AD 2 AERODROMES

LPLA AD 2.

LPLA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LPLA - LAJES

LPLA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 384543N LONG: 0270527W Intersection Runway 15/33 with Taxiway “F”	
2	Direction and distance of ARP from town	15 KM (8.1 NM) NE from Angra do Heroismo	
3	Elevation/Reference temperature	55 M / 180 FT THR RWY 33 24.8°C (AUG)	
4	Geoid undulation at aerodrome elevation position	59 M / 193 FT	
5	MAG VAR/Annual change	10º W (2020) / 0.17º decreasing	
6	AD Administration, address, telephone, telefax, telex, AFS	**Air Base NR4 Commander - Portuguese Air Force** Post: Comando da Base Aérea N4, Estrada do Juncal, porta da BA4 9760-402 PRAIA DA VITÓRIA Ilha Terceira, Açores, Portugal Phone: +351 295512005 Air Operations Centre: Phone: +351 295540779 (OPS Duty Officer) +351 295540524 Fax: +351 295540792 Email: ba4_go_noa_soa@emfa.pt ba4_odo@emfa.pt AFS: LPLAYDYA Telegraphic address: BASEQUATRO	**Civilian Operations Terminal** Post: Aerogare Civil das Lajes Pedreira - Lajes 9760-251 LAJES VPV Ilha Terceira - Açores Portugal Administration: Phone: +351 295545450/4 Fax: +351 295512205 Email: acl.geral@azores.gov.pt URL: http://aerogarelajes.azores.gov.pt Air Operations Service: Phone: +351 295545461 Email: acl.oa@azores.gov.pt
7	Types of traffic permitted (IFR/VFR)	IFR-VFR	
8	Remarks	NIL	

LPLA AD 2.3 OPERATIONAL HOURS

1	AD Operator	Civil Terminal Operations: 08:00-22:00 (07:00-21:00). Other times subject to PPR approval. Air Operations Service: 08:00-22:00 (07:00-21:00). Other times subject to PPR approval. Civil Administration: Working days 09:30-18:00 (08:30-17:00).
2	Customs and immigration	H24 on request outside AD Civil operations hours.
3	Health and sanitation	H24 VET - Live animals, request with 3 HR prior ETA
4	AIS Briefing Office	H24

5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	Civil Operations: 08:00-24:00 (07:00-23:00) Outside this period services available on request, subject to a surcharge
9	Handling	Civil Operations: 07:30-22:30 (06:30-21:30) Outside this period services available on request, subject to a surcharge
10	Security	H24
11	De-icing	Not available
12	Remarks	NIL

LPLA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Civilian Aircraft Operations: Available based on handling contract. 1 Loader FMC JPL2 1 Loader FMC Comander 2 Loaders FMC CLT8 2 Fork Lifts up to 3 Tons. 2 ASU Atlas Copco 3 GPUs 120 KVA 28V / 115V-400Hz 1 GPU 90 KVA 28V / 115V-400Hz 2 Water supply vehicles 1 Toilet servicing vehicles 4 Passenger stairs (Low deck)
2	Fuel/oil types	Military Operations: JP8, JET A1 / NIL Civilian Operations: Fuel JET A1 / NIL
3	Fuelling facilities/capacity	Military / State Operations: Single point refuelling hydrant system / no restrictions. Fuel trucks / 6 000 US gal. Civilian Aircraft Operations: JET A1 fuel trucks with 140 000 litres available. Delivery Rate: 2 500 litres/min.
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	Available on request, subject to approval. None in civil aviation terminal.
6	Repair facilities for visiting aircraft	Minor repairs only
7	Remarks	NIL

LPLA AD 2.5 PASSENGER FACILITIES

1	Hotels	In Praia da Vitória and Angra do Heroísmo
2	Restaurants	In Praia da Vitória and Angra do Heroísmo
3	Transportation	Buses and Taxis
4	Medical facilities	First Aid treatment, medical assistance, ambulance and Hospital in Angra do Heroísmo (15 KM from Aerodrome).
5	Bank and Post Office	Bank: 2 ATM available H24 at civil terminal. 1 ATM available at Air Base nr4. Post Office: MON-FRI 10:00-13:30 (09:00-12:30) and 15:00-18:30 (14:00-17:30)
6	Tourist Office	Praia da Vitória, Angra do Heroísmo and at the civil terminal.
7	Remarks	NIL

