

**GENERAL****Operational Hours****ATS Hours:** TWR H24**AD OPS Hours:** H24**AD Operator Hours:** 0000-0900 including HOL**Airport Information****RFF:** CAT 8 AVBL O/R**Fuel:** 0000-0900 including HOL**PCN:** RWY 09/27: 46/F/B/W/T**Operation****RWY Restriction**

180°-turns on RWY turn pads only.

**TWY Restriction**

TWY E width 18m / 59FT.

**Warnings****ZAM VOR/DME** unusable:

R315 - R360, R000-R015 between 25-40NM below FL100.

R320 - R355 within 12NM below FL60.

**ARRIVAL****Communication****COM Failure:** See CRAR Philippines.**Arrival Procedure****VFR Traffic Pattern:** RWY 09 right-hand circuit.**DEPARTURE****Take-off Minima**

RWY		09/27	
All ACFT	ft - m/km	0 - 400V	-

**Communication****COM Failure:** See CRAR Philippines.

Effective 08-DEC-2016

01-DEC-2016

ZAM-RPMZ

2-10

Philippines Zamboanga

AGC

AFC

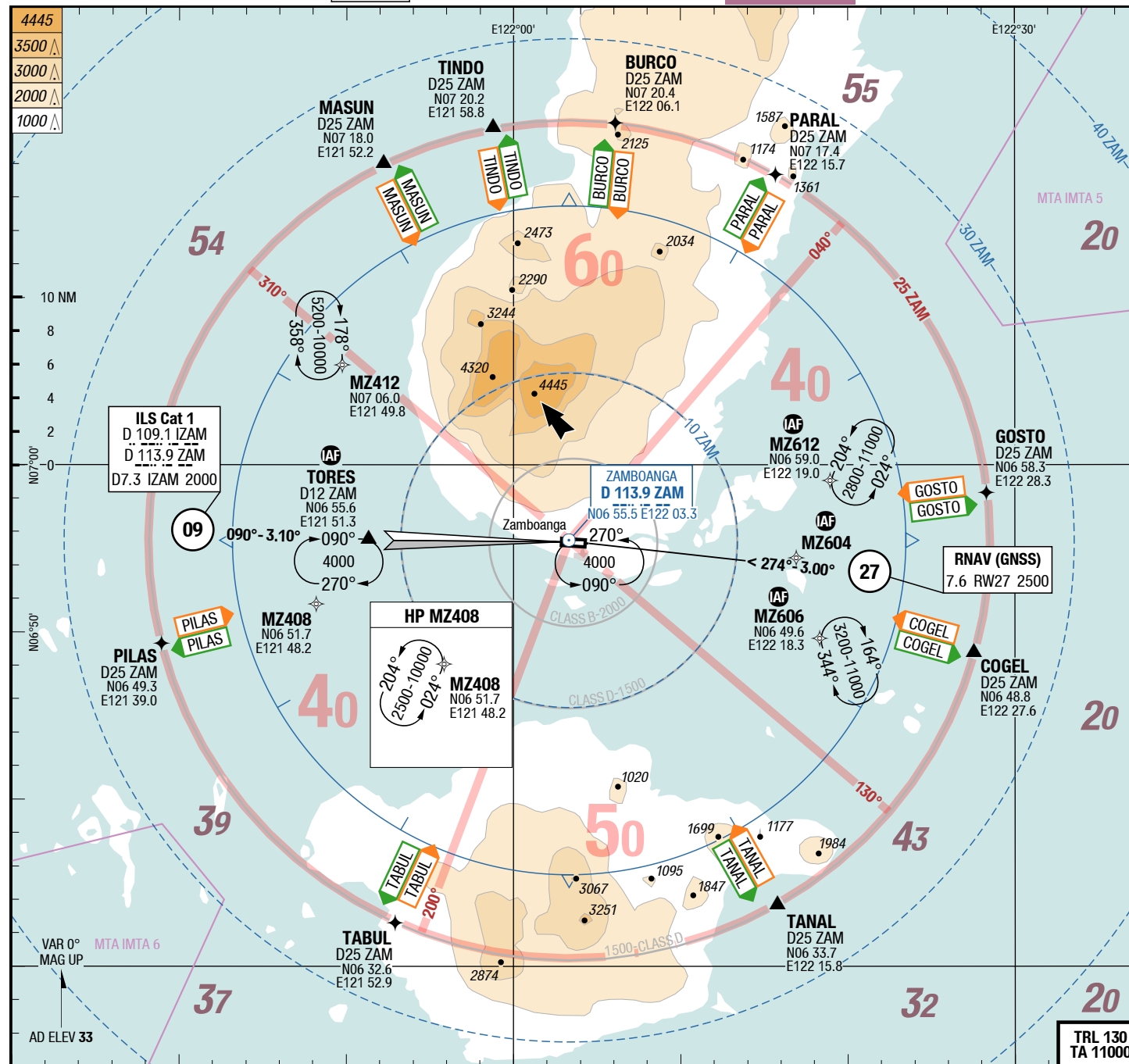
AFC

AFC

Zamboanga Philippines

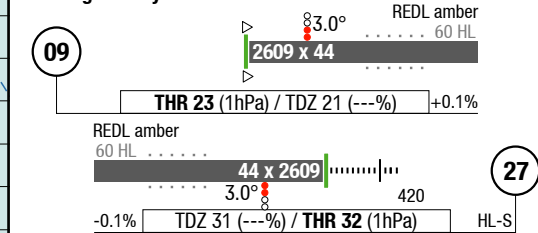
AGC

AFC



APP 122.700  
TWR 123.500  
118.100 Reserve  
124.000 Air-to-Ground

Landing RWY system:



Changes: APL

Effective 08-DEC-2016

01-DEC-2016

ZAM-RPMZ

Philippines Zamboanga

AGC

AGC

AGC

Zamboanga Philippines

AGC

3-20

E122° 03'

E122° 04'

