

List of pages in this Trip Kit

Trip Kit Index

Airport Information For GVAC

Terminal Charts For GVAC

Revision Letter For Cycle 11-2015

Change Notices

Notebook

General Information

Location: Sal Cpv
IATA Code: SID
Lat/Long: N16° 44.3' W022° 57.0'
Elevation: 184 ft

Airport Use: Public
Magnetic Variation: 9.6°W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0804 Z
Sunset: 1917 Z,

Runway Information

Runway: 01
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 185 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 178 ft
Lighting: Edge, ALS, Centerline, TDZ

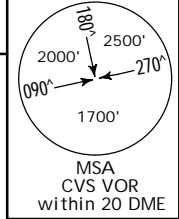
Communication Information

ATIS 127.6
Amilcabral Tower 119.7
Sal Approach Control 126.4

ATIS
 127.6

Apt Elev
 177'

Alt Set: hPa
 Trans level: By ATC Trans alt: 7000'



AGTIL 1S [AGT11S]
 BULVO 1S [BULV1S]
 KESIK 1S [KESI1S]
 NCL 1S
 NINAU 1S [NINA1S]
 RWYS 01, 19 ARRIVALS

KESIK
 N18 09.5 W024 55.2



141
 2500
 KESIK 1S

MSA
 CVS
 N16 44.2 W022 57.1

NINAU
 N16 49.9 W024 15.8



76
 2500
 NINAU 1S



77
 2500
 NCL 1S

SALICOLAU
 VOR
 NCL
 N16 33.8 W024 17.0

185
 2500
 BULVO 1S

188
 2500
 AGTIL 1S



BULVO
 N14 02.5 W024 30.2

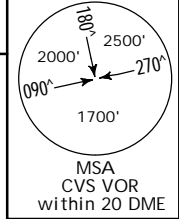


AGTIL
 N13 53.9 W024 20.6

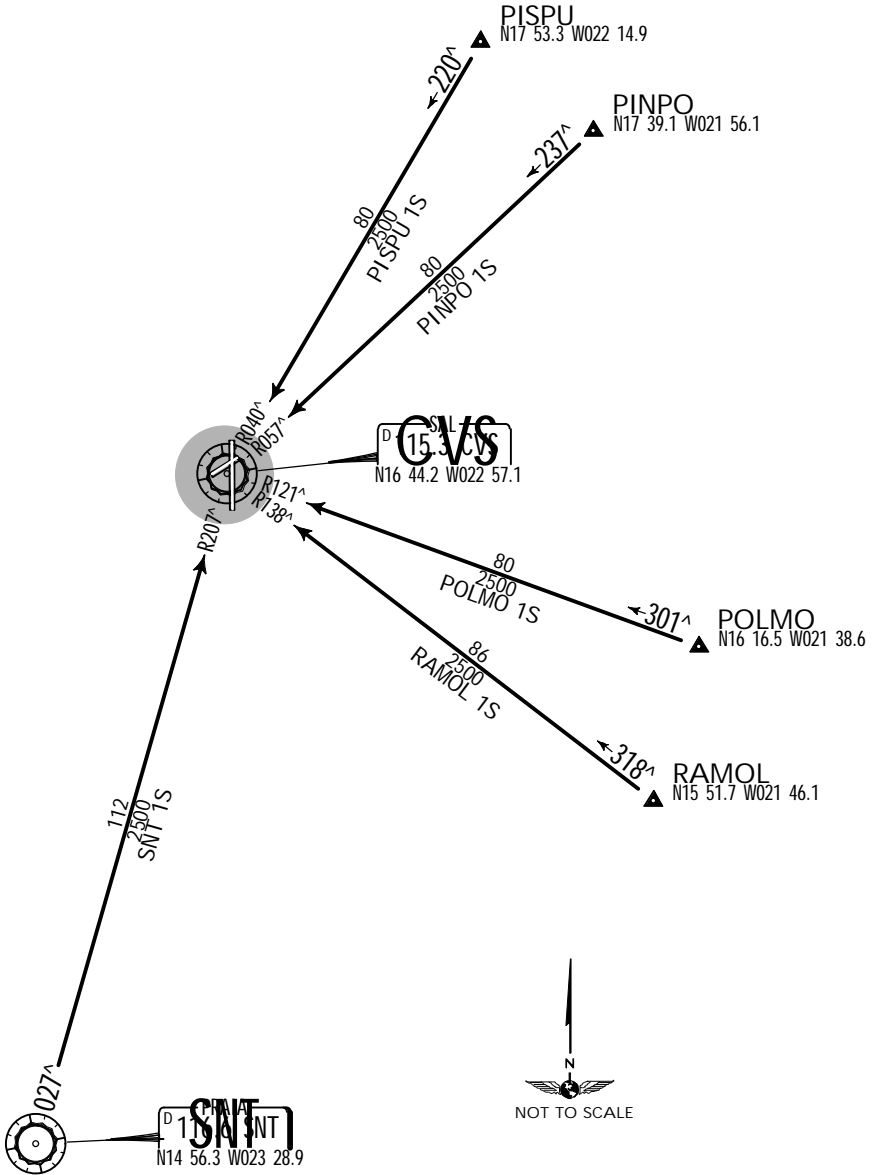
ATIS
127.6

Apt Elev
177'

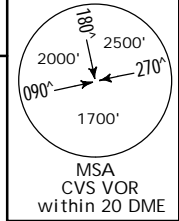
Alt Set: hPa
Trans level: By ATC Trans alt: 7000'