LPLA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 8
2	Rescue equipment	In accordance with CAT 8 requirements established in NATO STANAG (Standardization Agreement) 3712.
3	Capability for removal of disabled aircraft	All ACFT up to maximum weight of 230 tons with gear down operational.
4	Remarks	NIL

LPLA AD 2.7 RUNWAY SURFACE CONDITION ASSESSEMENT AND REPORTING AND SNOW PLAN

1	Type(s) of clearing equipment	Sweeper
2	Clearance priorities	RWY, TWY and Apron
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
5	Remarks	All seasons

LPLA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

		APRON	SURFACE	STRENGTH	REMARKS
1	Apron, Surface and Strength	A	CONC+ASPH*	63/F/C/W/T	Military Aprons
		B	CONC+ASPH*	83/F/A/W/T	
		C	ASPH	86/F/B/W/T	Civil Apron
		D	ASPH	59/F/A/W/T	Military Aprons
		E	CONC	55/R/B/W/T	
		F	CONC+ASPH*	73/F/A/W/T	
		G (North and South)	CONC+ASPH*	51/F/A/W/T	
		HAZARDOUS CARGO	ASPH	32/F/A/W/T	
		WASH RACK	CONC	113/R/B/W/T	Military and Civil Apron
2	Taxiway width, surface and strength	**TAXIWAY**	**WIDTH**	**SURFACE**	**STRENGTH**
		A	30 M	ASPH	PCN 76/F/B/W/T
		B	30 M	ASPH	PCN 66/F/B/W/T
		C	60 M	ASPH	PCN 67/F/D/W/T
		D	30 M	ASPH	PCN 145/F/A/W/T
		E	30 M	ASPH	PCN 146/F/A/W/T
		F	60 M	CONC	PCN 122/R/B/W/T
		G	30 M	ASPH	PCN 123/F/A/W/T
		H	30 M	ASPH	PCN 111/F/A/W/T
		J	30 M	ASPH	PCN 46/F/A/W/T
		M (to J)	45 M	CONC	PCN 61/R/B/W/T
		M (to RWY 15)	45 M	ASPH	PCN 76/F/C/W/T
		P (BTN TWY C-F)**	38 M	ASPH	PCN 93/F/A/W/T
		P (BTN TWY F-G)**	38 M	ASPH	PCN 88/R/B/W/T
		P (BTN TWY G-H)**	38 M	ASPH	PCN 47/F/A/W/T
		P(BTN TWY H-M)**	38 M	ASPH	PCN 47/F/A/W/T

3	Altimeter Checkpoint location and elevation	THR 15 - 158 FT THR 33 - 180 FT TWY H - 154 FT
4	VOR Checkpoint locations	See chart LPLA 2.24.01-1
5	INS Checkpoint positions	See chart LPLA 2.24.02-2
6	Remarks	* Asphalt Apron with two or more concrete stands ** TWY P bounded by an Apron safety line (white)

LPLA 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	Apron Safety Line
2	RWY/TWY markings and lights	Markings: RWY: designation, centreline, edge, THR, touchdown, BAK12 arresting cable marks, aiming point, distance markers. TWY: centreline, edge and holding position. Lights: RWY: edge, end, THR TWY: edge except TWY P.
3	Stop bars	ILS CAT I Holding position marks on TWY P (BTN TWY C and TWY D) and on TWY M.
4	Remarks	NIL

LPLA 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 Marking/Lighting**	**Coordinates**
a	**b**	**c**	**a**	**b**
15	VOR LM 265 FT	384702.1N 0270615.8W		
15 Location between Taxiway “C” and Taxiway “D”. Distance 36.6 M from Taxiway P edge	Antenna 210 FT Night = two red fixed on top Day = red and white stripes	384522.1N 0270459.3W		

In approach/TKOF areas			In circling area and at aerodrome	
1			2	
RWY/Area affected	Obstacle type Elevation Marking/Lighting	Coordinates	Obstacle type Elevation Marking/Lighting	Coordinates
a	b	c	a	b
33 Operations Affected: APCH	Geodesic Marker 242 FT Lighted	384459.4N 0270452.4W		
	Natural High Point 279 FT Lighted	384436.3N 0270435.1W		
	Natural High Point 414 FT Lighted	384446.8N 0270354.8W		
	Geodesic Marker 412 FT Lighted	384428.7N 0270344.8W		
	Antenna 477 FT Lighted	384503.6N 0270411.3W		
Note: Other information affecting APCH/TKOF areas can be found in AD 2.22, Omnidirectional Departures.				