TWR	123.500	
	118.100	Reserve
	124.000	Air-to-Ground

ZAMBOANGA  
D 113.9 ZAM

ARP  
N 06 55.3  
E 122 03.6

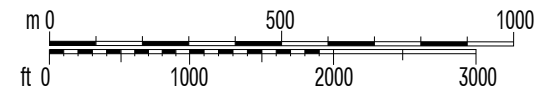
2609 x 44

09  
092°  
23

27  
272°  
32

RWY	TORA	TODA	ASDA
09	2609	2690	2609
27	2609	2685	2609

VAR 0°  
MAG UP  
AD ELEV 33



Changes: Declared distances, THR ELEV

**ZAM-RPMZ**

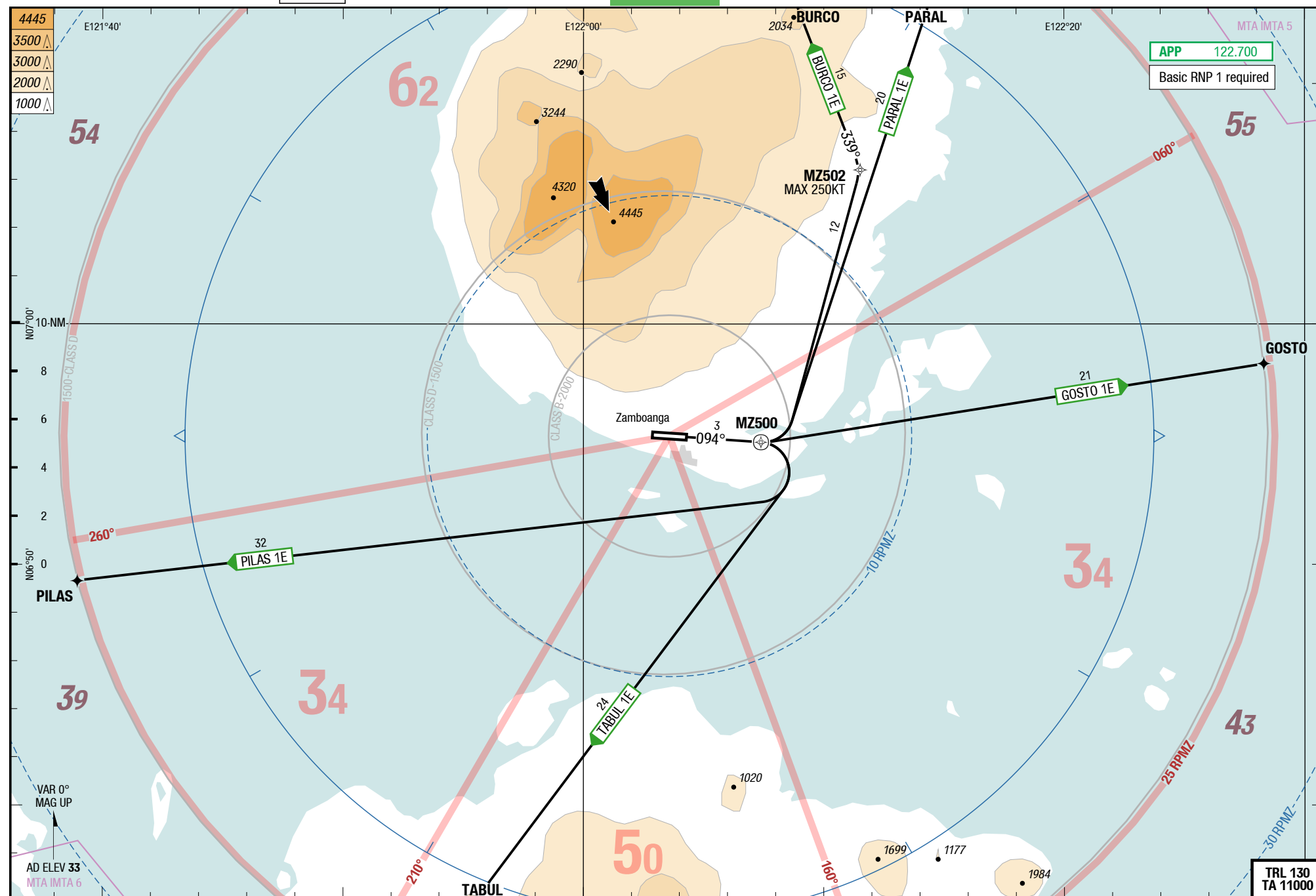
## RNAV SIDs RWY 09

SID

SID

## RNAV SIDs RWY 09

4-10



Changes: Nil

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**ZAM-RPMZ**

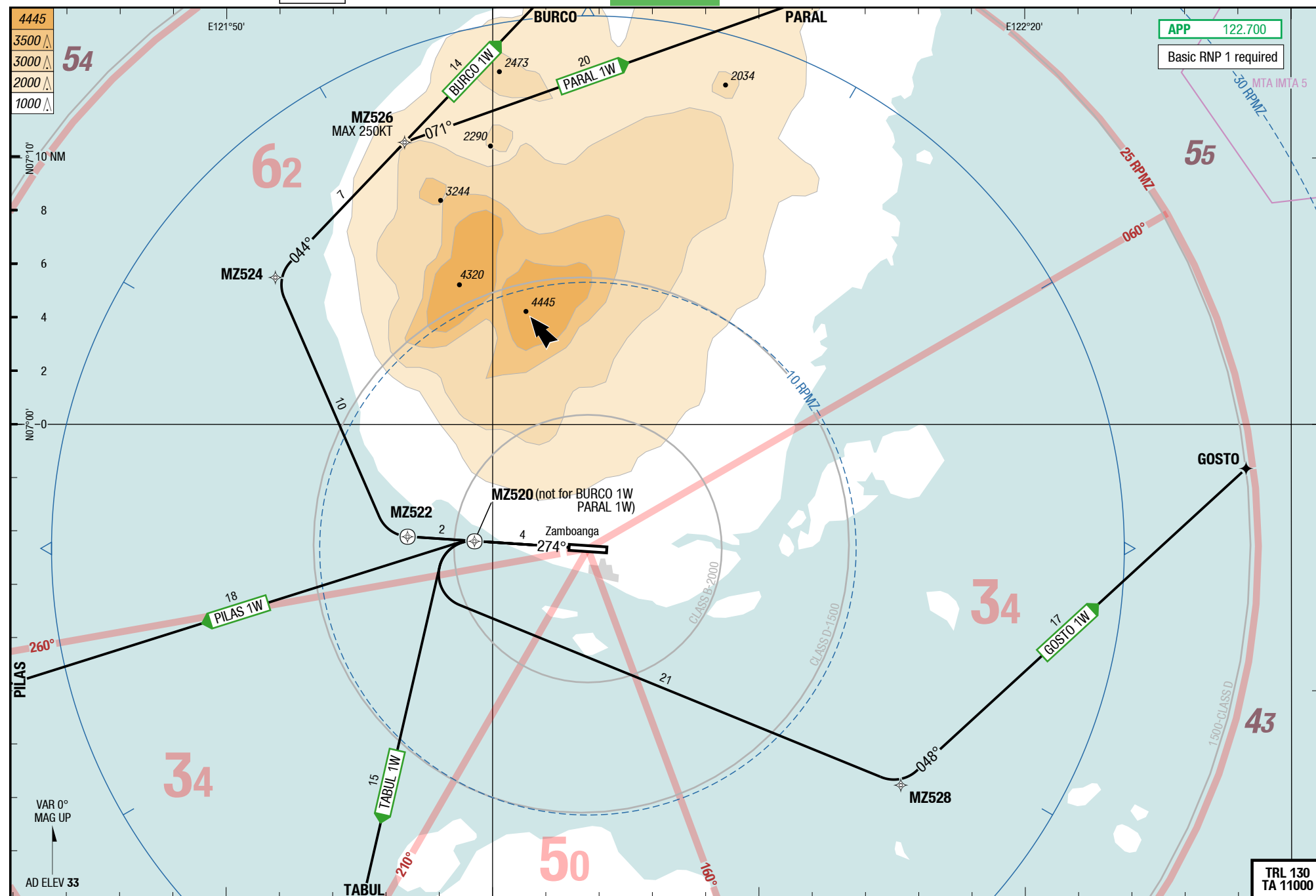
## RNAV SIDs RWY 27

SID

SID

## RNAV SIDs RWY 27

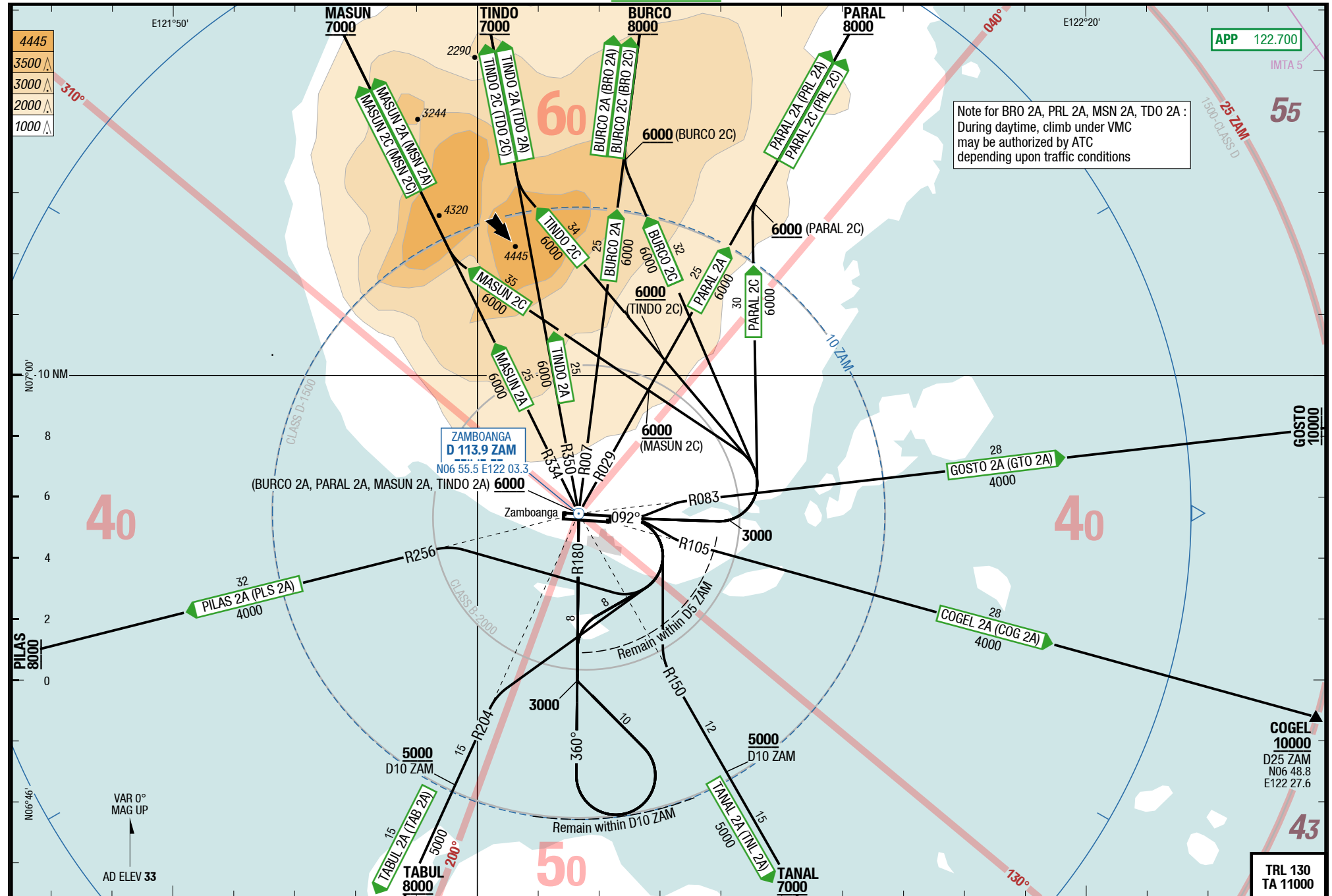
4-20



Changes: Track

TRL 130  
TA 11000

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**29-MAY-2014**  
**ZAM-RPMZ**

