AD 2 AERODROMES

Note: The following sections in this chapter are intentionally left blank: AD-2.21

RPLC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RPLC - DIOSDADO MACAPAGAL INTERNATIONAL AIRPORT

RPLC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at AD**	151110N 1203337E.
2	**Direction and distance from (city)**	5.50KM N 24 25 48 W of Angeles City.
3	**Elevation/Reference temperature**	148M (484FT) / 34.7ºC.
4	**Geoid undulation at AD ELEV PSN**	43M (140FT).
5	**MAG VAR/Annual Change**	1.8ºW (2014) / 2.2' increasing.
6	**AD Operator, address, telephone, telefax, telex, AFS**	Luzon International Premier Airport Development Corporation (LIPAD Corp) Civil Aviation Complex Clark Freeport Zone, Pampanga, Philippines Phone: (+63) (045) 598-5100; (+63) (045) 598-5118 (AOCC) Fax: (+63) (045) 499-8504 Email: airportcommunications@lipadcorp.com Website: https://clarkinternationalairport.com
7	**Types of traffic permitted (IFR/VFR)**	IFR-VFR.
8	**Remarks**	Nil.

RPLC AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	MON - FRI: 2300 - 0800.
2	**Customs and immigration**	H24.
3	**Health and sanitation**	H24.
4	**AIS Briefing Office**	H24
5	**ATS Reporting Office (ARO)**	H24.
6	**MET Briefing Office**	H24.
7	**ATS**	H24.
8	**Fuelling**	H24.
9	**Handling**	H24.
10	**Security**	H24.
11	**De-icing**	Nil.
12	**Remarks**	Airport Operations: H24.

RPLC AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	• Cargo Haus - cargo handling and warehousing. • Clark Airport Support Services Corporation (CASSC) - ground handling, cargo handling and warehousing. • PAIRPAGS - cargo handling and warehousing. • United Parcel Service - cargo hub. • Federal Express - cargo hub.
2	**Fuel/oil types**	Jet A-1.

3	**Fuelling facilities/capacity**	Clark field Aviation Services Inc. (CASI) • The storage capacity in Jet-A1 is around 500000 liters divided in two underground tanks of 180000 liters capacity each and one above storage tank. • Aircraft refuelling is realized via service trucks as no fuel hydrant system exists at Clark. CASI has 10 refuelling trucks to service all types of aircraft.
4	**De-icing facilities**	Nil.
5	**Hangar space for visiting aircraft**	Asian Aerospace, Metro jet, Dornier, LEASCOR, INAEC, Lion Air.
6	**Repair facilities for visiting aircraft**	• SIA Engineering Philippines - certified for base maintenance on all aircraft of Airbus A320 family and for line maintenance of Airbus A320, Boeing B767, B777 and B737. • Dornier Technology - provides base maintenance for turboprop aircraft such as Dornier 328 and Cessna single engine aircraft. Also provides line maintenance for Airbus A320 aircraft. • Asian Aerospace - licensed to perform maintenance on aircraft registered and based in the Philippines and abroad. • Metrojet Engineering (Clark) - Maintenance, Repair and Overhaul (MRO) facility for business jets and helicopters registered and based in the Philippines and overseas.
7	**Remarks**	Ground Handling Services: • DNATA, Inc • MacroAsia Airport Services Corporation • Philippine Airport Ground Service Solutions, Inc. (PAGSS) • PSI • Delta golf Line Maintenance: • SIAEP, Lufthansa Teknik Philippines Inc Flight Catering Services: • Global Catering

RPLC AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Near the AD (Widus, Midori, Stotsenberg, Royce, Xenia, Clark Hills, Sun Valley Mansions, Marriot, Hilton, Quest, Clark Hostel, etc.) and in the city.
2	**Restaurants**	At the AD, near the AD and in the city.
3	**Transportation**	Bus, Taxi, Air-conditioned Jeepney, P2P buses, CDC Loop bus, Grab taxi, Avis Rent a Car, Hotel shuttle service.
4	**Medical facilities**	Air Force Hospital, Medical City and Mt. Carmel located within the Clark Freeport Zone. Hospital services are also available at Mabalacat City and Angeles City.
5	**Bank and Post Office**	Near the AD and in the city.
6	**Tourist Office**	Department of Tourism (DOT).
7	**Remarks**	Nil.

