

## GENERAL

## Operational Hours

**ATS Hours:** H24

**AD Operator Hours:** 0800-2200±, H24 O/R.

**Night Restriction**

No TKOF/LDG between 0100-0700± except:

- EMERG, ALTN.
- with special permission from AD.
- Delay caused by ATC.
- LDG/TKOF (if planned before 0100±) permitted until 0200± due to unforeseeable delay reasons.
- LDG between 0600-0700± possible due to MET reason, if SKED time of ARR is planned after 0700±.

## Airport Information

**RFF:** CAT 8

**Fuel:** 0800-2400±, other times O/R

**PCN:** RWY 15/33: 92/F/C/W/T

**Customs:** H24 O/R outside of AD OPS HRs

## Operation

**Traffic Note**

Use of AD by PPR only.

Civilian Terminal AVBL daily 0800-2200±, between 2200-0800± O/R with 45min PN.

**RWY Restriction:** 180° turns on RWY 15/33 prohibited.

**TWY Restriction:** "NO ENTRY" signs missing for deactivated TWY west side of THR RWY 15.

**Taxi/Parking**

When taxiing from RWY into TWY A use caution during turn and maintain MNM speed, due damaged area.

On APNs use MNM PWR necessary to maneuver.

APN entrance with follow-me mandatory.

Marshaller mandatory for parking.

**Refuelling with PAX on board:** Refuelling with PAX on board or disembarking limited to APN E.

**Engine Run-up Areas**

ENG test in idle may take place on stands.

ENG test above idle will take place in a location designated by AD.

## Warnings

**LM VOR** unusable:

R215-R275 beyond 15NM.

MAINT: WED 0900-1300±.

**TRM DME** unusable:

R040-R050 beyond 10NM below 3500ft.

R050-R100 beyond 10NM below 8000ft.

R100-R120 beyond 5NM below 8000ft.

R120-R150 beyond 10NM below 8000ft.

R148-R158.

R170-R180 beyond 10NM below 4000ft.

R180-R310

MAINT: FRI 0400-0800±.

**GENERAL**

**LAJ DME MAINT:** MON 1000-1300 $\pm$ .

**GP NDB MAINT:** WED 0900-1300 $\pm$ .

**LOC 15 DK and LOC 33 OZ MAINT:** TUE/THU 0900-1300 $\pm$ .

**APP:** MAINT MON-THU 0100-0800 $\pm$  and every FRI 0100-0400 $\pm$ .

Cattle grazing in vicinity of RWY 15/33.

Birds in vicinity of AD.

**ARRIVAL****COM Failure**

Climb/descend to 4700ft and proceed to GP NDB, upon reaching start NDB APCH. During or after being cleared for an INST APCH continue with the APCH. Expect visual light signals from TWR.

**Arrival Procedure**

**VFR Traffic Pattern:** RWY 33 right-hand circuit.

**Visual APCH**

RWY partly not visible on downwind leg for circling APCH.

Due to terrain, visual TFC should be flown within 3NM from the island.

**Non-Standard GP Intercept Position on RWY 15**

GP intercepts RWY 15 at *320m / 1049ft* after landing threshold.

Remaining DIST beyond GP is *2990m / 9811ft*.

**RWY 33**

GP intercepts RWY 33 at *305m / 1002ft* after landing threshold.

Remaining DIST beyond GP is *3005m / 9858ft*.

**DEPARTURE****Take-off Minima**

RWY		15/33	
All ACFT	ft - m/km	0 - 400R/400V	-

**Departure Procedure****Start-up**

REQ ATC CLR before start-up on DLV FREQ and report:

- CALL SIGN
- Requested LVL
- Requested speed
- ATIS
- ACFT type
- PSN for DEP

Contact DLV for ENG start-up and report parking PSN and POB.

**TKOF RWY 15:** Apply MAX rate of climb.

**All westbound Departures**

Climb on RWY HDG until 4700ft and then direct to the designated point (SIPRU, LADOX, NOTMA or SOLGI) and resume own navigation as stipulated in FPL.

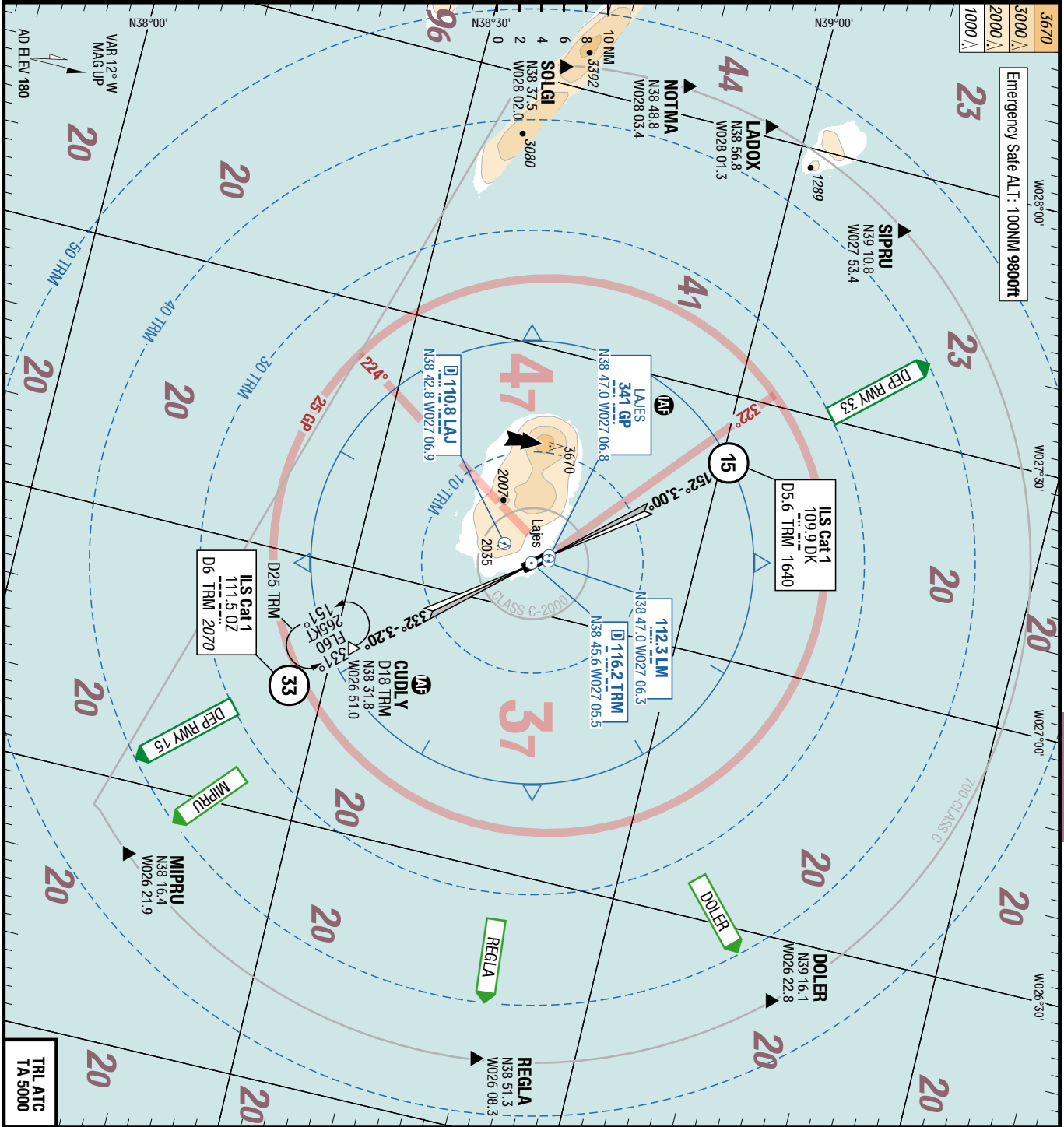
**DEPARTURE****Omnidirectional DEP****RWY 33**

