



REPUBLIC OF CABO VERDE

AERONAUTICAL INFORMATION SERVICE
AMILCAR CABRAL INTERNATIONAL AIRPORT
SAL ISLAND – CABO VERDE

AIRAC

AIP AMDT 06/2022

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Publication: **19 MAY 2022**
Effective from: **16 JUN 2022**

This AIRAC AMDT contains:

GEN 0.4	
GEN 0.6	
GEN 1.2	Numbering correction
GEN 1.3	Numbering correction
GEN 1.4	Numbering correction
GEN 1.5	Numbering correction
GEN 2.6	Numbering correction
GEN 3.1	Numbering correction
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ENR 1.10	
ENR 1.14	Numbering correction
ENR 2.1	Numbering correction
ENR 3.1	Numbering correction, Routes Upper/Lower level Updated., Regenerate ENR (Airspace Class limits, and Freq's on Remarks), Add Enroute Nav aids, Route W31 - Cruising levels updated. , Route W32 - MAG track updated.
ENR 3.2	Numbering correction, Regenerate ENR (Airspace Class limits, and Freq's on Remarks), Add Enroute Nav aids
ENR 3.3	Numbering correction, Final text check., Regenerate ENR (Airspace Class limits, and Freq's on Remarks), Route UN857 - MAG track updated., Route UN866 - MAG track updated, Route UN741 - MAG track updated., Route UN873 - MAG track updated.
ENR 3.6	Numbering correction
ENR 4.5	Numbering correction
AD 0.1	
AD 1.1	Numbering correction
AD 1.5	New GVNP Certificate., New GVBA Certificate.

GVAC AD 2 Numbering correction, RNAV designation removed from non RNAV charts, EN-Route chart removed.

GVBA AD 2 Numbering correction

GVNP AD 2 Numbering correction, RNAV designation removed from non RNAV charts

GVSF AD 2 Numbering correction

GVSN AD 2 Numbering correction

GVSV AD 2 Numbering correction

1.

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2. Hand amendments

NIL

3. Record entry of AIRAC AMDT on the page GEN 0.2-1.

4. The following publications have been incorporated in this AIRAC AMDT:

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prior notification, provided that it contains the details listed in **GEN 1.2.3.3.1.3**

1.2.3.3.1.2 Aircraft registered in Non - ICO States

For aircraft listed in any State not a member of ICAO, the operations mentioned under **GEN 1.2.3.3.1.1** require prior permission, which must be applied for through diplomatic channels. Applications must contain the details listed in **GEN 1.2.3.3.1.3**.

1.2.3.3.1.3 The following information is required for non - scheduled overflights or non traffic stops:

- a) Name of operator
- b) Type of aircraft and registration marks
- c) Date and time of arrival and departure from the airport concerned
- d) Itinerary
- e) Purpose of the flight, nature and amount of cargo carried on board

1.2.3.3.2 Traffic Stops

1.2.3.3.2.1 General

- a) For the purpose of these regulations, non - scheduled flights are categorised and defined in **GEN 1.2.3.1** hereto.
- b) Non - scheduled operators may be requested by AAC to produce evidence, in the form of a certificate of competence, that their international operations are conducted in accordance with the laws and regulations of the State of registry of the aircraft.

1.2.3.3.2.2 Aircraft registered in ICAO States

- a) If the operator of an aircraft registered in any ICAO contracting State intends to perform a non - scheduled flight or series of such flights into Cape Verde for the purpose of loading or off - loading of passengers or cargo, he may do so in accordance with the procedures as prescribed in paragraphs b) through to f).
- b) Single Entity, Humanitarian or Emergency needs or Passenger Taxi Flights.

These flights, are referred to in **GEN 1.2.3.2.4**, **GEN 1.2.3.2.6** and **GEN 1.2.3.2.7** and may be performed without the necessity of obtaining a prior notification. Prior notification to the CIVIL AVIATION AGENCY(AAC) is, however, required and must contain the details listed below, which shall be applied at least one working day before the intended landing.

The following information is required for non - scheduled traffic stops:

- a) Name of operator
- b) Type of aircraft and registration marks
- c) Date and time of arrival and departure from the Cabo Verde airport concerned
- d) Place or places of embarkation or disembarkation abroad, as the case may be, passengers and / or freight
- e) Purpose of flight and number of passengers and / or the nature and amount of freight
- f) Name, address and business of charterer, if any

Note: The operator may be required to submit such additional information as is deemed necessary for the consideration of the request.

c) Other General Charter flights

For other general charter flights not covered by paragraph b) prior authorisation from the CIVIL AVIATION AGENCY (AAC) is required and must contain the details listed in **GEN 1.2.3.4**, 1 - 12 of these regulations. Exceptions made to the affinity, non -

affinity (advance booking), inclusive tours for student charters, which are treated in the following paragraphs, the authorisation to perform a non - scheduled flight or a series of flights, in the condition referred to in paragraph d shall be applied at least two working days before the intended landing.

d) Affinity Group Charters

For these flights, designated in **GEN 1.2.3.2.2.1** to these regulations, the application referred to in paragraph d shall be applied to CIVIL AVIATION AGENCY (AAC) not less than 30 days before the date of flight accompanied by:

- i. Declaration from chartering organisation made in accordance with **GEN 1.2.3.4**;
- ii. List of participants.

e) Non - affinity Group Charters

For flights, defined in **GEN 1.2.3.2.2.2** to these regulations, the applications referred to in paragraph d) shall be applied to CIVIL AVIATION AGENCY (AAC) not less than 30 days before the date of the flights accompanied by:

- i. Declaration in a form similar to that of **GEN 1.2.3.4** hereto:
- ii. List of participants.

f) Inclusive Tour Charters

For these flights, defined in **GEN 1.2.3.2.3** to these regulations, the applications referred to in paragraph c shall be applied to the CIVIL AVIATION AGENCY (AAC) not less than 30 days before the date of the flights accompanied by a list of participants.

1.2.3.3.2.3 For these flights, defined in **GEN 1.2.3.2.3** for these regulations, the application referred in paragraph c shall be applied to the CIVIL AVIATION AGENCY (AAC) not less than 30 days before the date of the flights accompanied by:

- a) Declaration in a form similar to that of **GEN 1.2.3.4** hereto;
- b) List of participants.

1.2.3.3.2.4 Aircraft registered in Non - ICAO States

For aircraft registered in any State not a member of ICAO, the operator of non - scheduled flights into Cabo Verde for the purpose of picking up or putting down passengers or cargo, requires prior permission, which must be applied for through diplomatic channels fulfilling the provisions and accompanied by the details referred to in **GEN 1.2.3.3.1**.

1.2.3.4 Request for authorisation for a non - scheduled flight Applications shall be submitted to CIVIL AVIATION AGENCY (AAC) for authorisation, by using the applicable form, available at:

<http://siga.aac.cv/ext/fpr>

1.2.4. Private flights

1.2.4.1 Advance notification of arrival

1.2.4.1.1 Aircraft registered in ICAO States

Aircraft registered in any ICAO State, subject to reciprocal treatment, do not need prior permission to fly into The Republic of Cabo Verde, and the respective flight plan is accepted as adequate in advance notification to the arrival of incoming aircraft. This information must, however be transmitted in such a way that it will be received by the aviation authorities at least two hours in advance of arrival; the landing must be carried out at previously designated international airport.

Permits can be provided for a window of 48 or 72 hours when so requested in the application.

Note: For reasons of flight safety and compliance with airport regulations, landing permits are required for Private Non - Commercial Flights. Applications must be submitted to AAC in time deemed necessary to allow for a response before the commencement of flight. On weekends, after 16:00 of every working day and national public holidays, urgent application must be addressed to GVACYNYX for the Attention of the Duty Airport Operations Supervisor Tel / Fax: +238 241 1309.

1.2.4.1.2 Aircraft registered in Non - ICAO States

For private flights by aircraft registered in a non - ICAO State or in any case where reciprocity may not exist, special permission is required in addition to filing of a flight plan, and must be applied for through diplomatic channels.

1.2.5. Military and Diplomatic Flight

1.2.5.1 General

For the purpose of these regulations the following aircraft are considered Military and diplomatic Flight.

- a) Military Aircraft;
- b) Aircraft used in customs and police services;
- c) Aircraft engaged in the official carriage of heads of States or Government and respective train of attendants provided that no other passengers are carried;
- d) civil aircraft engaged in the carriage of weapons, munitions, and other military equipment;
- e) Aircraft under United Nations Organisations services.

Military and Diplomatic Flight are subject to prior permission for overflying the territory of The Republic of Cabo Verde or landing at a Cabo Verde airport.

1.2.5.2 Application Procedures

1.2.5.2.1 Applications regarding overflight or landing of Military and Diplomatic Flight must be submitted to the Ministry of foreign Affairs, through the usual diplomatic channels, for clearance. For the benefit of the clearance expedition, the use of Fax: +238 261 1960 and Email: mnecomunidades@gmail.com, is encouraged.

1.2.5.2.2 The request must reach the Ministry Office at least 3

working days prior to the flight.

1.2.5.2.3 Requests submitted later will only be dealt in well - founded cases such as duly justified urgency, or unexpected heads of State or Government flights, rescue, or humanitarian flights.

1.2.5.2.4 Confirmation of clearance must be received by the applicant before starting the flight.

1.2.5.2.5 The request must contain the following information:

- a) State of registry;
- b) Owner or aircraft operator, including address;
- c) Type and number of aircraft;
- d) Registration mark;
- e) Radio call sign;
- f) Point of departure and final destination;
- g) Exact flight route;
- h) Information about the crew and passengers;
 - i. Name, rank and nationality of the pilot in command, number of the crew;
 - ii. Members and passengers for each flight, for military aircraft;
 - iii. Name and nationality of the pilot in command, number of the crew members and passengers for each flight, for civil aircraft.
- i) Exact purpose of the flight and nature of freight, when carried;
- j) Information deemed necessary to support the required assistance on the ground, e.g. amount and type of fuel / oil grades;
- k) Declaration that the pilot in command is familiar with the air navigation procedures applied within The Republic of Cabo Verde airspace, and that the aircraft operator will comply with the national legislation regarding indemnities to third parties for damages on the ground.

1.2.6. Documentary Requirements

1.2.6.1 Documentary requirements for clearance of scheduled and non - scheduled flight aircraft.

It is necessary that the under mentioned aircraft documents are submitted by airline operators for clearance on entry and departure of their aircraft to and from The Republic of Cabo Verde. All documents listed below in legible handwriting. No visas are required in connection with such documents.

Required by	General declaration	Passenger Manifest	Cargo Manifest
Airport Authority	Required	Required	Required

- a) One copy of General Declaration and Cargo Manifest is endorsed and returned by Customs, signifying clearance;
- b) If no passengers are embarking (disembarking) and no articles are laden (unladen), no aircraft documents except copies of the General Declaration need be submitted to the above authorities.

Note: General Declaration is required only to flights that do not receive handling assistance by the national company. when the flights are attended by the national company, a traffic form that replaces the general declaration and the passenger manifest is required.

1.2.6.2 Documentary requirements for clearance of private flight aircraft.

Applications must obtain the following information to the required flight plan:

- a) Name of aircraft, owner / operator and full address;
- b) Type of aircraft and registration mark;
- c) Date and time of arrival and departure from the airport;
- d) concerned itinerary;
- e) Purpose of the flight and nature of cargo when carried must follow the ICAO standard format as set forth in the relevant appendices to ICAO Annex 9 and are acceptable when furnished in English and completed;
- f) Any other relevant information such as the amount and type of fuel required and special / specific handling requirements.

1.2.7. Public health measures applied to aircraft

1.2.7.1 All inbound aircraft from Africa including aircraft operating on domestic flights are required to perform a disinfection

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1.3.1. Customs requirements

Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected for inspection by the customs authorities. Such baggage will be cleared on the basis of verbal declaration except in the case of returning citizens.

1.3.2. Immigration requirements

1.3.2.1 Passports and visas are required for arriving and departing passengers.

1.3.2.2 Baggage identification is normally required on departure.

1.3.2.3 A person entering the Republic of Cabo Verde for immigration purposes must hold a valid passport and an immigration visa, the latter being issued at Cabo Verde Consulates abroad.

1.3.2.4 Procedures Relating to Entrance Visas.

1.3.2.4.1 Passengers in transit not exempted from consular visa on arriving at any Cabo Verde International Airport without it may be permitted to stay in Cabo Verde territory for four days.

1.3.2.4.2 Passengers wishing to enjoy this privilege shall leave their passports at the Police Office at the Airport, in exchange for a 283 - format card.

1.3.2.4.3 No consular fees shall be due for disembarkation taking place as provided for in sub - section **1.3.2.4.1** and sub - section **1.3.2.4.2**.

1.3.2.4.4 Passengers wishing to prolong their stay in Cabo Verde beyond the time - limit mentioned in sub - section **1.3.2.4.1** may be allowed to do so for an additional six - day period.

1.3.2.4.5 To this end and upon surrender of the 283 - format card passengers will be given back their passports at the airport Police Office.

1.3.2.4.6 The normal consular fee of about USD 10.00 for visas shall be collected from foreign passengers availing themselves of the above practice.

1.3.2.4.7 As a rule, none of the privileges above referred to shall be granted, except to subjects of foreign countries with diplomatic or consular representatives in Cabo Verde, it being further necessary that the airlines should guarantee the transportation of the passengers in question within the time - limit granted for their stay in Cabo Verde.

1.3.3. Public health requirements

1.3.3.1 Disembarking passengers are not required to present vaccination certificates except when coming directly from an area with yellow fever.

1.3.3.2 Should a massive return of national citizens from an area infected with cholera, yellow fever or Malaria occur, public health authorities may select some disembarking passengers for a medical examination.

1.3.3.3 On departure, no health formalities are required.

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GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

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GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1.5.1. General

Commercial air transport aircraft in Cabo Verde must adhere to provisions of ICAO Annex 6 - Operation of Aircraft, Part 1 - International Commercial Air Transport - Aeroplanes, Chapter 6 (Aeroplane Instruments) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

1.5.2. Instruments and Equipment to be carried

1.5.2.1 Except when a Special Exemption has been granted by Air Traffic Services, aircraft flying within SAL OCENIC FIR / UIR shall be equipped with and maintain in operation SSR Transponder capable of responding to Mode A interrogations with 4096 codes and Mode C interrogations with Automatic Pressure Altitude information.

1.5.2.2 ACAS II - As required by ICAO SUPPS Doc 7030 / 4, ACAS II shall be carried and operated in the SAL OCENIC FIR / UIR by all aircraft that meet the following criteria:

- a) All civil fixed wing turbine - engine aircraft having a maximum take - off mass exceeding 15 000 KG, or a maximum approved passenger seating configuration of more than 30, will be required to be equipped with ACAS II.
- b) With effect from 1st January 2005, all civil fixed wing turbine - engine aircraft having a maximum take - off mass exceeding 5 700 KG, or a maximum approved passenger seating configuration of more than 19, will be required to be equipped with ACAS II.

1.5.2.3 Aircraft, other than State aircraft, operating on the RNAV routes described in **ENR 3.3** within the SAL OCENIC FIR / UIR shall be equipped with, as a minimum, RNAV equipment meeting RNP 10 in accordance with the requirements set out in ICAO Doc 7030 Regional Supplementary Procedures.

1.5.2.4 Standard equipment is considered to be VHF, HF, VOR and ILS which shall be carried within SAL OCENIC FIR / UIR.

1.5.2.5 A local flying restriction is imposed upon aircraft in that they will not be accepted without two way radio communication.

1.5.2.6 Subject to the observances of the application, rules, conditions and limitations set forth in this document and in the legislation described in **1.5.2.2** foreign civil aircraft registered in any foreign country which at the time are a member of ICAO may be navigated in Cabo Verde.

1.5.2.7 Aircraft registered under the laws of foreign countries, not members of the ICAO, which grant reciprocal treatment to Cabo Verde aircraft and airmen, and the limitations applicable in the case of aircraft of ICAO member states.

1.5.3. Equipment to be carried on all internal and on certain flights

1.5.3.1 On internal flights and on flights with single engined and multi engined aircraft which are not capable of maintaining prescribed minimum safe altitude in the event of engine failure, the signalling equipment in sub - section **1.5.3.2** shall be carried.

1.5.3.2 Signalling equipment

The following signalling equipment shall be carried:

- a) An emergency locator transmitter (ELT);
- b) Two signal flares of the day and night type;
- c) Eight red signal cartridges and a means of firing them;
- d) A signal sheet (minimum 1 x 1 M) in a reflecting colour;
- e) An electric hand torch.

1.5.3.3 Survival equipment

The following survival equipment shall be carried:

- a) A compass;
- b) A knife;
- c) A sleeping bag with a waterproof inner lining or a rescue blanket (Astron) per person;
- d) Four boxes of matches in waterproof containers;
- e) A ball of string;
- f) A cooking stove with fuel and the accompanying cooking and eating utensils.

1.5.4. Flight Documents to be carried

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GEN 2.6 CONVERSION OF UNITS OF MEASUREMENT

Tables for conversions or alternately conversions formulae between:

<i>NM to KM</i> 1 NM = 1.852 KM		<i>KM to NM</i> 1 KM = 0.54 NM		<i>FT to M</i> 1 FT = 0.3048 M		<i>M to FT</i> 1 M = 3.281 FT	
<i>NM</i>	<i>KM</i>	<i>KM</i>	<i>NM</i>	<i>FT</i>	<i>M</i>	<i>M</i>	<i>FT</i>
0.1	0.185	0.1	0.05	1	0.305	1	3.28
0.2	0.370	0.2	0.11	2	0.610	2	6.56
0.3	0.556	0.3	0.16	3	0.914	3	9.84
0.4	0.741	0.4	0.22	4	1.219	4	13.12
0.5	0.926	0.5	0.27	5	1.524	5	16.40
0.6	1.111	0.6	0.32	6	1.829	6	19.69
0.7	1.296	0.7	0.38	7	2.134	7	22.97
0.8	1.482	0.8	0.43	8	2.438	8	26.25
0.9	1.667	0.9	0.49	9	2.743	9	29.53
1	1.852	1	0.54	10	3.048	10	32.81
2	3.704	2	1.08	20	6.096	20	65.62
3	5.556	3	1.62	30	9.144	30	98.43
4	7.408	4	2.16	40	12.192	40	131.23
5	9.260	5	2.70	50	15.240	50	164.04
6	11.112	6	3.24	60	18.288	60	196.85
7	12.964	7	3.78	70	21.336	70	229.66
8	14.816	8	4.32	80	24.384	80	262.47
9	16.668	9	4.86	90	27.432	90	295.28
10	18.520	10	5.40	100	30.480	100	328.08
20	37.040	20	10.80	200	60.960	200	656.17
30	55.560	30	16.20	300	91.440	300	984.25
40	74.080	40	21.60	400	121.920	400	1 312.34
50	92.600	50	27.00	500	152.400	500	1 640.42
60	111.120	60	32.40	600	182.880	600	1 968.50
70	129.640	70	37.80	700	213.360	700	2 296.59
80	148.160	80	43.20	800	243.840	800	2 624.67
90	166.680	90	48.60	900	274.320	900	2 952.76
100	185.200	100	54.00	1 000	304.800	1 000	3 280.84
200	370.400	200	107.99	2 000	609.600	2 000	6 561.68
300	555.600	300	161.99	3 000	914.400	3 000	9 842.52
400	740.800	400	215.98	4 000	1 219.200	4 000	13 123.36
500	926.000	500	269.98	5 000	1 524.000	5 000	16 404.20
				6 000	1 828.800		
				7 000	2 133.600		
				8 000	2 438.400		
				9 000	2 743.200		
				10 000	3 048.000		

From decimal minutes of an arc to seconds of an arc

<i>MIN</i>	<i>SEC</i>	<i>MIN</i>	<i>SEC</i>	<i>MIN</i>	<i>SEC</i>	<i>MIN</i>	<i>SEC</i>
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	16.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3.0	0.30	18.0	0.55	33.0	0.80	48.0

From decimal minutes of an arc to seconds of an arc

MIN	SEC	MIN	SEC	MIN	SEC	MIN	SEC
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.10	6.0	0.35	21.0	0.60	36.0	0.85	51.0
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9.0	0.40	24.0	0.65	39.0	0.90	54.0
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.20	12.0	0.45	27.0	0.70	42.0	0.95	57.0
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15.0	0.50	30.0	0.75	45.0		

From seconds of an arc to decimal minutes of an arc

SEC	MIN	SEC	MIN	SEC	MIN	SEC	MIN
1	0.02	16	0.27	31	0.52	46	0.77
2	0.03	17	0.28	32	0.53	47	0.78
3	0.05	18	0.30	33	0.55	48	0.80
4	0.07	19	0.32	34	0.57	49	0.82
5	0.08	20	0.33	35	0.58	50	0.83
6	0.10	21	0.35	36	0.60	51	0.85
7	0.12	22	0.37	37	0.62	52	0.87
8	0.13	23	0.38	38	0.63	53	0.88
9	0.15	24	0.40	39	0.65	54	0.90
10	0.17	25	0.42	40	0.67	55	0.92
11	0.18	26	0.43	41	0.68	56	0.93
12	0.20	27	0.45	42	0.70	57	0.95
13	0.22	28	0.47	43	0.72	58	0.97
14	0.23	29	0.48	44	0.73	59	0.98
15	0.25	30	0.50	45	0.75		

GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

3.1.1. Responsible service

3.1.1.1 The Aeronautical Information Service is provided by the Air Navigation Direction (DNA), through the Aeronautical Information Management Service (SGIA) - AIS / MAP, of ASA - Aeroportos e Seguranca Aerea - S.A..

3.1.1.2 The AIM is responsible for the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under **GEN 3.1.2** below. It consists of AIS headquarters, International NOTAM Office (NOF) and ARO units established at aerodromes listed under **GEN 3.1.5** below.

3.1.1.3 AIS Headquarter

Air Navigation Direction (DNA)
Aeronautical Information Management Service (SGIA) - AIS / MAP
Aeroporto Amilcar Cabral
Espargos
Sal Island
Republic of Cabo Verde
TEL: +238 2412502
Telefax:+238 2413264
e-mail: sgia@asa.cv
AFS: GVACYOYX
Http: <https://ais.asa.cv>

3.1.1.4 International NOTAM Office (NOF)

Air Navigation Direction (DNA)
International NOTAM Office
Aeroporto Amilcar Cabral
Espargos
Sal Island
Republic of Cabo Verde
TEL: +238 2412090
Telefax:+238 2413264
e-mail: sgia.nof@asa.cv
AFS: GVACYNYX
Http: <https://ais.asa.cv>

3.1.1.5 Service hours

AIS service hours are as follows

- International NOTAM Office: H 24
- Aeronautical Information Management Service: MON - FRI during office hours (09:00 - 17:00)

3.1.1.6 Applicable ICAO documents

The service is provided in accordance with the provisions contained in the following ICAO documents:

- Annex 15 - Aeronautical Information Service
- Doc 8126 - Aeronautical Information Service Manual
- Doc 10066 - Procedures for Air Navigation Services of Aeronautical Information Management.

Differences to these provisions are detailed in **GEN 1.7**

3.1.2. Area of Responsibility

The Aeronautical Information Services is responsible for the collection and dissemination of information for the entire territory of the Republic of Cabo Verde and for High Sea Airspace under the Republic of Cabo Verde jurisdiction for air traffic purposes.

3.1.3. Aeronautical publications

The Aeronautical information is provided in the form of aeronautical information products consisting of the following elements:

- Electronic Aeronautical Information Publication (eAIP)
- Electronic Amendment Service to the AIP (AIP AMDT)
- Electronic Supplement Service to the AIP (AIP SUP)
- NOTAM and Pre Flight Information Bulletins (PIB)
- Electronic Aeronautical Information Circulars (AIC) Service and
- Checklists and lists of valid NOTAM.

NOTAM and the related monthly checklist are issued via the Aeronautical Fixed Service (AFS) while PIB are made available at aerodrome AIS units. All other aeronautical products are published on the internet.

3.1.3.1 Electronic Aeronautical Information Publication (AIP)

The electronic AIP is the basic source for permanent information and long duration temporary changes, which are essential for the safety of air navigation. The AIP is published in one volume and contains all relevant information for international civil aviation. It is published in English and updated by means of AIP Amendments and / or AIP Supplements.

The electronic AIP Cabo Verde is available in HTML format. The HTML version and a PDF version derived there-from is published on the internet and can be found at <https://ais.asa.cv/eaip>.

3.1.3.2 Amendment Service to the electronic AIP

3.1.3.2.1 Amendments to the electronic AIP (AIP AMDT) are published on the internet.

3.1.3.2.2 There are two types of Amendments:

- Electronic regular AIP Amendments (AIP AMDT), containing permanent information which is not of operational significance for the safe conduct of a flight and does not require an advanced notification to the users. These electronic AIP AMDT are issued in accordance with the established regular intervals (**GEN 0.1.4.2**) and incorporate permanent changes into the electronic AIP at the indicated publication date;
- Electronic AIRAC AIP amendments (AIRAC AIP AMDT) containing permanent information which is of operational significance for the safe conduct of a flight and requires an advanced notification to the users. Electronic AIRAC AIP amendments are issued in accordance with the AIRAC system, identified by the acronym AIRAC at the indicated AIRAC effective date.

A brief description of the subjects affected by the amendment is given on the electronic AIP Amendment cover sheet. Each electronic AIP amendment cover sheet includes references to the serial number of those elements, if any, of the Aeronautical Information Products which have been incorporated in the electronic AIP by the amendment and are consequently cancelled. Each AIP AMDT and each AIRAC AIP AMDT will be allocated separate two digit serial numbers which are consecutive in line with the AIRAC cycle. This will be followed by a four digit number to denote the year of issue or validity, e.g. AIP AMDT 01 / 2022; AIRAC AIP AMDT 01 / 2022. This new system will supersede the old system (which used a continuous sequence of numbers).

3.1.3.2.3 For further details refer to the electronic AIP Republic of

Cabo Verde version on the internet and its Help section.

3.1.3.3 **Electronic Supplement Service to the electronic AIP (AIP SUP)**

3.1.3.3.1 Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and / or graphics, supplementing the permanent information contained in the electronic AIP are published as electronic AIP Supplements (AIP SUP). Operationally significant temporary changes to the electronic AIP are published in accordance with the AIRAC system and its established effective dates are identified clearly by the acronym AIRAC.

3.1.3.3.2 Electronic AIP Supplements are separated by information subject (General - GEN, En-route - ENR and Aerodromes - AD). In a similar manner to AIP AMDT, each Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year, i. e. AIRAC AIP SUP 01 / 2022.

3.1.3.3.3 Electronic AIP Supplements are kept in the AIP as long as all or some of their contents remain valid. The period of validity of information contained in the electronic AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

3.1.3.3.4 The checklist of electronic AIP Supplements currently in force is issued additionally by the medium of the monthly printed plain language summary of NOTAM in force.

3.1.3.3.5 Electronic AIP Supplements are placed on the desktop of the electronic AIP as a separate subject item under the electronic AIP Tabulator "SUP". For further details refer to the electronic AIP Cabo Verde version on the internet and its Help section.

3.1.3.4 **Electronic Aeronautical Information Circular (AIC)**

3.1.3.4.1 The electronic Aeronautical Information Circulars (AIC) contain information of long - term forecast of any major change in legislation, regulations procedures or facilities; purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters. AICs are divided in accordance with subjects and their affects and are issued in two series (A and N). AIC Series **A** contains information affecting international civil aviation and is given international distribution, while AIC Series **N** contains information affecting national aviation only and is given national distribution.

3.1.3.4.2 Each electronic AIC is numbered consecutively on a calendar year basis. The year, indicated by four digits, is a part of serial number of the AIC, e.g. AIC 1 / 2022. A checklist of AIC currently in force is issued as an AIC once a year.

3.1.3.4.3 Electronic AIC are placed on the desktop of the electronic AIP accordingly as a separate item under the eAIP Tabulator "AIC". For further details refer to the electronic AIP Cabo Verde version on the internet and its Help section.

3.1.3.5 **Notice to Airmen (NOTAM)**

3.1.3.5.1 A NOTAM is a notice distributed by means of Aeronautical Fixed Telecommunication Network (AFTN) containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

3.1.3.5.2 A NOTAM shall be originated and issued promptly whenever the information to be disseminated is of a temporary nature and of short duration or when operationally significant

permanent changes, or temporary changes of long duration are made at short notice.

3.1.3.5.3 When an AIP AMDT or an AIP SUP is published in accordance with the AIRAC procedures, a "TRIGGER" NOTAM shall be originated giving a brief description of the contents, the effective date, and the reference number to the AIP AMDT or AIP SUP.

3.1.3.5.4 The basic purpose of a NOTAM is the dissemination of information in advance of the event to which it relates, except in the case of unserviceability which cannot be foreseen.

3.1.3.5.5 A NOTAM checklist shall be issued via the AFTN for each month on the first day of the following month containing a numerical list of valid NOTAM in force, and referring to the latest AIP AMDT, AIP SUP and AIC issued.

3.1.3.5.6 A monthly printed Plain Language list of valid NOTAM including a reference to the latest AIP AMDT, checklist of AIP SUP and AIC issued, shall be prepared with a minimum delay and forwarded by the most expeditious means to recipients of the Aeronautical Information Products.

3.1.3.5.7 NOTAMs are originated and issued for SAL OCENIC FIR / UIR and are distributed in two series identified by the letter **A** and **S**.

Series A - International distribution: General rules, navigation warnings, en-route navigation and communication facilities, airspace reservations and navigation warnings, information concerning international aerodromes.

Series S (SNOWTAM): Information providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the movement area. SNOWTAMs are prepared in accordance with ICAO Doc 10066 (PANS - AIM) Appendix 4 and are issued for all international aerodromes.

3.1.3.6 **Checklist and list of valid NOTAM**

3.1.3.6.1 A checklist of valid NOTAMs is issued monthly via AFS. The checklist is followed by a printed list of valid NOTAMs distributed by mail to all recipients of the Integrated Aeronautical Information Package. It contains a plain language (in English) presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT, AIRAC AIP AMDT, AIP SUP and AIC as well as the numbers of the elements issued under the AIRAC that will become effective or, if none, the NIL AIRAC notification.

3.1.3.6.2 Checklists and lists of valid NOTAMs are administrative material without operational significance. Their purpose is to help recipients of the Aeronautical Information Products verifying the continuity and validity of the information they handle.

3.1.3.7 **Distribution and sale of Publications**

3.1.3.7.1 This information is supplied free of charges to foreign Aeronautical Authorities and Aeronautical Information Services on a reciprocal basis. Nevertheless a registration is necessary to access the eAIP. Instructions to obtain access are given on the website.

3.1.3.7.2 Aeronautical Publications and the conditions of subscription, and respective purchase prices are published every year in an International AIC.

3.1.3.7.3 Orders, cancellations, claims and payment of subscriptions of all international aeronautical publications shall be addressed to:

Aeronautical Information Management Service AIS / MAP
Aeroporto Amílcar Cabral

Espargos
Sal Island
Republic of Cabo Verde
TEL: +238 2412502
Telefax:+238 2413264
e-mail: sgia@asa.cv
AFS: GVACYOYX
Http: https://ais.asa.cv

3.1.4. AIRAC system

In order to control and regulate operationally significant changes requiring amendments to charts, route manuals, etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC SYSTEM. This type of information will be published as AIRAC AIP amendments or AIRAC AIP Supplement.

AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. The following table indicates AIRAC effective dates for Years 2022 to 2029:

2022	2023	2024	2025
27 January	26 January	25 January	23 January
24 February	23 February	22 February	20 February
24 March	23 March	21 March	20 March
21 April	20 April	18 April	17 April
19 May	18 May	16 May	15 May
16 June	15 June	13 June	12 June
14 July	13 July	11 July	10 July
11 August	10 August	08 August	07 August
08 September	07 September	05 September	04 September
06 October	05 October	03 October	02 October
03 November	02 November	31 October	30 October
01 December	30 November	28 November	27 November
29 December	28 December	26 December	25 December

2026	2027	2028	2029
22 January	21 January	20 January	18 January
19 February	18 February	17 February	15 February
19 March	18 March	16 March	15 March
16 April	15 April	13 April	12 April
14 May	13 May	11 May	10 May
11 June	10 June	08 June	07 June
09 July	08 July	06 July	05 July
06 August	05 August	03 August	02 August
03 September	02 September	31 August	30 August
01 October	30 September	28 September	27 September
29 October	28 October	26 October	25 October
26 November	25 November	23 November	22 November
24 December	23 December	21 December	20 December

3.1.5. Pre - flight information service at aerodromes / heliports

Air Traffic Services Reporting Office (ARO) units are established at the airports of Sal Island / Amilcar Cabral, Praia / Nelson Mandela, Rabil / Aristides Pereira and Sao Pedro / Cesaria Evora.

ARO Unit / hours of Service	Telephone	Telefax	AFTN
Sal Island / Amilcar Cabral H24	+238 2411309	+238 2411309	GVACZPZX
Praia / Nelson Mandela H24	+238 2633471	NIL	GVNPZPZX
Rabil / Aristides Pereira 09:00 - 19:00	+238 2511070	+238 2511010	GVBAZPZX

Sao Pedro / Cesaria Evora 07:00 - 23:00	+238 2323716	+238 2323716	GVSVPZPX
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3.1.5.1 A pre - flight information service unit is available at all ATS Reporting Offices (ARO's), covering areas of its responsibility.

3.1.5.2 Pre Flight Information Bulletins (PIB) are prepared in accordance with ICAO Annex 15, ICAO Doc 8126 and 10066. A selection of different PIB is possible and the following types are available.

For IFR or VFR flight:

- Route type PIB
- Aerodrome type PIB
- Area type PIB
- Navigation Warnings

Note:

- *In all these PIB's a set of filters may be applied, namely: Date and duration of the flight, Qualifiers (Traffic, Purpose and Scope), and flight levels used.*
- *The languages used by all ATS Reporting Offices (ARO's) are Portuguese and English or French.*

3.1.6. Digital data sets

To be developed

GEN 3.2 AERONAUTICAL CHARTS

3.2.1. Responsible service

3.2.1.1 All the aeronautical charts for use by civil aviation are published under the authority of the aeronautical Information Management.

3.2.1.2 These charts are produced in accordance with specifications set down in ICAO Annex 4 and other pertinent ICAO documents.

3.2.2. Maintenance of charts

3.2.2.1 The aeronautical charts included in the AIP are regularly kept up to date or are replaced by the amendments to the AIP. Significant revisions to aeronautical chart series are also included in the AIP and may be promulgated in the AIP SUP, if appropriate. Information concerning new maps and charts will be notified by Aeronautical Information Circular.

3.2.2.2 Items and information found after publication to have been incorrect at the aeronautical information date, are corrected immediately by NOTAM if they are of operational significance, attention being directed to the particular chart affected.

3.2.2.3 Revision of the aeronautical information on all charts is constantly in progress and amended charts are published as regularly as production resources permit. Topographical and hydro graphical information portrayed is also revised when necessary.

3.2.3. Purchase arrangements

3.2.3.1 All charts are incorporated in the AIP and may be obtained from:

Aeronautical Information Management Service (SGIA) - AIS / MAP
Aeroporto Amilcar Cabral
Espargos
Sal Island
Republic of Cabo Verde
TEL: +238 2412502
Telefax:+238 2413264
e-mail: sgia@asa.cv
AFS: GVACYOYX
Http: NIL

3.2.4. Aeronautical chart series available

3.2.4.1 The following series of aeronautical charts are produced:

- a) World Aeronautical Chart - ICAO 1:1 000 000;
- b) Aerodrome Chart - ICAO;
- c) Aerodrome Obstacle Chart - ICAO type A (for each runway);
- d) En-route Chart - ICAO;
- e) Standard Departure Chart - Instrument (SID) - ICAO;
- f) Standard Arrival Chart - Instrument (STAR) - ICAO;
- g) Instrument Approach Chart - ICAO (for each runway and procedure type);
- h) Visual Approach Chart - ICAO.
- i) Aerodrome Parking / Docking Chart - ICAO

The charts currently available are listed under paragraph 5 of this subsection.

3.2.4.2 General Description of each Series

a) World Aeronautical Chart - ICAO 1:1000 000

This series is constructed on Lambert Conformal Conic Projection in accordance with ICAO specifications. The chart

provides information to satisfy visual air navigation and is also used as a pre - flight planning chart.

b) Aerodrome Chart - ICAO

This chart contains aerodrome data to provide flight crews with information that will facilitate the ground movement of aircraft:

- from the aircraft stand to the runway; and
- from the runway to the aircraft stand.

It also provides essential some operational information at Sal Island / Amilcar Cabral, Praia / Nelson Mandela, Rabil / Aristides Pereira and Sao Pedro / Cesaria Evora.

c) Aerodrome Obstacle Chart - ICAO Type A

This chart contains detailed information on obstacles in Sal Island / Amilcar Cabral, Praia / Nelson Mandela, Rabil / Aristides Pereira and Sao Pedro / Cesaria Evora Airports. This obstacle information provides the data necessary to enable an operator to comply with the operating limitations of ICAO Annex 6, Parts I and II, Chapter 5.

d) En-route Chart - ICAO

This chart is produced for the entire SAL OCENIC FIR / UIR. This chart provides the flight crew information to facilitate navigation along ATS routes in compliance with Air Traffic Services procedures.

e) Standard Departure Chart - Instrument (SID) - ICAO

This chart is produced whenever a standard departure route - instrument has been established and cannot be shown with sufficient clarity on the Area Chart - ICAO. The aeronautical data shown include the aerodrome of departure and aerodrome(s) which affect the designated standard departure route - instrument. This chart provides the flight crew with information that will enable them to comply with the designated standard departure route - instrument from the take - off phase to the en - route phase.

f) Standard Arrival Chart - Instrument (STAR) - ICAO

This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

g) Instrument Approach Chart - ICAO (for each runway and procedure type)

This chart provides the flight crew with information that will enable them to perform an approved instrument procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established.

h) Visual Approach Chart - ICAO

This chart provides flight crew with information which enable them to transit from the enroute / descent to approach phases of flight to the runway of intended landing by means of visual reference.

This chart is produced for aerodromes used by civil aviation where:

- only limited navigation facilities are available; or
- radio communication facilities are not available; or
- no adequate aeronautical charts of the aerodrome and its surroundings at 1:500 000 or greater scale are available; or
- visual approach procedures have been established.

i) Aerodrome Parking / Docking Chart - ICAO

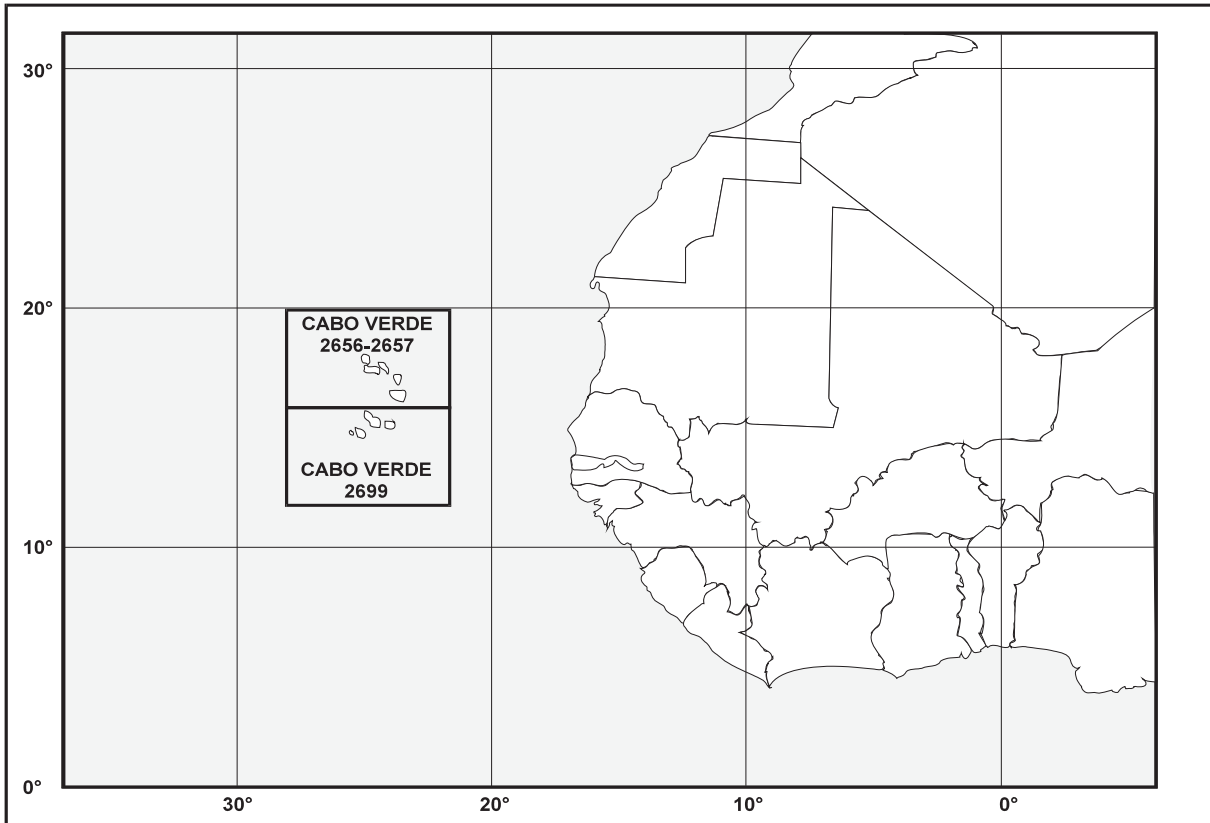
This supplementary chart provides flight crew with detailed information to facilitate the ground movement of aircraft between the taxiway and the aircraft stands and the parking / docking of aircraft.

