

**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**

**No Chart NOTAMs for Airport LEXJ**

**LEXJ (Santander)****General Info**

Santander, ESP

N 43° 25.6' W 03° 49.2' Mag Var: 3.5°W

Elevation: 16'

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 7612' x 148' asphalt

Runway 11 (113.0°M) TDZE 11'

Lights: Edge, Centerline, REIL

Runway 29 (293.0°M) TDZE 12'

Lights: Edge, Centerline, REIL

Right Traffic

**Communications Info**Santander Tower **118.1**Santander Tower **257.80** MilitarySantander Ground Control **121.7**Santander Tower Approach Control **118.375****Notebook Info**

**LEXJ/SDR**  
**SANTANDER****JEPPESEN**  
5 MAR 10 **10-1P** Eff 11 Mar**SANTANDER, SPAIN**  
**AIRPORT BRIEFING**

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**1. GENERAL**

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**1.1. NOISE ABATEMENT PROCEDURES****1.1.1. RUN-UP TESTS**

Run-up tests higher than idle regime will be requested for their approval to:

CEOPS office

Fax: (0034) 942 202 153

E-Mail: ceopssdr@aena.es

**1.2. LOW VISIBILITY PROCEDURES (LVP)****1.2.1. GENERAL**

The RWY 11/29 is authorized for take-off in low visibility.

LVP will be applied for take-off when RVR for RWY 29 or general VIS in manoeuvring area to RWY 11 (and also for RWY 29, if RVR is not available) is 500m or below.

Pilots will be informed about the application of LVP by ATC services.

ATC services will inform, when they proceed to cancel the application of the procedures, that will be produced once the RVR or VIS will be higher than 800m.

**1.2.2. GROUND MOVEMENT**

Pilots will proceed to verify in every moment the acft position, checking that taxiing is being executed under total safety conditions. In case of being disoriented or in doubt, pilots will stop the acft and will notify ATC immediately.

**1.2.3. ARRIVALS**

ACFT that have already landed, will report "RWY vacated".

At apron entry, ACFT must await the arrival of a Follow-me vehicle in order to be guided to the assigned stand, notifying Tower "Follow-me on sight".

**1.2.4. DEPARTURES**

Pilots will request clearance for engines start-up or taxiing instructions, notifying the occupied stand.

When RVR/VIS will be less than 500m, the taxiing of one ACFT will only be authorized at the same time in the manoeuvring area.

In case of a departing ACFT had to return to the apron, the pilot will inform Tower and await new taxiing instructions.

**1.2.5. COMMUNICATION FAILURE**

Whenever an ACFT operating in the manoeuvring area experiences a communication failure, it will comply as follows:

Departing ACFT will continue by the assigned route to its clearance limit, taking extreme caution to avoid detours. Once that point has been reached, ACFT must maintain the position and wait for a Follow-me vehicle in order to be guided to the stand position.

**1.3. TAXI PROCEDURES**

The simultaneous use of the RWY and the parallel TWY is incompatible when one of them is being used by a type E ACFT.

**1.4. OTHER INFORMATION**

CAUTION:

Birds in vicinity of airport.

RWY 29 right-hand circuit.

LEXJ/SDR  
SANTANDER

5 MAR 10

 **JEPPESEN**  
**10-1P1**

Eff 11 Mar

**SANTANDER, SPAIN**  
**AIRPORT BRIEFING**

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## 2. ARRIVAL

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### 2.1. RWY OPERATIONS

#### 2.1.1. MINIMUM RWY OCCUPANCY TIME

Pilots are reminded that rapid exit from the RWY enables maximum RWY utilization and lessens its occupancy time.

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## 3. DEPARTURE

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### 3.1. START-UP & TAXI PROCEDURES

#### 3.1.1. START-UP

ACFT must be ready to start-up immediately or within the next 5 minutes when requesting start-up clearance on the appropriate frequency.

#### 3.1.2. TAXI PROCEDURES

Taxiing out of stands and when turning with minimum start-up power. The engine power being not higher than idle regime.

### 3.2. RWY OPERATIONS

#### 3.2.1. MINIMUM RWY OCCUPANCY TIME

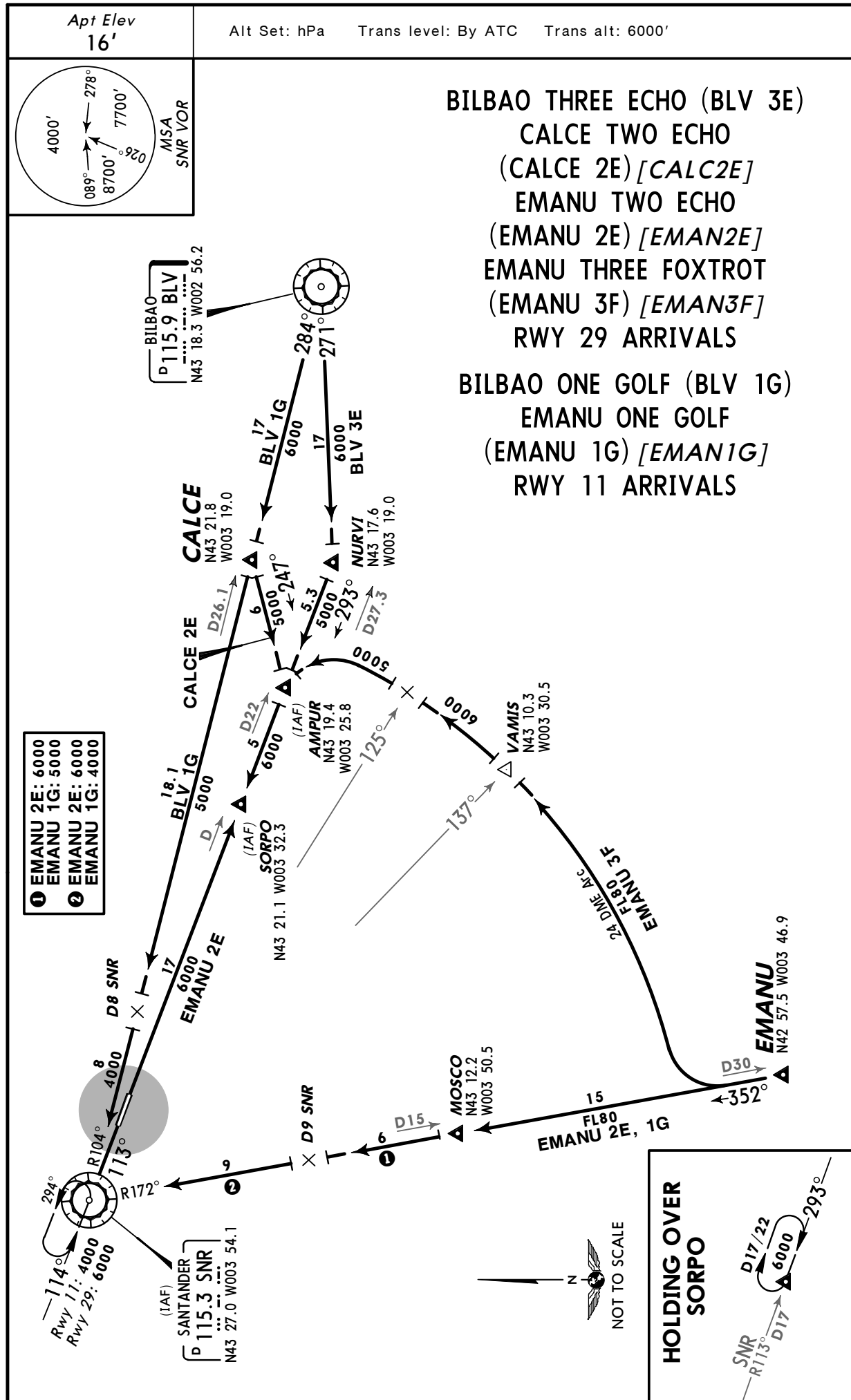
ACFT shall be able to initiate the take-off immediately after alignment with the corresponding RWY center line. Pilot unable to comply with this requirement shall notify ATC before reaching the RWY holding points at Y1, Y2 or T3.

