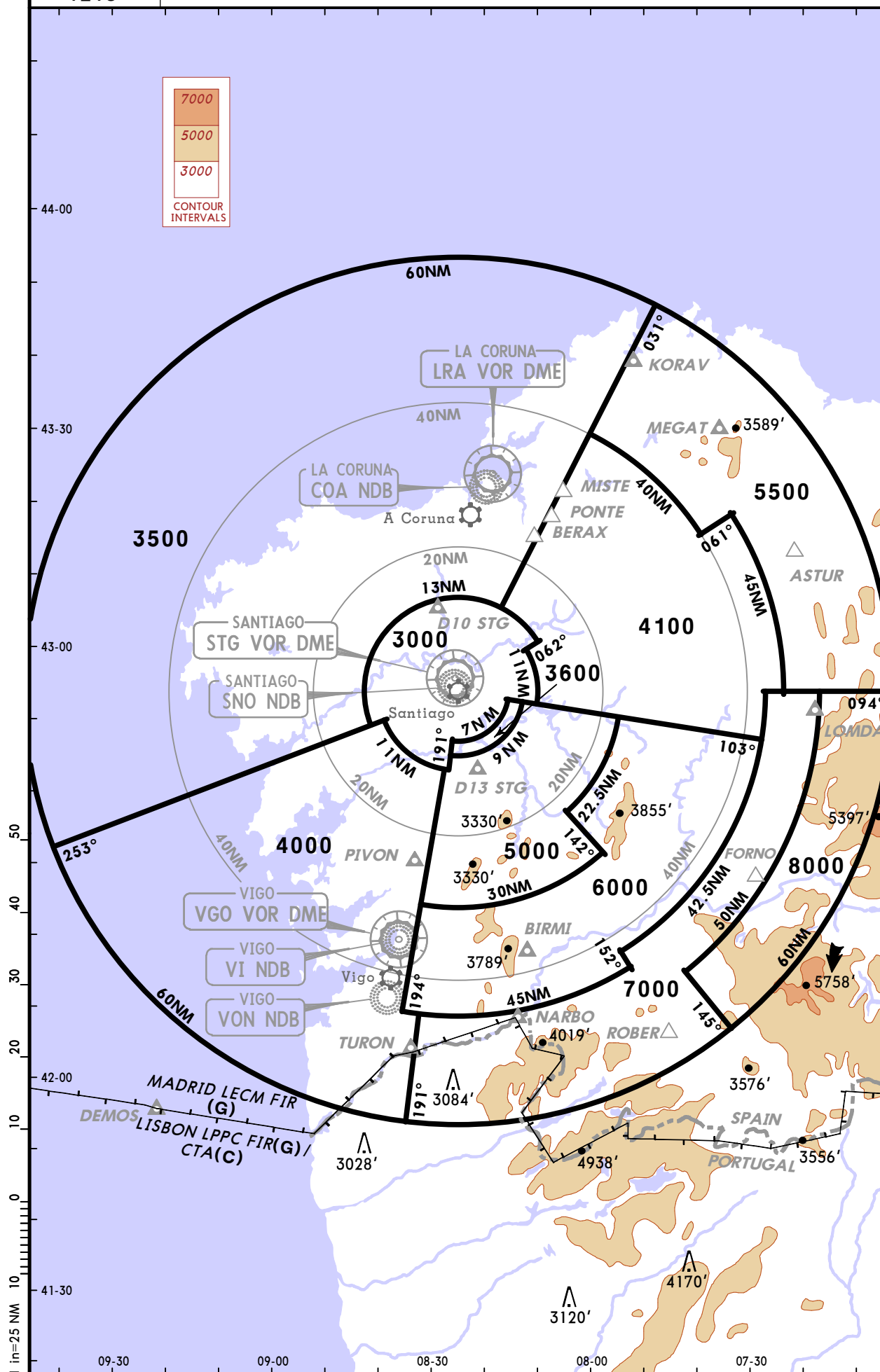
JEPPESEN
20 NOV 09 **(10-1R)**

SANTIAGO, SPAIN

RADAR MINIMUM ALTITUDES

Apt Elev
1213'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
The published minimum altitudes integrate no correction for low temperatures.



CHANGES: Sector altitude raised.

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LEST/SCQ
SANTIAGO

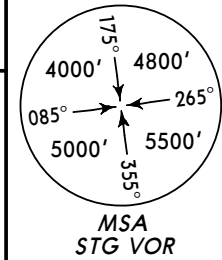
JEPPESEN
12 NOV 10 **10-2** **Eff 18 Nov**

SANTIAGO, SPAIN

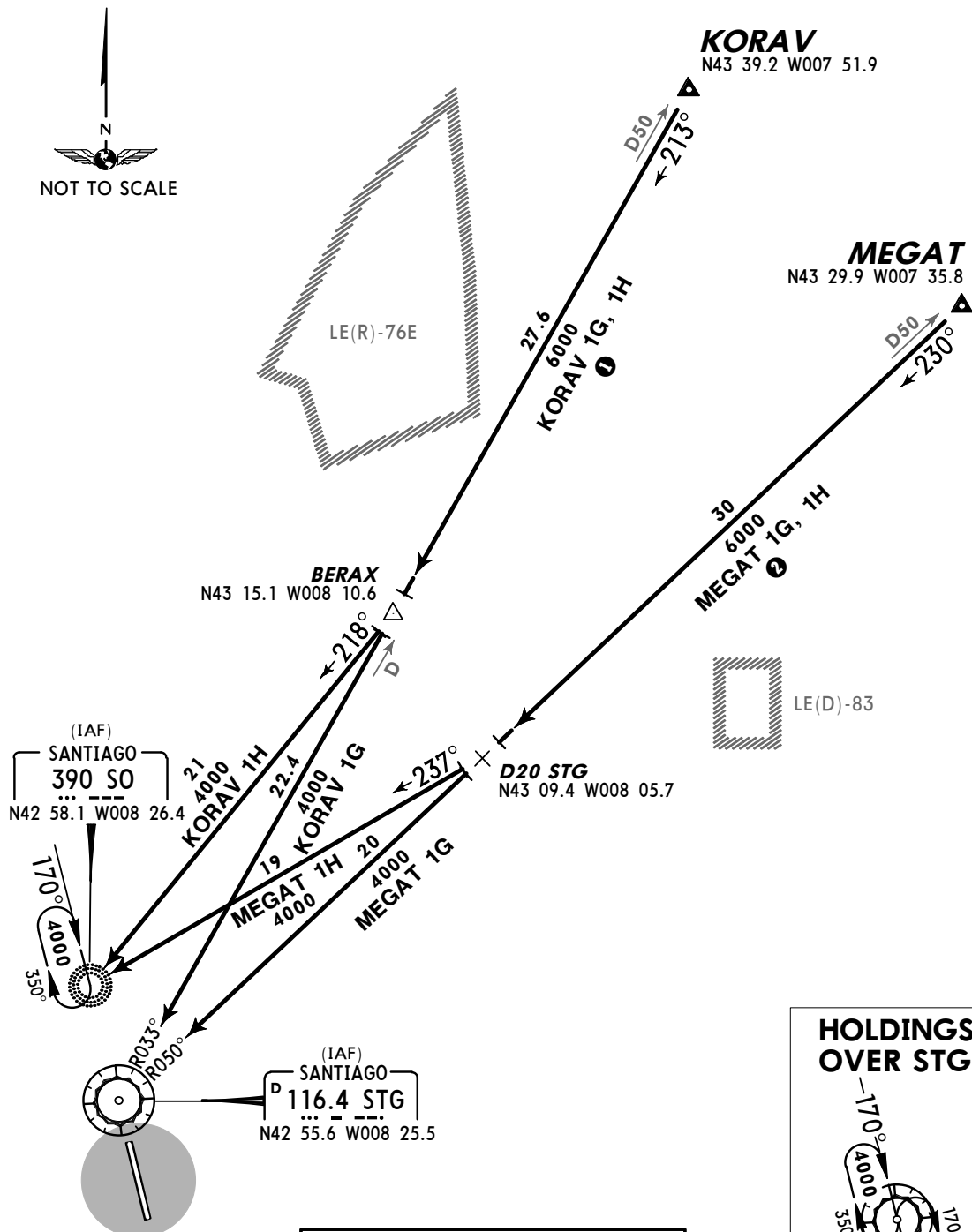
STAR

Apt Elev
1213'

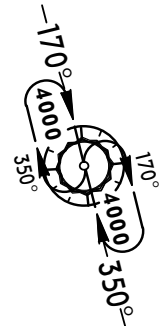
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



KORAV ONE GOLF (KORAV 1G) [KORA1G] ①
KORAV ONE HOTEL (KORAV 1H) [KORA1H] ①
MEGAT ONE GOLF (MEGAT 1G) [MEGA1G] ②
MEGAT ONE HOTEL (MEGAT 1H) [MEGA1H] ②
RWYS 17, 35 ARRIVALS
FROM NORTHEAST



HOLDINGS
OVER STG



- ① Subject to LE(R)-76E activity.
- ② Subject to LE(D)-83 activity.

LEST/SCQ
SANTIAGO

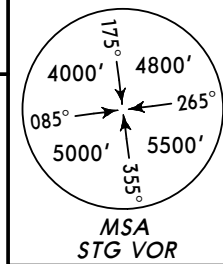
JEPPESEN
12 NOV 10 **(10-2A)** **Eff 18 Nov**

SANTIAGO, SPAIN

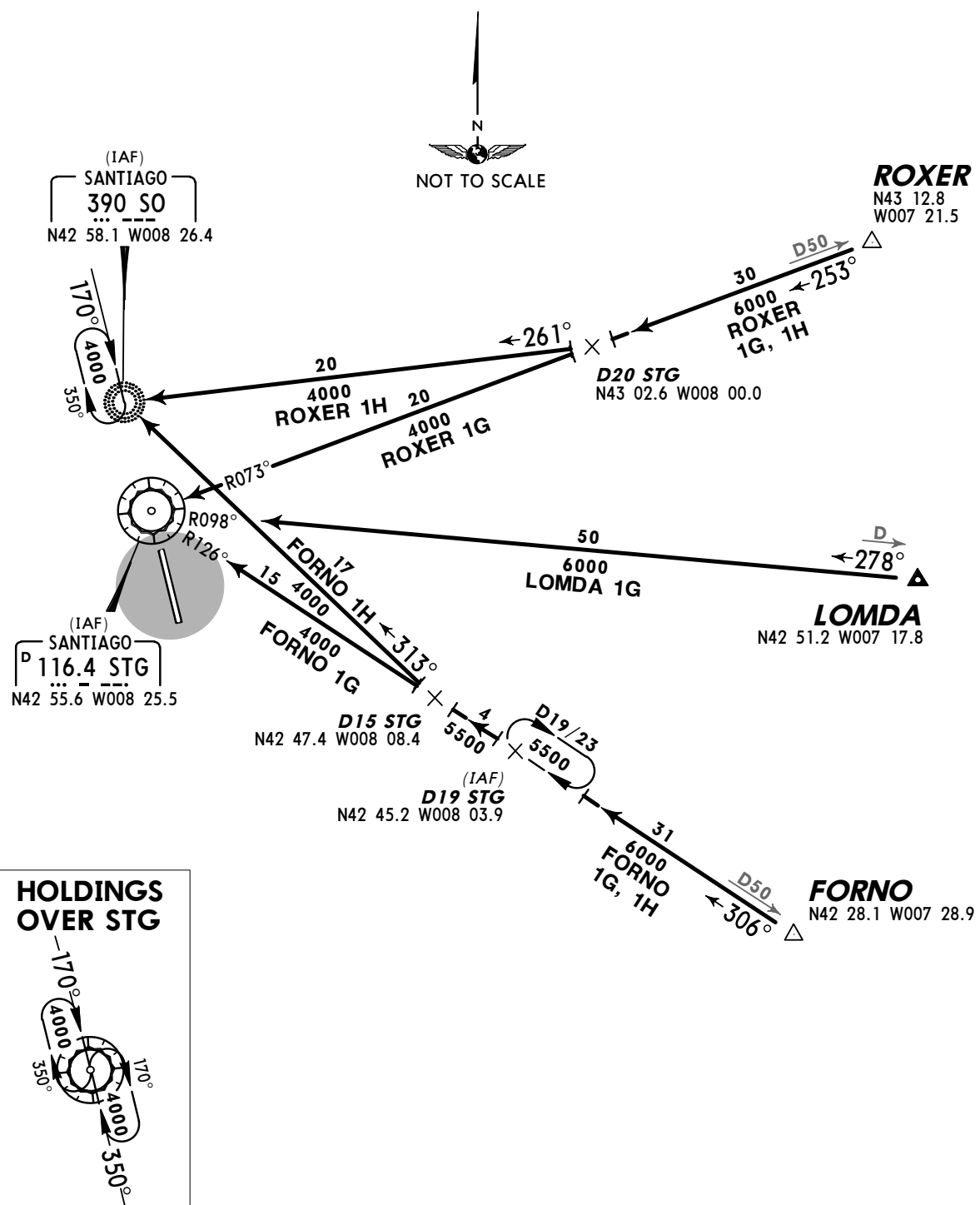
STAR

Apt Elev
1213'

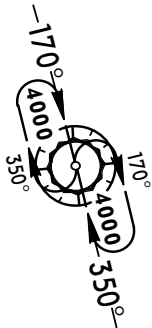
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