Philippines **Zamboanga**

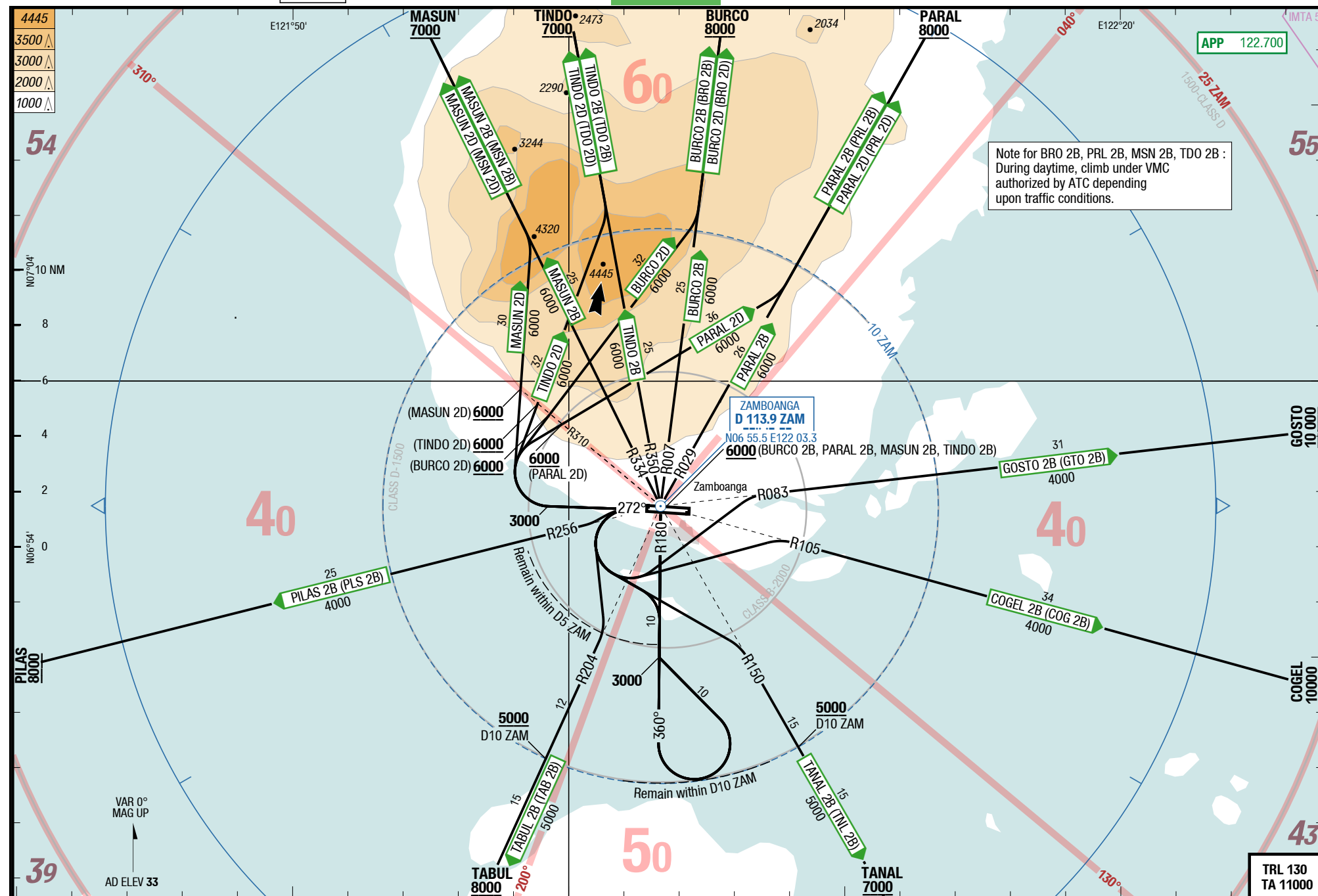
SID

SID

## Zamboanga Philippines

## SIDs RWY 27

## SIDs RWY 27



Changes: Page Number

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## ZAM-RPMZ

5-10

## RNAV SIDs RWY 09

BURCO 1E RNAV / GOSTO 1E RNAV / PARAL 1E RNAV / PILAS 1E RNAV / TABUL 1E RNAV  
RWY 09 (092°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>BURCO 1E RNAV</b> 3.5% to 600 <b>122.700</b>	094° - MZ500 - MZ502 (MAX 250KT) - BURCO  <b>FMS</b> MZ500 [L] - MZ502 [K250- ;L] - BURCO	
<b>GOSTO 1E RNAV</b> 3.5% to 600 <b>122.700</b>	094° - MZ500 - GOSTO  <b>FMS</b> MZ500 [L] - GOSTO	
<b>PARAL 1E RNAV</b> 3.5% to 1600 <b>122.700</b>	094° - MZ500 - PARAL  <b>FMS</b> MZ500 [L] - PARAL	
<b>PILAS 1E RNAV</b> 3.5% to 600 <b>122.700</b>	094° - MZ500 - PILAS  <b>FMS</b> MZ500 [R] - PILAS	
<b>TABUL 1E RNAV</b> 3.5% to 600 <b>122.700</b>	094° - MZ500 - TABUL  <b>FMS</b> MZ500 [R] - TABUL	



## ZAM-RPMZ

5-20

## RNAV SIDs RWY 27

BURCO 1W RNAV / GOSTO 1W RNAV / PARAL 1W RNAV / PILAS 1W RNAV / TABUL 1W RNAV

RWY 27 (272°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 27</b>	
<b>BURCO 1W RNAV</b> 4.1% to 500 <b>122.700</b>	274° - MZ522 - MZ524 - MZ526 (MAX 250KT) - BURCO  <b>FMS</b> MZ522 [K250- ;R] - MZ524 [K250- ;R] - MZ526 [K250-] - BURCO	
<b>GOSTO 1W RNAV</b> 4.1% to 500 <b>122.700</b>	274° - MZ520 - MZ528 - GOSTO  <b>FMS</b> MZ520 [L] - MZ528 [L] - GOSTO	
<b>PARAL 1W RNAV</b> 4.1% to 900 <b>122.700</b>	274° - MZ522 - MZ524 - MZ526 (MAX 250KT) - PARAL  <b>FMS</b> MZ522 [K250- ;R] - MZ524 [K250- ;R] - MZ526 [K250- ;R] - PARAL	
<b>PILAS 1W RNAV</b> 4.1% to 500 <b>122.700</b>	274° - MZ520 - PILAS  <b>FMS</b> MZ520 [L] - PILAS	
<b>TABUL 1W RNAV</b> 4.1% to 500 <b>122.700</b>	274° - MZ520 - TABUL  <b>FMS</b> MZ520 [L] - TABUL	

29-MAY-2014

ZAM-RPMZ

5-30

SIDs RWY 09

**BURCO 2A / BURCO 2C / COGEL 2A / GOSTO 2A / MASUN 2A / MASUN 2C / PARAL 2A / PARAL 2C / PILAS 2A / TABUL 2A / TANAL 2A**