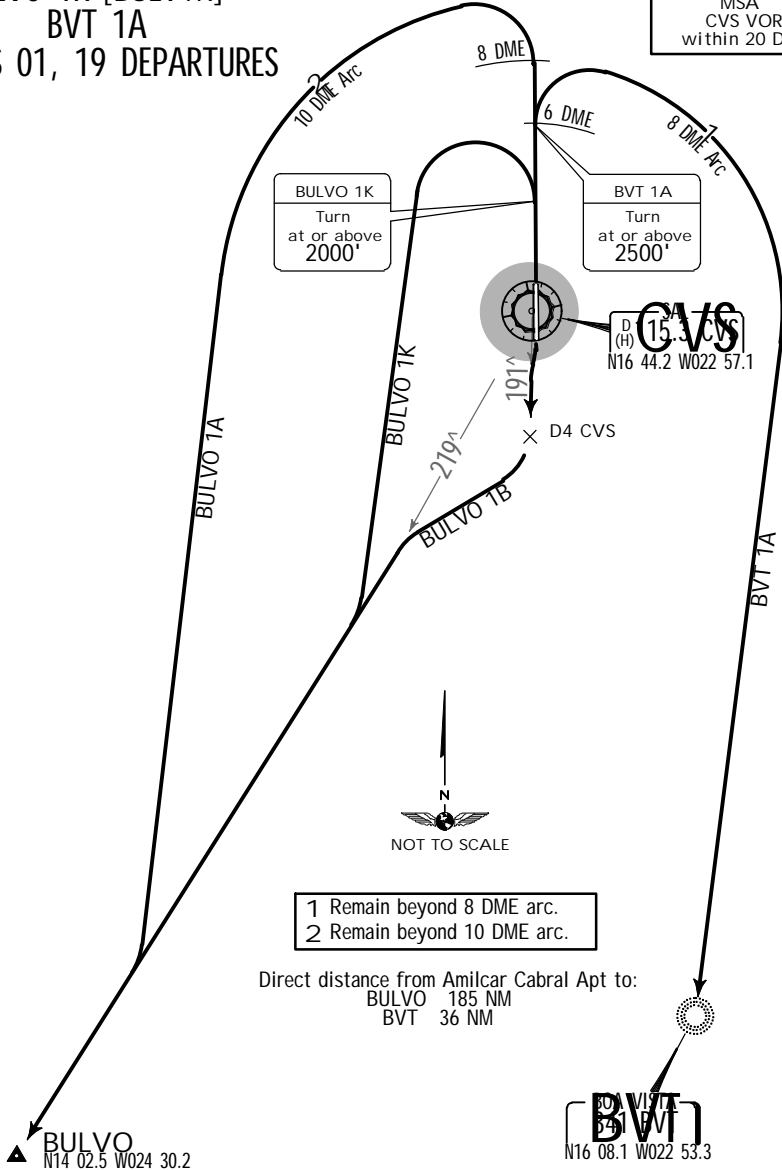
PINPO 1S [PINP1S]
PISPU 1S [PISP1S]
POLMO 1S [POLM1S]
RAMOL 1S [RAMO1S]
SNT 1S
RWYS 01, 19 ARRIVALS



Apt Elev 184' Trans level: By ATC Trans alt: 7000'



BULVO 1A [BULV1A]
BULVO 1B [BULV1B]
BULVO 1K [BULV1K]
BVT 1A
RWYS 01, 19 DEPARTURES



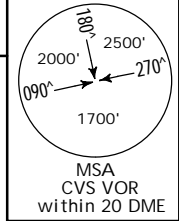
Direct distance from Amilcar Cabral Apt to:
 BULVO 185 NM
 BVT 36 NM

BULVO
 N14 02.5 W024 30.2

BVT
 N16 08.1 W022 53.3

SID	RWY	ROUTING
BULVO 1A	01	Climb on runway track to CVS 8 DME, turn LEFT to BULVO following CVS R-219.
BULVO 1B	19	Intercept CVS R-191 to D4 CVS, turn RIGHT, intercept CVS R-219 to BULVO.
BULVO 1K	01	Climb on runway track to at or above 2000', turn LEFT to BULVO following CVS R-219.
BVT 1A		Climb on runway track to at or above 2500' at CVS 6 DME, turn RIGHT to BVT.

Apt Elev 184' Trans level: By ATC Trans alt: 7000'



**KESIK 1A [KES11A]
KESIK 1B [KES11B]
NCL 1A, NCL 1B
RWYS 01, 19 DEPARTURES**

KESIK
N18 09.5 W024 55.2



NCL
N16 33.8 W024 17.0



1 Remain beyond 8 DME arc.

At or above
2000'

D6 CVS
N16 44.2 W022 57.1

D4 CVS
NCL 1B
Turn at
D4 CVS
or at or above
2000'

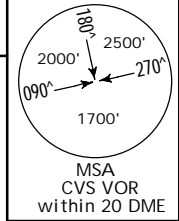
D6 CVS
N16 38.2
W022 57.2

Direct distance from Amilcar Cabral Apt to:
KESIK 141 NM
NCL 78 NM

SID	RWY	ROUTING
KESIK 1A	01	Climb on runway track to at or above 2000', turn LEFT to KESIK following CVS R-317.
KESIK 1B	19	Intercept CVS R-191 to D6 CVS, turn RIGHT to KESIK following CVS R-317.
NCL 1A	01	Climb on runway track to at or above 2000', turn LEFT, intercept CVS R-272 to NCL.
NCL 1B	19	Intercept CVS R-191 to D4 CVS or at or above 2000', turn RIGHT, intercept CVS R-272 to NCL.

Apt Elev
177'

Trans level: By ATC Trans alt: 7000'

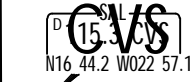


PINPO 1A [PINP1A]
PINPO 1B [PINP1B]
PISPU 1A [PISP1A]
PISPU 1B [PISP1B]
RWYS 01, 19 DEPARTURES

PISPU
N17 53.3 W022 14.9

PINPO
N17 39.1 W021 56.1

At or above
2500'



D5 CVS
N16 39.2 W022 57.1

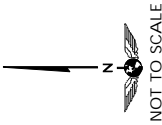
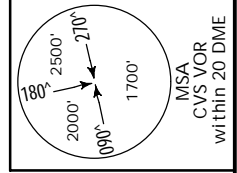


SID	RWY	ROUTING
PINPO 1A	01	Climb on runway track to at or above 2500' at CVS 6 DME, turn RIGHT to PINPO following CVS R-057.
PINPO 1B	19	Intercept CVS R-192 to D5 CVS, turn LEFT, along CVS 7 DME arc until crossing CVS R-138, 045° track, intercept CVS R-057 to PINPO.
PISPU 1A	01	Climb on runway track to at or above 2500' at CVS 6 DME, turn RIGHT to PISPU following CVS R-040.
PISPU 1B	19	Intercept CVS R-192 to D5 CVS, turn LEFT, along CVS 7 DME arc until crossing CVS R-138, 030° track, intercept CVS R-040 to PISPU.

