

**GENERAL****Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 10/28: 150/F/B/X/T**Operation****RWY Restrictions**

RWY 27: LDG only.

RWY 09: TKOF only.

**TWY Restrictions**

TWY K width 21m / 69ft.

TWY M width 20m / 66ft.

TWY L width 18m / 59ft.

**Taxi/Parking**

Follow-me AVBL O/R.

ATC may periodically use TWY F as RWY. TWY F is equipped with RWY and TWY markings.

**Warnings****MIQ VOR/DME unusable:**

R094-R267 within 10NM below 11000ft and between 10NM and 20NM below 16000ft.

Birds in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT below 20000ft.

**Arrival Procedure****VFR Traffic Pattern:** RWY 28, 27 right-hand circuit.

For VIS APCH RWY 10 see special chart.

If during VIS APCH contact is lost, initiate immediate climbing turn to the north.

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

RWY		09, 10/28	
All ACFT	ft - m/km	0 - 400v	HJ only
		0 - 800v	HN
RWY		27	
All ACFT	ft - m/km	Not authorized	-

**DEPARTURE****Speed**

MAX IAS 250KT below 20000ft.

**ATC Slot, Clearance****Start-up:** REQ ATC CLR on GND 10min before ENG start.

Effective 19-JUL-2018

12-JUL-2018

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AGC

AFC

AFC

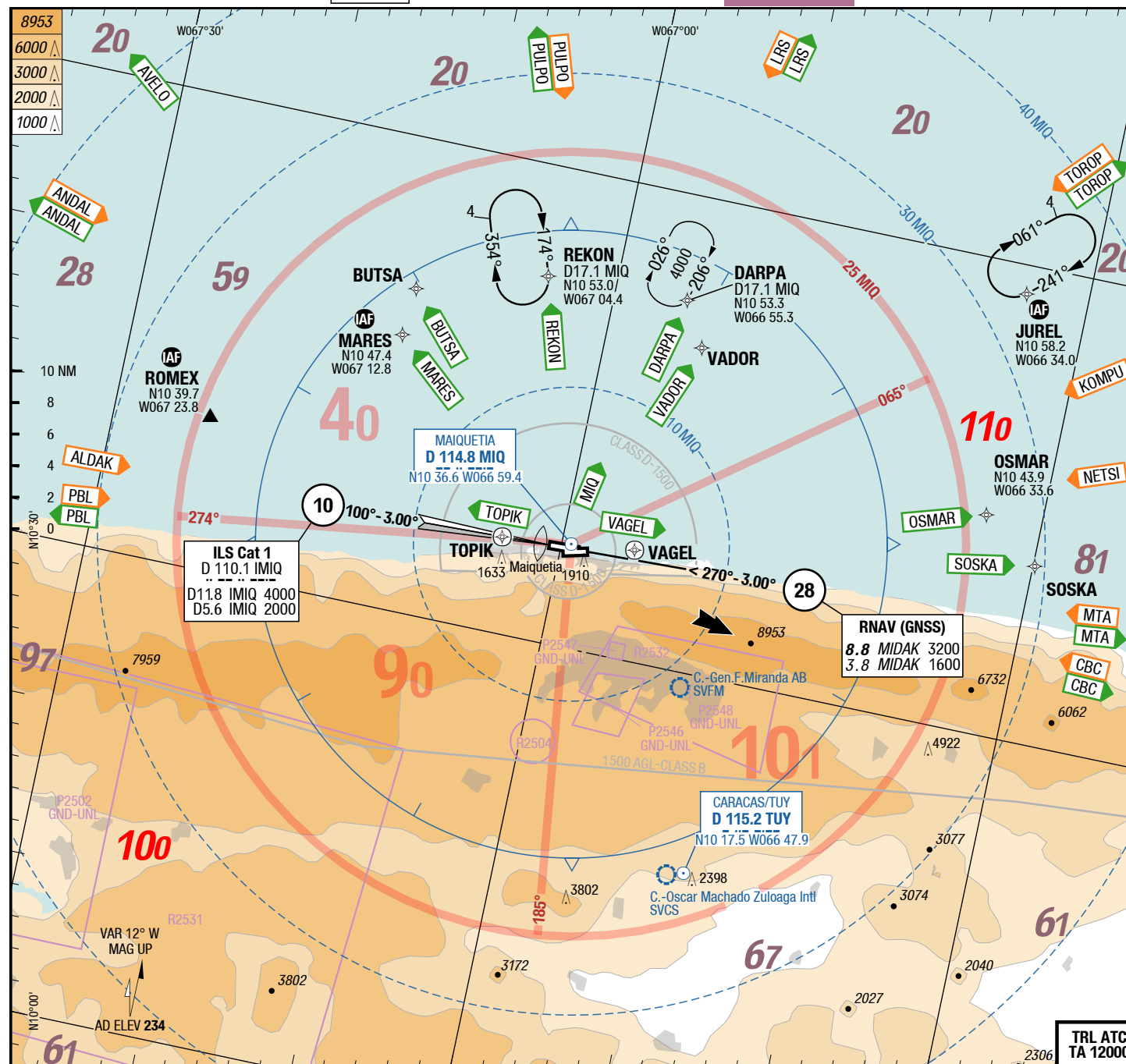
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2-10



ATIS	132.950
Info	126.900
CTL	128.500 Sector 1
	125.200 Sector 2
	126.600 Sector 3
	126.000 Sector 4
	128.700 Sector 5
	127.950 Sector 6
APP	120.100
TWR	118.100
GND	121.900
DLV	119.500

Landing RWY system:	
09	not usable for landing
09	2900 x 45
THR 223 (8hPa) / TDZ --- (---%) -1.3%	
27	45 x 1200
+1.3% TDZ --- (---%) / THR 101 (4hPa)	
10	3500 x 45
+0.8% TDZ --- (---%) / THR 147 (5hPa)	

Changes: LDA

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AGC

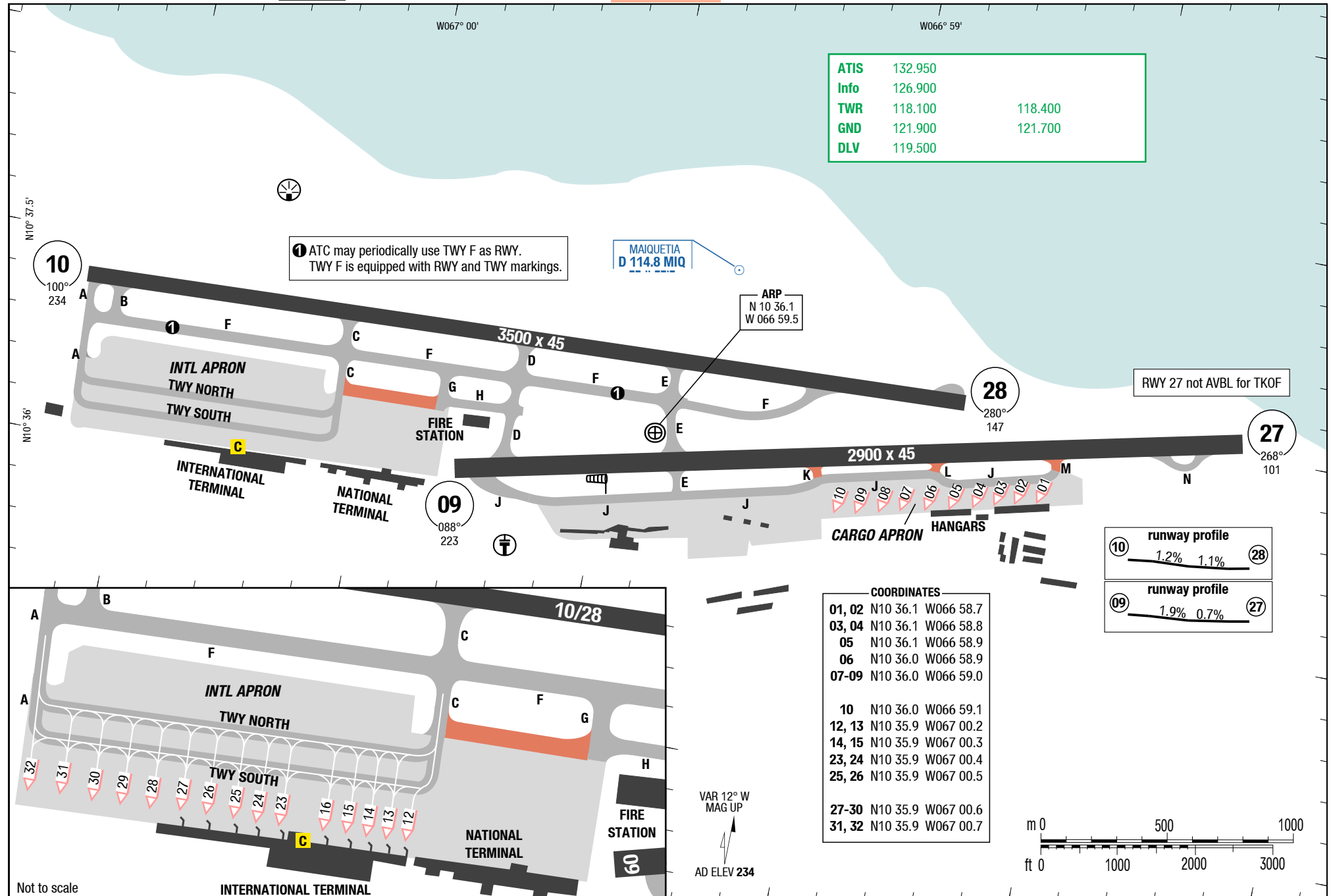
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Changes: Note

