

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

LPPD - PONTA DELGADA – JOÃO PAULO II

LPPD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT:37 44 31N LONG:025 41 52W Intersection Runway 12/30 with Taxiway "F"
2	Direction and distance of ARP from city or town	2KM (1.08NM) BRG 286° GEO from City (DOCK)
3	Elevation/Reference temperature	79M/259FT 23°C (AUG)
4	Geoid undulation at aerodrome elevation position	57M
5	MAG VAR/Annual change	09W (2006) / 0.17° decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: ANA – SA – Aeroportos de Portugal - SA Aeroporto João Paulo II Ilha de São Miguel – Açores 9500-749 – RELVA Phone: +351.296.205400; +351.296.205436 Fax: +351.296.286923 and +351.296.205429 AFS: LPPDYDYA SITA: BOHBBXH Email: azores.airports@ana.pt URL: http://www.ana.pt
7	Types of traffic permitted (IFR/VFR)	VFR / IFR
8	Remarks	NIL

LPPD AD 2.3 OPERATIONAL HOURS

1	AD Administration	07:15-01:00 (06:15-24:00)
2	Customs and immigration	07:00-01:00 (06:00-24:00)
3	Health and sanitation	07:00-01:00 (06:00-24:00) Vet. services- live animals: 8 hours prior request (contact +.351.96 237 45 17)
4	AIS Briefing Office	07:00-01:00 (06:00-24:00)
5	ATS Reporting Office (ARO)	07:00-01:00 (06:00-24:00)
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	07:00-01:00 (06:00-24:00)
9	Handling	07:00-01:00 (06:00-24:00)
10	Security	H24
11	De-icing	NIL

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12	Remarks	See AD 1 Restrictions for nocturnal flights for civil aircraft on Portuguese airports and/or aerodromes from 00:00 to 06:00 LMT and GEN 4 OPENING AIRPORT CHARGE (c) for further details on restrictions.
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LPPD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	High lift loaders, conveyor belts, fork lifts Sufficient number of various vehicles and equipment
2	Fuel/oil types	JET A1 BPTO2389 - Turbo Oil and BPTO2380 - Turbo Oil
3	Fuelling facilities/capacity	Hydrant System and Fuel Trucks. Maximum delivery rate: 2200 litres per minute.
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	By arrangement with SATA Air Açores Maintenance Phone: +.351.296.287412 FAX: +.351.296.287574 SITA: PDLMXSP
7	Remarks	Oxygen and related servicing – by arrangement with SATA Air Açores Maintenance

LPPD AD 2.5 PASSENGER FACILITIES

1	Hotels	In City
2	Restaurants	AD restaurant (180 meals per hour). Other Restaurants in City
3	Transportation	Buses, Taxis and Rent-a-Car at Aerodrome
4	Medical facilities	First Aid Treatment and 1 ambulance at Aerodrome, Hospital in City (2 KM (1.08NM from Aerodrome)
5	Bank and Post Office	At Aerodrome
6	Tourist Office	At Aerodrome
7	Remarks	NIL

LPPD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7 CAT 8 and 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 embarked in a Crash Tender Vehicle. - Rubberized Inflatable Boat (RIB) (in Ponta Delgada Harbour) with 10 life rafts for 8 PAX each, 1 medical first aid KIT, 20 Adult life jackets and 2 Children life jackets.
3	Capability for removal of disabled aircraft	Until A313 aircraft, with gear down and minimum operational conditions.
4	Remarks	NIL