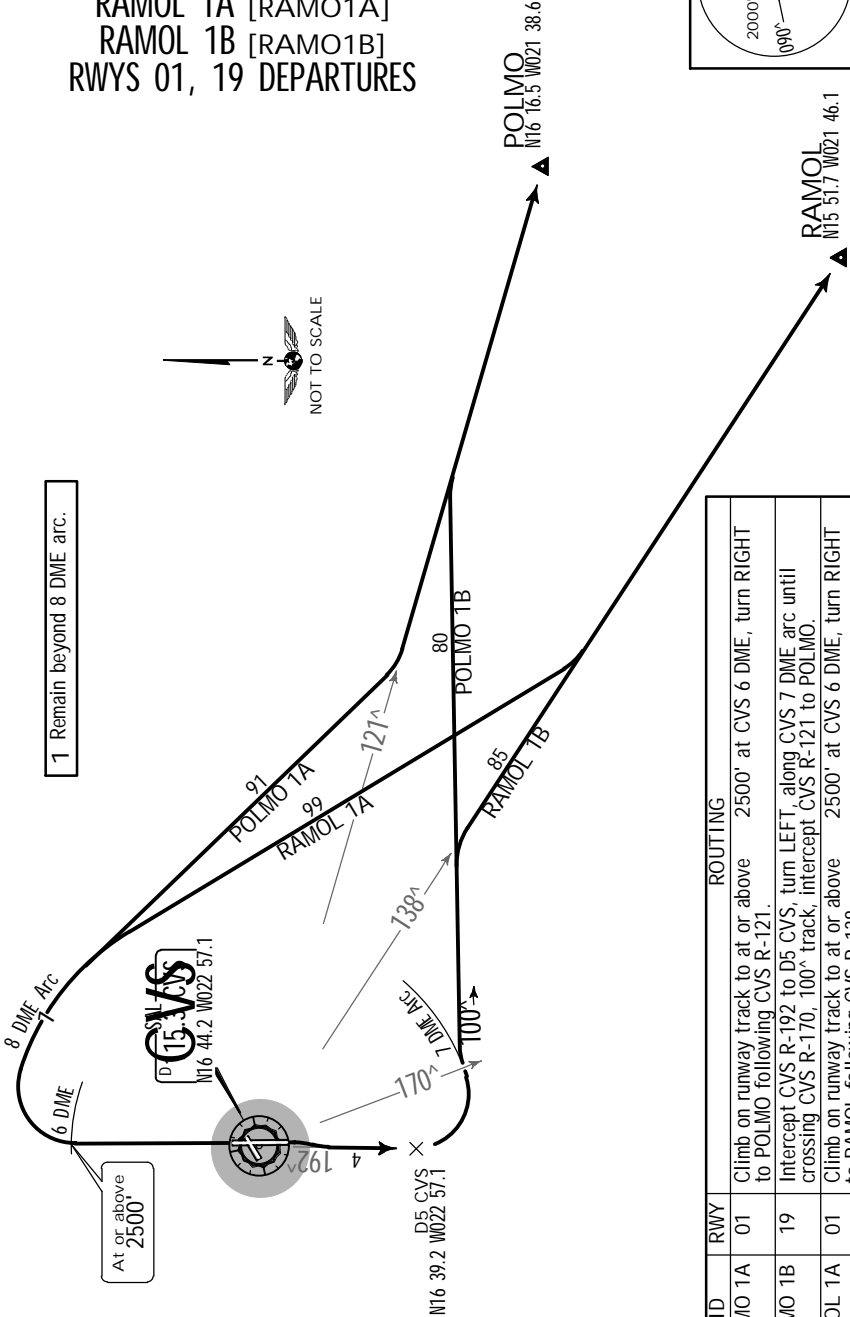
Apt Elev
 177'

Trans level: By ATC Trans alt: 7000'