RPLC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT IX.
2	**Rescue equipment**	Four (4) fire trucks [Two (2) Oshkosh (12000 liters each), One (1) Rosenbauer (9616 liters), One (1) Rosenbauer (12000 liters)]. Two (2) Type III Ambulances. Four (4) sets rescue extraction equipment.
3	**Capability for removal of disabled aircraft**	Aircraft recovery and removal is generally an aircraft operator's responsibility consistent with the Aircraft Accident Investigation and Inquiry Board (AAIIB) requirements. It must be understood that for the reasons of business continuity, LIPAD Corp. may intervene at any time to expedite the removal of a disabled aircraft on or near the aircraft movement area at the owner's or aircraft operator's expense. Refer to LIPAD Corp. Disabled Aircraft Removal Plan. Contact Information: Disabled Aircraft Removal Plan (DARP) Coordinators: 1. Emergency Services Department (045) 598-5108 2. Airport Operations Department (045) 598-5131 3. Airport Operations Command Center (045) 598-5118.
4	**Remarks**	Twenty-eight (28) Fire fighters/Rescue personnel. Fourteen (14) Paramedics.

RPLC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Types of clearing equipment**	One (1) sweeper truck available. H24.
2	**Clearance priorities**	Nil.
3	**Remarks**	Nil.

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

1	**Apron surface and strength**	Main Apron Surface: CONC. Strength: PCN 91 R/A/W/T. Juliet Apron Surface: CONC+ASPH. Strength: Nil. North Apron Surface: CONC. Strength: PCN 65 R/A/W/T. South Apron Surface: CONC. Strength: PCN 46 R/B/W/T.
2	**Taxiway width, surface and strength**	Width: 23M with 10.5M shoulder. Surface: CONC. Strength: 87 R/C/W/T.
3	**Altimeter checkpoint location and elevation**	Nil.
4	**VOR checkpoints**	Nil.
5	**INS checkpoints**	Nil.
6	**Remarks**	Nil.

RPLC 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 of aircraft stands**	Parking Stands. Yellow TWY edge & center lines. TWY edge lights. “FOLLOW ME” vehicle on prior request. Parking Stand 2A equipped with Visual Docking Guidance System (VDGS).
2	**RWY and TWY markings and LGT**	RWY 02/20: Designation, THR, THR bar, Center line, Touchdown, Fixed distance, Distance-to-go,Edge line. TWY: Center line, edge line, holding position.
3	**Stop bars and RWY guard lights**	Parking stands with stop bar markings and aircraft designator. RWY Guard lights.
4	**Other RWY protection measures**	Nil.
5	**Remarks**	Nil.

RPLC AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			**In circling area and at AD**		**Remarks**
1			**2**		**3**
RWY/Area affected	**Obstacle type Elevation Markings/LGT**	**Coordinates**	**Obstacle type Elevation Markings/LGT**	**Coordinates**	
a	**b**	**c**	**a**	**b**	
02/APCH zone	Terrain 3075FT	145602.6N 1202236.1E	Nil	Nil	Nil
	Terrain 3052FT	145608.6N 1202230.5E	Nil	Nil	Nil
	Terrain 1943FT	150356.5N 1202700.7E	Nil	Nil	Nil
	Terrain 745FT	150353.6N 1203012.5E	Nil	Nil	Nil
	Terrain 653FT	150800.9N 1203208.1E	Nil	Nil	Nil
20/TKOF	Terrain 2133FT	151129.5N 1204457.6E	Nil	Nil	Nil
	Terrain 1657FT	151156.5N 1204318.6E	Nil	Nil	Nil
	Terrain 1346FT	151156.5N 1204309.6E	Nil	Nil	Nil
	Terrain 752FT	150717.5N 1203100.5E	Nil	Nil	Nil
	Terrain 634FT	150838.5N 1203200.5E	Nil	Nil	Nil
20/APCH zone	Terrain 3741FT	150627.2N 1202458.0E	Nil	Nil	Nil
	Terrain 3016FT	151142.2N 1204403.7E	Nil	Nil	Nil
	Terrain 1657FT	151156.5N 1204318.6E	Nil	Nil	Nil
	Terrain 1575FT	151129.5N 1204318.6E	Nil	Nil	Nil
	Tower 491FT	151316.3N 1203429.1E	Nil	Nil	Nil