LPLA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	LPLA
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity and interval of issuance	LPLA / GIMFA H24 - issuance every 6 hours
4	Trend forecast and interval of issuance	NIL
5	Briefing/consultation provided	Briefing on observed and/or expected meteorological conditions. Briefing Folder. P/T
6	Flight documentation Language(s) used	C, CR, PL EN, PT
7	Charts and other information available for briefing or consultation	S, P, W, SWM, SWH SEA
8	Supplementary equipment available for providing information	SATEL, WXR
9	ATS units provided with information	TWR, APP
10	Additional information (limitation of service, etc.)	Phone: +351 295540875 Fax: +351 295540876 Email: ba4_go_ead_ameteo@emfa.pt

LPLA 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 GEOID Undulation	THR elevation (FT) and highest elevation of TDZ of precision APCH RWY (FT)	Slope of RWY/SWY
1	2	3	4	5	6	7
15	140.70º	3310x60	92/F/C/W/T ASPH	THR 384633.40N 0270620.00W RWY END 384510.30N 0270453.11W THR Geoid 192.6 FT	THR 158.06 FT	
33	320.70º			THR 384510.30N 0270453.11W RWY END 384633.40N 0270620.00W THR Geoid 192.6 FT	THR 179.81 FT	

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
15	152x60	NIL	3728x150	90x140	80	Arresting Gear: RWY 15–BAK 12 1500 FT from THR – 20 MIN PN RWY 33–BAK 12 1500 FT from THR – 20 MIN PN
33	146x60	NIL			30	

LPLA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
15	3310	3310	3462	3310	NIL
33	3310	3310	3456	3310	

RWY 33 Declared Distances from Intersections

RWY 33	TORA (M)	TODA (M)	ASDA (M)	COORDINATES
P2 Intersection TWY A	2965	2965	**3111**	384518.97N 0270502.18W
P3 Intersection TWY B	2339	2339	2485	384534.68N 0270518.59W
P4 Intersection TWY D	2790	2790	2936	384523.36N 0270506.76W

RWY 15 Declared Distances from Intersections

RWY 15	TORA (M)	TODA (M)	ASDA (M)	COORDINATES
P1 Intersection TWY H	2745	2745	2897	384619.22N 0270605.16W

LPLA AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH light Type / Length / Intensity	THR Light colour/ WBAR	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
15	SALS / 600M / sequenced flashing lights terminate 295 M before THR / Variable Intensity	Green / NIL	PAPI Slope 3°, left side MEHT - 17.88 M (58.66 FT)	NIL	NIL	3315 M / 61 M / Adjustable / White / High Intensity	Red / NIL	NIL	NIL
33	PALS CAT1 / sequenced flashing lights terminate 302 M before THR / Variable Intensity		PAPI Slope 3.2°, right side MEHT - 17.6 M (57.74 FT)						

LPLA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At the top of Control Tower, Flashing 1 Green and 2 White, operation in low visibility and BTN SS/SR.
2	LDI location and lighting Anemometer location and lighting	LDI: NIL Anemometers:N/A
3	TWY edge and centre line lighting	Taxiway Edge Lights - Colour Blue
4	Secondary power supply/switch-over time	Generator 500 KVA – no break
5	Remarks	NIL

LPLA 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	APCH and FATO lighting	NIL
7	Remarks	NIL

LPLA AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	LAJES CTR A circle with 5 NM radius centred at ARP (384543N 0270527W)
2	Vertical limits	SFC to 2000 FT AMSL (600M)
3	Airspace classification	C

4	ATS unit call sign / Language(s)	Lajes Approach Lajes Tower EN, PT
5	Transition altitude	5000 FT
6	Hours of applicability	H24
7	Remarks	For Lajes CTA Information see ENR 2.1.5