RWY 09 (092°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>BURCO 2A</b> <b>BRO 2A</b> <b>122.700</b>	<b>RT</b> (within D5 <b>ZAM</b> ) intercept R180 <b>ZAM</b> - at <b>3000 LT</b> (climbing procedure turn / within D10 <b>ZAM</b> ) to <b>ZAM</b> - R007 <b>ZAM</b> to BURCO	<b>ZAM MNM 6000</b> <b>BURCO MNM 8000</b>
<b>BURCO 2C</b> <b>BRO 2C</b> <b>122.700</b> ①	at <b>3000 LT</b> intercept R007 <b>ZAM</b> to BURCO	R007 <b>ZAM MNM 6000</b> <b>BURCO MNM 8000</b>
<b>COGEL 2A</b> <b>COG 2A</b> <b>122.700</b>	<b>RT</b> (within D5 <b>ZAM</b> ) intercept R105 <b>ZAM</b> to COGEL	<b>COGEL MNM 10000</b>
<b>GOSTO 2A</b> <b>GTO 2A</b> <b>122.700</b>	intercept R083 <b>ZAM</b> to GOSTO	<b>GOSTO MNM 10000</b>
<b>MASUN 2A</b> <b>MSN 2A</b> <b>122.700</b>	<b>RT</b> (within D5 <b>ZAM</b> ) intercept R180 <b>ZAM</b> - at <b>3000 LT</b> (climbing procedure turn / within D10 <b>ZAM</b> ) to <b>ZAM</b> - R334 <b>ZAM</b> to MASUN	<b>ZAM MNM 6000</b> <b>MASUN MNM 7000</b>
<b>MASUN 2C</b> <b>MSN 2C</b> <b>122.700</b> ①	at <b>3000 LT</b> intercept R334 <b>ZAM</b> to MASUN	cross R029 <b>ZAM MNM 6000</b> <b>MASUN MNM 7000</b>
<b>PARAL 2A</b> <b>PRL 2A</b> <b>122.700</b>	<b>RT</b> (within D5 <b>ZAM</b> ) intercept R180 <b>ZAM</b> - at <b>3000 LT</b> (climbing procedure turn / within D10 <b>ZAM</b> ) to <b>ZAM</b> - R029 <b>ZAM</b> to PARAL	<b>ZAM MNM 6000</b> <b>PARAL MNM 8000</b>
<b>PARAL 2C</b> <b>PRL 2C</b> <b>122.700</b> ①	at <b>3000 LT</b> intercept R029 <b>ZAM</b> to PARAL	R029 <b>ZAM MNM 6000</b> <b>PARAL MNM 8000</b>
<b>PILAS 2A</b> <b>PLS 2A</b> <b>122.700</b>	<b>RT</b> (within D5 <b>ZAM</b> ) intercept R256 <b>ZAM</b> to PILAS	<b>PILAS MNM 8000</b>
<b>TABUL 2A</b> <b>TAB 2A</b> <b>122.700</b>	<b>RT</b> (within D5 <b>ZAM</b> ) intercept R204 <b>ZAM</b> to TABUL	D10 <b>ZAM MNM 5000</b> <b>TABUL MNM 8000</b>
<b>TANAL 2A</b> <b>TNL 2A</b> <b>122.700</b>	<b>RT</b> (within D5 <b>ZAM</b> ) intercept R150 <b>ZAM</b> to TANAL	D10 <b>ZAM MNM 5000</b> <b>TANAL MNM 7000</b>

① For high performance aircraft.

**TINDO 2A / TINDO 2C**

RWY 09 (092°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>TINDO 2A</b> <b>TDO 2A</b> <b>122.700</b>	<b>RT</b> (within D5 <b>ZAM</b> ) intercept R180 <b>ZAM</b> - at <b>3000 LT</b> (climbing procedure turn / within D10 <b>ZAM</b> ) to <b>ZAM</b> - R350 <b>ZAM</b> to TINDO	<b>ZAM MNM 6000</b> <b>TINDO MNM 7000</b>
<b>TINDO 2C</b> <b>TDO 2C</b> <b>122.700</b> ①	at <b>3000 LT</b> intercept R350 <b>ZAM</b> to TINDO	cross R029 <b>ZAM MNM 6000</b> <b>TINDO MNM 7000</b>

① For high performance aircraft.

29-MAY-2014

ZAM-RPMZ

5-50

SIDs RWY 27

**BURCO 2B / BURCO 2D / COGEL 2B / GOSTO 2B / MASUN 2B / MASUN 2D / PARAL 2B / PARAL 2D / PILAS 2B / TABUL 2B / TANAL 2B**

RWY 27 (272°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 27</b>	
<b>BURCO 2B</b> <b>BRO 2B</b> <b>122.700</b>	<b>LT</b> (within D5 <b>ZAM</b> ) intercept R180 <b>ZAM</b> - at <b>3000 LT</b> (climbing procedure turn / within D10 <b>ZAM</b> ) to <b>ZAM</b> - R007 <b>ZAM</b> to BURCO	<b>ZAM MNM 6000</b> <b>BURCO MNM 8000</b>
<b>BURCO 2D</b> <b>BRO 2D</b> <b>122.700</b> ①	at <b>3000 RT</b> intercept R007 <b>ZAM</b> to BURCO	cross R310 <b>ZAM MNM 6000</b> <b>BURCO MNM 8000</b>
<b>COGEL 2B</b> <b>COG 2B</b> <b>122.700</b>	<b>LT</b> (within D5 <b>ZAM</b> ) intercept R105 <b>ZAM</b> to COGEL	<b>COGEL MNM 10000</b>
<b>GOSTO 2B</b> <b>GTO 2B</b> <b>122.700</b>	<b>LT</b> (within D5 <b>ZAM</b> ) intercept R083 <b>ZAM</b> to GOSTO	<b>GOSTO MNM 10000</b>
<b>MASUN 2B</b> <b>MSN 2B</b> <b>122.700</b>	<b>LT</b> (within D5 <b>ZAM</b> ) intercept R180 <b>ZAM</b> - at <b>3000 LT</b> (climbing procedure turn / within D10 <b>ZAM</b> ) to <b>ZAM</b> - R334 <b>ZAM</b> to MASUN	<b>ZAM MNM 6000</b> <b>MASUN MNM 7000</b>
<b>MASUN 2D</b> <b>MSN 2D</b> <b>122.700</b> ①	at <b>3000 RT</b> intercept R334 <b>ZAM</b> to MASUN	cross R310 <b>ZAM MNM 6000</b> <b>MASUN MNM 7000</b>
<b>PARAL 2B</b> <b>PRL 2B</b> <b>122.700</b>	<b>LT</b> (within D5 <b>ZAM</b> ) intercept R180 <b>ZAM</b> - at <b>3000 LT</b> (climbing procedure turn / within D10 <b>ZAM</b> ) to <b>ZAM</b> - R029 <b>ZAM</b> to PARAL	<b>ZAM MNM 6000</b> <b>PARAL MNM 8000</b>
<b>PARAL 2D</b> <b>PRL 2D</b> <b>122.700</b> ①	at <b>3000 RT</b> intercept R029 <b>ZAM</b> to PARAL	cross R310 <b>ZAM MNM 6000</b> <b>PARAL MNM 8000</b>
<b>PILAS 2B</b> <b>PLS 2B</b> <b>122.700</b>	<b>LT</b> (within D5 <b>ZAM</b> ) intercept R256 <b>ZAM</b> to PILAS	<b>PILAS MNM 8000</b>
<b>TABUL 2B</b> <b>TAB 2B</b> <b>122.700</b>	<b>LT</b> (within D5 <b>ZAM</b> ) intercept R204 <b>ZAM</b> to TABUL	<b>D10 ZAM MNM 5000</b> <b>TABUL MNM 8000</b>
<b>TANAL 2B</b> <b>TNL 2B</b> <b>122.700</b>	<b>LT</b> (within D5 <b>ZAM</b> ) intercept R150 <b>ZAM</b> to TANAL	<b>D10 ZAM MNM 5000</b> <b>TANAL MNM 7000</b>

① For high performance aircraft.

29-MAY-2014

Philippines **Zamboanga****ZAM-RPMZ**

5-60

**SIDs RWY 27****SIDPT****TINDO 2B / TINDO 2D**

RWY 27 (272°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 27</b>	
<b>TINDO 2B</b> <b>TDO 2B</b> <b>122.700</b>	<b>LT</b> (within D5 <b>ZAM</b> ) intercept R180 <b>ZAM</b> - at <b>3000 LT</b> (climbing procedure turn / within D10 <b>ZAM</b> ) to <b>ZAM</b> - R350 <b>ZAM</b> to TINDO	<b>ZAM MNM 6000</b> <b>TINDO MNM 7000</b>
<b>TINDO 2D</b> <b>TDO 2D</b> <b>122.700</b> ①	at <b>3000 RT</b> intercept R350 <b>ZAM</b> to TINDO	cross R310 <b>ZAM MNM 6000</b> <b>TINDO MNM 7000</b>

① For high performance aircraft.

