

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

LPHR - HORTA

LPHR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 38 31 12N LONG: 028 42 59W Intersection RWY 10/28 with TWY "B". Bearing 089° distance 711M from THR 10
2	Direction and distance of ARP from city or town	NE from Horta City - Distance 9.5KM (5.2NM)
3	Elevation/Reference temperature	23.9°C (AUG) 118FT (36M)
4	Geoid undulation at aerodrome elevation position	
5	MAG VAR/Annual change	12°W (JAN 2006) / 0,17° decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post:ANA – SA – Aeroportos de Portugal - SA Aeroporto da Horta Ilha do Faial 9900 HORTA Phone:+351.292.943510/2/3/4 Fax:+351.292.943519 and +351.292.943544 AFS:LPHRYDYA Email:horta.airport@ana.pt SITA:BOHBBXH URL:http://www.ana.pt
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LPHR AD 2.3 OPERATIONAL HOURS

1	AD Administration	09:00-19:30 (08:00-18:30)
2	Customs and immigration	On Request *
3	Health and sanitation	On Request
4	AIS Briefing Office**	NIL
5	ATS Reporting Office (ARO)***	NIL
6	MET Briefing Office	06:00-24:00
7	ATS	H24
8	Fuelling	On Request
9	Handling	On Request
10	Security	H24
11	De-icing	Not available

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12	Remarks	Aerodrome operational extension or reopening available accordingly with paragraph GEN 4.1.6. Emergency flights shall be granted. * At least 24 hours in advance will be required **Pre-flight Information Bulletins can be supplied upon request through AD Operations Service 09:00-19:30 (08:00-18:30) 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.
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LPHR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Available by SATA Air Açores: 1 - AIRSTARTER 3 - GPU, one of 28 Volts and two of 115 Volts 1 - Loader 1 - Lavatory Unit 1 - Potable Water Unit 1 - Conveyor Belt 3 - Forklift MAX. 2 TONS 4 - Passenger Steps, 2 Motorized and 2 Non-Motorized 6 - ATP Passenger Steps, Non-Motorized 4 - Tractors 14 - Dollys
2	Fuel/oil types	JET A1 / None
3	Fuelling facilities/capacity	2 Trucks - Capacity 16700 litres. Delivery Rate - 600 litres per minute
4	De-icing facilities	None
5	Hangar space available for visiting aircraft	None
6	Repair facilities for visiting aircraft	None
7	Remarks	Oxygen and related servicing – Not Available

LPHR AD 2.5 PASSENGER FACILITIES

1	Hotels	In city
2	Restaurants	In city
3	Transportation	Buses, Taxis and Rent-a-car from the AD
4	Medical facilities	First aid treatment Hospitals in the city
5	Bank and Post Office	Post Office at Aerodrome MON-FRI 10:00-18:00 (09:00-17:00)
6	Tourist Office	Yes, JUN-SEP 08:30-18:30
7	Remarks	NIL

LPHR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 6
2	Rescue equipment	- KIT TIRFOR embarked in a Crash Tender Vehicle. - RIB with 8 life rafts for 8 pax's each, 1 medical first aid KIT, 4 adult life jackets.

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3	Capability for removal of disabled aircraft	High stability pneumatic lifting bags
4	Remarks	NIL

LPHR AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

LPHR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron Surface and Strength	APRON	SURFACE	STRENGTH		
		A	Asphalt	PCN 35/F/C/X/T		
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH	
		A and B	23M	Asphalt	PCN 35/F/C/X/T	
		TAXILANE	WIDTH	SURFACE	STRENGTH	
		NIL				
3	Altimeter Checkpoint location and elevation	THR 10 - 24.58M THR 28 - 35.57M Apron - 29M				
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
		01	38 31 15.59N 028 42 58.29W	29,09M	ATP	
		02	38 31 15.60N 028 42 56.17W	29,10M	A320	
		03	38 31 15.64N 028 42 54.00W	29,16M	ATP	
6	Remarks	NIL				