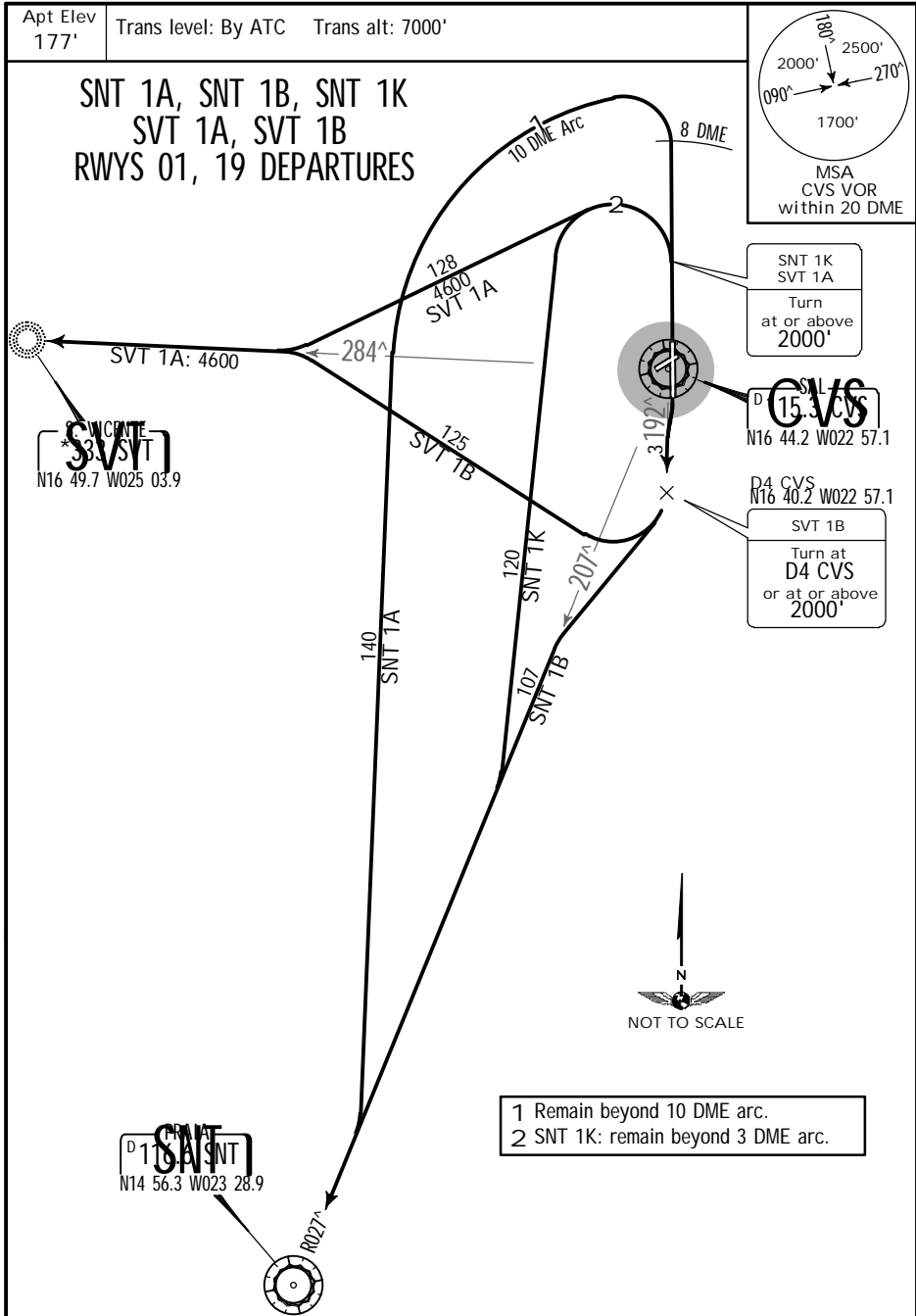
POLMO 1A [POLM1A]
 POLMO 1B [POLM1B]
 RAMOL 1A [RAMO1A]
 RAMOL 1B [RAMO1B]
 RWYS 01, 19 DEPARTURES



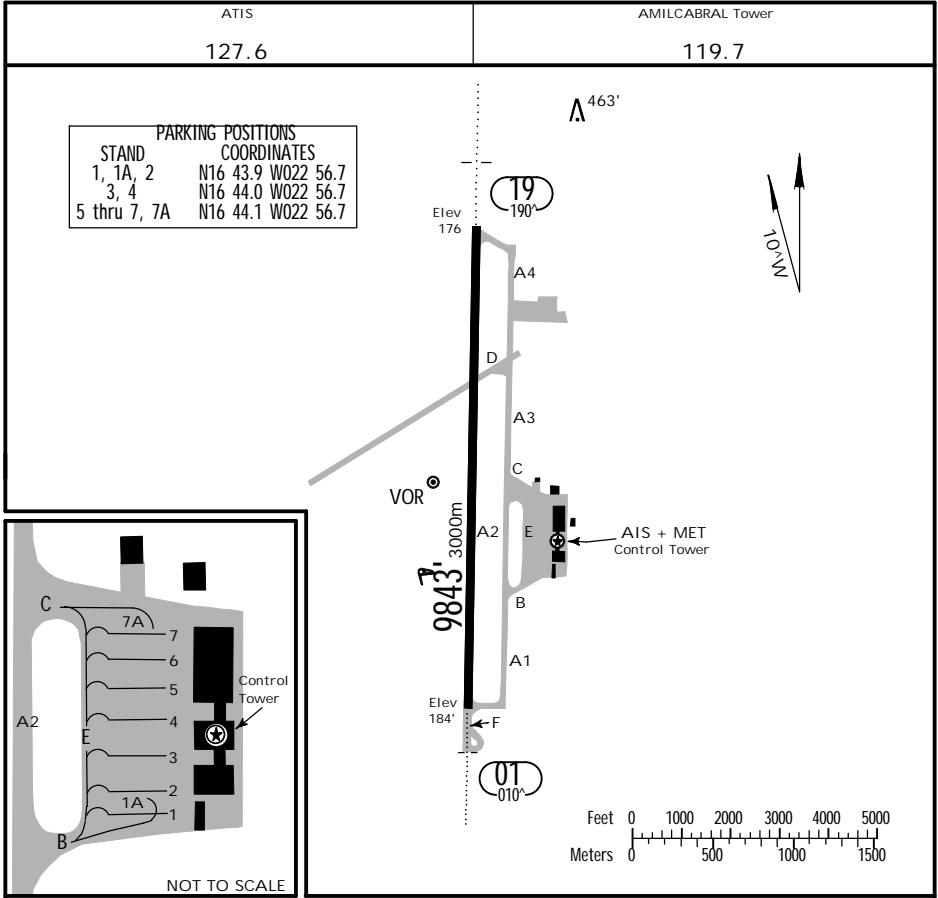
1 Remain beyond 8 DME arc.



SID	RWY	ROUTING
POLMO 1A	01	Climb on runway track to at or above 2500' at CVS 6 DME, turn RIGHT to POLMO following CVS R-121.
POLMO 1B	19	Intercept CVS R-192 to D5 CVS, turn LEFT, along CVS 7 DME arc until crossing CVS R-170, 100' track, intercept CVS R-121 to POLMO.
RAMOL 1A	01	Climb on runway track to at or above 2500' at CVS 6 DME, turn RIGHT to RAMOL following CVS R-138.
RAMOL 1B	19	Intercept CVS R-192 to D5 CVS, turn LEFT, along CVS 7 DME arc until crossing CVS R-170, 100' track, intercept CVS R-138 to RAMOL.



SID	RWY	ROUTING
SNT 1A	01	Climb on runway track to CVS 8 DME, turn LEFT to SNT.
SNT 1B	19	Intercept CVS R-192 to D4 CVS, turn RIGHT, intercept CVS R-207 to SNT.
SNT 1K	01	Climb on runway track to at or above 2000', turn LEFT to SNT.
SVT 1A		Climb on runway track to at or above 2000', turn LEFT, intercept CVS R-284 to SVT.
SVT 1B	19	Intercept CVS R-192 to D4 CVS or at or above 2000', turn RIGHT, intercept CVS R-284 to SVT.