**LEXJ/SDR**  
**SANTANDER**

**JEPPesen**  
21 MAY 10 **10-2** **Eff 3 Jun**

**SANTANDER, SPAIN**

**STAR**



**LEXJ/SDR**  
**SANTANDER**

21 MAY 10

**JEPPESEN**

10-2A

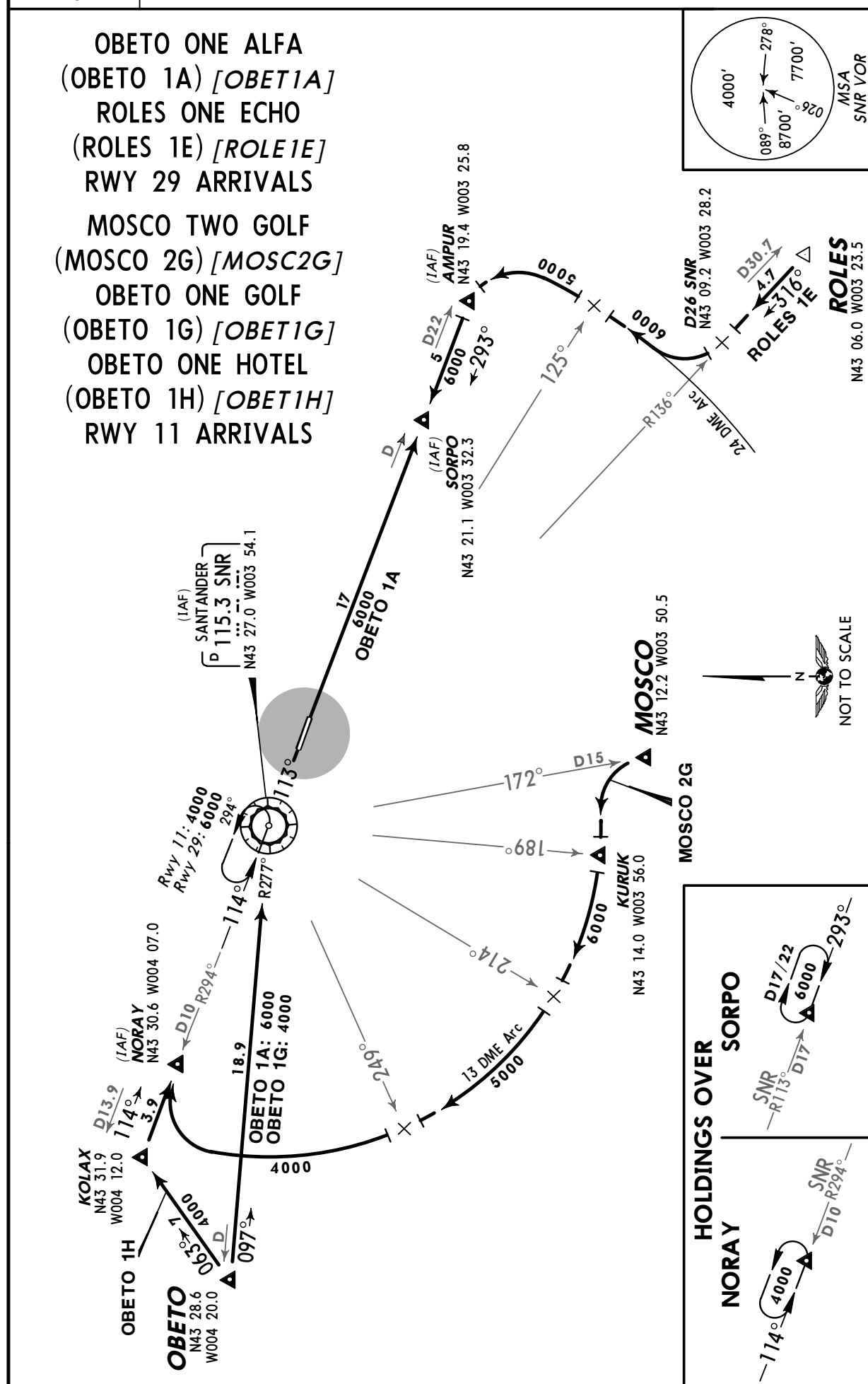
**Eff 3 Jun**

## SANTANDER, SPAIN

**STAR**

*Apt Elev*  
16'

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



**LEXJ/SDR**  
**SANTANDER**

**JEPPESSEN**  
21 MAY 10 (10-2B) Eff 3 Jun

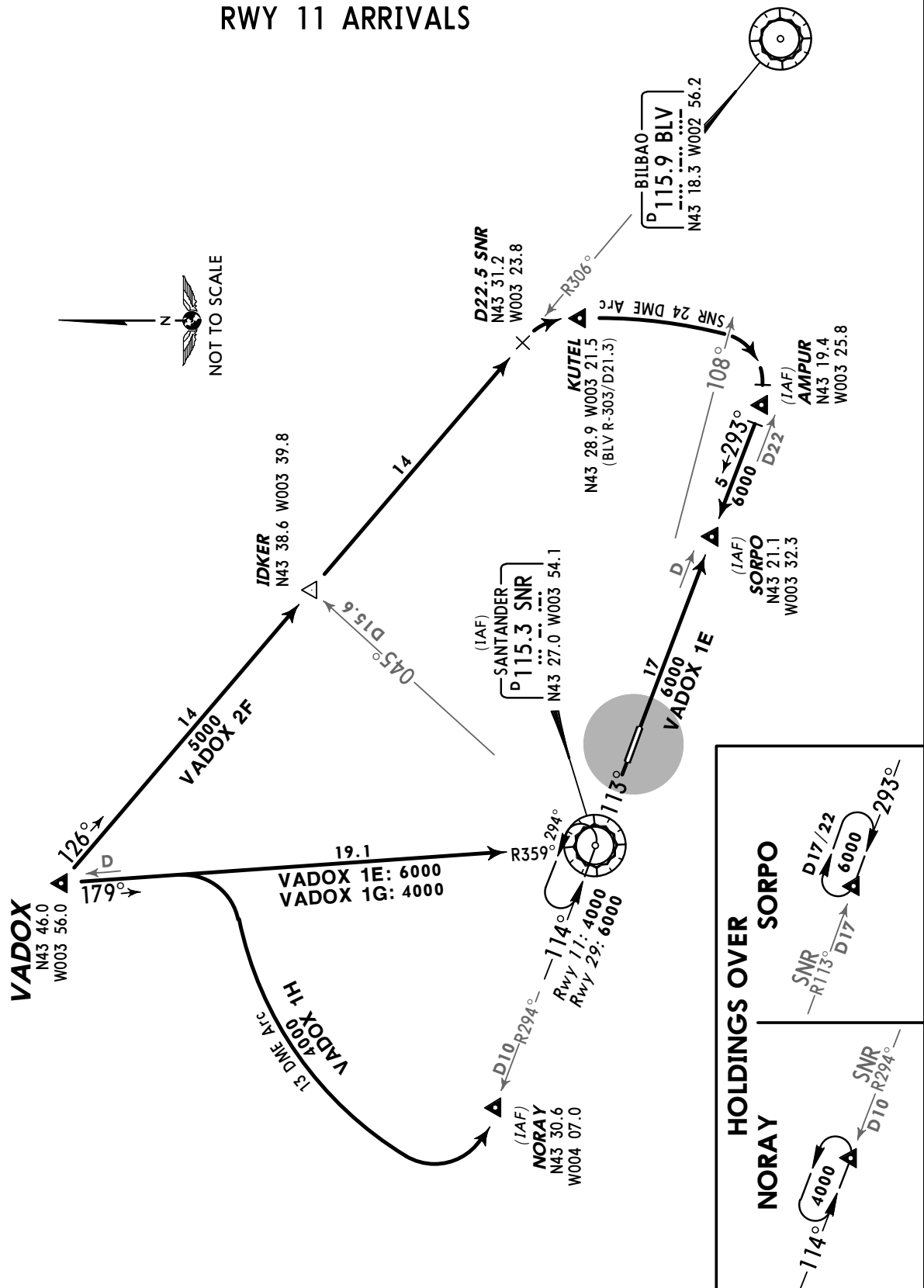
## SANTANDER, SPAIN

**STAR**

|                        |              |                     |                  |
|------------------------|--------------|---------------------|------------------|
| <i>Apt Elev</i><br>16' | Alt Set: hPa | Trans level: By ATC | Trans alt: 6000' |
|------------------------|--------------|---------------------|------------------|

VAD0X ONE ECHO (VAD0X 1E) [VAD01E]  
VAD0X TWO FOXTROT (VAD0X 2F) [VAD02F]  
RWY 29 ARRIVALS

VADOX ONE GOLF (VADOX 1G) [VADO1G]  
VADOX ONE HOTEL (VADOX 1H) [VADO1H]  
RWY 11 ARRIVALS



**LEXJ/SDR**  
**SANTANDER**

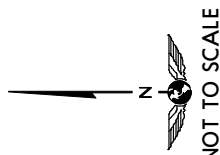
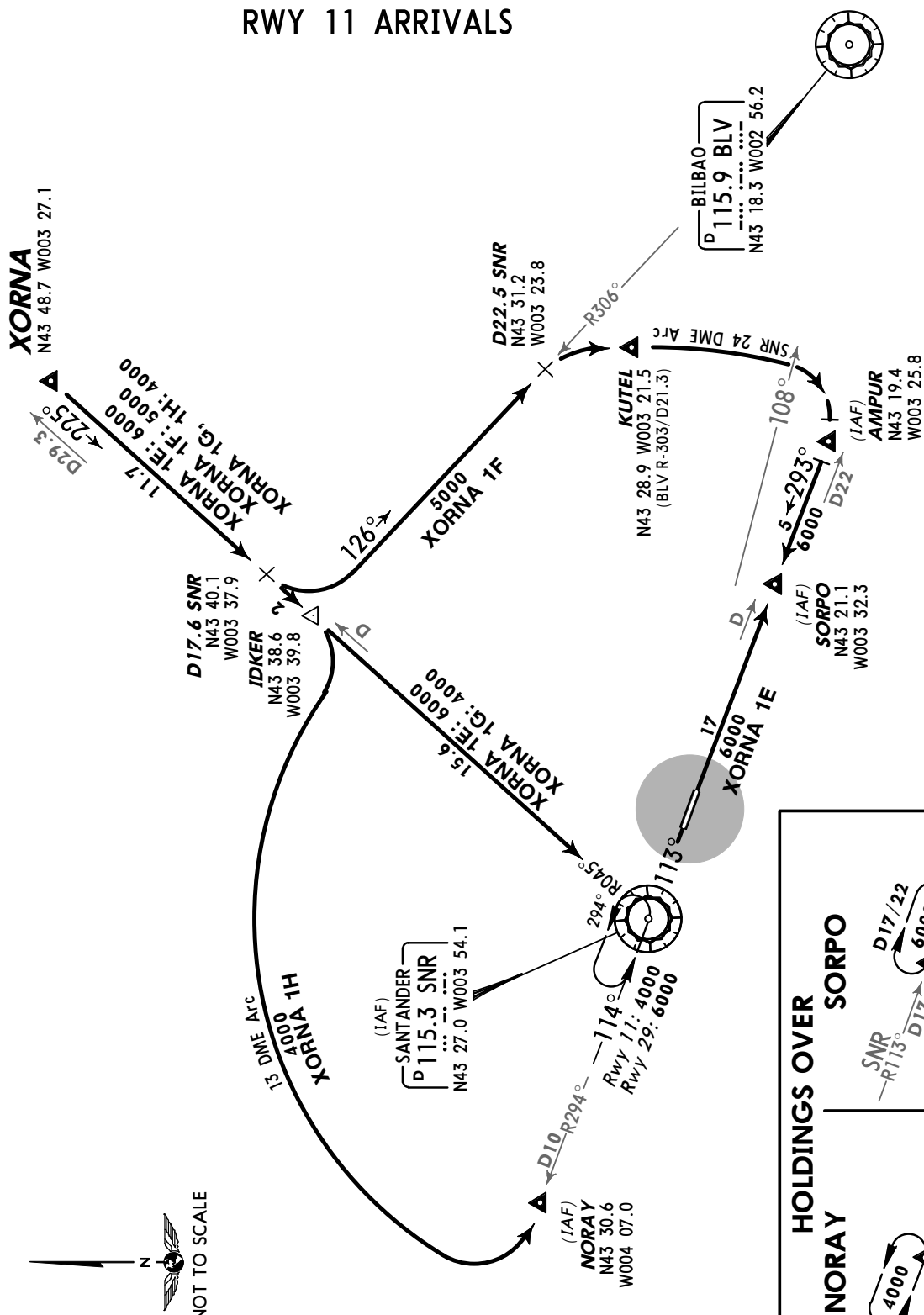
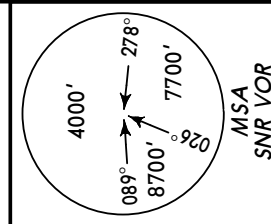
**JEPPESSEN**  
 21 MAY 10 **10-2C** **Eff 3 Jun**