LPPD AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

LPPD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	APRON	SURFACE	STRENGTH		
		N	Asphalt	Under evaluation		
		S	Concrete			
		W	Concrete	PCN 70/R/B/W/T		
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH	
		A,B and F	23M	Asphalt	Under evaluation	
		C,D and E	23M		PCN 90/F/C/W/T	
		TAXILANE	WIDTH	SURFACE	STRENGTH	
3	Altimeter checkpoint location and elevation	None				
4	VOR checkpoint locations	None				
5	INS checkpoint positions	RAMP / STAND	INS COORDINATES	ELEVATION (M/AMSL)	ACFT TYPE (CRITICAL)	REMARKS
		N1	37 44 34.57N 025 41 46.32W	66.14M	DH4D	
		N2	37 44 36.00N 025 41 46.92W	66.52M	DH4D	
		N3	37 44 35.75N 025 41 47.28W	66.49M	C130	
		N7	37 44 36.96N 025 41 50.79W	66.97M	DH4D	
		N10	37 44 36.56N 025 41 48.82W	66.64M	C295	
		S1	37 44 30.88N 025 42 08.47W	70.29M	L101	
		S2	37 44 30.85N 025 42 08.66W		L101	
		S3	37 44 30.82N 025 42 08.85W		L101	
		S4	37 44 29.86N 025 42 05.16W	70.18M	L101	
		S5	37 44 29.83N 025 42 05.34W		L101	
		S6	37 44 29.79N 025 42 05.53W		L101	
		S7	37 44 28.81N 025 42 01.84W	69.88M	L101	
		S8	37 44 28.77N 025 42 02.01W		L101	
		S9	37 44 28.74N 025 42 02.21W		L101	
		W1	374454.80N 0254235.65W	80.18M	A320	
		W2	374456.26N 0254241.92W	80.18M	A320	
		W3	374455.84N 0254239.91W	80.18M	A313	
		W4	374455.18N 0254237.81W	80.18M	A313	
W5	374454.51N 0254235.70W	80.18M	A313			
W6	374453.82N 0254233.60W	80.09M	A313			
W7	374453.60N 0254231.66W	79.96M	DH8D			

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		W8	374453.54N 0254230.67W	79.82M	A343	
		W9	374452.67N 0254230.32W	79.54M	DH8D	
		W10	374452.66N 0254228.66W	79.42M	A320	
		W11	374452.60N 0254227.68W	79.28M	A343	
		W12	374451.72N 0254227.31W	79.15M	DH8D	
6	Remarks		NIL			

LPPD 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 and Apron guidelines in accordance with ICAO Annex 14
2	RWY/TWY markings and lights	<p>Runway Marking Aids: Runway designation, Runway centre line, Aiming point, Displaced Threshold (RWY 30), Touchdown zone markings, Runway side strip, Runway turn pad markings threshold, Runway transverse strip (RWY 30).</p> <p>Taxiway Marking Aids: Taxiway centre line, Taxiway side strip, Runway holding positions.</p> <p>Runway lights: Threshold, Runway edge, Runway centre line, Runway end, Runway turn pad lights, Runway wing bar lights.</p> <p>Taxiway lights: Taxiway edge lights at TWYs A, B, and F, TWY centre line lights at TWY C, D and E</p>
3	Stop bars	Stop bar at TWYs C, D and E
4	Remarks	TWY edge retro-reflective markers (Blue Sleeve) at TWYs C, D and E

LPPD 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
LPPD 02	POLE	374451.1N 0254247.9W	83 M / 5 M	NIL	
LPPD 03	BUILDING	374451.7N 0254247.9W	82 M / 3 M	NIL	
LPPD 04	BUILDING	374452.6N 0254247.9W	85 M / 3 M	NIL	
LPPD 05	BUILDING	374451.3N 0254248.6W	83 M / 6 M	NIL	
LPPD 06	BUILDING	374451.5N 0254248.5W	83 M / 6 M	NIL	
LPPD 07	BUILDING	374451.7N 0254248.4W	84 M / 6 M	NIL	

In Area 3					
Obst. ID Designation	Obst. Type	Obst. Position	Elevation / HGT	Markings Type, Colour	Remarks
a	b	c	d	e	f

LPPD 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	PONTA DELGADA CMA
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	LISBOA CMA 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	Flight briefing
9	ATS units provided with information	TWR, APP
10	Additional information (limitation of service, etc.)	OPS: Phone: +351 296 282 922 / +351 296 284 333 Fax: +351 296 305 676 / +351 296 305 675 Email: lppd@meteo.pt / cpaa@meteo.pt

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LPPD 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 GEOID undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
12	112	2353x45	ASPH First 1800M PCN 62/F/B/W/T After 1800M PCN 70/F/B/W/T	THR 37 44 46.20N 025 42 39.49W GUND 57M	THR 79.2M	-1%
30	292	2426X45	Asphalt First 626M PCN 70/F/B/W/T After 626M PCN 62/F/B/W/T	THR 37 44 18.89N 025 41 12.81W RWY END 37 44 46.20N 025 42 39.49W GUND 56.7M	THR 57.1M TDZ 37 44 26.07N 025 41 35.59W 61.9M	1%

