



REPUBLIC OF CABO VERDE

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

AIRAC

AIP AMDT 09/2022

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Publication: **11 AUG 2022**
Effective from: **08 SEP 2022**

This AIRAC AMDT contains:

GEN 0.1	Typo
GEN 0.4	
GEN 1.1	Civil Aviation Authority - Phone Number Updated, Typo
GEN 1.2	ICAO designation corrected., Typo
GEN 1.5	Typo
GEN 1.6	Civil Aviation Authority - Phone Number Updated
GEN 1.7	Civil Aviation Authority - Phone Number Updated
GEN 2.1	Typo
GEN 2.4	Typo
GEN 3.1	Typo
GEN 3.2	Typo
GEN 3.3	Typo
GEN 3.4	Typo
GEN 3.5	Typo
GEN 3.6	Typo
GEN 4.2	Typo
ENR 1.1	Typo
ENR 1.3	Typo
ENR 1.4	Typo
ENR 1.6	Typo
ENR 1.7	Cruising Levels Corrected.
ENR 1.8	Typo
ENR 1.9	Typo
ENR 1.10	Typo
ENR 1.11	Typo
ENR 1.14	Typo
ENR 2.1	Typo, CVS VOR/DME coordinates updated., SVT NDB Coordinates Updated
ENR 3.1	CVS VOR/DME coordinates updated.
ENR 3.2	CVS VOR/DME coordinates updated.
ENR 3.3	CVS VOR/DME coordinates updated.
ENR 3.6	CVS VOR/DME coordinates updated.
ENR 4.1	Name of Station BVT NDB Corrected., SNT VOR/DME Antenna ELEV Updated, CVS VOR/DME coordinates updated., SVT NDB Coordinates Updated
GVAC AD 2	CVS VOR/DME coordinates updated., GVAC MSA Updated

GVBA AD 2 Typo
 GVNP AD 2 SNT VOR/DME Antenna ELEV Updated, Bird Concentration - NOTAM A0018/22 Incorporated in eAIP
 GSVS AD 2 SVT NDB Coordinates Updated

1.

DESTROY			INSERT		
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	0.4-2	16 JUN 2022		0.4-2	08 SEP 2022
	0.4-3	16 JUN 2022		0.4-3	08 SEP 2022
	1.1-1	19 MAY 2022		1.1-1	08 SEP 2022
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DESTROY		INSERT	
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2.1-2	16 JUN 2022	2.1-2	08 SEP 2022
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3.1-2	16 JUN 2022	3.1-2	08 SEP 2022
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GVNP AD 2-5	19 MAY 2022	GVNP AD 2-5	08 SEP 2022
GVNP AD 2-6	16 JUN 2022	GVNP AD 2-6	08 SEP 2022
GVSU AD 2-6	19 MAY 2022	GVSU AD 2-6	08 SEP 2022

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:

AIP SUP	NIL
AIC	NIL
NOTAM	A0018/22

- END -

PART 1 - GENERAL (GEN)

GEN 0.

GEN 0.1 PREFACE

0.1.1. Name of the publishing authority

The Republic of Cabo Verde AIP is published by ASA - Aeroportos e Seguranca Aerea - S.A. on behalf of the Republic of Cabo Verde.

0.1.2. Applicable ICAO documents

The AIP is prepared in accordance with the Standards and Recommended Practices (SARP) of Annex 15 to the Convention on International Civil Aviation, the *Aeronautical Information Services Manual* (ICAO Doc 8126) and the *Aeronautical Information Management Manual* (ICAO Doc 10066). Charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and the *Aeronautical Chart Manual* (Doc 8697). Differences from ICAO Standards, Recommended Practices and Procedures are given in subsection GEN 1.7.

0.1.3. Publication media

The Republic of Cabo Verde AIP, AIP Amendments, AIP Supplements and Information Circulars (AIC) are published in electronic form on the internet.

0.1.4. AIP structure and established regular amendment interval

0.1.4.1 AIP structure

The AIP forms part of the Aeronautical Information Products, details of which are given in subsection **GEN 3.1**. The principal AIP structure is shown in graphic form on page **GEN 0.1-3**.

The AIP is made up of three Parts, General (GEN), Enroute (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

0.1.4.1.1 Part 1 - General (GEN)

Part 1 consists of five sections containing information as briefly described hereafter.

- a) *GEN 0.* - Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 1.
- b) *GEN 1. National regulations and requirements* - Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.
- c) *GEN 2. Tables and codes* - Measuring system; Aircraft markings; Holidays; Abbreviations used in AIS products; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise/Sunset tables.
- d) *GEN 3. Services* - Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services; and Search and rescue.
- e) *GEN 4. Charges for aerodromes/heliports and air navigation services* - Aerodrome/heliport charges; and Air navigation services charges.

0.1.4.1.2 Part 2 - Enroute (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.

- a) *ENR 0.* - Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 2.
- b) *ENR 1. General rules and procedures* - General rules; Visual flight rules; Instrument flight rules; ATS airspace classification; Holding, approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.
- c) *ENR 2. Air traffic services airspace* - Detailed description of Flight information regions (FIR); Upper flight information regions (UIR); Terminal control areas (TMA); Control areas (CTA) and Other regulated airspace.
- d) *ENR 3. ATS routes* - Detailed description of Conventional ATS routes; Area navigation routes; Other routes; and Enroute holding.

Note: Other types of routes which are specified in connection with procedures for traffic to and from aerodromes/heliports are described in the relevant sections and subsections of Part 3 - Aerodromes.

- e) *ENR 4. Radio navigation aids/systems* - Radio navigation aids - enroute; Special navigation systems; Name-code designators for significant points; and Aeronautical ground lights - enroute.
- f) *ENR 5. Navigation warnings* - Prohibited, restricted and danger areas; Military exercise and training areas and air defence identification zone (ADIZ); Other activities of a dangerous nature and other potential hazards; Air navigation obstacles - enroute; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna.
- g) *ENR 6. Enroute charts* - Enroute Chart - ICAO and index charts.

0.1.4.1.3 Part 3 - Aerodromes (AD)

Part 3 consists of four sections containing information as briefly described hereafter.

- a) *AD 0.* - Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 3.
- b) *AD 1. Aerodromes/Heliports - Introduction* - Aerodrome/heliport availability; Rescue and fire fighting services and Snow plan; Index to aerodromes and heliports; and Grouping of aerodromes/heliports.
- c) *AD 2. Aerodromes* - Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes, listed under 24 subsections.
- d) *AD 3. Heliports* - Detailed information about heliports (not located at aerodromes), listed under 23 subsections.

0.1.4.2 Regular amendment interval

Regular amendments to the AIP will be issued once every three months. The publication dates will be on the first day of February, May, August and November of each year.