**SANTANDER, SPAIN**  
**STAR**

Apt Elev 16' Alt Set: hPa Trans level: By ATC Trans alt: 6000'

**XORNA ONE ECHO (XORNA 1E) [XORN1E]**  
**XORNA ONE FOXTROT (XORNA 1F) [XORN1F]**  
**RWY 29 ARRIVALS**

**XORNA ONE GOLF (XORNA 1G) [XORN1G]**  
**XORNA ONE HOTEL (XORNA 1H) [XORN1H]**  
**RWY 11 ARRIVALS**



**HOLDINGS OVER**  
**SORPO**  
**NORAY**

**LEXJ/SDR**  
**SANTANDER**

21 MAY 10

**JEPPESEN**

10-3

**Eff 3 Jun**

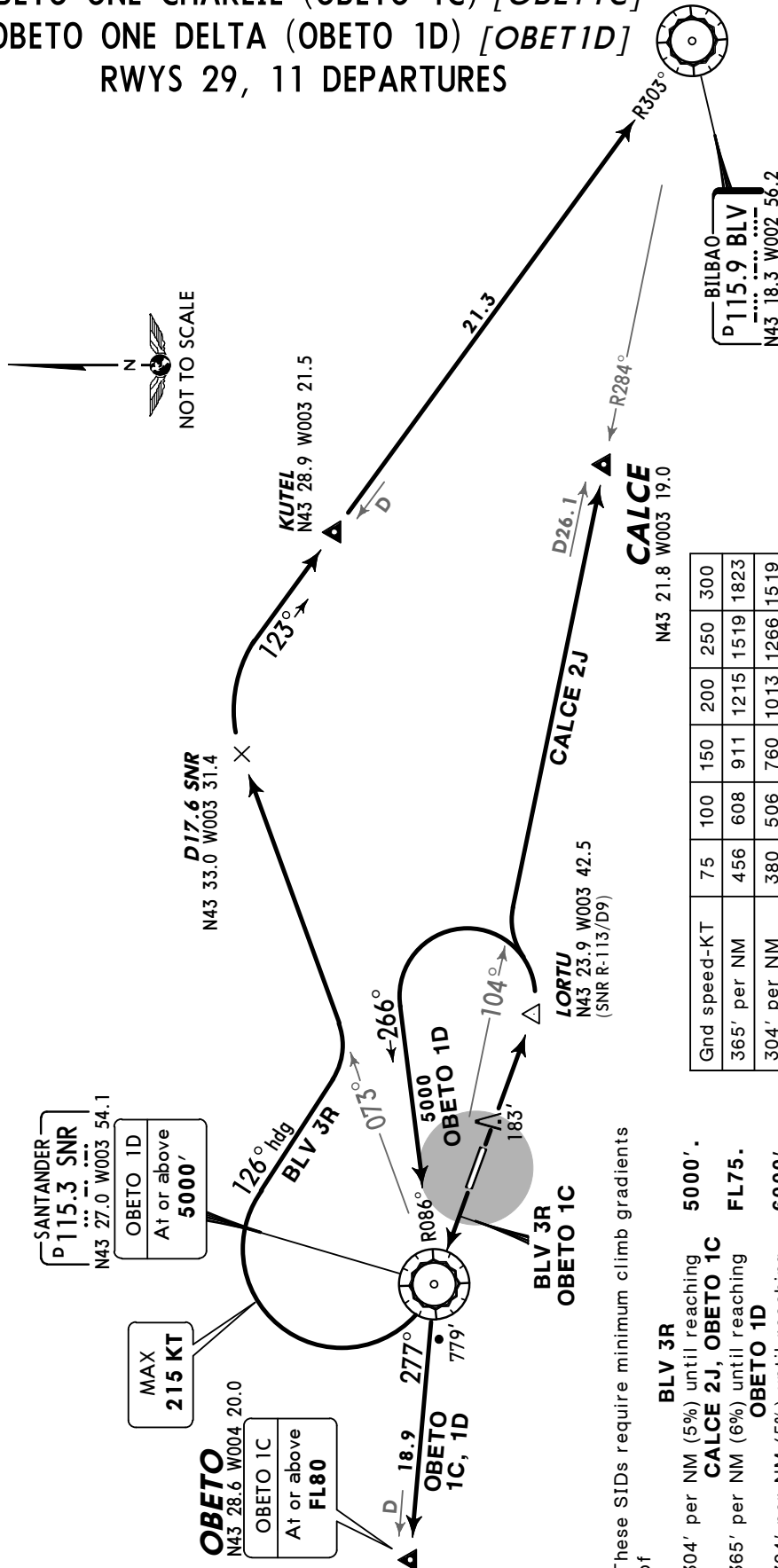
## SANTANDER, SPAIN

**SID**

*Apt Elev*  
16'

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

BILBAO THREE ROMEO (BLV 3R)  
CALCE TWO JULIETT (CALCE 2J) [CALC2J]  
OBETO ONE CHARLIE (OBETO 1C) [OBET1C]  
OBETO ONE DELTA (OBETO 1D) [OBET1D]  
RWYS 29, 11 DEPARTURES



| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
|--------------|-----|-----|-----|------|------|------|
| 365' per NM  | 456 | 608 | 911 | 1215 | 1519 | 1823 |
| 304' per NM  | 380 | 506 | 760 | 1013 | 1266 | 1519 |

| SID      | RWY | ROUTING                                                                                                                             |
|----------|-----|-------------------------------------------------------------------------------------------------------------------------------------|
| BLV 3R   | 29  | Climb to SNR, turn RIGHT, 126° heading, intercept SNR R-073 to D17.6 SNR, turn RIGHT, intercept BLV R-303 inbound via KUTEL to BLV. |
| CALCE 2J | 11  | Climb on runway heading to LORTU, turn LEFT, intercept SNR R-104 (BLV R-284 inbound) to CALCE.                                      |
| OBETO 1C | 29  | Climb to SNR, SNR R-277 to OBETO.                                                                                                   |
| OBETO 1D | 11  | Climb on runway heading to LORTU, turn LEFT, intercept SNR R-086 inbound to SNR; SNR R-277 to OBETO.                                |

These SIDs require minimum climb gradients of

|                    |                                 |        |
|--------------------|---------------------------------|--------|
| BLV 3R             | 304' per NM (5%) until reaching | 5000'. |
| CALCE 2J, OBETO 1C | 365' per NM (6%) until reaching | FL75.  |
| OBETO 1D           | 304' per NM (5%) until reaching | 6000'. |