Effective 19-JUL-2018

12-JUL-2018

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TOPIK 1 RNAV

4-10

BUTSA 1 RNAV / SOSKA 1 RNAV / VADOR 1 RNAV

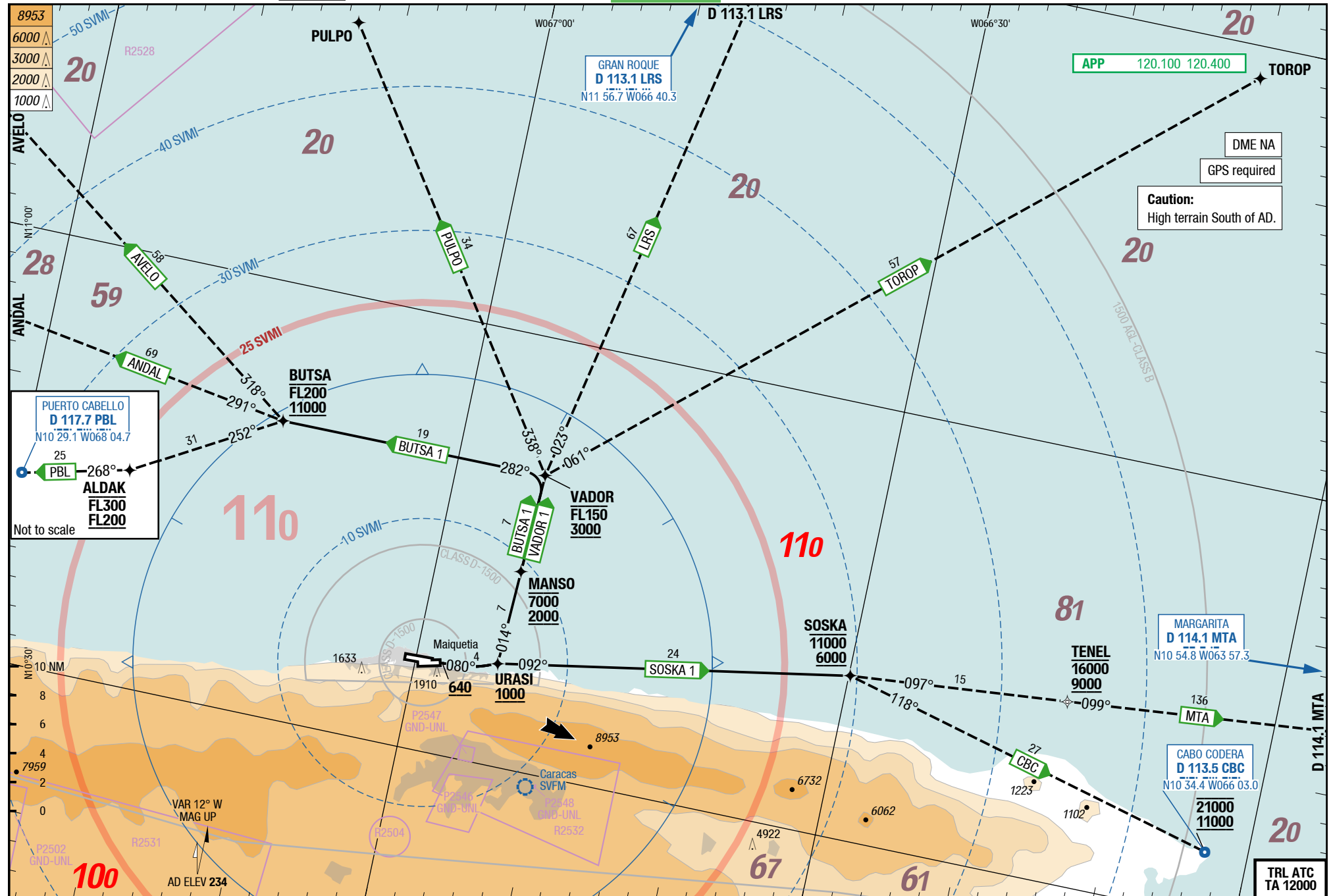
SID

SID

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TOPIK 1 RNAV

BUTSA 1 RNAV / SOSKA 1 RNAV / VADOR 1 RNAV



Changes: MSA

Effective 19-JUL-2018

12-JUL-2018

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4-20

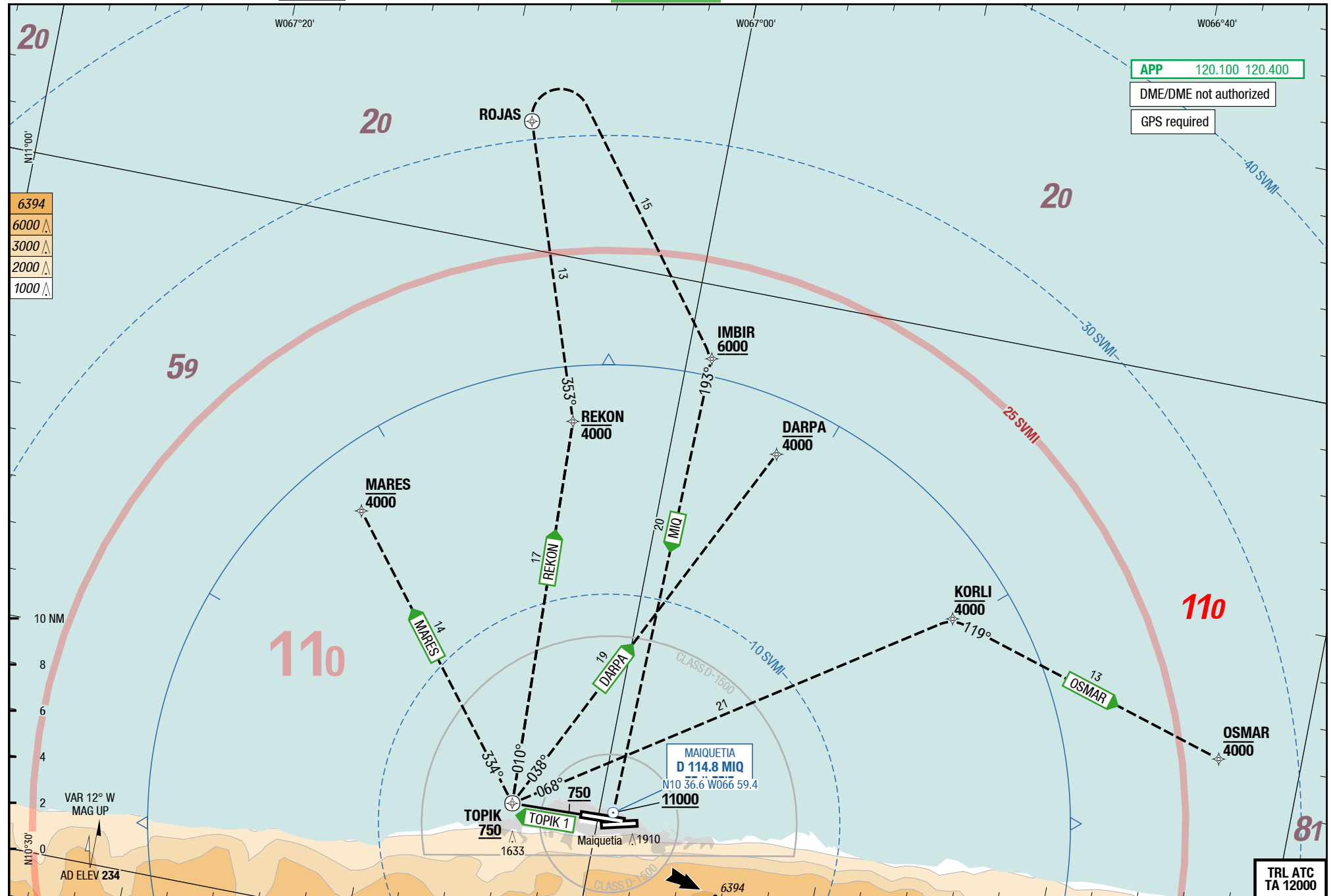
TOPIK 1 RNAV

SID

SID

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TOPIK 1 RNAV



Changes: Nil

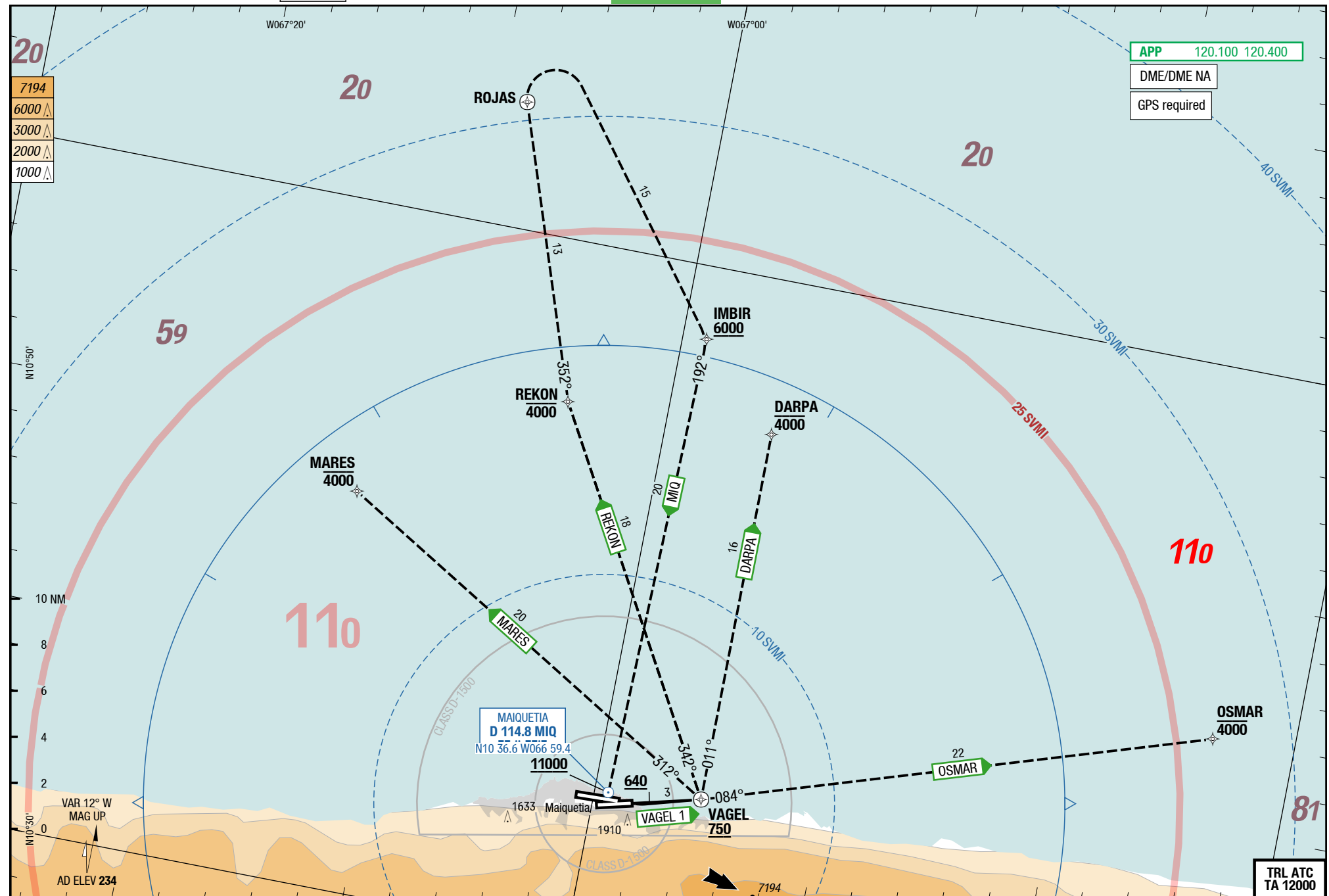
## CCS-SVMI

## VAGEL 1 RNAV

SID

SID

## VAGEL 1 RNAV



Changes: ALT, Track, Editorial

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## CCS-SVMI

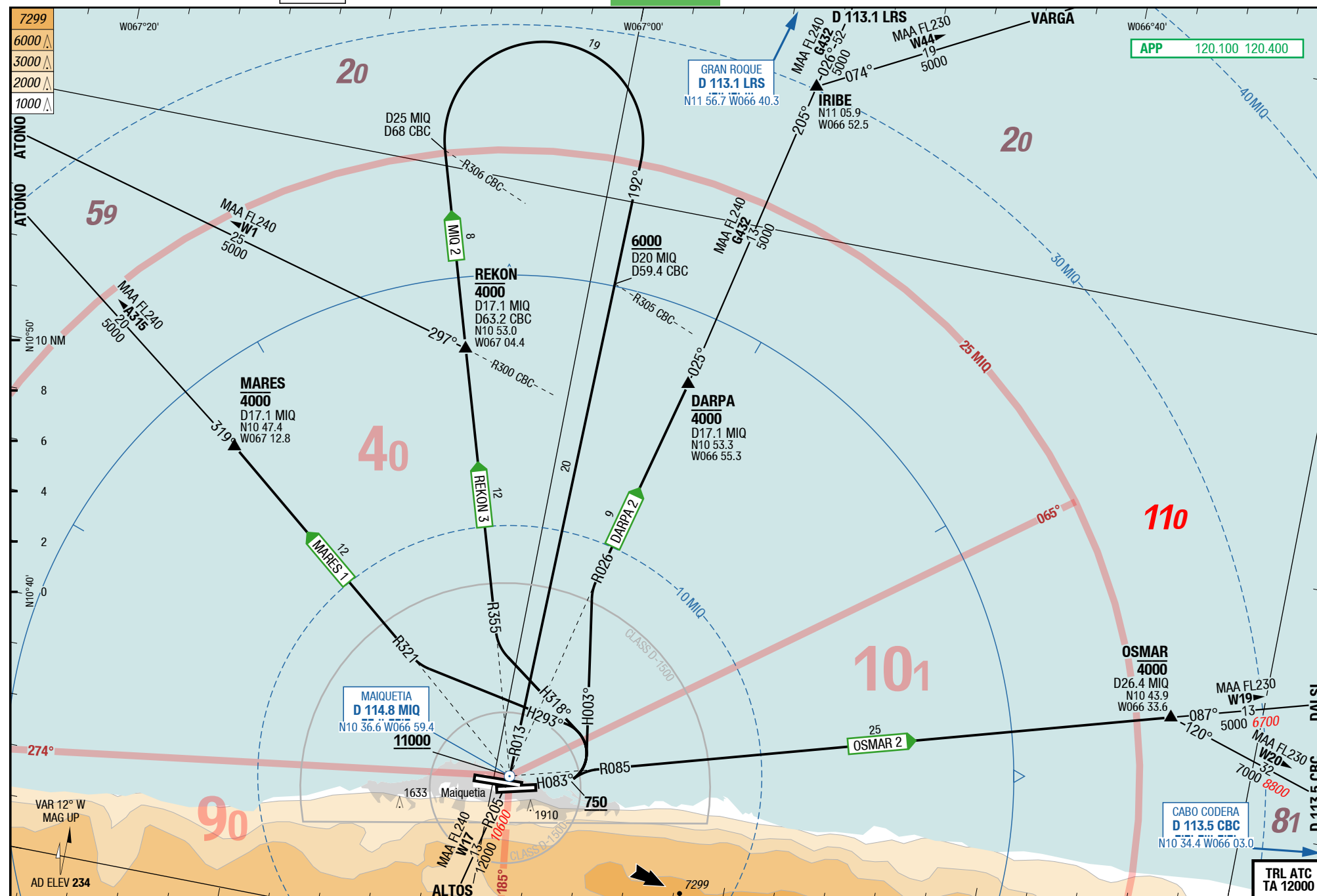
4-40

## SIDs RWYs 09/10

SID

SID

## SIDs RWYs 09/10



Changes: Page Number

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## CCS-SVMI



4-50

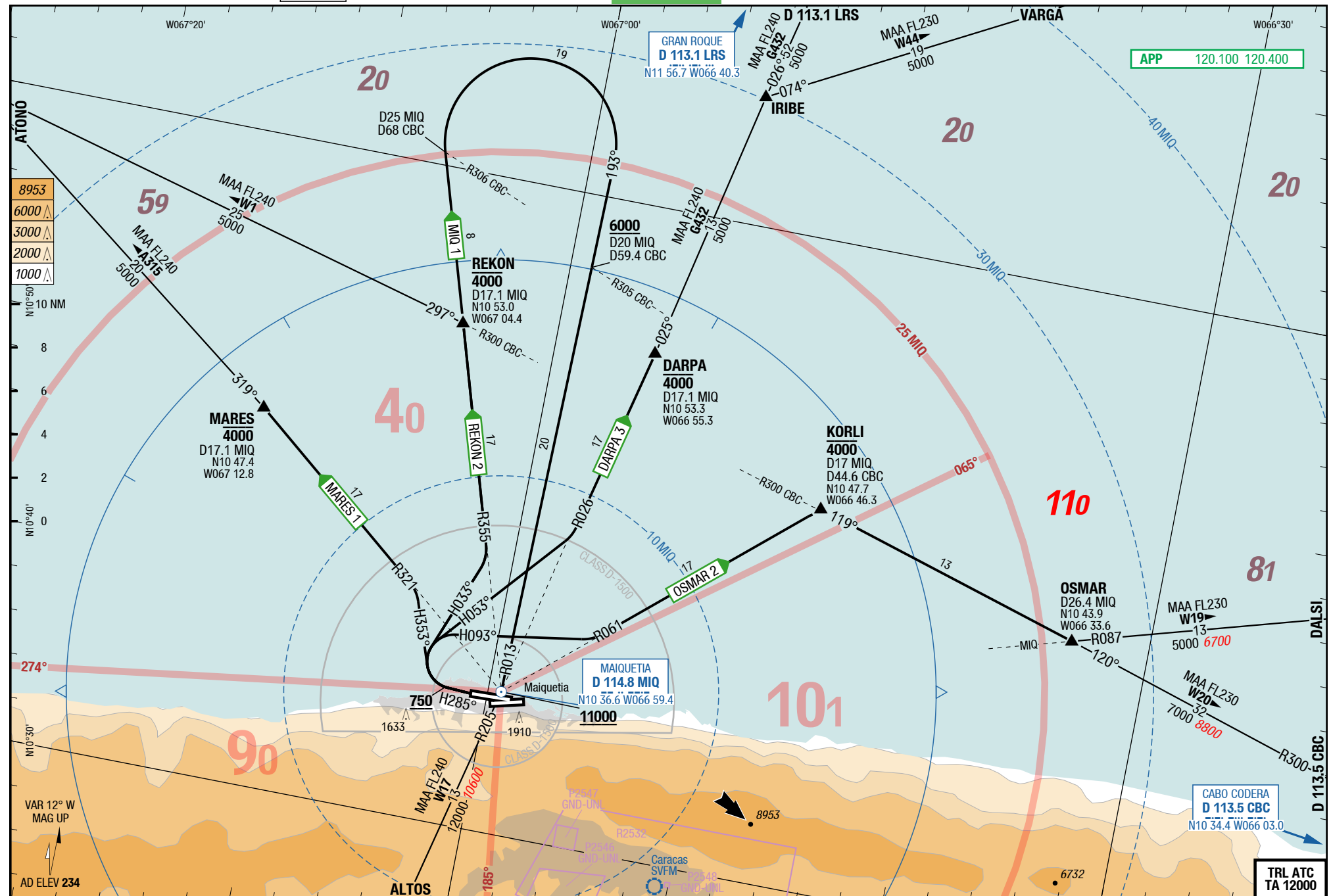
## SIDs RWY 28

SID

SID

NIL

## SIDs RWY 28



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**BUTSA 1 / SOSKA 1 / VADOR 1**

RWY 10 (100°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
