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AIP AMENDMENT: AIRAC 004-25
EFFECTIVE DATE: 10-JUL-2025

1. AIRAC changes incorporated in this AIP Amendment:

GEN

3.6	SEARCH AND RESCUE - RCC LAJES - CONTACTS - CHANGED.

ENR

1.4	ATS AIRSPACE CLASSIFICATION - SANTA MARIA TMA - LOWER LIMIT.
1.10	FLIGHT PLANNING - ITEM 19 - CHANGED.
1.14	AIRCRAFT ACCIDENTS AND INCIDENTS - CHANGED.
4.4	NEW SIGNIFICANT POINT - ELGEK, TOPVI. SIGNIFICANT POINT - ERMIG - WITHDRAWN.
5.4	WINDMILL GARDUNHA II - COORDINATES/ELEVATION - UPDATED.
6_01-5	LPPC FREE ROUTE AIRSPACE ABOVE FL245 - ELGEK INCLUDED.

AD

1.5	LPCS AD - NEW VALIDITY OF CERTIFICATION.
AD 2	LPAZ AD - 2.24.12-1 - ILS RWY 18 MM WITHDRAWN. LPBJ AD - 2.12 - 13. REMARKS - CHANGED. LPCS AD - 2.22 - FLIGHT PROCEDURES - 7. HOLDING PROCEDURES - EKMAR - CHANGED. LPFR AD - 2.24.02-1 - AIRCRAFT PARKING DOCKING CHART - CHANGED. LPMA AD - 2.22 - FLIGHT PROCEDURES - 6. HOLDING PROCEDURES - MONEC - CHANGED. LPPD AD - 2.8 - APRONS, TAXIWAYS AND CHECK LOCATIONS DATA - 5. INS CHECKPOINT POSITIONS - APRONS N AND S - CHANGED. LPPD AD - 2.24.02-1 APDC - ICAO (APRON N AND S) - CHANGED. LPPD AD - 2.24.11-1 - ATCSMAC - CHART UPDATED. LPPR AD - 2.12 - RUNWAY PHYSICAL CHARACTERISTICS - RWY 17 - 12. OFZ - CHANGED. LPPR AD - 2.24.11-1 - ATCSMAC - CHART UPDATED. LPPT AD - 2.12 - RUNWAY PHYSICAL CHARACTERISTICS - RWY 02/20 - 12. OFZ - CHANGED. LPPT AD - 2.14 - APPROACH AND RUNWAY LIGHTING - RWY 02/20 - CHANGED. LPPT AD - 2.22 - FLIGHT PROCEDURES - 8. FUEL MANAGEMENT - EXPECTED APPROACH DISTANCE - CHANGED. LPPT AD - 2.24.10-7 - STAR RNAV RWY 20 - INBOM3B - CHANGED. LPPT AD - 2.24.12-9 - IAC RNP RWY 02 - RCF TEXT CORRECTION.

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

GEN

.NIL

ENR

1.5 AUGUR SERVICE URL - CHANGED.

AD

AD 2 LPSO AD - 2.23 - ADDITIONAL INFORMATION - NEW HANDLING OPERATOR.

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

NOTAM Series A: A1379/25, A1380/25, A1402/25, A1656/25, A1898/25, A1899/25, A1904/25, A2106/25 and A2169/25.

NOTAM incorporated in this AMDT will be cancelled by NOTAMC on 23-JUL-2025.

SUP: 041/2025.

AIC: NIL

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

Insert the following pages

GEN 0.2 - 1/2	10-JUL-2025
GEN 0.3 - 1/2	10-JUL-2025 / 10-JUL-2025
GEN 0.3 - 3/4	10-JUL-2025 / 10-JUL-2025
GEN 0.4 - 1/2	10-JUL-2025 / 10-JUL-2025
GEN 0.4 - 3/4	10-JUL-2025 / 10-JUL-2025
GEN 3.6 - 1/2	12-AUG-2021 / 10-JUL-2025
GEN 3.6 - 3/4	10-JUL-2025 / 10-JUL-2025
ENR 1.4 - 1/2	11-JUL-2024 / 10-JUL-2025
ENR 1.5 - 3/4	10-JUL-2025
ENR 1.10 - 11/12	10-JUL-2025 / 10-AUG-2023
ENR 1.14 - 1/2	10-JUL-2025 / 10-JUL-2025
ENR 1.14 - 3/4	10-JUL-2025 / 10-JUL-2025
ENR 4.4 - 5/6	10-JUL-2025 / 15-MAY-2025
ENR 4.4 - 15/16	15-MAY-2025 / 10-JUL-2025
ENR 4.4 - 17/18	10-JUL-2025 / 10-JUL-2025
ENR 5.4 - 25/26	31-OCT-2024 / 10-JUL-2025
ENR 6 - 1/2	10-JUL-2025
ENR 6.01-5 - 5/6	10-JUL-2025
AD 1.5 - 1/2	10-JUL-2025
LPBJ AD 2 - 5/6	11-JUL-2024 / 10-JUL-2025
LPCS AD 2 - 11/12	23-JAN-2025 / 10-JUL-2025
LPFR AD 2 - 19/20	10-JUL-2025
LPFR AD 2.24.02-1 - 1/2	10-JUL-2025 / 10-JUL-2025
LPPT AD 2 - 11/12	10-JUL-2025 / 10-JUL-2025
LPPT AD 2 - 13/14	10-JUL-2025 / 10-JUL-2025
LPPT AD 2 - 15/16	10-JUL-2025 / 10-JUL-2025
LPPT AD 2 - 17/18	10-JUL-2025 / 10-JUL-2025
LPPT AD 2 - 19/20	10-JUL-2025 / 10-JUL-2025
LPPT AD 2 - 21/22	10-JUL-2025 / 10-JUL-2025
LPPT AD 2 - 23/24	10-JUL-2025 / 10-JUL-2025
LPPT AD 2 - 25/26	10-JUL-2025 / 10-JUL-2025
LPPT AD 2 - 27/28	10-JUL-2025 / 10-JUL-2025
LPPT AD 2 - 29/30	10-JUL-2025 / 10-JUL-2025
LPPT AD 2 - 31/32	10-JUL-2025 / 10-JUL-2025
LPPT AD 2 - 33/34	10-JUL-2025 / 10-JUL-2025
LPPT AD 2 - 35/36	10-JUL-2025 / 10-JUL-2025
LPPT AD 2 - 37/38	10-JUL-2025 / 10-JUL-2025
LPPT AD 2 - 39/40	10-JUL-2025 / 10-JUL-2025
LPPT AD 2 - 41/42	10-JUL-2025 / 10-JUL-2025
LPPT AD 2 - 43/44	10-JUL-2025 / 10-JUL-2025
LPPT AD 2 - 45/46	10-JUL-2025 / 10-JUL-2025
LPPT AD 2 - 47/48	10-JUL-2025 / 10-JUL-2025
LPPT AD 2.24.10-7 - 9/10	15-MAY-2025 / 10-JUL-2025
LPPT AD 2.24.12-9 - 9/10	10-JUL-2025 / 15-MAY-2025
LPMA AD 2 - 19/20	10-JUL-2025 / 20-MAR-2025
LPPD AD 2 - 3/4	20-MAR-2025 / 10-JUL-2025
LPPD AD 2 - 5/6	10-JUL-2025 / 20-MAR-2025
LPPD AD 2 - 15/16	15-MAY-2025 / 10-JUL-2025
LPPD AD 2 - 17/18	10-JUL-2025
LPPD AD 2.24.02-1 - 1/2	10-JUL-2025
LPPD AD 2.24.10-3 - 3/4	10-JUL-2025 / 02-DEC-2021
LPPD AD 2.24.10-5 - 5/6	10-JUL-2025 / 24-MAR-2022
LPPD AD 2.24.10-7 - 7/8	10-JUL-2025 / 02-DEC-2021
LPPD AD 2.24.11-1 - 1/2	10-JUL-2025
LPSO AD 2 - 7/8	10-JUL-2025
LPPR AD 2 - 9/10	20-MAR-2025 / 10-JUL-2025
LPPR AD 2 - 23/24	20-MAR-2025 / 10-JUL-2025
LPPR AD 2.24.11-1 - 1/2	10-JUL-2025
LPAZ AD 2 - 9/10	22-FEB-2024 / 10-JUL-2025
LPAZ AD 2.24.12-1 - 1/2	10-JUL-2025

Remove the following pages

GEN 0.2 - 1/2	15-MAY-2025 / N/A
GEN 0.3 - 1/2	15-MAY-2025 / 15-MAY-2025
GEN 0.3 - 3/4	15-MAY-2025 / 15-MAY-2025
GEN 0.4 - 1/2	15-MAY-2025 / 15-MAY-2025
GEN 0.4 - 3/4	15-MAY-2025 / 15-MAY-2025
GEN 3.6 - 1/2	12-AUG-2021 / 31-OCT-2024
GEN 3.6 - 3/4	12-SEP-2019 / 12-SEP-2019
ENR 1.4 - 1/2	11-JUL-2024 / 11-JUL-2024
ENR 1.5 - 3/4	15-MAY-2025 / N/A
ENR 1.10 - 11/12	10-AUG-2023 / 10-AUG-2023
ENR 1.14 - 1/2	08-JAN-2016 / 20-AUG-2015
ENR 1.14 - 3/4	07-DEC-2017 / 07-DEC-2017
ENR 4.4 - 5/6	11-JUL-2024 / 15-MAY-2025
ENR 4.4 - 15/16	15-MAY-2025 / 15-MAY-2025
ENR 4.4 - 17/18	15-MAY-2025 / 15-MAY-2025
ENR 5.4 - 25/26	31-OCT-2024 / 31-OCT-2024
ENR 6 - 1/2	20-MAR-2025 / N/A
ENR 6.01-5 - 5/6	15-MAY-2025 / N/A
AD 1.5 - 1/2	20-MAR-2025 / N/A
LPBJ AD 2 - 5/6	11-JUL-2024 / 11-JUL-2024
LPCS AD 2 - 11/12	23-JAN-2025 / 15-MAY-2025
LPFR AD 2 - 19/20	20-MAR-2025 / N/A
LPFR AD 2.24.02-1 - 1/2	20-MAR-2025 / 19-JUN-2020
LPPT AD 2 - 11/12	20-MAR-2025 / 19-MAY-2022
LPPT AD 2 - 13/14	14-JUL-2022 / 19-MAY-2022
LPPT AD 2 - 15/16	22-FEB-2024 / 19-MAY-2022
LPPT AD 2 - 17/18	19-MAY-2022 / 19-MAY-2022
LPPT AD 2 - 19/20	19-MAY-2022 / 19-MAY-2022
LPPT AD 2 - 21/22	19-MAY-2022 / 19-MAY-2022
LPPT AD 2 - 23/24	19-MAY-2022 / 19-MAY-2022
LPPT AD 2 - 25/26	19-MAY-2022 / 19-MAY-2022
LPPT AD 2 - 27/28	15-MAY-2025 / 31-OCT-2024
LPPT AD 2 - 29/30	22-FEB-2024 / 01-DEC-2022
LPPT AD 2 - 31/32	01-DEC-2022 / 01-DEC-2022
LPPT AD 2 - 33/34	19-MAY-2022 / 19-MAY-2022
LPPT AD 2 - 35/36	19-MAY-2022 / 19-MAY-2022
LPPT AD 2 - 37/38	19-MAY-2022 / 16-MAY-2024
LPPT AD 2 - 39/40	16-MAY-2024 / 16-MAY-2024
LPPT AD 2 - 41/42	16-MAY-2024 / 16-MAY-2024
LPPT AD 2 - 43/44	16-MAY-2024 / 15-MAY-2025
LPPT AD 2 - 45/46	15-MAY-2025 / 15-MAY-2025
LPPT AD 2 - 47/48	15-MAY-2025 / N/A
LPPT AD 2.24.10-7 - 9/10	15-MAY-2025 / 15-MAY-2025
LPPT AD 2.24.12-9 - 9/10	16-MAY-2024 / 15-MAY-2025
LPMA AD 2 - 19/20	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-MAY-2025 / 15-MAY-2025
LPPD AD 2 - 17/18	15-MAY-2025 / N/A
LPPD AD 2.24.02-1 - 1/2	15-JUN-2023 / N/A
LPPD AD 2.24.10-3 - 3/4	15-MAY-2025 / 02-DEC-2021
LPPD AD 2.24.10-5 - 5/6	15-MAY-2025 / 24-MAR-2022
LPPD AD 2.24.10-7 - 7/8	15-MAY-2025 / 02-DEC-2021
LPPD AD 2.24.11-1 - 1/2	15-MAY-2025 / N/A
LPSO AD 2 - 7/8	16-MAY-2024 / N/A
LPPR AD 2 - 9/10	20-MAR-2025 / 31-OCT-2024
LPPR AD 2 - 23/24	20-MAR-2025 / 31-OCT-2024
LPPR AD 2.24.11-1 - 1/2	01-DEC-2022 / N/A
LPAZ AD 2 - 9/10	22-FEB-2024 / 15-JUN-2023
LPAZ AD 2.24.12-1 - 1/2	14-JUL-2022 / N/A

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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	
003/2025	03 APR 2025	15 MAY 2025	
004/2025	29 MAI 2025	10 JUL 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 09-JUL-2025	AIP SUP 065/2025
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	
062/2023	LPPT AD - OBSTACLES ERECTED	AD	10-AUG-2023 31-JUL-2025 EST	
003/2024	LPPC FIR - OBSTACLE ERECTED	ENR	22-FEB-2024 31-DEC-2025 EST	
006/2024	LPPT AD - OBSTACLE ERECTED	AD	22-FEB-2024 30-JUN-2025 EST	
007/2024	LPPT AD - OBSTACLE ERECTED	AD	22-FEB-2024 09-JUL-2025	AIP SUP 060/2025
008/2024	LPPT AD - OBSTACLE ERECTED	AD	22-FEB-2024 09-JUL-2025	AIP SUP 057/2025
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	

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
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 09-JUL-2025	AIP SUP 058/2025
068/2024	LPPC FIR - OBSTACLE ERECTED (TOWER) - SOUSEL	ENR	31-OCT-2024 09-JUL-2025	AIP SUP 059/2025
070/2024	LPPT AD - OBSTACLE ERECTED (CRANE-GT1)	AD	31-OCT-2024 31-MAR-2026 EST	
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	
083/2024	LPPT AD - MAJOR WORKS - EXTENSION OF APRON 10 AND NEW APRON 23	AD	31-OCT-2024 UFN	
001/2025	LPPC FIR - OBSTACLE ERECTED (TOWER 2) - SOUSEL	ENR	23-JAN-2025 26-SEP-2025 EST	
002/2025	LPPR AD - RWY 17/35 CLOSED	AD	23-JAN-2025 23-NOV-2025 EST	
003/2025	LPPR AD - MOBILE CRANE ERECTED	AD	23-JAN-2025 01-AUG-2025 EST	
004/2025	VOR/DME VSM VOR PART U/S	ENR, AD	23-JAN-2025 31-DEC-2025 EST	
005/2025	LPPT AD - OBSTACLE ERECTED (CRANE)	AD	23-JAN-2025 30-JUN-2025 EST	
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	
010/2025	LPPT TMA - VFR LIMITATIONS	ENR	23-JAN-2025 31-DEC-2025 EST	
011/2025	LPPS AD - IAP PART LPV RWY 18/36 SUSPENDED	ENR	23-JAN-2025 31-DEC-2025 EST	
012/2025	LPMA AD - FUEL 100LL NOT AVAILABLE	AD	23-JAN-2025 31-DEC-2025 EST	
013/2025	LPPT AD - ACFT CODE D AND CODE E TWY RESTRICTIONS	AD	23-JAN-2025 31-DEC-2025 EST	
014/2025	LPPR AD - RETIL U/S	AD	23-JAN-2025 31-DEC-2025 EST	
015/2025	LPCS AD - OBSTACLE ERECTED	AD	23-JAN-2025 30-JUN-2025 EST	
016/2025	LPPC FIR - OBSTACLE LIGHTING INOP	ENR	23-JAN-2025 30-JUN-2025 EST	

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
017/2025	LPPR AD - OBSTACLE LIGHTS U/S	AD	23-JAN-2025 31-DEC-2025 EST	
018/2025	LPAZ AD - TWR OBSTACLE LIGHTS U/S	AD	23-JAN-2025 31-DEC-2025 EST	
019/2025	LPCS AD - OBSTACLE ERECTED (EN 227-5)	AD	23-JAN-2025 31-AUG-2025 EST	
020/2025	LPEV AD - PAPI RWY 19 U/S	AD	23-JAN-2025 30-JUN-2025 EST	
021/2025	LPPT AD - OBSTACLE ERECTED (CIDADE UNIVERSITÁRIA DE LISBOA - CRANE 3)	AD	23-JAN-2025 31-JUL-2026 EST	
025/2025	LPPD AD - STOPBAR TWY “E”	AD	23-JAN-2025 09-JUL-2025	AIP SUP 063/2025
026/2025	LPPC FIR - UNMANNED AERIAL VEHICLE ACTIVITY	ENR	23-JAN-2025 09-JUL-2025	AIP SUP 066/2025
027/2025	LPPC FIR - UNMANNED AIRCRAFT SYSTEMS (UAS) WITHIN R51BN/R51BS (LPBJ)	ENR	23-JAN-2025 09-JUL-2025	AIP SUP 066/2025
028/2025	LPPC FIR - UNMANNED AIRCRAFT SYSTEMS (UAS)	ENR	23-JAN-2025 09-JUL-2025	AIP SUP 066/2025
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 05-JUN-2025 EST	NOTAM A2066/25
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 09-JUL-2025	AIP SUP 062/2025
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	
040/2025	LPPT AD - RWY 20 BARRETTE APCH LIGHTING SYSTEM	AD	20-MAR-2025 31-DEC-2025 EST	
041/2025	LPPD AD - NEW ATCSMAC	AD	20-MAR-2025 09-JUL-2025	NOTAM A1530/25
042/2025	RUSSIAN FEDERATION - OPERATION RESTRICTIONS IN PORTUGUESE TERRITORY	ENR	15-MAY-2025 28-FEB-2026 EST	
043/2025	LPCS AD - USE OF TERMINAL BUILDING	AD	15-MAY-2025 31-DEC-2025 EST	
044/2025	LPPC FIR - OBSTACLES ERECTED	ENR	15-MAY-2025 31-MAR-2026 EST	
045/2025	LPPT AD – CRANE ERECTED (CAMPO NOVO)	AD	15-MAY-2025 30-SEP-2025 EST	
046/2025	BELARUSSIAN AIRCRAFT RESTRICTIONS	ENR	15-MAY-2025 28-FEB-2026 EST	

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047/2025	LPPC FIR - OBSTACLE ERECTED (CRANE)	ENR	15-MAY-2025 31-JAN-2026 EST	
048/2025	LPCS AD - OBSTACLE ERECTED	AD	15-MAY-2025 31-AUG-2025 EST	
049/2025	LPPT AD - VEHICLE SERVICE ROAD CONNECTION BETWEEN APRON 12 AND APRON 60	AD	01-MAY-2025 31-OCT-2025 EST	
050/2025	LPPT AD - PARKING RESTRICTIONS	AD	10-JUL-2025 31-OCT-2025 EST	
051/2025	LPFR AD - RESCUE AND FIRE FIGHTING SERVICES	AD	10-JUL-2025 25-OCT-2025 EST	
052/2025	LPPT AD - OBSTACLE ERECTED (CRANE)	AD	10-JUL-2025 28-JUL-2025 EST	
053/2025	LPPC FIR - FÓIA MSSR STATION	ENR	10-JUL-2025 31-OCT-2025 EST	
054/2025	LPPT AD - OBSTACLE ERECTED (CRANE 2)	AD	10-JUL-2025 31-MAY-2026 EST	
055/2025	LPPT AD - OBSTACLE ERECTED (CRANE 4)	AD	10-JUL-2025 31-MAY-2026 EST	
056/2025	LPMA AD - OBSTACLE ERECTED (CRANE)	AD	10-JUL-2025 15-APR-2026 EST	
057/2025	LPPT AD - OBSTACLE ERECTED (CRANE 2)	AD	10-JUL-2025 31-DEC-2026 EST	
058/2025	LPPC FIR – OBSTACLES ERECTED (TWO TOWERS) - HERDADE DA LAMPREIA - ABRANTES	ENR	10-JUL-2025 31-DEC-2025 EST	
059/2025	LPPC FIR - OBSTACLE ERECTED (TOWER) - SOUSEL	ENR	10-JUL-2025 31-DEC-2025 EST	
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065/2025	LPPC FIR - ATS CONTINGENCY ROUTES FOR MADEIRA SECTOR DUE TO RADAR INOPERATIVE	ENR	10-JUL-2025 UFN	
066/2025	LPPC FIR - UNMANNED AIRCRAFT SYSTEMS (UAS)	ENR	10-JUL-2025 31-DEC-2025	

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GEN 3.6 SEARCH AND RESCUE

3.6.1 Responsible service

The Search and Rescue Services in Portugal are organized in accordance with International Standards and Recommended Practices of ICAO, and overall responsibilities for making available the necessary facilities rest with the Air Force and Navy authorities.

1. Rescue Coordinated Centres

1.1 Rescue Coordination Centre LISBOA (RCC LISBOA)

POSTAL ADDRESS:	RCC LISBOA - Comando Aéreo Avenida Tenente Martins - Monsanto 1500-589 Lisboa Portugal
TELEGRAPHIC ADDRESS:	(Aeronautical) LPAMYCYX
TELEPHONE NUMBERS:	+351 217708207/205 (OPS Duty Officer - H24) +351 217708101 (RCC Chief) +351 217708216 (RCC SAR Mission Coordinator Officer - H24) +351 217716000 (General)
FAX:	+351 217708134 - (OPS Duty Officer - H24) +351 217708176 - (RCC working days 09:00-17:00 (08:00-16:00) +351 217716024 - (COMCEN CA)
EMAIL:	rcclisboa@emfa.pt
SEARCH AND RESCUE REGION:	LISBOA SRR
RESPONSIBLE AGENCY OR DEPARTMENT:	FORÇA AÉREA PORTUGUESA / CA
NAME AND LOCATION OF RESCUE SUB-CENTRE:	NIL
REMARKS:	DIRECT LINE BETWEEN RCC AND LISBOA ACC

RESCUE UNITS			
NAME	**LOCATION**	**FACILITIES**	**REMARKS**
a	**b**	**c**	**d**
OVAR - LPOV	405513N 0083838W	1 A119 (HEL - L)	Only to 5NM from coast line
BEJA - LPBJ	380444N 0075557W	1 P3 (ELR)	KIT SAR
MONTIJO - LPMT	384218N 0090215W	1 C130 (VLR)	KIT SAR
		1 EH 101 - (HEL-H)	
		1 C295 (LRG)	KIT SAR
LISBOA (Harbour)	384012N 0090848W	2 RESCUE VESSELS	Speed 19 KT Capacity 100 persons
FUNCHAL (Santa Cruz Harbour)	323830N 0165454W	1 RESCUE VESSEL	Speed 20 KT Capacity 50 persons
PORTO SANTO (Madeira TMA)	330415N 0162059W	1 C295 (LRG)	KIT SAR
		1 EH101 - (HEL-H)	

1.2 Rescue Coordination Centre LAJES (RCC LAJES)

POSTAL ADDRESS:	RCC LAJES Estrada do Juncal, porta da BA4 9760-402 Praia da Vitória Ilha Terceira, Açores Portugal

TELEGRAPHIC ADDRESS:	(Aeronautical) LPLAYCYX
TELEPHONE NUMBERS:	+351 295540515 (working days 09:00/17:00 (08:00/16:00)) Duty Officer (Mobile): +351 919552341 (H24) SAR Mission Coordinator: +351 295540515 (H24) SAR Mission Coordinator: +351 295540781 (H24) Flight OPS Center: +351 295540524 (H24)
FAX:	NIL
EMAIL:	czaa_cmd_rcc@emfa.pt
SEARCH AND RESCUE REGION:	SANTA MARIA OCEANIC SRR
RESPONSIBLE AGENCY OR DEPARTMENT:	FORÇA AÉREA PORTUGUESA / ZONA AEREA DOS AÇORES
NAME AND LOCATION OF RESCUE SUB-CENTRE:	NIL
REMARKS:	DIRECT RTF CIRCUITS BETWEEN RCC AND RELATED UNITS

RESCUE UNITS			
NAME	**LOCATION**	**FACILITIES**	**REMARKS**
a	**b**	**c**	**d**
LAJES - LPLA	384543N 0270527W	1 C130 (VLR)	KIT SAR Normally based at Montijo. It will eventually operate from Lajes in order to assure Very-Long-Range search, when necessary.
		1 C295 (LRG)	KIT SAR
		1 EH-101 (HEL-H)	
		1 P3 (ELR)	KIT SAR Normally based at Beja. It will eventually operate from Lajes in order to assure Extra-Long-Range search, when necessary.
PONTA DELGADA (Harbour)	374412N 0253954W	1 RESCUE VESSEL	Speed 19 KT Capacity 100 persons

2. SSR Codes

Codes SSR for Lisbon Search and Rescue Region are:

- 7720 to 7727

Applicable ICAO documents:
ICAO Standards, Recommended Practices and Procedures contained in the following documents are applied:

Annex 10 - Aeronautical Telecommunications, Vol. II
Annex 12 - Search and Rescue
Annex 13 - Aircraft Accident Investigation
Doc 7030 - Regional Supplementary Procedures for Alerting and SAR Services applicable in the EUR and NAT Regions
Doc 7754 - Air Navigation Plan - European Region
Doc 8400 - ICAO Abbreviations and Codes
Doc 8755 - Air Navigation Plan - North Atlantic, North American and Pacific Regions
Doc 9731 - IAMSAR Manual

3.6.2 Area of responsibility

The Search and Rescue Service comprises two Search and Rescue Regions (SRR's):

- The Lisboa Search and Rescue Region which coincides with Lisboa FIR limits as described in ENR 2.1
- The Santa Maria Search and Rescue Region which coincides with Santa Maria Oceanic FIR as described in ENR 2.1 para 2.1.5.

The Rescue Coordination Centre (RCC) for Lisboa Search and Rescue Region is located at the Comando Aéreo which Postal and Telegraphic (AFTN) addresses are given in 3.6.1.1.1 above.

The Rescue Coordination Centre for Santa Maria Search and Rescue Region is located at Lajes Aerodrome, Terceira Island - Açores, which Postal and Telegraphic (AFTN) addresses are given in 3.6.1.1.2 above.

3.6.3 Types of services

Details of the rescue coordination centres and related rescue units are given in 3.6.1.1.1 and 3.6.1.1.2 above.

In addition, various elements of the State police organization, merchant marine, armed forces, rural guard, fire and ambulance services, and life boats of the National Lifeboat Institute are available for search and rescue missions when required. The aeronautical, maritimes and public telecommunication services are available to the search and rescue organization.

3.6.4 SAR agreements

Requests for the entry of aircraft, equipment and personnel from other States to engage in Search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the Rescue Coordination Centre (through ATC). Instructions as to the control which will be exercised on entry of such aircraft and/or personnel will be given by the RCC.

3.6.5 Conditions of availability

Head of National Aeronautical and Maritime Search and Rescue is the Ministry of Defence.
National Aeronautical Search and Rescue Service is organized in accordance with ICAO standards and recommended practices and is established on the scope of Portuguese Air Force.
All facilities that are available for search and rescue are specialized and trained in SAR techniques.

All air SAR facilities are under the authority of the appropriate RCC which remains responsible for operational control of such facilities throughout the duration of SAR operations:

- Whether the responsibility for SAR operations lay on a Maritime Rescue Coordination Centre (MRCC) or an Air RCC.
- whether air facilities are military or civil, national or foreign.

Contact the appropriate RCC for information on conditions of availability.

3.6.6 Procedures and signals used

1. Procedures

Procedures for pilot-in-command observing an accident or intercepting a distress call and/or message are outlined in Annex 12, Chapter 5.

2. Communications

Transmission and reception of distress and urgency messages within the Lisboa and Santa Maria SRRs are handled in accordance with Annex 10, Vol. II, Chapter 5, Para. 5.3.

For communications during SAR operations, the codes and abbreviations published in ICAO DOC 8400 (Codes and Abbreviations) are used;

Information concerning positions, call signs, frequencies and hours of operation on portuguese aeronautical stations and DF stations are published in the AD 2.18 sections of Lisboa and Santa Maria aerodromes.

The frequency 121.500 MHZ is guarded continuously at all Area Control Centres and Flight Information Centres. It is also available at Lisboa and Santa Maria Approach Control Offices. In addition, the Aerodrome Control Towers serving international aerodromes and international alternate aerodromes will, on request, guard the frequency 121.500 MHZ. All coastal stations guard the international distress frequencies.

Military radar station, radio call sign BATINA, guards 121.500 MHZ and 243.000 MHZ continuously.

Rescue aircraft belonging to permanent SAR units use the call-sign “RESCUE” followed by the last 2 digits of the given SSR code during rescue operations. SSR codes for Portugal are 7720 to 7727.

3.Search and rescue signals

The search and rescue signals to be used those prescribed in Annex 12, Chapter 5, Para. 5.10. and shown in the following tables.

Ground air visual signal code for use by survivors

No	Message	Code symbol
1	Require assistance	V
2	Require medical assistance	X
3	No or Negative	N
4	Yes or affirmative	Y
5	Proceeding in this direction	
6	In doubt use the International symbol:	SOS

Ground-air visual signal code for use by rescue units

No	Message	Code symbol
1	Operation completed	LLL
2	We have found all personnel	L L
3	We have found only some personnel	
4	We are not able to continue. Returning to base	X X
5	Have divided into two groups. Each proceeding in direction indicated	
6	Information received that aircraft is in this direction	
7	Nothing found. Will continue to search	N N
Symbols shall be at least 2,5m (8ft) long and shall be made as conspicuous as possible. Note 1. Symbols may be formed by any means such as: strips of fabric, parachute material, pieces of wood, stones or such like material, marking the surface by tramping or staining with oil, etc. Note 2. Attention to the above signals may be attracted by other means such as radio, flares, smoke and reflected light.		

ENR 1.4 ATS AIRSPACE CLASSIFICATION

Within the Lisboa FIR the airspace is classified “C”, “D” and “G”.

The airspace classification “D” has been allocated to the restricted areas LPR26A, LPR70A, LPR70BN, LPR40A, LPR40BN, LPR40BS, LPR69A, LPR69BW, LPR69BE, LPR69BS, LPR51A, LPR51BN and LPR51BS, while these airspaces volumes are affected to military use; when the air traffic service provided is delegated to civilian units, the airspace classification volume will change to “C”.