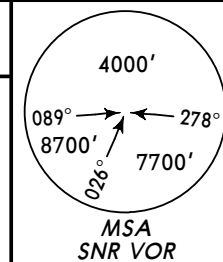
**LEXJ/SDR**  
**SANTANDER**

**JEPPESEN**  
21 MAY 10 **(10-3A)** **Eff 3 Jun**

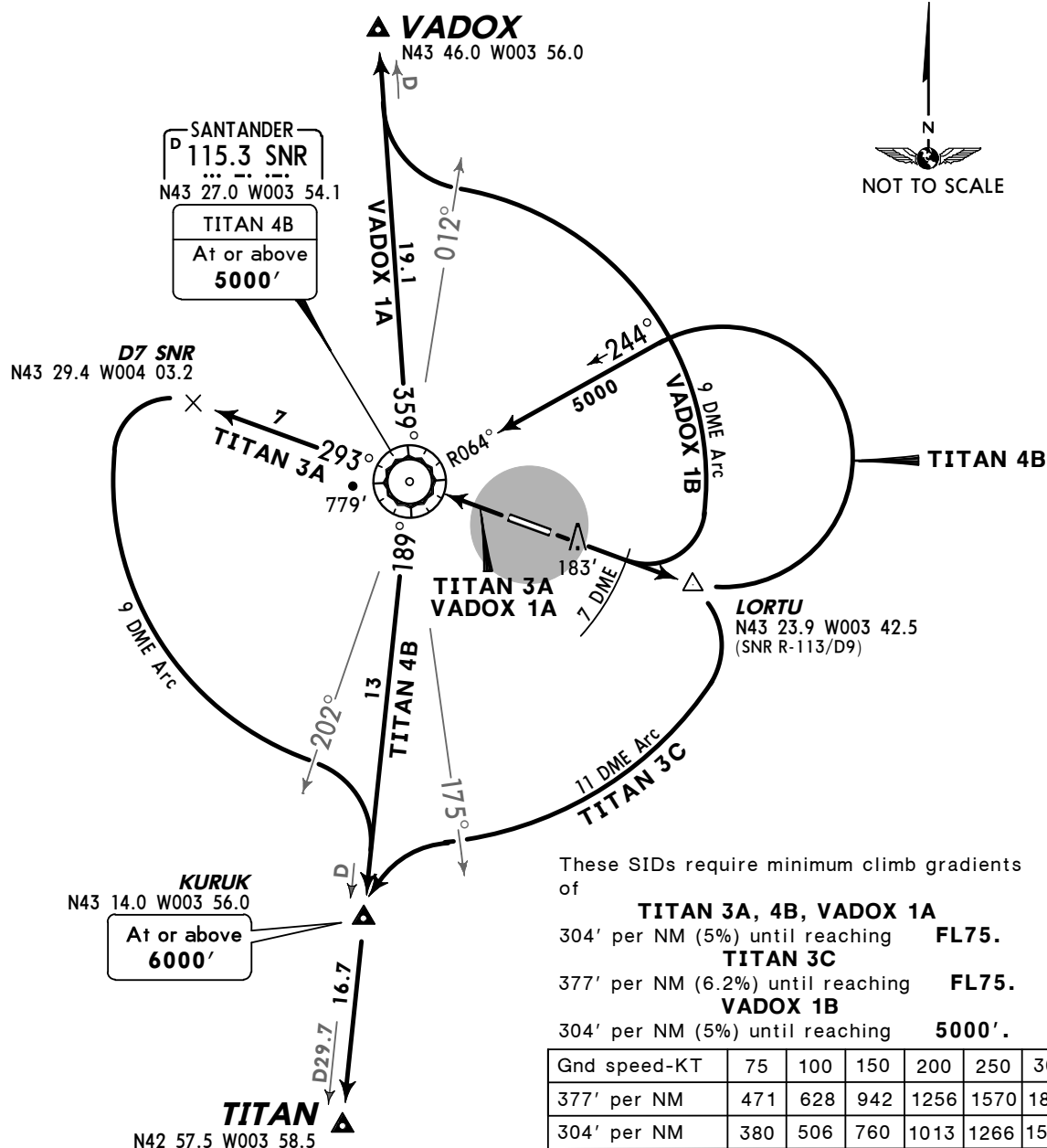
**SANTANDER, SPAIN**  
**SID**

**Apt Elev**  
**16'**

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



**TITAN THREE ALFA (TITAN 3A) [TITA3A]**  
**TITAN FOUR BRAVO (TITAN 4B) [TITA4B]**  
**TITAN THREE CHARLIE (TITAN 3C) [TITA3C]**  
**VADOX ONE ALFA (VADOX 1A) [VADO1A]**  
**VADOX ONE BRAVO (VADOX 1B) [VADO1B]**  
**RWYS 29, 11 DEPARTURES**



These SIDs require minimum climb gradients of

**TITAN 3A, 4B, VADOX 1A**

304' per NM (5%) until reaching **FL75**.

**TITAN 3C**

377' per NM (6.2%) until reaching **FL75**.

**VADOX 1B**

304' per NM (5%) until reaching **5000'**.

| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
|--------------|-----|-----|-----|------|------|------|
| 377' per NM  | 471 | 628 | 942 | 1256 | 1570 | 1884 |
| 304' per NM  | 380 | 506 | 760 | 1013 | 1266 | 1519 |

| SID             | RWY       | ROUTING                                                                                                                                       |
|-----------------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TITAN 3A</b> | <b>29</b> | Climb to SNR, SNR R-293 to D7 SNR, turn LEFT, along SNR 9 DME arc, when passing SNR R-202 turn RIGHT, intercept SNR R-189 via KURUK to TITAN. |
| <b>TITAN 4B</b> | <b>11</b> | Climb on runway heading to LORTU, turn LEFT, intercept SNR R-064 inbound to SNR, SNR R-189 via KURUK to TITAN.                                |
| <b>TITAN 3C</b> |           | Climb on runway heading to LORTU, turn RIGHT, along SNR 11 DME arc, when passing SNR R-175 turn LEFT, intercept SNR R-189 via KURUK to TITAN. |
| <b>VADOX 1A</b> | <b>29</b> | Climb to SNR, SNR R-359 to VADOX.                                                                                                             |
| <b>VADOX 1B</b> | <b>11</b> | Climb on runway heading to SNR 7 DME, turn LEFT, along SNR 9 DME arc, when passing SNR R-012 turn RIGHT, intercept SNR R-359 to VADOX.        |

CHANGES: None.

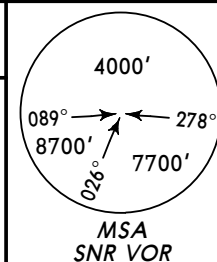
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**SANTANDER**

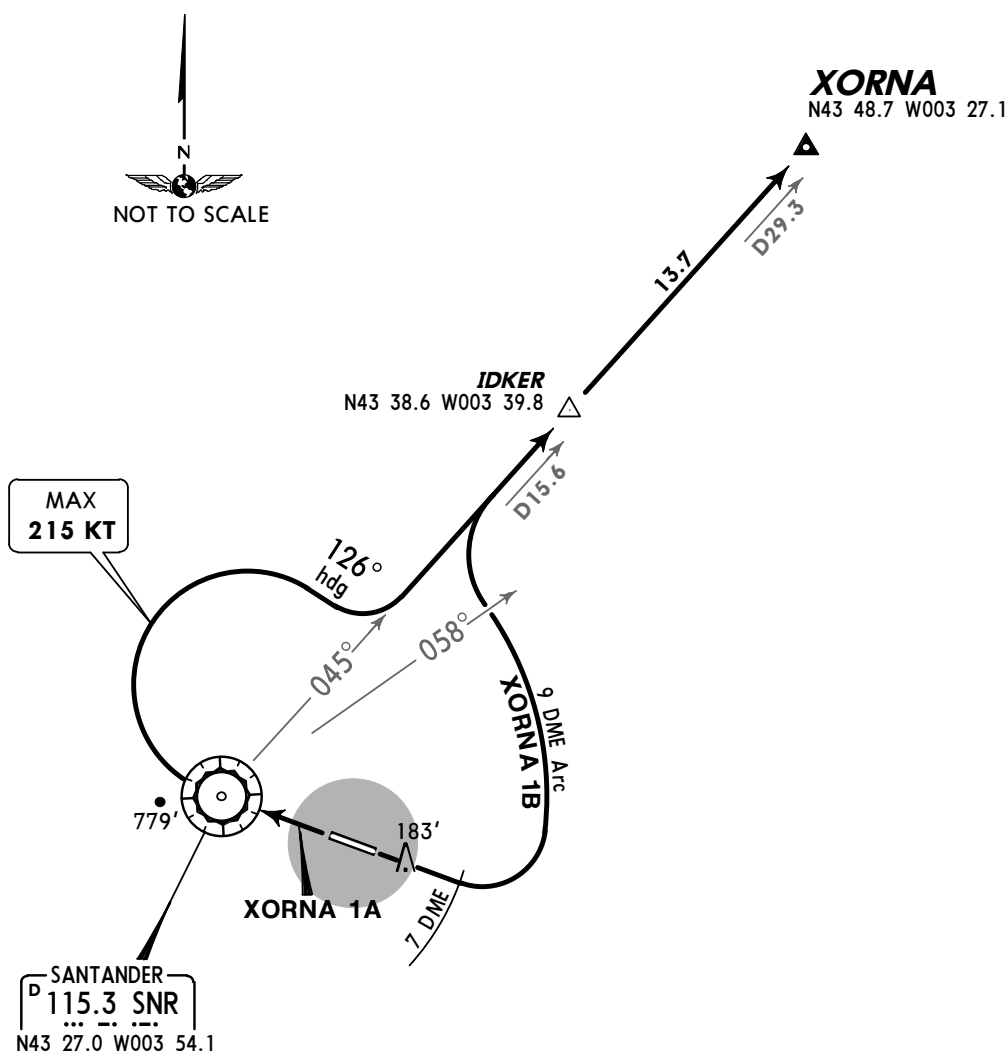
**JEPPESEN**  
 21 MAY 10 **(10-3B)** **Eff 3 Jun**

**SANTANDER, SPAIN**  
**SID**

**Apt Elev**  
**16'**  
 Trans level: By ATC Trans alt: 6000'  
 EXPECT close-in obstacles.



**XORNA ONE ALFA (XORNA 1A) [XORN1A]**  
**XORNA ONE BRAVO (XORNA 1B) [XORN1B]**  
**RWYS 29, 11 DEPARTURES**



These SIDs require a minimum climb gradient of 304' per NM (5%) until reaching **5000'**.

| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
|--------------|-----|-----|-----|------|------|------|
| 304' per NM  | 380 | 506 | 760 | 1013 | 1266 | 1519 |

| SID             | RWY       | ROUTING                                                                                                                                          |
|-----------------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>XORNA 1A</b> | <b>29</b> | Climb to SNR, turn RIGHT, 126° heading, intercept SNR R-045 via IDKER to XORNA.                                                                  |
| <b>XORNA 1B</b> | <b>11</b> | Climb on runway heading to SNR 7 DME, turn LEFT, along SNR 9 DME arc, when passing SNR R-058 turn RIGHT, intercept SNR R-045 via IDKER to XORNA. |

