PORTUGAL

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AIP AMENDMENT: AIRAC 002-25
EFFECTIVE DATE: 20-MAR-2025

1. AIRAC changes incorporated in this AIP Amendment:

GEN

NIL

ENR

1.10	FLIGHT PLANNING - PROCEDURES FOR THE SUBMISSION OF FLIGHT PLAN - ARO PORTUGAL.
2.1	FIR AND TMA - LPPC FIR - NEW WEST SECTOR (UPPER/LOWER.
2.2	OTHER REGULATED AIRSPACE - CONTINGENCY PLANNING IN LISBOA ACC - SCENARIO 1 AND 2. CONTINGENCY ATS ROUTE - OVERFLYING SOUTHBOUND – UPDATED. CONTINGENCY ATS ROUTE - OVERFLYING NORTHBOUND – UPDATED. CONTINGENCY ATS ROUTE - DEPARTURES PORTO AD – UPDATED. CONTINGENCY ATS ROUTE - DEPARTURES LISBOA AD – UPDATED. CONTINGENCY ATS ROUTE - DEPARTURES FARO AD – UPDATED. CONTINGENCY ATS ROUTE - DEPARTURES MADEIRA/PORTO SANTO AD – UPDATED. CONTINGENCY ATS ROUTE - ARRIVALS MADEIRA/PORTO SANTO AD – UPDATED. CONTINGENCY ATS ROUTE - ARRIVALS FARO AD – UPDATED. CONTINGENCY ATS ROUTE - ARRIVALS LISBOA AD – UPDATED. CONTINGENCY ATS ROUTE - ARRIVALS PORTO AD - UPDATED.
6_01-1	LPPC LOWER AIRSPACE BELOW FL195 - WEST SECTOR - UPDATED.
6_01-3	LPPC UPPER AIRSPACE BELOW FL245/FL195 - WEST SECTOR - UPDATED.
6_01-5	LPPC FREE ROUTE AIRSPACE ABOVE FL245 - WEST SECTOR - UPDATED.
6_02-7	TERMINAL AREA CHART – LISBOA TMA (INBOUND, OUTBOUND AND TRANSIT ROUTING - LISBOA TMA WEST/EAST.

AD

LPAZ	2.3 AND 2.11 – ARO AND IPMA INFORMATION CHANGED.
LPCR	2.3 AND 2.11 – ARO AND IPMA INFORMATION CHANGED.
LPCS	2.3 AND 2.11 – ARO AND IPMA INFORMATION CHANGED. ADC AND APDC – ARO/AIS REMOVED.
LPFL	2.3 AND 2.11 – ARO AND IPMA INFORMATION CHANGED.
LPFR	2.3 AND 2.11 – ARO AND IPMA INFORMATION CHANGED. ADC AND APDC – ARO/AIS REMOVED.
LPGR	2.3 AND 2.11 – ARO AND IPMA INFORMATION CHANGED. 2.24.12-3 - INSTRUMENT APPROACH CHART - NEW RNP IAP. 2.24.12-5 - INSTRUMENT APPROACH CHART - NEW RNP IAP.
LPHR	2.3 AND 2.11 – ARO AND IPMA INFORMATION CHANGED.

LPMA	2.3 AND 2.11 – ARO AND IPMA INFORMATION CHANGED.
LPPD	2.3 AND 2.11 – ARO AND IPMA INFORMATION CHANGED. ADC AND APDC – ARO/AIS REMOVED. 2.24.11-1 - ATC SURVEILLANCE MINIMUM ALTITUDE CHART – UPDATE. 2.24.12-15 - INSTRUMENT APPROACH CHART - NEW RNP IAP. 2.24.12-21 - INSTRUMENT APPROACH CHART - NEW RNP IAP. 2.24.12-23 - INSTRUMENT APPROACH CHART - NEW RNP IAP. 2.24.12-25 - INSTRUMENT APPROACH CHART - NEW RNP IAP.
LPPI	2.3 AND 2.11 – ARO AND IPMA INFORMATION CHANGED.
LPPR	2.3 AND 2.11 – ARO AND IPMA INFORMATION CHANGED. ADC AND APDC – ARO/AIS REMOVED. APRON S CHANGED.
LPPS	2.3 AND 2.11 – ARO AND IPMA INFORMATION CHANGED.
LPPT	2.3 AND 2.11 – ARO AND IPMA INFORMATION CHANGED.
LPSO	2.6 – RESCUE AND FIREFIGHTING SERVICES - CHANGED. 2.11 – IPMA INFORMATION CHANGED.

2. NON-AIRAC changes incorporated in this AIP Amendment:

GEN

1.1	NATIONAL REGULATIONS AND REQUIREMENTS - GAMA REMOVED / CHANGES.
2.2	ABBREVIATIONS USED IN AIS PUBLICATIONS - GAMA REMOVED.
3.1	AERONAUTICAL INFORMATION SERVICES – ARO PORTUGAL.
3.4	COMMUNICATIONS SERVICES - CPDLC UPDATED.
3.5	METEOROLOGICAL SERVICES - INFORMATION CHANGED.
4.2	AIR NAVIGATION SERVICE CHARGES - BASIC UNIT RATES AND TERMINAL UNIT RATES 2025.

ENR

NIL

AD

1.5	STATUS OF CERTIFICATION OF AERODROMES - LPEV AD NEW CERTIFICATION.

3. This AIP Amendment incorporates information contained in the following publications:

NOTAM Series A: A5047/24, A0106/25, A0108/25 AND A0148/25.

NOTAM incorporated in this AMDT will be cancelled by NOTAMC on 03-APR-2025.

SUP: NIL

AIC: NIL

4. Insert / remove the pages as shown in list on the next page(s):

Insert the following pages		Remove the following pages	
GEN 0.2 - 1/2	20-MAR-2025	GEN 0.2 - 1/2	23-JAN-2025 / N/A
GEN 0.3 - 1/2	20-MAR-2025 / 20-MAR-2025	GEN 0.3 - 1/2	23-JAN-2025 / 23-JAN-2025
GEN 0.3 - 3/4	20-MAR-2025 / 20-MAR-2025	GEN 0.3 - 3/4	23-JAN-2025 / N/A
GEN 0.4 - 1/2	20-MAR-2025 / 20-MAR-2025	GEN 0.4 - 1/2	23-JAN-2025 / 23-JAN-2025
GEN 0.4 - 3/4	20-MAR-2025 / 20-MAR-2025	GEN 0.4 - 3/4	23-JAN-2025 / 23-JAN-2025
GEN 1.1 - 1/2	20-MAR-2025 / 20-MAR-2025	GEN 1.1 - 1/2	31-OCT-2024 / 23-JAN-2025
GEN 1.1 - 3/4	20-MAR-2025	GEN 1.1 - 3/4	23-JAN-2025 / N/A
GEN 2.2 - 3/4	20-MAR-2025 / 19-MAY-2022	GEN 2.2 - 3/4	23-MAR-2023 / 19-MAY-2022
GEN 3.1 - 1/2	20-MAR-2025 / 20-MAR-2025	GEN 3.1 - 1/2	15-JUN-2023 / 10-AUG-2023
GEN 3.1 - 3/4	20-MAR-2025 / 20-MAR-2025	GEN 3.1 - 3/4	10-AUG-2023 / 10-AUG-2023
GEN 3.1 - 5/6	20-MAR-2025 / 20-MAR-2025	GEN 3.1 - 5/6	23-JAN-2025 / 10-AUG-2023
GEN 3.4 - 3/4	20-MAR-2025 / 20-MAR-2025	GEN 3.4 - 3/4	06-OCT-2022 / 06-OCT-2022
GEN 3.4 - 5/6	20-MAR-2025 / 16-MAY-2024	GEN 3.4 - 5/6	06-OCT-2022 / 16-MAY-2024
GEN 3.5 - 1/2	20-MAR-2025 / 20-MAR-2025	GEN 3.5 - 1/2	19-MAY-2022 / 19-MAY-2022
GEN 3.5 - 3/4	20-MAR-2025 / 20-MAR-2025	GEN 3.5 - 3/4	19-MAY-2022 / 19-MAY-2022
GEN 3.5 - 5/6	20-MAR-2025 / 20-MAR-2025	GEN 3.5 - 5/6	14-JUL-2022 / 14-JUL-2022
GEN 4.2 - 1/2	20-MAR-2025 / 01-MAY-2014	GEN 4.2 - 1/2	22-FEB-2024 / 01-MAY-2014
GEN 4.2 - 3/4	01-MAY-2014 / 20-MAR-2025	GEN 4.2 - 3/4	01-MAY-2014 / 22-FEB-2024
GEN 4.2 - 5/6	20-MAR-2025	GEN 4.2 - 5/6	22-FEB-2024 / N/A
ENR 1.10 - 1/2	20-MAR-2025 / 31-OCT-2024	ENR 1.10 - 1/2	31-OCT-2024 / 31-OCT-2024
ENR 1.10 - 13/14	20-MAR-2025 / 10-AUG-2023	ENR 1.10 - 13/14	10-AUG-2023 / 10-AUG-2023
ENR 2.1 - 5/6	24-MAR-2022 / 20-MAR-2025	ENR 2.1 - 5/6	24-MAR-2022 / 24-MAR-2022
ENR 2.1 - 7/8	20-MAR-2025 / 20-MAR-2025	ENR 2.1 - 7/8	24-MAR-2022 / 14-JUL-2022
ENR 2.1 - 9/10	20-MAR-2025 / 20-MAR-2025	ENR 2.1 - 9/10	16-MAY-2024 / 16-MAY-2024
ENR 2.1 - 11/12	20-MAR-2025 / 20-MAR-2025	ENR 2.1 - 11/12	16-MAY-2024 / 16-MAY-2024
ENR 2.1 - 13/14	20-MAR-2025 / 20-MAR-2025	ENR 2.1 - 13/14	16-MAY-2024 / 16-MAY-2024
ENR 2.1 - 15/16	20-MAR-2025 / 20-MAR-2025	ENR 2.1 - 15/16	16-MAY-2024 / 16-MAY-2024
ENR 2.1 - 17/18	20-MAR-2025 / 20-MAR-2025	ENR 2.1 - 17/18	16-MAY-2024 / 16-MAY-2024
ENR 2.1 - 19/20	20-MAR-2025 / 20-MAR-2025	ENR 2.1 - 19/20	16-MAY-2024 / 23-JAN-2025
		ENR 2.1 - 21/22	23-JAN-2025 / N/A
ENR 2.2 - 3/4	20-MAR-2025 / 20-MAR-2025	ENR 2.2 - 3/4	26-MAR-2023 / 26-MAR-2023
ENR 2.2 - 5/6	20-MAR-2025 / 23-JAN-2025	ENR 2.2 - 5/6	23-JAN-2025 / 23-JAN-2025
ENR 2.2 - 7/8	23-MAY-2019 / 20-MAR-2025	ENR 2.2 - 7/8	23-MAY-2019 / 23-JAN-2025
ENR 2.2 - 11/12	20-MAR-2025 / 23-MAY-2019	ENR 2.2 - 11/12	23-MAY-2019 / 23-MAY-2019
ENR 2.2 - 13/14	23-MAY-2019 / 20-MAR-2025	ENR 2.2 - 13/14	23-MAY-2019 / 23-MAY-2019
ENR 2.2 - 17/18	20-MAR-2025 / 23-MAY-2019	ENR 2.2 - 17/18	24-JUN-2016 / 23-MAY-2019
ENR 2.2 - 19/20	20-MAR-2025 / 23-MAY-2019	ENR 2.2 - 19/20	23-MAY-2019 / 23-MAY-2019
ENR 2.2 - 21/22	23-MAY-2019 / 20-MAR-2025	ENR 2.2 - 21/22	23-MAY-2019 / 23-MAY-2019
ENR 2.2 - 25/26	20-MAR-2025 / 23-JAN-2025	ENR 2.2 - 25/26	23-JAN-2025 / 23-JAN-2025
ENR 2.2 - 27/28	20-MAR-2025 / 23-MAY-2019	ENR 2.2 - 27/28	23-MAY-2019 / 23-MAY-2019
ENR 2.2 - 29/30	23-MAY-2019 / 20-MAR-2025	ENR 2.2 - 29/30	23-MAY-2019 / 23-MAY-2019
ENR 6 - 1/2	20-MAR-2025	ENR 6 - 1/2	31-OCT-2024 / N/A
ENR 6.01-1 - 1/2	20-MAR-2025	ENR 6.01-1 - 1/2	23-JAN-2025 / N/A
ENR 6.01-3 - 3/4	20-MAR-2025	ENR 6.01-3 - 3/4	23-JAN-2025 / N/A
ENR 6.01-5 - 5/6	20-MAR-2025	ENR 6.01-5 - 5/6	23-JAN-2025 / N/A
ENR 6.02-7 - 7/8	20-MAR-2025	ENR 6.02-7 - 7/8	16-MAY-2024 / N/A
AD 1.5 - 1/2	20-MAR-2025	AD 1.5 - 1/2	23-JAN-2025 / N/A
LPCS AD 2 - 1/2	20-MAR-2025 / 20-MAR-2025	LPCS AD 2 - 1/2	23-JAN-2025 / 23-JAN-2025
LPCS AD 2 - 5/6	20-MAR-2025 / 20-MAR-2025	LPCS AD 2 - 5/6	23-JAN-2025 / 23-JAN-2025
LPCS AD 2 - 13/14	20-MAR-2025 / 23-JAN-2025	LPCS AD 2 - 13/14	23-JAN-2025 / 23-JAN-2025
LPCS AD 2.24.01-1 - 1/2	20-MAR-2025	LPCS AD 2.24.01-1 - 1/2	23-JAN-2025 / N/A
LPCS AD 2.24.02-3 - 3/4	20-MAR-2025	LPCS AD 2.24.02-3 - 3/4	23-JAN-2025 / N/A
LPCR AD 2 - 1/2	20-MAR-2025 / 20-MAR-2025	LPCR AD 2 - 1/2	23-MAR-2023 / 02-DEC-2021
LPCR AD 2 - 5/6	20-MAR-2025 / 02-DEC-2021	LPCR AD 2 - 5/6	14-JUL-2022 / 02-DEC-2021
LPFR AD 2 - 1/2	20-MAR-2025 / 20-MAR-2025	LPFR AD 2 - 1/2	16-MAY-2024 / 31-OCT-2024
LPFR AD 2 - 3/4	20-MAR-2025 / 20-MAR-2025	LPFR AD 2 - 3/4	31-OCT-2024 / 31-OCT-2024
LPFR AD 2 - 5/6	20-MAR-2025 / 20-MAR-2025	LPFR AD 2 - 5/6	10-AUG-2023 / 10-AUG-2023
LPFR AD 2 - 7/8	20-MAR-2025 / 20-MAR-2025	LPFR AD 2 - 7/8	10-AUG-2023 / 10-AUG-2023
LPFR AD 2 - 9/10	20-MAR-2025 / 20-MAR-2025	LPFR AD 2 - 9/10	10-AUG-2023 / 11-JUL-2024
LPFR AD 2 - 11/12	20-MAR-2025 / 20-MAR-2025	LPFR AD 2 - 11/12	11-JUL-2024 / 11-JUL-2024
LPFR AD 2 - 13/14	20-MAR-2025 / 20-MAR-2025	LPFR AD 2 - 13/14	11-JUL-2024 / 11-JUL-2024
LPFR AD 2 - 15/16	20-MAR-2025 / 20-MAR-2025	LPFR AD 2 - 15/16	11-JUL-2024 / 11-JUL-2024
LPFR AD 2 - 17/18	20-MAR-2025 / 20-MAR-2025	LPFR AD 2 - 17/18	11-JUL-2024 / 11-JUL-2024
LPFR AD 2 - 19/20	20-MAR-2025	LPFR AD 2 - 19/20	11-JUL-2024 / 31-OCT-2024
LPFR AD 2.24.01-1 - 1/2	20-MAR-2025	LPFR AD 2.24.01-1 - 1/2	16-MAY-2024 / N/A
LPFR AD 2.24.02-1 - 1/2	20-MAR-2025 / 19-JUN-2020	LPFR AD 2.24.02-1 - 1/2	16-MAY-2024 / 19-JUN-2020
LPFL AD 2 - 1/2	20-MAR-2025 / 20-MAR-2025	LPFL AD 2 - 1/2	24-MAR-2022 / 24-MAR-2022
LPFL AD 2 - 3/4	20-MAR-2025 / 20-MAR-2025	LPFL AD 2 - 3/4	01-DEC-2022 / 19-MAY-2022
LPGR AD 2 - 1/2	20-MAR-2025 / 20-MAR-2025	LPGR AD 2 - 1/2	02-DEC-2021 / 12-AUG-2021
LPGR AD 2 - 3/4	20-MAR-2025 / 20-MAR-2025	LPGR AD 2 - 3/4	12-AUG-2021 / 19-MAY-2022
LPGR AD 2 - 5/6	20-MAR-2025 / 14-JUL-2022	LPGR AD 2 - 5/6	14-JUL-2022 / 14-JUL-2022
LPGR AD 2 - 7/8	02-DEC-2021 / 20-MAR-2025	LPGR AD 2 - 7/8	02-DEC-2021 / 15-JUN-2023
LPGR AD 2 - 9/10	20-MAR-2025		
LPGR AD 2 2.24.12-3 - 3/4	20-MAR-2025 / 20-MAR-2025		
LPGR AD 2 2.24.12-5 - 5/6	20-MAR-2025 / 20-MAR-2025		
LPHR AD 2 - 1/2	20-MAR-2025 / 20-MAR-2025	LPHR AD 2 - 1/2	19-MAY-2022 / 02-FEB-2018
LPHR AD 2 - 3/4	20-MAR-2025 / 20-MAR-2025	LPHR AD 2 - 3/4	12-AUG-2021 / 19-MAY-2022
LPHR AD 2 - 5/6	20-MAR-2025 / 14-JUL-2022	LPHR AD 2 - 5/6	01-DEC-2022 / 14-JUL-2022
LPPT AD 2 - 1/2	20-MAR-2025 / 20-MAR-2025	LPPT AD 2 - 1/2	10-AUG-2023 / 31-OCT-2024
LPPT AD 2 - 9/10	19-MAY-2022 / 20-MAR-2025	LPPT AD 2 - 9/10	19-MAY-2022 / 19-MAY-2022
LPPT AD 2 - 11/12	20-MAR-2025 / 19-MAY-2022	LPPT AD 2 - 11/12	13-JUL-2023 / 19-MAY-2022
LPMA AD 2 - 1/2	20-MAR-2025 / 20-MAR-2025	LPMA AD 2 - 1/2	10-AUG-2023 / 10-AUG-2023
LPMA AD 2 - 3/4	20-MAR-2025 / 20-MAR-2025	LPMA AD 2 - 3/4	10-AUG-2023 / 10-AUG-2023
LPMA AD 2 - 5/6	20-MAR-2025 / 20-MAR-2025	LPMA AD 2 - 5/6	10-AUG-2023 / 10-AUG-2023
LPMA AD 2 - 7/8	20-MAR-2025 / 20-MAR-2025	LPMA AD 2 - 7/8	10-AUG-2023 / 10-AUG-2023
LPMA AD 2 - 9/10	20-MAR-2025 / 20-MAR-2025	LPMA AD 2 - 9/10	10-AUG-2023 / 10-AUG-2023

Insert the following pages

LPMA AD 2 - 11/12	20-MAR-2025 / 20-MAR-2025
LPMA AD 2 - 13/14	20-MAR-2025 / 20-MAR-2025
LPMA AD 2 - 15/16	20-MAR-2025 / 20-MAR-2025
LPMA AD 2 - 17/18	20-MAR-2025 / 20-MAR-2025
LPMA AD 2 - 19/20	20-MAR-2025 / 20-MAR-2025
LPPI AD 2 - 1/2	20-MAR-2025 / 20-MAR-2025
LPPI AD 2 - 5/6	21-JUN-2018 / 20-MAR-2025
LPPD AD 2 - 1/2	20-MAR-2025 / 20-MAR-2025
LPPD AD 2 - 3/4	20-MAR-2025 / 12-AUG-2021
LPPD AD 2 - 5/6	02-DEC-2021 / 20-MAR-2025
LPPD AD 2 - 15/16	15-JUN-2023 / 20-MAR-2025
LPPD AD 2 - 17/18	20-MAR-2025
LPPD AD 2.24.01-1 - 1/2	20-MAR-2025
LPPD AD 2.24.02-3 - 3/4	20-MAR-2025
LPPD AD 2.24.11-1 - 1/2	20-MAR-2025
LPPD AD 2 2.24.12-15 - 15/16	20-MAR-2025 / 20-MAR-2025
LPPD AD 2.24.12-21 - 21/22	20-MAR-2025 / 20-MAR-2025
LPPD AD 2.24.12-23 - 23/24	20-MAR-2025 / 20-MAR-2025
LPPD AD 2.24.12-25 - 25/26	20-MAR-2025 / 20-MAR-2025
LPSO AD 2 - 1/2	20-MAR-2025 / 20-MAR-2025
LPSO AD 2 - 3/4	20-MAR-2025 / 20-MAR-2025
LPPR AD 2 - 1/2	20-MAR-2025 / 20-MAR-2025
LPPR AD 2 - 9/10	20-MAR-2025 / 31-OCT-2024
LPPR AD 2 - 23/24	20-MAR-2025 / 31-OCT-2024
LPPR AD 2.24.01-1 - 1/2	20-MAR-2025
LPPR AD 2.24.02-1 - 1/2	20-MAR-2025
LPPS AD 2 - 1/2	20-MAR-2025 / 20-MAR-2025
LPPS AD 2 - 3/4	20-MAR-2025 / 20-MAR-2025
LPPS AD 2 - 5/6	20-MAR-2025 / 14-JUL-2022
LPAZ AD 2 - 1/2	20-MAR-2025 / 20-MAR-2025
LPAZ AD 2 - 3/4	20-MAR-2025 / 19-SEP-2013
LPAZ AD 2 - 5/6	20-MAR-2025 / 01-DEC-2022

Remove the following pages

LPMA AD 2 - 11/12	10-AUG-2023 / 11-JUL-2024
LPMA AD 2 - 13/14	11-JUL-2024 / 10-AUG-2023
LPMA AD 2 - 15/16	11-JUL-2024 / 11-JUL-2024
LPMA AD 2 - 17/18	11-JUL-2024 / 11-JUL-2024
LPMA AD 2 - 19/20	11-JUL-2024/ N/A
LPPI AD 2 - 1/2	02-DEC-2021 / 09-NOV-2017
LPPI AD 2 - 5/6	21-JUN-2018 / 10-AUG-2023
LPPD AD 2 - 1/2	10-AUG-2023 / 31-OCT-2024
LPPD AD 2 - 3/4	31-OCT-2024 / 12-AUG-2021
LPPD AD 2 - 5/6	02-DEC-2021 / 14-JUL-2022
LPPD AD 2 - 15/16	15-JUN-2023 / 15-JUN-2023
LPPD AD 2 - 17/18	30-NOV-2023 / N/A
LPPD AD 2.24.01-1 - 1/2	15-JUN-2023 / N/A
LPPD AD 2.24.02-3 - 3/4	02-DEC-2021 / N/A
LPPD AD 2.24.11-1 - 1/2	02-DEC-2021 / N/A
LPPD AD 2 2.24.12-15 - 15/16	30-NOV-2023 / 02-DEC-2021
LPPD AD 2.24.12-21 - 21/22	24-MAR-2022 / 19-MAY-2022
LPSO AD 2 - 1/2	01-DEC-2022 / 27-JAN-2023
LPSO AD 2 - 3/4	27-JAN-2023 / 27-JAN-2023
LPPR AD 2 - 1/2	31-OCT-2024 / 31-OCT-2024
LPPR AD 2 - 9/10	31-OCT-2024 / 31-OCT-2024
LPPR AD 2 - 23/24	31-OCT-2024 / 31-OCT-2024
LPPR AD 2.24.01-1 - 1/2	31-OCT-2024 / N/A
LPPR AD 2.24.02-1 - 1/2	31-OCT-2024 / N/A
LPPS AD 2 - 1/2	25-FEB-2021 / 09-NOV-2017
LPPS AD 2 - 3/4	12-AUG-2021 / 12-AUG-2021
LPPS AD 2 - 5/6	19-MAY-2022 / 14-JUL-2022
LPAZ AD 2 - 1/2	02-DEC-2021 / 11-JUL-2024
LPAZ AD 2 - 3/4	12-AUG-2021 / 19-SEP-2013
LPAZ AD 2 - 5/6	19-MAY-2022 / 01-DEC-2022

GEN 0.2 RECORD OF AIP AMENDMENTS

AIP AMENDMENT			
NR/Year	*Publication date*	*Date inserted*	*Inserted by*
018/2020	13-Feb-2020	28-Feb-2020	
019/2020	04-Jun-2020	19-Jun-2020	
020/2021	11-Feb-2021	26-Feb-2021	
021/2023	12-Jan-2023	27-Jan-2023	
022/2023	10-Mar-2023	26-Mar-2023	

AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Effective Date*	*Inserted by*
003/2020	24-Sep-2020	05-Nov-2020	
004/2020	22-Oct-2020	03-Dec-2020	
001/2021	14-Jan-2021	25-Feb-2021	
002/2021	08-Apr-2021	20-May-2021	
003/2021	01-Jul-2021	12-Aug-2021	
004/2021	26-Aug-2021	07-Oct-2021	
005/2021	21-Oct-2021	02-Dec-2021	
001/2022	10-Feb-2022	24-Mar-2022	
002/2022	24-Mar-2022	19-May-2022	
003/2022	02-Jun-2022	14-Jul-2022	
004/2022	25-Aug-2022	06-Oct-2022	
005/2022	20-Oct-2022	01-Dec-2022	
001/2023	09-Feb-2023	23-Mar-2023	
002/2023	04-May-2023	15-Jun-2023	
003/2023	01-Jun-2023	13-Jul-2023	
004/2023	29-Jun-2023	10-Aug-2023	
005/2023	19-Oct-2023	30-Nov-2023	
001/2024	11-Jan-2024	22-Feb-2024	
002/2024	21-Mar-2024	16-May-2024	
003/2024	30-May-2024	11-Jul-2024	
004/2024	19-Sep-2024	31-Oct-2024	
001/2025	12-Dec-2024	23-Jan-2025	
002/2025	06 FEB 2025	20 MAR 2025	

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GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
008/2013	LPFL - OBSTACLES PROTRUDING TRANSITIONAL SURFACE	AD	27-JUN-2013 UFN	
013/2013	LPPC - OBSTACLE ERECTED IN LISBOA (CITY)	ENR	27-JUN-2013 UFN	
014/2013	LPPC - OBSTACLE LIGHTS OUT OF SERVICE	ENR	27-JUN-2013 UFN	
013/2018	LPVR AD - RWY 02 APCH LIGHTS OUT OF SERVICE	AD	02-FEB-2018 UFN	
031/2018	LPPO FIR - DVORTAC VFL TACAN PART OUT OF SERVICE	AD, ENR	13-SEP-2018 UFN	
054/2018	LPLA AD - INSTRUMENT APPROACH PROCEDURES CHANGED	AD	07-DEC-2018 UFN	
007/2020	LPLA - METAR WIND INFORMATION LIMITATIONS	AD	03-JAN-2020 UFN	
024/2020	LPBJ AD - LANDING AREA LIGHTING ACTIVATION DELAYS	AD	19-JUN-2020 UFN	
032/2020	LPPC FIR - OFFSHORE WIND FARM	ENR	19-JUN-2020 UFN	
044/2020	LPBJ AD - THR IDENTIFIER LIGHTS U/S	AD	05-NOV-2020 UFN	
002/2021	LPPC FIR - ATS CONTINGENCY ROUTES FOR MADEIRA SECTOR DUE TO RADAR INOPERATIVE	ENR	26-FEB-2021 UFN	
072/2021	LPPT AD - TAXIWAY K CLOSED	AD	02-DEC-2021 UFN	
001/2022	LPBJ AD - FIRE FIGHTING AND RESCUE	AD	24-MAR-2022 UFN	
019/2022	LPBJ AD - TWY H EDGE LIGHTS U/S	AD	19-MAY-2022 UFN	
004/2023	LPLA AD - OBSTACLES (ANTENNAS)	AD	27-JAN-2023 UFN	
027/2023	LPFR AD - STAND CLOSED	AD	23-MAR-2023 UFN	
030/2023	LPPS AD - RWY 18 TURN PAD CLOSED	AD	23-MAR-2023 UFN	
038/2023	LPPR AD – NON-STANDARD PARKING ON STAND S42	AD	26-MAR-2023 UFN	
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003/2024	LPPC FIR - OBSTACLE ERECTED	ENR	22-FEB-2024 31-DEC-2025 EST	
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007/2024	LPPT AD - OBSTACLE ERECTED	AD	22-FEB-2024 31-MAY-2025 EST	
008/2024	LPPT AD - OBSTACLE ERECTED	AD	22-FEB-2024 31-MAY-2025 EST	
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020/2024	LPPC FIR - UNMANNED AERIAL VEHICLE ACTIVITY	ENR, AD	22-FEB-2024 19-MAR-2025	AIP SUP 031/2025
038/2024	BELARUSSIAN AIRCRAFT RESTRICTIONS	ENR	16-MAY-2024 28-FEB-2025 EST	
039/2024	LPFR AD - OBSTACLE ERECTED	AD	16-MAY-2024 19-MAR-2025	AIP SUP 033/2025
042/2024	LPPT AD – CRANE ERECTED (CAMPO NOVO)	AD	16-MAY-2024 31-MAR-2025 EST	
046/2024	LPPT AD - OBSTACLE ERECTED	AD	11-JUL-2024 26-OCT-2025 EST	
057/2024	LPPT AD - OBSTACLE ERECTED	AD	31-OCT-2024 01-AUG-2025 EST	
059/2024	LPPC FIR - OBSTACLES ERECTED	ENR	31-OCT-2024 31-MAR-2025 EST	
060/2024	LPBJ AD - OBSTACLE LIGHTS U/S	AD	31-OCT-2024 UFN	
062/2024	LPPS AD - PAVEMENT STRUCTURE LIMITATIONS	AD	31-OCT-2024 30-JUN-2025 EST	
064/2024	LPPI AD - RWY AND APCH LIGHTS CONTROL N/A	AD	31-OCT-2024 30-JUN-2025 EST	
065/2024	LPPI AD - RTIL RWY 09/27 U/S	AD	31-OCT-2024 30-JUN-2025 EST	
066/2024	LPPC FIR - OBSTACLE ERECTED (TOWER) - ALPIARÇA - SANTARÉM	ENR	31-OCT-2024 21-NOV-2025 EST	
067/2024	LPPC FIR – OBSTACLE ERECTED (TWO TOWERS) - HERDADE DA LAMPREIA - ABRANTES	ENR	31-OCT-2024 31-MAY-2025 EST	
068/2024	LPPC FIR - OBSTACLE ERECTED (TOWER) - SOUSEL	ENR	31-OCT-2024 30-JUN-2025 EST	
070/2024	LPPT AD - OBSTACLE ERECTED (CRANE-GT1)	AD	31-OCT-2024 31-MAR-2026 EST	
071/2024	LPPT AD - OBSTACLE ERECTED (CRANE) - ENTRECAMPOS	AD	31-OCT-2024 19-MAR-2025	AIP SUP 035/2025
075/2024	LPBJ AD - OBSTACLE ERECTED	AD	31-OCT-2024 UFN	
076/2024	UKRANIAN CRISIS - FIR RESTRICTIONS	ENR	31-OCT-2024 26-SEP-2025 EST	
078/2024	LPEV AD - RWY 07/25 CLOSED	AD	31-OCT-2024 19-MAR-2025	AIP SUP 034/2025
081/2024	LPMA AD - TEMPORARY PARKING RESTRICTIONS	AD	31-OCT-2024 19-MAR-2025	AIP SUP 032/2025
082/2024	LPCS AD - USE OF TERMINAL BUILDING	AD	31-OCT-2024 31-MAR-2025 EST	
083/2024	LPPT AD - MAJOR WORKS - EXTENSION OF APRON 10 AND NEW APRON 23	AD	31-OCT-2024 UFN	
084/2024	LPPT AD – MAJOR WORKS - EXTENSION OF APRON 10 AND NEW APRON 23	AD	31-OCT-2024 19-MAR-2025	AIP SUP 036/2025
085/2024	RUSSIAN FEDERATION - OPERATION RESTRICTIONS IN PORTUGUESE TERRITORY	AD	31-OCT-2024 31-MAY-2025 EST	

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003/2025	LPPR AD - MOBILE CRANE ERECTED	AD	23-JAN-2025 01-AUG-2025 EST	
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007/2025	LPSO AD - TOWER ERECTED	AD	23-JAN-2025 31-MAR-2026 EST	
008/2025	LPPR AD - A-SMGCS DOWNGRADED	AD	23-JAN-2025 30-JUN-2025 EST	
009/2025	LPPT TMA - VFR ROUTE CLOSED (TNW)	ENR	23-JAN-2025 31-DEC-2025 EST	
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012/2025	LPMA AD - FUEL 100LL NOT AVAILABLE	AD	23-JAN-2025 31-DEC-2025 EST	
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019/2025	LPCS AD - OBSTACLE ERECTED (EN 227-5)	AD	23-JAN-2025 31-AUG-2025 EST	
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022/2025	LPPS AD - DELAYS ON UNSCHEDULED FLIGHTS	AD	23-JAN-2025 31-MAR-2025 EST	
023/2025	LPPR AD – STAND S40 DOWNGRADED	AD	23-JAN-2025 30-JUN-2025 EST	
024/2025	LPPS AD - FIRE FIGHTING AND RESCUE DOWNGRADED	AD	23-JAN-2025 31-MAR-2025 EST	
025/2025	LPPD AD - STOPBAR TWY “E”	AD	23-JAN-2025 30-JUN-2025 EST	
026/2025	LPPC FIR - UNMANNED AERIAL VEHICLE ACTIVITY	FIR	23-JAN-2025 31-DEC-2025	

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028/2025	LPPC FIR - UNMANNED AIRCRAFT SYSTEMS (UAS)	FIR	23-JAN-2025 31-DEC-2025	
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030/2025	LPPC FIR - UNMANNED AIRCRAFT SYSTEMS (UAS) WITHIN LPR43C	ENR	20-MAR-2025 31-DEC-2025 EST	
031/2025	LPPC FIR - UNMANNED AERIAL VEHICLE ACTIVITY	ENR	20-MAR-2025 31-DEC-2025 EST	
032/2025	LPMA AD - TEMPORARY PARKING RESTRICTIONS	AD	20-MAR-2025 15-JAN-2026 EST	
033/2025	LPFR AD - OBSTACLE ERECTED	AD	20-MAR-2025 31-DEC-2025 EST	
034/2025	LPEV AD - RWY 07/25 CLOSED	AD	20-MAR-2025 31-DEC-2025 EST	
035/2025	LPPT AD - OBSTACLE ERECTED (CRANE) - ENTRECAMPOS	AD	20-MAR-2025 31-MAY-2025 EST	
036/2025	LPPT AD – MAJOR WORKS - EXTENSION OF APRON 10 AND NEW APRON 23	AD	20-MAR-2025 31-AUG-2025 EST	
037/2025	LPPD AD - STOPBAR TWY “C”	AD	20-MAR-2025 30-JUN-2025 EST	
038/2025	LPPT AD - OBSTACLE ERECTED (CIDADE UNIVERSITÁRIA DE LISBOA - CRANE 2)	AD	20-MAR-2025 31-JUL-2026 EST	
039/2025	LPPD AD - OBSTACLE ERECTED (R. DIREITA DO RAMALHO - PONTA DELGADA)	AD	20-MAR-2025 30-SEP-2025 EST	
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LPPS AD 2.24.10 - 3	14-JUL-2022
LPPS AD 2.24.10 - 4	25-FEB-2021
LPPS AD 2.24.12 - 1	16-MAY-2024
LPPS AD 2.24.12 - 3	16-MAY-2024
LPPS AD 2.24.12 - 5	06-OCT-2022
LPPS AD 2.24.12 - 6	06-OCT-2022
LPPS AD 2.24.12 - 7	06-OCT-2022
LPPS AD 2.24.12 - 8	01-DEC-2022
LPPS AD 2.24.13 - 1	14-JUL-2022
LPAZ AD 2 - 1	20-MAR-2025
LPAZ AD 2 - 2	20-MAR-2025
LPAZ AD 2 - 3	20-MAR-2025
LPAZ AD 2 - 4	19-SEP-2013
LPAZ AD 2 - 5	20-MAR-2025
LPAZ AD 2 - 6	01-DEC-2022
LPAZ AD 2 - 7	14-JUL-2022
LPAZ AD 2 - 8	23-JAN-2025
LPAZ AD 2 - 9	22-FEB-2024
LPAZ AD 2 - 10	15-JUN-2023
LPAZ AD 2 - 11	30-NOV-2023
LPAZ AD 2.24.01 - 1	02-DEC-2021
LPAZ AD 2.24.02 - 1	02-DEC-2021
LPAZ AD 2.24.04 - 1	02-DEC-2021
LPAZ AD 2.24.08 - 1	02-DEC-2021
LPAZ AD 2.24.08 - 2	02-DEC-2021
LPAZ AD 2.24.08 - 3	02-DEC-2021
LPAZ AD 2.24.08 - 4	02-DEC-2021
LPAZ AD 2.24.10 - 1	02-DEC-2021
LPAZ AD 2.24.10 - 2	02-DEC-2021
LPAZ AD 2.24.12 - 1	14-JUL-2022
LPAZ AD 2.24.12 - 3	02-DEC-2021
LPAZ AD 2.24.12 - 5	02-DEC-2021
LPAZ AD 2.24.12 - 7	02-DEC-2021
LPAZ AD 2.24.12 - 9	02-DEC-2021
LPAZ AD 2.24.12 - 11	14-JUL-2022
LPAZ AD 2.24.12 - 13	30-NOV-2023
LPAZ AD 2.24.12 - 14	27-JAN-2023
LPAZ AD 2.24.12 - 15	30-NOV-2023
LPAZ AD 2.24.12 - 16	01-DEC-2022
LPAZ AD 2.24.13 - 1	24-MAR-2022
LPVR AD 2 - 1	22-FEB-2024
LPVR AD 2 - 2	12-AUG-2021
LPVR AD 2 - 3	14-JUL-2022
LPVR AD 2 - 4	19-MAY-2022
LPVR AD 2 - 5	14-JUL-2022
LPVR AD 2 - 6	14-JUL-2022
LPVR AD 2 - 7	31-OCT-2024
LPVR AD 2 - 8	15-JUN-2023
LPVR AD 2.24.01 - 1	14-JUL-2022
LPVR AD 2.24.12 - 1	19-MAY-2022
LPVR AD 2.24.12 - 2	19-MAY-2022
LPVR AD 2.24.13 - 1	19-MAY-2022

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

1.1.1 Civil Aviation Authority

Ministério das Infraestruturas e Habitação – Autoridade Nacional da Aviação Civil (ANAC)

The authority responsible for civil aviation in Portugal is the Autoridade Nacional da Aviação Civil which is an independent regulatory authority.

Post: Autoridade Nacional da Aviação Civil
Rua B, Edifícios 4, 5 e 6,
Aeroporto Humberto Delgado
1749 - 034 LISBOA

AFS: LPPTYAYA

Phone: +351 212842226

Fax: +351 218402398

Email: geral@anac.pt

URL: http://www.anac.pt

Autoridade Nacional da Aviação Civil (ANAC) has the following main competencies:

- Cooperation with international organisations on civil aviation.
- Agreements on air transport and other civil aviation matters.
- Permission for entry, exit and transit of aircraft.
- Certification and oversight of aerodromes and aircraft management and operating agencies.
- Certification and oversight of flight operations.
- Airworthiness certification of aircraft and other components.
- Oversight of aircraft maintenance.
- General planning, approval and licensing of air navigation facilities.
- UAS oversight.
- ATM/ANS (ATS, AIS, CNS, ATFM, ASM and FPD) oversight.
- Airspace regulation.
- Approval and oversight of aeronautical training establishments.
- Authority of appeal in matters of civil aviation.
- Licensing of Aeronautical Personnel

1.1.2 Authority for Civil Aeronautical Meteorology

The Civil Aviation Authority (ANAC) is the National Supervision Authority for civil aeronautical meteorology of the Portuguese State.
IPMA is the meteorological services provider for air navigation in the airspace for which Portugal provides air traffic services as well as for aerodromes located on Portuguese territory, except aerodromes affected to the National Ministry of Defense.
See GEN Section 3.5.

1.1.3 Customs

Post: Autoridade Tributária e Aduaneira (AT)
Rua da Prata, 10 - 2º
1149-027 LISBOA

AFS: NIL

Phone: +351 218812600

Fax: +351 218812938

Email: at@at.gov.pt

URL: http://www.portaldasfinancas.gov.pt

1.1.4 Immigration

Post: Unidade Orgânica de Segurança Aeroportuária e Controlo de Fronteiras
Departamento de Gestão Integrada de Fronteiras
Rua Martens Ferrão, nº 11
1050-206 Lisboa

AFS: NIL

Phone: +351 218111000, + 351 219020550 or + 351 219020573

Fax: NIL

Email: dtf.dgif@psp.pt

URL: www.psp.pt

1.1.5 Health

Post: Direção Geral da Saúde
Alameda D. Afonso Henriques, 45
1049-005 Lisboa
Portugal

AFS: NIL

Phone: +351 218430500

Fax: +351 218430530

Email: saude.aeroportos@dgs.pt

URL: http://www.dgs.pt

1.1.6 En-route and Aerodrome/Heliport Charges

Post: Autoridade Nacional da Aviação Civil
Rua B, Edifícios 4,5 e 6
Aeroporto de Lisboa
1749-034 LISBOA

AFS: LPPTYAYA

Telex: AEROCIVIL LISBOA

Phone: +351 218423500

Fax: +351 218473585

Email: geral@anac.pt

URL: http://www.anac.pt

1.1.7 Agricultural quarantine

Post: Direção-Geral de Alimentação e Veterinária (DGAV)
Largo da Academia Nacional das Belas Artes, 2
1249-105 LISBOA

AFS: NIL

Phone: +351 213239655
+351 213239653

Fax: +351 213463518

Email: dirgeral@dgav.pt

URL: http://www.dgav.pt

1.1.8 Aircraft accidents investigation

Gabinete de Prevenção e Investigação de Acidentes com Aeronaves e de Acidentes Ferroviários (GPIAAF)

The Gabinete de Prevenção e Investigação de Acidentes com Aeronaves e de Acidentes Ferroviários (GPIAAF) is a multimodal accident investigation organization responsible for investigating and determining the probable causes of aircraft accidents and incidents that occur in Portugal or with Portuguese registration aircraft. GPIAAF is a central service of direct administration of the Portuguese State, within the competence of the Member of Government responsible for the transport area, and works independently of the authorities responsible for safety and of any regulatory authority.

Post: Gabinete de Prevenção e Investigação de Acidentes com Aeronaves e de Acidentes Ferroviários (GPIAAF)
Praça Duque de Saldanha, 31, 4º
1050-094 LISBOA

Phone: +351 212739230

URL: http://www.gpiaaf.gov.pt

Notification 24 hours (National):

Digital notification submitted through: www.gpiaaf.gov.pt
Notification via pdf submitted via email: occreport@gpiaaf.gov.pt

Phone: Mobile: +351 915192963

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EUROCONTROL	* European Organisation for the Safety of Air Navigation
EV	Every
EXTD	Extend or extending or extended

F

FA	Course from a fix to an altitude
FAA	* Federal Aviation Agency
FAF	Final approach fix
FAL	Facilitation of international air transport
FAM	* Flight Activation Monitoring
FANS	* Future Air Navigation Systems
FAP	Final approach point
FAP	* Força Aérea Portuguesa (Portuguese Air Force)
FAS	Final approach segment
FATO	Final approach and take-off area
FAX	Facsimile transmission
FCST	Forecast
FCT	Friction coefficient
FEB	February
FFR	* Fire Fighting
FFS	* Fire Fighting Service
FIC	Flight information centre
FIR	Flight information region
FIS	Flight information service
FL	Flight level
FLG	Flashing
FLS	* Flight Suspension Message
FLTCK	Flight check
FLW	Follow(s) or following
FM	* Modulated Frequency
FM	From
FMC	Flight management computer
FMD	* Former CFMU Flow Management Division
FMP	* Flow Management Position
FMS	Flight management system
FNA	Final approach
FPL	Flight plan
FOSA	* Flight Operations Safety Assessment
FRA	* Free Route Airspace
FREQ	Frequency
FRI	Friday
FROP	* Final Approach Roll-Out Point
FSM	* Flight system update link message
FSTD	* Flight Simulation Training Device
FT	Feet (dimensional unit)

G

G	Green
GA	Go ahead, resume sending (to be used in AFS as a procedure signal)
GA	General aviation
GAMET	Area forecast for low-level flights
GAT	* General Air Traffic
GEN	General
GEO	Geographic or true
GH	* Ground Handling
GIMFA	* Grupo de Informação Meteorológica da Força Aérea (Air Force MET Information Group)
GMC	Ground movement chart (followed by name/title)
GND	Ground
GNSS	Global navigation satellite system
GP	Glide path
GPA	Glide path angle
GPIAAF	* Gabinete de Prevenção e Investigação de Acidentes com Aeronaves e de Acidentes Ferroviários
GPS	Global positioning system
GPU	Ground Power Unit
GPWS	Ground Proximity Warning System
GR	Hail
GRF	* Global reporting format
GRASS	Grass landing area
GS	Small hail and/or snow pellets
GS	Ground Speed
GUND	Geoid undulation

H

h	* Hour
H24	Continuous day and night service
HAZMAT	* Hazardous Material
HEL	* Helicopter or Heliport
HEMS	* Hospital Emergency Medical Service
HF	High frequency [3 000 to 30 000 kHz]
HGT	Height or height above
HJ	Sunrise to sunset
HLA	High Level Airspace
HLDG	Holding
HM	Holding/racetrack to a manual termination
HN	Sunset to sunrise
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
HR	Hours
HS	Service available during hours of scheduled operations
HUM	Humanitarian
HX	No specific working hours

I

IAC	Instrument approach chart (followed by name/title)
IAF	Initial approach fix
IAP	Instrument Approach Procedure
IAS	Indicated airspeed
IATA	* International Air Transport Association
IBN	Identification beacon
ICAO	International Civil Aviation Organization
ID	Identifier or identify
IDENT	Identification
IF	Intermediate approach fix
IFPS	* Integrated Initial Flight Plan Processing System
IFPU	* Integrated Initial Flight Plan Processing Unit
IFPZ	* IFPS Zone
IFR	Instrument flight rules
ILS	Instrument landing system
IM	Inner marker
IMC	Instrument meteorological conditions
INA	Initial approach
INBD	Inbound
INFO	Information

INOP	Inoperative
INS	Inertial navigation system
INT	Intersection
INTL	International
INTST	Intensity
IPMA	* Instituto Português do Mar e da Atmosfera
IRS	Inertial reference system
IRU	* Inertial reference unit
ITC	* Inclusive Tour Charter Flight

J

JAA	* Joint Aviation Authorities
JAN	January
JUL	July
JUN	June

K

KG	Kilograms
KHZ	Kilohertz
KIAS	Knots indicated airspeed
KM	Kilometres
KT	Knots

L

L	Left (Preceded by runway identification)
L	Locator (see LM, LO)
LAT	Latitude
LCN	* Load Classification Number
LDA	Landing distance available
LDG	Landing
LDI	Landing direction indicator
LF	Low frequency (30 to 300 KHz)
LGT	Light or lighting
LGTD	Lighted
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
LM	Locator, middle
LMT	Local mean time
LNAV	Lateral navigation (to be pronounced “EL-NAV”)
LO	Locator, outer
LoA	* Letter of agreement
LOC	Localizer
LONG	Longitude
LORAN	LORAN (long range air navigation system)
LP	* Localizer Performance
LPV	Localizer performance with vertical guidance
LRG	Long range
LVL	Level
LVP	Low Visibility Procedures
LVO	* Low Visibility Operation

M

M	Mach number (followed by figures)
M	Metres (preceded by figures)
MAG	Magnetic
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	March
MARSA	* Military Assumes Responsibility for Separation of Aircraft
MATF	Missed approach turning fix
MAX	Maximum
MAY	May
MCTA	* Military Control Area
MCTR	Military Control Zone
MCW	Modulated continuous wave
MDA	Mínimum descent altitude
MEA	Mínimum enroute altitude
MEDEVAC	Medical Evacuation Flight
MEHT	Minimum, eye height over threshold (for visual approach slope indicator systems)
MEL	Minimum Equipment List
MET	Meteorological or meteorology
METAR	Aviation routine weather report (in aeronautical meteorological code)
MF	Medium frequency (300 to 3 000 khz)
MHA	Minimum Holding Altitude
MHZ	Megahertz
MID	Mid-point (related to RVR)
MIL	Military
MIN	Minutes
MLAT	* Multilateration
MLS	Microwave landing system
MM	Middle marker
MNM	Minimum
MNPS	Minimum navigation performance specifications
MNPSA	Minimum navigation performance specifications airspace
MON	Monday
MS	Minus
MSA	Minimum sector altitude
MSAW	Minimum Safe Altitude Warning
MSL	Mean sea level
MSSR	Monopulse secondary surveillance radar
MTOM	Maximum take-off mass
MTOW	* Maximum take-off weight
MWO	Meteorological watch office

N

N	North or northern latitude
N/A	* Not Applicable
NAC	* Navigation accuracy category
NAT	North Atlantic
NATSPG	* North Atlantic Systems Planning Group
NAV	Navigation
NAVAID	Navigation Aid
NDB	Non-directional radio beacon
NE	North-east
NIC	* Navigation integrity category
NIL	None or I have nothing to send to you
NM	Nautical miles
NNW	North-north-west
NOC	* National OPMET Centre
NOF	International NOTAM office
NOTAM	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NOTAMC	Cancelling NOTAM
NOTAMN	New NOTAM
NOTAMR	Replacing NOTAM
NOV	November
NPA	Non-precision approach
NR	Number
NS	* Non-schedule

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

3.1.1 Responsible Service

1.1The Portuguese Aeronautical Information Service (AIS), a part of NAV Portugal, E.P.E. structure, ensures, on behalf of the Portuguese State, the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within its area of responsibility as indicated under GEN 3.1.2.

The AIS comprises the AIS Headquarters, International NOTAM Office (NOF) and ARO PORTUGAL listed under GEN 3.1.5.

1.2 **AIS Headquarters**

Post: NAV Portugal, E.P.E.
Aeronautical Information Service
Aeroporto de Lisboa
Rua C, Edifício 118 – Centro de Controlo de Tráfego Aéreo de Lisboa
1700-007 LISBOA

Phone: +351 218553506
+351 218553696 (management)

Email: desica@nav.pt

AFS: LPPPYOYC

URL: https://ais.nav.pt/

Hours of operation: MON to FRI: 09:00-12:30 (08:00-11:30) and 14:00-17:30 (13:00-16:30)

1.3 **International NOTAM Office (NOF)**

Post: NAV Portugal, E.P.E.
Aeroporto de Lisboa
Rua C, Edifício 118 - Centro de Controlo de Tráfego Aéreo de Lisboa
1700-007 LISBOA

Phone: +351 218553342 (recorded)
+351 218553346
+351 218553348 (management)
+351 218413500 Ext. 20515

Email: ICALIS@nav.pt

Email: LPPT.COM.NOF@nav.pt (operations)

AFS: LPPPYNYX

Hours of operation: H24

1.4**ARO Portugal**

Post: NAV Portugal, E.P.E.
Aeroporto de Lisboa
Rua C, Edifício 118 - Centro de Controlo de Tráfego Aéreo de Lisboa
1700-007 LISBOA

Phone: +351 218553341/38 (recorded)

Email: lppparo@nav.pt

URL: https://fplbriefing.nav.pt

AFS: LPPPZPZX

Hours of operation: H24

The service is provided in accordance with the provisions contained in ICAO Annex 15 - Aeronautical Information Services, DOC.10066 PANS-AIM and DOC. 4444 PANS-ATM. Differences from ICAO Annex 15 standards and recommended practices are listed in GEN 1.7.

3.1.2 Area of responsibility

The Aeronautical Information Services are responsible for the collection and dissemination of information for the entire territory of Portugal and for airspace over the high seas encompassed by Lisboa FIR (LPPC) and Santa Maria FIR (LPPO).

3.1.3 Aeronautical publications

3.1 Aeronautical information is provided in the form of Aeronautical Information Products in a standardized presentation of the following elements:

Aeronautical Information Publication (AIP);

Visual Flight Rules Manual (VFR Manual);

Amendment service to the AIP (AIP AMDT);

Amendment service to the VFR Manual;

Supplement to the AIP (AIP SUP);

Supplements to the VFR Manual;

Aeronautical Information Circulars (AIC);

NOTAM including NOTAM checklist; and

Aeronautical Charts.

3.2 **Aeronautical Information Publication (AIP)**

The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

The AIP of Portugal is available in electronic form (eAIP) for use in international and domestic operations. It is issued in English only and available on the AIS website https://ais.nav.pt/

3.3 **Visual Flight Rules Manual (VFR Manual)**

The VFR Manual contains all relevant information for VFR traffic and is published in bilingual text in Portuguese and English. It is updated by means of VFR Manual amendments and/or VFR Manual Supplements.The VFR Manual is available in electronic format (ISO file).

3.4 **Amendment service to the AIP (AIP AMDT)**

AIP Amendments contain permanent changes to the AIP.

Amendments to the eAIP are published by reissuing the eAIP. Each eAIP issue contains:

The complete AIP for the relevant effective date;

The AIRAC AIP AMDT for the relevant effective date;

Published AIP Supplements and Aeronautical Information Circulars (AIC) as is on the publication date of eAIP.

eAIP sections have a check box in the top right corner, which allows changes to be displayed graphically. The changes in the eAIP are identified by a pink background, and removed text is struck though with a horizontal line. In the PDF version changes on text pages are identified by a vertical line in the left margin. On charts, change description is indicated on the margin.

Two different types of Amendments are produced:

AIRAC AIP Amendment (AIRAC AIP AMDT), issued in accordance with the AIRAC system and identified by the acronym — AIRAC, incorporates operationally significant permanent changes into the AIP on the indicated AIRAC effective date.

Regular AIP Amendment (AIP AMDT), issued in accordance with the established regular interval, incorporates permanent changes into the AIP on the indicated publication date.

A brief description of the subjects affected by the amendment is given on the AIP Amendment cover sheet. Each AIP page and AIP replacement page introduced by an amendment is dated including the amendment cover sheet. The date consists of the day, month (by name) and year of the publication date (regular AIP AMDT) or of the AIRAC effective date) of the information (AIRAC AIP AMDT). Each AIP amendment cover sheet includes references to the serial number of those elements, if any, of the Aeronautical Information Products which have been incorporated in the AIP by the amendment and are consequently cancelled.

Each AIP AMDT and each AIRAC AIP AMDT are allocated separate serial numbers, which are consecutive for the AIP AMDT and based on the calendar year for the AIRAC AIP AMDT. The year, indicated by two digits, is a part of the serial number of the amendment, e.g. AIP AMDT 025/20, AIRAC AIP AMDT 001/20.

A checklist of AIP pages containing page number/chart title and the publication or effective date of the information (day, month by name and year) is reissued with each amendment and is an integral part of the AIP (ref. GEN 0.4).

3.5 **Amendment service to the VFR Manual**

The VFR Manual Amendments are published only as Regular Amendments and contain information of both operational and non-operational significance. Amendments are published with the necessary regularity to keep the VFR Manual up-to-date.

The amendment numbering is consecutive.

3.6 **Supplements to the AIP (AIP SUP)**

Temporary changes of long duration (three months or longer) and information of short duration, which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

Each AIP Supplement (regular or AIRAC) shall be allocated a serial number which shall be consecutive and based on the calendar year, e.g. AIP SUP 004/20; AIRAC AIP SUP 0051/20.

An AIP Supplement remains valid as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

AIP Supplements, which are published in the period between the issue of two consecutive eAIP AMDT, are made available on AIS website https://www.nav.pt/ais and subscribers notified by e-mail.

The checklist of AIP Supplements currently in force is issued as part of the monthly NOTAM checklist Series A and published in the AIP (GEN-0.3).

Valid supplements in PDF format are also available on the AIS website https://ais.nav.pt/

3.7 **Supplements to the VFR Manual**

The VFR Manual Supplements are published only as Regular Supplements and contain information of both operational and non-operational significance.

VFR Manual Supplements, which are published in the period between the issue of two consecutive VFR AMDT, are made available on AIS website https://www.nav.pt/ais and subscribers notified by e-mail.

The checklist of VFR Manual Supplements currently in force is issued as part of the monthly NOTAM checklist Series C and D.

Valid VFR Manual Supplements in PDF format are also available on the AIS website https://ais.nav.pt/

3.8 **Aeronautical Information Circulars (AIC)**

The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters.

Each AIC is numbered consecutively on a calendar year basis. The year, indicated by four digits, is a part of the serial number of the AIC, e.g. AIC 001/2020.

A checklist of AIC currently in force is issued as a part of the monthly NOTAM Checklist Series A and a checklist of AIC is published once a year.

AIC which are published in the period between the issue of two consecutive eAIP AMDT are made available on AIS website https://www.nav.pt/ais and subscribers notified by e-mail

Valid AIC in PDF format are also available on AIS website https://ais.nav.pt/

3.9 **NOTAM and Pre-Flight Information Bulletins (PIB)**

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations.

The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language.

NOTAM are published by the International NOTAM Office (NOF), in three series (A, C and D).

Series A - Contains information concerning:

International aerodromes;

National Aerodromes at which instrument flight procedures or special VFR procedures are established;

General Rules;

En-Route Navigation and Communication Facilities;

Airspace restrictions and Navigation Warnings;

En-Route Air Navigation Obstacles.

Series C and D - Contains information concerning:

National Aerodromes / Heliports at which only VFR flights are permitted;

Amendment to any section of the VFR Manual;

Series C is promulgated in English and Series D in Portuguese.

Each NOTAM is assigned to a series identified by a letter (A, C or D) and a four-digit number followed by a stroke and a two-digit number for the year (e.g. A0050/20). Each series starts on the first of January with number 0001.

SNOWTAM - Contains information concerning:

The presence of hazardous conditions due to frost or standing water on the runway. For more information regarding which aerodromes SNOWTAM is applicable, see AD 1.2.2.

NOTAM, including SNOWTAM, are transmitted by the Eurocontrol European AIS Database (EAD) in accordance with a predetermined distribution system. Requests concerning the distribution of NOTAM shall be addressed to Lisboa International NOTAM Office (GEN 3.1.1).

Pre-flight Information Bulletins (PIB) contain a presentation of current NOTAM and other information of urgent nature and significance to the operator/flight crews and are available as described in GEN 3.1.5.

3.10 **Checklists and lists of valid NOTAM**

A checklist of valid NOTAM is issued monthly for each NOTAM series, via the Aeronautical Fixed Service (AFS). Checklist series A contains the list of valid NOTAM and information about the valid AIP AMDT, AIRAC AIP AMDT, AIP SUP, AIC and a AIP AIRAC NIL notification in case there will be no AIRAC AIP AMDT published in a future AIRAC effective date, at least 28 days in advance of the AIRAC date concerned. Checklists series C and D contain the list of valid NOTAM and information about the valid VFR Manual AMDT and SUP.

3.11 **Availability of publications**

Publications can be obtained from the Aeronautical Information Service. The eAIP can be downloaded from the AIS Website free of charge as ISO Image file.

All enquiries regarding the supply of Portuguese AIS Publications should be addressed to the AIS Headquarters (GEN 3.1.1).

3.1.4 AIRAC system

4.1 In order to control and regulate the operationally significant changes requiring amendments to charts, route-manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC System. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AMDT or SUP cannot be produced due to lack of time, a NOTAM will be issued. Such NOTAM will be incorporated in an AMDT or SUP.

4.2 The table below indicates AIRAC effective dates for the coming years. AIRAC information is issued so that the information will be receive by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. At AIRAC effective date, a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date. Trigger NOTAM will remain in force as a reminder in the PIB for a period of 14 days.

If no information has been submitted for publication at the AIRAC date, a NIL notification will be included in the NOTAM checklist, at least 28 days in advance of the AIRAC date concerned.The predetermined effective dates of the AIRAC system are as follows:

Schedule of AIRAC effective dates

2025	2026	2027	2028	2029
23 JAN	22 JAN	21 JAN	20 JAN	18 JAN
20 FEB	19 FEB	18 FEB	17 FEB	15 FEB
20 MAR	19 MAR	18 MAR	16 MAR	15 MAR
17 APR	16 APR	15 APR	13 APR	12 APR
15 MAI	14 MAI	13 MAI	11 MAI	10 MAI
12 JUN	11 JUN	10 JUN	8 JUN	7 JUN
10 JUL	9 JUL	8 JUL	6 JUL	5 JUL
7 AUG	6 AUG	5 AUG	3 AUG	2 AUG
4 SET	3 SEP	2 SEP	31 AUG	30 AUG
2 OCT	1 OCT	30 SEP	28 SEP	27 SEP
30 OUT	29 OCT	28 OCT	26 OCT	25 OCT
27 NOV	26 NOV	25 NOV	23 NOV	22 NOV
25 DEC	24 DEC	23 DEC	21 DEC	20 DEC

3.1.5 Pre-flight information services at aerodromes/heliports

ARO Portugal is the unit responsible for Pre-Flight Information for the aerodromes/heliports briefing coverage on the table below.