Within Santa Maria Oceanic FIR the airspace is classified “A”, “C” and “G”.

The airspace classifications “A”, “C”, “D” and “G” have been selected from the ICAO annex 11, as transposed in Commission Implementing Regulation (EU) NR 923/2012, of 26 September, SERA.6001 - Classification of airspaces and are described in subsequent paragraphs.

1.4.1 CLASS A - CONTROLLED AIRSPACE

1.4.1.1 The provisions of Class A Airspace are shown below:

	IFR	VFR
Separation provided	All Aircraft	VFR FLIGHTS NOT PERMITTED
Service provided	Air Traffic Control Service	
VMC Minima	Not applicable	
Speed limitation	Not applicable	
Radio Communication	Continuous two-way	
ATC clearance	Required	

1.4.1.2 Class A Airspace comprises:

1.4.1.2.1 Within the Santa Maria Oceanic FIR:

a. Santa Maria Oceanic Control Area (OCA);

b. The ATS Routes notified and Organized Track System (OTS) established within the OCA;

c. Santa Maria Terminal Control Area (TMA) above FL195.

1.4.2 CLASS C - CONTROLLED AIRSPACE

1.4.2.1 The provisions of Class C Airspace are shown below:

	IFR	VFR
Separation provided	IFR from IFR IFR from VFR	VFR from IFR
Service provided	Air Traffic Control Service	Air Traffic Control Service for Separation from IFR VFR / VFR Traffic Information (and Traffic avoidance advise on request)
VMC Minima	Not applicable	At and above FL100: 8 KM visibility 1500M horizontal and 300M vertical distance from cloud. Below FL100: 5 KM visibility 1500M horizontal and 300M vertical distance from cloud.

	IFR	VFR
Speed limitation *	Not applicable	250KT IAS below 3050M (10000FT AMSL)
Radio Communication	Continuous two-way	Continuous two-way
ATC Clearance	Required	Required

* When the height of transition altitude is lower than 3050 M(10000FT) AMSL, FL100 should be used in lieu of 10000 FT.

1.4.2.2 Class C Airspace comprises:

1.4.2.2.1 Within the Lisboa FIR:

a. Over Portuguese Territory (FL095 / FL660);

b. Over High Seas (FL055 / FL999)

c. Faro, Lisboa, Madeira and Porto Terminal Control Areas (TMA's);

d. Cascais, Faro, Lisboa, Madeira, Porto and Porto Santo Control Zones (CTR's).

1.4.2.2.2 Within the Santa Maria Oceanic FIR:

a. Santa Maria Terminal Control Area (TMA) 1000FT AGL/AMSL - FL195;

b. Lajes (Military) Control Area (CTA);

c. Flores, Horta, Lajes (Military), Ponta Delgada and Santa Maria Control Zones (CTR's).

1.4.3 CLASS D - CONTROLLED AIRSPACE

1.4.3.1 The provisions of Class D Airspace are shown below:

	IFR (GAT)	VFR (GAT)
Separation provided	IFR from IFR	NIL
Service provided	Air Traffic Control Service including Traffic information about VFR flights (and traffic avoidance advice on request)	Traffic information between IFR / VFR and VFR /VFR flights (and traffic avoidance advice on request
VMC	Not applicable	At and above FL100: 8 KM visibility 1500M horizontal and 300M vertical distance from clouds. Below FL100: 5 KM visibility 1500M horizontal and 300M vertical distance from clouds.
Speed limitation	250KT IAS below FL100	250KT IAS below FL100
Radio Communication	Continuous two-way	Continuous two-way
ATC Clearance	Required	Required

1.4.3.2 Class D Airspace comprises:

1.4.3.2.1 Within the Lisboa FIR:

a. Beja - Restricted area - LPR51A, LPR51BN (AMC, NON-AMC) and LPR51BS (AMC, NON-AMC)

b. Monte Real - Restricted area - LPR70A LPR70BN and LPR70BS

- APV SBAS - Localizer performance with vertical guidance (LPV) minima line.

For LNAV and Baro-VNAV, the effective use of the procedure shall be based on the information of the actual availability of GNSS signal detected on board the aircraft by RAIM (ABAS system equipped) or equivalent function.

Pilot that have informed ATS of the intention to fly a RNAV (GNSS) approach procedure, and an in-flight RAIMprediction indicates that RAIM will not be available at the expected approach time shall advise ATS and specify intentions as soon as practicable (delay the approach, use another navigational source IAP, or alternate).

If a RAIM alert is displayed when the aircraft is established on the final approach course, pilot shall not continue the approach using GNSS guidance.

Prediction of possible missing RAIM may be found:

- using the internet on the Eurocontrol GPS Predictive RAIM Tool address:

  URL:https://www.eurocontrol.int/online-tool/augur

- through appropriate NOTAM issued by NAV Portugal AIS with the predicted unavailability periods of satellites in GPS constellation.

For LNAV approaches, in some cases, particularly in aerodromes located in the Portuguese islands, due to terrain constraints on one side of the aerodrome, a circling may be performed and the missed approach point may be established up to 3 NM from the runway threshold.

For LPV approach procedures, the effective use of the procedure shall be based on the information on actual level of service of EGNOS.

For LPV operations using EGNOS vertical guidance, the service area, covering Portugal Mainland, is detailed in Safety of Life Service Definition Document:

URL:http://www.essp-sas.eu/service_definition_documents/

Upon preparation of a flight bound for an aerodrome with a RNAV (GNSS) approach leading to LPV minima, the approach availability shall be checked by the operator. For this purpose, they must use information contained in EGNOS NOTAMs specifying EGNOS service unavailability.

To perform a RNAV (GNSS) approach leading to LPV minima, it is not required to perform a RAIM forecast because the integrity is directly managed by geostationary EGNOS satellites.

EGNOS NOTAM are issued for each aerodrome with a RNAV (GNSS) procedure with LPV minima. The condition of GPS satellites and EGNOS infrastructure is periodically assessed in order to issue NOTAM if necessary. In addition to EGNOS NOTAM, it is also recommended to consult EGNOS service notifications available on web site:

URL:http://www.essp-sas.eu/service_notices/

In case of expected unavailability of EGNOS NOTAM, LPV minima are no longer accessible and the crew must use other means of navigation, for instance NPA with LNAV minima (which is not dependable on EGNOS), choose another destination, or, hold the flight.

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OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

ORGN/ The originator's 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authoritY.
Note. In some areas, flight plan reception Centre may insert the ORGN/ identifier and originator's AFTN address automatically

PER/ Aircraft performance data, indicated by a single letter as specified in the Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS, Doc 8168), Volume I - Flight Procedures, if so prescribed by the appropriate ATS authority.

ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, Location Indicators, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, Location Indicators, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

RIF/ The route details to the revised destination aerodrome, following by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.
Examples: RIF/PRT FTM LPPT, RIF/ESP G94 VIS LPPR

RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

RFP/ Q followed by a digit to indicate the sequence of the replacement flight plan being submitted.

Note- This provision is detailed in the European Regional Supplementary Procedures (EUR SUPPs, Doc 7030), Chapter 2.

ITEM 19: SUPPLEMENTARY INFORMATION

ENDURANCE

After E/ INSERT a 4 figure group giving the fuel/energy endurance in hours and minutes.

PERSONS ON BOARD

After P/ INSERT the total number of persons (passengers and crew) on board, when required by the appropriate ATS authority.
INSERT TBN (to be notified) if the total number of persons is not known at the time of filing.

EMERGENCY AND SURVIVAL EQUIPMENT

R/ (RADIO)
CROSS OUT U if UHF on frequency 243.000 MHZ is not available.
CROSS OUT V if VHF on frequency 121.500 MHZ is not available.
CROSS OUT E if the emergency location beacon - aircraft (ELBA) is not available.

S/ (SURVIVAL EQUIPMENT)
CROSS OUT all indicators if survival equipment is not carried.
CROSS OUT P if polar survival equipment is not carried.
CROSS OUT D if desert survival equipment is not carried.
CROSS OUT M if maritime survival equipment is not carried.
CROSS OUT J if jungle survival equipment is not carried.

J/ (JACKETS)
CROSS OUT all indicators if life jackets are not carried.
CROSS OUT L if life jackets are not equipped with lights.
CROSS OUT F if life jackets are not equipped with fluorescent.
CROSS OUT U or V or both as in R/ above to indicate radio capability of jackets, if any,

D/(DINGHIES NUMBER)
CROSS OUT indicators D and C if no dinghies are carried, or
INSERT number of dinghies carried; and

(CAPACITY)
INSERT total capacity, in persons, of all dinghies carried; and

(COVER)
CROSS OUT indicator C if dinghies are not covered; and

(COLOUR)
INSERT colour of dinghies if carried.

A/ (AIRCRAFT COLOUR AND MARKINGS)
INSERT colour of the aircraft and significant markings

N/ (REMARKS)
CROSS OUT indicator N if no remarks, or INDICATE any other survival equipment carried and any other remarks regarding survival equipment.

C/ (PILOT)
INSERT name of pilot in-command.

Filed by

INSERT The name of unit, agency or person filing the flight plan.

Acceptance of the Flight Plan

Indicate acceptance of the flight plan in the manner prescribed by the appropriate ATS authority.

Instructions for insertion of COM data

Items to be completed

COMPLETE the top two shaded lines of the form, and COMPLETE the third shaded line only when necessary, in accordance with the provision in ICAO Doc. 4444 - Chapter 11 - Paragraph 11.2.1.2 unless ATS prescribes otherwise.

1.10.2 Repetitive flight plan system

NIL

1.10.3 Changes to the submitted flight plan

Replacement flight plan procedure

The replacement flight plan procedure is applicable for flights subject to ATFM.

When an individual Flight PLan (FPL) has been filed and, in the pre-flight stage (i.e. within 4 hours of EOBT, but not later than 30 minutes before EOBT), an alternative routing is selected between the same aerodromes of departure and destination, the operator or pilot shall:

a. submit a cancellation message (CNL) which shall be transmitted with the priority ”DD” to all addresses concerned by the previous flight plan; and

b. file a replacement Flight Plan in the form of a FPL, which shall be transmitted not less than 5 minutes after the CNL and not before the ACKnowledgement to the CNL message is received from IFPS.

The replacement flight plan shall contain inter alias the original identification (call sign), the complete new route in ITEM 15: and, as the first element in ITEM 18:, the indication ‘RFP/Qn’, whereas:

- RFP signifies ”Replacement Flight Plan”,
- **n** corresponds to the sequence number relating to the replacement flight plan for that particular flight; e.g. 1st replacement flight plan: ”RFP/Q1”, 2nd replacement flight plan: ”RFP/Q2” etc.

In RTF communication, the pilot may inform an ATC unit that the aircraft is operating on a replacement flight plan if any doubt exists regarding the route to be flown.

Modification message CHG

Certain key fields within a flight plan cannot be modified by a CHG message within IFPS as they are used for message association.

ENR 1.14 AIR TRAFFIC INCIDENTS

1.14.1 Definition of air traffic incidents

- Regulation (EU) Number 376/2014 of the European Parliament and of the Council;
- Commission Implementing Regulation (EU) 2015/1018;
- Regulation (EU) Number 996/2010 of the European Parliament and of the Council;
- Decree-law Number 318/99, of 11 August;
- Decree-law Number 44/2023, of 12 June;
- ICAO Annex 13 to the Chicago Convention - Aircraft Accident and Incident Investigation;
- ICAO Annex 19 to the Chicago Convention - Safety Management;
- ICAO Doc. 4444 - Air Traffic Management

1.ACCIDENT:

A safety occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time it comes to rest at the end of the flight and the primary propulsion system is shut down, in which:

a. A person is fatally or seriously injured as a result of:

   1. being in the aircraft, or
   2. direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
   3. direct exposure to jet blast,

except when the injuries are from natural causes, self inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or

b. The aircraft sustains damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft, and would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to a single engine, (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes) or minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike, (including holes in the radome); or

c. The aircraft is missing or is completely inaccessible.

2.SERIOUS INCIDENT

An incident involving circumstances indicating that there was a high probability of an accident and is associated with the operation of an aircraft, which in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time it comes to rest at the end of the flight and the primary propulsion system is shut down.

List of Examples of Serious Incidents

The incidents listed are examples of what may be serious incidents. However the list is not exhaustive and, depending of the context, items on the list may not be classified as serious incidents if effective defences remained between the incident and the credible scenario.

- Near collisions requiring an avoidance manoeuvre to avoid a collision or an unsafe situation or when an avoidance action would have been appropriate;
- Collisions not classified as accidents;
- Controlled flight into terrain only marginally avoided;

- Aborted take-offs on a closed or engaged runway, on a taxiway or unassigned runway;
- Take-offs from a closed or engaged runway, from a taxiway or unassigned runway;
- Landings or attempted landings on a closed or engaged runway, on a taxiway, , on an unassigned runway or on unintended landing locations such as roadways;
- Retraction of a landing gear leg or a wheels-up landing not classified as an accident;
- Dragging during landing of a wing tip, an engine pod or any other part of the aircraft, when not classified as an accident;
- Gross failures to achieve predicted performance during take-off or initial climb.
- Fires and/or smoke in the cockpit, in the passenger compartment, in cargo compartments or engine fires, even though such fires were extinguished by the use of extinguishing agents.
- Events requiring the emergency use of oxygen by the flight crew.
- Aircraft structural failures or engine disintegrations, including uncontained turbine engine failures, not classified as an accident;
- Multiple malfunctions of one or more aircraft systems seriously affecting the operation of the aircraft.
- Flight crew incapacitation in flight:
  a) for single pilot operations (including remote pilot); or,
  b) for multi-pilot operations for which flight safety was compromised because of a significant increase in workload for the remaining crew.
- Fuel quantity level or distribution situations requiring the declaration of an emergency by the pilot, such as insufficient fuel, fuel exhaustion, fuel starvation, or inability to use all usable fuel on board;
- Runway incursions classified with severity A. The Manual on the Prevention of Runway Incursions (Doc. 9870) contains information on the severity classifications:
- Take-off or landing incidents. Incidents such as under-shooting, overrunning or running off the side of runways;
- System failures (including loss of power or thrust), weather phenomena, operations outside the approved flight envelope or other occurrences which caused or could have caused difficulties controlling the aircraft;
- Failures of more than one system in a redundancy system mandatory for flight guidance and navigation;
- The unintentional or, as an emergency measure, the intentional release of a slung load or any other load carried external to the aircraft.

3.INCIDENT:

A safety occurrence, other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operation.

4.OCCURRENCE:

Means any safety-related event which endangers or which, if not corrected or addressed, could endanger an aircraft, its occupants or any other person and includes in particular an accident or serious incident;

1.14.2 Use of the "Air Traffic Incident Reporting Form"

Obligation to notify accidents, serious incidents, incidents and occurrences

Regulation (EU) Number 996/2010 of European Parliament and of the Council

- Any person involved who has the knowledge of the occurrence of an accident or serious incident shall notify without delay the competent safety investigation authority of the State of Occurrence thereof.

Decree-Law 318/99, of 11 August and Regulation (EU) 376/2014.

- In case of accident or serious incident involving civil aircraft is required to notify the GPIAAF and ANAC within 6 hours and within 48 hours in case of incident, according to the Decree-law 318/99 of 11 August.

- In case of occurrences involving civil aircraft, it is required to notify ANAC within 72 hours, according to Regulation (EU) 376/2014.

- Occurrences shall be reported to ANAC by:

  a) the pilot in command, or, in cases where the pilot in command is unable to report the occurrence, any other crew member next in the chain of command of an aircraft registered in a Member State or an aircraft registered outside the Union but used by an operator for which a Member State ensures oversight of operations or an operator established in the Union;

  b) a person engaged in designing, manufacturing, continuous airworthiness monitoring, maintaining or modifying an aircraft, or any equipment or part thereof, under the oversight of a Member State or of the Agency;

  c) a person who signs an airworthiness review certificate, or a release to service in respect of an aircraft or any equipment or part thereof, under the oversight of a Member State or of teh Agency;

  d) a person who performs a function which requires him or her to be authorised by a Member State as a staff member of an air traffic service provider entrusted with responsabilities related to air navigation services or as a flight information service officer;

  e) a person who performs a function connected with the safety management of an airport to which Regulation (EC) No 1008/2008 of the European Parliament and of the Council (13) applies;

  f) a person who performs a function connected with the installation, modification, maintenance, repair, overhaul, flight-checking or inspection of air navigation facilities for which a Member State ensures the oversight;

  g) a person who performs a function connected with the ground handling of aircraft, including fuelling, loadsheet preparation, loading, de-icing and towing at an airport covered by Regulation (EC) No 1008/2008.

1.14.3 Reporting procedures

Reports shall be addressed to:

GPIAAF - Gabinete de Prevenção e Investigação de Acidentes com Aeronaves e de Acidentes Ferroviários
Unidade de Aviação Civil/Civil Aviation Unit

For contacts see GEN 1.1.8

And also:

ANAC - Autoridade Nacional da Aviação Civil

URL: https://e2.aviationreporting.eu/reporting

Email: reportedeocorrencias@anac.pt

For further contacts see GEN 1.1.1

The Accident Reports must be addressed to GPIAAF and ANAC, within 6 hours after the occurrence. Incident Reports should be addressed to GPIAAF and ANAC within 48 hours after.

The Reports should be sent in digital form to these addresses (also shown on the top of the “AIRCRAFT ACCIDENT/INCIDENT REPORT” form) or directly by internet using the electronic form available at:

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

The distribution of the on-line notification is made automatically to both entities.

The paper form is available at national AIS and ARO units at aerodromes, and also as an editable form in GPIAAF web site. Guidance on how to fill the form, if needed is also available at GPIAAF website.

1.14.4 Purpose of reporting and handling of the form

The purpose of the form “Aircraft Accident/Incident Report” (Notificação de Acidente/Incidente com Aeronaves) shown on next pages is to provide the national accident investigation authority, GPIAAF, with complete information on occurrences in order to determine their circumstances and probable causes, concerning the preservation of life and the avoidance of accidents and incidents in the future. It is not the purpose of the safety investigation to apportion blame or liability.

It also provides the same data to the national aeronautical authority, ANAC, with the objective of contributing to the improvement of air safety by ensuring that relevant information on safety is reported, collected, stored, protected and disseminated. The sole objective of occurrence reporting is the prevention of accidents and incidents and not to attribute blame or liability.

Figure 1. Aircraft Accident/Incident Report

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

Reporte 24horas
Nacional/Internacional: (351) 915 192 963
(351) 212 739 255
Email: occreport@gpiaaf.gov.pt

Notificação de Acidente / Incidente com Aeronaves
Aircraft Accident /Incidente Report

1. **Localização / *Place***

Local / *Place* * | Coordenadas / *Coordinates* * **N/S** **E/W** | Data / *Date* * | Hora / *Time* * Local

2. **Aeronave / *Aircraft***

Marca e Modelo / *Mark and Model** | Matrícula / *Registration** | Operador / *Operator**

Comandante / *Pilot in Command* | Telefone / *Phone number* | Correio eletrónico / *Email*

Pessoas a bordo / *Persons on Board** Tripulação / *Crew** + Passageiros / *Passengers**

Matérias perigosas a bordo / *Dangerous goods on board ** Sim / *Yes* Não / *No*

3. **Plano de Voo / *Flight Plan***

Origem / *Origin** | Destino / *Destination** | Indicativo / *Call sign**

4. **Tipo de Operação / *Type of Operation***

- Transporte Aéreo / *Commercial Air Transport Operation*
- Aviação Geral / *General Aviation Operation*
- Trabalho Aéreo / *Aerial Work Operation*

5. **Consequências / *Consequences***

Lesões / *Injuries*	Tripulação / *Crew*	Passageiros / *Passengers*	Outros / *Others*
Fatais / *Fatal*			
Graves / *Serious*			
Ligeiros ou Ilesos / *Minor or None*			

Danos na aeronave / *Aircraft damage*

- Destruída / *Destroyed*
- Importantes / *Substantial*
- Ligeiros / *Minor*
- Nenhuns / *None*

Danos em terceiros / *Damage in others* Sim / *Yes* Não / *No*

6. **Breve descrição / *Brief description **

7. **Autor ou Entidade / *Reporting Person or Entity***

Nome / *Name**

Correio eletrónico / *E-mail ** | Telefone / *Phone **

Obs: Os campos com * são de preenchimento obrigatório / *All fields with * are mandatory*

Name-code designator	Coordinates	ATS route or other route	Remarks / Usage Legend for FRA Relevance: (E) Horizontal entry point; (X) Horizontal exit point; (I) Intermediate point; (A) Arrival connecting point; (D) Departure connection point.
1	2	3	4
EKROL	420000N 0153500W	T16	NIL / NIL
ELBEN	384210N 0281612W	H115	NIL / NIL
ELBIM	330629N 0170703W	N/A	NIL / MADEIRA CONTINGENCY
ELDUK	374840N 0075626W	R72, UN726	FRA (I) / NIL
ELGEK	405000N 0105000W	N/A	FRA (I) / NIL
ELGIX	413116N 0074023W	N/A	FRA (I) FRA (A): LPPR
ELNUB	390456N 0104016W	N/A	FRA (ID): LPPT
ELVAR	391310N 0071324W	A975, UL14, UN975, UN979, UZ219, Z219	FRA (I) / MADRID / LISBOA FIR BDRY below FL245
EMPAD	385344N 0090319W	N/A	FRA (I) / NIL
EPAKA	334352N 0160730W	N/A	NIL / MADEIRA CONTINGENCY
EPODI	385522N 0271535W	N/A	NIL / NIL
EPOPO	415613N 0101213W	N/A	FRA (I) / NIL
ERANO	381046N 0281900W	N/A	NIL / ENTRY STAR LPHR
ERNEK	202542N 0314314W	N/A	NIL / SANTA MARIA / SAL FIR BDRY
ERNIL	382953N 0093147W	N/A	FRA (I) / NIL
ERPES	400000N 0150000W	UZ22, UZ25	FRA (EX): ODD / EVEN FL LISBOA / SANTA MARIA FIR BDRY
ERTIS	372500N 0073653W	UZ222, Y105, Z222	FRA (I) / NIL
ERUKU	384733N 0085859W	N/A	NIL / LISBOA TMA
ESEBI	392411N 0083959W	N/A	FRA (IA): LPPT
ESUTI	375136N 0102549W	N/A	FRA (IA): LPCS / Holding Pattern
ETAKA	414721N 0074348W	N/A	FRA (E) / TCP MADRID / LISBOA ACC, Above FL245
ETROX	362409N 0240128W	H104	NIL / SANTA MARIA TMA EXIT SID, ENTRY STAR LPAZ
EVGOT	325504N 0162038W	N/A	NIL / NIL

Name-code designator	Coordinates	ATS route or other route	Remarks / Usage Legend for FRA Relevance: (E) Horizontal entry point; (X) Horizontal exit point; (I) Intermediate point; (A) Arrival connecting point; (D) Departure connection point.
1	2	3	4
EVPAP	390909N 0084738W	N/A	NIL / NIL
EVURA	383954N 0075507W	R72, UN726, UN873	FRA (I) FRA (D): LPFR
EXFUN	384128N 0100000W	N/A	FRA (I) / NIL
EXODO	334528N 0161910W	N/A	NIL / MADEIRA CONTINGENCY
EXONA	385416N 0080100W	UZ227, Z227	FRA (I) / Holding Pattern
FADEF	391144N 0085447W	N/A	NIL / NIL
FAGUT	320633N 0162818W	G851, UN975	FRA (I) FRA (D): LPPS
FERFE	390331N 0100021W	N/A	FRA (I) / NIL
FUSSI	391239N 0085417W	N/A	NIL / NIL
FUSUL	323605N 0163943W	N/A	FRA (I) / Holding Pattern
GAIOS	381632N 0083235W	A44	FRA (I) / NIL
GALOZ	330201N 0172514W	N/A	FRA (I) FRA (D): LPMA
GALPA	342353N 0144349W	UN728, UN745, UN975	FRA (I) / NIL
GANBA	411623N 0090345W	N/A	FRA (I) / NIL
GANSU	380000N 0094903W	B18, UN975, UZ18	FRA (I) / Holding Pattern
GEBTI	365906N 0074109W	N/A	FRA (I) / Holding Pattern
GENRO	371135N 0073653W	Y105, Y136	FRA (I) FRA (A): FARO / Holding Pattern
GIKAR	340958N 0140148W	UQ11, UZ9	FRA (I) / NIL
GIMAL	364552N 0080021W	Y103	FRA (I) FRA (AD): LPFR / Holding Pattern
GINSU	361733N 0273852W	H105	NIL / SANTA MARIA TMA, EXIT SID. ENTRY STAR LPAZ
GIRIX	371234N 0251311W	N/A	NIL / SANTA MARIA TMA, Holding Pattern
GOBEG	290000N 0250000W	N/A	NIL / CANARIAS / SANTA MARIA FIR BDRY
GODGI	382527N 0091108W	N/A	FRA (I) / NIL

Name-code designator	Coordinates	ATS route or other route	Remarks / Usage Legend for FRA Relevance: (E) Horizontal entry point; (X) Horizontal exit point; (I) Intermediate point; (A) Arrival connecting point; (D) Departure connection point.
1	2	3	4
RODIL	380444N 0273624W	H101	NIL / SANTA MARIA TMA EXIT SID, ENTRY STAR LPAZ
ROKOB	385111N 0090551W	N/A	NIL / LISBOA TMA
ROKTE	363458N 0082019W	N/A	FRA (I) / NIL
ROLAR	341241N 0151221W	UZ11, UZ14	FRA (I) / NIL
ROMEP	390355N 0084314W	N/A	FRA (I) / NIL
ROSAL	380117N 0070605W	A44, UM744, UZ227, Z227	NIL / MADRID/LISBOA FIR BDRY
ROTBU	391147N 0090933W	N/A	FRA (I) / NIL
RUKAV	221037N 0283217W	N/A	NIL / SANTA MARIA FIR BDRY / SAL FIR
RULET	341506N 0145456W	B18, UN745, UN975	FRA (I) / NIL
RULOX	385400N 0100000W	N/A	FRA (I) / Holding Pattern
RUPEP	353219N 0154252W	N/A	NIL / MADEIRA CONTINGENCY
SIPRU	391048N 0275322W	H125	NIL / NIL
SOLGI	383730N 0280158W	H115, H123	NIL / SANTA MARIA TMA, Holding Pattern ENTRY STAR LPHR
SOMUL	381321N 0271901W	H114	NIL / SANTA MARIA TMA EXIT SID, ENTRY STAR LPPD
SONAP	363000N 0100000W	N/A	FRA (I) / NIL
SOPOP	402624N 0122312W	T12, UZ25	FRA (I) / NIL
SORAD	300000N 0250000W	N/A	NIL / CANARIAS / SANTA MARIA FIR BDRY
SOTEX	381734N 0081312W	UN873, UP600, UZ223, W7	FRA (I) FRA (AD): LPFR
SUBAL	353247N 0121845W	N/A	FRA (X): ODD FL / EASTBOUND FRA (E): EVEN FL / WESTBOUND LISBOA / CASABLANCA FIR BDRY
SUNES	371827N 0090000W	UN873	FRA (I) / NIL
SUPIK	375515N 0260334W	N/A	NIL / NIL
TABAX	380926N 0134457W	UM744	FRA (I) / NIL
TACAT	384537N 0270529W	N/A	NIL / LPLA Holding Pattern

Name-code designator	Coordinates	ATS route or other route	Remarks / Usage Legend for FRA Relevance: (E) Horizontal entry point; (X) Horizontal exit point; (I) Intermediate point; (A) Arrival connecting point; (D) Departure connection point.
1	2	3	4
TAGUX	385644N 0075451W	A975, R72, UN726, UN975	FRA (I) / NIL
TAKAV	355800N 0092219W	N/A	FRA (X): ODD FL / SOUTHBOUND FRA (E): EVEN FL / NORTHBOUND LISBOA / CASABLANCA FIR BDRY
TEGTO	205737N 0304617W	N/A	NIL / SANTA MARIA FIR BDRY / SAL FIR
TELMU	353816N 0143150W	UN741, UP47	FRA (I) / NIL
TERVA	402500N 0093528W	N/A	FRA (I) / NIL
TIDVI	380727N 0260905W	N/A	NIL / NIL
TIGGI	355800N 0105608W	N/A	FRA (E): EVEN FL / NORTHBOUND LISBOA / CASABLANCA FIR BDRY
TIMTO	382316N 0271917W	H115	NIL / SANTA MARIA TMA, EXIT SID LPPD
TIRKO	385044N 0271042W	N/A	NIL / NIL
TOFEF	393144N 0072159W	UN870, UZ15	FRA (I) MADRID UIR / LISBOA FIR BDRY
TOPVI	385507N 0090345W	N/A	NIL / NIL
TORVU	343910N 0140013W	N/A	NIL / MADEIRA CONTINGENCY
TOSDI	405927N 0061719W	N/A	FRA (X): EVEN FL LECM FIR, TCP MADRID / LISBOA ACC, Above FL245
TOVBA	412716N 0085852W	N/A	FRA (I) / NIL
TROIA	380424N 0085245W	A5	FRA (I) / NIL
TUNAV	391854N 0112225W	UN728	FRA (I) / NIL
TUPIX	370434N 0072300W	N/A	FRA (EX) FRA (AD): LPFR MADRID / LISBOA FIR BDRY
TURON	420405N 0083348W	A5, UP600	NIL / LISBOA/MADRID FIR BDRY
TUSEX	374925N 0260535W	N/A	NIL / SANTA MARIA TMA, Holding Pattern
TUTLO	170000N 0373000W	N/A	NIL / SANTA MARIA / PIARCO / SAL / DAKAR FIR BDRY
TUXIV	334314N 0173827W	N/A	NIL / MADEIRA CONTINGENCY
UBANI	413328N 0091422W	N/A	FRA (I) FRA (AD): LPPR