<b>BUTSA 1</b> <b>120.100</b> ①	100° [A640+] - 080° URASI - MANSO - VADOR - BUTSA	URASI MNM <b>1000</b> MANSO between <b>2000</b> and <b>7000</b> VADOR between <b>3000</b> and <b>FL150</b> BUTSA between <b>11000</b> and <b>FL200</b>
	TRANSITION	
	<b>ANDAL</b> BUTSA - ANDAL	BUTSA between <b>11000</b> and <b>FL200</b>
	<b>AVELO</b> BUTSA - AVELO	BUTSA between <b>11000</b> and <b>FL200</b>
	<b>PUERTO CABELLO (PBL)</b> BUTSA - ALDAK - PBL	BUTSA between <b>11000</b> and <b>FL200</b> ALDAK between <b>FL200</b> and <b>FL300</b>
<b>SOSKA 1</b> <b>120.100</b> ①	100° [A640+] - 080° URASI - SOSKA	URASI MNM <b>1000</b> SOSKA between <b>6000</b> and <b>11000</b>
	TRANSITION	
	<b>CABO CODERA (CBC)</b> SOSKA - CBC	SOSKA between <b>6000</b> and <b>11000</b> CBC between <b>11000</b> and <b>21000</b>
	<b>MARGARITA (MTA)</b> SOSKA - TENEL - MTA	SOSKA between <b>6000</b> and <b>11000</b> TENEL between <b>9000</b> and <b>16000</b>
<b>VADOR 1</b> <b>120.100</b> ①	100° [A640+] - 080° URASI - MANSO - VADOR	URASI MNM <b>1000</b> MANSO between <b>2000</b> and <b>7000</b> VADOR between <b>3000</b> and <b>FL150</b>
	TRANSITION	
	<b>GRAN ROQUE (LRS)</b> VADOR - LRS	VADOR between <b>3000</b> and <b>FL150</b>

① Caution: High terrain South of AD.

