AD 2 AERODROMES

LPPI AD 2

LPPI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LPPI - PICO

LPPI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 38 33 16N LONG: 028 26 29W Intersection Runway 09 / 27 with Taxiway “A”, BRG 274º distant 780M from THR 27
2	Direction and distance of ARP from city or town	8KM (4.3NM) from Vila da Madalena
3	Elevation/Reference temperature	34M (112FT) 23.9º C(AUG)
4	Geoid undulation at aerodrome elevation position	Elevation - 34M Geoid Undulation - 58M
5	MAG VAR / Annual change	11º W (2006) - Annual Change 0.17º decreasing
6	AD Administration, address, telephone, telefax, telex, AFS , SITA and E-mail	AD ADMINISTRATION Post:SATA Gestão de Aerodromos SA Avenida Infante D.Henrique 55 9510-150 PONTA DELGADA Azores - Portugal Phone: +.351 296 209 710, +351 296 209 711 Fax: +351 296 672 090 AD AIRPORT OPERATIONS MANAGER Post: Aeroporto Ilha do Pico Rua do Aeroporto 9950-011 Bandeiras Azores - Portugal Phone: +351 292 628 387 Phone: +351 917 950 561 (mobile) Fax: + 351 292 622 284 Email: lppiydya@sata.pt SITA: PIXSAXH AFS: NIL
7	Types of traffic permitted (IFR / VFR)	IFR / VFR
8	Remarks	NIL

LPPI AD 2.3 OPERATIONAL HOURS

1	AD Administration	* 10:00-13:00 and 15:00-18:00 (09:00-12:00 and 14:00-17:00)
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	Summer: 08:00-18:00 Winter: 08:30-18:30
7	ATS	NIL
8	Fuelling	NIL
9	Handling	10:00-13:00 and 15:00-18:00 (09:00-12:00 and 14:00-17:00)
10	Security	10:00-13:00 and 15:00-18:00 (09:00-12:00 and 14:00-17:00)
11	De-icing	NIL
12	Remarks	* Aerodrome operational extension or reopening subject to the following condition: Other periods under PPR to the Aerodrome Director, at least 2 (two) hours before the planned flight. ** Customs, Immigration, Health and Sanitation on request: At least 24 hours in advance will be required. *** AIS available on request through LPPD AIS Briefing Office

LPPI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Available by SATA Air Açores - Phone: +351 292 628 385
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LPPI AD 2.5 PASSENGER FACILITIES

1	Hotels	In City
2	Restaurants	In City
3	Transportation	Buses, Taxis and Rent-a-Car
4	Medical facilities	Hospital in Vila da Madalena [8KM (4.3NM) from Aerodrome].
5	Bank and Post Office	In City
6	Tourist Office	In City
7	Remarks	NIL

LPPI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within AD HR: - CAT 7
2	Rescue equipment	1 vehicle with 12.000 litres of capacity - E-ONE HPR 1 vehicle with 6.000 litres of capacity - E-ONE HPR - In accordance with requirements established in the Table 5.2 of ICAO DOC.9137-AN/898 Part I.
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

LPPI AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	The Aerodrome is serviceable during all seasons of the year.

LPPI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron Surface and Strength	**APRON**	**SURFACE**	**STRENGTH**		
		A	Asphalt/ Concrete	PCN:80/F/B/W/T PCN:55/R/B/W/T		
2	Taxiway width, surface and strength	**TAXIWAY**	**WIDTH**	**SURFACE**	**STRENGTH**	
		A and B	23M	Asphalt	PCN 80/F/B/W/T	
3	Altimeter Checkpoint location and elevation	**LOCATION**		**ELEVATION**		
		THR 09		34.37M / 113FT		
		THR 27		31.94M / 105FT		
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**
		A1	383309.96N0282637.86W	34.57M	A310	NIL Self manoeuvre
		A2	383310.24N0282635.08W	34.33M	A310	NIL Self manoeuvre
		A3	383310.53N0282632.24W	34.23M	A310	NIL Self manoeuvre
6	Remarks	NIL				

LPPI 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
2	RWY / TWY markings and lights	Markings: Runway designation, Runway centre line, Threshold, Touchdown Zone, Runway Edge and Runway End. Taxiway Centre Line, Holding Positions at all Taxiways and Runway intersections. Lights: NIL
3	Stop bars	NIL
4	Remarks	NIL

LPPI AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
APPROACH 09 TAKE-OFF 27	TOWER 37.85M Lighted	383310.4N 0282712.8W			
	TOWER 51.10M Lighted	383309.2N 0282809.4W			
	TOWER 80M Lighted	383247.6N 0282926.5W			
	TOWER 71.23M Lighted	383256.4N 0282829.6W			
	TOWER 72.86M Lighted	383257.9N 0282820.1W			
	TOWER 76.39M Lighted	383300.7N 0282846.8W			
	TREE 66.65M	383305.5N 0282832.9W			
	TOWER 54.82M Lighted	383307.6N 0282807.4W			
	TREE 59.48M	383307.3N 0282811.2W			
	TOWER 57.42M Lighted	383308.9N 0282815.4W			
	TOWER 59.07M Lighted	383311.0N 0282815.5W			
	TREE 35.47M	383317.0N 0282549.7W			

LPPI 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	PICO CMA
2	Hours of service	Summer: 08:00-18:00 Winter: 08:30-18:30
3	Office responsible for TAF preparation Periods of validity	NIL
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	Pico AFIS
10	Additional information (limitation of service, etc.)	OPS: Phone: +351 292 622 421 Fax: +351 292 622 421 Email: lppi@meteo.pt