Name-code designator	Coordinates	ATS route or other route	Remarks / Usage Legend for FRA Relevance: (E) Horizontal entry point; (X) Horizontal exit point; (I) Intermediate point; (A) Arrival connecting point; (D) Departure connection point.
1	2	3	4
UBESO	364451N 0074850W	N/A	FRA (I) / NIL
UDRUB	412527N 0084339W	N/A	FRA (I) / NIL
ULTEM	212946N 0294800W	N/A	NIL / SANTA MARIA / SAL FIR BDRY
ULTIT	383156N 0091218W	N/A	FRA (I) / NIL
ULVAX	410015N 0075004W	N/A	FRA (I) / Holding Pattern
ULVOT	373728N 0095923W	N/A	FRA (ID): LPPT
UNPOT	381046N 0100000W	N/A	FRA (I) / Holding Pattern
UPKAT	385759N 0090212W	N/A	NIL / LISBOA TMA, Holding Pattern
UPULO	390238N 0073907W	N/A	FRA (IA): LPPT, LPCS / Holding Pattern
UPZET	390038N 0270751W	N/A	NIL / LPLA Holding Pattern
URATU	364146N 0250914W	N/A	NIL / SANTA MARIA TMA, Holding Pattern
UREDI	395135N 0062336W	N/A	FRA (X): EVEN FL LECM FIR TCP MADRID / LISBOA ACC, Above FL245
USALU	371320N 0081801W	Y101, Y102	FRA (I) FRA (A): LPFR / Holding Pattern
VABEM	363257N 0131922W	UN728, UN981	FRA (I) / NIL
VAGAR	383007N 0092956W	N/A	FRA (I) / NIL
VASIP	413318N 0082234W	N/A	FRA (I) / Holding Pattern
VATZI	373552N 0085147W	N/A	FRA (IA): LPPT, LPCS / Holding Pattern
VEDEL	395127N 0124012W	UZ23	FRA (I) / NIL
VELAS	383932N 0282131W	N/A	NIL / SANTA MARIA TMA, Holding Pattern
VENOL	370424N 0081524W	N/A	FRA (I) / Holding Pattern
VEPOP	192203N 0333403W	N/A	NIL / SANTA MARIA / SAL FIR BDRY
VERAM	364621N 0134031W	R1, UN741, UZ11	FRA (I) / NIL
VESOB	390756N 0274751W	N/A	NIL / Holding Pattern

Name-code designator	Coordinates	ATS route or other route	Remarks / Usage Legend for FRA Relevance: (E) Horizontal entry point; (X) Horizontal exit point; (I) Intermediate point; (A) Arrival connecting point; (D) Departure connection point.
1	2	3	4
VIBOC	390145N 0272218W	N/A	NIL / LPLA Holding Pattern
VOROC	384702N 0270616W	N/A	NIL / LPLA Holding Pattern
XAMAX	400152N 0083210W	A5	FRA (I) FRA (A): LPPT, LPCS / Holding Pattern
XANEL	392411N 0121213W	UM190	FRA (I) / NIL
XAPAS	373550N 0075700W	R72, Y102	FRA (I) FRA (D): LPFR
XAPIM	410441N 0083812W	N/A	FRA (I) / NIL
XEGEN	321859N 0160058W	N/A	NIL / MADEIRA CONTINGENCY
XERES	420126N 0100405W	UM190, UN981	FRA (X): EVEN FL FRA (E): ODD FL MADRID / LISBOA FIR BDRY
XERON	322253N 0165637W	N/A	NIL / MADEIRA CONTINGENCY
XETOS	384132N 0264754W	N/A	NIL / LPLA Holding Pattern
XIBOT	181515N 0352648W	N/A	NIL / SANTA MARIA / SAL FIR BDRY
XOGRA	382412N 0290117W	N/A	NIL / SANTA MARIA TMA, Holding Pattern
XORVU	393750N 0303907W	N/A	NIL / SANTA MARIA TMA, Holding Pattern
XUVAP	373521N 0251301W	N/A	NIL / SANTA MARIA TMA, Holding Pattern EXIT SID LPAZ
YETSI	381918N 0085343W	N/A	NIL / LPPT Holding Pattern
ZACRA	382048N 0090623W	N/A	FRA (I) / NIL
ZEFFI	382145N 0092128W	N/A	NIL / NIL
ZEZZU	383805N 0091920W	N/A	NIL / NIL
ZIFOG	384147N 0104016W	N/A	FRA (ID): LPPT, LPCS

Designation	Type of obstacle	Coordinates	ELEV/ HGT GND	OBST LGT Type/Colour
1	2	3	4	5
GARDUNHA	WINDMILL (10/62)	400506N 0073904W	1089M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (11/62)	400453N 0073829W	1009M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (12/62)	400444N 0073808W	1049M / 119M	
GARDUNHA	WINDMILL (13/62)	400448N 0073756W	1039M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (14/62)	400453N 0073746W	1019M / 119M	
GARDUNHA	WINDMILL (15/62)	400452N 0073729W	1027M / 119M	
GARDUNHA	WINDMILL (16/62)	400454N 0073719W	1049M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (17/62)	400457N 0073709W	1052M / 119M	
GARDUNHA	WINDMILL (18/62)	400501N 0073700W	1031M / 119M	
GARDUNHA	WINDMILL (19/62)	400500N 0073649W	1009M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (20/62)	400459N 0073631W	1031M / 119M	
GARDUNHA	WINDMILL (21/62)	400459N 0073620W	1069M / 119M	
GARDUNHA	WINDMILL (22/62)	400455N 0073604W	1083M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (23/62)	400507N 0073557W	1059M / 119M	´
GARDUNHA	WINDMILL (24/62)	400515N 0073551W	1049M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (25/62)	400521N 0073545W	1019M / 119M	
GARDUNHA	WINDMILL (26/62)	400523N 0073534W	990M / 119M	
GARDUNHA	WINDMILL (27/62)	400528N 0073526W	979M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (28/62)	400425N 0073912W	949M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (29/62)	400421N 0073921W	951M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (30/62)	400409N 0073955W	1009M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (31/62)	400406N 0074004W	1007M / 119M	
GARDUNHA	WINDMILL (32/62)	400359N 0074008W	1009M / 119M	
GARDUNHA	WINDMILL (33/62)	400344N 0074014W	1004M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (34/62)	400337N 0074021W	1023M / 119M	
GARDUNHA	WINDMILL (35/62)	400329N 0074026W	1029M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (36/62)	400322N 0074030W	1029M / 119M	
GARDUNHA	WINDMILL (37/62)	400311N 0074046W	1029M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (38/62)	400304N 0074050W	1059M / 119M	
GARDUNHA	WINDMILL (39/62)	400254N 0074057W	1059M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (40/62)	400247N 0074100W	1059M / 119M	
GARDUNHA	WINDMILL (41/62)	400237N 0074108W	1020M / 119M	
GARDUNHA	WINDMILL (42/62)	400220N 0074138W	989M / 99M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (43/62)	400202N 0074243W	1109M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (44/62)	400218N 0074243W	1061M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (45/62)	400148N 0074230W	1182M / 99M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (46/62)	400142N 0074233W	1209M / 119M	
GARDUNHA	WINDMILL (47/62)	400138N 0074243W	1199M / 119M	

Designation	Type of obstacle	Coordinates	ELEV/ HGT GND	OBST LGT Type/Colour
1	2	3	4	5
GARDUNHA	WINDMILL (48/62)	400132N 0074248W	1164M / 119M	
GARDUNHA	WINDMILL (49/62)	400126N 0074255W	1149M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (50/62)	400404N 0073422W	1019M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (51/62)	400421N 0073405W	1049M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (52/62)	400425N 0073350W	1070M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (53/62)	400503N 0074145W	949M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (54/62)	400527N 0074136W	979M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (55/62)	400540N 0074106W	979M / 119M	
GARDUNHA	WINDMILL (56/62)	400548N 0074034W	1009M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (57/62)	400549N 0074023W	1012M / 119M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (58/62)	400441N 0073835W	1064M / 179M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (59/62)	400432N 0073856W	1009M / 180M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (60/62)	400228N 0074122W	1029M / 181M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (61/62)	400115N 0074303W	1134M / 182M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA	WINDMILL (62/62)	400109N 0074319W	1089M / 183M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA II	WINDMILL (1/5)	395939N 0074429W	1085M / 180M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA II	WINDMILL (2/5)	395933N 0074444W	1058M / 180M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA II	WINDMILL (3/5)	395935N 0074403W	1030M / 180M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA II	WINDMILL (4/5)	395920N 0074406W	1021M / 180M	By day: Flashing White lights By night: Fixed Red lights
GARDUNHA II	WINDMILL (5/5)	395908N 0074412W	978M / 180M	By day: Flashing White lights By night: Fixed Red lights
GEVANCAS II	WINDMILL (1/6)	412439N 0074722W	1401M / 126M	By Day: Flashing white light By Night: Fixed red light
GEVANCAS II	WINDMILL (2/6)	412428N 0074729W	1386M / 126M	
GEVANCAS II	WINDMILL (3/6)	412420N 0074734W	1372M / 126M	By Day: Flashing white light By Night: Fixed red light
GEVANCAS II	WINDMILL (4/6)	412412N 0074737W	1379M / 126M	
GEVANCAS II	WINDMILL (5/6)	412403N 0074744W	1382M / 126M	By Day: Flashing white light By Night: Fixed red light
GEVANCAS II	WINDMILL (6/6)	412359N 0074759W	1335M / 111M	By Day: Flashing white light By Night: Fixed red light
GLORIA	MAST	390156N 0083905W	185M / 137M	Fixed Red Light
GUARDA, GUARDA	AEOLIC PARK (1/4)	403313N 0071705W	1090M / 119M	By Day: flashing white light By Night: Fixed red light
GUARDA, GUARDA	AEOLIC PARK (2/4)	403321N 0071659W	1101M / 119M	
GUARDA, GUARDA	AEOLIC PARK (3/4)	403329N 0071654W	1102M / 119M	
GUARDA, GUARDA	AEOLIC PARK (4/4)	403337N 0071648W	1108M / 119M	By Day: flashing white light By Night: Fixed red light
GUERREIROS - ALJEZUR/LAGOS	AEOLIC PARK (1/9)	371326N 0084548W	346M / 100M	By day: Flashing white light By night: Fixed Red Light
GUERREIROS - ALJEZUR/LAGOS	AEOLIC PARK (2/9)	371327N 0084539W	347M / 100M	
GUERREIROS - ALJEZUR/LAGOS	AEOLIC PARK (3/9)	371331N 0084529W	346M / 100M	

ENR 6 EN-ROUTE CHARTS

6.1 INDEX OF CHARTS

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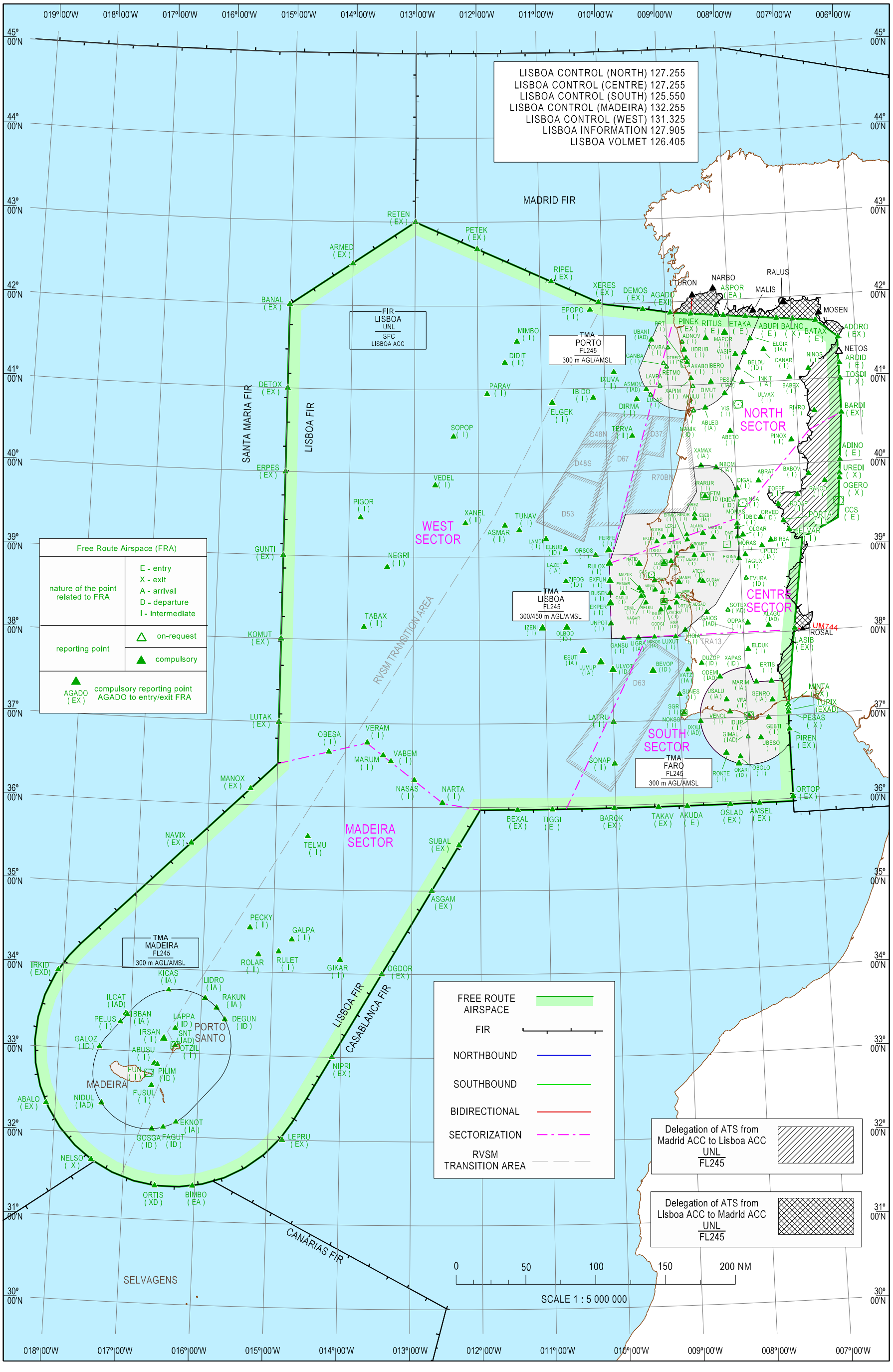
AIR TRAFFIC SERVICE SYSTEM

ENROUTE CHART - ICAO

LPPC FREE ROUTE AIRSPACE ABOVE FL245

LPPC



Included point ELGEK (FRA (I) mandatory report.

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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 OCT 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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LPBJ 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	NIL
2	RWY/TWY markings and lights	Markings: RWY designation, centreline, edge, end, THR, touchdown, aiming points and Information signs. TWY centreline, edge marks and holding position, mandatory instruction signs for TWY A1, B1, D, E1, G1 and J and location signs for TWY G1 and J. Lights: RWY edge, end, THR and RTIL for RWY 01L/19R. TWY edge. Guard lights for TWY J.
3	Stop bars	TWY J
4	Remarks	Illuminated RWY Distance Markers

LPBJ 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
LPBJ 01	NATURAL_HIGHPOINT	380001.0N 0075612.1W	712 FT	NIL	
LPBJ 02	TOWER	380437.5N 0075447.7W	818 FT	Lighted	RWY 01L/19R
LPBJ 03	NATURAL_HIGHPOINT	380647.3N 0075547.3W	634 FT	NIL	
LPBJ 04	NATURAL_HIGHPOINT	380651.7N 0075613.0W	703 FT	NIL	

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
LPBJ 05	ANTENNA	380352N 0075558W	663 FT	Marked/Lighted	Wind Sensor
LPBJ 06	ANTENNA	380441N 0075553W	647 FT	Marked/Lighted	Wind Sensor
LPBJ 07	ANTENNA	380445N 0075603W	653 FT	Marked/Lighted	Wind Sensor
LPBJ 08	MAST	380348N 0075613W	639 FT	Not Marked/ Unlighted	

LPBJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	LPBJ
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	LPBJ / GIMFA 24 HR – issuance every 6 hours
4	Trend Forecast Interval of issuance	NIL
5	Briefing/consultation provided	P,T

6	Flight documentation Language(s) used	C, CR, PL EN, PT
7	Charts and other information available for briefing or consultation	S, P, W, SWM, SWH, SEA
8	Supplementary equipment available for providing information	SATEL, WXR
9	ATS units provided with information	Beja Approach and Beja Tower
10	Additional information (limitation of service, etc.)	OPS: Phone: +351 284314768 Ext.: 550268/3/4 Fax: +351 284314586 Ext: 550247 Email:ba11_go_ead_ameteo_op@emfa.pt

LPBJ 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
01L	005.93º	3450X60	PCN 44/R/B/W/T Concrete	THR 01L 380348.41N 0075603.93W GUND 55.1M	THR ELEV191M	NIL
19R	185.93º			THR 19R 380539.70N 0075549.30W GUND 55.1M	THR ELEV 190.2M	NIL
01R*	005.93º	3449X30	PCN 45/R/B/W/T Concrete	THR 01R 380355.60N 0075554.11W GUND 55.1M	THR ELEV 193M	NIL
19L*	185.93º			THR 19L 380530.78N 0075541.61W GUND 55.1M	THR ELEV 188M	NIL

ARRESTING GEAR:

RWY 01L and 19R, 59FT from THR on overrun.

Designations	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA	OFZ	Remarks
1	8	9	10	11	12	13
01L	*275X60	365X150	4120X150	215X120	NIL	* Not to be considered in Civil Aviation Operations
19R	*275X60	590X150		215X120	NIL	
01R	NIL	NIL	NIL	NIL	NIL	Operational status: RWY available only for taxiing operations.
19L	NIL	NIL	NIL	NIL	NIL	

RUNWAY 17/35

GENERAL REMARKS:

If unable to comply with RNAV Departure Routes, advise ATC.

All departures on RWY35 are visual departures and shall be made with visual reference with the terrain due to:

a. Obstacles referred in LPCS AD 2.10 Aerodrome Obstacles;

b. Sintra mountainous area;

c. Restricted area LPR69A

All departures RWY35 shall maintain south of Sintra mountainous area and the restricted area LPR69A.

RNAV 1 specification for RWY35 applied from Initial Departure Fix (IDF).

SPEED ADJUSTMENT

See ENR 1.5.4

RADIO COMMUNICATIONS FAILURE:

In the event of RCF Squawk A 7600:

1. Fly at/to the last assigned and acknowledged level or FL060 if higher than the last assigned level until passing 35NM DME CAS 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 35NM DME CAS DVOR/DME, rejoin the current Flight Plan route and proceed in accordance with point 2 above;

4. If cleared direct to..., fly at/to the assigned and acknowledged level or to FL060, whichever is higher, until passing 35NM DME CAS DVOR/DME, maintain the current Flight Plan route and proceed in accordance with point 2 above.

See also RNAV SID charts.

4. NON-RNAV STANDARD INSTRUMENT ARRIVAL (STAR) TO CASCAIS AERODROME

GENERAL REMARKS

NON RNAV ACFT shall proceed on airways to ESP and expect ATC instructions for final approach.

SPEED ADJUSTMENT

See ENR 1.5.4

RADIO COMMUNICATION FAILURE

In the event of RCF or RCF and RNAV capability loss, squawk A7600, fly at/to the last assigned level DCT to ESP holding pattern. Start descent to initial approach altitude to carry out a standard IFR approach according to IAC.

5. RNAV STANDARD INSTRUMENT ARRIVAL (STAR) TO CASCAIS AERODROME

RUNWAY 35

GENERAL REMARKS:

If unable to comply with RNAV Arrival Routes, advise ATC.

SPEED ADJUSTMENT

Descend via Mach number until transition to 280KT.
Maintain 280Kts until slowed by the STAR or assigned by ATC.

See ENR 1.5.4

RADIO COMMUNICATIONS FAILURE:

In the event of RCF:

1. Squawk A7600

2. Perform the assigned RNAV STAR, if received and acknowledged, or FPL RNAV STAR.

3. Descend to the last cleared Flight Level or FL110, whichever is lower, and hold over CASLU.

4. Commence descent in the holding and when levelled at 3000FT complete the STAR and start the Instrument Approach Procedure. Until final landing complying with both FL and speed constraints.

See also RNAV STAR charts.

6. VISUAL APPROACH PROCEDURES

RCF inside Cascais CTR for VFR traffic only.

Radio Communications Failure: in the event of RCF squawk A7600. Proceed to Charlie point if flying East of RWY extended centreline or to Bravo point if flying West of RWY extended centreline, to hold visual at 1500FT and squawk IDENT when established in holding. After 3 minutes holding, proceed to the field at 1500FT to observe wind direction indicator and once determined the suitable landing direction, join left base leg RWY35 or left base leg RWY17 for a full stop landing. Watch and acknowledge TWR visual light signals.

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
1	2	3	4	5	6
CASLU CASLU 383224N0094836W	357°	LEFT	230	3000FT ALT FL140	1 MIN
EKMAR EKMAR 383327N0093117W RDL222-DME26 LIS DVOR/DME	042°	LEFT	170	3000FT ALT FL140	3 NM
EKMAR EKMAR 383327N0093117W	042°	LEFT	170	3000FT ALT FL140	1 MIN
ESPICHEL/ESP ESPICHEL DVOR/DME 382527N0091108W	030°	RIGHT	200	3000FT ALT FL 080	1 MIN
ESPICHEL/ESP ESPICHEL DVOR/DME 382527N0091108W	030°	RIGHT	230	FL090 FL140	1 MIN
ESPICHEL/ESP ESPICHEL DVOR/DME 382527N0091108W	030°	RIGHT	280	FL150 FL999	1.5 MIN
ESUTI ESUTI 375136N0102549W	049°	LEFT	280	FL250 FL290	1.5 MIN
EXONA EXONA 385416N0080100W	245°	RIGHT	265	FL150 FL290	1.5 MIN
LAZET LAZET 385526N0104016W	095°	RIGHT	280	FL250 FL280	1.5 MIN
LUXUT LUXUT 375959N0090137W	344°	LEFT	265	FL150 FL240	1.5 MIN

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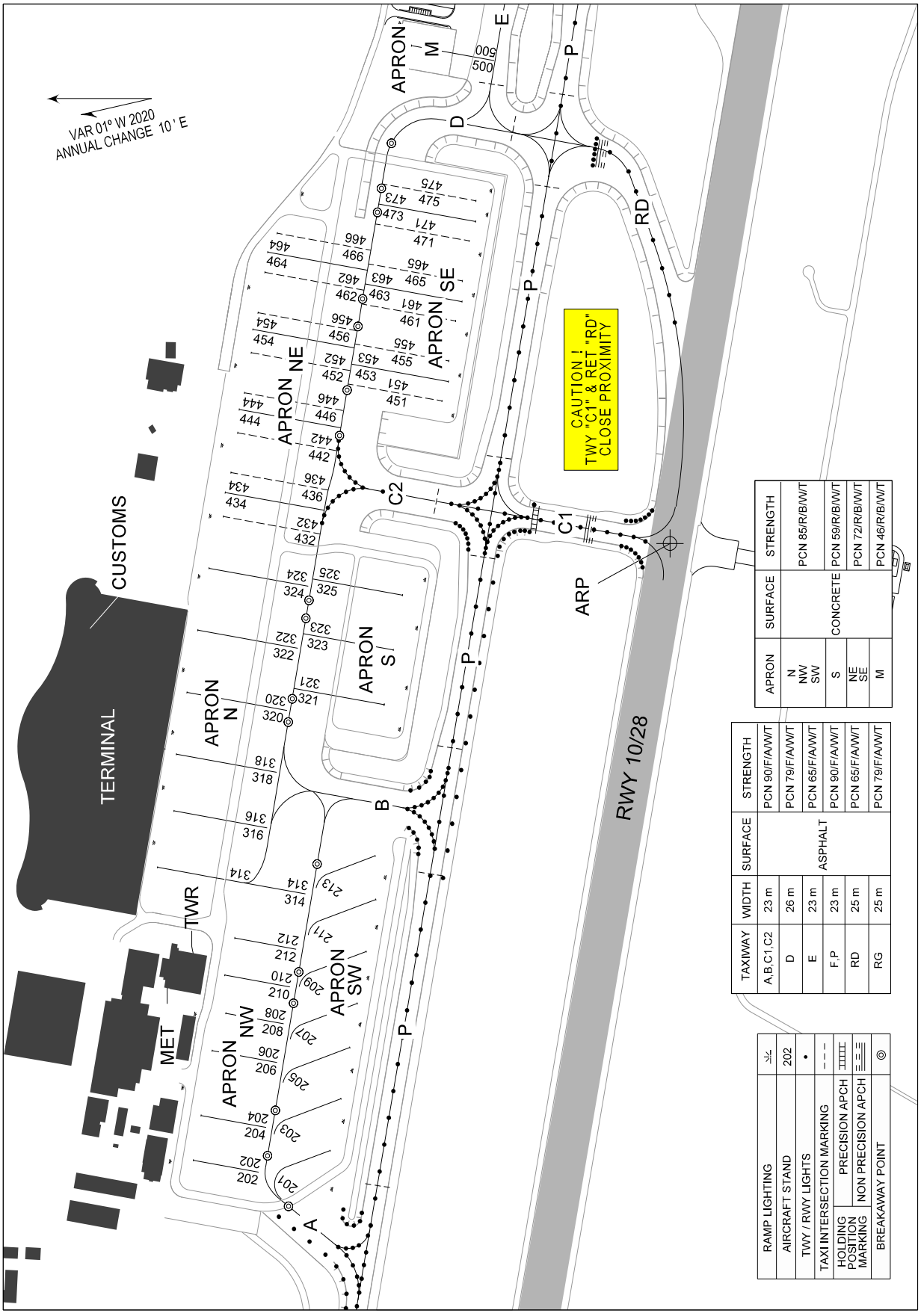

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RAMP	STAND	INS COORDINATES		ELEVATION (M AMSL)	ACFT TYPE (CRITICAL)	PUSHBACK TO TWY/TAXILANE
SW	201	370104.16N	0075823.55W	6.34	E190	Nose-in
	203	370103.78N	0075821.30W	6.32	A321	
	205	370103.46N	0075819.08W	6.33	E190	
	207	370103.19N	0075817.17W	6.32	A321	
	209	370102.87N	0075814.93W	6.34	A321	
	211	370102.51N	0075812.67W	6.32	A321	
	213	370102.53N	0075810.79W	6.39	AT46	
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	B763	
	323	370101.88N	0075801.84W	6.74	B763	
	325	370101.57N	0075759.46W	6.74	B763	
NE	432	370107.97N	0075756.05W	7.10	B739	
	434	370107.80N	0075755.08W	6.74	A339	
	436	370107.70N	0075754.14W	6.61	B739	
	442	370107.45N	0075752.42W	6.13	B739	
	444	370107.40N	0075751.41W	5.82	A339	
	446	370107.21N	0075750.69W	5.67	B739	
	452	370106.96N	0075748.95W	5.19	B739	
	454	370106.90N	0075747.95W	4.93	A339	
	456	370106.72N	0075747.22W	4.78	B739	
	462	370106.47N	0075745.47W	4.42	B739	
	464	370106.36N	0075744.60W	4.25	A339	
	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	A339	
	465	370059.38N	0075745.86W	4.41	B739	
	471	370059.15N	0075744.13W	4.28	B739	
	473	370058.90N	0075743.29W	4.21	A339	
	475	370058.90N	0075742.39W	4.21	B739	
M	500	370101.19N	0075735.67W	4.85	B739	

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	Yes	THR permanently displaced 90M.
20				240X90	Yes	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 LED	3701M / 2802M White + 600M white/red + 300M red 15M Spaced Intensity variable All LED	3707M / 60M Red + 2877M white + 650M yellow 60M spaced intensity variable LED	Red/ NIL	NIL	LED technology on: RWY Centre Line lights, TDZ and elevated RWY edge lights. Incandescent lights used in the full length of the approach lighting system, THR, THR identification and THR wing bar.

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
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 LED	3701M / 2802M White + 600M white/red + 300M red 15M Spaced Intensity variable All LED	3707M /470M Red + 2518M white + 600M yellow 60M spaced Intensity variable LED	Red/ NIL LED	NIL	LED technology on: RWY Centre Line lights, TDZ, elevated RWY edge lights and RWY End lights. Incandescent lights used in the full length of the approach lighting system, THR, THR identification and THR wing bar.

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)
3	TWY edge and centre line lighting	TWY Edge Lights: Apron 20, 70 Entry and Multipurpose Apron. TWY Centre Line; All Aerodrome Taxiways except TWY D on Apron 70, are provided with Centre Line Lighting: - NVO: 30M straight segment and 15M curve segment - LVO: 15M straight segment and 7.5M curve segment Coded TWY Centre Line Lights (yellow/green) to indicate Localizer Sensitive Area on TWY M5, N2, P, A6, A7, S4, U5, U6, RET H1, RET H3 and RET H4.
4	Secondary power supply/switch-over time	Secondary Power Supply in accordance with requirements of Annex 14.
5	Remarks	NIL

LPPT 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	See LPPT AD 2.22 paragraph 3

LPPT AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	LISBOA CTR 385738N 0091104W - 385817N 0090538W - 385640N 0090009W - 385055N 0090459W - 384849N 0090056W - 384755N 0090043W - 384148N 0090835W - 384043N 0090829W - 383938N 0091141W - 384122N 0091634W - 384636N 0091827W then a counter clockwise arc 7.5NM centred on 385241N 0092407W - 384940N 0091519W - 385738N 0091104W Excluding portions of R43C when activated.
2	Vertical limits	SFC / 2000FT ALT
3	Airspace classification	C
4	ATS unit call sign / Language(s)	Lisboa Approach Lisboa Tower EN, PT
5	Transition altitude	4000FT
6	Remarks	All traffic entering Lisboa CTR shall contact APP Frequency

LPPT AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	Lisboa Control	123.980 MHZ 119.555 MHZ 120.355 MHZ 282.700 MHZ 233.975 MHZ	HO	Primary Secondary Secondary
	Lisboa Approach	119.105 MHZ 119.555 MHZ 120.355 MHZ 233.975 MHZ 363.300 MHZ	H24	Primary Secondary Secondary
	Lisboa Arrival	125.130 MHZ 119.555 MHZ 120.355 MHZ	HO	Primary Secondary Secondary
TWR	Lisboa Tower	118.105 MHZ 118.505 MHZ 279.000 MHZ 121.500 MHZ 243.000 MHZ	H24 HX H24 H24 H24	Primary Secondary Emergency Primary Emergency / Military Aircraft / SAR
SMC	Lisboa Ground	121.755 MHZ 118.505 MHZ		Primary Secondary SMC hours of service: 07:00-23:00 (06:00-22:00) Changes in operation hours will be broadcast by ATIS Information
Clearance Delivery	Lisboa Delivery	118.955 MHZ 118.505 MHZ	Broadcast by ATIS	Primary Secondary

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
ATIS	Lisboa Information	124.155 MHZ (arrivals) 121.955 MHZ (departures)	H24	Service also available by ACARS for aircraft equipped with ACARS Management Unit Providers are SITA for data link communications and LISBOA TWR. Telephone Service: +351 218553424 or +351 218553423.

