

AD 2 AERODROMES**LPAZ AD 2.****LPAZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LPAZ - SANTA MARIA

LPAZ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 36 58 26N LONG: 025 10 16W Intersection Runway 18/36 with Taxiway C
2	Direction and distance of ARP from city or town	5KM (2.7NM) BRG 328° GEO from City Hall in Vila do Porto
3	Elevation/Reference temperature	94 M / 308 FT 23° C (AUG)
4	Geoid undulation at aerodrome elevation position	Elevation - 94M Geoid Undulation - 54M
5	MAG VAR/Annual change	10° W (JAN 2006) / 0.17° decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post:ANA – SA , Aeroportos de Portugal - SA Aeroporto de Santa Maria Apartado 574 Ilha de Santa Maria – Açores 9580–908 Vila do Porto Phone:AD Administration - +351.296.820020 AD Operations - +351.296.820023 Fax:AD Administration - +351.296.886170 AD Operations - +351.296.886335 AFS:AFTN : LPAZYDYA Email:santamaria.airport@ana.pt URL:http://www.ana.pt
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

LPAZ AD 2.3 OPERATIONAL HOURS

1	AD Administration	07:30-22:30 (06:30-21:30)
2	Customs and immigration	H24
3	Health and sanitation	On Request
4	AIS Briefing Office*	NIL
5	ATS Reporting Office (ARO)**	NIL
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	09:00-21:00 (08:00-20:00) Fuel available 21:00-09:00 (20:00-08:00) on request with PPR of one hour, subject to a surcharge of US\$ 100.
9	Handling	07:00-01:00 (06:00-24:00) (Outside these hours services available on request)
10	Security	H24

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11	De-icing	Not available
12	Remarks	AD Operational Hours :Aerodrome operational extension or reopening available and accordingly with page GEN 4.1-3, paragraph 4.1.6. Emergency Flights shall be granted. *Pre-flight Information Bulletins can be supplied upon request through AD Operations Service 07:30-22:30 (06:30-21:30) or, according GEN 3.1.1.2, via direct contact (telephone, fax or e-mail) with any AIS/ARO aerodrome unit. **Acceptance and forwarding of FPL and associated messages or post flight reports is possible through AD Operations service or, according GEN 3.1.1.2, via direct contact (telephone, fax or e-mail) with any AIS/ARO aerodrome unit.

LPAZ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Loader (6.5 tons) One Fork Lift (1.5 tons) One Fork Lift (5 tons) Sufficient number of various vehicles and equipment
2	Fuel/oil types	AVGAS 100LL and JET A1 BP Turbo Oil 2380, Aviation Oil 100 and Aeroshell Oil W100
3	Fuelling facilities/capacity	Hydrant System and Fuel Trucks. Delivery Rate : AVGAS 100 LL – 15 litres per second; JET A1 – 75 litres per Second.
4	De-icing facilities	Not applicable
5	Hangar space available for visiting aircraft	HANGAR : 1500 Square Meters (50x30); Door 24Mx7.5M. Unheat Space.
6	Repair facilities for visiting aircraft	Minor repairs only
7	Remarks	Oxygen and related servicing : Not Available

LPAZ AD 2.5 PASSENGER FACILITIES

1	Hotels	3 Hotels - 350 beds
2	Restaurants	AD Restaurant : 200 meals per hour
3	Transportation	Buses, Taxis and 3 Rent-a-Car Stations
4	Medical facilities	First Aid Treatment, Rest Rooms, 5 Ambulances. Hospital in Vila do Porto [3KM (1.6NM) from Aerodrome].
5	Bank and Post Office	At Aerodrome. Operation Hours for Bank and Post Office : MON-FRI 09:30-17:00 (08:30-16:00)
6	Tourist Office	At Aerodrome. Operation Hours for Tourist Office : MON-FRI 09:30-17:00 (08:30-16:00)
7	Remarks	NIL

LPAZ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within AD HR : - CAT 6 CAT 7 to CAT 9 - Available by prior arrangements with Airport Director *
2	Rescue equipment	- In accordance with CAT 9 requirements established in the Table 5.2 of ICAO DOC.9137-AN/898 Part I. - KIT TIRFOR embarqued in fully equipped Crash Tender Vehicle. - RIB
3	Capability for removal of disabled aircraft	High stability pneumatic lifting bags, trailer and towing capability for B707

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4	Remarks	* For this purpose contact Airport Operations. See table AD 2.2, Item 6
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LPAZ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	Not applicable *
2	Clearance priorities	Not applicable
3	Remarks	* The Aerodrome is serviceable during all seasons of the year.