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL(30m)	CL(15m)	HIALS	TDZ	PAPI-L (3.0°)	USABLE LENGTHS			WIDTH
						Threshold	Landing Beyond Glide Slope	TAKE-OFF	
01 19							8810' 2685m		148' 45m

TAKE-OFF

AIR CARRIER (JAA) Rwys 01, 19				AIR CARRIER (FAR 121) Rwys 01, 19	
LVP must be in force				Adequate Vis Ref	
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL		
A	200m	250m	400m	2 Eng	vis 400m
B					
C	250m	300m	400m	3 & 4 Eng	
D					

STRAIGHT-IN RWY		A	B	C	D
01	ILS	378' (202')	378' (202')	378' (202')	378' (202')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
LOC 1		540' (364')	540' (364')	540' (364')	540' (364')
		R1000m	R1000m	R1000m	R1000m
ALS out		R1500m	R1500m	R1700m	R1700m
VOR 1		540' (363')	540' (363')	540' (363')	540' (363')
		R1000m	R1000m	R1000m	R1000m
ALS out		R1500m	R1500m	R1700m	R1700m
NDB 1		550' (373')	550' (373')	550' (373')	550' (373')
		R1000m	R1000m	R1200m	R1200m
ALS out		R1700m	R1700m	R1700m	R1700m
NDB		550' (373')	550' (373')	550' (373')	550' (373')
		R1200m	R1200m	R1400m	R1400m
ALS out		R1900m	R1900m	C2100m	C2100m
19	VOR 1	720' (550')	720' (550')	720' (550')	720' (550')
		R1500m	R1500m	R1800m	R1800m
ALS out		R1500m	R1500m	C2400m	C2400m

1 Continuous Descent Final Approach.

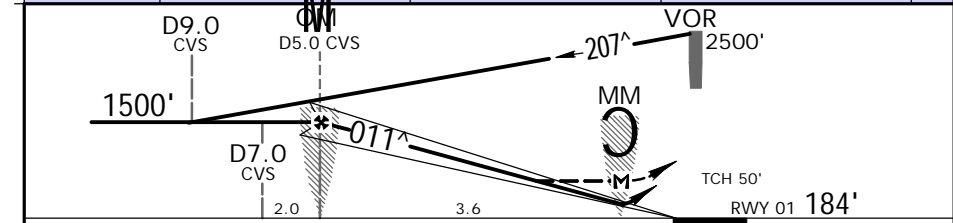
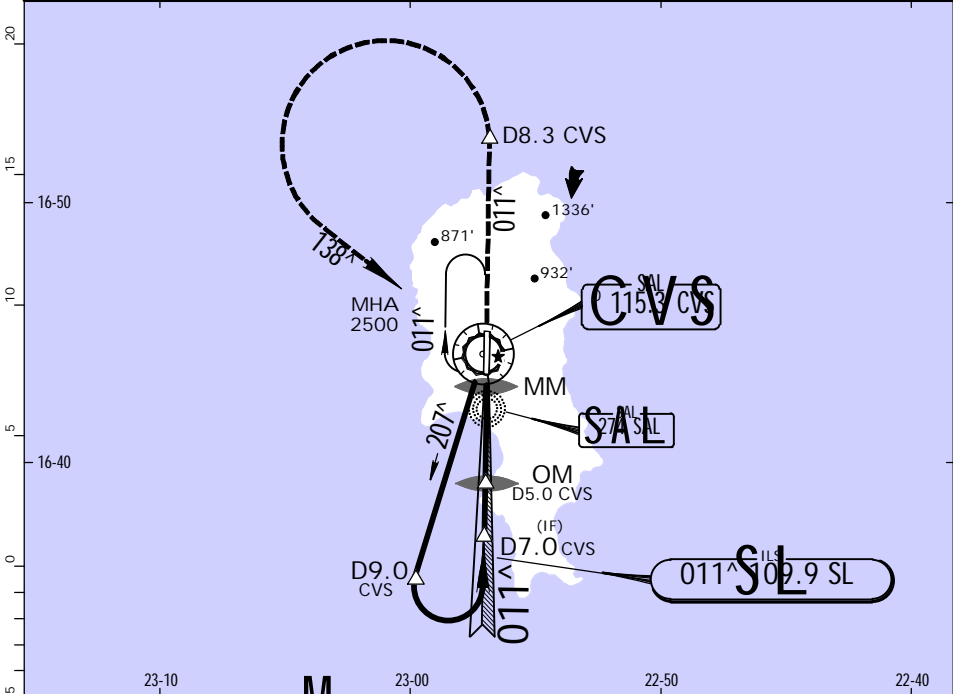
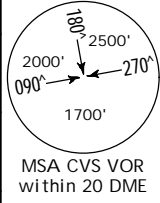
CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
West of rwy	930' (753')	930' (753')	1460' (1283')	1460' (1283')
East of rwy	930' (753')	1070' (893')	1560' (1383')	1930' (1753')
	V1500m 2	V1600m 2	V2400m	V3600m

2 or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 01, 07, 19, 25

LVP must be in Force				
RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A				
B	150m	200m	250m	500m
C			400m	
D	200m	250m	300m	

ATIS 127.6		SAL Approach (R) 126.4		AMILCABRAL Tower 119.7	
LOC SL 109.9	Final Apch Crs 011 [^]	GS OM 1500' (1324')	ILS DA(H) 378' (202')	Apt Elev 184'	RWY 184'
MISSED APCH: Climb to 2500', maintain rwy heading to D8.3 CVS, then turn LEFT back to VOR.					
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC	
				Trans alt: 7000'	