0.1.5. Copyright policy

Redistribution and copying of the contents of this publication only by prior agreement with ASA - Aeroportos e Seguranca Aerea - S.A..

0.1.6. Service to contact in case of detected AIP errors or omissions

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the Aeronautical Information Products, should be referred to:

Air Navigation Direction (DNA)

Aeronautical Information Management Service (SGIA) - AIS / MAP

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Telefax: +238 2413264
e-mail: sgia@asa.cv
AFS: GVACYOYX
Http: <https://ais.asa.cv>

GEN 0.4 CHECKLIST OF AIP PAGES

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GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1.1.1. Civil Aviation

Civil Aviation Agency (AAC)
Agencia de Aviacao Civil - ACC
P.O. Box 371
Praia
Santiago Island
Republic of Cabo Verde
TEL: +238 2603433
+238 2603431
+238 2603432
Telefax:+238 2611075
e-mail: info@aac.cv
AFS: GVPRYAYX
Http: www.aac.cv

1.1.2. Meteorology

Instituto Nacional de Meteorologia e Geofisica
Aeroporto Amilcar 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

1.1.3. Customs

Direcao Nacional das Receitas de Estado
Direcao Geral das Alfandegas
Av. Amilcar Cabral
Praia
Santiago Island
Republic of Cabo Verde
TEL: +238 2617758
Telefax:NIL
e-mail: helpdesk@dnre.gov.cv
AFS: NIL
Http: www.mf.gov.cv/web/dnre/direca-geral-das-alfandegas

1.1.4. Immigration

Direcao Nacional da Policia Nacional
Direcao de Emigracao e Fronteiras
Praia
Santiago Island
Republic of Cabo Verde
TEL: +238 2611845
Telefax:NIL
e-mail: NIL
AFS: NIL
Http: www.def.policianacional.cv/DNN

1.1.5. Health

Ministerio da Saude e Seguranca Social
Palacio do Governo
P.O. Box 47
Praia
Santiago Island

Republic of Cabo Verde
TEL: +238 2610116
Telefax:NIL
e-mail: NIL
AFS: NIL
Http: www.minsaude.gov.cv

1.1.6. En-route and aerodrome charges

ASA - Empresa Nacional de Aeroportos e Seguranca Aerea
Aeroporto Amilcar Cabral
Espargos
Sal Island
Republic of Cabo Verde
TEL: +238 2419200
Telefax:NIL
e-mail: info@asa.cv
AFS: GVACYGDG
Http: www.asa.cv

1.1.7. Agricultural quarantine

Ministerio da Agricultura e Ambiente
P.O. Box 115
Praia
Santiago Island
Republic of Cabo Verde
TEL: +238 2615713
+238 2615716
Telefax:+238 2614054
e-mail: NIL
AFS: NIL
Http: www.maa.gov.cv

1.1.8. Aircraft accident investigation

Instituto de Prevencao e Investigacao de Acidentes Aeronauticos e Maritimos
Rua Angola
P.O. Box 7603
Mindelo
Sao Vicente Island
Republic of Cabo Verde
TEL: +238 2300992
+238 2603430
Telefax:NIL
e-mail: infor@ipiaam.cv
AFS: NIL
Http: www.ipiaam.cv

1.1.9. Airport Slot Coordination

Slot Coordination Republic of Cabo Verde
NIL
TEL: +238 2419200
+238 2419210
+238 2419220
Telefax: NIL
e-mail: slot.coordination@asa.cv
AFS: NIL
Http: NIL

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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 - ICAO 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 1.5 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 OCEANIC 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 OCEANIC 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 OCEANIC 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 OCEANIC 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

NIL

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GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS / CONVENTIONS

1.6.1. General

A list of civil aviation legislation is mentioned below. It is essential that persons engaged in air operations within the area of responsibility of the Republic of Cabo Verde are acquainted with the relevant regulations.

Official publication of the relevant regulations can be found online at the following website:

Http: www.aac.cv/navsite/legislacao-aac/doc

Copies of the documents may be obtained from:

Agencia de Aviacao Civil - ACC
P.O. Box 371
PRAIA
SANTIAGO ISLAND
Republic of Cabo Verde
TEL: +238 2603433
+238 2603431
+238 2603432
Telefax:+238 2611075
e-mail: info@aac.cv
AFS: GVPYAYX
Http: www.aac.cv

1.6.2. National Legislation on Civil Aviation

<i>References</i>	<i>Contents</i>
Aeronautical Code	Approved by Legislative Decree No. 1 / 2001 of 20 August, as amended by the Legislative Decree No. 4 / 2009 of 7 September - Official Gazette Series I, No. 35
Statutes of Civil Aviation Agency	Approved by Decree - Law No. 28 / 2004, of 12 July, as amended by Decree - Law No. 31 / 2009 of 7 September - Official Gazette Series I, No. 35
Decree - Law No. 14 / 2009 of 25 May approves the National Program for Civil Aviation Security	Republished 10 August, 2009 in Official Gazette Series I, No. 32
Decree - Law No. 46 / 2003 of 10 November	Creates within the Institute of Civil Aeronautics, The National Commission for Air Transport Facilitation and Civil Aviation Security - designated the National Commission FAL / SEC - Official Gazette No. 38
Decree - Law No. 37 / 2006 of 3 July	Approves the Regulation related to entry, overflight and exit of the national territory for foreign aircraft - Official Gazette No. 19
Decree - Law No. 9 / 80, 11 February	Establishes the Oceanic Flight Information Region - Sal Oceanic FIR - Official Gazette No. 6
Resolution No. 1 / 2007 of the Board of Directors of AAC, published in Official Gazette No. 26, II Series, of 4 July 2007	Approves the formula for calculating air navigation en - route fees in the Sal oceanic FIR
Resolution No. 2 / 2007 of the Board of Directors of AAC, published in Official Gazette No. 36, II Series of 12 September 2007	Approves the terminal navigation fees; changes in landing, take - off and parking fees, as well as changes in passengers' fees in international operations
Decree - Law No. 34 / 2009	Establishes search and rescue services for civil aviation to be provided throughout the airspace designated as Sal Search and Rescue Oceanic Region - Official Gazette Series I, No. 37, 21 September
Ordinance No. 34 / 2009 of 28 September	Publishes the Cape Verde Civil Aviation Search and Rescue Region
Decree - Law No. 38 / 2009	Establishes the principles governing the technical investigation, under the responsibility of Cape Verde State, of aircraft accidents and serious incidents and establishes the Commission for the Prevention and Investigation of Aviation Accidents - Official Gazette Series I, No. 38, 28 September
Decree - Law No. 18 / 2009 of 22 June	Establishes the General regime of Aviation Servitudes - Official Gazette Series I, No. 38, 22 June
Decree No. 8 / 96 of 10 December	Approves for adherence of Cape Verde to the Convention on Search and Rescue - in Official Gazette No. 41, Suppl.
Resolution No. 43 / 2002 of 27 May	Approves for Adherence, the Protocol on the Suppression of Unlawful Acts at Airports Serving International Civil Aviation, supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation signed at Montreal on 24 February 1988 - Official Gazette No. 15
Resolution No. 18 / 2003 of 18 August	Publishes the Convention on International Civil Aviation, signed at Chicago on December 7, 1944 - Official Gazette No. 26
Resolution No. 93 / VI / 04, 31 May	Approves for Adherence, the Supplementary Convention to the Warsaw Convention for Unification of Certain Rules Relating to International Carriage by air done by other Entity than the Contractual carrier - Official Gazette No. 16
Resolution No. 101 / VI / 2004, 21 June	Approves for ratification, the Protocol relating to an amendment to paragraph a) of Article 50 of the Convention on International Civil Aviation of 1944, signed on 26 October 1990 - Official Gazette No. 19
Resolution No. 102 / VI / 2004, 21 June	Approves, for ratification, the Protocol relating to an amendment to Article 56 of the Convention on International Civil Aviation, signed on 26 October 1989 - Official Gazette No. 19

