

GENERAL**Operational Hours****ATS Hours:** H24**AD Operator:** MON-FRI 0000-0900. SAT, SUN, HOL O/R.**Airport Information****RFF:** CAT 9**PCN:** RWY 04/22: 70/F/B/W/T**Operation****TWY Restrictions**

Taxilane NE of MIL ramp restricted when MIL ACFT parked along RWY.

Rapid exit TWY H AVBL HJ only due to no TWY LGT's.

Taxi/Parking

4 ENG ACFT are advised to use inner ENGs while taxiing to avoid jet blast.

Visual docking guidance system AVBL.

Standard Taxi Routes

ARR RWY 04:

- Rapid exit TWY E then TWY D to ramp, or via TWY C to TWY B, then via TWY D to ramp or
- TWY C - TWY B - TWY D to ramp of Terminal 1, or
- Rapid exit TWY E - TWY B - TWY F or F2 to ramp of Terminal 2, or
- TWY C - TWY B - TWY F or F2 to the ramp of Terminal 2.

ARR RWY 22:

- Rapid exit TWY H - TWY B - TWY F or D to ramp of Terminal 1, or
- TWY K - TWY B - TWY F to the ramp of Terminal 1.
- Rapid exit TWY H - TWY B - TWY F or F2 to ramp of Terminal 2, or
- TWY J or K - TWY B - TWY F or F2 to ramp of Terminal 2.

DEP RWY 04:

- TWY D, F or F2 - TWY B - TWY J for short field TKOF or continue TWY K for normal TKOF.

DEP RWY 22:

- TWY D, F or F2 - TWY B - TWY D for short field TKOF, or continue via TWY C for full length TKOF.

Noise Abatement Procedure

ARR: Enter traffic circuit on the downwind leg at an angle of 45° and maintain AD circuit height. Descent may be commenced on mid base leg.

DEP: Climb straight out to 2000ft before commencing a turn.

Engine Run-up Area

Engine-run-ups shall be performed next to TWY C or TWY J.

Warnings

Birds in vicinity of AD.

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

ARRIVAL

Arrival Procedure

VFR Traffic Pattern: RWY 04 right-hand circuit.

Non-standard GP Intercept Position on

RWY 04

GP intercepts RWY 04 at *310m / 1016ft* after landing threshold.

Remaining DIST beyond GP is *3000m / 9844ft*.

RWY 22

GP intercepts RWY 22 at *308m / 1011ft* after landing threshold.

Remaining DIST beyond GP is *3002m / 9849ft*.

DEPARTURE

Take-off Minima

RWY		04/22	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

Communication

COM Failure: See CRAR.

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Philippines **Lapu Lapu** Mactan-Cebu Intl

AFC

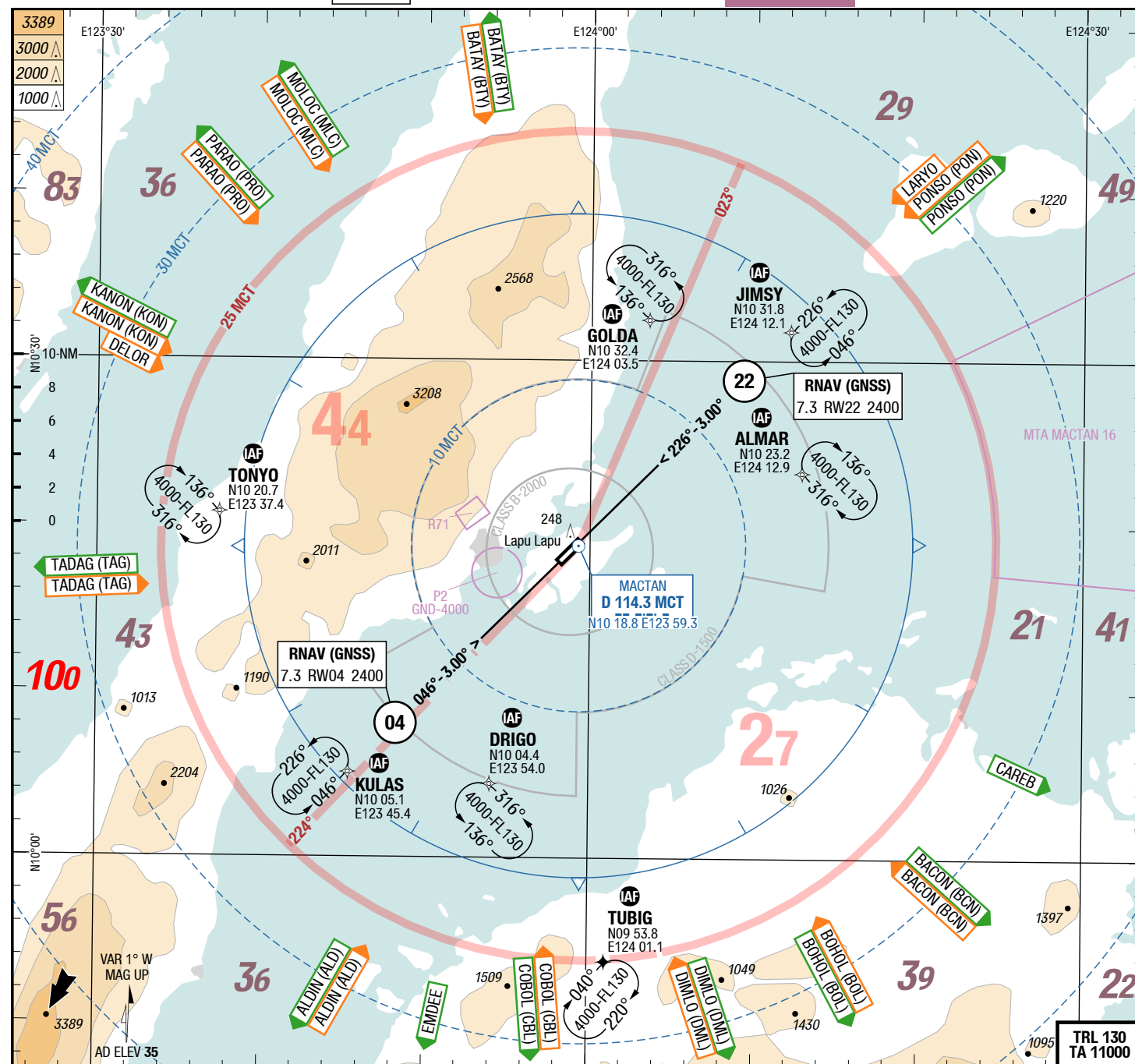
AFC

AFC

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AFC

2-10



ATIS	126.600
Mactan CTL	132.200 E 127.500 W
Mactan APP	124.700 121.200
Mactan TWR	118.100
Mactan GND	121.800
Mactan DLV	125.100