LPPT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (MAG Variation) (VOR Declination)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR (02º W - 2020)	LIS	114.800 MHZ	H24	385315.9N 0090946.1W		Coverage: 80NM FL500
DME	LIS	CH 95X	H24	385315.6N 0090945.8W	1100FT	Coverage: 80NM FL500
NDB (02º W - 2020)	LAR	382KHZ	H24	385939.6N 0090225.4W		Coverage: 50NM
DVOR/DME (02º W - 2020)	ESP	112.500MHZ CH 72X	H24	382526.9N 0091108.4W	180M	Coverage: 203°/315° - 200NM FL500 315°/203° - 80NM FL500 Not usable: 060°/180° BYD 30NM BLW 4000FT
DVOR/DME (03º W - 2020)	CAS	114.300MHZ CH90X	H24	384453.7N 0092143.3W	700FT	Coverage: 60NM DVOR sectors not usable: 030/060 BYD 20NM below FL100 290/350 BYD 10NM below FL100
DME	FTM	CH 82X	H24	393957.9N 0082935.6W	700FT	Coverage: 60NM FL500 Not usable: 210° / 230° BYD 35NM BLW 4000FT BYD 40NM BLW 5000FT BYD 47NM BLW 6000FT
DVOR (02º W - 2020)	FTM	113.500 MHZ	H24	393956.5N 0082933.5W		Coverage: 60NM FL500 Not usable: 210° / 230° BYD 35NM BLW 4000FT BYD 40NM BLW 5000FT BYD 47NM BLW 6000FT RDL 173 BYD 65NM at or BLW 9500FT
DVOR/DME (01º W - 2020)	NSA	115.500MHZ CH 102X	H24	DVOR: 393352.8N 0075452.6W DME: 393352.3N 0075452.6W	1300FT	Coverage: 000º/180º - 60NM FL500 181º/359º - 200NM FL500 DME unlocks at 37NM on RDL004
ILS RWY 02 (CAT III/E/4)						
LOC (02º W - 2020)	ILI	109.100 MHZ	H24	384756.8N 0090735.1W		Front course angle: 3.1º

Type Category (MAG Variation) (VOR Declination)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
GP / DME	ILI	331.400 MHZ DME CH 28X	H24	384609.7N 0090837.8W	300FT	HGT of ILS: 54.8FT GP: Angle 3º Zero range is indicated at THR RWY 02
MM	Dot - Dashes	75 MHZ	H24	384527.5N 0090854.8W		0.57NM from THR RWY 02
ILS RWY 20 (CAT III/E/4)						
LOC (02º W - 2020)	ILB	109.500 MHZ	H24	384546.4N 0090844.8W		Front course angle: 3.45º
GP / DME	ILB	332.600 MHZ DME CH 32X	H24	384721.0N 0090748.9W	300FT	HGT of ILS: 50FT GP: Angle 3º Zero range indicated at THR RWY 20 only
OM	Dashes	75 MHZ	H24	385111.9N 0090550.6W		3.95NM from THR RWY 20
MM	Dot - Dashes	75 MHZ	H24	384759.4N 0090734.2W		0.49NM from THR RWY 20

LPPT AD 2.20 LOCAL AERODROME REGULATIONS

1. Limitations on use of aerodrome

1.1 Restricted to ACFT capable of maintaining two way communications with Lisboa TWR.

1.2 Landing and/or take-off is forbidden by Law between 00:00 (23:00) and 06:00 (05:00), except in case of force majeure. However, according to governmental deliberation, exception regime has been granted for Lisboa Airport in which landing and/or take-off are allowed in a limited number.

1.3 Night restrictions are now applicable at LISBOA AIRPORT between 00:00 / 06:00 (23:00 / 05:00). This restriction is only applicable to civil subsonic jet aeroplanes with a maximum certificated take-off mass of 34000KG or more, or with a certified maximum internal accommodation for the aeroplane type in question consisting of more than 19 passengers seats, excluding any seats for crew only.

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

1.3.1 The maximum number of movements allowed (26 daily, 91 weekly),

1.3.2 The noise level of the aircraft concerned, in compliance with ICAO,

1.3.3 Aircraft authorised to land during the night period are strictly forbidden to reverse thrust right after landing,

1.3.4 The operating restrictions set out in Item 1.3.1 shall not apply to the following cases of force majoeure:

a. Aircraft operating humanitarian emergency or evacuation missions,

b. Aircraft to come across urgent situations, taking in account weather, technical failure or flight safety reasons,

c. Air movements subject to an unforeseen schedule alteration due to abnormal disturbance within Air Traffic Control.

d. Air movements operated up to 01:00 which were actually scheduled for periods up to 00:00, due to delays for which neither the Airport Management Company nor the Operator were to blame,

e. Air movements from / to Autonomous Regions of Madeira and Azores, due to meteorological conditions,

f. Landings operated during the period comprised between 05:00 / 06:00, due to weather reasons, as far as the arrival had been scheduled for a time after 06:00.

1.3.5 For the purpose of compliance with provision of Item 1.3.2 above, the operator shall, when applying for a slot provide the information contained in the aircraft manufacturer’s noise certificate.

1.3.6 Noise abatement procedures during approach, landing and take-off shall comply with standards and procedures set in ICAO PANS OPS Volume I and Portuguese AIP.

1.3.7 Aircraft authorised to land and take-off shall comply with technical characteristics according to ICAO Annex 16 Volume I, Chapter 4 and Portuguese AIP:

a. For Landing: Approach to landing MS 9 equal x EPNDB

b. For Take-off: (take-off PS side-line) / 2 equal x EPNDB.

Note: Information contained in the ACFT manufacturer’s noise certificate.

1.4 Air movements considered to be of public interest are not defined as a case of force major and have to be previously and exceptionally authorised by the Autoridade Nacional da Aviação Civil (ANAC) according to Decree Law 293/2003 of 19 November.

1.5 For request of Airport Slots see page GEN 1.2 - 1.2.2

1.6 Due to the actual high demand of traffic inbound Lisboa AD and surrounding aerodromes (LPAR-Alverca, LPCS-Cascais and LPMT-Montijo), the practice of instrument approach to LPPT-Lisboa for training and/or for instruction is not allowed in normal circumstances. Exceptions can be accepted after coordination with the Approach supervisor on duty and subject to analysis.

1.7 Penalties for non-compliance with slot allocation rules during the night period:

See Section GEN 1.2.2.1.2

2. Radio communication

Continuous two-way as prescribed in Airspace Classification C possessions (see ENR 1.4 - 1.4.2).
After Take-off all aircraft shall contact Lisboa Approach when passing 1000FT QNH, unless otherwise instructed by Lisboa Tower.

In order to reduce the frequency occupancy in Lisboa APP/TMA Sectors, pilots are requested:

- Departures: On first contact with APP report only the Callsign and Altitude.
- Arrivals: On first contact with Lisboa Terminal Control report only the Callsign, Cleared Flight Level and STAR .

3. Taxi, Parking, Push-back and Engine Start-up, Procedures

3.1 Surveillance

Lisboa Airport is equipped with a Surface Surveillance System using Mode-S Multilateration:

a. Aircraft operators intending to use Lisboa Airport shall ensure that the Mode S transponders are able to operate when the aircraft is on the ground.

b. Pilots shall select Auto Mode and assigned Mode A code. If Auto Mode is not available select ON and assigned Mode A code:

- from the clearance for push-back or taxi whichever is earlier;
- after landing, continuously until the aircraft is parked on stand;
- when parked on stand select STBY or OFF.

c. Whenever the aircraft is capable of reporting aircraft identification, the aircraft identification should be entered from the request for push-back or taxi whichever is earlier (through the FMS or the transponder control panel). Air Crew must use ICAO defined format for entry of the aircraft identification.

d. To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should be selected when approaching the holding point. It should then be deselected after vacating the runway.

e. For aircraft taxiing without flight plan, Mode A code 2000 should be selected.

3.2 ATC Clearance

Enroute clearance shall be requested to Lisbon Delivery no earlier than 25 minutes prior to EOBT or CTOT as applicable, and not after 10 or 5 minutes, respectively. Ready messages must be requested over RTF at all times. Thereafter clearance via DCL will be available according to the aforementioned time window.

The enroute clearance will contain:

- Clearance limit: destination aerodrome;
- Standard instrument departure (SID);
- SSR code;
- CTOT (if applicable).

Additional information about ATIS information, RWY in use and QNH setting (in free text) will be provided.

Enroute clearance may be requested by means of a data link departure clearance (DCL) service. DCL service implementation is based on EUROCAE Document ED-85. The following procedures apply:

a. The pilot sends a request for enroute clearance downlink (RCD) at the above mentioned times interval. Free text contained in RCD will not be made available to ATC. Any specific requests shall be transmitted by voice.

b. A flight system update link message (FSM) will be transmitted automatically:

i. If the RCD is accepted, a departure clearance uplink message (CLD) will be issued;

ii. If the RCD is rejected, the pilot shall revert to RTF procedures.

c. The pilot shall acknowledge the enroute clearance by means of a departure clearance readback downlink within CDA-Parameter (customizable time limit, ex. 5MIN). Otherwise, a negative FSM will be issued.

d. When the CDA is processed successfully, a positive FSM will be issued to mark the end of the procedure.

After receiving a clearance via DCL service, pilots shall monitor the published frequency for Lisbon Clearance Delivery and advise when ready for start and/or pushback.

Regardless of the clearance source, departing aircraft must report their stand number, QHN and identification letter of the received ATIS information to Lisbon Clearance Delivery when fully ready for pushback and start up. In case of doubts or system related difficulties RTF procedures shall be resumed. Any clearance issued by RTF always supersedes a clearance transmitted by DCL service.

Notes

If runway 20 is in use, advise Lisbon Delivery before pushback of the intended intersection for departure.

If unable to comply with a crossing condition prescribed in the SID or other restrictions as broadcasted by ATIS, advise Lisbon Clearance Delivery on the published frequency.

In case of need to revert to RTF for ATC Clearance, the following procedures apply:

Till 10 minutes prior to EOBT, departing traffic shall contact Lisboa Delivery, Lisboa Ground or Lisboa Tower, 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.

If ATIS not available, traffic shall contact Lisboa Tower between 22:00-07:00 (21:00-06:00) and Lisboa Delivery or Lisboa Ground between 07:00-22:00 (06:00-21:00).

Note: Start-up of flights affected by ATFM measures are to observe the stated in ENR 1.9 - 1.9.6.

3.3 Airport Collaborative Decision Making (A-CDM) Procedures

Lisbon Airport-Humberto Delgado is directly connected with the Network Manager Operations Centre (NMOC) to transmit flight update data messages (Collaborative Management of Flight Updates). Departure Planning Information messages (DPI) contain, among others, the estimated take-off time, which the NMOC takes into account for predictions of traffic enroute and for the allocation of ATC slots. Update the TOBT and/or the EOBT is beneficial to the airlines to obtain a more optimized calculation of the CTOT.

The different types of DPI messages are:

- Early Departure Planning Information (E-DPI)
- Target Departure Planning Information (T-DPI), t or s
- ATC Departure Planning Information (A-DPI)
- Cancellation of previous message (C-DPI)

In case connection problems to the NMOC, the procedures stated below still apply, as A-CDM procedures in local mode.

3.3.1 Flight Plan Validation

Incoming ATC flight plans for departures are validated with regard to their airport slots, i.e. the scheduled off-block times (SOBT). The estimated off-block time (EOBT) must correspond to the SOBT.

If the SOBT deviates from the EOBT, the relevant contact person will be informed and advised (via email) to adjust the times accordingly.

3.3.2 Target Off-Block Time (TOBT)

The TOBT represents the time that an Aircraft Operator or Handling Agent estimates to be ready to leave the stand. Accurate TOBT management is therefore a prerequisite for a punctual departure.

TOBT at Lisboa Airport is firstly calculated at the CDM Platform until AO/Ground Handlers (GH) send an update (manually or via interface). Only confirmed TOBT are accepted and sent to ATC systems, as 30 minutes prior to TOBT time;

If the TOBT cannot be respected, it must be corrected or re-entered by the person/system responsible for the TOBT. It has to be updated when deviations of more than 5 minutes (+/-) become obvious.

For deviations of 15 minutes or more it will still be mandatory to send a delay message (DLA) to the Network Manager Operations Centre (NMOC).

3.3.2.1 Changes on TOBT values and/or status

After TOBT being sent to ATC, changes on TOBT only occur after a Target Start-Up Approval Time (TSAT) release or a TOBT cancelled which is marked as a TOBT D.

The new TOBT must be at least 5 minutes later than the current time.

If a flight is to be taken out of the TOBT/TSAT calculation, the TOBT is to be cancelled. The TOBT must be re-entered by the person/system responsible for the TOBT.

If the aircraft is changed, a change message (CHG - type/registration) must be sent. In this case, the TOBT remains in effect and is allocated to the new aircraft.

3.3.2.2 Regulated and Non-regulated Flights

Take-off parameters for regulated and non-regulated flights are respectively [-5';CTOT;+10'] and [-15';ETOT;+15'].

In case TOBT generates a Target Take-Off Time (TTOT) that is outside take-off parameters, TWR system will react according to the following:

- if the TTOT associated with the TOBT is earlier than the take-off parameters, TWR system will calculate a TSAT for the earliest possible TTOT within take-off parameters;
- if the TTOT associated with the TOBT is later than the take-off parameters, TWR system will release a TSAT equal to the TOBT, combined with an error message "TSAT-1 – possible TSAT not ok"; a DLA or a new CTOT is expected in order to grant start-up approval.

3.3.3 Target Start-up Approval Time (TSAT)

The TSAT is the target time for start-up approval according to the A-CDM procedure. The TSAT is the time provided by departure traffic management system. The system calculates for every departure the best possible start-up and/or off-block time to reduce queuing times at the runway, while maintaining a high runway utilization.

The TSAT is calculated by taking into account TOBT, ETOT/CTOT, SID, departure fix, wake turbulence category, aircraft type, and variable taxi times from the parking position to the departure RWY, considering always the earliest possible TTOT.

The latest time for the TSAT calculation is up to 5 minutes after TOBT is sent to TWR. If TSAT is not received within 5 minutes, the person responsible for the TOBT should call A-CDM Monitoring Position (contact: +351 218413532).

3.3.4 Start-up and Push-back procedure

Start-up approvals and push-back clearances are issued taking into account the TOBT and TSAT only. The sequence of the start-up request is no longer a factor.

The following rules apply:

- The aircraft has to be ready for start-up at TOBT.
- The pilot must request start-up approval within the time period of TSAT +/-5 minutes.
- A new TOBT is compulsory if TSAT + 5 minutes is exceeded; otherwise start up approval may not be granted, and TSAT will be cancelled.
- Ground will issue the start-up approval depending on the TSAT and the current traffic situation.

- The push-back/start-up procedure has to be initiated no later than two (2) minutes after the start-up approval has been issued.

3.3.5 A-CDM Alerts

An alert mechanism monitors expected upcoming events to trigger data updates and consistency. These alert messages will be either displayed at the CDM Platform Human-Machine Interface (HMI) and/or sent to the responsible partner, via email and/or interface, to react onto the alerts as required.

3.4 Push-back and start-up procedures

All aircraft shall contact Lisboa Ground or Lisboa TWR (when Lisboa Ground is closed) for push-back and/or start-up Clearance. Aircraft outgoing from a nose-in stand only allowed when towed. Use of reverse thrust (power back) for manoeuvring from a stand is not permitted.

Starboard engine allowed running in “Hotel Mode” for turbo-propeller aircraft while parked in Stand, during ground rotation, if GPS not available or inadequate and for Safety reasons. If ACFT engine is running in “Hotel Mode” a crew member shall remain in the cockpit at all time.

Reverse thrust on propeller or jet engine as assistance on aircraft stopping during parking procedures, is not permitted, except for safety reasons to be justified.

Engine start-up is allowed in nose stands during push-back.

- Whenever an ACFT APU is inoperative or not available, one engine start-up is permitted on a nose-in stand before starting the push-back manoeuvring; in this circumstance Lisboa GND or Lisboa TWR must be advised and the start-up procedure will be assisted by follow-me.

Anti-collision lights must be activated whenever engines are operating and during push-back manoeuvre. Exception applicable for turbo-prop aircraft operating engine nr. 2 in “Hotel Mode” while parked in stand.

Restrictions

Aircraft Stands Limited
All aircraft, intending to operate single engine TAXI-IN, must consider in due time if able to shut down port side engines before having GPU or Ground Power System available on Stand. If unable due aircraft APU INOP starboard side engines shall then be maintained running instead of port side engines which must be shut down immediately upon aircraft on stand stops taxiing.

Engine cross-bleed starts are not allowed during push-back manoeuvres.

a. APRONS 10, 11, 12 and 14

- Be aware when pushing from Stands 106, 107, 108, 116, 117, 122, 123, 125, 126, 141 and 142, to not infringe clearance areas of TWY M1, Y, G1 and W2.
- Pilots are to use, minimum power necessary when manoeuvring on Taxilanes A1,A2 and A3. This is of utmost importance specially when turning to cross or enter onto TWY T1, T2, T3 via TWY M1, Y and G1, due to jet blast hazard affecting Apron Stands and vehicle movements on service roads adjacent to TWY A1, A2, and A3.
- Except for safety reasons, multi-propeller aircraft must have port engine propellers fully stopped before entering Apron Sands.
- Allowing the aircraft to move backwards on any Stand by releasing aircraft brakes, and without the assistance of a push-back tug, or power push device connected to the aircraft, is strictly forbidden.

b. APRON 14

- Aircraft pushing back from Stand 146 shall be pushed along the full length of the Stand maintain alignment with the lead-in line of the Stand until reaching TWY A5 and Taxilane W1 intersection. From there a Pull-ahead manoeuvre shall be executed placing the aircraft over A4 TWY centreline.
- Aircraft with wingspan above 58M entering stands on apron 14 shall consider that wing tip clearance may be reduced to a minimum of 4,5M if adjacent aircraft is the critical one for that stand.
- Pilots shall confirm alignment with azimuth guidance before cross information marking “REDUCED CLEARANCE”.

c. APRON 20

- Aircraft must be stopped in taxilane Z2 with the aircraft aligned parallel to the terminal, in order to avoid the effects of jet-blast on apron 20.

d. APRON 30

- Normal Visibility Operations (NVO) Traffic for all Runways

  1. Push-back must place the Aircraft at the dedicated axis only for push-back purpose (see graphic below) compulsory within the trapezium delimited with 2 dash lines (North and South); one to grant the clearance of Taxiway U1 designated clearance U1 and the second to grant the clearance of Taxiway N1 designated clearance N1. Both these dash lines are distant from the Centre Line of Taxiways U1 and N1 47.5M. The other 2 limits are delimited with the axis of Taxiway V and the safety line of Stands 301and 302. From Stand 301 the push-back manoeuvre must place the Aircraft at the dedicated axis inside the lines of the clearance U1 and N1, nose faced South.

  2. From Stand 302 the push-back manoeuvre must place the aircraft at the dedicated axis inside the lines of Clearance U1 and N1, nose faced North. This Stand is provided with dotted lines in white for push-back manoeuvre track.

- Low Visibility Operations (LVO) Traffic for Runway 20

- All push-back must place the Aircraft at Taxiway V axis nose faced South.

e. APRON 42

- In LVO push-back from Stands 424, 425 and 426 shall be assisted by Follow-Me Vehicle on TWR request to grantee TWY U1 and P clearance.

f. APRON 50

- When Aircraft with a wingspan superior to 65M are exceptionally parked on this Apron, they should always enter and exit through Taxiway M2 assisted by Follow-Me Vehicle while taxiing on Apron Taxilane J.

- Aircraft faced North at Aircraft Stand Taxilane J must only initiate taxiing after clearance for entering Taxiway Q2. Stoppage is not allowed to avoid jet blast at Stand 506.

g. APRON 60

- Apron Taxilane F restricted to aircraft with wingspan up to but not including 36M (ICAO Code C). Larger aircraft shall use TWY G2 for TAXI and ground manoeuvring.

- Apron not provided with A-VDGS. Aircraft destination Stands 600 to 609 shall proceed only under Follow-me assistance or Airport Marshall instructions.

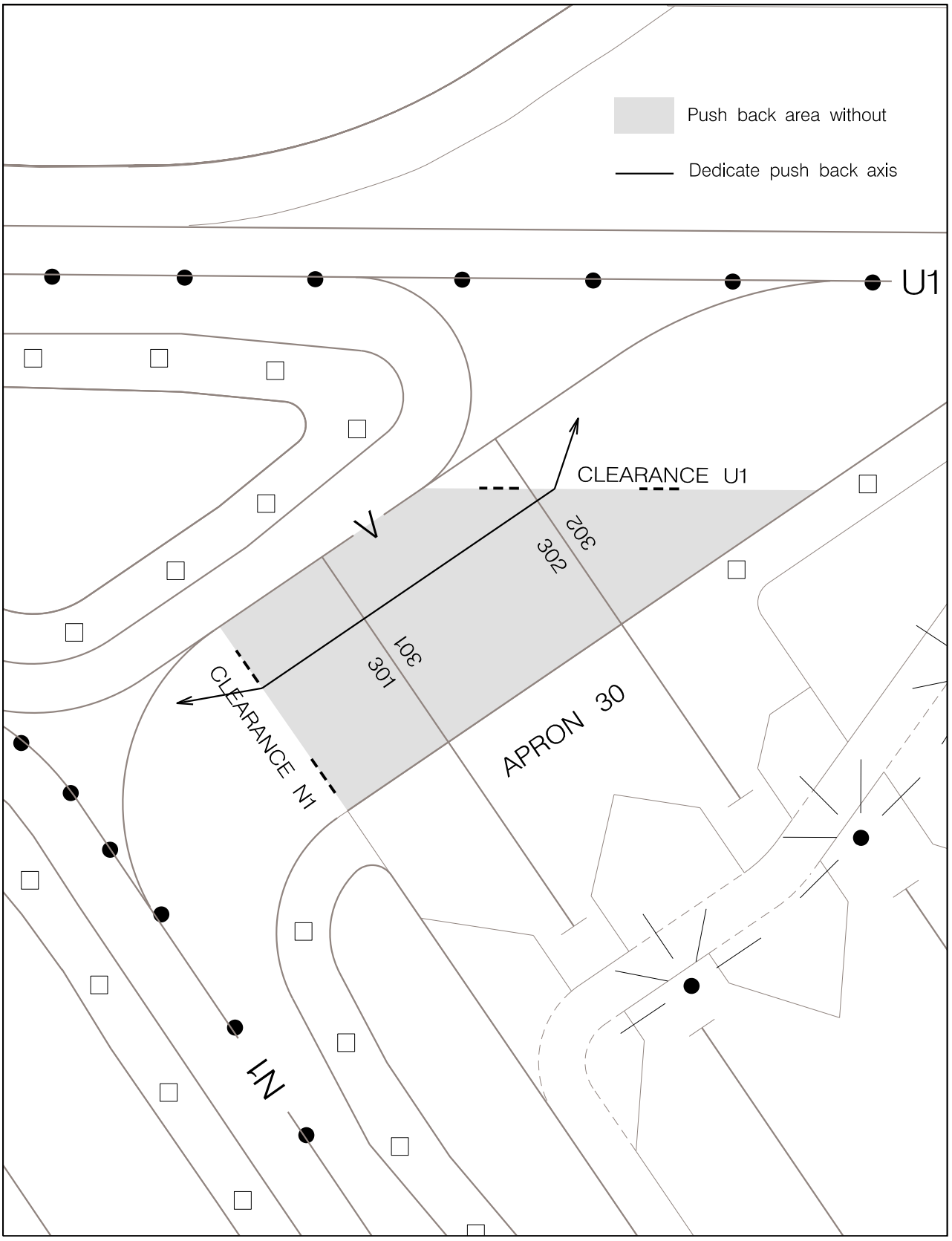
h. APRON 70

- On 701, 702, and 703 positions (nose out) ACFT will have direct entrance through TWY A5 and the departing manoeuvre will be autonomous through Taxilane D and via Taxilane W1.

- On position 704 (nose-in) the ACFT will entry by Taxilane W1 and Taxilane D, the departing manoeuvre will be done with push-back and pull-ahead to the breakaway zone of Taxilane D with the nose facing South, where, after the push-back unleashed, the ACFT will begin taxiing by its own means to Taxilane W1 under TWR instructions.

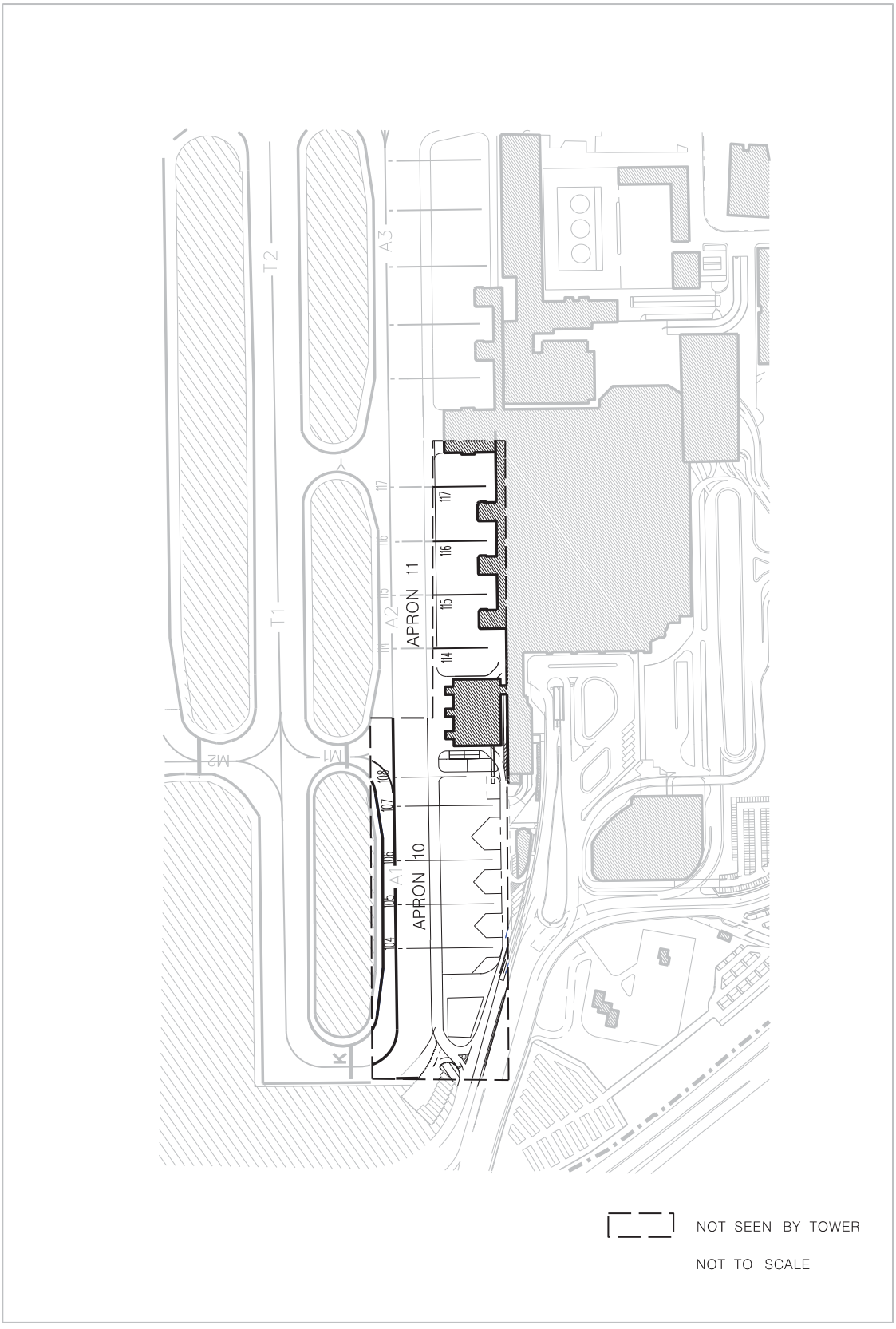
- Pilots are to use MNM PWR necessary when manoeuvring on this Apron. This is of utmost importance when break away from Stands 701, 702 and 703 and manoeuvring to exit Apron, where jet blast can affect adjacent Stands and vehicles on apron service roads.