Aerodrome/Heliport Briefing Coverage	
ARO Portugal	All States within ECAC area. AFI - Algeria, Angola, Benin, Burkina Faso, Cameroon, Canarias (Spain), Cape Verde, Central African Republic, Chad, Congo, Egypt, Equatorial Guinea, Gabon, Ghana, Guinea, Guinea Bissau, Ivory Coast, Liberia, Malawi, Mali, Mauritania, Morocco, Mozambique, Namibia, Niger, S. Tomé and Principe, Senegal, Sierra Leone, South Africa, Togo, Tunisia. CAR / SAM - Brazil, Colombia, Cuba, Dominican Republic, Jamaica, México, Venezuela. NAT / NAM - Canada, United States of America (en-route for East Coast). MID - Israel, Saudi Arabia, United Arab Emirates.

Self-Briefing is available through FPL and Briefing internet system on https://ais.nav.pt/ or https://fplbriefing.nav.pt to facilitate the provision of automated Pre-Flight Information Bulletins (PIB), Publications and filing Flight Plans.

Daily pre-flight information Aerodrome, Area, Route and Narrow Route bulletins (PIB) and lists of valid NOTAM are also available through ARO Portugal.

3.1.6 Digital data sets

1. Terrain data (Area 1)

The Direção Geral do Território in Lisbon will provide terrain data for Portugal territory (Area 1) electronically in compliance with ICAO requirements. These data can be acquired and used within the framework of license contracts with Direção Geral do Território. All queries by users regarding the availability of electronic terrain data shall be addressed in writing to:

Direção Geral do Território

Post: Rua Artilharia Um, 107
1099-052 LISBOA
Portugal

Email: loja@dgterritorio.pt

2. Obstacle data

Obstacle data for Area 1 (obstacles higher than 100M above ground) is available on request to AIS Headquarters (see GEN 3.1.1). However, presently obstacle data does not fully comply with electronic obstacle data requirements.

2.2 Controller Pilot Data Link Communications (CPDLC) Service within Lisboa FIR

2.2.1 Introduction

Controller-pilot data link communication is available for suitable equipped aircraft as part of the en-route service for ATN via VHF data link Mode 2 (VDL M2) equipped aircraft. The concept is based on the specification included in COMISSION IMPLEMENTING REGULATION (EU) 2023/1770.

The CPDLC application provides a means of communication between the air traffic controller and the pilot, using a predefined data link message set. This application includes a set of clearance/information/request message elements which correspond to the phraseologies used in the radiotelephony environment.

CPDLC services are guaranteed for aircraft operating above FL285.

CPDLC services are available for aircraft operating below FL285, including in the TMAs located within Lisboa FIR.

Pilots should expect a reduced usage of CPDLC communications with Lisboa TMAs.

ATN coverage between 14W and 15W within West Sector is not guaranteed.

The following CPDLC services are provided in Lisboa FIR:

- Data Link Communications Initiation Capability;
- ATC Clearances and Information;
- Air Traffic Control (ATC) Communications Management;
- ATC Microphone Check;

2.2.2 General

In all CPDLC communications, the highest standard of discipline shall be observed at all times.

If uncertainty arises regarding a data link message, voice communication shall be used to clarify the situation.

CPDLC shall only be used for non-time-critical requests, i.e. requests that do not require the immediate reaction of the controller. Nevertheless, as in radiotelephony, the CPDLC messages shall be answered with the least possible delay. If the downlink request is cut off because the time limit was exceeded, the pilot shall repeat the request via radiotelephony.

Pilots should be aware that the total turn-around time for an airborne initiated CPDLC dialogue may be up to more than four (4) minutes and for a ground initiated dialogue up to two (2) minutes; hence, voice communication will be used for any communication requiring an immediate response and/or action.

Voice read-back is not required for any CPDLC instruction.

2.2.3 Flight Plan

In order to use the CPDLC services, pilots shall file the following in the respective items of their flight plan:

- Item 10a - J1 for the CPDLC ATN VDL Mode 2 capable aircraft;
- Item 18 - the indicator CODE/ followed by the aircraft 24-bit.

For flights granted a CPDLC exemption, the letter Z shall be included in item 10a and the indicator DAT/CPDLCX shall be included in item 18 of the flight plan.

2.2.4 CPDLC Usage

In Lisboa FIR voice communication and/or radiotelephony instructions have priority over CPDLC instructions at all times. However, a clearance requested via CPDLC should subsequently be issued via CPDLC and a clearance requested via radiotelephony should also be issued via radiotelephony.

Clearances shall not be executed until the WILCO message has been sent.

2.2.5 Data Link Communications Initiation Capability

The data link address for Lisboa ACC is LPPC.

CPDLC shall be established in due time to ensure that the aircraft is communicating with the appropriate ATC unit. Log-on shall be initiated by the pilot. Pilots shall log-on using their ICAO call sign as filed in the flight plan. Pilots shall not use a two-letter IATA flight ID, neither insert a leading zero (0) into the call sign, as these actions will result in a failed log-on.

Log-on should be initiated 10 to 15 minutes prior to entry into Lisboa FIR airspace , except for eastbound traffic entering Lisboa FIR from Santa Maria through the 15W meridian, who should expect ATN coverage starting at 14W or latter, depending on the level.

Aircraft departing from an aerodrome in close proximity to Lisboa FIR can log-on when still on the ground, if Lisboa ACC is the first CPDLC-capable unit.

2.2.6 CPDLC services

The controller or pilot shall construct CPDLC messages using the pre-defined message set. The following tables list the standard CPDLC messages available for exchange in Lisboa FIR, with appropriate operational responses.

2.2.6.1 ATC Clearances and Information

When an aircraft is transferred by data link to an adjacent sector/ATC unit, the pilot shall acknowledge the instruction using data link by WILCO, and shall then contact the next sector/ATC unit by voice communication on the instructed channel.

MESSAGES	
ATC message element	Pilot Response
CONTACT [unit name] [frequency]	WILCO, or UNABLE [+ DUE TO WEATHER], or UNABLE [+ DUE TO AIRCRAFT PERFORMANCE], or STAND BY

Whenever possible, the ATM system will automatically nominate NDA (Next Data Authority) for CPDLC service continuity for flights exiting Lisboa FIR and entering either Madrid, Canarias or Santa Maria FIRs. Crews shall be aware that this automated procedure may not succeed and that a manual log-on with Next Data Authority may be necessary.

Crews may expect that early manual CPDLC end is forced by Lisboa ACC in order to promote early CPDLC FANS1/A services with Santa Maria OAC.For AFN Logon with Santa Maria FIR, see item 2.3.

2.2.6.2 Air Traffic Control (ATC) Communications Management

Aircraft with an active CPDLC connection may receive an ATC instruction via data uplink messages. Pilots may request changes to flight levels or clearance direct to a point on their route via data downlink messages.

MESSAGES	
ATC message element	Pilot message element
MAINTAIN [level]	WILCO, or UNABLE [+ DUE TO WEATHER], or UNABLE [+ DUE TO AIRCRAFT PERFORMANCE], or STAND BY
CLIMB TO [level]	
DESCEND TO [level]	
PROCEED DIRECT TO [position]	
CLEARED TO [position] VIA [position]	
FLY HEADING [degrees]	
SQUAWK [code]	
SQUAWK IDENT	

Pilot message element		
REQUEST [level]	[+ DUE TO WEATHER], or [+ DUE TO AIRCRAFT PERFORMANCE]	[corresponding approving instruction], or UNABLE, or STAND BY or REQUEST AGAIN WITH NEXT UNIT
REQUEST CLIMB TO [level]		
REQUEST DESCENT TO [level]		
REQUEST DIRECT TO [position]		

2.2.6.3 ATC Microphone Check

A "check stuck microphone" instruction may be sent by ATC in circumstances where an aircraft is inadvertently blocking a voice communication channel.

If the "check stuck microphone" instruction relates to the RTF channel currently being used, the pilot shall check that their radio equipment is not causing the blockage. If the "check stuck microphone" instruction does not relate to the RTF channel being used, no further action by the pilot is required.

MESSAGES	
ATC message element	Pilot Response
CHECK STUCK MICROPHONE	NIL

2.2.6.4 Free Text messages

Free Text messages from Aircraft to ATC:

The system supports the reception via data link of a CPDLC Free Text message from the pilot. No operational answer is required from ATC.

Free Text message from ATC to Aircraft:

The system provides the controller with the possibility to send a CPDLC Free Text message. This text is pre-formatted and offline defined.

No response from Aircraft is required.

ATC to Aircraft	Aircraft to ATC
Pre-defined messages, set offline	Pilot will compose own text

2.2.6.5 Emergency and Distress Messages

The following Downlink Messages are accommodated:

Pilot message element	ATC Message Element
PAN PAN PAN	ROGER
MAYDAY MAYDAY MAYDAY	
CANCEL EMERGENCY	
SQUAWKING 7500	ROGER 7500

2.2.7 Message Restrictions and Error Management

If the ground system receives a message that is not supported, or constitutes an error to the technical rules for CPDLC communication, flight crew will receive an automatic reply indicating the nature of the error and, if applicable, required actions.

CPDLC implementation in Lisboa FIR contains only messages as listed in previous sections. All other messages will be replied to with an error message.

2.2.8 Voice interruption of CPDLC dialogue

When using voice communication to correct an unanswered CPDLC message, the controller shall initiate voice communication using the phrase:

DISREGARD CPDLC [message type] MESSAGE, RESPOND WITH UNABLE, BREAK [correct clearance, instruction, information or request].

Delivering the correct clearance within the same transmission. The pilot shall reply to the CPDLC message with an "UNABLE" message and respond by voice communication to the clearance received by voice.

2.2.9 CPDLC Imposed Silence

In order to contain the sector workload, controllers may require all stations or a specific flight to avoid sending CPDLC requests for a limited period of time. For imposing or revoking CPDLC silence the following phrases, either as a voice or a CPDLC message shall be used:

ALL STATIONS (or [call sign] as applicable), STOP SENDING CPDLC REQUESTS [UNTIL ADVISED] [(reason)].

ALL STATIONS (or [call sign] as applicable), RESUME NORMAL CPDLC OPERATIONS.

2.2.10 CPDLC Failure

When alerted that CPDLC has failed, the controller will inform all stations under sector jurisdiction, using the following phrase:

ALL STATIONS, CPDLC FAILURE, [instructions].

Some failures may result in termination of the existing data link connections with aircraft that are under control of a sector. In this case, it will not be possible for ATC to re-initiate dialogues via CPDLC unless the pilot re-initiates the data link logon process in order to re-establish data link connection. Controller will inform aircraft under his jurisdiction when the CPDLC service is restored, using the following phrase:

ALL STATIONS, RESUME NORMAL CPDLC OPERATIONS. LOGON TO LPPC.

In case of a CPDLC failure, CPDLC clearances that have not yet been confirmed shall be repeated over voice communication and/or confirmed.

If either the pilot or ATC consider that CPDLC should not be used in the prevailing circumstances, CPDLC shall be suspended or terminated and the other party shall be informed by voice communication.

In case of a scheduled shutdown or an unexpected failure of the CPDLC system, ATC will instruct all aircraft equipped with data link to return to voice communication. In case of an on board failure of CPDLC, the pilot shall return to voice communication and inform ATC.

2.2.11 Log-off

Log-off is automatic on leaving Lisboa FIR airspace, no pilot action is required. Between Lisboa FIR and adjacent CPDLC equipped ATC units the ACM service will be used.

2.3 Controller Pilot Data Link Communications (CPDLC) Service within Santa Maria FIR

Full CPDLC implementation is available within Santa Maria FIR exclusively for FANS 1/A equipped aircraft (see ENR 1.1 for details). Although there is a requirement for pilots to continuous maintain listening watch on the assigned frequencies (or SELCAL watch when applicable) within Santa Maria FIR. CPDLC is the primary means of communication for FANS 1/A equipped aircraft, with voice communications used as backup.

3. Oceanic Clearance Delivery (OCD) Service

Oceanic Clearance Delivery Data Link Service is available for the Request for Clearance (RCL) using ACARS network, according the specifications defined on the AEEC 623 and EUROCAE ED 106 (see ENR 1.1 for details).

4. Aeronautical Fixed Service

4.1 AFTN / CIDIN / AMHS

Messages to be transmitted over the Aeronautical Fixed Service are accepted only if they satisfy the requirements of:

- Annex 10, Vol.II, chapter 3, 3.3;
- Are prepared in the form specified in Annex 10;

Lisboa Communications Centre handles AFTN and AMHS connections by means of an AFTN Message Switching System provided with an AFTN/AMHS Gateway. Santa Maria Communications Centre handles AFTN connections.

4.2 ATS Direct Speech Communications

National and International ATS Direct Speech Communications are established according the operational requirements, upon agreement between the concerned ATS Units.

4.3 ATS Inter Centre Data Link Communications

National and International Inter Centre Coordination (ICC) connections are established according the operational requirements, upon agreement the concerned ATS Units. The Data Link message set may be based on OLDI, AIDCor ICAO Doc.4444.

5. Broadcasting Service

5.1 Meteorological Broadcasts

GEN 3.5 METEOROLOGICAL SERVICES

3.5.1 Responsible service

The meteorological services for civil aviation in Portugal are provided by the Instituto Português do Mar e da Atmosfera, I.P.(IPMA) designated as the Meteorological Air Navigation Service Provider (ANSP) under the EU Service Provision Regulation.

Post:Instituto Português do Mar e da Atmosfera, I.P.
Rua C – Aeroporto de Lisboa
1749-077 LISBOA

Phone: +351 218447000

Fax: +351 218402468

AFS: LPMGYMYM

Email: info@ipma.pt

URL: www.ipma.pt

At LAJES (AÇORES) and BEJA aerodromes, observations and forecasts are provided by “Força Aérea Portuguesa” (FAP).

Post:Comando Aéreo
Centro de Informação Meteorológica da Força Aérea
Av. Tenente Martins - Monsanto
1500-589 Lisboa
Portugal

Phone: +351 217716037
Ext: 509384

Fax: +351 217716084
Ext: 509284

AFS: LPAMYMYX / LPAMYMYM

Email: ca_cimfa_prev@emfa.pt

Email: ca_cimfa_meteo@emfa.pt

Applicable Documents

The meteorological service for civil aviation is provided in accordance with the rules and the regulations of the following documents:

Rules for ATM-ANS Regulation (EU) 2017/373, Annex V, Part MET

ICAO Annex 3 – Meteorological Service for International Air Navigation

ICAO DOC. 7030, Part 3 – Regional Supplementary Procedures

ICAO DOC. 7754 – European Region, ANP, Volume I and II

ICAO DOC. 9634 – North Atlantic Region, ANP

Differences to these provisions are detailed in GEN 1.7 .

3.5.2 Area of responsibility

Meteorological Service is provided for Lisboa FIR and Santa Maria Oceanic FIR.

3.5.3 Meteorological observations and reports

Name of station/ Location indicator	Type and frequency of observation/ automatic observing equipment	Types of MET reports & Supplementary information included	Observation System and Site(s)	Hours of operation	Climatological information
1	2	3	4	5	6
Beja/ LPBJ	Hourly plus special observations / semi-automatic observation equipment	METAR, SPECI	SFC wind sensor 107M FM THR 01L SFC wind sensor 110M FM THR 19R SFC wind sensor Middle Point 1650M FM THR 01L RVR EQPT 300M FM THR 01L RVR EQPT 300M FM THR 19R Ceilometer 220M FM THR 19R Thermometer Middle Point	H24	Climatological Tables AVBL on request
Cascais/LPCS	Half hourly observations / semi-automatic observation equipment	METAR, MET REPORT and SPECIAL	SFC wind sensor left side 300M FM THR 17 SFC wind sensor left side 343M FM THR 35 RVR EQPT left side 294M FM THR 17 Ceilometer left side 38M FM THR 35 Thermometer co-located with SFC wind sensor left side 343M FM THR 35L	Summer: 06:00-20:00, Winter: 07:00-19:00.	Climatological Tables with gap in night-time data, available on request
Faro/ LPFR	Half hourly observations / semi-automatic observation equipment	METAR, MET REPORT and SPECIAL	SFC wind sensor right side 414M FM THR 10 SFC wind sensor left side 412M FM THR 28 SFC wind sensor Middle Point RVR EQPT 300M FM THR 10 RVR EQPT 300M FM THR 28 RVR EQPT Middle Point VIS Sensor right side RWY 28 213M BFR THR 100M FM RWY EXTD CL VIS Sensor left side RWY 10 80M BFR THR 223M FM RWY EXTD CL Ceilometer RWY 10 Ceilometer RWY 28 Ceilometer 283º MAG-1.6NM FM THR 28 Thermometer Middle Point	H24	Climatological Tables AVBL on request
Horta/ LPHR	Half hourly observations / semi-automatic observation equipment	METAR, MET REPORT and SPECIAL	SFC wind sensor 300M FM THR 10 SFC wind sensor 300M FM THR 28 RVR EQPT 300M FM THR 28 Ceilometer RWY 28 Thermometer middle point	06:45-21:15 (05:45-20:15)	Climatological Tables with gap in night-time data, AVBL on request
Lajes/ LPLA	Hourly plus special observations	METAR, SPECI	Cup Anemometer 288M THR 15 Cup Anemometer 346M THR 33 Cup Anemometer 1224M Middle Point Transmissometer 288M THR 15 Transmissometer 346M THR 33 Ceilometer 346M THR 15/THR 33	H24	Climatological Tables AVBL on request

Name of station/ Location indicator	Type and frequency of observation/ automatic observing equipment	Types of MET reports & Supplementary information included	Observation System and Site(s)	Hours of operation	Climatological information
1	2	3	4	5	6
Lisboa/ LPPT	Half hourly observations / semi-automatic observation equipment	METAR, MET REPORT and SPECIAL	SFC wind sensor right side 300M FM THR 02 SFC wind sensor middle point near INT RWY 02/20 and TWY T SFC wind sensor right side 300M FM THR 20 RVR EQPT 300M FM THR 02 RVR EQPT 300M FM THR 20 RVR EQPT Middle Point VIS Sensor 571M BFR THR 20 left side 129M FM RWY EXTD CL Ceilometer near ILS LOC 02 Ceilometer near ILS MM 02 0.57NM FM THR 02 Ceilometer near ILS LOC 20 Ceilometer near ILS OM 20 3.95NM FM THR 20 Thermometer near SFC wind sensor 300M FM THR 20	H24	Climatological Tables AVBL on request
Madeira/ LPMA	Half hourly observations / semi-automatic observation equipment	METAR, MET REPORT and SPECIAL	SFC wind sensor 300M FM THR 05 SFC wind sensor Middle point SFC wind sensor 300M FM THR 23 SFC wind sensor 1 NM FM RWY 05 at ROSÁRIO Thermometer 300M FM SFC wind sensor RWY 05	H24	Climatological Tables AVBL on request
Ponta Delgada/ LPPD	Half hourly observations / semi-automatic observation equipment	METAR, MET REPORT and SPECIAL	SFC wind sensor right side 170M FM THR 12 SFC wind sensor right side 300M FM THR 30 RVR EQPT close to SFC wind sensor RWY 30 Ceilometer RWY 30 Thermometer close to DME	H24	Climatological Tables AVBL on request
Porto/ LPPR	Half hourly observations / semi-automatic observation equipment	METAR, MET REPORT and SPECIAL	SFC wind sensor 490M FM THR 35 SFC wind sensor Middle point SFC wind sensor 340M FM THR 17 RVR EQPT 400M FM THR 35 RVR EQPT 300M FM THR 17 RVR EQPT Middle point VIS Sensor 1650M FM THR 35 105M left side RWY EXTD CL VIS Sensor RWY 17 80M BFR THR 17 105M right side FM RWY CL Ceilometer near ILS LOC 35 Ceilometer near DVOR/DME site 173º MAG- 0.79NM FM THR 17 Ceilometer near ILS OM 17 5.35NM FM THR 17 Thermometer near SFC wind sensor 300M FM THR 17	H24	Climatological Tables AVBL on request
Porto Santo/ LPPS	Half hourly observations / semi-automatic observation equipment	METAR, MET REPORT and SPECIAL	SFC wind sensor right side 300M FM THR 36 SFC wind sensor right side 300M FM THR 18 Thermometer near SFC wind sensor RWY 36	H24	Climatological Tables AVBL on request

Name of station/ Location indicator	Type and frequency of observation/ automatic observing equipment	Types of MET reports & Supplementary information included	Observation System and Site(s)	Hours of operation	Climatological information
1	2	3	4	5	6
Santa Maria/ LPAZ	Half hourly observations / semi-automatic observation equipment	METAR, MET REPORT and SPECIAL	SFC wind sensor 300M FM THR 36 SFC wind sensor 300M FM THR 18 RVR EQPT near SFC wind sensor RWY 18 Ceilometer left side THR 18 Thermometer near SFC wind sensor RWY 36	H24	Climatological Tables AVBL on request

3.5.4 Types of services

The Centro de Previsão e Vigilância Meteorológica para a Aeronáutica (CPVM-AERO) based at IPMA, Lisbon, operate H24, provides:

1. TAF and amendments, for the aerodromes:

TAF		
Airport/Aerodrome	**Time of Issue**	**Validity Period**
Lisboa	05:00; 11:00; 17:00; 23:00	30 hours
Santa Maria	05:00; 11:00; 17:00; 23:00	30 hours
Porto Santo	05:00; 11:00; 17:00; 23:00	30 hours
Porto	05:00; 11:00; 17:00; 23:00	24 hours
Faro	05:00; 11:00; 17:00; 23:00	24 hours
Madeira	05:00; 11:00; 17:00; 23:00	24 hours
Ponta Delgada	05:00; 11:00; 17:00; 23:00	24 hours
Horta	05:00; 08:00; 11:00; 14:00	9 hours
Cascais	05:00; 08:00; 11:00; 14:00	9 hours
Flores	05:00; 08:00; 11:00; 14:00	9 hours

2. GAMET, issued to a area contained in Lisboa FIR (north of N3630 and east of W01000) designated as LISBOA FIR / MAINLAND

GAMET	
Time of issue	**Validity period**
02:00	03:00-09:00
08:00	09:00-15:00
14:00	15:00-21:00
20:00	21:00-03:00

3. Aerodrome warnings issued, in accordance with the agreement between IPMA and ANA, Aeroportos de Portugal,S.A., and between IPMA and Cascais Dinâmica, S.A. to the airports of Lisboa, Porto, Faro, Cascais, Madeira, Porto Santo, Santa Maria, Ponta Delgada, Horta and Flores.

Aerodrome Warnings	
Phenomena	**Emission Criteria**
Tropical Cyclone	If the phenomenon occurs
Thunderstorm	Frequent (the phenomenon must occur at least 75% of the warning period)
Snow	≥ 6 cm
Surface wind	≥ 35 KT, except for Madeira and Porto Santo that is issued for ≥ 30 KT
Wind gusts	≥ 45 KT, except for Madeira and Porto Santo that is issued for ≥ 40 KT

Aerodrome Warnings	
Phenomena	**Emission Criteria**
Rain	≥21 mm/1h or 41 mm/6h
Hail	If the phenomenon occurs or is expected to occur

4. Live en-route and terminal briefing line service provided by CPVM-AERO by dedicated phone:

Phone: +351 218474583

Fax: +351 218402370

Email: met.aero@ipma.pt

5. There is also available a free Flight Briefing System (Self-Briefing) for operators and flight crew members through permission previously requested on line in the IPMA website (details in 3.5.9):

URL: https://brief-ng.ipma.pt

3.5.5 Notification required from operators

Notification from operators in respect of briefing, flight documentation and other meteorological information needed (ref. ICAO Annex 3, Chapter 2, 2.3) should be received at least 2 hours before the expected time of departure.

3.5.6 Aircraft reports

The ATS/MET reporting points in respect of routes crossing the FIR are indicated in section ENR-4.4

3.5.7 VOLMET service

Name	Call Sign	Frequency	Broadcast period	Service **HR**	Aerodromes/ Heliports included	Contents & format of REP and FCST & Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
LISBOA	Lisboa VOLMET	126.405 MHZ	H24	CONS	LISBOA PORTO FARO SEVILHA MADRID LAS PALMAS TENERIFE/ Reina Sofia MADEIRA PORTO SANTO CASCAIS	METAR, SIGMET VOLMET Service also available by ACARS for aircraft equipped with ACARS Management Unit.
SANTA MARIA	Santa Maria VOLMET	124.850 MHZ	H24	CONS	SANTA MARIA PONTA DELGADA LAJES PICO HORTA	

3.5.8 SIGMET and AIRMET service

METEOROLOGICAL WATCH OFFICE (MWO)

Aeronautical Meteorological Watch services are provided by the CPVM-AERO, Lisboa. For the safety of air traffic, this service consists of a continuous weather watch within the FIRs and the issuance of appropriate information: SIGMET and AIRMET.

The CPVM-AERO issue SIGMET to Lisboa FIR and Santa Maria Oceanic FIR. The CPVM-AERO issue AIRMET information to a region that corresponds to a part of the Lisboa FIR (north of N3630 and east of W01000, designated as LISBOA FIR / MAINLAND).

Name	Hours	**FIR or CTA served**	**Type of SIGMET/Validity**	Specific procedures applied to SIGMET	**Specific procedures applied to AIRMET**	**ATS unit served**	Additional information
1	2	3	4	5	**6**	**7**	**8**
LISBOA LPPT	H24	Lisboa FIR	SIGMET WS/4 HR SIGMET WV/6 HR SIGMET WC/6 HR	NIL	NIL	Lisboa ACC	NIL
		Santa Maria Oceanic FIR				Santa Maria ACC	See ENR 1.1.21

3.5.9 Other automated meteorological services

IPMA provides an automated Self-briefing (Flight Briefing information service) accessible by internet.

This free service is available in the IPMA, I.P. website for authorized operators, flight crew members and other users:

URL: https://brief-ng.ipma.pt

GEN 4.2 AIR NAVIGATION SERVICE CHARGES

4.2.1 Terminal Charges

Charging scheme for terminal air navigation services provided by NAV Portugal

Basis:

The calculation of terminal charges at the airports of Lisboa, Porto, Faro, Madeira, Porto Santo, Santa Maria, Ponta Delgada, Horta and Flores and also at Cascais Aerodrome (Charging Zone Portugal - TNC) is in line with the provisions of the COMMISSION IMPLEMENTING REGULATION (EU) 2019/317 of 11 February 2019 laying down a performance and charging scheme in the single European sky and repealing Implementing Regulations (EU) No 390/2013 and (EU) No 391/2013.

The terminal service unit shall be equal to the weight factor for the aircraft concerned.

The weight factor, expressed as a figure taken to two decimal places, is obtained by dividing by fifty the number of metric tons in the highest maximum certified take-off weight of the aircraft to the power of 0,7.

Establishment of terminal unit rate

The terminal unit rate used for calculating terminal charges for air navigation services provided at airports included in the Charging Zone Portugal - TNC is € 163,30 per service unit, applicable from 01.01.2025.

Exemptions:

a. Aircraft used in exclusive transportation on an official mission of reigning sovereigns and their direct family, State and Government leaders, as well as ministers, providing their status is out pointed in the Flight Plan, or aircraft under the cover of reciprocity agreements confirmed by the Minister of Foreign Affairs.

b. Military aircraft on a non remunerated official mission or supported by special agreement that bind the Portuguese State, confirmed by the qualified diplomatic or military entities.

c. Aircraft engaged in Search and Rescue missions as well those related to humanitarian purposes is considered as that by the Airport or Aerodrome exploitation company.

d. Aircraft complied to return to the airport for duly substantiated technical or meteo reasons without having landed at any other airport.

Reductions:

a. 50% to 100% reductions for: Aircraft used for local experience, equipment test, instruction, training or personnel examination.

4.2.2 En-route air navigation charges regulations

1. Definitions

When the following terms are used in these regulations, they have the following meaning:

- Agreement - Multilateral Agreement relating to Route Charges
- Contracting State - State part in Agreement
- EUROCONTROL - The European Organization for the Safety of Air Navigation, EUROCONTROL
- System - Eurocontrol Route Charges System

2. Conditions of application of the route charges system

2.1 A charge shall be levied for each flight performed in accordance with the procedures laid down in application of the Standards and Recommended Practices of the International Civil Aviation Organization in the airspace of the following Charging Zones:

- Lisboa Charging Zone, including Lisboa Flight Information Region and Lisboa Upper Flight Information Region
- Santa Maria Charging Zone, including Santa Maria Flight Information Region.

2.2 The aforesaid Flight Information Regions, including the facilities and well as the services provided are described in the Aeronautical Information Publication “AIP - PORTUGAL “.

4.2.3 En-Route cost basis and exemptions/reductions

The charge shall constitute remuneration for the costs incurred by Portugal in respect of en- route air navigation facilities and services and the operation of the Route Charges System, and for the costs incurred by EUROCONTROL in operating the System.

The charge for a flight in the airspace of the aforesaid Charging Zones shall be calculated in accordance with the following formula:

$$r_i = t_i \times N_i$$

Where $\mathbf{r_i}$ is the charge, $\mathbf{t_i}$ the unit rate of the charge and $\mathbf{N_i}$ the number of the service units corresponding to a such flight.

For a given flight, the number of service units, designated $\mathbf{N_i}$, referred to in the foregoing number shall be obtained by means of the following formula:

$$N_i = d_i \times p$$

where $\mathbf{d_i}$ is the distance factor in respect of the airspace of the referred charging zone and **p** the weight factor for the aircraft concerned.

The distance factor $\mathbf{(d_i)}$ shall be obtained by dividing by one hundred (100) the number of kilometres in the great circle distance between:

- the aerodrome of departure within, or the point of entry into, the charging zone (i), and
- the aerodrome of first destination within, or the point of exit from, that charging zone (i).

The aforesaid entry and exit points shall be the points at which the lateral limits of the said charging zone are crossed by the route described in the flight plan. This flight plan incorporates any changes made by the operator to the flight plan initially filed as well as any changes approved by the operator resulting from air traffic flow management measures.

The distance to be taken into account shall be reduced by twenty (20) kilometres for each take-off and for each landing on the national territory.

The weight factor “P” shall be the square root of the quotient obtained by dividing by fifty (50) the number of metric tons in the maximum certificated take-off weight of the aircraft as shown in the certificate of airworthiness, the flight manual or any other equivalent official document, as follows:

$$P = \sqrt{\frac{\text{Maximum Take-off Weight}}{50}}$$

Where the maximum certificated take-off weight of the aircraft is not known to the bodies responsible for the collection of the charge, the weight factor shall be calculated by taking the weight of the heaviest aircraft of the same type know to exist.

Where an aircraft has multiple certificated maximum take-off weights, the weight factor shall be established on the basis of the highest maximum take-off weight authorized for the aircraft by its State of registration

Where, however, an operator has indicated to the bodies responsible for the collection of the charge that he operates two or more aircraft which are different versions of the same type, the average of the maximum take-off weights of all his aircraft of that type shall be taken for the calculation of the weight factor for each aircraft of that type. The calculation of this factor per aircraft type and per operator shall be effected at least once a year.

For the purpose of calculating the charge, the weight factor shall be expressed as figure taken to two decimal places.

The following flights shall be exempted from the payment of charges:

a. flights performed by aircraft of which the maximum take-off weight authorised is less than two (2) metric tons;

b. flights performed exclusively for the transport, on official mission, of the reigning Monarch and his/her immediate family, Heads of State, Heads of Government, and Government Ministers. In all cases, this must be substantiated by the appropriate status indicator or remark on the flight plan;

c. search and rescue flights authorised by the appropriate competent body.

d. flights performed by Portuguese military aircraft;

e. flights performed by foreign military aircraft from countries which exempt Portuguese military aircraft from the payment of route charges, on a basis of reciprocity;

f. training flights performed exclusively for the purpose of obtaining a licence, or a rating in the case of cockpit flight crew, and where this is substantiated by an appropriate remark on the flight plan. Flights must be performed solely within this charging zone. Flights must not serve for the transport of passengers and/or cargo, nor for positioning or ferrying of the aircraft;

g. flights performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning flights by the aircraft concerned;

h. flights terminating at the aerodrome from which the aircraft has taken off and during which no intermediate landing has been made (circular flights);

i. flights performed exclusively under VFR within this charging zone;

j. humanitarian flights authorized by the appropriate competent body;

k. customs and police flights.

The charge shall be payable at EUROCONTROL Headquarters, in accordance with the condition of payment set out in 4.2.4.

The currency of account used shall be the EURO.

For each flight entering the airspace of the Charging Zones falling within the competence of several Contracting States, a single charge (R) shall be collected equal to the sum of the charges (r_i), accruing in respect of that flight in the airspace of the Charging Zones falling within the competence of the individual States concerned:

$$R = \sum_{n} r_i$$

4.2.4 Conditions of Payment for En-route charges

The amounts billed shall be payable at the EUROCONTROL Headquarters in Brussels.

EUROCONTROL will nevertheless consider payment into the accounts opened in its name with banking establishments in the Contracting or other States designated by the competent bodies of the Route Charges System as a discharge of the payer's liability.

The amount of the charge is due on the date of performance of the flight. The latest date by which payment must be received by EUROCONTROL shall be shown on the bill and is 30 days from the date of the bill.

Payment shall be deemed to have been received by EUROCONTROL on the value date on which the amount due was credited into a designated bank account of EUROCONTROL. The value date shall be the date on which EUROCONTROL can use the funds.

Payments shall be accompanied by a statement giving the references, dates and EURO amounts in respect of bills paid and of any credit notes deducted.

Where a payment is not accompanied by the details specified in paragraph above so as to allow its application to a specific bill or bills, EUROCONTROL will apply the payment:

- first to interest, and then
- to the oldest bills unpaid.

Claims against bills must be submitted to EUROCONTROL in writing or by an electronic medium previously approved by EUROCONTROL.The latest date by which claims must be received by Eurocontrol shall be shown on the bill and is 60 days from the date of the bill.

The date of submission of claims shall be the date on which the claims are received by EUROCONTROL.

Claims must be detailed and should be accompanied by any relevant supporting evidence.

Submission of a claim by a user shall not entitle him to make any deduction from the relevant bill unless so authorised by EUROCONTROL.

Where EUROCONTROL and a user are mutually debtor and creditor no compensation payments shall be effected without EUROCONTROL prior agreement.

Any charge which has not been paid by the latest date for payment shall be increased by the addition thereto of interest at a rate of 13,26% per annum.

The interest, entitled Interest of Late Payment, shall be simple interest calculated from day to day on the unpaid overdue amount. The interest will be calculated and billed in EURO.

Where a debtor has not paid the amount due, measures may be taken to enforce recovery.
These measures may include the denial of services, detention of aircraft or other enforcement measures in accordance with applicable law.

Basic Unit Rates applicable as from 01.01.2025		
STATE	**GLOBAL UNIT RATE EURO**	**EXCHANGE RATE APPLIED 1 EURO =**
Portugal – Lisboa *	42,50	- / -
Portugal – Santa Maria *	8,25	- / -
Belgium – Luxembourg *	120,60	- / -
Germany *	100.02	- / -
France *	80,07	- / -
United Kingdom	87,78	0,839938 GBP
Netherlands *	136,99	- / -
Ireland *	33,82	- / -
Switzerland	167,88	0,940800 CHF
Austria *	65,72	- / -
Spain – Continental *	66,31	- / -
Spain – Canarias *	51,89	- / -
Greece *	25,46	- / -
Turkey**	37,08	- / -
Malta*	18,92	- / -
Italy*	75,05	- / -
Cyprus*	36,75	- / -
Hungary	35,98	394,567 HUF
Norway	54,06	11,7786NOK
Denmark	90,76	7,45871 DKK
Slovenia*	65,25	- / -
Romania	49,38	4,97230 RON
Czech Republic	76,91	25,0753CZK
Sweden	91,61	11,3496 SEK
Slovakia*	80,36	- / -
Croatia*	39,71	- / -

Basic Unit Rates applicable as from 01.01.2025		
STATE	**GLOBAL UNIT RATE EURO**	**EXCHANGE RATE APPLIED 1 EURO =**
Bulgaria	29,54	1,95482BGN
FYROM	46,66	61,3343MKD
Moldova	219,27	19,2100MDL
Finland*	78,09	- / -
Albania	49,23	98,7614ALL
Bosnia Herzegovina	27,54	1,95553 BAM
Serbia/Montenegro/KFOR	37,88	116,943RSD
Lithuania*	65,66	- / -
Poland	93,43	4,27352PLN
Armenia	45,17	428,997AMD
Latvia*	63,51	- / -
Georgia	17,26	2,97881 GEL
Estonia*	86,99	- / -
Ukraine	41,23	45,7433 UAH
Southern Ukraine	16,23	45,7433 UAH
* State participating in the Economic Monetary Union ** State that established its cost basis in Euro		

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ENR 1.10 FLIGHT PLANNING

1.10.1 Procedures for the submission of flight plan

General

Lisboa and Santa Maria FIRs are part of the EUROCONTROL IFPS Zone and comply with the procedures and rules of the Network Manager (NM).
As published in the Network Operations Handbook/IFPS Users Manual, Flight Plan and associated messages related to flight under IFR/General Air Traffic (GAT), mixed IFR/VFR or GAT/Operational Air Traffic (OAT) are required to be submitted only to the IFPS.
The submission of VFR Flight Plan shall be made to an appropriate NAV Portugal service, through FPL and Briefing or ARO Portugal(see GEN 3.1), which will forward the message to the ATS Units concerned and to other addresses supplied with the Flight Plan.
Messages sent by email to ARO Portugal shall only be considered submitted after the reception of their validation by email acknowledgement.
The IFPS will further process, ACK and disseminate the Flight Plan data to the ATS Units concerned within the IFPS Zone and to other addresses supplied with the Flight Plan.
Further details concerning Network Management/IFPS may be obtained, under Network Management, via the EUROCONTROL website:

URL:http://www.eurocontrol.int/

Time and place of submission

- **IFR/GAT and mixed IFR/VFR or GAT/OAT Flights**
  Flight Plans shall be submitted at least 60 minutes before EOBT.
  For Flights likely to be subject to ATFM Measures, Flight Plans shall be submitted at least 3hours before EOBT. AO departing within Portugal shall assume their flight is subject to ATFM measures (see ENR 1.9 for further details concerning ATFM).
  Flight Plans may be submitted more than 24hours but not more than 120hours in advance of the EOBT, provided the date of flight is given in Item 18 of the Flight Plan in the format DOF/YYMMDD.

- **VFR Flights**
  All aircraft intending to fly in accordance with VFR Rules within Lisboa or Santa Maria FIR controlled airspace shall submit a Flight Plan at least 30minutes prior to the EOBT.
  The flight plan and associated ATS messages shall be submitted via FPL and Briefing (https://fplbriefing.nav.pt).
  Alternatively, operators may contact ARO Portugal by email or by phone (see GEN 3.1).
  Within Lisboa FIR the submission of a Flight Plan by an airborne aircraft (AFIL) shall be transmitted over the General Purpose frequency 127.905 MHZ.

Special Flight Planning Requirements for Santa Maria FIR

Operators shall comply with the instructions contained in the ICAO NAT Regional Supplementary Procedures (Doc. 7030 - NAT) and in the North Atlantic Operations and Airspace Manual (NAT Doc. 007), except if otherwise specified herein.

The table of cruising levels published on Appendix 3 of ICAO Annex 2, as well as those published on AIP Portugal, ENR 1.7.5 (Altimeter Setting Procedures) are not applied on Santa Maria Oceanic FIR.
From Santa Maria FIR entry and along the route within the FIR, all levels may be planned 24/7, using 1000ft increments, whatever the direction of the flight. Caution is always recommended regarding the flight level rules applied in the downstream FIRs because flights will always have to exit Santa Maria FIR at the level approved by the following ATC Unit.

Step climbs, cruise climbs, altitude block and route change requests are accepted as part of Santa Maria OAC normal operations. The ATC procedures, upon a request by the pilot, are to always try to provide the requested level and route. The controller decision to authorize a level and/or route change is always dependent of the non-existence of conflicting traffic and the approval from the downstream ATC Unit.

To improve the safety and efficiency in service provision, from 45N013W to 2218N04000W, along Santa Maria's East and South FIR boundaries, all operators shall flight plan to enter and leave the LPPO FIR (SFC - UNL) through the designated FIR boundary points, as published in AIP Portugal ENR 6.01-9 - En-route Chart - Santa Maria Oceanic FIR (LPPO) and ENR 4.4 - Name Code Designators for Significant Points.

With the exception of the recommendation to make use of the existing designated boundary waypoints, within Santa Maria FIR, –non-FANS 1/A equipped flights should flight plan their User-Preferred Route (UPR), with the following restrictions:

1. Flights which generally route in an eastbound or westbound direction should normally be flight planned so that specified ten degrees of longitude (020W, 030W, 040W.) are crossed at whole or half degrees of latitude; and

2. Generally northbound or southbound flights should normally be flight planned so that specified parallels of latitude spaced at five degree intervals (20N, 30N, 35N) are crossed at whole degrees of longitude.

Unrestricted User-Preferred Routes (UPR) are available in Santa Maria FIR airspace above FL285 for FANS-1/A equipped aircraft, taking into account that:

a. For the flights which generally route in an eastbound or westbound direction it is not mandatory to plan via specified ten degrees of longitude (020W, 030W, 040W);

b. All generally northbound or southbound flights are not required to be planned at specified parallels of latitude spaced at five degree intervals (20N, 25N, 30N, 35N or 40N);

c. Flights entering/exiting Santa Maria UPR via Madrid, Lisboa, Canarias, Sal or Piarco shall use a 5LNC waypoint defined at the FIR boundary, as specified in ENR 4.4 of AIP;

d. Routes north of 45N shall comply with Gander or Shanwick published rules. When entering/exiting Santa Maria FIR from/to Gander or Shanwick FIR, there will be no need to specify the entry/exit point at 45N. However for coordination purposes, routes which are planned from a position in Santa Maria FIR directly to either Gander or Shanwick FIR are required to insert a position, at any latitude along 030W or 020W whichever is closest to the FIR boundary (this does not apply to flights routing on the OTS, on T13 or that do not cross those longitudes inside Santa Maria airspace);

e. Routes west of 040W shall comply with New York's published rules and the entry/exit point between New York East FIR and Santa Maria FIR shall be planned using any whole or half degree of latitude at 040W;

f. Inbound traffic to Azores Islands should plan their user-preferred routes from Santa Maria UPR airspace entry point (or if entering Santa Maria from Shanwick or Gander, from the last point inside those FIRs) direct to the STAR initial waypoint or a specific waypoint linked to the destination aerodrome.

g. Traffic departing from Azores Islands should plan their User-Preferred Routes starting at the appropriate SID final waypoint or a specific waypoint linked to the departure aerodrome, direct to the next appropriate waypoint defined according to rules set above.

Within Santa Maria Oceanic FIR airspace and outside surveillance area (SSR, MLAT or ADS-B, in ENR 1.6.14), to define a way point in field 15 of the flight plan, operators shall not make use of Bearing And Distance From a Navigation Aid nor Bearing and Distance From a Reference Point.

For flights conducted entirely along one of the OTS (Organized Track System), this portion of route shall be defined in field 15 of the Flight Plan by inserting the first track way point, then the abbreviation 'NAT' followed by the code letter assigned to the track and finally the last way point of the track.
Flights wishing to join or leave an organized track at some intermediate point are considered to be random route aircraft and full route details must be specified in the flight plan. The track letter must not be used to abbreviate any portion of the route in these circumstances.
For turbo-jet aircraft operating within Santa Maria FIR, the Mach Number planned to be used shall be specified in the Item 15 of the Flight Plan.

All RNAV 10 (RNP 10) approved aircraft shall insert the letter R in Item 10a of the flight plan and the A1 descriptor in Item 18 of the flight plan, following the PBN/ indicator. All RNP 4 approved aircraft shall insert the letter R in Item 10a of the flight plan and the L1 descriptor in Item 18 of the flight plan, following the PBN/ indicator.

All NAT HLA MNPS approved aircraft shall insert the letter X in Item 10a of the flight plan. All RVSM approved aircraft, regardless of the requested flight level, shall insert the letter W in Item 10a of the flight plan.

All FANS 1/A approved aircraft intending to use data link services shall insert in Item 10a of the flight plan the appropriate descriptor or descriptors (J2, J3, J4, J5, J7) to indicate the CPDLC capabilities and the descriptor D1 on item 10b to indicate ADS-C capability.
All ADS-B approved aircraft shall insert the appropriate descriptor or descriptors in Item 10b of the flight plan.

All aircraft shall insert the aircraft registration in Item 18 of the flight plan, following the REG/ indicator.

All aircraft shall insert the aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters) in Item 18 of the flight plan, following the CODE/ indicator.

All SATVOICE equipped aircraft and capable of using this communication media shall insert the appropriate descriptor or descriptors in Item 10a of the flight plan.

Instructions for insertion of ATS data

The EUR RVSM flight planning requirements for the completion of the ICAO Flight Plan Form are contained in the ICAO EUR Regional Supplementary Procedures (Doc. 7030 / 4 - EUR).

These non-changeable fields are:

- Aircraft identification,
- Aerodrome of departure,
- Aerodrome of destination,
- Estimated Off-Block Time (EOBT)
- Estimated Off-Block date (when present in the message).

To change one of the above fields (except by means of a DLA to the EOBT) it is necessary to cancel the original flight plan and to refill a flight plan containing the corrected data. The RFP procedure shall not be used for such changes.

Non-observance could lead to failed or mismatched association.

Delay message DLA

Any delay of up to 20 hours can be indicated with a DLA message, but for a ”negative delay”, i.e. a new EOBT which is earlier than the original EOBT given in the flight plan, a DLA message shall not be used.

DLA messages should not be sent to IFPS to indicate a delay caused by the reception of a slot allocation message.

For flights subjected to ATFM measures, the following rules shall apply:

a. A FPL shall be filed a minimum of 3 hours before EOBT (Estimated Off-Block Time).

b. Any delay of more than 15 min shall be subjected to a DLA message. Negative DLAs (anticipation of the EOBT) are not permitted. The correct procedure for bringing an EOBT forward is to issue a CNL, and then re-file a new FPL.

For flights being already allocated a slot, the relevant ATFM procedures apply. Detailed information can be found in the CFMU handbook.

Departure message DEP

Within Lisboa FIR Portuguese air navigation services (TWRs or AROs) will not transmit departure messages for controlled IFR flights except when requested.
Within Santa Maria FIR a departure message is always sent to IFPS for redistribution.

Relevant requests should be submitted to the competent ATS unit or notified on the flight plan messages.

IFPS Validation

The validation of the flight plan associated messages by the IFPS is the same as for flight plans (FPL).

Closing a Flight Plan

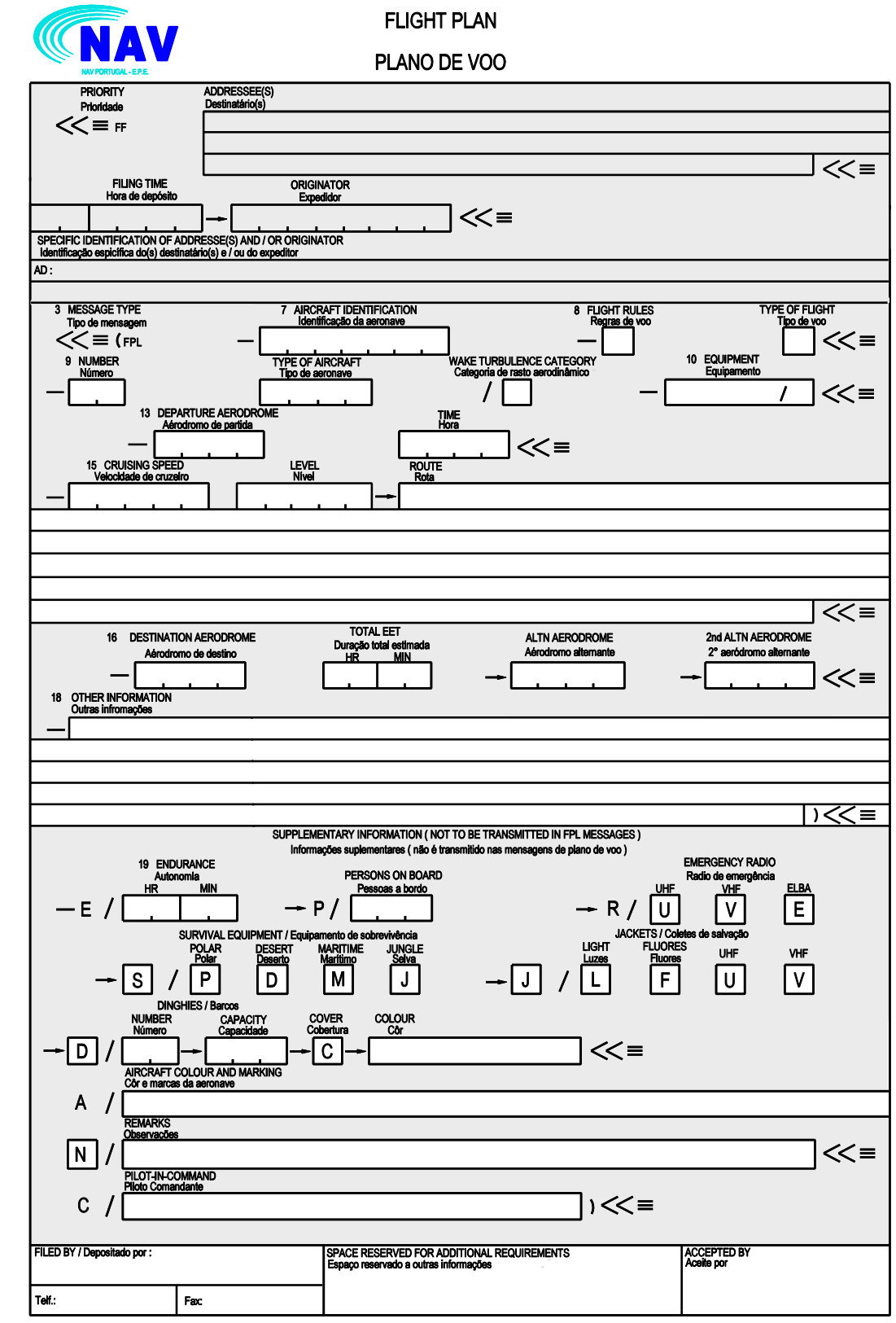
Once the flight has ended, and if no ATS unit exists at the arrival aerodrome, the pilot shall compulsory give notice of his arrival as soon as possible after landing, by radio to the last contacted ATS unit, via FPL and Briefing (https://fplbriefing.nav.pt), or by email or phone to ARO Portugal (see GEN 3.1).

Adherence to Airspace Utilization Rules and Availability

No Flight Plans shall be filled via the airspace of LPPC and LPPO FIR deviating from the State restrictions defined the Route Availability Document (RAD). This common European reference document contains all airspace utilisation rules and availability for LPPC and LPPO FIR and any reference to them shall be made via:

URL:https://www.nm.eurocontrol.int/RAD/index.html

Figure 1. Flight Plan Form



Name Lateral limits Vertical Limits Class of Airspace	Unit providing service	Call sign/ Languages Area and conditions of use Hours of service	FREQ/ purpose	Remarks
1	2	3	4	5
4 **CENTRE TOP SECTOR** 402358N 0064906W - along Portuguese/Spanish border - 390700N 0070100W - 390632N 0070142W - 385008N 0070443W - 384917N 0070505W - along Portuguese/Spanish border - 381812N 0071047W - 381758N 0071034W - 375958N 0071348W - 380000N 0090000W - 380000N 0091200W - 380000N 0092700W - 380000N 0092800W - 380000N 0100000W - 385400N 0100000W - 392300N 0080100W - 402358N 0064906W UNL FL365 Class of Airspace: C/G (1)	Lisboa ACC	Lisboa Control (EN, PT) HO	134.855 MHZ (Primary) 135.455 MHZ (Secondary) 362.500 MHZ	(1) Within the lateral and vertical limits of Lisboa FIR (LPPC FIR) described in ENR 2.1.1. Delegated Airspace inside LECM UIR. See ENR 2.2.1.2 and ENR 2.2.1.3.
5 **CENTRE MID SECTOR** Same lateral limits as CENTRE TOP SECTOR. FL365 FL345 Class of Airspace: C	Lisboa ACC	Lisboa Control (EN, PT) HO	127.255 MHZ (Primary) 135.455 MHZ (Secondary) 359.450 MHZ	Delegated Airspace inside LECM UIR. See ENR 2.2.1.2.
6 **CENTRE LOWER SECTOR** **6.1** 402358N 0064906W - along Portuguese/Spanish border - 375957N 0071223W - 380000N 0090000W - 380000N 0091200W - 380000N 0092800W - 380000N 0100000W - 385400N 0100000W - 392300N 0080100W - 402358N 0064906W FL245 SFC Class of Airspace: C/G (1) **6.2** 402358N 0064906W - along Portuguese/Spanish border - 390700N 0070100W - 390632N 0070142W - 385008N 0070443W - 384917N 0070505W - along Portuguese/Spanish border - 381812N 0071047W - 381758N 0071034W - 375958N 0071348W - 380000N 0090000W - 380000N 0091200W - 380000N 0092700W - 380000N 0092800W - 380000N 0100000W - 385400N 0100000W - 392300N 0080100W - 402358N 0064906W FL345 FL245 Class of Airspace: C	Lisboa ACC	Lisboa Control (EN, PT) HO	136.030 MHZ (Primary) 132.850 MHZ (Secondary) 338.800 MHZ	(1) Within the lateral and vertical limits of Lisboa FIR (LPPC FIR) described in ENR 2.1.1. Excluding those portions of Lisboa TMA within these limits. Delegated Airspace inside LECM UIR. See ENR 2.2.1.2 and 2.2.1.3.

Name Lateral limits Vertical Limits Class of Airspace	Unit providing service	Call sign/ Languages Area and conditions of use Hours of service	FREQ/ purpose	Remarks
1	2	3	4	5
7 **SOUTH UPPER SECTOR** 375958N 0071348W - 375928N 0071409W - along Portuguese/Spanish border - 371016N 0072340W - 370744N 0072300W - 364016N 0072311W - 355800N 0072300W - 355800N 0104400W - 380000N 0092800W - 380000N 0092700W - 380000N 0091200W - 380000N 0090000W - 375958N 0071348W UNL FL365 Class of Airspace: C/G (1)	Lisboa ACC	Lisboa Control (EN, PT) HO	132.705 MHZ (Primary) 135.455 MHZ (Secondary) 298.450 MHZ	(1) Within the lateral and vertical limits of Lisboa FIR (LPPC FIR) described in ENR 2.1.1. Delegated Airspace inside LECM UIR. See ENR 2.2.1.2.
8 **SOUTH LOWER SECTOR** **8.1** 375957N 0071223W - along Portuguese/Spanish border - 370730N 0072318W - 364016N 0072311W - 355800N 0072300W - 355800N 0104400W - 380000N 0092800W - 380000N 0091200W - 380000N 0090000W - 375957N 0071223W FL245 SFC Class of Airspace: C/G (1) **8.2** 375958N 0071348W - 375928N 0071409W - along Portuguese/Spanish border - 371016N 0072340W - 370744N 0072300W - 364016N 0072311W - 355800N 0072300W - 355800N 0104400W - 380000N 0092800W - 380000N 0092700W - 380000N 0091200W - 380000N 0090000W - 375958N 0071348W FL365 FL245 Class of Airspace: C	Lisboa ACC	Lisboa Control (EN, PT) HO	125.550 MHZ (Primary) 132.850 MHZ (Secondary) 338.700 MHZ	(1) Within the lateral and vertical limits of Lisboa FIR (LPPC FIR) described in ENR 2.1.1. Excluding Faro TMA within these limits. Delegated Airspace inside LECM UIR. See ENR 2.2.1.3.
9 **WEST SECTOR** 420000N 0150000W - 430000N 0130000W 420126N 0100405W - 415222N 0085536W 415308N 0085015W - 404940N 0091111W 403856N 0091505W - 402256N 0092205W 401159N 0092633W - 392055N 0094705W 385400N 0100000W - 380000N 0100000W 380000N 0092800W - 355800N 0104400W 355800N 0120000W - 360323N 0123329W 364621N 0134031W - 363000N 0150000W 393000N 0150000W - 420000N 0150000W	Lisboa ACC	Lisboa Control (EN, PT) HO		

Name Lateral limits Vertical Limits Class of Airspace	Unit providing service	Call sign/ Languages Area and conditions of use Hours of service	FREQ/ purpose	Remarks
1	2	3	4	5
9.1 **WEST LOWER SECTOR** FL365 SFC Class of Airspace: C/G (1)	Lisboa ACC	Lisboa Control (EN, PT) HO	131.325 MHZ (Primary) 128.900 MHZ (Secondary) 370.225 MHZ	(1) Within the lateral and vertical limits of Lisboa FIR (LPPC FIR) described in ENR 2.1.1. With the dynamic sectorization West Lower Sector can additionally be from SFC to FL335, FL345, FL355 or FL375.
9.2 **WEST UPPER SECTOR** UNL FL365 Class of Airspace: C/G (1)	Lisboa ACC	Lisboa Control (EN, PT) HO	124.350 MHZ (Primary) 128.900 MHZ (Secondary) 234.500 MHZ	(1) Within the lateral and vertical limits of Lisboa FIR (LPPC FIR) described in ENR 2.1.1. With the dynamic sectorization West Upper Sector can additionally be from FL335, FL345, FL355 or FL375 to UNL.
10 **MADEIRA SECTOR** 3558N 01200W - 3215N 01438W then a clockwise arc radius 100NM centred on 330407N 0162130W - 341500N 0174600W - 363000N 0150000W - 364621N 0134031W - 360323N 0123329W - 355800N 0120000W UNL SFC Class of Airspace: C/G (1)	Lisboa ACC	Lisboa Control (EN, PT) HO	132.255 MHZ (Primary) 131.130 MHZ (Secondary) 282.125 MHZ	Excluding Madeira TMA within these limits. (1) Within the lateral and vertical limits of Lisboa FIR (LPPC FIR) described in ENR 2.1.1. TFC flying within Madeira Sector experiencing RDO COM FAILURE with Lisboa CTL on 132.255 MHZ is REQ to CTC Lisboa CTL on 131.130 MHZ. If CTC not established must proceed as FLW: - TFC overflying to Canarias, Santa Maria or Casablanca FIR must CTC the concerned FIR. - TFC to Madeira AD or Porto Santo AD must CTC Madeira APP on 119.605 MHZ.

2.1.4 LISBOA, PORTO, FARO, MADEIRA TMA (LPPT, LPPR, LPFR, LPMA TMA)

2.1.4.1 LISBOA TMA Sectors (LPPT TMA Sectors)

Name Lateral limits Vertical Limits Class of Airspace	Unit providing service	Call sign/ Languages Area and conditions of use Hours of service	FREQ/ purpose	Remarks
1	2	3	4	5
LISBOA TMA (LPPT TMA) 400045N 0083905W then a clockwise arc radius 22NM centered on 393956N 0082934W - 395528N 0080914W then a clockwise arc radius 22NM centered on 393956N 0082934W - 393959N 0080100W - 385000N 0080100W - 382200N 0082400W - 381201N 0084025W - 380736N 0084738W - 380000N 0090000W - 380000N 0091200W - 380000N 0100000W - 385400N 0100000W - 392055N 0094705W - 392856N 0094354W - 392854N 0084844W - 393605N 0084259W - 394325N 0083705W - 400045N 0083905W FL245 300M AGL/AMSL 450M AGL/AMSL Class of Airspace: C The LISBOA TMA (LPPT TMA) comprises the following sectors *:	Lisboa ACC			* The configuration scenario of Lisboa TMA (LPPT TMA) configuration that might be in use in a specific period of time results from the combination of the sectors described hereunder to respond to the traffic demand and operational needs.

Name Lateral limits Vertical Limits Class of Airspace	Unit providing service	Call sign/ Languages Area and conditions of use Hours of service	FREQ/ purpose	Remarks
1	2	3	4	5
1 **LISBOA TMA WEST** 400045N 0083905W then a clockwise arc radius 22NM centered on 393956N 0082934W 395528N 0080914W 394256N 0081658W 391448N 0084149W 390056N 0090036W 383248N 0091540W 380000N 0100000W 385400N 0100000W 392055N 0094705W 392856N 0094354W 392854N 0084844W 393605N 0084259W 394325N 0083705W 400045N 0083905W Upper limit FL245 The LISBOA TMA WEST Sector lower limits: a) FL055. b) 1000FT AGL/AMSL for that portion of Area A, within these limits, as described below. Class of Airspace: C Area A: 385400N 0100000W - 384740N 0093520W then a counter-clockwise arc 11NM radius centred on 384454N 0092143W - 383529N 0091426W - 382751N 0091141W - along Portuguese coastline - 382449N 0091300W - 380000N 0100000W - 385400N 0100000W. Excluding that portion of LPTRA59 within these limits, when active. FL245 1000FT Class of Airspace: C	Lisboa ACC	Lisboa Control (EN, PT) HO	123.980 MHZ (Primary) 119.555 MHZ (Secondary) 120.355 MHZ (Secondary) 282.700 MHZ (Primary) 233.975 MHZ (Secondary)	Excluding that portion of LISBOA APP NORTH Sector 1, LISBOA APP NORTH Sector 2, LISBOA APP SOUTH Sector 1, LISBOA APP SOUTH Sector 2, LPR70S and LPR39A, within these limits. Excluding that portion of LPR69S within these limits, when active. VFR flights not accepted above FL200 except in segregated airspace.

