LEST AD 2 AERODROME DATA

LEST AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LEST - SANTIAGO/Rosalía de Castro

LEST AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP	425347N 0082455W. See AD 2-LEST ADC.
2	Distance and direction from the city	10 km NE.
3	Elevation	369 m / 1211 ft.
4	Geoid undulation	49.54 m ± 0.05 m (1).
5	Reference temperature	25°C.
6	Low average temperature	7°C.
7	Magnetic variation	1°W (2025).
8	Annual change	10.5'E.
9	AD administration	CIV: Aena. MIL: Ejército del Aire y del Espacio.
10	Address	CIV: Aeropuerto de SANTIAGO/Rosalía de Castro, Lavacolla, s/n. 15820 Santiago de Compostela (A Coruña). MIL: Aeródromo militar de Santiago, Lavacolla, s/n. 15820 Santiago de Compostela (A Coruña).
11	TEL	CIV: +34-981 547 561/0/3 MIL: +34-981 897 402
12	FAX	CIV: +34-981 547 564 MIL: +34-981 897 410
13	AFTN	LEST
14	E-mail	CIV: listascqcoordinacion@aena.es MIL: amsan@ea.mde.es
15	Approved traffic	IFR/VFR.
16	Remarks	(1) For all AD points. SITA: SCQOPYA.

LEST AD 2.3 OPERATIONAL HOURS

1	Airport	CIV: H24. MIL (1) (2): V: MON-THU: 0600-1230, FRI: 0600-1200; I: MON-THU: 0700-1330, FRI: 0700-1300.
2	Customs and Immigration	H24.
3	Health and Sanitation	See item 5 and GEN 1.4.
4	AIS/ARO/OPV	H24 (3)
5		

	MET briefing	H24.
6	ATS	H24.
7	Fuelling	(4).
8	Handling	H24.
9	Security	H24.
10	De-icing	H24.
11	Remarks	(1) Exceptions: • Spanish military aircraft acting under specific orders and instructions from the corresponding Command. • NATO Integrated Air and Missile Defence System (NATINAMDS). (2) Other hours on request. It is compulsory for foreign state/military aircraft to request PPR at least 72 hours in advance to: • FAX +34-981 897 410 or • E-mail: amsan@ea.mde.es (3) Centralised ARO office geographical area 1. • TEL: +34-918 603 556 +34-672 344 412 (only for communications contingency). • E-mail: arocentralizada@enaire.es • AFTN flight plan management LEST: LESTZPZX. Centralised AIO Office - International NOTAM Office • TEL: +34-913 213 137/138 • E-mail: unof@enaire.es • (4) SLCA H24.

LEST AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo facilities	No limitations.
2	Fuel types	100LL, JET A-1.
3	Oil types	AEROSHELL 100.
4	Refuelling capacity	No limitations.
5	De-Icing facilities	Service provided by handling operator with hot water and glycol equipment. See item 20: Local regulation, Aircraft de-icing.
6	Hangar space	No.
7	Repair facilities	No.
8	Remarks	MIL: GPU: Unit of AC (up to 100 KVA) and CC (up to a peak of 2500 A / permanent 1000 A). (1) Telephone numbers for fuel supply requests: • SLCA: TEL: +34-981 547 819 It is mandatory to have a handling agent for all operations, non-commercial operations included, except for aircraft parked on the military apron, rescue flights , State flights and flights providing a service to the Comunidades Autonomas and other local authorities whenever they are providing non-commercial public services. In arrival operations, passengers and crews must wait for their handling agent. Ramp agents:

8		SOUTH • TEL: +34-981 547 892 / 878 +34-699 282 045 • FAX: +34-981 596 498 • E-mail: scqki@southeu.com ; scqkq@southeu.com • SITA: SCQKQIB; SCQKIIB • AVIAPARTNER • TEL: +34-652 907 397 • E-mail: scq.ops@aviapartner.aero • SITA: SCQAOXH, SCQAPXH Ramp agents may attend both commercial aviation and general aviation. Ramp agents (General Aviation): UNITED AVIATION SERVICES, S.L. SANTIAGO (LEST/SCQ) • TEL: +34-913 936 775 (OCC) +34-634 527 705 (H24) • E-mail: ops.galicia@unitedaviation.es ; ops@unitedaviation.es (OCC) • Website: www.unitedaviation.es • SITA: MADSPCR • GESTAIR • TEL: +34-660 387 629 • E-mail: mparga@gestair.es • SKY VALET • TEL: +34-916 782 648 (H24) • E-mail: fbo.lest@skyvalet.com , occ@skyvalet.com (H24) • Web: www.skyvalet.com • SITA: MADSKXH Handling agent (General aviation): AVIATION HANDLING • TEL: +34-986 498 804 ;+34-615 163 846 • FAX: +34-986 486 426 • E-mail: ops@aviationhandling.net • SITA: No.

LEST AD 2.5 PASSENGER FACILITIES

1	Hotels	No.
2	Restaurant	Yes.
3	Transportation	CIV:Buses, taxis and hire cars. MIL: Crew minibus O/R.
4	Medical facilities	First aid. (1)
5	Bank/Post Office	Cash dispenser / Post box.
6	Tourist information	Yes.
7	Remarks	(1) Request for availability to the Airport Coordination Center. • TEL: +34-981 547 561/0/3 • E-mail: listascqcoordinacion@aena.es

LEST AD 2.6 RESCUE AND FIREFIGHTING SERVICES

1		

	Fire category	7. (1)
2	Rescue equipment	In accordance with the fire category published.
3	Removal of disabled aircraft	Tractors and push-back bars belonging to the handling companies. Lifting bags up to 31 TM, debogging equipment with capacity up to 40 TM, aircraft hoisting equipment with capacity up to 30 TM. Service commitment from local companies that are able to handle loads up to 500 TM. (2)
4	Remarks	Operational objective of response time up to RWY 17/35 end less than 2 MIN. (1) 8 and 9 on request. See item 20, "Procedure for the request of fire category on demand". (2) Contact with the Airport Coordination Center for the transport of aircraft out of service. • TEL: +34-981 547 561/0/3 • E-mail: listascqcoordinacion@aena.es

LEST AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	One snowplough vehicle with 4000 mm scoop and 5 m3. urea spreader.
2	Clearance priorities	Runway, TWY E3, apron P4, apron taxiways and stands in contact with the terminal and rest of the movement área.
3	Use of material for movement area surface treatment	Potassium acetate (KAC) and urea (UREA).
4	Specially prepared winter runways	Not applicable.
5	Remarks	Period of application of snow plan: 01-NOV to 31-MAR. Runway surface condition assessment and reporting in accordance with the Global Reporting Format (GRF) methodology described in AD 1.2.2. Aerodrome in service during all seasons of the year.

