

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.

30-AUG-2018

PDL-LPPD**1-20****AOI****AOI****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.

Effective 26-APR-2018

19-APR-2018

PDL-LPPD

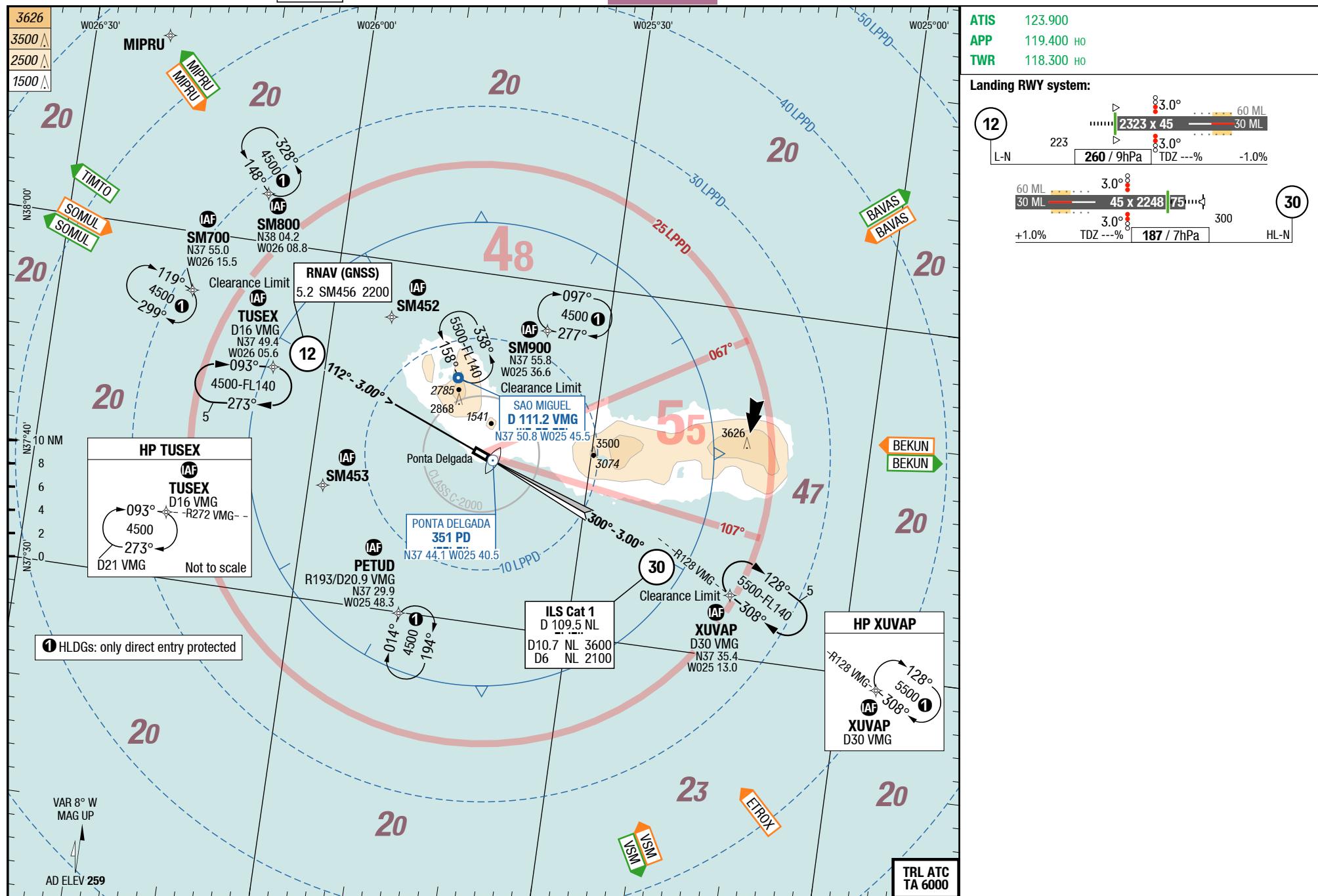
Portugal Ponta Delgada Joao Paulo II

AGC
AFC

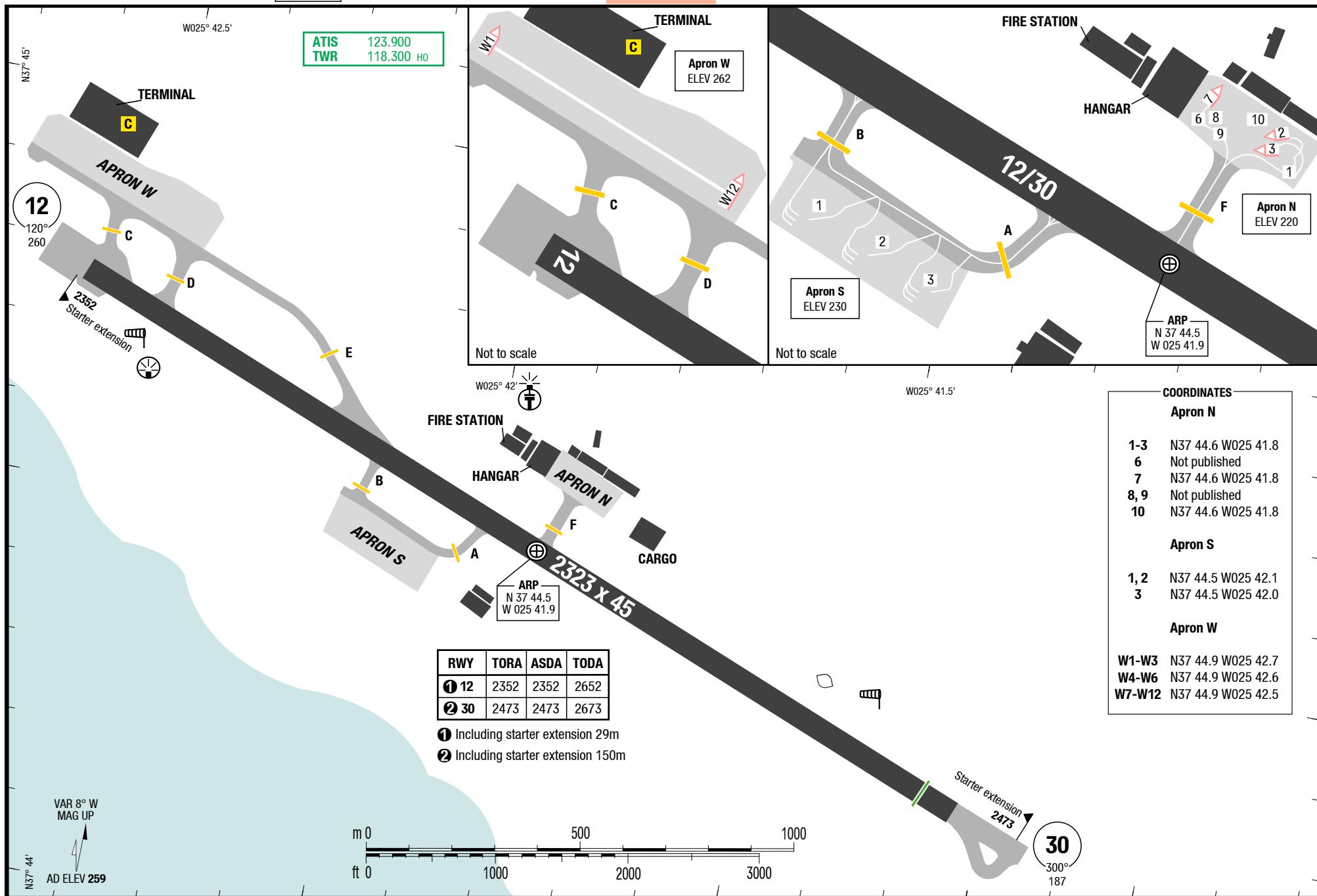
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AGC
AFC

