Tel: +238 2412502
Fax: +238 2413264
Email: sgia@asa.cv
AFTN: GVACYOYX

REPUBLIC OF CABO VERDE

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

AIRAC
AIP AMDT 04/2024

Publication: **21 MAR 2024**
Effective from: **18 APR 2024**

This AIRAC AMDT contains:

GEN 0.4	
GEN 2.5	Updated.
ENR 1.9	GVNP and GVBA ARO contact updated.
ENR 1.10	GVBA ARO contact updated.
ENR 2.1	Remarks and Airway included.
ENR 3.1	Remarks and Airspace classification included.
ENR 3.2	Remarks and Airspace classification included.
ENR 4.1	Template updated.
ENR 5.4	Obstacle GVAC001 removed.
AD 1.1	Typo corrected.
AD 1.3	Updated.
GVAC AD 2	Obstacle GVAC001 removed. Taxiway designation updated.
GVBA AD 2	Strip dimensions updated. Strength (PCN) and surface of RWY updated. AERODROME OBSTACLE CHART RWY 03 updated. AERODROME CHART updated. AIRCRAFT PARKING / DOCKING CHART updated.
GVNP AD 2	Approach Light and Runway Lighting updated.
GVSV AD 2	AD 2.23 updated.

1.

DESTROY			INSERT		
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	1.1-1	08 SEP 2022		1.1-1	18 APR 2024
	1.5-1	08 SEP 2022		1.5-1	18 APR 2024
	1.6-1	08 SEP 2022		1.6-1	18 APR 2024
	1.7-1	08 SEP 2022		1.7-1	18 APR 2024
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	3.1-3	19 MAY 2022		3.1-3	18 APR 2024
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	1.9-2	19 MAY 2022		1.9-2	18 APR 2024
	1.10-1	01 DEC 2022		1.10-1	18 APR 2024
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	2.1-2	22 FEB 2024		2.1-2	18 APR 2024
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	3.1-7	22 FEB 2024		3.1-7	18 APR 2024
	3.1-8	22 FEB 2024		3.1-8	18 APR 2024
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	3.1-10	22 FEB 2024		3.1-10	18 APR 2024
	3.1-11	22 FEB 2024		3.1-11	18 APR 2024
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GVBA AD 2-11	19 MAY 2022	GVBA AD 2-11	18 APR 2024
GVBA AD 2-12	19 MAY 2022	GVBA AD 2-12	18 APR 2024
GVNP AD 2-1	30 NOV 2023	GVNP AD 2-1	18 APR 2024
GVNP AD 2-4	30 NOV 2023	GVNP AD 2-4	18 APR 2024
GVNP AD 2-5	30 NOV 2023	GVNP AD 2-5	18 APR 2024
GVNP AD 2-6	30 NOV 2023	GVNP AD 2-6	18 APR 2024
GVSV AD 2-7	19 MAY 2022	GVSV AD 2-7	18 APR 2024

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	A0053/23, A0054/23

- END -

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AD 2-31	30 NOV 2023
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MAIO ISLAND / MAIO	
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FOGO ISLAND / SAO FILIPE	
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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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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 3.2** 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: GVPRYAYX
Http: www.aac.cv

1.6.2. National Legislation on Civil Aviation

References	*Contents*
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

References	Contents
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: GVPRYAYX
Http: www.aac.cv

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GEN 2.4 LOCATION INDICATORS

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

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

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

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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	*Station name*	*Aid*	*Purpose*
BVT	BOA VISTA / RABIL	NDB	AE
CVS	SAL / AMILCAR CABRAL	VOR/DME	AE
NCL	SAO NICOLAU	L	A
PRA	PRAIA	NDB	A
SL	SAL ILS	ILS	A
SNT	PRAIA	VOR/DME	AE
SP	SAO VICENTE LLZ	LOC	A
SVT	SAO VICENTE	NDB	E

Station name	*Aid*	*ID*	*Purpose*
BOA VISTA / RABIL	NDB	BVT	AE
PRAIA	NDB	PRA	A
PRAIA	VOR/DME	SNT	AE
SAL / AMILCAR CABRAL	VOR/DME	CVS	AE
SAL ILS	ILS	SL	A
SAO NICOLAU	L	NCL	A
SAO VICENTE	NDB	SVT	E
SAO VICENTE LLZ	LOC	SP	A

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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 ASA - Aeroportos e Seguranca Aerea - S.A., through the Aeronautical Information Management Service (SGIA) - AIS / MAP.

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

ASA - Aeroportos e Seguranca Aerea - S.A.
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: ais.asa.cv

3.1.1.4 International NOTAM Office (NOF)

ASA - Aeroportos e Seguranca Aerea - S.A.
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: 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 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

3.1.4. AIRAC system

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

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

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

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

3.1.5. Pre - flight information service at aerodromes / heliports

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

ARO Unit / hours of Service	Telephone	Telefax	AFTN
Sal Island / Amilcar Cabral H24	+238 2411309	+238 2411309	GVACZPZX
Praia / Nelson Mandela H24	+238 2633471	NIL	GVNPZPZX
Rabil / Aristides Pereira 09:00 - 19:00	+238 2511070	+238 2511193	GVBAZPZX

Sao Pedro / Cesaria Evora 07:00 - 23:00	+238 2323716	+238 2323716	GVSVZPZX

3.1.5.1 A pre - flight information service unit is available at all ATS Reporting Offices (ARO's), covering areas of its responsibility.

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

For IFR or VFR flight:

– Route type PIB
– Aerodrome type PIB
– Area type PIB
– Navigation Warnings

Note:

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

3.1.6. Digital data sets

To be developed

GEN 3.2 AERONAUTICAL CHARTS

3.2.1. Responsible service

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

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

3.2.2. Maintenance of charts

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

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

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

3.2.3. Purchase arrangements

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

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

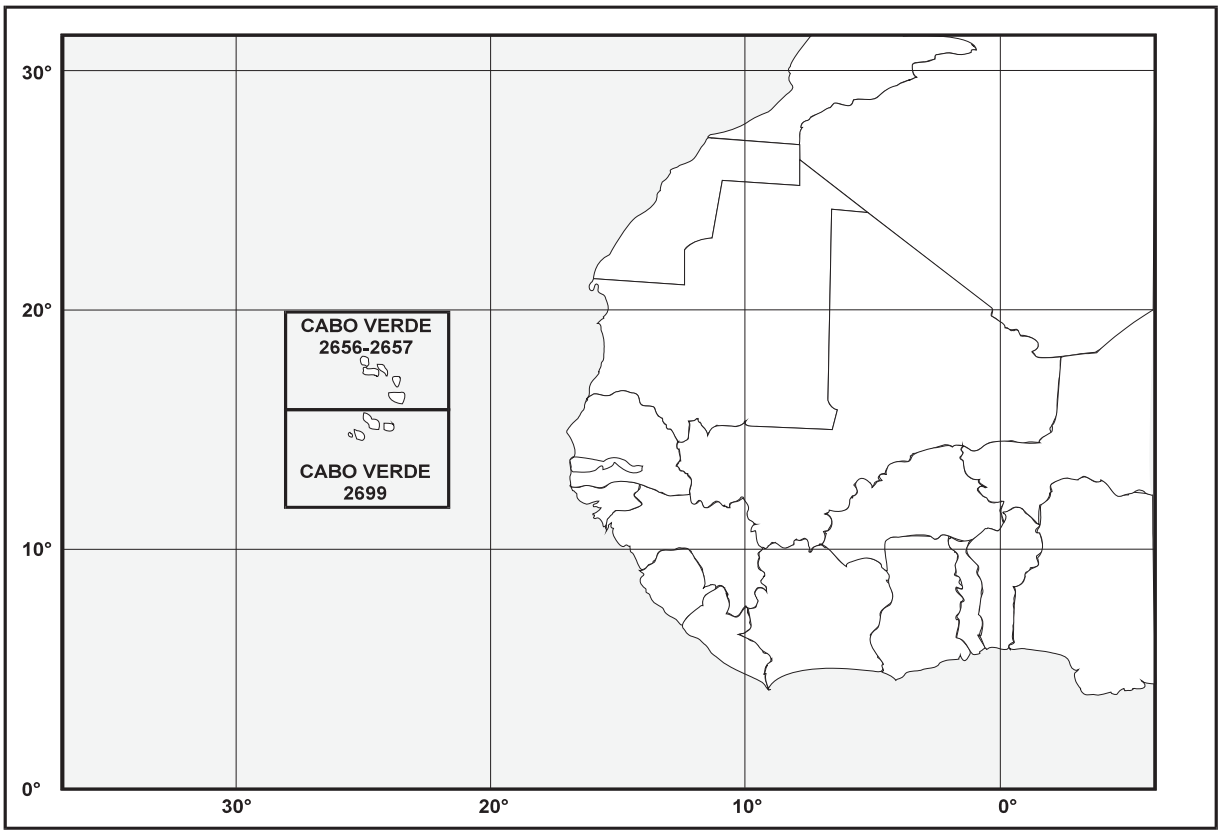
This supplementary chart provides flight crew with detailed information to facilitate the ground movement of aircraft between the taxiway and the aircraft stands and the parking / docking of aircraft.

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 3.5 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 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

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

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES

PROVISION OF RADAR SERVICES WITHINN 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 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 7600. 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 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 1.9 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

1.9.1.1 **Service area**

NIL

1.9.1.2 **Service provided**

NIL

1.9.1.3 **Location of unit**

NIL

1.9.1.4 **Hours of operation**

NIL

1.9.1.5 **Remarks**

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:

1.9.1.5.1.1 Issuance of flow management messages.

1.9.1.5.1.2 Flow regulation.

1.9.1.5.1.3 Time - slot procurement.

1.9.1.5.1.4 Co - ordination with adjacent ATFMU's.

1.9.2. Types of flow messages and descriptions of the formats

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*

All messages will be preceded by:

Priority indicator

Date / time group, originator indicator.

1.9.2.1 Flow control execution message.

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

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

1.9.2.1.6 SAL ATFM Unit

1.9.2.1.7 Communication and slot request procedure (indicate normally "according to local procedures")

1.9.2.1.8 Off - load route available (designation, conditions)

1.9.2.1.9 Remarks

1.9.2.2 Flow control execution cancellation messages

Flow control execution (date / time group) CNL

1.9.2.3 Flow control execution change message

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

1.9.2.4 Flow management information message

Flow management information (text as required)

1.9.3. Procedures applicable for departing flights

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.

1.9.3.2 **Flight plan requirements**

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.

1.9.3.2.2 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.

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

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 08 th.

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.

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

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

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

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

The Slot Coordination must be copied in all messages.