FORNO ONE GOLF (FORNO 1G) [FORN1G]
FORNO ONE HOTEL (FORNO 1H) [FORN1H]
LOMDA ONE GOLF (LOMDA 1G) [LOMD1G]
ROXER ONE GOLF (ROXER 1G) [ROXE1G]
ROXER ONE HOTEL (ROXER 1H) [ROXE1H]
RWYS 17, 35 ARRIVALS
FROM EAST



HOLDINGS
OVER STG



LEST/SCQ
SANTIAGO

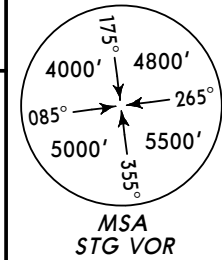
12 NOV 10 **JEPPESEN** 10-2B Eff 18 Nov

SANTIAGO, SPAIN

STAR

Apt Elev
1213'

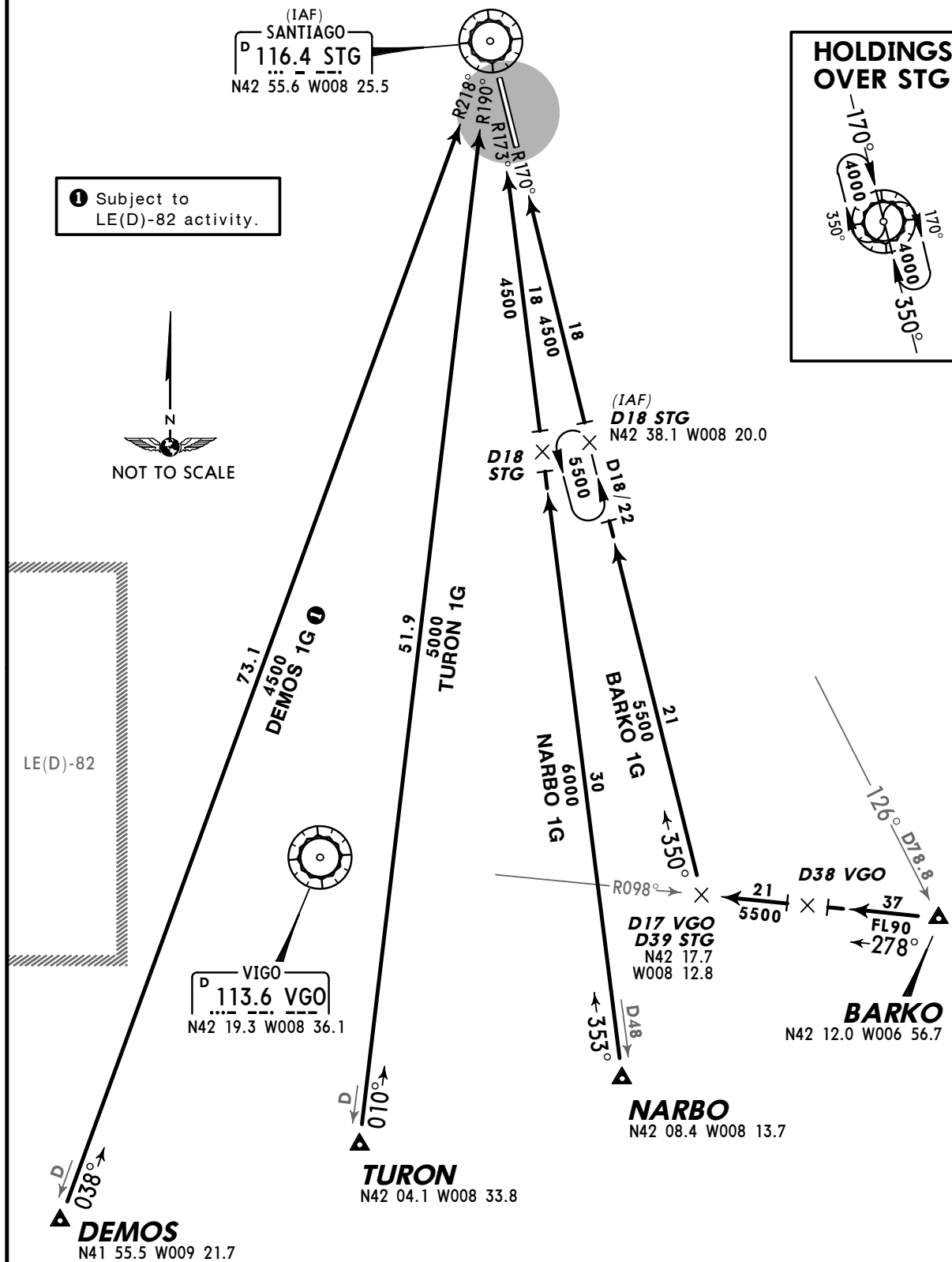
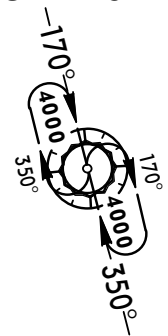
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



BARKO ONE GOLF (BARKO 1G) [BARK1G]
DEMOS ONE GOLF (DEMOS 1G) [DEMO1G] ①
NARBO ONE GOLF (NARBO 1G) [NARB1G]
TURON ONE GOLF (TURON 1G) [TURO1G]
RWYS 17, 35 ARRIVALS
FROM SOUTH

① Subject to
LE(D)-82 activity.

**HOLDINGS
OVER STG**



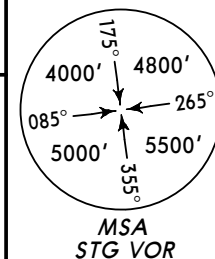
LEST/SCQ
SANTIAGO

JEPPESEN
 12 NOV 10 **(10-2C)** **Eff 18 Nov**

SANTIAGO, SPAIN
STAR

Apt Elev
1213'

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



KORAV ONE DELTA CHARLIE ALFA
 (KORAV 1DCA) [KO1DCA] ①
MEGAT ONE DELTA CHARLIE ALFA
 (MEGAT 1DCA) [ME1DCA] ②
RWYS 17, 35 CONTINUOUS DESCENT ARRIVALS (CDA)
 FROM NORTHEAST
 BY ATC
 USABLE BETWEEN 2300-0700LT



KORAV

N43 39.2 W007 51.9
 (CAT C/D: 82.3 NM to THR 17,
 81.0 NM to THR 35)
 (CAT A/B: 76.4 NM to THR 17,
 78.1 NM to THR 35)

MEGAT

N43 29.9 W007 35.8
 (CAT C/D: 82.3 NM to THR 17,
 81.0 NM to THR 35)
 (CAT A/B: 76.4 NM to THR 17,
 78.1 NM to THR 35)

BERAX
 N43 15.1 W008 10.6
 (CAT C/D: 54.7 NM to THR 17,
 53.4 NM to THR 35)
 (CAT A/B: 48.8 NM to THR 17,
 50.5 NM to THR 35)

D20 STG
 N43 09.4 W008 05.7
 (CAT C/D: 52.3 NM to THR 17,
 51.0 NM to THR 35)
 (CAT A/B: 46.4 NM to THR 17,
 48.1 NM to THR 35)

(IAF)
SANTIAGO
D 116.4 STG
 N42 55.6 W008 25.5
 (CAT C/D: 32.3 NM to THR 17,
 31.0 NM to THR 35)
 (CAT A/B: 26.4 NM to THR 17,
 28.1 NM to THR 35)

- ① Subject to LE(R)-76E activity.
- ② Subject to LE(D)-83 activity.

LEST/SCQ
SANTIAGO

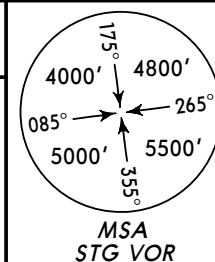
JEPPESEN
12 NOV 10 **10-2D** **Eff 18 Nov**

SANTIAGO, SPAIN

STAR

Apt Elev
1213'

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



FORNO ONE DELTA CHARLIE ALFA
(FORNO 1DCA) [FO1DCA]
LOMDA ONE DELTA CHARLIE ALFA
(LOMDA 1DCA) [LO1DCA]
ROXER ONE DELTA CHARLIE ALFA
(ROXER 1DCA) [RO1DCA]
RWYS 17, 35 CONTINUOUS DESCENT ARRIVALS (CDA)
FROM EAST
BY ATC
USABLE BETWEEN 2300-0700LT



ROXER

N43 12.8 W007 21.5
(CAT C/D: 82.3 NM to THR 17,
81.0 NM to THR 35)
(CAT A/B: 76.4 NM to THR 17,
78.1 NM to THR 35)

D20 STG

N43 02.6 W008 00.0
(CAT C/D: 52.3 NM to THR 17,
51.0 NM to THR 35)
(CAT A/B: 46.4 NM to THR 17,
48.1 NM to THR 35)

LOMDA

N42 51.2 W007 17.8
(CAT C/D: 82.3 NM to THR 17,
81.0 NM to THR 35)
(CAT A/B: 76.4 NM to THR 17,
78.1 NM to THR 35)

FORNO

N42 28.1 W007 28.9
Δ (CAT C/D:
82.3 NM to THR 17,
56.7 NM to THR 35)
(CAT A/B:
76.4 NM to THR 17,
56.7 NM to THR 35)

(IAF)
SANTIAGO
D 116.4 STG
N42 55.6 W008 25.5
(CAT C/D:
32.3 NM to THR 17,
31.0 NM to THR 35)
(CAT A/B:
26.4 NM to THR 17,
28.1 NM to THR 35)

D15 STG
N42 47.4 W008 08.4

D19 STG
(IAF)
N42 45.2 W008 03.9
(CAT C/D: 51.3 NM to THR 17,
25.7 NM to THR 35)
(CAT A/B: 45.4 NM to THR 17,
25.7 NM to THR 35)

A diagram of a runway layout. It shows a horizontal line representing the runway, with the number '5500' written below it. At the right end of the runway, there is a small triangle representing a glide slope, with the number '4' written next to it, indicating a 4-degree angle.

LEST/SCQ
SANTIAGO

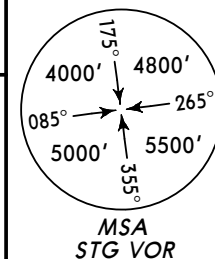
JEPPESSEN
12 NOV 10 **10-2E** **Eff 18 Nov**

SANTIAGO, SPAIN

STAR

Apt Elev
1213'

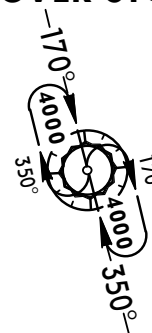
Alt Set: hPa
Trans level: By ATC **Trans alt: 6000'**



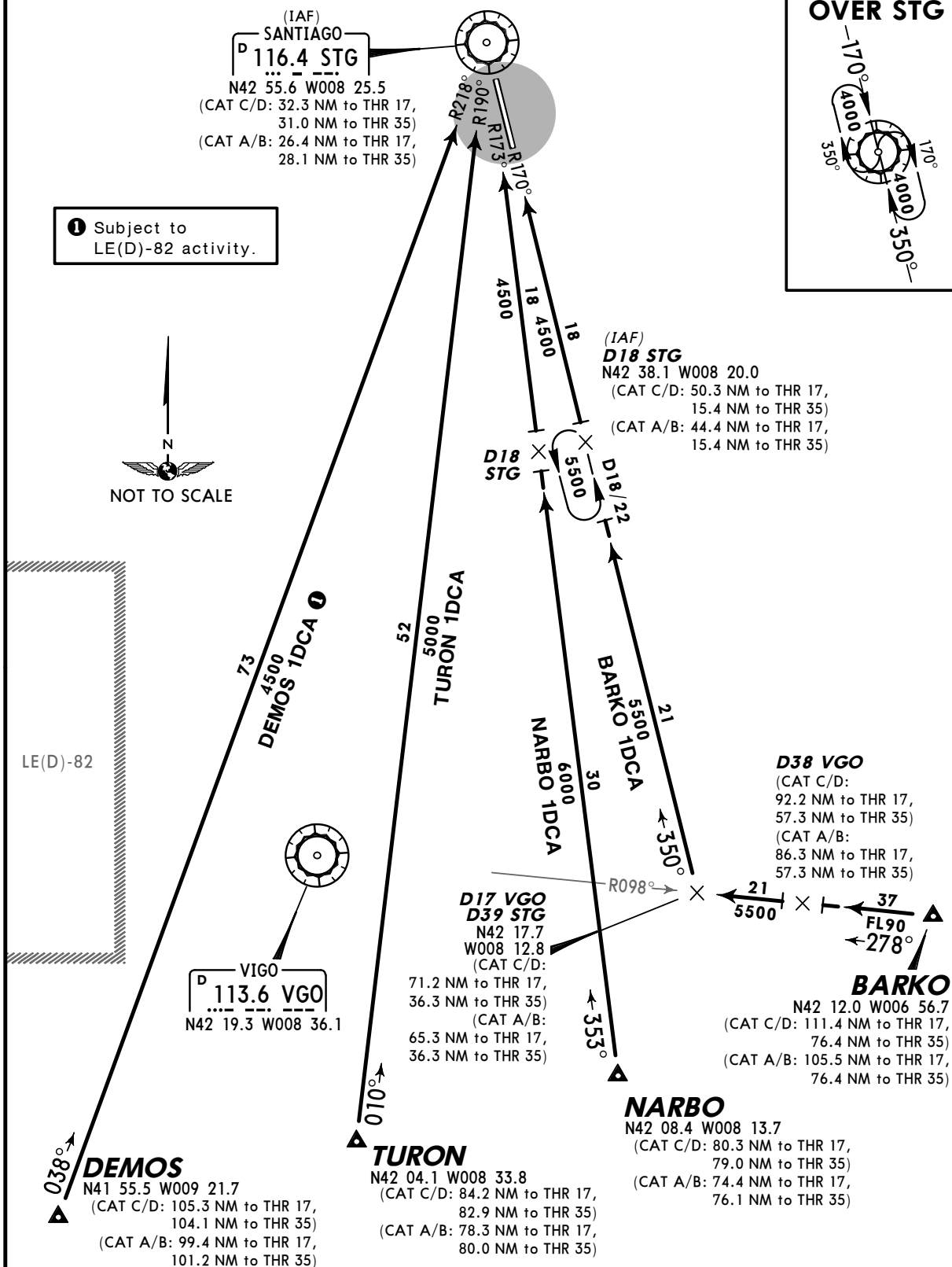
BARKO ONE DELTA CHARLIE ALFA (BARKO 1DCA) [BA1DCA]
DEMOS ONE DELTA CHARLIE ALFA (DEMOS 1DCA) [DE1DCA]
NARBO ONE DELTA CHARLIE ALFA (NARBO 1DCA) [NA1DCA]
TURON ONE DELTA CHARLIE ALFA (TURON 1DCA) [TU1DCA]
RWYS 17, 35 CONTINUOUS DESCENT ARRIVALS (CDA)

