

GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** 0715-0100±**Airport Information****RFF:** CAT 7, CAT 8 and 9 O/R**Fuel:** 0700-0100±**PCN:** RWY 12: first 1800m 62/F/B/W/T, after 1800m 70/F/B/W/T
RWY 30: first 626m 70/F/B/W/T, after 626m 62/F/B/W/T**Customs:** 0700-0100±**Operation****Night Restriction**

No TKOF/LDG between 0100-0700± except:

- Medical EMERG, weather constraints, technical failure.

RWY Restrictions

180° turns prohibited if MTOW above 80t / 176369lbs.

Use RWY bays for 180° turns.

Taxi/Parking

Stands W1-3:

Nose-in: Follow continuous yellow CL if no guidance system AVBL.

Nose-out: MAX wingspan 30.6m / 100ft, follow dashed yellow CL.

In order to reduce jetblast to adjacent parking positions use lowest power setting.

Warnings**LM VOR** unusable:

R215-275 beyond 15NM.

MAINT: WED 0800-1200±.

VFL VOR unusable:

R010-R020 beyond 10NM below 10000ft.

R080-R140 beyond 15NM below 10000ft.

R280-R010 beyond 10NM below 10000ft.

Unusable below 5000ft.

VMG VOR:

R095 excessive VOR needle fluctuations at 12-13NM and 19-24NM below 8000ft.

VSM VOR/DME unusable:

R065-R130 beyond 20NM below 6000ft.

GND rises significantly to NW of AD, especially on RWY 30 extended CL sector. Pilots must take special caution on visual APCH to RWY 12 and on MISAP and TKOF from RWY 30.

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure

Fly to the last assigned LVL and:

For TFC with CLR limit VMG HLDG proceed to VMG HLDG 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 XUVAP HLDG and start descent to initial APCH ALT to carry out a standard IFR APCH according to IAC.

For TFC with CLR limit XUVAP HLDG, proceed to XUVAP HLDG 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 APCH ALT to carry out a standard IFR APCH according to IAC.

RNAV ARR

RWY 12

For TFC with CLR limit TUSEX HLDG, fly at/to last assigned LVL. Proceed to TUSEX HLDG 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 APCH ALT to carry out a standard IFR APCH according to IAC.

RWY 30

For TFC with CLR limit XUVAP HLDG, fly at/to last assigned LVL. Proceed to XUVAP HLDG 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 APCH ALT to carry out a standard IFR APCH according to IAC.

In case of MISAP

RNAV (GNSS) RWY 12

Follow standard MISAP. On PETUD HLDG make one complete HLDG pattern at 4500ft and then proceed SM453 to perform another GNSS APCH.

RNAV (RNP) Y/X RWY 12

Follow standard MISAP. On PETUD make one complete HLDG pattern at 4500ft and then proceed to perform a new APCH via PETUD to RWY 12.

RNAV (RNP) RWY 30

Follow standard MISAP. On PETUD make one complete HLDG pattern at 4500ft and then proceed to perform a new APCH via PETUD to RWY 30.

DEPARTURE**Take-off Minima**

| RWY | | 30 | |
|----------|-----------|---------------|---------|
| All ACFT | ft - m/km | 0 - 400R/400V | HJ only |
| | | 0 - 800R/800V | HN |
| | | | |
| RWY | | 12 | |
| All ACFT | ft - m/km | 0 - 400V | HJ only |
| | | 0 - 800V | HN |

Communication**COM Failure**

1. Fly at/to the last assigned and acknowledged level or to 5500ft if higher than the last assigned level until passing D25 VMG DVORDME;
2. Thereafter adjust level and speed in accordance with filed FPL;
3. If being radar vectored or proceeding offset, when passing D25 VMG DVOR/DME, rejoin the current FPL 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 D25 VMG DVORDME, maintain the current FPL route and proceed in accordance with item 2 above.

Departure Procedure**Start-up/Push-back**

Nose-in stands: Start-up during push-back allowed.

Push-back will be executed to breakaway point facing east.

If APU U/S, advise TWR; start-up of one ENG permitted prior push-back; assistance by follow-me.

ALT Restriction

DEP RWY 12/30: With prior ATC coordination and due to possible heavy TURBs, overfly area around VMG VOR above FL060.