Airport	*Telephone*	*Fax*	*E - mail*
Rabil / Aristides Pereira	+238 2511070	+238 2511193	gvba.opera-tions@vinci-air-ports.cv

Airport	*Telephone*	*Fax*	*E - mail*
Praia / Nelson Mandela	+238 2633471	+238 2634000	gvnp.operations@vinci-airports.cv
Sal Island / Amilcar Cabral	+238 2411309	+238 2411309	gvac.operations@vinci-airports.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 2511193

CESARIA EVORA ARO
AFS: GVSVZPZX
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 be received at least one week before the intended day of operation to:

Civil Aviation Authorities
TEL: +238 5962550
e-mail: carlos.monteiro@aac.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 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA AND CTA

Name *Lateral Limits* *Vertical Limits* *Airspace Class*	*Unit providing service*	*Call Sign* *Languages* *Area and conditions of use* *Hours of service*	*Frequency* *SATVOICE number* *Purpose*	*Remarks*
1	2	3	4	5
SAL OCEANIC FIR 240000N 0250000W - 200000N 0200000W - 150000N 0200000W - 125800N 0212200W - 134000N 0242100W - 170000N 0373000W - 240000N 0250000W Upper limit: FL 245 Lower limit: MSL Class: G	AMILCAR CABRAL FIC	SAL CONTROL English, Portuguese	121.500 MHZ Emergency	
			126.400 MHZ	TMA Sector
			127.100 MHZ	South Sector
			128.300 MHZ	North Sector
	SAL ACC	SAL CONTROL English, Portuguese H24	121.500 MHZ Emergency	
			126.400 MHZ	TMA Sector
			127.100 MHZ	South Sector
			128.300 MHZ	North Sector
	SAL RADIO	SAL RADIO English, Portuguese H24	2854 KHZ	SAT - 2
			3452 KHZ	AFI - 1 / SAT - 1
			5565 KHZ	SAT - 2
			6535 KHZ	SAT - 1 / AFI - 1
			8861 KHZ	SAT - 1 / AFI - 1
			11291 KHZ	SAT - 2
			13357 KHZ	SAT - 1 / AFI - 1
			17955 KHZ	SAT - 1 / SAT - 2 / AFI - 1
SAL OCEANIC UIR 240000N 0250000W - 200000N 0200000W - 150000N 0200000W - 125800N 0212200W - 134000N 0242100W - 170000N 0373000W - 240000N 0250000W Upper limit: UNL Lower limit: FL 245 Class: A	AMILCAR CABRAL FIC	SAL CONTROL English, Portuguese	121.500 MHZ Emergency	
			126.400 MHZ	TMA Sector
			127.100 MHZ	South Sector
			128.300 MHZ	North Sector
	SAL ACC	SAL CONTROL English, Portuguese H24	121.500 MHZ Emergency	
			126.400 MHZ	TMA Sector
			127.100 MHZ	South Sector
			128.300 MHZ	North Sector
	SAL RADIO	SAL RADIO English, Portuguese H24	2854 KHZ	SAT - 2
			3452 KHZ	AFI - 1 / SAT - 1
			5565 KHZ	SAT - 2
			6535 KHZ	SAT - 1 / AFI - 1
			8861 KHZ	SAT - 1 / AFI - 1
			11291 KHZ	SAT - 2
			13357 KHZ	SAT - 1 / AFI - 1
			17955 KHZ	SAT - 1 / SAT - 2 / AFI - 1
				RVSM airspace from FL 290 to FL 410 inclusive.
Airways within SAL OCEANIC FIR FL 245 / Lower limit of airway Class of airspace: A - FL 245 / FL 195 Class of airspace: C - below FL 195	SAL ACC	SAL CONTROL English, Portuguese H24	121.500 MHZ Emergency 126.400 MHZ 127.100 MHZ 128.300 MHZ	See ENR 3.1 for lower limit of AWYs. Excluding SAL TMA.

Name *Lateral Limits* *Vertical Limits* *Airspace Class*	*Unit providing service*	*Call Sign* *Languages* *Area and conditions of use* *Hours of service*	*Frequency* *SATVOICE number* *Purpose*	*Remarks*
1	2	3	4	5
SAL TMA 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. Upper limit: FL 245 Lower limit: FL 195 Class: A Upper limit: FL 195 Lower limit: 700 FT AMSL Class: C	SAL ACC	SAL CONTROL English, Portuguese H24	121.500 MHZ Emergency	
			126.400 MHZ	TMA Sector
				Excluding SAL CTR Excluding SAO VICENTE CTR Excluding PRAIA CTR

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.

2.1.2.3.2.3 The pilot should take the following actions:

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

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

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

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

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

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

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

Table 1

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

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

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

Note 1: *ICAO Annex 2, 3.6.2.1.1requires authorization for the application of strategic lateral offsets from the appropriate ATS authority responsible for the airspace concerned.*

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

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

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

a) strategic lateral offsets shall only be authorized in en - route oceanic or remote continental airspace. Where part of the airspace in question is within radar coverage, transiting aircraft should normally be allowed to indicate or continue offset tracking;
b) strategic lateral offsets may be authorized for the following types of routes (including where routes or route system intersect):

   i. uni - directional and bi - directional
   ii. parallel route system where the spacing between route centre lines is not less than 55.5 KM (30 NM);

c) in some instances it may be necessary to impose restrictions on the use of strategic lateral offsets, e.g. where their application may be inappropriate for reasons related to obstacle clearance;
d) strategic lateral offset procedures should be implemented on a regional basis after coordination between all States involved;
e) the routes or airspace where application of strategic lateral offsets is authorized, and the procedures to be followed by pilots, shall be promulgated in the aeronautical information publications (AIP); and
f) air traffic controllers shall be made aware of the airspace within which strategic lateral offsets are authorized.

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

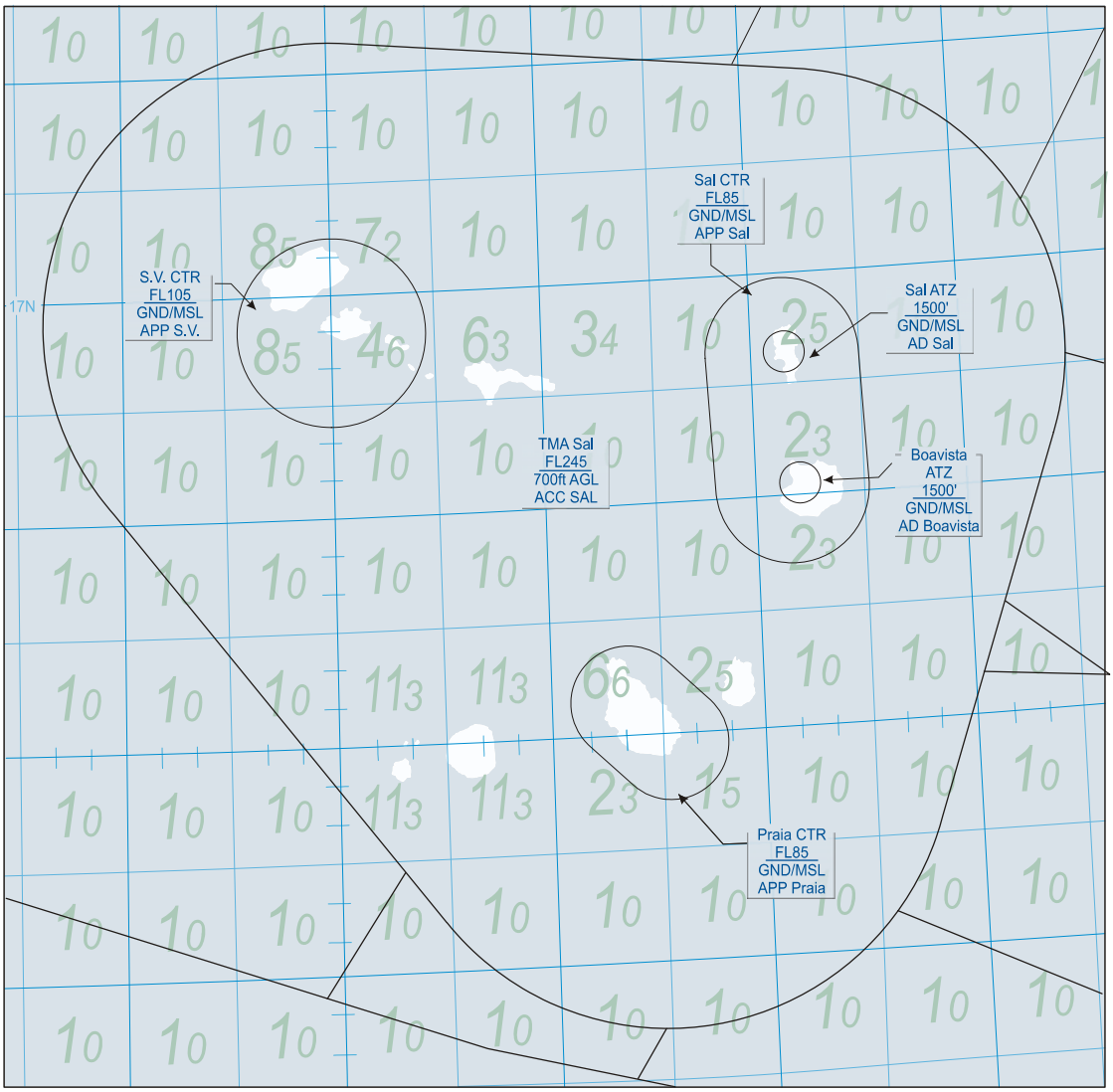
2.1.2.3.4.1.2 The strategic lateral offset shall be established at a distance of 1.85 KM (1 NM) or 3.7 KM (2 NM) to the right of the centre line relative to the direction of flight.

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

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

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

ATS AIRSPACES WITHIN SAL TMA



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

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

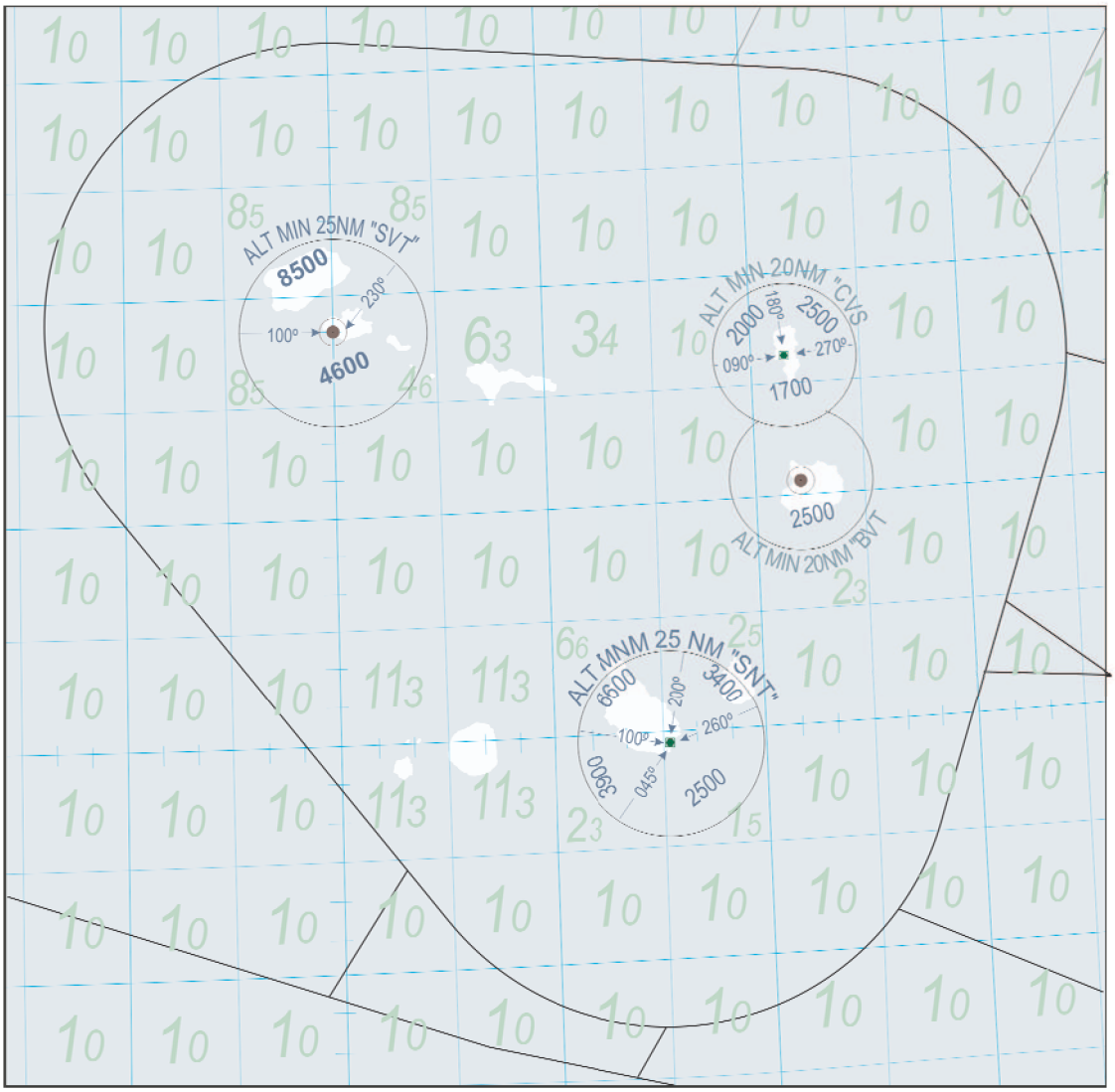
Praia CTR limits
Lateral: Area delimited by two arcs of circle of 15NM radius centered on GVNP ARP (N145628 W0232905) and 151000N0234000W and the tangents to these arcs.
Vertical: GND/MSL to FL85. Class C.