LEST AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron	Surface: Concrete and asphalt. Strength: P1: PCN 74/R/A/W/T P2: PCN 44/F/B/W/T P3: PCN 69/R/A/W/T P4: PCN 46/R/A/W/T
2	Taxiways	Width: 23 m, except T (BTN E2 & E3): 46 m. Surface: Asphalt. Strength: D1: PCN 74/R/A/W/T. • D2: PCN 52/F/B/W/T. • D3: PCN 115/F/A/W/T. • D4: PCN 115/F/A/W/T. • E1: PCN 74/F/A/W/T. • E2: PCN 92/F/A/W/T. • E3: PCN 92/F/A/W/T. • E4: PCN 56/F/B/W/T. • R: PCN 115/F/A/W/T. • T (BTN E1 & D1): PCN 135/F/A/W/T. • T (BTN D1 & E2): PCN 52/F/B/W/T. • T (BTN E2 & D3): PCN 44/F/A/W/T. • T (BTN D3 & E4): PCN 56/F/B/W/T. • Y: PCN 32/R/A/W/T.

2		• Z: PCN 52/F/B/W/T.
3	Check locations	Altimeter: Apron P1: 361 m / 1184 ft. Apron P3: 365 m / 1196 ft. Apron P4: 368 m / 1207 ft. VOR: No. INS: See AD 2-LEST PDC.
4	Remarks	None.

LEST AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Taxiing guidance system	Runway-holding positions, stop bars, stands, intermediate holding positions, pre-threshold area, LGTD mandatory instruction and information signs, runway guard lights, visual docking guidance systems at parking stands.
2	RWY markings	Displaced thresholds, designators, centre line, touchdown zone, aiming point and side stripe.
3	TWY markings	Centre line, edge. E1, E2, E3, E4, D1, D2, D3, D4, R, T and Y: edge reflective markers.
4	Remarks	Apron markings by means of reflective markers.

LEST AD 2.10 AERODROME OBSTACLES

1	Obstacles in Approach, Take-Off Climb, Conical, Inner Horizontal, Transitional, Inner Transitional and Balked Landing Surfaces established in ICAO Annex 14; and the areas 2A and 3 established in ICAO Annex 15. Those penetrating these surfaces are identified in the CSV file as "Relevante_Relevant = Si/Yes".	See Item 10 and Data Set section.
2	Remarks	See AD 2-LEST AOC.

LEST AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	MET office	Santiago EMAe.
2	HR	H24.
3	METAR	Half-hourly.
4	TAF	24HR.
5	TREND	Yes.
6	Briefing	In person and by telephone.
7	Flight documentation/Language	Charts and plain language / Spanish.
8	Charts	Forecast significant, wind and temperature at altitude maps.
9	Supplementary equipment	Cloud and lightning image and radar information display.
10	ATS unit served	TWR, APP.
11	Additional information	Santander OMAe (LESD): H24 • TEL: +34-942 392 464 Santiago EMAe: H24

11		• TEL: +34-981 599 160
12	Remarks	Aerodrome climatological summary available. Aerodrome warnings available. There is a meteorological station sited at 4253N 00831W, near the AD area, which launches observation balloons weekly, on Tuesdays from 0630 to 0745. See ENR 5.3. Aerodrome MET guide available

LEST AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

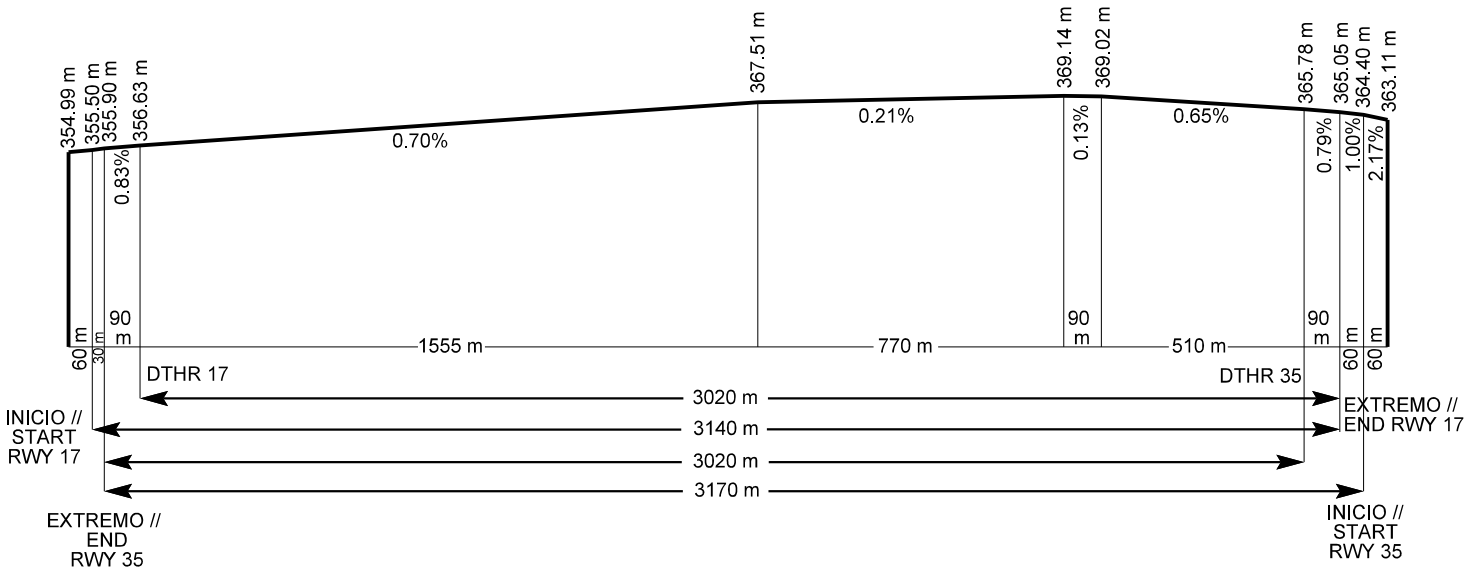
RWY	Direction	DIM (m)	THR PSN	THR/TDZ ELEV	SWY (m)	CWY (m)	Strip (m)	OFZ	RESA (m)	RWY/SWY SFC PCN
17 (1) (2)	166.15° GEO 167° MAG	3140 x 45	425438.73N 0082511.90W	THR: 356.6 m / 1170 ft TDZ: 364.0 m / 1194 ft	No	120 x 150	3260 x 280 (5)	Yes	150 x 90 (6)	RWY: ASPH (7) SWY: No
35 (3) (4)	346.16° GEO 347° MAG	3170 x 45	425306.51N 0082440.98W	THR: 365.8 m / 1200 ft TDZ: 369.1 m / 1211 ft	No	90 x 150	3290 x 280 (5)	No	115 x 90 (6)	RWY: ASPH (7) SWY: No

Remarks:

(1) DTHR 17 120 m. Coordinates of the beginning of the take-off run: 425442.51N 0082513.16W.
(2) End RWY 17 coordinates: 425303.68N 0082440.03W.
(3) DTHR 35 150 m. Coordinates of the beginning of the take-off run: 425301.79N 0082439.39W.
(4) End RWY 35 coordinates: 425441.57N 0082512.85W.
(5) Grass soil.
(6) Asphaltic concrete and grass soil.
(7) :

- From DTHR 17: PCN 130/F/A/W/T from 0 m to 630 m.
- PCN 64/F/C/W/T from 630 m to 750 m.
- PCN 89/F/A/W/T from 750 m to 3220 m.

