

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: 374431N LONG: 0254152W 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
3	Elevation/Reference temperature	79 M / 259 FT 23°C (AUG)
4	Geoid undulation at aerodrome elevation position	57M
5	MAG VAR/Annual change	7°W (2020) / 0.17° decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: ANA Aeroportos de Portugal, SA Aeroporto João Paulo II Ilha de São Miguel – Açores 9500-749 RELVA Phone: +351 296205400, +351 296205436 Fax: +351 296286923, +351 296205429 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 962374517)
4	AIS Briefing Office	AIS available through ARO Portugal (see GEN 3.1)
5	ATS Reporting Office (ARO)	ARO available through ARO Portugal (see GEN 3.1)
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

12	Remarks	See AD 1 Restrictions for nocturnal flights for civil aircraft on Portuguese airports and/or aerodromes and GEN 4 Airport Opening Charge 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 296287412 FAX: +351 296287574 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 at Aerodrome, Hospital in City (2 KM (1.08NM from Aerodrome))
5	Bank and Post Office	At Aerodrome Bank MON-FRI 09:30-13:00 (08:30-12:00) and 14:00-16:00 (13:00-15:00) Post office MON-FRI 09:30-13:30 (08:30-12:30) and 15:00-18:00 (14:00-17:00)
6	Tourist Office	At Aerodrome, 08:30-22:30 (07:30-21:30)
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 at least 24 hours prior to operation
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.
3	Capability for removal of disabled aircraft	Until A313 aircraft, with gear down and operational.
4	Remarks	NIL

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

1	Type(s) of clearing equipment	NIL
2	Clearance priorities	NIL
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
5	Remarks	For further information, see also Section AD 1.2.2. - RUNWAY SURFACE CONDITIONS ASSESSMENT AND REPORTING AND SNOW PLAN.

LPPD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	APRON	SURFACE	STRENGTH	
		N	Asphalt	PCN 29/F/B/X/T	
			Concrete	PCN 17/R/C/X/T	
		S	Concrete	Under evaluation	
		W	Concrete	PCN 70/R/B/W/T	
2	Taxiway width, surface and strength	TAXIWAY	WIDTH	SURFACE	STRENGTH
		A,B and F	23 M	Asphalt	Under evaluation
		C,D and E	23 M		PCN 90/F/C/W/T
		TAXILANE	WIDTH	SURFACE	STRENGTH
3	Altimeter checkpoint location and ELEV	None			
4	VOR checkpoint locations	None			

5	INS checkpoint positions	RAMP / STAND	INS COORDINATES	ELEVATION (M/AMSL)	REMARKS
		N1	374437.13N 0254150.57W	67.69 M	NIL
		N2	374436.47N 0254148.92W	67.41 M	
		N3	374434.72N 0254146.82W	66.96 M	
		N4	374436.05N 0254146.91W	67.28 M	
		N5	374435.73N 0254146.99W	67.23 M	
		S1	374430.96N 0254210.65W	71.18 M	
		S2	374431.04N 0254209.21W	71.15 M	
		S3	374431.08N 0254208.90W	71.14 M	
		S4	374430.57N 0254207.71W	71.08 M	
		S5	374430.37N 0254206.58W	71.04 M	
		S6	374430.09N 0254206.19W	71.04 M	
		S7	374429.62N 0254204.72W	71.00 M	
		S8	374429.62N 0254204.23 W	70.96 M	
		S9	374429.15N 0254203.25 W	70.96 M	
		S10	374428.88N 0254201.90W	70.71 M	
		S11	374428.68N 0254201.78W	70.68 M	
		W1	374454.80N 0254235.65W	80.18 M	
		W2	374456.26N 0254241.92W	80.18 M	
		W3	374455.84N 0254239.91W	80.18 M	
		W4	374455.18N 0254237.81W	80.18 M	
		W5	374454.51N 0254235.70W	80.18 M	
		W6	374453.82N 0254233.60W	80.09 M	
		W7	374453.60N 0254231.66W	79.96 M	
		W8	374453.54N 0254230.67W	79.82 M	
		W9	374452.67N 0254230.32W	79.54 M	
		W10	374452.66N 0254228.66W	79.42 M	
		W11	374452.60N 0254227.68W	79.28 M	
		W12	374451.72N 0254227.31W	79.15 M	
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 Apron W with ID signs and marks.
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), RWY extension.</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 B, 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
LPPD01	BUILDING	374453.0N 0254249.1W	85 M/6 M	NIL	OBST 2 on AERODROME OBSTACLE CHART
LPPD02	BUILDING	374453.6N 0254249.9W	87 M/7 M	NIL	OBST 3 on AERODROME OBSTACLE CHART
LPPD03	BUILDING	374453.9N 0254250.2W	89 M/9 M	NIL	OBST 4 on AERODROME OBSTACLE CHART
LPPD04	BUILDING	374454.0N 0254250.4W	89 M/9 M	NIL	OBST 5 on AERODROME OBSTACLE CHART
LPPD05	TERRAIN	374539.5N 0252930.5W	963 M	NIL	NIL