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

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

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

AREA MINIMUM ALTITUDES OF SAL FIR AND MINIMUM SECTOR ALTITUDES FOR THE AIRPORTS WITHIN SAL TMA



Area Minimum Altitudes (AMA)
AMAs in Sal FIR outside TMA are 1000 ft)

Minimum Sector Altitudes (MSA)
Note: MSAs are related to Radio Aids. Their values precede those of AMA in the areas overlap.

GVAC MSA
Three sectors within a circle of 20NM centered on CVS VOR: NE sector between R360 and R090, 2500ft; South sector between R090 and R270, 1700ft; NW sector between R270 and R360.

GVBA MSA
A circle of 20NM centered on BVT NDB, 2500ft.

GVNP MSA
Four sectors within a circle of 25NM centered on SNT VOR: SW sector between R225 and R280, 3900ft; NW sector between R280 and R020, 6600ft; NE sector between R020 and R080, 3400ft; SE sector between R080 and R225, 2500ft.

GVSV MSA
***Two sectors within a circle of 25NM centered on SVT NDB:* North sector between QDR280 and QDR050, 8500ft; South sector between QDR050 and QDR280, 4600fT.**

ENR 3. ATS ROUTES

ENR 3.1 CONVENTIONAL NAVIGATION ROUTES

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
A602						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ MOGSA 144118N 0201241W	318° / 138° 114 NM	FL 245 3000 FT AMSL NIL	40	↑	↓	
▲ TOBIK 155142N 0214606W	318° / 138° 86 NM	FL 245 3000 FT AMSL NIL	10	↑	↓	
▲ SAL / AMILCAR CABRAL VOR/ DME (CVS) 164412.03N 0225703.67W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
B623						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ IPERA 202154N 0204200W	219° / 040° 173 NM	FL 245 3000 FT AMSL NIL	90	↑	↓	
▲ DIMKI 175320N 0221453W	220° / 041° 80 NM	FL 245 3000 FT AMSL NIL	10	↑	↓	
▲ SAL / AMILCAR CABRAL VOR/ DME (CVS) 164412.03N 0225703.67W	216° / 037° 188 NM	FL 245 3000 FT AMSL NIL	10	↑	↓	
▲ ODMEN 135354N 0242034W	217° / 037° 14 NM	FL 245 3000 FT AMSL NIL	90	↑	↓	
▲ ONOBI 134136N 0242630W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
R976						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ LUMPO 154048N 0200000W	301° / 121° 101 NM	FL 245 3000 FT AMSL NIL	40	↑	↓	
▲ POLMO 161629N 0213834W	301° / 121° 80 NM	FL 245 3000 FT AMSL NIL	10	↑	↓	
▲ SAL / AMILCAR CABRAL VOR/ DME (CVS) 164412.03N 0225703.67W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
W11						Transition UW11 / UN857 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ PINPO 173905N 0215618W	237° / 057° 80 NM	FL 245 3000 FT AMSL NIL	10	↑	↓	
▲ SAL / AMILCAR CABRAL VOR/ DME (CVS) 164412.03N 0225703.67W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
W12						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ SAL / AMILCAR CABRAL VOR/ DME (CVS) 164412.03N 0225703.67W	207° / 027° 112 NM	FL 245 3000 FT AMSL NIL	10	↑	↓	
▲ PRAIA VOR/DME (SNT) 145620.74N 0232855.64W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
W13						Transition UN873 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ SAL / AMILCAR CABRAL VOR/ DME (CVS) 164412.03N 0225703.67W	220° / 041° 185 NM	FL 245 3000 FT AMSL NIL	10	↑	↓	
▲ BULVO 140228N 0243012W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
W14						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ SAL / AMILCAR CABRAL VOR/ DME (CVS) 164412.03N 0225703.67W	284° / 104° 122 NM	FL 245 3000 FT AMSL NIL	10	↑	↓	

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels* *Odd* / *Even*	*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
1	2	3	4	5	6
▲ SAO VICENTE NDB (SVT) 164944.96N 0250352.65W					

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels* *Odd* / *Even*	*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
1	2	3	4	5	6
W15					Transition UR976 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ SAL / AMILCAR CABRAL VOR/ DME (CVS) 164412.03N 0225703.67W	318° / 138° 141 NM	FL 245 3000 FT AMSL NIL	10	↑ ↓	
▲ KEGIL 180928N 0245513W					

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels* *Odd* / *Even*	*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
1	2	3	4	5	6
W21					Transition UW21 - UN873 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ DIMKI 175320N 0221453W	209° / 030° 112 NM	FL 245 3000 FT AMSL NIL	10	↑ ↓	
▲ BOA VISTA / RABIL NDB (BVT) 160803.39N 0225317.06W					

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
W22						Transition UW22 - UW11 - UN857 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ PINPO 173905N 0215618W	221° / 042° 106 NM	FL 245 3000 FT AMSL NIL	10	↑	↓	
▲ BOA VISTA / RABIL NDB (BVT) 160803.39N 0225317.06W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
W23						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ BOA VISTA / RABIL NDB (BVT) 160803.39N 0225317.06W	216° / 037° 80 NM	FL 245 3000 FT AMSL NIL	10	↑	↓	
▲ PRAIA VOR/DME (SNT) 145620.74N 0232855.64W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
W31						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ MOGSA 144118N 0201241W	285° / 105° 109 NM	FL 245 3000 FT AMSL NIL	40	↑	↓	

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
▲ SONVA 145014N 0220438W	285° / 105° 82 NM	FL 245 3000 FT AMSL NIL	10	↑	↓	
▲ PRAIA VOR/DME (SNT) 145620.74N 0232855.64W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
W32						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ BORTA 135514N 0204345W	302° / 122° 91 NM	FL 245 3000 FT AMSL NIL	40	↑	↓	
▲ VONTO 142802N 0221134W	302° / 122° 80 NM	FL 245 3000 FT AMSL NIL	10	↑	↓	
▲ PRAIA VOR/DME (SNT) 145620.74N 0232855.64W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
W33						Transition UW33 - UB623 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ PRAIA VOR/DME (SNT) 145620.74N 0232855.64W	230° / 051° 80 NM	FL 245 3000 FT AMSL NIL	10	↑	↓	
▲ ODMEN 135354N 0242034W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
W34						Transition UW34 - UN873 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ PRAIA VOR/DME (SNT) 145620.74N 0232855.64W	239° / 060° 80 NM	FL 245 3000 FT AMSL NIL	10	↑	↓	
▲ BULVO 140228N 0243012W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
W35						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ SAO VICENTE NDB (SVT) 164944.96N 0250352.65W	152° / 333° 146 NM	FL 245 FL 085 NIL	10	↓	↑	
▲ PRAIA VOR/DME (SNT) 145620.74N 0232855.64W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
W41						Transition UW41 - UN741 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ LININ 180905N 0244524W	204° / - 81 NM	FL 245 FL 085 NIL	10	↓	↓	

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels* *Odd* / *Even*	*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
1	2	3	4	5	6
▲ SAO VICENTE NDB (SVT) 164944.96N 0250352.65W					

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels* *Odd* / *Even*	*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
1	2	3	4	5	6
W42					Transition UW42 - UN866 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ MOPAK 180720N 0240250W	- / 048° 97 NM	FL 245 FL 085 NIL	10	↑ ↑	
▲ SAO VICENTE NDB (SVT) 164944.96N 0250352.65W					

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels* *Odd* / *Even*	*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
1	2	3	4	5	6
W43					Transition UW43 - UN873 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ NEMDO 180557N 0233154W	240° / 060° 116 NM	FL 245 3000 FT AMSL NIL	10	↑ ↓	
▲ SAO VICENTE NDB (SVT) 164944.96N 0250352.65W					

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
W45						Transition UW45 - UN866 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ SAO VICENTE NDB (SVT) 164944.96N 0250352.65W	- / 035° 90 NM	FL 245 3000 FT AMSL NIL	10	↑	↑	
▲ RANUR 152724N 0254132W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
W46						Transition UW46 - UN741 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲ SAO VICENTE NDB (SVT) 164944.96N 0250352.65W	251° / - 81 NM	FL 245 3000 FT AMSL NIL	10	↓	↓	
▲ MELUT 160755N 0261600W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
W47						Transition UW47 - UR976 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
▲ EVKAS 174803N 0260116W	149° / 328° 80 NM	FL 245 FL 085 NIL	10	↓	↑	
▲ SAO VICENTE NDB (SVT) 164944.96N 0250352.65W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
UA602						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
▲ MOGSA 144118N 0201241W	318° / 138° 122 NM	UNL FL 245 Class: A	NIL	↑	↓	
▲ OPADU 155618N 0215212W	318° / 138° 79 NM	UNL FL 245 Class: A	NIL	↑	↓	
▲ SAL / AMILCAR CABRAL VOR/ DME (CVS) 164412.03N 0225703.67W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
UB623						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
▲ SAL / AMILCAR CABRAL VOR/ DME (CVS) 164412.03N 0225703.67W	216° / 037° 202 NM	FL 280 FL 245 Class: A	NIL	↑	↓	
▲ ONOBI 134136N 0242630W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
UR976						SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
▲ LUMPO 154048N 0200000W	301° / 121° 103 NM	UNL FL 245 Class: A	NIL	↑	↓	
▲ UNAMA 161712N 0214012W	300° / 121° 78 NM	UNL FL 245 Class: A	NIL	↑	↓	
▲ SAL / AMILCAR CABRAL VOR/ DME (CVS) 164412.03N 0225703.67W	318° / 138° 97 NM	UNL FL 245 Class: A	NIL	↑	↓	
▲ IRANI 174306N 0241812W	318° / 138° 125 NM	UNL FL 245 Class: A	NIL	↑	↓	
▲ GAMBA 185706N 0260342W	318° / 138° 260 NM	UNL FL 245 Class: A	NIL	↑	↓	
▲ ULTEM 212946N 0294800W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
UW11						Transition UN857 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
▲ GUNET 193542N 0194406W	238° / 057° 171 NM	UNL FL 245 Class: A	NIL	↑	↓	
▲ PINPO 173905N 0215618W	237° / 057° 80 NM	UNL FL 245 Class: A	NIL	↑	↓	
▲ SAL / AMILCAR CABRAL VOR/ DME (CVS) 164412.03N 0225703.67W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
UW21						Transition UN873 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels* *Odd* / *Even*	*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
1	2	3	4	5	6
▲ DIMKI 175320N 0221453W	209° / 030° 112 NM	UNL FL 245 Class: A	NIL	↑ / ↓	
▲ BOA VISTA / RABIL NDB (BVT) 160803.39N 0225317.06W					