Name Lateral limits Vertical Limits Class of Airspace	Unit providing service	Call sign/ Languages Area and conditions of use Hours of service	FREQ/ purpose	Remarks
1	2	3	4	5
2 **LISBOA TMA EAST** 395528N 0080914W then a clockwise arc radius 22NM centered on 393956N 0082934W 393959N 0080100W 385000N 0080100W 382200N 0082400W 381201N 0084025W 380736N 0084738W 380000N 0090000W 380000N 0091200W 380000N 0100000W 383248N 0091540W 390056N 0090036W 391448N 0084149W 394256N 0081658W 395528N 0080914W Upper limit FL245 The LISBOA TMA East Sector lower limits: a) FL055. b) 1000FT AGL/AMSL for that portion of Area A, within these limits, as described above. Class of Airspace: C	Lisboa ACC	Lisboa Control (EN, PT) H24	119.105 MHZ (Primary) 119.555 MHZ (Secondary) 120.355 MHZ (Secondary) 363.300 MHZ (Primary) 233.975 MHZ (Secondary)	Excluding that portion of LISBOA APP NORTH Sector 1, LISBOA APP NORTH Sector 2, LISBOA APP SOUTH Sector 1, LISBOA APP SOUTH Sector 2, LPR39A, and LPD25 within these limits. Excluding that portion of LPD10, LPD28B, LPD62, LPD66, TRA56 and TRA68, within these limits, when active. VFR flights not accepted above FL200 except in segregated airspace
3 **LISBOA APP NORTH SECTOR 1** 385757N 0094331W then a clockwise arc radius 30NM centered on LPPT AD ARP to 383446N 0083245W - 385757N 0094331W FL095 2000FT AMSL Class of Airspace: C	Lisboa ACC	Lisboa Approach (EN,PT) HO	119.105 MHZ (Primary) 125.130 MHZ (Primary) 119.555 MHZ (Secondary) 120.355 MHZ (Secondary) 233.975 MHZ	Excluding that portion of LISBOA CTR, LPR69A and LPR28A within these limits. Excluding that portion of LPR69E, LPR69S, LPR69W, LPD10, LPD66, and LPD28B within these limits, when active.

Name Lateral limits Vertical Limits Class of Airspace	Unit providing service	Call sign/ Languages Area and conditions of use Hours of service	FREQ/ purpose	Remarks
1	2	3	4	5
4 **LISBOA APP NORTH SECTOR 2** 385757N 0094331W then a clockwise arc radius 30NM centered on LPPT AD ARP to - 383446N 0083245W - 384258N 0085727W - 384955N 0091840W - 385757N 0094331W Upper limit 2000FT AMSL The LISBOA APP NORTH Sector 2 presents 2 different lower limits established in accordance with two different radius centered at 384627N 0090803W as follows: a) 1500FT AGL/AMSL lower limit for the circle of 30NM radius centered at LPPT AD ARP; b) 1000FT AGL/AMSL lower limit for the circle of 9NM radius centered at LPPT AD ARP; Class of Airspace: C	Lisboa ACC	Lisboa Approach (EN,PT) HO	119.105 MHZ (Primary) 125.130 MHZ (Primary) 125.280 MHZ (Primary) 119.555 MHZ (Secondary) 120.355 MHZ (Secondary) 233.975 MHZ	Excluding that portion of LISBOA CTR, LPR26A, LPR44A, LPR69A, LPR43C and LPD28A within these limits. Excluding that portion of LPR69E, LPR69S, LPR69W, LPD10, LPD28B and LPD66 within these limits, when active.
5 **LISBOA APP SOUTH SECTOR 1** 385757N 0094331W - 383446N 0083245W then a clockwise arc radius 30NM centered on LPPT AD ARP to - 385757N 0094331W FL095 2000FT AMSL Class of Airspace: C	Lisboa ACC	Lisboa Approach (EN,PT) HO	119.105 MHZ (Primary) 125.130 MHZ (Primary) 119.555 MHZ (Secondary) 120.355 MHZ (Secondary) 233.975 MHZ	Excluding that portion of LISBOA CTR, CASCAIS CTR, LPR26A, LPP2 and LPR69A within these limits. Excluding that portion of LPR69E, LPR69S and LPR69W within these limits, when active.
6 **LISBOA APP SOUTH SECTOR 2** 385757N 0094331W - 38 49 55N 0091840W - 384258N 0085727W - 383446N 0083245W then a clockwise arc radius 30NM centered on LPPT AD ARP to - 385757N 0094331W Upper limit 2000FT AMSL The LISBOA APP SOUTH Sector 2 presents 3 different lower limits established as follows: a) 1500FT AGL/AMSL lower limit for the circle of 30NM radius centered at LPPT AD ARP. b) 1000FT AGL/AMSL lower limit for the circle of 9NM radius centered at LPPT AD ARP. c) 1000FT AGL/AMSL lower limit for that portion of Area A as described above, within these limits. Class of Airspace: C	Lisboa ACC	Lisboa Approach (EN,PT) HO	119.105 MHZ (Primary) 125.130 MHZ (Primary) 125.280 MHZ (Primary) 119.555 MHZ (Secondary) 120.355 MHZ (Secondary) 233.975 MHZ	Excluding that portion of LISBOA CTR, CASCAIS CTR, LPR26A, LPP2 and LPR69A within these limits. Excluding that portion of LPR69E, LPR69S and LPR69W within these limits, when active.

2.1.4.2 FARO TMA (LPFR TMA)

Name Lateral limits Vertical Limits Class of Airspace	Unit providing service	Call sign/ Languages Area and conditions of use Hours of service	FREQ/ purpose	Remarks
1	2	3	4	5
FARO TMA (LPFR TMA) 373551N 0075731W - 372455N 0075304W - 372503N 0072636W - along Portuguese/Spanish border - 370730N 0072318W - 364016N 0072311W - then a clockwise arc 35NM centred on 370049N 0075830W - 373551N 0075731W FL245 300M AGL/AMSL Class of Airspace: C				Excluding that portion of Faro CTR within these limits.
FL245 FL115 Class of Airspace: C	Lisboa ACC	Lisboa Control (EN,PT) HO	125.550 MHZ (Primary)	VFR flights not accepted above FL200 except in segregated airspace.
			132.850 MHZ (Secondary)	
			338.700 MHZ	
FL115 300M AGL/AMSL Class of Airspace: C	Faro TWR	Faro Approach (EN,PT) H24	119.405 MHZ (Primary)	
			376.750 MHZ (Secondary)	
		H24	121.500 MHZ (Emergency)	
			243.000 MHZ (Emergency)	

2.1.4.3 MADEIRA TMA (LPMA TMA)

Name Lateral limits Vertical Limits Class of Airspace	Unit providing service	Call sign/ Languages Area and conditions of use Hours of service	FREQ/ purpose	Remarks
1	2	3	4	5
MADEIRA TMA (LPMA TMA) 333143.43N 0165703.55W - then a clockwise arc radius 40NM centred on 330525N 0162102W - 323856.56N 0154522.34W - 321826.83N 0160641.99W - then a clockwise arc radius 40NM centred on 324450N 0164220W - 331101.77N 0171818.21W - 333143.43N 0165703.55W FL245 300M AGL/AMSL Class of Airspace: C				Excluding that portion of Porto Santo CTR and Madeira CTR within these limits.
FL245 FL115 Class of Airspace: C	Lisboa ACC	Lisboa Control (EN,PT) HO	132.255 MHZ (Primary)	VFR flights not accepted above FL200 except in segregated airspace.
			131.130 MHZ (Secondary)	
FL115 300M AGL/AMSL Class of Airspace: C	Madeira TWR	Madeira Approach (EN,PT) HO	119.605 MHZ (Primary)	
			120.455 MHZ (Secondary)	
			279.050 MHZ	
		H24	121.500 MHZ (Emergency)	
			243.000 MHZ (Emergency)	

2.1.4.4 PORTO TMA (LPPR TMA)

Name Lateral limits Vertical Limits Class of Airspace	Unit providing service	Call sign/ Languages Area and conditions of use Hours of service	FREQ/ purpose	Remarks
1	2	3	4	5
PORTO TMA (LPPR TMA) 415335N 0090157W - 415221N 0085126W - along Portuguese/Spanish border - 415145N 0072708W - 410213N 0075854W - then a clockwise arc radius 35NM centred on 411623N 0084116W to - 411214N 0092720W - 415335N 0090157W FL245 300M AGL/AMSL Class of Airspace: C				Excluding Porto CTR and LPR40A within these limits.
The PORTO TMA (LPPR TMA) presents four different lower limits, as follows: **a)** The controlled airspace within the lateral limits of PORTO TMA (LPPR TMA) as described in ENR 2.1 para. 2.1.4.4. FL245 FL115 Class of Airspace: C	Lisboa ACC	Lisboa Control (EN,PT) HO	132.305 MHZ (Primary) 388.425 MHZ 132.850 MHZ (Secondary)	VFR flights not accepted above FL200 except in segregated airspace.
b) 300M (1000FT) AGL/AMSL, within Radar Vectoring Area. (LPPR AD 2.24.11-1- ATC Surveillance Minimum Altitude Chart) - 405802N 0090539W then a clockwise arc radius 25NM centred on 411449N 0084108W to - 405127N 0082919W - 405252N 0083001W then a clockwise arc radius 23.5NM centred on 411449N 0084108W to - 405903N 0090411W - 405802N 0090539W FL115 300M AGL/AMSL Class of Airspace: C **c)** FL055, for the hollow circle circumscribed by Radar Vectoring Area and arc circle of 35NM centred on PRT VOR/DME excluding the area described in a). FL115 FL055 Class of Airspace: C **d)** FL065, beyond arc circle of 35NM centred on PRT VOR/DME. FL115 FL065 Class of Airspace: C	Porto TWR	Porto Approach (EN,PT) H24	120.910 MHZ (Primary) 277.800 MHZ 119.505 MHZ (Secondary)	
		H24	121.500 MHZ (Emergency) 243.000 MHZ (Emergency)	

2.1.5 SANTA MARIA OCEANIC FIR (LPPO FIR) AND CONTROL AREAS

2.1.5.1 SANTA MARIA OCEANIC FIR (LPPO FIR)

Name Lateral limits Vertical Limits Class of Airspace	Unit providing service	Call sign/ Languages Area and conditions of use Hours of service	FREQ/purpose	Remarks
1	2	3	4	5
SANTA MARIA OCEANIC FIR (LPPO FIR) 4500N 04000W - 4500N 01300W - 4300N 01300W - 4200N 01500W - 3630N 01500W - 3415N 01746W - arc of circle with 100NM radius centred at 330407N 0162130W (anti clock-wise) - 3140N 01725W - 3000N 02000W -3000N 02500W - 2400N 02500W - 1700N 03730W - 2218N 04000W - to origin. UNL MSL Class of Airspace: G FL055 SFC Class of Airspace: G				Airspace Class G excludes the airspace classified as A and C within the FIR limits. Within ATZs, the Unit providing service is the respective AFIS.
	Santa Maria OAC	Santa Maria Radar (EN, PT) H24	132.150 MHZ* (Primary)	
			129.400 MHZ* (Backup)	
			121.500 MHZ* (Emergency)	
		Santa Maria Radio (EN, PT)		Pilots must be aware that when in contact with Santa Maria Radio they are not speaking to a Controller but with a Radio Operator.
		H24	426302	INMARSAT short codes for contacting Santa Maria Radio Station via SATCOM.
			426305	
		HO	127.900 MHZ*	NAT General Purpose Frequency.
		H24	132.075 MHZ*	NAT General Purpose Frequency. Primary frequency for Oceanic Clearance request and delivery should also be used for initial contact with Santa Maria Radio, to request HF frequencies in use.
		HO	3016 KHZ	NAT A Family.
		H24	5598 KHZ	
			8906 KHZ	
		HO	13306 KHZ	
			17946 KHZ	
		HO	2962 KHZ	NAT E Family.
		H24	6628 KHZ	
			8825 KHZ	
		0800-2100	11309 KHZ	
		HO	13354 KHZ	
		0000-0800 2100-2400	3491 KHZ	NAT H Family.
		HO	6667 KHZ	

Name Lateral limits Vertical Limits Class of Airspace	Unit providing service	Call sign/ Languages Area and conditions of use Hours of service	FREQ/purpose	Remarks
1	2	3	4	5
	Santa Maria OAC			* Within VHF Coverage, according graphic in GEN 3.4.3 Types of Service. NOTE 1: Whenever required Santa Maria Radio Station will use the available frequencies outside the defined hours of operation. NOTE 2: On duty Supervisor will previously coordinate the new hours of frequency use whenever required. NOTE 3: SELCAL available for HF frequencies.
		Santa Maria VOLMET (EN, PT) H24	124.850 MHZ	Meteorological Service. Details in GEN-3.5.

2.1.5.2 Control Areas

Name Lateral limits Vertical Limits Class of Airspace	Unit providing service	Call sign/ Languages Area and conditions of use Hours of service	FREQ/ purpose	Remarks
1	2	3	4	5
1 SANTA MARIA **OCA (LPPO OCA)** The Santa Maria Oceanic FIR limits UNL FL055 Class of Airspace: A	Santa Maria OAC	Santa Maria Radar (EN, PT) H24	132.150 MHZ* (Primary)	Excluding Santa Maria TMA within these limits.
			129.400 MHZ* (Backup)	
			121.500 MHZ* (Emergency)	
		Santa Maria Radio (EN, PT) H24		Pilots must be aware that when in contact with Santa Maria Radio they are not speaking to a Controller but with a Radio Operator.
			426302	INMARSAT short codes for contacting Santa Maria Radio Station via SATCOM.
			426305	
		Santa Maria Radio (EN, PT) HO	127.900 MHZ*	NAT General Purpose Frequency.
		H24	132.075 MHZ*	NAT General Purpose Frequency. Primary frequency for Oceanic Clearance request and delivery and should also be used for initial contact with Santa Maria Radio, to request HF frequencies on use.
		HO	3016 KHZ	NAT A Family.
		H24	5598 KHZ	
			8906 KHZ	
		HO	13306 KHZ	
			17946 KHZ	

Name Lateral limits Vertical Limits Class of Airspace	Unit providing service	Call sign/ Languages Area and conditions of use Hours of service	FREQ/ purpose	Remarks
1	2	3	4	5
	Santa Maria OAC	HO	2962 KHZ	NAT E Family
		H24	6628 KHZ	
			8825 KHZ	
		0800-2100	11309 KHZ	
		HO	13354 KHZ	
		0000-0800 2100-2400	3491 KHZ	NAT H Family.
		HO	6667 KHZ	
		* Within VHF Coverage, according graphic in GEN 3.4.3 Types of Service. NOTE 1: Whenever required Santa Maria Radio Station will use the available frequencies outside the defined hours of operation. NOTE 2: On duty Supervisor will previously coordinate the new hours of frequency use whenever required. NOTE 3: SELCAL available for HF frequencies.		
		Santa Maria VOLMET (EN, PT) H24	124.850 MHZ	Meteorological Service. Details in GEN-3.5

Name Lateral limits Vertical Limits Class of Airspace	Unit providing service	Call sign/ Languages Area and conditions of use Hours of service	FREQ/ purpose	Remarks
1	2	3	4	5
2 **SANTA MARIA TMA (LPAZ TMA)** 394139N 0244631W - arc of circle of 120NM radius centred at VMG VOR clockwise to - 355922N 0264135W - 373323N 0320128W - arc of circle of 120NM radius centred at FRS VOR clockwise to - 412039N 0302103W to origin. FL285 FL195 Class of Airspace: A FL195 300 M AGL/AMSL Class of Airspace: C	Santa Maria OAC	Santa Maria Radar (EN, PT) H24	132.150 MHZ* (Primary) 129.400 MHZ* (Backup) 121.500 MHZ* (Emergency)	Excluding Lajes Military Control Area (CTA), Flores, Horta, Ponta Delgada and Santa Maria (CTR) within these limits. * Within VHF Coverage, according graphic in GEN 3.4.3 Types of Service.
3 **PONTA DELGADA SECTOR** 400636.00N 0260426.0W - 394139.00N 0244631.0W then a clockwise arc radius 120NM centred on 375045.56N 0254529.33W - 355921.98N 0264135.02W - 362125.00N 0275000.00W - 400636.00N 0260426.0W FL255 FL195 Class of Airspace: A FL195 300 M AGL/AMSL Class of Airspace: C	Ponta Delgada TWR	Ponta Delgada Approach (EN, PT) HO	119.400 MHZ* (Primary) 118.300 MHZ* (Backup) 121.500 MHZ* (Emergency)	Excluding Lajes Military Control Area (CTA), and Ponta Delgada (CTR) within these limits. * Within VHF Coverage, according graphic in GEN 3.4.3 Types of Service.
4 **HORTA SECTOR** 400636.00N 0260426.00W - 371245.00N 0272704.00W - 383726.65N 0320702.46W then a clockwise arc radius 164.5 NM centered on 383110.22N 0283724.98W - 410901.70N 0293749.35W - 400636.00N 0260426.00W FL255 FL195 Class of Airspace: A FL195 300 M AGL/AMSL Class of Airspace: C	Horta TWR	Horta Approach (EN, PT) HO	120.600 MHZ* (Primary) 118.000 MHZ* (Backup) 121.500 MHZ* (Emergency)	Excluding Lajes Military Control Area (CTA), Horta (CTR) and Flores Sector within these limits. * Within VHF Coverage, according graphic in GEN 3.4.3 Types of Service.

Name Lateral limits Vertical Limits Class of Airspace	Unit providing service	Call sign/ Languages Area and conditions of use Hours of service	FREQ/ purpose	Remarks
1	2	3	4	5
5 **FLORES SECTOR** 385932.38N 0320015.28W - 401312.00N 0311844.00W then a clockwise arc radius 46.2 NM centered on 392712.59N 0311236.98W - 385932.38N 0320015.28W FL155 300 M AGL/AMSL Class of Airspace: C	Flores TWR	Flores Approach (EN, PT) HO	118.800 MHZ* (Primary) 121.500 MHZ* (Emergency)	Excluding Flores (CTR) within these limits. * Within VHF Coverage, according graphic in GEN 3.4.3 Types of Service.
Special Remarks: Traffic flying within Santa Maria FIR and unable to establish contact with the relevant ATS Unit is requested to try to contact Santa Maria Aeronautical Station on HF.				

Name Lateral limits Vertical Limits Class of Airspace	Unit providing service	Call sign/ Languages Area and conditions of use Hours of service	FREQ/ purpose	Remarks
1	2	3	4	5
6 **LAJES MILITARY CONTROL AREA** Area bounded within 45NM radius of 384543N 0270527W (ARP) except for that South portion beyond a line defined by 383419N 0280102W - 381224N 0262652W. FL155 700 FT AGL/AMSL Class of Airspace: C	APP Lajes	Lajes Approach (EN, PT) H24	121.500 MHZ (Emergency) 123.300 MHZ (Radar discrete) 135.000 MHZ (Primary) 243.000 MHZ (Emergency) 317.500 MHZ (Radar discrete) 362.300 MHZ (Primary)	Excluding that portion of LAJES MIL CTR within these limits. H24 - PPR (see LPLA AD 2.20 Local Aerodrome regulations)

2.2.1.5 Ponte de Sor Transponder and Radio Mandatory Zone (TRMZ)

The implementation of an ATZ in Ponte de Sor AD (LPSO) led to the establishment of an area designated as “Ponte de Sor Transponder and Radio Mandatory Zone”, with the airspace classification “G”, aiming to provide protection to aircraft in the critical stages of visual and instruments approaches inbound Ponte de Sor Aerodrome (LPSO).

Ponte de Sor TRMZ activation will be limited to Ponte de Sor AFIS hours of operation including PPR.

When Ponte de Sor (LPSO) is closed, FIS will be provided by Lisboa ACC inside ATZ.

2.2.2 CONTINGENCY PLANNING IN LISBOA ACC (CONFLICT FREE ALLOCATION SCHEME)

2.2.2.1 GENERAL

The Portuguese Air Traffic Services Contingency Planning is based on strict operating criteria. Its method, structure and applicability are universal and based on the consequences of technical or catastrophic failures that may occur in the Air Navigation System. It contains material dealing with planning for TMA and En-Route contingencies.
Whenever a contingency occurs, CFMU and Madrid, Sevilla, Casablanca ACC and Santa Maria OAC will be informed accordingly.

The **Conflict Free FL Allocation Scheme** route structure will apply to all Scenarios.

2.2.2.2 TYPES OF CONTINGENCY

According to ATS resources remaining after a contingency situation has occurred, three scenarios have been identified:

Scenario 1: Radar failure and all frequencies normal (Degraded Mode Of Operations).

Scenario 2: Radar failure, last resort frequency equipment in use and LPMAD without frequency (Degraded Mode of Operations).

Scenario 3: Radar and frequencies failure. (Emergency Mode of Operations) Lisbon, Porto, Faro and Madeira Towers maintain radar and frequencies. With this scenario, ATS services (Information and Alert Services only) will be provided from Control Towers.

2.2.2.2.1 Scenarios of Contingency and Capacities:

2.2.2.2.1.1 Scenario 1:

Radar failure and all frequencies normal:

Sectors	Aircraft / Hour	Frequency
North Sector	19	132.305 MHz
North/Centre Sector	14	132.305 MHz
Centre Sector	19	136.030 MHz
South/Centre Sector	13	125.550 MHz
South Sector	19	125.550 MHz
West Upper Sector	30	124.350 MHz
West Lower Sector	30	131.325 MHz
Madeira Sector	9	132.255 MHz
East Sector	13	125.550 MHz
Lisboa TMA	12	125.130 MHz

2.2.2.2.1.2 Scenario 2(1):

Radar failure, last resort frequency equipment in use and Madeira Sector

without frequency:

Sectors	Aircraft / Hour	Frequency
North Sector	13	132.305 MHz
North/Centre Sector	10	132.305 MHz
Centre Sector	13	136.030 MHz
South/Centre Sector	9	125.550 MHz
South Sector	13	125.550 MHz
West Upper Sector	18	128.900 MHz
West Lower Sector	18	128.900 MHz
Madeira Sector	6	132.255 MHz
East Sector	9	125.550 MHz
Lisboa TMA	8	125.130 MHz

NOTE: (1) Due to range constraints of the last resort located at Lisbon ACC (Madeira Sector), the ATS (Information and Alert Services only) will be provided by Madeira Tower.

2.2.2.2.1.3 Scenario 3 (1):

Radar and frequencies failure (Catastrophic failure).

Lisbon, Porto, Faro and Madeira Towers maintain radar and frequencies.

With this scenario, ATS services will be provided from Control Towers.

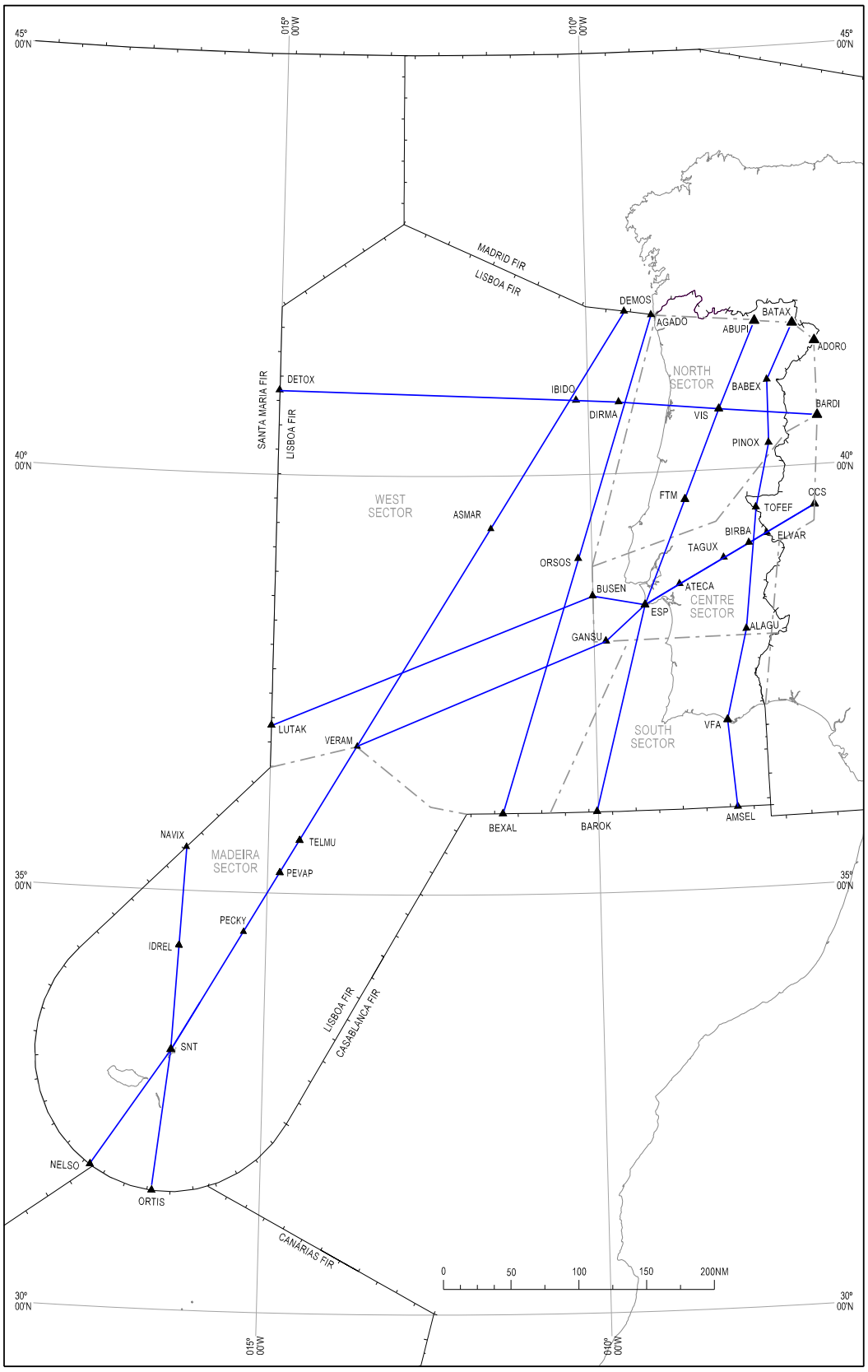
Sectors	Aircraft / Hour	ATC Unit	Frequency
North/Upper Sector	N / D	Porto APP	132.305 MHz -127.255 MHz
Lisboa TMA/West Sector	N / D	Lisboa TWR	125.130 MHz - 128.900 MHz
Centre/South Sector	N / D	Faro APP	136.030 MHz - 125.550 MHz
Madeira Sector	N / D	Madeira APP	132.255 MHz

Note: (1) To be implemented as soon as the frequencies had been allocated to the Towers.

2.2.2.3 Contingency ATS Route structure:

2.2.2.3.1 Overflying “Southbound”

CONTINGENCY OVERFLYING "SOUTHBOUND"



OVERFLYING SOUTHBOUND	
Entry Point	**DEMOS**
Exit Point	**ORTIS**
Route Seq.	DEMOS ASMAR VERAM TELMU PEVAP PECKY SNT ORTIS
Enroute FL	FL 350 / 370 / 390

OVERFLYING SOUTHBOUND	
Entry Point	**AGADO**
Exit Point	**BEXAL**
Route Seq.	AGADO ORSOS BEXAL
Enroute FL	FL 350 / 370 / 390

OVERFLYING SOUTHBOUND	
Entry Point	**ABUPI**
Exit Point	**BAROK**
Route Seq.	ABUPI VIS FTM ESP BAROK
Enroute FL	FL 350 / 370 / 390

OVERFLYING SOUTHBOUND	
Entry Point	**BATAX**
Exit Point	**AMSEL**
Route Seq.	BATAX BABEX PINOX TOFEF ALAGU VFA AMSEL
Enroute FL	FL 350 / 370 / 390

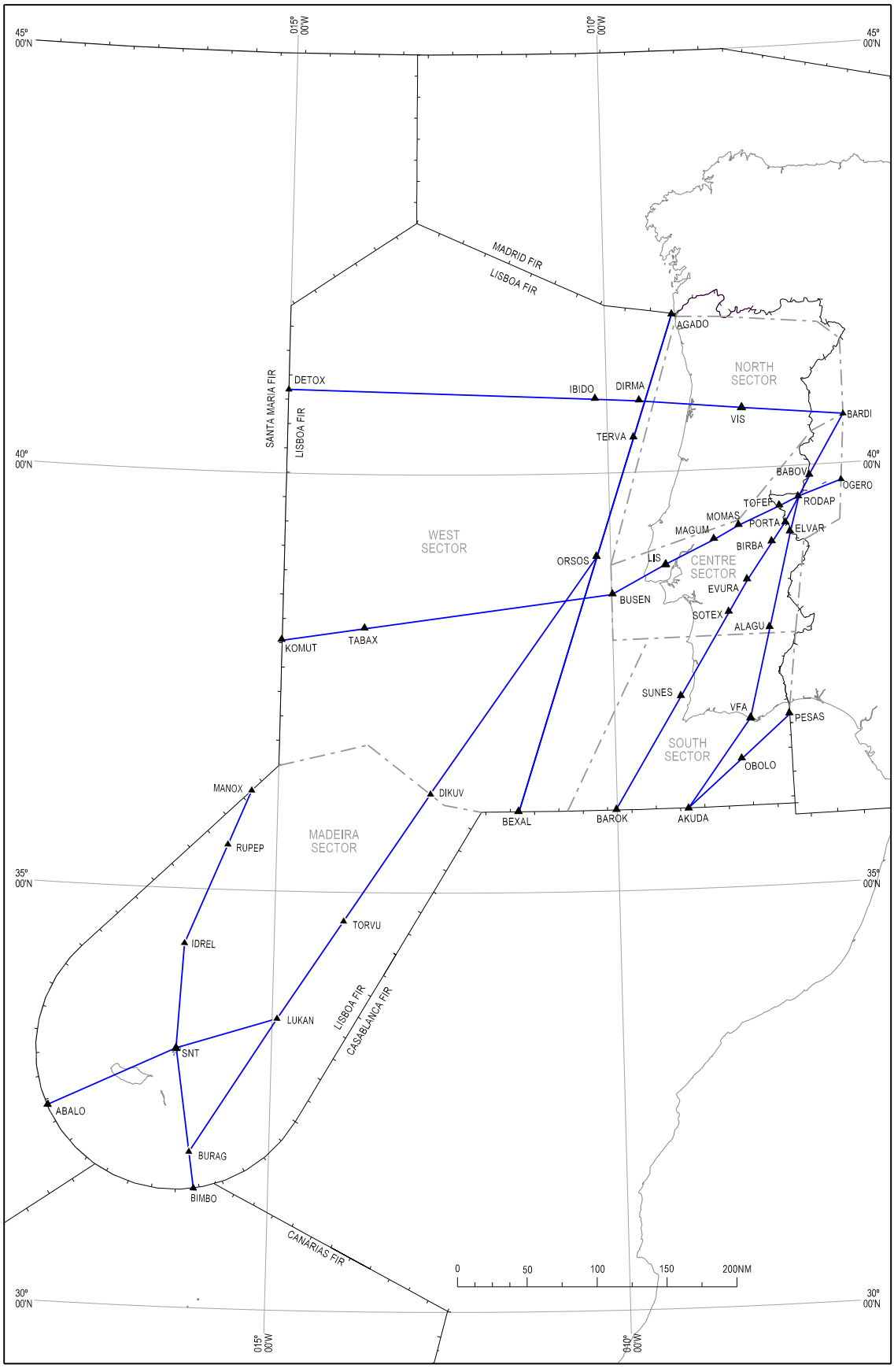
OVERFLYING SOUTHBOUND	
Entry Point	**BARDI**
Exit Point	**DETOX**
Route Seq.	BARDI VIS DIRMA IBIDO DETOX
Enroute FL	FL 290

OVERFLYING SOUTHBOUND	
Entry Point	**CCS**
Exit Point	**LUTAK**
Route Seq.	CCS ELVAR BIRBA TAGUX ATECA ESP BUSEN LUTAK
Enroute FL	FL 290

OVERFLYING SOUTHBOUND	
Entry Point	**CCS**
Exit Point	**NELSO**
Route Seq.	CCS ELVAR BIRBA TAGUX ATECA ESP GANSU VERAM TELMU PEVAP PECKY SNT NELSO
Enroute FL	FL 290

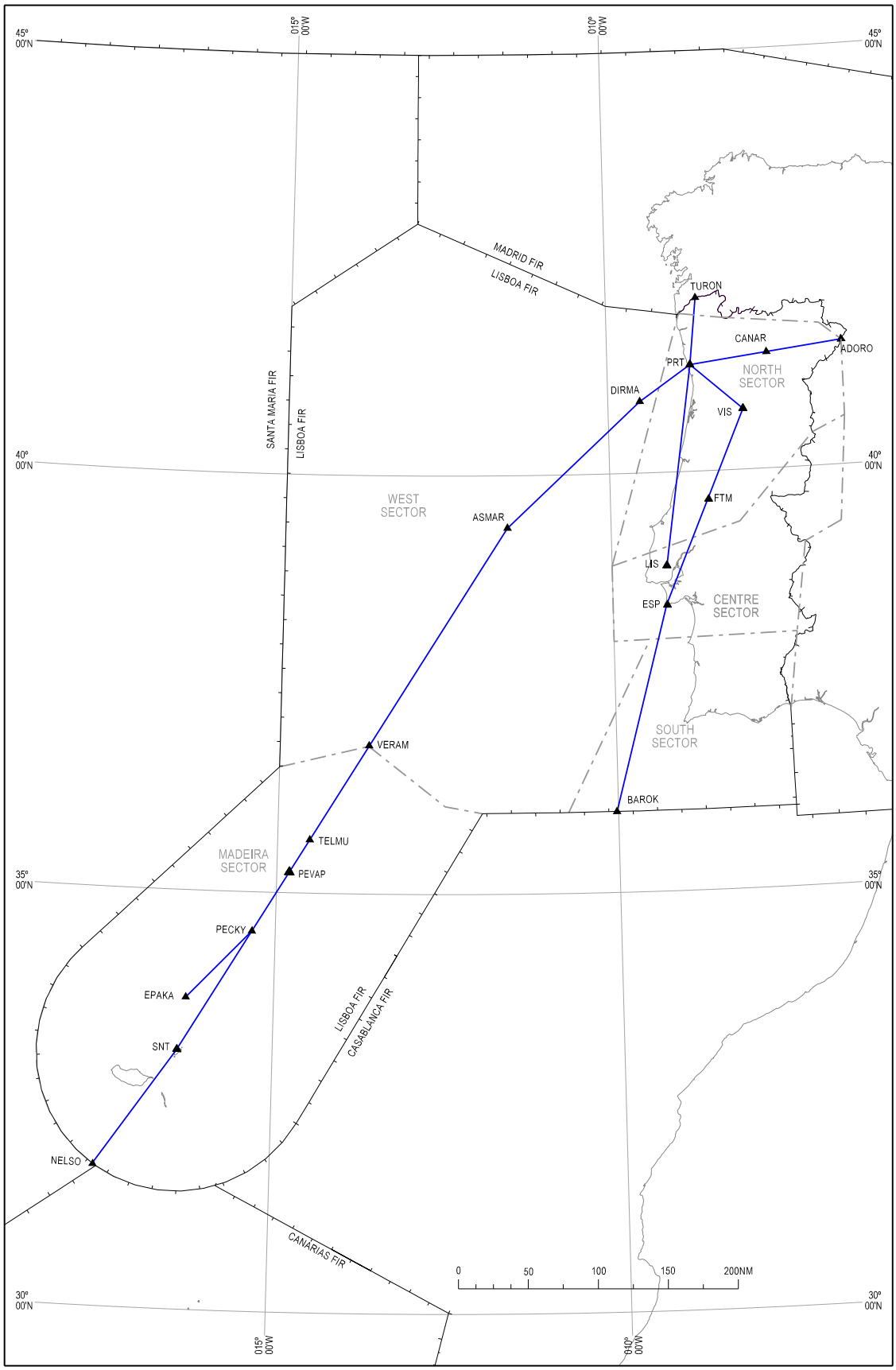
OVERFLYING SOUTHBOUND	
Entry Point	**NAVIX**
Exit Point	**ORTIS**
Route Seq.	NAVIX IDREL SNT ORTIS
Enroute FL	FL 350 / 370 / 390

2.2.2.3.2 Overflying “Northbound”



2.2.2.3.3 Departures from PORTO AD

CONTINGENCY DEPARTURE PORTO AD



EXIT PORTO AD	
Origin	**LPPR**
Exit Point	**TURON**
Route Seq.	PRT TURON
Enroute FL	FL 160

EXIT PORTO AD	
Origin	**LPPR**
Exit Point	**ADORO**
Route Seq.	PRT CANAR ADORO
Enroute FL	FL 280

EXIT PORTO AD	
Origin	**LPPR**
Destination	**LPPT**
Route Seq.	PRT LIS
Enroute FL	FL 190

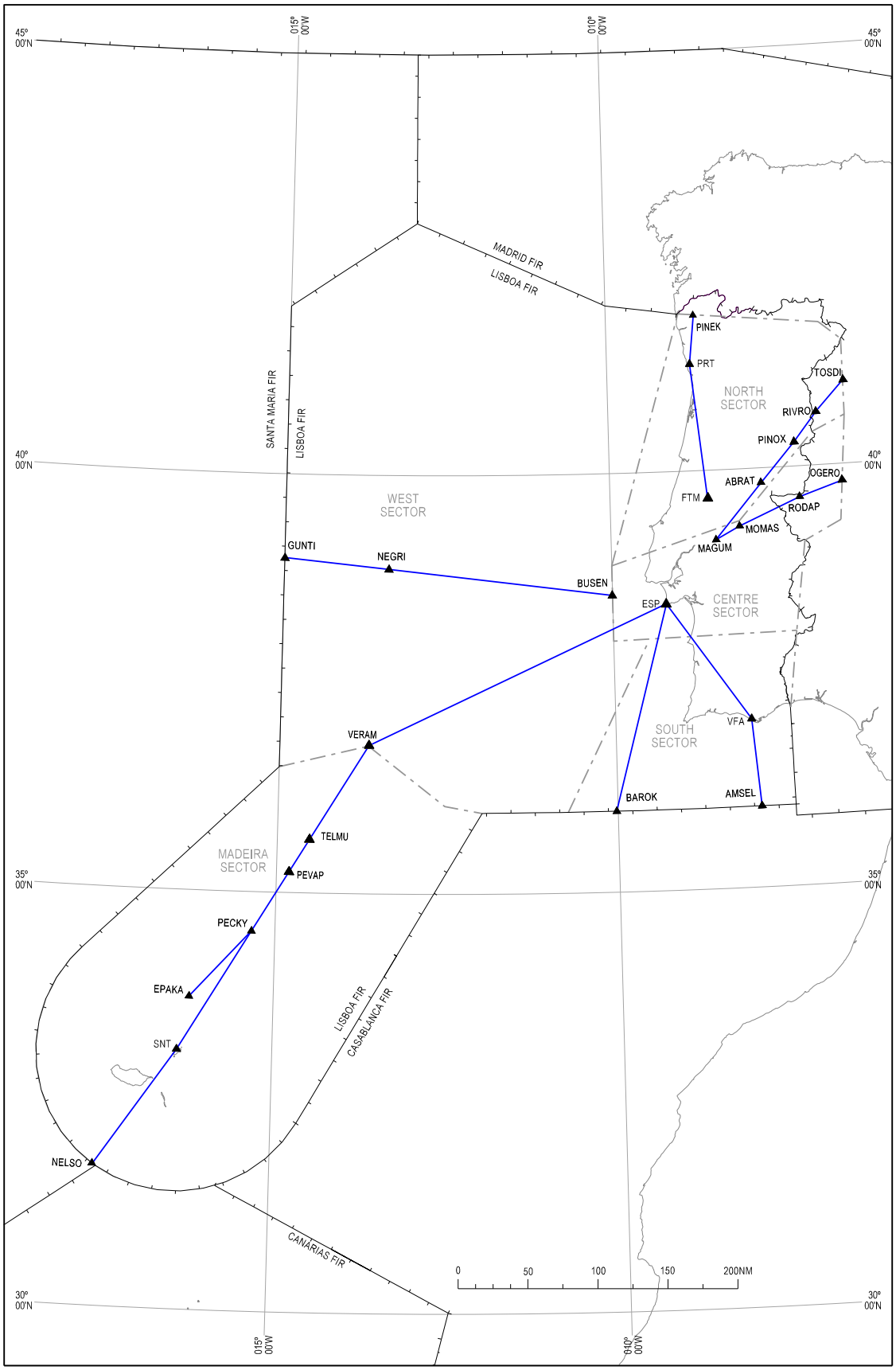
EXIT PORTO AD	
Origin	**LPPR**
Destination	**LPMA / LPPS**
Route Seq.	PRT DIRMA ASMAR VERAM TELMU PEVAP PECKY EPAKA
Enroute FL	FL 310

EXIT PORTO AD	
Origin	**LPPR**
Exit Point	**BAROK**
Route Seq.	PRT VIS FTM ESP BAROK
Enroute FL	FL 270

EXIT PORTO AD	
Origin	**LPPR**
Exit Point	**NELSO**
Route Seq.	PRT DIRMA ASMAR VERAM TELMU PEVAP PECKY SNT NELSO
Enroute FL	FL 310

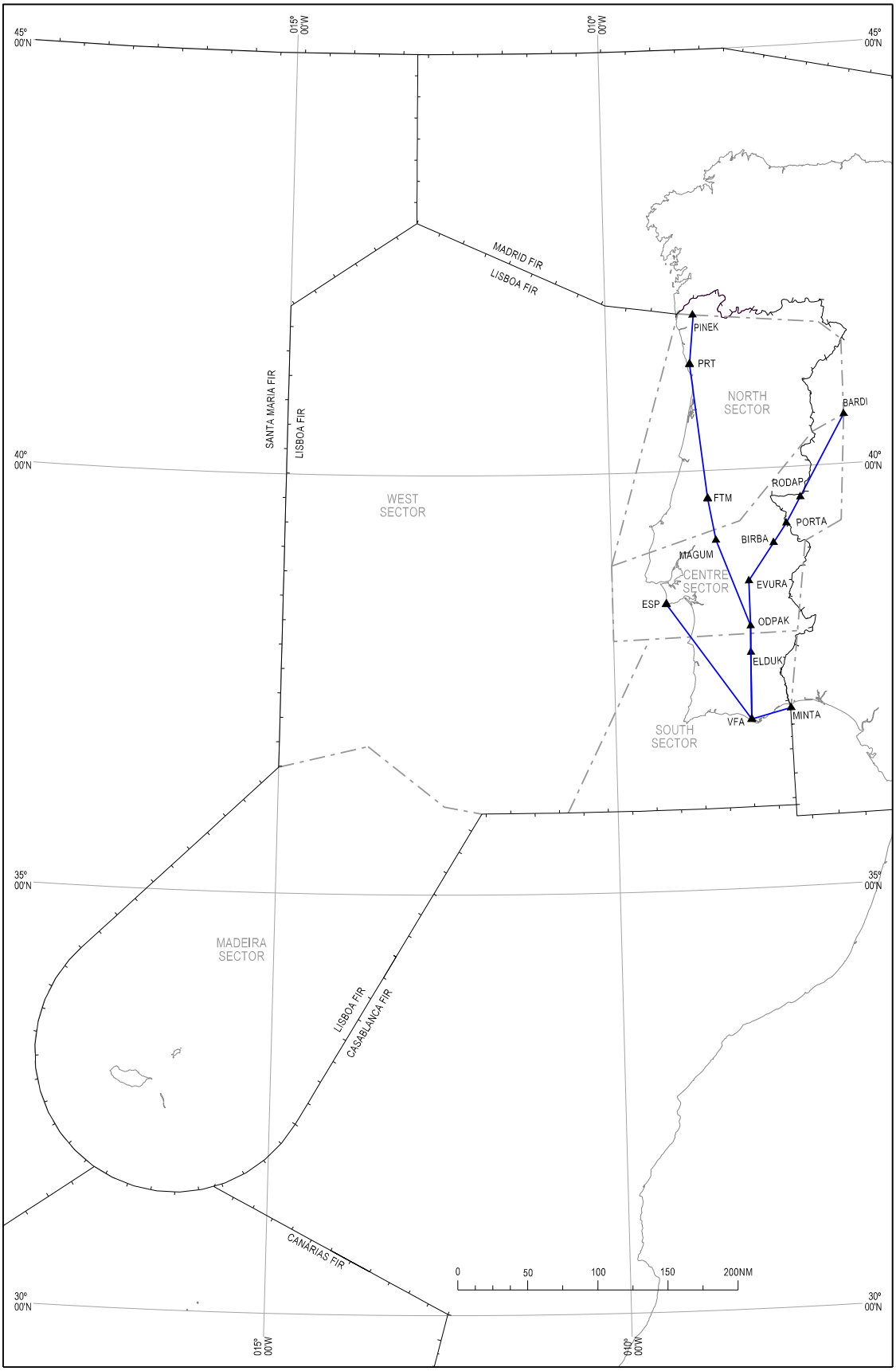
2.2.2.3.4 Departures from “LISBOA AD”

CONTINGENCY DEPARTURE LISBOA AD



2.2.2.3.5 Departures from “FARO AD”

CONTINGENCY DEPARTURE FARO AD



EXIT FARO AD	
Origin	**LPFR**
Exit Point	**MINTA**
Route Seq.	VFA MINTA
Enroute FL	FL 120

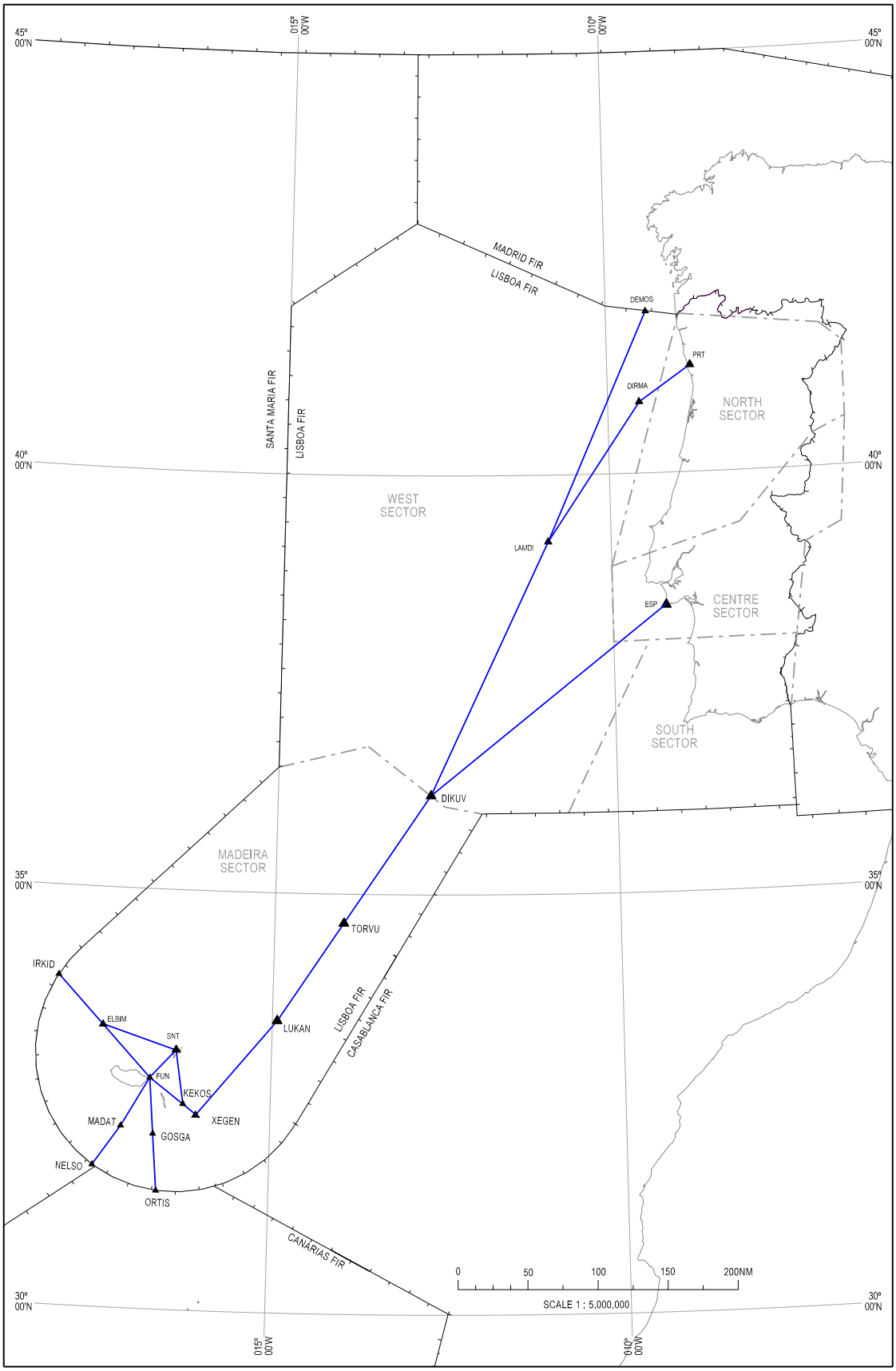
EXIT FARO AD	
Origin	**LPFR**
Exit Point	**BARDI**
Route Seq.	VFA ELDUK ODPAK EVURA BIRBA PORTA RODAP BARDI
Enroute FL	FL 300

EXIT FARO AD	
Origin	**LPFR**
Destination	**LPPT**
Route Seq.	VFA ESP
Enroute FL	FL 160

EXIT FARO AD	
Origin	**LPFR**
Exit Point	**PINEK**
Route Seq.	VFA ELDUK ODPAK MAGUM FTM PRT PINEK
Enroute FL	FL 300

2.2.2.3.6 Departures from “MADEIRA AD / PORTO SANTO AD”

CONTINGENCY DEPARTURE MADEIRA AD and PORTO SANTO AD



EXIT MADEIRA AD/ PORTO SANTO AD	
Origin	**LPMA / LPPS**
Destination	**LPPT**
Route Seq.	FUN / SNT KEKOS XEGEN LUKAN TORVU DIKUV ESP
Enroute FL	FL 300 / 320

EXIT MADEIRA AD/ PORTO SANTO AD	
Origin	**LPMA / LPPS**
Destination	**LPPR**
Route Seq.	FUN / SNT KEKOS XEGEN LUKAN TORVU DIKUV LAMDI DIRMA PRT
Enroute FL	FL 300 / 320

EXIT MADEIRA AD/ PORTO SANTO AD	
Origin	**LPMA / LPPS**
Exit Point	**DEMOS**
Route Seq.	FUN / SNT KEKOS XEGEN LUKAN TORVU DIKUV LAMDI DEMOS
Enroute FL	FL 300 / 320

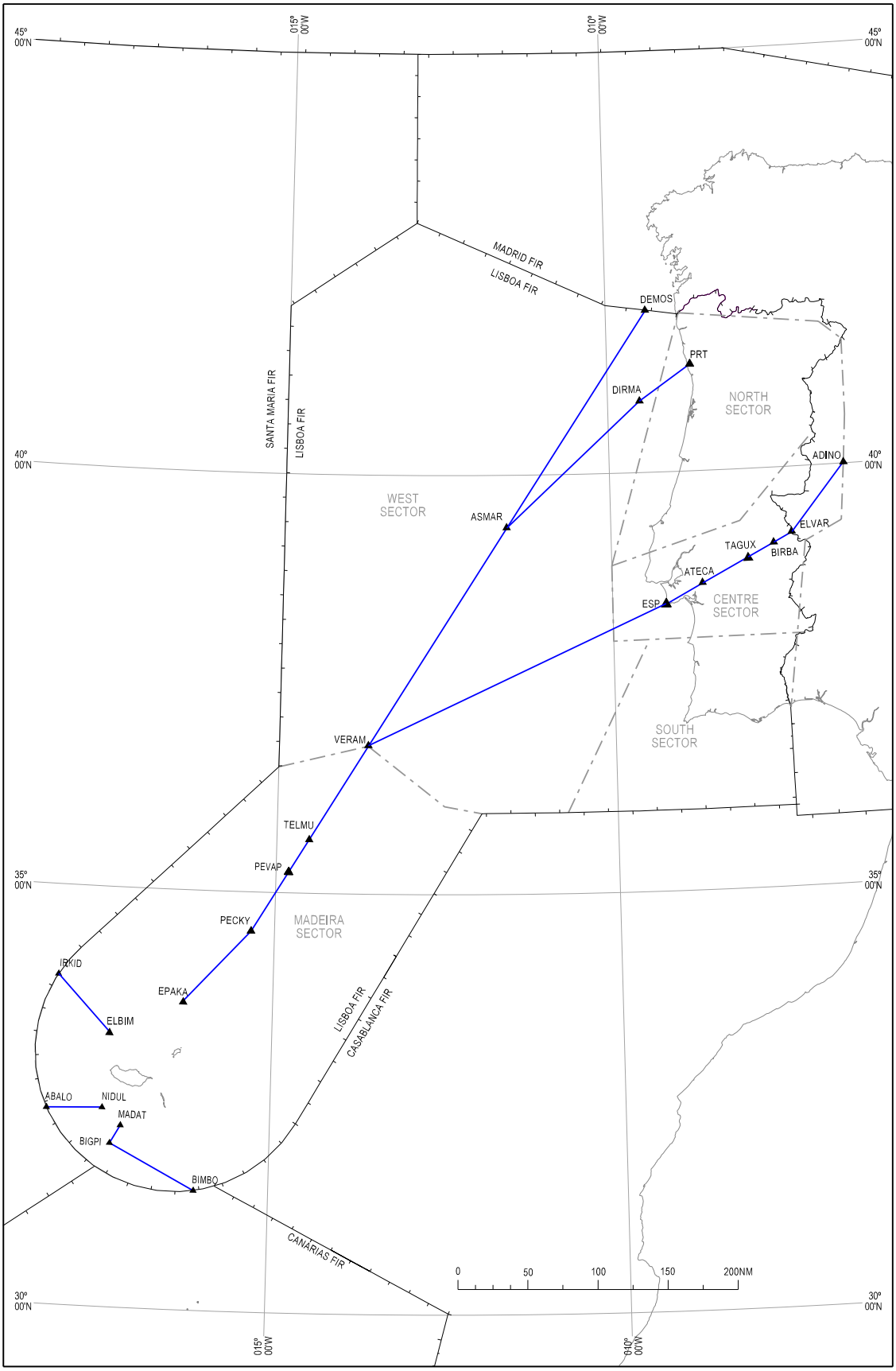
EXIT MADEIRA AD/ PORTO SANTO AD	
Origin	**LPMA / LPPS**
Exit Point	ORTIS
Route Seq.	FUN / SNT GOSGA ORTIS
Enroute FL	FL 290 / 310 / 330

EXIT MADEIRA AD/ PORTO SANTO AD	
Origin	**LPMA / LPPS**
Exit Point	NELSO
Route Seq.	FUN / SNT MADAT NELSO
Enroute FL	FL 290 / 310 / 330

EXIT MADEIRA AD/ PORTO SANTO AD	
Origin	**LPMA / LPPS**
Exit Point	IRKID
Route Seq.	FUN / SNT ELBIM IRKID
Enroute FL	FL 290 / 310 / 330

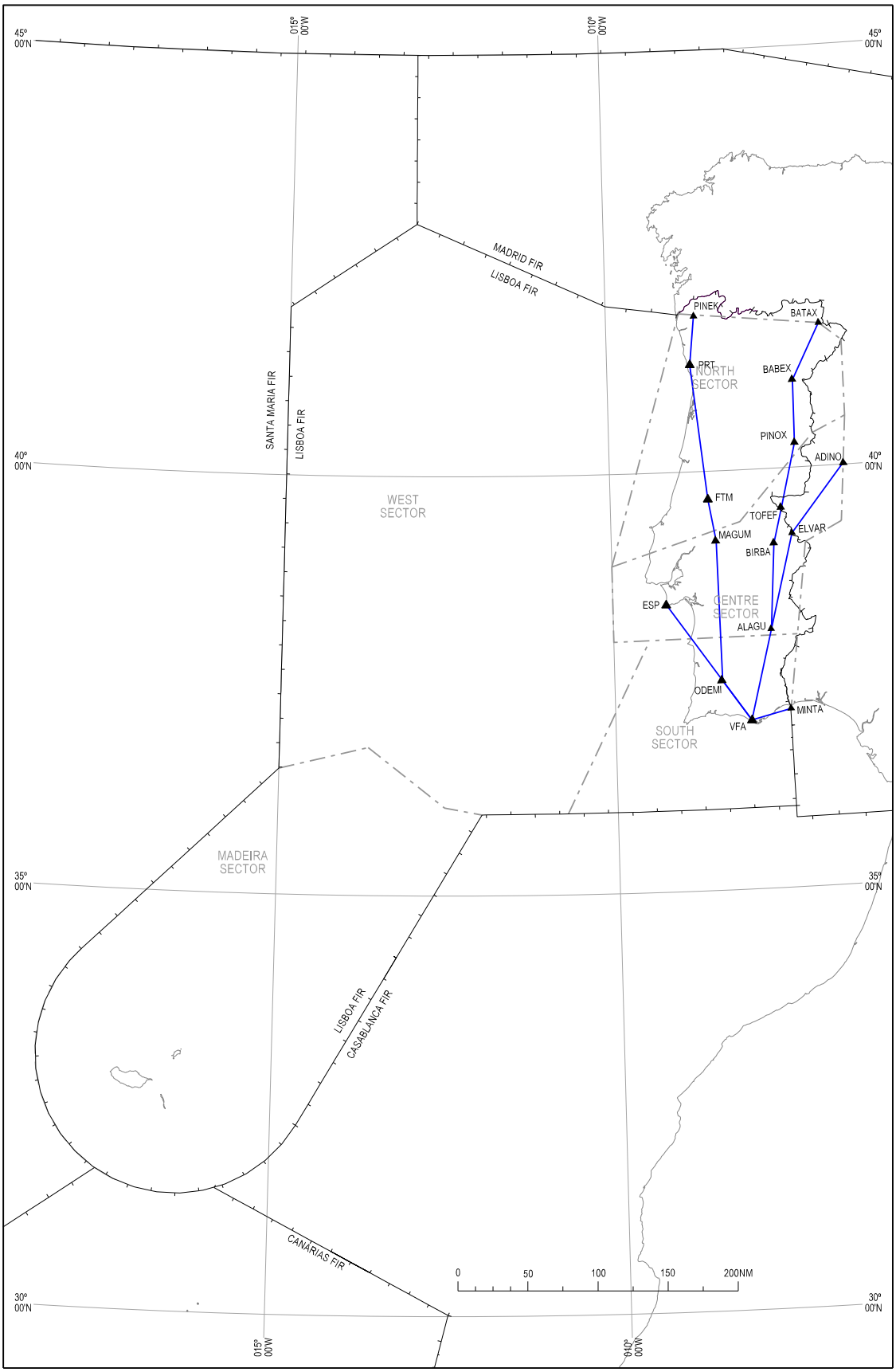
2.2.2.3.7 Arrivals to “MADEIRA AD / PORTO SANTO AD”

CONTINGENCY ARRIVALS MADEIRA AD and PORTO SANTO AD



2.2.2.3.8 Arrival to “FARO AD”

CONTINGENCY ARRIVALS FARO



ARRIVALS FARO AD	
Entry Point	**PINEK**
Destination	**LPFR**
Route Seq.	PINEK PRT FTM MAGUM ODEMI VFA
Enroute FL	FL 330

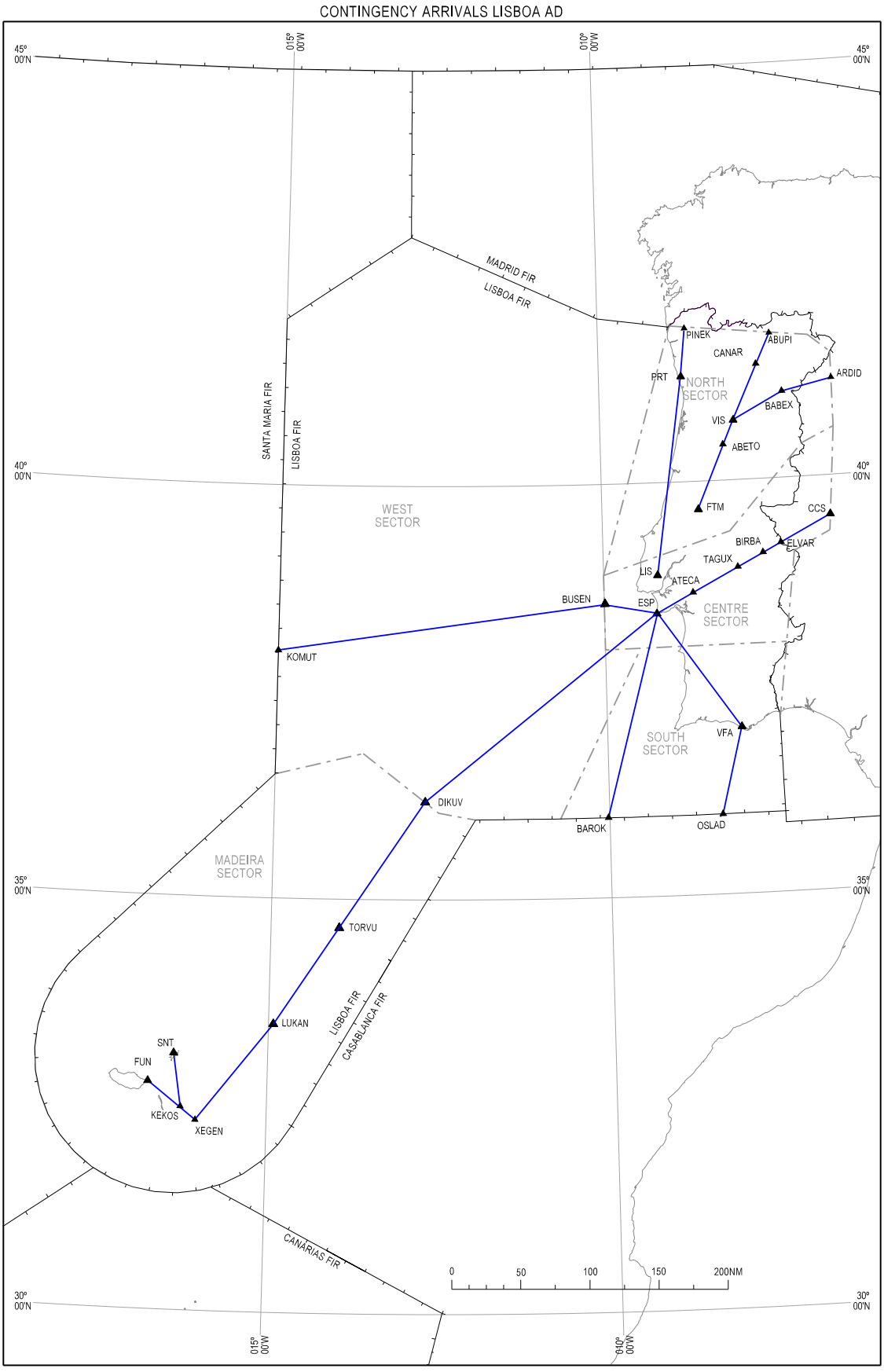
ARRIVALS FARO AD	
Entry Point	**BATAX**
Destination	**LPFR**
Route Seq.	BATAX BABEX PINOX TOFEF BIRBA ALAGU VFA
Enroute FL	FL 330

ARRIVALS FARO AD	
Entry Point	**ADINO**
Destination	**LPFR**
Route Seq.	ADINO ELVAR ALAGU VFA
Enroute FL	FL 310

ARRIVALS FARO AD	
Entry Point	**MINTA**
Destination	**LPFR**
Route Seq.	MINTA VFA
Enroute FL	FL 130

ARRIVALS FARO AD	
Origin	**LPPT**
Destination	**LPFR**
Route Seq.	ESP VFA
Enroute FL	FL 170

2.2.2.3.9 Arrival to “LISBOA AD”



ARRIVALS LISBOA AD	
Entry Point	**PINEK**
Destination	**LPPT**
Route Seq.	PINEK PRT LIS
Enroute FL	FL 310

ARRIVALS LISBOA AD	
Entry Point	**ABUPI**
Destination	**LPPT**
Route Seq.	ABUPI CANAR VIS ABETO FTM
Enroute FL	FL 330

ARRIVALS LISBOA AD	
Entry Point	**ARDID**
Destination	**LPPT**
Route Seq.	ARDID BABEX VIS ABETO FTM
Enroute FL	FL 310

ARRIVALS LISBOA AD	
Entry Point	**CCS**
Destination	**LPPT**
Route Seq.	CCS ELVAR BIRBA TAGUX ATECA ESP
Enroute FL	FL 270 / 290

ARRIVALS LISBOA AD	
Entry Point	**OSLAD**
Destination	**LPPT**
Route Seq.	OSLAD VFA ESP
Enroute FL	FL 220 / 300

ARRIVALS LISBOA AD	
Origin	**LPFR**
Destination	**LPPT**
Route Seq.	VFA ESP
Enroute FL	FL 160

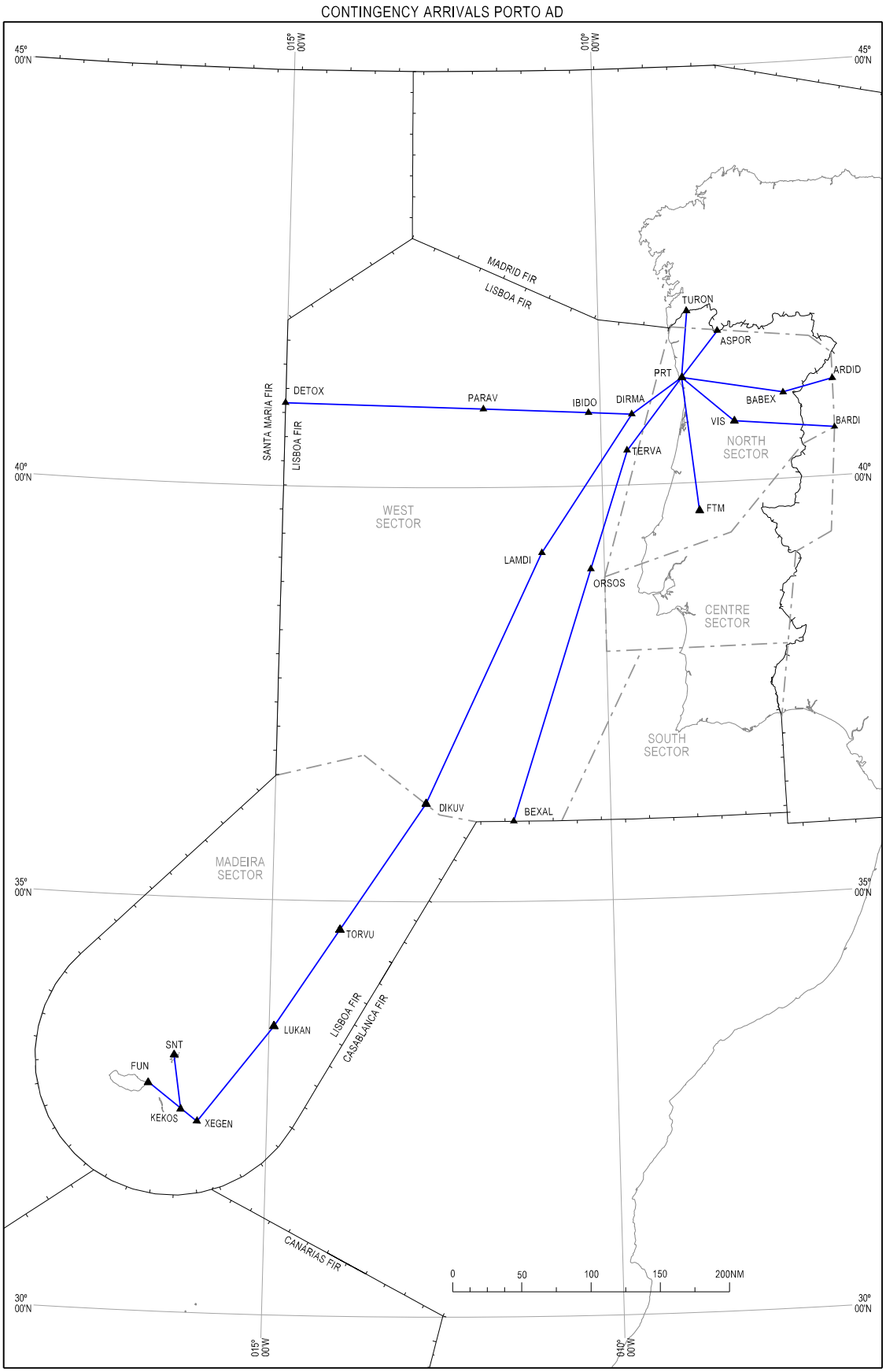
ARRIVALS LISBOA AD	
Entry Point	**BAROK**
Destination	**LPPT**
Route Seq.	BAROK ESP
Enroute FL	FL 320

ARRIVALS LISBOA AD	
Origin	**LPMA / LPPS**
Destination	**LPPT**
Route Seq.	FUN / SNT KEKOS XEGEN LUKAN TORVU DIKUV ESP
Enroute FL	FL 320

ARRIVALS LISBOA AD	
Entry Point	**KOMUT**
Destination	**LPPT**
Route Seq.	KOMUT BUSEN ESP
Enroute FL	FL 320

ARRIVALS LISBOA AD	
Origin	**LPPR**
Destination	**LPPT**
Route Seq.	PRT LIS
Enroute FL	FL 190

2.2.2.3.10 Arrivals to “PORTO AD”



ENR 6 EN-ROUTE CHARTS

6.1 INDEX OF CHARTS

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AIR TRAFFIC SERVICE SYSTEM

ENROUTE CHART - ICAO

LPPC LOWER AIRSPACE BELOW FL195

LPPC

LISBOA CONTROL (NORTH) 132.305
LISBOA CONTROL (CENTRE) 136.030
LISBOA CONTROL (SOUTH) 125.550
LISBOA CONTROL (MADEIRA) 132.255
LISBOA CONTROL (DEMOS) 131.325
LISBOA CONTROL (VERAM) 131.325
LISBOA INFORMATION 127.905
LISBOA VOLMET 126.405

PORTO TMA
C FL245
300 m AGL/AMSL

LISBOA TMA
C FL245
300/450 m AGL/AMSL

FARO TMA
C FL245
300 m AGL/AMSL

MADEIRA TMA
C FL245
300 m AGL/AMSL

FIR LISBOA
UNL
SFC
LISBOA ACC

NORTH SECTOR
WEST SECTOR
CENTRE SECTOR
SOUTH SECTOR
MADEIRA SECTOR

NORTHBOUND
SOUTHBOUND
BIDIRECTIONAL
SECTORIZATION

SCALE 1 : 5 000 000

New Sector WEST.

