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REPUBLIC OF CABO VERDE

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

AIRAC
AIP AMDT 12/2023

Publication: **05 OCT 2023**
Effective from: **30 NOV 2023**

This AIRAC AMDT contains:

GEN 0.1	GVAC AERODROME ADMINISTRATIVE DATA Updated
GEN 0.4	
GEN 2.5	AIP SUPPLEMENT 02/2022 Incorporated into eAIP
GEN 3.1	GVAC AERODROME ADMINISTRATIVE DATA Updated
GEN 3.3	GVAC AERODROME ADMINISTRATIVE DATA Updated
GEN 3.4	GVAC AERODROME ADMINISTRATIVE DATA Updated
GEN 3.5	SAL FIR Waypoints Revised.
GEN 4.2	GVAC AERODROME ADMINISTRATIVE DATA Updated
ENR 1.1	GVAC AERODROME ADMINISTRATIVE DATA Updated
ENR 3.1	SAL FIR Waypoints Revised.
ENR 3.2	SAL FIR Waypoints Revised.
ENR 3.3	SAL FIR Waypoints Revised.
ENR 3.6	AIP SUPPLEMENT 02/2022 Incorporated into eAIP
ENR 4.1	NDB BVT Coordinates updated
ENR 4.4	SAL FIR Waypoints Revised.
ENR 6	
AD 0.1	
AD 1.1	ORGANIZATION CONTACT Updated
AD 1.5	GVSV uptaded the date of certification.
GVAC AD 2	GVAC Geographycal Data Updated: - ARP coordinates; - AD Elevation; - Geoid Ondulation; - Mag Var., GVAC AD Geographical Data updated., Updated GVAC MAG VAR., GVAC AERODROME ADMINISTRATIVE DATA Updated, -RWY end coordinates; -THR geoid undulation; -THR Elevation and highest elevation of TDZ of precision APP RWY;, AIP SUPPLEMENT 02/2022 Incorporated into eAIP, GVNP IAC RNP RWY 03, GVAC AERODROME CHART Updated, New GVAC AERODROME OBSTACLE CHART RWY 01 - TYPE A , New GVAC AERODROME OBSTACLE CHART RWY 19 - TYPE A , GVAC SID RWY 01 Updated, GVAC SID RWY 01 (GNSS), GVAC STAR RWY 01 Updated, GVAC SID RWY 19 Updated, GVAC SID RWY 19 (GNSS), GVAC STAR RWY 01_19 Updated, GVAC IAC ILS RWY 01 Updated, GVAC STAR RWY 01 (GNSS), GVAC STAR RWY 19, GVAC STAR RWY 19 (GNSS), GVAC IAC RNP RWY 01 (GNSS), GVAC IAC RNP RWY 19, GVAC Obstacle Type A Chart RWY 01-19 Deleted, GVAC SID RWY 19 Udated, GVAC IAC VOR RWY 01 Updated

GVBA AD 2	GVBA Geographycal Data Updated: - ARP coordinates; - AD Elevation; - Geoid Ondulation; - Mag Var., Updated GVBA MAG VAR., GVBA AERODROME ADMINISTRATIVE DATA Updated, GVBA RWY 03 Physical Characteristics: THR Coordinates; RWY end coordinates; THR Geoid ondulation; THR elevation;, GVBA RWY 21 Physical Characteristics: RWY end coordinates; THR Geoid ondulation; THR elevation;, NDB BVT Coordinates updated, GVBA AD Chart Updated: -ARP; -AD Elev; -Mag. Variation., GVBA SID RWY 03 Updated, GVBA AD Parking Docking Chart updated, GVBA SID RWY 21, GVBA STAR RWY 21 Updated, GVBA IAC NDB RWY 21 Updated
GVMA AD 2	GVMA AERODROME ADMINISTRATIVE DATA Updated
GVNP AD 2	GVNP Geographycal Data Updated: - ARP coordinates; - AD Elevation; - Geoid Ondulation; - Mag Var., Updated GVNP Geographical Data, GVAC STAR RWY 01 Updated, Updated GVNP MAG VAR., GVNP AERODROME ADMINISTRATIVE DATA Updated, New RWY and TWY Markings and Lights Added., GVNP Declared Distances Updated, GVNP RWY 03 Physical Characteristics Update: THR coordinates; RWY end coordinates; THR geoid ondulation; THR elevation;, GVNP RWY 21 Physical Characteristics Update: THR coordinates; RWY end coordinates; THR geoid ondulation; THR elevation;, Created to correct an error when editing the data on SDO. Longitude THR RWY 21, GVNP Runway Strip Updated, Added RWY 03 RESA; Changed RWY 21 RESA. , GVNP Approach Lighting Intensity updated., GVNP IAC RNP RWY 03, GVNP AERODROME CHART Updated, GVNP Obstacle Type A Chart RWY 03-21 Deleted, New GVNP AERODROME OBSTACLE CHART RWY 03 - TYPE A , New GVNP AERODROME OBSTACLE CHART RWY 21 - TYPE A , GVNP SID RWY 03 Updated, GVNP SID RWY 21 Updated, GVNP RNP SID RWY 03, GVBA AD Parking Docking Chart updated, GVNP STAR 1 RWY 03_21 Updated, GVNP RNP SID RWY 21, GVNP STAR 2 RWY 03_21, GVNP RNP STAR RWY 03, GVNP RNP STAR RWY 21, GVNP IAC VOR RWY 03 Updated, GVNP IAC NDB RWY 03 (CAT A&B) Updated, GVNP IAC NDB RWY 03 (CAT C&D) Updated, GVNP IAC VOR RWY 21 Updated, GVNP IAC NDB RWY 21 (CAT C&D) Updated, GVNP IAC RNP RWY 21
GVSF AD 2	GVSF AERODROME ADMINISTRATIVE DATA Updated
GVSN AD 2	GVSN AERODROME ADMINISTRATIVE DATA Updated, GVAC STAR RWY 01 Updated, GVSN Locator coordinates updated
GVSV AD 2	GVSV AD ADMINISTRATIVE DATA Updated

1.

DESTROY			INSERT		
GEN	0.1-1	19 MAY 2022	GEN	0.1-1	30 NOV 2023
	0.1-2	08 SEP 2022		0.1-2	30 NOV 2023
	0.4-1	23 FEB 2023		0.4-1	30 NOV 2023
	0.4-2	23 FEB 2023		0.4-2	30 NOV 2023
	0.4-3	23 FEB 2023		0.4-3	30 NOV 2023
	2.5-1	19 MAY 2022		2.5-1	30 NOV 2023
	3.1-1	16 JUN 2022		3.1-1	30 NOV 2023
	3.3-1	08 SEP 2022		3.3-1	30 NOV 2023
	3.4-1	08 SEP 2022		3.4-1	30 NOV 2023
	3.5-4	08 SEP 2022		3.5-4	30 NOV 2023

DESTROY			INSERT		
	4.2-1	08 SEP 2022		4.2-1	30 NOV 2023
ENR	1.1-1	08 SEP 2022	ENR	1.1-1	30 NOV 2023
	3.1-1	08 SEP 2022		3.1-1	30 NOV 2023
	3.1-2	08 SEP 2022		3.1-2	30 NOV 2023
	3.1-4	08 SEP 2022		3.1-4	30 NOV 2023
	3.1-5	08 SEP 2022		3.1-5	30 NOV 2023
	3.1-8	08 SEP 2022		3.1-8	30 NOV 2023
	3.1-9	16 JUN 2022		3.1-9	30 NOV 2023
	3.1-10	16 JUN 2022		3.1-10	30 NOV 2023
	3.1-11	16 JUN 2022		3.1-11	30 NOV 2023
	3.1-12	16 JUN 2022		3.1-12	30 NOV 2023
	3.1-13	16 JUN 2022		3.1-13	30 NOV 2023
	3.1-14	16 JUN 2022		3.1-14	30 NOV 2023
	3.1-15	16 JUN 2022		3.1-15	30 NOV 2023
	3.1-16	16 JUN 2022		3.1-16	30 NOV 2023
	3.1-17	16 JUN 2022		3.1-17	30 NOV 2023
	3.1-18	16 JUN 2022		3.1-18	30 NOV 2023
	3.1-20	16 JUN 2022		3.1-20	30 NOV 2023
	3.1-21	16 JUN 2022		3.1-21	30 NOV 2023
	3.1-22	16 JUN 2022		3.1-22	30 NOV 2023
	3.2-1	08 SEP 2022		3.2-1	30 NOV 2023
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	3.2-4	16 JUN 2022		3.2-4	30 NOV 2023
	3.2-5	16 JUN 2022		3.2-5	30 NOV 2023
	3.2-6	16 JUN 2022		3.2-6	30 NOV 2023
	3.3-1	16 JUN 2022		3.3-1	30 NOV 2023
	3.3-2	16 JUN 2022		3.3-2	30 NOV 2023
	3.3-3	16 JUN 2022		3.3-3	30 NOV 2023
	3.6-1	08 SEP 2022		3.6-1	30 NOV 2023
	4.1-1	08 SEP 2022		4.1-1	30 NOV 2023
	4.4-1	19 MAY 2022		4.4-1	30 NOV 2023
	6-1	19 MAY 2022		6-1	30 NOV 2023
	6-2	19 MAY 2022		6-2	30 NOV 2023
AD	0.1-2	19 MAY 2022	AD	0.1-2	30 NOV 2023
	1.1-1	16 JUN 2022		1.1-1	30 NOV 2023
	1.5-1	23 FEB 2023		1.5-1	30 NOV 2023
	GVAC AD 2-1	19 MAY 2022		GVAC AD 2-1	30 NOV 2023
	GVAC AD 2-4	19 MAY 2022		GVAC AD 2-4	30 NOV 2023
	GVAC AD 2-5	19 MAY 2022		GVAC AD 2-5	30 NOV 2023
	GVAC AD 2-6	08 SEP 2022		GVAC AD 2-6	30 NOV 2023

DESTROY		INSERT	
GVAC AD 2-8	16 JUN 2022	GVAC AD 2-8	30 NOV 2023
GVAC AD 2-9	19 MAY 2022	GVAC AD 2-9	30 NOV 2023
GVAC AD 2-10	19 MAY 2022	GVAC AD 2-10	30 NOV 2023
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GVAC AD 2-16	16 JUN 2022	GVAC AD 2-16	30 NOV 2023
GVAC AD 2-17	16 JUN 2022	GVAC AD 2-17	30 NOV 2023
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GVAC AD 2-19	16 JUN 2022	GVAC AD 2-19	30 NOV 2023
GVAC AD 2-20	16 JUN 2022	GVAC AD 2-20	30 NOV 2023
GVAC AD 2-21	16 JUN 2022	GVAC AD 2-21	30 NOV 2023
-	-	GVAC AD 2-22	30 NOV 2023
-	-	GVAC AD 2-23	30 NOV 2023
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-	-	GVAC AD 2-28	30 NOV 2023
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-	-	GVAC AD 2-32	30 NOV 2023
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-	-	GVAC AD 2-34	30 NOV 2023
-	-	GVAC AD 2-35	30 NOV 2023
-	-	GVAC AD 2-36	30 NOV 2023
-	-	GVAC AD 2-37	30 NOV 2023
-	-	GVAC AD 2-38	30 NOV 2023
-	-	GVAC AD 2-39	30 NOV 2023
-	-	GVAC AD 2-40	30 NOV 2023
-	-	GVAC AD 2-41	30 NOV 2023
-	-	GVAC AD 2-42	30 NOV 2023
-	-	GVAC AD 2-43	30 NOV 2023
-	-	GVAC AD 2-44	30 NOV 2023
-	-	GVAC AD 2-45	30 NOV 2023
-	-	GVAC AD 2-46	30 NOV 2023
-	-	GVAC AD 2-47	30 NOV 2023
GVBA AD 2-1	19 MAY 2022	GVBA AD 2-1	30 NOV 2023
GVBA AD 2-4	19 MAY 2022	GVBA AD 2-4	30 NOV 2023

DESTROY		INSERT	
GVBA AD 2-5	19 MAY 2022	GVBA AD 2-5	30 NOV 2023
GVBA AD 2-6	19 MAY 2022	GVBA AD 2-6	30 NOV 2023
GVBA AD 2-7	08 SEP 2022	GVBA AD 2-7	30 NOV 2023
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GVBA AD 2-9	19 MAY 2022	GVBA AD 2-9	30 NOV 2023
GVBA AD 2-10	19 MAY 2022	GVBA AD 2-10	30 NOV 2023
GVBA AD 2-15	19 MAY 2022	GVBA AD 2-15	30 NOV 2023
GVBA AD 2-16	19 MAY 2022	GVBA AD 2-16	30 NOV 2023
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GVBA AD 2-21	19 MAY 2022	GVBA AD 2-21	30 NOV 2023
GVBA AD 2-22	19 MAY 2022	GVBA AD 2-22	30 NOV 2023
GVBA AD 2-23	19 MAY 2022	GVBA AD 2-23	30 NOV 2023
GVBA AD 2-24	19 MAY 2022	GVBA AD 2-24	30 NOV 2023
GVBA AD 2-25	19 MAY 2022	GVBA AD 2-25	30 NOV 2023
GVBA AD 2-26	19 MAY 2022	GVBA AD 2-26	30 NOV 2023
GVBA AD 2-27	19 MAY 2022	GVBA AD 2-27	30 NOV 2023
GVBA AD 2-28	19 MAY 2022	GVBA AD 2-28	30 NOV 2023
GVBA AD 2-29	19 MAY 2022	GVBA AD 2-29	30 NOV 2023
GVBA AD 2-30	19 MAY 2022	GVBA AD 2-30	30 NOV 2023
GVBA AD 2-31	19 MAY 2022	GVBA AD 2-31	30 NOV 2023
GVBA AD 2-32	19 MAY 2022	GVBA AD 2-32	30 NOV 2023
-	-	GVBA AD 2-33	30 NOV 2023
-	-	GVBA AD 2-34	30 NOV 2023
-	-	GVBA AD 2-35	30 NOV 2023
-	-	GVBA AD 2-36	30 NOV 2023
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GVNP AD 2-3	19 MAY 2022	GVNP AD 2-3	30 NOV 2023
GVNP AD 2-4	19 MAY 2022	GVNP AD 2-4	30 NOV 2023
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GVNP AD 2-14	19 MAY 2022	GVNP AD 2-14	30 NOV 2023
GVNP AD 2-15	19 MAY 2022	GVNP AD 2-15	30 NOV 2023

DESTROY		INSERT	
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-	-	GVNP AD 2-32	30 NOV 2023
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-	-	GVNP AD 2-42	30 NOV 2023
-	-	GVNP AD 2-43	30 NOV 2023
-	-	GVNP AD 2-44	30 NOV 2023
-	-	GVNP AD 2-45	30 NOV 2023
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-	-	GVNP AD 2-48	30 NOV 2023
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GVSF AD 2-1	19 MAY 2022	GVSF AD 2-1	30 NOV 2023
GVSN AD 2-1	19 MAY 2022	GVSN AD 2-1	30 NOV 2023
GVSN AD 2-5	19 MAY 2022	GVSN AD 2-5	30 NOV 2023
GVSV AD 2-1	06 OCT 2022	GVSV AD 2-1	30 NOV 2023

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	02/2022
AIC	NIL
NOTAM	NIL

- END -

PART 1 - GENERAL (GEN)

GEN 0.

GEN 0.1 PREFACE

0.1.1. Name of the publishing authority

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

0.1.2. Applicable ICAO documents

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

0.1.3. Publication media

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

0.1.4. AIP structure and established regular amendment interval

0.1.4.1 AIP structure

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

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

0.1.4.1.1 *Part 1 - General (GEN)*

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

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

0.1.4.1.2 *Part 2 - Enroute (ENR)*

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

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

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

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

0.1.4.1.3 *Part 3 - Aerodromes (AD)*

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

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

0.1.4.2 Regular amendment interval

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

0.1.5. Copyright policy

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

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

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

ASA - Aeroportos e Seguranca Aerea - S.A.

Aeronautical Information Management Service (SGIA) - AIS / MAP

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Http: https://ais.asa.cv

GEN 0.4 CHECKLIST OF AIP PAGES

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PART 1 - GENERAL (GEN)	
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0.3-1	19 MAY 2022
0.4-1	30 NOV 2023
0.4-2	30 NOV 2023
0.4-3	30 NOV 2023
0.5-1	19 MAY 2022
0.6-1	16 JUN 2022
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1.2-2	19 MAY 2022
1.2-3	08 SEP 2022
1.2-4	19 MAY 2022
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1.3-1	16 JUN 2022
1.4-1	16 JUN 2022
1.5-1	08 SEP 2022
1.6-1	08 SEP 2022
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1.7-1	08 SEP 2022
GEN 2.	
2.1-1	08 SEP 2022
2.1-2	19 MAY 2022
2.2-1	19 MAY 2022
2.2-2	19 MAY 2022
2.2-3	19 MAY 2022
2.2-4	19 MAY 2022
2.2-5	19 MAY 2022
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2.3-2	19 MAY 2022
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2.5-1	30 NOV 2023
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2.6-2	19 MAY 2022
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GEN 3.	
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3.1-3	19 MAY 2022
3.1-4	16 JUN 2022
3.2-1	08 SEP 2022
3.2-2	08 SEP 2022
3.3-1	30 NOV 2023
3.3-2	19 MAY 2022
3.4-1	30 NOV 2023
3.4-2	19 MAY 2022
3.4-3	19 MAY 2022
3.5-1	08 SEP 2022
3.5-2	16 JUN 2022
3.5-3	16 JUN 2022
3.5-4	30 NOV 2023
3.5-5	08 SEP 2022
3.6-1	08 SEP 2022
3.6-2	16 JUN 2022
GEN 4.	
4.1-1	19 MAY 2022
4.1-2	19 MAY 2022
4.1-3	19 MAY 2022
4.2-1	30 NOV 2023
PART 2 - EN-ROUTE (ENR)	
ENR 0.	
0.1-1	16 JUN 2022
ENR 1.	
1.1-1	30 NOV 2023
1.1-2	08 SEP 2022
1.2-1	16 JUN 2022
1.2-2	19 MAY 2022
1.3-1	08 SEP 2022
1.3-2	08 SEP 2022
1.4-1	16 JUN 2022
1.4-2	08 SEP 2022
1.4-3	08 SEP 2022
1.5-1	19 MAY 2022
1.6-1	08 SEP 2022
1.6-2	08 SEP 2022
1.6-3	16 JUN 2022
1.7-1	16 JUN 2022
1.7-2	08 SEP 2022
1.8-1	08 SEP 2022
1.8-2	08 SEP 2022
1.9-1	08 SEP 2022
1.9-2	19 MAY 2022
1.10-1	01 DEC 2022
1.10-2	08 SEP 2022
1.10-3	16 JUN 2022
1.11-1	08 SEP 2022
1.12-1	19 MAY 2022
1.12-2	19 MAY 2022
1.13-1	19 MAY 2022
1.14-1	08 SEP 2022
1.14-2	19 MAY 2022
1.14-3	19 MAY 2022
1.14-4	19 MAY 2022
1.14-5	19 MAY 2022
1.14-6	19 MAY 2022
ENR 2.	
2.1-1	08 SEP 2022
2.1-2	08 SEP 2022
2.1-3	16 JUN 2022
2.1-4	19 MAY 2022
2.1-5	19 MAY 2022
2.2-1	19 MAY 2022
ENR 3.	
3.1-1	30 NOV 2023
3.1-2	30 NOV 2023
3.1-3	08 SEP 2022
3.1-4	30 NOV 2023
3.1-5	30 NOV 2023
3.1-6	08 SEP 2022
3.1-7	08 SEP 2022
3.1-8	30 NOV 2023
3.1-9	30 NOV 2023
3.1-10	30 NOV 2023
3.1-11	30 NOV 2023
3.1-12	30 NOV 2023

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3.1-13	30 NOV 2023
3.1-14	30 NOV 2023
3.1-15	30 NOV 2023
3.1-16	30 NOV 2023
3.1-17	30 NOV 2023
3.1-18	30 NOV 2023
3.1-19	16 JUN 2022
3.1-20	30 NOV 2023
3.1-21	30 NOV 2023
3.1-22	30 NOV 2023
3.2-1	30 NOV 2023
3.2-2	30 NOV 2023
3.2-3	30 NOV 2023
3.2-4	30 NOV 2023
3.2-5	30 NOV 2023
3.2-6	30 NOV 2023
3.2-7	16 JUN 2022
3.3-1	30 NOV 2023
3.3-2	30 NOV 2023
3.3-3	30 NOV 2023
3.3-4	08 SEP 2022
3.4-1	19 MAY 2022
3.5-1	19 MAY 2022
3.6-1	30 NOV 2023
ENR 4.	
4.1-1	30 NOV 2023
4.2-1	19 MAY 2022
4.3-1	19 MAY 2022
4.4-1	30 NOV 2023
4.4-2	19 MAY 2022
4.5-1	16 JUN 2022
ENR 5.	
5.1-1	19 MAY 2022
5.2-1	19 MAY 2022
5.3-1	19 MAY 2022
5.4-1	19 MAY 2022
5.5-1	19 MAY 2022
5.6-1	19 MAY 2022
ENR 6.	
6-1	30 NOV 2023
6-2	30 NOV 2023
6-3	19 MAY 2022
PART 3 - AERODROMES (AD)	
AD 0.	
0.1-1	16 JUN 2022
0.1-2	30 NOV 2023
0.1-3	19 MAY 2022
AD 1.	
1.1-1	30 NOV 2023
1.1-2	19 MAY 2022
1.2-1	19 MAY 2022
1.3-1	19 MAY 2022
1.3-2	19 MAY 2022
1.4-1	19 MAY 2022
1.5-1	30 NOV 2023
AD 2.	
SAL ISLAND / AMILCAR CABRAL	
AD 2-1	30 NOV 2023
AD 2-2	19 MAY 2022
AD 2-3	16 JUN 2022
AD 2-4	30 NOV 2023
AD 2-5	30 NOV 2023
AD 2-6	30 NOV 2023
AD 2-7	08 SEP 2022

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AD 2-8	30 NOV 2023
AD 2-9	30 NOV 2023
AD 2-10	30 NOV 2023
AD 2-11	30 NOV 2023
AD 2-12	30 NOV 2023
AD 2-13	30 NOV 2023
AD 2-14	30 NOV 2023
AD 2-15	30 NOV 2023
AD 2-16	30 NOV 2023
AD 2-17	30 NOV 2023
AD 2-18	30 NOV 2023
AD 2-19	30 NOV 2023
AD 2-20	30 NOV 2023
AD 2-21	30 NOV 2023
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AD 2-24	30 NOV 2023
AD 2-25	30 NOV 2023
AD 2-26	30 NOV 2023
AD 2-27	30 NOV 2023
AD 2-28	30 NOV 2023
AD 2-29	30 NOV 2023
AD 2-30	30 NOV 2023
AD 2-32	30 NOV 2023
AD 2-33	30 NOV 2023
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AD 2-38	30 NOV 2023
AD 2-39	30 NOV 2023
AD 2-40	30 NOV 2023
AD 2-41	30 NOV 2023
AD 2-42	30 NOV 2023
AD 2-43	30 NOV 2023
AD 2-44	30 NOV 2023
AD 2-45	30 NOV 2023
AD 2-46	30 NOV 2023
AD 2-47	30 NOV 2023
RABIL / ARISTIDES PEREIRA	
AD 2-1	30 NOV 2023
AD 2-2	19 MAY 2022
AD 2-3	19 MAY 2022
AD 2-4	30 NOV 2023
AD 2-5	30 NOV 2023
AD 2-6	30 NOV 2023
AD 2-7	30 NOV 2023
AD 2-8	30 NOV 2023
AD 2-9	30 NOV 2023
AD 2-10	30 NOV 2023
AD 2-11	19 MAY 2022
AD 2-12	19 MAY 2022
AD 2-13	19 MAY 2022
AD 2-14	19 MAY 2022
AD 2-15	30 NOV 2023
AD 2-16	30 NOV 2023
AD 2-17	19 MAY 2022
AD 2-18	19 MAY 2022
AD 2-19	30 NOV 2023
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AD 2-22	30 NOV 2023
AD 2-23	30 NOV 2023
AD 2-24	30 NOV 2023
AD 2-25	30 NOV 2023
AD 2-26	30 NOV 2023
AD 2-27	30 NOV 2023
AD 2-28	30 NOV 2023
AD 2-29	30 NOV 2023
AD 2-30	30 NOV 2023

Page	Date
AD 2-31	30 NOV 2023
AD 2-32	30 NOV 2023
AD 2-33	30 NOV 2023
AD 2-34	30 NOV 2023
AD 2-35	30 NOV 2023
AD 2-36	30 NOV 2023
MAIO ISLAND / MAIO	
AD 2-1	30 NOV 2023
AD 2-2	19 MAY 2022
AD 2-3	19 MAY 2022
AD 2-4	19 MAY 2022
AD 2-5	19 MAY 2022
AD 2-6	19 MAY 2022
AD 2-7	19 MAY 2022
AD 2-8	19 MAY 2022
PRAIA / NELSON MANDELA	
AD 2-1	30 NOV 2023
AD 2-2	01 DEC 2022
AD 2-3	30 NOV 2023
AD 2-4	30 NOV 2023
AD 2-5	30 NOV 2023
AD 2-6	30 NOV 2023
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AD 2-31	30 NOV 2023
AD 2-32	30 NOV 2023
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AD 2-41	30 NOV 2023
AD 2-42	30 NOV 2023
AD 2-43	30 NOV 2023
AD 2-44	30 NOV 2023
AD 2-45	30 NOV 2023
AD 2-46	30 NOV 2023
AD 2-47	30 NOV 2023
AD 2-48	30 NOV 2023
AD 2-49	30 NOV 2023
FOGO ISLAND / SAO FILIPE	
AD 2-1	30 NOV 2023
AD 2-2	16 JUN 2022

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AD 2-3	16 JUN 2022
AD 2-4	19 MAY 2022
AD 2-5	19 MAY 2022
AD 2-6	19 MAY 2022
AD 2-7	19 MAY 2022
AD 2-8	16 JUN 2022
SAO NICOLAU ISLAND / PREGUICA	
AD 2-1	30 NOV 2023
AD 2-2	16 JUN 2022
AD 2-3	19 MAY 2022
AD 2-4	19 MAY 2022
AD 2-5	30 NOV 2023
AD 2-6	19 MAY 2022
AD 2-7	19 MAY 2022
AD 2-8	16 JUN 2022
SAO PEDRO / CESARIA EVORA	
AD 2-1	30 NOV 2023
AD 2-2	19 MAY 2022
AD 2-3	23 FEB 2023
AD 2-4	23 FEB 2023
AD 2-5	23 FEB 2023
AD 2-6	23 FEB 2023
AD 2-7	19 MAY 2022
AD 2-8	23 FEB 2023
AD 2-9	23 FEB 2023
AD 2-10	16 JUN 2022
AD 2-11	16 JUN 2022
AD 2-12	16 JUN 2022
AD 2-13	19 MAY 2022
AD 2-14	16 JUN 2022
AD 2-15	19 MAY 2022
AD 2-16	19 MAY 2022
AD 2-17	16 JUN 2022
AD 2-18	19 MAY 2022
AD 2-19	16 JUN 2022
AD 2-20	19 MAY 2022
AD 2-21	16 JUN 2022
AD 2-22	19 MAY 2022
AD 2-23	19 MAY 2022
AD 2-24	19 MAY 2022
AD 2-25	19 MAY 2022
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AD 2-27	19 MAY 2022
AD 2-28	19 MAY 2022
AD 2-29	19 MAY 2022
AD 2-30	23 FEB 2023

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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

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

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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: https://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: https://ais.asa.cv

3.1.1.5 Service hours

AIS service hours are as follows

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

3.1.1.6 Applicable ICAO documents

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

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

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

3.1.2. Area of Responsibility

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

3.1.3. Aeronautical publications

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

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

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

3.1.3.1 **Electronic Aeronautical Information Publication (AIP)**

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

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

3.1.3.2 **Amendment Service to the electronic AIP**

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

3.1.3.2.2 There are two types of Amendments:

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

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

3.1.3.2.3 For further details refer to the electronic AIP Republic of

Cabo Verde version on the internet and its Help section.

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

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

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

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

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

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

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

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

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

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

3.1.3.5 **Notice to Airmen (NOTAM)**

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

3.1.3.5.2 A NOTAM shall be originated and issued promptly whenever the information to be disseminated is of a temporary nature and of short duration or when operationally significant permanent changes, or temporary changes of long duration are made at short notice.

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

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

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

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

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

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

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

3.1.3.6 Checklist and list of valid NOTAM

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

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

3.1.3.7 Distribution and sale of Publications

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

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

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

Aeronautical Information Management Service AIS / MAP
Aeroporto Amilcar Cabral

GEN 3.3 AIR TRAFFIC SERVICES

3.3.1. Responsible services

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

ASA - Aeroportos e Seguranca Aerea - S.A.
Air Traffic Operation Service (SOTA)
Aeroporto Amilcar Cabral
Espargos
Sal Island
Republic of Cabo Verde
TEL: +238 2419200
Telefax:+238 2413336
e-mail: NIL
AFS: GVACDNAX
Http: NIL

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

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

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

3.3.2. Area of responsibility

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

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

3.3.3. Type of service

3.3.3.1 The following types of service are provided:

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

3.3.3.2 The following types of services are provided at aerodromes:

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

3.3.3.3 Provision of flight information service within SAL OCEANIC FIR

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

a) Provision of the service includes information about weather, changes of serviceability of facilities, conditions at aerodromes and any other pertinent information.
b) The controller may attempt to identify the flight for monitoring and coordination purposes only. Such identification does not imply that the radar service is being provided or that the controller will continuously monitor the flight. Pilots must be left in no doubt that they are not receiving a radar service.
c) Controller are not responsible for separating or sequencing aircraft.

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

3.3.4. Co - ordination between the operator and ATS

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

3.3.5. Minimum flight altitude

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

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

3.3.6. ATS unit address list

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

GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES

3.4.1. Responsible Service

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

ASA - Aeroportos e Seguranca Aerea - S.A.
Communication, Surveillance and Navigation Service (SCVN)
Aeroporto Amilcar Cabral
Espargos
Sal Island
Republic of Cabo Verde
TEL: +238 2419200
Telefax:+238 2413336
e-mail: NIL
AFS: GVACDNAX
Http: NIL

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

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

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

3.4.2. Area of responsibility

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

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

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

3.4.3. Type of service

3.4.3.1 Radio navigation services

The following types of radio aids to navigation are available:

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

3.4.3.2 Voice and & or data link services

3.4.3.2.1 Mobile service

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

An aircraft should normally communicate with the air / ground control radio station that exercises control in the area in which the aircraft is flying. Aircraft should maintain a continuous watch on the appropriate frequency of the control station and should not abandon watch, except in an emergency, without informing the control radio station.

3.4.3.2.2 Fixed service

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

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

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

3.4.3.3 Broadcasting service

NIL

3.4.3.4 Language used

English and Portuguese

3.4.3.5 Where detailed information can be obtained

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

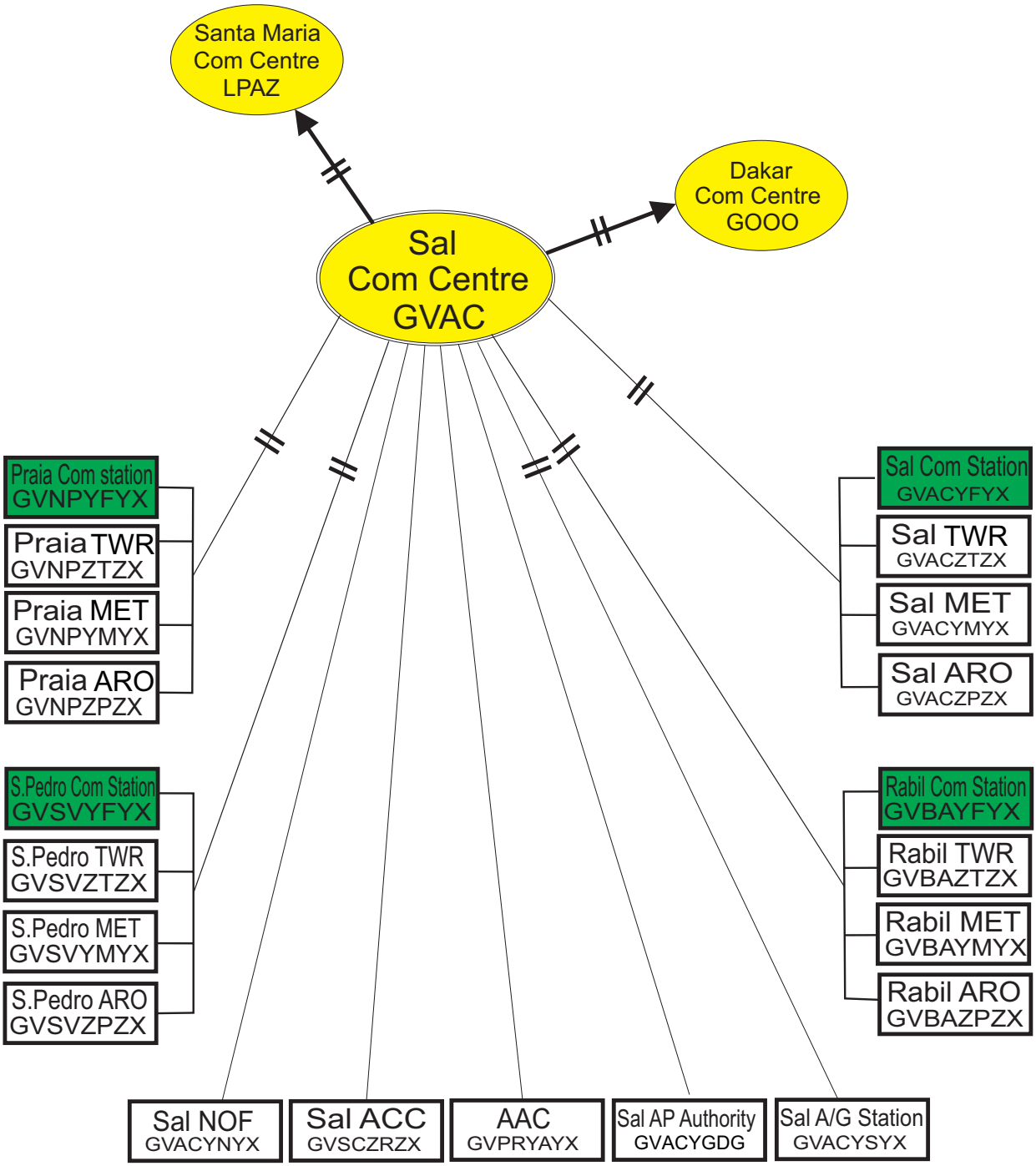
3.4.4. Requirements and conditions

NIL

3.4.5. Miscellaneous

See following figures of AFTN circuit network.

Aeronautical Fixed Services (Telegraph)



LEGEND	
SIMPLEX CIRCUIT	I
DUPLEX CIRCUIT	II
COM CENTER	
AFS STATION	

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*
Sao Nicolau Island / Preguica GVSN	Hourly 09:00 - 19:00	METAR SPECI	WDI left side of RWY 01 and right side of RWY 19 AWOS: Surface wind for RWY 01, temperature, dew point, relative humidity and altimeter setting.	07:00 - 19:00	NIL
Fogo Island / Sao Filipe GVSF	Hourly 07:00 - 19:00	METAR SPECI	WDI Left side of RWY 14 and left side of RWY 32. AWOS: Surface wind for RWY 14, temperature, dew point relative humidity and altimeter setting.	07:00 - 19:00	NIL

3.5.4. Types of services

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

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

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

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

3.5.5. Notification required from operators

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

3.5.6. Aircraft reports

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

EDUMO	TENPA	IPERA	GUNET	GAMBA	IRANI	CVS	OPADU	KEPAS
AMDOL	POMAT	ONOBI	BOTNO	TUTLO	XIBOT	VEPOP	ERNEK	TEGTO
ULTEM	RUKAV	OBOMO	BAMUX	PIXED	XIGLU	ILGAS	SEPOM	LUMPO
MOGSA	BORTA	TARIM	XUVIT	BIKOM	NATAS	GARPO		

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

3.5.7. VOLMET Service

NIL

3.5.8. SIGMET Service

Table GEN 3.5.8 SIGMET service

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

3.5.8.1 General

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

3.5.8.2 Area meteorological watch service

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

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

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

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

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

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

In addition to the issuance of SIGMETs, the MWOs will inform the regional control centre about the occurrence or expected occurrence of thunderstorms, moderate icing, light to moderate hail, or moderate turbulence within the FIRs concerned. The information is intended for the safety of low level flights and is limited to the lower airspace.

3.5.8.3 Warning service

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

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

Differences from these criteria have to be agreed upon locally.

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

SIGMET information is disseminated through directed transmissions to aircraft general calls

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

GEN 4.2 AIR NAVIGATION SERVICES CHARGES

4.2.1. Approach Control

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

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

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

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

4.2.2. Route Air Navigation Services

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

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

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

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

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

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

4.2.3.1 Exemptions

4.2.3.1.1 Approach control

The following are exempt from Terminal Air Navigation Charges:

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

4.2.3.1.2 Reductions

Not applicable.

4.2.4. Methods of Payment

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

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

4.2.4.3 The following credit cards will be accepted:

VISA, Master Card, Diners Club and American Express:

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

VISA, Master Card and American Express:

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

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ENR 1. GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

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

1.1.1. Minimum Safe Heights

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

1.1.2. Dropping of objects

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

1.1.3. Acrobatic flights

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

1.1.4. Towing and advertising flights

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

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

1.1.4.2 The above applies to the towing of objects for other than advertising purposed and subparagraph does not apply to aerial work of rotorcraft. Towing gliders does not require permission, as the rating for towing will suffice. For reasons of public safety or order and in particular for noise abatement, the authority granting permission may impose conditions. This authority may assign higher minimum safe heights and impose time limitations.

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

1.1.5. Times and units of measurement

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

1.1.6. Airspace structure

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

1.1.7. Prohibited areas and flight restrictions

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

1.1.8. Cloud flights with gliders

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

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

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

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

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

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

the local aeronautical authority.

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

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

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

1.1.11. Clearance before entering Class C airspace

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

1.1.12. Requirements for read back of ATC clearance

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

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

ENR 3. ATS ROUTES

ENR 3.1 LOWER ATS ROUTES

Route Designator/ (RNP/RNAV Type)		Route Usage Notes								
Significant Point Name		Significant Point Coordinates								
(RNP/RNAV Type)		Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
A602										
▲	MOGSA	144118N 0201241W								SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		318°/ 138°	114.0 NM		FL 245 / 3000 FT AMSL		40 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	TOBIK	155142N 0214606W								
		318°/ 138°	86.0 NM		FL 245 / 3000 FT AMSL		10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225704W								

Route Designator/ (RNP/RNAV Type)		Route Usage Notes								
Significant Point Name		Significant Point Coordinates								
(RNP/RNAV Type)		Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
B623										
▲	IPERA	202154N 0204200W								SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		219°/ 040°	173.0 NM		FL 245 / 3000 FT AMSL		90 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	DIMKI	175320N 0221453W								
		220°/ 041°	80.0 NM		FL 245 / 3000 FT AMSL		10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225704W								
		216°/ 037°	188.0 NM		FL 245 / 3000 FT AMSL		10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	ODMEN	135354N 0242034W								
		217°/ 037°	14.0 NM		FL 245 / 3000 FT AMSL		90 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	ONOBI	134136N 0242630W								

Route Designator/ (RNP/RNAV Type)		Route Usage Notes								
Significant Point Name		Significant Point Coordinates								
(RNP/RNAV Type)		Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
R976										
▲	LUMPO	154048N 0200000W								SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		301°/ 121°	101.0 NM		FL 245 / 3000 FT AMSL		40 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	POLMO	161629N 0213834W								
		301°/ 121°	80.0 NM		FL 245 / 3000 FT AMSL		10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225704W								

Route Designator/ (RNP/RNAV Type)		Route Usage Notes								
Significant Point Name		Significant Point Coordinates								
(RNP/RNAV Type)		Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
W11		Route Remarks: Transition UW11 / UN857								
▲	PINPO	173905N 0215618W								SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		237°/ 057°	80.0 NM		FL 245 / 3000 FT AMSL		10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225704W								

Route Designator/ (RNP/RNAV Type)		Route Usage Notes								
Significant Point Name		Significant Point Coordinates								
(RNP/RNAV Type)		Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
W12										
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225704W								SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		207°/ 027°	112.0 NM		FL 245 / 3000 FT AMSL		10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	PRAIA VOR/DME (SNT)	145621N 0232856W								

Route Designator/ (RNP/RNAV Type)		Route Usage Notes								
Significant Point Name		Significant Point Coordinates								
(RNP/RNAV Type)		Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
W13		Route Remarks: Transition UN873								
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225704W								SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		220°/ 041°	185.0 NM		FL 245 / 3000 FT AMSL		10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	BULVO	140228N 0243012W								

Route Designator/ (RNP/RNAV Type)		Route Usage Notes								
Significant Point Name		Significant Point Coordinates								
(RNP/RNAV Type)		Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
W14										
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225704W								SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		284°/ 104°	122.0 NM		FL 245 / 3000 FT AMSL		10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	SAO VICENTE NDB (SVT)	164945N 0250353W								

Route Designator/ (RNP/RNAV Type)		Route Usage Notes								
Significant Point Name		Significant Point Coordinates								
(RNP/RNAV Type)		Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
W15		Route Remarks: Transition UR976								
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225704W								SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		318°/ 138°	141.0 NM		FL 245 / 3000 FT AMSL		10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	KEGIL	180928N 0245513W								

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

Route Designator/ (RNP/RNAV Type)		Route Usage Notes								
Significant Point Name		Significant Point Coordinates								
(RNP/RNAV Type)		Track MAG ↓ / ↑	Dist	COP	Upper limit / lower limit	Minimum flight altitude	Lateral limits	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
W22		Route Remarks: Transition UW22 - UW11 - UN857								
▲	PINPO	173905N 0215618W								SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		221°/ 042°	106.0 NM		FL 245 / 3000 FT AMSL		10 NM	even	odd	FL 245 / FL 195 Class A FL 195 / 3000 FT AMSL Class C
▲	BOA VISTA / RABIL NDB (BVT)	160803N 0225317W								

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

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

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

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

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

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

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

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

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

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

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

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

ENR 3.2 UPPER ATS ROUTES

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)		Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
UA602									
▲	MOGSA	144118N 0201241W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		318°/ 138°	122.0 NM		UNL / FL 245		even	odd	Class A
▲	OPADU	155618N 0215212W							
		318°/ 138°	79.0 NM		UNL / FL 245		even	odd	Class A
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225704W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)		Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
UB623									
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225704W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		216°/ 037°	202.0 NM		FL 280 / FL 245		even	odd	Class A
▲	ONOBI	134136N 0242630W							

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)		Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
UR976									
▲	LUMPO	154048N 0200000W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		301°/ 121°	103.0 NM		UNL / FL 245		even	odd	Class A
▲	UNAMA	161712N 0214012W							
		300°/ 121°	78.0 NM		UNL / FL 245		even	odd	Class A
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225704W							
		318°/ 138°	97.0 NM		UNL / FL 245		even	odd	Class A

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

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)		Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min ↓	↑	Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
UW11		Route Remarks: Transition UN857							
▲	GUNET	193542N 0194406W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		238°/ 057°	171.0 NM		UNL / FL 245		even	odd	Class A
▲	PINPO	173905N 0215618W							
		237°/ 057°	80.0 NM		UNL / FL 245		even	odd	Class A
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225704W							

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

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)		Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
UW22		Route Remarks: Transition UN857							
▲	PINPO	173905N 0215618W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		221°/ 042°	106.0 NM		UNL / FL 245		even	odd	Class A
▲	BOA VISTA / RABIL NDB (BVT)	160803N 0225317W							

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

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

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

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

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

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

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

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

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

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

Route Designator/ (RNP/RNAV Type)		Route Usage Notes							
Significant Point Name		Significant Point Coordinates							
(RNP/RNAV Type)		Track MAG ↓/↑	Dist	COP	Upper limit / lower limit	Lateral limits	IFR cruising levels max/min ↓	↑	Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
UW46		Route Remarks: Transition UN741							
▲	SAO VICENTE NDB (SVT)	164945N 0250353W							SAL ACC 128.300 MHZ 127.100 MHZ 126.400 MHZ
		251°/ -	81.0 NM		UNL / FL 245		even odd		Class A
▲	MELUT	160755N 0261600W							
		251°/ -	151.0 NM		UNL / FL 245		even odd		Class A
▲	KEPAS	144822N 0282840W							

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route Designator/ (RNP/RNAV Type)							
Significant Point Name		Significant Point Coordinates		Way Point: IDENT of VOR/DME (ELEV of DME antenna), BRG & DIST			Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
(RNP/RNAV Type)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	
UN741 (RNP/RNAV)							
▲	EDUMO	225454N 0233606W					
(RNAV 10)		221°/ -	275 NM	UNL / FL 245	even odd		Class A
▲	GAMBA	185706N 0260342W					
(RNAV 10)		221°/ -	285.1 NM	UNL / FL 245	even odd		Class A
▲	KEPAS	144822N 0282840W					

Route Designator/ (RNP/RNAV Type)						
Significant Point Name	Significant Point Coordinates		Way Point: IDENT of VOR/DME (ELEV of DME antenna), BRG & DIST			Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
(RNP/RNAV Type)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	
UN857 (RNP/RNAV)						
▲ GUNET	193542N 0194406W					
(RNAV 10)	220°/039°	250 NM	UNL / FL 245	even	odd	Class A
▲ OPADU	155618N 0215212W					
(RNAV 10)	219°/040°	167 NM	UNL / FL 245	even	odd	Class A
▲ BOTNO	133000N 0231430W					

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

Route Designator/ (RNP/RNAV Type)							
Significant Point Name		Significant Point Coordinates		Way Point: IDENT of VOR/DME (ELEV of DME antenna), BRG & DIST			Remarks/ Controlling Unit/ SATVOICE number, RCP and RSP limitations Airspace Class
(RNP/RNAV Type)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	
UN873 (RNP/RNAV)							
▲	IPERA	202154N 0204200W					
(RNAV 10)		219°/041°	253 NM	UNL / FL 245	even	odd	Class A
▲	SAL / AMILCAR CABRAL VOR/DME (CVS)	164412N 0225704W					
(RNAV 10)		220°/041°	196 NM	UNL / FL 245	even	odd	Class A
▲	POMAT	135236N 0243548W					

ENR 3.6 EN-ROUTE HOLDING

HLDG ID / FIX / WPT CO-ORDINATES	INBD TR (MAG)	DIRECTION OF PTN	MAX IAS (KT)	MIN - MAX HLDG LVL FL / FT (MSL)	TIME / DIST OUTBND	CONTROLLING UNIT / FREQ
1	2	3	4	5	6	7
CVS VOR / DME 164412.03N 0225703.67W	203 (RWY 01)	RIGHT	NIL	5000 FT	1 MIN	AMILCAR CABRAL ATS 119.700 MHZ 121.500MHZ
CVS VOR / DME 164412.03N 0225703.67W	003 (RWY 19)	LEFT	NIL	5000 FT	1 MIN	AMILCAR CABRAL ATS 119.700 MHZ 121.500MHZ

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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: 50 NM
PRAIA / NELSON MANDELA VOR / DME (11°W)	SNT	116.600 MHZ (CH 113X)	H24	145620.74N	0232855.64W	333 FT / 101 M	Coverage: 200 NM / FL 500
SAL / AMILCAR CABRAL VOR / DME (10°W)	CVS	115.300 MHZ (CH 100X)	H24	164412.03N	0225703.67W	196 FT / 60 M	Coverage: 200 NM / FL 500
SAO VICENTE NDB (11°W)	SVT	333 KHZ	H24	164944.96N	0250352.65W	NIL	Coverage: 50NM

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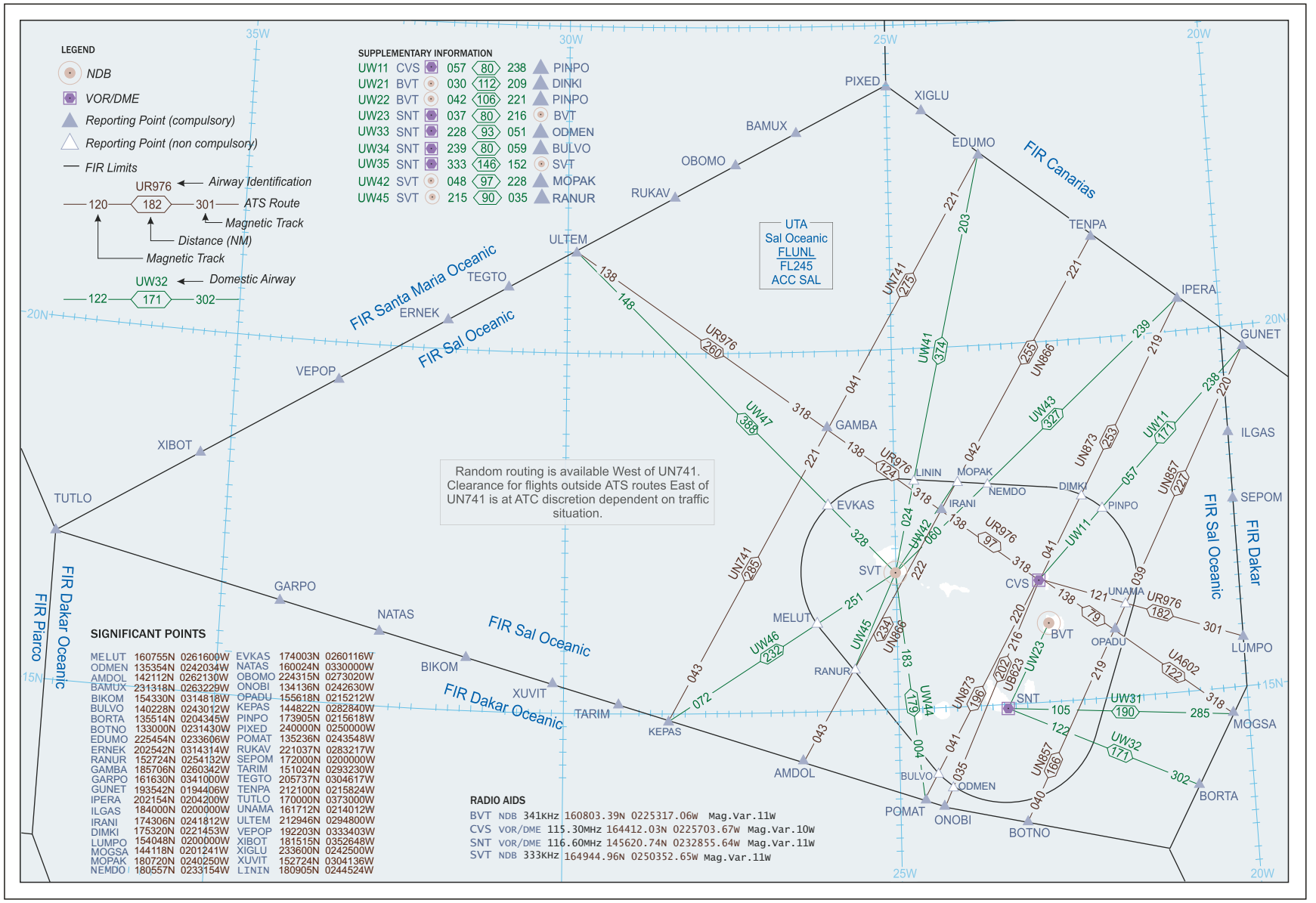
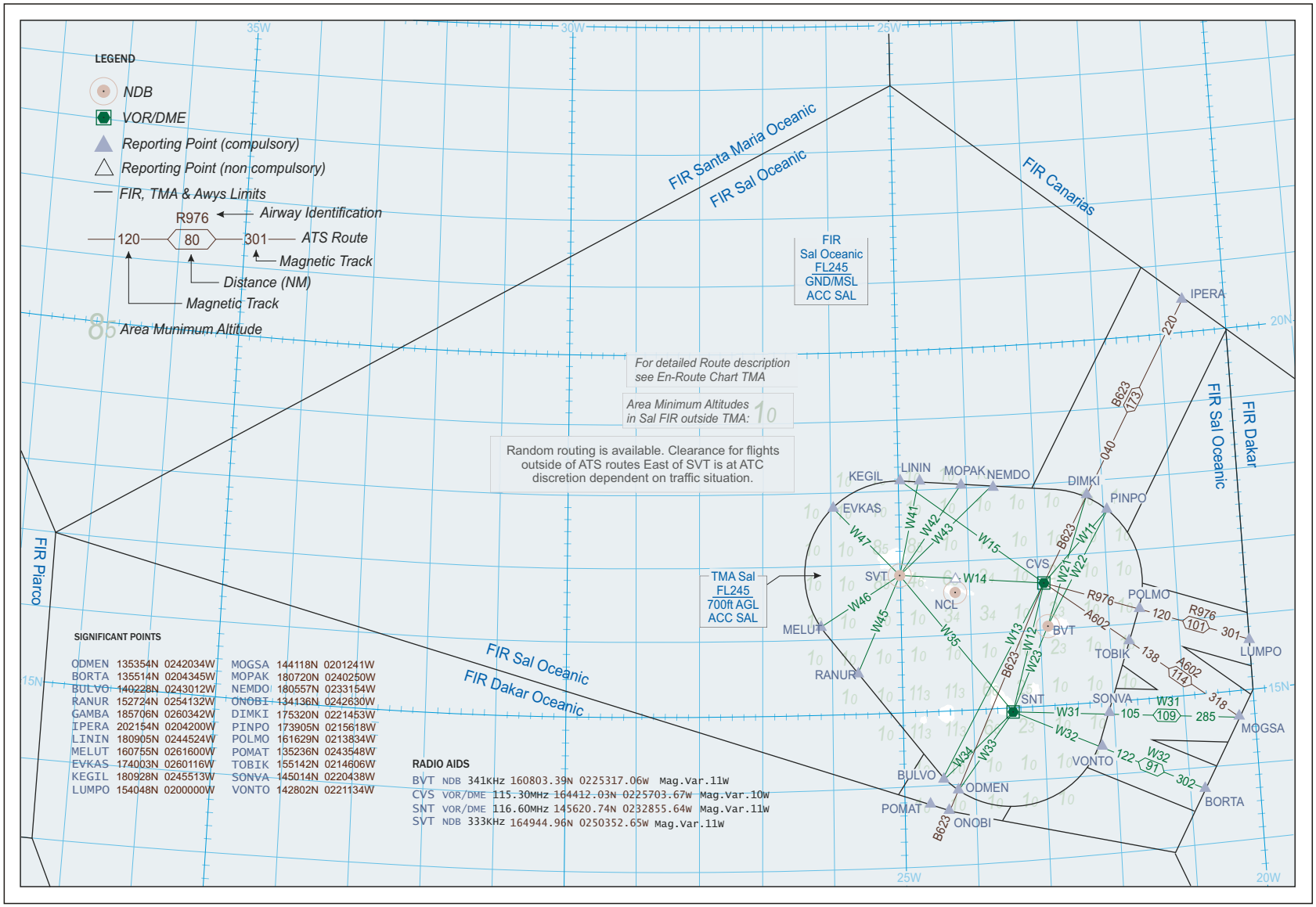
ENR 4.4 NAME - CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates		ATS route or other route	Remarks
1	2		3	4
AMDOL	142112N	0262130W	UN866	
BAMUX	231318N	0263229W		
BIKOM	154330N	0314818W		
BORTA	135514N	0204345W	W32, UW32	
BOTNO	133000N	0231430W	UN857	
BULVO	140228N	0243012W	W13, W34, UW34	
DIMKI	175320N	0221453W	B623, W21, UW21	
EDUMO	225454N	0233606W	UN741, UW41	
ERNEK	202542N	0314314W		
EVKAS	174803N	0260116W	W47, UW47	
GAMBA	185706N	0260342W	UN741, UR976	
GARPO	161630N	0341000W		
GUNET	193542N	0194406W	UN857, UW11	
ILGAS	184000N	0200000W		
IPERA	202154N	0204200W	B623, UN873, UW43	
IRANI	174306N	0241812W	UN866, UR976	
KEGIL	180928N	0245513W	W15	
KEPAS	144822N	0282840W	UN741, UW46	
LININ	180905N	0244524W	W41, UW41	
LUMPO	154048N	0200000W	R976, UR976	
MELUT	160755N	0261600W	W46, UW46	
MOGSA	144118N	0201241W	A602, W31, UA602, UW31	
MOPAK	180720N	0240250W	W42, UW42	
NATAS	160024N	0330000W		
NEMDO	180557N	0233154W	W43, UW43	
OBOMO	224315N	0273020W		
ODMEN	135354N	0242034W	B623, W33, UW33	
ONOBI	134136N	0242630W	B623, UB623	
OPADU	155618N	0215212W	UA602, UN857	
PINPO	173905N	0215618W	W11, W22, UW11, UW22	
PIXED	240000N	0250000W		
POLMO	161629N	0213834W	R976	
POMAT	135236N	0243548W	UN873	
RANUR	152724N	0254132W	W45, UW45	
RUKAV	221037N	0283217W		
SEPOM	172000N	0200000W		
SESAT	164952N	0241547W		
SISTO	162116N	0242011W		
SONVA	145014N	0220438W	W31	
TARIM	151024N	0293230W		
TEGTO	205737N	0304617W		
TENPA	212100N	0215824W	UN866	
TOBIK	155142N	0214606W	A602	
TUTLO	170000N	0373000W		
ULTEM	212946N	0294800W	UR976, UW47	
UNAMA	161712N	0214012W	UR976	
VEPOP	192203N	0333403W		

Name-code designator	Coordinates		ATS route or other route	Remarks
1	2		3	4
VONTO	142802N	0221134W	W32	
XIBOT	181515N	0352648W		
XIGLU	233600N	0242500W		
XUVIT	152724N	0304136W		

EN-ROUTE CHART - SAL FIR UPPER AIRSPACE




LEGEND
NDB
VOR/DME
Reporting Point (compulsory)
Reporting Point (non compulsory)
FIR, TMA & Awys Limits
R976
Airway Identification
120
80
301
ATS Route
Magnetic Track
Distance (NM)
Magnetic Track
85
Area Munimum Altitude
FIR Santa Maria Oceanic
FIR Sal Oceanic
FIR Canarias
FIR Sal Oceanic
FIR Dakar
FIR Piarco
FIR Sal Oceanic
FIR Dakar Oceanic
FIR
Sal Oceanic
FL245
GND/MSL
ACC SAL
For detailed Route description
see En-Route Chart TMA
Area Minimum Altitudes
in Sal FIR outside TMA: 10
Random routing is available. Clearance for flights
outside of ATS routes East of SVT is at ATC
discretion dependent on traffic situation.
TMA Sal
FL245
700ft AGL
ACC SAL
SIGNIFICANT POINTS
ODMEN 135354N 0242034W
BORTA 135514N 0204345W
BULVO 140228N 0243012W
RANUR 152724N 0254132W
GAMBA 185706N 0260342W
IPERA 202154N 0204200W
LININ 180905N 0244524W
MELUT 160755N 0261600W
EVKAS 174003N 0260116W
KEGIL 180928N 0245513W
LUMPO 154048N 0200000W
MOGSA 144118N 0201241W
MOPAK 180720N 0240250W
NEMDO 180557N 0233154W
ONOBI 134136N 0242630W
DIMKI 175320N 0221453W
PINPO 173905N 0215618W
POLMO 161629N 0213834W
TOBIK 155142N 0214606W
SONVA 145014N 0220438W
VONTO 142802N 0221134W
RADIO AIDS
BVT NDB 341KHz 160803.39N 0225317.06W Mag.Var.11W
CVS VOR/DME 115.30MHz 164412.03N 0225703.67W Mag.Var.10W
SNT VOR/DME 116.60MHz 145620.74N 0232855.64W Mag.Var.11W
SVT NDB 333KHz 164944.96N 0250352.65W Mag.Var.11W
35W
30W
25W
20W
20N
15N
KEGIL
LININ
MOPAK
NEMDO
DIMKI
PINPO
EVKAS
SVT
NCL
CVS
BVT
MELUT
RANUR
SNT
POLMO
TOBIK
SONVA
VONTO
BULVO
ODMEN
POMAT
ONOBI
IPERA
LUMPO
MOGSA
BORTA
W41
W42
W43
W15
W47
W14
W46
W45
W35
W13
W12
W23
W11
W21
W22
W31
W32
W33
W34
B623
R976
A602
040
220
120
138
105
122
318
285
302
101
114
109
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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 provided to pilots by ATS units regarding the presence of water runway surfaces. The information will be “Runway Wet” whenever water is observed to exist the runway surfaces regards of thickness of water layer.