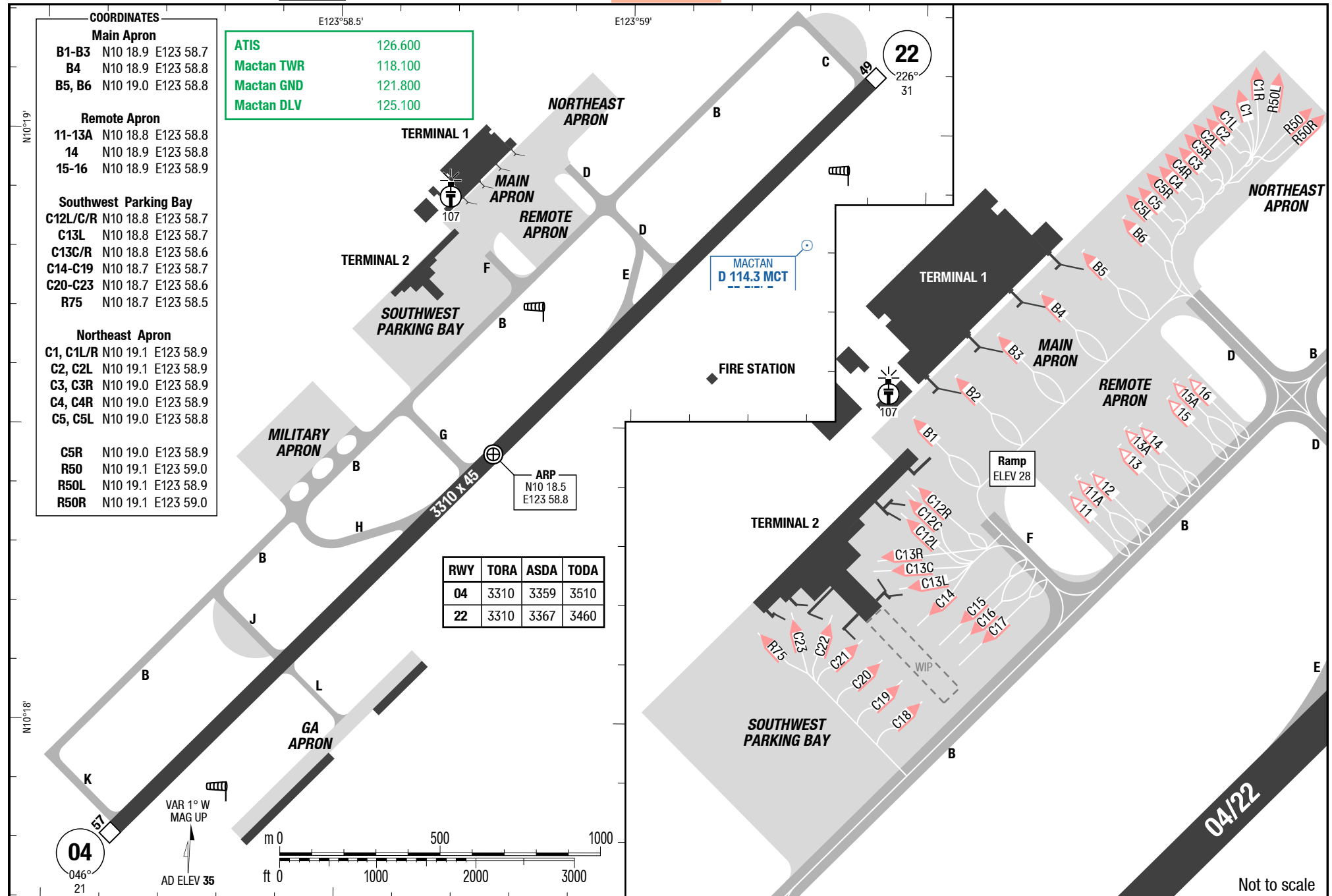
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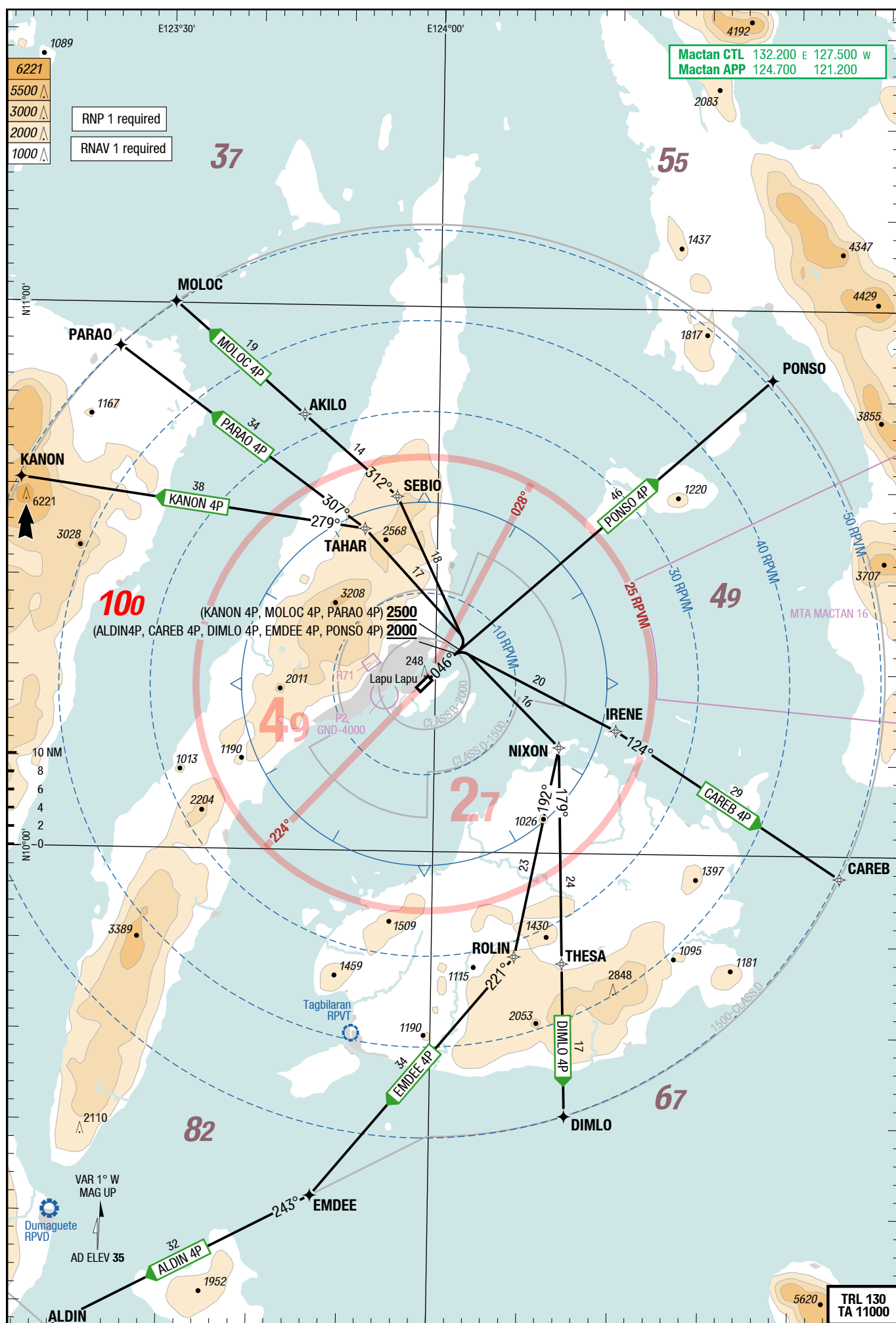
04 HL-S 420 PAPI angle not AVBL
60 HL
30 HL
3310 x 45
THR 21 (1hPa) / TDZ 26 (---%) +0.1%