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
02/20	Terrain 3475FT	151214.5N 1204430.6E	Nil	Nil	Nil
	Terrain 3409FT	151214.5N 1204421.5E	Nil	Nil	Nil

RPLC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	PAGASA.
2	**Hours of service** **MET Office outside hours**	H24. -
3	**Office responsible for TAF preparation** **Periods of validity**	- 6 hours.
4	**Trend forecast** **Interval of issuance**	- TAF every 6 hours.
5	**Briefing/consultation provided**	Personal Consultation.
6	**Flight documentation** **Language(s) used**	- English.
7	**Charts and other information available for briefing or consultation**	FSS, Pilot Lounge, Briefing Room.
8	**Supplementary equipment available for providing information**	Automatic Terminal Information Service.
9	**ATS units provided with information**	FSS, Clark Control Tower.
10	**Additional information (limitation of service, etc.)**	Nil.

RPLC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY	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	Slope of RWY-SWY
1	2	3	4	5	6	7
02	021.00º GEO 022.80º MAG	3200M X 60M	PCN 85 R/C/W/T CONC	151027.63N 1203328.20E (43.0M)	THR 141.7M/ 465.0FT TDZ 142.2M/ 466.4FT	0.69% uphill towards THR02
20	201.00º GEO 202.80º MAG	3200M X 60M	PCN 85 R/C/W/T CONC	151205.00N 1203406.78E (43.0M)	THR 119.6M/ 392.2FT TDZ 125.4M/ 411.4FT	

SWY dimensions	CWY dimensions	Strip dimensions	RESA dimensions	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
Nil	300M X 300M	3320M X 300M	240M X 120M	Nil	Nil	Nil
Nil	300M X 300M	3320M X 300M	240M X 120M	Nil	Nil	Nil

RPLC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
02	3200M	3500M	3200M	3200M	Nil
20	3200M	3500M	3200M	3200M	Nil

RPLC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour, WBAR	VASIS, (MEHT), PAPI	TDZ, LGT LEN
1	2	3	4	5
02	PALS Cat I, 900M, LIH	Green/ Amber	PAPI Left/Right 3.5º	Nil
20	PALS Cat I, 900M, LIH	Green/ Amber	PAPI Left/Right 3.0º	Nil

RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour, WBAR	SWY LGT LEN, colour	Remarks
6	7	8	9	10
3200M, 60M, Amber, Red, LIH	3200M, 60M, Amber, Red, LIH	Red/ Amber	Orange	Nil
3200M, 60M, Amber, Red, LIH	3200M, 60M, Amber, Red, LIH	Red/ Amber	Orange	Nil

RPLC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	Location: 151058.865N 1203251.206E. Characteristics: Nil. HR of OPS: Nil.
2	**LDI location and LGT** **Anemometer location and LGT**	Landing Distance Indicator and lights on both sides of RWY02/20 per 1000FT on the whole stretch of the RWY.
3	**TWY edge and centre line lighting**	Blue TWY edge lights on major TWY.
4	**Secondary power supply/switch-over time**	Stand-by Genset at 9 seconds. (Maximum 15 seconds)
5	**Remarks**	Nil.

RPLC 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**	1. Taxiway Delta helipad - at Stand 12 South of taxiway F5 for helicopters parking on the main apron (Mark with helipad symbol in white markings). 2. Fontana helipad - located approximately 3 miles West of Clark runway for helicopters transporting Fontana Resort and Country Club guests. 3. Hospital helipad - located within Clark Freeport Zone. 4. Hotel helipad - located within Clark Freeport Zone. 5. Military helipad - TWY Delta abeam Haribon.