PDL-LPPD

Portugal **Ponta Delgada** Joao Paulo II

AGC

AFC

AFC

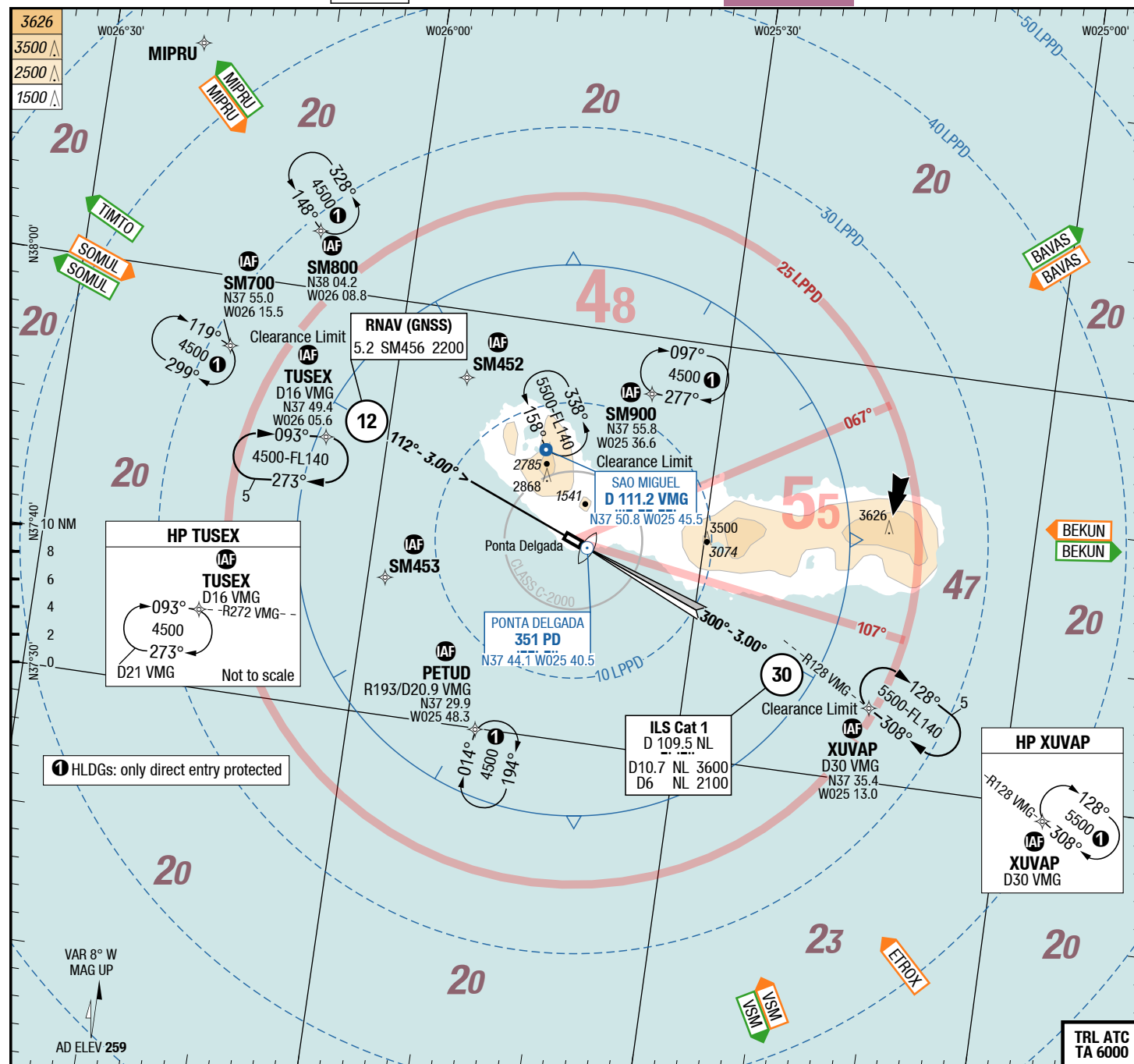
AFC

Joao Paulo II **Ponta Delgada** Portugal

AGC

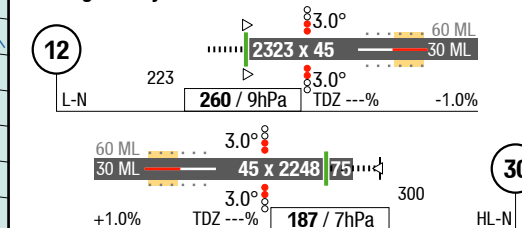
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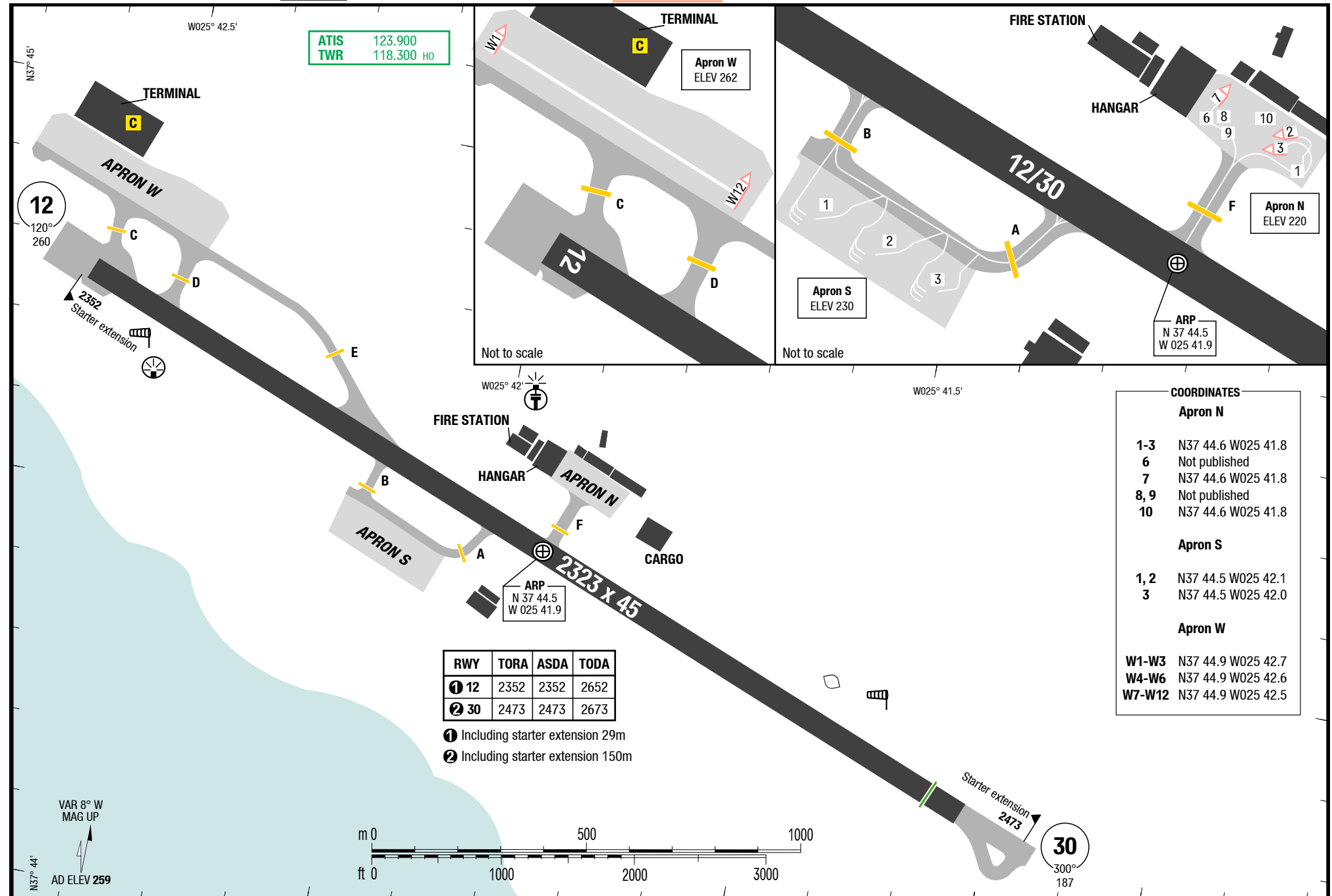
2-10



| | | |
|------|---------|----|
| ATIS | 123.900 | |
| APP | 119.400 | HO |
| TWR | 118.300 | HO |

Landing RWY system:





PDL-LPPD

RNAV SID RWY 30

4-10

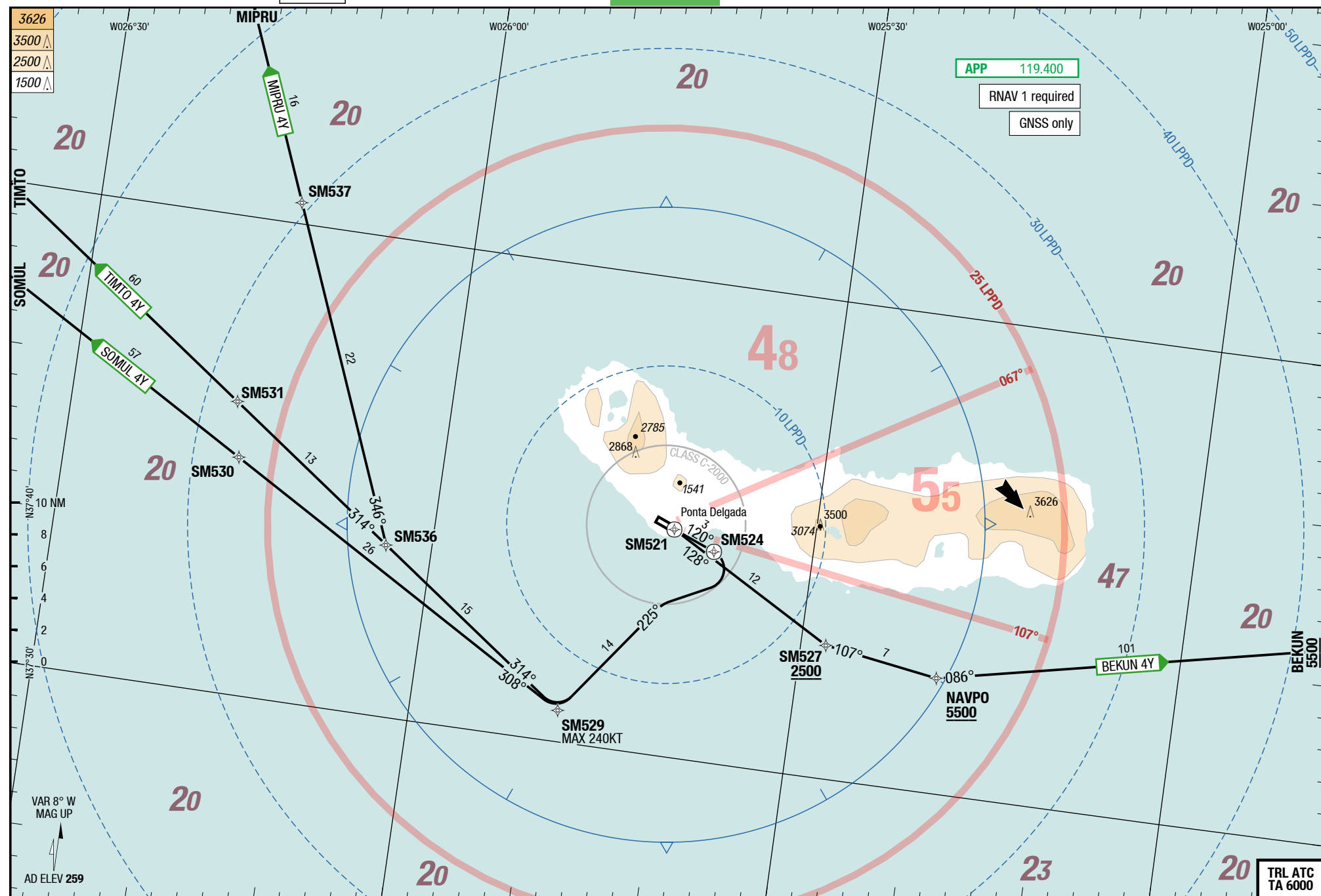
RNAV SIDs RWY 12

SID

SID

RNAV SID RWY 30

RNAV SIDs RWY 12



Changes: Reprint

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02-NOV-2017

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Portugal Ponta Delgada Joao Paulo II