12.1 PROFILE



LEST AD 2.13 DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
17 (1) (2)	3140	3260	3140	3020
35 (3) (4)	3170	3260	3170	3020
17 INT E2	1838	1958	1838	—
17 INT E3	1554	1674	1554	—
35 INT E2	1294	1384	1294	—
35 INT E3	1578	1668	1578	—

Remarks:

(1) See note 1 in AD 2.12.
(2) See note 2 in AD 2.12.
(3) See note 3 in AD 2.12.
(4) See note 4 in AD 2.12.

LEST AD 2.14 APPROACH AND RUNWAY LIGHTING

1	Runway	17
2	Approach	Precision CAT II/III, 900 m LIH.
3	PAPI (MEHT)	3° (15.66 m / 51 ft). (1)
4	Threshold	Green with wing bars.
5	Touchdown zone	900 m.
6	Runway centre line	3080 m: 2180 m white + 600 m red/white + 300 m red. LIH. Distance between lights: 15 m.
7	Runway edge	3200 m: 120 m red + 2480 m white + 600 m yellow. LIH. Distance between lights: 50 m.
8		

	Runway end	Red.
9	Stopway	No.
10	Remarks	All systems equipped with LED lighting. (1) PAPI not suitable for B747 and A333 aircraft.

1	Runway	35
2	Approach	Precision CAT I, 420 m LIH (1). Threshold identification lights.
3	PAPI (MEHT)	3° (16.97 m / 56 ft). (2)
4	Threshold	Green.
5	Touchdown zone	No.
6	Runway centre line	3050 m: 2150 m white + 600 m red/white + 300 m red. LIH. Distance between lights: 15 m.
7	Runway edge	3200 m: 150 m red + 2450 m white + 600 m yellow. LIH. Distance between lights: 50 m.
8	Runway end	Red.
9	Stopway	No.
10	Remarks	All systems equipped with LED lighting. (1) Approach lighting system in provisional configuration due to deviations in its installation, consisting of non-compliance with the spacing distances of several barrettes and the total length of the current approach lighting system. (2) PAPI not suitable for B747 aircraft.

LEST AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN	No.
2	WDI	1 near DTHR 17 and 1 near DTHR 35. LGTD
3	TWY lighting	E1, E2 E3, E4, D1, D2, D3, D4, R, T and Y: Centre line. (1)
4	Apron lighting	14 floodlighting poles. (2)
5	Secondary power supply	Visual aid systems with uninterruptible power supply (UPS + Continuity Group) with a switch-over (light) time of 0 seconds, supported by generator sets with a maximum response time of 15 seconds.
6	Remarks	(1) All systems equipped with LED lighting. (2) All the aprons (P1, P2, P3 and P4) have lighting available by means of floodlighting poles.

LEST AD 2.16 HELICOPTER LANDING AREA

1	Position	Geoid undulation: see item 2. FATO: RWY 17/35. Coordinates THR 17 and THR 35, see item 12. Ground taxiing: TLOF same as RWY 17/35. ARP coordinates, see item 2. Air taxiing: TLOF same as PRKG A6, A7 and A8.
2		

	Elevation	FATO: RWY 17/35. Elevation THR 17 and THR 35, see item 12. Ground taxiing: TLOF same as RWY 17/35. ARP elevation, see item 2. Air taxiing: TLOF same as PRKG A6, A7 and A8.
3	Dimensions, surface, maximum weight, marking	FATO: RWY 17/35. Ground taxiing: TLOF same as RWY 17/35. ARP coordinates, see item 2. Air taxiing: TLOF same as PRKG A6, A7 and A8.
4	Direction	INFO NO AVBL.
5	Declared distances	FATO: RWY 17/35, see item 13.
6	Illumination	No. (1) .
7	Remarks	(1) Apron lighting

LEST AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

1	Designation	CTR SANTIAGO.
2	Lateral limits	430823N 0081635W, 430527N 0081859W, 424207N 0080744W, 423811N 0082928W,430953N 0084012W, 431542N 0083528W,430823N 0081635W.
3	Vertical limits	SFC-3000 ft AMSL.
4	Airspace class	D.
5	Unit Language	SANTIAGO APP. ES/EN.
6	Transition altitude	1850 m / 6000 ft.
7	Hours of applicability	H24.

1	Designation	ATZ SANTIAGO.
2	Lateral limits	Circle radius 8 km centred on ARP (1).
3	Vertical limits	SFC-3000 ft HGT (2).
4	Airspace class	D.
5	Unit Language	SANTIAGO TWR. ES/EN.
6	Transition altitude	-
7	Hours of applicability	H24.
8	Remarks	(1) Or the ground visibility, whichever is lower. (2) Or up to the cloud ceiling, whichever is lower.

LEST AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

1	Service	APP	TWR	ATIS	D-ATIS
2	Call sign	Santiago APP	Santiago TWR	Santiago Information	Santiago Information
3	FREQ	120.200 MHz 118.200 MHz 257.800 MHz			

3		363.200 MHz	118.755 C 121.705 C 121.500 MHz 243.000 MHz	127.755 C	NIL
4	HR	H24 H24 H24 H24	H24 H24 H24 H24	H24	H24
5	Remarks	 MIL MIL	 GMC EMERG EMERG		Provision of ATIS information via data link.

LEST AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Facility (VAR)	ID	FREQ	HR	Coordinates	ELEV/DME	Remarks
DVOR (1° W)	STG	116.400 MHz	H24	425536.8N 0082531.4W		R-071 COV AVBL: • FL100 at 50 NM (ROXER); • FL120 at 56 NM; • FL130 at 60 NM (overlap with VES).
DME	STG	CH 111X	H24	425536.1N 0082531.2W	390 m	R-071 COV AVBL: • FL100 at 50 NM (ROXER); • FL120 at 56 NM; • FL130 at 60 NM (overlap with VES).
LOC 17 ILS CAT III (1° W)	IGO	110.300 MHz	H24	425254.1N 0082436.8W		167° MAG / 394 m FM THR 35; COV 25 NM AVBL a 4000 ft BTN +/- 10° FM RCL
GP 17	—	335.000 MHz	H24	425430.4N 0082503.9W		3°; RDH 17.5 m at 294 m FM THR 17 & 115 m FM RCL to the left on direction APCH.
ILS/DME 17	IGO	CH 40X	H24	425430.4N 0082503.9W	360 m	REF DME THR 17, COV 17 NM at 3200 ft AVBL BTN 18° left & 35° right FM RCL.
L (1°W)	SO	390.000 kHz	H24	425808.8N 0082622.8W		347° MAG / 6679 m FM THR 17; COV 30 NM.
LOC 35 ILS CAT I (1° W)	ISO	111.500 MHz	H24	425447.0N 0082514.7W		347° MAG / 263 m FM THR 17.
GP 35	—	332.900 MHz	H24	425317.5N 0082439.2W		3°; RDH 19 m at 318 m FM THR 35 & 120 m FM RCL to the right on direction APCH. It may not be received FLY-UP indications up to bottom BLW GP FM 2° at right of RCL.
ILS/DME 35	ISO	CH 52X	H24	425317.4N 0082439.6W	372 m	REF DME THR 35.

