

according to governmental deliberation, exception regime has been granted for Ponta Delgada (João Paulo II) Airport in which landing and/or take-off of aircraft engaged in commercial aviation are allowed in a limited number.

2.21.1.2 Restrictions

1. Between 00h:00 and 06h:00 LMT the number of air movements of commercial flights must not exceed 30 movements per week, with a maximum number of 6 daily movements;
2. The clearance for air movements between 00:00 and 06:00 LMT is likewise subjected to the noise levels of the aircraft in operation under the following requisites:
 - a. Aircraft classified in levels 4, 8 and 16 shall not be scheduled for the period 02:00 and 05:00 LMT;
 - b. Aircraft classified in levels 0, 0.5, 1 and 2 are not subject to any restrictions.
3. For the extend of the aforementioned:
 - a. Aircraft are classified regarding the noise emissions established according to ICAO in the following levels:

Level 0	less than 87 EPNdB
Level 0,5	87 to 89,9 EPNdB
Level 1	90 to 92,9 EPNdB
Level 2	93 to 95,9 EPNdB
Level 4	96 to 98,9 EPNdB
Level 5	99 to 101,9 EPNdB
Level 16	higher than 101,9 EPNdB

- b. The level of noise classification of an aircraft on landing or taking-off is attributed by the figures indicated in the manufacturer's noise certificate, considering the reference points stated in the technical regulations applicable for the approach to landing, overflying for take-off and sideline procedures, at full thrust.
4. Aircraft falling into the criteria set out in paragraph 3, authorised to land during the period between 00:00 to 06:00 LMT are strictly forbidden to reverse thrust right after landing.

2.21.1.3 Force majeure:

1. The restrictions mentioned in paragraph 2 of subsection 2.21.1.2 shall not be applicable in situations of force majeure namely:
 - a. Aircraft operating humanitarian, medical emergency or evacuation missions;
 - b. Aircraft under urgent situations, considering weather constraints, technical failure or flight safety reasons;
 - c. Air movements previously and exceptionally approved by the Instituto Nacional de Aviação Civil (INAC), with recognised public interest, under previous clearance, vested with binding nature, of the Regional Secretary for the Environment and Sea, in order to authorize, temporarily, the performance of operations, that are generally, subjected to restrictions;
 - d. Air movements that incurred on unpredicted schedule shift caused by an abnormal constraint in air traffic control;
 - e. Air movements performed until 01h:00 on scheduled flights for periods until 00h:00, caused by delays non attributed to the airport management entity or operator;
 - f. Air movements from and to Continental Portugal, from and to the airports of Autonomous Regions of Açores and Madeira, due to meteorological conditions;
 - g. Landings during the period between 05:00LMT and 06:00LMT, due to weather constraints, as long as the arrival time has been scheduled for after 06:00LMT;
2. The operations performed under the aforementioned paragraph 1 of sub-section 2.21.1.3 shall not be considered for the application mentioned in the paragraph 1 of subsection 2.21.1.2.

LPPD AD 2.22 FLIGHT PROCEDURES

2.22.1 STANDARD INSTRUMENT DEPARTURES (SID) FROM PONTA DELGADA (JOAO PAULO II) AERODROME

2.22.1.1 RUNWAY 12

2.22.1.1.1 GENERAL REMARKS:

With prior ATC coordination and due to possible heavy turbulence conditions, traffic should overfly VMG area above FL060.

2.22.1.1.2 STANDARD INSTRUMENT DEPARTURE (SID) DESCRIPTION:

RUNWAY 12 (see chart LPPD LPPD AD 2.24.7A-1)		
Designator	Route	Remarks
BAVAS5V	Turn right to intercept PD Locator QDR 128; at 2500FT QNH climbing turn right to PD Locator and proceed on QDR 027 to intercept VMG RDL 063 to BAVAS.	Cross PD Locator at 4500FT or above, climbing.
BEKUN5V	Turn right to intercept PD locator QDR 128; at 2500FT QNH climbing turn right to PD locator and proceed on QDR 027 to intercept VMG RDL 095 to BEKUN	Cross PD Locator at 4500FT or above, climbing
MIPRU5V	Turn right to intercept PD locator QDR 128; at 2500FT QNH climbing, turn right to VMG DVORTAC; proceed VMG RDL 320 to MIPRU.	Cross at or above : 1.ABM PD - 4000FT QNH 2.VMG - 4500FT QNH
TIMTO5V	Turn right to intercept PD locator QDR 128. At 2500FT QNH climbing, turn right to VMG DVORTAC. Proceed on VMG RDL 303 to TIMTO.	Cross at or above: - ABM PD - 4000FT QNH - VMG - 4500FT QNH
SOMUL5V	Turn right to intercept PD Locator QDR 128; at 2500FT QNH climbing turn right to VMG DVORTAC. Proceed on VMG RDL 296 to SOMUL.	Cross at or above : 1. ABM PD - 4000FT QNH 2.VMG - 4500FT QNH
VSM5V	After PD Locator, turn right to intercept VMG RDL160 to VSM	

2.22.1.2 RUNWAY 30

2.22.1.2.1 GENERAL REMARKS:

Main obstacle is a house at a distance of 3438 meters from the Runway 30 take-off position, at 417 meters on the right side of Runway extended centre line, with an altitude of 114 meters.

With prior ATC coordination and due to possible heavy turbulence conditions traffic should overfly VMG area above FL060.

2.22.1.2.2 SID PROCEDURE:

After take-off turn left 15°;

After passing 680FT QNH proceed in accordance with cleared SID below.

2.22.1.2.3 STANDARD INSTRUMENT DEPARTURE (SID) DESCRIPTION:

RUNWAY 30 (see chart LPPD LPPD AD 2.24.7B-1)		
Designator	Route	Remarks
BAVAS5R	Continue your left turn to intercept PD Locator QDR 288; at 3000FT climbing, turn right to VMG VOR; proceed on VMG RDL 063 to BAVAS.	Cross at or above : 1. VMG DME 5 - 4000FT QNH (when on course to VMG) 2. VMG - 4500FT QNH
BAVAS5U	Continue your left turn to intercept PD Locator QDR 288; at 2000FT QNH turn left to PD Locator and proceed on QDR 027 to intercept VMG RDL063 to BAVAS.	Cross PD Locator at 4000FT QNH or above, climbing.
BEKUN 5R	Continue your left turn to intercept PD Locator QDR 288; at 3000FT QNH climbing, turn right to VMG VOR; proceed on VMG RDL095 to BEKUN.	Cross at or above : 1. VMG DME 5 - 4000FT (when on course to VMG) 2. VMG - 4500FT QNH.
BEKUN5U	Continue your left turn to PD Locator QDR 288; at 2000FT QNH turn left to PD Locator, and proceed on QDR 027 to intercept VMG RDL 095 to BEKUN.	Cross PD Locator at 4000FT QNH or above, climbing.
MIPRU5R	Continue your turn left to PD Locator QDR 288; at VMG DME 10 turn right to track 358 to intercept VMG RDL320 to MIPRU.	After turning right to track 358 keep beyond VMG DME 5.
TIMTO5R	Continue your left turn to intercept PD locator QDR 288. At VMG DME 10, turn right to track 358 to intercept VMG RDL 303 to TIMTO..	After turning right to track 358 keep beyond VMG DME 5.
SOMUL5R	Continue your left turn to PD Locator QDR 288; at VMG DME 10 turn right to track 358 to intercept VMG RDL 296 to SOMUL.	After turning right to track 358 keep beyond VMG DME 5.
VSM5R	continue your left turn to intercept PD Locator QDR 288; at 1500FT QNH turn left to track 128 to intercept VMG RDL 160 to VSM	

2.22.2 FMS RNAV DEPARTURE ROUTES FROM PONTA DELGADA (JOAO PAULO II) AERODROME**2.22.2.1** RUNWAY 12**2.22.2.1.1** GENERAL REMARKS

With prior ATC coordination and due to possible heavy turbulence conditions, traffic should overfly VMG area above FL060.

2.22.2.1.2 FMS RNAV DEPARTURE ROUTES DESCRIPTION:

RUNWAY 12 (see chart LPPD AD 2.24.7C1-1)		
Designator	Route	Remarks
BEKUN2Y	Turn right to intercept PD Locator QDR 128; at 2500FT QNH climbing turn left and proceed via NAVPO to BEKUN	Cross NAVPO at 5500FT QNH or above, climbing.
MIPRU2Y	After PD Locator, turn right and proceed via REDSO RODAS SUPIK ADSOL and TIDVI to intercept VMG RDL 320 to MIPRU	After REDSO remain beyond VMG DME 8
TIMTO2Y	After PD Locator, turn right and proceed via REDSO RODAS SUPIK and ADSOL to intercept VMG RDL 303 to TIMTO	After REDSO remain beyond VMG DME 8
SOMUL 2Y	After PD Locator turn right and proceed via REDSO - RODAS _ SUPIK to intercept VMG RDL 296 to SOMUL	After REDSO remain beyond VMG DME 8

2.22.2.2 RUNWAY 30**2.22.2..2.1** GENERAL REMARKS

Main obstacle is a house at a distance of 3438 meters from the Runway 30 take-off position, at 417 meters on the right side of Runway extended centre line, with an altitude of 114 meters.