LPHR 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 guide lines. Apron guidelines and Stands ID
2	RWY/TWY markings and lights	Markings: Runway Designation, Runway Centre Line, Threshold, Touch-down Zone, Runway Edge, aiming points, Runway turn pad and Runway Holding positions at all Taxiways; Lights: Runway Edge, THR light, Runway End, Runway Turn Pads and Taxiway Edge
3	Stop bars	NIL
4	Remarks	NIL

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LPHR AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at aerodrome	
1			2	
RWY/Area affected	Obstacle type Elevation Marking/Lighting	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates
a	b	c	a	b
10	Terrain Hill (Lighted) 148M	383112N 0283726W	NIL	NIL
28	Terrain Hill (Lighted) 61M	383113N 0284200W	NIL	NIL
	Terrain Hill (Lighted) 145M	383110N 0283726W	NIL	NIL
Remarks		All obstructions inside Approach and Take-off areas are provided with day markings and obstruction lighting		

LPHR 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	HORTA CMA
2	Hours of service	06:00-24:00
3	Office responsible for TAF preparation Periods of validity	LISBOA CMA 9 HR - issuance every 3 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
10	Additional information (limitation of service, etc.)	OPS: Phone: +351 292 943 570 Fax: +351 292 208 218 Email: lphr@meteo.pt

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LPHR 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
10	090 270	1595x45	PCN 39 /F/C/X/T Asph	THR 383111.51N 0284330.28W	THR 10: 25M	0,7
28				THR 383111.77N 0284224.44W	THR 28: 36M	

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
10	NIL	200X150	1715x150 *	NIL	NIL	Surface: Grooved beginning RWY10, 200M from THR along 1193M and 17,5M each side from centreline. Protection area: No RESA. Horta AD is not compliant with RESA as specified in ICAO Annex 14 Vol 1 RWY FCT CLBR: 0.87
28		300X150				

LPHR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	1647 *	1847	1647 *	1595	* Including 52,5 meters of pavement before THR
28	1647 *	1947	1647 *	1595	

LPHR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH light Type / Length / Intensity	THR Light colour/W BAR	VASIS type	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
10	Simple no Standard 202M	Green	PAPI 3° MEHT - 48FT	NIL	NIL	White, spacing 30M, Last 600 Yellow	Red	NIL	NIL
28	Simple no Standard 243,5M	Green		NIL	NIL		Red	NIL	

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LPHR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN at Control Tower, (383118.03N 0284250.57W) FLG W/G ev 4s, HO - IMC
2	LDI location and lighting Anemometer location and lighting	Anemometers: RWY10: Right Side, 300M THR. Lighted RWY28: Left Side, 300M THR. Lighted
3	TWY edge and centre line lighting	TWY Edge Light
4	Secondary power supply/switch-over time	Secondary power supply conforms with requirements of Annex 14 for CAT I
5	Remarks	Emergency lights available; WDI-LGTD

LPHR 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

LPHR AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	HORTA A circle with 5NM radius centred at ARP (38 31 12N028 42 59W)
2	Vertical limits	2000FT ALT (600M)
3	Airspace classification	C
4	ATS unit call sign / Language(s)	Horta Approach, Horta Tower EN, PT
5	Transition altitude	5000FT
6	Remarks	NIL

LPHR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	HORTA Approach	120.600MHZ	HO	Primary
		121.500 MHZ	HO	Emergency
TWR	HORTA Tower	118.000 MHZ	HO	Primary
		121.500 MHZ	HO	Emergency