LEST AD 2.20 LOCAL AERODROME REGULATIONS

20.1 ILS CATEGORY II AND III OPERATIONS

RWY 17, subject to service availability of the appropriate approach and landing aids, is suitable for carrying out CAT II and III operations by those air operators whose operational minima have been approved by the civil aeronautical authority.

20.2 MINIMUM RUNWAY OCCUPANCY TIME

DEPARTURES: Pilots shall be ready for departure when they reach the runway holding position whenever possible. When clearance to line up is received, pilots must be ready to taxi and line up on the runway as soon as the preceding aircraft has started its take-off run. Pilots who require additional separation (because of wake turbulence or for some other reason), shall notify ATC as soon as possible, and always before entering the runway. Pilots shall start the take-off run immediately after receiving clearance for take-off. Pilots who cannot comply with this requirement shall inform ATC as soon as possible and await instructions. If necessary, ATC may cancel the clearance and instruct the aircraft to vacate the runway.

20.3 ATC PROCEDURES

20.3.1 REQUEST FOR ATC CLEARANCE AND START-UP VIA DATA LINK

Pilots may request ATC clearance and permission to start up on the corresponding frequency.

In addition, at SANTIAGO/Rosalía de Castro Airport, DCL departure procedures are applied for the ATC and start-up clearance services. For more information about the DCL service, see AIP ENR 1.5, section 3. DEPARTING FLIGHTS: ATC and start-up clearance via data link.

In cases of discrepancies, voice commands will always prevail over data link.

The pilot may request ATC clearance via DCL no earlier than 30 minutes before the EOBT.

The pilot shall request ATC and start-up clearance simultaneously via RCD. The RCD message should contain the following data:

1. Aircraft call sign according to the submitted flight plan (FPL).
2. Aerodrome of origin.
3. Stand occupied.
4. Destination aerodrome.
5. Letter corresponding to the ATIS information received.
6. ICAO aircraft type designator.

Any free text sent via the RCD by the pilot will not be considered by ATC. Special requests must always be made via voice command.

- The pilot will receive a message of acceptance, "RCD RECEIVED", or cancellation, "RCD REJECTED".
- In the case of acceptance, ATC will issue a CLD message with the following fields:
  1. Aircraft call sign.
  2. Destination aerodrome.
  3. Runway assigned for departure.
  4. Departure procedure (SID). Note: The initial altitude will be that of the published SID.
  5. SSR code mode A (SQUAWK).
  6. CTOT, if one is held.
  7. Next frequency.
  8. Letter of the current ATIS information.
  9. Additional information, which shall include clearance to start up or instructions for requesting this, in the case of failure to comply with the start-up approval parameters in accordance with the EOBT.
- When an RCD message is sent in the valid range of EOBT, ATC and start-up clearance will be received. If the pilot is not ready for start-up, he/she shall not accept the clearance and shall contact the controller by voice when ready.
- When an FSM message of the type "REVERT TO VOICE PROCEDURES" is received, data link communication will be terminated and the revert to voice procedure shall apply.
- When a CLD message is received:
  A. If any inconsistency is detected in the received message, the pilot shall revert to voice procedures and request a new

clearance.
B. If the pilot considers the CLD clearance message to be correct, he/she must respond via data link with a CDA message (Departure Clearance Echoback).

- If the ATC system does not receive a CDA message from the pilot within the waiting time, or a CDA inconsistent with the previous CLD message is received, communication via data link will be terminated and a "CDA REJECTED" message will be received in the FMS.
- When a correct CDA message is received, the ATC system will send the aircraft a "CLEARANCE CONFIRMED" message in the FMS and will terminate the communication via data link.

20.3.2 TAKE-OFF FROM INTERSECTION

ATC may authorize take-off from intersections with TWY E2 and E3. Pilots unable to comply with this clearance must notify ATC before reaching these intersections.

20.3.3 STANDARD TAXIING PROCEDURES

a. The management of aircraft movements on the ground is affected by the existence of airfield areas which are not visible from TWR. See AD 2-LEST ADC, GMC and PDC. In these areas, pilots shall proceed with extreme caution while taxiing.

The use of cameras whose location provides a different view for ATC is considered a navigation aid. ATC must not make decisions based only on information from the cameras.

b. All ground movements of aircraft, towed aircraft, persons and vehicles in the manoeuvring area are subject to prior ATC clearance.

All movements of aircraft, towed aircraft, persons and vehicles on the apron shall be regulated by the Apron Safety Regulations.

Avoidance of collisions with other aircraft or obstacles is the responsibility of:

- Pilots, when taxiing on the apron and areas not visible from TWR (see AD 2-LEST GMC).
- Ground handling companies during parking stand exit manoeuvres with push-back, and during towing.
- ATC, within the manoeuvring area.

c. D1, D2, D3, D4, R, Y and Z are considered apron taxiways.

d. Aircraft must report the stand number occupied when requesting start- up clearance from ATC, as well as the ATIS message received.

e. In the stands which are not visible from TWR, the "FOLLOW ME" vehicle must notify ATC when the aircraft is on the assigned stand.

f. ATC will manage ground movements using the intermediate holding positions and stop bars (see AD 2-LEST GMC and PDC).

g. Taxiing routes for helicopters are the same than indicated for the rest of aircraft.

20.3.3.1 ARRIVING AIRCRAFT

Aircraft parked at aprons P1, P2 and PRKG A8, 16, 17 and 18 will be provided with the “FOLLOW ME” guidance vehicle service if the LVP procedures are ACTIVE and RVR < 2000 m in any of the RVR measuring system.

Aircraft parked at PRKG A1, A2, A3, A4, A5, A6, A7, A8, 1, 5, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 31, 32, 33, 34, 41, 42, 43 and 44 will be provided guidance services only by means of markings at the stand.

Aircraft parking at any other stand will not be provided the “FOLLOW ME” guidance vehicle service unless expressly requested by the aircraft or ATC.

Aircraft which after landing exceed E2/E3 must continue taxiing to vacate RWY at the end, unless, ATC indicates otherwise for operational reasons.

Once the aircraft has landed and is about to vacate the RWY, ATC will report the assigned stand.