4-20

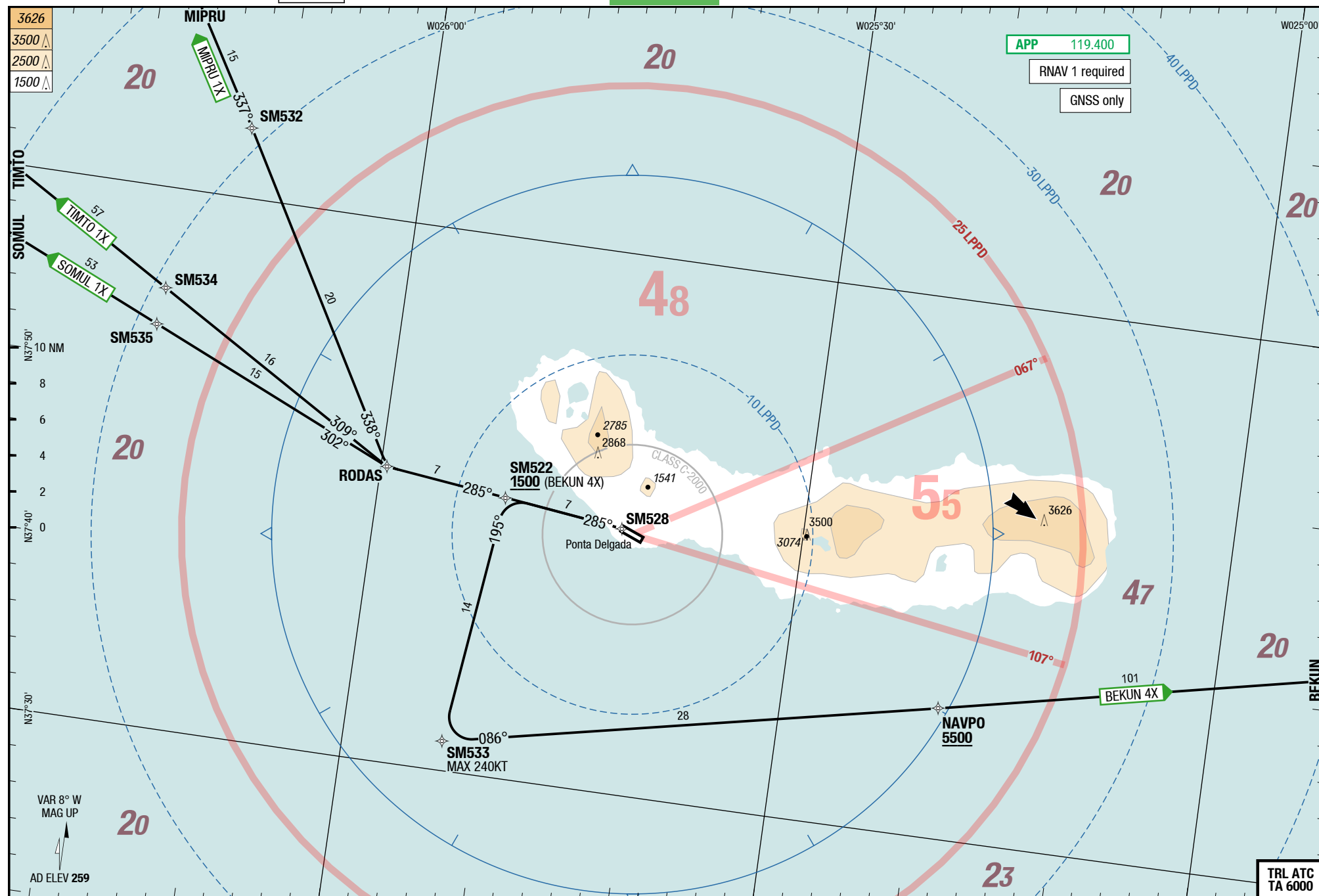
RNAV SID RWY 30

SID

SID

Joao Paulo II Ponta Delgada Portugal

RNAV SID RWY 30



Changes: Reprint

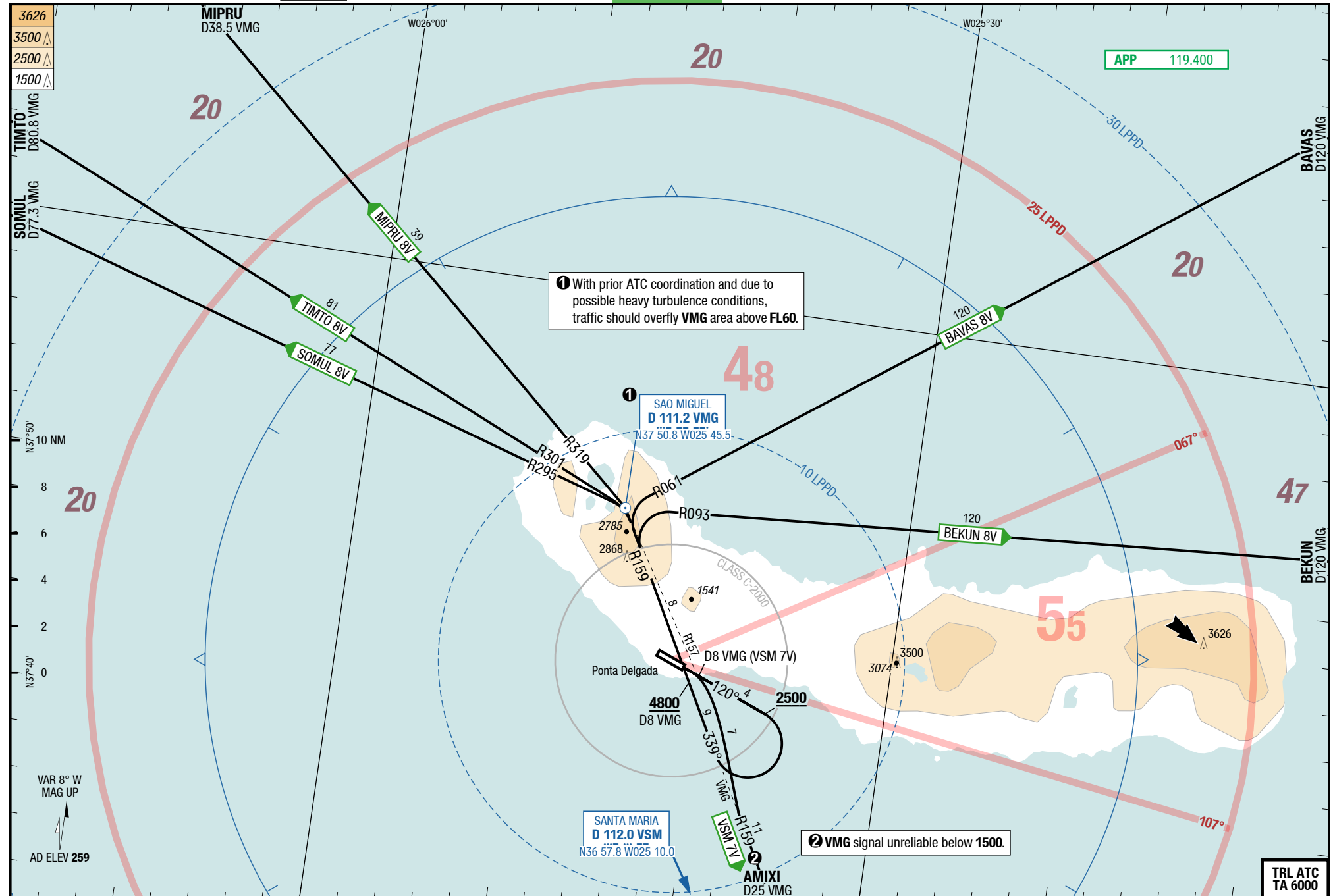
PDL-LPPD

SIDs RWY 12

SID

SID

SIDs RWY 12



Changes: Nil

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06-SEP-2018

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PDL-LPPD

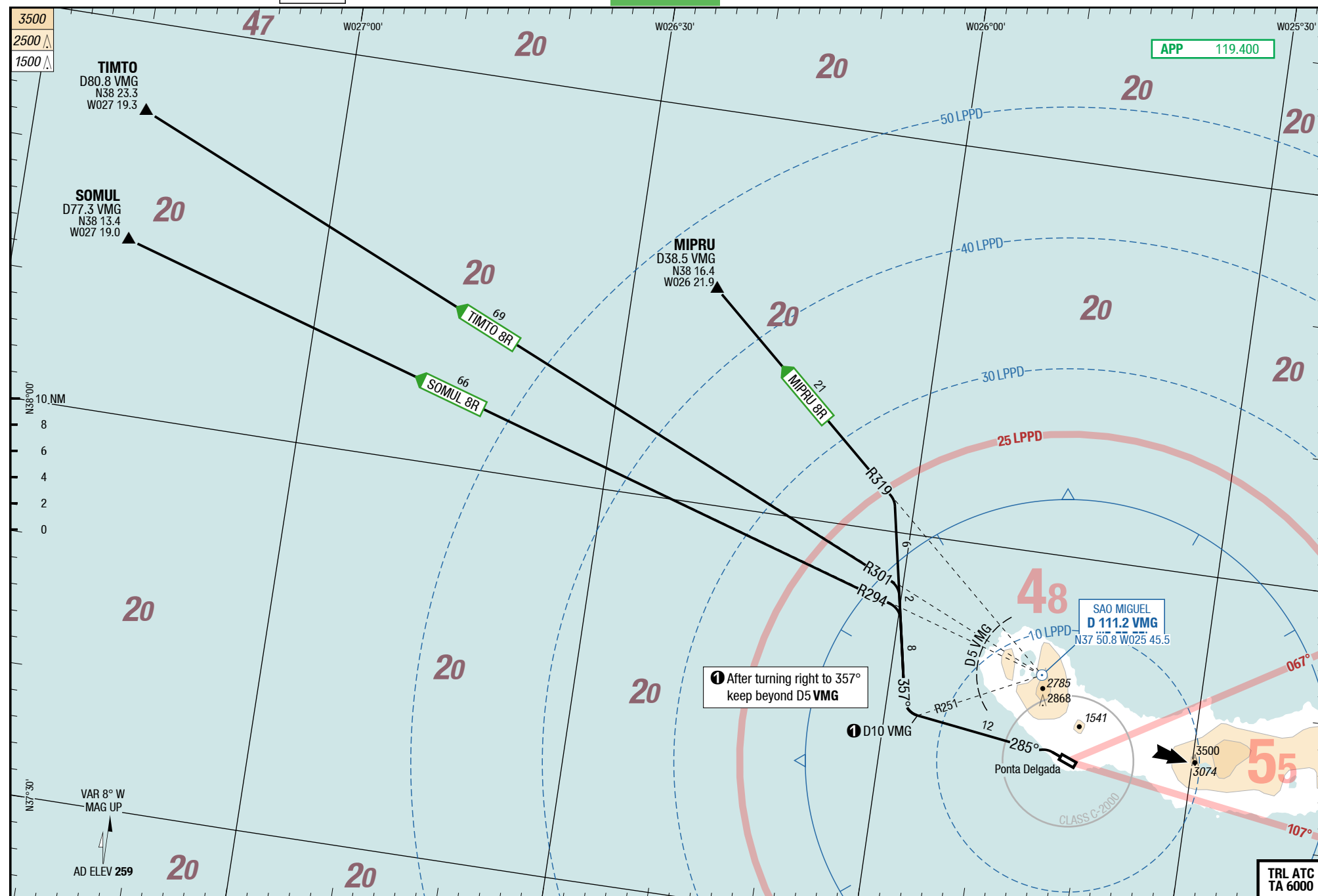
4-40

SIDs RWY 30 Northwest

SID

SID

SIDs RWY 30 Northwest



Changes: chart layout, Track, PROC renumbered

PDL-LPPD

4-50

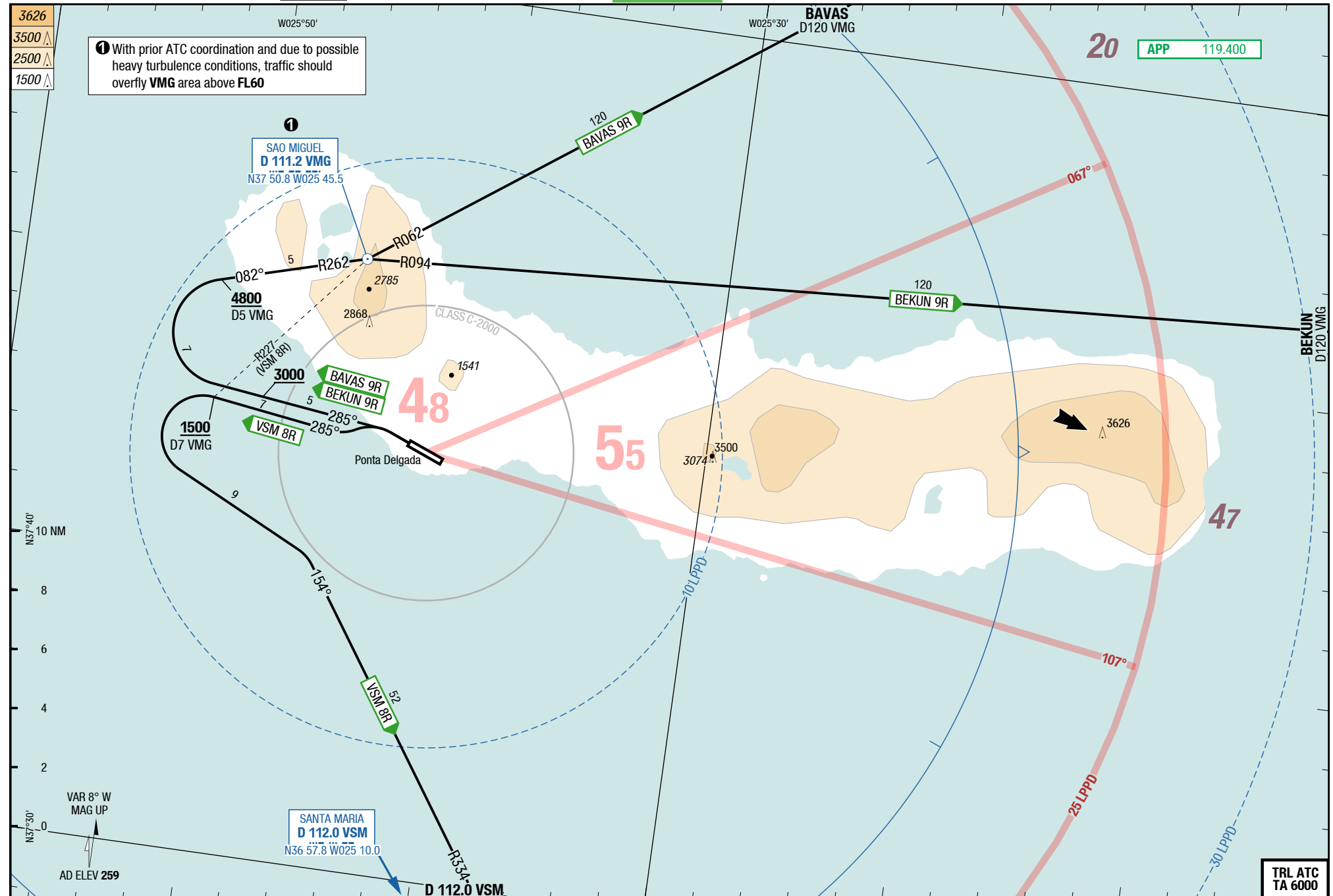
SIDs RWY 30 East

SID

SID

NIL

SIDs RWY 30 East



Changes: chart layout, Track, PROC renumbered

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26-JAN-2017

Portugal **Ponta Delgada** Joao Paulo II**PDL-LPPD**

5-10

RNAV SIDs RWY 12**SIDPT****BEKUN 4Y / MIPRU 4Y / SOMUL 4Y / TIMTO 4Y**

RWY 12 (120°)

| DESIGNATOR | ROUTING | ALTITUDES |
|-----------------------------------|---|---|
| | Runway 12 | |
| BEKUN 4Y 119.400 | <u>SM521</u> - SM527 - NAVPO - BEKUN | SM527 MNM 2500 NAVPO MNM 5500 BEKUN MNM 5500 |
| MIPRU 4Y 119.400 | <u>SM521</u> - <u>SM524</u> - SM529 [K240-] - SM536 - SM537 - MIPRU | |
| SOMUL 4Y 119.400 | <u>SM521</u> - <u>SM524</u> - SM529 [K240-] - SM530 - SOMUL | |
| TIMTO 4Y 119.400 | <u>SM521</u> - <u>SM524</u> - SM529 [K240-] - SM536 - SM531 - TIMTO | |

Changes: Completely revised

26-JAN-2017

Portugal **Ponta Delgada** Joao Paulo II**PDL-LPPD**

5-20

RNAV SID RWY 30**SIDPT****BEKUN 4X / MIPRU 1X / SOMUL 1X / TIMTO 1X**

RWY 30 (300°)

| DESIGNATOR | ROUTING | ALTITUDES |
|----------------------------|---|--|
| | Runway 30 | |
| BEKUN 4X 119.400 | SM528 - SM522 - SM533 [K240-] - NAVPO - BEKUN | SM522 MNM 1500 NAVPO MNM 5500 |
| MIPRU 1X 119.400 | SM528 - SM522 - RODAS - SM532 - MIPRU | |
| SOMUL 1X 119.400 | SM528 - SM522 - RODAS - SM535 - SOMUL | |
| TIMTO 1X 119.400 | SM528 - SM522 - RODAS - SM534 - TIMTO | |

Changes: Completely revised

PDL-LPPD

5-30

SIDs RWY 12

BAVAS 8V / BEKUN 8V / MIPRU 8V / SANTA MARIA 7V / SOMUL 8V / TIMTO 8V
RWY 12 (120°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|------------------------------------|