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
12	NIL	300x150	2473x150	90x90 ⁽¹⁾ ASPH	NIL	<p>⁽¹⁾RESA Runway 12 not fully compliant at left end for 5.5M² between following coordinates: 37 44 17.55N 0254103.78W 37 44 17.49N 025 41 03.62W 37 44 17.42N 025 41 03.62W</p> <p>Asphalt fillets of 7.5M width each side of Runway</p> <p>RWY FCT CLBR: at 65KM/H 0.74 and at 95KM/H 0.71</p>
30	NIL	200x150	2399X150 ⁽²⁾	90X90 ⁽³⁾ ASPH	NIL	<p>⁽²⁾STRIP Runway 30 not fully compliant at left end for 104.1M² between following coordinates: 37 44 44.53N 0254242.72W 37 44 44.94N 025 42 42.52W 37 44 44.14N 025 42 42.14W</p> <p>⁽³⁾RESA Runway 30 not fully compliant at left end for 1153.1M² between following coordinates: 37 44 46.51N 0254245.69W 37 44 47.22N 025 42 45.34W 37 44 45.60N 025 42 42.78W</p> <p>Asphalt fillets of 7.5M width each side of Runway</p> <p>RWY FCT CLBR: at 65KM/H 0.74 and at 95KM/H 0.71</p>

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LPPD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12	2353	2653	2353	2353	NIL
30	2426	2626	2426	2279	Threshold Runway 30 permanently displaced 240M from beginning of pavement. Starting Take-off point for Runway 30 is 147.5M before the displaced threshold, which lead to a Runway length of 2426M for take-off purposes.

LPPD 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
12	Reduced simple Approach Lighting System / LIL white omni VRB barrets at 30M Intervals, last distance 16M from THR, Length 194M.	Green	PAPI - 3°, MEHT – 68 FT	NIL	1453M white + 600M white/red + 300M red 30M spacing variable	1753M white + 600M yellow 60M spacing variable	Red	NIL	NIL
30	Reduced Simple Approach Lighting System / LIH white, length 300M with 4 barrets (each with 3 lights) spaced 60M and one cross bar (with 15 lights at 300M).	Green	PAPI - 3°, MEHT – 68 FT	NIL	1379M white + 600M white/red + 300M red 30M spacing variable	160M red + 1679 white + 600M yellow 60M spacing variable	Red	NIL	NIL

LPPD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN (374437.64N 0254227.78W): ALTN FLG W G EV 10 SEC, operating HO
2	LDI location and lighting Anemometer location and lighting	Anemometers: RWY12: Right Side, 170M THR, 94M RWY Centreline. Lighted RWY30: Right Side, 300M THR, 87.5M RWY Centreline. Lighted
3	TWY edge and centre line lighting	Taxiway Edge Lights – Taxiways A, B, C, D, E and F Taxiway Centre Line lights – Taxiway C Taxiways – Runways 12 and 30 Circling Lights – Runway 12
4	Secondary power supply/switch-over time	Secondary Power Supply according requirements of Annex 14.
5	Remarks	Emergency lights available for Runway.

LPPD AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	NIL
2	TLOF and/or FATO elevation	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

LPPD AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	PONTA DELGADA CTR A circle with 5NM radius centred at ARP (37 44 31N025 41 52W)
2	Vertical limits	2000FT ALT (600M)
3	Airspace classification	C
4	ATS unit call sign / Language(s)	Ponta Delgada Approach Ponta Delgada Tower EN, PT
5	Transition altitude	6000FT
6	Remarks	NIL

LPPD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	PONTA DELGADA Approach	119.400 MHZ	HO	Primary
		121.500 MHZ	HO	Emergency
TWR	PONTA DELGADA Tower	118.300 MHZ	HO	Primary
		121.500 MHZ	HO	Emergency