LPLA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks	
1	2	3	4	5	
APP (Radar)	LAJES Approach	121.500 MHZ	H24	Emergency	
		123.300 MHZ	H24	Discrete	
		135.000 MHZ	H24	Primary	
		243.000 MHZ	H24	Emergency	
		317.500 MHZ	H24	Discrete	
		362.300 MHZ	H24	Primary	
TWR	LAJES Tower	121.500 MHZ	H24	Emergency	Maintenance: MON to THU 01:00-08:00 (00:00-07:00) and every FRI 01:00-04:00 (00:00-03:00)
		122.100 MHZ	H24	Primary	
		243.000 MHZ	H24	Emergency	
		257.800 MHZ	H24	Primary	
SMC	Lajes Ground	121.900 MHZ	H24		
		234.000 MHZ	H24		
Clearance Delivery	LAJES Delivery	134.100 MHZ	H24		
		278.950 MHZ	H24		
ATIS	LAJES ATIS	234.800 MHZ	H24	Maintenance: by NOTAM Meteorological information broadcast by ATIS is extracted from the current METAR or SPECI reports.	
		120.300 MHZ	H24		

LPLA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid CAT of ILS/MLS(For VOR/ILS/MLS give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
TACAN	TRM	CH109X	H24	384536.9N 0270529.2W	200 FT	Coverage: 150 NM/ FL300 TACAN not usable: R100/R110 BYD 10 NM BLW 6000 FT R178/R301 BYD 15 NM BLW 7000 FT DME not usable: R44/R132 BYD 20 NM BLW 6000 FT R178/R260 BYD 20 NM BLW 7000 FT R261/R300 BYD 20 NM ALL ALTITUDES Maintenance: MON-FRI 0000-0700(2300-0600).
VOR (10ºW 2020)	LM	112.300 MHZ	H24	384702.1N 0270615.8W		Coverage:100 NM Not usable: R215/R275 beyond 15 NM Maintenance: MON-FRI 0000-0700(2300-0600).
ILS RWY 15 (CAT I)						
LOC (10ºW 2020)	DK	109.900 MHZ	H24	384502.4N 0270444.8W		Coverage: 50 NM Maintenance: MON-FRI 0000-0700(2300-0600).
GP		333.800 MHZ	H24	384628.7N 0270606.7W		Slope 3 DEG
ILS RWY 33 (CAT I)						
LOC (10ºW 2020)	OZ	111.500 MHZ	H24	384641.0N 0270627.9W		Localizer unusable BYD 30 DEG Left of Course. Coverage: 50 NM Maintenance: MON-FRI 0000-0700(2300-0600).
GP		332.900 MHZ	H24	384521.5N 0270458.6W		Slope 3.2 DEG Autopilot coupled approach not authorized below 550FT AMSL.

LPLA AD 2.20 LOCAL AERODROME REGULATIONS

1. Limitations on use of aerodrome

180 degrees turn, on RWY15/33, not authorized.

Non existing signs “NO ENTRY” on deactivated TWY at West side of THR RWY 15

All aircraft turning onto TWY “A”, from RWY to Apron “C”, use caution and maintain minimum speed necessary to make the turn. Area is prone to damage from high speed turns.

Engine test runs are coordinated via Dispatch. Engine test runs on idle power may take place on stands. Engine test runs above idle power will take place on stand J2A or Apron F as designated by Duty Officer.

Engine runs are not authorized between 01:00-06:59 (00:00-05:59).

On all aprons, maximum allowed power limited to BREAKAWAY POWER. If not foreseen on Flight Manual, use minimum power necessary to manoeuvre. Stands and/or vehicles passing behind on apron service roads.

Refuelling with passengers on board is approved for special situations, such as, after emergency, medical evacuation, stop for non-traffic purposes and VIP flights. Other situations will be subject to approval by Air Base Commander.

Apron/stand limitations:

Apron B limited to aircraft with wingspan less than 40 M. Otherwise adjacent spots must be unoccupied.

Apron C limited to Code C aircraft (MAX SPAN 36 M). Civil aircraft of Codes D to F shall expect parking on Military Ramps.

Apron D limited to aircraft with wingspan less than 40 M. Otherwise adjacent spots must be unoccupied.

Apron E limited to aircraft with wingspan less than 49 M. Otherwise adjacent spots must be unoccupied.

Apron F limited to aircraft with wingspan less than 63 M. Otherwise adjacent spots must be unoccupied.

Apron G limited to aircraft with wingspan of 22 M.

2. Special transit requirements

2.1Military/State Aircraft

PPR is mandatory for Military/State Aircraft operating at Lajes.

PPR number for Military/State Aircraft shall be requested during AD Administration Operational Hours to Air Base 4 Air Operations Center (+351 295540779 or ba4_go_noa_soa@emfa.pt) prior to ICAO Flight Plan submission. Subject to delay, outside this period contact OPS Duty Officer (+351 295540524 or ba4_odo@emfa.pt).