RPLC AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	CLARK AERODROME TRAFFIC ZONE (ATZ): A circle radius 5NM centered on 151110N 1203337E (ARP). CLARK CONTROL ZONE (CTR): A circle radius 10NM centered on 151112.8N 1203338.3E (CIA DVOR/DME). CLARK TERMINAL CONTROL AREAS (TMA): 152932N 1204903E - 150704N 1204903E - 145658N 1204320E - 144740N 1202353E - 152332N 1202353E - 152645N 1202859E - 154103N 1202708E - 154114N 1204316E - 152932N 1204903E.
2	**Vertical limits**	ATZ: SFC up to but excluding 2000FT. CTR: SFC up to 1500FT. TMA: 1500FT to FL200 (exc ATS routes at FL130 & above). 1500FT to <FL130 (ATS routes inside TMA below FL130). FL130 to FL200 (ATS routes inside TMA at FL130 & above).
3	**Airspace classification**	ATZ - B; CTR - D; TMA - D (exc ATS routes at FL130 & above; ATS routes inside TMA below FL130) and A (ATS routes inside TMA at FL130 & above).
4	**ATS unit call sign Language(s)**	ATZ - Clark Control Tower. CTR/TMA - Clark APP. English.
5	**Transition altitude**	11000FT.
6	**Hours of applicability**	H24.
7	**Remarks**	Nil.

RPLC AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Clark Approach	119.2MHZ	H24	Nil.
CLNC DEL	Clearance Delivery	125.2MHZ		Nil.
TWR	Clark Tower	118.7MHZ/124.3MHZ		Nil.
		121.5MHZ		EMERG FREQ.
FSS	Clark Radio	5447.5KHZ		P/P PRI FREQ.
		3834KHZ		SRY FREQ.
ATIS	Clark ATIS	127.2MHZ		Nil.
GND	Clark Ground	124.3MHZ		Nil.

RPLC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OP(for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	CIA	113.1MHZ CH78X	H24	151112.8N 1203338.3E	150M/500FT	Managed by: Bases Conversion and Development Authority (BCDA). Maintained by: CAAP. DVOR - 50W. DME - 1KW.
LOC 02 ILS CAT I	ICA	109.3MHZ	H24	151214.5N 1203410.5E	Nil	Nil
GP 02		332MHZ	H24	151036.3N 1203336.0E	Nil	Nil
DME 02		CH30X	H24	151036.3N 1203336.0E	Nil	Nil
LOC 20 ILS CAT I	ICK	110.1MHZ	H24	151017.8N 1203324.3E	Nil	Nil
GP 20		334.4MHZ	H24	151154.6N 1203407.0E	Nil	Nil
DME 20		CH38X	H24	151154.6N 1203407.0E	Nil	Nil

RPLC AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations

1.1 The airport regulations presented herein were derived from the existing/published procedures and manuals which include but not limited to:

a. Operational procedures
b. Emergency response procedures
c. Disabled aircraft recovery procedures
d. Flight diversion procedures
e. Ground handling services procedures
f. Safety policies and procedures
g. Procedure on the Arrival and Departure of Special Flights and Rotary Wings

1.2 Marshal's assistance can be requested from the Control Tower and further information about the regulations can be obtained from the LIPAD Corp.

1.3 RWY 02/20 is open to aircraft operations H24 daily.

1.4 Local Flying Restrictions

1.4.1 An aircraft without functioning ATC transponder with a Mode C capability shall not be authorized to operate within the TMA except for helicopter flying below 304M (1000FT AMSL).

2. Taxiing to and from stands

2.1 Arriving aircraft, including the General aviation aircraft, will be allocated a parking stand by the Ground Operations personnel through the Control Tower personnel.

2.2 Services of the "FOLLOW ME" vehicle can be requested through the Control tower.

3. Parking

3.1 Aircraft entering the parking area shall be guided by a marshal.

3.2 Helicopters entering the parking area shall be guided by a marshal.

3.3 Assignment of Parking Stands

3.3.1 North Apron

Parking Stands	Aircraft Type	Restrictions/Remarks
1	B757 and lower aircraft category	Power in, Push back.
2	B757 and lower aircraft category	Power in, Push back.
2A With two fingers boarding bridge equipped with VDGS	B737, B757, A300, A319, A320, A321, A330, B787, B767, B777-200, A350, B777-300	Power in, Push back Note: Parking stands 2 and 3 will be closed for aircraft operations whenever parking stand 2A is occupied by aircraft.
3	B757 and lower aircraft category	Power in, Push back.
4	B757 and lower aircraft category	Power in, Push back.
4A With single finger boarding bridge	A320, A330, B767, B787	Power in, Push back Note: Parking stands 4 and 5 will be closed for aircraft operations whenever parking stand 4A is occupied by aircraft.
5	B757 and lower aircraft category	Power in, Push back.
6	B757 and lower aircraft category	Power in, Push back.