FROM SOUTH
BY ATC
USABLE BETWEEN 2300-0700LT

HOLDINGS
OVER STG



1 Subject to
LE(D)-82 activity.



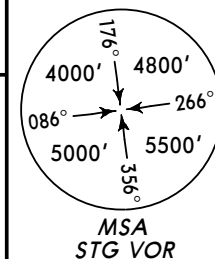
LEST/SCQ
SANTIAGO

JEPPESEN
 12 NOV 10 **10-3** **Eff 18 Nov**

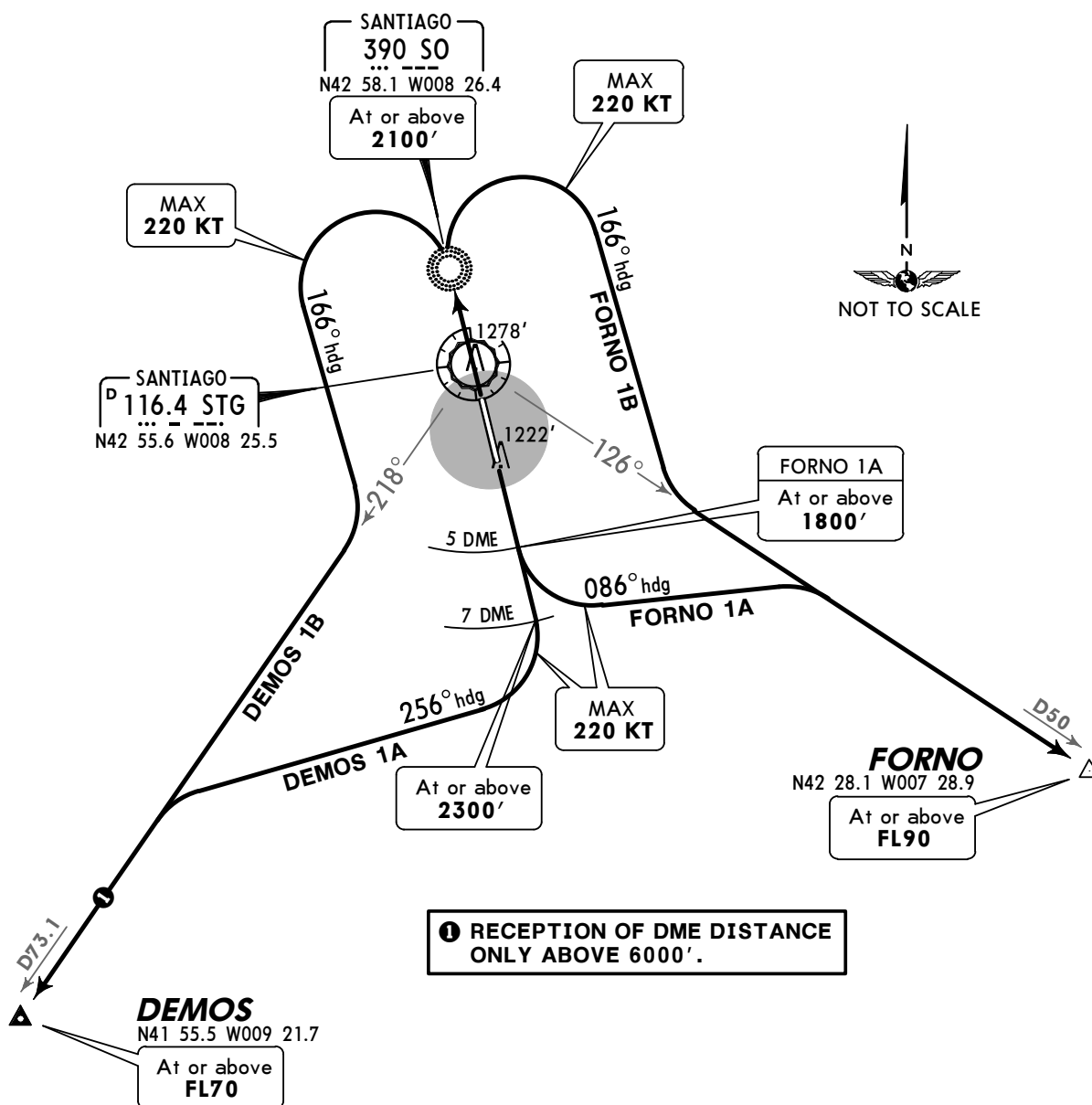
SANTIAGO, SPAIN
SID

Apt Elev
1213'

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



DEMOS ONE ALFA (DEMOS 1A) [DEMO1A]
DEMOS ONE BRAVO (DEMOS 1B) [DEMO1B]
FORNO ONE ALFA (FORNO 1A) [FORN1A]
FORNO ONE BRAVO (FORNO 1B) [FORN1B]
RWYS 17, 35 DEPARTURES



These SIDs require a minimum climb gradient of
 261' per NM (4.3%) until leaving **3000'**.

Gnd speed-KT	75	100	150	200	250	300
261' per NM	327	435	653	871	1089	1306

SID	RWY	ROUTING
DEMOS 1A	17	Climb to STG 7 DME, turn RIGHT, 256° heading, intercept STG R-218 to DEMOS.
DEMOS 1B	35	Climb to SO, turn LEFT, 166° heading, intercept STG R-218 to DEMOS.
FORNO 1A	17	Climb to STG 5 DME, turn LEFT, 086° heading, intercept STG R-126 to FORNO.
FORNO 1B	35	Climb to SO, turn RIGHT, 166° heading, intercept STG R-126 to FORNO.

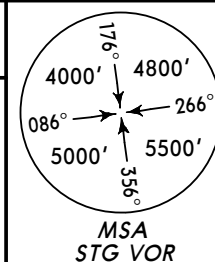
LEST/SCQ
SANTIAGO

JEPPESEN
 12 NOV 10 **(10-3A)** **Eff 18 Nov**

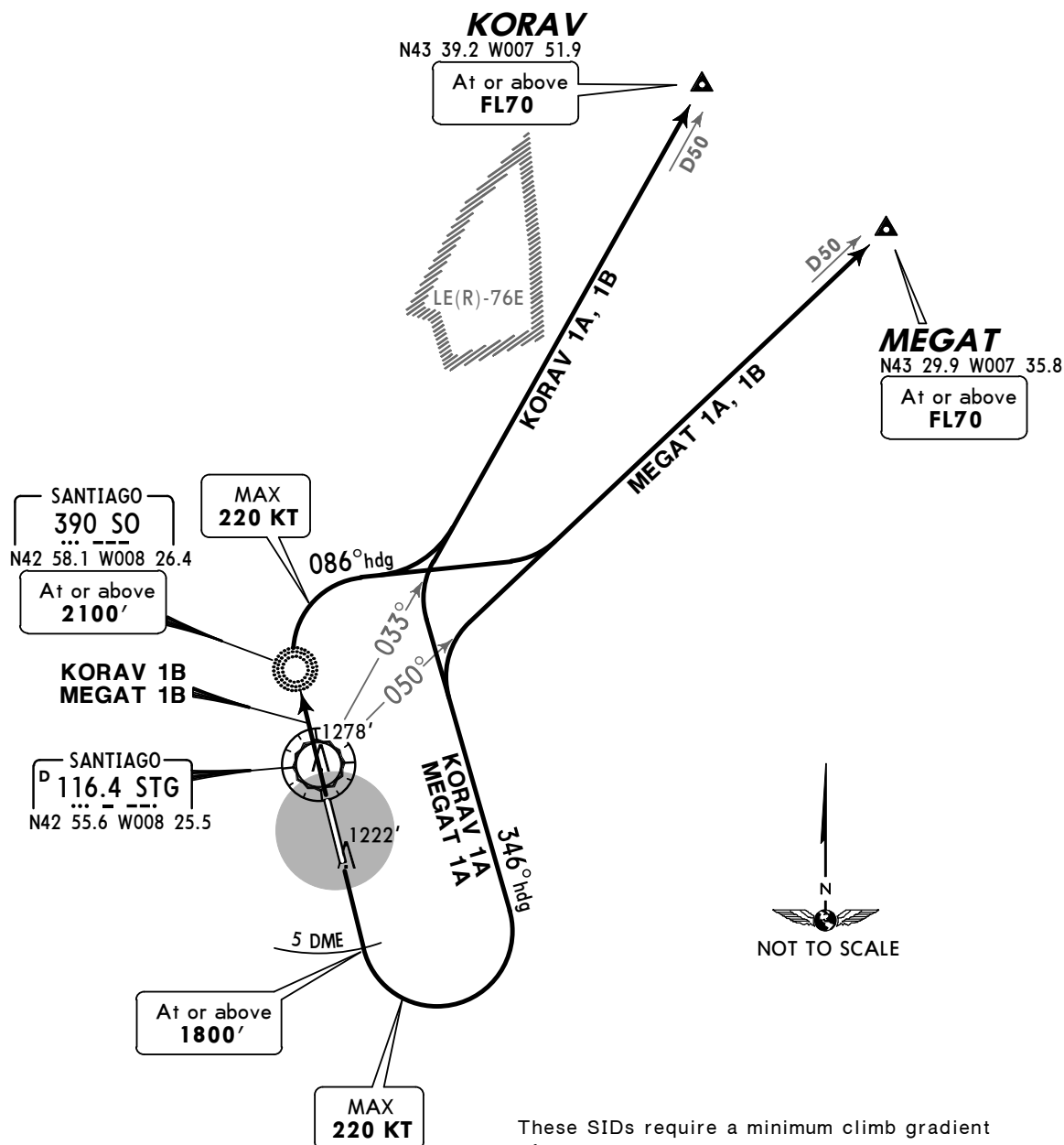
SANTIAGO, SPAIN
SID

Apt Elev
1213'

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



KORAV ONE ALFA (KORAV 1A) [KORA1A]①
KORAV ONE BRAVO (KORAV 1B) [KORA1B]①
MEGAT ONE ALFA (MEGAT 1A) [MEGA1A]
MEGAT ONE BRAVO (MEGAT 1B) [MEGA1B]
RWYS 17, 35 DEPARTURES



These SIDs require a minimum climb gradient of
 261' per NM (4.3%) until leaving **3000'**.

Gnd speed-KT	75	100	150	200	250	300
261' per NM	327	435	653	871	1089	1306

SID	RWY	ROUTING
KORAV 1A①	17	Climb to STG 5 DME, turn LEFT, 346° heading, intercept STG R-033 to KORAV.
KORAV 1B①	35	Climb to SO, turn RIGHT, intercept STG R-033 to KORAV.
MEGAT 1A	17	Climb to STG 5 DME, turn LEFT, 346° heading, intercept STG R-050 to MEGAT.
MEGAT 1B	35	Climb to SO, turn RIGHT, 086° heading, intercept STG R-050 to MEGAT.

① Subject to LE(R)-76E activity.