ATC shall establish priority if a taxiing aircraft coincides with push-back of an aircraft.

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

- PRKG from A1 up to A7 and from 1 up to 3: Taxiing via TWY T and D4.

- PRKG from 4 up to 10. If an aircraft exits the RWY via E4: Taxiing via TWY T, D4 and R. Otherwise taxiing via T, D3 and R.
- PRKG from 11 up to 15: Taxiing via TWY T and D3.
- PRKG A8 and from 16 up to 18: Taxiing via TWY T, D3 and Y. If LVP procedures are active and RVR < 2000 m in any of the RVR measuring system, they shall stay close to TWY Y and wait for the "FOLLOW ME" vehicle which shall guide them to the assigned stand.
- PRKG from 19 up to 26: Taxiing via TWY T.
- PRKG 31 and 33: Taxiing via TWY T.
- PRKG 32 and 34: Taxiing via TWY T, D2 and Z. If the LVP procedures are active and RVR < 2000 m in any of the RVR measuring system, these stands are not assigned.
- P2 apron: Taxiing via TWY T and D2. If the LVP procedures are active and RVR < 2000 m in any of the RVR measuring system, they shall stay close to the intermediate holding position of TWY T with D2 and wait for the "FOLLOW ME" vehicle which shall guide them to apron P2. The P2 apron is for military use and exclusively for cleared aircraft.
- P1 apron: Taxiing via TWY T and D1. Aircraft shall report to ATC when they have left TWY T. If the LVP procedures are active and RVR < 2000 m in any of the RVR measuring system, they shall stay close to TWY D1 and wait for the "FOLLOW ME" vehicle which shall guide them to the assigned stand.

20.3.3.2 DEPARTING AIRCRAFT

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

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

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

- PRKG from A1 up to A7 and from 1 up to 4: Taxiing via TWY D4 and T.
- PRKG from 5 up to 10: If the aircraft is taking off from RWY 17, taxiing via TWY R, D3 and T. For RWY 35, taxiing via TWY R, D4 and T.
- PRKG from 11 up to 15: Taxiing via TWY D3 and T.
- PRKG A8 and from 16 up to 18: Taxiing via TWY Y, D3 and T.
- PRKG from 19 up to 26: Taxiing via TWY T.
- PRKG 31 and 33: Taxiing via TWY T in the event of towed exit and via TWY Z and T in the event of autonomous exit. If the LVP procedures are active and RVR < 1500 m in any of the RVR measuring system, taxiing via Z is not allowed, so only towed exit is allowed.
- PRKG 32 and 34: Taxiing via TWY Z, D2 and T in the event of towed exit and via TWY T in the event of autonomous exit. If the LVP procedures are active and RVR < 1500 m in any of the RVR measuring system, taxiing via Z is not allowed, so only autonomous exit is allowed.
- Apron P2: taxiing via TWY D2 and T.
- Apron P1: taxiing via TWY D1 and T.

20.3.3.3 TAXIING RESTRICTIONS

A. GENERAL

Aircraft classification according to REG. UE 139/2014:

CODE LETTER	WINGSPAN	EXTERNAL WIDTH OF THE MAIN LANDING GEAR
A	Up to 15 m	Up to 4.5 m
B	From 15 m to 24 m (exclusive)	From 4.5 m to 6 m (exclusive)
C	From 24 m to 36 m (exclusive)	From 6 m to 9 m (exclusive)
D	From 36 m to 52 m (exclusive)	From 9 m to 14 m (exclusive)
E	From 52 m to 65 m (exclusive)	From 9 m to 14 m (exclusive)
F	From 65 m to 80 m (exclusive)	From 14 m to 16 m (exclusive)

B. TAXIING

TWY	MAX CODE LETTER	REMARKS
E1	E	Code letter E aircraft shall carry out oversteering on the RWY E1 turn. Code letter E and D aircraft shall carry out oversteering on the E1-T turn.
E2	C	Closed with active LVP and RVR < 2000 m.
E3	C	Closed with active LVP and RVR < 2000 m.
E4	E	Code letter E and D aircraft shall carry out oversteering on the RWY-E4 and E4-T turn.
D1	C (BTN T & APN P1) C (MAX SPAN 31 m) (APN P1)	—
D2	D (MAX SPAN 42.4 m & OMGWS 7.5 m)	—
D3	E (MAX SPAN 60.5 m) (BTN T & R) D (BTN R & PRKG 15)	Code letter E and D aircraft shall carry out oversteering on the T-D3-R turn.
D4	D (BTN TWY T & R) C (BTN R & PRKG 1)	Code letter D aircraft shall carry out oversteering on the T-D4-R turn.
T	E	—
R	E (MAX SPAN 60.5 m)	—
Y	B	—
Z	B	Closed with active LVP and RVR < 2000 m.

The following restrictions apply to aircraft taxiing on TWY T if there are aircraft at the holding positions on TWY E2 or E3.

Code letter of aircraft taxiing on TWY T	Maximum wingspan of aircraft taxiing on TWY T	Maximum aircraft stopped on TWY E2/E3
E	65	FA20 / F2TH (LEN = 20.23 m)
D	52	CRJ2 (LEN = 26.77 m)
C	36	B712 (LEN = 37.80 m)
B	24	A321 (LEN = 44.51 m)
A	15	B762 (LEN = 48.51 m)

C. OPERATION OF CODE LETTER F AIRCRAFT

In SANTIAGO/Rosalía de Castro Airport, the operation of code letter F aircraft is not allowed.

20.4 PROCEDURE FOR THE REQUEST OF FIRE CATEGORY ON DEMAND

SANTIAGO/Rosalía de Castro Airport provides SEI category 7 continuously and 8 or 9 on demand. To operate with category 8 or 9, companies interested must request this via:

- E-mail: listascqcoordinacion@aena.es
- FAX: +34-981 547 564

The request must be made at least 15 days before the scheduled flight, and it shall contain the following data:

- Flight number.
- Flight class.
- Aircraft type.

- Expected date and time.

Confirmation of Category 8 or 9 shall be made by the same means used when requested.

20.5 ENERGY-SAVING POLICY

Between 00:00 LT and 06:00 LT, SANTIAGO/Rosalía de Castro Airport will apply energy-saving procedures, if there are no aircraft operations expected, consisting of switching off the surface aeronautical lights of runway and taxiways.

20.6 AIRCRAFT DE-ICING

The aircraft de-icing will be carried out on the stands in which aircraft are parked on the apron except for PRKG from A1 to A8, 16, 17 and 18, from 31 to 34 and from 41 to 44, where de-icing is not allowed.

Aircraft that require de-icing and that are parked on the stand in which this operation is not allowed, shall request the change of stand to CCA through their handling agent. See item 4 De-Icing facilities.

20.7 OPERATION IN WINTER CONDITIONS

In the event of forecast or ice/snow formation on pavement, the airport will prevent and remove it by applying urea and using equipment with snow ploughs. See item 7. Seasonal availability / Obstacle clearing.