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

LPPD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	PONTA DELGADA AMS
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	CPVM-AERO MWO/AMO 24 HR - issuance every 6 hours
4	Trend Forecast Interval of issuance	NIL
5	Briefing/consultation provided	Briefing on observed meteorological conditions: personal or by telephone. Briefing on expected meteorological conditions: by phone provided by the CPVM-AERO MWO/AMO (see GEN 3.5.4).
6	Flight documentation Language(s) used	C, CR English, Portuguese
7	Charts and other information available for briefing or consultation	P, S, SWH, SWM, W
8	Supplementary equipment available for providing information	Self-briefing
9	ATS units provided with information	Ponta Delgada TWR and APP
10	Additional information (limitation of service, etc.)	PONTA DELGADA AMS: Phone: +351 296 282 922 Email: lppd@ipma.pt CPVM-AERO MWO/AMO: Phone: +351 218 474 583 Fax: +351 218 402 370 Email: met.aero@ipma.pt

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 APCH RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
12	111.73	2323x45	ASPH First 1800 M PCN 62/F/B/W/T After 1800 M PCN 70/F/B/W/T	THR 374445.80N 0254238.24W RWY END 374418.01N 0254110.02W GUND 56.7M	THR 79 M	-1%
30	291.73	2323X45	Asphalt First 626 M PCN 70/F/B/W/T After 626 M PCN 62/F/B/W/T	THR 374418.90N 0254112.86W RWY END 374445.80N 0254238.24W GUND 56.7M	THR 57.1 M TDZ 61.9 M	1%

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
12	NIL	300x150	2443x150	90x90 ⁽¹⁾ ASPH	NIL	(1)RESA Runway 12 not fully compliant at left end between following coordinates: 374417.55N 0254103.78W 374417.49N 0254103.62W 374417.42N 0254103.62W Asphalt fillets of 7.5M width each side of Runway
30	NIL	200x150	2443X150	90X90 ASPH	NIL	Asphalt fillets of 7.5M width each side of Runway

LPPD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12	2352*	2652	2352	2323	* Including RWY starter extension of 29M
30	2473*	2673	2473	2248	* Threshold Runway 30 permanently displaced 239 M from beginning of pavement. Starting take off point of RWY 30 is 225 M before the displaced THR, which lead a TORA of 2473M 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 / barrets at 30 M Intervals, last distance 16 M from THR, Length 223 M.	Green	PAPI - 3° MEHT – 68 FT	NIL	1422 M white + 600 M white/red + 300M red / 30M spacing / variable	1722 M white + 600 M yellow/ 60 M spacing / variable	Red	NIL	NIL
30	Reduced Simple Approach Lighting System / LIH white, length 300 M with 4 barrets (each with 3 lights) spaced 60 M and one cross bar (with 15 lights at 300M).	Green	PAPI - 3° MEHT – 68 FT	NIL	1379 M white + 600 M white/red + 300 M red / 30 M spacing / variable	160 M red + 1679 white + 600 M yellow / 60 M 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	LDI: NIL 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 B,C,D,E Taxiways – Runways 12 and 30
4	Secondary power supply/switch-over time	Secondary Power Supply according requirements of Annex 14.
5	Remarks	NIL

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	APCH and FATO lighting	NIL

7	Remarks	NIL
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LPPD AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	PONTA DELGADA CTR A circle with 5 NM radius centred at ARP (374431N 0254152W)
2	Vertical limits	2000 FT ALT (600 M)
3	Airspace classification	C
4	ATS unit call sign / Language(s)	Ponta Delgada Approach Ponta Delgada Tower EN, PT
5	Transition altitude	6000 FT
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
ATIS	PONTA DELGADA Information	123.900 MHZ	H24	Phone Service: +351 296305658