2-10



Changes: IAF, HLDG, APCH boxes



02-NOV-2017

PDL-LPPD

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SID

5

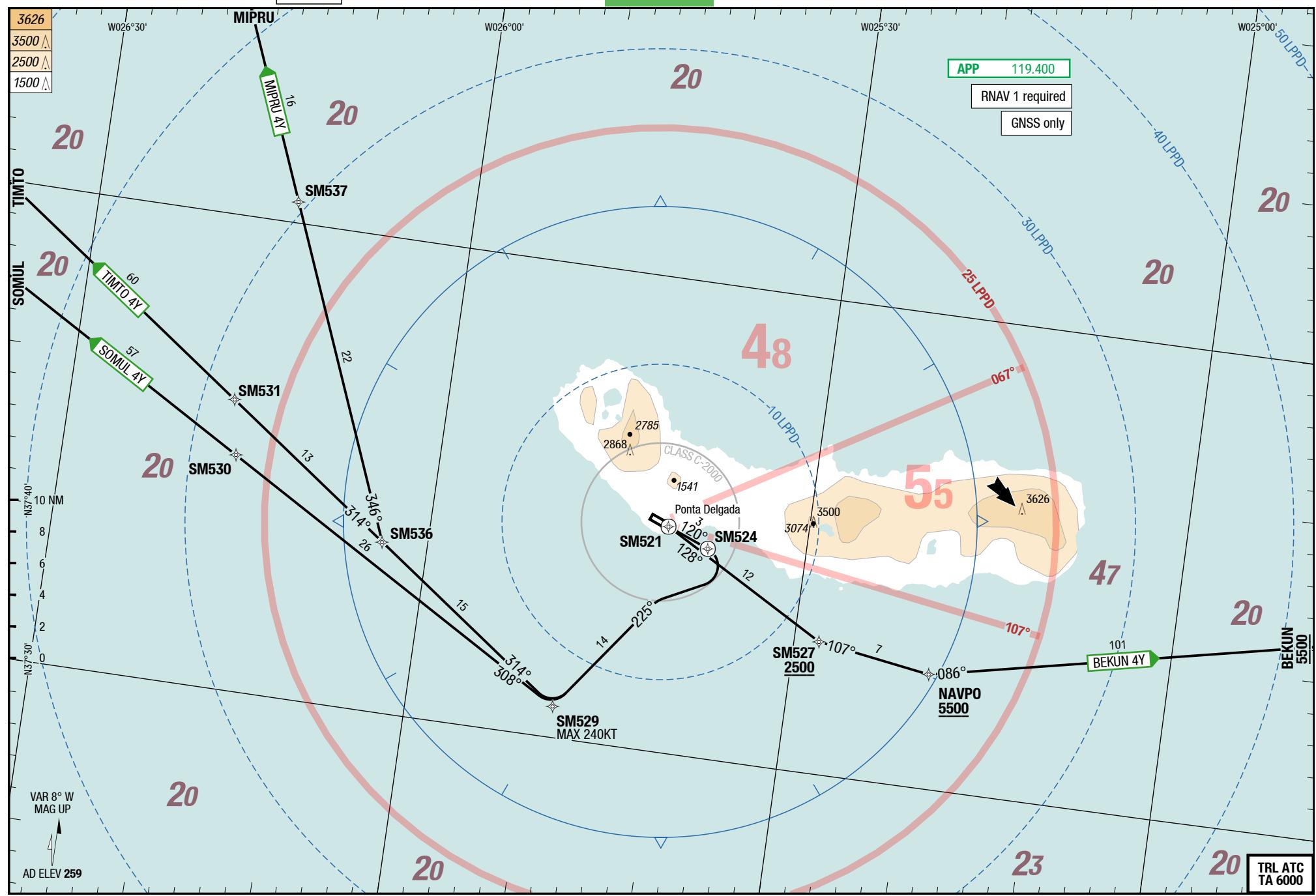
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RNA

SID RW

4-10

RNAV SIDs RWY 12



02-NOV-2017

PDL-LPPD

Portugal Ponta Delgada Joao Paulo II

4-20

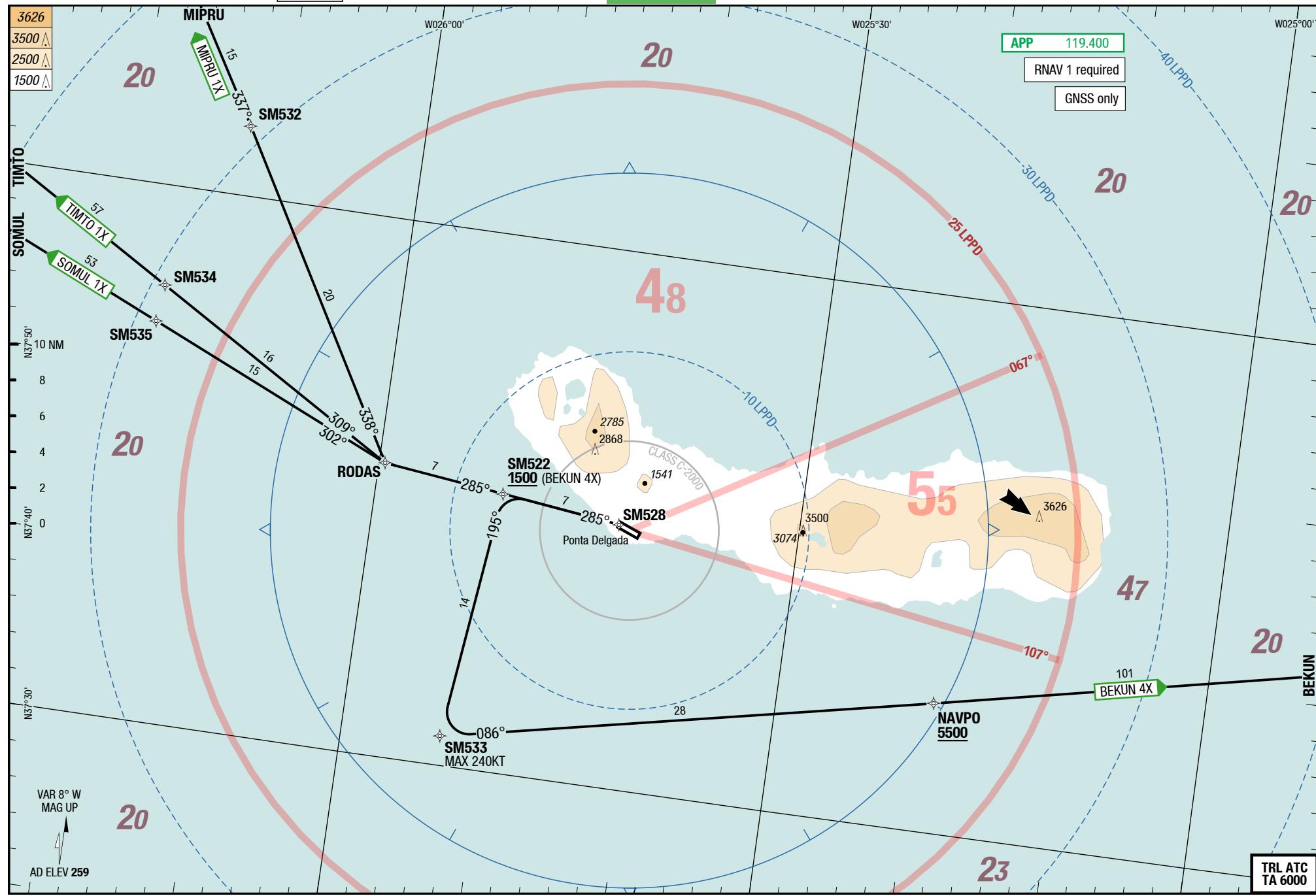
RNAV SID RWY 30

SID

SID

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RNAV SID RWY 30



Changes: Reprint

Effective 13-SEP-2018

06-SEP-2018

PDL-LPPD

Portugal Ponta Delgada Joao Paulo II

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SIDs RWY 30 Northwest

SIDs RWY 30 Northwest

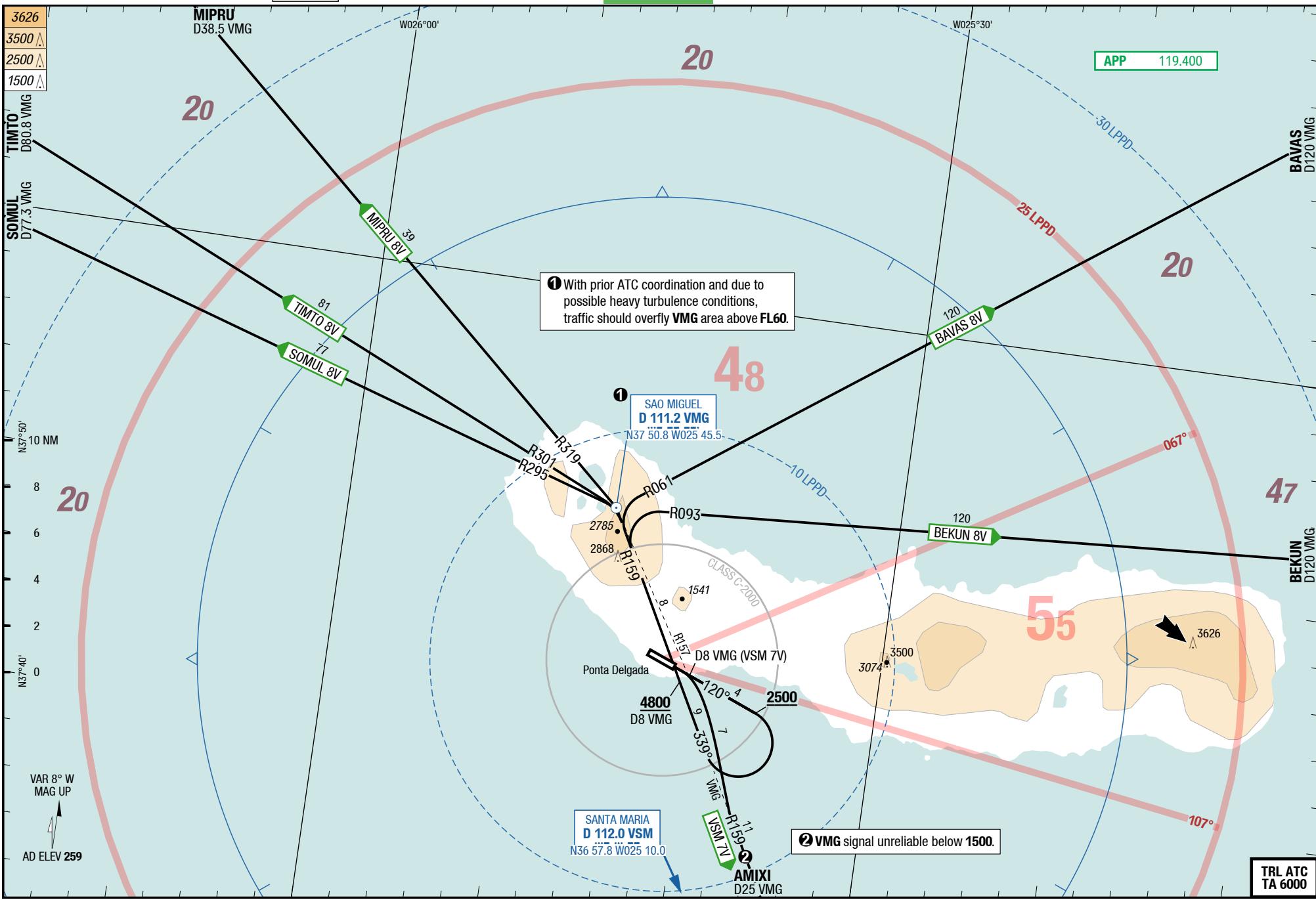
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SID