After DEP track extended RWY CL climbing to 4700ft. Upon reaching 4700ft resume own navigaton as filed.

**RWY 15**

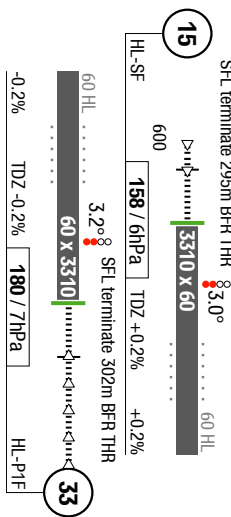
After DEP track extended RWY CL climbing to 4700ft (PDG 5.5% until passing 2100ft). Upon reaching 4700ft resume own navigaton as filed.

**Caution:** Rising terrain on both sides of DEP course requires close adherence to DEP track to assure OBST CLR.

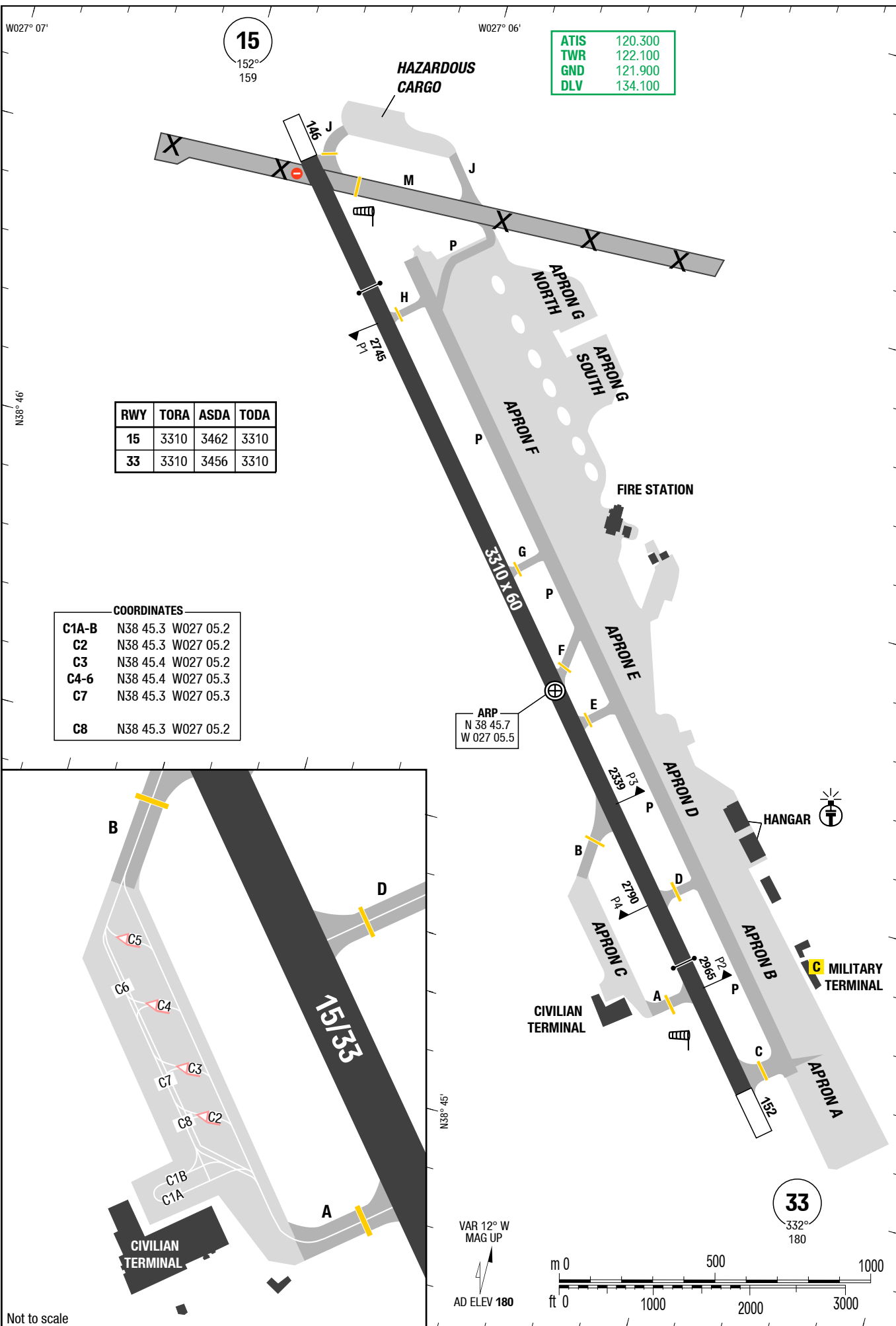


ATIS	120.300
APP	123.000
TWR	122.100
GND	121.900
DLV	134.100

Landing RWY system:



15	600	158 / 60Pa	TDZ +0.2%	+0.2%	60 HL
33	180 / 70Pa	TDZ -0.2%	-0.2%	-0.2%	60 HL



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Omnidirectional Departures

SIDs

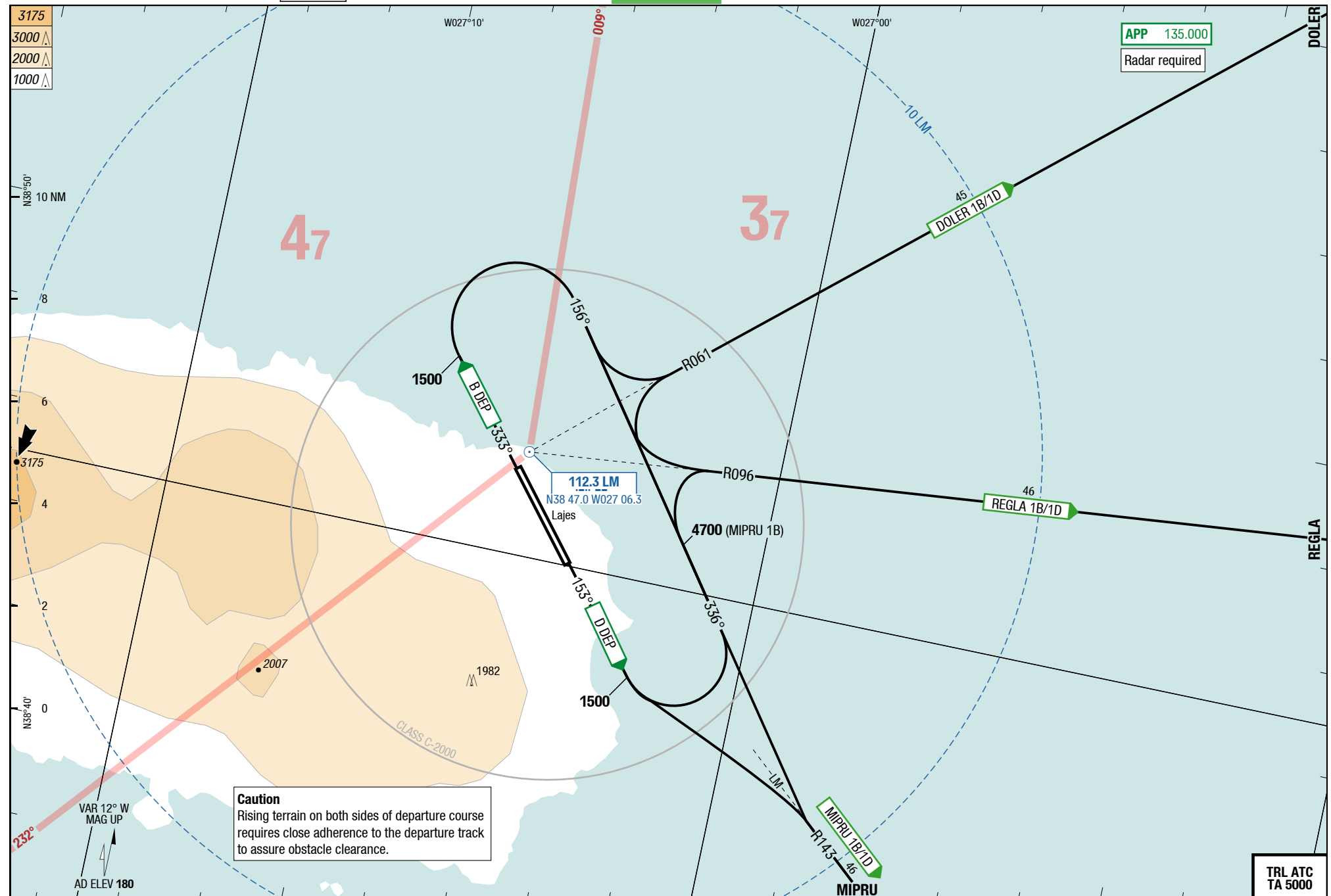
SID

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Omnidirectional Departures

SIDs



Changes: MSA, OBST

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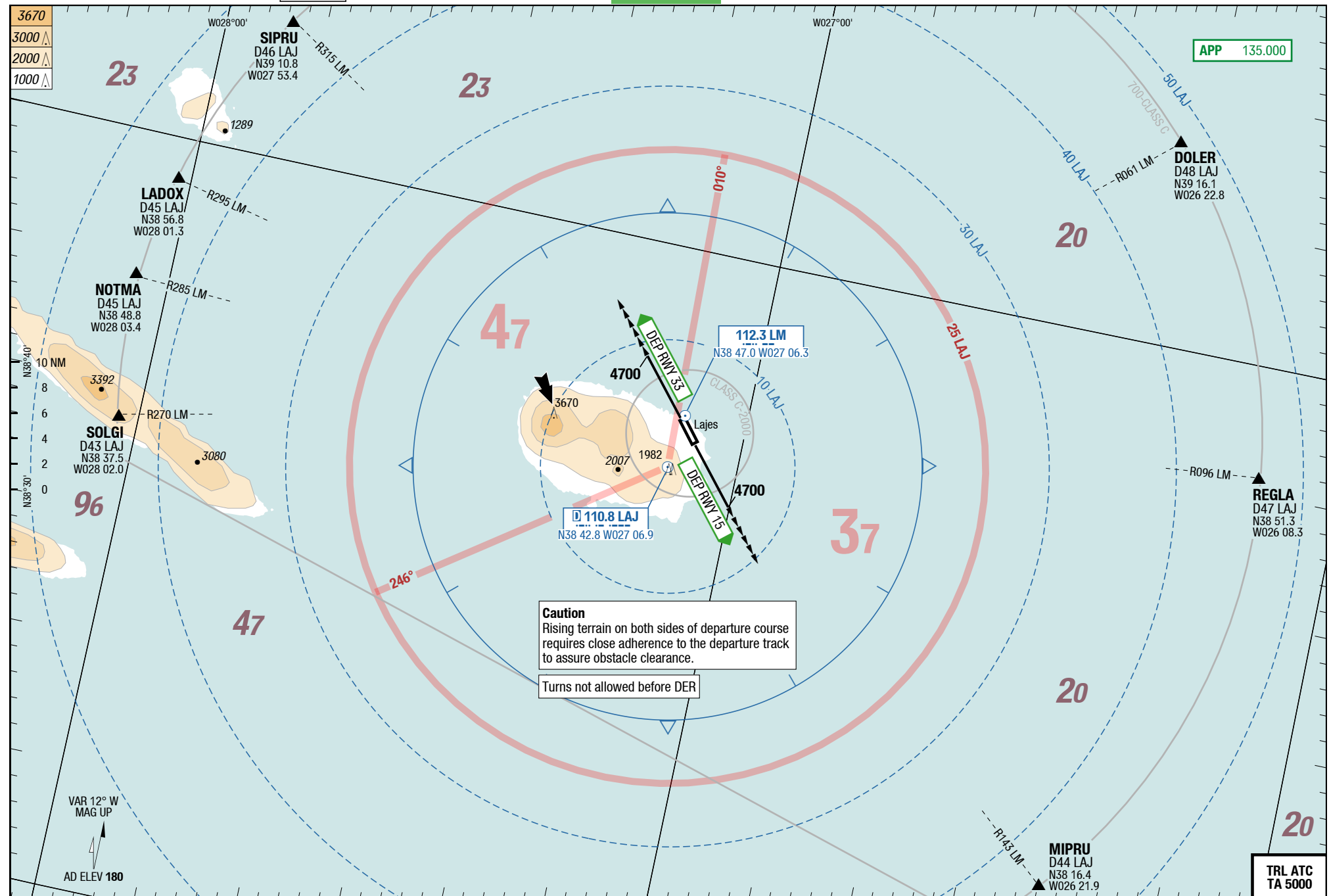
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4-20