With prior ATC coordination and due to possible heavy turbulence conditions traffic should overfly VMG area above FL060.

2.22.2.2.2. SID PROCEDURE

After take-off turn left 15°;

After passing 680FT QNH proceed in accordance with cleared SID below.

2.22.2.2.3 FMS RNAV DEPARTURE ROUTE DESCRIPTION

RUNWAY 30 (see chart LPPD AD 2.24.7D1-1)		
Designator	Route	Remarks
BEKUN2X	Continue your left turn to intercept PD Locator QDR 288; at 1500FT QNH turn left and proceed via PODEL NAVPO to BEKUN	Cross NAVPO at 5500FT or above climbing

2.22.3 STANDARD INSTRUMENT ARRIVAL (STAR) TO PONTA DELGADA (JOAO PAULO II) AERODROME

2.22.3.1 RUNWAYS 12 / 30

2.22.3.1.1 GENERAL REMARKS:

NIL

2.22.3.1.2 RADIO COMMUNICATIONS FAILURE:

In the event of RCF fly at/to the last assigned level and:

1. For traffic with clearance limit VMG Holding proceed to VMG Holding and at, or as close as possible to, EAT (if received and acknowledged) or at, or as close as possible to, ETA according to CPL, proceed to PD locator Holding and start descent to initial approach altitude to carry out a standard IFR approach according to IAC.
2. For Traffic with clearance limit NAVPO Holding, proceed to NAVPO Holding and at, or as close as possible to, EAT (if received and acknowledged) or at, or as close as possible to, ETA according to CPL, start descent to initial approach altitude to carry out a standard IFR approach according to IAC

2.22.3.1.3 STANDARD INSTRUMENT ARRIVAL (STAR) DESCRIPTION:

RUNWAYS 12 / 30 (see chart LPPD AD 2.24.9A1-1)					
Designator	Identification Significant Points	MAGTrack	DIST NM	Minimum safe ALT	Remarks
BAVAS3A	▲ BAVAS	244	120	5500	Clearance limit: Holding VMG
	▲ VMG				
VSM5A	▲ VSM	342	035	3500	Clearance limit: Holding VMG
	△ 25NM VMG	341	025	4500	
	▲ VMG				
VSM5B	▲ VSM	005	037	5500	Clearance limit: Holding NAVPO Alternate: VSM5A
	△ RDL 131 DME 30 VMG	311	005	5500	
	▲ NAVPO				
SOMUL3A	▲ SOMUL	118	77	4500	Clearance limit: Holding VMG
	▲ VMG				

RUNWAYS 12 / 30 (see chart LPPD AD 2.24.9A1-1)					
Designator	Identification Significant Points	MAGTrack	DIST NM	Minimum safe ALT	Remarks
MIPRU3A	▲ MIPRU ▲ VMG	141	039	4500	Clearance limit: Holding VMG

2.22.4 FMS RNAV ARRIVAL ROUTES TO PONTA DELGADA (JOAO PAULO II) AERODROME

2.22.4.1 RUNWAYS 12 / 30

2.22.4.1.1 GENERAL REMARKS

NIL

2.22.4.1.2 RADIO COMMUNICATIONS FAILURE:

In the event of RCF fly at/to the last assigned level and:

- For traffic with clearance limit VMG Holding proceed to VMG Holding and at, or as close as possible to, EAT (if received and acknowledged) or at, or as close as possible to, ETA according to CPL, proceed to PD locator Holding and start descent to initial approach altitude to carry out a standard IFR approach according to IAC.
- For Traffic with clearance limit NAVPO Holding, proceed to NAVPO Holding and at, or as close as possible to, EAT (if received and acknowledged) or at, or as close as possible to, ETA according to CPL, start descent to initial approach altitude to carry out a standard IFR approach according to IAC.

2.22.4.1.3 FMS RNAV ARRIVAL ROUTES DESCRIPTION

RUNWAYS 12 / 30 (see chart LPPD AD 2.24.9B1-1)					
Designator	Identification Significant Points	MAGTrack	DIST NM	Minimum safe ALT	Remarks
BAVAS4B	▲ BAVAS	230	112	5500	Clearance limit: Holding NAVPO Maintain 080 until crossing 120 VMG due to VMG coverage
	△ RDL131 DME 30 VMG	311	005	5500	
	▲ NAVPO				
BEKUN4A	▲ BEKUN	277	075	5500	Clearance limit: Holding NAVPO Maintain 080 until crossing 120 VMG due to VMG coverage
	▲ 45NM VMG	235	027	5500	
	△ RDL131 DME30 VMG	311	005	5500	
	▲ NAVPO				
BEKUN4B	▲ BEKUN	267	097	5500	Clearance limit: Holding NAVPO Maintain 080 until crossing 120 VMG due to VMG coverage
	△ RDL131 DME 30 VMG	311	005	5500	
	▲ NAVPO				

LPPD AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird Hazard Warning

Danger of collision with birds during taxiing, landing and take-off.

LPPD AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
AERODROME CHART - ICAO	LPPD AD 2.24.1-1
AIRCRAFT PARKING/DOCKING CHART - ICAO - APRONS N AND S	LPPD AD 2.24.2A-1
AIRCRAFT PARKING/DOCKING CHART - ICAO - APRON W	LPPD AD 2.24.2B-1
STANDARD DEPARTURE INSTRUMENT CHART (SID) - RWY 12	LPPD AD 2.24.7A-1
STANDARD DEPARTURE INSTRUMENT CHART (SID) - RWY 30	LPPD AD 2.24.7B-1
FMS RNAV DEPARTURE INSTRUMENT CHART (RWY 12)	LPPD AD 2.24.7C-1
FMS RNAV DEPARTURE INSTRUMENT CHART (RWY 30)	LPPD AD 2.24.7D-1
STANDARD ARRIVAL INSTRUMENT CHART (STAR) - RWY 12 / 30	LPPD AD 2.24.9A-1
FMS RNAV ARRIVAL INSTRUMENT CHART (RWYS 12 / 30)	LPPD AD 2.24.9B-1
INSTRUMENT APPROACH CHART - ILS/DME RWY 30 CAT A AND B	LPPD AD 2.24.10A1-1
INSTRUMENT APPROACH CHART - ILS/DME RWY 30 CAT C AND D	LPPD AD A.24.10A2-1
INSTRUMENT APPROACH CHART - L RWY 30 CAT A AND B	LPPD AD 2.24.10C1-1
INSTRUMENT APPROACH CHART - L RWY 30 CAT C AND D	LPPD AD 2.24.10C2-1
VISUAL APPROACH CHART - ICAO	LPPD AD 2.24.11-1