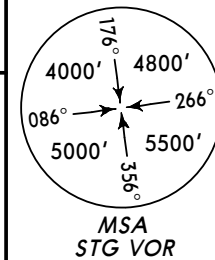
LEST/SCQ
SANTIAGO

JEPPESEN
 1 JAN 10 **(10-3B)** **Eff 14 Jan**

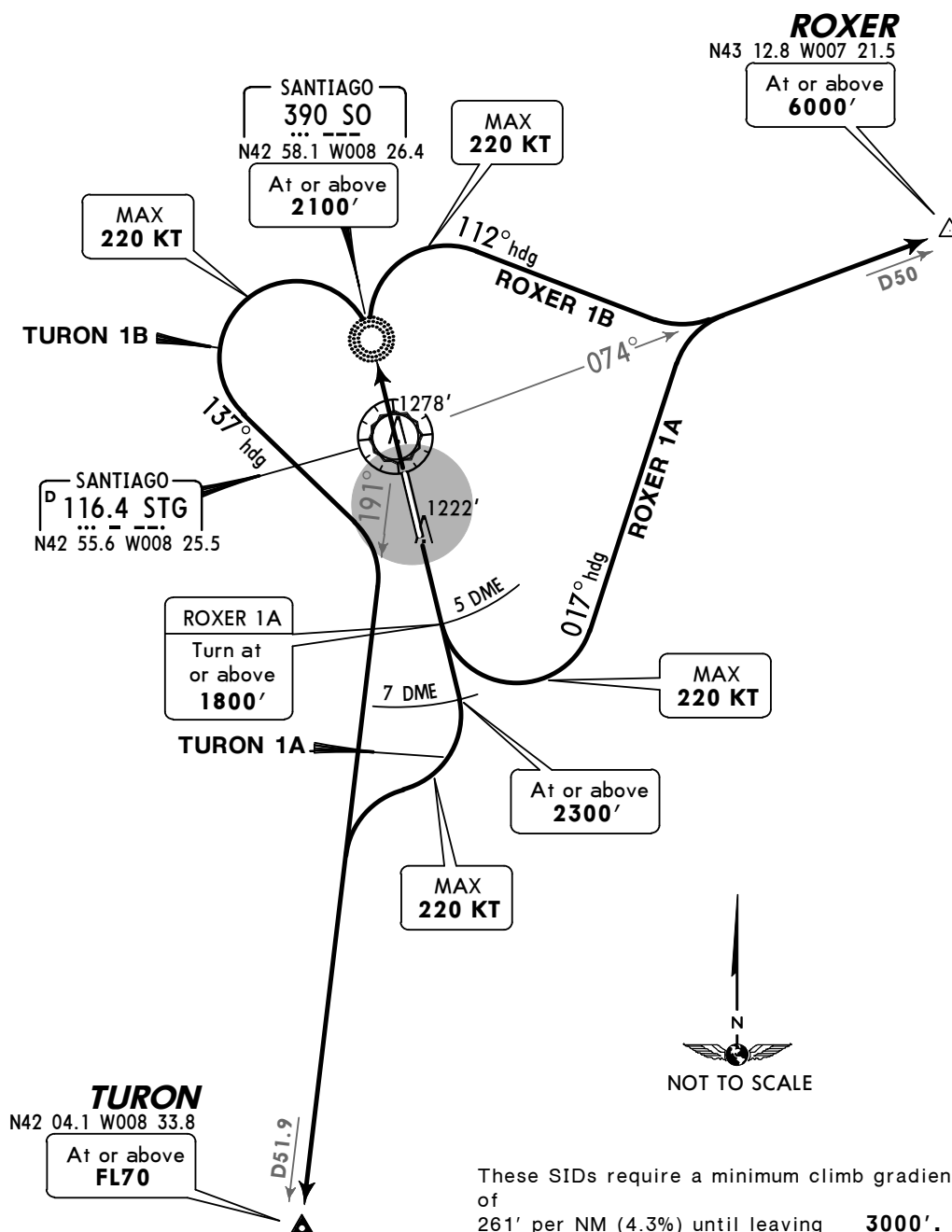
SANTIAGO, SPAIN
SID

Apt Elev
 1213'

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



ROXER ONE ALFA (ROXER 1A) [ROXE1A]
ROXER ONE BRAVO (ROXER 1B) [ROXE1B]
TURON ONE ALFA (TURON 1A) [TURO1A]
TURON ONE BRAVO (TURON 1B) [TURO1B]
RWYS 17, 35 DEPARTURES



These SIDs require a minimum climb gradient of 261' per NM (4.3%) until leaving **3000'**.

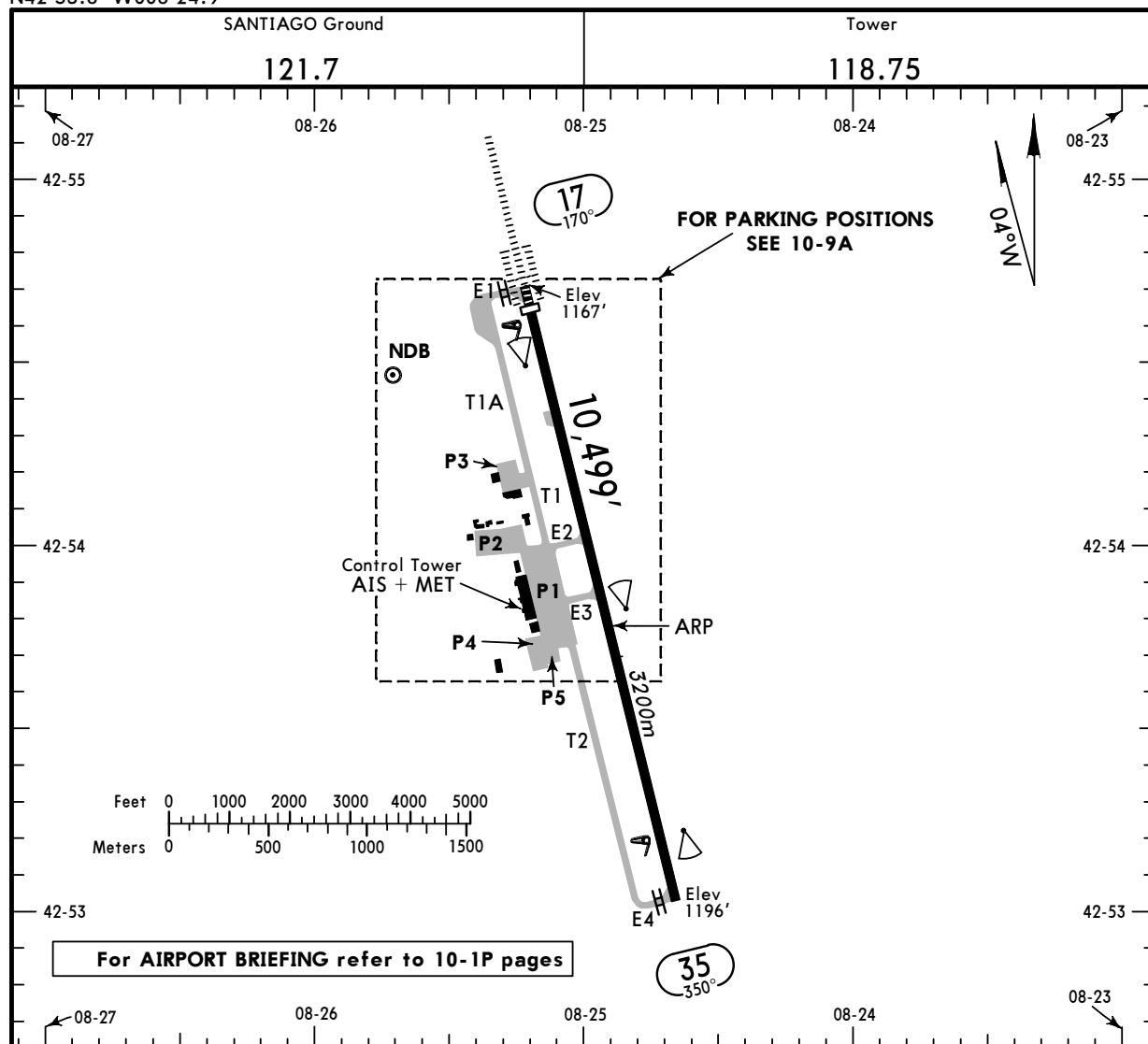
Gnd speed-KT	75	100	150	200	250	300
261' per NM	327	435	653	871	1089	1306

SID	RWY	ROUTING
ROXER 1A	17	To STG 5 DME, turn LEFT, 017° heading, intercept STG R-074 to ROXER.
ROXER 1B	35	To SO, turn RIGHT, 112° heading, intercept STG R-074 to ROXER.
TURON 1A	17	To STG 7 DME, turn RIGHT, intercept STG R-191 to TURON.
TURON 1B	35	To SO, turn LEFT, 137° heading, intercept STG R-191 to TURON.

LEST/SCQ
Apt Elev **1213'**
N42 53.8 W008 24.9

JEPPESEN
27 NOV 09 **(10-9)**

SANTIAGO, SPAIN
SANTIAGO



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
17	HIRL (50m) CL (15m) HIALS-II TDZ PAPI (3.0°) RVR	10,105' 3080m	9133' 2784m	1	148'
35	HIRL (50m) CL (15m) LDIN REIL PAPI (3.0°) RVR		9416' 2870m		45m

1 TAKE-OFF RUN AVAILABLE
RWY 17:

From rwy head 10,499' (3200m)
twy E2 int 6188' (1886m)
twy E3 int 5256' (1602m)

RWY 35:

From rwy head 10,499' (3200m)
twy E3 int 5243' (1598m)
twy E2 int 4311' (1314m)

Standard

TAKE-OFF 1

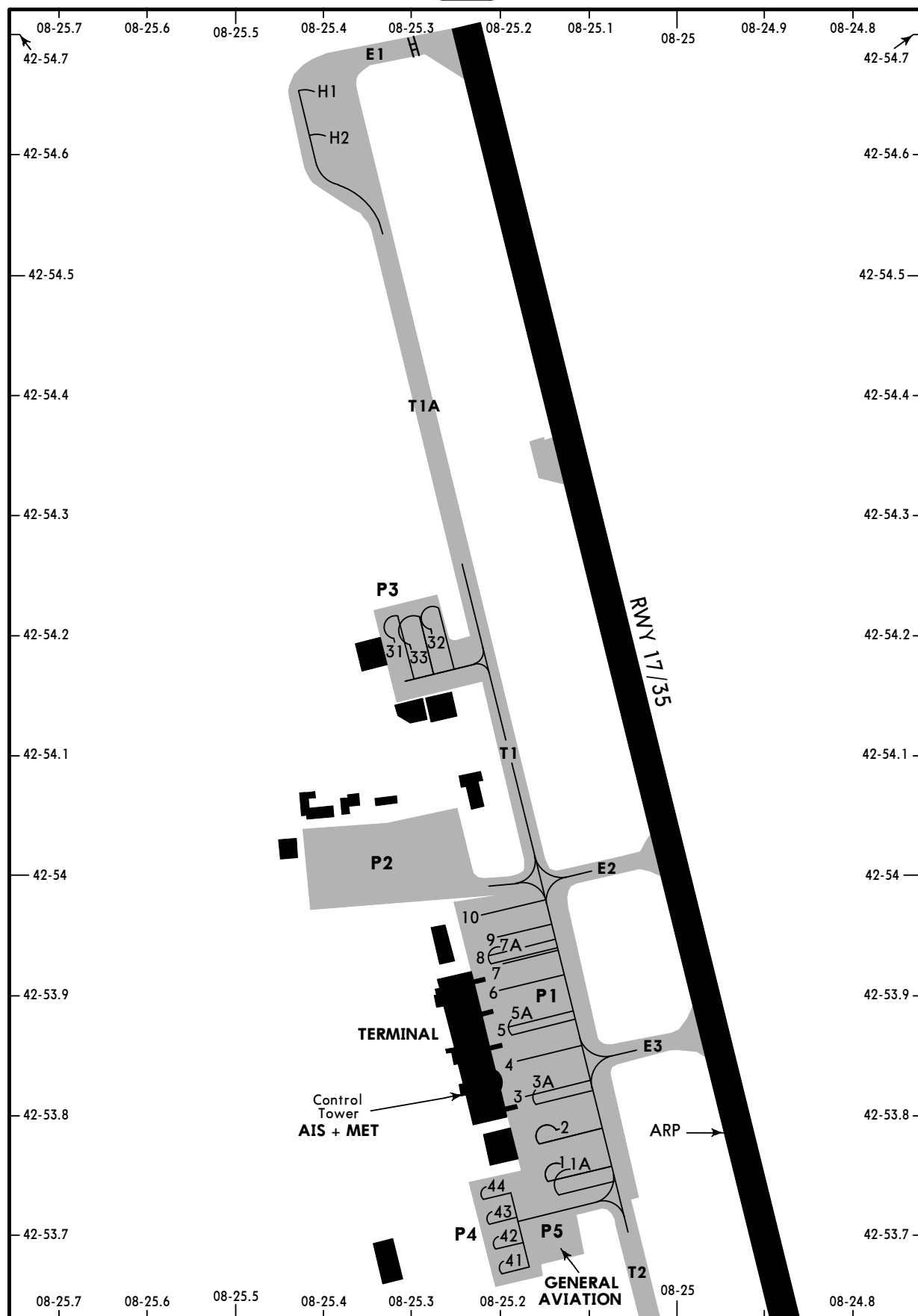
	All Rwy's				
	Approved Operators	LVP must be in force			
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

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

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JEPPESEN
 27 NOV 09 (10-9A)

SANTIAGO, SPAIN
 SANTIAGO



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 1A	N42 53.7 W008 25.1	31 thru 33	N42 54.2 W008 25.3
2 thru 3A	N42 53.8 W008 25.1	41 thru 44	N42 53.7 W008 25.2
4	N42 53.8 W008 25.2	H1	N42 54.7 W008 25.4
5 thru 9	N42 53.9 W008 25.2	H2	N42 54.6 W008 25.4
10	N42 54.0 W008 25.2		

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11 SEP 09 **10-9X****JAA MINIMUMS**
SANTIAGO, SPAIN
SANTIAGO

STRAIGHT-IN RWY		A	B	C	D
17	CAT 3B ILS	approved	approved	approved	approved
	CAT 3A ILS	RA 50'R200m	RA 50'R200m	RA 50'R200m	RA 50'R200m
	CAT 2 ILS ❶	1284' (114')	1301' (131')	1313' (143')	1327' (157')
		RA 177'R300m	RA 183'R400m	RA 200'R450m	RA 219'R450m
	CAT 2 ILS ❷	1304' (134')	1321' (151')	1333' (163')	1347' (177')
		RA 188'R400m	RA 210'R450m	RA 234'R450m	RA 242'R450m
	ILS	1394' (224')	1406' (236')	1414' (244')	1425' (255')
	<i>ALS out</i>	R600m	R600m	R600m	R650m
		R1000m	R1000m	R1000m	R1200m
	LOC	1600' (430')	1600' (430')	1600' (430')	1600' (430')
35	ILS ❶	R900m	R1000m	R1000m	R1400m
		R1500m	R1500m	R1800m	R2000m
	ILS ❷	1650' (480')	1650' (480')	1650' (480')	1650' (480')
		R1000m	R1200m	R1200m	R1600m
		R1500m	R1500m	R2000m	R2000m
	LOC	1401' (205')	1413' (217')	1421' (225')	1432' (236')
		R1000m	R1000m	R1000m	R1000m
	ILS ❸	1532' (336')	1542' (346')	1552' (356')	1562' (366')
		R1200m	R1200m	R1200m	R1200m
	LOC	1650' (454')	1650' (454')	1650' (454')	1650' (454')
		R1500m	R1500m	R2000m	R2000m
	VOR	1740' (544')	1740' (544')	1740' (544')	1740' (544')
		R1500m	R1500m	R2000m	R2000m

❶ Missed apch climb gradient mim 4.0%.