**VADOR 1**

RWY 10 (100°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 10	
	TRANSITION	
<b>VADOR 1</b> <b>120.100</b> ①	<b>PULPO</b>	VADOR between <b>3000</b>
	VADOR - PULPO	and <b>FL150</b>
	<b>TOROP</b>	VADOR between <b>3000</b>
	VADOR - TOROP	and <b>FL150</b>

① Caution: High terrain South of AD.

Changes: New

**TOPIK 1**

RWY 28 (280°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 28</b>	
<b>TOPIK 1</b> <b>120.100</b> <sup>①</sup>	at MNM <b>750</b> direct to TOPIK	TOPIK MNM <b>750</b>
	<b>TRANSITION</b>	
	<b>DARPA</b> TOPIK - DARPA	TOPIK MNM <b>750</b> DARPA MAX <b>4000</b>
	<b>MAIQUETIA (MIQ)</b> TOPIK - REKON - ROJAS - IMBIR - <b>MIQ</b>	TOPIK MNM <b>750</b> REKON MAX <b>4000</b> IMBIR MNM <b>6000</b> MIQ MNM <b>11000</b>
	<b>MARES</b> TOPIK - MARES	TOPIK MNM <b>750</b> MARES MAX <b>4000</b>
	<b>OSMAR</b> TOPIK - KORLI - OSMAR	TOPIK MNM <b>750</b> KORLI MAX <b>4000</b> OSMAR MAX <b>4000</b>
	<b>REKON</b> TOPIK - REKON	TOPIK MNM <b>750</b> REKON MAX <b>4000</b>

① Caution: Close in obstacles: Bush 1027ft from DER 445ft right of centerline 266ft MSL. Antennas 412 through 1430ft from DER, 320 through 425ft left of centerline, maximum height 295ft MSL.

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5-40

## VAGEL 1 RNAV

## VAGEL 1

RWYs 09 (088°) / 10 (100°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>VAGEL 1</b> <b>120.100</b>	088° [A640+] - DCT <u>VAGEL</u>	VAGEL MNM 750
	<b>TRANSITION</b>	
	<b>DARPA</b> <u>VAGEL</u> - DARPA	VAGEL MNM 750 DARPA MAX 4000
	<b>MAIQUETIA (MIQ)</b> <u>VAGEL</u> - REKON - <u>ROJAS</u> [R] - DCT IMBIR - MIQ	VAGEL MNM 750 REKON MAX 4000 IMBIR MNM 6000 MIQ MNM 11000
	<b>MARES</b> <u>VAGEL</u> - MARES	VAGEL MNM 750 MARES MAX 4000
	<b>OSMAR</b> <u>VAGEL</u> - OSMAR	VAGEL MNM 750 OSMAR MAX 4000
	<b>REKON</b> <u>VAGEL</u> - REKON	VAGEL MNM 750 REKON MAX 4000
	<b>Runway 10</b>	
<b>VAGEL 1</b> 4.9% to 750 <b>120.100</b>	100° [A640+] - DCT <u>VAGEL</u>	VAGEL MNM 750
	<b>TRANSITION</b>	
	<b>DARPA</b> <u>VAGEL</u> - DARPA	VAGEL MNM 750 DARPA MAX 4000
	<b>MAIQUETIA (MIQ)</b> <u>VAGEL</u> - REKON - <u>ROJAS</u> [R] - DCT IMBIR - MIQ	VAGEL MNM 750 REKON MAX 4000 IMBIR MNM 6000 MIQ MNM 11000
	<b>MARES</b> <u>VAGEL</u> - MARES	VAGEL MNM 750 MARES MAX 4000
	<b>OSMAR</b> <u>VAGEL</u> - OSMAR	VAGEL MNM 750 OSMAR MAX 4000
	<b>REKON</b> <u>VAGEL</u> - REKON	VAGEL MNM 750 REKON MAX 4000

**DARPA 2 / MAIQUETIA 2 / MARES 1 / OSMAR 2 / REKON 3**

RWYs 09 (088°) / 10 (100°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09/10	
<b>DARPA 2</b> <b>120.100</b>	HDG 083° - at MNM <b>750 LT</b> HDG 003° - intercept R026 <b>MIQ</b> to DARPA	DARPA MAX <b>4000</b>
<b>MAIQUETIA 2</b> <b>MIQ 2</b> <b>120.100</b>	HDG 083° - at MNM <b>750 LT</b> HDG 318° - intercept R355 <b>MIQ</b> - at D25 <b>MIQ RT</b> intercept R013 <b>MIQ</b> to <b>MIQ</b>	REKON MAX <b>4000</b> R013 D20 <b>MIQ</b> MNM <b>6000</b> <b>MIQ</b> MNM <b>11000</b>
<b>MARES 1</b> <b>120.100</b>	HDG 083° - at MNM <b>750 LT</b> HDG 293° - intercept R321 <b>MIQ</b> to MARES	MARES MAX <b>4000</b>
<b>OSMAR 2</b> <b>120.100</b>	HDG 083° - at MNM <b>750 LT</b> intercept R085 <b>MIQ</b> to OSMAR	OSMAR MAX <b>4000</b>
<b>REKON 3</b> <b>120.100</b>	HDG 083° - at MNM <b>750 LT</b> HDG 318° - intercept R355 <b>MIQ</b> to REKON	REKON MAX <b>4000</b>

## CCS-SVMI

5-60

## SIDs RWY 28

DARPA 3 / MARES 1 / MIAQUETIA / OSMAR 2 / REKON 2

RWY 28 (280°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
<b>DARPA 3</b> <b>120.100</b>	HDG 285° - at MNM <b>750 RT</b> HDG 053° - <b>LT</b> intercept R026 <b>MIQ</b> to DARPA	DARPA MAX <b>4000</b>
<b>MARES 1</b> <b>120.100</b>	HDG 285° - at MNM <b>750 RT</b> HDG 353° - <b>LT</b> intercept R321 <b>MIQ</b> to MARES	MARES MAX <b>4000</b>
<b>MIAQUETIA</b> <b>MIQ 1</b> <b>120.100</b>	HDG 285° - at MNM <b>750 RT</b> HDG 033° - <b>LT</b> intercept R355 <b>MIQ</b> - at D25 <b>MIQ RT</b> intercept R013 <b>MIQ</b> to <b>MIQ</b>	REKON MAX <b>4000</b> R013 D20 <b>MIQ</b> MNM <b>6000</b> <b>MIQ</b> MNM <b>11000</b>
<b>OSMAR 2</b> <b>120.100</b>	HDG 285° - at MNM <b>750 RT</b> HDG 093° - <b>LT</b> intercept R061 <b>MIQ</b> - at KORLI <b>RT</b> intercept R300 <b>CBC</b> inbound to OSMAR	KORLI MAX <b>4000</b>
<b>REKON 2</b> <b>120.100</b>	HDG 285° - at MNM <b>750 RT</b> HDG 033° - <b>LT</b> intercept R355 <b>MIQ</b> to REKON	REKON MAX <b>4000</b>