Figure 1. APRON 30 EXITS:



3.5 Areas not seen by Tower

Stands of Aprons 10, and 11 not seen by Tower are: 104, 105, 106, 107, 108, 114, 115, 116 and 117



Stands and Taxiways not seen by Tower are:

Taxiways and Stands of Aprons 20, 30, 40, 41, 42 and 50 not seen by Tower are:

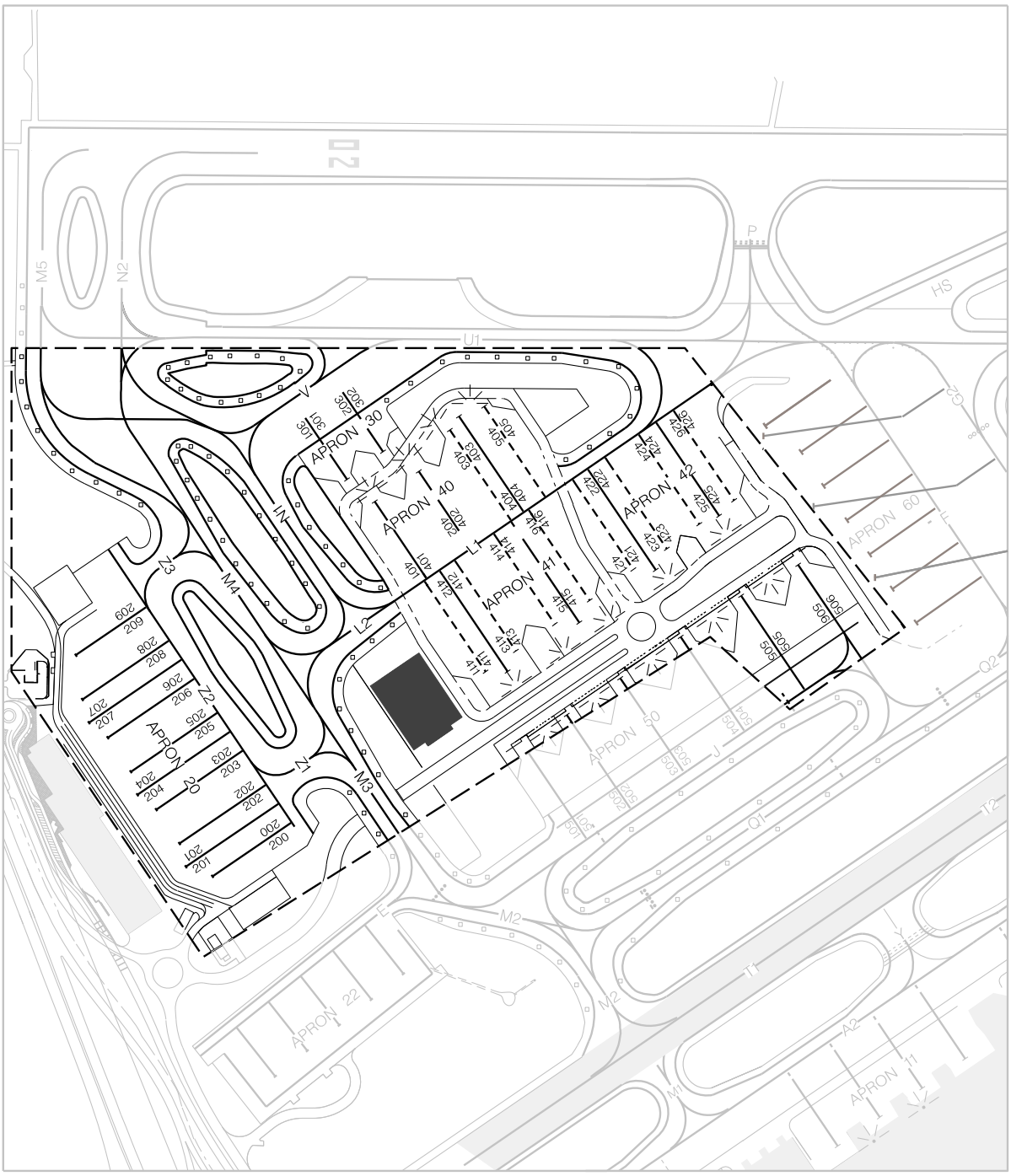
a. Apron 20, 40, 41 and 42 - all Stands

b. Apron 30 - all Stands

c. Apron 50 - Stands 505 and 506

d. Taxiways M3, M4, L1, L2, V, N1, and taxilanes Z1 and Z3

e. Taxilane A1 and TWY Z2



3.6 Taxi Procedures

3.6.1 Taxi Route Procedures

When RWY 02 in use aircraft taxiing via TWY G2, U1 and N1 expect N2 intersection departure. Aircraft taxiing via M4 expect M5 intersection for departure. If unable advise before starting taxi.

For Taxi Route Procedures see Charts LPPT AD 2.24.03-1, LPPT AD 2.24.03-3.

3.6.2 Taxi Restrictions

Nose-in stands centreline marked by yellow lines, Stand entry guidance is provided by A-VDGS system except Stands located on Aprons 60, and 70. Marshalling is compulsory on Stands not provided with A-VDGS units.

When manoeuvring on Stands with Passenger Boarding Bridge, upon reaching the Bridge Canopy if A-VDGS distance to stop is not shown by A-VDGS display or the vertical visual indicator thermometer in the display does not respond to the aircraft approach pilot MUST STOP ACFT IMMEDIATELY.

Aircraft type B747, A340 and AN124 shall TAXI with engines Nr 1 and Nr 4 maintaining IDLE power or shut down. Aircraft type AN124 and B748 are subject to taxi restrictions according TWR instructions. Heavy aircraft not authorized to turn from TWY G2 onto TWY U2 due jet blast hazard. In order to avoid jet blast affecting parked ACFT and structures:

- Aircraft taxiing on Taxilane A1, A2, A3 or TWY A4 and instructed to hold before TWY T1, T2, T3 shall stop and hold facing north or south. Stoppage is not allowed when on TWY M1 or G1 and facing west.
- Aircraft taxiing via Taxilane J to the north and instructed to hold before TWYQ1 shall stop and hold on aircraft stand taxilane J facing north. Stoppage is not allowed facing east.
- Aircraft taxiing on Taxilane Z2 must be stopped aligned parallel to the terminal, in order to avoid the effects of jet-blast on apron 20.

TWY M3, A5, A5, A7, S3, S4 and S1 with a grading strip distant 19M from TWY centre line. Due to intake area ACFT type B747 or similar are requested to taxi with engines nr. 1 and nr. 4 at IDLE Power. ACFT Taxiing Northbound on TWY S2 NOT ALLOWED to turn right and enter TWY U6.

All aircraft determined to be ICAO Code E and above must perform judgemental over-steering instead of cockpit over centreline steering when taxiing in order to avoid TWY lateral excursions from main gear. Taxi caution required on all aerodrome taxi routes.All 4 engine aircraft determined to be ICAO code E and above, shall not use differential engine thrust on engines 1 and 4 above 40 percent N1 (fan speed) or engine reverse thrust to make sharp turns over-steering in order to avoid TWY and RWY foreign object debris hazards.

3.6.3 Taxilane restrictions:

1. Taxilanes A1, A2, A3, M1, K and Y restricted to aircraft wingspan up to 48 meters.
2. Taxilanes B, C, and Taxilane W1 restricted to aircraft wingspan up to 51 meters
3. Taxilane F restricted to aircraft wingspan up to 36 meters.
4. Taxilane E restricted to aircraft wingspan up to 36 meters.
5. Taxilane D restricted to aircraft wingspan up to 31 meters.

3.6.4 Reduced Engine Taxi

Whenever operationally and safely feasible, all aircraft are requested to shut down as many engines as possible while taxiing and holding on the ground, EXCEPT in the following circumstances:

- By any aircraft reaching the holding point that is required to cross an active runway (no ACFT in front on the same taxiway).
- By any aircraft reaching the holding point for line-up (no ACFT in front on the same taxiway).

3.6.5 Prevention on Runway incursions

Ground will never issue a Clearance to cross/interfere with RWY 02/20. Aircraft departing from RWY 20 (S4) expect crossing with TWR Controller.

RWY Clearance is monitored by ATC using A-SMGCS system together with visual observation. All RWY intersections that are not used for departures are protected by Stop Bars at all time regardless of Normal or Low Visibility Operations.

When taxiing during LVO, in the event of pilots losing their visual reference, they shall stop taxiing, notify their position and request instructions from ATC. The taxiing instructions shall include clearance to cross runways. If they do not receive this clearance, aircraft shall hold at the holding position of the appropriate runway.

All RWY holding positions equipped with mandatory instruction signs and with mandatory instruction markings. All accesses to the RWY have enhanced taxiway centre line markings. All RET, in the opposite direction of the RWY exit, have «no entry» bars and signs. During LVO all RWY holding position are protected with microwave barriers.

Avoiding of other aircraft and obstacles in holding areas is the responsibility of the flight crew involved.

3.6.6 Aircraft towing procedures

Aircraft that are to be towed to another stand or to/from the maintenance areas, or to/from temporary parking areas, must have the transponder set to the appropriate Mode/code in order that the aircraft's registration number is displayed on the ATC radar screen.

From the time of the request for push-back or tow, until the aircraft is fully parked on stand, the transponder must be switched on with the Mode A code 2000 selected. Dependent on the type of aircraft, the transponder must either be switched to 'Alt-Off', 'X-pndr' or 'Auto' to display the aircraft registration.

Note: If the 'Aircrew Procedures' above are not followed, the towing crew will also have to select A2000 on the transponder and clear the Flight ID from the FMS/xpndr window.

If there's a Follow-me vehicle escorting the towing that is fitted with A-SMGCS compatible transmitter, Follow-me vehicle must remain at sufficient distance from the aircraft to avoid the radar receiving two overlapping signals.

If Follow-me vehicle crew escorting a towing is unable to set the transponder for technical reasons they should inform ATC prior to push-back, who will relay this information to ASD. If the transponder is not seen to be consistently on during towed movement this will be reported by ATC to ASD.

Some of the areas of the airfield are not currently available for Code F aircraft movements. Code F procedures are detailed in the Aeronautical Information Publication entry for Lisboa Airport (LPPT AD 2-20).

All Follow-me drivers towing Code F aircraft should ensure that when communicating with ATC, they append the word 'Super' to the end of their call-sign to identify themselves as a Code F movement. e.g. 'Operator Echo Alpha Super'.

In the unlikely event, neither the Follow-me nor the Aircraft have a A-SMGCS operational transmitter, the Follow-me crew must report this situation to the ATC before commencing the towing.

Towing of aircraft under LVO operation, under visibility condition 3 (visibility equivalent to an RVR of less than 400M), is not allowed, unless the aircraft have an A-SMGCS operational transmitter.

3.7 Follow-Me and marshaller assistance

Available under request. compulsory assistance for Stands not provided with A-VDGS.

3.8 Use of Auxiliary Power Unit (APU)

APU must be shut down at the earliest opportunity on arrival at Stand. Except in Emergency APU must not be operated between 23:00 (22:00) and 06:00 (05:00);

Aircraft APU must not be left running unless either a qualified person is in attendance or the APU as both an auto-shut down and auto-extinguish facility.

GPU is not allowed on aircraft Stands unless Ground Power System is not available.

Narrow body aircraft:

- Use of APU is restricted to 15 min after arrival and not more than 30 min before departure.
- If aircraft is on a short turnaround time of less than 55 min, the APU may be left ON after arrival.
- If OAT is below 5º C or above 25º C, the APU restriction is extended to 60 min before ETD.

Wide body aircraft:

- Use of APU is restricted to 20 min after arrival.
- Use of APU is restricted to 75 min before departure, or not more than 90 min when GPU has not enough power to support the FMS.

- If aircraft is on a short turnaround time of less than 110 min, the APU may be left ON after arrival on Stand.
- If OAT is below 5º C or above 25º C, the APU restriction is extended to 90 min before ETD.

3.9 Engine test runs

Engine test runs may only take place:

- On Multipurpose Apron
- Short Engine checks at Idle Power are allowed on stand. TWR permission required.

Test runs are allowed only from 06:00 (05:00) to 22:00 (21:00) on the condition that a previous authorization was obtained from the airport Duty Officer (Telephone Ext.Nr. 21686 or 21782).

4. Apron 70 operation and procedures

The coordinates of positions 701, 702, 703 and 704 are painted on the ground at the captain side.

Refuel service by fuel trucks only.

5. Parking restrictions

Due to shortage of Parking Stands the following restrictions are imposed:

Regular Flights

Airport slots for non-based carriers are restricted to a maximum of 2 hours parking.
Parking periods exceeding this interval, only upon prior approval from Lisboa Airport Management.

All aircraft based at Lisboa are only allowed to park for an eighteen (18) hours period.
Extension to this parking period must be subject to Lisboa Airport Director prior approval. Any extension granted is valid just for the time (date and hour) limit approved.

Failure to comply with the time limit approved on departure aircraft (based or non-based) is immediately subject to surcharge according to decree-law 254/2012.

Ad Hoc Flights

Maximum turnarounds of:

- 45 MIN - ACFT ICAO code A and B;
- 60 MIN - ACFT ICAO code C and D;
- 90 MIN - ACFT ICAO code E.

When requesting an airport slot, it is compulsory to mention:

- Ground handling agent at LPPT, name and full contact of local representative in Lisbon: address, email, telephone (including mobile).
- Parking periods exceeding the times above, only on very exceptional circumstances and upon prior approval from Lisboa airport management.

6. Use of runways

6.1 Runway-In-Use

RWY 02/20 is the only runway available.

Traffic departing RWY 02 may be subjected to a climb gradient of 6% until passing 2000FT due to ATS constraints. This restriction, when needed, will be included in the ATIS departure broadcast and/or Clearance delivery. If unable, pilot shall advise ATC prior to start up.

Traffic on approach to RWY 02 may be subjected to missed approach climb gradient of 3.5% until passing 2000FT due to ATS constraints. This restriction, when needed, will be included in the ATIS arrival broadcast. If unable, pilot shall advise ATC prior to commence the approach.

Unless otherwise instructed by ATC, pilots should plan their landing to vacate Runway 02 via RET H4 (distance from THR - 1790M) and Runway 20 preferably via RET H1 (distance from THR - 1600M) advising as soon as possible for the need of RET

H3 (distance from THR - 1910M). If unable to comply pilots shall advise ATC. High speed turn offs have been designated for vacating speeds up to 30KT.

If, for any particular reason, pilots wish to vacate Runway 02/20 via TWY A6 or T5 make the request in first contact with Tower.

In order to avoid jet blast affecting runway safety operation, aircraft vacating or crossing runways shall not stop until the RWY ILS sensitive area is completely free or until reaching parallel alignment with the RWY CL whichever applicable, unless otherwise instructed by the ATC.

6.2 Periods of Peak Traffic Demand

High Intensity Runway Operations (HIRO) are valid from 06:00 to 24:00 (05:00 to 23:00) unless otherwise advised by ATC (e.g. via ATIS). The HIRO system optimises separation of aircraft on final approach in order to minimise runway occupancy time for both arriving and departing aircraft, thereby maximising runway utilisation and minimising go-around.

Departures

ATC will consider every ACFT at the runway holding point as able to commence line-up and take-off roll immediately after clearance is issued, unless otherwise instructed. Pilots not ready when reaching the holding point (no ACFT in front on the same taxiway) shall advise ATC on Tower frequency as early as possible before entering the RWY.

When cleared for take-off, ATC will expect and has planned on seeing movement within 10 seconds (of take-off clearance being issued). Wake vortex separation is applied by ATC in accordance with the published requirements. If more separation than the prescribed minima is requested, pilots shall notify ATC before entering the RWY.

Where possible, cockpit checks and cabin readiness should be completed before line-up and any checks needing completion on the runway should be kept to the minimum required.

After take-off contact Lisboa Approach when passing 1000FT QNH unless otherwise instructed by Lisboa Tower.

Arrivals

Pilots are reminded that by leaving the runway at the fastest speed commensurate with safety and standard operating procedures, ATC will be able to guide aircraft on final approach using minimum radar separation or separation minimum according to wake vortex category. Extended runway occupancy may result in a go-around.Commensurate with the aircraft safety and standard operation, pilots are reminded to adopt the following procedures:

a. Comply with published standard arrival procedures altitude;

b. Strictly adhere to published or assigned speeds on descent;

c. Apply accurate speed control on final; and

d. Vacate the runway expeditiously at the recommended rapid exit TWY.

6.3 Take-off run

When RWY 02 is in use the following criteria will be applied:

a. For departure sequencing purposes ATC will indiscriminately use M5 and N2 intersections, if unable advise at start-up.

b. Take-off from M5 and N2 intersections are considered to be the same point for the purposes of departure wake vortex separation.

c. Whenever feasible ATC will inform about TWY P intersection availability as soon as possible.

When RWY 20 is in use, the preferred departure intersection for all aircraft, except for heavy jets, should be U5.

Pilots shall advise ATC on start-up when full length for RWY 02 or RWY 20 is required.

6.4 General conditions for the application of reduced runway separation at RWY 02/20:

a. Reduced runway separation minima may only be applied during the hours of daylight from 30 minutes after local sunrise to 30 minutes before local sunset. The controller is able to assess separation visually or by surveillance derived information and the surveillance system that provides the controller with position information shall be utilized in combination with visual means and shall be serviceable at all times;

b. the tail wind component is not greater than 5KT;

c. ground visibility is at least 5KM and the ceiling is not less than 300M(1000FT);

d. braking action is not impaired by RWY deposits such as ice, slush, snow, water etc.; pilots should report any impaired braking action detected during landing or departure;

e. reduced RWY minimum separation is only used between a arriving aircraft after an aircraft departing;

f. the following aircraft receives traffic information as follows:

..... (call sign) ..... traffic information ..... (Aircraft Type) departing Runway ..... (Designator).

g. special landing procedures may be in force at Lisbon Airport (Runway 02/20) in conditions shown hereunder, when the use will be as follows:

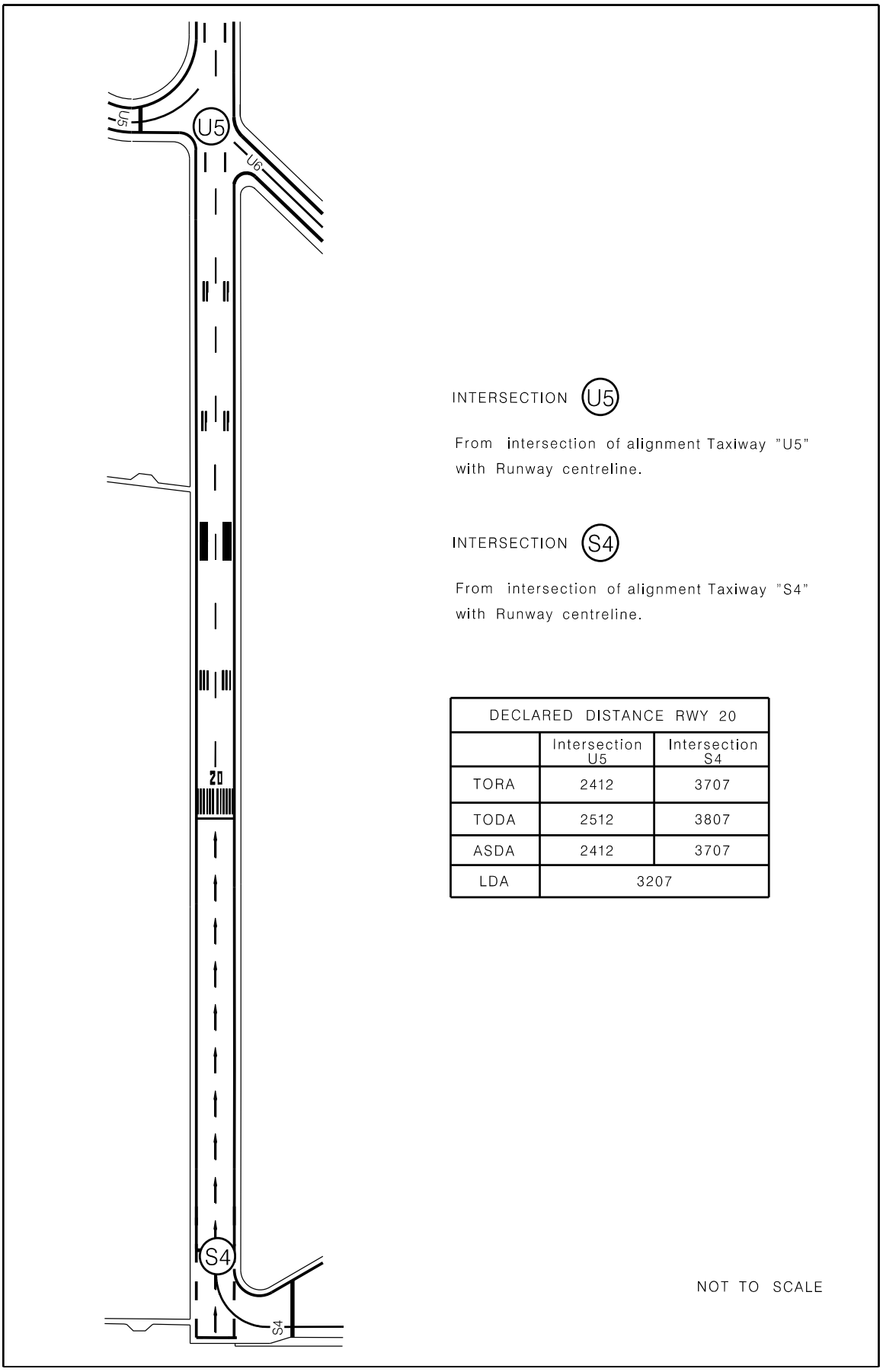
- when the runway-in-use is temporarily occupied by other traffic departing, landing clearance will be issued to an arriving aircraft provided that at the time the aircraft crosses the threshold of the runway-in-use the following separation distances will exist:

  - RWY02 – the departing aircraft has passed a point at least 2400M from the threshold (reference on the ground is intersection U6).

  - RWY20 – the departing aircraft has passed a point at least 2400M from the threshold (reference on the ground is intersection P).

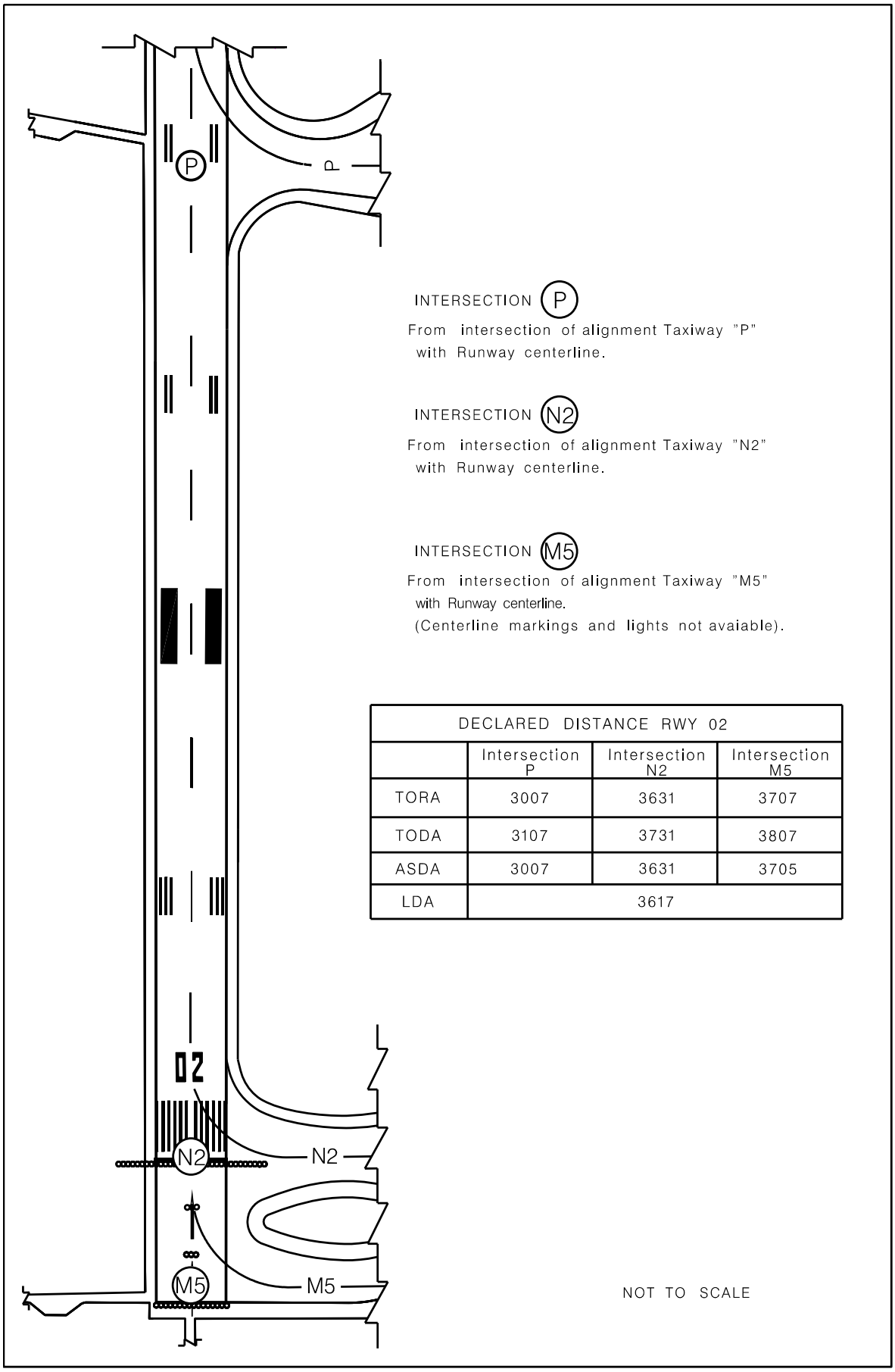
h. when issuing a landing clearance following the application of these procedures ATC will issue the second aircraft with the following instructions:
..... (call sign) ..... after the departing ..... (Aircraft Type) cleared to land Runway ..... (Designator).

Figure 2. Runway 20 take-off points



DECLARED DISTANCE RWY 20		
	Intersection U5	Intersection S4
TORA	2412	3707
TODA	2512	3807
ASDA	2412	3707
LDA	3207	

Figure 3. Runway 02 take-off points



DECLARED DISTANCE RWY 02			
	Intersection P	Intersection N2	Intersection M5
TORA	3007	3631	3707
TODA	3107	3731	3807
ASDA	3007	3631	3705
LDA	3617		

7. Category II/III operations

7.1Runway 02/20, subject to serviceability of the required facilities, is suitable for CAT II and III operations by operators whose minima have been accepted by ANAC - Autoridade Nacional da Aviação Civil.

7.2 LOW VISIBILITY OPERATIONS PROCEDURES (LVP) will be in course whenever:

7.2.1RWY 20 in use:

a. Runway Visual Range (RVR) - TDZ RWY 20 - is 550M or below; or,

b. cloud base height (CBH) - RWY 20 - is 200FT or below; or,

c. visibility conditions decrease rapidly;

irrespective of the serviceability state of the ILS, lighting, stand-by power, etc.

7.2.2RWY 02 in use:

a. Runway Visual Range (RVR) - TDZ RWY 02 - is 800M or below; or,

b. cloud base height (CBH) - RWY 02 - 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”.

7.3 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 the 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 FL060 upward.

g. ATC may, initially, allocate more favourable (higher) holding levels when the number and types of aircraft involved in pattern allows this procedure.

h. Surface Surveillance System (SMR and Multilateration) is normally available to ATC. If surface Surveillance System is out of service Pilots shall report RWY ILS Localizer Sensitive Area when aircraft passes the last alternate green yellow TWY Centreline lights. If the Surface Surveillance System and/or RWY Stop Bars are out of service restrictions will be applied.

7.4 Runway visual range

Runway Visual Range values will be reported by ATC for TDZ (Touchdown) of RWY in use.
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 550M;

b. less than 350M; or,

c. requested by the pilot.

7.5 Push-Back and Start/Gate Entry

Push-back and Start/Gate Entry Procedures are assisted by marshaller and/or follow-me at aprons 10, 11 and 12.

Departing aircraft shall wait for RVR improvement at the stand.

7.6 Taxi

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.

Departing Traffic:

ATC will require departing aircraft to use CAT II/III holding positions.

Arriving traffic:

The appropriate runway exits will be lighted, and pilots should select the first convenient exit.

If the Surface Surveillance System is out of service, Pilots of arriving aircraft shall report the localizer sensitive area vacated and the taxiway segment through which it vacates, when the aircraft is completely out of yellow and green taxiway centre line lights;

- e.g. “LOCALIZER SENSITIVE AREA VACATED VIA TWY (name)”

Runway crossing:

If the Surface Surveillance System is out of service, Pilots of aircraft crossing RWY 02/20, shall report the Localizer sensitive area vacated, when the aircraft is completely out of yellow and green taxiway centre line lights.

7.7 Practice CAT II/III approaches

Pilots who wish to practice CAT II/III approaches are to request practice CAT II/III approaches, on initial contact with LISBOA TMA (e.g. “REQUEST PRACTICE CAT II/III 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.

LPPT AD 2.21 NOISE ABATEMENT PROCEDURES

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 Lisboa 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 number of movements per week, shall not exceed a total limit of 91.

2. In any case the number of air movements per night period (NP) shall not exceed the double of the daily movements in which

$$NP = \frac{\text{Limit per week}}{\text{Number of days of the week}}$$

3. The authorization for the air movements during the night period is also conditioned to the noise levels of the aircraft concerned, under the provisions of the items below.

4. For the purposes of effective perceived noise levels established by ICAO, aircraft are classified as follows

Level 0	below 87 EPNdB
Level 0,5	between 87 and 89.9 EPNdB

Level 1	between 90 and 92.9 EPNdB
Level 2	between 93 and 95.9 EPNdB
Level 4	between 96 and 98.9 EPNdB
Level 8	between 99 and 101.9 EPNdB
Level 16	above 101.9 EPNdB

5. The noise level classification of an aircraft either at landing or at take-off is given by the values indicated in the aircraft manufacturer's noise certificate, taking into account the reference points specified in the technical standards applicable to the approach to landing, overflight for take-off and sideline procedures, at full power.

6. Without prejudice to provisions of article 7 and 8 of Decreto-Lei nr. 293/2003 of 19 November 2003, on the exemption of aircraft registered in the developing countries and applicability of an exemption to the operation of aircraft under exceptional circumstances, respectively, the aircraft to operate in the night air movements allowed during this period shall comply with the following requirements:

   The aircraft classified in levels 8 and 16 cannot be scheduled for the night period;

   The aircraft classified in level 4 cannot be scheduled to take-off during night period on regular air services;

   The aircraft classified in level 2 can be scheduled to take-off between 00:00 (23:00) and 00:30 (23:30) as well as from 05:00 (04:00) thereon;

   The aircraft classified in levels 0, 0.5 and 1 are not subject to restrictions.

7. The aircraft falling into the criteria set out in 5- of this number authorized to land during the night period are forbidden to reverse thrust, right after landing.

The following approach procedures are established to reduce noise level in the city by over flying aircraft.

Visual Approach Procedures

From the South to:

RWY 02: The descent to final approach altitude will be done over the river and maintained until the aircraft is aligned with runway (the city will only be over flown on final and when lined up with runway).

RWY 20: The descent to final approach altitude should be made over the river and maintained on the left down wind sea until the aircraft is aligned with runway.

From the North to:

RWY 20 - No restrictions

RWY 02 - Left-hand traffic circuit

Final approaches for landing shall be carried out at an angle of not less than 3º and the indicated approach slope of the PAPI shall be followed for each runway.

Flat approaches flown with relatively high engine thrust at low altitude and great distance from airport are prohibited.

SID's are also established in accordance with Noise Abatement criteria (see AD 1.1 - 1.1.5).

Local flights

Local flights (test, training, etc.) with successive take-offs and landings are only permitted between 08:00/22:00 (07:00-21:00) and only if the operator has an open bank account with Lisboa Airport.

LPPT AD 2.22 FLIGHT PROCEDURES

1.Lisboa CTR - VFR flight restrictions

Once Traffic permitting, only two VFR flights will be simultaneously accepted concerning any activity in Lisboa CTR, except for flights from / to Lisboa AD (LPPT).

