

## Airport information:

Country: Portugal

City: LAJES AFB

Coordinates: N 38° 45.7', W 027° 05.5'

Elevation: 180

Customs: Customs: H24

Fuel: Mil: JP8, Civ JetA1

RFF: CAT 8

hours: H24

## Runways:

Runway 15

Takeoff length: 3314, Landing length: 3314

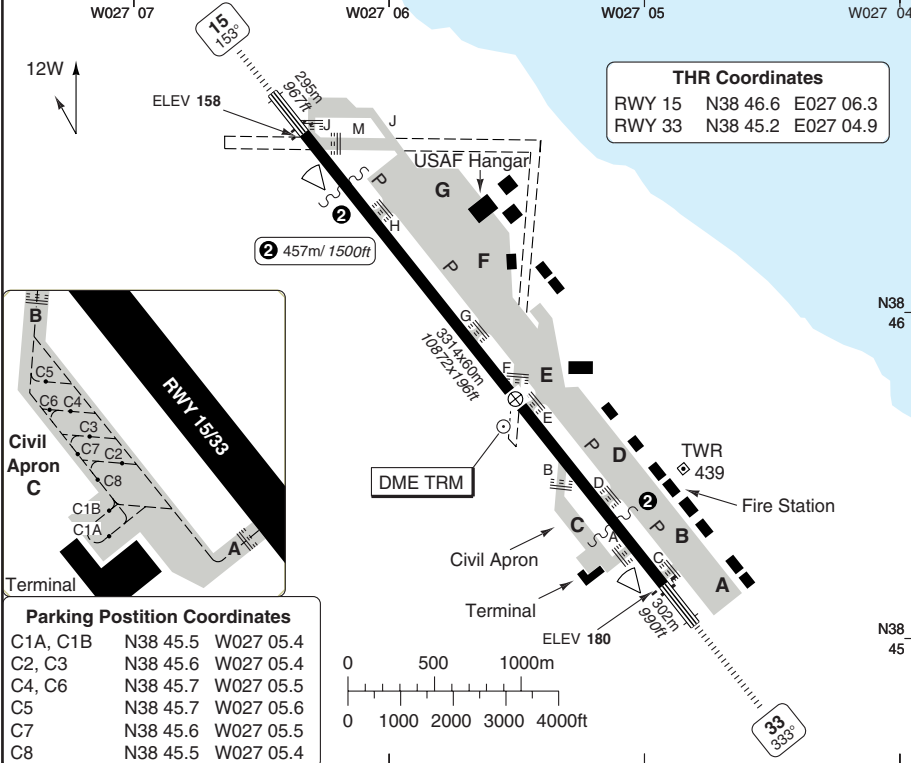
Runway 33

Takeoff length: 3314, Landing length: 3314

# AERODROME

Lajes GND 121.9	TWR 122.1	ATIS 120.3
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AD Elev 180	ARP: N38 45.7 W027 05.5	RFF: CAT 9	AD HR: H24
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RWY	Slope	TORA m/ft	LDA m/ft	ALS	REDL	Additional
15	+0.3	3314 / 10872	3314 / 10872	H-H ①	H	P 3° (58)
33	-0.3	3314 / 10872	3314 / 10872	H-H	H	P 3.2° (57)

① 610m.

EU OPS		
RWY	Facilities	RVR A B C D
15/33	RCL (day only) or RCL + REDL	400m
	NIL (day only)	500m

## GENERAL

## GENERAL

**1. NIGHT FLIGHT RESTRICTION**

Landing and Take-off forbidden 00-06 LT.

**2. WARNING**

- 2.1 Watch out for birds.
- 2.2 Runway may not be visible during portions of downwind leg on circling approach.

**3. CIRCUITS**

Turn and traffic circuits are made to the east.

**4. NOISE ABATEMENT PROCEDURE**

4.1 Landing and/or take-off is forbidden by law between 00-06 except in cases of force majeure. Exception has been granted for Ponta Delgada (João Paulo II) Airport in which landing and/or take-off of aircraft engaged in commercial aviation are allowed in a limited number.