❷ Missed apch climb gradient mim 2.5%.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	2000' (787')	2000' (787')	2100' (887')	2200' (987')
	V1500m	V1600m	V2400m	V3600m

TAKE-OFF RWY 17, 35

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	500m
B						
C						
D	150m	200m	250m	300m		

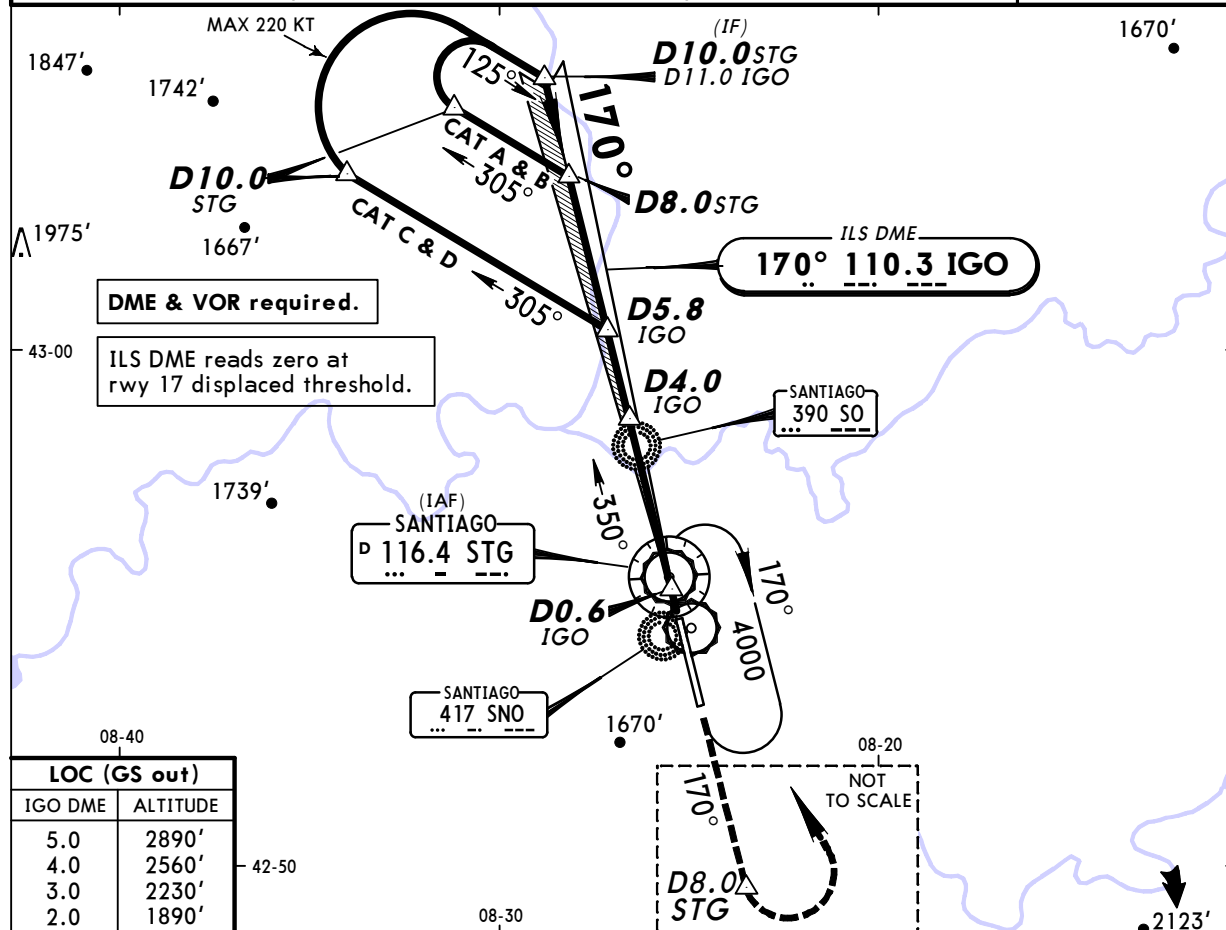
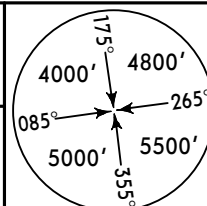
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JEPPesen
12 NOV 10
Eff 18 Nov **(11-1)**

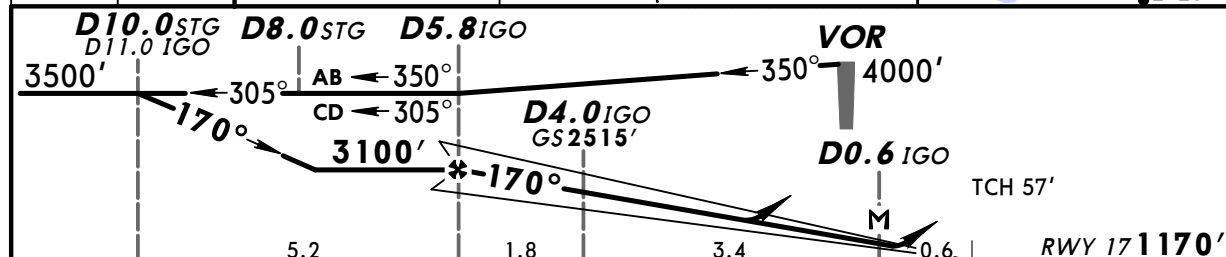
SANTIAGO, SPAIN
ILS Z or LOC Z Rwy 17

BRIEFING STRIP

GALICIA Control		SANTIAGO Tower		Ground
120.2 118.2		118.75		121.7
LOC IGO 110.3	Final Apch Crs 170°	GS D4.0 IGO 2515' (1345')	ILS DA(H) Refer to Minimums	Apt Elev 1213' RWY 1170'
MISSED APCH: Climb STRAIGHT AHEAD to D8.0 STG, then turn LEFT (MAX 220 KT) direct to VOR climbing to 4000' to join holding.				
Alt Set: hPa	Rwy Elev: 42 hPa	Trans level: By ATC	Trans alt: 6000'	MSA STG VOR



LOC (GS out)	
IGO DME	ALTITUDE
5.0	2890'
4.0	2560'
3.0	2230'
2.0	1890'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	D8.0 STG
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861		
MAP at D0.6 IGO								

STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Max Kts		MDA(H) VIS	
A: 1394' (224') C: 1414' (244') B: 1406' (236') D: 1425' (255')		DA(H) 1600' (430')					
FULL	Limited	ALS out	ALS out				
A		RVR 1200m	RVR 1500m	100	2000' (787')	1500m	
B	RVR 550m			135	2000' (787')	1600m	
C	RVR 750m	RVR 1300m	RVR 2000m	180	2100' (887')	2400m	
D	RVR 600m			205	2200' (987')	3600m	

PANS OPS 4

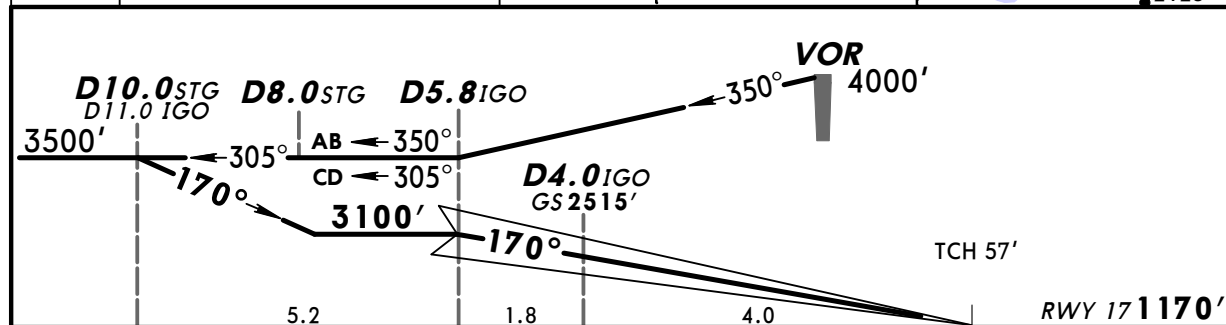
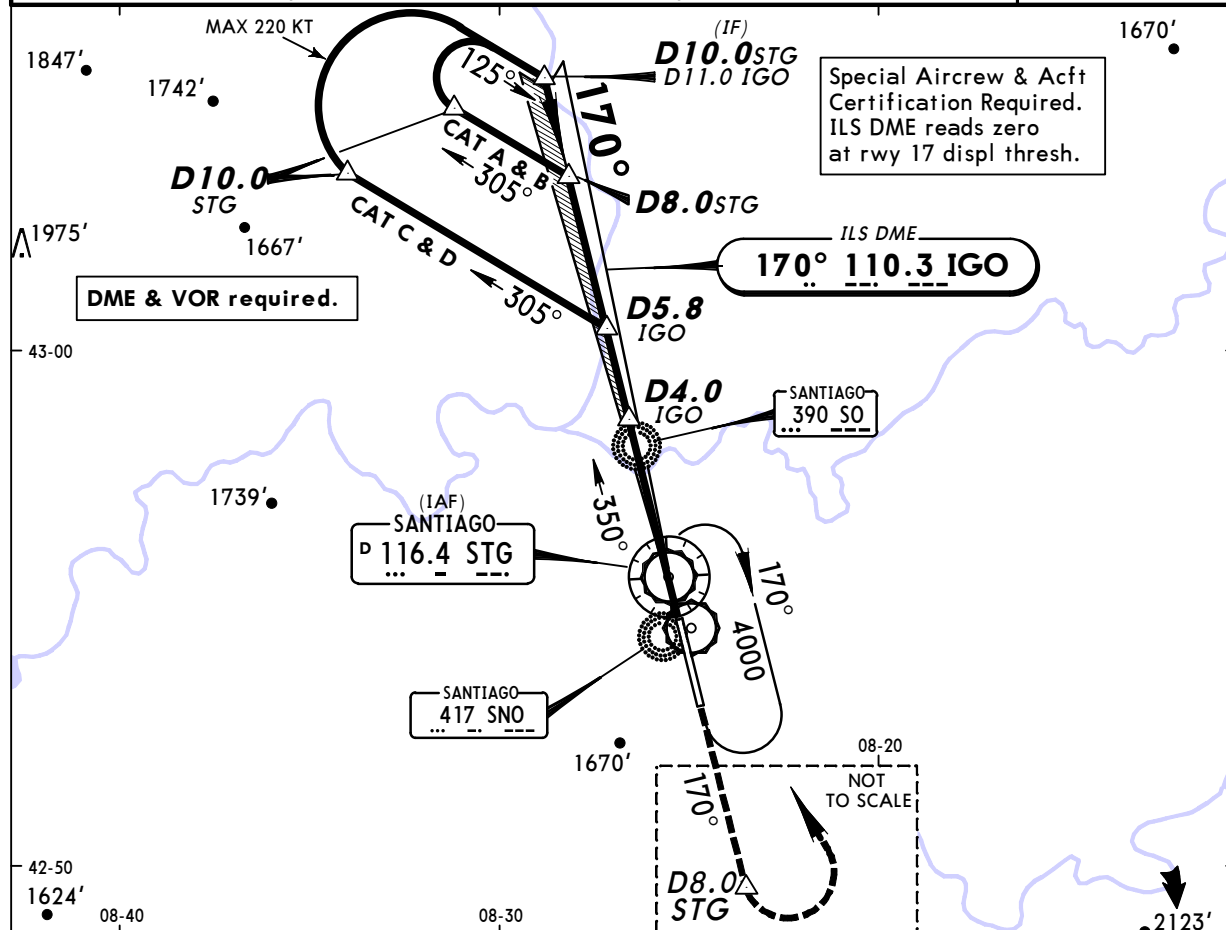
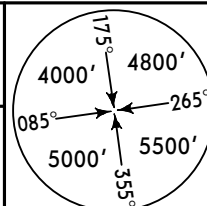
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SANTIAGO