LPPI 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
09	082.62	1745 X 45	PCN 80/F/B/W/T Asphalt	THR 38 33 12.29N 028 27 01.60W RWY END 383319.23N 0282553.20W Geoid Undulation 58M	THR 34M	-0.1%
27	262.62			THR 38 33 18.86N 028 25 56.88W RWY END 383311.98N 0282704.67W Geoid Undulation 58M	THR 32M	+0.1%

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
09	NIL	150Mx150M	1775x150	90Mx90M	NIL	Threshold displaced 75M
27		150Mx150M		90Mx90M	NIL	Threshold displaced 60M

LPPI AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	1655	1805	1655	1580	NIL
27	1745	1895	1745	1655	

LPPI AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH light Type / Length / Intensity	THR Light colour/WBAR	VASIS (METH) PAPI	TDZ length	RWY Centre Line Lights Length / spacing / colour/ Intensity	RWY edge Lights Length / spacing / colour/ Intensity	RWY End Lights Colour / WNBAR	SWY Light Length / Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	Simple Approach Lighting System 420M Low Intensity Omnidirectional	Green	PAPI Slope 3° Left Side METH 48FT	NIL	NIL	White Spacing 45M Last 600M yellow	RED	NIL	Runway Threshold Ident. lights (Flashing White)
27	Simple Approach Lighting System 420M High Intensity Unidirectional	Green	PAPI Slope 3° Left Side METH 48FT	NIL	NIL	White Spacing 45M Last 600M yellow	RED	NIL	Runway Threshold Ident. lights (Flashing White)

LPPI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN at Administration Building Tower, FLG W/G.
2	LDI location and lighting Anemometer location and lighting	NIL North side of Runway (Anemometers and WDI) 1 - at 383315.968N0282647.989W (Touchdown Zone RWY 27) - LGTD 2 - at 383311.484N0282638.133W (middle of Rwy (Station Anemometer) - LGTD 3 - at 383320.220N0282607.461W (Touchdown Zone RWY 09) - LGTD Nearby Anemometers 1 and 3 has two WDI LGTD
3	TWY edge and centre line lighting	NIL
4	Secondary power supply/switch-over time	Secondary Power Supply conforms with requirements of Annex 14 for CAT 1.
5	Remarks	WDI - Lighted

LPPI 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

LPPI AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Not established (Not controlled Aerodrome)
2	Vertical limits	Not established (Not controlled Aerodrome)
3	Airspace classification	G
4	ATS unit call sign / Language(s)	AFIS Pico Information EN, PT
5	Transition altitude	* 5000FT
6	Remarks	* in accordance with Instrument Approach Chart

LPPI 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 121.500 MHZ	HO	Primary Emergency
TWR	HORTA Tower	118.000 MHZ 121.500 MHZ	HO	Primary Emergency
AFIS	Pico Information	122.700 MHZ	HO	10:00-13:00 and 15:00-18:00 (09:00-12:00 and 14:00-17:00)

LPPI 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
Locator	PI	420 KHZ	H24	383329.5N 0282411.6W		Location: 274º MAG - 1.4NM from THR RWY 27 Coverage: 25NM Not usable: South of the field below 9000FT

LPPI AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Limitations on use of aerodrome

Aerodrome is a NON-CONTROLLED Aerodrome.

All authorizations must be obtained through HORTA CONTROL TWR on frequency 118.000MHZ as Primary or 121.500MHZ as Emergency frequency or HORTA APPROACH on 120.600MHZ as Primary frequency.

Aerodrome qualified for Night Operations.

Aerodrome and obstructions lighted.

Ground raised rapidly very close to the Aerodrome. This fact generates very often turbulence and windshear.

Due to high terrain, flights are not permitted SOUTH of Runway 09/27.

The Aerodrome is restricted to aircraft capable of maintaining two way communications.

On the SOUTH Sector of the Aerodrome, a very high mountain (PICO Mountain) with it's high point at 2351 metres, is the main restriction for the IFR procedures in the region. Due to this geographical environment, the Aerodrome is subject to significant wind variation that affect landing and take-off operations

2.20.2 Taxiing

Back-track operations forbidden to aircraft with maximum take-off mass above 40 tons on Runways 09 / 27. These operations must be done only on Turning Bays of each runway.

LPPI 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 and 07:00 (00:00 and 06:00) , except in cases of force majeure. However, according to governmental deliberation, exception regime has been granted for Pico 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 and 07:00 (00:00 and 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 and 07:00 (00:00 and 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 and 06:00 (02:00 and 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 to 07:00 (00:00 to 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 and 07:00 (05:00 and 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.

LPPI AD 2.22 FLIGHT PROCEDURES

Depending on Traffic conditions, a clearance may be issue by HORTA APPROACH for traffic to proceed to SOLGI, after carrying a missed approach at Pico (LPPI - Instrument Approach Chart).

Operators shall only turn right to SOLGI after having passed VELAS northbound and having reached 5000FT while maintaining QDR 011 from PI Locator.

Pilots are reminded that an ATC Clearance to conduct an Instrument Approach to PICO, does provide appropriate ICAO IAP protection, but does not ensure the safety of operations below 2000FT, as unknown traffic may be operating in class G airspace, and as PI Locator is not yet monitored at HORTA TWR, special attention to its working status is required when conducting this IFR Approach.

LPPI AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird Activity

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

LPPI AD 2.24 CHARTS RELATED TO AN AERODROME