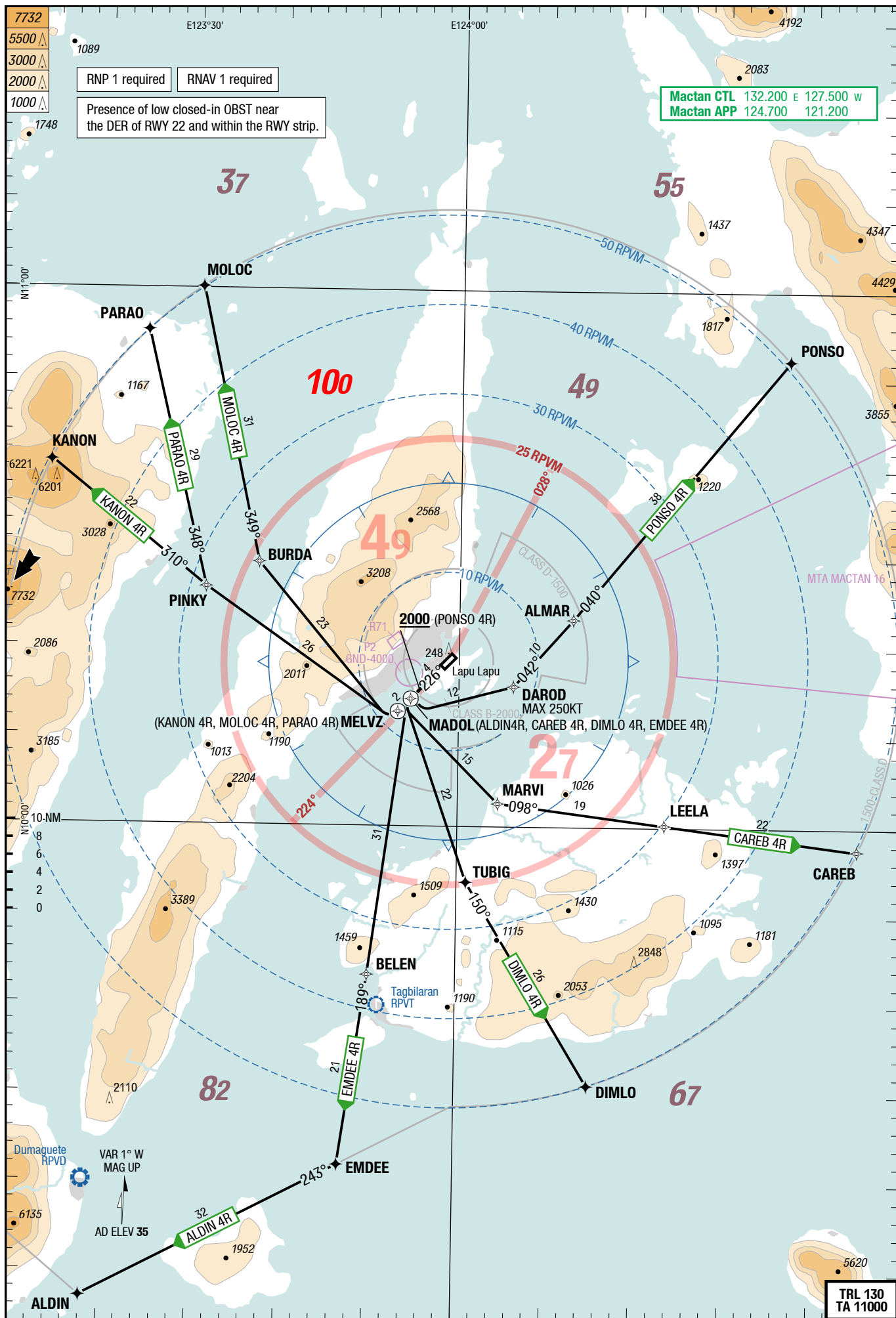
22 60 HL
30 HL
45 x 3310
PAPI angle not AVBL
-0.1% TDZ 34 (---%) / THR 31 (1hPa) HL-P1

Changes: Nil

3-20







02-FEB-2017
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SIDs South

SIDs North

4-30

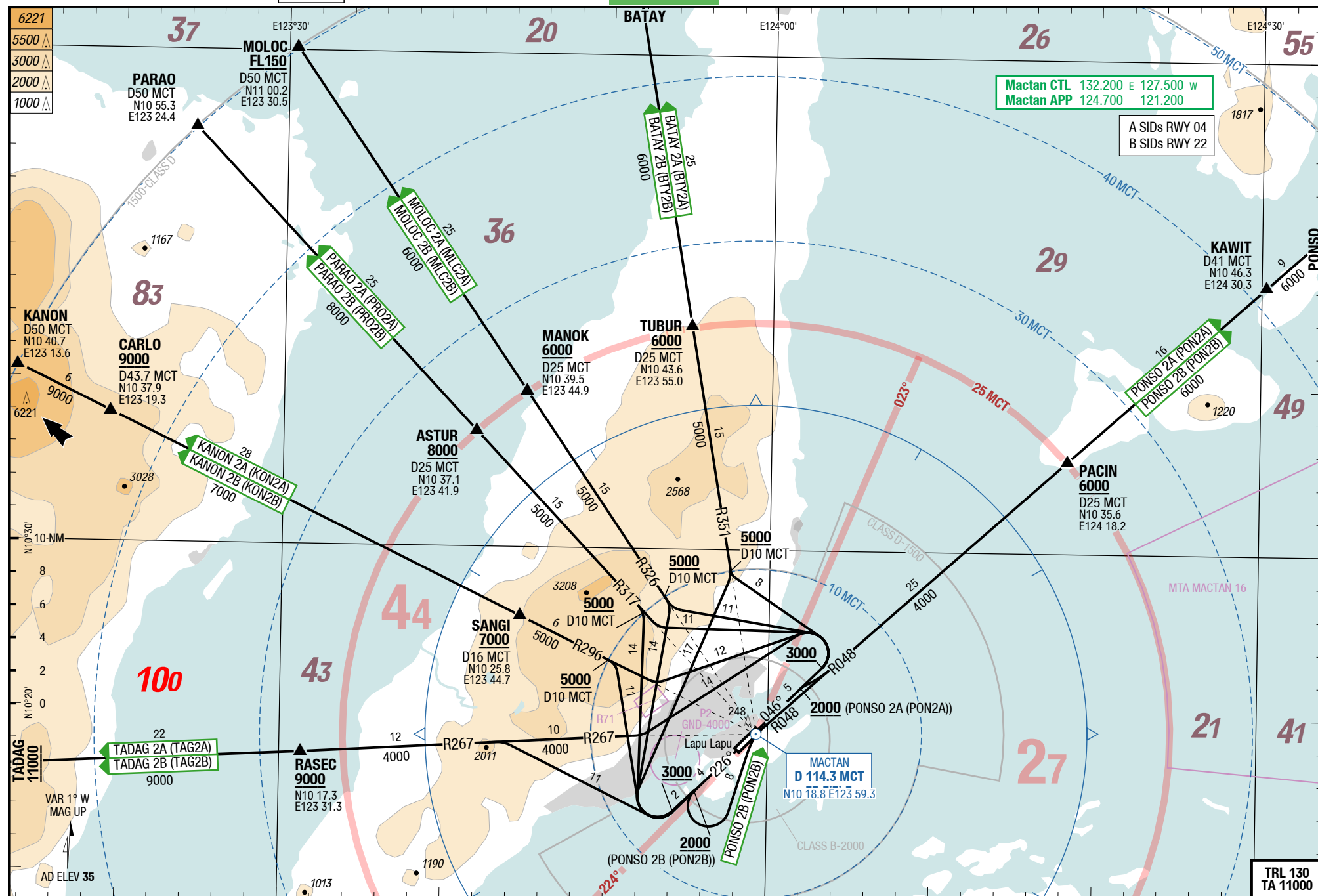
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SIDs South

SIDs North



Changes: OBST, AD ELEV, Editorial

02-FEB-2017

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Philippines **Lapu Lapu** Mactan-Cebu Intl