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LPHR 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
NDB	FIL	380 KHZ	H24	383121.0N 0284109.2W		286° MAG - 1NM from THR RWY 28 Coverage: 250NM
L	HT	360 KHZ	H24	383111.5N 0283746.2W		284° MAG - 3.69NM from THR RWY 28 Coverage: 25NM
DVORTAC	VFL	112.70 MHZ TACAN: CH 74X	H24	383109.9N 0283724.8W	500FT	284° MAG - 3.69NM from THR RWY 28 TACAN Coverage: 240NM - FL600 TACAN Sectors 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 Coverage: 240NM - FL600 DVOR Sectors 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
DVOR (14°W)	FRS	113.30MHZ :	H24	392712.9N 0311237.5W		DVOR: Coverage: 250NM FL300 Not usable: 325°/345° BLW 16000FT BYD 40NM
DME	FRS	CH 80X	H24	392712.9N 0311237.5W	2800FT	DME: Coverage:250NM FL300 Not usable:325°/345° BLW 16000FT BYD 40NM
VOR	LM	112.3MHZ	H24	384702.2N 0270615.8W		040° MAG - 1.4NM from ARP Coverage : 100NM Not usable : R215/R240 BYD 35NM BLW 9000FT R241/R275 BYD 20NM at all altitudes Maintenance : WED 08:00/12:00

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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
DVOR/DME (11°W)	VSM	113.70 MHZ DME : CH 84X	H24	365746.5N 0250959.0W	300FT	160° MAG. - 0.69NM from ARP Coverage : 200NM FL500 Do not usable : 065°/130° BYD 20NM BLW 6000FT

LPHR AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Local flying restrictions

- Ground rises rapidly very close to the Aerodrome. (This fact may generate windshear and / or turbulence).
- Due to high terrain flight is not permitted North of Runway 10/28.
- On the EAST Sector of the Aerodrome, a very high mountain (on Pico Island) with it's highest point at 2351 metres and 23 KM ESE of the Aerodrome, is the main restriction for the IFR Procedures in the region. This geographical environment imposes the need to strictly comply with published procedures for arrival, approach and departure.
- Aircraft without two way radio communications are not accepted.
- Aerodrome qualified for night operations.
- Aerodrome and obstructions lighted.
- Danger of collision with birds during taxiing, landing and take-off.
- Back-track operations forbidden to aircraft with maximum take-off weight above 40 tons on Runway 10/28. These operations must be done only on turning bays of each runway.

LPHR 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 Horta 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 4, 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 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

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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 unpredicted schedule shift caused by an abnormal constraint in air traffic control;
 - e. Air movements performed until 01:00 on scheduled flights for periods until 00:00, 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.

LPHR AD 2.22 FLIGHT PROCEDURES

2.22.1 STANDARD INSTRUMENT DEPARTURE FROM HORTA AERODROME

2.22.1.1 RUNWAY 10

2.22.1.1.1 GENERAL REMARKS:

Strict compliance with SID required.

2.22.1.1.2 STANDARD INSTRUMENT DEPARTURE (SID) DESCRIPTION:

RUNWAY 10 (see chart LPHR AD 2.24.7A-1 STANDARD DEPARTURE INSTRUMENT (SID) RWY 10)		
Designator	Route	Remarks
FRS 1E	Turn right to intercept HT Locator QDR 263; at VFL DME arc 11, turn right to track 349 to intercept VFL RDL307 to FRS at or above FL100 (FIL QDR 307 below FL100)	

RUNWAY 10 (see chart LPHR AD 2.24.7A-1 STANDARD DEPARTURE INSTRUMENT (SID) RWY 10)		
Designator	Route	Remarks
VSM 1E	Turn right to intercept FIL QDR 149 to OLDEK; at OLDEK turn left direct to track 084° to intercept VFL RDL 130 to VSM at or above FL100 (FIL QDR 130 below FL100)	Do not overshoot QDR149° (or VFL RDL157) to the East, before OLDEK. Cross OLDEK at or above 5000FT QNH
VSM 1G FMS RNAV	Turn right to intercept FIL QDR 149 to OLDEK; at OLDEK turn left direct to VSM	Do not overshoot QDR149° (or VFL RDL157) to the East, before OLDEK .Cross OLDEK at or above 5000FT QNH
VMG 1E	Turn right to intercept FIL NDB QDR 149 to OLDEK; at OLDEK turn left to track 084 to intercept VFL RDL 117 to VMG at or above FL100 (FIL QDR 117 below FL100)	Do not overshoot QDR149° (or VFL RDL157) to the East, before OLDEK. Cross OLDEK at or above 5000FT QNH
VMG 1G FMS RNAV	Turn right to intercept FIL QDR 149 to OLDEK; at OLDEK turn left direct to VMG	Do not overshoot QDR149° (or VFL RDL157) to the East, before OLDEK . Cross OLDEK at or above 5000FT QNH
NOTMA 1E	Turn right to intercept HT Locator QDR 229. When passing 2500FT QNH turn right to intercept QDM 069 to HT Locator (RDL248 to VFL VORTAC at or above 5000FT). Continue on VFL RDL068 to NOTMA; from NOTMA proceed direct to LM.	When inbound to HT / VFL cross at or above, climbing: VFL DME arc 5NM - 4000FT QNH. HT / VFL - 5000FT QNH