Omnidirectional Departures

Omnidirectional Departures



Changes: MSA, OBST

**SIDs**

RWYs 15 (152°) / 33 (332°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 15</b>		
<b>DOLER 1D</b> 5.3% to 4700 <b>135.000</b> ①②③	153° - at <b>1500 LT</b> intercept R061 <b>LM</b> to DOLER	
<b>MIPRU 1D</b> 5.3% to 4700 <b>135.000</b> ①②③	153° - at <b>1500 LT</b> intercept R143 <b>LM</b> to MIPRU	
<b>REGLA 1D</b> 5.3% to 4700 <b>135.000</b> ①②③	153° - at <b>1500 LT</b> intercept R096 <b>LM</b> to REGLA	
<b>Runway 33</b>		
<b>DOLER 1B</b> 4.5% to 4700 <b>135.000</b> ①②	333° - at <b>1500 RT</b> intercept R061 <b>LM</b> to DOLER	
<b>MIPRU 1B</b> 4.5% to 4700 <b>135.000</b> ①②	333° - at <b>1500 RT</b> 156° - at <b>4700 RT</b> intercept R143 <b>LM</b> to MIPRU	
<b>REGLA 1B</b> 4.5% to 4700 <b>135.000</b> ①②	333° - at <b>1500 RT</b> intercept R096 <b>LM</b> to REGLA	

- ① Radar required.  
② Rising terrain on both sides of departure course requires close adherence to the departure track to assure obstacle clearance.  
③ Cross DER at MNM 25ft AGL or 205ft MSL.



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Omnidirectional Departures p01

Omnidirectional Departures

RWYs 15 (152°) / 33 (332°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 15</b>	
<b>DEP RWY 15</b> 5.5% to 2100 <b>135.000</b> ①②	at <b>4700</b> resume own navigation as filed	
	<b>Runway 33</b>	
<b>DEP RWY 33</b> <b>135.000</b> ①②	at <b>4700</b> resume own navigation as filed	

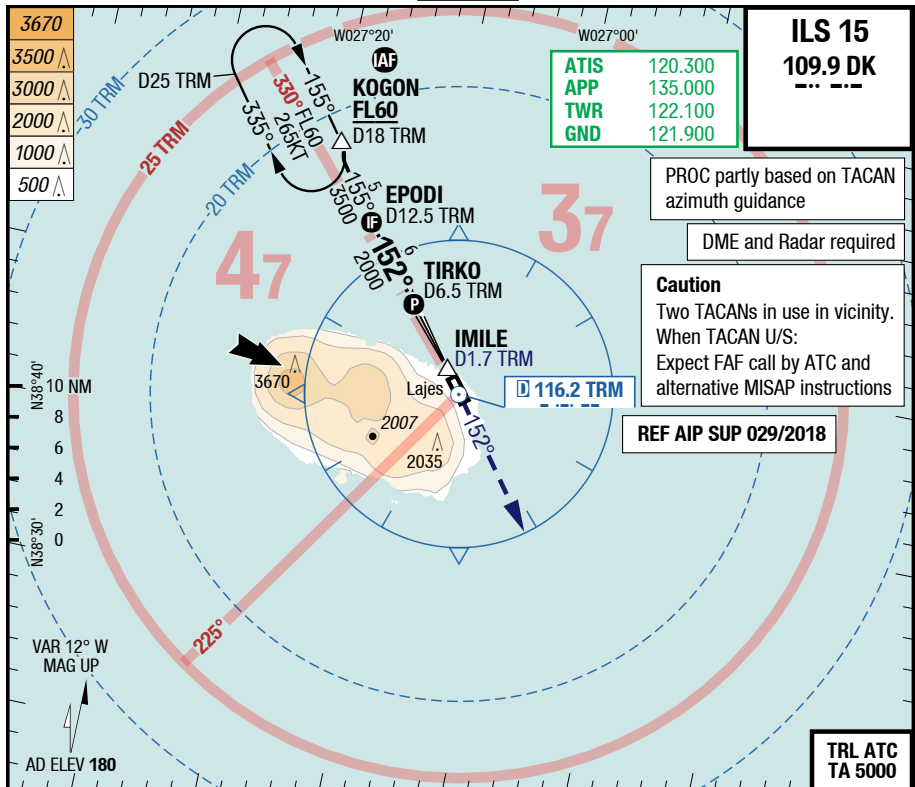
① Turns not allowed before DER.

② Rising terrain on both sides of departure course requires close adherence to the departure track to assure obstacle clearance.