Changes: New

Effective 12-OCT-2017

05-OCT-2017

ZAM-RPMZ

6-10

Philippines Zamboanga

RNAV STARs RWY 27

RNAV STARs RWY 09

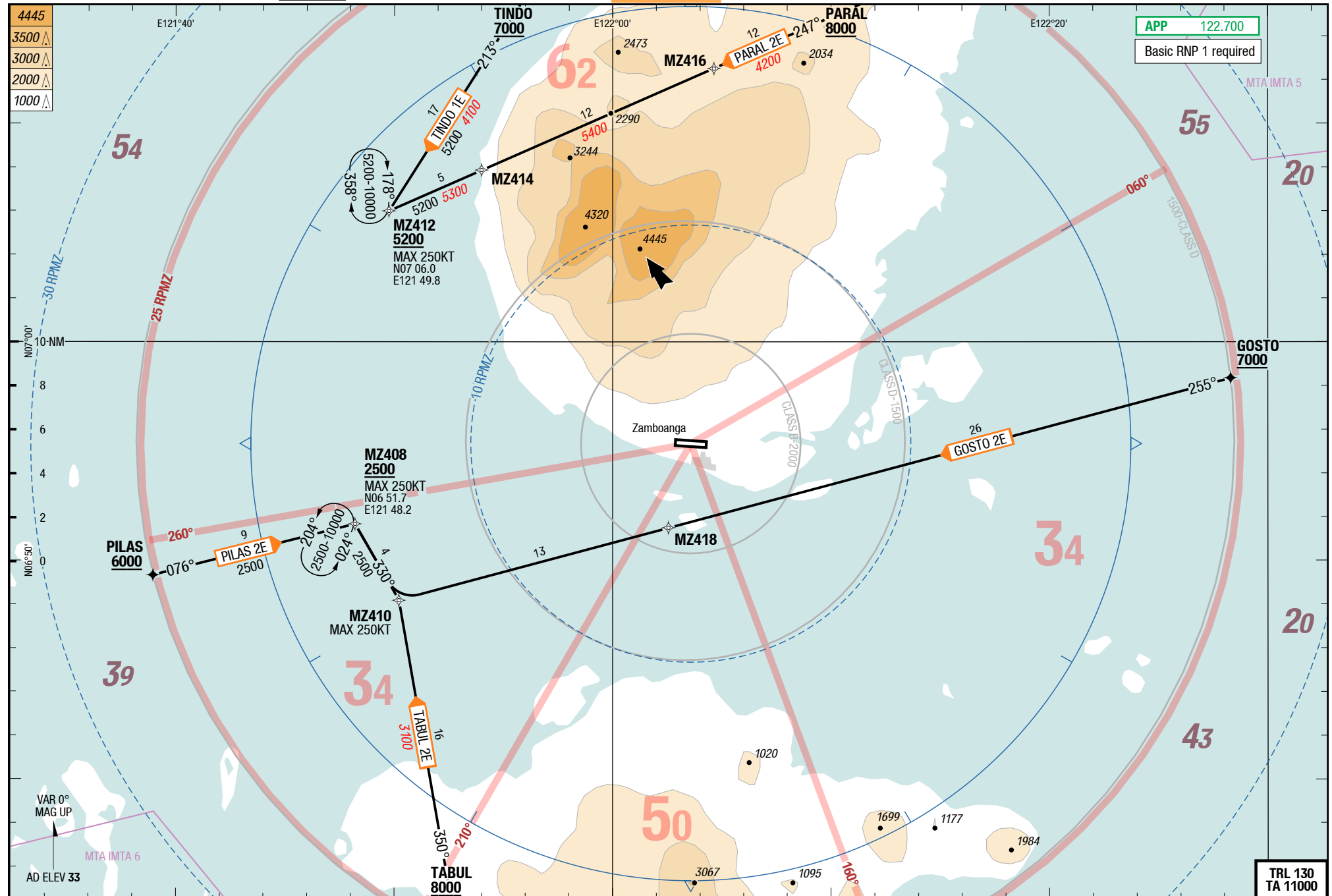
STAR

STAR

Zamboanga Philippines

RNAV STARs RWY 27

RNAV STARs RWY 09



Changes: PROC renumbered

Effective 12-OCT-2017

05-OCT-2017

ZAM-RPMZ

6-20

Philippines Zamboanga

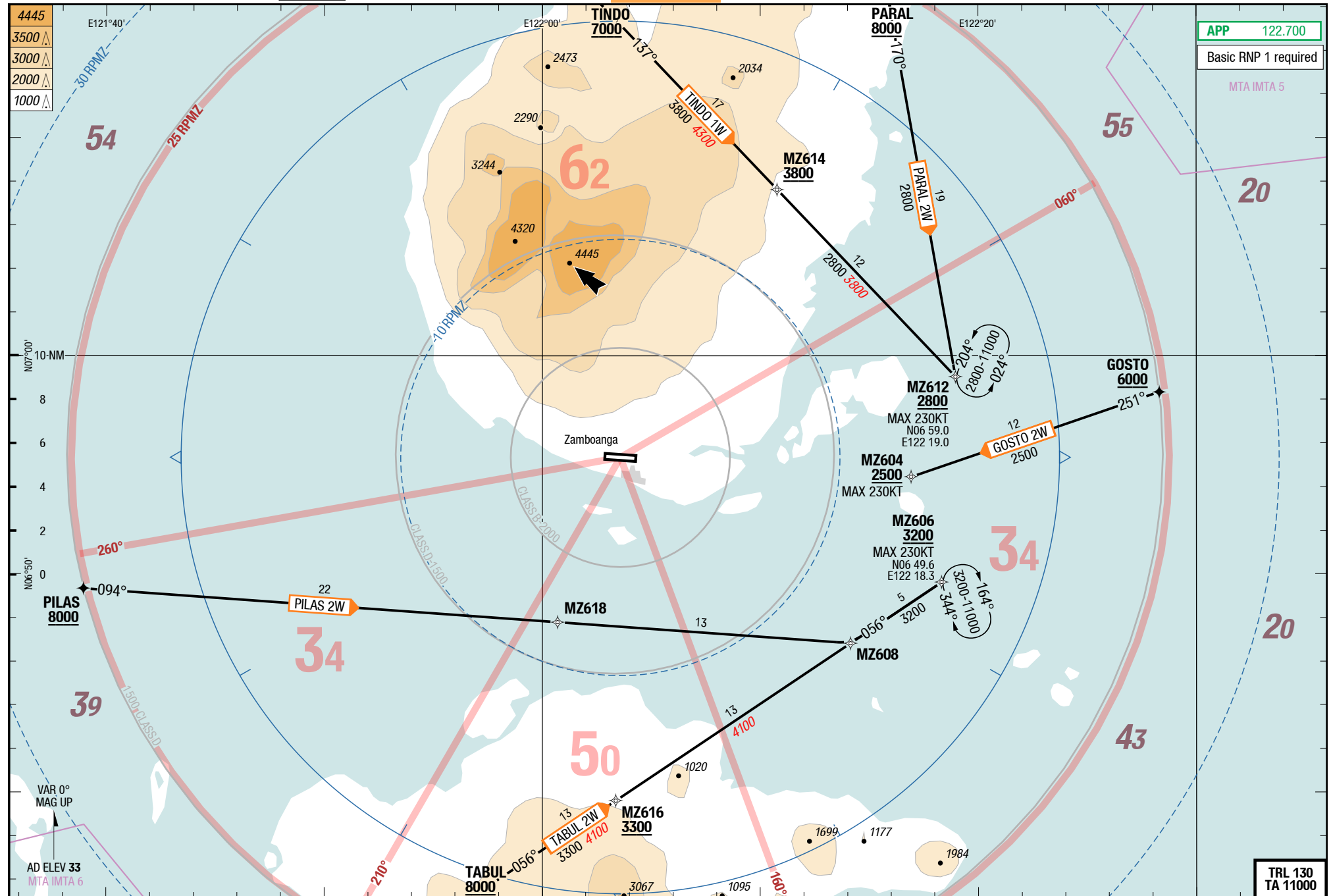
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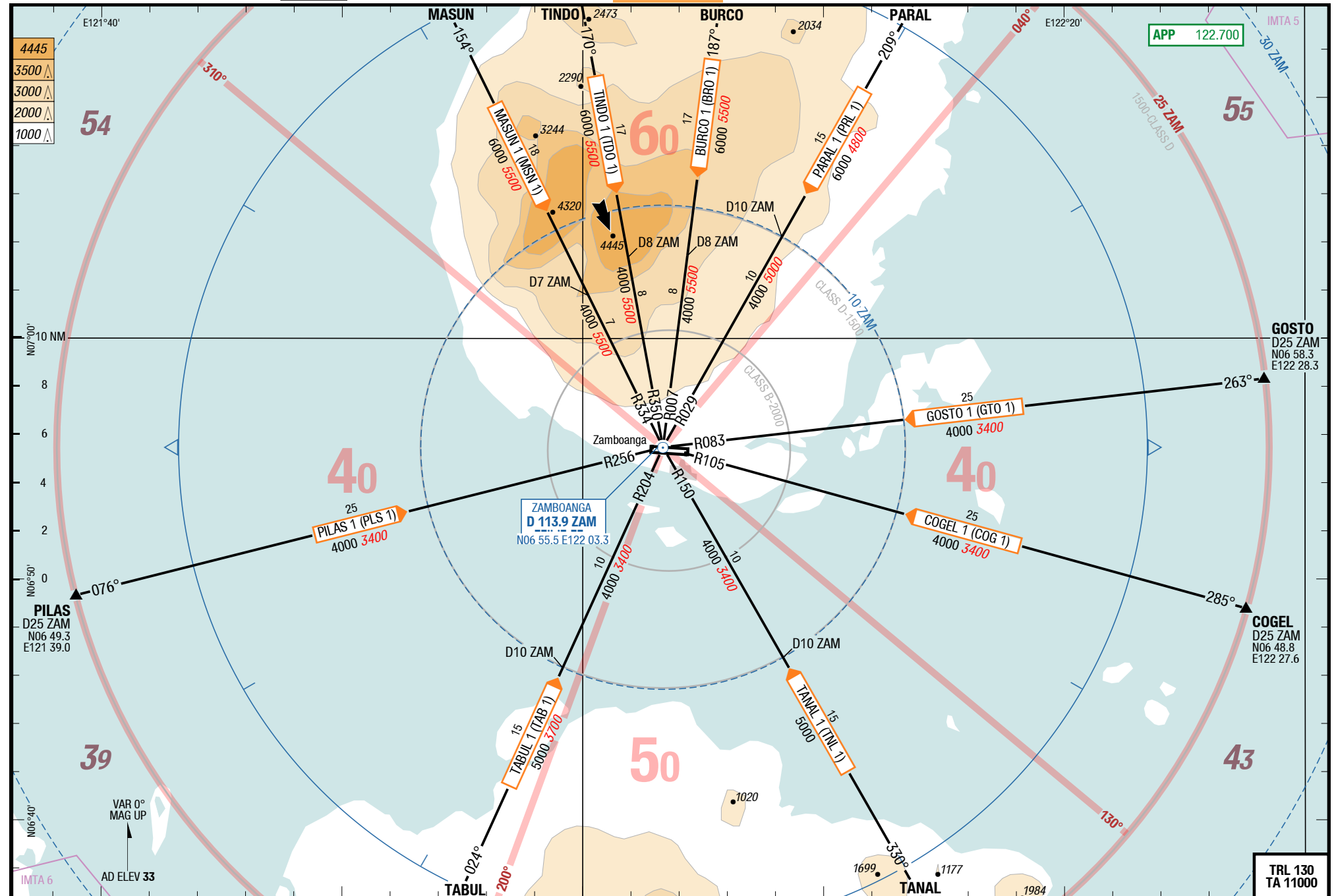
STAR