3.2.5. List of aeronautical charts available

3.2.5.1 The available charts are part of the AIP. The charts are not for sale separately.

3.2.5.2 A detailed list of charts related to each individual airport is given in the relevant aerodrome subsection, AD 2.24. For each aerodrome there is at least an aerodrome chart and a visual approach chart published. A detailed list of charts related to en - route and area can be seen at ENR 6.

3.2.6. Index to the World Aeronautical Chart (WAC) - ICAO 1:1 000 000



3.2.7. Topographical charts

NIL

3.2.8. Correction to charts not contained in the AIP

NIL

GEN 3.3 AIR TRAFFIC SERVICES

3.3.1. Responsible services

3.3.1.1 The Air Traffic Service is provided by the Air Navigation Direction (DNA), through the Air Traffic Operation Service (SOTA), of ASA - Aeroportos e Seguranca Aerea - S.A..

Air Navigation Direction (DNA)
Air Traffic Operation Service (SOTA)
Aeroporto Amilcar Cabral
Espargos
Sal Island
Republic of Cabo Verde
TEL: +238 2419200
Telefax:+238 2413336
e-mail: NIL
AFS: GVACDNAX
Http: NIL

3.3.1.2 The services are provided in accordance with the provision contained in the following ICAO documents

- a) ANNEX 2 - Rules of the Air
- b) ANNEX 11 - Air Traffic Services
- c) DOC 4444 - Procedures for Air Navigation Services - Air Traffic Management (PANS - ATM)
- d) DOC 8168 - Procedures for Air Navigation Services - Aircraft Operations (PANS - OPS)
- e) DOC 7030 - Regional Supplementary Procedures

Note: Differences to this provision are detailed in subsection **GEN 1.7**.

3.3.2. Area of responsibility

3.3.2.1 Air Traffic Services are provided for the entire territory of Cabo Verde, including its territorial waters as well as the airspace over the high seas within the SAL OCENIC FIR / UIR.

3.3.2.2 In some cases, in accordance with the regional air navigation agreement, air traffic services are provided, under the delegated authority, in the airspace within another bordering FIR. Details of such services are provided in section **ENR 2**.

3.3.3. Type of service

3.3.3.1 The following types of service are provided:

- a) Flight Information Service (FIS) and Alerting Services (FIC)
- b) Area Control (ACC)
- c) Approach Control (APP) and
- d) Radar

3.3.3.2 The following types of services are provided at aerodromes:

- a) Aerodrome Control (TWR), or
- b) Aerodrome Flight Information (AFIS), where applicable

3.3.3.3 Provision of flight information service within SAL OCENIC FIR

Flight Information service (FIS) is a non - radar service provided, either separately or in conjunction with other services, for the purpose of supplying information useful for the safe and efficient conduct of flights. Under a FIS the following conditions apply:

- a) Provision of the service includes information about weather, changes of serviceability of facilities, conditions at aerodromes and any other pertinent information.

- b) The controller may attempt to identify the flight for monitoring and coordination purposes only. Such identification does not imply that the radar service is being provided or that the controller will continuously monitor the flight. Pilots must be left in no doubt that they are not receiving a radar service.
- c) Controller are not responsible for separating or sequencing aircraft.

In addition to the above, controllers will, subject to workload, provide pilots with information concerning collision hazards to aircraft operating in Class "G" airspace when self evident information from any source indicates that the risk of collision may exist. It is accepted that this information may be incomplete and the controller cannot assume responsibility for its issuance at all times or for its accuracy. At ACC, controllers will provide FIS on request to aircraft both along with and, when necessary, separate from other service provision. This service is provided on ATC sector on its associated frequency. Warnings of proximity hazards should be issued when, from aircraft reports, they are self evident but decision to make any alteration to the flight profile remains with the pilot. Warnings are issued at the discretion of the controller and take the form of traffic information passed to each involved flight.

3.3.4. Co - ordination between the operator and ATS

Co - ordination between the operator and air traffic service is effective in accordance with 2.15 of ICAO Annex 11.

3.3.5. Minimum flight altitude

3.3.5.1 The minimum flight altitudes on the ATS routes, as presented in section **ENR 3**, have been determined so as to ensure a least 300 M (1000 FT) vertical clearance above the highest obstacle within 8 KM (4.3 NM) on each side of the centre line of the route.

3.3.5.2 However, where the angular divergence of the navigational air signal, in combination with the distance between the navigation aids could result in an aircraft being more than 8 KM (4.3 NM) on either side of the centre line the 18 KM (9.7 NM) protection limit is increased by the extent to which the divergence is more than 8 KM (4.3 NM) from the centre line.

3.3.6. ATS unit address list

<i>Unit Name</i>	<i>Postal address</i>	<i>Telephone Number</i>	<i>Telefax Number</i>	<i>Telex Number</i>	<i>AFS address</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>
SAL ACC	Aeroporto Amilcar Cabral Espargos Sal Island Republic of Cabo Verde	+238 2411135 +238 2411730	+238 2411570 +238 2411219	NIL	GVSCZRZX
SAL APP	Aeroporto Amilcar Cabral Espargos Sal Island Republic of Cabo Verde	+238 2411135 +238 2411730	+238 2411219	NIL	GVACZTZX
AMILCAR CABRAL FIC	Aeroporto Amilcar Cabral Espargos Sal Island Republic of Cabo Verde	+238 2411135 +238 2411730	+238 2411219	NIL	GVSCZRZX
SAL RADIO	Aeroporto Amilcar Cabral Espargos Sal Island Republic of Cabo Verde	+238 2412090	+238 2413264	NIL	GVACYSYX

GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES

3.4.1. Responsible Service

3.4.1.1 The Communication and Navigation Services are provided by the Air Navigation Direction (DNA), through the Communication, Surveillance and Navigation Service (SCVN), of ASA - Aeroportos e Seguranca Aerea - S.A..

Air Navigation Direction (DNA)
Communication, Surveillance and Navigation Service (SCVN)
Aeroporto Amilcar Cabral
Espargos
Sal Island
Republic of Cabo Verde
TEL: +238 2419200
Telefax:+238 2413336
e-mail: NIL
AFS: GVACDNAX
Http: NIL

3.4.1.2 The service is provided in accordance with the provision contained in the following ICAO documents:

- a) Annex 10 - Aeronautical Telecommunications
- b) DOC 8400 - Procedures for Air Traffic Navigation Services - ICAO Abbreviations and Codes (PANS - ABC)
- c) DOC 8585 - Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services
- d) DOC 7030 - Regional Supplementary Procedures
- e) DOC 7910 - Location Indicators

Note: Differences to this provision are detailed in subsection GEN 1.7.

3.4.2. Area of responsibility

3.4.2.1 Communication Services are provided for the entire SAL OCENIC FIR / UIR.

3.4.2.2 Responsibility for the day - to - day operation of these services is vested in the Station Communication Officers located at each international aerodrome.

3.4.2.3 Inquiries, suggestions or complains regarding any communication service should be referred to the relevant Station Communication Officer or to the Director of Air Navigation.

3.4.3. Type of service

3.4.3.1 Radio navigation services

The following types of radio aids to navigation are available:

- a) LF / MF Non - directional Beacon (NDB)
- b) Instrument Landing System (ILS)
- c) VHF Omni directional Radio Range (VOR)
- d) Distance - Measuring Equipment (DME)
- e) Approach and Regional Control Radar

3.4.3.2 Voice and & or data link services

3.4.3.2.1 Mobile service

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified.

An aircraft should normally communicate with the air / ground control radio station that exercises control in the area in which the aircraft is flying. Aircraft should maintain a continuous watch on the appropriate frequency of the control station and should not abandon

watch, except in an emergency, without informing the control radio station.

3.4.3.2.2 Fixed service

The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if:

- a) They satisfy the requirements of ICAO Annex 10, Vol II, Chap. 3.3.3
- b) They are prepared in the form specified in ICAO Annex 10
- c) The text of an individual message does not exceed 200 groups

Note: General aircraft operating messages, designated as Class B2, are not acceptable.

3.4.3.3 Broadcasting service

NIL

3.4.3.4 Language used

English and Portuguese

3.4.3.5 Where detailed information can be obtained

Details of the various facilities available at the individual aerodromes can be found in the relevant sections of Part 3 (AD). In cases where a facility is serving both the en - route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).

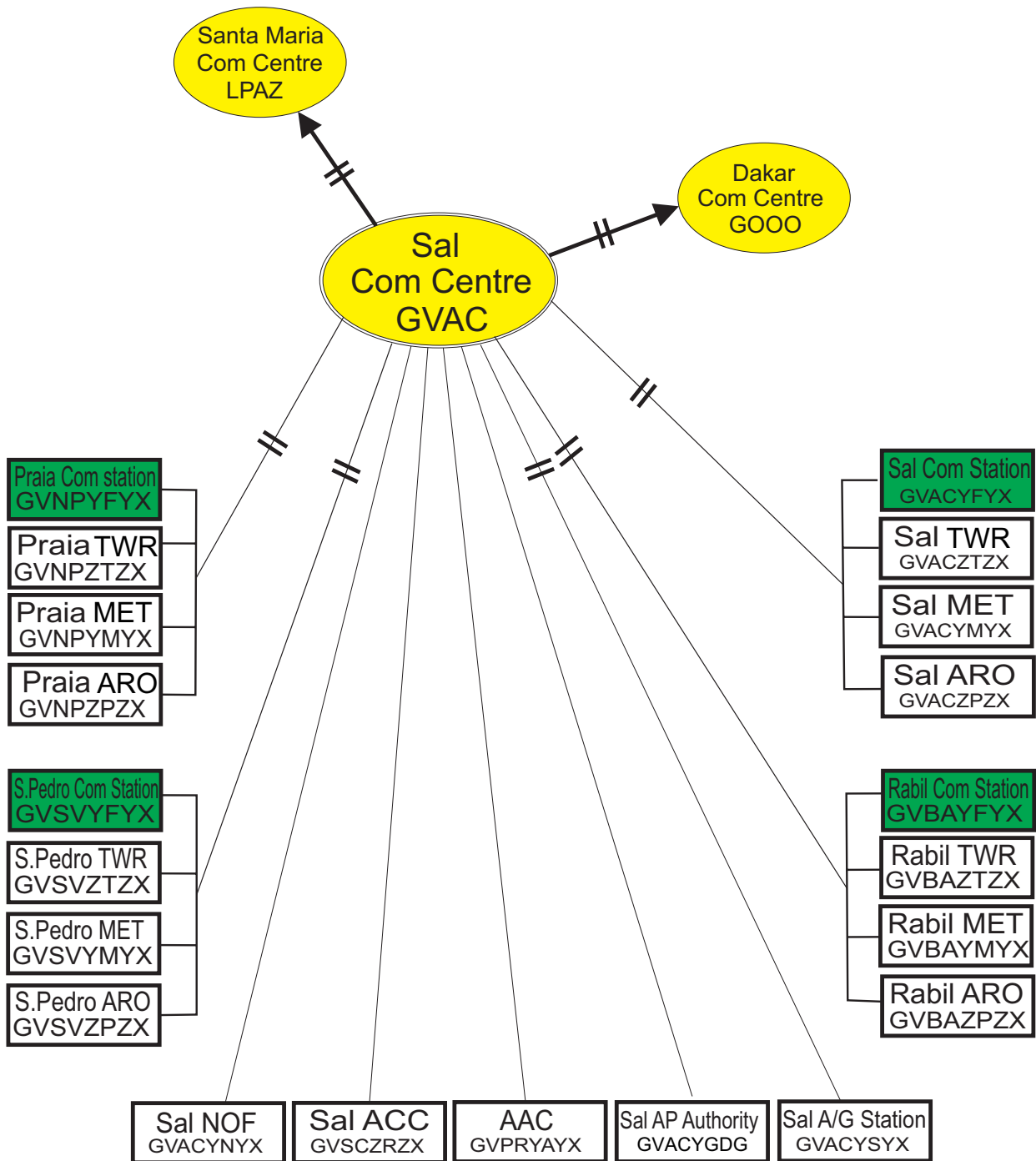
3.4.4. Requirements and conditions

NIL

3.4.5. Miscellaneous

See following figures of AFTN circuit network.

Aeronautical Fixed Services (Telegraph)



LEGEND	
SIMPLEX CIRCUIT	I
DUPLEX CIRCUIT	II
COM CENTER	—
AFS STATION	—

GEN 3.5 METEOROLOGICAL SERVICES

3.5.1. Responsible service

3.5.1.1 The Meteorological Services are provided by the National Institute of Meteorology and Geophysics (INMG).

National Institute of Meteorology and Geophysics (INMG)

Aeroporto Amílcar Cabral

P.O. Box 76

Espargos

Sal Island

Republic of Cabo Verde

TEL: +238 2411658

+238 2411276

Telefax:+238 2411294

e-mail: inmg.maa@gmail.com

AFS: GVACYMYX

Http: www.inmg.gov.cv

3.5.1.2 The services are provided in accordance with the provision contained in ICAO Annex 3 - Meteorological Service for International Air Navigation.

Note: Differences to this provision are detailed in subsection **GEN 1.7**.

3.5.2. Area of responsibility

Meteorological Services are provided for the entire SAL OCENIC FIR / UIR.

3.5.3. Meteorological observations and reports

Table GEN 3.5.3 Meteorological observations and reports

Name of station/ Location indicator	Type & frequency of observation/automatic observing equipment	Types of MET reports & availability of trend forecasts	Observation System & site(s)	Hours of operation	Climatological information
1	2	3	4	5	6
Sal Island / Amilcar Cabral GVAC	Hourly plus Special Observation	METAR SPECI TREND	WDI left side of RWY 01 MDD Station ANEMOMETER CUP RWY 01 and RWY 19 AWOS: Surface wind both runways, visibility + RVR, temperature, dew point, relative humidity, sky conditions, cloud height and amount, altimeter setting and rainfall	H24	Climatological tables available
Praia / Nelson Mandela GVNP	Hourly plus Special Observation	METAR SPECI TREND	WDI left side of RWY 03 and right side of RWY 21 ANEMOMETER CUP RWY 03 AWOS: Surface wind both runways, visibility + RVR, temperature, dew point, relative humidity, sky conditions, cloud height and amount, altimeter setting and rainfall	H24	NIL
Maio Island / Maio GVMA	Only when AD operations are available	METAR SPECI	WDI left side of RWY 01 AWOS: Surface wind for RWY 01, temperature, dew point, relative humidity and altimeter setting	HO	NIL
Rabil / Aristides Pereira GVBA	Hourly plus Special Observation	METAR SPECI	WDI left side of RWY 03 and RWY 21 ANEMOMETER CUP RWY 03 AWOS: Surface wind both runways, visibility + RVR, temperature, dew point, relative humidity, sky conditions, cloud height and amount, altimeter setting and rainfall	0900 - 1900	NIL
Sao Pedro / Cesaria Evora GVSV	Hourly plus Special Observation	METAR SPECI TREND	Left side of RWY 06 and right side of RWY 24 Anemometer cup RWY 06 AWOS: Surface wind for both RWYs, visibility + RVR, temperature, dew point, relative humidity, sky conditions, cloud height and amount, altimeter setting and rainfall.	H24	NIL

Table GEN 3.5.3 Meteorological observations and reports

<i>Name of station/ Location indicator</i>	<i>Type & frequency of observation/automatic observing equipment</i>	<i>Types of MET reports & availability of trend forecasts</i>	<i>Observation System & site(s)</i>	<i>Hours of operation</i>	<i>Climatological information</i>
1	2	3	4	5	6
Sao Nicolau Island / Preguica GVSN	Hourly 09:00 - 19:00	METAR SPECI	WDI left side of RWY 01 and right side of RWY 19 AWOS: Surface wind for RWY 01, temperature, dew point, relative humidity and altimeter setting.	07:00 - 19:00	NIL
Fogo Island / Sao Filipe GVSF	Hourly 07:00 - 19:00	METAR SPECI	WDI Left side of RWY 14 and left side of RWY 32. AWOS: Surface wind for RWY 14, temperature, dew point relative humidity and altimeter setting.	07:00 - 19:00	NIL

3.5.4. Types of services

3.5.4.1 Personal briefing and consultation for flight crew members is provided. Flight documentation comprises a significant weather chart, an upper wind and upper air temperature chart and the latest available aerodrome forecast for the destination and, if required, for its alternate aerodromes.

3.5.4.2 For the planning of VFR flights, plain - language summary forecast of en - route weather conditions may be requested from Sal.

3.5.4.3 Cloud height is measured by ceilometers. These observations are representative of the landing area.

3.5.4.4 Distant reading thermometers at Sal Island / Amilcar Cabral, Praia / Nelson Mandela and Sao Pedro / Cesaria Evora are used to measure the air temperature in conditions normally representative of the temperature over the runways.

3.5.5. Notification required from operators

3.5.5.1 Notification from Operators in respect of briefing, consultation, flight information needed by them (ref. ICAO Annex 3, 2.3) is normally for inter - continental flights of more than 3500 KM. Such notification should be received at least 6 hours before the expected time of departure.

3.5.6. Aircraft reports

Pursuant to ICAO Annex 3, 5.3.1 the making and transmission of aircraft reports (AIREP) are required at the following ATS reporting Points:

EDUMO	TENPA	IPERA	GUNET	GAMBA	IREDO	CVS	ORABI	KENOX
AMDOL	POMAT	ONOB	BOTNO	TUTLO	XIBOT	VEPOP	ERNEK	TEGTO
ULTEM	RUKAV	OBOMO	BAMUX	PIXED	XIGLU	ILGAS	SEPOM	LUMPO
MOGSA	BORTA	TARIM	XUVIT	BIKOM	NATAS	GARPO		

The ATS / MET reporting points in respect of routes crossing FIR / UIR are at the following points: IPERA, CVS, ONOB, AMDOL, LUMPO, MOGSA, ULTEM, KENOX and EDUMO.

3.5.7. VOLMET Service

NIL

3.5.8. SIGMET Service

Table GEN 3.5.8 SIGMET service

Name of MWO / location indicators	Hours	FIR or CTA served	Type of SIGMET / validity	Specific procedure	ATS unit served	Additional information
1	2	3	4	5	6	7
SAL	H24	SAL OCENIC FIR / UIR	SIGMET / 4 HR	NIL	SAL ACC	NIL

3.5.8.1 General

For the safety of air traffic, the meteorological authority maintains an area meteorological watch and warning service. This service consists partially of a continuous weather watch within the lower and upper FIR and the issuance of appropriate information (SIGMET) by Meteorological Watch Offices (MWO) and partially of the issuing of warning for the respective aerodrome and, subject to agreement, for other aerodromes by all aeronautical MET offices.

3.5.8.2 Area meteorological watch service

The area meteorological watch service is performed by the following Meteorological Watch Office:

- Main Aeronautical Meteorology Centre (Centro de Meteorologia Aeronautica Principal)

The MWOs issue information in the form of SIGMET messages about the occurrence or expected occurrence of one or several of the following significant meteorological phenomena:

- thunderstorms
- severe turbulence
- severe icing
- severe mountain waves
- heavy sand storm / dust storm
- volcanic ash cloud
- tropical cyclone

The SIGMETs are issued in abbreviations and plain language using ICAO abbreviations and are numbered consecutively for each day commencing at 0001. Their period of validity is generally limited to less than 4 hours from the time of transmission.

The MWOs transmit SIGMETs issued by themselves, as well as SIGMETs of adjacent MWOs and, upon agreement, also SIGMETs of other MWOs, to the regional control centre competent for the FIR or UIR concerned.

In addition to the issuance of SIGMETs, the MWOs will inform the regional control centre about the occurrence or expected occurrence of thunderstorms, moderate icing, light to moderate hail, or moderate

turbulence within the FIRs concerned. The information is intended for the safety of low level flights and is limited to the lower airspace.

3.5.8.3 Warning service

Warnings for the protection of parked and moored aircraft or other equipment at the airport are issued by all aerodrome meteorological offices, if one or several of the following phenomena are expected to occur at the airport:

- squall
- thunderstorm
- hail
- frost
- heavy rime deposit
- heavy snow
- freezing precipitation

Differences from these criteria have to be agreed upon locally.

The warnings are generally issued in English and are distributed in accordance with a distribution list which has to be agreed upon locally. In order to guarantee rapid dissemination of the warnings, the distribution list to be used shall, as far as possible, contain only one recipient for an interested group. This recipient will be responsible for the further dissemination of the warning within the group.

SIGMET information is disseminated through directed transmissions to aircraft general calls

- by the Area Control Centre (SAL ACC) for SAL OCENIC FIR / UIR
- by the ATS unit for their own area of responsibility.

GEN 3.6 SEARCH AND RESCUE**3.6.1. Responsible service**

3.6.1.1 The national SAR system includes the Government, SAR Committee, Joint Rescue Coordination Centre, SAR Sub - Centre, Alert Post, SRU, Rescue Teams and Aeronautical SAR authority (the CAA) and Maritime SAR authority (AMP). The CNCSAR, AMP and AAC are responsible for establishing policies, regulations and supervising SAR Services.

3.6.1.2 The Postal and AFS address of the AAC are given in the Cabo Verde AIP page **GEN 1.1.1**

3.6.1.3 The SAR Provider is responsible for planning and coordination of SAR operations. The Joint Rescue and Coordination Center (JRCC) located in the Sao Pedro / Cesaria Evora VTS facilities.

Joint Rescue and Coordination Center (JRCC)

Aeroporto Cesaria Evora

VTS Center

Mindelo

Sao Vicente Island

Republic of Cabo Verde

TEL: +238 2325555

+238 5820125

+238 5820119

Telefax:+238 2324271

e-mail: jrcc@gmail.com

coordenador.sarcv@gmail.com

coordenador.sarcv@fa.gov.cv

AFS: NIL

Http: NIL

Note: COSPAS SARSAT POC TEL: +238 2324271

3.6.1.4 The service is provided in accordance with the provisions contained in the following ICAO documents:

- a) Annex 2 - Rules of the Air (Appendix A)
- b) Annex 11 - Air Traffic Service
- c) Annex 12 - Search and Rescue
- d) Annex 13 - Aircraft Accident Inquiry
- e) DOC 7030 - Regional Supplementary Procedure (Alerting and Search and Rescue)
- f) DOC 9432 - Radio telephony Manual
- g) DOC 9731 - AN / 958: IAMSAR Manual

3.6.2. Area of Responsibility

The search and rescue service is responsible for SAR operations within SAL OCENIC FIR / UIR.

3.6.3. Types of Services

Details of related rescue units are given in Table 3.6.3 - Search and Rescue Units. In addition, various elements of the State Police organisation, the merchant marine and the armed forces are also available for search and rescue missions, when required.

Table GEN 3.6.3 Search and Rescue Units

Name	Location	Facilities	Remarks
1	2	3	4
Dakar	144014.73N 0170422.15W	1 Brequet BR1150 Atlantic (VLR)	On standby from Dakar 3 hours prior notice
Ministry of National Defence - Coast Guard	Porto Grande Mindelo	Patrol Ship "Guradio" 478 T, 20 KT max. - 27 crew members - autonomy 12 KT / 10 days	SAR Posture - 2 hours prior notice
Ministry of National Defence - Coast Guard	Porto Grande Mindelo	Patrol Ship "Esparate" 20 T, 20 KT max - 6 crew members - autonomy 2 days	SAR Posture - 2 hours prior notice
Ministry of National Defence - Coast Guard	Porto da Praia Santiago	Patrol Ship "DJEU" 68 T, 19 KT max. 10 crew members - autonomy 400 NM / 18 KT	SAR Posture - 2 hours prior notice
Ministry of National Defence - Coast Guard	Porto Grande Mindelo	Patrol Ship "Badejo" 68 T, 19 KT max. 10 crew members - autonomy 400 NM / 18 KT	SAR Posture - 2 hours prior notice
Ministry of National Defence - coast Guard	Porto de Tarrafal Sao Nicolau	Patrol Ship "Rei" 12.51 T, 35 - 40 KT max. 4 crew members autonomy 10 Hours / 24 KT	SAR posture - 2 hours prior notice
Ministry of National	Porto da Praia Santiago	SAR / V "Ponta Nho Martinho" 32 - 34 KT max. 4 crew members autonomy 9 hours / 24 KT	SAR Posture - 2 hours prior notice
Defence - Coast guard	Porto Grande Mindelo	SAR / V "Ilheu dos Passaros" 32 - 34 KT max. 4 crew members autonomy 9 hours / 24 KT	SAR Posture - 2 hours prior notice

3.6.4. SAR Agreements

The Republic of Cabo Verde has SAR agreements with France, based in Dakar, Portugal and Spain concerning the provision of assistance upon receipt by the former of a request from the latter for aid. Those agreements provides for facilitation of the over - flight and landing of search and rescue aircraft without prior permission. The dispatch of a flight plan will notify the authorities controlling entry. All costs will be defrayed for stopovers, accommodation and transportation of crew members, and for direct communication between the two SAR services on all common search and rescue matters. Copies of this agreement are available, upon request, from the Civil Aviation Agency (AAC).

3.6.5. Conditions of availability

The SAR service and facilities in Cabo Verde are available without charge to neighbouring States upon request to the Civil Aviation Administration at all times when they are not engaged in search and rescue operations in their home territory. All facilities are specialised in SAR techniques and functions.

3.6.6. Procedures and signals used

3.6.6.1 Procedures and signals used by aircraft

Procedures for pilots - in - command observing an accident or intercepting a distress call and / or message are outlined in Annex 12, Chapter 5.

3.6.6.2 Communications

3.6.6.2.1 Transmission and reception of distress messages within Sal Oceanic Search and Rescue Areas are handled in accordance with ICAO Annex 10, Volume II, 5.3.

3.6.6.2.2 For communications during Search and Rescue operations the codes and abbreviations published in ICAO DOC 8400 are used.

3.6.6.2.3 Information concerning positions, call signs, frequencies and hours of operation of the Republic of Cabo Verde aeronautical stations is published in AD 2.18.

3.6.6.2.4 Aeronautical stations will, on request, guard the international emergency frequency 121.500 MHZ. All coast stations guard the international distress frequency.

3.6.6.2.5 Rescue aircraft belonging to permanent Search and Rescue Units use the call-sign "Rescue" and additional identification marks (ALFA, BRAVO, CHARLIE, etc.) during rescue operations.

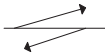
3.6.6.3 Search and Rescue Signals

The Search and Rescue signals to be used are those prescribed in ICAO Annex 12, 5.8.

3.6.6.4 Ground / Air visual signal codes for use by survivors

Symbols		
1.	Require assistance	V
2.	Require medical assistance	X
3.	No or negative	N
4.	Yes or affirmative	Y
5.	Proceeding in this direction	↑
Instructions for use		
1.	Make signals not less than 8 FT (2.5 M).	
2.	Take care to lay out signals exactly as shown.	
3.	Provide as much colour contrast as possible between signals and background.	
4.	Make every effort to attract attention by other means such as radio, flares, smoke, reflected light.	

3.6.6.5 Ground - air visual signal code for use by rescue units

Symbols		
1	Operation completed	L L L
2	We have found all personnel	<u>L L</u>
3	We have found only some personnel	+ + +
4	We are not able to continue returning to base	X X
5	Have divided into two groups each proceeding in the direction indicated	
6	Information received that aircraft is in this direction	→ →
7	Nothing found will continue to search	NN

PART 2 - EN-ROUTE (ENR)

ENR 0.

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ENR 1.2 VISUAL FLIGHT RULES

1.2.1. General

- b) No person may operate an aircraft under VFR when the flight visibility is less than, or at a distance from the clouds that is less than that prescribed, or the corresponding altitude and class of airspace in the following table:

1.2.1.1 Visual Meteorological Conditions

- a) All aircraft operated in accordance with VFR flight procedures shall comply with the visual flight rules prescribed in this subsection.

Airspace and VMC Minima*

Airspace class	A***BCDE		F G	
			ABOVE 900 M (3000 FT) or above 300 M (1000 FT) above terrain (AGL), whichever is the higher	At and below 900 M (3000 FT) or 300 M (1000 FT) above terrain (AGL), whichever is the higher
Distance from cloud		1500 M horizontally 300 M (1000 FT) vertically	Clear of cloud and in sight of the surface	
Flight visibility	8 KM at and above 3050 M (10000 FT) 5 KM below 3050 M (10000 FT)		5 KM**	

* When the height of the transition altitude is lower than 3050 M (10000 FT), FL 100 should be used in lieu of 10000 FT.

** When so prescribed by the appropriate ATS authority, lower flight visibilities to 1500 M may be permitted for flights operating:
1) At speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
2) In circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels
Helicopters may be permitted to operate in less than 1500 M flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

*** The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.

1.2.1.2 Except when necessary for take - off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:

- Over the congested areas of cities, towns or settlements, or over open - air assembly of persons at a height of less than 300 M (1000 FT) above the highest obstacle within a radius of 600 M from the aircraft.
- Elsewhere than as specified in a), at a height less than 150 M (500 FT) above the ground or water.

1.2.1.3 Except where otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority, VFR flight in level when operated above 900 M (3000 FT) from the ground or water, or a higher datum as specified by the appropriate ATS authority, shall be conducted at a flight level appropriate to the track as specified in the tables of cruising levels.

1.2.1.4 VFR flights shall comply with the provision of paragraph 3.6 of ICAO Annex 2:

- When operating within Classes B, C and D airspace;
- When forming part of aerodrome traffic at controlled aerodromes; or
- When operated as special VFR flights.

1.2.1.5 An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:

- If a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan; or
- When so required by paragraph ICAO Annex 2 paragraph 3.3, submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR.

1.2.1.6 For the provision of FIS, VFR traffic shall:

- Submit a FPL (in person, by fax or telephone) or AFIL;
- Maintain continuous two - way radio communication;
- Be equipped and maintain in operation SSR Transponder.

1.2.2. VFR Weather Minima for Take - off and Landing

1.2.2.1 Except when a clearance is obtained from ATC, no person may land or take - off an aircraft under VFR from an aerodrome located within a control zone, or enter the aerodrome traffic zone (ATZ) or traffic pattern airspace, unless the:

- Reported ceiling is at least 450 M (1500 FT); and
- Reported ground visibility is at least 5 KM, if reported.

1.2.2.2 No person may land or take - off an aircraft or enter the traffic pattern under VFR from an aerodrome located outside a control zone, unless VMC conditions are at or above those indicated in 1.2.1.1 (VISUAL METEOROLOGICAL CONDITIONS).

1.2.2.3 The only exception to the required weather minima of this subsection is during a Special VFR operation.

1.2.3. Special VFR Operations

1.2.3.1 No person may conduct a Special VFR flight operation to enter traffic pattern, land or take - off an aircraft under special VFR from an aerodrome located in Class B, Class C, Class D or Class E airspace unless:

- Authorized by an ATC clearance;
- The aircraft remains clear of clouds; and
- The flight visibility is at least 1600 M.

1.2.3.2 No person may conduct a Special VFR flight operation in an aircraft between sunset and sunrise unless the:

- The PIC is current and qualified for IFR operations; and
- The aircraft is qualified to be operated for IFR flight.

1.2.4. VFR Cruising Altitudes

See table of cruising levels in ENR 1.7.5.

1.2.5. ATC Clearances for VFR Flights

Each pilot of a VFR flight shall obtain and comply with ATC clearances and maintain a listening watch before and during operations:

- a) Within Classes B, C and D airspace;
- b) As part of aerodrome traffic at controlled aerodromes; and
- c) Under Special VFR.

1.2.6. VFR Flights requiring ATC Authorisation

Unless authorized by the appropriate ATC authority, no pilot may operate in VFR flight:

- a) Above FL 200; or
- b) At transonic and supersonic speeds.

Note: ATC authorisation for VFR flights may not be granted in areas where a vertical separation minimum of only 300 M (1000 FT) is applied above FL 290.

1.2.7. Weather deteriorating below VMC

Each pilot of a VFR flight operated as a controlled flight shall, when he or she finds it is not possible to maintain flight in VMC in accordance to ATC flight plan:

- a) Request and amended clearance enabling the aircraft to continue in VMC to its destination or top an alternate aerodrome or to leave the airspace within which an ATC clearance is required;
- b) If no clearance can be obtained, continue to operate in VMC and notify appropriate ATC facility of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome;
- c) If operating within a control zone, request authorisation to operate as a Special VFR flight; or
- d) Request clearance to operate in IFR, if currently rated for IFR operations.

1.2.8. Changing from VFR to IFR

Each pilot operating in VFR who wishes to change IFR shall:

- a) If a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan; or
- b) Submit a flight plan to the appropriate ATC facility and to obtain a clearance prior to proceeding IFR when in controlled airspace.

1.2.9. Two - way Radio Communication Failure in VFR

If radio failure occurs in VFR while under ATC control, or if VFR conditions are encountered after the failure, each pilot shall:

- a) Continue the flight under VFR;
- b) Land at nearest suitable aerodrome; and
- c) Report arrival to ATC by the most expeditious means possible.

ENR 1.3 INSTRUMENT FLIGHT RULES

1.3.1. Rules applicable to all IFR flights

1.3.1.1 Aircraft equipment

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

1.3.1.2 Minimum levels

Except when necessary for take-off or landing or when specifically authorised by the appropriate authority, an IFR flight shall be flown at a level that is not below the minimum flight altitude established by the State whose territory is over flown, or where no such minimum flight altitude has been established:

1.3.1.2.1 Over high terrain or in mountainous areas, at a level which is at least 600 M (2000 FT) above the highest obstacle located within 8 KM of the estimated position of the aircraft;

1.3.1.2.2 Elsewhere than as specified in 1.3.1.2.1 above, at a level which is at least 300 M (1000 FT) above the highest obstacle located within 8 KM of the estimated position of the aircraft.

Note: *The estimated position of the aircraft will take account of the navigational accuracy which can be achieved on the relevant route segment, having regard to the navigational facilities available on the ground and in the aircraft.*

1.3.1.3 Change from IFR flight to VFR flight

1.3.1.3.1 An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically so that the IFR flight can be cancelled and communicate thereto the changes to be made to its current flight plan.

1.3.1.3.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

1.3.2. Rules applicable to IFR flights within controlled airspace

1.3.2.1 IFR flights shall comply with ICAO Annex 2 paragraph 3.6 to the Convention on International Civil Aviation when operated in controlled airspace.

1.3.2.2 An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorised to employ cruise climb techniques, between two levels or above a level, selected from:

- a) The table of cruising levels in ICAO Annex 2 Appendix 3, or
- b) a modified table of cruising levels, when so prescribed in accordance with ICAO Annex 2 Appendix 3 for flight above FL 410,

except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority in the Aeronautical Information Publication (AIP).

1.3.3. Rules applicable to IFR flights outside controlled airspace

1.3.3.1 Cruising levels

An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in:

- a) the table of cruising levels in ICAO Annex 2 Appendix 3, except when otherwise specified by the appropriate ATS authority for flight at or below 900 M (3000 FT); or
- b) a modified table of cruising levels, when so prescribed in accordance with of ICAO Annex 2 Appendix 3 for flight above FL 410.

Note: *This provision does not preclude the use of cruise climb techniques by aircraft in supersonic flight.*

1.3.3.2 Communications

An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the appropriate ATS authority in accordance with ICAO Annex 2 paragraph 3.3.1.2 c) or d) shall maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

1.3.3.3 Position reports

An IFR flight operating outside controlled airspace is required by the appropriate ATS authority to:

- submit a flight plan, and
- maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service, shall report position as specified in ICAO Annex 2 paragraph 3.6.3 for controlled flights.

1.3.4. Reduced Vertical Separation Minima (RVSM)

1.3.4.1 Area of Application

The airspace within the SAL OCENIC FIR / UIR between FL 290 and FL 410 inclusive, as described in **ENR 2.1** is RVSM airspace. Within this airspace, the vertical separation minimum shall be 300 M (1000 FT) between RVSM approved aircraft.

1.3.4.2 Operations within RVSM Airspace

Only aircraft with RVSM approval will be authorised to operate within RVSM airspace.

1.3.4.3 RVSM Approval

RVSM approved aircraft are those that have been approved by the State of Registry or State of the Operator, as appropriate, to conduct flights in RVSM airspace and that are capable of meeting the minimum aircraft system performance specification (MASPS) height - keeping requirements (or equivalent).

1.3.4.4 Wake Turbulence Procedures

1.3.4.4.1 An aircraft operating in RVSM airspace encountering wake turbulence should notify ATC and request a revised clearance. However, in situations where a revised clearance is not possible or

practicable:

- a) the pilot should establish contact with other aircraft, if possible, on the appropriate VHF inter - pilot air - to - air frequency, and
- b) one (or both) aircraft may initiate lateral offset(s) not to exceed 2 NM from the assigned route or track provided that:
 - i. as soon as practicable, the offsetting aircraft notify ATC that temporary lateral offset action has been taken and specify the reason for doing so, and
 - ii. the offsetting aircraft notify ATC when re - established on assigned route(s) or track(s).

1.3.4.4.2 ATC will consider suspending RVSM procedures within affected areas of SAL OCENIC FIR / UIR, when there are pilot reports of greater than moderate turbulence. Within areas where RVSM procedures are suspended, the vertical separation minimum between aircraft will be 2000 FT.

1.3.4.5 Mandatory Pilot Reports

Except in the ADS or Radar environment, in addition to reading back altitude assignments, pilots shall report reaching any altitude assigned within RVSM airspace.

1.3.4.6 ACAS

If ACAS (TCAS) is installed in RVSM compliant aircraft, the equipment should be updated to Version 7, or later approved version, for optimum performance in RVSM airspace.

1.3.4.7 Cruising levels

1.3.4.7.1 The cruising levels that will apply within SAL OCENIC FIR / UIR RVSM airspace are those prescribed in Annex 2, Appendix 3, except for ATS routes UN 741 and UN 866 as specified in 1.3.4.7.2.2.