20.8 NIGHT VISUAL OPERATIONS (VFR-N)

Night visual operations are cleared.

20.9 OPERATIONAL SAFETY REPORTS

Pilots/operators shall report to the airport as soon as possible regarding any accidents, incidents, occurrences or events that may have a potential operational impact and in which they have been involved or witnessed.

The aim of these reports is the compilation of information in order to improve operational safety, independently of the compulsory report of the occurrence to the appropriate aeronautical authority. Data may be sent in any format, including at least the following information:

- Date and time.
- Site.
- Parties involved (data used to identify vehicles, aircraft ... involved).
- Companies involved.
- Description of the facts.
- Any other data considered relevant (e.g. lighting conditions, weather, phase of the operation such as take-off / landing / stopover, pavement conditions, etc.).

The airport contact e-mail address for receiving operational safety reports is the following:
Seguridad_Operacional_SCQ@aena.es

On the specific instance of safety reports related with the air traffic control service provider (manoeuvring area, flight phases and ATS airspace) these may be sent to the e mail address:
lecm.safety@enaire.es

20.10 APRON OPERATIONS

All aircraft which protrude beyond the nosewheel bar when parked must perform towed exit.

Autonomous exit from the stand shall be carried out at idling power. Autonomous exit at higher power is not permitted.

Turning manoeuvre to vacate the stand (usually 180º) is only permitted when taxiing immediately afterwards. When holding position to give way to another aircraft taxiing behind, turning manoeuvre is prohibited (unless duly justified, prior coordination with ATC required). In case of giving way to another aircraft, it must be done before turning.

Reduce speed in stands with docking guidance. In the case of fault with the docking guidance system, wait for the "FOLLOW ME" vehicle, which will provide signals for parking the aircraft at the corresponding nosewheel bar.

20.11 AIRPORT EMERGENCY PLAN

By virtue of article 9.1.2 of the Order FOM 2086/2011 and ADR.OPS.B.005 b) of the EU Regulation 139/2014, as well as the Aena regulation EXA 59 "Criteria applicable to airport Emergency Plans", at SANTIAGO/Rosalía de Castro Airport, the operation of aircraft by air carriers with no designated representative at the airport will not be permitted, for the purposes of coordinating the actions arising out of the response to an emergency, this representative may be another air carrier or a designated handling agent. This requirement is applicable, as of one year from its publication in the AIP, to regular passenger revenue flight and chartered flight companies that perform 24 or more arrivals or departures at the airport within three consecutive months.

20.12 SCHOOL FLIGHTS

School VFR flights are not permitted, except for SANTIAGO/Rosalia de Castro based schools.

Unless previously and expressly cleared by the Airport Coordination Centre, touch-and-go landings by VFR traffic are not permitted, with the exception of schools based at SANTIAGO/Rosalía de Castro Airport.

The performance of training approach manoeuvres without touchdown, as well as low passes, may be permitted, with prior express clearance of the Airport Coordination Centre, subject to ATC clearance in real time and conditional on the traffic present at the time of the manoeuvre.

20.13 AIRCRAFT GUIDANCE IN THE EVENT OF LOW VISIBILITY OR HEAVY RAINFALL

The flight crew may request FOLLOW ME vehicle guidance when required due to low visibility or heavy rainfall. The request shall be made to TWR, which will indicate the aircraft position and its final destination to the FOLLOW ME vehicle.

LEST AD 2.21 NOISE ABATEMENT PROCEDURES

21.1 GROUND ENGINE TEST

Requests for engine test clearance at any power, as well as any question regarding the engine testing procedure, must be addressed to:

- Centro de Coordinación del Aeropuerto (CCA):
- TEL: +34-981 547 561 / 60 / 63
- E-mail: listascqcoordinacion@aena.es
- FAX: +34-981 547 564

Indicate: registration number/airline/expected test hours.

CCA will authorize or decline the request.

Engine test at idling may be accomplished on any aircraft stand with prior CCA clearance.

Engine test higher than idling may be accomplished with prior CCA clearance and it will be carried out on the TWY, at a point close to a holding position (E1 or E4).

For this, TWR will provide wind information for the aircraft and will coordinate the specific place and time for testing with the pilot in command and with the CCA. If necessary, TWR will approve the push-back manoeuvre and will clear the taxiing route to be followed by the aircraft.

It is mandatory to notify TWR by radio of the beginning and ending of the test.

LEST AD 2.22 FLIGHT PROCEDURES

22.1 LOW VISIBILITY PROCEDURES (LVP)

22.1.1 GENERAL

1. RWY 17 is equipped with ILS CAT III, and Category III, Category II and Category I approaches are cleared.

2. RWY 35 is equipped with ILS CAT I, and Category I approaches are cleared.
3. Reduced visibility take-offs are cleared on RWY 17/35.
4. No restriction on LVTO operations when 75≤RVR<125 m.
5. LVTO operations are not permitted when RVR<75 m.

22.1.2 PROCEDURE APPLICATION AND CANCELLATION CRITERIA

22.1.2.1 Monitoring phase.

The monitoring phase of the procedures will be applied when the visibility forecast is 1000 m or below in the TREND of the last METAR.

22.1.2.2 Preparation phase.

This phase shall be activated when any of the following conditions exist:

- 1000 m ≥ RVR > 600 m in any RVR meter. In the event that no RVR meter information is available, 1,000 m ≥ VIS > 800 m.
- Cloud ceiling below 500 ft.

22.1.2.3 Application phase.

Besides the general procedures, the Low Visibility Procedures will be applied when any of the following conditions exist:

a. RVR < 600 m, in any of the RVR measuring system or VIS < 800 m if the RVR measuring system are out of service.

b. Cloud ceiling below 400 ft.

22.1.2.4 Cancellation phase.

LVP will be cancelled when the following cumulative values are met:

a. RVR > 1000 m in all the RVR measuring system, or VIS > 1000 m, if the RVR measuring system are out of service.

b. Cloud ceiling equal to or above 500 ft.

c. TREND forecast of METAR in force, or forthcoming one, with visibility higher than 1000 m and cloud ceiling equal to or above 500 ft.

22.1.3 RUNWAY EXIT / ENTRY

22.1.3.1 Runway exits.

If the LVP is in the implementation stage and RVR is under 1,500 m on any RVR meter, aircraft that have landed shall exit the runway via TWY E4 or E1, depending on the runway used. Under these conditions, TWY E2 and E3 shall remain closed.

22.1.3.2 Runway entries.

Aircraft will access the runway via TWY E4 or E1. See AD 2-LEST GMC.