Parking Stands	Aircraft Type	Restrictions/Remarks
7	B767 and lower aircraft category	Power in, Power out.
7A	B767 and lower aircraft category	Power in, Power out.
8	B767 and lower aircraft category	Power in, Power out.
8A	B767 and lower aircraft category	Power in, Power out.
9	B767 and lower aircraft category	Power in, Power out.

Main Apron

Parking Stands	Aircraft Type	Restrictions/Remarks
10	A330, MD11, B767 and lower aircraft category	Power in, Push back. Note: Parking stand 11 can only accommodate Code C aircraft whenever parking stand 10 is occupied by a Code E aircraft.
11	B744, MD11, B767 and lower aircraft category	Power in, Push back. Note: Parking stands 10 and 12 can only accommodate Code C aircraft whenever parking stand 11 is occupied by a Code E aircraft.
12	B767 and lower aircraft category	Power in, Push back.
13	B767 and lower aircraft category	Power in, Push back.
14	B757 and lower aircraft category	Power in, Push back.
15	B757 and lower aircraft category	Power in, Push back.
16	A380, B748, B744 and lower aircraft category	Power in, Push back. Note: Parking stands 15 and 17 will be closed for aircraft operations whenever parking stand 16 is occupied by a Code E or Code F aircraft.
17	B757 and lower aircraft category	Power in, Push back.
18	A380, B748, B744 and lower aircraft category	Power in, Push back. Note: Parking stands 17 and 19 will be closed for aircraft operations whenever parking stand 18 is occupied by a Code E or Code F aircraft.
19	B757 and lower aircraft category	Power in, Push back.

Note: During peak hours when all parking stands at the North apron are occupied, incoming aircraft are directed to park at the Main apron to decongest the North apron and provide a safe ground maneuvering for aircraft.

4. Taxiing - limitations

4.1 Pilots shall not taxi aircraft at any time without communications and clearance from the Control Tower.

4.2 Aircraft being towed on the movement area must have radio contact with the Control Tower. If aircraft must be towed within the apron area prior coordination and approval shall be obtained from the Control Tower, otherwise no movement will be executed.

4.3 Any aircraft movement without radio contact must visually monitor the Control Tower at all times for light signals.

4.4 During emergencies when emergency vehicles are proceeding to strategic points, the Control Tower shall make a blanket broadcast. “All taxiing aircraft, Hold, Emergency in progress.” After the blanket broadcast or when the responding emergency vehicles are sighted, all aircraft will stop and hold until the Control Tower clears the aircraft to continue taxiing.

4.5 TWY F1 (RWY20/02 to TWY A) and F2 (RWY20/02 to TWY A) are open for daylight operations only.

4.6 TWY F7 (between TWY A and TWY D) open to wide bodied aircraft with less than four (4) engine.

4.7 TWY B, TWY C and TWY F3 are closed taxiways, however can be utilized for parking of aircraft but only for tow-in and tow-out operations only.

4.8 TWY F8 and TWY F9 are permanently closed.

4.9 Pilots shall observe taxiing speed limits set by ICAO.

5. School and training flights

5.1 Training flights must only be conducted after permission has been obtained from the LIPAD Corp and the Civil Aviation Authority of the Philippines (CAAP).

6. Helicopter traffic - limitation

6.1 Except when a clearance is obtained from an Air Traffic Control Unit, VFR helicopter flights shall not take-off and land at Diosdado Macapagal International Airport within its control zone, or center its aerodrome traffic zone:

a. When the ceiling is less than 1000 feet;

b. When the ground visibility is less than 1.5KM (1 mile).

RPLC AD 2.22 FLIGHT PROCEDURES

1. Procedures for VFR flights

The following air traffic procedures shall apply to all VFR flights operating within Clark Terminal Control Area.

a. All VFR flights shall maintain continuous listening watch on Clark Approach 119.2MHZ while within Clark TMA.
b. All departing VFR flights shall maintain a listening watch on Clark Control Tower frequency 118.7MHZ up to the exit points, or as instructed by ATC.
c. All departing VFR flights shall climb to and maintain 1000FT before executing any turn. Aircraft departing OMNI shall climb to and maintain 800FT before executing any turn.
d. All departing aircraft shall advise the Control Tower of their departure direction and the proposed altitude at the holding point.
e. All arriving VFR flights, before entering Clark TMA, shall initiate contact and remain on listening watch at 119.2MHZ.
f. All VFR flights arriving/departing to/from Clark shall follow the prescribed arrival and departure procedures or as instructed by the ATC.
g. Deviation from VFR arrival/departure procedures shall be subject to ATC approval.