1.1.5. OTHER INFORMATION

1.1.5.1 Runway Surface Condition Assessment

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

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

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

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

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

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

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

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

1.1.5.2 Runway Surface Condition Reporting

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

– RTF between ATS and aircraft operators
– SNOWTAM.

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name Location indicator	Date of certification	Validity of certification	Remark
1	2	3	4
Sal Island / Amilcar Cabral - GVAC	2019-09-30	2024-09-30	Certified by AAC
Sao Pedro / Cesaria Evora - GVSV	2023-07-24	2025-11-12	Certified by AAC
Praia / Nelson Mandela - GVNP	2022-12-30	2027-12-30	Certified by AAC
Rabil / Aristides Pereira - GVBA	2022-08-31	2027-08-30	Certified by AAC

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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*	H 24
2	*Customs and immigration*	H 24
3	*Health and sanitation*	H 24
4	*AIS Briefing office*	H 24
5	*ATS Reporting office (ARO)*	H 24
6	*MET Briefing office*	H 24
7	*ATS*	H 24
8	*Fuelling*	H 24
9	*Handling*	H 24
10	*Security*	H 24
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 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*
GVAC001	Mast	164525.4N 0225632.9W	463.08 FT / NIL	red and white / NIL / LGT	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*	H 24
7	*Remarks*	NIL

GVAC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Channel(s)*	*SATVOICE number(s)*	*Logon address*	*Hours of operation*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*
ACC & RADAR	SAL CONTROL	126.400 MHZ	NIL	NIL	H 24	TMA Sector
		128.300 MHZ			H 24	North Sector
		127.100MHZ			H 24	South Sector
A / G	SAL RADIO	3452 KHZ	NIL	NIL	H 24	AFI - 1 / SAT - 1
		6535 KHZ			H 24	SAT - 1 / AFI - 1
		8661 KHZ			H 24	SAT - 1 / AFI - 1
		13357 KHZ			H 24	SAT - 1 / AFI - 1
		17955 KHZ			H 24	SAT - 1 / SAT - 2 / AFI - 1
		2854 KHZ			H 24	SAT - 2
		5565 KHZ			H 24	SAT - 2
		11291 KHZ			H 24	SAT - 2
APP & RADAR	SAL APPROACH	126.400 MHZ	NIL	NIL	H 24	
		121.500 MHZ			H 24	Emergency
TWR	AMILCABRAL TOWER	119.700 MHZ	NIL	NIL	H 24	
		121.500 MHZ			H 24	Emergency

GVAC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR Type of supported OPS (For VOR / ILS give declination)	ID	Frequency(ies) Channel number(s) service provider RPI	Hours of operation	Position of transmitting antenna coordinates	Elevation of the transmitting antenna of DME, GBAS reference point	Service volume radius from GBAS reference point	Remarks
1	2	3	4	5	6	7	8
VOR / DME (10°W)	CVS	115.300 MHZ 100X	H 24 H 24	164412.03N 0225703.67W	NIL 60 M (196 FT)	NIL	Coverage: 200 NM / FL 500
ILS LOC RWY 01 (10°W)	SL	109.900 MHZ	H 24	164513.98N 0225656.67W	NIL	NIL	CAT 1: MM 0.57 NM OM 4.27 NM from THR 01
ILS GP RWY 01		338.8 KHZ	H 24	164336.41N 0225651.94W	NIL	NIL	Angle: 3°
ILS MM		75 KHZ	H 24	164251.96N 0225655.66W	NIL	NIL	Hight of point reference 38.9 M (127.7 FT)
ILS OM		75 KHZ	H 24	163911.45N 0225653.55W	NIL	NIL	Hight of point reference 12.6 M (41.6 FT)

GVAC AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Aerodrome regulations

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

2. Taxiing to and from stands

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

3. Parking area for small aircraft (general aviation)

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

4. Parking area for helicopters

NIL

5. Apron - Taxiing during winter conditions

NIL

6. Taxiing - Limitations

NIL

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

NIL

8. Helicopter traffic - Limitations

NIL

9. Removal of disabled aircraft from runways

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

10. Nose - In parking

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

GVAC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

GVAC AD 2.22 FLIGHT PROCEDURES

1. General

1.1 Radar Vectoring Area

NIL

1.2 Minimum Sector Altitude (MSA):

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

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

2. Procedures for IFR flights within SAL CTR

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

3. Radar procedures within SAL CTR

3.1 Radar vectoring and sequencing:

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

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

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

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

3.2 Surveillance radar approaches:

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

3.3 Precision radar approach

NIL

3.4 Communication failure

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

4. Procedures for VFR flights within SAL CTR

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

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

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

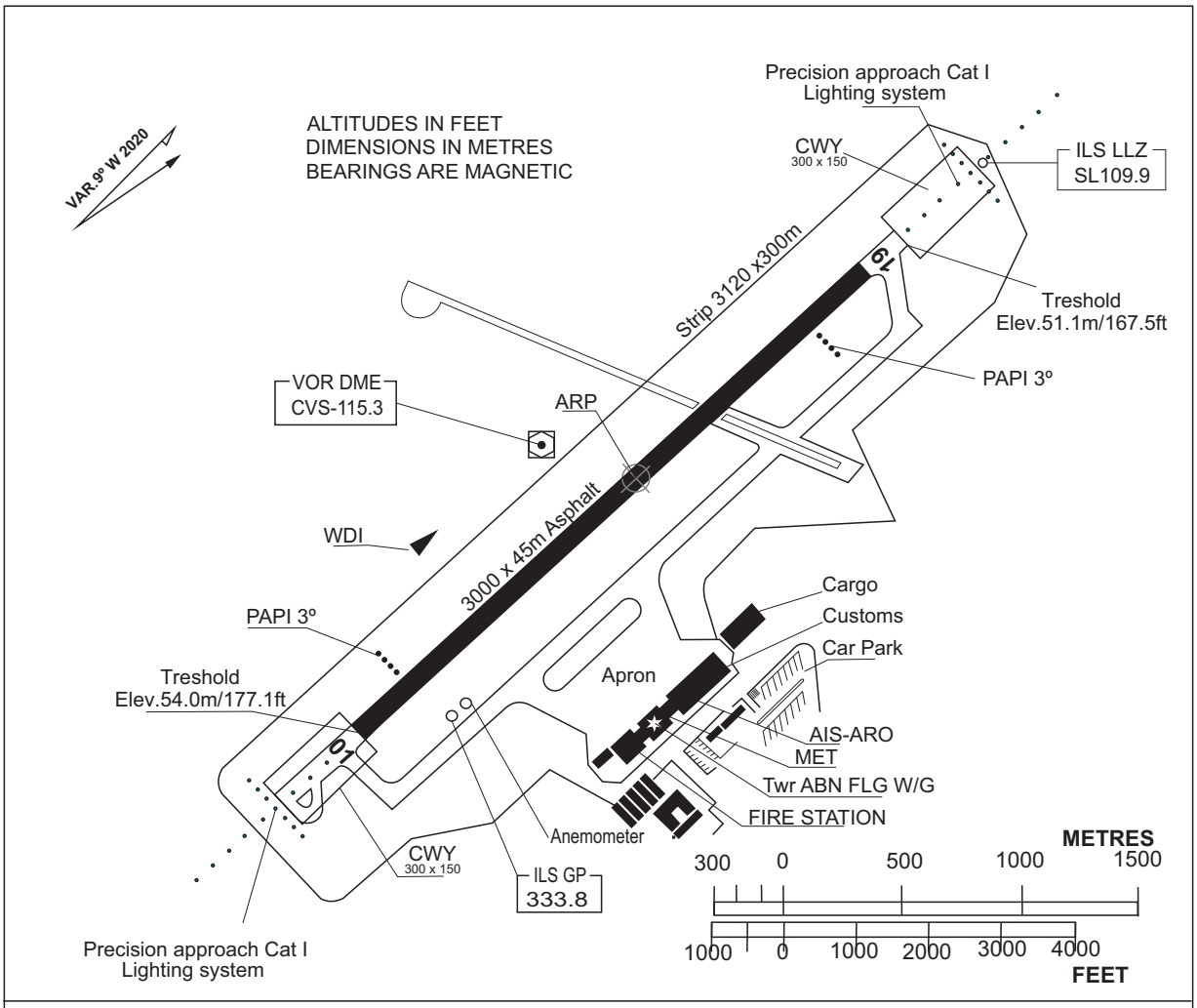
GVAC AD 2.23 ADDITIONAL INFORMATION

In accordance with Cape Verde aeronautical code for slot regulation have changed from level 2 to level 3 scheduling coordinated airports by degree law 10 / 2016, of February 22, with effect from winter 2017. Request for slots shall be filled in standard IATA format (standard schedules information manual, chapter 6, and worldwide scheduling guidelines) to slot.coordination@asa.cv.

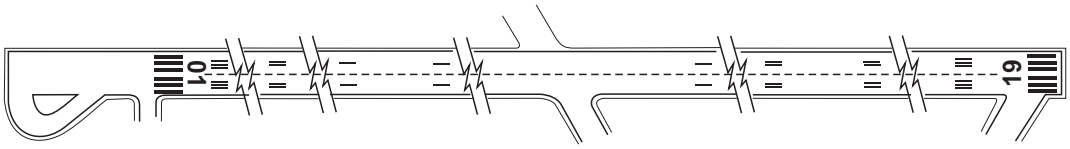
GVAC AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	*Page*
AERODROME CHART - ICAO	GVAC AD 2-9
AIRCRAFT PARKING / DOCKING CHART - ICAO	GVAC AD 2-10
AERODROME GROUND MOVEMENT CHART - ICAO	GVAC AD 2-11
AERODROME OBSTACLE CHART RWY 01 TYPE A	GVAC AD 2-12
AERODROME OBSTACLE CHART RWY 19 TYPE A	GVAC AD 2-13
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 01 - ICAO	GVAC AD 2-14
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 01 DESCRIPTION 1 OF 2 - ICAO	GVAC AD 2-15
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 01 DESCRIPTION 2 OF 2 - ICAO	GVAC AD 2-16
STANDARD ARRIVAL CHART INSTRUMENT (SID) GNSS RWY 01 Categories (A - B - C - D)	GVAC AD 2-17
STANDARD ARRIVAL CHART INSTRUMENT (SID) GNSS RWY 01 Categories (A - B - C - D) DESCRIPTION 1 OF 2	GVAC AD 2-18
STANDARD ARRIVAL CHART INSTRUMENT (SID) GNSS RWY 19 Categories (A - B - C - D) DESCRIPTION 2 OF 2	GVAC AD 2-19
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 19 - ICAO	GVAC AD 2-20
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 19 DESCRIPTION - ICAO	GVAC AD 2-21
STANDARD ARRIVAL CHART INSTRUMENT (SID) GNSS RWY 19 Categories (A - B - C - D)	GVAC AD 2-22
STANDARD ARRIVAL CHART INSTRUMENT (SID) GNSS RWY 19 Categories (A - B - C - D) DESCRIPTION 1 OF 2	GVAC AD 2-23
STANDARD ARRIVAL CHART INSTRUMENT (SID) GNSS RWY 01 Categories (A - B - C - D) DESCRIPTION 2 OF 2	GVAC AD 2-24
STANDARD ARRIVAL CHART INSTRUMENT (STAR) RWY 01 / 19 - ICAO	GVAC AD 2-25
STANDARD ARRIVAL CHART INSTRUMENT (STAR) RWY 01 / 19 DESCRIPTION - ICAO	GVAC AD 2-26
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO	GVAC AD 2-27
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 01 - ICAO	GVAC AD 2-28
STANDARD ARRIVAL CHART INSTRUMENT (STAR) GNSS RWY 01 Categories (A - B - C - D)	GVAC AD 2-29
STANDARD ARRIVAL CHART INSTRUMENT (STAR) GNSS RWY 01 Categories (A - B - C - D) DESCRIPTION	GVAC AD 2-30
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 19 - ICAO	GVAC AD 2-32
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 19 DESCRIPTION - ICAO	GVAC AD 2-33
STANDARD ARRIVAL CHART INSTRUMENT (STAR) GNSS RWY 19 Categories (A - B - C - D)	GVAC AD 2-34
STANDARD ARRIVAL CHART INSTRUMENT (STAR) GNSS RWY 19 Categories (A - B - C - D) DESCRIPTION	GVAC AD 2-35
INSTRUMENT APPROACH CHART ILS RWY 01 - ICAO	GVAC AD 2-36
INSTRUMENT APPROACH CHART ILS RWY 01 DESCRIPTION - ICAO	GVAC AD 2-37
INSTRUMENT APPROACH CHART VOR RWY 01- ICAO	GVAC AD 2-38
INSTRUMENT APPROACH CHART VOR RWY 01 DESCRIPTION - ICAO	GVAC AD 2-39
INSTRUMENT APPROACH CHART VOR RWY 19 - ICAO	GVAC AD 2-40
INSTRUMENT APPROACH CHART VOR RWY 19 DESCRIPTION - ICAO	GVAC AD 2-41
INSTRUMENT APPROACH CHART LOC RWY 01 - ICAO	GVAC AD 2-42
INSTRUMENT APPROACH CHART LOC RWY 01 DESCRIPTION - ICAO	GVAC AD 2-43
INSTRUMENT APPROACH CHART RNP RWY 19 ACFT CAT (A - B - C - D) - ICAO	GVAC AD 2-44
INSTRUMENT APPROACH CHART RNP RWY 19 ACFT CAT (A - B - C - D) DESCRIPTION - ICAO	GVAC AD 2-45
INSTRUMENT APPROACH CHART RNP RWY 19 ACFT CAT (A - B - C - D) - ICAO	GVAC AD 2-46
INSTRUMENT APPROACH CHART RNP RWY 19 ACFT CAT (A - B - C - D) DESCRIPTION - ICAO	GVAC AD 2-47

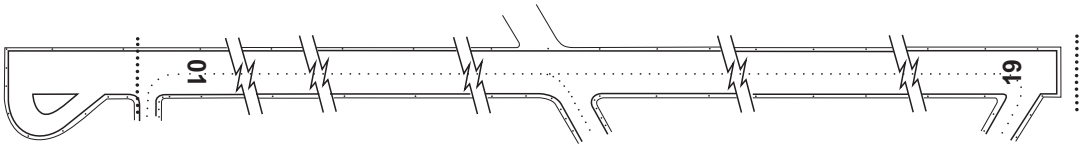
AERODROME CHART-ICAO **16 44 15N 022 56 56W** **ELEV 55M / 179FT** **TWR-119.7** **SAL ISLAND / AMILCAR CABRAL**



MARKING AIDS RWY 01/19 AND EXIT TWY



LIGHTING AIDS RWY 01/19 AND EXIT TWY



RWY	DIRECTION	THERSHOLD	BEARING STRENGTH
01	359.6ºGEO 10ºMAG	16º43´26.23´´N 022º56´55.92´´W	PCN 58/F/A/W/U
19	179.6ºGEO 190ºMAG	16º45´03.82´´N 022º56´56.60´´W	

HELIPORT

LIGHTING

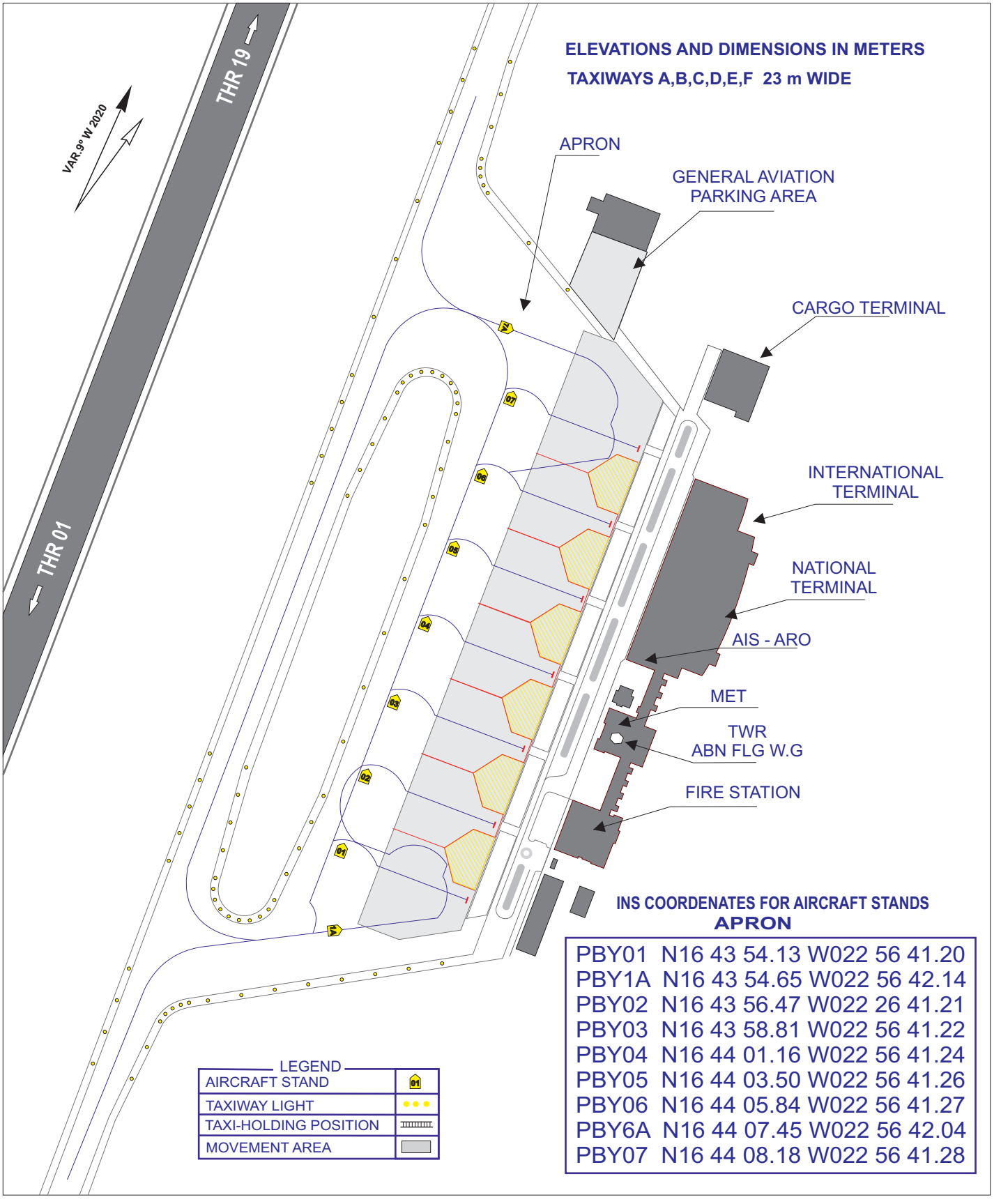
RWY	PAPI	APPROACH	THRESHOLD	RUNWAY
01	03º	CAT I	Green	RCL.EDGE,TDZ.END
19	03º	CAT I	Green	RCL.EDGE,TDZ.END

OTHER:Tawiays: Center line Green, Edge Blue

AIRCRAFT PARKING / DOCKING CHART-ICAO

TWR 119.7
APRON ELEV. 54M / 178Ft

SAL ISLAND / AMILCAR CABRAL



INS COORDENATES FOR AIRCRAFT STANDS

APRON

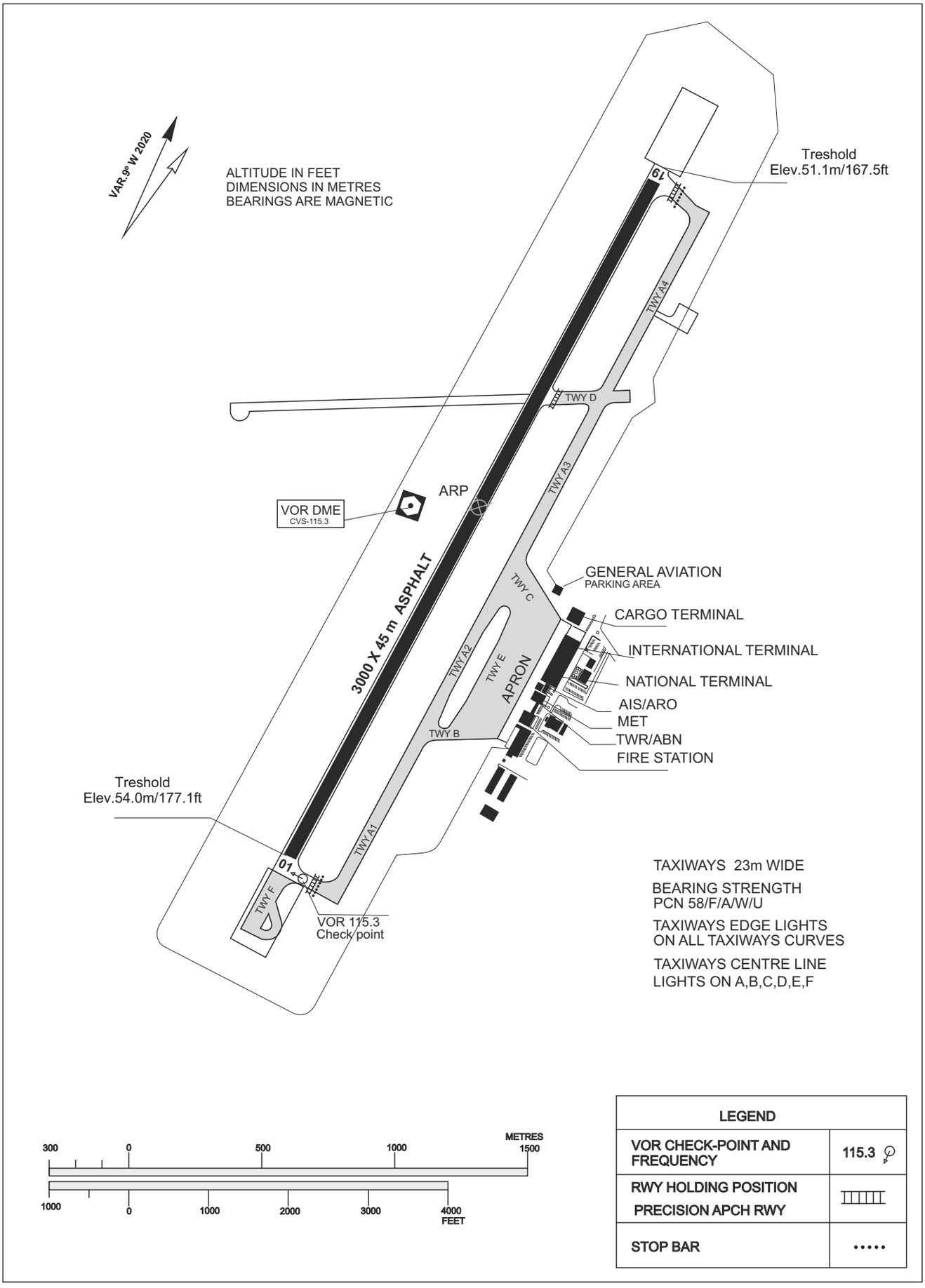
PBY01	N16 43 54.13 W022 56 41.20
PBY1A	N16 43 54.65 W022 56 42.14
PBY02	N16 43 56.47 W022 26 41.21
PBY03	N16 43 58.81 W022 56 41.22
PBY04	N16 44 01.16 W022 56 41.24
PBY05	N16 44 03.50 W022 56 41.26
PBY06	N16 44 05.84 W022 56 41.27
PBY6A	N16 44 07.45 W022 56 42.04
PBY07	N16 44 08.18 W022 56 41.28

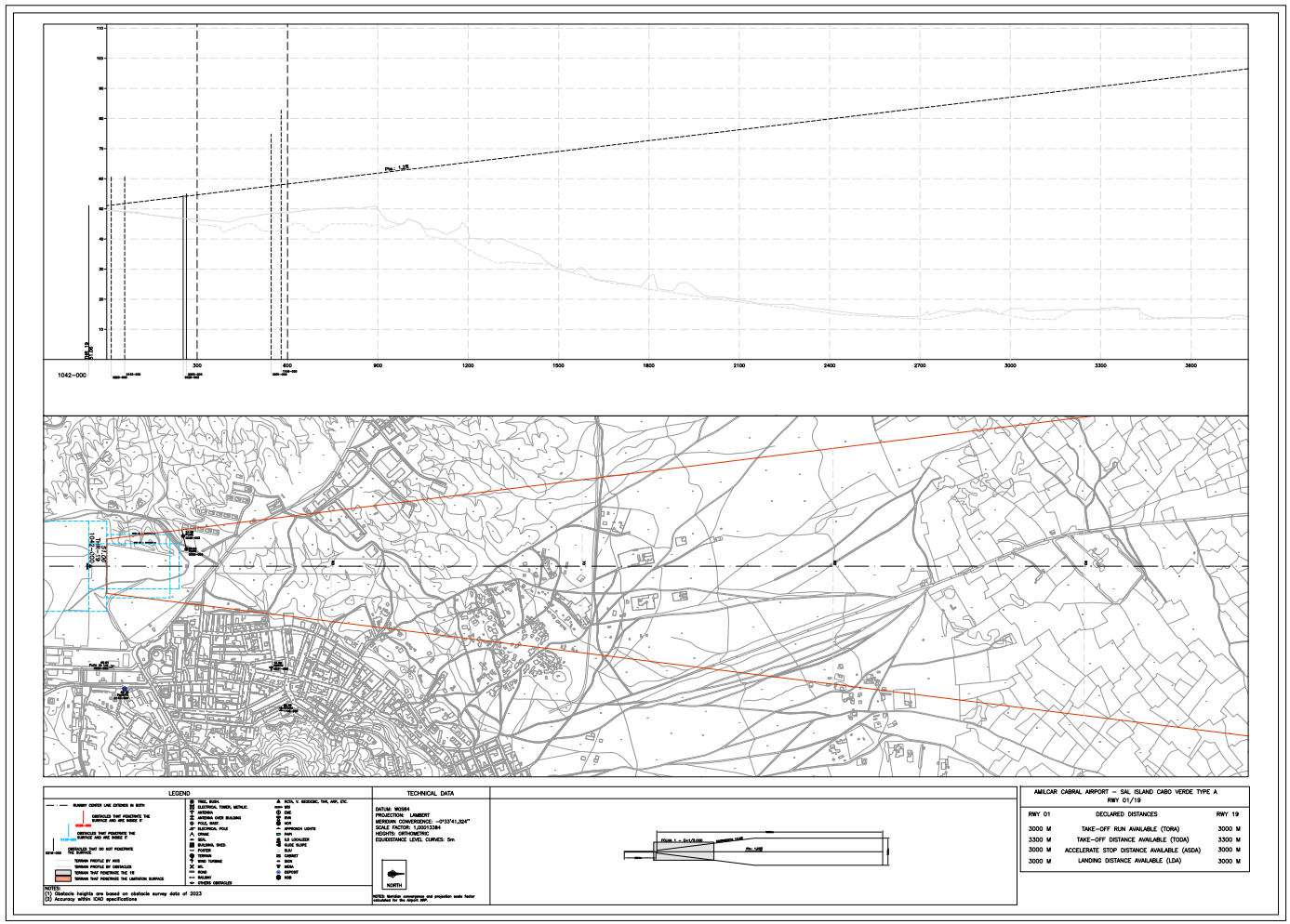
AERODROME GROUND MOVEMENT CHART-ICAO

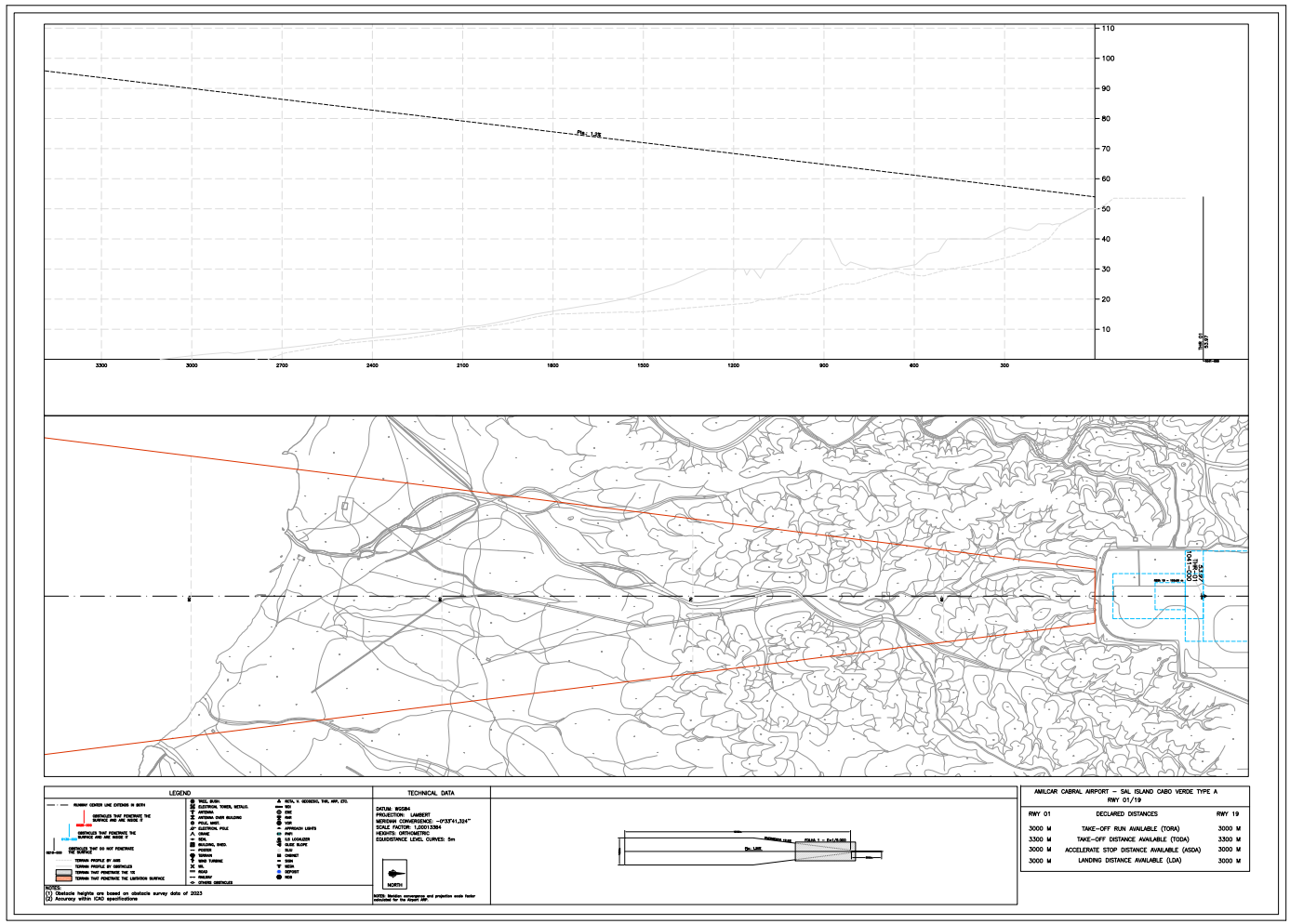
ELEV- 55M / 179ft

TWR-119.7

SAL ISLAND / AMILCAR CABRAL




LEGEND
TECHNICAL DATA
NORTH
AMILCAR CABRAL AIRPORT – SAL ISLAND CABO VERDE TYPE A
RWY 01/19
RWY 01 DECLARED DISTANCES RWY 19
3000 M TAKE–OFF RUN AVAILABLE (TORA) 3000 M
3300 M TAKE–OFF DISTANCE AVAILABLE (TODA) 3300 M
3000 M ACCELERATE STOP DISTANCE AVAILABLE (ASDA) 3000 M
3000 M LANDING DISTANCE AVAILABLE (LDA) 3000 M


110
100
90
80
70
60
50
40
30
20
10
3300
3000
2700
2400
2100
1800
1500
1200
900
600
300
Thr 01
53.97
LEGEND
TECHNICAL DATA
DATUM: WGS84
PROJECTION: LAMBERT
MERIDIAN CONVERGENCE: -0°33'41.324"
SCALE FACTOR: 1.00013364
HEIGHTS: ORTHOMETRIC
ESA/DISTANCE LEVEL CURVES: 5m
NORTH
NOTES:
(1) Obstacle heights are based on obstacle survey data of 2023
(2) Accuracy within ICAO specifications
AMILCAR CABRAL AIRPORT – SAL ISLAND CABO VERDE TYPE A
RWY 01/19
RWY 01 DECLARED DISTANCES RWY 19
3000 M TAKE-OFF RUN AVAILABLE (TORA) 3000 M
3300 M TAKE-OFF DISTANCE AVAILABLE (TODA) 3300 M
3000 M ACCELERATE STOP DISTANCE AVAILABLE (ASDA) 3000 M
3000 M LANDING DISTANCE AVAILABLE (LDA) 3000 M

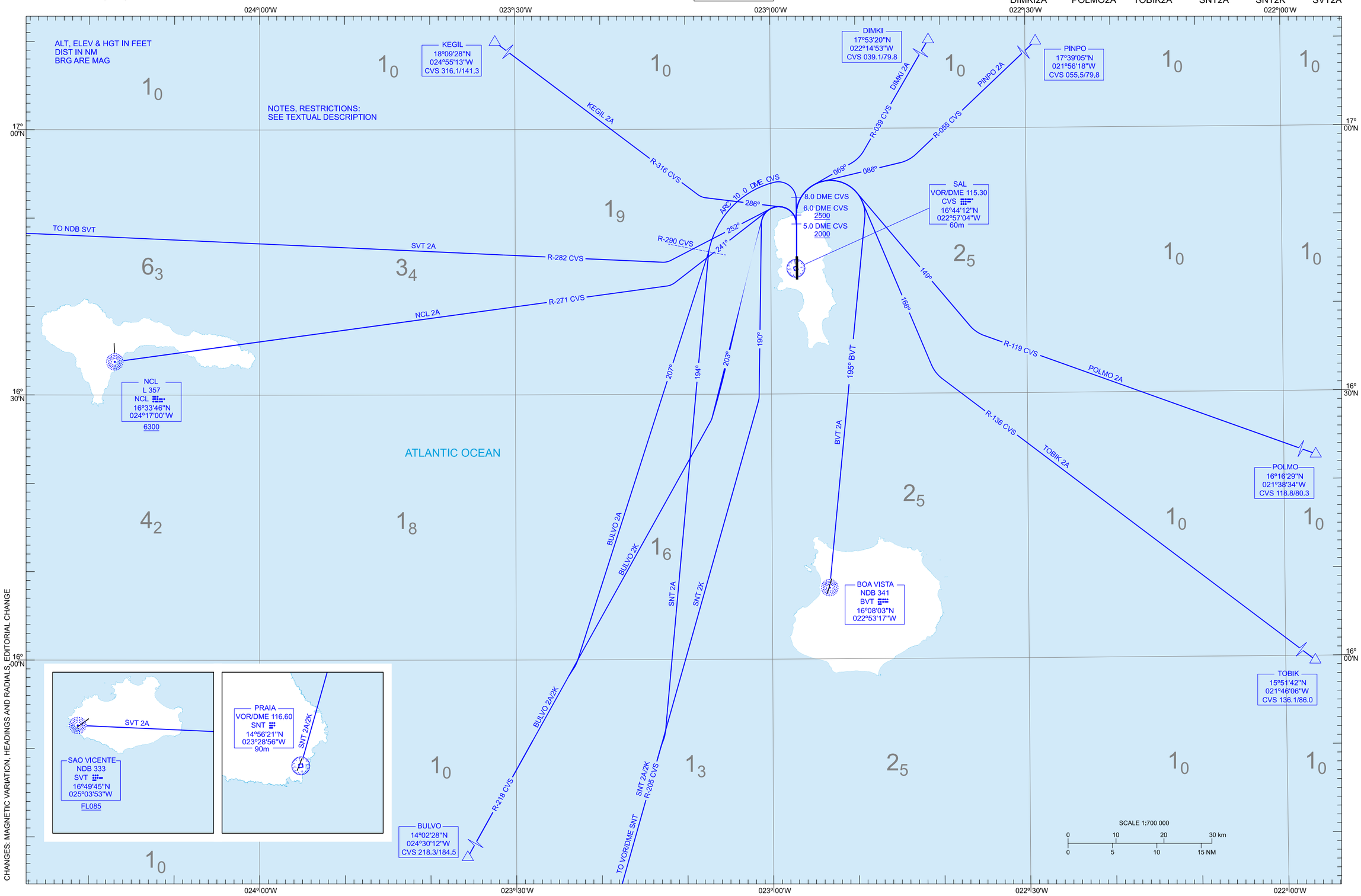
SAL ISLAND / Amilcar Cabral
SAL

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TA 7000
VAR 9ºW (2020)

APP 126.400
TWR 119.700

RWY 01
BULVO2A DIMKI2A | BULVO2K POLMO2A | BVT2A TOBIK2A | KEGIL2A SNT2A | NCL2A SNT2K | PINPO2A SVT2A



CHANGES: MAGNETIC VARIATION, HEADINGS AND RADIALS, EDITORIAL CHANGE

SAL ISLAND / AMILCAR CABRAL

STANDARD INSTRUMENT DEPARTURES (SID)

RWY 01

NOTE APPLICABLE TO ALL SID:

- SPEED CONTROL: MAX IAS 250 kt at FL100 or below.
- Length of the dead reckoning segment is not ICAO.

NOTE:

- BVT2A: Remain beyond 8.0 DME CVS.

BULVO TWO ALPHA DEPARTURE (BULVO2A)
Climb on runway heading up to 8.0 DME CVS. Turn left to follow arc 10.0 DME CVS up to R-290 CVS. Follow magnetic track 207° to intercept and follow R-218 CVS direct to BULVO.

BULVO TWO KILO DEPARTURE (BULVO2K)
Climb on runway heading up to 5.0 DME CVS at 2000 ft or above. Turn left to follow magnetic track 203° to intercept and follow R-218 CVS direct to BULVO.
Minimum climb gradient of 7.7% up to 2000 ft.
Minimum climb gradient due to operational reasons.

BOA VISTA TWO ALPHA DEPARTURE (BVT2A)
Climb on runway heading up to 6.0 DME CVS at 2500 ft or above. Turn right to intercept and follow 195° BVT direct to NDB BVT.
Minimum climb gradient of 7.7 % up to 2500 ft.
Minimum climb gradient due to operational reasons.

DIMKI TWO ALPHA DEPARTURE (DIMKI2A)
Climb on runway heading up to 6.0 DME CVS at 2500 ft or above. Turn right to follow magnetic track 069° to intercept and follow R-039 CVS direct to DIMKI.
Minimum climb gradient of 7.7% up to 2500 ft.
Minimum climb gradient due to operational reasons.

KEGIL TWO ALPHA DEPARTURE (KEGIL2A)
Climb on runway heading up to 5.0 DME CVS at 2000 ft or above. Turn left to follow magnetic track 286° to intercept and follow R-316 CVS direct to KEGIL.
Minimum climb gradient of 7.7% up to 2000 ft.
Minimum climb gradient due to operational reasons.

NCL TWO ALPHA DEPARTURE (NCL2A)
Climb on runway heading up to 5.0 DME CVS at 2000 ft or above. Turn left to follow magnetic track 241° to intercept and follow R-271 CVS direct to L NCL at 6300 ft or above.
Minimum climb gradient of 7.7% up to 2000 ft.
Minimum climb gradient due to operational reasons.

PINPO TWO ALPHA DEPARTURE (PINPO2A)
Climb on runway heading up to 6.0 DME CVS at 2500 ft or above. Turn right to follow magnetic track 086° to intercept and follow R-055 CVS direct to PINPO.
Minimum climb gradient of 7.7% up to 2500 ft.
Minimum climb gradient due to operational reasons.

POLMO TWO ALPHA DEPARTURE (POLMO2A)
Climb on runway heading up to 6.0 DME CVS at 2500 ft or above. Turn right to follow magnetic track 149° to intercept and follow R-119 CVS direct to POLMO.
Minimum climb gradient of 7.7% up to 2500 ft.
Minimum climb gradient due to operational reasons.

PRAIA TWO ALPHA DEPARTURE (SNT2A)

Climb on runway heading up to 8.0 DME CVS. Turn left to follow arc 10.0 DME CVS up to R-290 CVS. Follow magnetic track 194° to intercept and follow R-205 CVS direct to VOR/DME SNT.

PRAIA TWO KILO DEPARTURE (SNT2K)
Climb on runway heading up to 5.0 DME CVS at 2000 ft or above. Turn left to follow magnetic track 190° to intercept and follow R-205 CVS direct to VOR/DME SNT.
Minimum climb gradient of 7.7% up to 2000 ft.
Minimum climb gradient due to operational reasons.

SAO VICENTE ONE ALPHA DEPARTURE (SVT2A)

Climb on runway heading up to 5.0 DME CVS at 2000 ft or above. Turn left to follow magnetic track 252° to intercept and follow R-282 CVS direct to NDB SVT at FL085 or above.
Minimum climb gradient of 7.7% up to 2000 ft.
Minimum climb gradient due to operational reasons.

TOBIK TWO ALPHA DEPARTURE (TOBIK2A)
Climb on runway heading up to 6.0 DME CVS at 2500 ft or above. Turn right to follow magnetic track 166° to intercept and follow R-136 CVS direct to TOBIK.
Minimum climb gradient of 7.7% up to 2500 ft.
Minimum climb gradient due to operational reasons.

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

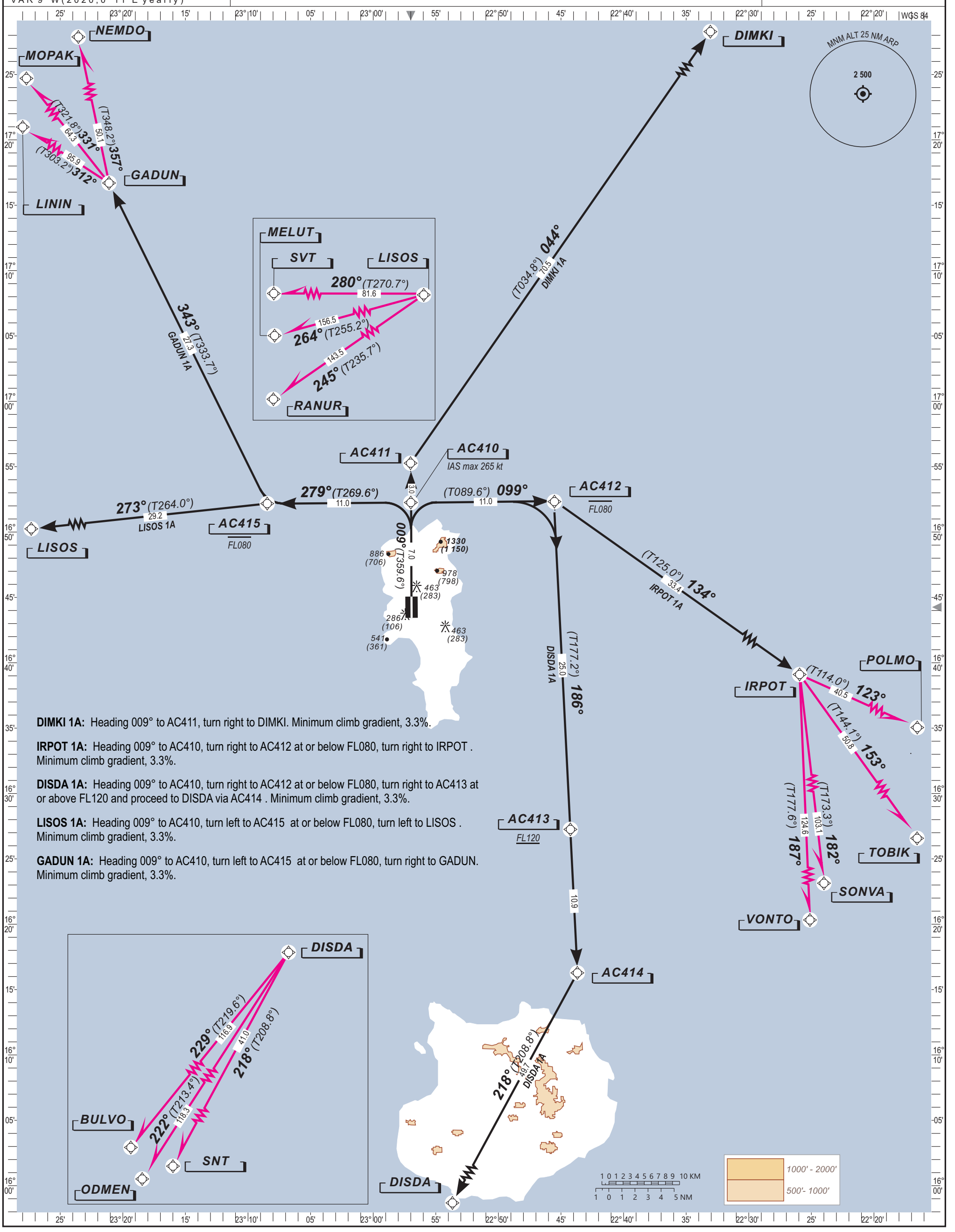
APP 126.4
TWR 119.7
GND

SAL ISLAND / AMILCAR CABRAL Intl (GVAC)
RWY 01
DIMKI 1A, IRPOT 1A, DISDA 1A, LISOS 1A, GADUN 1A

ELEV. & ALTIN FEET
DISTANCE IN NM
BRG ARE MAGNETIC OR TRUE (°T)
VAR 9°W (2020, 0°11'E yearly)

RNP 1 OPERATIONS
Notes:
- Continuous Climb Operations

TRANSITIONAL ALTITUDE: 7 000



DIMKI 1A: Heading 009° to AC411, turn right to DIMKI. Minimum climb gradient, 3.3%.

IRPOT 1A: Heading 009° to AC410, turn right to AC412 at or below FL080, turn right to IRPOT . Minimum climb gradient, 3.3%.

DISDA 1A: Heading 009° to AC410, turn right to AC412 at or below FL080, turn right to AC413 at or above FL120 and proceed to DISDA via AC414 . Minimum climb gradient, 3.3%.

LISOS 1A: Heading 009° to AC410, turn left to AC415 at or below FL080, turn left to LISOS . Minimum climb gradient, 3.3%.

GADUN 1A: Heading 009° to AC410, turn left to AC415 at or below FL080, turn right to GADUN. Minimum climb gradient, 3.3%.

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

RNP 1 OPERATIONS

SAL AMILCAR CABRAL / Intl (GVAC)
RWY 01
DIMKI 1A, IRPOT 1A, DISDA 1A, LISOS 1A, GADUN 1A

TABULAR DESCRIPTION

DIMKI 1A

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	CF	AC411	-	009(359.6)	-9.0	10.0	R	-	-	RNP 1
020	TF	DIMKI	-	044(034.8)	-	70.5	-	-	-	RNP 1

IRPOT 1A

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	CF	AC410	-	009(359.6)	-9.0	7.0	R	-	-265	RNP 1
020	TF	AC412	-	099(089.6)	-	11.0	R	-F080	-	RNP 1
030	TF	IRPOT	-	134(125.0)	-	33.4	-	-	-	RNP 1

DISDA 1A

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	CF	AC410	-	009(359.6)	-9.0	7.0	R	-	-265	RNP 1
020	TF	AC412	-	099(089.6)	-	11.0	R	-F080	-	RNP 1
030	TF	AC413	-	186(177.2)	-	25.0	-	+F120	-	RNP 1
040	TF	AC414	-	186(177.2)	-	10.9	R	-	-	RNP 1
050	TF	DISDA	-	218(208.8)	-	49.7	-	-	-	RNP 1

LISOS 1A

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	CF	AC410	-	009(359.6)	-9.0	7.0	L	-	-265	RNP 1
020	TF	AC415	-	279(269.6)	-	11.0	L	-F080	-	RNP 1
030	TF	LISOS	-	273(264.0)	-	29.2	-	-	-	RNP 1

GADUN 1A

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	CF	AC410	-	009(359.6)	-9.0	7.0	L	-	-265	RNP 1
020	TF	AC415	-	279(269.6)	-	11.0	R	-F080	-	RNP 1
030	TF	GADUN	-	343(333.7)	-	27.3	-	-	-	RNP 1

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

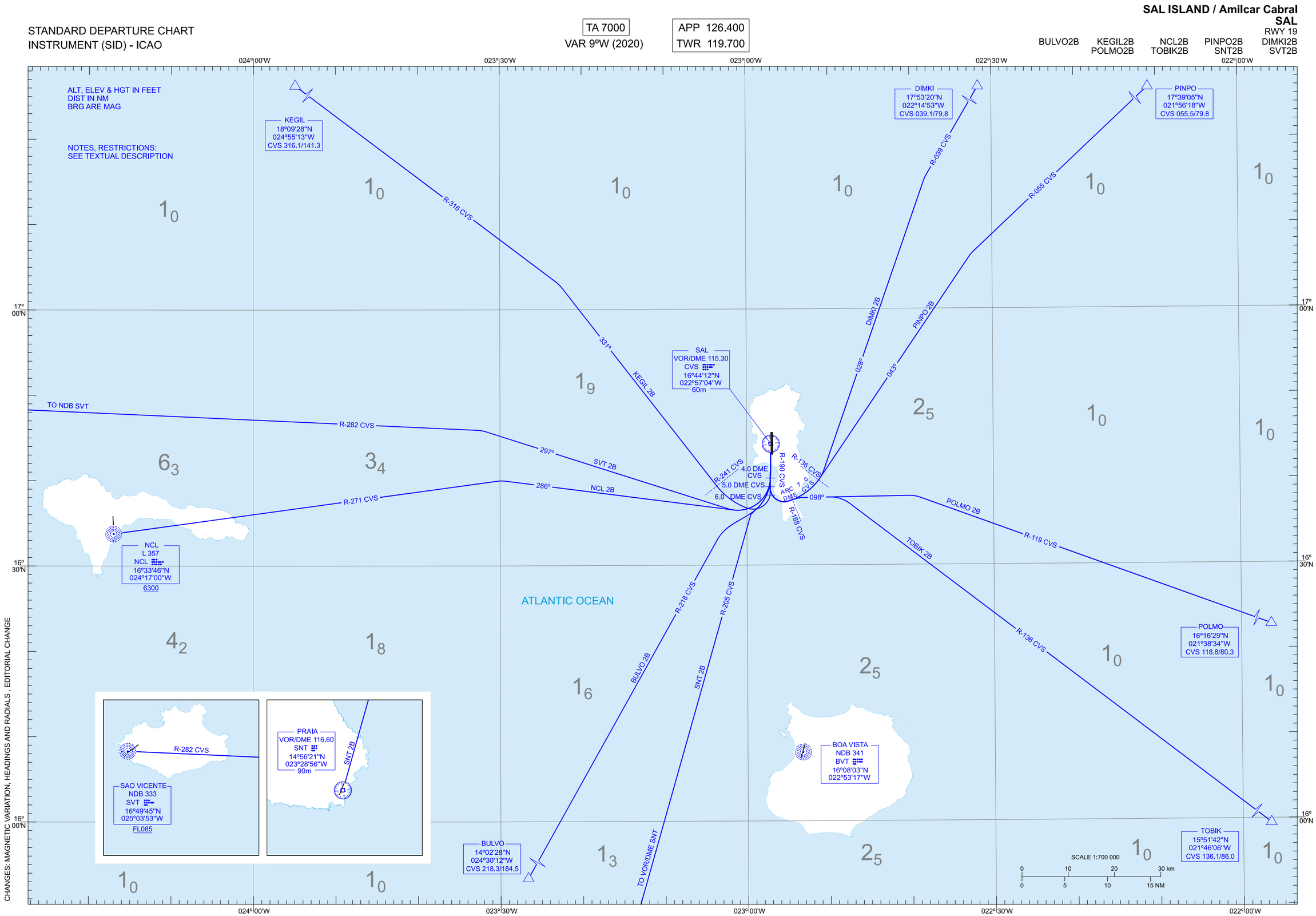
RNP 1 OPERATIONS

SAL AMILCAR CABRAL / Intl (GVAC)
RWY 01
DIMKI 1A, IRPOT 1A, DISDA 1A, LISOS 1A, GADUN 1A

TABULAR DESCRIPTION

WAYPOINT LIST

Waypoint	Latitude	Longitude	Fix type	Notes
AC410	16°52'15.3"N	022°56'59.6"W	DWP	
AC411	16°55'16.0"N	022°57'00.9"W	DWP	
AC412	16°52'19.5"N	022°45'31. 4"W	DWP	
AC413	16°27'15.1"N	022°44'14.8"W	DWP	
AC414	16°16'16.6"N	022°43'41.5"W	DWP	
AC415	16°52'10.5"N	023°08'27.8"W	DWP	
DISDA	15°32'29.4"N	023°08'31.2"W	DWP	
IRPOT	16°33'03.8"N	022°17'03.3"W	DWP	
LISOS	16°49'05.0"N	023°38'46.3"W	DWP	
GADUN	17°16'41.7"N	023°21'06.0"W	DWP	
DIMKI	17°53'20.0"N	022°14'53.0"W	DWP	


SAL ISLAND / Amilcar Cabral
SAL
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO
TA 7000
VAR 9ºW (2020)
APP 126.400
TWR 119.700
RWY 19
BULVO2B
KEGIL2B
POLMO2B
NCL2B
TOBIK2B
PINPO2B
SNT2B
DIMKI2B
SVT2B
024°00'W
023°30'W
023°00'W
022°30'W
022°00'W
17° 00'N
16° 30'N
16° 00'N
ALT, ELEV & HGT IN FEET
DIST IN NM
BRG ARE MAG
NOTES, RESTRICTIONS:
SEE TEXTUAL DESCRIPTION
KEGIL
18°09'28"N
024°55'13"W
CVS 316.1/141.3
DIMKI
17°53'20"N
022°14'53"W
CVS 039.1/79.8
PINPO
17°39'05"N
021°56'18"W
CVS 055.5/79.8
R-316 CVS
R-039 CVS
R-055 CVS
331°
KEGIL 2B
DIMKI 2B
028°
PINPO 2B
043°
SAL
VOR/DME 115.30
CVS
16°44'12"N
022°57'04"W
60m
TO NDB SVT
R-282 CVS
297°
SVT 2B
R-241 CVS
4.0 DME CVS
5.0 DME CVS
6.0 DME CVS
R-190 CVS
ARC 7.0 DME CVS
R-136 CVS
R-188 CVS
286°
NCL 2B
098°
R-271 CVS
POLMO 2B
R-119 CVS
TOBIK 2B
R-136 CVS
NCL
L 357
NCL
16°33'46"N
024°17'00"W
6300
ATLANTIC OCEAN
R-218 CVS
R-205 CVS
BULVO 2B
SNT 2B
POLMO
16°16'29"N
021°38'34"W
CVS 118.8/80.3
R-282 CVS
SAO VICENTE
NDB 333
SVT
16°49'45"N
025°03'53"W
FL085
PRAIA
VOR/DME 116.60
SNT
14°56'21"N
023°28'56"W
90m
SNT 2B
BOA VISTA
NDB 341
BVT
16°08'03"N
022°53'17"W
BULVO
14°02'28"N
024°30'12"W
CVS 218.3/184.5
TO VOR/DME SNT
TOBIK
15°51'42"N
021°46'06"W
CVS 136.1/86.0
SCALE 1:700 000
0 10 20 30 km
0 5 10 15 NM
CHANGES: MAGNETIC VARIATION, HEADINGS AND RADIALS , EDITORIAL CHANGE

SAL ISLAND / AMILCAR CABRAL

STANDARD INSTRUMENT DEPARTURES (SID)

RWY 19

NOTE APPLICABLE TO ALL SID:

- SPEED CONTROL: MAX IAS 250 kt at FL100 or below.

NOTE:

- KESIK2B, NCL2B, PISPU2B, PINPO2B, POLMO2B, SVT2B: Length of the dead reckoning segment is not ICAO.

BULVO TWO BRAVO DEPARTURE (BULVO2B)
Climb on R-190 CVS up to 4.0 DME CVS at 2000 ft or above. Turn right to intercept and follow R-218 CVS direct to BULVO.