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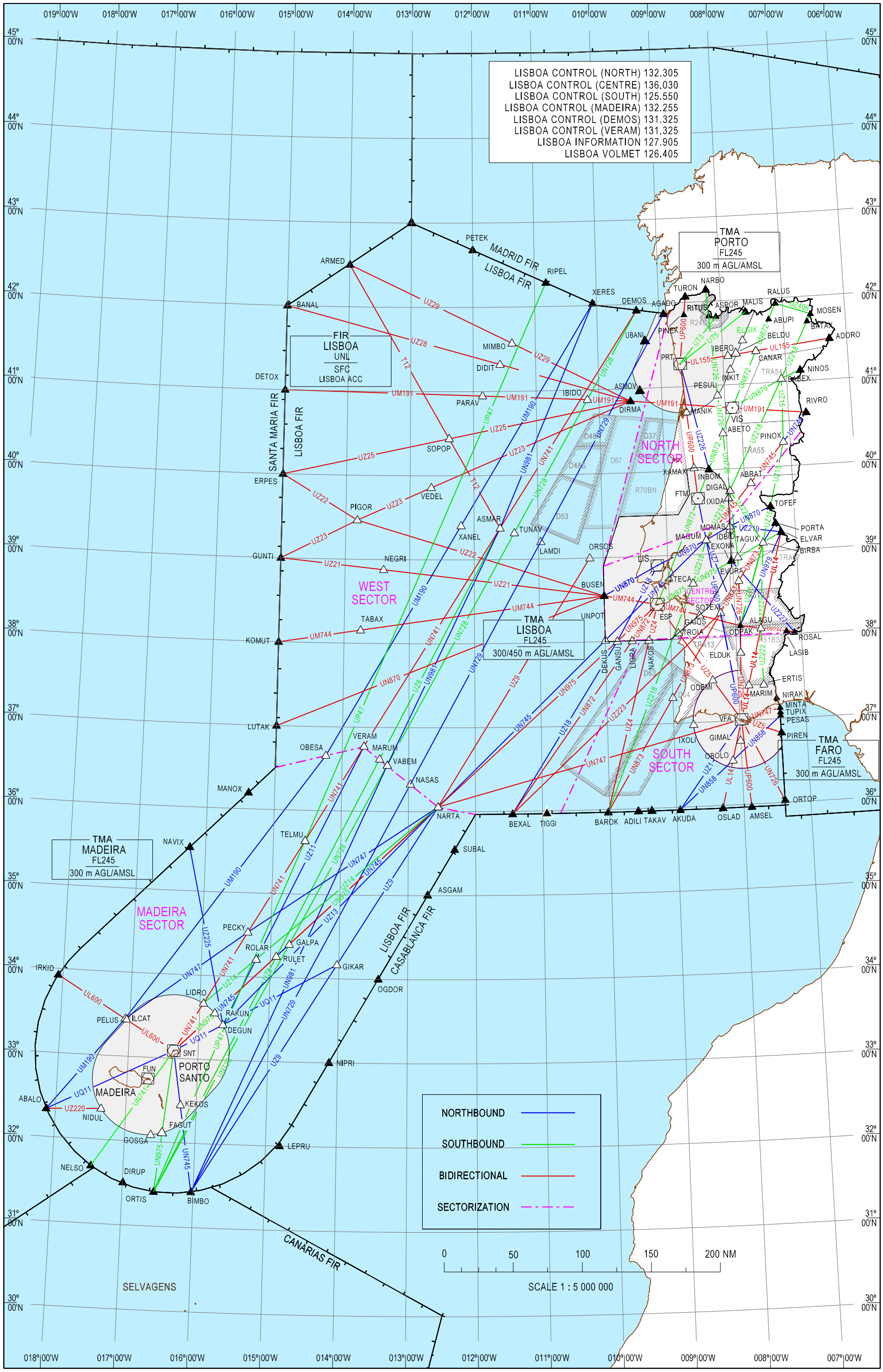
ENROUTE CHART - ICAO

AIR TRAFFIC SERVICE SYSTEM

LPPC UPPER ROUTE AIRSPACE FL245 / FL195

LPPC



New Sector WEST

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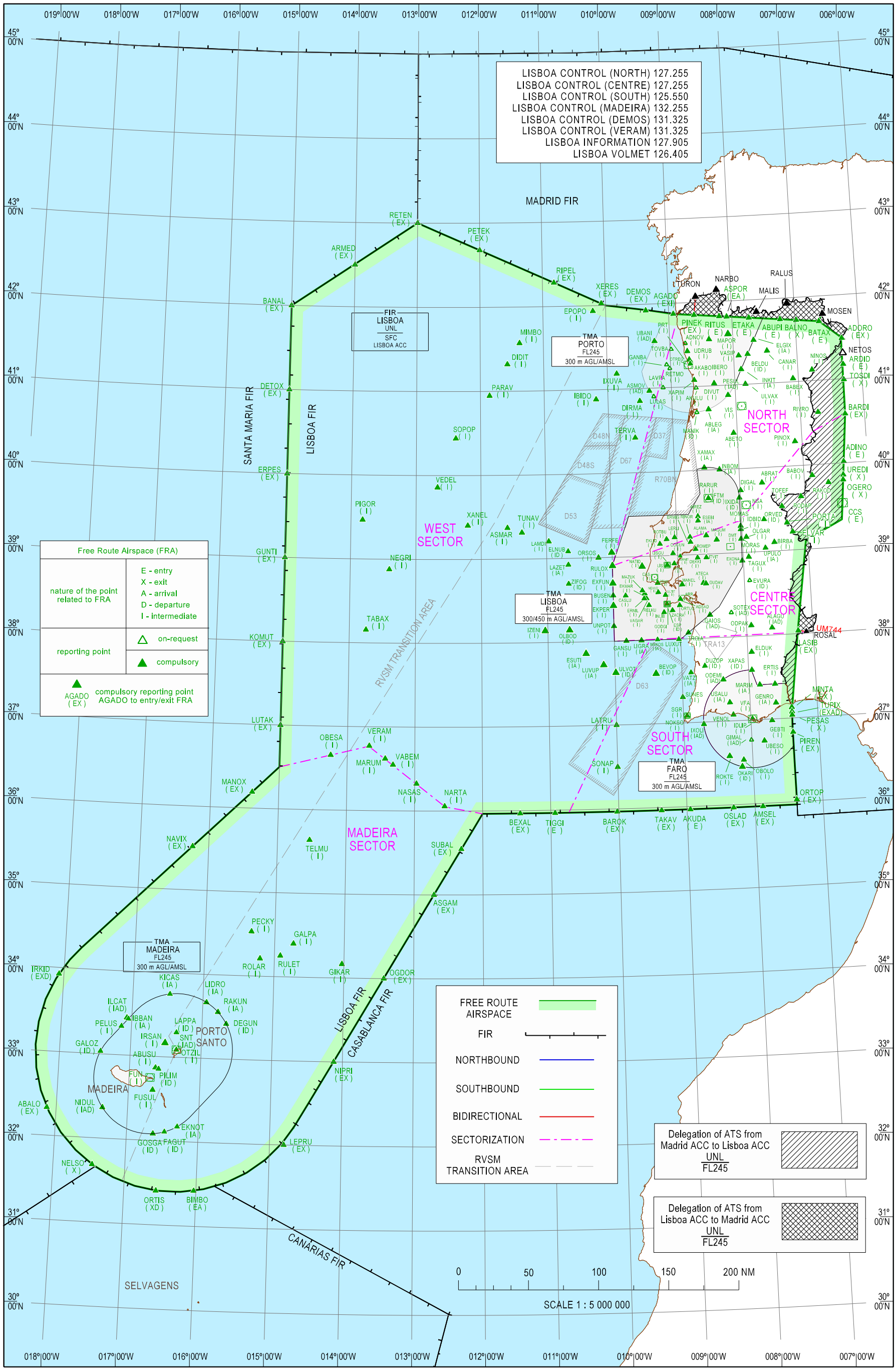
AIR TRAFFIC SERVICE SYSTEM

ENROUTE CHART - ICAO

LPPC FREE ROUTE AIRSPACE ABOVE FL245

LPPC



New Sector WEST

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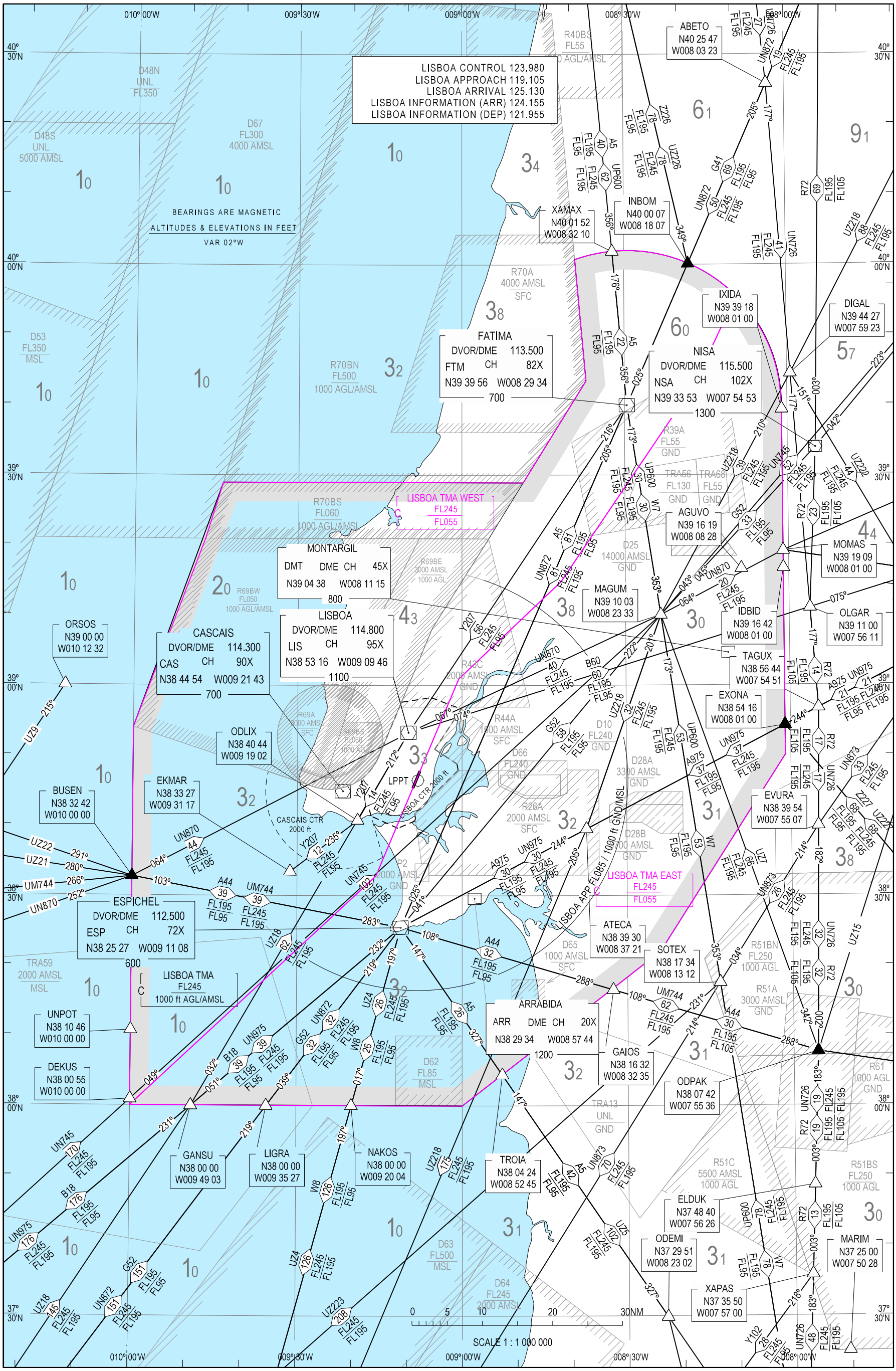
AREA CHART - ICAO

TERMINAL AREA CHART
INBOUND, OUTBOUND AND TRANSIT ROUTING

TMA LISBOA



Inserted TMA Sectors

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AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome Name	**Location Indicator**	**Date of Certification**	**Validity of Certification**	**Remarks**
Beja	LPBJ	02 AUG 2010	Unlimited	In accordance with national regulation.
Cascais	LPCS	31 OCT 2024	30 APR 2025	In accordance with national regulation.
Corvo	LPCR	25 NOV 2019	30 JUN 2027	In accordance with national regulation.
Évora	LPEV	06 DEC 2024	06 DEC 2025	In accordance with national regulation.
Faro	LPFR	28 DEC 2017	Unlimited	In accordance with Regulation (EU) 139/2014.
Flores	LPFL	28 DEC 2017	Unlimited	In accordance with Regulation (EU) 139/2014.
Graciosa	LPGR	28 DEC 2017	Unlimited	In accordance with Regulation (EU) 139/2014.
Horta	LPHR	28 DEC 2017	Unlimited	In accordance with Regulation (EU) 139/2014.
Lajes	LPLA	23 JUL 2018	Unlimited	In accordance with national regulation.
Lisboa	LPPT	28 DEC 2017	Unlimited	In accordance with Regulation (EU) 139/2014.
Madeira	LPMA	28 DEC 2017	Unlimited	In accordance with Regulation (EU) 139/2014.
Pico	LPPI	28 DEC 2017	Unlimited	In accordance with Regulation (EU) 139/2014.
Ponta Delgada	LPPD	28 DEC 2017	Unlimited	In accordance with Regulation (EU) 139/2014.
Ponte de Sor	LPSO	29 MAY 2024	29 MAY 2029	In accordance with national regulation.
Porto	LPPR	28 DEC 2017	Unlimited	In accordance with Regulation (EU) 139/2014.
Porto Santo	LPPS	28 DEC 2017	Unlimited	In accordance with Regulation (EU) 139/2014.
Santa Maria	LPAZ	28 DEC 2017	Unlimited	In accordance with Regulation (EU) 139/2014.
Vila Real	LPVR	31 DEC 2023	31 DEC 2028	In accordance with national regulation.

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AD 2 AERODROMES

LPCS AD 2.

LPCS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LPCS - CASCAIS

LPCS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 384332N* LONG: 0092119W* Runway center Line, 464 meters from Threshold Runway 17
2	Direction and distance of ARP from city or town	12KM (6.5NM) NE from Cascais
3	Elevation/Reference temperature	99.32M / 326FT 22.9º C (AUG)
4	Geoid undulation at aerodrome elevation position	54M
5	MAG / Annual change	3ºW(2020) / 0.14º decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Cascais Dinâmica-Gestão da Economia, Turismo e Empreendedorismo Avenida Clotilde Edifício Centro de Congressos do Estoril, 3ºA 2765-211 ESTORIL Phone: +351 214647570 Fax: +351 214647576 AFS: LPCSYDYA URL:https://cascaisairport.pt
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	* Coordinates identified by an asterisk (*) means that those coordinates are transformed into WGS-84, but whose accuracy does not meet the requirements of Annex 14, Appendix 5.

LPCS AD 2.3 OPERATIONAL HOURS

1	AD Operator	AD Operational Hours:08:00-SS (07:00-SS) Administration: Working Days: 09:00-13:00 (08:00-12:00) and 14:00-18:00 (13:00-17:00)
2	Customs and immigration	24HR PPR
3	Health and sanitation	24HR PPR
4	AIS Briefing Office	AIS available through ARO Portugal (see GEN 3.1)
5	ATS Reporting Office (ARO)	ARO available through ARO Portugal (see GEN 3.1)
6	MET Briefing Office	07:00-19:00 (06:00-20:00) The MET Office operates until 23:59 (22:59) if requested by Cascais AD Operator.
7	ATS	HO
8	Fuelling*	07:00-SS (06:00-SS) Other times on request with surcharge
9	Handling	07:00-23:59 (06:00-22:59)

10	Security	H24
11	De-icing	Not available
12	Remarks	AD Hours of service: Between SS and 23:59 (SS and 22:59), 07:00 and 07:59 (06:00 and 06:59) only with PPR till SS. Between 00:00 and 06:59 (23:00 and 05:59) aerodrome is closed. Pre-Flight Information Bulletins can be supplied according GEN 3.1.1, via direct contact (telephone, Fax or email) preferential with Lisboa AIS/ARO aerodrome unit or with any other AIS/ARO aerodrome unit. * Refuelling after SS available on PPR and subject to following conditions: Until 30 minutes after Sunset without additional charges. Between Sunset plus 30 minutes and 23:59 (22:59) additional charges will be applied.

LPCS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	It is mandatory to have a Handling Agent for non-based aircraft that must be arranged by operators. Available from aerodrome: 1 GPU, 28 and 115 Volts. 1 Lavatory unit. 1 Passenger stairs. 2 Tractors. 2 Loaders. 1 Electric push-back (Mototok).
2	Fuel/oil types	AVGAS 100LL and JET Fuel All types of oil
3	Fuelling facilities/capacity	1 Truck, capacity 20000 litres JET A1. 1 Truck, capacity 8000 litres AVGAS 100 LL. 2 Trailers, capacity 2000 litres AVGAS 100 LL.
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	NIL

LPCS 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 at aircraft stands	Reflector edge lights.
2	RWY/TWY markings and lights	RWY markings: RWY designation, RWY centre line, THR, RWY edge (side strip), aiming points, RWY turn pad, VOR check point. TWY markings: TWY centre line, TWY edge (side strip), RWY holding positions. RWY lights: RWY edge, THR, RWY end, RWY turn pads, RTIL. TWY lights: TWY edge.
3	Stop bars	NIL
4	Remarks	NIL

LPCS AD 2.10 AERODROME OBSTACLES

In Area 2

Obst. ID Designation	Obst. Type	Obst. Position	Elevation / HGT	Markings Type, Colour	Remarks
a	b	c	d	e	f
LPCS 01	Antenna	384453.7N 0092141.1W	201M/	Fixed Red Light	Located at 1900M from RWY end
LPCS_0703	Tree	384306.3N 0092105.3W	104M/17M	NIL	NIL

In Area 3

Obst. ID Designation	Obst. Type	Obst. Position	Elevation / HGT	Markings Type, Colour	Remarks
a	b	c	d	e	f
LPCS 02	Antenna - Visibility Meter	384337.5N 0092118.6W	102M/	NIL	NIL
LPCS 03	Antenna	384337.4N 0092118.3W	110M/	NIL	NIL
LPCS 04	Antenna - WDI	384336.7N 0092118.0W	105M/	NIL	NIL

LPCS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	CASCAIS AMS
2	Hours of service	Summer: 06:00-20:00, Winter: 07:00-19:00. The MET Office operates until 23:59 (22:59) if requested by Cascais AD operator.
3	Office responsible for TAF preparation Periods of validity	CPVM-AERO MWO/AMO 9 HR - issuance every 3 hours during operational hours (see GEN 3.5.4)
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Briefing on observed meteorological conditions: personal or by telephone. Briefing on expected meteorological conditions: by telephone provided by the CPVM-AERO MWO/AMO (see GEN 3.5.4).

6	Flight documentation Language(s) used	C, CR English, Portuguese
7	Charts and other information available for briefing or consultation	P, S, SWH, SWM, W
8	Supplementary equipment available for providing information	Self-briefing
9	ATS units provided with information	Cascais TWR
10	Additional information (limitation of service, etc.)	CASCAIS AMS: Phone: +351 210 992 346 Email: lpcs@ipma.pt CPVM-AERO MWO/AMO: Phone: +351 218474583 Fax: +351 218402370 Email: met.aero@ipma.pt

LPCS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	TRUE BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY End COORD THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APCH RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
17	164.08	1400x30	PCN 42/F/B/W/T Asph.	THR 17 384346.13N 0092124.48W GEOID Undulation 54M	THR ELEV. 99M	- 1.1º
35	344.08			THR 35 384308.41N 0092110.74W RWY END 384352.06N 0092126.64W GEOID Undulation 54M	THR ELEV. 88M	+ 1.1º

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
17	NIL	105X150	1520X140	90X60	NIL	RESA: PCN 42/F/B/W/T RWY FCT CLBR: 0.74 Displaced THR of 190m
35	60X30	60X150		90X60		RESA: PCN 42/F/B/W/T RWY FCT CLBR: 0.74

URL:www.omnihandling.com/

Email:cascais@omnihandling.com

Phone:+351 919897608

Safeport

URL:www.safeport.aero

Email:cascais@safeport.aero

Phone:+351 210040425

Phone:+351 910285358

Sevenair

URL:https://sevenair.com

Email:info@sevenair.com

Phone:+351 214444545

SkyValet

URL:www.skyvalet.com

Email:lpcs.fbo@skyvalet.pt

Phone:+351 211328947

Phone:+351 910996318

Wexjet Aviation

URL:www.wexjet.com

Email:handling@wexjet.com

Phone:+351 218701025

Gestavia Airport Logistics

URL:www.gestavia.com

Email:cat@gestavia.com

Phone:+351 211316498

Phone:+351 913410189

LPCS AD 2.24 CHARTS RELATED TO AN AERODROME

I

AERODROME CHART - ICAO

38 43 32 N
009 21 19 W

ELEV 99 m

CASCAIS GROUND 121.830
CASCAIS TOWER 120.305

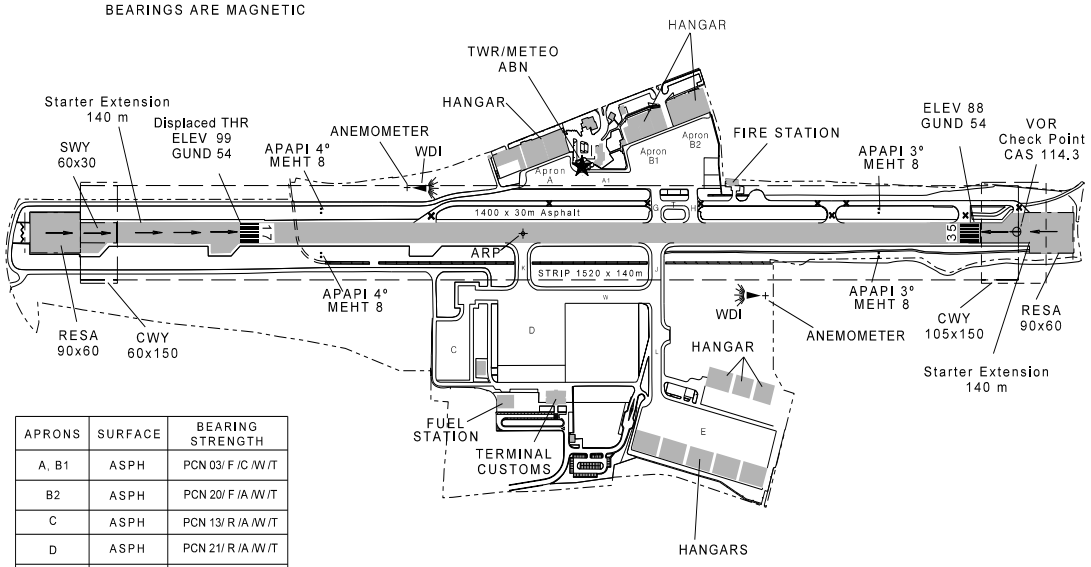
CASCAIS

(LPCS)

RWY	DIRECTION	THR	BEARING STRENGTH
17	167°	38°43'46"N 009°21'24"W	PCN42/F/B/W/T
35	347°	38°43'08"N 009°21'11"W	

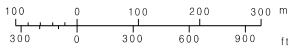
ELEVATIONS AND DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

VAR 03° W 2020
ANNUAL CHANGE 09 ' E

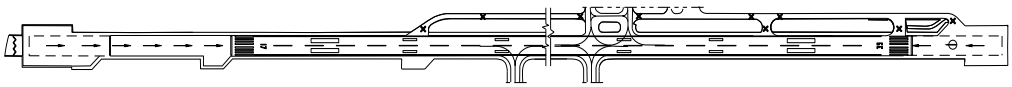


APRONS	SURFACE	BEARING STRENGTH
A, B1	ASPH	PCN 03/ F /C /W /T
B2	ASPH	PCN 20/ F /A /W /T
C	ASPH	PCN 13/ R /A /W /T
D	ASPH	PCN 21/ R /A /W /T
E	ASPH	PCN 12/ R /B /W /T

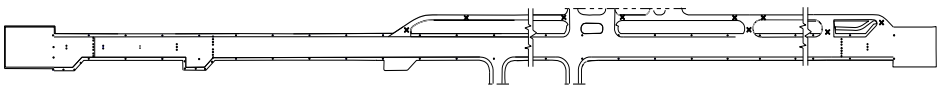
TWY	WIDTH	SURFACE	BEARING STRENGTH
G	15 m	ASPH	PCN 19/ F /C /W /T
H	14 m		PCN 19/ F /C /W /T
J	15 m		PCN 25/ F /B /W /T
K	15 m		PCN 26/ F /A /W /T
L	15 m		PCN 26/ F /A /W /T
T	8 m		PCN 19/ F /C /W /T
W	20 m		PCN 35/ F /B /W /T
TAXILANE A1	15 m	ASPH	PCN 03/ F /C /W /T

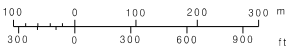


MARKING AIDS RWY 17 – 35 AND EXIT TWY



LIGHTING AIDS RWY 17 – 35 AND EXIT TWY





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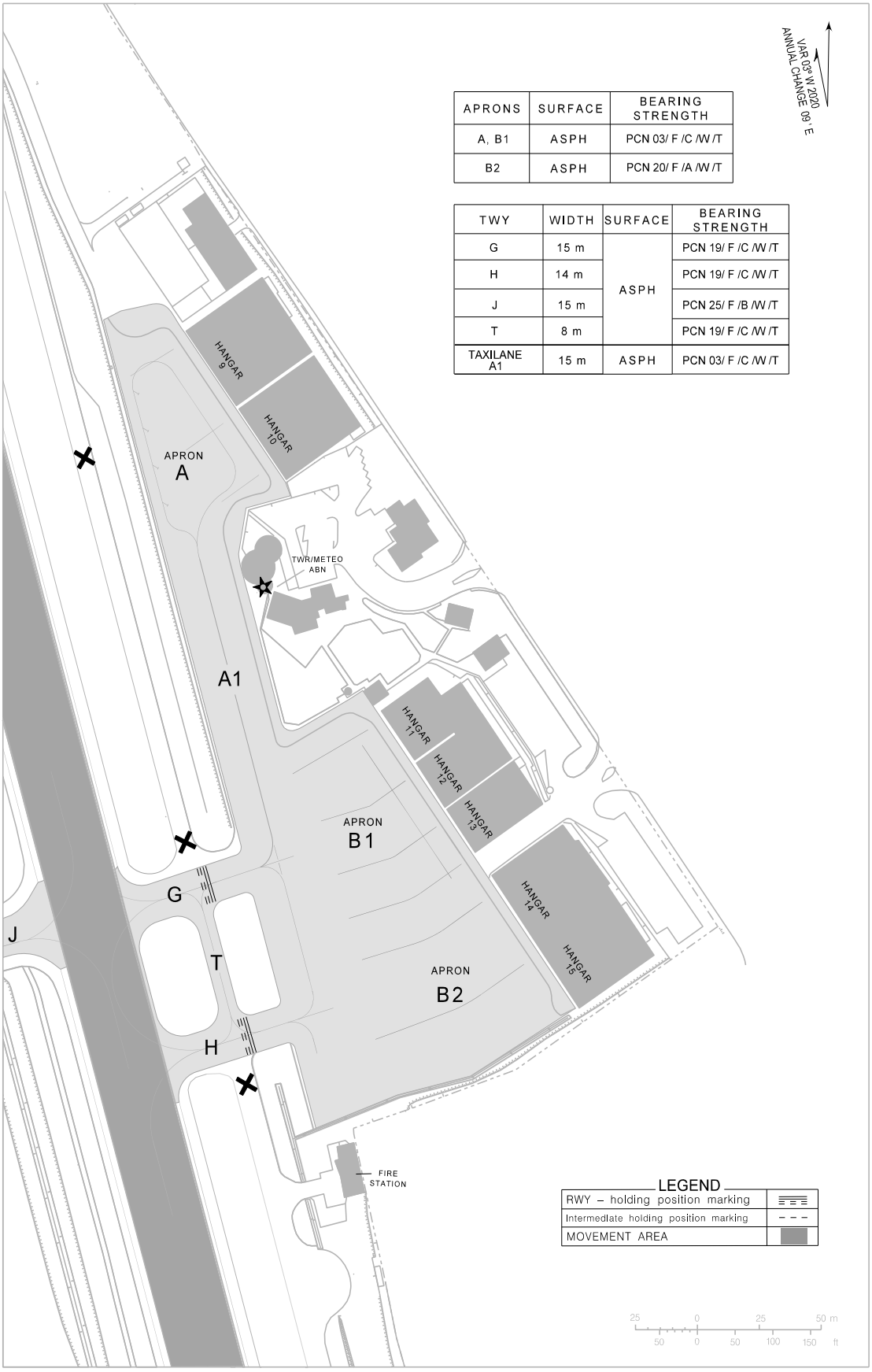
I

AIRCRAFT PARKING
DOCKING CHART - ICAO

APRON ELEV
A 97 m, B1,B2 94 m

CASCAIS GROUND 121.830
CASCAIS TOWER 120.305

CASCAIS
(LPCS)



APRONS	SURFACE	BEARING STRENGTH
A, B1	ASPH	PCN 03/ F /C /W /T
B2	ASPH	PCN 20/ F /A /W /T

TWY	WIDTH	SURFACE	BEARING STRENGTH
G	15 m	ASPH	PCN 19/ F /C /W /T
H	14 m		PCN 19/ F /C /W /T
J	15 m		PCN 25/ F /B /W /T
T	8 m		PCN 19/ F /C /W /T
TAXILANE A1	15 m	ASPH	PCN 03/ F /C /W /T

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AD 2 AERODROMES

LPCR AD 2.

LPCR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LPCR - CORVO

LPCR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 394017N LONG: 0310700W Centre of RWY 11/29.
2	Direction and distance of ARP from city or town	Aerodrome in the Village
3	Elevation/Reference temperature	18M/ 61FT 24º C (AUG)
4	Geoid undulation at aerodrome elevation position	56M
5	MAG VAR / Annual change	9ºW (2020) / 0.17º decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	AD ADMINISTRATION Post: SATA Gestão de Aeródromos S.A. Avenida Infante D. Henrique 55 9510-150 PONTA DELGADA Azores - Portugal Phone:+351 296 209 710 Phone:+351 296 209 706 Fax:+351 296 672 090 Email: sga@sata.pt AD AIRPORT OPERATIONS MANAGER Post: Aeroporto da Ilha do Corvo Caminho dos Moinhos 9980-032 CORVO Azores - Portugal Phone: +351 292 590 311 Phone: +351 966 270 793 (mobile) Email: lpcrztzx@sata.pt SITA: LPCRSATW AFS: NIL
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Corvo (LPCR) is a non-controlled Aerodrome Day light operation only

LPCR AD 2.3 OPERATIONAL HOURS

1	AD Operator	AD Operational Hours: MON-FRI 10:00-13:00 (09:00-12:00) and 15:00-18:00 (14:00-17:00) AD Administration: Working days 10:00-18:00 (09:00-17:00)
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	AIS available through ARO Portugal (see GEN 3.1).
5	ATS Reporting Office (ARO)	ARO available through ARO Portugal (see GEN 3.1).

6	MET Briefing Office	Monday to Friday: 10:00-13:00 (09:00-12:00) and 15:00-18:00 (14:00-17:00)
7	ATS*	HO
8	Fuelling	NIL
9	Handling	MON-FRI 10:00-13-00 (09:00-12:00) and 15:00-18:00 (14:00-17:00)
10	Security	MON-FRI 10:00-13:00 (09:00-12:00) and 15:00-18:00 (14:00-17:00)
11	De-icing	NIL
12	Remarks	AD Operational Hours: Aerodrome operational extension or reopening subject to following conditions: -Other periods under PPR to the Aerodrome Director at least two hours before the planned flight. - PPR to the Aerodrome Director until FRIDAY 17:00 (16:00) to reopening operation on weekend. * AFIS only

LPCR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Available by Sata Air Açores
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	Oxygen and related servicing: NIL

LPCR AD 2.5 PASSENGER FACILITIES

1	Hotels	In Vila do Corvo City
2	Restaurants	In Vila do Corvo City
3	Transportation	NIL
4	Medical facilities	First Aid Treatment at Aerodrome, medical Center in Vila Nova do Corvo.
5	Bank and Post Office	In Vila do Corvo City
6	Tourist Office	In Vila do Corvo City
7	Remarks	NIL

LPCR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within AD HR: CAT 4
2	Rescue equipment	In accordance with CAT 4 requirements established in the table 5.2 of ICAO DOC. 9137 - AN/898 Part I.
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

LPCR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	CORVO AMS
2	Hours of service	Monday to Friday: 10:00-13:00 (09:00-12:00) and 15:00-18:00 (14:00-17:00)
3	Office responsible for TAF preparation Periods of validity	NIL
4	Trend Forecast Interval of issuance	NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Corvo AFIS
10	Additional information (limitation of service, etc.)	CORVO AMS: Phone: +351 292 596 231 Email: lpcr@ipma.pt

LPCR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWYand SWY	THR COORD RWY End COORD THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APCH RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
11	96.40	761x30	PCN 10/F/C/Y/T ASPH	THR 394018.67N 0310716.12W GUND 56M	THR 10M	+1.0%
29	276.40			THR 394015.93N 0310644.38W GUND 56M	THR 18M	-1.0%

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
11	NIL	NIL	821x60	NIL	NIL	Central 25M grooved between thresholds.
29		NIL		NIL	NIL	

LPCR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11	801M*	801M*	801M*	761M	*including RWY starter extension of 40M
29	801M*	801M*	801M*	761M	

LPCR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH light Type / Length / Intensity	THR Light colour/ WBAR	VASIS (MEHT) PAPI	TDZ length	RWY Centre Line Lights Length / spacing / colour/ Intensity	RWY edge Lights Length / spacing / colour/ Intensity	RWY End Lights Colour / WBAR	SWY Light Length / Colour	Remarks
1	2	3	4	5	6	7	8	9	10
11	NIL	NIL	APAPI Slope 3° Left Side MEHT 21FT	NIL	NIL	NIL	NIL	NIL	NIL
29	NIL	NIL	APAPI Slope 3° Left Side MEHT 22FT	NIL	NIL	NIL	NIL	NIL	NIL

LPCR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and lighting Anemometer location and lighting	NIL Anemometers South of Runway 1- Anemometer RWY 29 at 394015.1N 0310646.0W LGTD 2- Anemometer RWY 11 at 394017.4N 0310712.1W LGTD
3	TWY edge and centre line lighting	NIL
4	Secondary power supply/switch-over time	NIL
5	Remarks	NIL

LPCR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	NIL
2	TLOF and/or FATO elevation	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APCH and FATO lighting	NIL
7	Remarks	NIL

LPCR AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Corvo ATZ 394111N 0311151W - 394018N 0310133W - 393649N 0310203W - 393743N 0311221W - 394111N 0311151W
2	Vertical limits	SFC / 1000FT AGL

AD 2 AERODROMES

LPFR AD 2

LPFR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LPFR - FARO / Gago Coutinho

LPFR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 370052N LONG: 0075757W Intersection RWY with TWY C1
2	Direction and distance of ARP from city or town	4 KM (2.16NM) BRG 262° from Alto de Faro
3	Elevation/Reference temperature	7M / 24FT 26°C (AUG)
4	Geoid undulation at aerodrome elevation position	52M
5	MAG VAR/Annual change	01ºW (2020) / 0.16º decreasing
6	AD Administration, address, telephone, telefax, telex, AFS, E-mail and Web	Post: ANA Aeroportos de Portugal, SA Aeroporto de Faro Apartado 2054 8001-701 FARO Phone: +351 289800800 Fax: +351 289818802 AFS: LPFRYDYA SITA: FAOKAXH Email: faro.airport@ana.pt URL: http://www.ana.pt
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

LPFR AD 2.3 OPERATIONAL HOURS

1	AD Administration	06:00-24:00 (05:00-23:00)*
2	Customs and immigration	H24
3	Health and sanitation	On request
4	AIS Briefing Office	AIS available through ARO Portugal (see GEN 3.1)
5	ATS Reporting Office (ARO)	ARO available through ARO Portugal (see GEN 3.1)
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	08:00-24:00 (07:00-23:00). Other times on request with surcharge
9	Handling	06:00-24:00 (05:00-23:00). Other times on request
10	Security	H24
11	De-icing	NIL

12	Remarks	* Aerodrome OPS HR extension will be considered until 01:00 (00:00) of the next day, if requested until 23:30 (22:30), regarding force majeure cases specified in AD 1.1.6, through Airport Duty Manager Phone: +351 289800610 Fax: +351 289818440 Email: lpfraro@nav.pt SITA: FAOKAXH

LPFR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	High lift loader, conveyor belts, fork lifts. Sufficient number of various vehicles and equipment.
2	Fuel/oil types	JET A1 / MOBIL JET OIL II, BP TURBO OIL 2380 and EXXON HYJET V (Hydraulic)
3	Fuelling facilities/capacity	Hydrant System (JET A1) JET A1 - Total capacity 3.200.000 litres. Maximum delivery rate: 75 litres per second. Defuelling not available.
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	By arrangement with Louro- Aircraft Maintenance (J.A.R. - 145) Phone: +351 289800825 and Mobile +351 962735578 FAX: +351 289800825 Email: las.faro@las.pt TAP Faro Maintenance Phone: +351 289800737 and mobile +351 927052561 Fax: +351 289818241 Email: manfao.me@tap.pt
7	Remarks	Oxygen and related servicing – None More information concerning Handling Services on AD 2.23

LPFR AD 2.5 PASSENGER FACILITIES

1	Hotels	In City
2	Restaurants	AD restaurant 300 meals per hour
3	Transportation	Buses 05:25-00:10 (04:25-23:10), Taxis and Rent-a-Car
4	Medical facilities	First aid treatment daily from 06:00-24:00 (05:00-23:00), 1 ambulance. Medical emergency services available on request. Hospital in city 6 KM (3.24NM)
5	Bank and Post Office	NIL
6	Tourist Office	Yes
7	Remarks	NIL

LPFR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 8
2	Rescue equipment	In accordance with Table 5.2 of ICAO DOC. 9137 - AN/898 PART I.
3	Capability for removal of disabled aircraft	All aircraft up to maximum weight of 150 tons with gear down and operational

4	Remarks	Hours of OPS/Service: 05:30-24:00 (04:30-23:00). Assured in case of aerodrome OPS HR extension. CAT 9 will be granted based on approved slots with CAT 9 aircraft or if requested by an airline to Apron Management Service, at least 72 hours prior to operation. Request for higher RFF service category shall be sent using one of the following channels: SITA: FAOKAXH Email: faoairportsup@ana.pt Fax: +351 289818440 For RFFS issues contact: Phone: +351 289800634 and Mobile +351 961770101 Email: fao.arff.sup@ana.pt

LPFR AD 2.7 RUNWAY SURFACE CONDITION ASSESSEMENT AND REPORTING AND SNOW PLAN

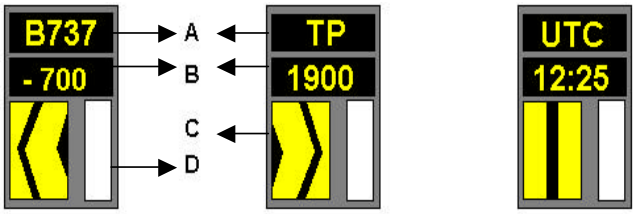
1	Type(s) of clearing equipment	NIL
2	Clearance priorities	NIL
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
5	Remarks	For further information, see also Section AD 1.2.2. - RUNWAY SURFACE CONDITIONS ASSESSMENT AND REPORTING AND SNOW PLAN.

LPFR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

		APRON	**SURFACE**	**STRENGTH**	**REMARKS**
1	Apron Surface and Strength	NW	CONC	PCN 85/R/B/W/T	Stands: 202, 204, 206, 208, 210, 212
		SW	CONC	PCN 85/R/B/W/T	Stands: 201, 203, 205, 207, 209, 211, 213
		N	CONC	PCN 85/R/B/W/T	Stands: 314, 316, 318, 320, 322, 324
		S	CONC	PCN 59/R/B/W/T	Stands: 321, 323, 325
		NE	CONC	PCN 72/R/B/W/T	Stands:432, 434, 436, 442, 444, 446, 452, 454, 456, 462, 464, 466
		SE	CONC	PCN 72/R/B/W/T	Stands:451, 453, 455, 461, 463, 465, 471, 473, 475
		M	CONC	PCN 46/R/B/W/T	Stand: 500
		TAXIWAY	**WIDTH**	**SURFACE**	**STRENGTH**
2	Taxiway width, surface and strength	A	23M	ASPH	PCN 90/F/A/W/T
		B	23M	ASPH	PCN 90/F/A/W/T
		C1	23M	ASPH	PCN 90/F/A/W/T
		C2	23M	ASPH	PCN 90/F/A/W/T
		D	26M	ASPH	PCN 79/F/A/W/T
		E	23M	ASPH	PCN 65/F/A/W/T
		F	23M	ASPH	PCN 90/F/A/W/T
		P	23M	ASPH	PCN 90/F/A/W/T
		RD	25M	ASPH	PCN 65/F/A/W/T
		RG	25M	ASPH	PCN 79/F/A/W/T

3	Altimeter Checkpoint location and elevation	See Aircraft Parking/Docking Chart
4	VOR Checkpoint locations	Not established
5	INS Checkpoint positions	See Aircraft Parking/Docking Chart
6	Remarks	NIL

LPFR 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 at aircraft stands	**AIRCRAFT PARKING AND INFORMATION SYSTEM APIS DISPLAY**  **Turn Left** **Turn Right** **On Centerline** **Stands 314, 316, 318, 320, 322, 324 provided with APIS (Aircraft Parking Information System)** **DESCRIPTION** A – Display indicating: COMPANY, “ETD”, “UTC”, AIRCRAFT TYPE, “SLOW”, “STOP”, “OK”, “CHCK” and ”TOO/FAR” information; B – Display indicating: FLIGHT NUMBER, TIME, AIRCRAFT SERIES, “STOP”. “ON”, (Chocks) and “DOWN” information; C – Centreline beacon side-in-guidance; D – Closing-rate information. Full closing rate thermometer indicates at least 14 meters to stop position. **PILOT INSTRUCTIONS** 1 – Follow taxi lead-in line and adjust according to the directions of centreline beacon side-in guidance; 2 – Check correct ACFT type is flashing and that centreline guidance and closing rate thermometer is activated. The flight number may also be presented; 3 – Do not enter the stand if display presents STOP or wrong ACFT– type; 4 – Approx. 14 metres before STOP, flight number will disappear if this is presented; 5 - 19 M before STOP, ACFT type goes steady. If speed is to high, SLOW DOWN can be shown; 6 - Full closing rate thermometer indicates at least 14 metres to STOP. When ACFT has less than 14 metres to STOP thermometer starts to move from bottom to top; 7 - When stop position reached, display indicates STOP and if aircraft parks correctly, display indicates also OK; 8 – If aircraft overshoots the limit for correct parking, display indicates TOO/FAR. Push back shall be necessary; 9 - Displays and indicators automatically shut down after some seconds. After ON BLOCK, display can indicate UTC time and CHCK ON (chocks on). 10 - 20 minutes before departure, flight number and ETD will be presented. The ETD time is based on UTC time.
2	RWY/TWY markings and lights	Runway: Centre line, Threshold, Edge and End marked and lighted. Designation and Fixed Distances marked. Taxiway: Centre Line, Runway Holding Positions. Taxiway intersection markings.
3	Stop bars	On TWY C1, TWY F, TWY E, TWY P (direction of RWY 28), TWY P (direction of RWY 10), TWY RD and TWY RG
4	Remarks	See also LPFR AD 2.24.01-1 and LPFR AD 2.24.02-1

LPFR AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at aerodrome	
1			2	
RWY/Area affected	Obstacle type Elevation Marking/Lighting	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates
a	b	c	a	b
See LPFR AD 2.24.04-1				
Remarks: All obstacles outside approach and take-off areas are provided with day marking and obstructions lighting.				

LPFR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	FARO AMS
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	CPVM-AERO MWO/AMO 24 HR - issuance every 6 hours
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Briefing on observed meteorological conditions: personal or by phone. Briefing on expected meteorological conditions: By phone provided by the CPVM-AERO MWO/AWO (see GEN 3.5.4).
6	Flight documentation Language(s) used	C, CR English, Portuguese
7	Charts and other information available for briefing or consultation	P, S, SWH, SWM, W
8	Supplementary equipment available for providing information	Self-briefing, WXR
9	ATS units provided with information	Faro TWR and APP
10	Additional information (limitation of service, etc.)	FARO AMS: Phone: +351 289 818 698 Email: lpfr@ipma.pt AFS: LPFRYMYM CPVM-AERO MWO/AMO: Phone: +351 218 474 583 Fax: +351 218 402 370 Email: met.aero@ipma.pt

LPFR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY End COORD THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APCH RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
10	100.07	2490x45	PCN 80/F/A/W/T Asph	THR 370102.00N 0075908.21W RWY END 370048.15N 0075730.66W THR GEOID 52.4M	THR: 7M	See LPFR AD 2.24.04-1
28	280.07			THR 370048.42N 0075732.55W RWY END 370102.27N 0075910.11W THR GEOID 52.4M	THR: 5.5M TDZ: 5.5M	

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
10	NIL	155x150	2610X300	130X90	NIL	THR 10 and 28: both displaced 45M.
28		155x150		90x90	YES	

LPFR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	2490	2645	2490	2445	
28	2490	2645	2490	2445	

LPFR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH light Type / Length / Intensity	THR Light colour/WBAR	VASIS type	TDZ length	RWY Centre Line Lights Length / spacing / colour/ Intensity	RWY edge Lights Length / spacing / colour/ Intensity	RWY End Lights Colour / WBAR	SWY Light Length Colour	Remarks
1	2	3	4	5	6	7	8	9	10
10	PALS CAT I /450M / VRB	G VRB	PAPI - Slope 3.0°, right MEHT - 69FT	NIL	1590M 15M spacing Colour W VRB Last 900M to 300M 15M spacing alternated Colour R / W VRB Last 300M 15M spacing Colour R VRB	1890M 60M spacing Colour W VRB Last 600 60M spacing Colour Y VRB	R VRB	NIL	Runway lighting variable
28	PALS CAT II /450M / VRB	G VRB	PAPI - Slope 3.0º, left MEHT - 69FT	900M	1590M 15M spacing Colour W VRB Last 900M to 300M 15M spacing alternated Colour R / W VRB Last 300M 15M spacing Colour R VRB	1890M 60M spacing Colour W VRB Last 600 60M spacing Colour Y VRB	R VRB	NIL	

LPFR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	LDI: NIL Anemometers: RWY28: Left Side, 412M THR, 97M RWY Centreline. Lighted RWY10: Right Side, 414M THR, 98M RWY Centreline. Lighted Middle Point: 1190M THR RWY28, 97M Left Side RWY28 Centreline. Lighted
3	TWY edge and centre line lighting	Edge: Only on intersection curves of TWY P, TWY F and TWY C1 with RWY 10/28 and TWY A with TWY P. Centre: All taxiways Coded TWY Centre Line Lights (yellow/green) to indicate Localizer Sensitive Area on TWY P, RG, F, C1, RD.
4	Secondary power supply/switch-over time	Secondary power supply conforms with requirements of Annex 14
5	Remarks	Emergency lights available for runway and taxiways

LPFR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	NIL
2	TLOF and/or FATO elevation	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL

4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APCH and FATO lighting	NIL
7	Remarks	NIL

LPFR AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	FARO CTR A circle with 5NM radius centred at VFA DVOR/DME and two rectangular surfaces defined by the following points: 365914N0080426W - 370013N0081118W -370508N0081014W - 370409N 0080310W. 370240N0075242W - 370139N0074538W - 365643N0074644W - 365742N0075336W.
2	Vertical limits	2000FT ALT (600M)
3	Airspace classification	C
4	ATS unit call sign / Language(s)	Faro Approach Faro Tower Faro Ground EN, PT
5	Transition altitude	4000FT
6	Remarks	NIL

LPFR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	FARO Approach	119.405 MHZ 121.500 MHZ 376.750 MHZ 243.000 MHZ	H24	Primary Emergency Emergency
TWR	FARO Tower	120.755 MHZ 121.500 MHZ 119.130 MHZ 376.750 MHZ 243.000 MHZ	H24	Primary Emergency Secondary Emergency
SMC	FARO Ground	118.580 MHZ	Broadcast by ATIS	Primary
ATIS	FARO Information	124.205 MHZ (arrivals) 121.560 MHZ (departures)	H24	ATIS Service also available by ACARS for aircraft equipped with ACARS Management Unit. Providers are: SITA for datalink communication and FARO Control for ATIS Services. Telephone Service: +351 289894198 or 2298 of NAV Portugal E.P.E. internal network.

LPFR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (MAG Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	DML	CH 92X	H24	374202.7N 0074549.1W	360 M	Coverage: 140 NM / FL 150
DME	DMX	CH 22X	H24	370944.5N 0083652.2W	60 M	Coverage: 100 NM / FL 150
DME	DPR	CH 52X	H24	372649.2N 0073524.8W	270 M	Coverage: 100 NM / FL 150
DME	DSL	CH 30X	H24	371827.2N 0075744.2W	600 M	Coverage: 80 NM / FL 150
DME	FAR	CH 49X	H24	370031.7N 0075532.9W	100FT	Coverage: 50NM
DVOR (01º W -2020)	VFA	112.80 MHZ	H24	370048.7N 0075830.0W		Coverage: 200NM FL500 Not Usable: 340º/060º blw 4000FT byd 40NM
DME	VFA	CH 75X	H24	370048.9N 0075829.6W	100FT	Coverage: 200NM FL 500 Not Usable: 340º/060º blw 4000FT byd 40NM
ILS RWY 28 (CAT II/T/4)						
LOC (01º W - 2020)	IIF	109.50 MHZ	H24	370103.3N 0075916.2W		Front Course angle: 4.6°
GP / DME	IIF	332.60 MHZ DME: CH 32X	H24	370046.7N 0075745.2W	100FT	GP angle: 3º
ILS RWY 10 (CAT I/C/4)						
LOC (01º W - 2020)	FIT	110.50 MHZ	H24	370046.9N 0075721.9W		Front Course angle: 4.6°
GP / DME	FIT	329.60 MHZ DME: CH 42X	H24	370056.5N 0075856.9W	100FT	GP angle: 3º

LPFR AD 2.20 LOCAL AERODROME REGULATIONS

1. Limitations on use of aerodrome

Restricted to ACFT capable of maintaining two-way communications with Faro TWR.
For airport slots request see GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

2.Airport Operations Service

Airport Operations Service is an airport responsability, accountable for:

i. Ensure safe and expeditious movement of vehicles;

ii. Provision of Marshalling Services;

iii. Aircraft stands allocations;

iv. Aircraft parking procedure and departure from the stand;

v. Aircraft towing;

vi. Granting permission for:

1. Aircraft towing between stand/aprons;

2. Aircraft refueling in the presence of passengers;

3. Engine start up on stand;

4. Engine test runs.

vii. Inspections on movement area

All airport manoeuvring area inspections are coordinated with ATC. Follow-me vehicles are equipped with ATC radio receivers and marshallers maintain RADIO listening at all times in TWR (120.755MHz) or GND (118.580 MHz) frequencies.

If runway contamination occurs or changes, AOS will assess and inform ATC of runway conditions

Planning and aircraft parking positions changes are transmitted to ATC automatically.

In order to regulate movement with the objective of preventing collisions between aircrafts and between aircraft and obstacles. Follow-me vehicles or marshallers, may request to pilot of an aircraft to stop when taxiing.

FARO Airport Operations Service frequency:

1. Service designation: AOS - Airport Operations Service

2. Call Sign: FARO Safety

3. Frequency: 131.455MHZ

4. Hours of Operation: H24

5. Remarks: For matters related to refuelling in the presence of passengers; engine start up on stand; engine test run; APU INOP; other safety procedures.

3. Push-Back, engine start-up and taxi procedures

3.1 Push Back

Pilots should only request push-back when they are ready to do so (Ground staff and tug ready).

Aircraft outgoing from a nose in stand must be pushed back. Use of reverse thrust for manoeuvring is not permitted.

All push back manoeuvres should be done in accordance with the Bidirectional Breakaway points (BP) procedure in force. There are 18 Bidirectional BP, each one of them facing East or West depending on ATC clearance.

If unable to comply with the designated BP, handler must inform pilot, and pilot must inform ATC.

Other procedures may be assigned by ATC due to operational reasons.

Push and hold manoeuvres are coordinated with ATC and AOS - Airport Operations Service.

Aircraft will be parked in stands 321, 323 and 325 in outgoing nose out position. When cleared for taxi, pilots are reminded to use lower possible power settings.