LPAZ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron Surface and Strength	APRON	SURFACE	STRENGTH		
			Asphalt	LCN 100 **		
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH	
		A and E	23M	Asphalt	60 tons SIWL **	
		D	23M	Concrete	LCN 200 **	
		C	25M	Asphalt	60 tons SIWL **	
3	Altimeter Checkpoint location and elevation	LOCATION		ELEVATION		
		THR 36		86M / 282FT		
		THR 18		86M / 283FT		
4	VOR Checkpoint locations	Not established				
5	INS Checkpoint positions	RAMP / STAND	INS COORDINATES	ELEVATION (M/AMSL)	ACFT TYPE (CRITICAL)	PUSH BACK TO TWY / TAXILANE
		1	36 58 26.64N 025 10 00.66W	153.23	L101	
		1A	36 58 27.79N 025 10 00.90W	153.22	DC10	
		2	36 58 27.28N 025 09 58.66W	153.97	B764	
		2A	36 58 28.10N 025 09 58.83W	153.94	B764	
		3	36 58 23.17N 025 10 01.97W	152.44	B744	
		3A	36 58 22.01N 025 10 01.75W	152.30	B744	
		4	36 58 23.54N 025 09 59.00W	153.44	A340	
		4A	36 58 22.39N 025 09 58.81W	153.29	B744	
		5	36 58 23.26N 025 09 57.14W	154.03	G159	
		5A	36 58 23.13N 025 09 57.11W	153.99	G159	
6	36 58 09.16N 025 09 57.01W	152.60	EMERGENCY			
6	Remarks	** Change STRENGTH LCN values to PCN under evaluation.				

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LPAZ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Taxiway guidelines at all Taxiways Apron guidelines Taxiing guidance signs at all intersections with TWY and RWY at all Holding Positions.
2	RWY/TWY markings and lights	Markings : Runway designation, Runway center line, Threshold, Touchdown Zone, Runway distance to go, Runway Edge and Runway End. Taxiway Center Line, Holding Positions at all Taxiways and Runway intersections. Lights : Runway Edge, Runway End and Taxiway Edge
3	Stop bars	NIL
4	Remarks	Runway Edge Markings are located 22.5M each side of Runway Centreline. Lights of unserviceable areas are not in accordance with Annex 14 (only 2 candelas of intensity light are provided).

LPAZ AD 2.10 AERODROME OBSTACLES

In Area 2					
Obst. ID Designation	Obst. Type	Obst. Position	Elevation / HGT	Markings Type, Colour	Remarks
a	b	c	d	e	f
LPAZ 01	ANTENNA	365831.8N 0250956.4W	133M / 33M	Lights: Fixed red Markings: Red / White Horizontal Stripes	
LPAZ 02	ANTENNA	365859.2N 0250526.3W	606M /	Lights :Fixed red Markings: Red / White Horizontal Stripes	
LPAZ 03	ANTENNA	365858.9N 0250526.5W	606M /	Lights: Fixed red Markings: Red / White Horizontal Stripes	
LPAZ 04	ANTENNA	365858.3N 0250527.4W	607M /	Lights: Fixed red Markings: Red / White Horizontal Stripes	
LPAZ 05	ANTENNA	365858.0N 0250526.7W	601M /	NIL	
LPAZ 06	ANTENNA	365740.7N 0250835.1W	175M /	Lights: Fixed red Markings: Red / White Horizontal Stripes	
LPAZ 07	ANTENNA	365741.0N 0250834.8W	177M /	Lights: Fixed red Markings: Red / White Horizontal Stripes	
LPAZ 08	TOWER	365846.0N 0250526.9W	601M /	Lights: Fixed Red Markings: Red / White Horizontal Stripes	

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FIGUEIRAL	WINDMILL (1/3)	365656.7N 0250744.9W	221M / 60M	NIL	
FIGUEIRAL	WINDMILL (2/3)	365654.9N 0250751.6W	212M / 60M	NIL	
FIGUEIRAL	WINDMILL (3/3)	365652.8N 0250800.1W	204M / 60M	NIL	