| | Runway 12 | |
| BAVAS 8V 119.400 ① | at MNM 2500 RT intercept R159 VMG to VMG - R061 VMG to BAVAS | R159/D8 VMG MNM 4800 |
| BEKUN 8V 119.400 ① | at MNM 2500 RT intercept R159 VMG to VMG - R093 VMG to BEKUN | R159/D8 VMG MNM 4800 |
| MIPRU 8V 119.400 ① | at MNM 2500 RT intercept R159 VMG to VMG - R319 VMG to MIPRU | R159/D8 VMG MNM 4800 |
| SANTA MARIA 7V VSM 7V 119.400 ② | at R157/D8 VMG RT intercept R159 VMG to AMIXI | |
| SOMUL 8V 119.400 ① | at MNM 2500 RT intercept R159 VMG to VMG - R295 VMG to SOMUL | R159/D8 VMG MNM 4800 |
| TIMTO 8V 119.400 ① | at MNM 2500 RT intercept R159 VMG to VMG - R301 VMG to TIMTO | R159/D8 VMG MNM 4800 |

① With prior ATC coordination and due to possible heavy turbulence conditions, traffic should overfly VMG area above FL60.

② VMG signal unreliable below 1500ft.

PDL-LPPD

5-40

SIDs RWY 30 Northwest**SIDPT****MIPRU 8R / SOMUL 8R / TIMTO 8R**

RWY 30 (300°)

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|-----------|
| | Runway 30 | |
| MIPRU 8R 119.400 ① | LT 285° - at R251/D10 VMG RT 357° - intercept R319 VMG to MIPRU | |
| SOMUL 8R 119.400 ① | LT 285° - at R251/D10 VMG RT 357° - intercept R294 VMG to SOMUL | |
| TIMTO 8R 119.400 ① | LT 285° - at R251/D10 VMG RT 357° - intercept R301 VMG to TIMTO | |

① After turning right to 357° keep beyond D5 VMG.

Changes: Track, PROC renumbered

BAVAS 9R / BEKUN 9R / SANTA MARIA 8R

RWY 30 (300°)

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|-----------------------------|
| | Runway 30 | |
| BAVAS 9R 119.400 ① | LT 285° - at MNM 3000 RT intercept R262 VMG to VMG - R062 VMG to BAVAS | R262/D5 VMG MNM 4800 |
| BEKUN 9R 119.400 ① | LT 285° - at MNM 3000 RT intercept R262 VMG to VMG - R094 VMG to BEKUN | R262/D5 VMG MNM 4800 |
| SANTA MARIA 8R VSM 8R 119.400 | LT 285° to R227/D7 VMG - LT intercept R334 VSM to VSM | R227/D7 VMG MNM 1500 |

① With prior ATC coordination and due to possible heavy turbulence conditions, traffic should overfly VMG area above FL60.

19-APR-2018

RNAV STARs (N/S PROCs)

STAR

STAR

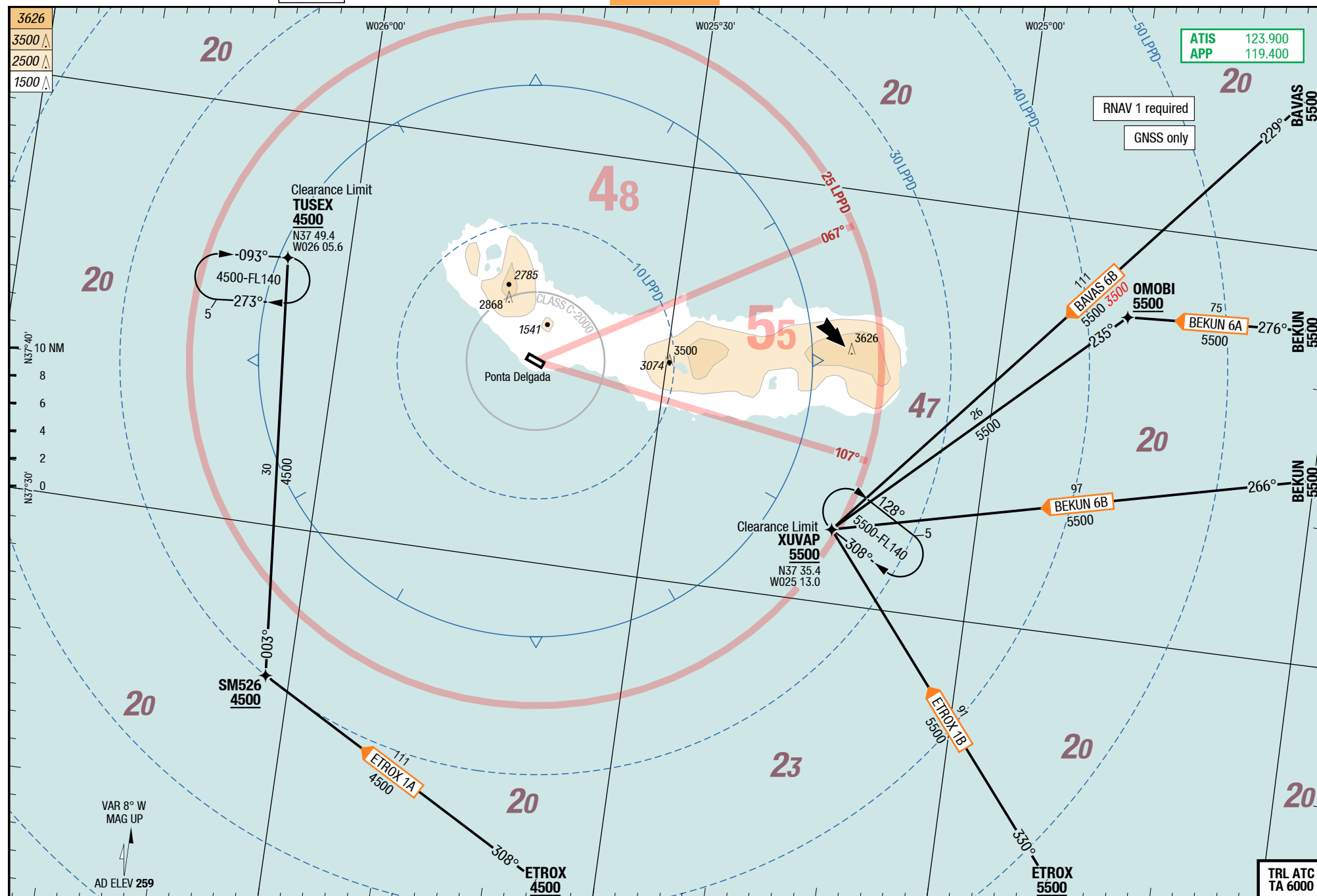
RNAV STARs (N/S PROCs)