Push-back and Start/Gate Entry for ILS CAT I/II Operations:

1. Push-back and Start/Gate Entry Procedures are assisted by marshaller and/or follow-me.

2. Departing aircraft shall wait for RVR improvement at the stand.

3.2 Engine Start-Up

Till 10 minutes prior to EOBT, departing traffic shall contact Faro Ground or Faro TWR, as announced by ATIS. This contact with ATC is to inform/receive:

a. Parking Position

b. ATIS ACK

c. ATC Clearance which includes:

- Aircraft Identification
- Clearance Limit, normally Destination Aerodrome
- Designator of the assigned SID, if applicable. When receiving the Designator of the assigned SID, pilots shall comply with the published SID vertical profile and,
- Any other necessary instructions or information not contained in the SID description, e.g., CTOT.

Start-up on stand and cross bleed starts must be coordinated with AOS - Airport Operations Service followed by the request to ATC (see also para 4.3)

Start-up is allowed during Push-Back manoeuvre.

Anti-Collision lights must be activated prior to Push-Back manoeuvre and whenever engines are operating.

3.3 Taxiing

Aircraft using aprons must taxi following the continuous yellow centre line marking apron axis and shall use the lowest possible power settings.

Pilots are reminded about the extreme importance of always maintaining a careful lookout.

Taxi caution required when taxiing into stands 314 to 324 (Apron N) and 432 to 466 (Apron NE) due to crossing of vehicle service road.

Due to operational reasons (e.g., waiting for available stand or slot compliance) taxiway ECHO may be used by ATC as an holding position for ACFTs.

Due to intake area, 4 engines ACFTs type like B747, A340 or similar are requested to taxi with outboard engines on “IDLE”.

Taxi lights must be activated during taxiing and switch-off when in final position for parking.

3.4Taxi for ILS CAT II Operations

General

Taxi instructions will be supported by the convenient switched on/off of taxiway centre line lights (green) and STOP BAR LIGHTS (red). So, Pilots shall stop and request further instructions at any STOP BAR lighted, as well as at any segment of taxiway centre line lights, unlighted.
Taxiway centre line lights within localizer sensitive area are coded by alternate yellow and green lights (See also AD 2.15)

- Departing Traffic
  ATC will require departing aircraft to use CAT II holding positions.
- Arriving Traffic
  The appropriate runway exit (TWY P) will be lighted, and pilots of arriving aircraft shall report the localizer sensitive area vacated when the aircraft is completely out of yellow and green taxiway centre line lights;
  e.g. “LOCALIZER SENSITIVE AREA VACATED”.

4. Use of Ground Power Unit (GPU), use of Auxiliary Power Unit (APU)

4.1 Use of GPU

The use of mobile autonomous GPUis not allowed when ACFT are parked at contact stands provided with Passenger Boarding Bridges (PBB) (314, 316, 318, 320, 322 and 324),except if GPU system at the PBB is unserviceable.

4.2 Use of APU

The use of APU must be limited as much as possible.

APU may be used at stands 314, 316, 318, 320, 322 and 324 as follows.

Narrow-Body ACFT are allowed to use APU until 5 minutes after “chocks on” and 5 minutes before EOBT/ETD.

Wide-Body ACFT are allowed to use APU until 10 minutes after “chocks on” and 10 minutes before ETD

EXEMPTIONS: If air conditioning system at the PBB is unserviceable.

4.3 APU unserviceability

Whenever an ACFT APU is out of service, crew shall advise ATC or AOS- Airport Operations Service using Faro Safety frequency 131.455 MHz.

On contact stands provided with PBB, whenever an APU is out of service, only one engine start-up is permitted on the stand. A PPR - Prior Permission Request shall be granted by AOS - Airport Operations Service, before Start-up clearance from Faro TWR.

Follow-Me assistance is mandatory.

5. Engine test runs

Engine test runs are allowed from 06:05 (05:05) to 23:59 (22:59) on the condition that a PPRwas granted by the AOS - Airport Operations Service. Operators shall indicate the real time of start and duration of the test.

Engine test runs in idle power may take place on stands, exception on stands 314, 316, 318, 320, 322 and 324 whenever the PBB are connected to the ACFT.

Engine dry motor may take place at any time subject to AOS PPR.

Engine test runs above idle power shall take place in a location designated by AOS - Airport Operations Service (TWY C2, TWY P or TWY E).

RFF services presence on site is mandatory.

6. Training flights

All landings and take-off at LPFR for training, test and instruction flights are only permitted between 07:00 and 22:00 (06:00-21:00). Those flights must be prepaid to the airport except if the Operator has an open account with FARO Airport or a local representative responsible for the payment of landing fees.

Operators shall coordinate in advance training, test and or instruction flights with consecutive take-off and landings at least 72 hours before operation with AOS - Airport Operations Service. For that purpose use SITA FAOKAXH Email: faoairportsup@ana.pt

Practice of Instruments or Visual Approaches to LPFR for training, test and or instruction flights are not allowed between 06:00 - 06:59 and 22:01 - 23:59 (05:00 - 05:59 and 21:01 - 22:59).

7. Apron operational procedures, Follow-Me guidance and Marshaller assistance

7.1 Apron operational procedures

All stands are nose in / push-back operation. Other procedures (nose-out) may be assigned by AOS – Airport Operations Service, due to operational reasons.

Stands are provided with hydrant fuel system, where refuelling is via fuel dispensers vehicles.

APRON NW

Stands 202, 204, 206, 208, 210 and 212.

Apron taxiway located on that area is restricted to ACFT with a wingspan up to 44 meters, thus the following type of aircraft (A332, A333, A338, A339, A342, A343, A345, A346, A350, B762, B763, B764, B742, B743, B744, B772, B773, B787, B788, B789 or similar) are not permitted to enter Taxiway ALPHA and taxi on Apron taxiway.

APRON SW

Stands: 201, 203, 205, 207, 209, 211 and 213.

Apron taxiway located on that area is restricted to ACFT with a wingspan up to 44 meters, thus the following type of aircraft (A332, A333, A338, A339, A342, A343, A345, A346, A350, B762, B763, B764, B772, B773, B787, B788, B789 or similar) are not permitted to enter Taxiway ALPHA and taxi on apron taxiway.

ACFT allocated to stands 201, 203, 205, 207, 209 and 211 shall use TWY “Alpha” to enter the apron, except for aircraft code letter A and B or if a previous coordination between ATC and AOS - Airport Operations Service. Pilots operating in these stands should manoeuvre the aircraft considering the slope (7.8%) of the adjacent taxiway safety strip.

APRON N

Stands 314, 316, 318, 320, 322 and 324.

Those stands are provided with VDGS – Visual Docking Guidance System.

APRON S

Stands: 321, 323 and 325.

APRON NE

Stands: 432, 434, 436, 442, 444, 446, 452, 454, 456, 462, 464 and 466.

APRON SE

Stands: 451, 453, 455, 461, 463, 465, 471, 473 and 475.

APRON M

Stand: 500.

7.2 Follow-Me guidance

Follow-Me guidance will be available on request.

Follow-Me assistance and wing clearance will be provided on TWY P, between TWY A and TWY B, to aircraft code letter E.

Follow-Me assistance will be available on request, except for ACFT with wingspan larger than 65 meters, for which Follow-Me and Marshaller assistance is compulsory in the entire Airport Area.

7.3 Marshaller assistance

Marshaller assistance is mandatory for parking, except stands with VDGS Visual Docking Guidance System.

7.4 GA/BA General Aviation/Business Aviation

General Aviation/Business Aviation aircraft will use preferably stands 201, 203, 205, 207, 209 and 211. Stand 213 shall be used for GA/BA refuelling purposes only.

All GA/BA operators must be assisted by one ground handler as specified in LPFR AD 2.23 item 2 Handling Services.

7.5 Parking restrictions

Faro AD has 30 stands or 37 stand positions (mixed configuration), depending on aircraft ICAO Code, all nose-in stands.
6 Stands with Passenger Boarding Bridges and VDGS Visual Docking Guidance System.

Due to parking restrictions at Faro Airport, all aircraft other than those based at Faro, are not allowed to park more than 72 hours. If coordinated at least 72 hours prior to operation, the Airport Director may grant exceptions. For contact use SITA: FAOKAXH, E-mail: faoairportsup@ana.pt

8. Refuel Operations

All refuelling operations in the presence of passengers, with passengers on board, embarking or disembarking, must be coordinated with AOS - Airport Operations Service. Technical stops and diverted flights shall inform AOS - Airport Operations Service through FARO SAFETY frequency 131.455 MHZ about the number of people on board and if they request or not the presence near the aircraft of the fire brigade.

LPFR AD 2.21 NOISE ABATEMENT PROCEDURES

See AD 1.1.5 Noise Abatement Procedures

See AD 1.1.6 Restrictions for nocturnal flights for civil aircraft on Portuguese airports and/or aerodromes

LPFR AD 2.22 FLIGHT PROCEDURES

1. ILS CAT I/II OPERATIONS

1.1 Runway 28, subject to serviceability of the required facilities, is suitable for CAT II operations by operators whose minima have been accepted by ANAC.

1.2 Low Visibility Operations Procedures (LVP) will be in course whenever:

a. Runway Visual Range (RVR) - TDZ RWY28 is 800M or below; or,

b. Cloud Base Height (CBH) - RWY28 is 200FT or below; or,

c. Visibility conditions decrease rapidly;

Irrespective of the serviceability state of the ILS, lighting, stand-by power, etc. Pilots will be informed when these procedures are in use by RTF if ATIS is unserviceable through the message " ATC LOW VISIBILITY PROCEDURES IN FORCE".

1.3 ATC Low Visibility Procedures

a. Ground Safeguarding Procedures will ensure that ILS protection areas (Critical and Sensitive) are clear of (KNOWN) traffic before issuing the landing clearance (never after 2NM final).

b. When the aircraft reaches that point and landing clearance cannot be issued, it will be instructed to carry out a missed approach procedure.

c. Any incident detected that may affect the Low Visibility Procedures or any change of the operational minima will be communicated, immediately, to ATC units involved.

d. Pilots will be informed by ATC of any unserviceabilities in the promulgated facilities so that they can amend their minima, if necessary, according to their operations manual.

e. A change in operation, if caused by a failure expected to last more than one hour, will be promulgated by a NOTAM.

f. Aircraft awaiting weather improvement in the holding area will be stacked from FL070 upward.

g. Pilots shall report RWY ILS Localizer Sensitive Area vacated when aircraft passes the last alternate green yellow TWY centreline lights.

1.4 Runway Visual Range

Runway Visual Range values will be reported by ATC for TDZ (Touchdown) RWY 28.
For any of the two other positions, MID (Midpoint) and END (Stop-end), ATC will only report their RVR values if they are:

a. Less than the value reported for TDZ and less than 800M;

b. less than 350M, or;

c. requested by the pilot.

1.5 Practice CAT II Approaches

Pilots who wish to practice CAT II approaches are to request practice CAT II approaches, on initial contact with FARO APPROACH (e.g. "REQUEST PRACTICE CAT II APPROACH").
For practice approaches there is no guarantee that the full safeguarding procedures will be applied and pilots should anticipate the possibility of resultant ILS signal disturbance.

2. STANDARD INSTRUMENT DEPARTURES FROM FARO AERODROME

GENERAL REMARKS:

NON RNAV1-GNSS equipped aircraft shall advise ATC when requesting ATC CLR, and expect alternative instructions.

RADAR VECTORING:

Radar Vectoring involving deviation from SID may be used by Faro Approach to expedite traffic.

RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk A7600:

1. Fly at/to the last assigned and acknowledged level or to the level of SID if is higher than the last assigned level until passing 30 NM DME VFA DVOR/DME;

2. Thereafter adjust level and speed in accordance with the filed flight plan;

3. If being radar vectored or proceeding offset, when passing 30 NM DME VFA DVOR/DME, rejoin the current flight plan route and proceed in accordance with item 2 above;

4. If cleared DCT to..., fly at/to the assigned and acknowledged level or to FL060, whichever is higher, until passing 30 NM DME VFA DVOR/DME, maintain the current flight plan route and proceed in accordance with item 2 above.

See also STANDARD INSTRUMENT DEPARTURE (SID) charts.

3. RNAV DEPARTURE ROUTES FROM FARO AERODROME

GENERAL REMARKS:

NIL

RADAR VECTORING:

Radar Vectoring involving deviation from SID may be used by Faro Approach to expedite traffic.

RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk A7600:

1. Fly at/to the last assigned and acknowledged level or to the level of SID if is higher than the last assigned level until passing 30 NM DME VFA DVOR/DME;

2. Thereafter adjust level and speed in accordance with the filed flight plan

3. If being radar vectored or proceeding offset, when passing 30 NM DME VFA DVOR/DME, rejoin the current flight plan route and proceed in accordance with item 2 above.

4. If cleared DCT to..., fly at/to the assigned and acknowledged level or to FL060, whichever is higher, until passing 30 NM DME VFA DVOR/DME, maintain the current flight plan route and proceed in accordance with item 2 above.

See also RNAV SID charts.

4. RNAV ARRIVAL ROUTES TO FARO AERODROME

GENERAL REMARKS

NON-GNSS equipped aircraft shall proceed to VFA DVOR/DME and expect ATC instructions for final approach.

SPEED ADJUSTMENT:

See ENR section 1.5, sub-section 1.5.4 paragraph 2a)

RADIO COMMUNICATIONS FAILURE:

In the event of RCF, squawk A 7600, fly at/to last assigned Level to VFA DVOR/DME and, over holding pattern, at ETA according CPL or EAT (when received and acknowledged), start descend to initial approach altitude to carry out a standard IFR approach according to IAC.

For aircraft equipped with onboard telephone, dial +351 289 89 41 63.

See also RNAV STAR charts.

5. NON-RNAV ARRIVAL ROUTES TO FARO AERODROME

NON-RNAV aircraft shall proceed to VFA DVOR/DME and expect ATC instructions for final approach.

NON-GNSS equipped aircraft shall proceed to VFA DVOR/DME and expect ATC instructions for final approach.

6. CONTINUOUS DESCENT OPERATIONS (CDO)

General Procedures

All STAR with designation K (KILO) are associated with CDO. Aircraft inbound Faro Airport performing SOTEX5K, ODEMI5K and ALAGU5K STAR will carry out a Continuous Descent Operation and will be required to comply with the following procedures:

- CDO authorized upon ATC approval;

- CDO are authorized from the point marked in the respective STAR charts as “CDO Start” forward;
- A maximum 3.3º and minimum 2º slope must be respected;
- The 2º slope ends at point 2NM from FAP/FAFto allow for deceleration;
- Distance to go (DTG) referred to the THR is provided to pilots in the STAR chat in order to achieve a CDO.
- When planning CDO STAR vertical profile, an explicit ATC descent is always required.

Phraseology

The appropriate phraseology is as follows:

The crew makes a request for the CDO, before SOTEX, ODEMI and ALAGU:

Pilot request to ATC
«[Concerned ATC Sector], **TAP1245, requesting C-D-O Runway [28 or 10]»**

[Concerned ATC Sector] **replies as follows:**
a) «TAP 1245, unable to approve CDO (reason), cleared/fly to...(Standard STAR)»
b) «TAP 1245, cleared for =====K»

Radio Communications Failure

In the event of RCF, squawk A 7600, fly at/to last assigned Level to VFA VOR/DME and, over holding pattern, at ETA according CPL or EAT (when received and acknowledged), start descend to initial approach altitude to carry out a standard IFR approach according to IAC.

For aircraft equipped with onboard telephone, dial +351 289 89 41 63.

See also RNAV CDO STAR charts.

7. HOLDING PROCEDURES

HLDG ID/FIX/WPT Coordinates	INBD TR (MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG LVL FL/FT (MSL)	TIME (MIN) or DIST OUBD
FARO/VFA FARO DVOR/DME 370049N0075830W	282°	LEFT	230	3000 FT ALT FL 140	1 MIN
FARO/VFA FARO DVOR/DME 370049N0075830W	102°	RIGHT	230	3000 FT ALT FL 140	1 MIN
FARO/VFA FARO DVOR/DME 370049N0075830W	282°	LEFT	280	FL 150 FL 999	1.5 MIN
FARO/VFA FARO DVOR/DME 370049N0075830W	102°	RIGHT	280	FL 150 FL 999	1.5 MIN
GEBTI GEBTI 365906N0074109W RDL098-DME14 VFA DVOR/DME	278°	LEFT	230	3000 FT ALT FL 140	5 NM
GENRO GENRO 371135N0073653W	167°	RIGHT	230	4000 FT ALT FL 140	1 MIN
GIMAL GIMAL 364552N0080021W RDL187-DME15 VFA DVOR/DME	007°	RIGHT	230	3000 FT ALT FL 140	5 NM
GIMAL GIMAL 364552N0080021W RDL187-DME15 VFA DVOR/DME	007°	RIGHT	265	FL 150 FL 220	10 NM

HLDG ID/FIX/WPT Coordinates	INBD TR (MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG LVL FL/FT (MSL)	TIME (MIN) or DIST OUBD
NOKSO NOKSO 370502N0085647W	098°	RIGHT	230	FL 100 FL 140	1 MIN
VENOL VENOL 370424N0081524W RDL286-DME14 VFA DVOR/DME	106°	RIGHT	230	3000 FT ALT FL 140	5 NM
USALU USALU 371320N0081801W RDL310-DME20 VFA DVOR/DME	130°	RIGHT	230	5000 FT ALT FL 140	5 NM
USALU USALU 371320N0081801W RDL310-DME20 VFA DVOR/DME	130°	RIGHT	240	FL 150 FL 200	8.5 NM
USALU USALU 371320N0081801W RDL310-DME20 VFA DVOR/DME	130°	RIGHT	265	FL 210 FL 220	10 NM

LPFR AD 2.23 ADDITIONAL INFORMATION

1. Bird hazard warning

The birds activity is characterized by the presence of sea and colonial birds permanently in the vicinity of the airfield area, mainly during the Spring/Summer periods. Birds activity increases two hours before sunrise and sunset. Typical flight profiles predominantly East-West and North-South at highs between 10 meters (33FT) and 70 meters (230FT). Specific specimen groups reach 300 meters (1000FT) high during migration periods.

Gas cannon devices installed around runway 28/10 and automatically activated during Airport Operational Hours. Pilots are advised that birds may not be promptly detected.

During daylight Falconry is also used, with predatory birds, such as Falcons and Hawks to drive birds away. For bird dispersal

purposes, it’s possible to broadcast alarm and distress calls, use automatic LP gas exploders and laser bird dispersal.

2. Handling services

All commercial aircraft operating in FARO Aerodrome must be represented by one of the agents mentioned on the list below.

Taxi/private crews are advised to contact agent before operation. Crew, Passengers and baggage transportation is only provided by full handling agents. Cargo handling is only provided by full handling agents.

Suppliers of Ground Handling Services:

GROUNDFORCE
Phone: + 351 289800750
Phone: + 351 969606466 (mobile)
SITA: FAOEXHX
Email: hoc.fao@groundforce.pt

VHF Frequency: 131.480 MHZ

PORTWAY HANDLING DE PORTUGAL S.A.
Phone: + 351 289889401
Fax: + 351 289889403
SITA: FAOKOXH
SITA: FAOKRXH
SITA: FAOKLXH
Email: faro.ops@portway.pt

VHF Frequency: 131.875 MHZ Call sign “Portway Faro”

Suppliers of Ground Handling Services for General Aviation (GA) / Business Aviation (BA) (AIRCRAFT up to 10 tons or 20 available seats):

ELITESKY
Phone: +351 939495360 (mobile)
Email: fao@elitesky.pt
Email: rodrigo.cintra@elitesky.pt

VHF Frequency: Not Available

OMNI
Phone: +351 914641743 (mobile)
Fax: + 351 289800788
Email: fao@omnihandling.com

VHF Frequency: 123.755 MHZ

SAFEPORT

Phone: + 351 289150200
Phone: +351 910285371 (mobile)
Email: faro@safeport.aero

VHF Frequency: 123.025 MHZ

SKY VALET
Phone: +351 910996234 (mobile)
Fax: + 351 289094867
Email: lpfr@jetbase.biz
AFS: KLISJBFX
VHF Frequency: Not Available

Suppliers of Ground Administration and Supervision:

GROUNDLINK

Phone: + 351 911502373 (mobile)
Email: faohandling@groundlink.eu
Email: office@groundlink.eu
PTS - PORTUGAL TOURIST SERVICES
Phone: +351 914395999 (mobile)
Fax: +351 289818381
SITA: FAOUGCR
Email: ptsfaro@mail.telepac.pt
VHF Frequency: Not Available

Self - Handling:
RYANAIR
Phone: +351 968867017 (mobile)
Phone: +351 289247025
SITA: FAOGLXH
Email: faoops@groundlink.eu
VHF Frequency: 131.410 MHZ Call sign “Ryanair Faro Operations”

LPFR AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
AERODROME CHART- ICAO	LPFR AD 2.24.01-1

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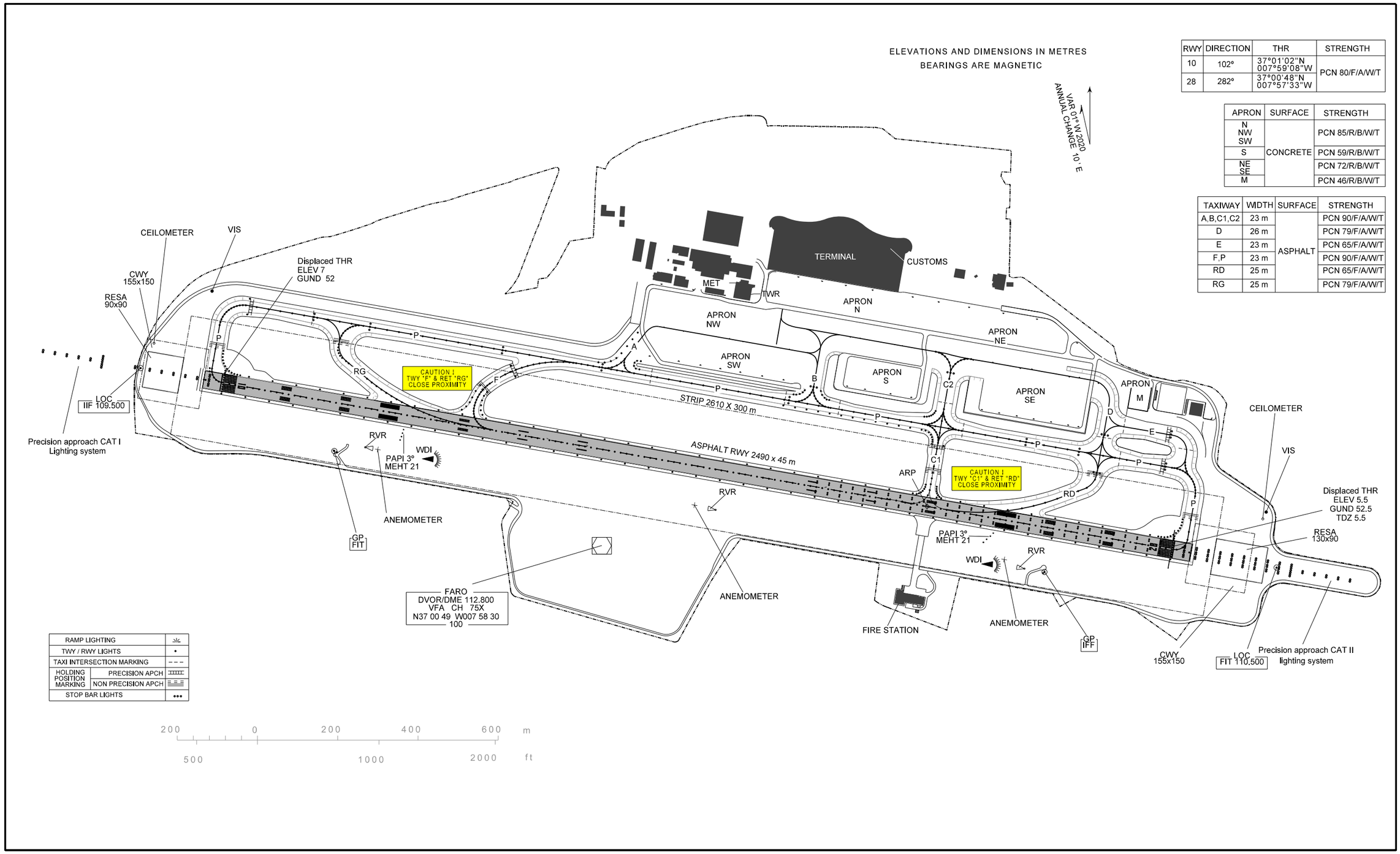
AERODROME CHART - ICAO | 37°00'52"N 007°57'57"W | ELEV 7 m | FARO ARR INFORMATION 124.205 FARO DEP INFORMATION 121.560 | FARO GROUND 118.580 FARO TOWER 120.755

FARO, Gago Coutinho (LPFR)



RWY	DIRECTION	THR	STRENGTH
10	102°	37°01'02"N 007°59'08"W	PCN 80/F/A/W/T
28	282°	37°00'48"N 007°57'33"W	

APRON	SURFACE	STRENGTH
N NW SW	CONCRETE	PCN 85/R/B/W/T
S		PCN 59/R/B/W/T
NE SE		PCN 72/R/B/W/T
M		PCN 46/R/B/W/T

TAXIWAY	WIDTH	SURFACE	STRENGTH
A,B,C1,C2	23 m	ASPHALT	PCN 90/F/A/W/T
D	26 m		PCN 79/F/A/W/T
E	23 m		PCN 65/F/A/W/T
F,P	23 m		PCN 90/F/A/W/T
RD	25 m		PCN 65/F/A/W/T
RG	25 m		PCN 79/F/A/W/T

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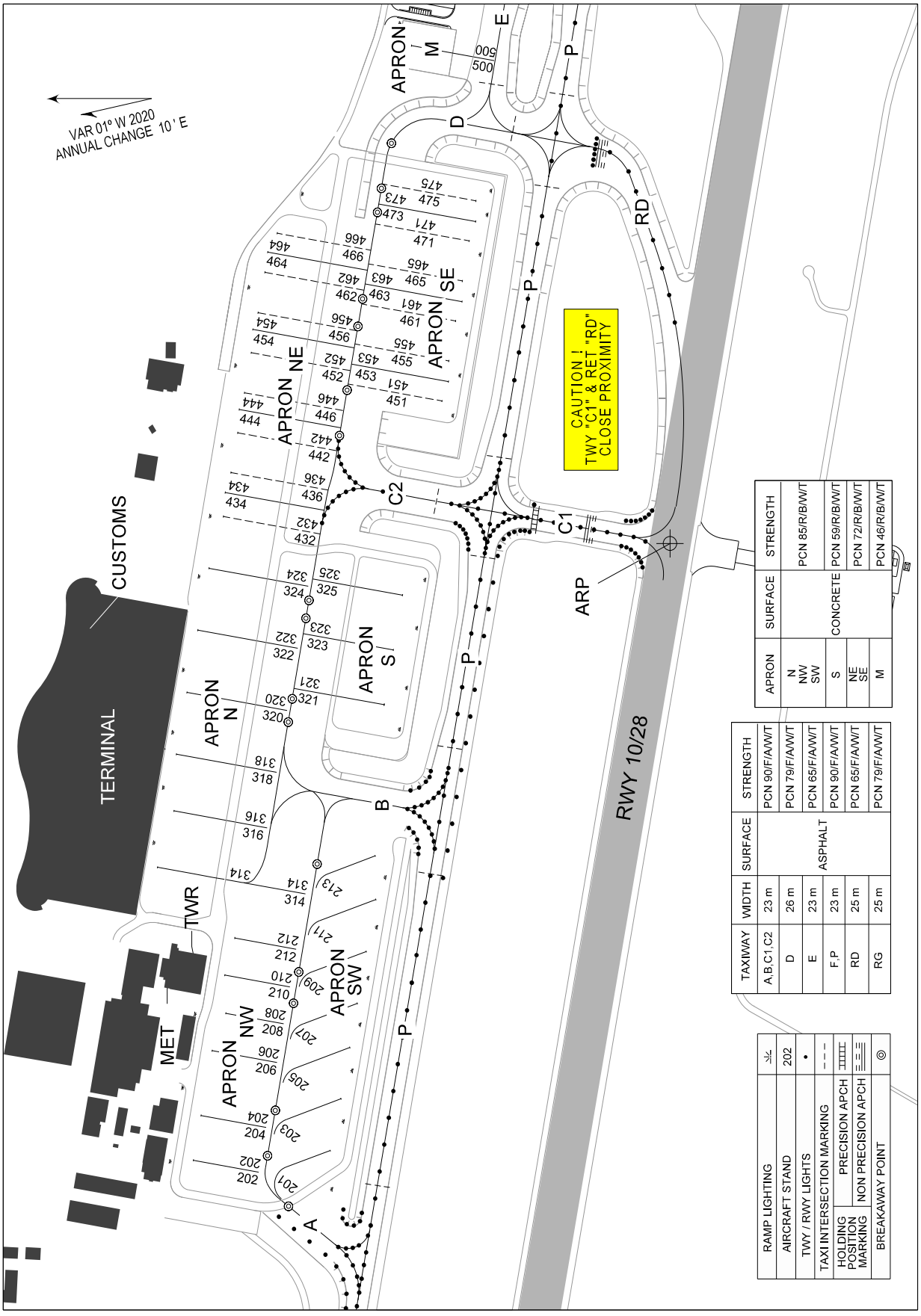

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RAMP	STAND	INS COORDINATES		ELEVATION (M AMSL)	ACFT TYPE (CRITICAL)	PUSHBACK TO TWY/TAXILANE
SW	201	370104.16N	0075823.55W	6.34	E190	Nose-in
	203	370103.78N	0075821.30W	6.32	A321	
	205	370103.46N	0075819.08W	6.33	E190	
	207	370103.19N	0075817.17W	6.32	A321	
	209	370102.87N	0075814.93W	6.34	A321	
	211	370102.51N	0075812.67W	6.32	A321	
	213	370102.53N	0075810.79W	6.39	E190	
NW	202	370109.08N	0075823.96W	7.53	B752	
	204	370108.81N	0075822.01W	7.57	B752	
	206	370108.40N	0075819.21W	7.53	B752	
	208	370107.91N	0075817.59W	7.51	E190	
	210	370107.94N	0075815.94W	7.55	A20N	
	212	370107.58N	0075814.33W	7.50	E190	
N	314	370110.26N	0075811.28W	7.21	B744	
	316	370109.74N	0075808.83W	7.23	B753	
	318	370109.44N	0075806.42W	7.22	A333	
	320	370109.06N	0075803.73W	7.21	B763	
	322	370108.85N	0075801.00W	7.17	B744	
	324	370108.29N	0075758.35W	7.24	B753	
S	321	370102.22N	0075804.21W	6.75	MD11	
	323	370101.88N	0075801.84W	6.74	MD11	
	325	370101.57N	0075759.46W	6.74	MD11	
NE	432	370107.97N	0075756.05W	7.10	B739	
	434	370107.80N	0075755.08W	6.74	B744	
	436	370107.70N	0075754.14W	6.61	B739	
	442	370107.45N	0075752.42W	6.13	B739	
	444	370107.40N	0075751.41W	5.82	B744	
	446	370107.21N	0075750.69W	5.67	B739	
	452	370106.96N	0075748.95W	5.19	B739	
	454	370106.90N	0075747.95W	4.93	B744	
	456	370106.72N	0075747.22W	4.78	B739	
	462	370106.47N	0075745.47W	4.42	B739	
	464	370106.36N	0075744.60W	4.25	B744	
	466	370106.02N	0075743.78W	4.09	B739	
SE	451	370100.09N	0075751.07W	5.05	B739	
	453	370059.85N	0075750.23W	4.92	B744	
	455	370059.87N	0075749.33W	4.84	B739	
	461	370059.63N	0075747.60W	4.63	B739	
	463	370059.39N	0075746.75W	4.50	B744	
	465	370059.38N	0075745.86W	4.41	B739	
	471	370059.15N	0075744.13W	4.28	B739	
	473	370058.90N	0075743.29W	4.21	B744	
	475	370058.90N	0075742.39W	4.21	B739	
M	500	370101.19N	0075735.67W	4.85	B739	

AD 2 AERODROMES

LPFL AD 2.

LPFL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LPFL - FLORES

LPFL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 392729N LONG: 0310756W Intersection RWY 18/36 with Taxiway 'A' 340M From THR 18
2	Direction and distance of ARP from city or town	1KM (0.54NM) North from Santa Cruz das Flores
3	Elevation/Reference temperature	33M / 108FT 25.8º (AUG)
4	Geoid undulation at aerodrome elevation position	58M
5	MAG VAR/Annual change	13ºW (2020) /0.17º decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: ANA Aeroportos de Portugal, SA Aeroporto das Flores Ilha das Flores - Açores 9970-320 – SANTA CRUZ DAS FLORES Phone: Administration: +351 292592212 OPS: +351 292592280 Fax: Administration: +351 292592243 OPS: +351 292592065 AFS: LPFLYDYA Email: flores.airport@ana.pt URL: http://www.ana.pt
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

LPFL AD 2.3 OPERATIONAL HOURS

1	AD Administration*	Aerodrome Operational Hours: • MON-FRI: 10:30-17:30 (9:30-16:30) • SAT: 14:30-16:30 (13:30-15:30) • SUN: Aerodrome closed
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	AIS available through ARO Portugal (see GEN 3.1)
5	ATS Reporting Office (ARO)	ARO available through ARO Portugal (see GEN 3.1)
6	MET Briefing Office	08:00-18:00
7	ATS	HO
8	Fuelling	NIL
9	Handling	HO
10	Security	HS
11	De-icing	NIL

12	Remarks	*Aerodrome operational hours extension or reopening are available, subject to GEN 4.1 and to the following conditions: • Any request for reopening must be submitted to Aerodrome Director, the day before of the planned flight and at least one hour prior the Aerodrome closure. • Any request for extension must be submitted to Aerodrome Director at least one hour prior Aerodrome closure. • Emergency flights must contact Aerodrome Director at least one hour prior the planned flight.

LPFL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Fork Lift: 1 Ton Sufficient number of various vehicles and Equipment
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LPFL AD 2.5 PASSENGER FACILITIES

1	Hotels	In Town: 113 beds
2	Restaurants	In Town: 180 meals per hour
3	Transportation	Taxis and Rent-a-car
4	Medical facilities	Hospital in Town: 1KM (0.54NM) from Aerodrome
5	Bank and Post Office	In Town
6	Tourist Office	In Town
7	Remarks	NIL

LPFL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within AD HR: CAT 4 CAT 5 and CAT 6 available by prior arrangements with Airport Director.
2	Rescue equipment	Flashing-hand lamps, Hammer 1.8KG, Blanket fire resisting, Pliers 17.8cm side cutting, Screwdrivers assorted (set), chocks 10cm high. Oxygen inhaler, Hydraulic forcing tool, Medical first aid kit, protective clothing and Stretcher. RIB with 5 Life rafts for 10 Pax each, 1 Life raft for 5 Crew, Medical first aid kit, 8 adult Life jackets.
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

LPFL AD 2.7 RUNWAY SURFACE CONDITION ASSESSEMENT AND REPORTING AND SNOW PLAN

1	Type(s) of clearing equipment	NIL
2	Clearance priorities	NIL
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
5	Remarks	For further information, see also Section AD 1.2.2. - RUNWAY SURFACE CONDITIONS ASSESSMENT AND REPORTING AND SNOW PLAN.

LPFL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength		**APRON**	**SURFACE**	**STRENGTH**	
			A	Asphalt	PCN 31/F/B/W/T	
2	Taxiway width, surface and strength		**TAXIWAY**	**WIDTH**	**SURFACE**	**STRENGTH**
			A	15M	Asphalt	PCN 23/F/C/W/T
3	Altimeter checkpoint location and elevation		THR 18 - 29M (97FT) THR 36 - 32M (104FT)			
4	VOR checkpoint locations		Not established			
5	INS Checkpoints positions	RAMP/ STAND	INS COORDINATES	ELEVATION (M/AMSL)	ACFT TYPE (CRITICAL)	**REMARKS**
		1	392730.39N 0310751.51W	29,49M	ATP	
6	Remarks	NIL				

LPFL 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 at aircraft stands	Taxiway guidelines Apron Guideline
2	RWY/TWY markings and lights	RWY Markings: Runway designation, Runway centre line, Displaced Threshold, Runway Edge, Runway End as appropriate, Touchdown Zone. Taxiway Markings: Taxiway Centre Line, Taxiway Edge, Holding position at Taxiway. Runway / Taxiway Lights: NIL
3	Stop bars	NIL
4	Remarks	NIL

LPFL AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at aerodrome	
1			2	
RWY/Area affected	Obstacle type Elevation Marking/Lighting	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates
a	b	c	a	b
18 / 36	Buildings 71M (233FT)		TV Mast 243M (797FT) LGT	392701N0310756W
3	Remarks			

LPFL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Flores AMS
2	Hours of service	08:00-18:00
3	Office responsible for TAF preparation Periods of validity	CPVM-AERO MWO/AMO 9 HR - issuance every 3 hours during operations hours (see GEN 3.5.4)
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Briefing on observed meteorological conditions: personal or by phone. Briefing on expected meteorological conditions by phone provided by the CPVM-AERO MWO/AMO (see GEN 3.5.4)
6	Flight documentation Language(s) used	C, CR English, Portuguese
7	Charts and other information available for briefing or consultation	P, S, SWH, SWM, W
8	Supplementary equipment available for providing information	Self-briefing
9	ATS units provided with information	Flores TWR and APP
10	Additional information (limitation of service, etc.)	FLORES AMS Phone: +351 292 592 161 Email: lpfl@ipma.pt CPVM-AERO MWO/AMS Phone: +351 218 474 58 Fax: +351 218 402 370 Email: met.aero@ipma.pt

AD 2 AERODROMES

LPGR AD 2

LPGR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LPGR - GRACIOSA

LPGR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 390533N LONG: 0280143W Intersection Runway 09/27 Centre line with Taxiway A Centre line
2	Direction and distance of ARP from city or town	2 KM (1 NM) WNW from Santa Cruz da Graciosa
3	Elevation/Reference temperature	26M / 86 FT 24º C (AUG)
4	Geoid undulation at aerodrome elevation position	59M
5	MAG VAR/Annual change	10º W (2020) / 0.17º decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	AD ADMINISTRATION Post: SATA Gestão de Aeródromos SA Avenida Infante D. Henrique, 55 9500-150 PONTA DELGADA Azores - Portugal Phone: +351 296209710, +351 296209711 Fax: +351 296672090 Email: sga@sata.pt AD AIRPORT OPERATIONS MANAGER Post: Aeroporto da Ilha da Graciosa Estrada do Aeroporto 9880-343 SANTA CRUZ DA GRACIOSA Azores - Portugal Phone: +351 295730177 Phone: + 351 917949075 Fax: +351 295732203 Email: lpgrydya@sata.pt SITA: GRWSAXH AFS: NIL
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	NIL

LPGR AD 2.3 OPERATIONAL HOURS

1	AD Administration	AD Operational hours: MON-FRI 10:00-13:00 and 15:00-18:00 (09:00-12:00 and 14:00-17:00) AD Administration: Working days 10:00-18:00 (09:00-17:00)
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	AIS available through ARO Portugal (see GEN 3.1)
5	ATS Reporting Office (ARO)	ARO available through ARO Portugal (see GEN 3.1)
6	MET Briefing Office	Monday to Friday: 10:00-13:00 (09:00-12:00) and 15:00-18:00 (14:00-17:00)

7	ATS*	HO
8	Fuelling	NIL
9	Handling	HO
10	Security	HO
11	De-icing	NIL
12	Remarks	Aerodrome operational extension or reopening subject to following conditions: -Other periods under PPR to the Aerodrome Director at least two hours before the planned flight. - PPR to the Aerodrome Director until FRIDAY 17:00 (16:00) to reopening operation on weekend. * AFIS only

LPGR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Available by SATA Air Açores
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	Oxygen and related servicing: NIL

LPGR AD 2.5 PASSENGER FACILITIES

1	Hotels	Residentials in City (Santa Cruz da Graciosa)
2	Restaurants	Restaurants in City (Santa Cruz da Gaciosa)
3	Transportation	Buses, Taxis and Rent a Car
4	Medical facilities	Hospital in Santa Cruz da Graciosa (2KM from Aerodrome).
5	Bank and Post Office	Banks in City (Santa Cruz da Graciosa) Post Office in City (Santa Cruz da Graciosa)
6	Tourist Office	Tourist Office in City (Santa Cruz da Graciosa)
7	Remarks	NIL

LPGR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 6
2	Rescue equipment	YES 1 vehicle with 6.000 litres of capacity - E-ONE HPR 1 vehicle with 6.000 litres of capacity - E-ONE
3	Capability for removal of disabled aircraft	NIL
4	Remarks	Fire Station Phone: + 351 295730179

LPGR AD 2.7 RUNWAY SURFACE CONDITION ASSESSEMENT AND REPORTING AND SNOW PLAN

1	Type(s) of clearing equipment	NIL
2	Clearance priorities	NIL
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
5	Remarks	For further information, see also Section AD 1.2.2. - RUNWAY SURFACE CONDITIONS ASSESSMENT AND REPORTING AND SNOW PLAN.

LPGR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron Surface and Strength	**APRON**	**SURFACE**	**STRENGTH**	
		ALPHA	ASPH	PCN 18/F/A/W/T	
2	Taxiway width, surface and strength	**TAXIWAY**	**WIDTH**	**SURFACE**	**STRENGTH**
		ALPHA	23M	ASPH	PCN 18/F/A/W/T
3	Altimeter Checkpoint location and elevation	**LOCATION**		**ELEVATION**	
		THR 09		25M / 81FT	
		THR 27		26M / 85FT	
4	VOR Checkpoint locations	NIL			
5	INS Checkpoint positions	NIL			
6	Remarks	NIL			

LPGR 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 at aircraft stands	Taxiway guidelines
2	RWY/TWY markings and lights	Markings: Runway: Runway designation, Runway Center Line, Threshold, Runway Edge. Taxiway: Centre Line and Holding Position Lights: Runway: Threshold Wings, Threshold and Runway End (REIL-RWY 27) Taxiway: NIL
3	Stop bars	NIL
4	Remarks	NIL

LPGR AD 2.10 AERODROME OBSTACLES

In Area 2					
Obst. ID Designation	**Obst. Type**	**Obst. Position**	**Elevation / HGT**	**Markings Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LPGR 01	Terrain Hill	390540N 0280237W*	93M/	NIL	* Transformed coordinates
LPGR 02	Terrain Hill	Not Available	33M/	NIL	NIL
LPGR 03	Antenna	390451.0N 0280012.8W	178M/	Fixed Red Light	NIL
LPGR 04	Antenna	390504.5N 0280108.8W	134M/	Fixed Red Light	NIL
LPGR 05	Terrain Hill	390448.0N 0280157.0W	122M/	NIL	NIL
LPGR 06	Terrain Hill	390441.5N 0280238.6W	156M/	NIL	NIL

In Area 3					
Obst. ID Designation	**Obst. Type**	**Obst. Position**	**Elevation / HGT**	**Markings Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
NIL	NIL	NIL	NIL	NIL	NIL

LPGR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	GRACIOSA AMS
2	Hours of service	Monday to Friday: 10:00-13:00 (09:00-12:00) and 15:00-18:00 (14:00-17:00)
3	Office responsible for TAF preparation Periods of validity	NIL
4	Trend Forecast Interval of issuance	NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Graciosa AFIS
10	Additional information (limitation of service, etc.)	GRACIOSA AMS: Phone: +351 295712469 Email: lpgr@ipma.pt

LPGR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY End COORD THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APCH RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
09	77.41	1268 x 30	PCN 18/F/A/W/T ASPH	THR 390527.25N 0280213.38W GUND 59M	THR 25M	+0.09%
27	257.41			THR 390536.18N 0280121.87W GUND 59M	THR 26M	-0.09%

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
09	NIL	NIL	1388X120*	NIL	NIL	* First 120M of Strip RWY27 with reduced width
27		NIL		NIL	NIL	

LPGR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	1326*	1326*	1326*	1268	* Including RWY starter extension of 58M
27	1326*	1326*	1326*	1268	

LPGR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH light Type / Length / Intensity	THR Light colour/WBAR	VASIS (MEHT) PAPI	TDZ length	RWY Centre Line Lights Length / spacing / colour/ Intensity	RWY edge Lights Length / spacing / colour/ Intensity	RWY End Lights Colour / WBAR	SWY Light Length / Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	NIL	GRN ———	PAPI Slope 3 LEFT Side MEHT 48FT	NIL	NIL	NIL	RED ———	NIL	NIL
27	NIL	GRN ———	PAPI Slope 3º LEFT Side MEHT 48FT	NIL	NIL	NIL	RED ———	NIL	REIL (Runway End Identification lights)

LPGR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and lighting Anemometer location and lighting	NIL Two Anemographs: Anemograph RWY 27: 390535.53N 0280140.48W Anemograph RWY 09: 390526.37N 0280205.25W
3	TWY edge and centre line lighting	NIL
4	Secondary power supply/switch-over time	NIL
5	Remarks	NIL

LPGR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	NIL
2	TLOF and/or FATO elevation	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APCH and FATO lighting	NIL
7	Remarks	NIL

LPGR AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Graciosa ATZ 390736N 0280734W - 390921N 0275732W - 390555N 0275633W - 390411N 0280635W - 390736N 0280734W
2	Vertical limits	SFC / 1000FT AGL
3	Airspace classification	G
4	ATS unit call sign / Language(s)	Graciosa Information / PT, EN
5	Transition altitude	* 5000FT
6	Remarks	* In accordance with instrument approach chart Opening of the aerodrome due to emergencies, extension or anticipation involves the activation of the ATZ, in coordination with Horta TWR.

LPGR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
AFIS	Graciosa Information	122.900MHZ	HO	NIL

LPGR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
L (10ºW / 2020)	GC	428KHZ	H24	390537.8N 0280150.9W	NIL	Coverage: 25NM

LPGR AD 2.20 LOCAL AERODROME REGULATIONS

1. Limitations on use of aerodrome

The Aerodrome is an UNCONTROLLED Aerodrome.

AD available for VMC operations only.

Operators should pay attention for the existence of former horizontal markings (paintings).

LPGR AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LPGR AD 2.22 FLIGHT PROCEDURES

1. General

All authorizations must be obtained through LAJES Approach. (see LPLA AD-2.18)
Due to High Terrain, Flights are not allowed south of Runway 09/27.
All ACFT (Including ULM) Operating at ATZ are subject to the following conditions:

- Submission of a Flight Plan
- Transponder Mode C or S equipped
- Two Way radio communications equipped

Helicopters may operate in Graciosa ATZ in less than 1500M but not less than 800M flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision. Flight visibility lower than 800M for short periods during daylight, when in sight of land, are permitted for special cases, such as medical flights, search and rescue operations and fire-fighting.
Low level over water flights out of sight of land are also permitted if conducted under VFR when the cloud ceiling is greater than 600FT by day and 1200FT by night.

The airspace is uncontrolled. However, when the meteorological conditions of the aerodrome are below VMC minima any aircraft, with suitable equipment, may execute, pending on traffic conditions, an approach procedure based on radio navigation aid, applying the published minima in the Instrument Approach Chart of the aerodrome.

2. Arrivals

1. Traffic Pattern on the North Side of Runway 09/27.

3. Departures

1. Take-off RWY 09 - Maintain runway heading until passing 1000FT, using QNH, then turn right. Keep coast line to your right side and maintain VMC until receive ATC clearance by Lajes Approach.
2. Take-off RWY 27 - Maintain runway heading until passing 1000FT, using QNH, then turn right. Keep coast line to your right side and maintain VMC until receive ATC clearance by Lajes Approach.

4. Holding Procedures

HLDG ID/FIX/WPT Coordinates	INBD TR (MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG LVL FL/FT (MSL)	TIME (MIN) or DIST OUBD
GRACIOSA/GC GRACIOSA L 390538N0280151W	081°	LEFT	170	3000 FT ALT FL 090	1 MIN

LPGR AD 2.23 ADDITIONAL INFORMATION

Potentially Dangerous Activities

Launch of unmanned Balloon flights (Atmospheric Research).

Bird Hazard warnings

Danger of collision with birds during taxiing, take-off or landing operations.

LPGR AD 2.24 CHARTS RELATED TO THE AERODROME

Name	Page
AERODROME CHART- ICAO	LPGR AD 2.24.01-1
INSTRUMENT APPROACH CHART - ICAO (L RWY 27 CAT A-B)	LPGR AD 2.24.12 -1
INSTRUMENT APPROACH CHART - ICAO (RNP RWY 09 CAT A-B)	LPGR AD 2.24.12 -3
INSTRUMENT APPROACH CHART - ICAO (RNP RWY 27 CAT A-B)	LPGR AD 2.24.12 -5

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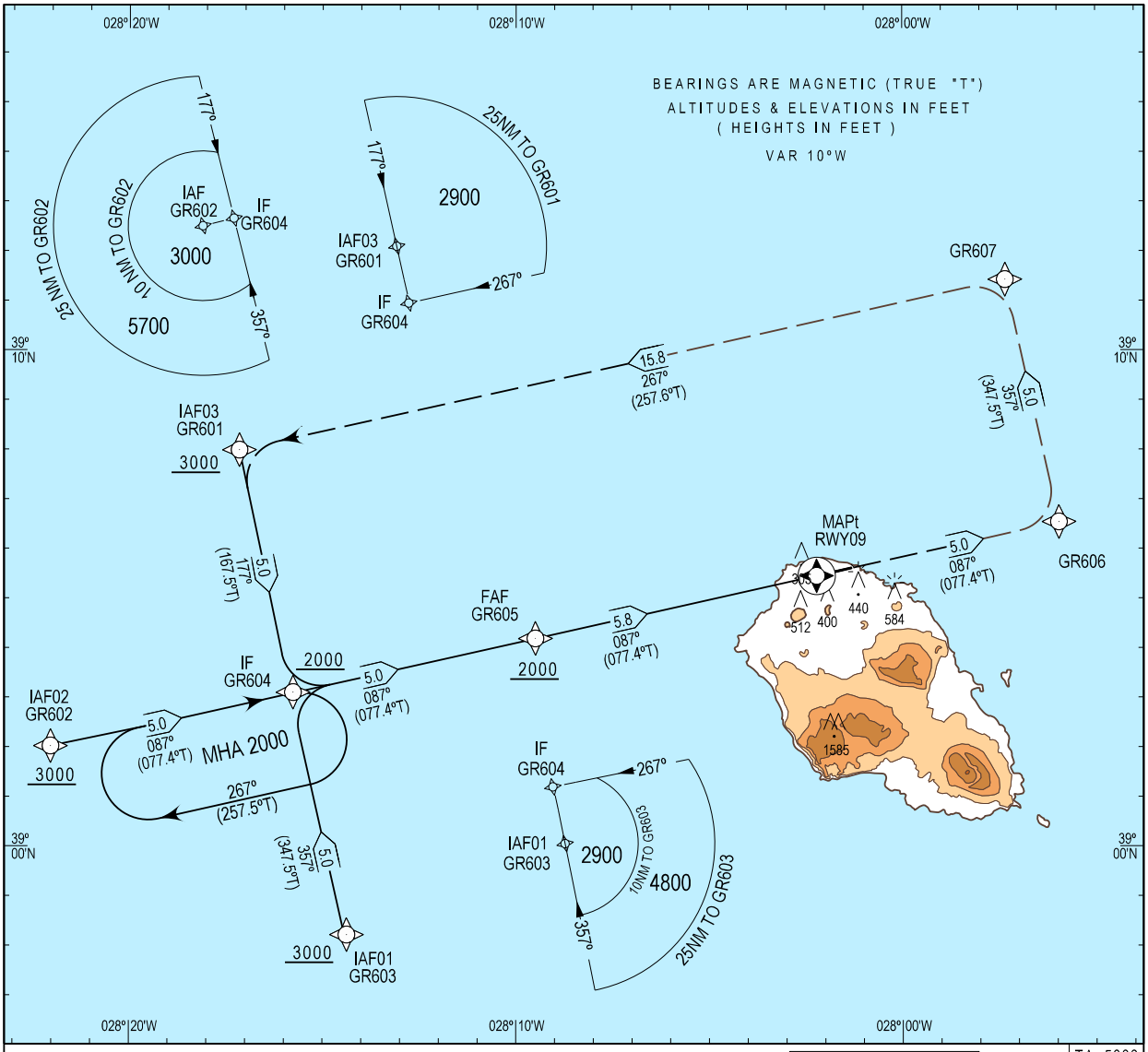
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 86 ft
HEIGHTS RELATED
THR RWY 09 - ELEV 81 ft

GRACIOSA INFORMATION 122.900
LAJES APPROACH 135.000
HORTA APPROACH 120.600

GRACIOSA (LPGR)

RNP
RWY 09
CAT A-B

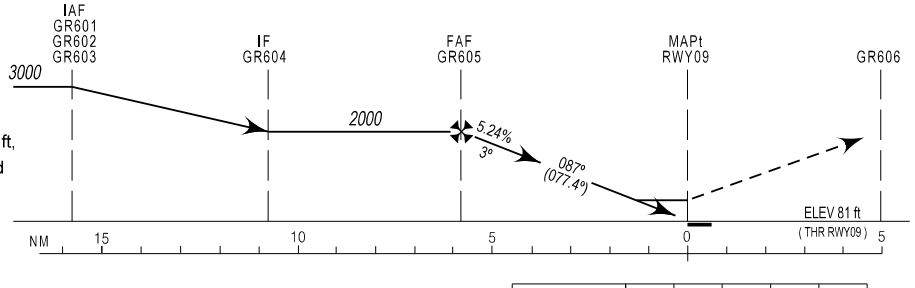


MISSED APPROACH:
Climb straight ahead to GR606, turn left to GR607 at 2000 ft, then turn left to GR601 at 3000 ft, and contact ATC.

RCF:
Squawk 7600. Climb straight ahead to GR606, turn left to GR607 at 2000 ft, then turn left to GR601 at 3000 ft, and perform another approach.

BARO-VNAV MINIMUM
TEMPERATURE : +5°C

TA: 5000



DIST THR NM	5	4	3	2	1
Altitude (height)	1746 (1665)	1419 (1338)	1095 (1014)	772 (691)	451 (370)

CAT	LNAV/VNAV		LNAV		CIRCLING NORTH		CIRCLING SOUTH	
	DA/H	OCH	MDA/H	OCH	MDA/H	OCH	MDA/H	OCH
A B	650 (569)	565	770 (689)	686	770 (689)	—	NOT AUTHORIZED	

Speed	kt	80	100	120	130
Rate of descent (5.2%)	ft / min	495	530	635	690

New IAP.

Instrument Approach Procedure Coding Table											
LPGR RNP RWY09 (IAF1 GR603)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	GR603	IAF	No	385813.31N	-	-	-	-	-	-	RNP APCH
				0281422.35W	-			3000			
TF	GR604	IF	No	390306.48N	357	5.0	-	-	-	-	RNP APCH
				0281545.61W	(347.5)			2000			

Instrument Approach Procedure Coding Table											
LPGR RNP RWY09 (IAF2 GR602)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	GR602	IAF	No	390201.32N	-	-	-	-	-	-	RNP APCH
				0282201.49W	-			3000			
TF	GR604	IF	No	390306.48N	087	5.0	-	-	-	-	RNP APCH
				0281545.61W	(077.4)			2000			

Instrument Approach Procedure Coding Table											
LPGR RNP RWY09 (IAF3 GR601)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	GR601	IAF	No	390759.63N	-	-	-	-	-	-	RNP APCH
				0281709.06W	-			3000			
TF	GR604	IF	No	390306.48N	177	5.0	-	-	-	-	RNP APCH
				0281545.61W	(167.5)			2000			

Instrument Approach Procedure Coding Table											
LPGR RNP RWY09 (IF-FINAL-MISSED)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	GR604	IF	No	390306.48N	-	-	-	-	-	-	RNP APCH
				0281545.61W	-			2000			
TF	GR605	FAF	No	390411.64N	087	5.0	-				RNP APCH
				0280929.63W	(077.4)			2000			
TF	THR RWY09	MAPt	Yes	390527.25N	087	5.8	-			3.00°	RNP APCH
				0280213.38W	(077.4)						
TF	GR606	MAWP	No	390632.45N	087	5.0	Left				RNP APCH
				0275557.21W	(077.4)						
TF	GR607	-	No	391125.64N	357	5.0	Left				RNP APCH
				0275720.48W	(347.5)						
TF	GR601	IAF	No	390759.63N	267	17.79	-				RNP APCH
				0281709.06W	(257.6)			3000			
HM	GR604	IF	No	390306.48N	087	-	Right	14000	-	-	RNP APCH
				0281545.61W	(077.4)			2000			

Instrument Approach Procedure Coding Table											
LPGR RNP RWY09 (HLDG GR604)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	GR604	HM	No	390306.48N	087	-	Right	14000	180 kt	-	RNP APCH
				0281545.61W	(077.4)			2000			

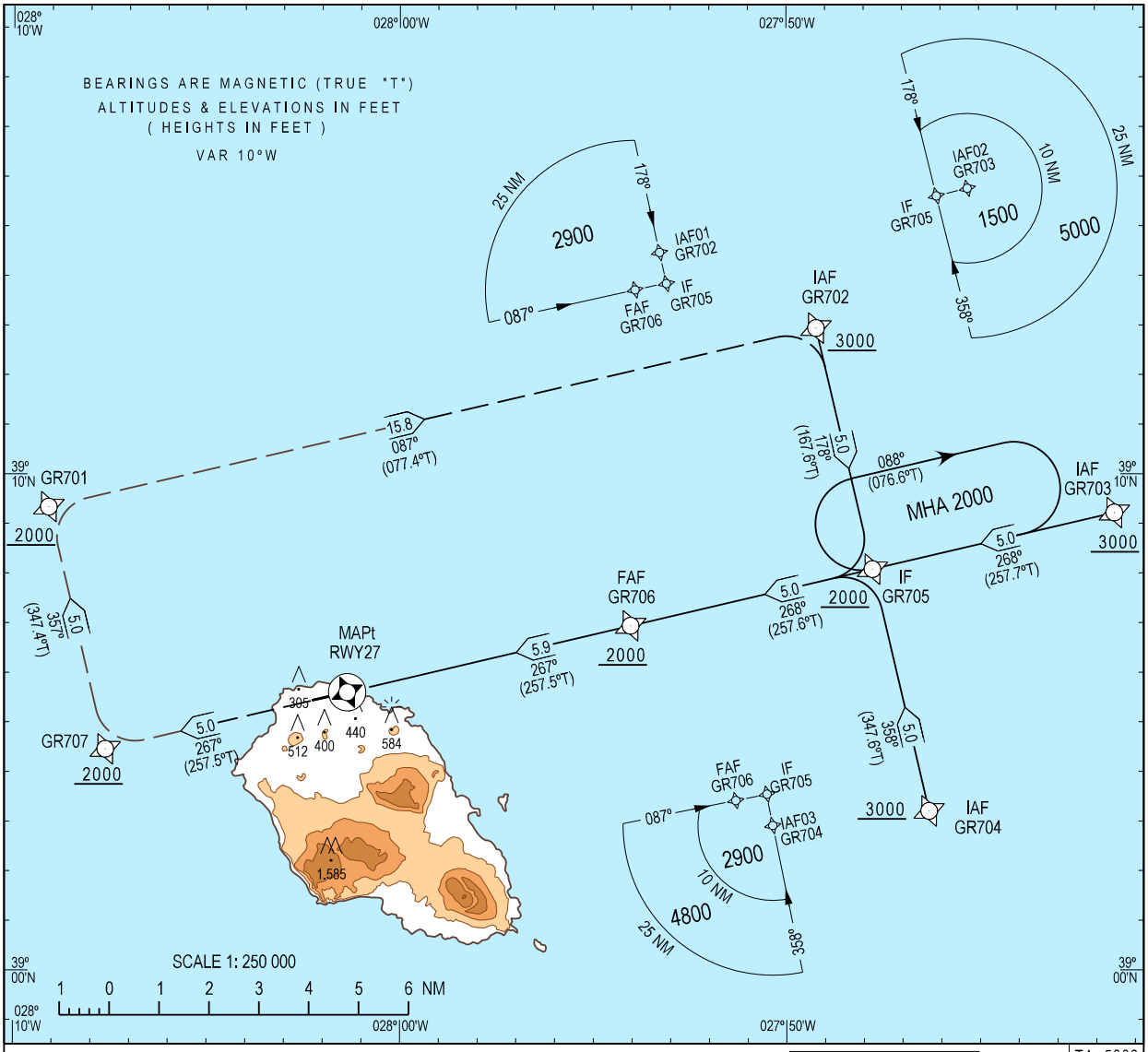
I

INSTRUMENT APPROACH CHART - ICAO

AD ELEV 86 ft
HEIGHTS RELATED
THR RWY 27 - ELEV 85 ft

GRACIOSA INFORMATION 122.900
LAJES APPROACH 135.000
HORTA APPROACH 120.600

GRACIOSA (LPGR)
RNP
RWY 27
CAT A-B

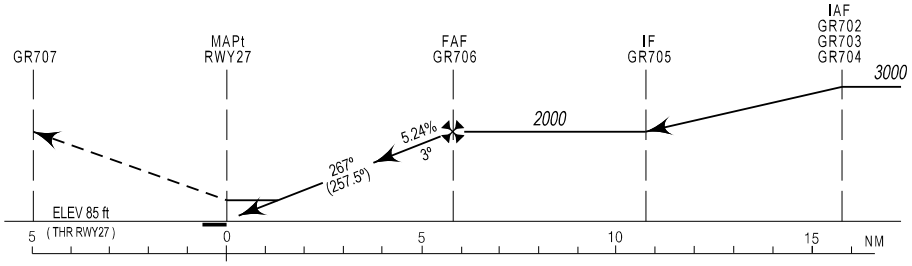


TA: 5000

MISSED APPROACH:
Climb straight ahead to GR707, turn right to GR701, then turn right to GR702 at 3000 ft, and contact ATC.