2.22.1.2 RUNWAY 28

2.22.1.2.1 GENERAL REMARKS:

Strict compliance with SID required.

Refer to LPHR AD 2.10 section for information on obstacles in approach and take-off areas.

2.22.1.2.2 SID

1. After take-off turn left 15° climbing to 790FT QNH
2. Maintain minimum climb gradient of 6.2% until passing 550FT QNH
3. When passing 790FT QNH proceed in accordance with cleared SID

2.22.1.2.3 STANDARD INSTRUMENT DEPARTURE (SID) DESCRIPTION

RUNWAY 28 (see chart LPHR 2.24.7B-1 STANDARD DEPARTURE INSTRUMENT (SID) RWY 28)		
Designator	Route	Remarks
FRS 1W	Intercept FIL NDB QDR 263. At VFL DME arc 12, turn right to track 349 to intercept VFL RDL 307 to FRS at or above FL100. (FIL QDR 307 below FL100)	
VSM 1W	Turn left and proceed on track 134 to intercept FIL NDB QDR 149 to OLDEK. At OLDEK turn left track 084° to intercept VFL RDL 130 to VSM at or above FL100 (FIL QDR 130 below FL100)	Do not overshoot QDR149° (or VFL RDL157) to the East, before OLDEK. Cross OLDEK at or above 5000FT QNH
VSM 1H FMS RNAV	Turn left and proceed on track 134 to intercept FIL NDB QDR 149 to OLDEK. At OLDEK turn left direct to VSM.	Do not overshoot QDR149° (or VFL RDL157) to the East, before point OLDEK .Cross OLDEK at or above 5000FT QNH
VMG 1W	Turn left and proceed on track 134 to intercept FIL NDB QDR 149 to OLDEK. At OLDEK turn left to track 084 to intercept VFL RDL 117 to VMG at or above FL100 (FIL QDR 117 below FL100).	Do not overshoot QDR149° (or VFL RDL157) to the East, before OLDEK. Cross OLDEK at or above 5000FT QNH
VMG 1H FMS RNAV	Turn left and proceed on track 134 to intercept FIL NDB QDR 149 to OLDEK. At OLDEK turn left direct to VMG	Do not overshoot QDR149° (or VFL RDL157) to the East, before OLDEK. Cross OLDEK at or above 5000FT QNH

RUNWAY 28 (see chart LPHR 2.24.7B-1 STANDARD DEPARTURE INSTRUMENT (SID) RWY 28)		
Designator	Route	Remarks
NOTMA 1W	Turn left to intercept MAG track 248. When passing 2500FT QNH turn left to intercept QDM 068 to HT Locator (RDL 248 to VFL VORTAC). Continue on VFL RDL 068 to NOTMA; from NOTMA proceed direct to LM.	When inbound to HT / VFL cross at or above, climbing: VFL DME arc 5NM - 4000FT QNH. HT / VFL - 5000FT QNH

2.22.2 STANDARD INSTRUMENT ARRIVAL FROM HORTA AERODROME

2.22.2.1 RUNWAY 10 - 28

2.22.2.2 GENERAL REMARKS:

1. Above Minimum Flight Altitude non-standard Instrument Arrival Routes and procedures may be assigned by ATC.
2. See local flying restrictions in LPHR AD 2 para 2.20.1.
3. Radio Failure Procedure (only for aircraft with clearance limit holding VFL / HT) :

In the event of RCF, aircraft shall proceed to VFL or HT Holding at last assigned level.
At ETA, according to current flight plan, when established on the holding pattern, descend to 5000FT QNH; at 5000FT QNH leave HT to carry out a standard IFR approach according to IAC.