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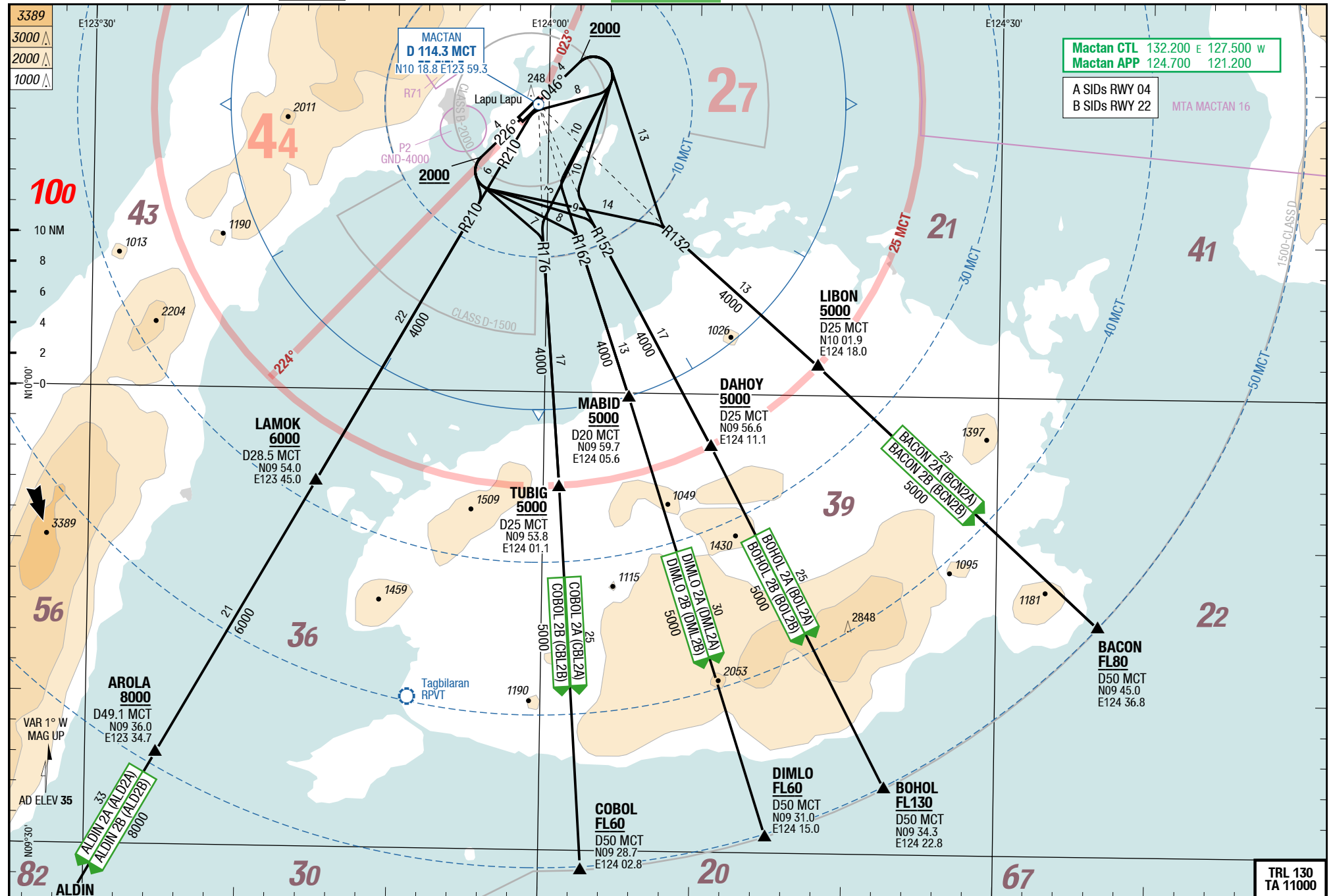
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SIDs South

SIDs South



Changes: Track, AD ELEV, Editorial

CEB-RPVM

5-10

RNAV SIDs RWY 04

ALDIN 4P / CAREB 4P / DIMLO 4P / EMDEE 4P / KANON 4P / MOLOC 4P / PARA0 4P
RWY 04 (046°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
3.7%	ft/MIN	500	600	700	800	900	1100
3.8%	ft/MIN	500	600	700	900	1000	1100
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
ALDIN 4P 124.700	[M046 ;A2000+ ;R] - NIXON - ROLIN - EMDEE - ALDIN	
CAREB 4P 3.9% 124.700 ①	[M046 ;A2000+ ;R] - IRENE - CAREB	
DIMLO 4P 3.4% 124.700 ②	[M046 ;A2000+ ;R] - NIXON - THESA - DIMLO	
EMDEE 4P 124.700	[M046 ;A2000+ ;R] - NIXON - ROLIN - EMDEE	
KANON 4P 3.4% 124.700 ③	[M046 ;A2500+ ;L] - TAHAR - KANON	
MOLOC 4P 3.8% 124.700 ④	[M046 ;A2500+ ;L] - SEBIO - AKILO - MOLOC	
PARA0 4P 3.7% 124.700 ⑤	[M046 ;A2500+ ;L] - TAHAR - PARA0	

① ATC climb gradient to reach CAREB MNM 13000

② ATC climb gradient to reach DIMLO MNM 13000

③ ATC climb gradient to reach KANON MNM 13000

④ ATC climb gradient to reach MOLOC MNM 13000

⑤ ATC climb gradient to reach PARA0 MNM 13000

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5-20

RNAV SIDs RWY 04

PONSO 4P

RWY 04 (046°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
PONSO 4P 4.3% 124.700 ①	[M046 ;A2000+ ;R] - PONSO	

① ATC climb gradient to reach PONSO MNM 13000

Changes: PROC

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5-30

RNAV SIDs RWY 22

ALDIN 4R / CAREB 4R / DIMLO 4R / EMDEE 4R / KANON 4R / MOLOC 4R

RWY 22 (226°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
3.7%	ft/MIN	500	600	700	800	900	1100
3.8%	ft/MIN	500	600	700	900	1000	1100
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
ALDIN 4R 124.700 ①	<u>MADOL</u> - BELEN - EMDEE - ALDIN	
CAREB 4R 3.4% 124.700 ①②	<u>MADOL</u> - MARVI - LEELA - CAREB	
DIMLO 4R 4.0% 124.700 ①③	<u>MADOL</u> - TUBIG - DIMLO	
EMDEE 4R 3.7% 124.700 ①④	<u>MADOL</u> - BELEN - EMDEE	
KANON 4R 3.7% to 3000 3.7% 124.700 ①⑤	<u>MELVZ</u> [R] - PINKY - KANON	
MOLOC 4R 3.8% to 3000 3.4% 124.700 ①⑥	<u>MELVZ</u> [R] - BURDA - MOLOC	

① Presence of low closed-in OBST near the DER of RWY 22 and within the RWY strip.

② ATC climb gradient to reach CAREB MNM 13000

③ ATC climb gradient to reach DIMLO MNM 13000

④ ATC climb gradient to reach EMDEE MNM 13000

⑤ Climb gradient 3.7% to 3000. ATC climb gradient 3.7% to reach KANON MNM 13000.

⑥ Climb gradient 3.8% to 3000. ATC climb gradient 3.4% to reach MOLOC MNM 13000.

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RNAV SIDs RWY 22**PARAO 4R / PONSO 4R**

RWY 22 (226°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
PARAO 4R 3.7% to 3000 124.700 ①	<u>MELVZ</u> [R] - PINKY - PARAO	
PONSO 4R 124.700 ①	[M226 ;A2000+ ;K250- ;L] - DAROD [K250-] - ALMAR - PONSO	

① Presence of low closed-in OBST near the DER of RWY 22 and within the RWY strip.