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels* *Odd* / *Even*	*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
1	2	3	4	5	6
UW22					Transition UN857 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
▲ PINPO 173905N 0215618W	221° / 042° 106 NM	UNL FL 245 Class: A	NIL	↑ / ↓	
▲ BOA VISTA / RABIL NDB (BVT) 160803.39N 0225317.06W					

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels* *Odd* / *Even*	*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
1	2	3	4	5	6
UW23					SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
▲ BOA VISTA / RABIL NDB (BVT) 160803.39N 0225317.06W	216° / 037° 80 NM	UNL FL 245 Class: A	NIL	↑ / ↓	
▲ PRAIA VOR/DME (SNT) 145620.74N 0232855.64W					

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels* *Odd* / *Even*	*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
1	2	3	4	5	6
UW31					SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
▲ MOGSA 144118N 0201241W	285° / 105° 190 NM	UNL FL 245 Class: A	NIL	↑ / ↓	

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels* *Odd* / *Even*	*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
1	2	3	4	5	6
▲ PRAIA VOR/DME (SNT) 145620.74N 0232855.64W					

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels* *Odd* / *Even*	*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
1	2	3	4	5	6
UW32					SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
▲ BORTA 135514N 0204345W	302° / 122° 171 NM	UNL FL 245 Class: A	NIL	↑ / ↓	
▲ PRAIA VOR/DME (SNT) 145620.74N 0232855.64W					

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels* *Odd* / *Even*	*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
1	2	3	4	5	6
UW33					Transition UB623 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
▲ PRAIA VOR/DME (SNT) 145620.74N 0232855.64W	230° / 051° 80 NM	UNL FL 245 Class: A	NIL	↑ / ↓	
▲ ODMEN 135354N 0242034W					

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels* *Odd* / *Even*	*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
1	2	3	4	5	6
UW34					Transition UN873 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
▲ PRAIA VOR/DME (SNT) 145620.74N 0232855.64W	239° / 060° 80 NM	UNL FL 245 Class: A	NIL	↑ / ↓	
▲ BULVO 140228N 0243012W					

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels* *Odd* / *Even*	*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
1	2	3	4	5	6
UW35					SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
▲ SAO VICENTE NDB (SVT) 164944.96N 0250352.65W	152° / 333° 146 NM	UNL FL 245 Class: A	NIL	↓ / ↑	
▲ PRAIA VOR/DME (SNT) 145620.74N 0232855.64W					

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels* *Odd* / *Even*	*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
1	2	3	4	5	6
UW41					Transition UN741 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
▲ EDUMO 225454N 0233606W	203° / - 293 NM	UNL FL 245 Class: A	NIL	↓ / ↓	
▲ LININ 180905N 0244524W	204° / - 81 NM	UNL FL 245 Class: A	NIL	↓ / ↓	
▲ SAO VICENTE NDB (SVT) 164944.96N 0250352.65W					

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels* *Odd* / *Even*	*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
1	2	3	4	5	6
UW42					Transition UN866 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
▲ MOPAK 180720N 0240250W	- / 048° 97 NM	UNL FL 245 Class: A	NIL	↑ / ↑	
▲ SAO VICENTE NDB (SVT) 164944.96N 0250352.65W					

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
UW43						Transition UW43 - UN873 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
▲ IPERA 202154N 0204200W	239° / 060° 210 NM	UNL FL 245 Class: A	NIL	↑	↓	
▲ NEMDO 180557N 0233154W	240° / 060° 116 NM	UNL FL 245 Class: A	NIL	↑	↓	
▲ SAO VICENTE NDB (SVT) 164944.96N 0250352.65W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
UW45						Transition UN866 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
▲ SAO VICENTE NDB (SVT) 164944.96N 0250352.65W	- / 035° 90 NM	UNL FL 245 Class: A	NIL	↑	↑	
▲ RANUR 152724N 0254132W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
UW46						Transition UN741 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
▲ SAO VICENTE NDB (SVT) 164944.96N 0250352.65W	251° / - 81 NM	UNL FL 245 Class: A	NIL	↓	↓	
▲ MELUT 160755N 0261600W	251° / - 151 NM	UNL FL 245 Class: A	NIL	↓	↓	
▲ KEPAS 144822N 0282840W						

Route designator *Name of Significant points* *Coordinates* *RCP/RSP specification*	*Track MAG* *VOR RDL ↓/↑* *DIST* *(COP)*	*Upper limits* *Lower limits* *Minimum altitude* *Airspace classification*	*Lateral limits* *NM*	*Direction of Cruising Levels*		*Remarks* *Controlling unit* *Channel* *Logon address* *SATVOICE number* *RCP/RSP specification limitations*
				Odd	*Even*	
1	2	3	4	5		6
UW47						Transition UR976 SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
▲ ULTEM 212946N 0294800W	148° / 329° 308 NM	UNL FL 245 Class: A	NIL	↓	↑	
▲ EVKAS 174803N 0260116W	149° / 328° 80 NM	UNL FL 245 Class: A	NIL	↓	↑	
▲ SAO VICENTE NDB (SVT) 164944.96N 0250352.65W						

ENR 3.2 AREA NAVIGATION ROUTES

Route designator (RNP/RNAV) Name of Significant points Coordinates RCP/RSP specification	*Way-point IDENT of VOR/DME BRG & DST ELEV DME Antenna*	*Geodesic DIST NM*	*Upper limits Lower limits Airspace classification*	*Direction of Cruising Levels*		*Navigation accuracy requirement*	*Remarks Controlling unit Channel Logon address SATVOICE number RCP/RSP specification limitations*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
UN741 (RNP 10)							SAL ACC
▲ EDUMO 225454N 0233606W	NIL	275	UNL FL 245 Class: A	↓	↓	+/- 10 NM	
▲ GAMBA 185706N 0260342W	NIL	285.1	UNL FL 245 Class: A	↓	↓	+/- 10 NM	
▲ KEPAS 144822N 0282840W	NIL						

Route designator (RNP/RNAV) Name of Significant points Coordinates RCP/RSP specification	*Way-point IDENT of VOR/DME BRG & DST ELEV DME Antenna*	*Geodesic DIST NM*	*Upper limits Lower limits Airspace classification*	*Direction of Cruising Levels*		*Navigation accuracy requirement*	*Remarks Controlling unit Channel Logon address SATVOICE number RCP/RSP specification limitations*
				Odd	*Even*		
1	2	3	4	5		6	7
UN857 (RNP 10)							SAL ACC
▲ GUNET 193542N 0194406W	NIL	250	UNL FL 245 Class: A	↑	↓	+/- 10 NM	
▲ OPADU 155618N 0215212W	NIL	167	UNL FL 245 Class: A	↑	↓	+/- 10 NM	
▲ BOTNO 133000N 0231430W	NIL						

Route designator (RNP/RNAV) Name of Significant points Coordinates RCP/RSP specification	*Way-point IDENT of VOR/DME BRG & DST ELEV DME Antenna*	*Geodesic DIST NM*	*Upper limits Lower limits Airspace classification*	*Direction of Cruising Levels*		*Navigation accuracy requirement*	*Remarks Controlling unit Channel Logon address SATVOICE number RCP/RSP specification limitations*
				Odd	*Even*		
1	2	3	4	5		6	7
UN866 (RNP 10)							SAL ACC
▲ TENPA 212100N 0215824W	NIL	255	UNL FL 245 Class: A	↑	↑	+/- 10 NM	
▲ IRANI 174306N 0241812W	NIL	234	UNL FL 245 Class: A	↑	↑	+/- 10 NM	
▲ AMDOL 142112N 0262130W	NIL						

Route designator (RNP/RNAV) Name of Significant points Coordinates RCP/RSP specification	*Way-point IDENT of VOR/DME BRG & DST ELEV DME Antenna*	*Geodesic DIST NM*	*Upper limits Lower limits Airspace classification*	*Direction of Cruising Levels*		*Navigation accuracy requirement*	*Remarks Controlling unit Channel Logon address SATVOICE number RCP/RSP specification limitations*
				Odd	*Even*		
1	2	3	4	5		6	7
UN873 (RNP 10)							SAL ACC
▲ IPERA 202154N 0204200W	NIL	253	UNL FL 245 Class: A	↑	↓	+/- 10 NM	
▲ SAL / AMILCAR CABRAL VOR/DME (CVS) 164412.03N 0225703.67W	196 FT	196	UNL FL 245 Class: A	↑	↓	+/- 10 NM	
▲ POMAT 135236N 0243548W	NIL						

ENR 3.3 OTHER ROUTES

NIL

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ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station (VAR) (VOR: Declination)	*ID*	*FREQ (CH)*	*Hours of operation*	*Coordinates*	*ELEV DME Antenna*	*Remarks*
1	2	3	4	5	6	7
BOA VISTA / RABIL NDB (11°W)	BVT	341 KHZ	H24	160803.39N 0225317.06W	NIL	Coverage: NDB: 50 NM
PRAIA VOR/DME (11°W)	SNT	116.600 MHZ (CH 113X)	H24	145620.74N 0232855.64W	333 FT	Coverage: DME: 200 NM, FL 500 VOR: 200 NM, FL 500
SAL / AMILCAR CABRAL VOR/DME (10°W)	CVS	115.300 MHZ (CH 100X)	H24	164412.03N 0225703.67W	196 FT	Coverage: DME: 200 NM, FL 500 VOR: 200 NM, FL 500
SAO VICENTE NDB (11°W)	SVT	333 KHZ	H24	164944.96N 0250352.65W	NIL	Coverage: NDB: 50 NM

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ENR 5.4 AIR NAVIGATION OBSTACLES - AREA 1

(Height 100 m AGL or higher)

OBST ID or designation	*OBST type*	*OBST position*	*ELEV/HGT (M)*	*OBST LGT Type/Colour*	*Remarks*
1	2	3	4	5	6
NIL	NIL	NIL	NIL	NIL	NIL

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PART 3 - AERODROMES (AD)

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AD 1. AERODROMES / HELIPORTS - INTRODUCTION

AD 1.1 AERODROME / HELIPORT AVAILABILITY AND CONDITION OF USE

1.1.1. GENERAL CONDITIONS

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

The administration of Sal Island / Amilcar Cabral, Praia / Nelson Mandela, Rabil / Aristides Pereira and Sao Pedro / Cesaria Evora is under the responsibility of Cabo Verde Airports, S.A..