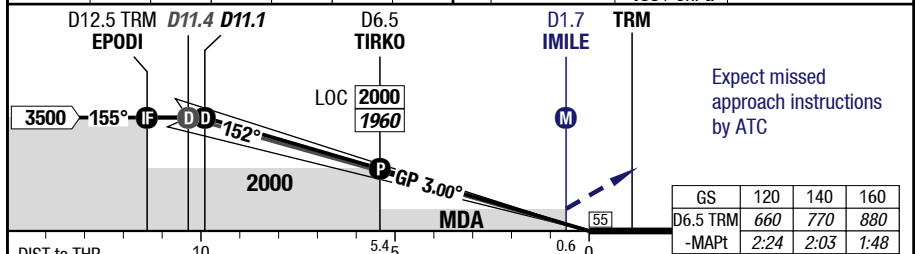
## TER-LPLA

7-08

## Tempo ILS 15



LOC 3.12° D TRM	11.1	9	7	5	4	3	SFL terminate 295m BFR THR	3.0°	60 HL
	3500	2820	2160	1490	1160	830	15	3310 x 60	600
							HL-SF	158 / 6hPa	TDZ +0.2% +0.2%



15	Cat 1 <sub>1)</sub>	Cat 1 APL U/S	LOC	LOC APL U/S	Circling E of RWY 15/33
C	ft - m/km ft	260 - 1.6R/1.6V 410	370 - 1.6R/1.6V 520		640 - 2.8V 820
D	ft - m/km ft	260 - 1.6R/1.6V 410	370 - 1.6R/1.6V 520	370 - 2.0V 520	700 - 3.6V 880

1) With EVS RVR 1.1km/ VIS 1.1km

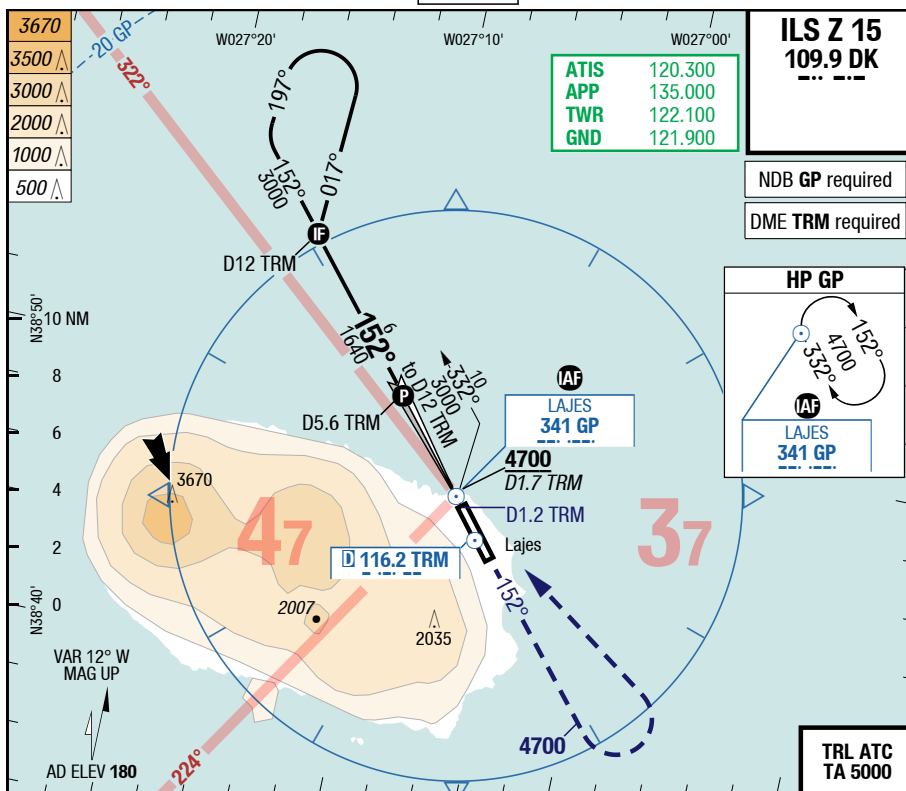
2) With EVS VIS 1.3km

Changes: new

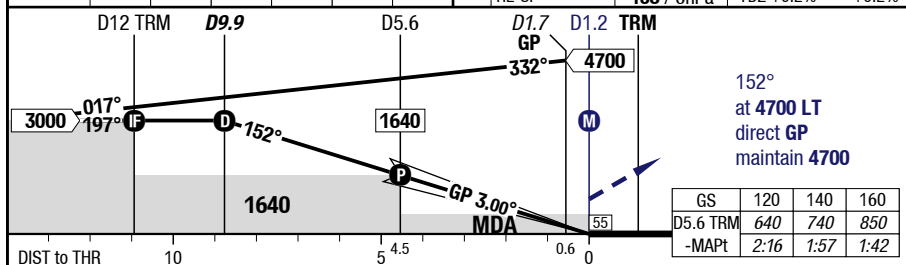
## TER-LPLA

**7-10**

# ILS Z 15



LOC 3.00° D TRM	9.9	8	6	5	4	3	15	SFL terminate 295m BFR THR 8 3.0° 60 HL						
	3000	2390	1760	1440	1120	810		HL-SF	▶	3310 x 60	600	158 / 6hPa	IDZ +0.2%	+0.2%



<b>15</b>		<b>Cat 1 DME</b> TRM <sup>1)</sup>	<b>Cat 1 DME</b> TRM APL U/S <sup>2)</sup>	<b>LOC DME</b> TRM		<b>Circling</b> <sup>3)</sup>
C	ft - m/km ft	250 - 1.2V <b>410</b>	250 - 1.6V <b>410</b>	370 - 1.2V <b>520</b>		720 - 3.7V <b>900</b>
D	ft - m/km ft	250 - 1.2V <b>410</b>	250 - 1.6V <b>410</b>	370 - 1.2V <b>520</b>		720 - 4.6V <b>900</b>

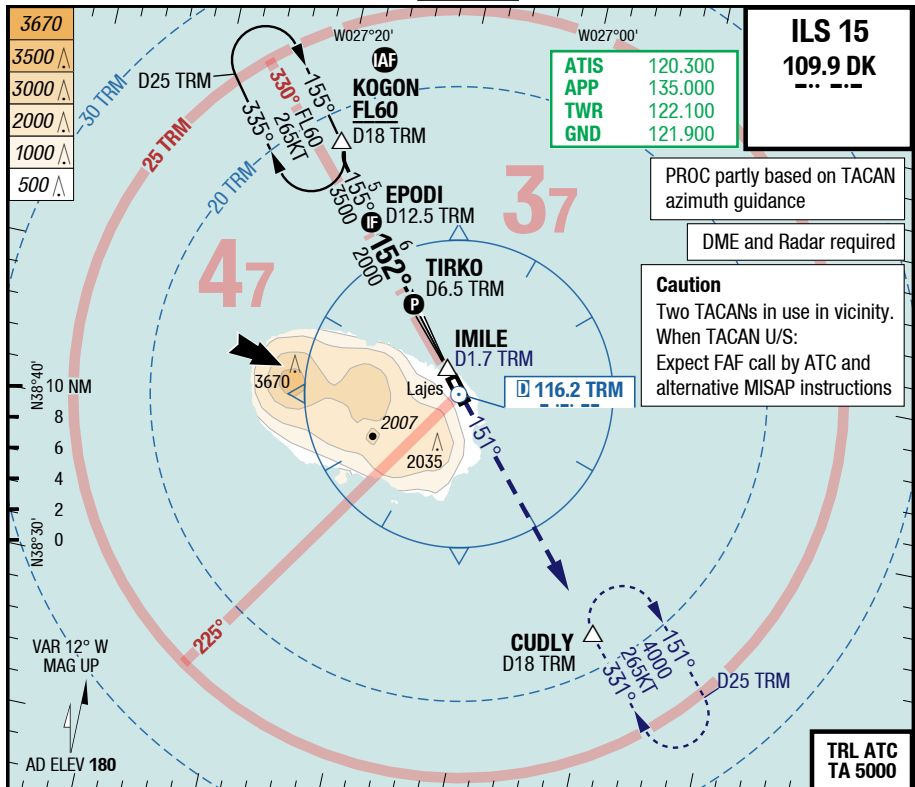
1) With EVS VIS 800m	
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3) E of RWY 15/33 only