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BATAY 2A / KANON 2A / MOLOC 2A / PARAO 2A / PONSO 2A / TADAG 2A
RWY 04 (046°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
BATAY 2A BTY 2A 124.700	at MNM 3000 LT intercept R351 MCT to TUBUR - BATAY	D10 MCT MNM 5000 TUBUR MNM 6000
KANON 2A KON 2A 124.700	at MNM 3000 LT intercept R296 MCT to SANGI - CARLO - KANON	D10 MCT MNM 5000 SANGI MNM 7000 CARLO MNM 9000
MOLOC 2A MLC 2A 124.700	at MNM 3000 LT intercept R326 MCT to MANOK - MOLOC	D10 MCT MNM 5000 MANOK MNM 6000 MOLOC MNM FL150
PARAO 2A PRO 2A 124.700	at MNM 3000 LT intercept R317 MCT to ASTUR - PARAO	D10 MCT MNM 5000 ASTUR MNM 8000
PONSO 2A PON 2A 124.700	at MNM 2000 RT intercept R048 MCT to PACIN - KAWIT - PONSO	PACIN MNM 6000
TADAG 2A TAG 2A 124.700	at MNM 3000 LT intercept R267 MCT to RASEC - TADAG	RASEC MNM 9000 TADAG MNM 11000

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SIDs North**SIDPT**

BATAY 2B / KANON 2B / MOLOC 2B / PARAO 2B / PONSO 2B / TADAG 2B
RWY 22 (226°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
BATAY 2B BTY 2B 124.700	at MNM 3000 RT intercept R351 MCT to TUBUR - BATAY	D10 MCT MNM 5000 TUBUR MNM 6000
KANON 2B KON 2B 124.700	at MNM 3000 RT intercept R296 MCT to SANGI - CARLO - KANON	D10 MCT MNM 5000 SANGI MNM 7000 CARLO MNM 9000
MOLOC 2B MLC 2B 124.700	at MNM 3000 RT intercept R326 MCT to MANOK - MOLOC	D10 MCT MNM 5000 MANOK MNM 6000 MOLOC MNM FL150
PARAO 2B PRO 2B 124.700	at MNM 3000 RT intercept R317 MCT to ASTUR - PARAO	D10 MCT MNM 5000 ASTUR MNM 8000
PONSO 2B PON 2B 124.700	at MNM 2000 LT intercept R048 MCT to PACIN - KAWIT - PONSO	PACIN MNM 6000
TADAG 2B TAG 2B 124.700	at MNM 3000 RT intercept R267 MCT to RASEC - TADAG	RASEC MNM 9000 TADAG MNM 11000

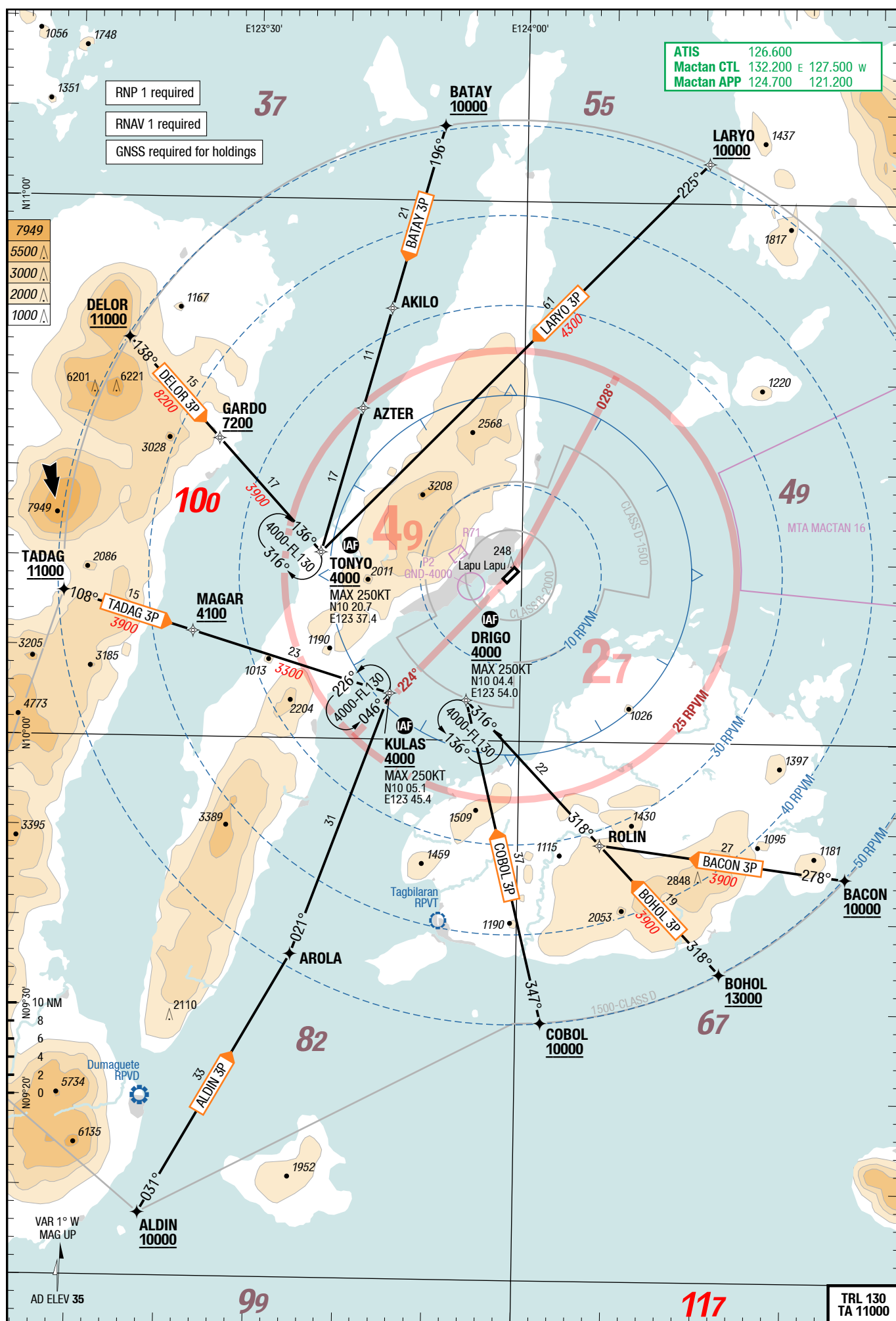
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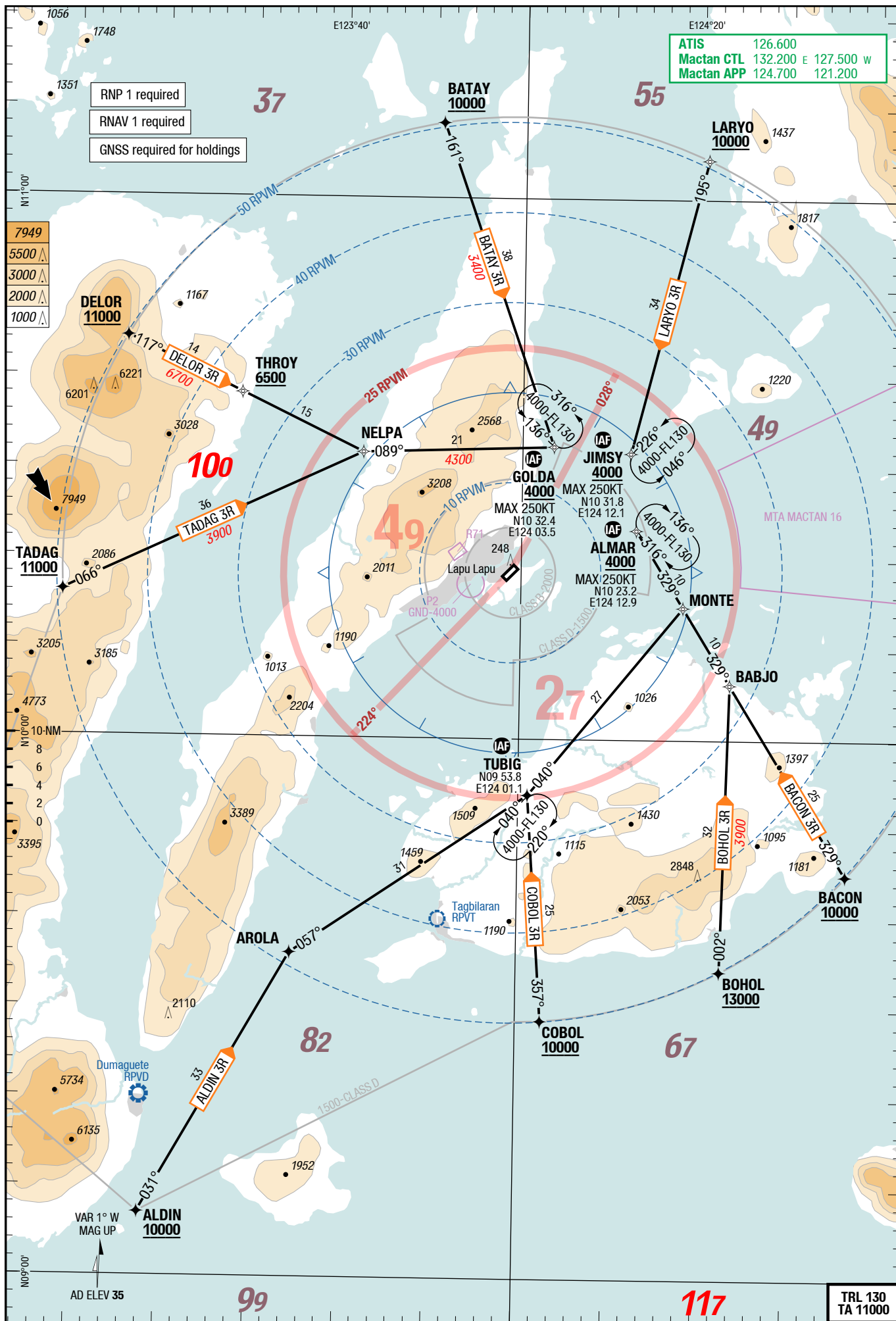
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5-70