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 (07°W-2020)	PD	351 KHZ	H24	374406.1N 0254030.2W		Coverage: 25NM
DVOR/DME (06°W-2020)	VMG	111.200 MHZ CH 49X	H24	DVOR: 375045.6N 0254529.3W DME: 375045.3N 0254528.7W	2800FT	Coverage: 150NM- FL500 DVOR: Not usable: 090°/120° BYD 30NM BLW 8000FT. RDL062 BYD 40NM BLW 8000FT. RDL094 excessive VOR needle fluctuations at 12-13NM and 19-24NM BLW 8000FT. DME: Not usable: 170°/190° BYD 40NM BLW 6000FT. DME false ranges and unlocks may occur beyond 92NM at 5500FT.

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	LM	112.300 MHZ	H24	384702.1N 0270615.8W		Coverage: 100NM Not usable: R215/R275 BYD 15NM Maintenance: MON-FRI 0000-0700(2300-0600).
DVORTAC (09°W-2020)	VFL	112.700 MHZ TACAN: CH 74X	H24	383109.9N 0283724.8W	500 FT	Coverage: 240NM - FL600 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 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 DME not usable: 110°/120° BYD 15NM BLW 5000FT 305° BYD 17NM BLW 5000FT
VOR/DME (07°W-2020)	VSM	112.000MHZ CH 57X	H24	365746.5N 0250959.0W	300 FT	Coverage: 200NM FL500 Not usable: 065°/130° BYD 20NM BLW 6000FT
ILS RWY 30 (CAT I)						
LOC (07°W-2020)	NL	109.500 MHZ	H24	374448.1N 0254245.4W	250 FT	LOC course 300° MAG Front course sector: Angle 5°
GP		332.600 MHZ	H24	374419.6N 0254123.9W		Angle 3°
DME	NL	CH 32X	H24	374437.9N 0254227.6W	300 FT	Coverage: 60 NM Zero range is indicated at Touchdown RWY 30 for ILS Approach only.
MM	Dot-Dash	75 MHZ	H24	374405.8N 0254029.7W		

LPPD AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Special transit requirements

1 hour advanced opening must be required until 1300 (1200) previous day. 2 hours extension after closing time, when justified, may be required until 1800 (1700) of the same day. Emergency reopening must be required 1 hour PN.

For request of Airport Slots see paragraph GEN 1.2.2

2. Backtrack

Aircraft with MTOW exceeding 80 tonnes must turnaround within the turn pads of RWY12/30.

3.Push-back, Engine Start-up and Taxi Procedures

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.

LPPD AD 2.21 NOISE ABATEMENT PROCEDURES

1. GENERAL

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. 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:

less than 87 EPNdB	Level 0
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 8	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.

3. Force majeure:

1. The restrictions mentioned in paragraph 2, NR 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 Autoridade Nacional de Aviação Civil (ANAC), 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 02:00 (01:00) on scheduled flights for periods until 01:00 (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 NR 1 of this paragraph shall not be considered for the application mentioned in the NR 1 of Paragraph 2

LPPD AD 2.22 FLIGHT PROCEDURES

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

1. STANDARD INSTRUMENT DEPARTURES (SID) FROM PONTA DELGADA (JOAO PAULO II) AERODROME

1.1 RUNWAY 12

GENERAL REMARKS:

With prior ATC coordination and due to possible heavy turbulence conditions, traffic should overfly VMG area above FL060.

RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk A7600:

1. Fly at/to the last assigned and acknowledged level or to 5500 FT if is higher than the last assigned level until passing 25 NM DME VMG DVOR/DME;
2. Thereafter adjust level and speed in accordance with the filed flight plan;
3. If being radar vectored or proceeding offset, when passing 25 NM DME VMG DVOR/DME, rejoin the current flight plan route and proceed in accordance with item 2 above;
4. If cleared DCT to..., fly at/to the assigned and acknowledged level or to 5500 FT, whichever is higher, until passing 25 NM DME VMG DVOR/DME, maintain the current flight plan route and proceed in accordance with item 2 above.

STANDARD INSTRUMENT DEPARTURE (SID) DESCRIPTION: See back of the SID chart.

1.2 RUNWAY 30

GENERAL REMARKS:

Main obstacle is a house at a distance of 3438 M from the RWY 30 take-off position, at 417 M on the right side of runway extended centre line, with an altitude of 114 M.