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LPPD 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
L	PD	351 KHZ	H24	374406.1N 0254030.2W		303° MAG. - 0.61NM from THR RWY 30 Coverage: 25NM
DVORTAC	VMG	114.50 MHZ CH 92X	H24	375045.6N 0254529.3W	2800FT	Not usable: 090°/120° BYD 30NM BLW 8000FT TACAN:Not usable: 170°/190° BYD 40NM BLW 6000FT
VOR	LM	112.30 MHZ	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
DVORTAC	VFL	112.70 MHZ TACAN: CH 74X	H24	38 31 09.9N 028 37 24.8W	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 28NMBLW 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
VOR/DME	VSM	113.70 MHZ DME: CH 84X	H24	36 57 46.5N 025 09 59.0W	300FT	160° MAG. - 0.69NM from ARP Coverage: 200NM FL500 Do not usable: 065°/130° BYD 20NM BLW 6000FT
ILS RWY 30 (CAT I)						
LOC (09W)	NL	109.50 MHZ	H24	374448.1N 0254245.4W	250FT	LOC course 301° MAG Front course sector: Angle 5°
GP		332.60 MHZ	H24	374419.6N 0254123.9W		Angle 3°
DME	NL	CH 32X	H24	374437.9N 0254227.6W	300FT	Coverage: 60NM Not usable: 330°/350° BLW 10000FT 350°/095° BLW 8000FT Zero range is indicated at Touchdown RWY 30 for ILS Approach only.
MM	Dot-Dash	75 MHZ	H24	374405.8N 0254029.7W		0.61NM from THR RWY 30 Coverage: 25NM

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LPPD AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Special transit requirements

1 hour advanced opening must be required until 1200 LMT previous day. 2 hours extension after closing time, when justified, may be required until 1700 LMT of the same day.

Emergency reopening must be required 1 hour PN.

For request of Airport Slots see paragraph GEN 1.2.2,

2.20.2 Turnovers

No turnovers allowed to aircraft with maximum take-off weight superior to 80 tons. Turnovers should be held on the bays of Runway 12 / 30.

Ground rises significantly to the Northwest of the strip, specially on the Runway 30 extended centerline sector. Pilots must take special caution on the visual approach (right hand circuit) to Runway 12 and on missed approach and take-off from Runway 30.

2.20.3 Push-back, Engine Start-up and Taxi Procedures

2.20.3.1 Stands "W1", "W2" and "W3" parking manoeuvres without any guidance system other than Centreline and nose-wheel stop position, are made according to the nose-in position following the continuous yellow centreline marking.

Due to operational reasons and in exceptional circumstances Stands "W1", "W2" and "W3" could be considered for nose-out position for aircraft till 30.63M wing pan, following the dash yellow centreline marking.

2.20.3.2 Aircraft outgoing from a nose-in must be pushed-back. Use of reverse thrust for manoeuvring is not permitted.

2.20.3.3 Push-back manoeuvre in nose-in positions must be done to the breakaway mark and the aircraft must be facing East. After the push-back unleashed the aircraft will begin taxiing and stoppage is not allowed.

2.20.3.4 Engine start-up is allowed in nose-in stands during push-back manoeuvre.

2.20.3.5 Whenever an Aircraft **APU** is inoperative or not available one engine start-up is permitted on a nose-in stand, before starting the push-back manoeuvre. In this circumstance Ponta Delgada Control Tower must be advised and the start-up procedure will be assisted by Follow-me car.

2.20.3.6 In order to reduce the jet blast to the contiguous parking positions, Pilots should use the lowest possible power setting.

2.20.3.7 Anti-collision lights must be activated whenever engines are operating and during push-back manoeuvres.

LPPD 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 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 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
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 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 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.

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 AD 2.24.7A-1 STANDARD DEPARTURE INSTRUMENT (SID) RWY 12)		
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 AD 2.24.7B-1 STANDARD DEPARTURE INSTRUMENT (SID) RWY 30)		
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 2.24.7C-1 RNAV STANDARD DEPARTURE INSTRUMENT (SID) RWY 12)		
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 RNAV STANDARD DEPARTURE INSTRUMENT (SID) RWY 30)		
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 2.24.9A-1 STANDARD ARRIVAL INSTRUMENT (STAR) RWY 12/30)					
Designator	Identification Significant Points	MAGTrac k	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 2.24.9A-1 STANDARD ARRIVAL INSTRUMENT (STAR) RWY 12/30)

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:

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.

2.22.4.1.3 FMS RNAV ARRIVAL ROUTES DESCRIPTION

RUNWAYS 12 / 30 (see chart LPPD AD 2.24.9B-1 RNAV STANDARD ARRIVAL INSTRUMENT (STAR) RWY 12/30)

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
AERODROME OBSTRUCTION CHART - ICAO	LPPD AD 2.24.4 -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