**4.2 Restrictions**

- 4.2.1 Between 00-06 the number of air movements of commercial flights must not exceed 30 movements per week, with a maximum number of daily movements.
- 4.2.2 The clearance of air movements between 00-06 is likewise subject to the noise levels of the aircraft in operation under the following requisites:
- Aircraft classified in levels 4, 8 and 16 shall not be scheduled for the period 02-05.
  - Aircraft classified in levels 0, 0.5, 1 and 2 are subject to any restrictions.
- 4.2.3 Aircraft are classified regarding the noise emissions established according to ICAO in the following levels:

Level 0	less than 87 EPNdB
Level 0.5	87 to 89.9 EPNdB
Level 1	90 to 92.9 EPNdB
Level 2	93 to 95.9 EPNdB
Level 4	96 to 98.9 EPNdB
Level 5	99 to 101.9 EPNdB
Level 16	higher than 101.9 EPNdB

4.2.4 Aircraft falling into the criteria set out in 4.3, authorised to land during the period between 00-06 are strictly forbidden to reverse thrust right after landing.

**4.3 Force majeure**

- 4.3.1 The restrictions mentioned in 4.2 shall not be applicable in situations for force majeure namely:
- Aircraft operating humanitarian, medical emergency or evacuation missions.
  - Aircraft under urgent situations, considering weather constraints, technical failure or flight safety reasons.
  - Air movements previously and exceptionally approved by CAA, with recognised public interest, under previous clearance, vested with binding nature, of the Regional Secretary for the Environment and Sea, in order to authorize, temporarily, the performance of operations, that are generally, subjected to restrictions.
  - Air movements that incurred on unpredicted schedule shift caused by an abnormal constraint in air traffic control.
  - Air movements performed until 01 on scheduled flights for periods until 00, caused by delays not attributed to the airport management entity or operator.
  - Air movements from and to Continental Portugal, from and to the airports of Autonomous Regions of Azores and Madeira, due to metrological conditions.
  - Landings during the period between 05-06, due to weather constraints, as long as the arrival time has been scheduled for after 06.

4.4 Due to Noise Abatement Procedures, Jet Aircraft taking off Runway 15 are to apply the maximum climb rate possible.

4.5 The use of after-burner system shall be reduced to minimum.

## GENERAL

10 - 4

5. **WIND**  
Winds are extremely high during OCT-MAY.  
Expect low level windshear and large heading corrections on Final Approach.

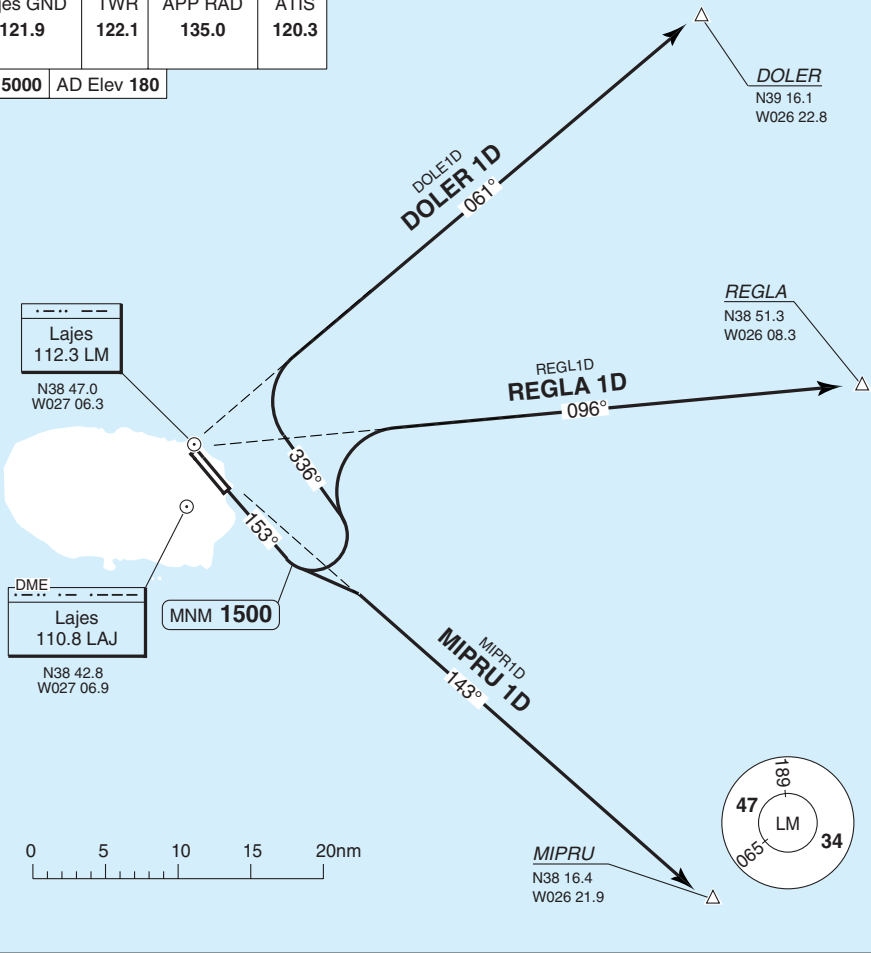
Strong crosswind possibility is included in forecasts. This should alert aircrews to closely monitor Lajes WX while enroute. Consider extra fuel to divert to alternate outside Azores.

