

**PONTA DELGADA/Joao Paulo II (PDL/LPPD)**

Elevation 259ft

**CATEGORY B**

AV brief not required.

**GENERAL**

- Joao Paulo II International Airport is located 1 nm west of Ponta Delgada on the island of São Miguel
- It is the primary and busiest airport in the Azores and serves as a major hub for SATA Air Açores
- The island, as with the rest of the Azores, is volcanic in nature and characterised by two major calderas, Sete Cidades on the western extremity of the island and Água de Pau in the central region.
- Água de Pau is the island's highest point and contains the Lagoa do Fogo ("Lake of Fire"), a crater lake within the central caldera
- Sete Cidades is also known for its lakes, Lagoa Azul ("The Blue Lake") and Lagoa Verde ("The Green Lake"). Local legend has it that the lakes were formed following a romance between a princess, Antília, and her lover, a young shepherd.
- The King, a bad-tempered widower, refused to allow Antília to travel outside the castle, but each day she would secretly escape to the local hills in the afternoons whilst her father slept. One day, hidden behind some bushes, she found a young shepherd sitting on top of a hill playing a flute and returned secretly for weeks until she was discovered. The two continued to meet, talking, laughing and enjoying each other's company until eventually the shepherd proposed.
- When the couple went to see the King at the castle, however, he refused to allow them to be married, expelled the shepherd from the castle and forbade his daughter from seeing him. Antília, not wishing to cause any ill feelings, obeyed her father's order but secretly met with the shepherd on the hill that afternoon in order to tell him that she would never see him again. They cried all afternoon, their tears forming two beautiful lakes: one green, for the Princess's eyes were green, and the other blue, for that was the colour of the shepherd's eyes.

### Threats

**CFIT**

- The island is volcanic in nature and terrain rises sharply to the NW and NE
- The highest point is at Fogo in the Agua de Pau massif, 3,500 ft asl 9 nm E. This is the fourth highest volcano in the Azores.
- To the NW at 7 nm is Pico das Eguas 2,867 ft asl and Sete Cidades, 2,808 ft asl

**Runway Excursion**

- Rwy 12 is situated on upsloping terrain leading to a sense that the aircraft is low with tendency to overshoot. Rapid radio altimeter ramping will also be experienced on short final.
- High intensity flashing and non-flashing lights are installed on the coastline at approximately 3-4 nm final Rwy 12. These are intended to highlight the proximity of the coastline, but at night or in poor visibility take care not to mistake these for either the runway, or the extended centreline.
- Rwy 12 has a pronounced downslope
- Runway may be slippery when wet

**Loss of Control**

- Rapid variations in tailwind may be experienced on approach Rwy 30
- N to NE winds bring increasing WINDSHEAR due to the elevation of the Rwy 30 threshold above the valley to the N
- Turbulence and WINDSHEAR may be expected with any northerly wind

**Special Considerations**

- RNP Z Rwy 12 offset by 8°
- LCTR Rwy 30 offset by 11°

### ARRIVAL

**Diversion Airports**

SANTA MARIA	SMI/LPAZ	052 nm/151°T	CAT A
LAJES	TER/LPLA	090 nm/313°T	CAT A
PORTO SANTO	PXO/LPPS	536 nm/119°T	CAT A
LISBON	LIS/LPPT	784 nm/080°T	CAT A

- The usual alternate aerodromes are LPAZ and LPLA. However, weather systems affecting Ponta Delgada are very likely to affect the rest of the Azores.
- If weather conditions preclude these aerodromes from being designated as alternates, Lisbon (LPPT) or Porto Santo (LPPS) may be used instead.

### ATC Units

- Note the difference between LPPO\_FSS 132.075/124.850 (“Santa Maria **Radio**”) and LPPO\_CTR 132.150 (“Santa Maria **Radar**”) – the \_FSS stations are the Oceanic non-radar positions

### Approach

- Delays are likely. Holding will be at XUVAG, TUSEX, PETUD or the São Miguel VOR (VMG) as published on STAR charts. Additional holds are available at SM700 (119°/R turns), SM800 (148°/L turns) and SM900 (277°/R turns)

- The RNP Z approach is the only Rwy 12 approach approved for Simfest Operations. It is offset by 8°
- There are a row of high intensity, flashing and non-flashing lights installed on the coast on approximately a 3-4 NM final for Rwy 12. These lights are **NOT** lead-in lights and do **NOT** indicate the extended centreline. They are intended to highlight the proximity of the coastline, but especially at night or in poor visibility may be mistaken for approach lighting or for the runway itself
- Range/height checks on Jeppesen charts are referenced to SM456, NOT the runway threshold
- Rwy 12 is located on the cliff edge with rapidly upsloping terrain. This provides an unusual visual aspect with a tendency to feel as though the aircraft is low and over-correct accordingly. Make full use of VNAV glidepath and PAPI lights to confirm the aircraft is maintaining the correct glidepath.
- The radalt will also ramp very rapidly on short final Rwy 12 leading to the possibility of a late flare and hard touchdown. The radalt will indicate 370R when the aircraft is just 110 ft above the threshold.
- Turbulence and WINDSHEAR is liable to be encountered at any time when the wind is from the north
- Rapidly shifting tailwinds are likely on approach to Rwy 30
- LCTR Rwy 30 approach 11° offset

#### GROUND

- Official Worldflight teams can expect parking at Apron N and S
- Other aircraft will be parked at Apron W and Twy E, or on the grass near the apron if no stands are available.

#### DEPARTURE

- Before push-back, request or expect to be asked for:
  - The intended FL for oceanic crossing;
  - The highest acceptable flight level which can be maintained;
  - Requested Mach number;
  - Any other information deemed important by the crew.
- Full oceanic clearance will not be given whilst on the GND. Tower will only issue a standard ATC departure clearance including an initial flight level clearance.
- After departure, Santa Maria **Radar** will issue the climb to the approved final level for the oceanic crossing. Crew will only receive the oceanic route and Mach number clearance later on from Santa Maria **Radio** on HF or VHF
- Most departures are via 38N20W or LENS1.
- Radar service will be terminated sometime after reaching TOC. Later on expect HF hand off
- Rwy 12 is the preferred departure runway when possible
- SLOP (0, 1 or 2 NM offset right of track) should be applied within the Santa Maria FIR.

**WEATHER**

- Weather conditions eventually leading to diversions to the mainland are more frequent during seasonal change over in May/June and October/November
- Fog and wind are features of Azores weather pattern. Flight crews are recommended to frequently monitor the weather conditions at LPPD, LPLA and LPAZ

**OPERATIONAL INFORMATION**

Handling Agent	SATA Air Açores
Handling Agent VHF	131.6
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use at all times
If BOTH electrical power and air conditioning is required:	Use APU (ACU equipment not available). Keep GPU connected to reduce APU fuel burn.