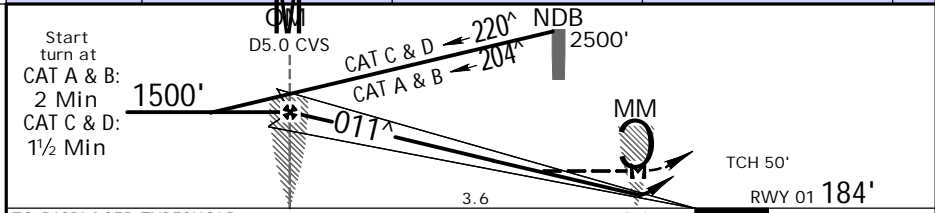
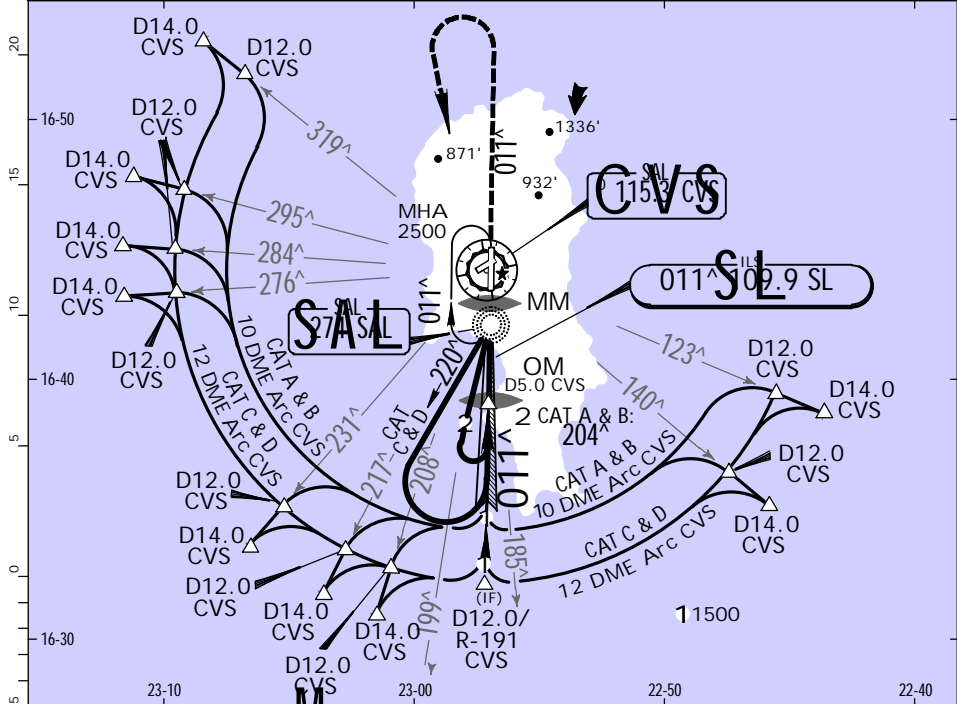
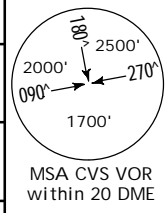


TO DISPLACED THRESHOLD							2500'	↑	on	RWY	D8.3
Gnd speed-Kts	70	90	100	120	140	160			hdg	CVS	
ILS GS or LOC Descent angle 3.00 [^]	372	478	531	637	743	849					
MAP at MM											

STRAIGHT-IN LANDING RWY 01						CIRCLE-TO-LAND				
ILS			LOC (GS out)			West of rwy		East of rwy		
DA(H) 378' (202')			MDA(H) 540' (364')							
FULL TDZ or CL out ALS out			MM out ALS out			Max Kts		MDA(H)		
A						100	930' (753')	1600m	930' (753')	1600m
B						135	930' (753')	2000m	1070' (893')	2000m
C	800m	1200m	800m	NOT AUTH	1600m	180			1560' (1383')	4800m
D			1200m		2000m	205	1460' (1283')	4800m	1930' (1753')	4800m

PANS OPS

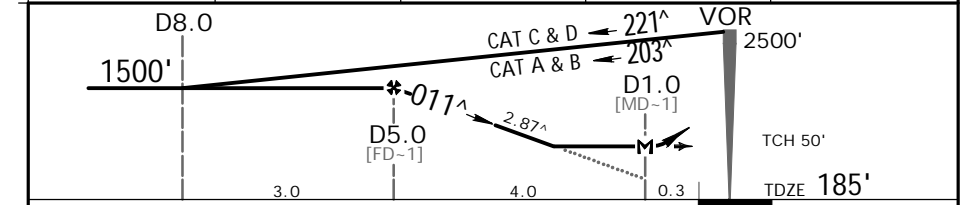
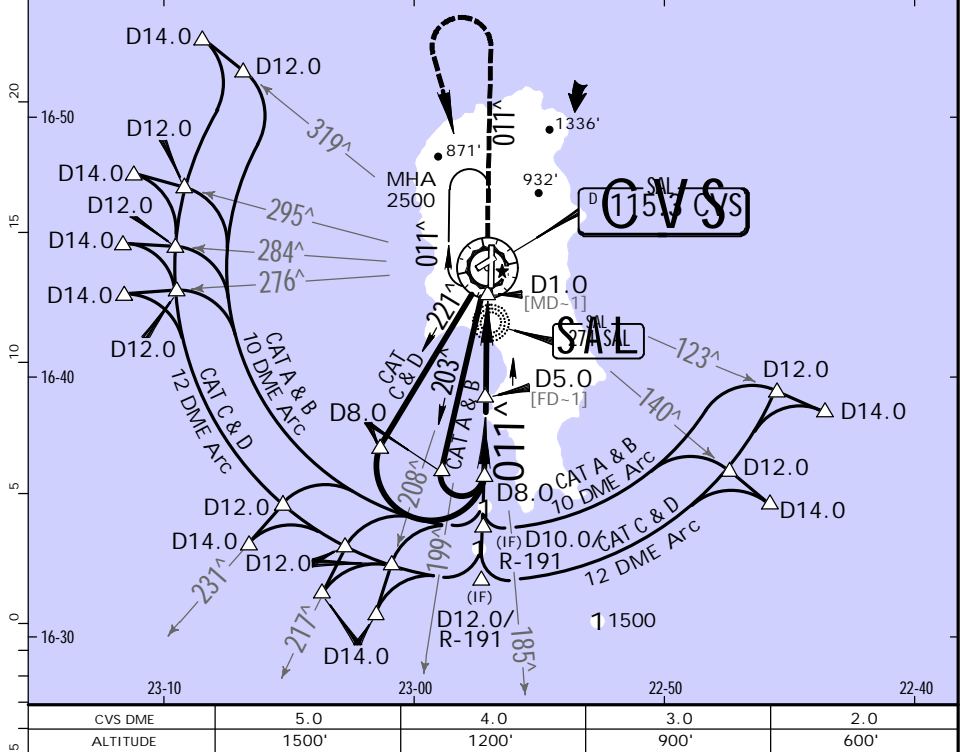
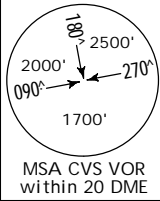
ATIS 127.6		SAL Approach (R) 126.4		AMILCABRAL Tower 119.7	
LOC SL 109.9	Final Apch Crs 011 [^]	GS OM 1500' (1324')	ILS DA(H) 378' (202')	Apt Elev 184' RWY 184'	
MISSED APCH: Climb on track 011 [^] to 2500', then turn LEFT to NDB holding. Contact ATC. Climb to 1500' prior to level acceleration.					
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC	
				Trans alt: 7000'	