KESIK TWO BRAVO DEPARTURE (KESIK2B)
Climb on R-190 CVS up to 6.0 DME CVS. Turn right to follow arc 8.0 DME CVS up to R-241 CVS. Follow magnetic track 331° to intercept and follow R-316 CVS direct to KESIK.

NCL TWO BRAVO DEPARTURE (NCL2B)
Climb on R-190 CVS up to 4.0 DME CVS. Turn right to follow magnetic track 286° to intercept and follow R-271 CVS direct to L NCL.

PINPO TWO BRAVO DEPARTURE (PINPO2B)
Climb on R-190 CVS up to 5.0 DME CVS. Turn left to follow arc 7.0 DME CVS up to R-136 CVS. Follow magnetic track 043° to intercept and follow R-056 CVS direct to PINPO.

PISPU TWO BRAVO DEPARTURE (PISPU2B)
Climb on R-190 CVS up to 5.0 DME CVS. Turn left to follow arc 7.0 DME CVS up to R-136 CVS. Follow magnetic track 028° to intercept and follow R-039 CVS direct to PISPU.

POLMO TWO BRAVO DEPARTURE (POLMO2B)
Climb on R-190 CVS up to 5.0 DME CVS. Turn left to follow arc 7.0 DME CVS up to R-168 CVS. Follow magnetic track 098° to intercept and follow R-119 CVS direct to POLMO.

RAMOL TWO BRAVO DEPARTURE (RAMOL2B)
Climb on R-190 CVS up to 5.0 DME CVS. Turn left to follow arc 7.0 DME CVS up to R-168 CVS. Follow magnetic track 098° to intercept and follow R-136 CVS direct to RAMOL.

PRAIA TWO BRAVO DEPARTURE (SNT2B)
Climb on R-190 CVS up to 4.0 DME CVS at 2000 ft or above. Turn right to intercept and follow R-205 CVS direct to VOR/DME SNT.

SAO VICENTE TWO BRAVO DEPARTURE (SVT2B)
Climb on R-190 CVS up to 4.0 DME CVS. Turn right to follow magnetic track 297° to intercept and follow R-282 CVS direct to L NCL at FL085 or above.

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

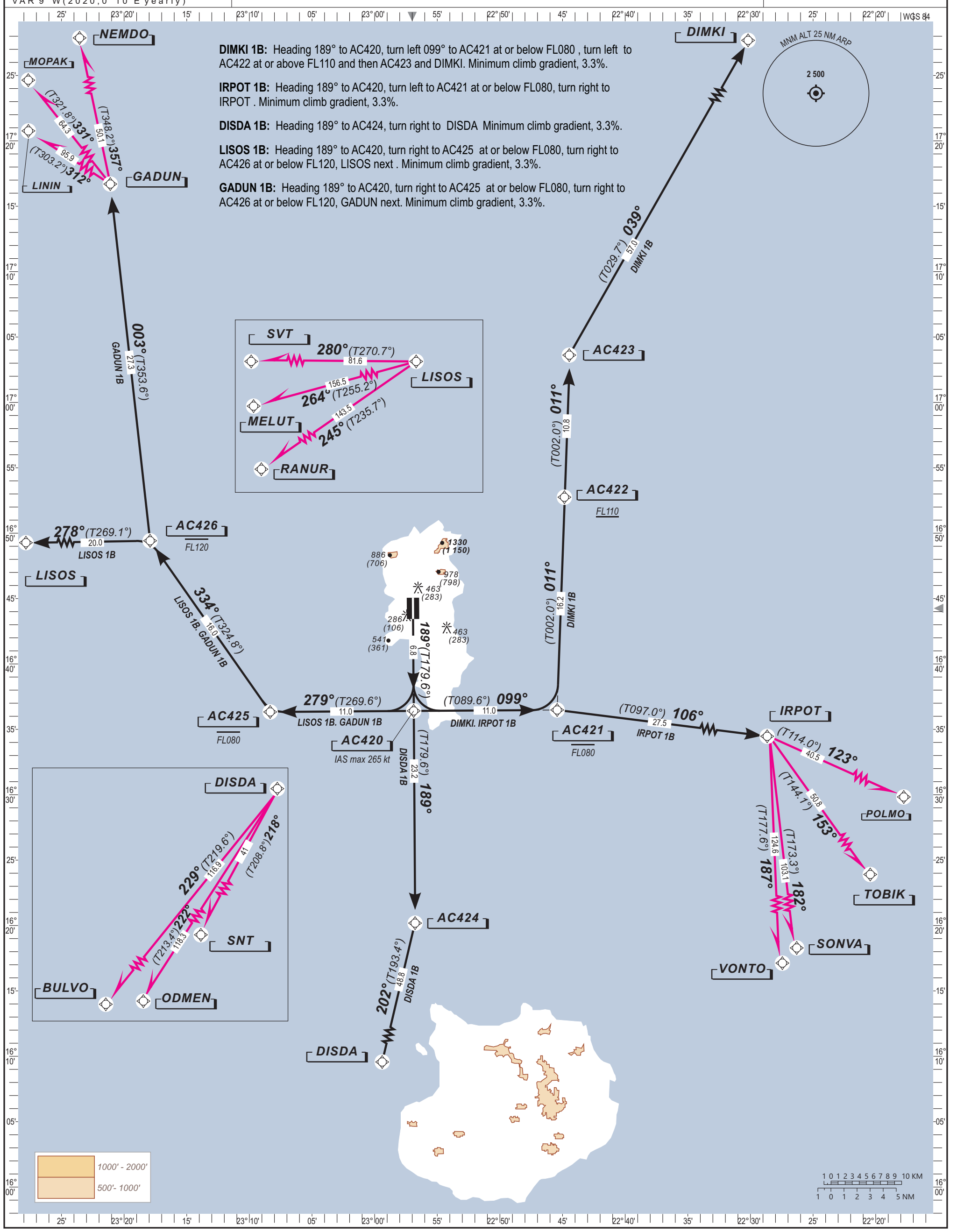
APP 126.4
TWR 119.7
GND

SAL ISLAND / AMILCAR CABRAL Intl (GVAC)
RWY 19
DIMKI 1B, IRPOT 1B, DISDA 1B, LISOS 1B, GADUN 1B

ELEV.&ALTINFEET
DISTANCEINNM
BRG ARE MAGNETIC OR TRUE (°T)
VAR 9°W(2020,0°10'E yearly)

RNP 1 OPERATIONS
Notes:
-ContinuousClimbOperations

TRANSITIONAL ALTITUDE: 7 000



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

RNP 1 OPERATIONS

SAL AMILCAR CABRAL / Intl (GVAC)
RWY 19
DIMKI 1B, IRPOT 1B, DISDA 1B, LISOS 1B, GADUN 1B

TABULAR DESCRIPTION

DIMKI 1B

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	CF	AC420	-	189(179.6)	-9.0	6.8	L	-	- 265	RNP 1
020	TF	AC421	-	099(089.6)	-	11.0	L	-F080	-	RNP 1
030	TF	AC422	-	011(002.0)	-	16.2	-	+F110	-	RNP 1
040	TF	AC423	-	011(002.0)	-	10.8	R	-	-	RNP 1
050	TF	DIMKI	-	039(029.7)	-	57.0	-	-	-	RNP 1

IRPOT 1B

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	CF	AC420	-	189(179.6)	-9.0	6.8	L	-	- 265	RNP 1
020	TF	AC421	-	099(089.6)	-	11.0	R	-F080	-	RNP 1
030	TF	IRPOT	-	106(097.0)	-	27.5	-	-	-	RNP 1

DISDA 1B

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	CF	AC424	-	189(179.6)	-9.0	23.2	R	-	-	RNP 1
020	TF	DISDA	-	202(193.4)	-	48.8	-	-	-	RNP 1

LISOS 1B

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	CF	AC420	-	189(179.6)	-9.0	6.8	R	-	-265	RNP 1
020	TF	AC425	-	279(269.6)	-	11.0	R	-F080	-	RNP 1
030	TF	AC426	-	334(324.8)	-	16.0	L	-F120	-	RNP 1
040	TF	LISOS	-	278(269.1)	-	20.0	-	-	-	RNP 1

GADUN 1B

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	CF	AC420	-	189(179.6)	-9.0	6.8	R	-	-265	RNP 1
020	TF	AC425	-	279(269.6)	-	11.0	R	-F080	-	RNP 1
030	TF	AC426	-	334(324.8)	-	16.0	R	-F120	-	RNP 1
030	TF	GADUN	-	003(353.6)	-	27.3	-	-	-	RNP 1

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

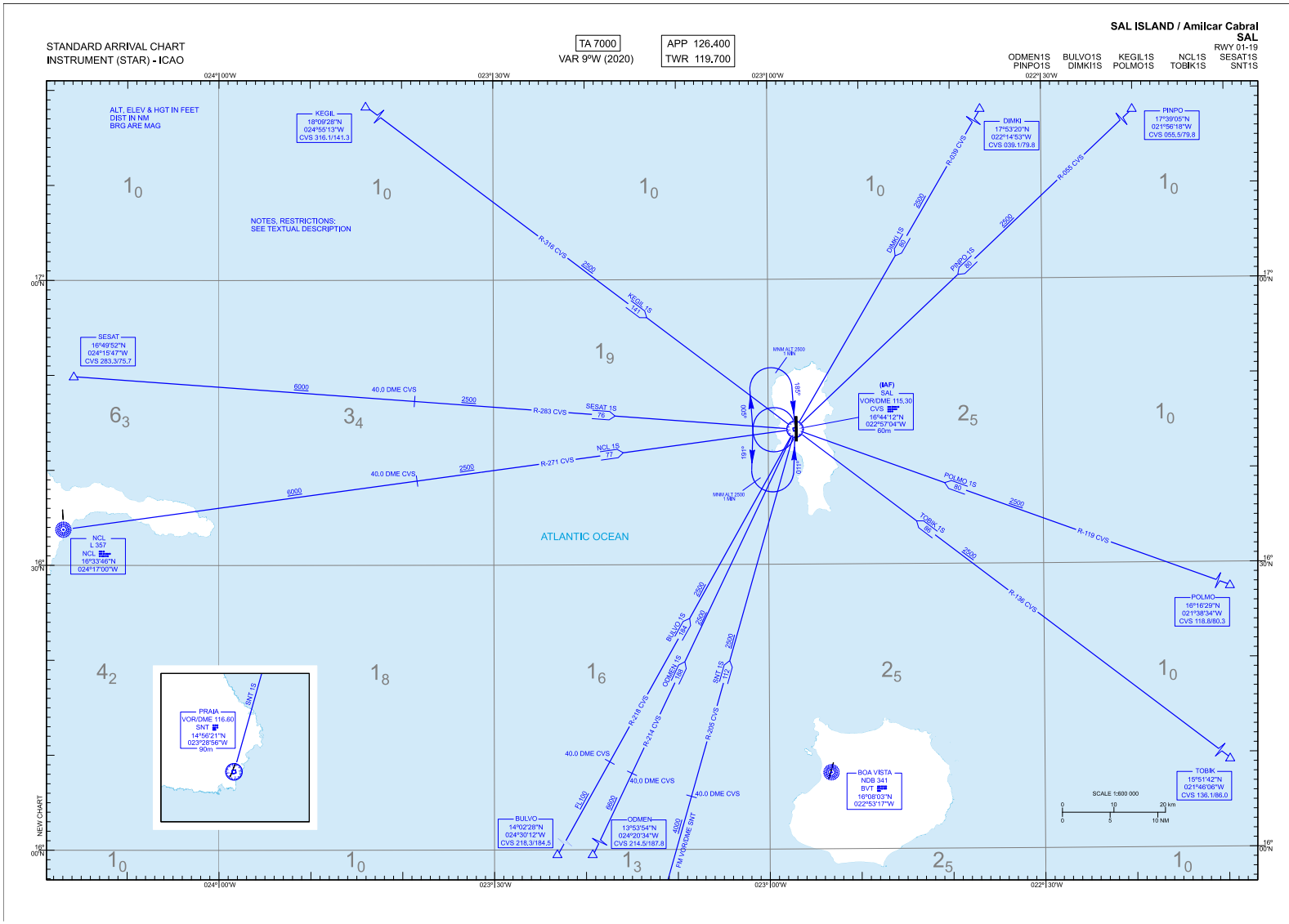
RNP 1 OPERATIONS

SAL AMILCAR CABRAL / Intl (GVAC)
RWY 19
DIMKI 1B, IRPOT 1B, DISDA 1B, LISOS 1B, GADUN 1B

TABULAR DESCRIPTION

WAYPOINT LIST

Waypoint	Latitude	Longitude	Fix type	Notes
AC420	16°36'24.5"N	022°56'53.0"W	DWP	
AC421	16°36'28.7"N	022°45'25.7"W	DWP	
AC422	16°52'44.9"N	022°44'51.0"W	DWP	
AC423	17°03'36.8"N	022°44'27.8"W	DWP	
AC424	16°20'10.8"N	022°56'46.2"W	DWP	
AC425	16°36'19.7"N	023°08'20.3"W	DWP	
AC426	16°49'25.0"N	023°17'55.4"W	DWP	
DISDA	15°32'29.4"N	023°08'31.2"W	DWP	
IRPOT	16°33'03.8"N	022°17'03.3"W	DWP	
LISOS	16°49'05.0"N	023°38'46.3"W	DWP	
GADUN	17°16'41.7"N	023°21'06.0"W	DWP	
DIMKI	17°53'20.0"N	022°14'53.0"W	DWP	


STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO
TA 7000
VAR 9ºW (2020)
APP 126.400
TWR 119.700
SAL ISLAND / Amilcar Cabral
SAL
RWY 01-19
ODMEN1S SESAT1S
PINPO1S SNT1S
BULVO1S NCL1S
DIMKI1S TOBIK1S
KEGIL1S POLMO1S
ALT, ELEV & HGT IN FEET
DIST IN NM
BRG ARE MAG
NOTES, RESTRICTIONS:
SEE TEXTUAL DESCRIPTION
KEGIL
18°09'28"N
024°55'13"W
CVS 316.1/141.3
DIMKI
17°53'20"N
022°14'53"W
CVS 039.1/79.8
PINPO
17°39'05"N
021°56'18"W
CVS 055.5/79.8
SESAT
16°49'52"N
024°15'47"W
CVS 283.3/75.7
(IAF)
SAL
VOR/DME 115.30
CVS
16°44'12"N
022°57'04"W
60m
NCL
L 357
NCL
16°33'46"N
024°17'00"W
POLMO
16°16'29"N
021°38'34"W
CVS 118.8/80.3
TOBIK
15°51'42"N
021°46'06"W
CVS 136.1/86.0
BULVO
14°02'28"N
024°30'12"W
CVS 218.3/184.5
ODMEN
13°53'54"N
024°20'34"W
CVS 214.5/187.8
PRAIA
VOR/DME 116.60
SNT
14°56'21"N
023°28'56"W
90m
BOA VISTA
NDB 341
BVT
16°08'03"N
022°53'17"W
ATLANTIC OCEAN
R-316 CVS
R-039 CVS
R-055 CVS
R-283 CVS
R-271 CVS
R-119 CVS
R-136 CVS
R-218 CVS
R-214 CVS
R-205 CVS
KEGIL 1S
DIMKI 1S
PINPO 1S
SESAT 1S
NCL 1S
POLMO 1S
TOBIK 1S
BULVO 1S
ODMEN 1S
SNT 1S
40.0 DME CVS
FM VOR/DME SNT
SCALE 1:600 000
NEW CHART

SAL ISLAND / AMILCAR CABRAL

STANDARD INSTRUMENT ARRIVALS (STAR)

RWY 01/19

NOTE APPLICABLE TO ALL STAR:

- SPEED CONTROL: MAX IAS 250 kt at FL100 or below.
- Minimum altitudes (MNM ALT) are indicated for each leg. Except in case of emergency or loss of communications altitudes to maintain are those assigned by ATC. These must respect the indicated MNM ALT.
- Expect a VOR or an ILS approach or request a visual contact approach.

BULVO ONE SIERRA ARRIVAL (BULVO1S)
Inbound R-218 CVS direct to VOR/DME CVS (IAF).

DIMKI ONE SIERRA ARRIVAL (DIMKI1S)
Inbound R-039 CVS direct to VOR/DME CVS (IAF).

KEGIL ONE SIERRA ARRIVAL (KEGIL1S)
Inbound R-316 CVS direct to VOR/DME CVS (IAF).

NCL ONE SIERRA ARRIVAL (NCL1S)
Inbound R-271 CVS direct to VOR/DME CVS (IAF).

ODMEN ONE SIERRA ARRIVAL (ODMEN1S)
Inbound R-214 CVS direct to VOR/DME CVS (IAF).

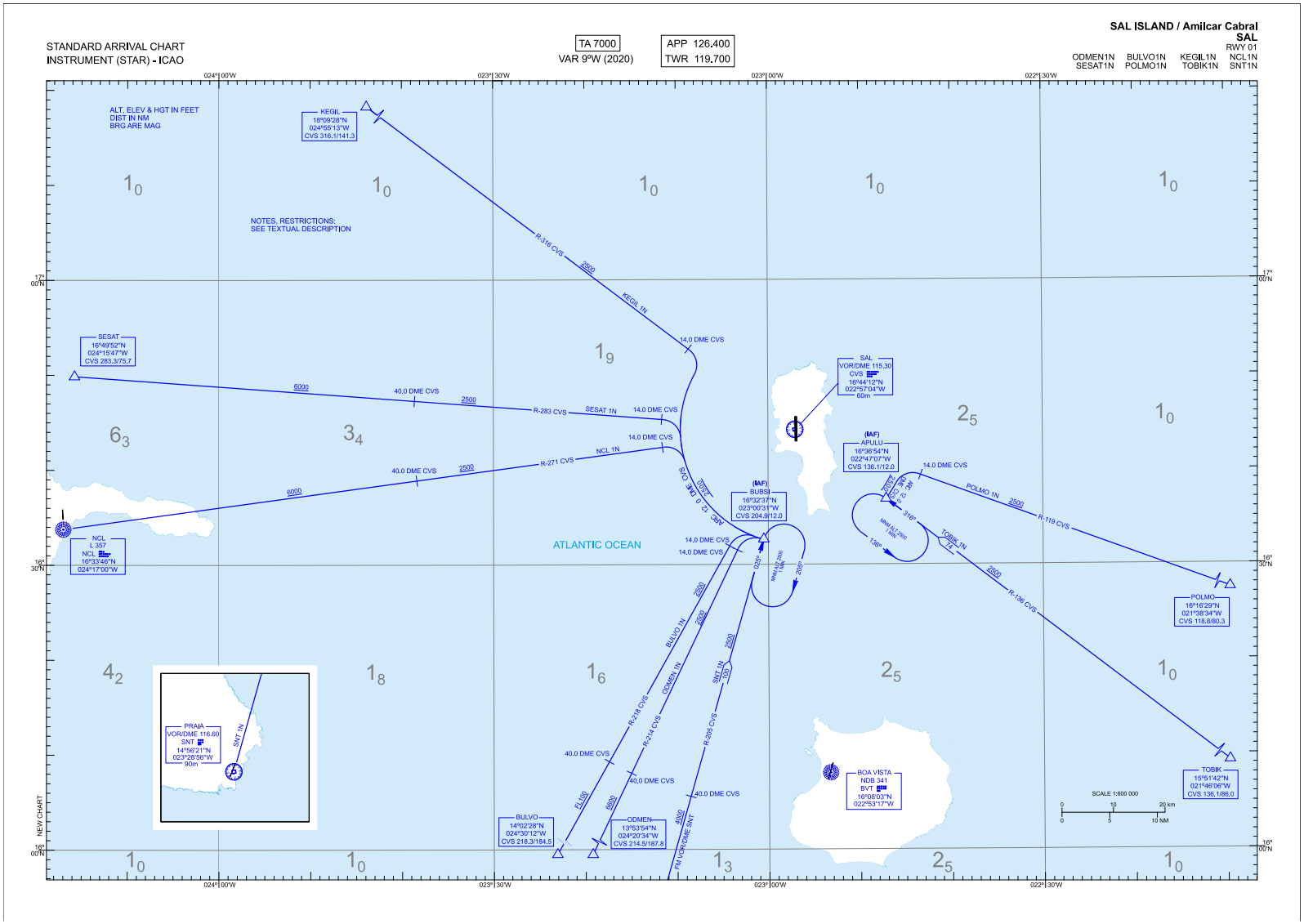
PINPO ONE SIERRA ARRIVAL (PINPO1S)
Inbound R-055 CVS direct to VOR/DME CVS (IAF).

POLMO ONE SIERRA ARRIVAL (POLMO1S)
Inbound R-119 CVS direct to VOR/DME CVS (IAF).

SESAT ONE SIERRA ARRIVAL (SESAT1S)
Inbound R-283 CVS direct to VOR/DME CVS (IAF).

PRAIA ONE SIERRA ARRIVAL (SNT1S)
Inbound R-205 CVS direct to VOR/DME CVS (IAF).

TOBIK ONE SIERRA ARRIVAL (TOBIK1S)
Inbound R-136 CVS direct to VOR/DME CVS (IAF).


STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO
TA 7000
VAR 9ºW (2020)
APP 126.400
TWR 119.700
SAL ISLAND / Amilcar Cabral
SAL
RWY 01
ODMEN1N BULVO1N KEGIL1N NCL1N
SESAT1N POLMO1N TOBIK1N SNT1N
ALT, ELEV & HGT IN FEET
DIST IN NM
BRG ARE MAG
NOTES, RESTRICTIONS:
SEE TEXTUAL DESCRIPTION
KEGIL
18°09'28"N
024°56'13"W
CVS 316.1/141.3
SESAT
16°49'52"N
024°15'47"W
CVS 283.3/75.7
NCL
L 357
NCL
16°33'46"N
024°17'00"W
SAL
VOR/DME 115.30
CVS
16°44'12"N
022°57'04"W
60m
(IAF)
APULU
16°36'54"N
022°47'07"W
CVS 136.1/12.0
(IAF)
BUBS
16°32'37"N
023°00'31"W
CVS 204.9/12.0
POLMO
16°16'29"N
021°38'34"W
CVS 118.8/80.3
TOBIK
15°51'42"N
021°46'06"W
CVS 136.1/86.0
BULVO
14°02'28"N
024°30'12"W
CVS 218.3/184.5
ODMEN
13°53'54"N
024°20'34"W
CVS 214.5/187.8
BOA VISTA
NDB 341
BVT
16°08'03"N
022°53'17"W
PRAIA
VOR/DME 116.60
SNT
14°56'21"N
023°28'56"W
90m
ATLANTIC OCEAN
R-316 CVS
KEGIL 1N
R-283 CVS
SESAT 1N
R-271 CVS
NCL 1N
NCL 12.0 DME CVS
POLMO 1N
R-119 CVS
TOBIK 1N
R-136 CVS
BULVO 1N
ODMEN 1N
R-218 CVS
R-214 CVS
SNT 1N
R-205 CVS
FM VOR/DME SNT
14.0 DME CVS
40.0 DME CVS
SCALE 1:600 000
NEW CHART

SAL ISLAND / AMILCAR CABRAL

STANDARD INSTRUMENT ARRIVALS (STAR)

RWY 01

NOTE APPLICABLE TO ALL STAR:

- SPEED CONTROL: MAX IAS 250 kt at FL100 or below.
- Minimum altitudes (MNM ALT) are indicated for each leg. Except in case of emergency or loss of communications altitudes to maintain are those assigned by ATC. These must respect the indicated MNM ALT.
- Expect a VOR or an ILS approach or request a visual contact approach.

BULVO ONE NOVEMBER ARRIVAL (BULVO1N)
Inbound R-218 CVS direct to 14.0 DME CVS, turn right to join ARC 12.0 DME CVS to BUBSI (IAF).

KEGIL ONE NOVEMBER ARRIVAL (KEGIL1N)
Inbound R-316 CVS direct to 14.0 DME CVS, turn right to join ARC 12.0 DME CVS to BUBSI (IAF).

NCL ONE NOVEMBER ARRIVAL (NCL1N)
Inbound R-271 CVS direct to 14.0 DME CVS, turn right to join ARC 12.0 DME CVS to BUBSI (IAF).

ODMEN ONE NOVEMBER ARRIVAL (ODMEN1N)
Inbound R-214 CVS direct to 14.0 DME CVS, turn right to join ARC 12.0 DME CVS to BUBSI (IAF).

POLMO ONE NOVEMBER ARRIVAL (POLMO1N)
Inbound R-119 CVS direct to 14.0 DME CVS, turn left to join ARC 12.0 DME CVS to APULU (IAF).

SESAT ONE NOVEMBER ARRIVAL (SESAT1N)
Inbound R-283 CVS direct to 14.0 DME CVS, turn right to join ARC 12.0 DME CVS to BUBSI (IAF).

PRAIA ONE NOVEMBER ARRIVAL (SNT1N)
Inbound R-205 CVS direct to BUBSI (IAF).

TOBIK ONE NOVEMBER ARRIVAL (TOBIK1N)
Inbound R-136 CVS direct to APULU (IAF).

STANDARD ARRIVAL CHART
INSTRUMENT (STAR)
Categories A-B-C-D

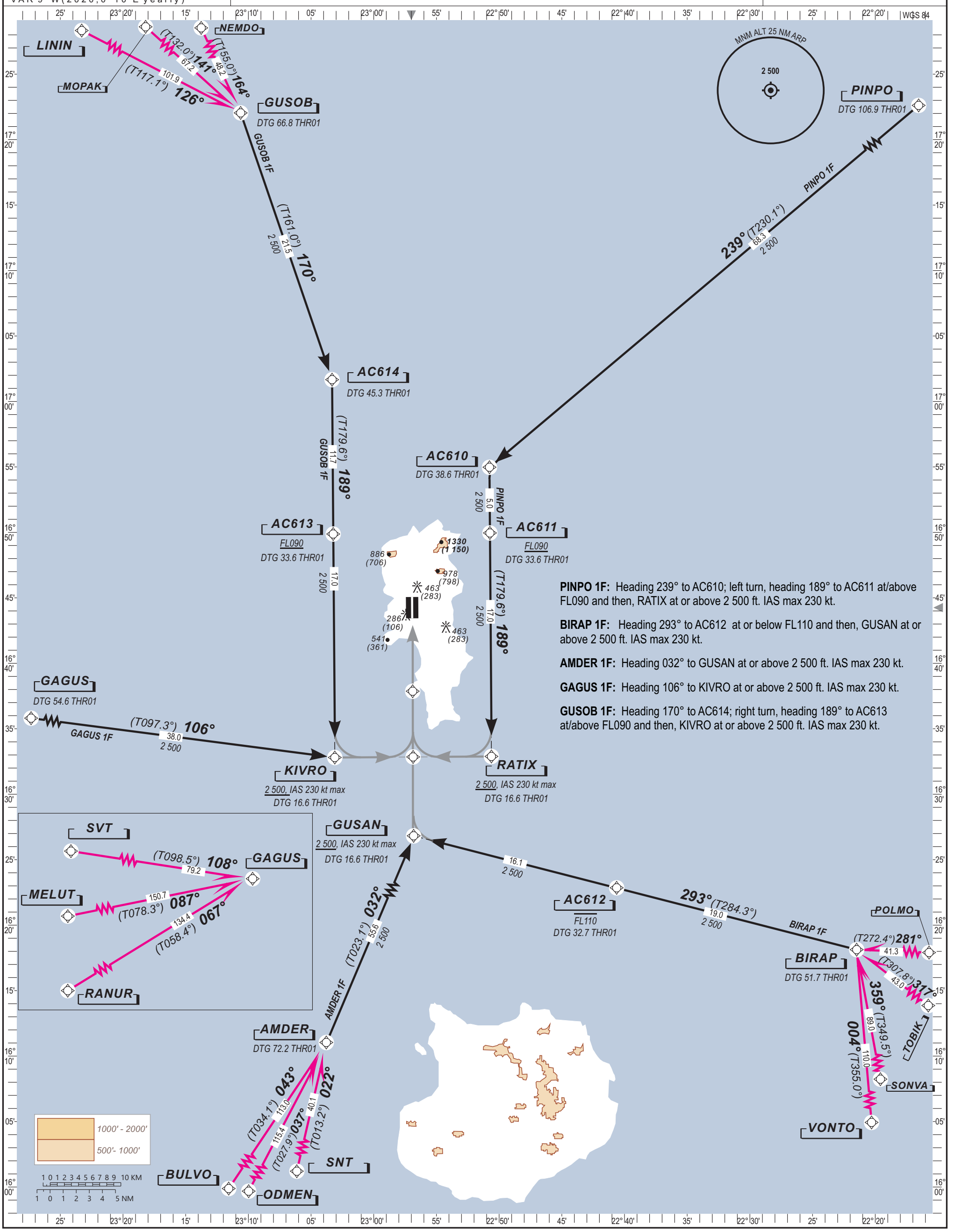
APP 126.4
TWR 119.7
GND

SAL AMILCAR CABRAL /Intl (GVAC)
RWY 01
PINPO 1F, BIRAP 1F, AMDER 1F, GAGUS 1F, GUSOB 1F

ELEV. & ALTIN FEET
DISTANCE IN NM
BRG ARE MAGNETIC OR TRUE (°T)
VAR 9°W (2020, 0°10'E yearly)

RNP 1 OPERATIONS
Notes:
- Continuous Descent Operations

TRANSITIONAL ALTITUDE: 7 000



PINPO 1F: Heading 239° to AC610; left turn, heading 189° to AC611 at/above FL090 and then, RATIX at or above 2 500 ft. IAS max 230 kt.

BIRAP 1F: Heading 293° to AC612 at or below FL110 and then, GUSAN at or above 2 500 ft. IAS max 230 kt.

AMDER 1F: Heading 032° to GUSAN at or above 2 500 ft. IAS max 230 kt.

GAGUS 1F: Heading 106° to KIVRO at or above 2 500 ft. IAS max 230 kt.

GUSOB 1F: Heading 170° to AC614; right turn, heading 189° to AC613 at/above FL090 and then, KIVRO at or above 2 500 ft. IAS max 230 kt.

STANDARD ARRIVAL CHART INSTRUMENT (STAR)
Categories A–B–C-D

RNP 1 OPERATIONS

SAL AMILCAR CABRAL / Intl (GVAC)
RWY 01
PINPO 1F, BIRAP 1F, AMDER 1F, GAGUS 1F, GUSOB 1F

TABULAR DESCRIPTION

PINPO 1F

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	IF	PINPO	-	-	-	-	-	-	-	RNP 1
020	TF	AC610	-	239(230.1)	-	68.3	L	-	-	RNP 1
030	TF	AC611	-	189(179.6)	-	5.0	-	+F090	-	RNP 1
040	TF	RATIX	-	189(179.6)	-	17.0	-	+2 500	-230	RNP 1

BIRAP 1F

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	IF	BIRAP	-	-	-	-	-	-	-	RNP 1
020	TF	AC612	-	293(284.4)	-	19.0	-	- F110	-	RNP 1
030	TF	GUSAN	-	293(284.4)	-	16.1	+2 500	-	-230	RNP 1

AMDER 1F

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	IF	AMDER	-	-	-	-	-	-	-	RNP 1
020	TF	GUSAN	-	032(023.1)	-	55.6	-	+2 500	-230	RNP 1

GAGUS 1F

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	IF	GAGUS	-	-	-	-	-	-	-	RNP 1
020	TF	KIVRO	-	106(097.2)	-	38.0	-	+2 500	-230	RNP 1

ENTR12 1F

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	IF	GUSOB	-	-	-	-	-	-	-	RNP 1
020	TF	AC614	-	170(161.0)	-	21.5	R	-	-	RNP 1
030	TF	AC613	-	189(179.6)	-	11.7	-	+F090	-	RNP 1
040	TF	KIVRO	-	189(179.6)	-	17.0	-	+2 500	-230	RNP 1

WAYPOINT LIST

Waypoint	Latitude	Longitude	Fix type	Notes
AC610	16°54'58.5"N	022°50'46. 1"W	AWP	
AC611	16°49'57.2"N	022°50'44.0"W	AWP	
AC612	16°22'51.1"N	022°40'37. 4"W	AWP	
AC613	16°49'52.4"N	023°03'14.0"W	AWP	
AC614	17°01'39.8"N	023°03'19.3"W	AWP	
AMDER	15°35'31.1"N	023°19'28.7"W	AWP	
GUSOB	17°22'02.2"N	023°10'36.8"W	AWP	
BIRAP	16°18'07.6"N	022°21'28.7"W	AWP	
GAGUS	16°37'40.4"N	023°42'21.5"W	AWP	
GUSAN	16°26'49. 3"N	022°56'49.0"W	IAF	
KIVRO	16°32'48.2"N	023°03'06.3"W	IAF	
PINP0	17°39'05.0"N	021°56'08.0"W	AWP	
RATIX	16°32'53.1"N	022°50'36.7"W	IAF	

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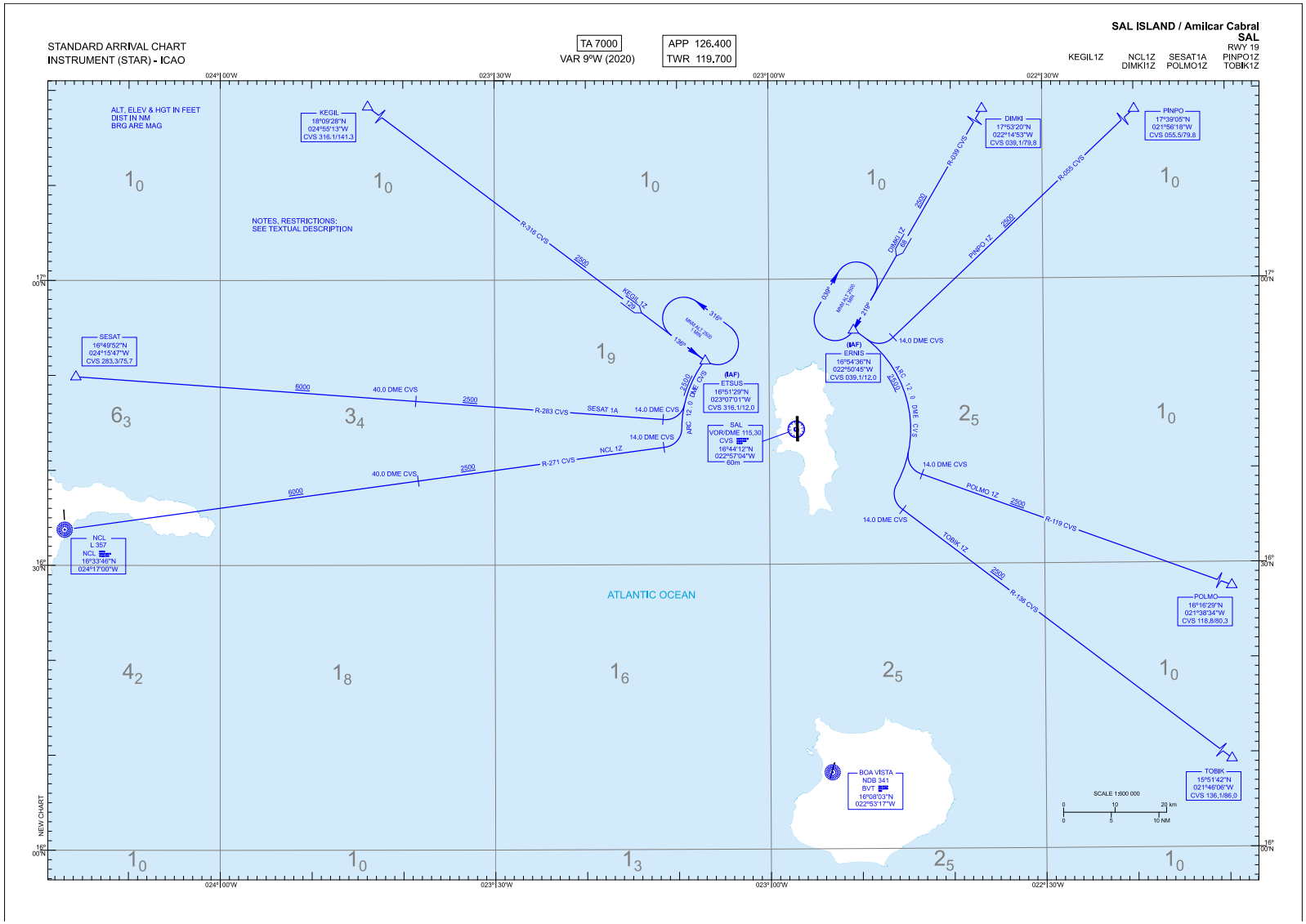

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO
TA 7000
VAR 9ºW (2020)
APP 126.400
TWR 119.700
SAL ISLAND / Amilcar Cabral
SAL
RWY 19
KEGIL1Z
NCL1Z
DIMKI1Z
SESAT1A
POLMO1Z
PINPO1Z
TOBIK1Z
ALT, ELEV & HGT IN FEET
DIST IN NM
BRG ARE MAG
NOTES, RESTRICTIONS:
SEE TEXTUAL DESCRIPTION
KEGIL
18°09'28"N
024°55'13"W
CVS 316.1/141.3
DIMKI
17°53'20"N
022°14'53"W
CVS 039.1/79.8
PINPO
17°39'05"N
021°56'18"W
CVS 055.5/79.8
SESAT
16°49'52"N
024°15'47"W
CVS 283.3/75.7
(IAF)
ETSUS
16°51'29"N
023°07'01"W
CVS 316.1/12.0
(IAF)
ERNIS
16°54'36"N
022°50'45"W
CVS 039.1/12.0
SAL
VOR/DME 115.30
CVS
16°44'12"N
022°57'04"W
60m
NCL
L 357
NCL
16°33'45"N
024°17'00"W
POLMO
16°16'29"N
021°38'34"W
CVS 118.8/80.3
TOBIK
16°51'42"N
021°46'06"W
CVS 136.1/86.0
BOA VISTA
NDB 341
BVT
16°08'03"N
022°53'17"W
ATLANTIC OCEAN
R-316 CVS
R-039 CVS
R-055 CVS
R-283 CVS
R-271 CVS
R-119 CVS
R-136 CVS
SESAT 1A
NCL 1Z
KEGIL 1Z
DIMKI 1Z
PINPO 1Z
POLMO 1Z
TOBIK 1Z
14.0 DME CVS
40.0 DME CVS
ARC 12.0 DME CVS
SCALE 1:500 000
NEW CHART

SAL ISLAND / AMILCAR CABRAL

STANDARD INSTRUMENT ARRIVALS (STAR)

RWY 19

NOTE APPLICABLE TO ALL STAR:

- SPEED CONTROL: MAX IAS 250 kt at FL100 or below.
- Minimum altitudes (MNM ALT) are indicated for each leg. Except in case of emergency or loss of communications altitudes to maintain are those assigned by ATC. These must respect the indicated MNM ALT.
- Expect a VOR approach or request a visual contact approach.

DIMKI ONE ZULU ARRIVAL (DIMKI1Z)
Inbound R-039 CVS direct to ERNIS (IAF).

KEGIL ONE ZULU ARRIVAL (KEGIL1Z)
Inbound R-316 CVS direct to ETSUS (IAF).

NCL ONE ZULU ARRIVAL (NCL1Z)
Inbound R-271 CVS direct to 14.0 DME CVS, turn left to join ARC 12.0 DME CVS to ETSUS (IAF).

PINPO ONE ZULU ARRIVAL (PINPO1Z)
Inbound R-055 CVS direct to 14.0 DME CVS, turn right to join ARC 12.0 DME CVS to ERNIS (IAF).

POLMO ONE ZULU ARRIVAL (POLMO1Z)
Inbound R-119 CVS direct to 14.0 DME CVS, turn right to join ARC 12.0 DME CVS to ERNIS (IAF).

SESAT ONE ALPHA ARRIVAL (SESAT1A)
Inbound R-283 CVS direct to 14.0 DME CVS, turn left to join ARC 12.0 DME CVS to ETSUS (IAF).

TOBIK ONE ZULU ARRIVAL (TOBIK1Z)
Inbound R-136 CVS direct to 14.0 DME CVS, turn right to join ARC 12.0 DME CVS to ERNIS (IAF).

STANDARD ARRIVAL CHART
INSTRUMENT (STAR)
Categories A-B-C-D

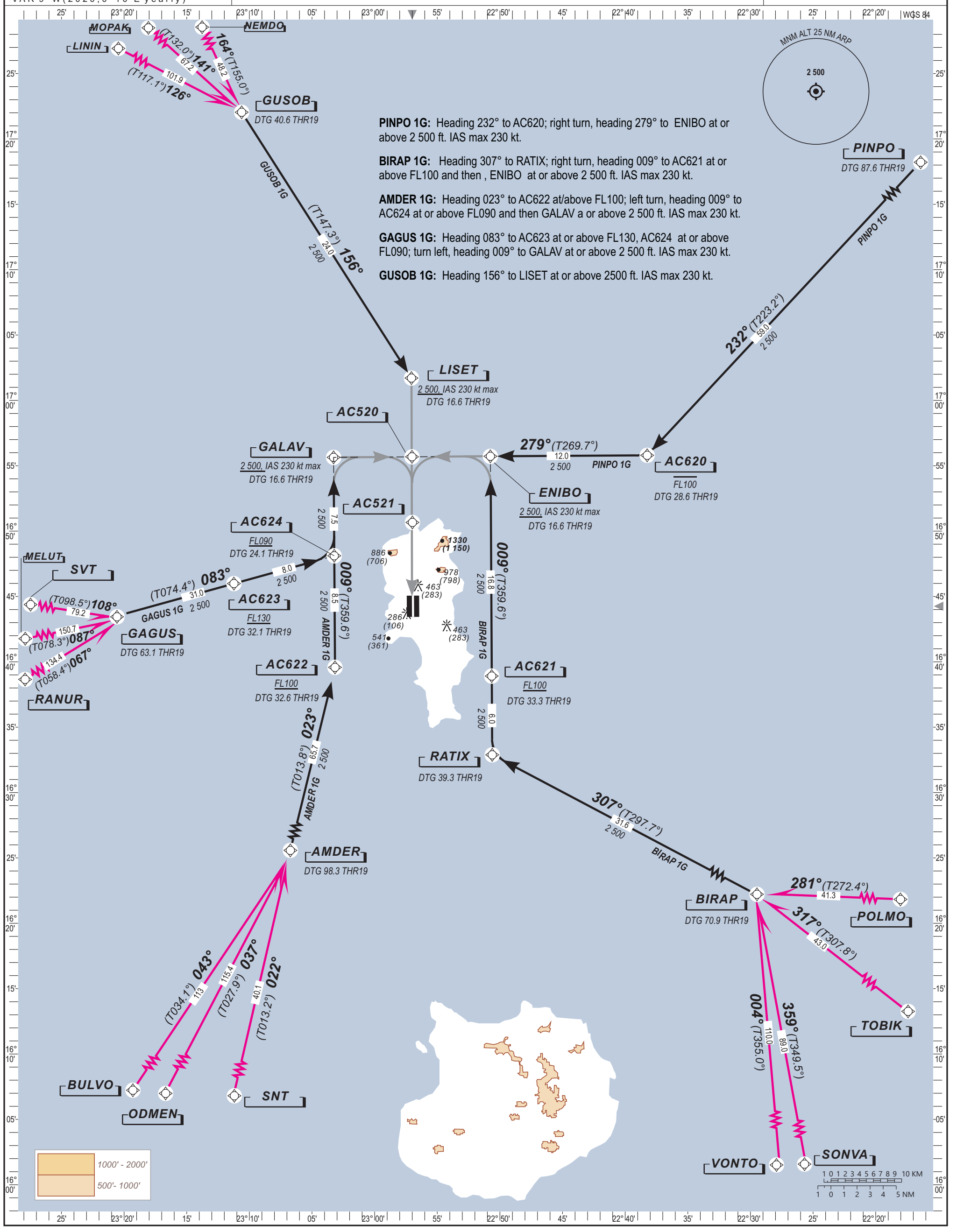
APP 126.4
TWR 119.7
GND

SAL AMILCAR CABRAL /Intl (GVAC)
RWY 19
PINPO 1G, BIRAP 1G, AMDER 1G, GAGUS 1G, GUSOB 1G

ELEV.&ALTINFEET
DISTANCEINNM
BRG ARE MAGNETIC OR TRUE (°T)
VAR 9°W(2020,0°10'E yearly)

RNP 1 OPERATIONS
Notes:
-ContinuousDescentOperations

TRANSITIONAL ALTITUDE: 7 000



STANDARD ARRIVAL CHART INSTRUMENT (STAR)
Categories A–B–C-D

RNP 1 OPERATIONS

SAL AMILCAR CABRAL / Intl (GVAC)
RWY 19
PINPO 1G, ENTR3 1G, COMM1 1G, ENTR5 1G, ENT12 1G

TABULAR DESCRIPTION

PINPO 1G

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	IF	PINPO	-	-	-	-	-	-	-	RNP 1
020	TF	AC620	-	232(223.2)	-	59.0	R	-F100	-	RNP 1
030	TF	ENIBO	-	279(269.7)	-	12.0	-	+2 500	-230	RNP 1

BIRAP 1G

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	IF	BIRAP	-	-	-	-	-	-	-	RNP 1
020	TF	RATIX	-	307(297.8)	-	31.8	R	-	-	RNP 1
030	TF	AC621	-	009(359.6)	-	6.0	-	+F100	-	RNP 1
040	TF	ENIBO	-	009(359.6)	-	16.7	L	+2 500	-230	RNP 1

AMDER 1G

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	IF	AMDER	-	-	-	-	-	-	-	RNP 1
020	TF	AC622	-	023(013.8)	-	65.7	L	+F100	-	RNP 1
030	TF	AC624	-	009(359.6)	-	8.5	-	+F090	-	RNP 1
040	TF	GULAV	-	009(359.6)	-	7.5	R	+2 500		RNP 1

GAGUS 1G

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	IF	GAGUS	-	-	-	-	-	-	-	RNP 1
020	TF	AC623	-	083(074.4)	-	31.0	-	+F130	-	RNP 1
030	TF	AC624	-	083(074.4)	-	8.0	L	+F090	-	RNP 1
040	TF	GULAV	-	009(359.6)	-	7.5	R	+2 500		RNP 1

ENTR12 1G

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	IF	GUSOB	-	-	-	-	-	-	-	RNP 1
040	TF	LISET	-	156(147.3)	-	24.0	-	+2 500	-230	RNP 1

WAYPOINT LIST

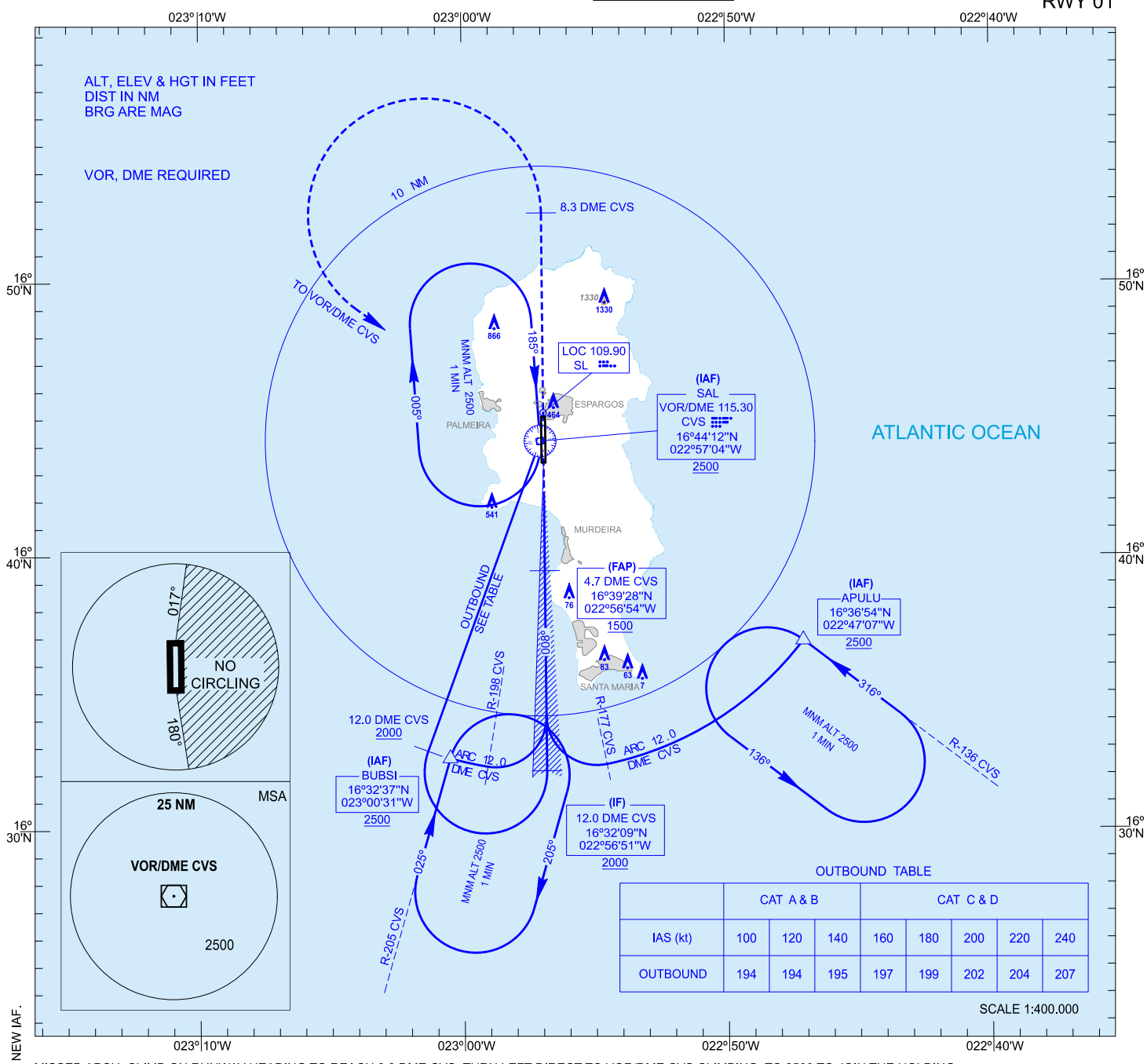
Waypoint	Latitude	Longitude	Fix type	Notes
AC620	16°55'47.8"N	022°38'14.5"W	AWP	
AC621	16°38'54.6"N	022°50'39.0"W	AWP	
AC622	16°39'34.5"N	023°03'09.8"W	AWP	
AC623	16°45'59.1"N	023°11'14.0"W	AWP	
AC624	16°48'06.6"N	023°03'13.4"W	AWP	
AMDER	15°35'31.1"N	023°19'28.7"W	AWP	
ENIBO	16°55'43.2"N	022°50'45.5"W	IAF	
GUSOB	17°22'02.2"N	023°10'36.8"W	AWP	
BIRAP	16°18'07.6"N	022°21'28.7"W	AWP	
GAGUS	16°37'40.4"N	023°42'21.5"W	AWP	
GULAV	16°55'38.4"N	023°03'16.6"W	IAF	
LISET	17°01'42.4"N	022°57'03.6"W	IAF	
PINP0	17°39'05.0"N	021°56'08.0"W	AWP	
RATIX	16°32'53.1"N	022°50'36.7"W	IAF	

INSTRUMENT
APPROACH
CHART - ICAO

ELEV AD 179
VAR 9ºW (2020)

APP 126.400
TWR 119.700

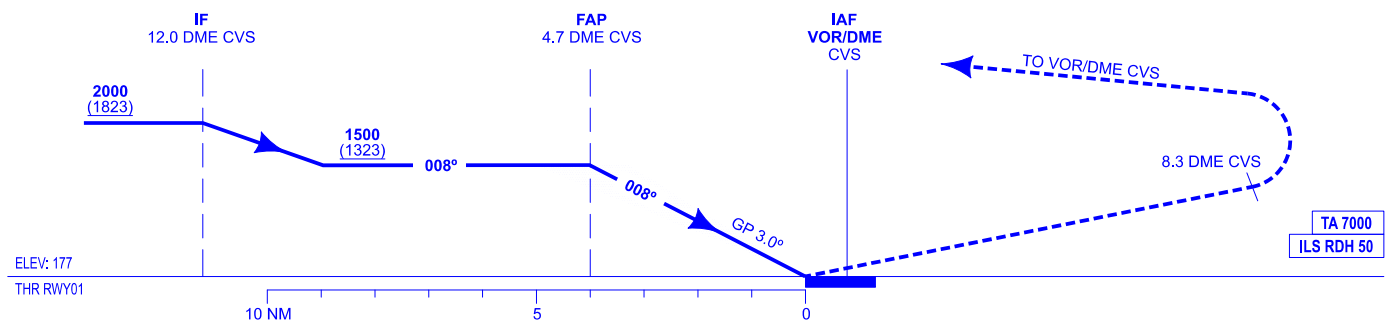
SAL ISLAND / Amilcar Cabral
SAL
ILS
RWY 01



OUTBOUND TABLE

	CAT A & B			CAT C & D				
IAS (kt)	100	120	140	160	180	200	220	240
OUTBOUND	194	194	195	197	199	202	204	207

MISSED APCH: CLIMB ON RUNWAY HEADING TO REACH 8.3 DME CVS. TURN LEFT DIRECT TO VOR/DME CVS CLIMBING TO 2500 TO JOIN THE HOLDING.



HGT REF ELEV THR RWY01

OCA/H		A	B	C	D
STA	CAT I	348 (171)	360 (183)	368 (191)	379 (202)
Circling (H) over 179		780 (610)	1080 (910)	1400 (1230)	

GS	kt	80	100	120	140	160	180
FAP-THR: 4.0 NM	min:s	2:58	2:22	1:59	1:42	1:29	1:19
FAF-MAPT:	min:s						
ROD: 5.2%	ft/min	425	531	637	743	849	955

ALT/HGT DME (CVS) FNA

13 DME	12 DME	11 DME	10 DME	9 DME	8 DME	7 DME	6 DME	5 DME	4 DME	3 DME	2 DME	1 DME
									1280 (1100)	960 (780)	640 (460)	

CHANGES: MAGNETIC VARIATION, HEADINGS AND RADIALS, EDITORIAL CHANGE, NEW IAF.

SAL ISLAND / AMILCAR CABRAL

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

RWY 01 ILS

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
VOR/DME CVS (IAF)	16° 44′ 12.0″ N	022° 57′ 03.7″ W	-	-
BUBSI (IAF)	16° 32′ 37.1″ N	023° 00′ 30.7″ W	196.03° (CVS)	12.00 DME CVS
APULU (IAF)	16° 36′ 53.8″ N	022° 47′ 07.1″ W	127.29° (CVS)	12.00 DME CVS
IF	16° 32′ 09.2″ N	022° 56′ 51.2″ W	179.61° (LOC SL)	12.00 DME CVS
FAP	16° 39′ 11.5″ N	022° 56′ 53.6″ W	179.61° (LOC SL)	4.72 DME CVS

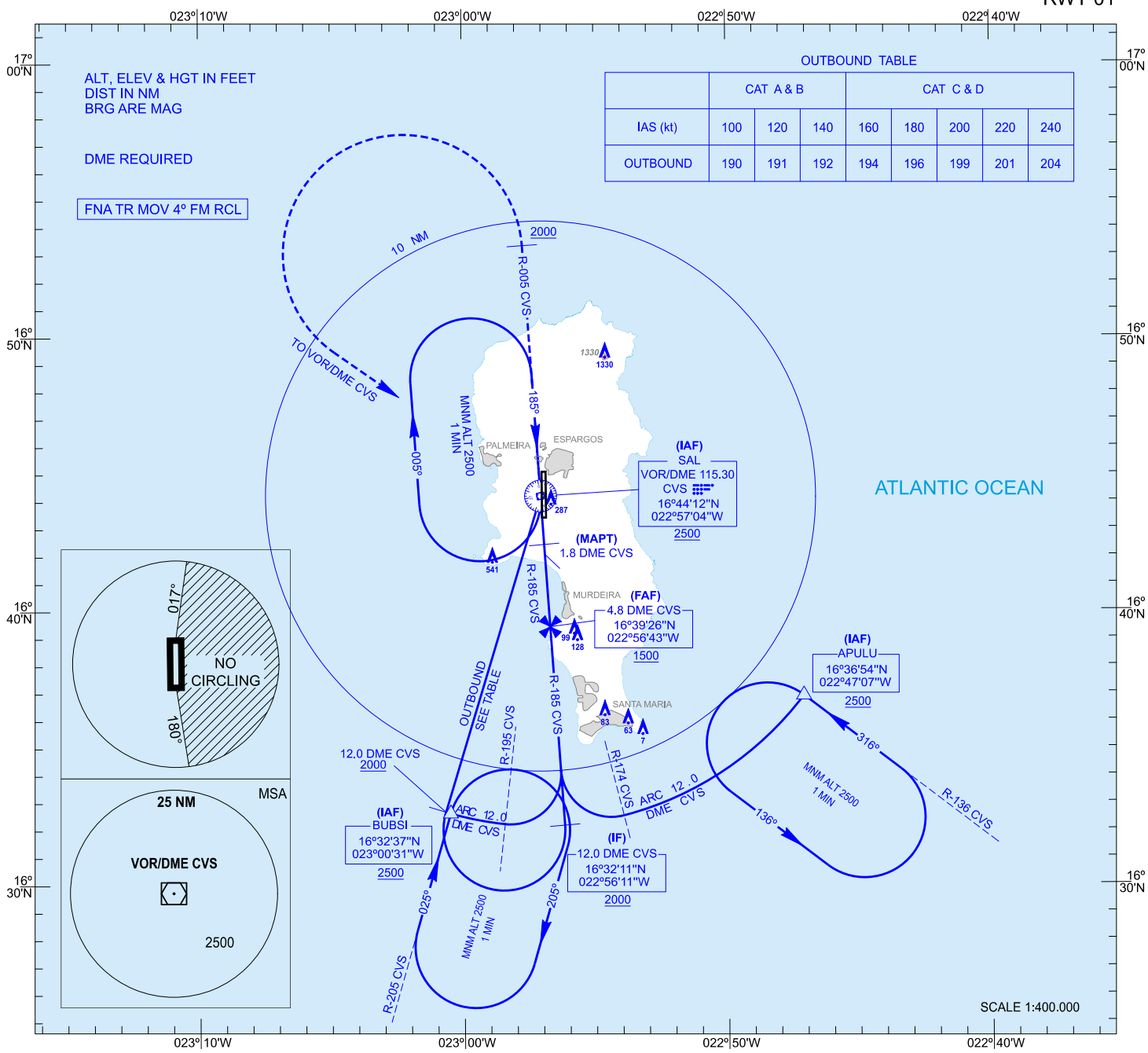
Precision final approach - Descent angle (Slope)	3.00° (5.24%)

INSTRUMENT
APPROACH
CHART - ICAO

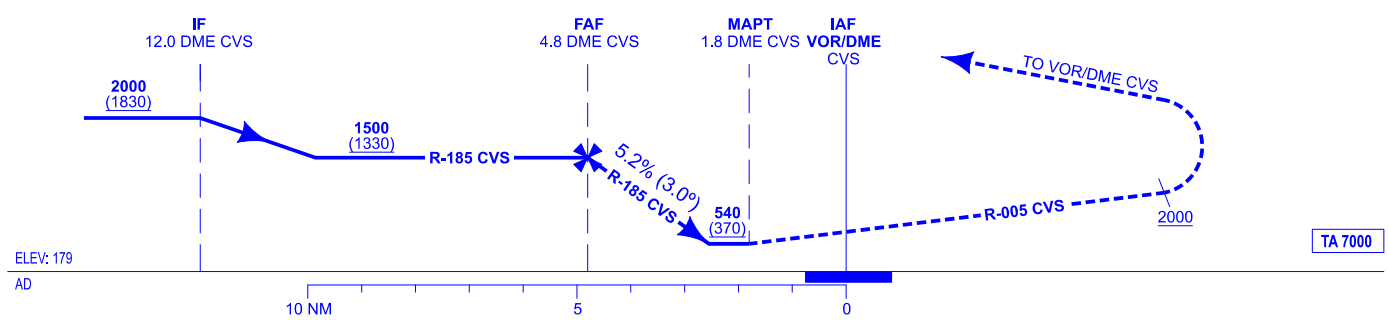
ELEV AD 179
VAR 9ºW (2020)

APP 126.400
TWR 119.700

SAL ISLAND / Amilcar Cabral
SAL
VOR
RWY 01



MISSED APCH: CLIMB DIRECT TO VOR/DME CVS. FOLLOW R-005 CVS TO REACH 2000. TURN LEFT DIRECT TO VOR/DME CVS CLIMBING 2500 TO JOIN THE HOLDING.