SID

SIDs RWY 12

SIDs RWY 12



Changes: Nil

Effective 13-SEP-2018
06-SEP-2018

Portugal Ponta Delgada Joao Paulo II

PDL-LPPD

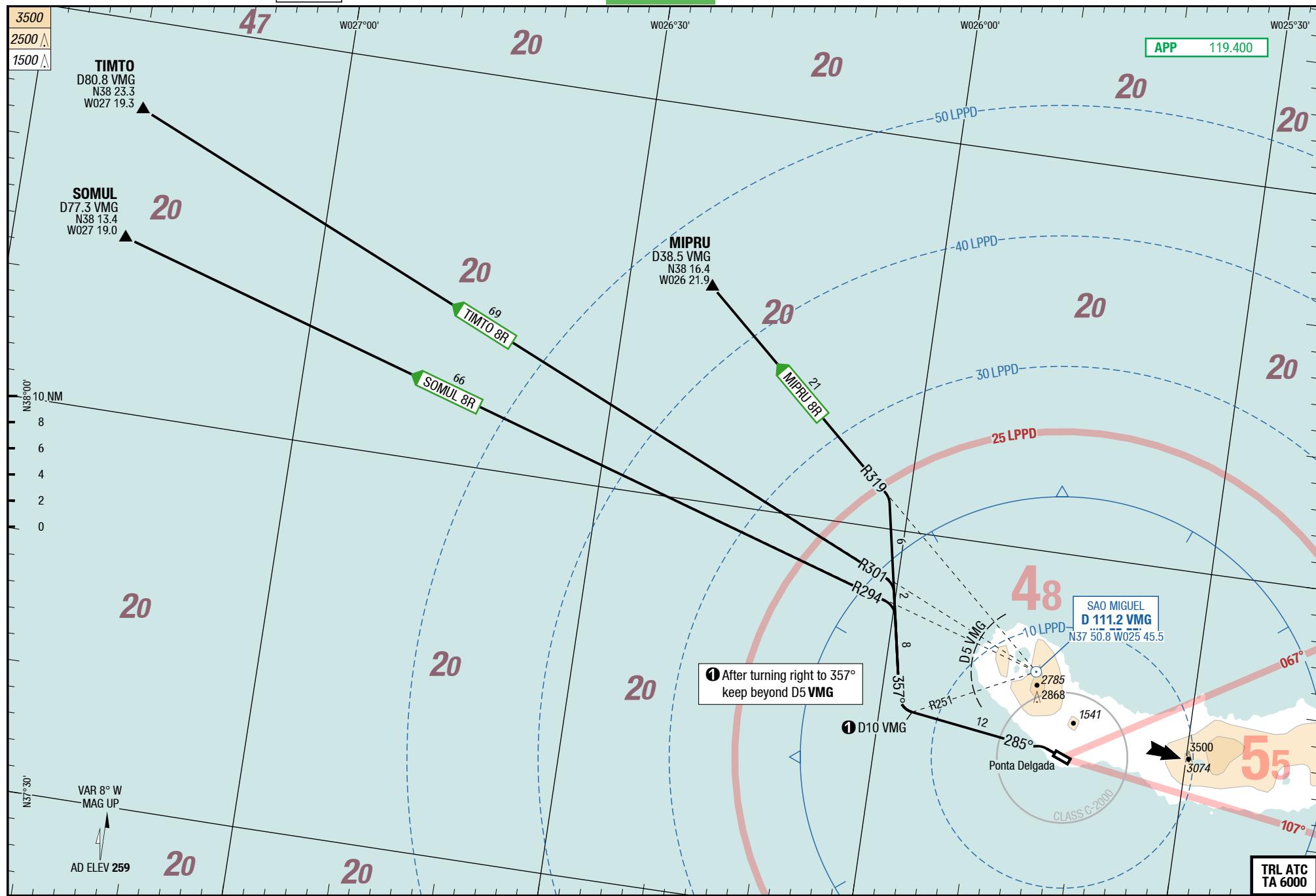
4-40

SIDs RWY 30 Northwest

SID

SID

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Changes: chart layout, Track, PROC renumbered

Effective 13-SEP-2018
06-SEP-2018

PDL-LPPD

Portugal Ponta Delgada Joao Paulo II

NIL

4-50

SIDs RWY 30 East

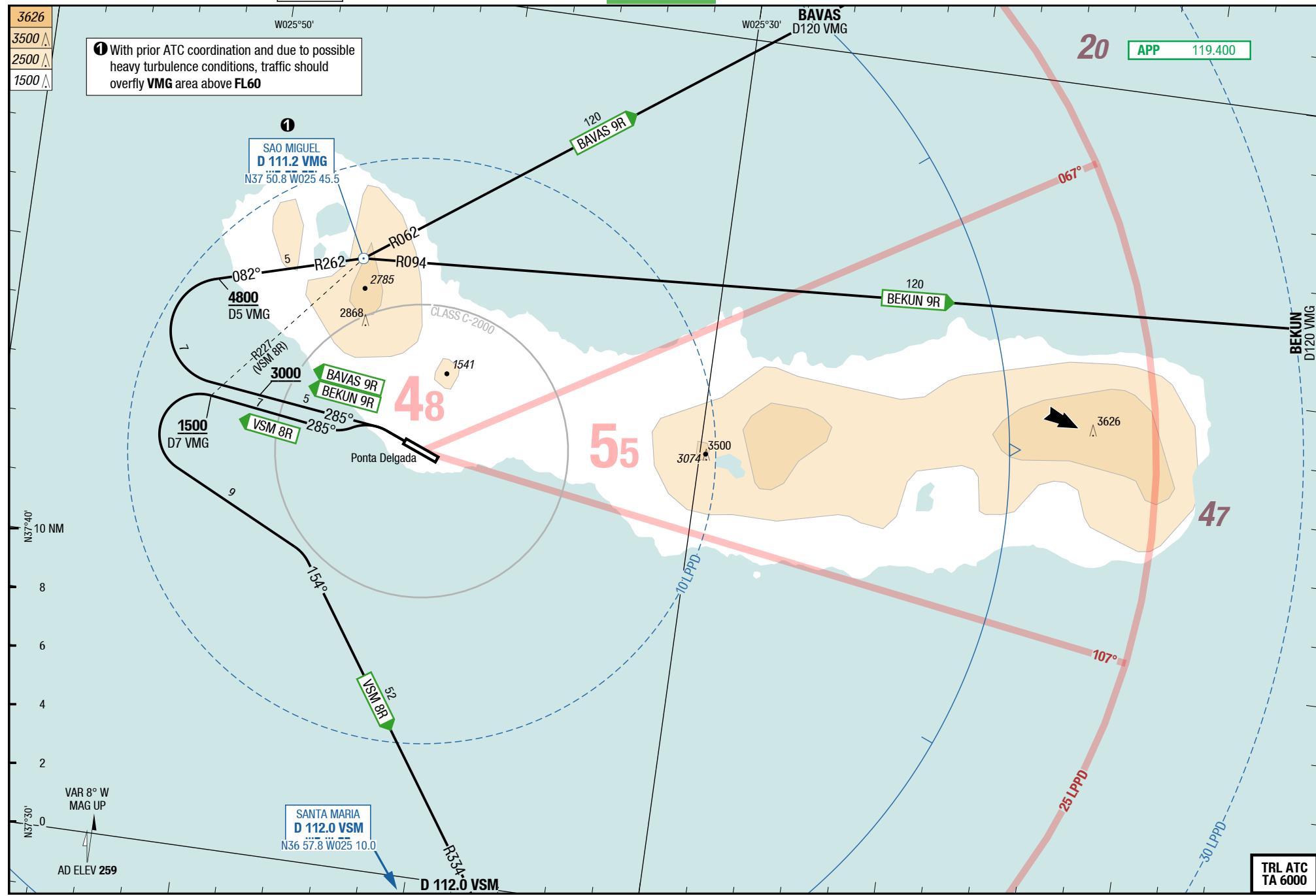
SID

NIL

Joao Paulo II Ponta Delgada Portugal

NIL

SIDs RWY 30 East



Changes: chart layout, Track, PROC renumbered

26-JAN-2017

PDL-LPPD**5-10****RNAV SIDs RWY 12****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	

26-JAN-2017

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	

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

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.