**LEXJ/SDR**

Apt Elev **16'**  
N43 25.6 W003 49.2

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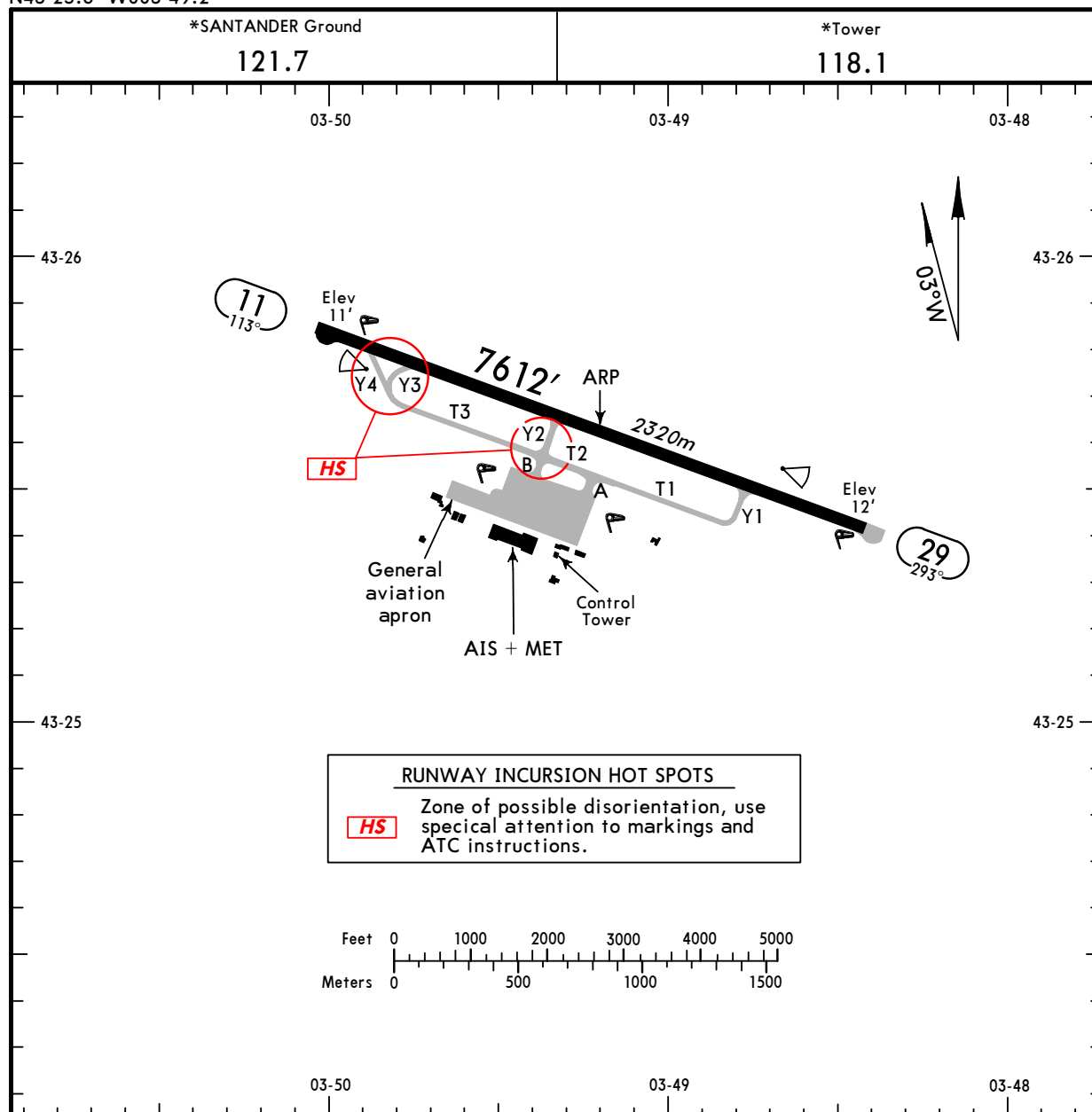
5 MAR 10

**(10-9)**

**Eff 11 Mar**

**SANTANDER, SPAIN**

**SANTANDER**



| ADDITIONAL RUNWAY INFORMATION |                                                |  |                |                               |             |
|-------------------------------|------------------------------------------------|--|----------------|-------------------------------|-------------|
| RWY                           |                                                |  | USABLE LENGTHS |                               | WIDTH       |
|                               |                                                |  | Threshold      | LANDING BEYOND<br>Glide Slope |             |
| 11<br>29                      | HIRL (50m) CL (15m) REIL PAPI (angle 3.0°) RVR |  |                | 6565' 2001m                   | 148'<br>45m |
|                               |                                                |  |                |                               |             |

**1 TAKE-OFF RUN AVAILABLE**

**RWY 11:**

From rwy head 7612'(2320m)  
twy Y3 int 6155'(1876m)

**RWY 29**

From rwy head 7612'(2320m)  
twy Y1 int 5184'(1580m)

**Standard**

**TAKE-OFF 1**

| All Rwys             |                          |                        |         |                       |                       |
|----------------------|--------------------------|------------------------|---------|-----------------------|-----------------------|
| 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 |
| 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.

**LEXJ/SDR**

**JEPPESEN**  
 17 APR 09 **10-9X**
**JAA MINIMUMS**  
**SANTANDER, SPAIN**  
 SANTANDER

| STRAIGHT-IN RWY |     | A                    | B                    | C                    | D                    |
|-----------------|-----|----------------------|----------------------|----------------------|----------------------|
| 11              | VOR | <b>760'</b> (749')   | <b>760'</b> (749')   | <b>760'</b> (749')   | <b>760'</b> (749')   |
|                 |     | <b>R1500m</b>        | <b>R1500m</b>        | <b>R2000m</b>        | <b>R2000m</b>        |
|                 | NDB | <b>1100'</b> (1089') | <b>1100'</b> (1089') | <b>1100'</b> (1089') | <b>1100'</b> (1089') |
|                 |     | <b>R1500m</b>        | <b>R1500m</b>        | <b>R2000m</b>        | <b>R2000m</b>        |
| 29              | ILS | <b>327'</b> (315')   | <b>339'</b> (327')   | <b>347'</b> (335')   | <b>358'</b> (346')   |
|                 |     | <b>R1200m</b>        | <b>R1200m</b>        | <b>R1200m</b>        | <b>R1200m</b>        |
|                 | LOC | <b>1620'</b> (1608') | <b>1620'</b> (1608') | <b>1620'</b> (1608') | <b>1620'</b> (1608') |
|                 |     | <b>R1500m</b>        | <b>R1500m</b>        | <b>R2000m</b>        | <b>R2000m</b>        |
|                 | VOR | <b>1800'</b> (1788') | <b>1800'</b> (1788') | <b>1800'</b> (1788') | <b>1800'</b> (1788') |
|                 |     | <b>R1500m</b>        | <b>R1500m</b>        | <b>R2000m</b>        | <b>R2000m</b>        |
|                 |     | <b>1800'</b> (1788') | <b>1800'</b> (1788') | <b>1800'</b> (1788') | <b>1800'</b> (1788') |
|                 |     | <b>R1500m</b>        | <b>R1500m</b>        | <b>R2000m</b>        | <b>R2000m</b>        |

| CIRCLE-TO-LAND | 100 KT                            | 135 KT               | 180 KT               | 205 KT               |
|----------------|-----------------------------------|----------------------|----------------------|----------------------|
|                | <b>1620'</b> (1604') <sup>❶</sup> | <b>2010'</b> (1994') | <b>2500'</b> (2484') | <b>2500'</b> (2484') |
|                | V1500m <sup>❷❸</sup>              | V1600m               | V2400m               | V3600m               |

❶ After VOR 11: 820'(804').

❷ After VOR 29: 1800'(1784').

❸ After NDB 11: 1100'(1084').

**TAKE-OFF RWY 11, 29**

| LVP must be in Force |                          |                          |                   |
|----------------------|--------------------------|--------------------------|-------------------|
| RL & CL              | RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A                    |                          |                          |                   |
| B                    | 200m                     | 250m                     | 400m              |
| C                    |                          |                          | 500m              |
| D                    | 250m                     | 300m                     |                   |

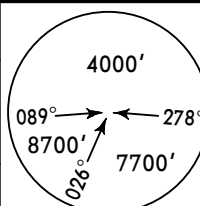
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**SANTANDER**

