AD 2 AERODROMES

Note: The following sections in this chapter are intentionally left blank: AD-2.25

RPLB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RPLB - SUBIC BAY PRINCIPAL AIRPORT (Class 1)

RPLB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at AD**	144740N 1201617E.
2	**Direction and distance from (city)**	5.5 KM 10º SW.
3	**Elevation/Reference temperature**	59 FT.
4	**Geoid undulation at AD ELEV PSN**	144 FT.
5	**MAG VAR/Annual Change**	3ºW (2021) / 6.0' increasing.
6	**AD Operator, address, telephone, telefax, telex, AFS**	Subic Bay Metropolitan Authority Building 229, Waterfront Road Subic Bay Freeport Zone 2222 Subic Bay International Airport Building 8015, Argonaut Highway Subic Bay Freeport Zone 2222 Phone: (047) 252-3131 / 252-9360 to 252-9365
7	**Types of traffic permitted (IFR/VFR)**	IFR-VFR.
8	**Remarks**	Nil.

RPLB AD 2.3 OPERATIONAL HOURS

1	**AD Operator**	MON - FRI: 0000 - 0900.
2	**Customs and immigration**	During scheduled international flights. On request.
3	**Health and sanitation**	H24.
4	**AIS Briefing Office**	Nil.
5	**ATS Reporting Office (ARO)**	2300 - 0900. For extension of SER, one (1) day prior notice is required.
6	**MET Briefing Office**	H24. Available at the Philippine Atmospheric, Geophysical and Astronomical Services Administration (PAGASA) office Building 8050.
7	**ATS**	0000 - 0900 [CAA of the Philippines (CAAP) Administration Office].
8	**Fuelling**	H24 through fuel tank trucks.
9	**Handling**	H24.
10	**Security**	H24.
11	**De-icing**	Nil.
12	**Remarks**	Airport Operations: H24.

RPLB AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	Aviation Concepts Technical Services, Inc. Vision Air.
2	**Fuel/oil types**	Jet A-1, AVGAS prior arrangement.
3	**Fuelling facilities/capacity**	Philippine Coastal Storage and Pipeline Corporation / Four (4) trucks - 10000 gallons.
4	**De-icing facilities**	Nil.
5	**Hangar space for visiting aircraft**	Aviation Concepts Technical Services, Inc.
6	**Repair facilities for visiting aircraft**	Aviation Concepts Technical Services, Inc.
7	**Remarks**	Nil.

RPLB AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Within Subic Bay Freeport Zone (SBFZ) and Olongapo City.
2	**Restaurants**	Within SBFZ and Olongapo City.
3	**Transportation**	Taxi and Commuter Van.
4	**Medical facilities**	Airport Emergency Medical Services located at Building 8052, Subic Bay Metropolitan Authority (SBMA) Public Health and Safety Department Building 280, SBFZ and within Olongapo City.
5	**Bank and Post Office**	Within SBFZ and Olongapo City.
6	**Tourist Office**	Available at Passenger Terminal Building and within SBFZ.
7	**Remarks**	Nil.

RPLB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT IX.
2	**Rescue equipment**	Three (3) fire trucks [Two (2) E-One (11356.24 liters each) and one (1) E-One (5678.12 liters)]. Two (2) Back-up fire trucks [One (1) Pierce (3785.4 liters) and one (1) E-One (3785.4 liters)]. Two (2) ambulances.
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. Largest aircraft: B777 and A330. Contact Information: Disabled Aircraft Removal Plan (DARP) Coordinator and Recovery Team Phone: (047) 252-9360 local 4946
4	**Remarks**	Eleven (11) Fire fighters/Rescue personnel. Twelve (12) Emergency Medical Services personnel.

RPLB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Types of clearing equipment**	Sweeper truck.
2	**Clearance priorities**	Nil.
3	**Remarks**	H24.