2.22.2.3 STANDARD INSTRUMENT ARRIVAL (STAR) DESCRIPTION

RUNWAY 10 - 28 (see chart LPHR 2.24.9-1 STANDARD ARRIVAL INSTRUMENT (STAR) RWY 10 / 28)					
Designator	Identification Significant Points	MAG. Track	DIST NM	Minimum safe ALT.	Remarks
FRS 3A	▲ FRS	128	133	5000	Clearance limit : Holding VFL
	▲ VFL				
FRS 3B	▲ FRS	128	118	5000	Clearance limit : Holding OGADU* *Descent to 4000FT QNH only when established on holding pattern
	△ 15NM VFL	163	007	5000	
	▲ OGADU				
NOTMA 3A	▲ NOTMA	248	017	5000	Clearance limit : Holding VFL
	▲ VELAS (RDL 068 DME 15 VFL)				
SOLGI 3A	▲ SOLGI	302	012	9700	Clearance limit : Holding VFL
	△ ELBEN (RDL 068 DME 20 VFL)	248	005	5000	
	▲ VELAS				
VMG 3A	▲ VMG	296	116	4500	Clearance limit : Holding VFL* *Descent to 5000FT QNH only when established on holding pattern
	△ BANIX	298	025	9700	
	▲ VFL				

RUNWAY 10 - 28 (see chart LPHR 2.24.9-1 STANDARD ARRIVAL INSTRUMENT (STAR) RWY 10 / 28)

Designator	Identification Significant Points	MAG. Track	DIST NM	Minimum safe ALT.	Remarks
VSM7A	▲ VSM	310	164	3500	Clearance limit : Holding VFL* *Descent to 5000FT QNH only when established on holding pattern
	△ ASPEX				
	▲ VFL	310	025	9700	

LPHR AD 2.23 ADDITIONAL INFORMATION

2.23.1 Distance to go signs

Four vertical panels placed 46meters from runway centreline with 1,25 meters high and 1.22 meters wide. The panels are spaced 300 meters between each other, with white numbers on black background.

LPHR AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
AERODROME CHART - ICAO	LPHR 2.24.1-1
AIRCRAFT PARKING / DOCKING CHART - ICAO	LPHR AD 2.24.2-1
AERODROME OBSTACLE CHART (AOC) - ICAO RWY 10	LPHR AD 2.24.4A.1-1
AERODROME OBSTACLE CHART (AOC) - ICAO RWY 28	LPHR 2.24.4B.1-1
STANDARD DEPARTURE INSTRUMENT CHART (SID) - RWY 10	LPHR AD 2.24.7A-1
STANDARD DEPARTURE INSTRUMENT CHART (SID) - RWY 10	LPHR AD 2.24.7B-1
STANDARD ARRIVAL INSTRUMENT CHART (STAR) - RWY 10 /28	LPHR AD 2.24.9-1
INSTRUMENT APPROACH CHART - ICAO - L HT-a CIRCLING CAT A / B	LPHR AD 2.24.10A1-1
INSTRUMENT APPROACH CHART - ICAO - L HT-b CIRCLING CAT C	LPHR AD 2.24.10A2-1
INSTRUMENT APPROACH CHART - ICAO - L HT CIRCLING CAT A / B	LPHR AD 2.24.10A3-1
INSTRUMENT APPROACH CHART - ICAO - L HT CIRCLING CAT C	LPHR AD 2.24.10A4-1
INSTRUMENT APPROACH CHART - ICAO - NDB FIL/DME CIRCLING CAT A / B	LPHR AD 2.24.10B1-1
INSTRUMENT APPROACH CHART - ICAO - NDB FIL/DME CIRCLING CAT C / D	LPHR AD 2.24.10B2-1
VISUAL APPROACH CHART - ICAO	LPHR AD 2.24.11-1