With prior ATC coordination and due to possible heavy turbulence conditions traffic should overfly VMG area above FL 060.

SID PROCEDURE:

After passing 680 FT QNH proceed in accordance with cleared SID below.

RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk A7600:

1. Fly at/to the last assigned and acknowledged level or to 5500 FT if is higher than the last assigned level until passing 25 NM DME VMG DVOR/DME;
2. Thereafter adjust level and speed in accordance with the filed flight plan;
3. If being radar vectored or proceeding offset, when passing 25 NM DME VMG DVOR/DME, rejoin the current flight plan route and proceed in accordance with item 2 above;
4. If cleared DCT to..., fly at/to the assigned and acknowledged level or to 5500 FT, whichever is higher, until passing 25 NM DME VMG DVOR/DME, maintain the current flight plan route and proceed in accordance with item 2 above.

STANDARD INSTRUMENT DEPARTURE (SID) DESCRIPTION: See back of the SID chart.

2. FMS RNAV DEPARTURE ROUTES FROM PONTA DELGADA (JOAO PAULO II) AERODROME**2.1 RUNWAY 12****GENERAL REMARKS**

With prior ATC coordination and due to possible heavy turbulence conditions, traffic should overfly VMG area above FL 060.

RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk A7600:

1. Fly at/to the last assigned and acknowledged level or to 5500 FT if is higher than the last assigned level until passing 25 NM DME VMG DVOR/DME;
2. Thereafter adjust level and speed in accordance with the filed flight plan;
3. If being radar vectored or proceeding offset, when passing 25 NM DME VMG DVOR/DME, rejoin the current flight plan route and proceed in accordance with item 2 above;
4. If cleared DCT to..., fly at/to the assigned and acknowledged level or to 5500 FT, whichever is higher, until passing 25 NM DME VMG DVOR/DME, maintain the current flight plan route and proceed in accordance with item 2 above.

FMS RNAV DEPARTURE ROUTES DESCRIPTION: See back of the SID chart.

2.2 RUNWAY 30**GENERAL REMARKS**

Main obstacle is a house at a distance of 3438 M from the Runway 30 take-off position, at 417 M on the right side of runway extended centre line, with an altitude of 114 M.

With prior ATC coordination and due to possible heavy turbulence conditions traffic should overfly VMG area above FL060.

SID PROCEDURE

After take-off turn left 15°;

After passing 680 FT QNH proceed in accordance with cleared SID below.

RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk A7600:

1. Fly at/to the last assigned and acknowledged level or to 5500 FT if is higher than the last assigned level until passing 25 NM DME VMG DVOR/DME;
2. Thereafter adjust level and speed in accordance with the filed flight plan;
3. If being radar vectored or proceeding offset, when passing 25 NM DME VMG DVOR/DME, rejoin the current flight plan route and proceed in accordance with item 2 above;
4. If cleared DCT to..., fly at/to the assigned and acknowledged level or to 5500FT, whichever is higher, until passing 25 NM DME VMG DVOR/DME, maintain the current flight plan route and proceed in accordance with item 2 above.

FMS RNAV DEPARTURE ROUTE DESCRIPTION: See back of the SID chart.

3. STANDARD INSTRUMENT ARRIVAL (STAR) TO PONTA DELGADA (JOAO PAULO II) AERODROME**3.1 RUNWAYS 12/30****GENERAL REMARKS:**

NIL

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, start descent to initial approach altitude to carry out a standard IFR approach according to IAC ILS-Y RWY30.

2. For Traffic with clearance limit XUVAP Holding, proceed to XUVAP 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.

STANDARD INSTRUMENT ARRIVAL (STAR) DESCRIPTION: See back of the STAR chart.

4.FMS RNAV ARRIVAL ROUTES TO PONTA DELGADA (JOAO PAULO II) AERODROME

4.1 RUNWAY 12

GENERAL REMARKS

NIL

RADIO COMMUNICATIONS FAILURE:

For traffic with clearance limit TUSEX Holding, in the event of RCF, fly at/to the last assigned level. Proceed to TUSEX 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.

4.2 RUNWAY 30

GENERAL REMARKS:

NIL

RADIO COMMUNICATIONS FAILURE:

For Traffic with clearance limit XUVAP Holding, in the event of RCF, fly at/to the last assigned level. Proceed to XUVAP 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.