Low altitude VFR Flights over Lisboa City, within an area bounded by 384643N 0090519W along the north border of Tejo River 384137N 0091341W - 384548N 0091220W - 384743N 0090900W - 384643N 0090519W can only be approved with previous authorisation for exceptional purposes and subject to permanent two way radio communications with ATC, and minimum altitude of 1500FT.
Pilots should be prepared to exit the area at any time or hold VFR over one of the following designated points:
- Farol do Bugio (383932N 0091751W) and Algés - Doca de Pesca de Pedrouços (384131N 0091348W) - at an altitude of 500FT.
- Mata de Queluz (384433N 0091531W) - only to helicopters in stationary flight at an altitude of 1000FT and operating in conditions of visibility equal or greater than 10KM and with the ceiling scattered at or above 3000FT (conditions forecast to the next hour).

2.Visual Approach

A QNH altimeter setting shall be included in the descend clearance when first cleared to an altitude below the transition level, when cleared to enter in the traffic circuit.Prior to entering the visual approach procedure or commencing its approach to land, an aircraft shall be provided with the following elements of information, in the order listed, with the exception of such elements which it is known the aircraft has already received:

- The runway to be used;
- The surface wind direction and speed, including significant variations there from;
- The QNH altimeter setting and, either on a regular basis in accordance with local arrangements or, if so requested by aircraft, the QFE altimeter setting.

2.1Runway 02

All aircraft carrying out visual circuit approaches to runway 02 shall not, unless cleared by ATC, descend below 2500FT QNH on the left downwind leg. Aircraft must join the final approach track to runway 02 at 2500FT QNH or above. Pending traffic in LP-R42B/R42A.

See also Visual Approach Procedure charts.

3. Procedures for Helicopters within Lisboa CTR

3.1 Helicopters using heliports or other places within LISBOA CTR shall contact Lisboa Tower prior take-off.

3.2 Lisboa Airport Helicopters Entry/Exit Points and crossing operations

In order to facilitate arrivals and departures in Lisboa Airport, two visual Entry/Exit points were defined (see graphic below):

- IGREJA das Galinheiras (Church) - 384700N 0090836W (West of the airport)
- RALIS (Military Facility) - 384659N 009713W (East of the airport)

Unless otherwise instructed by ATC, Helicopters arriving to Lisboa Airport shall expect:

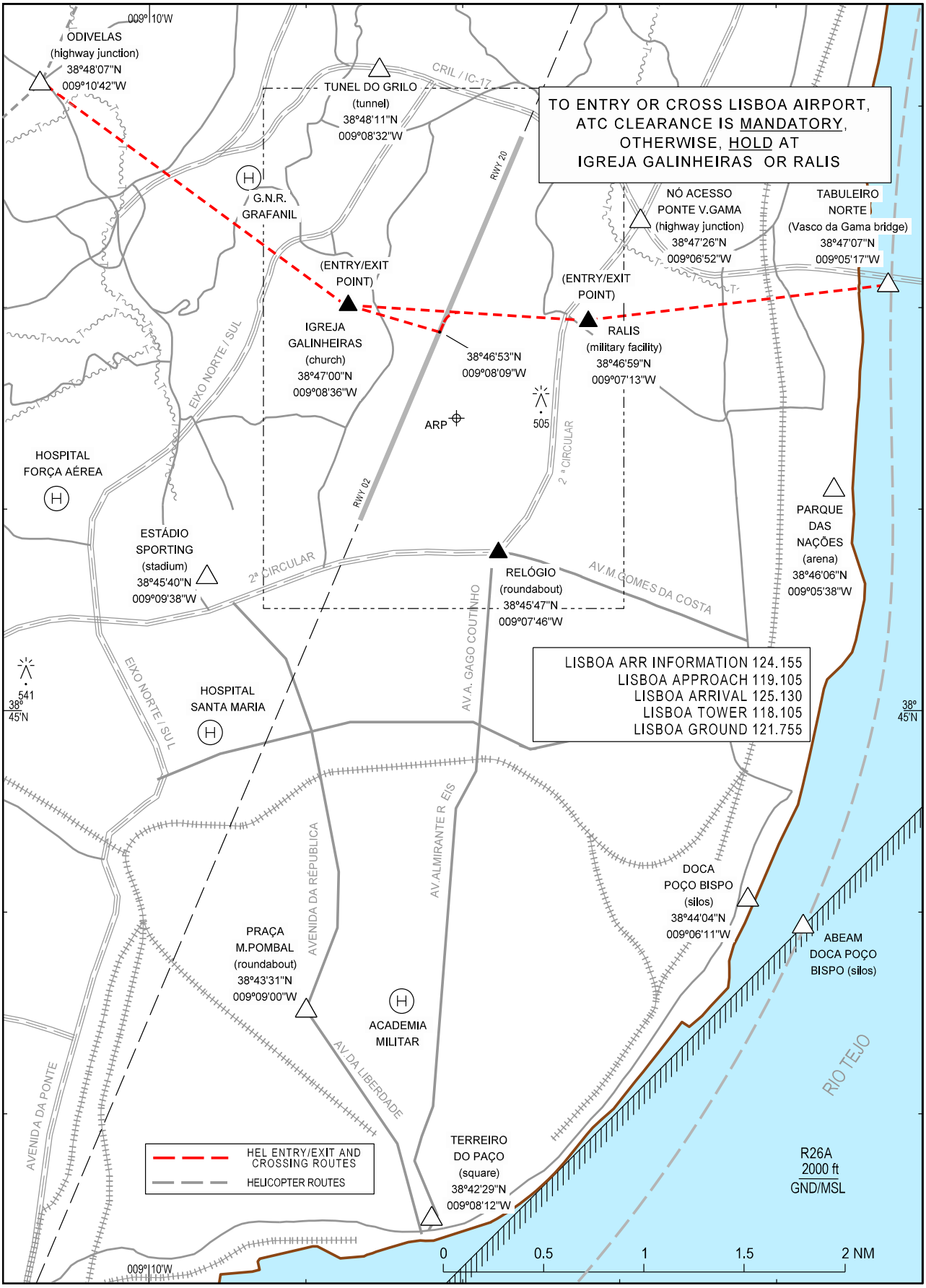
- Traffic on the Salemas Route:
  Proceed to Odivelas (highway junction) - 384807N 0091042W - at 1600FT AMSL and IGREJA das Galinheiras (church) - mandatory reporting point direct to intersection of RWY 02/20 with TWY T.
- Traffic on Tejo Route:
  Proceed to RALIS (military facility) - mandatory reporting point, and route segment to Galinheiras until intersecting RWY 02/20.

Helicopters shall use runway 02/20 directions for landing and take-off. Landing and Take-Off at 384652.69N 0090809.36W intersection of RWY 02/20 with TWY T.

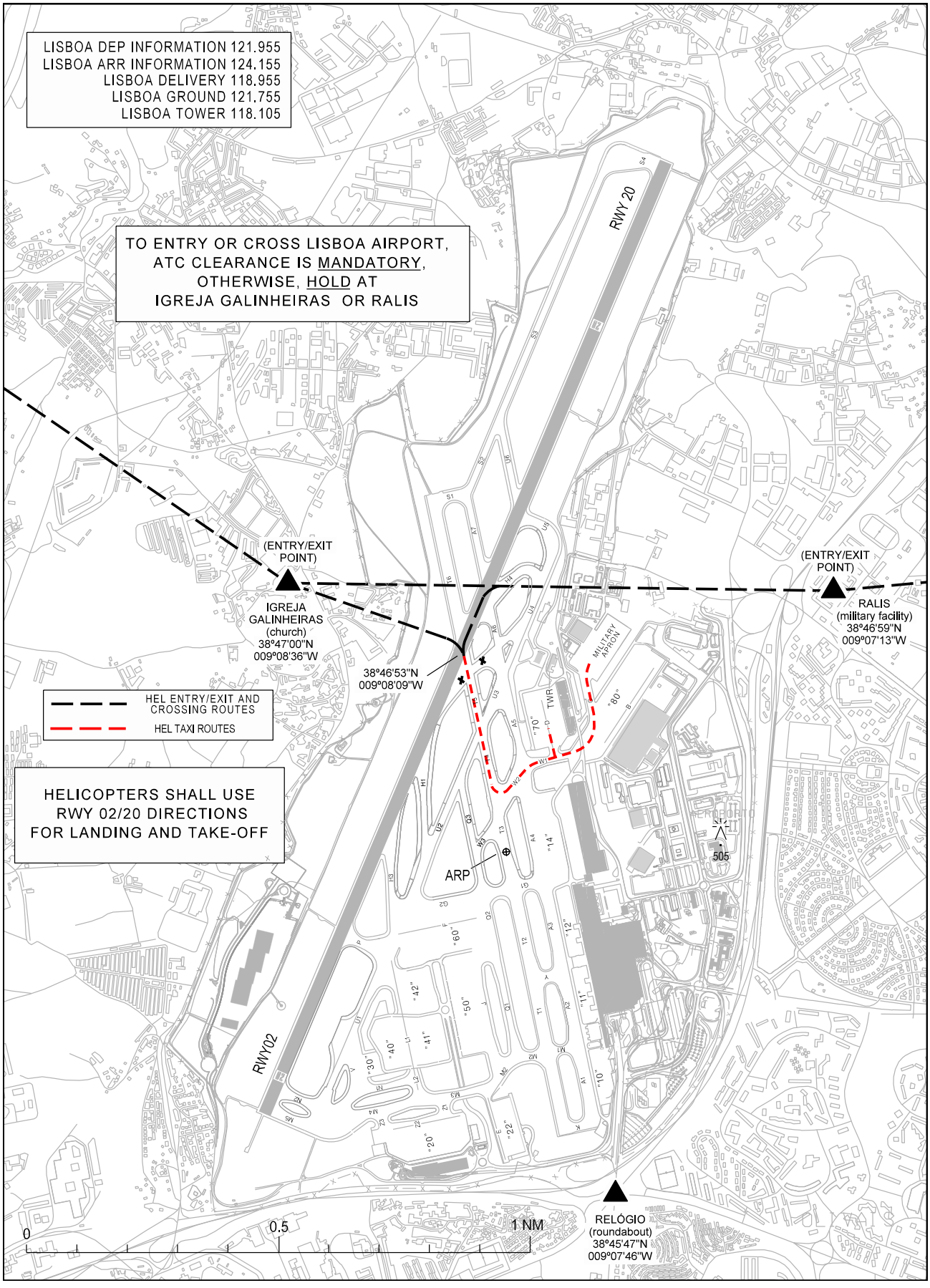
Unless instructed otherwise by ATC RWY 02/20 should be vacated by TWY T.

If unable to fly from designated Entry Points advise TWR to proceed to THR02 or THR20 and overfly until RWY intersection.

3.3Helicopter Entry/Exit Points and Crossing Operations



3.4Helicopter Taxi Route Procedures



4.EAT Calculation Method

Expected approach time (EAT) to Lisboa aerodrome, is calculated to the Holding Fix associated with the runway in use. This means EAT is calculated for RWY 02 at MAZUK or ORTUG and for RWY 20 at EKLID or DEKKI. An EAT to Lisboa aerodrome will be determined for an arriving aircraft subject to a delay of 10 minutes or more. A revised EAT will be transmitted to the aircraft whenever it differs from a previously transmitted by 5 minutes or more.

5. NON-RNAV STANDARD INSTRUMENT DEPARTURES FROM LISBOA AERODROME

GENERAL REMARKS:

Standard instrument departures available only for NON-RNAV ACFT.

NON-RNAV equipped aircraft not flying via FTM or ESP shall expect radar vectoring and/or **DIRECT TO** instructions

SPEED ADJUSTMENT

See ENR 1.5.4 paragraph 2a)

RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk A7600:

1. Fly at/to the last assigned and acknowledged level or FL100 if higher than the last assigned level until passing 30NM DME LIS 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 30NM DME LIS DVOR/DME, rejoin the current flight plan route and proceed in accordance with para 2 above;

4. If cleared DCT to…, fly at/to the assigned and acknowledged level or to FL100, whichever is higher, until passing 30NM DME LIS DVOR/DME, maintain the current flight plan route and proceed in accordance with para 2 above.

See also STANDARD INSTRUMENT DEPARTURE (SID) charts.

6.RNAV STANDARD INSTRUMENT DEPARTURE ROUTES FROM LISBOA AERODROME

GENERAL REMARKS:

If unable to comply with these RNAV Departure Routes, advise ATC.

All procedures are based on RNAV 1 specification.

SPEED ADJUSTMENT

See ENR 1.5.4 paragraph 2a)

RADIO COMMUNICATIONS FAILURE:

In the event of RCF squawk A7600:

1. Fly at/to the last assigned and acknowledged level or FL100 if higher than the last assigned level until passing 30NM DME LIS 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 30NM DME LIS DVOR/DME, rejoin the current flight plan route and proceed in accordance with para 2 above.

4. If cleared DCT to…, fly at/to the assigned and acknowledged level or to FL100 , whichever is higher, until passing 30 NM DME LIS DVOR/DME, maintain the current flight plan route and proceed in accordance with para 2 above.

See also RNAV SID charts.

7. NON-RNAV STANDARD INSTRUMENT ARRIVAL TO LISBOA AERODROME

GENERAL REMARKS:

NON RNAV ACFT shall proceed on airways to either ESP, LIS or FTM and expect ATC instructions for final approach.

PMS point merge system implemented for sequencing arrival flows. Expect, as soon as possible, “direct-to” instructions to the Merge Point PESEX for RWY02 or Merge Point UPKAT for RWY20.

7.1 RUNWAY 02

SPEED ADJUSTMENT:

Descend via Mach number until transition to 280Kts.
Maintain 280Kts until further instructions by ATC.

It is imperative that speed and level restrictions assigned by ATC are complied with. ATC must be informed of any deviation from assigned speed or level.

See ENR 1.5.4 paragraph 2a)

RADIO COMMUNICATIONS FAILURE:

In the event of RCF or RCF and RNAV capability loss, squawk A7600, fly at/to the last assigned level DCT to ESP holding pattern and at ETA according to CPL or at EAT (when received and acknowledged) start descent to initial approach altitude to carry out a standard IFR approach according to IAC.

In case of RCF the established maximum level for ESP holding pattern referred by ENR 3.6.1 does not apply.

7.2 RUNWAY 20

SPEED ADJUSTMENT:

Descend via Mach number until transition to 280Kts.
Maintain 280Kts until further instructions by ATC.

It is imperative that speed and level restrictions assigned by ATC are complied with. ATC must be informed of any deviation from assigned speed or level.

See ENR 1.5.4 paragraph 2a)

RADIO COMMUNICATIONS FAILURE:

In the event of RCF or RCF and RNAV capability loss, squawk A7600, fly at/to the last assigned level DCT to FTM holding pattern and at ETA according to CPL or at EAT (when received and acknowledged) start descent to initial approach altitude to carry out a standard IFR approach according to IAC.

In case of RCF the established maximum level for FTM holding pattern referred by ENR 3.6.1 does not apply.

8. **RNAV STANDARD INSTRUMENT ARRIVAL ROUTES TO LISBOA AERODROME**

GENERAL REMARKS:

ARRIVAL ROUTES

LPPT RNAV Arrival Routes are based on the Point Merge System (PMS), a systematized method for sequencing arrival flows by merging inbound flows to a single point.

All Point Merge Systems require a level segment on the PMS arc which may be considered as a linear hold. This means the linear hold will resemble an arc with the Merge Point (MP), at the centre of the arc.

While an aircraft is on the linear hold, it can be instructed by the controller to fly “Direct To” the MP, at any appropriate time, to shorten the trajectory rather than flying the entire PMS Arc.

For each RWY there are two linear holding entry points:
RWY02: MAZUK and ORTUG
RWY20: EKLID and DEKKI

The MP for each RWY is coincident with the IF of the Instrument Approach Procedures RWY02/20.

FUEL MANAGEMENT – EXPECTED APPROACH DISTANCE

For fuel management purposes only, aircraft operators may plan each STAR according to the “Nominal Distances” as specified in the tables below.

This distance is considered as the expected route/distance from the initial point of the STAR to the MP without considering the linear hold on the Point Merge Arc. Any deviation from this track may be regarded as a delaying action.

STAR RWY02	ESUTI1A	INBOM2A	LAZET2A	XAMAX2A	LUVUP2A	UPULO2A	VATZI2A
Nominal Distance	78.77	122.86	84.85	120.62	95.02	95.96	72.48
STAR RWY20	ESUTI1B	INBOM3B	LAZET3B	XAMAX3B	LUVUP3B	UPULO3B	VATZI3B
Nominal Distance	114.76	114.52	92.27	110.24	138.34	66.97	111.76

8.1 RUNWAY 02

GENERAL REMARKS:

PMS point merge system implemented for sequencing arrival flows. Expect, as soon as possible, "direct-to" instructions to the Merge Point PESEX.

When planning STARs vertical profile, an explicit ATC descend clearance is always required.

To shorten these RNAV Arrival Procedures, radar vectors or instructions to follow specific waypoints shall be expected.

All procedures are based on RNAV 1 specification.

SPEED ADJUSTMENT:

Descend via Mach number until transition to 280Kts.
Maintain 280Kts until slowed by the STAR or assigned by ATC.

It is imperative that speed and level restrictions described in the STAR or assigned by ATC are complied with. ATC must be informed of any deviation from assigned speed or level.

See ENR 1.5.4 paragraph 2a)

RADIO COMMUNICATIONS FAILURE:

In the event of RCF, squawk A7600

In case of RCF prior to the linear holding entry points MAZUK or ORTUG:
Perform the assigned RNAV STAR, if received and acknowledged, or FPL RNAV STAR complying with all FL and speed constraints inbound MAZUK or ORTUG.

At MAZUK or ORTUG proceed direct to the Merge Point PESEX and start the Instrument Approach Procedure.

In case of RCF during the linear hold:
Complete the remaining portion of the STAR procedure according to FMS, reaching PESEX start the Instrument Approach Procedure.

See also RNAV STAR charts.

8.2 RUNWAY 20

GENERAL REMARKS:

PMS point merge system implemented for sequencing arrival flows. Expect, as soon as possible, "direct-to" instructions to the merge point UPKAT.

When planning STARs vertical profile, an explicit ATC descend clearance is always required.

To shorten these RNAV Arrival Procedures, radar vectors or instructions to follow specific way points shall be expected.

SPEED ADJUSTMENT:

Descend via Mach number until transition to 280Kts.
Maintain 280Kts until slowed by the STAR or assigned by ATC.

It is imperative that speed and level restrictions described in the STAR or assigned by ATC are complied with. ATC must be informed of any deviation from assigned speed or level.

See ENR 1.5.4 paragraph 2a)

RADIO COMMUNICATIONS FAILURE:

In the event of RCF, squawk A7600

In case of RCF prior to the linear holding entry points EKLID or DEKKI:
Perform the assigned RNAV STAR, if received and acknowledged, or FPL RNAV STAR complying with all FL and speed constraints inbound EKLID or DEKKI.

At EKLID or DEKKI proceed direct to the Merge Point UPKAT and start the Instrument Approach Procedure.

In case of RCF during the linear hold:
Complete the remaining portion of the STAR procedure according to FMS, reaching UPKAT start the Instrument Approach Procedure.

See also RNAV STAR charts.

9. CONTINUOUS DESCENT OPERATIONS (CDO)

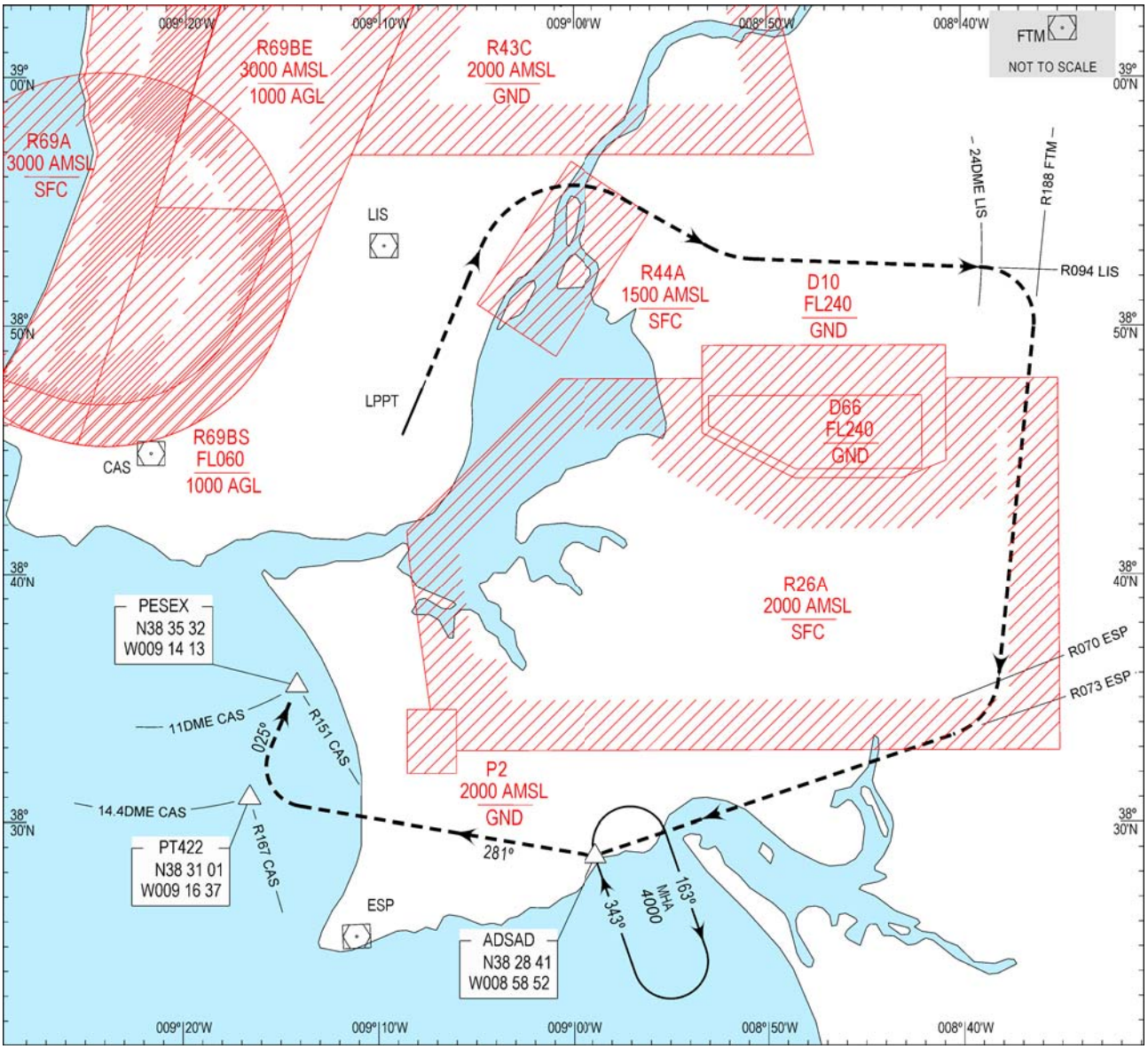
PMS STAR facilitates CDO, arriving aircraft can expect, as soon as possible, clearance direct to Merge Point. When traffic permits, the shortest distance from STAR starting point to the Merge Point may be seen as the expected track to the start of the instrument approach procedure.

10. INSTRUMENT APPROACH PROCEDURES FOR NON-RNAV EQUIPPED AIRCRAFT ONLY

10.1 RUNWAY 02

RADIO COMMUNICATIONS FAILURE

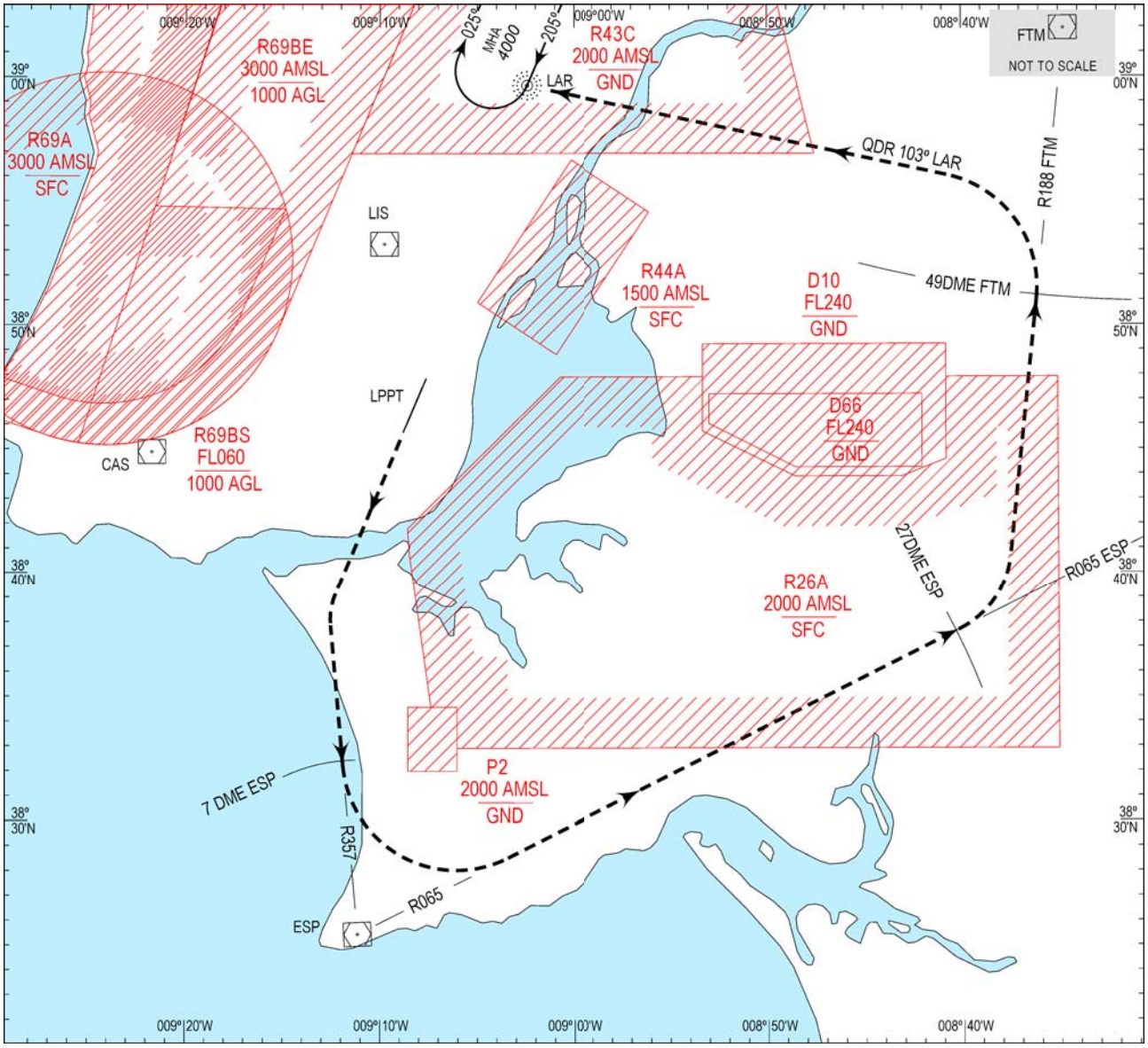
In case of RCF:
Squawk 7600. Climb FL070 straight-ahead to intercept and proceed R094 LIS DVOR/DME. At 24 DME LIS DVOR/DME turn right to intercept and proceed R188 FTM DVOR/DME. When crossing R070 ESP DVOR/DME turn right to intercept and proceed R073 ESP DVOR/DME to ADSAD holding. After completing one holding pattern proceed on track 281DEG to PT422 (R167 14.4DME CAS DVOR/DME). Turn right on track 025DEG to PESEX (R151 11.0DME CAS DVOR/DME) descending to 4000FT to perform another LOC approach.



10.2 RUNWAY 20

RADIO COMMUNICATIONS FAILURE

In case of RCF:
Squawk 7600. Climb FL070 straight-ahead to intercept and proceed R357 ESP DVOR/DME. At 7DME ESP DVOR/DME turn left to intercept and proceed R065 ESP DVOR/DME. At 27DME ESP DVOR/DME turn left to intercept and proceed R188 FTM DVOR. At 49DME FTM DVOR turn left to intercept and proceed QDR 103DEG LAR NDB holding. Complete one holding pattern descend to 4000FT to perform another LOC approach.



11. 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
ADSAD ADSAD 382841N0085852W RDL163-DME26 LIS DVOR/DME	343°	RIGHT	230	4000 FT ALT FL 140	5 NM
ADSAD ADSAD 382841N0085852W RDL163-DME26 LIS DVOR/DME	343°	RIGHT	230	FL 150 FL 200	8 NM
ARRUDA/LAR ARRUDA NDB 385940N0090225W	205°	RIGHT	230	4000 FT ALT FL 080	1 MIN
DEKKI DEKKI 385747N0084144W	272°	LEFT	230	FL 060 FL 140	1 MIN
EKLID EKLID 390833N0091549W	137°	RIGHT	230	FL 060 FL 140	1 MIN
ESPICHEL/ESP ESPICHEL DVOR/DME 382527N0091108W	030	RIGHT	230	FL 090 FL 140	1 MIN
ESPICHEL/ESP ESPICHEL DVOR/DME 382527N0091108W	030	RIGHT	280	FL 150 FL 999	1.5 MIN
ESUTI ESUTI 375136N 0102549W	049°	LEFT	280	FL 250 FL 290	1.5 MIN
EXONA EXONA 385416N0080100W	245°	RIGHT	230	FL 110 FL 140	1 MIN
EXONA EXONA 385416N0080100W	245°	RIGHT	265	FL 150 FL 290	1.5 MIN
FATIMA/FTM FATIMA DVOR/DME 393956N0082934W	219°	LEFT	230	FL 100 FL 140	1 MIN
FATIMA/FTM FATIMA DVOR/DME 393956N0082934W	219°	LEFT	240	FL 150 FL 240	1.5 MIN
GANSU GANSU 380000N0094903W	047°	LEFT	230	FL 110 FL 140	1 MIN
GANSU GANSU 380000N0094903W	047°	LEFT	265	FL 150 FL 240	1.5 MIN
INBOM INBOM 400007N0081807W	192°	LEFT	230	FL 110 FL 140	1 MIN
INBOM INBOM 400007N0081807W	192°	LEFT	280	FL 150 FL 290	1.5 MIN
ITVIT ITVIT 385741N0083344W	272°	LEFT	230	FL 060 FL 140	1 MIN
LAZET LAZET 385526N0104016W	095°	RIGHT	280	FL 250 FL 280	1.5 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
LUVUP LUVUP 374313N0101007W	047°	LEFT	280	FL 250 FL 290	1.5 MIN
LUXUT LUXUT 375959N0090137W	344°	LEFT	230	FL 110 FL 140	1 MIN
LUXUT LUXUT 375959N0090137W	344°	LEFT	265	FL 150 FL 240	1.5 MIN
MAZUK MAZUK 383538N0093315W	092°	LEFT	230	FL 060 FL 140	1 MIN
NATID NATID 385254N0093252W	095°	LEFT	230	FL 060 FL 140	1 MIN
NATID NATID 385254N0093252W	095°	LEFT	265	FL 150 FL 240	1.5 MIN
ORTUG ORTUG 382414N0085946W	317°	RIGHT	230	FL 060 FL 140	1 MIN
PESEX PESEX 383532N0091413W	025°	RIGHT	200	3000 FT ALT FL 090	1 MIN
RINOR RINOR 391237N0084728W	224°	LEFT	230	FL 150 FL 200	1.5 MIN
RINOR RINOR 391237N0084728W	224°	LEFT	230	FL 070 FL 140	1 MIN
RULOX RULOX 385400N0100000W	089°	RIGHT	230	FL 110 FL 140	1 MIN
RULOX RULOX 385400N0100000W	089°	RIGHT	265	FL 150 FL 240	1.5 MIN
UNPOT UNPOT 381046N0100000W	049°	LEFT	230	FL 110 FL 140	1 MIN
UNPOT UNPOT 381046N0100000W	049°	LEFT	265	FL 150 FL 240	1.5 MIN
UPKAT UPKAT 385759N0090212W	205°	LEFT	200	3000 FT ALT FL 090	1 MIN
UPULO UPULO 390238N0073907W	245°	RIGHT	280	FL 250 FL 280	1.5 MIN
VATZI VATZI 373552N0085147W	344°	LEFT	280	FL 250 FL 290	1.5 MIN
XAMAX XAMAX 400152N0083210W	178°	LEFT	230	FL 110 FL 140	1 MIN
XAMAX XAMAX 400152N0083210W	178°	LEFT	280	FL 150 FL 290	1.5 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
YETSI YETSI 381918N0085343W	317°	RIGHT	230	FL 060 FL 140	1 MIN

LPPT AD 2.23 ADDITIONAL INFORMATION

1. Bird hazard warning

Flocks of birds with significant activity occur daily at the airport and on the vicinity.