CHANGES: MAGNETIC VARIATION, HEADINGS AND RADIALS, EDITORIAL CHANGE, NEW IAF AND MISSED APPROACH.

HGT REF ELEV AD

OCA/H		A	B	C	D
STA	2.5%	540 (370)			
STA					
STA					
Circling (H) over		780 (610)	930 (760)	1280 (1110)	

GS	kt	80	100	120	140	160	180
FAP-THR: 4.0 NM	min:s	3:00	2:24	2:00	1:43	1:30	1:20
FAF-MAPT:	min:s	TIMING NOT AUTHORIZED					
ROD: 5.2%	ft/min	425	531	637	743	849	955

ALT/HGT DME (CVS) FNA												
13 DME	12 DME	11 DME	10 DME	9 DME	8 DME	7 DME	6 DME	5 DME	4 DME	3 DME	2 DME	1 DME
									1260 (1080)	940 (770)	620 (450)	

SAL ISLAND / AMILCAR CABRAL

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

RWY 01 VOR

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
VOR/DME CVS (IAF)	16° 44′ 12.0″ N	022° 57′ 03.7″ W	-	-
BUBSI (IAF)	16° 32′ 37.1″ N	023° 00′ 30.7″ W	196.03° (CVS)	12.00 DME CVS
APULU (IAF)	16° 36′ 53.8″ N	022° 47′ 07.1″ W	127.29° (CVS)	12.00 DME CVS
IF	16° 32′ 10.8″ N	022° 56′ 11.4″ W	176.00° (CVS)	12.00 DME CVS
FAF	16° 39′ 25.7″ N	022° 56′ 42.9″ W	176.00° (CVS)	4.76 DME CVS
MAPT	16° 42′ 26.0″ N	022° 56′ 56.0″ W	176.00° (CVS)	1.76 DME CVS

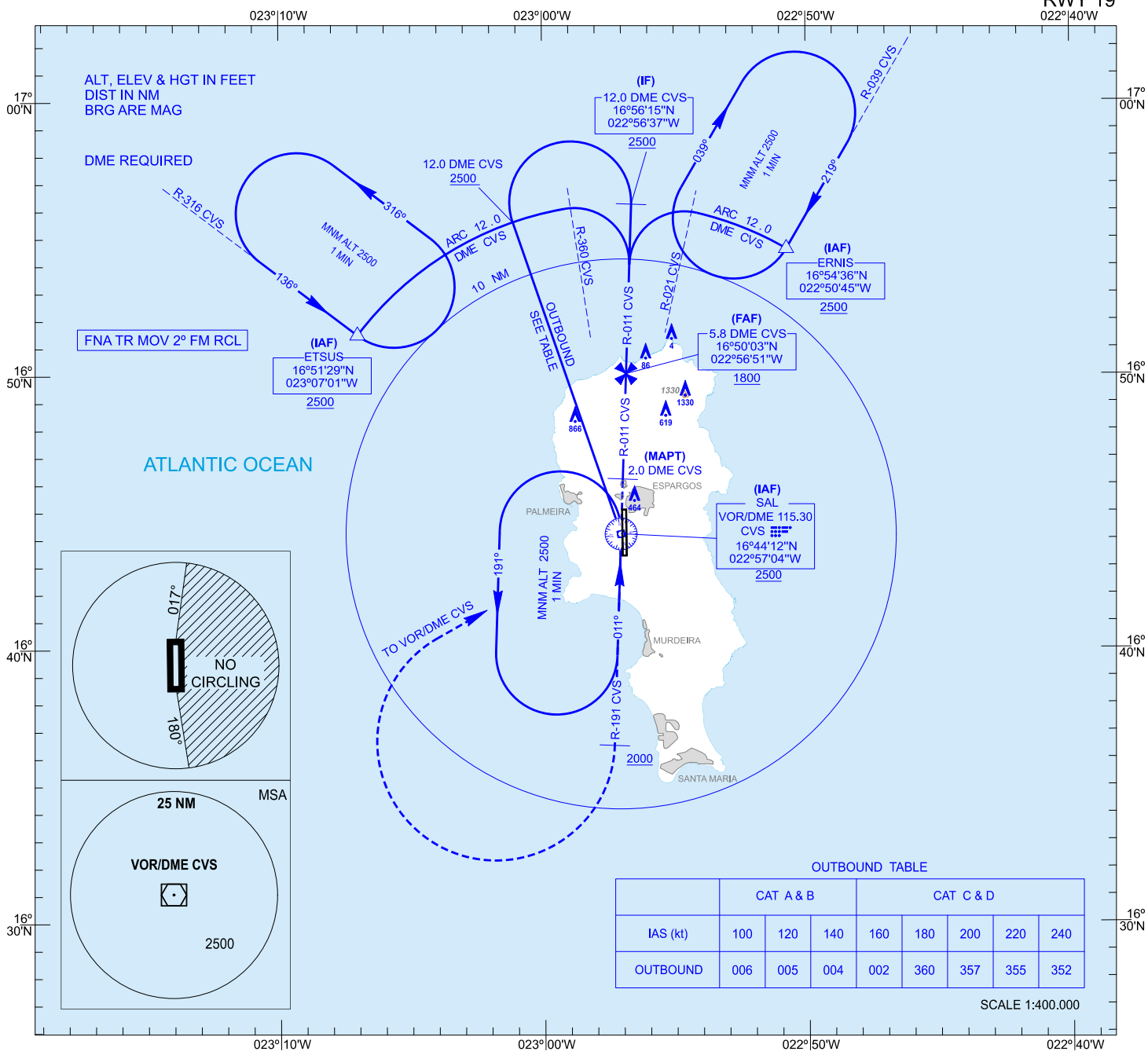
Non-precision final approach - Slope (Descent angle)	5.24% (3.00°)

INSTRUMENT
APPROACH
CHART - ICAO

ELEV AD 179
VAR 9ºW (2020)

APP 126.400
TWR 119.700

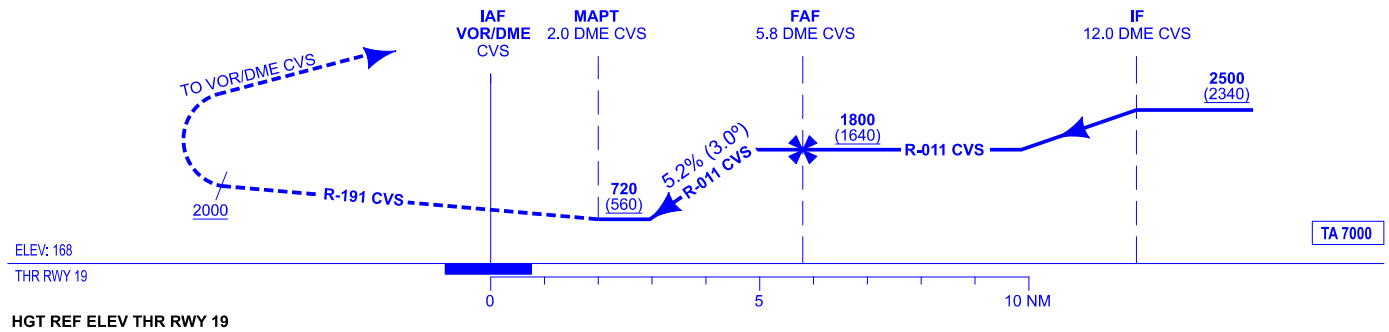
SAL ISLAND / Amilcar Cabral
SAL
VOR
RWY 19



OUTBOUND TABLE

	CAT A & B			CAT C & D				
IAS (kt)	100	120	140	160	180	200	220	240
OUTBOUND	006	005	004	002	360	357	355	352

MISSED APCH: CLIMB DIRECT TO VOR/DME CVS. FOLLOW R-191CVS TO REACH 2000. TURN RIGHT DIRECT TO VOR/DME CVS CLIMBING 2500 TO JOIN THE HOLDING.



CHANGES: MAGNETIC VARIATION, HEADINGS AND RADIALS, EDITORIAL CHANGE, NEW IAF AND MISSED APPROACH.

HGT REF ELEV THR RWY 19

OCA/H		A	B	C	D
STA	2.5%	720 (560)			
Circling (H) over	179	780 (610)	860 (690)	1280 (1110)	

GS	kt	80	100	120	140	160	180
FAP-THR: 5.0 NM	min:s	3:44	2:59	2:29	2:08	1:52	1:39
FAF-MAPT:	min:s	TIMING NOT AUTHORIZED					
ROD: 5.2%	ft/min	425	531	637	743	849	955

ALT/HGT DME (CVS) FNA												
13 DME	12 DME	11 DME	10 DME	9 DME	8 DME	7 DME	6 DME	5 DME	4 DME	3 DME	2 DME	1 DME
								1540 (1370)	1220 (1050)	900 (740)		

SAL ISLAND / AMILCAR CABRAL

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

RWY 19 VOR

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
VOR/DME CVS (IAF)	16° 44′ 12.0″ N	022° 57′ 03.7″ W	-	-
ETSUS (IAF)	16° 51′ 29.2″ N	023° 07′ 01.5″ W	307.23° (CVS)	12.00 DME CVS
ERNIS (IAF)	16° 54′ 36.3″ N	022° 50′ 45.1″ W	030.27° (CVS)	12.00 DME CVS
IF	16° 56′ 14.5″ N	022° 56′ 37.5″ W	002.00° (CVS)	12.00 DME CVS
FAF	16° 51′ 03.2″ N	022° 56′ 50.9″ W	002.00° (CVS)	5.83 DME CVS
MAPT	16° 46′ 12.5″ N	022° 56′ 59.3″ W	002.00° (CVS)	2.00 DME CVS

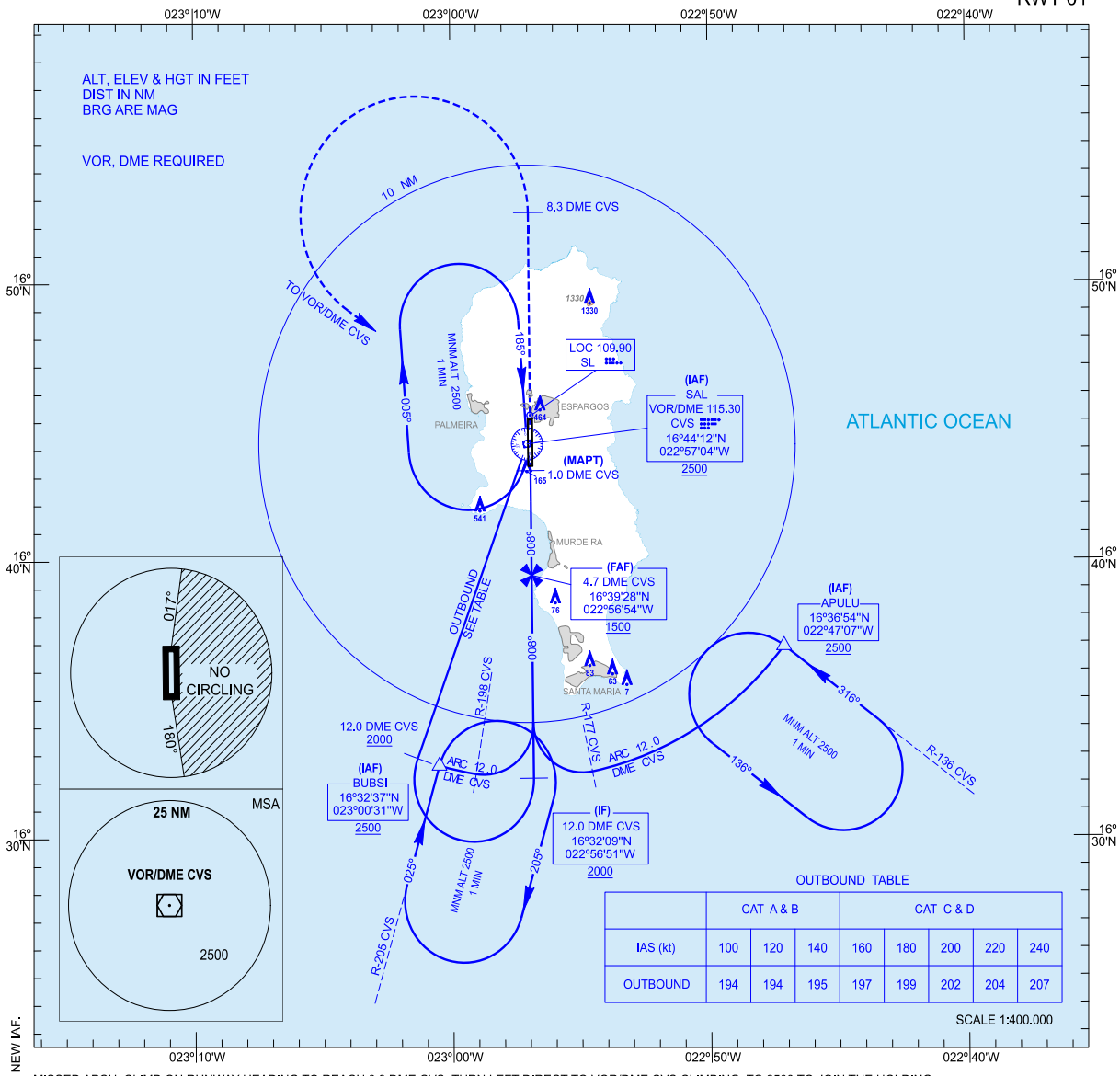
Non-precision final approach - Slope (Descent angle)	5.24% (3.00°)

INSTRUMENT APPROACH CHART - ICAO

ELEV AD 179
VAR 9ºW (2020)

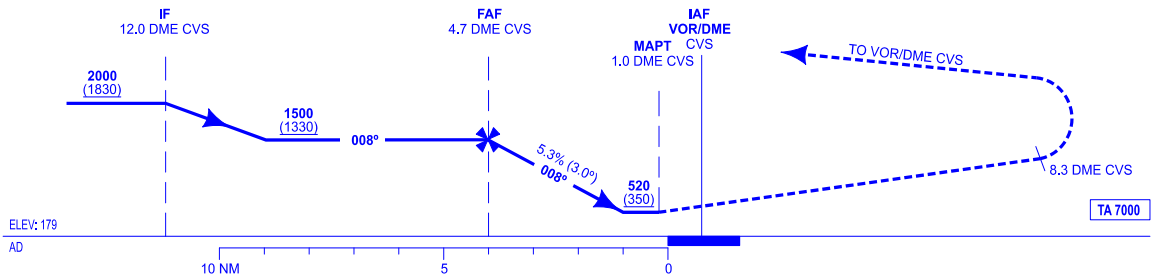
APP 126.400
TWR 119.700

SAL ISLAND / Amilcar Cabral
SAL
LOC
RWY 01



	CAT A & B			CAT C & D				
IAS (kt)	100	120	140	160	180	200	220	240
OUTBOUND	194	194	195	197	199	202	204	207

MISSED APCH: CLIMB ON RUNWAY HEADING TO REACH 8.3 DME CVS. TURN LEFT DIRECT TO VOR/DME CVS CLIMBING TO 2500 TO JOIN THE HOLDING.



HGT REF ELEV AD

OCA/H		A	B	C	D
STA	2.5%	520 (350)			
Circling (H) over		780 (610)	1080 (910)	1400 (1230)	

GS	kt	80	100	120	140	160	180
FAF-THR: 4.0 NM	min:s	2:58	2:22	1:59	1:42	1:29	1:19
FAF-MAPT:	min:s	TIMING NOT AUTHORIZED					
ROD: 5.3%	ft/min	429	536	643	751	858	965

ALT/HGT DME (CVS) FNA

13 DME	12 DME	11 DME	10 DME	9 DME	8 DME	7 DME	6 DME	5 DME	4 DME	3 DME	2 DME	1 DME
									1270 (1090)	950 (770)	630 (450)	

CHANGES: MAGNETIC VARIATION, HEADINGS AND RADIALS, EDITORIAL CHANGE, NEW IAF.

SAL ISLAND / AMILCAR CABRAL

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

RWY 01 LOC

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
VOR/DME CVS (IAF)	16° 44′ 12.0″ N	022° 57′ 03.7″ W	-	-
BUBSI (IAF)	16° 32′ 37.1″ N	023° 00′ 30.7″ W	196.03° (CVS)	12.00 DME CVS
APULU (IAF)	16° 36′ 53.8″ N	022° 47′ 07.1″ W	127.29° (CVS)	12.00 DME CVS
IF	16° 32′ 09.2″ N	022° 56′ 51.2″ W	179.61° (LOC SL)	12.00 DME CVS
FAF	16° 39′ 11.5″ N	022° 56′ 53.6″ W	179.61° (LOC SL)	4.72 DME CVS
MAPT	16° 43′ 12.3″ N	022° 56′ 55.8″ W	179.61° (LOC SL)	1.00 DME CVS

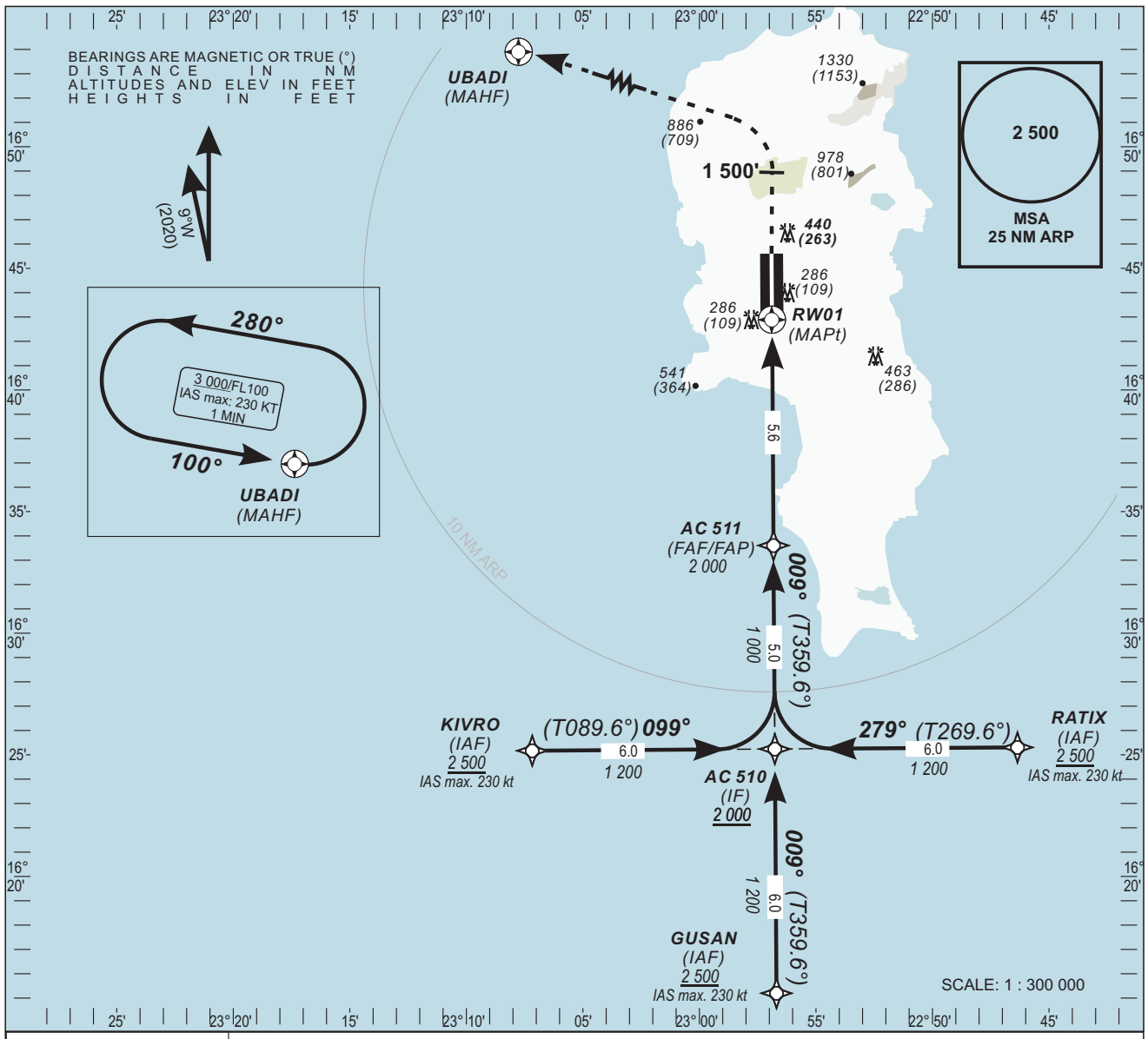
Non-precision final approach - Slope (Descent angle)	5.29% (3.03°)

INSTRUMENT APPROACH CHART - ICAO

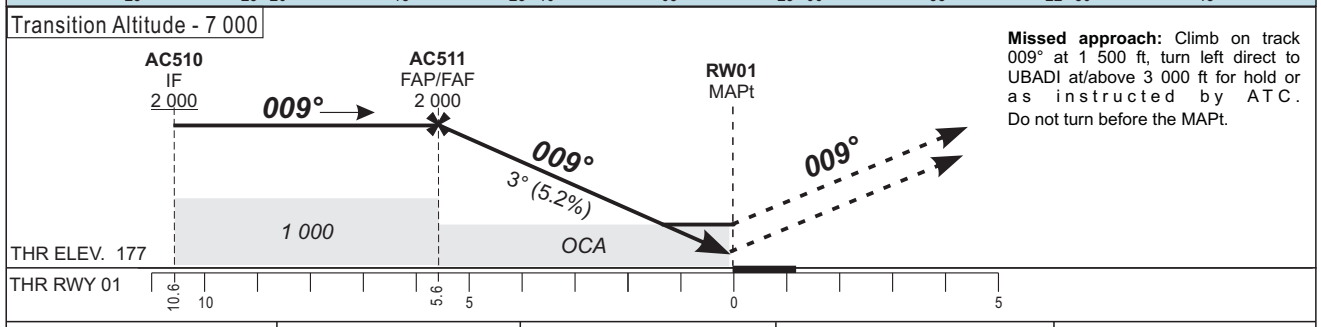
AERODROME ELEV - 179 ft
HEIGHTS RELATED TO THR RWY 01 ELEV - 177 ft

APP - 126.4
TWR - 119.7

SAL ISLAND / AMILCAR CABRAL Intl (GVAC)
RNP RWY 01
ACFT CAT - A - B - C - D



Transition Altitude - 7 000



Missed approach: Climb on track 009° at 1 500 ft, turn left direct to UBADI at/above 3 000 ft for hold or as instructed by ATC. Do not turn before the MAPt.

OCA (OCH)		A	B	C	D
LNAV / VNAV (1)		460 (280)	470 (300)	490 (310)	520 (340)
LNAV		610 (440)			
CIRCLING (2)	East RWY 01	760 (590)	1 130 (960)	1 380 (1 210)	1 730 (1 560)
	West RWY 01	760 (590)	840 (670)	930 (970)	930 (970)

Notes:
- RDH: 15 m
- (1) Minimum temperature : 10°C
- (2) Daytime only . OCH AAL
- Timing not authorized for defining MAPt
- For data tabulation see verso

To RW01 (NM)		FAF	5	4	3	2	1
Altitude		2 000	1 830	1 510	1 190	870	550
Ground Speed	kt	80	100	120	140	160	180
Timing FAF-MAPt 5.6 NM	min:s	4:12	3:22	2:48	2:24	2:06	1:52
Rate of Descent FAF-MAPt	ft/min	420	530	640	740	850	950

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV - 179 ft
HEIGHTS RELATED TO
THR RWY 01 ELEV - 177 ft

APP - 126.4
TWR - 119.7

SAL / AMILCAR CABRAL (GVAC)
RNAV$_{(GNSS)}$ RWY 01
ACFT CAT - A - B - C - D

TABULAR DESCRIPTION

RNAV (GNSS) RWY 01

Serial Nr	Path Descriptor	Waypoint Identifier	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn	Altitude (Ft)	Speed (Kt)	VPA/RDH (°/m)	NAV-Spec
010	IF	KIVRO	-	-		-	-	+2 500	-230		RNP APCH
020	TF	AC510	-	099(089.6)		6.0	-	+2 000	-230		RNP APCH
010	IF	GUSAN	-	-		-	-	+2 500	-230		RNP APCH
020	TF	AC510	-	009(359.6)		6.0	-	+2 000	-230		RNP APCH
010	IF	RATIX	-	-		-	-	+2 500	-230		RNP APCH
020	TF	AC510	-	279(269.6)		6.0	-	+2 000	-230		RNP APCH
010	IF	AC510		-		-	-	+2 000	-230		RNP APCH
020	TF	AC511		009(359.6)		5.0		@2 000	-		RNP APCH
030	TF	RW01	Y	009(359.6)	9^{0}W	5.6		@226	-	3.0/15	RNP APCH
040	CA	-	-	009(359.6)		-	-	@1 500	-230		RNP APCH
050	DF	UBADI	y	-		-	L	+3 000	-230		RNP APCH
060	HM	UBADI	Y	100(091.0)		1 MIN	L	+3 000	-230		RNP APCH

WAYPOINTS LIST

RNAV (GNSS) RWY 01

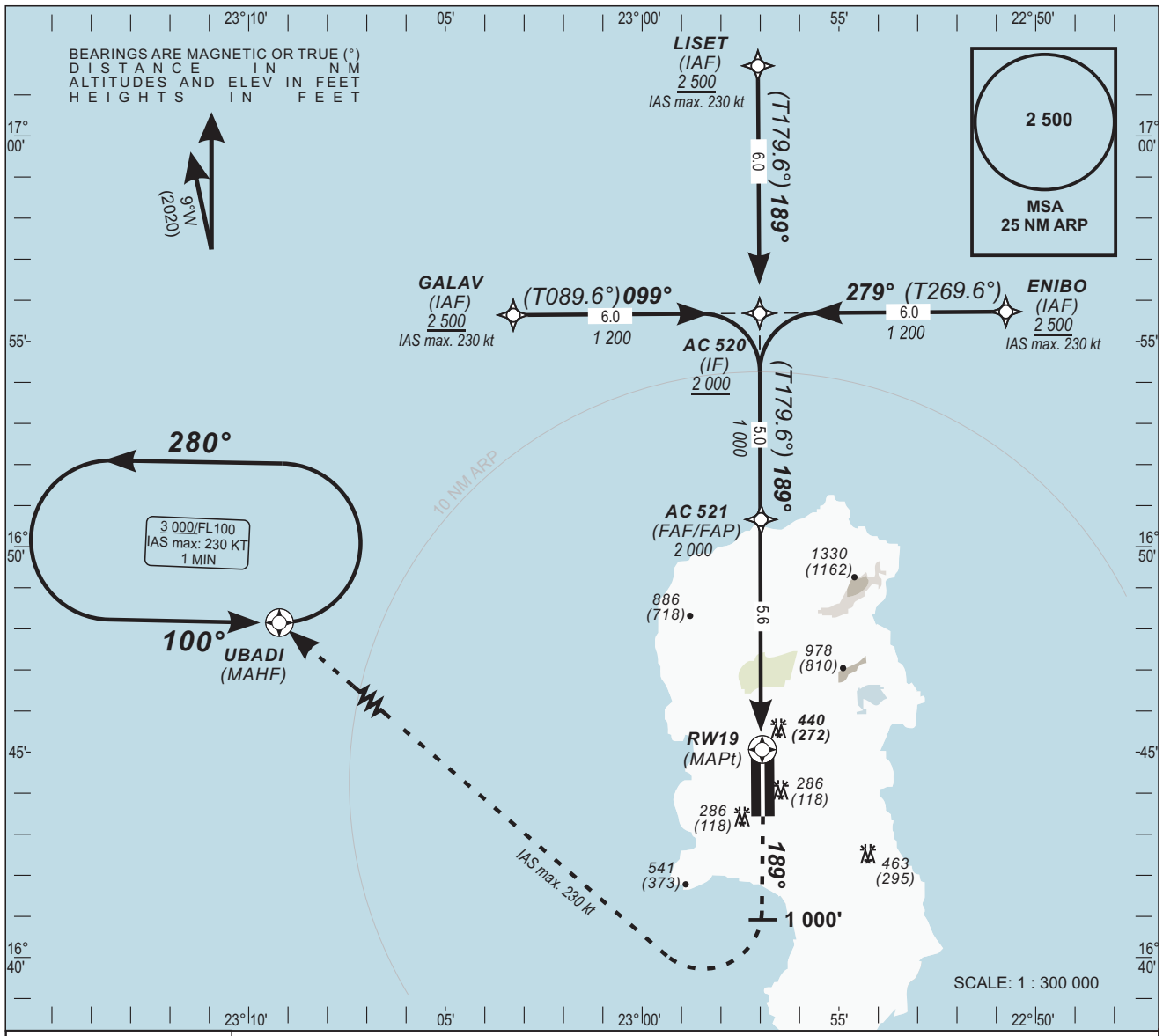
Waypoint	Latitude	Longitude	Fix status
KIVRO	16°32'46.9"N	023°03'06.3"W	IAF
GUSAN	16°26'48.0"N	022°56'49.0"W	IAF
RATIX	16°32'51.8"N	022°50'36.7"W	IAF
AC510	16°32'49.4"N	022°56'51.5"W	IF
AC511	16°37'50.7"N	022°56'53.6"W	FAF
RW01	16°43'26.23"N	022°56'55.92"W	MAPt
UBADI	16°54'49.5"N	023°17'19.4"W	MAHF

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV - 179 ft
HEIGHTS RELATED TO THR RWY 19 ELEV - 168 ft

APP - 126.4
TWR - 119.7

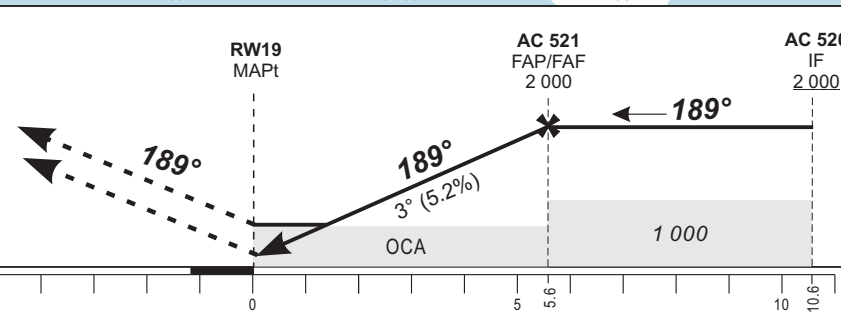
SAL ISLAND / AMILCAR CABRAL Intl (GVAC)
RNP RWY 19
ACFT CAT - A - B - C - D



Transition Altitude - 7 000

Missed approach:
Climb on track 189° at 1 000 ft, turn right direct to UBADI at/above 3 000 ft for hold or as instructed by ATC.

NOTE:
No turn before MAPt
IAS max. 230 kt .



OCA (OCH)		A	B	C	D
LNAV / VNAV (1)		570 (400)	590 (410)	590 (420)	600 (400)
LNAV		690 (530)			
CIRCLING (2)	East RWY 01	760 (590)	1 130 (960)	1 380 (1 210)	1 730 (1 560)
	West RWY 01	760 (590)	840 (670)	930 (970)	930 (970)

Notes:
- RDH: 15 m
- (1) Minimum temperature : 10°C
- (2) Daytime only . OCH AAL
- Timing not authorized for defining MAPt
- For data tabulation see verso

To RW19 (NM)	FAF	5	4	3	2	1
Altitude	2 000	1 820	1 500	1 180	860	540

Ground Speed	kt	80	100	120	140	160	180
Timing FAF-MAPt 5.6 NM	min:s	4:12	3:22	2:48	2:24	2:06	1:52
Rate of Descent FAF-MAPt	ft/min	420	530	640	740	850	950

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV - 179 ft
HEIGHTS RELATED TO
THR RWY 19 ELEV - 168 ft

APP - 126.4
TWR - 119.7

SAL / AMILCAR CABRAL (GVAC)
RNAV$_{(GNSS)}$ RWY 19
ACFT CAT - A - B - C - D

TABULAR DESCRIPTION

RNAV (GNSS) RWY 19											
Serial Nr	**Path Descriptor**	**Waypoint Identifier**	**Fly-Over**	**Course °M(°T)**	**Magnetic Variation**	**Distance (NM)**	**Turn**	**Altitude (Ft)**	**Speed (Kt)**	**VPA/RDH (°/m)**	**NAV-Spec**
010	**IF**	**GALAV**	**-**	**-**		**-**	**-**	**+2 500**	**-230**		**RNP APCH**
020	**TF**	**AC520**	**-**	**099(089.6)**		**6.0**	**-**	**+2 000**	**-230**		**RNP APCH**
010	**IF**	**LISET**	**-**	**-**		**-**	**-**	**+2 500**	**-230**		**RNP APCH**
020	**TF**	**AC520**	**-**	**189(179.6)**		**6.0**	**-**	**+2 000**	**-230**		**RNP APCH**
010	**IF**	**ENIBO**	**-**	**-**		**-**	**-**	**+2 500**	**-230**		**RNP APCH**
020	**TF**	**AC520**	**-**	**279(269.6)**		**6.0**	**-**	**+2 000**	**-230**		**RNP APCH**
010	**IF**	**AC520**		**-**		**-**	**-**	**+2 000**	**-230**		**RNP APCH**
020	**TF**	**AC521**		**189(179.6)**		**5.0**		**@2 000**	**-**		**RNP APCH**
030	**TF**	**RW19**	**Y**	**189(179.6)**	**9^{0}W**	**5.6**		**@217**	**-**	**3.0/15**	**RNP APCH**
040	**CA**	**-**	**-**	**189(179.6)**		**-**	**-**	**@1 000**	**-230**		**RNP APCH**
050	**DF**	**UBADI**	**y**	**-**		**-**	**R**	**-**	**-230**		**RNP APCH**
060	**HM**	**UBADI**	**Y**	**100(091.0)**		**1 MIN**	**L**	**+3 000**	**-230**		**RNP APCH**

WAYPOINTS LIST

RNAV (GNSS) RWY 19			
Waypoint	**Latitude**	**Longitude**	**Fix status**
GALAV	**16°55'39.9"N**	**023°03'16.6"W**	**IAF**
LISET	**17°01'43.9"N**	**022°57'03.6"W**	**IAF**
ENIBO	**16°55'44.8"N**	**022°50'45.5"W**	**IAF**
AC520	**16°55'42.4"N**	**022°57'01.1"W**	**IF**
AC521	**16°50'41.2"N**	**022°56'59.0"W**	**FAF**
RW19	**16°45'03.83"N**	**022°56'56.60"W**	**MAPt**
UBADI	**16°54'49.5"N**	**023°17'19.4"W**	**MAHF**

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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: 27 M Surface: Asphalt Strength: PCN 54 / F / A / X / U Designation: TWY B Width: 28 M Surface: Asphalt Strength: PCN 57 / F / B / Y / T Designation: TWY Y Width: 21 M Surface: Asphalt Strength: 20 TON SIWL Designation: TWY Z 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 71 F / B / W / T NIL	160741.67N 0225329.11W 160847.12N 0225308.82W 105 FT	55 FT
21	196.68°	2100 X 45	PCN 71 F / B / 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	2250 X 150	90 X 90	NIL	NIL	Turning loops at RWY THR
0.5 %	NIL	NIL	2250 X 150	90 X 90	NIL	NIL	Turning loops at RWY THR

GVBA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	2100	2100	2100	2100	NIL
21	2100	2100	2100	2100	NIL

GVBA 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	NIL	green	PAPI 3° (66 FT)	NIL	NIL	NIL	red	NIL	NIL
21	NIL	green	PAPI 3° (66 FT)	NIL	NIL	NIL	red	NIL	NIL

GVBA AD 2.15 OTHER LIGHTING SECONDARY POWER SUPPLY

1	ABN / IBN location, characteristics and hours of operation	NIL
2	WDI / LDI / Anemometer location and LGT	WDI: 300 M left hand of each RWY. LGTD / NIL / NIL
3	*TWY ledge and CL lighting*	Elevated edge blue reflectors / NIL
4	*Secondary power supply / switch - over time*	7 SEC
5	*Remarks*	Apron: Elevated edge blue reflectors on corners Obstruction: Fixed red obstruction lights on the WDI masts, NDB aerial and AWOS sensor towers

GVBA 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

GVBA AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	BOAVISTA ATZ Circle radius 5 NM centred on 160814N 0225318W (Rabil / Aristides Pereira ARP)
2	*Vertical limits*	GND / MSL - 1500 FT
3	*Airspace classification*	Class C

4	*ATS unit call sign* *Language(s)*	BOAVISTA TWR English, Portuguese
5	*Transition altitude*	7000 FT
6	*Hours of applicability*	09:00 - 19:00
7	*Remarks*	NIL

GVBA 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*
TWR	BOAVISTA TWR	118.900 MHZ 121.500 MHZ	NIL	NIL	09:00 - 19:00 09:00 - 19:00	NIL Emergency

GVBA 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*
NDB 11°W	BVT	341 KHZ	H 24	160803.39N 0225317.06W	NIL	NIL	Coverage: 50 NM

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 - ICAO	GVBA AD 2-10
AERODROME OBSTACLE CHART RWY 03 - ICAO TYPE A	GVBA AD 2-11
AERODROME OBSTACLE CHART RWY 07 (OBSTACLE REFERENCE POINTS)	GVBA AD 2-12
AERODROME OBSTACLE CHART RWY 21 - ICAO TYPE A - 1	GVBA AD 2-13
AERODROME OBSTACLE CHART RWY 21 - ICAO TYPE A - 2	GVBA AD 2-14
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 03 - ICAO	GVBA AD 2-15
STANDARD DEPARTURE CHART INSTRUMENT (SID) RWY 03 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

16° 08' 14' N
022° 53' 18' W

ELEV - 90ft

TWR 118.9
APP 126.4

BOA VISTA/RABIL AERODROME

Changes: ARP, AD Elev, Mag. Variation

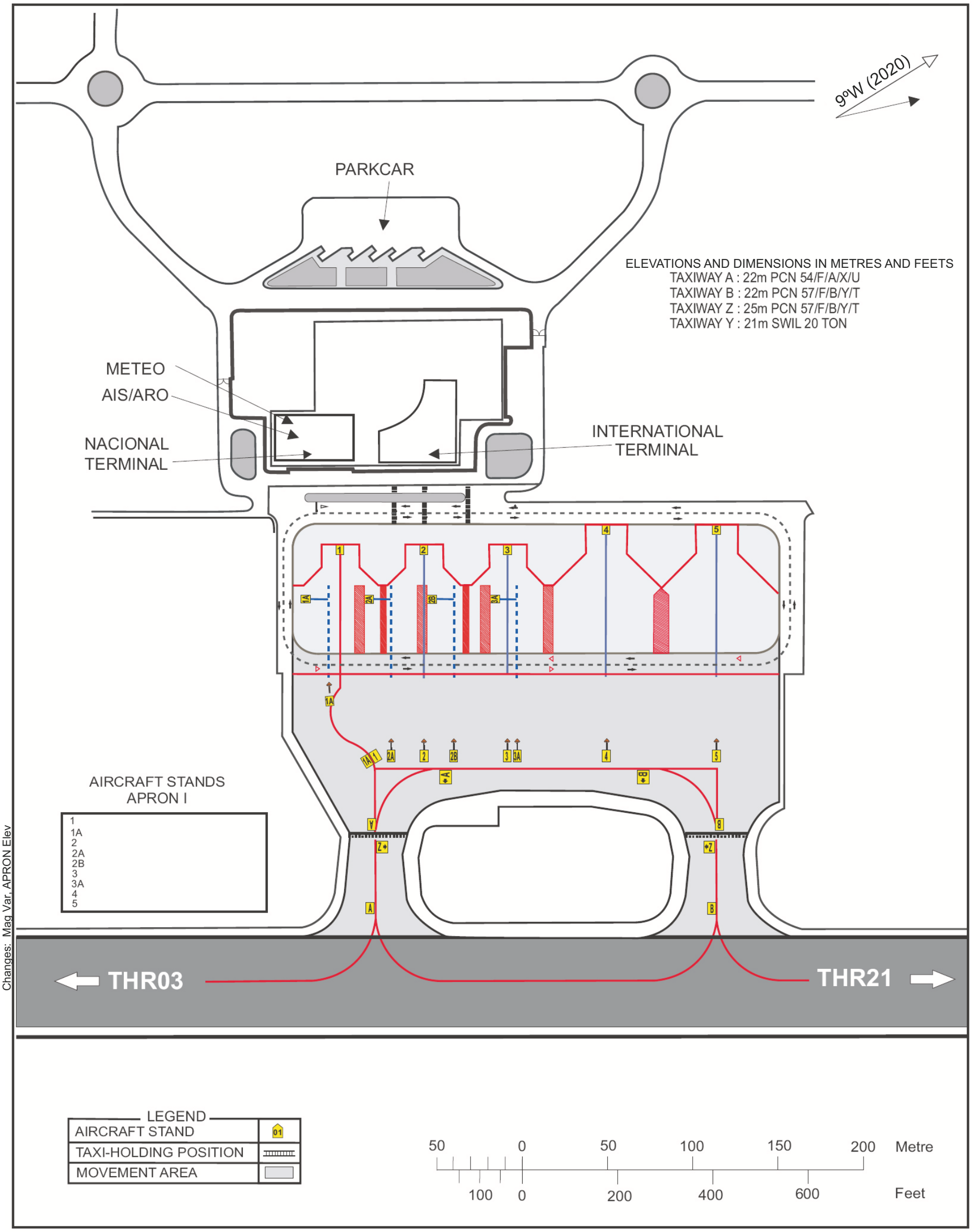
RWY	DIRECTION	THR	BEARING STRENGTH
03	16.7°T 27°M	16° 07' 41.67"N 022° 53' 29.11 "W	PCN54/F/A/X/U
21	196.7°T 207°M	16° 08' 47.12"N 022° 53' 08.82"W	PCN54/F/A/X/U
HELIPORT			

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

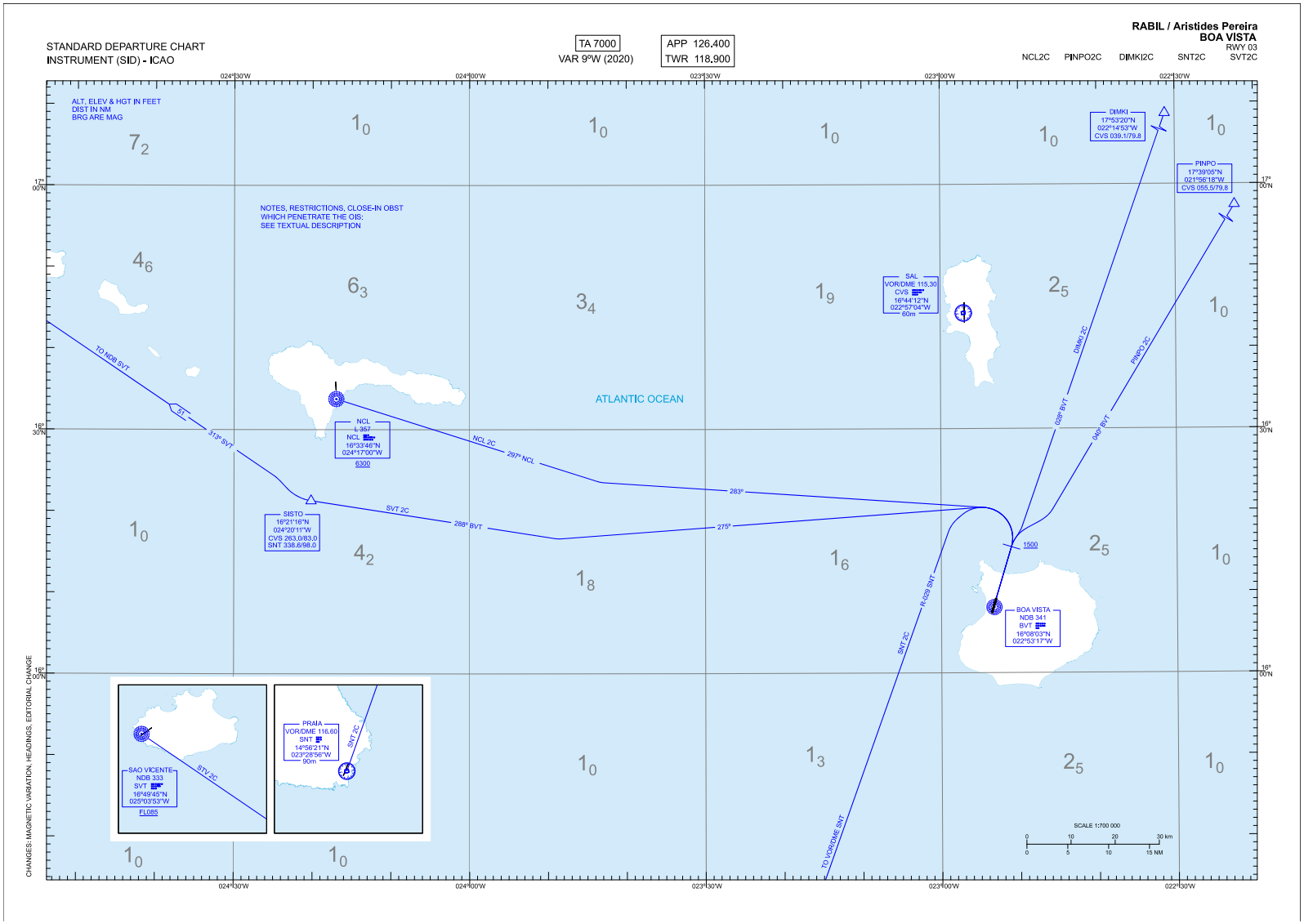
AIRCRAFT PARKING/DOCKING CHART

TWR118.9
APRONELEV. 55ft (17m)

AEROPORTO INTERNACIONAL DORABIL-BOAVISTA



Changes: Mag Var, APRON Elev


STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO
TA 7000
VAR 9°W (2020)
APP 126.400
TWR 118.900
RABIL / Aristides Pereira
BOA VISTA
RWY 03
NCL2C PINPO2C DIMKI2C SNT2C SVT2C
ALT, ELEV & HGT IN FEET
DIST IN NM
BRG ARE MAG
NOTES, RESTRICTIONS, CLOSE-IN OBST
WHICH PENETRATE THE OIS:
SEE TEXTUAL DESCRIPTION
ATLANTIC OCEAN
DIMKI
17°53'20"N
022°14'53"W
CVS 039.1/79.8
PINPO
17°39'05"N
021°56'18"W
CVS 055.5/79.8
SAL
VOR/DME 115.30
CVS
16°44'12"N
022°57'04"W
60m
NCL
L 357
NCL
16°33'46"N
024°17'00"W
6300
SISTO
16°21'16"N
024°20'11"W
CVS 263.0/83.0
SNT 338.6/98.0
BOA VISTA
NDB 341
BVT
16°08'03"N
022°53'17"W
SAO VICENTE
NDB 333
SVT
16°49'45"N
025°03'53"W
FL085
PRAIA
VOR/DME 116.60
SNT
14°56'21"N
023°28'56"W
90m
TO NDB SVT
SVT
313° SVT
NCL 2C
297° NCL
283°
SVT 2C
288° BVT
275°
DIMKI 2C
028° BVT
PINPO 2C
040° BVT
1500
R-029 SNT
SNT 2C
TO VOR/DME SNT
SCALE 1:700 000
CHANGES: MAGNETIC VARIATION, HEADINGS, EDITORIAL CHANGE

RABIL / ARISTIDES PEREIRA

STANDARD INSTRUMENT DEPARTURES (SID)

RWY 03

NOTE APPLICABLE TO ALL SID:

- SPEED CONTROL: MAX IAS 250 kt at FL100 or below.
- Turning before DER is not allowed.
- Must be warned of presence of close-in obstacles North of take-off surface.
- Outside the NDB BVT area of coverage (50 NM from the navaid), follow the magnetic track indicated for each leg instead of the NDB magnetic route.
- Category C & D aircraft: Are not allowed, except ATR 72-500.

NOTE:

- NCL2C, SVT2C: Length of the dead reckoning segment is not ICAO.

DIMKI TWO CHARLIE DEPARTURE (DIMKI2C)
Climb on runway heading up to 1500 ft. Turn right to intercept and follow 028° BVT direct to DIMKI.

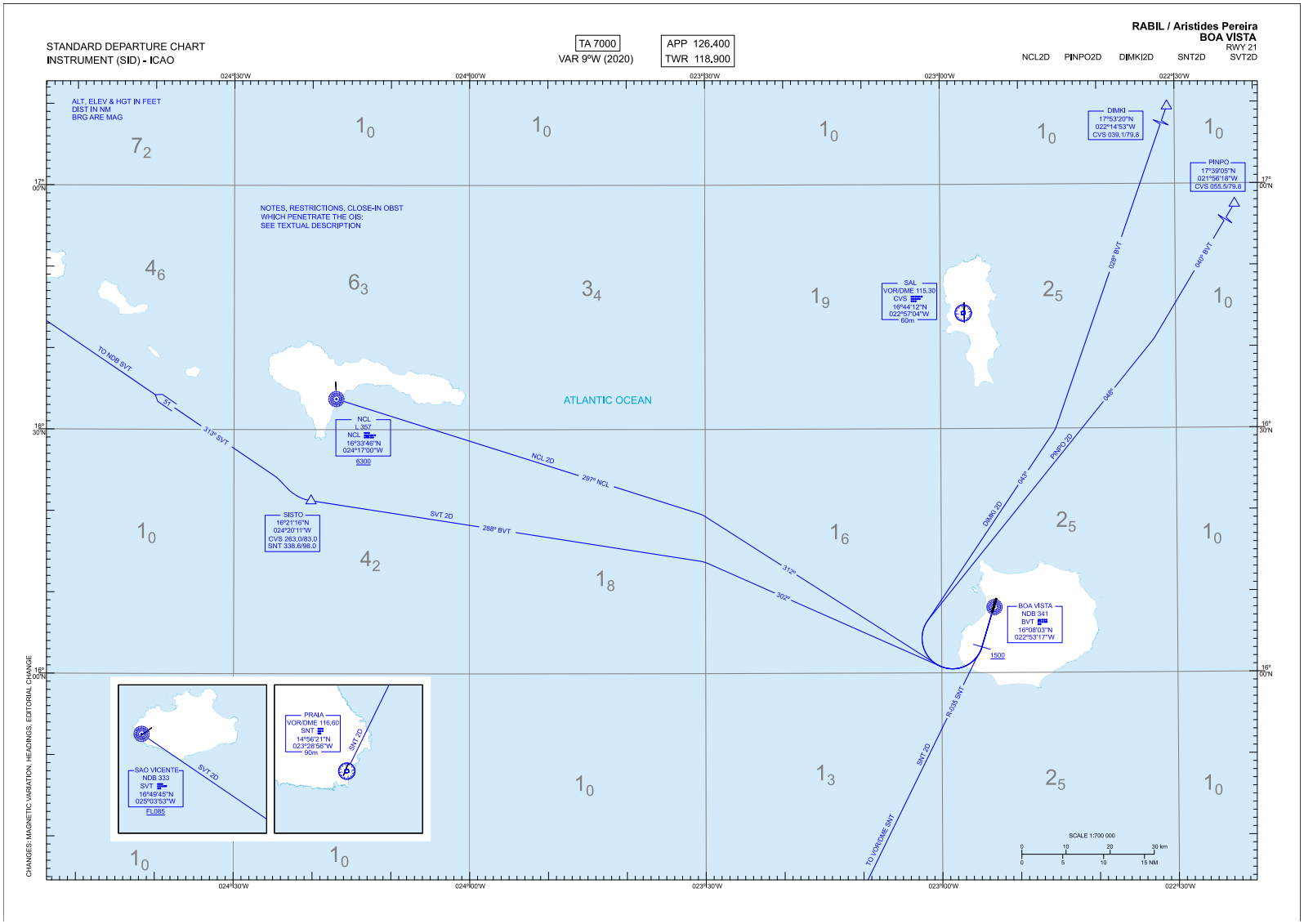
NCL TWO CHARLIE DEPARTURE (NCL2C)
Climb on runway heading up to 1500 ft. Turn left to follow magnetic track 283° to intercept and follow 297° NCL direct to L NCL at 6300 ft or above.

PINPO TWO CHARLIE DEPARTURE (PINPO2C)
Climb on runway heading up to 1500 ft. Turn right to intercept and follow 040° BVT direct to PINPO.

PRAIA TWO CHARLIE DEPARTURE (SNT2C)
Climb on runway heading up to 1500 ft. Turn left to follow R-029 SNT direct to VOR/DME SNT.

SAO VICENTE TWO CHARLIE DEPARTURE (SVT2C)
Climb on runway heading up to 1500 ft. Turn left to follow magnetic track 275° to intercept and follow 288° BVT direct to SISTO. Turn right to follow 313° SVT direct to NDB SVT at FL085 or above.

CLOSE-IN OBSTACLES					
OBSTACLES	**RWY**	**LAT**	**LONG**	**HGT [ft]**	**ALT [ft]**
Road	03	16° 08′ 48.0″ N	022° 53′ 02.7″ W	16	113


STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO
TA 7000
VAR 9°W (2020)
APP 126.400
TWR 118.900
RABIL / Aristides Pereira
BOA VISTA
RWY 21
NCL2D PINPO2D DIMKI2D SNT2D SVT2D
ALT, ELEV & HGT IN FEET
DIST IN NM
BRG ARE MAG
NOTES, RESTRICTIONS, CLOSE-IN OBST
WHICH PENETRATE THE OIS:
SEE TEXTUAL DESCRIPTION
ATLANTIC OCEAN
TO NDB SVT
SVT
315° SVT
NCL
L:367
NCL
16°33'46"N
024°17'00"W
6300
NCL 2D
267° NCL
SISTO
16°21'16"N
024°20'11"W
CVS 263,0/83,0
SNT 338,6/98,0
SVT 2D
288° BVT
312°
302°
SAL
VOR/DME 115,30
CVS
16°44'12"N
022°57'04"W
60m
DIMKI
17°53'20"N
022°14'53"W
CVS 039,1/79,8
PINPO
17°39'05"N
021°56'18"W
CVS 055,5/79,8
028° BVT
040° BVT
040°
PINPO 2D
042°
DIMKI 2D
BOA VISTA
NDB 341
BVT
16°08'03"N
022°53'17"W
1500
R-035 SNT
SNT 2D
TO VOR/DME SNT
SAO VICENTE
NDB 333
SVT
16°49'45"N
025°03'53"W
FL085
SVT 2D
PRAIA
VOR/DME 116,60
SNT
14°56'21"N
023°28'56"W
90m
SNT 2D
SCALE 1:700 000
CHANGES: MAGNETIC VARIATION, HEADINGS, EDITORIAL CHANGE

RABIL / ARISTIDES PEREIRA

STANDARD INSTRUMENT DEPARTURES (SID)

RWY 21

NOTE APPLICABLE TO ALL SID:

- SPEED CONTROL: MAX IAS 250 kt at FL100 or below.
- Turning before DER is not allowed.
- Must be warned of presence of close-in obstacles South of take-off surface.
- Outside the NDB BVT area of coverage (50 NM from the navaid), follow the magnetic track indicated for each leg instead of the NDB magnetic route.
- Category C & D aircraft: Are not allowed, except ATR 72-500.

NOTE:

- NCL2D, PINPO2D, DIMKI2D, SVT2D: Length of the dead reckoning segment is not ICAO.

DIMKI TWO DELTA DEPARTURE (DIMKI2D)
Climb on runway heading up to 1500 ft. Turn right to follow magnetic track 043° to intercept and follow 028° BVT direct to DIMKI.
Minimum climb gradient of 5.0% up to 1500 ft.

NCL TWO DELTA DEPARTURE (NCL2D)
Climb on runway heading up to 1500 ft. Turn right to follow magnetic track 312° to intercept and follow 297° NCL direct to L NCL at 6300 ft or above.

Minimum climb gradient of 5.0% up to 1500 ft.

PINPO TWO DELTA DEPARTURE (PINPO2D)
Climb on runway heading up to 1500 ft. Turn right to follow magnetic track 048° to intercept and follow 040° BVT direct to PINPO.

Minimum climb gradient of 5.0% up to 1500 ft.

PRAIA TWO DELTA DEPARTURE (SNT2D)
Climb on runway heading up to 1500 ft. Turn right to follow R-035 SNT direct to VOR/DME SNT.

Minimum climb gradient of 5.0% up to 1500 ft.

SAO VICENTE TWO DELTA DEPARTURE (SVT2D)
Climb on runway heading up to 1500 ft. Turn right to follow magnetic track 302° to intercept and follow 288° BVT direct to SISTO. Turn right to follow 313° SVT direct to NDB SVT at FL085 or above.

Minimum climb gradient of 5.0% up to 1500 ft.

CLOSE-IN OBSTACLES					
OBSTACLES	**RWY**	**LAT**	**LONG**	**HGT [ft]**	**ALT [ft]**
Pole	21	16° 07’ 34.1” N	022° 53’ 25.2” W	33	97
Pole	21	16° 07' 15.6'' N	022° 53' 26.8'' W	21	159
Terrain	21	16° 07' 21.0'' N	022° 53' 24.9'' W	-	135
Pole	21	16° 07' 16.5'' N	022° 53' 25.7'' W	23	147
Terrain	21	16° 07' 19.0'' N	022° 53' 25.2'' W	-	138

CLOSE-IN OBSTACLES					
OBSTACLES	**RWY**	**LAT**	**LONG**	**HGT [ft]**	**ALT [ft]**
Pole	21	16° 07' 15.1" N	022° 53' 26.4'' W	23	149
Pole	21	16° 07' 11.9'' N	022° 53' 28.0'' W	23	156
Pole	21	16° 07' 34.0'' N	022° 53' 24.7'' W	23	90
Terrain	21	16° 07' 18.0'' N	022° 53' 25.6'' W	-	135
Deposit on building	21	16° 07' 26.4'' N	022° 53' 24.9'' W	26	111
Pole	21	16° 07' 10.3'' N	022° 53' 28.7'' W	23	158
Terrain	21	16° 07' 18.0'' N	022° 53' 25.2'' W	-	131
Pole	21	16° 07' 31.8'' N	022° 53' 26.8'' W	30	96
Pole	21	16° 07' 09.0'' N	022° 53' 29.4'' W	23	157
Terrain	21	16° 07' 15.1'' N	022° 53' 27.2'' W	-	138
Terrain	21	16° 07' 19.7'' N	022° 53' 25.4'' W	-	125
Terrain	21	16° 07' 17.1'' N	022° 53' 26.1'' W	-	131
Pole	21	16° 07' 33.3'' N	022° 53' 25.1'' W	23	90
Pole	21	16° 07' 07.6'' N	022° 53' 30.1'' W	24	156
Terrain	21	16° 07' 15.3'' N	022° 53' 26.9'' W	-	135
Terrain	21	16° 07' 16.4'' N	022° 53' 26.5'' W	-	131

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

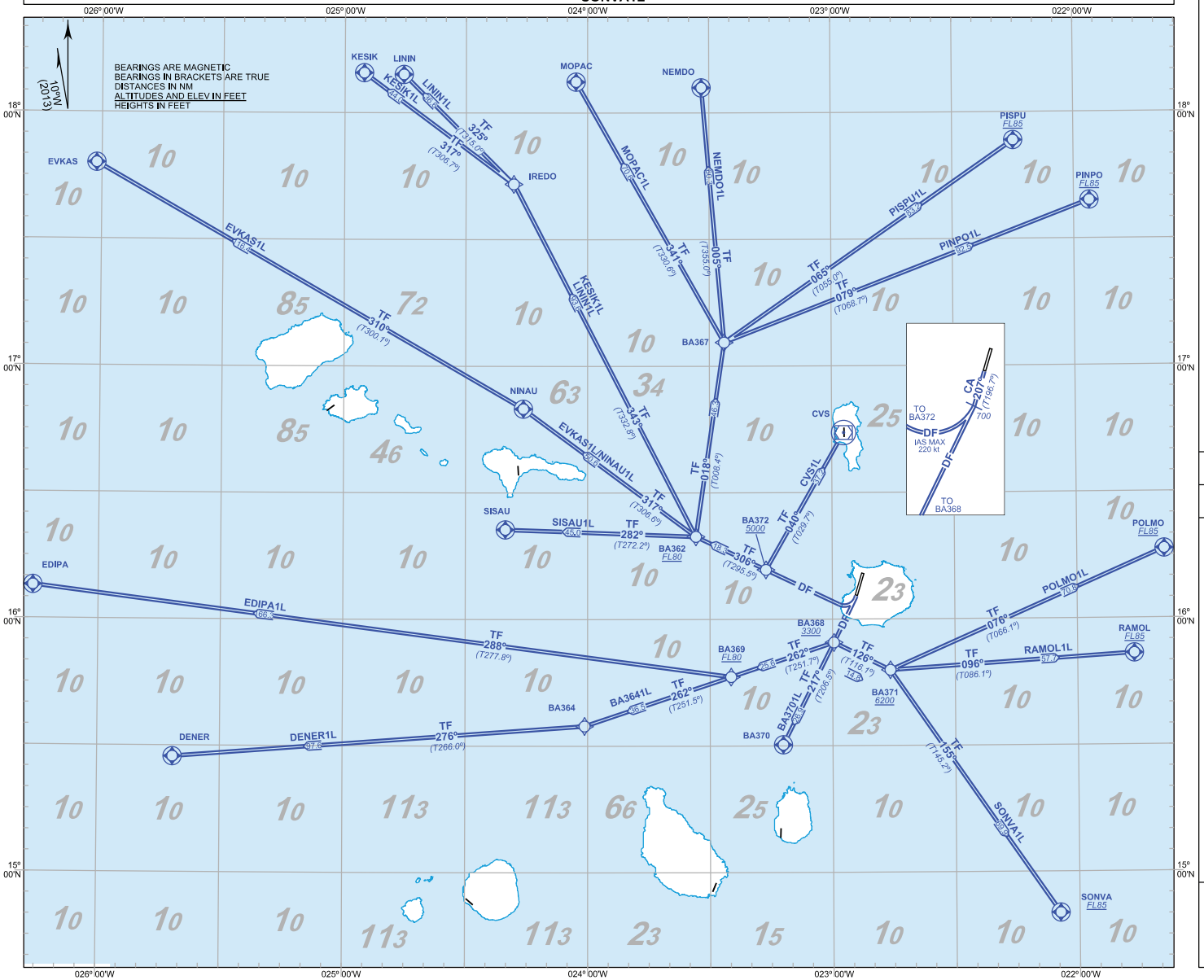
AD ELEV 91 FT

VAR 10° W
TA *7000*

APP	126.400
TWR	118.900

RABIL / Aristides Pereira Intl
BOA VISTA
RWY 21

BA3641L, BA3701L, CVS1L, DENER1L, EDIPA1L, EVKAS1L, KESIK1L, LININ1L, MOPAC1L, NEMDO1L, NINAU1L, PINPO1L, PISPU1L, POLMO1L, RAMOL1L, SISAU1L, SONVA1L



WAYPOINTS:

BA362	16°19'36.0000"N	023°33'24.3700"W
BA364	15°34'41.8400"N	024°00'44.2000"W
BA367	17°05'36.9200"N	023°26'22.7800"W
BA368	15°54'28.4300"N	022°59'38.9000"W
BA369	15°46'21.3800"N	023°24'50.8900"W
BA370	15°30'15.9200"N	023°12'06.9800"W
BA371	15°47'55.4800"N	022°45'51.0000"W
BA372	16°11'43.6400"N	023°16'15.0800"W
CVS VOR/DME	16°44'12.0200"N	022°57'03.0600"W
DENER	15°27'24.0000"N	025°41'32.0000"W
EDIPA	16°07'55.0000"N	026°16'00.0000"W
EVKAS	17°48'03.0000"N	026°01'16.0000"W
IREDO	17°43'06.0000"N	024°18'12.0000"W
KESIK	18°09'28.0000"N	024°55'13.0000"W
LININ	18°09'05.0000"N	024°45'24.0000"W
MOPAC	18°07'20.0000"N	024°02'50.0000"W
NINAU	16°49'52.0000"N	024°15'47.0000"W
NEMDO	18°05'57.0000"N	023°31'54.0000"W
PINPO	17°39'05.0000"N	021°56'08.0000"W
PISPU	17°53'20.0000"N	022°14'53.0000"W
POLMO	16°16'29.0000"N	021°38'34.0000"W
RAMOL	15°51'42.0000"N	021°46'06.0000"W
SISAU	16°21'16.0000"N	024°20'11.0000"W
SONVA	14°50'14.0000"N	022°04'38.0000"W

RNP1 APPROVAL REQUIRED.

IAS MAX 250 kt to reach FL100 or below

SCALE 1:1 700 000
0 10 20 30 40 50 km.
0 10 20 30 NM

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

AD ELEV 91 FT

RABIL / Aristides Pereira Intl
BOA VISTA
RWY 21

DESCRIPTION

TEXTUAL DESCRIPTION	*ABBREVIATED DESCRIPTION*	*Expected Path Terminator Coding*	*Fly-Over Required*
NOTES APPLICABLE TO ALL SID: *- RNAV 1 APPROVAL REQUIRED* *- REQUIRED GNSS* *- IAS MAX 250 kt TO REACH FL100*			
SID BA364 1L *RNAV1 (GNSS)*			
Climb on course 207°at or above 700 ft. Direct to BA368 at or above 3300 ft, turn right. To BA369 at or above FL80. To BA364.	*[M207°; A700+] - BA368 [A3300+; R]- BA369 [F080+]- BA364*	*CA DF TF TF*	*- - - -*
SID BA370 1L *RNAV1 (GNSS)*			
Climb on course 207°at or above 700 ft. Direct to BA368 at or above 3300 ft. To BA370.	*[M207°; A700+] - BA368 [A3300+; R]- BA370*	*CA DF TF*	*- - Y*
SID CVS 1L *RNAV1 (GNSS)*			
Climb on course 207°at or above 700 ft , turn right. Direct to BA372 at or above 5000 ft, turn right. To CVS.	*[M207°; A700+] - BA372 [A5000+; R] - CVS*	*CA DF TF*	*- - Y*
SID DENER 1L *RNAV1 (GNSS)*			
Climb on course 207°at or abo ve 700 ft. Direct to BA368 at or above 3300 ft, turn right. To BA369 at or above FL80. To BA364, turn right. To DENER.	*[M207°; A700+] - BA368 [A3300+; R]- BA369 [F080+]- BA364 [R] - DENER*	*CA DF TF TF TF*	*- - - - Y*
SID EDIPA 1L *RNAV1 (GNSS)*			
Climb on course 207°at or above 700 ft . Direct to BA368 at or above 3300 ft, turn right. To BA369 at or above FL80, turn right. To EDIPA.	*[M207°; A700+] - BA368 [A3300+; R]- BA369 [F080+; R] - EDIPA*	*CA DF TF TF*	*- - - Y*
SID EVKAS 1L *RNAV1 (GNSS)*			
Climb on course 207°at or above 700 ft, turn right, maximum speed 220 kt. Direct to BA372 at or above 5000 ft. To BA362 at or above FL80, turn right. To NINAU, turn left. To EVKAS.	*[M207°; A700+; R; 1<220]- BA372 [A5000+] - BA362 [F080+; R] - NINAU [L] - EVKAS*	*CA DF TF TF TF*	*- - - - Y*
SID KESIK 1L *RNAV1 (GNSS)*			
Climb on course 207° at or above 700 ft, turn right, maximum speed 220 kt. Direct to BA372 at or above 5000 ft. To BA362 at or above FL80, turn right. To IREDO, turn left. To KESIK.	*[M207°; A700+; R; K220]- BA372 [A5000+] - BA362 [F080+; R] - IREDO [L] - KESIK*	*CA DF TF TF TF*	*- - - - Y*
SID LININ 1L *RNAV1 (GNSS)*			
Climb on course 207°at or above 700 ft , turn right, maximum speed 220 kt. Direct to BA372 at or above 5000 ft. To BA362 at or above FL80, turn right. To IREDO, turn left. To LININ	*[M207°; A700+; R; K220]- BA372 [A5000+] - BA362 [F080+; R] - IREDO [L] - LININ*	*CA DF TF TF TF*	*- - - - Y*
SID MOPAC 1L *RNAV1 (GNSS)*			
Climb on course 207°at or abo ve 700 ft, turn right, maximum speed 220 kt. Direct to BA372 at or above 5000 ft. To BA362 at or above FL80, turn right. To BA367, turn left. To MOPAC.	*[M207°; A700+; R; K220]- BA372 [A5000+] - BA362 [F080+; R] - BA367 [L] - MOPAC*	*CA DF TF TF TF*	*- - - - Y*
SID NEMDO 1L *RNAV1 (GNSS)*			
Climb on course 207°at or abo ve 700 ft, turn right. Direct to BA372 at or above 5000 ft. To BA362 at or above FL80, turn right. To BA367, turn left. To NEMDO	*[M207°; A700+] - BA372 [A5000+] - BA362 [F080+; R] - BA367 [L] - NEMDO*	*CA DF TF TF TF*	*- - - - Y*
SID PINPO 1L *RNAV1 (GNSS)*			
Climb on course 207°at or above 700 ft , turn right, maximum speed 220 kt. Direct to BA372 at or above 5000 ft. To BA362 at or above FL80, turn right. To BA367, turn right. To PINPO at or above FL85.	*[M207°; A700+; R; K220]- BA372 [A5000+] - BA362 [F080+; R] - BA367 [R]- PINPO [F085+]*	*CA DF TF TF TF*	*- - - - Y*
SID PISPU 1L *RNAV1 (GNSS)*			
Climb on course 207°at or above 700 ft , turn right, maximum speed 220 kt. Direct to BA372 at or above 5000 ft. To BA362 at or above FL80, turn right. To BA367, tum right. To PISPU at or above FL85.	*[M207°; A700+; R; K220]- BA372 [A5000+] - BA362 [F080+; R] - BA367 R]- PISPU [F085+]*	*CA DF TF TF TF*	*- - - - Y*
SID NINAU 1L *RNAV (GNSS)*			
Climb on course 207º at or above 700 ft, turn right, maximum speed 220 kt. Direct to BA372 at or above 5000 ft. To BA362 at or above FL80, turn right. To NINAU	*[M207º; A700+; R; K220]- BA372 [A5000+]- BA362 [F080+; R]- NINAU*	*CA DF TF TF*	*- - - Y*
SID POLMO 1L *RNAV (GNSS)*			
Climb on course 207º at or above 700 ft. Direct to BA368 at or above 3300 ft, turn left. To BA371 at or above 6200 ft, turn left. To POLMO at or above FL85.	*[M207º; A700+] - BA368 [A3300+; L] - BA371 [A6200+; L] - POLMO [F085+]*	*CA DF TF TF*	*- - - Y*
SID RAMOL 1L *RNAV (GNSS)*			
Climb on course 207º at or above 700 ft. Direct to BA368 at or above 3300 ft, turn left. To BA371 at or above 6200 ft, turn left. To RAMOL at or above FL85.	*[M207º; A700+] - BA368 [A3300+; L] - BA371 [A6200+; L] - RAMOL [F085+]*	*CA DF TF TF*	*- - - Y*
SID SISAU 1L *RNAV (GNSS)*			
Climb on course 207º at or above 700 ft, turn right, maximum speed 220 kt. Direct to BA372 at or above 5000 ft. To BA362 at or above FL80, turn left. To SISAU	*[M207º; A700+; R; K220] - BA372 [A5000+] - BA362 [F080+; L] - SISAU*	*CA DF TF TF*	*- - - Y*
SID SONVA 1L *RNAV (GNSS)*			
Climb on course 207º at or above 700 ft. Direct to BA368 at or above 3300 ft, turn left. To BA371 at or above 6200 ft, turn right. To SONVA.	*[M207º; A700+]- BA368 [A3300+; L]- BA371 [A6200+; R]- SONVA*	*CA DF TF TF*	*- - - Y*

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

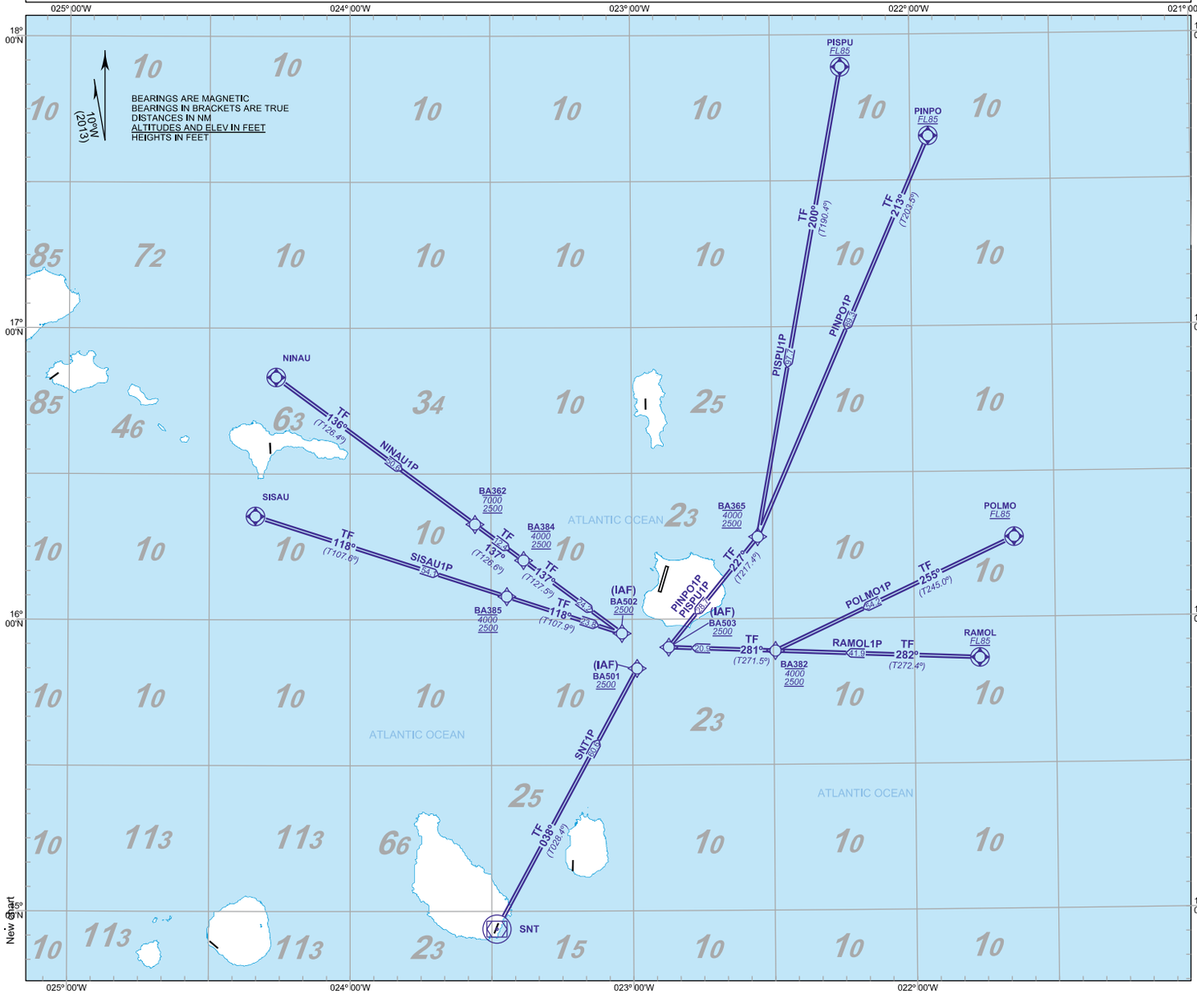
AD ELEV 91 FT

VAR 10º W
TA *7000*

APP	126.400
TWR	118.900

RABIL / Aristides Pereira Intl
BOA VISTA
RWY 03

NINAU1P, PINPO1P, PISPU1P, POLMO1P, RAMOL1P , SISAU1P, SNT1P



WAYPOINTS:

BA362:	16º19'36.0000''N	023º33'24.3700''W
BA365:	16º16'49.5400''N	022º33'11.1500''W
BA382:	15º53'23.3500''N	022º29'33.5500''W
BA384:	16º12'10.4200''N	023º23'04.6700''W
BA385:	16º04'44.5300''N	023º26'39.4700''W
BA501:	15º49'52.6801''N	022º58'59.8166''W
BA502:	15º57'22.6633''N	023º03'10.7296''W
BA503:	15º53'55.2192''N	022º51'14.9319''W
NINAU:	16º49'52.0000''N	024º15'47.0000''W
PINPO:	17º39'05.0000''N	021º56'08.0000''W
PISPU:	17º53'20.0000''N	022º14'53.0000''W
POLMO:	16º16'29.0000''N	021º38'34.0000''W
RAMOL:	5º51'42.0000''N	021º46'06.0000''W
SISAU.	16º21'16.0000''N	024º20'11.0000''W
SNT DVOR/DME:	14º56'20.7400''N	023º28'55.6400''W

RNAV1 APPROVAL REQUIRED.

IAS MAX 250 kt to reach FL100 or below

ESCALA 1:1 500 000

0 10 20 30 40 50 km.
0 10 20 30 NM

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

RABIL / Aristides Pereira Intl
BOA VISTA
RWY 03

DESCRIPTION

TEXTUAL DESCRIPTION	ABBREVIATED DESCRIPTION	Expected Path Terminator Coding	Fly-Over Required
NOTES APLICABLE TO ALL SID: - *RNAV 1 APPROVAL REQUIRED* - *REQUIRED GNSS* - *IAS MAX 250 kt BELOW FL100*			
STAR NINAU 1P RNAV1 (GNSS)			
NINAU. To BA362 at 2500 ft minimum, 7000 ft maximum. To BA384 at 2500 ft minimum, 4000 ft maximum. To BA502 at or above 2500 ft.	NINAU – BA362 [A2500+; A7000-] – BA384 [A2500+; A4000-] – BA502 [A2500+]	IF TF TF TF	Y - - -
STAR PINPO 1P RNAV1 (GNSS)			
PINPO at or above FL85. To BA365 at 2500 ft minimum, 4000 ft maximum, turn right. To BA503 at or above 2500 ft.	PINPO [F085+] – BA365 [A2500+; A4000-; R] – BA503 [A2500+]	IF TF TF	Y - -
STAR PISPU 1P RNAV1 (GNSS)			
PISPU at or above FL85. To BA365 at 2500 ft minimum, 4000 ft maximum, turn right. To BA503 at or above 2500 ft.	PISPU [F085+] – BA365 [A2500+; A4000-; R] – BA503 [A2500+]	IF TF TF	Y - -
STAR POLMO 1P RNAV1 (GNSS)			
POLMO at or above FL85. To BA382 at 2500 ft minimum, 4000 ft maximum, turn right. To BA503 at or above 2500 ft.	POLMO [F085+]– BA382 [A2500+; A4000-; R] – BA503 [A2500+]	IF TF TF	Y - -
STAR RAMOL 1P RNAV1 (GNSS)			
RAMOL at or above FL85. To BA382 at 2500 ft minimum, 4000 ft maximum. To BA503 at or above 2500 ft.	RAMOL [F085+]– BA382 [A2500+; A4000-] – BA503 [A2500+]	IF TF TF	Y - -
STAR SISAU 1P RNAV1 (GNSS)			
SISAU. To BA385 at 2500 ft minimum, 4000 ft maximum. To BA502 at or above 2500 ft.	SISAU – BA385 [A2500+; A4000-] – BA502 [A2500+]	IF TF TF	Y - -
STAR SNT 1P RNAV1 (GNSS)			
SNT. To BA501 at or above 2500 ft.	SNT – BA501 [A2500+]	IF TF	Y -

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

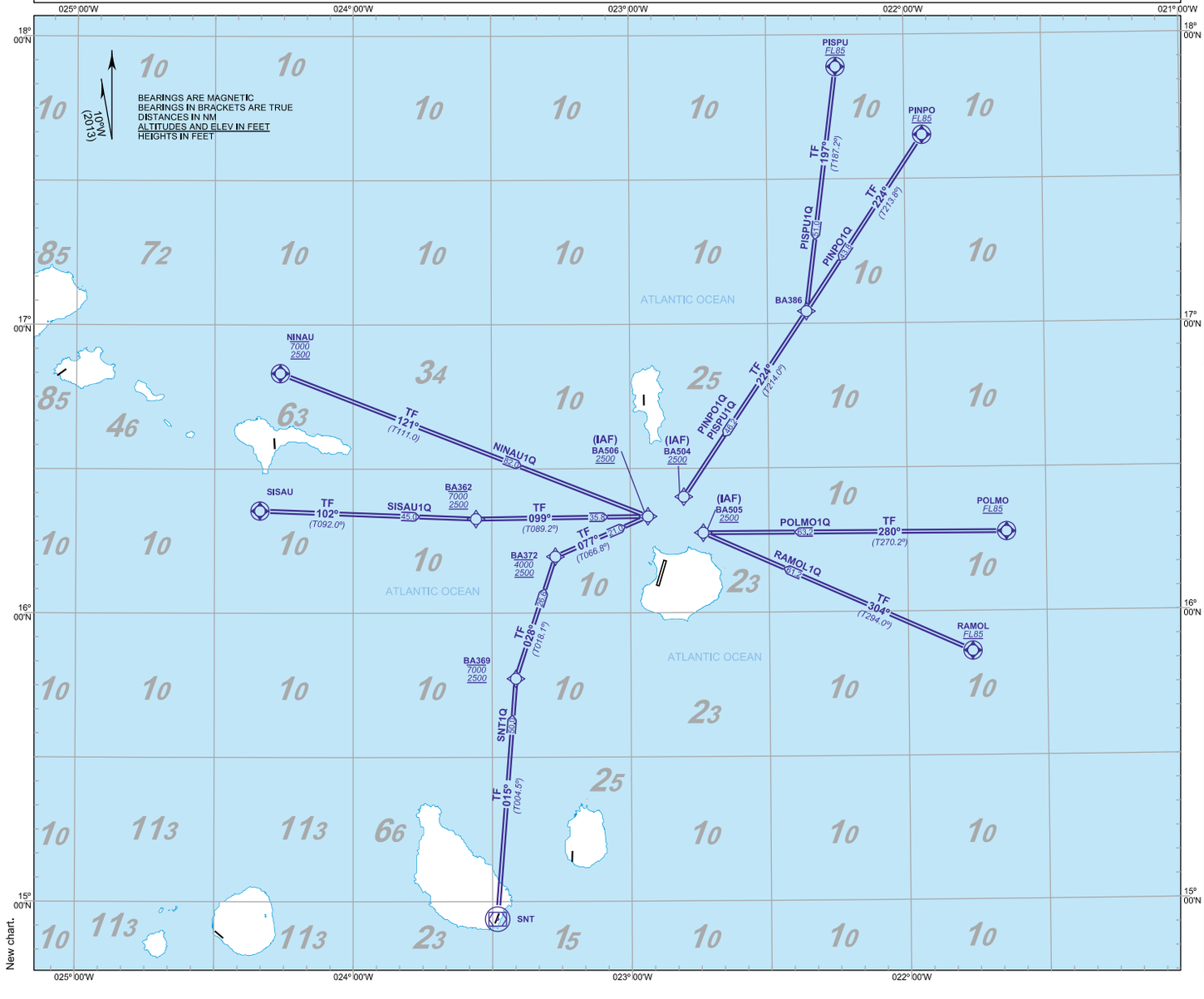
AD ELEV 91 FT

VAR 10º W
TA *7000*

APP	126.400
TWR	118.900

RABIL / Aristides Pereira Intl
BOA VISTA
RWY 21

NINAU1Q, PINPO1Q, PISPU1Q, POLMO1Q, RAMOL1Q, SISAU1Q, SNT1Q



WAYPOINTS:

BA362:	16º19'36.0000''N	023º33'24.3700''W
BA369:	15º46'21.3800''N	023º24'50.8900''W
BA372:	16º11'43.6400''N	023º16'15.0800''W
BA386:	17º02'32.1700''N	022º21'31.5000''W
BA504:	16º24'04.7497''N	022º48'24.1027''W
BA505:	16º16'34.6958''N	022º44'13.1023''W
BA506:	16º20'02.1137''N	022º56'10.2618''W
NINAU:	16º49'52.0000''N	024º15'47.0000''W
PINPO:	17º39'05.0000''N	021º56'08.0000''W
PISPU:	17º53'20.0000''N	022º14'53.0000''W
POLMO:	16º16'29.0000''N	021º38'34.0000''W
RAMOL:	05º51'42.0000''N	021º46'06.0000''W
SISAU.	16º21'16.0000''N	024º20'11.0000''W
SNT DVOR/DME:	14º56'20.7400''N	023º28'55.6400''W

RNAV1 APPROVAL REQUIRED.

IAS MAX 250 kt to reach FL100 or below

ESCALA 1:1 500 000

0 10 20 30 40 50 km.
0 10 20 30 NM

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

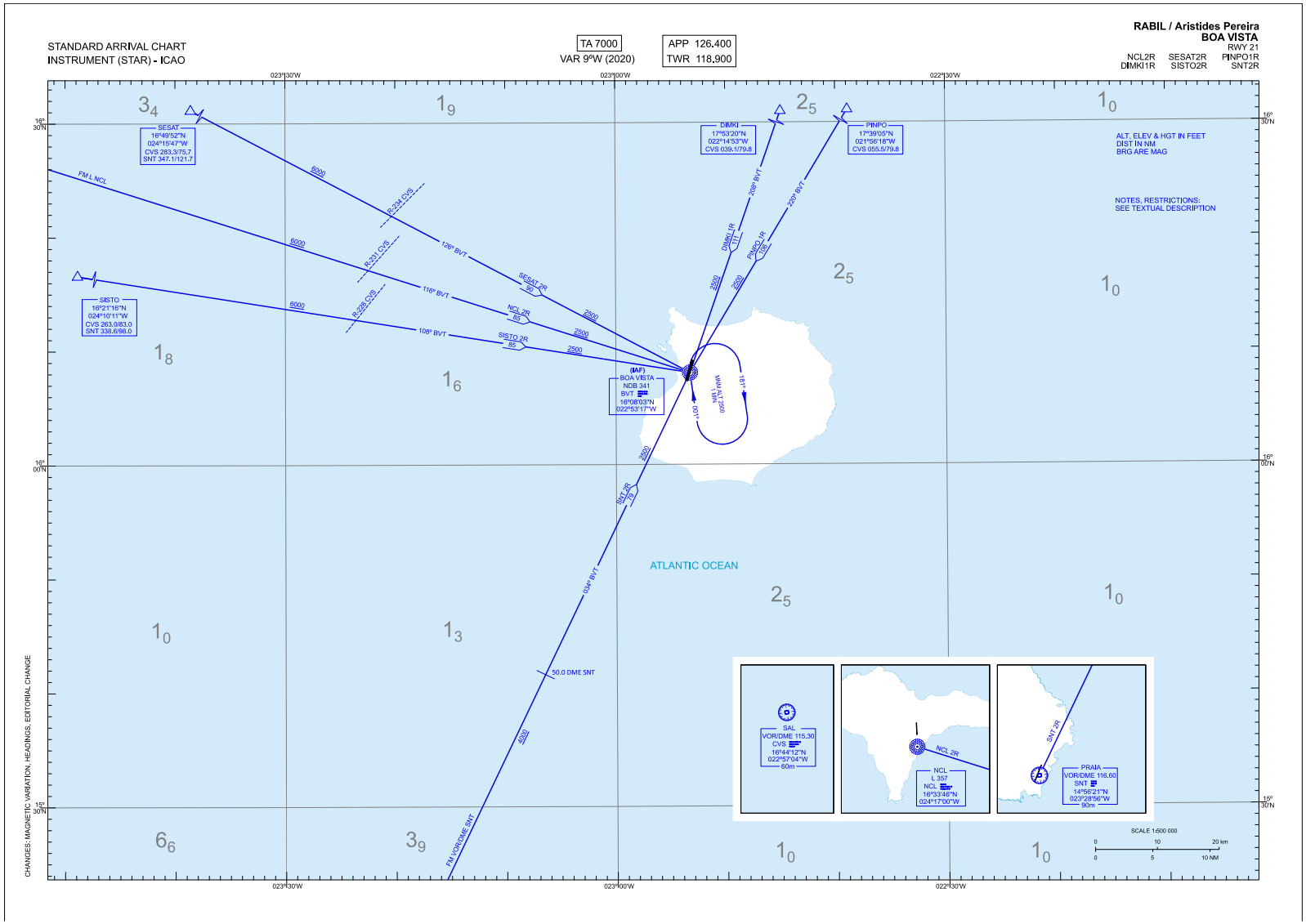
AD ELEV 91 FT

VAR 10º W
TA *7000*

APP	126.400
TWR	118.900

RABIL / Aristides Pereira Intl
BOA VISTA
RWY 21

TEXTUAL DESCRIPTION	*ABBREVIATED DESCRIPTION*	*Expected Path Terminator Coding*	*Fly-Over Required*
NOTES APLICABLE TO ALL SID: - *RNAV 1 APPROVAL REQUIRED* - *REQUIRED GNSS* - *IAS MAX 250 kt BELOW FL100*			
STAR NINAU 1Q RNAV1 (GNSS)			
NINAU at 2500 ft minimum, 7000 ft maximum. To BA506 at or above 2500 ft.	NINAU [A2500+; A7000-] –BA506 [A2500+]	IF TF	Y -
STAR PINPO 1Q RNAV1 (GNSS)			
PINPO at or above FL85. To BA386. To BA504 at or above 2500 ft.	PINPO [F085+] – BA386 – BA504 [A2500+]	IF TF TF	Y - -
STAR PISPU 1Q RNAV1 (GNSS)			
PISPU at or above FL85. To BA386, turn right. To BA504 at or above 2500 ft.	PISPU [F085+] – BA386 – BA504 [A2500+]	IF TF TF	Y - -
STAR POLMO 1Q RNAV1 (GNSS)			
POLMO at or above FL85. To BA505 at or above 2500 ft.	POLMO [F085+] – BA505 [A2500+]	IF TF	Y -
STAR RAMOL 1Q RNAV1 (GNSS)			
RAMOL at or above FL85. To BA505 at or above 2500 ft.	RAMOL [F085+] - BA505 [A2500+]	IF TF	Y -
STAR SISAU 1Q RNAV1 (GNSS)			
SISAU. To BA362 at 2500 ft minimum, 7000 ft maximum. To BA506 at or above 2500 ft.	SISAU – BA362 [A2500+; A7000-] – BA506 [A2500+]	IF TF TF	Y - -
STAR SNT 1Q RNAV1 (GNSS)			
SNT. To BA369 at 2500 ft minimum, 7000 ft maximum, turn right. To BA372 at 2500 ft minimum, 4000 ft maximum, turn right. To BA506 at or above 2500 ft.	SNT – BA369 [A2500+; A7000-; R]– BA372 [A2500+; A4000-; R] - BA506 [A2500+]	IF TF TF TF	Y - - -


STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO
TA 7000
VAR 9°W (2020)
APP 126.400
TWR 118.900
RABIL / Aristides Pereira
BOA VISTA
RWY 21
NCL2R SESAT2R PINPO1R
DIMKI1R SISTO2R SNT2R
ALT, ELEV & HGT IN FEET
DIST IN NM
BRG ARE MAG
NOTES, RESTRICTIONS:
SEE TEXTUAL DESCRIPTION
SESAT
16°49'52"N
024°15'47"W
CVS 283.3/75.7
SNT 347.1/121.7
SISTO
16°21'16"N
024°10'11"W
CVS 263.0/63.0
SNT 338.6/98.0
DIMKI
17°53'20"N
022°14'53"W
CVS 039.1/79.8
PINPO
17°39'05"N
021°56'16"W
CVS 055.5/79.8
(IAF)
BOA VISTA
NDB 341
BVT
16°08'03"N
022°53'17"W
FM L NCL
FM VOR/DME SNT
ATLANTIC OCEAN
50.0 DME 5NT
SAL
VOR/DME 115.30
CVS
16°44'12"N
022°57'04"W
60m
NCL
L 357
NCL
16°33'46"N
024°17'00"W
PRAIA
VOR/DME 116.60
SNT
14°56'21"N
023°28'56"W
90m
SCALE 1:500 000
CHANGES: MAGNETIC VARIATION, HEADINGS, EDITORIAL CHANGE

RABIL / ARISTIDES PEREIRA

STANDARD INSTRUMENT ARRIVALS (STAR)

RWY 21

NOTE APPLICABLE TO ALL STAR:

- SPEED CONTROL: MAX IAS 250 kt at FL100 or below.
- Minimum altitudes (MNM ALT) are indicated for each leg. Except in case of emergency or loss of communications altitudes to maintain are those assigned by ATC. These must respect the indicated MNM ALT.
- Expect a NDB approach or request a visual contact approach.
- Outside the NDB BVT area of coverage (50 NM from the navaid), follow the magnetic track indicated for each leg instead of the NDB magnetic route.

DIMKI ONE ROMEO ARRIVAL (DIMKI1R)
Inbound 208° BVT direct to NDB BVT (IAF).

NCL TWO ROMEO ARRIVAL (NCL2R)
Inbound 116° BVT direct to NDB BVT (IAF).

PINPO ONE ROMEO ARRIVAL (PINPO1R)
Inbound 220° BVT direct to NDB BVT (IAF).

SESAT TWO ROMEO ARRIVAL (SESAT2R)
Inbound 126° BVT direct to NDB BVT (IAF).

SISTO TWO ROMEO ARRIVAL (SISTO2R)
Inbound 108° BVT direct to NDB BVT (IAF).

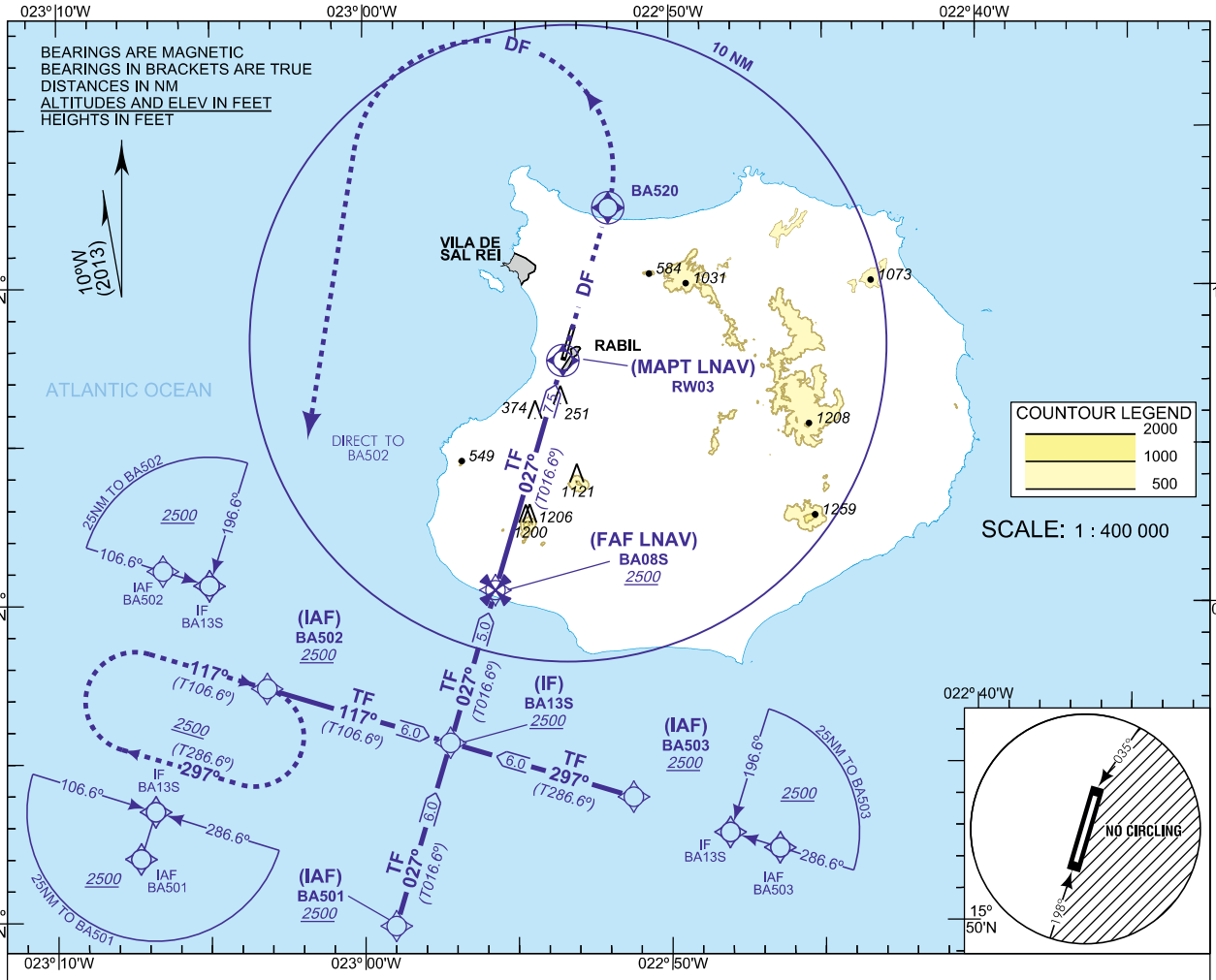
PRAIA TWO ROMEO ARRIVAL (SNT2R)
Inbound 034° BVT direct to NDB BVT (IAF).

INSTRUMENT APPROACH CHART - ICAO

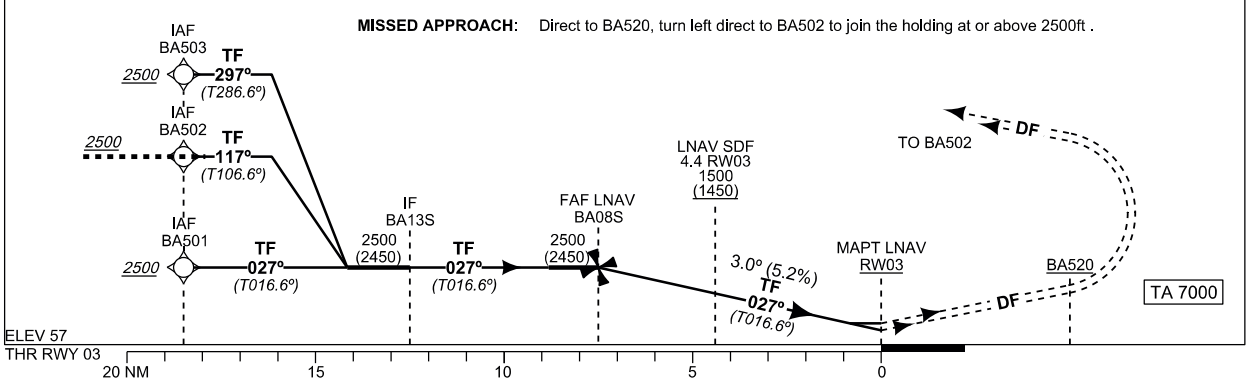
AD ELEV 91 FT
VAR 10ºW

APP	126.400
TWR	118.900

RABIL / Aristides Pereira Intl
BOA VISTA
RNAV (GNSS) RWY 03



MISSED APPROACH: Direct to BA520, turn left direct to BA502 to join the holding at or above 2500ft .



AIRCRAFT CATEGORY	A	B	C	D
	OCA (OCH)			
LNAV 2.5%	***680***(630)			
LNAV/VNAV 2.5%	***400***(350)	***410***(360)	***420***(370)	***430***(380)
CIRCLING	***800***(710)	***800***(710)	***960***(870)	***1370***(1280)

RNP APCH REQUIRED.
❶ TIMING IS NOT AUTORIZED FOR DEFINING MAPT
❷
❸
❹
LNAV/VNAV TEMPERATURE: MINIMUM 10ºC
MAXIMUN 45ºC

RW 03		7	6	5	4	3	2	1
ALT (HGT) FNA		*2380 (2330)*	*2050 (2000)*	*1730 (1670)*	*1400 (1340)*	*1070 (1020)*	*750 (690)*	*430 (370)*

GS	kt	80	100	120	140	160	180
FAF-MAPT:	min:s						
ROD: 5.2 %	ft/min	425	531	637	743	849	955

Instrument Approach Procedure RNAV (GNSS) RWY 03 coding table

PROCEDURE DESCRIPTION / APPROACH FROM BA501			
TEXTUAL DESCRIPTION	ABBREVIATED DESCRIPTION	EXPECTED PATH TERMINATOR CODING	FLY-OVER REQUIRED
BA501 at 2500 ft or above	BA501 [A2500+]	IF	-
to BA13S (IF) at 2500 ft or above	BA13S [A2500+]	TF	-
to BA08S (FAF) at 2500 ft or above	BA08S [A2500+]	TF	-
to RW03 at 106 ft or above	RW03 [A106+]	TF	Y
MISSED APPROACH			
Direct to BA520, turn left	BA520 [L]	DF	Y
Direct to BA502 {HM; R, T106.6; 1min} at 2500 ft or above	BA502 [HM; R; T106.6; 1min; A2500+]	DF	-

PROCEDURE DESCRIPTION / APPROACH FROM BA502			
TEXTUAL DESCRIPTION	ABBREVIATED DESCRIPTION	EXPECTED PATH TERMINATOR CODING	FLY-OVER REQUIRED
BA502 at 2500 ft or above	**BA502** [A2500+]	IF	-
to BA13S (IF) at 2500 ft or above	BA13S [A2500+]	TF	-
to BA08S (FAF) at 2500 ft or above	BA08S [A2500+]	TF	-
to RW03 at 106 ft or above	RW03 [A106+]	TF	Y
MISSED APPROACH			
Direct to BA520, turn left	BA520 [L]	DF	Y
Direct to BA502 {HM; R, T106.6; 1min} at 2500 ft or above	BA502 [HM; R; T106.6; 1min; A2500+]	DF	-

CHANGE:Path Description

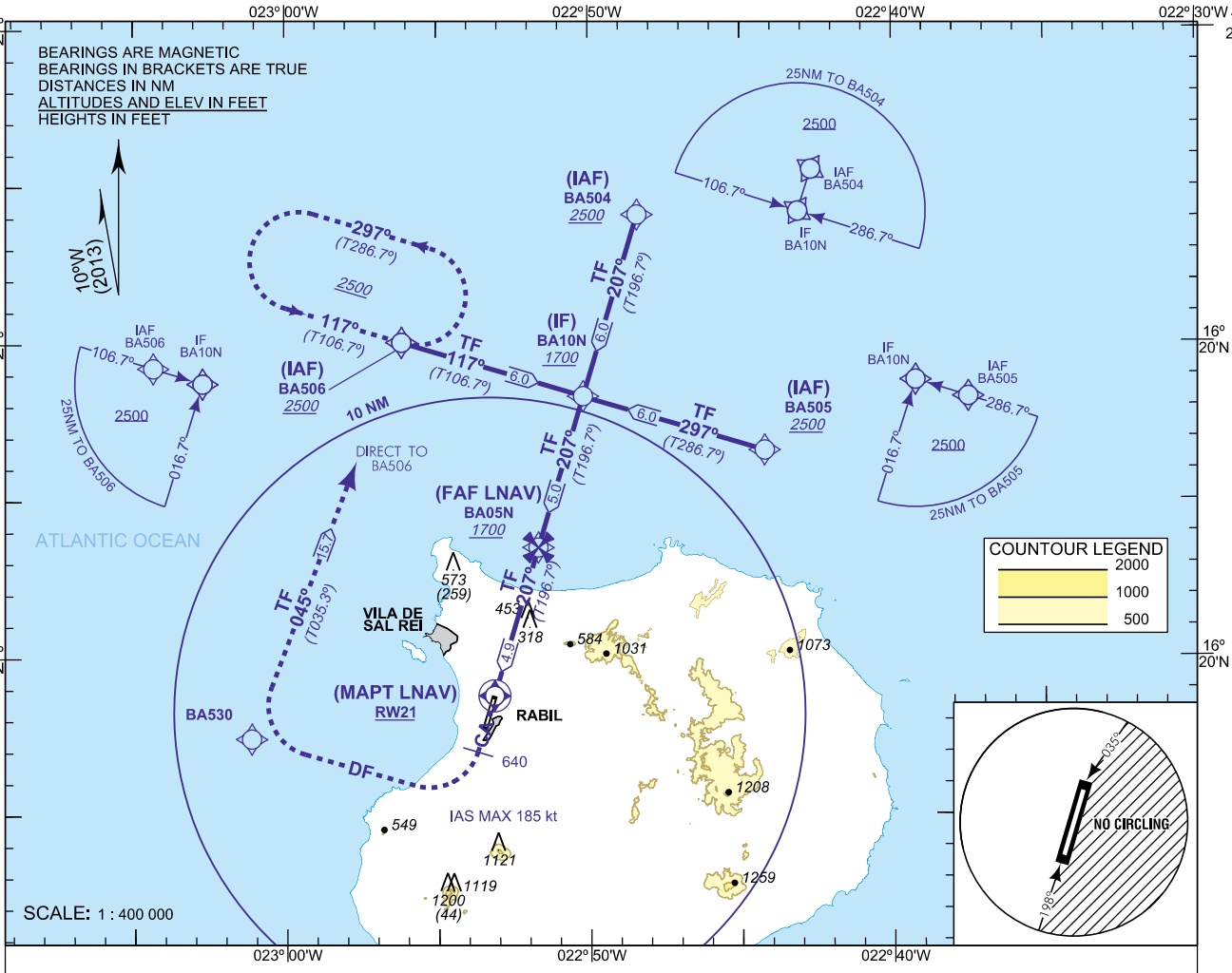
PROCEDURE DESCRIPTION / APPROACH FROM BA503			
TEXTUAL DESCRIPTION	ABBREVIATED DESCRIPTION	EXPECTED PATH TERMINATOR CODING	FLY-OVER REQUIRED
BA503 at 2500 ft or above	**BA503** [A2500+]	IF	-
to BA13S (IF) at 2500 ft or above	BA13S [A2500+]	TF	-
to BA08S (FAF) at 2500 ft or above	BA08S [A2500+]	TF	-
to RW03 at 106 ft or above	RW03 [A106+]	TF	Y
MISSED APPROACH			
Direct to BA520, turn left	BA520 [L]	DF	Y
Direct to BA502 {HM; R, T106.6; 1min} at 2500 ft or above	BA502 [HM; R; T106.6; 1min; A2500+]	DF	-

INSTRUMENT
APPROACH
CHART - ICAO

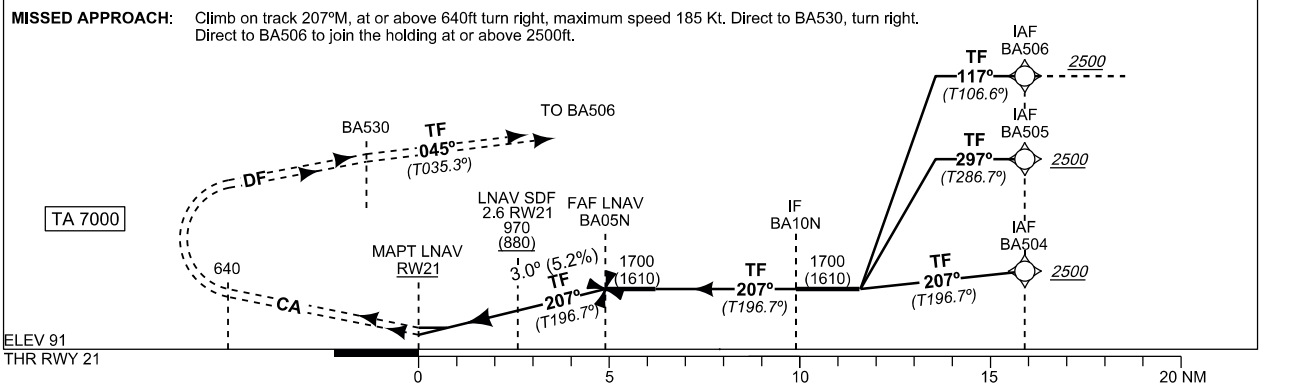
AD ELEV 91 FT
VAR 10ºW

APP	126.400
TWR	118.900

RABIL / Aristides Pereira Intl
BOA VISTA
RNAV (GNSS) RWY 21



MISSED APPROACH: Climb on track 207ºM, at or above 640ft turn right, maximum speed 185 Kt. Direct to BA530, turn right. Direct to BA506 to join the holding at or above 2500ft.



AIRCRAFT CATEGORY	A	B	C	D
	OCA (OCH)			
LNAV 2.5%	***620***(530)			
LNAV/VNAV 2.5%	***500***(410)	***520***(430)		***530***(440)
CIRCLING	***800***(710)	***800***(710)	***960***(870)	***1370***(1280)

RNP APCH REQUIRED.
❶ TIMING IS NOT AUTORIZED FOR DEFINING MAPT
❷
❸
❹
LNAV/VNAV TEMPERATURE: MINIMUM 10ºC
MAXIMUN 45ºC

RW 21					4	3	2	
ALT (HGT) FNA					*1430 (1340)*	*1100 (1010)*	*780 (690)*	

GS	kt	80	100	120	140	160	180
FAF-MAPT:	min:s						
ROD: 5.24 %	ft/min	425	531	637	743	849	955

Instrument Approach Procedure RNAV (GNSS) RWY 21 coding table

PROCEDURE DESCRIPTION / APPROACH FROM BA504			
TEXTUAL DESCRIPTION	ABBREVIATED DESCRIPTION	EXPECTED PATH TERMINATOR CODING	FLY-OVER REQUIRED
BA504 at 2500 ft or above	BA504 [A2500+]	IF	-
to BA10N (IF) at 1700 ft or above	BA10N [A1700+]	TF	-
to BA05N (FAF) at 1700 ft or above	BA05N [A1700+]	TF	-
to RW21 at 140 ft or above	RW21 [A140+]	TF	Y
MISSED APPROACH			
From RW21 climb on track 207ºM, at 640 ft turn right.	[M207; A640; R]	FA	-
Direct to BA530, turn right	BA530 [R]	DF	-
to BA506 {HM; L, T106.7; 1min} at 2500 ft or above	BA506 [HM; L; T106.7; 1min; A2500+]	TF	-

PROCEDURE DESCRIPTION / APPROACH FROM BA505			
TEXTUAL DESCRIPTION	ABBREVIATED DESCRIPTION	EXPECTED PATH TERMINATOR CODING	FLY-OVER REQUIRED
BA505 at 2500 ft or above	BA505 [A2500+]	IF	-
to BA10N (IF) at 1700 ft or above	BA10N [A1700+]	TF	-
to BA05N (FAF) at 1700 ft or above	BA05N [A1700+]	TF	-
to RW21 at 140 ft or above	RW21 [A140+]	TF	Y
MISSED APPROACH			
From RW21 climb on track 207ºM, at 640 ft turn right.	[M207; A640; R]	FA	-
Direct to BA530, turn right	BA530 [R]	DF	-
to BA506 {HM; L, T106.7; 1min} at 2500 ft or above	BA506 [HM; L; T106.7; 1min; A2500+]	TF	-

CHANGE:Path Description

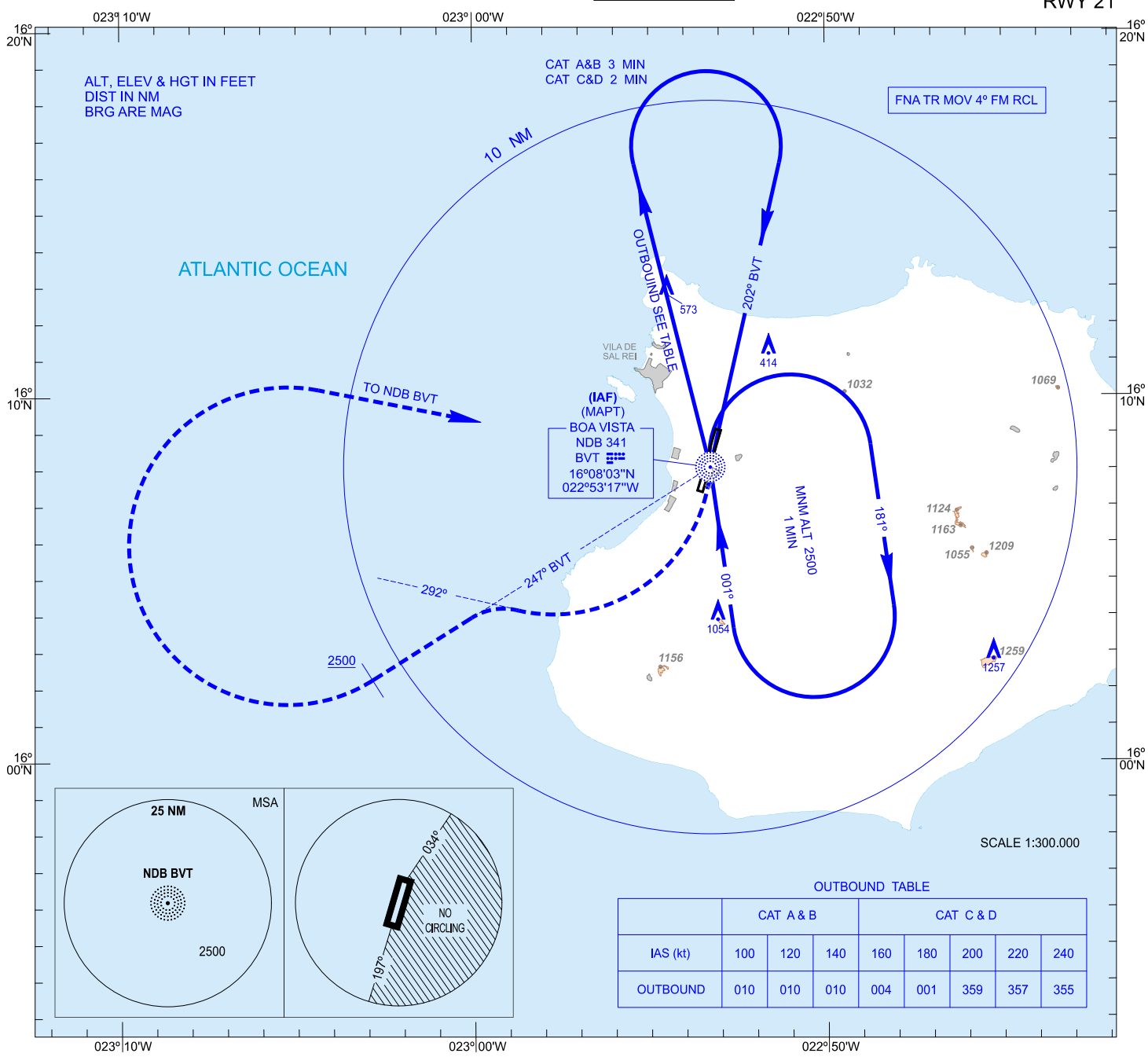
PROCEDURE DESCRIPTION / APPROACH FROM BA506			
TEXTUAL DESCRIPTION	ABBREVIATED DESCRIPTION	EXPECTED PATH TERMINATOR CODING	FLY-OVER REQUIRED
BA506 at 2500 ft or above	**BA506** [A2500+]	IF	-
to BA10N (IF) at 1700 ft or above	BA10N [A1700+]	TF	-
to BA05N (FAF) at 1700 ft or above	BA05N [A1700+]	TF	-
to RW21 at 140 ft or above	RW21 [A140+]	TF	Y
MISSED APPROACH			
From RW21 climb on track 207ºM, at 640 ft turn right.	[M207; A640; R]	FA	-
Direct to BA530, turn right	BA530 [R]	DF	-
to BA506 {HM; L, T106.7; 1min} at 2500 ft or above	BA506 [HM; L; T106.7; 1min; A2500+]	TF	-

INSTRUMENT
APPROACH
CHART - ICAO

ELEV AD 91
VAR 9ºW (2020)

APP 126.400
TWR 118.900

RABIL / Aristides Pereira
BOA VISTA
NDB
RWY 21



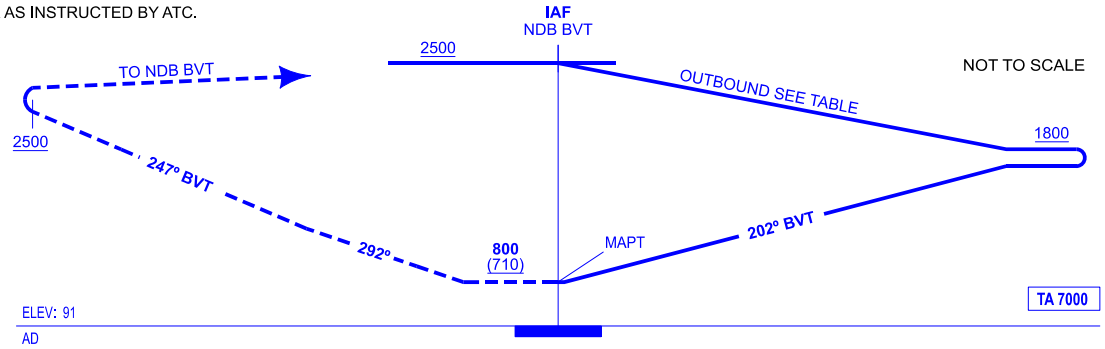
OUTBOUND TABLE

	CAT A & B			CAT C & D				
IAS (kt)	100	120	140	160	180	200	220	240
OUTBOUND	010	010	010	004	001	359	357	355

MISSED APCH: TURN RIGHT ON MAPT TO FOLLOW MAGNETIC TRACK 292º. TURN LEFT TO FOLLOW MAGNETIC TRACK 247º BVT UP TO REACH 2500 FT. TURN RIGHT DIRECT TO NDB BVT TO JOIN THE HOLDING OR AS INSTRUCTED BY ATC.

NOTES:
- Timing not authoritzed to define MAPT
- No turns allowed before MAPT (overhead NDB BVT)
- Descent to OCA/H only allowed when acft established on final approach inbound track

WARNING: RWY03 PAPI not to be used beyond 4.5 NM ARP due to obstacle clearance infringement



HGT REF ELEV AD

OCA/H		A	B	C	D
STA	2.5%	800 (710)			
Circling (H) over		800 (710)		1510 (1420)	1520 (1430)

GS	kt	80	100	120	140	160	180
FAF-THR:	min:s						
FAF-MAPT:	min:s						
ROD:	ft/min						

ALT/HGT DME ( ) FNA												
13 DME	12 DME	11 DME	10 DME	9 DME	8 DME	7 DME	6 DME	5 DME	4 DME	3 DME	2 DME	1 DME

CHANGES: MAGNETIC VARIATION, HEADINGS, EDITORIAL CHANGE.

RABIL / ARISTIDES PEREIRA

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

RWY 21 NDB

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
NDB BVT (IAF/MAPT)	16° 08′ 03.4″ N	022° 53′ 17.0″ W	-	-

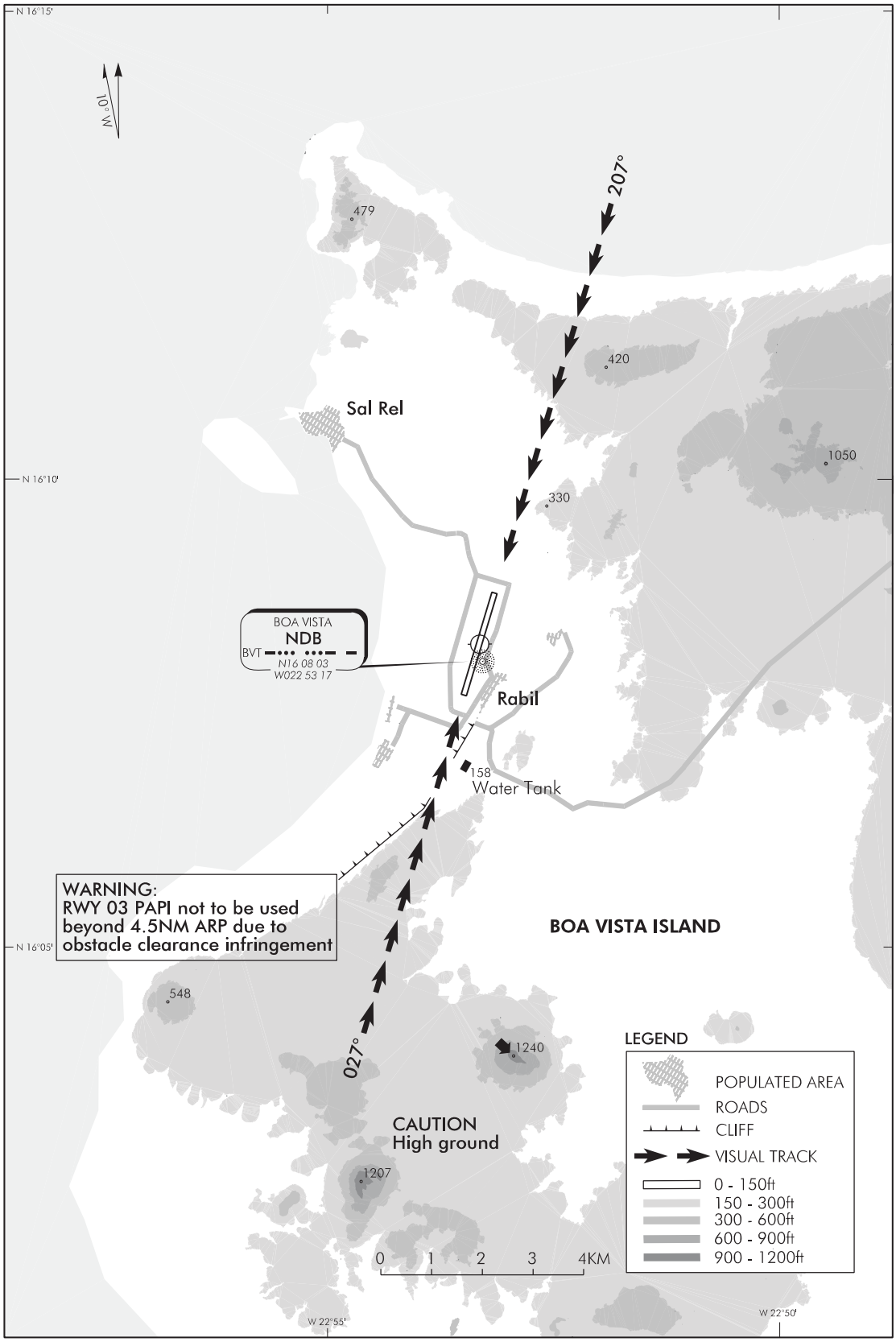
Non-precision final approach - Slope (Descent angle)	-

VISUAL APPROACH CHART - ICAO

AERODROME ELEV - 91 ft
16°08'14' N
022°53'19'W

TWR 118.9
APP 126.4

BOA VISTA/RABIL
VISUAL ARR



BOA VISTA/RABIL
VISUAL ARR

GVMA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

GVMA - MAIO ISLAND / MAIO

GVMA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	150921N 0231249W Midpoint of RWY 01 / 19
2	*Direction and distance from city*	2 KM S of Barreiro
3	*Elevation / Reference temperature / Mean low temperature*	18 M (59 FT) / 30° C / NIL
4	*Geoid Undulation at AD ELEV PSN*	NIL
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. Aerodromo do Maio Porto Ingles Maio Island Republic of Cabo Verde TEL: +238 2551108 Telefax:+238 2551108 e-mail: NIL AFS: NIL Http: NIL
7	*Types of traffic permitted (IFR/VFR)*	VFR
8	*Remarks*	NIL

GVMA AD 2.3 OPERATIONAL HOURS

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

GVMA AD 2.4 HANDLING SERVICES AND FACILITIES

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

6	*Repair facilities for visiting aircraft*	NIL
7	*Remarks*	NIL

GVMA AD 2.5 PASSENGER FACILITIES

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

GVMA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

GVMA AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

GVMA 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*	NIL
2	*RWY and TWY markings and lights*	RWY: Designation, THR, TDZ, CL, marked TWY: CL, holding positions, marked

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*	H 24
2	*Customs and immigration*	H 24
3	*Health and sanitation*	H 24
4	*AIS Briefing office*	H 24
5	*ATS Reporting office (ARO)*	H 24
6	*MET Briefing office*	H 24
7	*ATS*	H 24
8	*Fuelling*	H 24
9	*Handling*	H 24
10	*Security*	H 24
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	white	red	NIL	NIL
21	Simple / Intensity variable	green	PAPI 3° (48 FT)	NIL	NIL	white	red	NIL	NIL

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*	H 24
7	*Remarks*	NIL

GVNP AD 2.18 ATS COMMUNICATION FACILITIES

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

GVNP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR Type of supported OPS (For VOR / ILS give declination)	*ID*	*Frequency(ies) Channel number(s) service provider RPI*	*Hours of operation*	*Position of transmitting antenna coordinates*	*Elevation of the transmitting antenna of DME, GBAS reference point*	*Service volume radius from GBAS reference point*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*
VOR/DME (11°W)	SNT	116.600 MHZ (113X)	H 24	145620.74N 0232855.64W	101 M (333 FT)	NIL	Coverage: 200 NM / FL 500

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
NDB (12°W)	PRA	349 KHZ	H 24	145532.22N 0232928.14W	NIL	NIL	NIL

GVNP AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Aerodrome regulations

Two way communications.

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

2. Taxiing to and from stands

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

3. Parking area for small aircraft (general aviation)

NIL

4. Parking area for helicopters

NIL

5. Apron - taxiing during winter conditions

NIL

6. Taxiing - limitations

NIL

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

NIL

8. Helicopter traffic - limitations

NIL

9. Removal of disabled aircraft from runways

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

GVNP AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

GVNP AD 2.22 FLIGHT PROCEDURES

1. General

1.1 Minimum Sector Altitude

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

SW sector R226 - R280 - 3900 FT

NW sector R281 - R020 - 6600 FT

NE sector R021 - R080 - 3400 FT

SE sector R081 - R225 - 2500 FT

1.2 Restrictions

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

1.2.1 Left hand traffic circuit RWY 03

1.2.2 Right hand traffic circuit RWY 21

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

2. Procedures for IFR flights within the aerodrome CTR

NIL

3. Radar procedures within aerodrome CTR

3.1 Radar vectoring and sequencing

NIL

3.2 Surveillance radar approaches

NIL

3.3 Precision radar approaches

NIL

4. Communication failure

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

5. Procedures for VFR flights within aerodrome CTR

Flight plan shall be filed for the flight concerned.

ATC clearance shall be obtained from the control tower.

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

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

GVNP AD 2.23 ADDITIONAL INFORMATION

1. Concentration of birds

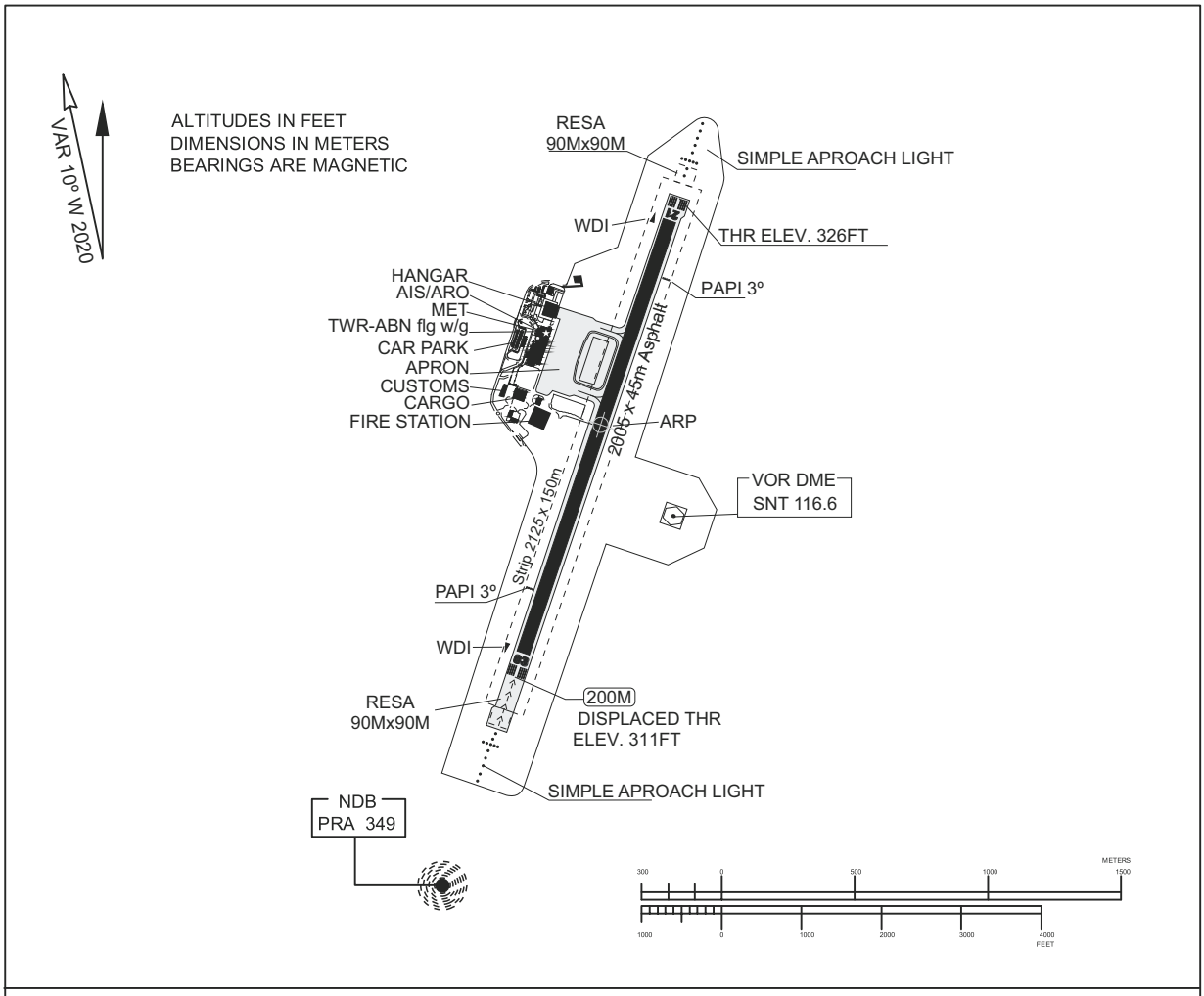
Concentration of birds at the airport with a predominance of the species: Pigeons during the day and owls at night.

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

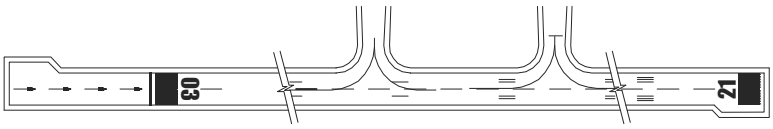
GVNP AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	*Page*
AERODROME CHART - ICAO	GVNP AD 2-9
AIRCRAFT PARKING / DOCKING CHART	GVNP AD 2-10
AERODROME OBSTACLE CHART RWY 03 TYPE A	GVNP AD 2-11
AERODROME OBSTACLE CHART RWY 21 TYPE A	GVNP AD 2-12
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 03 - ICAO	GVNP AD 2-13
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 03 DESCRIPTION 1 OF 2- ICAO	GVNP AD 2-14
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 03 DESCRIPTION 2 OF 2- ICAO	GVNP AD 2-15
STANDARD ARRIVAL CHART - INSTRUMENT (SID) RNP RWY 03	GVNP AD 2-16
STANDARD ARRIVAL CHART - INSTRUMENT (SID) RNP RWY 03 DESCRIPTION	GVNP AD 2-17
STANDARD DEPARTURE CHART INSTRUMENT (SID) RWY 21 - ICAO	GVNP AD 2-18
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 21 DESCRIPTION 1 OF 2- ICAO	GVNP AD 2-19
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 21 DESCRIPTION 2 OF 2- ICAO	GVNP AD 2-20
STANDARD ARRIVAL CHART - INSTRUMENT (SID) RNP RWY 21	GVNP AD 2-21
STANDARD ARRIVAL CHART - INSTRUMENT (SID) RNP RWY 21 DESCRIPTION	GVNP AD 2-22
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) 1 RWY 03 / 21 - ICAO	GVNP AD 2-23
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) 1 RWY 03 / 21 DESCRIPTION 1 OF 2 - ICAO	GVNP AD 2-24
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) 1 RWY 03 / 21 DESCRIPTION 2 OF 2- ICAO	GVNP AD 2-25
STANDARD ARRIVAL CHART INSTRUMENT (STAR) 2 RWY 03 / 21 - ICAO	GVNP AD 2-26
STANDARD ARRIVAL CHART INSTRUMENT (STAR) 2 RWY 03 / 21 DESCRIPTION 1 OF 2 - ICAO	GVNP AD 2-27
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) 2 RWY 03 / 21 DESCRIPTION 2 OF 2- ICAO	GVNP AD 2-28
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RNP RWY 03	GVNP AD 2-29
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RNP RWY 03 DESCRIPTION	GVNP AD 2-30
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RNP RWY 21	GVNP AD 2-31
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RNP RWY 21 DESCRIPTION	GVNP AD 2-32
INSTRUMENT APPROACH CHART VOR RWY 03 - ICAO	GVNP AD 2-33
INSTRUMENT APPROACH CHART VOR RWY 03 DESCRIPTION - ICAO	GVNP AD 2-34
INSTRUMENT APPROACH CHART NDB RWY 03 (CAT A&B) - ICAO	GVNP AD 2-35
INSTRUMENT APPROACH CHART NDB RWY 03 (CAT A&B) DESCRIPTION - ICAO	GVNP AD 2-36
INSTRUMENT APPROACH CHART NDB RWY 03 (CAT C&D) - ICAO	GVNP AD 2-37
INSTRUMENT APPROACH CHART NDB RWY 03 (CAT C&D) DESCRIPTION - ICAO	GVNP AD 2-38
INSTRUMENT APPROACH CHART VOR RWY 21 - ICAO	GVNP AD 2-39
INSTRUMENT APPROACH CHART VOR RWY 21 - ICAO	GVNP AD 2-40
INSTRUMENT APPROACH CHART NDB A CAT A & B - ICAO	GVNP AD 2-41
INSTRUMENT APPROACH CHART NDB A CAT A & B DESCRIPTION - ICAO	GVNP AD 2-42
INSTRUMENT APPROACH CHART NDB RWY 21 (CAT C&D) - ICAO	GVNP AD 2-43
INSTRUMENT APPROACH CHART NDB RWY 21 (CAT C&D) DESCRIPTION - ICAO	GVNP AD 2-44
INSTRUMENT APPROACH CHART RNP RWY 21 - ICAO	GVNP AD 2-45
INSTRUMENT APPROACH CHART RNP RWY 21 DESCRIPTION - ICAO	GVNP AD 2-46
INSTRUMENT APPROACH CHART RNP RWY 03 - ICAO	GVNP AD 2-47
INSTRUMENT APPROACH CHART RNP RWY 03 DESCRIPTION - ICAO	GVNP AD 2-48
VISUAL APPROACH CHART - ICAO	GVNP AD 2-49

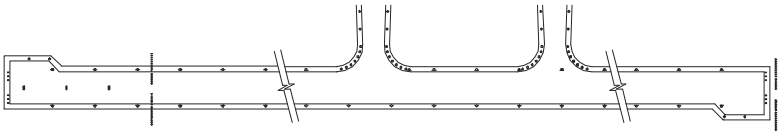
AERODROME CHART 14 º56`31``N 023º29`03``W ELEV-326 FT TWR - 118.200 **AEROPORTO INTL DA PRAIA/NELSON MANDELA**



MARKING AIDS RWY 03-21 AND EXIT TWY



LIGHTING AIDS RWY 03-21 AND EXIT TWY



RWY	DIRECTION	THR	BEARING STRENGTH
03	022 ºGEO 033ºMAG	14º56'02.43"N 023º29'15.57'N	PCN 49/F/B/X/U
21	202ºGEO 213ºMAG	14 º56`59.75``N 023º28`51.77``W	PCN 49/F/B/X/U
HELIPORT			

LIGHTING

RWY	PAPI	APPROACH	THRESHOLD	RUNWAY
03	3º	SIMPLE	RED	WHITE
21	3º	SIMPLE	RED	

OTHERS : TAXIWAYS

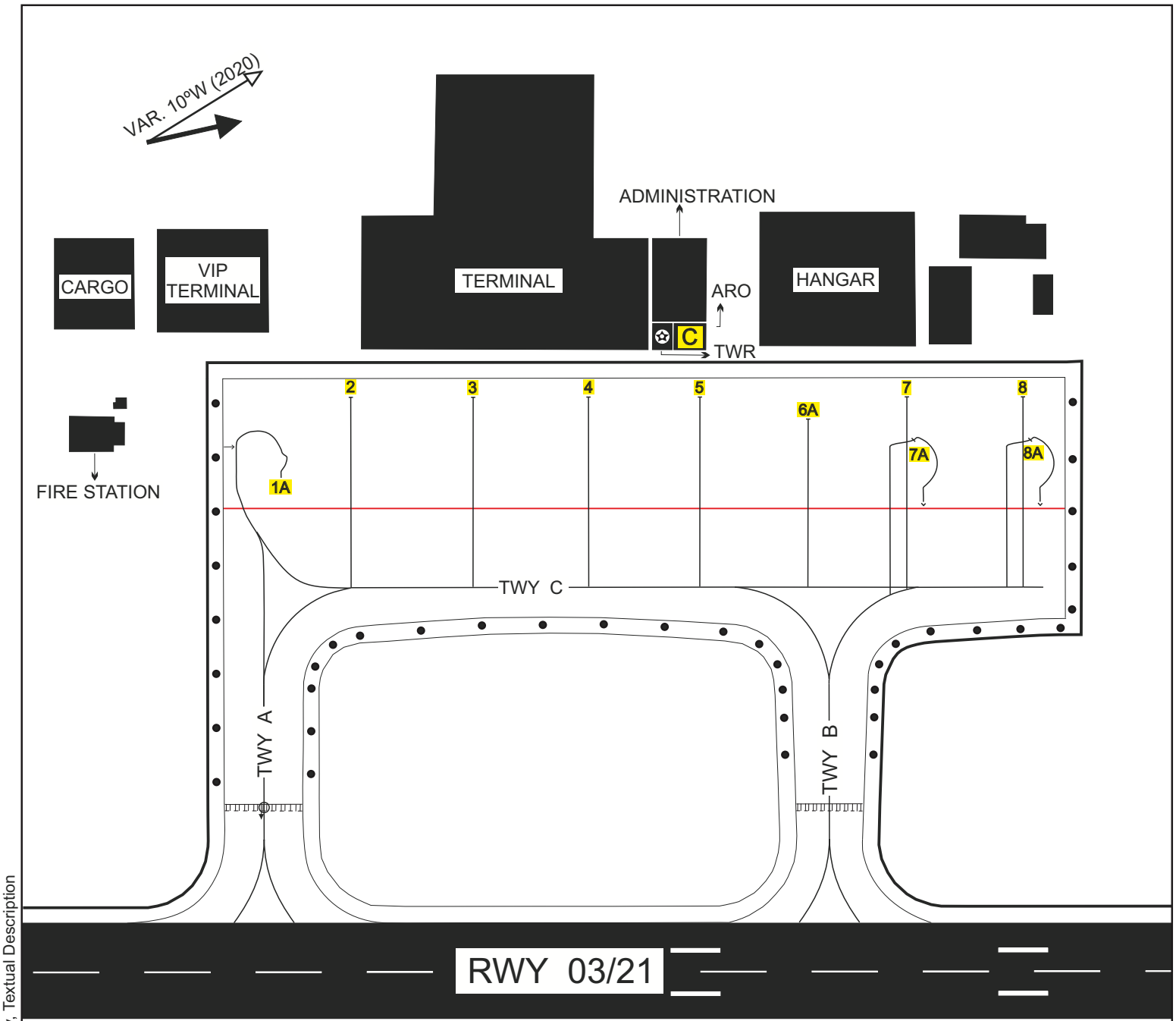
AIRCRAFT PARKING/ DOCKING CHART

14º56'31"N
023º29'03"W

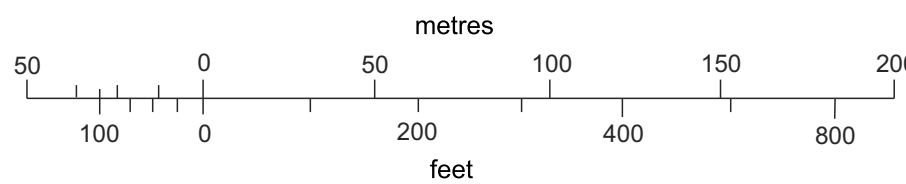
APRON ELEV
97m / 319 ft

TWR
188.200 MHZ

PRAIA /
NELSON MANDELA



LEGEND	
VOR/INS CHECKPOINT	
TAXYWAY LIGHT	•
AIRCRAFT STAND	7
ATC SERVICE BOUNDARY	
HOLDING NON PRECISION APCH RWY	
AERODROME BEACON	

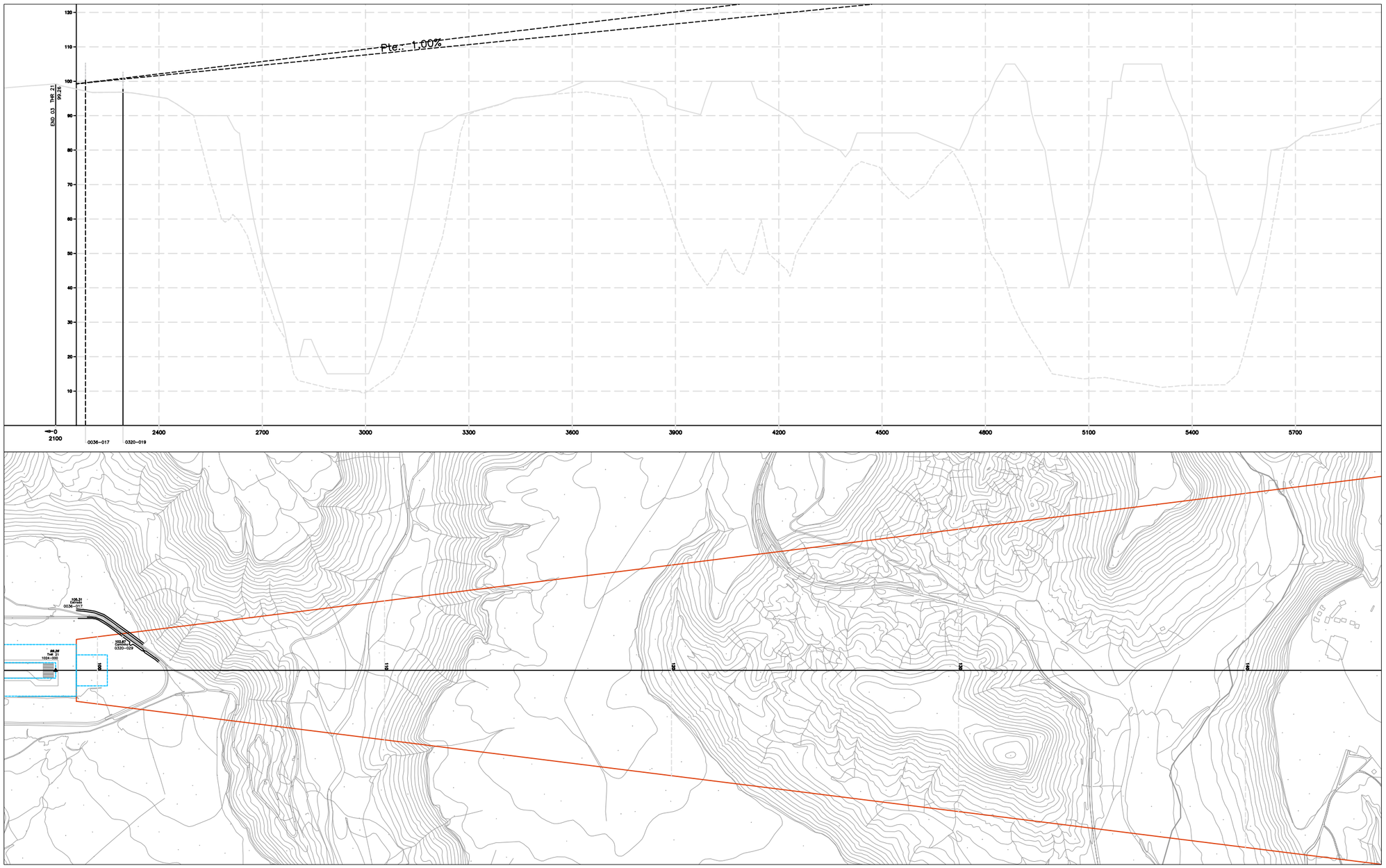


TAXYWAYS 30M WIDE
APRON SURFACE STRENGHT PCN 52 R / C / X / U
TAXYWAY SURFACE STRENGHT PCN 49 F / B / X / U

INS COORDINATES FOR AIRCRAFT STANDS

1A	14º56'38,52"N 023º29'09,15"W	6A	14º56'45,74"N 023º29'06,33"W
2	14º56'39,70"N 023º29'09,42"W	7	14°56'47,41"N 023º29'06,30"W
3	14º56'41,40"N 023º29'08,76"W	7A	14º56'47,29"N 023º29'05,72"W
4	14º56'42,98"N 023º29'08,06"W	8	14°56'49,02"N 023°29'05,63"W
5	14º56'44,52"N 023º29'07,42"W	8A	14°56'48,90"N 023º29'05,04"W

Changes: ARP, Mag Var, APRON Elev, Textual Description



LEGEND

- RUNWAY CENTER LINE EXTENDS IN BOTH
- 0028-000 OBSTACLES THAT PENETRATE THE SURFACE AND ARE INSIDE IT
- 0139-000 OBSTACLES THAT PENETRATE THE SURFACE AND ARE INSIDE IT
- 0218-000 OBSTACLES THAT DO NOT PENETRATE THE SURFACE
- TERRAIN PROFILE BY AXIS
- TERRAIN PROFILE BY OBSTACLES
- TERRAIN THAT PENETRATE THE 1%
- TERRAIN THAT PENETRATE THE LIMITATION SURFACE

- TREE, BUSH.
- ELECTRICAL TOWER, METALIC.
- ANTENNA
- ANTENNA OVER BUILDING
- POLE, MAST.
- ELECTRICAL POLE
- CRANE
- SEAL
- BUILDING, SHED.
- POSTER
- TERRAIN
- WIND TURBINE
- MIL
- ROAD
- RAILWAY
- OTHERS OBSTACLES

- RCTA, V. GEODESIC, THR, ARP, ETC.
- WDI
- EME
- PVR
- VOR
- APPROACH LIGHTS
- PAPI
- ILS LOCALIZER
- GLIDE SLOPE
- SLIU
- CABINET
- SIGN
- MEGA
- DEPOSIT
- NDB

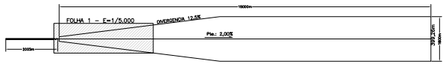
NOTES:
(1) Obstacle heights are based on obstacle survey data of 2023
(2) Accuracy within ICAO specifications

TECHNICAL DATA

DATUM: WGS84
PROJECTION: LAMBERT
MERIDIAN CONVERGENCE: 0°08'26,499"
SCALE FACTOR: 1,00001513
HEIGHTS: ORTHOMETRIC
EQUIDISTANCE LEVEL CURVES: 5m

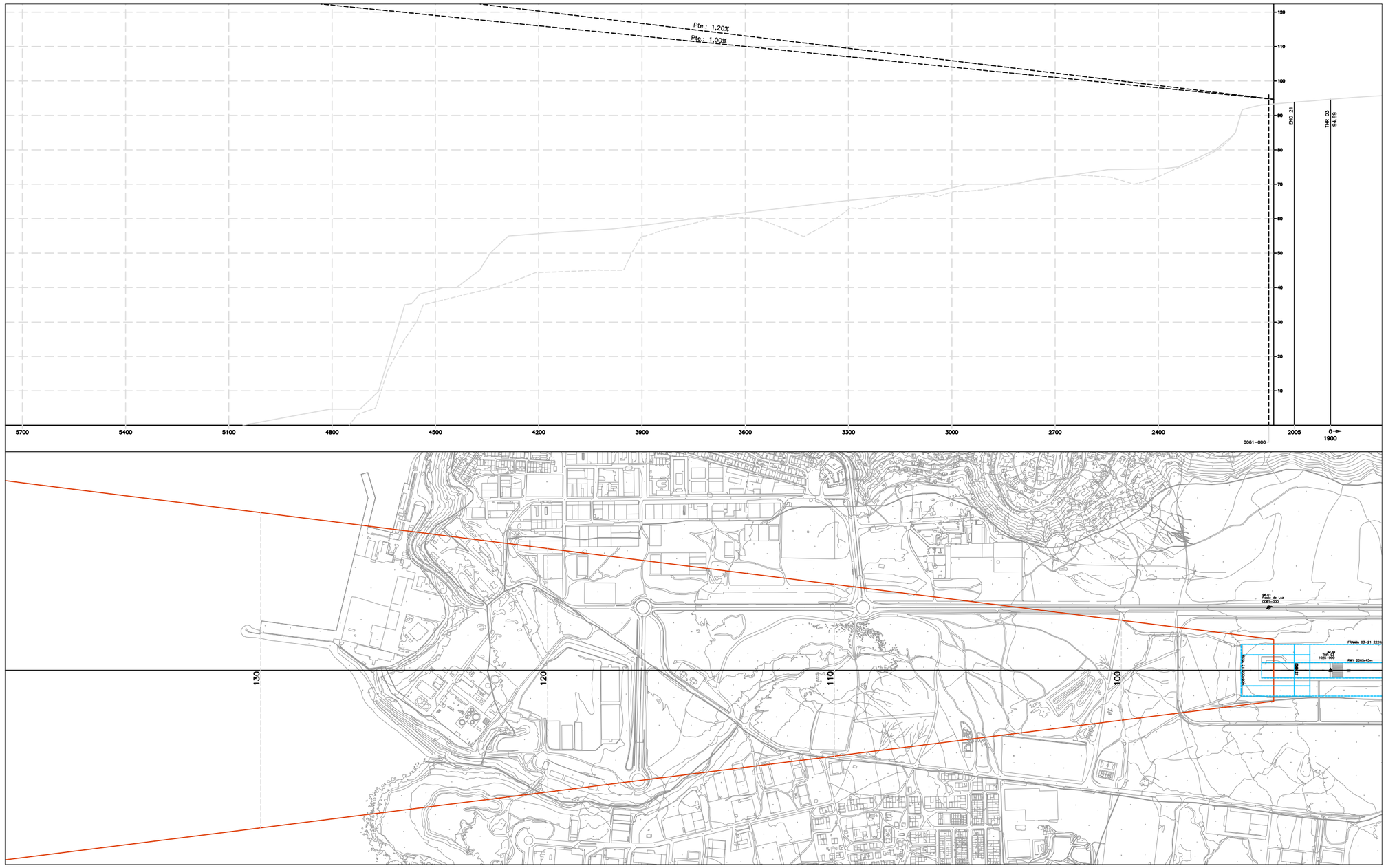
NORTH

NOTES: Meridian convergence and projection scale factor calculated for the Airport ARP.



NELSON MANDELA AIRPORT – SANTIAGO ISLAND CABO VERDE TYPE A
RWY 03/21

RWY 03	DECLARED DISTANCES	RWY 21
2005 M	TAKE-OFF RUN AVAILABLE (TORA)	2005 M
2005 M	TAKE-OFF DISTANCE AVAILABLE (TODA)	2005 M
2005 M	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	2005 M
1900 M	LANDING DISTANCE AVAILABLE (LDA)	2005 M



LEGEND

- RUNWAY CENTER LINE EXTENDS IN BOTH
- OBSTACLES THAT PENETRATE THE SURFACE AND ARE INSIDE IT (0038-000)
- OBSTACLES THAT PENETRATE THE SURFACE AND ARE INSIDE IT (0139-000)
- OBSTACLES THAT DO NOT PENETRATE THE SURFACE (0216-000)
- TERRAIN PROFILE BY AXIS
- TERRAIN PROFILE BY OBSTACLES
- TERRAIN THAT PENETRATE THE 1%
- TERRAIN THAT PENETRATE THE LIMITATION SURFACE
- TREE, BUSH.
- ELECTRICAL TOWER, METALIC.
- ANTENNA
- ANTENNA OVER BUILDING
- POLE, MAST.
- ELECTRICAL POLE
- CRANE
- SEAL
- BUILDING, SHED.
- POSTER
- TERRAIN
- WIND TURBINE
- MIL
- ROAD
- RAILWAY
- OTHERS OBSTACLES
- RICTA, V. GEODESIC, THR, ARP, ETC.
- WOI
- EME
- RVR
- VOR
- APPROACH LIGHTS
- PAPI
- ILS LOCALIZER
- GLIDE SLOPE
- SLU
- CABINET
- SIGN
- MEGA
- DEPOSIT
- NDB

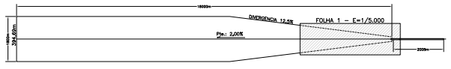
NOTES:
(1) Obstacle heights are based on obstacle survey data of 2023
(2) Accuracy within ICAO specifications

TECHNICAL DATA

DATUM: WGS84
PROJECTION: LAMBERT
MERIDIAN CONVERGENCE: 0°08'26,499"
SCALE FACTOR: 1,00001513
HEIGHTS: ORTHOMETRIC
EQUIDISTANCE LEVEL CURVES: 5m

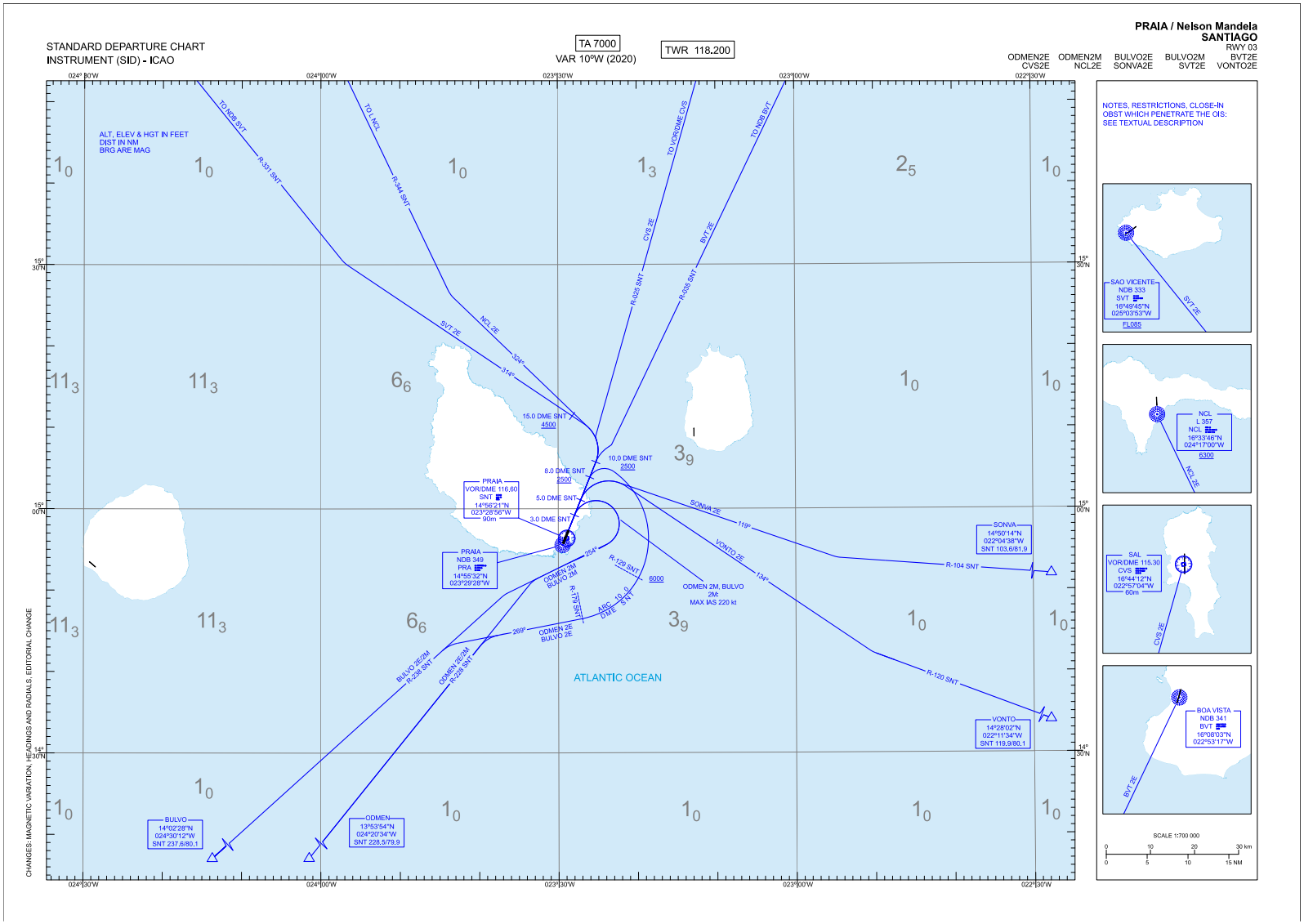
NORTH

NOTES: Meridian convergence and projection scale factor calculated for the Airport ARP.



NELSON MANDELA AIRPORT – SANTIAGO ISLAND CABO VERDE TYPE A RWY 03/21

RWY 03	DECLARED DISTANCES	RWY 21
2005 M	TAKE-OFF RUN AVAILABLE (TORA)	2005 M
2005 M	TAKE-OFF DISTANCE AVAILABLE (TODA)	2005 M
2005 M	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	2005 M
1900 M	LANDING DISTANCE AVAILABLE (LDA)	2005 M


STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO
TA 7000
VAR 10ºW (2020)
TWR 118.200
PRAIA / Nelson Mandela
SANTIAGO
RWY 03
ODMEN2E CVS2E
ODMEN2M NCL2E
BULVO2E SONVA2E
BULVO2M SVT2E
BVT2E VONTO2E
ALT, ELEV & HGT IN FEET
DIST IN NM
BRG ARE MAG
NOTES, RESTRICTIONS, CLOSE-IN OBST WHICH PENETRATE THE OIS: SEE TEXTUAL DESCRIPTION
TO NDB BVT
R-331 SNT
TO NCL
R-344 SNT
TO VOR/DME CVS
CVS 2E
R-025 SNT
TO NDB BVT
BVT 2E
R-035 SNT
SVT 2E
NCL 2E
324°
314°
15.0 DME SNT
4500
10.0 DME SNT
2500
8.0 DME SNT
2500
5.0 DME SNT
3.0 DME SNT
PRAIA
VOR/DME 116.60
SNT
14°56'21"N
023°28'56"W
90m
PRAIA
NDB 349
PRA
14°55'32"N
023°29'28"W
SONVA 2E
119°
R-104 SNT
SONVA
14°50'14"N
022°04'38"W
SNT 103.6/81.9
VONTO 2E
134°
R-120 SNT
VONTO
14°28'02"N
022°11'34"W
SNT 119.9/80.1
254°
R-129 SNT
6000
ODMEN 2M
BULVO 2M
R-179 SNT
ARC 10.0 DME SNT
ODMEN 2M, BULVO 2M:
MAX IAS 220 kt
269°
ODMEN 2M
BULVO 2M
BULVO 2E/2M
R-236 SNT
ODMEN 2E/2M
R-228 SNT
ATLANTIC OCEAN
BULVO
14°02'28"N
024°30'12"W
SNT 237.6/80.1
ODMEN
13°53'54"N
024°20'34"W
SNT 228.5/79.9
SAO VICENTE
NDB 333
SVT
16°49'45"N
025°03'53"W
FL085
SVT 2E
NCL
L 357
NCL
16°33'46"N
024°17'00"W
6300
NCL 2E
SAL
VOR/DME 115.30
CVS
16°44'12"N
022°57'04"W
60m
CVS 2E
BOA VISTA
NDB 341
BVT
16°08'03"N
022°53'17"W
BVT 2E
SCALE 1:700 000
CHANGES: MAGNETIC VARIATION, HEADINGS AND RADIALS, EDITORIAL CHANGE

PRAIA / NELSON MANDELA

STANDARD INSTRUMENT DEPARTURES (SID)

RWY 03

NOTE APPLICABLE TO ALL SID:

- SPEED CONTROL: MAX IAS 250 kt at FL100 or below.

BULVO TWO ECHO DEPARTURE (BULVO2E)
Climb on runway heading up to 8.0 DME SNT at 2500 ft or above. Turn right to follow ARC 10.0 DME SNT (cross R-129 SNT at 6000 ft or above) up to R-179 SNT. Follow magnetic track 269° to intercept and follow R-238 SNT direct to BULVO.
Minimum climb gradient of 5.0% up to 2500 ft.
Minimum climb gradient due to operational reasons.

BULVO TWO MIKE DEPARTURE (BULVO2M)
Climb on runway heading up to 3.0 DME SNT. Turn right (turning MAX IAS 220 kt) to follow magnetic track 254° to intercept and follow R-238 SNT direct to BULVO.
Minimum climb gradient of 5.0% up to 6000 ft.

BOA VISTA TWO ECHO DEPARTURE (BVT2E)
Climb on runway heading up to 10.0 DME SNT at 2500 ft or above. Turn right to intercept and follow R-035 SNT direct to NDB BVT.
Minimum climb gradient of 4.0% up to 2500 ft.
Minimum climb gradient due to operational reasons.

SAL TWO ECHO DEPARTURE (CVS2E)
Climb on runway heading up to 10.0 DME SNT at 2500 ft or above. Turn left to intercept and follow R-025 SNT direct to VOR/DME CVS.
Minimum climb gradient of 4.0% up to 2500 ft.
Minimum climb gradient due to operational reasons.

NCL TWO ECHO DEPARTURE (NCL2E)
Climb on runway heading up to 10.0 DME SNT at 2500 ft or above. Turn left to follow magnetic track 324° to intercept and follow R-344 SNT direct to L NCL at 6300 ft or above.
Minimum climb gradient of 4.0% up to 2500 ft.
Minimum climb gradient due to operational reasons.

ODMEN TWO ECHO DEPARTURE (ODMEN2E)
Climb on runway heading up to 8.0 DME SNT at 2500 ft or above. Turn right to follow ARC 10.0 DME SNT (cross R-129 SNT / ARC 10.0 DME SNT at 6000 ft or above) up to R-179 SNT/ ARC 10.0 DME SNT. Follow magnetic track 269° to intercept and follow R-228 SNT direct to ODMEN.
Minimum climb gradient of 5.0% up to 2500 ft.
Minimum climb gradient due to operational reasons.

ODMEN TWO MIKE DEPARTURE (ODMEN2M)
Climb on runway heading up to 3.0 DME SNT. Turn right (turning MAX IAS 220 kt) to follow magnetic track 254° to intercept and follow R-228 SNT direct to ODMEN.
Minimum climb gradient of 5.0% up to 6000 ft.

SONVA TWO ECHO DEPARTURE (SONVA2E)
Climb on runway heading up to 5.0 DME SNT. Turn right to follow magnetic track 119° to intercept and follow R-104 SNT direct to SONVA.

SAO VICENTE TWO ECHO DEPARTURE (SVT2E)
Climb on runway heading up to 10.0 DME SNT at 2500 ft or above. Turn left to follow magnetic track 314° (cross 15.0 DME SNT at 4500 ft or above) to intercept and follow R-331 SNT direct to NDB SVT at FL085 or above.
Minimum climb gradient of 4.2% up to 4500 ft.
Minimum climb gradient due to operational reasons.

VONTO TWO ECHO DEPARTURE (VONTO2E)
Climb on runway heading up to 5.0 DME SNT. Turn right to follow magnetic track 134° to intercept and follow R-120 SNT direct to VONTO.

CLOSE-IN OBSTACLES					
OBSTACLES	**RWY**	**LAT**	**LONG**	**HGT [ft]**	**ALT [ft]**
Road	03	14° 57′ 02.1″ N	023° 28′ 56.3″ W	16	346

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

APP 118.2
TWR 118.2
GND

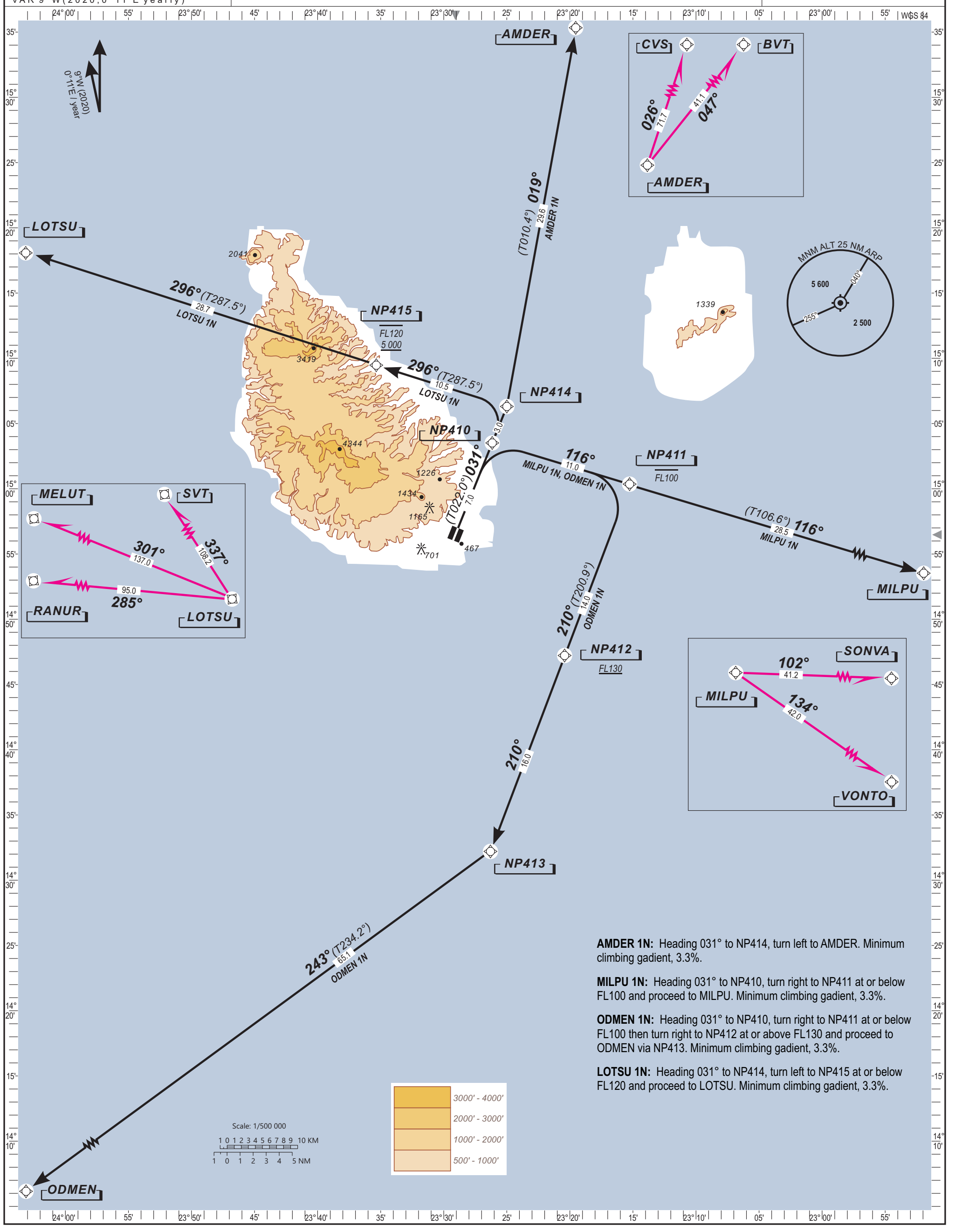
PRAIA / Nelson Mandela Intl (GVNP)
RWY 03
AMDER 1N, MILPU 1N, ODMEN 1N, LOTSU 1N

ELEV. & ALT IN FEET
DISTANCE IN NM
BRG ARE MAGNETIC OR TRUE (°T)
VAR 9°W (2020, 0°11'E yearly)

RNP 1 OPERATIONS

Notes:
- Continuous Climb Operations

TRANSITION ALTITUDE: 7 000



AMDER 1N: Heading 031° to NP414, turn left to AMDER. Minimum climbing gadient, 3.3%.

MILPU 1N: Heading 031° to NP410, turn right to NP411 at or below FL100 and proceed to MILPU. Minimum climbing gadient, 3.3%.

ODMEN 1N: Heading 031° to NP410, turn right to NP411 at or below FL100 then turn right to NP412 at or above FL130 and proceed to ODMEN via NP413. Minimum climbing gadient, 3.3%.

LOTSU 1N: Heading 031° to NP414, turn left to NP415 at or below FL120 and proceed to LOTSU. Minimum climbing gadient, 3.3%.

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

RNP 1 OPERATIONS

PRAIA / Nelson MANDELA Intl (GVNP)
RWY 03
AMDER 1N, MILPU 1N, ODMEN 1N, LOTSU 1N

TABULAR DESCRIPTION

AMDER 1N

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FL or ft)		Speed Limit (Kt)	Navigation Specification
								MNM	MAX		
010	CF	NP414	-	031(022)	-9.0	10.0	L	-	-	-265	RNP 1
020	TF	AMDER	-	019(010.4)	-	29.6	-	-	-	-	RNP 1

MILPU 1N

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FL or ft)		Speed Limit (Kt)	Navigation Specification
								MNM	MAX		
010	CF	NP410	-	031(022)	-9.0	7.0	R	-	-	-265	RNP 1
020	TF	NP411	-	116(106.6)	-	11.0	-	-	FL100	-	RNP 1
030	TF	MILPU	-	116(106.6)	-	28.5	-	-	-	-	RNP 1

ODMEN 1N

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FL or ft)		Speed Limit (Kt)	Navigation Specification
								MNM	MAX		
010	CF	NP410	-	031(022)	-	7.0	R	-	-	-265	RNP 1
020	TF	NP411	-	116(106.6)	-	11.0	R	-	FL100	-	RNP 1
030	TF	NP412	-	210(200.9)	-	14.0	-	FL130	-	-	RNP 1
040	TF	NP413	-	210(200.9)	-	16.0	R	-	-	-	RNP 1
050	TF	ODMEN	-	243(234.2)	-	65.1	-	-	-	-	RNP 1

LOTSU 1N

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FL or ft)		Speed Limit (Kt)	Navigation Specification
								MNM	MAX		
010	CF	NP414	-	031(022)	-	10.0	L	-	-	-265	RNP 1
020	TF	NP415	-	296(287.5)	-	10.5	-	5000	FL120	-	RNP 1
030	TF	LOTSU	-	296(287.5)	-	28.7	-	-	-	-	RNP 1

WAYPOINT LIST

Waypoint	Latitude	Longitude	Fix type	Notes
NP410	15°03'30.657"N	023°26'09.309"W	DWP	
NP411	15°00'21.372"N	023°15'15.705"W	DWP	
NP412	14°47'13.232"N	023°20'25.005"W	DWP	
NP413	14°32'12.342"N	023°26'17.734"W	DWP	
NP414	15°06'18.281"N	023°24'59.668"W	DWP	
NP415	15°09'28.188"N	023°35'20.944"W	DWP	
AMDER	15°35'31.115"N	023°19'28.685"W	DWP	
MILPU	14°52'09.177"N	022°47'06.586"W	DWP	
ODMEN	13°53'54.000"N	024°20'34.000"W	DWP	
LOTSU	15°18'04.511"N	024°03'38.641"W	DWP	

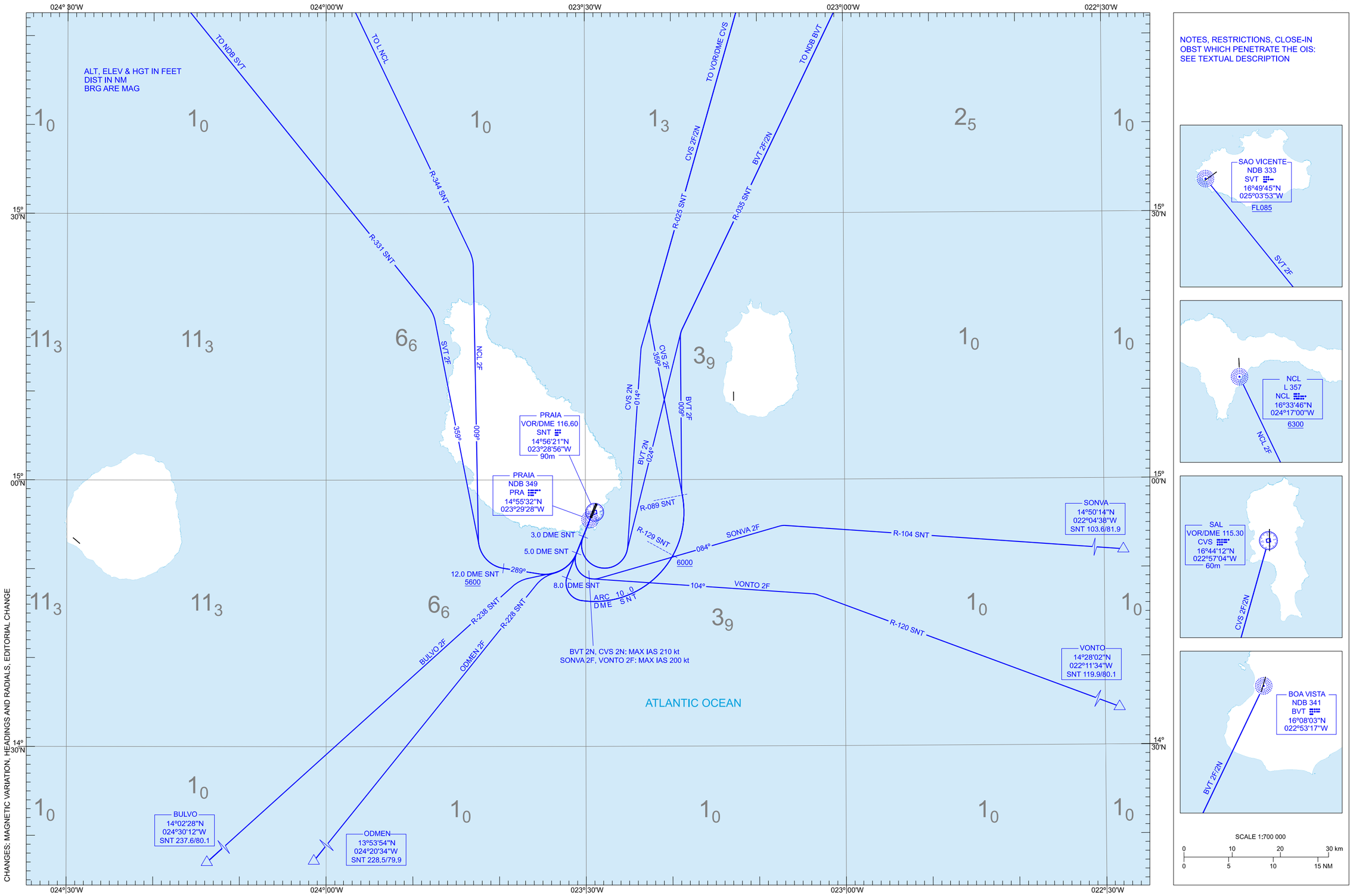
PRAIA / Nelson Mandela
SANTIAGO
RWY 21

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TA 7000
VAR 10ºW (2020)

TWR 118.200

ODMEN2F CVS2N | BULVO2F NCL2F | BVT2F SONVA2F | BVT2N SVT2F | CVS2F VONTO2F



PRAIA / NELSON MANDELA

STANDARD INSTRUMENT DEPARTURES (SID)

RWY 21

NOTE APPLICABLE TO ALL SID:

- SPEED CONTROL: MAX IAS 250 kt at FL100 or below.

BULVO TWO FOXTROT DEPARTURE (BULVO2F)
Climb on runway heading up to 5.0 DME SNT. Turn right to intercept and follow R-238 SNT direct to BULVO.

BOA VISTA TWO FOXTROT DEPARTURE (BVT2F)
Climb on runway heading up to 8.0 DME SNT. Turn left to follow arc 10.0 DME SNT (cross R-129 SNT at 6000 ft or above) up to R-089 SNT. Follow magnetic track 009° to intercept and follow R-035 SNT direct to NDB BVT.
Minimum climb gradient of 4.3% up to 6000 ft.
Minimum climb gradient due to operational reasons.

BOA VISTA TWO NOVEMBER DEPARTURE (BVT2N)
Climb on runway heading up to 3.0 DME SNT. Turn left (turning MAX IAS 210 kt) to follow magnetic track 024° to intercept and follow R-035 SNT direct to NDB BVT.

SAL TWO FOXTROT DEPARTURE (CVS2F)
Climb on runway heading up to 8.0 DME SNT. Turn left to follow arc 10.0 DME SNT (cross R-129 SNT at 6000 ft or above) up to R-089 SNT. Follow magnetic track 359° to intercept and follow R-025 SNT direct to VOR/DME CVS.
Minimum climb gradient of 4.3% up to 6000 ft.
Minimum climb gradient due to operational reasons.

SAL TWO NOVEMBER DEPARTURE (CVS2N)
Climb on runway heading up to 3.0 DME SNT. Turn left (turning MAX IAS 210 kt) to follow magnetic track 014° to intercept and follow R-025 SNT direct to VOR/DME CVS.
Minimum climb gradient of 4.5% up to 7000 ft.

NCL TWO FOXTROT DEPARTURE (NCL2F)
Climb on runway heading up to 5.0 DME SNT. Turn right to follow magnetic track 289° up to 12.0 DME SNT at 5600 ft or above. Turn right to follow magnetic track 009° to intercept and follow R-344 SNT direct to L NCL at 6300 ft or above.
Minimum climb gradient of 6.3% up to 5600 ft.
Minimum climb gradient due to operational reasons.

ODMEN TWO FOXTROT DEPARTURE (ODMEN2F)
Climb on runway heading up to 5.0 DME SNT. Turn right to intercept and follow R-228 SNT direct to ODMEN.

SONVA TWO FOXTROT DEPARTURE (SONVA2F)
Climb on runway heading up to 5.0 DME SNT. Turn left (turning MAX IAS 220 kt) to follow magnetic track 084° to intercept and follow R-104 SNT direct to SONVA.

SAO VICENTE TWO FOXTROT DEPARTURE (SVT2F)
Climb on runway heading up to 5.0 DME SNT. Turn right to follow magnetic track 289° up to 12.0 DME SNT at 5600 ft or above. Turn right to follow magnetic track 359° to intercept and follow R-331 SNT direct to NDB SVT at FL085 or above.
Minimum climb gradient of 6.3% up to 5600 ft.
Minimum climb gradient due to operational reasons.

VONTO TWO FOXTROT DEPARTURE (VONTO2F)
Climb on runway heading up to 5.0 DME SNT. Turn left (turning MAX IAS 220 kt) to follow magnetic track 104° to intercept and follow R-120 SNT direct to VONTO.

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

APP 118.2
TWR 118.2
GND

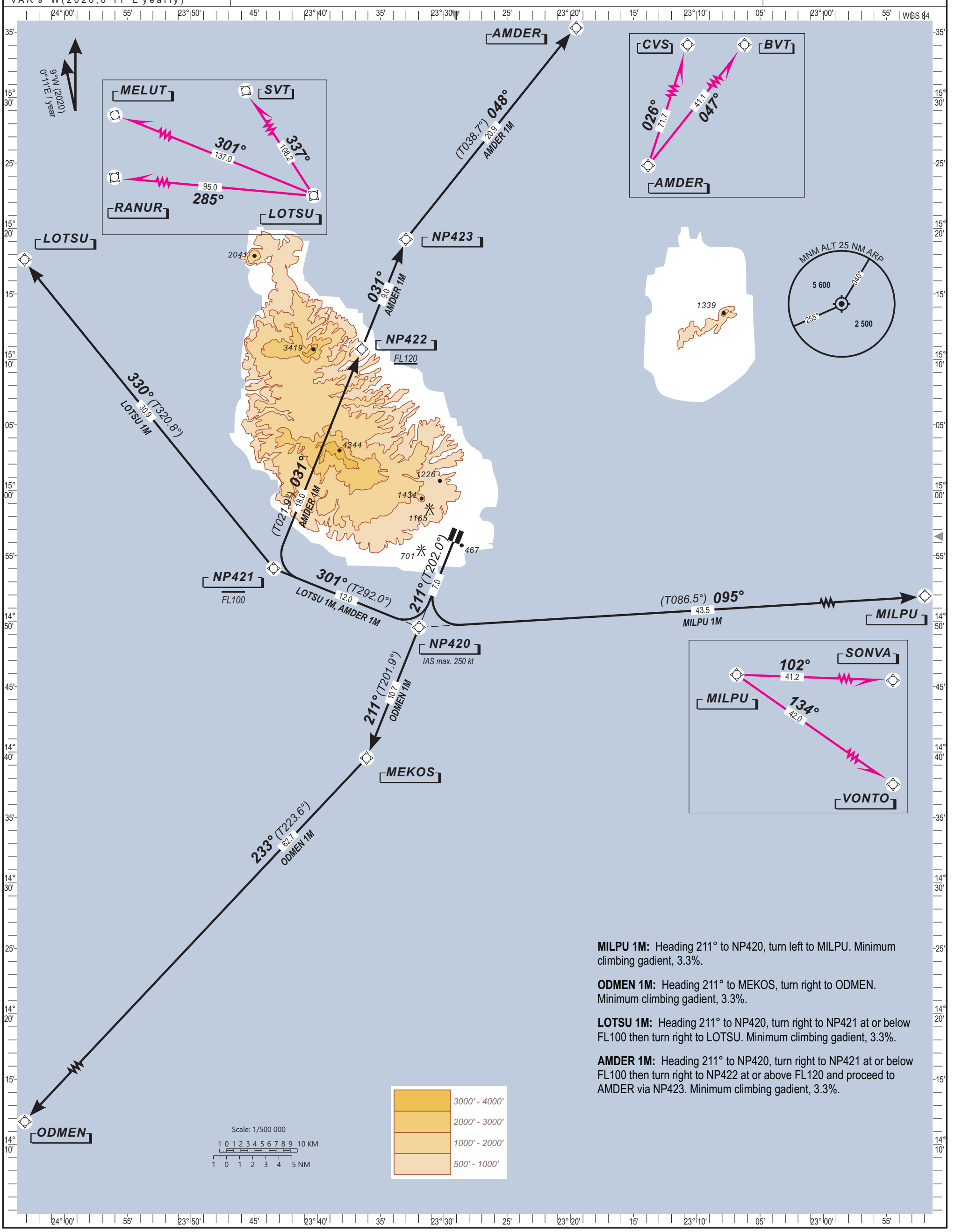
PRAIA / Nelson MANDELA Intl (GVNP)
RWY 21
AMDER 1M, MILPU 1M, ODMEN 1M, LOTSU 1M

ELEV. & ALT IN FEET
DISTANCE IN NM
BRG ARE MAGNETIC OR TRUE (°T)
VAR 9°W(2020,0'11°E yearly)

RNP 1 OPERATIONS

Notes:
-Continuous Climb Operations

TRANSITION ALTITUDE: 7 000



MILPU 1M: Heading 211° to NP420, turn left to MILPU. Minimum climbing gadient, 3.3%.

ODMEN 1M: Heading 211° to MEKOS, turn right to ODMEN. Minimum climbing gadient, 3.3%.

LOTSU 1M: Heading 211° to NP420, turn right to NP421 at or below FL100 then turn right to LOTSU. Minimum climbing gadient, 3.3%.

AMDER 1M: Heading 211° to NP420, turn right to NP421 at or below FL100 then turn right to NP422 at or above FL120 and proceed to AMDER via NP423. Minimum climbing gadient, 3.3%.

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

RNP 1 OPERATIONS

PRAIA / Nelson MANDELA Intl (GVNP)
RWY 21
AMDER 1M, MILPU 1M, ODMEN 1M, LOTSU 1M

TABULAR DESCRIPTION

AMDER 1M

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FL or ft) MNM	Altitude (FL or ft) MAX	Speed Limit (Kt)	Navigation Specification
010	CF	NP420	-	211(202.0)	-9.0	7.0	R	-	-	-265	RNP 1
020	TF	NP421	-	301(292.0)	-	12.0	R	-	FL100	-	RNP 1
030	TF	NP422	-	031(021.9)	-	18.0	-	FL120	-	-	RNP 1
040	TF	NP423	-	031(021.9)	-	9.0	R	-	-	-	RNP 1
050	TF	AMDER	-	048(038.7)	-	20.9	-	-	-	-	RNP 1

MILPU 1M

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FL or ft) MNM	Altitude (FL or ft) MAX	Speed Limit (Kt)	Navigation Specification
010	CF	NP420	-	211(202.0)	-9.0	7.0	L	-	-	-250	RNP 1
020	TF	MILPU	-	095(086.5)	-	43.5	-	-	-	-	RNP 1

ODMEN 1M

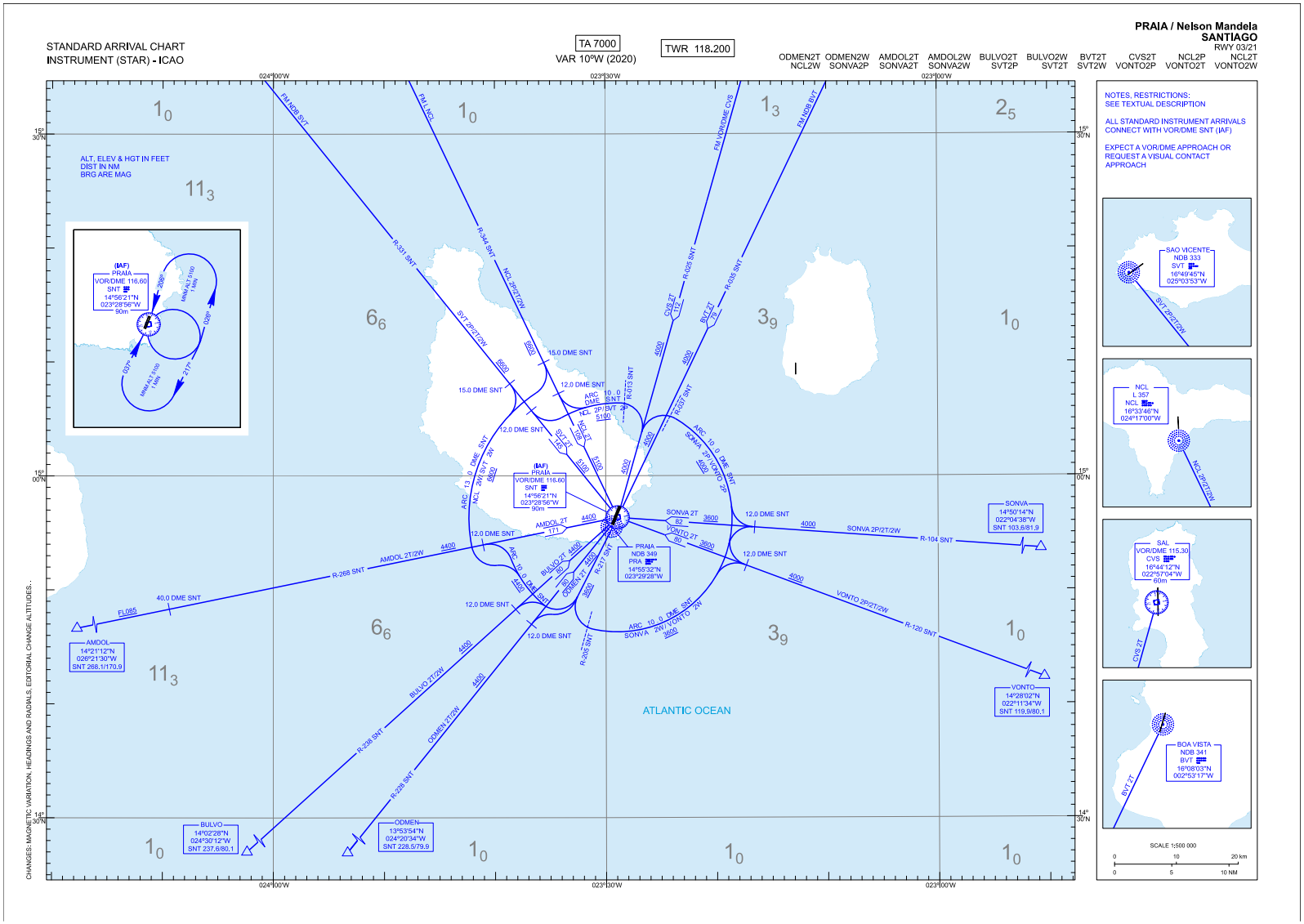
Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FL or ft) MNM	Altitude (FL or ft) MAX	Speed Limit (Kt)	Navigation Specification
010	CF	MEKOS	-	211(201.9)	-9.0	17.7	R	-	-	-265	RNP 1
020	TF	ODMEN	-	233(223.6)	-	62.7	-	-	-	-	RNP 1

LOTSU 1M

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FL or ft) MNM	Altitude (FL or ft) MAX	Speed Limit (Kt)	Navigation Specification
010	CF	NP420	-	211(202.0)	-9.0	7.0	R	-	-	-265	RNP 1
020	TF	NP421	-	301(292.0)	-	12.0	R	-	FL100	-	RNP 1
030	TF	LOTSU	-	330(320.8)	-	30.9	-	-	-	-	RNP 1

WAYPOINT LIST

Waypoint	Latitude	Longitude	Fix type	Notes
NP420	14°49'31.466"N	023°31'57.793"W	DWP	
NP421	14°54'01.813"N	023°43'27.301"W	DWP	
NP422	15°10'47.469"N	023°36'29.309"W	DWP	
NP423	15°19'10.207"N	023°32'59.903"W	DWP	
AMDER	15°35'31.115"N	023°19'28.685"W	DWP	
MILPU	14°52'09.177"N	022°47'06.586"W	DWP	
ODMEN	13°53'54.000"N	024°20'34.000"W	DWP	
LOTSU	15°18'04.511"N	024°03'38.641"W	DWP	
MEKOS	14°39'32.317"N	023°36'06.321"W	DWP	


STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO
TA 7000
VAR 10ºW (2020)
TWR 118.200
PRAIA / Nelson Mandela
SANTIAGO
RWY 03/21
ODMEN2T NCL2W
ODMEN2W SONVA2P
AMDOL2T SONVA2T
AMDOL2W SONVA2W
BULVO2T SVT2P
BULVO2W SVT2T
BVT2T SVT2W
CVS2T VONTO2P
NCL2P VONTO2T
NCL2T VONTO2W
NOTES, RESTRICTIONS:
SEE TEXTUAL DESCRIPTION
ALL STANDARD INSTRUMENT ARRIVALS CONNECT WITH VOR/DME SNT (IAF)
EXPECT A VOR/DME APPROACH OR REQUEST A VISUAL CONTACT APPROACH
ALT, ELEV & HGT IN FEET
DIST IN NM
BRG ARE MAG
(IAF)
PRAIA
VOR/DME 116.60
SNT
14°56'21"N
023°28'56"W
90m
PRAIA
NDB 349
PRA
14°55'32"N
023°29'28"W
AMDOL
14°21'12"N
026°21'30"W
SNT 268.1/170.9
BULVO
14°02'28"N
024°30'12"W
SNT 237.6/80.1
ODMEN
13°53'54"N
024°20'34"N
SNT 228.5/79.9
SONVA
14°50'14"N
022°04'38"W
SNT 103.6/81.9
VONTO
14°28'02"N
022°11'34"W
SNT 119.8/80.1
ATLANTIC OCEAN
SAO VICENTE
NDB 333
SVT
16°49'45"N
025°03'53"W
NCL
L 357
NCL
16°33'46"N
024°17'00"W
SAL
VOR/DME 115.30
CVS
16°44'12"N
022°57'04"W
60m
BOA VISTA
NDB 341
BVT
16°08'03"N
002°53'17"W
SCALE 1:500 000
CHANGES: MAGNETIC VARIATION, HEADINGS AND RADIALS, EDITORIAL CHANGE ALTITUDES...

PRAIA / NELSON MANDELA

STANDARD INSTRUMENT ARRIVALS (STAR)

RWY 03/21

NOTE APPLICABLE TO ALL STAR:

- SPEED CONTROL: MAX IAS 250 kt at FL100 or below.
- Minimum altitudes (MNM ALT) are indicated for each leg. Except in case of emergency or loss of communications altitudes to maintain are those assigned by ATC. These must respect the indicated MNM ALT.
- Expect a VOR/DME approach or request a visual contact approach.

AMDOL TWO TANGO ARRIVAL (AMDOL2T)
Inbound R-268 SNT direct to VOR/DME SNT (IAF).

AMDOL TWO WHISKY ARRIVAL (AMDOL2W)
Inbound R-268 SNT direct to 12.0 DME SNT, turn right to join ARC 10.0 DME SNT to R-228 SNT, turn left to follow R-217 SNT direct to VOR/DME SNT (IAF).

BULVO TWO TANGO ARRIVAL (BULVO2T)
Inbound R-238 SNT direct to VOR/DME SNT (IAF).

BULVO TWO WHISKY ARRIVAL (BULVO2W)
Inbound R-238 SNT direct to 12.0 DME SNT, turn right to join ARC 10.0 DME SNT to R-228 SNT, turn left to follow R-217 SNT direct to VOR/DME SNT (IAF).

BOA VISTA TWO TANGO ARRIVAL (BVT2T)
Inbound R-035 SNT direct to VOR/DME SNT (IAF).

SAL TWO TANGO ARRIVAL (CVS2T)
Inbound R-025 SNT direct to VOR/DME SNT (IAF).

NCL TWO PAPA ARRIVAL (NCL2P)
Inbound R-344 SNT direct to 12.0 DME SNT, turn left to join ARC 10.0 DME SNT to R-013 SNT, turn right to follow R-025 SNT direct to VOR/DME SNT (IAF).

NCL TWO TANGO ARRIVAL (NCL2T)
Inbound R-344 SNT direct to VOR/DME SNT (IAF).

NCL TWO WHISKY ARRIVAL (NCL2W)
Inbound R-344 SNT direct to 15.0 DME SNT, turn right to join ARC 13.0 DME SNT to R-268 SNT, turn left to join arc 10.0 DME SNT to R-228 SNT, turn left to follow R-217 SNT direct to VOR/DME SNT (IAF).

ODMEN TWO TANGO ARRIVAL (ODMEN2T)
Inbound R-228 SNT direct to VOR/DME SNT (IAF).

ODMEN TWO WHISKY ARRIVAL (ODMEN2W)
Inbound R-228 SNT direct to 12.0 DME SNT, turn right to follow R-217 SNT direct to VOR/DME SNT (IAF).

SONVA TWO PAPA ARRIVAL (SONVA2P)
Inbound R-104 SNT direct to 12.0 DME SNT, turn right to join ARC 10.0 DME SNT to R-037 SNT, turn left to follow R-025 SNT direct to VOR/DME SNT (IAF).

SONVA TWO TANGO ARRIVAL (SONVA2T)
Inbound R-104 SNT direct to VOR/DME SNT (IAF).

SONVA TWO WHISKY ARRIVAL (SONVA2W)
Inbound R-104 SNT direct to 12.0 DME SNT, turn left to join ARC 10.0 DME SNT to R-205 SNT, turn right to follow R-217 SNT direct to VOR/DME SNT (IAF).

SAO VICENTE TWO PAPA ARRIVAL (SVT2P)
Inbound R-331 SNT direct to 12.0 DME SNT, turn left to join ARC 10.0 DME SNT to R-013 SNT, turn right to follow R-025 SNT direct to VOR/DME SNT (IAF).

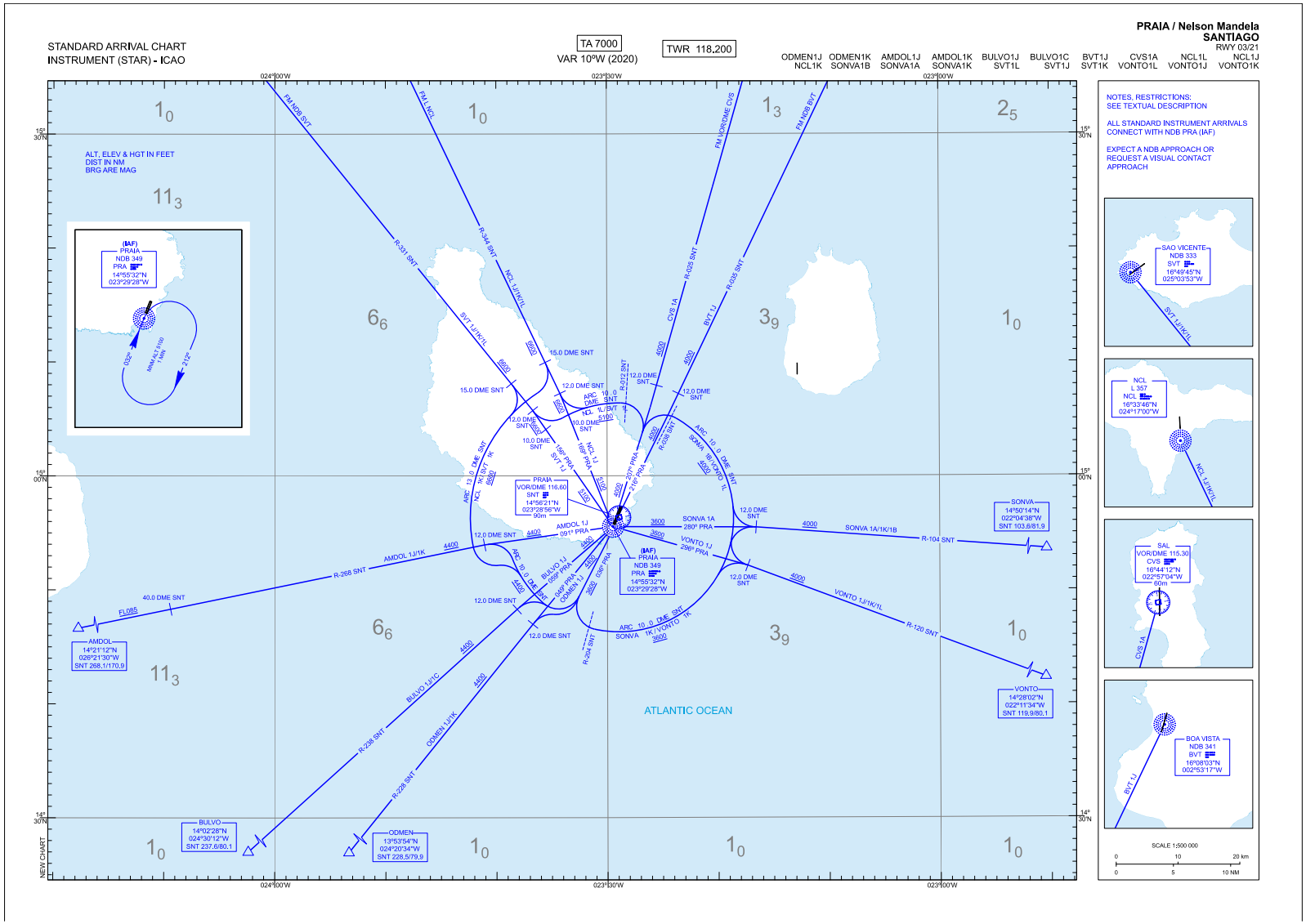
SAO VICENTE TWO TANGO ARRIVAL (SVT2T)
Inbound R-331 SNT direct to VOR/DME SNT (IAF).

SAO VICENTE TWO WHISKY ARRIVAL (SVT2W)
Inbound R-331 SNT direct to 15.0 DME SNT, turn right to join ARC 13.0 DME SNT to R-268 SNT, turn left to join ARC 10.0 DME SNT to R-228 SNT, turn left to follow R-217 SNT direct to VOR/DME SNT (IAF).

VONTO TWO PAPA ARRIVAL (VONTO2P)
Inbound R-120 SNT direct to 12.0 DME SNT, turn right to join ARC 10.0 DME SNT to R-037 SNT, turn left to follow R-025 SNT direct to VOR/DME SNT (IAF).

VONTO TWO TANGO ARRIVAL (VONTO2T)
Inbound R-120 SNT direct to VOR/DME SNT (IAF).

VONTO TWO WHISKY ARRIVAL (VONTO2W)
Inbound R-120 SNT direct to 12.0 DME SNT, turn left to join ARC 10.0 DME SNT to R-205 SNT, turn right to follow R-217 SNT direct to VOR/DME SNT (IAF).


STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO
TA 7000
VAR 10ºW (2020)
TWR 118.200
PRAIA / Nelson Mandela
SANTIAGO
RWY 03/21
ODMEN1J NCL1K
ODMEN1K SONVA1B
AMDOL1J SONVA1A
AMDOL1K SONVA1K
BULVO1J SVT1L
BULVO1C SVT1J
BVT1J SVT1K
CVS1A VONTO1L
NCL1L VONTO1J
NCL1J VONTO1K
024°00'W
023°30'W
023°00'W
15° 30'N
15° 00'N
14° 30'N
NEW CHART
ALT, ELEV & HGT IN FEET
DIST IN NM
BRG ARE MAG
(IAF)
PRAIA
NDB 349
PRA
14°55'32"N
023°29'28"W
MINIMUM ALT 5100
1 NM
002°
212°
ATLANTIC OCEAN
PRAIA
VOR/DME 116.60
SNT
14°56'21"N
023°28'56"W
90m
(IAF)
PRAIA
NDB 349
PRA
14°55'32"N
023°29'28"W
AMDOL
14°21'12"N
026°21'30"W
SNT 268.1/170.9
BULVO
14°02'28"N
024°30'12"W
SNT 237.6/80.1
ODMEN
13°53'54"N
024°20'34"W
SNT 228.5/79.9
SONVA
14°50'14"N
022°04'38"W
SNT 103.8/81.9
VONTO
14°28'02"N
022°11'34"W
SNT 119.9/80.1
R-331 SNT
R-344 SNT
R-025 SNT
R-035 SNT
R-268 SNT
R-104 SNT
R-120 SNT
R-236 SNT
R-228 SNT
R-234 SNT
R-212 SNT
R-008 SNT
FM NDB SVT
FM NCL
FM VOR/DME CVS
FM NDB BVT
SVT 1J/1K/1L
NCL 1J/1K/1L
CVS 1A
BVT 1J
AMDOL 1J/1K
BULVO 1J/1C
ODMEN 1J/1K
SONVA 1A
SONVA 1A/1K/1B
VONTO 1J
VONTO 1J/1K/1L
15.0 DME SNT
12.0 DME SNT
10.0 DME SNT
40.0 DME SNT
FL085
NOTES, RESTRICTIONS:
SEE TEXTUAL DESCRIPTION
ALL STANDARD INSTRUMENT ARRIVALS
CONNECT WITH NDB PRA (IAF)
EXPECT A NDB APPROACH OR
REQUEST A VISUAL CONTACT
APPROACH
SAO VICENTE
NDB 333
SVT
16°49'45"N
025°03'53"W
NCL
L 357
NCL
16°33'46"N
024°17'00"W
SAL
VOR/DME 115.30
CVS
16°44'12"N
022°57'04"W
60m
BOA VISTA
NDB 341
BVT
16°08'03"N
002°53'17"W
SCALE 1:500 000
0
10
20 km
0
5
10 NM

PRAIA / NELSON MANDELA

STANDARD INSTRUMENT ARRIVALS (STAR)

RWY 03/21

NOTE APPLICABLE TO ALL STAR:

- SPEED CONTROL: MAX IAS 250 kt at FL100 or below.
- Minimum altitudes (MNM ALT) are indicated for each leg. Except in case of emergency or loss of communications altitudes to maintain are those assigned by ATC. These must respect the indicated MNM ALT.
- Expect a NDB approach or request a visual contact approach.

AMDOL ONE JULIET ARRIVAL (AMDOL1J)
Inbound R-268 SNT direct to 12.0 DME SNT, follow 091° PRA direct to NDB PRA (IAF).

AMDOL ONE KILO ARRIVAL (AMDOL1K)
Inbound R-268 SNT direct to 12.0 DME SNT, turn right to join ARC 10.0 DME SNT to R-228 SNT, turn left to follow 036° PRA direct to NDB PRA (IAF).

BULVO ONE JULIET ARRIVAL (BULVO1J)
Inbound R-238 SNT direct to 12.0 DME SNT, follow 059° PRA direct to NDB PRA (IAF).

BULVO ONE CHARLIE ARRIVAL (BULVO1C)
Inbound R-238 SNT direct to 12.0 DME SNT, turn right to join ARC 10.0 DME SNT to R-228 SNT, turn left to follow 036° PRA direct to NDB PRA (IAF).

BOA VISTA ONE JULIET ARRIVAL (BVT1J)
Inbound R-035 SNT direct to 12.0 DME SNT, follow 216° PRA direct to NDB PRA (IAF).

SAL ONE ALPHA ARRIVAL (CVS1A)
Inbound R-025 SNT direct to 12.0 DME SNT, follow 207° PRA direct to NDB PRA (IAF).

NCL ONE JULIET ARRIVAL (NCL1J)
Inbound R-344 SNT direct to 10.0 DME SNT, follow 169° PRA direct to NDB PRA (IAF).

NCL ONE KILO ARRIVAL (NCL1K)
Inbound R-344 SNT direct to 15.0 DME SNT, turn right to join ARC 13.0 DME SNT to R-268 SNT, turn left to join ARC 10.0 DME SNT to R-228 SNT, turn left to follow 036° PRA direct to NDB PRA (IAF).

NCL ONE LIMA ARRIVAL (NCL1L)
Inbound R-344 SNT direct to 12.0 DME SNT, turn left to join ARC 10.0 DME SNT to R-012 SNT, turn right to follow 207° PRA direct to NDB PRA (IAF).

ODMEN ONE JULIET ARRIVAL (ODMEN1J)
Inbound R-228 SNT direct to 12.0 DME SNT, follow 049° PRA direct to NDB PRA (IAF).

ODMEN ONE KILO ARRIVAL (ODMEN1K)
Inbound R-228 SNT direct to 12.0 DME SNT, turn right to follow 036° PRA direct to NDB PRA (IAF).

SONVA ONE ALPHA ARRIVAL (SONVA1A)
Inbound R-104 SNT direct to 12.0 DME SNT, follow 280° PRA direct to NDB PRA (IAF).

SONVA ONE KILO ARRIVAL (SONVA1K)
Inbound R-104 SNT direct to 12.0 DME SNT, turn left to join ARC 10.0 DME SNT to R-204 SNT, turn right to follow 036° PRA direct to NDB PRA (IAF).

SONVA ONE BRAVO ARRIVAL (SONVA1B)
Inbound R-104 SNT direct to 12.0 DME SNT, turn right to join ARC 10.0 DME SNT to R-038 SNT, turn left to follow 207° PRA direct to NDB PRA (IAF).

SAO VICENTE ONE JULIET ARRIVAL (SVT1J)
Inbound R-331 SNT direct to 10.0 DME SNT, follow 156° PRA direct to NDB PRA (IAF).

SAO VICENTE ONE KILO ARRIVAL (SVT1K)
Inbound R-331 SNT direct to 15.0 DME SNT, turn right to join ARC 13.0 DME SNT to R-268 SNT, turn left to join ARC 10.0 DME SNT to R-228 SNT, turn left to follow 036° PRA direct to NDB PRA (IAF).

SAO VICENTE ONE LIMA ARRIVAL (SVT1L)
Inbound R-331 SNT direct to 12.0 DME SNT, turn left to join ARC 10.0 DME SNT to R-012 SNT, turn right to follow 207° PR direct to NDB PRA (IAF).

VONTO ONE JULIET ARRIVAL (VONTO1J)
Inbound R-120 SNT direct to 12.0 DME SNT, follow 296° PRA direct to NDB PRA (IAF).

VONTO ONE KILO ARRIVAL (VONTO1K)
Inbound R-120 SNT direct to 12.0 DME SNT, turn left to join ARC 10.0 DME SNT to R-204 SNT, turn right to follow 036° PRA direct to NDB PRA (IAF).

VONTO ONE LIMA ARRIVAL (VONTO1L)
Inbound R-120 SNT direct to 12.0 DME SNT, turn right to join ARC 10.0 DME SNT to R-038 SNT, turn left to follow 207° PRA direct to NDB PRA (IAF).

STANDARD ARRIVAL CHART
INSTRUMENT (STAR)
Categories A-B-C-D

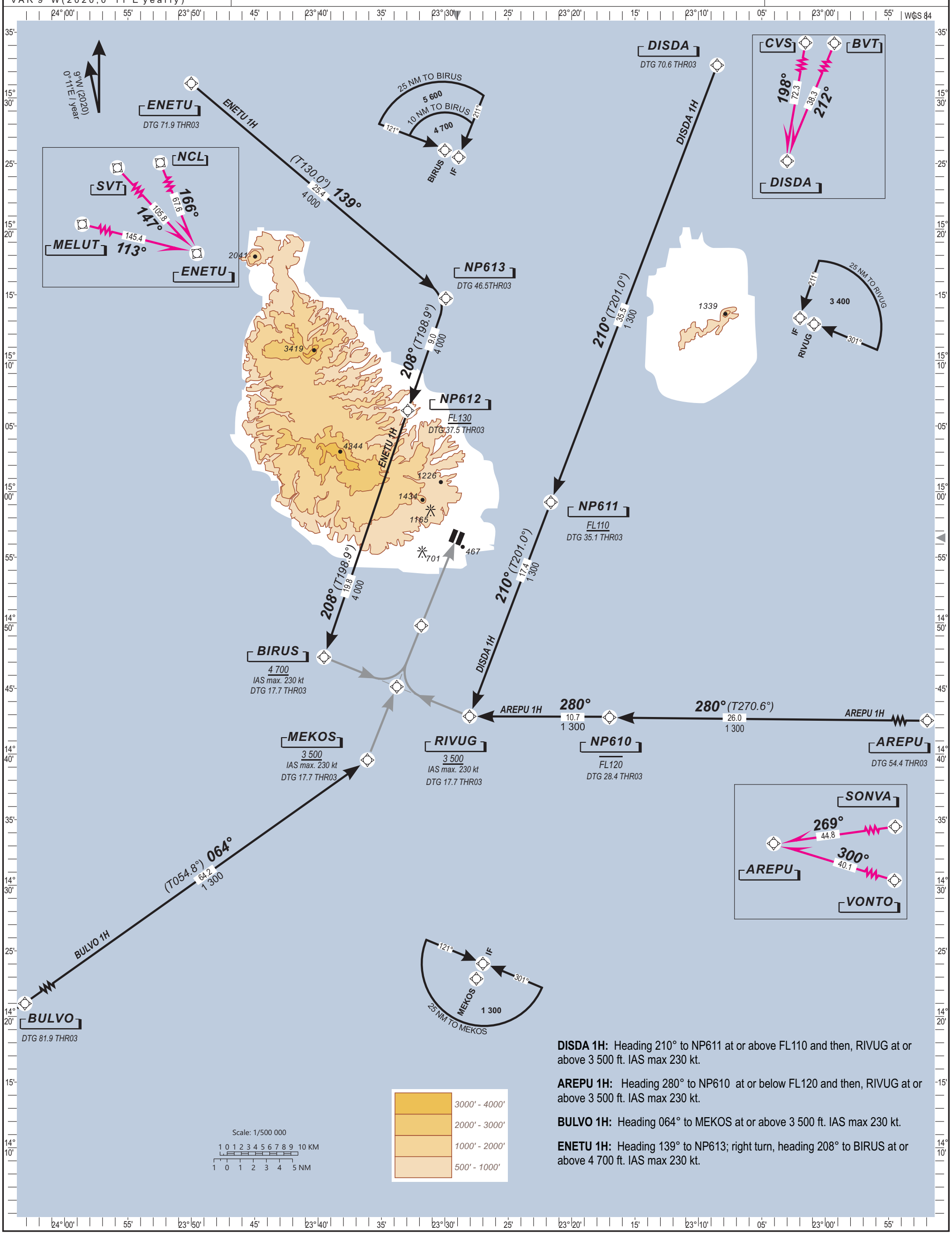
APP 118.2
TWR 118.2
GND

PRAIA / Nelson MANDELA Intl (GVNP)
RWY 03
DISDA 1H, AREPU 1H, BULVO 1H, ENETU 1H

ELEV. & ALT IN FEET
DISTANCE IN NM
BRG ARE MAGNETIC OR TRUE (°T)
VAR 9°W(2020,0°11'E yearly)

RNP 1 OPERATIONS
Notes:
- Continuous Descent Operations

TRANSITION ALTITUDE: 7 000



DISDA 1H: Heading 210° to NP611 at or above FL110 and then, RIVUG at or above 3 500 ft. IAS max 230 kt.

AREPU 1H: Heading 280° to NP610 at or below FL120 and then, RIVUG at or above 3 500 ft. IAS max 230 kt.

BULVO 1H: Heading 064° to MEKOS at or above 3 500 ft. IAS max 230 kt.

ENETU 1H: Heading 139° to NP613; right turn, heading 208° to BIRUS at or above 4 700 ft. IAS max 230 kt.

STANDARD ARRIVAL CHART INSTRUMENT (STAR)
Categories A–B–C-D

RNP 1 OPERATIONS

PRAIA / Nelson MANDELA Intl (GVNP)
RWY 03
DISDA 1H, AREPU 1H, BULVO 1H, ENETU 1H

TABULAR DESCRIPTION

DISDA 1H

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	IF	DISDA	-	-	-	-	-	-	-	RNP 1
020	TF	NP611	-	210(201.0)	-	35.5	-	+F110	-	RNP 1
030	TF	RIVUG	-	210(201.0)	-	17.4	-	+3 500	-230	RNP 1

AREPU 1H

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	IF	AREPU	-	-	-	-	-	-	-	RNP 1
020	TF	NP610	-	280(270.6)	-	26.0	-	- F120	-	RNP 1
030	TF	RIVUG	-	280(270.6)	-	10.7	-	+3 500	-230	RNP 1

BULVO 1H

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	IF	BULVO	-	-	-	-	-	-	-	RNP 1
020	TF	MEKOS	-	064(054.8)	-	64.2	-	+3 500	-230	RNP 1

ENETU 1H

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	IF	ENETU	-	-	-	-	-	-	-	RNP 1
020	TF	NP613	-	139(130.0)	-	25.4	R	-	-	RNP 1
030	TF	NP612	-	208(198.9)	-	9.0	-	+F130	-	RNP 1
040	TF	BIRUS	-	208(198.9)	-	19.8	-	+4 700	-230	RNP 1

WAYPOINT LIST

Waypoint	Latitude	Longitude	Fix type	Notes
NP610	14°42'47.409"N	023°17'00.500"W	AWP	
NP611	14°59'11.505"N	023°21'38.315"W	AWP	
NP612	15°06'10.072"N	023°32'55.642"W	AWP	
NP613	15°14'43.208"N	023°29'55.019"W	AWP	
DISDA	15°32'29.376"N	023°08'31.153"W	AWP	
AREPU	14°42'33.922"N	022°50'10.924"W	AWP	
BULVO	14°02'28.000"N	024°30'12.000"W	AWP	
ENETU	15°31'06.383"N	023°49'59.897"W	AWP	
RIVUG	14°42'52.155"N	023°28'02.745"W	IAF	
MEKOS	14°39'32.317"N	023°36'06.321"W	IAF	
BIRUS	14°47'22.792"N	023°39'31.784"W	IAF	

STANDARD ARRIVAL CHART
INSTRUMENT (STAR)
Categories A-B-C-D

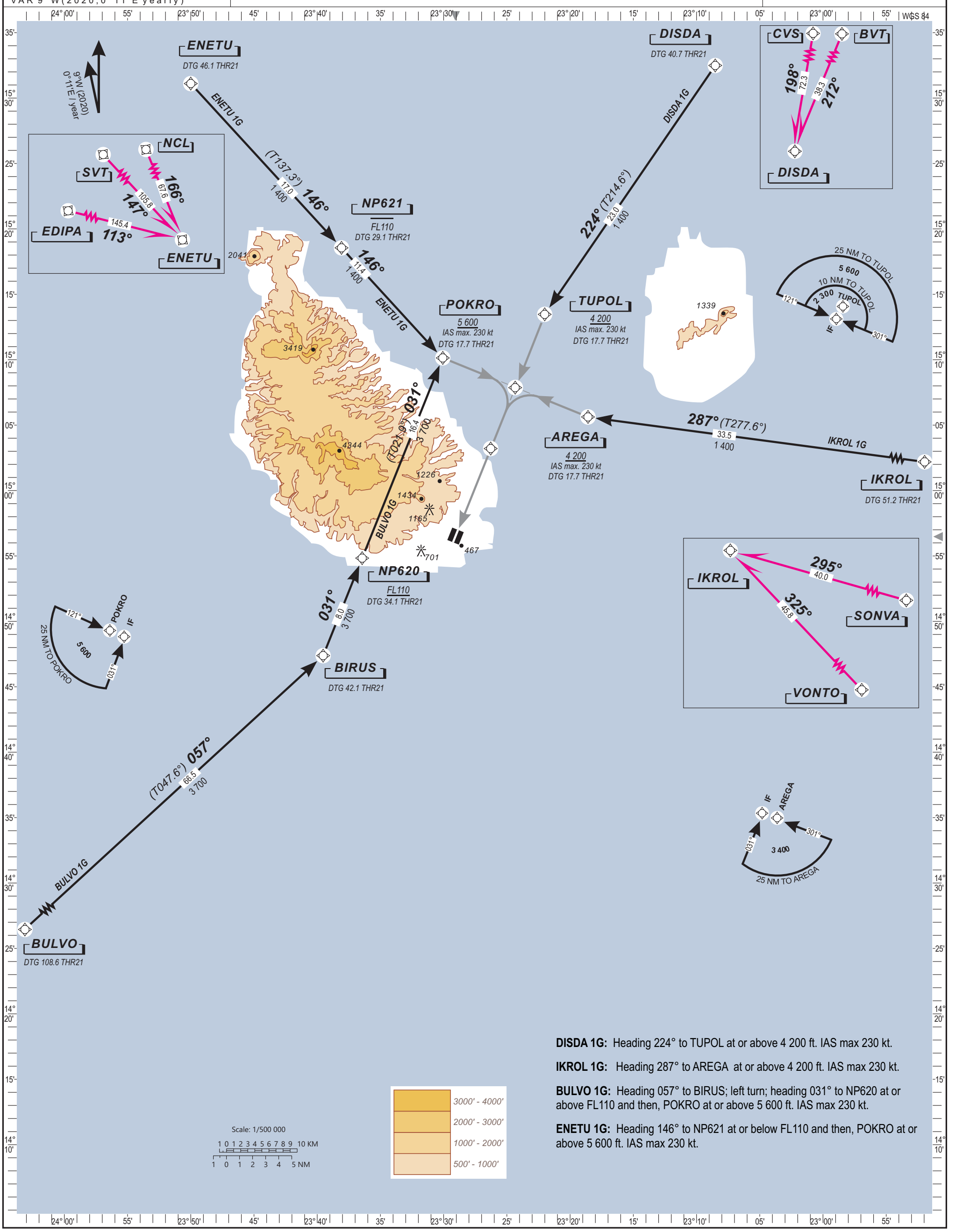
APP 118.2
TWR 118.2
GND

PRAIA / Nelson MANDELA Intl (GVNP)
RWY 21
DISDA 1G, IKROL 1G, BULVO 1G, ENETU 1G

ELEV. & ALT IN FEET
DISTANCE IN NM
BRG ARE MAGNETIC OR TRUE (°T)
VAR 9°W(2020,0°11'E yearly)

RNP 1 OPERATIONS
Notes:
- Continuous Descent Operations

TRANSITION ALTITUDE: 7 000



DISDA 1G: Heading 224° to TUPOL at or above 4 200 ft. IAS max 230 kt.

IKROL 1G: Heading 287° to AREGA at or above 4 200 ft. IAS max 230 kt.

BULVO 1G: Heading 057° to BIRUS; left turn; heading 031° to NP620 at or above FL110 and then, POKRO at or above 5 600 ft. IAS max 230 kt.

ENETU 1G: Heading 146° to NP621 at or below FL110 and then, POKRO at or above 5 600 ft. IAS max 230 kt.

STANDARD ARRIVAL CHART INSTRUMENT (STAR)
Categories A–B–C-D

RNP 1 OPERATIONS

PRAIA / Nelson MANDELA Intl (GVNP)
RWY 21
DISDA 1G, AREPU 1G, BULVO 1G, ENETU 1G

TABULAR DESCRIPTION

DISDA 1G

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	IF	DISDA	-	-	-	-	-	-	-	RNP 1
020	TF	TUPOL	-	224(214.6)	-	23.0	-	+4 200	-230	RNP 1

IKROL 1G

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	IF	IKROL	-	-	-	-	-	-	-	RNP 1
020	TF	AREGA	-	287(277.6)	-	33.5	-	+4 200	-230	RNP 1

BULVO 1G

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	IF	BULVO	-	-	-	-	-	-	-	RNP 1
020	TF	BIRUS	-	057(047.6)	-	66.5	L	-	-	RNP 1
030	TF	NP620		031(021.9)	-	8.0	-	+F110	-	RNP 1
040	TF	POKRO		031(021.9)	-	16.4	-	+5 600	-230	RNP 1

ENETU 1G

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (Ft)	Speed Limit (Kt)	Navigation Specification
010	IF	ENETU	-	-	-	-	-	-	-	RNP 1
020	TF	NP621	-	146(137.3)	-	17.0	-	-F110	-	RNP 1
030	TF	POKRO	-	146(137.3)	-	11.4	-	+5 600	-230	RNP 1

WAYPOINT LIST

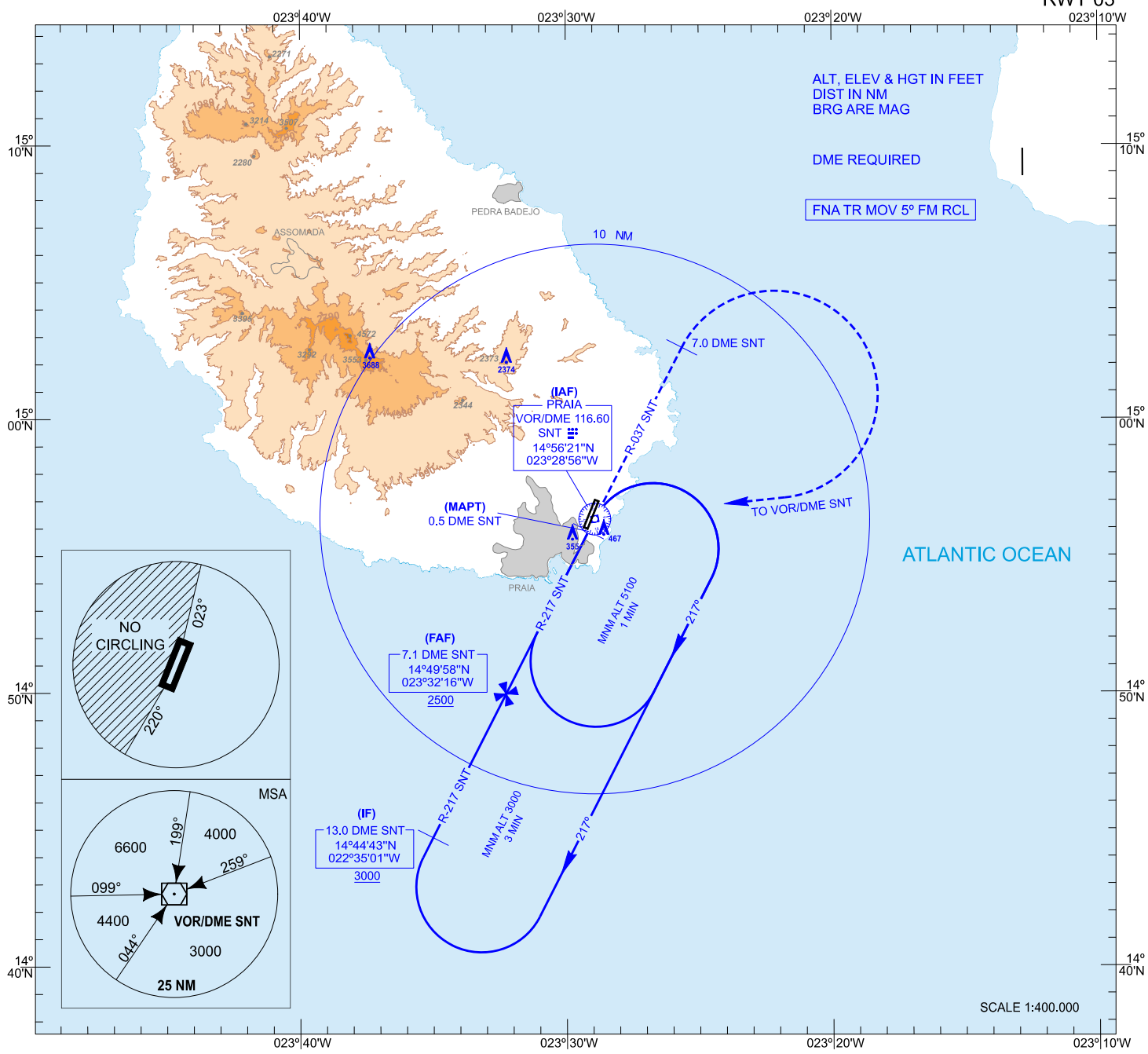
Waypoint	Latitude	Longitude	Fix type	Notes
NP620	14°54'49.941"N	023°36'26.641"W	AWP	
NP621	15°18'32.921"N	023°38'04.585"W	AWP	
DISDA	15°32'29.376"N	023°08'31.153"W	AWP	
IKROL	15°01'12.294"N	022°44'17.854"W	AWP	
BULVO	14°02'28.000"N	024°30'12.000"W	AWP	
ENETU	15°31'06.383"N	023°49'59.897"W	AWP	
POKRO	15°10'07.369"N	023°30'05.809"W	IAF	
TUPOL	15°13'27.261"N	023°22'01.168"W	IAF	
AREGA	15°05'36.624"N	023°18'35.610"W	IAF	

INSTRUMENT
APPROACH
CHART - ICAO

ELEV AD 325
VAR 10ºW (2020)

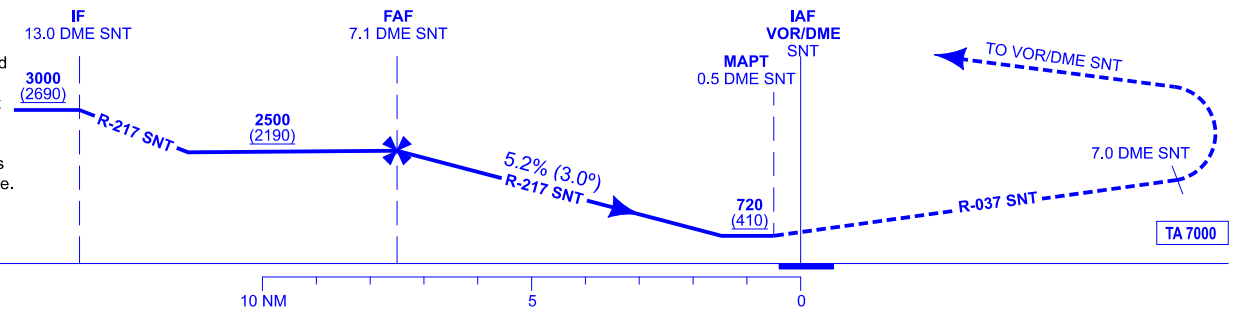
TWR 118.200

PRAIA / Nelson Mandela
SANTIAGO
VOR
RWY 03



MISSED APCH: CLIMB DIRECT TO VOR/DME SNT. FOLLOW R-037 SNT TO REACH 7.0 DME SNT. TURN RIGHT DIRECT TO VOR/DME SNT CLIMBING TO 5100 TO JOIN THE HOLDING.

NOTES:
- No turns allowed before MAPT
- MAX IAS 250 kt for the missed approach and communications failure procedure.



HGT REF ELEV THR RWY 03

OCA/H		A	B	C	D
STA	2.5%	720 (410)			
STA					
STA					
Circling (H) over	325	850 (530)	980 (660)	1150 (830)	

GS	kt	80	100	120	140	160	180
FAF-THR: 6.7 NM	min:s	5:02	4:02	3:22	2:53	2:31	2:14
FAF-MAPT:	min:s	TIMING NOT AUTHORIZED					
ROD: 5.2%	ft/min	424	530	637	743	849	955

ALT/HGT DME (SNT) FNA												
13 DME	12 DME	11 DME	10 DME	9 DME	8 DME	7 DME	6 DME	5 DME	4 DME	3 DME	2 DME	1 DME
						2460 (2150)	2140 (1830)	1820 (1510)	1510 (1200)	1190 (880)	870 (560)	

NEW CHART

PRAIA / NELSON MANDELA

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

RWY 03 VOR

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
VOR/DME SNT (IAF)	14° 56′ 20.7″ N	023° 28′ 55.6″ W	-	-
IF	14° 44′ 42.7″ N	023° 35′ 01.1″ W	207.00° (SNT)	13.00 DME SNT
FAF	14° 49′ 57.6″ N	023° 32′ 16.3″ W	207.00° (SNT)	7.14 DME SNT
MAPT	14° 55′ 53.9″ N	023° 29′ 09.7″ W	207.00° (SNT)	0.50 DME SNT

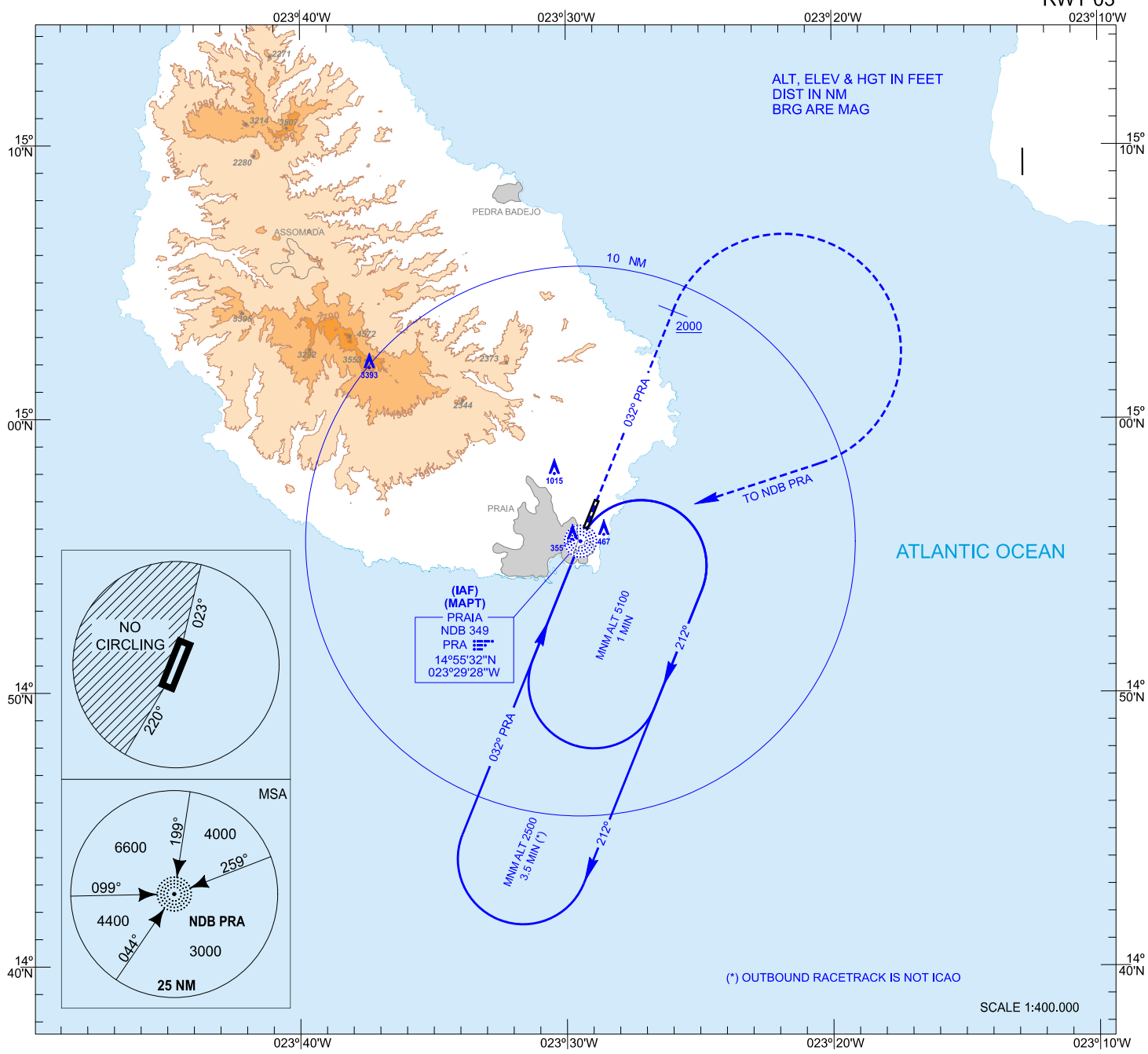
Non-precision final approach - Slope (Descent angle)	5.24% (3.00°)

INSTRUMENT
APPROACH
CHART - ICAO

ELEV AD 325
VAR 10ºW (2020)

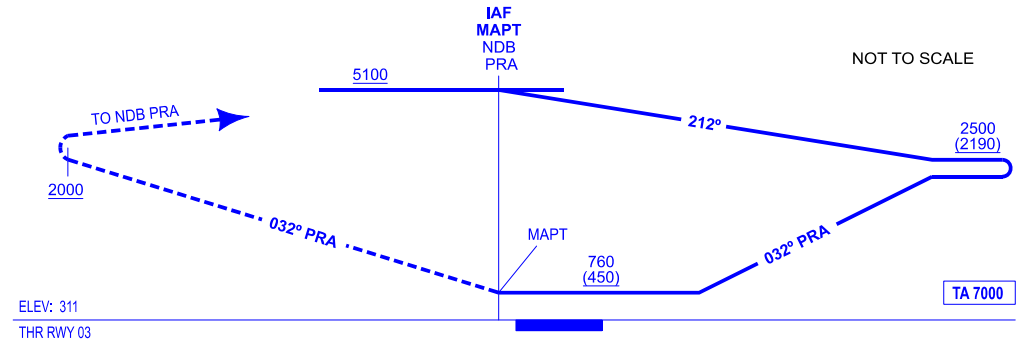
TWR 118.200

PRAIA / Nelson Mandela
SANTIAGO
NDB (CAT A&B)
RWY 03



MISSED APCH: CLIMB ON MAGNETIC TRACK 032º PRA TO REACH 2000. TURN RIGHT DIRECT TO NDB PRA CLIMBING TO 5100 TO JOIN THE HOLDING.

NOTES:
- Circle to land at the discretion of the pilot in command.
- Timing not authorised to define MAPT.
- No turns allowed before MAPT (overhead NDB PRA).
- Descent to OCA/H only allowed when actf established on final approach inbound track.
- MAX IAS 250 kt for the missed approach and communications failure procedure.



HGT REF ELEV THR RWY 03

OCA/H		A	B	C	D
STA	2.5%	760 (450)			
STA					
STA					
Circling (H) over	325	1030 (710)	1480 (1160)		

GS	kt	80	100	120	140	160	180
FAF-THR:	min:s						
FAF-MAPT:	min:s						
ROD:	ft/min						

ALT/HGT DME ( ) FNA												
13 DME	12 DME	11 DME	10 DME	9 DME	8 DME	7 DME	6 DME	5 DME	4 DME	3 DME	2 DME	1 DME

NEW CHART

PRAIA / NELSON MANDELA

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

RWY 03 NDB (CAT A & B)

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
NDB PRA (IAF/MAPT)	14° 55′ 32.2″ N	023° 29′ 28.1″ W	-	-

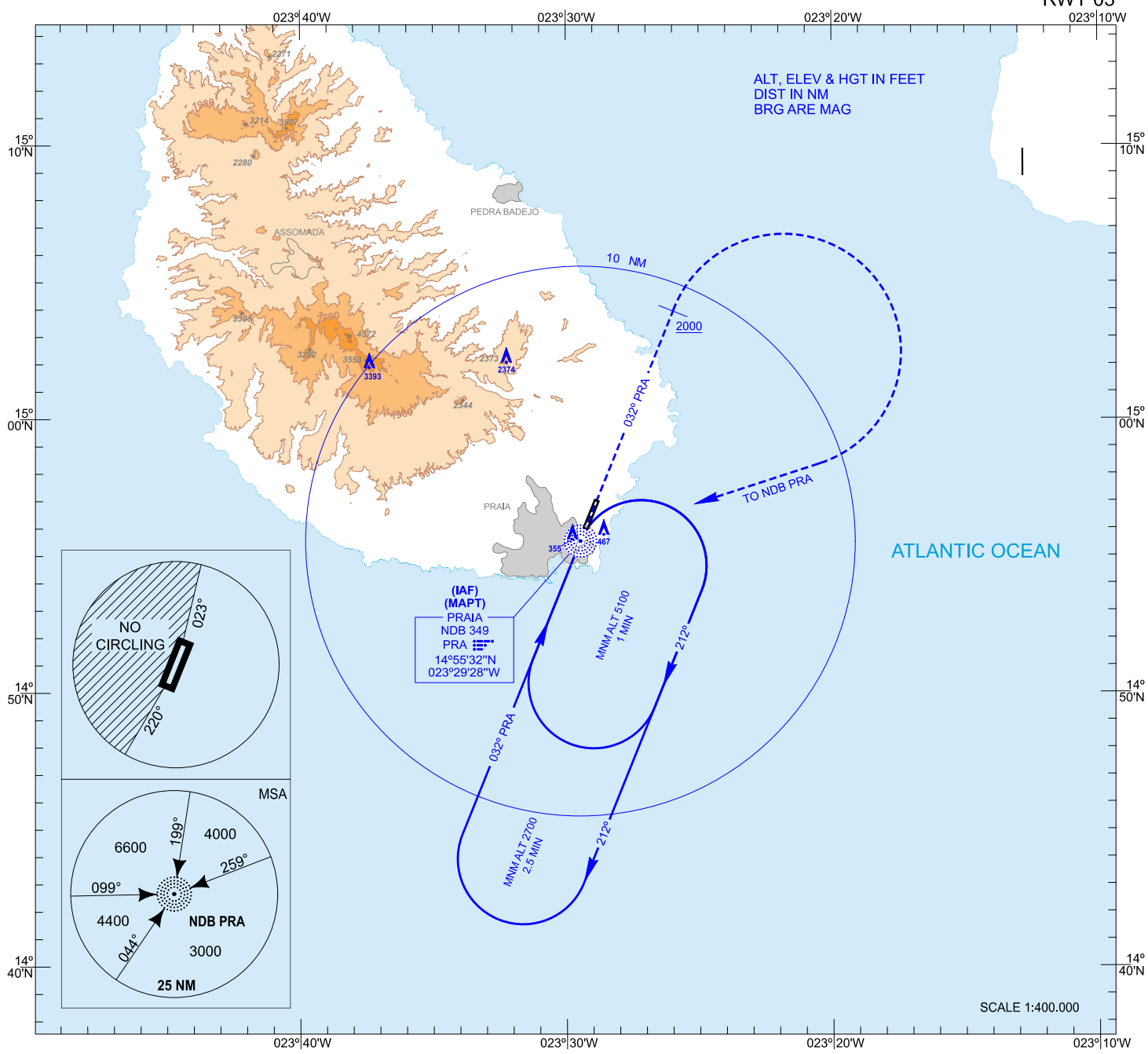
Non-precision final approach - Slope (Descent angle)	-

INSTRUMENT
APPROACH
CHART - ICAO

ELEV AD 325
VAR 10ºW (2020)

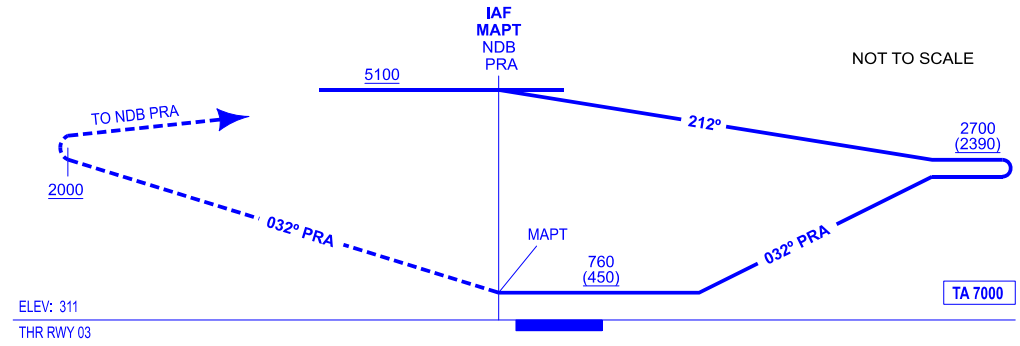
TWR 118.200

PRAIA / Nelson Mandela
SANTIAGO
NDB (CAT C&D)
RWY 03



MISSED APCH: CLIMB ON MAGNETIC TRACK 032º PRA TO REACH 2000. TURN RIGHT DIRECT TO NDB PRA CLIMBING TO 5100 TO JOIN THE HOLDING.

NOTES:
- Circle to land at the discretion of the pilot in command.
- Timing not authorised to define MAPT.
- No turns allowed before MAPT (overhead NDB PRA).
- Descent to OCA/H only allowed when actf established on final approach inbound track.
- MAX IAS 250 kt for the missed approach and communications failure procedure.



HGT REF ELEV THR RWY 03

OCA/H		A	B	C	D
STA	2.5%			760 (450)	
Circling (H) over	325			1640 (1320)	1650 (1330)

GS	kt	80	100	120	140	160	180
FAF-THR:	min:s						
FAF-MAPT:	min:s						
ROD:	ft/min						

ALT/HGT DME ( ) FNA												
13 DME	12 DME	11 DME	10 DME	9 DME	8 DME	7 DME	6 DME	5 DME	4 DME	3 DME	2 DME	1 DME

NEW CHART

PRAIA / NELSON MANDELA

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

RWY 03 NDB (CAT C & D)

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
NDB PRA (IAF/MAPT)	14° 55′ 32.2″ N	023° 29′ 28.1″ W	-	-

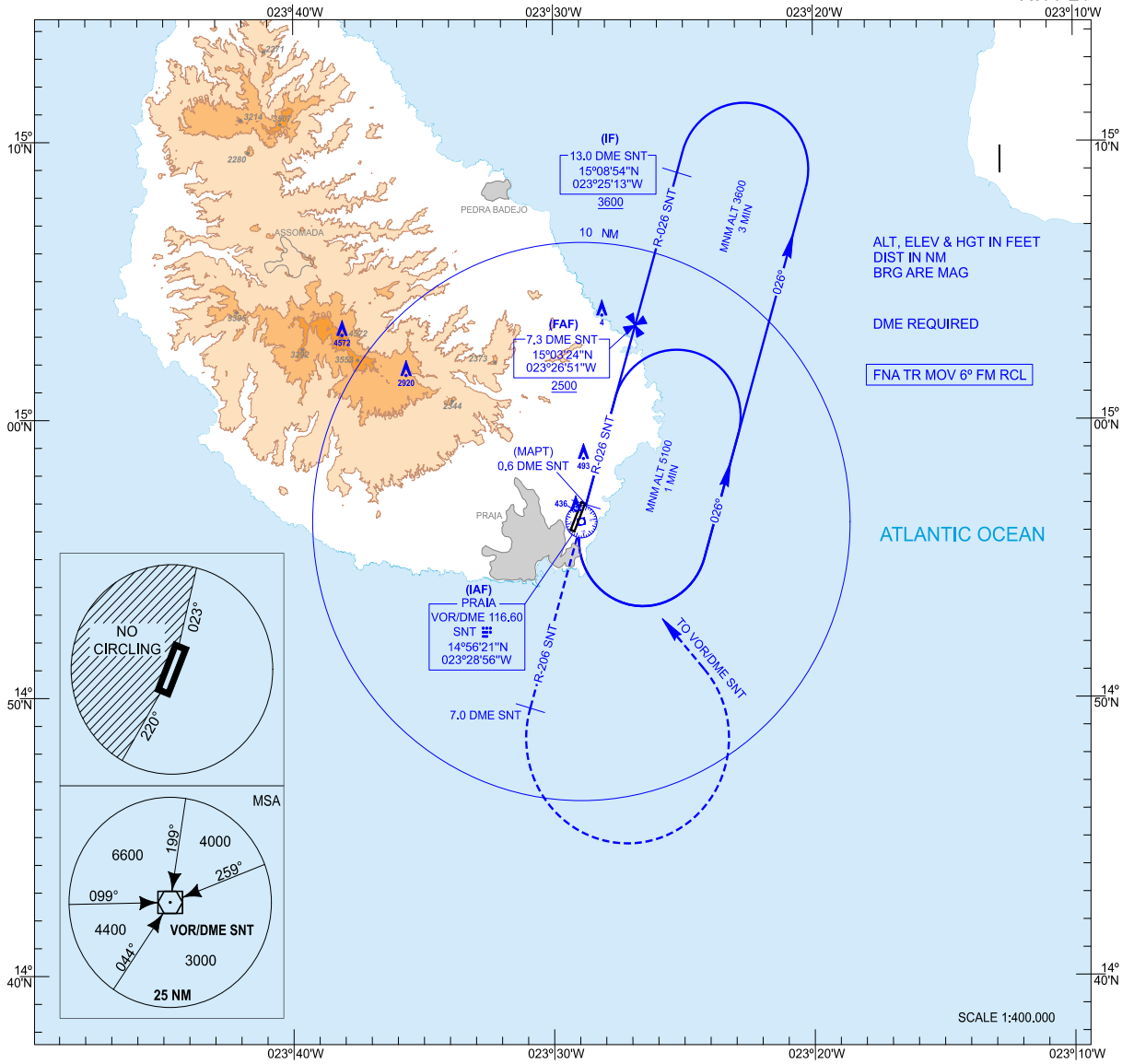
Non-precision final approach - Slope (Descent angle)	-

INSTRUMENT
APPROACH
CHART - ICAO

ELEV AD 325
VAR 10ºW (2020)

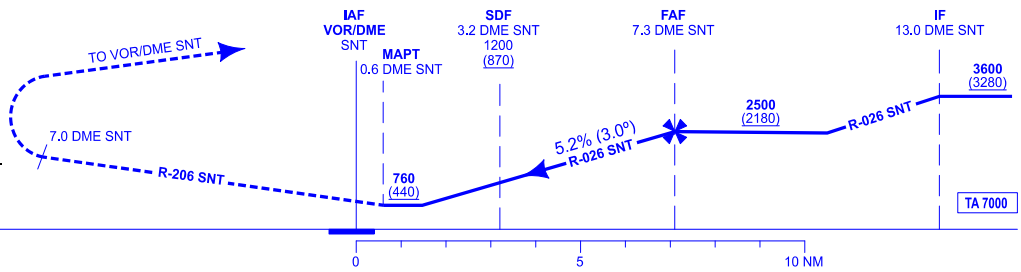
TWR 118.200

PRAIA / Nelson Mandela
SANTIAGO
VOR
RWY 21



MISSED APCH: CLIMB DIRECT TO VOR/DME SNT. FOLLOW R-206 SNT TO REACH 7.0 DME SNT. TURN LEFT DIRECT TO VOR/DME SNT CLIMBING TO 5100 TO JOIN THE HOLDING.

NOTES:
- No turns allowed before MAPT
- MAX IAS 250 kt for the missed approach and communications failure procedure.



HGT REF ELEV AD

OCA/H		A	B	C	D
STA	2.5%	760 (440)			
Circling (H) over		840 (520)	980 (660)	1370 (1050)	

GS	kt	80	100	120	140	160	180
FAF-THR: 6.7 NM	min:s	5:00	4:00	3:20	2:52	2:30	2:13
FAF-MAPT:	min:s	TIMING NOT AUTHORIZED					
ROD: 5.2%	ft/min	425	531	637	743	849	955

ALT/HGT DME (SNT) FNA

13 DME	12 DME	11 DME	10 DME	9 DME	8 DME	7 DME	6 DME	5 DME	4 DME	3 DME	2 DME	1 DME
						2410 (2080)	2090 (1760)	1770 (1440)	1450 (1130)	1130 (810)	810 (490)	

NEW CHART

PRAIA / NELSON MANDELA

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

RWY 21 VOR

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
VOR/DME SNT (IAF)	14° 56′ 20.7″ N	023° 28′ 55.6″ W	-	-
IF	15° 08′ 53.7″ N	023° 25′ 13.3″ W	016.00° (SNT)	13.00 DME SNT
FAF	15° 03′ 24.2″ N	023° 26′ 50.7″ W	016.00° (SNT)	7.31 DME SNT
MAPT	14° 56′ 55.5″ N	023° 28′ 45.4″ W	016.00° (SNT)	0.60 DME SNT

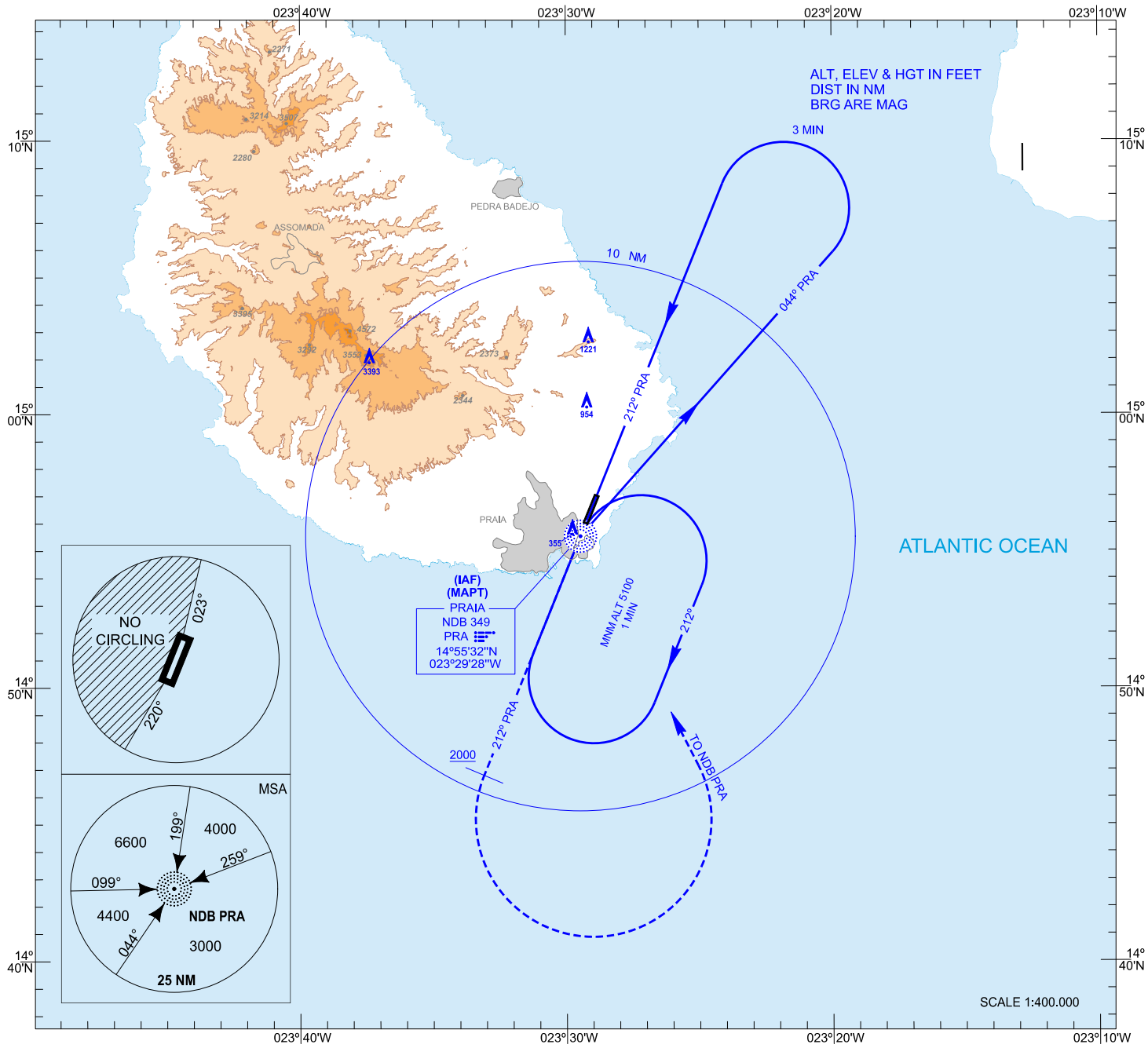
Non-precision final approach - Slope (Descent angle)	5.24% (3.00°)

INSTRUMENT
APPROACH
CHART - ICAO

ELEV AD 325
VAR 10ºW (2020)

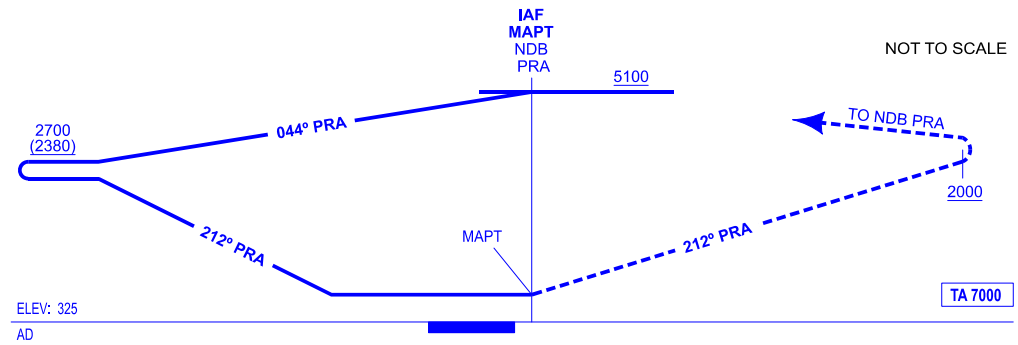
TWR 118.200

PRAIA / Nelson Mandela
SANTIAGO
NDB A (CAT A&B)



MISSED APCH: CLIMB ON MAGNETIC TRACK 212º PRA TO REACH 2000. TURN LEFT DIRECT TO NDB PRA CLIMBING TO 5100 FT TO JOIN THE HOLDING.

NOTES:
- Circle to land at the discretion of the pilot in command.
- Timing not authorised to define MAPT.
- No turns allowed before MAPT (overhead NDB PRA).
- Descent to OCA/H only allowed when actf established on final approach inbound track.
- MAX IAS 250 kt for the missed approach and communications failure procedure.



HGT REF ELEV AD

OCA/H		A	B	C	D
STA	2.5%	RESTRICTED TO OCA/H CIRCUIT			
Circling (H) over		1020 (700)			

GS	kt	80	100	120	140	160	180
FAF-THR:	min:s						
FAF-MAPT:	min:s						
ROD:	ft/min						

ALT/HGT DME ( ) FNA												
13 DME	12 DME	11 DME	10 DME	9 DME	8 DME	7 DME	6 DME	5 DME	4 DME	3 DME	2 DME	1 DME

NEW CHART

PRAIA / NELSON MANDELA

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

NDB A (CAT A & B)

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
NDB PRA (IAF/MAPT)	14° 55′ 32.2″ N	023° 29′ 28.1″ W	-	-

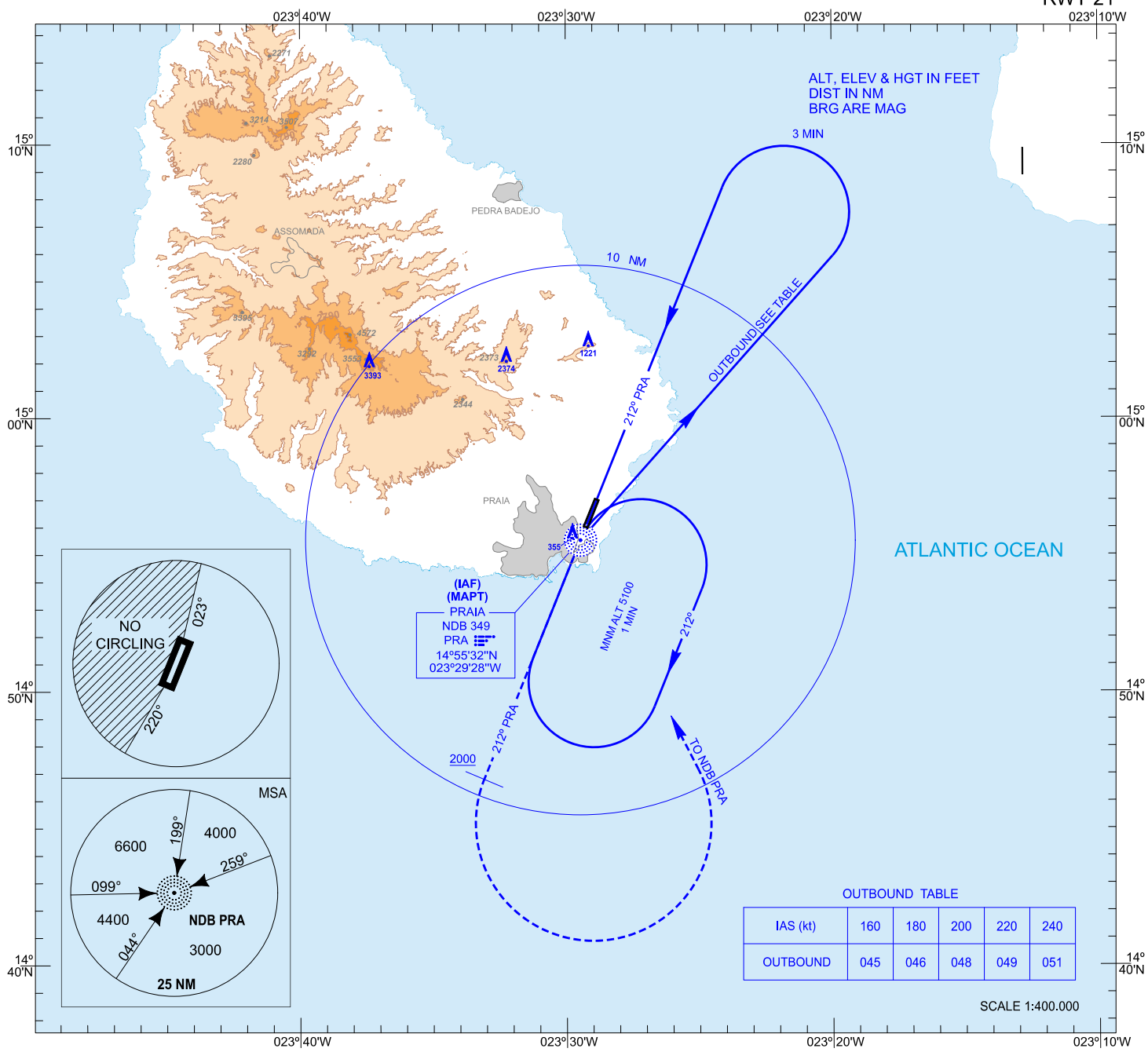
Non-precision final approach - Slope (Descent angle)	-

INSTRUMENT
APPROACH
CHART - ICAO

ELEV AD 325
VAR 10ºW (2020)

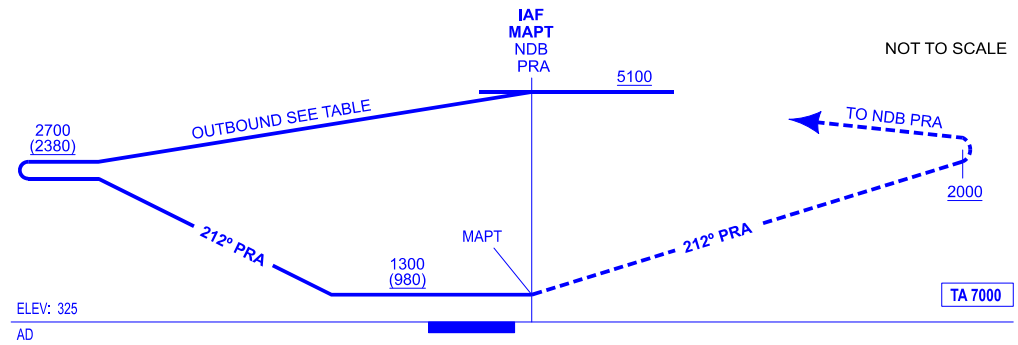
TWR 118.200

PRAIA / Nelson Mandela
SANTIAGO
NDB (CAT C&D)
RWY 21



MISSED APCH: CLIMB ON MAGNETIC TRACK 212º PRA TO REACH 2000. TURN LEFT DIRECT TO NDB PRA CLIMBING TO 5100 TO JOIN THE HOLDING.

NOTES:
- Circle to land at the discretion of the pilot in command.
- Timing not authorised to define MAPT.
- No turns allowed before MAPT (overhead NDB PRA).
- Descent to OCA/H only allowed when actf established on final approach inbound track.
- MAX IAS 250 kt for the missed approach and communications failure procedure.



HGT REF ELEV AD

OCA/H		A	B	C	D
STA	2.5%			1300 (980)	
Circling (H) over				1400 (1080)	1450 (1130)

GS	kt	80	100	120	140	160	180
FAF-THR:	min:s						
FAF-MAPT:	min:s						
ROD:	ft/min						

ALT/HGT DME ( ) FNA												
13 DME	12 DME	11 DME	10 DME	9 DME	8 DME	7 DME	6 DME	5 DME	4 DME	3 DME	2 DME	1 DME

NEW CHART

PRAIA / NELSON MANDELA

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

RWY 21 NDB (CAT C & D)

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
NDB PRA (IAF/MAPT)	14° 55′ 32.2″ N	023° 29′ 28.1″ W	-	-

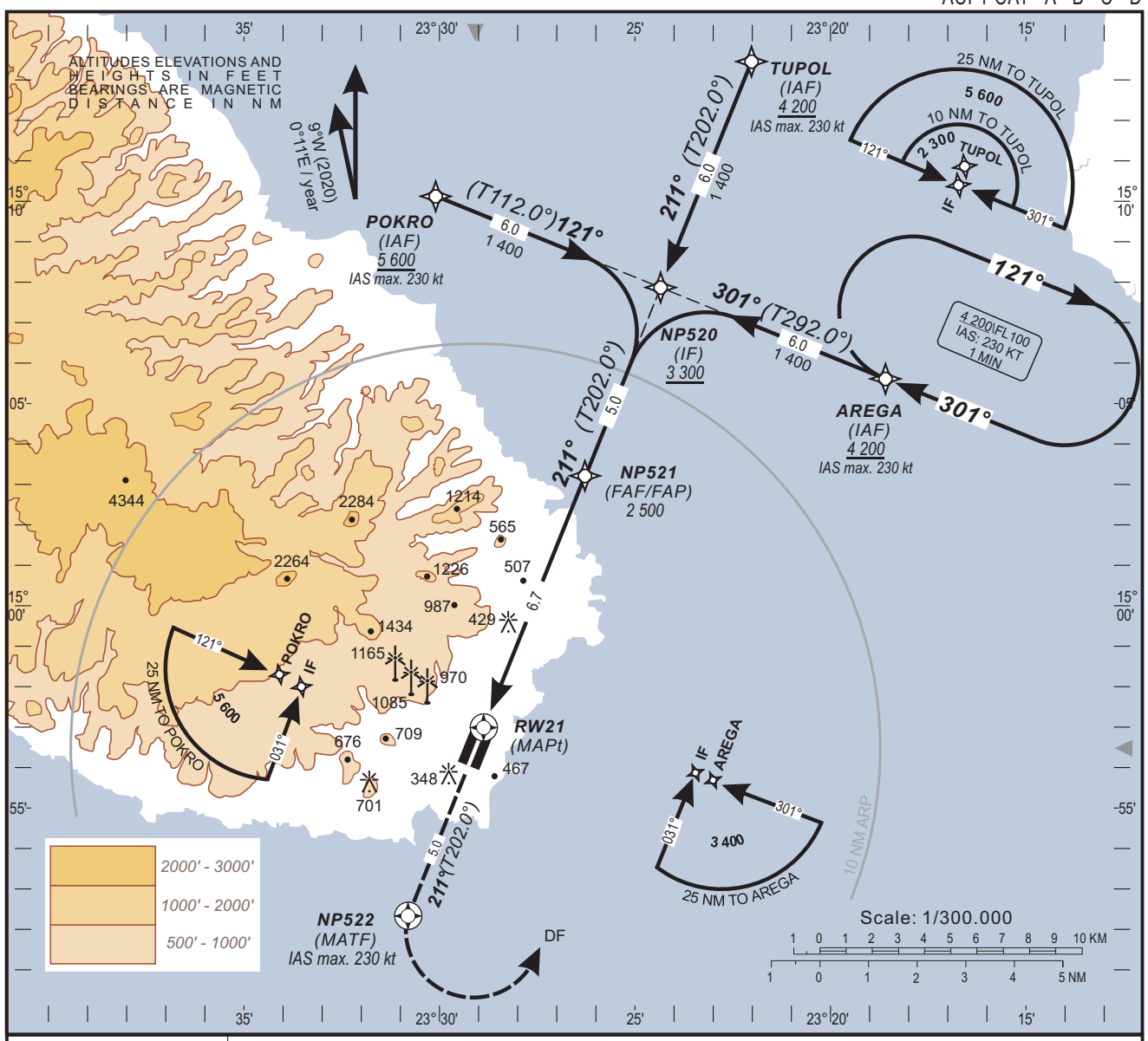
Non-precision final approach - Slope (Descent angle)	-

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV - 326 ft
HEIGHTS RELATED TO
THR RWY 21 ELEV - 326 ft

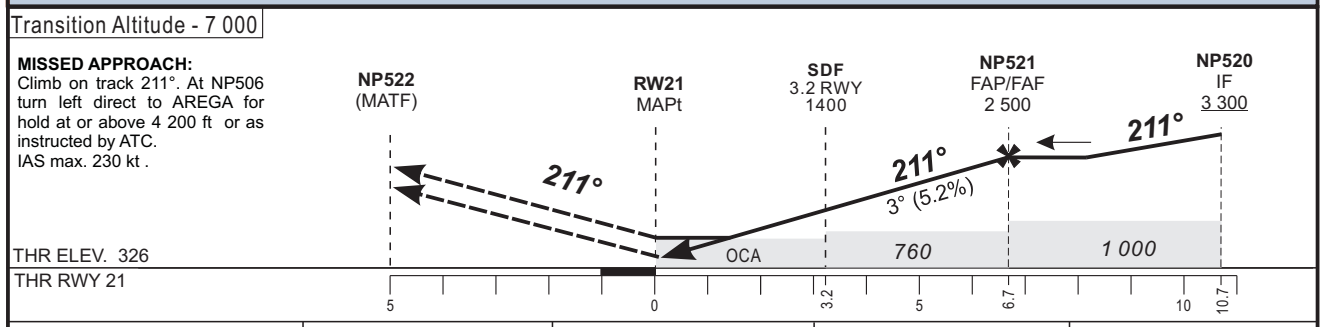
TWR - 118.2

PRAIA / Nelson MANDELA Intl (GVNP)
RNP RWY 21
ACFT CAT - A - B - C - D



Transition Altitude - 7 000

MISSED APPROACH:
Climb on track 211°. At NP506 turn left direct to AREGA for hold at or above 4 200 ft or as instructed by ATC.
IAS max. 230 kt .



OCA (OCH)	A	B	C	D
LNAV / VNAV (1)	580 (250)	580 (250)	580 (250)	600 (270)
LNAV	680 (350)			
CIRCLING (2)	790 (480)	830 (520)	930 (620)	1 020 (710)

To RW21 (NM)	6	5	4	3	2	1
Altitude	2 270	1 955	1 640	1 325	1 010	-

Ground Speed	kt	80	100	120	140	160	180
Timing FAF-MAPt 6.7 NM	min:s	5:02	4:01	3:21	2:52	2:31	2:14
Rate of Descent FAF-MAPt	ft/min	421	527	632	737	843	948

- RDH: 15 m
- (1) Minimum temperature : 10°C
- (2) Daytime only - OCH AAL - Allowed east of R-016 and R-219
- Timing not authorized for defining MAPt
- For data tabulation see verso

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV - 326 ft
HEIGHTS RELATED TO
THR RWY 21 ELEV - 326 ft

TWR - 118.2

PRAIA / Nelson MANDELA Intl (GVNP)
RNP RWY 21
ACFT CAT - A - B - C - D

TABULAR DESCRIPTION

RNP RWY 21											
Serial Nr	**Path Descriptor**	**Waypoint Ident.**	**Fly-Over**	**Course °M(°T)**	**Magnetic Variation**	**Distance (NM)**	**Turn Direction**	**Altitude (ft)**	**Speed Limit (ft)**	**VPA/TCH**	**Navigation Specification**
010	IF	TUPOL	-	-	-	-	-	+4 200	-230	-	RNP APCH
020	TF	NP520	-	211(202.0)	-	6.0	-	+3 300		-	RNP APCH
010	IF	POKRO	-	-	-		-	+5 600	-230	-	RNP APCH
020	TF	NP520	-	121(112.0)	-	6.0	-	+3 300		-	RNP APCH
010	IF	AREGA	-	-	-	-	-	+4 200	-230	-	RNP APCH
020	TF	NP520	-	301(292.0)	-	6.0	-	+3 300		-	RNP APCH
010	IF	NP520	-	-	-	-	-	+3 300		-	RNP APCH
020	TF	NP521	-	211(202.0)	-	5.0	-	@2 500	-	-	RNP APCH
030	TF	RW21	Y	211(202.0)	-9.0	6.7	-	@376		3.0/15	RNP APCH
010	IF	RW21	-	-	-9.0	-	-	-			RNP APCH
020	CF	NP522	Y	211(202.0)	-9.0	5.0	-	-	-230	-	RNP APCH
030	DF	AREGA	-	-	-	-	L	+4 200	-230	-	RNP APCH

WAYPOINT LIST

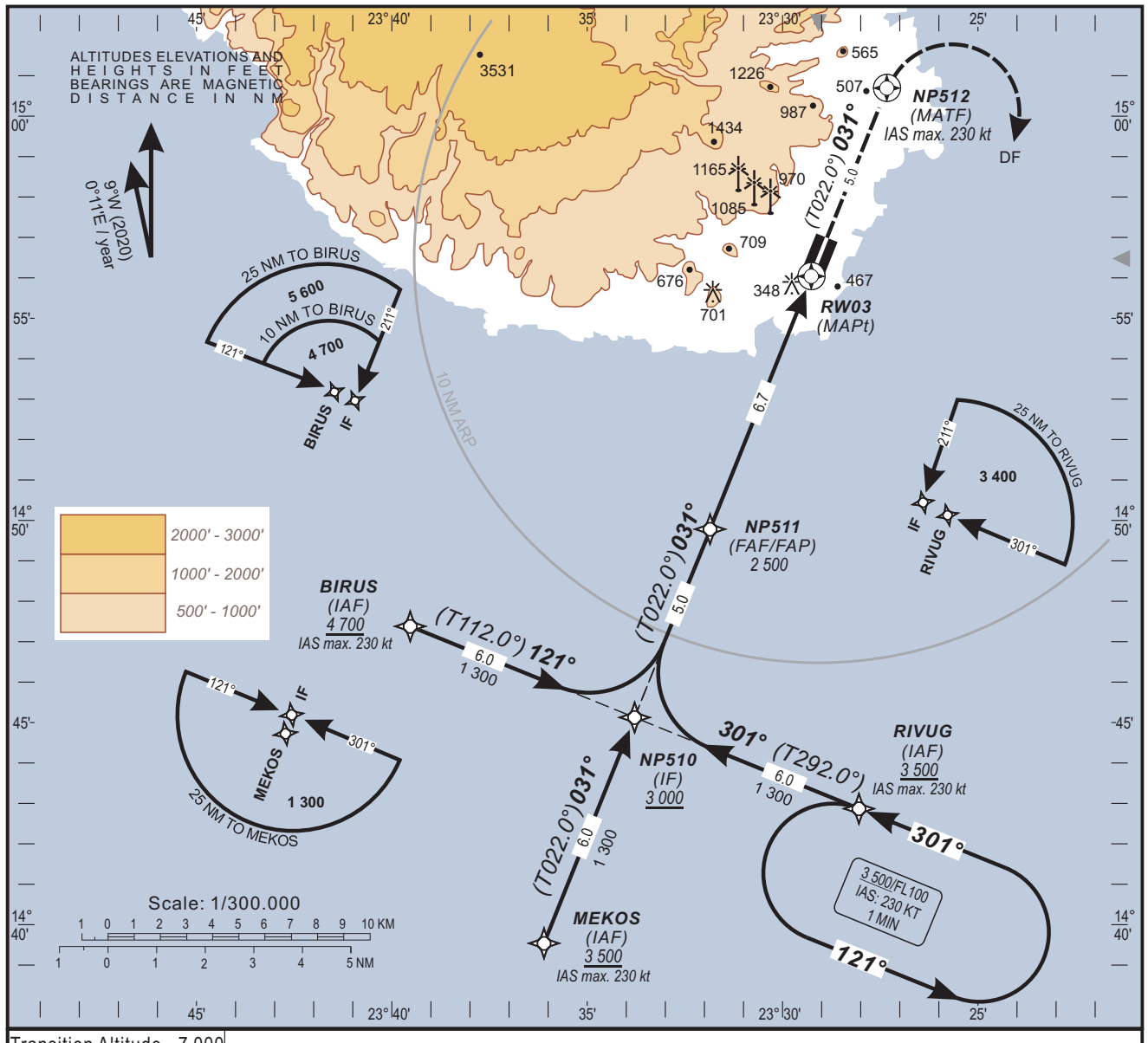
RNP RWY 21			
Waypoint	**Latitude**	**Longitude**	**Fix status**
TUPOL	15°13'27.26"N	023°22'01.17"W	IAF
POKRO	15°10'07.37"N	023°30'05.81"W	IAF
AREGA	15°05'36.62"N	023°18'35.61"W	IAF and holding fix
NP520	15°07'52.07"N	023°24'20.65"W	IF
NP521	15°03'12.57"N	023°26'16.89"W	FAP/FAF
RW21	14°56'59.75"N	023°28'51.77"W	MAPt
NP522	14°52'20.19"N	023°30'47.80"W	MATF

INSTRUMENT
APPROACH
CHART - ICAO

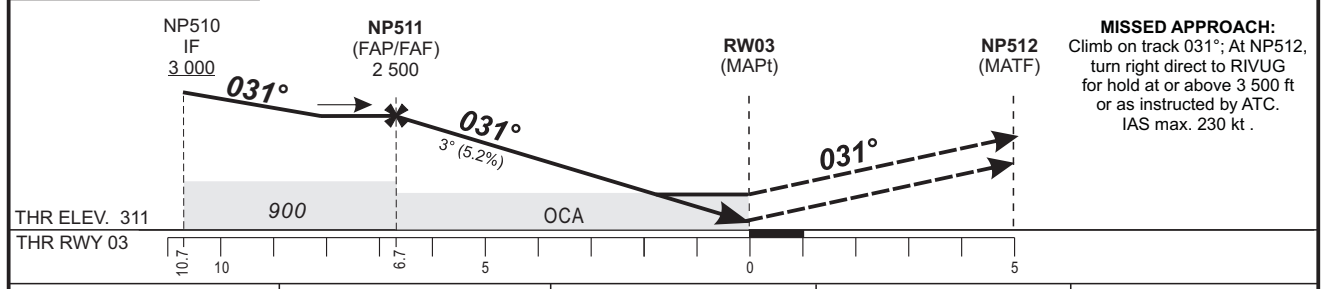
AERODROME ELEV - 326 ft
HEIGHTS RELATED TO
THR RWY 03 ELEV - 311 ft

TWR - 118.2

PRAIA / Nelson MANDELA Intl (GVNP)
RNP RWY 03
ACFT CAT - A - B - C - D



Transition Altitude - 7 000



MISSED APPROACH:
Climb on track 031°; At NP512, turn right direct to RIVUG for hold at or above 3 500 ft or as instructed by ATC.
IAS max. 230 kt .

OCA (OCH)	A	B	C	D
LNAV / VNAV (1)	560 (250)	560 (250)	570 (260)	590 (280)
LNAV	660 (350)			
CIRCLING (2)	790 (480)	830 (520)	930 (620)	1 020 (710)

To RW03 (NM)	6	5	4	3	2	1
Altitude	2 255	1 940	1 625	1 310	995	-

Ground Speed	kt	80	100	120	140	160	180
Timing FAF-MAPt 6.7 NM	min:s	5:02	4:01	3:21	2:52	2:31	2:14
Rate of Descent FAF-MAPt	ft/min	421	527	632	737	843	948

- RDH: 15 m
- (1) Minimum temperature : 10°C
- (2) Daytime only. OCH AAL - Allowed east of R-016 and R-219
- Timing is not authorized for defining MAPt
- For data tabulation see verso

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV - 326 ft
HEIGHTS RELATED TO
THR RWY 03 ELEV - 311 ft

TWR - 118.2

PRAIA / Nelson MANDELA Intl (GVNP)
RNP RWY 03
ACFT CAT - A - B - C - D

TABULAR DESCRIPTION

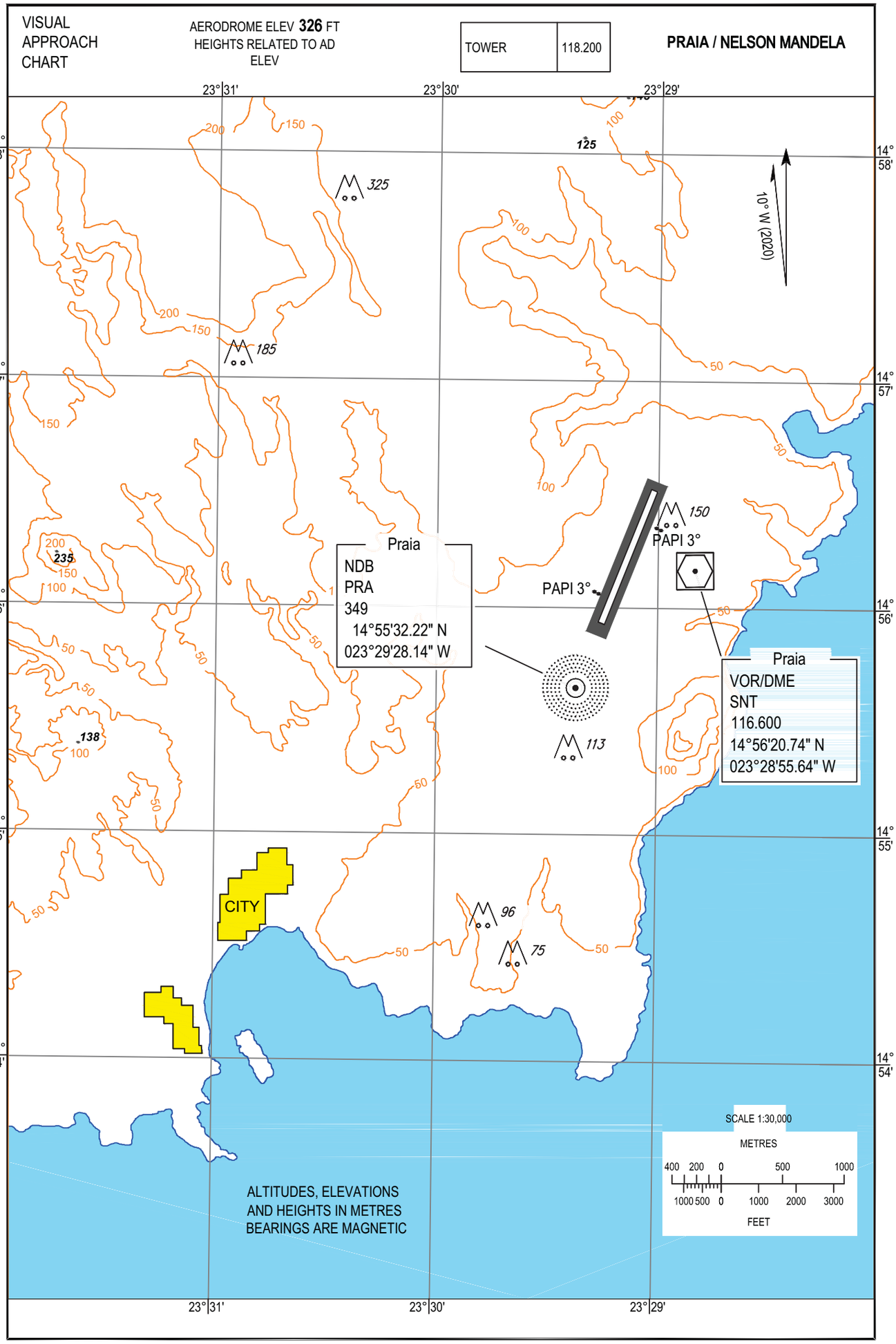
RNP RWY 03

Serial Nr	Path Descriptor	Waypoint Ident.	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed Limit (ft)	VPA/TCH	Navigation Specification
010	IF	MEKOS	-	-	-	-	-	+3 500	-230	-	RNP APCH
020	TF	NP510	-	031(022.0)	-	6.0	-	+3 000		-	RNP APCH
010	IF	RIVUG	-	-	-		-	+3 500	-230	-	RNP APCH
020	TF	NP510	-	301(292.0)	-	6.0	-	+3 000		-	RNP APCH
010	IF	BIRUS	-	-	-	-	-	+4 700	-230	-	RNP APCH
020	TF	NP510	-	121(112.0)	-	6.0	-	+3 000		-	RNP APCH
010	IF	NP510	-	-	-	-	-	+3 000		-	RNP APCH
020	TF	NP511	-	031(022.0)	-	5.0	-	@2 500	-	-	RNP APCH
030	TF	RW03	Y	031(022.0)	-9.0	6.7	-	@361		3.0/15	RNP APCH
010	IF	RW03	-	-	-9.0	-	-	-			RNP APCH
020	CF	NP512	Y	031(022.0)	-9.0	5.0	-	-	-230	-	RNP APCH
030	DF	RIVUG	-	-	-	-	R	+3 500	-230	-	RNP APCH

WAYPOINT LIST

RNP RWY 03

Waypoint	Latitude	Longitude	Fix status
MEKOS	14°39'32.32"N	023°36'06.32"W	IAF
RIVUG	14°42'52.15"N	023°28'02.74"W	IAF and holding fix
BIRUS	14°47'22.79"N	023°39'31.78"W	IAF
NP510	14°45'07.54"N	023°33'47.20"W	IF
NP511	14°49'46.95"N	023°31'51.37"W	FAP/FAF
RW03	14°56'02.43"N	023°29'15.57"W	MAPt
NP512	15°00'41.98"N	023°27'19.46"W	MATF


VISUAL APPROACH CHART
AERODROME ELEV 326 FT
HEIGHTS RELATED TO AD ELEV
TOWER
118.200
PRAIA / NELSON MANDELA
23°31'
23°30'
23°29'
14° 58'
14° 57'
14° 56'
14° 55'
14° 54'
10° W (2020)
325
185
125
235
138
150
113
96
75
PAPI 3°
PAPI 3°
Praia
NDB
PRA
349
14°55'32.22" N
023°29'28.14" W
Praia
VOR/DME
SNT
116.600
14°56'20.74" N
023°28'55.64" W
CITY
SCALE 1:30,000
METRES
400 200 0 500 1000
1000 500 0 1000 2000 3000
FEET
ALTITUDES, ELEVATIONS
AND HEIGHTS IN METRES
BEARINGS ARE MAGNETIC

INTENTIONALLY LEFT BLANK

GVSF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

GVSF - FOGO ISLAND / SAO FILIPE

GVSF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

GVSF AD 2.3 OPERATIONAL HOURS

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

GVSF AD 2.4 HANDLING SERVICES AND FACILITIES

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

6	*Repair facilities for visiting aircraft*	NIL
7	*Remarks*	NIL

GVSF AD 2.5 PASSENGER FACILITIES

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

GVSF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

GVSF AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

GVSF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

GVSN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

GVSN - SAO NICOLAU ISLAND / PREGUICA

GVSN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

GVSN AD 2.3 OPERATIONAL HOURS

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

GVSN AD 2.4 HANDLING SERVICES AND FACILITIES

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

6	*Repair facilities for visiting aircraft*	NIL
7	*Remarks*	NIL

GVSN AD 2.5 PASSENGER FACILITIES

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

GVSN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

GVSN AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

GVSN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

7	*Remarks*	Use the RWY

GVSN AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	Sao Nicolau ATZ Circle of 5 NM centred on 163521N 0241702W (Sao Nicolau Island / Preguica ARP)
2	*Vertical limits*	GND / MSL - 2000 FT
3	*Airspace classification*	Class G
4	*ATS unit call sign* *Language(s)*	SANICOLAU INFORMATION (AFIS) English, Portuguese
5	*Transition altitude*	NIL
6	*Hours of applicability*	H24
7	*Remarks*	NIL

GVSN 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*
AFIS	SANICOLAU INFORMATION	118.700 MHZ	NIL	NIL	HJ	NIL

GVSN 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*
L	NCL	357 KHZ	H 24	163345.5N 0241659.4W	NIL	NIL	NIL

GVSN 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 conditions

NIL

6. Taxiing - Limitations

NIL

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

NIL

8. Helicopter traffic - Limitations

NIL

9. Removal of disabled aircraft from runways

NIL

GVSN AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

GVSN AD 2.22 FLIGHT PROCEDURES

NIL

GVSN AD 2.23 ADDITIONAL INFORMATION

NIL

GVSN AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	*Page*
AERODROME CHART - ICAO	GVSN AD 2-7
VISUAL APPROACH CHART - ICAO	GVSN AD 2-8

GVSV AD 2.1 AERODROME LOCATION INDICATOR AND NAME

GVSV - SAO PEDRO / CESARIA EVORA

GVSV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	165001N 0250316W Midpoint between RWY 06 / 24
2	*Direction and distance from city*	12 KM SW of Mindelo
3	*Elevation / Reference temperature / Mean low temperature*	31 M (101 FT) / 30° C / NIL
4	*Geoid Undulation at AD ELEV PSN*	30 M (97 FT)
5	*MAG VAR / Date of information / Annual change*	10°W (2019) / 0.17° decreasing
6	*AD operator, address, telephone, telefax, e-mail, AFS, website*	Cabo Verde Airports, S.A. Aeroporto Internacional Cesaria Evora P.O. Box 523 Sao Pedro Sao Vicente Island Republic of Cabo Verde TEL: +238 2300605 +238 2300602 Telefax: NIL e-mail: NIL AFS: GVSVYDYX Http: NIL
7	*Types of traffic permitted (IFR/VFR)*	IFR / VFR
8	*Remarks*	NIL

GVSV AD 2.3 OPERATIONAL HOURS

1	*AD operator*	07:00 - 23:00
2	Customs and immigration	07:00 - 23:00
3	*Health and sanitation*	07:00 - 23:00
4	*AIS Briefing office*	07:00 - 23:00
5	*ATS Reporting office (ARO)*	07:00 - 23:00
6	*MET Briefing office*	H 24
7	*ATS*	07:00 - 23:00
8	*Fuelling*	MON - FRI 08:30 - 16:30 Refuelling outside these schedules only with prior coordination (1 HR in advance) through the contacts: TEL: +238 9854115 e-mail: rafael.lima@vivoenergy.com
9	*Handling*	07:00 - 23:00
10	*Security*	07:00 - 23:00
11	*De-icing*	NIL
12	*Remarks*	Prior coordination (3 HR in advance) through the AD administration is required for non scheduled flights. Outside HR available on request (24 HR in advance).

GVSV AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo handling facilities*	Automatic and manual passenger ladder, ambulift 1500 KG, loads 2500 KG, treadmill loader 3500 KG, dump truck water carts, GPU air starter 277 PPM, transloader 3630 KG, bus 96 PX and wheelchair and tow tractors 3000 KG
2	*Fuel / oil types*	Jet A1 / NIL
3	*Fuelling facilities / capacity*	Refuelling tank truck with capacity of 18000 L (1025 L per minute). Total desposit capacity of 74000 L.
4	*De-icing facilities*	NIL
5	*Hangar space for visiting aircraft*	NIL
6	*Repair facilities for visiting aircraft*	NIL
7	*Remarks*	NIL

GVSV AD 2.5 PASSENGER FACILITIES

1	*Hotel(s)*	Near AD and in the city
2	*Restaurant(s)*	Near AD and in the city
3	*Transportation*	Taxis
4	*Medical facilities*	In the city
5	*Bank and Post office*	In the city
6	*Tourist office*	In the city
7	*Remarks*	NIL

GVSV 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*	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*	Any change in aircraft type (scheduled or non - scheduled flights) implying a change in the ARFF category only with prior coordination through the AD administration (3HR in advance).

GVSV AD 2.7 SEASONAL AVAILABILITY - CLEARING

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