(See AD 2 for each aerodrome contact details)

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

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

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

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

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

1.1.1.1.1.2 The pilot in command shall responsible for ensuring that:

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

1.1.1.1.2 **Traffic of persons and vehicles on aerodromes**

1.1.1.1.2.1 Demarcation of zones

The grounds of each aerodrome are divided into two zones:

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

1.1.1.1.2.2 Movement of persons

a) Access to the restricted zone is authorised only under conditions prescribed by the special rules governing the aerodrome.
b) The customs, police and health inspection offices and the premises assigned to transit traffic are normally only accessible to passengers or staff of the public authorities airlines personnel, and to authorised persons in the pursuit of their duties.
c) The movement of persons is having access to the restricted zone of the aerodromes is subject to the conditions prescribed by the air traffic regulations and the special rules laid down by the person responsible for the management of the aerodrome.

1.1.1.1.2.3 Movement of vehicles

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

1.1.1.1.3 **Policing**

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

1.1.1.1.4 **Use of the Heliports**

NIL

1.1.1.2 **Applicable ICAO documents**

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

- Annex 14 - Aerodrome, Volume I.

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

1.1.2. USE OF MILITARY AIR BASES

NIL

1.1.3. LOW VISIBILITY PROCEDURES

NIL

1.1.4. AERODROME OPERATING MINIMA

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

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

The level selected for correction maintenance action - 0.52.

Macro texture measurements: sand patch method.

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

1.1.5. OTHER INFORMATION

1.1.5.1 Runway Surface Condition Assessment

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

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

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

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

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

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

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

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

1.1.5.2 Runway Surface Condition Reporting

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

– RTF between ATS and aircraft operators
– SNOWTAM.

AD 1.3 INDEX TO AERODROMES AND HELIPORTS

Aerodrome/Heliport name *Location indicator*		*Type of traffic permitted to use the aerodrome/heliport*			*Reference to AD Section and remarks*
		International-National (INTL - NTL)	*IFR - VFR*	*S = scheduled* *N = Non-scheduled* *G = General aviation* *M = Military* *X = Other*	
1		2	3	4	5
Aerodromes					
FOGO ISLAND / SAO FILIPE	GVSF*	NTL	VFR	S N	AD 2 - GVSF
MAIO ISLAND / MAIO	GVMA*	NTL	VFR	S N	AD 2 - GVMA
PRAIA / NELSON MANDELA	GVNP	INTL - NTL	IFR - VFR	S N G	AD 2 - GVNP
RABIL / ARISTIDES PEREIRA	GVBA	INTL - NTL	IFR - VFR	S N G	AD 2 - GVBA
SAL ISLAND / AMILCAR CABRAL	GVAC	INTL - NTL	IFR - VFR	S N G	AD 2 - GVAC
SAO NICOLAU ISLAND / PREGUICA	GVSN*	NTL	VFR	S N	AD 2 - GVSN
SAO PEDRO / CESARIA EVORA	GVSV	INTL - NTL	IFR - VFR	S N G	AD 2 - GVSV
* The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.					

AERODROME AND HELIPORTS - INDEX CHART

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AD 2. AERODROMES

GVAC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

GVAC - SAL ISLAND / AMILCAR CABRAL

GVAC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	164415N 0225656W Site: Midpoint of RWY 01/19
2	*Direction and distance from city*	3 KM S of Espargos
3	*Elevation / Reference temperature / Mean low temperature*	55 M (179 FT) / 27.4° C / NIL
4	*Geoid Undulation at AD ELEV PSN*	31 M (102 FT)
5	*MAG VAR / Date of information / Annual change*	9°W (2020) / 0.17° decreasing
6	AD operator, address, telephone, telefax, e-mail, AFS, website	Cabo Verde Airports, S.A. Aeroporto Internacional Amilcar Cabral Espargos Sal Island Republic of Cabo Verde TEL: +238 2419220 Telefax: NIL e-mail: cvairports@vinci-airports.cv AFS: GVACYGDG Http: www.vinci-airports.cv
7	*Types of traffic permitted (IFR/VFR)*	IFR / VFR
8	*Remarks*	NIL

GVAC AD 2.3 OPERATIONAL HOURS

1	*AD operator*	H24
2	*Customs and immigration*	H24
3	*Health and sanitation*	H24
4	*AIS Briefing office*	H24
5	*ATS Reporting office (ARO)*	H24
6	*MET Briefing office*	H24
7	*ATS*	H24
8	*Fuelling*	H24
9	*Handling*	H24
10	*Security*	H24
11	*De-icing*	NIL
12	*Remarks*	NIL

GVAC AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo handling facilities*	Fork lift, high lift loader onveyer belts, vehicles and equipment air starter Tkma TM 20 D ton, ambulift MAX 900 KG capacity for 6 wheelchairs.
2	Fuel / oil types	Jet A1 / NIL
3	Fuelling facilities / capacity	Fixed hydrant system for Jet A 1 delivery rate 2270 L per MIN

4	*De-icing facilities*	NIL
5	*Hangar space for visiting aircraft*	NIL
6	*Repair facilities for visiting aircraft*	Minor repairs
7	*Remarks*	NIL

GVAC AD 2.5 PASSENGER FACILITIES

1	*Hotel(s)*	In cities of Espargos and Santa Maria
2	*Restaurant(s)*	At AD and in the cities
3	*Transportation*	Taxies, buses and car rental
4	*Medical facilities*	First aid, nurses, ambulances at AD Hospitals in the cities
5	*Bank and Post office*	At AD and in the cities
6	*Tourist office*	At AD and in the cities
7	*Remarks*	NIL

GVAC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT 9
2	*Rescue equipment*	As per ICAO Annex 14
3	*Capability for removal of disabled aircraft*	All operators are required to put in place appropriate agreements for the supply of equipment for the removal of disabled aircraft at the airport movement area or at its proximity and to ensure its use when required. Operators are also required to submit such agreements for airport administration appraisal and recording.
4	*Remarks*	NIL

GVAC AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	*Apron designation, surface and strength*	Designation: APRON Surface: Asphalt Strength: PCN 58 F / A / W / U
2	*Taxiway designation, width, surface and strength*	Designation: TWY A / TWY B / TWY C / TWY D / TWY E / TWY F Width: 23 M Surface: Asphalt Strength: PCN 58 F / A / W / U
3	*Altimeter checkpoint location and elevation*	Holding point RWY 01: 56.187 M (184.341 FT) APRON: 55.781 M (183.0 FT)
4	*VOR checkpoints*	164326.66N 0225651.81W
5	*INS checkpoints*	Holding point RWY 01: 56.187 M (184.341 FT)
6	*Remarks*	NIL

GVAC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

GVAC AD 2.10 AERODROME OBSTACLES

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

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

To be developed.

GVAC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

GVAC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	*True BRG*	*Dimensions of RWY(M)*	*Strength (PCN) and surface of RWY and SWY*	*THR coordinates RWY end coordinates THR geoid undulation*	*THR elevation and highest elevation of TDZ of precision APP RWY*
1	*2*	*3*	*4*	*5*	*6*
01	359.6°	3000 X 45	PCN 58 F / A / W / U Asphalt	164326.23N 0225655.92W 164503.83N 0225656.60W 102.3 FT	54.0 M / 177.1 FT 54.5 M / 178.7 FT
19	179.6°	3000 X 45	PCN 58 F / A / W / U Asphalt	164503.82N 0225656.60W 164326.23N 0225655.92W 101.9 FT	51.1 M / 167.5 FT 53.2 M / 174.5 FT

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

GVAC AD 2.13 DECLARED DISTANCES

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

GVAC AD 2.14 APPROACH AND RUNWAY LIGHTING

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

GVAC AD 2.15 OTHER LIGHTING SECONDARY POWER SUPPLY

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

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 164415N 0225656W Sal Island / Amilcar Cabral (ARP) and 160814N 0225318W 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*	H24
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	NIL	NIL	H24	TMA Sector
		128.300 MHZ			H24	North Sector
		127.100 MHZ			H24	South Sector
		121.500 MHZ			H24	Emergency
A / G	SAL RADIO	2854 KHZ	NIL	NIL	H24	SAT - 2
		3452 KHZ			H24	AFI - 1 / SAT - 1
		5565 KHZ			H24	SAT - 2
		6535 KHZ			H24	SAT - 1 / AFI - 1
		8861 KHZ			H24	SAT - 1 / AFI - 1
		11291 KHZ			H24	SAT - 2
		13357 KHZ			H24	SAT - 1 / AFI - 1
		17955 KHZ			H24	SAT - 1 / SAT - 2 / AFI - 1
APP & RADAR	SAL APPROACH	126.400 MHZ	NIL	NIL	H24	
		121.500 MHZ			H24	Emergency
TWR	AMILCABRAL TOWER	119.700 MHZ	NIL	NIL	H24	
		121.500 MHZ			H24	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	H24 H24	164412.03N 0225703.67W	NIL 60 M (196 FT)	NIL	Coverage: 200 NM / FL 500
ILS LOC RWY 01 (10°W)	SL	109.900 MHZ	H24	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	H24	164336.41N 0225651.94W	NIL	NIL	Angle: 3°
ILS MM		75 KHZ	H24	164251.96N 0225655.66W	NIL	NIL	Hight of point reference 38.9 M (127.7 FT)
ILS OM		75 KHZ	H24	163911.45N 0225653.55W	NIL	NIL	Hight of point reference 12.6 M (41.6 FT)

GVBA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

GVBA - RABIL / ARISTIDES PEREIRA

GVBA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	160814N 0225318W Midpoint of RWY 03 / 21
2	*Direction and distance from city*	5 KM SE of Sal Rei
3	*Elevation / Reference temperature / Mean low temperature*	27 M (90 FT) / 30° C / NIL
4	*Geoid Undulation at AD ELEV PSN*	32 M (105 FT)
5	*MAG VAR / Date of information / Annual change*	9°W (2020) / 0.18° decreasing
6	AD operator, address, telephone, telefax, e-mail, AFS, website	CABO VERDE AIRPORTS, S.A. Aeroporto Internacional Aristides Pereira Rabil Boa Vista Island Republic of Cabo Verde TEL: +238 2519000 (Admin) +238 2519001 (Admin) +238 2511924 (Admin) Telefax:+238 2511000 (Admin) TEL: +238 2511070 (Airport Operations) +238 9817265 (Airport Operations) Telefax:+238 2511193 (Airport Operations) e-mail: NIL AFS: GVBAYDYX Http: NIL
7	*Types of traffic permitted (IFR/VFR)*	IFR / VFR
8	*Remarks*	Restricted to daylight operations only

GVBA AD 2.3 OPERATIONAL HOURS

1	*AD operator*	09:00 - 19:00
2	*Customs and immigration*	09:00 - 19:00
3	*Health and sanitation*	09:00 - 19:00
4	*AIS Briefing office*	09:00 - 19:00
5	*ATS Reporting office (ARO)*	09:00 - 19:00
6	*MET Briefing office*	09:00 - 19:00
7	*ATS*	09:00 - 19:00
8	*Fuelling*	09:00 - 19:00
9	*Handling*	09:00 - 19:00
10	*Security*	09:00 - 19:00
11	*De-icing*	NIL
12	*Remarks*	NIL

GVBA AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo handling facilities*	High loader, conveyer belts, air starter 40 PSI / 270 PPM, tow tractor MAX 18 TON pull, GPU, toilet cleaning services, ambulift MAX 900 KG capacity for 6 wheelchairs, manual and engined stairs, tow tractor MAX 3 TON pull, tow bars for Boeing 737 - 200, 737 - 300, 737 - 400, 737 - 500, 737 - 600, 737 - 700 and 737 - 800 and for Airbus A319, A320, A321 and A310
2	*Fuel / oil types*	Jet A1 / NIL
3	*Fuelling facilities / capacity*	Fuel provided on trucks / NIL
4	*De-icing facilities*	NIL
5	*Hangar space for visiting aircraft*	NIL
6	*Repair facilities for visiting aircraft*	NIL
7	*Remarks*	NIL