6. **NAVIGATION RESTRICTIONS**  
VOR 112.3 LM unusable:  
215°-240° beyond 35nm below 9000ft  
241°-275° beyond 20nm at all altitudes  
MAINTENANCE: WED 08-12.

# SID RWY 15

Lajes GND <b>121.9</b>	TWR <b>122.1</b>	APP RAD <b>135.0</b>	ATIS <b>120.3</b>
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TA **5000** | AD Elev **180**



30 - 1

**NOTE:** Due to rising terrain right side of DEP course, close adherence to DEP track required.

Radar required (except MIPRU 1D).

**COM:** CTC Lajes APP 135.0 after TKOF.

**NAP:** Jet Aircraft apply MAX climb rate.

**SPEED:** MAX 250kt below FL100.

**MNM CLIMB GRADIENT:** 5.3% to 4700

SID	Routeing
<b>(INITIAL CLIMB)</b>	Climb on 153° from LM (Cross RWY end MNM 205 ) - at 1500 turn left - follow SID.
<b>DOLER 1D</b>	336° - turn right to intercept R061 LM - DOLER.
<b>MIPRU 1D</b>	R143 LM - MIPRU.
<b>REGLA 1D</b>	336° - turn right to intercept R096 LM - REGLA.

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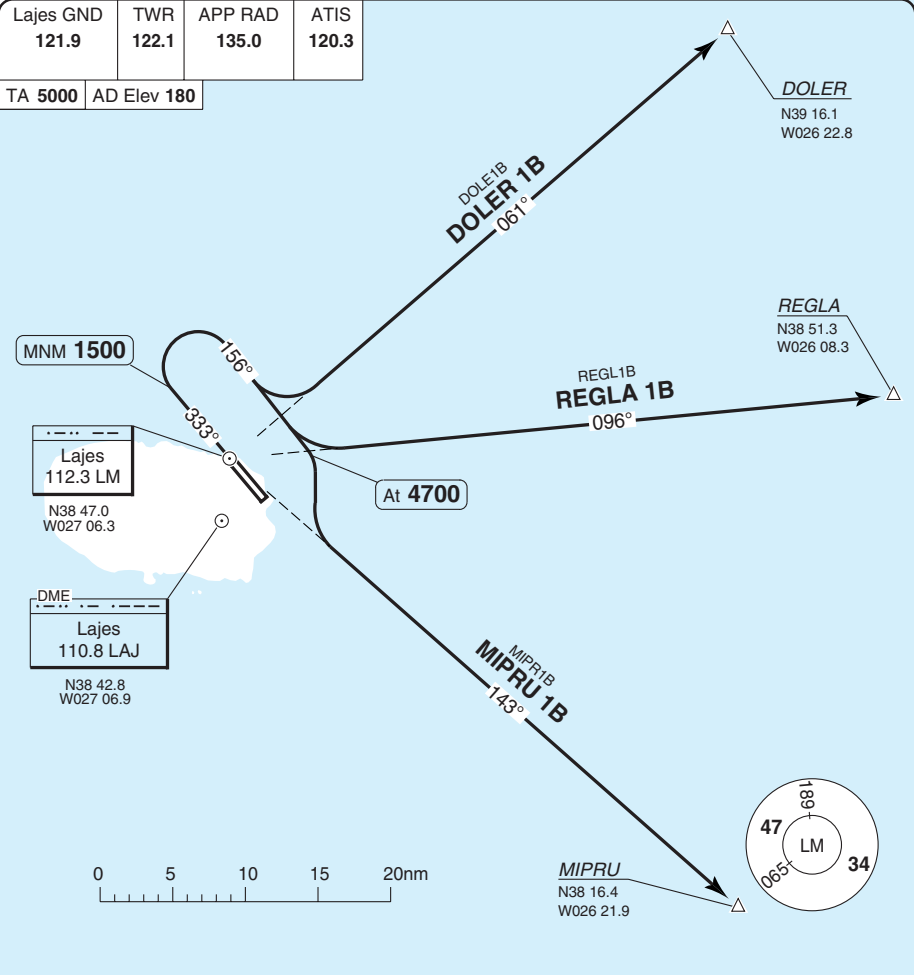
Change: SID routes.