PDL-LPPD

5-50

SIDs RWY 30 East

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.

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[RNAV STARs (N/S PROCs)]

STAR

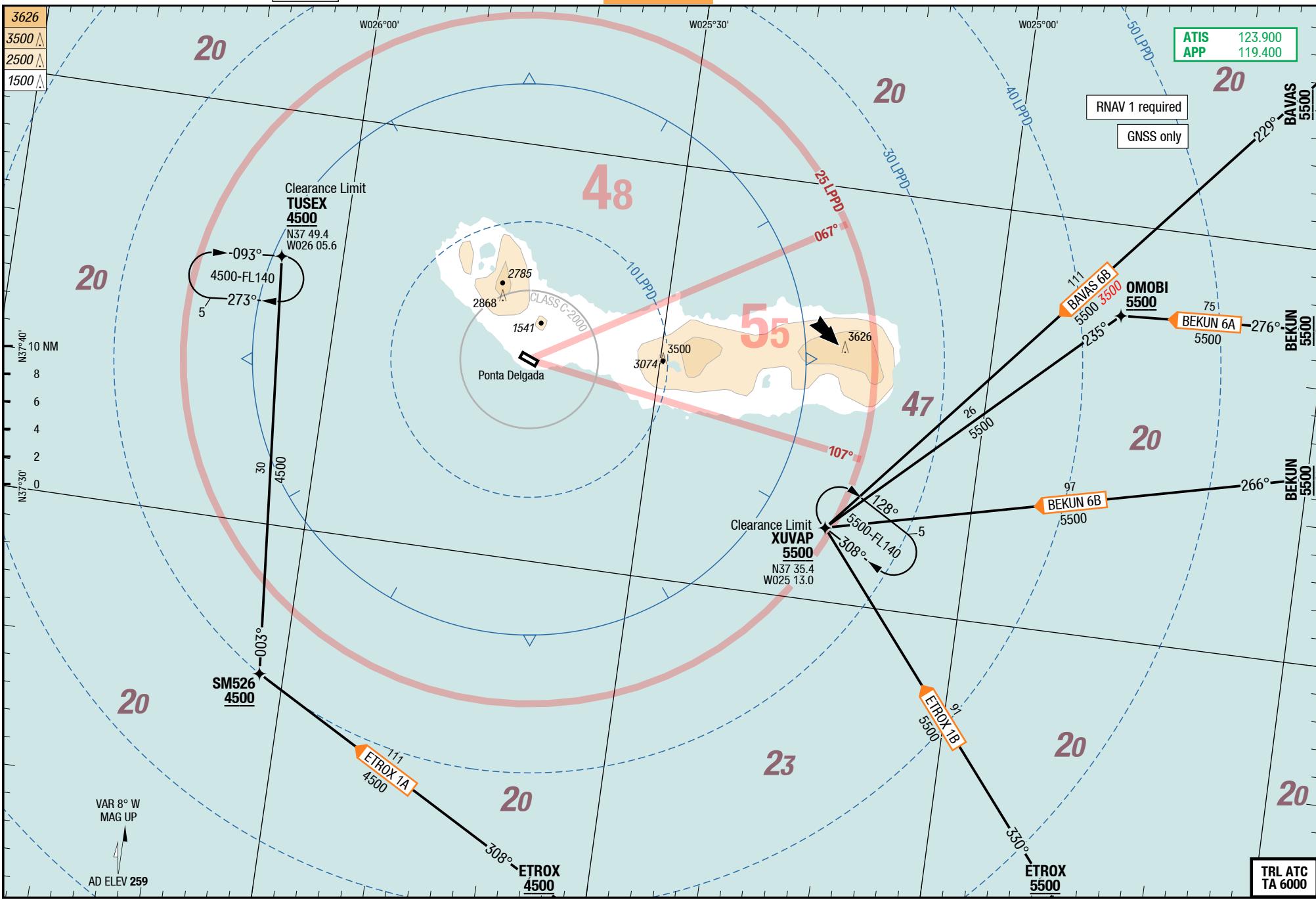
STAR

6-10 RNAV STARs (A/B PROCs)

Joao Paulo II Ponta Delgada Portugal

[RNAV STARs (N/S PROCs)]

RNAV STARs (A/B PROCs)



Effective 26-APR-2018
19-APR-2018

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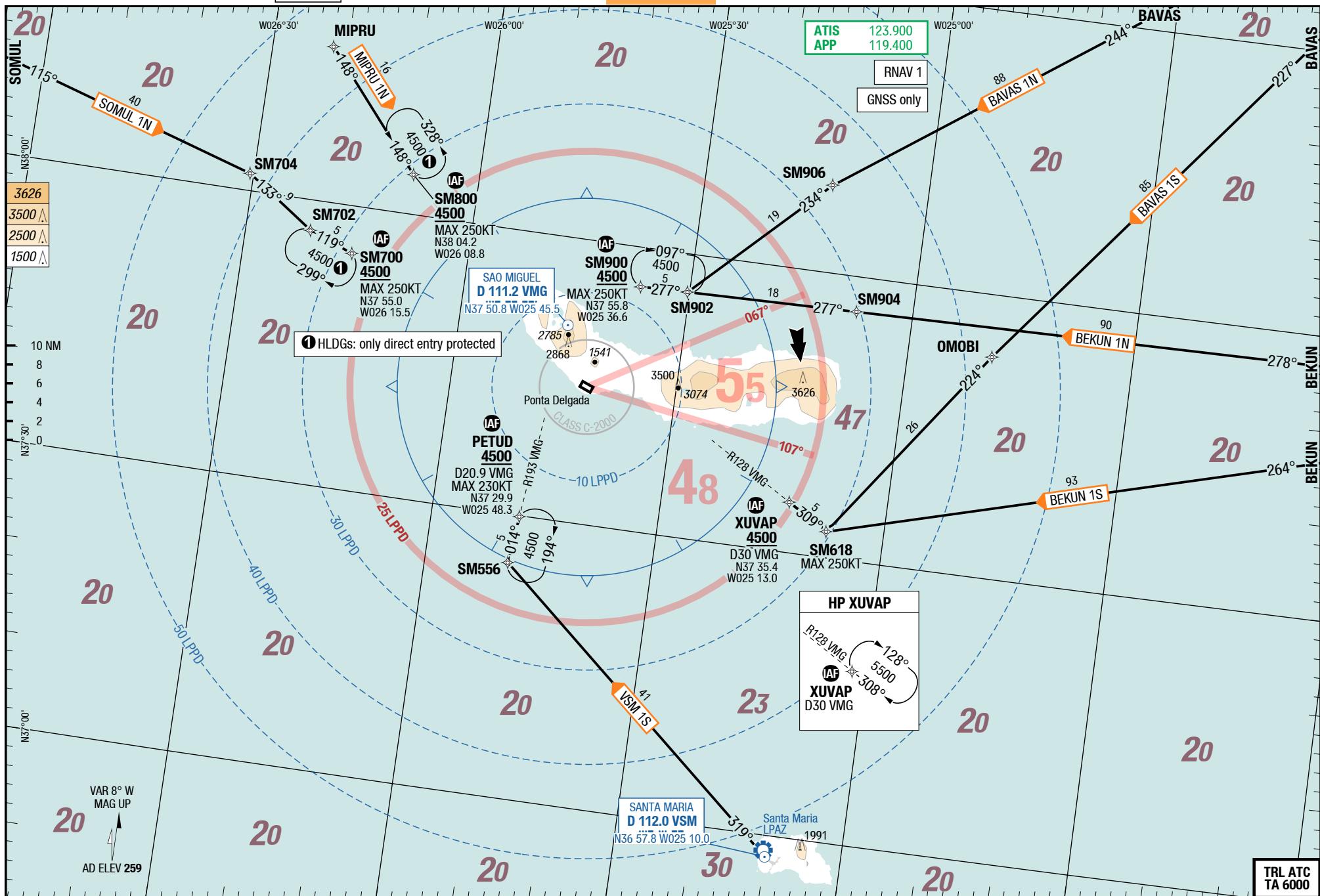
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6-20 RNAV STARs (N/S PROCs)

STAR
STAR

Joao Paulo II Ponta Delgada Portugal

RNAV STARs (N/S PROCs)



Changes: chart title, Note

Effective 09-NOV-2017

02-NOV-2017

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Portugal Ponta Delgada Joao Paulo II