Track from 180° to 359°	Track from 000° to 179°
(outside RVSM airspace)	
	FL 410 ----->
<----- FL 400	
	FL 390 ----->
<----- FL 380	
	FL 370 ----->
<----- FL 360	
	FL 350 ----->
<----- FL 340	
	FL 330 ----->
<----- FL 320	
	FL 310 ----->
<----- FL 300	
	FL 290 ----->
	(Outside RVSM airspace)

1.3.4.7.2 In relation with the implementation of the RVSM in the CAR / SAM Regions and with the implementation of a new traffic orientation on ATS Routes UN 741 and UN 866, and in order to avoid flights in opposite directions at the same flight level, a new flight level allocation scheme has been established in the EUR / SAM corridor, as follows:

1.3.4.7.2.1 ATS Routes: UN 873 and UN 857

- a) **Southbound traffic: even levels** - 400, 380, 360, 340, 320, 300

- b) **Northbound traffic: odd levels** - 410, 390, 370, 350, 330, 310, 290

1.3.4.7.2.2 ATS routes: UN 741 and UN 866 - Unidirectional Routes

- a) **UN 741 - Southbound traffic: even and odd levels** to be indistinctly used
- b) **UN 866 - Northbound traffic: even and odd levels** to be indistinctly used

1.3.4.7.2.3 Operators are requested to plan their flights under this flight level allocation scheme.

1.3.4.8 Random Traffic

1.3.4.8.1 Due to implementation of automatic Data Exchange for Coordination between Sal ACC and Santa Maria ACC, all flights crossing the common FIR boundary Sal Oceanic / Santa Maria and vice versa, are required to do so via the entry / exit compulsory reporting points (i.e. **ULTEM, BAMUX, ERNEK, TEGTO, OBOMO, RUKAV, VEPPOP and XIBOT**), published in both in the Republic of Cabo Verde and Portugal AIP.

1.3.4.8.2 Procedures using entry / exit way points in random area on west of UN 741 into Dakar and Sal ACC's border and its mixture with the use of geographical coordinates:

For a better air traffic management by Dakar Oceanic and Sal ACC's, all aircraft not equipped with ADS - C / CPDLC, crossing common FIR boundary Dakar Oceanic / Sal Oceanic and vice versa on west of UN 741 shall overfly the entry / exit compulsory reporting points established along that boundary. However, the use of any entry / exit way points, based on geographical coordinates is allowed for ADS - C / CPDLC equipped aircraft. The implementation of these provisions will also help pilots to use most suitable routes.

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION

1.4.1. ATS airspace classification

ATS airspaces are classified and designated in accordance with the following:

Class A. IFR flights only are permitted, all flights are subject to air traffic control service and are separated from each other.

Class B. IFR and VFR flights are permitted, all flights are subject to air traffic control service and are separated from each other.

Class C. IFR and VFR flights are permitted, all flights are subject to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

Class D. IFR and VFR flights are permitted and all flights are subject to air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

Class E. IFR and VFR flights are permitted, IFR flights are subject to air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical.

Class F. IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

Class G. IFR and VFR flights are permitted and receive flight information service if requested.

The requirements for the flights within each class of airspace are as shown in the following table.

Table 1.4.1: ATS Airspace Classifications (Controlled)

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima	Speed limitation*	Radio communication requirement	ATC clearance
A	IFR only	All aircraft	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
B**	IFR	All aircraft	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
	VFR	All aircraft	Air traffic control service	8 KM at and above 3050 M (10 000 FT) AMSL, 5 KM below 3050 M (10000 FT) AMSL Clear of clouds	Not applicable	Continuous two-way	Yes
	IFR	IFR from IFR, IFR from VFR	Air traffic control service	Not applicable	Not applicable	Continuous two - way	Yes
C	VFR	VFR from IFR	1. Air traffic control service for separation from IFR 2. VFR / VFR traffic information (and traffic avoidance advice on request)	8 KM at and above 3050 M (10000FT) AMSL, 5 KM below 3050M (10000 FT) AMSL 1500 M horizontal; 300 M vertical distance from cloud	250 KT IAS below 3050 M (10000 FT) AMSL	Continuous two-way	Yes
D**	IFR	IFR from IFR	Air traffic control service including traffic information about VFR flights (and traffic avoidance advice on request)	Not applicable	250 KT IAS below 3050 M (10000 FT) MSL	Continuous two-way	Yes
	VFR	Nil	Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	8 KM at and above 3050 M (10000 FT) AMSL, 5 KM below 3050 M (10000 FT) AMSL 1500 M horizontal; 300 M vertical distance from cloud	250 KT IAS below 3050 M (10000 FT) AMSL	Continuous two-way	Yes
Class E**	IFR	IFR from IFR	Air traffic control service and traffic information about VFR flights as far as practical	Not applicable	250 KT IAS below 3050 M (10000 FT) AMSL	Continuous two-way	Yes
	VFR	Nil	Traffic information as far as practical	8 KM at and above 3050 M (10000 FT) AMSL, 5 KM below 3050 M (10000 FT) AMSL 1500 M horizontal; 300 M vertical distance from cloud	250 KT IAS below 3050 M (10000 FT) AMSL	No	No

* When the height of a transition altitude lower than 3050 M (10000 FT) AMSL, FL 100 should be used in lieu of 10000 FT.

** Classes of airspace B, D and F are not used in SAL OCENIC FIR / UIR.

*** When so prescribed by the appropriate ATS authority:

- a) lower flight visibilities to 1500 M may be permitted for flights operating:
 - i. at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
 - ii. in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low traffic volume and for aerial work at low levels.
- b) helicopters may be permitted to operate in less than 1500 M flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES

PROVISION OF RADAR SERVICES WITHIN SAL FIR / UIR

1.6.1. Introduction

A Traffic Control Services within SAL OCENIC FIR / UIR, with the exception of Aerodrome Control Service provided by TWR, will normally be carried out with the use of radar coverage. Many factors, such as radar coverage, controller workload, equipment capabilities, traffic density and the atmospheric conditions, may affect the performance of the radar services.

Radar services are provided within SAL OCENIC FIR / UIR in accordance with procedures specified in ICAO Doc 4444 - chapter 8, supplement by ICAO Regional Procedures contained in Doc 7030. No radar vectoring will be provided below 1700 FT within SAL TMA. Service is restricted to radar monitoring of air traffic below this altitude.

1.6.2. Radar Services

Radar control services provided by Air Traffic Control Units in SAL OCENIC FIR / UIR are as follows:

- 1.6.2.1 Radar separation of departing, arriving and en - route traffic;
- 1.6.2.2 Radar monitoring of air traffic to provide information on any significant deviation from normal flight path;
- 1.6.2.3 Radar vectoring when required;
- 1.6.2.4 Assistance to aircraft in emergency;
- 1.6.2.5 Assistance to aircraft crossing controlled airspace;
- 1.6.2.6 Warnings and position information on other aircraft considered to constitute a hazard;
- 1.6.2.7 Assistance to aircraft experiencing difficulties in navigation or a failure of two - way - communication.

1.6.3. Radar separation

The minimum horizontal radar separation is:

1. 5 NM for the SAL TMA;
2. 10 NM for the remaining area.

1.6.4. Minimum levels

Levels assigned by radar controller to pilots will provide a minimum terrain clearance according to the phase of flight.

1.6.5. Radar coverage

Radar Station location and coverage are:

1.6.5.1 Morro do Curral SSR station:

- Position: 164525 N 0225634 W
- Operational Range: 250 NM (Refreshing Rate 7 SEC)

1.6.5.2 Monte Tchota SSR station:

- Position: 150215 N 0233722 W
- Operational Range: 250 NM (Refreshing Rate 7 SEC)

1.6.5.3 Pedra Rachada SSR station:

- Position: 170653 N 0250348 W
- Operational Range: 250 NM (Refreshing Rate 7 SEC)

Note: See radar coverage chart under ENR 1.6.11

1.6.6. SSR ground equipment

The SSR equipment is:

- 1.6.6.1 Capable of interrogating on Mode A and C;
- 1.6.6.2 Capable of decoding up to 4096 codes;
- 1.6.6.3 Not associated with primary radar.

1.6.7. Radar and radio failure procedures

1.6.7.1 Radar failure

In the event of radar failure or loss of radar identification, instructions will be issued to restore non - radar standard operation. Reduced vertical separations of 500 FT or 1000 FT when below or above FL 410, respectively, VMC clearances, and / or holding patterns may be prescribed as emergency measures.

1.6.7.2 Radio communication failures

1.6.7.2.1 SSR equipped aircraft experiencing radio communication failures will operate the transponder on Mode A, Code 7500. SSR may be used for acknowledging of any instructions, to verify the aircraft receiver.

1.6.7.2.2 If the aircraft radio is completely unserviceable, the pilot should carry out the procedures of radio failure in accordance with ICAO provisions. The radar controller will provide separation to identified or non - identified aircraft experiencing complete communications failure, as far as possible, from other airspace users that constitute a hazard, until they have left the airspace concerned or have landed.

1.6.7.2.3 SSR transponder failure

1.6.7.2.3.1 Failure before intended departure - in case of a transponder which has failed and cannot be restored before departure, pilots shall:

- a) inform ATS as soon as possible and preferable before submission of a Flight Plan;
- b) plan to proceed, as directly as possible, to the nearest suitable aerodrome where repair can be effected.
- c) insert in item 10 of the ICAO Flight Plan Form under SSR the letter N of complete unserviceable of the transponder or in case of partial transponder failure, the character corresponding to the remaining transponder capability.

1.6.7.2.3.2 Failure during flight - In case of a transponder failure during flight within or bound to enter Sal controlled airspace, pilots may expect that ATC units will endeavour to provide for continuation of flight to destination in accordance with the Flight Plan. After landing, pilots shall make every effort to have the transponder restored to normal operation. If repair cannot be effected, pilots shall comply with the above provisions for failure before intended departure. The exemption from the requirement for transponder equipment mentioned may be granted by the supervisor on duty in the ACC whenever conditions permit. Change of ETD, cruising level

and / or route of flight may become necessary.

1.6.8. Position reports

Air Traffic Control units may instruct pilots to omit position reports at compulsory reporting points or to report at specially designated reporting points, providing that the following conditions are fulfilled:

1.6.8.1 the flight must have been identified and the Mode C read - out must have been checked;

1.6.8.2 the flight must have received and acknowledge an ATC clearance;

1.6.8.3 when it can be assumed that radar contact can be maintained.

1.6.9. Unlawful Interference, Radio Communications Failure and other Emergencies

Aircraft without prior instruction, may set the transponder Mode A, Code:

1. 7500 in case of unlawful interference;
2. 7600 in case of radio communication failure;
3. 7700 in case of emergencies.

1.6.10. SSR code assignment and operation

1.6.10.1 Aircraft about to enter SAL OCENIC FIR / UIR and having received code setting instructions from ATC, shall maintain that setting until otherwise instructed.

1.6.10.2 Aircraft shall acknowledge code setting instructions by read back.

1.6.10.3 Aircraft about to enter SAL OCENIC FIR / UIR and having not received code setting instructions shall:

1. maintain the code assigned to him when proceeding from an area of SSR coverage;
2. set the transponder on Mode A, Code 2000 if proceeding from an area without SSR coverage.

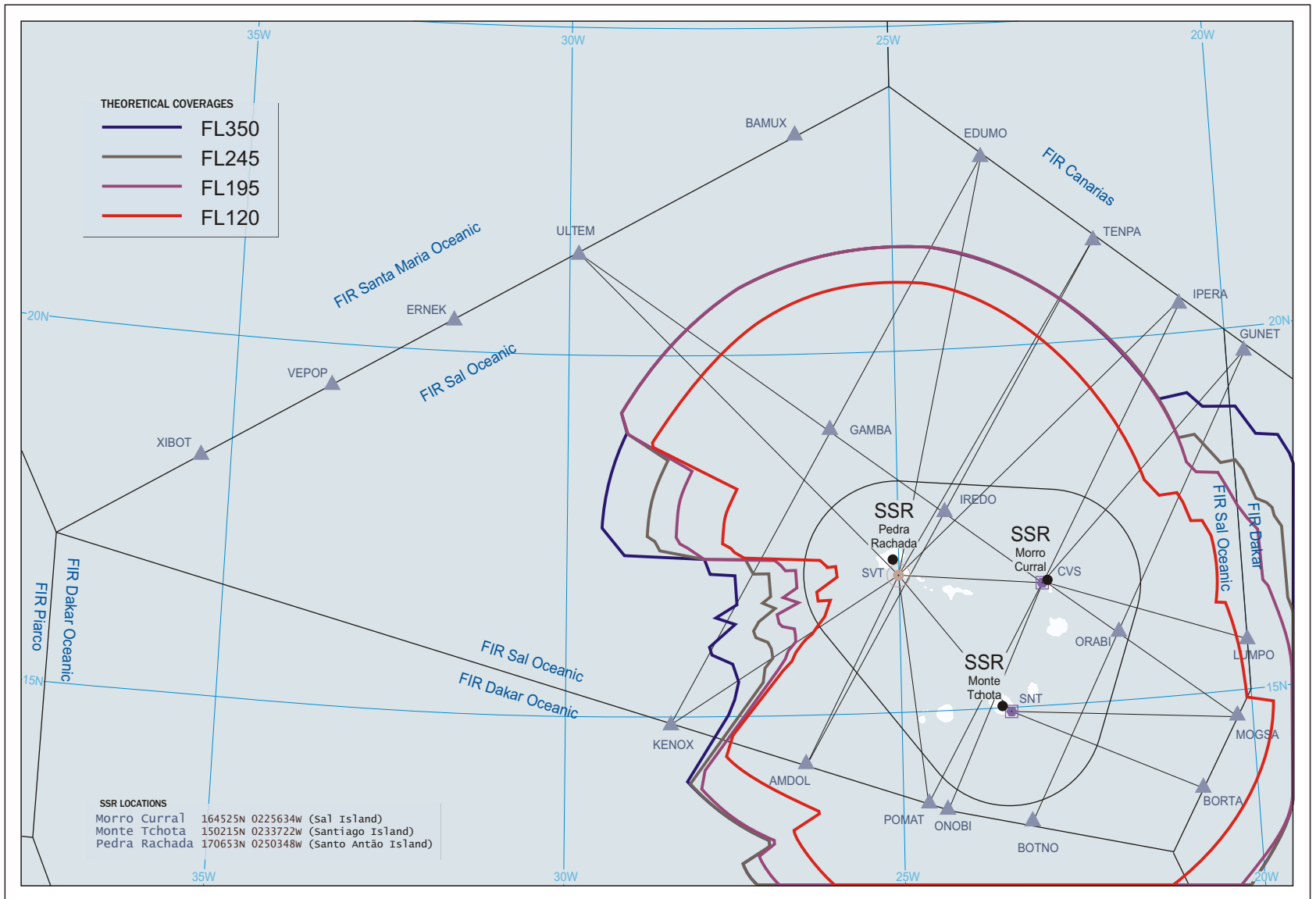
1.6.10.4 Aircraft immediately prior to take - off run shall switch the transponder from "standby" to "on".

1.6.10.5 Aircraft immediately after landing shall switch - off the transponder.

1.6.10.6 Aircraft flying VFR outside controlled airspace and equipped with transponder, within SSR coverage, shall use the transponder Code 7000.

1.6.10.7 During control radar service, all traffic from DAKAR FIR have to call SAL CONTROL 10 minutes before entering the boundary in order to receive the respective Secondary Surveillance Radar Code (SSR).

1.6.11. EN - ROUTE CHART - SAL FIR SSR THEORETICAL COVERAGES



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ENR 1.7 ALTIMETER SETTING PROCEDURES

1.7.1. Introduction

1.7.1.1 The altimeter setting procedures in use generally conform to those contained in ICAO Doc 8168, Vol. I, Part 6 and are given in full below.

1.7.1.2 Transition altitudes are given in AD 2.17 for each aerodrome. In addition, transition altitudes are given on the Instrument Approach charts of all International Aerodromes.

1.7.1.3 QNH reports and temperature information for use in determining adequate terrain clearance are available on request from the air traffic services units. QNH values are given in HPA.

1.7.2. Basic altimeter setting procedures

1.7.2.1 General

1.7.2.1.1 A transition altitude is specified for each aerodrome. No transition altitude is less than 450 M (1500 FT) above an aerodrome.

1.7.2.1.2 Vertical positioning of aircraft when at or below the transition level is expressed in terms of altitude. Where such positioning at or above the transition level is expressed in terms of altitude when descending and in terms of flight levels when ascending.

1.7.2.1.3 Flight level zero is located at the atmospheric pressure level of 1 013.2 HPA (29.92 IN). Consecutive flight levels are separated by a pressure interval corresponding to 500 FT (152.4 M) in the standard atmosphere.

Note: Examples of the relationship between flight levels and altimeter indications are given in the following table, the metric equivalents being approximate:

Flight level number	Altimeter indication	
	Feet	Metres
10	1000	300
15	1500	450
20	2000	600
50	5000	1500
100	10000	3050
150	15000	4550
200	20000	6100

1.7.2.2 Take - off and climb

1.7.2.2.1 A QNH altimeter setting is available prior to taxiing for take-off.

1.7.2.2.2 Vertical positioning of aircraft during climb is expressed in terms of altitudes until reaching the transition altitude above which vertical positioning is expressed in terms of flight levels.

1.7.2.2.3 A QFE altimeter setting is available on request.

1.7.2.3 Vertical separation - en - route

1.7.2.3.1 Vertical separation of aircraft during en - route flight at and below the transition altitude shall be assessed in terms of altitude.

1.7.2.3.2 Vertical separation of aircraft during en - route flight above the transition altitude shall be assessed in terms of flight

levels.

	000°-179°		180°-359°	
	IFR	VFR	IFR	VFR
Flight level number	10		20	
	30	35	40	45
	50	55	60	65
	70	75	80	85
	90	95	100	105
	...etc.	...etc.	...etc.	...etc.
	270		280	
	290		300	
	310		320	
	330		340	
...etc.		...etc.		
	410		430	
	...etc.		...etc.	

1.7.2.4 Approach and landing

1.7.2.4.1 A QNH altimeter setting is made available in approach clearance and in clearance to enter the traffic circuit.

1.7.2.4.2 QFE altimeter settings are available on request.

1.7.2.4.3 Vertical positioning of aircraft during approach is controlled by reference to flight levels until reaching the transition level below which vertical positioning is controlled by reference to altitudes.

1.7.2.4.4 The transition level is made available in approach clearances.

1.7.2.5 Missed approach

The relevant portions of 1.7.2.2 and 1.7.2.4 shall be applied in the event of a missed approach.

1.7.3. Description of altimeter setting region(s)

The altimeter setting region is Sal. The area covered by this region is shown on the air traffic services chart **ENR 2**.

1.7.4. Procedures applicable to operators (including pilots)

1.7.4.1 Flight Planning

The levels at which a flight is to be conducted shall be specified in a flight plan:

1.7.4.1.1 in terms of flight levels if the flight is to be conducted at or above the transition level; and

1.7.4.1.2 in terms of altitudes if the flight is to be conducted in the vicinity of an aerodrome and at or below the transition altitude.

Note 1: Short flights in the vicinity of an aerodrome may often be conducted only at altitudes below the transition altitude.

Note 2: Flight levels are specified in a plan by number and not in terms of feet or metres as is the case with altitudes.

1.7.5. Tables of cruising levels

The cruising levels to be observed when so required are as follows:

TRACK

From 000° to 179°						From 180° to 359°					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
Altitude			Altitude			Altitude			Altitude		
FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet
-			-	-	-	0			-	-	-
10	300	1000	-	-	-	20	600	2000	-	-	-
30	900	3000	35	1050	3500	40	1200	4000	45	1350	4500
50	1500	5000	55	1700	5500	60	1850	6000	65	2000	6500
70	2150	7000	75	2300	7500	80	2450	8000	85	2600	8500
90	2750	9000	95	2900	9500	100	3050	10000	105	3200	10500
110	3350	11000	115	3500	11500	120	3650	12000	125	3800	12500
130	3950	13000	135	4100	13500	140	4250	14000	145	4400	14500
150	4550	15000	155	4700	15500	160	4900	16000	165	5050	16500
170	5200	17000	175	5350	17500	180	5500	18000	185	5650	18500
190	5800	19000	195	5950	19500	200	6100	20000			
210	6400	21000				220	6700	22000			
230	7000	23000				240	7300	24000			
250	7600	25000				260	7900	26000			
270	8250	27000				280	8550	28000			
290	8850	29000				300	9150	30000			
310	9450	31000				320	9750	32000			
330	10050	33000				340	10350	34000			
350	10650	33000				360	10950	36000			
370	11300	37000				380	11600	38000			
390	11900	39000				400	12200	40000			
410	12500	41000				430	13100	43000			
450	13700	45000				470	14350	47000			
490	14 950	49000				510	15550	51000			
etc.	etc.	etc.				etc.	etc.	etc.			

Note: 1. Some of the lower levels in the above table may not be usable due to terrain clearance requirements.

Note: 2. No VFR flight is permitted above FL 195.

Note: 3. A flight conducted above FL 200 shall be flown in compliance with IFR.

Note: 4. In areas where, on the basis of regional air navigation agreement and in accordance with conditions specified therein, a vertical separation minimum (VSM) of 300 M (1000 FT) is applied between FL 290 and FL 410 inclusive.

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (ICAO DOC 7030)

1.8.1. Implementation FANS 1 A Services in the SAL OCENIC FIR / UIR airspace

1.8.1.1 Introduction

On 11 / 09 / 22 FANS 1 / A services were implemented over the SAL OCENIC FIR / UIR according with the procedures and limitation described hereafter.

1.8.1.2 FANS 1 / A current limitations

1.8.1.2.1 Only a reduced set of standard CPDLC uplink messages is available (see **1.8.1.6.2**). When using CPDLC the following will be observed by controllers:

1. ATC clearances will be only provided using the standard pre - formatted messages;
2. Multiple clearances on a single uplink pre - formatted message (e.g. level change plus direct to) are not possible. The second clearance will be provided after the reception of the WILLCO / UNABLE response to the first clearance;
3. No conditional clearances (e.g. level change including speed restriction) will be provided by ATC;
4. Free text messages will only be used to provide information to pilots. A ROGER response to the free text message is expected.

1.8.1.2.2 Sal FANS 1 / A system is able to accept automatic transfers of FANS 1 / A services coming from its equipped adjacent ACC's. Nevertheless, as the standard CPDLC message UM 160, "Next Data Authority" (NDA) is not available, pilots should not expect automatic transfers of FANS services from SAL ACC to its adjacent ACC's.

1.8.1.3 Safety consideration about FANS 1 / A implementation

1. ADS - C data will never be used for operational purposes such as application of ADS - C separations between aircraft or aircraft and terrain. The application of ADS - C based separations would require extensive evaluations and agreements with adjacent ACC's
2. ADS - C monitoring has to be understood as the use of ADS - C for the purpose of monitoring deviations from the nominal flight path or from the terms of ATC clearances and detecting emergencies and inconsistencies between flight plan data on board and flight plan on ground.
3. Pilot are not released from maintaining and monitoring voice VHF / HF communication.
4. Pilot request and controller instructions via CPDLC are only in the circumstances described on item **1.8.1.6**.
5. Requirements and operational procedures adopted are defined for reaching the highest point of compliance with FANS Operations Manual (FOM) version 6.0.

1.8.1.4 Flight planning procedures

1.8.1.4.1 The operator is responsible for correctly inserting items 10 and 18 of the ICAO flight plan according to the FANS procedures.

1.8.1.4.2 The flight plan identification used for logon must be exactly the same as the filed in the ATS flight plan.

1.8.1.5 Procedures for connection (logon) to Sal FANS 1 / A system.

1.8.1.5.1 The aircraft and operators shall be approved either by the State of operator or the State of registration prior to any ADS - C / CPDLC operation.

To avoid an automatic rejection of the logon, pilots shall ensure that the identification and registration number contained in the FN_CON

message (logon), are exactly the same as the identification and registration numbers filed in the flight plan.

1.8.1.5.2 Traffic entering or overflying SAL OCENIC FIR / UIR coming from CANARIES, DAKAR and SANTA MARIA ACC'S.

1. For aircraft coming from airspace where FANS 1 / A services have been provided, ADS - C and CPDLC will be transferred automatically to SAL ACC (GVSC) by the ACC responsible for the adjacent FIR.
2. If 10 minutes before reaching the common boundary point the automatic log - on with SAL ACC has not been successful, pilots shall start a manual log - on to SAL ACC, sending an AFN Contact message (FN_CON) containing the 4 character ICAO code of SAL OCENIC FIR / UIR (GVSC).
3. Once the log - on is accepted, the controller shall established the CPDLC connection, which will remain inactive until the CPDLC connection with the transferring ACC is terminated.
4. Immediately after the reception of the log - on, SAL ACC will established the ADS - C connection setting a 15 minutes reporting rate periodic contract and a waypoint change event contract.
5. The transferring ACC will terminate its CPDLC connection 5 minutes prior to the common boundary point.
6. For aircraft coming from airspace where FANS 1 / A services have not been provided, pilots are requested to perform a manual log - on to Sal FANS 1 / A system using the FN_CON message with the 4 character ICAO code of SAL OCENIC FIR / UIR (GVSC) between 15 and 45 MIN before the common boundary point.
7. Once the log - on is accepted, the controller shall establish the CPDLC and ADS - C connections, requesting a 15 MIN reporting rate periodic contract and a waypoint change event contract.

1.8.1.5.3 Traffic departing from SAL OCENIC FIR / UIR towards CANARIES, DAKAR and SANTA MARIA ACC's.

1. Traffic departing from airports inside SAL OCENIC FIR / UIR inbound to CANARIES, DAKAR and SANTA MARIA ACC's are requested to logon to SAL ACC FANS system before the departure using the FN_CON message containing the 4 letter ICAO code of SAL OCENIC FIR / UIR (GVSC).
2. Once the log - on is accepted, the controller shall established the CPDLC and the ADS - C connections, requesting a 15 MIN reporting rate periodic contract and a waypoint change event contract.

1.8.1.5.4 Traffic existing from SAL ACC towards CANARIES, DAKAR and SANTA MARIA ACC's

1. Between 15 and 45 MIN before reaching the common boundary point, pilots overflying or departing SAL OCENIC FIR / UIR towards CANARIES, DAKAR and SANTA MARIA ACC's are requested to manually logon (FN_CON) to GCCC, GOOO or LPPO respectively.
2. SAL ACC will manually terminate the CPDLC connection to Sal FANS 1 / A system 5 MIN before reaching the common boundary point.
3. The flight crew shall ensure that there is no active connection with SAL ACC after crossing the boundary point.

1.8.1.6 CPDLC procedures

1.8.1.6.1 CPDLC is to be used as primary mean of communication in the portion of the SAL OCENIC FIR / UIR airspace between TUTLO and the route UN 741. However, on the route UN 741 pilots connected CPDLC will be advised by controllers as soon as the flight is entering in areas were suitable VHF radio communications can be established with the ATC. The assigned VHF / HF are to be used as a secondary. In the remaining portion of

SAL OCENIC FIR / UIR airspace VHF is to be used as primary mean of communication. CPDLC / HF are to be used as secondary.

1.8.1.6.2 Pilots shall only expect the following set of controller uplink CPDLC pre - formatted messages;

ROGER	-	CLIMB TO (Altitude)
AFFIRM	-	DESCENT TO (Altitude)
NEGATIVE	-	PROCEED DIRECT TO (Position)
STAND BY	-	INCREASE SPEED TO (Speed) OR GREATER
MAINTAIN (Altitude)	-	REDUCE SPEED TO (Speed) OR LESS
RESUME OWN NAVIGATION	-	PROCEED BACK ON ROUTE
CONFIRM ALTI-TUDE	-	OFFSET (Distance offset / direction) OF ROUTE
CONFIRM SPEED	-	REPORT PASSING (Position)
CONFIRM POSI-TION	-	CHECK STUCK MICROPHONE (Frequency)
CONFIRM HEADING	-	REQUEST DEFERRED

1.8.1.6.3 **When using “free Test” uplink messages to provide information to pilots the following will be observed by controllers:**

1. Format and phraseology will be in accordance with the ATC standard;
2. Non - essential words and sentences will be avoided;
3. Abbreviations will only be included if they are in accordance with the standard ATC Phraseology.

1.8.1.6.4 Except in cases of emergency, when controller or pilot communicates via CPDLC, the response shall be via CPDLC.

1.8.1.6.5 If pilots voice response confirms the availability and quality of the voice VHF communications, from that moment, all communications will be performed by voice.

1.8.1.6.6 If pilots or controllers detect situations of poor voice communications, these communications must be performed using CPDLC.

1.8.1.6.7 In cases where CPDLC is used and, in order to avoid a potential ambiguity, pilots should avoid sending downlink multiple clearance request messages.

1.8.1.7 ADS - C procedures

1.8.1.7.1 Aircraft departing from airports inside Sal airspace or entering in SAL OCENIC FIR / UIR coming from its adjacent ACC's must follow the FANS connection / disconnection procedures described in **1.8.1.5**.

1.8.1.7.2 In order to minimize the cost of the data communications, the amount of the ADS - C data exchange will kept to the minimum required for operational purposes.

1.8.1.7.3 The following contracts will be always established:

1. A 15 MIN periodic contract requesting;
 1. Basic data
 2. Earth Reference Group
 3. Predicted Route Group
2. Waypoint Change Event contract.

1.8.1.7.4 Apart from the contracts indicated above, additional event or demand contracts, as well as changes on the reporting rate of the periodic contract, can be established or modified in case of operational need.

1.8.2. Visual flights rules (VFR) (ICAO Annex 2, 4.8)

VFR flights to be operated within a control zone established at an aerodrome serving international flights and specified portions of the associated terminal control area shall:

1. have a two - way radio communication;
2. obtain permission from the appropriate area traffic control unit; and
3. report positions, as required.

Note: The phrase “specified” portions of the associated terminal control area is intended to signify at least those portions of the TMA used by international IFR flights in association with approach, holding, departure and noise abatement procedures.

1.8.3. Special application of instrument flight rules

NIL

1.8.4. Air traffic advisory service (PANS - RAC, Part VI, 1.4)

NIL

1.8.5. Adherence to ATC approved route (ICAO Annex 2, 3.6.2.2)

If an aircraft has inadvertently deviated from the route specified in its ATC clearance, it shall forthwith take action to regain such route within 100 NM from the position at which the deviation was observed.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM) AND AIRSPACE MANAGEMENT

1.9.1. Air traffic flow management structure service area, service provided, location of unit(s) and hours of operation

normally "according to local procedures")

1.9.1.1 Service area

1.9.2.1.8 Off - load route available (designation, conditions)

NIL

1.9.2.1.9 Remarks

1.9.1.2 Service provided

1.9.2.2 Flow control execution cancellation messages

NIL

Flow control execution (date / time group) CNL

1.9.1.3 Location of unit

1.9.2.3 Flow control execution change message

NIL

Flow control execution CHG (item(s) to be changed)

1.9.1.4 Hours of operation

1.9.2.4 Flow management information message

NIL

Flow management information (text as required)

1.9.1.5 Remarks

1.9.3. Procedures applicable for departing flights

1.9.1.5.1 SAL ACC, if need be, can provide AFTN service within SAL OCENIC FIR / UIR. Should this happen, the ATS unit is tasked with the provision of:

1.9.3.1 Service responsible for provision of information on applied ATFM measures

Information with respect to ATFM measures can be obtained from the ATS Reporting Office (ARO) responsibility for the departure aerodrome.

1.9.1.5.1.1 Issuance of flow management messages.

1.9.3.2 Flight plan requirements

1.9.1.5.1.2 Flow regulation.

1.9.3.2.1 Non repetitive ICAO flights plans to or via flow restricted areas shall be submitted to the appropriate ARO at least 3 HRS before ETD.

1.9.1.5.1.3 Time - slot procurement.

1.9.3.2.2 Changes in ETD of more than 20 MIN and / or cancellation of both repetitive and non repetitive flight plans shall be reported immediately to the appropriate ARO.

1.9.1.5.1.4 Co - ordination with adjacent ATFMU's.

1.9.2. Types of flow messages and descriptions of the formats

1.9.3.3 Scheduling Coordinated Airports - Rabil / Aristides Pereira, Praia / Nelson Mandela and Sal Island / Amilcar Cabral

Messages containing information on ATFM measures, as distributed by SAL ACC unit by AFS, will be formatted as depicted below.

Note: These AFS messages can be obtained on request to GVACYFYX

1.9.3.3.1 The Airports Rabil / Aristides Pereira, Praia / Nelson Mandela and Sal Island / Amilcar Cabral were designated fully coordinated airports by the Cabo Verde Civil Aviation Authority, Note / Ref. 132 / ACC - CA / 2017 dated May 08th.

All messages will be preceded by:

All aircraft carriers operating to and from these coordinated airports shall always submit a request for the allocation of available landing and / or take - off slots to the coordinator and receive approval before operating.

Priority indicator

Request for slots shall be filled in standard IATA format (Standard Schedules Information Manual, Chapter 6, and Worldwide Scheduling Guidelines) to:

Date / time group, originator indicator.

Monday - Friday (08:00 - 16:00 LT);

1.9.2.1 Flow control execution message.

e-mail: slot.coordination@asa.cv and copied to correspondent handling agent

1.9.2.1.1 Flow control execution MSG NR (sequence number) valid (date).

Out of office hours and weekends, service is provided by Airport Operations fro short term and adhoc schedule changes and request only. Contacts in the table below:

1.9.2.1.2 Due to (reason for restriction).

The Slot Coordination must be copied in all messages.

1.9.2.1.3 Period concerned (time) at.....(slot reference point).

Airport	Telephone	Fax	E - mail
Rabil / Aristides Pereira	+238 2511070	+238 2511193	soica.abv@asa.cv

1.9.2.1.4 Traffic concerned (route, destination, etc.).

1.9.2.1.5 Flight level(s) concerned

1.9.2.1.6 SAL ATFM Unit

1.9.2.1.7 Communication and slot request procedure (indicate

Airport	Telephone	Fax	E - mail
Praia / Nelson Mandela	+238 2633471	+238 2634000	soica.adp@asa.cv
Sal Is- land / Amilcar Cabral	+238 2411309	+238 2411309	soa@asa.cv

All applications should include the following information:

- Aircraft owner / operator
- Aircraft type and registration
- Flight number
- Origin / destination
- Requested time of arrival and departure

1.9.3.3.2 Penalties for non - compliance with slot allocation rules
Article 11 of decree Law n° 10 / 2016 by stating that the following cases are considered very serious misdemeanors:

- a) Landing and / or take - off of aircraft in fully coordinated airports without previous allocation of a slot;
- b) Failure to cancel an allocated slot by the operator whenever the operator does not intend to use the slot;
- c) Landing and / or take - off of aircraft in violation of the allocated slot in fully coordinated airports, except in cases of force majeure.

Penalties for these offences (considered very serious misdemeanors) are foreseen in decree Law n° 10 / 2016. The amounts, comprised between a minimum of CVE 300000 and a maximum of CVE 5000000 are established in nr. 2 and nr. 3 of article 11 of decree Law 10 / 2016.

Exemptions:

The following reasons and operations exempt flights from slot allocation:

- a) Aircraft to come across urgent situations, taking in account weather, technical failure or flight safety reasons;
- b) Air movements subjected to an unforeseen schedule alteration due to abnormal disturbance within the Air Traffic Control.

ENR 1.10 FLIGHT PLANNING

1.10.1. Procedures for the submission of a flight plan

followed.

1.10.1.1 General

1.10.1.6 Adherence to ATS route structure

1.10.1.1.1 A flight plan shall be submitted in accordance with ICAO Annex 2, paragraph 3.3.1.

No flight plans shall be filed for routes deviating from the published ATS route structure unless prior permission has been obtained from the SAL ATC authorities.

1.10.1.1.2 All operators intending to operate IFR or VFR within SAL OCENIC FIR / UIR shall submit a flight plan (FPL).

1.10.1.7 Authorisation for special flights

1.10.1.2 Time of submission

Flights of a specific character, such as survey flights, scientific research flights, etc., may be exempted from the restriction specified above. A request for exemption shall be mailed so as to be received at least one week before the intended day of operation to:

Except for repetitive flight plans, a flight plan shall be submitted at least 60 minutes prior to departure, taking into account the requirements of ATS units in the airspace along the routes to be flown for timely information, including requirements for early submission for Air Traffic Flow Management (ATFM) purposes.

Civil Aviation Authorities
TEL: +238 9914282
e-mail: octavio.oliveira@acivil.gov.cv
Http: www.SIGA.AAC.CV/EXT/FPR

1.10.1.3 Place of submission

1.10.1.8 Maximum cruising levels for short - range flights

1.10.1.3.1 Flight plans shall be submitted at the Air Traffic Services Reporting Office (ARO) at the departure aerodrome.

NIL

1.10.1.3.2 In the absence of such an office at the departure aerodrome, a flight plan shall be submitted by AFTN, telephone or fax to any of the ARO below:

1.10.2. Repetitive flight plan system

Not applicable

AMILCAR CABRAL ARO
AFS: GVACZPZX
TEL: +238 2411309
+238 9925214 (Mobil)
Telefax:+238 2411309

1.10.2.1 Incidental changes and cancellations of RPL

NIL

NELSON MANDELA ARO
AFS: GVPNZPZX
TEL: +238 2633471
+238 9951700

1.10.2.2 Delay

NIL

ARISTIDES PEREIRA ARO
AFS: GVBAZPZX
TEL: +238 2511070
+238 9817265
Telefax:+238 2511010

1.10.2.3 ATS messages

NIL

CESARIA EVORA ARO
AFS: GSVZPZX
TEL: +238 2323716
Telefax:+238 2323716

1.10.3. Changes to the submitted flight plan

1.10.1.4 VFR flight plan for alerting service only

1.10.3.1 General changes

An alerting service is, in principle, provided to flights for which a flight plan has been submitted.

All changes to a flight plan submitted for an IFR flight or a controlled VFR flight and significant changes to a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the appropriate ATS unit. In the event of a delay in departure of 30 MIN or more for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old plan has been cancelled.

Note 1: If a delay in departure of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance limit is ultimately requested, which will consequently result in extra delay for the flight.

1.10.1.5 Contents and form of a flight plan

Note 2: If a delay in departure (or cancellation) of an uncontrolled VFR flight is not properly reported, alerting or search and rescue action may be unnecessarily initiated when a flight fails to arrive at the destination aerodrome within 30 MIN after its current ETA.

1.10.1.5.1 ICAO flight plan forms are available at the ARO. The instructions for completing these forms shall be followed.

1.10.1.5.2 Flight plans concerning IFR flight along ATS routes need not include FIR boundary estimates. Inclusion of FIR boundary estimates is, however, required for off - route flights and international VFR flights.

1.10.1.5.3 When a flight plan is submitted by AFTN, telephone or telefax, the sequence of items in the flight plan form shall be strictly

Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately.

Changes to a current flight plan for a controlled flight during flight shall be reported or requested, subject to the provisions in ICAO Annex 2, paragraph 3.6.2 (Adherence to flight plan). Significant changes to a flight plan for uncontrolled VFR flight include changes

in endurance or in total number of persons on board and changes in time estimates of 30 MIN or more.

1.10.3.2 Arrival report (closing a flight plan)

A report of arrival shall be made at the earliest possible moment after landing to the airport office of the arrival aerodrome by any flight for which a flight plan has been submitted exempt when the arrival has been acknowledged by the local ATS unit. After landing at the aerodrome which is not the destination aerodrome (diversionary landing), the local ATS unit shall be specifically informed accordingly. In the absence of a local ATS unit at the aerodrome of diversionary landing, the pilot is responsible for passing the arrival report to the destination aerodrome. Arrival reports shall contain the following elements of information:

- Aircraft identification
- Departure aerodrome
- Destination aerodrome
- Time of arrival

In case of diversion, insert the "arrival aerodrome" between "destination aerodrome" and "time of arrival".

1.10.4. Special Flight Plan requirements to operate in RVSM Airspace

The following FPL requirements apply to operators of RVSM approved aircraft intending to conduct flights within SAL OCENIC FIR / UIR RVSM airspace:

1.10.4.1 Operators of RVSM approved aircraft shall indicate the approval status by inserting the letter W in the item 10 of the ICAO Flight Plan Form, regardless of the requested flight level.

1.10.4.2 Operators of RVSM approved aircraft intending to operate within the SAL OCENIC FIR / UIR RVSM airspace shall include the following in item 15 of the ICAO Flight Plan Form:

1.10.4.2.1 The entry point at the lateral limits of the SAL OCENIC FIR / UIR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM entry point; and

1.10.4.2.2 The exit point at the lateral limits of the SAL OCENIC FIR / UIR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM exit point.