TO DISPLACED THRESHOLD							HIALS PAPI	2500' on 011 [^]
Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or LOC Descent angle	3.00 [^]	372	478	531	637	743	849	
MAP at MM								

PANS OPS	STRAIGHT-IN LANDING RWY 01 ILS					CIRCLE-TO-LAND			
	DA(H) 378' (202')		LOC (GS out) MDA(H) 540' (364')			West of rwy		East of rwy	
	FULL	IDZ or CL out	ALS out	MM out	ALS out	Max Kts	MDA(H)	MDA(H)	
A						100	930'(753') 1600m	930'(753') 1600m	
B						135	930'(753') 2000m	1070'(893') 2000m	
C	800m	1200m	800m	NOT AUTH	1600m	180		1560'(1383') 4800m	
D			1200m		2000m	205	1460'(1283') 4800m	1930'(1753') 4800m	

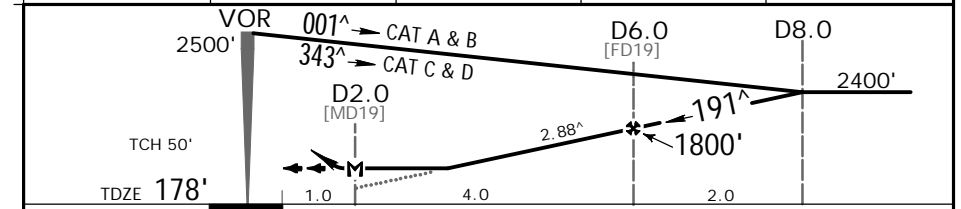
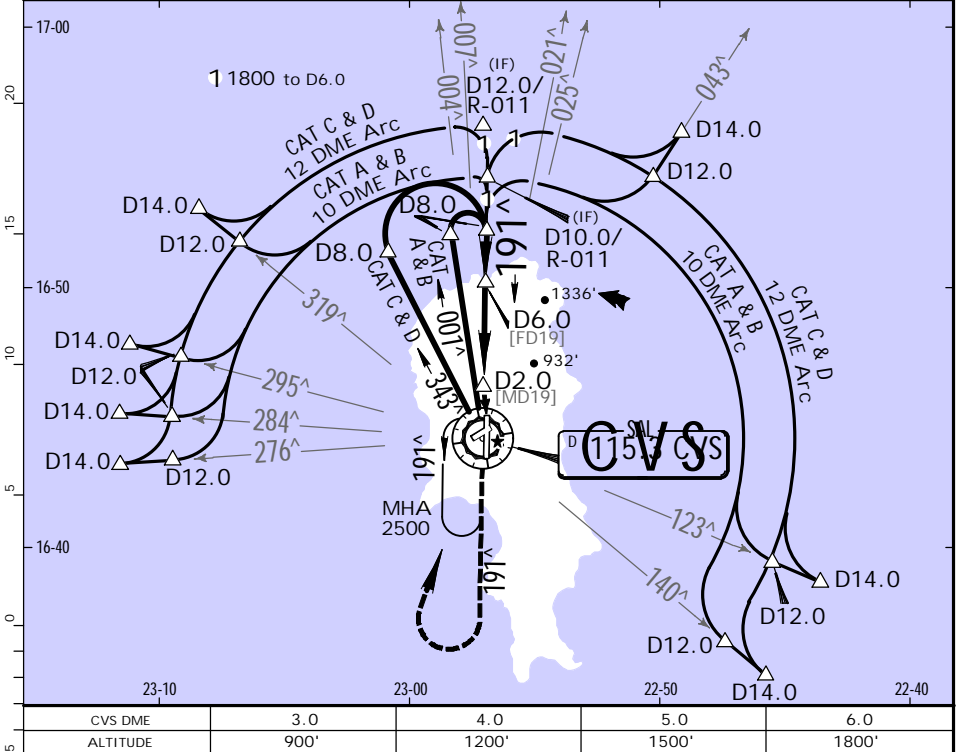
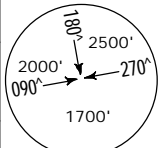
BRIEFING STRIP	ATIS 127.6		SAL Approach (R) 126.4		AMILCAR CABRAL Tower 119.7	
	VOR CVS 115.3	Final Apch Crs 011 [^]	Minimum Alt D5.0 1500' (1323')	MDA(H) 540' (363')	Apt Elev 184'	TDZE 185'
MISSED APCH: Climb on track 011 [^] to 2500', then turn LEFT to VOR holding. Contact ATC. Climb to 1500' prior to level acceleration.						
Alt Set: hPa		TDZE Elev: 6 hPa		Trans level: By ATC		Trans alt: 7000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2500' on 011 [^]	
Descent angle	2.87 [^]	355	457	508	609	711			812
MAP at D1.0									