NIL

STAR

STARs

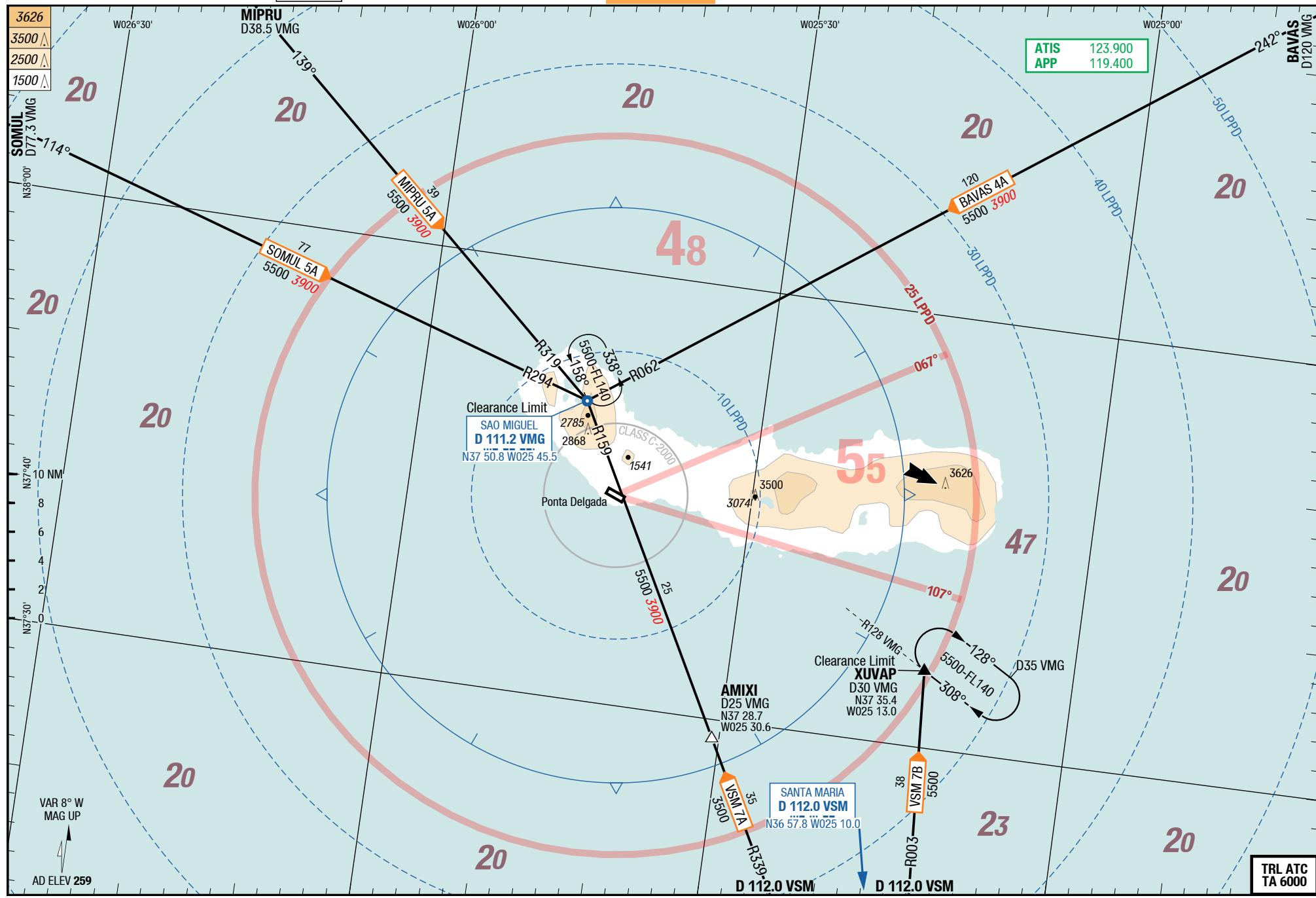
6-30

Joao Paulo II Ponta Delgada Portugal

NIL

STAR

STARs



15-FEB-2018

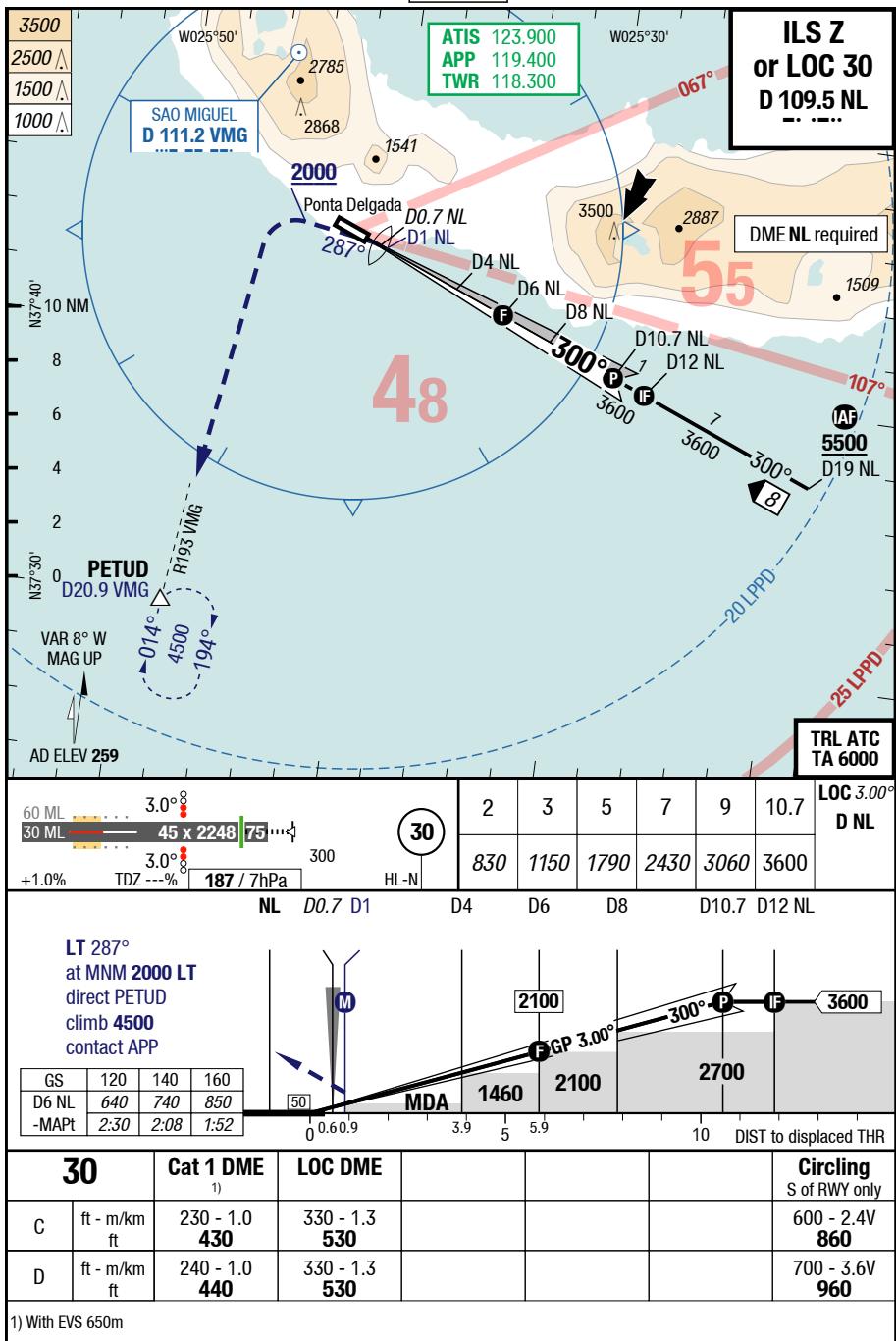
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PDL-LPPD