FMS RNAV ARRIVAL ROUTES DESCRIPTION: See back of the STAR charts.

5. RNP AR APCH

5.1 Authorization Required Details

To obtain from ANAC (Portuguese competent Authority) an "Authorization Required" to fly RNP AR APCH procedure in LPPD, for which a procedure-specific approval is required, Operator has to provide its flight crew members an additional ground training and FSTD training, as appropriate, to cope with the mitigations procedures that were described in its FOSA.

For a correct sequence to obtain the "Authorization Required" from ANAC, the operator shall send an e-mail to ops@anac.pt with its request, and:

- i. Operator has to show evidence to ANAC (via its AOC- Appendix II "Opspecs" or, a LoA from its Competent Authority), that is Approved for "Generic" RNP AR APCH (with "RF" leg capability), before an application for an Authorization can be accepted.
- ii. A FOSA (Flight Operational Safety Assessment) taking in account, at least, that some bank angle requirements as per ICAO Doc. 9905 may be higher than 20°, but are not higher than 25°, for extreme wind situations, which are manageable by eligible aircraft; and some small VSS penetrations not producing any EGPWS/TAWS advisories during validation flights.
- iii. Evidence of operational procedures for normal (SOPs), abnormal and contingency situations and specific for LPPD RNP AR APCHs taking into account what point (ii) states.

5.2 Criteria Deviations

a) Bank Angle

Referring to Document 9905 – AAN/471 Required Navigation Performance Authorization Required (RNP AR)

Procedure Manual, the maximum bank angle for Approach is 20° and 15° for Missed Approach. All bank angles

above these values are listed below:

Phase	RWY	Procedure IDENT	Segment	Procedure Bank Angle
INITIAL	12	XUVAP	SM540-SM539	20.6°
INITIAL	30	SM800	SM650-SM642	23.6°
INITIAL	30	SM800 SM700	SM642-SM640	22.8°
INITIAL	30	SM800 SM700 PETUD	SM630-SM620	22.3°

b) VSS (Visual Segment Surface) Penetrations

Referring to Document 8168 – OPS/611 – Procedures for Air Navigation Services – Aircraft Operations – Volume

II (Seventh Edition):

Surveyed obstacle (man-made obstacle) penetrates the VSS of runway 12:

RWY 12

Type	Coordinates	Top Altitude	Amount of Penetration	RNP Value
Building	374456.055N 0254252.418W	94.68 M 311 FT	3.12 M	All values

***Obstacles with a height less than 15 M above THR12 may be disregarded according to the referred above document.**

6. 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
DOZIV DOZIV 3730230253403W	028°	RIGHT	230	4000 FT ALT FL 140	1 MIN
PETUD PETUD 372955N0254820W RDL192-DME21 VMG DVOR/DME	012°	RIGHT	230	3000 FT ALT FL 140	5 NM
PETUD PETUD 372955N0254820W	013°	RIGHT	230	3000 FT ALT FL 140	1 MIN
PONTA DELGADA/PD PONTA DELGADA L 374406N0254030W	135°	RIGHT	230	4800 FT ALT FL 140	1 MIN
REDSO REDSO 373853N0254743W	118°	RIGHT	230	4000 FT ALT FL 140	1 MIN
SAO MIGUEL/VMG SAO MIGUEL DVOR/DME 375046N0254529W	156°	LEFT	230	5500 FT ALT FL 140	1 MIN
SAO MIGUEL/VMG SAO MIGUEL DVOR/DME 375046N0254529W	156°	LEFT	280	FL 150 FL 999	1.5 MIN
SM700 SM700 375500N0261527W	118°	RIGHT	230	4500 FT ALT FL 140	1 MIN
SM800 SM800 380411N0260847W	146°	LEFT	230	4500 FT ALT FL 140	1 MIN
SM900 SM900 375551N0253635W	276°	RIGHT	230	4500 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
TUSEX TUSEX 374925N0260535W	092°	RIGHT	230	4000 FT ALT FL 140	1 MIN
TUSEX TUSEX 374925N0260535W RDL 271-DME16 VMG DVOR/DME	091°	RIGHT	230	4000 FT ALT FL 140	5 NM
XUVAP XUVAP 373521N0251301W RDL127-DME30 VMG DVOR/DME	307°	RIGHT	230	5500 FT ALT FL 140	5 NM
XUVAP XUVAP 373521N0251301W	307°	RIGHT	230	5500 FT ALT FL 140	1 MIN
XUVAP XUVAP 373521N0251301W RDL127-DME30 VMG DVOR/DME	307°	RIGHT	280	FL 150 FL 999	12 NM