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

1	**Apron surface and strength**	Boton APN Surface: CONC. Strength: PCN 66 R/B/W/T. Midway APN Surface: CONC. Strength: PCN 66 R/B/W/T. SE APN Surface: CONC. Strength: PCN 66 R/B/W/T. SW APN A Surface: CONC. Strength: PCN 66 R/B/W/T. SW APN B Surface: CONC. Strength: PCN 66 R/B/W/T.	
2	**Taxiway width, surface and strength**	TWY B1 Width: 16 M. Surface: ASPH. Strength: PCN 64 F/A/W/T. TWY B2 Width: 10.5 M. Surface: ASPH. Strength: PCN 64 F/A/W/T. TWY C Width: 23 M. Surface: ASPH. Strength: PCN 64 F/A/W/T. TWY D1 Width: 23 M. Surface: CONC. Strength: PCN 66 R/B/W/T. TWY D2 Width: 23 M. Surface: ASPH. Strength: PCN 64 F/A/W/T. TWY E1 Width: 23 M. Surface: ASPH. Strength: PCN 64 F/A/W/T.	TWY E2 Width: 23 M. Surface: ASPH. Strength: PCN 64 F/A/W/T. TWY F Width: 23 M. Surface: ASPH. Strength: PCN 64 F/A/W/T. TWY G Width: 60 M. Surface: ASPH. Strength: PCN 64 F/A/W/T. TWY H Width: 23 M. Surface: ASPH. Strength: PCN 64 F/A/W/T. TWY I Width: 18 M. Surface: CONC. Strength: PCN 66 R/B/W/T.
3	**Altimeter checkpoint location and elevation**	Nil.	
4	**VOR checkpoints**	Nil.	
5	**INS checkpoints**	Nil.	
6	**Remarks**	TWY C a. LEN: 1000 M. Surface/Strength: ASPH (PCN 64 F/A/W/T). b. LEN: 1260 M and 350 M. Surface/Strength: CONC (PCN 66 R/B/W/T).	

RPLB 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**	Taxiing aircraft should follow ground marshall. Follow-me vehicle available upon request.
2	**RWY and TWY markings and LGT**	RWY: Designation, THR, TDZ, CL, marked and LGTD. TWY: CL and holding position marked.
3	**Stop bars and RWY guard lights**	Nil.
4	**Other RWY protection measures**	Nil.
5	**Remarks**	Nil.

RPLB 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**	
07/APCH	Mountain 1024 FT	144536.5N 1201059.4E	Mountain 3527 FT	144136.0N 1202140.8E	Nil
	Mountain 1099 FT	144549.0N 1201003.0E	Mountain 3035 FT	144454.0N 1202304.6E	
	Mountain Grande Island DVOR Site 158 FT	144610.7N 1201330.7E	Mountain 2986 FT	144215.2N 1202131.4E	
25/APCH	Mountain Sta. Rita Peak 1719 FT	144918.3N 1202149.5E	Mountain 2953 FT	144824.2N 1200816.3E	
	Mountain 837 FT	144917.5N 1202026.0E	Mountain 2927 FT	144728.2N 1200946.3E	
	Mountain 820 FT	144859.3N 1201958.9E	Mountain 2838 FT	144715.2N 1200958.5E	
			Mountain 2526 FT	144645.0N 1201028.6E	
			Mountain 2448 FT	145511.4N 1201837.3E	
			Mountain 2008 FT	145014.4N 1201106.3E	
			Mountain 1690 FT	145429.9N 1201755.9E	
			Communication Tower 548 FT Red LGT	144948.4N 1201614.6E	
			Mountain 525 FT	144750.6N 1201837.9E	
			Cranes 203 FT Red LGT	144808.3N 1201601.6E	

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	
Nil	Nil	Nil	Rotating Beacon Steel Tower 200 FT ALTN FLG Green Amber EV 5 SEC ATC Tower Building 151 FT Red LGT	144754.3N 1201600.7E 144730.9N 1201614.6E	Nil

RPLB 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**	PAGASA. -
4	**Trend forecast** **Interval of issuance**	METAR. Hourly.
5	**Briefing/consultation provided**	Upon request.
6	**Flight documentation** **Language(s) used**	AD forecast flight folder surface observation upon request. English.
7	**Charts and other information available for briefing or consultation**	AD forecast flight folder surface observation.
8	**Supplementary equipment available for providing information**	AWOS: RWY 07/25 - Anemometer, WDI, Rain Gauge, Transmissometer (RVR) and Ceilometer. RWY 07 - Barometer, Runway Temperature Indicator and Relative Humidity. HR of OPS: H24
9	**ATS units provided with information**	Service of CAAP.
10	**Additional information (limitation of service, etc.)**	Upon request.