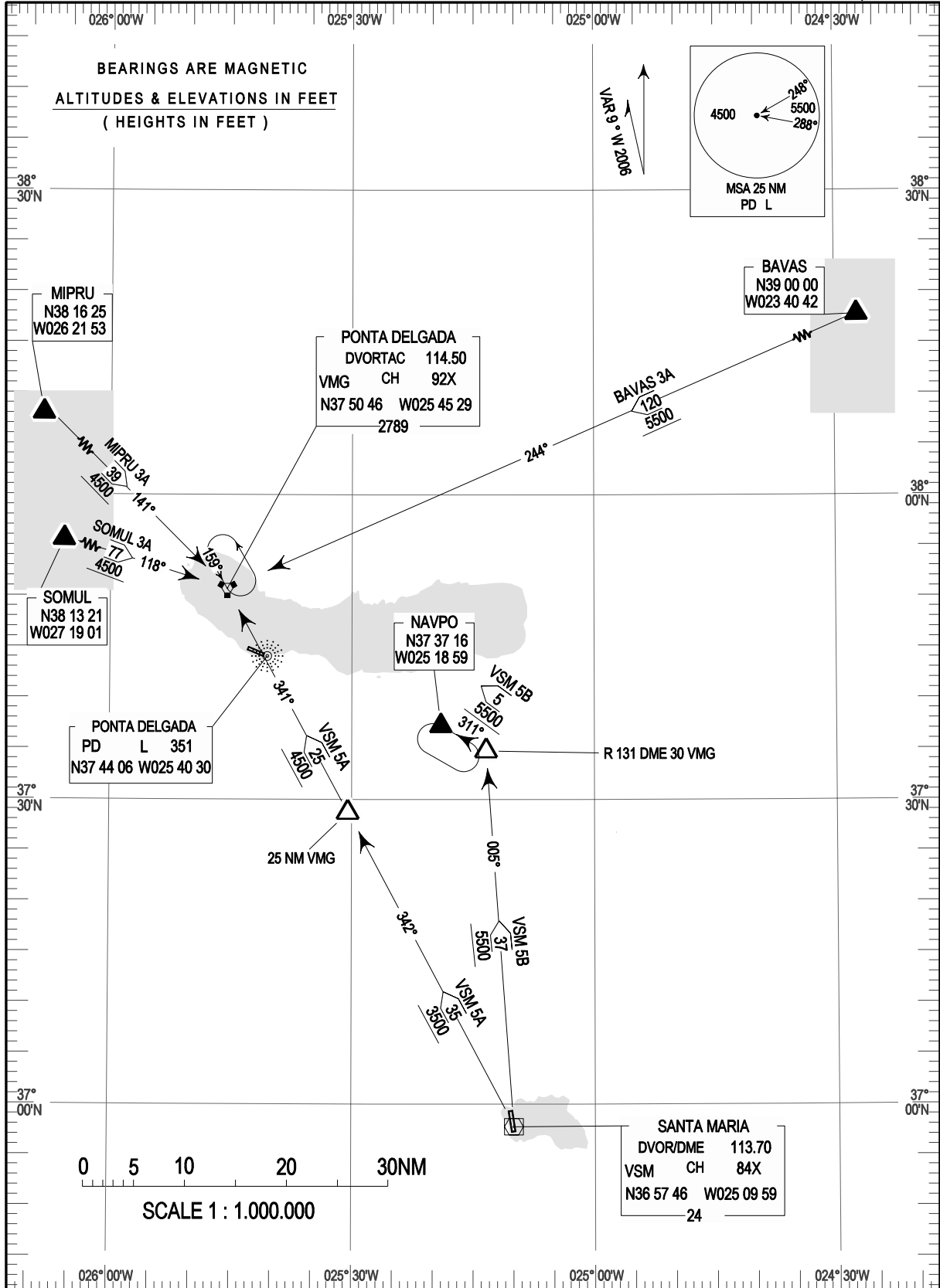
LPPD AD 2.24.9A-1

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
6000

APP 119.400
TWR 118.300

PONTA DELGADA (LPPD)
RWY 12/30
BAVAS 3A, VSM 5A, VSM 5B
SOMUL 3A, MIPRU 3A



Change on Procedures Identification an bearings

THIS PAGE INTENTIONALLY LEFT BLANK

RUNWAY 35 (see chart LPPT AD 2.24.9B)					
Designator	Identification Significant Points	MAG Track	DIST NM	Minimum safe ALT	Remarks
RELVA 3B	△ RELVA	191	010	6000	Clearance limit: PG Locator
	△ 25NM DME PRT DVOR/DME	191	025	4000	
	△ PRT DVOR/DME	173	012	4000	
	△ PG Locator				

2.22.4 FMS RNAV ARRIVAL ROUTES TO PORTO (FRANCISCO SA CARNEIRO) AERODROME

2.22.4.1 RUNWAY 17

2.22.4.1.1 GENERAL REMARKS:

To shorten these FMS RNAV Arrival Procedures, radar vectors or instructions to follow specific way points shall be expected.

2.22.4.1.2 SPEED ADJUSTMENT:

See ENR Section 1.5, Sub-section 1.5.5 - *Radar procedure within Lisboa, Faro, Porto and Madeira TMAs.*

2.22.4.1.3 RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk 7600, fly at/to the last assigned level to POR NDB holding pattern and at ETA according to CPL or at EAT (when received and acknowledged) start descent to initial approach altitude to carry out a standard IFR Approach according to IAC.

In the event of RCF after the clearance for the Final Approach, proceed for landing

2.22.4.1.4 FMS RNAV ARRIVAL ROUTES (STAR) DESCRIPTION:

RUNWAY 17 (see chart LPPR AD 2.24.9C1)					
Designator	Identification Significant Points	MAG Track	DIST NM	Minimum safe ALT	Remarks
ERLEX 4E	ERLEX	030	017	6000	Clearance limit: POR NDB 3000FT
	20NM DME PRT DVOR/DME				
	PR 634	030	010	4000	
	PR 616	353	014	4000	
	PR 614	353	007	3000	
	PR 672	Left Turn		3000	
	POR NDB	173	005	3000	

RUNWAY 17 (see chart LPPR AD 2.24.9C1)					
Designator	Identification Significant Points	MAG Track	DIST NM	Minimum safe ALT	Remarks
ERLEX 4W	ERLEX	005	015	6000	Clearance limit: POR NDB 3000FT
	20NM DME PRT DVOR/DME	005	007	4000	
	PR 633	353	014	4000	
	PR 615	353	007	3000	
	PR 613	Left Turn		3000	
	PR 672	173	005	3000	
	POR NDB				
MANIK 4E	MANIK	016	016	6000	Clearance limit: POR NDB 3000FT
	20NM DME PRT DVOR/DME	016	009	4000	
	PR 634	353	014	4000	
	PR 616	353	007	3000	
	PR 614	Left Turn		3000	
	PR 672	173	005	3000	
	POR NDB				

LPPR AD 2.24.9B-1

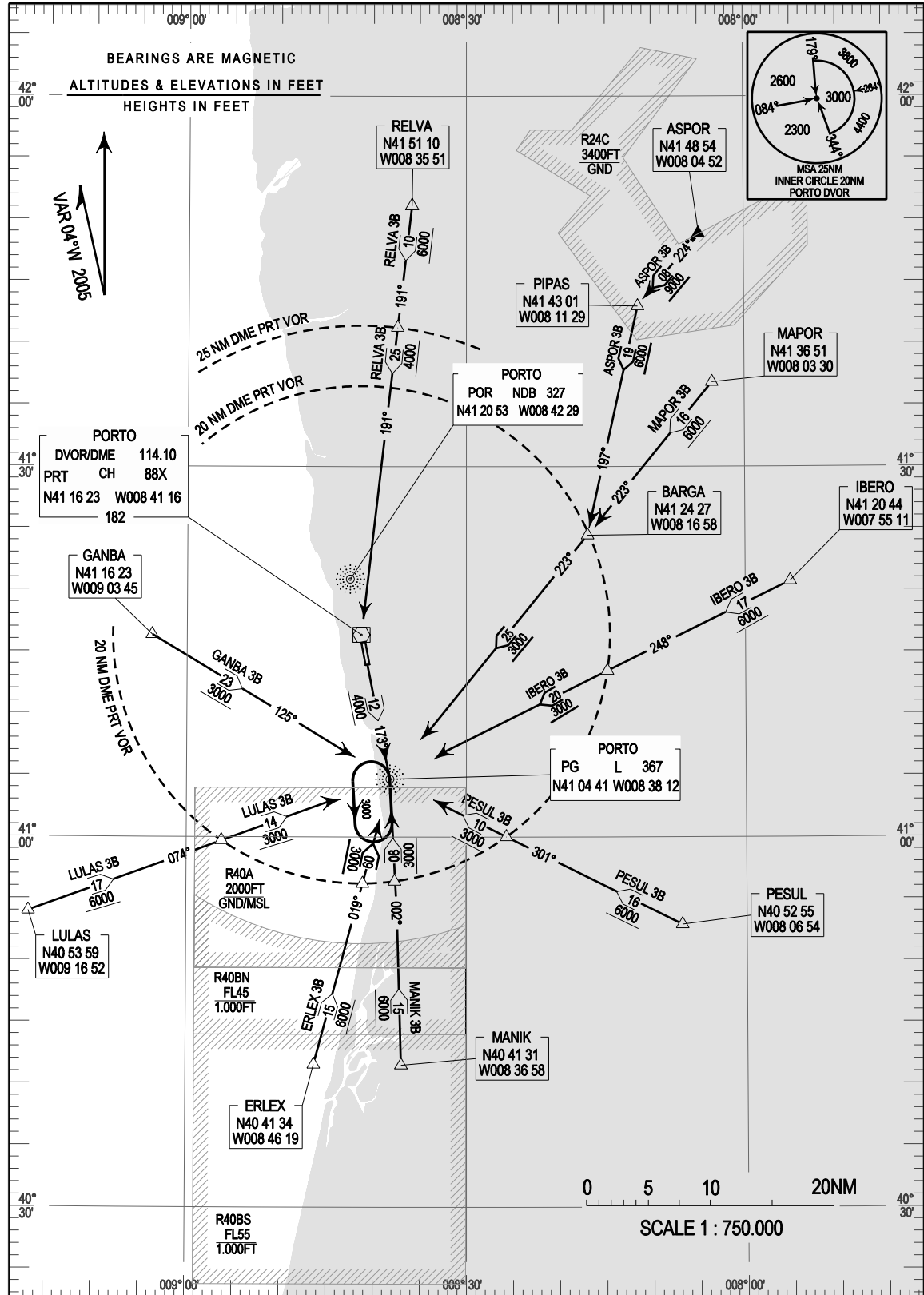
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