LPPD AD 2.23 ADDITIONAL INFORMATION

1. **Bird Hazard Warning**
- Danger of collision with birds during taxiing, landing and take-off.
2. **Signalling Terrain Lighting**
- A set of 8 aligned high intensity Type A and non-sequential flashing lights, spaced 60M, located 6000M from THR 12 and 2200M left side of extended centre line, installed to identify natural obstacle (Coast) proximity during RWY 12 approach operations.
3. **Grass cutting**
- Grass cutting will take place along Strip RWY 12/30, Monday to Sunday 07:00-00:59 (06:00-23:59). Men and equipment under Tower control and airport authority supervision.

LPPD AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
AERODROME CHART - ICAO	LPPD AD 2.24.01-1
AIRCRAFT PARKING/DOCKING CHART - ICAO - (APRON N AND S)	LPPD AD 2.24.02-1
AIRCRAFT PARKING/DOCKING CHART - ICAO - (APRON W)	LPPD AD 2.24.02-3
AERODROME OBSTACLE CHART - ICAO TYPE A (RWY 12)	LPPD AD 2.24.04-1
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO (RWY 12 BAVAS9V BEKUN9V MIPRU9V SOMUL9V TIMTO1V VSM8V)	LPPD AD 2.24.08-1
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO (RWY 30 BAVAS1R BEKUN1R MIPRU9R SOMUL9R TIMTO1R VSM9R)	LPPD AD 2.24.08-3
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO (RNAV RWY 12 BEKUN5Y MIPRU5Y SOMUL5Y TIMTO6Y)	LPPD AD 2.24.08-5
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO (RNAV RWY 30 BEKUN5X MIPRU2X SOMUL2X TIMTO3X)	LPPD AD 2.24.08-7
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO (RWY 12/30 BAVAS5A MIPRU6A SOMUL6A VSM8A VSM8B)	LPPD AD 2.24.10-1

Name	Page
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO (RNAV RWY 12 ETROX2A)	LPPD AD 2.24.10-3
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO (RNAV RWY 30 BAVAS7B BEKUN7A BEKUN7B ETROX2B)	LPPD AD 2.24.10-5
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO (RNAV RWY 12/30 BAVAS2N BAVAS2S BEKUN2N BEKUN2S MIPRU2N SOMUL2N VSM3S)	LPPD AD 2.24.10-7
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO	LPPD AD 2.24.11-1
INSTRUMENT APPROACH CHART - ICAO (ILS-Z or LOC RWY 30 CAT A-B)	LPPD AD 2.24.12-1
INSTRUMENT APPROACH CHART - ICAO (ILS-Z or LOC RWY 30 CAT C-D)	LPPD AD 2.24.12-3
INSTRUMENT APPROACH CHART - ICAO (ILS - Y RWY 30 CAT A-B-C-D)	LPPD AD 2.24.12-5
INSTRUMENT APPROACH CHART - ICAO (ILS-X RWY 30 CAT A-B)	LPPD AD 2.24.12-7
INSTRUMENT APPROACH CHART - ICAO (ILS-X RWY 30 CAT C-D)	LPPD AD 2.24.12-9
INSTRUMENT APPROACH CHART - ICAO (L RWY 30 CAT A-B)	LPPD AD 2.24.12-11
INSTRUMENT APPROACH CHART - ICAO (L RWY 30 CAT C-D)	LPPD AD 2.24.12-13
INSTRUMENT APPROACH CHART - ICAO RNP Z RWY12	LPPD AD 2.24.12-15
INSTRUMENT APPROACH CHART - ICAO RNP Y RWY12 (AR)	LPPD AD 2.24.12-17
INSTRUMENT APPROACH CHART - ICAO RNP X RWY12 (AR)	LPPD AD 2.24.12-19
INSTRUMENT APPROACH CHART - ICAO RNP W RWY 12	LPPD AD 2.24.12-21
INSTRUMENT APPROACH CHART - ICAO RNP Y RWY 30	LPPD AD 2.24.12-23
INSTRUMENT APPROACH CHART - ICAO RNP RWY 30 (AR)	LPPD AD 2.24.12-25
VISUAL APPROACH CHART - ICAO	LPPD AD 2.24.13-1