GVBA AD 2.5 PASSENGER FACILITIES

1	*Hotel(s)*	In Sal - Rei town
2	*Restaurant(s)*	At AD and in Sal - Rei town
3	*Transportation*	Buses, taxis and car rental
4	*Medical facilities*	First aid, ambulance at AD, hospital in Sal - Rei town and medical centre in Rabil town
5	*Bank and Post office*	At AD and in Sal - Rei town
6	*Tourist office*	In Sal - Rei town
7	*Remarks*	NIL

GVBA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT 7
2	*Rescue equipment*	As specified in ICAO DOC 9137 table 5 - 2
3	*Capability for removal of disabled aircraft*	All operators are required to put in place appropriate agreements for the supply of equipment for the removal of disabled aircraft at the airport movement area or at its proximity and to ensure its use when required. Operators are also required to submit such agreements for airport administration appraisal and recording.
4	*Remarks*	NIL

GVBA AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	*Apron designation, surface and strength*	Designation: APRON 1 Surface: Concrete / Asphalt Strength: PCN 62 / F / B / Y / T PCN 57 / F / B / Y / T Designation: APRON 2 Surface: NIL Strength: 20 TON SIWL
2	*Taxiway designation, width, surface and strength*	Designation: TWY A Width: 22 M Surface: Asphalt Strength: PCN 54 / F / A / X / U Designation: TWY B Width: 22 M Surface: Asphalt Strength: PCN 57 / F / B / Y / T Designation: TWY C Width: 25 M Surface: Asphalt Strength: PCN 57 / F / B / Y / T
3	*Altimeter checkpoint location and elevation*	Whole parking area 17.56 M (57.612 FT)
4	*VOR checkpoints*	NIL
5	*INS checkpoints*	NIL
6	*Remarks*	NIL

GVBA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Taxiing guidance exiting RWYs. Taxiing guidance signs at all intersections with TWY and RWY at all holding positions. Guidelines on APRON1. Aircraft stand markings. APRON1 nose - in guidance to stands 1, 1A, 2, 2A, 3, 3A, 4 and 5.
2	*RWY and TWY markings and lights*	RWY: Designation, aiming point, TDZ, THR, shoulder, edge, CL TWY: RWY holding position, CL
3	*Stop Bars and RWY guard lights*	NIL
4	*Other RWY protection measures*	NIL
5	*Remarks*	NIL

GVBA AD 2.10 AERODROME OBSTACLES

In Area 2						
OBST ID / Designation	*OBST type*	*OBST position*		*ELEV / HGT*	*Markings / Type / Colour of lighting*	*Remarks*
a	*b*	*c*		*d*	*e*	*f*
GVBA001	High grounds	160846.85N	0225305.11W	90 FT / 15 FT	NIL	NIL
GVBA001	Water tanks	160726.02N	0225321.86W	158 FT / 101 FT	NIL	NIL

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

In Area 4						
OBST ID / Designation	*OBST type*	*OBST position*		*ELEV / HGT*	*Markings / Type / Colour of lighting*	*Remarks*
a	*b*	*c*		*d*	*e*	*f*
GVBA003	Power lines	160724.73N	0225331.52W	95 FT / 38 FT	NIL	NIL

GVBA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET office*	Aeronautical MET Station
2	*Hours of service* *MET office outside hours*	09:00 - 19:00 NIL
3	*Office responsible for TAF preparation* *Periods of validity* *Interval of issuance*	Analysis and weather forecast centre GVACYMYX 24 HR NIL
4	*Availability of TREND forecast* *Interval of issuance*	NIL
5	*Briefing / Consultation provided*	NIL
6	*Flight documentation* *Language(s) used*	NIL
7	Charts and other information displayed or available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS). Meteorological parameters available: Surface wind for both RWYs, visibility, temperature, dew point, relative humidity, sky conditions, cloud height and amount, altimeter setting and rainfall.
9	*ATS units provided with information*	BOAVISTA TWR, SAL APP, SAL ACC
10	*Additional information (Limitation of service, etc.)*	Aviation meteorological parameters permanently broadcast on 127.000 MHZ

GVBA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	*True BRG*	*Dimensions of RWY(M)*	*Strength (PCN) and surface of RWY and SWY*	*THR coordinates RWY end coordinates THR geoid undulation*	*THR elevation and highest elevation of TDZ of precision APP RWY*
1	*2*	*3*	*4*	*5*	*6*
03	016.68°	2100 X 45	PCN 54 F / A / W / T NIL	160741.67N 0225329.11W 160847.12N 0225308.82W 105 FT	55 FT
21	196.68°	2100 X 45	PCN 54 F / A / W / T NIL	160847.12N 0225308.82W 160741.67N 0225329.11W 105 FT	90 FT

Slope of RWY-SWY	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimensions (M)*	*RWY end safety area (M)*	*Location / description of arresting system*	*OFZ*	*Remarks*
7	*8*	*9*	*10*	*11*	*12*	*13*	*14*
0.5 %	NIL	NIL	2220 X 150	90 X 90	NIL	NIL	Turning loops at RWY THR
0.5 %	NIL	NIL	2220 X 150	90 X 90	NIL	NIL	Turning loops at RWY THR

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 marshallers to the night stop parking area.

4. Parking area for helicopters

NIL

5. Apron - Taxiing during winter conditions

NIL

6. Taxiing - Limitations

180º 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

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). 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.

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

Chart name	*Page*
AERODROME CHART - ICAO	GVBA AD 2-9
AIRCRAFT PARKING / DOCKING CHART	GVBA AD 2-10
AERODROME OBSTACLE CHART RWY 03 - ICAO TYPE A	GVBA AD 2-11
AERODROME OBSTACLE CHART RWY 03 (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 DESCRIPTION - 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) RWY 21 DESCRIPTION 1 OF 2 - ICAO	GVBA AD 2-20
STANDARD DEPARTURE CHART INSTRUMENT (SID) RWY 21 DESCRIPTION 2 OF 2 - ICAO	GVBA AD 2-21
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RNAV (GNSS) RWY 21 - ICAO	GVBA AD 2-22
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RNAV (GNSS) RWY 21 (VERSO) - ICAO	GVBA AD 2-23
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RNAV (GNSS) RWY 03 - ICAO	GVBA AD 2-24
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RNAV (GNSS) RWY 03 (VERSO) - ICAO	GVBA AD 2-25
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RNAV (GNSS) RWY 21 - ICAO	GVBA AD 2-26
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RNAV (GNSS) RWY 21 (VERSO) - ICAO	GVBA AD 2-27
STANDARD ARRIVAL CHART INSTRUMENT (STAR) RWY 21 - ICAO	GVBA AD 2-28
STANDARD ARRIVAL CHART INSTRUMENT (STAR) RWY 21 DESCRIPTION - ICAO	GVBA AD 2-29
INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 03 - ICAO	GVBA AD 2-30
INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 03 (VERSO) - ICAO	GVBA AD 2-31
INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 21 - ICAO	GVBA AD 2-32
INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 21 (VERSO) - ICAO	GVBA AD 2-33
INSTRUMENT APPROACH CHART NDB RWY 21 - ICAO	GVBA AD 2-34
INSTRUMENT APPROACH CHART NDB RWY 21 DESCRIPTION - ICAO	GVBA AD 2-35
VISUAL APPROACH CHART - ICAO	GVBA AD 2-36

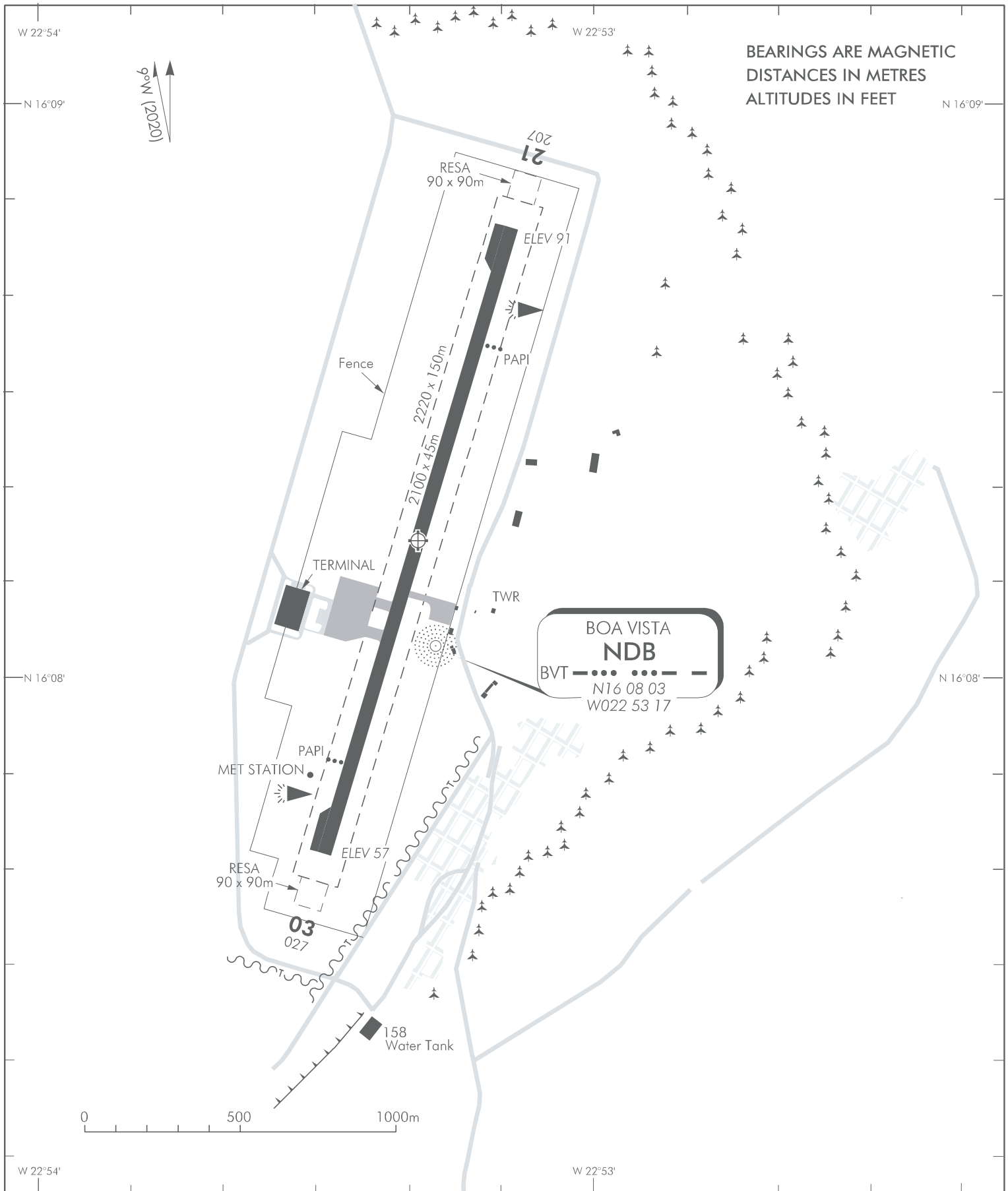
AERODROME CHART

16º 08' 14" N
022º 53' 18" W

ELEV 90 ft

TWR 118.9
APP 126.4

RABIL / ARISTIDES PEREIRA



RWY	DIRECTION	THR	BEARING STRENGTH
03	16.7°T 27°M	16° 07' 41.67"N 022° 53' 29.11 "W	PCN54/F/A/X/U
21	196.7°T 207°M	16° 08' 47.12"N 022° 53' 08.82"W	PCN54/F/A/X/U
HELIPORT			

