

LAJES, Terceira Is, Azores (TER/LPLA)

Elevation 180ft

CATEGORY B

AV brief – not required

GENERAL

- Lajes is on the NE corner of the mountainous island of Terceira in the Azores.
- Large W'yly variation.
- Well equipped military airfield with engineering cover and passenger handling facilities.
- A full 747 would stretch facilities to the full including available hotel accommodation.
- Passengers will have to disembark for any refueling activities.
- Refuelling with passengers onboard on Apron E is only possible for MEDEVAC, Ambulance flights, and not for BA Medical Diversions.

Threats

CFIT

- Terrain rises to the SW.
- A peak and obstruction reaches ~3,700ft asl 10 nm W.
- 1,000ft contour ~2 nm to the SW.
- Terrain to ~400ft asl to the right of centre line at 1 nm finals Rwy 33.
- 0.5 nm right of Rwy 33 approach lights is terrain and a mast to ~480ft asl. (The highest obstruction on a ridge running between the airfield and the coastline.)

Loss of Control

- Expect large heading corrections and WINDSHEAR on final approach during strong winds.
- Jet barriers and arrester gear are used. Refer to OM A – Runways Equipped with Arrester Cables for information regarding operation on runways equipped with arrester cables.
- Birds are a hazard.
- Cattle may stray close to Rwy 15/33.

ARRIVAL

Diversions Airports

SANTA MARIA, AZORES	SMA/LPAZ	141 nm/140°T	CAT B
LISBON	LIS/LPPT	840 nm/090°T	CAT A

- Military ATC with good radar coverage.
- Santa Maria Area Chart shows the ATC organisation of the Azores group.

Approach

- ILS Rwy 33 GP 3.2°.
- Circling is to the E away from the high ground and should be flown no less than 3 miles from the island.
- Runway may not be visible during portions of downwind leg on circling approach due terrain.
- When at 1000ft radio on approach to Rwy 15/33, the actual aircraft height above the Rwy threshold is approx 800ft.

GROUND

- 180° turns on runway not authorised.
- When turning on to Twy A from Rwy to apron C maintain minimum speed necessary to make the turn. Area prone to damage from high speed turns.

BAV Crew Reports

- *Refuelling can only take place with passengers off the aircraft. We parked on ramp A and they bused the pax to the terminal on the other side of the airfield. This cost us some time so causing duty hours problems. They were quick to bus them but it is worth being aware so crew can plan accordingly.*

DEPARTURE

- Contact Ops and TWR for permission to start.
- Close adherence to SIDs should be maintained due terrain.
- Due noise abatement, departures Rwy 15 are to apply max climb rate possible.

WEATHER

- WINTER – Low ceiling and poor vis associated with passing fronts.
- Strong NW'ly winds frequent after the passage of a cold front.
- SUMMER – Fine settled weather.

OPERATIONAL INFORMATION

Handling Agent	SATA AIR ACORES
Handling Agent VHF	131.7
Potable Water	Not assessed