# SID RWY 33

Lajes GND 121.9	TWR 122.1	APP RAD 135.0	ATIS 120.3
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TA 5000 | AD Elev 180

30 - 2



**NOTE:** Due to rising terrain left side of DEP course, close adherence to DEP track required.  
Radar required.

**COM:** CTC Lajes APP 135.0 after TKOF.

**NAP:** Jet aircraft apply MAX climb rate.

**SPEED:** Max 250kt below FL100.

**MNM CLIMB GRADIENT:** 4.4% to 4700

SID	Routeing
<b>(INITIAL CLIMB)</b>	Climb on 333° from LM - at 1500 turn right - follow SID.
<b>DOLER 1B</b>	156° - turn left to intercept R061 LM - DOLER.
<b>MIPRU 1B</b>	156° - at 4700 turn right - R143 LM - MIPRU.
<b>REGLA 1B</b>	156° - turn left to intercept R096 LM - REGLA.

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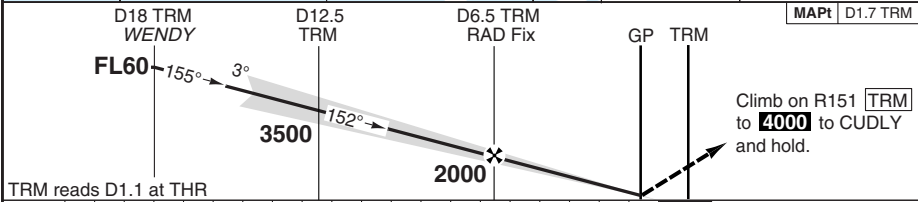
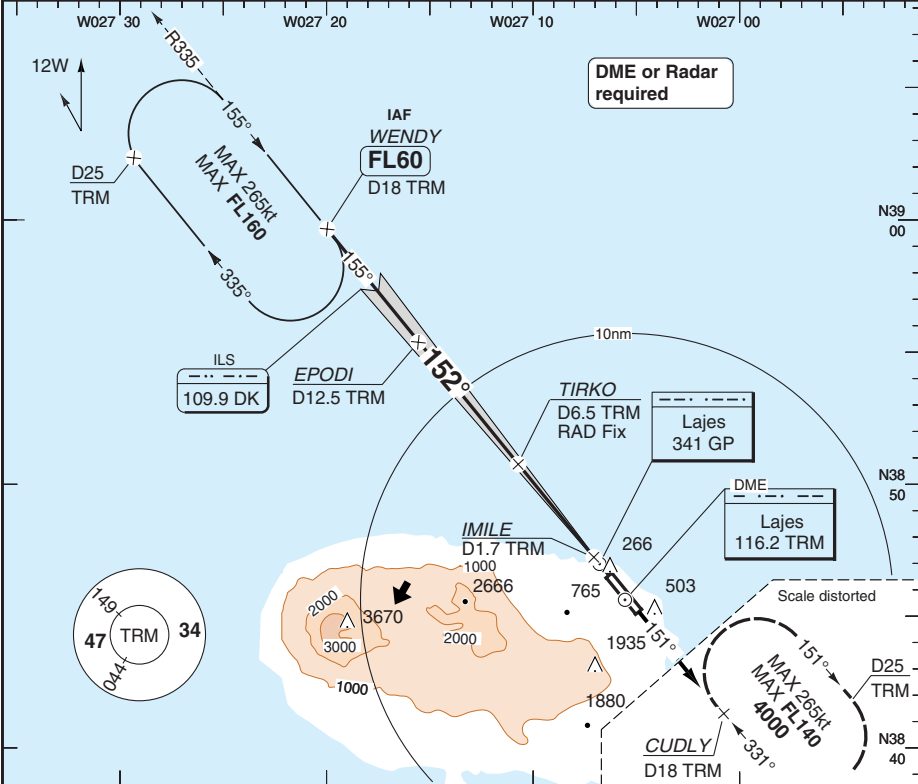
Change: SID routes.