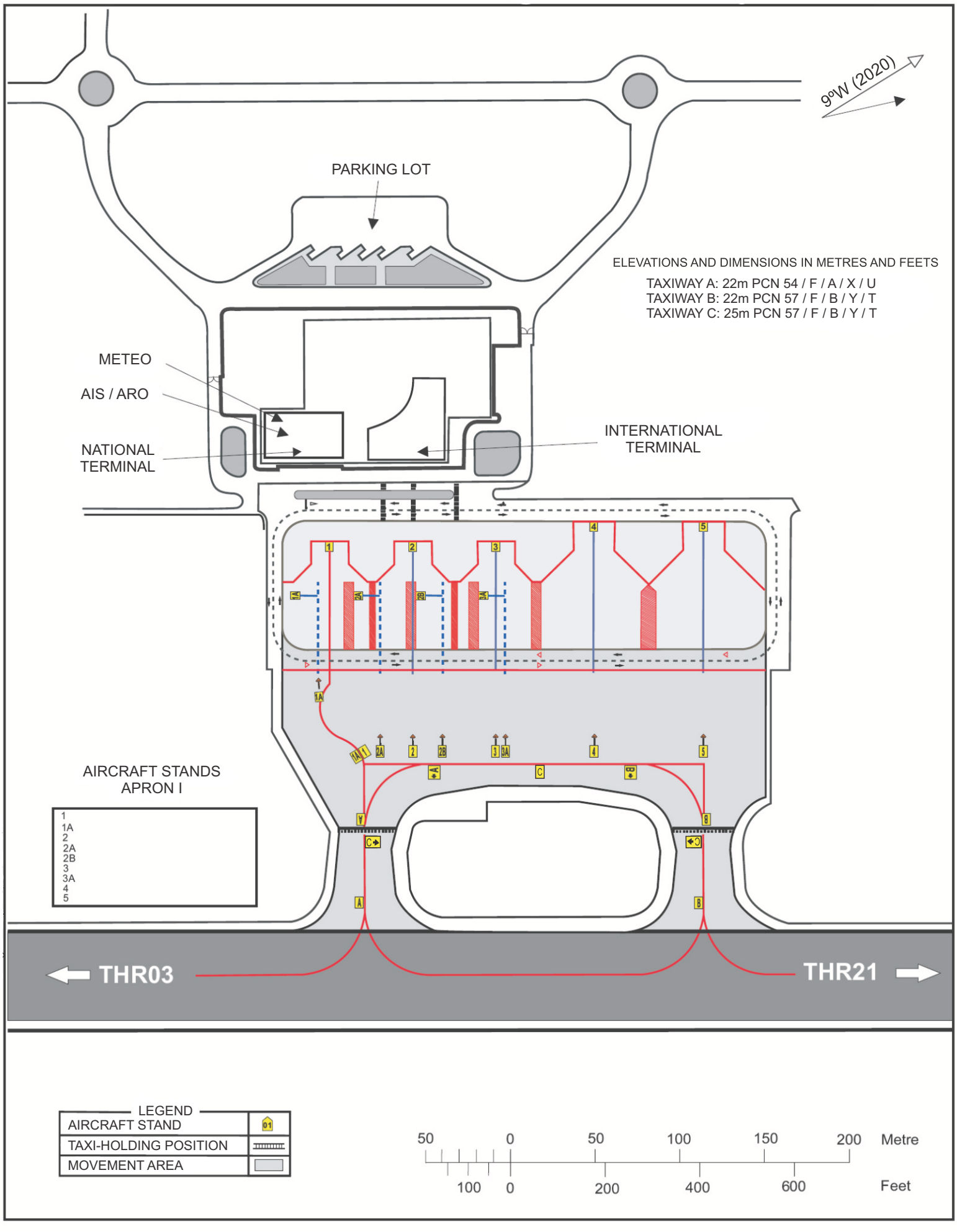
LIGHTING

RWY	PAPIS	APPROACH	THRESHOLD	RUNWAY END
03	3°	Nil	Green	Red
21	3°	Nil	Green	Red
OTHER: Taxiways				

AIRCRAFT PARKING / DOCKING CHART

RABIL / ARISTIDES PEREIRA

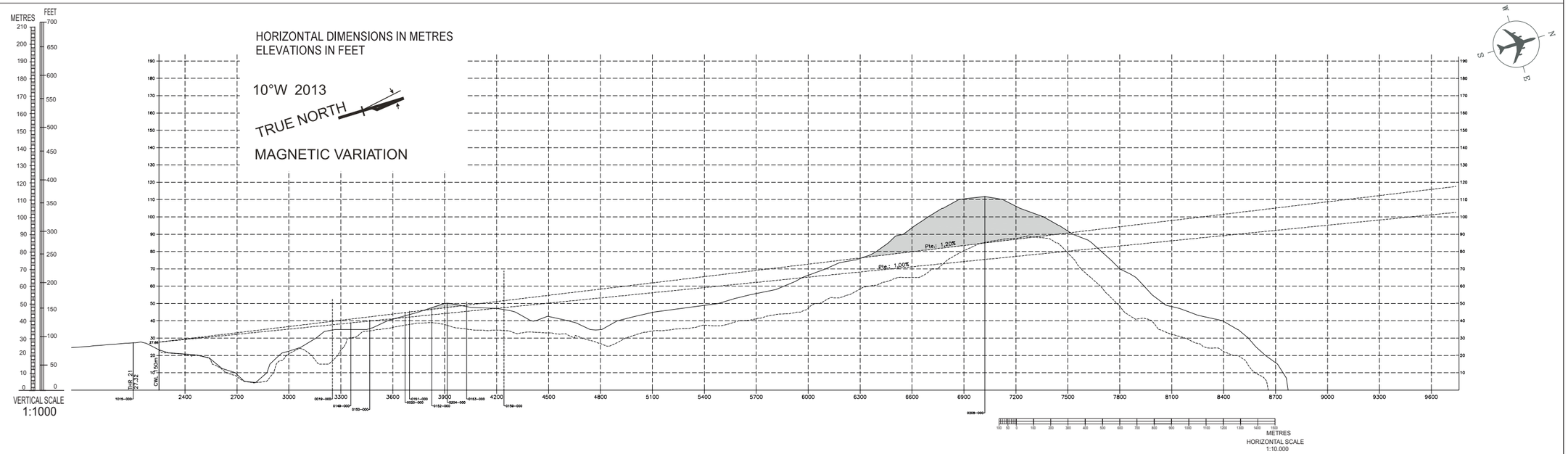
TWR 118.9
APRON ELEV 55 ft (17 m)



TYPE A (OPERATING LIMITATIONS)

RABIL INTERNATIONAL AIRPORT - BOA VISTA

RWY 03



(1) Obstacle heights are based on survey data supplied by ASA as at June 2014.

(2) Accuracy within ICAO specifications.

(3) Take-off Rwy 03 origin of the 1.2% surface is end of clearway.

LEGEND			DADOS TÉCNICOS	SCALES
EIXO DA PISTA PROLONGADO EM AMBOS OS SENTIDOS. OBSTÁCULOS DENTRO DA SUPERFICIE. 0216–000 OBSTÁCULOS FORA DA SUPERFICIE. 0216–000 PERFIL TERRENO PELO EIXO PERFIL TERRENO PELOS OBSTÁCULOS TERRENO QUE SUPERA O 1,2% DE PENDIENTE	ÁRVORE, ARBUSTO. TORRE ELÉCTRICA, METÁLICA. ANTENA ANTENA SOBRE EDIFICIO POSTE, MÁSTIL. POSTE ILUMINAÇÃO VEDAÇÃO EDIFICIO, BARRACÃO. TERRENO ESTRADA OUTROS OBSTÁCULOS	RCTA, V. GEODÉSICO, THR, ARP, ETC. WDI RVR LUZES APROXIMAÇÃO PAPI LOCALIZADOR ILS GLIDE SLOPE TORRE ILUMINAÇÃO DEPÓSITO NDB AEROGERADOR	DATUM: WGS84 PROJEÇÃO: LAMBERT FUSO: CONVERGENCIA MERIDIANOS: 0°18'11,681" FATOR ESCALA PROJEÇÃO: 0,99990883 ALURAS: ORTOMÉTRICAS EQUIDISTANCIA CURVAS NIVEL: 5m NOTAS: Convergência de meridianos e fator de escala da projeção calculados para o ARP do aeroporto.	H= 1 : 10.000 V= 1 : 1000

RABIL AIRPORT - BOA VISTA ISLAND CAPE VERDE TYPE A CHART -RWY 03	
RWY 03	DECLARED DISTANCES
2100m	TAKE-OFF RUN AVAILABLE (TORA)
2250m	TAKE-OFF DISTANCE AVAILABLE (TODA)
2100m	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)
2100m	LANDING DISTANCE AVAILABLE (LDA)

AMENDMENT RECORD	
No.	
Date	
Endorsed by	

Obstacle Ref	Latitude	Longitude	Orthometric Hight (FT)	Orthometric Hight (M)
0004-007	16,0727089376	-22,5329954463	93,75224	28,583
0006-000	16,0727865361	-22,5320700057	199,03368	60,681
0007-000	16,0732127994	-22,5316942063	157,67616	48,072
0016-000	16,0734165509	-22,5334378312	74,87256	22,827
0019-000	16,0917243642	-22,5237789251	172,27216	52,522
0020-000	16,0935709933	-22,5252233072	147,40648	44,941
0029-026	16,0734632107	-22,5328784595	66,09856	20,152
0030-001	16,0735500715	-22,5331029365	70,638408	21,5361
0030-048	16,0735288870	-22,5325165237	79,25136	24,162
0031-000	16,0703471194	-22,5334759159	151,3556	46,145
0032-000	16,0235661866	-22,5443624783	1199,54848	365,716
0032-001	16,0236194990	-22,5430959699	1107,62976	337,692
0056-000	16,0605418338	-22,5353377221	293,478	89,475
0056-003	16,0611783624	-22,5348539091	262,4	80
0056-004	16,0605982814	-22,5351982028	291,07376	88,742
0056-005	16,0616444563	-22,5342434313	247,27592	75,389
0056-006	16,0618790917	-22,5343882656	237,31456	72,352
0056-008	16,0604039164	-22,5357313417	296,43	90,375
0057-002	16,0556187877	-22,5421675191	373,0672	113,74
0057-003	16,0557728770	-22,5419344467	360,8	110
0057-004	16,0602005312	-22,5416063511	330,1484	100,655
0057-005	16,0556430510	-22,5419714732	360,8	110
0060-067	16,0729106067	-22,5329382161	79,74664	24,313
0060-069	16,0730241219	-22,5331905409	74,97752	22,859
0084-000	16,0728895637	-22,5330213129	78,92992	24,064
0088-000	16,0732811047	-22,5316979879	150,94888	46,021
0149-000	16,0927505999	-22,5300686273	127,50016	38,872
0150-000	16,0930588682	-22,5258545003	132,5448	40,41
0151-000	16,0936723307	-22,5252807329	149,58112	45,604
0152-000	16,0940199058	-22,5249655407	155,65568	47,456
0153-000	16,0945564711	-22,5244637108	167,27344	50,998
0159-000	16,0946659452	-22,5223080619	225,5984	68,78
0199-000	16,0600859604	-22,5358030503	300,366	91,575
0201-000	16,0604402727	-22,5413720929	303,318	92,475
0204-000	16,0940913213	-22,5241682871	164,5576	50,17
0208-000	16,1114302205	-22,5159893080	366,376	111,7