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12 NOV 10
Eff 18 Nov **(11-1A)**

SANTIAGO, SPAIN
CAT II ILS Z Rwy 17

BRIEFING STRIP

GALICIA Control		SANTIAGO Tower		Ground
120.2 118.2		118.75		121.7
LOC IGO 110.3	Final Apch Crs 170°	GS D4.0 IGO 2515' (1345')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 1213' RWY 1170'
MISSED APCH: Climb STRAIGHT AHEAD to D8.0 STG, then turn LEFT (MAX 220 KT) direct to VOR climbing to 4000' to join holding.				
Alt Set: hPa	Rwy Elev: 42 hPa	Trans level: By ATC	Trans alt: 6000'	MSA STG VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	D8.0 STG
GS	3.00°	377	484	538	646	753		

Standard							
STRAIGHT-IN LANDING RWY 17							
Missed apch climb gradient mim 4.0%				Missed apch climb gradient mim 2.5%			
A	B	C	D	A	B	C	D
RA 177'	RA 183'	RA 200'	RA 219'	RA 188'	RA 210'	RA 234'	RA 242'
DA(H)	DA(H)	DA(H)	DA(H)	DA(H)	DA(H)	DA(H)	DA(H)
1284' (114')	1301' (131')	1313' (143')	1327' (157')	1304' (134')	1321' (151')	1333' (163')	1347' (177')
RVR 300m	RVR 400m	RVR 450m	RVR 400m	RVR 400m	RVR 450m	RVR 450m	RVR 450m

PANS OPS 4

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

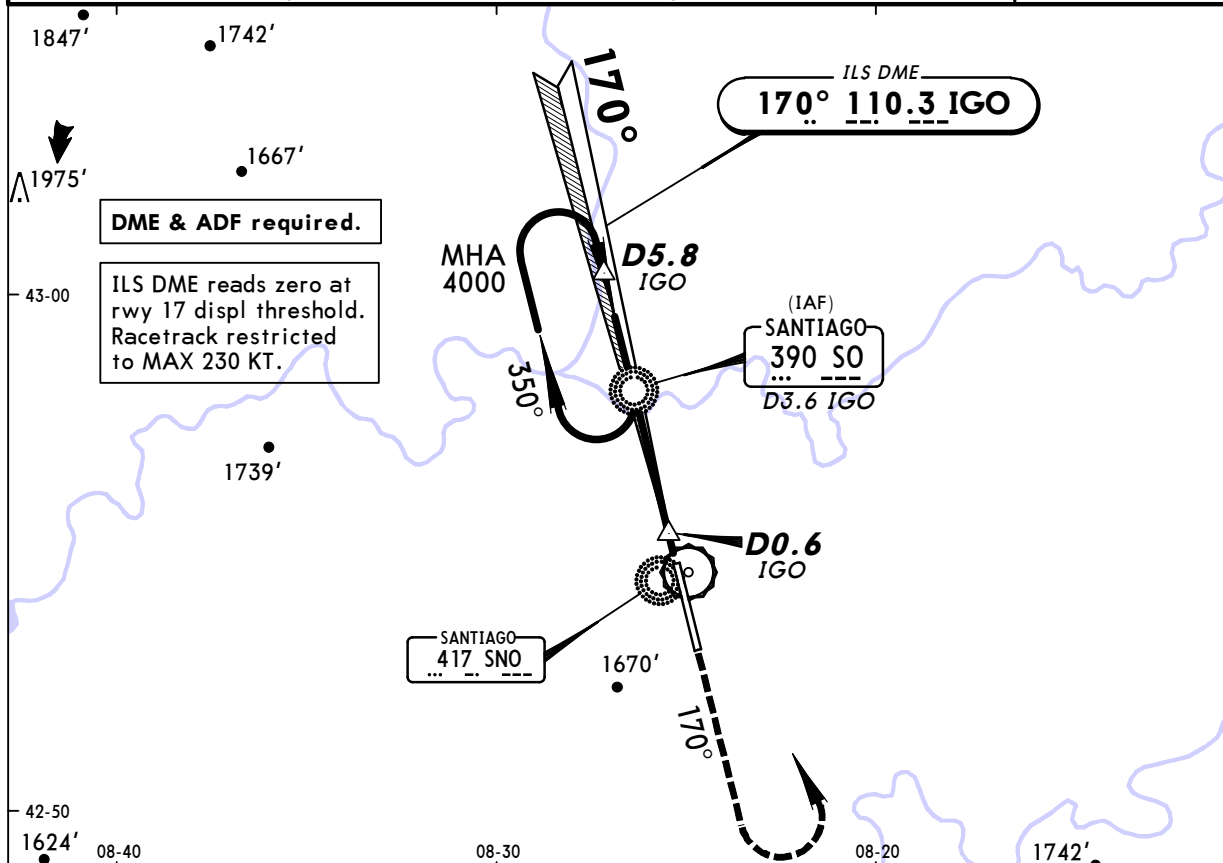
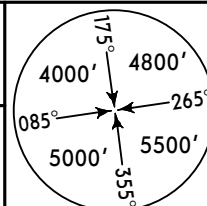
LEST/SCQ SANTIAGO

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12 NOV 10
Eff 18 Nov (11-2)

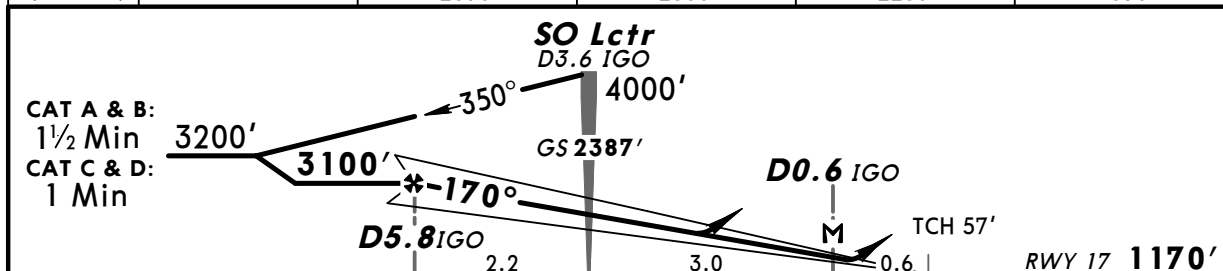
SANTIAGO, SPAIN ILS Y or LOC Y Rwy 17

BRIEFING STRIP

GALICIA Control		SANTIAGO Tower		Ground
120.2 118.2		118.75		121.7
LOC IGO 110.3	Final Apch Crs 170°	GS SO Lctr 2387' (1217')	ILS DA(H) Refer to Minimums	Apt Elev 1213' RWY 1170'
MISSED APCH: Climb STRAIGHT AHEAD to 2800', then turn LEFT (MAX 220 KT) direct to SO Lctr climbing to 4000' to join holding.				
Alt Set: hPa	Rwy Elev: 42 hPa	Trans level: By ATC	Trans alt: 6000'	MSA SO Lctr



LOC (GS out)	IGO DME	5.0	4.0	3.0	2.0
	ALTITUDE	2890'	2560'	2230'	1890'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2800'
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861	PAPI	PAPI
MAP at D0.6 IGO								

Standard				STRAIGHT-IN LANDING RWY 17		CIRCLE-TO-LAND	
ILS				LOC (GS out)			
DA(H) A:1394' (224') C:1414' (244') B:1406' (236') D:1425' (255')				DA(H) 1600' (430')			
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A			RVR 1200m		RVR 1500m	100	2000' (787') 1500m
B	RVR 550m					135	2000' (787') 1600m
C		RVR 750m	RVR 1300m	RVR 1300m	RVR 2000m	180	2100' (887') 2400m
D	RVR 600m					205	2200' (987') 3600m

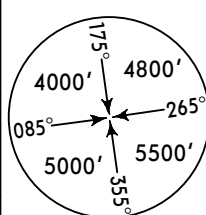
PANS OPS 4

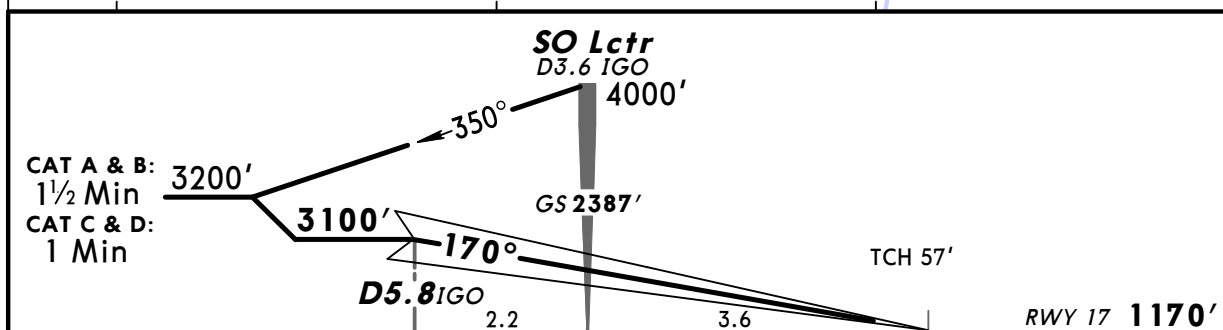
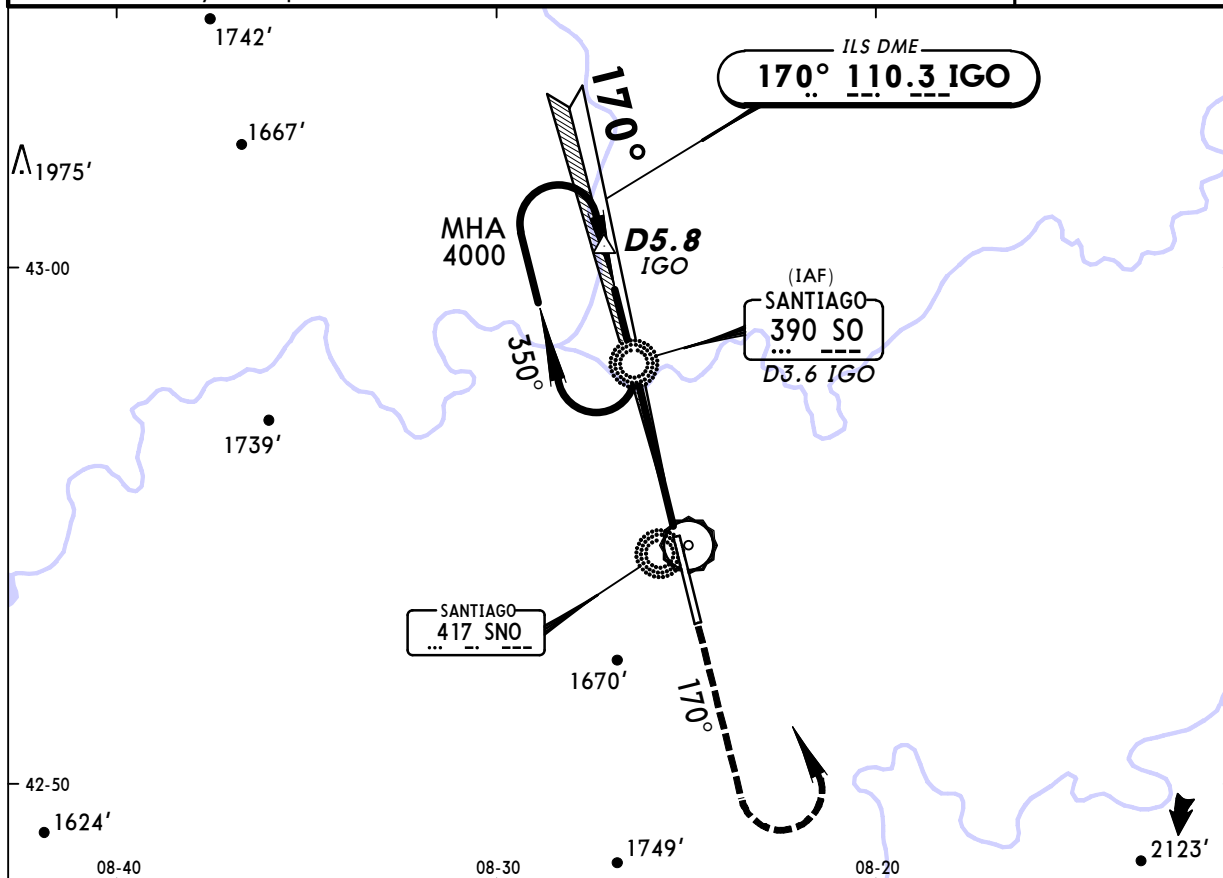
LEST/SCQ
SANTIAGO

JEPPESEN
12 NOV 10
Eff 18 Nov **(11-2A)**

SANTIAGO, SPAIN
CAT II ILS Y Rwy 17

BRIEFING STRIP

GALICIA Control 120.2 118.2		SANTIAGO Tower 118.75		Ground 121.7	
LOC IGO 110.3	Final Apch Crs 170°	GS SO Lctr 2387' (1217')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 1213' RWY 1170'	 MSA SO Lctr
MISSED APCH: Climb STRAIGHT AHEAD to 2800', then turn LEFT (MAX 220 KT) direct to SO Lctr climbing to 4000' to join holding.					
Alt Set: hPa Rwy Elev: 42 hPa Trans level: By ATC Trans alt: 6000' 1. DME & ADF required. 2. Special Aircrew & Acft Certification Required. 3. ILS DME reads zero at rwy 17 displaced threshold. 4. Racetrack restricted to MAX 230 KT.					