Zamboanga Philippines

RNAV STARs RWY 27



Changes: PROC renumbered

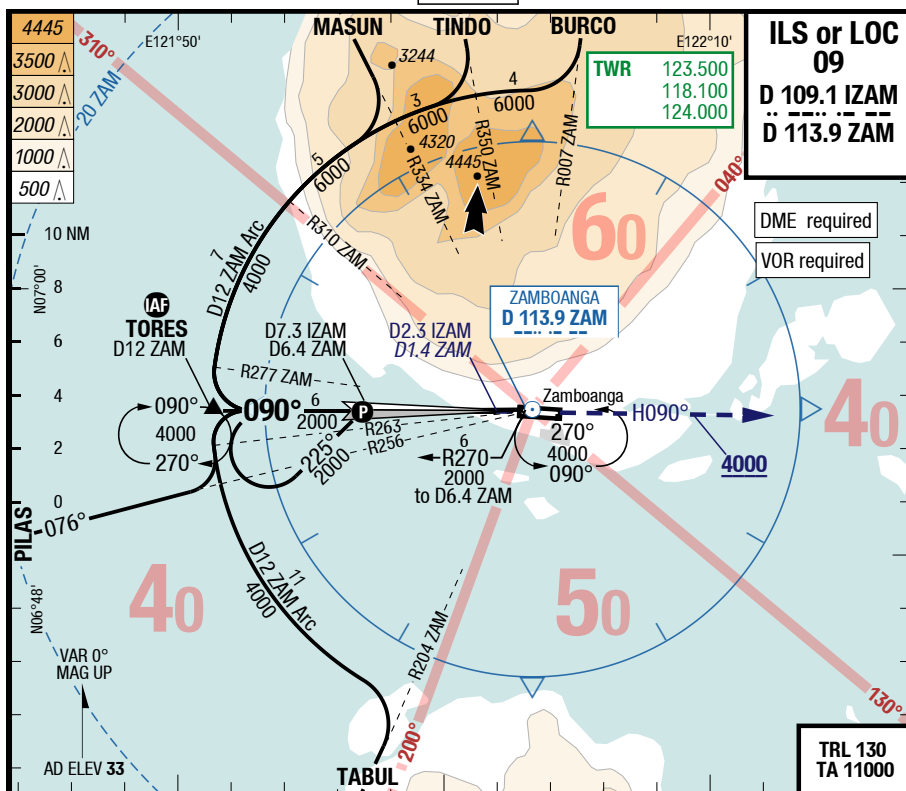




## ZAM-RPMZ

7-10

ILS or LOC 09



LOC 3.10°

D IZAM

090°

RWY 092°

7.3

2000

7

1920

6

1600

5

1270

4

940

3

610

09

83.0°

2609 x 44

REDL amber

60 HL

THR 23 (1hPa) / TDZ 21 (---%)

+0.1%

D6.4 ZAM

D7.3 IZAM

D1.4

D2.3

IZAM

HDG 090°  
at MNM 4000  
return to ZAM  
maintain 4000

2000

P

090°

GP 3.10°

MDA

[54]

DIST to THR

5.9

5

0.9

0

09

Cat 1 DME 1)

LOC DME

Circling

C

ft - m/km  
ft

330 - 1.5V  
350

430 - 2.0V  
450

710 - 3.7V  
740

D

ft - m/km  
ft

330 - 1.5V  
350

430 - 2.0V  
450

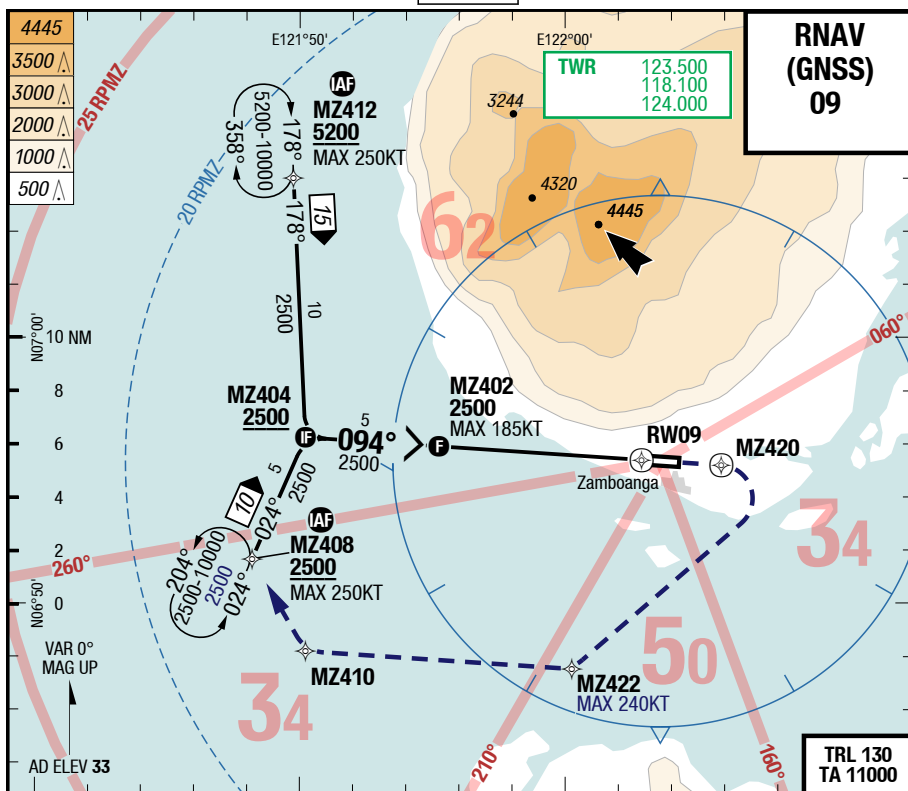
810 - 4.6V  
840

1) With EVS VIS 1.0km

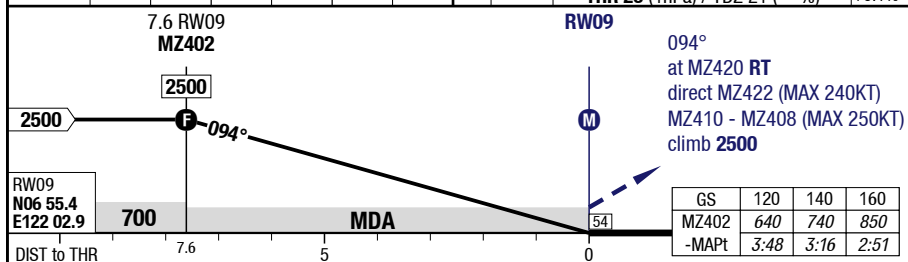
# ZAM-RPMZ

7-30

## RNAV (GNSS) 09



3.00° <b>RW09</b> <b>094°</b> RWY 092°	7.6	6	5	4	3	2	<div><div>09</div></div>	<div><div><div>3.0°</div><div>REDL amber</div><div>60 HL</div></div><div><div>2609 x 44</div><div></div></div></div>
2500	1990	1670	1350	1040	720	<div><div>THR 23 (1hPa) / TDZ 21 (---%)</div><div>+0.1%</div></div>		