SIDs South

ALDIN 2A / BACON 2A / BOHOL 2A / COBOL 2A / DIMLO 2A / ALDIN 2B / BACON 2B / BOHOL 2B / COBOL 2B / DIMLO 2B		
RWYs 04 (046°) / 22 (226°)		
DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
ALDIN 2A ALD 2A 124.700	at MNM 2000 RT intercept R210 MCT to LAMOK - AROLA - ALDIN	LAMOK MNM 6000 AROLA MNM 8000
BACON 2A BCN 2A 124.700	at MNM 2000 RT intercept R132 MCT to LIBON - BACON	LIBON MNM 5000 BACON MNM FL80
BOHOL 2A BOL 2A 124.700	at MNM 2000 RT intercept R152 MCT to DAHOY - BOHOL	DAHOY MNM 5000 BOHOL MNM FL130
COBOL 2A CBL 2A 124.700	at MNM 2000 RT intercept R176 MCT to TUBIG - COBOL	TUBIG MNM 5000 COBOL MNM FL60
DIMLO 2A DML 2A 124.700	at MNM 2000 RT intercept R162 MCT to MABID - DIMLO	MABID MNM 5000 DIMLO MNM FL60
	Runway 22	
ALDIN 2B ALD 2B 124.700	at MNM 2000 LT intercept R210 MCT to LAMOK - AROLA - ALDIN	LAMOK MNM 6000 AROLA MNM 8000
BACON 2B BCN 2B 124.700	at MNM 2000 LT intercept R132 MCT to LIBON - BACON	LIBON MNM 5000 BACON MNM FL80
BOHOL 2B BOL 2B 124.700	at MNM 2000 LT intercept R152 MCT to DAHOY - BOHOL	DAHOY MNM 5000 BOHOL MNM FL130
COBOL 2B CBL 2B 124.700	at MNM 2000 LT intercept R176 MCT to TUBIG - COBOL	TUBIG MNM 5000 COBOL MNM FL60
DIMLO 2B DML 2B 124.700	at MNM 2000 LT intercept R162 MCT to MABID - DIMLO	MABID MNM 5000 DIMLO MNM FL60





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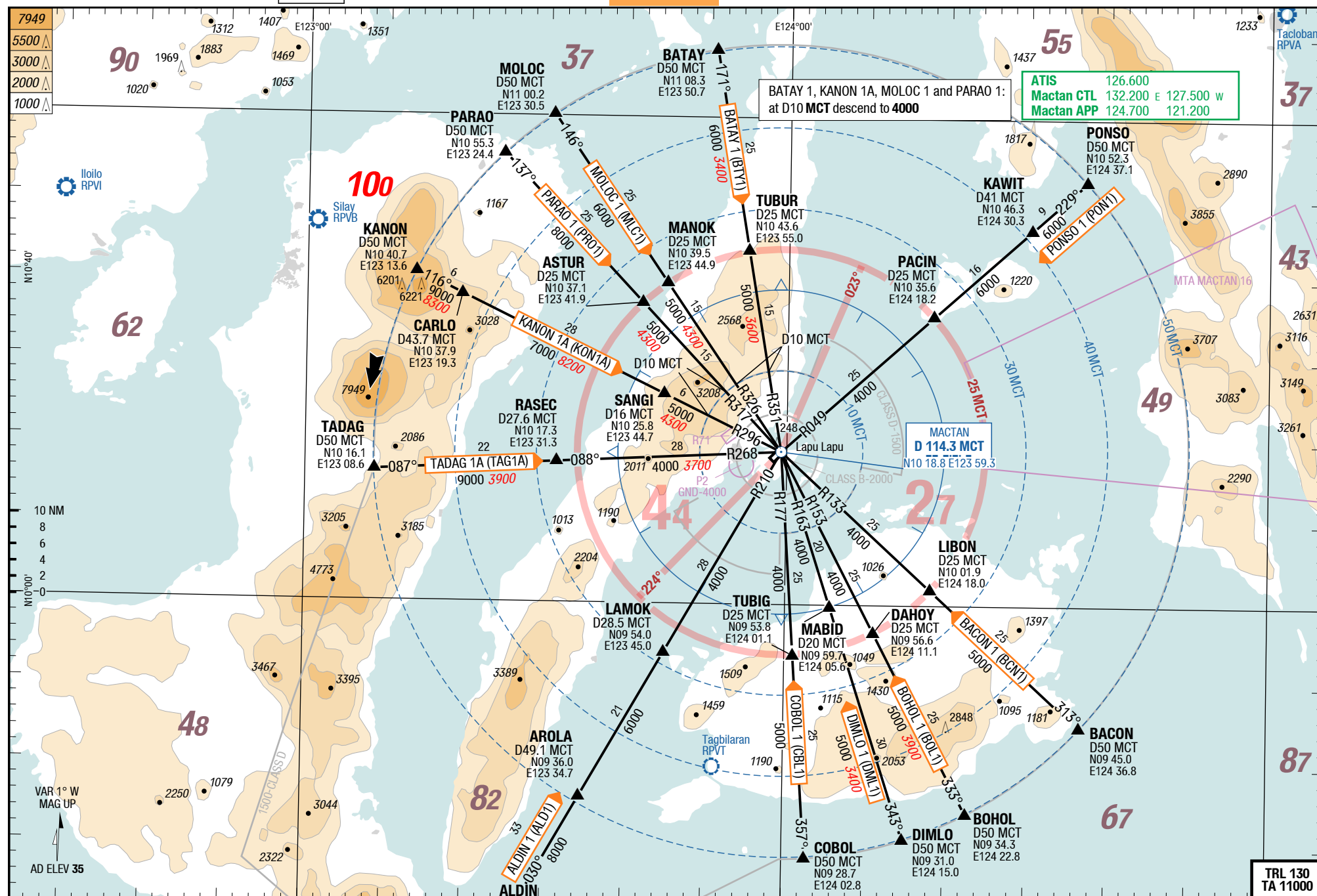
NIL