RPLB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	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
07	067.42º	2745 X 45	PCN 66 R/B/W/T First 461 M - CONC PCN 64 F/A/W/T 1744 M - ASPH	144722.88N 1201534.52E 143 FT	THR 41 FT TDZ 44 FT	Nil
25	247.43º	2745 X 45	PCN 66 R/B/W/T First 540 M - CONC PCN 64 F/A/W/T 1744 M - ASPH	144757.16N 1201659.29E 144 FT	THR 48 FT TDZ 51 FT	Nil

SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
Nil	150 X 150	2865 X 300	90 X 90	Nil	Nil	Nil
Nil	150 X 150	2865 X 300	90 X 90	Nil	Nil	Nil

RPLB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
07	2745	2895	2745	2745	Nil
25	2745	2895	2745	2745	Nil

RPLB 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
07	SALS, 300 M, LIH with sequenced FLG LGT	Green, WBAR: 8	PAPI Left/Right 3.2º (76 FT)	840 M
25	SALS, 300 M, LIH with sequenced FLG LGT	Green, WBAR: 8	PAPI Left/Right 3.3º (59 FT)	840 M

RWY Centre Line LGT LEN, 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
2715 M, 15 M, Clear/Red, LIH	2745 M, 60 M, Yellow/White, LIH	Red, 8	Nil	SALS Color: flashing white light. Interval: 60-120 flashes per minute. Visibility range: 10 NM. Distance of crossbar from the THR: 300 M. Number of barrettes: 10 barrettes spaced at 30 M interval from THR.
2715 M, 15 M, Clear/Red, LIH	2745 M, 60 M, Yellow/White, LIH	Red, 8	Nil	SALS Color: flashing white light. Interval: 60-120 flashes per minute. Visibility range: 10 NM. Distance of crossbar from the THR: 300 M. Number of barrettes: 10 barrettes spaced at 30 M interval from THR.

RPLB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	Location: 144754.34N 1201600.69E. Characteristics: Alternating flashing green amber every 5 seconds. HR of OPS: 1000 - 2200 and during low visibility.
2	**LDI location and LGT** **Anemometer location and LGT**	Anemometer RWY 07: 144730.57N 1201545.17E; Lighted. RWY 25: 144754.85N 1201647.96E; Lighted.
3	**TWY edge and centre line lighting**	Edge: On all TWY except Taxiways B1, B2, D2 and I. Center line: Nil.
4	**Secondary power supply/switch-over time**	220 - 230 volts / 2400 volts / 12 seconds.
5	**Remarks**	Nil.

RPLB 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**	Designated helicopter landing area at SE APN, SW APN A, SW APN B, Midway APN and Boton APN. Subject to approval of airport management.

RPLB AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	SUBIC AERODROME TRAFFIC ZONE (ATZ): A circle radius 5 NM centered on 144740N 1201617E (ARP). SUBIC CONTROL ZONE (CTR): A circle radius 10 NM centered on 144610.6N 1201330.3E (SBA DVOR/DME). CLARK TERMINAL CONTROL AREA (TMA): 154103N 1202708E - 154114N 1204316E - 152932N 1204903E - 150704N 1204903E - 145658N 1204320E - 144740N 1202353E - 143440N 1202353E - 140217N 1200614E - 140335N 1195257E - 144907N 1194029E - 145725N 1200029E - 150923N 1201504E - 151830N 1202353E - 152332N 1202353E - 152645N 1202859E - 154103N 1202708E.
2	**Vertical limits**	ATZ: SFC up to but excluding 2000 FT. CTR: SFC up to 1500 FT. TMA: 1500 FT to FL200 (excluding ATZ and ATS routes at FL160 and above).
3	**Airspace classification**	ATZ - B; CTR - D; TMA - D; ATS routes inside TMA below FL160 - D; ATS routes inside TMA above FL160 - A.
4	**ATS unit call sign** **Language(s)**	ATZ - Subic Tower. CTR/TMA - Clark Approach. English.
5	**Transition altitude**	11000 FT.
6	**Hours of applicability**	H24.
7	**Remarks**	Nil.