PORTO (LPPR)
RWY 35

TRANSITION ALTITUDE
4000

APP 121.100
TWR 118.000

ASPOR 3B, GANBA 3B, IBERO 3B, LULAS 3B, MANIK 3B
MAPOR 3B, PESUL 3B, ERLEX 3B, RELVA 3B



Correction on distances of RELVA 3B

THIS PAGE INTENTIONALLY LEFT BLANK

6	Flight documentation Language(s) used	C PT, EN
7	Charts and other information available for briefing or consultation	S, P, W
8	Supplementary equipment available for providing information	Telefax : Self Briefing Terminal Satellite Images available Radar Images not available
9	ATS units provided with information	Santa Maria Tower, Santa Maria APP, Santa Maria ACC/OCA
10	Additional information (limitation of service, etc.)	TEL : +351.296.886326 TELEX: 82208 SMAMET P FAX : +351.296.886005

LPAZ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORDRWY End COORD THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
18	171	3048 X 60	LCN 200 CONC	THR 36 59 08.71N 025 10 24.23W RWY END 36 57 30.84N 025 10 04.98W Geoid Undulation 54M	THR 86M TDZ 92M	1.07°
36	351			THR 36 57 30.84N 025 10 04.98W RWY END 36 59 08.71N 025 10 24.23W Geoid Undulation 54M	THR 86M	0.08°

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
18	NIL	300Mx300M	3168x300	240Mx120M	NIL	NIL
36		300Mx300M		240Mx120M	NIL	NIL

LPAZ AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	3048	3348	3048	3048	NIL
36	3048	3348	3048	3048	

LPAZ AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH light Type / Length / Intensity	THR Light colour/ WBAR	VASIS (MEHT) PAPI	TDZ length	RWY Centre Line Lights Length / spacing / colour/ Intensity	RWY edge Lights Length / spacing / colour/ Intensity	RWY End Lights Colour / WBAR	SWY Light Length / Colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	Approach Lighting System (U.S. Standard SALS) 459M LIH	Green —	PAPI Slope 2.75° Left Side MEHT 9M	NIL	NIL	3048M spacing 60M White Last 600M Yellow LIH	Red —	NIL	NIL
36	Approach Lighting System (U.S. Standard SALS) 459M LIH	Green —	PAPI Slope 2.75° Left Side MEHT 9M	NIL	NIL	3048M spacing 60M White Last 600M Yellow LIH	Red —	NIL	NIL

LPAZ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and lighting Anemometer location and lighting	Anemometer right side RWY 18 - 1400M from THR, lighted.
3	TWY edge and centre line lighting	Taxiway Edge lights at all taxiways, spaced 30M Taxiway Centre line lights - No centre line lights
4	Secondary power supply/switch-over time	Secondary Power Supply to all lighting at AD (in accordance with Annex 14) Switch over time :15 seconds.
5	Remarks	WDI - Lighted Emergency lights available.

LPAZ AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	Not established
2	TLOF and/or FATO elevation	Not established
3	TLOF and FATO area dimensions, surface, strength, marking	Not established
4	True BRG of FATO	Not established
5	Declared distance available	Not established
6	APP and FATO lighting	Not established
7	Remarks	NIL

2.21.1.2 Restrictions

1. Between 00h:00 and 06h:00 LMT the number of air movements of commercial flights must not exceed 30 movements per week, with a maximum number of 6 daily movements;
2. The clearance for air movements between 00:00 and 06:00 LMT is likewise subjected to the noise levels of the aircraft in operation under the following requisites:
 - a. Aircraft classified in levels 8 and 16 shall not be scheduled for the period 02:00 and 05:00 LMT;
 - b. Aircraft classified in levels 0, 0.5, 1,2 and 4 are not subject to any restrictions.
3. For the extend of the aforementioned:
 - a. Aircraft are classified regarding the noise emissions established according to ICAO in the following levels:

Level 0	less than 87 EPNdB
Level 0,5	87 to 89,9 EPNdB
Level 1	90 to 92,9 EPNdB
Level 2	93 to 95,9 EPNdB
Level 4	96 to 98,9 EPNdB
Level 5	99 to 101,9 EPNdB
Level 16	higher than 101,9 EPNdB

- b. The level of noise classification of an aircraft on landing or taking-off is attributed by the figures indicated in the manufacturer's noise certificate, considering the reference points stated in the technical regulations applicable for the approach to landing, overflying for take-off and sideline procedures, at full thrust.
4. Aircraft falling into the criteria set out in paragraph 3, authorised to land during the period between 00:00 to 06:00 LMT are strictly forbidden to reverse thrust right after landing.

2.21.1.3 Force majeure:

1. The restrictions mentioned in paragraph 2 of subsection 2.21.1.2 shall not be applicable in situations of force majeure namely:
 - a. Aircraft operating humanitarian, medical emergency or evacuation missions;
 - b. Aircraft under urgent situations, considering weather constraints, technical failure or flight safety reasons;
 - c. Air movements previously and exceptionally approved by the Instituto Nacional de Aviação Civil (INAC), with recognised public interest, under previous clearance, vested with binding nature, of the Regional Secretary for the Environment and Sea, in order to authorize, temporarily, the performance of operations, that are generally, subjected to restrictions;
 - d. Air movements that incurred on unpredicted schedule shift caused by an abnormal constraint in air traffic control;
 - e. Air movements performed until 01h:00 on scheduled flights for periods until 00h:00, caused by delays non attributed to the airport management entity or operator;
 - f. Air movements from and to Continental Portugal, from and to the airports of Autonomous Regions of Açores and Madeira, due to meteorological conditions;
 - g. Landings during the period between 05:00LMT and 06:00LMT, due to weather constraints, as long as the arrival time has been scheduled for after 06:00LMT;
2. The operations performed under the aforementioned paragraph 1 of sub-section 2.21.1.3 shall not be considered for the application mentioned in the paragraph 1 of subsection 2.21.1.2.

LPAZ AD 2.22 FLIGHT PROCEDURES

2.22.1 STANDARD INSTRUMENT DEPARTURES FROM SANTA MARIA AERODROME

2.22.1.1 GENERAL REMARKS

NIL

2.22.1.2 STANDARD INSTRUMENT DEPARTURE (SID) DESCRIPTIONS:

RUNWAY 18 (see chart LPAZ AD 2.24.7A-1)		
Designator	Route	Remarks
BEKUN2S	Maintain take-off heading until 1500FT QNH, then turn left to intercept and proceed VSM RDL 139. At 3100FT QNH climbing turn left to TRACK 019° to intercept VSM RDL 066 to BEKUN	
BEKUN2T	Maintain take-off heading until 1500FT QNH, then turn right to VSM VOR and proceed on VSM RDL 066 to BEKUN	Cross VSM VOR at or above 3100 FT QNH, climbing
DOKAS2S	Maintain take-off heading until 1500FT QNH, then turn left to intercept and proceed VSM RDL 139. At 3100FT QNH climbing turn left to TRACK 019° to intercept VSM RDL 088 to DOKAS	
DOKAS2T	Maintain take-off heading until 1500FT QNH, then turn right to VSM VOR and proceed on VSM RDL 088 to DOKAS	Cross VSM VOR at or above 3100 FT QNH, climbing
ETROX2S	Maintain take-off heading until 1500FT QNH, then turn left to intercept VSM RDL 139. AT 3100FT QNH climbing turn left to intercept VSM RDL 131 to ETROX	
GINSU2S	Turn right to TRACK 329° to intercept VSM RDL 262 to GINSU	
GOMOS2S	Turn right to TRACK 329° to intercept VSM RDL 282 to GOMOS	
RODIL2S	Turn right to TRACK 329° to intercept VSM RDL310 to RODIL	
VMG2S	Turn right to TRACK 009° to intercept VSM RDL 342 to VMG	Remain WEST of VSM RDL 010 / 190
NAVPO3S	Turn right to TRACK 009°. When crossing VSM RDL 329 turn right to intercept and proceed on VSM RDL005 until intercepting RDL 131 DME VMG. Proceed VMG RDL 131 to NAVPO Holding	Remain WEST of VSM RDL 010 / 190

RUNWAY 36 (see chart LPAZ AD 2.24.7B-1)		
Designator	Route	Remarks
BEKUN3N	Maintain take-off heading; at DME 3 VSM turn right to track 065; at 3100FT QNH turn right to track 139 to intercept VSM RDL 066 to BEKUN.	
DOKAS3N	Maintain take-off heading; at DME 3 VSM turn right to track 065; at 3100FT QNH turn right to track 139 to intercept VSM RDL 088 to DOKAS.	
DOKAS2P	Maintain take-off heading until 1500FT QNH, then turn left to VSM VOR and proceed on VSM RDL 088 to DOKAS	Cross VSM VOR at or above 3100 FT QNH, climbing
ETROX2N	Maintain take-off heading until 1500FT QNH then turn left to VSM VOR and proceed on VSM RDL 131 to ETROX	Cross VSM VOR at or above 3100 FT QNH, climbing
GINSU3N	Maintain take-off heading until 1500FT QNH, then turn left to track 209 to intercept VSM RDL 262 to GINSU.	
GOMOS3N	Maintain take-off heading until 1500FT QNH, then turn left to track 209 to intercept VSM RDL 282 to GOMOS.	