## TER-LPLA

**7-20**

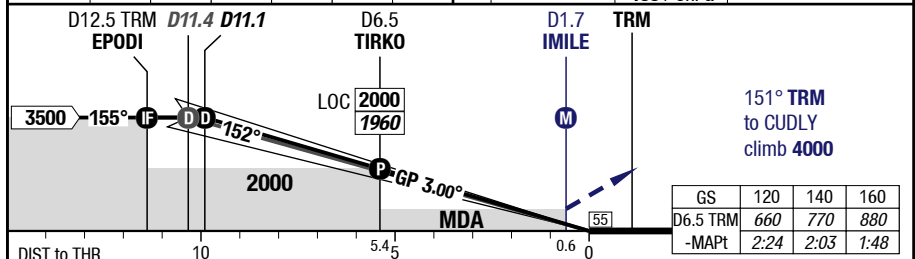
## ILS 15



LOC 3.12°  
D TRM

11.1	9	7	5	4	3
3500	2820	2160	1490	1160	830

SFL terminate 295m BFR THR 8.3.0° 60 HL  
3310 x 60  
15 HL-SF  
158 / 6hPa TDZ +0.2% +0.2%



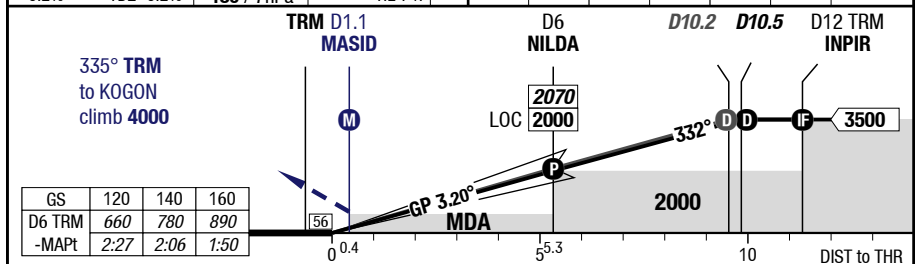
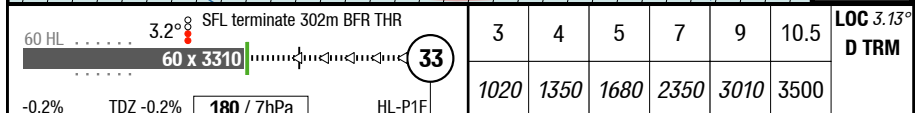
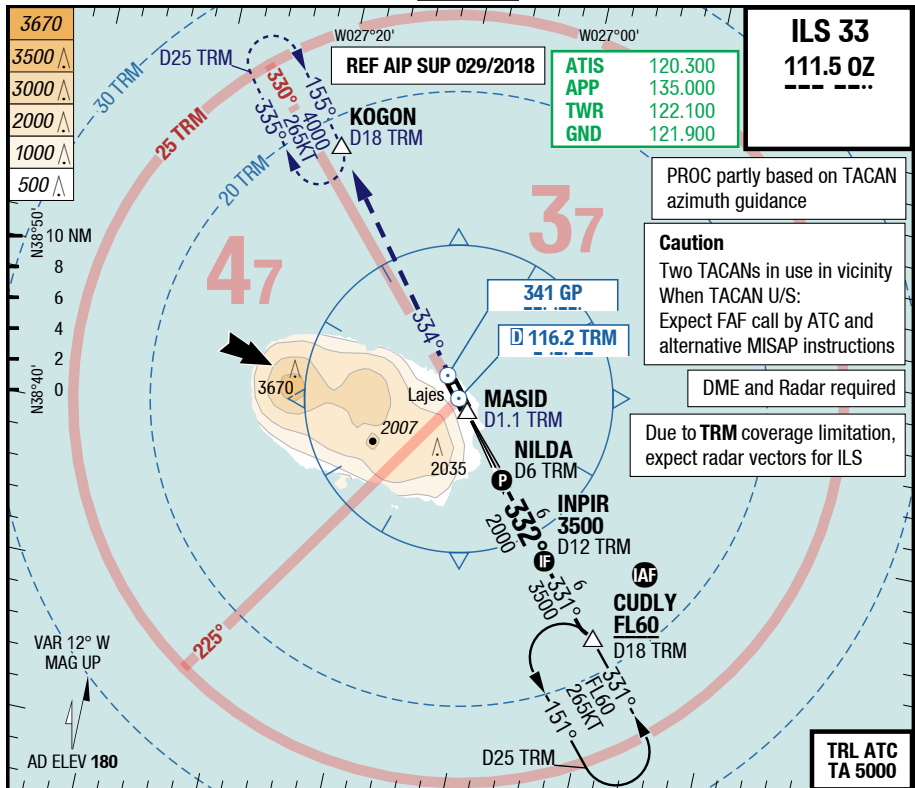
15		Cat 1 1)	Cat 1 APL U/S	LOC	LOC APL U/S	Circling E of RWY 15/33
C	ft - m/km ft	260 - 1.6R/1.6V 410		370 - 1.6R/1.6V 520		640 - 2.8V 820
D	ft - m/km ft	260 - 1.6R/1.6V 410	260 - 2.0V 410 2)	370 - 1.6R/1.6V 520	370 - 2.0V 520	700 - 3.6V 880