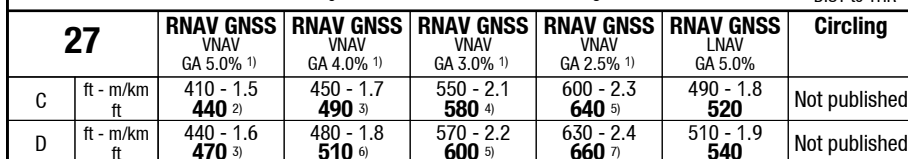
09		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	570 - 2.4 <b>590</b>	570 - 2.4 <b>590</b>				Not published
D	ft - m/km ft	570 - 2.4 <b>590</b>	570 - 2.4 <b>590</b>				Not published

1) Uncompensated BARO VNAV NA below 10°C (50°F)

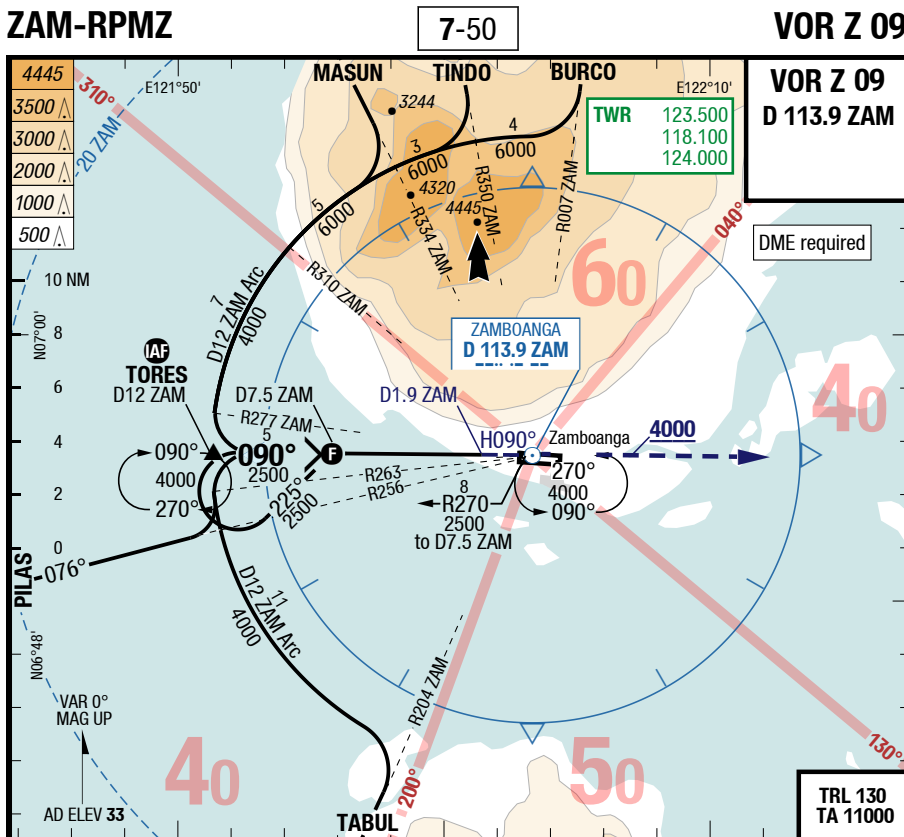
2) With EVS 1.6km, wo EVS use STD

Changes: APL, Track

## RNAV (GNSS) 27



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3.24°  
**D ZAM**  
**090°**  
RWY 092°

7.5	6	5	4	3	2
2500	1990	1640	1300	950	610

**09**

THR 23 (1hPa) / TDZ 21 (---%) +0.1%

D7.5 ZAM

D1.9

**ZAM**

HDG 090°  
at MNM 4000  
return to **ZAM**  
maintain 4000

GS	120	140	160
D7.5 ZAM	690	800	920
-MAPT	2:48	2:24	2:06

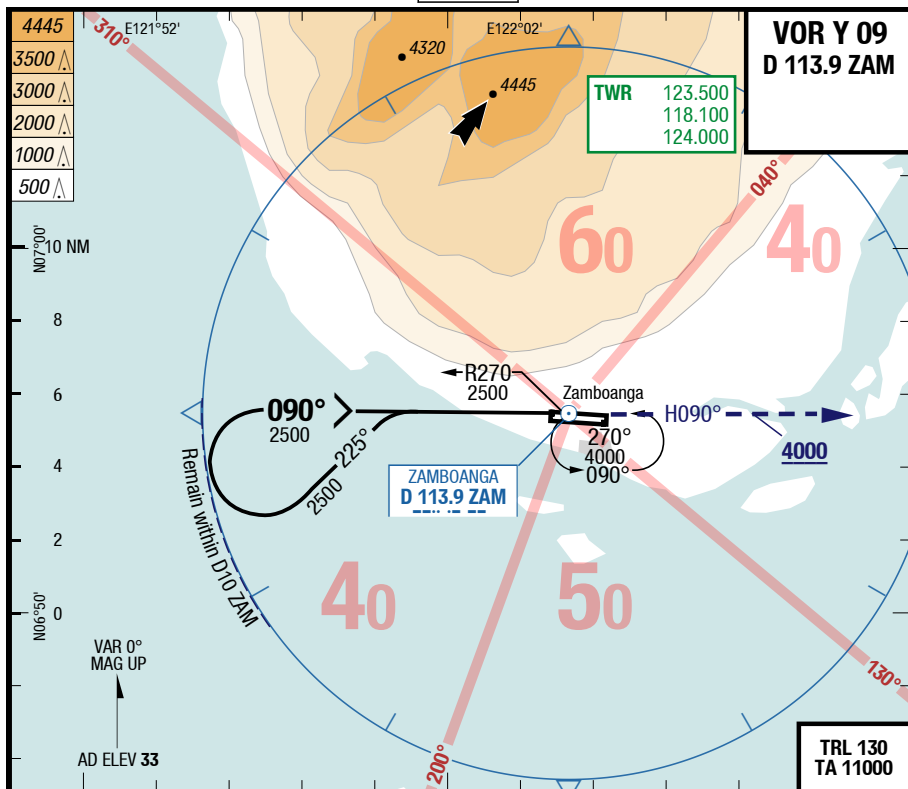
DIST to THR

<b>09</b>	<b>VOR DME</b>					<b>Circling</b>
C	ft - m/km ft	550 - 2.4V <b>570</b>				710 - 3.7V <b>740</b>
D	ft - m/km ft	550 - 2.4V <b>570</b>				810 - 4.6V <b>840</b>

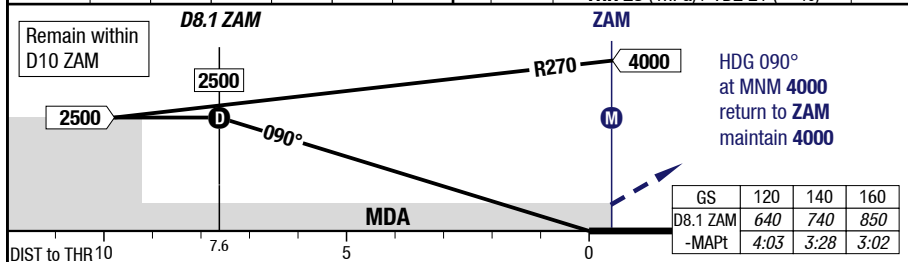
# ZAM-RPMZ

7-60

VOR Y 09



3.00°	8.1	7	6	5	4	3	09	83.0° REDL amber 2609 x 44 60 HL	THR 23 (1hPa) / TDZ 21 (---%) +0.1%
D ZAM									
090°	2500	2160	1850	1530	1210	890			
RWY 092°									