RUNWAY 36 (see chart LPAZ AD 2.24.7B-1)		
Designator	Route	Remarks
RODIL2N	Maintain take-off heading until 1500FT QNH, then turn left to intercept VSM RDL 310 to RODIL	
VMG3N	Maintain take-off heading until 1500FT QNH, then turn left to intercept VSM RDL 342 to VMG.	
NAVPO3N	Intercept and proceed on VSM RDL 005 until intercepting RDL 131 DME 30 VMG. Proceed on VMG RDL 131 to NAVPO Holding.	

2.22.2 STANDARD INSTRUMENT ARRIVAL TO SANTA MARIA AERODROME

2.22.2.1 GENERAL REMARKS:

Above Minimum Flight Altitude non-standard Instrument Arrival Routes and procedures may be assigned by ATC.

Depending on Traffic conditions, ATC may clear RNAV certified flights for a Straight-in ILS approach (IAF VSM RDL 001/15NM DME) - see page LPAZ AD 2.24.10A1-1. Flights so cleared shall proceed direct to the IAF above, and if necessary for the purposes of DOC. 8168, chapter 4, paragraph 4.4.1, the IAF associated holding pattern shall be flown as per DOC. 8168, chapter 1, paragraph 1.3.8. Pilots must ensure no MSA's are infringed, and, when ready for the approach, shall cross the IAF at the altitude appropriate for the procedure.

2.22.2.2 RADIO COMMUNICATIONS FAILURE:

- In the event of RCF, aircraft shall proceed to VSM Holding (North or South) according to Runway in use, at last assigned level.
- At ETA according to current flight plan, start descent to initial approach altitude to carry out a standard IFR approach, according to IAC.

2.22.2.3 STANDARD INSTRUMENT ARRIVAL (STAR) DESCRIPTIONS:

RUNWAYS 18/36 (see chart LPAZ AD 2.24.9-1)					
Designator	Identification Significant Points	MAG. Track	Dist.NM	Minimum safe ALT.	Remarks
BEKUN 1C	▲ BEKUN ▲ VSM	247	110	3500	Clearance limit : Holding VSM. North or South pending RWY in use
DOKAS 1	▲ DOKAS ▲ VSM	269	088	3500	Clearance limit : Holding VSM. North or South pending RWY in use
ETROX 1	▲ ETROX ▲ VSM	311	065	3500	Clearance limit : Holding VSM. North or South pending RWY in use
GINSU 1	▲ GINSU ▲ VSM	080	126	3500	Clearance limit : Holding VSM. North or South pending RWY in use
GOMOS 1	▲ GOMOS ▲ VSM	101	235	3500	Clearance limit : Holding VSM. North or South pending RWY in use

RUNWAYS 18/36 (see chart LPAZ AD 2.24.9-1)					
Designator	Identification Significant Points	MAG. Track	Dist.NM	Minimum safe ALT.	Remarks
VMG 1	▲ VMG	160	025	4500	Clearance limit : Holding VSM. North or South pending RWY in use
	△ 25NM VMG				
	▲ VSM	160	035	3500	
RODIL1B	△ RODIL	131	134	3500	Clearance limit : Holding VSM. North or South pending RWY in use
	▲ VSM				

LPAZ AD 2.23 ADDITIONAL INFORMATION

LPAZ AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
AERODROME CHART-ICAO	LPAZ AD 2.24.1-1
AIRCRAFT PARKING/DOCKING CHART-ICAO	LPAZ AD 2.24.2-1
STANDARD DEPARTURE INSTRUMENT (SID) – RWY 18	LPAZ AD 2.24.7A-1
STANDARD DEPARTURE INSTRUMENT (SID) – RWY 36	LPAZ AD 2.24.7B-1
STANDARD ARRIVAL INSTRUMENT (STAR) – RWY 18/36	LPAZ AD 2.24.9-1
INSTRUMENT APPROACH CHART-ICAO – ILS RWY 18	LPAZ AD 2.24.10A1-1
INSTRUMENT APPROACH CHART-ICAO – VOR RWY 36 CAT A/B	LPAZ AD 2.24.10A2-1
INSTRUMENT APPROACH CHART-ICAO – VOR RWY 36 CAT C/D	LPAZ AD 2.24.10B1-1
INSTRUMENT APPROACH CHART-ICAO – VOR RWY 18 CAT A/B	LPAZ AD 2.24.10B2-1
INSTRUMENT APPROACH CHART-ICAO – VOR RWY 18 CAT C/D	LPAZ AD 2.24.10C1-1
INSTRUMENT APPROACH CHART-ICAO – NDB SMA RWY 18	LPAZ AD 2.24.10C2-1
VISUAL APPROACH CHART-ICAO	LPAZ AD 2.24.11-1