RCF:
Squawk 7600. Climb straight ahead to GR707, turn right to GR701, then turn right to GR702 at 3000 ft, and perform another approach.

BARO-VNAV MINIMUM
TEMPERATURE : +5°C



DIST THR NM	5	4	3	2	1
Altitude (height)	1727 (1642)	1409 (1324)	1090 (1005)	772 (687)	453 (368)

CAT	LNAV/VNAV		LNAV		CIRCLING NORTH		CIRCLING SOUTH	
	DA/H	OCH	MDA/H	OCH	MDA/H	OCH	MDA/H	OCH
A B	600 (515)	507	710 (622)	623	710 (622)	—	NOT AUTHORIZED	

Speed	kt	80	100	120	130
Rate of descent (5.2%)	ft / min	495	530	635	690

New IAP.

Instrument Approach Procedure Coding Table											
LPGR RNP RWY27 (IAF1 GR702)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	GR702	IAF	No	391249.14N 0274914.26W	- -	-	-	- 3000	180 kt	-	RNP APCH
TF	GR705	IF	No	390755.77N 0274751.37W	178 (167.6)	5.0	-	- 2000	180 kt	-	RNP APCH

Instrument Approach Procedure Coding Table											
LPGR RNP RWY27 (IAF2 GR703)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	GR703	IAF	No	390900.08N 0274134.59W	- -	-	-	- 3000	180 kt	-	RNP APCH
TF	GR705	IF	No	390755.77N 0274751.37W	268 (257.7)	5.0	-	- 2000	180 kt	-	RNP APCH

Instrument Approach Procedure Coding Table											
LPGR RNP RWY27 (IAF3 GR704)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	GR704	IAF	No	390302.38N 0274628.68W	- -	-	-	- 3000	180 kt	-	RNP APCH
TF	GR705	IF	No	390755.77N 0274751.37W	358 (347.6)	5.0	-	- 2000	180 kt	-	RNP APCH

Instrument Approach Procedure Coding Table											
LPGR RNP RWY27 (IF-FINAL-MISSED)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	GR705	IF	No	390755.77N 0274751.37W	- -	-	-	- 2000	180 kt	-	RNP APCH
TF	GR706	FAF	No	390651.12N 0275407.96W	268 (257.6)	5.0	-	 2000	130 kt	-	RNP APCH
TF	THR RWY27	MAPt	Yes	390536.18N 0280121.87W	267 (257.5)	5.85	-	 	130 kt	3.00°	RNP APCH
TF	GR707	MAWP	No	390430.81N 0280738.03W	267 (257.5)	5.0	Right	 2000	150 kt	-	RNP APCH
TF	GR701	-	No	390923.92N 0280902.21W	357 (347.4)	5.0	Right	 2000	150 kt	-	RNP APCH
TF	GR702	IAF	No	391249.14N 0274914.26W	087 (077.4)	15.76	-	 3000	150 kt	-	RNP APCH

Instrument Approach Procedure Coding Table											
LPGR RNP RWY27 (HLDG GR705)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	GR705	HM	No	390755.77N 0274751.37W	268 (257.6)	-	Right	14000 2000	180 kt	-	RNP APCH

AD 2 AERODROMES

LPHR AD 2.

LPHR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LPHR - HORTA

LPHR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 383112N LONG: 0284259W Intersection RWY 10/28 with TWY “B”. Bearing 089° distance 711M from THR 10
2	Direction and distance of ARP from city or town	SW from Horta City - distance 9.5KM (5.2NM)
3	Elevation/Reference temperature	117FT/ 36M 23.9°C (AUG)
4	Geoid undulation at aerodrome elevation position	58M
5	MAG VAR/Annual change	9ºW (2020) / 0.17º decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: ANA Aeroportos de Portugal, SA Aeroporto da Horta Ilha do Faial 9900-321 HORTA Phone: +351 292202510 Fax: +351 292943519, +351 292943544 AFS: LPHRYDYA Email: horta.airport@ana.pt SITA: BOHBBXH URL: http://www.ana.pt
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LPHR AD 2.3 OPERATIONAL HOURS

1	AD Administration	Winter: 09:00-19:30 Summer: 08:00-20:00
2	Customs and immigration	24H hours prior request
3	Health and sanitation	24H hours prior request
4	AIS Briefing Office	AIS available through ARO Portugal (see GEN 3.1)
5	ATS Reporting Office (ARO)	ARO available through ARO Portugal (see GEN 3.1)
6	MET Briefing Office*	06:45-21:15 (05:45-20:15)
7	ATS	HO
8	Fuelling	On Request
9	Handling	On Request
10	Security	H24
11	De-icing	Not available

12	Remarks	Aerodrome operational extension or reopening for non-emergency flights, must be duly justified and submitted to the approval of AD Administration during operational hours. Fees are applicable in accordance with GEN 4.1. Emergency flights shall be granted. *Service assured in accordance with AD operational hours.

LPHR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Available by SATA Air Açores: 1 - AIRSTARTER 3 - GPU, one of 28 Volts and two of 115 Volts 1 - Loader 1 - Lavatory Unit 1 - Potable Water Unit 2 - Conveyor Belt 2 - Forklift MAX. 2 TONS 4 - Passenger Stairs, 3 Motorized and 1 Non-Motorized 3 - DASH8 (DH8D) Passenger Stairs, Non-Motorized 4 - Tractors 14 - Dollies
2	Fuel/oil types	JET A1 / None
3	Fuelling facilities/capacity	2 Trucks - Capacity 16700 litres. Delivery Rate - 600 litres per minute
4	De-icing facilities	None
5	Hangar space available for visiting aircraft	None
6	Repair facilities for visiting aircraft	None
7	Remarks	Oxygen and related servicing – Not Available

LPHR AD 2.5 PASSENGER FACILITIES

1	Hotels	In city
2	Restaurants	In city
3	Transportation	Buses, Taxis and Rent-a-car from the AD
4	Medical facilities	First aid treatment Hospitals in the city
5	Bank and Post Office	In the vicinity of Aerodrome URL: http://riac.azores.gov.pt
6	Tourist Office	At aerodrome terminal
7	Remarks	NIL

LPHR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 6
2	Rescue equipment	In accordance with CAT 6 requirements established in the table 5-2 of ICAO DOC. 9137 - AN/898 Part I.
3	Capability for removal of disabled aircraft	High stability pneumatic lifting bags
4	Remarks	NIL

LPHR AD 2.7 RUNWAY SURFACE CONDITION ASSESSEMENT AND REPORTING AND SNOW PLAN

1	Type(s) of clearing equipment	NIL
2	Clearance priorities	NIL
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
5	Remarks	For further information, see also Section AD 1.2.2. - RUNWAY SURFACE CONDITIONS ASSESSMENT AND REPORTING AND SNOW PLAN.

LPHR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron Surface and Strength		**APRON**	**SURFACE**	**STRENGTH**	
			A	Asphalt	PCN 35/F/C/X/T	
2	Taxiway width, surface and strength		**TAXIWAY**	**WIDTH**	**SURFACE**	**STRENGTH**
			A and B	23M	Asphalt	PCN 35/F/C/X/T
			TAXILANE	**WIDTH**	**SURFACE**	**STRENGTH**
			NIL			
3	Altimeter Checkpoint and elevation		Apron - 29M			
4	VOR Checkpoint locations		Not established			
5	INS Checkpoint positions	**RAMP / STAND**	INS **COORDINATES**	**ELEVATION (M/AMSL)**	ACFT **TYPE (CRITICAL)**	**PUSH BACK TO TWY / TAXILANE**
		01	383115.59N 0284 58.29W	29,09M	DH8D	
		02	383115.60N 0284256.17W	29,10M	A320	
		03	383115.64N 0284254.00W	29,16M	DH8D	
6	Remarks		NIL			

LPHR 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 at aircraft stands	Taxiway guide lines. Apron guidelines and Stands ID
2	RWY/TWY markings and lights	**RWY Markings:** Runway Designation, Runway Centre Line, Threshold, Runway Edge (side strip), aiming points, Runway turn pad. **TWY Markings:** TWY Centreline, TWY Edge (side strip) and RWY Holding positions. **RWY Lights:** Runway Edge, THR light, Runway End, Runway Turn Pads and RTIL. **TWY Lights**: Taxiway Edge
3	Stop bars	NIL
4	Remarks	NIL

LPHR AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas

Obst. ID Designation	Obst. Type	Obst. Position	Elevation / HGT	Markings Type, Colour	Remarks
a	b	c	d	e	f
LPHR 01	NATURAL_HIGHPOINT	383129.1N 0284504.2W	148M/	Day markings and Fixed Red Light	RWY 10
LPHR 02	NATURAL_HIGHPOINT	383117.5N 0284119.7W	62M/	Day markings and Fixed Red Light	RWY 28
LPHR 03	NATURAL_HIGHPOINT	383111.5N 0283725.4W	145M/	Day markings and Fixed Red Light	RWY 28

In circling area and at aerodrome					
Obst. ID Designation	Obst. Type	Obst. Position	Elevation / HGT	Markings Type, Colour	Remarks
a	b	c	d	e	f
LPHR 04	CONTROL TOWER	383116.3N 0284248.6W	58M/	Top with red stripes. Fixed red light	
LPHR 05	BUILDING	383117.4N 0284256.9W	44M/	Top with red stripes. Fixed red light	
LPHR 06	BUILDING	383116.2N 0284242.3W	43M/	Top with red stripes. Fixed red light	
LPHR 07	ANTENNA	383118.3N 0284246.1W	69M/	Top with red stripes. Fixed red light	
LPHR 08	FENCE (1/5)	383114.0N 0284330.3W	26M/2M	Day markings	Aerodrome peripheral fence
LPHR 09	FENCE (2/5)	383109.0N 0284330.3W	23M/2M	Day markings	
LPHR 10	FENCE (3/5)	383109.1N 0284259.0W	26M/2M	Day markings	
LPHR 11	FENCE (4/5)	383114.3N 0284224.4W	36M/2M	Day markings	
LPHR 12	FENCE (5/5)	383109.3N 0284224.4W	33M/2M	Day markings	

LPHR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	HORTA AMS
2	Hours of service	06:45-21:15 (05:45-20:15)
3	Office responsible for TAF preparation Periods of validity	CPVM-AERO MWO/AMO 9 HR - issuance every 3 hours during operational hours (see GEN 3.5.4)
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Briefing on observed meteorological conditions: personal or by phone. Briefing on expected meteorological conditions: by phone provided by the CPVM-AERO MWO/AMO (see GEN 3.5.4).
6	Flight documentation Language(s) used	C, CR English, Portuguese
7	Charts and other information available for briefing or consultation	P, S, SWH, SWM, W
8	Supplementary equipment available for providing information	Self-briefing
9	ATS units provided with information	Horta TWR and APP

10	Additional information (limitation of service, etc.)	HORTA AMS: Phone: +351 292 943 570 Email: lphr@ipma.pt CPVM-AERO MWO/AMO: Phone: +351 218 474 583 Fax: +351 218 402 370 Email: met.aero@ipma.pt

LPHR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	**TRUE BRG**	**Dimensions of RWY(M)**	**Strength (PCN) and surface of RWY and SWY**	THR **COORD RWY End COORD THR Geoid Undulation**	THR **elevation and highest elevation of TDZ of precision APCH RWY**	**Slope of RWY/SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
10	89.71	1595x45	PCN 39 /F/C/X/T Asph	THR 383111.51N 0284330.27W GUND 58M	THR 10: 25M	0,7
28	269.72			THR 383111.76N 0284224.43W GUND 58M	THR 28: 36M	

Designations	SWY **dimensions (M)**	CWY **dimensions (M)**	**Strip dimensions (M)**	**RESA**	**OFZ**	**Remarks**
1	**8**	**9**	**10**	**11**	**12**	**13**
10	NIL	200X150	1715x150	NIL	NIL	Surface: RWY 10/28 Grooved in all extension Protection area: No RESA. Horta AD is not compliant with RESA as specified in ICAO Annex 14 Vol. 1
28		300X150				

LPHR AD 2.13 DECLARED DISTANCES

RWY **Designator**	TORA **(M)**	TODA **(M)**	ASDA **(M)**	LDA **(M)**	**Remarks**
1	**2**	**3**	**4**	**5**	**6**
10	1647 *	1847	1647 *	1595	* Including 52,5 meters of pavement before THR
28	1647 *	1947	1647 *	1595	

LPHR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY **Designator**	APCH **light Type / Length / Intensity**	THR **Light colour/WBAR**	VASIS **type**	TDZ **length**	RWY **Centre Line Lights Length / spacing / colour/ Intensity**	RWY **Edge Lights Length / spacing / colour/ Intensity**	RWY **End Lights Colour / WBAR**	SWY **Light Length / Colour**	**Remarks**
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**
10	Simple no Standard 202M	Green	PAPI 3° MEHT - 48FT	NIL	NIL	White, spacing 30M, Last 600 Yellow	Red	NIL	NIL
28	Simple no Standard 243,5M	Green		NIL	NIL		Red	NIL	

LPHR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN at Control Tower, (383118.03N 0284250.57W) FLG W/G ev 4s, HO - IMC
2	LDI location and lighting Anemometer location and lighting	LDI: NIL Anemometers: RWY10: Right Side, 300M THR. Lighted RWY28: Left Side, 300M THR. Lighted
3	TWY edge and centre line lighting	TWY Edge Light
4	Secondary power supply/switch-over time	Secondary power supply conforms with requirements of Annex 14 for CAT I
5	Remarks	Emergency lights available

LPHR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	Not established
2	TLOF and/or FATO elevation	Not established
3	TLOF and FATO area dimensions, surface, strength, marking	Not established
4	True BRG of FATO	Not established
5	Declared distance available	Not established
6	APCH and FATO lighting	Not established
7	Remarks	NIL

AD 2 AERODROMES

LPPT AD 2

LPPT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LPPT - LISBOA / Humberto Delgado

LPPT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 384627N LONG: 0090803W Midpoint TWY T3
2	Direction and distance of ARP from city or town	7KM (3.65NM) BRG 359º GEO from S.Jorge Castle in Lisboa
3	Elevation/Reference temperature	108M / 355FT 24.2º C (AUG)
4	Geoid undulation at aerodrome elevation position	53M
5	MAG VAR/Annual change	2ºW (2020) / 0.17º decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post:ANA Aeroportos de Portugal, SA Aeroporto de Lisboa 1700-007 LISBOA Phone: +351 218413500 Fax: +351 218413675 and +351 218413680 AFS: LPPTYDYA SITA: LISANXH LISKAXH Email: lisbon.airport@ana.pt URL: http://www.ana.pt
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

LPPT AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24*
2	Customs and immigration	H24
3	Health and sanitation	First AID: H24 Public Health Authority: MON-FRI 09:00-17:30 (08:00-16:30) VET- Live animal: H24 PPR
4	AIS Briefing Office	AIS available through ARO Portugal (see GEN 3.1)
5	ATS Reporting Office (ARO)	ARO available through ARO Portugal (see GEN 3.1)
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	Not available

12	Remarks	* Through Airport Duty Manager Phone:+351 218413529 Fax:+351 218445162 Email:alssup@ana.pt SITA:LISANXH, LISKAXH

LPPT AD 2.4 HANDLING SERVICES AND FACILITIES

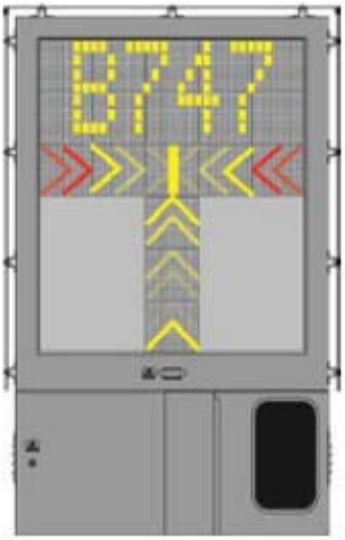
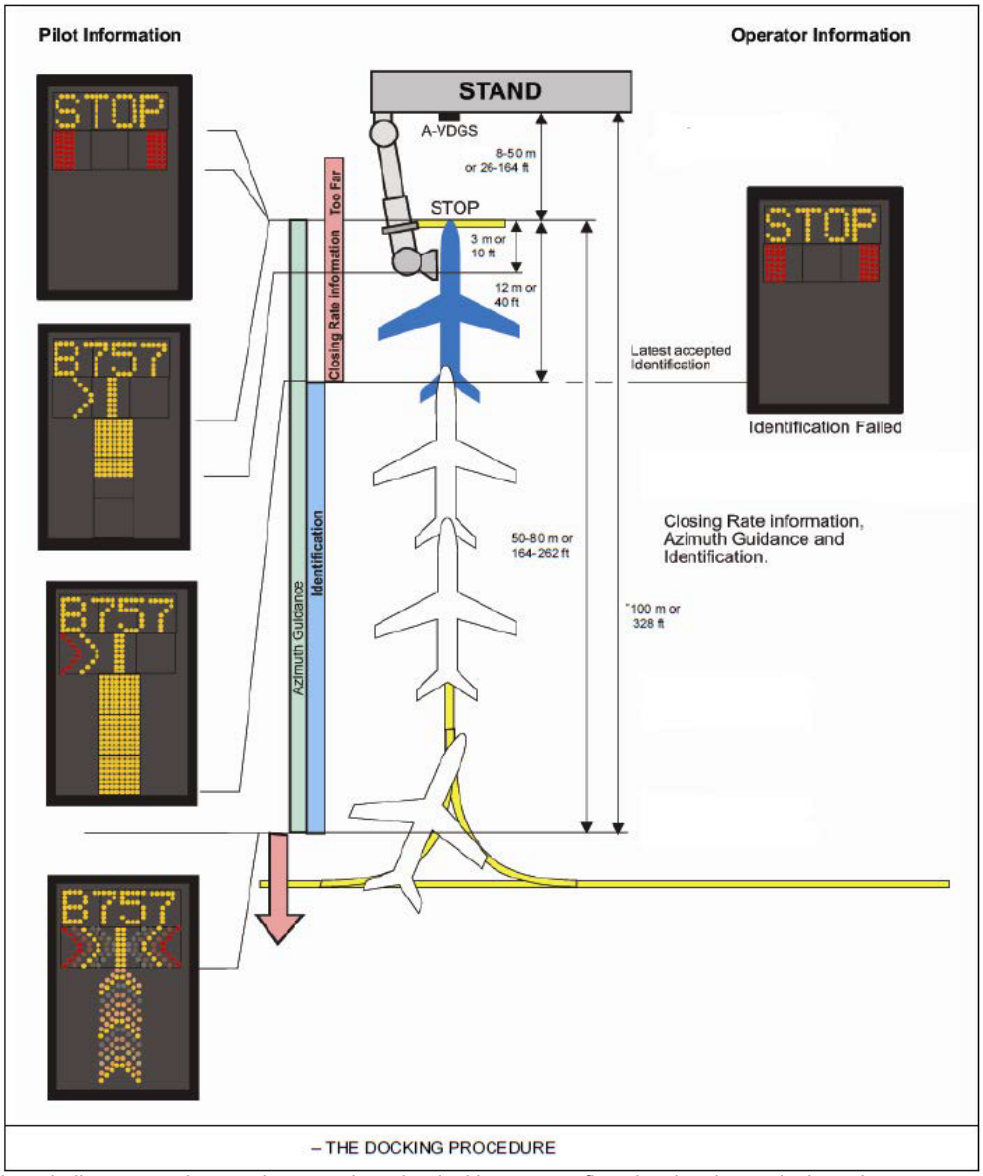
1	Cargo handling facilities:	Fork lifts (9 tons) – High lift loader – conveyor belts – sufficient number of various Vehicles and equipment. Prior arrangements with SPdH and/or Portway
2	Fuel/oil types	Fuel grades: JET A1. Oil grades: Mobil Jet Oil 291, Mobil Jet Oil 254 and Mobil Jet Oil II. BP Turbo Oil 2197, BP Turbo Oil 2380 and BP Turbo Oil 25. Other oils with prior arrangements with ground handlers.
3	Fuelling facilities/capacity	Hydrant servicer and refuller: 20L per second. No limitations.
4	De-icing facilities	Not available
5	Hangar space available for visiting aircraft	Not available
6	Repair facilities for visiting aircraft	A major or minor repairs by arrangement with ground handlers.
7	Remarks	Oxygen and related servicing: by arrangement with ground handlers.

LPPT AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the aerodrome, in City
2	Restaurants	Aerodrome restaurant: capacity 125 hot meals per hour between 08:00-22:00 (07:00-21:00) (PPR 45 minutes required). Snacks available between 06:00-24:00 (05:00-23:00).
3	Transportation	Buses, Underground, Taxis and Rent-a-Car
4	Medical facilities	First Aid Treatment, Nurse, Hospital in city 6KM (3.24NM).
5	Bank and Post Office	At aerodrome
6	Tourist Office	At aerodrome
7	Remarks	ATM - H24

LPPT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	9
2	Rescue equipment	In accordance with CAT 9 requirements established in the Table 5.2 of ICAO Doc. 9137-AN/898 Part 1.
3	Capability for removal of disabled aircraft	All aircraft up to maximum weight of 300 tons with gear down and operational. Grounded aircraft up to code C.
4	Remarks	NIL

1		**Description of Safedock system (Aprons 10, 11,12, 14 and 20)** The system Safedock contains information about azimuth guidance (shows the aircraft position with relation to the centre line of the Stand) and distance to the stop position (based on a laser radar measurement), that is provided by a display unit, in front of the cockpit. **Pilot Display** a. One alphanumeric presentation line of 4 characters, composed by yellow LED, which can indicate several information: AIRCRAFT TYPE, STOP, OK, TOO FAR, SLOW, WAIT TEST, ID FAIL (not exclusive). b. One line with a unit of yellow LED and 2 units of red/yellow LED for indication of aircraft azimuth and stop indication. c. One column of 3 units of yellow LED in the centre to indicate the distance to the stop position.  **Docking Procedure - Summary**  – THE DOCKING PROCEDURE Pilots shall not enter the stand area, unless the docking system first showing the vertical running arrows. Pilots must not proceed beyond the bridge, unless these arrows have been superseded by the closing rate bar.

2	RWY/TWY markings and lights	RWY Marking Aids: Runway designation, Runway centre line, Threshold, Aiming Point, Runway Side Stripes, Touchdown Zone, Displaced Threshold , RWY End Marking. TWY Marking Aids; Enhanced Taxiway centre line at RWY Holding Positions, mandatory instructions, Information (direction) at F, G2, M5, N2 and U2, Information (wing span restriction) at B. Taxiway Centre Line, Taxiway Side Strip, Runway Holding Position and Intermediate Holding position. Runway Lights: RWY 02: Threshold, Runway Edge, Centre Line, Wing-Bar, THR Identification, RWY Guard Lights and RWY End. RWY 20: Threshold, Runway Edge, Centre Line, Wing-Bar, RWY Guard Lights and Runway End. Taxiway Lights: Centre Line (See remarks below) RETIL for H4, H1 and H3.	
3	Stop bars	Stop Bar: All CAT II/III RWY02/20 holding positions and intermediate holding positions with stop bars associated and vertical signs. Additionally stop bars also on following TWY: A1, A2, A3, A4, A5, G2, H4, H1, H3, M2, M3, M4, N1, Q1, Q2, T1, T2, T3, T4, T5, T6, A6, S3, U2, U3, U4 and W3. Runway Incursion Alarm: Micro-wave alarm sensors provided on following locations: Holding positions CAT II/III RWY 02/20 at TWY M5, N2, P, H3, H1, T5, A6, A7, H4, U5, T6, U6 and S3.	
4	Remarks	Traffic lights not provided on service road crossing TWY L1 and L2 and on service road crossing Taxilane F and TWY G2. TWY Centre Line Lights not provided on TWY D.	

LPPT AD 2.10 AERODROME OBSTACLES

In Approach / take.off areas			In circling area and at Aerodrome	
1			2	
RWY/AREA Affected	Obstacle type Elevation Marking/Lighting	Coordinates	Obstacle type Elevation Marking/Lighting	Coordinates
a	**b**	**c**	**a**	**b**
02	See LPPT AD 2.24.04-1			
20	See LPPT AD 2.24.04-3			
REMARKS: All identified obstacles outside Approach and Take-Off surfaces are provided with day marking and obstruction lighting				

LPPT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	LISBOA AMS
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity and interval of issuance	CPVM-AERO MWO/AMO 30HR - issuance every 6 hours
4	Trend forecast Interval of issuance	NIL

5	Briefing/consultation provided	Briefing on observed meteorological conditions: personal or by phone. Briefing on expected meteorological conditions: By phone provided by the CPVM-AERO MWO/AMO (see GEN 3.5.4).
6	Flight documentation Language(s) used	C, CR English, Portuguese
7	Charts and other information available for briefing or consultation	P, S, SWH, SWM, W
8	Supplementary equipment available for providing information	Self-briefing, Lightning detection, SATEL, WXR
9	ATS units provided with information	Lisboa TWR, APP and ACC
10	Additional information (limitation of service, etc.)	LISBOA AMS: Phone: +351 218 489 305 Email:cmal@ipma.pt AFS: LPPTYMYM CPVM-AERO MWO/AMO: Phone: +351 218474583 Fax: +351 218402370 Email: met.aero@ipma.pt

LPPT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY END Geoid Undulation	THR elevation and highest elevation of TDZ of precision APCH RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
02	22.72	3707X45	PCN 200/F/A/W/T ASPH FCT CLBR: 0.69	THR 384559.14N 0090838.05W RWY END 384747.32N 0090740.17W THR GEOID 53.4M	THR 100.6M TDZ 106.3M	1%
20	202.73			THR 384732.39N 0090748.17W RWY END 384556.44N 0090839.49W THR GEOID 53.5M	THR 105.6M TDZ 108.1M	1%

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
02	No SWY	100x300	3827X300	240X90		THR permanently displaced 90M.
20				240x90		THR permanently displaced 499M.

LPPT AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
02	See below			3617	See AD 2.20 parag. 6.3, Take-off run.
	3707	3807	3707	-	Take-off from intersection with TWY M5.
	3631	3731	3631	-	Take-off from intersection with TWY N2.
	3007	3107	3007	-	Take-off from intersection with TWY P.
20	See below			3207	See AD 2.20 parag. 6.3, Take-off run.
	3707	3807	3707	-	Take-off from intersection with TWY S4.
	2412	2512	2412	-	Take-off from intersection with TWY U5. Except for heavy jets.

LPPT AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH light Type / Length / Intensity	THR Light colour/WBAR	VASIS type	TDZ length	RWY Centre Line Lights Length / spacing / colour/ Intensity	RWY edge Lights Length / spacing / colour/ Intensity	RWY End Lights Colour / WBAR	SWY Light Length / Colour	Remarks
1	2	3	4	5	6	7	8	9	10
02	Precision Approach CAT II / III (One extra barrette at 150M) Extending 450M from the THR	Green/ Green	PAPI - Slope 3.0°, left side MEHT - 69FT	900M	3701M / 2802M White + 600M white/red + 300M red 15M Spaced Intensity variable	3707M / 60M Red + 2877M white + 650M yellow 60M spaced intensity variable	Red/ NIL	NIL	
20	Precision Approach CAT I (distance coded) and CAT II / III Extending 900M from the THR	Green/ Green	PAPI - Slope 3.0°, left side MEHT - 64FT	900M	3701M / 2802M White + 600M white/red + 300M red 15M Spaced Intensity variable	3707M /470M Red + 2518M white + 600M yellow 60M spaced Intensity variable	Red/ NIL	NIL	

LPPT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN / IBN location, characteristics and hours of operation	Not available
2	LDI location and lighting Anemometer location and lighting	LDI: NIL RWY 02 - 1 Anemometer right side - 300M THR RWY 20 - 1 Anemometer right side - 300M THR TPA 351 - 1 anemometer west side TPA 351. 1 middle point Anemometer near intersection of TWY T5 with RWY 02/20 (see Chart AD 2.24.01-1)

AD 2 AERODROMES

LPMA AD 2

LPMA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LPMA - MADEIRA

LPMA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 324139N LONG: 0164641W 1763 M, 225° GEO from THR RWY 23
2	Direction and distance of ARP from city or town	13.2 KM (7.1NM) BRG 067° GEO from Funchal Cathedral
3	Elevation/Reference temperature	58M / 191FT 26.1°C (AUG)
4	Geoid undulation at aerodrome elevation position	49M
5	MAG VAR/Annual change	4° W (2020) / 0.17° decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: ANA-SA Aeroportos de Portugal Direção dos Aeroportos da Madeira Aeroporto da MADEIRA 9100-101 SANTA CRUZ MADEIRA Phone: +351 291520700 Fax: +351 291524322, +351 291524819 AFS: LPMAYDYA SITA: FNCKAXH Email: madeira.airports@ana.pt URL: http://www.ana.pt
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LPMA AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	AIS available through ARO Portugal (see GEN 3.1)
5	ATS Reporting Office (ARO)	ARO available through ARO Portugal (see GEN 3.1)
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	04:30-00:30 (03:30-23:30). On request 00:30-04:30 (23:30-03:30)
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

LPMA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	High Lift Loader, Conveyor Belt, Fork Lifts, various Vehicles and Equipments
2	Fuel/oil types	100 LL, JET A1
3	Fuelling facilities/capacity	Hydrant system and fuel trucks. JET A1 - Total capacity 583.200 litres. Maximum delivery rate 75 litres per second. 100LL - capacity 1200 litres. Maximum delivery rate 60 litres per minute.
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	Minor repairs only
7	Remarks	Oxygen and related servicing: Oxygen available only in city with previous request or arrangement with TAP – AIR Portugal

LPMA AD 2.5 PASSENGER FACILITIES

1	Hotels	In cities: Funchal, Santa Cruz, Ribeira Brava, Machico,Santana, Ponta do Sol, Calheta and Porto Moniz Villages
2	Restaurants	AD restaurant - 976 seats available
3	Transportation	Buses and taxis
4	Medical facilities	First Aid treatment: daily 0800/2400. Other hours: Funchal hospital H24, Machico Medical Center H24, Santa Cruz Medical Center MON to FRI 0800/1800, SAT and SUN 0800/1300. Medical emergency services available on request
5	Bank and Post Office	Bank - MON to FRI - 08:30 / 18:30 Exchange Money Facilities - 05:00 / 01:00 Post Office - MON to FRI - 08:30 / 17:30 and 18:30 / 20:30 SAT, SUN and HOL - 17:00 / 20:30
6	Tourist Office	Daily 09:00 / 21:00
7	Remarks	NIL

LPMA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	7 Higher category up to Cat 9 available by prior permission requested to Madeira Airport Director (LPMAYDYA) at least 72 hours prior operation.
2	Rescue equipment	4 Quick Response Rescue RIBs Each RIB is equipped with four inflatable (30 persons) liferafts making a total capacity of 120 persons. Two more similar RIBs are in standby, besides the four one's. Rescue equipment in accordance with CAT 9 requirements established in the Table 5.2 of ICAO Doc.9137-AN/898 Part 1.
3	Capability for removal of disabled aircraft	Recovery inflatable lifting bags and other equipment for elevation and removal of disable aircrafts (CAT I and II) up to A310 or B757.
4	Remarks	

LPMA AD 2.7 RUNWAY SURFACE CONDITION ASSESSEMENT AND REPORTING AND SNOW PLAN

1	Type(s) of clearing equipment	NIL
2	Clearance priorities	NIL
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
5	Remarks	For further information, see also Section AD 1.2.2. - RUNWAY SURFACE CONDITIONS ASSESSMENT AND REPORTING AND SNOW PLAN.

LPMA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron Surface and Strength		**APRON**	**SURFACE**	**STRENGTH**	
			A	Concrete	PCN 76/R/B/W/T	
2	Taxiway width, surface and strength		**TAXIWAY**	**WIDTH**	**SURFACE**	**STRENGTH**
			B and C	23M	Asphalt	PCN 80/F/A/W/T
			TAXILANE	**WIDTH**	**SURFACE**	**STRENGTH**
			A	23M	Asphalt	Taxilane as for accompanying Runways
3	Altimeter Checkpoint location and elevation		Apron A - 163FT			
4	VOR Checkpoint locations		NIL			
5	INS Checkpoint positions	**RAMP / STAND**	**INS COORORDINATES**	**ELEVATION (M/AMSL)**	**ACFT TYPE (CRITICAL)**	**PUSH-BACK TO TWY/TAXILANE**
		A01	324132.12N 0164641.43W	48M	A320	A
		A02	324133.01N 0164640.24W	48M	A320	A
		A03	324133.91N 0164639.05W	48M	A320	A
		A04	324134.80N 0164637.86W	48M	A320	A
		A05	324135.70N 0164636.67W	48M	A320	A
		A06	324136.60N 0164635.48W	48M	A320	A
		A07	324138.46N 0164632.87W	48M	B757-200	A
		A08	324139.45N 0164631.57W	48M	B757-200	A
		A09	324140.43N 0164630.27W	48M	B757-200	A
		A10	324140.98N 0164628.50W	48M	B757-200	A
		A11	324141.96N 0164627.20W	49M	B757-200	A
		A12	324142.92N 0164625.51W	49M	B757-300	A
		A13	324144.51N 0164624.51W	49M	A330-200	A
		A14	324144.45N 0164624.08W	50M	A320*	A
		A15	324145.45N 0164622.82W	50M	A320*	A
		A16	324146.07N 0164622.94W	51M	B752*	A
		A17	324146.51N 0164625.53W	51M	B752*	A
		A18	324147.06N 0164624.86W	51M	B747-200 a)	A
		A19	324133.84N 0164641.17W	48M	B747-200 b)	A

6	Remarks		Stands Marked with * - A14 and A15 as Stands A16 and A17 cannot be used simultaneously a) Nose Out Position. Stand A18 and Stands A14 to A17 cannot be used simultaneously b) Nose Out Position. Stand A19 and Stands A01 to A04 cannot be used simultaneously

LPMA 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 at aircraft stands	Taxiing guidance system: In accordance with ICAO Annex 14
2	RWY/TWY markings and lights	Runways and Taxiways markings: Runways Designations, Runways Centre line, Thresholds, Touchdown Zone, Aiming Point, Runways Side Strips, Runway Holding Positions and Taxiways Centre line. Runways and Taxiways lights: Runways Centre Line, Thresholds, Runways Side Strips, Runways Holding Positions, Taxiways Edge and Taxiways Centre line. Other markings: Aircraft Stands, Break-away Zone, Distance to go Panels (7) at 310 Meters longitudinal spacing on both sides of Runways.
3	Stop bars	Taxiways “B” and “C”
4	Remarks	Aircraft Stands Taxilane Critical Wingspan: - Taxilane “A “- up/to 65M (inclusive)

LPMA AD 2.10 AERODROME OBSTACLES

In approach/Take-off areas			In circling area and at aerodrome	
RWY/Area affected	**Obstacle type Elevation Marking/Lighting**	**Coordinates**	Obstacle type Elevation Markings/LGT	**Coordinates**
a	**b**	**c**	**a**	**b**
23	See LPMA LPMA AD 2.24.04-1			
05	See LPMA LPMA AD 2.24.04-3			
Remarks:	The most significant obstacles outside approach and take-off areas are provided with day marking and obstruction lights. Zig-Zag pattern covering the Runway width below Runway 05 elevation, alterning black and yellow fields, and lighted with low-intensity obstacle lights. Runway 05 left side scarpe low intensity obstacle lights. The lights are placed and spaced along 850 meters from threshold.			

LPMA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MADEIRA AMS
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	CPVM-AERO MWO/AMO 24 HR - Issuance every 6 Hours
4	Type of landing forecast	NIL
5	Briefing/consultation provided	Briefing on observed meteorological conditions: personal or by phone. Briefing on expected meteorological conditions: By phone provided by the CPVM-AERO MWO/AMO (see GEN 3.5.4).

6	Flight documentation Language(s) used	C, CR English, Portuguese
7	Charts and other information available for briefing or consultation	P, S, SWH, SWM, W
8	Supplementary equipment available for providing information	Self-briefing, Lightning detection, SATEL, WXR
9	ATS units provided with information	Madeira TWR and APP
10	Additional information (limitation of service, etc.)	MADEIRA AMS: Phone: +351 291 524 215 Email: lpma@ipma.pt CPVM-AERO MWO/AMO: Phone: +351 218 474 583 Fax: +351 218 402 370 Email: met.aero@ipma.pt

LPMA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY End COORD THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APCH RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
05	044.54	2481x45	PCN 80/F/A/W/T ASPH/CONC	THR 324123.75N 0164701.50W RWY END 324224.50N 0164550.48W GEOID 49.2M	THR 44M	See LPMA LPMA AD 2.24.04-1
23	224.54		PCN 80/F/A/W/T ASPH/CONC	THR 324221.03N 0164554.54W RWY END 324120.28N 0164705.57W GEOID 49.1M	THR 58M	

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
05	NIL	210x150	2601x150	105x90 ASPH/CONC	NIL	RWY FCT CLBR: 0.68 Runway 05/23 grooved between thresholds, 30 meters wide (15 meters each side of centerline)
23		200x150		90x90 ASPH/CONC		

LPMA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	2631*	2841	2631*	2481**	* Including 150 meters of pavement before Threshold ** RWY05 first 98,5M in concrete RWY23 first 113,5M in concrete
23	2631*	2831	2631*	2481**	

LPMA AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH light Type / Length / Intensity	THR Light colour/WBAR	VASIS type	TDZ length
1	2	3	4	5
05	A reduced simple approach lighting system 150 meters longitudinal intervals of 30 meters. LIL (lead-in-lighting) system curved along shore with an extension of 1583 meters and materialized with 17 sequenced flashing lights (xenon) spaced variable with 3 brightness intensity, according to consequence visibility and supplemented by 4 steady lights in last 180 meters of LIL system, terminated 2034 meters from THR. All light High Intensity. (See LPMA AD 2.24.13-1, LPMA AD 2.24.13-3, LPMA AD 2.24.13-5, LPMA AD 2.24.13-7, LPMA AD 2.24.13-9 and LPMA AD 2.24.13-11)	Green WBAR Lights 5 at each side of RWY	PAPI 3° both sides MEHT: 57FT PAPI both sides slewed 5 DEG to the right (to the sea). PAPIS on the Runway right side not visible on short final approach.	600 meters
23	A simple approach lighting system 420 metres longitudinal intervals of 60 metres, having a cross bar at 300 metres.		PAPI 3° left side MEHT: 57FT	

RWY Designator	RWY Centre Line Lights Length / spacing / colour/ Intensity	RWY edge Lights Length / spacing / colour/ Intensity	RWY End Lights Colour / WBAR	SWY Light Length / Colour	Remarks
1	6	7	8	9	10
05	2481M / 30M / White FM 1581M-2181M Red and White FM 2181M Red / Variable	2481M / 60M / White FM 1881M Yellow / Variable	RED	NIL	See AD 2.24.01-1
23	2481M / 30M / White FM 1581M-2181M Red and White FM 2181M Red / Variable	2481M / 60M / White FM 1881M Yellow / Variable		NIL	

LPMA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN (324137.28N 0164631.71W): ALTN FLG W G EV 10 SEC, HN
2	LDI location and lighting Anemometer location and lighting	LDI: NIL Anemometers: RWY 05: Right Side, 300M THR.Lighted RWY 23: Left Side, 300M THR. Lighted Middle Point: 1320M THR and Right side RWY05. Lighted
3	TWY edge and centre line lighting	All Taxiways
4	Secondary power supply/switch-over time	Secondary power supply available within 15 seconds
5	Remarks	NIL

LPMA AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	NIL
2	TLOF and/or FATO elevation	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APCH and FATO lighting	NIL
7	Remarks	NIL

LPMA AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	MADEIRA CTR A circle with 5NM radius centred at ARP (324139N 0164641W)
2	Vertical limits	2000FT ALT (600M)
3	Airspace classification	C
4	ATS unit call sign / Language(s)	Madeira Approach, Madeira Tower EN, PT
5	Transition altitude	5000FT
6	Remarks	NIL

LPMA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	MADEIRA Approach	119.605 MHZ	HO	Primary
		120.455 MHZ	HO	Secondary
		121.500 MHZ	H24	Emergency
		243.000 MHZ	H24	Emergency
		279.050 MHZ	H24	
TWR	MADEIRA Tower	124.660 MHZ	H24	Primary

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
		121.500 MHZ	H24	Emergency
		243.000 MHZ	H24	Emergency
		279.050 MHZ	H24	
ATIS	MADEIRA Information	130.355 MHZ (arrivals) 121.630 MHZ (departures)	H24	ATIS Service also available by ACARS for Aircraft equipped with ACARS Management Unit. Providers are SITA for data link communications and MADEIRA Control for ATIS Service. Telephone Service: +351 291520633 or 2333 of NAV Portugal E.P.E. internal network.

LPMA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (MAG Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR (04° W - 2020)	FUN	112.200 MHZ	H24	324449.8N 0164219.6W		Coverage: 200NM FL500 Not usable: 240°/310° BYD 20NM BLW 9000FT
DME	FUN	CH 59X	H24	324449.3N 0164220.5W	500FT	Coverage: 200NM FL500 Not usable: 240°/310° BYD 20NM BLW 9000FT
DVOR (04° W - 2020)	SNT	114.900 MHZ	H24	330525.5N 0162102.3W		Coverage: 200NM FL500 Not usable: RDL050 BYD 29NM BLW 4000FT RDL066 BYD 31NM BLW 4000FT 070°/170° and 195°/250° BYD 10NM below 9000FT
DME	SNT	CH 96X	H24	330525.0N 0162101.3W	400FT	Coverage: 200NM FL500 Not usable: 070°/170° and 195°/250° BYD 10NM below 9000FT

LPMA AD 2.20 LOCAL AERODROME REGULATIONS

1. Limitations on use of aerodrome

Restricted to aircraft capable of maintaining two way communications with Madeira TWR.

The peculiar operation of MADEIRA AD and operating limitations are stated in paragraph 2 below.

For request of Airport Slots see paragraph GEN 1.2.2, Item 1.2.2.1

2. Special procedures and operating limitations

2.1 Operating at Madeira Aerodrome

Introduction

a. The Airport is located on a plateau on the east coast of Madeira Island. Except for the seaside, ground raises rapidly very closed to it. This fact generates, very often, wind variation and turbulence. Also severe low altitude wind shear conditions and / or micro burst are likely to be encountered.

b. Straight-in approaches not authorized from Funchal VOR to Runway 23.

Applicability

a. The items described below in “Crew requirements”, “Minimum training requirements”, “Line training” and “Aircraft Type change”, are mandatory to schedule and non-scheduled revenue flights involving aircraft with more than 10 passengers of capacity.

b. Pilots are informed that, any time, they may be required to show evidence to Madeira Airport Authorities of compliance with referred items.

Crew requirements

a. Initial experience
To operate at Madeira Airport, the Pilot-in-command must have a minimum of 200 flying hours as Captain on the concerned type of aircraft, before completing the initial training.

b. Recent experience
To operate at Madeira Airport, the Pilot-in-command must have performed there, on the last six months:

- one landing and take-off or,
- a flight simulator training comprising a landing and take-off on each runway, on a simulated adverse weather condition or,
- a line training flight to Madeira Airport, comprising a landing and take-off, assisted by a qualified instructor occupying the right-hand seat.

c. The Pilot-in-Command is authorized to operate to Madeira Airport (LPMA) for a period of six months starting from the date of issue.

Minimum training requirements

In order to operate at Madeira Airport, the operator must establish and accomplish beforehand a training program concerning the type of aircraft to be used. This training, if performed on local flights, must include at least, landings and take-off by day and night in both directions, emphasising:

a. the TKOF flight path to runway 23,

b. the TKOF flight path to runway 05,

c. the balked landing (go-around initiated in landing configuration from very low height) on both directions,

d. the let down and approach to both runways,

e. the operation effect on runway slope and dimensions and associated safety margins.

If the flight is to be performed in a flight simulator, the following procedures must be included in the training program, for each runway:

a. take-off with engine failure after V1,

b. relight after engine failure,

c. VOR approach,

d. balked landing and go-around,

e. visual approach,

f. landing,

g. weather conditions: wind - the maximums as indicated in paragraph 2.3. Severe turbulence, Windshear and up and down drafts, must be included in the different approaches,

h. one landing at night must be executed for each runway.

Line training

No line training is required if the flight simulator used is level D.
If level C flight simulator is used, line training must be performed with one landing and take-off in Madeira Airport, with an instructor occupying the right-hand seat

Aircraft type change

A Captain qualified in Madeira Airport in one type of aircraft, changing to another type, must do the flight simulator training program mentioned in paragraph “Minimum training requirements” or, instead, will land and take-off in both runways without passengers on board and no line training will be required on both cases.

Training program

The training program referred in paragraph “Minimum training requirements” above will have to be approved by ANAC (Autoridade Nacional da Aviação Civil).

Deviations or unconformities

Any deviations or unconformities stated from requirements stated in the previous paragraphs will be dealt in a case by case basis.

2.2 Responsibility

Compliance with operating limitations is mandatory. Any deviation, landing or take off without clearance must be reported to ANAC by Tower, with the exception of the situations described in bullet “d” of Wind out of limits procedures.

2.3 Operating procedures and limitations

Wind / Turbulence

Wind Information

a. Control Tower will provide two minutes mean wind values at Rosário and touchdown zone simultaneously with landing clearance or missed approach / go around instructions when landing clearance cannot be issued due to winds exceeding airport published landing limits.

b. Further wind information after a landing clearance has been issued will be provided at Pilot’s request or upon occurrence of variations from the last 2 minutes mean wind direction of 60º or more, or mean wind speed of 3 knots or more.

c. Instantaneous wind read outs will be provided at pilot’s request.

Wind Limitations

a. When landing

1. Maximum of two minutes mean Wind Speed Values indicated by the Touchdown anemometer:

- In the sector 300° to 010° MAG (clockwise) - 15KT, with the maximum Wind Gust of 25KT
- In the sector 020° to 040° MAG (clockwise) - 20KT, with the maximum Wind Gust of 30KT
- In the sector 120° to 190° MAG (clockwise), and if Runway in use is 05 - 20KT with a maximum Wind Gust of 30KT, and if Runway in use is 23 - 15KT, subject also to maximum Wind Gust of 25KT as indicated by MID Anemometer.

2. Maximum of two minutes mean Wind Speed Values,including Gust indicated by the MID or ROSÁRIO Anemometers

- In the Sector 200° to 230° MAG (clockwise) - 25KT.

b. When Taking-off

- 1.Maximum of two minutes mean Wind Speed Values indicated by the MID anemometer:
- In the sector 300° to 010° MAG (clockwise) - 20KT with no Gust limitations

- In the sector 020° to 040° MAG (clockwise) - 25KT with no Gust limitations
- In the sector 120° to 190° MAG (clockwise) and if Runway in use is 05 - 25KT with no Gust limitations, and if Runway in use is 23 - 20KT, also with no Gust limitations

NOTE: The limitations above do not supersede any Operators or Aircraft Operations Manual (AOM) limitations if these are more restrictive

Turbulence

- Attention should be paid to the WIND DIRECTION INDICATORS located on the south side of the runway, near each touchdown area. They will reflect unexpected wind changes. Occasionally they will indicate wind from opposite directions;
- When landing on RWY 05 wind differences greater than 5 KT, between Rosário and MID anemometers, may indicate turbulence on final;
- When landing on RWY 23 with winds from South and Westerly Sectors, one may experience severe turbulence at low altitude over the RWY Threshold;
- Headwind or nearly so, up to 15 KT will cause “WEAK” turbulence on final;
- Wind of 15 KT from sector 020° to 050° MAG (clockwise) may cause “MODERATE” turbulence;
- Wind of 15 KT or even less from sector 300° to 020° MAG (clockwise) may cause “SEVERE” turbulence;
- Down drafts or up drafts are to be expected near the threshold of runways 05 and 23.

NOTE: Pilots are strongly requested to report to the Control Tower as soon as possible any turbulence and/or windshear that may affect operational conditions.

Authorization Required Details

To obtain from ANAC (Portuguese competent Authority) an "Authorization Required" to fly RNP AR APCH procedure in LPMA, for which a procedure-specific approval is required, Operator has to provide it's flight crew members an additional ground training and FSTD training, as appropriate, to cope with the mitigations procedures that were described in it's FOSA.
The Operator should ensure that the additional training programmes, inserted in Operator's Manual (normally Part-D), for such procedures, include as at least all of the following:

- what Regulation (EU) n° 965/2012 in AMC 1 SPA.PBN.100 (b) alínea c)(2) from (vi) till (xii), describes as necessary;
- the crew training recommendations and mitigations stated in the procedure flight operational safety assessment (FOSA); and
- specific training and operational provision published in this AIP, which is for Madeira, at least, special emphasis on a Missed Approach for RWY 05 in which "TOGA to LNAV" (or similar function) fails, in a "RF" leg;
- another approach with Missed Approach in One Engine Inoperative and a "loss of GNSS navigation".
- At least, taking in account what above is stated, 2 approaches for RWY 05 and 2 Approaches for RWY 23 in FFS should be trained. One of these, for RWY 05, should be for a full stop landing, with left limiting crosswind.
- Training and Checking may be combined and conducted by the same person, TRE (Type Rating Examiner), CRE (Class Rating Examiner) or SFE (Synthetic Flight Examiner) during LPCs (License Proficiency Check), OPCs Operator Proficiency Check) or specials FFS (Full Flight Simulator) sessions for this purposes.

In the correct sequence to obtain the Authorization, the operator shall e-mail to ops@anac.pt its intentions, and:

(i) Operator has to prove to ANAC, via its AOC Appendix II "Opspecs", or Letter of Authorization, from its Competent Authority that is Approved for "Generic" RNP AR APCH (with "RF" leg capability), before an application for an Authorization may be accepted.

(ii) A FOSA taking in account, at least, that for RWY 05, FROP is shorter than recommended, due terrain morphology in final approach leg / Decision point (DA/H) is in "RF" leg / RWY 23 Missed Approach Sector bank angle, limited by Speed Restriction.

(iii) Evidence of "Training and Checking" program as above stated.

(iv) Evidence of operational procedures for normal, abnormal and contingency situations and specific for LPMA RNP AR APCHs taking in account what (ii) states.

Note:

- DME/DME is not applicable (except for a contingency aircraft extraction from the procedure, after 6 minutes of a "GPS PRIMARY LOST", while flying in IRS only).

- As a contingency and in case of remote, or extremely remote failures, with a probability of loss of all navigation information (or similar situation), an immediate turn to 139° (by the shorter direction) and climbing to 3000FT or above, will always extract in a safe manner the aircraft from the obstacle areas. Contact Madeira TWR or APP for further clearance.

When "Authorization Required" is obtained from ANAC, a Letter of Authorization will be sent to "operator" with all conditions stated.
One of the conditions is a "Temporary Initial Limitation" for specific operational experience gaining:

(i) Each approved pilot Commander for this operation will operate the first RNP AR APCH in VMC conditions.

(ii) The 2nd and 3rd approach will be limited with CMV (Converted Meteorological Visibility) for RNP 0.3 (for any of the runways and their "approach category" A, B, C or D) plus 500M.

(iii) 4th approach and further, according to the approval that all of operator's aircraft / pilot are approved by its competent authority (i.e. RNP 0.1 minima).

RWY Backtrack Operations

RWY backtrack operations forbidden to aircraft with MTOW above 30 TONS. These operations must be done only on turning bays. Exception made to Medical Evacuation, SAR and Emergency Flights.

Departure procedures

Introduction

- Pilots are advised to select full power on Take-off in the presence of turbulence or down draft reports.

- Take-off on both runways must be made in a minimum visibility of 2800 meters. Required take-off alternate.

- There are curved trajectories defined for both runways and for all engines operating.

- Each operator must prepare its own engine failure procedure.

Take-off Runway 05

1. After take-off start right turn, as soon as practicable to avoid high ground on the left side (see appropriate visual take-off chart-MAP/LPMA-TKOF).

2. See description of SID on paragraphs LPMA AD 2.22.

Take-off Runway 23

1. After take-off start the left turn, as soon as practicable, to avoid high ground on the right side (see appropriate visual take-off chart-MAP/LPMA-TKOF).

2. With westerly winds, tail windshears may be expected. Anemometer readings reported by tower at the end of the runway and at Rosario may indicate this possibility.

3. See description of SID on paragraphs LPMA AD 2.22.

Night Operations

A captain can operate at night provided he has previously operated and got familiar with Madeira Airport during daytime.

Training flights are forbidden daily during night period, between 23:00 (22:00)and 08:00 (07:00).

3. Radio Communication

Departing Traffic shall contact Madeira TWR/APP in freq 124.660 MHZ or 119.605 MHZ according to ATIS information, til 10MIN before estimated time for departure, for:

1. AD information.

2. modify/confirm ETD.

NOTE: Start up of flights affected by AFTM measures are to observe the stated in paragraph 1.9.5 of Air Traffic Flow Management (ATFM) and Airspace Management (ENR 1.9).

4. Acceptance of private Flying Club and Delivery aircraft

24 hours PPR required.

5. Pilots information report

Pilot's shall report to ATC or Airport Operations, as soon as possible, any deficiency that may affect operational conditions.

6. Apron operation and procedures

6.1 Push-back, Start-up and Taxiing

Aircraft engine start-up is only allowed after push-back manoeuvre with aircraft positioned in breakaway area.

All aircrafts must activate anti-collision lights before starting engines.

To prevent blast damage in aircraft equipment and personnel, all aircraft operations on the apron must be made using lowest power setting.

Pilots shall contact MADEIRA Tower for departure approval, 10 minutes before Start-up, and shall provide the following information:

a. Call Sign

b. Stand Number

c. Cruising Level

d. ATIS ACK

6.2 Marshaller

Marshaller assistance is compulsory for parking in entire airport Apron area. Stand entrance is only allowed with Follow-me assistance.

6.3 Engine Test runs

Engine test runs must be made on the runway. Engine test runs in idle power may take place on Stands, with the prior authorization of the Airport Operations.

Test are only permitted between 06:00 to 23:00 (05:00 to 22:00) and with the prior authorization of the Airport Operations .

7. Parking Restrictions

Due to Aircraft parking shortage at LPMA AD it is mandatory submit a request according procedures on GEN 1.2.2 item 1.2.2.1 - Scheduling Coordination.

Push-Back from A01 and A02 facing East, must be coordinated with Airport Operations and with the Follow-me assistance.

8. Refuel Operations

All refuelling operations with passengers on board, embarking or disembarking, are only allowed with a RFFS Vehicle on prevention and must have previous authorization of Airport Operations.

Accordingly Crews must contact the following frequencies:

- Ground Operations Groundforce - frequency 131.850 MHZ
- Ground Operations Portway - frequency 131.875 MHZ

9. Handling Services

All commercial aircraft operating in Madeira Aerodrome must be represented by one of the Agents mentioned on the list below.

Taxi / private crews are advised to contact Agent before operation.

Crew, Passengers and baggage transportation is only provided by full Agents only.

Cargo handling is only provided by full handling Agents only.

Authorized Full Handling Agents:

GROUNDFORCE PORTUGAL

Duty Station Manager

Telephone: +351 291520810

Mobile Phone: +351 965641227

FAX: +351 291520824

E-mail: stationmanager.fnc@groundforce.pt

AFTN: LPPTTAPF

SITA: FNCKKXH

Operations Center/Flight Watch/- VHF 131.850 MHZ

Telephone: +351 291520807

FAX: +351 291520829

E-mail: hoc.fnc@groundforce.pt

AFTN: LPPTTAPF

SITA: FNCSCXH

PORTWAY HANDLING PORTUGAL, SA

Telephone: +351 291520920

FAX: +351 291520921

SITA: FNCKPXH

Email: Duh.funchal@portway.pt

VHF FREQ 131.875 MHZ

OMNI HANDLING - MADEIRA STATION

Telephone: +351 291520860

Mobile Phone: +351 910275986

Email: madeira@omnihandling.com

Station Manager - Mobile Phone: +351 910275986 - Email: ivone.correia@omnihandling.com

LPMA AD 2.21 NOISE ABATEMENT PROCEDURES

1. GENERAL

Landing and/or take-off is forbidden by law between 00:00 (23:00) and 06:00 (05:00), except in cases of force majeure. However, according to governmental deliberation, exception regime has been granted for Madeira Airport in which landing and/or take-off of aircraft engaged in commercial aviation or aerial work are allowed in a limited number.

The authorisation for air movements during this period is conditioned to:

1. The maximum number of movements allowed (31 daily, 80 weekly)
   Special Seasons: Christmas, New Year's Day, Carnival, Easter and "Festa da Flor" (52 daily, 134 weekly)

2. The noise level of the aircraft concerned, in compliance with ICAO:

Level 0	below 87 EPNdB
Level 0,5	between 87 EPNdB and 89,9 EPNdB
Level 1	between 90 EPNdB and 92,9 EPNdB
Level 2	between 93 EPNdB and 95,9 EPNdB
Level 4	between 96 EPNdB and 98,9 EPNdB
Level 8	between 99 EPNdB and 101,9 EPNdB
Level 16	above 101,9 EPNdB

Aircraft classified Level 4,8 and 16, cannot be scheduled between 02:00 (01:00) and 05:00 (04:00);

3. The operating restrictions set out in Item 1 shall not apply to the following cases of force majeure:

- Aircraft operating humanitarian, emergency or evacuation missions;
- Aircraft to come across urgent situations, taking in account weather, technical failure or flight safety reasons;
- Air movements subject to an unforeseen schedule alteration due to abnormal disturbance within Air Traffic Control;
- Air movements operated up to 01:00 (00:00) which were actually scheduled for periods up to 00:00 (23:00), due to delays for which neither the Airport Management Company nor the Operator were to blame;
- Landings operated during the period comprised between 05:00 (04:00) and 06:00 (05:00), due to weather reasons, as far as the arrival had been scheduled for a time after 06:00 (05:00).

2. Penalties for non-compliance with slot allocation rules during the night period.

Penalties for these offences are specified in f) and g), paragraph 2, article 28 of Decree Law 9/2007.

LPMA AD 2.22 FLIGHT PROCEDURES

1. FMS RNAV DEPARTURES ROUTES FROM MADEIRA AERODROME

RUNWAY 05/23

GENERAL REMARKS

If unable to comply with FMS RNAV-1 Departure Routes advise ATC on first contact and expect radar vectors.

See Special procedures and operating limitations on LPMA AD 2.20 paragraph 2, particularly paragraphs “Departure Procedures” and “Take-off Runway 05”.

RADIO COMMUNICATION FAILURE

In the event of RCF squawk A7600:

1. Fly at/to the last assigned and acknowledged level, or to the level of SID if is higher than the last assigned level until passing 30 NM DME FUN DVOR/DME;

2. Thereafter adjust level and speed in accordance with the filed flight plan;

3. If being radar vectored or proceeding offset, when passing 30 NM DME FUN DVOR/DME, rejoin the current flight plan route and proceed in accordance with item 2 above.

4. If cleared DCT to…, fly at/to the assigned and acknowledged level or to FL060, whichever is higher, until passing 30 NM DME FUN DVOR /DME maintain the current flight plan route and proceed in accordance with item 2 above.

FMS RNAV SIDs DESCRIPTION: See back of charts LPMA AD 2.24.08-1 and LPMA AD 2.24.08-5

2. FMS RNAV ARRIVAL TO MADEIRA AERODROME

GENERAL REMARKS:

If unable to comply with FMS RNAV-1 Arrivals Routes advise ATC on first contact and expect vectors for final approach.

See Special procedures and operating limitations on LPMA AD 2.20 paragraph 2, particularly paragraphs “Visual Approach Procedures” and “Landing Procedures”.

SPEED ADJUSTMENT:

See ENR Section 1.5, sub-section 1.5.4 paragraph 2a)

RADIO COMMUNICATION FAILURE

RNAV-1 certified

In case of Radio Communications Failure squawk 7600 and:

a. If cleared by Lisboa Control or Madeira Approach units to proceed via a STAR continue descent to 3000FT via the STAR. Comply with all speed and altitude restrictions to perform an RNAV (GNSS) or RNP-AR approach to the runway in use;

b. Otherwise continue descent to the last assigned and acknowledged FL or FL100 whichever is higher, proceed direct to PILIM and hold as published. At PILIM holding start descent to 3000FT to perform an RNAV (GNSS) or RNP-AR approach to the runway in use;

c. If unable to perform RNAV (GNSS) or RNP-AR approaches continue descent to the last assigned and acknowledged FL or FL100 whichever is higher, proceed direct to ABUSU and hold as published. At ABUSU holding start descent to 3000FT to perform a VOR/DME approach with circling to the runway in use.

Non RNAV equipped

In case of Radio Communications Failure squawk 7600 and continue descent to the last assigned and acknowledged FL or FL100 whichever is higher, proceed direct to ABUSU and hold as published. At ABUSU holding start descent to 3000FT to perform a VOR/DME approach with circling to the runway in use.

Flights below FL100

In case of Radio Communications Failure below FL100 squawk 7600,

a. If visual with the runway perform a Visual Approach;

b. If IMC and flying on a STAR continue descent to 3000FT via the STAR. Comply with all speed and altitude restrictions to perform an RNAV (GNSS) or RNP-AR approach to the runway in use;

c. If IMC and flying direct continue descent to 3000FT to:

   1. PILIM to perform an RNAV (GNSS) or RNP-AR approach or;

   2. ABUSU to perform a VOR/DME with circling to the runway in use.

FMS RNAV ARRIVAL DESCRIPTION: See back of charts LPMA AD 2.24.10-1

3. VISUAL APPROACH PROCEDURES

QFE values are related to the elevation of each threshold.