1) With EVS RVR 1.1km/ VIS 1.1km  
2) With EVS VIS 1.3km

## TER-LPLA

**7-28**

## Tempo ILS 33



<b>33</b>		<b>Cat 1</b> 1)	<b>Cat 1</b> APL U/S	<b>LOC</b>	<b>LOC</b> APL U/S	<b>Circling</b> E of RWY 15/33
C	ft - m/km ft	340 - 1.6R/1.6V <b>520</b>	340 - 2.0V <b>520</b> 2)	540 - 1.7R/1.7V <b>720</b>		640 - 2.8V <b>820</b>
D	ft - m/km ft	340 - 1.6R/1.6V <b>520</b>	340 - 2.4V <b>520</b> 3)	540 - 2.0V <b>720</b>	540 - 2.8V <b>720</b>	700 - 3.6V <b>880</b>

1) With EVS RVR 1.1km/ VIS 1.1km

2) With EVS VIS 1.3km

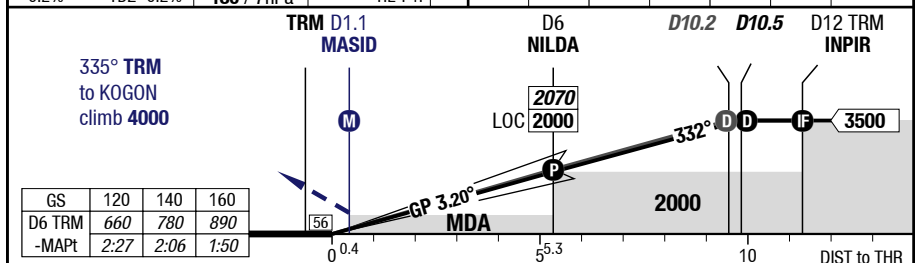
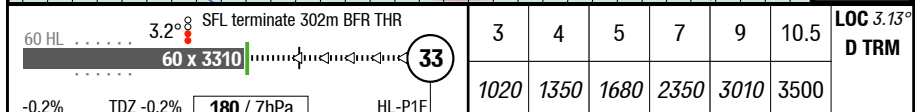
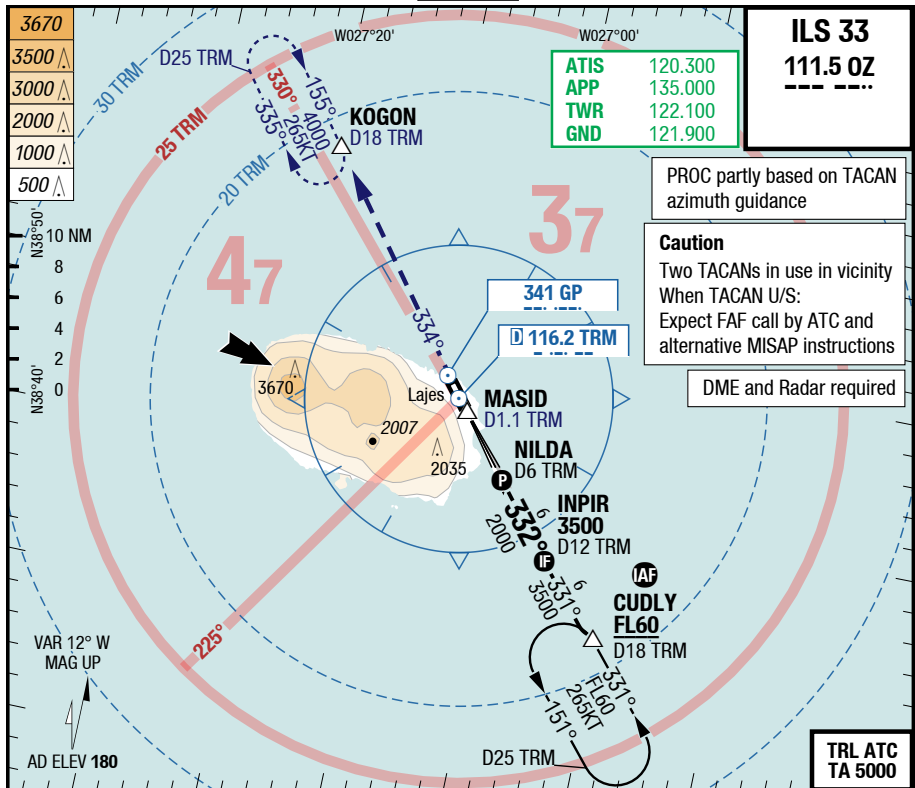
3) With EVS VIS 1.6km

Changes: new

## TER-LPLA

**7-30**

# ILS 33



<b>33</b>		<b>Cat 1</b> 1)	<b>Cat 1</b> APL U/S	<b>LOC</b>	<b>LOC</b> APL U/S	<b>Circling</b> E of RWY 15/33
C	ft - m/km ft	340 - 1.6R/1.6V <b>520</b>	340 - 2.0V <b>520</b> 2)	540 - 1.7R/1.7V <b>720</b>		640 - 2.8V <b>820</b>
D	ft - m/km ft	340 - 1.6R/1.6V <b>520</b>	340 - 2.4V <b>520</b> 3)	540 - 2.0V <b>720</b>	540 - 2.8V <b>720</b>	700 - 3.6V <b>880</b>