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6-10

RNAV STARs (A/B PROCs)

RNAV STARs (A/B PROCs)



Changes: chart title

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Effective 26-APR-2018

19-APR-2018

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6-20

RNAV STARs (N/S PROCs)

STAR

STAR

Joao Paulo II Ponta Delgada Portugal

RNAV STARs (N/S PROCs)



Changes: chart title, Note

PDL-LPPD

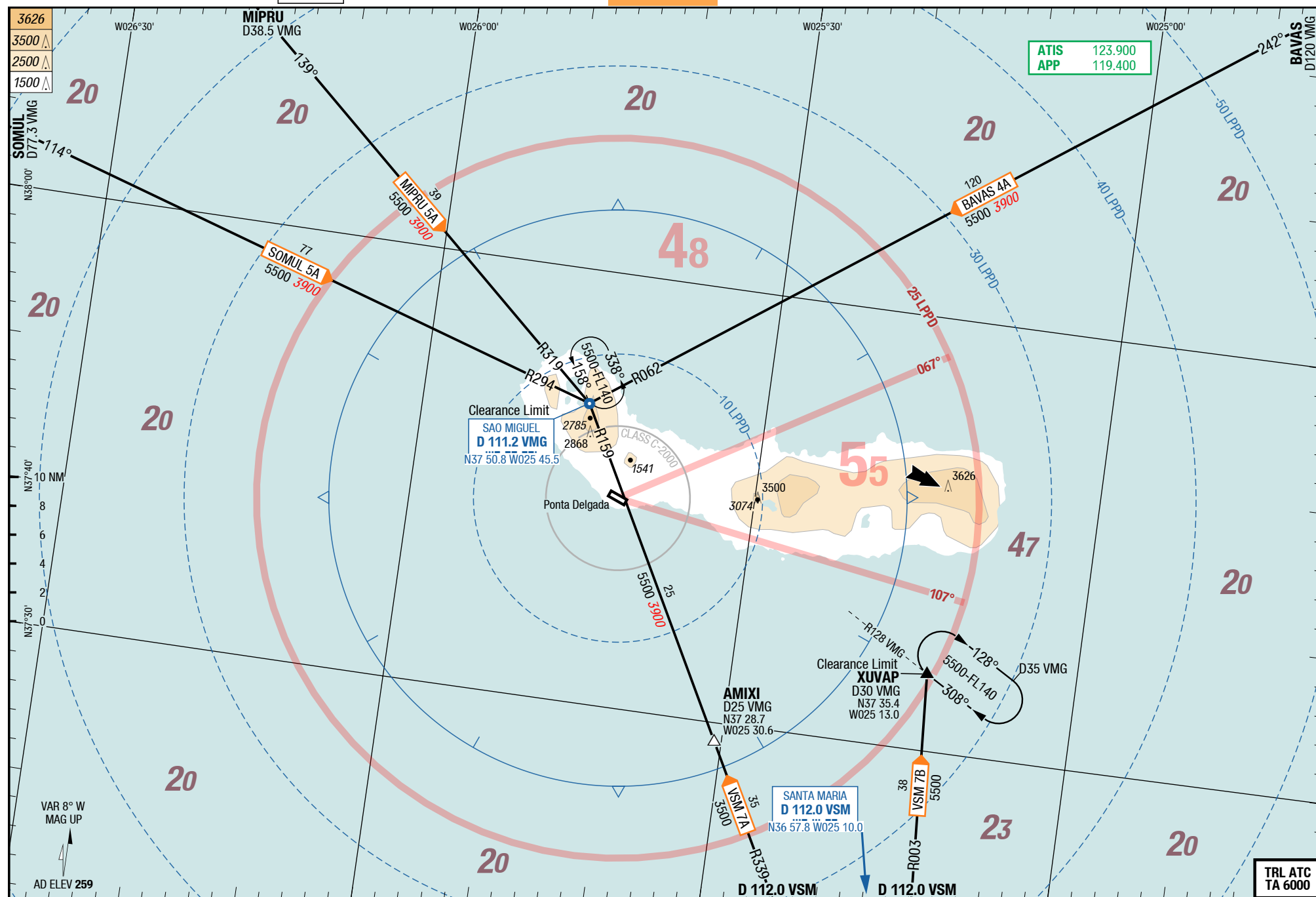
STARS

STAR

STAR

NIL

STARS



Changes: FREQ

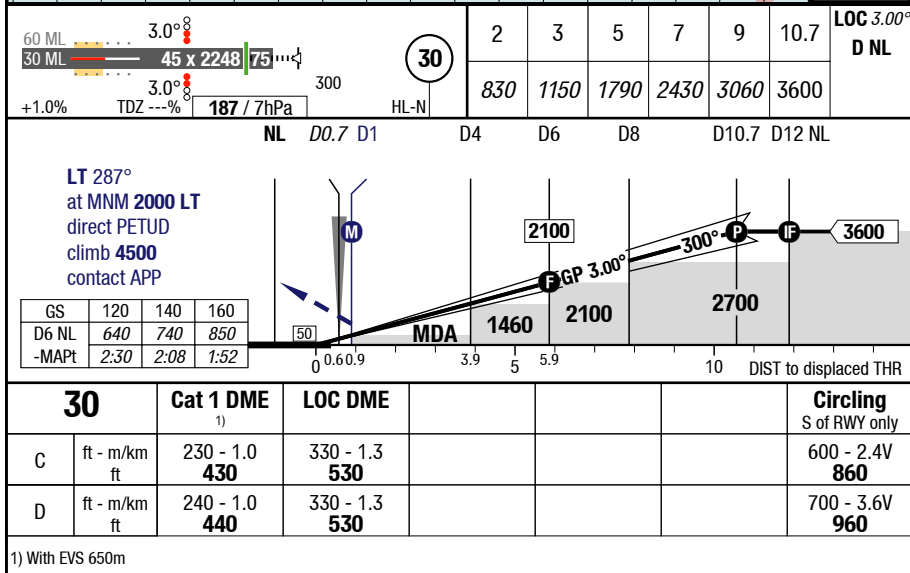
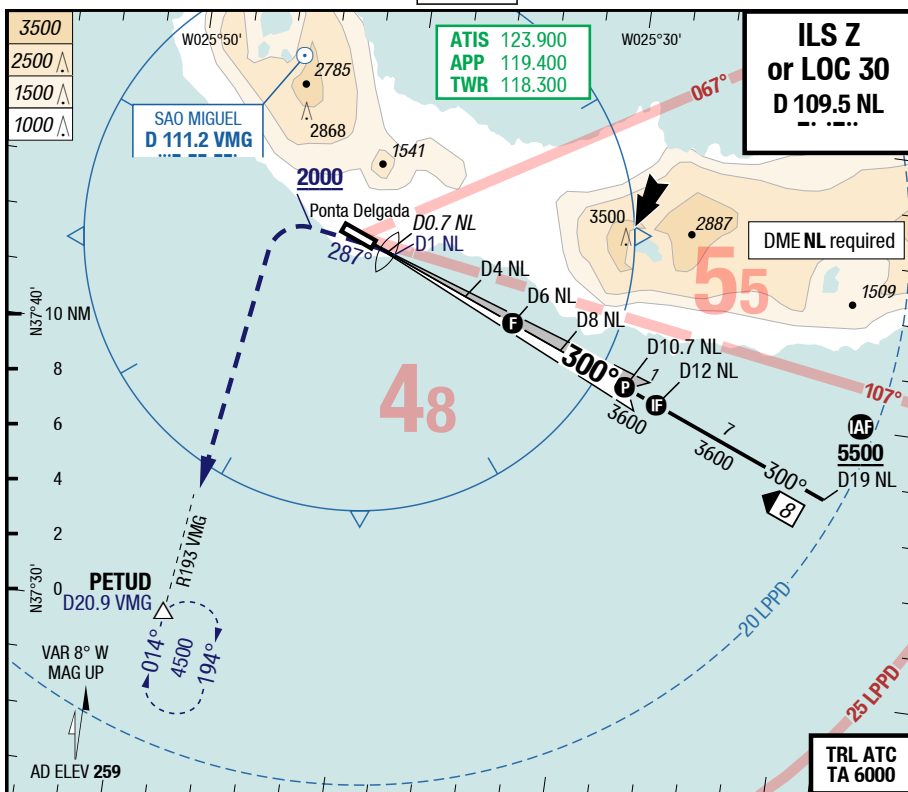
TRL ATC
TA 6000

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PDL-LPPD

7-10

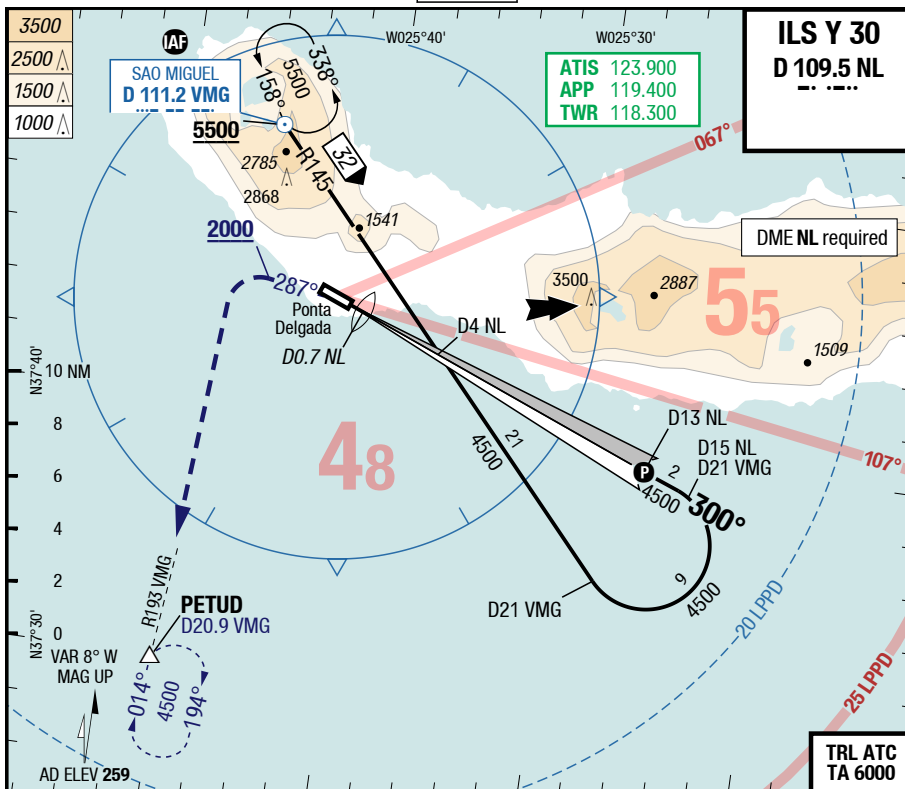
ILS Z or LOC 30



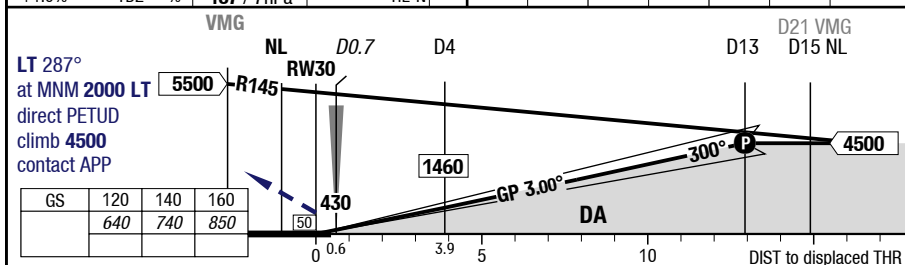
PDL-LPPD

7-20

ILS Y 30



| | | | | | | | |
|--|-----|-----|------|------|------|------|------|
| 60 ML 3.0% 30 ML 45 x 2248 75 300 +1.0% TDZ ---% 187 / 7hPa 30 HI-N | 1 | 2 | 3 | 7 | 9 | 13 | D NL |
| | 520 | 840 | 1160 | 2470 | 3130 | 4500 | |



| | | | | | | | |
|-----------|-----------------|-------------------------|--|--|--|--|----------------------------------|
| 30 | | Cat 1 DME 1) | | | | | Circling S of RWY only |
| C | ft - m/km ft | 230 - 1.0 430 | | | | | 600 - 2.4V 860 |
| D | ft - m/km ft | 240 - 1.0 440 | | | | | 700 - 3.6V 960 |

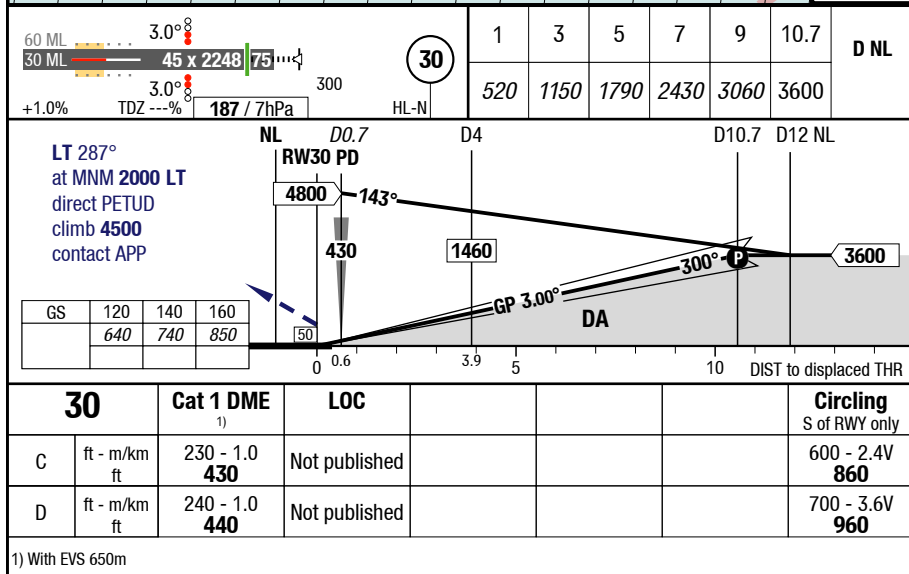
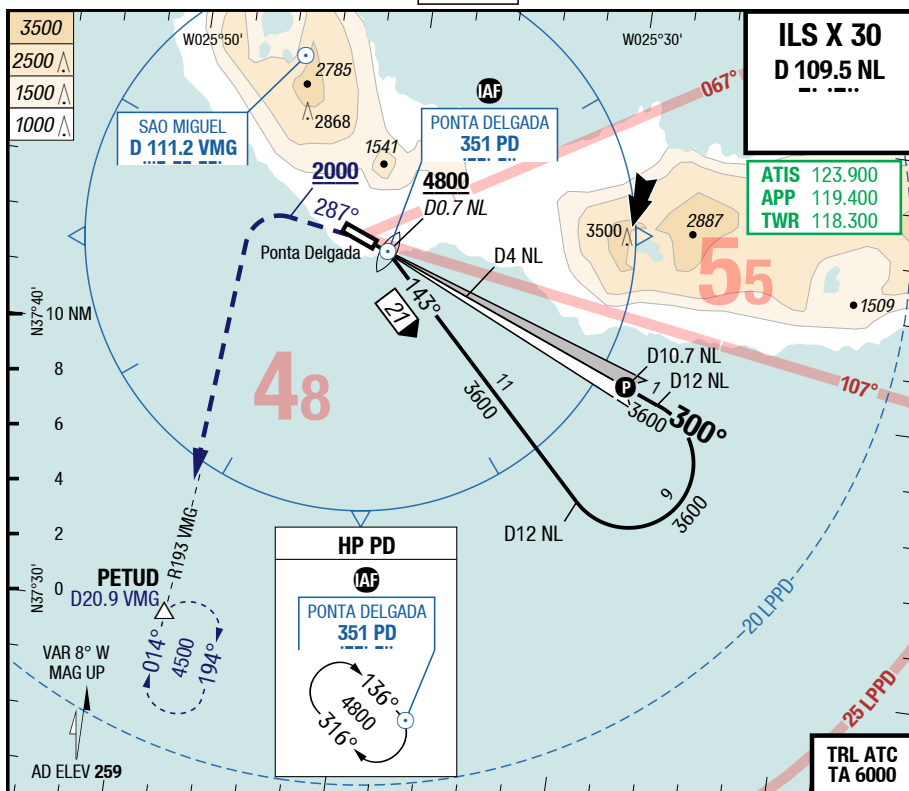
1) With EVS 650m

Changes: Nil

PDL-LPPD

7-30

ILS X 30





| | | | | | | | | | | | | | | | | |
|--|--------------|---------------|---------------|---------------|------|-----|-----|----|-----|-----|-----------|-------|-------|------------|----------|---------------|
| RW12 | 3.00° | 5.9 | 5 | 4 | 3 | 2 | 1 | 12 | L-N | 223 | 2323 x 45 | 60 ML | 30 ML | 260 / 9hPa | TDZ ---% | -1.0% |
| | | 2200 | 1910 | 1590 | 1270 | 950 | 630 | | | | | | | | | |
| ② OBST BLW DA | | | | | | | | | | | | | | | | |
| 5.9 RW12 SM508 | | | | | | | | | | | | | | | | |
| RW12 | | | | | | | | | | | | | | | | |
| at 2200 | | | | | | | | | | | | | | | | |
| 2200 | | | | | | | | | | | | | | | | |
| 120° | | | | | | | | | | | | | | | | |
| RW12 N37 44.8 W025 42.6 | | | | | | | | | | | | | | | | |
| 1200 | | | | | | | | | | | | | | | | |
| DA ② | | | | | | | | | | | | | | | | |
| 50 | | | | | | | | | | | | | | | | |
| DIST to THR | | | | | | | | | | | | | | | | |
| 5.9 5 0 | | | | | | | | | | | | | | | | |
| RW12 N37 44.8 W025 42.6 | | | | | | | | | | | | | | | | |
| SM504 - SM502 [K210] - PETUD [K230- ;A4500] | | | | | | | | | | | | | | | | |
| RCF: See A01 | | | | | | | | | | | | | | | | |
| GS 120 140 160 | | | | | | | | | | | | | | | | |
| 640 740 850 | | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | |
| RNAV RNP 0.10 VNAV 1) 2) | | | | | | | | | | | | | | | | |
| RNAV RNP 0.20 VNAV 1) 3) | | | | | | | | | | | | | | | | |
| RNAV RNP 0.30 VNAV 1) 4) | | | | | | | | | | | | | | | | |
| Circling | | | | | | | | | | | | | | | | |
| C | ft - m/km ft | 310 - 1.2 560 | 400 - 1.6 650 | 600 - 2.4 850 | | | | | | | | | | | | Not published |
| D | ft - m/km ft | 310 - 1.2 560 | 410 - 1.7 660 | 610 - 2.4 860 | | | | | | | | | | | | Not published |
| 1) Uncompensated BARO VNAV NA below 3°C (37°F) | | | | | | | | | | | | | | | | |
| 2) With EVS 800m | | | | | | | | | | | | | | | | |
| 3) With EVS 1.1km | | | | | | | | | | | | | | | | |
| 4) With EVS 1.6km | | | | | | | | | | | | | | | | |