7-10

ILS Z or LOC 30

IAC



Changes: MAPt, ROD

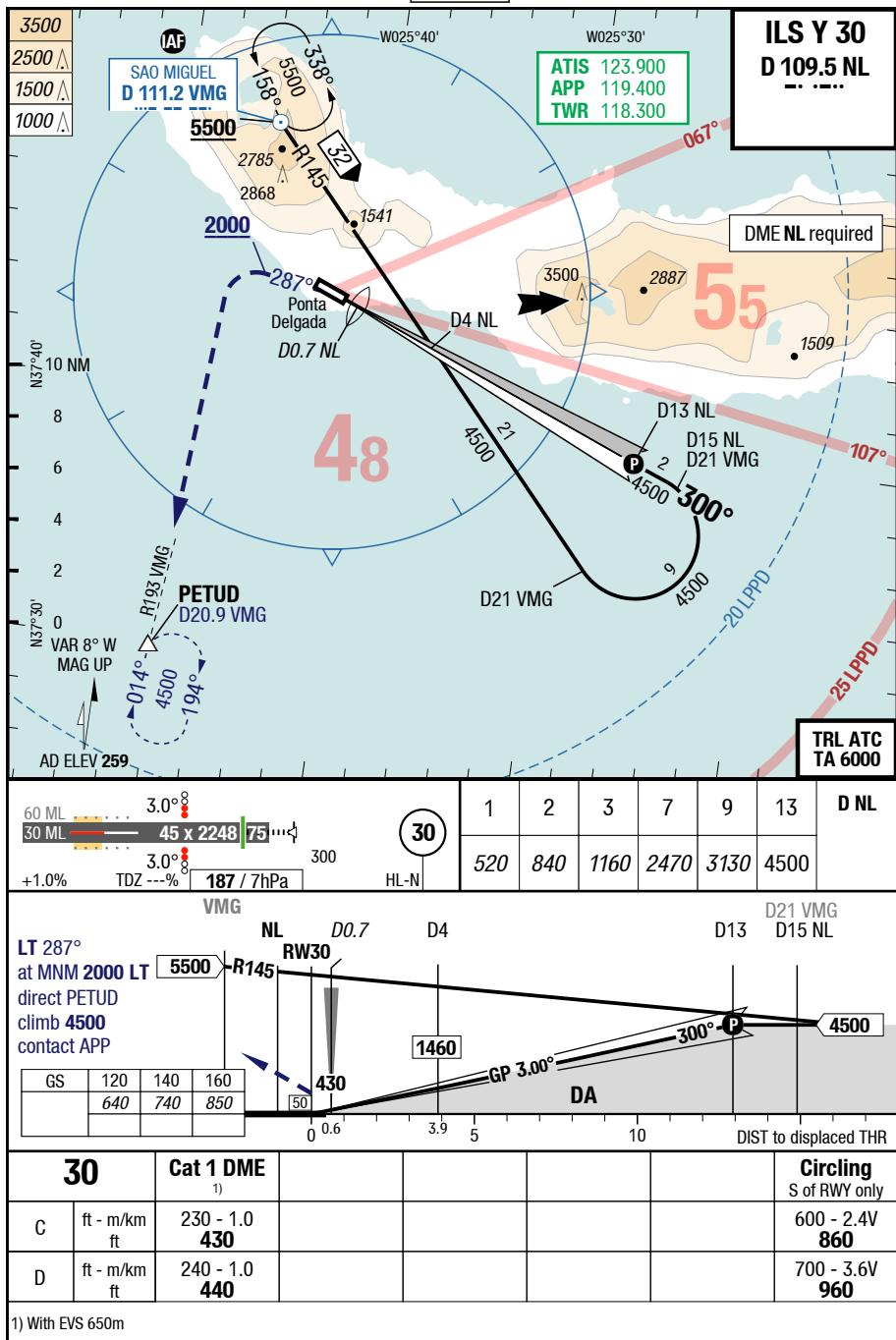
15-FEB-2018

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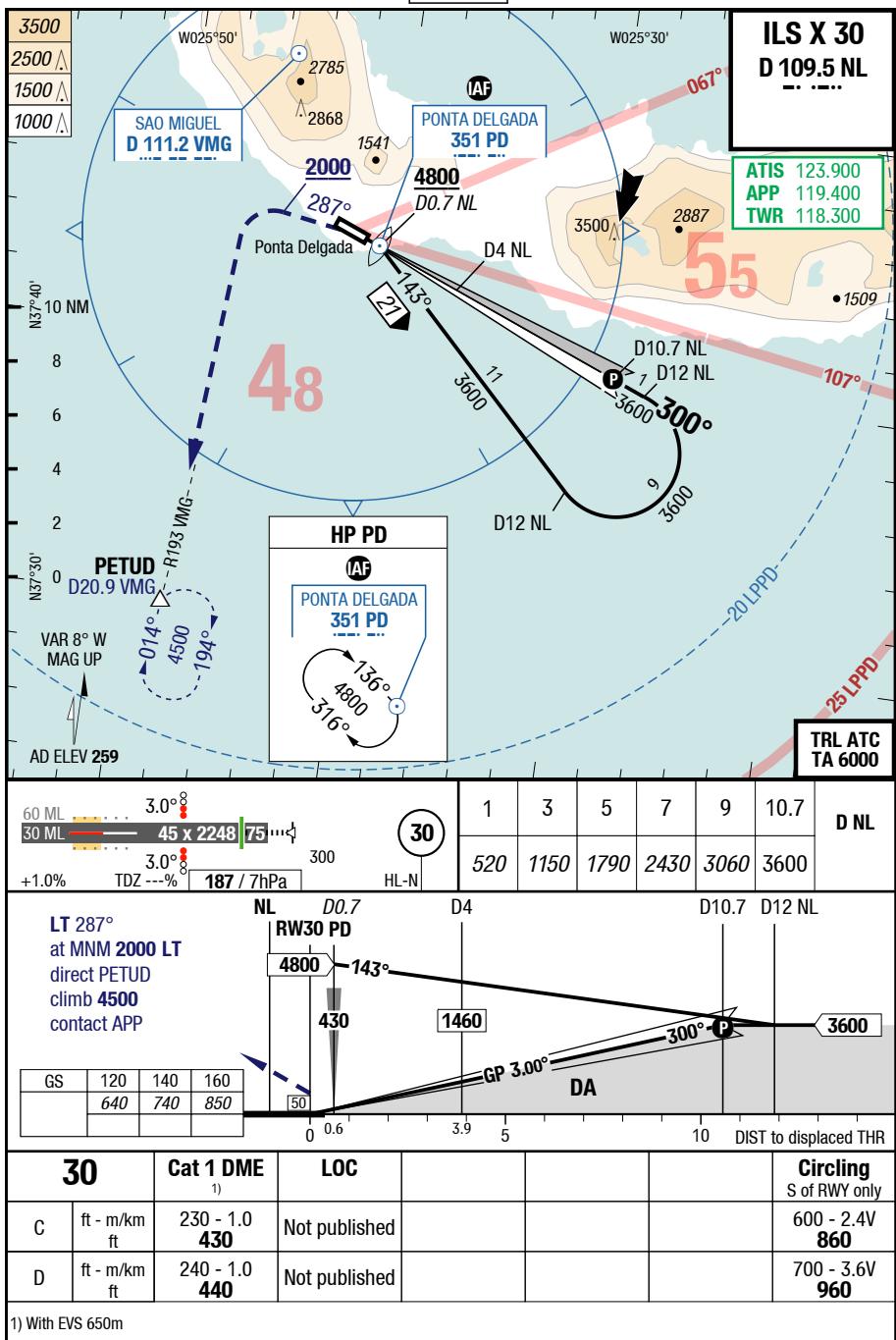
7-20