Asa-EMPRESA NACIONAL DE SEGURANÇA AEREA-S.A
REPÚBLICA DE CABO VERDE

FLIGHT PLAN-PLANO DE VOO

PRIORITY Prioridade <<=FF=>	ADDRESSES TO Destinatários _____ _____		
FLIGHT TIME Hora de Depósito _____	ORIGINATOR Origem _____ <<=		
SPECIFIC IDENTIFICATION OF ADDRESSEE (S) AND/OR ORIGINATOR Identificação específica do(s) destinatário(s) e/ou origem			
MESSAGE TYPE Tipo de mensagem <<= (FPL	7 AIRCRAFT IDENTIFICATION Identificação da Aeronave _____	8 FLIGHT RULES Regras de Voo <input type="checkbox"/>	TYPE OF FLIGHT Tipo de Voo <input type="checkbox"/> <<=
9 NUMBER Número - _____	TYPE OF AIRCRAFT Tipo de Aeronave _____	WAKE TURBULANCE CAT Categoria do Rasto Aerodinâmico <input type="checkbox"/>	10 EQUIPMENT Equipamento - _____ / _____
13 DEPARTURE AERODROME Aeródromo de Partida - _____		TIME Hora _____	
15 CRUISING SPEED Velocidade de Cruzeiro - _____	LEVEL Nível _____	ICRBI ICBI _____	
) <<=			
16 DESTINATION AERODROME Aeródromo de destino - _____	TOTAL EET Duração total prevista _____	ALTN AERODROME Aeródromo Alternativo _____	2 ALTN AERODROME 2º Aeródromo Alternativo _____ <<=
19 OTHER INFORMATION Outras informações _____			
) <<=			
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES) Informações suplementares (Não transmitidas nas mensagens do FPL)			
19 ENDURANCE Autonomia - E / _____	PERSONS ON BOARD Pessoas a bordo P / _____	EMERGENCY RADIO Equipamento de Emergência <input type="checkbox"/> UHF <input type="checkbox"/> VHF <input type="checkbox"/> ELBA	
SURVIVAL EQUIPMENT / Equipamento de Sobrevivência <input type="checkbox"/> S / <input type="checkbox"/> P <input type="checkbox"/> D <input type="checkbox"/> M <input type="checkbox"/> J		JACKETS/Colares de Salvação <input type="checkbox"/> J → <input type="checkbox"/> L <input type="checkbox"/> F	
DINGHIES / Balcões <input type="checkbox"/> D / _____		CAPACITY Capacidade _____	CORER Cobertura <input type="checkbox"/> C → _____ <<=
AIRCRAFT COLOUR AND MARKINGS / Cor e Marca da Aeronave - A / _____			
REMARKS/Observações <input type="checkbox"/> N / _____) <<=			
PILOT-IN-COMMAND / Piloto Comandante - C / _____) <<=			
FILED BY / Preenchido Por _____	SIGNATURE OF ATS-OFFICER/Assinatura do Oficial-ATS _____ TIME Hora		AFTN TRANSMISSION / Transmissão AFTN _____ TIME Hora

INTENTIONALLY LEFT BLANK

ENR 1.14 AIR TRAFFIC INCIDENTS

1.14.1. Definition of air traffic incidents

1.14.1.1 "Air traffic incident" is used to mean a serious occurrence related to the provision of air traffic services, such as:

1.14.1.1.1 Aircraft proximity (AIRPROX);

1.14.1.1.2 Serious difficulty resulting in a hazard to aircraft caused, for example, by:

1.14.1.1.2.1 Faulty procedures

1.14.1.1.2.2 Non-compliance with procedures, or

1.14.1.1.2.3 Failure of ground facilities.

1.14.1.2 Definitions for aircraft proximity and AIRPROX.

1.14.1.2.1 **Aircraft proximity is a situation** in which, in the opinion of the pilot or the air traffic services personnel, the distance between aircraft, as well as their relative positions and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

1.14.1.2.1.1 **Risk of collision.** The risk classification of aircraft proximity in which serious risk of collision has existed.

1.14.1.2.1.2 **Safety not assured.** The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.

1.14.1.2.1.3 **No risk of collision.** The risk classification of aircraft proximity in which no risk of collision has existed.

1.14.1.2.1.4 **Risk not determined.** The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

1.14.1.2.1.5 **AIRPROX.** The code word used in an air traffic incident report to designate aircraft proximity.

1.14.1.3 Air traffic incidents are designated and identified in reports as follows:

Type	Designation
Air traffic incident	Incident
as a) above	AIRPROX (aircraft proximity)
as b) 1) and 2) above	Procedure
as b) 3) above	Facility

1.14.2. Use of the Air Traffic Incident Report Form (See model in the table below)

1.14.2.1 The Air Traffic Incident Report Form is intended for use:

1.14.2.1.1 By a pilot for filing a report on an air traffic incident after arrival or for confirming a report made initially by radio during flight.

Note: The form, if available on board, may also be of use in providing a pattern for making the initial report in flight.

1.14.2.1.2 By an ATS unit for recording an air traffic incident report received by radio, telephone or teleprinter.

Note: The form may be used as the format for the text of a message to be transmitted over the AFS network.

1.14.3. Reporting procedures (including in-flight procedures)

1.14.3.1 The following are the procedures to be followed by a pilot who is or has been involved in an incident:

1.14.3.1.1 During flight, use the appropriate air / ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately;

1.14.3.1.2 As promptly as possible after landing, submit a completed Air Traffic Incident Report Form

1.14.3.1.3 For confirming a report of an incident made initially as in 3.1.1 above, or for making the initial report on such an incident if it had not been possible to report it by radio;

1.14.3.1.4 For reporting an incident which did not require immediate notification at the time of occurrence.

1.14.3.2 An initial report made by radio should contain the following information:

1.14.3.2.1 Aircraft identification;

1.14.3.2.2 Type of incident, e.g. aircraft proximity;

1.14.3.2.3 The incident; 1. a) and b); 2. a), b), c), d), n); 3. a), b), c), i); 4. a), b);

1.14.3.2.4 Miscellaneous: 1. e).

1.14.3.3 The confirmatory report on an incident of major significance reported by radio or the initial report on any other incident should be submitted to Civil Aviation Administration, or to the ATS Reporting Office located at Sal Island / Amílcar Cabral aerodrome. The pilot should complete an air traffic form supplementing the details of the initial reports as necessary.

Note: Where there is no ATS Reporting Office, the report may be submitted to another ATS unit.

1.14.4. Purpose of reporting and handling of the form

1.14.4.1 The purpose of the reporting of aircraft proximity incidents and their investigation is to promote the safety of aircraft. The degree of risk involved in an aircraft proximity incident should be determined in the incident investigation and classified as "risk of collision", "safety not assured", "no risk of collision" or "risk not determined".

1.14.4.2 The purpose of the form is to provide investigation authorities with as complete information on an air traffic incident as possible to enable them to report back, with the least possible delay to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

AIR TRAFFIC INCIDENT REPORT FORM

For use when submitting and receiving reports on air traffic incidents. In an initial report by radio, shaded items should be included.

A — AIRCRAFT IDENTIFICATION

B — TYPE OF INCIDENT

AIRPROX / PROCEDURE / FACILITY*

C — THE INCIDENT

1. General

- a) Date / time of incident UTC
- b) Position

2. Own aircraft

- a) Heading and route
- b) True airspeed _____ measured in () kt _____ () km/h _____
- c) Level and altimeter setting
- d) Aircraft climbing or descending
 - () Level flight
 - () Climbing
 - () Descending
- e) Aircraft bank angle
 - () Wings level
 - () Slight bank
 - () Moderate bank
 - () Steep bank
 - () Inverted
 - () Unknown
- f) Aircraft direction of bank
 - () Left
 - () Right
 - () Unknown
- g) Restrictions to visibility (select as many as required)
 - () Sunglare
 - () Windscreen pillar
 - () Dirty windscreen
 - () Other cockpit structure
 - () None
- h) Use of aircraft lighting (select as many as required)
 - () Navigation lights
 - () Strobe lights
 - () Cabin lights
 - () Red anti-collision lights
 - () Landing / taxi lights
 - () Logo (tail fin) lights
 - () Other
 - () None
- i) Traffic avoidance advice issued by ATS
 - () Yes, based on radar
 - () Yes, based on visual sighting
 - () Yes, based on other information
 - () No
- j) Traffic information issued
 - () Yes, based on radar
 - () Yes, based on visual sighting
 - () Yes, based on other information
 - () No
- k) Airborne collision avoidance system — ACAS
 - () Not carried
 - () Type
 - () Traffic advisory issued
 - () Resolution advisory issued
 - () Traffic advisory or resolution advisory not issued
- l) Radar identification
 - () No radar available
 - () Radar identification
 - () No radar identification
- m) Other aircraft sighted
 - () Yes
 - () No
 - () Wrong aircraft sighted

*Delete as appropriate

ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA AND CTA

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
<p>SAL OCENIC FIR / SAL OCEANIC UIR</p> <p>240000N 0250000W - 200000N 0200000W - 150000N 0200000W - 125800N 0212200W - 134000N 0242100W - 170000N 0373000W</p> <p>FIR</p> <p style="padding-left: 40px;">GND / MSL FL 245</p> <p>UIR</p> <p style="padding-left: 40px;">UNL FL 245</p> <p>Class of airspace: G below FL 245 Class of airspace: A above FL 245</p>	<p>SAL ACC / AMILCAR CABRAL FIC</p>	<p>SAL CONTROL English Portuguese</p> <p>H 24</p>	<p>128.300 MHZ 127.100 MHZ 126.400 MHZ 121.500 MHZ</p>	<p>North Sector South Sector TMA Sector Emergency</p>
<p>SAL UTA</p> <p>240000N 0250000W - 200000N 0200000W - 150000N 0200000W - 125800N 0212200W - 134000N 0242100W - 170000N 0373000W</p> <p style="padding-left: 40px;">UNL FL 245</p> <p>Class of airspace: A</p>	<p>SAL ACC</p>	<p>SAL CONTROL English Portuguese</p> <p>H 24</p>	<p>128.300 MHZ 127.100 MHZ 126.400 MHZ 121.500 MHZ</p>	<p>North Sector South Sector TMA Sector Emergency RVSM airspace from FL 290 to FL 410 inclusive</p>
<p>AIRWAYS WITHIN SAL OCEANIC FIR</p> <p style="padding-left: 40px;">FL 245</p> <p>Lower Limit of airway Class of airspace: A - FL 195 - FL 245 Class of airspace: C - below FL 195</p>	<p>SAL ACC</p>	<p>SAL CONTROL English Portuguese</p> <p>H 24</p>	<p>128.300 MHZ 127.100 MHZ 121.500 MHZ</p>	<p>Emergency See ENR 3.1 for lower limit of AWYs Excluding SAL TMA</p>
<p>SAL TMA</p> <p>Area delimited by three arcs of circle of 80 NM radius centred on VOR / DME CVS (164412.02N 0225703.06W), VOR / DME SNT (145620.74N 0232855.64W) and NDB SVT (164944.9N 0250352.6W) and the external tangents joining these arcs.</p> <p style="padding-left: 40px;">FL 245 700 FT</p> <p>Class of airspace: A above FL 195 Class of airspace: C below FL 195</p>	<p>SAL ACC</p>	<p>SAL CONTROL English Portuguese</p> <p>H 24</p>	<p>126.400 MHZ 121.500 MHZ</p>	<p>TMA Sector Emergency Excluding SAL CTR Excluding PRAIA CTR Excluding SAO VICENTE CTR</p>

2.1.1. Strategic Lateral Offsets in Oceanic Airspace to mitigate Collision Risk and Wake Turbulence

This procedure is in force throughout the SAL OCENIC FIR / UIR and is based on the following guidelines:

2.1.1.1 Strategic lateral offsets shall be applied only by aircraft with automatic offset tracking capability.

2.1.1.2 Strategic lateral offset and those executed to mitigate the effects of wake turbulence are to be made to the right of a route or track.

2.1.1.3 In relation to a route or track, there are three positions that an aircraft may fly, namely **centreline**, **1** or **2 NM** right and offsets are not to exceed 2 NM right of the centreline.

2.1.1.4 There is no ATC clearance required for this procedure and it is not necessary that ATC be advised.

2.1.2. Special Procedures for In - Flight Contingencies within Sal Oceanic airspace

2.1.2.1 Introduction

2.1.2.1.1 Although all possible contingencies cannot be covered, the procedures in **2.1.2.2** and **2.1.2.3** provide for more frequent cases such as:

- a) inability to maintain assigned flight level due to meteorological conditions, aircraft performance or pressurisation failure;
- b) en - route diversion across the prevailing traffic flow; and
- c) loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is prerequisite to the safe conduct of flight operations.

2.1.2.1.2 With regards to **2.1.2.1.1** a) and b), the procedures are applicable primarily when rapid descend and / or turn back or diversion is required. the pilot's judgement shall determine the sequence of actions to be taken, having regard to the prevailing circumstances. Air traffic control shall render all possible assistance.

2.1.2.2 General Procedures

2.1.2.2.1 If an aircraft is unable to continue the flight in accordance with its ATC clearance, and / or an aircraft is unable to maintain the navigation performance accuracy specified for the airspace, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2.1.2.2.2 The radio telephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times shall be used as appropriate subsequent ATC action with respect to that aircraft shall be based on the intentions of the pilot and the overall traffic situation.

2.1.2.2.3 If prior clearance cannot be obtained, and ATC clearance shall be obtained at the earliest possible time and, until revised clearance is received, the pilot shall:

- a) leave the assigned route or track by initially turning 90 degrees to the right or to the left. When possible, the direction of the turn should be determined by the position of the aircraft relative to any organized route or track system. Other factors which any affect the direction of the turn are:

- i. the direction to an alternate airport, terrain clearance;
- ii. any lateral offset being flown; and
- iii. the flight levels allocated on adjacent routes or tracks;

- b) following the turn, the pilot should:

- i. if unable to maintain the assigned flight level, initially minimize the rate of descend to the extent that is operationally feasible;
- ii. take account of other aircraft being laterally offset from its track;
- iii. acquire and maintain in either direction a track laterally separated by 28 KM (15 NM) from the assigned route; and
- iv. once established on the offset track, climb or descend to select a flight level which differs from those normally used by 150 M (500 FT);

- c) establish communication with and alert nearby aircraft by broadcasting, at suitable intervals aircraft identification, flight level, position (including the ATS route designator or track code, as appropriate) and intentions on the frequency in use and on 121.500 MHZ (or, as a back - up, on the inter - pilot air - to - air frequency 123.450 MHZ);
- d) maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped);
- e) turn on all aircraft exterior lights (communicate with appropriate operating limitations);
- f) keep the SSR transponder on at all times; and
- g) take action as necessary to ensure the safety of the aircraft.

Note: when leaving the assigned track to acquire and maintain the track laterally separated by 28 KM (15 NM), the flight crew should, where practicable, avoid bank angles that would result in overshooting the track to be acquired, particularly in airspace where a 55.5 KM (30 NM) lateral separation minimum is applied.

2.1.2.2.4 Extended Range Operations by aeroplanes with two - turbine power - units (ETOPS). If the contingency procedure are employed by a twin - engine aircraft as a result of an engine shut down or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

2.1.2.3 Weather Deviation Procedures

2.1.2.3.1 General

Note: The following procedures are intended for deviations around adverse meteorological conditions.

2.1.2.3.1.1 When the pilot initiates communications with ATC, a rapid response may be obtained by stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response. When necessary, the pilot should initiate the communications using the urgency call "PAN PAN" (preferable spoken three times).

2.1.2.3.1.2 The pilot shall inform ATC when weather deviation is no longer required, or when weather deviation has been completed and the aircraft has return to its cleared route.

2.1.2.3.2 Actions to be taken when Controller - Pilot Communications are established.

2.1.2.3.2.1 The pilot should notify ATC and request clearance to deviate from track, advising, when possible, the extent of the deviation expected.

2.1.2.3.2.2 ATC should take one of the following actions:

- a) when appropriate separation can be applied, issue clearance to deviate from track; or
- b) if there is conflicting traffic and ATC is unable to establish appropriate separation, ATC shall:
 - i. advise the pilot of inability to issue clearance for the requested deviation;
 - ii. advise the pilot of conflicting traffic; and
 - iii. request the pilots intentions.

2.1.2.3.2.3 The pilot should take the following actions:

- a) comply with the ATC clearance issued; or
- b) advise ATC of intentions and execute the procedures detailed in **2.1.2.3.3.**

2.1.2.3.3 Actions to be taken if a revised ATC clearance cannot be obtained

Note: The provisions of this section apply to situations where a pilot needs to exercise the authority of a pilot - in - command under the provisions of ICAO Annex 2, 2.3.1

2.1.2.3.3.1 If the aircraft is required to deviate from track to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:

- a) if possible, deviate away from an organized track or route system;
- b) establish communication with and alert nearby aircraft broadcasting, all suitable intervals: aircraft identification, flight level, position (including ATS route designator or the track code) and intentions, on the frequency in use and on 121.500 MHZ (or, as a back - up, on the inter - pilot air - to - air frequency 123.450 MHZ);
- c) watch for the conflicting traffic both visually and by reference to ACAS (if equipped);

Note: If, as a result of action taken under provision of 2.1.2.3.3.1 b) and c), the pilot determines that there is another aircraft at or near the same flight level with which may occur, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.

- d) turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
- e) for deviations of less than 19 KM (10 NM) remain at a level assigned by ATC;
- f) for deviation greater than 19 KM (10 NM), when the aircraft is approximately 19 KM (10 NM) from track, initiate a level change in accordance with Table 1;

Table 1

Route centre line track	Deviation > 19 KM (10 NM)	Level Change
EAST 000° - 179° magnetic	LEFT	DESCEND 90 M (300 FT)
	RIGHT	CLIMB 90 M (300 FT)
WEST 180° - 359° magnetic	LEFT	CLIMB 90M (300 FT)
	RIGHT	DESCEND 90 M (300 FT)

- g) when returning to track, be at its assigned flight level when the aircraft is within approximately 19 KM (10 NM) of the centre line; and
- h) if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

2.1.2.3.4 Procedures for Strategic Lateral Offsets in oceanic and remote continental airspace.

Note 1: ICAO Annex 2, 3.6.2.1 requires authorization for the application of strategic lateral offsets from the appropriate ATS authority responsible for the airspace concerned.

Note 2: The following incorporates lateral offset procedures for both the migration of the increasing lateral overlap probability due to increased navigation accuracy, and wake turbulence encounters.

Note 3: The use of highly accurate navigation systems (such as the global navigation satellite system (GNSS)) by an increasing proportion of the aircraft population has had the effect of reducing the magnitude of lateral deviations from the route centre line and, consequently, increasing the probability of a collision, should a loss of vertical separation between aircraft on the same route occur.

2.1.2.3.4.1 The following shall be taken into account by the appropriate ATS authority when authorizing the use of strategic lateral offsets in a particular airspace:

- a) strategic lateral offsets shall only be authorized in en - route oceanic or remote continental airspace. Where part of the airspace in question is within radar coverage, transiting aircraft should normally be allowed to indicate or continue offset tracking;
- b) strategic lateral offsets may be authorized for the following types of routes (including where routes or route system intersect):
 - i. uni - directional and bi - directional
 - ii. parallel route system where the spacing between route centre lines is not less than 55.5 KM (30 NM);
- c) in some instances it may be necessary to impose restrictions on the use of strategic lateral offsets, e.g. where their application may be inappropriate for reasons related to obstacle clearance;
- d) strategic lateral offset procedures should be implemented on a regional basis after coordination between all States involved;
- e) the routes or airspace where application of strategic lateral offsets is authorized, and the procedures to be followed by pilots, shall be promulgated in the aeronautical information publications (AIP); and
- f) air traffic controllers shall be made aware of the airspace within which strategic lateral offsets are authorized.

2.1.2.3.4.1.1 The decision to apply a strategic lateral offset shall be the responsible of the flight crew. The flight crew shall only apply strategic lateral offsets in airspace where such offsets have been authorized by the appropriate ATS authority and when the aircraft is equipped with automatic offset tracking capability.

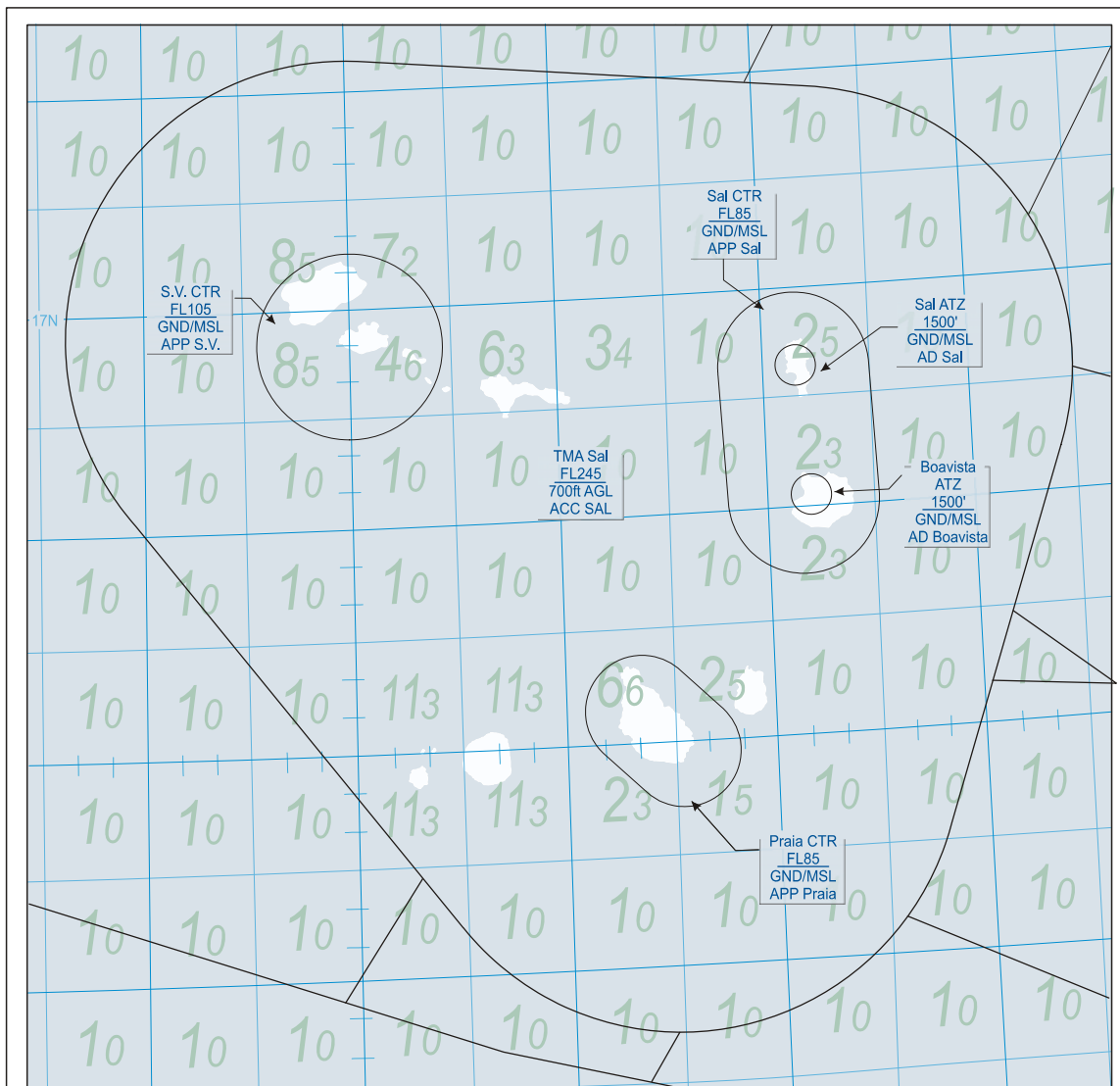
2.1.2.3.4.1.2 The strategic lateral offset shall be established at a distance of 1.85 KM (1 NM) or 3.7 KM (2 NM) to the right of the centre line relative to the direction of flight.

Note 1: Pilots may contact other aircraft on the inter - pilot air - to - air frequency 123.450 MHZ to coordinate offsets.

Note 2: The strategic lateral offset procedure has been designated to include offsets to mitigate the effects of wake turbulence of preceding aircraft. If wake turbulence needs to be avoided, one of the three available options (centreline, 1.85 KM (1 NM) or 3.7 KM (2 NM) right offset) may be used.

Note 3: Pilots are not required to inform ATC that a strategic lateral offset is being applied.

ATS AIRSPACES WITHIN SAL TMA



Sal TMA limits

Lateral: Area delimited by three arcs of circle of 80NM radius centered on CVS VOR (N164412 W0225704), SNT VOR (N145621 W0232856) and SVT NDB (N164943 W0250354) and the tangents to these arcs.
Vertical: 700 ft AGL to FL245. Class A above FL195, class C below FL195.

Sal CTR limits

Lateral: Area delimited by two arcs of circle of 20NM radius centered on GVAC ARP (N164431W0225656) and GVBA ARP (N160814W0225319) and the tangents to these arcs.
Vertical: GND/MSL to FL85. Class C.

Praia CTR limits

Lateral: Area delimited by two arcs of circle of 15NM radius centered on GVNP ARP (N145628 W0232905) and 151000N0234000W and the tangents to these arcs.
Vertical: GND/MSL to FL85. Class C.

São Vicente CTR limits

Lateral: Arc of circle of 25NM radius centered at GSVV ARP (N165001 W0250325).
Vertical: GND/MSL to FL105. Class C.

Sal ATZ limits

Lateral: Area delimited by a circle of 5NM radius centered on GVAC ARP (N164431W0225656).
Vertical: GND/MSL to 1500'. Class C.

Boavista ATZ limits

Lateral: Area delimited by a circle of 5NM radius centered on GVBA ARP (N160814W0225319).
Vertical: GND/MSL to 1500'. Class C.

ENR 3. ATS ROUTES

ENR 3.1 LOWER ATS ROUTES

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
							↓	↑	
A602									
▲	MOGSA	144118N 0201241W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		318°/ 138°	114.0 NM		FL 245 / 3000 FT AMSL	40 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	RAMOL	155142N 0214606W							
		318°/ 138°	86.0 NM		FL 245 / 3000 FT AMSL	10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225703W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes								
Significant Point Name		Significant Point Coordinates								
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class	
							↓	↑		
B623										
▲	IPERA	202154N 0204200W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ	
		219°/ 040°	173.0 NM		FL 245 / 3000 FT AMSL		90 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	PISPU	175320N 0221453W								
		220°/ 041°	80.0 NM		FL 245 / 3000 FT AMSL		10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225703W								
		216°/ 037°	188.0 NM		FL 245 / 3000 FT AMSL		10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	AGTIL	135354N 0242034W								
		217°/ 037°	14.0 NM		FL 245 / 3000 FT AMSL		90 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	ONOB	134136N 0242630W								

Route Designator/ (RNP/RNAV Type)		Route Usage Notes								
Significant Point Name		Significant Point Coordinates								
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class	
							↓	↑		
R976										
▲	LUMPO	154048N 020000W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ	
		301°/ 121°	101.0 NM		FL 245 / 3000 FT AMSL		40 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	POLMO	161629N 0213834W								
		301°/ 121°	80.0 NM		FL 245 / 3000 FT AMSL		10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225703W								

Route Designator/ (RNP/RNAV Type)		Route Usage Notes									
Significant Point Name		Significant Point Coordinates									
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class		
							↓	↑			
W11		Route Remarks: Transition UW11 / UN857									
▲	PINPO	173905N 0215608W								SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ	
		237°/ 057°	80.0 NM		FL 245 / 3000 FT AMSL		10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C	
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225703W									

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
							↓	↑	
W12									
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225703W						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ	
		207°/ 027°	112.0 NM		FL 245 / 3000 FT AMSL	10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	PRAIA / NELSON MANDELA VOR/DME (SNT)	145621N 0232856W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
							↓	↑	
W13		Route Remarks: Transition UN873							
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225703W						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ	
		220°/ 041°	185.0 NM		FL 245 / 3000 FT AMSL	10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	BULVO	140228N 0243012W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
							↓	↑	
W14									
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225703W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		284°/ 104°	122.0 NM		FL 245 / 3000 FT AMSL	10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	SAO VICENTE NDB (SVT)	164945N 0250353W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
							↓	↑	
W15		Route Remarks: Transition UR976							
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225703W						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ	
		318°/ 138°	141.0 NM		FL 245 / 3000 FT AMSL	10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	KESIK	180928N 0245513W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes								
Significant Point Name		Significant Point Coordinates								
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class	
							↓	↑		
W21		Route Remarks: Transition UW21 - UN873								
▲	PISPU	175320N 0221453W								SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		209°/ 030°	112.0 NM		FL 245 / 3000 FT AMSL		10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	BOA VISTA / RABIL NDB (BVT)	160803N 0225317W								

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
							↓	↑	
W22		Route Remarks: Transition UW22 - UW11 - UN857							
▲	PINPO	173905N 0215608W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		221°/ 042°	106.0 NM		FL 245 / 3000 FT AMSL	10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	BOA VISTA / RABIL NDB (BVT)	160803N 0225317W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes								
Significant Point Name		Significant Point Coordinates								
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class	
							↓	↑		
W23										
▲	BOA VISTA / RABIL NDB (BVT)	160803N 0225317W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ	
		216°/ 037°	80.0 NM		FL 245 / 3000 FT AMSL		10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	PRAIA / NELSON MANDELA VOR/DME (SNT)	145621N 0232856W								

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
							↓	↑	
W31									
▲	MOGSA	144118N 0201241W				40 NM	even	odd	SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		285°/ 105°	109.0 NM		FL 245 / 3000 FT AMSL				FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	SONVA	145014N 0220438W				10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
		285°/ 105°	82.0 NM		FL 245 / 3000 FT AMSL				FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	PRAIA / NELSON MANDELA VOR/DME (SNT)	145621N 0232856W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
							↓	↑	
W32									
▲	BORTA	135514N 0204345W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		302°/ 122°	91.0 NM		FL 245 / 3000 FT AMSL	40 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	VONTO	142802N 0221134W							
		302°/ 122°	80.0 NM		FL 245 / 3000 FT AMSL	10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	PRAIA / NELSON MANDELA VOR/DME (SNT)	145621N 0232856W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
							↓	↑	
W33		Route Remarks: Transition UW33 - UB623							
▲	PRAIA / NELSON MANDELA VOR/DME (SNT)	145621N 0232856W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		230°/ 051°	80.0 NM		FL 245 / 3000 FT AMSL	10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	AGTIL	135354N 0242034W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes								
Significant Point Name		Significant Point Coordinates								
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class	
							↓	↑		
W34		Route Remarks: Transition UW34 - UN873								
▲	PRAIA / NELSON MANDELA VOR/DME (SNT)	145621N 0232856W						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ		
		239°/ 060°	80.0 NM		FL 245 / 3000 FT AMSL		10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	BULVO	140228N 0243012W								

Route Designator/ (RNP/RNAV Type)		Route Usage Notes								
Significant Point Name		Significant Point Coordinates								
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class	
							↓	↑		
W35										
▲	SAO VICENTE NDB (SVT)	164945N 0250353W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ	
		152°/ 333°	146.0 NM		FL 245 / FL 085		10 NM	odd	even	FL 245 / FL 195 Class A FL 195 / FL 085 Class C
▲	PRAIA / NELSON MANDELA VOR/DME (SNT)	145621N 0232856W								

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
							↓	↑	
W41		Route Remarks: Transition UW41 - UN741							
▲	LININ	180905N 0244524W						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ	
		204° / -	81.0 NM		FL 245 / FL 085		10 NM	even odd	FL 245 / FL 195 Class A FL 195 / FL 085 Class C
▲	SAO VICENTE NDB (SVT)	164945N 0250353W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
							↓	↑	
W42		Route Remarks: Transition UW42 - UN866							
▲	MOPAC	180720N 0240250W						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ	
		- /048°	97.0 NM		FL 245 / FL 085		10 NM		even odd FL 245 / FL 195 Class A FL 195 / FL 085 Class C
▲	SAO VICENTE NDB (SVT)	164945N 0250353W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes								
Significant Point Name		Significant Point Coordinates								
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class	
							↓	↑		
W43		Route Remarks: Transition UW43 - UN873								
▲	NEMDO	180557N 0233154W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ	
		240°/ 060°	116.0 NM		FL 245 / 3000 FT AMSL		10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	SAO VICENTE NDB (SVT)	164945N 0250353W								

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
							↓	↑	
W45		Route Remarks: Transition UW45 - UN866							
▲	SAO VICENTE NDB (SVT)	164945N 0250353W						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ	
		- /035°	90.0 NM		FL 245 / 3000 FT AMSL		10 NM		even odd FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	DENER	152724N 0254132W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
							↓	↑	
W46		Route Remarks: Transition UW46 - UN741							
▲	SAO VICENTE NDB (SVT)	164945N 0250353W						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ	
		251° -	81.0 NM		FL 245 / 3000 FT AMSL		10 NM	even odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	EDIPA	160755N 0261600W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes								
Significant Point Name		Significant Point Coordinates								
(RNP/RNAV Type)	Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class	
							↓	↑		
W47		Route Remarks: Transition UW47 - UR976								
▲	EVKAS	174803N 0260116W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ	
		149°/ 328°	80.0 NM		FL 245 / FL 085		10 NM	odd	even	FL 245 / FL 195 Class A FL 195 / FL 085 Class C
▲	SAO VICENTE NDB (SVT)	164945N 0250353W								

ENR 3.2 UPPER ATS ROUTES

Route Designator/ (RNP/RNAV Type)		Route Usage Notes						
Significant Point Name		Significant Point Coordinates						
(RNP/RNAV Type)	Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
						↓	↑	
UA602								
▲	MOGSA	144118N	0201241W					SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		318°/ 138°	122.0 NM		UNL / FL 245		even odd	Class A
▲	ORABI	155618N	0215212W					
		318°/ 138°	79.0 NM		UNL / FL 245		even odd	Class A
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N	0225703W					

Route Designator/ (RNP/RNAV Type)		Route Usage Notes						
Significant Point Name		Significant Point Coordinates						
(RNP/RNAV Type)	Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
						↓	↑	
UB623								
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N	0225703W					SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		216°/ 037°	202.0 NM		FL 280 / FL 245		even odd	Class A
▲	ONOBI	134136N	0242630W					

Route Designator/ (RNP/RNAV Type)		Route Usage Notes						
Significant Point Name		Significant Point Coordinates						
(RNP/RNAV Type)	Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
						↓	↑	
UR976								
▲	LUMPO	154048N	0200000W					SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		301°/ 121°	103.0 NM		UNL / FL 245		even odd	Class A
▲	UGAMA	161712N	0214012W					
		300°/ 121°	78.0 NM		UNL / FL 245		even odd	Class A
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N	0225703W					
		318°/ 138°	97.0 NM		UNL / FL 245		even odd	Class A

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)		Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min ↓ ↑		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
▲	IREDO		174306N	0241812W					SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		318° 138°	125.0 NM		UNL / FL 245		even	odd	Class A
▲	GAMBA		185706N	0260342W					
		318° 138°	260.0 NM		UNL / FL 245		even	odd	Class A
▲	ULTEM		212946N	0294800W					

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)		Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min ↓ ↑		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
UW11		<u>Route Remarks:</u> Transition UN857							
▲	GUNET		193500N	0194406W					SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		238° 057°	171.0 NM		UNL / FL 245		even	odd	Class A
▲	PINPO		173905N	0215608W					
		237° 057°	80.0 NM		UNL / FL 245		even	odd	Class A
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)		164412N	0225703W					

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)		Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min ↓ ↑		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
UW21		<u>Route Remarks:</u> Transition UN873							
▲	PISPU		175320N	0221453W					SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		209° 030°	112.0 NM		UNL / FL 245		even	odd	Class A
▲	BOA VISTA / RABIL NDB (BVT)		160803N	0225317W					

Route Designator/ (RNP/RNAV Type)		Route Usage Notes						
Significant Point Name		Significant Point Coordinates						
(RNP/RNAV Type)	Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min ↓ ↑		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
UW22		Route Remarks: Transition UN857						
▲	PINPO	173905N 0215608W						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		221°/ 042°	106.0 NM		UNL / FL 245		even odd	Class A
▲	BOA VISTA / RABIL NDB (BVT)	160803N 0225317W						

Route Designator/ (RNP/RNAV Type)		Route Usage Notes						
Significant Point Name		Significant Point Coordinates						
(RNP/RNAV Type)	Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min ↓ ↑		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
UW23								
▲	BOA VISTA / RABIL NDB (BVT)	160803N 0225317W						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		216°/ 037°	80.0 NM		UNL / FL 245		even odd	Class A
▲	PRAIA / NELSON MANDELA VOR/DME (SNT)	145621N 0232856W						

Route Designator/ (RNP/RNAV Type)		Route Usage Notes						
Significant Point Name		Significant Point Coordinates						
(RNP/RNAV Type)	Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min ↓ ↑		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
UW31								
▲	MOGSA	144118N 0201241W						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		285°/ 105°	190.0 NM		UNL / FL 245		even odd	Class A
▲	PRAIA / NELSON MANDELA VOR/DME (SNT)	145621N 0232856W						

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)	Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class	
						↓	↑		
UW32									
▲	BORTA	135514N 0204345W					SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ		
		302°/ 122°	171.0 NM		UNL / FL 245		even	odd	Class A
▲	PRAIA / NELSON MANDELA VOR/DME (SNT)	145621N 0232856W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)	Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class	
						↓	↑		
UW33									
<u>Route Remarks:</u> Transition UB623									
▲	PRAIA / NELSON MANDELA VOR/DME (SNT)	145621N 0232856W					SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ		
		230°/ 051°	80.0 NM		UNL / FL 245		even	odd	Class A
▲	AGTIL	135354N 0242034W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)	Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class	
						↓	↑		
UW34									
<u>Route Remarks:</u> Transition UN873									
▲	PRAIA / NELSON MANDELA VOR/DME (SNT)	145621N 0232856W					SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ		
		239°/ 060°	80.0 NM		UNL / FL 245		even	odd	Class A
▲	BULVO	140228N 0243012W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)	Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min ↓ ↑		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class	
UW35									
▲	SAO VICENTE NDB (SVT)	164945N 0250353W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		152°/ 333°	146.0 NM		UNL / FL 245		odd even	Class A	
▲	PRAIA / NELSON MANDELA VOR/DME (SNT)	145621N 0232856W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)	Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min ↓ ↑		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class	
UW41									
Route Remarks: Transition UN741									
▲	EDUMO	225454N 0233606W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		203°/ -	293.0 NM		UNL / FL 245		even odd	Class A	
▲	LININ	180905N 0244524W							
		204°/ -	81.0 NM		UNL / FL 245		even odd	Class A	
▲	SAO VICENTE NDB (SVT)	164945N 0250353W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)	Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min ↓ ↑		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class	
UW42									
Route Remarks: Transition UN866									
▲	MOPAC	180720N 0240250W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		- / 048°	97.0 NM		UNL / FL 245		odd even	Class A	
▲	SAO VICENTE NDB (SVT)	164945N 0250353W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes						
Significant Point Name		Significant Point Coordinates						
(RNP/RNAV Type)	Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
						↓	↑	
UW43		Route Remarks: Transition UW43 - UN873						
▲	IPERA	202154N 0204200W					SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ	
		239° 060°	210.0 NM		UNL / FL 245		even odd	Class A
▲	NEMDO	180557N 0233154W						
		240° 060°	116.0 NM		UNL / FL 245		even odd	Class A
▲	SAO VICENTE NDB (SVT)	164945N 0250353W						

Route Designator/ (RNP/RNAV Type)		Route Usage Notes						
Significant Point Name		Significant Point Coordinates						
(RNP/RNAV Type)	Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
						↓	↑	
UW45		Route Remarks: Transition UN866						
▲	SAO VICENTE NDB (SVT)	164945N 0250353W					SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ	
		- / 035°	90.0 NM		UNL / FL 245		odd even	Class A
▲	DENER	152724N 0254132W						

Route Designator/ (RNP/RNAV Type)		Route Usage Notes						
Significant Point Name		Significant Point Coordinates						
(RNP/RNAV Type)	Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
						↓	↑	
UW46		Route Remarks: Transition UN741						
▲	SAO VICENTE NDB (SVT)	164945N 0250353W					SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ	
		251° -	81.0 NM		UNL / FL 245		even odd	Class A
▲	EDIPA	160755N 0261600W						
		251° -	151.0 NM		UNL / FL 245		even odd	Class A
▲	KENOX	144836N 0282936W						