## CCS-SVMI



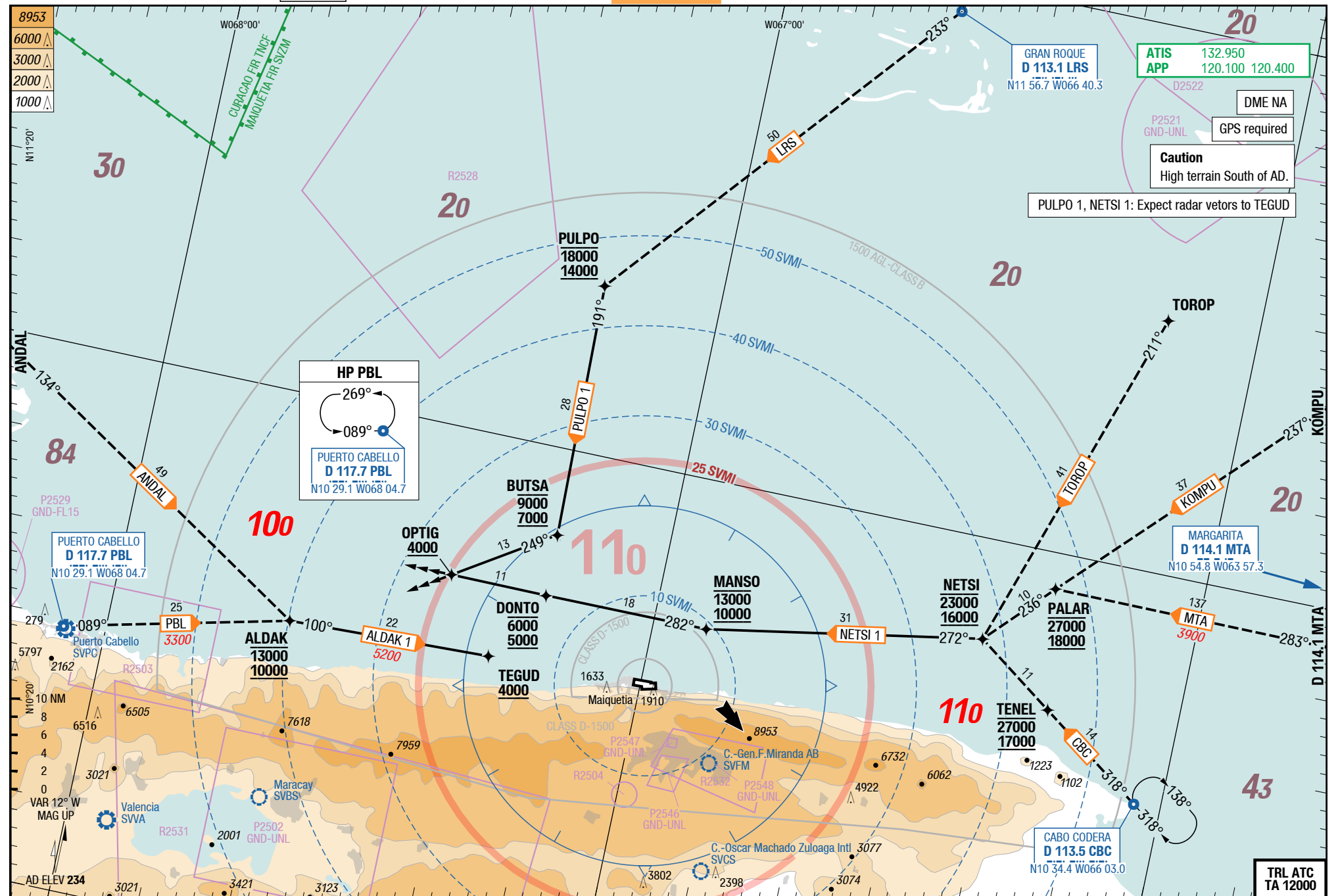
## RNAV STARs

# STAR

# STAR

NIL

## RNAV STARs



Changes: MSA, Editorial

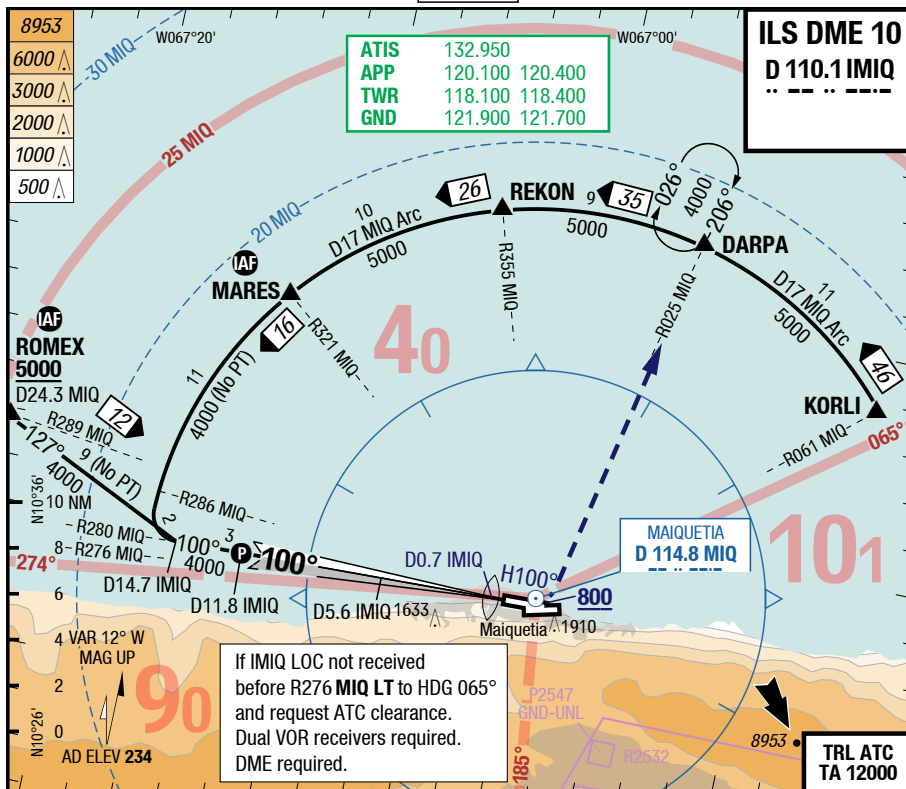
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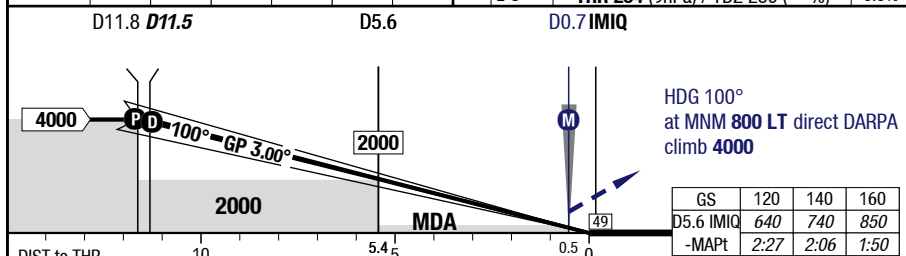
CCS-SVMI

7-10

ILS DME 10



LOC 3.00° D IMIQ	11.8	10	8	6	4	2	<div> <div>10</div> <div>L-S</div> </div>	<div> <div>83.0°</div> <div>3500 x 45</div> <div>60 L</div> </div>
	4000	3430	2790	2150	1510	870		



10	Cat 1 DME 1)	LOC DME		Circling 2) 3)
C	ft - m/km ft	230 - 1.0V 470	540 - 2.4V 770	600 - 2.4V 840
D	ft - m/km ft	230 - 1.0V 470	540 - 2.8V 770	700 - 3.6V 940