Depending on the specific species group and seasonal variation, bird activity in the aerodrome manoeuvring area is characterized as follows:

- High flight, between 10M (30FT) and a maximum of 70M (230FT).
- Main concentration areas near thresholds, runways 02/20.

Some species groups, like sea gulls (larus and larus argentus), cross the aerodrome field area from EAST to WEST and vice-versa during morning and evening periods.

Daily bird harassment and dispersal techniques implemented (HJ), including the use of birds of prey: Accipitriformes and Falconiformes.

2. Wind / Turbulence

RWY 02

Pilots are advised that turbulence can be expected on final and touchdown zone of runway 02 when wind direction is between 310 degrees and 360 degrees.

- With wind speeds between 14KT and 20KT, gusting up to 36KT moderate turbulence can be expected.
- With wind speeds above 21KT and gusts above 36KT, severe turbulence can be expected.

LPPT AD 2.24 CHARTS RELATED TO THE AERODROME

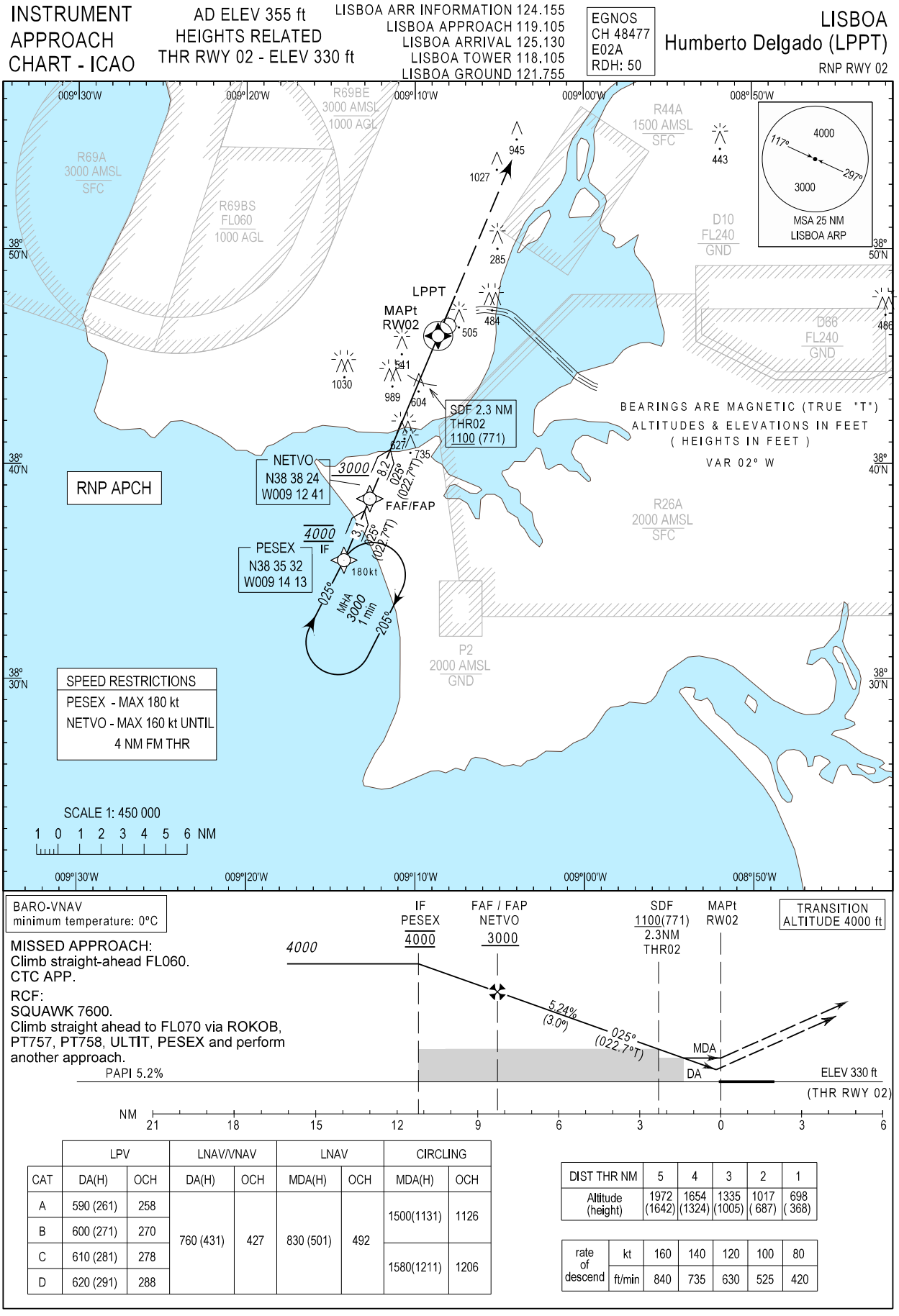
LISBOA STAR RNAV1 ESEBI3B (RWY 20) ONLY ON ATC REQUEST										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
TF	ESEBI	N	392411.48N 0083959.28W	-	-	-	- FL250	250 kt	RNAV 1	
TF	PT813	N	390623.99N 0081353.30W	133 (131.1)	26.96	-	-	230 kt	RNAV 1	
TF	PT811	N	385552.44N 0081611.08W	192 (189.7)	10.67	-	- FL230	230 kt	RNAV 1	
TF	ITVIT	N	385741.47N 0083343.99W	279 (277.6)	13.81	-	-	230 kt	RNAV 1	
TF	DEKKI	N	385747.01N 0084144.40W	273 (270.9)	6.25	-	@FL070	@220 kt	RNAV 1	
TF	ROMEP	N	390355.31N 0084314.21W	351 (349.2)	6.24	-	@FL070	@220 kt	RNAV 1	To be used only on ATC request. Clearance Limit: UPKAT
TF	EVPAP	N	390908.65N 0084738.42W	329 (326.7)	6.24	-	@FL070	@220 kt	RNAV 1	
TF	FUSSI	N	391239.03N 0085417.10W	306 (304.2)	6.24	-	@FL070	@220 kt	RNAV 1	
TF	PT853	N	391354.17N 0090209.28W	283 (281.6)	6.24	-	@FL070	@220 kt	RNAV 1	
TF	PT851	N	391242.50N 0091002.33W	261 (259.0)	6.24	-	@FL070	@220 kt	RNAV 1	
TF	ARNIT	N	385926.60N 0085733.61W	146 (143.7)	16.43	-	-	@180 kt	RNAV 1	
TF	UPKAT	N	385759.04N 0090212.05W	250 (248.1)	3.90	-	@4000 ft	@180 kt	RNAV 1	

LISBOA STAR RNAV1 ESUTI 1B (RWY 20)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	ESUTI	N	375135.67N 0102548.77W	-	-	-	- FL290	@280Kts	RNAV 1	
TF	UNPOT	N	381045.63NN 0100000.00W	049 (046.7)	27.97	-	-	250Kts	RNAV 1	
TF	NATID	N	385254.02N 0093251.90W	029 (026.7)	47.18	-	-	230Kts	RNAV 1	
TF	PT818	N	390832.66N 0092623.32W	020 (017.9)	16.42	-	-	230Kts	RNAV 1	
TF	EKLID	N	390832.54N 0091549.09W	092 (090.0)	8.22	-	@FL080	@220Kts	RNAV 1	
TF	ROTBU	N	391146.95N 0090933.03W	058 (056.4)	5.85	-	@FL080	@220Kts	RNAV 1	
TF	LERLI	N	391254.12N 0090209.64W	081 (078.9)	5.85	-	@FL080	@220Kts	RNAV 1	Clearance Limit: PESEX.
TF	FADEF	N	391143.70N 0085447.07W	103 (101.5)	5.85	-	@FL080	@220Kts	RNAV 1	
TF	PT852	N	390826.49N 0084833.35W	126 (124.1)	5.85	-	@FL080	@220Kts	RNAV 1	
TF	PT850	N	390332.78N 0084425.61W	149 (146.7)	5.85	-	@FL080	@220Kts	RNAV 1	
TF	COCUN	N	390135.52N 0090406.96W	265 (262.8)	15.46	-	-	@180Kts	RNAV 1	
TF	UPKAT	N	385759.04N 0090212.05W	159 (157.5)	3.90	-	@4000FT	@180Kts	RNAV 1	

LISBOA STAR RNAV1 INBOM3B (RWY 20)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	INBOM	N	400006.91N 0081807.21W	-	-	-	- FL250	@280 kt	RNAV 1	
TF	PT808	N	394111.83N 0082101.09W	189 (186.8)	19.03	-	-	250 kt	RNAV 1	
TF	PT822	N	393500.57N 0083129.79W	235 (232.7)	10.19	-	-	250 kt	RNAV 1	
TF	ESEBI	N	392411.48N 0083959.28W	213 (211.4)	12.65	-	-	250 kt	RNAV 1	
TF	PT824	N	391851.89N 0084408.99W	213 (211.3)	6.22	-	-	250 kt	RNAV 1	
TF	PT830	N	391856.68N 0090518.10W	272 (270.4)	16.42	-	-	250 kt	RNAV 1	
TF	PT816	N	391857.63N 0092627.23W	272 (270.2)	16.42	-	-FL130	230 kt	RNAV 1	
TF	PT818	N	390832.66N 0092623.32W	182 (179.7)	10.41	-	-	230 kt	RNAV 1	Clearance Limit: UPKAT
TF	EKLID	N	390832.54N 0091549.09W	092 (090.0)	8.22	-	@FL080	@220 kt	RNAV 1	
TF	ROTBU	N	391146.95N 0090933.03W	058 (056.4)	5.85	-	@FL080	@220 kt	RNAV 1	
TF	LERLI	N	391254.12N 0090209.64W	081 (078.9)	5.85	-	@FL080	@220 kt	RNAV 1	
TF	FADEF	N	391143.70N 0085447.07W	103 (101.5)	5.85	-	@FL080	@220 kt	RNAV 1	
TF	PT852	N	390826.49N 0084833.35W	126 (124.1)	5.85	-	@FL080	@220 kt	RNAV 1	
TF	PT850	N	390332.78N 0084425.61W	149 (146.7)	5.85	-	@FL080	@220 kt	RNAV 1	
TF	COCUN	N	390135.52N 0090406.96W	265 (262.9)	15.46	-	-	@180 kt	RNAV 1	
TF	UPKAT	N	385759.04N 0090212.05W	159 (157.5)	3.90	-	@4000 ft	@180 kt	RNAV 1	

LISBOA STAR RNAV1 LAZET3B (RWY 20)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	LAZET	N	385526.20N 0104015.64W	-	-	-	- FL250	@280 kt	RNAV 1	
TF	RULOX	N	385400.00N 0100000.00W	094 (092.4)	31.46	-	-	250 kt	RNAV 1	
TF	NATID	N	385254.02N 0093251.90W	095 (092.8)	21.21	-	-	230 kt	RNAV 1	
TF	PT818	N	390832.66N 0092623.32W	020 (017.9)	16.42	-	-	230 kt	RNAV 1	
TF	EKLID	N	390832.54N 0091549.09W	092 (090.0)	8.22	-	@FL080	@220 kt	RNAV 1	
TF	ROTBU	N	391146.95N 0090933.03W	058 (056.4)	5.85	-	@FL080	@220 kt	RNAV 1	Clearance Limit: UPKAT
TF	LERLI	N	391254.12N 0090209.64W	081 (078.9)	5.85	-	@FL080	@220 kt	RNAV 1	
TF	FADEF	N	391143.70N 0085447.07W	103 (101.5)	5.85	-	@FL080	@220 kt	RNAV 1	
TF	PT852	N	390826.49N 0084833.35W	126 (124.1)	5.85	-	@FL080	@220 kt	RNAV 1	
TF	PT850	N	390332.78N 0084425.61W	149 (146.7)	5.85	-	@FL080	@220 kt	RNAV 1	
TF	COCUN	N	390135.52N 0090406.96W	265 (262.8)	15.46	-	-	@180 kt	RNAV 1	
TF	UPKAT	N	385759.04N 0090212.05W	159 (157.5)	3.90	-	@4000 ft	@180 kt	RNAV 1	

I



CAT	LPV DA(H)	LPV OCH	LNAV/VNAV DA(H)	LNAV/VNAV OCH	LNAV MDA(H)	LNAV OCH	CIRCLING MDA(H)	CIRCLING OCH
A	590 (261)	258	760 (431)	427	830 (501)	492	1500(1131)	1126
B	600 (271)	270						
C	610 (281)	278					1580(1211)	1206
D	620 (291)	288						

DIST THR NM	5	4	3	2	1
Altitude (height)	1972 (1642)	1654 (1324)	1335 (1005)	1017 (687)	698 (368)

rate of descend	kt	160	140	120	100	80
	ft/min	840	735	630	525	420

RCF text correction

Instrument Approach Procedure Coding Table
LPPT RNP RWY02

Serial # / Procedure designator	Navigational performance	Path descriptor	Waypoint identifier	Type	Waypoint coordinates	Fly-Over	(True track [°]) / Magnetic track [°]	Distance [NM]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kt]	VPA [°]	TCH (ft)
1 / RNP RWY02	RNP APCH	IF	PESEX	IF	38°35'32.42"N 009°14'12.69"W	-			-	@4000	180	-	-
2 / RNP RWY02	RNP APCH	TF	NETVO	FAF/FAP	38°38'24.16"N 009°12'41.03"W	-	(022.7°) 025°	3.10		+3000	160		
3 / RNP RWY02	RNP APCH	TF	RWY02 THR	MAPt (LNAV ONLY)	38°45'59.15"N / 009°08'38.04"W	Y	(022.7°) 025°	8.21	-	-	-	3.00	50
4 / RNP RWY02	RNP APCH	VM	-	-	-	-	(022.7°) 025°	-	-	@FL060	-	-	-
Serial # / Procedure designator	**Navigational performance**	**Path descriptor**	**Waypoint identifier**	**Type**	**Waypoint coordinates**	**Fly-Over**	**(True track [°]) / Magnetic track [°]**	**Distance [NM]**	**Turn direction**	**Upper limit [ft] / Lower limit [ft]**	**Speed [kts]**	**VPA [°]**	**TCH (ft)**
1 / RNP RWY02	RNP APCH	HM	PESEX	HLDG	38°35'32.42"N 009°14'12.69"W	Y	(022.7°) 025°	1 min	R	FL090 / 3000	185		

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LPPT
Runway	02
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E02A
LTP/FTP Latitude	384559.1400N
LTP/FTP Longitude	0090838.0500W
LTP/FTP Ellipsoidal Height (metres)	153.7
FPAP Latitude	384747.3200N
Delta FPAP Latitude (seconds)	108.1800
FPAP Longitude	0090740.1700W
Delta FPAP Longitude (seconds)	57.8800
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Output data

Data Block	10 14 10 10 0C 02 00 00 01 32 30 05 C8 01 A3 10 BC 6B 13 FC 01 1A 28 4D 03 30 C4 01 F4 01 2C 01 64 00 C8 FA CB 78 65 D5
Calculated CRC Value	CB7865D5

Required Additional Data

ICAO Code	LP
LTP/FTP Orthometric Height (metres)	100.3

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	024°	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

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

1	Apron surface and strength	**APRON**	**SURFACE**	**STRENGTH**	
		N	Asphalt	PCN 29/F/B/X/T	
			Concrete	PCN 17/R/C/X/T	
		S	Concrete	Under evaluation	
		W	Concrete	PCN 70/R/B/W/T	
2	Taxiway width, surface and strength	**TAXIWAY**	**WIDTH**	**SURFACE**	**STRENGTH**
		A,B and F	23 M	Asphalt	Under evaluation
		C,D and E	23 M		PCN 90/F/C/W/T
		TAXILANE	**WIDTH**	**SURFACE**	**STRENGTH**
3	Altimeter checkpoint location and ELEV	None			
4	VOR checkpoint locations	None			

		RAMP / STAND	INS COORDINATES	ELEVATION (M/AMSL)	REMARKS
5	INS checkpoint positions	N1	374437.13N 0254150.57W	67.69 M	NIL
		N2	374436.47N 0254148.92W	67.41 M	
		N3	374434.72N 0254146.82W	66.96 M	
		N4	374436.05N 0254146.91W	67.28 M	
		N5	374435.73N 0254146.99W	67.23 M	
		S1	374430.96N 0254210.65W	71.18 M	
		S2	374431.04N 0254209.21W	71.15 M	
		S3	374431.08N 0254208.90W	71.14 M	
		S4	374430.57N 0254207.71W	71.08 M	
		S5	374430.37N 0254206.58W	71.04 M	
		S6	374430.09N 0254206.19W	71.04 M	
		S7	374429.62N 0254204.72W	71.00 M	
		S8	374429.62N 0254204.23 W	70.96 M	
		S9	374429.15N 0254203.25 W	70.96 M	
		S10	374428.88N 0254201.90W	70.71 M	
		S11	374428.68N 0254201.78W	70.68 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
DOZIV DOZIV 3730230253403W	028°	RIGHT	230	4000 FT ALT FL 140	1 MIN
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
REDSO REDSO 373853N0254743W	118°	RIGHT	230	4000 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

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	092°	RIGHT	230	4000 FT ALT FL 140	1 MIN
TUSEX TUSEX 374925N0260535W RDL 271-DME16 VMG DVOR/DME	091°	RIGHT	230	4000 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

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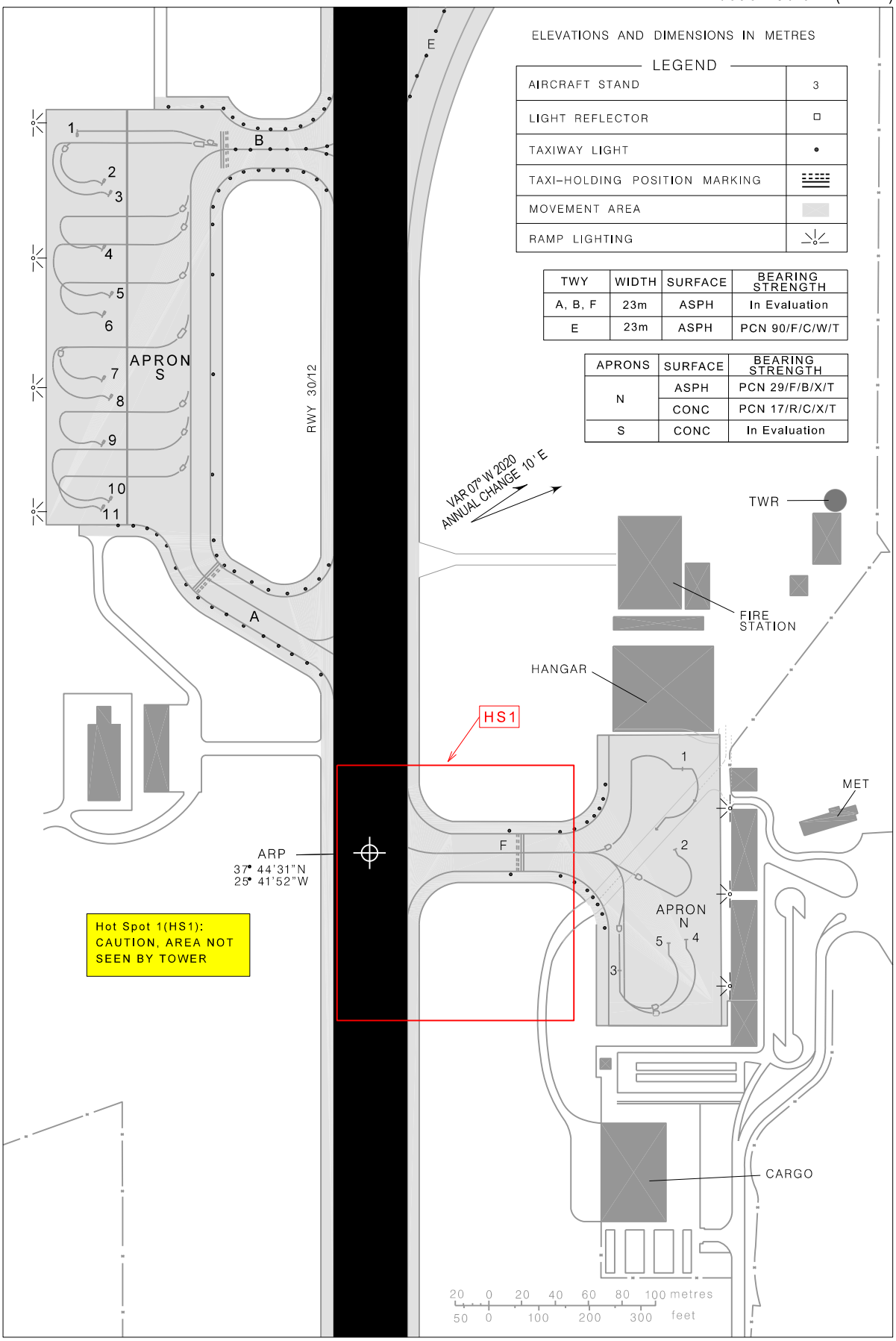
AIRCRAFT PARKING/ DOCKING CHART–ICAO

APRON ELEV. N 67m, S 71m

TWR 118.300

PONTA DELGADA
João Paulo II (LPPD)



APRON Stands N and S changed and Elevation APRON S Updated.

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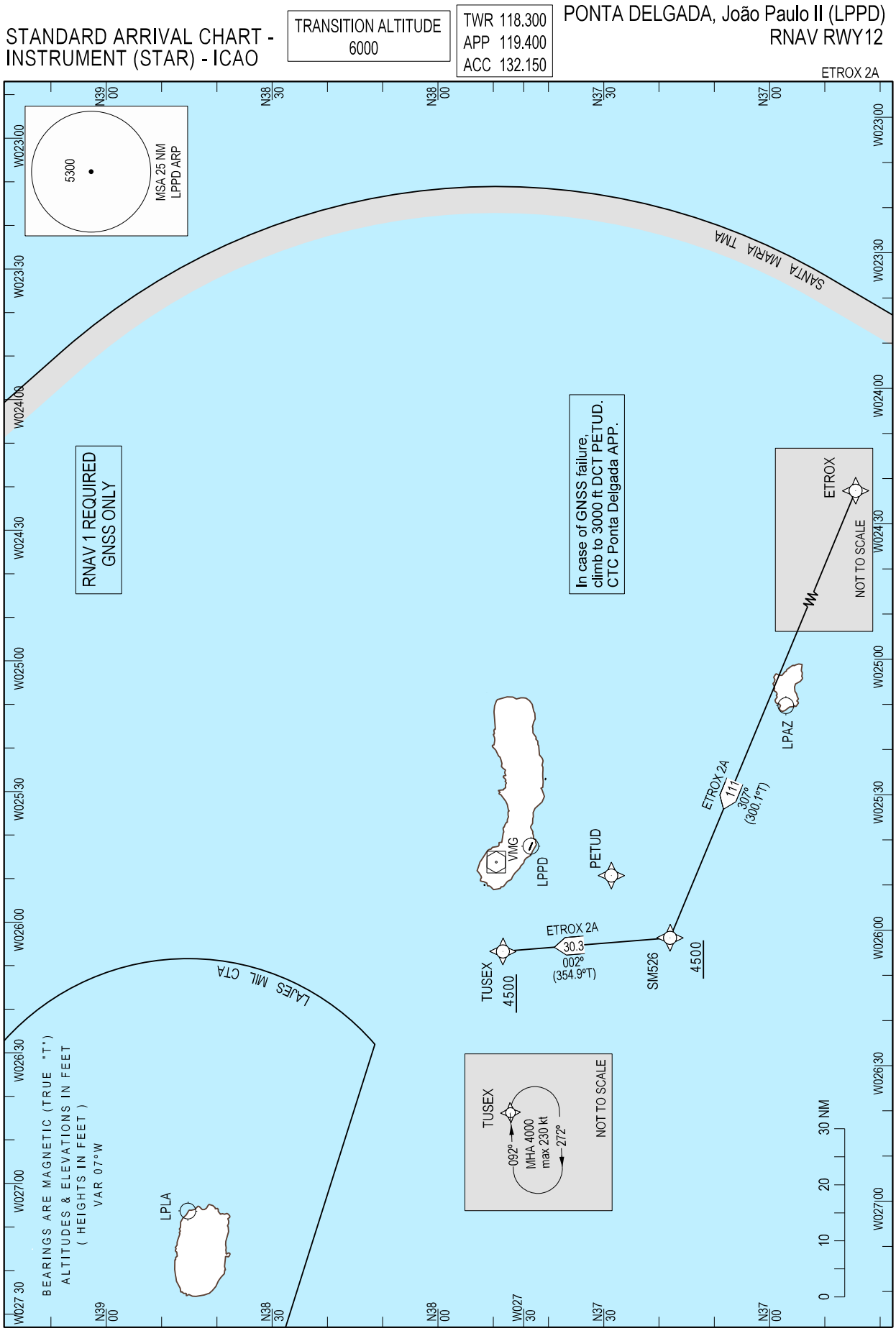

GNSS failure prodecure

Procedure Coding Table
STAR RNAV 1 ETROX 2A

Path Terminator	Waypoint			Course/ Track MAG (True)	Dist. NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	ETROX	-	362409.22N 0240128.49W	-	-	-	+4500FT	-	RNAV 1	Clearance limit: Holding TUSEX.
TF	SM526	-	371911.58N 0260209.33W	307 (300.1)	111.35	-	+4500FT	-	RNAV 1	
TF	TUSEX	-	374925.22N 0260534. 76W	002 (354.9)	30.31	Right	+4500FT	-	RNAV 1	

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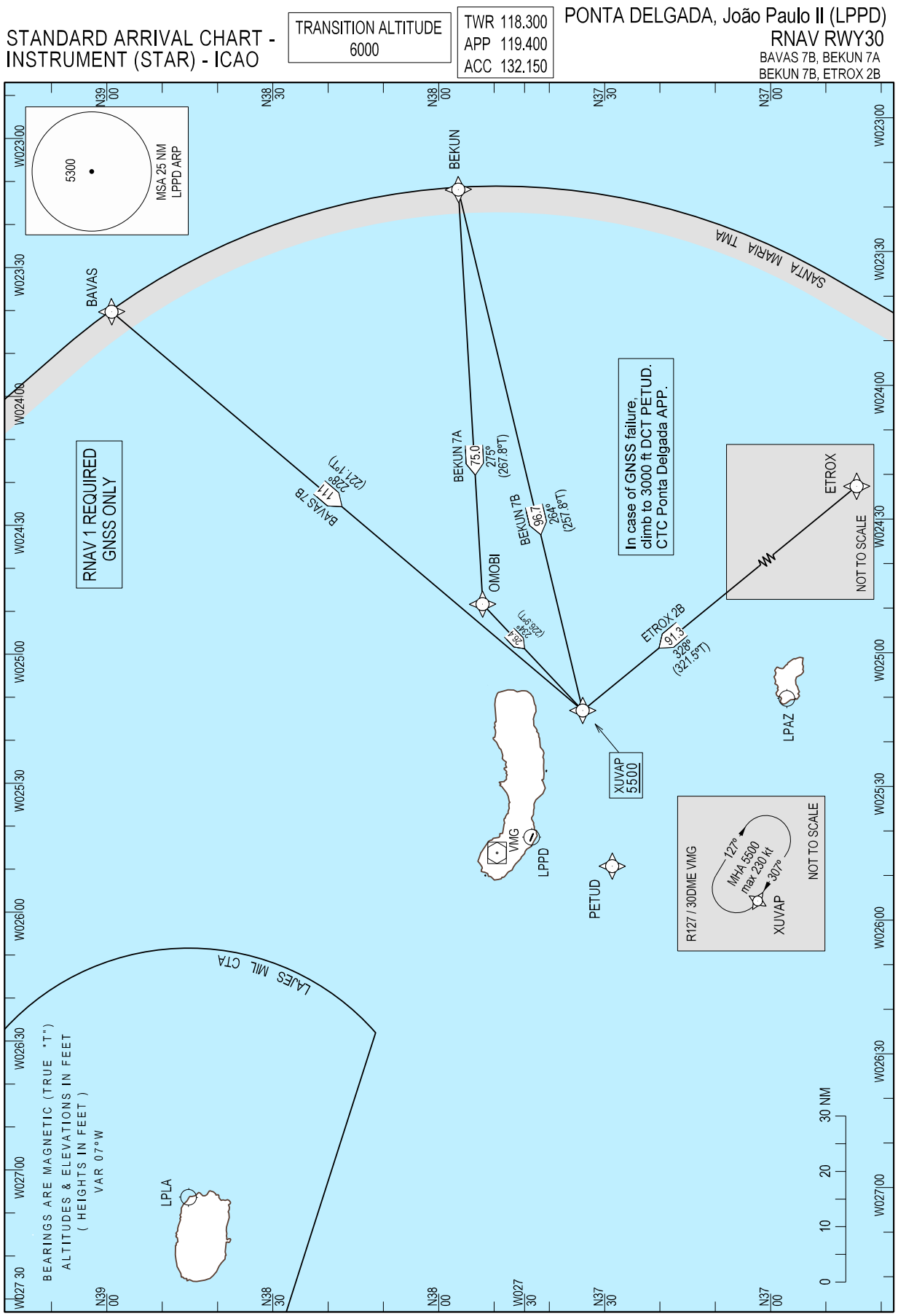