Diplomatic Clearance Number (DCN) and PPR for Military/State Aircraft shall be included in ICAO Flight Plan, Item 18.

Distress aircraft, medical emergencies and medical flights for a life critical medical emergency evacuation (STS/MEDEVAC on ICAO FPL, Item 18), are exempted from complying with these procedures.

2.2 Civilian Aircraft

All civilian flights are required to obtain a PPR in order to operate at LPLA. Distress aircraft, medical emergencies and Medical/ Hospital flights for a life critical emergency evacuation (STS/MEDEVAC in ICAO FPL, Item 18), are exempted from complying with PPR procedures.

PPR Requests shall be submitted as early as possible to allow a planning commensurate with the operational needs. PPR for flights operating with aircraft code “D” or larger (wingspan greater than 36 meters) requires previous coordination and approval from the Military Air Base due to parking limitations on apron “Charlie”.

PPR Requests shall be received by the Operations Department during the regular duty hours from 08:00-22:00 (07:00-21:00), Monday through Sunday. PPR Requests shall be submitted, to Air Operations Service (+351 295545461 or acl.oa@azores.gov.pt), as follows:

General Aviation and Charter Flights – Form “A” – PPR Request shall be submitted until 4 hours prior to EOBT. PPR Form “A” is prepared to submit new requests, changes and cancellations.

Scheduled Flights – Form “B” – PPR Request shall be submitted until the 25th of each month for the flights scheduled for the following month. Changes to an issued PPR shall be submitted using Form “B1”.

Flights requiring LPLA as alternate aerodrome – Form “C” – PPR Request shall be submitted not later than 8 hours prior to EOBT. Changes to an issued PPR shall be submitted using Form “C1”.

Non-Scheduled Flights – Form “D” – PPR Request shall be submitted not later than 8 hours prior to EOBT except for non-scheduled flights between the Azores Archipelago islands which can submit the PPR Request not later than 1 hour prior to the EOBT. Changes to an issued PPR shall be submitted using Form “D1”.

PPR Request for flights operated by aircraft code “D” or “E” shall be submitted not later than 24 hours prior to EOBT due to parking constraints.

PPR Request for flights operated by aircraft code “F” shall be submitted not later than 72 hours prior to EOBT due to parking constraints.

All PPR Request Forms can be found in http://aerogarelajes.azores.gov.pt/

All civilian flights shall comply with the requirements expressed in GEN 1.2.1, GEN 1.2.2, GEN1.2.3 and GEN 1.3.

The PPR number issued by Aerogare Civil das Lajes shall be inserted in item 18 of the Flight Plan.

Changes to the date/time of arrival and/or departure and to the type of aircraft shall be notified not later than 8 hours prior to EOBT to ensure PPR validation. The absence of notification can result in loss of parking space and consequently in the PPR cancellation.

3. Apron operational procedures, Follow-Me guidance and Marshaller assistance

Marshaller assistance is mandatory for parking in entire aerodrome apron area.

Apron entrance is only allowed with Follow-Me assistance.

All stands NOSE-IN / NOSE-OUT

Pilots are expected to follow marshaller signals without hesitation. Expect over steer.

4. Push-back, engine start-up and Taxi procedures

Aircraft departing from Lajes will obtain “Oceanic Clearance” after handover to “Santa Maria Radar”

Before Start-Up contact “Lajes Delivery” on frequency 134.100 MHZ or 278.950 MHZ to obtain ATC Clearance. Include CALL SIGN, requested level, requested speed (Mach number/TAS), ATIS acknowledge, aircraft type and position for departure.

All aircraft shall contact “Lajes Delivery” for engine start, include Parking Position and POB.

LPLA AD 2.21 NOISE ABATEMENT PROCEDURES

Due to Noise Abatement Procedures, Jet Aircraft taking off Runway 15 are to apply the maximum climb rate possible. Engine runs above idle power, multiple approaches and after-burner departures are not authorized between 22:00-07:00 (21:00-06:00).