**JEPPesen**  
17 APR 09 **(11-1)**

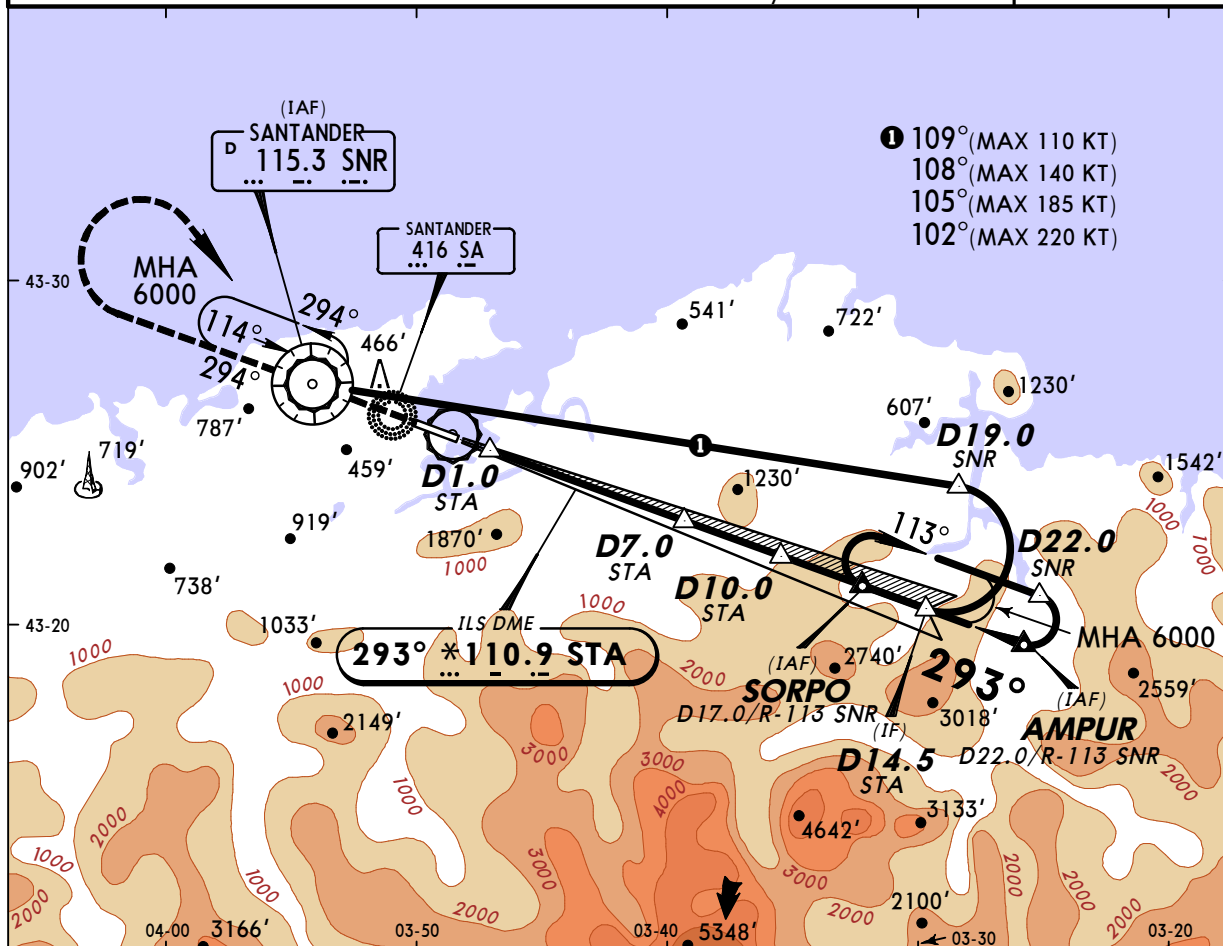
**SANTANDER, SPAIN**  
**ILS Rwy 29**

BRIEFING STRIP

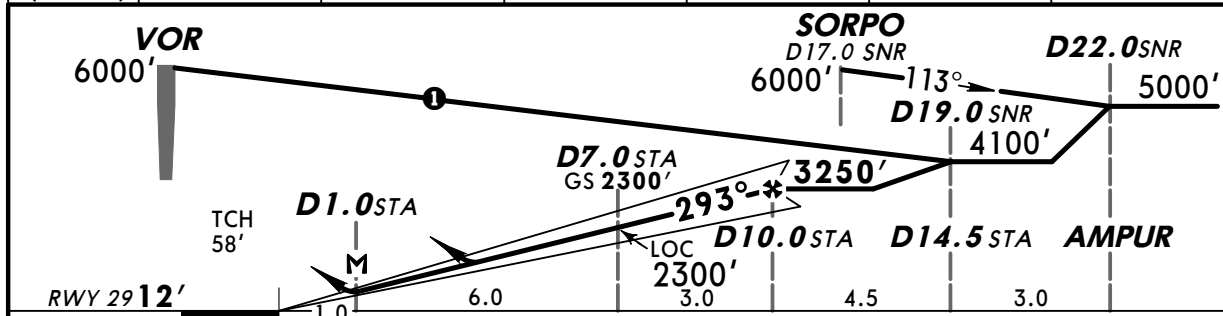
|                                                                                                                     |                           |                                            |                                      |                        |  |
|---------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------------|--------------------------------------|------------------------|--|
| *SANTANDER Approach<br>118.37                                                                                       |                           | *SANTANDER Tower<br>118.1                  |                                      | *Ground<br>121.7       |  |
| LOC<br>STA<br>*110.9                                                                                                | Final<br>Apch Crs<br>293° | GS<br>D7.0 STA<br>2300' (2288')            | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 16'<br>RWY12' |  |
| MISSED APCH: Climb to VOR. Proceed on R-294 to 4000', then turn<br>RIGHT to VOR climbing to 6000' and join holding. |                           |                                            |                                      |                        |  |
| Alt Set: hPa                                                                                                        |                           | Rwy Elev: 0 hPa                            |                                      | Trans level: By ATC    |  |
| 1. Racetrack restricted to MAX 220 KT.                                                                              |                           | 2. ILS DME reads zero at rwy 29 threshold. |                                      | Trans alt: 6000'       |  |



MSA  
SNR VOR



| LOC (GS out) | STA DME  | 5.0   | 6.0   | 7.0   | 8.0   | 9.0   |
|--------------|----------|-------|-------|-------|-------|-------|
|              | ALTITUDE | 1660' | 1980' | 2300' | 2620' | 2940' |



|                                |     |     |     |     |     |     |           |           |       |           |
|--------------------------------|-----|-----|-----|-----|-----|-----|-----------|-----------|-------|-----------|
| Gnd speed-Kts                  | 70  | 90  | 100 | 120 | 140 | 160 |           |           |       |           |
| ILS GS or LOC Desc Angle 3.00° | 377 | 485 | 539 | 647 | 755 | 862 |           |           |       |           |
| MAP at D1.0 STA                |     |     |     |     |     |     |           |           |       |           |
|                                |     |     |     |     |     |     | REIL PAPI | SNR 115.3 | 4000' | SNR 115.3 |
|                                |     |     |     |     |     |     |           |           |       | R-294     |

| Standard                                                                                         |           | STRAIGHT-IN LANDING RWY 29 |  | CIRCLE-TO-LAND |                            |
|--------------------------------------------------------------------------------------------------|-----------|----------------------------|--|----------------|----------------------------|
| ILS                                                                                              |           | LOC (GS out)               |  |                |                            |
| DA(H) A: <b>327'</b> (315') C: <b>347'</b> (335')<br>B: <b>339'</b> (327') D: <b>358'</b> (346') |           | DA(H) <b>1620'</b> (1608') |  | Max Kts        | MDA(H) VIS                 |
| A                                                                                                | RVR 1400m | CMV 5000m                  |  | 100            | <b>1630'</b> (1614') 5000m |
| B                                                                                                | RVR 1500m |                            |  | 135            | <b>2010'</b> (1994') 5000m |
| C                                                                                                |           |                            |  | 180            |                            |
| D                                                                                                | RVR 1600m |                            |  | 205            | <b>2500'</b> (2484') 5000m |

PANS OPS 4

CHANGES: Circling MDA(H) CAT C & D.

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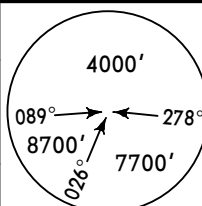
**LEXJ/SDR**  
**SANTANDER**