<i>References</i>	<i>Contents</i>
Resolution No. 103 / VI / 2004, 21 June	Approves, for Adherence, the Convention for the Unification of Certain Rules for International Carriage by Air, signed at Montreal on May 28, 1999 - Official Gazette No. 19
Decree with Force of Law No. 14 / 76 of 6 July	Air Services Agreement between the Government of the Republic of Cape Verde and the Government of the Republic of Portugal - Official Gazette 27 /76
Decree with Force of Law No. 22 /76 of 27 November	Ratifies the Agreement on Air navigation concluded between the Government of the Republic Cape Verde and the government of the Republic of Portugal - Official Gazette 27 /76
Decree No. 68 /90 of 18 August	Approves the Agreement on Civil Aviation Security between the Government of the Republic of Cape Verde and the Government of the United States of America - Official Gazette No. 33
Decree No. 149 /90 of 22 December	Approves the Agreement between the government of the Republic of Cape Verde and the Kingdom of The Netherlands concerning Air Services and beyond their respective territories - Official Gazette No. 51
Decree No. 4 / 97 of 17 March	Approves the Agreement between the Government of the Republic of Cape Verde and the Government of the former Union of Soviet Republics concerning Air Services - Official Gazette No. 10

1.6.3. Summary of International Agreements / Conventions

NIL

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1.7.1. The list of differences from ICAO standards, recommended practises, and significant differences from procedures is available on the Civil Aviation Authority (AAC) website at: www.aac.cv/navdoc/89 or by contacting the Civil Aviation Authority:

Agencia de Aviacao Civil - ACC
P.O. Box 371
Praia
Santiago Island
Republic of Cabo Verde
TEL: +238 2603433
+238 2603431
+238 2603432
Telefax:+238 2611075
e-mail: info@aac.cv
AFS: GVPYAYX
Http: www.aac.cv

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GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

2.1.1. Units of measurement

The units of measurement shown below will be used by all ground and air operations within the SAL OCEANIC FIR / UIR in accordance with ICAO Annex 5.

Measurement of	Units used
Distance used in navigation, position reporting, etc.	Nautical Miles
Relatively short distances such as those relating to airports (e.g runway length)	Metres
Altitudes, elevations and heights	Metres or Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometres or Metres (visibility of less than 5 KM may be given in Metres)
Altimeter setting	Hectopascal (HPA)
Temperature	Degrees Celsius
Weight	Metric Tons or Kilograms
Time	Hours and Minutes, beginning at midnight UTC

2.1.2. Temporal Reference System

2.1.2.1 Coordinated Universal Time (UTC) is used in the air traffic and communication services and in documents published by the Aeronautical Information Service.

2.1.2.2 The local time for Cabo Verde is: UTC -1 hour.

2.1.3. Horizontal reference datum

2.1.3.1 Name of the reference system

All published geographical coordinates indicating Latitude and Longitude, are expressed in terms of World Geodetic System - 1984 (WGS - 84) Geodetic Reference Datum.

2.1.3.2 Name and parameters of the projection

The projection used is the Lambert Conformal Conic projection.

2.1.3.3 Ellipsoid

The World Geodetic System of 1984 (WGS-84) is used.

2.1.3.4 Datum

The World Geodetic System of 1984 (WGS-84) is used

2.1.3.5 Area of application

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical

Information Service, i.e., the entire territory of the SAL OCEANIC FIR / UIR.

2.1.3.6 Use of an Asterisk to identify published geographical coordinates

An asterisk (*) will be used to identify those published geographical coordinates which have been transformed into WGS - 84 coordinates but whose accuracy of original field work does not meet the requirements in ICAO Annex 11, Chapter 2, and ICAO Annex 14 Volumes I and II Chapter 2. Specifications for determination and reporting of WGS - 84 coordinates are given in ICAO Annex 11, Chapter 2, and in ICAO Annex 14, Volumes I and II, Chapter 2.

2.1.4. Vertical reference system

2.1.4.1 Name / designation of the system

The vertical reference system corresponds to mean sea level (MSL).

2.1.4.2 Geoid model

The geoid model used for height transformation is the Earth Gravitational Model 2008 (EGM08).

2.1.5. Aircraft nationally and registration marks

The nationality mark for aircraft registered in Cabo Verde are the letters D4. The nationality mark is followed by a hyphen and a registration mark consisting of 3 letters, e.g. D4 - ABC.

2.1.6. Public holidays

New Years Day	01 January
Freedom's Day	13 January
National Heroes Day	20 January
Good Friday*	Friday before Easter

Labour Day	01 May
Children Day	01 June
Independence Day	05 July
Saint's Day	15 August
All Saint's Day	01 November
Christmas Day	25 December

Note: Air traffic services are not affected.

Note: Dates of public holidays with an asterisk (*) will change yearly.

GEN 2.4 LOCATION INDICATORS

The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.