STAR

STAR

NIL

STARS



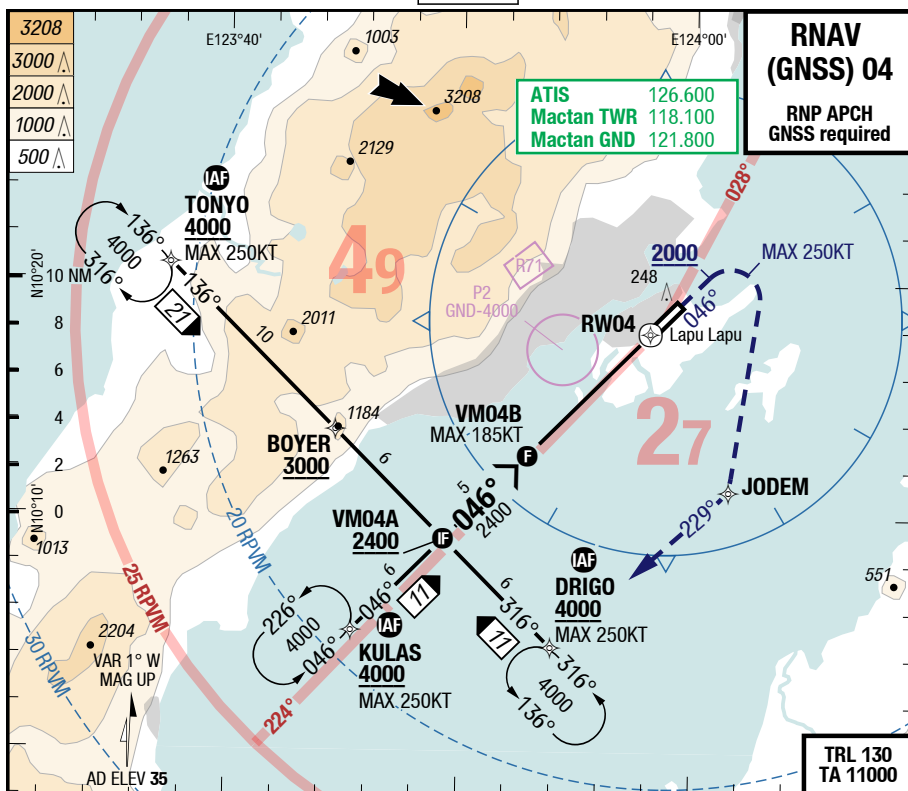
Changes: Track, MTCA, OBST, AD ELEV, Editorial

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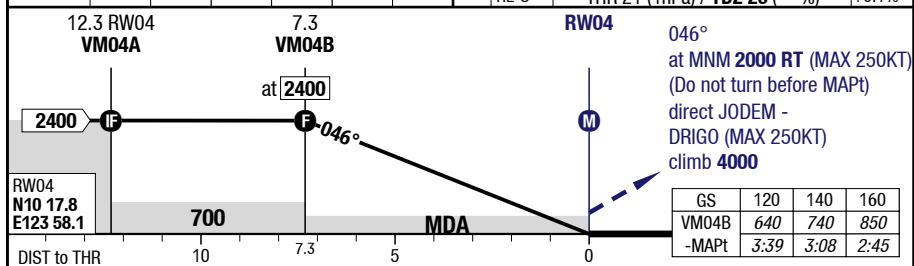
CEB-RPVM

7-10

RNAV (GNSS) 04



3.00° RW04	7.3	6	5	4	3	2	04 PAPI angle not AVBL 60 HL 30 HL 420 THR 21 (1hPa) / TDZ 26 (---%) +0.1%
	2400	1990	1670	1350	1030	710	

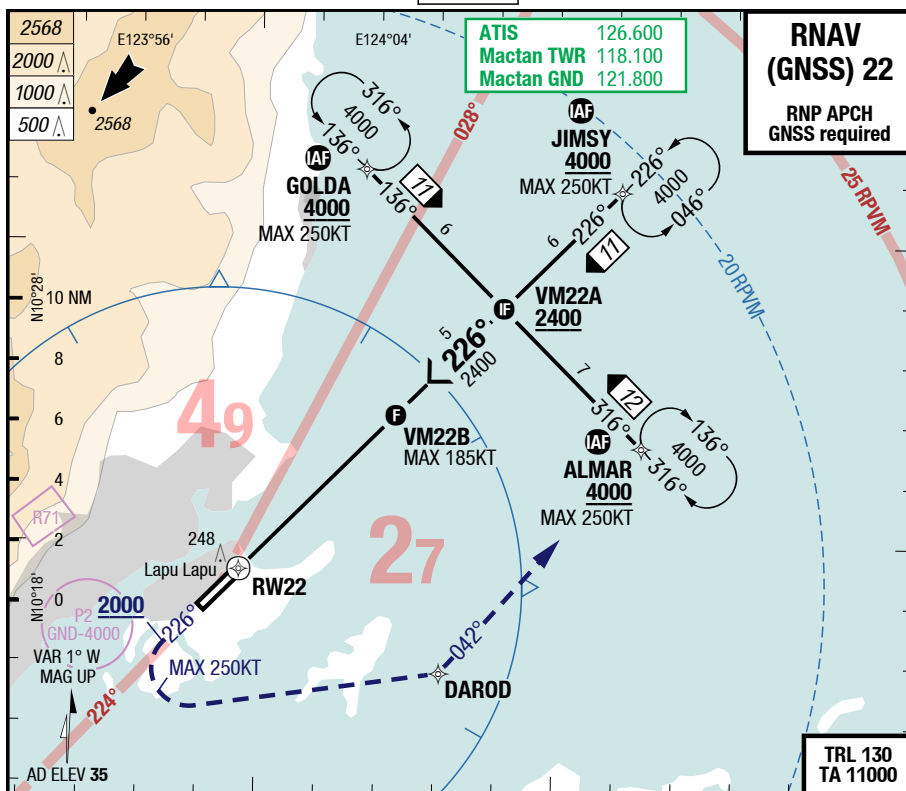


04	RNAV GNSS	LNNAV	Circling
C	ft - m/km ft	390 - 1.4 410	Not authorized
D	ft - m/km ft	390 - 1.4 410	Not authorized

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7-20

RNAV (GNSS) 22



60 HL 30 HL 45 x 3310

PAPI angle not AVBL

-0.1% TDZ 34 (---%) / THR 31 (1hPa) HL-P1

22

2 3 4 5 6 7.3 3.00° RW22

720 1040 1360 1680 2000 2400

226° at MNM 2000 LT (MAX 250KT) (Do not turn before MAPt) direct DAROD - ALMAR (MAX 250KT) climb 4000

RW22

7.3 VM22B 12.3 RW22 VM22A

at 2400

226°

2400

GS	120	140	160
VM22B	640	740	850
-MAPt	3:39	3:07	2:44

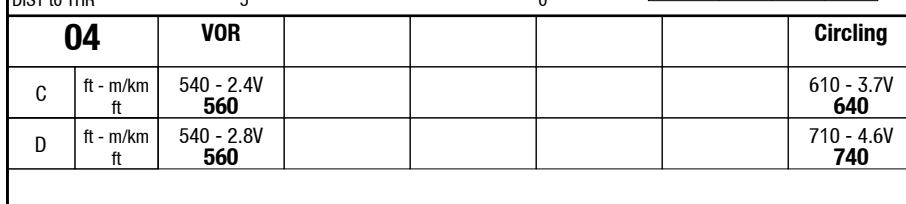
MDA 700

RW22 N10 19.1 E123 59.4

DIST to THR

22	RNAV GNSS LNAV						Circling
C	ft - m/km ft	430 - 1.3 460					Not authorized
D	ft - m/km ft	430 - 1.3 460					Not authorized