**JEPPESEN**  
17 APR 09 **(13-1)**

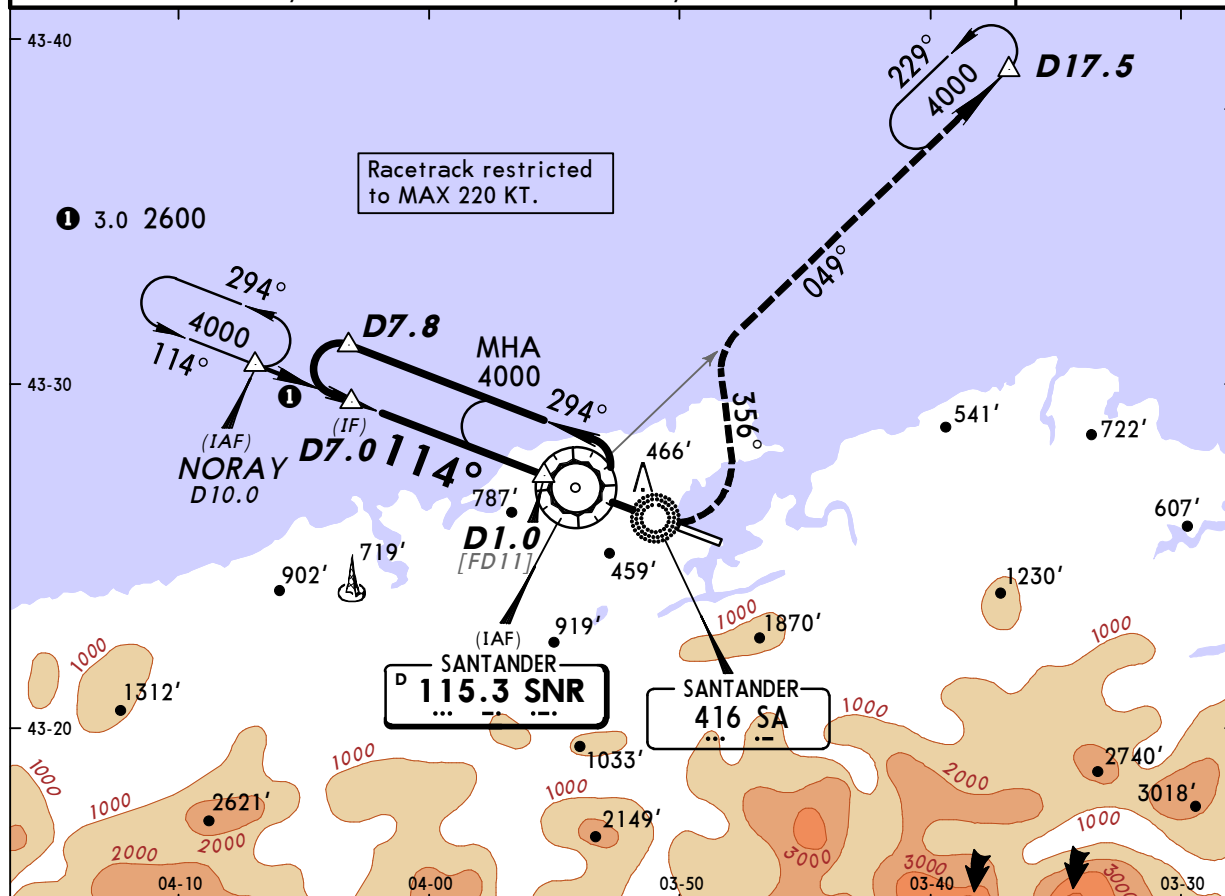
**SANTANDER, SPAIN**  
**VOR Rwy 11**

BRIEFING STRIP

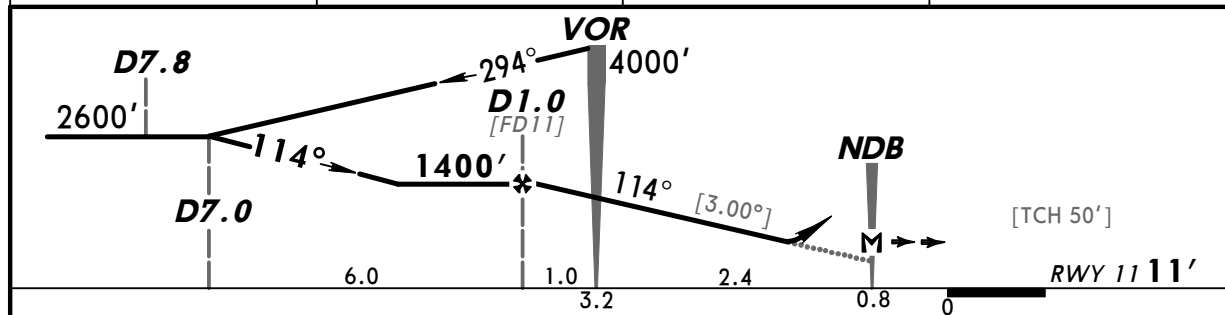
|                                                                                                                                    |                                  |                                                    |                             |                                          |  |
|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------------------------------------------|-----------------------------|------------------------------------------|--|
| *SANTANDER Approach<br><b>118.37</b>                                                                                               |                                  | *SANTANDER Tower<br><b>118.1</b>                   |                             | *Ground<br><b>121.7</b>                  |  |
| VOR<br>SNR<br><b>115.3</b>                                                                                                         | Final<br>Apch Crs<br><b>114°</b> | Minimum Alt<br><b>D1.0</b><br><b>1400'</b> (1389') | DA(H)<br><b>760'</b> (749') | Apt Elev<br><b>16'</b><br>RWY <b>11'</b> |  |
| <b>MISSED APCH: Turn LEFT onto 356° to intercept and follow R-049 to D17.5 climbing to 4000' and join holding, or as directed.</b> |                                  |                                                    |                             |                                          |  |
| Alt Set: hPa                                                                                                                       |                                  | Rwy Elev: 0 hPa                                    |                             | Trans level: By ATC                      |  |
|                                                                                                                                    |                                  |                                                    |                             | Trans alt: 6000'                         |  |



MSA  
SNR VOR



|          |                |       |               |
|----------|----------------|-------|---------------|
| SNR VOR  | 1.0 BEFORE SNR | 0.0   | 1.0 AFTER SNR |
| ALTITUDE | 1400'          | 1090' | 770'          |



|               |       |     |     |     |     |     |     |  |
|---------------|-------|-----|-----|-----|-----|-----|-----|--|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |     |  |
| Descent angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |  |
| MAP at NDB    |       |     |     |     |     |     |     |  |

| Standard |           |  |  | STRAIGHT-IN LANDING RWY 11 |  |  |  | CIRCLE-TO-LAND |        |  |       |
|----------|-----------|--|--|----------------------------|--|--|--|----------------|--------|--|-------|
|          |           |  |  | DA(H) <b>760'</b> (749')   |  |  |  | Max Kts        |        |  |       |
| A        | RVR 1500m |  |  |                            |  |  |  |                | MDA(H) |  | VIS   |
| B        |           |  |  |                            |  |  |  |                | 820'   |  | 1500m |
| C        |           |  |  |                            |  |  |  |                | 2010'  |  | 1600m |
| D        | CMV 2400m |  |  |                            |  |  |  |                | 2500'  |  | 2400m |
|          |           |  |  |                            |  |  |  |                | 2500'  |  | 3600m |

PANS OPS 4

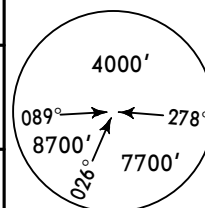
**LEXJ/SDR**  
**SANTANDER**

**JEPPESEN**  
11 SEP 09 (13-2)

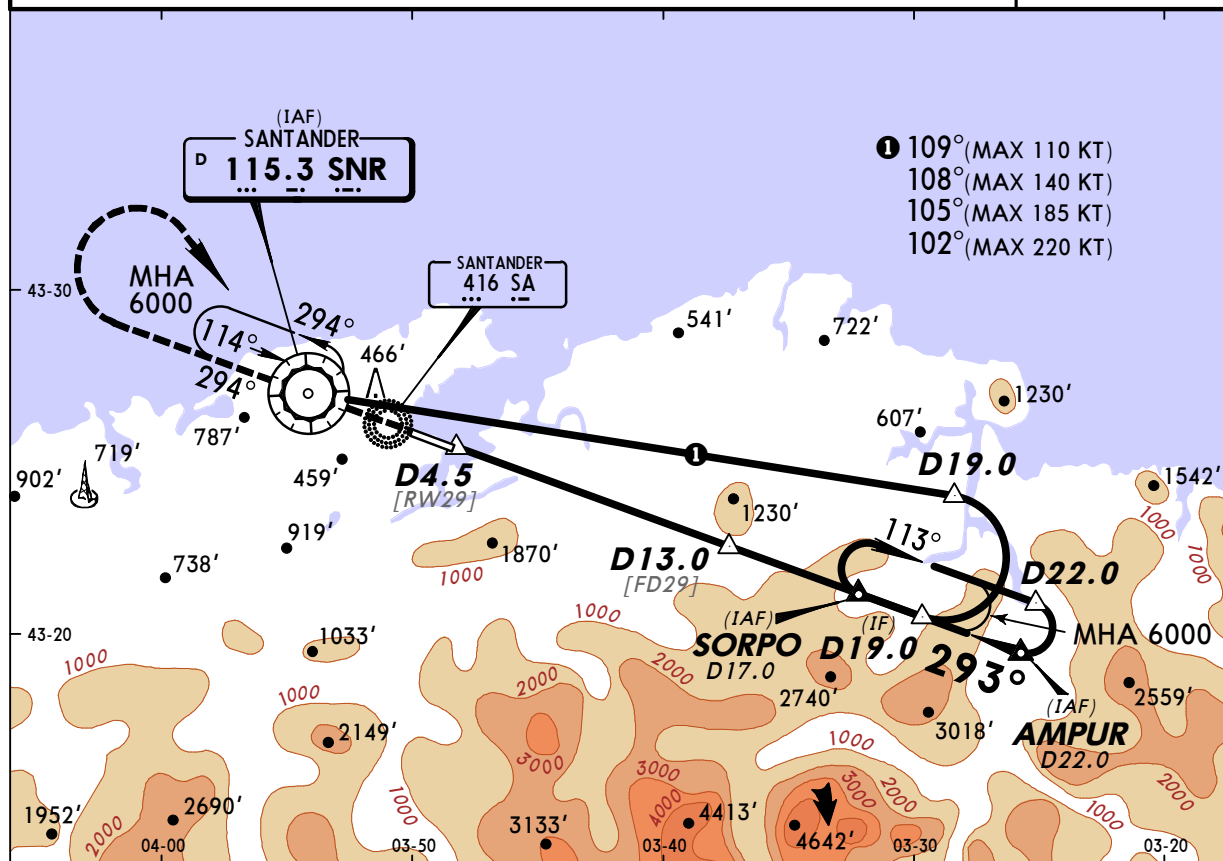
SANTANDER, SPAIN  
VOR Rwy 29

**BRIEFING STRIP™**

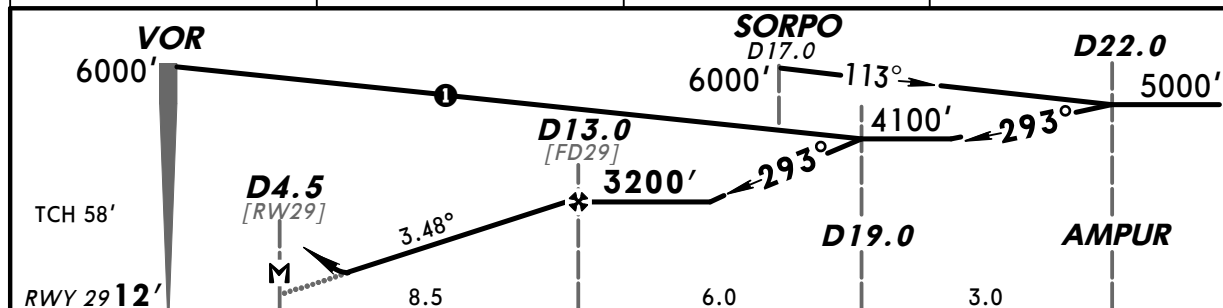
|                                                                                                                         |                                  |                                                     |                               |                         |                                   |
|-------------------------------------------------------------------------------------------------------------------------|----------------------------------|-----------------------------------------------------|-------------------------------|-------------------------|-----------------------------------|
| *SANTANDER Tower (APP)<br><b>118.37</b>                                                                                 |                                  | *SANTANDER Tower<br><b>118.1</b>                    |                               | *Ground<br><b>121.7</b> |                                   |
| VOR<br>SNR<br><b>115.3</b>                                                                                              | Final<br>Apch Crs<br><b>293°</b> | Minimum Alt<br><b>D13.0</b><br><b>3200'</b> (3188') | DA(H)<br><b>1800'</b> (1788') |                         | Apt Elev 16'<br><br><b>RWY12'</b> |
| <b>MISSED APCH: Climb to VOR. Proceed on R-294 to 4000', then turn RIGHT to VOR climbing to 6000' and join holding.</b> |                                  |                                                     |                               |                         |                                   |
| Alt Set: hPa                                                                                                            |                                  | Rwy Elev: 0 hPa                                     | Trans level: By ATC           |                         | Trans alt: 6000'                  |
| Racetrack restricted to MAX 220 KT.                                                                                     |                                  |                                                     |                               |                         |                                   |