1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
FOGO ISLAND / SAO FILIPE*	GVSF	GVAC	SAL ISLAND / AMILCAR CABRAL
MAIO ISLAND / MAIO*	GVMA	GVBA	RABIL / ARISTIDES PEREIRA
PRAIA / NELSON MANDELA	GVNP	GVMA	MAIO ISLAND / MAIO*
RABIL / ARISTIDES PEREIRA	GVBA	GVNP	PRAIA / NELSON MANDELA
SAL ISLAND / AMILCAR CABRAL	GVAC	GVSC	SAL OCEANIC FIR
SAL OCEANIC UIR	GVSC	GVSC	SAL OCEANIC UIR
SAL OCEANIC FIR	GVSC	GVSF	FOGO ISLAND / SAO FILIPE*
SAO NICOLAU ISLAND / PREGUICA*	GVSN	GVSN	SAO NICOLAU ISLAND / PREGUICA*
SAO PEDRO / CESARIA EVORA	GVSV	GVSV	SAO PEDRO / CESARIA EVORA

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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 OCEANIC 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

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: https://ais.asa.cv

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 OCEANIC 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**

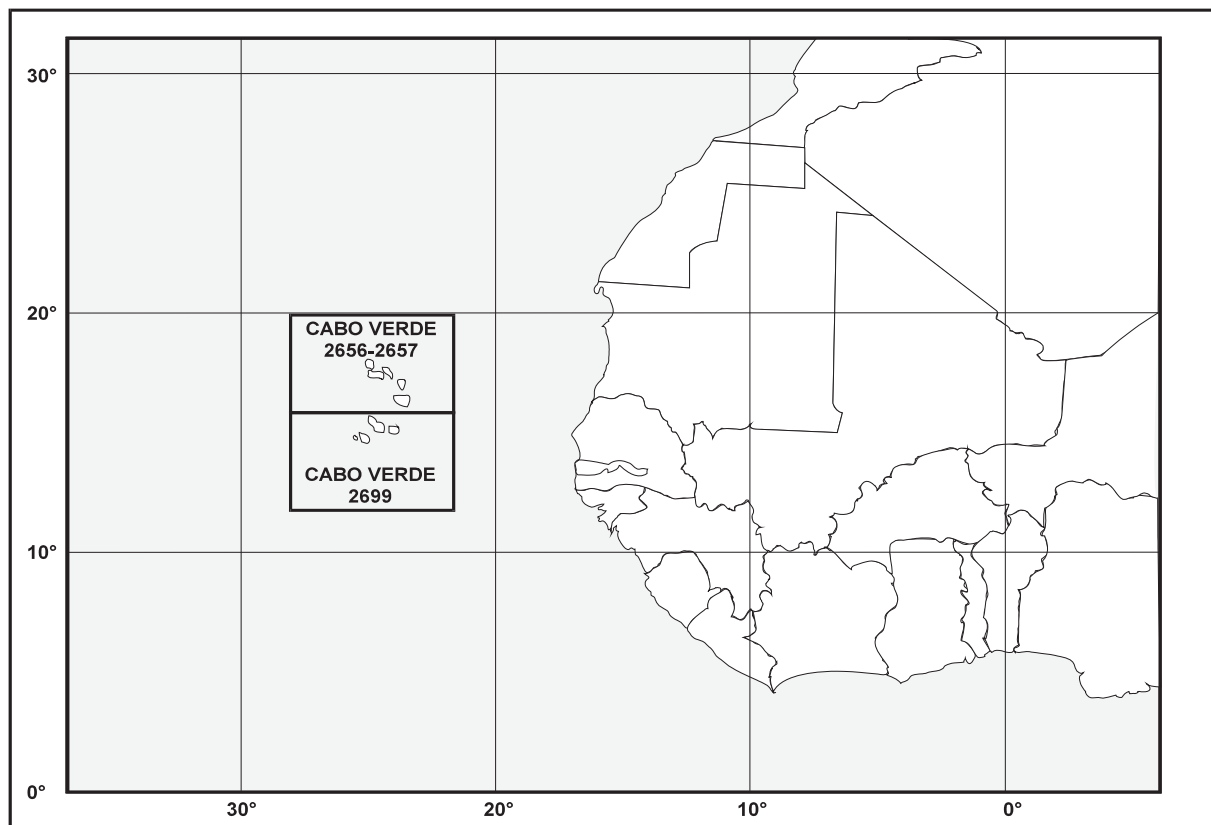
This supplementary chart provides flight crew with detailed information to facilitate the ground movement of aircraft between the taxiway and the aircraft stands and the parking / docking of aircraft.

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 OCEANIC 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 OCEANIC 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 OCEANIC 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).