1) With EVS VIS 800m, wo EVS use STD

3) LDG RWY 09 NA

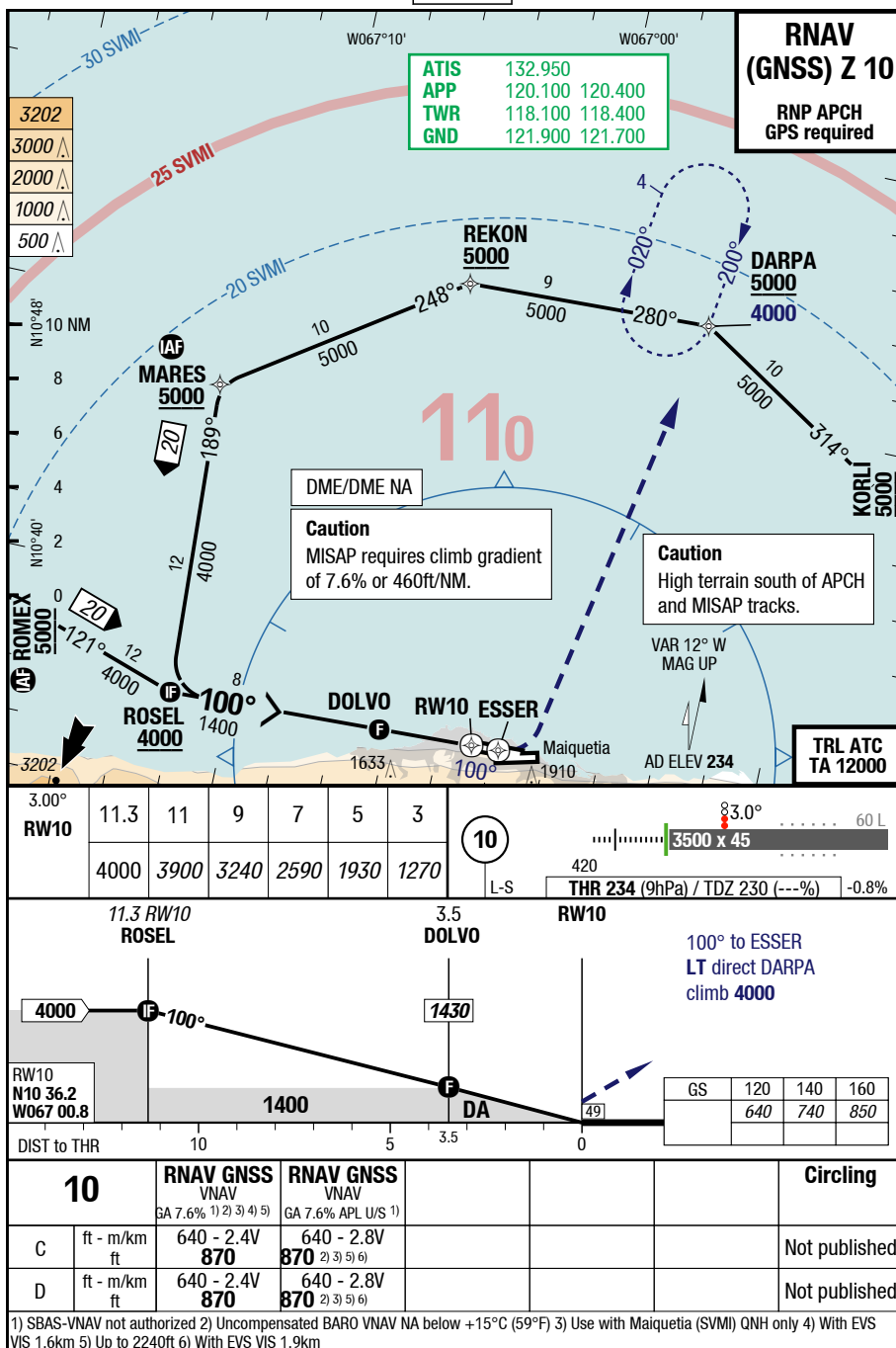
2) N of RWY 10/28 only

Changes: FAT, Navaid, MSA, APL, Track, VAR

CCS-SVMI

7-30

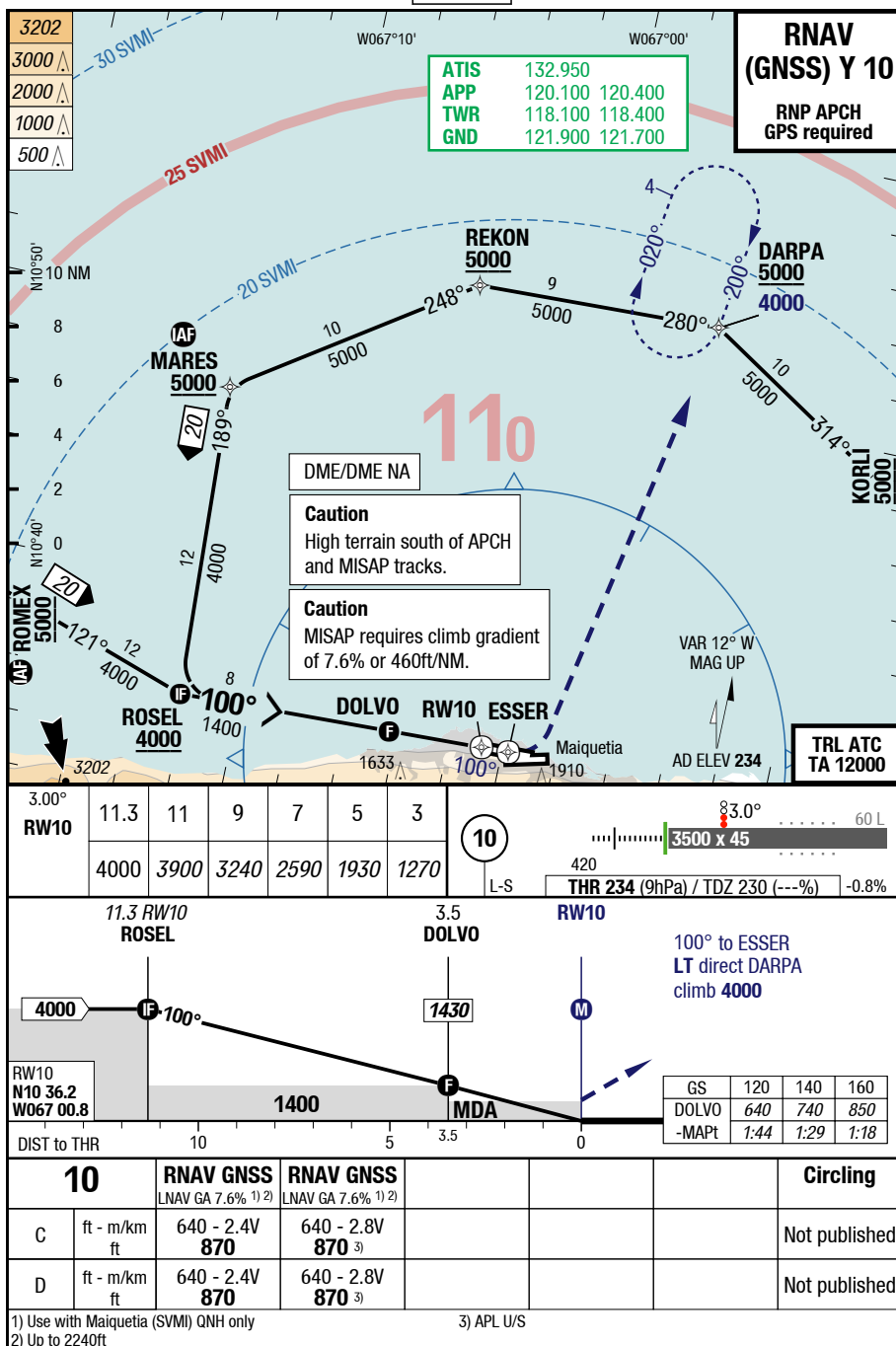
RNAV (GNSS) Z 10



## CCS-SVMI

7-40

## RNAV (GNSS) Y 10



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RNAV (GNSS) Y 28

**7-50**

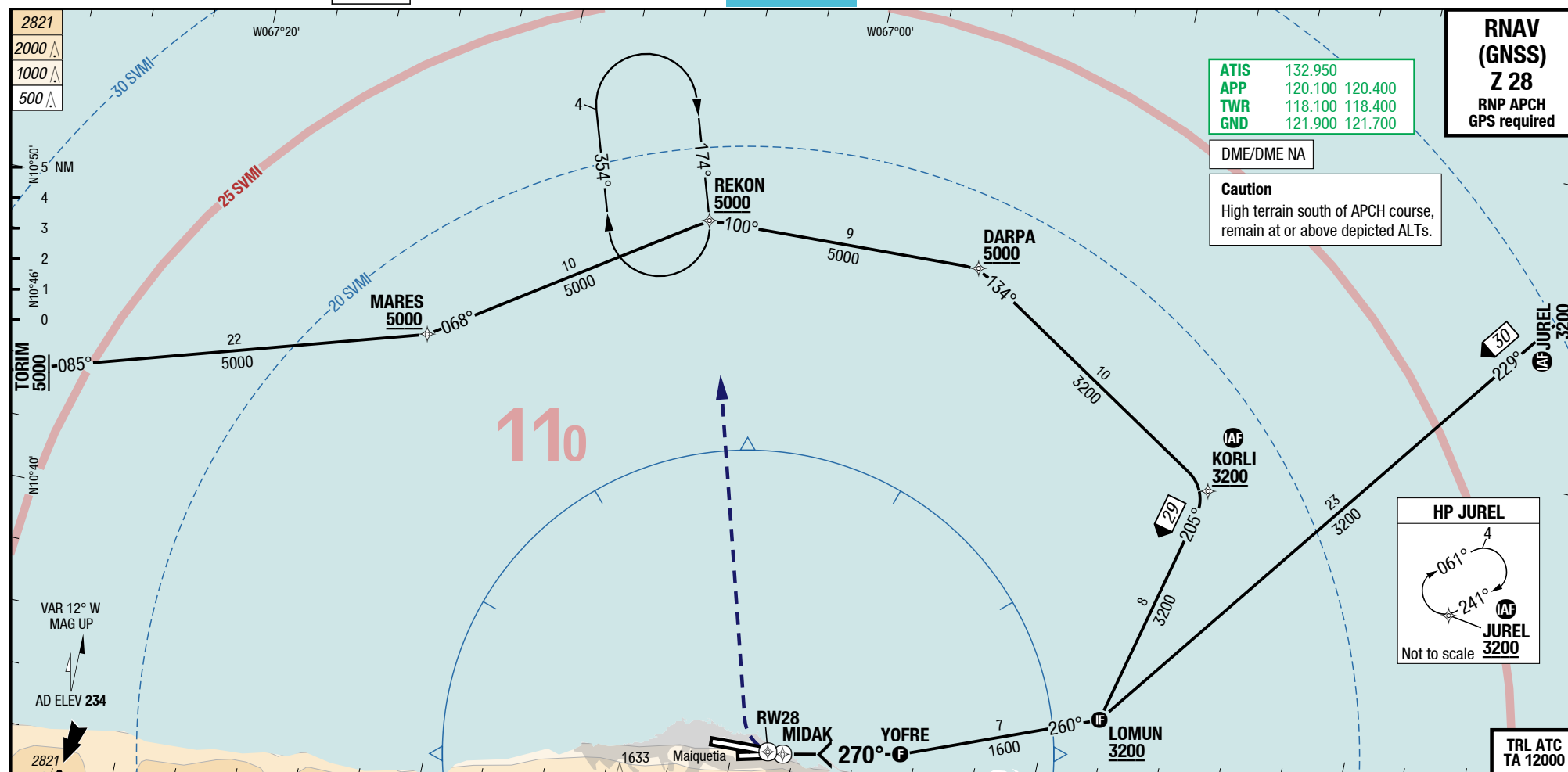
## RNAV (GNSS) Z 28

# IAC

# IAC

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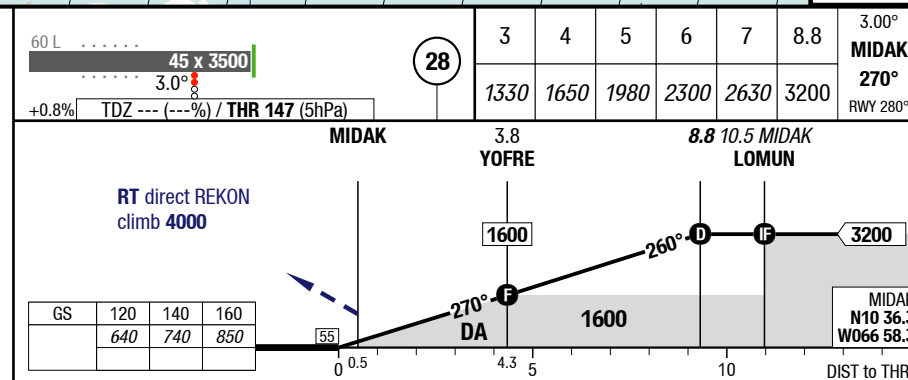
RNAV (GNSS) Y 28

**RNAV (GNSS) Z 28**

<b>28</b>		<b>RNAV GNSS</b> VNAV 1) 2) 3) 4)				<b>Circling</b>
C	ft - m/km ft	970 - 3.8V <b>1110</b>				Not published
D	ft - m/km ft	970 - 3.8V <b>1110</b>				Not published