VOR 04

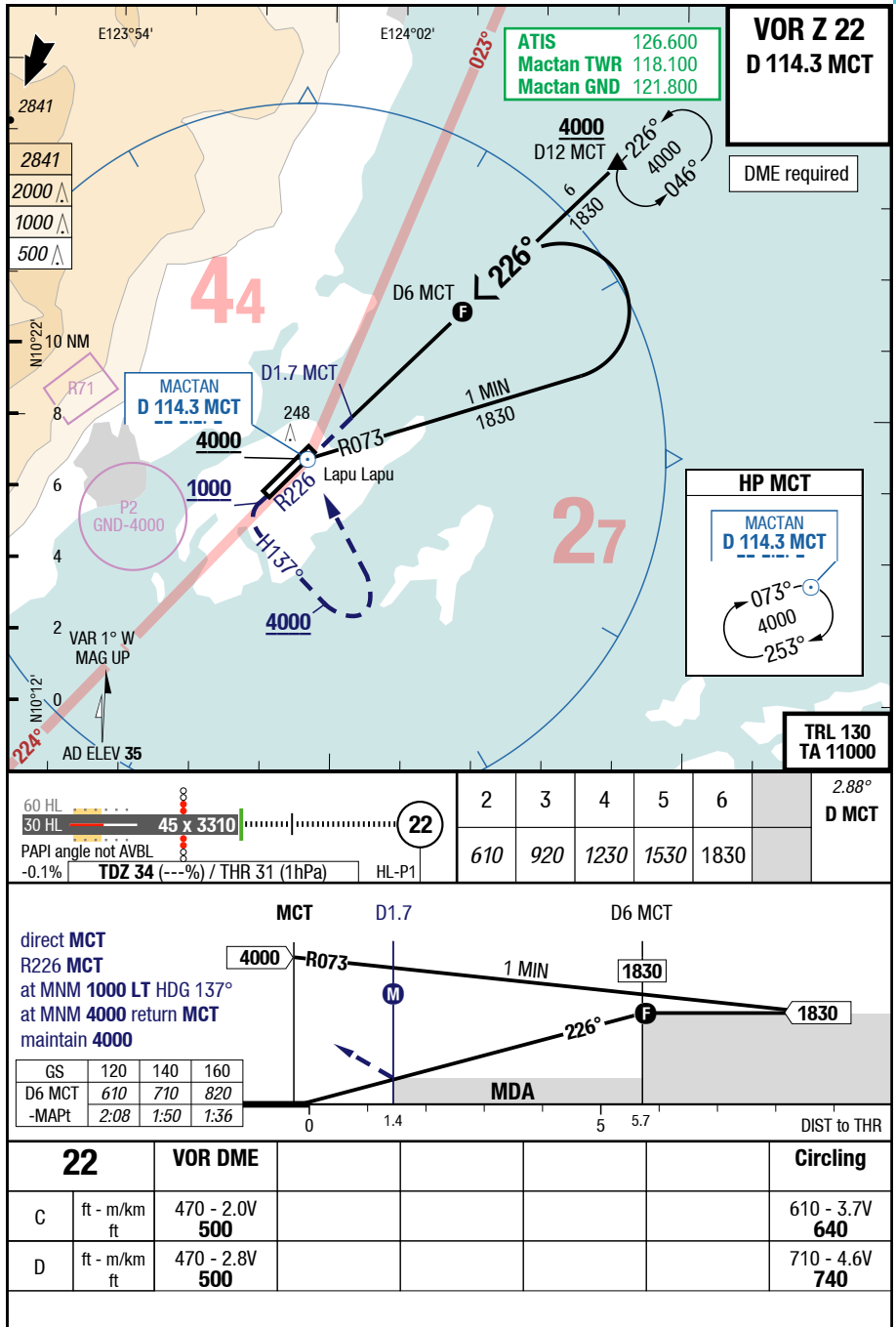


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VOR Z 22

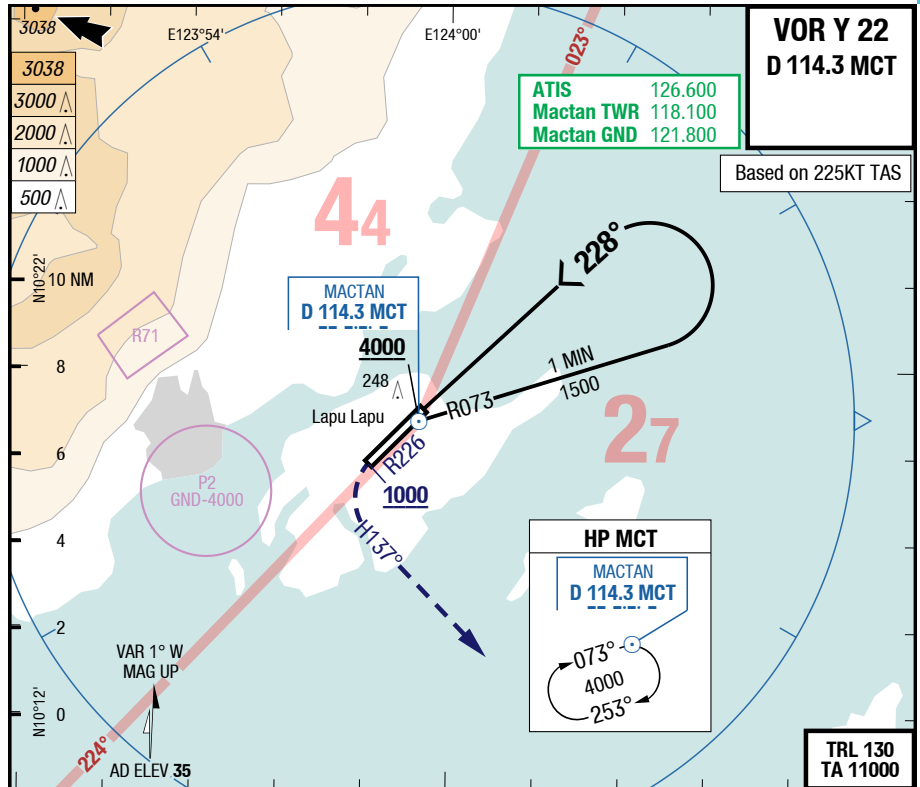


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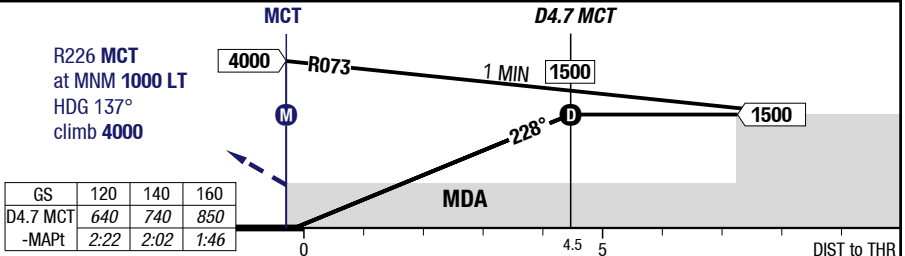
7-50

VOR Y 22



60 HL
30 HL
PAPI angle not AVBL
-0.1%
TDZ 34 (---%) / THR 31 (1hPa)
HL-P1

2	3	4	4.7			3.00°
630	950	1270	1500			D MCT 228° RWY 226°



22	VOR					Circling
C	ft - m/km ft	530 - 2.4V 560				610 - 3.7V 640
D	ft - m/km ft	530 - 2.8V 560				710 - 4.6V 740

Changes: Completely revised

02-FEB-2017
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Philippines **Lapu Lapu** Mactan-Cebu Intl

NIL
MRC

MRC

MRC

Mactan-Cebu Intl **Lapu Lapu** Philippines

NIL
MRC

8-10



Changes: Completely revised