GNSS failure procedure

Ponta Delgada STAR RNAV RWY 30
Procedure Coding Table
STAR RNAV 1 BAVAS 7B

Path Terminator	Waypoint			Course/ Track MAG (True)	Dist. NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	BAVAS	-	390000.00N 0234042.07W	-	-	-	+5500FT	-	RNAV 1	Clearance limit: Holding XUVAP.
TF	XUVAP	-	373521.17N 0251300 .95W	228 (221.1)	111.49	-	+5500FT	-	RNAV 1	

Procedure Coding Table
STAR RNAV 1 BEKUN 7A

Path Terminator	Waypoint			Course/ Track MAG (True)	Dist. NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	BEKUN	-	375653.77N 0231404.64W	-	-	-	+5500FT	-	RNAV 1	Clearance limit: Holding XUVAP.
TF	OMOBI	-	375326.46N 0244845.58W	275 (267.8)	75.00		+5500FT	-	RNAV 1	
TF	XUVAP	-	373521.17N 0251300 .95W	234 (226.9)	26.39	Left	+5500FT	-	RNAV 1	

Procedure Coding Table
STAR RNAV 1 BEKUN 7B

Path Terminator	Waypoint			Course/ Track MAG (True)	Dist. NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	BEKUN	-	375653.77N 0231404.64W	-	-	-	+5500FT	-	RNAV 1	Clearance limit: Holding XUVAP.
TF	XUVAP	-	373521.17N 0251300 .95W	264 (257.8)	96.73	-	+5500FT	-	RNAV 1	

Procedure Coding Table
STAR RNAV 1 ETROX 2B

Path Terminator	Waypoint			Course/ Track MAG (True)	Dist. NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	ETROX	-	362409.22N 0240128.49W	-	-	-	+5500FT	-	RNAV 1	Clearance limit: Holding XUVAP.
TF	XUVAP	-	373521.17N 0251300 .95W	328 (321.5)	91.33	-	+5500FT	-	RNAV 1	

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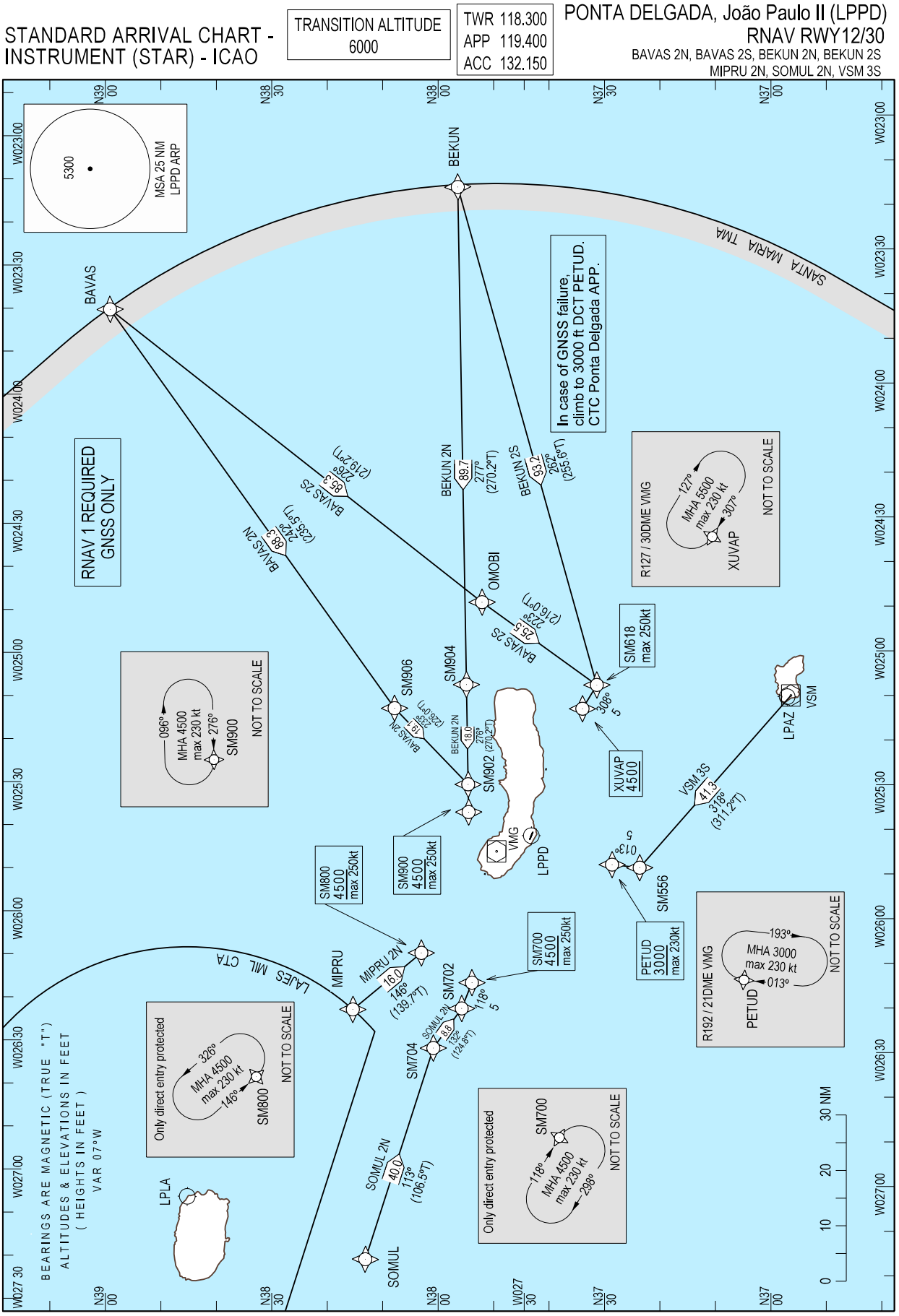

GNSS failure procedure

STAR Procedure Coding Table
RNAV 1 - GNSS ONLY
PONTA DELGADA STAR RNAV1 BEKUN 2N

Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specificatin
	Identifier	Flyover	Coordinates				Level	Speed	
IF	BEKUN	-	375654.00N 0231405.00W	-	-	-	-	-	RNAV 1
TF	SM904	-	375617.68N 0250731.26W	277 (270.2)	89.73	-	-	-	RNAV 1
TF	SM902	-	375557.23N 0253016.17W	276 (269.0)	18.00	-	-	-	RNAV 1
TF	SM900	-	375550.77N 0253635.27W	276 (268.8)	5.00	-	+4500FT	250KT	RNAV 1

PONTA DELGADA STAR RNAV1 BAVAS 2N

Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specificatin
	Identifier	Flyover	Coordinates				Level	Speed	
IF	BAVAS	-	390000.00N 0234042.00W	-	-	-	-	-	RNAV 1
TF	SM906	-	380915.50N 0251255.33W	242 (235.5)	88.31	-	-	-	RNAV 1
TF	SM902	-	375557.23N 0253016.17W	233 (226.0)	19.09	Left	-	-	RNAV 1
TF	SM900	-	375550.77N 0253635.27W	276 (268.8)	5.00	Right	+4500FT	250KT	RNAV 1

PONTA DELGADA STAR RNAV1 MIPRU 2N

Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specificatin
	Identifier	Flyover	Coordinates				Level	Speed	
IF	MIPRU	-	381625.00N 0262153.00W	-	-	-	-	-	RNAV 1
TF	SM800	-	380411.09N 0260847.05W	146 (139.7)	16.00	-	+4500FT	250KT	RNAV 1

PONTA DELGADA STAR RNAV1 SOMUL 2N

Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specificatin
	Identifier	Flyover	Coordinates				Level	Speed	
IF	SOMUL	-	381321.00N 0271901.00W	-	-	-	-	-	RNAV 1
TF	SM704	-	380148.57N 0263028.49W	113 (106.5)	40.00	-	-	-	RNAV 1
TF	SM702		375647.29N 0262121.36W	132 (124.8)	8.78	Right	-	-	RNAV 1
TF	SM700	-	375459.80N 0261527.28W	118 (110.9)	5.00	Left	+4500FT	250KT	RNAV 1

PONTA DELGADA STAR RNAV1 BEKUN 2S

Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specificatin
	Identifier	Flyover	Coordinates				Level	Speed	
IF	BEKUN	-	375654.00N 0231405.00W	-	-	-	-	-	RNAV 1
TF	SM618	-	373246.35N 0250737.60W	262 (255.6)	93.22	-	-	250KT	RNAV 1
TF	XUVAP	-	373521.17N 0251300.95W	308 (301.1)	5.00	Right	+4500FT	-	RNAV 1

PONTA DELGADA STAR RNAV1 BAVAS 2S

Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specificatin
	Identifier	Flyover	Coordinates				Level	Speed	
IF	BAVAS	-	390000.00N 0234042.00W	-	-	-	-	-	RNAV 1
TF	OMOBI	-	375326.00N 0244846.00W	226 (219.2)	85.33	-	-	-	RNAV 1
TF	SM618	-	373246.35N 0250737.60W	223 (216.0)	25.50	-	-	250KT	RNAV 1
TF	XUVAP	-	373521.17N 0251300.95W	308 (301.1)	5.00	Right	+4500FT	-	RNAV 1

PONTA DELGADA STAR RNAV1 VSM 3S

Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specificatin
	Identifier	Flyover	Coordinates				Level	Speed	
IF	VSM	-	365746.50N 0250959.00W	-	-	-	-	-	RNAV 1
TF	SM556	-	372456.08N 0254859.26W	318 (311.2)	41.32	-	-	-	RNAV 1
TF	PETUD	-	372954.80N 0254819.90W	013 (006.0)	5.00	Right	+3000FT	230KT	RNAV 1

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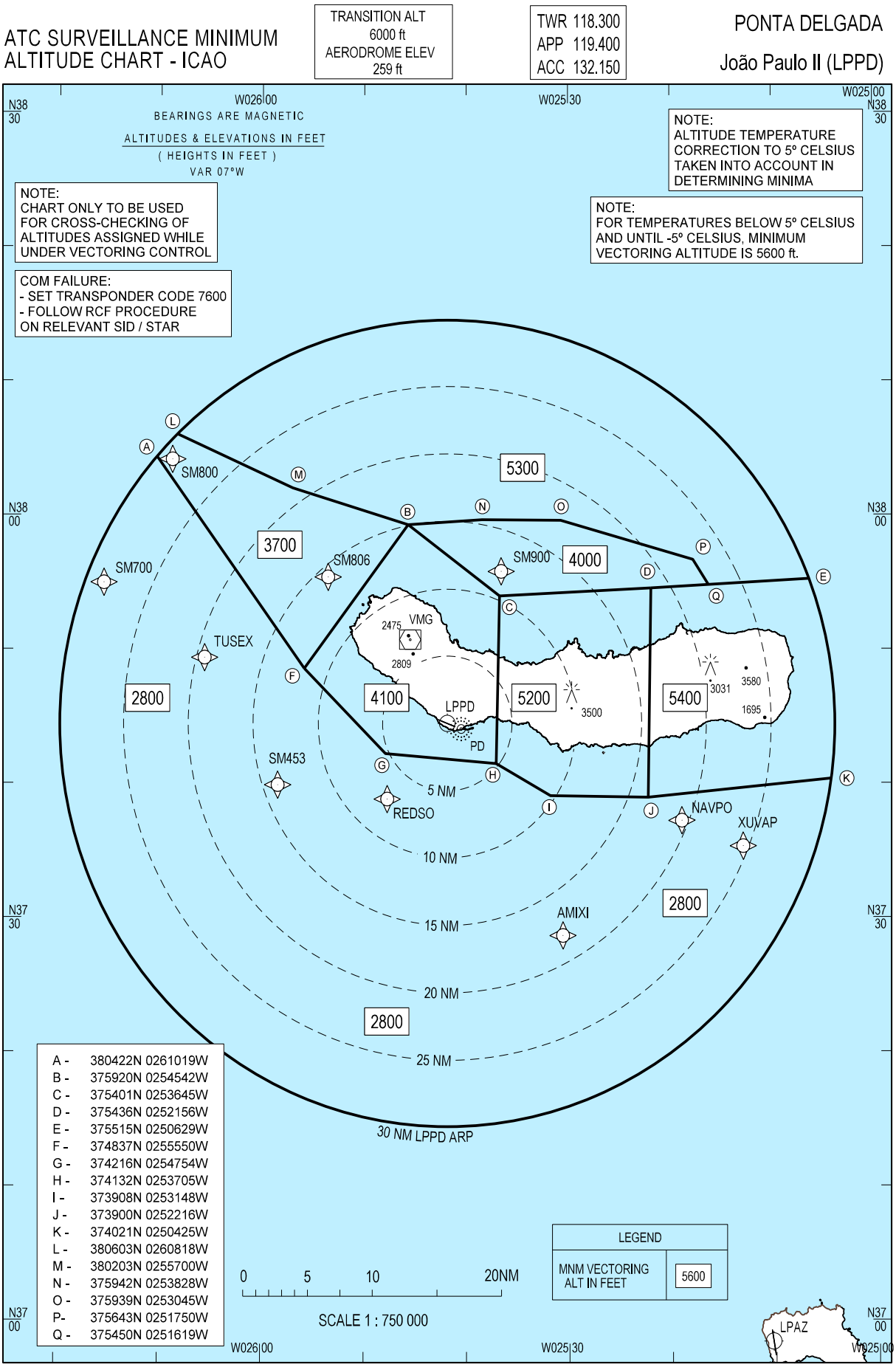

Chart updated.

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a. To avoid conflict with opposite direction traffic, whenever runway 03 is in use, pilots executing ILS RWY 21 or LOC RWY 21 approaches should initiate a right circling upon reaching the published MDA (H), except when they previously report intention to continue to the procedure minima for training and AFIS informs that the existing traffic will not be a factor for the manoeuver.

b. To allow a safe integration with aerodrome traffic, pilots intending to fly ILS RWY 21 or LOC RWY 21 are encouraged to exchange relevant information with AFIS to increase traffic alertness and ability to intercept and fly the approach at a distance from the precedent aircraft to the extent practicable of not less than 5 NM.

c. The declared capacity to accommodate practice flights on the aerodrome circuit is 4 aircraft. Additional traffic contacting AFIS can only enter the ATZ for full stop landing and should not execute practice circuits.

LPSO AD 2.23 ADDITIONAL INFORMATION

Handling:

GESTAVIA Unipessoal Lda

Contacs:

Email: ops@gestavia.com
Phone: +351 910 224 808

Potentially dangerous activities:

Glider flying activity, subject to PPR to the Aerodrome Director.

LPSO AD 2.24 CHARTS RELATED TO AERODROME

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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	Yes	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

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

PORTO ARR INFORMATION 124.305
PORTO DEP INFORMATION 121.680
PORTO APPROACH 120.910
LISBOA CONTROL 132.305

PORTO, Francisco Sá Carneiro (LPPR)

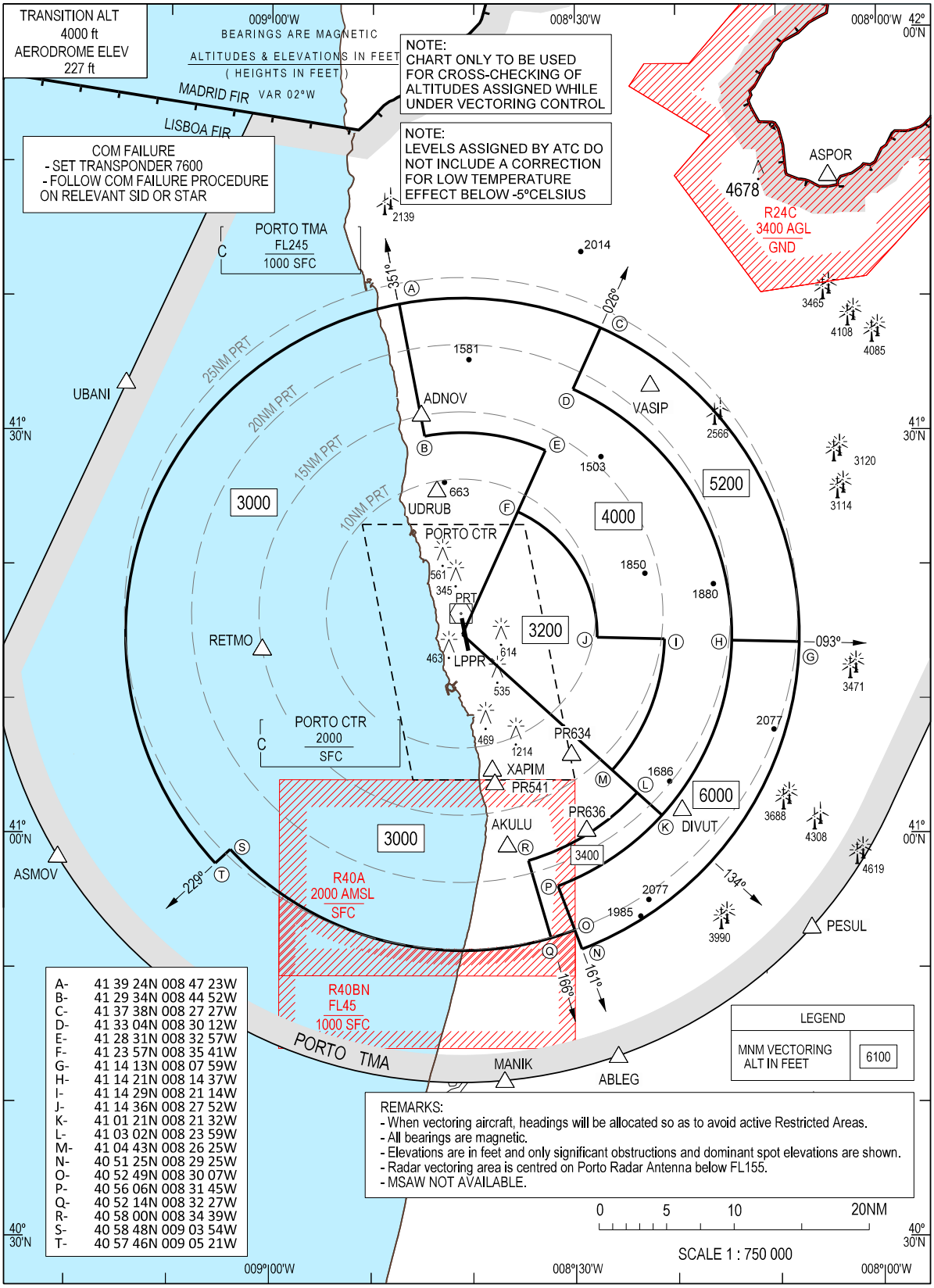

Chart updated.

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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
DVOR/DME (06ºW-2020)	VMG	111.200 MHZ CH 49X	H24	VOR: 375045.6N 0254529.3W DME: 375045.3N 0254528.7W	2800FT	Coverage: 150NM- FL500 **DVOR not usable:** 090º/120º BYD 30NM BLW 8000FT RDL062 BYD 40NM BLW 8000FT RDL094 excessive VOR needle fluctuations at 12-13NM and 19-24NM below 8000FT. **DME not usable:** 170º/190º BYD 40NM BLW 6000FT. DME false ranges and unlocks may occur beyond 92NM at 5500FT.
ILS RWY 18 (CAT I)						
LOC (07ºW-2020)	MA	110.300 MHZ	H24	365720.2N 0251002.9W		NIL
GP		335.000 MHZ	H24	365900.6N 0251017.6W		Slope 2.75 DEG HGT of ILS: 50FT.
MM	Dot Dashes	75 MHZ	H24	365948.0N 0251032.6W		0.66NM from THR 18

LPAZ AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Limitations on use of aerodrome

NIL

2. Taxiing

Due to wingspan Taxiway D and Taxiway E can not be used by the below mentioned aircraft:

- Boeing 747 / 777
- Airbus A330 / A340
- Lockheed C5 (Galaxy)
- McDonnell-Douglas MD11
- Antonov 124 / 225

LPAZ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

LPAZ AD 2.22 FLIGHT PROCEDURES

1. STANDARD INSTRUMENT DEPARTURES FROM SANTA MARIA AERODROME

STANDARD INSTRUMENT DEPARTURE (SID) DESCRIPTIONS: see back of SID charts.

2. STANDARD INSTRUMENT ARRIVAL TO SANTA MARIA AERODROME

GENERAL REMARKS:

Above Minimum Flight Altitude non-standard Instrument Arrival Routes and procedures may be assigned by ATC.

Depending on Traffic conditions, ATC may clear RNAV certified flights for a Straight-in ILS approach (IAF VSM RDL 359/15NM DME) - see page LPAZ AD 2.24.12-1. Flights so cleared shall proceed direct to the IAF above, and if necessary for the purposes of DOC. 8168, chapter 4, paragraph 4.4.1, the IAF associated holding pattern shall be flown as per DOC. 8168, chapter 1, paragraph 1.3.8. Pilots must ensure no MSA's are infringed, and, when ready for the approach, shall cross the IAF at the altitude appropriate for the procedure.

RADIO COMMUNICATIONS FAILURE:

1. In the event of RCF, aircraft shall proceed to VSM Holding (North or South) according to Runway in use, at last assigned level.

2. At ETA according to current flight plan, start descent to initial approach altitude to carry out a standard IFR approach, according to IAC.

STANDARD INSTRUMENT ARRIVAL (STAR) DESCRIPTIONS: see back of STAR charts.

3. 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
GIRIX GIRIX 371234N0251311W RDL357-DME15 VSM VOR/DME	177°	RIGHT	230	3500 FT ALT FL 140	5 NM
SANTA MARIA/VSM SANTA MARIA VOR/DME 365746N0250959W	202°	RIGHT	230	3500 FT ALT FL 140	1 MIN
SANTA MARIA/VSM SANTA MARIA VOR/DME 365746N0250959W	334°	LEFT	230	3500 FT ALT FL 140	1 MIN
SANTA MARIA/VSM SANTA MARIA VOR/DME 365746N0250959W	334°	LEFT	280	FL 150 FL 999	1.5 MIN
URATU URATU 364146N0250914W RDL185-DME16 VSM VOR/DME	005°	RIGHT	230	3500 FT ALT FL 140	5 NM

LPAZ AD 2.23 ADDITIONAL INFORMATION

On taxiing expect seasonal bird activity at the Ramp (March to June and September to November).

LPAZ AD 2.24 CHARTS RELATED TO THE AERODROME

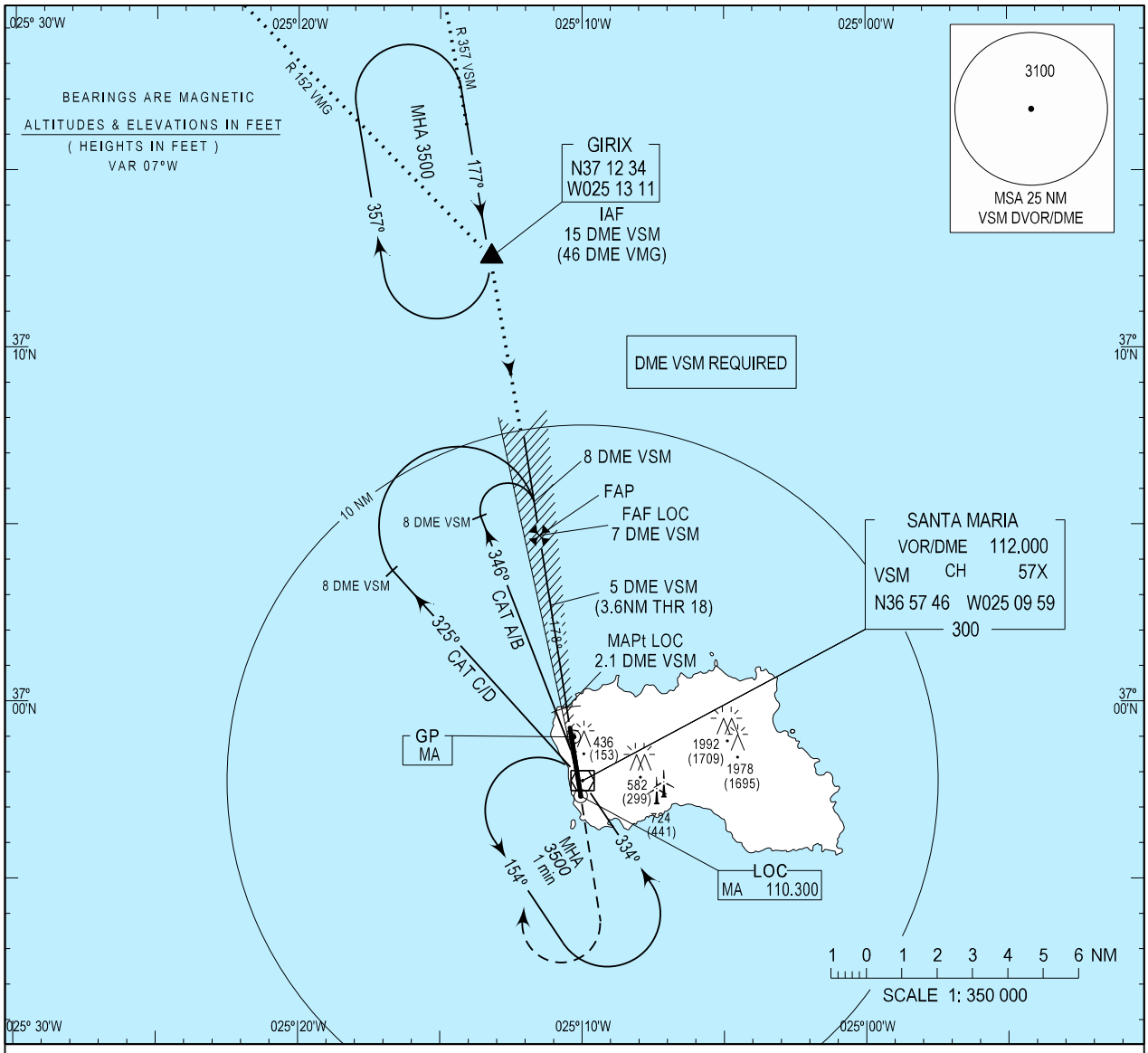
I

INSTRUMENT APPROACH CHART - ICAO

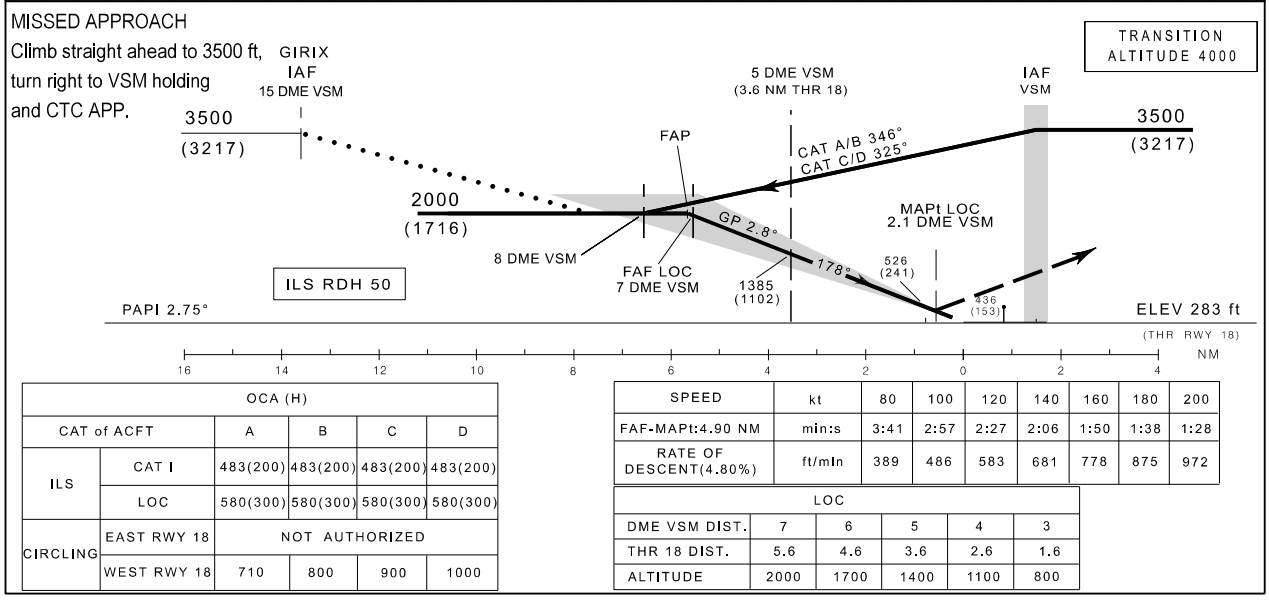
AD ELEV 308 ft
HEIGHTS RELATED
THR RWY 18 - ELEV 283 ft

SANTA MARIA TOWER 118.100
PONTA DELGADA APPROACH 119.400

SANTA MARIA (LPAZ)
ILS or LOC
RWY 18



MISSED APPROACH
Climb straight ahead to 3500 ft, turn right to VSM holding and CTC APP.



OCA (H)					
CAT of ACFT		A	B	C	D
ILS	CAT I	483(200)	483(200)	483(200)	483(200)
	LOC	580(300)	580(300)	580(300)	580(300)
CIRCLING	EAST RWY 18	NOT AUTHORIZED			
	WEST RWY 18	710	800	900	1000

SPEED	kt	80	100	120	140	160	180	200
FAF-MAPt:4.90 NM	min:s	3:41	2:57	2:27	2:06	1:50	1:38	1:28
RATE OF DESCENT(4.80%)	ft/min	389	486	583	681	778	875	972

LOC					
DME VSM DIST.	7	6	5	4	3
THR 18 DIST.	5.6	4.6	3.6	2.6	1.6
ALTITUDE	2000	1700	1400	1100	800

ILS RWY 18 MM withdrawn

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