RPLB AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Call Sign	Frequency	SATVOICE number	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
GND	Ground Control	121.8 MHZ	Nil	Nil	2300 - 0900*	PRI FREQ.
TWR	Subic Tower	118.2 MHZ 122.2 MHZ				PRI FREQ. SRY FREQ.
APP	Clark Approach	119.2 MHZ				PRI FREQ.
CLNC DEL	Clearance Delivery	121.3 MHZ				PRI FREQ.
ATIS	Subic ATIS	134.4 MHZ				Nil.

* For extension of service, one (1) day prior notice is required.

RPLB 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	SBA	113.5 MHZ / CH82X	H24	144610.6N 1201330.3E	200 FT	Located at Grande Island. Unusable FM Radial 275 to Radial 295 due to obstruction.

RPLB AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations

1.1 General

1.1.1 The Subic Bay Principal Airport (SBA) regulations are collected in an aerodrome manual. The aerodrome manual includes, among other subjects, the following:

a. The meaning of markings and signs;

b. Information about aircraft stands including visual docking guidance systems;

c. Information about taxiing from aircraft stands including taxi clearance;

d. Limitations in the operation of large aircraft including limitations in the use of the aircraft's own power for taxiing;

e. Helicopter operations;

f. Marshalling services;

g. Use of engine power exceeding idle power;

h. Engine start-up and use of APU;

i. Fuel spillage; and

j. Precautions during extreme weather conditions.

1.1.2 Entry and departure of aircraft on international flights:

a. All Subic Bay bound international air carriers must land at SBA and shall park at the assigned bay for Customs, Immigration and Quarantine (CIQ) clearance;

b. No aircraft shall be released from the assigned bay to their respective hangars unless officially released by the PNP-ASG and CIQ;

c. Loading and unloading of cargoes and embarkation/disembarkation of passengers shall be done at the assigned bays.

1.1.3 Power Transmission Lines/Towers: There is no assurance that all transmission lines are depicted on aeronautical charts or that their locations are correct. In addition, aeronautical markings of power line tower are not in accordance with ICAO type markings or obstruction light requirements and may not allow for prompt sighting from the air. Helicopters are enjoined not to operate below 500 FT.

1.1.4 Caution advised to aircraft operating South of the airport due tower visibility obscured by terrains.

1.1.5 All aircraft are advised to exercise caution while operating near the vicinity of Danger areas RP-D27, RP-D30, RP-D31 and Restricted area RP-R77.

1.2 Local Flying Restrictions

1.2.1 Closed to aircraft without a functioning two-way radio.

2. Taxiing to and from stands

2.1 Arrival

2.1.1 All arriving aircraft will be given taxi instruction through Ground Control frequency to proceed to specified apron.

2.1.2 Aircraft entering the Southeast Apron shall follow the ground marshall or “Follow-Me” services to direct the pilot to its parking stand allocation.

2.1.3 Unless the aircraft is provided with ground marshall or “Follow-Me” services, aircraft shall remain in contact with Ground Control frequency.

2.2 Departure

2.2.1 All departing aircraft must have permission from ATC before starting any pushback or any other maneuvers at the apron. Once the movement has been started, all aircraft are under the guidance of ATC and therefore must be able to comply with ATC instructions. Two-way radio communication should be maintained between the aircraft flight deck and the pushback crew so that any ATC instruction during pushback can be acted upon promptly. In the absence of two-way radio communication, standard hand signals must be used.

3. Parking

3.1 All aircraft/helicopters wishing to park on the apron are marshalled onto stand with the exception to Southwest Apron - B in VFR conditions. Helicopters, with the permission of CAAP, may maneuver to stand without positive ground control.

3.2 Subic Bay Principal Airport Passenger Terminal and Southeast Apron are not visible from Control Tower. All aircraft movements onto and off aircraft stands shall be supervised by ground marshall until the introduction of a closed-circuit television (CCTV) system or Ramp control.

3.3 General Aviation aircraft shall park, load or unload passengers at the designated general aviation parking apron.

3.4 Assignment of Parking Bays

3.4.1 Southeast Apron

3.4.1.1 Multiple Aircraft Ramp Stands (MARS)

Bay NR 1: B737-8 and lower category aircraft.
Remarks:
1. Nose-in/pushback stand.
2. Serviceable by single tunnel bridge.