MSA  
SNR VOR



|          |       |       |       |
|----------|-------|-------|-------|
| SNR DME  | 10.0  | 11.0  | 12.0  |
| ALTITUDE | 2100' | 2470' | 2840' |



|                            |     |     |     |     |     |     |              |                          |       |                                 |
|----------------------------|-----|-----|-----|-----|-----|-----|--------------|--------------------------|-------|---------------------------------|
| <i>Gnd speed-Kts</i>       | 70  | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI | SNR<br><b>115.3</b><br>↑ | 4000' | SNR<br>on 115.3<br><b>R-294</b> |
| <i>Descent angle 3.48°</i> | 431 | 554 | 616 | 739 | 862 | 985 |              | ↑                        |       |                                 |
| <i>MAP at D4.5</i>         |     |     |     |     |     |     |              |                          |       |                                 |
|                            |     |     |     |     |     |     |              |                          |       |                                 |

## Standard

STRAIGHT-IN LANDING RWY 29

CIRCLE-TO-LAND

|   |           |                            |          |                      |       |
|---|-----------|----------------------------|----------|----------------------|-------|
|   |           | DA(H) <b>1800'</b> (1788') | Max Kts. | MDA(H)               | VIS   |
| A | CMV 5000m |                            | 100      | <b>1810'</b> (1794') | 5000m |
| B |           |                            | 135      | <b>2010'</b> (1994') | 5000m |
| C |           |                            | 180      | <b>2500'</b> (2484') | 5000m |
| D |           |                            | 205      |                      |       |

## PANS OPS 4

**CHANGES:** APP service call sign.

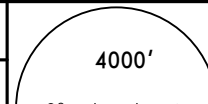
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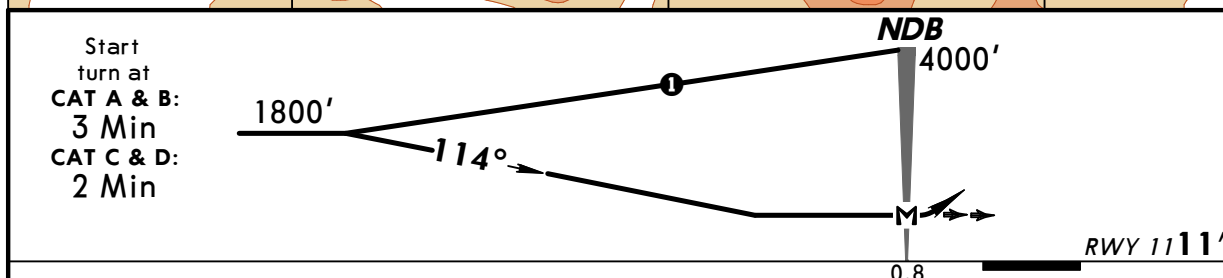
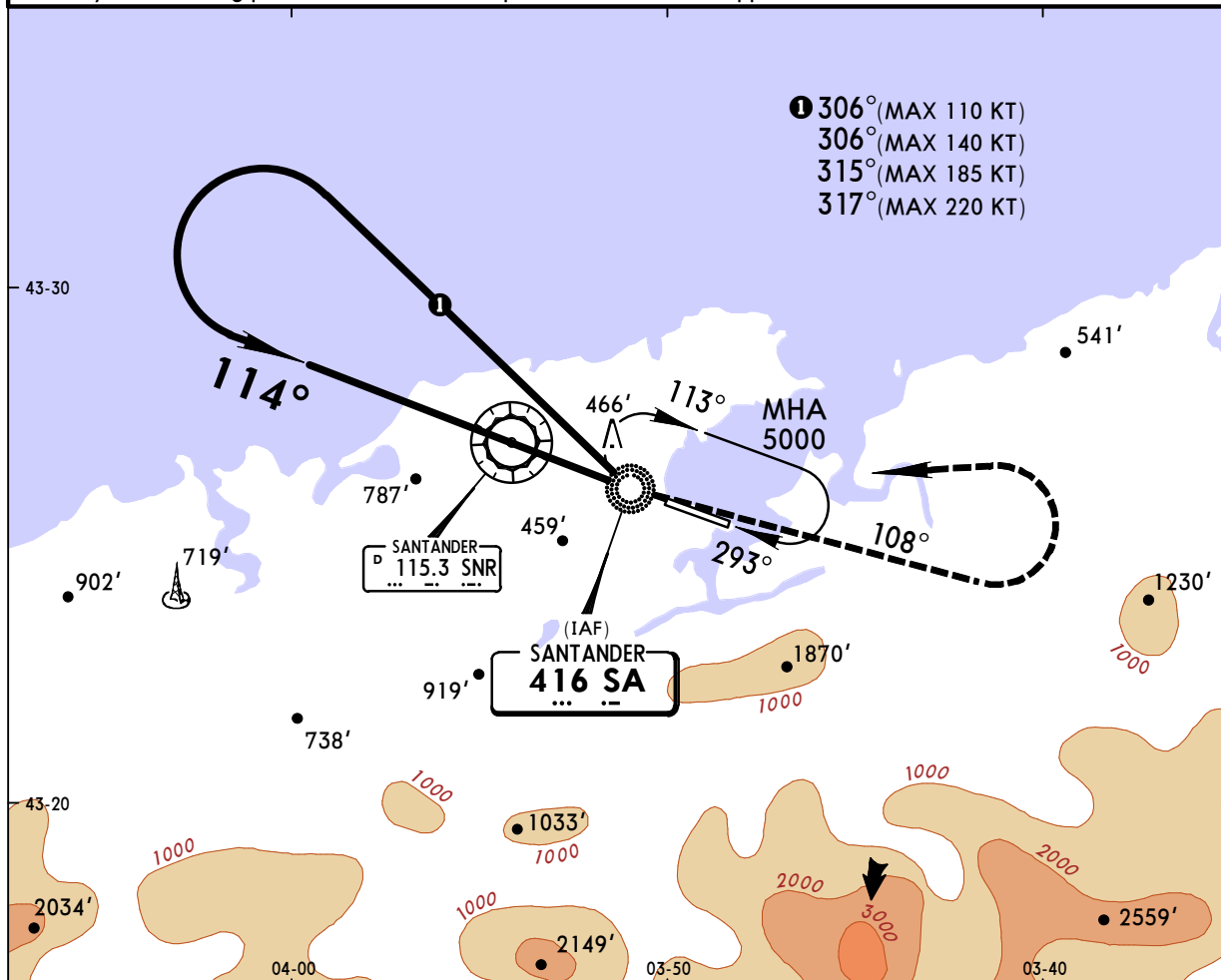
**LEXJ/SDR**  
**SANTANDER**

**JEPPESSEN**  
11 SEP 09 **(16-1)**

**SANTANDER, SPAIN**  
**NDB Rwy 11**

BRIEFING STRIP™

|                                                                                                      |                                  |                                  |                                |                                       |  |                                                                                     |
|------------------------------------------------------------------------------------------------------|----------------------------------|----------------------------------|--------------------------------|---------------------------------------|--|-------------------------------------------------------------------------------------|
| *SANTANDER Tower (APP)<br><b>118.37</b>                                                              |                                  | *SANTANDER Tower<br><b>118.1</b> |                                | *Ground<br><b>121.7</b>               |  |  |
| NDB<br>SA<br><b>416</b>                                                                              | Final<br>Apch Crs<br><b>114°</b> | Minimum Alt<br>No FAF            | MDA(H)<br><b>1100' (1089')</b> | Apt Elev <b>16'</b><br>RWY <b>11'</b> |  |                                                                                     |
| <b>MISSED APCH:</b> Climb on 108° to 2500'. Turn LEFT to NDB climbing to 4000' and join holding.     |                                  |                                  |                                |                                       |  |                                                                                     |
| Alt Set: hPa                                                                                         |                                  | Rwy Elev: 0 hPa                  |                                | Trans level: By ATC                   |  | Trans alt: 6000'                                                                    |
| 1. Entry into holding pattern via sector one prohibited. 2. Final approach track offset 1° from RCL. |                                  |                                  |                                |                                       |  |                                                                                     |



|                                                                                   |  |  |  |  |                              |                          |
|-----------------------------------------------------------------------------------|--|--|--|--|------------------------------|--------------------------|
| Start turn at<br><b>CAT A &amp; B:</b><br>3 Min<br><b>CAT C &amp; D:</b><br>2 Min |  |  |  |  | <b>NDB</b><br>4000'          |                          |
| 1800'      114°                                                                   |  |  |  |  | RWY 11 111'                  |                          |
| MAP at NDB                                                                        |  |  |  |  | REIL PAPI      2500' on 108° |                          |
| <b>Standard</b> STRAIGHT-IN LANDING RWY 11                                        |  |  |  |  | CIRCLE-TO-LAND               |                          |
| MDA(H) <b>1100' (1089')</b>                                                       |  |  |  |  | Max Kts      MDA(H)      VIS |                          |
| CMV 5000m                                                                         |  |  |  |  | 100                          | 1110' (1094')      5000m |
|                                                                                   |  |  |  |  | 135                          | 2010' (1994')      5000m |
|                                                                                   |  |  |  |  | 180                          | 2500' (2484')      5000m |
|                                                                                   |  |  |  |  | 205                          |                          |

PANS OPS 4