LPLA AD 2.22 FLIGHT PROCEDURES

For Standard Instrument Departures Procedures see charts AD 2.24.08-1, AD 2.24.08-3 and AD 2.24.08-5

OMNIDIRECTIONAL DEPARTURES

OMNIDIRECTIONAL DEPARTURES		
	Description	**Restriction**
RWY 33	After departure Track Extended RWY Centre Line climbing to 4700FT. Upon reaching 4700 FT resume own navigation as filed.	**Close in Obstacles:** Fence 168 FT MSL located 140 M from departure end of RWY, 150 M left side of RWY Centre Line.

OMNIDIRECTIONAL DEPARTURES		
RWY 15	After departure Track Extended RWY Centre Line climbing to 4700 FT (PDG 6.1% until passing 500FT). Upon reaching 4700 FT resume own navigation as filed.	**Close in Obstacles:** Terrain 276 FT MSL, 1060 M from departure end of RWY, 243 M right side of RWY Centre Line. Building 243 FT MSL, 256 M from departure end of RWY, 198 M right side of RWY Centre Line.
CAUTION: Rising Terrain on both sides of departure course requires close adherence to the departure Track to assure obstacle clearance.		

Due to terrain visual traffic circuit should not be flown less than three miles from island.

Controlled Bail-out area: Over the aerodrome, northeast heading, at or above 4700 FT AMSL

Due to high terrain to the west, all turns and traffic patterns should be made to the east.

Caution - RWY may not be visible during portions of downwind leg on circling approach.

RADAR Failure

In case of ATS surveillance system outage, procedural control will be provided.

To allow mixed navigation and aircraft with different types of equipment, for separation purposes, pilots might be asked to fly a specific track and report GNSS distance to/from VOROC and TACAT.

All tracks shall be magnetic.

VOROC and TACAT are co-located with LM VOR and TRM TACAN respectively.

Lateral offsets not authorized within Lajes CTA.

Holding Procedures

HLDG ID/FIX/WPT Coordinates	INBD TR (MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG LVL FL/FT (MSL)	TIME (MIN) or DIST OUBD
CUDLY CUDLY 383200N0265026W	329°	RIGHT	265	FL 060 FL 140	7 NM
CUDLY CUDLY 383200N0265026W	149°	LEFT	265	FL 060 FL 160	7 NM
DEVAN DEVAN 385028N 0272341W	061°	LEFT	250	5000 FT ALT FL 140	1 MIN
KOGON KOGON 385959N0271923W	153°	RIGHT	265	FL 060 FL 160	7 NM
LACTA LACTA 385929N0272012W RDL329-LM VOR DME18-TRM TACAN	149°	LEFT	N/A	N/A	5 NM
LAJES/LM LAJES VOR 384702N0270616W	134°	LEFT	230	4700FT ALT FL 140	1 MIN
LIZHA LIZHA 383125N 0270344W	061°	RIGHT	250	5000 FT ALT FL 090	1 MIN
ODAKI ODAKI 383016N 0264923W	331°	RIGHT	230	5000 FT ALT FL 090	1 MIN
UPZET UPZET 390038N 0270751W	241°	RIGHT	250	5000 FT ALT FL 140	1 MIN

HLDG ID/FIX/WPT Coordinates	INBD TR (MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG LVL FL/FT (MSL)	TIME (MIN) or DIST OUBD
VIBOC VIBOC 390145N 0272218W	151°	RIGHT	250	5000 FT ALT FL 140	1 MIN
XETOS XETOS 384132N 0264742W	241°	LEFT	250	5000 FT ALT FL 140	1 MIN

LPLA AD 2.23 ADDITIONAL INFORMATION

1. Bird Concentration

Caution, Bird activity within 2 NM radius of the aerodrome. Possible Hazard on the Final Approach of both RWY15 and RWY33.

Bird Status

- LOW: Continue with normal operating procedures;
- MODERATE: Aircraft departing, except for those performing SID, should reach the highest level possible in the shortest distance, manoeuvring to avoid low level bird concentration areas. Low approaches below 500 FT AGL or “touch and go” not allowed;
- SEVERE: Departures prohibited until a lower category BWC (bird watch condition) is assigned. Aircraft on approach will proceed to holding until a safe bird watch condition, according to supervisor, is reached. If bird watch condition remain unaltered, aircraft shall be informed and diversion to alternate aerodrome suggested.

Bird Repellent Devices:

Audio repellents are used according to bird activity. Systems available:

- Propane cannons
- Distress-call and electronic noise-generating speakers

LPLA AD 2.24 CHARTS RELATED TO THE AERODROME