Route Designator/ (RNP/RNAV Type)		Route Usage Notes						
Significant Point Name		Significant Point Coordinates						
(RNP/RNAV Type)	Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
						↓	↑	
UW47		Route Remarks: Transition UR976						
▲	ULTEM	212946N 0294800W				SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ		
		148°/ 329°	308.0 NM		UNL / FL 245		odd even	Class A
▲	EVKAS	174803N 0260116W						
		149°/ 328°	80.0 NM		UNL / FL 245		odd even	Class A
▲	SAO VICENTE NDB (SVT)	164945N 0250353W						

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ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route Designator/ (RNP/RNAV Type)						
Significant Point Name	Significant Point Coordinates		Way Point: IDENT of VOR/DME (ELEV of DME antenna), BRG & DIST		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class	
(RNP/RNAV Type)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / lower limit	IFR cruising levels max/min		
				↓		↑
UN741 (RNP/RNAV)						
▲ EDUMO	225454N 0233606W					
(RNAV 10)	221° / -	275 NM	UNL / FL 245	even odd	Class A	
▲ GAMB	185706N 0260342W					
(RNAV 10)	221° / -	285.1 NM	UNL / FL 245	even odd	Class A	
▲ KENOX	144836N 0282936W					

Route Designator/ (RNP/RNAV Type)		Significant Point Coordinates		Way Point: IDENT of VOR/DME (ELEV of DME antenna), BRG & DIST		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class	
(RNP/RNAV Type)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / lower limit	IFR cruising levels max/min			
UN857 (RNP/RNAV)				↓	↑		
▲	GUNET	193500N	0194406W				
(RNAV 10)		220°/039°	250 NM	UNL / FL 245	even	odd	Class A
▲	ORABI	155618N	0215212W				
(RNAV 10)		219°/040°	167 NM	UNL / FL 245	even	odd	Class A
▲	BOTNO	133000N	0231430W				

Route Designator/ (RNP/RNAV Type)		Significant Point Coordinates		Way Point: IDENT of VOR/DME (ELEV of DME antenna), BRG & DIST		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
(RNP/RNAV Type)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / lower limit	IFR cruising levels max/min		
	↓			↑		
UN866 (RNP/RNAV)						
▲	TENPA	212100N	0215824W			
(RNAV 10)		- / 042°	255 NM	UNL / FL 245		odd / even Class A
▲	IREDO	174306N	0241812W			
(RNAV 10)		- / 043°	234 NM	UNL / FL 245		odd / even Class A
▲	AMDOL	142112N	0262130W			

Route Designator/ (RNP/RNAV Type)		Significant Point Coordinates		Way Point: IDENT of VOR/DME (ELEV of DME antenna), BRG & DIST		Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
(RNP/RNAV Type)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / lower limit	IFR cruising levels max/min		
				↓	↑	
UN873 (RNP/RNAV)						
▲	IPERA	202154N	0204200W			
(RNAV 10)		219°/041°	253 NM	UNL / FL 245	even	odd
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N	0225703W			
(RNAV 10)		220°/041°	196 NM	UNL / FL 245	even	odd
▲	POMAT	135236N	0243548W			

ENR 3.6 EN-ROUTE HOLDING

<i>HLDG ID / FIX / WPT CO-ORDINATES</i>	<i>INBD TR (MAG)</i>	<i>DIRECTION OF PTN</i>	<i>MAX IAS (KT)</i>	<i>MIN - MAX HLDG LVL FL / FT (MSL)</i>	<i>TIME / DIST OUTBND</i>	<i>CONTROLLING UNIT / FREQ</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>
CVS VOR / DME 164412.02N 0225703.06W	203 (RWY 01)	RIGHT	NIL	5000 FT	1 MIN	AMILCAR CABRAL ATS 119.700 MHZ 121.500MHZ
CVS VOR / DME 164412.02N 0225703.06W	003 (RWY 19)	LEFT	NIL	5000 FT	1 MIN	AMILCAR CABRAL ATS 119.700 MHZ 121.500MHZ
SAL NDB 164206.35N 0225655.36W	204 (RWY 01)	RIGHT	NIL	5000 FT	1 MIN	AMILCAR CABRAL ATS 119.700 MHZ 121.500MHZ

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ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE

Name IDENT (Co - ordinates)	Type and Intensity (1000 Candelas)	Characteristics	Operating Hours	Remarks
1	2	3	4	5
BOA VISTA ISLAND *165954N 0224105W (Morro Negro)	Marine	FLG W EV 2 SEC	HN	NIL
BRAVA ISLAND *144754N 0255305W (Ponta Nho Martinho)	Marine	GP FLG W (4) EV 20 SEC	HN	NIL
FOGO ISLAND *144954N 0241905W (Alcatraz)	Marine	FLG W EV 5 SEC	HN	NIL
SAL ISLAND *164454N 0225705W (Amilcar Cabral)	ABN	ALT FLG G - W EV 10 SEC	HO - IMC	W 2250 G 450
SANTO ANTAO ISLAND *170654N 0245905W (Ponta De Tumba)	Marine	FLG W EV 58 SEC	HN	NIL
*170254N 0252205W (Ponta Mangrade)	Marine	GP FLG W (2) EV 10 SEC	HN	NIL
*171202N 0250512W (Ponta Do Sol)	Marine	GP FLG W EV 4 SEC	HN	W 2700
SANTIAGO ISLAND (Nelson Mandela)	ABN	ALT FLG G - W EV 5 SEC	HO - IMC	W 160.000 G 20.000
*145628N 0232905W (Ponta Moreia)	Marine	GP FLG W (6) EV 10 SEC	HN	NIL
*145354N 0233105W (Ponta Temerosa)	Marine	GP FLG W (2) EV 10 SEC	HN	NIL
SAO NICOLAU ISLAND *163554N 0242505W (Ponta Barril)	Marine	FIX W	HN	NIL
*163354N 0240105W (Ponta Lest)	Marine	GP FLG W (4) EV 10 SEC	HN	NIL
ROMBO OR SECOS ISLAND *145754N 0243905W (Grande Islet)	Marine	GP FLG W (3) EV 20 SEC	HN	NIL

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AD 1. AERODROMES / HELIPORTS - INTRODUCTION

AD 1.1 AERODROME / HELIPORT AVAILABILITY AND CONDITION OF USE

1.1.1. GENERAL CONDITIONS

1.1.1.1 General conditions under which aerodromes / heliports and associated facilities are available for use

The administration of Sal Island / Amilcar Cabral, Praia / Nelson Mandela, Rabil / Aristides Pereira and Sao Pedro / Cesaria Evora is under the responsibility of ASA - Empresa Nacional de Aeroportos e Seguranca Aerea.

(See AD 2 for each aerodrome contact details)

All formalities required for customs, public health and similar procedures, will be carried out at all International Airports of Cabo Verde. The procedure will be in accordance with the provision of ICAO Annex 9 to the Convention on International Civil Aviation.

The particulars given on page **GEN 1.3.1** should, however, be specially born in mind.

1.1.1.1.1 Landings made other than at an international aerodrome / heliport or a designated alternate aerodrome / heliport

1.1.1.1.1.1 If a landing is made elsewhere than at an international airport or a designated alternate airport, the pilot in command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international airport at which the landing was scheduled to take place.

This notification may be made through aeronautical radio channels, if this method of communication is available, or by telegram.

1.1.1.1.1.2 The pilot in command shall responsible for ensuring that:

- a) If practice (clearance is given to an incoming aircraft by the health authority) has not been granted to the aircraft at the previous landing, contact between the other persons on the one hand the passengers and the crew on the other is avoided;
- b) That cargo, baggage and mail are not removed from the aircraft except as provided in paragraph c) below;
- c) Any foodstuffs of overseas origin, or any plant material are not removed from the aircraft except where local food is unobtainable. All food refuse, including peelings, cores, stones of fruit, etc. must be collected and return to the galley refuse container, the content of which should not be removed from the aircraft except for hygiene reasons, in which case they must be destroyed by burning or deep burial.

1.1.1.1.2 Traffic of persons and vehicles on aerodromes

1.1.1.1.2.1 Demarcation of zones

The grounds of each aerodrome are divided into two zones:

- a) A public zone comprising the part of the aerodrome open to the public;
- b) A restricted zone comprising of the rest of the aerodrome.

1.1.1.1.2.2 Movement of persons

- a) Access to the restricted zone is authorised only under conditions prescribed by the special rules governing the aerodrome.
- b) The customs, police and health inspection offices and the premises assigned to transit traffic are normally only accessible to passengers or staff of the public authorities airlines personnel, and to authorised persons in the pursuit of their duties.

- c) The movement of persons is having access to the restricted zone of the aerodromes is subject to the conditions prescribed by the air traffic regulations and the special rules laid down by the person responsible for the management of the aerodrome.

1.1.1.1.2.3 Movement of vehicles

- a) The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance.
- b) Drivers of vehicles, of whatever type, driving with confines of the aerodrome, must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the highway code and with instructions given by the competent authorities.

1.1.1.1.3 Policing

Care and protection of aircraft, vehicles, equipment and goods for which the aerodrome facilities are used are not the responsibility of the State or any concessionaire who cannot be responsible for loss or damage which is not in-current through action by them or their agents.

1.1.1.1.4 Use of the Heliports

NIL

1.1.1.2 Applicable ICAO documents

The aerodrome services are provided in accordance with the provisions contained in the following ICAO documents:

- Annex 14 - Aerodrome, Volume I.

Differences to Annex 14 are detailed in subsection **GEN 1.7**.

1.1.2. USE OF MILITARY AIR BASES

NIL

1.1.3. LOW VISIBILITY PROCEDURES

NIL

1.1.4. AERODROME OPERATING MINIMA

Friction measuring device used and friction level below which the runway is declared slippery when it is wet.

The friction characteristics of wet runways is calibrated periodically by use of MU - Meter using self - wetting features on a clean surface with 1.0 millimetres water depth at 60 KM per hour speed.

The level selected for correction maintenance action - 0.52.

Macro texture measurements: sand patch method.

Information will be provided to pilots by ATS units regarding the presence of water in runway surfaces. The information will be provided to pilots by ATS units regarding the presence of water runway surfaces. The information will be "Runway Wet" whenever water is observed to exist the runway surfaces regards of thickness of water layer.

1.1.5. OTHER INFORMATION

1.1.5.1 Runway Surface Condition Assessment

Cabo Verde's international airports use the Global Reporting Format (GRF) which comprises an assessment by airport operation staff using a Runway Condition Assessment Matrix (RCAM) and the consequent assignment of a Runway Condition Code (RWYCC) ranging from 6 to 0. This code is complemented by a description of the surface contaminant based on type, depth and % coverage for each third of the runway. The code is based on the effect of the runway conditions on aircraft braking.

The outcome of the assessment and associated RWYCC are transmitted using a Runway Condition Report (RCR) forwarded to ATS and the AIS for dissemination to pilots. The pilots will use RWYCC to determine their aircraft's performance by correlating the code with performance data provided by the aircraft's manufacturer. This will help pilots to correctly carry out their landing and take - off performance calculations for wet or contaminated runways.

The assessment process of assigning a RWYCC, starts with the identification of a contaminant, that determines the RWYCC and whether it must be reported or not. Based on all other information available, the RWYCC can be downgraded or upgraded accordingly to the GRF procedures.

The scale GOOD, GOOD TO MEDIUM, MEDIUM, MEDIUM TO POOR, POOR and LESS THAN POOR, should be used by the flight crew to characterize perceived braking action and lateral control of the aeroplane during the landing operations. When an aerodrome receives pilot reports indicating a braking action perceived as worse than that being reported, the aerodrome operator should consider reassessing the runway surface conditions. RWYCC 0 through 6 is mapped to this terminology in the RCAM and describe a consistent runway surface condition in relation to its effect on aircraft braking performance and lateral control. The RCAM correlates the RWYCC and the aircraft braking action which the flight crew should expect for each value of the RWYCC.

The aerodrome operator reports the runway surface condition on every third of the runway using a RCR. The report includes a RWYCC using the numbers 0 to 6, the contaminant's coverage and depth, and a description, which in Cabo Verde's climate can be:

- DRY
- WET
- STANDING WATER (water of depth greater than 3 millimetres)

A standard instrument will be used to measure the water on runways as part of the runway condition assessment.

By international agreement depth information is given in millimetres representing the mean of readings obtained for each third of the total runway length.

1.1.5.2 Runway Surface Condition Reporting

Information on aerodrome surface conditions at Cabo Verde's International Airports is available from the following sources:

- RTF between ATS and aircraft operators
- SNOWTAM.

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name Location indicator	Date of certification	Validity of certification	Remark
1	2	3	4
Sal Island / Amilcar Cabral - GVAC	2019-09-30	2024-09-30	Certified by AAC
Sao Pedro / Cesaria Evora - GVSV	2020-11-13	2025-11-12	Certified by AAC
Praia / Nelson Mandela - GVNP	2021-12-27	2022-10-30	Certified by AAC
Rabil / Aristides Pereira - GVBA	2021-09-01	2022-08-31	Certified by AAC

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GVAC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system at aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY at all holding positions. Guidelines at APRON. Nose - in guidance at aircraft stands.
2	<i>RWY and TWY markings and lights</i>	RWY: Designation, THR, TDZ, CL, edge TWY: CL marked and green lights. Edge, curves, and apron exit blue lights
3	Stop bars and RWY guard lights	Stop bars: TWY A1 and A4 RWY guard lights: NIL
4	<i>Other RWY protection measures</i>	NIL
5	<i>Remarks</i>	NIL

GVAC AD 2.10 AERODROME OBSTACLES

<i>In Area 2</i>						
<i>OBST ID / Designation</i>	<i>OBST type</i>	<i>OBST position</i>		<i>ELEV / HGT</i>	<i>Markings / Type / Colour of lighting</i>	<i>Remarks</i>
<i>a</i>	<i>b</i>	<i>c</i>		<i>d</i>	<i>e</i>	<i>f</i>
GVAC001	Mast	164525.4N	0225632.9W	463.08 FT / NIL	red and white / NIL / LGT	NIL

<i>In Area 3</i>						
<i>OBST ID / Designation</i>	<i>OBST type</i>	<i>OBST position</i>		<i>ELEV / HGT</i>	<i>Markings / Type / Colour of lighting</i>	<i>Remarks</i>
<i>a</i>	<i>b</i>	<i>c</i>		<i>d</i>	<i>e</i>	<i>f</i>
NIL	NIL	NIL		NIL	NIL	NIL

To be developed.

GVAC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	<i>Associated MET office</i>	Sal Island / Amilcar Cabral MET Office
2	<i>Hours of service MET office outside hours</i>	H 24 NIL
3	<i>Office responsible for TAF preparation Periods of validity Interval of issuance</i>	Analysis and weather forecast centre GVACYMYX 0024 / 0606 / 1212 / 1818 HR NIL
4	<i>Availability of TREND forecast Interval of issuance</i>	Trend on request NIL
5	<i>Briefing / Consultation provided</i>	Personal consultation for flight crew members
6	<i>Flight documentation Language(s) used</i>	Charts, abbreviated PL text English, Portuguese, French
7	Charts and other information displayed or available for briefing or consultation	S, P, U, W; FL 180 / 300 / 390
8	Supplementary equipment available for providing information	Telefax, Satellite pictures on display. MDD Station (Meteorological Data Distribution), Aviation weather report broadcast on 127.600 MHZ
9	<i>ATS units provided with information</i>	AMILCAR CABRAL ATS, SAL APP, SAL ACC
10	<i>Additional information (Limitation of service, etc.)</i>	NIL

GVAC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01	359.6°	3000 X 45	PCN 58 F / A / W / U Asphalt	164326.23N 0225655.92W 164326.17N 0225655.91W 95.04 FT	56.19 M / 184.34 FT 56.38 M / 184.97 FT
19	179.6°	3000 X 45	PCN 58 F / A / W / U Asphalt	164503.83N 0225656.60W NIL 95.04 FT	53.50 M / 175.51 FT 54.17 M / 177.71 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY end safety area (M)	Location / description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
0.05 %	NIL	300 X 150	3120 X 300	210 X 210	NIL	Yes	NIL
0.05 %	NIL	300 X 150	3120 X 300	100 X 90	NIL	Yes	NIL

GVAC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	3000	3300	3000	3000	NIL
19	3000	3300	3000	3000	NIL

GVAC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY CL LGT LEN, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY end LGT colour WBAR	SWY LGT LEN colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	CAT1 720 M Intensity variable	green NIL	PAPI 3° (49.56 FT)	white 900 M	3000 M, 15 M, first 2100 M white, 600 M alt red and white, last 300 M red (intensity varia- ble)	3000 M, 30 M, 2400 M white, last 600 M yellow	red NIL	NIL	NIL
19	CAT1 900 M Intensity variable	green NIL	PAPI 3° (50.7 FT)	white 900 M	3000 M, 15 M, first 2100 M white, 600 M alt red and white, last 300 M red (intensity varia- ble)	3000 M, 30 M, 2400 M white, last 600 M yellow	red NIL	NIL	NIL

GVAC AD 2.15 OTHER LIGHTING SECONDARY POWER SUPPLY

1	ABN / IBN location, characteristics and hours of operation	At tower building ALT FLG G - W EV 10 SEC W 2250 G 450 HO - IMC
2	LDI / Anemometer location and LGT	Lighted / Anemometer Cup RWY 01 and RWY 19
3	TWY edge and CL lighting	Edge: On TWY Curves CL: All TWYs

GVAC AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Aerodrome regulations

Night - Stop parking are located on stands 01, 07 and TWY A2, thereof, the use of TWY A2 by aircraft require prior coordination and TWR authorization.

2. Taxiing to and from stands

Arriving aircraft will be allocated a stand number by the SMC and will always be guided by the marshaller's assistance.

3. Parking area for small aircraft (general aviation)

General Aviation aircraft shall be guided by marshallsers to the parking area for small aircraft.

4. Parking area for helicopters

NIL

5. Apron - Taxiing during winter conditions

NIL

6. Taxiing - Limitations

NIL

7. School and training flights - Technical test flights - Use of runways

NIL

8. Helicopter traffic - Limitations

NIL

9. Removal of disabled aircraft from runways

When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's expenses.

10. Nose - In parking

Nose - In parking in use on stands 01 - 07 included. Stands 01 and 07 will also be used for parallel parking. Pilots will be guided by marshallsers.

GVAC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

GVAC AD 2.22 FLIGHT PROCEDURES

1. General

1.1 Radar Vectoring Area

NIL

1.2 Minimum Sector Altitude (MSA):

Three sectors within a circle of 20 NM centred on VOR / DME CVS:

- NE sector between R360 and R090 - 2700 FT
- South sector between R090 and R270 - 1700 FT
- NW sector between R270 and R360 - 2000 FT

2. Procedures for IFR flights within SAL CTR

The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATS if necessary. In case of congestion, inbound aircraft may also be instructed to hold at one of the designated airways reporting points. All arriving traffic destined for GVAC and GVBA aerodromes shall be at MAX IAS 250 KTS from 30 DME CVS.

3. Radar procedures within SAL CTR

3.1 Radar vectoring and sequencing:

Radar service is available for vectoring and sequencing aircraft (see GEN 1.5.3.1 and GEN 1.5.3.2).

Normally, aircraft will be vectored and sequenced from any point of a STAR procedure to the appropriate final approach track, so as to ensure an expeditious flow of traffic. Radar vectors and flight levels / altitudes will be issued, as required, for spacing, and separation of aircraft, so that correct landing intervals are maintained, taking into account aircraft characteristics.

Within SAL TMA radar vectoring will be provided only at or above 1700 FT. Below that altitude only radar monitoring of air traffic will be provided.

Note: Details for the provision of radar services are described in ENR 1.6.

3.2 Surveillance radar approaches:

Radar service is available for surveillance radar approaches (see GEN 1.5.3.1 and GEN 1.5.3.2)

3.3 Precision radar approach

NIL

3.4 Communication failure

In the event of communication failure, the pilot shall act in accordance with communication failure procedures in ICAO Annex 2. For the SAL TMA, information concerning the associated navigation aids and the routing is given in ENR 4.1

4. Procedures for VFR flights within SAL CTR

Provided traffic conditions so permit, ATC clearance for VFR flights will be given under the conditions described below:

- a) A flight plan requesting ATC clearance, containing items 7 to 18 and indicating the purpose of the flight, shall be submitted.
- b) ATC clearance shall be obtained immediately before the aircraft enters the area concerned.
- c) Position reports shall be submitted in accordance with ICAO Annex 2 paragraph 3.6.3.
- d) Deviation from the ATC clearance may only be made when prior permission has been obtained.

- e) Two-way radio communication shall be maintained on the frequency prescribed. Information about the appropriate frequency can be obtained from Sal Information.

GVAC AD 2.23 ADDITIONAL INFORMATION

In accordance with Cape Verde aeronautical code for slot regulation have changed from level 2 to level 3 scheduling coordinated airports by degree law 10 / 2016, of February 22, with effect from winter

2017. Request for slots shall be filled in standard IATA format (standard schedules information manual, chapter 6, and worldwide scheduling guidelines) to slot.coordination@asa.cv.

GVAC AD 2.24 CHARTS RELATED TO AN AERODROME

<i>Chart name</i>	<i>Page</i>
AERODROME CHART - ICAO	GVAC AD 2-9
AIRCRAFT PARKING / DOCKING CHART - ICAO	GVAC AD 2-10
AERODROME GROUND MOVEMENT CHART - ICAO	GVAC AD 2-11
AERODROME OBSTACLE CHART RWY 01 / 19 - ICAO TYPE A	GVAC AD 2-12
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 01 - ICAO	GVAC AD 2-13
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 01 (VERSO) - ICAO	GVAC AD 2-14
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 19 - ICAO	GVAC AD 2-15
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 01 / 19 - ICAO	GVAC AD 2-16
INSTRUMENT APPROACH CHART VOR / ILS RWY 01 CAT A - D - ICAO	GVAC AD 2-17
INSTRUMENT APPROACH CHART VOR / DME RWY 01 CAT A - D - ICAO	GVAC AD 2-18
INSTRUMENT APPROACH CHART NDB / ILS RWY 01 CAT A - D - ICAO	GVAC AD 2-19
INSTRUMENT APPROACH CHART NDB RWY 01 CAT A - D - ICAO	GVAC AD 2-20
INSTRUMENT APPROACH CHART VOR / DME RWY 19 CAT A - D - ICAO	GVAC AD 2-21

**STANDARD DEPARTURE
CHART INSTRUMENT
(SID) - ICAO**

**AMILCAR CABRAL
AIRPORT GVAC
RWY 01**

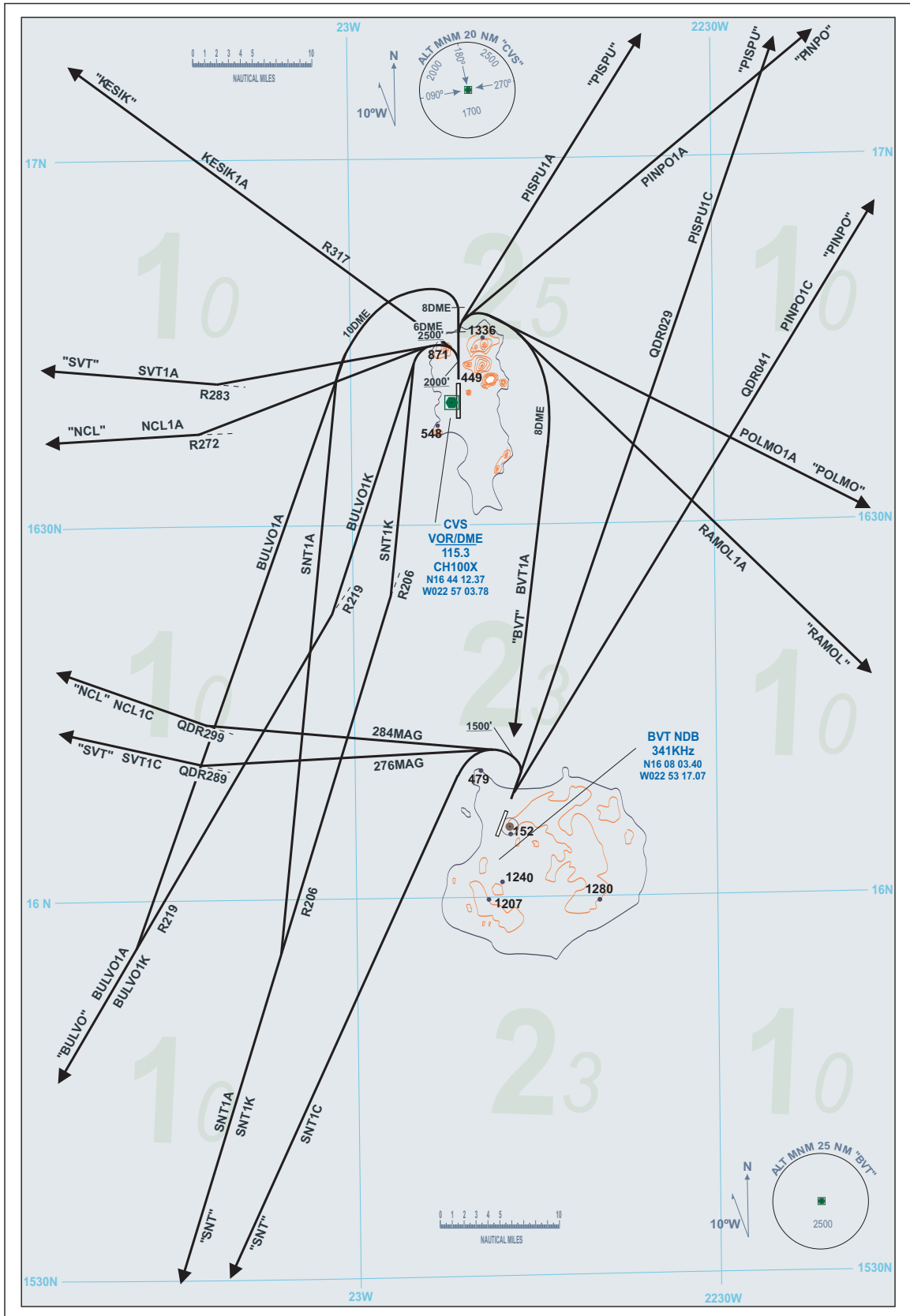
TA: 7000'
VAR: 10W

APP - 126.400
TWR - 119.700

TA: 7000'
VAR: 10W

APP - 126.400
TWR - 118.900

**RABIL AIRPORT
GVBA
RWY 03**



STANDARD DEPARTURE
(SID) – ICAO
DESCRIPTION

AMILCAR CABRAL
AIRPORT GVAC
RWYs 01/19

RABIL AIRPORT
GVBA
RWYs 03/21

GVAC RWY 01

BULVO1A : Climb on runway track till 8 DME/CVS. Turn left to BULVO (RDL219CVS). Remain beyond 10 DME CVS.
BULVO1K : Climb on runway track till passing 2000ft. Turn left to BULVO (RDL219CVS).
BVT1A : Climb on runway track till passing 2500ft and 6 DME/CVS. Turn right direct BVT NDB. Remain beyond 8 DME/CVS.
KESIK1A : Climb on runway track till passing 2000ft. Turn left to KESIK (RDL317CVS) .
NCL1A : Climb on runway track till passing 2000ft. Turn left to intercept and follow RDL272CVS to NCL NDB. MSA 6500ft.
PISPU1A : Climb on runway track till passing 2500ft and 6 DME/CVS. Turn right to PISPU (RDL040CVS).
PINPO1A : Climb on runway track till passing 2500ft and 6 DME/CVS. Turn right to PINPO (RDL057CVS).
POLMO1A : Climb on runway track till passing 2500ft and 6 DME/CVS. Turn right to POLMO (RDL120CVS).
RAMOL1A : Climb on runway track till passing 2500ft and 6 DME/CVS. Turn right to RAMOL (RDL137CVS). Remain beyond 8 DME CVS.
SNT1A : Climb on runway track till 8 DME/CVS. Turn left to intercept and follow RDL206CVS to SNT VOR. Remain beyond 10 DME CVS.
SNT1K : Climb on runway track till passing 2000ft. Turn left to intercept and follow RDL206CVS to SNTVOR. Remain beyond 3 DME CVS.
SVT1A : Climb on runway track till passing 2000ft. Turn left to intercept and follow RDL283CVS to SVT NDB. MSA 4600ft.

GVAC RWY 19

BULVO1B : After departure follow R191CVS till 4 DME CVS. Turn right to follow RDL219CVS to BULVO.
KESIK1B : After departure follow R191CVS till 6 DME CVS. Turn right to KESIK (RDL317CVS).. Remain beyond 8 DME/CVS.
NCL1B : After departure follow R191CVS till passing 2000ft or 4 DME CVS. Turn right to intercept and follow RDL272CVS to NCL NDB.
PISPU1B : After departure follow R191CVS till 5 DME CVS. Turn left to intercept and follow arc 7 DME CVS. Crossing R137 follow track029MAG to intercept and follow RDL040CVS to PISPU.
PINPO1B : After departure follow R191CVS till 5 DME CVS. Turn left to intercept and follow arc 7 DME CVS. Crossing R137 follow track044MAG to intercept and follow RDL057CVS to PINPO.
POLMO1B : After departure follow R191CVS till 5 DME CVS. Turn left to intercept and follow arc 7 DME CVS. Crossing R169 follow track099MAG to intercept and follow RDL120CVS to POLMO
RAMOL1B : After departure follow R191CVS till 5 DME CVS. Turn left to intercept and follow arc 7 DME CVS. Crossing R169 follow track099MAG to intercept and follow RDL137CVS to RAMOL.
SNT1B : After departure follow R191CVS till 4 DME CVS. Turn right to follow RDL206CVS to SNT VOR.
SVT1B : After departure follow R191CVS till passing 2000ft or 4 DME CVS. Turn right to intercept and follow RDL283CVS to SVT NDB.

GVBA RWY 03

NCL1C : Climb on runway heading till passing 1500ft. Turn left to follow track 284MAG to join QDR299BVT to NCL NDB. MSA over NCL6500ft.
PISPU1C : After departure join QDR029BVT to PISPU (RDL040CVS/80DME).
PINPO1C : After departure join QDR041BVT to PINPO (RDL057CVS/80DME).
SNT1C : Climb on runway heading till passing 1500ft. Turn left direct SNT VOR (RDL036SNT).
SVT1C : Climb on runway heading till passing 1500ft. Turn left to follow track 276MAG to join QDR289BVT to SISAU (N162116W0242011/QDR200NCL) then direct SVT NDB on QDR135SVT. MSA 4600ft.

GVBA RWY 21

NCL1D : After departure turn right to join QDR299BVT to NCL NDB. MSA over NCL is 6500ft.
PISPU1D : Climb on runway heading till passing 1500ft. Turn right to follow track 044MAG to join QDR029BVT to PISPU(RDL040CVS/80DME).
PINPO1D : Climb on runway heading till passing 1500ft. Turn right to follow track 049MAG to join QDR041BVT to PINPO (RDL057CVS/80DME).
SNT1D : After departure follow QDR216BVT to SNT VOR (RDL037SNT).
SVT1D : After departure turn right to join QDR289BVT to SISAU (N162116 W0242011 / QDR200NCL) then direct SVT NDB on QDR135SVT. MSA 4600ft.

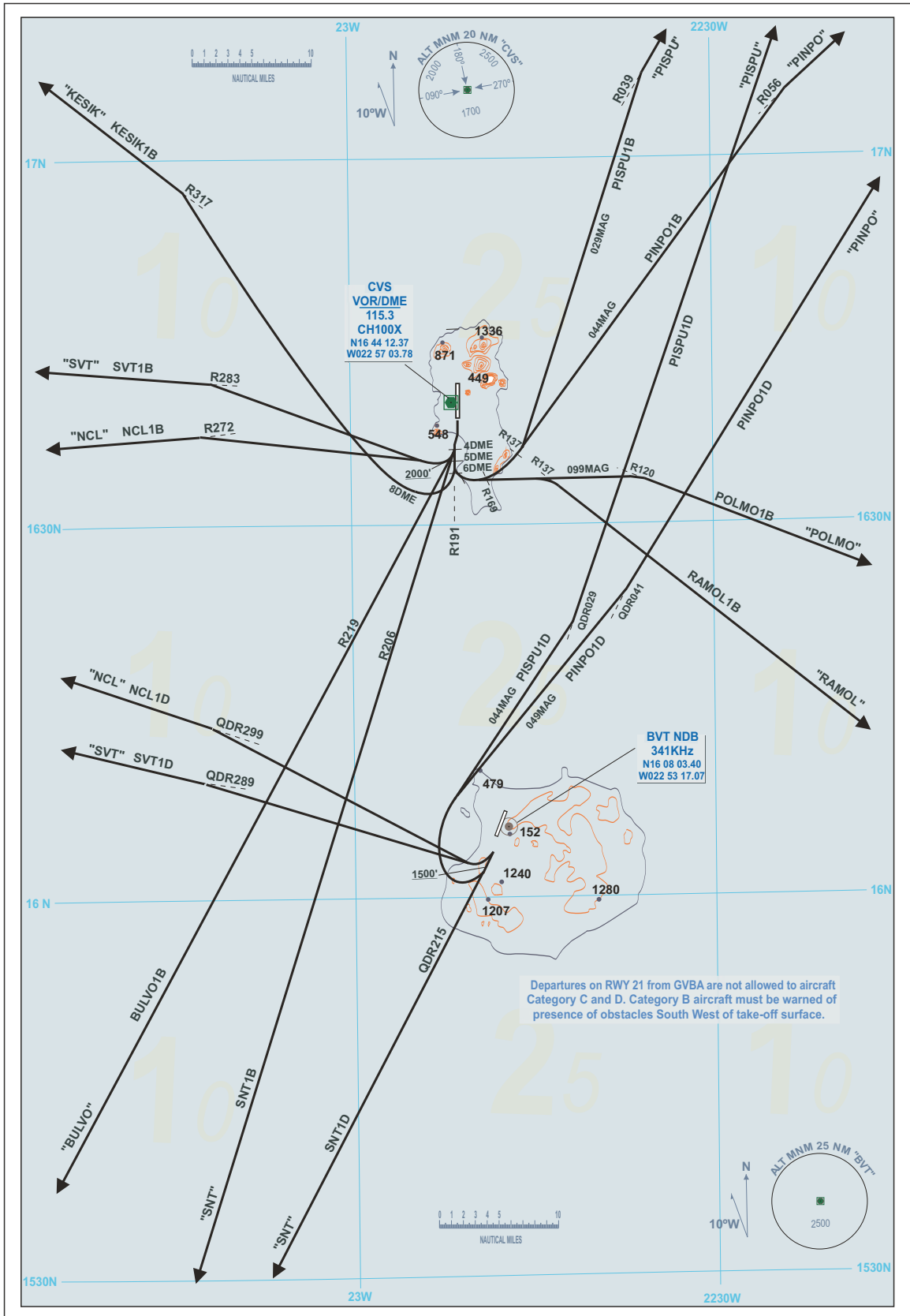
**STANDARD DEPARTURE
CHART INSTRUMENT
(SID) - ICAO**

**AMILCAR CABRAL
AIRPORT GVAC
RWY 19**

TA: 7000'
VAR: 10W
APP - 126.400
TWR - 119.700

TA: 7000'
VAR: 10W
APP - 126.400
TWR - 118.900

**RABIL AIRPORT
GVBA
RWY 21**



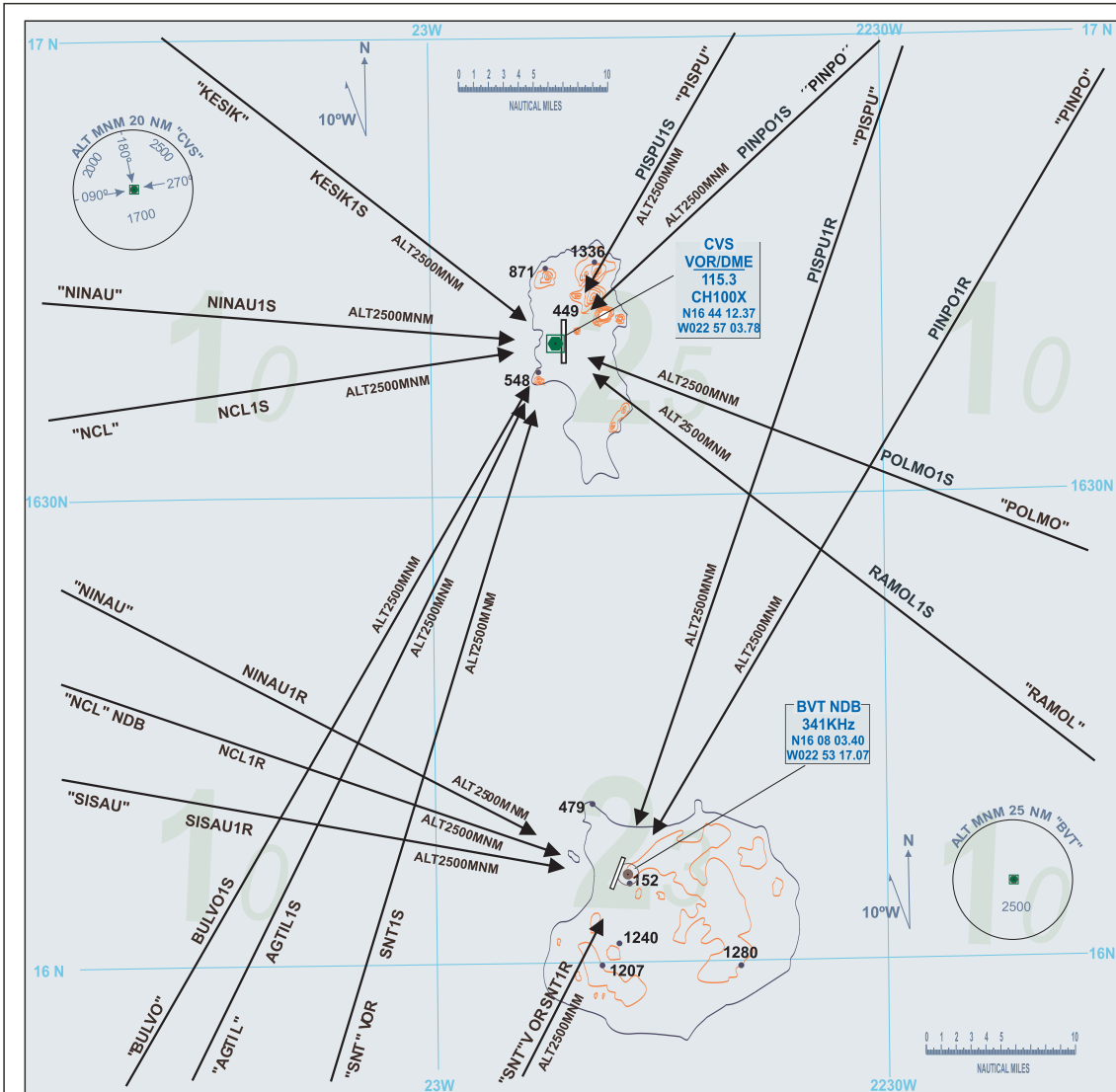
**STANDARD ARRIVAL
CHART INSTRUMENT
(STAR) - ICAO**

**AMILCAR CABRAL
AIRPORT GVAC
RWYs 01 & 19**

TA: 7000'
VAR: 10W
APP - 126.400
TWR - 119.700

TA: 7000'
VAR: 10W
APP - 126.400
TWR - 118.900

**RABIL AIRPORT
GVBA
RWYs 03 & 21**



Note: Minimum safe altitudes (MSA) are indicated for each leg. Except in case of emergency or loss of communications altitudes to maintain are those assigned by ATC. These must respect the indicated MSAs.

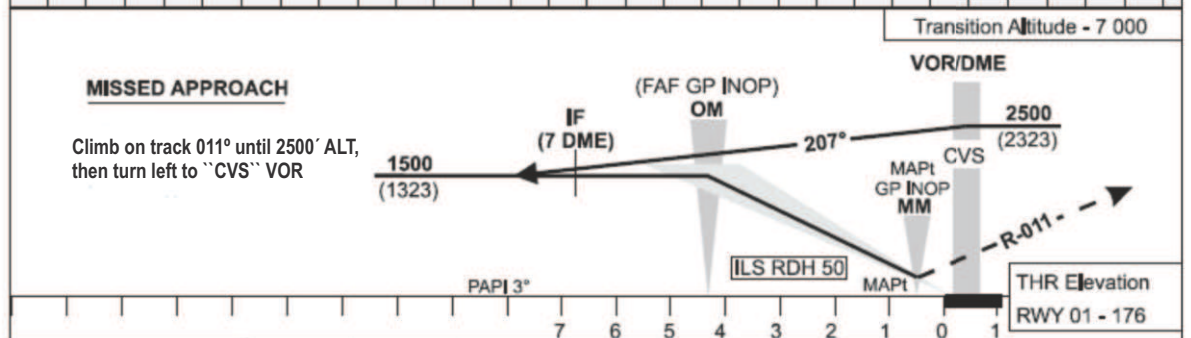
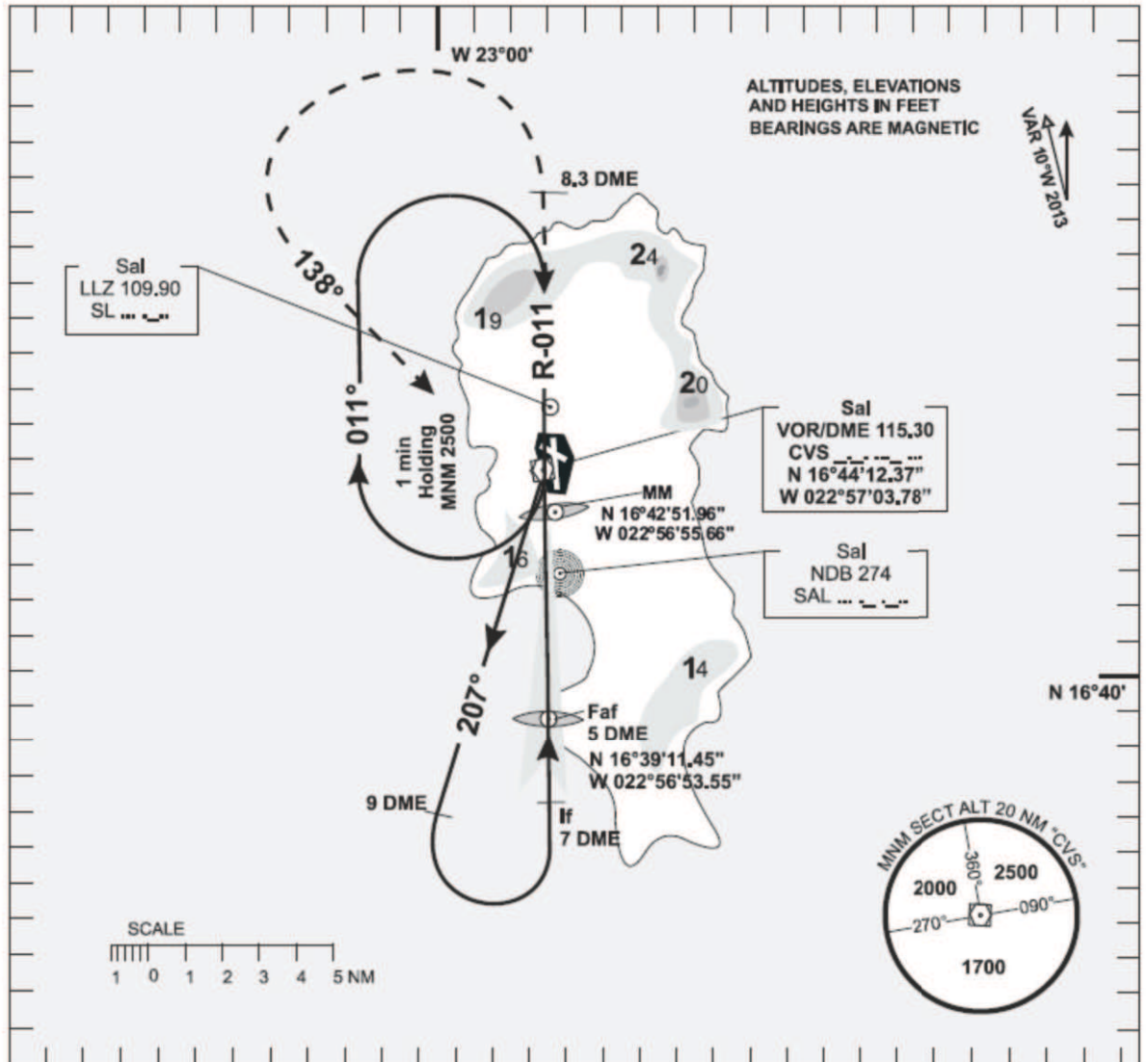
To GVAC:

All arrivals proceed direct to CVS VOR MSA 2500ft for an ILS approach or request a visual approach.

To GVBA:

All arrivals proceed direct to BVT NDB MSA 2500ft for an ADF approach or request a visual approach.

INSTRUMENT APPROACH CHART - ICAO **SAL/AMILCAR CABRAL**
AERODROME ELEV - 184ft **TWR - 119.70** **VOR/ILS RWY 01**
HEIGHTS RELATED TO THR RWY-01 ELEV - 184ft **APP - 126.40** **ACFT CAT - A to D**



OCA(H)		A	B	C	D								
STRAIGHT - IN APPROACH		379 (202)											
GP INOP		540 (363)				GP INOP OM to MM 3,64 NM (5.2%)							
CIRCLING	EAST RWY 01	750	890	1380	1750	Speed	KT	80	100	120	140	160	180
	WEST RWY 01	750	750	1280	1280	Time	min:s	2:46	2:13	1:51	1:35	1:23	1:14
						RATE	ft/min	420	530	640	740	850	950

**INSTRUMENT
APPROACH
CHART - ICAO**

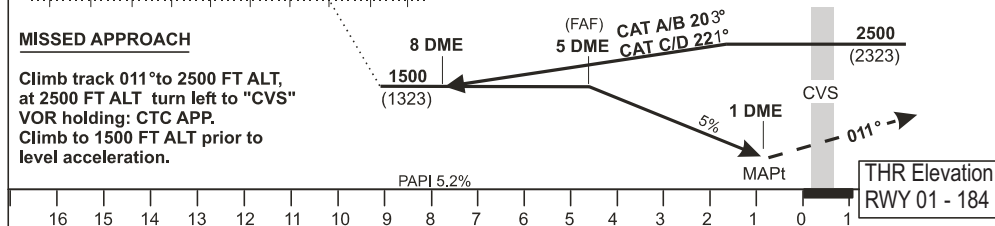
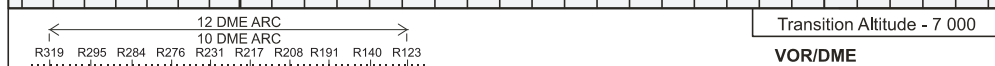
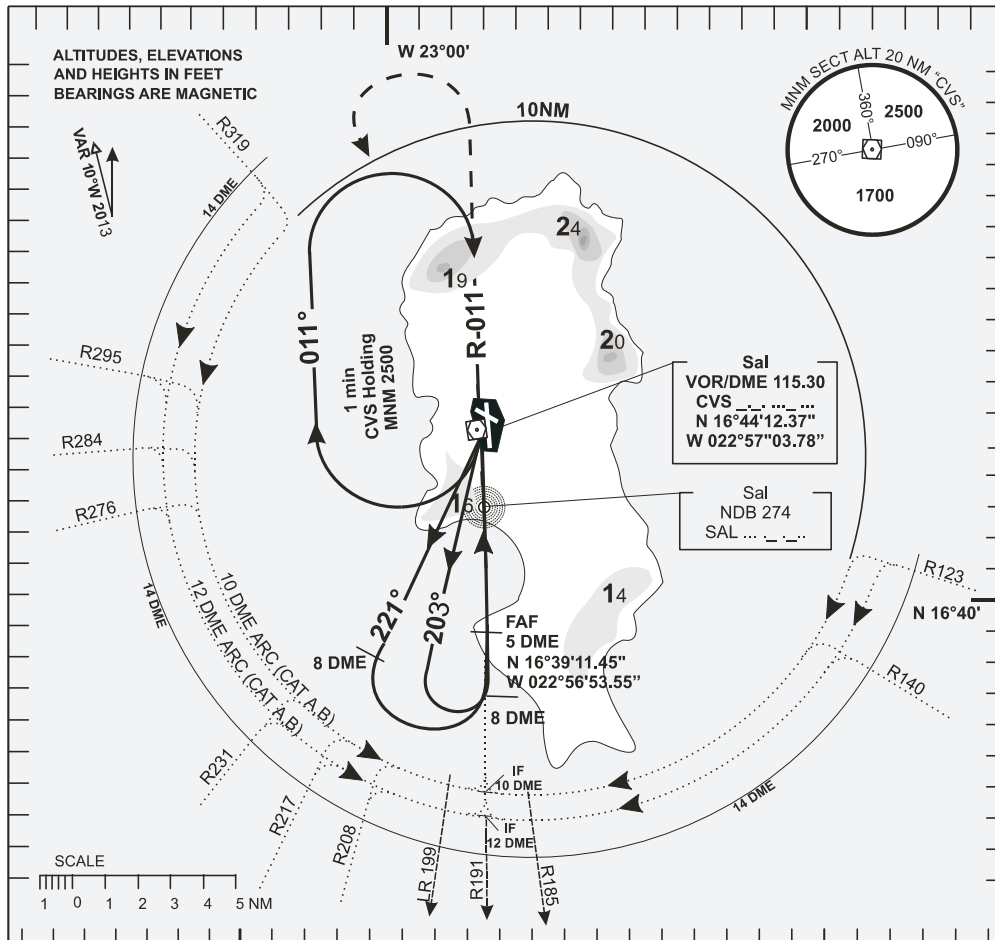
**AERODROME ELEV - 184 ft
HEIGHTS RELATED TO
TDZ RWY-01 ELEV - 185 ft**

**TWR - 119.70
APP - 126.40**

SAL/ AMILCAR CABRAL

**VOR / DME
RWY 01**

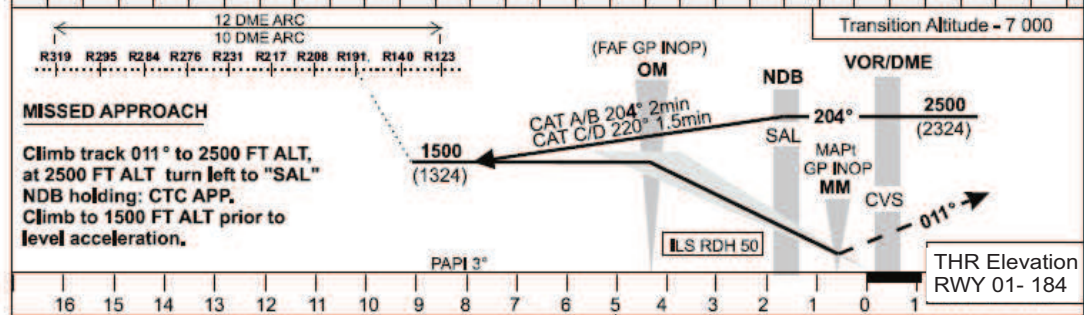
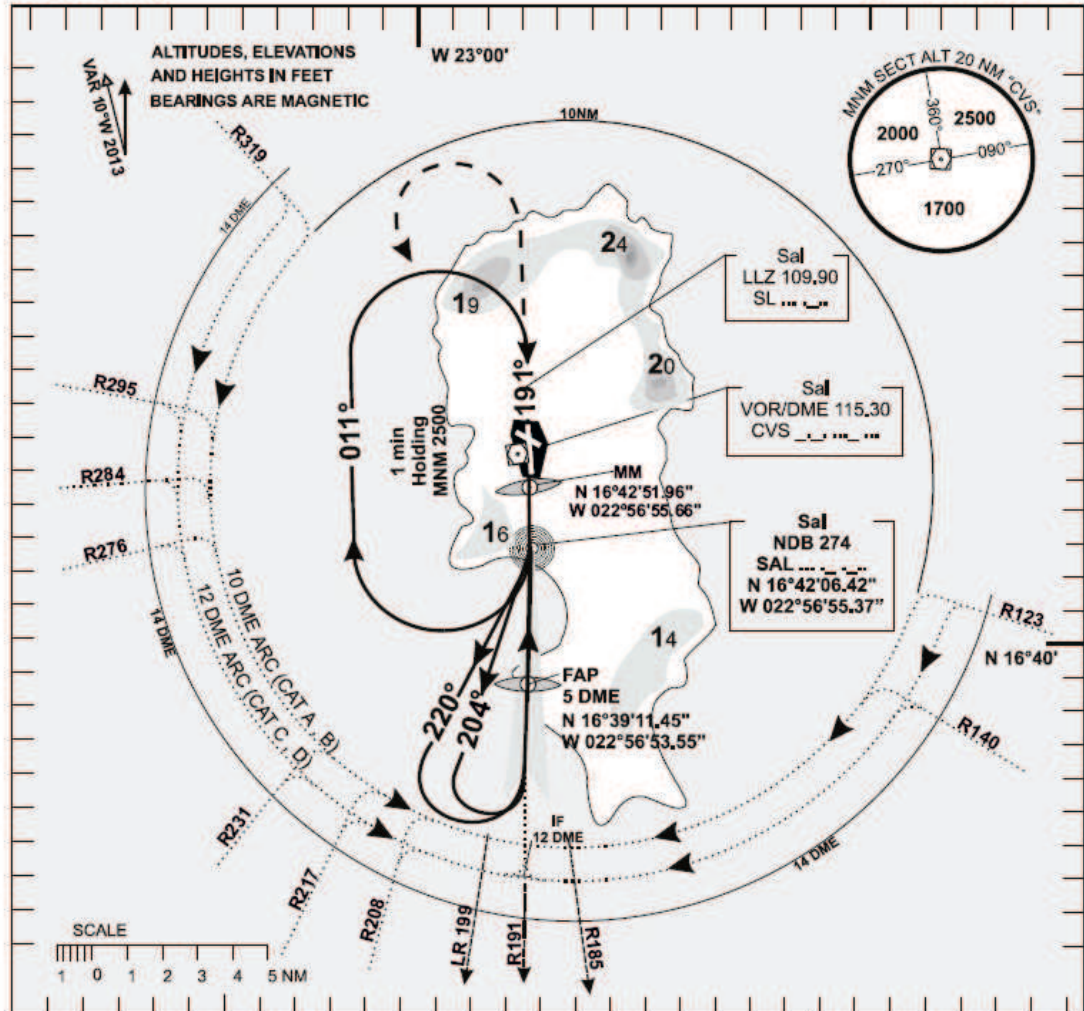
ACFT CAT - A to D



OCA(H)	A	B	C	D																																										
	540 (363)																																													
STRAIGHT - IN APPROACH	540 (363)																																													
	540 (363)																																													
CIRCLING	EAST RWY 01	750	890	1380	1750																																									
	WESTRWY 01	750	890	1280	1280																																									
	<table border="1"> <tr> <td colspan="2">DME-CVS</td> <td>5</td> <td>4</td> <td>3</td> <td>2</td> </tr> <tr> <td colspan="2">ALTITUDE (HEIGHT)</td> <td>1500 (1323)</td> <td>1200 (1023)</td> <td>900 (723)</td> <td>600 (423)</td> </tr> <tr> <td colspan="6">5 DME to MAPt</td> </tr> <tr> <td>Speed</td> <td>KT</td> <td>80</td> <td>100</td> <td>120</td> <td>140</td> <td>160</td> <td>180</td> </tr> <tr> <td>Time</td> <td>min:s</td> <td>3:00</td> <td>2:24</td> <td>2:00</td> <td>1:43</td> <td>1:30</td> <td>1:20</td> </tr> <tr> <td>RATE</td> <td>ft/min</td> <td>410</td> <td>510</td> <td>620</td> <td>720</td> <td>820</td> <td>920</td> </tr> </table>					DME-CVS		5	4	3	2	ALTITUDE (HEIGHT)		1500 (1323)	1200 (1023)	900 (723)	600 (423)	5 DME to MAPt						Speed	KT	80	100	120	140	160	180	Time	min:s	3:00	2:24	2:00	1:43	1:30	1:20	RATE	ft/min	410	510	620	720	820
DME-CVS		5	4	3	2																																									
ALTITUDE (HEIGHT)		1500 (1323)	1200 (1023)	900 (723)	600 (423)																																									
5 DME to MAPt																																														
Speed	KT	80	100	120	140	160	180																																							
Time	min:s	3:00	2:24	2:00	1:43	1:30	1:20																																							
RATE	ft/min	410	510	620	720	820	920																																							

REV : Transition ALT.

INSTRUMENT **SAL/AMILCAR CABRAL**
APPROACH AERODROME ELEV - 184ft TWR - 119.70 NDB/ILS RWY 01
 HEIGHTS RELATED TO APP - 126.40
 THR RWY-01 ELEV - 184ft
CHART - ICAO ACFT CAT - A to D



REV : Transition ALT.	ILS - CAT 1 OCA(H)	A	B	C	D								
	STRAIGHT - IN APPROACH	379 (202)											
	GP INOP	540 (363)											
	CIRCLING	EAST RWY 01	750	890	1380	1750							
	WEST RWY 01	750	750	1280	1280								
						GP INOP OM to MM 3.64 NM (5.2%)							
						Speed	KT	80	100	120	140	160	180
						Time	min:s	2:46	2:13	1:51	1:35	1:23	1:14
						RATE	ft/min	420	530	640	740	850	950

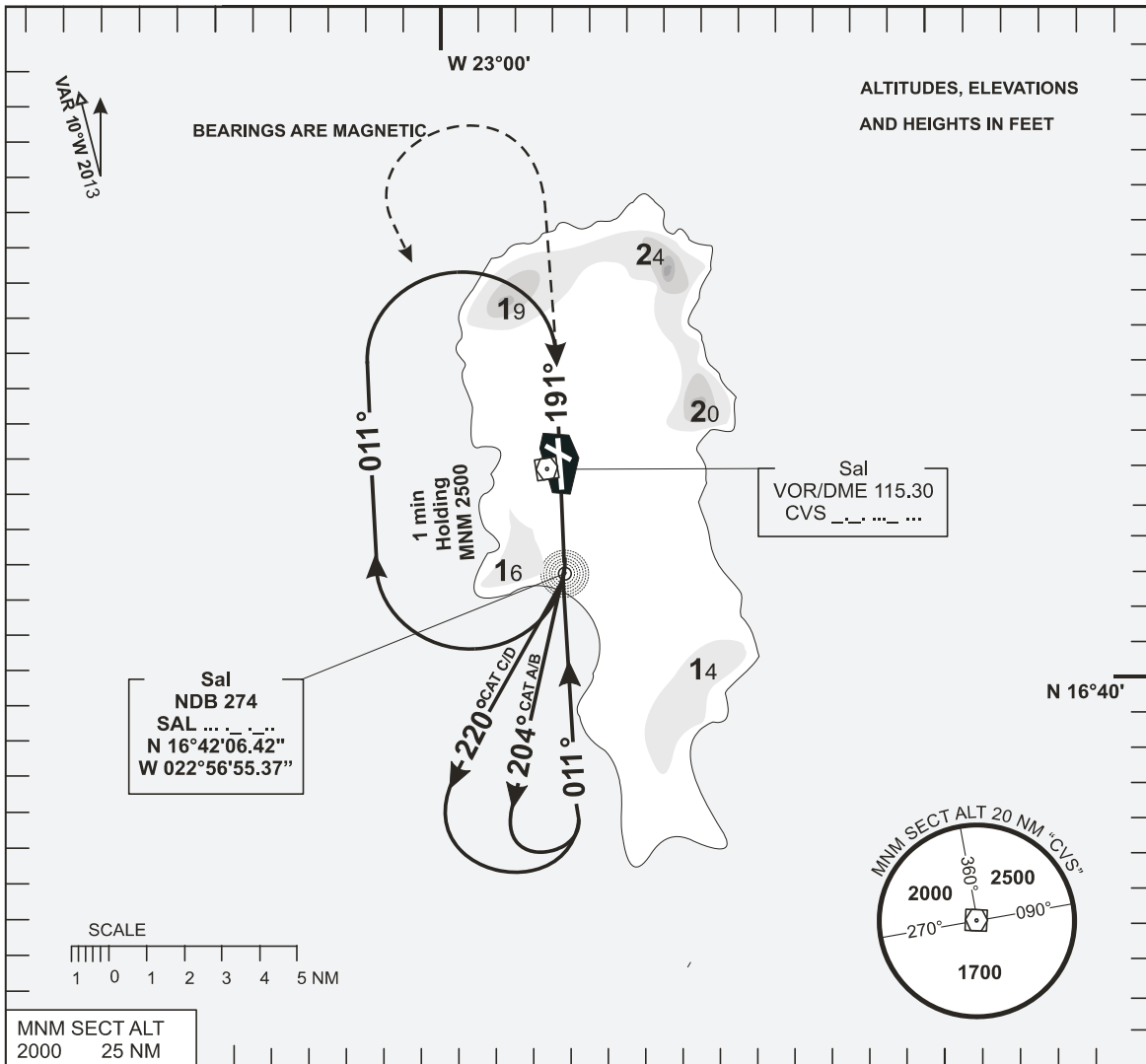
**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV - 184 ft
HEIGHTS RELATED TO
TDZ RWY- 01 ELEV - 185 ft**

**TWR - 119.70
APP - 126.40**

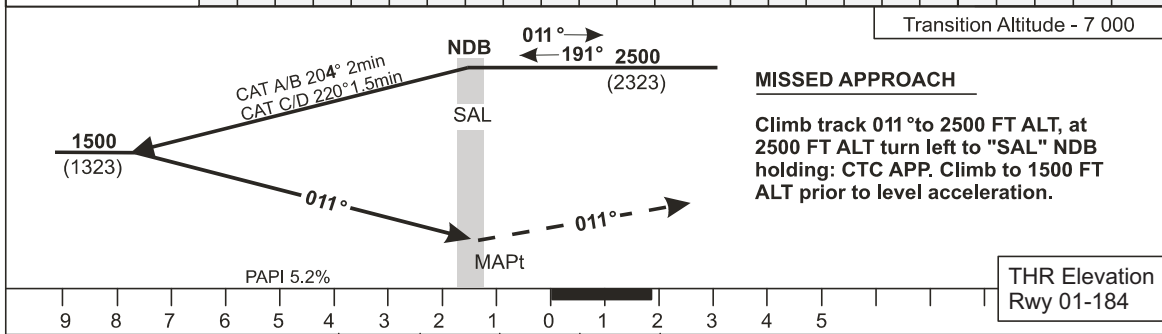
SAL/ AMILCAR CABRAL

**NDB
RWY 01
ACFT CAT - A to D**



MNM SECT ALT
2000 25 NM

Transition Altitude - 7 000



MISSED APPROACH

Climb track 011° to 2500 FT ALT, at 2500 FT ALT turn left to "SAL" NDB holding: CTC APP. Climb to 1500 FT ALT prior to level acceleration.

THR Elevation
Rwy 01-184

REV : Transition ALT.

OCA(H)		A	B	C	D
STRAIGHT - IN APPROACH		550 (373)			
CIRCLING	EAST RWY 01	750	890	1380	1750
	WEST RWY 01	750	750	1280	1280

INSTRUMENT
APPROACH
CHART - ICAO

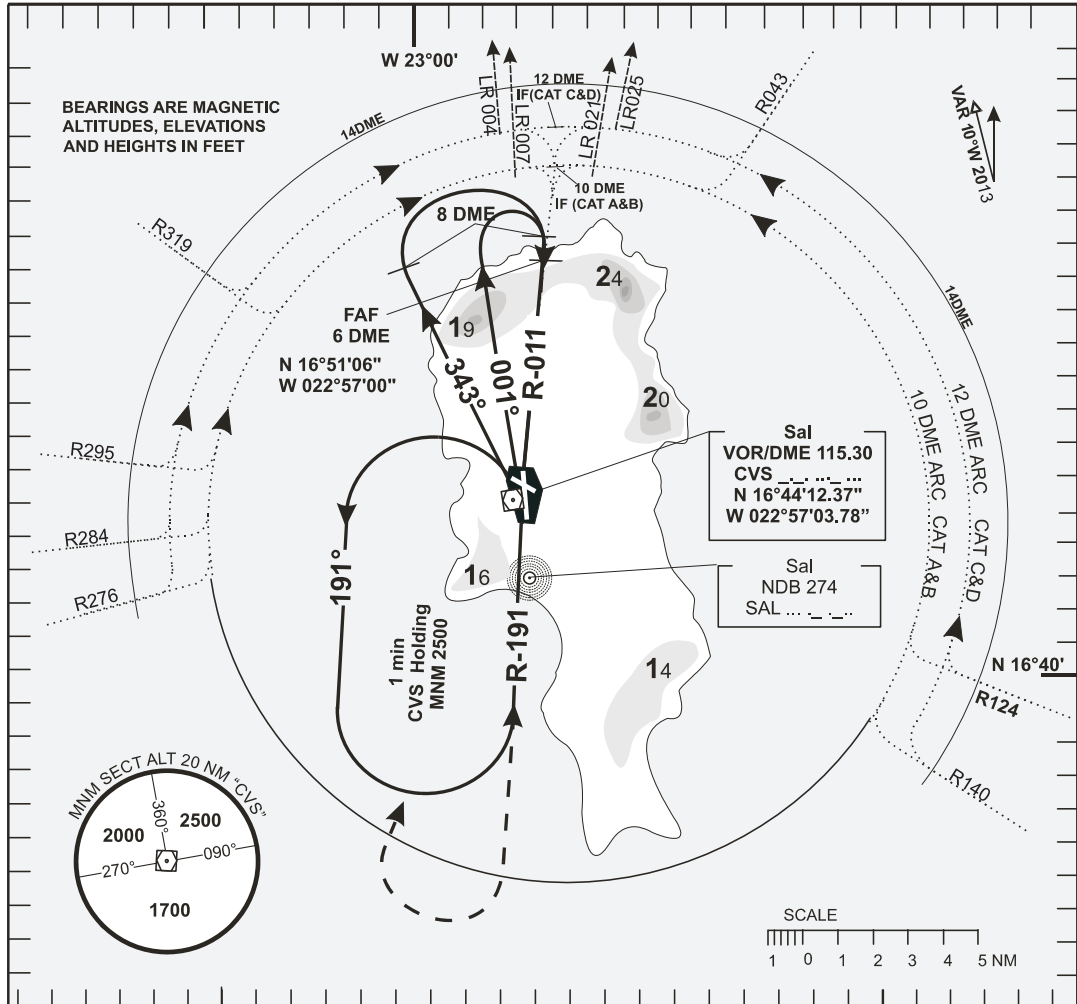
AERODROME ELEV - 184 ft
HEIGHTS RELATED TO
TDZ RWY-19 ELEV - 178 ft

TWR - 119.70
APP - 126.40

SAL/ AMILCAR CABRAL

VOR/DME
RWY 19

ACFT CAT - A to D



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GVBA AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Aerodrome regulations

- a) Slots available - Coordinated level 3 airport
- b) Operation with B 752, B 753, B 762, B 763, B 763ER and A 310 are allowed.

2. Taxiing to and from stands

Nose - in guidance to stands 1, 1A, 2, 2A, 2B, 3, 3A, 4 and 5, according to TWR and marshaller instruction.

3. Parking area for small aircraft (general aviation)

Night stop parking area for small aircraft (general aviation) available. General aviation aircraft shall be guided by follow me and marshalls to the night stop parking area.

4. Parking area for helicopters

NIL

5. Apron - Taxiing during winter conditions

NIL

6. Taxiing - Limitations

180° turns on the RWY are forbidden for aircraft MTOW above 30 TON. These operations must be done only on the turning bay of each RWY.

7. School and training flights - Technical test flights - Use of runways

NIL

8. Helicopter traffic - Limitations

NIL

9. Removal of disabled aircraft from runways

When an aircraft is wrecked on the runway it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner of the user, the aircraft will be removed by the aerodrome authority at the owner's expenses.

10. Aircraft safety area

All staff and equipment shall remain outside the aircraft safety area of the designated parking position until the aircraft engines are completely stopped, anti collision lights are off and shocks are on.

11. Take off limitations

Based on ICAO Annex 14 aerodrome reference code, take - off from RWY21 is allowed under the following conditions:

RWY21 is not allowed to aircraft category C and D except ATR 72 - 500 aircraft. Category B aircraft shall be warned of obstacles on the take - off surface.

GVBA AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

GVBA AD 2.22 FLIGHT PROCEDURES

1. General

chapter 6 (six) Para 6.5.3.3 are met visual approach may be cleared by ATC. Pilots are strongly warned not to join RWY 03 approach using 3 degree PAPI beyond 4.5 NM from ARP.

1.1 Radar vectoring area

NIL

1.2 Minimum Sector Altitude (MSA)

2500 FT, a circle of 25 NM centred on NDB BVT.

2. Procedures for IFR flights within SAL CTR

- a) See **GVAC AD 2.22.2** FLIGHT PROCEDURES, Procedures for IFR flights within SAL CTR.
- b) After establish contact with SAL CONTROL or SAL APPROACH and as soon as practicable, RNAV approach clearance may be requested by the pilot after checking that it can be carried out, including RAIM availability.
- c) Pilots under IFR flight, using NDB facility, inbound GVBA for landing RWY 03 shall expect from ATC an instrument approach RWY 21 - Circling RWY 03 clearance. Following pilots request and if conditions as specified in ICAO Doc 4444 (PANS / ATM).

3. Radar procedures within SAL CTR

See **GVAC AD 2.22.2** FLIGHT PROCEDURES, Procedures for IFR flights within SAL CTR.

4. Procedures for VFR flights within SAL CTR

See **GVAC AD 2.22.2** FLIGHT PROCEDURES, Procedures for IFR flights within SAL CTR.

5. Procedures for VFR flights within BOAVISTA ATZ

- a) Flight plan shall be filed for the flight concerned.
- b) ATC clearance shall be obtained from the Control Tower.
- c) A revised ATC clearance must be obtained before any deviation from the clearance in force.
- d) Two - way radio communication shall be established on the prescribed frequency before flights take place in the ATZ.

GVBA AD 2.23 ADDITIONAL INFORMATION

- 1. Isolated aircraft parking position located at THR RWY 21.
- 2. In accordance with Cape Verde aeronautical code for slot regulation have changed from level 2 to level 3 scheduling coordinated airports by degree law 10 / 2016 of February 22, with effect from winter 2017. Request for slots shall be filled in standard IATA format (standard schedules information manual,

chapter 6, and worldwide scheduling guidelines) to slot.coordination@asa.cv.

GVBA AD 2.24 CHARTS RELATED TO AN AERODROME

<i>Chart name</i>	<i>Page</i>
AERODROME CHART - ICAO	GVBA AD 2-9
AIRCRAFT PARKING / DOCKING CHART - ICAO	GVBA AD 2-10
AERODROME OBSTACLE CHART RWY 03 - ICAO TYPE A	GVBA AD 2-11
AERODROME OBSTACLE CHART RWY 07 (OBSTACLE REFERENCE POINTS)	GVBA AD 2-12
AERODROME OBSTACLE CHART RWY 21 - ICAO TYPE A - 1	GVBA AD 2-13
AERODROME OBSTACLE CHART RWY 21 - ICAO TYPE A - 2	GVBA AD 2-14
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 03 - ICAO	GVBA AD 2-15
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 03 (VERSO) - ICAO	GVBA AD 2-16
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RNAV (GNSS) RWY 03 - ICAO	GVBA AD 2-17
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RNAV (GNSS) RWY 03 (VERSO) - ICAO	GVBA AD 2-18
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 21 - ICAO	GVBA AD 2-19
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RNAV (GNSS) RWY 21 - ICAO	GVBA AD 2-20
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RNAV (GNSS) RWY 21 (VERSO) - ICAO	GVBA AD 2-21
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RNAV (GNSS) RWY 03 - ICAO	GVBA AD 2-22
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RNAV (GNSS) RWY 03 (VERSO) - ICAO	GVBA AD 2-23
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RNAV (GNSS) RWY 21 - ICAO	GVBA AD 2-24
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RNAV (GNSS) RWY 21 (VERSO) - ICAO	GVBA AD 2-25
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 03 / 21 - ICAO	GVBA AD 2-26
INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 03 - ICAO	GVBA AD 2-27
INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 03 (VERSO) - ICAO	GVBA AD 2-28
INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 21 - ICAO	GVBA AD 2-29
INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 21 (VERSO) - ICAO	GVBA AD 2-30
INSTRUMENT APPROACH CHART NDB RWY 21 CAT A - D - ICAO	GVBA AD 2-31
VISUAL APPROACH CHART - ICAO	GVBA AD 2-32

2	TLOF and / or FATO elevation M / FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

GVNP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	PRAIA CTR Area delimited by two arcs of 15 NM radius centred respectively on 145628N 0232905W (Praia / Nelson Mandela) and 151000N 0234000W and the tangents joining these arcs.
2	Vertical limits	GND / MSL - FL 85
3	Airspace classification	Class C
4	ATS unit call sign Language(s)	PRAIA TOWER English, Portuguese
5	Transition altitude	7000 FT
6	Hours of applicability	H 24
7	Remarks	NIL

GVNP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE number(s)	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
APP / TWR	PRAIA TOWER	118.200 MHZ 121.500 MHZ	NIL	NIL	H 24	NIL Emergency

GVNP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR Type of supported OPS (For VOR / ILS give declination)	ID	Frequency(ies) Channel number(s) service provider RPI	Hours of operation	Position of transmitting antenna coordinates	Elevation of the transmitting antenna of DME, GBAS reference point	Service volume radius from GBAS reference point	Remarks
1	2	3	4	5	6	7	8
VOR/DME (11°W)	SNT	116.600 MHZ (113X)	H 24	145620.74N 0232855.64W	101 M (340.3 FT)	NIL	Coverage: 200 NM / FL 500
NDB (12°W)	PRA	349 KHZ	H 24	145532.22N 0232928.14W	NIL	NIL	NIL

GVNP AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Aerodrome regulations

Two way communications.

overnight aircraft shall refuel prior to be removed to a remote position for overnight.

2. Taxiing to and from stands

Arriving aircraft will be allocated a stand number by the SMC and will be guided by the marshaller assistance.

3. Parking area for small aircraft (general aviation)

NIL

4. Parking area for helicopters

NIL

5. Apron - taxiing during winter conditions

NIL

6. Taxiing - limitations

NIL

7. School and training flights - Technical test flights - Use of runways

NIL

8. Helicopter traffic - limitations

NIL

9. Removal of disabled aircraft from runways

When an aircraft is wrecked on the runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's expenses.

GVNP AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

GVNP AD 2.22 FLIGHT PROCEDURES

1. General

1.1 Minimum Sector Altitude

Four sectors within a circle of 25 NM centred at SNT VOR:

SW sector R226 - R280 - 3900 FT

NW sector R281 - R020 - 6600 FT

NE sector R021 - R080 - 3400 FT

SE sector R081 - R225 - 2500 FT

1.2 Restrictions

Due presence of permanent obstacles in a circular area of 1 NM radius centred at 145826.21N 0233056.16W, it is strictly prohibited:

1.2.1 *Left hand traffic circuit RWY 03*

1.2.2 *Right hand traffic circuit RWY 21*

Note: *The entrance to the holding procedure must be performed at an altitude of 2100 FT or above.*

2. Procedures for IFR flights within the aerodrome CTR

NIL

3. Radar procedures within aerodrome CTR

3.1 Radar vectoring and sequencing

NIL

3.2 Surveillance radar approaches

NIL

3.3 Precision radar approaches

NIL

4. Communication failure

In the event of communication failure the pilot shall act in accordance with communication failure procedures in ICAO Annex 2. For PRAIA CTR information concerning the associated navigation aids and the routing is given in **ENR 4.1**.

5. Procedures for VFR flights within aerodrome CTR

Flight plan shall be filed for the flight concerned.

ATC clearance shall be obtained from the control tower.

A revised ATC clearance must be obtained before any deviation from the clearance in force.

Two - way radio communication shall be established on the prescribed frequency before flights take place in the CTR.

GVNP AD 2.23 ADDITIONAL INFORMATION

NIL

GVNP AD 2.24 CHARTS RELATED TO AN AERODROME

<i>Chart name</i>	<i>Page</i>
AERODROME CHART - ICAO	GVNP AD 2-8
AIRCRAFT PARKING / DOCKING CHART - ICAO	GVNP AD 2-9
AERODROME OBSTACLE CHART RWY 03 / 21 - ICAO TYPE A	GVNP AD 2-10
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 03 - ICAO	GVNP AD 2-11
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 21 - ICAO	GVNP AD 2-12
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 03 / 21 - ICAO	GVNP AD 2-13
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 03 / 21 (VERSO) - ICAO	GVNP AD 2-14
INSTRUMENT APPROACH CHART VOR / DME RWY 03 CAT A - D - ICAO	GVNP AD 2-15
INSTRUMENT APPROACH CHART NDB RWY 03 CAT A - B - ICAO	GVNP AD 2-16
INSTRUMENT APPROACH CHART NDB RWY 03 CAT C - D - ICAO	GVNP AD 2-17
INSTRUMENT APPROACH CHART VOR / DME RWY 21 CAT A - D - ICAO	GVNP AD 2-18
INSTRUMENT APPROACH CHART NDB RWY 21 CAT A - B - ICAO	GVNP AD 2-19
INSTRUMENT APPROACH CHART NDB RWY 21 CAT C - D - ICAO	GVNP AD 2-20
VISUAL APPROACH CHART - ICAO	GVNP AD 2-21

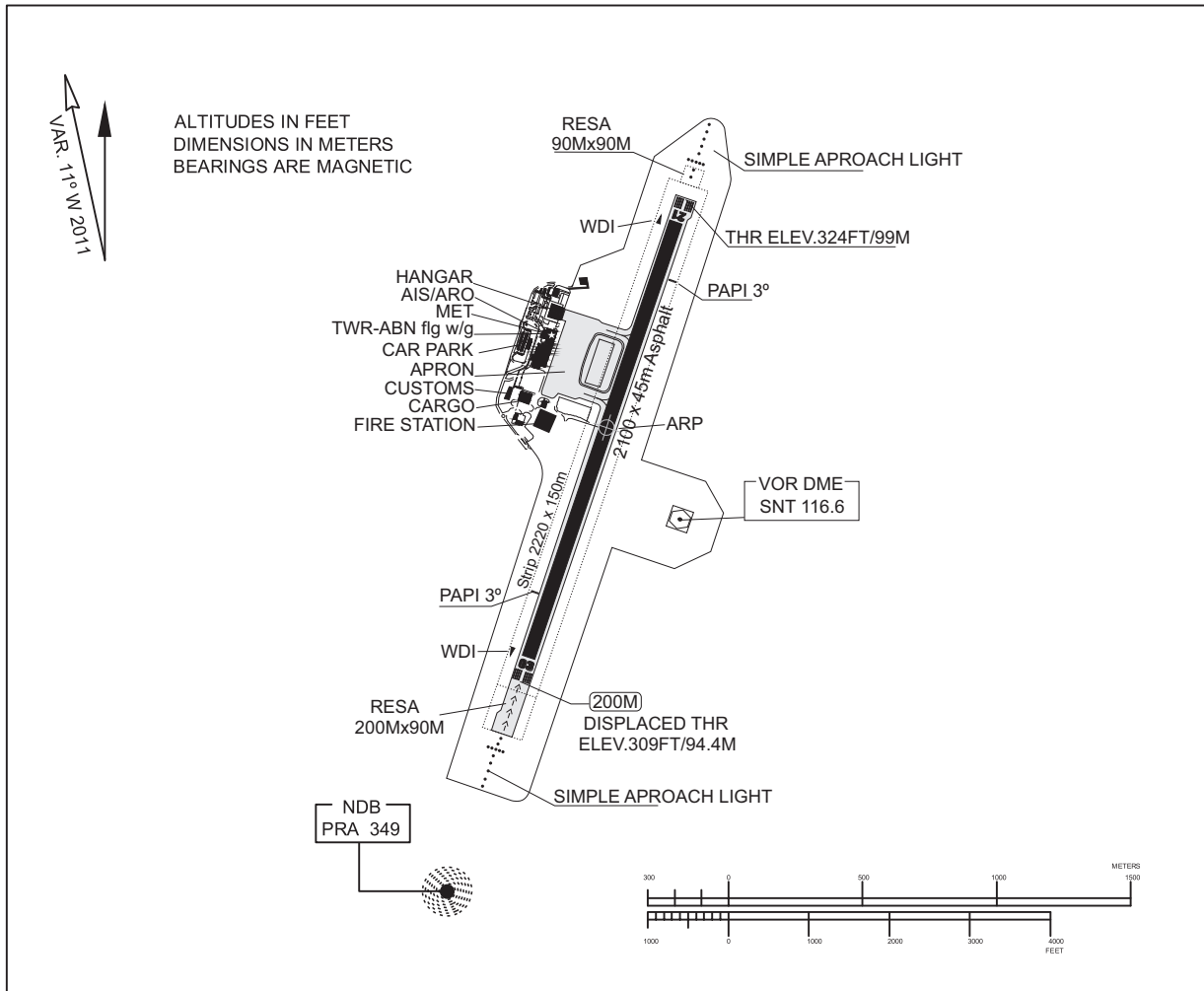
**AERODROME
CHART - ICAO**

14°56'28"N
023°29'05"W

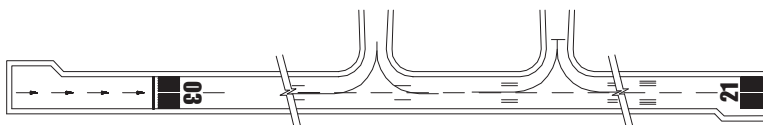
ELEV-324 FT

TWR - 118.2

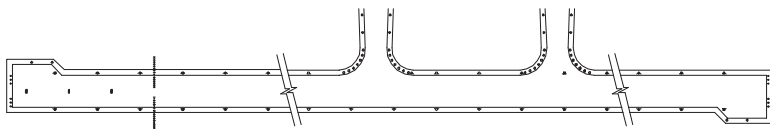
**AEROPORTO INTL DA
PRAIA/NELSON MANDELA**



MARKING AIDS RWY 03-21 AND EXIT TWY



LIGHTING AIDS RWY 03-21 AND EXIT TWY



RWY	DIRECTION	THR	BEARING	STRENGTH	LIGHTING				
					RWY	PAPI	APPROACH	THRESHOLD	RUNWAY
03	022°GEO	14°56'02.43"N	PCN 49/F/B/X/U		03	3°	SIMPLE	RED	WHITE
	033°MAG	023°29'15.56"W			21	3°	SIMPLE	RED	
21	202°GEO	14°56'59.75"N	PCN 49/F/B/X/U		OTHERS : TAXIWAYS				
	213°MAG	023°28'51.77"W							
HELIPORT									

GVSF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

GVSF - FOGO ISLAND / SAO FILIPE

GVSF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	145309N 0242852W Midpoint of RWY 14 / 32
2	Direction and distance from city	2 KM SE of Sao Filipe
3	Elevation / Reference temperature / Mean low temperature	169 M (556 FT) / 30° C / NIL
4	Geoid Undulation at AD ELEV PSN	27 M (88 FT)
5	MAG VAR / Date of information / Annual change	10°W (2020) / 0.17° decreasing
6	AD operator, address, telephone, telefax, e-mail, AFS, website	ASA - Empresa Nacional de Aeroportos e Seguranca Aerea - S.A. Aeroporto de Sao Filipe Sao Filipe Fogo Island Republic of Cabo Verde TEL: +238 2812107 Telefax:+238 2812108 e-mail: adfogo@asa.cv AFS: NIL Http: NIL
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	NIL

GVSF AD 2.3 OPERATIONAL HOURS

1	AD operator	HO
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing office	NIL
5	ATS Reporting office (ARO)	NIL
6	MET Briefing office	NIL
7	ATS	NIL
8	Fuelling	NIL
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

GVSF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel / oil types	NIL
3	Fuelling facilities / capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL

6	<i>Repair facilities for visiting aircraft</i>	NIL
7	<i>Remarks</i>	NIL

GVSF AD 2.5 PASSENGER FACILITIES

1	<i>Hotel(s)</i>	In the city
2	<i>Restaurant(s)</i>	In the city
3	<i>Transportation</i>	Buses and taxis
4	<i>Medical facilities</i>	In the city
5	<i>Bank and Post office</i>	In the city
6	<i>Tourist office</i>	NIL
7	<i>Remarks</i>	NIL

GVSF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	<i>AD category for fire fighting</i>	CAT 5
2	<i>Rescue equipment</i>	NIL
3	<i>Capability for removal of disabled aircraft</i>	NIL
4	<i>Remarks</i>	NIL

GVSF AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	<i>Type(s) of clearing equipment</i>	NIL
2	<i>Clearance priorities</i>	NIL
3	<i>Remarks</i>	NIL

GVSF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITIONS DATA

1	<i>Apron designation, surface and strength</i>	Designation: APRON Surface: Asphalt Strength: 20 TON SIWL
2	<i>Taxiway designation, width, surface and strength</i>	Designation: TWY Width: 15 M Surface: Asphalt Strength: 20 TON SIWL
3	<i>Altimeter checkpoint location and elevation</i>	NIL
4	<i>VOR checkpoints</i>	NIL
5	<i>INS checkpoints</i>	NIL
6	<i>Remarks</i>	NIL

GVSF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	<i>Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system at aircraft stands</i>	Taxiing guidance signs at all intersections with TWY and RWY at all holding positions. Guidelines at APRON
2	<i>RWY and TWY markings and lights</i>	RWY: DESIG, THR, DTHR, TDZ and CL, marked TWY: CL and holding positions, marked

3	Stop bars and RWY guard lights	NIL
4	Other RWY protection measures	NIL
5	Remarks	NIL

GVSF AD 2.10 AERODROME OBSTACLES

<i>In Area 2</i>					
<i>OBST ID / Designation</i>	<i>OBST type</i>	<i>OBST position</i>	<i>ELEV / HGT</i>	<i>Markings / Type / Colour of lighting</i>	<i>Remarks</i>
<i>a</i>	<i>b</i>	<i>c</i>	<i>d</i>	<i>e</i>	<i>f</i>
NIL	NIL	NIL	NIL	NIL	NIL

<i>In Area 3</i>					
<i>OBST ID / Designation</i>	<i>OBST type</i>	<i>OBST position</i>	<i>ELEV / HGT</i>	<i>Markings / Type / Colour of lighting</i>	<i>Remarks</i>
<i>a</i>	<i>b</i>	<i>c</i>	<i>d</i>	<i>e</i>	<i>f</i>
NIL	NIL	NIL	NIL	NIL	NIL

To be developed.

GVSF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	Aeronautical MET Station
2	Hours of service MET office outside hours	07:00 - 19:00 NIL
3	Office responsible for TAF preparation Periods of validity Interval of issuance	NIL NIL NIL
4	Availability of TREND forecast Interval of issuance	NIL
5	Briefing / Consultation provided	Self-briefing or telephone
6	Flight documentation Language(s) used	NIL NIL
7	Charts and other information displayed or available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	AWOS: Surface wind for RWY 14, temperature, dew point relative humidity and altimeter setting.
9	ATS units provided with information	SAO FILIPE INFO (AFIS); SAL APP and SAL ACC
10	Additional information (Limitation of service, etc.)	MET Observer on duty in own space

GVSF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

<i>Designations RWY NR</i>	<i>True BRG</i>	<i>Dimensions of RWY(M)</i>	<i>Strength (PCN) & surface of RWY and SWY</i>	<i>THR coordinates RWY end coordinates THR geoid undulation</i>	<i>THR elevation and highest elevation of TDZ of precision APP RWY</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>
14	130.45°	1350 X 30	20 TON SIWL	145322.63N 0242907.80W 145257.30N 0242837.27W NIL	168 M / 551 FT NIL

Designations RWY NR	True BRG	Dimensions of RWY(M)	Strength (PCN) & surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
32	310.45°	1350 X 30	20 TON SIWL	145257.30N 0242837.27W 145322.63N 0242907.80W NIL	168 M / 552 FT NIL

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY end safety area (M)	Location / description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
NIL	NIL	NIL	1320 X 80	90 X 60	NIL	NIL	NIL
NIL	NIL	NIL	1320 X 80	90 X 60	NIL	NIL	NIL

GVSF AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	1350	1350	1350	1200	DTHR 150 M
32	1350	1350	1350	1200	DTHR 150 M

GVSF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY CL LGT LEN, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY end LGT colour WBAR	SWY LGT LEN colour	Remarks
1	2	3	4	5	6	7	8	9	10
14	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
32	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

GVSF AD 2.15 OTHER LIGHTING SECONDARY POWER SUPPLY

1	ABN / IBN location, characteristics and hours of operation	NIL
2	LDI / Anemometer location and LGT	NIL
3	TWY ledge and CL lighting	NIL
4	Secondary power supply / switch - over time	NIL
5	Remarks	NIL

GVSF AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and / or FATO elevation M / FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL

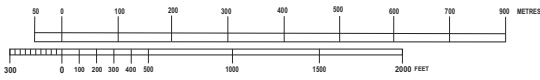
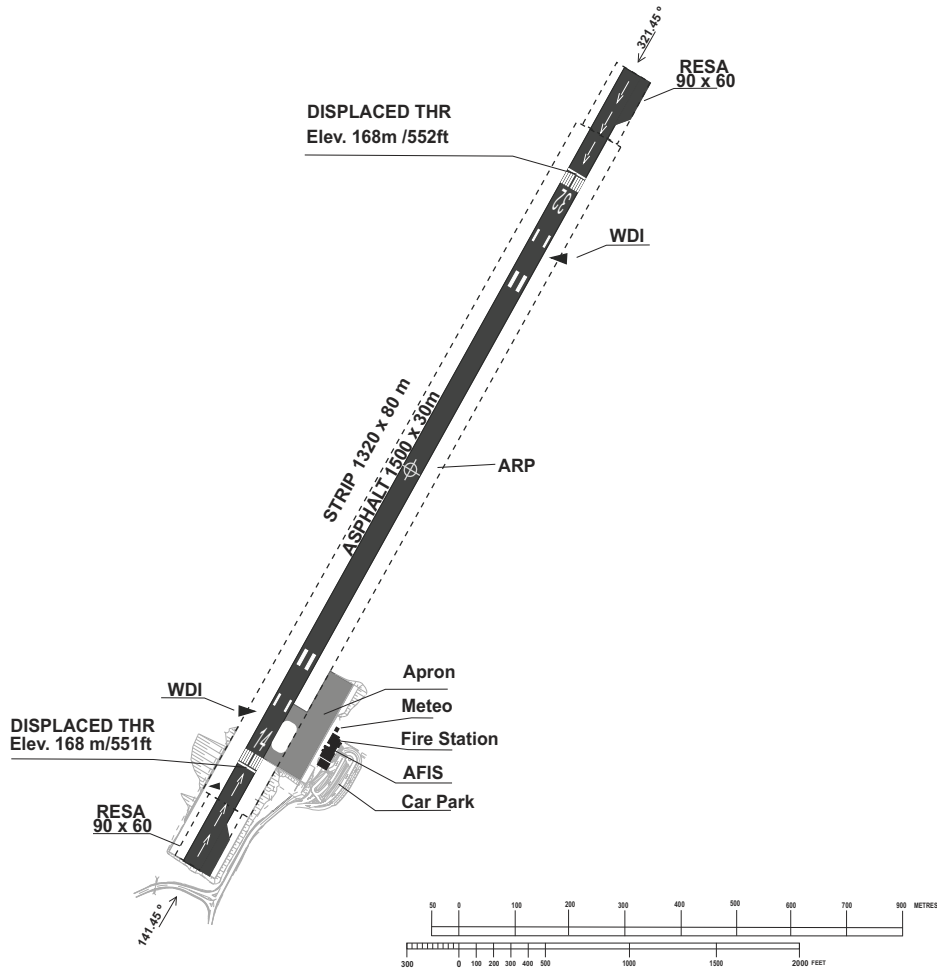
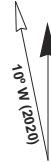
**AERODROME
CHART**

145309N
0242852W AD Elev.169m/556Ft

AFIS 118.6

**FOGO ISLAND
SAO FILIPE**

ALTITUDES, ELEVATION
AND HEIGHTS IN METRES
BEARINGS ARE MAGNETIC



NEW CHART

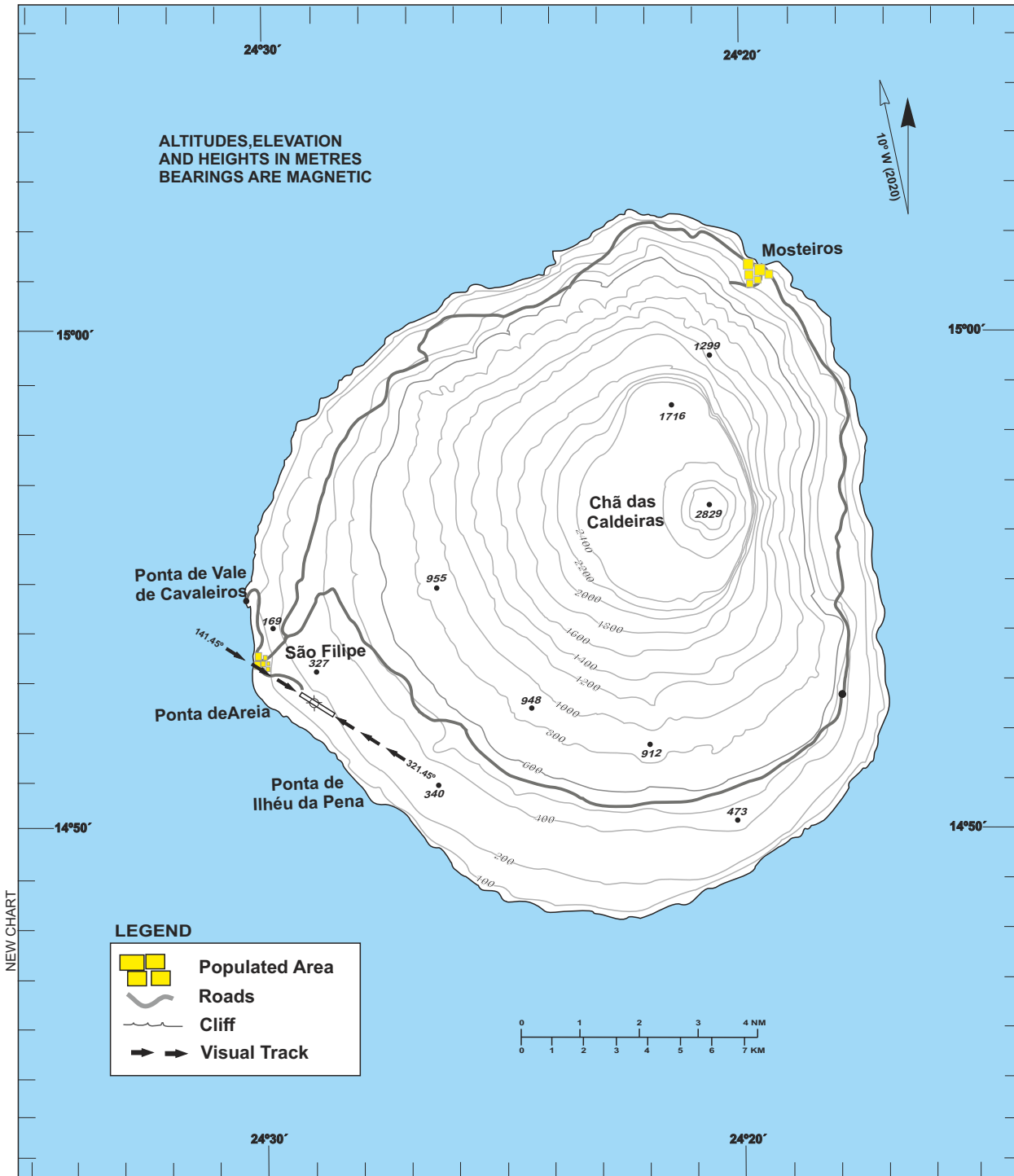
RWY	DIRECTION	THR	BEARING STRENGTH	DECLARED DISTANCES				
				RWY	TORA	TODA	ASDA	LDA
14	141.45°	14°53 22.63 N 024°29 07.80W	20 TON SIWL	14	1350	1350	1350	1200
32	321.45°	14°52 57.30 N 024°28 37.27 W	20 TON SIWL	32	1350	1350	1350	1200
HELIPORT				OTHER:				

VISUAL APPROACH CHART

145309N 0242852W AD Elev.169m/556Ft

AFIS 118.6

FOGO ISLAND
SAO FILIPE



GVSN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

GVSN - SAO NICOLAU ISLAND / PREGUICA

GVSN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	163521N 0241702W Midpoint of RWY 01 / 19
2	Direction and distance from city	5 KM S of Ribeira Brava
3	Elevation / Reference temperature / Mean low temperature	181 M (594 FT) / 30 C° / NIL
4	Geoid Undulation at AD ELEV PSN	29 M (95 FT)
5	MAG VAR / Date of information / Annual change	9°W (2020) / 0.18° decreasing
6	AD operator, address, telephone, telefax, e-mail, AFS, website	ASA - Empresa Nacional de Aeroportos e Seguranca Aerea - S.A. Aeroporto da Preguica Preguica Sao Nicolau Island Republic of Cabo Verde TEL: +238 2351313 +238 2351954 Telefax:+238 2351500 e-mail: afis.sne@asa.cv AFS: NIL Http: NIL
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	NIL

GVSN AD 2.3 OPERATIONAL HOURS

1	AD operator	HO
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing office	NIL
5	ATS Reporting office (ARO)	NIL
6	MET Briefing office	NIL
7	ATS	NIL
8	Fuelling	NIL
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	NIL

GVSN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel / oil types	NIL
3	Fuelling facilities / capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL

6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

GVSN AD 2.5 PASSENGER FACILITIES

1	Hotel(s)	In town
2	Restaurant(s)	In town
3	Transportation	Buses and taxis
4	Medical facilities	In town
5	Bank and Post office	In town
6	Tourist office	NIL
7	Remarks	NIL

GVSN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 5
2	Rescue equipment	NIL
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

GVSN AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

GVSN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITIONS DATA

1	Apron designation, surface and strength	Designation: APRON Surface: Asphalt Strength: 20 TON SIWL
2	Taxiway designation, width, surface and strength	Designation: TWY Width: 15 M Surface: Asphalt Strength: 20 TON SIWL
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

GVSN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

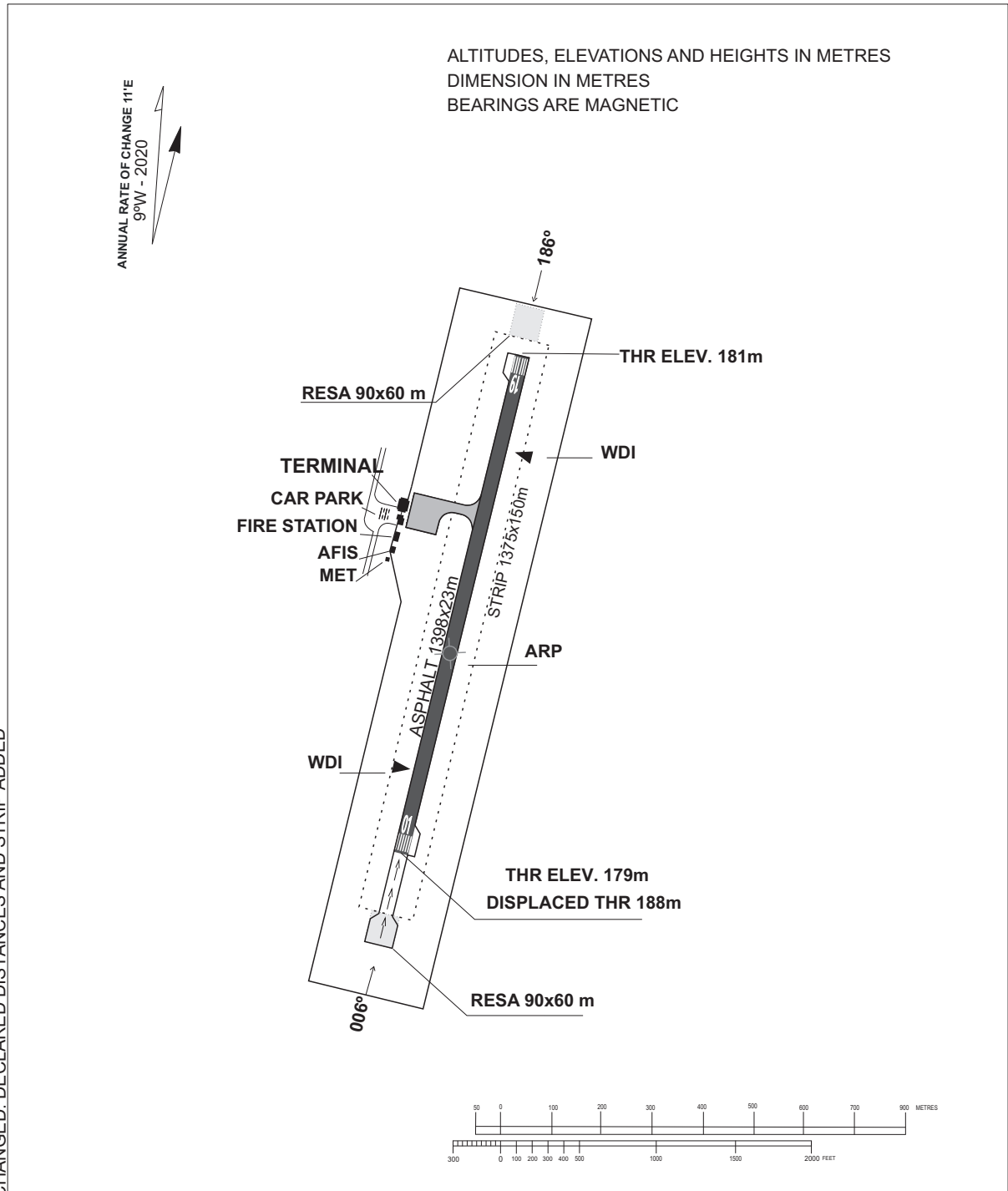
1	Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system at aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY at all holding positions. Guidelines at APRON
2	RWY and TWY markings and lights	RWY: Designation, THR, DTHR, TDZ and CL, marked TWY: CL, holding positions, marked

**AERODROME
CHART**

16°35'21"N
024°17'02"W AD Elev.181m/594ft

AFIS 118.7

**PREGUIÇA
AEROPORTO DA PREGUIÇA**



CHANGED: DECLARED DISTANCES AND STRIP ADDED

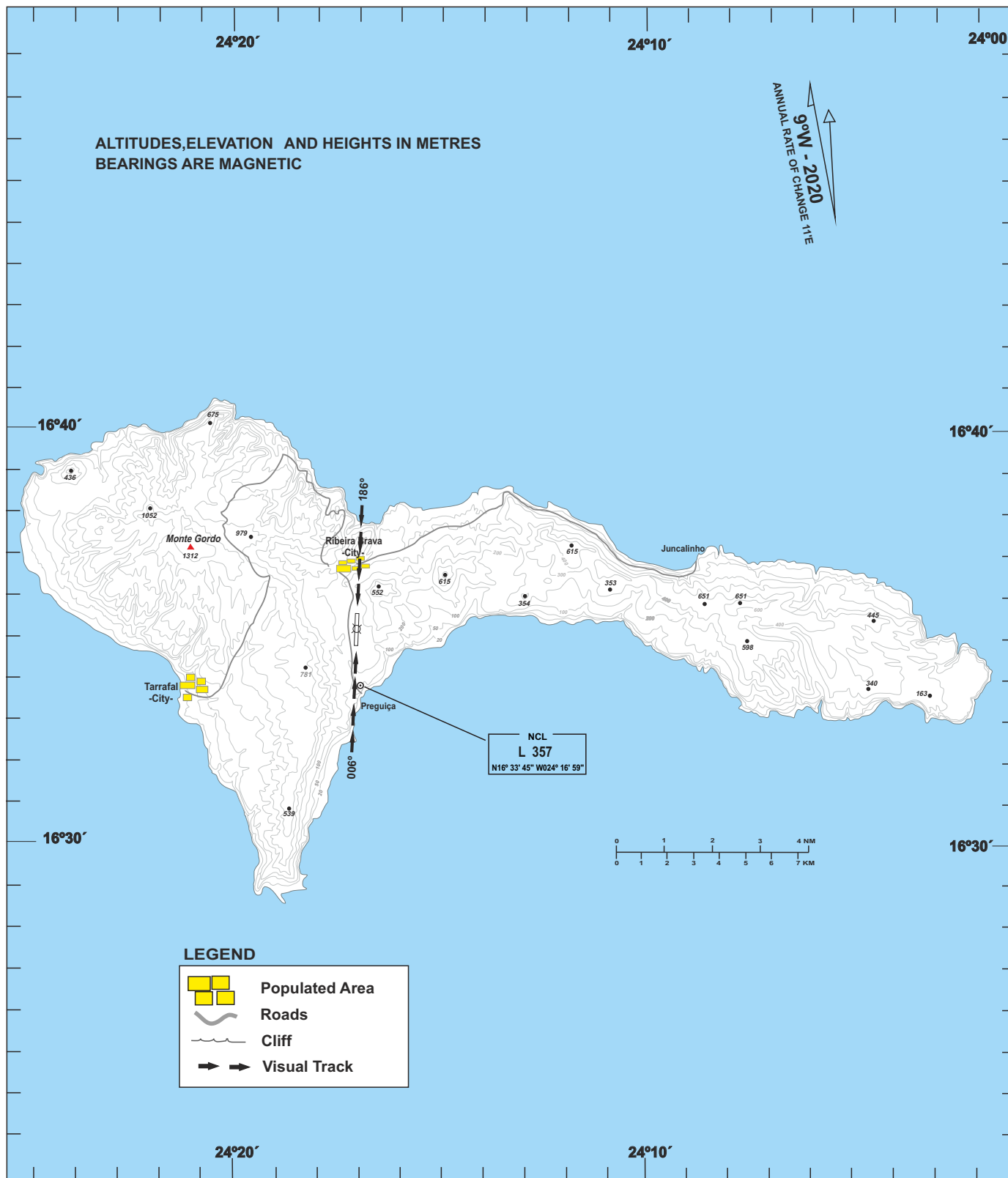
RWY	DIRECTION	THR	BEARING	STRENGTH	DECLARED DISTANCES				
					RWY	TORA	TODA	ASDA	LDA
01	006°	16°35'01"N 024°17'01"W		20 TON SIWL					
19	186°	16°35'40"N 024°17'04"W		20 TON SIWL	01	1398	1398	1398	1210
					19	1255	1255	1255	1255
HELIPORT					OTHER:				

**VISUAL APPROACH
CHART**

16°35'21"N
024°17'02"W AD Elev.181m/594ft

AFIS 118.7

**PREGUIÇA
AEROPORTO DA PREGUIÇA**



GVSV AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITIONS DATA

1	<i>Apron designation, surface and strength</i>	Designation: APRON 1 Surface: Asphalt Strength: PCN 42 / F / B / X / T Designation: APRON 2 Surface: Asphalt Strength: PCN 39 / F / B / Y / T Designation: APRON 3 Surface: Asphalt Strength: PCN 26 / F / B / Y / T
2	<i>Taxiway designation, width, surface and strength</i>	Designation: TWY A Width: 18 M Surface: Asphalt Strength: PCN 41 / F / B / Y / T Designation: TWY B Width: 26 M Surface: Asphalt Strength: PCN 26 / F / B / Y / T Designation: TWY C Width: 18 M Surface: Asphalt Strength: PCN 26 / F / B / Y / T
3	<i>Altimeter checkpoint location and elevation</i>	TWY A - holding point: 24 M (80 FT) TWY B - holding point: 22 M (71 FT) TWY C - holding point: 8 M (27 FT)
4	<i>VOR checkpoints</i>	NIL
5	<i>INS checkpoints</i>	NIL
6	<i>Remarks</i>	NIL

GVSV AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	<i>Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system at aircraft stands</i>	TWY: Guide lines at APRON, taxiing guidance exiting RWYs. APRON: Guide lines at APRON, ID stand 1 and 2.
2	<i>RWY and TWY markings and lights</i>	RWY: Designation, TDZ, aiming point, CL, turnpad marked. THR, DTHR, edge, runway end marked and lighted. TWY: CL, holding position TWY A and C, edge marked and lighted.
3	<i>Stop bars and RWY guard lights</i>	NIL
4	<i>Other RWY protection measures</i>	NIL
5	<i>Remarks</i>	NIL

GVSV AD 2.10 AERODROME OBSTACLES

<i>In Area 2</i>					
<i>OBST ID / Designation</i>	<i>OBST type</i>	<i>OBST position</i>	<i>ELEV / HGT</i>	<i>Markings / Type / Colour of lighting</i>	<i>Remarks</i>
<i>a</i>	<i>b</i>	<i>c</i>	<i>d</i>	<i>e</i>	<i>f</i>
NIL	NIL	NIL	NIL	NIL	NIL

<i>In Area 3</i>					
<i>OBST ID / Designation</i>	<i>OBST type</i>	<i>OBST position</i>	<i>ELEV / HGT</i>	<i>Markings / Type / Colour of lighting</i>	<i>Remarks</i>
<i>a</i>	<i>b</i>	<i>c</i>	<i>d</i>	<i>e</i>	<i>f</i>
NIL	NIL	NIL	NIL	NIL	NIL

To be developed.

GVSV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	Aeronautical MET Station
2	Hours of service MET office outside hours	H 24 NIL
3	Office responsible for TAF preparation Periods of validity Interval of issuance	Analysis and weather forecast centre GVACYMYX 24 HR NIL
4	Availability of TREND forecast Interval of issuance	TREND NIL
5	Briefing / Consultation provided	NIL
6	Flight documentation Language(s) used	NIL
7	Charts and other information displayed or available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	AWOS - Automated Weather Observation Service
9	ATS units provided with information	SAN VICENTE TWR, SAL APP, SAL ACC
10	Additional information (Limitation of service, etc.)	Aviation meteorological parameters permanently broadcast on 127.500 MHZ.

GVSV AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

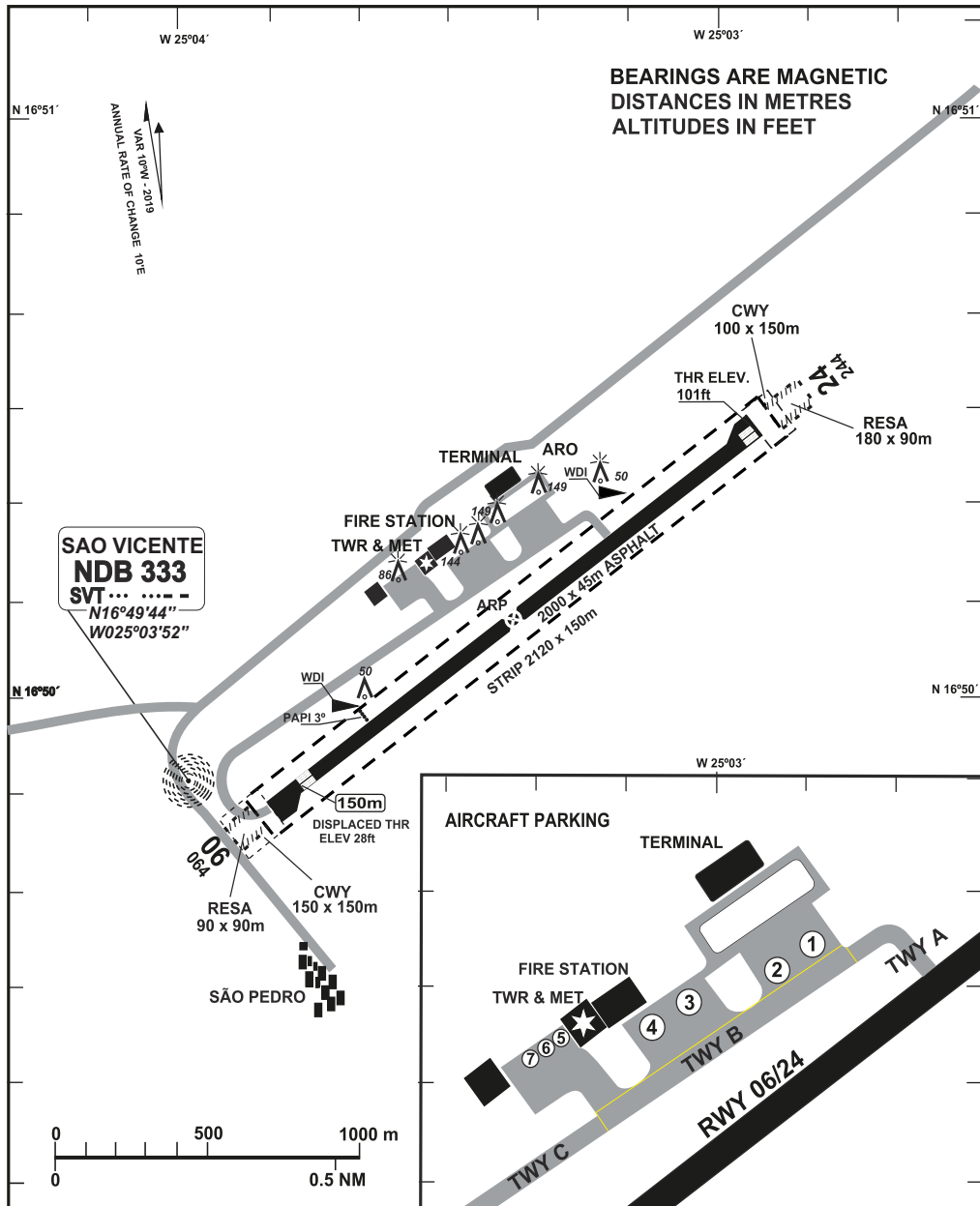
Designations RWY NR	True BRG	Dimensions of RWY(M)	Strength (PCN) & surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
06	053.61°	2000 X 45	PCN 42 / F / B / X / T	164944.97N 0250339.68W 165020.66N 0250249.38W 97 FT (30 M)	8 M (28 FT) / NIL
24	233.62°	2000 X 45	PCN 42 / F / B / X / T	165020.66N 0250249.38W 164942.07N 0250343.76W 97 FT (30 M)	31 M (101 FT) / NIL

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RWY end safety area (M)	Location / description of arresting system	OFZ	Remarks
7	8	9	10	11	12	13	14
0.908 %	NIL	100 X 150	2120 X 150	90 X 90	NIL	NIL	NIL
0.908 %	NIL	150 X 150	2120 X 150	180 X 90	NIL	NIL	NIL

GVSV AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
06	2000	2100	2000	1850	DTHR 150 M
24	2000	2150	2000	2000	NIL

AERODROME CHART 16°50'01N ELEV 101ft TWR 118.4 **SAO PEDRO**
025°03'16" **AEROPORTO INTL CESARIA EVORA**



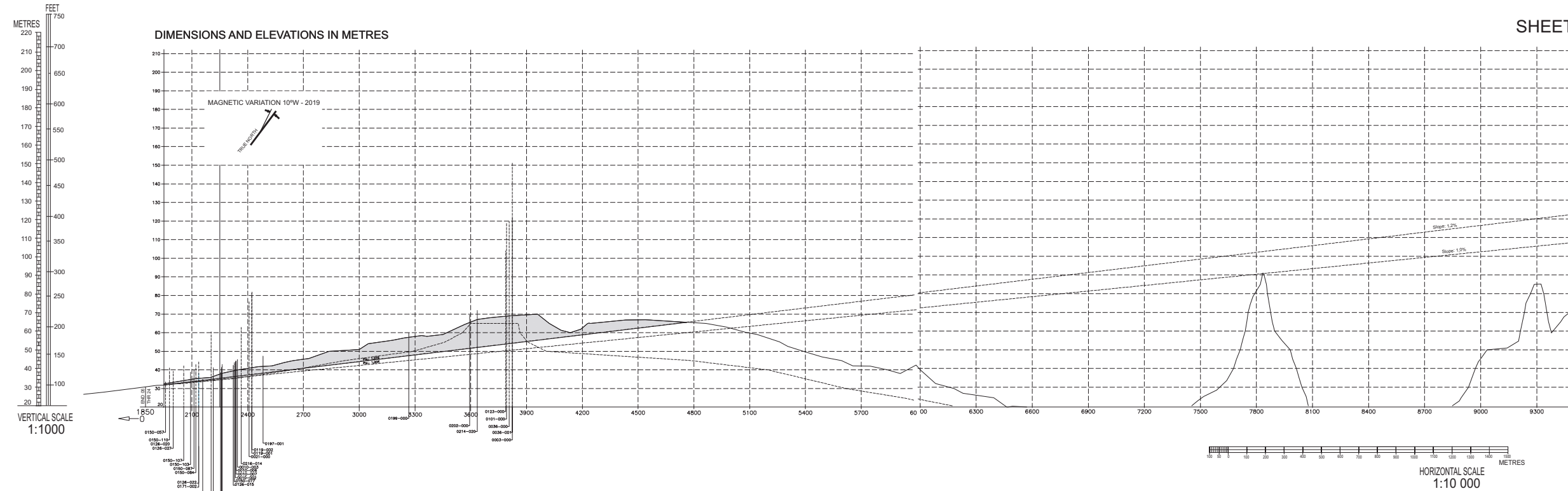
RWY	DIRECTION	THR	BEARING	STRENGTH	LIGHTING				
06	064°	16°49'44.97"N 025°03'39.68"W	PCN 42F/B/X/T		RWY	PAPI	APPROACH	THRESHOLD	RUNWAY
24	244°	16°50'20.66"N 025°02'49.38"W	PCN 42F/B/X/T		06	3°	N/A	RED	RTILS
HELIPORT					OTHER: Taxiways				

AERODROME OBSTACLE CHART
TYPE A (OPERATING LIMITATIONS)

AEROPORTO INTL CESARIA EVORA - SAO PEDRO

RWY 06

SHEET 1



- (1) Obstacle heights are based on survey data of 2015.
- (2) Accuracy within ICAO specifications.
- (3) Take-off RWY 06 origin of the 1.2% surface is end of clearway.

LEGEND		SCALES
--- Runway centre line extended in both direction	▲ Tree, Bush	H = 1:10,000
- - - Obstacle inside surface	⊠ Electrical Tower, Metallic	V = 1:1000
- - - Obstacle inside surface	⊠ Antenna	
- - - Obstacle inside surface	⊠ Antenna over building	
- - - Obstacle inside surface	⊠ Pole, Mast	
- - - Obstacle inside surface	⊠ PAPI	
- - - Obstacle inside surface	⊠ Electric Pole	
- - - Obstacle inside surface	⊠ ILS LOCALIZER	
- - - Obstacle inside surface	⊠ Glide Slope	
- - - Obstacle inside surface	⊠ Lighting Tower	
- - - Obstacle inside surface	⊠ Deposits/Tank	
- - - Obstacle inside surface	⊠ Road	
- - - Obstacle inside surface	⊠ Wind Turbine	
- - - Obstacle inside surface	⊠ Others Obstacles	
- - - Obstacle inside surface	▲ GEODETIC NETWORK, THR, APP, ETC.	
- - - Obstacle inside surface	⊠ WDI	
- - - Obstacle inside surface	⊠ APRPROACH Light	

DECLARED DISTANCES	
RWY 06	TAKE-OFF RUN AVAILABLE (TORA)
2000	TAKE-OFF DISTANCE AVAILABLE (TODA)
2100	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)
2000	LANDING DISTANCE AVAILABLE (LDA)
1850	

AMENDMENT RECORD	
No.	
Date	
Endorsed by	

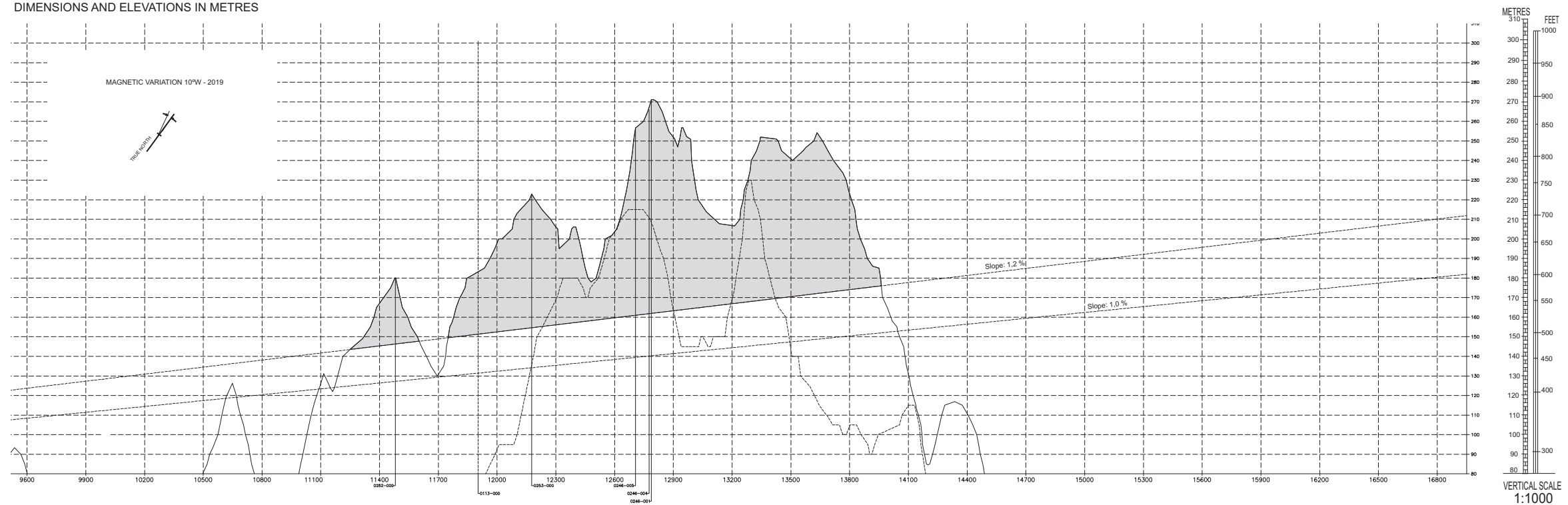
**AERODROME OBSTACLE CHART
TYPE A (OPERATING LIMITATIONS)**

AEROPORTO INTL CESARIA EVORA - SAO PEDRO

RWY 06

SHEET 2

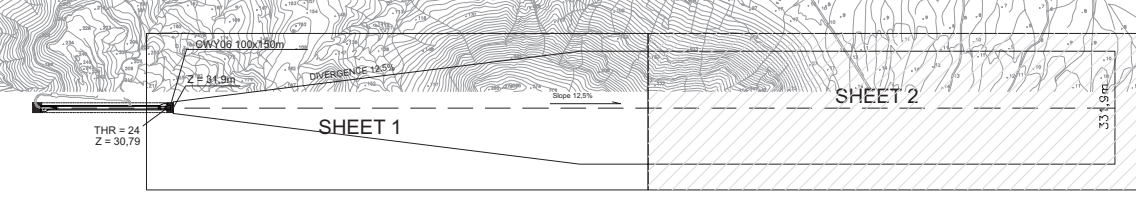
DIMENSIONS AND ELEVATIONS IN METRES



REFER SHEET 1



LEGEND		SCALES	
--- Runway centre line extended in both direction	● Tree, Bush	H = 1:10,000	V = 1:1,000
- - - Obstacle inside surface	⊠ Electrical Tower, Metallic		
- - - Obstacle inside surface	⊠ Airframe		
- - - Terrain profile by axis	⊠ Airframe over building		
- - - Terrain profile by obstacles	⊠ Pole, Mast		
■ Terrain that exceeds the 1.2% slope	⊠ Electric Pole		
	⊠ Seal		
	⊠ Building		
	⊠ Terrain		
	⊠ Road		
	⊠ Others Obstacles		
	⊠ GEODETIC NETWORK, THR, ANP, ETC.		
	⊠ WDV		
	⊠ RVR		
	⊠ APPROACH Light		
	⊠ PAPI		
	⊠ ILS LOCALIZER		
	⊠ Glide Slope		
	⊠ Lighting Tower		
	⊠ Deposit Tank		
	⊠ NDB		
	⊠ Wind Turbine		



AMENDMENT RECORD	
No.	
Date	
Endorsed by	

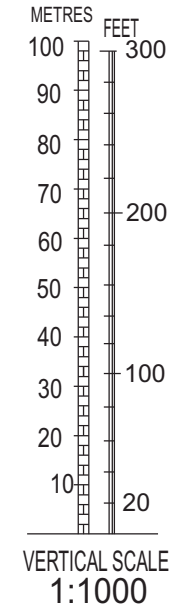
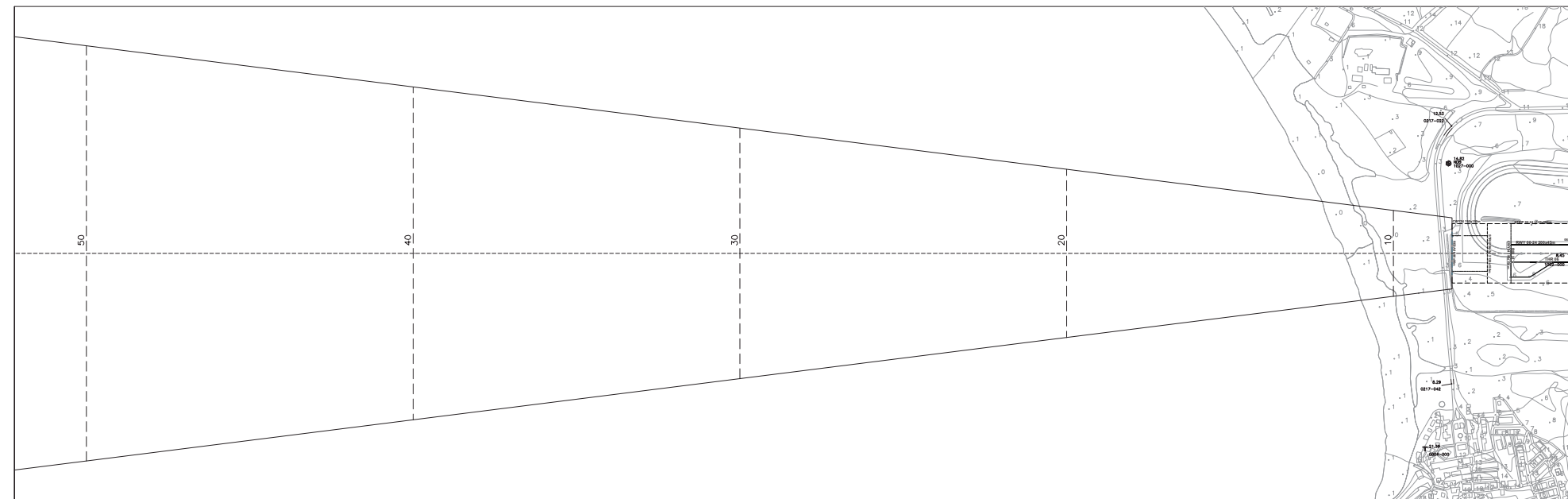
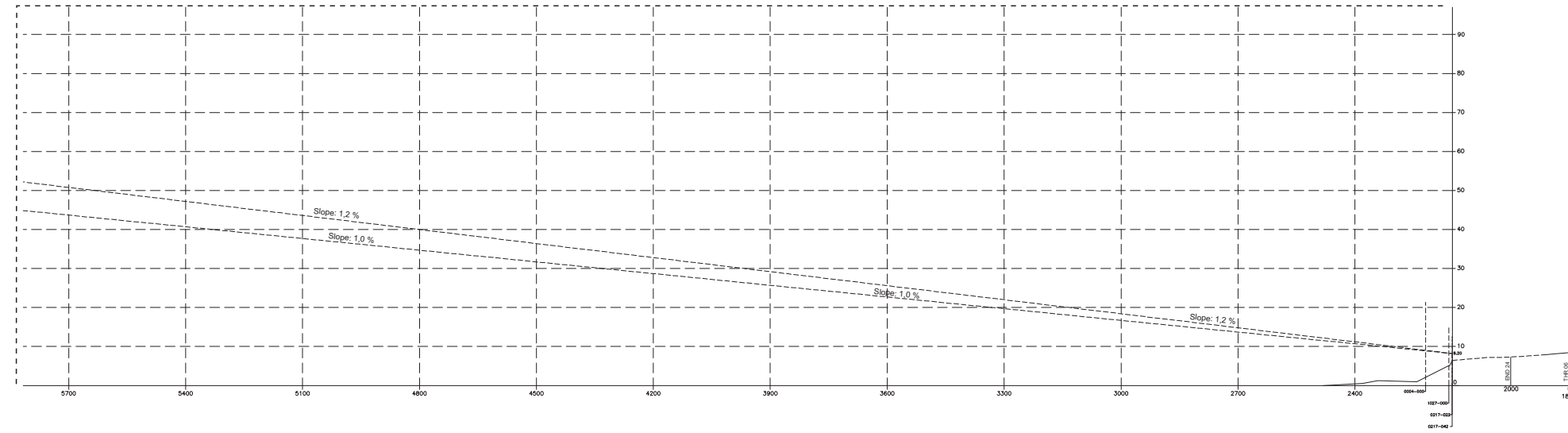
AERODROME OBSTACLE CHART TYPE A (OPERATING LIMITATIONS)

AEROPORTO INTL CESARIA EVORA - SAO PEDRO

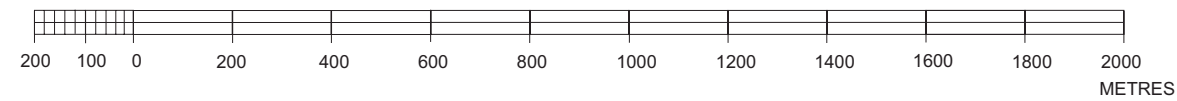
RWY 24

DIMENSIONS AND ELEVATIONS IN METRES

MAGNETIC VARIATION 10°W - 2019



- (1) Obstacle heights are based on survey data of 2015.
- (2) Accuracy within ICAO specifications.
- (3) Take-off RWY 24 origin of the 1.2% surface is end of clearway.



LEGEND		SCALES
<ul style="list-style-type: none"> --- Runway centre line extended in both direction --- Obstacle inside surface --- Obstacle inside surface --- Terrain profile by axis --- Terrain profile by obstacles --- Terrain that exceeds the 1.2% slope 	<ul style="list-style-type: none"> ● Tree, Bush ⊠ Electrical Tower, Metallic ⊠ Antenna ⊠ Antenna over building ⊙ Pole, Mast ⊙ Electric Pole ⊙ Seal ■ Building ⊙ Terrain ⊙ Road ○ Others Obstacles 	<ul style="list-style-type: none"> ▲ GEODETIC NETWORK, THR, ARP, ETC. ⊙ WDI ⊙ RWR ⊙ APPROACH Light ⊙ PAPI ⊙ ILS LOCALIZER ⊙ Glide Slope ⊙ Lighting Tower ⊙ NDB ⊙ Wind Turbine
		<p>H = 1:10 000</p> <p>V = 1:1000</p>

DECLARED DISTANCES	
RWY 24	TAKE-OFF RUN AVAILABLE (TORA)
2000	TAKE-OFF DISTANCE AVAILABLE (TODA)
2150	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)
2000	LANDING DISTANCE AVAILABLE (LDA)

HORIZONTAL SCALE
1:10 000

AMENDMENT RECORD	
No.	
Date	
Endorsed by	

**STANDARD DEPARTURE CHART
INSTRUMENT (SID)
Categories A-B-C**

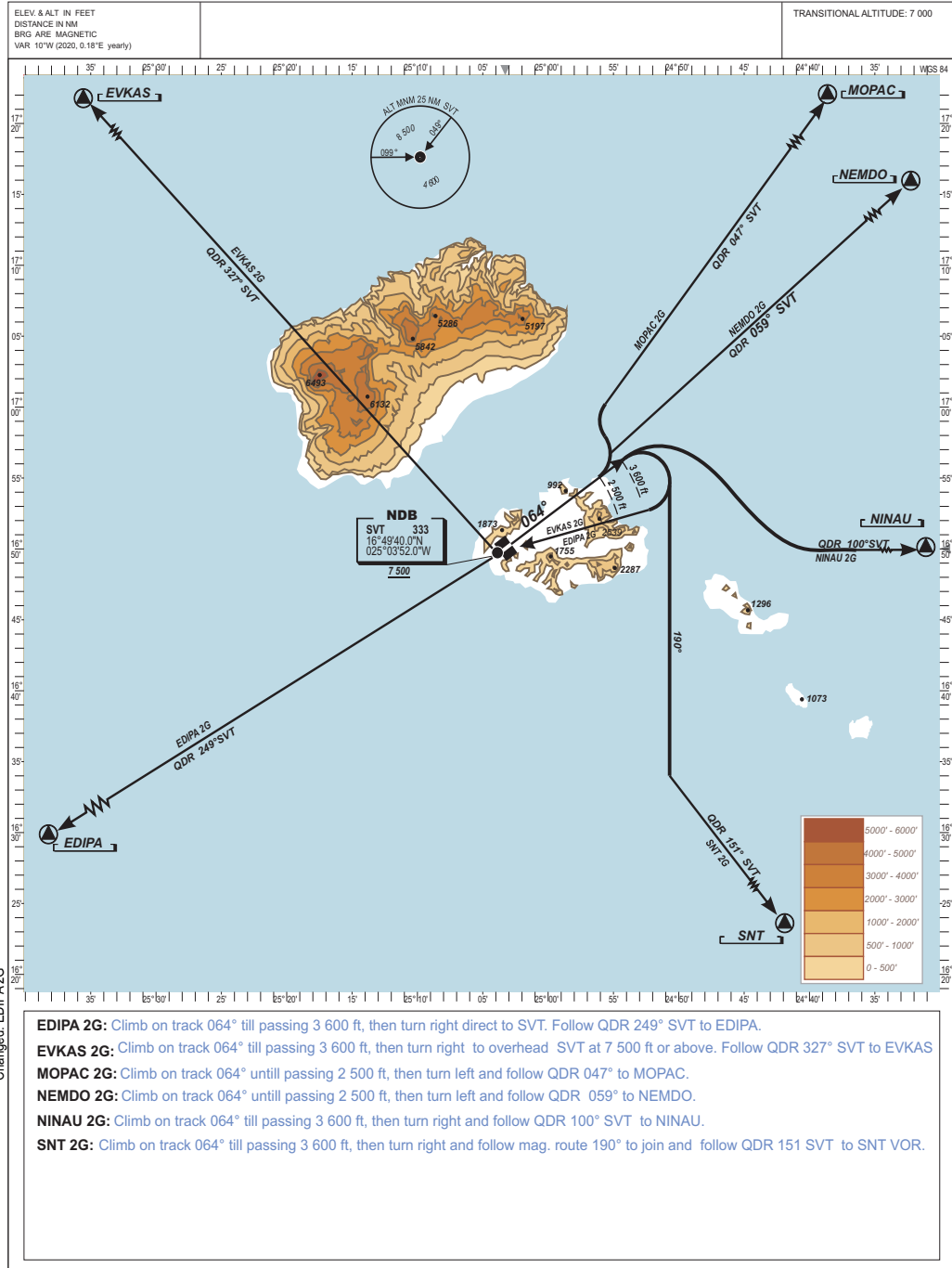
TWR 118.4
APP
ACC

SÃO PEDRO CESARIA EVORA/Intl - (GVSV)

RWY 06

MOPAC 2G, NEMDO 2G, NINAU 2G, SNT 2G, EDIPA 2G, EVKAS 2G

TRANSITIONAL ALTITUDE: 7 000



STANDARD INSTRUMENT
RNAV(GNSS)
DEPARTURE CHART
(SID)- ICAO

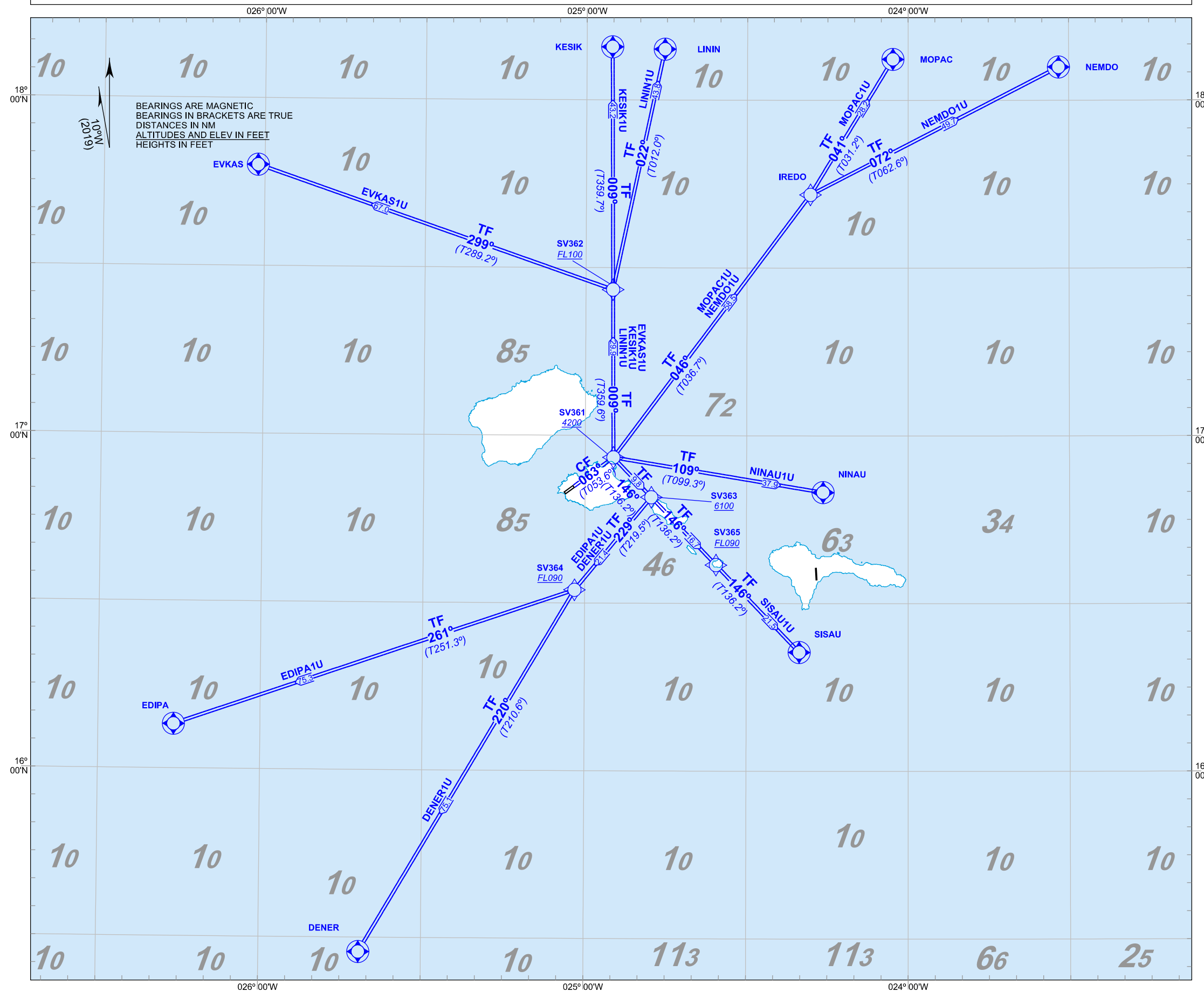
AD ELEV 101 FT

VAR 10° W
TA 7000

TWR 118.400

SÃO PEDRO / Cesária Évora Intl
SAO VICENTE
RWY 06

DENER1U, EDIPA1U, EVKAS1U, KESIK1U, LININ1U, MOPAC1U, NEMDO1U, NINAU1U, SISAU1U

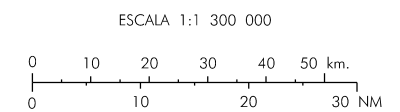


WAYPOINTS:

DENER:	15°27'24.0000"N	025°41'32.0000"W
EDIPA:	16°07'55.0000"N	026°16'00.0000"W
EVKAS:	17°48'03.0000"N	026°01'16.0000"W
IREDO:	17°43'06.0000"N	024°18'12.0000"W
KESIK:	18°09'28.0000"N	024°55'13.0000"W
LININ:	18°09'05.0000"N	024°45'24.0000"W
MOPAC:	18°07'20.0000"N	024°02'50.0000"W
NEMDO:	18°05'57.0000"N	023°31'54.0000"W
NINAU:	16°49'52.0000"N	024°15'47.0000"W
SISAU:	16°21'16.0000"N	024°20'11.0000"W
SV361:	16°56'03.6115"N	024°54'45.5715"W
SV362:	17°26'04.1420"N	024°54'57.1505"W
SV363:	16°48'57.9255"N	024°47'41.1815"W
SV364:	16°32'21.1650"N	025°01'53.1955"W
SV365:	16°36'52.1870"N	024°35'39.2805"W

RNP1 APPROVAL REQUIRED.

IAS MAX 250 kt to reach FL100 or below



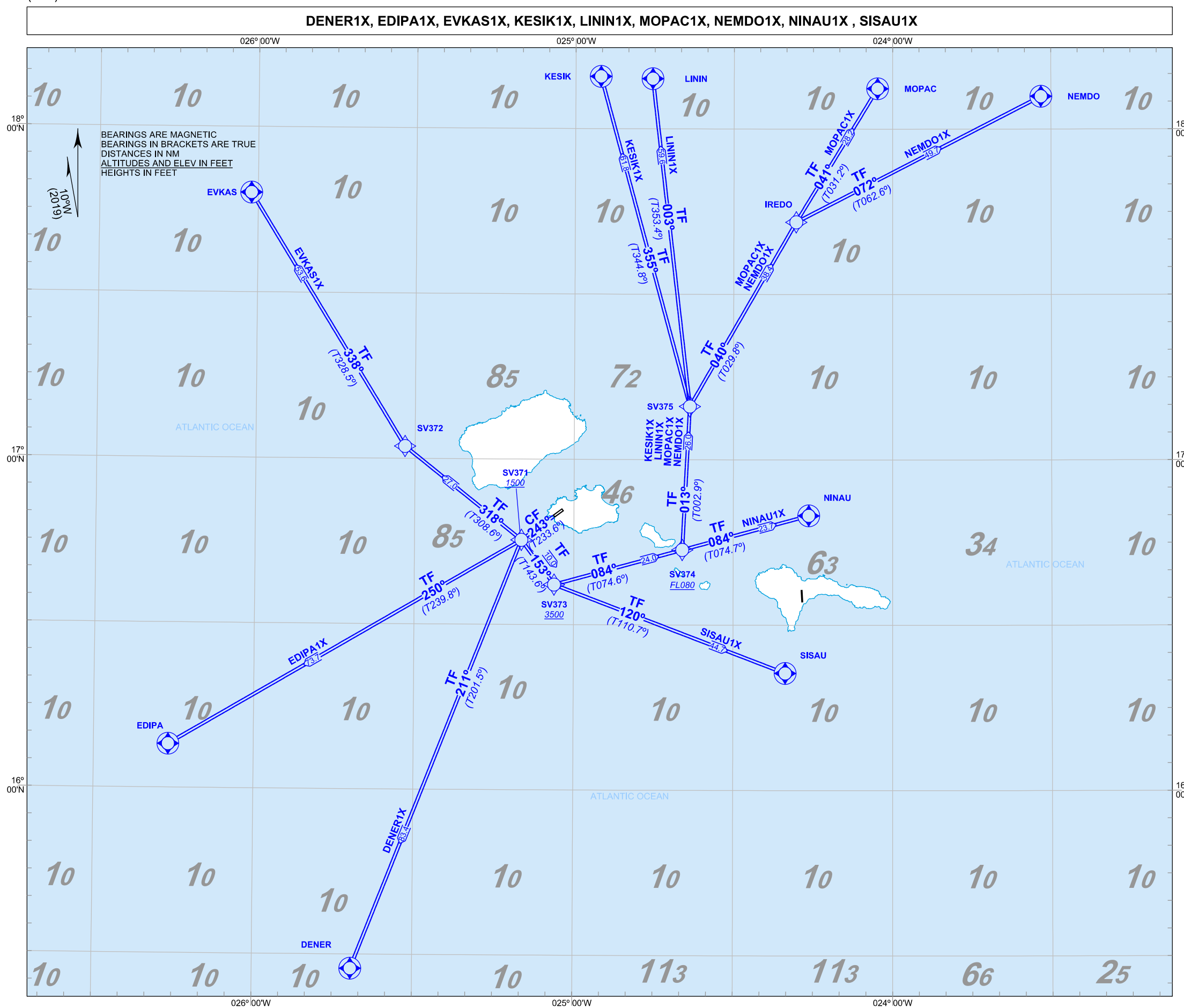
STANDARD INSTRUMENT
RNAV(GNSS)
DEPARTURE CHART
(SID)- ICAO

AD ELEV 101 FT

VAR 10° W
TA 7000

TWR 118.400

SÃO PEDRO / Cesária Évora Intl
SAO VICENTE
RWY 24

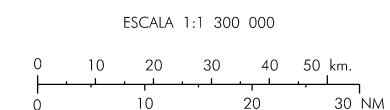


WAYPOINTS:

DENER:	15°27'24.0000"N	025°41'32.0000"W
EDIPA:	16°07'55.0000"N	026°16'00.0000"W
EVKAS:	17°48'03.0000"N	026°01'16.0000"W
IREDO:	17°43'06.0000"N	024°18'12.0000"W
KESIK:	18°09'28.0000"N	024°55'13.0000"W
LININ:	18°09'05.0000"N	024°45'24.0000"W
MOPAC:	18°07'20.0000"N	024°02'50.0000"W
NEMDO:	18°05'57.0000"N	023°31'54.0000"W
NINAU:	16°49'52.0000"N	024°15'47.0000"W
SISAU:	16°21'16.0000"N	024°20'11.0000"W
SV371:	16°45'20.2260"N	025°09'52.4820"W
SV372:	17°02'13.5505"N	025°31'53.5180"W
SV373:	16°37'15.4015"N	025°03'41.5180"W
SV374:	16°43'37.7180"N	024°39'35.2780"W
SV375:	17°09'39.3770"N	024°38'13.3035"W

RNP1 APPROVAL REQUIRED.

IAS MAX 250 kt to reach FL100 or below



TEXTUAL DESCRIPTION	ABBREVIATED DESCRIPTION	Expected Path Terminator Coding	Fly-Over Required
NOTES APPLICABLE TO ALL SID: - RNP 1 APPROVAL REQUIRED - REQUIRED GNSS - IAS MAX 250 kt TO REACH FL100			
SID DENER IX RNAV (GNSS)			
To SV371 on course 2439M at or above 1500ft, turn left. To <u>DENER</u> .	SV371[M243;A1500+L] -DENER	CF TF	- Y
SID EDIPA IX RNAV (GNSS)			
To SV371 on course 2439M at or above 1500ft, turn right. To <u>EDIPA</u> .	SV371[M243;A1500+R] -EDIPA	CF TF	- Y
SID EVKAS IX RNAV (GNSS)			
To SV371 on course 2439M at or above 1500ft, turn right. To SV372, turn right. To <u>EVKAS</u> .	SV371[M243;A1500+R] -SV372[R]-EVKAS	CF TF TF	- - Y
SID KESIK IX RNAV (GNSS)			
To SV371 on course 2439M at or above 1500ft, turn left. To SV373 at or above 3500 ft, turn left. To SV374 at or above FL080, turn left. To SV375, turn left. To <u>KESIK</u> .	SV371[M243;A1500+L] -SV373[A3500+L]- SV374[F080+L]- SV375[L]-KESIK	CF TF TF TF	- - - Y
SID LININ IX RNAV (GNSS)			
To SV371 on course 2439M at or above 1500ft, turn left. To SV373 at or above 3500 ft, turn left. To SV374 at or above FL080, turn left. To SV375, turn left. To <u>LININ</u> .	SV371[M243;A1500+L] -SV373[A3500+L]- SV374[F080+L]- SV375[L]-LININ	CF TF TF TF	- - - Y
SID MOPAC IX RNAV (GNSS)			
To SV371 on course 2439M at or above 1500ft, turn left. To SV373 at or above 3500 ft, turn left. To SV374 at or above FL080, turn left. To SV375, turn right. To <u>MOPAC</u> .	SV371[M243;A1500+L] -SV373[A3500+L]- SV374[F080+L]- SV375[R]-MOPAC	CF TF TF TF TF	- - - - Y
SID NEMDO IX RNAV (GNSS)			
To SV371 on course 2439M at or above 1500ft, turn left. To SV373 at or above 3500 ft, turn left. To SV374 at or above FL080, turn left. To SV375, turn right. To <u>NEMDO</u> .	SV371[M243;A1500+L] -SV373[A3500+L]- SV374[F080+L]- SV375[R]-NEMDO	CF TF TF TF TF	- - - - Y

TEXTUAL DESCRIPTION	ABBREVIATED DESCRIPTION	Expected Path Terminator Coding	Fly-Over Required
NOTES APPLICABLE TO ALL SID: - RNP 1 APPROVAL REQUIRED - REQUIRED GNSS - IAS MAX 250 kt TO REACH FL100			
SID NINAU IX RNAV (GNSS)			
To SV371 on course 2439M at or above 1500 ft, turn left. To SV373 at or above 3500 ft, turn left. To SV374 at or above FL080. To <u>NINAU</u> .	SV371[M243;A1500+L] -SV373[A3500+L]- SV374[F080+L]- NINAU	CF TF TF	- - Y
SID SISAU IX RNAV (GNSS)			
To SV371 on course 2439M at or above 1500 ft, turn left. To SV373 at or above 3500 ft, turn left. To <u>SISAU</u> .	SV371[M243;A1500+L] -SV373[A3500+L]- SISAU	CF TF TF	- - Y

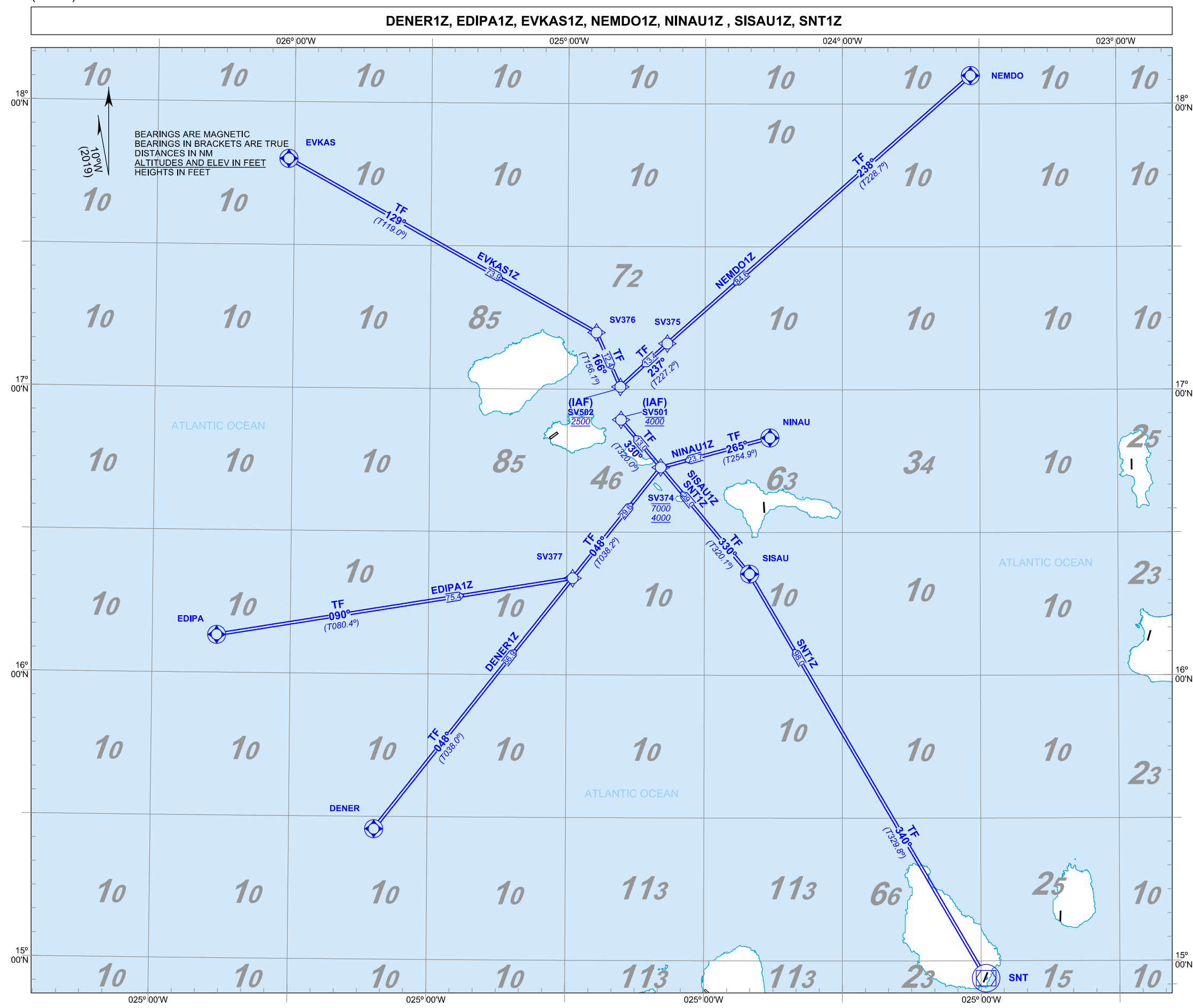
TEXTUAL DESCRIPTION	ABBREVIATED DESCRIPTION	Expected Path Terminator Coding	Fly-Over Required
NOTES APPLICABLE TO ALL STAR - RNP1 APPROVAL REQUIRED - REQUIRED GNSS - IAS MAX 250 kt BELOW FL100			
STAR DENER 1Y RNAV (GNSS)			
DENER, To SV401 (IAF) at 2500 ft.	DENER – SV401(A2500)	IF TF	Y -
STAR EDIPA 1Y RNAV (GNSS)			
EDIPA, To SV401 (IAF) at 2500 ft.	EDIPA – SV401(A2500)	IF TF	Y -
STAR EVKAS 1Y RNAV (GNSS)			
EVKAS, To SV366 at 5300 ft minimum, FL090 maximum. To SV403 (IAF) at 5300 ft.	EVKAS – SV366(A5300+P090) – SV403(A5300)	IF TF TF	Y - -
STAR NEMDO 1Y RNAV (GNSS)			
NEMDO, To IREDO. To SV362 at or below FL090, turn left. To SV366 at 5300 ft minimum, FL090 maximum, turn left. To SV403 at 5300 ft.	NEMDO – IREDO – SV362(P090-A) – SV366(A5300+P090-A) – SV403(A5300)	IF TF TF TF	Y - - -
STAR NINAU 1Y RNAV (GNSS)			
NINAU, To SV365 at or below FL080, turn right. To SV364 at 2500 ft minimum, FL080 maximum, turn right. To SV402 at 2500 ft.	NINAU – SV365(P080-R) – SV364(A2500+P080-R) – SV402(A2500)	IF TF TF TF	Y - - -
STAR SISAU 1Y RNAV (GNSS)			
SISAU, To SV364 at 2500 ft minimum, FL080 maximum, turn right. To SV402 at 2500 ft.	SISAU – SV364(A2500+P080-R) – SV402(A2500)	IF TF TF	Y - -
STAR SNT 1Y RNAV (GNSS)			
SNT, To SV364 at 2500 ft minimum, FL080 maximum, turn left. To SV402 at 2500 ft.	SNT – SV364(A2500+P080-A) – SV402(A2500)	IF TF TF	Y - -

STANDARD INSTRUMENT
RNAV(GNSS)
ARRIVAL CHART
(STAR)- ICAO

AD ELEV 101 FT

VAR 10° W
TA 7000
TWR 118.400

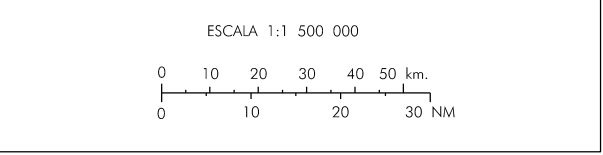
SÃO PEDRO / Cesária Évora Intl
SAO VICENTE
RWY 24



WAYPOINTS:

DENER:	15°27'24.0000"N	025°41'32.0000"W
EDIPA:	16°07'55.0000"N	026°16'00.0000"W
EVKAS:	17°48'03.0000"N	026°01'16.0000"W
NEMDO:	18°05'57.0000"N	023°31'54.0000"W
NINAU:	16°49'52.0000"N	024°15'47.0000"W
SISAU:	16°21'16.0000"N	024°20'11.0000"W
SV374:	16°43'37.7180"N	024°39'35.2780"W
SV375:	17°09'39.3770"N	024°38'13.3035"W
SV376:	17°11'54.8105"N	024°53'42.1775"W
SV377:	16°20'17.2185"N	024°58'40.5975"W
SV501:	16°53'36.9933"N	024°48'17.0842"W
SV502:	17°00'31.6898"N	024°48'27.0080"W
SNT DVOR/DME:	14°56'20.7400"N	023°28'55.6400"W

RNP1 APPROVAL REQUIRED.
IAS MAX 250 kt to reach FL100 or below



TEXTUAL DESCRIPTION	ABBREVIATED DESCRIPTION	Expected Path Terminator Coding	Fly-Over Required
NOTES APPLICABLE TO ALL STAR: - RNP 1 APPROVAL REQUIRED - REQUIRED GNSS - IAS MAX 250 kt BELOW FL100			
STAR DENER 1Z RNAV (GNSS)			
DENER To SV377. To SV374 at 4000 ft minimum, 7000 ft maximum, turn left. To SV501 at 4000 ft.	DENER - SV377 - SV374(A4000+A7000-);L] - SV501(A4000)	IF TF TF TF	Y - - -
STAR EDPA 1Z RNAV (GNSS)			
EDPA To SV377, turn left. To SV374 at 4000 ft minimum, 7000 ft maximum, turn left. To SV501 at 4000 ft.	EDPA - SV377(L] - SV374(A4000+A7000-);L] - SV501(A4000)	IF TF TF TF	Y - - -
STAR EVKAS 1Z RNAV (GNSS)			
EVKAS To SV376, turn right. To SV502 at 2500 ft.	EVKAS - SV376 - SV502(A2500)	IF TF TF	Y - -
STAR NEMDO 1Z RNAV (GNSS)			
NEMDO To SV375. To SV502 at 2500 ft.	NEMDO - SV375 - SV502(A2500)	IF TF TF	Y - -
STAR NINAU 1Z RNAV (GNSS)			
NINAU To SV374 at 4000 ft minimum, 7000 ft maximum, turn right. To SV501 at 4000 ft.	NINAU - SV374(A4000+A7000-);R] - SV501(A4000)	IF TF TF	Y - -
STAR SISAU 1Z RNAV (GNSS)			
SISAU To SV374 at 4000 ft minimum, 7000 ft maximum. To SV501 at 4000 ft.	SISAU - SV374(A4000+A7000-]; - SV501(A4000)	IF TF TF	Y - -
STAR SNT 1Z RNAV (GNSS)			
SNT To SSAU, turn left. To SV374 at 4000 ft minimum, 7000 ft maximum. To SV501 at 4000 ft.	SNT - SSAU(L] - SV374(A4000+A7000-]; - SV501(A4000)	IF TF TF TF	Y Y - -