Note: All altitude indicated is on MSL setting.

2. Procedures for VFR Departure Flights

2.1 North Bound Aircraft

a. RWY20 Take-off: Maintain straight out departure until cleared by the Control Tower to make right turn to Expo then proceed West of Tarlac City (or a heading of 350 degrees) at 1500FT. Higher altitude must be requested by the pilot from ATC.
b. RWY02 Take-off: Make a left turn to Expo then proceed West of Tarlac City (or a heading of 350 degrees) at 1500FT. Higher altitude must be requested by the pilot from the ATC.

2.2 South Bound Aircraft

a. RWY20 Take-off: Make a left turn towards San Fernando via Angeles Church climbing to 1500FT. Proceed to destination.
b. RWY02 Take-off: Make a right turn for a downwind departure, proceed towards San Fernando via Angeles Church climbing to 1500FT. Proceed to destination.

2.3 West Bound Aircraft

a. RWY20 Take-off: Make a right turn to Expo, climb 1500FT and proceed to destination. Higher altitude must be requested by the pilot from the ATC.
b. RWY02 Take-off: Make a left turn to Expo, climb to 1500FT and proceed to destination. Higher altitude must be requested by the pilot from the ATC.

2.4 East Bound Aircraft

a. RWY20 Take-off: Make a left turn and climb to traffic altitude for a downwind departure. After passing Feliciano turn right on a heading of 060 degrees and continue climb towards Magalang. Proceed to destination. Higher altitude must be requested by the pilot from ATC.
b. RWY02 Take-off: Make right turn on a heading of 060 degrees and continue climb towards Magalang. Proceed to destination. Higher altitude must be requested by the pilot from the ATC.

3. Procedures for VFR Arrival Flights

3.1 From the North

a. RWY20 Landing: Report to Clark Approach over Paniqui at 2500FT. Proceed over La Paz at 1500FT towards Magalang. Report over Feliciano then join downwind at traffic altitude.
b. RWY02 Landing: Report to Clark Approach over Paniqui at 2500FT. Proceed over La Paz at 1500FT towards Magalang. Report over Feliciano then join downwind at traffic altitude.

3.2 From the South

a. RWY20 Landing: Report to Clark Tower over SM Pampanga. Report over Marquee Mall at 1500FT then join downwind at traffic altitude.
b. RWY02 Landing: Report to Clark Tower over SM Pampanga. Report over Marquee Mall at 1500FT then join downwind at traffic altitude.

3.3 From the West

a. RWY20 Landing: Report to Clark Control Tower before entering the Aerodrome Traffic Zone. Report over Expo at 1500FT. Obtain clearance to cross the field to downwind at traffic altitude or proceed as instructed by ATC.
b. RWY02 Landing: Report to Clark Control Tower before entering the Aerodrome Traffic Zone. Report over Expo at 2500FT. Obtain clearance to cross the field to join downwind at traffic altitude or proceed as instructed by ATC.

3.4 From the East

a. RWY20 Landing: Report to Control Tower over La Paz at 1500FT. Report over Magalang. Report over Feliciano then join downwind at traffic altitude or proceed as instructed by ATC.
b. RWY02 Landing: Report to Control Tower over La Paz at 1500FT. Report over Magalang. Report over Feliciano then join downwind at traffic altitude or proceed as instructed by ATC.

4. Procedures for VFR OMNI flights

4.1 General

a. All aircraft operating inside Clark Aerodrome Traffic Zone shall contact Clark Control Tower on 118.7MHZ.
b. Local operations at OMNI require Clark Tower approval and may be terminated or restricted if traffic situation dictates.
c. A maximum of four (4) VFR traffic are allowed on the OMNI traffic pattern.
d. All aircraft coming from OMNI may use the main runway for practice approaches and landings anytime when traffic permits and approved by Clark Tower.
e. All aircraft coming from OMNI requesting for local IFR clearance must contact 125.2MHZ to signify intention if:
   - to intercept and track-out a certain radial to join a fix so as to be considered a joiner;
   - to join traffic pattern of main runway and to execute touch and go thereby for an IFR clearance using SIDs.