In Area 3

Obst. ID Designation	Obst. Type	Obst. Position	Elevation / HGT	Markings Type, Colour	Remarks
a	b	c	d	e	f

LPAZ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

Abbreviations used in following table:

C	-	Charts	SATEL	-	Satellite Image
CMA	-	Centro de Meteorologia Aeronáutica	SWH	-	Significant Weather High (chart)
CR	-	Cross sections	SWM	-	Significant Weather Medium (chart)
P	-	Personal Consultation (item 5)	T	-	Telephone
P	-	Prognostic Upper Air Chart (item 7)	W	-	Significant Weather Chart
S	-	Surface Analysis (Current chart)	WXR	-	Weather Radar

1	Associated MET Office	SANTA MARIA CMA
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	LISBOA 24 HR - Issuance every 6 hours
4	Trend Forecast Interval of issuance	NIL
5	Briefing/consultation provided	T
6	Flight documentation Language(s) used	C, CR English
7	Charts and other information available for briefing or consultation	P, S, SWH, SWM, W
8	Supplementary equipment available for providing information	Flightbriefing
9	ATS units provided with information	TWR, APP, Santa Maria ACC/OCA
10	Additional information (limitation of service, etc.)	Phone: +351 296 886 326 Fax: +351 296 886 005 Email: lpaz@meteo.pt

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LPAZ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY 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 54.17,0M	THR 86,0M TDZ 92.0M	-0.6%
36	351			THR 36 57 30.84N 025 10 04.98W RWY END 36 59 08.71N 025 10 24.23W Geoid Undulation 54,0M	THR 86M	0.6%

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	RWY FCT CLBR: 0.87
36		300Mx300M		240Mx120M	NIL	RWY FCT CLBR: 0.87

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	

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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 left side RWY 18 - 300M from THR, lighted. Anemometer right side RWY 36 - 300M 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

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LPAZ AD 2.17 ATIS AIRSPACE

1	Designation and lateral limits	SANTA MARIA CTR A circle with 5NM radius centred at ARP (36 58 26N025 10 16W)
2	Vertical limits	2000FT ALT (600M)
3	Airspace classification	C
4	ATS unit call sign / Language(s)	Santa Maria Approach Santa Maria Tower EN, PT
5	Transition altitude	4000FT
6	Remarks	NIL

LPAZ AD 2.18 ATIS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	SANTA MARIA Approach	119.10 MHZ 121.50 MHZ	H24 H24	Primary Emergency
TWR	SANTA MARIA Tower	118.10 MHZ 121.50 MHZ	H24 H24	Primary Emergency
VDF	SANTA MARIA Approach	118.10 MHZ 119.10 MHZ 121.50 MHZ 127.90 MHZ 130.050 MHZ 132.15 MHZ 139.50 MHZ	H24 H24 H24 H24 H24 H24 H24	Emergency

LPAZ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME	VSM	113.7MHZ CH 84X	H24	365746.5N 0250959.0W	300FT	160° MAG - 0.69NM from ARP Coverage : 200NM FL500 Not usable : 065/130 BYD 20NM BLW 6000FT

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVORTAC	VFL	112.70 MHZ CH 74X	H24	383109.9N 0283724.8W	500FT	284° MAG -3.69NM from THR RWY28 Coverage : 240NM - FL600 TACAN not usable : 010°/020° BYD 10NM BLW 10000FT 045°/080° BYD 30NM BLW 5000FT 080°/100° BYD 28NM BLW 5500FT 100°/140° BYD 15NM BLW 10000FT 140°/150° BYD 40NM BLW 3000FT 280°/010° BYD 10NM BLW 10000FT DVOR not usable : 010°/020° BYD 10NM BLW 10000FT 080°/140° BYD 15NM BLW 10000FT 280°/010° BYD 10NM BLW 10000FT DVOR not usable below 5000FT
DVORTAC	VMG	114.50 MHZ CH 92X	H24	375045.6N 0254529.3W	2800FT	DVOR not usable : 090°/120° BYD 30NM BLW 8000FT TACAN :Not usable : 170°/190° BYD 40NM BLW 6000FT
ILS RWY 18 (CAT I)						
LOC (10W)	MA	110.3MHZ	H24	365720.2N 0251002.9W		Front Course sector Angle : 4 DEG 183 DEG MAG - 333M from THR 36
GP		335MHZ	H24	365900.6N 0251017.6W		Slope 2.75 DEG HGT of ILS: 50FT.
MM	Dot Dashes	75 MHZ	H24	365948.0N 0251032.6W		0.66NM from THR 18

LPAZ AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Limitations on use of aerodrome

Aerodrome extension after closing time or reopening time shall be granted for emergency flights.