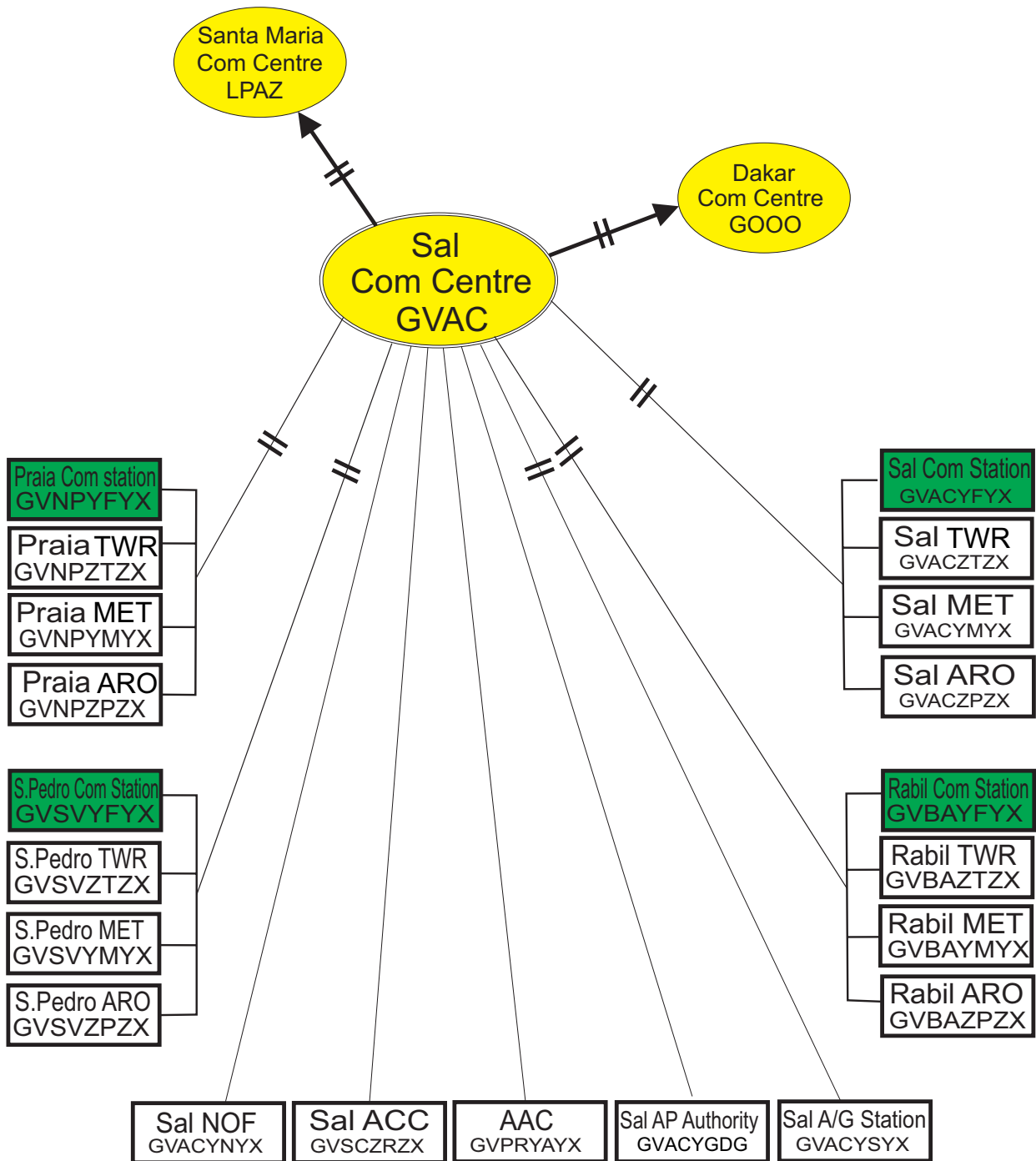
3.4.4. Requirements and conditions

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 OCEANIC 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 OCEANIC 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 OCEANIC FIR / UIR
- by the ATS unit for their own area of responsibility.

3.5.9. Other automated meteorological services

Table GEN 3.5.9 Other automated meteorological services

<i>Service name</i>	<i>Information available</i>	<i>Area, route and airport coverage</i>	<i>Telephone and telefax numbers Remarks</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
National Institute of Meteorology and Geophysics	TAF, METAR, Satellite imagery, Analysis charts of MSL Pressure FCST charts WINTEN FL 180, 300, 390, SGWX, Aviation WX WRNG.	SAL OCEANIC FIR / UIR	TEL: +238 2411658 +238 2411276 Telefax:+238 2411294 Administrative Services 09:00 - 17:00

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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:

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

3.6.2. Area of Responsibility

The search and rescue service is responsible for SAR operations within SAL OCEANIC 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.

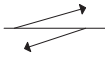
3.6.6.3 Search and Rescue Signals

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

GEN 4.2 AIR NAVIGATION SERVICES CHARGES

4.2.1. Approach Control

The Terminal Area Navigation Charge (TNC) is a counterpart for the provision of air navigation services, for each air traffic control operation for the approach and landing of national or foreign aircraft.

Air operators in approach and landing operations at aerodromes and airport are required to pay the terminal navigation charge.

The terminal air navigation charge is applied for each aircraft in an approach and landing operation, directly its maximum take - off weight, according to the following table:

MTOW	CHARGES IN CVE
Up to 10 tonnes	2500
> 10 up to 25 tonnes	3500
> 25 up to 129 tonnes	12500
> 129 tonnes	20000

4.2.2. Route Air Navigation Services

Air navigation charge en - route in the SAL OCEANIC FIR / UIR is a counterpart for the provision of air traffic control air navigation services to air operator overflying the space managed by the Republic of Cabo Verde.

Airline operators that use the SAL OCEANIC FIR / UIR in their operation are required to pay the air navigation en - route charge.

The en - route air navigation charge is applied to each aircraft using the SAL OCEANIC FIR / UIR, considering the maximum take - off weight bands (rounded up), the distance segments and the charging coefficients.

The charge relative to each flight will be determined by multiplying the respective flight coefficient by a unit rate of 2300 CVE. The flight coefficient is determined from the maximum take - off weight and the total distance flown in SAL OCEANIC FIR / UIR as per the table below:

En - route Charges - Coefficient Determination			
	Service unit rate: 2300 CVE		
Maximum take - off weight	Distance (KM)		
	<700	700 - 1000	>1000
	Flight Coefficient		
<5 tonnes	0.5	1	1.5
5 - 19 metric ton	1	2	3
20 - 49 metric ton	2	4	8
50 - 139 metric ton	3	6	12
140 - 199 metric ton	10	20	40
200 - 269 metric ton	14	28	56
270 - 349 metric ton	18	36	72
350 - 439 metric ton	22	44	88
>440 metric ton	25	50	100

4.2.3. Cost basis for Air Navigation Services and exemptions / reductions

4.2.3.1 Exemptions

4.2.3.1.1 Approach control

The following are exempt from Terminal Air Navigation Charges:

- The operations carried out in an exclusive transport service of Heads of State or Government, as well as ministers, on official travel, whenever, in any of these cases, the respective status is indicated in the flight plan, under agreements of reciprocity of treatment, after confirmation by the services of the Ministry of Foreign Affairs in terms of their competence in the matter;
- Operations carried out by military or other aircraft, on an official military mission, under special agreements binding the Republic of Cabo Verde, after confirmation by the services of the Ministry of Foreign Affairs or the Ministry of National Defence, as the case may be, in the terms of their respective competences;
- Aircraft in search and rescue operations, in humanitarian, scientific missions or in service of the entity providing air navigation services or the managing entity of aerodromes;
- Aircraft that make landings for reasons of forced return to the aerodrome, justified by reasons of technical or meteorological nature or another majeure, duly proven, when they have not used another aerodrome.

4.2.3.1.2 Reductions

Not applicable.

4.2.4. Methods of Payment

4.2.4.1 The International Air Transport Association (IATA) will undertake billing and collection of the Terminal Area Navigation (TNC) and En - route Air Navigation Charges on behalf of ASA - Aeroportos e Seguranca Aerea - S.A., except for users of Republic of Cabo Verde airports on occasional / non - scheduled flights that will be invoiced and charges collected by ASA - Aeroportos e Seguranca Aerea - S.A. at the respective aerodrome before departure.

4.2.4.2 Users of Republic of Cabo Verde airports on domestic flights will be invoiced and Terminal Area Navigation Charges (TNC) collected directly by ASA - Aeroportos e Seguranca Aerea - S.A..

4.2.4.3 The following credit cards will be accepted:

VISA, Master Card, Diners Club and American Express:

- Sal Island / Amilcar Cabral Airport (GVAC)
- Praia / Nelson Mandela Airport (GVNP)

VISA, Master Card and American Express:

- Sao Pedro / Cesaria Evora Airport (GVSV)
- Rabil / Aristides Pereira Airport (GVBA)

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ENR 1. GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

The air traffic rules and procedures applicable to air traffic in SAL OCEANIC FIR / UIR conform to ICAO Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the Procedures for Air Navigation Services - Rules of the Air and Air Traffic Management applicable to aircraft and of the Regional Supplementary Procedures applicable to the SAM Region, except for the difference listed in **GEN 1.7**.