Gnd speed-Kts	70	90	100	120	140	160	 2800'
GS	3.00°	377	484	538	646	753	

Standard STRAIGHT-IN LANDING RWY 17 CAT II ILS							
Missed apch climb gradient mim 4.0%				Missed apch climb gradient mim 2.5%			
A	B	C	D	A	B	C	D
RA 177'	RA 183'	RA 200'	RA 219'	RA 188'	RA 210'	RA 234'	RA 242'
DA(H) 1284' (114')	DA(H) 1301' (131')	DA(H) 1313' (143')	DA(H) 1327' (157')	DA(H) 1304' (134')	DA(H) 1321' (151')	DA(H) 1333' (163')	DA(H) 1347' (177')
RVR 300m	RVR 400m	RVR 450m	RVR 400m	RVR 400m	RVR 450m	RVR 450m	RVR 450m

PANS OPS 4

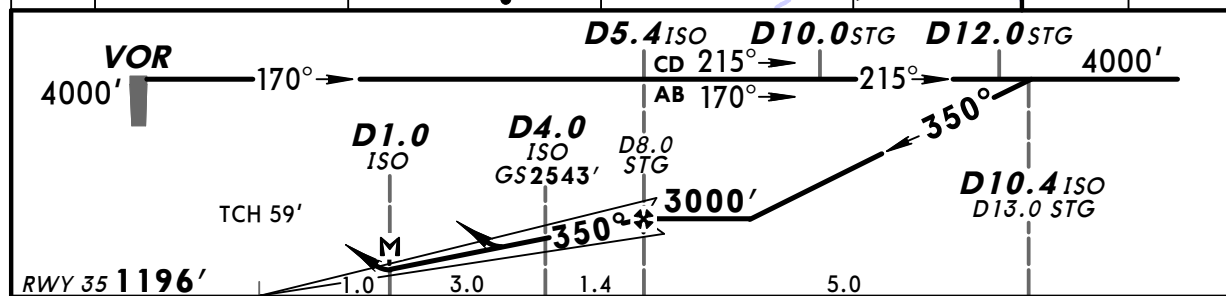
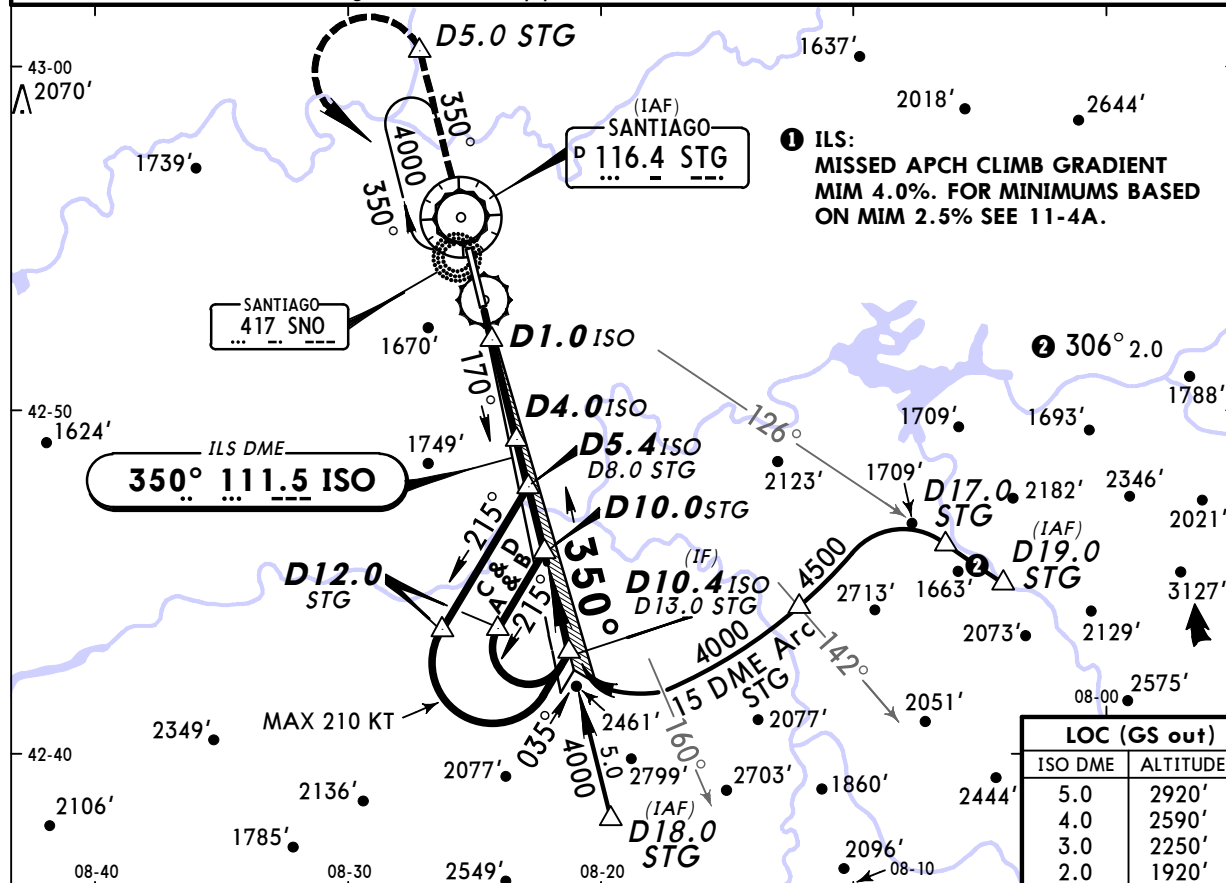
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

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JEPPESEN
12 NOV 10
Eff 18 Nov (11-3)

SANTIAGO, SPAIN
ILS Z or LOC Z Rwy 35

GALICIA Control 120.2 118.2		SANTIAGO Tower 118.75		Ground 121.7	
LOC ISO 111.5	Final Apch Crs 350°	GS D4.0 ISO 2543' (1347')	ILS DA(H) Refer to Minimums	Apt Elev 1213' RWY 1196'	
MISSED APCH: Climb on R-170 inbound to VOR, then proceed on R-350. At D5.0 STG turn LEFT (MAX 240 KT) to VOR climbing to 4000' to join holding.					
Alt Set: hPa		Rwy Elev: 43 hPa		Trans level: By ATC	
1. DME & VOR required. 2. ILS DME reads zero at rwy 35 threshold. 3. Outside LOC and GS coverage area, ILS may provide erroneous indications.					
Trans alt: 6000'					



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		REIL PAPI	STG
<i>ILS GS or</i>									116.4
<i>LOC Descent Angle</i> 3.00°	377	484	538	646	753	861			↑
<i>MAP at D1.0 ISO</i>									

Standard		STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND	
ILS		LOC (GS out)			
Missed apch climb gradient min 4.0%					
$DA(H)$ A: 1401' (205') C: 1421' (225') B: 1413' (217') D: 1432' (236')		$DA(H)$ 1650' (454')		$Max Kts$ $MDA(H)$ VIS	
A	RVR 1200m	RVR 1500m	100	2000' (787')	1500m
B			135	2000' (787')	1600m
C		CMV 2100m	180	2100' (887')	2400m
D			205	2200' (987')	3600m

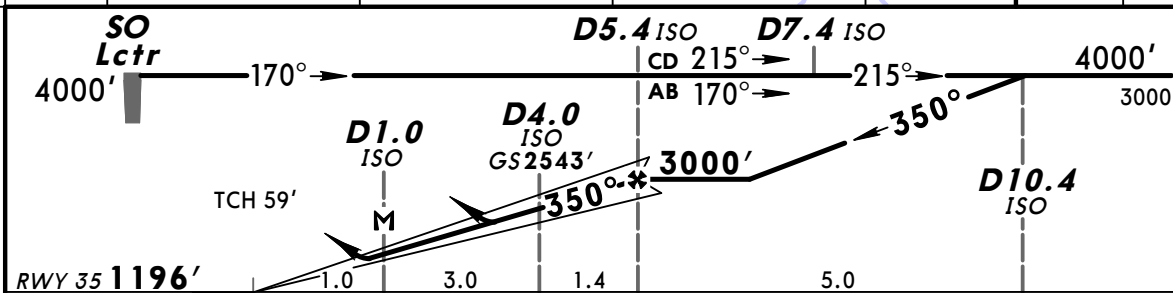
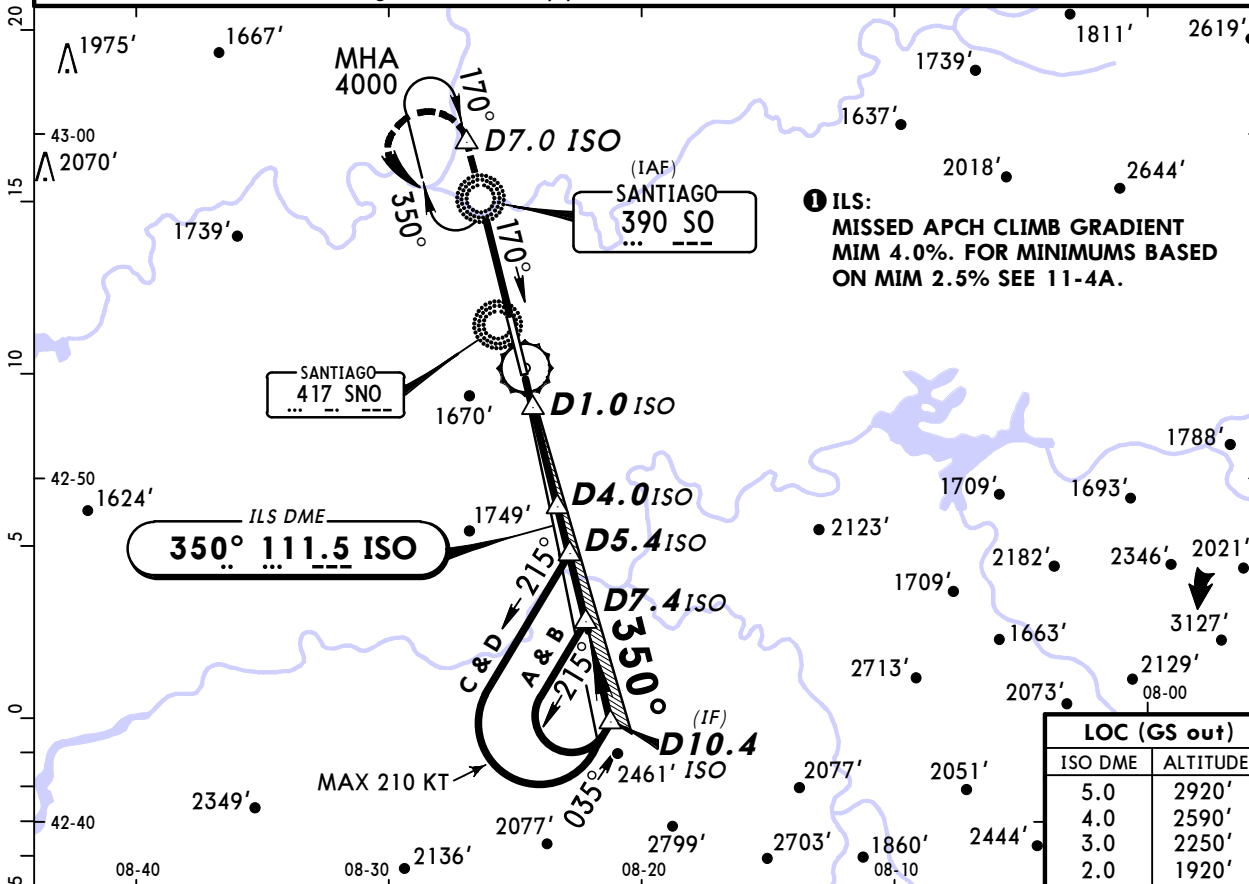
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SANTIAGO

JEPPESSEN
12 NOV 10
Eff 18 Nov (11-4)

SANTIAGO, SPAIN
● ILS Y or LOC Y Rwy 35

BRIEFING STRIP™

GALICIA Control 120.2 118.2		SANTIAGO Tower 118.75		Ground 121.7	
LOC ISO 111.5	Final Apch Crs 350°	GS D4.0 ISO 2543' (1347')	ILS DA(H) Refer to Minimums	Apt Elev 1213' RWY1196'	MSA SO Lctr
MISSED APCH: Climb on 350° via SO Lctr to D7.0 ISO. Turn LEFT (MAX 240 KT) direct to SO Lctr climbing to 4000' to join holding.					
Alt Set: hPa Rwy Elev: 43 hPa Trans level: By ATC 1. DME & ADF required. 2. ILS DME reads zero at rwy 35 threshold. 3. Outside LOC and GS coverage area, ILS may provide erroneous indications.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	D7.0 ISO on 350° via SO 390
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753		
MAP at D1.0 ISO								