GVNP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

GVNP - PRAIA / NELSON MANDELA

GVNP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	145631N 0232903W Midpoint of RWY 03/21
2	*Direction and distance from city*	5 KM E of Praia
3	*Elevation / Reference temperature / Mean low temperature*	99 M (326 FT) / 30° C / NIL
4	*Geoid Undulation at AD ELEV PSN*	26 M (85 FT)
5	*MAG VAR / Date of information / Annual change*	10°W (2020) / 0.17° decreasing
6	AD operator, address, telephone, telefax, e-mail, AFS, website	Cabo Verde Airports, S.A. Aeroporto Internacional da Praia - Nelson Mandela Praia Santiago Island Republic of Cabo Verde TEL: +238 2608700 +238 2608715 Telefax:+238 2633876 e-mail: NIL AFS: NIL Http: NIL
7	*Types of traffic permitted (IFR/VFR)*	IFR / VFR
8	*Remarks*	NIL

GVNP AD 2.3 OPERATIONAL HOURS

1	*AD operator*	H24
2	*Customs and immigration*	H24
3	*Health and sanitation*	H24
4	*AIS Briefing office*	H24
5	*ATS Reporting office (ARO)*	H24
6	*MET Briefing office*	H24
7	*ATS*	H24
8	*Fuelling*	H24
9	*Handling*	H24
10	*Security*	H24
11	*De-icing*	NIL
12	*Remarks*	NIL

GVNP AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo handling facilities*	Fork lift, high lift loader, vehicles and equipment air starter 40 PSI 250 PIM, pushback (160 TON)
2	Fuel / oil types	Jet A1 / NIL
3	Fuelling facilities / capacity	For Jet A1 max delivery rate: 1200 USG per MIN Fixed hydrant system
4	*De-icing facilities*	NIL

5	*Hangar space for visiting aircraft*	NIL
6	*Repair facilities for visiting aircraft*	Minor repairs
7	*Remarks*	NIL

GVNP AD 2.5 PASSENGER FACILITIES

1	*Hotel(s)*	In the city
2	*Restaurant(s)*	At AD and in the city
3	*Transportation*	Taxis, buses and rental cars
4	*Medical facilities*	First aid, ambulance at AD and hospital in the city
5	*Bank and Post office*	At AD and in the city
6	*Tourist office*	At AD and in the city
7	*Remarks*	NIL

GVNP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT 7
2	*Rescue equipment*	NIL
3	*Capability for removal of disabled aircraft*	NIL
4	*Remarks*	All operators are required to put in place appropriate agreements for the supply of equipment for the removal of disabled aircraft at the airport movement area or at its proximity and to ensure its use when required. Operators are also required to submit such agreements for airport administration appraisal and recording.

GVNP AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	*Apron designation, surface and strength*	Designation: APRON Surface: Concrete Strength: PCN 52 R / C / X / U
2	*Taxiway designation, width, surface and strength*	Designation: TWY A / TWY B / TWY C Width: 30 M Surface: Asphalt Strength: PCN 49 F / B / X / U
3	*Altimeter checkpoint location and elevation*	Holding Position TWY A 94.03 M (309.7 FT)
4	*VOR checkpoints*	Holding Position TWY A 94.03 M (309.7 FT)
5	*INS checkpoints*	Holding Position TWY A 94.03 M (309.7 FT)
6	*Remarks*	NIL

GVNP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system at aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY at all holding positions. Guidelines on APRON. Nose - in guidance at aircraft stands.
2	*RWY and TWY markings and lights*	RWY 03 Marking Aids: Designation, CL, EDGE, THR, Aiming Point, TDZ, DTHR, RWY END. RWY 21 Marking Aids: Designation, CL, EDGE, THR, Aiming Point, TDZ TWY Marking Aids: CL at RWY Holding Positions, EDGE and Mandatory instructions. RWY Lights: RWY 03: THR, EDGE and RWY END RWY 21: THR, EDGE and RWY END Taxiway Lights: TWY Edge Lights
3	Stop bars and RWY guard lights	NIL
4	*Other RWY protection measures*	NIL
5	*Remarks*	RWY 21 No RWY End Marking

GVNP AD 2.10 AERODROME OBSTACLES

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

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

To be developed.

GVNP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET office*	Aeronautical MET Station
2	*Hours of service* *MET office outside hours*	H 24 NIL
3	*Office responsible for TAF preparation* *Periods of validity* *Interval of issuance*	Analysis and weather forecast centre GVACYMYX 24 HR NIL
4	*Availability of TREND forecast* *Interval of issuance*	NIL
5	*Briefing / Consultation provided*	NIL
6	*Flight documentation* *Language(s) used*	NIL
7	Charts and other information displayed or available for briefing or consultation	NIL

8	Supplementary equipment available for providing information	Automated Weather Observing System (AWOS); Meteorological parameters available: Surface wind for both RWYs, visibility, temperature, dew point, relative humidity, sky conditions, cloud height and amount, altimeter setting and rainfall.
9	*ATS units provided with information*	NELSON MANDELA TWR, SAL APP, SAL ACC
10	*Additional information (Limitation of service, etc.)*	Aviation meteorological parameters permanently broadcast on 127.700 MHZ.

GVNP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	*True BRG*	*Dimensions of RWY(M)*	*Strength (PCN) and surface of RWY and SWY*	*THR coordinates RWY end coordinates THR geoid undulation*	*THR elevation and highest elevation of TDZ of precision APP RWY*
1	*2*	*3*	*4*	*5*	*6*
03	021.96°	2005 X 45	PCN 49 F / B / X / U NIL	145602.43N 0232915.57W 145659.75N 0232851.77W 85 FT	311 FT
21	201.96°	2005 X 45	PCN 49 F / B / X / U NIL	145659.75N 0232851.77W 145559.26N 0232916.88W 85 FT	326 FT

Slope of RWY-SWY	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimensions (M)*	*RWY end safety area (M)*	*Location / description of arresting system*	*OFZ*	*Remarks*
7	*8*	*9*	*10*	*11*	*12*	*13*	*14*
0.32 %	NIL	NIL	2125 X 150	90 X 90	NIL	NIL	NIL
0.32 %	NIL	NIL	2125 X 150	90 X 90	NIL	NIL	NIL

GVNP AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*
03	2005	2005	2005	1900	DTHR 200 M
21	2005	2005	2005	2005	NIL

GVNP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT LEN*	*RWY CL LGT LEN, spacing, colour, INTST*	*RWY edge LGT LEN, spacing, colour INTST*	*RWY end LGT colour WBAR*	*SWY LGT LEN colour*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*
03	Simple / Intensity variable	Green	PAPI 3° (55 FT)	NIL	NIL	1405 M, 60 M White, 600 M, 60 M Yellow	Red	NIL	APCH AT 420M / XBAR AT 300M
21	Simple / Intensity variable	Green	PAPI 3° (48 FT)	NIL	NIL	1435 M, 60 M White, 570 M, 60 M Yellow	Red	NIL	APCH AT 300M / XBAR AT 150M

GVNP AD 2.15 OTHER LIGHTING SECONDARY POWER SUPPLY

1	ABN / IBN location, characteristics and hours of operation	ABN: Tower building, FLG G / W every 5 SEC, HO / IMC W 160.000 CD G 20.000 CD

2	*LDI / Anemometer location and LGT*	NIL / Anemometer cup RWY 03 LGTD
3	*TWY ledge and CL lighting*	Edge: All TWYs CL: NIL
4	*Secondary power supply / switch - over time*	15 SEC
5	*Remarks*	WDI: Left hand side of each RWY ABM TDZ areas

GVNP 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

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 145631N 0232903W (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*	H24
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	H24	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

GVSV AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Aerodrome regulations

NIL

2. Taxiing to and from stands

Arriving aircraft will be allocated a parking position by the marshaller and will always be guided by his assistance.

3. Parking area for small aircraft (general aviation)

NIL

4. Parking area for helicopters

NIL

5. Apron - Taxiing during winter onditions

NIL

6. Taxiing - Limitations

a) All aircraft with ACN greater than 25 shall use TWY A and APRON 1 for taxiing and parking respectively.
b) 180º turns on the RWY are forbidden for aircraft MTOW above 30 TONS. 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

NIL

GVSV AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

GVSV AD 2.22 FLIGHT PROCEDURES

1. General

1.1 Minimum Sector Altitude (MSA)

Within a circle of 25 NM centred on NDB SVT, 8500 FT north of QDM 100º and QDM 230º, 4600 FT for the south side.

1.2 Night operations

Prohibited at the airport by aircraft of code 4 aircraft and all turbo jet aircraft.

1.3 RNAV GNSS SIDs and STARs

Operational under radar environment, according ICAO Doc 9613 item 3.1.2.3.

2. Procedures for IFR flights within aerodrome CTR

All IFR departures RWY 06 are required to maintain VMC to 1500 FT minimum.

3. Radar procedures within aerodrome CTR

NIL

GVSV AD 2.23 ADDITIONAL INFORMATION

Due to the characteristics of surrounding terrain and obstacles, Sao Pedro / Cesaria Evora is designated as a special aerodrome in accordance with cv car 8.j.550.

GVSV AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	*Page*
AERODROME CHART	GVSV AD 2-9
AERODROME OBSTACLE CHART RWY 06 TYPE A - 1	GVSV AD 2-10
AERODROME OBSTACLE CHART RWY 06 TYPE A - 2	GVSV AD 2-11
AERODROME OBSTACLE CHART RWY 24 TYPE A	GVSV AD 2-12
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 06	GVSV AD 2-13
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RNAV (GNSS) RWY 06 - ICAO	GVSV AD 2-14
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RNAV (GNSS) RWY 06 (VERSO) - ICAO	GVSV AD 2-15
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 24	GVSV AD 2-16
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RNAV (GNSS) RWY 24 - ICAO	GVSV AD 2-17
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RNAV (GNSS) RWY 24 (VERSO) - ICAO	GVSV AD 2-18
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RNAV (GNSS) RWY 06 - ICAO	GVSV AD 2-19
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RNAV (GNSS) RWY 06 (VERSO) - ICAO	GVSV AD 2-20
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RNAV (GNSS) RWY 24 - ICAO	GVSV AD 2-21
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RNAV (GNSS) RWY 24 (VERSO) - ICAO	GVSV AD 2-22
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 06 / 24	GVSV AD 2-23
INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 06 - ICAO	GVSV AD 2-24
INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 06 (VERSO) - ICAO	GVSV AD 2-25
INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 24 - ICAO	GVSV AD 2-26
INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 24 (VERSO) - ICAO	GVSV AD 2-27
INSTRUMENT APPROACH CHART NDB RWY 06 CAT A - C - ICAO	GVSV AD 2-28
INSTRUMENT APPROACH CHART NDB / LOC RWY 06 CAT A - C - ICAO	GVSV AD 2-29
VISUAL APPROACH CHART	GVSV AD 2-30