1.1.1. Minimum Safe Heights

Aircraft shall not be flown below the minimum safe height except when necessary for the take - off and landing. The minimum safe height is the height at which neither an unnecessary noise disturbance nor unnecessary hazards to persons and property in the event of an emergency landing are to be feared; however, over cities, other densely populated areas and assemblies of persons, this height shall be at least 300 M (1000 FT) above the highest obstacle within a radius of 600 M, and elsewhere at least 150 M (500 FT) above ground or water. Gliders and balloons may be operated below a height of 150 M is necessary for the kind of operation and if danger to persons and property is not to be feared. Aircraft shall not be flown below bridges and similar constructions nor below overhead lines and antennas. For flight conducted for special purposes, the local aeronautical authority may grant exceptions.

1.1.2. Dropping of objects

The dropping or spraying of objects or other substances out from aircraft is prohibited. This does not apply to ballast in the form of water or fine sand, fuel, tow ropes, tow banners and similar objects if dropped or discharged at places where no danger to persons or property exists. The local aeronautical authority may grant exemptions to the interdiction if no danger to persons or property exist. The dropping of mail is controlled by the Postal Authority or by the designated unit, in agreement with the aeronautical authority.

1.1.3. Acrobatic flights

Acrobatic flights are only permitted in visual meteorological conditions and with the explicit consent of all persons on board. Acrobatic flights are prohibited at heights of less than 450 M (1500 FT) as well as over cities, other densely populated areas, assemblies of persons, and airports. The local aeronautical authority may grant exemptions in individual cases. Acrobatic flights conducted in the vicinity of aerodromes without an ATS unit require special permission in addition to the air traffic control clearance.

1.1.4. Towing and advertising flights

1.1.4.1 Advertising flights with towed objects require permission from the local aeronautical authority in the area in which the applicant is a resident. Permission shall be granted only if:

- a) The pilot holds the rating for towing;
- b) The aircraft is equipped with a calibrated barograph for recording altitudes during flight;
- c) During the proposed flight not more than three aircraft are flying in formation, in which case a distance of at least 60 M shall be maintained both between the towed object of the preceding aircraft and the following aircraft, as well as between the aircraft;
- d) The legal liability insurance also explicitly covers the towing of objects.

1.1.4.2 The above applies to the towing of objects for other than advertising purposes and subparagraph does not apply to aerial work of rotorcraft. Towing gliders does not require permission, as the rating for towing will suffice. For reasons of public safety or order and in particular for noise abatement, the authority granting permission

may impose conditions. This authority may assign higher minimum safe heights and impose time limitations.

1.1.4.3 Advertising flights, where advertising consists only of inscriptions on the aircraft, do not require permission. Flights for advertising with acoustical means are prohibited.

1.1.5. Times and units of measurement

Co - ordinated Universal Time (UTC) and the prescribed units of measurement shall be applied to flight operations. ASA - Aeroportos e Seguranca Aerea - S.A. - EP acting under delegated authority of the Minister of Infrastructure and Transport (Ministerial Resolution from 13th November 1995 published in "Boletim Oficial n° 45 - 1 serie" on 29th December 1995) will establish the units of measurement to be used and they will be published in the Aeronautical Information Publication (AIP).

1.1.6. Airspace structure

For the performance of the flight information service and the alerting service, ASA - Aeroportos e Seguranca Aerea - S.A. establishes flight information regions which are published in the AIP. Within the flight information regions, ASA - Aeroportos e Seguranca Aerea - S.A. establishes the controlled and uncontrolled airspace according to the extent of air traffic service maintained there, on the basis of classification described in section **ENR 1.4**. Within controlled airspace, VFR flights may be prohibited completely or partly by the air traffic services with regard to the limitations of space and time if urgently required by the degree of intensity of air traffic subject to air traffic control.

1.1.7. Prohibited areas and flight restrictions

ASA - Aeroportos e Seguranca Aerea - S.A., acting under delegated authority of the Minister of Infrastructure and Transport, establishes prohibited and restricted areas, if necessary, for the prevention of danger to public safety or order, especially for the safety of air traffic. The areas will be published in the AIP.

1.1.8. Cloud flights with gliders

Cloud flights with gliders may be permitted by the air traffic services if the safety of air traffic can be maintained by appropriate measures. Conditions may be attached to the permission.

1.1.9. Take - offs and landings of aeroplanes, rotorcraft, airships, powered gliders, gliders and parachutists outside aerodromes admitted for them

1.1.9.1 For take - offs and landings of aeroplanes, rotorcraft and airships, permission from the local authority is required. For take - offs of powered gliders and gliders outside designated aerodromes, permission from the local aeronautical authority is required; however, for landings of powered gliders and gliders on a cross - country flight, permission is not required. This is to be applied analogously to landings of parachutists outside designated aerodromes.

1.1.9.2 The authority granting permission may ask the applicant to produce evidence of the consent of the terrain owner or other entitled parties.

1.1.10. Ascents of balloons, kites, self - propelled flying models and flying bodies

1.1.10.1 The ascent of a manned free balloon outside aerodromes admitted for balloon ascents requires permission from

the local aeronautical authority.

1.1.10.2 The ascent of captive balloons is permitted only with the content of the local aeronautical authority. For kites, this consent is required if they are held by a rope of more than 100 M (300 FT) in length. Kite ascent within the construction restricted zone of airports as well as within a distance of less than 3 KM from the boundary of airfields and gliding sites are prohibited. The local aeronautical authority may grant exemptions.

1.1.10.3 The mooring rope of captive balloons and kites, the ascent of which requires permission, shall be marked, at spacings of 100 M (300 FT) by red / white flags during the day, and by red and white lights at night, in such a manner that it is recognisable to other aircraft from all directions.

1.1.10.4 The ascent of flying models of less than 5 KG total weight requires no permission, with the exception of rocket - propelled models. The operation of flying models with combustion engines within a distance of less than 1.5 KM from housing areas is permitted only with the consent of the local aeronautical authority. The same applies to flying models of all types within a distance of less than 1.5 KM from the boundary of aerodromes. The operation of all types of flying models on aerodromes is permitted only with the consent of the air traffic services.

1.1.11. Clearance before entering Class C airspace

Within the SAL OCEANIC FIR / UIR, all aircraft operating in Class G airspace intending to enter Class C airspace shall contact ATC and obtain clearance prior to enter Class C airspace.

1.1.12. Requirements for read back of ATC clearance

The flight crew shall read back to the air traffic controller safety related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back:

- a) ATC route clearances;
- b) Clearances and instructions to enter, land on, take - off from, hold short of, cross and back track on any runway;
- c) Runway in use, altimeter settings, SSR code, level instructions, heading and speed instructions, weather issued by controller or contained in ATIS broadcast and transition levels.