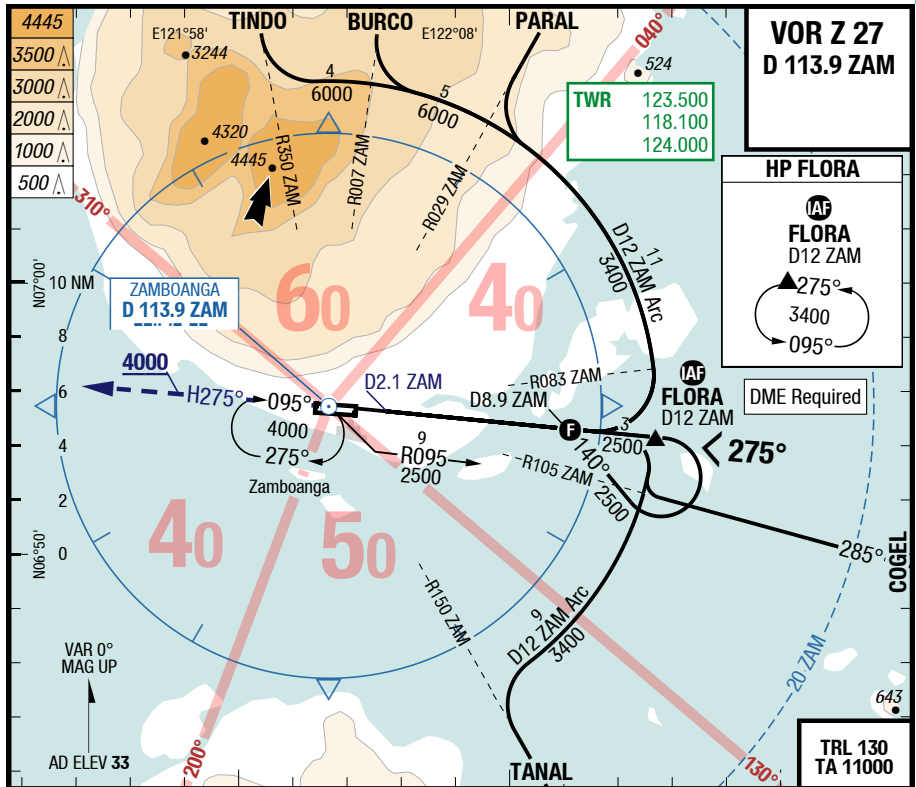


09	VOR					Circling
C	ft - m/km ft	620 - 2.8V 640				710 - 3.7V 740
D	ft - m/km ft	620 - 3.6V 640				810 - 4.6V 840

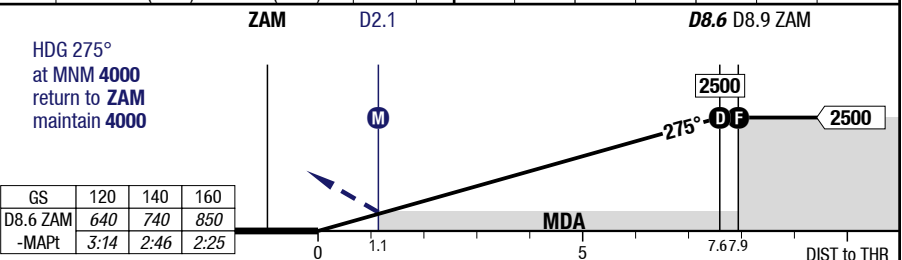
# ZAM-RPMZ

7-70

VOR Z 27



REDL amber 60 HL	44 x 2609	420	3.0°	TDZ 31 (---%) / THR 32 (1hPa)	HL-S	3	4	5	6	7	8.6	3.00° D ZAM 275° RWY 272°
						740	1050	1370	1690	2010	2500	

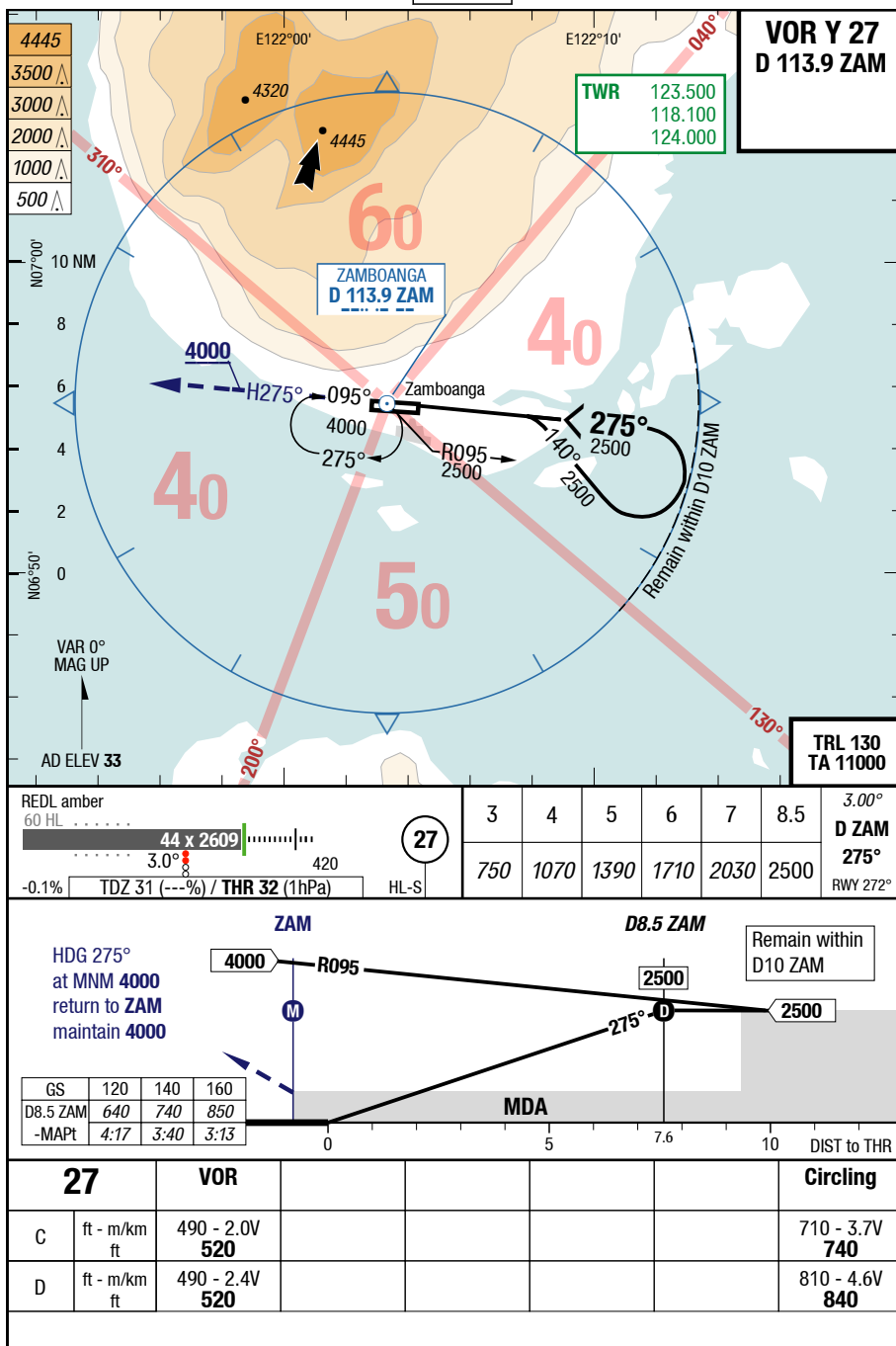


27	VOR DME					Circling
C	ft - m/km ft	410 - 2.0V 440				710 - 3.7V 740
D	ft - m/km ft	410 - 2.4V 440				810 - 4.6V 840

## ZAM-RPMZ

7-80

VOR Y 27



Changes: APL, ALT, Renamed

01-DEC-2016

ZAM-RPMZ

7-90

WxMinima Overflow

27		RNAV GNSS LNAV GA 4.0%	RNAV GNSS LNAV GA 3.0%	RNAV GNSS LNAV GA 2.5%			
C	ft - m/km ft	550 - 2.1 <b>580</b>	630 - 2.4 <b>670</b>	680 - 2.4 <b>710</b>			
D	ft - m/km ft	580 - 2.2 <b>610</b>	660 - 2.4 <b>690</b>	700 - 2.4 <b>730</b>			

Changes: MIN