4.2 OMNI VFR Departures

4.2.1 East Bound

a. RWY20 OMNI Take-off: Make a left turn and climb to traffic altitude, 1000FT for a downwind departure. After passing Feliciano turn right on a heading of 060 degrees and continue climb towards Magalang. Proceed to destination. Higher altitude must be requested from the ATC.
b. RWY02 OMNI Take-off: Make right turn on a heading of 060 degrees and continue climb towards Magalang at 1000FT. Proceed to destination. Higher altitude must be requested from the ATC.

4.2.2 South Bound and South East Bound

a. RWY20 OMNI Take-off: Make a left turn towards San Fernando via Angeles Church climbing to 1500FT. Proceed to destination. Higher altitude must be requested by the pilot from the ATC.
b. RWY02 OMNI Take-off: Make a right downwind departure towards San Fernando via Angeles Church climbing to 1500FT. Proceed to destination higher altitude must be requested by the pilot from ATC.

4.2.3 North Bound and North West Bound

a. RWY20 OMNI Take-off: Make a left turn for downwind and obtain clearance to cross midfield at 1500FT to proceed Expo. Continue towards West of Tarlac City (or a heading of 350 degrees). Higher altitude must be requested by the pilot from ATC.
b. RWY02 OMNI Take-off: Make a right turn for downwind and obtain clearance to cross midfield at 1500FT to proceed Expo. Continue towards West of Tarlac City (or a heading of 350 degrees). Higher altitude must be requested by the pilot from ATC.

4.2.4 West Bound

a. RWY20 OMNI Take-off: Make a left turn for downwind and obtain clearance to cross midfield at 1500FT to proceed Expo. Proceed to destination. Higher altitude must be requested by the pilot from ATC.
b. RWY02 OMNI Take-off: Make a right turn for downwind and obtain clearance to cross midfield at 1500FT to proceed Expo. Proceed to destination. Higher altitude must be requested by the pilot from ATC.

4.3 OMNI VFR Arrival

4.3.1 From the North

a. RWY20 OMNI Landing: Report to Clark Approach over Paniqui at 2500FT. Report over La Paz at 1500FT. Report over Magalang at 1200FT. Report over Feliciano then join downwind at traffic altitude.
b. RWY02 OMNI Landing: Report to Clark Approach over Paniqui at 2500FT. Report over La Paz at 1500FT. Report over Magalang at 1200FT. Proceed to Feliciano then join downwind at traffic altitude.

4.3.2 From the South

a. RWY20 OMNI Landing: Report to Clark Approach over SM Pampanga. Proceed Marquee Mall at 1200FT then join downwind at traffic altitude.
b. RWY02 OMNI Landing: Report to Clark Approach over SM Pampanga. Proceed Marquee Mall at 1200FT then join downwind at traffic altitude.

4.3.3 From the West

a. RWY20 OMNI Landing: Report to Clark Control Tower entering the Aerodrome Traffic Zone. Report over Expo at 2000FT. Obtain clearance to cross the field to join downwind at traffic altitude or as instructed by ATC.
b. RWY02 OMNI Landing: Report to Clark Control Tower entering the Aerodrome Traffic Zone. Report over Expo at 2000FT. Obtain clearance to cross the field to join downwind at traffic altitude or as instructed by ATC.

4.3.4 From the East

a. RWY20 OMNI Landing: Report to Clark Control Tower over La Paz at 1500FT. Report over Magalang at 1200FT. Report over Feliciano for downwind at traffic altitude or as instructed by the ATC.
b. RWY02 OMNI Landing: Report to Clark Control Tower over La Paz at 1500FT. Report over Magalang at 1200FT. Report over Feliciano for downwind at traffic altitude or as instructed by the ATC.