22.1.4 GROUND MOVEMENT RESTRICTION

22.1.4.1 General.

1. Pilots and/or drivers will proceed to verify their aircraft and/or vehicle position at all times, especially at intersections, making sure that taxiing is being executed under conditions of complete safety.
2. With the low visibility procedures in force and RVR < 1500 m in any of the RVR meters, TWY E2, E3 and Z will be closed.
3. Guidance service by "FOLLOW ME" vehicle will also be provided when TWR or the crew request it.
   - Arrival: From the point indicated by TWR to stand.
   - Departure: From stand to the point indicated by TWR.
4. The use of operative stands will be restricted:
   a. With LVP in force and RVR < 2000 m in any of the RVR meters, PRKG 32 and 34 are not assigned.
   b. With LVP in force and RVR < 2000 m in any of the RVR meters, the autonomous exit of PRKG 31 and 33 and towed exit of

PRKG 32 and 34 are not allowed.

5. Stop bars and intermediate holding position lights (LPEI) shall be used to manage surface movements.

22.1.4.2 Departures.

1. Unless otherwise advised by ATC, on receipt of the corresponding clearance, aircraft in a stand requiring the push-back manoeuvre shall perform it following the established standard procedures (see AIP-España, AD 2-LEST PDC).
2. When the taxiing clearance limit is the holding position for the runway in use, aircraft shall not exceed the corresponding markings of the CAT II/III holding position.

22.1.4.3 Arrivals.

1. On vacating the runway, pilots will notify:
   a. Sensitive area vacated.
   b. TWY used.

22.1.5 DESCRIPTION OF LOW VISIBILITY PROCEDURE

22.1.5.1 General.

1. Pilots shall be informed that Low Visibility Procedures are in force through ATIS, via the expression "LOW VISIBILITY PROCEDURE IN FORCE."
2. Pilots shall be informed of the runway visual range values according to the following:
   a. RVR TDZ: Reading corresponding to the touchdown zone of the runway in use.
   b. RVR MID: Reading of the runway midpoint.
   c. RVR END: Reading of the End-Point of the runway in use.
3. If no RVR information is available, once the LVP is in force, no take-offs/landings will be permitted.

22.1.5.2 CAT II/III approach and landing.

Landing clearance will not be supplied after the aircraft is located at 2 NM from the TDZ. If this is not possible, instructions for a missed approach will be provided. When CAT II/III approaches are taking place, landing permission will only be issued when the ILS sensitive areas (LSA) are vacated.

22.1.5.3 Take-off with low visibility.

1. RWY 17/35 are appropriate for take-offs in low visibility conditions.
2. The take-off minimums (RWY 17/35) shall be established by each operator.
3. Pilots shall request engine start-up from ATC with RVR values equal to or greater than their take-off minimums.
4. LVTO operations are not permitted when RVR<75 m.
5. Guided take-offs on RWY 17 (equipped with ILS CAT III) are permitted at the request of the flight crews. If guided take-off is required, flight crews shall notify ATC as soon as possible.

22.1.6 OTHER INFORMATION

22.1.6.1 CAT II/III training approaches.

1. Pilots wishing to carry out training in CAT II/III precision approaches will request the appropriate authorisation from ATC with sufficient notice.
2. No training in CAT II/III precision approaches are cleared when RVR is less than 2000 m, or the same visibility value if the RVR meters are out of service, or the cloud base is at, or below, 800 ft (245 m).
3. If the critical and/or sensitive areas of the ILS are not protected, this circumstance shall be notified to the pilots in command. Any other incident affecting training operations must also be reported.

ALTERNATIVE PROCEDURES FOR AIRCRAFT NOT EQUIPPED WITH RNAV1.

1. ARRIVAL TO SANTIAGO/Rosalía de Castro:

Aircraft without RNAV1 operational approval will notify ATC when they are cleared for the corresponding RNAV1 STAR, and will await alternative tactical instructions from Santiago APP.

2. DEPARTURES FROM SANTIAGO/Rosalía de Castro:

Departing aircraft without RNAV1 operational approval that are planning to proceed via an exclusive RNAV1 departure route will notify A Santiago TWR via voice communication as soon as possible and will be instructed to proceed in accordance with the contingency departures (see contingency departure (ODP) for the runway in use at AD2 SID LEST).

22.2 COMMUNICATIONS FAILURE

In the event that an aircraft operating on the manoeuvring area experiences a communications failure, proceed as follows:

1. Departing aircraft: the aircraft shall continue on the assigned route to stop at the limit of ATC clearance, taking extreme caution, where it shall hold its position and wait for the arrival of an assistance vehicle.
2. Arriving aircraft: If the aircraft has just landed, it shall hold its position after vacating the sensitive area (LSA) and (RWY 17 in use) or after vacating the runway (RWY 35 in use), and wait for the arrival of an assistance vehicle. If the aircraft already had a taxiing ATC clearance, it shall continue by the assigned route to the limit of such authorization, taking extreme caution, where it shall hold its position and wait for the arrival of an assistance vehicle.
3. Vehicle: will evacuate the maneuvering area if it is located there and then stop the vehicle, maintain position and await the arrival of the assistance vehicle.

22.3 ANOMALOUS SITUATIONS IN THE MANOEUVRING AREA

1. Uncertainty regarding position in the maneuvering area.

Except for the provisions in the paragraph below, if pilots are in doubt about the position of the aircraft relative to the manoeuvring area, they shall immediately stop the aircraft and notify ATC of these circumstances (including the last known position).

In situations where the pilot is in doubt about the position of the aircraft relative to the manoeuvring area, but recognizes that the aircraft is on the runway, the pilot shall immediately notify ATC (including the last known position) of this circumstance and evacuate the runway as soon as possible if they are able to locate an appropriate taxiway nearby, unless otherwise specified by ATC; and then shall stop the aircraft.

If ATC become aware that an aircraft has lost its position in the manoeuvring area, or is unsure of its position, the appropriate measures to safeguard operations will be taken to assist the aircraft to determine its position.

2. Loss of visual contact between moving elements.

   In the event of loss of visual contact of an aircraft with other aircraft or a vehicle with which it is maintaining its own separation, the aircraft will immediately inform ATC and will stop. ATC will take the measures it deems fit.

3. Aircraft failure.

   Pilot shall notify the situation to ATC and shall wait for the arrival of assistance. In the event that aircraft is on a runway, if possible and unless otherwise specified by ATC, it shall evacuate it.

22.4 ATS SURVEILLANCE SYSTEM

It is used in the provision of the aerodrome control service to perform the following functions:

a. supervision of flight paths of aircraft on final approach;

b. supervision of flight paths of other aircraft in the vicinity of the aerodrome;

c. establishment of separation between consecutive departing aircraft, in accordance with RCA item 4.6.7.3;

d. provision of navigation assistance to VFR flights.

In case of unavailability of Espiñeiras radar, the functions above will only be provided at or above 2900 ft AMSL.

All the functions above will be suspended in the event of a simultaneous unavailability of Espiñeiras and As Pontes radars.