ILS Y 30



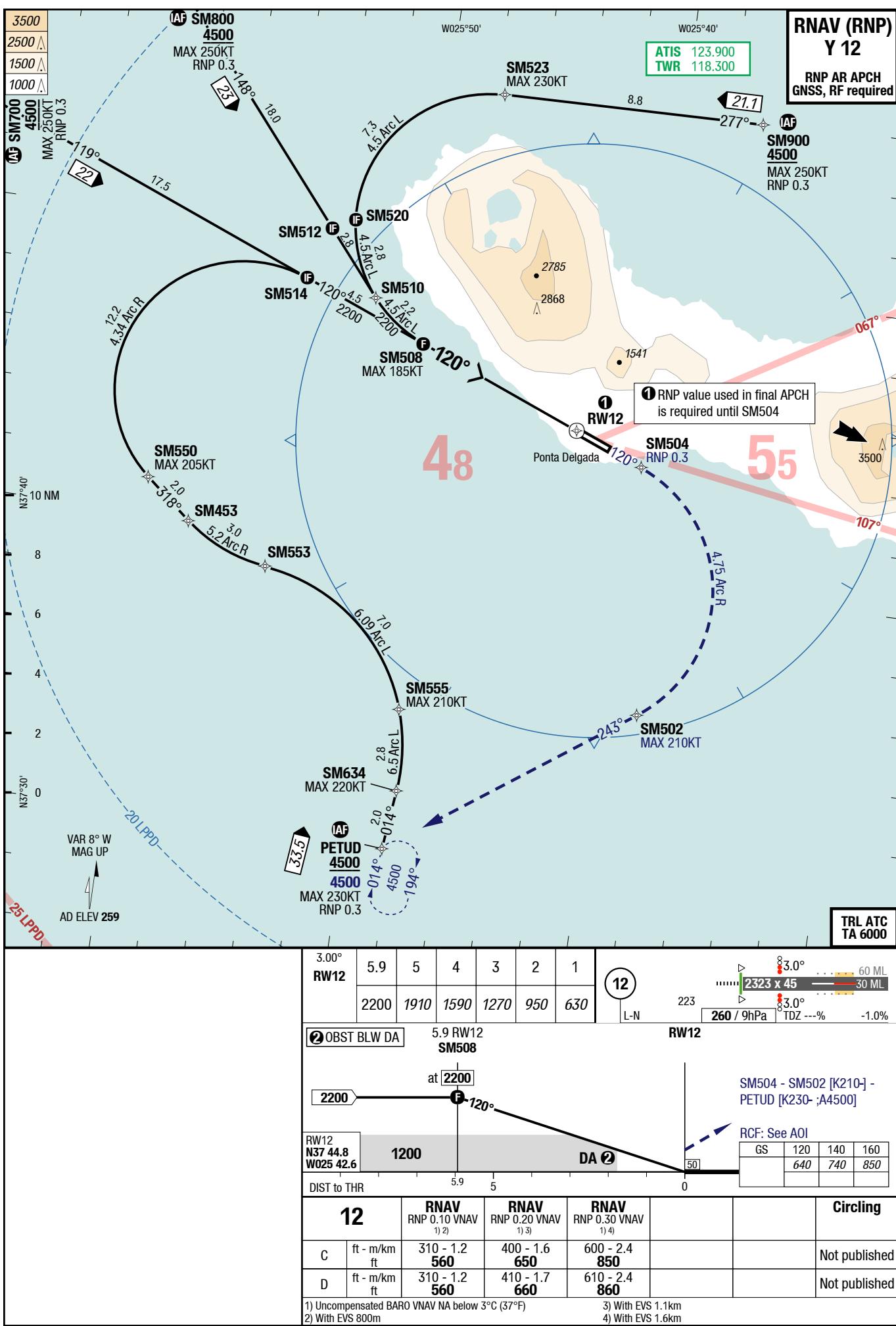
Effective 09-NOV-2017

02-NOV-2017

PDL-LPPD**Portugal Ponta Delgada Joao Paulo II****7-30****IAC****ILS X 30**

Changes: new

Changes: Note



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

ATIS 123.900
TWR 118.300

W025°40'

W025°20'

Changes: Note

TRL ATC
TA 6000

3.00° RW12		4.3	4	3	2	1
		1680	1590	1270	950	630

(12)

L-N

223 83.0° 60 ML
2323 x 45 30 ML
260 / 9hPa TDZ ---% -1.0%

② OBST BLW DA 4.3 RW12 SM538 SM525

at 2200 2200 1200 5 4.3 0

RW12 N37 44.8 W025 42.6

DIST to THR 1200 1200 5 4.3 0

SM504 - SM502 [K210] -
PETUD [K230- ; A4500]