Standard		STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND	
		LOC (GS out)			
ILS					
Missed apch climb gradient mim 4.0%					
DA(H) A: 1401' (205') C: 1421' (225')		DA(H) 1650' (454')			
B: 1413' (217') D: 1432' (236')					
A	RVR 1200m	RVR 1500m		Max Kts	MDA(H) VIS
B				100	2000' (787') 1500m
C				135	2000' (787') 1600m
D		CMV 2100m		180	2100' (887') 2400m
				205	2200' (987') 3600m

LEST/SCQ
SANTIAGO

 **JEPPESEN**
12 NOV 10 **(11-4A)** **Eff 18 Nov**

SANTIAGO, SPAIN

**ILS Z Rwy 35 or
ILS Y Rwy 35 MINIMUMS**
BASED ON MISSED APCH CLIMB GRADIENT
OF 2.5%

Standard		STRAIGHT-IN LANDING RWY 35	
		ILS	
		A: 1532' (336')	C: 1552' (356')
<i>DA(H)</i>		B: 1542' (346')	D: 1562' (366')
A	RVR 1500m		
B			
C	RVR 1600m		
D	RVR 1700m		

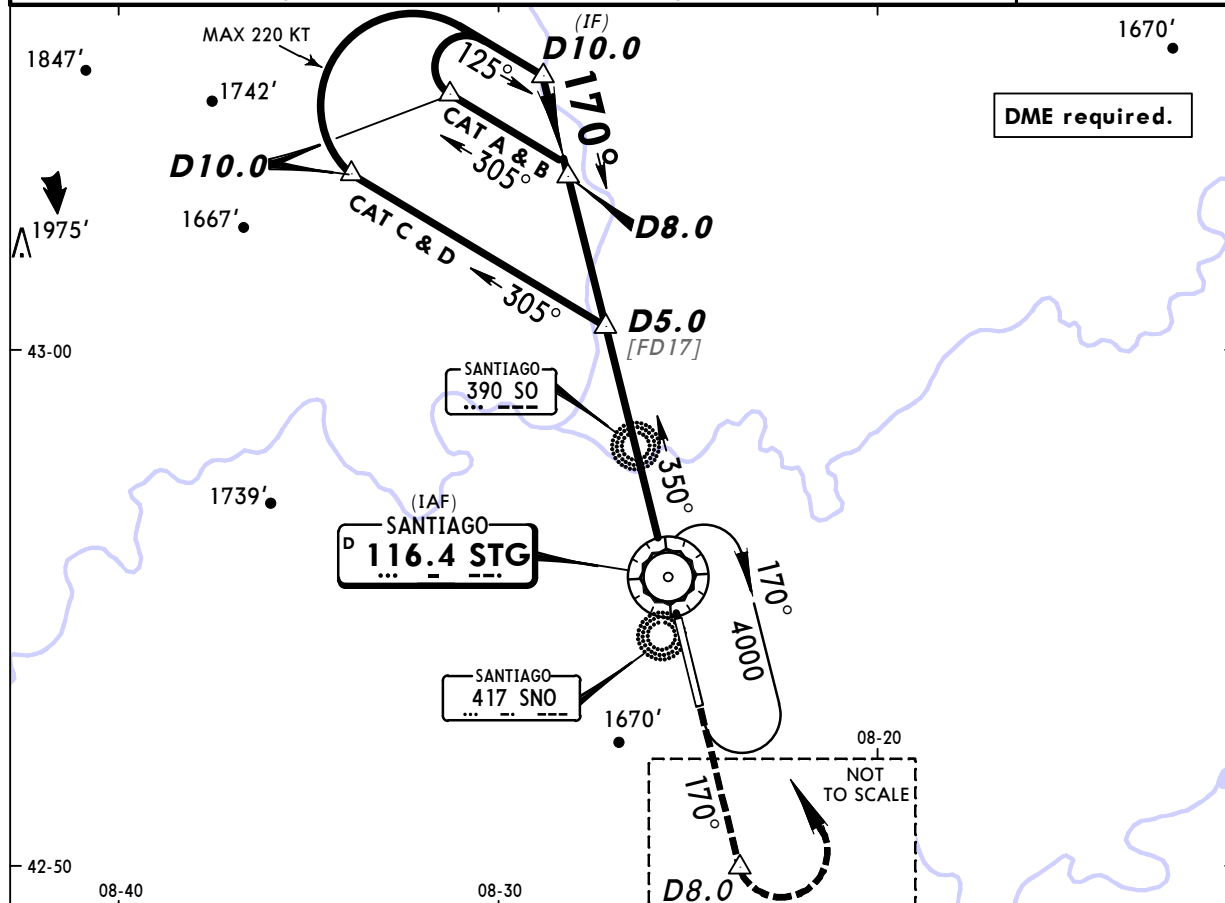
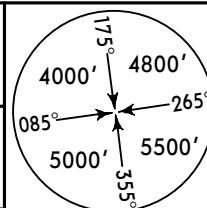
LEST/SCQ
SANTIAGO

JEPPESEN
12 NOV 10 **(13-1)** Eff 18 Nov

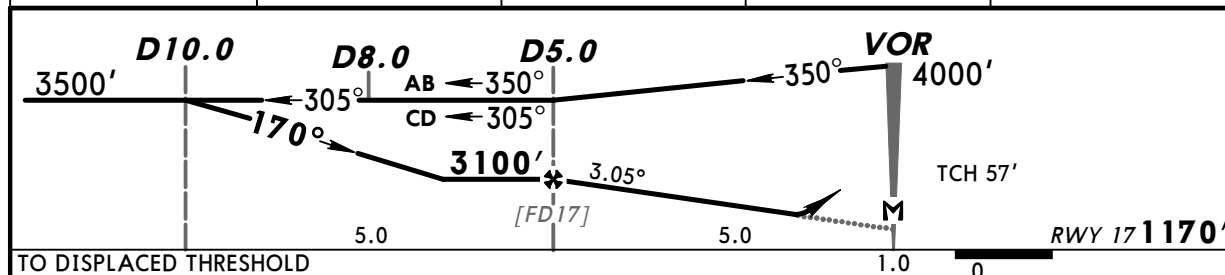
SANTIAGO, SPAIN
VOR Rwy 17

BRIEFING STRIP

GALICIA Control		SANTIAGO Tower		Ground
120.2 118.2		118.75		121.7
VOR STG 116.4	Final Apch Crs 170°	Minimum Alt D5.0 3100' (1930')	DA(H) 1650' (480')	Apt Elev 1213' RWY 1170'
MISSED APCH: Climb on R-170 to D8.0, then turn LEFT (MAX 220 KT) direct to VOR climbing to 4000' to join holding.				
Alt Set: hPa	Rwy Elev: 42 hPa	Trans level: By ATC	Trans alt: 6000'	MSA STG VOR



STG DME	4.0	3.0	2.0	1.0
ALTITUDE	2840'	2520'	2190'	1870'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
MAP at VOR						

HIALS-II

PAPI

PAPI

D8.0

STG

on 116.4

R-170

↑

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 17							
DA(H) 1650' (480')							
ALS out				Max Kts	MDA(H)	VIS	
RVR 1500m				100	2000' (787')	1500m	
RVR 1500m				135	2000' (787')	1600m	
CMV 2200m				180	2100' (887')	2400m	
				205	2200' (987')	3600m	

PANS OPS 4

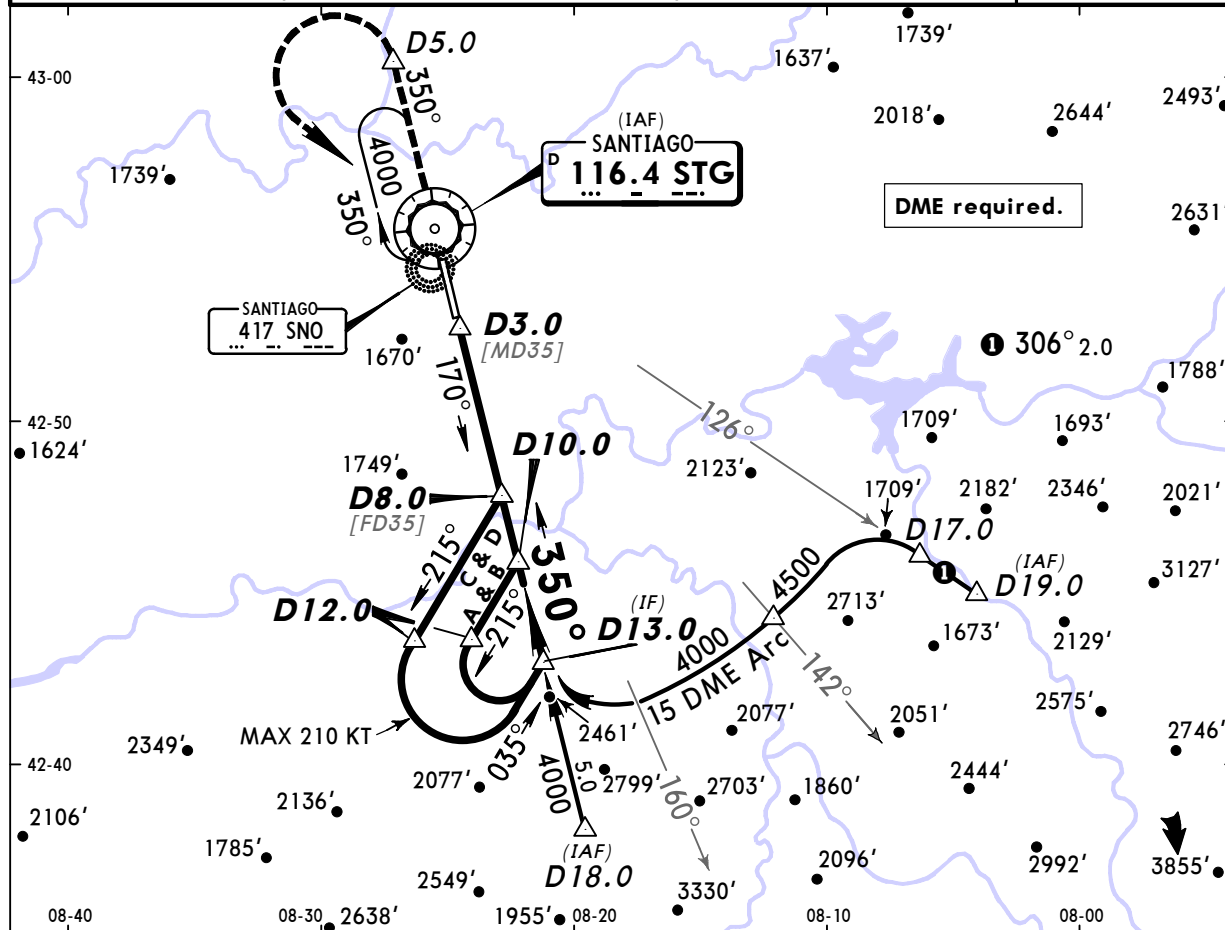
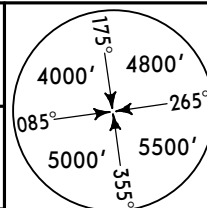
LEST/SCQ
SANTIAGO

JEPPesen
12 NOV 10 **(13-2)** **Eff 18 Nov**

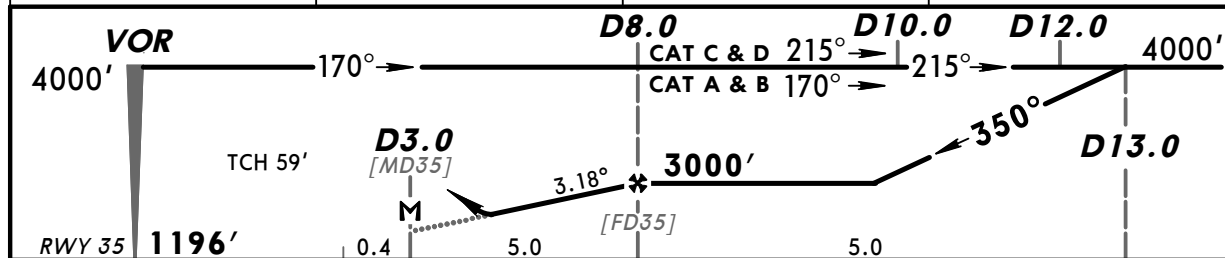
SANTIAGO, SPAIN
VOR Rwy 35

BRIEFING STRIP

GALICIA Control		SANTIAGO Tower		Ground
120.2 118.2		118.75		121.7
VOR STG 116.4	Final Apch Crs 350°	Minimum Alt D8.0 3000' (1804')	DA(H) 1740' (544')	Apt Elev 1213' RWY1196'
MISSED APCH: Climb on R-170 inbound to VOR, then proceed on R-351. At D5.0 turn LEFT (MAX 240 KT) to VOR climbing to 4000' to join holding.				
Alt Set: hPa	Rwy Elev: 43 hPa	Trans level: By ATC	Trans alt: 6000'	MSA STG VOR



STG DME	5.0	6.0	7.0
ALTITUDE	2040'	2380'	2720'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	STG 116.4 ↑
Descent Angle	3.18°	394	506	563	675	788		
MAP at D3.0								

Standard		STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND	
		DA(H) 1740' (544')		Max Kts	MDA(H) VIS
A	RVR 1500m			100	2000' (787') 1500m
B				135	2000' (787') 1600m
C	CMV 2400m			180	2100' (887') 2400m
D				205	2200' (987') 3600m

PANS OPS 4