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7-60

RNAV (RNP) X 12

IAC

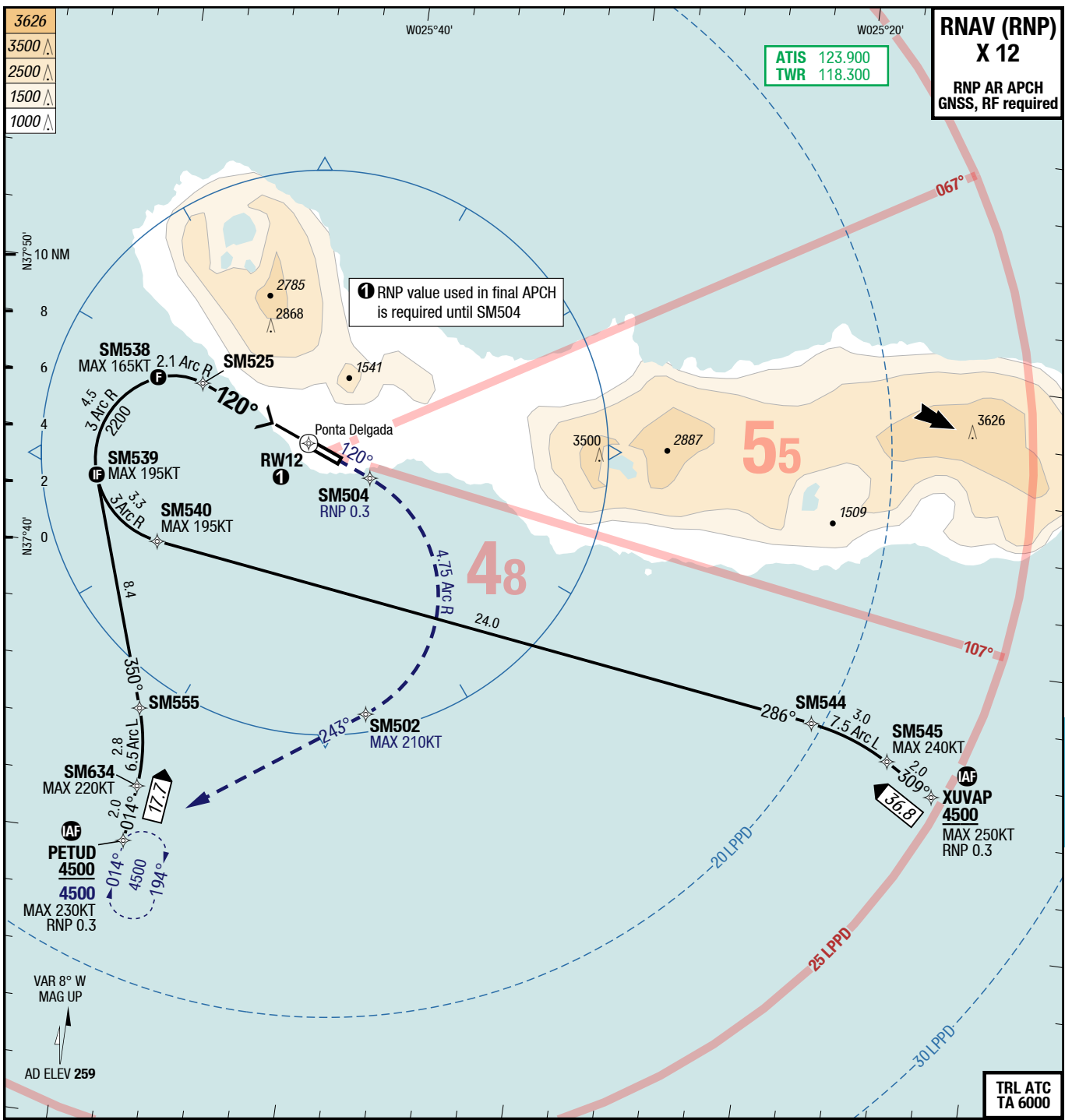
IAC

RNAV (RNP) X 12

**RNAV (RNP)
X 12**
RNP AR APCH
GNSS, RF required

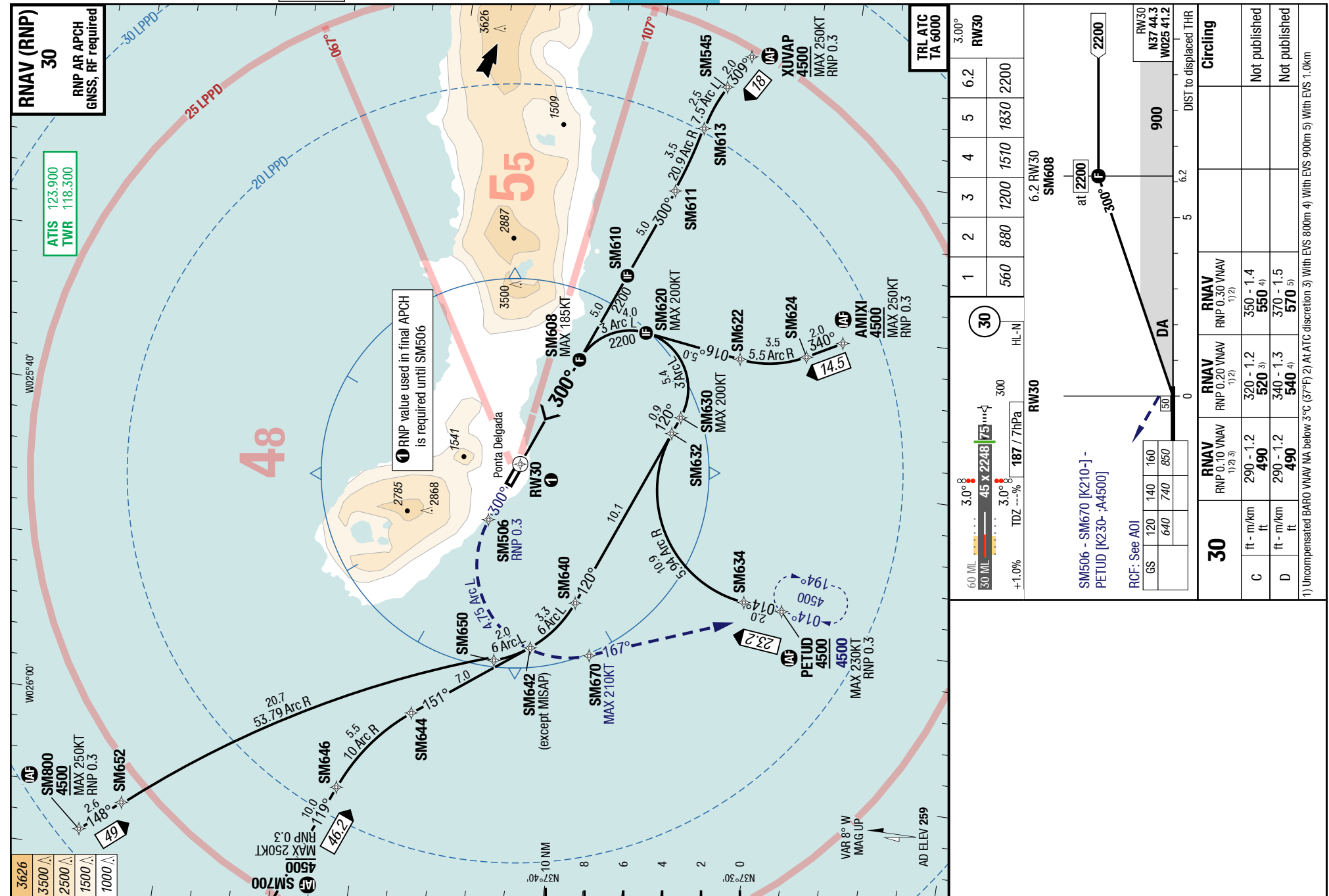
ATIS 123.900
TWR 118.300

① RNP value used in final APCH
is required until SM504



| | | | | | | | | |
|--|--------------------------------|--------------------------------|--------------------------------|------------------|--|-----------|--|-------------------------------------|
| 3.00° RW12 | 4.3 | 4 | 3 | 2 | 1 | 12 L-N | 223 260 / 9hPa TDZ ---% -1.0% | 3.0° 2323 x 45 60 ML 30 ML |
| ② OBST BLW DA | SM538 | SM525 | 4.3 RW12 | RW12 | | | | |
| | at 2200 | | | | | | | |
| | 2200 | | | | | | | |
| RW12 N37 44.8 W025 42.6 | 1200 | | | | | | | |
| DIST to THR | 5 | 4.3 | | | | | | |
| 12 | RNAV RNP 0.10 VNAV 1) 2) | RNAV RNP 0.20 VNAV 1) 3) | RNAV RNP 0.30 VNAV 1) 4) | | | | | Circling |
| C | ft - m/km ft | 310 - 1.2 560 | 400 - 1.6 650 | 600 - 2.4 850 | | | | Not published |
| D | ft - m/km ft | 310 - 1.2 560 | 410 - 1.7 660 | 610 - 2.4 860 | | | | Not published |
| 1) Uncompensated BARO VNAV NA below 3°C (37°F) 2) With EVS 800m | | | | | 3) With EVS 1.1km 4) With EVS 1.6km | | | |