To Runway 05

- On downwind MNM 940 FT/QNH (794 FT/QFE).
- During approach, the aircraft must cross the coast over GELO (323952N 0164812W) MNM 850 FT/QNH (704 FT/QFE) THR 05, then he should follow the curved approach lights, not passing to the North side (to the left) of them. By ROSARIO (324042N 0164800W) he should be MNM 460 FT/QNH (314 FT/QFE).
- At night the RWY 05 approach lights MUST BE ON. If those lights fail before the aircraft is in such a position, over those lights, that will ensure that the high ground on their left side will be avoided, a missed approach (right turn) should be initiated.
- PAPI should be followed. They are set to define a 3° descent path crossing the Threshold at 57 FT.
- Runway slope - see LPMA AD 2.24.04-3

NOTE: Due to high terrain, caution should be exercised to avoid flying left of approach lights path to RWY 05

To Runway 23

In order to never cross to the right (north) of radial 235 from DVOR/DME FUN:

- On the visual approach initiated overhead DVOR/DME FUN the aircraft should be kept slightly left on this radial until a point where - with touchdown zone and PAPI in sight - it has to line up with the runway.
- Maintain MDA (H) until intersecting the 3° final descend path defined by the PAPI, which crosses the Threshold at 57 FT
- Due to high terrain on the right (north) side of the approach - Pico do Facho mountain and a cliff - do not deviate to the right of the extended centre line of Runway 23

1. Pico do Facho: altitude 1129 FT, distance 1023 M abeam a point 1NM from Threshold;
2. Cliff altitude 558 FT, distance 608 M abeam the same point.

- At night the hills (Pico do Facho) on your right may be confused with mist. This obstacle is lighted.
- Touchdown Runway 23 out of control Tower visual range
- Touchdown zone lighting is provided
- A go around manoeuvre should be performed if the aircraft has not landed by the end of these lights.

4. Wind out of limits procedures

a. A landing clearance will not be issued and missed approach / go around instructions will be provided immediately by ATC if winds exceed published landing limits when:

   1. An approaching aircraft to runway 05 is reaching the following points:

      - MAPt, when established on approach DVOR RWY05 and instrument approach DVOR/DME CIRCLING RWY 05;
      - MA566, when established on RNP RWY05 and instrument approach RNP RWY 05 – a;
      - MA508, when established on instrument approach RNP Y RWY 05 AR;
      - MA522, when established on instrument approach RNP Z RWY 05 AR.

   2. An approaching aircraft to runway 23 is reaching the following points:

      - MAPt, when established on approach DVOR RWY 23 and instrument approach DVOR/DME CIRCLING RWY 23;
      - MA562 when established on RNP RWY 23 and instrument approaches RNP RWY 23 – b;
      - MA408 when established on instrument approach RNP RWY 23 AR.

b. If a pilot insists on landing even though clearance has not been issued and he/she has been informed of the current wind limitations on the use of aerodrome, ATC will ensure that runway is clear and inform him/her that landing without clearance will be his/her own responsibility.

c. Landing at pilot’s responsibility does not relieve him/her from compliance with published wind operating limitations and of any responsibility whatsoever in connection with a violation of applicable rules and regulations.

d. In case winds exceed published landing limits after an aircraft has been cleared to land, TWR will not cancel landing clearance to avoid ATC–induced circumstances and it will be pilot’s responsibility to evaluate whether flight conditions are suitable to complete the approach or flight safety dictates the initiation of a missed approach / go around procedure.

e. If a pilot insists on taking off even though he/she has been informed of the current wind limitations on the use of aerodrome for departure, ATC will not issue take off clearance, will ensure that runway is clear and inform him/her that taking off without clearance will be his/her own responsibility.

5. Landing procedures

All landings are to be made in visual conditions (see appropriate chart)

a. Approach Runway 05 must be made in a minimum visibility of 5000 meters (see AD 2.24.12-1)

b. Approach Runway 23 must be made in a minimum visibility of 7000 meters (see AD 2.24.12-3)

c. RNP AR - All landings are to be accomplished while maintaining visual references to the runway, either after passing DA or MDA in instrument approaches or in terminating visual approaches.

RNP AR RWY 05/23 - Additional Information

Criteria deviations from ICAO

Referring to Required Navigation Performance Authorization Required (RNP AR) Procedure Design Manual:

- the minimum IAS for Cat D is 165kt;
- for Missed Approach less than RNP 1 value, FROP should be at 50 seconds from DA;
- the maximum bank angle for Approach is 20° and 15° for Missed Approach.

All deviations from the above criteria are listed below and shall be addressed in the FOSA:

RNP AR RWY 05
FROP

- Located at 0.6 NM from THR05, so by definition, less than 50s from DA.
- For all aircraft categories and RNP AR values in final segment, DA is reached before FROP (MA502 - inside the RF turn).

Final Approach Speed

Type	Procedure Ident	Segment	Speed (kt)
Final Segment	MA522	MA522 - MA520	160

Missed Approach Bank Angle

Type	Procedure Ident	Segment	Procedure Bank Angle (°)
Missed Approach Segment	MONEC	MA550 - MA552	15.05

RNP AR RWY 23
Missed Approach Bank Angle

Type	Procedure Ident	Segment	Procedure Bank Angle (°)
Missed Approach Segment	MONEC PILIM	RWY05 - MA406	20.17

6. Holding Procedures

HLDG ID/FIX/WPT Coordinates	INBD TR (MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG LVL FL/FT (MSL)	TIME (MIN) or DIST OUBD
ABUSU ABUSU 325201N0163808W (RDL031-DME08 FUN DVOR/DME)	211°	RIGHT	230	3000 FT ALT FL 140	5 NM
ABUSU ABUSU 325201N0163808W (RDL031-DME08 FUN DVOR/DME)	211°	RIGHT	280	FL 150 FL 999	11 NM
FUSUL FUSUL 323605N0163943W RDL170-DME09 FUN DVOR/DME	350°	LEFT	230	4000 FT ALT FL 140	5 NM
FUSUL FUSUL 323605N0163943W RDL170-DME09 FUN DVOR/DME	350°	LEFT	280	FL 150 FL 999	12 NM

HLDG ID/FIX/WPT Coordinates	INBD TR (MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG LVL FL/FT (MSL)	TIME (MIN) or DIST OUBD
MONEC MONEC 322723N0164949W	025°	LEFT	230	3000 FT ALT FL 100	1 MIN
PILIM PILIM 325115N0163529W	227°	RIGHT	230	3000 FT ALT FL 100	1 MIN

LPMA AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the Movement Area and in the vicinity of the Airport

Birds activity takes place daily from sunrise to sunset at the movement area (including STRIPS) and in the vicinity of the airport.As far as practicable, Air Traffic Service will inform pilots of this bird activity and the estimated location, if possible.During the above periods, pilots of aircraft are advised that birds may not always be promptly detected and caution is requested during approach-to-land, descent, take-off, climb and taxi procedures.

Dispersal activities include the using of gas cannon units, scarecrow hand-held and vehicle devices distress calls, the presence of wildlife personnel and falconry is also used with predatory birds, such as falcons and hawks.A Wildlife Hazard Management Plan is also in force in Madeira Airport.

Gas cannon activity and falconry takes place during all year, daily from sunrise to sunset and scarecrow devices area activated whenever birds are detected.Wildlife personnel available daily between sunrise and sunset.

2. Grass cutting

Grass cutting will take place along Strip RWY 05/23, daily from 08:00-18:00 (07:00-17:00). Men and equipment under Tower control and airport authority supervision.

LPMA AD 2.24 CHARTS RELATED TO AN AERODROME

AD 2 AERODROMES

LPPI AD 2

LPPI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LPPI - PICO

LPPI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 383316N LONG: 0282629W Intersection Runway 09/27 with Taxiway “A”, BRG 273° distant 780m from THR 27
2	Direction and distance of ARP from city or town	8KM (4.3NM) from Vila da Madalena
3	Elevation/Reference temperature	35M / 114FT 23.9° C (AUG)
4	Geoid undulation at aerodrome elevation position	58M
5	MAG VAR / Annual change	9° W (2020) / 0.17° decreasing
6	AD Administration, address, telephone, telefax, telex, AFS, SITA and E-mail	AD ADMINISTRATION Post: SATA Gestão de Aerodromos SA Avenida Infante D.Henrique 55 9510-150 PONTA DELGADA Azores - Portugal Phone: +351 296209710, +351 296209711 Fax: +351 296672090 Email: sga@sata.pt AD AIRPORT OPERATIONS MANAGER Post: Aeroporto Ilha do Pico Rua do Aeroporto 9950-011 BANDEIRAS Azores - Portugal Phone: +351 292628387 Phone: +351 917950561 (mobile) Fax: + 351 292622284 Email: lppiydya@sata.pt SITA: PIXSAXH AFS: NIL
7	Types of traffic permitted (IFR / VFR)	IFR / VFR
8	Remarks	NIL

LPPI AD 2.3 OPERATIONAL HOURS

1	AD Administration	AD Operational hours*: 10:00-13:00 and 15:00-18:00 (09:00-12:00 and 14:00-17:00) AD Administration: Working days: 10:00-18:00 (09:00-17:00)
2	Customs and immigration	** On request
3	Health and sanitation	** On request
4	AIS Briefing Office	AIS available through ARO Portugal (see GEN 3.1)
5	ATS Reporting Office (ARO)	ARO available through ARO Portugal (see GEN 3.1)
6	MET Briefing Office	10:00-13:00 (09:00-12:00) and 15:00-18:00 (14:00-17:00)

7	ATS***	HO
8	Fuelling	On request 3 hours PPR.
9	Handling	10:00-13:00 and 15:00-18:00 (09:00-12:00 and 14:00-17:00)
10	Security	10:00-13:00 and 15:00-18:00 (09:00-12:00 and 14:00-17:00)
11	De-icing	NIL
12	Remarks	* Aerodrome operational extension or reopening subject to the following condition: Other periods under PPR to the Aerodrome Director, at least 2 (two) hours before the planned flight. ** Customs, Immigration, Health and Sanitation on request. At least 24 hours in advance will be required. *** AFIS only

LPPI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Available by SATA Air Açores - Phone: +351 292628385
2	Fuel/oil types	Jet A1
3	Fuelling facilities/capacity	Storage capacity: 112 cubic meters. 1 Refueller truck with 20.000 litres capacity, max. delivery rate 1400 litres per minute. Underwing refuelling (pressure refuelling) only
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	Fuel: Underwing refuelling (pressure refuelling) only Fuel operator: BENCOM SA Phone: +351 913798884 Email: alfredo.oliveira@bensaude.pt

LPPI AD 2.5 PASSENGER FACILITIES

1	Hotels	In City
2	Restaurants	In City
3	Transportation	Buses, Taxis and Rent-a-Car
4	Medical facilities	Hospital in Vila da Madalena [8KM (4.3NM) from Aerodrome].
5	Bank and Post Office	In City
6	Tourist Office	In City
7	Remarks	NIL

LPPI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within AD HR: - CAT 7
2	Rescue equipment	YES 1 vehicle with 12.000 litres of capacity - E-ONE HPR 1 vehicle with 6.000 litres of capacity - E-ONE HPR
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

In Area 3					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
LPPI_024	FENCE (5/9)	383309.1N 0282705.6W	37.12M 2.58M	NIL	
LPPI_025	FENCE (6/9)	383309.3N 0282703.9W	37.44M 2.53M	NIL	
LPPI_026	FENCE (7/9)	383309.4N 0282702.4W	37.77M 2.58M	NIL	
LPPI_027	FENCE (8/9)	383309.5N 0282702.2W	37.82M 2.64M	NIL	
LPPI_028	FENCE (9/9)	383309.5N 0282701.4W	34.37M 2.59M	NIL	
LPPI_029	BUILDING	383309.5N 0282638.3W	42.17M 7.46M	Monocolour Blue	TERMINAL
LPPI_030	BUILDING	383309.6N 0282637.9W	43.86M 9.15M	Monocolour Blue	TERMINAL
LPPI_031	BUILDING	383309.9N 0282635.2W	41.83M 7.28M	Monocolour Blue	TERMINAL
LPPI_032	POLE	383307.5N 0282634.2W	55.25M 20.50M	Not Applicable Fixed red	APRON LIGHTING
LPPI_033	POLE	383307.8N 0282631.7W	55.16M 20.55M	Not Applicable Fixed red	APRON LIGHTING
LPPI_034	POLE	383308.1N 0282629.0W	55.07M 20.57M	Not Applicable Fixed red	APRON LIGHTING
LPPI_035	POLE	383308.3N 0282626.3W	55.09M 20.68M	Not Applicable Fixed red	APRON LIGHTING
LPPI_036	BUILDING	383310.5N 0282625.5W	40.39M 6.32M	Monocolour Blue	HANDLING EQUIPMENT
LPPI_037	BUILDING	383310.6N 0282624.4W	40.39M 6.32M	Monocolour Blue	HANDLING EQUIPMENT
LPPI_038	BUILDING	383309.7N 0282624.2W	43.31M 8.90M	Monocolour Blue	HANDLING EQUIPMENT
LPPI_039	BUILDING	383309.6N 0282625.3W	43.31M 8.90M	Monocolour Blue	HANDLING EQUIPMENT
LPPI_040	NAVAID	383315.2N 0282607.5W	39.55M 7.44M	Horizontal bands Orange / White Fixed Red	GP/DME ANTENNA
LPPI_041	NAVAID	383315.3N 0282606.1W	37.98M 6.25M	Horizontal bands Orange / White Fixed Red	GP MONITOR ANTENNA
LPPI_042	NAVAID	383320.2N 0282606.9W	38.01M 6.99M	Horizontal bands Orange / White Fixed Red	WDI RWY 27
LPPI_045	NAVAID	383316.3N 0282645.6W	38.71M 7.03M	Horizontal bands Orange / White Fixed Red	WDI RWY 09
LPPI_047	NAVAID	383315.2N 0282701.6W	44.22M 10.56M	Horizontal bands Red / White Fixed Red	ANEMOMETER RWY 09
LPPI_048	NAVAID	383318.5N 0282629.7W	43.28M 10.55M	Horizontal bands Red / White Fixed Red	ANEMOMETER MID
LPPI_049	NAVAID	383320.7N 0282607.6W	42.75M 10.54M	Horizontal bands Red / White Fixed Red	ANEMOMETER RWY27
LPPI_050	NAVAID	383320.0N 0282607.4W	35.11M 3.39M	Horizontal bands Red / White NIL	RVR Sensor
LPPI_051	NAVAID	383317.7N 0282631.7W	33.51M 1.60M	Monocolour Red NIL	Thunderstorm Sensor

LPPI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	PICO AMS
2	Hours of service	10:00-13:00 (09:00-12:00) and 15:00-18:00 (14:00-17:00)
3	Office responsible for TAF preparation Periods of validity	NIL
4	Trend Forecast Interval of issuance	NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Pico AFIS
10	Additional information (limitation of service, etc.)	PICO AMS: Phone: +351 292622378 Email: lppi@ipma.pt

LPPI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY End COORD THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APCH RWY	Slope of RWY / SWY
1	2	3	4	5	6	7
09	82.64	1655 X 45	PCN 80/F/B/W/T Asphalt	THR 383312.30N 0282701.60W Geoid Undulation 58M	THR 35M	-0.2%
27	262.65			THR 383318.86N 0282556.88W RWY END 383311.98N 0282704.67W Geoid Undulation 58M	THR 32M	+0.2%

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
09	NIL	300Mx150M	1775x150	90Mx90M	NIL	Threshold displaced 75M. Central 30M grooved between thresholds.
27		150Mx150M		220Mx90M	NIL	Central 30M grooved between thresholds.

AD 2 AERODROMES

LPPD AD 2.

LPPD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LPPD - PONTA DELGADA - JOÃO PAULO II

LPPD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 374431N LONG: 0254152W Intersection Runway 12/30 with Taxiway “F”
2	Direction and distance of ARP from city or town	2KM (1.08NM) BRG 286° GEO from City
3	Elevation/Reference temperature	79 M / 259 FT 23°C (AUG)
4	Geoid undulation at aerodrome elevation position	57M
5	MAG VAR/Annual change	7ºW (2020) / 0.17º decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: ANA Aeroportos de Portugal, SA Aeroporto João Paulo II Ilha de São Miguel – Açores 9500-749 RELVA Phone: +351 296205400, +351 296205436 Fax: +351 296286923, +351 296205429 AFS: LPPDYDYA SITA: BOHBBXH Email: azores.airports@ana.pt URL: http://www.ana.pt
7	Types of traffic permitted (IFR/VFR)	VFR / IFR
8	Remarks	NIL

LPPD AD 2.3 OPERATIONAL HOURS

1	AD Administration	07:15-01:00 (06:15-24:00)
2	Customs and immigration	07:00-01:00 (06:00-24:00)
3	Health and sanitation	07:00-01:00 (06:00-24:00) Vet. services- live animals: 8 hours prior request (contact +351 962374517)
4	AIS Briefing Office	AIS available through ARO Portugal (see GEN 3.1)
5	ATS Reporting Office (ARO)	ARO available through ARO Portugal (see GEN 3.1)
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	07:00-01:00 (06:00-24:00)
9	Handling	07:00-01:00 (06:00-24:00)
10	Security	H24
11	De-icing	NIL

12	Remarks	See AD 1 Restrictions for nocturnal flights for civil aircraft on Portuguese airports and/or aerodromes and GEN 4 Airport Opening Charge for further details on restrictions.

LPPD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	High lift loaders, conveyor belts, fork lifts Sufficient number of various vehicles and equipment
2	Fuel/oil types	JET A1 BPTO2389 - Turbo Oil and BPTO2380 - Turbo Oil
3	Fuelling facilities/capacity	Hydrant System and Fuel Trucks. Maximum delivery rate: 2200 litres per minute.
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	By arrangement with SATA Air Açores Maintenance Phone: +351 296287412 FAX: +351 296287574 SITA: PDLMXSP
7	Remarks	Oxygen and related servicing – by arrangement with SATA Air Açores Maintenance

LPPD AD 2.5 PASSENGER FACILITIES

1	Hotels	In City
2	Restaurants	AD restaurant (180 meals per hour). Other Restaurants in City
3	Transportation	Buses, Taxis and Rent-a-Car at Aerodrome
4	Medical facilities	First Aid Treatment at Aerodrome, Hospital in City (2 KM (1.08NM from Aerodrome)
5	Bank and Post Office	At Aerodrome Bank MON-FRI 09:30-13:00 (08:30-12:00) and 14:00-16:00 (13:00-15:00) Post office MON-FRI 09:30-13:30 (08:30-12:30) and 15:00-18:00 (14:00-17:00)
6	Tourist Office	At Aerodrome, 08:30-22:30 (07:30-21:30)
7	Remarks	NIL

LPPD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7 CAT 8 and CAT 9 - Available by prior arrangements with Airport Director at least 24 hours prior to operation
2	Rescue equipment	- In accordance with CAT 9 requirements established in the Table 5.2 of ICAO DOC.9137-AN/898 Part I. - KIT TIRFOR embarqued in a Crash Tender Vehicle.
3	Capability for removal of disabled aircraft	Until A313 aircraft, with gear down and operational.
4	Remarks	NIL

LPPD AD 2.7 RUNWAY SURFACE CONDITION ASSESSEMENT AND REPORTING AND SNOW PLAN

1	Type(s) of clearing equipment	NIL
2	Clearance priorities	NIL
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
5	Remarks	For further information, see also Section AD 1.2.2. - RUNWAY SURFACE CONDITIONS ASSESSMENT AND REPORTING AND SNOW PLAN.

LPPD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

<table>
<tr><td rowspan="5">1</td><td rowspan="5">Apron surface and strength</td><td>APRON</td><td>SURFACE</td><td>STRENGTH</td><td rowspan="5"></td></tr>
<tr><td rowspan="2">N</td><td>Asphalt</td><td>PCN 29/F/B/X/T</td></tr>
<tr><td>Concrete</td><td>PCN 17/R/C/X/T</td></tr>
<tr><td>S</td><td>Concrete</td><td>Under evaluation</td></tr>
<tr><td>W</td><td>Concrete</td><td>PCN 70/R/B/W/T</td></tr>
<tr><td rowspan="5">2</td><td rowspan="5">Taxiway width, surface and strength</td><td>TAXIWAY</td><td>WIDTH</td><td>SURFACE</td><td>STRENGTH</td></tr>
<tr><td>A,B and F</td><td>23 M</td><td rowspan="2">Asphalt</td><td>Under evaluation</td></tr>
<tr><td>C,D and E</td><td>23 M</td><td>PCN 90/F/C/W/T</td></tr>
<tr><td>TAXILANE</td><td>WIDTH</td><td>SURFACE</td><td>STRENGTH</td></tr>
<tr><td></td><td></td><td></td><td></td></tr>
<tr><td>3</td><td>Altimeter checkpoint location and ELEV</td><td colspan="4">None</td></tr>
<tr><td>4</td><td>VOR checkpoint locations</td><td colspan="4">None</td></tr>
</table>

		RAMP / STAND	INS COORDINATES	ELEVATION (M/AMSL)	REMARKS
5	INS checkpoint positions	N1	374434.57N 0254146.32W	66.14 M	NIL
		N2	374436.00N 0254146.92W	66.52 M	
		N3	374435.75N 0254147.28W	66.49 M	
		N7	374436.96N 0254150.79W	66.97 M	
		N10	374436.56N 0254148.82W	66.64 M	
		S1	374430.88N 0254208.47W	70.29 M	
		S2	374429.86N 0254205.16W	70.18 M	
		S3	374428.74N 0254202.21W	69.88 M	
		W1	374454.80N 0254235.65W	80.18 M	
		W2	374456.26N 0254241.92W	80.18 M	
		W3	374455.84N 0254239.91W	80.18 M	
		W4	374455.18N 0254237.81W	80.18 M	
		W5	374454.51N 0254235.70W	80.18 M	
		W6	374453.82N 0254233.60W	80.09 M	
		W7	374453.60N 0254231.66W	79.96 M	
		W8	374453.54N 0254230.67W	79.82 M	
		W9	374452.67N 0254230.32W	79.54 M	
		W10	374452.66N 0254228.66W	79.42 M	
		W11	374452.60N 0254227.68W	79.28 M	
		W12	374451.72N 0254227.31W	79.15 M	
6	Remarks		NIL		

LPPD 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 at aircraft stands	Taxiway and Apron guidelines in accordance with ICAO Annex 14 Apron W with ID signs and marks.
2	RWY/TWY markings and lights	Runway Marking Aids: Runway designation, Runway centre line, Aiming point, Displaced Threshold (RWY 30), Touchdown zone markings, Runway side strip, Runway turn pad markings threshold, Runway transverse strip (RWY 30), RWY extension. Taxiway Marking Aids: Taxiway centre line, Taxiway side strip, Runway holding positions. Runway lights: Threshold, Runway edge, Runway centre line, Runway end, Runway turn pad lights, Runway wing bar lights. Taxiway lights: Taxiway edge lights at TWYs A, B, and F, TWY centre line lights at TWY B, C, D and E
3	Stop bars	Stop bar at TWYs C, D and E
4	Remarks	TWY edge retro-reflective markers (Blue Sleeve) at TWYs C, D and E

LPPD AD 2.10 AERODROME OBSTACLES

In Area 2					
Obst. ID Designation	**Obst. Type**	**Obst. Position**	**Elevation/HGT**	**Markings Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LPPD01	BUILDING	374453.0N 0254249.1W	85 M/6 M	NIL	OBST 2 on AERODROME OBSTACLE CHART
LPPD02	BUILDING	374453.6N 0254249.9W	87 M/7 M	NIL	OBST 3 on AERODROME OBSTACLE CHART
LPPD03	BUILDING	374453.9N 0254250.2W	89 M/9 M	NIL	OBST 4 on AERODROME OBSTACLE CHART
LPPD04	BUILDING	374454.0N 0254250.4W	89 M/9 M	NIL	OBST 5 on AERODROME OBSTACLE CHART
LPPD05	TERRAIN	374539.5N 0252930.5W	963 M	NIL	NIL

In Area 3					
Obst. ID Designation	**Obst. Type**	**Obst. Position**	**Elevation / HGT**	**Markings Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
NIL					

LPPD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	PONTA DELGADA AMS
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	CPVM-AERO MWO/AMO 24 HR - issuance every 6 hours
4	Trend Forecast Interval of issuance	NIL
5	Briefing/consultation provided	Briefing on observed meteorological conditions: personal or by telephone. Briefing on expected meteorological conditions: by phone provided by the CPVM-AERO MWO/AMO (see GEN 3.5.4).
6	Flight documentation Language(s) used	C, CR English, Portuguese
7	Charts and other information available for briefing or consultation	P, S, SWH, SWM, W
8	Supplementary equipment available for providing information	Self-briefing
9	ATS units provided with information	Ponta Delgada TWR and APP
10	Additional information (limitation of service, etc.)	PONTA DELGADA AMS: Phone: +351 296 282 922 Email: lppd@ipma.pt CPVM-AERO MWO/AMO: Phone: +351 218 474 583 Fax: +351 218 402 370 Email: met.aero@ipma.pt

LPPD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY END COORD GEOID undulation	THR elevation and highest elevation of TDZ of precision APCH RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
12	111.73	2323x45	ASPH First 1800 M PCN 62/F/B/W/T After 1800 M PCN 70/F/B/W/T	THR 374445.80N 0254238.24W RWY END 374418.01N 0254110.02W GUND 56.7M	THR 79 M	-1%
30	291.73	2323X45	Asphalt First 626 M PCN 70/F/B/W/T After 626 M PCN 62/F/B/W/T	THR 374418.90N 0254112.86W RWY END 374445.80N 0254238.24W GUND 56.7M	THR 57.1 M TDZ 61.9 M	1%

above these values are listed below:

Phase	RWY	Procedure IDENT	Segment	Procedure Bank Angle
INITIAL	12	XUVAP	SM540-SM539	20.6º
INITIAL	30	SM800	SM650-SM642	23.6º
INITIAL	30	SM800 SM700	SM642-SM640	22.8º
INITIAL	30	SM800 SM700 PETUD	SM630-SM620	22.3º

b) VSS (Visual Segment Surface) Penetrations

Referring to Document 8168 – OPS/611 – Procedures for Air Navigation Services – Aircraft Operations – Volume

II (Seventh Edition):

Surveyed obstacle (man-made obstacle) penetrates the VSS of runway 12:

RWY 12

Type	Coordinates	Top Altitude	Amount of Penetration	RNP Value
Building	374456.055N 0254252.418W	94.68 M 311 FT	3.12 M	All values
***Obstacles with a height less than 15 M above THR12 may be disregarded according to the referred above document.**				

6. HOLDING PROCEDURES

HLDG ID/FIX/WPT Coordinates	INBD TR (MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG LVL FL/FT (MSL)	TIME (MIN) or DIST OUBD
PETUD PETUD 372955N0254820W RDL192-DME21 VMG DVOR/DME	012°	RIGHT	230	3000 FT ALT FL 140	5 NM
PETUD PETUD 372955N0254820W	013°	RIGHT	230	3000 FT ALT FL 140	1 MIN
PONTA DELGADA/PD PONTA DELGADA L 374406N0254030W	135°	RIGHT	230	4800 FT ALT FL 140	1 MIN
SAO MIGUEL/VMG SAO MIGUEL DVOR/DME 375046N0254529W	156°	LEFT	230	5500 FT ALT FL 140	1 MIN
SAO MIGUEL/VMG SAO MIGUEL DVOR/DME 375046N0254529W	156°	LEFT	280	FL 150 FL 999	1.5 MIN
SM700 SM700 375500N0261527W	118°	RIGHT	230	4500 FT ALT FL 140	1 MIN
SM800 SM800 380411N0260847W	146°	LEFT	230	4500 FT ALT FL 140	1 MIN
SM900 SM900 375551N0253635W	276°	RIGHT	230	4500 FT ALT FL 140	1 MIN
TUSEX TUSEX 374925N0260535W	092°	RIGHT	230	4500 FT ALT FL 140	1 MIN

HLDG ID/FIX/WPT Coordinates	INBD TR (MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG LVL FL/FT (MSL)	TIME (MIN) or DIST OUBD
TUSEX TUSEX 374925N0260535W RDL 271-DME16 VMG DVOR/DME	091°	RIGHT	230	4500 FT ALT FL 140	5 NM
XUVAP XUVAP 373521N0251301W RDL127-DME30 VMG DVOR/DME	307°	RIGHT	230	5500 FT ALT FL 140	5 NM
XUVAP XUVAP 373521N0251301W	307°	RIGHT	230	5500 FT ALT FL 140	1 MIN
XUVAP XUVAP 373521N0251301W RDL127-DME30 VMG DVOR/DME	307°	RIGHT	280	FL 150 FL 999	12 NM

LPPD AD 2.23 ADDITIONAL INFORMATION

1. Bird Hazard Warning

Danger of collision with birds during taxiing, landing and take-off.

2. Signalling Terrain Lighting

A set of 8 aligned high intensity Type A and non-sequential flashing lights, spaced 60M, located 6000M from THR 12 and 2200M left side of extended centre line, installed to identify natural obstacle (Coast) proximity during RWY 12 approach operations.

3. Grass cutting

Grass cutting will take place along Strip RWY 12/30, Monday to Sunday 07:00-00:59 (06:00-23:59). Men and equipment under Tower control and airport authority supervision.

LPPD AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
AERODROME CHART - ICAO	LPPD AD 2.24.01-1
AIRCRAFT PARKING/DOCKING CHART - ICAO - (APRON N AND S)	LPPD AD 2.24.02-1
AIRCRAFT PARKING/DOCKING CHART - ICAO - (APRON W)	LPPD AD 2.24.02-3
AERODROME OBSTACLE CHART - ICAO TYPE A (RWY 12)	LPPD AD 2.24.04-1
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO (RWY 12 BAVAS9V BEKUN9V MIPRU9V SOMUL9V TIMTO1V VSM8V)	LPPD AD 2.24.08-1
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO (RWY 30 BAVAS1R BEKUN1R MIPRU9R SOMUL9R TIMTO1R VSM9R)	LPPD AD 2.24.08-3
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO (RNAV RWY 12 BEKUN5Y MIPRU5Y SOMUL5Y TIMTO6Y)	LPPD AD 2.24.08-5
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO (RNAV RWY 30 BEKUN5X MIPRU2X SOMUL2X TIMTO3X)	LPPD AD 2.24.08-7
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO (RWY 12/30 BAVAS5A MIPRU6A SOMUL6A VSM8A VSM8B)	LPPD AD 2.24.10-1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO (RNAV RWY 12 ETROX2A)	LPPD AD 2.24.10-3

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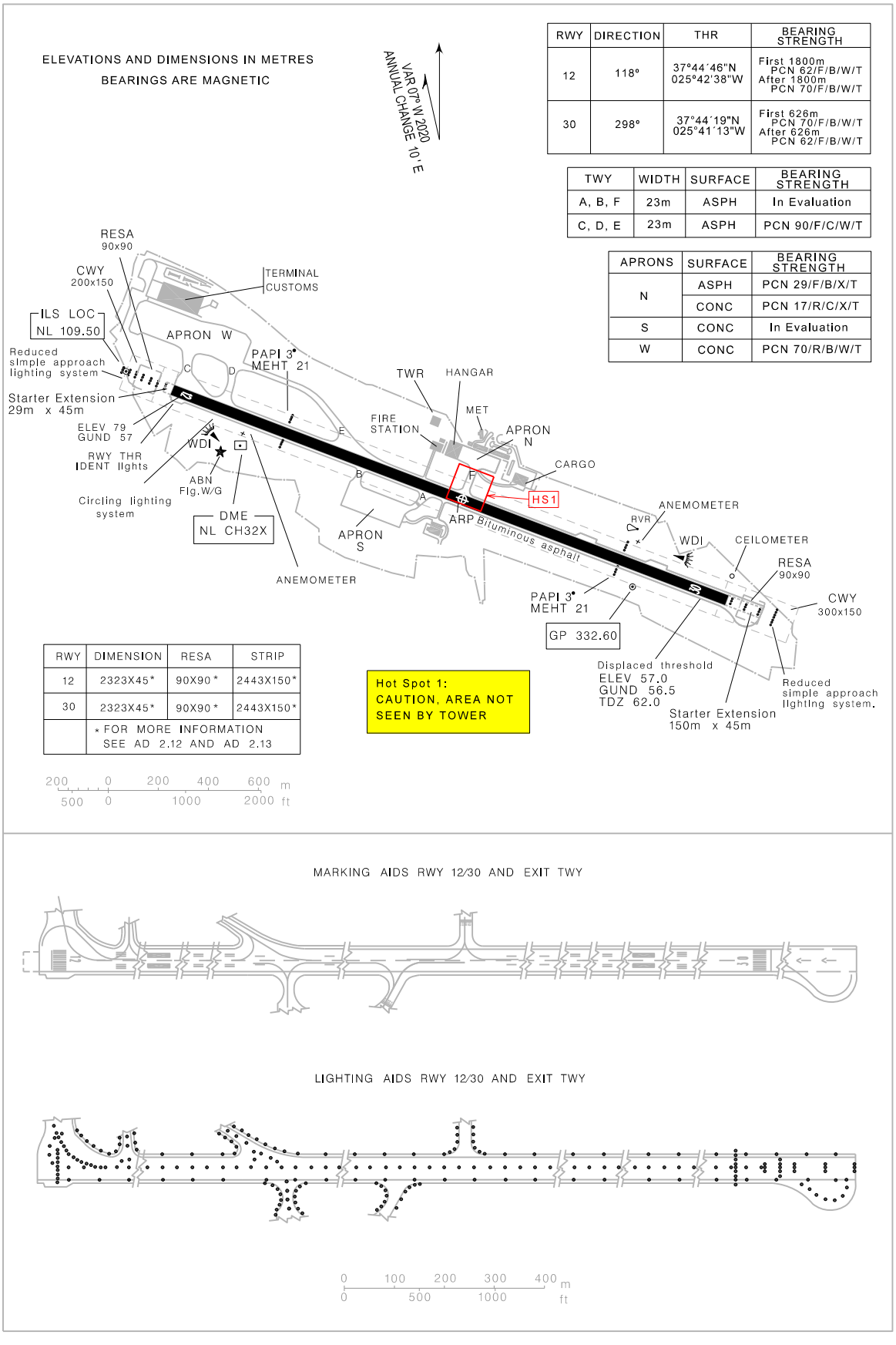
AERODROME CHART - ICAO | 37°44'31"N 025°41'52"W | ELEV 79m | TWR 118.300 | PONTA DELGADA João Paulo II (LPPD)



RWY	DIRECTION	THR	BEARING STRENGTH
12	118°	37°44´46"N 025°42'38"W	First 1800m PCN 62/F/B/W/T After 1800m PCN 70/F/B/W/T
30	298°	37°44´19"N 025°41´13"W	First 626m PCN 70/F/B/W/T After 626m PCN 62/F/B/W/T

TWY	WIDTH	SURFACE	BEARING STRENGTH
A, B, F	23m	ASPH	In Evaluation
C, D, E	23m	ASPH	PCN 90/F/C/W/T

APRONS	SURFACE	BEARING STRENGTH
N	ASPH	PCN 29/F/B/X/T
	CONC	PCN 17/R/C/X/T
S	CONC	In Evaluation
W	CONC	PCN 70/R/B/W/T

RWY	DIMENSION	RESA	STRIP
12	2323X45*	90X90*	2443X150*
30	2323X45*	90X90*	2443X150*
	* FOR MORE INFORMATION SEE AD 2.12 AND AD 2.13		

MARKING AIDS RWY 12/30 AND EXIT TWY

LIGHTING AIDS RWY 12/30 AND EXIT TWY

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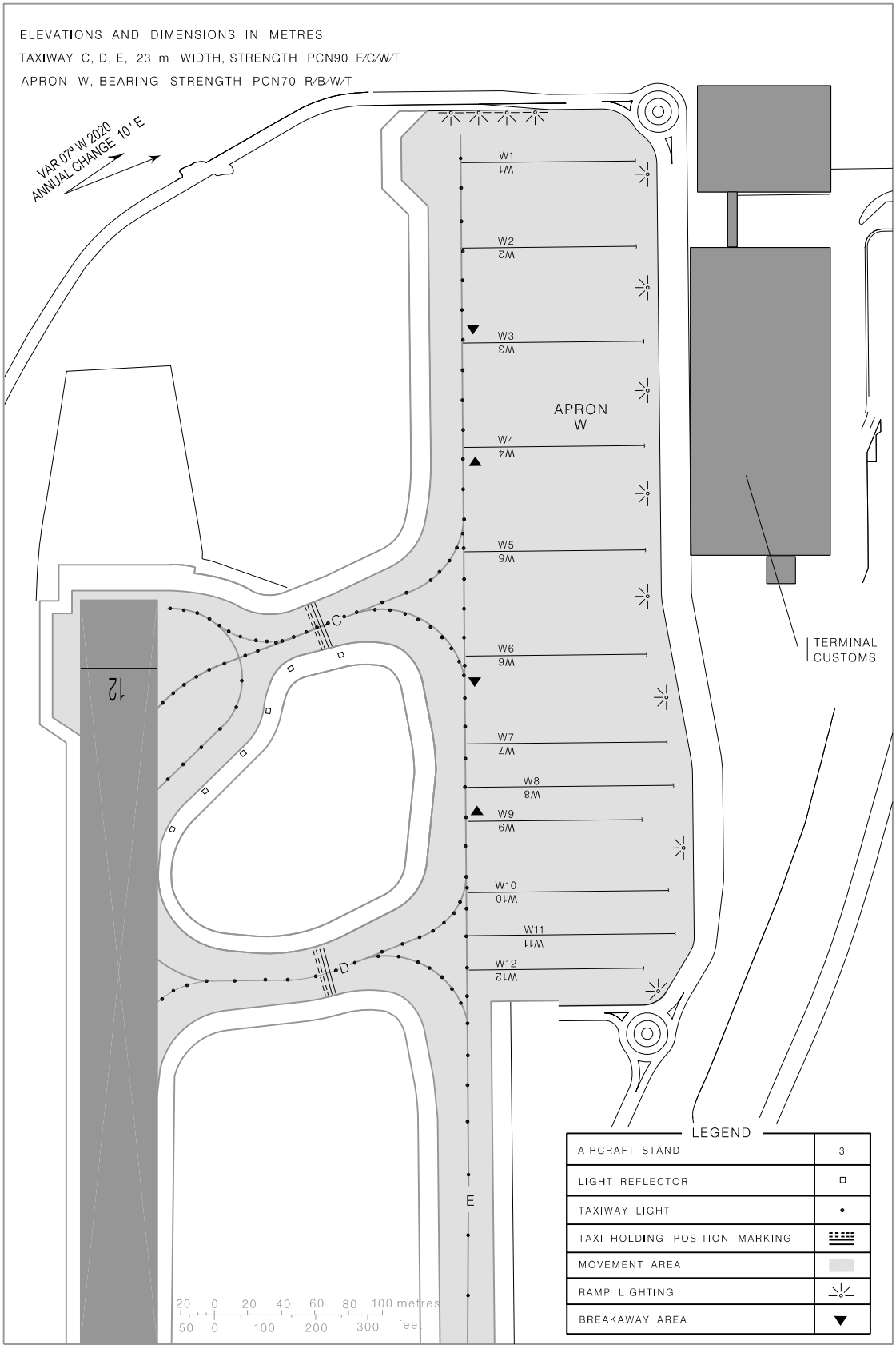
AIRCRAFT PARKING/
DOCKING CHART–ICAO

APRON ELEV
W 80 m

TWR 118.300

PONTA DELGADA
João Paulo II (LPPD)



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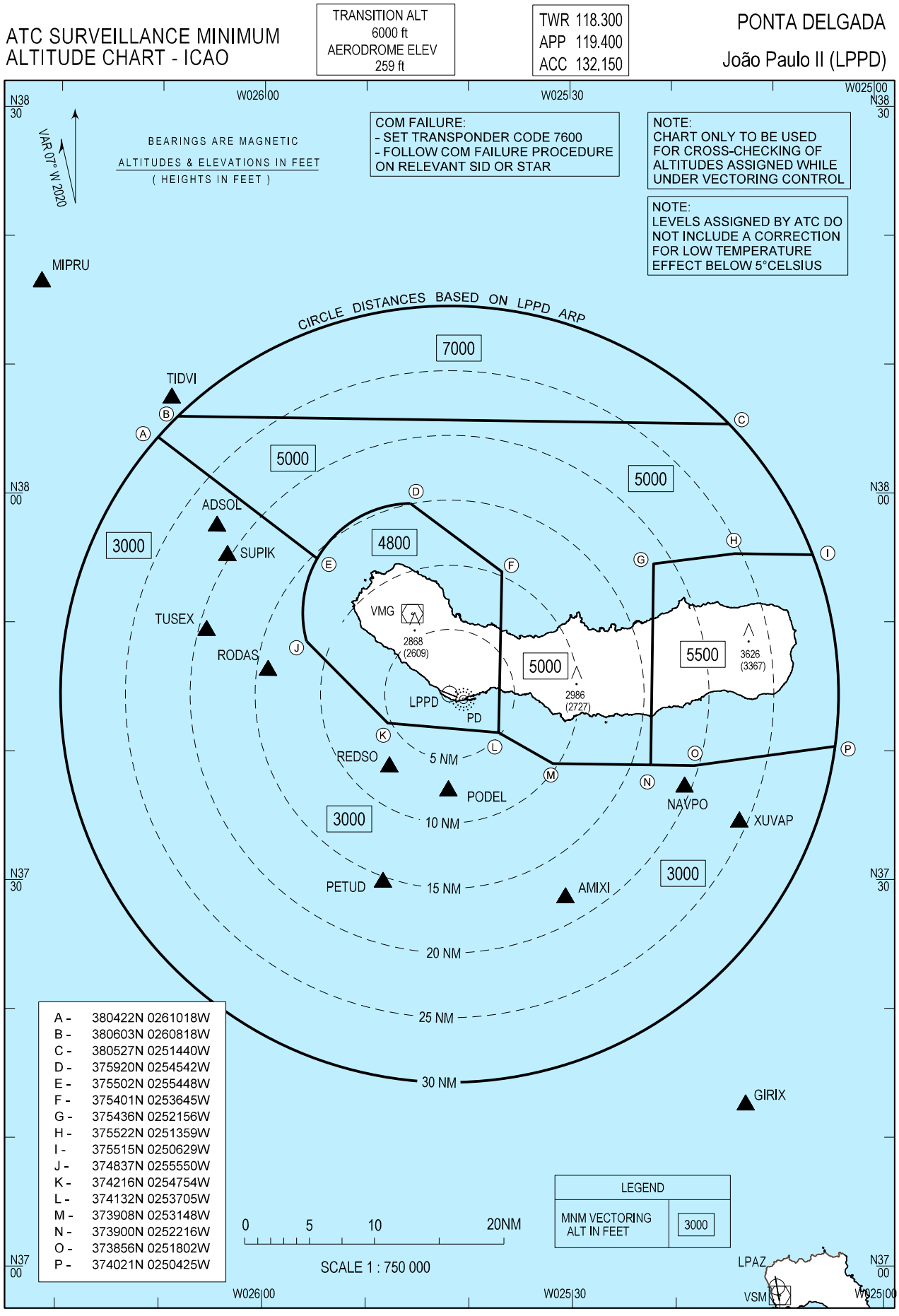

Chart updated.

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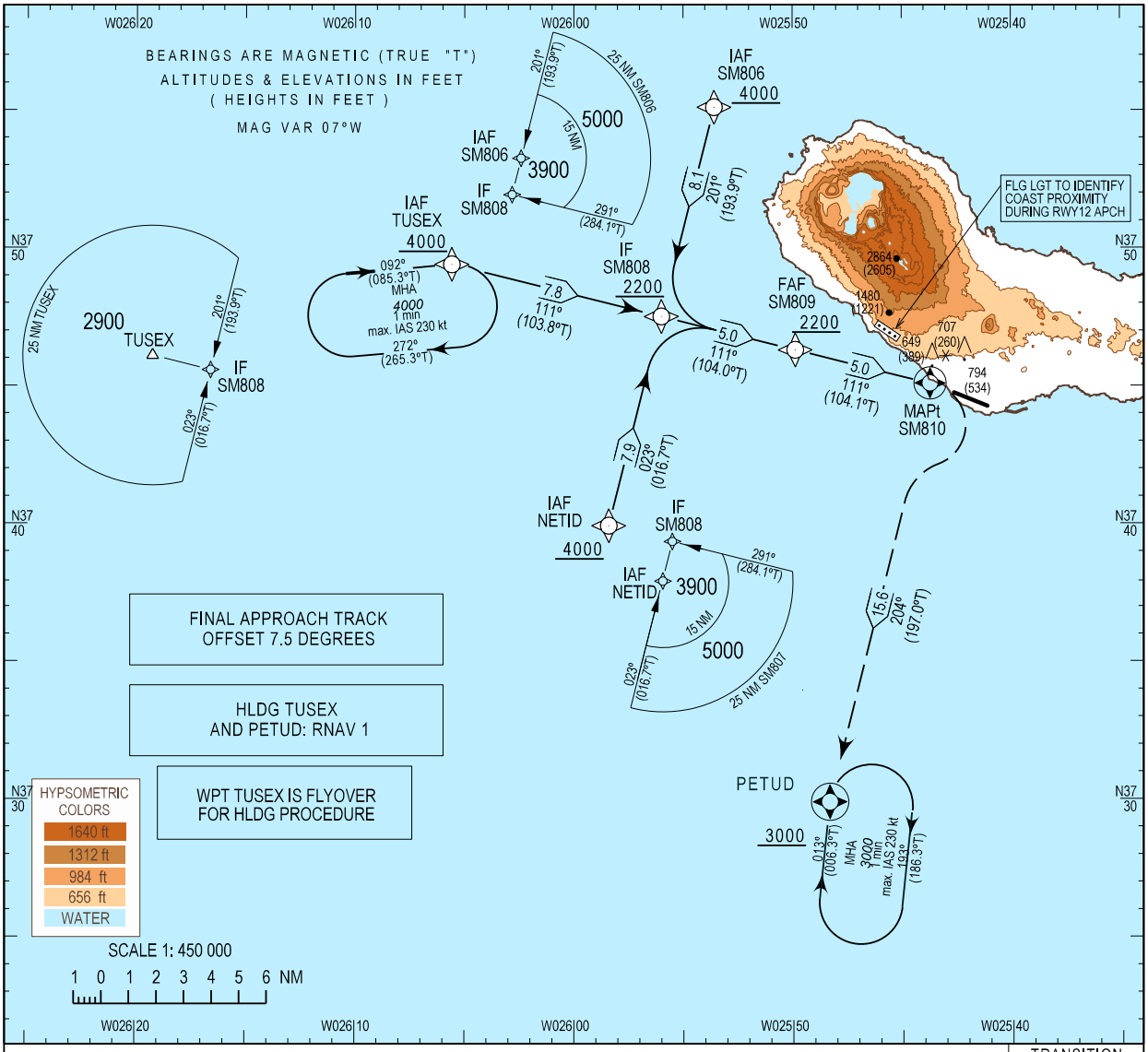
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 259 ft
HEIGHTS RELATED
THR RWY 12 - ELEV 260 ft

ATIS 123.900
APP 119.400
TWR 118.300

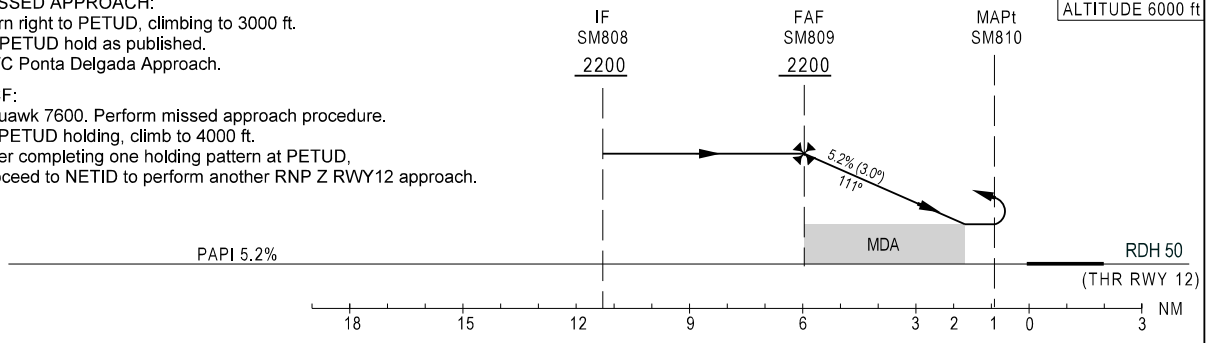
PONTA DELGADA, João Paulo II (LPPD)

RNP Z RWY12



MISSED APPROACH:
Turn right to PETUD, climbing to 3000 ft.
At PETUD hold as published.
CTC Ponta Delgada Approach.

RCF:
Squawk 7600. Perform missed approach procedure.
At PETUD holding, climb to 4000 ft.
After completing one holding pattern at PETUD,
proceed to NETID to perform another RNP Z RWY12 approach.



CAT	LNAV		CIRCLING	
			NORTH	SOUTH
	MDA/H	OCH	MDA/H	
A	880 (621)	611	NOT AUTHORIZED	880 (621)
B				
C	960 (700)	699		960 (701)
D				

DIST THR (NM)	6	5	4	3	2	1
Altitude (height)	2200 (1941)	1910 (1651)	1590 (1331)	1270 (1011)	950 (691)	630 (371)

Speed	(kt)	80	100	120	140	160	180
	(min:sec)	4:28	3:34	2:59	2:33	2:14	1:59
RoD (3°)	(ft/min)	430	530	640	750	850	960

New IAP.

Instrument Approach Procedure Coding Table											
LPPD RNP Z RWY12 (IAF1 SM806)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	SM806	IAF	No	375525.71N 0255331.02W	- -	-	-	- 4000	-	-	RNP APCH
TF	SM808	IF	No	374732.39N 0255558.29W	201 (193.9)	8.1	-	- 2200	-	-	RNP APCH

Instrument Approach Procedure Coding Table											
LPPD RNP Z RWY12 (IAF2 NETID)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	NETID	IAF	No	373959.25N 0255849.09W	- -	-	-	- 4000	-	-	RNP APCH
TF	SM808	IF	No	374732.39N 0255558.29W	023 (016.7)	7.9	-	- 2200	-	-	RNP APCH

Instrument Approach Procedure Coding Table											
LPPD RNP Z RWY12 (IAF3 TUSEX)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	TUSEX	IAF	No	374925.22N 0260534.76W	- -	-	-	- 4000	-	-	RNP APCH
TF	SM808	IF	No	374732.39N 0255558.29W	111 (103.8)	7.8	-	- 2200	-	-	RNP APCH

Instrument Approach Procedure Coding Table											
LPPD RNP Z RWY12 (IF-FINAL-MISSED)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	SM808	IF	No	374732.39N 0255558.29W	- -	-	-	- 2200	-	-	RNP APCH
TF	SM809	FAF/FAP	No	374619.60N 0254951.15W	111 (104.0)	5.0	-	 2200	-	-	RNP APCH
TF	SM810	MAPt	Yes	374506.36N 0254343.56W	111 (104.1)	5.0	-	- -	-	3.00° / 50 ft	RNP APCH
TF	PETUD	MAHP	Yes	372954.83N 0254819.91W	204 (197.0)	15.6	Right	 3000	-	-	RNP APCH

Instrument Approach Procedure Coding Table											
LPPD RNP Z RWY12 (HLDG PETUD TUSEX)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM / Time min**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	PETUD	HM	No	372954.83N 0254819.91W	013 -	1 min	Right	FL140 3000	230 kt	-	RNP APCH
IF	TUSEX	HM	Yes	374925.22N 0260534.76W	092 -	1 min	Right	FL140 4000	230 kt	-	RNP APCH

I

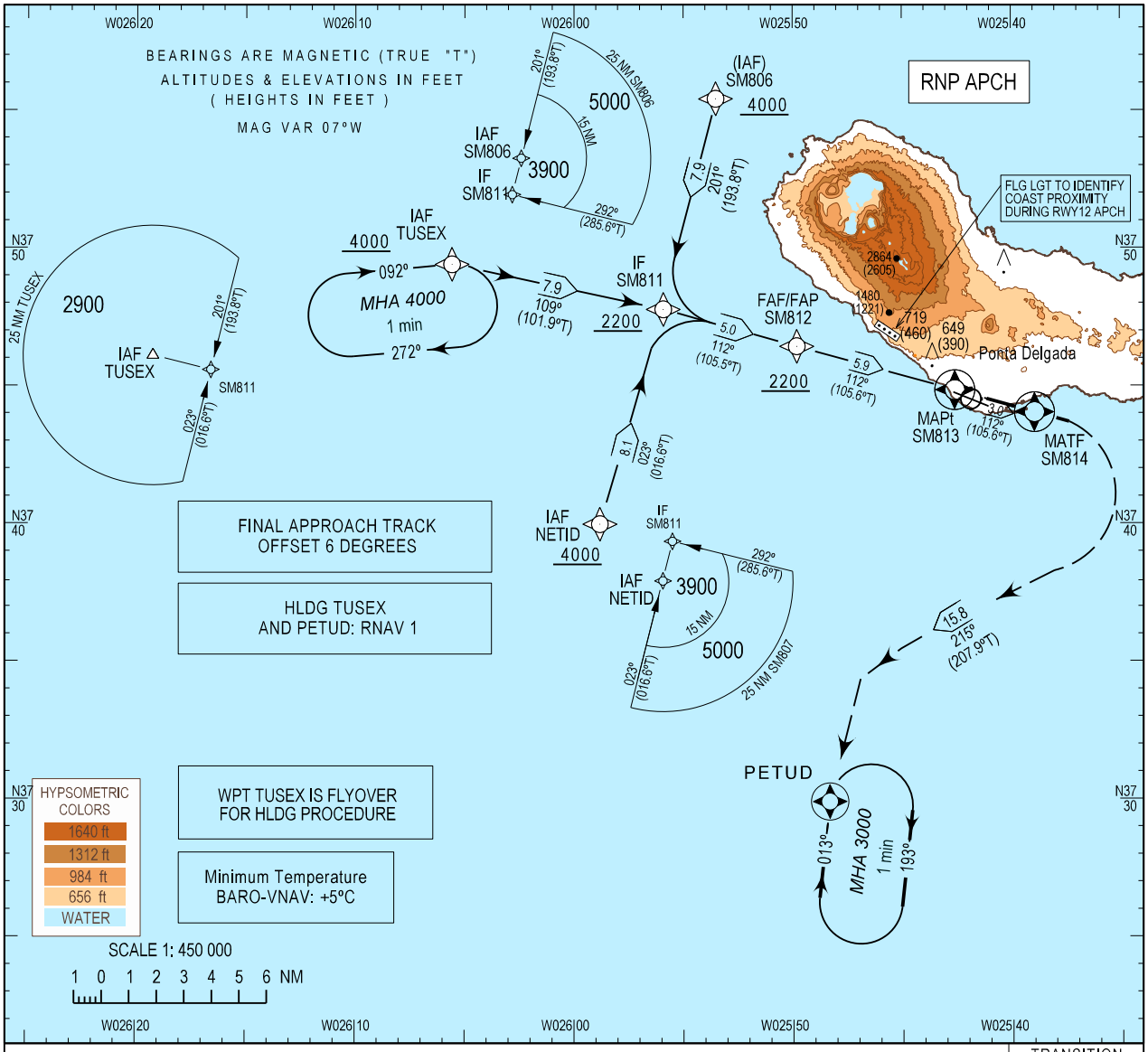
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 259 ft
HEIGHTS RELATED
THR RWY 12 - ELEV 259 ft

ATIS 123.900
APP 119.400
TWR 118.300

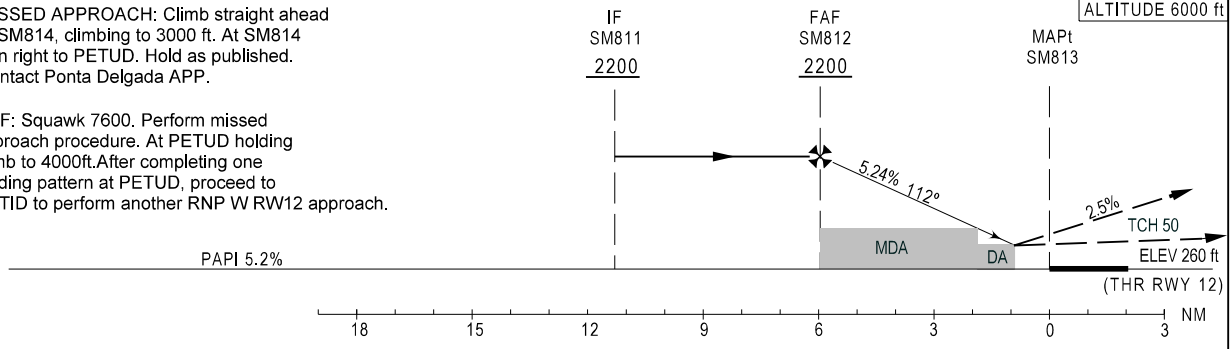
PONTA DELGADA, João Paulo II (LPPD)

RNP W RWY12



MISSED APPROACH: Climb straight ahead to SM814, climbing to 3000 ft. At SM814 turn right to PETUD. Hold as published. Contact Ponta Delgada APP.

RCF: Squawk 7600. Perform missed approach procedure. At PETUD holding climb to 4000ft.After completing one holding pattern at PETUD, proceed to NETID to perform another RNP W RW12 approach.



CAT	LNAV/VNAV		LNAV		CIRCLING	
					NORTH	SOUTH
	DA/H	OCH	MDA/H	OCH	MDA/H	
A	760 (501)	501	830 (571)	565	NOT AUTHORIZED	830 (571)
B						
C	770 (511)	506				860 (601)
D						950 (691)

DIST THR (NM)	6	5	4	3	2	1
Altitude (height)	2200 (1940)	1910 (1650)	1590 (1330)	1270 (1010)	950 (690)	630 (370)

RoD (SM812-THR)	(kt)	80	100	120	140	160	180
	(min:sec)	4:28	3:34	2:59	2:33	2:14	1:59
	(ft/min)	430	530	640	750	850	960

New IAP.