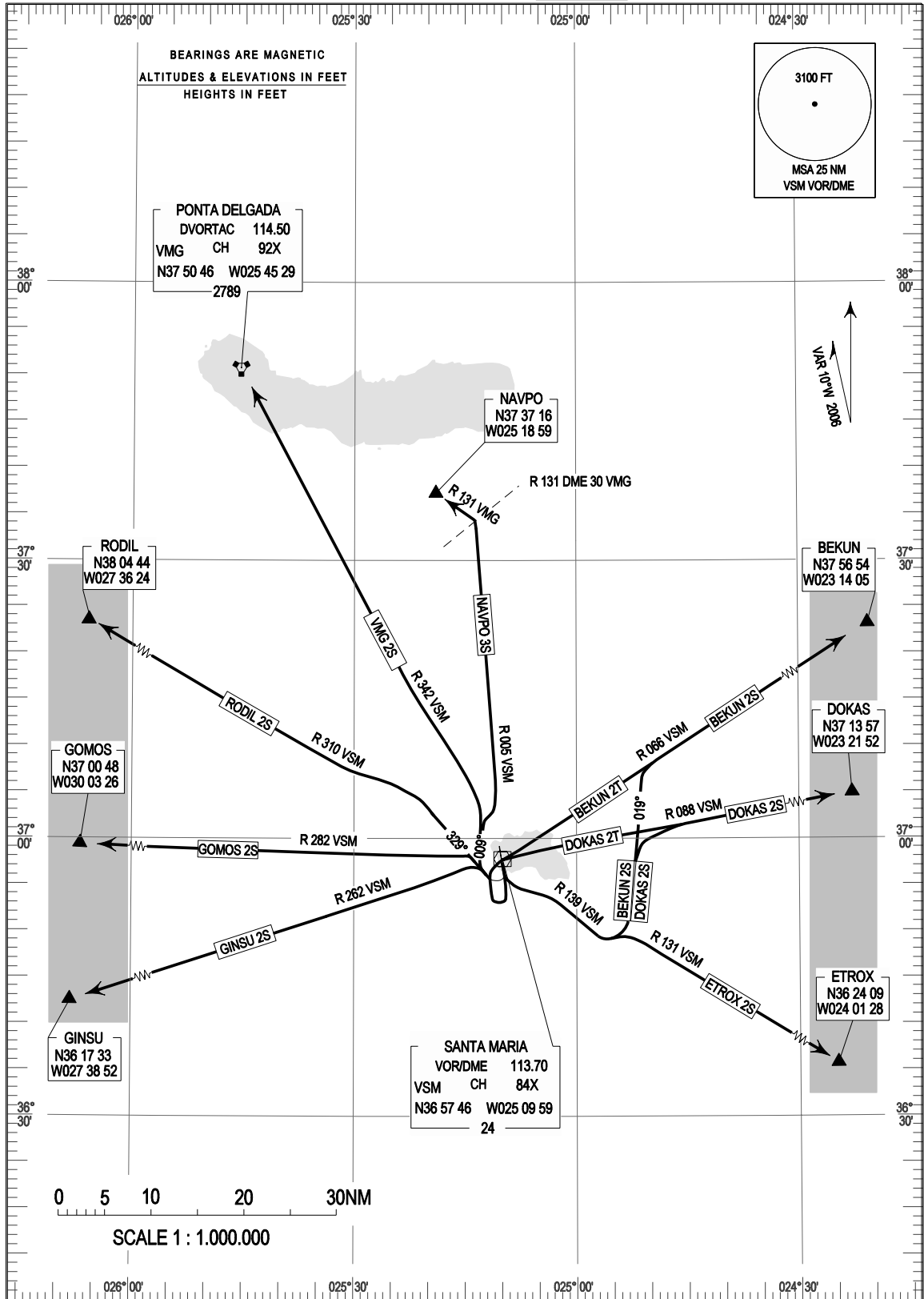
LPAZ AD 2.24.7A-1

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

SANTA MARIA (LPAZ)
RWY 18

TRANSITION ALTITUDE 4000
TWR 118.100
APP 119.100
TMA 132.150

BEKUN 2S, BEKUN 2T, DOKAS 2S, DOKAS 2T, ETROX 2S
GINSU 2S, GOMOS 2S, RODIL 2S, VMG 2S, NAVPO 3S



Changes on Procedures Identification and bearings

THIS PAGE INTENTIONALLY LEFT BLANK

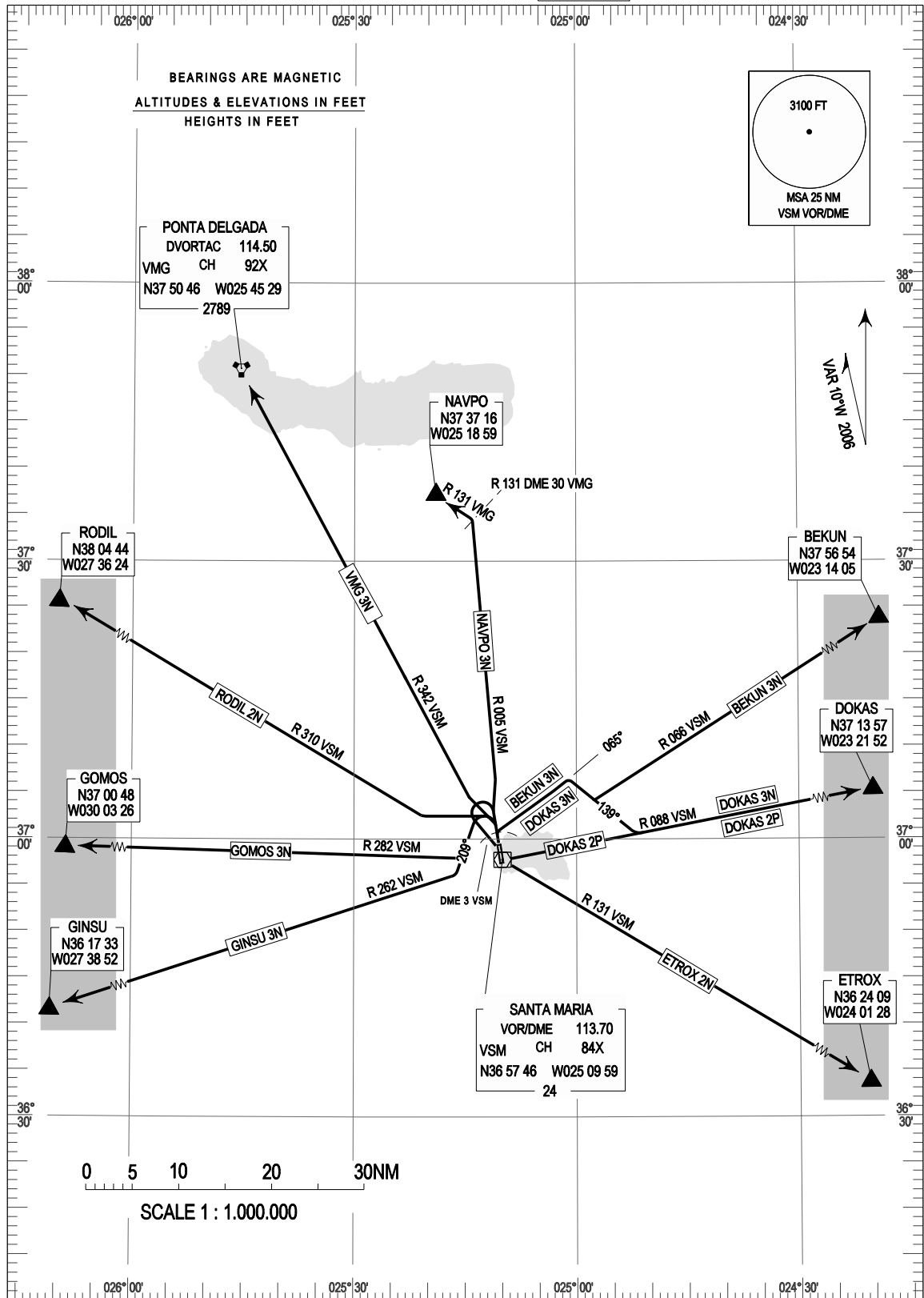
LPAZ AD 2.24.7B-1

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

SANTA MARIA (LPAZ)
RWY 36

TRANSITION ALTITUDE
4000
TWR 118.100
APP 119.100