Bay NR 2: A330 and lower category aircraft.
Remarks:
1. Not to be used if Bay NR 1 is in use.
2. Nose-in/pushback stand.
3. Serviceable by single tunnel bridge.

Bay NR 3: A321 and lower category aircraft.
Remarks:
1. Not to be used if Bay NR 2 is in use.
2. Nose-in/pushback stand.
3. Air step required.

Bay NR 4L: A320 and lower category aircraft.
Remarks:
1. Not to be used if Bays NR 4R or 5 is in use.
2. Nose-in/pushback stand.
3. Serviceable by single tunnel bridge.
4. Aircraft can self-maneuver if Bays NR 5 and 6L are empty.

Bay NR 4R: B737-8 and lower category aircraft.
Remarks:
1. Self-maneuvering stand.
2. Not to be used if Bays NR 4L, 5 and 6L are in use.
3. No airbridge. Air step required.

Bay NR 5: B777 and lower category aircraft.
Remarks:
1. Nose-in/pushback stand.
2. Serviceable by single tunnel bridge.

Bay NR 6L: A319 and lower category aircraft.
Remarks:
1. Not to be used if Bays NR 4L or 5 are in use.
2. No airbridge. Air step required.

Bay NR 6R: A319 and lower category aircraft.
Remarks:
1. Not to be used if Bay NR 7 is in use.
2. Self-maneuvering stand.
3. Airbridge not applicable. Air step required.

Bay NR 7: A319 and lower category aircraft.
Remarks:
1. Not to be used if Bay NR 6R is in use.
2. Self-maneuvering stand.
3. Airbridge not applicable. Air step required.

3.4.2 Southwest Apron - A

Bays NR 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14, 16, 17, and 18: A320-200 and lower category aircraft.
Remarks: Nose-in/pushback stand.

Bays NR 7 and 15: A330 or B777 and lower category aircraft.
Remarks: Nose-in/pushback stand.

3.4.3 Southwest Apron - B

Bays NR A, B, C and D: C208 and lower category aircraft.
Remarks: Self-maneuvering stand.

3.4.4 Midway Apron

Bays NR 1 and 2: B747 and lower category aircraft.
Remarks: Nose-in/pushback stand.

4. Taxiing - limitations

4.1 Taxiway C open to aircraft operations with category D and below aircraft.

5. Training flights

5.1 Training flights

5.1.1 Training flights are subject to approval and acceptance by ATC, and Operators can normally be expected to seek approval and acceptance in advance. Special conditions however apply in respect of jet aircraft (see subparagraph below).

5.1.2 Acceptance of training, preference to be given to based Operators, is at the discretion of the ATC Watch Supervisor taking into account wherever possible/necessary:

a. Weather conditions;

b. Runway in use;

c. Serviceability state and maintenance periods of navigational aids and other equipment;

d. Effect of and on other traffic; and

e. With due regard to the avoidance of any interruption/delay to the normal flow of scheduled/ regular traffic.

5.1.3 Training flights accepted by the ATC Watch Supervisor (not more than two at a time) are to be recorded, if accepted well in advance.

5.2 Instrument Rating Test Flight

5.2.1 The same conditions, as for training flights, apply for ATC Watch Supervisor when arranging for instrument rating tests, to have due regard to the effect of restricting/curtailing the test due to other traffic and to endeavour to arrange a time to allow little or no interruption.

Note: When recording the information in the Facility Operations Log, it will be necessary to record that the flight is for Instrument Rating Test purposes.

6. Removal of disabled aircraft from runways

6.1 The aircraft owner is responsible for the removal of the aircraft; the Airport Authority will assist the owner to remove the damaged aircraft in order to ensure that the aerodrome is able to continue/ recommence operations at the earliest opportunity. The control of the actual lifting and removal of a large aircraft is the responsibility of the registered owner or operator concerned.

RPLB AD 2.21 NOISE ABATEMENT PROCEDURES

The following is an example of the type of restriction that may be imposed in the future should noise levels at SBA becomes a problem.