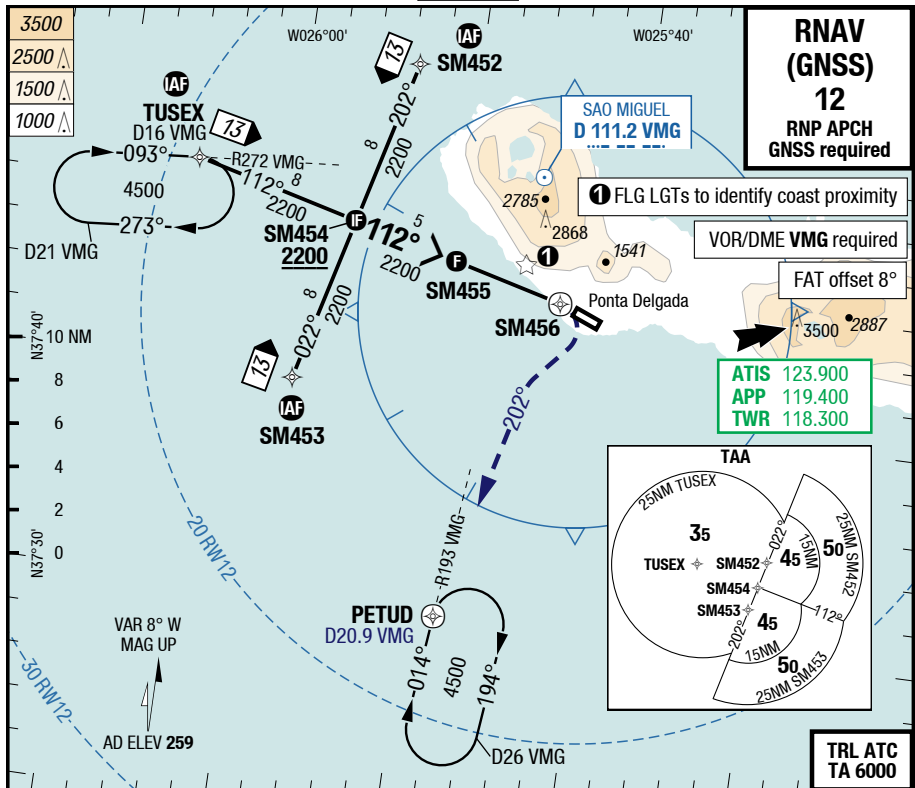
Changes: Note



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7-90

RNAV (GNSS) 12

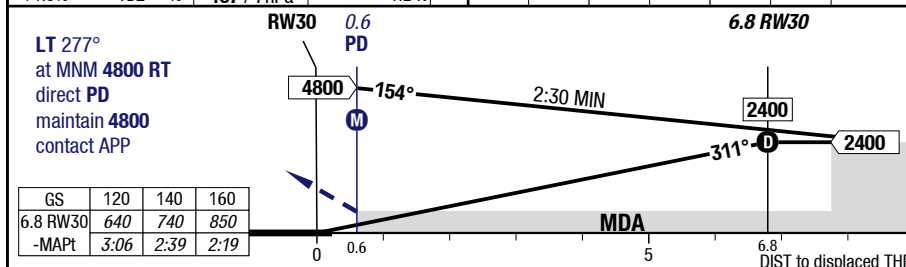
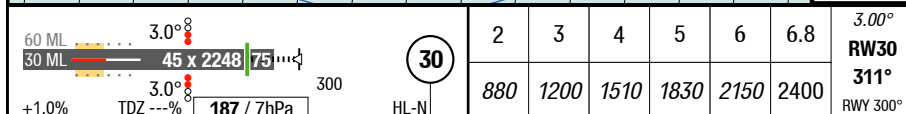
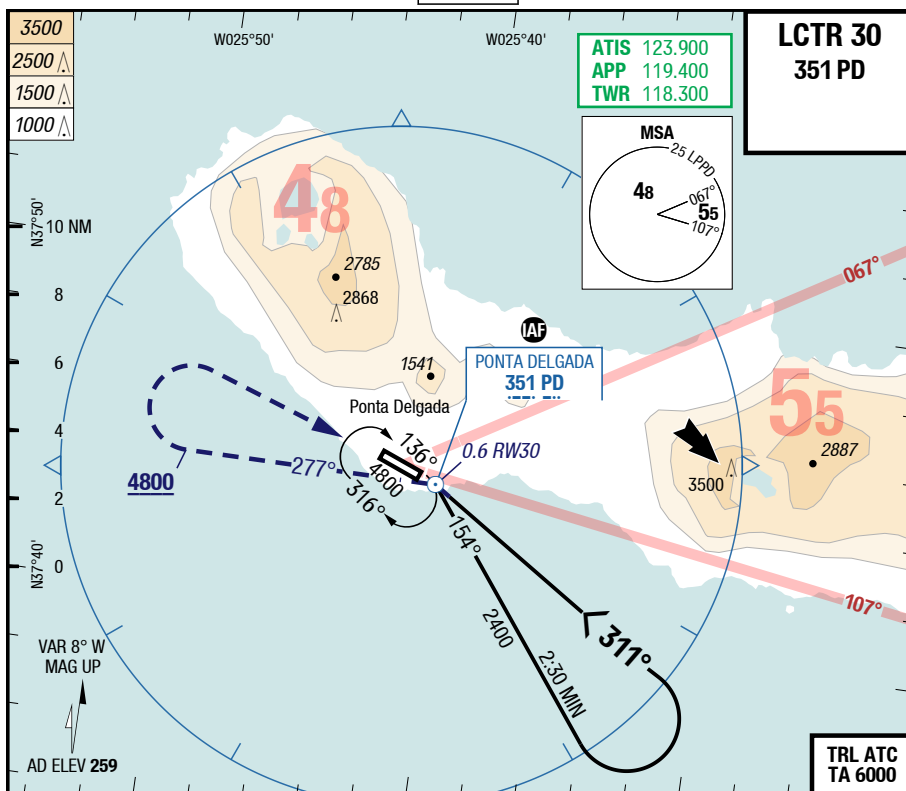


| 12 | | RNAV GNSS | | | | Circling |
|----|-----------------|-------------------|--|--|--|-------------------|
| | | LNAV | | | | S of RWY only |
| C | ft - m/km ft | 630 - 3.6V 880 | | | | 630 - 3.6V 880 |
| D | ft - m/km ft | 630 - 4.0V 880 | | | | 700 - 4.0V 960 |

PDL-LPPD

7-110

LCTR 30



| 30 | | LCTR | | | | | Circling ¹⁾ |
|-----------|-----------------|-------------------------|--|--|--|--|-------------------------------|
| C | ft - m/km ft | 560 - 2.3 760 | | | | | 600 - 2.4V 860 |
| D | ft - m/km ft | 560 - 2.3 760 | | | | | 700 - 3.6V 960 |

1) S of RWY only

Effective 27-APR-2017

20-APR-2017

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Portugal Ponta Delgada Joao Paulo II

NIL

MRC

MRC

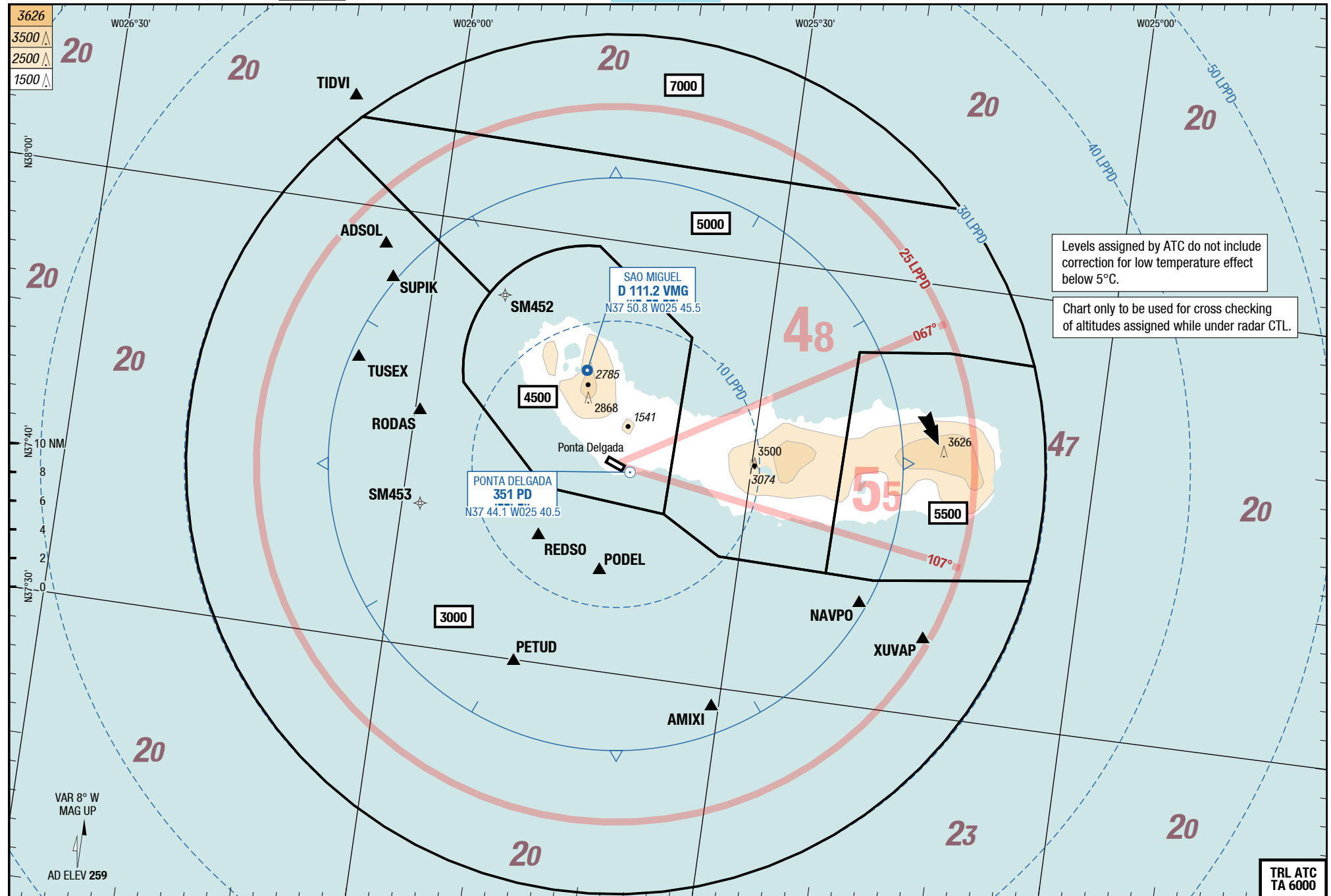
MRC

Joao Paulo II Ponta Delgada Portugal

NIL

MRC

8-10



Changes: MSA

TRL ATC
TA 6000

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