TMA 132.150

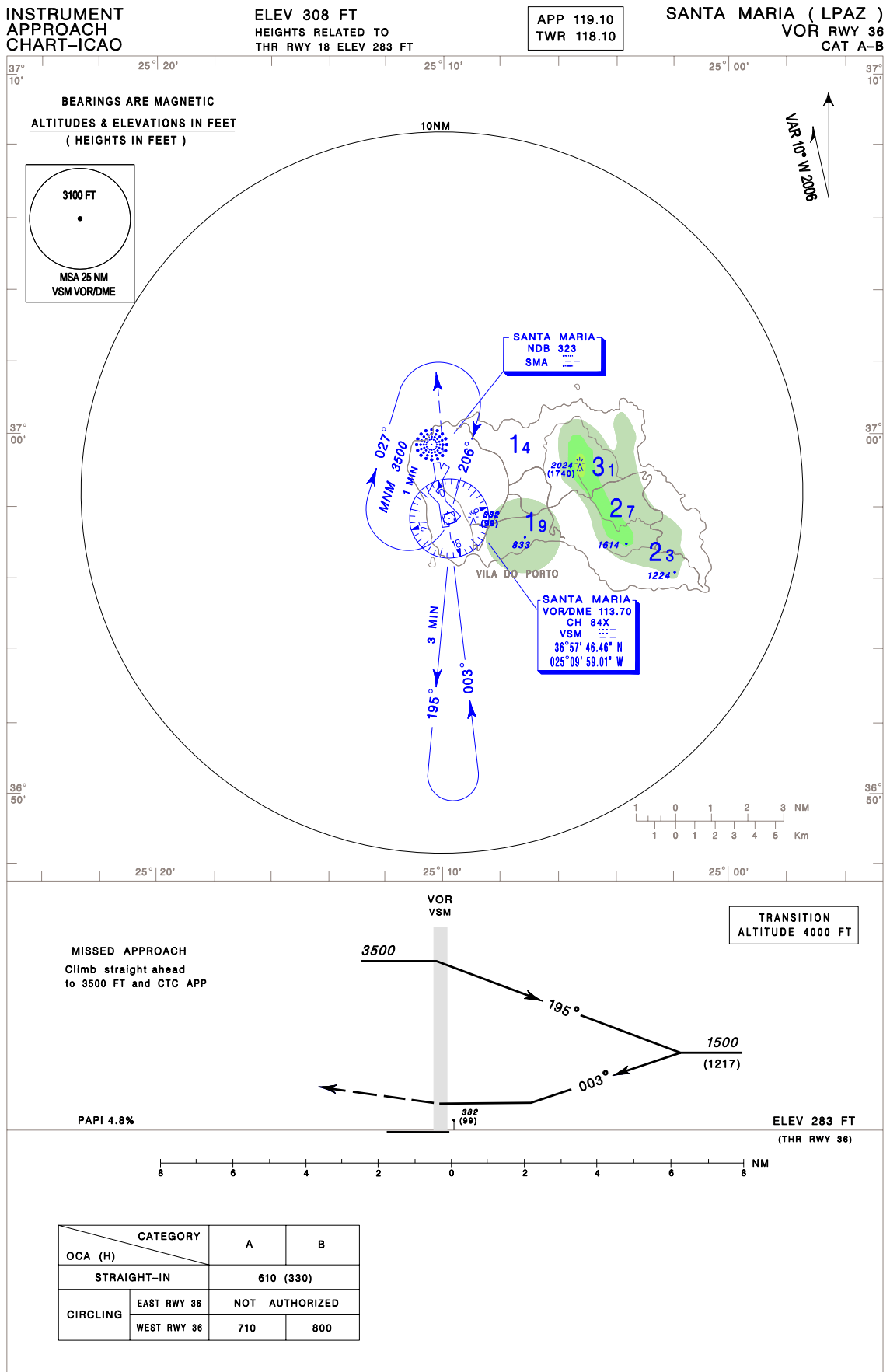
BEKUN 3N,DOKAS 3N,DOKAS 2P,ETROX 2N,GINSU 3N
GOMOS 3N,RODIL 2N,VMG 3N,NAVPO 3N



Changes on Procedures identification and Bearings

THIS PAGE INTENTIONALLY LEFT BLANK

LPAZ AD 2.24.10A2-1

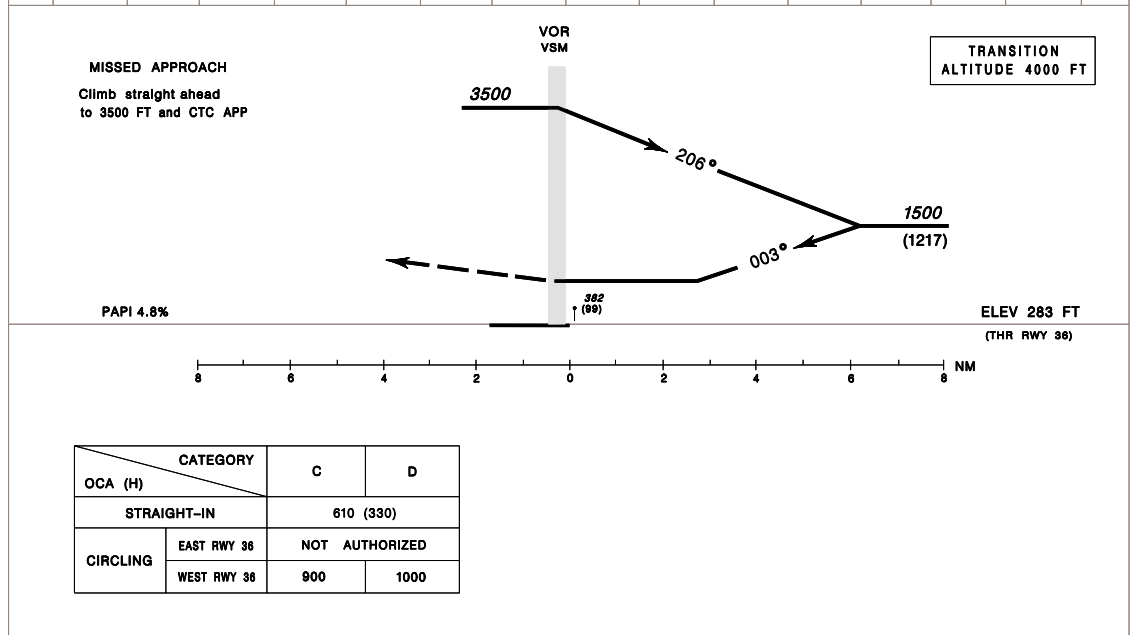
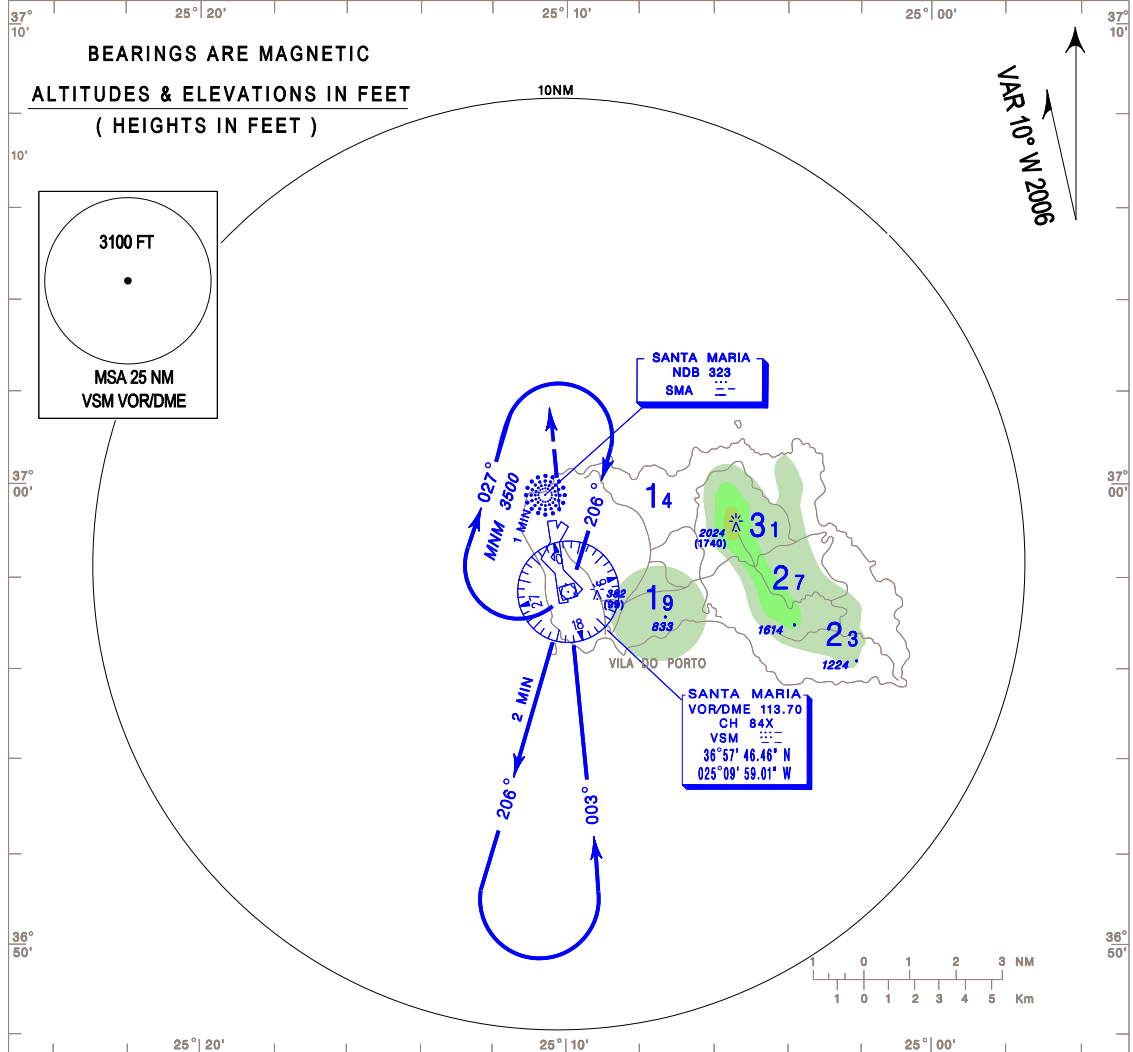


Changes on Procedures Identification and Bearings

THIS PAGE INTENTIONALLY LEFT BLANK

LPAZ AD 2.24.10B1-1

INSTRUMENT APPROACH CHART-ICAO ELEV 308 FT APP 119.10 SANTA MARIA (LPAZ)
 HEIGHTS RELATED TO THR RWY 36 ELEV 283 FT TWR 118.10 VOR RWY36
 CAT C-D