Instrument Approach Procedure Coding Table											
LPPD RNP W RWY12 (IAF1 SM806)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	SM806	IAF	No	375525.71N 0255331.02W	- -	-	-	- 4000	-	-	RNP APCH
TF	SM811	IF	No	374747.02N 0255555.06W	201 (193.8)	7.9	-	- 2200	-	-	RNP APCH

Instrument Approach Procedure Coding Table											
LPPD RNP W RWY12 (IAF2 NETID)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	NETID	IAF	No	373959.25N 0255849.09W	- -	-	-	- 4000	-	-	RNP APCH
TF	SM811	IF	No	374747.02N 0255555.06W	023 (016.6)	8.1	-	- 2200	-	-	RNP APCH

Instrument Approach Procedure Coding Table											
LPPD RNP W RWY12 (IAF3 TUSEX)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	TUSEX	IAF	No	374925.22N 0260534.76W	- -	-	-	- 4000	-	-	RNP APCH
TF	SM811	IF	No	374747.02N 0255555.06W	109 (101.9)	7.9	-	- 2200	-	-	RNP APCH

Instrument Approach Procedure Coding Table											
LPPD RNP W RWY12 (IF-FINAL-MISSED)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	SM811	IF	No	374747.02N 0255555.06W	- -	-	-	- 2200	-	-	RNP APCH
TF	SM812	FAF/FAP	No	374626.28N 0254948.90W	112 (105.5)	5.0	-	 2200	-	-	RNP APCH
TF	SM813	MAPt	Yes	374451.34N 0254235.89W	112 (105.6)	5.9	-	- -	-	3.00° / 50 ft	RNP APCH
TF	SM814	MATF	Yes	374402.73N 0253857.37W	112 (105.6)	3.0	-	- -	-	-	RNP APCH
TF	PETUD	MAHP	Yes	372954.83N 0254819.91W	215 (207.9)	16.0	Right	- 3000	-	-	RNP APCH

Instrument Approach Procedure Coding Table											
LPPD RNP W RWY12 (HLDG PETUD TUSEX)											
Path Terminator	**Waypoint**				**Course/Track MAG (True)**	**Dist NM / Time min**	**Turn Direction**	**Upper limit [ft]** / **Lower limit [ft]**	**Speed**	**VPA [°]/TCH [ft]**	**Navigation Specification**
	Identifier	**Type**	**Flyover**	**Coordinates**							
IF	PETUD	HM	No	372954.83N 0254819.91W	013 -	1 min	Right	FL140 3000	230 kt	-	RNP APCH
IF	TUSEX	HM	Yes	374925.22N 0260534.76W	092 -	1 min	Right	FL140 4000	230 kt	-	RNP APCH

I

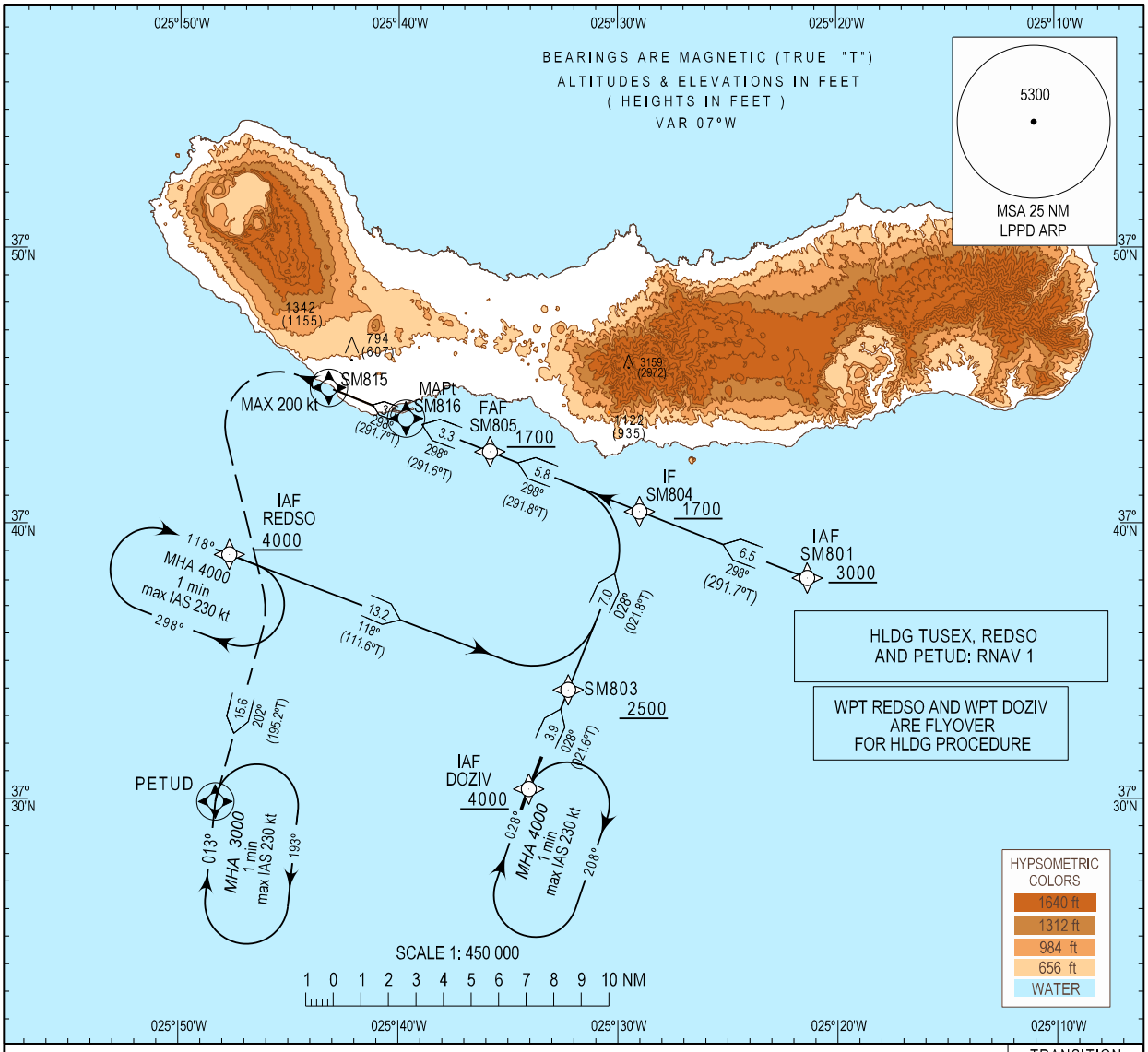
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 259 ft
HEIGHTS RELATED
THR RWY 30 - ELEV 187 ft

ATIS 123.900
APP 119.400
TWR 118.300

PONTA DELGADA, João Paulo II (LPPD)

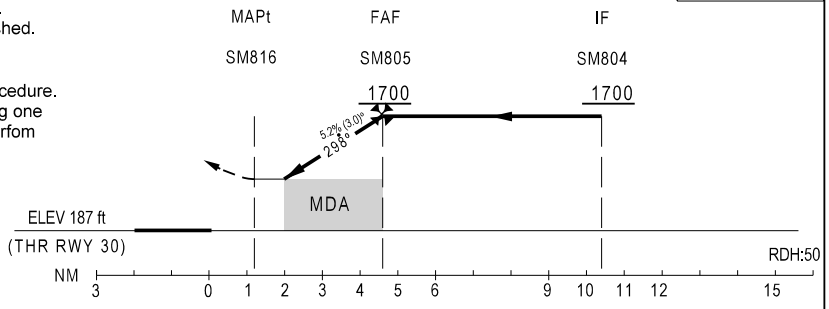
RNP Y RWY30



TRANSITION ALTITUDE 6000 ft

MISSED APPROACH
Climb straight ahead to SM815, climbing to 3000 ft.
MAX IAS 200 kt.Turn left to PETUD. Hold as published.
CTC Ponta Delgada APP.

RCF: Squawk 7600. Perform missed approach procedure.
At PETUD holding, climb to 4000 ft.After completing one holding pattern at PETUD, proceed to DOZIV to perfom another RNP Y RWY30 approach.



CAT	LNAV		CIRCLING	
			NORTH	SOUTH
	MDA/H	OCH	MDA/H	
A	680 (493)	484	NOT AUTHORIZED	680 (421)
B				760 (501)
C	780 (593)	586		860 (601)
D				950 (691)

DIST THR30 (NM)	4	3	2	1
Altitude (height)	1520 (1333)	1200 (1013)	880 (693)	560 (373)

Speed	(kt)	80	100	120	140	160	180
	(min:sec)	3:27	2:45	2:18	1:58	1:43	1:32
RoD (3°)	(ft/min)	420	530	640	740	850	960

New IAP.

Instrument Approach Procedure Coding Table											
LPPD RNP Y RWY30 (IAF1 REDSO)											
Path Terminator	Waypoint				Course/Track MAG (True)	Dist NM	Turn Direction	Upper limit [ft] / Lower limit [ft]	Speed	VPA [°]/TCH [ft]	Navigation Specification
	Identifier	Type	Flyover	Coordinates							
IF	REDSO	IAF	No	373852.63N 0254743.33W	- -	-	-	- 4000	-	-	RNP APCH
TF	SM803	TP	No	373358.95N 0253215.55W	118 (111.6)	13.2	-	- 2500	-	-	RNP APCH
TF	SM804	IF	No	374027.04N 0252900.47W	028 (021.8)	7.0	Left	- 1700	-	-	RNP APCH

Instrument Approach Procedure Coding Table											
LPPD RNP Y RWY30 (IAF2 DOZIV)											
Path Terminator	Waypoint				Course/Track MAG (True)	Dist NM	Turn Direction	Upper limit [ft] / Lower limit [ft]	Speed	VPA [°]/TCH [ft]	Navigation Specification
	Identifier	Type	Flyover	Coordinates							
IF	DOZIV	IAF	No	373022.93N 0253403.26W	- -	-	-	- 4000	-	-	RNP APCH
TF	SM803	TP	No	373358.95N 0253215.55W	028 (021.6)	3.9	-	- 2500	-	-	RNP APCH
TF	SM804	IF	No	374027.04N 0252900.47W	028 (021.8)	7.0	Left	- 1700	-	-	RNP APCH

Instrument Approach Procedure Coding Table											
LPPD RNP Y RWY30 (IAF3 SM801)											
Path Terminator	Waypoint				Course/Track MAG (True)	Dist NM	Turn Direction	Upper limit [ft] / Lower limit [ft]	Speed	VPA [°]/TCH [ft]	Navigation Specification
	Identifier	Type	Flyover	Coordinates							
IF	SM801	IAF	No	373801.88N 0252121.53W	- -	-	-	- 3000	-	-	RNP APCH
TF	SM804	IF	No	374027.04N 0252900.47W	298 (291.7)	6.5	-	- 1700	-	-	RNP APCH

Instrument Approach Procedure Coding Table											
LPPD RNP Y RWY30 (IF-FINAL-MISSED)											
Path Terminator	Waypoint				Course/Track MAG (True)	Dist NM	Turn Direction	Upper limit [ft] / Lower limit [ft]	Speed	VPA [°]/TCH [ft]	Navigation Specification
	Identifier	Type	Flyover	Coordinates							
IF	SM804	IF	No	374027.04N 0252900.47W	- -	-	-	- 1700	-	-	RNP APCH
TF	SM805	FAF/FAP	No	374237.35N 0253549.92W	298 (291.8)	5.8	-	 1700	-	-	RNP APCH
TF	SM816	MAPt	Yes	374349.62N 0253939.99W	298 (291.6)	3.3	-	 	-	3.00° / 50 ft	RNP APCH
TF	SM815	MATP	Yes	374456.31N 0254311.62W	298 (291.7)	3.0	-	 	200 kt	-	RNP APCH
TF	PETUD	MAHP	Yes	372954.83N 0254819.91W	202 (195.2)	15.6	Left	 3000	-	-	RNP APCH

Instrument Approach Procedure Coding Table											
LPPD RNP Y RWY30 (HLDG PETUD REDSO DOZIV)											
Path Terminator	Waypoint				Course/Track MAG (True)	Dist NM / Time min	Turn Direction	Upper limit [ft] / Lower limit [ft]	Speed	VPA [°]/TCH [ft]	Navigation Specification
	Identifier	Type	Flyover	Coordinates							
IF	PETUD	HM	Yes	372954.83N 0254819.91W	013 -	1 min	Right	FL140 3000	230 kt	-	RNP APCH
IF	REDSO	HM	No	373852.63N 0254743.33W	118 -	1 min	Right	FL140 4000	230 kt	-	RNP APCH
IF	DOZIV	HM	Yes	373022.93N 0253403.26W	028 -	1 min	Right	FL140 4000	230 kt	-	RNP APCH

I

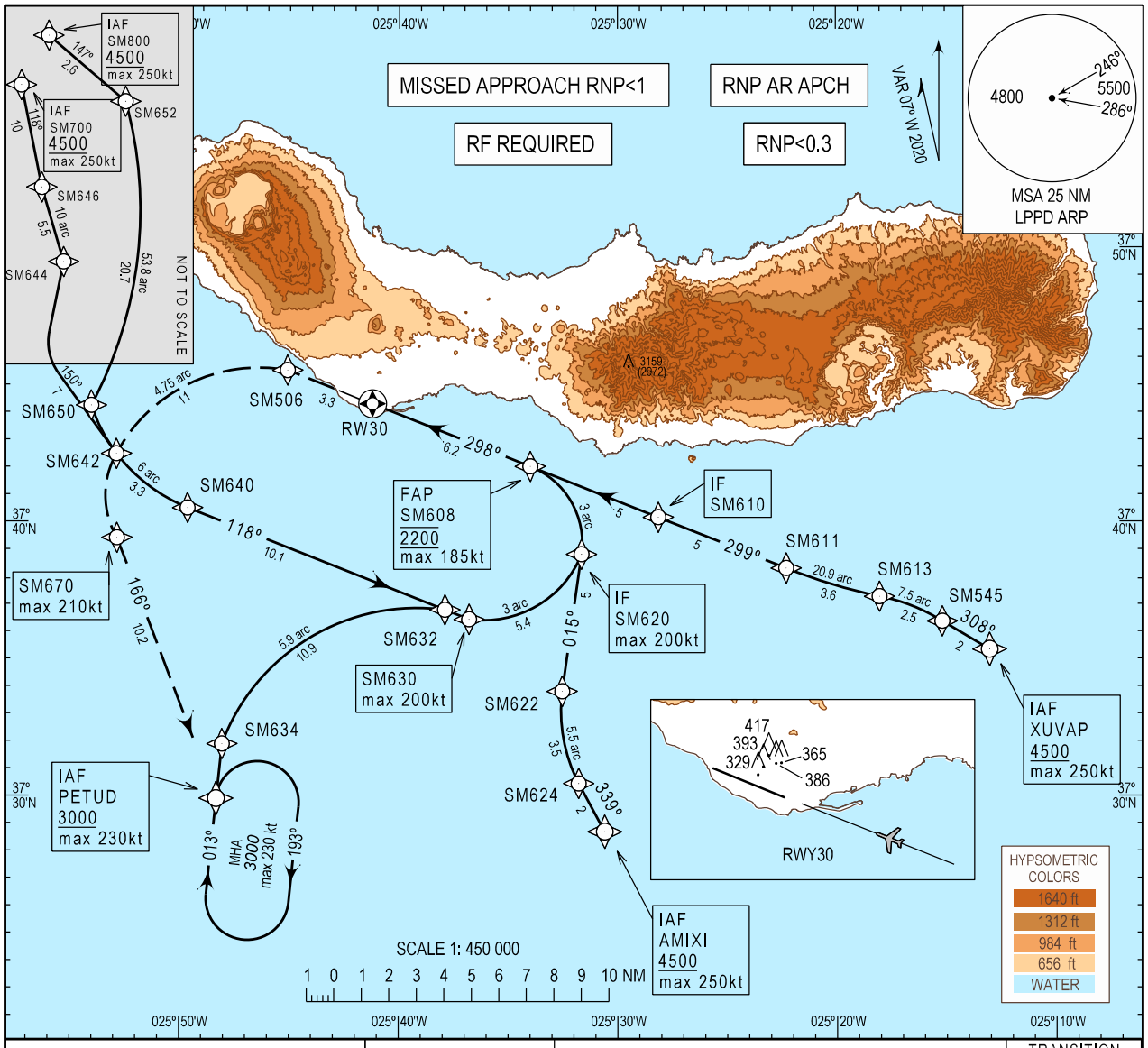
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 259 ft
HEIGHTS RELATED
THR RWY 30 - ELEV 187 ft

ATIS 123.900
APP 119.400
TWR 118.300

PONTA DELGADA, João Paulo II (LPPD)

RNP RWY30 (AR)



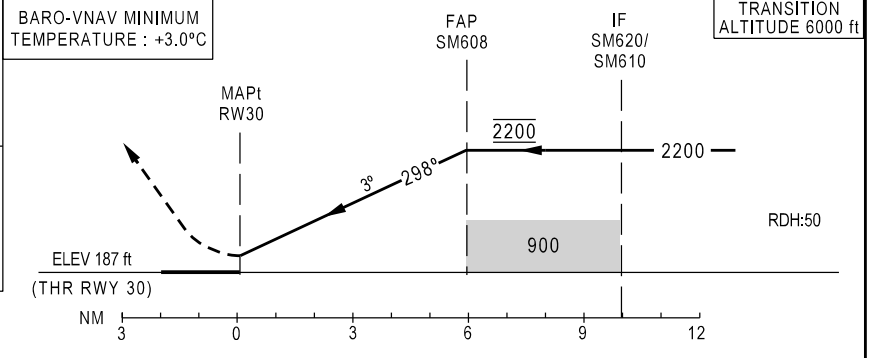
MISSED APPROACH
Climb to 3000 ft via SM506-SM670 to PETUD.
At PETUD hold or start a new approach to RWY30 via PETUD or follow ATC instructions.

Note: RNP 0.3 from SM506 until PETUD

RCF: Squawk 7600. Proceed as above.
On PETUD make one complete holding pattern at 3000 ft and then proceed to perform a new approach via PETUD to RWY30.

BARO-VNAV MINIMUM TEMPERATURE : +3.0°C

TRANSITION ALTITUDE 6000 ft



	CAT A		CAT B		CAT C		CAT D	
	DA(H)	OCH	DA(H)	OCH	DA(H)	OCH	DA(H)	OCH
(1) RNP 0.3	510(323)	322	530(343)	343	550(363)	362	570(383)	380
(2) RNP 0.2	490(303)	291	500(313)	312	520(333)	331	540(353)	349
(3) RNP 0.1	490(303)	234	490(303)	255	490(303)	274	490(303)	292

(1) RNP 0.3 is required until SM506
(2) RNP 0.2 is required until SM506
(3) RNP 0.1 is required until SM506

New IAP.

Instrument Approach Procedure Coding Table																
Ponta Delgada RNP RWY30 (AR)																
Path Terminator	Waypoint				Course/ Track MAG (True)	Dist NM	Turn Direction	ARC Centre Waypoint		ARC Radius NM	Altitude	Speed	RNP Value NM	Navigation Specification	Remarks
	Identifier	Type	Flyover	Coordinates				Identifier	Coordinates						
IF	SM800	IAF	-	380411.09N 0260847.05W	-	-	-	-	-	-	+4500FT	250KT	0.3	RNP AR APCH	-
TF	SM652	-	-	380212.37N 0260640.48W	147 (139.9)	2.59	-	-	-	-	-	-	0.3	RNP AR APCH	-
RF	SM650	-	-	374414.79N 0255404.89W	-	20.65	R	SMC13	372718.77N 0265819.78W	53.79	-	-	0.3	RNP AR APCH	-
RF	SM642	-	-	374229.11N 0255255.61W	-	1.99	L	SMC12	374605.94N 0254653.09W	6.00	-	-	0.3	RNP AR APCH	-
RF	SM640	-	-	374030.77N 0254939.92W	-	3.29	L	SMC12	374605.94N 0254653.09W	6.00	-	-	0.3	RNP AR APCH	-
TF	SM632	-	-	373648.16N 0253753.51W	118 (111.6)	10.06	-	-	-	-	-	-	0.3	RNP AR APCH	-
TF	SM630	-	-	373627.26N 0253647.44W	118 (111.7)	0.94	-	-	-	-	-	200KT	0.3	RNP AR APCH	-
RF	SM620	IF	-	373849.70N 0253139.21W	-	5.43	L	SMC09	373914.71N 0253523.67W	3.00	-	-	0.3	RNP AR APCH	-
RF	SM608	FAP	-	374202.13N 0253359.80W	-	3.99	L	SMC09	373914.71N 0253523.67W	3.00	@2200FT	185KT	0.3/0.2/0.1	RNP AR APCH	-
TF	RW30	MAPT	Y	374418.90N 0254112.86W	298 (291.7)	6.16	-	-	-	-	-	-	0.3/0.2/0.1	RNP AR APCH	-
TF	SM506	-	-	374532.27N 0254505.94W	298 (291.6)	3.31	-	-	-	-	-	-	0.3/0.2/0.1	RNP AR APCH	-
RF	SM670	-	-	373925.23N 0255253.52W	-	10.98	L	SMC15	374106.97N 0254718.14W	4.75	-	210KT	0.3	RNP AR APCH	-
TF	PETUD	-	-	372954.83N 0254819.91W	166 (159.1)	10.16	-	-	-	-	+3000FT	230KT	0.3	RNP AR APCH	-
HM	PETUD	-	-	372954.83N 0254819.91W	-	-	R	-	-	-	+3000FT	230KT	NA	RNP AR APCH	-
IF	SM700	IAF	-	375459.80N 0261527.28W	-	-	-	-	-	-	+4500FT	250KT	0.3	RNP AR APCH	-
TF	SM646	-	-	375121.07N 0260341.41W	118 (111.3)	10.00	-	-	-	-	-	-	0.3	RNP AR APCH	-
RF	SM644	-	-	374804.29N 0255814.23W	-	5.49	R	SMC14	374201.76N 0260817.45W	10.00	-	-	0.3	RNP AR APCH	-
TF	SM642	-	-	374229.11N 0255255.61W	150 (142.9)	6.99	-	-	-	-	-	-	0.3	RNP AR APCH	-
IF	AMIXI	IAF	-	372842.00N 0253036.00W	-	-	-	-	-	-	+4500FT	250KT	0.3	RNP AR APCH	-
TF	SM624	-	-	373027.94N 0253147.13W	339 (331.9)	2.00	-	-	-	-	-	-	0.3	RNP AR APCH	-
RF	SM622	-	-	373349.70N 0253232.15W	-	3.47	R	SMC10	373303.60N 0252541.20W	5.50	-	-	0.3	RNP AR APCH	-
TF	SM620	IF	-	373849.70N 0253139.21W	015 (008.0)	5.04	-	-	-	-	-	200KT	0.3	RNP AR APCH	-
IF	XUVAP	IAF	-	373521.17N 0251300.95W	-	-	-	-	-	-	+4500FT	250KT	0.3	RNP AR APCH	-
TF	SM545	-	-	373623.03N 0251510.39W	308 (301.0)	2.00	-	-	-	-	-	-	0.3	RNP AR APCH	-
RF	SM613	-	-	373717.09N 0251802.32W	-	2.46	L	SMC21	372956.65N 0252001.45W	7.50	-	-	0.3	RNP AR APCH	-
RF	SM611	-	-	373819.27N 0252218.03W	-	3.55	R	SMC22	375743.97N 0251228.33W	20.90	-	-	0.3	RNP AR APCH	-
TF	SM610	IF	-	374010.85N 0252808.77W	299 (291.8)	5.00	-	-	-	-	-	-	0.3	RNP AR APCH	-
TF	SM608	FAP	-	374202.13N 0253359.80W	299 (291.8)	5.00	-	-	-	-	@2200FT	185KT	0.3	RNP AR APCH	-
IF	PETUD	IAF	-	372954.83N 0254819.91W	-	-	-	-	-	-	+3000FT	230KT	0.3	RNP AR APCH	-
TF	SM634	-	-	373154.29N 0254804.13W	013 (006.0)	2.00	-	-	-	-	-	-	0.3	RNP AR APCH	-
RF	SM632	-	-	373648.16N 0253753.51W	-	10.94	R	SMC11	373116.76N 0254038.88W	5.94	-	-	0.3	RNP AR APCH	-

AD 2 AERODROMES

PONTE DE SOR AD 2.

LPSO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LPSO - PONTE DE SOR

LPSO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 391242N LONG: 0080328W
2	Direction and distance of ARP from city or town	5 KM from Ponte de Sor
3	Elevation / Reference temperature	119 M (390 FT) / NIL
4	Geoid undulation at aerodrome elevation position	55 M
5	MAG VAR / Annual change	02° W (2020) / 0.17° decreasing
6	AD Operator, address, telephone, fax, e-mail and AFS	Município de Ponte de Sor Campo da Restauração 7400-223 PONTE DE SOR Phone:+351 242291580 Fax:+351 242291589 Email:geral@cm-pontedesor.pt Email:aerodromo.lpso@cm-pontedesor.pt (AD Director) Phone:+351 934118967 (AD Director)
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Ultralight operation

LPSO AD 2.3 OPERATIONAL HOURS

1	AD Operator	SR-SS
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	H24
7	ATS	HO (AFIS)
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	Night operations: SS-23:00(22:00) and 06:00(05:00)-SR, PPR from AD Director. 23:00(22:00)-06:00(05:00), only emergency and search and rescue flights are allowed.

LPSO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	NIL

2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Civil protection - 3247 M^2 1- 400 M^2 2- 400 M^2 3- 550 M^2 4- 400 M^2 5A/B/C/D- NIL 6- 1055 M^2 7- 2000 M^2 8- 2000 M^2 9- 3457 M^2 A- 1962 M^2 B- 1962 M^2 C- 6241 M^2
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LPSO AD 2.5 PASSENGER FACILITIES

1	Hotels	Ponte de Sor
2	Restaurants	Ponte de Sor
3	Transportation	Ponte de Sor
4	Medical facilities	Ponte de Sor
5	Bank / Post Office	NIL / Ponte de Sor
6	Tourist Office	Ponte de Sor
7	Remarks	NIL

LPSO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 3 SBA CAT 5 SBSLCI, PPR 24 HRS to AD Director
2	Rescue equipment	NIL
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

LPSO AD 2.7 RUNWAY SURFACE CONDITION ASSESSEMENT AND REPORTING AND SNOW PLAN

NIL

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

1	Apron surface and strength	APRON ID	SURFACE	STRENGTH	REMARKS
		SE 01	CONC	PCN 43/R/B/W/T	Civil Protection: 25 800.00 M^2
		E 02	ASPH	PCN 10/F/C/X/T	11 725.00 M^2
		NE 03	CONC	PCN 44/R/B/W/T	12 034.00 M^2

2	Taxiway width, surface and strength	TWY ID	Width	Surface	Strength
		A	15 M	ASPH	PCN 41/F/B/X/T
		B	15 M	ASPH	PCN 53/F/B/X/T
		C	15 M	ASPH	PCN 61/F/A/X/T
3	Altimeter checkpoint location and elevation	Location		Elevation	
		NIL		NIL	
4	Remarks	NIL			

LPSO 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 at aircraft stands	Apron SE01 and Apron E02: guide lines and stand ID.
2	RWY/TWY markings and lights	Runway markings, runway designation, runway centreline, touch down zone
3	Stop bars	NIL
4	Remarks	NIL

LPSO AD 2.10 AERODROME OBSTACLES

OBSTACLES					
OBST ID Designation	**OBST Type**	**OBST Position**	**Elevation / HGT**	**Markings Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
NIL	Antenna	391257.8N 0080313.6W	134 M / NIL	Fixed red light	GP
NIL	Antenna	391834.2N 0075932.2W	276 M / NIL	Fixed red light	NIL
NIL	Antenna	391730.5N 0080018.9W	240 M / NIL	Fixed red light	NIL
NIL	Antenna	391522.2N 0080212.5W	172 M / NIL	NIL	NIL
NIL	Tree	391331.7N 0080259.4W	138 M / NIL	NIL	NIL
NIL	Tree	391354.6N 0080343.9W	180 M / NIL	NIL	NIL
NIL	Power lines	NIL	134 M / NIL	Day and night marked	DIST 650 M

LPSO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	CPVM-AERO MWO/AMO
2	Hours of service	See AD 2.3.1
3	Office responsible for TAF preparation Periods of validity	NIL
4	Trend Forecast Interval of issuance	NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	AFIS

10	Additional information (limitation of service, etc.)	Dissemination to AFIS of QNH, Wind and Temperature.

LPSO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designation	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
03	NIL	1800x30	ASPH PCN 57/F/B/X/T	THR 391215.60N 0080342.92W GUND 55 M	THR 119 M (389 FT)	NIL
21	NIL			THR 391308.87N 0080312.29W GUND 55 M	THR 119 M (390 FT)	NIL

Designation	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
1	8	9	10	12	13
03	NIL	NIL	1920x150	NIL	RESA RWY 03 150Mx120M
21					RESA RWY 21 150Mx120M

LPSO AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	1800	1800	1800	1800	NIL
21	1800	1800	1800	1800	NIL

LPSO AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY designation	APCH light Type / Length / Intensity	THR Light colour/ WBAR	VASIS (MEHT) PAPI	TDZ length	RWY Centre Line Lights Length / spacing / colour/ Intensity	RWY edge Lights Length / spacing / colour/ Intensity	RWY End Lights Colour / WBAR	SWY Light Length / Colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	NIL	Green	PAPI Slope 3° Both sides MEHT 13.3 M (44 FT)	NIL	NIL	1800M / 60M / White	Red	NIL	NIL
21		Green	PAPI Slope 3° Both sides MEHT 19.2 M (63 FT)			1800M / 60M / White	Red		

AD 2 AERODROMES

LPPR AD 2

LPPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LPPR - PORTO / Francisco Sá Carneiro

LPPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 411408N LONG: 0084041W Intersection Runway with Taxiway “H “
2	Direction and distance of ARP from city or town	11KM (6NM) BRG 322º from Porto Centre, Clerigos Tower.
3	Elevation/Reference temperature	69M / 227FT 21º C (AUG)
4	Geoid undulation at aerodrome elevation position	55M
5	MAG VAR/Annual change	02º W (2020) / 0.18º decreasing
6	AD Administration, address, telephone, telefax, telex, AFS, E-mail and WEB URL	Post: ANA Aeroportos de Portugal, SA Aeroporto Francisco Sá Carneiro 4471-095 MOREIRA DA MAIA Phone: +351 229400600, +351 229432400 AFS: LPPRYDYA SITA:OPOKAXH Email: porto.airport@ana.pt URL: http://www.aeroportoporto.pt
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

LPPR AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24*
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	AIS available through ARO Portugal (see GEN 3.1)
5	ATS Reporting Office (ARO)	ARO available through ARO Portugal (see GEN 3.1)
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	05:00-23:00 (04:00-22:00) 23:00-05:00 (22:00-04:00) on request.
9	Handling	05:00-01:00 (04:00-24:00) 01:00-05:00 (00:00-04:00) on request.
10	Security	H24
11	De-icing	Not Available

12	Remarks	* Through Airport Duty Manager Tel: +351 229432400 Email: ascsoa-supervisor@ana.pt Sita: OPOKAXH

LPPR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	All modern facilities handling weights up to 12 tons
2	Fuel/oil types	JET A1 / Mobil JET II, Mobil Jet 254 and Exxon Hyjet V (Hydraulic) EASTMAN Turbo Oil 2197
3	Fuelling facilities/capacity	Hydrant System (JET A1). 4 Refuellers Capacity 18000 litres each. 2 Bowsers 43000 litres of capacity each. 7 Dispensers.
4	De-icing facilities	Not Available
5	Hangar space available for visiting aircraft	Not Available
6	Repair facilities for visiting aircraft	Minor repairs by arrangement with: TAP – Air Portugal Maintenance Telephone: +351 229485794 or Mobile phone: + 351 927052560 Mobile phone: + 351 968026572 FAX: +351 229487714 or SITA: OPOMMTP Email: manopo.me@tap.pt LAS – Louro Aeronaves e Serviços Lda. Telephone / FAX: +351 229480568 Mobile Phone: +351 963050083 or +351 965448759 Email: las.porto@las.pt
7	Remarks	Oxygen and related servicing: Only by request

LPPR AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the aerodrome, Matosinhos and Porto Cities
2	Restaurants	AD Restaurant: 150 meals per hour
3	Transportation	Metropolitan Railway (line E - Violet), Buses, Taxis and Rent-a-Car
4	Medical facilities	First Aid Treatment (Nursing only). Hospital in Porto and Matosinhos at 6KM (3.24NM)
5	Bank and Post Office	Post Office at the terminal. Bank NOT AVBL, only ATM
6	Tourist Office	At the terminal
7	Remarks	NIL

LPPR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	PORTO AMS
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	CPVM-AERO MWO/AMO 24 HR - Issuance every 6 Hours
4	Type of landing forecast	NIL
5	Briefing/consultation provided	Briefing on observed meteorological conditions: personal or by phone. Briefing on expected meteorological conditions: By phone provided by the CPVM-AERO MWO/AMO (see GEN 3.5.4).
6	Flight documentation Language(s) used	C, CR English, Portuguese
7	Charts and other information available for briefing or consultation	P, S, SWH, SWM, W
8	Supplementary equipment available for providing information	Self-briefing, WXR
9	ATS units provided with information	Porto TWR and APP
10	Additional information (limitation of service, etc.)	PORTO AMS: Phone: +351 229 484 527 Email: lppr@ipma.pt AFS: LPPRYMYM CPVM-AERO MWO/AMO: Phone: +351 218 474 583 Fax: +351 218 402 370 Email: met.aero@ipma.pt

LPPR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD, RWY END, Geoid Undulation	THR elevation and highest elevation of TDZ of precision APCH RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
17	168.83º	3480x45	PCN80/F/C/W/T * ASPH.	THR 411538.45N 0084104.42W RWY END 411357.19N 0084037.87W GEOID UNDULATION 54.93M	THR Elevation 46.0M Highest Elevation of TDZ 411509.82N 0084056.96W 55.1M	i = 0.8%
35	348.83º			THR 411401.99N 0084039.13W RWY END 411547.94N 0084106.92W GEOID UNDULATION 55M	69.2M THR Elevation	i = 0.2%

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remark
1	8	9	10	11	12	13
17	Not Applicable	Not Applicable	3600x300	90x90		Threshold Runway 17 permanently displaced 300M and Threshold Runway 35 permanently displaced 150M. RWY FCT CLBR: 0.86
35						

LPPR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
17	3480	3480	3480	3180	-
	2726	2726	2726	-	Take-off from intersection with TWY E5.
	2650	2650	2650	-	Take-off from intersection with TWY G.
	1800	1800	1800	-	Take-off from intersection with TWY A3.
35	3480	3480	3480	3330	-
	3120	3120	3120	-	Take-off from intersection with TWY C.
	2780	2780	2780	-	Take-off from intersection with TWY D.
	3120	3120	3120	-	Take-off from intersection with TWY H.
	2950	2950	2950	-	Take-off from intersection with TWY J.

LPPR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH light Type / Length / Intensity	THR Light colour/WBAR	VASIS type	TDZ length	RWY Centre Line Lights Length / spacing / colour/ Intensity	RWY edge Lights Length / spacing / colour/ Intensity	RWY End Lights Colour / WBAR	SWY Light Length / Colour	Remarks
1	2	3	4	5	6	7	8	9	10
17	Precision Approach CAT II Lighting system / (distance coded centre line) / LIH	Green / 1,6M spacing / WBAR	PAPI -Slope 2.7° left side. MEHT - 65FT	900M	2280 white + 600M white/red + 300M red / 15 M spacing / LIH	300M red + 2580M white + 600M yellow / 60M spacing / LIH	RED	Not Applicable	

HLDG ID/FIX/WPT Coordinates	INBD TR (MAG)	Direction of PTN	MAX IAS (KT)	MNM-MAX HLDG LVL FL/FT (MSL)	TIME (MIN) or DIST OUBD
PORTO/PRT PORTO DVOR/DME 411623N0084116W	171°	RIGHT	240	FL 150 FL 240	1.5 MIN
RETMO RETMO 411340N0090050W RDL262-D15 PRT DVOR/DME	082°	RIGHT	230	FL060 FL140	5 NM
RETMO RETMO 411340N0090050W RDL262-D15 PRT DVOR/DME	082°	RIGHT	240	FL150 FL240	9.5 NM
RETMO RETMO 411340N0090050W	082°	RIGHT	230	FL060 FL140	1 MIN
RETMO RETMO 411340N0090050W	082°	RIGHT	240	FL150 FL240	1.5 MIN
VASIP VASIP 413318N0082234W RDL041-DME22 PRT DVOR/DME	221°	LEFT	230	FL 080 FL 140	8 NM
VASIP VASIP 413318N0082234W RDL041-DME22 PRT DVOR/DME	221°	LEFT	240	FL 150 FL 240	9.5 NM

LPPR AD 2.23 ADDITIONAL INFORMATION

1. Bird activity and patterns

Flocks of birds with significant activity occur daily at the airport and on the vicinity. Some species groups, like sea gulls (larus sp. and larus fuscus) cross the aerodrome field area from EAST to WEST and vice-versa during morning and evening periods.

2. Bird hazard warning

Bird scaring is accomplished by use of gas cannon units and scarecrow devices, installed along runway strip. The gas cannons are activated whenever birds are detected. The scarecrow devices operate permanently and an additional portable unit is available to be used whenever required.

Pilots are advised that birds may not always be promptly detected. Caution requested during approach and take-off.

3. Grass cutting

Grass cutting will take place along Strip RWY 17/35, Tuesday to Saturday from 00:00-05:00 (23:00-04:00). Men and equipment under Tower control and airport authority supervision.

LPPR AD 2.24 CHARTS RELATED TO THE AERODROME

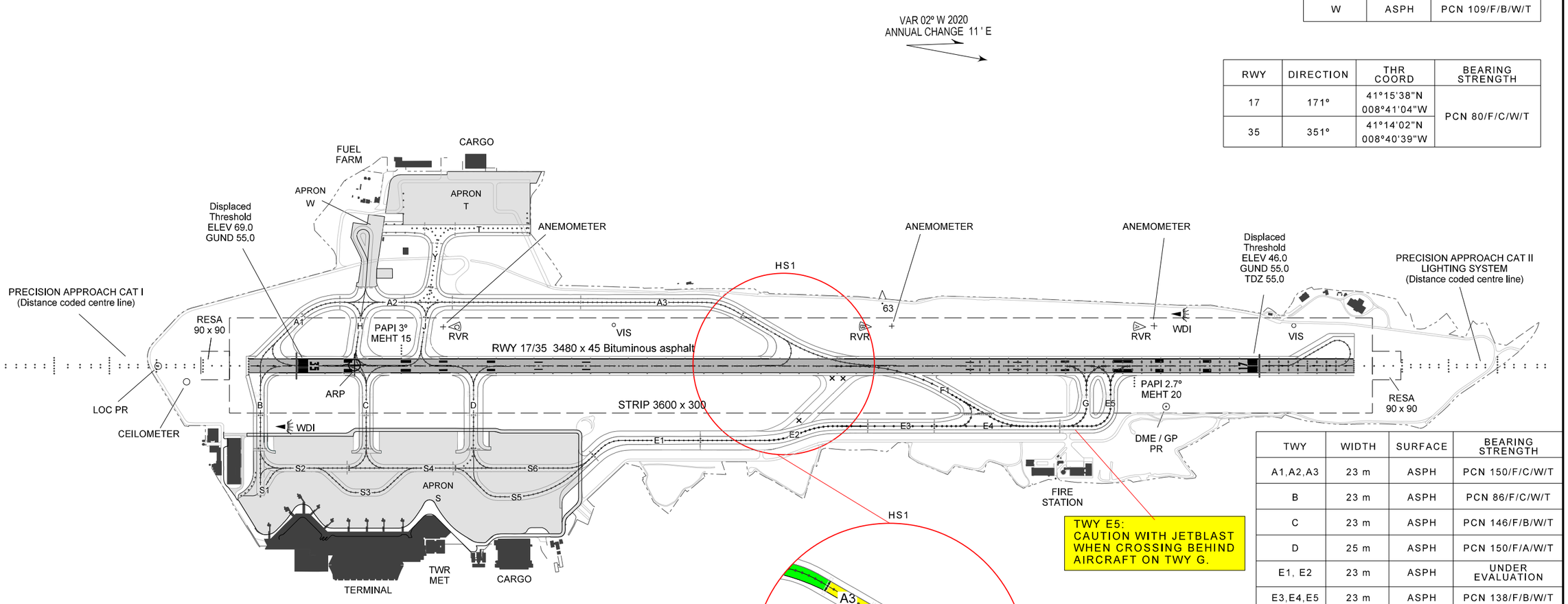
I

AERODROME CHART - ICAO | 41°14'08"N 008°40'41"W | ELEV 69 m | PORTO ARR INFORMATION 124.305 PORTO DEP INFORMATION 121.680 | PORTO GROUND 121.040 PORTO DELIVERY 118.930 PORTO TOWER 118.005 | PORTO, Francisco Sá Carneiro (LPPR)

ELEVATIONS AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC

APRON	SURFACE	BEARING STRENGTH
S	CONC	PCN 71/R/B/W/T
T	CONC	PCN 91/R/B/W/T
W	ASPH	PCN 109/F/B/W/T

RWY	DIRECTION	THR COORD	BEARING STRENGTH
17	171°	41°15'38"N 008°41'04"W	PCN 80/F/C/W/T
35	351°	41°14'02"N 008°40'39"W	



TWY E5:
CAUTION WITH JETBLAST WHEN CROSSING BEHIND AIRCRAFT ON TWY G.

HS1:
CAUTION, AIRCRAFT LANDING ON RWY17, MUST NOT VACATE THE RWY VIA TWY A3,UNLESS CLEARED BY ATC.

LEGEND

RWY- holding position marking	Precision APCH RWY CATII/ III	
	Non-precision and precision APCH RWY CAT I	
Intermediate holding position marking		---
TWY centre line marking		——
TWY and RWY lights		•
Stop bar lights		•••
RWY incursion Hotspot		◯

200 0 200 400 600 m
500 0 1000 2000 ft

TWY	WIDTH	SURFACE	BEARING STRENGTH
A1,A2,A3	23 m	ASPH	PCN 150/F/C/W/T
B	23 m	ASPH	PCN 86/F/C/W/T
C	23 m	ASPH	PCN 146/F/B/W/T
D	25 m	ASPH	PCN 150/F/A/W/T
E1, E2	23 m	ASPH	UNDER EVALUATION
E3,E4,E5	23 m	ASPH	PCN 138/F/B/W/T
F1	23 m	ASPH	PCN 190/F/A/W/T
G	23 m	ASPH	PCN 188/F/A/W/T
H	23 m	ASPH	PCN 150/F/B/W/T
J	23 m	ASPH	PCN 150/F/B/W/T
S1,S2	23 m	ASPH	PCN 86/F/C/W/T
S3,S4,S6	23 m	ASPH	PCN 131/F/B/W/T
S5	25 m	ASPH	PCN 131/F/B/W/T
T	23 m	ASPH	PCN 150/F/B/W/T
Y	23 m	ASPH	PCN 149/F/B/W/T

New Apron area. AIS removed..

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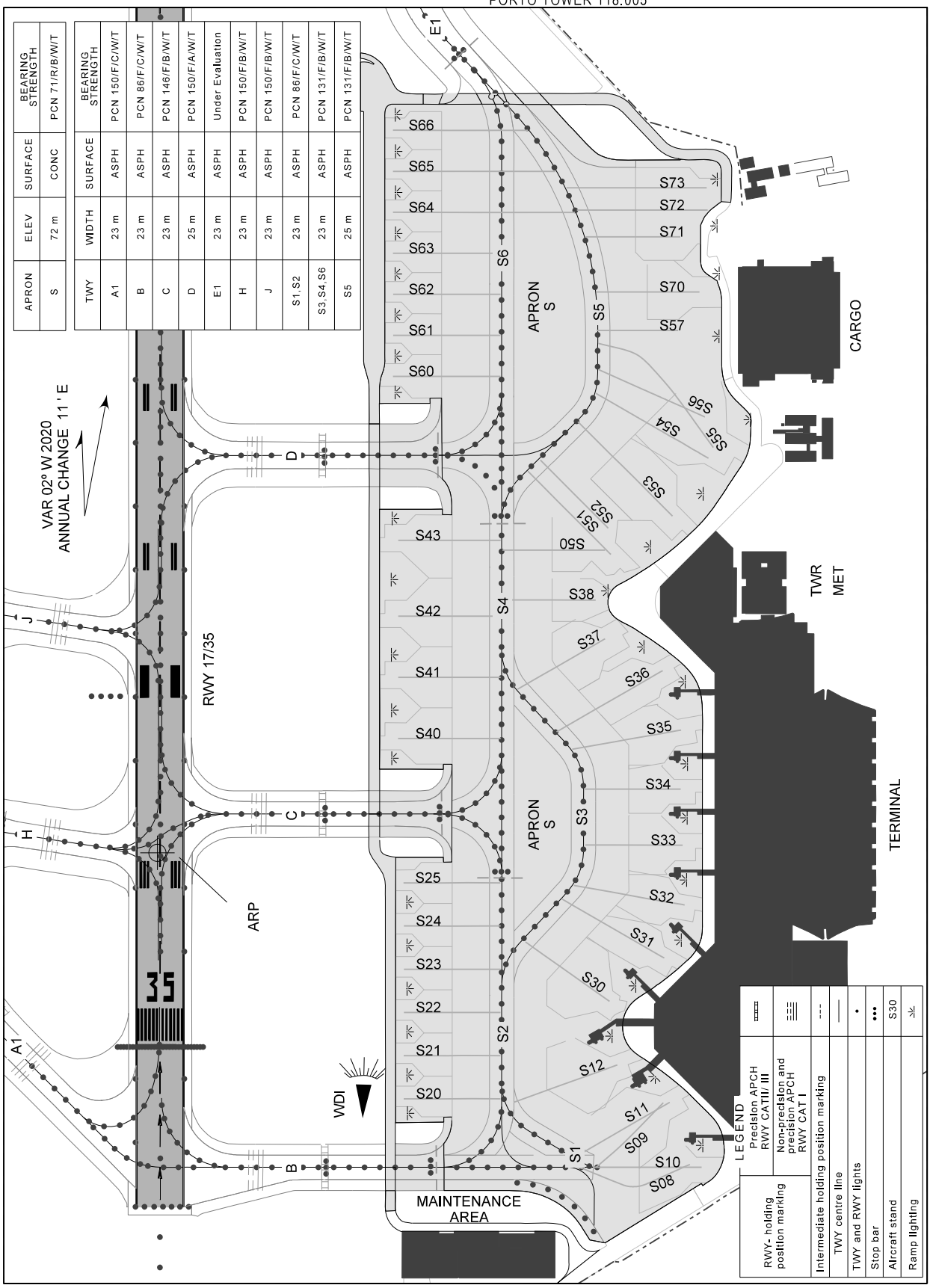
AIRCRAFT PARKING
DOCKING CHART - ICAO

APRON S
ELEV 72 m

PORTO ARR INFORMATION 124.305
PORTO DEP INFORMATION 121.680
PORTO DELIVERY 118.930
PORTO GROUND 121.040
PORTO TOWER 118.005

Porto, Francisco Sá Carneiro
(LPPR)



New Apron area. AIS removed..

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AD 2 AERODROMES

LPPS AD 2.

LPPS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LPPS - PORTO SANTO

LPPS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 330415N LONG: 0162059W Intersection Runway 36/18 with Taxiway unserviceable
2	Direction and distance of ARP from city or town	2KM (1.08NM) NNW from Porto Santo
3	Elevation/Reference temperature	104M / 340FT 25.7° C (AUG)
4	Geoid undulation at aerodrome elevation position	
5	MAG VAR/Annual change	4°W (2020) / 0.17° decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: ANA-SA Aeroportos de Portugal Direção dos Aeroportos da Madeira Aeroporto de Porto Santo Ilha de Porto Santo 9400 – PORTO SANTO Phone: +351 291980120 Fax: +351 291980121 AFS: LPPSYDYA Email: madeira.airports@ana.pt URL: http://www.ana.pt
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

LPPS AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	Customs: MON-SUN + HOL 07:00-23:00 (06:00-22:00) 23:00-07:00 (22:00-07:00) on request Immigration: MON-FRI 09:00-18:00 (08:00-17:00) 18:00-09:00 (17:00-08:00)on request SAT + SUN + HOL H24 on request
3	Health and sanitation	NIL
4	AIS Briefing Office	AIS available through ARO Portugal (see GEN 3.1)
5	ATS Reporting Office (ARO) *	ARO available through ARO Portugal (see GEN 3.1)
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling**	MON-SUN+HOL 09:00-13:00 (08:00-12:00) and 15:00-19:00 (14:00-18:00) MON-SUN+HOL 13:00-15:00 (12:00-14:00) and 19:00-09:00 (18:00-08:00) on request

9	Handling	Groundforce: MON-SUN+HOL 07:00-22:00 (06:00-21:00) 22:00-07:00 (21:00-06:00) on request
10	Security	H24
11	De-icing	NIL
12	Remarks	Services availability on request: for contacts see AD 2.20. *Acceptance and forwarding of FPL and associated messages is possible through AFS Station. **Fuel Service - Around 30 minutes of delay maybe expected for non-scheduled flights

LPPS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	One Fork Lift (2 tons) High Lift Loader Conveyor Belt Various vehicles and Equipment
2	Fuel/oil types	FUEL: JET A1 OIL: None
3	Fuelling facilities/capacity	Hydrant system and fuel Trucks 2 Trucks capacity 36000 litres. Delivery rate 56 litres per second.
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	Minor repairs only
7	Remarks	Push Back not available

LPPS AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in City
2	Restaurants	Restaurants in City
3	Transportation	Taxis
4	Medical facilities	First Aid Treatment at Aerodrome, Ambulance City Medical Centre in City H24
5	Bank and Post Office	In City
6	Tourist Office	In City
7	Remarks	NIL

LPPS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7 Higher Category, up to CAT 8, available by Prior Permission Required (PPR) to Madeira Airports Director LPPSYDYA, 60 minutes prior operation, or at least 30 minutes directly to Control Tower.
2	Rescue equipment	In accordance with CAT 7 requirements established in table 5.2 of ICAO Doc. 9137-AN/898 Part I.

3	Capability for removal of disabled aircraft	NIL If necessary all equipment available in LPMA Aerodrome
4	Remarks	NIL

LPPS AD 2.7 RUNWAY SURFACE CONDITION ASSESSEMENT AND REPORTING AND SNOW PLAN

1	Type(s) of clearing equipment	NIL
2	Clearance priorities	NIL
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
5	Remarks	For further information, see also Section AD 1.2.2. - RUNWAY SURFACE CONDITIONS ASSESSMENT AND REPORTING AND SNOW PLAN.

LPPS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength		**APRON**	**SURFACE**	**STRENGTH**	
			A	Concrete	PCN 70/R/C/W /U	
2	Taxiway width, surface and strength		**TAXIWAY**	**WIDTH**	**SURFACE**	**STRENGTH**
			A	30M	Concrete	PCN 60/R/C/W /U
			B and C	15M		
3	Altimeter checkpoint location and elevation		Apron – 258FT			
4	VOR checkpoint locations		Not established			
5	INS Checkpoint positions	**RAMP / STAND**	**INS COORDINATES**	**ELEVATION (M/AMSL)**	**ACFT TYPE (CRITICAL)**	**PUSH BACK TO TWY/TAXILANE**
		NIL See stand coordinates on chart LPPS AD 2.24.02				
6	Remarks	NIL				

LPPS 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 at aircraft stands	Taxiway's guidelines Guideline at Apron
2	RWY/TWY markings and lights	RWY/TWY Markings: Runway designation, Runway centre line, Threshold, Edge, Runway End as appropriate, Touchdown Zone, Taxiway centreline, and Runway Holding Position at taxiways/runways interception. RWY/TWY Lights:runways, taxiways and holding bays lateral lights.
3	Stop bars	NIL
4	Remarks	NIL

LPPS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at aerodrome	
1			2	
RWY/Area affected	Obstacle type Elevation Marking/Lighting	Co-ordinates	Obstacle type Elevation Markings/LGT	Co-ordinates
a	b	c	a	b
	See LPPS AD 2.24.04-1		ANTENNA 175M White and Red / Red	330357.3N 0162118.2W
			PILLAR 74.8M NIL/NIL	330342.4N 0162055.3W
			PILLAR 78.7M NIL/NIL	330354.2N 0162055.8W
			PILLAR 82.7M NIL/NIL	330407.5N 0162056.3W
			PILLAR 103.2M NIL/NIL	330502.7N 0162058.0W
			PILLAR 105.0M NIL/NIL	330502.6N 0162105.2W
			PILLAR 95.2M NIL/NIL	330446.6N 0162057.2W
			PILLAR 100.5M NIL/NIL	330446.2N 0162104.2W
			PILLAR 95.6M NIL/NIL	330433.5N 0162103.6W
			PILLAR 91.3M NIL/NIL	330433.6N 0162057.4W
			PILLAR 86.2M NIL/NIL	330421.0N 0162055.7W
			PILLAR 90.2M NIL/NIL	330420.9N 0162102.6W
			FENCE 82.7M NIL/NIL	330402.9N 0162101.9W
			FENCE 77.1M NIL/NIL	330346.3N 0162101.2W
			FENCE 70.7M NIL/NIL	330331.9N 0162100.6W

In approach/TKOF areas			In circling area and at aerodrome	
1			2	
RWY/Area affected	Obstacle type Elevation Marking/Lighting	Co-ordinates	Obstacle type Elevation Markings/LGT	Co-ordinates
a	b	c	a	b
			FENCE 69.6M NIL/NIL	330331.8N 0162100.7W
3	Remarks	All obstructions inside approach and take-off areas are provided with day marking and obstruction lighting.		

LPPS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	PORTO SANTO AMS
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	CPVM-AERO MWO/AMO 30 HR - issuance every 6 hours
4	Trend forecast Interval of issuance	NIL
5	Briefing/consultation provided	Briefing on observed meteorological conditions: personal or by phone. Briefing on expected meteorological conditions: By phone provided by the CPVM-AERO MWO/AMO (see GEN 3.5.4).
6	Flight documentation Language(s) used	C, CR English, Portuguese
7	Charts and other information available for briefing or consultation	P, S, SWH, SWM, W
8	Supplementary equipment available for providing information	Self-briefing, WXR
9	ATS units provided with information	Porto Santo TWR, Madeira TWR and APP
10	Additional information (limitation of service, etc.)	PORTO SANTO AMS: Phone: +351 291 982 138 Email: lpps@ipma.pt CPVM-AERO MWO/AMO: Phone: +351 218 474 583 Fax: +351 218 402 370 Email: met.aero@ipma.pt

LPPS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY END Geoid Undulation	THR elevation and highest elevation of TDZ of precision APCH RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
18	178.11	3000x45	PCN60/F/C/W/T Asphalt Concrete	THR 330512.94N 0162101.72W	THR 104M	See LPPS AD 2.24.04-1
36	358.11			THR 330335.56N 0162057.89W	THR 73M	

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
18	NIL	NIL	3120x150	90X90	NIL	Paved shoulders 7.5M each side of Runway
36				90X90		

LPPS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	3000	3000	3000	3000	NIL
36	3000	3000	3000	3000	
RWY 18 INT with TWY B	2441	2441	2441	N/A	NIL
RWY 36 INT with TWY A	1945	1945	1945		

AD 2 AERODROMES

LPAZ AD 2.

LPAZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LPAZ - SANTA MARIA

LPAZ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 365826N LONG. 0251016W Intersection Runway 18/36 with Taxiway C
2	Direction and distance of ARP from city or town	5KM (2.7NM) BRG 328º GEO from City Hall in Vila do Porto
3	Elevation/Reference temperature	94 M / 308 FT 23º C (AUG)
4	Geoid undulation at aerodrome elevation position	54M
5	MAG VAR/Annual change	7º W (2020) / 0.17º decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: ANA Aeroportos de Portugal, SA Aeroporto de Santa Maria Apartado 574 Ilha de Santa Maria – Açores 9580–908 VILA DO PORTO Phone: AD Administration: +351 296820020 AD Operations: +351 296820023 Fax: AD Administration: +351 296886170 AD Operations: +351 296886335 AFS: LPAZYDYA Email: santamaria.airport@ana.pt URL: http://www.ana.pt
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

LPAZ AD 2.3 OPERATIONAL HOURS

1	AD Operator	07:45-22:30 (06:45-21:30)
2	Customs and immigration	H24
3	Health and sanitation	On Request
4	AIS Briefing Office	AIS available through ARO Portugal (see GEN 3.1).
5	ATS Reporting Office (ARO)	ARO available through ARO Portugal (see GEN 3.1).
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	09:00-21:00 (08:00-20:00) Fuel available 21:00-09:00 (20:00-08:00) on request with PPR of one hour, subject to a surcharge of US$100.
9	Handling	07:00-01:00 (06:00-24:00) (Outside these hours services available on request)
10	Security	H24
11	De-icing	Not available

12	Remarks	Aerodrome reopening after closing time for non-emergency flights or background assistance, must be dully justified and submitted to approval of AD Administration until 21:00 (20:00). Reopening RFF CAT 3 will be granted 1 hour after ATC request for Search and rescue and MEDEVAC movements. Reopening fees are applicable (see GEN 4.1.6 Other).

LPAZ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	Loader (6.5 tons) One Fork Lift (1.5 tons) One Fork Lift (5 tons) Sufficient number of various vehicles and equipment
2	Fuel/oil types	JET A1 BP Turbo Oil 2380, Aviation Oil 100 and Aeroshell Oil W100
3	Fuelling facilities/capacity	Hydrant System and Fuel Trucks. Delivery Rate: JET A1 – 75 litres per Second.
4	De-icing facilities	Not applicable
5	Hangar space available for visiting aircraft	HANGAR: 1500 Square Meters (50x30); Door 24Mx7.5M. Unheat Space.
6	Repair facilities for visiting aircraft	Minor repairs only
7	Remarks	Oxygen and related servicing: Not Available

LPAZ AD 2.5 PASSENGER FACILITIES

1	Hotels	3 Hotels - 350 beds
2	Restaurants	AD Restaurant: 200 meals per hour
3	Transportation	Buses, Taxis and 3 Rent-a-Car Stations
4	Medical facilities	First Aid Treatment, Rest Rooms, 1 Ambulance. Hospital in Vila do Porto [3KM (1.6NM) from Aerodrome].
5	Bank and Post Office	At Aerodrome. Operation Hours for Bank and Post Office: MON-FRI 09:30-17:00 (08:30-16:00)
6	Tourist Office	At Aerodrome. Operation Hours for Tourist Office: MON-FRI 09:30-17:00 (08:30-16:00)
7	Remarks	NIL

LPAZ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within AD HR: - CAT 6 CAT 7 to CAT 9 - Available by prior arrangements with Airport Director *
2	Rescue equipment	- In accordance with CAT 9 requirements established in the Table 5.2 of ICAO DOC.9137-AN/898 Part I. - KIT TIRFOR embarqued in fully equipped Crash Tender Vehicle. - RIB
3	Capability for removal of disabled aircraft	High stability pneumatic lifting bags, trailer and towing capability for B707
4	Remarks	* For this purpose contact Airport Operations. See table AD 2.2, Item 6

LPAZ AD 2.7 RUNWAY SURFACE CONDITION ASSESSEMENT AND REPORTING AND SNOW PLAN

1	Type(s) of clearing equipment	NIL
2	Clearance priorities	NIL
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
4	Remarks	For further information, see also Section AD 1.2.2. - RUNWAY SURFACE CONDITIONS ASSESSMENT AND REPORTING AND SNOW PLAN.

LPAZ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron Surface and Strength		**APRON**	**SURFACE**	**STRENGTH**	
			A - Stands 1 to 5	ASPH	PCN 69/F/A/X/T	
			A - Stand 6 and remaining area	ASPH	PCN 57/F/A/X/T	
2	Taxiway width, surface and strength		**TAXIWAY**	**WIDTH**	**SURFACE**	**STRENGTH**
			A	CLOSED		
			C	23M	ASPH	PCN 59/F/B/X/T
			D	23M	CONC	PCN 128/R/C/W/T
			E	23M	ASPH	PCN 53/F/B/X/T
3	Altimeter Checkpoint location and elevation		**LOCATION**		**ELEVATION**	
			THR 36		86M / 282FT	
			THR 18		86M / 283FT	
4	VOR Checkpoint locations		Not established			
5	INS Checkpoint positions	**RAMP / STAND**	**INS COORDINATES**	**ELEVATION (M/AMSL)**	**ACFT TYPE (CRITICAL)**	**PUSH BACK TO TWY / TAXILANE**
		1	365826.64N 0251000.66W	99.12M	L101	
		1A	365827.79N 0251000.90W	99.11M	DC10	
		2	365827.28N 0250958.66W	99.86M	B764	
		2A	365828.10N 0250958.83W	99.83M	B764	
		3	365823.17N 0251001.97W	98.34M	B744	
		3A	365822.01N 0251001.75W	98.20M	B744	
		4	365823.54N 0250959.00W	99.34M	A340	
		4A	365822.39N 0250958.81W	99.19M	B744	
		5	365823.26N 0250957.14W	99.92M	G159	
		5A	365823.13N 0250957.11W	99.89M	G159	
		6	365809.16N 0250957.01W	98.53M	EMERGENCY	
6	Remarks	NIL				

LPAZ 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 at aircraft stands	Taxiway guidelines at all Taxiways Apron guidelines Taxiing guidance signs at all intersections with TWY and RWY at all Holding Positions.
2	RWY/TWY markings and lights	Markings : Runway designation, Runway Centre line, Threshold, Touchdown Zone, Runway Edge and Runway End. Taxiway Centre Line, Holding Positions at all Taxiways and Runway intersections. Lights: Runway Edge, Runway End and Taxiway Edge
3	Stop bars	NIL
4	Remarks	Lights of unserviceable areas are not in accordance with Annex 14 (only 2 candelas of intensity light are provided).

LPAZ AD 2.10 AERODROME OBSTACLES

In Area 2					
Obst. ID Designation	**Obst. Type**	**Obst. Position**	**Elevation / HGT**	**Markings Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
LPAZ 01	ANTENNA	365831.8N 0250956.4W	133M / 33M	Lights: Fixed red Markings: Red / White Horizontal Stripes	
LPAZ 02	ANTENNA	365859.2N 0250526.3W	606M / 26M	Lights :Fixed red Markings: Red / White Horizontal Stripes	
LPAZ 03	ANTENNA	365859.0N 0250526.5W	606M / 26M	Lights: Fixed red Markings: Red / White Horizontal Stripes	
LPAZ 04	ANTENNA	365858.3N 0250527.4W	607M / 26M	Lights: Fixed red Markings: Red / White Horizontal Stripes	
LPAZ 05	ANTENNA	365858.0N 0250526.7W	601M / 28M	NIL	
LPAZ 06	ANTENNA	365740.7N 0250835.1W	175M / 41M	Lights: Fixed red Markings: Red / White Horizontal Stripes	
LPAZ 07	ANTENNA	365741.0N 0250834.8W	177M / 43M	Lights: Fixed red Markings: Red / White Horizontal Stripes	
LPAZ 08	TOWER	365846.0N 0250526.9W	603M /	Lights: Fixed Red Markings: Red / White Horizontal Stripes	
FIGUEIRAL	WINDMILL (1/3)	365656.7N 0250744.9W	221M / 60M	NIL	

FIGUEIRAL	WINDMILL (2/3)	365654.9N 0250751.6W	212M / 60M	NIL	
FIGUEIRAL	WINDMILL (3/3)	365652.8N 0250800.1W	204M / 60M	NIL	

In Area 3					
Obst. ID Designation	**Obst. Type**	**Obst. Position**	**Elevation / HGT**	**Markings Type, Colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**

LPAZ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	SANTA MARIA AMS
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	CPVM-AERO MWO/AMO 30 HR - Issuance every 6 hours
4	Trend Forecast Interval of issuance	NIL
5	Briefing/consultation provided	Briefing on observed meteorological conditions: personal or by phone. Briefing on expected meteorological conditions: By phone provided by the CPVM-AERO MWO/AMO (see GEN 3.5.4).
6	Flight documentation Language(s) used	C, CR English, Portuguese
7	Charts and other information available for briefing or consultation	P, S, SWH, SWM, W
8	Supplementary equipment available for providing information	Self-briefing
9	ATS units provided with information	Santa Maria TWR, APP and ACC/OCA
10	Additional information (limitation of service, etc.)	SANTA MARIA AMS: Phone: +351 296 886 326 Email: lpaz@ipma.pt CPVM-AERO MWO/AMO: Phone: +351 218 474 583 Fax: +351 218 402 370 Email: met.aero@ipma.pt

LPAZ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR COORD RWY End COORD THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APCH RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
18	171.07	3048 X 60	PCN 100R/C/W/T CONC*	THR 365908.71N 0251024.23W RWY END 365730.84N 0251004.98W Geoid Undulation 54.2M	THR 86.1M TDZ 92.0M	-0.6%
36	351.07			THR 365730.84N 0251004.98W RWY END 365908.71N 0251024.23W Geoid Undulation 54M	THR 86M	0.6%

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
18	NIL	300Mx300M	3168x300	240Mx120M	NIL	* PCN Notes: Between 300M and 600M from the beginning of RWY36, PCN 87/R/C/W/T.
36		300Mx300M		240Mx120M	NIL	

LPAZ AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	3048	3348	3048	3048	NIL
36	3048	3348	3048	3048	