1) Uncompensated BARO VNAV NA below +15°C (59°F)  
2) SBAS-VNAV not authorized

3) Use with Maiquetia (SVMI) QNH only  
4) With EVS VIS 2.5km



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7-60

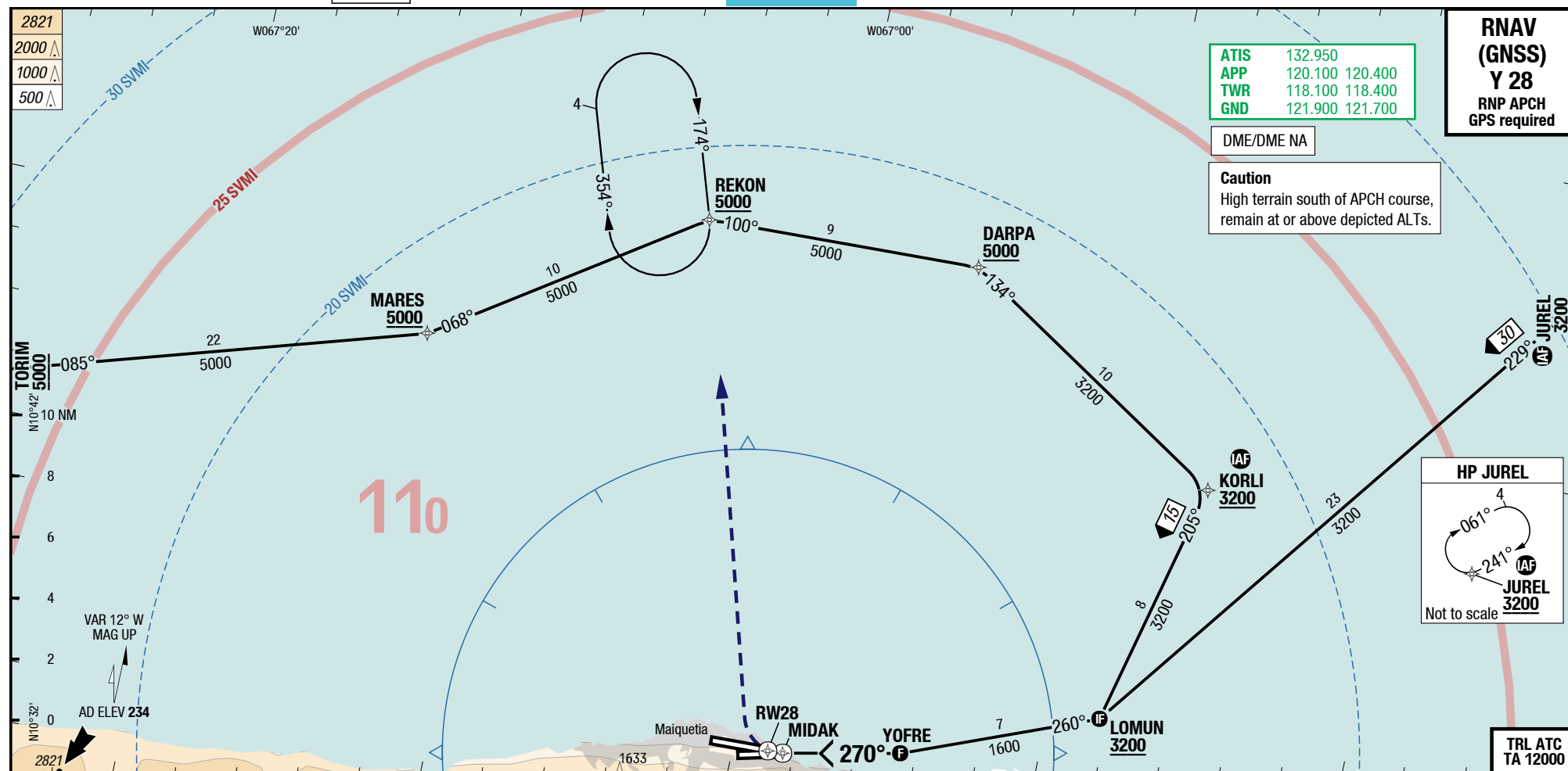
RNAV (GNSS) Y 28

IAC

IAC

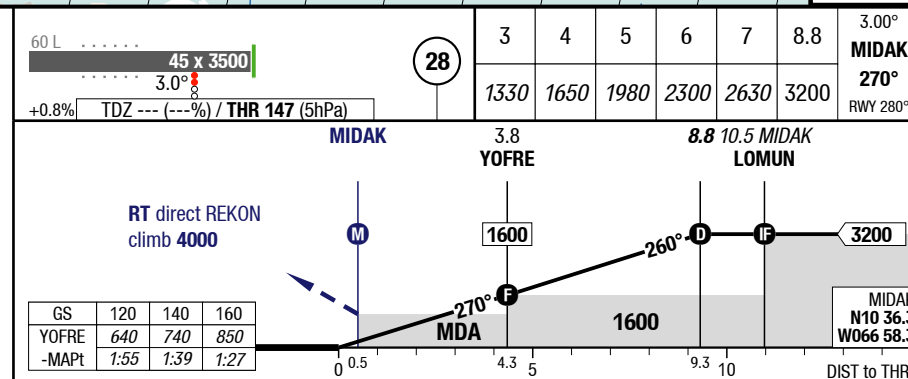
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RNAV (GNSS) Y 28



28	RNAV GNSS LNAV 1)					Circling
C	ft - m/km ft	970 - 4.5V 1110				Not published
D	ft - m/km ft	970 - 4.5V 1110				Not published

1) Use with Maiquetia (SVMI) QNH only

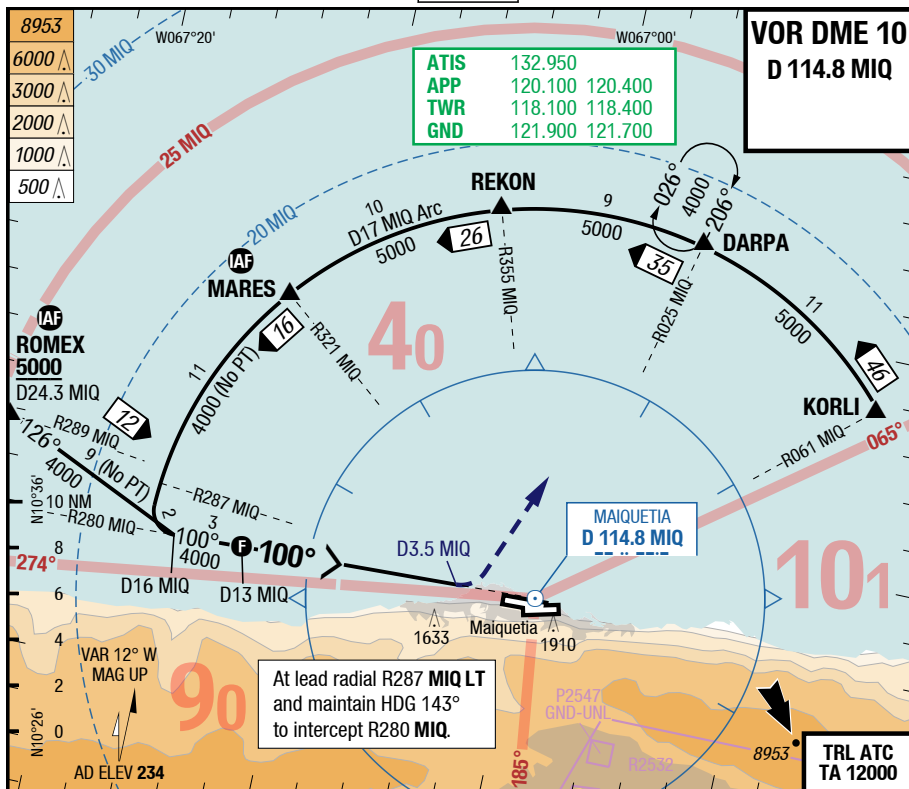


Changes: Track, FAT, APL, VAR

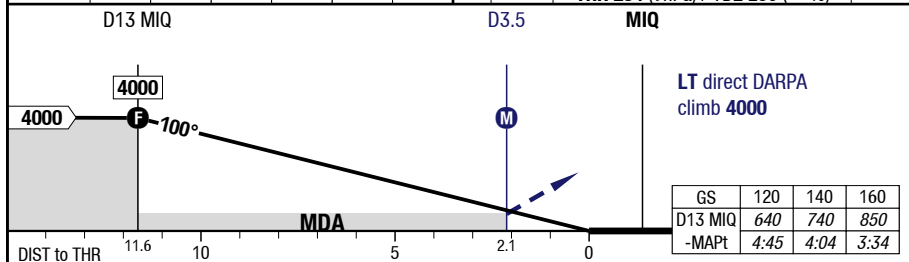
CCS-SVMI

7-70

VOR DME 10



3.00° D MIQ	13	11	9	7	5	3	10	83.0°	60 L
	4000	3350	2720	2080	1440	810	L-S	3500 x 45	
								THR 234 (9hPa) / TDZ 230 (---%)	-0.8%

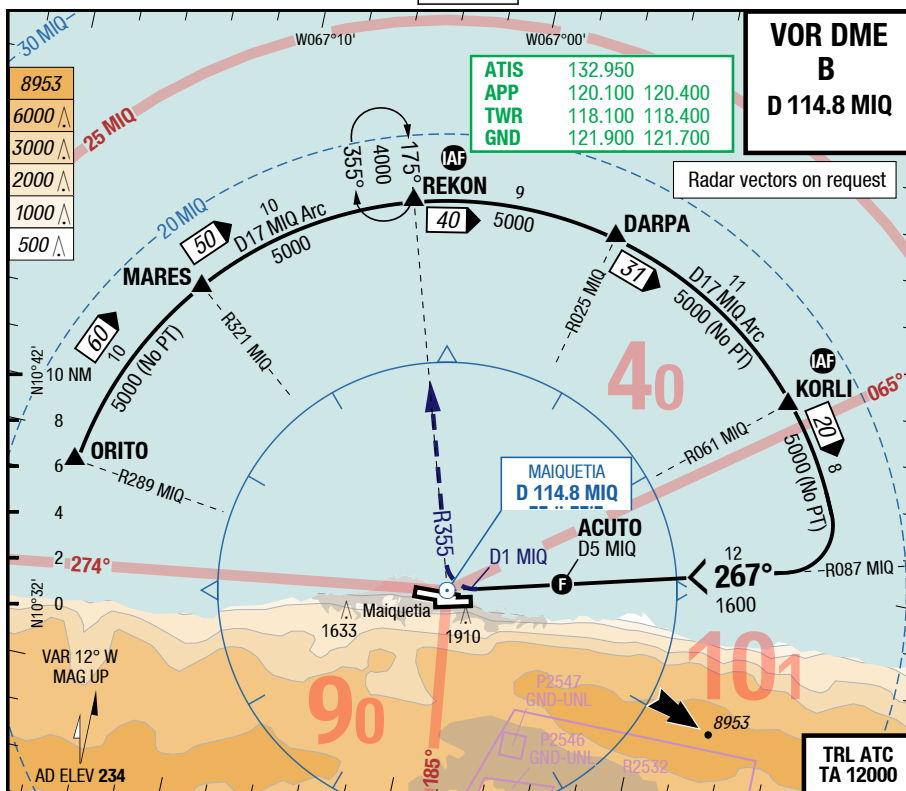


10	VOR DME					Circling (1) 2)
C	ft - m/km ft	570 - 2.4V 800				600 - 2.4V 840
D	ft - m/km ft	570 - 2.8V 800				700 - 3.6V 940