5. Helicopter Operations

5.1 VFR Helicopter Inbound Routes

a. From the North and East. Contact Clark Control Tower when entering the Control Zone not above 1000FT. Fly over the south bank of Bamban River so as to cross the final approach of

RWY20 at 700FT. Advise Clark Control Tower when clear of the final approach and make a left turn before Expo Pilipino then follow designated VFR Helicopter arrival procedure or as instructed by ATC.

b. From the South. Contact Clark Control Tower when entering the Control Zone not above 1000FT. Fly over the north bank of Porac River so as to cross the final approach of RWY02 at 700FT. Advise Clark Control Tower after crossing final approach and make a right turn heading 020 degrees over Deca Wakeboard Park. Follow designated VFR Helicopter arrival procedure or proceed as instructed by ATC.

c. From the West: Contact Clark Control Tower when entering the Control Zone not above 1000FT. Maintain on the west side. Report over Deca Wakeboard Park and fly heading 020 degrees. Follow designated VFR Helicopter arrival procedure or proceed as instructed by ATC.

5.2 VFR Helicopter Outbound Routes

a. North Bound: Fly towards the left side of Expo Pilipino. Turn right and fly on the north bank of Bamban River so as to cross the final approach of RWY20 at 800FT. Report 10NM out.

b. South Bound: Fly towards Quest Hotel then make a left turn towards Deca Wakeboarding Park. Make another left turn over the south bank of Porac River at 800FT crossing the final approach of RWY02. Report 10NM out.

c. West Bound: Fly towards Quest Hotel. Proceed to destination. Report 10NM out.

5.3 VFR Helicopter Arrival Procedure

a. Southwest Arrival: Fly towards Air Force City Park. Turn right so as to intersect the extended centerline of TWY Delta. Turn left and land on the designated Helipad or as instructed by the ATC.

b. Northwest Arrival: Fly towards Lily Hill and proceed over the Airport Passenger Terminal. Intersect TWY Delta and land on the designated Helipad or as instructed by the ATC.

5.4 VFR Helicopter Departure Procedure

a. Southwest Departure: Lift-off at 800FT and turn right abeam Air Force Park. Follow designated outbound route or as instructed by the ATC.

b. Northwest Departure: Lift-off at 800FT and make a left turn before the Airport Passenger Terminal towards Lily Hill. Follow designated VFR Helicopter outbound route or as instructed by the ATC.

6. Training Areas

6.1 Low Altitude

a. Charlie One - Located northwest of Mt. Arayat, bordered by a line starting on Magalang town; then north to Concepcion town eastward to Zaragosa; southward to the intersection of Rio Chico and Pampanga River and eastward along the base of Mt. Arayat back to Magalang. Vertical limits are 2000FT to 3000FT.

b. Charlie Two - Located adjacent to the eastern border of Charlie One from Zaragosa to Santa Rosa southward to Gapan and trace back to Rio Chico and Pampanga River intersection. Vertical limit is surface to 3000FT.

c. Charlie Three - Located adjacent to the southern border of Charlie Two from Gapan town, south to San Miguel town; westward to Candaba town then north up to the town of Arayat and ending on the intersection of Rio Chico and Pampanga River. Vertical limit is surface to 3000FT.

d. Charlie Four - Located southwest of Mt. Arayat, bordered by a line starting on Mexico town then north to Magalang town; eastward along the base of Mt. Arayat up to the intersection of Rio Chico and Pampanga River southward to Candaba and back to Mexico. Vertical limit is 3000FT.

e. Crow valley (RPD-30) - the Crow Valley is located 12.5 miles northwest of Clark. It is a surface gunnery, which lie within the confines of airspace from surface to 10000FT.

6.2 Transiting VFR Traffic

a. North Bound
1. Contact 119.2MHZ before entering Clark TMA.
2. Proceed to Candaba at 3500FT all the way to Zaragosa then proceed direct to Paniqui.

b. South Bound
1. Contact 119.2MHZ before entering Clark TMA.
2. Proceed to Paniqui, Tarlac at 2500FT then proceed to Zaragosa, to be at Zaragosa at 1500FT then proceed to Candaba.

RPLC AD 2.23 ADDITIONAL INFORMATION

Bird concentration in the vicinity of the airport.

Birds are seasonally active from July to November. Different dispersal activities/techniques to minimize, if not remove, the presence of birds and other wildlife at the aerodrome is being implemented, i. e.:

a. Vehicle runway sweep/run from the threshold of the runway and vice versa being conducted by the ground operations personnel two times daily or at the request of the pilot through the Control Tower.
b. Habitat management - grass cutting and draining of water pond area.
c. Use of firecrackers to scare the birds quickly.
d. Use of scare crows and nets near the threshold area.

RPLC AD 2.24 CHARTS RELATED TO AN AERODROME