RCF: See AOI

GS	120	140	160
640	740	850	

12 RNP 0.10 VNAV 1) 2)

C ft - m/km 310 - 1.2 560 400 - 1.6 650 600 - 2.4 850

D ft - m/km 310 - 1.2 560 410 - 1.7 660 610 - 2.4 860

1) Uncompensated BARO VNAV NA below 3°C (37°F)
2) With EVS 800m

3) With EVS 1.1km
4) With EVS 1.6km

Circling

Not published

Not published

PDL-LPPD

-70

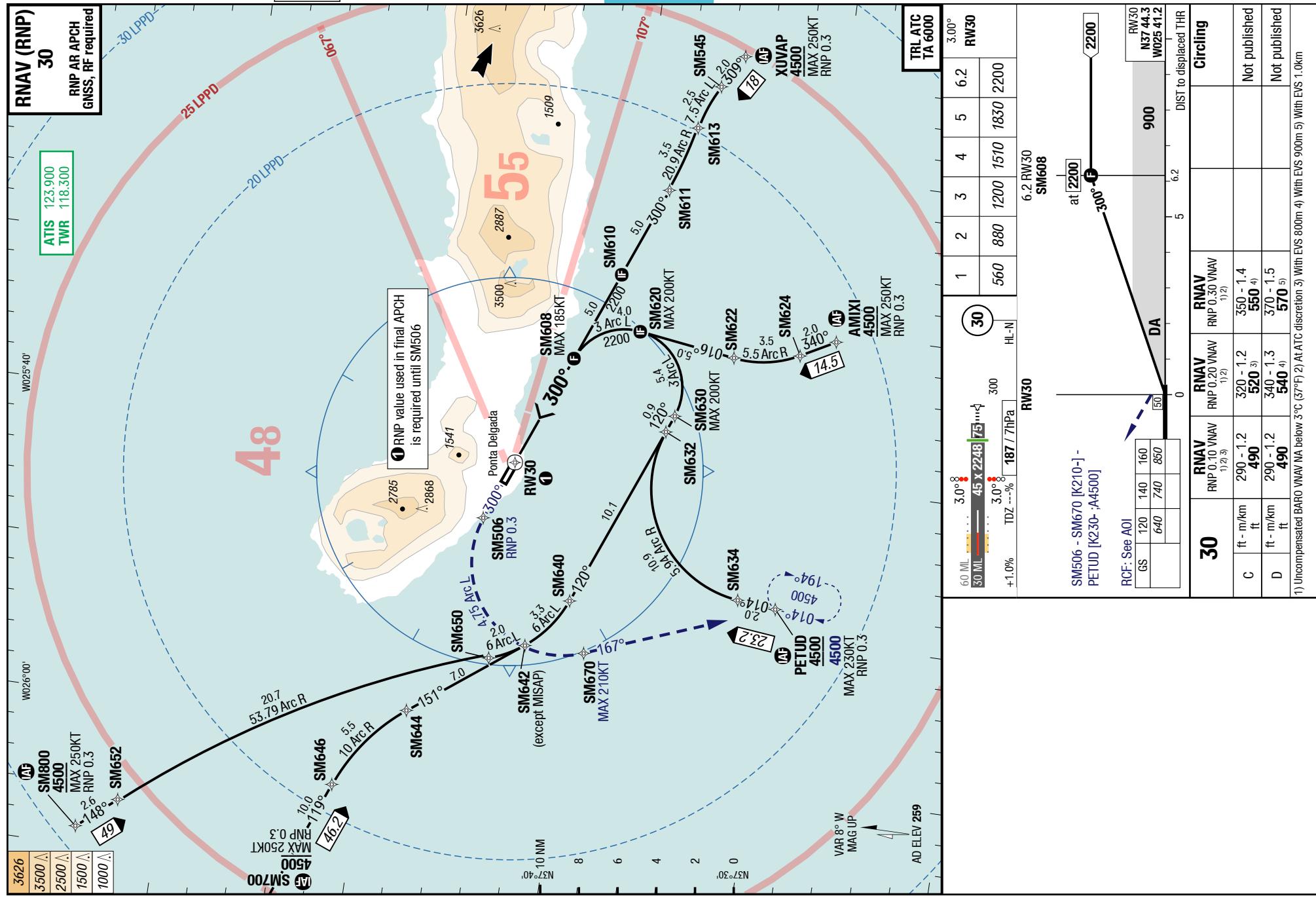
RNAV (RNP) 30

1A

14

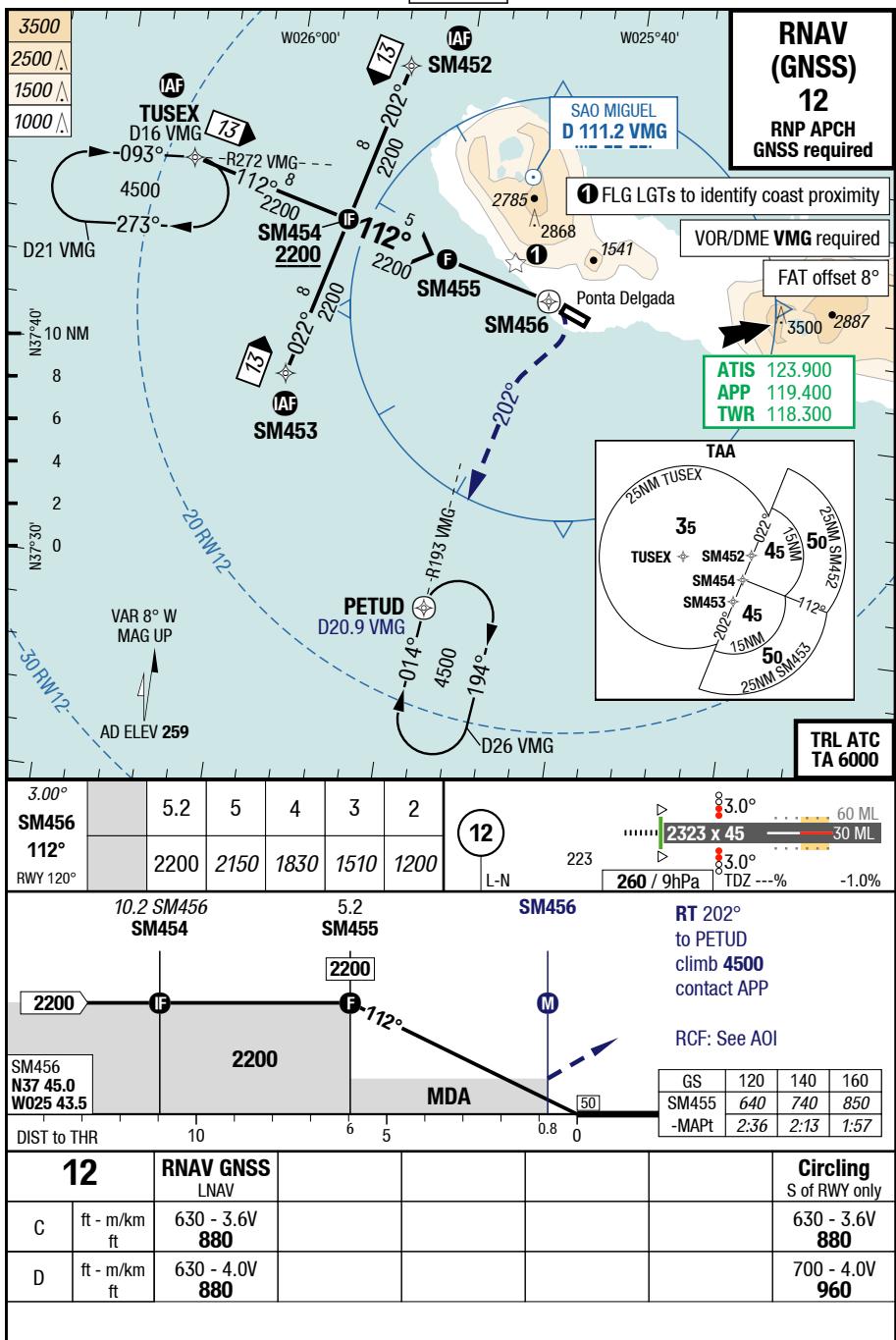
Joao Paulo II Ponta Delgada Portugal

RNAV (RNP) 30



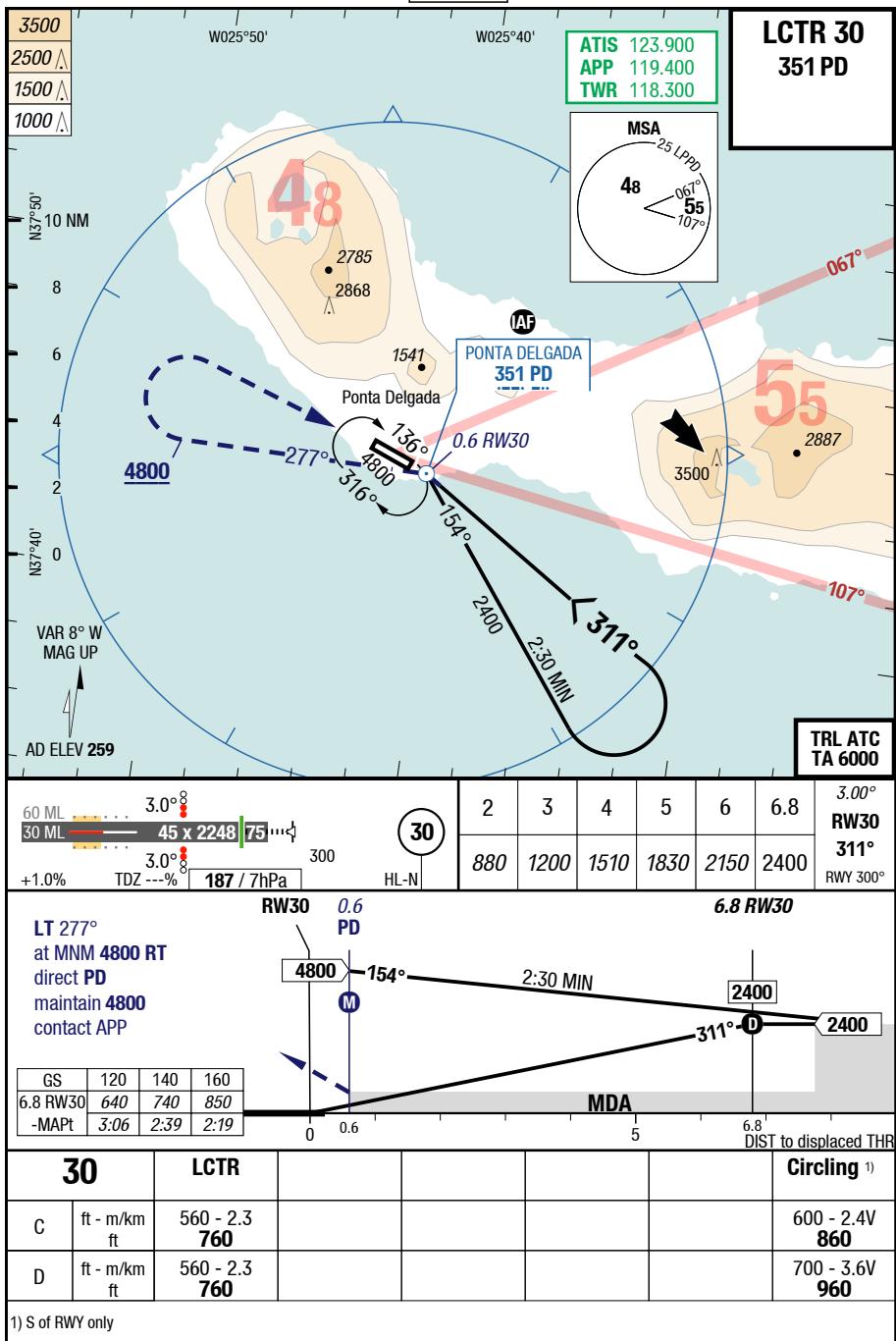
7-90

RNAV (GNSS) 12



7-110

LCTR 30



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20-APR-2017

PDL-LPPD

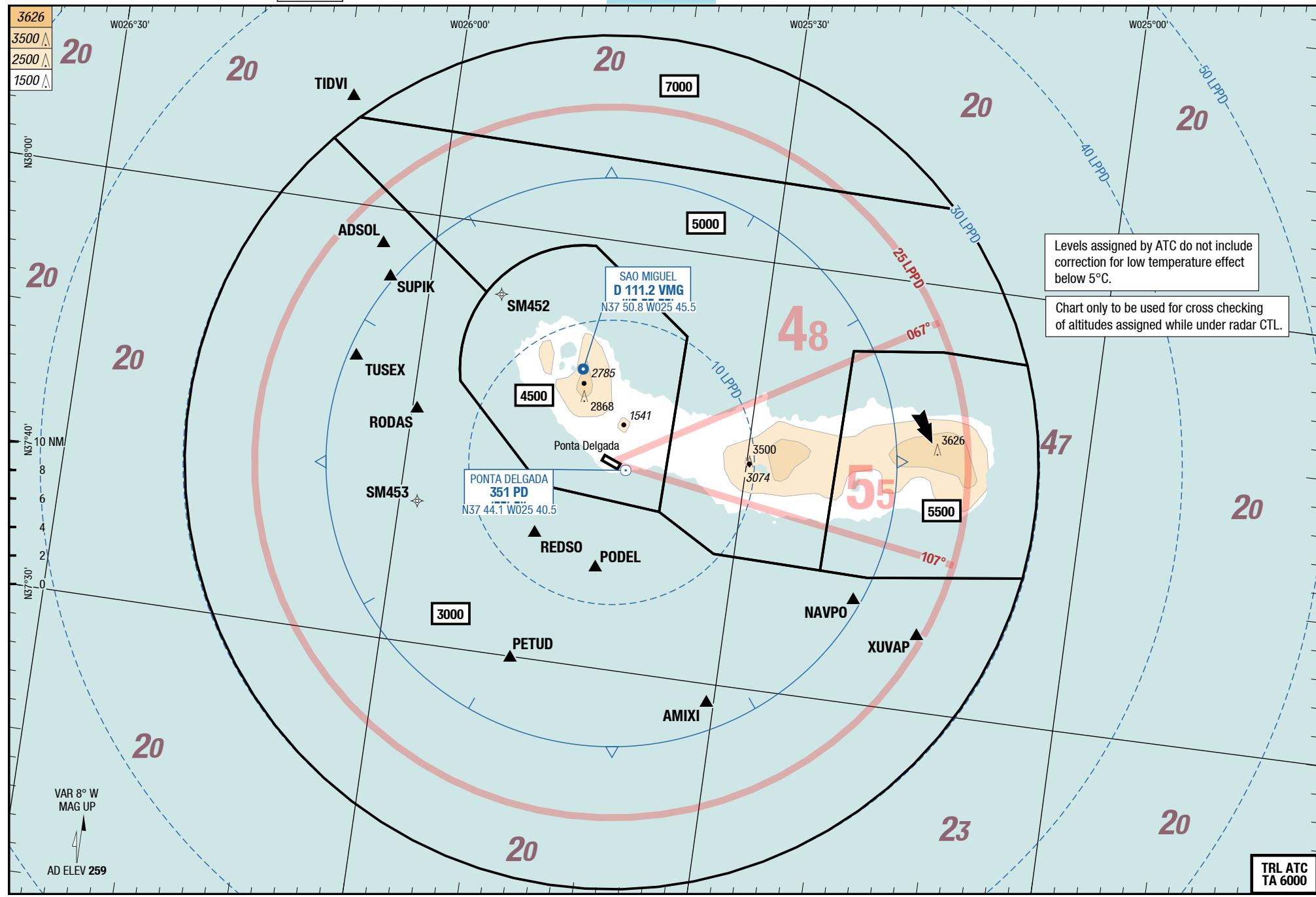
Portugal Ponta Delgada Joao Paulo II

MRC
NIL
MRC

Joao Paulo II Ponta Delgada Portugal

MRC
NIL
MRC

8-10



Changes: MSA