STRAIGHT-IN LANDING RWY 01				CIRCLE-TO-LAND			
MDA(H) 540' (363')				West of rwy		East of rwy	
ALS out				Max Kts	MDA(H)	MDA(H)	
A				100	930' (753') 1600m	930' (753') 1600m	
B	800m	1600m		135	930' (753') 2000m	1070' (893') 2000m	
C				180	1560' (1383') 4800m		
D	1600m	2000m		205	1930' (1753') 4800m		

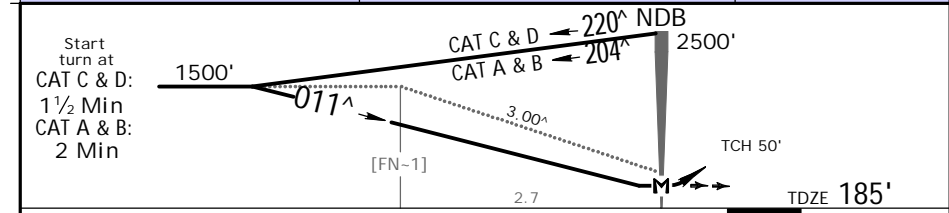
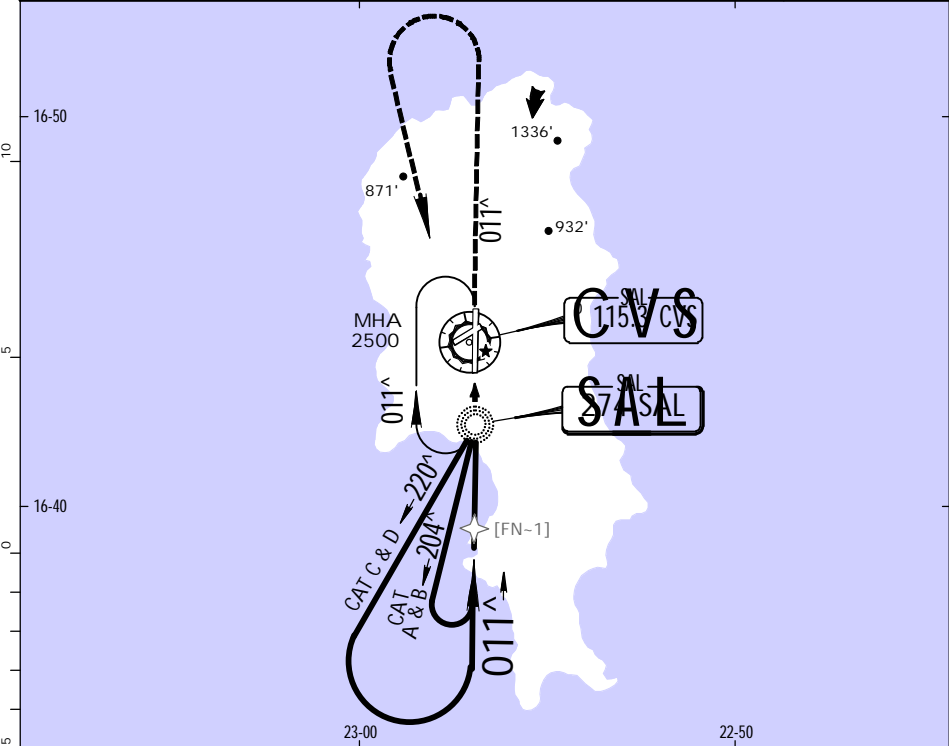
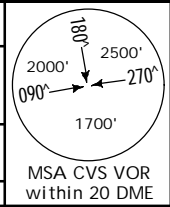
ATIS 127.6		SAL Approach (R) 126.4		AMILCABRAL Tower 119.7	
VOR CVS 115.3	Final Apch Crs 191 [^]	Minimum Alt D6.0 1800' (1630')	MDA(H) 720' (550')	Apt Elev 184'	TDZE 178'
MISSED APCH: Climb on track 191 [^] to 2500', then turn RIGHT to VOR holding. Contact ATC. Climb to 1500' prior to level acceleration.					
Alt Set: hPa		TDZ Elev: 6 hPa	Trans level: By ATC		Trans alt: 7000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2500' on 191 [^]
Descent Angle	2.88 [^]	357	459	509	611	815		
MAP at D2.0								

STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND			
MDA(H) 720' (550')				West of rwy		East of rwy	
ALS out				Max Kts	MDA(H)	MDA(H)	
A	800m	1600m		100	930'(753') 1600m	930'(753') 1600m	
B				135	930'(753') 2000m	1070'(893') 2000m	
C	1600m	2400m		180	1560'(1383') 4800m		
D	2000m	2800m		205	1460'(1283') 4800m		
						1930'(1753') 4800m	

ATIS 127.6		SAL Approach (R) 126.4		AMILCABRAL Tower 119.7	
NDB SAL 274	Final Apch Crs 011 [^]	Minimum Alt No FAF	MDA(H) 550' (373')	Apt Elev 184'	TDZE 185'
MISSED APCH: Climb on track 011 [^] to 2500', then turn LEFT to NDB holding. Contact ATC. Climb to 1500' prior to level acceleration.					
Alt Set: hPa		TDZ Elev: 6 hPa		Trans level: By ATC	
				Trans alt: 7000'	



TO DISPLACED THRESHOLD							HIALS		2500' on 011 [^]	
Gnd Speed-Kts	70	90	100	120	140	160	PAPI			
Descent angle	3.00 [^]	372	478	531	637	743				
MAP at NDB										

STRAIGHT-IN LANDING RWY 01				CIRCLE-TO-LAND			
MDA(H) 550' (373')				West of rwy		East of rwy	
ALS out				MDA(H)		MDA(H)	
A			100	930'(753') 2400m		930'(753') 2400m	
B	1600m		135			1070'(893') 2400m	
C			180			1560'(1383') 4800m	
D	2000m		205	1460'(1283') 4800m		1930'(1753') 4800m	

Chart changes since cycle 10-2015

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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SAL, (AMILCAR CABRAL - GVAC)

Terminal Chart Change Notices

Page 1 - Printed on 13 Jan 2016

Notice: After 04 Jun 2015, 0000Z, this data may no longer be valid

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JEPPESEN

JeppView for Windows

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport GVAC