**LAJES**

**ILS RWY 15**

Lajes APP RAD <b>135.0</b>	TWR <b>122.1</b>	GND <b>121.9</b>	ATIS <b>120.3</b>
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ILS <b>109.9 DK</b>	FAT <b>152°</b>	THR Elev <b>158</b>	AD Elev <b>180</b>	TL ATC	TA <b>5000</b>
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nm	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 55
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ACFT	ILS	LOC+DME	Circling <b>a</b>	
A/B	410 (250) 1.6km	520 (361) 1.6km	820 (640) 1.6km	<b>a</b> NA West of Rwy.
C			820 (640) 2.8km	
D			880 (700) 3.6km	

DME TRM	3.0° ALT	LDA 3314x60 10872x196ft P 3° (58)
6	1910	
5	1590	
4	1270	
3	960	
2	640	

GS	80	100	120	140	160
ROD 3.0°	420	530	640	740	850
FAF-MAPt	3:36	2:53	2:24	2:03	1:48

IALS  
610

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Change: New print.

**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

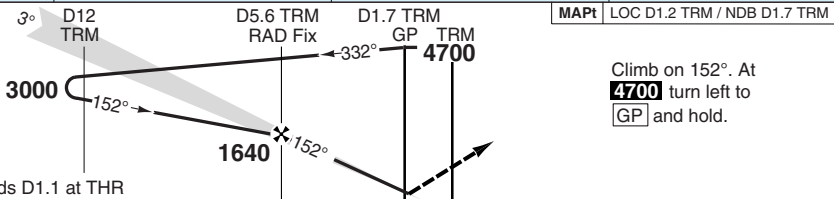
ILS Z OR NDB RWY 15

Lajes APP RAD 135.0	TWR 122.1	GND 121.9	ATIS 120.3
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ILS 109.9 DK	FAT 152°	THR Elev 158	AD Elev 180	TL ATC	TA 5000
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50 - 2



TRM reads D1.1 at THR

nm	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	TCH 55
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ACFT	ILS+DME	LOC+DME	NDB+DME	Circling <b>a</b>	Circling <b>a b</b>
A/B			870 (712) 1.6km	800 (620) 1.6km	900 (720) 1.6km
C	410 (250) 1.6km	520 (362) 1.6km	870 (712) 2.4km	900 (720) 2.8km	900 (720) 2.8km
D				900 (720) 3.6km	900 (720) 3.6km

DME TRM	3.0° ALT	LDA 3314x60 10872x196ft P 3° (58)
5	1470	
4	1150	
3	830	
2	520	

GS	80	100	120	140	160	<b>a</b> NA West of Rwy.
ROD 3.0°	420	530	640	740	850	<b>b</b> NDB+DME procedure.
FAF-MAPt	3:00	2:24	2:00	1:43	1:30	

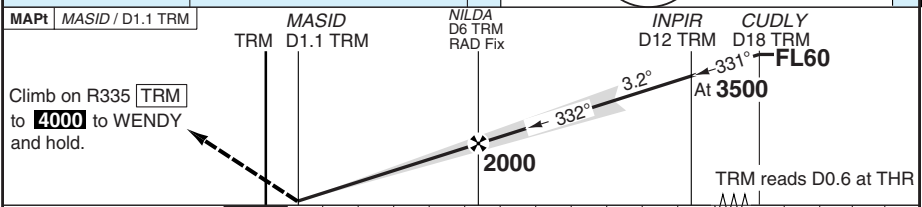
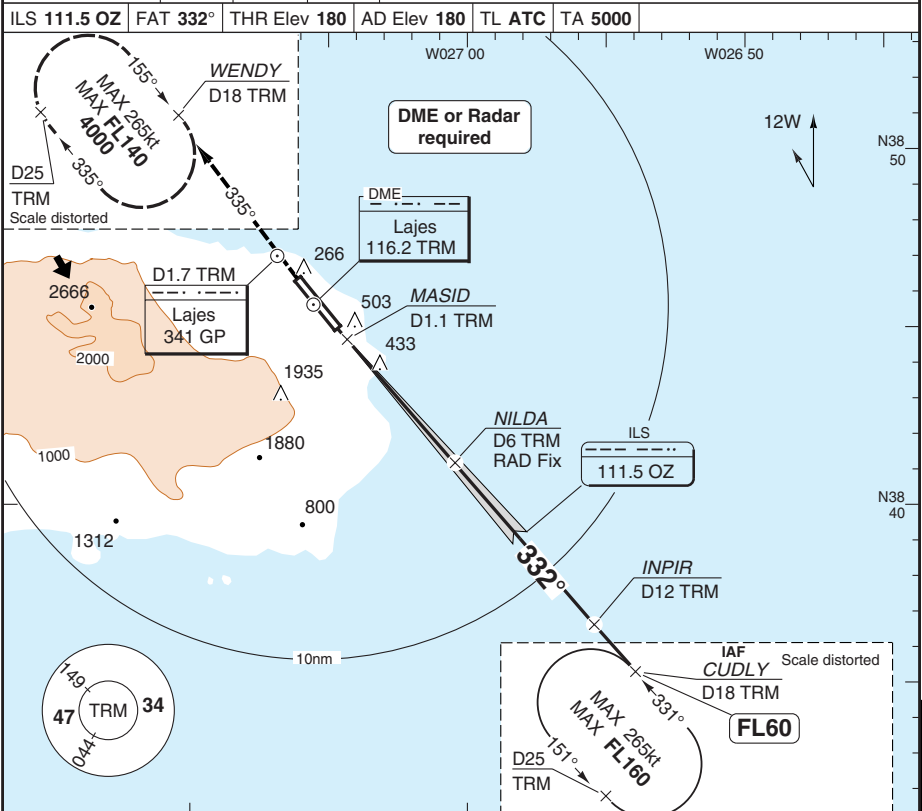
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IALS