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 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 OCEANIC 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 OCEANIC 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 OCEANIC 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 OCEANIC 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.

Table 1.4.2: ATS airspace Classifications (Uncontrolled)

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima	Speed limitation*	Radio communication requirement	ATC clearance
F**	IFR	IFR from IFR as practical	Air traffic advisory service, flight information service	Not applicable	250 KT IAS below 3050 M (10000 FT) AMSL	Continuous two-way	No
	VFR	NIL	Flight Information Service	8 KM at and above 3050 M (10000 FT) AMSL, 1500 M horizontal; 300 M vertical distance from cloud. At and below 900 M AMSL or 300 M above terrain whichever is higher - 5 KM*** clear of cloud and in sight of ground or water.	250 KT IAS below 3050 M (10000 FT) AMSL	No	No
G	IFR	NIL	Flight Information Service	Not applicable	250 KT IAS below 3050 M (10000 FT) AMSL	Continuous two-way	No
	VFR	NIL	Flight Information Service	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. At and below 900 M AMSL or 300 M above terrain whichever is higher - 5 KM***, clear of cloud and in sight of ground or water	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 OCEANIC 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.

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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 OCEANIC 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 OCEANIC 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 OCEANIC 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 OCEANIC 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 OCEANIC 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

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	35000				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 OCEANIC FIR / UIR airspace

1.8.1.1 Introduction

On 22 / 09 / 11 FANS 1 / A services were implemented over the SAL OCEANIC 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 OCEANIC 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 OCEANIC 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 OCEANIC 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 OCEANIC FIR / UIR towards CANARIES, DAKAR and SANTA MARIA ACC's.

1. Traffic departing from airports inside SAL OCEANIC 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 OCEANIC 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 OCEANIC 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 OCEANIC 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 OCEANIC 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 OCEANIC 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 OCEANIC 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

Date / time group, originator indicator.

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

1.9.2.1 Flow control execution message.

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

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

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

1.9.2.1.2 Due to (reason for restriction).

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

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

1.9.2.1.5 Flight level(s) concerned

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:

1.9.2.1.6 SAL ATFM Unit

The Slot Coordination must be copied in all messages.

1.9.2.1.7 Communication and slot request procedure (indicate

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

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

1.10.1.1 General

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

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

1.10.1.2 Time of submission

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.

1.10.1.3 Place of submission

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

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:

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

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

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

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

1.10.1.4 VFR flight plan for alerting service only

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

1.10.1.5 Contents and form of a flight plan

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 followed.

1.10.1.6 Adherence to ATS route structure

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.

1.10.1.7 Authorisation for special flights

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:

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

1.10.1.8 Maximum cruising levels for short - range flights

NIL

1.10.2. Repetitive flight plan system

Not applicable

1.10.2.1 Incidental changes and cancellations of RPL

NIL

1.10.2.2 Delay

NIL

1.10.2.3 ATS messages

NIL

1.10.3. Changes to the submitted flight plan

1.10.3.1 General changes

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.

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.

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 OCEANIC 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 OCEANIC 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 OCEANIC 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 OCEANIC FIR / UIR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM exit point.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Flight movement messages relating to traffic into or via SAL OCEANIC FIR shall be addressed as stated below in order to warrant correct relay and delivery.

Note: Flight movement message in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (ICAO PANS-ATM, Doc 4444, Chapter 11, paragraph 11.1.3 (a) refers).

Category of flight (IFR, VFR or both) 1	Route (into or via FIR / UIR and / or TMA) 2	Message address 3
All Flights (IFR / VFR)	into or via SAL OCEANIC FIR / UIR	GVSCZQZX GVACYSYX GVACFDPX
All Flights (IFR / VFR)	Outbound from any of the INTL airports located within the SAL TMA	GVACZPZX GVNPZPZX GVBAZPZX GVSZPZX Depending on the aerodrome of departure

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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;

1.14.3.1.2.1 For confirming a report of an incident made initially as in 1.14.3.1.1 above, or for making the initial report on such an incident if it had not been possible to report it by radio;

1.14.3.1.2.2 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 OCEANIC FIR / SAL OCEANIC UIR</p> <p>240000N 0250000W - 200000N 0200000W - 150000N 0200000W - 125800N 0212200W - 134000N 0242100W - 170000N 0373000W</p> <p>FIR</p> <p><u>GND / MSL</u> FL 245</p> <p>UIR</p> <p><u>UNL</u> 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><u>UNL</u> 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><u>FL 245</u> 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 (164412.03N 0225703.67W), VOR / DME SNT (145620.74N 0232855.64W) and NDB SVT (164944.96N 0250352.65W) and the external tangents joining these arcs.</p> <p><u>FL 245</u> <u>700 FT</u></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 Ministerio da Saude e Seguranca Social / 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.

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 0225704W								

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 0225704W								
		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 0225704W								

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 0225704W									

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 0225704W						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 0225704W						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 0225704W						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 0225704W						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							

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	0225704W					

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	0225704W					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	0225704W					
		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	0225704W					

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)	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	0225704W			
(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 164412.03N 0225703.67W	203 (RWY 01)	RIGHT	NIL	5000 FT	1 MIN	AMILCAR CABRAL ATS 119.700 MHZ 121.500MHZ
CVS VOR / DME 164412.03N 0225703.67W	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. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

<i>Name of station (VAR) (VOR: Declination)</i>	<i>ID</i>	<i>FREQ (CH)</i>	<i>Hours of operation</i>	<i>Coordinates</i>		<i>ELEV DME Antenna</i>	<i>Remarks</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>		<i>6</i>	<i>7</i>
BOA VISTA / RABIL NDB (11°W)	BVT	341 KHZ	H24	160803.40N	0225317.00W	NIL	Coverage: 50 NM
PRAIA / NELSON MANDELA VOR / DME (11°W)	SNT	116.600 MHZ (CH 113X)	H24	145620.74N	0232855.64W	333 FT / 101 M	Coverage: 200 NM / FL 500
SAL / AMILCAR CABRAL VOR / DME (10°W)	CVS	115.300 MHZ (CH 100X)	H24	164412.03N	0225703.67W	196 FT / 60 M	Coverage: 200 NM / FL 500
SAO VICENTE NDB (11°W)	SVT	333 KHZ	H24	164944.96N	0250352.65W	NIL	Coverage: 50NM

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4	Secondary power supply / switch - over time	SPS to all lighting at AD According to Standards
5	Remarks	NIL

GVAC 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
7	Remarks	NIL

GVAC AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	SAL CTR Area delimited by two arcs of circle 20 NM centred on 164415.32N 0225700.06W Sal Island / Amilcar Cabral (ARP) and 160814N 0225319W Rabil / Aristides Pereira (ARP)
2	Vertical limits	GND / MSL - FL 85
3	Airspace classification	Class C
4	ATS unit call sign Language(s)	SAL APPROACH, AMILCABRAL TOWER English, Portuguese
5	Transition altitude	7000 FT
6	Hours of applicability	H 24
7	Remarks	NIL

GVAC 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
ACC & RADAR	SAL CONTROL	126.400 MHZ 128.300 MHZ 127.100MHZ	NIL	NIL	H 24 H 24 H 24	TMA Sector North Sector South Sector
A / G	SAL RADIO	3452 KHZ 6535 KHZ 8661 KHZ 13357 KHZ 17955 KHZ 2854 KHZ 5565 KHZ 11291 KHZ	NIL	NIL	H 24 H 24 H 24 H 24 H 24 H 24 H 24 H 24	AFI - 1 / SAT - 1 SAT - 1 / AFI - 1 SAT - 1 / AFI - 1 SAT - 1 / AFI - 1 SAT - 1 / SAT - 2 / AFI - 1 SAT - 2 SAT - 2 SAT - 2
APP & RADAR	SAL APPROACH	126.400 MHZ 121.500 MHZ	NIL	NIL	H 24 H 24	Emergency
TWR	AMILCABRAL TOWER	119.700 MHZ 121.500 MHZ	NIL	NIL	H 24 H 24	Emergency

GVAC 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 (10°W)	CVS	115.300 MHZ 100X	H 24 H 24	164412.03N 0225703.67W	NIL 60 M (196 FT)	NIL	Coverage: 200 NM / FL 500
NDB	SAL	274 KHZ	H 24	164206.35N 0225655.36W	NIL	NIL	Coverage: 350 NM
ILS LOC RWY 01 (10°W)	SL	109.900 MHZ	H 24	164513.98N 0225656.67W	NIL	NIL	CAT 1: MM 0.57 NM OM 4.27 NM from THR 01
ILS GP RWY 01		338.8 KHZ	H 24	164336.41N 0225651.94W	NIL	NIL	Angle: 3°
ILS MM		75 KHZ	H 24	164251.96N 0225655.66W	NIL	NIL	Hight of point reference 38.9 M (127.7 FT)
ILS OM		75 KHZ	H 24	163911.45N 0225653.55W	NIL	NIL	Hight of point reference 12.6 M (41.6 FT)

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 marshalls 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 marshalls.

GVAC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

GVAC AD 2.22 FLIGHT PROCEDURES

1. General

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.

1.1 Radar Vectoring Area

NIL

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

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 - 2500 FT
- South sector between R090 and R270 - 1700 FT
- NW sector between R270 and R360 - 2000 FT

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

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.

3.4 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

3. Radar procedures within SAL CTR

4. Procedures for VFR flights within SAL CTR

3.1 Radar vectoring and sequencing:

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

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

- 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.

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.

- 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

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 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 FLIGHT PROCEDURES**, Procedures for IFR flights within SAL CTR.

4. Procedures for VFR flights within SAL CTR

See **GVAC AD 2.22 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 (333 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

1. Concentration of birds

Concentration of birds at the airport with a predominance of the species: Pigeons during the day and owls at night.

Locations: Along almost the entire length of runway 21 and 03 with higher incidence at the threshold of runway 03 (APPROACH).

GVSV AD 2.14 APPROACH AND RUNWAY LIGHTING

<i>RWY Designator</i>	<i>APCH LGT type LEN INTST</i>	<i>THR LGT colour WBAR</i>	<i>VASIS (MEHT) PAPI</i>	<i>TDZ LGT LEN</i>	<i>RWY CL LGT LEN, spacing, colour, INTST</i>	<i>RWY edge LGT LEN, spacing, colour INTST</i>	<i>RWY end LGT colour WBAR</i>	<i>SWY LGT LEN colour</i>	<i>Remarks</i>
1	2	3	4	5	6	7	8	9	10
06	NIL	green	PAPI Left 3° (54 FT / 16 M)	NIL	NIL	white, 60 M	red	NIL	NIL
24	NIL	green	NIL	NIL	NIL	white, 60 M	red	NIL	NIL

GVSV AD 2.15 OTHER LIGHTING SECONDARY POWER SUPPLY

1	<i>ABN / IBN location, characteristics and hours of operation</i>	ABN at tower building, ALT FLG G / W every 5 SEC, HO - IMC W 7850 CD G 7850 CD
2	<i>LDI / Anemometer / WDI location and LGT</i>	LDI: NIL Anemometer: NIL WDI: Left side of RWY 06 and right side of RWY 24 / NIL
3	<i>TWY ledge and CL lighting</i>	TWY A: edge TWY B: edge TWY C: edge
4	<i>Secondary power supply / switch - over time</i>	Secondary power supply to all lighting at AD / 7 SEC
5	<i>Remarks</i>	NIL

GVSV AD 2.16 HELICOPTER LANDING AREA

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

GVSV AD 2.17 ATS AIRSPACE

1	<i>Designation and lateral limits</i>	SAO VICENTE CTR Circle 25 NM centred on 165001N 0250316W (Sao Pedro / Cesaria Evora ARP)
2	<i>Vertical limits</i>	GND / MSL - FL 105
3	<i>Airspace classification</i>	Class C
4	<i>ATS unit call sign Language(s)</i>	SAN VICENTE TWR English, Portuguese
5	<i>Transition altitude</i>	7000 FT
6	<i>Hours of applicability</i>	07:00 - 23:00
7	<i>Remarks</i>	No night circuits are permitted

GVSV AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Call sign</i>	<i>Channel(s)</i>	<i>SATVOICE number(s)</i>	<i>Logon address</i>	<i>Hours of operation</i>	<i>Remarks</i>
1	2	3	4	5	6	7
APP / TWR	SAN VICENTE TWR	118.400 MHZ 121.500 MHZ	NIL	NIL	HO HO	NIL Emergency

GVSV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid, MAG VAR Type of supported OPS (For VOR / ILS give declination)</i>	<i>ID</i>	<i>Frequency(ies) Channel number(s) service provider RPI</i>	<i>Hours of operation</i>	<i>Position of transmitting antenna coordinates</i>	<i>Elevation of the transmitting antenna of DME, GBAS reference point</i>	<i>Service volume radius from GBAS reference point</i>	<i>Remarks</i>
1	2	3	4	5	6	7	8
NDB 11°W	SVT	333 KHZ	H 24	164944.96N 0250352.6 5W	NIL	NIL	NIL
ILS LLZ 11°W	SP	109.700 MHZ	H 24	165028.5N 0250238.3W	NIL	NIL	NIL