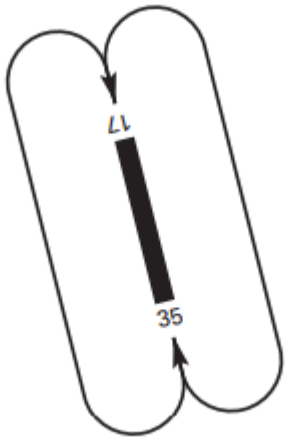
Likewise, provision of functions b) and d) is not guaranteed within the ATZ below 1600 ft AMSL.

22.5 VISUAL DEPARTURE PROCEDURES FOR IFR FLIGHTS

IFR flights may request ATC for "visual departure" on ground or in the air under the following conditions:

- Between the start of morning civil twilight and the end of evening civil twilight.
- Weather conditions in the direction of the take-off and subsequent initial climb that permit the visual flight up to the Minimum Radar Altitude, which will be provided by ATC.
- In the air, the pilot shall propose to ATC a heading or a direct course.
- On the ground, the pilot shall propose a heading or a point to ATC, or ATC shall propose a visual departure subject to the pilot's consent and collaboration.
- The pilot shall be responsible for maintaining obstacle clearance up to the Minimum Radar Altitude.

22.6 AD TRAFFIC CIRCUIT



22.7 REPORTING WIND SHEAR ON APPROACH OR TAKE-OFF

Should aircraft experience wind shear, they should facilitate the following data to ATC whenever possible:

- Flight phase in which it took place.
- Intensity: weak, moderate, severe, very severe or not assessed.
- Phenomenon direction: positive or negative.
- Whether it was detected by the aircraft system or perceived by the pilot.
- Any other complementary information available.

Once the wind shear phenomenon has been reported, ATC will communicate this to following aircraft which might be affected (including the type of aircraft and whether it was detected by the aircraft system or perceived by the pilot), always provided that this has not already been notified by other means (such as METAR/SPECI...). Similarly, ATC will confirm with these aircraft whether they have experienced it or not.

In order that the METAR can be up-to-date at all times in relation to the presence of wind shear, in the case of take-off or landing when the METAR is reporting wind shear, aircraft shall always inform ATC whether they have experienced it or not.

22.8 CONTINUOUS DESCENT OPERATIONS

Depending on traffic situation, and if no need for interrupting the descent is foreseen, aircraft will be cleared to proceed to a standard arrival (STAR), or by means of a "direct to" clearance to an intermediate fix of the STAR, to the IAF, to an intermediate approach fix or to the IF, to the minimum altitude of the IAF or the IF of the instrumental procedure (IAC), or the minimum ATC surveillance altitude of the sectors through which the direct route, whichever is higher, in order to allow a continuous descent operation.

LEST AD 2.23 ADDITIONAL INFORMATION

23.1 FAUNA CONTROL SERVICE

Daily fauna control service from sunrise to sunset.

23.2 CONCENTRATION AND FLOWS OF BIRDS

Movements of yellow-legged gulls constantly throughout the year, although not with a regular frequency (E). Increased presence in spring and autumn-winter, especially during coastal squalls with predominantly S or SW winds.

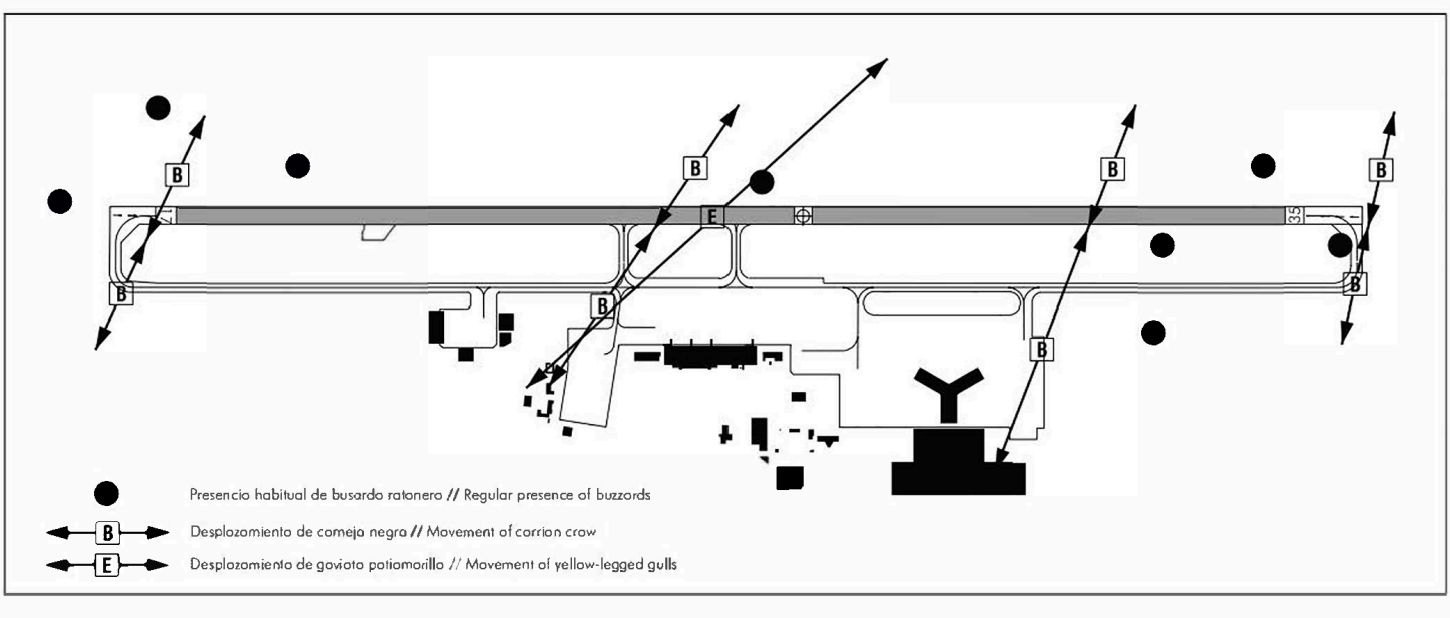
Regular presence of common buzzards in the vicinity of both thresholds, flying locally or perching on infrastructure or on the ground. Summer presence of black kites (April-July).

Movements of black crows between the outside and inside of the enclosure (B). Predominant presence and activity of starlings and

common swifts in the vicinity of Threshold 35.

Increased presence of European nightjars in May-June and August-September. Habitually present at threshold 35, apron and taxiways (between D3 and D4).

The movement and habitual presence of birds have been detected in the following areas:



23.3 SCREENING BY TREES AT RWY 35 THRESHOLD ANEMOMETER

At the threshold of RWY 35, with winds of direction from 030° to 100° and between 50 m high and the TDZ, there is a discontinuity in the wind intensity which could mean a reduction of up to 70% at the TDZ due to the presence of a nearby forest area, which also influences the readings of the RWY 35 anemometer.

LEST AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

The list of charts related to the aerodrome can be found on the link below:

https://aip.enaire.es/AIP/#LEST

LEST AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.