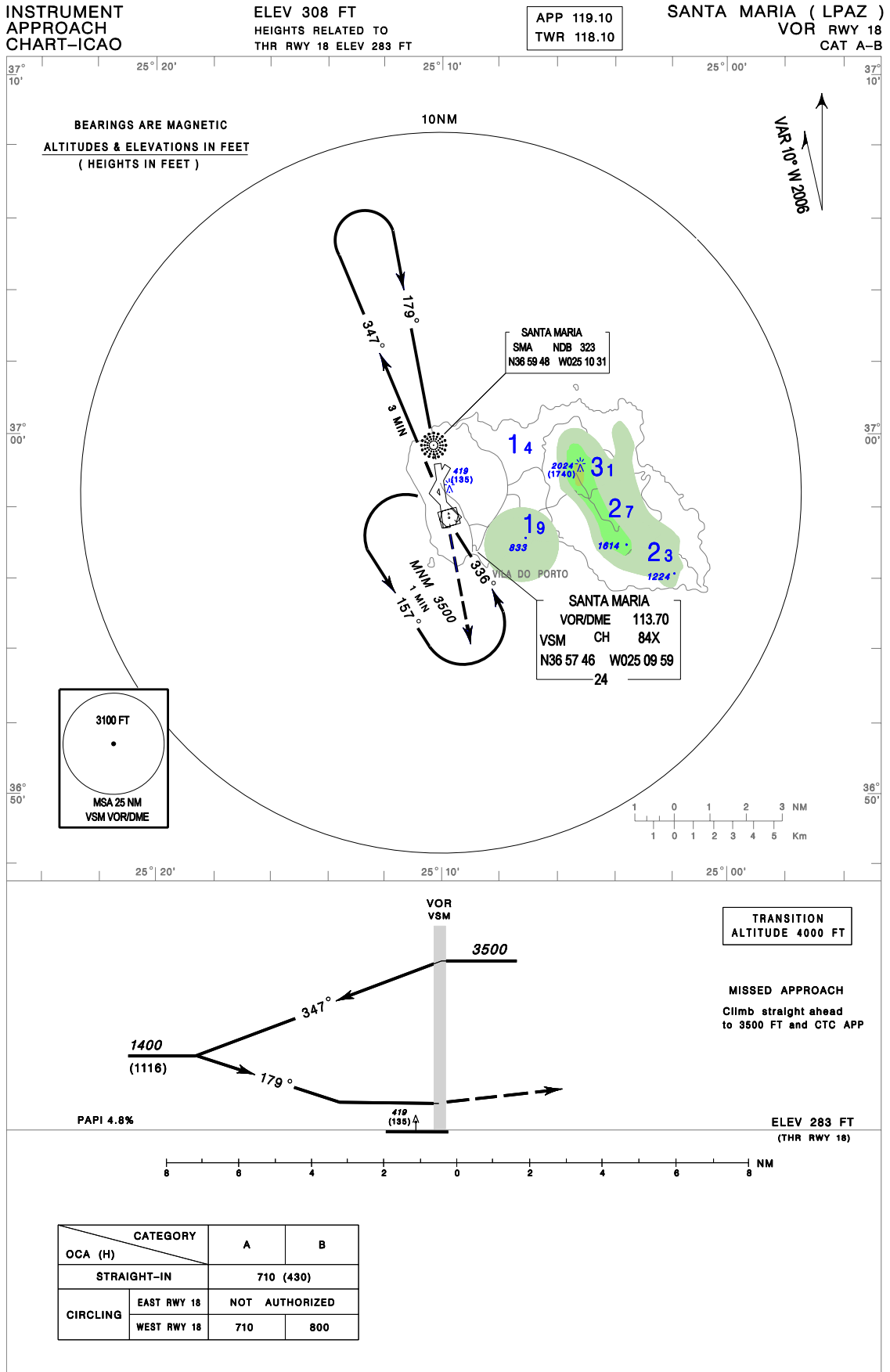


CATEGORY		C	D
		OCA (H)	610 (330)
STRAIGHT-IN		610 (330)	
CIRCLING	EAST RWY 36	NOT AUTHORIZED	
	WEST RWY 36	900	1000

Changes on Procedure Bearings and RDLs

THIS PAGE INTENTIONALLY LEFT BLANK

LPAZ AD 2.24.10B2-1



Changes on Procedure Bearings and RDLs

THIS PAGE INTENTIONALLY LEFT BLANK

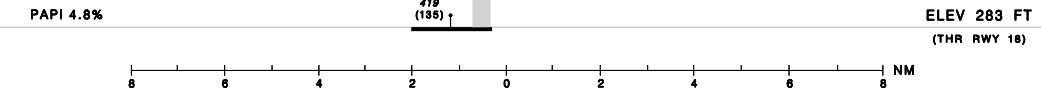
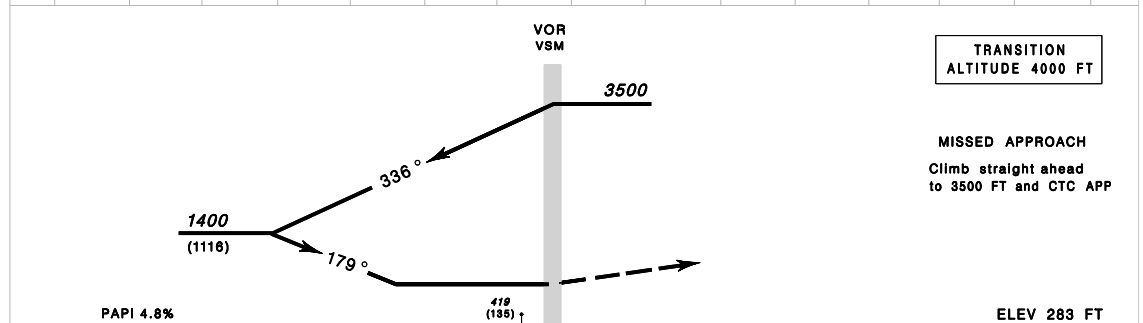
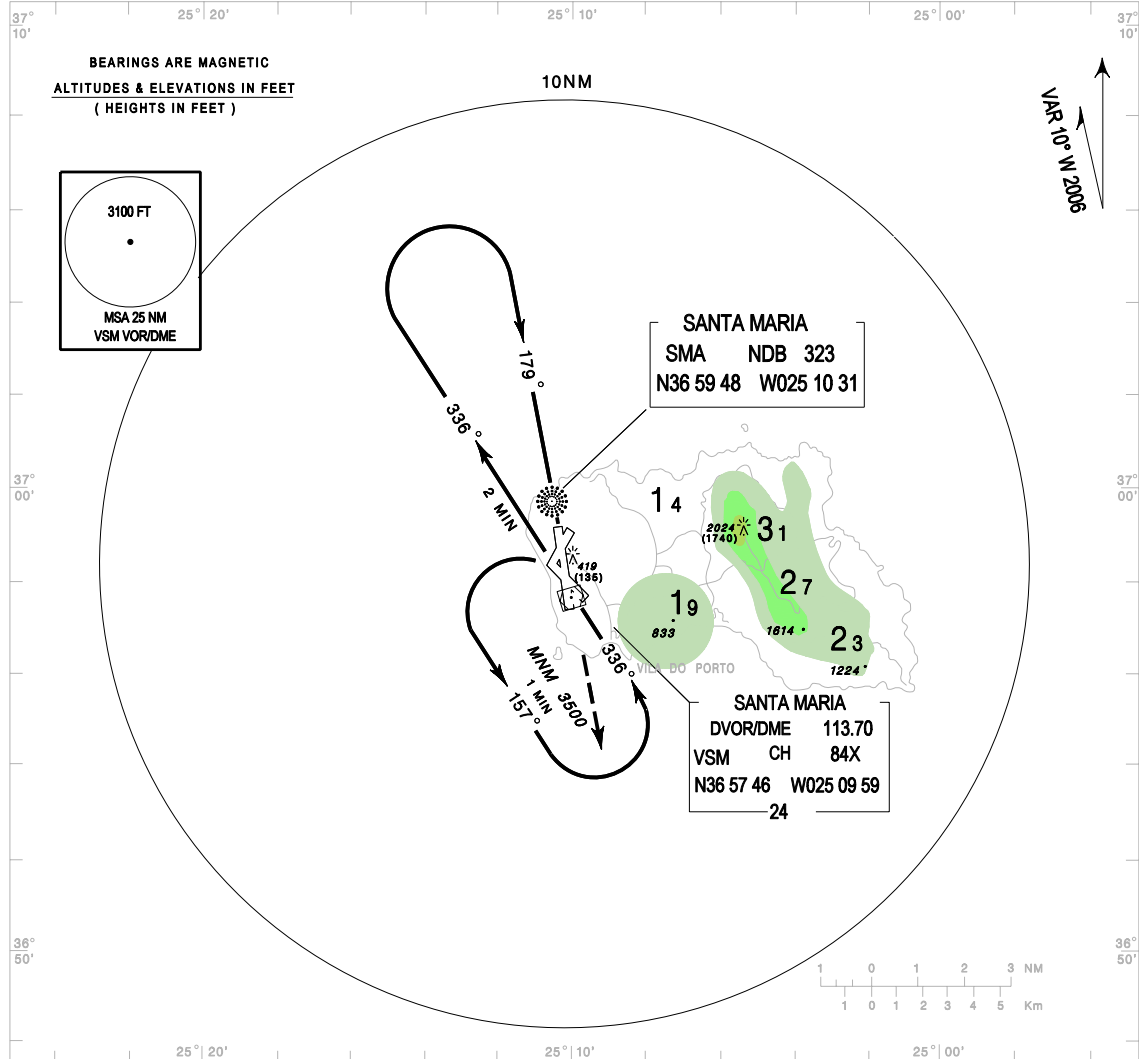
LPAZ AD 2.24.10C1-1

INSTRUMENT
APPROACH
CHART-ICAO

ELEV 308 FT
HEIGHTS RELATED TO
THR RWY 18 ELEV 283 FT

APP 119.10
TWR 118.10

SANTA MARIA (LPAZ)
VOR RWY 18
CAT C-D



CATEGORY		C		D	
		OCA (H)			
STRAIGHT-IN		710 (430)			
CIRCLING	EAST RWY 18	NOT AUTHORIZED			
	WEST RWY 18	900	1000		

Changes on Procedure Bearings and RDLs

THIS PAGE INTENTIONALLY LEFT BLANK