1) With EVS RVR 1.1km/ VIS 1.1km

2) With EVS VIS 1.3km

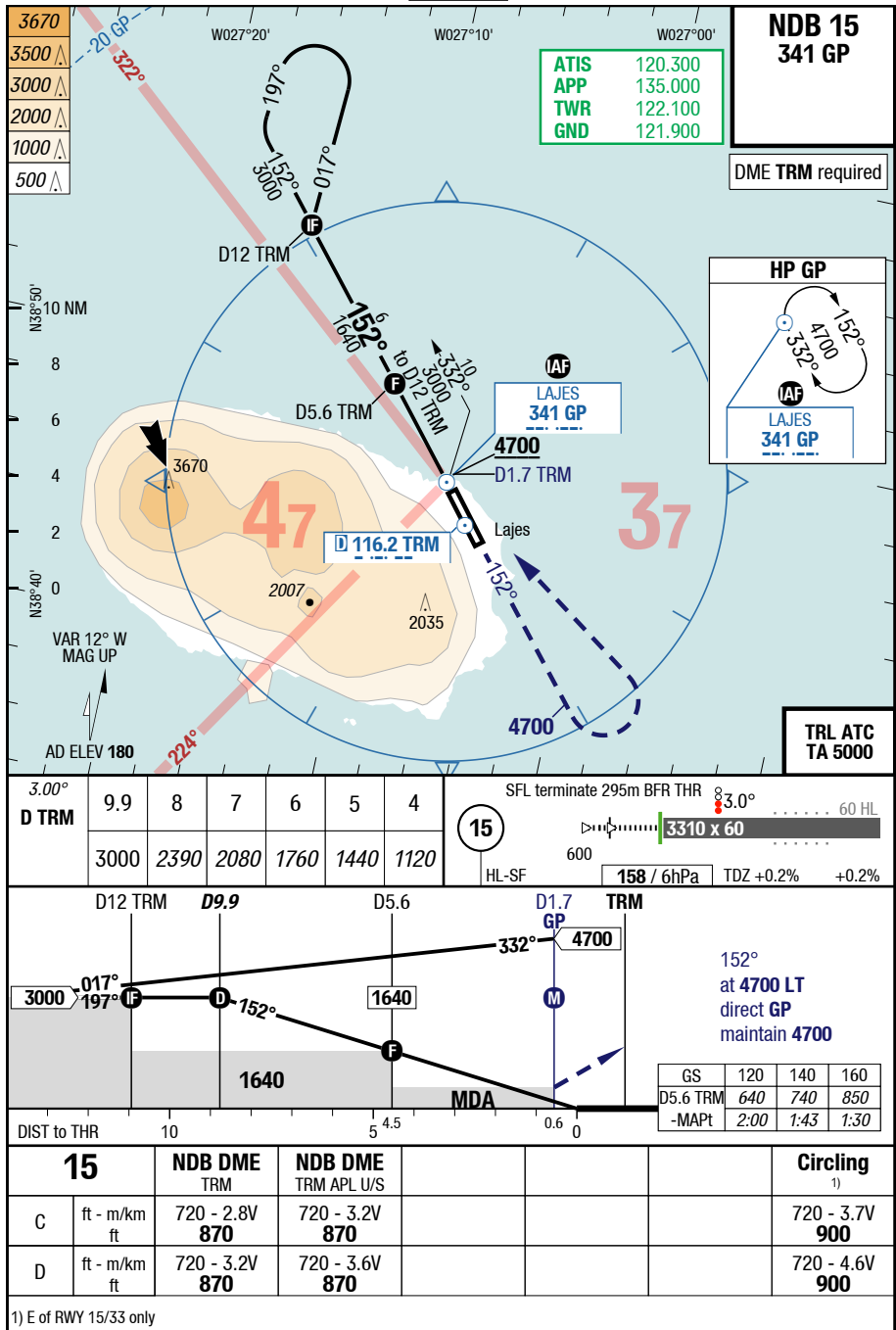
3) With EVS VIS 1.6km

Changes: WPT KOGON, DIST ALT table, Profile, Editorial

## TER-LPLA

7-40

NDB 15



Changes: Nil

06-NOV-2014

## TER-LPLA

8-10

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NIL

**MRC**

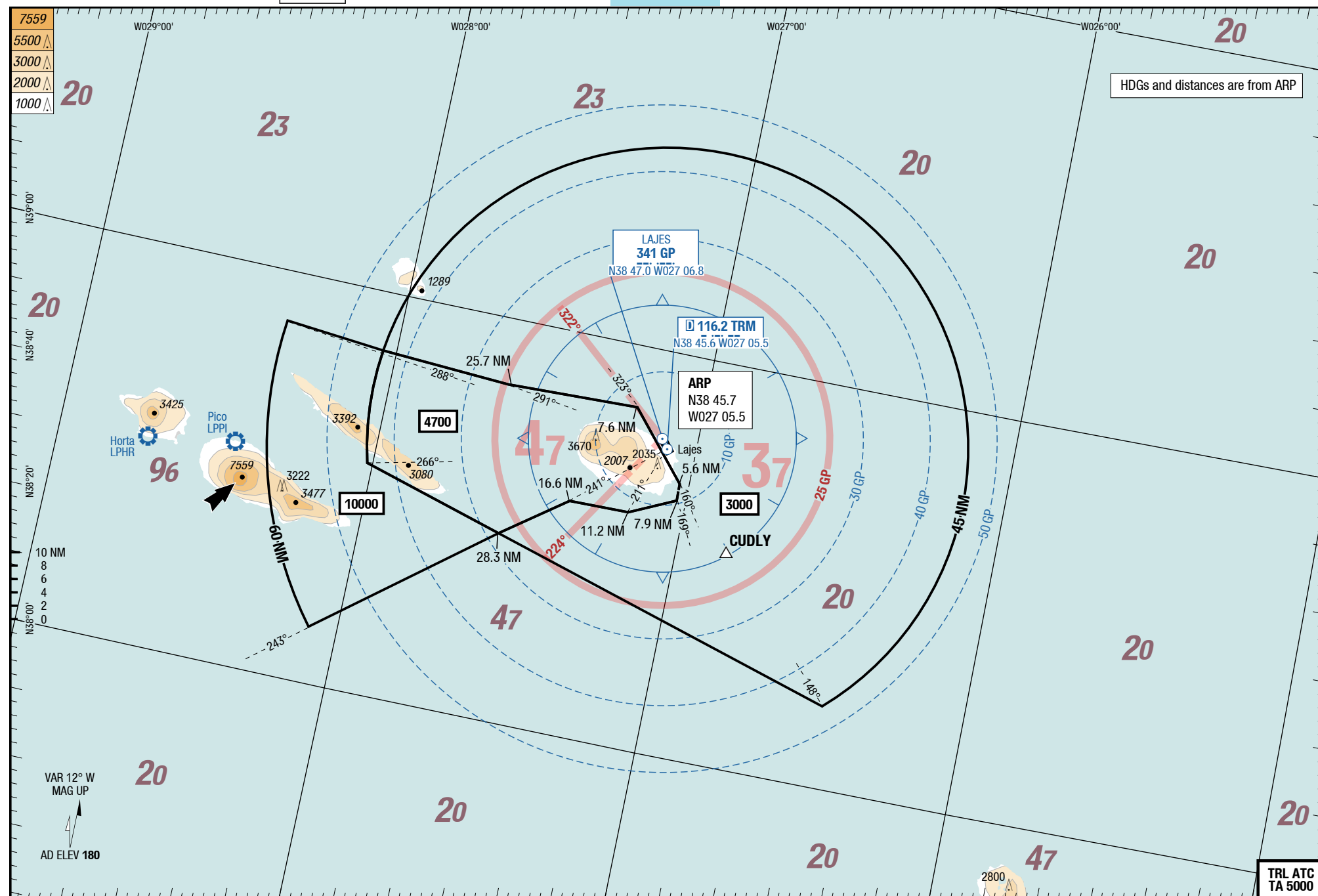
**MRC**

**MRC**

Lajes AB **Lajes** Portugal

NIL

**MRC**



Changes: RADAR SECT, chart layout