1. Noise Abatement Procedures

1.1 Every operator of aircraft using the airport is to ensure that, as far as is practicable, aircraft are operated at all times in a manner calculated to cause the least disturbance in areas surrounding the airport. The requirements of item (i), (ii) and (iii) below may be departed from to the extent necessary for the avoidance of immediate danger or in compliance with ATC instructions.

i. Subject to ATC instructions, an aircraft inbound to SBA is to be maintained at as high an altitude as practicable.

ii. Large aircraft and all turbo-jet or turbo-fan aircraft, when carrying out training circuits, shall be flown at a height of at least 1500 FT

iii. All turbo-jet or turbo-fan aircraft departing from RWY 25 shall attain a height of 1000 FT and shall have passed the end of the runway before commencing any turn. Aircraft going around from an approach to RWY 25 shall not commence any turn until past the end of the runway and shall avoid overflying Olongapo.

iv. Training flights are subject to approval and acceptance by ATC but permission will not be given for any such flights by any type of aircraft. Requests from non-based civil operators for training will only be approved in exceptional circumstances and at the discretion of CAAP, who will seek to ensure minimum noise disruption.

v. Ground running by turbo-jet, turbo-fan and turbo-prop aircraft is to be minimized between the hours of 2300 and 0600, unless the aircraft operator can show that there exists overriding operational requirements. At other times, ground running is to be kept to the minimum consistent with operational needs.

vi. Any temporary noise abatement procedures will be issued by NOTAM.

1.2 Any deviations from the above procedures by aircraft and/or ATC, which might give rise to noise complaints, and any requests to ATC for permission to ground run engines between the hours of 2300 and 0600 are to be recorded in the Watch Log.

1.3 To improve on the published procedures, wherever possible, descent below 3000 FT. QNH should be given to inbound aircraft as late as possible.

1.4 ATC will not give approval for aerobatic displays or maneuvers, high speed fly-pasts (beat-ups), run and breaks or other unusual aerial activities by civil or (especially) military aircraft within the Control Zone which might give rise to annoyance to and noise complaints from local residents, unless prior approval for such activities has been notified to ATC by the Chairman of SBMA.

RPLB AD 2.22 FLIGHT PROCEDURES

1. Procedures for IFR Flights within Clark TMA

1.1 Clark Approach Control provides positive control service within the Subic point excluding those operations conducted within established Danger/Restricted Area and those aircraft remaining in the airport traffic pattern after take-off.

1.2 No person may operate an aircraft within the Clark TMA without having previously received and acknowledged an ATC clearance from Subic Tower / Clark Approach Control.

2. Procedures for Departing Aircraft

2.1 Pertinent departure information will be obtained from the Subic Tower on 118.2 MHZ.

2.2 Departing aircraft will be assigned a SID, altitude, and departure control frequency.

a. Prior to taxi, IFR departing aircraft shall advise Subic Clearance Delivery (121.3 MHZ) of the requested SID, direction of departures, and altitude.

b. Subic Tower will advise the aircraft when to contact Clark Approach Control.

c. Heading and altitudes to be flown after departure may be assigned to assure separation from other traffic.

3. Procedures for Arriving Aircraft

3.1 Pertinent arrival information will be obtained from Clark Approach Control on 119.2 MHZ.

3.2 Arriving aircraft shall establish initial contact with Clark Approach Control on 119.2 MHZ prior entering Clark TMA and shall:

a. Inform the controller of aircraft position, altitude, and specific intentions;

b. If other than a full stop landing is planned, inform the controller of the type of approach requested and intentions following the approaches; i.e, enter downwind, depart traffic pattern to a published final approach course; and

c. Expect routing for proper sequencing with other aircraft.

RPLB AD 2.23 ADDITIONAL INFORMATION

1. Fruit Bats and other wildlife concentration in the vicinity of the airport

1.1 Vigilance is necessary between December - June annually as this is the main migratory season. Activity is at the heaviest below 3000 FT from one hour before sunrise and thirty minutes to one hour after sunset. There is no area with a particular high concentration, the East and South of the airport should however be considered high-risk areas due to activity.

1.2 Pilots will be advised of any activity reported, and will be informed of the potential risk.

1.3 The controller, bearing in mind the specific circumstances, if he or she considers that there is a significant threat to an aircraft, may adjust runway use.

RPLB AD 2.24 CHARTS RELATED TO AN AERODROME