Aerodrome extension after closing time for non-emergency flights, maximum 2 hours, must be dully justified and submitted to approval of Airport Operator, 3 hours prior notice required.

2.20.2 Taxiing

Due to wingspan Taxiway A, Taxiway D and Taxiway E can not be used by the below mentioned aircraft :

- Boeing 747 / 777
- Airbus A330 / A340
- Lockheed C5 (Galaxy)
- McDonnell-Douglas MD11
- Antonov 124 / 225

LPAZ AD 2.21 NOISE ABATEMENT PROCEDURES**2.21.1 GENERAL**

2.21.1.1 Landing and/or take-off is forbidden by law between 01:00 (00:00) and 07:00 (06:00), except in cases of force majeure. However, according to governmental deliberation, exception regime has been granted for Santa Maria 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 01:00 (00:00) and 07:00 (06:00) 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 01:00 (00:00) and 07:00 (06:00) 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 03:00 (02:00) and 06:00 (05:00);
 - 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 01:00 (00:00) to 07:00 (06:00) 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 unpredictable schedule shift caused by an abnormal constraint in air traffic control;
 - e. Air movements performed until 01:00 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 06:00 (05:00) and 07:00 (06:00), due to weather constraints, as long as the arrival time has been scheduled for after 07:00 (06:00);

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 STANDARD DEPARTURE INSTRUMENT (SID) RWY 18)		
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 STANDARD DEPARTURE INSTRUMENT (SID) RWY 36)		
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.	

RUNWAY 36 (see chart STANDARD DEPARTURE INSTRUMENT (SID) RWY 36)

Designator	Route	Remarks
GOMOS3N	Maintain take-off heading until 1500FT QNH, then turn left to track 209 to intercept VSM RDL 282 to GOMOS.	
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:

1. In the event of RCF, aircraft shall proceed to VSM Holding (North or South) according to Runway in use, at last assigned level.
2. 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 STANDARD ARRIVAL INSTRUMENT (STAR) RWYS 18/36)

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

RUNWAYS 18/36 (see chart LPAZ AD 2.24.9-1 STANDARD ARRIVAL INSTRUMENT (STAR) RWYS 18/36)					
Designator	Identification Significant Points	MAG. Track	Dist. NM	Minimum safe ALT.	Remarks
GOMOS 1	▲ GOMOS	101	235	3500	Clearance limit : Holding VSM. North or South pending RWY in use
	▲ VSM				
VMG 1	▲ VMG	160	025	4500	Clearance limit : Holding VSM. North or South pending RWY in use
	△ 25NM VMG	160	035	3500	
	▲ VSM				
RODIL1B	▲ RODIL	131	134	3500	Clearance limit : Holding VSM. North or South pending RWY in use
	▲ VSM				

LPAZ AD 2.23 ADDITIONAL INFORMATION

On taxiing expect seasonal bird activity at the Ramp (March to June and September to November).

LPAZ AD 2.24 CHARTS RELATED TO THE AERODROME

Name	Page
AERODROME CHART-ICAO	LPAZ AD 2.24.1-1
AIRCRAFT PARKING/DOCKING CHART-ICAO	LPAZ AD 2.24.2-1
AERODROME OBSTACLE CHART (AOC) - ICAO	LPAZ AD 2.24.4-1
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 Y RWY 36 CAT A/B	LPAZ AD 2.24.10A2-1
INSTRUMENT APPROACH CHART-ICAO – VOR Z RWY 36	LPAZ AD 2.24.10A3-1
INSTRUMENT APPROACH CHART-ICAO – VOR Y 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
VISUAL APPROACH CHART-ICAO	LPAZ AD 2.24.11-1