1) N of RWY 10/28 only  
2) LDG RWY 09 NA

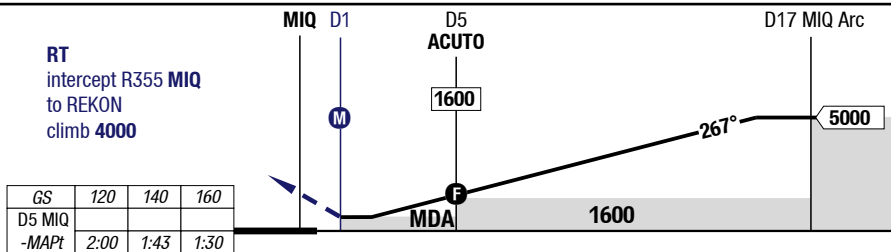
**7-80**

**VOR DME B**



See AFC for RWY information  
and approach light system.

**RT**  
intercept R355 **MIQ**  
to REKON  
climb **4000**



All RWYs		VOR DME					Circling 1) 2)
C	ft - m/km ft	Straight-in Not authorized					600 - 2.4V <b>840</b>
D	ft - m/km ft	Straight-in Not authorized					700 - 3.6V <b>940</b>

1) N of RWY 10/28 only

2) LDG RWY 09 NA

Changes: MSA, Navaid , APL, MIN, FAT, Track, VAR

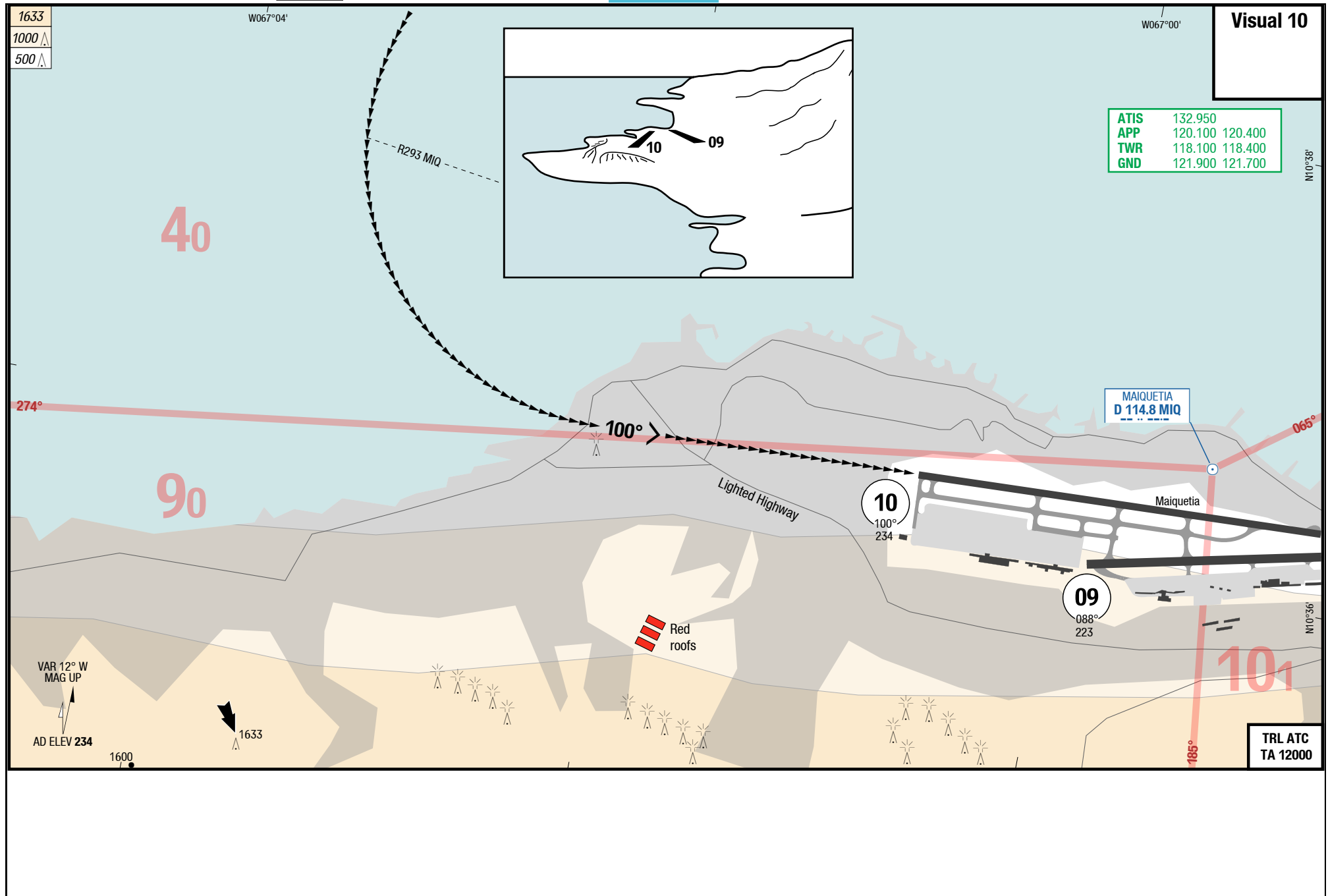
## CCS-SVMI

### Visual 10

**VAC**

**VAC**

## Visual 10



Changes: MSA, Track, OBST, VAR, QFU



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20-APR-2017

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Venezuela **Maiquetia** Simon Bolivar Intl

7-100

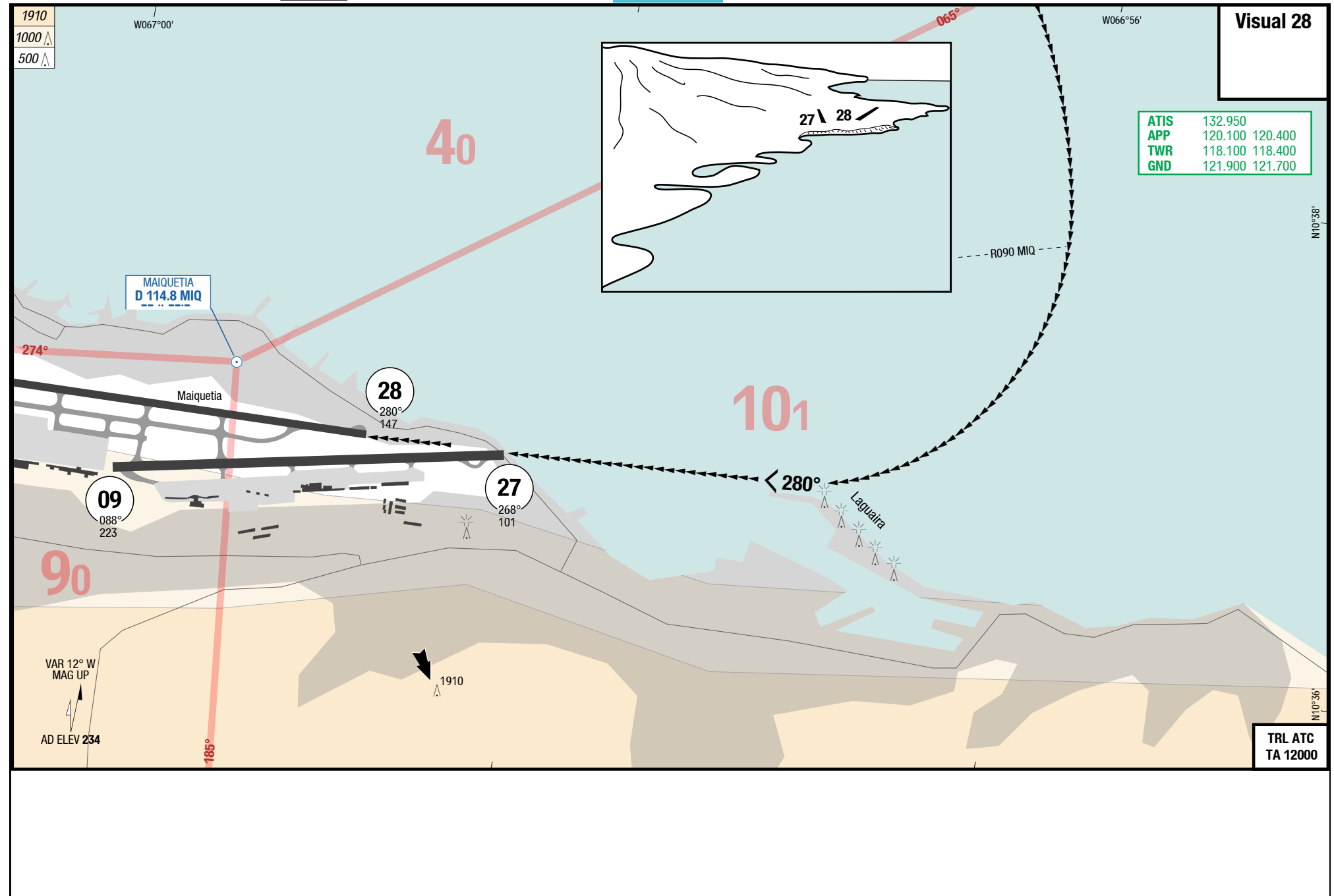
Visual 28

VAC

VAC

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Visual 28



Changes: Track, MSA, VAR, QFU