ILS RWY 33 ILS/DME

Lajes APP RAD 135.0	TWR 122.1	GND 121.9	ATIS 120.3
ILS 111.5 OZ	FAT 332°	THR Elev 180	AD Elev 180
		TL ATC	TA 5000



TCH 56	ACFT					DME TRM	3.2° ALT	LDA 3314x60 10872x196ft P 3.2°R (57)
	ILS+DME	LOC+DME	Circling <b>a</b>		<b>a</b> NA West of Rwy.			
A/B	520 (331) 1.6km	720 (540) 1.6km	820 (640) 1.6km			6	2040	
C		720 (540) 1.7km	820 (640) 2.8km			5	1700	
D		720 (540) 2.0km	880 (700) 3.6km			4	1360	
						3	1020	
						2	680	
GS	80	100	120	140	160			
ROD 3.2°	450	570	680	790	910			
FAF-MAPt	3:41	2:56	2:27	2:06	1:50			

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FALS  
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## JAR-OPS Landing Minima

LAJES

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	Vis m	Vis No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	Vis m	Vis No ALS m
15	ILS	410	250	1600	1600	410	250	1600	2000
15	LOC	520	370	1600	1800	520	370	1600	2000
15	ILS/DME Z	410	250	1600	2000	410	250	1600	2000
15	LOC/DME Z	520	370	1600	2000	520	370	1600	2000
15	NDB/DME	870	720	1800	2000	870	720	2000	2000
33	ILS (1)	520	340	1600	2000	520	340	1600	2400
33	LOC (1)	720	540	1600	2400	720	540	2000	2800

Notes:

(1) NA West of RWY.

CIRCLING		C			D		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
15	ILS/DME Z, LOC/DME Z (1)	900	720	2800	900	720	3600
15	NDB/DME (1)	900	720	2800	900	720	3600
	- All other procs	820	640	2800	880	700	3600

Notes:

(1) NA West of RWY.

TAKE-OFF		C		D	
Runway	Facilities	RVR	Vis	RVR	Vis
15/33	REDL and/or RCL	400	-	400	-
15/33	Nil (Day only)	500	-	500	-

Notes:

## JAR-OPS Landing Minima

LAJES

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		A				B			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	Vis m	Vis No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	Vis m	Vis No ALS m
15	ILS	410	250	1600	1600	410	250	1600	1600
15	LOC	520	370	1600	1600	520	370	1600	1600
15	ILS/DME Z	410	250	1600	2000	410	250	1600	2000
15	LOC/DME Z	520	370	1600	2000	520	370	1600	2000
15	NDB/DME	870	720	1600	2000	870	720	1600	2000
33	ILS (1)	520	340	1600	1600	520	340	1600	1600
33	LOC (1)	720	540	1600	1600	720	540	1600	1600

Notes:

(1) NA West of RWY.

CIRCLING		A			B		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
15	ILS/DME Z, LOC/DME Z (1)	800	620	1600	800	620	1600
15	NDB/DME (1)	900	720	1600	900	720	1600
	- All other procs	820	640	1600	820	640	1600

Notes:

(1) NA West of RWY.

TAKE-OFF		A		B	
Runway	Facilities	RVR	Vis	RVR	Vis
15/33	REDL and/or RCL	400	-	400	-
15/33	Nil (Day only)	500	-	500	-

Notes: