

PORTUGAL



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Serviço de Informação Aeronáutica (AIS)
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AIP AMENDMENT: AIRAC 002-24
EFFECTIVE DATE: 16-MAY-2024

1. AIRAC changes incorporated in this AIP Amendment:**GEN**

3.4 Oceanic Clearance Delivery (OCD) Service changed.

ENR

- 1.1 General rules and procedures changed.
- 2.1 Lisboa TMA, airspace changed.
- 3.3 Route UZ218, WPT BAROK coordinate corrected.
- 3.6 Lisboa TMA, new holding procedures.
- 4.4 Lisboa TMA, new designated points.
- 5.1 Sintra and Monte Real Restricted and Danger areas, airspace changed.
TRA68 coordinate inserted.
- 5.5 MIL FREQ. Changed, LPPC FIR - GLIDER FLYING ACTIVITY (Évora AD - LPEV),
LPPC FIR - PARACHUTE JUMPING EXERCISES ACTIVITY (Espinho AD - LPIN,
Évora AD - LPEV).
- 6 Enroute charts, airspace changed and editorial changes.

AD

- LPBJ Frequencies changed.
- LPCS Flight procedures changed, Point Merge System implementation.
Airspace updated.
New SID and STAR procedures.
IAPs updated.
- LPEV ATS Communications facilities, frequencies changed.
- LPHR STAR RNAV RWY 10 FATAG1E ASPEX2E, coding table procedure IDENT
corrected.
- LPPD Rescue and firefighting services changed.
- LPPS IAPs DVOR RWY18, RWY36, MDA table updated.
- LPPT Flight procedures changed, Point Merge System implementation.
IAPs, new procedures.
SID, STAR, procedures changed, Point Merge System implementation.
ADC TWY U5 redrawn.
VACs, airspace updated.
- LPSO IAP ILS RWY21 CAT A-B, LOC RWY21 CAT A-B, MSA changed.

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

NIL

ENR

3.1 Editorial, remark on LECM route continuation.

3.3 Editorial, remark on LECM route continuation.

AD

LPFR Aerodrome name inserted.
Aerodrome Obstacle Chart - ICAO Type A (RWY 10-28), scale changed.
All charts, aerodrome name inserted.

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

NOTAM Series A:

A0154/24, A0188/24, A0240/24, A0241/24, A0734/24, A0735/24, A0893/24.

NOTAM incorporated in this AMDT will be cancelled by NOTAMC on 30-MAY-2024.

SUP: NIL

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	16-MAY-2024
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GEN 0.2 RECORD OF AIP AMENDMENTS

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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			
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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	Effective UFN
013/2013	LPPC - OBSTACLE ERECTED IN LISBOA (CITY)	ENR	27-JUN-2013	Effective UFN
014/2013	LPPC - OBSTACLE LIGHTS OUT OF SERVICE	ENR	27-JUN-2013	Effective UFN
013/2018	LPVR AD - RWY 02 APCH LIGHTS OUT OF SERVICE	AD	02-FEB-2018	Effective UFN
028/2018	LPPO FIR - LAUNCH OF UNMANNED BALLOON FLIGHTS	ENR	13-SEP-2018	Effective UFN
031/2018	LPPO FIR - DVORTAC VFL TACAN PART OUT OF SERVICE	AD, ENR	13-SEP-2018	Effective UFN
054/2018	LPLA AD - INSTRUMENT APPROACH PROCEDURES CHANGED	AD	07-DEC-2018	Effective UFN
007/2020	LPLA - METAR WIND INFORMATION LIMITATIONS	AD	03-JAN-2020	Effective UFN
024/2020	LPBJ AD - LANDING AREA LIGHTING ACTIVATION DELAYS	AD	19-JUN-2020	Effective UFN
032/2020	LPPC FIR - OFFSHORE WIND FARM	ENR	19-JUN-2020	Effective UFN
044/2020	LPBJ AD - THR IDENTIFIER LIGHTS U/S	AD	05-NOV-2020	Effective UFN
002/2021	LPPC FIR - ATS CONTINGENCY ROUTES FOR MADEIRA SECTOR DUE TO RADAR INOPERATIVE	ENR	26-FEB-2021	Effective UFN
072/2021	LPPT AD - TAXIWAY K CLOSED	AD	02-DEC-2021	Effective UFN
001/2022	LPBJ AD - FIRE FIGHTING AND RESCUE	AD	24-MAR-2022	Effective UFN
019/2022	LPBJ AD - TWY H EDGE LIGHTS U/S	AD	19-MAY-2022	Effective UFN
042/2022	LPPT AD - OBSTACLE ERECTED	AD	14-JUL-2022	27-MAY-2024 EST
004/2023	LPLA AD - OBSTACLES (ANTENNAS)	AD	27-JAN-2023	Effective UFN
027/2023	LPFR AD - STAND CLOSED	AD	23-MAR-2023	Effective UFN
030/2023	LPPS AD - RWY 18 TURN PAD CLOSED	AD	23-MAR-2023	Effective UFN
038/2023	LPPR AD - NON-STANDARD PARKING ON STAND S42	AD	26-MAR-2023	Effective UFN
056/2023	LPPR AD - NON-STANDARD PARKING PROCEDURE	AD	13-JUL-2023	30-JUN-2024 EST
057/2023	LPPT AD - OBSTACLE ERECTED (CRANE)	AD	13-JUL-2023	30-APR-2024 EST by NOTAM A0360/24
061/2023	LPPT AD - OBSTACLE ERECTED	AD	10-AUG-2023	30-JUN-2024 EST
062/2023	LPPT AD - OBSTACLES ERECTED	AD	10-AUG-2023	31-JUL-2025 EST
067/2023	VOR/DME VSM VOR PART U/S	ENR, AD	30-NOV-2023	30-JUN-2024 EST
069/2023	UKRANIAN CRISIS - FIR RESTRICTIONS	ENR, AD	30-NOV-2023	26-SEP-2024 EST
074/2023	LPPC FIR - OBSTACLES ERECTED	ENR	30-NOV-2024	30-JUN-2024 EST
001/2024	LOCATOR PI U/S	ENR	22-FEB-2024	31-DEC-2024 EST
003/2024	LPPC FIR - OBSTACLE ERECTED	ENR	22-FEB-2024	31-DEC-2025 EST
004/2024	LPPS AD - IAP PART LPV RWY 18/36 SUSPENDED	AD	22-FEB-2024	31-DEC-2024 EST
006/2024	LPPT AD - OBSTACLE ERECTED	AD	22-FEB-2024	30-JUN-2025 EST

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008/2024	LPPT AD - OBSTACLE ERECTED	AD	22-FEB-2024	31-MAY-2025 EST
009/2024	LPPC FIR - UNMANNED AIRCRAFT SYSTEMS (UAS) WITHIN LPR43C	AD	22-FEB-2024	31-DEC-2024 EST
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011/2024	LPAZ AD - TWR OBSTACLE LIGHTS U/S	AD	22-FEB-2024	31-JUL-2024 EST
012/2024	LPMA AD - FUEL 100LL NOT AVAILABLE	AD	22-FEB-2024	31-DEC-2024 EST
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015/2024	LPPT AD - ACFT CODE D AND CODE E TWY RESTRICTIONS	AD	22-FEB-2024	31-DEC-2024 EST
016/2024	LPPS AD - FIRE FIGHTING AND RESCUE DOWNGRADED	AD	22-FEB-2024	31-DEC-2024 EST
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043/2024	LPPT AD - REDUCED RUNWAY SEPARATION MINIMA	AD	16-MAY-2024	30-SEP-2024 EST
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LPLA AD 2 - 4	12-AUG-2021	LPPT AD 2.24.08 - 17	16-MAY-2024	LPPD AD 2 - 11	12-AUG-2021
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LPLA AD 2 - 6	14-JUL-2022	LPPT AD 2.24.10 - 2	16-MAY-2024	LPPD AD 2 - 13	12-AUG-2021
LPLA AD 2 - 7	14-JUL-2022	LPPT AD 2.24.10 - 3	16-MAY-2024	LPPD AD 2 - 14	12-AUG-2021
LPLA AD 2 - 8	12-AUG-2021	LPPT AD 2.24.10 - 4	16-MAY-2024	LPPD AD 2 - 15	15-JUN-2023
LPLA AD 2 - 9	15-JUN-2023	LPPT AD 2.24.10 - 5	16-MAY-2024	LPPD AD 2 - 16	15-JUN-2023
LPLA AD 2 - 10	23-MAR-2023	LPPT AD 2.24.10 - 7	16-MAY-2024	LPPD AD 2 - 17	30-NOV-2023
LPLA AD 2 - 11	12-AUG-2021	LPPT AD 2.24.10 - 8	16-MAY-2024	LPPD AD 2.24.01 - 1	15-JUN-2023
LPLA AD 2 - 12	22-FEB-2024	LPPT AD 2.24.10 - 9	16-MAY-2024	LPPD AD 2.24.02 - 1	15-JUN-2023
LPLA AD 2 - 13	22-FEB-2024	LPPT AD 2.24.10 - 10	16-MAY-2024	LPPD AD 2.24.02 - 3	02-DEC-2021
LPLA AD 2.24.01 - 1	02-DEC-2021	LPPT AD 2.24.10 - 11	16-MAY-2024	LPPD AD 2.24.04 - 1	02-DEC-2021
LPLA AD 2.24.02 - 1	02-DEC-2021	LPPT AD 2.24.10 - 12	16-MAY-2024	LPPD AD 2.24.08 - 1	06-OCT-2022
LPLA AD 2.24.02 - 2	15-SEP-2016	LPPT AD 2.24.11 - 1	16-MAY-2024	LPPD AD 2.24.08 - 2	01-DEC-2022

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LPPD AD 2.24.08 - 3	14-JUL-2022	LPPS AD 2 - 12	15-JUN-2023		
LPPD AD 2.24.08 - 4	01-DEC-2022	LPPS AD 2 - 13	16-MAY-2024		
LPPD AD 2.24.08 - 5	14-JUL-2022	LPPS AD 2.24.01 - 1	25-FEB-2021		
LPPD AD 2.24.08 - 6	06-OCT-2022	LPPS AD 2.24.02 - 1	25-FEB-2021		
LPPD AD 2.24.08 - 7	14-JUL-2022	LPPS AD 2.24.04 - 1	25-FEB-2021		
LPPD AD 2.24.08 - 8	14-JUL-2022	LPPS AD 2.24.08 - 1	14-JUL-2022		
LPPD AD 2.24.10 - 1	02-DEC-2021	LPPS AD 2.24.08 - 2	25-FEB-2021		
LPPD AD 2.24.10 - 2	24-MAR-2022	LPPS AD 2.24.08 - 3	14-JUL-2022		
LPPD AD 2.24.10 - 3	02-DEC-2021	LPPS AD 2.24.08 - 4	25-FEB-2021		
LPPD AD 2.24.10 - 4	02-DEC-2021	LPPS AD 2.24.10 - 1	14-JUL-2022		
LPPD AD 2.24.10 - 5	24-MAR-2022	LPPS AD 2.24.10 - 2	25-FEB-2021		
LPPD AD 2.24.10 - 6	24-MAR-2022	LPPS AD 2.24.10 - 3	14-JUL-2022		
LPPD AD 2.24.10 - 7	24-MAR-2022	LPPS AD 2.24.10 - 4	25-FEB-2021		
LPPD AD 2.24.10 - 8	02-DEC-2021	LPPS AD 2.24.12 - 1	16-MAY-2024		
LPPD AD 2.24.11 - 1	02-DEC-2021	LPPS AD 2.24.12 - 3	16-MAY-2024		
LPPD AD 2.24.12 - 1	14-JUL-2022	LPPS AD 2.24.12 - 5	06-OCT-2022		
LPPD AD 2.24.12 - 3	14-JUL-2022	LPPS AD 2.24.12 - 6	06-OCT-2022		
LPPD AD 2.24.12 - 5	02-DEC-2021	LPPS AD 2.24.12 - 7	06-OCT-2022		
LPPD AD 2.24.12 - 7	02-DEC-2021	LPPS AD 2.24.12 - 8	01-DEC-2022		
LPPD AD 2.24.12 - 9	02-DEC-2021	LPPS AD 2.24.13 - 1	14-JUL-2022		
LPPD AD 2.24.12 - 11	02-DEC-2021	LPAZ AD 2 - 1	02-DEC-2021		
LPPD AD 2.24.12 - 13	02-DEC-2021	LPAZ AD 2 - 2	09-JAN-2014		
LPPD AD 2.24.12 - 15	30-NOV-2023	LPAZ AD 2 - 3	12-AUG-2021		
LPPD AD 2.24.12 - 16	02-DEC-2021	LPAZ AD 2 - 4	19-SEP-2013		
LPPD AD 2.24.12 - 17	24-MAR-2022	LPAZ AD 2 - 5	19-MAY-2022		
LPPD AD 2.24.12 - 18	19-MAY-2022	LPAZ AD 2 - 6	01-DEC-2022		
LPPD AD 2.24.12 - 19	24-MAR-2022	LPAZ AD 2 - 7	14-JUL-2022		
LPPD AD 2.24.12 - 20	19-MAY-2022	LPAZ AD 2 - 8	19-MAY-2022		
LPPD AD 2.24.12 - 21	24-MAR-2022	LPAZ AD 2 - 9	22-FEB-2024		
LPPD AD 2.24.12 - 22	19-MAY-2022	LPAZ AD 2 - 10	15-JUN-2023		
LPPD AD 2.24.13 - 1	02-DEC-2021	LPAZ AD 2 - 11	30-NOV-2023		
LPSO AD 2 - 1	01-DEC-2022	LPAZ AD 2.24.01 - 1	02-DEC-2021		
LPSO AD 2 - 2	27-JAN-2023	LPAZ AD 2.24.02 - 1	02-DEC-2021		
LPSO AD 2 - 3	27-JAN-2023	LPAZ AD 2.24.04 - 1	02-DEC-2021		
LPSO AD 2 - 4	27-JAN-2023	LPAZ AD 2.24.08 - 1	02-DEC-2021		
LPSO AD 2 - 5	30-NOV-2023	LPAZ AD 2.24.08 - 2	02-DEC-2021		
LPSO AD 2 - 6	27-JAN-2023	LPAZ AD 2.24.08 - 3	02-DEC-2021		
LPSO AD 2 - 7	16-MAY-2024	LPAZ AD 2.24.08 - 4	02-DEC-2021		
LPSO AD 2.24.01 - 1	27-JAN-2023	LPAZ AD 2.24.10 - 1	02-DEC-2021		
LPSO AD 2.24.12 - 1	16-MAY-2024	LPAZ AD 2.24.10 - 2	02-DEC-2021		
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LPSO AD 2.24.13 - 1	30-NOV-2023	LPAZ AD 2.24.12 - 3	02-DEC-2021		
LPPR AD 2 - 1	10-AUG-2023	LPAZ AD 2.24.12 - 5	02-DEC-2021		
LPPR AD 2 - 2	10-AUG-2023	LPAZ AD 2.24.12 - 7	02-DEC-2021		
LPPR AD 2 - 3	07-OCT-2021	LPAZ AD 2.24.12 - 9	02-DEC-2021		
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LPPR AD 2 - 5	07-OCT-2021	LPAZ AD 2.24.12 - 13	30-NOV-2023		
LPPR AD 2 - 6	07-OCT-2021	LPAZ AD 2.24.12 - 14	27-JAN-2023		
LPPR AD 2 - 7	07-OCT-2021	LPAZ AD 2.24.12 - 15	30-NOV-2023		
LPPR AD 2 - 8	23-MAR-2023	LPAZ AD 2.24.12 - 16	01-DEC-2022		
LPPR AD 2 - 9	07-OCT-2021	LPAZ AD 2.24.13 - 1	24-MAR-2022		
LPPR AD 2 - 10	14-JUL-2022	LPVR AD 2 - 1	22-FEB-2024		
LPPR AD 2 - 11	06-OCT-2022	LPVR AD 2 - 2	12-AUG-2021		
LPPR AD 2 - 12	14-JUL-2022	LPVR AD 2 - 3	14-JUL-2022		
LPPR AD 2 - 13	22-FEB-2024	LPVR AD 2 - 4	19-MAY-2022		
LPPR AD 2 - 14	10-AUG-2023	LPVR AD 2 - 5	14-JUL-2022		
LPPR AD 2 - 15	10-AUG-2023	LPVR AD 2 - 6	14-JUL-2022		
LPPR AD 2 - 16	22-FEB-2024	LPVR AD 2 - 7	22-FEB-2024		
LPPR AD 2 - 17	10-AUG-2023	LPVR AD 2 - 8	15-JUN-2023		
LPPR AD 2 - 18	10-AUG-2023	LPVR AD 2.24.01 - 1	14-JUL-2022		
LPPR AD 2 - 19	10-AUG-2023	LPVR AD 2.24.12 - 1	19-MAY-2022		
LPPR AD 2 - 20	10-AUG-2023	LPVR AD 2.24.12 - 2	19-MAY-2022		
LPPR AD 2 - 21	10-AUG-2023	LPVR AD 2.24.13 - 1	19-MAY-2022		
LPPR AD 2 - 22	10-AUG-2023				
LPPR AD 2 - 23	10-AUG-2023				
LPPR AD 2 - 24	22-FEB-2024				
LPPR AD 2 - 25	30-NOV-2023				
LPPR AD 2.24.01 - 1	22-FEB-2024				
LPPR AD 2.24.02 - 1	22-FEB-2024				
LPPR AD 2.24.02 - 3	24-MAR-2022				
LPPR AD 2.24.04 - 1	30-NOV-2023				
LPPR AD 2.24.06 - 1	30-NOV-2023				
LPPR AD 2.24.08 - 1	02-DEC-2021				
LPPR AD 2.24.08 - 2	12-AUG-2021				
LPPR AD 2.24.08 - 3	02-DEC-2021				
LPPR AD 2.24.08 - 4	12-AUG-2021				
LPPR AD 2.24.08 - 5	02-DEC-2021				
LPPR AD 2.24.08 - 6	12-AUG-2021				
LPPR AD 2.24.08 - 7	02-DEC-2021				
LPPR AD 2.24.08 - 8	12-AUG-2021				
LPPR AD 2.24.10 - 1	02-DEC-2021				
LPPR AD 2.24.10 - 2	12-AUG-2021				
LPPR AD 2.24.10 - 3	24-MAR-2022				
LPPR AD 2.24.10 - 4	24-MAR-2022				
LPPR AD 2.24.11 - 1	01-DEC-2022				
LPPR AD 2.24.12 - 1	02-DEC-2021				
LPPR AD 2.24.12 - 3	30-NOV-2023				
LPPR AD 2.24.12 - 5	14-JUL-2022				
LPPR AD 2.24.12 - 7	14-JUL-2022				
LPPR AD 2.24.12 - 9	02-DEC-2021				
LPPR AD 2.24.12 - 10	12-AUG-2021				
LPPR AD 2.24.13 - 1	02-DEC-2021				
LPPS AD 2 - 1	25-FEB-2021				
LPPS AD 2 - 2	09-NOV-2017				
LPPS AD 2 - 3	12-AUG-2021				
LPPS AD 2 - 4	12-AUG-2021				
LPPS AD 2 - 5	19-MAY-2022				
LPPS AD 2 - 6	14-JUL-2022				
LPPS AD 2 - 7	14-JUL-2022				
LPPS AD 2 - 8	23-MAR-2023				
LPPS AD 2 - 9	30-NOV-2023				
LPPS AD 2 - 10	14-JUL-2022				
LPPS AD 2 - 11	14-JUL-2022				

2.2.6.3 ATC microphone check (AMC)

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

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

AMC MESSAGES	
ATC message element	Pilot Response
CHECK STUCK MICROPHONE	NIL

2.2.6.4 Free Text messages**Free Text messages from Aircraft to ATC:**

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

Free Text message from ATC to Aircraft:

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

No response from Aircraft is required.

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

2.2.6.5 Emergency and Distress Messages

The following Downlink Messages are accommodated:

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

2.2.7 Message Restrictions and Error Management

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

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

2.2.8 Voice interruption of CPDLC dialogue

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

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

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

2.2.9 CPDLC Imposed Silence

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

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

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

2.2.10 CPDLC Failure

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

ALL STATIONS, CPDLC FAILURE, [instructions].

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

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

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

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

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

2.2.11 Log-off

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

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

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

3. Oceanic Clearance Delivery (OCD) Service

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

4. Aeronautical Fixed Service

4.1 AFTN / CIDIN / AMHS

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

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

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

4.2 ATS Direct Speech Communications

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

4.3 ATS Inter Centre Data Link Communications

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

5. Broadcasting Service

5.1 Meteorological Broadcasts

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1. APPLICABILITY OF ICAO ANNEX2 RULES OF THE AIR AND ANNEX 11 - AIR TRAFFIC SERVICES, AS TRANSPOSED IN COMMISSION IMPLEMENTING REGULATION (EU) NR 923/2012, OF 26 SEPTEMBER (SERA IR REGULATION).

The air traffic rules and procedures applicable to air traffic in Lisboa FIR and Santa Maria Oceanic FIR conform with Annex 2 and 11 to the Convention on International Civil Aviation as transposed in Commission Implementing Regulation (EU) NR 923/2012, of 26 September (SERA IR Regulation) and the Procedures for Air Navigation Services-Rules of the Air and Air Traffic Management (DOC 4444 - ATM) and the Regional Supplementary Procedures (DOC 7030) applicable to the EUR and NAT Region, except when otherwise indicated hereunder; where applicable references are made to the relevant ICAO publications.

2. RNAV OPERATIONS

2.1 LISBOA FIR- (LPPC)

Mandatory carriage of RNAV equipment and route network designators

Aircraft, other than State Aircraft (Military/Police/Customs) operating in the Upper Airspace within Lisboa FIR (including all RNAV 5 routes in the Lower Airspace) shall be equipped with as a minimum, RNAV 5.

All routes in the Upper Airspace are RNAV 5 routes; All routes in the Lower Airspace are conventional routes, except Z219 (RNAV 5), Z220 (RNAV 5), Z222 (RNAV 5), Z226 (RNAV 5), Z227 (RNAV 5), R72 (RNAV 5) and A44 (RNAV 5) that are RNAV 5 routes.

Routes R72 (RNAV 5) and A44 (RNAV 5) maintain in an interim basis the conventional route designators

2.2 SANTA MARIA FIR - (LPPO)

To be developed

3. COMMUNICATIONS PROCEDURES

3.1 GENERAL

An aircraft operating as a controlled flight shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and establish two-way communication as necessary with, the appropriate ATC unit, except as may be prescribed by the appropriate ATS authority in respect of aircraft forming part of AD traffic at a controlled AD.

3.2 COMMUNICATION PROCEDURES

Read-back of clearances and safety-related information:

1. The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read-back:
 - i. ATC route clearances;
 - ii. Clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway;
 - iii. Runway-in-use, altimeter settings SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and,
 - iv. Transition levels, whether issued by the controller or contained in ATIS broadcasts.
2. Other clearances or instructions, including conditional clearances and taxi instructions, shall be read-back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.

Note: If the level of an ACFT is reported in relation to standard pressure 1013.2 hPa, the words "Flight Level" must precede the level figures. If the level of an ACFT is reported in relation to QNH /QFE, the figure must be followed by the word "Feet".

The word "Heavy" (ACFT type with a MTOW of 136 000 kg or more) shall be included immediately after the ACFT call sign in the initial radio-telephony contact with ATS units.

4. COMMUNICATIONS FAILURE

If two-way communication is lost with an aircraft, the controller shall determine whether or not the aircraft's receiver is functioning by instructing the aircraft on the channel so far used to acknowledge by making a specified manoeuvre and by observing the aircraft's track, or by instructing the aircraft to operate IDENT or to make SSR code and/or ADS-B transmission changes.

If a communication failure precludes compliance with Section 3.1 (Communications Procedures - General) above, the crew shall comply with the communication failure procedures of ICAO Annex 10, Volume II (5.2.2.7), and with such of the following procedures as appropriate except

- i. When prescribed in the SID/STAR description communications failure procedures published for each aerodrome in the appropriate AD section; and
- ii. When forming part of the AD traffic at a controlled AD, shall keep a watch for such instructions as they may be issued by visual signals;
- iii. When flying within the Santa Maria FIR, excluding the Santa Maria TMA and Azores aerodromes, comply with the NAT communications failure procedures (see ENR 1.1.4.2 below).

4.1 AIR-GROUND COMMUNICATION FAILURE – LISBOA FIR AND SANTA MARIA TMA (EXCLUDING AERODROME TRAFFIC)

As soon as it is known that two-way communication has failed, ATC shall maintain separation between the ACFT having the communication failure and other ACFT based on the assumption that the ACFT will operate in accordance with the provisions below (VMC or IMC).

a) VISUAL METEOROLOGICAL CONDITIONS (VMC)

Except as provided for IMC (see below), a controlled flight experiencing communication failure in VMC shall:

- set transponder to Code 7600
- continue to fly in VMC
- land at the nearest suitable AD
- report its arrival by the most expeditious means to the appropriate ATS unit.

or if considered advisable, complete an IFR Flight in accordance with following paragraph.

b) INSTRUMENT METEOROLOGICAL CONDITIONS (IMC)

A controlled IFR flight experiencing communication failure in IMC, or where it does not appear feasible to continue in accordance with VMC (see above) shall follow the procedures shown below:

Set transponder to Code 7600;

In airspace where an ATS surveillance system is not used in the provision of ATC pilots shall maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;

In airspace where an ATS surveillance system is used in the provision of ATC, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:

1. the time the last assigned level or minimum flight altitude is reached; or
2. the time the transponder is set to Code 7600; or
3. the aircraft's failure to report its position over a compulsory reporting point;

whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan;

Note 1: The period of 7 minutes is to allow the necessary ATC and coordination measures.

Note 2: With regard to changes to levels and speed, the filed flight plan, which is the flight plan as filed with an ATS unit by the pilot or a designated representative without any subsequent changes, will be used.

When being radar vectored or proceeding offset according to RNAV without a specified limit, proceed in the most direct manner possible to rejoin the current flight plan route not later than the next significant point, taking into consideration the applicable

minimum flight altitude, except when prescribed in the SID/STAR description communications failure procedures published for each aerodrome in the appropriate AD section.

Note: With regard to the route to be flown or the time to begin descent to the arrival AD, the current flight plan, which is the flight plan, including changes, if any, brought about by subsequent clearances, will be used.

Proceed according to the current flight plan route to the appropriate designated navigation aid serving the destination AD and, when required to ensure compliance with paragraph below, hold over this aid until commencement of descent;

Commence descent from the navigation aid specified in the previous paragraph at, or as close as possible to, the EAT last received and acknowledged or, if no EAT has been received and acknowledged, at, or as close as possible to, the ETA resulting from the current flight plan;

Complete a normal instrument approach procedure as specified for the designated navigation aid; and

Land, if possible, within 30 minutes after the ETA specified in antepenult paragraph or the last acknowledged EAT whichever is later.

Note 1: Pilots are reminded that the ACFT may not be in an area of SSR coverage.

Note 2: As evidenced by the MET conditions prescribed therein, Item a) "VMC" relates to all controlled flights, whereas item b) "IMC" relates only to IFR flights

Note 3: The provision of ATC service to other flights operating in the airspace concerned will be based on the premise that an aircraft experiencing communication failure will comply with the rules mentioned in section IMC.

4.2 AIR-GROUND COMMUNICATION FAILURE – SANTA MARIA FIR (EXCLUDING THE SANTA MARIA TMA AND AZORES AERODROMES)

The NAT communications failure procedures are published in ICAO DOC 7030 (NAT), paragraph 9.3, as summarized below, and are applicable in the Santa Maria FIR when:

- i. All long range communication systems are inoperative (HF, SATVOICE and CPDLC); and
- ii. The aircraft is outside of the VHF coverage area (see GEN 3.4.3, Theoretical VHF coverage graphic); and
- iii. No communication relayed through any adjacent ATC/RADIO facility or another aircraft station is successful on the 121.5MHz VHF guard frequency nor on the inter-pilot 123.45MHz VHF frequency.

Additionally to the common NAT procedures, if so equipped, the pilot of an aircraft experiencing a two-way radio communications failure shall operate the secondary radar transponder on identity (Mode A) Code 7600 and Mode C.

4.2.1 If loss of communications is encountered prior to entering the NAT, the pilot should:

- a. follow the radio communication failure procedures of the airspace in which the aircraft is operating; ;
- b. if the pilot elects to continue the flight, enter oceanic airspace at the Oceanic Entry Point at the level and speed resulting from the execution of the radio communication failure procedures of the adjacent airspace; and
- c. follow the procedures in 4.2.2 below.

4.2.2 If loss of communications is encountered or continues after entering the NAT, the pilot should:

- a. maintain the current flight plan until reaching the Oceanic Exit Point; and,
- b. not make any route, flight level or speed changes before the Oceanic Exit Point unless a change is deemed necessary by the pilot-in-command to ensure the safety of the aircraft.

4.2.3 Aircraft with a destination within the NAT Region should follow the procedures in 4.2.2 above until reaching the top of descent point and should thereafter follow globally applicable procedures in accordance with PANS-ATM 15.3.3 b) 4) – 7).

5. EMERGENCY SEPARATION

EMERGENCY SEPARATION PROCEDURE

If, during an emergency situation, it is not possible to ensure that the applicable horizontal separation can be maintained, emergency separation of half the applicable vertical separation minimum will be used:

- 150 m (500 ft) between aircraft in airspace where a vertical separation minimum of 300 m (1 000 ft) is applied; and
- 300 m (1 000 ft) between aircraft in airspace where a 600 m (2 000 ft) vertical separation minimum is applied.

When emergency separation is applied ATC shall advise pilot that emergency separation is being applied and inform her/him of the actual minimum used. Additionally, all flight crews concerned shall be provided with essential traffic information.

6. REDUCED VERTICAL SEPARATION MINIMUM - RVSM

6.1 LISBOA FIR RVSM AREA

The airspace within the Lisboa FIR between FL290 and FL410 inclusive, as described in ENR 2.1.1 is EUR RVSM airspace

Within this airspace, the vertical separation minimum shall be:

- a. 300 metres (1000FT) between RVSM approved aircraft;
- b. 600 metres (2000FT) between:
 1. Non-RVSM approved State Aircraft and any other aircraft operating within the EUR RVSM airspace;
 2. Formation flights of State aircraft and any other aircraft operating within the EUR RVSM airspace
 3. Non-RVSM approved aircraft and any other aircraft operating within Lisboa FIR RVSM Transition Area as described in ENR 1.1-6.2.

6.2 LISBOA FIR RVSM TRANSITION AREA

This transition area, within Lisboa FIR RVSM Airspace and described in ENR [2.1.2](#), permits non-equipped/approved traffic to cross RVSM airspace;

Within this airspace, the vertical separation minimum shall be:

- a. 600 meters (2000FT) between Non-RVSM traffic and all other aircraft operating within this area.

6.3 SANTA MARIA FIR RVSM AREA

The Airspace within the Santa Maria FIR between FL290 and FL410 inclusive, as described in ENR [2.1.5.1](#) is NAT RVSM airspace. Within this Airspace, the vertical separation minimum shall be:

- a. 300 metres (1000FT) between RVSM approved aircraft;
- b. 600 metres (2000FT) between any Non-RVSM aircraft and any other aircraft when both aircraft are operating within the NAT RVSM Airspace.

NOTE 1: RVSM State approval is mandatory. An ATC Clearance by itself does not constitute approval to enter RVSM Airspace.

NOTE 2: The Pilot of the aircraft must advise Santa Maria OAC on initial contact of any in-flight deterioration in navigation capability. Also if any deterioration in navigation capability occurs within Santa Maria FIR, the Pilot must advise immediately Santa Maria OAC.

7. APPLICATION OF HORIZONTAL SEPARATION MINIMA IN NON-SURVEILLANCE ATS OPERATIONS WITHIN SANTA MARIA FIR

The minimum horizontal separation applied between aircraft in non-surveillance operations within Santa Maria FIR is published in the following documents:

- i. ICAO Doc 4444 PANS ATM, chapter 5; and
- ii. ICAO Doc 7030 SUPPS (NAT), chapter 6.

Additional information and guidance can be found in the ICAO NAT Doc 008 Application Of Separation Minima (NAT Region). The electronic version of the document is available on the ICAO European and North Atlantic (EUR/NAT) Office public website: www.icao.int/EURNAT/, "EUR/NAT Documents", "NAT Documents", "NAT Documents".

For information on minimum horizontal separation between aircraft in surveillance ATS operations, see ENR 1.6.8.

8. NORTH ATLANTIC HIGH LEVEL AIRSPACE SPECIFICATIONS (NAT HLA)

The airspace within the Santa Maria FIR between FL290 and FL410 inclusive, as described in ENR 2.1 is NAT HLA, coincident with Santa Maria's RVSM Airspace. Any flight intending to fly across Santa Maria FIR between FL290 and FL410 inclusive must have State Approval for both NAT HLA MNPS and RVSM (see also items f. and g. below, for exceptions).

- a. NAT HLA MNPS / RVSM State Approvals are mandatory. An ATC Clearance by itself does not constitute approval to enter NAT HLA / RVSM Airspace

- b. The Pilot of the aircraft must advise Santa Maria OAC on initial contact of any in-flight deterioration in navigation capability. Also if any deterioration in navigation capability occurs within Santa Maria FIR, the Pilot must advise immediately Santa Maria OAC.
- c. In accordance with the MNPS to PBN Transition Plan for the ICAO North Atlantic Region, with effect from 04 February 2016, the airspace formerly known as the "North Atlantic Minimum Navigation Specifications Airspace" (MNPSA), was designated as the "North Atlantic High Level Airspace" (NAT HLA).
- d. ICAO Annex 6 allows for a "minimum navigation performance specification" to be regionally specified in Regional Supplementary Procedures Doc 7030, therefore, it has been determined to maintain reference to a "MNPS" in the NAT Region within NAT Doc 7030. Thus, approvals initially issued to operate in the NAT MNPSA are referred to as "NAT MNPS" approvals and approvals issued to operate in the NAT HLA are referred to as "NAT HLA MNPS" approvals.
- e. MNPS approvals granted before 04 February 2016 will continue to be valid for NAT HLA operations, however, those issued before 01 January 2015 and based on the "6.3 NM" MNPS standard will no longer be accepted beyond January 2020.
- f. Traffic operating exclusively in airway UN741 (segment NELSO – ROSTA – NORED – EDUMO) is not subject to an Oceanic Clearance from Santa Maria OAC, thus no formal NAT HLA MNPS approval is required (see ENR 2.2.3).
- g. Traffic flying to/from Azores Islands is allowed to operate in the NAT HLA, when the oceanic portion of the planned route is contained inside the Santa Maria FIR ATS Surveillance airspace and VHF coverage, typically via MANOX, NAVIX or IRKID direct 350000N 020000W or 360000N 020000W direct Azores Islands, for aircraft equipped with SSR Mode S/ADS-B transponders and certified installation of equipment providing it the ability to navigate along the cleared track.
- h. More detailed information on NAT HLA and RVSM in the NAT Region can be found in the NAT DOC.007 (North Atlantic Operations and Airspace Manual), available at www.icao.int/EURNAT (NAT Documents).

9. NORTH ATLANTIC DATA LINK MANDATE (NAT DLM)

The airspace within the Santa Maria FIR, as described in ENR 2.1, is NAT DLM airspace between FL290 and FL410 inclusive, as per NATSPG Conclusion 49/11, excluding the airspace where ATS surveillance is provided by means of radar, MLAT and/or ADS-B, coupled with VHF voice communications (see chart in ENR 1.6.12 THEORETICAL SSR/MLAT/ADS-B SURVEILLANCE COVERAGE AREA- SANTA MARIA FIR), provided the aircraft is suitably equipped (transponder/ADS-B extended squitter transmitter).

The following flights will be permitted to flight plan to enter the Santa Maria FIR NAT DLM airspace:

- i. Flights equipped with and prepared to operate FANS 1/A (or equivalent) CPDLC and ADS-C data link systems as defined in ICAO Doc 7030 SUPPS (NAT), paragraphs 3.4 and 5.4; and
- ii. Non-equipped flights that file STS/FFR, HOSP, HUM, MEDEVAC, SAR, or STATE in Item 18 of the flight plan. (Depending on the tactical situation at the time of flight, however, such flights may not receive an ATC clearance which fully corresponds to the requested flight profile).

Note: See Special Flight Planning Requirements for Santa Maria FIR in ENR 1.10 for descriptors to include in the FPL to indicate FANS 1/A equipment and capabilities.

Any aircraft not equipped with FANS 1/A (or equivalent) systems may request to climb or descend through the NAT DLM airspace. Such requests, as outlined below, will be considered on a tactical basis:

- i. Altitude reservation (ALTRV) requests will be considered on a case by case basis (as is done today regarding NAT minimum navigation performance specifications [MNPS] airspace), irrespective of the equipage status of the participating aircraft.
- ii. If a flight experiences an equipment failure AFTER DEPARTURE which renders the aircraft unable to operate FANS 1/A (or equivalent) CPDLC and/or ADS-C systems, requests to operate in the NAT DLM airspace will be considered on a tactical basis. Such flights must notify ATC of their status PRIOR TO ENTERING the airspace.
- iii. If a FANS 1/A data link equipment failure occurs while the flight is OPERATING WITHIN NAT DLM AIRSPACE, ATC must be immediately advised. Such flights may be re-cleared so as to avoid the airspace, but consideration will be given to allowing the flight to remain in the airspace, based on tactical considerations.
- iv. If a flight experiences an equipment failure PRIOR to departure which renders the aircraft non-DLM compliant, the flight should re-submit a flight plan so as to remain clear of the NAT regional DLM airspace.

10. STRATEGIC LATERAL OFFSET PROCEDURE (SLOP)

The Strategic Lateral Offset Procedure (SLOP) is a Standard Operating Procedure throughout the North Atlantic (NAT) Region. This procedure mitigates collision risk and wake turbulence encounters. Pilots conducting oceanic flight within Santa Maria FIR with automatic offset programming capability are recommended to fly lateral offsets of up to 2 NM of the centre line.

SLOP conforms to direction in the International Civil Aviation Organization's (ICAO) Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM, Doc. 4444, 16.5) and is subject to the following guidelines:

- a. An aircraft may fly offsets right of centreline up to a maximum of 2 NM;
- b. Aircraft without automatic offset programming capability must fly the route centreline.
- c. offsets **left** of centreline **are not permitted**
- d. Aircraft able to perform offsets in tenths of nautical mile should do so as it contributes to risk reduction. It is recommended that flight crews of aircraft capable of programming automatic offsets should randomly select flying centreline or an offset. In order to obtain lateral spacing from nearby aircraft (i.e. those immediately above and/or below), flight crews should use whatever means are available (e.g. ACAS/TCAS, communications, visual acquisition, GPWS) to determine the best flight path to fly;
- e. An aircraft overtaking another aircraft should offset within the confines of this procedure, if capable, so as to minimize the amount of wake turbulence for the aircraft being overtaken. Flight crews may contact other aircraft on the air-to-air channel, 123.450 MHz, as necessary, to coordinate the best wake turbulence mutual offset option;
- f. Pilots may apply an offset outbound after the Oceanic Entry Point and must return to centreline before the Oceanic Exit Point.
- g. Position reports transmitted via voice should be based on the waypoints of the current ATC clearance and not the offset positions.
- h. Aircraft transiting Santa Maria Oceanic Surveillance Area may remain on their established offset positions.

There is no ATC clearance required for this procedure and it is not necessary ATC to be advised.

11. REPORT LEAVING, REPORT REACHING PROCEDURE

The early discovery of altitude deviations is extremely important to the overall safety of Operations. It has been discovered that pilots frequently refers the required reports of leaving and reaching flight levels until the next routine communication. This has led to instances where aircraft have flown at the incorrect flight level for long durations. This is not acceptable from a system safety standpoint. While the actual number of vertical errors is relatively small, the fact that some of these errors continue undetected (and therefore uncorrected) for long durations, has resulted in an unacceptable situation.

In practical terms, pilots are requested to:

1. Report leaving a flight level as soon as you begin your climb or descent;
2. Similarly, report reaching a flight level as soon as you are level;
3. In RVSM Airspace, provide the reports even if ATC has not specifically requested them.

12. DEPARTURE MESSAGES IN LISBOA FIR

Departure messages for controlled IFR flights entering Lisboa FIR from EUR states shall not be exchanged between Lisboa ACC and other ACC in the EUR Region, unless, when specifically requested.

13. NAT ORGANIZED TRACK WITHIN SANTA MARIA FIR

13.1 INFORMATION REQUIRED FROM OPERATORS

All operators conducting flight operations in the Santa Maria Oceanic FIR, North of 37N, shall provide information to the Santa Maria Oceanic Area Control Centre regarding the tracks likely to be requested by turbo-jet aircraft during the peak traffic periods.

The Westbound peak traffic information, if received by Santa Maria OAC not later than 2330 UTC, shall be taken into consideration when determining the eventual necessity of implementing Day Organized Tracks and establishing its coordinates through the NAT Regions.

13.2 NAT OTS MESSAGES

Day Tracks within Santa Maria FIR, whenever implemented, will be included in the Shanwick OTS message, while Night Tracks, whenever implemented, will be included in the Gander OTS message.

14. SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN SANTA MARIA FIR

The NAT Special Procedures for In-Flight contingencies are published in the following documents:

- I. ICAO DOC 4444 - Pans ATM paragraph 15.2
- II. ICAO DOC 7030 - NAT Supplementary procedures

15. OCEANIC CLEARANCES PROCEDURES IN SANTA MARIA FIR

15.1 GENERAL:

For many year, it has been a requirement for operators in the NAT Region to obtain a specific Oceanic Clearance to operate within the region. This procedure was introduced to enable safe and efficient handling of the large volume of traffic that operated within the NAT procedural oceanic airspace utilizing HF voice communications and large separation standards.

Significant technological advancements in Communication, Navigation and Surveillance have enabled NAT ANSPs to improve safety and services in the NAT Region and further reduce separation minima.

The NAT Systems Planning Group agreed that technology development has reached a point where the oceanic clearance to operate within oceanic airspace will no longer be issued to flight crews prior to reaching Oceanic Entry Point.

However, crews are still required to submit a Request for Clearance message (RCL message) before entering the NAT Region.

More detailed information regarding recommended practices in the NAT Region can be found in the NAT DOC.007 (North Atlantic Operations and Airspace Manual), available at <http://www.icao.int/EURNAT> (EUR and NAT Documents; NAT Documents and NAT OPS Bulletins).

Request for Clearance (RCL message) for flights entering the NAT Region through Santa Maria FIR shall be submitted via the Santa Maria Oceanic Clearance Delivery (OCD) data link service (see ENR 1.1.18 for details on datalink services) or via the available voice services on VHF, HF or SATVOICE (see ENR 2.1.5 for details on frequencies and SATVOICE numbers).

All operators shall submit their Request for Clearance (RCL message) at least 40 minutes before the ETO for the Santa Maria OCA boundary.

Flights departing from aerodromes located in Lisboa FIR, which are close to Santa Maria OCA boundary, shall submit the Request for Clearance (RCL message) as soon as possible after departure.

Flights departing from Azores are exempted from submitting an Request Clearance (RCL message) to Santa Maria OAC. Standard departure clearance procedures shall be applied by the crew and Aerodrome Control Tower.

The RCL message shall include:

- The Oceanic Entry Point and estimated time;
- The requested MACH number, based on FMS cost index (ECON);
- The requested flight level at the Oceanic Entry Point;
- The highest acceptable flight level which can be maintained at the OCA entry and,
- Optionally, any other information deemed important by the crew.

In response to an RCL message, there will be no Oceanic Clearance message sent via ACARS OCD or voice, flight crew must fly what is loaded in the FMS or as amended by ATC. The following message will be sent by Santa Maria OAC, via ACARS OCD or voice, as applicable:

RCL RECEIVED BY LPPO. FLY CURRENT FLIGHT PLAN OR AS AMENDED BY ATC

The information in the RCL message will be processed as follows:

- The Oceanic Entry Point and estimated time – Used by the controller to update the currently held ATC data;
- The requested MACH number, based on FMS cost index (ECON) - ATC will use the requested Mach speed information as the reference speed for cost index (ECON) operations. The aircraft should continue to operate on FMS cost index (ECON) unless it is assigned a fixed Mach speed by ATC. ATC must be advised if the speed changes by Mach 0.02 or more from the requested Mach in the RCL;
- The requested flight level at the Oceanic Entry Point - ATC will store the requested flight level information. The aircraft shall not change flight level unless it is cleared for a flight level change by ATC. Flight crews are reminded that a change in flight level can be requested at any time after the Oceanic Entry Point as the traffic situation constantly changes and previously blocked flight levels may become available;

- The highest acceptable flight level which can be maintained at the OCA entry - ATC will store the Max Flight Level Information for traffic planning purposes. If no Max Flight Level is provided, the RCL requested flight level will be considered as the highest acceptable flight level at Oceanic Entry Point;
- Optionally, any other information deemed important by the crew - Information is brought to the attention of the controller.

Flights using ACARS OCD data link service for submitting the RCL message are not required to establish voice communications with Santa Maria RADIO before the FIR boundary, except if specifically instructed to do so.

Pilots are reminded that while outside of Santa Maria FIR and whilst in contact with Santa Maria RADIO, it is mandatory to maintain two way communications with the Control Centre/Radio Station in charge of their flight.

16. OPERATIONS WITHOUT ASSIGNED FIXED SPEED (OWAFS) WITHIN SANTA MARIA FIR

16.1 GENERAL

All aircraft, regardless of FANS equipage, will be eligible for the application of OWAFS in both ATS surveillance and non-surveillance airspace.

Flights entering Santa Maria FIR are expected to be flying either a fixed Mach or an FMS cost index (ECON) speed, depending on the coordination conditions established between the ATS units.

After the aircraft enters Santa Maria FIR, ATC will strive to remove any existing speed restriction although speed control restrictions will be applied as needed, in accordance with ICAO Doc 4444 (paragraph 4.6).

Appropriate flight crew knowledge is required to ensure a thorough understanding of OWAFS policies and procedures especially in regard to responses to standard voice or CPDLC messages relating to speed assignments.

16.2 PROCEDURES

When an aircraft has been cleared on a fixed Mach speed:

- i. Flight crews will not need to request a variable speed, ATC will offer a variable Mach when possible.
- ii. Flight crew abides by ICAO Annex 2 (paragraph 3.6.2.2 b) Deviation from ATC assigned Mach number/indicated airspeed: the appropriate air traffic services unit shall be informed immediately.

If the aircraft then receives RESUME NORMAL SPEED (via CPDLC or Voice), the flight crew no longer needs to comply with a previously issued Mach. However, the flight crew shall advise ATC if, as the result of the RESUME NORMAL SPEED message, they intend to adjust their speed by plus or minus Mach 0.02 or more from their last assigned speed.

16.3 PHRASEOLOGY

The following standard phraseology shall be used between ATC and flight crew:

- i. To clear aircraft on a fixed speed:
 - a. Voice: MAINTAIN MACH (number)
 - b. CPDLC: SPDU-4/UM106: MAINTAIN (speed)
- ii. To remove the speed restriction:
 - a. Voice: RESUME NORMAL SPEED
 - b. CPDLC: SPDU-13/UM116: RESUME NORMAL SPEED
- iii. Response to a pilot inquiry in order to confirm the RESUME NORMAL SPEED instruction:
 - a. Voice: NO [ATC] SPEED RESTRICTIONS
 - b. CPDLC SPDU-14/UM169 (free text): NO SPEED RESTRICTION

17. POSITION REPORTING IN SANTA MARIA FIR

17.1 POSITION REPORT WAYPOINTS

Flight crew are expected to report the significant route waypoints loaded in the FMS or as amended by ATC.

17.2 VOICE POSITION REPORTS

All routine voice position reports should be transmitted to Santa Maria Radio which delivers them, as other messages from Aircraft, immediately and automatically as required to the relevant ATS units, Airline Operators and MET Offices.

Unless otherwise instructed by ATC, provided the conditions described below are fulfilled, the voice waypoint position report procedure is not required by the crew of:

- a. Flights with ADS-C Waypoint Position Report contract established with LPPO; and/or
- b. Identified flights in VHF contact with Santa Maria Radar, even when the next and ensuing waypoints are outside the surveillance area; and/or
- c. Flights that filled the ADS-B equipment descriptors B1 or B2 in item 10B of the ICAO FPL and ADS-B space based surveillance services are available.

However, flights wishing their position report to be relayed to the airline operations via AFTN may continue to transmit in HF or SATVOICE the position report to Santa Maria Radio.

INTERCEPT PROCEDURE

Pilots must be aware that, according to the Conclusion 33/16 of the 33rd Meeting of NATSPG, Santa Maria does no longer apply the intercept procedure recommended by ICAO and described on Annex 10 Vol. II, paragraph 5.2.3.1.2.

17.3 DATA LINK POSITION REPORTS

Santa Maria OAC accepts ADS-C Waypoint Position Reports. Additionally to Waypoint position reports, Santa Maria also accepts and processes periodic position reports.

CPDLC position reports are not accepted in Santa Maria FIR.

18. DATA LINK SERVICES WITHIN SANTA MARIA FIR

18.1 INTRODUCTION

Within Santa Maria Oceanic Control Area (OCA), several data link services for Air Traffic Control (ATC) purposes are available for suitable equipped aircraft. These services include the pre-FANS application Oceanic Clearance Delivery (OCD), as well as FANS1/A functions as Automatic Dependent Surveillance Contracts (ADS-C) and Controller Pilot Data Link Communications (CPDLC).

More detailed information regarding ADS-C/CPDLC may be found in the ICAO Doc 10037 Global Operational Data Link (GOLD) Manual. More details on OCD can be found in the ICAO European and North Atlantic (EUR/NAT) Office public website: www.icao.int/EURNAT/, "EUR/NAT Documents", "NAT Documents", "NAT OPS Bulletins" - ACARS Data Link Oceanic Clearance Flight Crew Procedures.

18.2 GENERAL DESCRIPTION

18.2.1 PRE FANS APPLICATIONS

The OCD is a data link service that allows pilots to submit the Request for Clearance (RCL message) and receive the response from the controllers using the ACARS network, according the specifications defined on the AEEC 623 and EUROCAE ED 106.

18.2.2 FANS 1/A APPLICATIONS

These applications will be available after the proper establishment of a logon to the Santa Maria OAC. ADS contracts and CPDLC connections are automatically initiated by ground systems after receiving the AFN logon initiated by flight crews or by automatic transfer from other ATS Unit.

FANS 1/A equipped aircraft are expected to make use of the datalink applications CPDLC and ADS-C either when flying within procedural oceanic or surveillance airspace.

18.2.2.1 ADS-C

ADS-C is a data link service for use by Santa Maria OAC in which aircraft automatically transmits via an air-ground data link, aircraft position-related data derived from on-board navigation and position fixing systems.

Santa Maria OAC establishes the following ADS contracts with each aircraft within its area of responsibility.

- Waypoint Event Contracts (to receive the mandatory waypoint position reports);
- Periodic Contracts (to receive periodic position reports, allowing a better monitoring of the flights profile);
- Lateral Deviation Event Contracts (to receive an alert whenever the aircraft is outside the cleared route path);

- Altitude Change Event Contracts (to receive an alert whenever the aircraft is not maintaining the cleared flight level).

Additionally, whenever necessary, it is possible to make an ADS Demand report, which provides the controller with the aircraft's current position, level and speed.

ADS-C flights transiting the Santa Maria OAC surveillance area are expected to maintain the ADS-C contracts established by ATC.

18.2.2.2 CPDLC

CPDLC is a data link service that allows FANS 1/A equipped aircraft the exchange of data link messages between pilots and controllers. Communications can be conducted via a defined message element (a message element whose content and format are pre-determined) or via a free text message element, usually referred as a free-text message (a message element whose content is variable, i.e., composed by the sender). Pilots shall not use a free-text message if a standard message exists for the purpose of the required communication.

CPDLC communications is available either for flights within Santa Maria OAC surveillance area where voice VHF DCP communications exists or within procedural oceanic airspace where voice communications are assured through Santa Maria Radio.

18.3 GENERAL REQUIREMENTS

In order to use the available data link services operators must be aware of the following requirements:

- To use OCD aircraft must be able to comply with the specifications defined on the AEEC 623 and EUROCAE ED 106
- To use ADS-C/CPDLC aircraft must be FANS 1/A equipped.

18.4 Connection information for Santa Maria FIR data link services

In order to establish connection to Santa Maria Oceanic Area Control Center (OAC) the following address information shall be used.

- For OCD the address for Santa Maria OAC is the ICAO four letters designator LPPO;
- For ADS-C/CPDLC the logon address of Santa Maria OAC is the ICAO four letters designator LPPO.

Airline operators must be aware that it's their responsibility to make the necessary arrangements with the DSP that they have established the service access contract to forward the Media Advisory (MA) message from all aircraft on the fleet to other DSPs, in order to assure the proper internet working message routing between different DSPs

18.5 General Procedures

More detailed information on ADS-C/CPDLC procedures can be found in the ICAO Doc 10037 Global Operational Data Link (GOLD) Manual and on OCD procedures can be found on the ICAO European and North Atlantic (EUR/NAT) Office public website: www.icao.int/EURNAT/, "EUR/NAT Documents", "NAT Documents", "NAT OPS Bulletins" - ACARS Data Link Oceanic Clearance Flight Crew Procedures.

Flight crews should not ask Santa Maria Radio questions regarding the data link services status, or whether a downlink message has been received. Should Santa Maria OAC fail to receive an expected ADS-C report, a voice report will be requested.

18.5.1 AFN LOGON TIMING

For flights entering Santa Maria FIR from Madrid FIR, the crew is required to initiate the AFN LOGON as soon as operationally feasible prior the FIR boundary estimated time.

All other adjacent FIRs to Santa Maria offer datalink services, either FANS 1/A or ATN B1, therefore the AFN LOGON transfer is expected to be done automatically, without crew intervention, or manually, after being instructed to do so by the responsible ATC unit. However, if this does not happen, the crew shall initiate a manual AFN LOGON to Santa Maria, as soon as operationally feasible, usually close to or upon crossing the FIR boundary entry waypoint. In all cases, ATC will instruct the crew as needed, if any AFN LOGON problem is detected.

18.5.2 RADIO OPERATOR RESPONSE TO INITIAL VOICE CONTACT FROM CPDLC FLIGHTS

In all circumstances, pilots are expected to make an initial voice contact with Santa Maria Radio, according to the procedures detailed in ICAO Doc 10037 GOLD Manual, Appendix B, paragraph B.4.3. (see also ENR 1.1.18.6 below).

18.5.3 UPLINK MESSAGE LATENCY MONITOR FUNCTION TIMER

18.5.3.1 Set Timer

18.5.3.1.1 The uplink message latency monitor function is designed to prevent pilots from acting on a CPDLC uplink message that has been delayed in the network. Upon entering Santa Maria Oceanic airspace, FANS 1/A equipped flights will receive a message advising crews to set the latency timer: "SET MAX UPLINK DELAY VALUE TO 300 SEC".

18.5.3.1.2 When the pilot receives the uplink CPDLC message SET MAX UPLINK DELAY VALUE TO 300 SEC he/she shall;

i. Send a positive response to ATC as prompted by the avionics (ACCEPT [ROGER]) regardless of whether the aircraft supports the latency monitor.

Note 1: It is important that pilots respond to the SET MAX UPLINK DELAY VALUE TO 300 SEC uplink message to avoid having open unanswered CPDLC messages in the system. This also applies to aircraft that have deficient message latency monitor functionality or no such functionality at all.

Note 2: The ICAO Doc 10037 Global Operational Data Link (GOLD) Manual specifies that the pilot should append the response downlink with the free text message TIMER NOT AVAILABLE when the message latency monitor function is not available in the aircraft.

ii. If the aircraft is equipped with a correctly functioning message latency monitor, enter the specified uplink delay into the avionics in accordance with the aircraft procedures. Some avionics will automatically set the delay value in accordance with the uplink message and do not allow for a manual input.

Note 3: If an aircraft is instructed to log off and then log on again mid-flight, ATC may send the message SET MAX UPLINK DELAY VALUE TO 300 SEC again once the logon is completed.

18.5.3.2 CPDLC AMENDED ROUTE CLEARANCES AND CONFIRM ASSIGNED ROUTE MESSAGE

Amended route clearances, more commonly referred as re-route clearances are often employed by ATC in order to accommodate the traffic demand at optimum levels. CPDLC reroute clearance uplink messages can be loaded directly into the Flight Management System (FMS), reducing the risk of waypoint insertion errors.

To further enhance safety mechanisms, Santa Maria introduced the CPDLC uplink message "CONFIRM ASSIGNED ROUTE". This message is part of the CPDLC message set and is technically referred to in the ICAO Document 10037 (Global Operational Datalink Manual, Appendix A) as uplink message number UM137. This uplink message provides the flight crew with a SEND prompt which when selected, downlinks via CPDLC the DM40 message containing the active route in the Flight Management System (FMS) to ATC without the need of using any FREE TEXT.

CONFIRM ASSIGNED ROUTE is automatically sent to all FANS 1/A aircraft 3 minutes after entering Santa Maria Oceanic OCA or 20 minutes after departing an Azores aerodrome, whichever is applicable.

Additionally, the message may be uplinked a few minutes after a re-route clearance has received a WILCO reply to confirm that the FMS active route was updated in accordance with the re-route clearance.

The UM137 message may also be used under other circumstances on a tactical basis.

Upon reception of the downlinked message DM40 containing the FMS active route the Santa Maria Flight Data processing System (FDPS) automatically performs a conformance check against the route held in the FDPS.

The benefit of this process is that the Air Traffic Controller is alerted well in advance, of any differences between the profile in the active route of the FMS and the route being protected in the FDPS. This functionality is in addition to the ADS-C position report conformance checking and is intended to further enhance safety.

18.5.3.2.1 Flight crew response to a received CPDLC uplink re-route message.

All CPDLC re-route clearance uplinks display a LOAD prompt to the flight crew. As per the GOLD procedures, on receipt of a CPDLC re-route clearance the flight crew should LOAD the uplink into the FMS and review the clearance before sending a WILCO to ATC.

18.5.3.2.2 Flight crew response to a received CPDLC CONFIRM ASSIGNED ROUTE uplink message.

Upon receipt of a CPDLC "CONFIRM ASSIGNED ROUTE" uplink message, the flight crew should follow the appropriate ATC response prompts to downlink the assigned route to ATC.

It should be noted that in some aircraft types there is an identified anomaly that inhibits the display of a SEND prompt and thus preventing the crew from responding correctly to the uplink. In this case the crew should respond with free text message "UNABLE TO SEND ROUTE".

18.5.3.3 Delayed CPDLC Uplink Message

18.5.3.3.1 When a pilot receives a CPDLC uplink message with an indication that the message has been delayed the pilot shall:

- i. Revert to voice communications to notify the ATS unit of the delayed message received and to request clarification of the intent of the CPDLC message; and
- ii. Respond appropriately to close the message as per the instructions of the controller.
- iii. The pilot must not act on the delayed uplink message until clarification has been received from the controller.

18.6 SAFETY RELATED ISSUES

Attention is called to flight crew that the use of data link services does not exempt the requirement of establishing voice communications with Santa Maria Radio at or before the FIR Boundary, whether on HF or VHF, even if a CPDLC connection is established.

The flight crew procedures published in ICAO Doc 10037, Appendix B.4.3 are applicable in Santa Maria area, except paragraph B.4.3.1.1.11 which is changed as follows:

- If the flight crew does not receive its domestic frequency assignment by 2 minutes prior to the flight's entry into the next oceanic CTA, the flight crew should contact the aeronautical radio station and request the frequency, stating the current CTA exit fix or coordinates.

To avoid misunderstandings in the communication process all communications initiated on CPDLC should be concluded via CPDLC and communications initiated via voice should also be concluded on voice. In cases of messages initiated via CPDLC that creates uncertainties or doubts the dialogue should be terminated with UNABLE and a new dialogue should be initiated via voice.

19. VOICE COMMUNICATIONS REQUIREMENTS IN SANTA MARIA FIR

To operate within Santa Maria Flight Information Region all aircraft are required to maintain two way voice communications on HF and VHF in accordance with the Minimum Equipment List (MEL) requirements defined by the state of the operator or of registration (see also GEN 1.5 Aircraft instruments, equipment and flight documents), with the exception of aircraft flying exclusively within the Santa Maria TMA, which are only required to maintain two way voice communications on VHF. SATVOICE capability is not mandatory but, if available, is accepted as a long range communications system for all routine, urgency and emergency communications.

Flights planning to operate outside VHF coverage may request waivers from the HF requirement provided the flight falls into one of the following categories:

- Air carriers with HF unserviceable wishing to return to base for repairs, or
- Ferry or delivery flights, or
- Special event flights

Relief from the HF requirement may be granted upon prior coordination with Santa Maria OAC Manager or on duty Supervisor (see GEN 3.3.1 and 3.3.6) provided the aircraft has other long-range communication systems appropriate for route of flight.

20. SELCAL OPERATION WITHIN OR INBOUND SANTA MARIA FIR

In addition to the provisions contained in DOC 7030, pilots of aircraft operating in the NAT Region are reminded of the requirement to carry out a SELCAL check with the appropriate NAT Aeradio Station prior to entry into NAT Oceanic Airspace. This SELCAL check must be completed prior to commencing SELCAL watch.

SELCAL watch on the assigned HF frequency should be maintained even in areas of the Region where VHF coverage is available and used for air / ground communications.

In order to maximize the response time of flight crews to ATC VHF voice calls within Santa Maria OAC surveillance area, pilots should complete the SELCAL check prior entering the Santa Maria Radar VHF coverage area (see GEN 3.4.3 - Theoretical VHF Coverage graphic).

21. SATVOICE AIR / GROUND MESSAGE WITHIN OR INBOUND SANTA MARIA FIR

21.1 INTRODUCTION

A dedicated satellite voice telephone number for Santa Maria Radio Station has been programmed into the INMARSAT and IRIDIUM ground gateways, for use with the short codes configured the aircraft satellite voice equipment. This number is available H24 and shall be used as follows:

- Santa Maria Radio Station is able to receive air-to-ground SATVOICE calls from equipped aircraft. Radio operators receive those calls and relay the written copy of the communications to the appropriate destination (e.g., ATS units, meteorological offices, operators, airports, etc.), in the same manner as done when receiving voice calls on HF and VHF.

- The main communication mean is the HF frequencies and the Radio Station does not have a dedicated radio operator to answer those calls. This situation implies that the availability of radio operators to answer the SATVOICE calls is dependent of the workload.

Capability to initiate Ground-to-Air SATVOICE calls from Santa Maria Radio Station is also available, both for INMARSAT and IRIDIUM customers and written copies of the communications are relayed as appropriate.

21.2 PROCEDURES

To call Santa Maria Radio Station the SATVOICE equipped aircraft shall dial one of the six digits short codes allocated to the Radio Station, which are 426302 and 426305.

Pilots and radio operators shall use current HF/RTF procedures and standard ICAO phraseology during the transmission / reception of any air-ground message.

If initial contact is made through SATVOICE voice, the radio operator will inform the primary and secondary HF frequencies to the flight and will require a SELCAL check, if available. This will allow the radio station to establish contact with the aircraft whenever necessary.

SATVOICE calls will be recorded and read back procedures for ATC messages will be applied.

Any SATVOICE call established with Santa Maria Radio Station can be transferred to any Santa Maria OAC ATC working position, if so required by the pilot or the controller.

Santa Maria Radio will be using the two letters SP in sub-field CSF as the frequency identifier in air-ground SATVOICE communications.

22. COMMUNICATIONS AIR-TO-AIR IN SANTA MARIA FIR

Frequency 123.45MHZ shall be used for the AIR-to-AIR communications for the exchange of operational information while conducting flights in the NAT Region.

23. SANTA MARIA OAC AIR TRAFFIC MANAGEMENT OPERATIONAL CONTINGENCY PLAN

The Santa Maria OAC Air Traffic Management Operational Contingency Plan is published in the ICAO NAT Doc 006, Part 1, Chapter 4.

The electronic version of the document is available on the ICAO European and North Atlantic (EUR/NAT) Office public website: www.icao.int/EURNAT/, "EUR/NAT Documents", "NAT Documents", "NAT Documents".

24. TRANSMISSION OF SIGMET IN SANTA MARIA FIR

SIGMET concerning Santa Maria FIR are available by broadcast via VHF VOLMET and also via Shannon VOLMET (frequencies and hours of operation available in AIP Ireland, GEN 3.5).

Pilots of aircraft in flight will be advised to listen Shannon VOLMET broadcasts whenever a Santa Maria FIR SIGMET affecting a portion of their route is issued.

Whenever considered appropriate or at pilots request Santa Maria radio operators may also transmit the SIGMET.

25. FLIGHT OPERATIONS WITHIN AIRSPACES AFFECTED BY VOLCANIC ASH CONTAMINATION

To ensure continuous aircraft operations through Portuguese airspace likely to be affected by volcanic contamination, following principles shall apply:

Key principles

- The operator is responsible for the safety of its operations under the oversight of their respective State regulatory authority. The guiding principle for such operations is the use of a safety risk management approach, as described in ICAO Doc 9974 and EASA Safety Information Bulletin (SIB) 2010-17R5;
- In order to consider whether or not to operate into airspace forecast to be, or aerodromes known to be, contaminated with volcanic ash, the operator should have in place an identifiable safety risk assessment (SRA) within its Safety Management System (SMS);
- In order to decide whether or not to operate into airspace forecast to be, or aerodromes known to be contaminated with volcanic ash, the operator's SRA must be accepted by its State regulatory authority;
- The safety control measures set out in ICAO Doc 9974 and EASA Safety Information Bulletin (SIB) 2010-17R5 are intended to be sufficiently robust that they facilitate acceptance, without further investigation, by a State whose airspace

is forecast to be affected by volcanic ash. The State can – based on the implementation of internationally accepted Safety Management principles - be confident in the ability of operators from other States to undertake operations safely in its airspace;

25.1 TERMINOLOGY

The following definitions of contamination are applicable in Portugal regarding operation of aircraft in airspace contaminated with volcanic ash.

- Area of Low Contamination: Airspace of defined dimensions where volcanic ash may be encountered at concentrations equal to or less than 2×10^{-3} g/m³. (Cyan)
- Area of Medium Contamination: Airspace of defined dimensions where volcanic ash may be encountered at concentrations greater than 2×10^{-3} g/m³, but less than 4×10^{-3} g/m³. (Grey)
- Area of High Contamination: Airspace of defined dimensions where volcanic ash may be encountered at concentrations equal to or greater than 4×10^{-3} g/m³, or areas of contaminated airspace where no ash concentration guidance is available. (Red)

These definitions are consistent ICAO EUR/NAT Volcanic Ash Contingency Plan (VACP) (ICAO EUR Doc 019/NAT Doc 006 Part II) and EASA Safety Information Bulletin (SIB) 2010-17R5.

25.2 SAFETY RISK ASSESSMENT APPLICATION IN PORTUGAL

25.2.1 Areas of ash contamination.

(1) In Portugal, Aircraft Operators will be allowed to make decisions based on their safety risk assessment in the forecast areas of low, medium and high ash contamination.

(2) Therefore, Portugal will allow operators to make decisions based on their safety risk assessment, as accepted by their respective State regulatory authority, in forecast areas of low, medium and high ash contamination.

25.2.2 Common safety risk assessment recognition.

(3) As part of its overall decision making process regarding the operation of aircraft in airspace forecast to be, or aerodromes known to be, contaminated with volcanic ash, Portugal will allow aircraft operators registered in other States to base their decisions on their safety risk assessment, as accepted by their State regulatory authority, in accordance with the above mentioned approach (see 22.2.1) to decision making in Portugal.

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

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

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

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

2.1.4.2 FARO TMA (LPFR TMA)

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

2.1.4.3 MADEIRA TMA (LPMA TMA)

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

2.1.4.4 PORTO TMA (LPPR TMA)

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

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

2.1.5.1 SANTA MARIA OCEANIC FIR (LPPO FIR)

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

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

2.1.5.2 Control Areas

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

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

Name Lateral limits Vertical Limits Class of Airspace	Unit providing service	Call sign/ Languages Area and conditions of use Hours of service	FREQ/ purpose	Remarks
1	2	3	4	5
2 SANTA MARIA TMA (LPAZ TMA) 394139N 0244631W - arc of circle of 120NM radius centred at VMG VOR clockwise to - 355922N 0264135W - 373323N 0320128W - arc of circle of 120NM radius centred at FRS VOR clockwise to - 412039N 0302103W to origin. FL285 FL195 Class of Airspace: A FL195 300 M AGL/AMSL Class of Airspace: C	Santa Maria OAC	Santa Maria Radar (EN, PT) H24	132.150 MHZ* (Primary)	Excluding Lajes Military Control Area (CTA), Flores, Horta, Ponta Delgada and Santa Maria (CTR) within these limits. * Within VHF Coverage, according graphic in GEN 3.4.3 Types of Service.
			129.400 MHZ* (Backup)	
			121.500 MHZ* (Emergency)	

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

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ENR 3 ATS ROUTES**ENR 3.1 LOWER ATS ROUTES****3.1.1 LISBOA FIR**

Route Designator {RNAV Specification}		[Route Usage Notes]							
Significant Point Name	Significant Point Coordinates							Remarks	
{RNAV Specification}	Track MAG ↓ / ↑	Dist (KM)	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
							↓	↑	
A5									
▲ ORTOP 36 01 36N 007 23 00W									
	336 ° 155°	65.7NM		FL195 / FL 095	3000 FT ALT	10NM	Even	Odd	H24 See AIP Spain {C}
▲ FARO DVOR/DME (VFA) 37 00 49N 007 58 30W									
	328 ° 147°	35.0NM		FL 195 / FL 095	3000 FT ALT	10NM	Even	Odd	H24 {C}
△ ODEMI 37 29 51N 008 23 02W									
	327 ° 147°	41.8NM		FL 195 / FL 095	3000 FT ALT	10NM	Even	Odd	H24 {C}
△ TROIA 38 04 24N 008 52 45W									
	327 ° 147°	25.5NM		FL 195 / FL 095	3000 FT ALT	10NM	Even	Odd	H24 {C}
▲ ESPICHEL 38 25 27N 009 11 08W DVOR/DME (ESP)									
	025 ° 205°	81.2NM		FL 195 FL 095	6000 FT ALT	10NM	Even	Odd	H24 {C}
▲ FATIMA DVOR/DME (FTM) 39 39 56N 008 29 34W									
	356 ° 176°	22.0NM		FL 195 FL 095	6000 FT ALT	10NM	Even	Odd	H24 {C}
△ XAMAX 40 01 52N 008 32 10W									
	356 ° 176°	39.8NM		FL 195 FL 095	6000 FT ALT	10NM	Even	Odd	H24 {C}
△ MANIK 40 41 31N 008 36 58W									
	356 ° 176°	35.0NM		FL 195 FL 095	6000 FT ALT	10NM	Even	Odd	H24 {C}
▲ PORTO DVOR/DME (PRT) 41 16 23N 008 41 16W									

Route Designator {RNAV Specification} [Route Usage Notes]									
Significant Point Name	Significant Point Coordinates								Remarks
{RNAV Specification}	Track MAG ↓ / ↑	Dist (KM)	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
							↓	↑	
	008 ° 189°	35.0NM		FL 195 FL 095	6000 FT ALT	10NM	Even	Odd	H24 {C}
△ RELVA 41 51 10N 008 35 51W									
	009 ° 189°	13.0NM		FL 195 FL 095	6000 FT ALT	10NM	Even	Odd	H24 For continuation, see AIP Spain {C}
▲ TURON 42 04 05N 008 33 48W									

Route Designator {RNAV Specification}										[Route Usage Notes]									
Significant Point Name		Significant Point Coordinates								Remarks									
{RNAV Specification}	Track MAG ↓ / ↑	Dist (KM)	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks										
							↓	↑											
A43																			
▲ ADORO		41 28 59N 006 16 48W																	
	265 ° 085°	54.0NM		FL 195 FL 095	7000 FT ALT	10NM	Odd	Even	H24 See AIP Spain {C}										
△ CANAR		41 23 09N 007 28 11W																	
	265 ° 085°	14.0NM		FL 195 FL 095	7000 FT ALT	10NM	Odd	Even	H24 {C}										
△ BELDU		41 21 31N 007 46 38W																	
	265 ° 085°	06.5NM		FL 195 FL 095	7000 FT ALT	10NM	Odd	Even	H24 {C}										
△ IBERO		41 20 44N 007 55 11W																	
	265 ° 084°	35.0NM		FL 195 FL 095	7000 FT ALT	10NM	Odd	Even	H24 {C}										
▲ PORTO DVOR/DME (PRT)		41 16 23N 008 41 16W																	

Route Designator {RNAV Specification}				[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates							Remarks	
{RNAV Specification}	Track MAG ↓ / ↑	Dist (KM)	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
							↓	↑	
A975									
▲ ESPICHEL 38 25 27N 009 11 08W DVOR/DME (ESP)									
	° 244°	30.0NM		FL 195 FL 095	7000 FT ALT	10NM		Odd	H24 {C}
△ ATECA 38 39 30N 008 37 21W									
	° 244°	37.4NM		FL 195 FL 095	7000 FT ALT	10NM		Odd	H24 {C}
△ TAGUX 38 56 44N 007 54 51W									
	° 244°	21.1NM		FL 195 FL 095	7000 FT ALT	10NM		Odd	H24 {C}
△ BIRBA 39 06 20N 007 30 43W									
	° 244°	15.1NM		FL 195 FL 095	7000 FT ALT	10NM		Odd	H24 See AIP Spain {C}
▲ ELVAR 39 13 10N 007 13 24W									

Route Designator {RNAV Specification}		[Route Usage Notes]							
Significant Point Name	Significant Point Coordinates								Remarks
{RNAV Specification}	Track MAG ↓ / ↑	Dist (KM)	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
							↓	↑	
B18									
▲ BIMBO 31 25 17N 016 01 58W									
	355 ° °	62.3NM		FL 195 FL 095	3000 FT ALT	10NM	Even		H24 See AIP Spain {C}
△ KEKOS 32 26 57N 016 13 38W									
	355 ° °	38.9NM		FL 195 FL 095	3000 FT ALT	10NM	Even		H24 {C}
▲ PORTO SANTO DVOR/DME (SNT) 33 05 25N 016 21 02W									
	050 ° 230°	40.0NM		FL 195 FL 095	3000 FT ALT	10NM	Even	Odd	H24 {C}
△ RAKUN 33 33 25N 015 46 53W									
	050 ° 230°	60.0NM		FL 195 FL 095	3000 FT ALT	10NM	Even	Odd	H24 {C}
△ RULET 34 15 06N 014 54 56W									
	050 ° 231°	158.6NM		FL 195 FL 095	3000 FT ALT	10NM	Even	Odd	H24 {C}
△ NARTA 36 03 23N 012 33 29W									
	051 ° 231°	175.8NM		FL 195 FL 095	3000 FT ALT	10NM	Even	Odd	H24 {C}
△ GANSU 38 00 00N 009 49 03W									
	051 ° 232°	39.2NM		FL 195 FL 095	3000 FT ALT	10NM	Even	Odd	H24 {C}
▲ ESPICHEL DVOR/DME (ESP) 38 25 27N 009 11 08W									

Route Designator {RNAV Specification}		[Route Usage Notes]							
Significant Point Name	Significant Point Coordinates							Remarks	
{RNAV Specification}	Track MAG ↓ / ↑	Dist (KM)	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
							↓	↑	
B47									
▲ RIVRO 40 37 22N 006 43 22W									
	278 ° 098°	53.4NM		FL 195 FL 105	9000 FT ALT	10NM	Odd	Even	H24, CDR 1 ALTN RTE - (NVS / ZMR) ADORO / CANAR / PRT / DIRMA See AIP Spain {C}
▲ VISEU DVOR/DME (VIS) 40 43 24N 007 53 09W									
	278 ° 098°	74.0NM		FL 195 FL 105	9000 FT ALT	10NM	Odd	Even	H24, CDR 1 ALTN RTE - (NVS / ZMR) ADORO / CANAR / PRT / DIRMA {C}
▲ DIRMA 40 51 06N 009 30 03W									

Route Designator {RNAV Specification}		[Route Usage Notes]							
Significant Point Name	Significant Point Coordinates								Remarks
{RNAV Specification}	Track MAG ↓ / ↑	Dist (KM)	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
							↓	↑	
B60									
▲ LISBOA DVOR/DME (LIS)	38 53 16N 009 09 46W								
	074 ° °	60.0NM		FL 195 FL 095	6000 FT ALT	10NM	Even		H24 {C}
△ OLGAR	39 11 00N 007 56 11W								
	075 ° °	30.8NM		FL 195 FL 095	6000 FT ALT	10NM	Even		H24 See AIP Spain {C}
▲ PORTA	39 19 48N 007 18 09W								

Route Designator RNAV Specification}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates						Remarks	
{RNAV Specification}	Track MAG ↓ / ↑	Dist (KM)	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
							↓	↑	
G41									
▲ FATIMA DVOR/DME 39 39 56N 008 29 34W (FTM)									
	025 ° 205°	69.3NM		FL 195 FL 095	6000 FT ALT	10NM	Even	Odd	H24 ALTN RTE - on ATC instructions (MAX EXTD 2NM) {C}
▲ VISEU DVOR/DME 40 43 24N 007 53 09W (VIS)									
	027 ° 207°	44.0NM		FL 195 FL 095	6000 FT ALT	10NM	Even	Odd	H24 ALTN RTE - on ATC instructions (MAX EXTD 2NM) {C}
△ CANAR 41 23 09N 007 28 11W									

Route Designator {RNAV Specification}			[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates					Remarks		
{RNAV Specification}	Track MAG	Dist (KM)	{COP}	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑						↓	↑	
G52									
▲ BEXAL		35 58 00N 011 26 54W							
	038 ° 219°	151.0NM		FL195 FL 095	6000 FT ALT	10NM	Even	Odd	H24 {C}
△ LIGRA		38 00 00N 009 35 27W							
	039 ° 219°	31.8NM		FL 195 FL 095	6000 FT ALT	10NM	Even	Odd	H24 {C}
▲ ESPICHEL DVOR/DME (ESP)		38 25 27N 009 11 08W							
	041 ° 222°	58.0 NM		FL 195 FL 095	6000 FT ALT	10NM	Even	Odd	H24 {C}
△ MAGUM		39 10 03N 008 23 33W							
	045 ° 225°	32.6NM		FL 195 FL 095	9000 FT ALT	10NM	Even	Odd	H24 {C}
▲ NISA DVOR/DME (NSA)		39 33 53N 007 54 53W							

Route Designator {RNAV Specification}		[Route Usage Notes]							
Significant Point Name	Significant Point Coordinates						Remarks		
{RNAV Specification}	Track MAG ↓ / ↑	Dist (KM)	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
							↓	↑	
	042 ° 222°	57.2NM		FL 195 FL 095	9000 FT ALT	10NM	Even	Odd	H24 {C}
△ PINOX 40 17 26N 007 06 33W									
	043 ° 223°	26.7NM		FL 195 FL 095	9000 FT ALT	10NM	Even	Odd	H24 See AIP Spain {C}
▲ RIVRO 40 37 22N 006 43 22W									

Route Designator {RNAV Specification}		[Route Usage Notes]							
Significant Point Name	Significant Point Coordinates						Remarks		
{RNAV Specification}	Track MAG ↓ / ↑	Dist (KM)	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
							↓	↑	
G414									
▲ DIRMA 40 51 06N 009 30 03W									
	° 238°	44.7NM		FL 195 FL 095	3000 FT ALT	10NM		Odd	H24 {C}
▲ PORTO DVOR/DME (PRT) 41 16 23N 008 41 16W									
	° 236°	35.0 NM		FL 195 FL 105	7000 FT ALT	10 NM		Odd	H24 {C}
△ MAPOR 41 36 51N 008 03 30W									
	° 236°	25.0 NM		FL 195 FL 105	7000 FT ALT	10 NM		Odd	H24 See AIP Spain {C}
▲ MALIS 41 51 20N 007 36 17W									

Route Designator {RNAV Specification}		[Route Usage Notes]							
Significant Point Name	Significant Point Coordinates							Remarks	
{RNAV Specification}	Track MAG ↓ / ↑	Dist (KM)	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
							↓	↑	
G851									
▲ ORTIS		31 24 25N 016 33 25W							
	° 190°	42.3 NM		FL 195 FL 095	3000 FT ALT	10 NM		Odd	H24 See AIP Spain {C}
△ FAGUT		32 06 33N 016 28 18W							
	° 190°	59.1 NM		FL 195 FL 095	3000 FT ALT	10 NM		Odd	H24 {C}
▲ PORTO SANTO DVOR/DME (SNT)		33 05 25N 016 21 02W							

Route Designator {RNAV Specification}		[Route Usage Notes]							
Significant Point Name	Significant Point Coordinates							Remarks	
{RNAV Specification}	Track MAG	Dist (KM)	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑						↓	↑	
H406									
▲ MOSEN		41 47 12N 006 33 39W							
	° 111°	26.5NM		FL 145 FL 105	7000 FT ALT	10NM		Odd	Madrid ACC - delegated from Lisboa ACC H24 {C}
▲ RALUS		41 56 12N 007 06 59W							

Route Designator {RNAV Specification}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates						Remarks	
{RNAV Specification}	Track MAG ↓ / ↑	Dist (KM)	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
							↓	↑	
R1									
▲ NELSO		31 40 59N 017 27 25W							

Route Designator {RNAV Specification}		[Route Usage Notes]							
Significant Point Name	Significant Point Coordinates							Remarks	
{RNAV Specification}	Track MAG ↓ / ↑	Dist (KM)	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
							↓	↑	
	038 ° 218°	101.3 NM		FL 195 FL 095	9000 FT ALT	10 NM	Even	Odd	H24 {C}
▲ PORTO SANTO DVOR/DME (SNT) 33 05 25N 016 21 02W									
	034 ° 215°	40.0 NM		FL 195 FL 095	3000 FT ALT	10NM	Even	Odd	H24 {C}
△ LIDRO 33 40 03N 015 56 59W									
	035 ° 215°	60.0 NM		FL 195 FL095	3000 FT ALT	10NM	Even	Odd	H24 {C}
△ PECKY 34 31 49N 015 20 16W									
	035 ° 215°	157.0 NM		FL 195 FL 095	3000 FT ALT	10NM	Even	Odd	H24 {C}
△ VERAM 36 46 21N 013 40 31W									
	035 ° 216°	184.4 NM		FL 195 FL 095	3000 FT ALT	10NM	Even	Odd	H24 {C}
△ ASMAR 39 22 21N 011 35 44W									
	036 ° 216°	184.0 NM		FL 195 FL 095	3000 FT ALT	10NM	Even	Odd	H24 See AIP Spain {C}
▲ DEMOS 41 55 33N 009 21 43W									

Route Designator {RNAV Specification}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates						Remarks	
{RNAV Specification}	Track MAG ↓ / ↑	Dist (KM)	{COP}	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
							↓	↑	
R47									
▲ NARTA		36 03 23N 012 33 29W							
	077 ° 258°	228.9NM		FL 195 FL 095	3000 FT ALT	10NM	Even	Odd	H24 {C}
▲ FARO DVOR/DME (VFA)		37 00 49N 007 58 30W							
	078 ° 258°	29.2NM		FL 195 FL 095	3000 FT ALT	10NM	Even	Odd	H24 See AIP Spain {C}
▲ MINTA		37 07 44N 007 23 00W							

Route Designator {RNAV Specification}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates						Remarks	
{RNAV Specification}	Track MAG ↓ / ↑	Dist (KM)	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
							↓	↑	
R724									
▲ OSLAD		35 58 00N 008 18 51W							
	016 ° 196°	64.8NM		FL 195 FL 095	3000 FT ALT	10NM	Even	Odd	H24 For continuation, see AIP Morocco {C}
▲ FARO DVOR/DME (VFA)		37 00 49N 007 58 30W							

Route Designator {RNAV Specification}				[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates					Remarks		
{RNAV Specification}	Track MAG ↓ / ↑	Dist (KM)	{COP}	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
	↓	↑							
W1									
▲ PIREN		36 50 00N 007 23 00W							
	292 ° 112°	30.4NM		FL 195 FL 095	3000 FT ALT	10NM	Even	Odd	H24 {C}
▲ FARO DVOR/DME (VFA)		37 00 49N 007 58 30W							

Route Designator {RNAV Specification}		[Route Usage Notes]							
Significant Point Name		Significant Point Coordinates						Remarks	
RNAV Specification}	Track MAG ↓ / ↑	Dist (KM)	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
	↓	↑							
W2									
▲ VISEU DVOR/DME (VIS)		40 43 24N 007 53 09W							
	314 ° 134°	14.1NM		FL 195 FL 095	6000 FT ALT	10NM	Even	Odd	H24 {C}
△ PESUL		40 52 55N 008 06 54W							

3.3.2 LISBOA - UPPER RNAV ROUTES

Route Designator {RNAV Specification}		[Route Usage Notes]						
Significant Point Name		Significant Point Coordinates			Remarks			
{RNAV Specification}	MAG Bearing ↓ / ↑	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks	
					↓	↑		
UL14 (RNAV 5)								
▲ OSLAD		35 58 00N 008 18 51W						
	016 ° 196°	35.0 NM	FL 245 FL 195		Even	Odd	H24 {C}	
△ OBOLO		36 31 53N 008 07 57W						
	016 ° 196°	29.9 NM	FL 245 FL 195		Even	Odd	H24 {C}	
▲ FARO DVOR/DME (VFA)		37 00 49N 007 58 30W						
	016 ° 196°	66.7 NM	FL 245 FL 195		Even	Odd	H24 Not AVBL for TFC DEST {C}	
△ ALAGU		38 05 19N 007 36 52W						
	016 ° 197°	70.2 NM	FL 245 FL 195		Even	Odd	H24 Not AVBL for TFC DEST See AIP Spain from WPT ADINO {C}	
▲ ELVAR		39 13 10N 007 13 24W						

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates			Remarks		
{RNAV Specification}	MAG Bearing ↓ / ↑	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
					↓	↑	
UL155 (RNAV 5)							
▲ ADORO		41 28 59N 006 16 48W					
	265 ° 085°	54.0 NM	FL 245 FL 195		Odd	Even	H24 See AIP Spain {C}
△ CANAR		41 23 09N 007 28 11W					
	265 ° 085°	14.0 NM	FL 245 FL 195		Odd	Even	H24 {C}
△ BELDU		41 21 31N 007 46 38W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates				Remarks		
{RNAV Specification}	MAG Bearing ↓ / ↑	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
					↓	↑	
	265 ° 085°	6.5 NM	FL 245 FL 195		Odd	Even	H24 {C}
△ IBERO 41 20 44N 007 55 11W							
	265 ° 084°	35.0 NM	FL 245 FL 195		Odd	Even	H24 {C}
▲ PORTO 41 16 23N 008 41 16W DVOR/DME (PRT)							

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates			Remarks		
{RNAV Specification}	MAG Bearing ↓ / ↑	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
					↓	↑	
UL600 (RNAV 5)							
▲ PORTO SANTO DVOR/DME (SNT)		33 05 25N 016 21 02W					
	305 ° 125°	40.7 NM	FL 245 FL 195		Even	Odd	H24 {C}
△ ILCAT		33 26 03N 017 02 54W					
	305 ° 125°	59.0 NM	FL 245 FL 195		Even	Odd	H24 {C}
▲ IRKID		33 55 30N 018 04 09W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑				↓	↑	
UM190 (RNAV 5)							
▲ ABALO		32 19 52N 018 07 49W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing ↓ / ↑	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
					↓	↑	
	043 ° °	85.5 NM	FL 245 FL 195		Even		H24 {C}
△ PELUS 33 26 43N 017 04 16W							
	040 ° °	237.4 NM	FL 245 FL 195		Even		H24 {C}
△ OBESA 36 39 26N 014 14 45W							
	033 ° °	190.9 NM	FL 245 FL 195		Even		H24 {C}
△ XANEL 39 24 11N 012 12 13W							
	034 ° °	184.9 NM	FL 245 FL 195		Even		H24 {C}
▲ XERES 42 01 26N 010 040 5W							

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑				↓	↑	
UM191 (RNAV 5)							
▲ RIVRO		40 37 22N 006 43 22W					
	278 ° 098°	53.4 NM	FL 245 FL 195		Odd	Even	CDR 1 H24 FL 245 / FL195 ALTN RTE - (NVS/ZMR) ADORO / CANAR / PRT / DIRMA See AIP Spain from WPT BARDI {C}
▲ VISEU DVOR/DME (VIS)		40 43 24N 007 53 09W					
	278 ° 098°	74.0 NM	FL 245 FL 195		Odd	Even	CDR 1 H24 FL 245 / FL195 ALTN RTE - (NVS/ZMR) ADORO / CANAR / PRT / DIRMA {C}
▲ DIRMA		40 51 06N 009 30 03W					
	276 ° 096°	31.3 NM	FL 245 FL 195		Odd	Even	H24 {C}
△ IBIDO		40 53 05N 010 11 12W					
	276 ° 095°	76.1 NM	FL 245 FL 195		Odd	Even	H24 {C}

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑				↓	↑	
△ PARAV		40 56 51N 011 51 24W					
	275 ° 094°	142.9 NM	FL 245 FL 195		Odd	Even	H24 {C}
▲ DETOX		41 00 00N 015 00 00W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑				↓	↑	
UM744 (RNAV 5)							
▲ ROSAL		38 01 17N 007 06 05W					
	281 ° 101°	5.8 NM	FL 660 FL 195		Even	Odd	Sevilla ACC - Delegated from Lisboa ACC, above FL245. Lateral limits: 12NM BTN FL 245 / FL 660 H24 CDR 1 H24 FL 245 / FL 195 ALTN RTE: on ATC instructions (MAX EXTD 4NM) See AIP Spain {C}
▲ LASIB		38 02 15N 007 13 22W					
	281 ° 100°	18.8 NM	FL 245 FL 195		Even	Odd	H24 CDR 1 H24 FL 245 / FL 195 ALTN RTE: on ATC instructions (MAX EXTD 4NM) {C}
△ ALAGU		38 05 19N 007 36 52W					
	281 ° 100°	15.0 NM	FL 245 FL 195		Even	Odd	H24 CDR 1 H24 FL 245 / FL 195 ALTN RTE: on ATC instructions (MAX EXTD 4NM) {C}
▲ ODPK		38 07 42N 007 55 36W					
	288 ° 108°	62.0 NM	FL 245 FL 195		Even	Odd	H24 CDR 1 H24 FL 245 / FL 195 ALTN RTE: on ATC instructions (MAX EXTD 4NM) {C}
▲ ESPICHEL DVOR/DME (ESP)		38 25 27N 009 11 08W					
	283 ° 103°	39.0 NM	FL 245 FL 195		Even	Odd	H24 {C}
▲ BUSEN		38 32 42N 010 00 00W					
	266 ° 085°	178.5 NM	FL 245 FL 195		Odd	Even	H24 {C}
△ TABAX		38 09 26N 013 44 57W					
	265 ° 084°	60.0 NM	FL 245 FL 195		Odd	Even	H24 {C}
▲ KOMUT		38 00 00N 015 00 00W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing ↓ / ↑	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
					↓	↑	
UN726 (RNAV 5)							
▲ ORTOP		36 01 36N 007 23 00W					
	336 ° 155°	65.7 NM	FL 245 FL 195		Even	Odd	H24 See AIP Spain {C}
▲ FARO DVOR/DME (VFA)		37 00 49N 007 58 30W					
	003 ° 183°	47.8 NM	FL 245 FL 195		Even	Odd	H24 CDR 1 H24 FL 245 / FL 195 ALTN RTE: on ATC instructions (MAX EXTD 4NM) {C}
△ ELDUK		37 48 40N 007 56 26W					
	003 ° 183°	19.0 NM	FL 245 FL 195		Even	Odd	H24 CDR 1 H24 FL 245 / FL 195 ALTN RTE: on ATC instructions (MAX EXTD 4NM) {C}
▲ ODKPAK		38 07 42N 007 55 36W					
	002 ° 182°	32.2 NM	FL 245 FL 195		Even	Odd	H24 CDR 1 H24 FL 245 / FL 195 ALTN RTE: on ATC instructions (MAX EXTD 4NM) {C}
△ EVURA		38 39 54N 007 55 07W					
	° 182°	16.8 NM	FL 245 FL 195			Odd	H24 {C}
△ TAGUX		38 56 44N 007 54 51W					
	° 177°	47.8 NM	FL 245 FL 195			Odd	H24 {C}
△ DIGAL		39 44 27N 007 59 23W					
	° 177°	41.4NM	FL 245 FL 195			Odd	H24 {C}
△ ABETO		40 25 47N 008 03 23W					
	° 176°	27.2 NM	FL 245 FL 195			Odd	H24 {C}
△ PESUL		40 52 55N 008 06 54W					
	° 178°	56.6 NM	FL 245 FL 195			Odd	H24 {C}
▲ RITUS		41 49 25N 008 11 58W					
	° 178°	19.0 NM	FL 245 FL 195			Odd	H24 {C}
▲ NARBO		42 08 23N 008 13 42W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑				↓	↑	
UN728 (RNAV 5)							
▲ ORTIS		31 24 25N 016 33 25W					
	° 211°	201.5 NM	FL 245 FL 195			Odd	H24 See AIP Spain {C}
△ GALPA		34 23 53N 014 43 49W					
	° 212°	146.2 NM	FL 245 FL 195			Odd	H24 {C}
△ VABEM		36 32 57N 013 19 22W					
	° 212°	189.8 NM	FL 245 FL 195			Odd	H24 {C}
△ TUNAV		39 18 54N 011 22 25W					
	° 213°	108.8 NM	FL 245 FL 195			Odd	H24 CDR 1 H24 FL 245 / FL 195 ALTN RTE: on ATC instructions (MAX EXTD 2NM) {C}
△ IBIDO		40 53 05N 01011 12W					
	° 213°	72.7 NM	FL 245 FL 195			Odd	H24 {C}
▲ DEMOS		41 55 33N 009 21 43W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑				↓	↑	
UN729 (RNAV 5)							
▲ BIMBO		31 25 17N 016 01 58W					
	031 ° °	331.1 NM	FL 245 FL 195		Even		H24 See AIP Spain {C}
△ NASAS		36 19 32N 012 58 24W					
	031 ° °	197.3 NM	FL 245 FL 195		Even		H24 {C}
△ LAMDI		39 12 21N 010 57 54W					
	032 ° °	185.1 NM	FL 245 FL 195		Even		CDR 1 H24 FL 245 / FL 195 ALTN RTE: on ATC instructions (MAX EXTD 6NM) {C}
▲ AGADO		41 52 22N 008 55 36W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing ↓ / ↑	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
					↓	↑	
UN741 (RNAV 5)							
▲ NELSO		31 40 59N 017 27 25W					
	° 218°	101.3 NM	FL 245 FL 195			Even Odd	H24 Route Segment PORTO SANTO (SNT) / NELSO Southbound Traffic ODD and EVEN levels available For continuation, see AIP Spain {C}
▲ PORTO SANTO DVOR/DME (SNT)		33 05 25N 016 21 02W					
	034 ° 215°	40.0 NM	FL 245 FL 195		Even	Odd	H24 {C}
△ LIDRO		33 40 03N 015 56 59W					
	035 ° 215°	60.0 NM	FL 245 FL 195		Even	Odd	H24 {C}
△ PECKY		34 31 49N 015 20 16W					
	035 ° 215°	77.3 NM	FL 245 FL 195		Even	Odd	H24 {C}
△ TELMU		35 38 16N 014 31 50W					
	035 ° 215°	79.7 NM	FL 245 FL 195		Even	Odd	H24 {C}
△ VERAM		36 46 21N 013 40 31W					
	034 ° 215°	184.4 NM	FL 245 FL 195		Even	Odd	H24 {C}
△ ASMAR		39 22 21N 011 35 44W					
	036 ° 216°	183.9NM	FL 245 FL 195		Even	Odd	H24 {C}
▲ DEMOS		41 55 33N 009 21 43W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing ↓ / ↑	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
					↓	↑	
UN745 (RNAV 5)							
▲ BIMBO		31 25 17N 016 01 58W					
	355 ° °	101.2 NM	FL 245 FL 195		Even		H24 {C}
▲ PORTO SANTO DVOR/DME (SNT)		33 05 25N 016 21 02W					
	050 ° °	100.0 NM	FL 245 FL 195		Even		H24 {C}
△ RULET		34 15 06N 014 54 56W					
	050 ° °	12.7 NM	FL 245 FL 195		Even		H24 {C}
△ GALPA		34 23 53N 014 43 49W					
	050 ° °	145.8 NM	FL 245 FL 195		Even		H24 {C}
△ NARTA		36 0323N 012 33 29W					
	048 ° °	169.9 NM	FL 245 FL 195		Even		H24 {C}
△ DEKUS		38 00 55N 010 00 00W					
	049 ° °	102.4 NM	FL 245 FL 195		Even		H24 {C}
△ MAGUM		39 10 03N 008 23 33W					
	043 ° 223°	52.1 NM	FL 245 FL 195		Even	Odd	H24 {C}
△ ABRAT		39 49 18N 007 39 15W					
	043 ° 223°	37.7 NM	FL 245 FL 195		Even	Odd	H24 {C}
△ PINOX		40 17 26N 007 06 33W					
	043° °	26.7 NM	FL 245 FL 195		Even		H24 See AIP Spain from WPT TOSDI {C}
▲ RIVRO		40 37 22N 006 43 22W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑				↓	↑	
UN747 (RNAV 5)							
△ PELUS		33 26 43N 017 04 16W					
	057 ° °	108.2 NM	FL 245 FL 195		Even		H24 {C}
△ PECKY		34 31 49N 015 20 16W					
	059 ° °	164.3 NM	FL 245 FL 195		Even		H24 {C}
△ NARTA		36 03 23W 012 33 29W					
	077 ° 258°	228.9 NM	FL 245 FL 195		Even	Odd	H24 {C}
▲ FARO DVOR/DME (VFA)		37 00 49N 007 58 30W					
	078 ° 258°	29.2 NM	FL 245 FL 195		Even	Odd	H24 See AIP Spain {C}
▲ MINTA		37 07 44N 007 23 00W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑				↓	↑	
UN858 (RNAV 5)							
▲ AKUDA		35 58 00N 008 57 00W					
	051 ° °	52.1 NM	FL 245 FL 195		Even		H24 For continuation, see AIP Morocco {C}
△ OBOLO		36 31 53N 008 07 57W					
	051 ° °	47.1 NM	FL 245 FL 195		Even		H24 For continuation, see AIP Spain {C}
▲ PESAS		37 02 12N 007 23 00W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing ↓ / ↑	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
					↓	↑	
UN870 (RNAV 5)							
▲ LUTAK		37 00 00N 015 00 00W					
	071 ° 252°	255.2 NM	FL 245 FL 195		Even	Odd	H24 {C}
▲ BUSEN		38 32 42N 010 00 00W					
	064 ° °	44.4 NM	FL 245 FL 195		Even		H24 CDR 1 H24 FL 245 / FL 195 ALTN RTE: on ATC instructions (MAX EXTD 3NM) {C}
▲ LISBOA DVOR/DME (LIS)		38 53 16N 009 09 46W					
	067 ° °	39.7 NM	FL 245 FL 195		Even		H24 CDR 1 H24 FL 245 / FL 195 ALTN RTE: on ATC instructions (MAX EXTD 3NM) {C}
△ MAGUM		39 10 03N 008 23 33W					
	064 ° °	19.7 NM	FL 245 FL 195		Even		H24 {C}
△ MOMAS		39 19 09N 008 01 00W					
	069 ° °	32.7 NM	FL 245 FL 195		Even		H24 For Continuation, see AIP Spain from WPT UREDI {C}
▲ PORLI		39 31 44N 007 21 59W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing ↓ / ↑	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
					↓	↑	
UN975 (RNAV 5)							
▲ ORTIS		31 24 25N 016 33 25W					
	° 190°	42.3 NM	FL 245 FL 195			Odd	H24 {C}
▲ FAGUT		32 06 33N 016 28 18W					
	° 190°	59.1 NM	FL 245 FL 195			Odd	H24 {C}
▲ PORTO SANTO DVOR/DME (SNT)		33 05 25N 016 21 02W					
	° 230°	40.0 NM	FL 245 FL 195			Odd	H24 {C}
▲ RAKUN		33 33 25N 015 46 53W					
	° 230°	60.0 NM	FL 245 FL 195			Odd	H24 {C}
△ RULET		34 15 06N 014 54 56W					
	° 230°	12.7 NM	FL 245 FL 195			Odd	H24 {C}
△ GALPA		34 23 53N 014 43 49W					
	° 231°	145.8 NM	FL 245 FL 195			Odd	H24 {C}
△ NARTA		36 03 23N 012 33 29W					
	051 ° 231°	175.8 NM	FL 245 FL 195		Even	Odd	H24 Route Segment / northbound only available for traffic LISBOA TMA {C}
△ GANSU		38 00 00N 009 49 03W					
	051 ° 232°	39.2 NM	FL 245 FL 195		Even	Odd	H24 Route Segment / northbound only available for traffic LISBOA TMA {C}
▲ ESPICHEL DVOR/DME (ESP)		38 25 27N 009 11 08W					
	° 244°	30.0 NM	FL 245 FL 195			Odd	H24 {C}
△ ATECA		39 39 30N 008 37 21W					
	° 244°	37.4 NM	FL 245 FL 195			Odd	H24 {C}
△ TAGUX		38 56 44N 007 54 51W					
	° 244°	21.1 NM	FL 245 FL 195			Odd	H24 {C}
△ BIRBA		39 06 20N 007 30 43W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑				↓	↑	
	° 244°	15.1 NM	FL 245 FL 195			Odd	H24 See AIP Spain from CCS {C}
▲ ELVAR		39 13 10N 007 13 24W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑				↓	↑	
UN976 (RNAV 5)							
▲ VISEU DVOR/DME (VIS)		40 43 24N 007 53 09W					
	° 244°	41.1 NM	FL 245 FL 195			Odd	H24 CDR 1 H24 FL 245 / FL 195 ALTN RTE: on ATC instructions (MAX EXTD 10NM) {C}
△ BABEX		41 02 25N 007 05 02W					
	° 250°	14.9 NM	FL 245 FL 195			Odd	H24 CDR 1 H24 FL 245 / FL 195 ALTN RTE: on ATC instructions (MAX EXTD 10NM) See AIP Spain from WPT ARDID {C}
▲ NINOS		41 07 47N 006 46 38W					

Route Designator {RNAV Specification}		[Route Usage Notes]								
Significant Point Name		Significant Point Coordinates				Remarks				
{RNAV Specification}	MAG Bearing	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks			
	↓ / ↑				↓	↑				
UN979 (RNAV 5)										
▲ ODPK		38 07 42N 007 55 36W								

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑				↓	↑	
	028° °	73.3 NM	FL 245 FL 195		Even		H24 CDR 1 H24 FL 245 / FL 195 ALTN RTE: on ATC instructions (MAX EXTD 5NM) {C}
▲ ELVAR		39 13 10N 007 13 24W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑				↓	↑	
UN981 (RNAV 5)							
▲ BIMBO		31 25 17N 016 01 58W					
	027 ° °	335.5 NM	FL 245 FL 195		Even		H24 See AIP Spain {C}
△ VABEM		36 32 57N 013 19 22W					
	029 ° °	188.0 NM	FL 245 FL 195		Even		H24 {C}
△ ASMAR		39 22 21N 011 35 44W					
	026 ° °	173.6 NM	FL 245 FL 195		Even		H24 {C}
▲ XERES		42 01 26N 010 04 05W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑				↓	↑	
UP47 (RNAV 5)							
▲ ORTIS		31 24 25N 016 33 25W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name	Significant Point Coordinates					Remarks	
{RNAV Specification}	MAG Bearing ↓ / ↑	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
					↓	↑	
	° 206°	273.0 NM	FL 245 FL 195			Odd	H24 {C}
△ TELMU 35 38 16N 014 31 50N							
	° 207°	434.5 NM	FL 245 FL 195			Odd	H24 {C}
▲ RIPEL 42 16 59N 010 48 58W							

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates			Remarks		
{RNAV Specification}	MAG Bearing ↓ / ↑	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
					↓	↑	
UZ28 (RNAV 5)							
▲ DIRMA		40 51 06N 009 30 03W					
	289 ° 109°	98.1 NM	FL 245 FL 195		Even	Odd	H24 {C}
△ DIDIT		41 19 12N 011 34 18W					
	289 ° 108°	159.5 NM	FL 245 FL 195		Even	Odd	H24 {C}
▲ BANAL		42 00 00N 015 00 00W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates			Remarks		
{RNAV Specification}	MAG Bearing	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑				↓	↑	
UZ29 (RNAV 5)							
▲ DIRMA		40 51 06N 009 30 03W					
	300 ° 119°	95.3 NM	FL 245 FL 195		Even	Odd	H24 {C}
△ MIMBO		41 34 15N 011 22 38W					
	299 ° 118°	129.8 NM	FL 245 FL 195		Even	Odd	H24 {C}
▲ ARMED		42 30 00N 014 00 00W					

Route Designator {RNAV Specification}		[Route Usage Notes]					
Significant Point Name		Significant Point Coordinates				Remarks	
{RNAV Specification}	MAG Bearing	Geodesic DIST	Upper limit / Lower limit	Minimum flight altitude	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑				↓	↑	
UZ218 (RNAV 5)							
▲ BAROK		35 58 00N 010 01 24W					
	° 205°	174.7 NM	FL 245 FL 195			Odd	H24 CDR 1 H24 FL 245 / FL 195 ALTN RTE: on ATC instructions (MAX EXTD 5NM) {C}
△ ATECA		38 39 30N 008 37 21W					
	° 201°	32.4 NM	FL 245 FL 195			Odd	H24 {C}
△ MAGUM		39 10 03N 008 23 33W					
	° 210°	39.1 NM	FL 245 FL 195			Odd	H24 CDR 1 H24 FL 245 / FL 195 ALTN RTE: on ATC instructions (MAX EXTD 4NM) {C}
△ DIGAL		39 44 27N 007 59 23W					
	° 210°	88.3 NM	FL 245 FL 195			Odd	H24 CDR 1 H24 FL 245 / FL 195 ALTN RTE: on ATC instructions (MAX EXTD 4NM) {C}
△ BABEX		41 02 25N 007 05 02W					
	° 209°	44.8 NM	FL 245 FL 195			Odd	H24 CDR 1 H24 FL 245 / FL 195 ALTN RTE: on ATC instructions (MAX EXTD 4NM) {C}
▲ BATAX		41 42 02N 006 37 19W					
	° 209°	5.8 NM	FL 245 FL 195			Odd	H24 CDR 1 H24 FL 245 / FL 195 ALTN RTE: on ATC instructions (MAX EXTD 4NM) {C}
▲ MOSEN		41 47 12N 006 33 39W					

ENR 3.6 EN-ROUTE HOLDING**3.6.1 Lisboa and Santa Maria FIRs – Table of holding areas**

Frequencies corresponding to the Controlling Unit see ENR 2.1.

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	Controlling unit and Frequency
1	2	3	4	5	6	7
ABUSU ABUSU 325201N0163808W (RDL031-DME08 FUN DVOR/DME)	211°	RIGHT	280	FL 150 FL 999	11 NM	Lisboa ACC 132.255 MHZ
ESPICHEL/ESP ESPICHEL DVOR/DME 382527N0091108W	030	RIGHT	280	FL 150 FL 999	1.5 MIN	Lisboa ACC 136.030 MHZ
ESUTI ESUTI 375136N0102549W	049°	LEFT	280	FL 250 FL 280	1.5 MIN	Lisboa ACC 131.325 MHZ
FARO/VFA FARO DVOR/DME 370049N0075830W	282°	LEFT	280	FL 150 FL 999	1.5 MIN	Lisboa ACC 125.550 MHZ
FARO/VFA FARO DVOR/DME 370049N0075830W	102°	RIGHT	280	FL 150 FL 999	1.5 MIN	Lisboa ACC 125.550 MHZ
FUSUL FUSUL 323605N0163943W RDL170-DME09 FUN DVOR/DME	350°	LEFT	280	FL 150 FL 999	12 NM	Lisboa ACC 132.255 MHZ
HORTA/HT HORTA L 383112N0283746W	055°	LEFT	280	FL 150 FL 999	1.5 MIN	Santa Maria OAC 132.150 MHZ
HORTA/VFL HORTA DVORTAC 383110N0283725W	055°	LEFT	280	FL 150 FL 999	1.5 MIN	Santa Maria OAC 132.150 MHZ
INBOM INBOM 400007N0081807W	192°	LEFT	280	FL 150 FL 280	1.5 MIN	Lisboa ACC 132.305 MHZ
IXUVA IXUVA 411104N0095109W RDL266-DME53 PRT DVOR/DME	086°	RIGHT	265	FL 150 FL 280	11 NM	Lisboa ACC 131.325 MHZ
LAZET LAZET 385526N0104016W	095°	RIGHT	280	FL 250 FL 280	1.5 MIN	Lisboa ACC 131.325 MHZ
LUVUP LUVUP 374313N0101007W	047°	LEFT	280	FL 250 FL 280	1.5 MIN	Lisboa ACC 131.325 MHZ
PORTO/PRT PORTO DVOR/DME 411623N0084116W	171°	RIGHT	280	FL 250 FL 280	11 NM	Lisboa ACC 132.305 MHZ
SANTA MARIA/VSM SANTA MARIA VOR/DME 365746N0250959W	334°	LEFT	280	FL 150 FL 999	1.5 MIN	Santa Maria OAC 132.150 MHZ

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	Controlling unit and Frequency
1	2	3	4	5	6	7
SAO MIGUEL/VMG SAO MIGUEL DVOR/DME 375046N0254529W	156°	LEFT	280	FL 150 FL 999	1.5 MIN	Santa Maria OAC 132.150 MHZ
UPULO UPULO 390238N0073907W	245°	RIGHT	280	FL 250 FL 280	1.5 MIN	Lisboa ACC 136.030 MHZ
VATZI VATZI 373552N0085147W	344°	LEFT	280	FL 250 FL 280	1.5 MIN	Lisboa ACC 125.550 MHZ
XAMAX XAMAX 400152N0083210W	178°	LEFT	280	FL 150 FL 280	1.5 MIN	Lisboa ACC 132.305 MHZ
XUVAP XUVAP 373521N0251301W RDL127-DME30 VMG DVOR/DME	307°	RIGHT	280	FL 150 FL 999	12 NM	Santa Maria OAC 132.150 MHZ

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

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
ABALO	321952N 0180749W	UM190, UQ11, UZ220, Z220	FRA (EX) / LISBOA / SANTA MARIA FIR BDRY
ABETO	402547N 0080323W	UN726, UN872	FRA (I) / NIL
ABLEG	404322N 0082552W	N/A	FRA (IA) / PORTO TMA, ENTRY STAR LPPR
ABRAT	394918N 0073915W	UN745	FRA (I) / NIL
ABRIL	402346N 0083449W	N/A	NIL / NIL
ABUPI	414504N 0071410W	UN872	FRA (E) / TCP MADRID / LISBOA ACC, Above FL245
ABUSU	325201N 0163808W	N/A	FRA (I) / MADEIRA TMA, Holding Pattern, MADEIRA CONTINGENCY
ADILI	355800N 0093422W	N/A	NIL / LISBOA / CASABLANCA FIR BDRY
ADINO	400104N 0062225W	N/A	FRA (E) / LECM FIR TCP MADRID / LISBOA ACC, Above FL245
ADNOV	413106N 0084511W	N/A	FRA (I) / PORTO TMA, Holding Pattern
ADORO	412859N 0061648W	A43, UL155	FRA (EX) / LISBOA / MADRID FIR BDRY
ADSAD	382841N 0085852W	N/A	FRA (I) / LISBOA TMA, Holding Pattern
ADSOL	375731N 0260436W	N/A	NIL / NIL
AGADO	415222N 0085536W	UN729	FRA (EX) / MADRID / LISBOA FIR BDRY
AIREZ	392717N 0083958W	N/A	FRA (I) / NIL
AKABO	411919N 0084203W	N/A	FRA (I) / NIL
AKUDA	355800N 0085700W	UN858, UZ1, W13	FRA (E) / LISBOA / CASABLANCA FIR BDRY
AKULU	405903N 0083643W	N/A	FRA (I) / PORTO TMA, Holding Pattern
ALAGU	380519N 0073652W	A44, UL14, UM744, UZ222, W13, Z222	FRA (IAD) / FARO TMA, EXIT SID, ENTRY STAR LPFR
ALAMA	391324N 0083300W	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
AMIXI	372842N 0253036W	H100	NIL / SANTA MARIA TMA ENTRY STAR LPAZ, LPPD
AMSEL	355800N 0075300W	R72, UP600	FRA (EXD) / LISBOA / CASABLANCA FIR BDRY EXIT SID LPFR
AMZIC	322058N 0160406W	N/A	NIL / MADEIRA CONTINGENCY
ANAVA	395358N 0252432W	H122	NIL / NIL
ARDID	411024N 0061656W	N/A	FRA (E) / LECM FIR TCP MADRID/ LISBOA ACC, Above FL245
ARMED	423000N 0140000W	T12, UZ29	FRA (EX) / LISBOA / SANTA MARIA FIR BDRY
ARNIT	385927N 0085734W	N/A	FRA (I) / NIL
ASGAM	350000N 0124242W	N/A	FRA (EX) / LISBOA / CASABLANCA FIR BDRY
ASMAR	392221N 0113544W	R1, T12, UN741, UN981, UZ8	FRA (I) / NIL
ASMOV	405810N 0092049W	N/A	FRA (IAD) / EXIT SID, ENTRY STAR LPPR
ASPEX	381911N 0280929W	H101	NIL / SANTA MARIA TMA, ENTRY STAR LPHR
ASPOR	414855N 0080452W	UT3	FRA (EA) / MADRID / LISBOA FIR BDRY ENTRY STAR LPPR
ATECA	383930N 0083721W	A975, UN975, UZ218	FRA (I) / NIL
BABEX	410225N 0070502W	UN976, UZ15, UZ218	FRA (I) / NIL
BABOV	395235N 0065225W	N/A	FRA (I) / NIL
BALNO	414350N 0065854W	N/A	FRA (X) / TCP MADRID / LISBOA ACC, Above FL245
BAMUX	231318N 0263229W	N/A	NIL / SANTA MARIA / SAL FIR BDRY
BANAL	420000N 0150000W	UZ28	FRA (EX) / LISBOA / SANTA MARIA FIR BDRY
BANIX	382420N 0280647W	H114	NIL / NIL
BARDI	403501N 0061809W	N/A	FRA (EX) / TCP MADRID / LISBOA ACC, Above FL245
BAROK	355800N 0100124W	UN873, UZ218, UZ4, W8	FRA (EXD) / LISBOA / CASABLANCA FIR BDRY EXIT SID LPFR

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1	2	3	4
BATAX	414202N 0063719W	UZ218	FRA (E) / TCP MADRID / LISBOA ACC, Above FL245
BAVAS	390000N 0234042W	H112, H121	NIL / SANTA MARIA TMA EXIT SID, ENTRY STAR LPPD
BEKUN	375654N 0231405W	H102, H111	NIL / SANTA MARIA TMA EXIT SID LPAZ, LPPD ENTRY STAR LPAZ, LPPD
BELDU	412131N 0074638W	A43, UL155	FRA (ID) / PORTO TMA, EXIT SID LPPR
BEVOP	373557N 0092315W	N/A	FRA (ID): LPPT
BEXAL	355800N 0112654W	G52, UN872, UZ18, UZ223	FRA (EX) / LISBOA / CASABLANCA FIR BDRY
BIGPI	315707N 0171456W	N/A	NIL / MADEIRA CONTINGENCY
BIMBO	312517N 0160158W	B18, UN729, UN745, UN981, UZ9	FRA (EA) / CANARIAS / LISBOA FIR BDRY ENTRY STAR LPMA
BIRBA	390620N 0073043W	A975, UN873, UN975, UZ15, UZ222	FRA (I) / NIL
BOMKO	385713N 0090237W	N/A	NIL / LISBOA TMA
BURAG	315114N 0160651W	N/A	NIL / MADEIRA CONTINGENCY
BUSEN	383242N 0100000W	A44,UM744, UN870, UZ21, UZ22	FRA (I) / NIL
CANAR	412309N 0072811W	A43, G41, UL155, UN872	FRA (I) / NIL
CASLU	383224N 0094836W	N/A	FRA (I) / Holding Pattern
CEFOX	383306N 0092410W	N/A	NIL / NIL
CIDLO	381121.02N 0264418.44W	H115	NIL / NIL
COCUN	390136N 0090407W	N/A	FRA (I) / NIL
CUDLY	383200N 0265026W	N/A	NIL / NIL
DEGUN	332507N 0153930W	UQ11, UZ11, UZ13, UZ225	FRA (ID) / MADEIRA TMA, EXIT SID LPMA LPPS
DEKKI	385747N 0084144W	N/A	FRA (I) / Holding Pattern
DEKUS	380055N 0100000W	UN745	NIL / NIL
DEMOS	415533N 0092143W	R1, UN728, UN741	FRA (EX) / MADRID / LISBOA FIR BDRY

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1	2	3	4
DEMZO	331348N 0171528W	N/A	NIL / MADEIRA CONTINGENCY
DETOX	410000N 0150000W	UM191	FRA (EX) / LISBOA / SANTA MARIA FIR BDRY
DEVAN	385028N 0272341W	N/A	NIL / LPLA Holding Pattern
DIDIT	411912N 0113418W	UZ28	FRA (I) / NIL
DIGAL	394427N 0075923W	UN726, UZ218, UZ222	FRA (I) / NIL
DIKMO	404324N 0075309W	N/A	NIL / NIL
DIKUV	361054N 0124502W	N/A	NIL / MADEIRA CONTINGENCY
DIRMA	405106N 0093003W	B47, G414, UM191, UZ23, UZ25, UZ28, UZ29	FRA (I) / NIL
DIRUP	313009N 0165942W	N/A	NIL / CANARIAS / LISBOA FIR BDRY
DIVUT	410143N 0081933W	N/A	FRA (I) / PORTO TMA Holding Pattern
DOKAS	371357N 0232152W	H103	NIL / SANTA MARIA TMA EXIT SID, ENTRY STAR LPAZ
DOLER	391605N 0262248W	H122	NIL / SANTA MARIA TMA EXIT SID, LPLA
DONOC	331326N 0162121W	N/A	NIL / NIL
DUZOP	374011N 0083906W	N/A	FRA (ID): LPPT, LPCS
EKLID	390833N 0091549W	N/A	FRA (I) / Holding Pattern
EKMAR	383327N 0093117W	Y207	FRA (I) / LISBOA TMA, Holding Pattern
EKNOT	321035N 0161745W	N/A	FRA (IA) / MADEIRA TMA, ENTRY STAR LPPS LPMA
EKNUT	204441N 0391449W	N/A	NIL SANTA MARIA / PIARCO FIR BDRY
EKPER	382523N 0100000W	N/A	FRA (I) / NIL
EKROL	420000N 0153500W	T16	NIL / NIL
ELBEN	384210N 0281612W	H115	NIL / NIL
ELBIM	330629N 0170703W	N/A	NIL / MADEIRA CONTINGENCY

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1	2	3	4
ELDUK	374840N 0075626W	R72, UN726	FRA (I) / NIL
ELGIX	413116N 0074023W	N/A	FRA (IA) / PORTO TMA, ENTRY STAR LPPR
ELNUB	390456N 0104016W	N/A	FRA (ID): LPPT
ELVAR	391310N 0071324W	A975, UL14, UN975, UN979, UZ219, Z219	FRA (I) / MADRID / LISBOA FIR BDRY
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
ERMIG	390909N 0084738W	N/A	FRA (I) / NIL
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) / 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
EVURA	383954N 0075507W	R72, UN726, UN873	FRA (ID) / FARO TMA, EXIT SID LPFR
EXFUN	384128N 0100000W	N/A	FRA (I) / NIL
EXODO	334528N 0161910W	N/A	NIL / MADEIRA CONTINGENCY

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1	2	3	4
EXONA	385416N 0080100W	UZ227, Z227	FRA (I) / Holding Pattern
FAGUT	320633N 0162818W	G851, UN975	FRA (ID) / MADEIRA TMA, EXIT SID LPPS
FERFE	390331N 0100021W	N/A	FRA (I) / NIL
FUSUL	323605N 0163943W	N/A	FRA (I) / MADEIRA TMA, Holding Pattern
GAIOS	381632N 0083235W	A44	FRA (I) / NIL
GALUZ	330201N 0172514W	N/A	FRA (ID) / MADEIRA TMA, EXIT SID 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) / FARO TMA, Holding Pattern
GENRO	371135N 0073653W	Y105, Y136	FRA (IA) / FARO TMA, Holding Pattern, ENTRY STAR LPFR
GIKAR	340958N 0140148W	UQ11, UZ9	FRA (I) / NIL
GIMAL	364552N 0080021W	Y103	FRA (IAD) FARO TMA, Holding Pattern EXIT SID, ENTRY STAR LPFR
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
GOMOS	370048N 0300326W	H106	NIL / SANTA MARIA TMA, EXIT SID, ENTRY STAR LPAZ
GONAN	450000N 0140000W	T16	NIL / SANTA MARIA / SHANWICK FIR BDRY
GOSGA	320456N 0163752W	N/A	FRA (ID) / MADEIRA TMA, EXIT SID LPMA
GOXAS	383641N 0275153W	N/A	NIL / SANTA MARIA TMA, Holding Pattern
GUDAV	383902N 0083500W	N/A	FRA (I) / NIL

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1	2	3	4
GUNTI	390000N 0150000W	UZ21, UZ23, T25	FRA (EX) / LISBOA / SANTA MARIA FIR BDRY
HIDRA	443000N 0130000W		NIL / MADRID / SANTA MARIA FIR BDRY
IBBAN	332035N 0170832W	N/A,	FRA (IA) / MADEIRA TMA, ENTRY STAR LPMA
IBERO	412044N 0075511W	A43, UL155	FRA (I) / NIL
IBIDO	405305N 0101112W	UM191, UN728	FRA (I) / NIL
IDBID	391642N 0080100W	N/A	FRA (I) / NIL
IDLIP	370049N 0075830W	N/A	FRA (I) / NIL
IDREL	342030N 0161730W	N/A	NIL / MADEIRA CONTINGENCY
ILCAT	332603N 0170254W	W3, UL600	FRA (IAD)/ MADEIRA TMA, EXIT SID, ENTRY STAR LPPS
IMILE	384701N 0270649W	N/A	NIL / NIL
INBOM	400007N 0081807W	UZ226, Z226	FRA (IA): LPPT / Holding Pattern
INBOX	382206N 0332149W	H131	NIL / NIL
INBUL	382943N 0300000W	H131	NIL / NIL
INKIT	411049N 0075327W	N/A	FRA (IA) / PORTO TMA, ENTRY STAR LPPR
INLIB	381936N 0091410W	N/A	FRA (I) / NIL
INPIR	383624N 0265545W	N/A	NIL / NIL
INSAD	280000N 0250000W	N/A	NIL / CANARIAS / SANTA MARIA FIR BDRY
IPSIK	393353N 0075453W	N/A	NIL / NIL
IPSIN	192214N 0383544W	N/A	NIL / SANTA MARIA / PIARCO FIR BDRY
IRKID	335530N 0180409W	UL600, W3	FRA (EXD) / LISBOA / SANTA MARIA FIR BDRY EXIT SID LPMA
IRSAN	331000N 0163016W		FRA (I) / NIL
ITVIT	385741N 0083344W	N/A	FRA (I) / Holding Pattern
IXIDA	393918N 0080100W	N/A	FRA (ID): LPPT, LPCS

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1	2	3	4
IXIKU	270000N 0250000W	N/A	NIL / CANARIAS / SANTA MARIA FIR BDRY
IXOLI	365835N 0084206W	N/A	FRA (IAD) / FARO TMA, EXIT SID, ENTRY STAR LPFR
IXUVA	411104N 0095109W	N/A	FRA (I) / Holding Pattern
IZENI	380827N 0110221W	N/A	FRA (I) / NIL
KEKOS	322657N 0161338W	B18	NIL / MADEIRA CONTINGENCY
KELIK	382931N 0090023W	N/A	NIL / LISBOA TMA
KETID	300000N 0200000W	N/A	NIL / CANARIAS / SANTA MARIA FIR BDRY
KICAS	334502N 0162824W	N/A	FRA (IA)/ MADEIRA TMA, ENTRY STAR LPPS LPMA
KOGON	385959N 0271923W	N/A	NIL / NIL
KOKER	395421N 0334402W	H142	NIL / NIL
KOLIT	403255N 0332321W	H141	NIL / NIL
KOMUT	380000N 0150000W	UM744	FRA (EX) / LISBOA / SANTA MARIA FIR BDRY
KOPAS	440000N 0130000W		NIL / MADRID / SANTA MARIA FIR BDRY
KUXOV	260000N 0250000W	N/A	NIL / CANARIAS / SANTA MARIA FIR BDRY
LACTA	385929N 0272012W	N/A	NIL / NIL
LADOX	385650N 0280116W	H124	NIL / NIL
LAMDI	391221N 0105754W	UN729	FRA (I) / NIL
LAPPA	331745N 0162131W	N/A	FRA (ID) / MADEIRA TMA, EXIT SID LPMA
LAPTU	250000N 0250000W	N/A	NIL / CANARIAS / SANTA MARIA FIR BDRY
LASIB	380215N 0071322W	UM744	FRA (EX) / TCP MADRID / LISBOA ACC, Above FL245
LATRU	370000N 0100000W	N/A	FRA (I) / NIL
LAVPA	410012N 0090746W	N/A	FRA (I) / NIL
LAZET	385526N 0104016W	N/A	FRA (IA): LPPT, LPCS / Holding Pattern

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1	2	3	4
LENSI	390000N 0200000W	T25	NIL / NIL
LEPRU	320000N 0144804W	N/A	FRA (EX) / LISBOA / CASABLANCA FIR BDRY
LERLI	391254N 0090210W	N/A	FRA (I) / NIL
LIDRO	334003N 0155659W	R1, UN741, UZ14	FRA (IA) / MADEIRA TMA ENTRY STAR LPMA LPPS
LIGRA	380000N 0093527W	G52, UN872	FRA (I) / NIL
LISGU	385316N 0090946W	N/A	FRA (I) / NIL
LIZHA	383125N 0270344W	N/A	NIL / LPLA Holding Pattern
LUKAL	411511N 0322121W	H125	NIL / NIL
LUKAN	332828N 0145553W	N/A	NIL / MADEIRA CONTINGENCY
LUKIT	401149N 0300000W	H125	NIL / NIL
LULAS	405359N 0091652W	N/A	FRA (I) / NIL
LUPOV	420000N 0150500W	T13	NIL / NIL
LUTAK	370000N 0150000W	UN870	FRA (EX) LISBOA / SANTA MARIA FIR BDRY
LUVUP	374313N 0101007W	N/A	FRA (IA): LPPT / Holding Pattern
LUXUT	375959N 0090137W	N/A	FRA (I) / Holding Pattern
MADAT	320943N 0170507W		NIL / MADEIRA CONTINGENCY
MAGUM	391003N 0082333W	G52, UN745, UN870, UP600, UZ218, UZ7, W7	FRA (I) / NIL
MALIS	415120N 0073617W	G414, UT5	NIL / LISBOA / MADRID FIR BDRY PORTO TMA, ENTRY STAR LPPR
MANEL	383900N 0085650W	N/A	FRA (I) / NIL
MANIK	404131N 0083658W	A5, UP600	FRA (ID) / PORTO TMA, EXIT SID
MANOX	361140N 0152325W	T13	FRA (EX) LISBOA / SANTA MARIA FIR BDRY
MAPOR	413651N 0080330W	G414	FRA (I) / NIL

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1	2	3	4
MARCU	325104N 0162028W	N/A	NIL / NIL
MARIM	372500N 0075028W	W13	FRA (IA) / FARO TMA, ENTRY STAR LPFR
MARUM	363720N 0132616W	UZ8	FRA (I) / NIL
MASID	384451N 0270433W	N/A	NIL / NIL
MAZUK	383538N 0093315W	N/A	FRA (I) / Holding Pattern
MIMBO	413415N 0112238W	UZ29	FRA (I) / NIL
MINTA	370744N 0072300W	R47, UN747	FRA (EX) MADRID / LISBOA FIR BDRY
MIPRU	381625N 0262153W	H113	NIL / SANTA MARIA TMA, EXIT SID LPLA, LPPD ENTRY STAR LPPD
MOMAS	391909N 0080100W	UN870, UZ219, Z219	FRA (I) / NIL
MONEC	322723N 0164949W	N/A	NIL / NIL
MORAS	390950N 0080107W	N/A	FRA (I) / NIL
MOSEN	414712N 0063339W	UZ218, H406, UZ406	NIL / MADRID / LISBOA FIR BDRY
MUDOS	433000N 0130000W		NIL / MADRID / SANTA MARIA FIR BDRY
NAKOS	380000N 0092004W	UZ4, W8	FRA (I) / NIL
NARBO	420823N 0081342W	R72, UN726	NIL / MADRID / LISBOA FIR BDRY
NARTA	360323N 0123329W	B18, R47, UN745, UN747, UN975, UZ13, UZ14, UZ9	FRA (ID) / FARO TMA, EXIT SID LPFR
NASAS	361932N 0125824W	UN729	FRA (I) / NIL
NATID	385254N 0093252W	N/A	FRA (I) / Holding Pattern
NAVIX	353114N 0161404W	T16, UZ225	FRA (EX) LISBOA / SANTA MARIA FIR BDRY
NAVPO	373716N 0251859W	N/A	NIL / SANTA MARIA TMA
NEGRI	385243N 0132416W	UZ21	FRA (I) / NIL
NELSO	314059N 0172725W	R1, UN741	FRA (X) / CANARIAS / LISBOA / SANTA MARIA FIR BDRY

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1	2	3	4
NETOS	411827N 0061640W	N/A	NIL / NIL
NETVO	383824N 0091241W	N/A	NIL / LISBOA TMA
NEVUD	383404N 0091849W	N/A	FRA (I) / NIL
NEXUX	300000N 0210000W	N/A	NIL / CANARIAS / SANTA MARIA FIR BDRY
NIDUL	322155N 0172111W	UZ220, Z220	FRA (IAD) / MADEIRA TMA EXIT SID, ENTRY STAR LPMA
NILAV	450000N 0132500W	T13	NIL / SANTA MARIA / SHANWICK FIR BDRY
NILDA	384103N 0270035W	N/A	NIL / NIL
NINOS	410747N 0064638W	UN976	FRA (I) / MADRID UIR / LISBOA FIR BDRY
NIPRI	330000N 0140724W	N/A	FRA (EX) / LISBOA / CASABLANCA FIR BDRY
NIRAK	371445N 0072543W	Y136	FRA (EXAD) / MADRID / LISBOA FIR BDRY EXIT SID, ENTRY STAR LPFR
NOKSO	370502N 0085647W	N/A	FRA (I) / Faro TMA, Holding Pattern
NOTMA	384845N 0280322W	H153	NIL / SANTA MARIA TMA EXIT SID, ENTRY STAR LPHR
NUMGI	182750N 0381022W	N/A	NIL / SANTA MARIA / PIARCO FIR BDRY
OBESA	363926N 0141445W	UM190	FRA (I) / NIL
OBOLO	363153N 0080757W	UL14, UN858	FRA (I) / NIL
OBOMO	224315N 0273020W	N/A	NIL / SANTA MARIA FIR BDRY / SAL FIR
OBUDA	390649N 0310158W	N/A	NIL / SANTA MARIA TMA, Holding Pattern
ODAKI	383016N 0264923W	N/A	NIL / LPLA Holding Pattern
ODEMI	372951N 0082302W	A5, Y101	FRA (IAD) / FARO TMA, EXIT SID, ENTRY STAR LPFR
ODLIX	384044N 0091902W	Y207	FRA (I) / NIL
ODPAK	380742N 0075536W	A44, R72, UM744, UN726, UN979, UZ7, UZ15	FRA (I) / NIL
OGDOR	340000N 0132538W	N/A	FRA (EX) LISBOA / CASABLANCA FIR BDRY

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1	2	3	4
OGERO	394806N 0062402W	N/A	FRA (X) LECM FIR TCP MADRID / LISBOA ACC, Above FL245
OKNIB	384208N 0091043W	N/A	NIL / NIL
OLBOD	380838N 0104016W	N/A	FRA (ID): LPPT
OLDEK	381856N 0282621W	N/A	NIL / NIL
OLGAR	391100N 0075611W	B60, R72	FRA (I) / NIL
OMOBI	375326N 0244846W	N/A	NIL / SANTA MARIA TMA
ORPIC	383514N 0280643W	N/A	NIL / SANTA MARIA TMA
ORSOS	390000N 0101232W	UZ9	FRA (I) / NIL
ORTIS	312425N 0163325W	G851, UN728, UN975, UP47, UZ8	FRA (XD) / CANARIAS / LISBOA FIR BDRY EXIT SID LPMA
ORTOP	360136N 0072300W	A5, UN726	FRA (EXD) BDRY FIR MADRID / LISBOA EXIT SID LPFR
ORTUG	382414N 0085946W	N/A	FRA (I) / Holding Pattern
ORVED	392300N 0073907W	N/A	FRA (ID): LPPT, LPCS
OSLAD	355800N 0081851W	R724, UL14	FRA (EXD) LISBOA / CASABLANCA FIR BDRY EXIT SID LPFR
OSLEV	300000N 0220000W	N/A	NIL / CANARIAS / SANTA MARIA FIR BDRY
OTREG	411623N 0084116W	N/A	FRA (I) / NIL
OTZIL	330525N 0162102W	N/A	FRA (I) / NIL
OXFIN	383428N 0091802W	N/A	NIL / NIL
PARAV	405651N 0115124W	UM191	FRA (I) / NIL
PASAS	450000N 0130000W	N/A	NIL / MADRID / SHANWICK / SANTA MARIA FIR BDRY
PECKY	343149N 0152016W	R1, UN741, UN747	FRA (I) / NIL
PELUS	332643N 0170416W	UM190, UN747	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
PESAS	370212N 0072300W	UN858	FRA (X) / MADRID / LISBOA FIR BDRY
PESEX	383532N 0091413W	N/A	NIL / LISBOA TMA, Holding Pattern
PESUL	405255N 0080654W	UN726, W2	FRA (IAD) / PORTO TMA EXIT SID, ENTRY STAR LPPR
PETEK	424044N 0120000W	N/A	FRA (EX) / MADRID / LISBOA FIR BDRY
PETUD	372955N 0254820W	N/A	NIL / SANTA MARIA TMA, Holding Pattern
PEVAP	351449N 0144906W	N/A	NIL / MADEIRA CONTINGENCY
PIBIL	300000N 0230000W	N/A	NIL / CANARIAS / SANTA MARIA FIR BDRY
PIGOR	392802N 0134917W	UZ22, UZ23	FRA (I) / NIL
PIKIX	384639N 0283202W	N/A	NIL / SANTA MARIA TMA, Holding Pattern
PILIM	325115N 0163529W	N/A	FRA (ID) / MADEIRA TMA, EXIT SID LPPS
PINEK	415104N 0083552W	UP600	FRA (EX) / TCP MADRID / LISBOA ACC, Above FL245
PINOX	401726N 0070633W	G52, UN745, UZ15	FRA (I) / NIL
PIREN	365000N 0072300W	UZ5, W1	FRA (EX) / LISBOA / MADRID FIR BDRY
PIXED	240000N 0250000W	N/A	NIL / CANARIAS / SAL / SANTA MARIA FIR BDRY
PODEL	373701N 0254159W	N/A	NIL / NIL
PORLI	393144N 0072159W	UN870, UZ15	FRA (I) / MADRID UIR / LISBOA FIR BDRY
PORTA	391948N 0071809W	B60, UN873	FRA (I) / MADRID UIR / LISBOA FIR BDRY
RAKOD	394651N 0063743W	N/A	FRA (I) / NIL
RAKUN	333325N 0154653W	B18, UN975	FRA (IA) / MADEIRA TMA, ENTRY STAR LPPS LPMA
RALUS	415612N 0070659W	UN872, H406, UZ406	NIL / MADRID UIR / LISBOA FIR BDRY
RARUR	393956N 0082934W	N/A	FRA (I) / NIL
REDSO	373853N 0254743W	N/A	NIL / NIL
REGLA	385119N 0260820W	H121	NIL / SANTA MARIA TMA, EXIT SID LPLA

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
RELKU	382501N 0092739W	N/A	FRA (I) / NIL
RELVA	415110N 0083551W	A5	NIL / NIL
RETN	430000N 0130000W	N/A	FRA (EX) / SANTA MARIA / LISBOA / MADRID FIR BDRY
RETMO	411340N 0090050W	N/A	FRA (I) / PORTO TMA, Holding Pattern
RIMIV	341016N 0153539W	N/A	NIL / MADEIRA CONTINGENCY
RINOR	391237N 0084728W	N/A	FRA (I) / LISBOA TMA, Holding Pattern
RIPEL	421659N 0104858W	UP47	FRA (EX) MADRID/LISBOA FIR BDRY
RIPOD	300000N 0240000W	N/A	NIL / CANARIAS / SANTA MARIA FIR BDRY
RITUS	414925N 0081158W	UN726	FRA (E) / MADRID/LISBOA FIR BDRY
RIVRO	403722N 0064322W	B47, G52, UM191, UN745	FRA (I) / NIL
RODAP	393757N 0070355W	N/A	FRA (I) / NIL
RODAS	374621N 0255934W	N/A	NIL / NIL
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
ROMEPE	390355N 0084314W	N/A	FRA (I) / NIL
ROSAL	380117N 0070605W	A44, UM744, UZ227, Z227	NIL / MADRID/LISBOA FIR BDRY
ROTBUE	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

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
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 (IAD) / FARO TMA EXIT SID, ENTRY STAR LPFR
SUBAL	353247N 0121845W	N/A	FRA (EX) / 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
TAGUX	385644N 0075451W	A975, R72, UN726, UN975	FRA (I) / NIL
TAKAV	355800N 0092219W	N/A	FRA (EX) / 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) / LISBOA / CASABLANCA FIR BDRY
TIMTO	382316N 0271917W	H115	NIL / SANTA MARIA TMA, EXIT SID LPPD
TIRKO	385044N 0271042W	N/A	NIL / NIL
TORVU	343910N 0140013W	N/A	NIL / MADEIRA CONTINGENCY
TOSDI	405927N 0061719W	N/A	FRA (X) / LECM FIR, TCP MADRID / LISBOA ACC, Above FL245

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
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 (EXAD) / MADRID / LISBOA FIR BDRY EXIT SID, ENTRY STAR LPFR
TURON	420405N 0083348W	A5, UP600	NIL / LISBOA/MADRID FIR BDRY EXIT SID, ENTRY STAR LPPR
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 (IAD) / EXIT SID, ENTRY STAR LPPR
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) / LPVR 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
URED1	395135N 0062336W	N/A	FRA (X) LECM FIR TCP MADRID / LISBOA ACC, Above FL245
USALU	371320N 0081801W	Y101, Y102	FRA (IA) / FARO TMA, Holding Pattern, ENTRY STAR LPFR

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
VABEM	363257N 0131922W	UN728, UN981	FRA (I) / NIL
VAGAR	383007N 0092956W	N/A	FRA (I) / NIL
VASIP	413318N 0082234W	N/A	FRA (I) / PORTO TMA, 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) / FARO TMA, Holding Pattern
VEPOP	192203N 0333403W	N/A	NIL / SANTA MARIA / SAL FIR BDRY
VERAM	364621N 0134031W	R1, UN741, UZ11	FRA (I) / NIL
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 (ID) / FARO TMA, EXIT SID LPFR
XAPIM	410441N 0083812W	N/A	FRA (I) / NIL
XEGEN	321859N 0160058W	N/A	NIL / MADEIRA CONTINGENCY
XERES	420126N 0100405W	UM190, UN981	FRA (EX) 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

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
ZACRA	382048N 0090623W	N/A	FRA (I) / NIL
ZEZZU	383805N 0091920W	N/A	NIL / NIL
ZIFOG	384147N 0104016W	N/A	FRA (ID): LPPT, LPCS

Name Lateral limits	Upper Limit Lower Limit	Remarks Time of ACT
1	2	3
LPR69A SINTRA A circle radius 7.5NM centered on 385241N 0092407W	3000 FT AMSL SFC	H24 AIR EXERCISES Sintra CTR Penetration permission required from concerned military unit through Lisboa ACC. For Airspace Classification see ENR 1.4 ATS Airspace Classification National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPR43C OTA 392055N 0085505W - 385655N 0084735W - 385655N 0091127W - 385738N 0091104W - 390810N 0090525W - 392055N 0085505W	2000 FT AMSL GND	BY NOTAM AIR EXERCISES Penetration permission required from concerned military unit through Lisboa ACC. https://imagensaereas.aan.pt National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check:
LPR44A ALVERCA 385640N 0090009W - 385434N 0085606W - 384849N 0090056W - 385055N 0090459W - 385640N 0090009W	1500 FT AMSL SFC	H24 AIR EXERCISES Penetration permission required from concerned military unit through Lisboa ACC. National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPR51A BEJA 381555N 0080104W - 381455N 0074804W - 381303N 0074818W - 375407N 0075037W - 375310N 0075044W - 375355N 0080344W - 381555N 0080104W	3000 FT AMSL GND	H24 AIR EXERCISES Penetration permission required from concerned military unit through Lisboa ACC. For Airspace Classification see ENR 1.4 ATS Airspace Classification National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPR51BN BEJA 383255N 0080256W - 383309N 0071707W - along portuguese/spanish border to 380730N 0065737W - 380655N 0081016W - 382055N 0081604W - 383255N 0080256W	FL 105 1000 FT AGL	H24 AIR EXERCISES Excluding portion of LPR51A within these limits. Penetration permission required from concerned military unit through Lisboa ACC. For Airspace Classification see ENR 1.4 ATS Airspace Classification National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt

Name Lateral limits	Upper Limit Lower Limit	Remarks Time of ACT
1	2	3
LPR51BS BEJA 380655N 0081016W - 380730N0065737W - along portuguese/spanish border to 372503N 0072636W - 372455N 0075304W - 373551N 0075731W - 380314N 0080845W - 380655N 0081016W	FL 105 1000 FT AGL	H24 AIR EXERCISES Excluding portion of LPR51A within these limits. Penetration permission required from concerned military unit through Lisboa ACC. For Airspace Classification see ENR 1.4 ATS Airspace Classification National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPR51C BEJA 380314N 0080845W - 373551N 0075731W - 374755N 0082405W - 380314N 0080845W	5500 FT AMSL 1000 FT AGL	H24 TRAINING FLIGHTS National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPR52C ILHAS SELVAGENS 301754.49N 0160049.68W then a clockwise arc radius 12 NM centered on 300833.10N 0155207.40W - 295912.71N 0154324.51W - 295231.91N 0155256.21W then a clockwise arc radius 12 NM centered on 300153.10N 0160137.40W - 301113.70N 0161020.22W - 301754.49N 0160049.68W	4500FT AMSL SFC	H24 ECOLOGICAL AREA Overflying is prohibited except SAR flights and National flights engaged in specific missions. National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPR70A MONTE REAL 400416N 0090105W - 400416N 0083929W - 400045N0083905W - 394325N 0083705W - 393605N 0084259W - 393605N 0091305W - 400416N 0090105W	4000 FT AMSL SFC	H24 AIR EXERCISES Monte Real CTR Penetration permission required from concerned military unit through Lisboa ACC. For Airspace Classification see ENR 1.4 ATS Airspace Classification National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPR70BN MONTE REAL 403856N 0091505W - 403730N 0090004W - 403551N 0084311W - 400416N 0083929W - 400045N 0083905W - 394325N 0083705W - 393605N 0084259W - 392854N 0084844W - 392856N 0094354W - 401159N 0092633W - 403856N 0091505W	FL 245 1000 FT AGL/AMSL	H24 AIR EXERCISES Monte Real CTA Excluding LPD37 when activated, and excluding portion of LPR40BS and LPR70A. Penetration permission required from concerned military unit through Lisboa ACC. For Airspace Classification see ENR 1.4 ATS Airspace Classification National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt

Name Lateral limits	Upper Limit Lower Limit	Remarks Time of ACT
1	2	3
LPR70BS MONTE REAL 392856N 0094354W - 392854N 0084844W - 392055N 0085505W - 392057N 0090749W - 392055N 0094705W - 392856N 0094354W	FL 060 1000 FT AGL/AMSL	H24 AIR EXERCISES Monte Real CTA Penetration permission required from concerned military unit through Lisboa ACC. For Airspace Classification see ENR 1.4 ATS Airspace Classification National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPR61 BEJA 381303N 0074818W - 381100N 0073430W - 380200N 0073600W - 375620N 0074040W - 375407N 0075037W - 381303N 0074818W	1000 FT AGL GND	Working days SR -SS HELICOPTER EXERCISES National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt

1.3 Danger Areas

Name Lateral limits	Upper limit Lower Limit	Remarks Time of ACT
1	2	3
LPD25 SANTA MARGARIDA 392435N 0082135W - 392435N 0081608W - 392435N 0081505W - 391825N 0080930W - 391825N 0082130W - 392435N 0082135W	5500 FT AMSL GND	Any Day 07:00-18:00 (06:00-17:00) ARTILLERY FIRING National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPD28A VENDAS NOVAS 384255N 0083309W - 384445N 0082834W - 384445N 0081946W - 384255N 0081946W - 384255N 0083124W - 384025N 0083124W - 384025N 0083309W - 384255N 0083309W	3300 FT AMSL GND	Working days 07:00 - 23:59(06:00- 22:59) ARTILLERY FIRING National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPD37 SEA NNW OF MONTE REAL 403856N 0091505W - 403730N 0090004W - 400856N 0090705W - 401159N 0092633W - 403856N 0091505W	FL 500 MSL	BY NOTAM AIR TO AIR FIRING National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPD53 SEA W OF PENICHE 400020N 0103916W - 395112N 0100542W - 392055N 0101829W - 390955N 0102305W - 392455N 0110705W - 400020N 0103916W	FL 350 MSL	BY NOTAM AIR DELIVERY National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt

Name Lateral limits	Upper limit Lower Limit	Remarks Time of ACT
1	2	3
LPD65 PINHEIRO DA CRUZ 381800N 0085100W - 381800N 0084500W - 381300N 0084500W - 381300N 0085100W - 381800N 0085100W	1000 FT AMSL SFC	Working days H24 GUN FIRING National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt

2. AMC manageable airspace

2.1 Restricted Areas

Name Lateral limits	Upper Limit Lower Limit	Remarks Time of ACT
1	2	3
LPR51BN BEJA 383255N 0080256W - 383309N0071707W - along portuguese/spanish border to 380730N 0065737W - 380655N 0081016W - 382055N 0081604W - 383255N 0080256W	FL 250 FL 105	H24 AIR EXERCISES For Airspace Classification see ENR 1.4 ATS Airspace Classification National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPR51BS BEJA 380655N 0081016W - 380730N0065737W - along portuguese/spanish border to 372503N 0072636W 372455N 0075304W - 373551N 0075731W - 380314N 0080845W - 380655N 0081016W	FL 250 FL 105	H24 AIR EXERCISES For Airspace Classification see ENR 1.4 ATS Airspace Classification National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPR69BW SINTRA 392055N 0094705W - 392057N 0090749W - 390844N 0091549W - 384515N 0092530W - then a clockwise arc 7.5NM centered on 385241N 0092407W to 384533N 0092709W - 385400N 0100000W - 392055N 0094705W	FL 050 1000 FT AGL/AMSL	H24 AIR EXERCISES Sintra CTA Excluding portion of R69A. When activated simultaneously with LPR69BS SINTRA, will be only active until 3000ft AMSL. Penetration permission required from concerned military unit through Lisboa ACC. For Airspace Classification see ENR 1.4 ATS Airspace Classification National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPR69BE SINTRA 392057N 0090749W - 392055N 0085505W - 390810N 0090525W - 385738N 0091104W - 385655N 0091127W - 384940N 0091519W - then a clockwise arc 7.5NM centered on 385241N 0092407W to 384724N 0091717W - then a clockwise arc 7.5NM centered on 385241N 0092407W to 384515N 0092530W - 390844N 0091549W - 392057N 0090749W	3000 FT AMSL 1000 FT AGL	H24 AIR EXERCISES Sintra CTA Excluding portion of R69A. Penetration permission required from concerned military unit through Lisboa ACC. For Airspace Classification see ENR 1.4 ATS Airspace Classification National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt

Name Lateral limits	Upper Limit Lower Limit	Remarks Time of ACT
1	2	3
LPR69BS SINTRA 390844N 0092235W – 390844N 0091549W – 385446N 0092135W – 385441N 0091452W – 385019N 0091712W – then a clockwise arc 5.9NM centered on 385241N 0092407W to 384704N 0092631W – 384749N 0092926W – along the coastline to 390844N 0092235W	FL 060 1000 FT AGL	HO Maintenance Flights of Air Base Nr.1 fixed wing ACFT. Sintra CTA Excluding portion of R69A. When activated simultaneously with LPR69BW SINTRA, will be only active until 3000ft AMSL. Coordination Required with Lisboa ACC at FUA level 3. Penetration permission required from concerned military unit through Lisboa ACC. For Airspace Classification see ENR 1.4 ATS Airspace Classification National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPR70BN MONTE REAL 403856N 0091505W – 403730N 0090004W - 403551N 0084311W – 400416N 0083929W - 400045N 0083905W – 394325N 0083705W - 393605N 0084259W – 392854N 0084844W - 392856N 0094354W – 401159N 0092633W - 403856N 0091505W	FL 500 FL 245	H24 AIR EXERCISES Monte Real CTA Excluding LPD37 when activated. Excluding portions of LPR70A and LPR40BS. Penetration permission required from concerned military unit through Lisboa ACC. For Airspace Classification see ENR 1.4 ATS Airspace Classification National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt

2.2 Danger Areas

Name Lateral limits	Upper Limit Lower Limit	Remarks Time of ACT
1	2	3
LPD10 ALCOCHETE 384915N 0085320W - 384915N 0084050W - 384437N 0084050W - 384355N 0084305W - 384355N 0084835W - 384544N 0085320W - 384915N 0085320W	FL 240 GND	Working days 07:00 - 18:00 (06:00- 17:00) TUE 18:00 - 23:59 (17:00-22:59) activity between GND and 4000FT AMSL only. AIR TO GROUND FIRING This area shall not be activated simultaneously with D66. National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt

Name Lateral limits	Upper Limit Lower Limit	Remarks Time of ACT
1	2	3
LPD25 SANTA MARGARIDA 392435N 0082135W - 392435N 0081608W - 392435N 0081505W - 391825N 0080930W - 391825N 0082130W - 392435N 0082135W	14000 FT AMSL 5500 FT AMSL	Any Day 07:00-18:00 (06:00-17:00) ARTILLERY FIRING National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPD28B VENDAS NOVAS 384255N 0083124W - 384255N 0081946W - 383845N 0081946W - 383845N 0082349W - 384025N 0082719W - 384025N 0083124W - 384255N 0083124W	5700 FT AMSL GND	Working days 07:00 - 23:59 (06:00- 22:59) ARTILLERY FIRING National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPD48N SEA NW OF MONTE REAL 404255N 0100505W - 404056N 0094405W - 402000N 0095322W - 402000N 0102335W - 404255N 0100505W	UNL FL 350	H24 SUPERSONIC FLIGHTS National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPD48S SEA SW OF MONTE REAL 402000N 0102335W - 402000N 0095322W - 395112N 0100542W - 392055N 0101829W - 390955N 0102305W - 392455N 0110705W - 400020N 0103916W - 402000N 0102335W	UNL 5000 FT AMSL	H24 SUPERSONIC FLIGHTS National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPD62 SEA NW OF SANTIAGO DO CACÉM 381000N 0091200W - 381000N 0090000W - 380000N 0090000W - 380000N 0091200W - 381000N 0091200W	FL 085 MSL	Any Day SR - SS NAVY FIRING EXERCISES National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPD63 SEA W OF SAGRES 375822N 0092417W - 374030N 0085435W - 360938N 0100414W - 363257N 0104325W - 375822N 0092417W	FL 500 MSL	H24 AIR EXERCISE This area shall not be activated, above FL245, simultaneously with TRA13. National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPD64 SEA / COASTAL OF SAGRES 374030N 0085435W - 372600N 0083100W - 360943N 0093243W - 360938N 0100414W - 374030N 0085435W	FL 245 2000FT AMSL	H24 AIR EXERCISE National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt

Name Lateral limits	Upper Limit Lower Limit	Remarks Time of ACT
1	2	3
LPD66 ALCOCHETE 384714N 0085300W - 384714N 0084204W - 384417N 0084204W - 384417N 0084833W - 384602N 0085300W - 384714N 0085300W	FL240 GND	Working days 0700-1800 (0600-1700) TUE 1800-2359 (1700-2259) activity between GND and 4000FT AMSL only. ARTILLERY FIRING This area shall not be activated simultaneously with D10. National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPD67 SEA W OF MONTE REAL 404056N 0094405W - 403856N 0091505W - 401159N 0092633W - 392856N 0094354W - 392055N 0094705W -392055N 0101829W - 395112N 0100542W -402000N 0095322W - 404056N 0094405W	FL 300 4000FT AMSL	H24 AIR EXERCISES, including Air to Air Refuelling Operations. National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ)**AMC manageable airspace - Temporary Restricted Areas**

Name Lateral limits	Upper Limit Lower Limit	Remarks Time of ACT
1	2	3
LPTRA13 SANTIAGO DO CACÉM 380314N 0080845W - 374755N 0082405W - 374355N 0082804W - 380736N 0084738W - 381201N 0084025W - 380314N 0080845W	UNL GND	H24 Air exercises. This area shall not be activated, above FL245, simultaneously with LPD63. National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPTRA54 MONCORVO 411800N 0072300W - 412248N0062333W - along portuguese/spanish border to 403157N 0064722W - 403200N 0074500W - 404350N 0074500W - 411800N 0072300W	FL 245 GND	H24 Air exercises, including AIR to AIR Refuelling Operations. National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPTRA55 COVILHÃ 403200N 0074500W - 403157N0064722W - along portuguese/spanish border to 395337N 0065359W - 395400N 0074500W - 403200N 0074500W	FL 245 1500 FT AGL	H24 Air exercises, including AIR to AIR refuelling operations National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPTRA56 ARRIPIADO 393055N 0082705W - 393211N 0081654W - 392435N 0081608W - 392435N 0082135W - 392301N 0082658W - 392533N 0082941W - 393055N 0082705W	FL 130 GND	H24 Air exercises, including parachute jumping. National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPTRA57 ESTREMOZ 390557N0070656W - along portuguese/spanish border to 383309N 0071707W - 383255N 0080256W - 384440N 0080300W - 390557N0070656W	FL 245 GND	H24 Air exercises. National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt
LPTRA59 SEA W OF GRÂNDOLA 382400N 0093630W - 382030N 0102800W - 374400N 0102300W - 373914N 0094705W - 380000N 0092700W - 382400N 0093630W	2000 FT AMSL MSL	H24 Air exercises. National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt

Name Lateral limits	Upper Limit Lower Limit	Remarks Time of ACT
1	2	3
LPTRA68 ABRANTES 393211N 0081654W – 393250N 0081135W – 392435N 0081046W – 392435N 0081505W - 392435N 0081608W – 393211N 0081654W	FL 055 GND	H24 Air exercises, including parachute jumping. National Aeronautical Authority authorization required for unmanned aviation (open, specific and certified categories). For authorization application check: https://imagensaereas.aan.pt

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

The following rules are applicable to all the activities under this section:

- The activity shall be immediately cancelled if the operator does not hold the appropriate Licenses / Permits valid.
- Military operations will take precedence over the activity and it shall be temporarily suspended in case of operational needs.

1. LPPC FIR - GLIDER FLYING ACTIVITY

Designation and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
AMENDOEIRA AD - LPMN 384233N 0081631W (Amendoeira AD - LPMN) - 384629N 0082208W (Lavre) - 384752N 0081208W (Ciborro) - 384543N 0080721W (Sabugueiro) - 383853N 0081239W (Montemor-o-Novo) - 384233N 0081631W (Amendoeira AD - LPMN)	FL 055 GND	LPMN AD Director Phone: +351 266898100 +351 964810487	See Note 1. Daily SR-SS.
BRAGANÇA AD - LPBG 415632N 0065510W - 415629N 0065456W along border PORTUGAL_SPAIN - 414354N 0063307W - 414318N 0063255W then a clockwise arc radius 20 KM centred on 415124N 0064227W - 415632N 0065510W	FL 060 GND	LPBG AD Director Phone: +351 273304353 +351 932 550351	See Note 1. Daily 0800-SS (0700-SS).
ÉVORA AD - LPEV A circle radius 5 KM centred on 383147N 0075331W (Évora AD - LPEV)	FL 150 GND	LPEV AD Director Phone: +351 266777127 +351 964647224	Activity must be previously coordinated with Beja APP FREQ 130.090MHZ or Lisboa ACC FREQ 123.755MHZ (telephone +351 218553462). See Note 2. FRI, SAT, SUN, MON and Holidays SR-SS.
MOGADOURO AD - LPMU 410804N 0064545W then a clockwise arc radius 16 NM centred on 412340N 0064104W - 412337N 0061951W - 412326N 0062002W along border PORTUGAL_SPAIN - 410831N 0064456W - 410804N 0064545W	FL 095 GND	LPMU AD Director Phone: +351 917825782	See Note 1. SAT, SUN and Holidays SR-SS.
PORTO SANTO CTR AREA 1 330145N 0162252W - 330130N 0162243W - 330213N 0162235W - 330145N 0162252W (Pico das Flores)	1500 FT AMSL GND	Aeroclube da Madeira Phone: +351 291228311 +351 962308580	See Note 3. Daily 0900-1800 (0800-1700).
PORTO SANTO CTR AREA 2 330359N 0161903W - 330347N 0161930W - 330347N 0161918W - 330359N 0161903W (Portela)	1500 FT AMSL GND	Aeroclube da Madeira Phone: +351 291228311 +351 962308580	See Note 3. Daily 0900-1800 (0800-1700).
SANTA CRUZ AD - LPSC A circle radius 5 NM centred on 390725N 0092248W (Santa Cruz AD - LPSC)	3000 FT AMSL SFC	LPSC AD Director Phone: +351 261931056 +351 967603856	See Note 1. SAT, SUN and Holidays SR-SS.
Note 1: Use of area shall be previously requested to Lisboa ACC by telephone (+351 218 553 462). The user shall report the end of activity to Lisboa ACC by telephone. Note 2: The user shall report the end of activity to ATS provider by telephone. Note 3: Activity subject to previous coordination with Porto Santo TWR.			

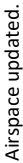
2. LPPC FIR - PARACHUTE JUMPING EXERCISES ACTIVITY

Designation and lateral limits	Vertical limits	Operator/User Tel Nr.	Remarks and time of ACT
1	2	3	4
BRAGA AD - LPBR A circle radius 5 KM centred on 413513N 0082642W (Braga AD - LPBR)	FL 150 GND	LPBR AD Director Phone: +351 965015369	Use of area shall be previously coordinated with Porto TWR, aircraft shall climb initially to 2000FT and contact Porto APP. See Note 2. Daily SR-SS.
ESPINHO AD - LPIN A circle radius 3 NM centred on 405839N 0083831W (Espinho AD - LPIN)	FL 140 SFC	LPIN AD Director Phone: +351 939264408	Use of area shall be previously coordinated with Ovar APP FREQ 118.590MHZ or Lisboa ACC by telephone (+351 218553462) and above 2000FT AMSL only after coordination with Porto APP. See Note 2. Daily SR-SS.
ÉVORA AD - LPEV A circle radius 5 KM centred on 383147N 0075331W (Évora AD - LPEV)	FL 150 GND	LPEV AD Director Phone: +351 266777127 +351 964647224	Activity must be previously coordinated with Beja APP FREQ 130.090MHZ or Lisboa ACC FREQ 123.755MHZ (telephone +351 218553462). See Note 2. Daily SR-SS.
PORTIMÃO AD - LPPM A circle radius 3 NM centred on 370858N 0083502W (Portimão AD - LPPM)	FL 150 SFC	LPPM AD Director Phone: +351 282480360 +351 925947830	No aircraft other than those participating in the activity may enter Portimão PJE area, while parachutists are airborne. Above 1000FT AMSL, activity shall be coordinated with Faro TWR and approval is subject to the existing traffic. See Note 2. Daily 0800-SS (0700-SS).
PROENÇA-A-NOVA - LPPN A circle radius 5 NM centred on 394352N 0075229W (Proença-a-Nova AD - LPPN)	FL 170 GND	LPPN AD Director Phone: +351 937527415 or +351 965095196	Above FL095, activity is subject to coordination and approval by the ATS provider. See Note 1. Daily SR-SS.
TANCOS AD - LPTN A circle radius 5 KM centred on 392831N 0082221W (Tancos AD - LPTN)	FL 130 GND	Pára-Clube Nacional Os Boinas Verdes Phone: +351 249711449	Above FL055 will take place only after coordination with Lisboa ACC and approval will be subject to traffic. See Note 1. SAT, SUN, Holidays and 13th JUN: SR-SS.
VILAR DE LUZ AD - LPVL A circle radius 2 NM centred on 411645N 0083102W (Vilar de Luz AD - LPVL)	11750 FT AMSL GND	LPVL AD Director Phone: +351 938707012	The aircraft must initially climb to 2000 FT QNH and contact Porto APP to request higher levels. See Note 2. Daily 0900-SS (0800-SS).
Note 1: Use of area shall be previously requested to Lisboa ACC by telephone (+351 218553462). The user shall report the end of activity to Lisboa ACC by telephone. Note 2. The user shall report the end of activity to ATS provider.			

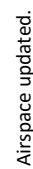
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ENR 6 – Enroute Chart – ICAO LPPC Free Route Airspace above FL245	ENR 6.01-5
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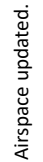
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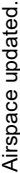
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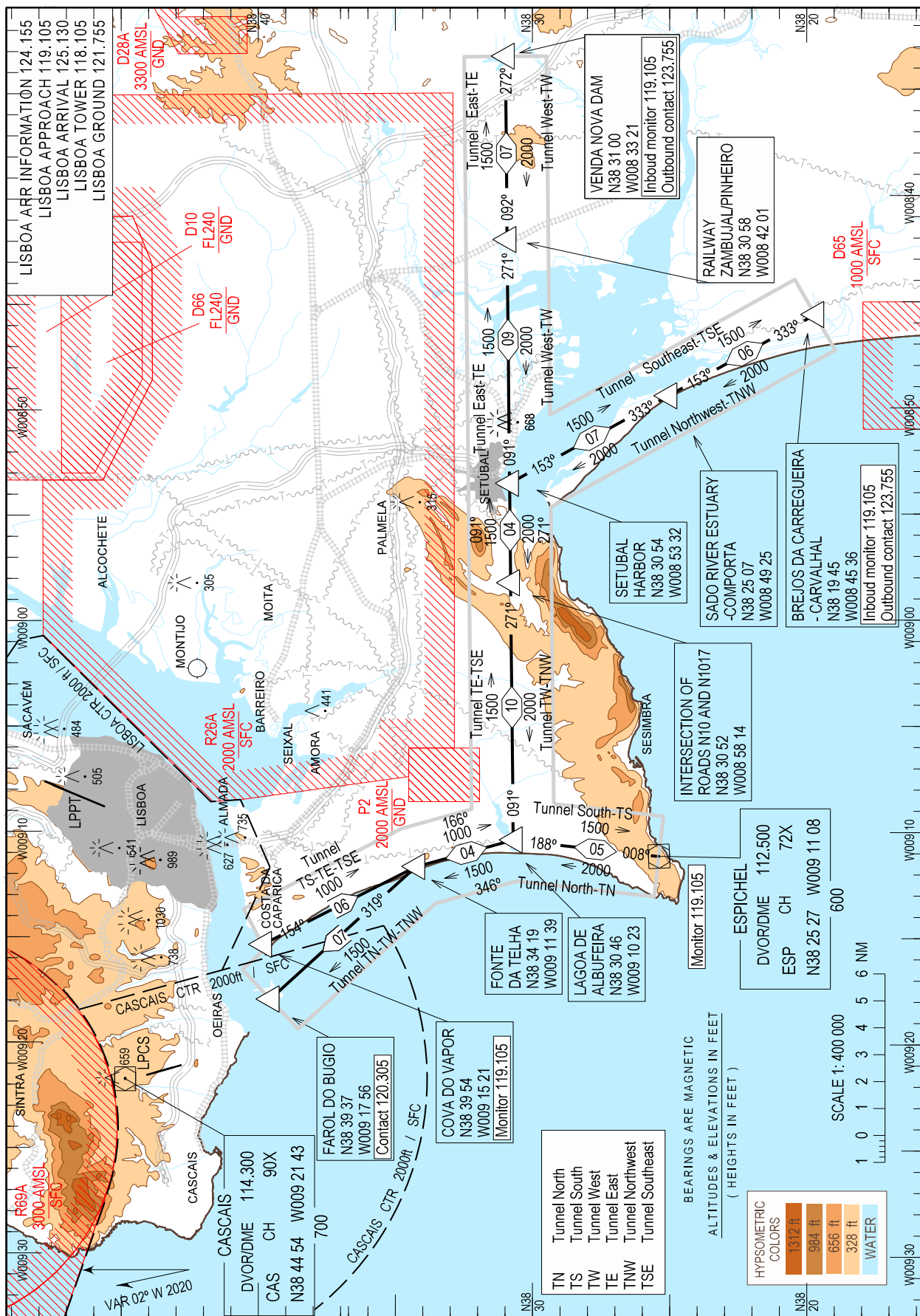


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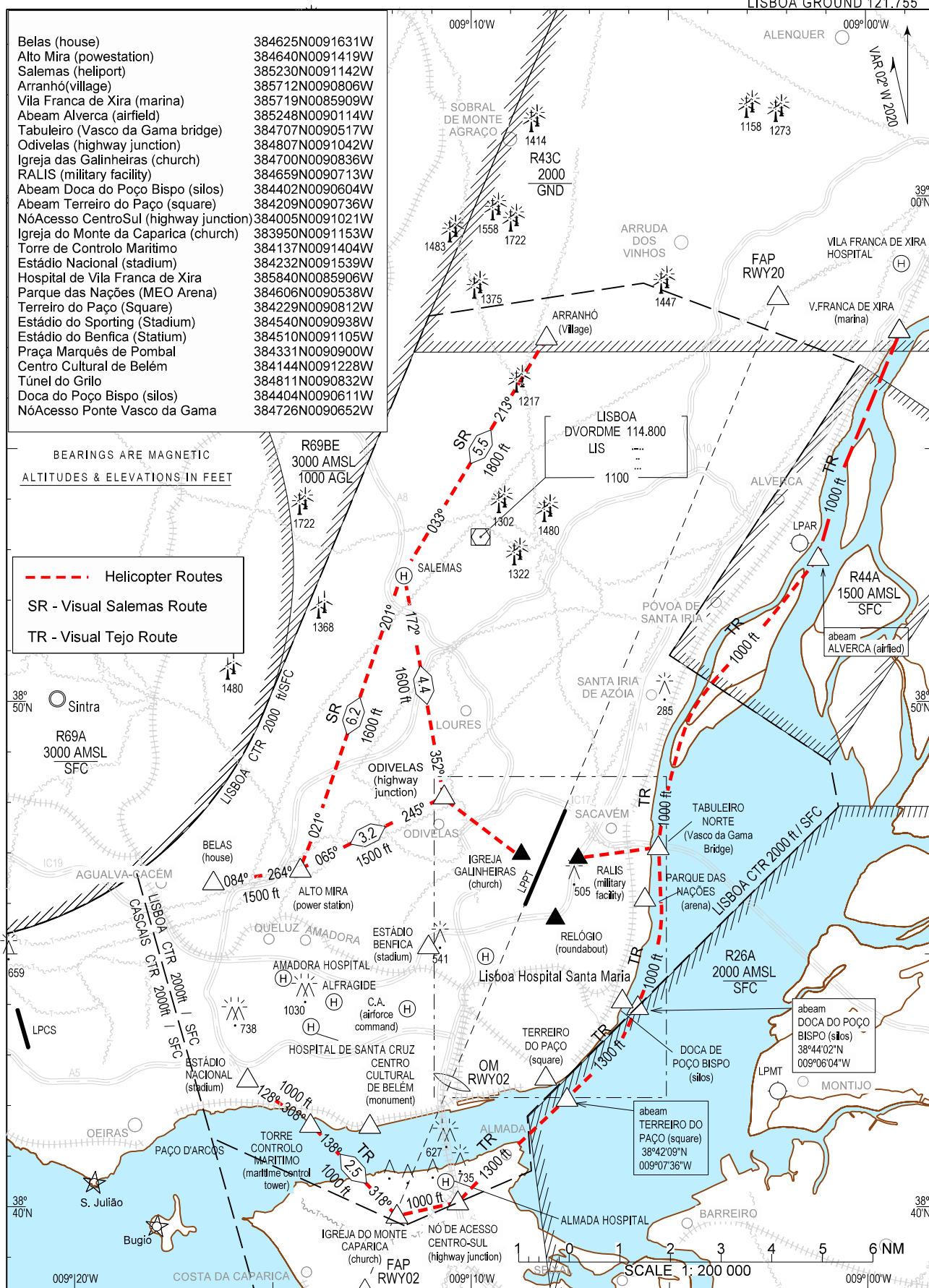
AIR TRAFFIC SERVICE SYSTEM



AIRAC 002-24

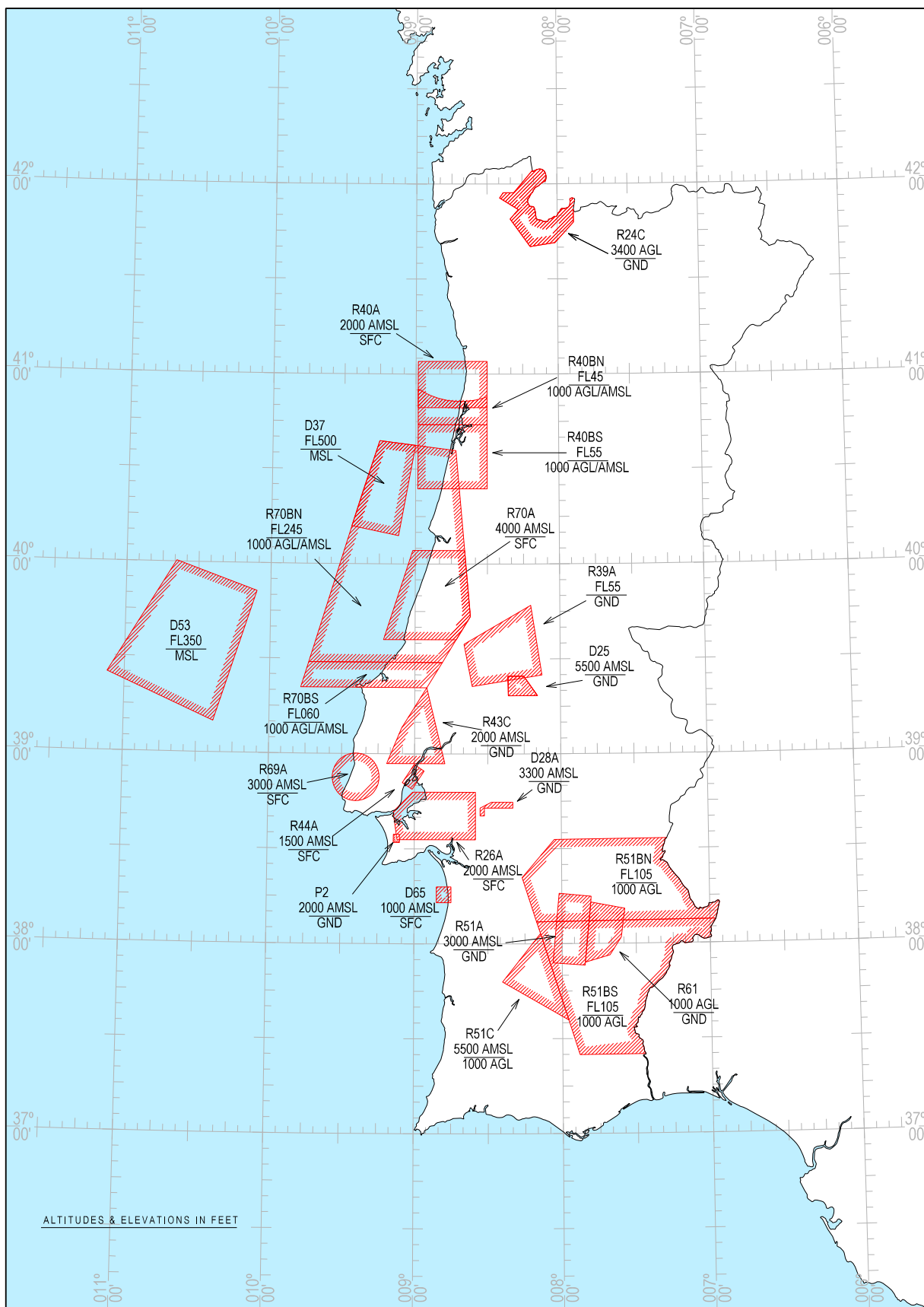
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LISBOA ARR INFORMATION 124.155
LISBOA APPROACH 119.105
LISBOA ARRIVAL 125.130
LISBOA TOWER 118.105
LISBOA GROUND 121.755



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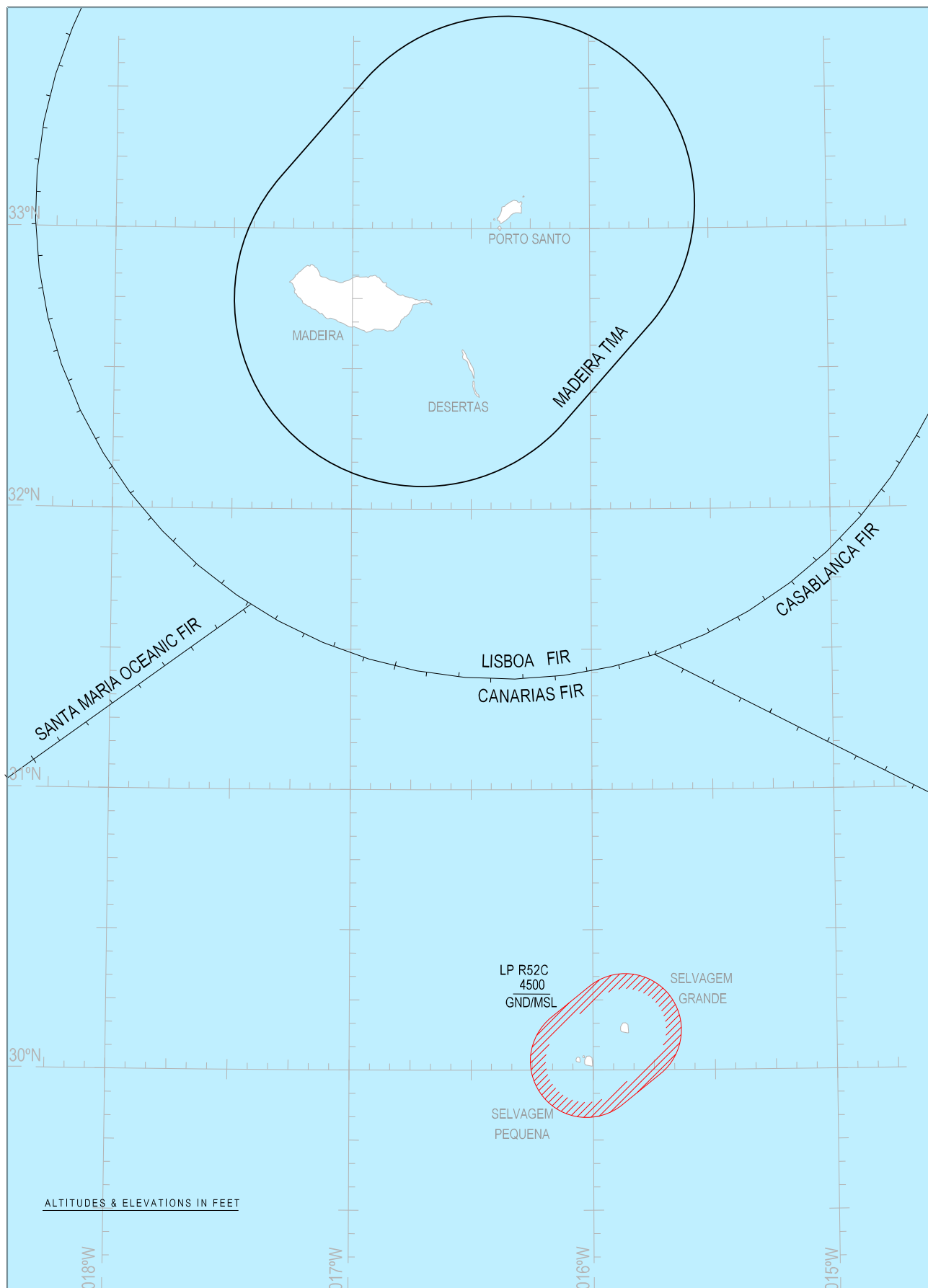
PROHIBITED, RESTRICTED AND DANGER AREAS - INDEX CHART
NON-AMC MANAGEABLE AIRSPACE



Airspace updated.

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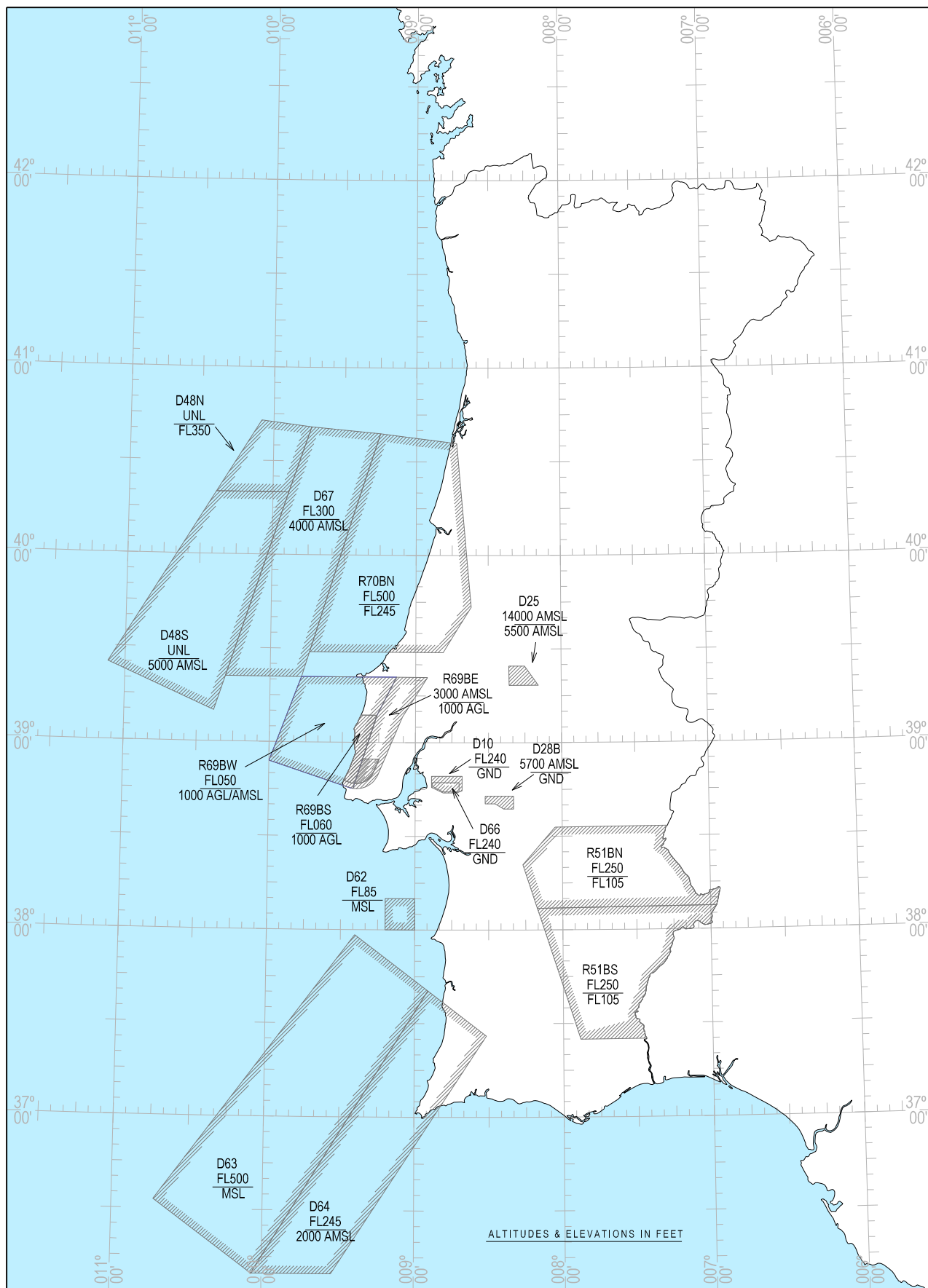
PROHIBITED, RESTRICTED AND DANGER AREAS - INDEX CHART
NON-AMC MANAGEABLE AIRSPACE



Editorial.

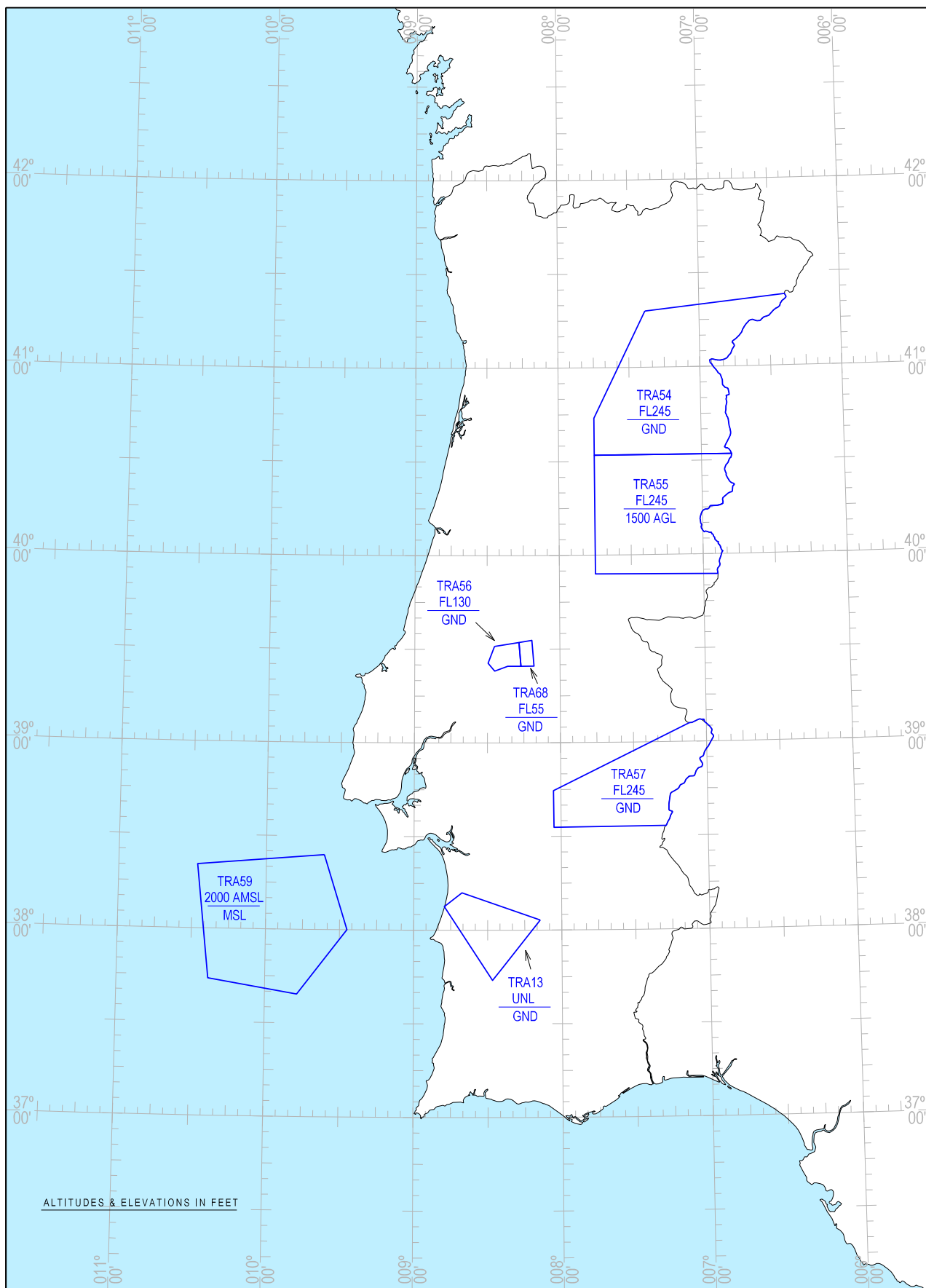
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RESTRICTED AND DANGER AREAS - INDEX CHART AMC MANAGEABLE AIRSPACE



Airspace updated.

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TEMPORARY RESERVED AREAS - INDEX CHART
AMC MANAGEABLE AIRSPACE

Editorial.

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LPBJ AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01L	3450	3815	*3450	3450	* In MIL OPS consider 3725 M for "ASDA" Declared Distance
19R	3450	4040	*3450	3450	
01R	3449	3449	3449	3204	USABLE ONLY FOR TAXI OPS
19L	3449	3449	3449	3195	

RWY 01L Declared Distances from Intersections

RWY 01L	TORA (M)	TODA (M)	ASDA (M)	COORDINATES
P3 Intersection TWY D	1733	2098	2008	380443.81N 0075556.65W
P4 Intersection TWY E1	2440	2805	2715	380420.98N 0075559.65W

RWY 19R Declared Distances from Intersections

RWY 19R	TORA (M)	TODA (M)	ASDA (M)	COORDINATES
P1 Intersection TWY B1	2751	3341	3026	380517.16N 0075552.27W
P2 Intersection TWY D	1732	2322	2007	380444.29N 0075556.59W

LPBJ AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH light Type / Length / Intensity	THR Light colour/W BAR	VASIS (MEHT) PAPI	TDZ length	RWY Centre Line Lights Length / spacing / colour/ Intensity	RWY edge Lights Length / spacing / colour/ Intensity	RWY End Lights Colour / WBAR	SWY Light Length / Colour	Remarks
1	2	3	4	5	6	7	8	9	10
01L	PALS CAT I / 630 M / Adjustable 5 steps Note: APCH lights terminate 275 M before THR	Green	PAPI slope 3°, left side. MEHT: 18.46 M (60.5 FT)	NIL	NIL	Bidirectional / white / High intensity adjustable	Red / RTIL	Red	NIL
19R			PAPI slope 3°, left side. MEHT: 17.89 M (58.7 FT)	NIL	NIL				
01R	NIL	Green / WBAR both sides of RWY 120 M before THR	NIL	NIL	NIL	Omnidirectional blue* / High intensity adjustable	NIL	NIL	RWY usable only for TAXI purposes. *Yellow lights AVBL only for MIL ACFT operations
19L			NIL	NIL	NIL			NIL	

LPBJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN Location: At the top of the Control Tower, flashing green and white. Operation in low visibility and between SS/SR.
2	LDI location and lighting Anemometer location and lighting	LDI: Unlighted Anemometers: N/A
3	TWY edge and centre line lighting	TWY edge lights, colour blue
4	Secondary power supply/switch-over time	Yes
5	Remarks	All obstructions lighted

LPBJ AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	Not Available
2	TLOF and/or FATO elevation	Not Available
3	TLOF and FATO area dimensions, surface, strength, marking	Not Available
4	True BRG of FATO	Not Available
5	Declared distance available	Not Available
6	APCH and FATO lighting	Not Available
7	Remarks	Helicopter landing area located at intersection TWY F1 and RWY 01R/19L (not painted). Painted heliports at Apron 4 and 5 are only for exclusive use of ACFT based at LPBJ

LPBJ AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Beja MCTR 381555N 0080104W - 381455N 0074804W - 381303N 0074818W 375407N 0075037W - 375310N 0075044W - 375355N 0080344W 381555N 0080104W.
2	Vertical limits	GND to 3000FT AMSL (900 M)
3	Airspace classification	D (see ENR 1.4 ATS Airspace Classification)
4	ATS unit call sign / Language(s)	Beja Tower, Beja Approach / EN, PT
5	Transition altitude	4000 FT
6	Remarks	NIL

LPBJ AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP(RADAR)	BEJA Approach	121.500 MHz 130.090 MHz 123.300 MHz 243.000 MHz 258.950 MHz 388.450 MHz 362.300 MHz	HO	Emergency Primary Secondary Emergency Primary Secondary
TWR	BEJA Tower	121.500 MHz 122.100 MHz 130.415 MHz 241.000 MHz 243.000 MHz 257.800 MHz	HO	Emergency Secondary Primary Primary Emergency Secondary
SMC	BEJA Ground	121.540 MHz 234.000 MHz	HO	Primary Primary

LPBJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS RWY 19R (CAT I)						
LOC (1° W - 2020)	BJ	110.300MHZ	H24	380334.2N 0075605.8W		
GP / DME	BJ	335.00MHZ DME CH40X	H24	380529.8N 0075557.6W	189 M	Angle: 3°. Zero range is indicated at THR 19R.

LPBJ AD 2.20 LOCAL AERODROME REGULATIONS**1. Local Flying Restrictions**

Beja is a military aerodrome approved for civilian air traffic.

LPBJ is open to domestic and international civilian air traffic, operating at "Terminal Civil de Beja". All other movements, apart from landing or departing, require at least a 3 day PPR, sent by the Owner or the Operator, to the following address:

Gabinete do Estado-Maior da Força Aérea
Av. da Força Aérea Portuguesa, n.º 1
Alfragide
2614-506 AMADORA
Phone: +351 214 723 503
Fax: +351 214 713 237
E-mail: CEMFA_GAB_ADJ@emfa.pt

During Operational Hours (See LPBJ AD 2.3.1) the use of LPBJ by civilian air traffic is subject to a FPL submission 3 hours prior to ETA or EOBT. During other periods, SAT, SUN and Holidays use of LPBJ by civilian air traffic may be approved under PPR by the operator to "Terminal Civil de Beja" Administration and "Terminal Civil de Beja" Operations (See LPBJ AD 2.2.6) with notice to AD MIL Administration. As appropriate this extension/reopening of the aerodrome shall be coordinated by the AD Civil Administration with the AD MIL administration with, at least, 3 hours prior. Additionally, civilian aircraft landing in or departing from Beja aerodrome operating at "Terminal Civil de Beja" shall:

- Include on FPL Item 18: RMK/FLIGHT OPERATING AT TERMINAL CIVIL DE BEJA.
- Comply with the regulations mentioned in AIP-PORTUGAL GEN 1.2.

The Portuguese Air Force shall not be liable for any costs resulting from delays or disruptions caused by unavailability of the aerodrome or its adjacent airspace due to military activities, urgent maintenance works or any other national defence reason.

2. Bird Status procedures:

- Low: continue with normal operations procedures.
- Moderate: Low approach below 500FT and Touch and Go not allowed. Apply 20 sec spacing BTN ACFT.
- Severe: only full stop landings are permitted. DEP not allowed.

3. The following areas are not visible from TWR. Pilots' special awareness is required for possible unknown traffic in these areas:

- TWY B3, F2, G3 and J. TWY J monitoring is made using a video surveillance system.

LPBJ AD 2.21 NOISE ABATEMENT PROCEDURES

Landing and/or take-off is forbidden by law between 00:00 (23:00) and 06:00 (05:00), except in case of aircraft emergencies, medical evacuations and humanitarian flights.

LPBJ AD 2.22 FLIGHT PROCEDURES

Expect radar vectors for ILS approach.

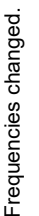
LPBJ AD 2.23 ADDITIONAL INFORMATION

During daylight falconry is used, with predatory birds such as falcons. Occasionally gas cannon devices are used, with random AD positioning, according to bird activity.

LPBJ AD 2.24 CHARTS RELATED TO THE AERODROME

Name	Page
AERODROME CHART- ICAO	LPBJ AD 2.24.01-1
LPBJ - ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO	LPBJ AD 2.24.11-1
VISUAL APPROACH CHART- ICAO	LPBJ AD 2.24.13-1

BEJA
(LPBJ)

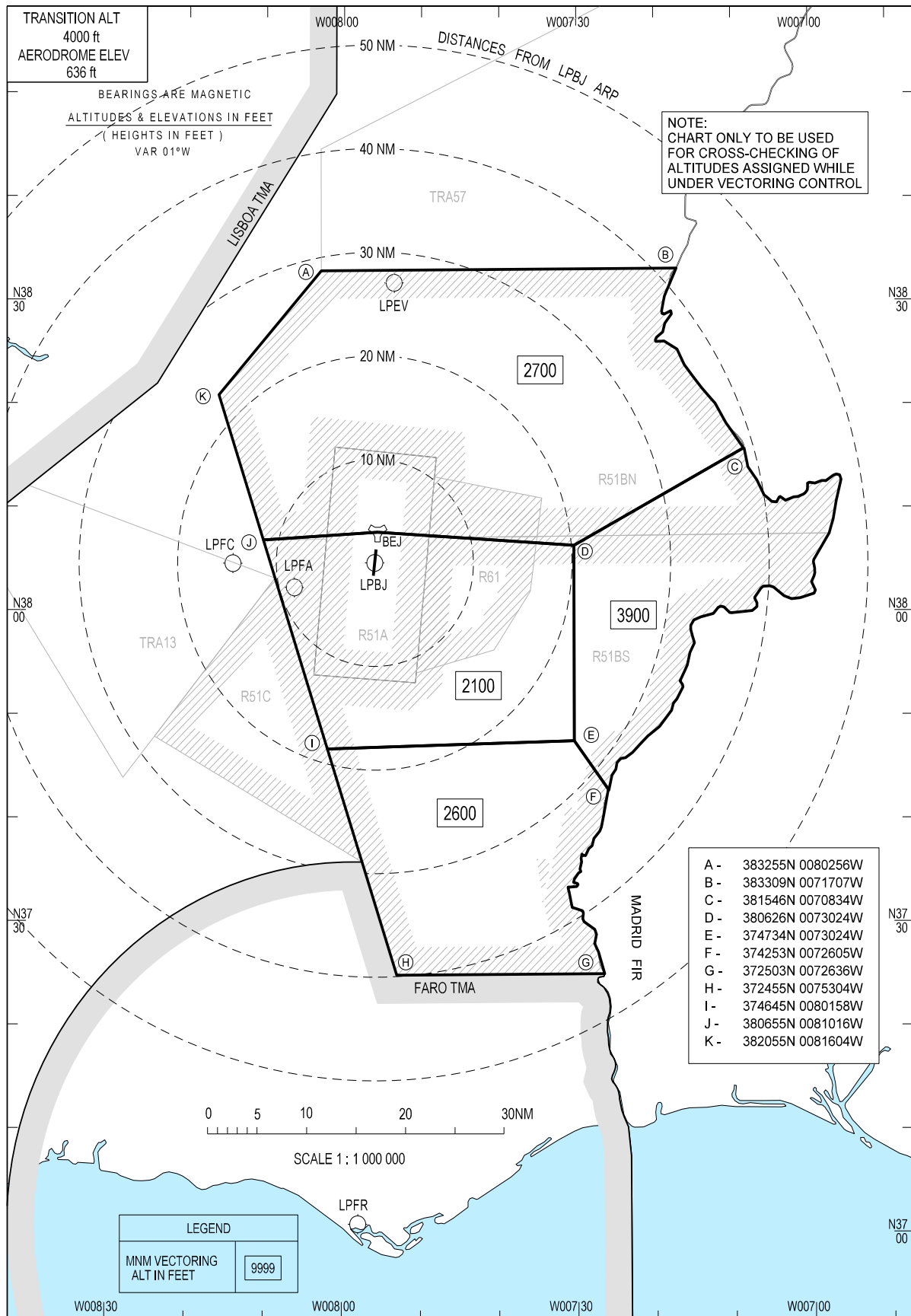


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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

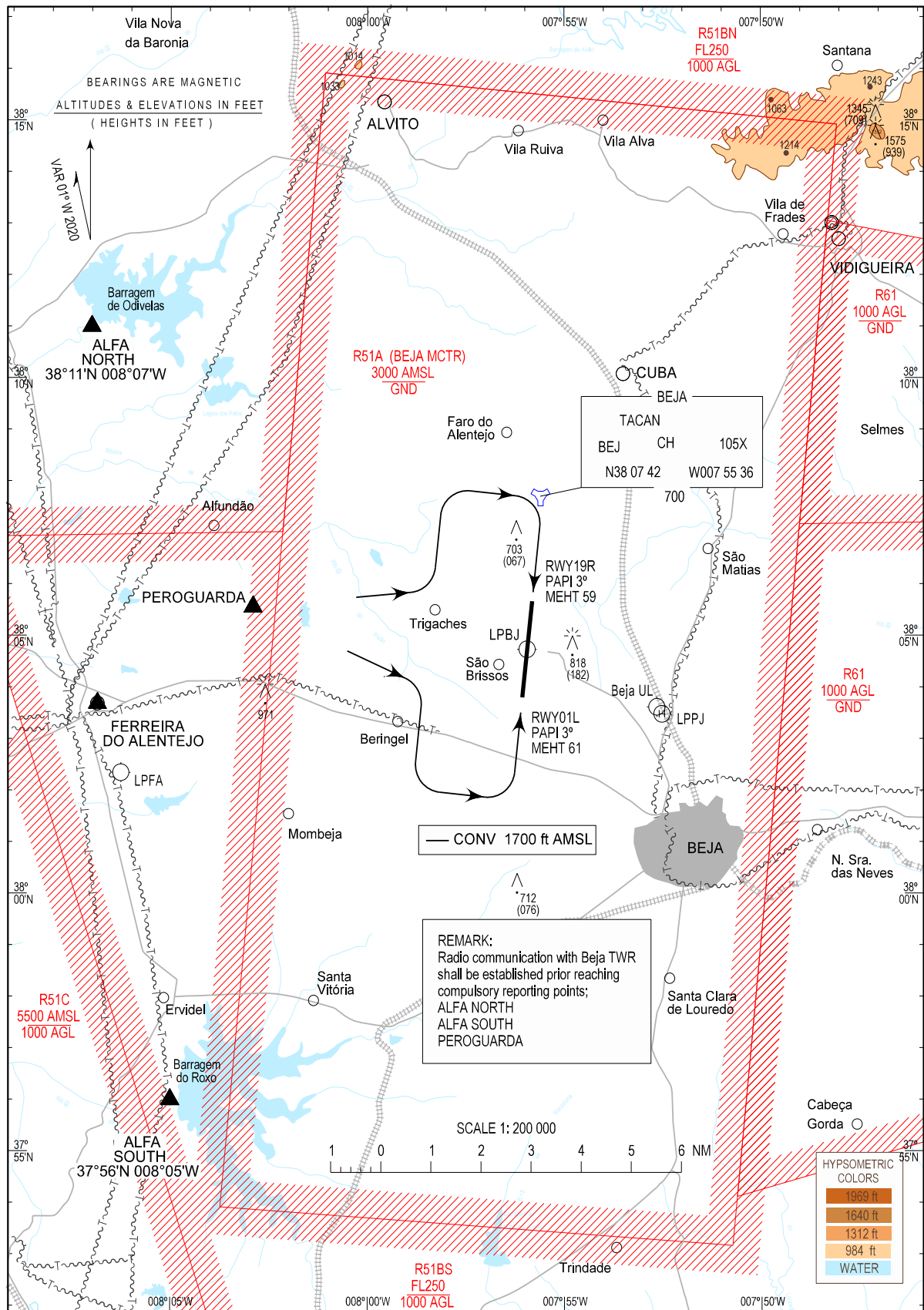
BEJA APPROACH 130.090
BEJA TOWER 130.415

BEJA
(LPBJ)



Frequencies changed.

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VISUAL
APPROACH
CHART - ICAOAD ELEV 636 ft
HEIGHTS RELATED
TO AD ELEVBEJA APPROACH 130.090
BEJA TOWER 130.415BEJA
(LPBJ)

Frequencies changed.

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Type Category (MAG Variation) (VOR Declination)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
DVOR/DME (02° W - 2020)	FTM	113.500MHZ CH82X	H24	393956.5N 0082933.5W	700FT	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

LPCS AD 2.20 LOCAL TRAFFIC REGULATIONS

Local Flying restrictions

Night operation

Training and instruction flights: Monday to Friday, except holidays.

Requests till 2 hours before SS. Maximum duration of 2 hours after sunset. A maximum of 4 aircrafts simultaneously is allowed within aerodrome traffic circuit.

Ultralight Flights

Ultralight Flights are permitted at CASCAIS Aerodrome.

Push-Back, engine start-up and taxi procedures

Traffic for push-back, start-up and taxi must contact Cascais Ground on frequency 121.830 MHZ. All traffic must monitor Cascais Ground immediately after vacating RWY.

When requesting start-up report APRON.

On apron D, the use of minimum thrust is required when entering or exiting the parking platform to avoid jet blast damage and injuries.

After vacating the RWY all traffic must monitor Cascais Ground frequency 121.830 MHZ, do not stop taxi unless ATC instructed. Perform after landing check list inside the APRON.

VFR Flights

Due to high demand, traffic patterns for training and instruction flights only available if traffic permits.

Unless otherwise instructed by ATC, VFR departing traffic should fly upwind until SIERRA point (RWY17) or NOVEMBER point (RWY35) before turning to downwind or leaving traffic pattern.

LPCS AD 2.21 NOISE ABATEMENT PROCEDURES

1. See AD 1.1.6.1 [Noise Abatement Procedures](#)

2. See AD 1.1.7 [Restrictions for nocturnal flights for civil aircraft on Portuguese airports and/or aerodromes](#)

Engine tests:

Are only allowed between 08:00-SS (07:00-SS) except medical emergency, humanitarian purpose and urgent position flights, whenever necessary to ensure operational readiness, in the following areas:

- Aircraft - On TWY W and Taxilane M subject to availability and Apron B (for A/C below 2 tons).

LPCS AD 2.22 FLIGHT PROCEDURES

1. DEPARTURES ON RUNWAY 35

All departures on RWY 35 are visual departures and shall be made with visual reference with the terrain due to:

- a. Obstacle referred in LPCS AD 2.10 Aerodrome Obstacles;
- b. Sintra mountainous area; and
- c. Restricted area LPR69A.

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

2. NON-RNAV STANDARD INSTRUMENT DEPARTURE (SID) FROM CASCAIS AERODROME

RUNWAY 17/35

GENERAL REMARKS:

Standard instrument departures available only for NON-RNAV ACFT.

The Instrument departures RWY35 begin after intercepting the outbound DVOR CAS radial.

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 para 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 para 2 above.

STANDARD INSTRUMENT DEPARTURE (SID) DESCRIPTION: See back of charts LPCS AD 2.24.08-1 and LPCS AD 2.24.08-3

3. RNAV STANDARD INSTRUMENT DEPARTURE FROM CASCAIS AERODROME

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 Vektored or proceeding offset, when passing 35NM DME CAS DVOR/DME, rejoin the current Flight Plan route and proceed in accordance with para 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 para 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	230	3000FT ALT FL140	5 NM
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
UNPOT UNPOT 381046N0100000W	049°	LEFT	230	FL110 FL140	1 MIN

LPCS AD 2.23 ADDITIONAL INFORMATION

1. Bird hazard warning

Possible bird concentration on the vicinity of the Aerodrome.

2. Handling services

Handling is mandatory for non-based aircraft and operators, as well as for operators without an established account with the airport administrative services. Handling service must be arranged from one of the authorized agents mentioned on the list below:

Omni Handling

URL:www.omnihandling.com/

Email:cascais@omnihandling.com

Phone:+351 919897608

Safeport

URL:www.safeport.aero

Email:cascais@safeport.aero

Phone:+351 210040425

Phone:+351 910285358

Sevenair

URL:<https://sevenair.com>

Email:info@sevenair.com

Phone: +351 214444545

SkyValet

URL: www.skyvalet.com

Email: lpes.fbo@skyvalet.pt

Phone: +351 211328947

Phone: +351 910996318

Wexjet Aviation

URL: www.wexjet.com

Email: handling@wexjet.com

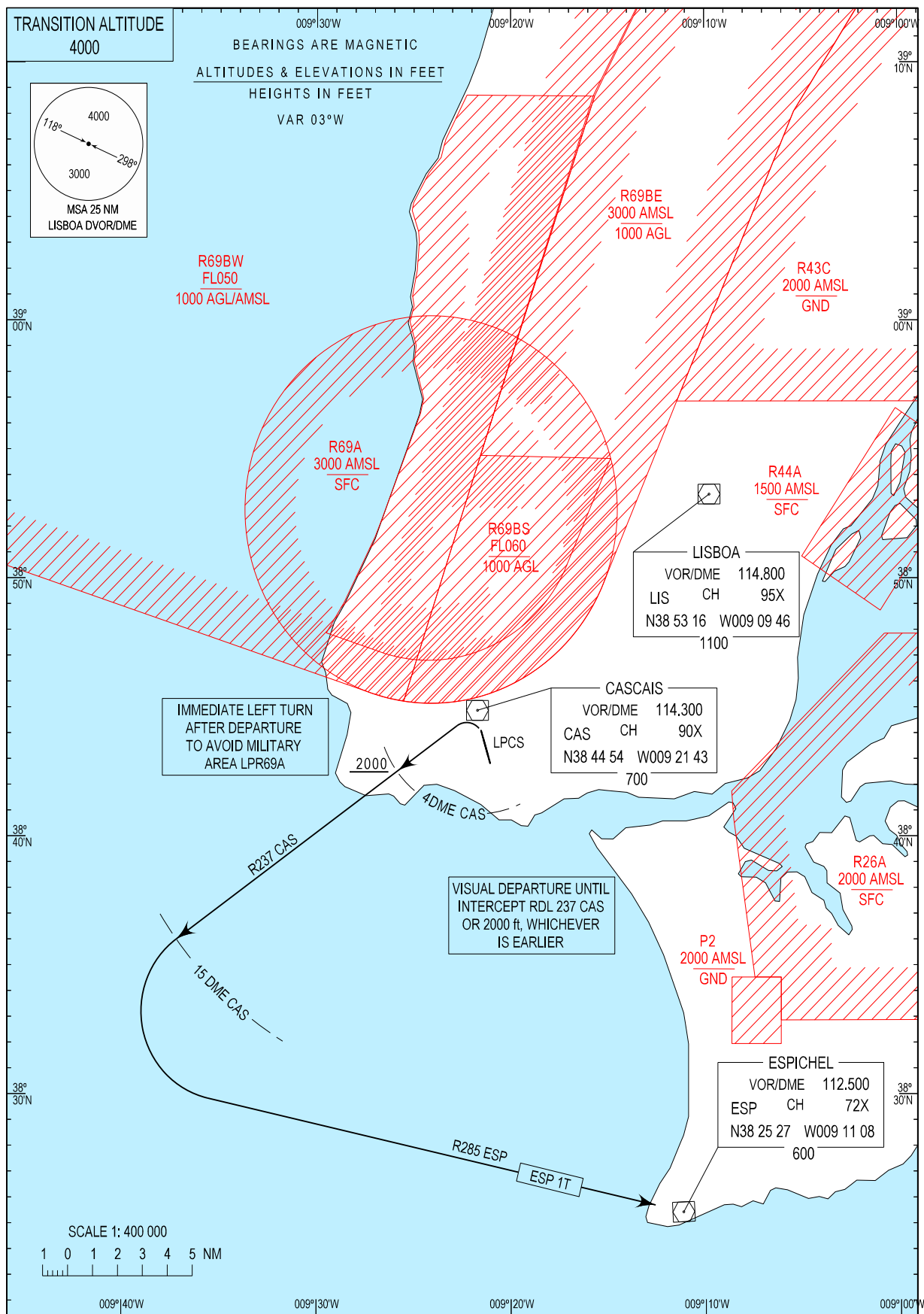
Phone: +351 218701025

LPCS AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
AERODROME CHART - ICAO	LPCS AD 2.24.01-1
AIRCRAFT PARKING/DOCKING CHART ICAO - APRONS C AND D	LPCS AD 2.24.02-1
AIRCRAFT PARKING/DOCKING CHART ICAO - APRONS A AND B	LPCS AD 2.24.02-3
AIRCRAFT PARKING/DOCKING CHART ICAO - APRON E	LPCS AD 2.24.02-5
STANDARD DEPARTURE INSTRUMENT (SID) - RWY 17	LPCS AD 2.24.08-1
STANDARD DEPARTURE INSTRUMENT (SID) - RWY 35	LPCS AD 2.24.08-3
STANDARD DEPARTURE INSTRUMENT (SID) - RNAV RWY 17	LPCS AD 2.24.08-5
STANDARD DEPARTURE INSTRUMENT (SID) - RNAV RWY 35	LPCS AD 2.24.08-9
STANDARD ARRIVAL INSTRUMENT (STAR) - RNAV RWY 35	LPCS AD 2.24.10-1
INSTRUMENT APPROACH CHART ICAO - DVOR/DME RWY 35 CAT A-B	LPCS AD 2.24.12-1
INSTRUMENT APPROACH CHART ICAO - RNP RWY 35 CAT A-B	LPCS AD 2.24.12-3
VISUAL APPROACH CHART ICAO	LPCS AD 2.24.13-1

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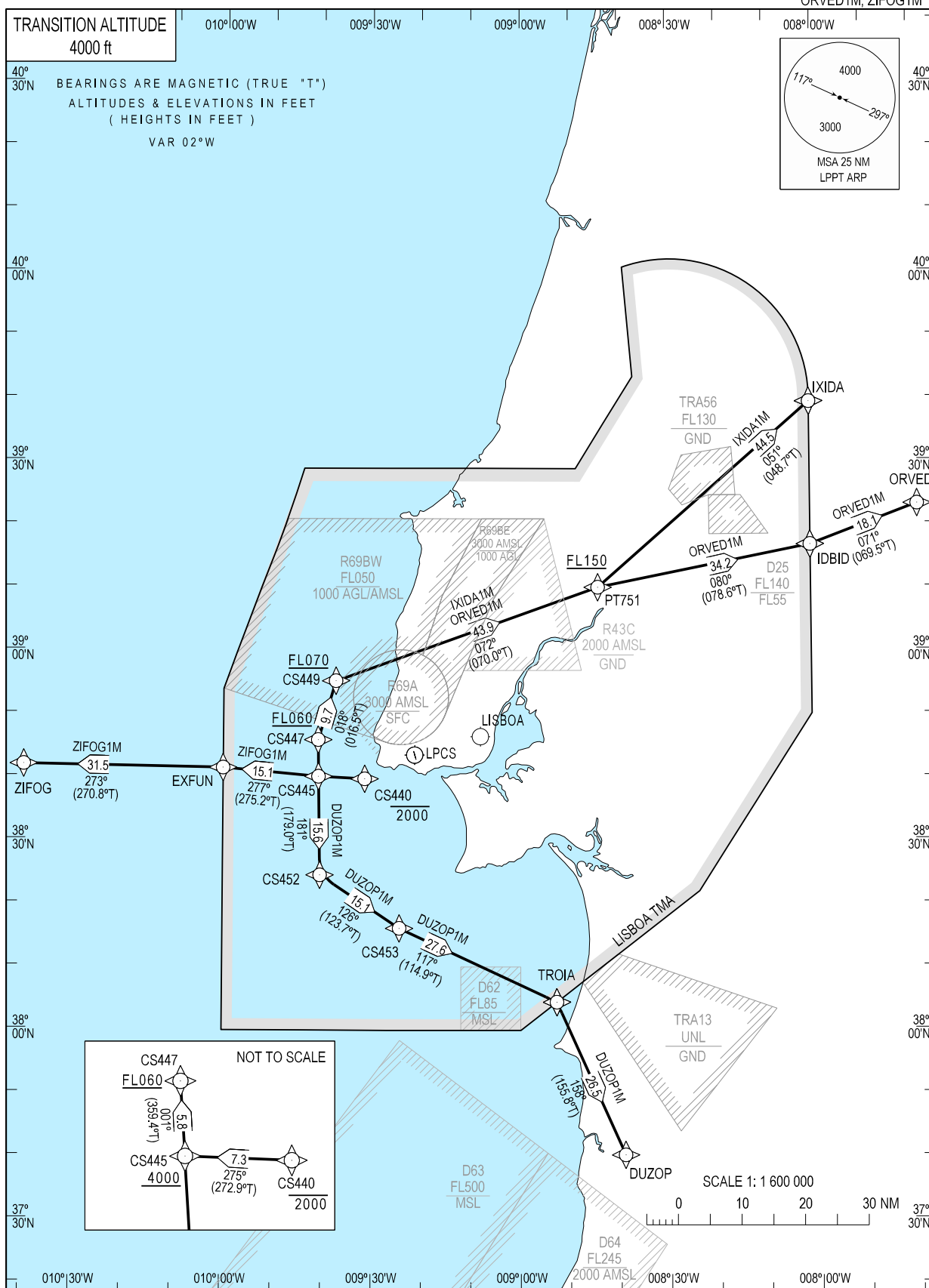
CASCAIS SID ESP 1M (RWY17)				
DESIGNATOR	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
ESP1M	Climb straight-ahead. When passing 4DME CAS or 800 ft ALT, whichever is earlier, turn right heading 249 degrees to intercept and proceed on RDL219 CAS DVOR/DME. Maintain 2000 ft until 14DME CAS DVOR/DME. At 14DME CAS DVOR/DME turn left to intercept RDL285 ESP DVOR/DME climbing to 3000 ft inbound ESP DVOR/DME.	3000 ft ALT	-	Maintain 2000 ft until 14DME CAS DVOR/DME.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOCASCAIS TOWER 120.305
LISBOA APPROACH 119.105CASCAIS (LPCS)
RWY 35
ESP 1T

Airspace updated.

CASCAIS STANDARD INSTRUMENT DEPARTURE (SID) RWY 35

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
ESP1T	Immediate left turn after departure to intercept and proceed on RDL237 CAS DVOR/DME outbound. Cross 4DME CAS DVOR/DME at or above 2000FT. At 15DME CAS DVOR/DME turn left to intercept and proceed on RDL285 ESP DVOR/DME inbound ESP DVOR/DME.	3000 ft	-	Immediate left turn after departure to avoid military area LPR69A. Visual departure until intercept RDL 237 CAS or 2000 ft, whichever is earlier. If unable to reach 2000 ft at 4DME CAS advise ATC.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOCASCAIS TOWER 120.305
LISBOA APPROACH 119.105CASCAIS (LPCS)
RNAV RWY 17
DUZOP1M, IXIDA1M
ORVED1M, ZIFOG1M

New procedure.

CASCAIS SID RNAV1 DUZOP1M (RWY 17)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA	-	-	-	166 (164.1)	-	-	@800 ft	-	RNAV 1	After departure climb FL060.
DF	CS440	N	383945.06N 0093125.08W	-	-	Right	-2000 ft	-	RNAV 1	
TF	CS445	N	384007.17N 0094044.45W	275 (273.0)	7.3112	-	+4000 ft	-	RNAV 1	
TF	CS452	N	382430.91N 0094024.29W	181 (179.0)	15.5905	-	-	-	RNAV 1	
TF	CS453	N	381605.56N 0092423.62W	126 (123.7)	15.1487	-	-	-	RNAV 1	
TF	TROIA	N	380423.71N 0085244.95W	117 (114.9)	27.5548	-	-	-	RNAV 1	
TF	DUZOP	N	374011.24N 0083905.64W	158 (155.8)	26.4876	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
DUZOP1M	After departure climb straight ahead. Crossing 800 ft ALT, turn right to CS440 - CS445 - CS452 - CS453 - TROIA - DUZOP	FL060	-	-

CASCAIS SID RNAV1 IXIDA1M (RWY 17)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA	-	-	-	166 (164.1)	-	-	@800 ft	-	RNAV 1	After departure climb FL060. If unable to comply with Level Constraints advise ATC.
DF	CS440	N	383945.06N 0093125.08W	-	-	Right	-2000 ft	-	RNAV 1	
TF	CS445	N	384007.17N 0094044.45W	275 (272.9)	7.3112	-	+4000 ft	-	RNAV 1	
TF	CS447	N	384555.57N 0094049.14W	001 (359.4)	5.8012	-	+FL060	-	RNAV 1	
TF	CS449	N	385515.62N 0093716.71W	018 (016.5)	9.7268	-	+FL070	-	RNAV 1	
TF	PT751	N	391003.24N 0084414.26W	072 (070.0)	43.8868	-	+FL150	-	RNAV 1	
TF	IXIDA	N	393918.46N 0080100.00W	051 (048.7)	44.4663	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
IXIDA1M	After departure climb straight ahead. Crossing 800 ft ALT, turn right to CS440 - CS445 - CS447 - CS449 - PT751 - IXIDA	FL60	-	If unable to comply with Level Constraints advise ATC.

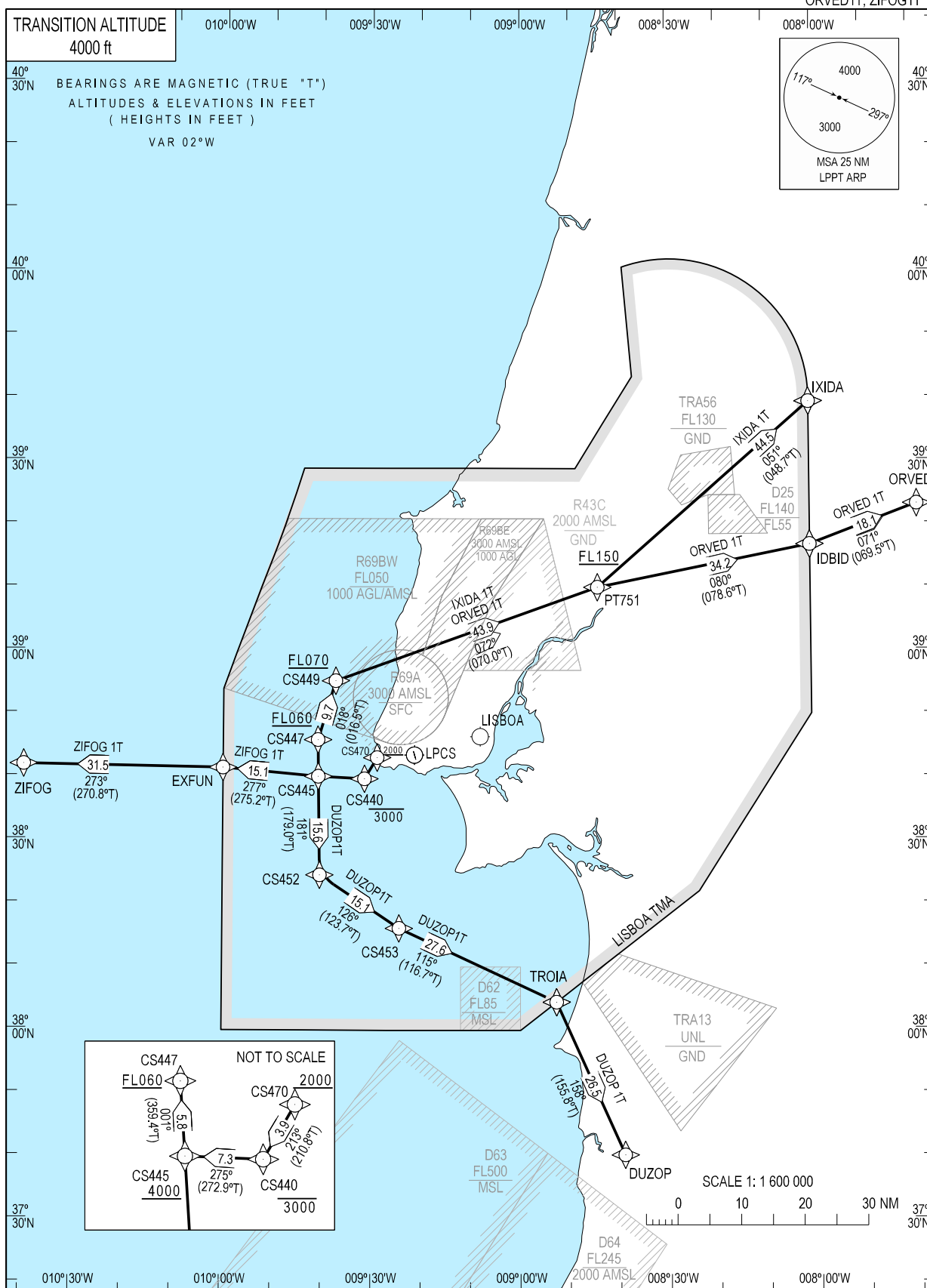
CASCAIS SID RNAV1 ORVED1M (RWY 17)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA	-	-	-	166 (164.1)	-	-	@800 ft	-	RNAV 1	After departure climb FL060. If unable to comply with Level Constraints advise ATC.
DF	CS440	N	383945.06N 0093125.08W	-	-	Right	-2000 ft	-	RNAV 1	
TF	CS445	N	384007.17N 0094044.45W	275 (272.9)	7.3112	-	+4000 ft	-	RNAV 1	
TF	CS447	N	384555.57N 0094049.14W	001 (359.4)	5.8012	-	+FL060	-	RNAV 1	
TF	CS449	N	385515.62N 0093716.71W	018 (016.5)	9.7268	-	+FL070	-	RNAV 1	
TF	PT751	N	391003.24N 0084414.26W	072 (070.0)	43.8868	-	+FL150	-	RNAV 1	
TF	IDBID	N	391641.60N 0080100.00W	051 (048.7)	34.2495	-	-	-	RNAV 1	
TF	ORVED	N	392300.00N 0073907.00W	071 (069.5)	18.1114	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
ORVED1M	After departure climb straight ahead. Crossing 800FT ALT, turn right to CS440 - CS445 - CS447 - CS449 - PT751 - IDBID - ORVED	FL60	-	After departure climb FL060. If unable to comply with Level Constraints advise ATC.

CASCAIS SID RNAV1 ZIFOG1M (RWY 17)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CA	-	-	-	166 (164.1)	-	-	@800 ft	-	RNAV 1	After departure climb FL060.
DF	CS440	N	383945.06N 0093125.08W	-	-	Right	-2000 ft	-	RNAV 1	
TF	CS445	N	384007.17N 0094044.45W	275 (272.9)	7.3112	-	+4000 ft	-	RNAV 1	
TF	EXFUN	N	384128.05N 0095959.96W	001 (359.4)	15.1409	-	-	-	RNAV 1	
TF	ZIFOG	N	384147.25N 0104015.58W	018 (016.5)	31.5223	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
ZIFOG1M	After departure climb straight ahead. Crossing 800FT ALT, turn right to CS440, then CS445 - EXFUN - ZIFOG	FL60	-	After departure climb FL060.

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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOCASCAIS TOWER 120.305
LISBOA APPROACH 119.105CASCAIS (LPCS)
RNAV RWY 35
DUZOP1T, IXIDA1T
ORVED1T, ZIFOG1T

New procedure.

CASCAIS SID RNAV1 DUZOP1T (RWY 35)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	CS470 (IDF)	N	384306.36N 0092852.04W	-	-	Left	+2000 ft	-	RNAV 1	Immediate left turn after departure to avoid military area LPR69A. Visual departure RWY 35. Maintain own terrain clearance until CS470 (IDF). If unable to comply with Level Constraints advise ATC.
TF	CS440	N	383945.06N 0093125.08W	213 (210.8)	3.9016	-	-3000 ft	-	RNAV 1	
TF	CS445	N	384007.17N 0094044.45W	275 (272.9)	7.3112	-	+4000 ft	-	RNAV 1	
TF	CS452	N	382430.91N 0094024.29W	001 (359.4)	15.5905	-	-	-	RNAV 1	
TF	CS453	N	381605.56N 0092423.62W	018 (016.5)	15.1487	-	-	-	RNAV 1	
TF	TROIA	N	380423.71N 0085244.95W	072 (070.0)	27.5548	-	-	-	RNAV 1	
TF	DUZOP	N	374011.24N 0083905.64W	051 (048.7)	26.4876	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
DUZOP1T	After departure turn left as soon as possible to CS470 (IDF), then proceed to CS440 - CS445 - CS452 - CS453 - TROIA - DUZOP	FL60	-	Immediate left turn after departure to avoid military area LPR69A. Visual departure RWY 35. Maintain own terrain clearance until CS470 (IDF) After departure climb FL060. If unable to comply with Level Constraints advise ATC.

CASCAIS SID RNAV1 IXIDA1T (RWY 35)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	CS470 (IDF)	N	384306.36N 0092852.04W	-	-	Left	+2000 ft	-	RNAV 1	Immediate left turn after departure to avoid military area LPR69A. Visual departure RWY 35. Maintain own terrain clearance until CS470 (IDF) After departure climb FL060. If unable to comply with Level Constraints advise ATC.
TF	CS440	N	383945.06N 0093125.08W	213 (210.8)	3.9016	-	-3000 ft	-	RNAV 1	
TF	CS445	N	384007.17N 0094044.45W	275 (272.9)	7.3112	-	+4000 ft	-	RNAV 1	
TF	CS447	N	384555.57N 0094049.14W	001 (359.4)	5.8012	-	+FL060	-	RNAV 1	
TF	CS449	N	385515.62N 0093716.71W	018 (016.5)	9.7268	-	+FL070	-	RNAV 1	
TF	PT751	N	391003.24N 0084414.26W	072 (070.0)	43.8868	-	+FL150	-	RNAV 1	
TF	IXIDA	N	393918.46N 0080100.00W	051 (048.7)	44.4663	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
IXIDA1T	After departure turn left as soon as possible to CS470 (IDF), then proceed to CS440 - CS445 - CS447 - CS449 - PT751 - IXIDA	FL060	-	Immediate left turn after departure to avoid military area LPR69A. Visual departure RWY 35. Maintain own terrain clearance until CS470 (IDF). If unable to comply with Level Constraints advise ATC.

CASCAIS SID RNAV1 ORVED1T (RWY 35)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	CS470 (IDF)	N	384306.36N 0092852.04W	-	-	Left	+2000 ft	-	RNAV 1	Immediate left turn after departure to avoid military area LPR69A. Visual departure RWY 35. Maintain own terrain clearance until CS470 (IDF). After departure climb FL060. If unable to comply with Level Constraints advise ATC.
TF	CS440	N	383945.06N 0093125.08W	213 (210.8)	3.9016	-	-3000 ft	-	RNAV 1	
TF	CS445	N	384007.17N 0094044.45W	275 (272.9)	7.3112	-	+4000 ft	-	RNAV 1	
TF	CS447	N	384555.57N 0094049.14W	001 (359.4)	5.8012	-	+FL060	-	RNAV 1	
TF	CS449	N	385515.62N 0093716.71W	018 (016.5)	9.7268	-	+FL070	-	RNAV 1	
TF	PT751	N	391003.24N 0084414.26W	072 (070.0)	43.8868	-	+FL150	-	RNAV 1	
TF	IDBID	N	391641.60N 0080100.00W	051 (048.7)	34.2495	-	-	-	RNAV 1	
TF	ORVED	N	392300.00N 0073907.00W	071 (069.5)	18.1114	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
ORVED1T	After departure turn left as soon as possible to CS470 (IDF), then proceed to CS440 - CS445 - CS447 - CS449 - PT751 - IDBID - ORVED	FL060	-	Immediate left turn after departure to avoid military area LPR69A. Visual departure RWY 35. Maintain own terrain clearance until CS470 (IDF). If unable to comply with Level Constraints advise ATC.

CASCAIS SID RNAV1 ZIFOG1T (RWY 35)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	CS470 (IDF)	N	384306.36N 0092852.04W	-	-	Left	+2000 ft	-	RNAV 1	Immediate left turn after departure to avoid military area LPR69A. Visual departure RWY 35. Maintain own terrain clearance until CS470 (IDF). After departure climb FL060. If unable to comply with Level Constraints advise ATC.
TF	CS440	N	383945.06N 0093125.08W	213 (210.8)	3.9016	-	-3000 ft	-	RNAV 1	
TF	CS445	N	384007.17N 0094044.45W	275 (272.9)	7.3112	-	+4000 ft	-	RNAV 1	
TF	EXFUN	N	384128.05N 0095959.96W	001 (359.4)	15.1409	-	-	-	RNAV 1	
TF	ZIFOG	N	384147.25N 0104015.58W	018 (016.5)	31.5223	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
ZIFOG1T	After departure turn left as soon as possible to CS470 (IDF), then proceed to CS440 - CS445 - EXFUN - ZIFOG	FL060	-	Immediate left turn after departure to avoid military area LPR69A. Visual departure RWY 35. Maintain own terrain clearance until CS470 (IDF). If unable to comply with Level Constraints advise ATC.

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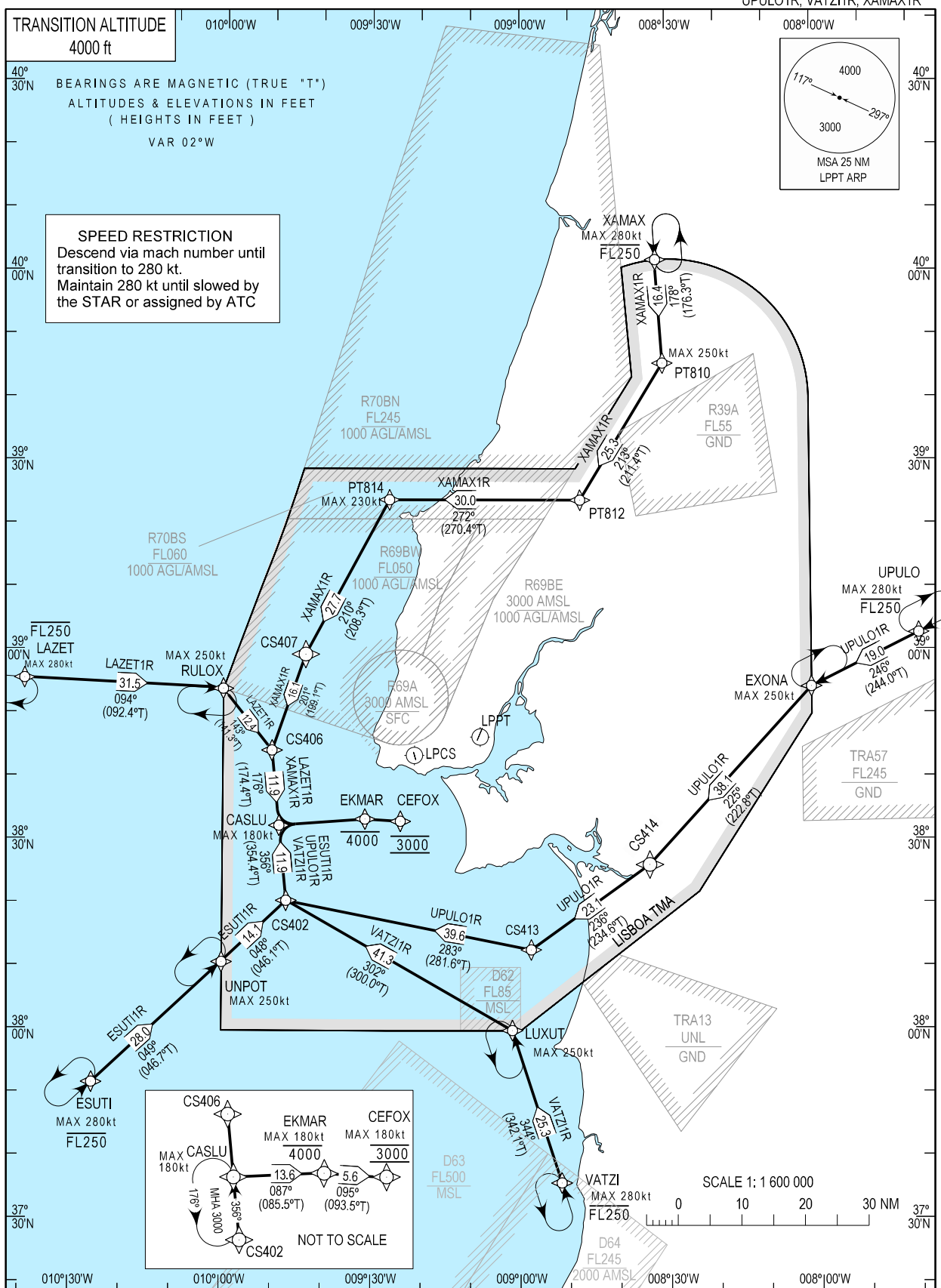
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAOLISBOA APPROACH 119.105
CASCAIS TOWER 120.305

CASCAIS (LPCS)

RNAV RWY 35

ESUT1R, LAZET1R

UPULO1R, VATZ1R, XAMAX1R



CASCAIS STAR RNAV1 ESUT1R (RWY 35)										
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	-	-	-	-FL250	@280 kt	RNAV 1	Clearance Limit CEFOX
TF	UNPOT	N	381045.63N 0100000.00W	049 (046.7)	27.9747	-	-	250 kt	RNAV 1	
TF	CS402	N	382031.15N 0094707.38W	048 (046.07)	14.0674	-	-	250 kt	RNAV 1	
TF	CASLU	N	383224.05N 0094835.92W	356 (354.4)	11.9259	-	-FL060	180 kt	RNAV 1	
TF	EKMAR	N	383326.56N 0093117.20W	087 (085.5)	13.6211	-	-4000 ft	180 kt	RNAV 1	
TF	CEFOX	N	383305.95N 0092409.73W	095 (093.5)	5.5993	-	@3000 ft	180 kt	RNAV 1	

CASCAIS STAR RNAV1 LAZET1R (RWY 35)										
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	Clearance Limit CEFOX
TF	RULOX	N	385400.00N 0100000.00W	094 (092.4)	31.4577	-	-	250 kt	RNAV 1	
TF	CS406	N	384416.90N 0095005.02W	143 (141.3)	12.4229	-	-	250 kt	RNAV 1	
TF	CASLU	N	383224.05N 0094835.92W	176 (174.4)	11.9258	-	-FL060	180 kt	RNAV 1	
TF	EKMAR	N	383326.56N 0093117.20W	087 (085.5)	13.6211	-	-4000 ft	180 kt	RNAV 1	
TF	CEFOX	N	383305.95N 0092409.73W	095 (093.5)	5.5993	-	@3000 ft	180 kt	RNAV 1	

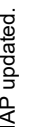
CASCAIS STAR RNAV1 UPULO1R (RWY 35)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	UPULO	N	390237.57N 0073907.04W	-	-	-	- FL250	@280 kt	RNAV 1	Clearance Limit CEFOX
TF	EXONA	N	385415.89N 0080100.00W	246 (244.0)	19.0002	-	-	250 kt	RNAV 1	
TF	CS414	N	382611.52N 0083355.47W	225 (222.8)	38.0973	-	-	250 kt	RNAV 1	
TF	CS413	N	381244.80N 0085748.55W	236 (234.6)	23.1013	-	-	250 kt	RNAV 1	
TF	CS402	N	382031.15N 0094707.38W	283 (281.6)	39.6004	-	-	250 kt	RNAV 1	
TF	CASLU	N	383224.05N 0094835.92W	356 (354.4)	11.9259	-	- FL060	180 kt	RNAV 1	
TF	EKMAR	N	383326.56N 0093117.20W	087 (085.5)	13.6211	-	- 4000 ft	180 kt	RNAV 1	
TF	CEFOX	N	383305.95N 0092409.73W	095 (093.5)	5.5993	-	@3000 ft	180 kt	RNAV 1	

CASCAIS STAR RNAV1 VATZI1R (RWY 35)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	VATZI	N	373552.11N 0085147.09W	-	-	-	- FL250	@280 kt	RNAV 1	Clearance Limit CEFOX Pending on military activity.
TF	LUXUT	N	375959.27N 0090136.98W	344 (342.1)	25.3206	-	-	250 kt	RNAV 1	
TF	CS402	N	382031.15N 0094707.38W	302 (300.0)	41.3330	-	-	250 kt	RNAV 1	
TF	CASLU	N	383224.05N 0094835.92W	356 (354.4)	11.9259	-	- FL060	180 kt	RNAV 1	
TF	EKMAR	N	383326.56N 0093117.20W	087 (085.5)	13.6211	-	- 4000 ft	180 kt	RNAV 1	
TF	CEFOX	N	383305.95N 0092409.73W	095 (093.5)	5.5993	-	@3000 ft	180 kt	RNAV 1	

CASCAIS STAR RNAV1 XAMAX1R (RWY 35)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	XAMAX	N	400151.96N 0083210.34W	-	-	-	- FL250	@280 kt	RNAV 1	Clearance Limit CEFOX. Pending on Military Activity.
TF	PT810	N	394530.07N 0083048.57W	178 (176.3)	16.3857	-	-	250 kt	RNAV 1	
TF	PT812	N	392353.37N 0084746.16W	213 (211.4)	25.2632	-	-	250 kt	RNAV 1	
TF	PT814	N	392358.01N 0092629.12W	272 (270.4)	30.0119	-	-	230 kt	RNAV 1	
TF	CS407	N	385929.75N 0094321.72W	210 (208.3)	27.7467	-	-	230 kt	RNAV 1	
TF	CS406	N	384416.90N 0095005.02W	201 (199.1)	16.0806	-	-	230 kt	RNAV 1	
TF	CASLU	N	383224.05N 0094835.92W	176 (174.4)	11.9258	-	- FL060	180 kt	RNAV 1	
TF	EKMAR	N	383326.56N 0093117.20W	087 (085.5)	13.6211	-	- 4000 ft	180 kt	RNAV 1	
TF	CEFOX	N	383305.95N 0092409.73W	095 (093.5)	5.5993	-	@3000 ft	180 kt	RNAV 1	

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CASCAIS (LPCS)
DVOR
RWY35
CAT A-B

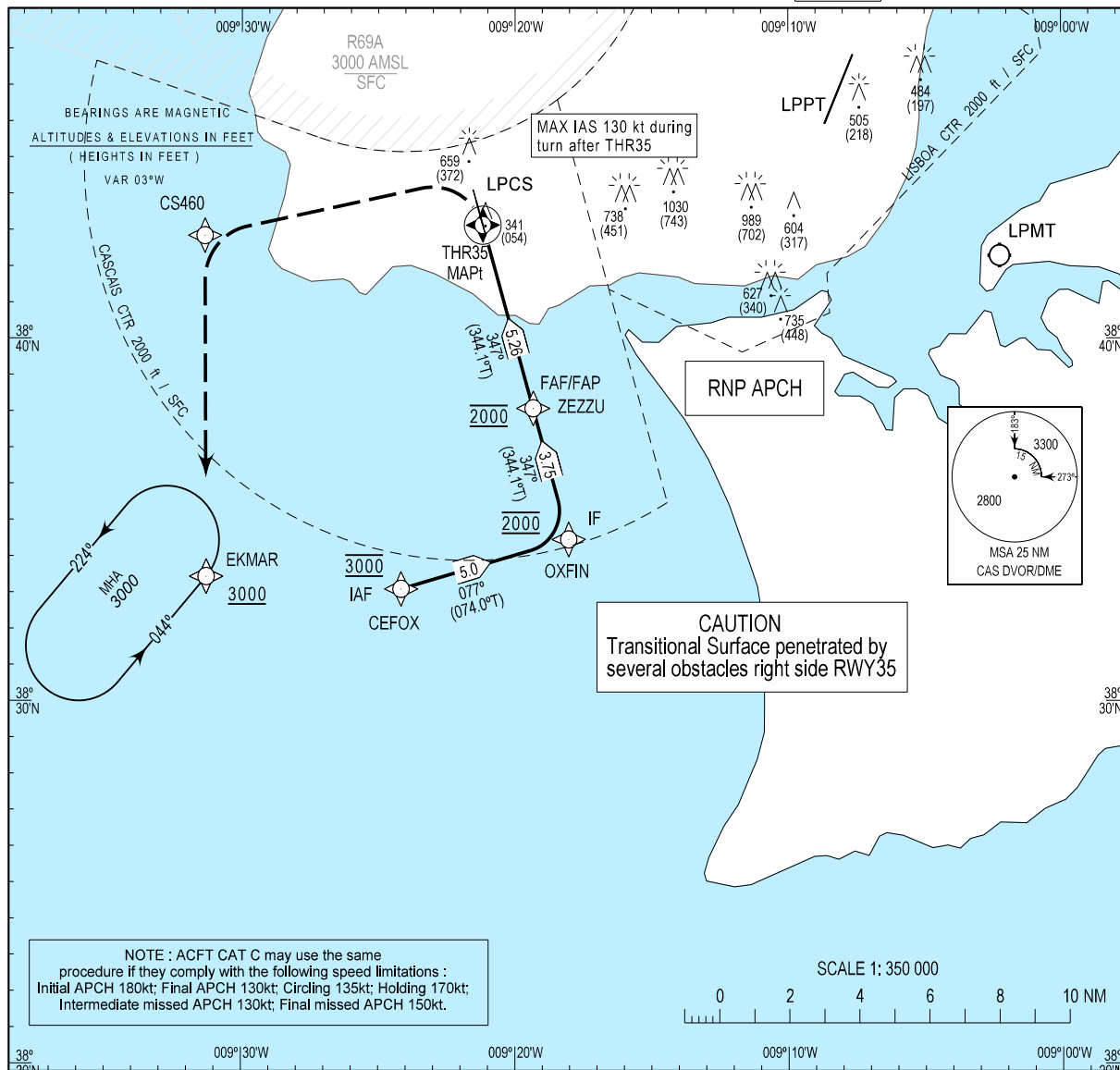


SPEED	kt	80	100	120	130
Rate of descent (5.2%)	ft/min	420	525	630	685

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INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 326 ft
HEIGHTS RELATED
THR RWY 35 - ELEV 287 ftLISBOA APPROACH 119.105
CASCAIS TOWER 120.305
CASCAIS GROUND 121.830EGNOS
CH 72329
E35A
RDH: 40

CASCAIS (LPCS)

RNP RWY35
CAT A-BBARO-VNAV
minimum temperature: 0°C

MISSED APPROACH
Climb gradient 5%". If unable, advise ATC.
At MAPt RWY35 turn left to CS460, climbing
to 3000 ft. After CS460 proceed to EKMAR.
At EKMAR, hold or follow ATC instructions.

⁽¹⁾ Due to operational altitude constraint
at CS460.

ELEV 287 ft
(THR RWY 35)

RCF: Proceed as above, Squawk 7600.
On EKMAR make one complete holding
pattern at 3000 ft, and then proceed to
CEFOX to perform another RNP approach

CAT	LPV		LNAV / VNAV		LNAV		CIRCLING (RWY35)
	DA(H)	OCH	DA(H)	OCH	MDA(H)	OCH	MDA(H)
A	820 (533)	533	820 (533)	533	820 (533)	533	990 (664)
B					820 (533)	533	1060 (734)

DIST THR NM	6	5	4	3	2	1
Altitude (height)	2238 (1951)	1919 (1632)	1601 (1314)	1282 (995)	964 (677)	645 (358)

Speed	kt	80	100	120	140	160	180	200
Rate of descent (5.2%)	ft / min	420	525	630	735	840	945	1050

Instrument Approach Procedure Coding Table

LPCS RNP RWY35 A/B											
Path Terminator	Waypoint				Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Type	Flyover	Coordinates				Level	Speed		
IF	CEFOX	IAF	N	383305.95N 0092409.73W	-	-	-	@3000FT	-	RNP APCH	-
TF	OXFIN	IF	N	383428.36N 0091801.77W	077 (074.0)	5.00	Left	@2000FT	-	RNP APCH	
TF	ZEZU	FAF/FAP	N	383804.84N 0091920.33W	347 (344.1)	3.75	-	@2000FT	-	RNP APCH	
TF	RW35	MAPT	Y	384308.41N 0092110.74W	347 (344.1)	5.26	-	.	-	RNP APCH	
DF	CS460	-	N	384250.96N 0093121.09W	-	-	Left	-	130KT	RNP APCH	
TF	EKMAR	-	N	383326.56N 0093117.20W	183 (179.7)	9.40	-	+3000FT	-	RNP APCH	

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LPCS
Runway	35
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E35A
LTP/FTP Latitude	384308.4100N
LTP/FTP Longitude	0092110.7400W
LTP/FTP Ellipsoidal Height (metres)	141.8
FPAP Latitude	384352.0590N
Delta FPAP Latitude (seconds)	43.6490
FPAP Longitude	0092126.6390W
Delta FPAP Longitude (seconds)	-15.8990
Threshold Crossing Height	40.0
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 13 03 10 0C 23 00 00 01 35 33 05 F4 CB 9D 10 58 73 FC FB 8A 19 02 55 01 CA 83 FF 90 01 2C 01 64 00 C8 FA 17 CE F6 2A
Calculated CRC Value	17CEF62A

Required Additional Data

ICAO Code	LP
LTP/FTP Orthometric Height (metres)	87.4

6	Remarks	(1) ATZ activation is subject to AFIS operating hours in coordination with Lisboa ACC (2) Airspace between 1000FT AGL to 2600FT AMSL above Évora ATZ with the same lateral dimensions, may be delegated to Évora Information by Beja APP in accordance with the procedures established between both entities by letter of operations. All aircraft inbound Évora aerodrome must contact Évora Information 15NM before Évora ATZ lateral limits to receive information how to proceed.
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2.17.1 Significant Points

SIGNIFICANT POINTS	
Name-code designator	Position
ABOBA	382725N 0075507W R-092 60 NM DME ESP DVOR/DME 1.64NM NNW of São Marcos da Abóbada, Km 11.67 (road R-254) Évora-Viana do Alentejo
BACEL	383614N 0074948W R-084 65 NM DME ESP DVOR/DME Interception road N264 with "variante ao IP2" (A6-S. Manços)
MAXED	383137N 0074833W R-088 65 NM DME ESP DVOR/DME 3.39NM SSW of Nossa Senhora de Machede (Torre de Coelheiros junction)
VALVE	383158N 0080118W R-087 55 NM DME ESP DVOR/DME Valverde
P1	383015N 0075801W R-089 58 NM DME ESP DVOR/DME Km 7.8 (Railroad) Évora-Casa Branca
P2	382850N 0075652W R-091 58 NM DME ESP DVOR/DME Km 1.97 W of ABOBA - Farm with warehouses
P3	382806N 0075437W R-091 60 NM DME ESP DVOR/DME Km 10.26 road R-254 Évora-Viana do Alentejo

LPEV AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
AFIS	EVORA INFORMATION	122.705 MHZ	SR-SS or whenever AD opening occurs accordingly to AD 2.3 (remarks)	Coverage: 25NM/FL040
APP	BEJA APPROACH	130.090 MHZ 123.300 MHZ	HO	Primary Secondary
FIS	LISBOA INFORMATION	123.755 MHZ 131.055 MHZ	H24	NIL

LPEV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (MAG Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
Locator (01° W - 2020)	EVR	425 KHZ	HO	383146.6N 0075330.6W		Coverage: 25NM

LPEV AD 2.20 LOCAL TRAFFIC REGULATIONS

Limitations on use of aerodrome:

The Aerodrome is a NON-CONTROLLED Aerodrome.

Operations are not allowed to ultralight aircraft from group 1.
Communications via radio inside ATZ is mandatory.

LPEV AD 2.21 NOISE ABATEMENT PROCEDURES

See AD 1.1.6.1 [Noise Abatement Procedures](#)

See AD 1.1.7 [Restrictions for nocturnal flights for civil aircraft on Portuguese airports and/or aerodromes](#)

Night Operation Flights

Noise-abatement procedures for night operation:
Summer until 08:00
Winter until 09:00

During this period Run-ups allowed only on South "S" TWY
Flights overflying Évora City and West RWY are strictly forbidden

TKOF RWY01:
At 500ft AGL turn right to the circuit or turn right on course 090 and only after 1000FT AGL proceed heading of exit.

TKOF RWY19:
At 500ft AGL turn left to the circuit or climb RWY heading only after 1000FT AGL proceed heading of exit.

LPEV AD 2.22 FLIGHT PROCEDURES

1. VFR Arrival Procedures:

Prior to reaching designated entry points contact Évora Information 122.705 MHZ.

All designated altitudes are AMSL.

Arrival altitude: 2300FT

Circuit Altitude: 1800FT

- Arrival ABOBA - Proceed direct to MAXED at 2300FT. From MAXED proceed inbound the circuit maintaining 2300FT until getting positive visual contact with reported traffic in the circuit, descend to 1800FT and join downwind leg of preferred RWY. If negative visual contact with reported traffic in the circuit, left/right according to RWY in use, orbit at 2300FT looking for traffic and report to AFIS.
- Arrival BACEL - Proceed direct to MAXED at 2300FT. From MAXED proceed inbound the circuit maintaining 2300FT until getting positive visual contact with reported traffic in the circuit, descend to 1800FT and join downwind leg of

preferred RWY. If negative visual contact with reported traffic in the circuit, left/right according to RWY in use, orbit at 2300FT looking for traffic and report to AFIS.

- Arrival MAXED - (Only if prior coordination was done with AFIS at a safe distance in order to prevent conflicts with traffic performing BACEL or ABOBA arrivals). After crossing MAXED, proceed as for BACEL and ABOBA arrivals.
- Arrival VALVE- Proceed direct to cross overhead the field at 2300FT. If positive visual contact with reported traffic in circuit, descent to 1800ft and join downwind leg of preferred RWY. If negative visual contact with reported traffic in circuit, left/right according to RWY in use, orbit at 2300FT looking for traffic and report to AFIS.

The holding orbits will be performed over a position along the inbound leg between MAXED or VALVE and a point at least 2NM prior to the circuit.

2. Contingency Procedures for Arrivals

Contingency VALVE arrival procedures in case of Locator holdings (2600FT), Skydiving overhead the field or Gliders activity West to the field, on course:

- VALVE via P2 straight in approach RWY 01 arrival - If traffic allows, overhead VALVE at 2300ft, right turn to P1 maintaining altitude; at P1 descend to 1800ft inbound P2 and thereafter left turn continuing descent joining long final RWY01.
- VALVE via P3 RWY 01/19 arrival - Overhead VALVE at 2300ft, right turn and proceed via P1, P2 and P3 maintaining altitude and thereafter intercept to join the ABOBA arrival.

3. VFR Departure procedures

All designated altitudes are AMSL.

Departure Altitude: 1800FT

Circuit Altitude: 1800 FT

- ABOBA departure RWY 01 - Perform right downwind leg RWY 01, after completing right turn direct to ABOBA, maintaining 1800ft.
- ABOBA departure RWY 19 - On upwind leg RWY 19, after reaching 1800ft, proceed direct to ABOBA, maintaining altitude.
- BACEL departure RWY 01 - After completing right crosswind leg RWY 01, left turn direct to BACEL, maintaining 1800ft.
- BACEL departure RWY 19 - Perform downwind leg RWY 19, after completing right turn direct to BACEL, maintaining 1800ft.
- MAXED departure RWY 01 - After completing right crosswind leg RWY 01, right turn direct to MAXED, maintaining 1800ft.
- MAXED departure RWY 19 - After completing crosswind leg RWY 19, left turn direct to MAXED maintaining 1800ft.
- VALVE departure RWY 01 - Perform right hand circuit to RWY 01. On right base leg maintain 1800ft and proceed direct to VALVE.
- VALVE departure RWY 19 - On upwind leg RWY 19 after reaching 1300ft, right turn direct to VALVE, climbing to and maintain 1800ft.

4. Contingency Procedures

Two-way route (LPEV / VALVE / Casa Branca / VALVE / LPEV) with the following significant points:
VALVE -

383158N 0080118W

Casa Branca - 383000N 0080930W

Altitudes:

Traffic from Évora to Casa Branca - 1800FT AMSL

Traffic from Casa Branca to Évora - 2300FT AMSL

This VFR contingency corridor will be activated, when possible, if LP-TRA57 and LP-R51BN are activated simultaneous and exclusively for military exercises.

5. **Landing and Take-Off procedures:**
- Landing RWY 01 - Compulsory right circuit
 - Landing RWY 19 - Compulsory left circuit
 - Take Off RWY 01 - Prohibited turn left.
 - Take Off RWY19 - Prohibited turn right prior crossing THR RWY 01

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
1	2	3	4	5	6
EVORA/EVR EVORA L 383147N0075331W	011°	LEFT	170	2600 FT ALT 4600 FT ALT	2.5 MIN

LPEV AD 2.23 **ADDITIONAL INFORMATION**

Potentially Dangerous Activities

Parachute Jumping and Glider flying activities (see ENR 5.5).

LPEV AD 2.24 **CHARTS RELATED TO AN AERODROME**

Name	Page
AERODROME CHART- ICAO	LPEV AD 2.24.01-1
INSTRUMENT APPROACH CHART (LOCATOR RWY 19)	LPEV AD 2.24.12-1
VISUAL APPROACH CHART- ARRIVALS	LPEV AD 2.24.13-1
VISUAL APPROACH CHART- DEPARTURES	LPEV AD 2.24.13-3

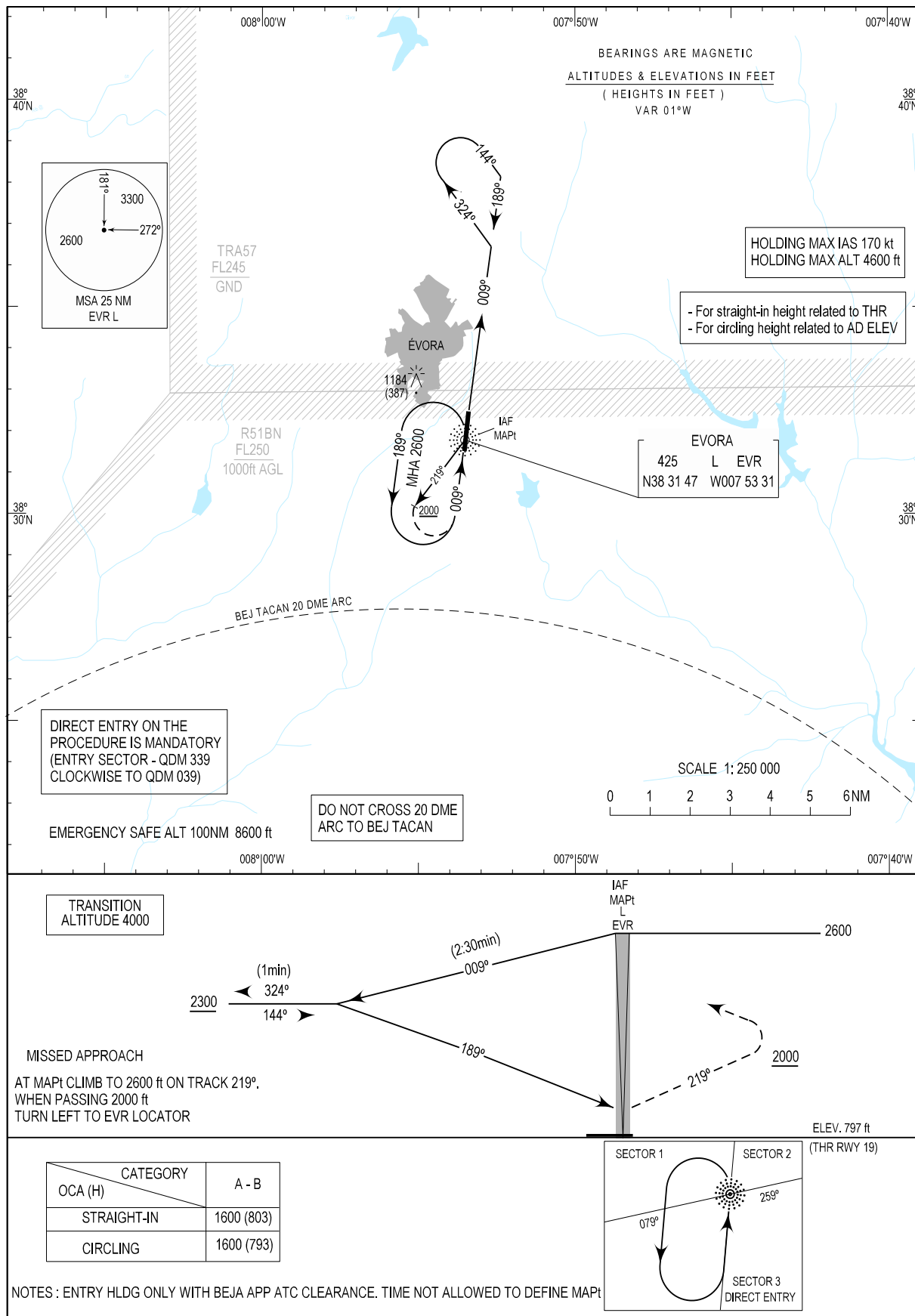
INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 807 ft
HEIGHTS RELATED
THR RWY 19 - ELEV 797 ft

ÉVORA INFORMATION 122.705
BEJA APPROACH 130.090

EVORA (LPEV)

LOCATOR
RWY19
CAT A-B



Frequency changed.

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AD 2 AERODROMES**LPFR AD 2****LPFR AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LPFR - FARO / Gago Coutinho

LPFR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

LPFR AD 2.3 OPERATIONAL HOURS

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

12	Remarks	<p>* Aerodrome OPS HR extension will be considered until 01:00 (00:00) of the next day, if requested until 23:30 (22:30), regarding force majeure cases specified in AD 1.1.6, through Airport Duty Manager Phone: +351 289800610 Fax: +351 289818440 Email: lpfraro@nav.pt SITA: FAOKAXH</p> <p>** Through Faro or Lisboa AIS Briefing Office Phone: +351 289894176 (recorded) Phone: +351 289894175 (recorded) Email: lpfraro@nav.pt URL: https://fplbriefing.nav.pt</p> <p>*** Through Faro or Lisboa ATS Reporting Office (ARO) Phone: +351 289894176 (recorded) Phone: +351 289894175 (recorded) Email: lpfraro@nav.pt URL: https://fplbriefing.nav.pt</p>
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LPFR AD 2.4 HANDLING SERVICES AND FACILITIES

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

LPFR AD 2.5 PASSENGER FACILITIES

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

VHF Frequency: Not Available

Self - Handling:

RYANAIR

Phone: +351 968867017 (mobile)

Phone: +351 289247025

SITA: FAOGLXH

Email: faoops@groundlink.eu

VHF Frequency: 131.410 MHZ Call sign "Ryanair Faro Operations"

LPFR AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
AERODROME CHART- ICAO	LPFR AD 2.24.01-1
AIRCRAFT PARKING/DOCKING CHART-ICAO	LPFR AD 2.24.02-1
AERODROME OBSTACLE CHART-ICAO Type A (RWY 10-28)	LPFR AD 2.24.04-1
PRECISION APPROACH TERRAIN CHART-ICAO (RWY 28)	LPFR AD 2.24.06-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) – ICAO (RWY 10 AMSEL7E BAROK7E NARTA7E ODEMI7E ORTOP7E XAPAS9E XAPAS7L)	LPFR AD 2.24.08-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) – ICAO (RWY 28 AMSEL7U BAROK7U NARTA7U ODEMI9U ODEMI2S ORTOP7U XAPAS9U XAPAS7V)	LPFR AD 2.24.08-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) – ICAO (RNAV RWY 10 ALAGU3F GIMAL3F NIRAK3F ODEMI3F ODEMI3G OSLAD3F)	LPFR AD 2.24.08-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) – ICAO (RNAV RWY 28 EVURA1V IXOLI1V ODEMI1V OSLAD1V SOTEX1V TUPIX1V)	LPFR AD 2.24.08-7
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) – ICAO (RNAV RWY 10 GIMAL7C IXOLI7C SOTEX7C USALU8C TUPIX7C)	LPFR AD 2.24.10-1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) – ICAO (RNAV RWY 28 ALAGU7A NIRAK7A MARIM7A ODEMI9A ODEMI7B GENRO8A GIMAL7A)	LPFR AD 2.24.10-3
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) – (RNAV CDO RWY 10 SOTEX5K)	LPFR AD 2.24.10-5
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) – (RNAV CDO RWY 28 ODEMI5K)	LPFR AD 2.24.10-7
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) – (RNAV CDO RWY 28 ALAGU5K)	LPFR AD 2.24.10-9
ATC SURVEILLANCE MINIMUM ALTITUDE CHART-ICAO	LPFR AD 2.24.11-1
INSTRUMENT APPROACH CHART-ICAO – DVOR Z RWY 10	LPFR AD 2.24.12-1
INSTRUMENT APPROACH CHART-ICAO – DVOR Y RWY 10 CAT A-B	LPFR AD 2.24.12-3
INSTRUMENT APPROACH CHART-ICAO – DVOR Y RWY 10 CAT C-D	LPFR AD 2.24.12-5
INSTRUMENT APPROACH CHART-ICAO – DVOR Z RWY 28	LPFR AD 2.24.12-7
INSTRUMENT APPROACH CHART-ICAO – DVOR Y RWY 28 CAT A-B	LPFR AD 2.24.12-9
INSTRUMENT APPROACH CHART-ICAO – DVOR Y RWY 28 CAT C-D	LPFR AD 2.24.12-11
INSTRUMENT APPROACH CHART-ICAO – ILS OR LOC-Z RWY 10	LPFR AD 2.24.12-13
INSTRUMENT APPROACH CHART-ICAO – ILS OR LOC-Y RWY 10	LPFR AD 2.24.12-15
INSTRUMENT APPROACH CHART-ICAO – ILS OR LOC-Z RWY 28	LPFR AD 2.24.12-17
INSTRUMENT APPROACH CHART-ICAO – ILS OR LOC-Y RWY 28	LPFR AD 2.24.12-19
INSTRUMENT APPROACH CHART-ICAO – RNP RWY10	LPFR AD 2.24.12-21
VISUAL APPROACH CHART-ICAO	LPFR AD 2.24.13-1

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AERODROME CHART - ICAO

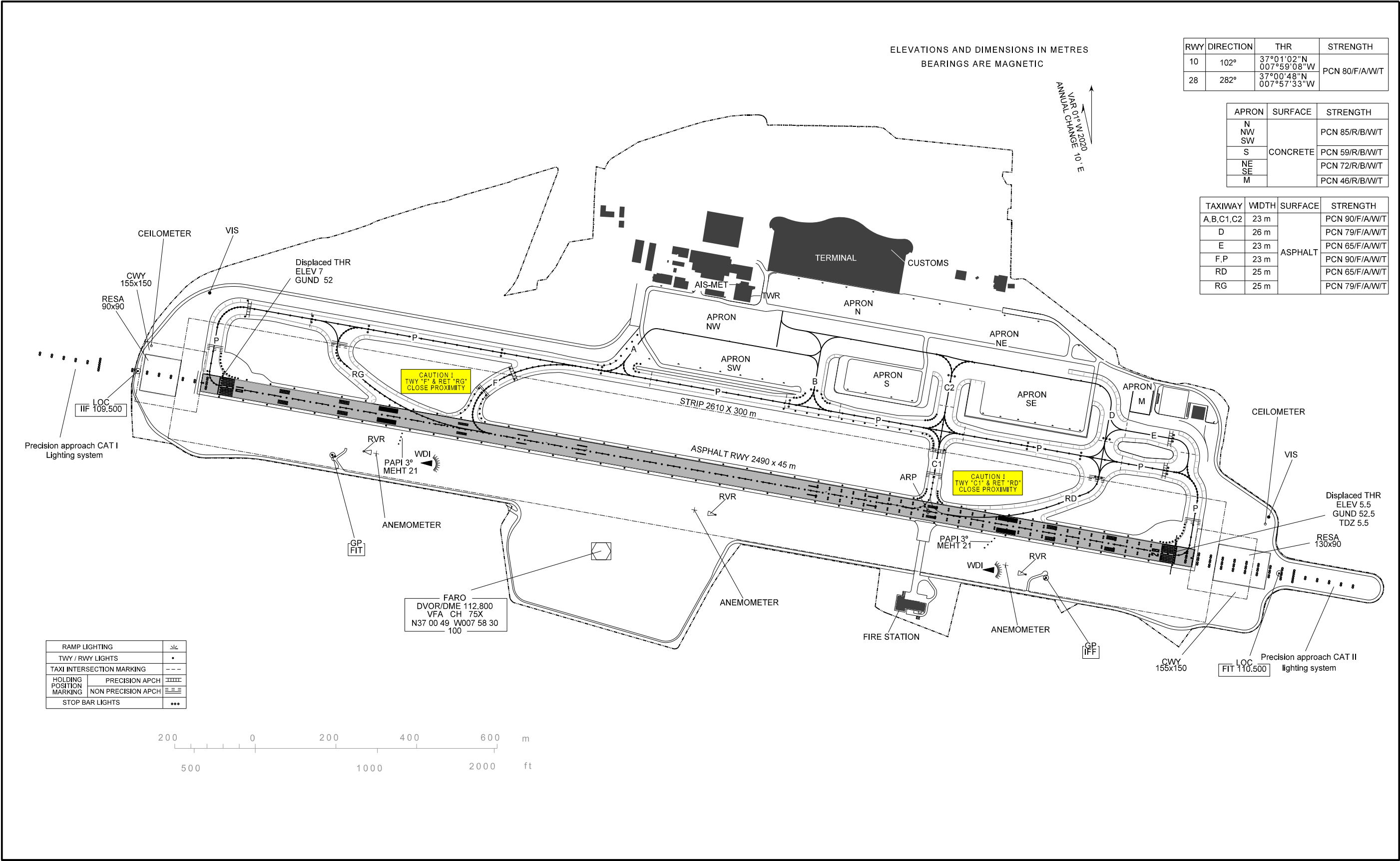
37°00'52"N
007°57'57"W

ELEV 7 m

FARO ARR INFORMATION 124.205
FARO DEP INFORMATION 121.560

FARO GROUND 118.580
FARO TOWER 120.755

FARO, Gago Coutinho (LPFR)



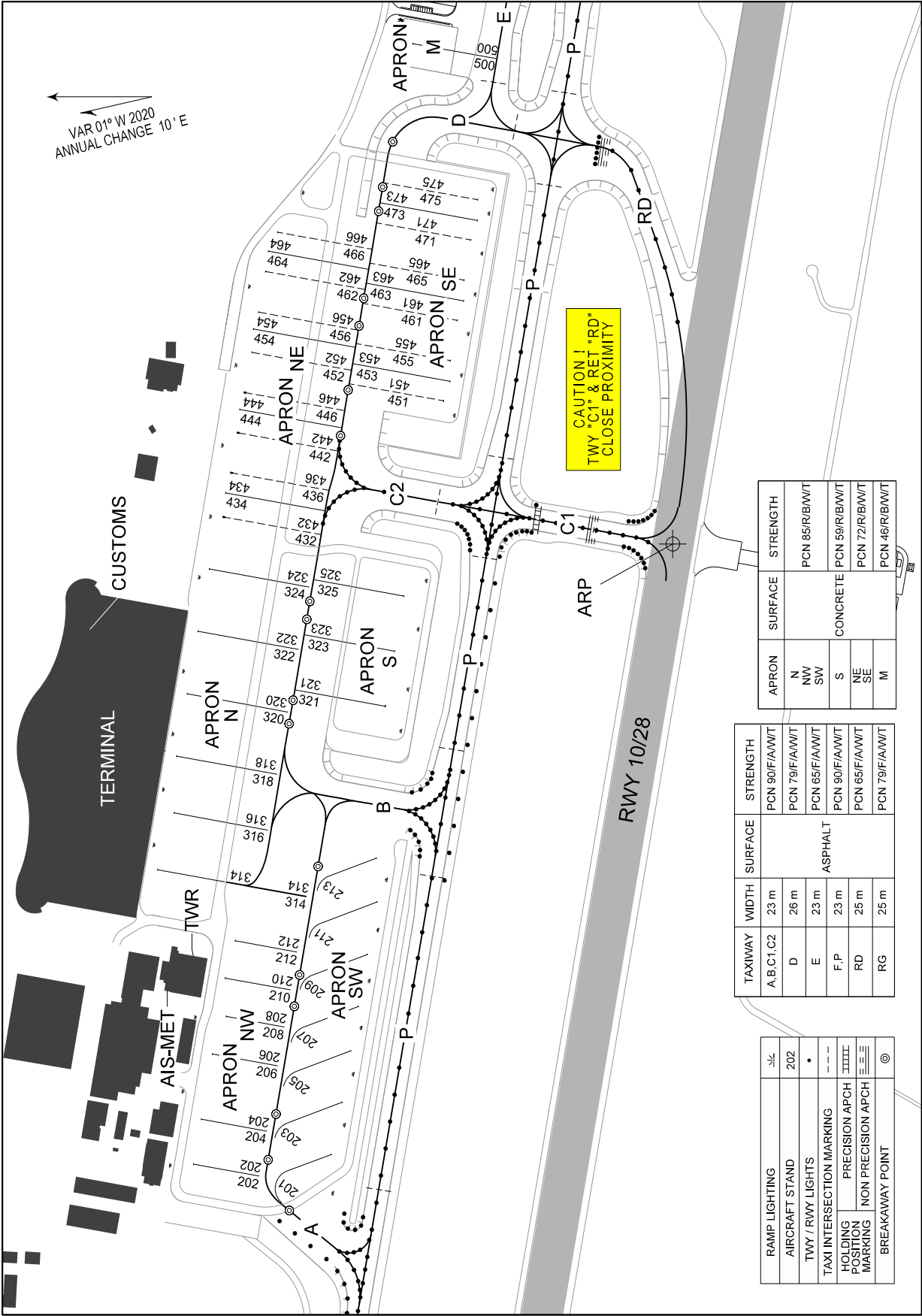
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AIRCRAFT PARKING/
DOCKING CHART - ICAO

APRON ELEV
see table

FARO ARR INFORMATION 124.205
FARO DEP INFORMATION 121.560
FARO GROUND 118.580
FARO TOWER 120.755

FARO, Gago Coutinho(LPFR)



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

TYPE A (OPERATING LIMITATIONS)

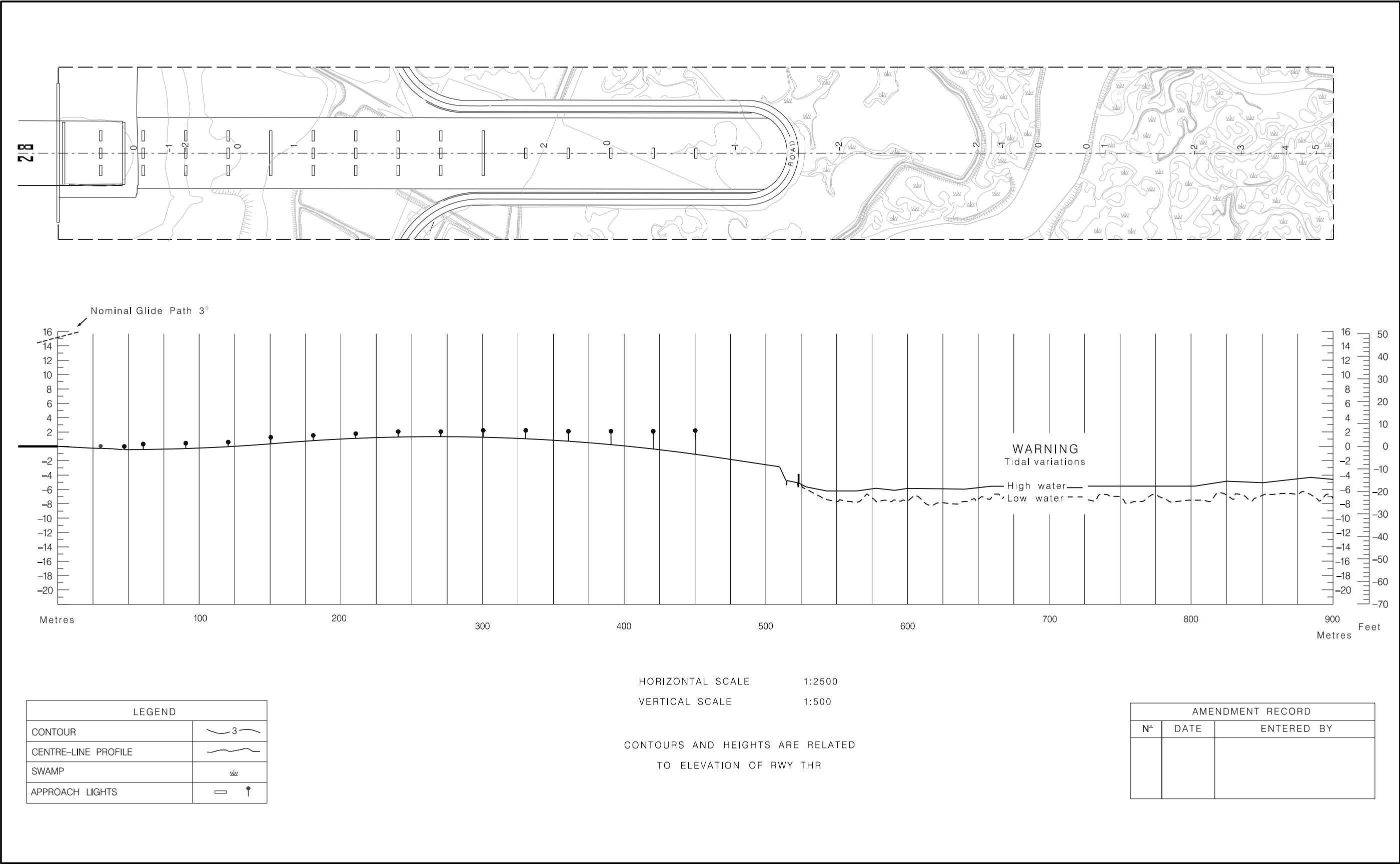


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DIMENSIONS AND ELEVATIONS IN METRES

PRECISION APPROACH TERRAIN CHART - ICAO

FARO, Gago Coutinho (LPFR)
RWY28



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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

FARO DEP INFORMATION 121.560FARO, Gago Coutinho(LPFR)

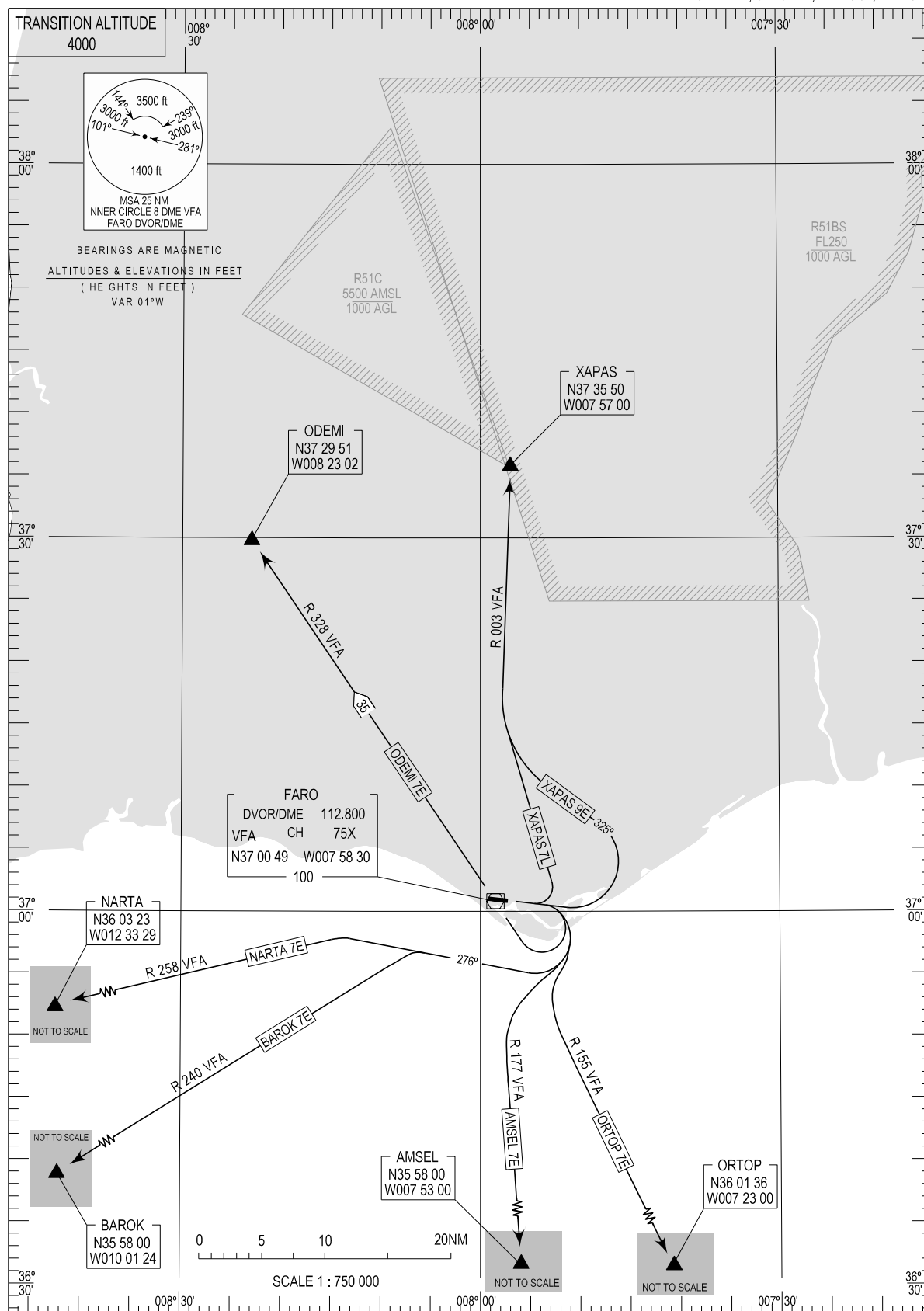
FARO TOWER 120.755

FARO APPROACH 119.405

LISBOA CONTROL 125.550

RWY 10

AMSEL 7E, BAROK 7E, NARTA 7E
ODEMI 7E, ORTOP 7E, XAPAS 9E, XAPAS 7L



AD name inserted.

STANDARD INSTRUMENT DEPARTURE (SID) RWY 10

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
AMSEL7E	Turn right to intercept and proceed on RDL 177 VFA DVOR/DME to AMSEL	FL060	FARO APPROACH 119.405 MHZ	
BAROK7E	Turn right to track 276° to intercept and proceed on RDL 240 VFA DVOR/DME to BAROK			
NARTA7E	Turn right to track 276° to intercept and proceed on RDL 258 VFA DVOR/DME to NARTA			
ODEMI7E	Turn right to VFA DVOR/DME; proceed on RDL 328 VFA DVOR/DME to ODEMI			Cross VFA DVOR/DME at 2500FT QNH or above.
ORTOP7E	Turn right to intercept and proceed on RDL 155 VFA DVOR/DME to ORTOP			
XAPAS9E	Climb on Runway heading. When passing 3000FT QNH but not before 4NM VFA DVOR/DME, turn left track 325 to intercept and proceed on RDL003 VFA DVOR/DME to XAPAS.			Only to be assigned by ATC.
XAPAS7L	Turn left to intercept and proceed on RDL003 VFA DVOR/DME to XAPAS			Only to be assigned by ATC. For light Aircraft only.

FARO TOWER 120.755
FARO APPROACH 119.405
LISBOA CONTROL 125.550

AD name inserted.

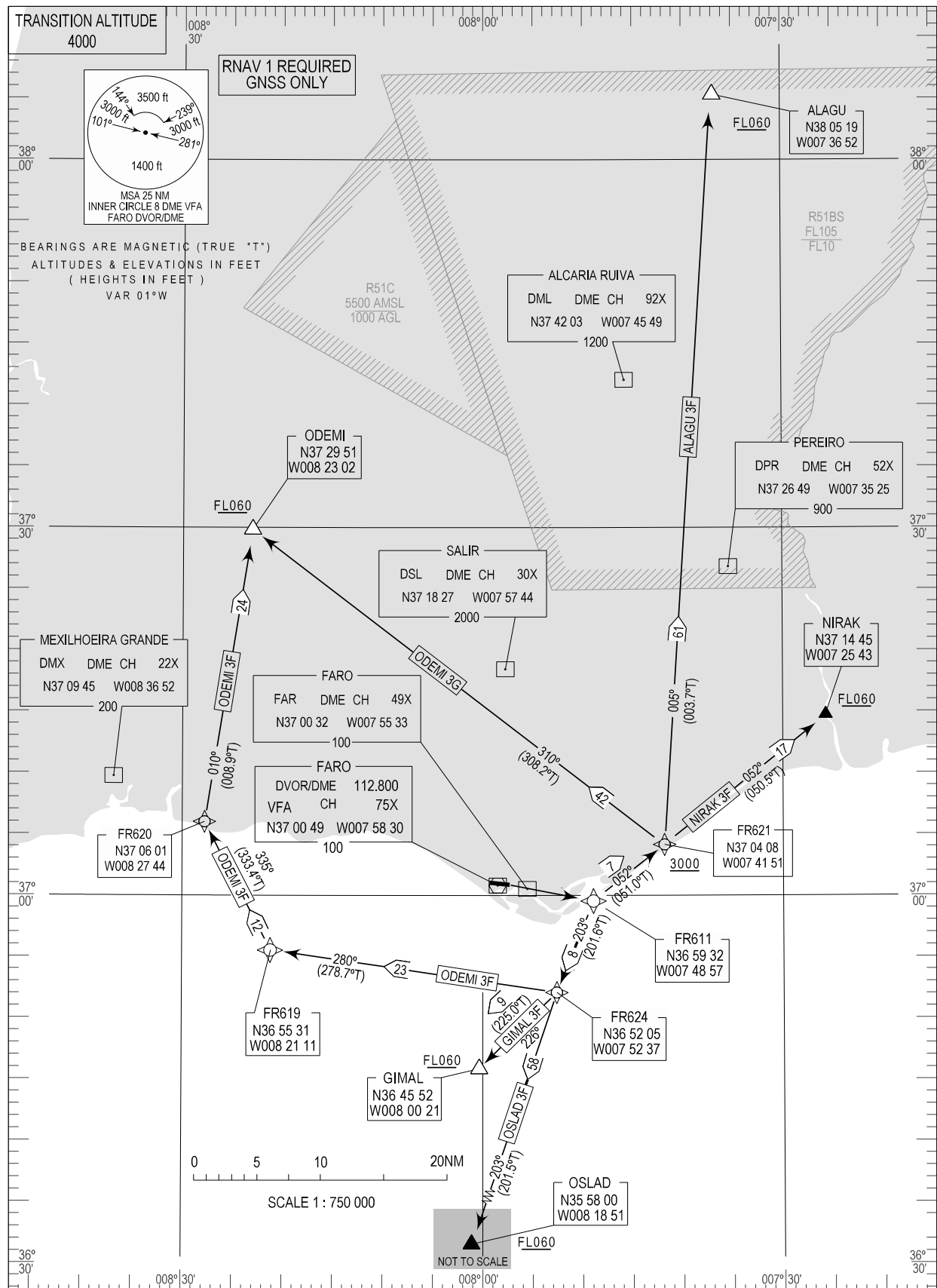
STANDARD INSTRUMENT DEPARTURE (SID) RWY 28

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
AMSEL7U	Turn left to intercept and proceed on RDL 177 VFA DVOR/DME to AMSEL	FL060	FARO APPROACH 119.405 MHZ	
BAROK7U	Turn left to intercept and proceed on RDL 240 VFA DVOR/DME to BAROK			
NARTA7U	Turn left to intercept and proceed on RDL 258 VFA DVOR/DME to NARTA			
ODEMI9U	Climb on Runway heading. When passing 3000FT QNH but not before 4NM VFA DVOR/DME, turn right track 355 to intercept and proceed on RDL 328 VFA DVOR/DME to ODEMI.			To be used only BTN 0800 to 2200. Alternative ODEMI2S
ODEMI2S	Turn left to VFA DVOR/DME proceed on RDL328 VFA DVOR/DME to ODEMI			Cross VFA DVOR/DME at 2500FT QNH or above.
ORTOP7U	Turn left to intercept and proceed on RDL155 VFA DVOR/DME to ORTOP			
XAPAS9U	Climb on Runway heading. When passing 3000FT QNH but not before 4NM VFA DVOR/DME, turn right track 033 to intercept and proceed on RDL 003 VFA DVOR/DME to XAPAS.			Only to be assigned by ATC.
XAPAS7V	Turn left to VFA DVOR/DME proceed on RDL003 VFA DVOR/DME to XAPAS			Only to be assigned by ATC. Cross VFA DVOR/DME at 2500FT QNH or above.

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOFARO DEP INFORMATION 121.560
FARO TOWER 120.755
FARO APPROACH 119.405
LISBOA CONTROL 125.550

FARO, Gago Coutinho(LPFR)

RNAV RWY 10

ALAGU 3F, GIMAL 3F, NIRAK 3F
ODEMI 3F, ODEMI 3G, OSLAD 3F

AD name inserted.

STANDARD INSTRUMENT DEPARTURE (SID) RWY 10

RNAV 1 - GNSS ONLY

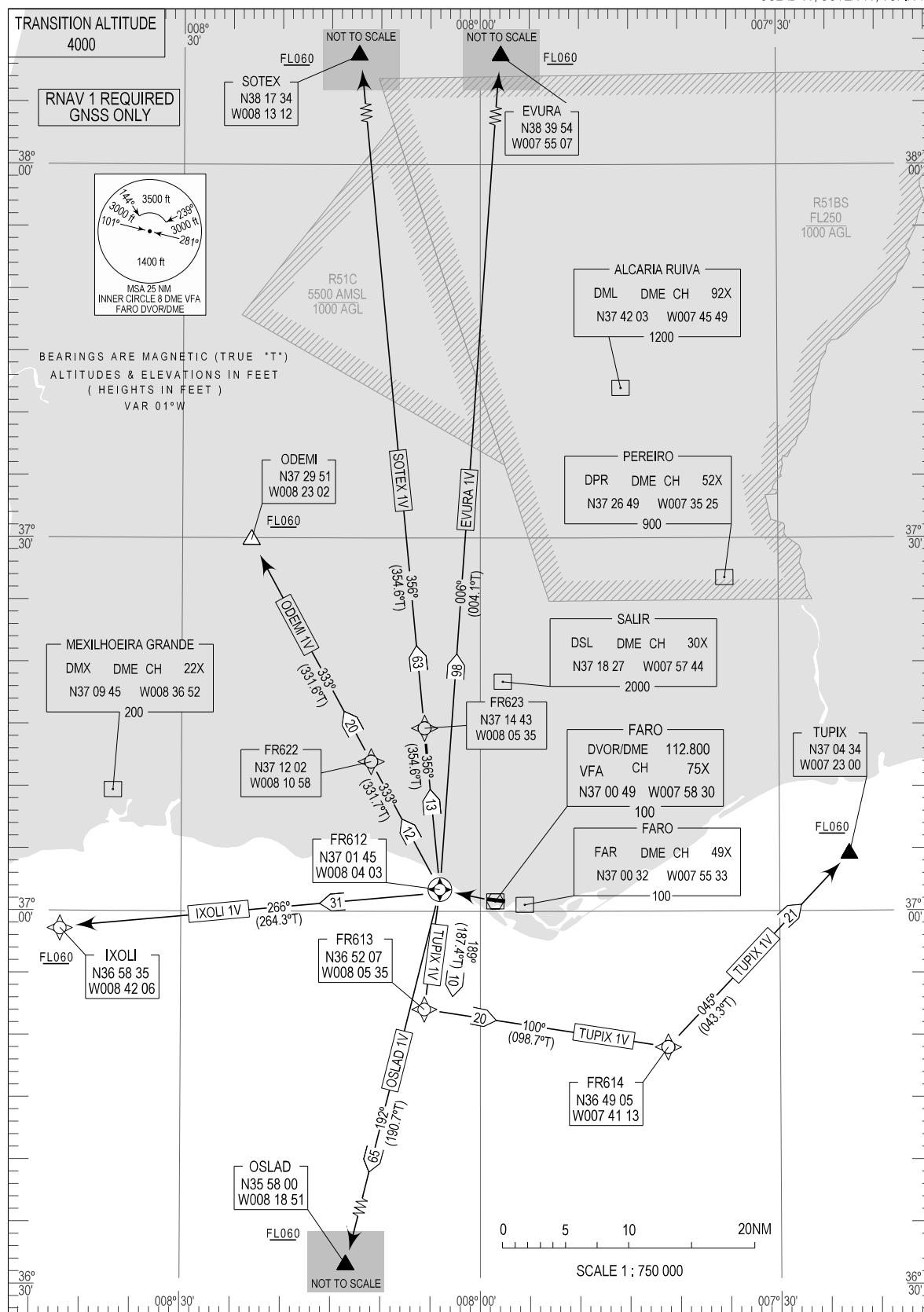
Procedure Coding Table

Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
Faro SID - ALAGU 3F										
CF	FR611	No	365932.20N 0074856.90W	102 (100.4)	-	-	-	-	RNAV 1	
TF	FR621	No	370408.29N 0074150.96W	052 (051.0)	7.31	Left	+3000FT	-		
TF	ALAGU	No	380519.34N 0073652.27W	005 (003.7)	61.24	Left	+FL060	-		
Faro SID - NIRAK 3F										
CF	FR611	No	365932.20N 0074856.90W	102 (100.4)	-	-	-	-	RNAV 1	
TF	FR621	No	370408.29N 0074150.96W	052 (051.0)	7.31	Left	+3000FT	-		
TF	NIRAK	No	371445.00N 0072543.00W	052 (050.5)	16.69	-	+FL060	-		
Faro SID - ODEMI 3F										
CF	FR611	No	365932.20N 0074856.90W	102 (100.4)	-	-	-	-	RNAV 1	
TF	FR624	No	365205.19N 0075236.86W	203 (201.6)	8.00	Right	-	-		
TF	FR619	No	365531.42N 0082111.34W	280 (278.7)	23.18	Right	-	-		
TF	FR620	No	370600.88N 0082744.37W	335 (333.4)	11.72	Right	-	-		
TF	ODEMI	No	372951.02N 0082302.44W	010 (008.9)	24.10	Right	+FL060	-		
Faro SID - ODEMI 3G										
CF	FR611	No	365932.20N 0074856.90W	102 (100.4)	-	-	-	-	RNAV 1	
TF	FR621	No	370408.29N 0074150.96W	052 (051.0)	7.31	Left	+3000FT	-		
TF	ODEMI	No	372951.02N 0082302.44W	310 (308.2)	41.72	Left	+FL060	-		
Faro SID - OSLAD 3F										
CF	FR611	No	365932.20N 0074856.90W	102 (100.4)	-	-	-	-	RNAV 1	
TF	FR624	No	365205.19N 0075236.86W	203 (201.6)	8.00	Right	-	-		
TF	OSLAD	No	355800.00N 0081851.00W	203 (201.5)	58.01	-	+FL060	-		
Faro SID - GIMAL 3F										
CF	FR611	No	365932.20N 0074856.90W	102 (100.4)	-	-	-	-	RNAV 1	
TF	FR624	No	365205.19N 0075236.86W	203 (201.6)	8.00	Right	-	-		
TF	GIMAL	No	364552.01N 0080021.09W	226 (225.0)	8.79	Right	+FL060	-		

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOFARO DEP INFORMATION 121.560
FARO TOWER 120.755
FARO APPROACH 119.405
LISBOA CONTROL 125.550

FARO, Gago Coutinho(LPFR)

RNAV RWY 28

EVURA 1V, IXOLI 1V, ODEMI 1V
OSLAD 1V, SOTEX 1V, TUPIX 1V

AD name inserted.

STANDARD INSTRUMENT DEPARTURE (SID) RWY 28

RNAV 1 - GNSS ONLY

Procedure Coding Table

Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
Faro SID - ODEMI 1V										
CF	FR612	Yes	370145.28N 0080403.02W	282 (280.4)	-	-	-	-	RNAV 1	
TF	FR622	No	371201.91N 0081057.92W	333 (331.7)	11.66	Right	-	-		
TF	ODEMI	No	372951.02N 0082302.44W	333 (331.6)	20.23	-	+FL060	-		
Faro SID - OSLAD 1V										
CF	FR612	Yes	370145.28N 0080403.02W	282 (280.4)	-	-	-	-	RNAV 1	
TF	OSLAD	No	355800.00N 0081851.00W	192 (190.7)	64.78	Left	+FL060	-		
Faro SID - SOTEX 1V										
CF	FR612	Yes	370145.28N 0080403.02W	282 (280.4)	-	-	-	-	RNAV 1	
TF	FR623	No	371442.94N 0080535.48W	356 (354.6)	13.00	Right	-	-		
TF	SOTEX	No	381733.76N 0081311.58W	356 (354.6)	63.06	-	+FL060	-		
Faro SID - TUPIX 1V										
CF	FR612	Yes	370145.28N 0080403.02W	282 (280.4)	-	-	-	-	RNAV 1	
TF	FR613	No	365207.19N 0080535.26W	189 (187.4)	9.70	Left	-	-		
TF	FR614	No	364905.24N 0074112.75W	100 (098.7)	19.80	Left	-	-		
TF	TUPIX	No	370434.00N 0072300.00W	045 (043.3)	21.26	Left	+FL060	-		
Faro SID - EVURA 1V										
CF	FR612	Yes	370145.28N 0080403.02W	282 (280.4)	-	-	-	-	RNAV 1	
TF	EVURA	No	383953.90N 0075506.57W	006 (004.1)	98.29	Right	+FL060	-		
Faro SID - IXOLI 1V										
CF	FR612	Yes	370145.28N 0080403.02W	282 (280.4)	-	-	-	-	RNAV 1	
TF	IXOLI	No	365835.36N 0084206.13W	266 (264.3)	30.64	Left	+FL060	-		

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

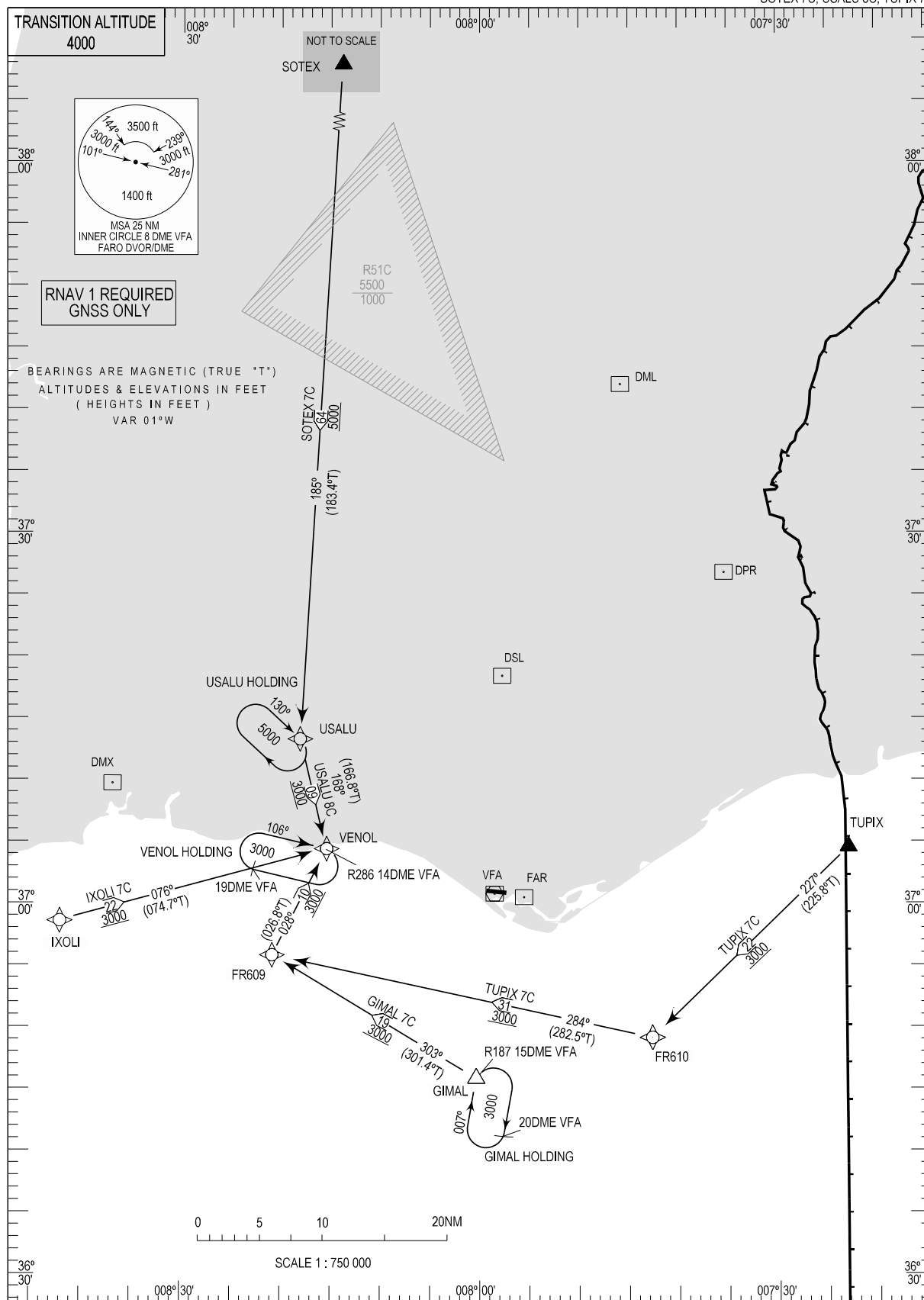
FARO ARR INFORMATION 124.205

FARO APPROACH 119.405

FARO TOWER 120.755

FARO, Gago Coutinho (LPFR)

RNAV RWY 10

GIMAL 7C, IXOLI 7C
SOTEX 7C, USALU 8C, TUPIX 7C

AD name inserted.

STANDARD INSTRUMENT ARRIVAL (STAR) RUNWAY 10										
RNAV 1 – GNSS ONLY										
STAR RNAV 1 GIMAL 7C RWY 10										
Procedure Coding Table										
Path Terminator	Waypoint			Course/ Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	GIMAL	-	364552.01N 0080021.09W	-	-	-	+3000ft	-	RNAV 1	Clearance limit: VENOL (IAF)
TF	FR609	-	365551.26N 0082048.08W	303 (301.4)	19.21	-	+3000ft	-	RNAV 1	
TF	VENOL	-	370423.82N 0081524.36W	028 (026.8)	9.56	Right	+3000ft	-	RNAV 1	

STAR RNAV 1 IXOLI 7C RWY 10										
Path Terminator	Waypoint			Course/ Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	IXOLI	-	365835.36N 0084206.13W	-	-	-	+3000ft	-	RNAV 1	Clearance limit: VENOL (IAF)
TF	VENOL	-	370423.82N 0081524.36W	076 (074.7)	22.15	-	+3000ft	-	RNAV 1	

STAR RNAV 1 SOTEX 7C RWY 10										
Path Terminator	Waypoint			Course/ Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specificatin	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	SOTEX	-	381733.76N 0081311.58W	-	-	-	+5000ft	-	RNAV 1	Clearance limit: VENOL (IAF)
TF	USALU	-	371319.60N 0081801.25W	185 (183.4)	64.28	-	+5000ft	-	RNAV 1	
TF	VENOL	-	370423.82N 0081524.36W	168 (166.8)	9.16	Left	+3000ft	-	RNAV 1	

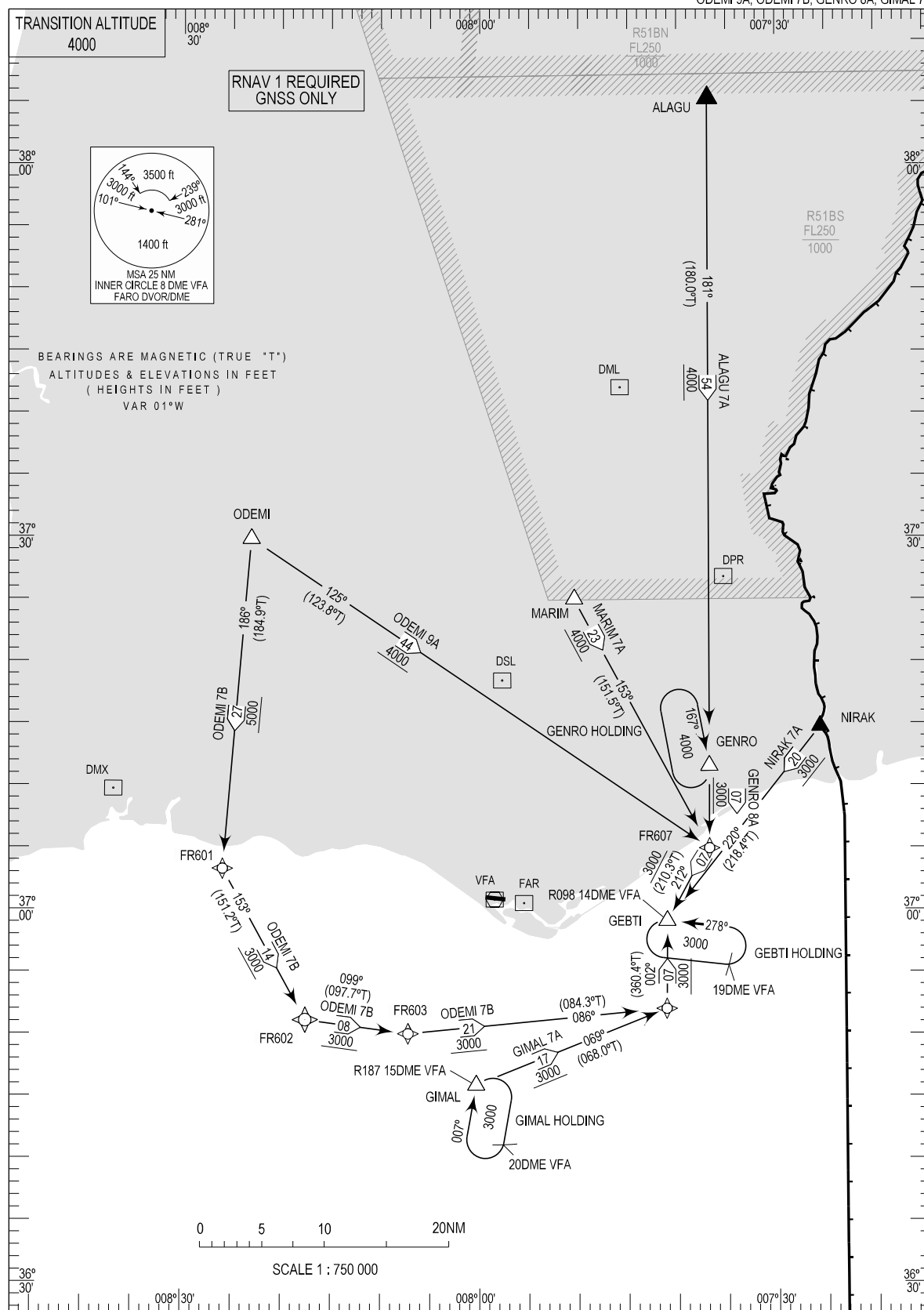
STAR RNAV 1 TUPIX 7C RWY 10										
Path Terminator	Waypoint			Course/ Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	TUPIX	-	370434.00N 0072300.00W	-	-	-	+3000ft	-	RNAV 1	Clearance limit: VENOL (IAF)
TF	FR610	-	364909.82N 0074241.60W	227 (225.8)	22.04	-	+3000ft	-	RNAV 1	
TF	FR609	-	365551.26N 0082048.08W	284 (282.5)	31.30	Right	+3000ft	-	RNAV 1	
TF	VENOL	-	370423.82N 0081524.36W	028 (026.8)	9.56	Right	+3000ft	-	RNAV 1	

STAR RNAV 1 USALU 8C RWY 10										
Path Terminator	Waypoint			Course/ Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	USALU	-	371319.60N 0081801.25W	-	-	-	+5000ft	-	RNAV 1	Clearance limit: VENOL (IAF)
TF	VENOL	-	370423.82N 0081524.36W	168 (166.8)	9.16	-	+3000ft	-	RNAV 1	

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAOFARO ARR INFORMATION 124.205
FARO APPROACH 119.405
FARO TOWER 120.755

FARO, Gago Coutinho (LPFR)

RNAV RWY 28

ALAGU 7A, NIRAK 7A, MARIM 7A
ODEMI 9A, ODEMI 7B, GENRO 8A, GIMAL 7A

AD name inserted.

STANDARD INSTRUMENT ARRIVAL (STAR) RUNWAY 28										
RNAV 1 – GNSS ONLY										
STAR RNAV 1 ALAGU 7A RWY 28										
Procedure Coding Table										
Path Terminator	Waypoint			Course/ Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	ALAGU	-	380519.34N 0073652.27W	-	-	-	+4000ft	-	RNAV 1	Clearance limit: GEBTI (IAF)
TF	GENRO	-	371134.51N 0073653.27W	181 (180.0)	53.7	-	+4000ft	-	RNAV 1	
TF	FR607	-	370457.31N 0073653.37W	181 (180.0)	6.6	-	+3000ft	-	RNAV 1	
TF	GEBTI	-	365905.99N 0074109.25W	212 (210.3)	6.8	Right	+3000ft	-	RNAV 1	

STAR RNAV 1 GENRO 8A RWY 28										
Path Terminator	Waypoint			Course/ Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	GENRO	-	371134.51N 0073653.27W	-	-	-	+4000ft	-	RNAV 1	Clearance limit: GEBTI (IAF)
TF	FR607	-	370457.31N 0073653.37W	181 (180.0)	6.6	-	+3000ft	-	RNAV 1	
TF	GEBTI	-	365905.99N 0074109.25W	212 (210.3)	6.8	Right	+3000ft	-	RNAV 1	

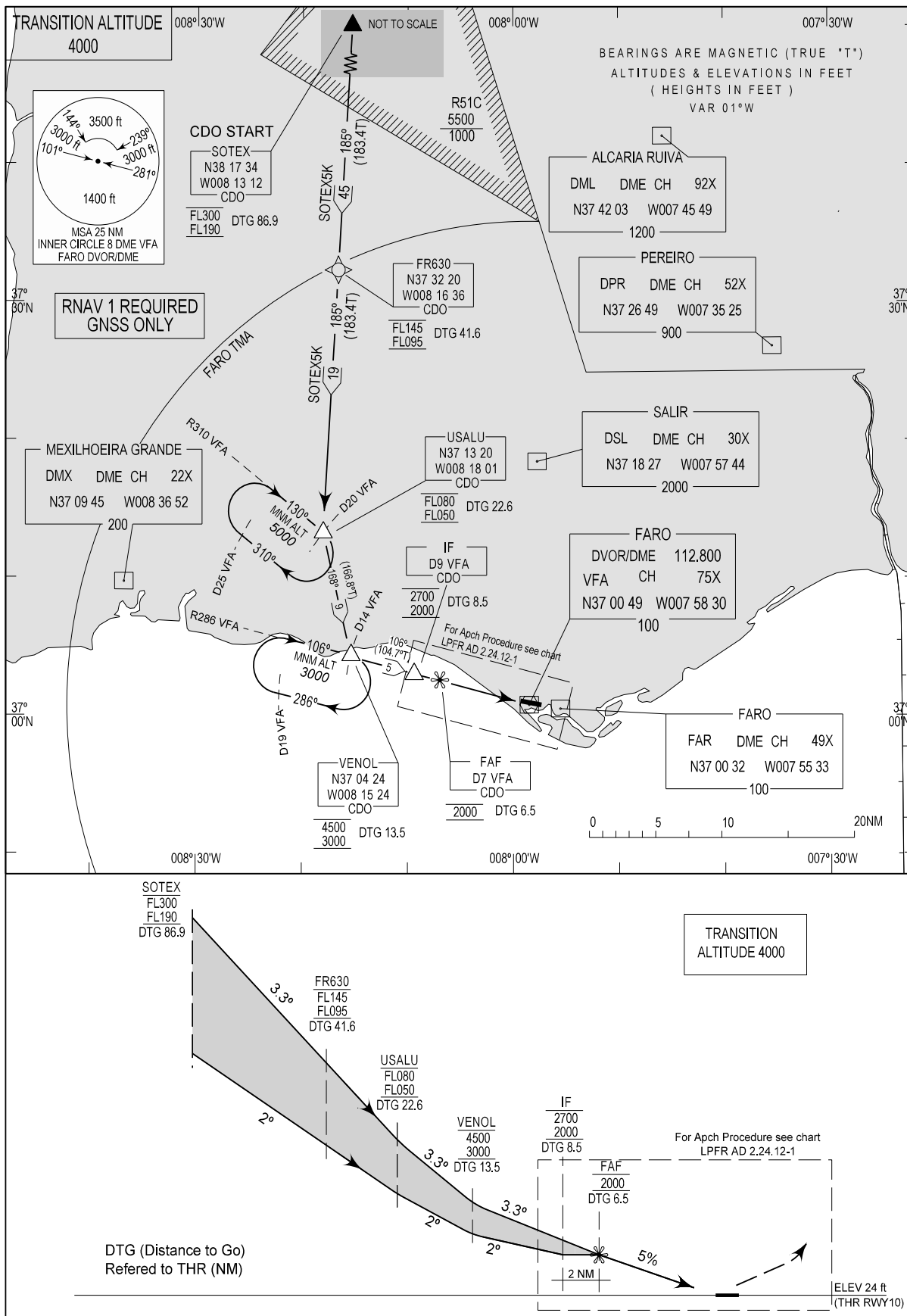
STAR RNAV 1 GIMAL 7A RWY 28										
Path Terminator	Waypoint			Course/ Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	GIMAL	-	364552.01N 0080021.09W	-	-	-	+3000ft	-	RNAV 1	Clearance limit: GEBTI (IAF)
TF	FR604	-	365202.37N 0074112.61W	069 (068.0)	16.6	-	+3000ft	-	RNAV 1	
TF	GEBTI	-	365905.99N 0074109.25W	002 (000.4)	7.1	-	+3000ft	-	RNAV 1	

STAR RNAV 1 MARIM 7A RWY 28										
Path Terminator	Waypoint			Course/ Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	MARIM	-	372500.00N 0075027.97W	-	-	-	+4000ft	-	RNAV 1	Clearance limit: GEBTI (IAF)
TF	FR607	-	370457.31N 0073653.37W	153 (151.5)	22.8	-	+4000ft	-	RNAV 1	
TF	GEBTI	-	365905.99N 0074109.25W	212 (210.3)	6.8	Right	+3000ft	-	RNAV 1	

STAR RNAV 1 NIRAK 7A RWY 28										
Path Terminator	Waypoint			Course/ Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	NIRAK	-	371445.00N 0072543.00W	-	-	-	+3000ft	-	RNAV 1	Clearance limit: GEBTI (IAF)
TF	GEBTI	-	365905.99N 0074109.25W	220 (218.4)	19.9	-	+3000ft	-	RNAV 1	

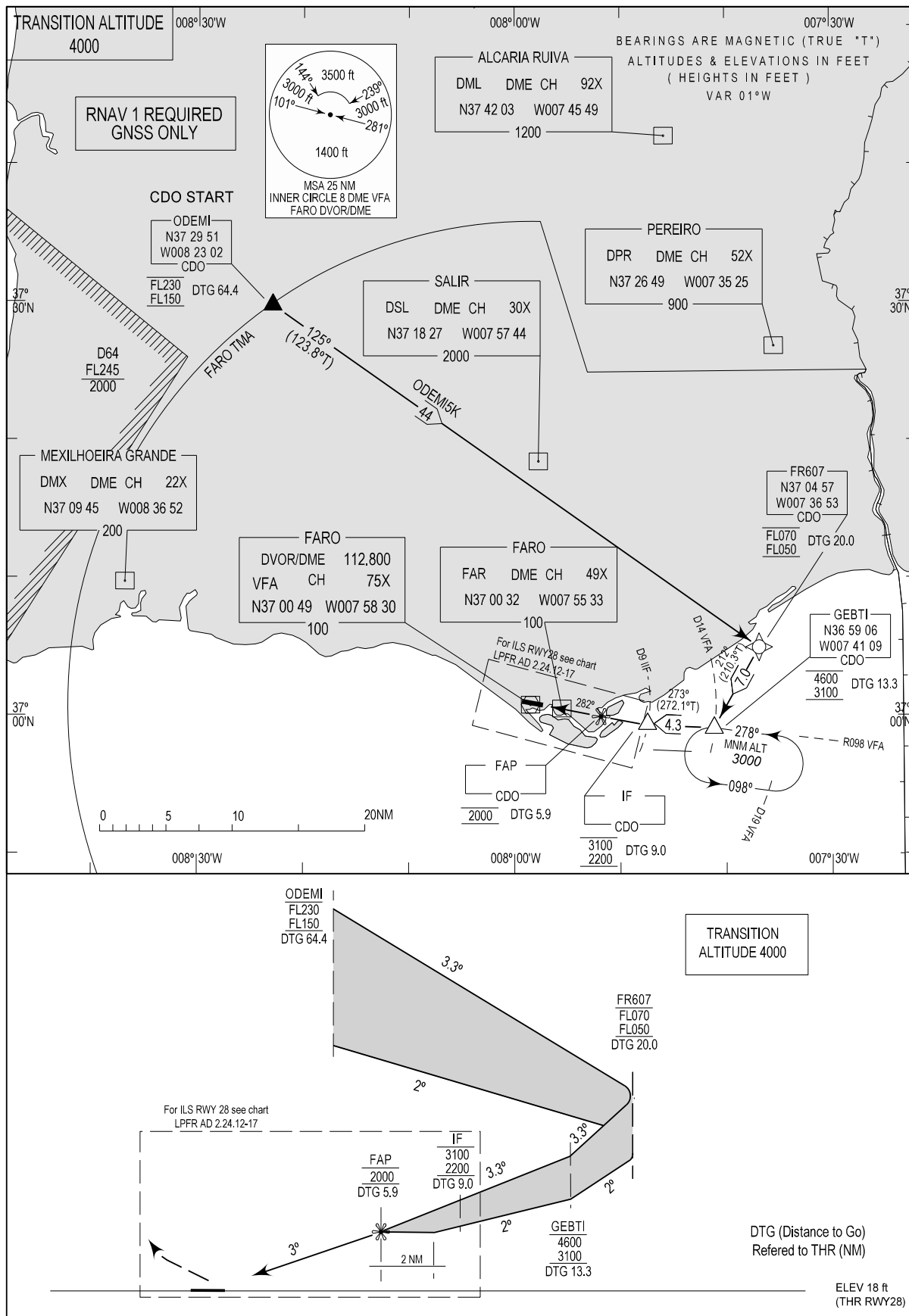
STAR RNAV 1 ODEMI 9A RWY 28										
Path Terminator	Waypoint			Course/ Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	ODEMI	-	372951.02N 0082302.44W	-	-	-	+4000ft	-	RNAV 1	Clearance limit: GEBTI (IAF)
TF	FR607	-	370457.31N 0073653.37W	125 (123.8)	44.4	-	+4000ft	-	RNAV 1	
TF	GEBTI	-	365905.99N 0074109.25W	212 (210.3)	6.8	Right	+3000ft	-	RNAV 1	

STAR RNAV 1 ODEMI 7B RWY 28										
Path Terminator	Waypoint			Course/ Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	ODEMI	-	372951.02N 0082302.44W	-	-	-	+5000ft	-	RNAV 1	Clearance limit: GEBTI (IAF)
TF	FR601	-	370318.42N 0082551.86W	186 (184.9)	26.6	-	+5000ft	-	RNAV 1	
TF	FR602	-	365107.58N 0081732.18W	153 (151.2)	13.9	Left	+3000ft	-	RNAV 1	
TF	FR603	-	365000.01N 0080711.88W	099 (097.7)	8.4	Left	+3000ft	-	RNAV 1	
TF	FR604	-	365202.37N 0074112.61W	086 (084.3)	21.0	Left	+3000ft	-	RNAV 1	
TF	GEBTI	-	365905.99N 0074109.25W	002 (000.4)	7.1	Left	+3000ft	-	RNAV 1	

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR)FARO INFORMATION 124.205
FARO APPROACH 119.405
FARO TOWER 120.755FARO, Gago Coutinho (LPFR)
RNAV CDO RWY 10
SOTEX 5K

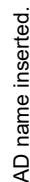
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STANDARD INSTRUMENT ARRIVAL (STAR) CDO RUNWAY 10										
RNAV 1 – GNSS ONLY										
STAR RNAV 1 CDO SOTEX 5K RWY10										
Path Terminator	Waypoint			Course/ Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	SOTEX	-	381733.76N 0081311.58W	-	-	-	FL300 <u>FL190</u>	-	RNAV 1	Clearance limit: VENOL. CDO start: SOTEX. (Pending on military traffic conditions).
TF	FR630	-	373219.98N 0081636.49W	185 (183.4)	45,26	-	FL145 <u>FL095</u>	-	RNAV 1	
TF	USALU	-	371319.60N 0081801.25W	185 (183.4)	19,02	-	FL080 <u>FL050</u>	-	RNAV 1	
TF	VENOL	-	370423.82N 0081524.36W	168 (166.8)	9,16	Left	A4500 <u>A3000</u>	-	RNAV 1	

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR)FARO ARR INFORMATION 124.205
FARO APPROACH 119.405
FARO TOWER 120.755FARO, Gago Coutinho (LPFR)
RNAV CDO RWY28
ODEMI 5K

STANDARD INSTRUMENT ARRIVAL (STAR) CDO RUNWAY 28										
RNAV 1 – GNSS ONLY										
STAR RNAV 1 CDO ODEMI 5K RWY28										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	ODEMI	-	372951.02N 0082302.44W	-	-	-	FL230 FL150	-	RNAV 1	Clearance limit: GEBTI. CDO start: ODEMI.
TF	FR607	-	370457.31N 0073653.37W	125 (123.8)	44.44	-	FL070 FL050	-	RNAV 1	
TF	GEBTI	-	365905.99N 0074109.25W	212 (210.3)	6.77	Right	A4600 A3100	-	RNAV 1	

FARO, Gago Coutinho (LPFR)
RNAV CDO RWY 28
ALAGU 5K



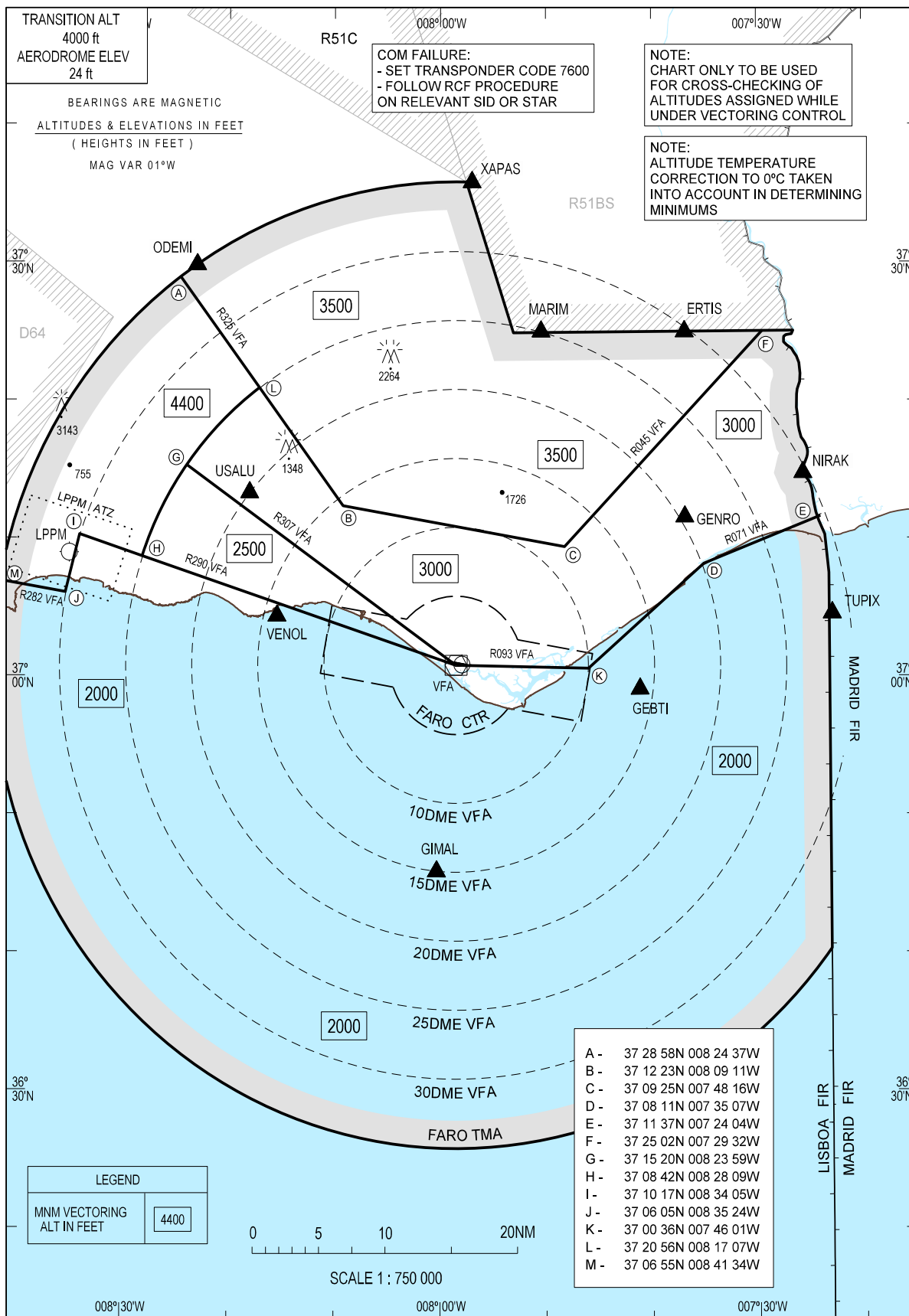
STANDARD INSTRUMENT ARRIVAL (STAR) CDO RUNWAY 28										
RNAV 1 – GNSS ONLY										
STAR RNAV 1 CDO ALAGU 5K RWY28										
Path Terminator	Waypoint			Course/ Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	ALAGU	-	380519.34N 0073652.27W	-	-	-	FL280 <u>FL170</u>	-	RNAV 1	Clearance limit: GEBTI. CDO start: ALAGU (Pending on military traffic conditions).
TF	ERTIS	-	372500.00N 0073653.01W	181 (180.0)	40.28	-	FL140 <u>FL090</u>	-	RNAV 1	
TF	GENRO	-	371134.51N 0073653.27W	181 (180.0)	13.41	-	FL090 <u>FL060</u>	-	RNAV 1	
TF	FR607	-	370457.31N 0073653.37W	181 (180.0)	6.61	-	FL070 <u>FL050</u>	-	RNAV 1	
TF	GEBTI	-	365905.99N 0074109.25W	212 (210.3)	6.77	Right	A4600 <u>A3100</u>	-	RNAV 1	

ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO

FARO DEP INFORMATION 121.560
FARO ARR INFORMATION 124.205
FARO APPROACH 119.405
FARO TOWER 120.755

FARO, Gago Coutinho

(LPFR)



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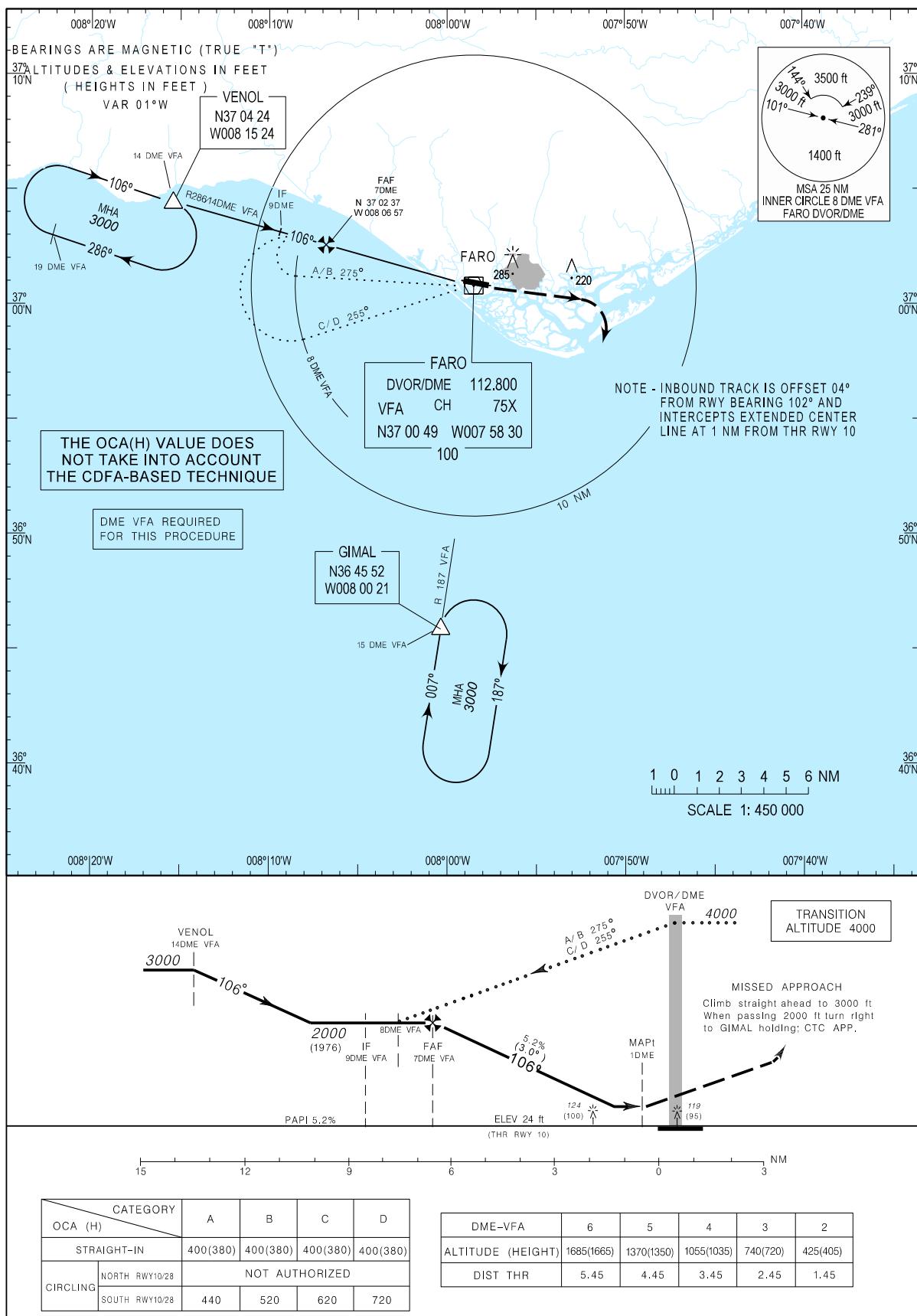
INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 24 ft
HEIGHTS RELATED
THR RWY 10 - ELEV 24 ft

FARO ARR INFORMATION 124.205
FARO APPROACH 119.405
FARO TOWER 120.755
FARO GROUND 118.580

FARO, Gago Coutinho (LPFR)

DVOR - Z
RWY 10



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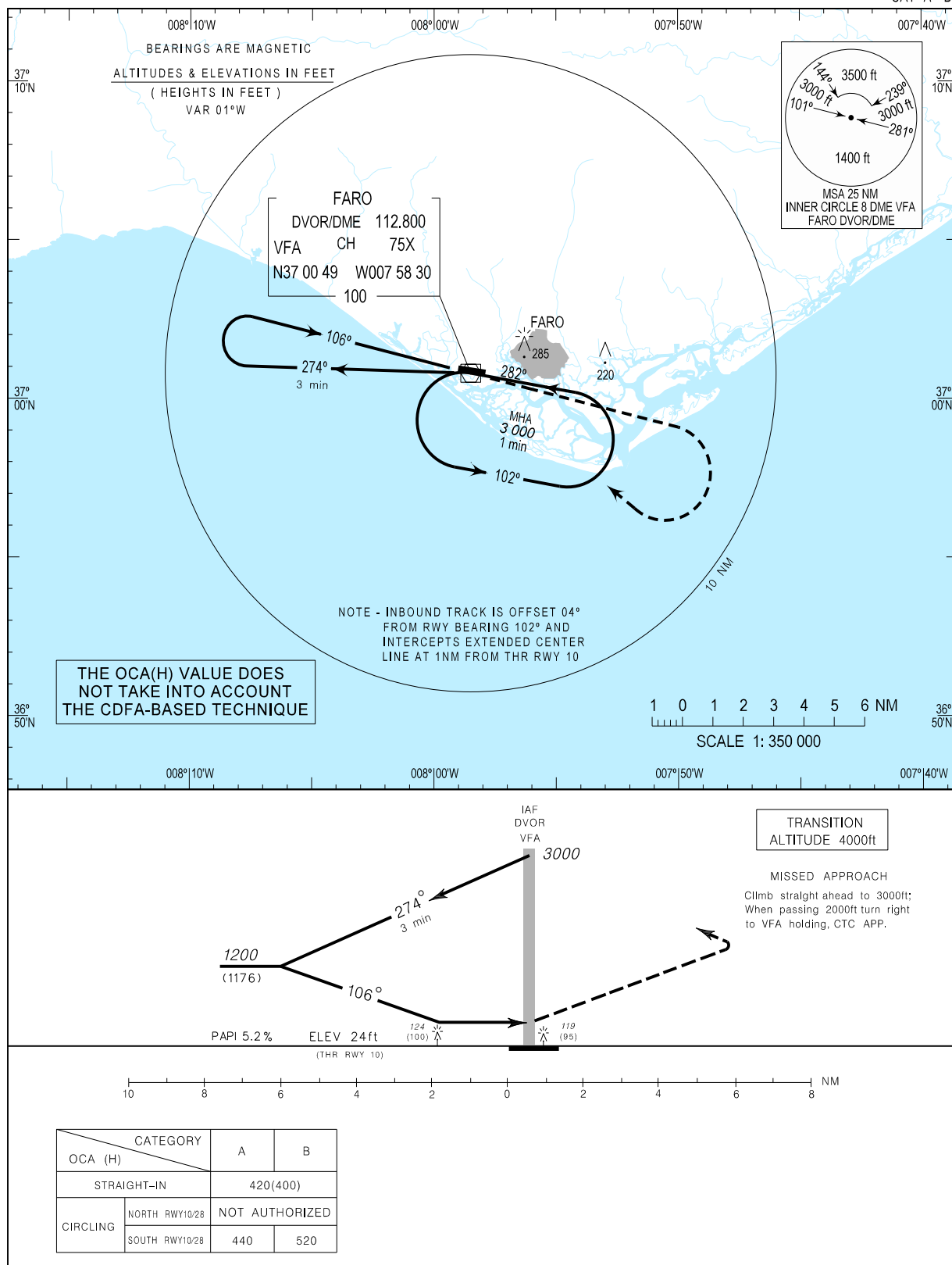
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 24 ft
HEIGHTS RELATED
THR RWY 10 -ELEV 24 ft

FARO ARR INFORMATION 124.205
FARO APPROACH 119.405
FARO TOWER 120.755
FARO GROUND 118.580

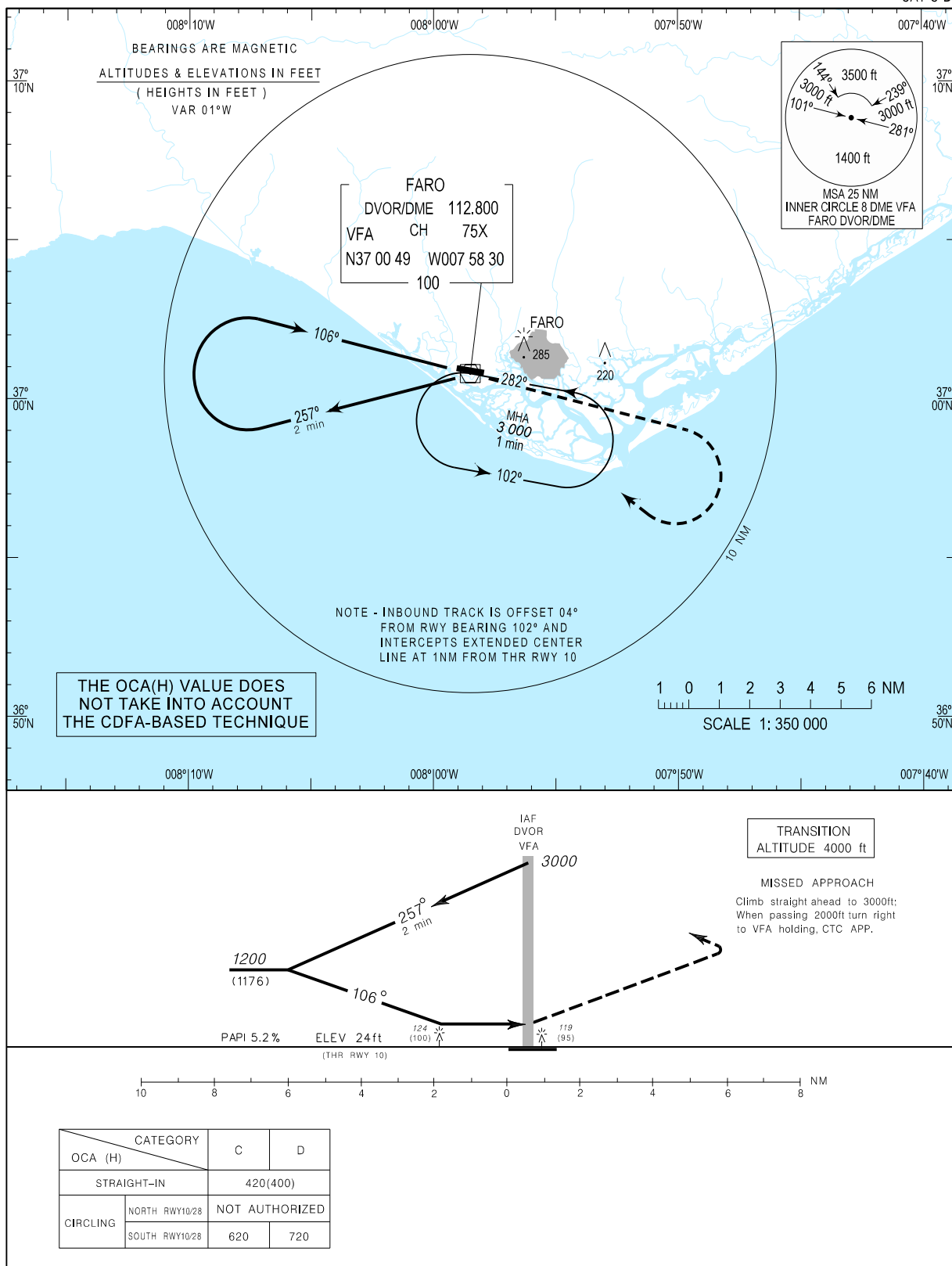
FARO, Gago Coutinho (LPFR)

DVOR-Y
RWY10
CAT A - B



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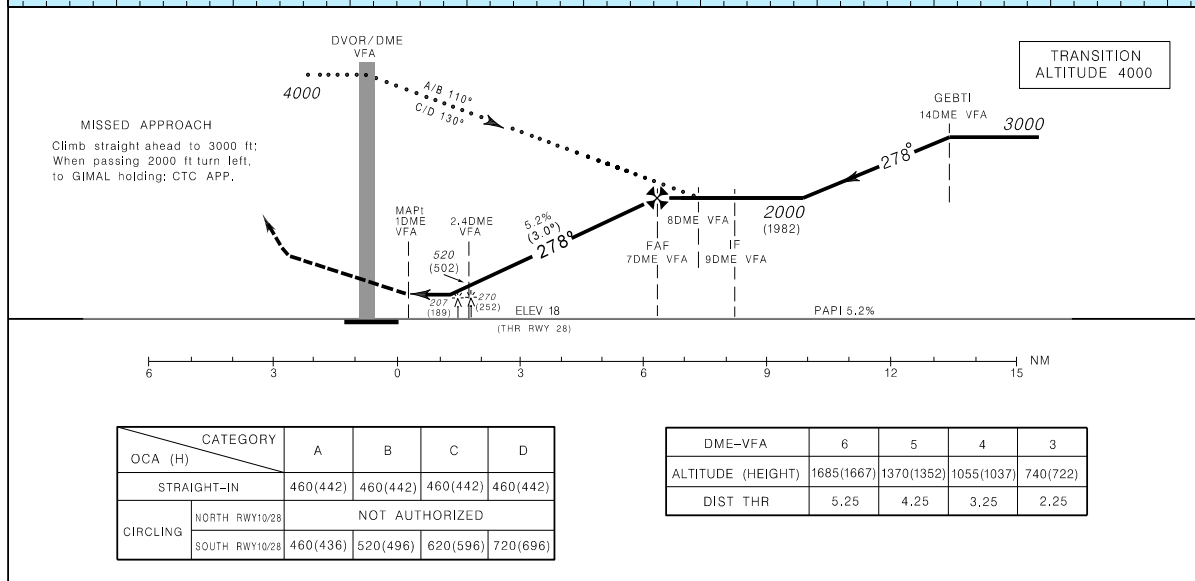
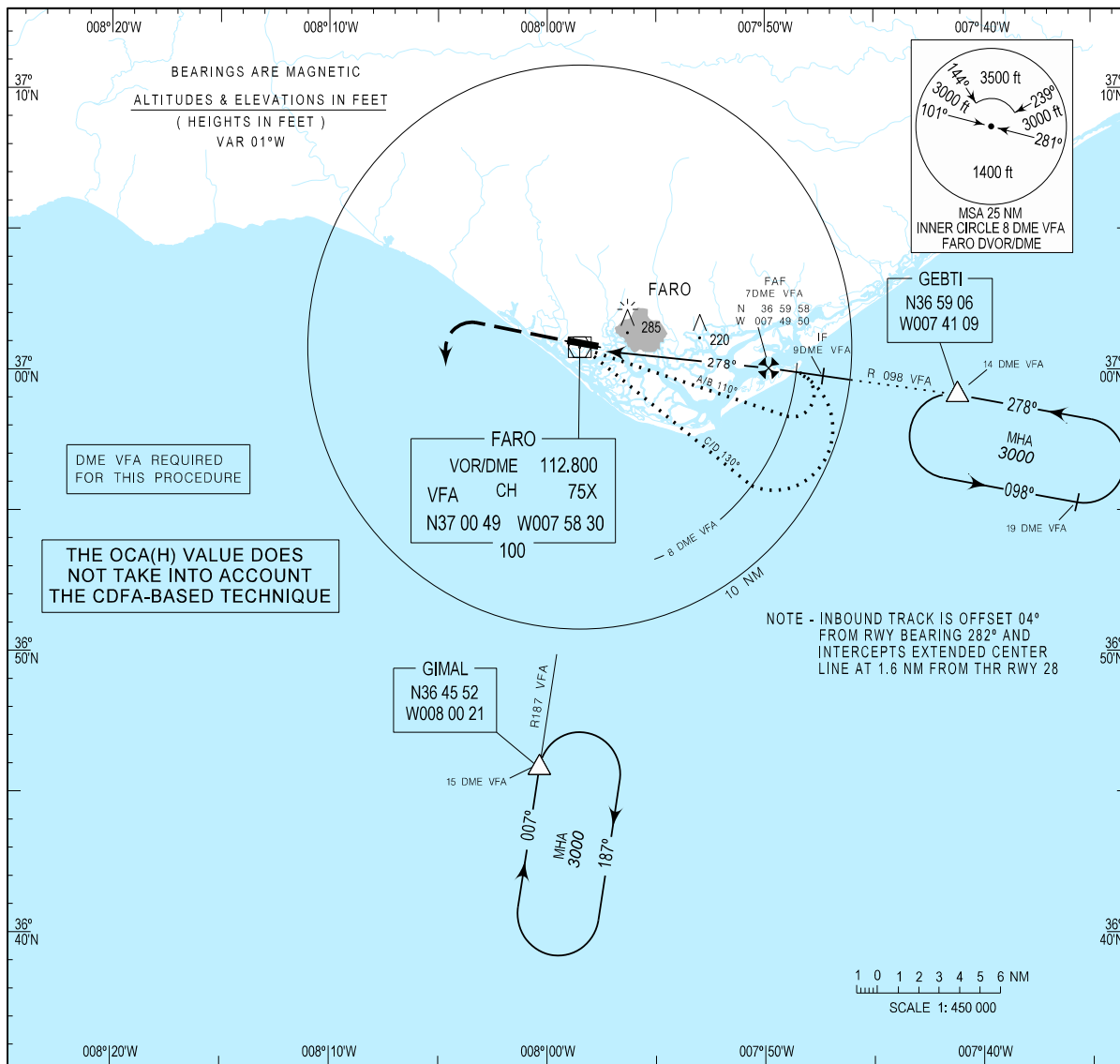
INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 24 ft
HEIGHTS RELATED
THR RWY 10 -ELEV 24 ftFARO ARR INFORMATION 124.205 FARO, Gago Coutinho (LPFR)
FARO APPROACH 119.405
FARO TOWER 120.755
FARO GROUND 118.580
DVOR-Y
RWY10
CAT C-D

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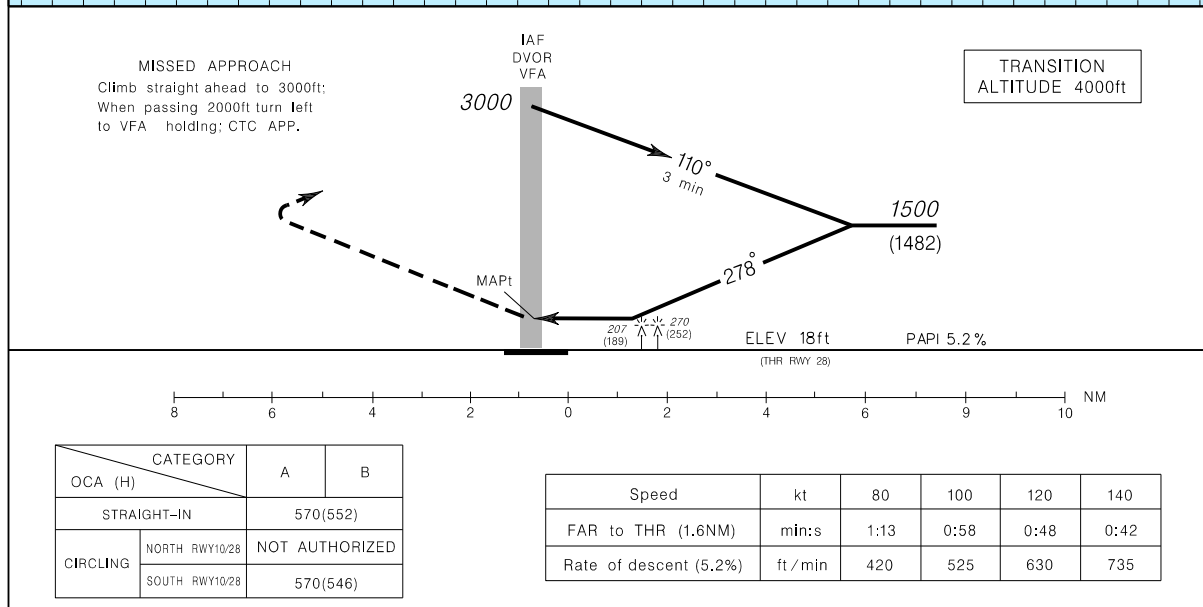
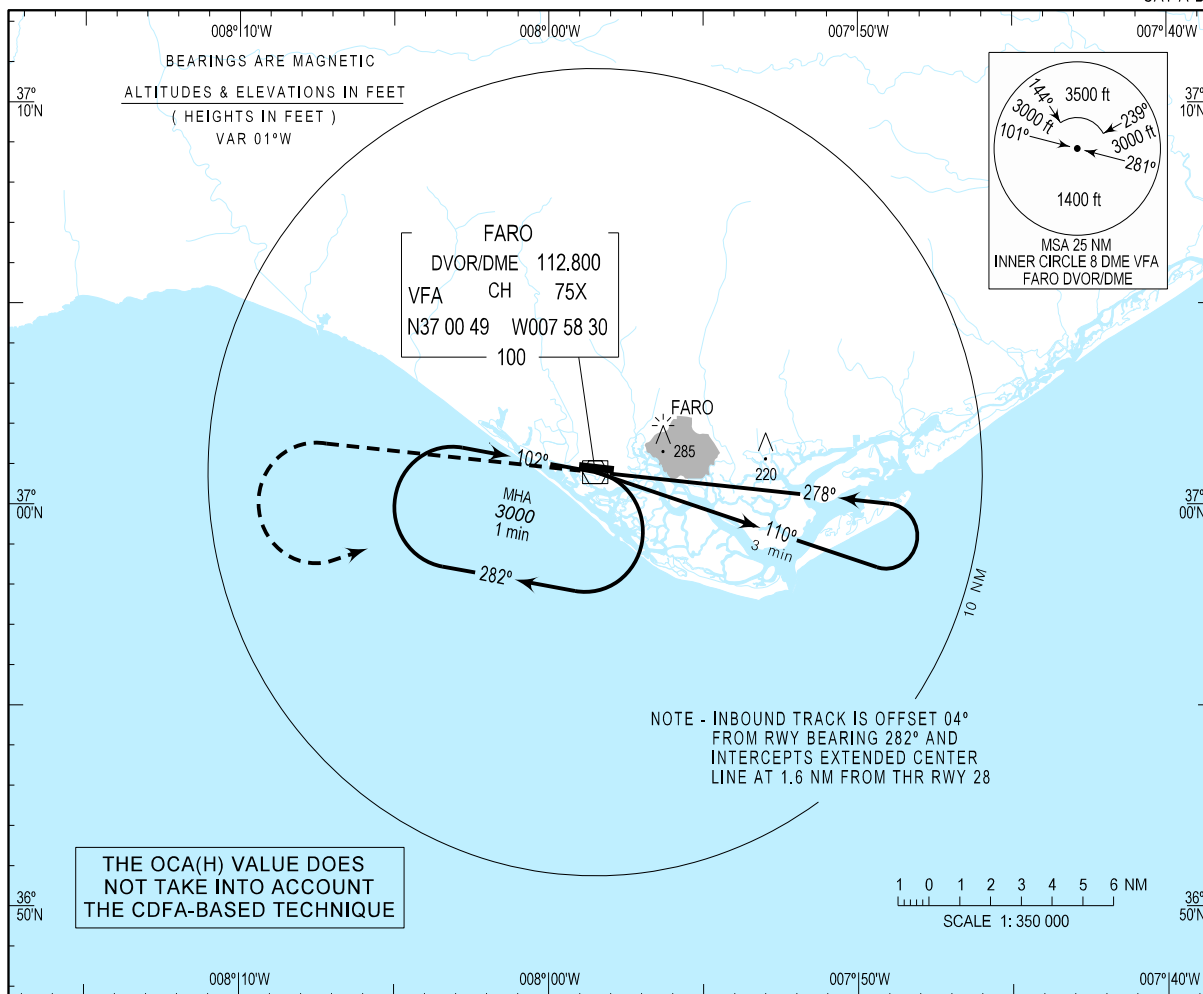
INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 24 ft
HEIGHTS RELATED
THR RWY 28 - ELEV 18 ft

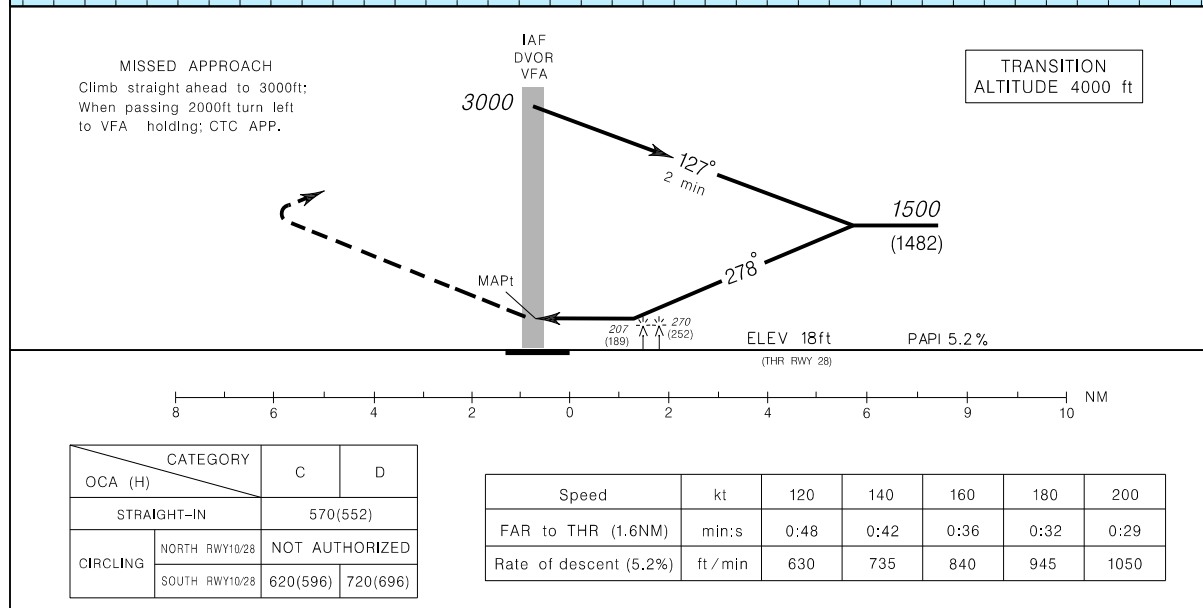
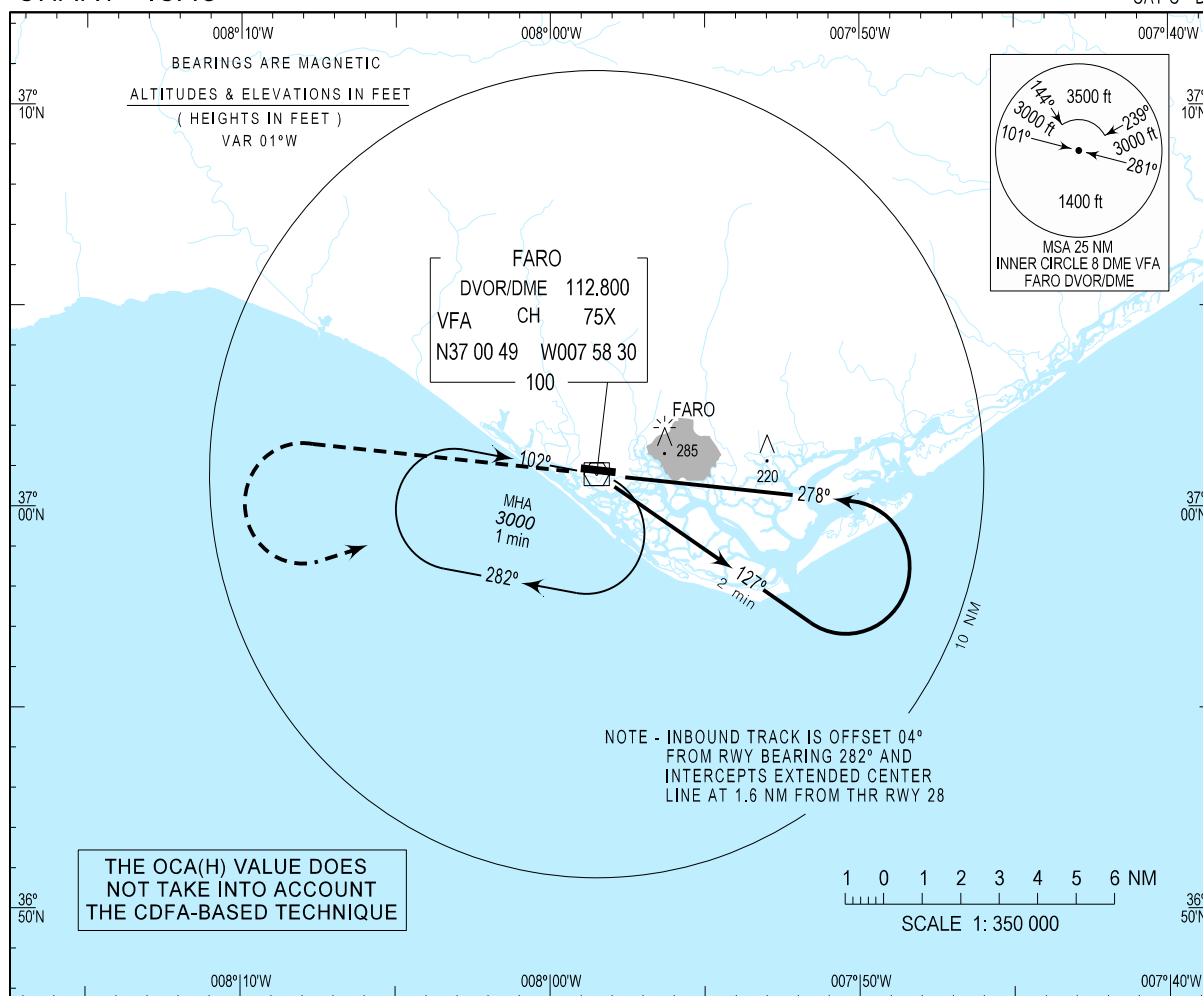
FARO ARR INFORMATION 124.205 FARO, Gago Coutinho (LPFR)
FARO APPROACH 119.405
FARO TOWER 120.755
FARO GROUND 118.580
DVOR-Z
RWY 28



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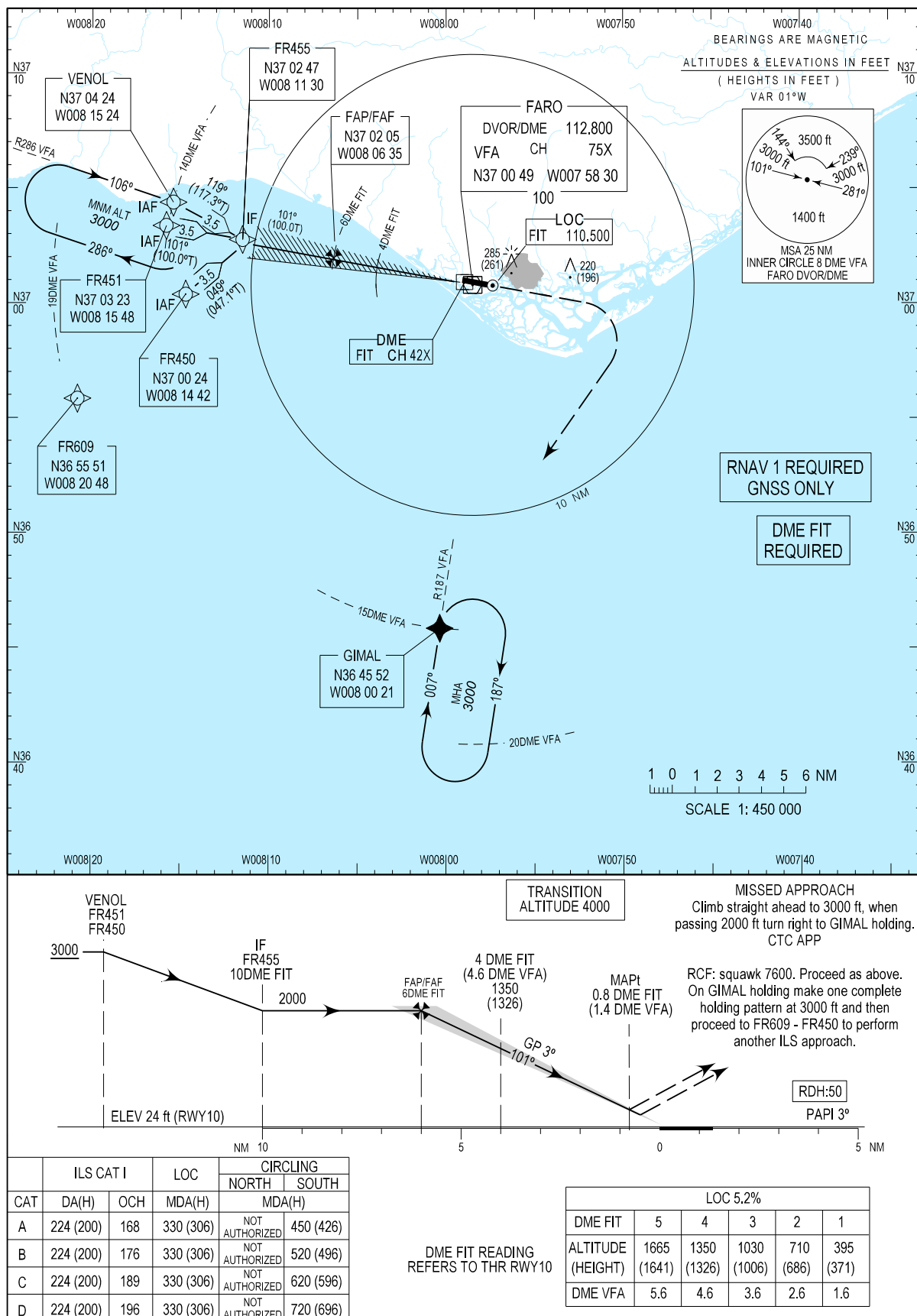
INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 24 ft
HEIGHTS RELATED
THR RWY 28 - ELEV 18 ftFARO ARR INFORMATION 124.205 FARO, Gago Coutinho (LPFR)
FARO APPROACH 119.405
FARO TOWER 120.755
FARO GROUND 118.580
DVOR-Y
RWY 28
CAT A-B

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INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 24 ft
HEIGHTS RELATED
THR RWY 28 - ELEV 18 ftFARO ARR INFORMATION 124.205 FARO, Gago Coutinho (LPFR)
FARO APPROACH 119.405
FARO TOWER 120.755
FARO GROUND 118.580
DVOR-Y
RWY28
CAT C - D

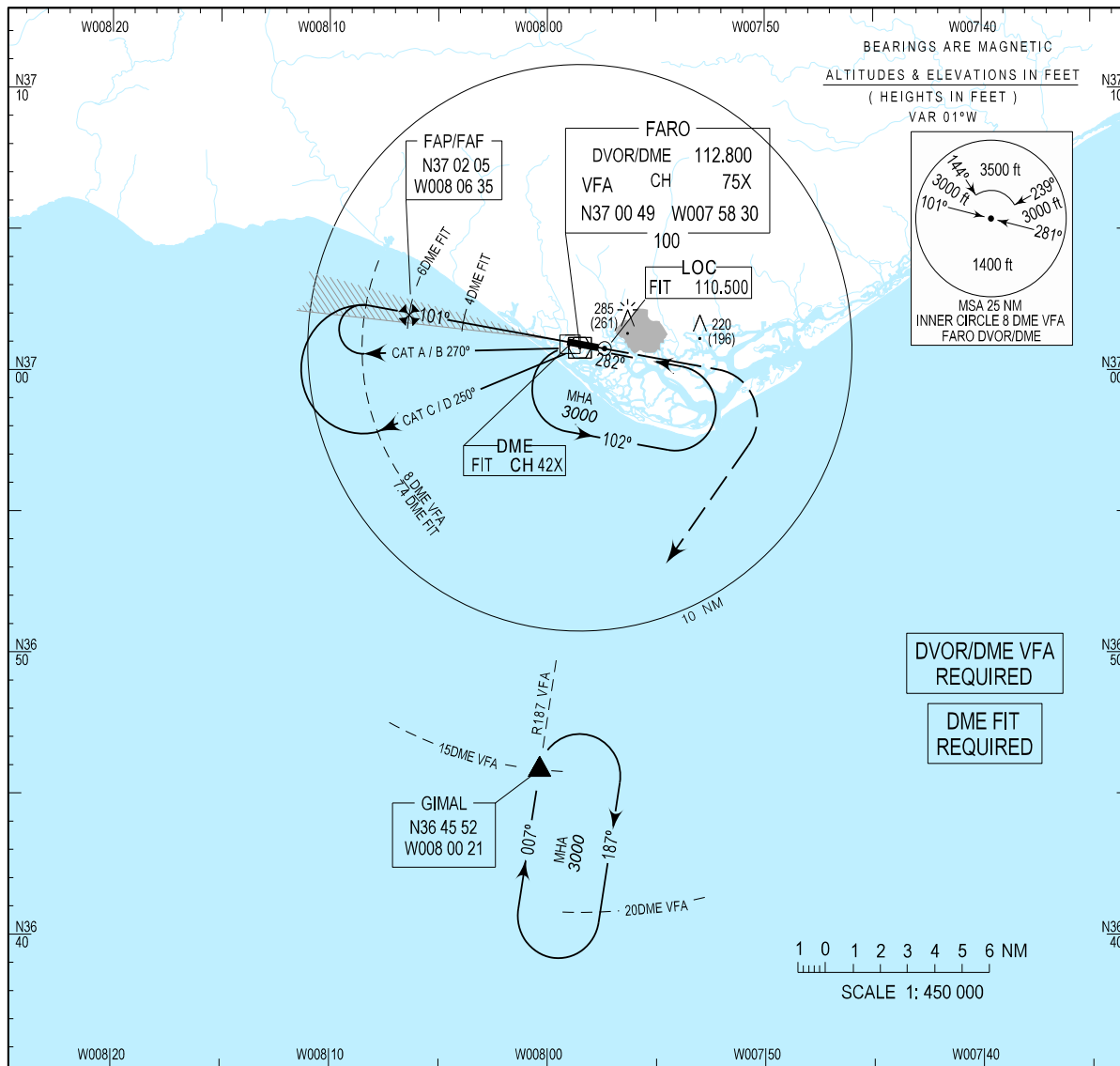
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INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 24 ft
HEIGHTS RELATED
THR RWY 10 - ELEV 24 ftFARO ARR INFORMATION 124.205 FARO, Gago Coutinho (LPFR)
FARO APPROACH 119.405
FARO TOWER 120.755
FARO GROUND 118.580
ILS or LOC -Z
RWY 10

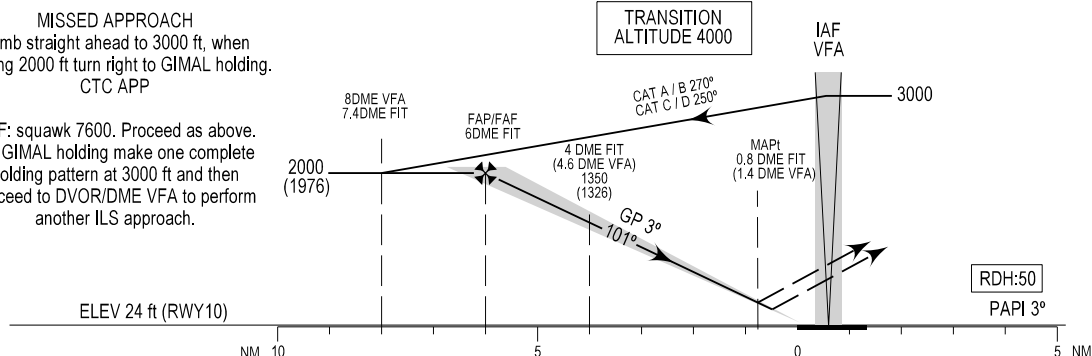
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**INSTRUMENT
APPROACH
CHART - ICAO**
**AD ELEV 24 ft
HEIGHTS RELATED
THR RWY 10 - ELEV 24 ft**
FARO ARR INFORMATION 124.205 FARO, Gago Coutinho (LPFR)
 FARO APPROACH 119.405 ILS or LOC -Y
 FARO TOWER 120.755 RWY 10
 FARO GROUND 118.580


MISSED APPROACH
Climb straight ahead to 3000 ft, when
passing 2000 ft turn right to GIMAL holding.
CTC APP

RCF: squawk 7600. Proceed as above.
On GIMAL holding make one complete
holding pattern at 3000 ft and then
proceed to DVOR/DME VFA to perform
another ILS approach.



CAT	ILS CAT I		LOC	CIRCLING	
	DA(H)	OCH		NORTH	SOUTH
A	224 (200)	168	330 (306)	NOT AUTHORIZED	450 (426)
B	224 (200)	176	330 (306)	NOT AUTHORIZED	520 (496)
C	224 (200)	189	330 (306)	NOT AUTHORIZED	620 (596)
D	224 (200)	196	330 (306)	NOT AUTHORIZED	720 (696)

DME FIT READING
REFERS TO THR RWY10

LOC 5.2%					
DME FIT	5	4	3	2	1
ALTITUDE (HEIGHT)	1665 (1641)	1350 (1326)	1030 (1006)	710 (686)	395 (371)
DME VFA	5.6	4.6	3.6	2.6	1.6

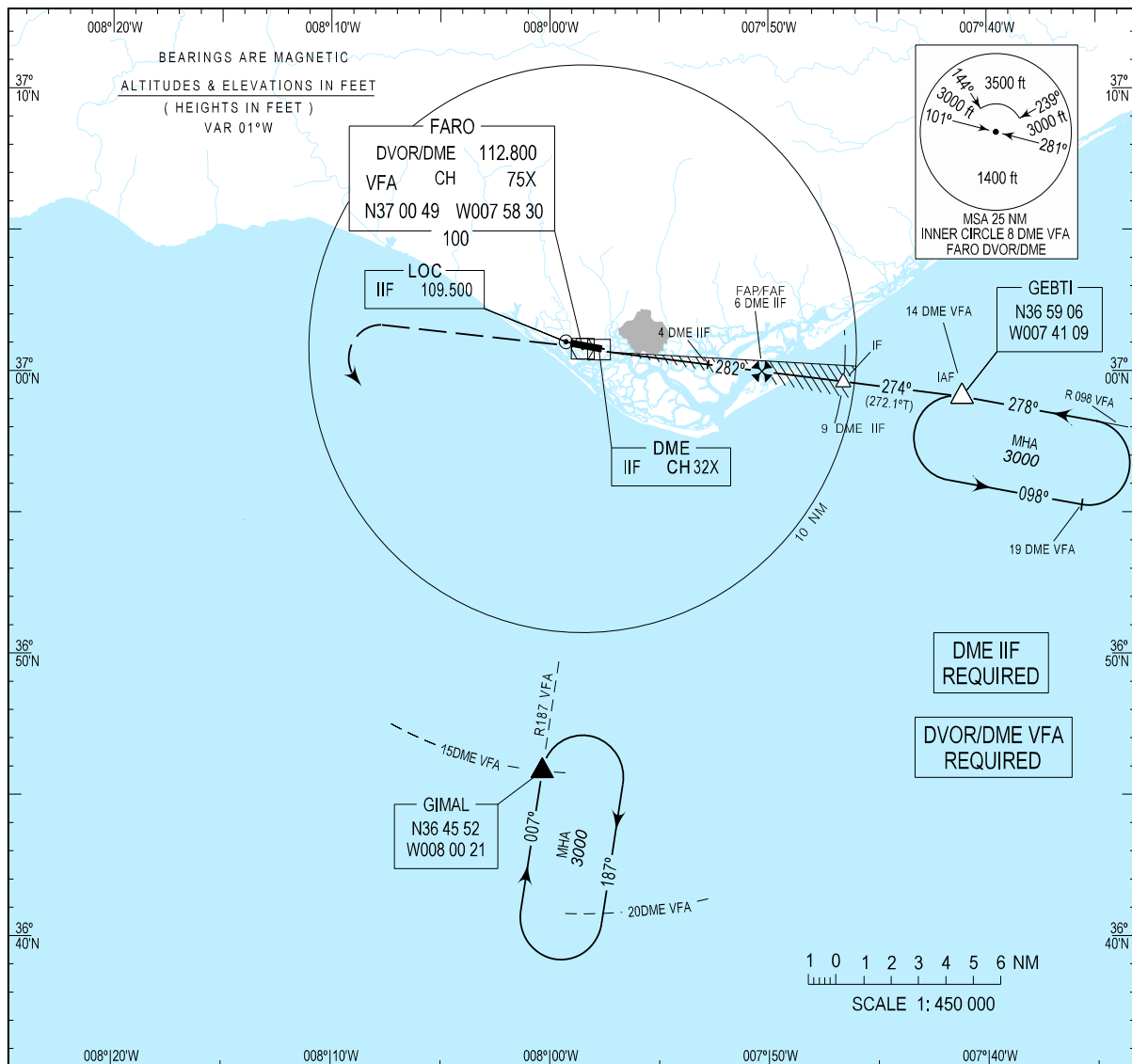
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INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 24 ft
HEIGHTS RELATED
THR RWY 28 - ELEV 18 ft

FARO ARR INFORMATION 124.205 FARO, Gago Coutinho (LPFR)
FARO APPROACH 119.405
FARO TOWER 120.755
FARO GROUND 118.580
ILS or LOC - Z
RWY 28

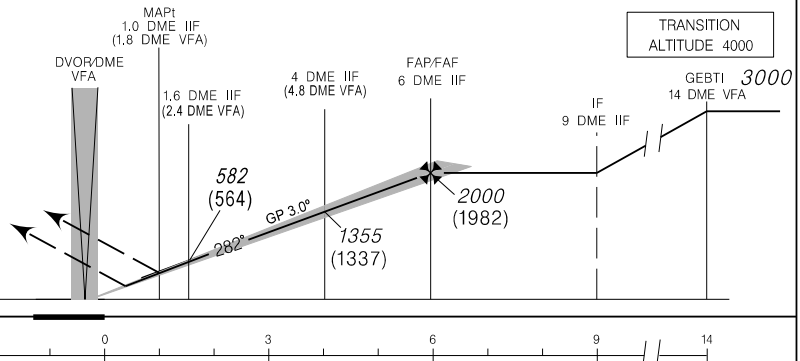


MISSED APPROACH
Climb straight ahead to 3000 ft, when
passing 2000 ft turn left to GIMAL holding.
CTC APP

RCF: squawk 7600. Proceed as above.
On GIMAL holding make one complete
holding pattern at 3000 ft. Then proceed
to DVOR/DME VFA on RDL 187 and then
to GEBTI on RDL 098 to perform an
ILS approach.

RDH:49
PAPI 3°

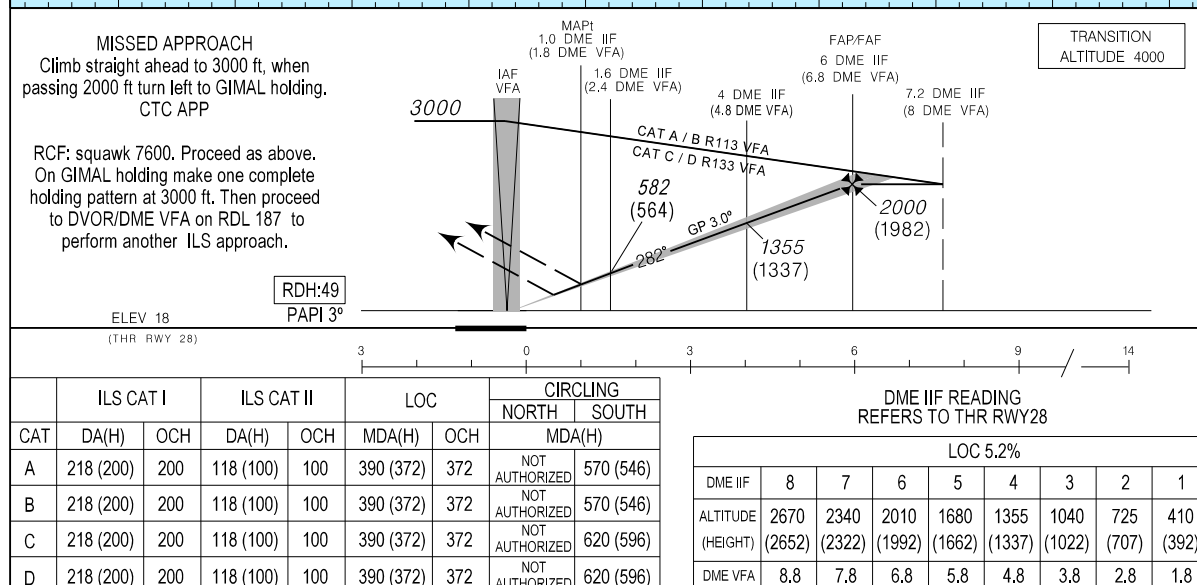
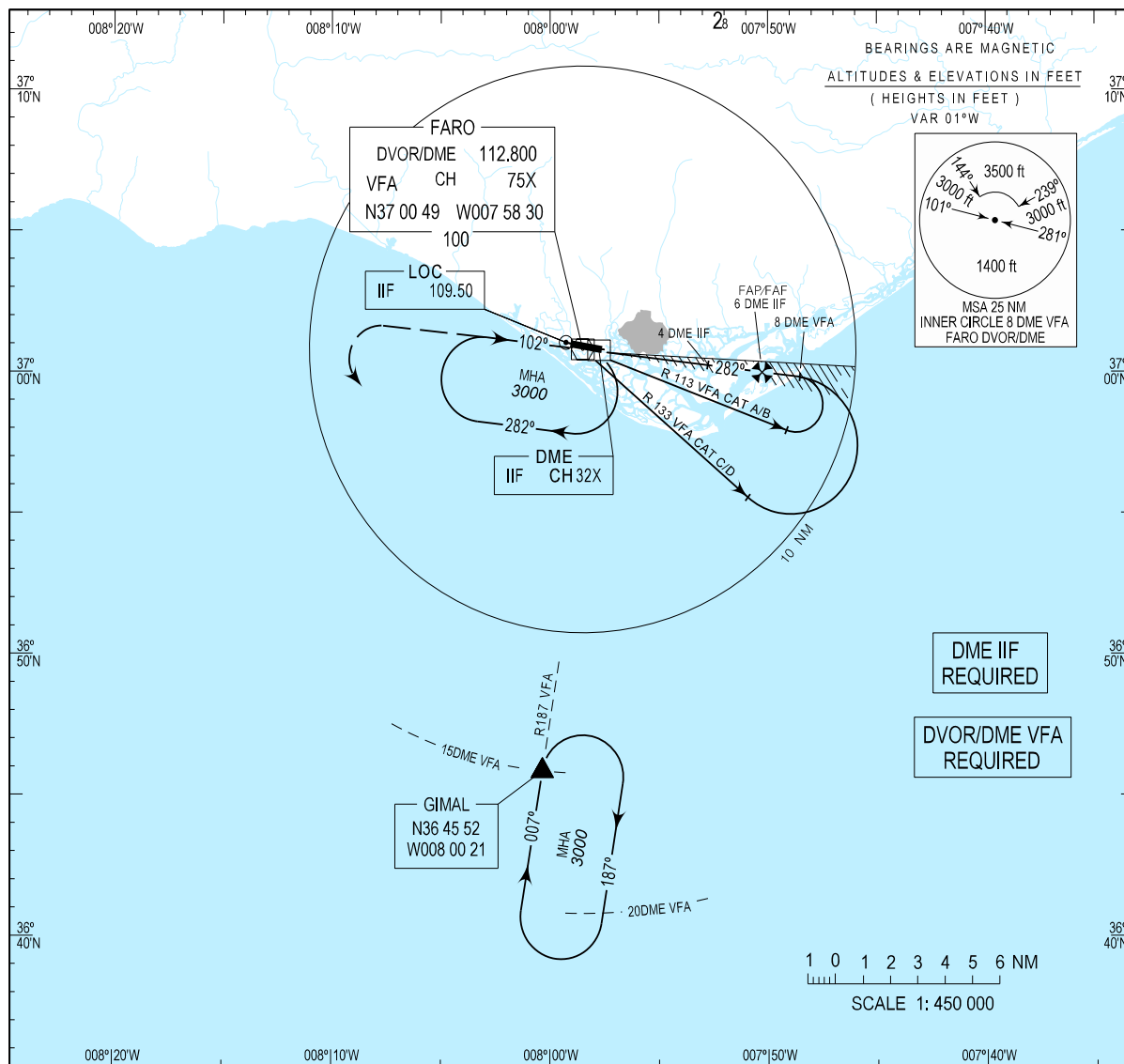
ELEV 18
(THR RWY 28)



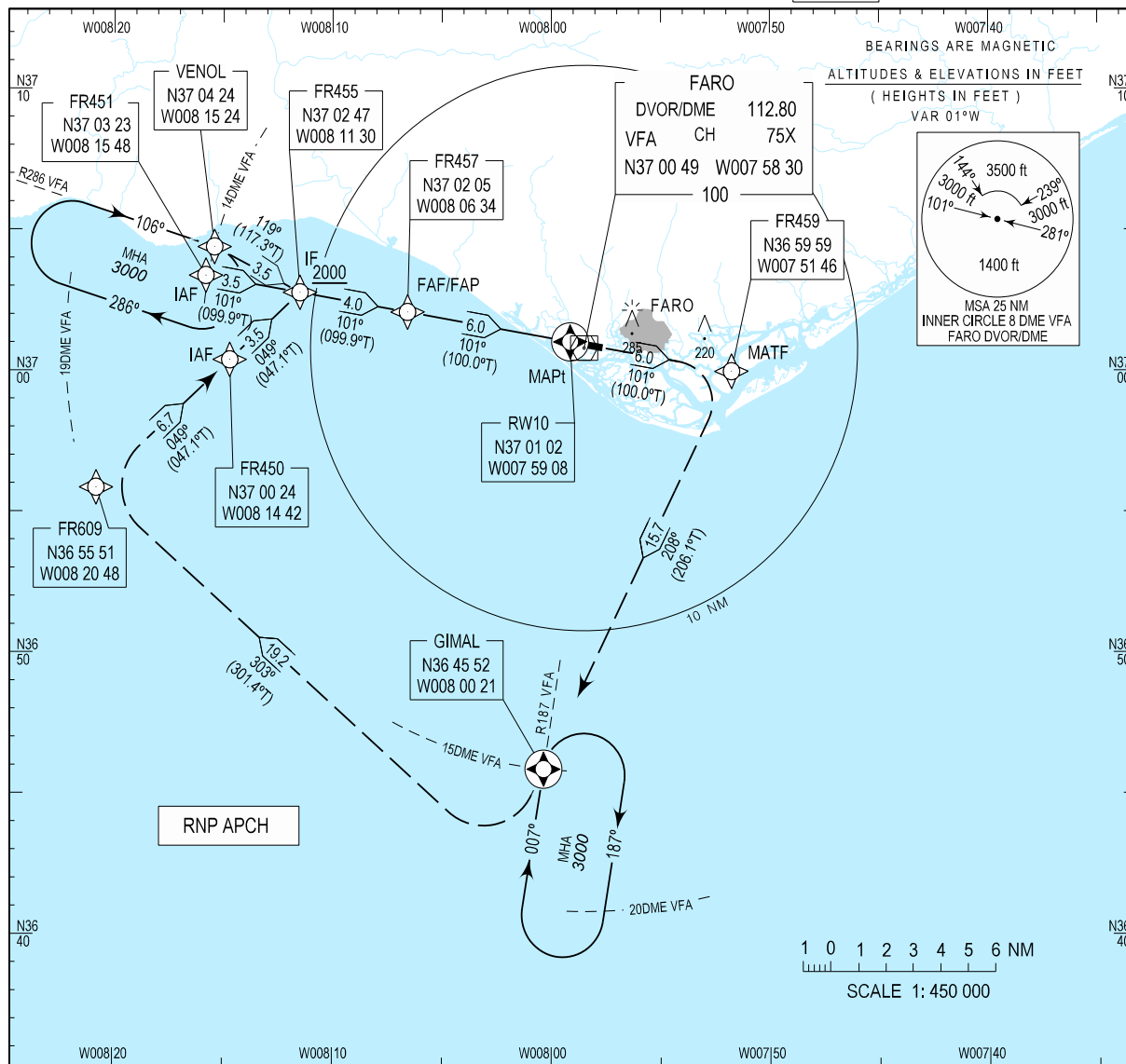
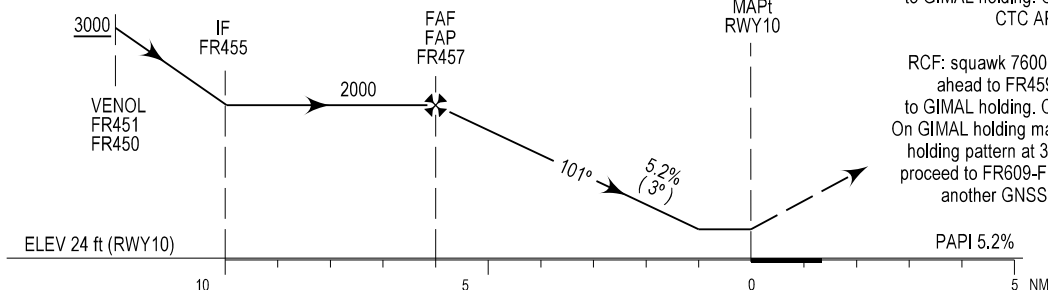
CAT	ILS CAT I		ILS CAT II		LOC		CIRCLING	
	DA(H)	OCH	DA(H)	OCH	MDA(H)	OCH	NORTH	SOUTH
A	218 (200)	200	118 (100)	100	390 (372)	372	NOT AUTHORIZED	570 (546)
B	218 (200)	200	118 (100)	100	390 (372)	372	NOT AUTHORIZED	570 (546)
C	218 (200)	200	118 (100)	100	390 (372)	372	NOT AUTHORIZED	620 (596)
D	218 (200)	200	118 (100)	100	390 (372)	372	NOT AUTHORIZED	620 (596)

DME IIF READING REFERS TO THR RWY28							
LOC 5.2%							
DME IIF	8	7	6	5	4	3	2
ALTITUDE (HEIGHT)	2670 (2652)	2340 (2322)	2010 (1992)	1680 (1662)	1355 (1337)	1040 (1022)	725 (707)
DME VFA	8.8	7.8	6.8	5.8	4.8	3.8	2.8

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INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 24 ft
HEIGHTS RELATED
THR RWY 28 - ELEV 18 ftFARO ARR INFORMATION 124.205 FARO, Gago Coutinho (LPFR)
FARO APPROACH 119.405
FARO TOWER 120.755
FARO GROUND 118.580
ILS or LOC - Y
RWY 28

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INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 24 ft
HEIGHTS RELATED
THR RWY 10 - ELEV 24 ftFARO ARR INFORMATION 124.205
FARO APPROACH 119.405
FARO TOWER 120.755
FARO GROUND 118.580EGNOS
CH 97973
E10A
RDH: 50FARO, Gago Coutinho
(LPFR)
RNP RWY10BARO-VNAV
minimum temperature: 0°CTRANSITION
ALTITUDE 4000MISSED APPROACH
Climb straight ahead to FR459, right turn
to GIMAL holding. Climb to 3000 ft.
CTC APP.RCF: squawk 7600. Climb straight
ahead to FR459, right turn
to GIMAL holding. Climb to 3000 ft.
On GIMAL holding make one complete
holding pattern at 3000 ft and then
proceed to FR609-FR450 to perform
another GNSS approach.

CAT	LPV		LNAV/VNAV		LNAV		CIRCLING RWY10	
	DA/H	OCH	DA/H	OCH	MDA/H	OCH	NORTH	SOUTH
A	280 (256)	172	380 (356)	350	400 (376)	367	N/A	450 (426)
B	280 (256)	185	380 (356)	350	400 (376)	367	N/A	520 (496)
C	280 (256)	193	380 (356)	350	400 (376)	367	N/A	620 (596)
D	280 (256)	203	380 (356)	350	400 (376)	367	N/A	720 (696)

DIST THR NM	5	4	3	2	1
Altitude (Height)	1680(1656)	1360(1336)	1045(1021)	725(701)	410(386)
Rate of descent	kt	160	140	120	100
	ft/min	850	740	640	530

Instrument Approach Procedure Coding Table
RNP RWY10

Path Terminator	Waypoint				Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Type	Flyover	Coordinates				Level	Speed		
IF	VENOL	IAF	-	370423.82N 0081524.36W	-	-	-	+3000FT	-	RNP APCH	-
TF	FR455	IF	-	370246.67N 0081129.74W	119 (117.3)	3.52	-	+2000FT	-	RNP APCH	-
IF	FR451	IAF	-	370322.82N 0081548.17W	-	-	-	+3000FT	-	RNP APCH	-
TF	FR455	IF	-	370246.67N 0081129.74W	101 (099.9)	3.50	-	+2000FT	-	RNP APCH	-
IF	FR450	IAF	-	370023.52N 0081442.19W	-	-	-	+3000FT	-	RNP APCH	-
TF	FR455	IF	-	370246.67N 0081129.74W	049 (047.1)	3.50	-	+2000FT	-	RNP APCH	-
IF	FR455	IF	-	370246.67N 0081129.74W	-	-	-	+2000FT	-	RNP APCH	-
TF	FR457	FAP/FAF	-	370205.16N 0080634.48W	101 (099.9)	4.00	-	@2000FT	-	RNP APCH	-
TF	RW10	MAPT	Y	370102.00N 0075908.21W	101 (100.0)	6.05	-	+200FT	-	RNP APCH	-
TF	FR459	MATF	-	365958.99N 0075145.67W	101 (100.0)	6.00	-	-	-	RNP APCH	-
TF	GIMAL	-	Y	364552.01N 0080021.09W	208 (206.1)	15.69	R	@3000FT	-	RNP APCH	-
HM	GIMAL	HM	Y	364552.01N 0080021.09W	-	-	R	@3000FT	-	RNP APCH	-

RCF - PATH TERMINATOR

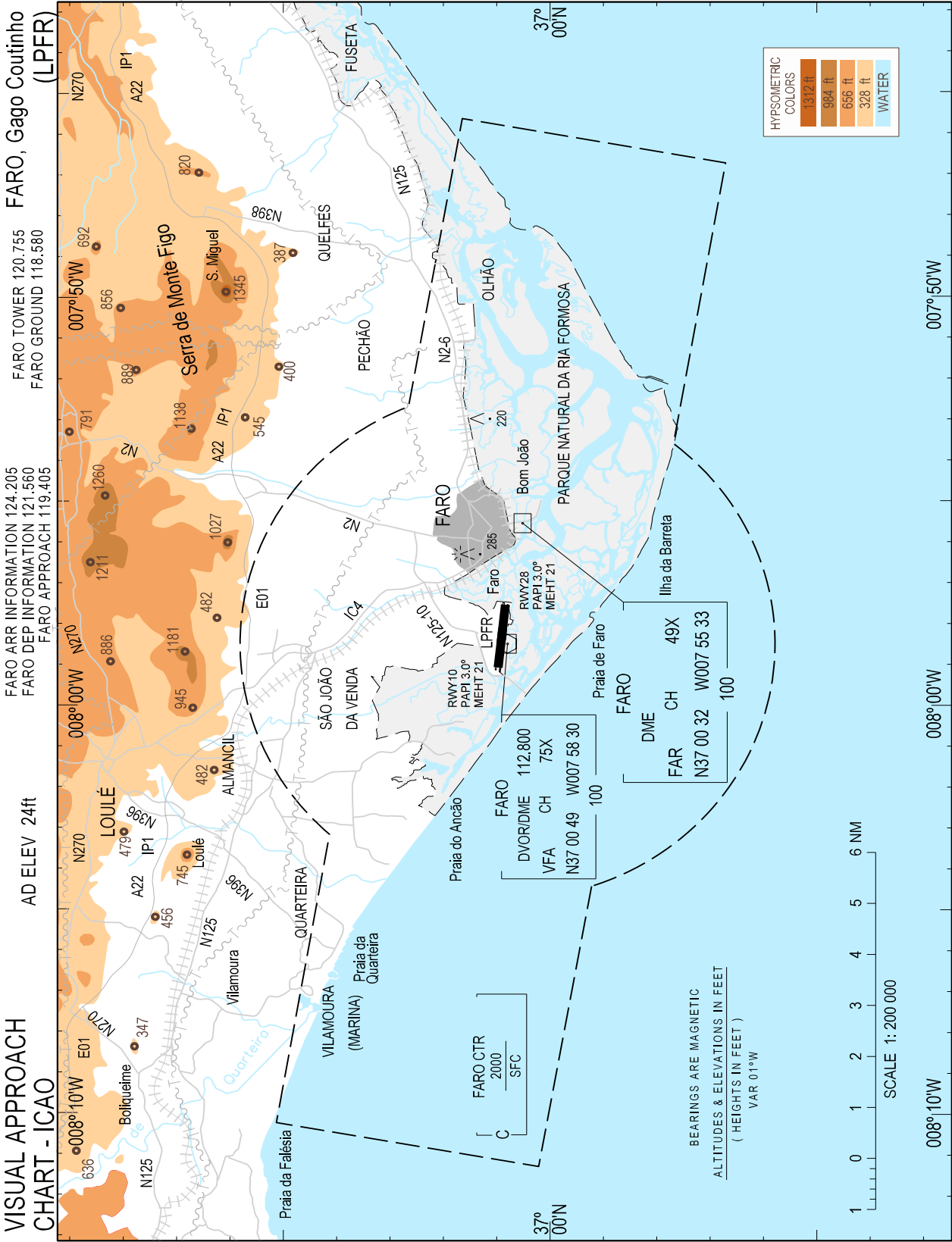
Path Terminator	Waypoint				Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Type	Flyover	Coordinates				Level	Speed		
IF	GIMAL	HM	Y	364552.01N 0080021.09W	-	-	R	@3000FT	-	RNAV1	-
TF	FR609	-	-	365551.00N 0082048.00W	303 (301.4)	19.20	R	+3000FT	-	RNAV1	-
TF	FR450	IAF	-	370023.52N 0081442.19W	049 (047.1)	6.67	R	+3000FT	-	RNAV1	-

FAS data block

Operation Type	0
SBAS Provider	1
Airport Identifier	LPFR
Runway	10
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E10A
LTP/FTP Latitude	370102.0000N
LTP/FTP Longitude	0075908.2100W
LTP/FTP Ellipsoidal Height (metres)	59.5M
FPAP Latitude	370048.4215N
FPAP Longitude	0075732.5495W
Threshold Crossing Height	15.00M
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00M
Length Offset (metres)	0M
HAL (metres)	40.0M
VAL (metres)	50.0M

Output data

Data block	0 1 30 08 60 48 0A 0 0 20 00 A0 8C 0C 80 F0 47 AB 06 3F 49 35 39 68 CA FF A9 D7 40 D7 9A 81 34 80 34 64 00 C8 FA
CRC Value	AD CF 96 55



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Phase	RWY	Procedure IDENT	Segment	Procedure Bank Angle
INITIAL	28	HR550	HR548 HR546	25.0°
INITIAL	28	HR560	HR558 HR556	21.8°
INITIAL	28	HR560	HR554 HR546	25.0°
INTERMEDIATE	28	HR540	HR536 HR508	22.9°
INTERMEDIATE	28	HR512	HR510 HR508	20.3°
INTERMEDIATE	28	HR550 HR560	HR546 HR508	23.2°

b) VSS (Visual Segment Surface) Penetrations

Referring to Document 8168 – OPS/611 – Procedures for Air Navigation Services – Aircraft Operations – Volume

II (Seventh Edition): Surveyed obstacles (man-made obstacles or natural obstacles) penetrate the VSS of both runways:

RWY 10

Type	Coordinates	Top Altitude	Amount of Penetration	RNP Value
Light	383116.07N 0284356.658W	47.26 M 155 FT	3.28 M	All values
Light	383116.842N 0284359.015W	51.05 M 167.5 FT	5.20 M	All values
Post	383114.495N 0284335.166W	33.69 M 110.5 FT	6.79 M*	All values
Power Pole	383115.195N 0284335.103W	38.83 M 127.4 FT	11.99 M*	All values
Cliff	383122.881N 0284502.927W	137.79 M 452.1 FT	41.16 M	All values
Light	383123.748N 0284502.862W	145.37 M 476.9 FT	48.80 M	0.3 0.2

*Obstacles with a height less than 15m above THR10 may be disregarded according to the referred above document.

5. 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
HORTA/HT HORTA L 383112N0283746W	055°	LEFT	230	5000 FT ALT FL 140	1 MIN
HORTA/HT HORTA L 383112N0283746W	055°	LEFT	280	FL 150 FL 999	1.5 MIN
HORTA/VFL HORTA DVORTAC 383110N0283725W	055°	LEFT	230	5000 FT ALT FL 140	1 MIN
HR401 HR401 382323N0284826W	309°	LEFT	230	FL 140 2100 FT ALT	1 MIN
HR456 HR456 383522N0290021W	154°	RIGHT	230	FL 140 2100 FT ALT	1 MIN
HR560 HR560 382146N0284650W	099°	RIGHT	230	FL 140 2100 FT ALT	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
SOLGI SOLGI 383730N0280158W	266°	RIGHT	230	5000 FT ALT FL 140	1 MIN
VELAS VELAS 383932N0282131W RDL065-DME15 VFL DVORTAC	245°	RIGHT	230	5000 FT ALT FL 140	5 NM
VELAS VELAS 383932N0282131W	245°	RIGHT	220	5000 FT ALT FL 140	1 MIN
XOGRA XOGRA 382412N0290117W RDL259-DME20 VFL DVORTAC	079°	RIGHT	230	5000 FT ALT FL 140	5 NM

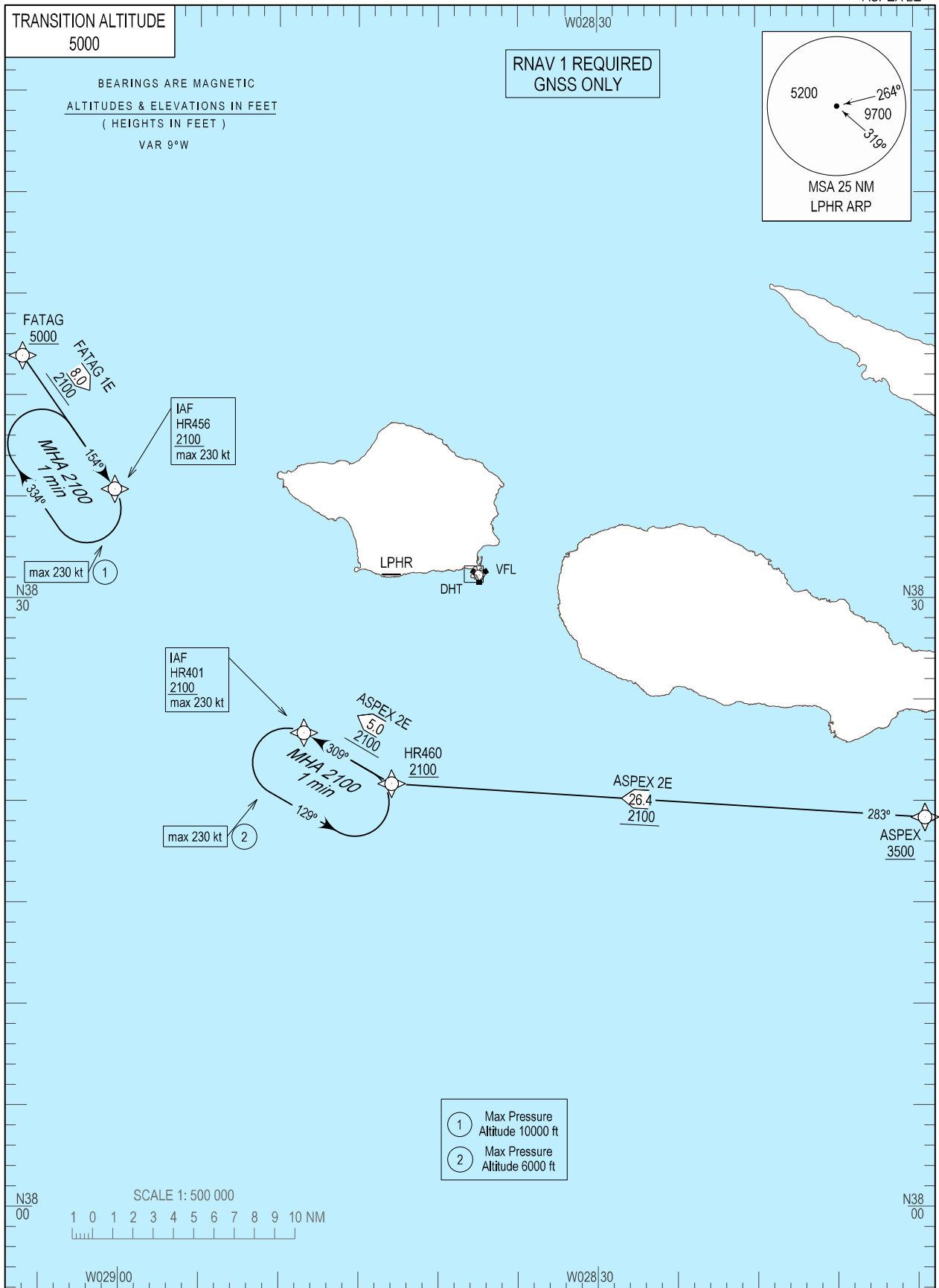
LPHR AD 2.23 ADDITIONAL INFORMATION

1. DISTANCE TO GO SIGNS

Four vertical panels placed 46 meters from runway centreline, measuring 1,25 meters high by 1.22 meters wide, white numbers on black background. The panels are spaced 300 meters apart.

LPHR AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
AERODROME CHART - ICAO	LPHR AD 2.24.01-1
AIRCRAFT PARKING / DOCKING CHART - ICAO	LPHR AD 2.24.02-1
AERODROME OBSTACLE CHART (AOC) - ICAO RWY 10	LPHR AD 2.24.04-1
AERODROME OBSTACLE CHART (AOC) - ICAO RWY 28	LPHR AD 2.24.04-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO (RWY 10)	LPHR AD 2.24.08-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO (RWY 10)	LPHR AD 2.24.08-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO (RWY 28)	LPHR AD 2.24.08-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO (RWY 28)	LPHR AD 2.24.08-7
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO (RWY 10/28)	LPHR AD 2.24.10-1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO (RNAV RWY 10)	LPHR AD 2.24.10-3
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO (RNAV RWY 10 FATAG 1E ASPEX 2E)	LPHR AD 2.24.10-5
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO (RNAV RWY 28 FATAG 1S FATAG 1N ASPEX 2W)	LPHR AD 2.24.10-7
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO (RNAV RWY 10/28 NOTMA2E SOLGI2E)	LPHR AD 2.24.10-9
ATC SURVEILLANCE MINIMUM ALTITUDE CHART-ICAO	LPHR AD 2.24.11-1
INSTRUMENT APPROACH CHART - ICAO (L-a CAT A-B)	LPHR AD 2.24.12-1
INSTRUMENT APPROACH CHART - ICAO (L-a CAT C)	LPHR AD 2.24.12-3
INSTRUMENT APPROACH CHART - ICAO (L-b CAT A-B)	LPHR AD 2.24.12-5
INSTRUMENT APPROACH CHART - ICAO (L-b CAT C)	LPHR AD 2.24.12-7
INSTRUMENT APPROACH CHART - ICAO (NDB - a CAT A-B)	LPHR AD 2.24.12-9

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAOSANTA MARIA RADAR 132.150
HORTA APPROACH 120.600
HORTA TOWER 118.000HORTA (LPHR)
RNAV RWY10
FATAG 1E
ASPEX 2E

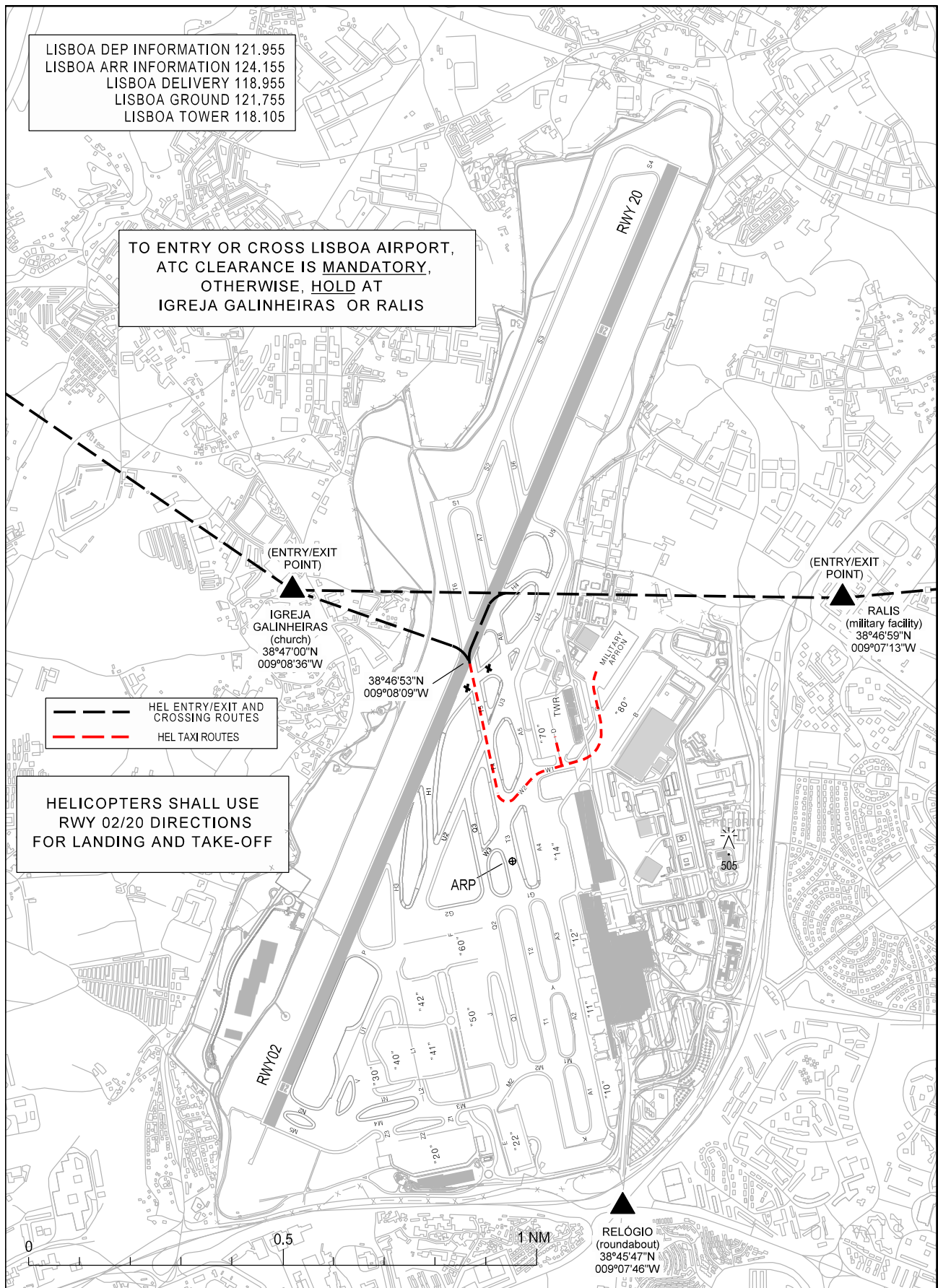
WPT HR458 replaced by FATAG. Procedure designation changed.

HORTA STAR RNAV FATAG 1E (RWY10)									
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed	
IF	FATAG	-	384156.09N 0290612.17W	-	-	-	+5000 ft	250 kt	RNAV 1
TF	HR456	-	383522.36N 0290021.02W	154 (145.0)	8.0	-	+2100 ft	230 kt	RNAV 1

HORTA STAR RNAV ASPEX 2E (RWY10)									
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification
	Identifier	Flyover	Coordinates				Level	Speed	
IF	ASPEX	-	381910.64N 0280928.77W	-	-	-	+3500 ft	250 kt	RNAV 1
TF	HR460	-	382052.46N 0284255.22W	283 (273.9)	26.4	-	+2100 ft	230 kt	RNAV 1
TF	HR401	-	382322.72N 0284825.50W	309 (300.1)	5.0	Right	+2100 ft	230 kt	RNAV 1

HORTA RNAV Holdings							
HLDG ID	INBD TRACK		TURN DIRECTION	max IAS (kt)	MNM HLDG ALT FL/ft (MSL)	TIME (MIN) or DIST OUBD	Controlling Unit
	MAG	(TRUE)					
HR456	154 (145.0)		R	230	210 ft	1 min	Horta TWR
HR401	309 (300.0)		L	230	210 ft	1 min	Horta TWR

3.4 Helicopter 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	INBOM1A	LAZET1A	XAMAX1A	LUVUP1A	UPULO1A	VATZI1A
Nominal Distance	120.96	84.85	120.62	95.02	95.96	72.48
STAR RWY20	INBOM2B	LAZET2B	XAMAX2B	LUVUP2B	UPULO2B	VATZI2B
Nominal Distance	112.61	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.

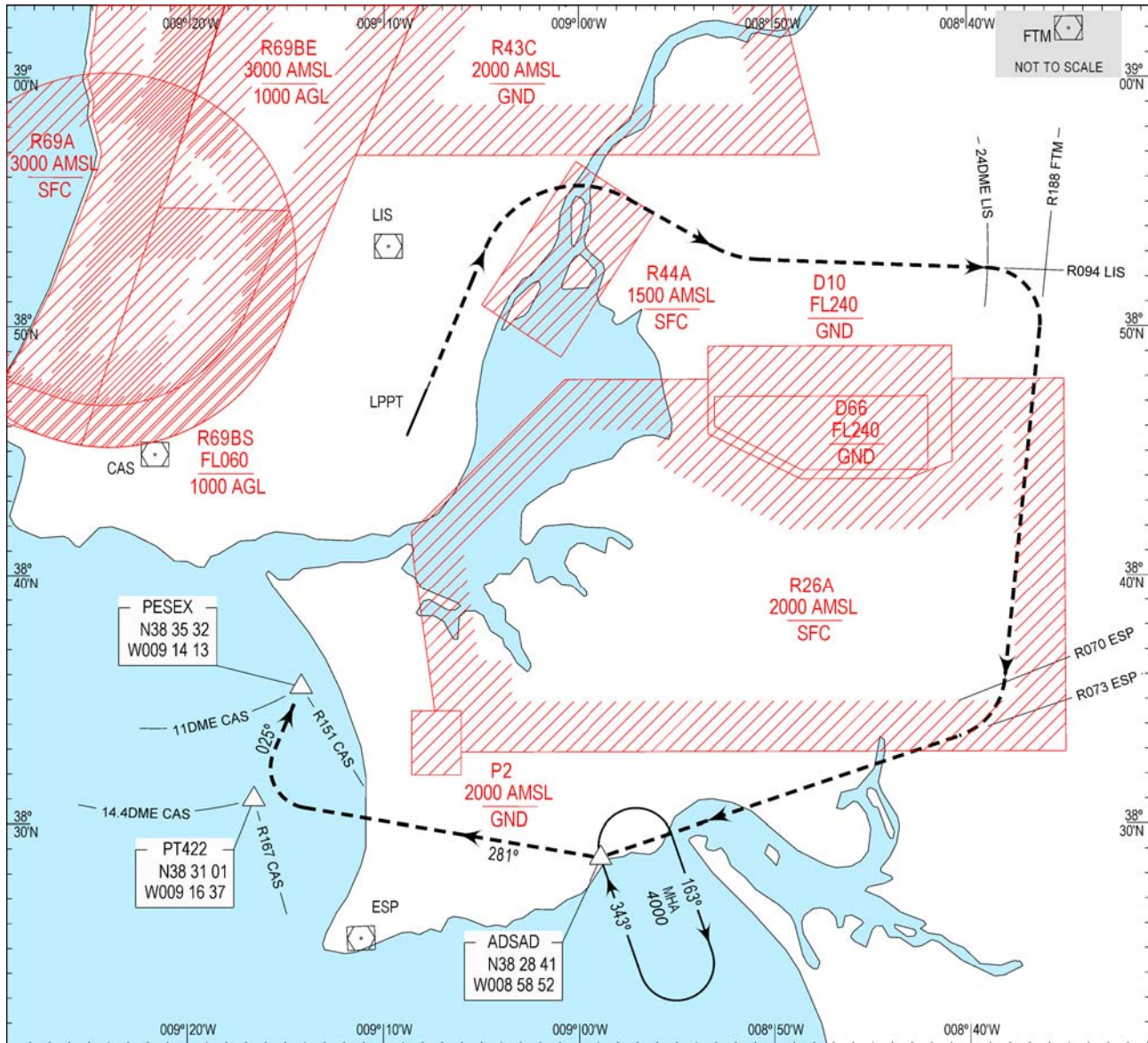
10. INSTRUMENT APPROACH PROCEDURES FOR NON-RNAV EQUIPPED AIRCRAFT ONLY

10.1 RUNWAY 02

RADIO COMMUNICATIONS FAILURE

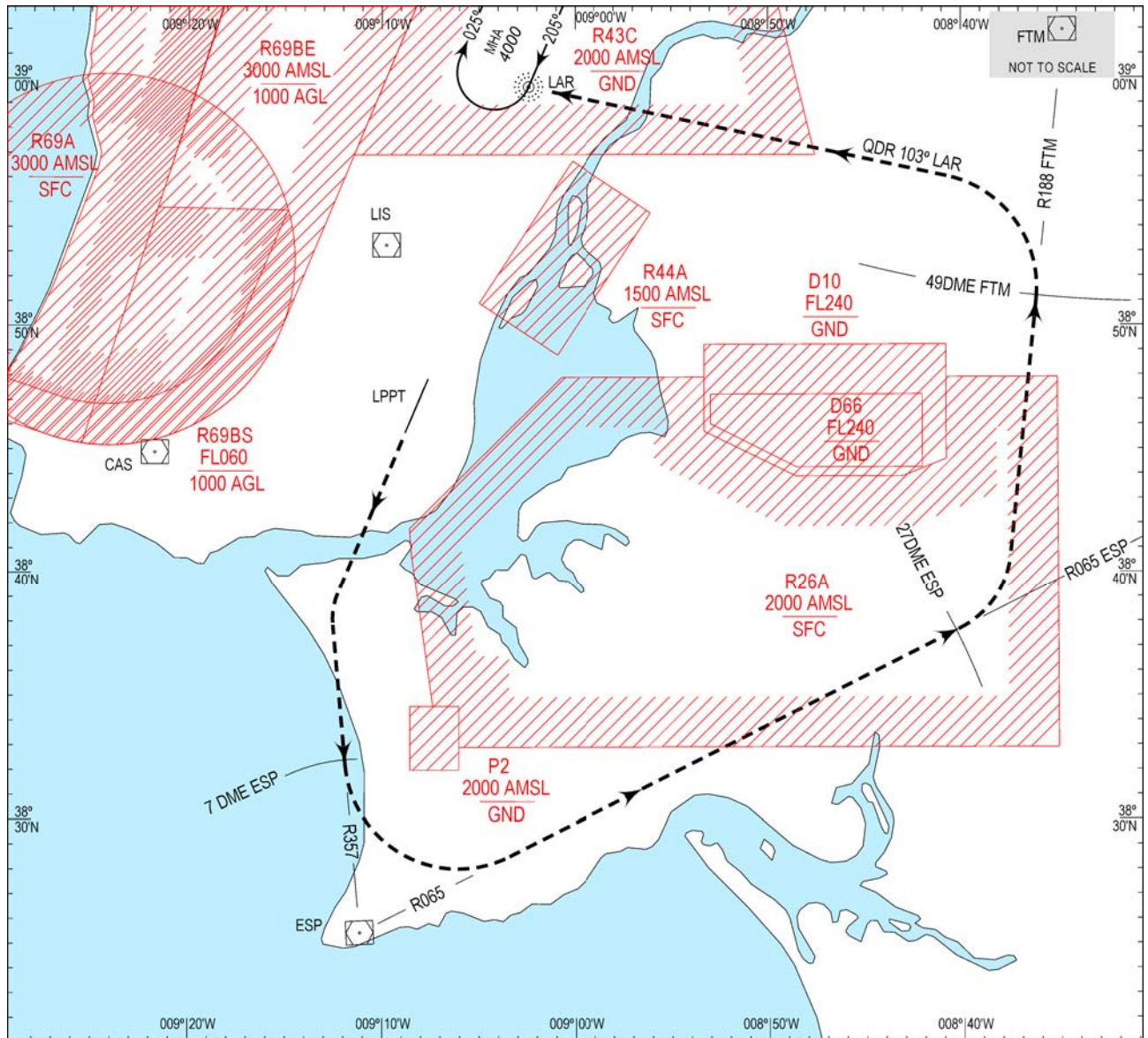
In case of RCF:

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 280	1.5 MIN
EXONA EXONA 385416N0080100W	245°	RIGHT	230	FL 110 FL 140	1 MIN
EXONA EXONA 385416N0080100W	245°	RIGHT	265	FL 150 FL 240	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 280	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 280	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	4000 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	4000 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 280	1.5 MIN
XAMAX XAMAX 400152N0083210W	178°	LEFT	230	FL 110 FL 140	1 MIN
XAMAX XAMAX 400152N0083210W	178°	LEFT	280	FL 150 FL 280	1.5 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

Name	Page
AERODROME CHART-ICAO	LPPT AD 2.24.01-1
AERODROME CHART-ICAO MARKING AND LIGHTING	LPPT AD 2.24.01 -3
AIRCRAFT PARKING/DOCKING CHART-ICAO - APRONS 10, 11, 12	LPPT AD 2.24.02-1
AIRCRAFT PARKING/DOCKING CHART-ICAO - APRONS 14, 70, 80 AND MIL	LPPT AD 2.24.02 - 3
AIRCRAFT PARKING/DOCKING CHART-ICAO APRONS 30, 40, 41, 42,50, 60	LPPT AD 2.24.02 - 5
AIRCRAFT PARKING/DOCKING CHART-ICAO APRONS 20, 22	LPPT AD 2.24.02 - 7
AERODROME GROUND MOVEMENT CHART ARR/DEP RWY 02	LPPT AD 2.24.03 -1
AERODROME GROUND MOVEMENT CHART ARR/DEP RWY 20	LPPT AD 2.24.03 - 3
AERODROME OBSTACLE CHART-ICAO – RWY02	LPPT AD 2.24.04 - 1
AERODROME OBSTACLE CHART-ICAO – RWY20	LPPT AD 2.24.04 - 3
PRECISION APPROACH TERRAIN CHART-ICAO – RWY20	LPPT AD 2.24.06 - 1
PRECISION APPROACH TERRAIN CHART-ICAO – RWY02	LPPT AD 2.24.06 - 3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) – ICAO (RWY02 ESP6N FTM5N)	LPPT AD 2.24.08 - 1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) – ICAO (RWY20 ESP7S FTM6S)	LPPT AD 2.24.08 - 3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) – ICAO (RNAV RWY02 BEVOP1L BEVOP1X DUZOP1L DUZOP1X ELNUB1N IXIDA1N OLBOD1L OLBOD1X ORVED1N ULVOT1L ULVOT1X ZIFOG1N)	LPPT AD 2.24.08 - 5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) – ICAO (RNAV RWY20 BEVOP1S DUZOP1S ELNUB1S IXIDA1S OLBOD1S ORVED1S ULVOT1S ZIFOG1S)	LPPT AD 2.24.08 - 13
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) – ICAO (RNAV RWY02 INBOM1A LAZET1A LUVUP1A UPULO1A VATZ11A XAMAX1A)	LPPT AD 2.24.10 - 1

Name	Page
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) – ICAO (RNAV RWY20 ESEBI2B INBOM2B LAZET2B LUVUP2B UPULU2B VATZI2B XAMAX2B)	LPPT AD 2.24.10 - 7
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO	LPPT AD 2.24.11-1
INSTRUMENT APPROACH CHART - ICAO (ILS RWY02 CAT II & III)	LPPT AD 2.24.12 -1
INSTRUMENT APPROACH CHART - ICAO (LOC RWY02)	LPPT AD 2.24.12 -3
INSTRUMENT APPROACH CHART - ICAO (ILS RWY20 CAT II & III)	LPPT AD 2.24.12 -5
INSTRUMENT APPROACH CHART - ICAO (LOC RWY20)	LPPT AD 2.24.12 -7
INSTRUMENT APPROACH CHART - ICAO (RNP RWY02)	LPPT AD 2.24.12 -9
INSTRUMENT APPROACH CHART - ICAO (RNP RWY20)	LPPT AD 2.24.12 -11
VISUAL APPROACH CHART - ICAO	LPPT AD 2.24.13-1
VISUAL APPROACH PROCEDURE - RWY02	LPPT AD 2.24.13-3

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AERODROME CHART - ICAO

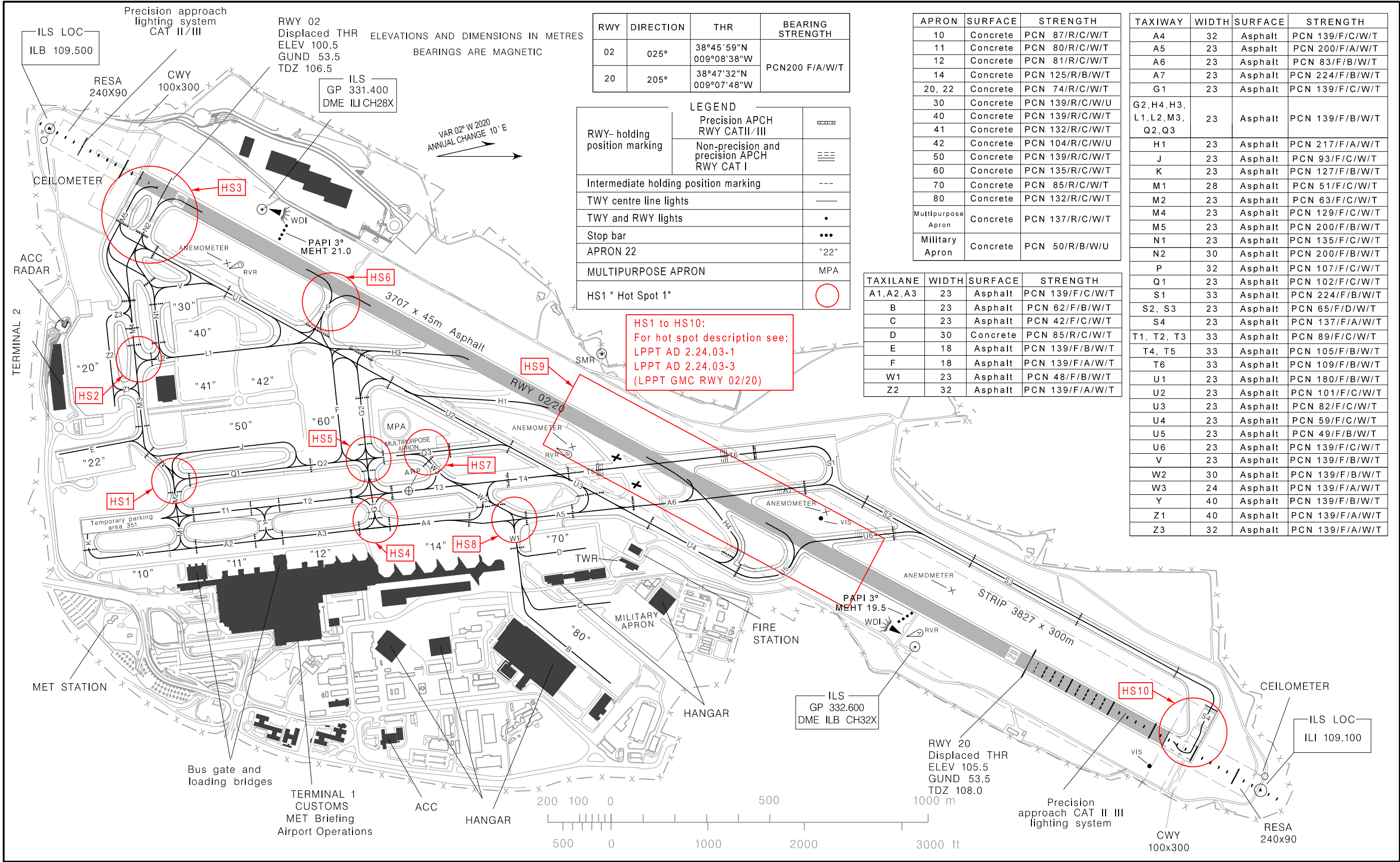
38°46'27"N
009°08'03"W

ELEV 108 m

LISBOA ARR INFORMATION 124.155
LISBOA DEP INFORMATION 121.955
LISBOA DELIVERY 118.955

LISBOA GROUND 121.755
LISBOA TOWER 118.105

LISBOA, Humberto Delgado (LPPT)



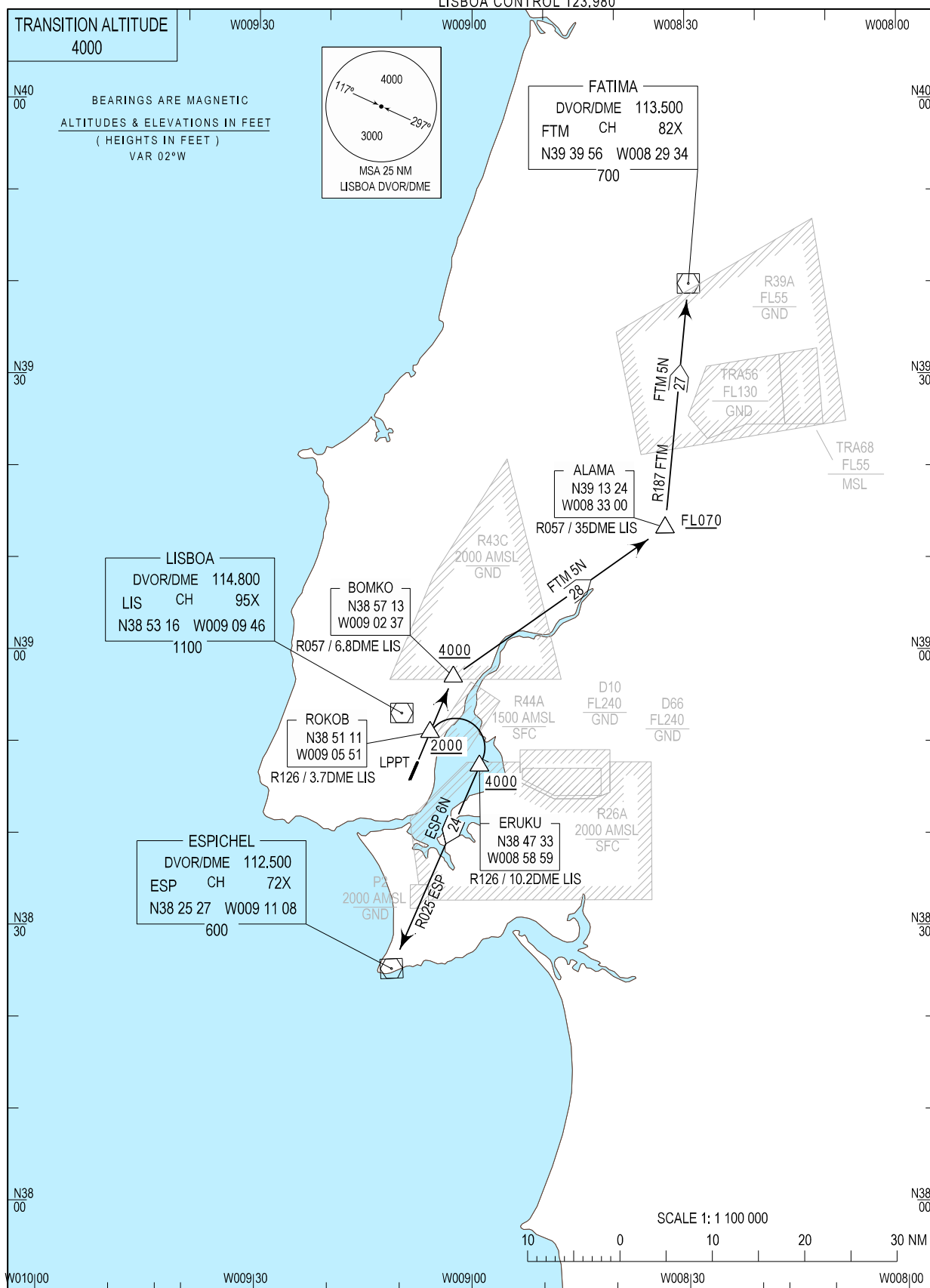
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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOLISBOA DEP INFORMATION 121.955
LISBOA TOWER 118.105
LISBOA APPROACH 119.105
LISBOA CONTROL 123.980

LISBOA, Humberto Delgado (LPPT)

RWY 02

ESP 6N, FTM 5N



STANDARD INSTRUMENT DEPARTURE (SID) RWY 02

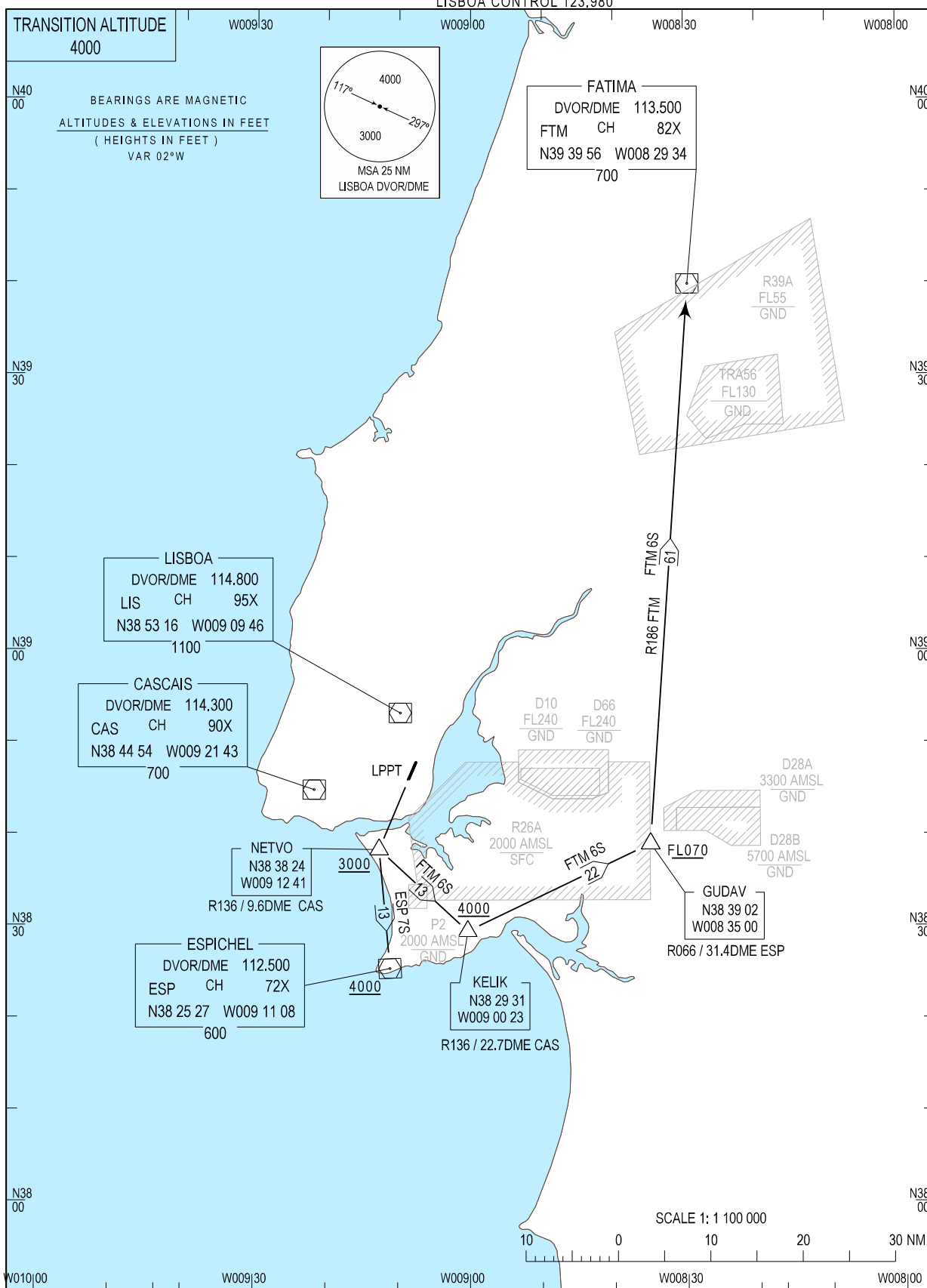
Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
ESP6N	Climb straight ahead to position ROKOB (RDL126 3.7 NM LIS DVOR/DME +2000 ft). Turn right to intercept and proceed on RDL 126 LIS to position ERUKU (RDL126 10.2 NM LIS DVOR/DME +4000 ft). Turn right to intercept and proceed on RDL 025 ESP to ESP DVOR/DME	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	-
FTM5N	Climb straight ahead to position ROKOB (RDL126 3.7 NM LIS DVOR/DME +2000 ft). Continue straight ahead to position BOMKO (RDL057 6.8 NM LIS DVOR/DME +4000ft). Turn right to intercept and proceed on RDL 057 LIS to position ALAMA (RDL057 35.0 NM LIS DVOR/DME +FL070). Turn left to intercept and proceed on RDL 187 FTM to FTM DVOR/DME.	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	-

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOLISBOA DEP INFORMATION 121.955
LISBOA TOWER 118.105
LISBOA APPROACH 119.105
LISBOA CONTROL 123.980

LISBOA, Humberto Delgado (LPPT)

RWY 20

ESP 7S, FTM 6S



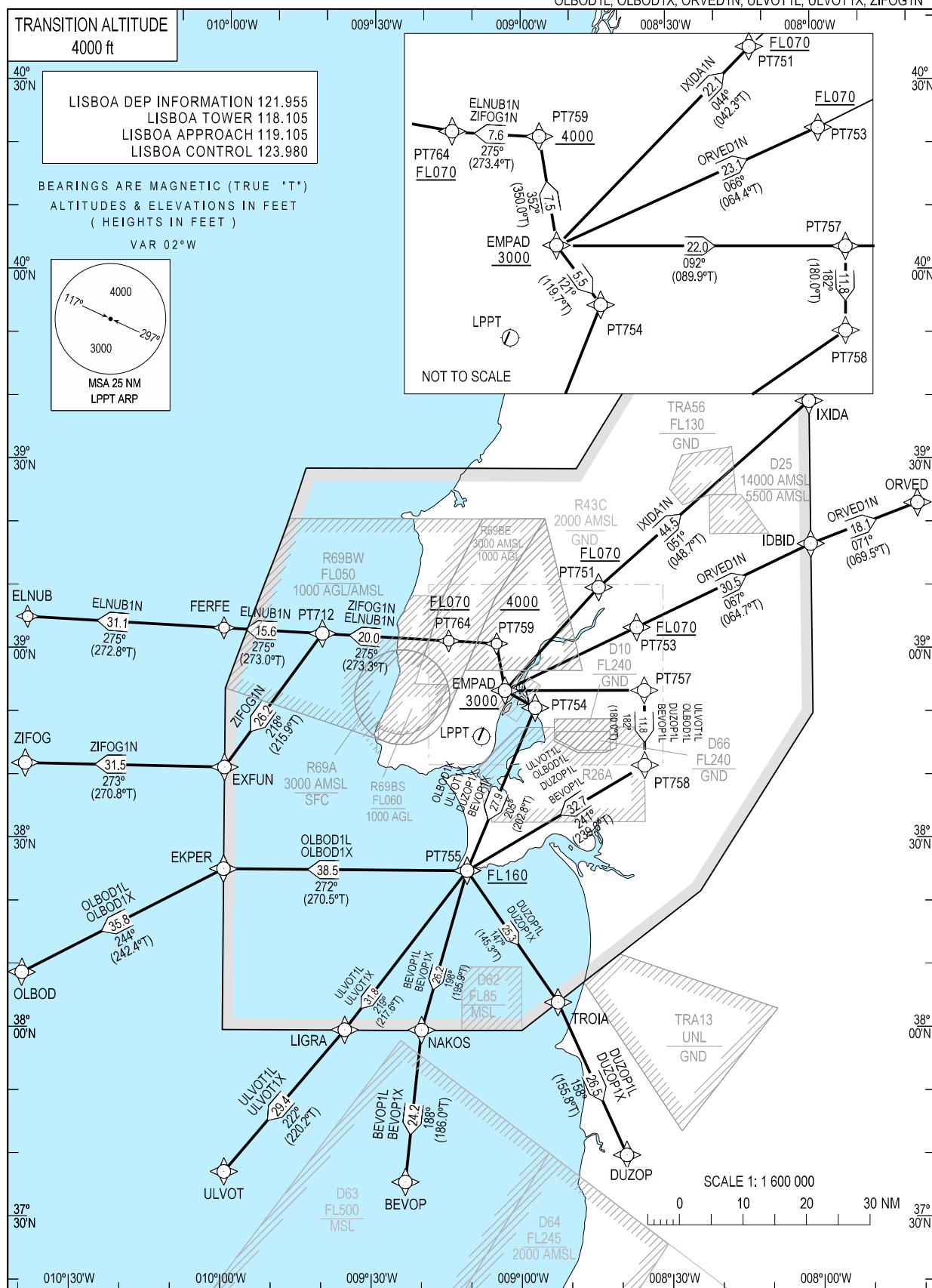
STANDARD INSTRUMENT DEPARTURE (SID) RWY 20

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
ESP7S	Climb straight ahead to position NETVO (RDL136 9.6 NM CAS DVOR/DME +3000 ft). Turn left to intercept and proceed on RDL 357 ESP to position ESP DVOR/DME +4000 ft.	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	-
FTM6S	Climb straight ahead to position NETVO (RDL136 9.6 NM CAS DVOR/DME +3000 ft). Turn left to intercept and proceed on RDL 136 CAS to position KELIK. (RDL136 22.7 NM CAS DVOR/DME +4000 ft). Turn left to intercept and proceed on RDL 066 ESP to GUDAV (RDL066 31.4 NM ESP DVOR/DME + FL070). Turn left to intercept and proceed on RDL 186 FTM to FTM DVOR/DME.	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	-

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

LISBOA, Humberto Delgado (LPPT)

RNAV RWY 02

BEVOP1L, BEVOP1X, DUZOP1L, DUZOP1X, ELNUB1N, IXIDA1N
OLBOD1L, OLBOD1X, ORVED1N, ULVOT1L, ULVOT1X, ZIFOG1N

LISBOA SID RNAV1 BEVOP1L (RWY 02)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	EMPAD	N	385344.41N 0090318.84W	032 (029.8)	-	-	+3000 ft	-	RNAV 1	SID Available only under request with Lisbon Tower. Please advise Lisbon Delivery (118.955) when requesting enroute clearance. After departure climb FL100. Contact Lisboa Approach when passing 1000 ft QNH mentioning only the callsign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC. Pending on Military activity.
TF	PT757	N	385342.55N 0083505.38W	092 (089.9)	22.0353	-	-	-	RNAV 1	
TF	PT758	N	384152.11N 0083504.60W	182 (180.0)	11.8292	-	-	-	RNAV 1	
TF	PT755	N	382514.44N 0091058.04W	241 (239.6)	32.6874	-	+FL160	-	RNAV 1	
TF	NAKOS	N	380000.00N 0092004.18W	198 (195.9)	26.2143	-	-	-	RNAV 1	
TF	BEVOP	N	373556.58N 0092314.73W	188 (186.0)	24.1609	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
BEVOP1L	After departure proceed to EMPAD - PT757 - PT758 - PT755 - NAKOS - BEVOP	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	SID Available only under request with Lisbon Tower. Please advise Lisbon Delivery (118.955) when requesting enroute clearance. If unable to comply with Level Constraints advise ATC. Pending on Military activity.

LISBOA SID RNAV1 BEVOP1X (RWY 02)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	EMPAD	N	385344.41N 0090318.84W	032 (029.8)	-	-	+3000 ft	-	RNAV 1	After departure climb FL100. Contact Lisboa Approach when passing 1000 ft QNH mentioning only the callsign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC. Pending on Military activity.
TF	PT754	N	385100.84N 0085711.73W	121 (119.7)	5.5000	-	-	-	RNAV 1	
TF	PT755	N	382514.44N 0091058.04W	205 (202.8)	27.9173	-	+FL160	-	RNAV 1	
TF	NAKOS	N	380000.00N 0092004.18W	198 (195.9)	26.2143	-	-	-	RNAV 1	
TF	BEVOP	N	373556.58N 0092314.73W	188 (186.0)	24.1609	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
BEVOP1X	After departure proceed to EMPAD - PT754 - PT755 - NAKOS - BEVOP	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	If unable to comply with Level Constraints advise ATC. Pending on Military activity.

LISBOA SID RNAV1 DUZOP1L (RWY 02)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	EMPAD	N	385344.41N 0090318.84W	032 (029.8)	-	-	+3000 ft	-	RNAV 1	SID Available only under request with Lisbon Tower. Please advise Lisbon Delivery (118.955) when requesting enroute clearance. After departure climb FL100. Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC.
TF	PT757	N	385342.55N 0083505.38W	092 (089.9)	22.0353	-	-	-	RNAV 1	
TF	PT758	N	384152.11N 0083504.60W	182 (180.0)	11.8292	-	-	-	RNAV 1	
TF	PT755	N	382514.44N 0091058.04W	241 (239.6)	32.6874	-	+FL160	-	RNAV 1	
TF	TROIA	N	380423.71N 0085244.95W	147 (145.3)	25.2899	-	-	-	RNAV 1	
TF	DUZOP	N	374011.24N 0083905.64W	158 (155.8)	26.4876	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
DUZOP1L	After departure proceed to EMPAD - PT757 - PT758 - PT755 - TROIA - DUZOP	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	SID Available only under request with Lisbon Tower. Please advise Lisbon Delivery (118.955) when requesting enroute clearance. If unable to comply with Level Constraints advise ATC.

LISBOA SID RNAV1 DUZOP1X (RWY 02)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	EMPAD	N	385344.41N 0090318.84W	032 (029.8)	-	-	+3000FT	-	RNAV 1	After departure climb FL100. Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC.
TF	PT754	N	385100.84N 0085711.73W	121 (119.7)	5.5000	-	-	-	RNAV 1	
TF	PT755	N	382514.44N 0091058.04W	205 (202.8)	27.9173	-	+FL160	-	RNAV 1	
TF	TROIA	N	380423.71N 0085244.95W	147 (145.3)	25.2899	-	-	-	RNAV 1	
TF	DUZOP	N	374011.24N 0083905.64W	158 (155.8)	26.4876	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
DUZOP1X	After departure proceed to EMPAD - PT754 - PT755 - TROIA - DUZOP	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	If unable to comply with Level Constraints advise ATC.

LISBOA SID RNAV1 ELNUB1N (RWY 02)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	EMPAD	N	385344.41N 0090318.84W	032 (029.8)	-	-	+3000 ft	-	RNAV 1	After departure climb FL100 Contact Lisboa Approach when passing 1000 ft QNH mentioning only the callsign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC.
TF	PT759	N	390110.56N 0090459.72W	352 (350.0)	7.5436	-	+4000 ft	-	RNAV 1	
TF	PT764	N	390137.18N 0091442.74W	275 (273.4)	7.5855	-	+FL070	-	RNAV 1	
TF	PT712	N	390243.55N 0094021.52W	275 (273.3)	20.0136	-	-	-	RNAV 1	
TF	FERFE	N	390331.33N 0100020.56W	275 (273.0)	15.5879	-	-	-	RNAV 1	
TF	ELNUB	N	390456.45N 0104015.73W	275 (272.8)	31.1216	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
ELNUB1N	After departure proceed to EMPAD - PT759 - PT764 - PT712 - FERFE - ELNUB	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	If unable to comply with Level Constraints advise ATC.

LISBOA SID RNAV1 IXIDA1N (RWY 02)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	EMPAD	N	385344.41N 0090318.84W	032 (029.8)	-	-	+3000 ft	-	RNAV 1	After departure climb FL100. Contact Lisboa Approach when passing 1000 ft QNH mentioning only the callsign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC. Pending on Military activity
TF	PT751	N	391003.24N 0084414.26W	044 (042.3)	22.0591	-	+ FL070	-	RNAV 1	
TF	IXIDA	N	393918.46N 0080100.00W	051 (048.7)	44.4663	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
IXIDA1N	After departure proceed to EMPAD - PT751 - IXIDA	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	If unable to comply with Level Constraints advise ATC. Pending on Military activity

LISBOA SID RNAV1 OLBOD1L (RWY 02)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	EMPAD	N	385344.41N 0090318.84W	032 (029.8)	-	-	+3000 ft	-	RNAV 1	SID Available only under request with Lisbon Tower. Please advise Lisbon Delivery (118.955) when requesting enroute clearance. After departure climb FL100. Contact Lisboa Approach when passing 1000 ft QNH mentioning only the callsign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC.
TF	PT757	N	385342.55N 0083505.38W	092 (089.9)	22.0353	-	-	-	RNAV 1	
TF	PT758	N	384152.11N 0083504.60W	182 (180.0)	11.8292	-	-	-	RNAV 1	
TF	PT755	N	382514.44N 0091058.04W	241 (239.6)	32.6874	-	+FL160	-	RNAV 1	
TF	EKPER	N	382522.62N 0095959.79W	272 (270.5)	38.5312	-	-	-	RNAV 1	
TF	OLBOD	N	380838.48N 0104015.74W	244 (242.4)	35.8419	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
OLBOD1L	After departure proceed to EMPAD - PT757 - PT758 - PT755 - EKPER - OLBOD	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	SID Available only under request with Lisbon Tower. Please advise Lisbon Delivery (118.955) when requesting enroute clearance. If unable to comply with Level Constraints advise ATC.

LISBOA SID RNAV1 OLBOD1X (RWY 02)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	EMPAD	N	385344.41N 0090318.84W	032 (029.8)	-	-	+3000 ft	-	RNAV 1	After departure climb FL100. Contact Lisboa Approach when passing 1000 ft QNH mentioning only the callsign and passing altitude on 119.105 Mhz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC.
TF	PT754	N	385100.84N 0085711.73W	121 (119.7)	5.5000	-	-	-	RNAV 1	
TF	PT755	N	382514.44N 0091058.04W	205 (202.8)	27.9173	-	+FL160	-	RNAV 1	
TF	EKPER	N	382522.62N 0095959.79W	272 (270.5)	38.5312	-	-	-	RNAV 1	
TF	OLBOD	N	380838.48N 0104015.74W	244 (242.4)	35.8419	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
OLBOD1X	After departure proceed to EMPAD - PT754 - PT755 - EKPER - OLBOD	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	If unable to comply with Level Constraints advise ATC.

LISBOA SID RNAV1 ORVED1N (RWY 02)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	EMPAD	N	385344.41N 0090318.84W	032 (029.8)	-	-	+3000 ft	-	RNAV 1	After departure climb FL100. Contact Lisboa Approach when passing 1000 ft QNH mentioning only the callsign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC.
TF	PT753	N	390341.72N 0083633.33W	066 (064.4)	23.1156	-	+FL070	-	RNAV 1	
TF	IDBID	N	391641.60N 0080100.00W	067 (064.7)	30.5492	-	-	-	RNAV 1	
TF	ORVED	N	392300.00N 0073907.00W	071 (069.5)	18.1114	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
ORVED1N	After departure proceed to EMPAD - PT753 - IDBID - ORVED	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	If unable to comply with Level Constraints advise ATC.

LISBOA SID RNAV1 ULVOT1L (RWY 02)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	EMPAD	N	385344.41N 0090318.84W	032 (029.8)	-	-	+3000 ft	-	RNAV 1	SID Available only under request with Lisbon Tower. Please advise Lisbon Delivery (118.955) when requesting enroute clearance. After departure climb FL100. Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC.
TF	PT757	N	385342.55N 0083505.38W	092 (089.9)	22.0353	-	-	-	RNAV 1	
TF	PT758	N	384152.11N 0083504.60W	182 (180.0)	11.8292	-	-	-	RNAV 1	
TF	PT755	N	382514.44N 0091058.04W	241 (239.6)	32.6874	-	+FL160	-	RNAV 1	
TF	LIGRA	N	380000.00N 0093527.06W	219 (217.6)	31.7506	-	-	-	RNAV 1	
TF	ULVOT	N	373727.55N 0095923.35W	222 (220.2)	29.4409	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
ULVOT1L	After departure proceed to EMPAD - PT757 - PT758 - PT755 - LIGRA - ULVOT	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	SID Available only under request with Lisbon Tower. Please advise Lisbon Delivery (118.955) when requesting enroute clearance. If unable to comply with Level Constraints advise ATC.

LISBOA SID RNAV1 ULVOT1X (RWY 02)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	EMPAD	N	385344.41N 0090318.84W	032 (029.8)	-	-	+3000 ft	-	RNAV 1	After departure climb FL100. Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC.
TF	PT754	N	385100.84N 0085711.73W	121 (119.7)	5.5000	-	-	-	RNAV 1	
TF	PT755	N	382514.44N 0091058.04W	205 (202.8)	27.9173	-	+FL160	-	RNAV 1	
TF	LIGRA	N	380000.00N 0093527.06W	219 (217.6)	31.7506	-	-	-	RNAV 1	
TF	ULVOT	N	373727.55N 0095923.35W	222 (220.2)	29.4409	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
ULVOT1X	After departure proceed to EMPAD - PT754 - PT755 - LIGRA - ULVOT	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	If unable to comply with Level Constraints advise ATC.

LISBOA SID RNAV1 ZIFOG1N (RWY 02)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	EMPAD	N	385344.41N 0090318.84W	032 (029.8)	-	-	+3000 ft	-	RNAV 1	After departure climb FL100. Contact Lisboa Approach when passing 1000 ft QNH mentioning only the callsign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC.
TF	PT759	N	390110.56N 0090459.72W	352 (350.0)	7.5436	-	+4000 ft	-	RNAV 1	
TF	PT764	N	390137.18N 0091442.74W	275 (273.4)	7.5855	-	+FL070	-	RNAV 1	
TF	PT712	N	390243.55N 0094021.52W	275 (273.3)	20.0136	-	-	-	RNAV 1	
TF	EXFUN	N	384128.05N 0095959.96W	218 (215.9)	26.1984	-	-	-	RNAV 1	
TF	ZIFOG	N	384147.25N 0104015.58W	273 (270.8)	31.5223	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
ZIFOG1N	After departure proceed to EMPAD - PT759 - PT764 - PT712 - EXFUN - ZIFOG	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	If unable to comply with Level Constraints advise ATC.

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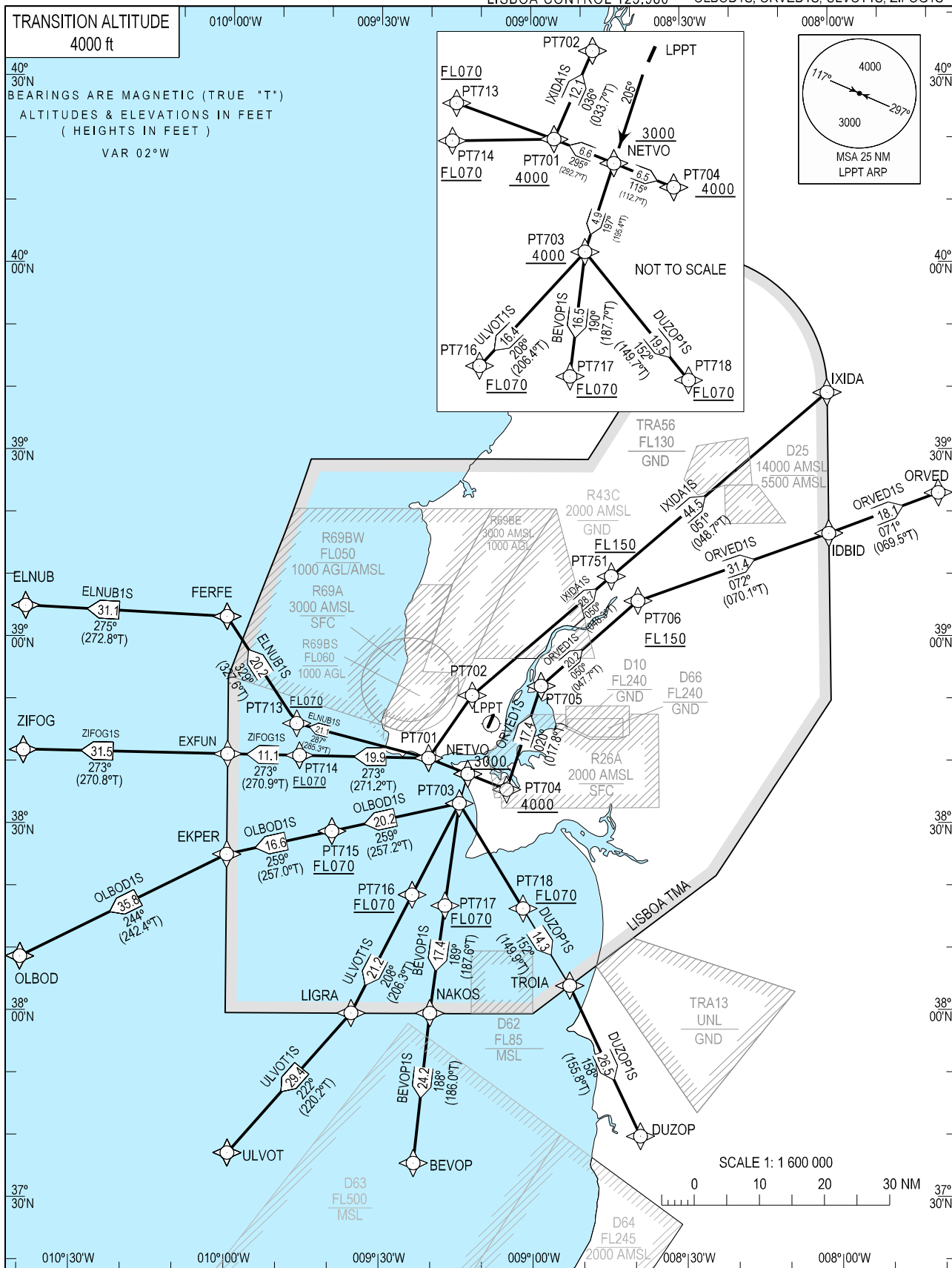
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

LISBOA DEP INFORMATION 121.955
LISBOA TOWER 118.105
LISBOA APPROACH 119.105
LISBOA CONTROL 123.980

LISBOA, Humberto Delgado (LPPT)

RNAV RWY 20

BEVOP1S, DUZOP1S, ELNUB1S, IXIDA1S
OLBOD1S, ORVED1S, ULVOT1S, ZIFOG1S



LISBOA SID RNAV1 BEVOP1S (RWY 20)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	NETVO	N	383824.16N 0091241.03W	205 (202.7)	-	-	+3000 ft	-	RNAV 1	After departure climb FL100. Contact Lisboa Approach when passing 1000 ft QNH mentioning only the callsign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC. Pending on Military activity.
TF	PT703	N	383340.66N 0091420.36W	197 (195.4)	4.8954	-	+4000 ft	-	RNAV 1	
TF	PT717	N	381716.24N 0091708.52W	190 (187.7)	16.5372	-	+FL070	-	RNAV 1	
TF	NAKOS	N	380000.00N 0092004.18W	189 (187.6)	17.4058	-	-	-	RNAV 1	
TF	BEVOP	N	373556.58N 0092314.73W	188 (186.0)	24.1609	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
BEVOP1S	After departure proceed to NETVO - PT703 - PT717 - NAKOS - BEVOP	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	Pending on military activity. If unable to comply with Level Constraints advise ATC.

LISBOA SID RNAV1 DUZOP1S (RWY 20)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	NETVO	N	383824.16N 0091241.03W	205 (202.7)	-	-	+3000 ft	-	RNAV 1	After departure climb FL100. Contact Lisboa Approach when passing 1000 ft QNH mentioning only the callsign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC.
TF	PT703	N	383340.66N 0091420.36W	197 (195.4)	4.8954	-	+4000 ft	-	RNAV 1	
TF	PT718	N	381648.20N 0090151.38W	152 (149.7)	19.5037	-	+FL070	-	RNAV 1	
TF	TROIA	N	380423.71N 0085244.95W	152 (149.9)	14.3248	-	-	-	RNAV 1	
TF	DUZOP	N	374011.24N 0083905.64W	158 (155.8)	26.4876	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
DUZOP1S	After departure proceed to NETVO - PT703 - PT718 - TROIA - DUZOP	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	If unable to comply with Level Constraints advise ATC.

LISBOA SID RNAV1 ELNUB1S (RWY 20)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	NETVO	N	383824.16N 0091241.03W	205 (202.7)	-	-	+3000 ft	-	RNAV 1	After departure climb FL100. Contact Lisboa Approach when passing 1000 ft QNH mentioning only the callsign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC.
TF	PT701	N	384055.63N 0092024.08W	295 (292.7)	6.5500	-	+4000 ft	-	RNAV 1	
TF	PT713	N	384625.98N 0094625.10W	287 (285.3)	21.0896	-	+FL070	-	RNAV 1	
TF	FERFE	N	390331.33N 0100020.56W	329 (327.6)	20.2383	-	-	-	RNAV 1	
TF	ELNUB	N	390456.45N 0104015.73W	275 (272.8)	31.1216	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
ELNUB1S	After departure proceed to NETVO - PT701 - PT713 - FERFE - ELNUB	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	If unable to comply with Level Constraints advise ATC.

LISBOA SID RNAV1 IXIDA1S (RWY 20)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	NETVO	N	383824.16N 0091241.03W	205 (202.7)	-	-	+3000 ft	-	RNAV 1	After departure climb FL100. Contact Lisboa Approach when passing 1000 ft QNH mentioning only the callsign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC.
TF	PT701	N	384055.63N 0092024.08W	295 (292.7)	6.5500	-	+4000 ft	-	RNAV 1	
TF	PT702	N	385059.71N 0091148.90W	036 (033.7)	12.094	-	-	-	RNAV 1	
TF	PT751	N	391003.24N 0084414.26W	050 (048.3)	28.7162	-	+FL150	-	RNAV 1	
TF	IXIDA	N	393918.46N 0080100.00W	051 (048.7)	44.4663	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
IXIDA1S	After departure proceed to NETVO - PT701 - PT702 - PT751 - IXIDA	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	If unable to comply with Level Constraints advise ATC.

LISBOA SID RNAV1 OLBOD1S (RWY 20)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	NETVO	N	383824.16N 0091241.03W	205 (202.7)	-	-	+3000 ft	-	RNAV 1	After departure climb FL100. Contact Lisboa Approach when passing 1000 ft QNH mentioning only the callsign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC.
TF	PT703	N	383340.66N 0091420.36W	197 (195.4)	4.8954	-	+4000 ft	-	RNAV 1	
TF	PT715	N	382910.07N 0093922.11W	259 (257.2)	20.1523	-	+FL070	-	RNAV 1	
TF	EKPER	N	382522.62N 0095959.79W	259 (257.0)	16.6405	-	-	-	RNAV 1	
TF	OLBOD	N	380838.48N 0104015.74W	244 (242.4)	35.8419	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
OLBOD1S	After departure proceed to NETVO - PT703 - PT715 - EKPER - OLBOD	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	If unable to comply with Level Constraints advise ATC.

LISBOA SID RNAV1 ORVED1S (RWY 20)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	NETVO	N	38°38'24.16"N 009°12'41.03"W	205 (202.7)	-	-	+3000 ft	-	RNAV 1	After departure climb FL100. Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC.
TF	PT704	N	383553.32N 0090502.05W	115 (112.7)	6.5000	-	+4000 ft	-	RNAV 1	
TF	PT705	N	385229.92N 0085811.94W	020 (017.8)	17.4342	-	-	-	RNAV 1	
TF	PT706	N	390606.50N 0083858.80W	050 (047.7)	20.2342	-	+FL150	-	RNAV 1	
TF	IDBID	N	391641.60N 0080100.00W	072 (070.1)	31.3654	-	-	-	RNAV 1	
TF	ORVED	N	392300.00N 0073907.00W	071 (069.5)	18.1114	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
ORVED1S	After departure proceed to NETVO - PT704 - PT705 - PT706 - IDBID - ORVED	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	If unable to comply with Level Constraints advise ATC.

LISBOA SID RNAV1 ULVOT1S (RWY 20)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	NETVO	N	383824.16N 0091241.03W	205 (202.7)	-	-	+3000 ft	-	RNAV 1	After departure climb FL100. Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC.
TF	PT703	N	383340.66N 0091420.36W	197 (195.4)	4.8954	-	+4000 ft	-	RNAV 1	
TF	PT716	N	381859.99N 0092335.12W	208 (206.4)	16.3636	-	+FL070	-	RNAV 1	
TF	LIGRA	N	380000.00N 0093527.06W	208 (206.3)	21.1612	-	-	-	RNAV 1	
TF	ULVOT	N	373727.55N 0095923.35W	222 (220.2)	29.4409	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
ULVOT1S	After departure proceed to NETVO - PT703 - PT716 - LIGRA - ULVOT	FL100	Contact Lisboa Approach when passing 1000ft QNH mentioning only the call sign and passing altitude on 119.105MHz, or other frequency as announced by ATIS departure.	If unable to comply with Level Constraints advise ATC.

LISBOA SID RNAV1 ZIFOG1S (RWY 20)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
CF	NETVO	N	383824.16N 0091241.03W	205 (202.7)	-	-	+3000 ft	-	RNAV 1	After departure climb FL100. Contact Lisboa Approach when passing 1000 ft QNH mentioning only the callsign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure. If unable to comply with Level Constraints advise ATC.
TF	PT701	N	384055.63N 0092024.08W	295 (292.7)	6.5500	-	+4000 ft	-	RNAV 1	
TF	PT714	N	384117.99N 0094549.59W	273 (271.2)	19.9118	-	+FL070	-	RNAV 1	
TF	EXFUN	N	384128.05N 0095959.96W	273 (270.9)	11.0982	-	-	-	RNAV 1	
TF	ZIFOG	N	384147.25N 0104015.58W	273 (270.8)	31.5223	-	-	-	RNAV 1	

Designator	Route	After Take-off		Remarks
		Climb to ALT/FL	Contact	
ZIFOG1S	After departure proceed to NETVO - PT701 - PT714 - EXFUN - ZIFOG	FL100	Contact Lisboa Approach when passing 1000 ft QNH mentioning only the call sign and passing altitude on 119.105 MHz, or other frequency as announced by ATIS departure.	If unable to comply with Level Constraints advise ATC.

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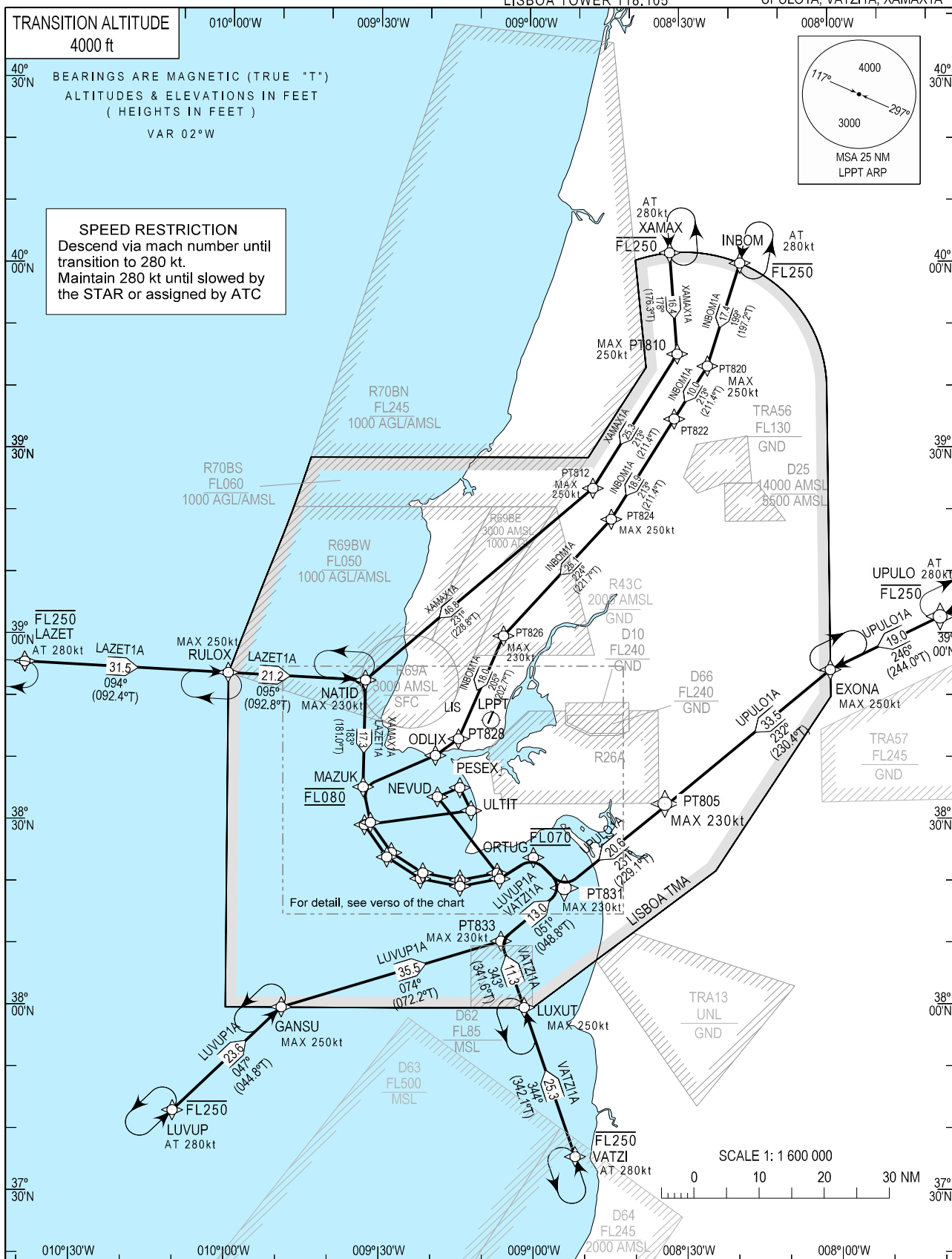
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INSTRUMENT (STAR) - ICAO

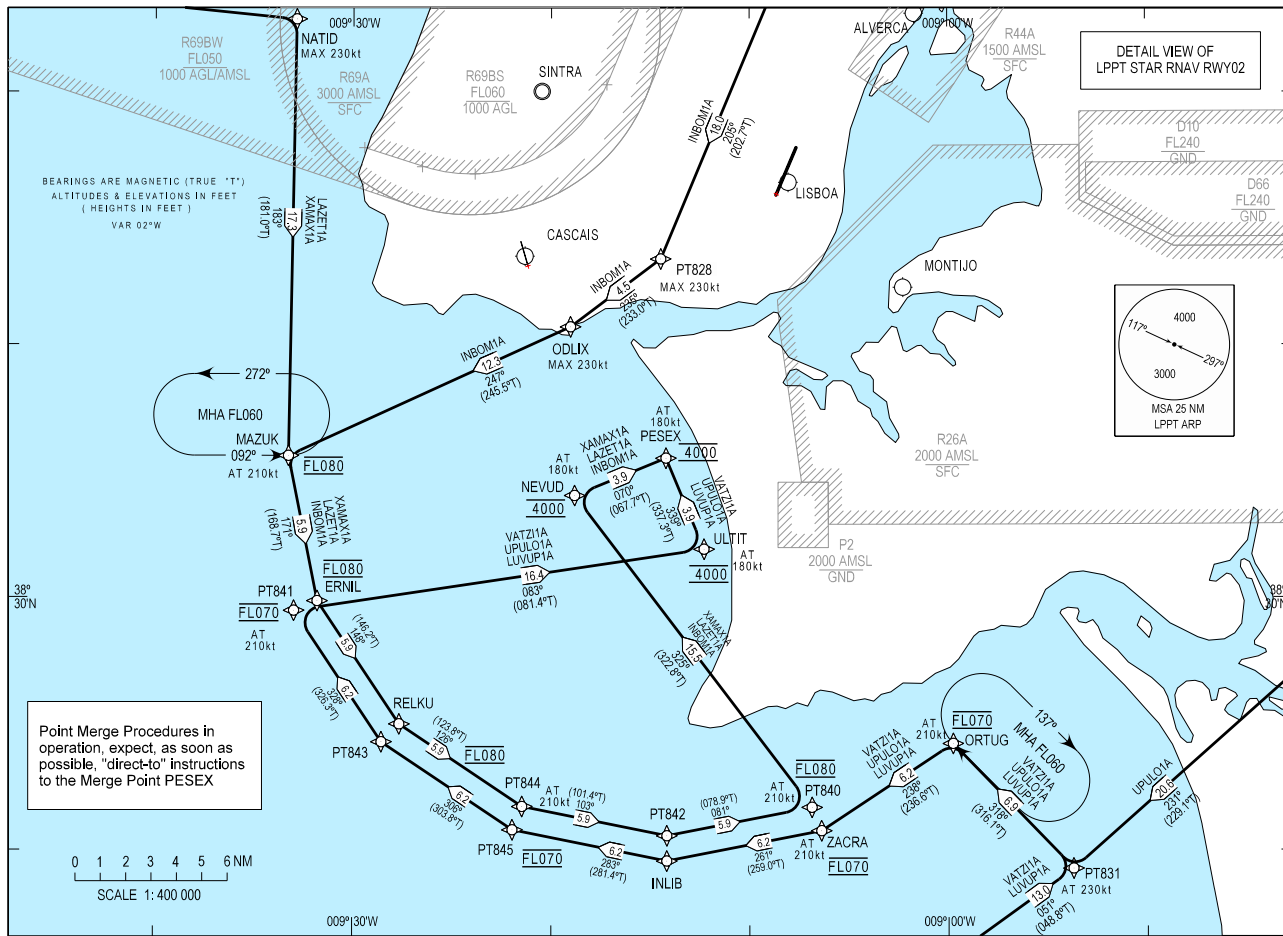
LISBOA ARR INFORMATION 124.155
LISBOA CONTROL 123.980
LISBOA APPROACH 119.105
LISBOA ARRIVAL 125.130
LISBOA TOWER 118.105

LISBOA, Humberto Delgado (LPPT)

RNAV RWY 02

INBOM1A, LAZET1A, LUVUP1A
UPULO1A, VATZ1A, XAMAX1A





LISBOA STAR RNAV1 INBOM1A (RWY 02)										
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	Clearance Limit: PESEX
TF	PT820	N	394330.74N 0082447.11W	199 (197.2)	17.3654	-	-	250 kt	RNAV 1	
TF	PT822	N	393500.57N 0083129.79W	213 (211.4)	9.9522	-	-	250 kt	RNAV 1	
TF	PT824	N	391851.89N 0084408.99W	213 (211.4)	18.8751	-	-	250 kt	RNAV 1	
TF	PT826	N	390003.57N 0090535.23W	224 (221.7)	25.1205	-	-	230 kt	RNAV 1	
TF	PT828	N	384325.34N 0091428.52W	205 (202.7)	18.0129	-	-	230 kt	RNAV 1	
TF	ODLIX	N	384044.12N 0091901.50W	235 (233.0)	4.4599	-	-	230 kt	RNAV 1	
TF	MAZUK	N	383537.82N 0093314.50W	247 (245.5)	12.2513	-	@FL080	@210 kt	RNAV 1	
TF	ERNIL	N	382953.20N 0093147.03W	171 (168.7)	5.8508	-	@FL080	@210 kt	RNAV 1	
TF	RELKU	N	382500.92N 0092738.80W	148 (146.2)	5.8516	-	@FL080	@210 kt	RNAV 1	
TF	PT844	N	382145.30N 0092127.79W	126 (123.8)	5.8517	-	@FL080	@210 kt	RNAV 1	
TF	PT842	N	382035.89N 0091410.22W	103 (101.4)	5.8519	-	@FL080	@210 kt	RNAV 1	
TF	PT840	N	382143.17N 0090652.11W	081 (078.9)	5.8520	-	@FL080	@210 kt	RNAV 1	
TF	NEVUD	N	383403.69N 0091848.99W	325 (322.8)	15.4941	-	@4000 ft	@180 kt	RNAV 1	
TF	PESEX	N	383532.42N 0091412.69W	070 (067.7)	3.9015	-	@4000 ft	@180 kt	RNAV 1	

LISBOA STAR RNAV1 LAZET1A (RWY 02)										
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	Clearance Limit:PESEX
TF	RULOX	N	385400.00N 0100000.00W	094 (092.4)	31.4577	-	-	250 kt	RNAV 1	
TF	NATID	N	385254.02N 0093251.90W	095 (092.8)	21.2146	-	-	230 kt	RNAV 1	
TF	MAZUK	N	383537.82N 0093314.50W	183 (181.0)	17.2555	-	@FL080	@210 kt	RNAV 1	
TF	ERNIL	N	382953.20N 0093147.03W	171 (168.7)	5.8508	-	@FL080	@210 kt	RNAV 1	
TF	RELKU	N	382500.92N 0092738.80W	148 (146.2)	5.8516	-	@FL080	@210 kt	RNAV 1	
TF	PT844	N	382145.30N 0092127.79W	126 (123.8)	5.8517	-	@FL080	@210 kt	RNAV 1	
TF	PT842	N	382035.89N 0091410.22W	103 (101.4)	5.8519	-	@FL080	@210 kt	RNAV 1	
TF	PT840	N	382143.17N 0090652.11W	081 (078.9)	5.8520	-	@FL080	@210 kt	RNAV 1	
TF	NEVUD	N	383403.69N 0091848.99W	325 (322.8)	15.4941	-	@4000 ft	@180 kt	RNAV 1	
TF	PESEX	N	383532.42N 0091412.69W	070 (067.7)	3.9015	-	@4000 ft	@180 kt	RNAV 1	

LISBOA STAR RNAV1 LUVUP1A (RWY 02)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	LUVUP	N	374313.23N 0101006.92W	-	-	-	- FL250	@280 kt	RNAV 1	Clearance Limit: PESEX. Pending on military activity.
TF	GANSU	N	380000.00N 0094903.18W	047 (044.8)	23.6460	-	-	250 kt	RNAV 1	
TF	PT833	N	381043.61N 0090609.33W	074 (072.2)	35.5207	-	-	230 kt	RNAV 1	
TF	PT831	N	381917.51N 0085343.22W	051 (048.8)	13.0060	-	-	230 kt	RNAV 1	
TF	ORTUG	N	382414.30N 0085945.89W	318 (316.1)	6.8569	-	@FL070	@210 kt	RNAV 1	
TF	ZACRA	N	382047.59N 0090623.24W	238 (236.6)	6.2423	-	@FL070	@210 kt	RNAV 1	
TF	INLIB	N	381935.84N 0091410.46W	261 (259.0)	6.2422	-	@FL070	@210 kt	RNAV 1	
TF	PT845	N	382049.86N 0092157.10W	283 (281.4)	6.2420	-	@FL070	@210 kt	RNAV 1	
TF	PT843	N	382418.48N 0092832.80W	306 (303.8)	6.2418	-	@FL070	@210 kt	RNAV 1	
TF	PT841	N	382930.21N 0093257.62W	328 (326.3)	6.2417	-	@FL070	@210 kt	RNAV 1	
TF	ULTIT	N	383156.20N 0091217.65W	083 (081.3)	16.4019	-	@4000 ft	@180 kt	RNAV 1	
TF	PESEX	N	383532.42N 0091412.69W	339 (337.3)	3.9015	-	@4000 ft	@180 kt	RNAV 1	

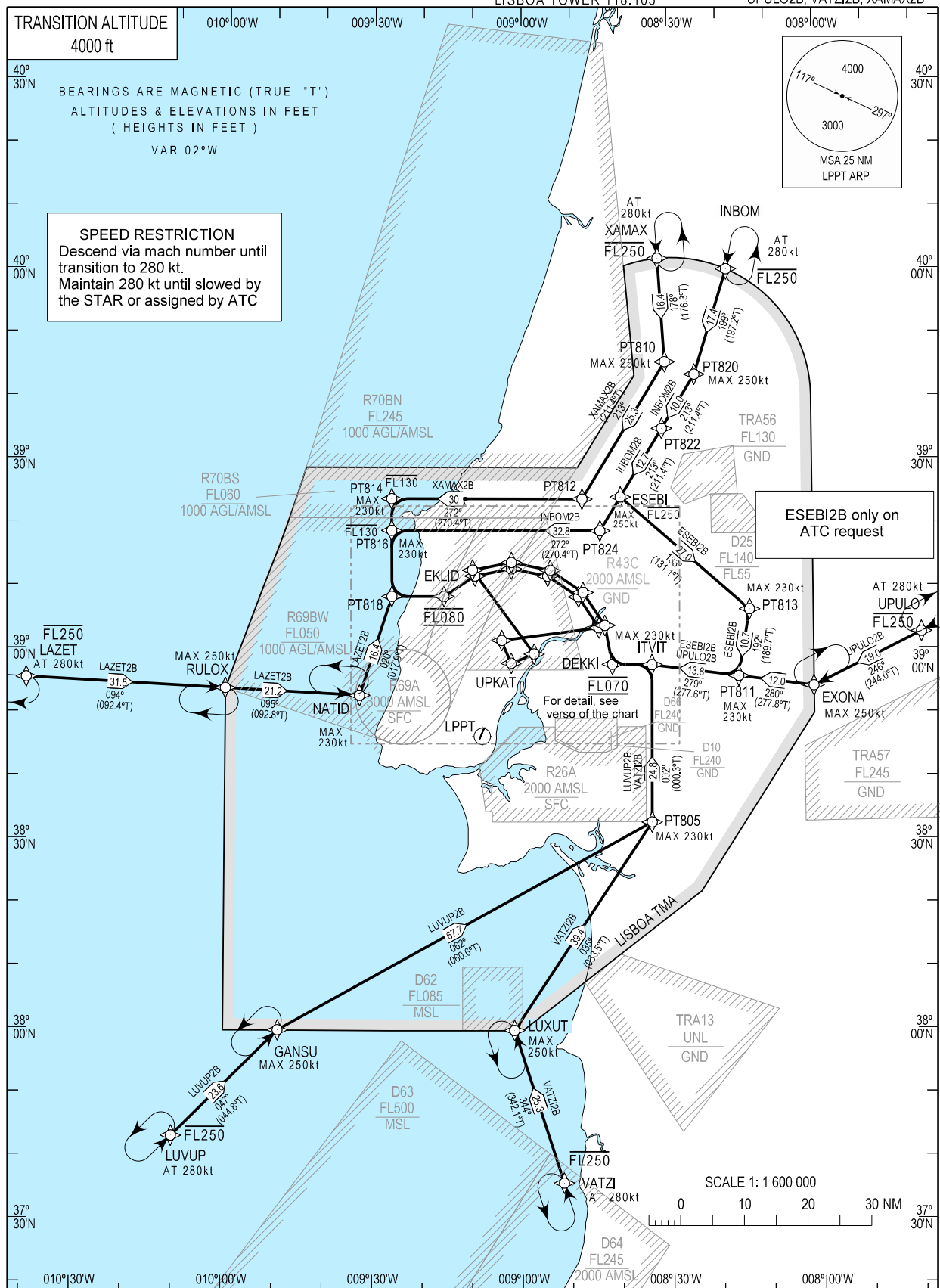
LISBOA STAR RNAV1 UPULO1A (RWY 02)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	UPULO	N	390237.57N 0073907.04W	-	-	-	- FL250	@280 kt	RNAV 1	Clearance Limit: PESEX
TF	EXONA	N	385415.89N 0080100.00W	246 (244.0)	19.0002	-	-	250 kt	RNAV 1	
TF	PT805	N	383250.37N 0083353.07W	232 (230.4)	33.4724	-	-	230 kt	RNAV 1	
TF	PT831	N	381917.51N 0085343.22W	231 (229.1)	20.6416	-	-	230 kt	RNAV 1	
TF	ORTUG	N	382414.30N 0085945.89W	318 (316.1)	6.8569	-	@FL070	@210 kt	RNAV 1	
TF	ZACRA	N	382047.59N 0090623.24W	238 (236.6)	6.2423	-	@FL070	@210 kt	RNAV 1	
TF	INLIB	N	381935.84N 0091410.46W	261 (259.0)	6.2422	-	@FL070	@210 kt	RNAV 1	
TF	PT845	N	382049.86N 0092157.10W	283 (281.4)	6.2420	-	@FL070	@210 kt	RNAV 1	
TF	PT843	N	382418.48N 0092832.80W	306 (303.8)	6.2418	-	@FL070	@210 kt	RNAV 1	
TF	PT841	N	382930.21N 0093257.62W	328 (326.3)	6.2417	-	@FL070	@210 kt	RNAV 1	
TF	ULTIT	N	383156.20N 0091217.65W	083 (081.4)	16.4019	-	@4000 ft	@180 kt	RNAV 1	
TF	PESEX	N	383532.42N 0091412.69W	339 (337.3)	3.9015	-	@4000 ft	@180 kt	RNAV 1	

LISBOA STAR RNAV1 VATZI1A (RWY 02)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	VATZI	N	373552.11N 0085147.09W	-	-	-	- FL250	@280 kt	RNAV 1	Clearance Limit: PESEX. Pending on military activity.
TF	LUXUT	N	375959.27N 0090136.98W	344 (342.1)	25.3206	-	-	250 kt	RNAV 1	
TF	PT833	N	381043.61N 0090609.33W	343 (341.6)	11.3099	-	-	230 kt	RNAV 1	
TF	PT831	N	381917.51N 0085343.22W	051 (048.8)	13.0060	-	-	230 kt	RNAV 1	
TF	ORTUG	N	382414.30N 0085945.89W	318 (316.1)	6.8569	-	@FL070	@210 kt	RNAV 1	
TF	ZACRA	N	382047.59N 0090623.24W	238 (236.6)	6.2423	-	@FL070	@210 kt	RNAV 1	
TF	INLIB	N	381935.84N 0091410.46W	261 (259.0)	6.2422	-	@FL070	@210 kt	RNAV 1	
TF	PT845	N	382049.86N 0092157.10W	283 (281.4)	6.2420	-	@FL070	@210 kt	RNAV 1	
TF	PT843	N	382418.48N 0092832.80W	306 (303.8)	6.2418	-	@FL070	@210 kt	RNAV 1	
TF	PT841	N	382930.21N 0093257.62W	328 (326.3)	6.2417	-	@FL070	@210 kt	RNAV 1	
TF	ULTIT	N	383156.20N 0091217.65W	083 (081.4)	16.4019	-	@4000 ft	@180 kt	RNAV 1	
TF	PESEX	N	383532.42N 0091412.69W	339 (337.3)	3.9015	-	@4000 ft	@180 kt	RNAV 1	

LISBOA STAR RNAV1 XAMAX1A (RWY 02)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	XAMAX	N	400151.96N 0083210.34W	-	-	-	- FL250	@280 kt	RNAV 1	Clearance Limit: PESEX
TF	PT810	N	394530.07N 0083048.57W	178 (176.3)	16.3857	-	-	250 kt	RNAV 1	
TF	PT812	N	392353.37N 0084746.16W	213 (211.4)	25.2632	-	-	250 kt	RNAV 1	
TF	NATID	N	385254.02N 0093251.90W	231 (228.8)	46.7929	-	-	230 kt	RNAV 1	
TF	MAZUK	N	383537.82N 0093314.50W	183 (181.0)	17.2555	-	@FL080	@210 kt	RNAV 1	
TF	ERNIL	N	382953.20N 0093147.03W	171 (168.7)	5.8508	-	@FL080	@210 kt	RNAV 1	
TF	RELKU	N	382500.92N 0092738.80W	148 (146.2)	5.8516	-	@FL080	@210 kt	RNAV 1	
TF	PT844	N	382145.30N 0092127.79W	126 (123.8)	5.8517	-	@FL080	@210 kt	RNAV 1	
TF	PT842	N	382035.89N 0091410.22W	103 (101.4)	5.8519	-	@FL080	@210 kt	RNAV 1	
TF	PT840	N	382143.17N 0090652.11W	081 (078.9)	5.8520	-	@FL080	@210 kt	RNAV 1	
TF	NEVUD	N	383403.69N 0091848.99W	325 (322.8)	15.4941	-	@4000 ft	@180 kt	RNAV 1	
TF	PESEX	N	383532.42N 0091412.69W	070 (067.7)	3.9015	-	@4000 ft	@180 kt	RNAV 1	

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LISBOA ARR INFORMATION 124.155	LISBOA, Humberto Delgado (LPPT)
LISBOA CONTROL 123.980	RNAV RWY 20
LISBOA APPROACH 119.105	
LISBOA ARRIVAL 125.130	ESEBI2B, INBOM2B, LAZET2B, LUVUP2B
LISBOA TOWER 118.105	UPULO2B, VATZI2B, XAMAX2B



New procedures.



LISBOA STAR RNAV1 ESEBI2B (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	To be used only on ATC request. Clearance Limit: UPKAT
TF	PT813	N	390623.99N 0081353.30W	133 (131.1)	26.9625	-	-	230 kt	RNAV 1	
TF	PT811	N	385552.44N 0081611.08W	192 (189.7)	10.6673	-	- FL230	230 kt	RNAV 1	
TF	ITVIT	N	385741.47N 0083343.99W	279 (277.6)	13.8105	-	-	230 kt	RNAV 1	
TF	DEKKI	N	385747.01N 0084144.40W	273 (270.9)	6.2459	-	@FL070	@210 kt	RNAV 1	
TF	ROMEP	N	390355.31N 0084314.21W	351 (349.2)	6.2426	-	@FL070	@210 kt	RNAV 1	
TF	ERMIG	N	390908.65N 0084738.42W	329 (326.7)	6.2426	-	@FL070	@210 kt	RNAV 1	
TF	PT855	N	391239.03N 0085417.10W	306 (304.2)	6.2425	-	@FL070	@210 kt	RNAV 1	
TF	PT853	N	391354.17N 0090209.28W	283 (281.6)	6.2424	-	@FL070	@210 kt	RNAV 1	
TF	PT851	N	391242.50N 0091002.33W	261 (259.0)	6.2423	-	@FL070	@210 kt	RNAV 1	
TF	ARNIT	N	385926.60N 0085733.61W	146 (143.7)	16.4317	-	@4000 ft	@180 kt	RNAV 1	
TF	UPKAT	N	385759.04N 0090212.05W	250 (248.1)	3.9016	-	@4000 ft	@180 kt	RNAV 1	

LISBOA STAR RNAV1 INBOM2B (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	Clearance Limit: UPKAT
TF	PT820	N	394330.74N 0082447.11W	199 (197.2)	17.3654	-	-	250 kt	RNAV 1	
TF	PT822	N	393500.57N 0083129.79W	213 (211.4)	9.9522	-	-	250 kt	RNAV 1	
TF	ESEBI	N	392411.48N 0083959.28W	213 (211.4)	12.6508	-	-	250 kt	RNAV 1	
TF	PT824	N	391851.89N 0084408.99W	213 (211.3)	6.2243	-	-	250 kt	RNAV 1	
TF	PT816	N	391857.63N 0092627.23W	272 (270.4)	32.8324	-	-FL130	230 kt	RNAV 1	
TF	PT818	N	390832.66N 0092623.32W	182 (179.7)	10.4069	-	-	230 kt	RNAV 1	
TF	EKLID	N	390832.54N 0091549.09W	092 (090.0)	8.2240	-	@FL080	@210 kt	RNAV 1	
TF	ROTBUE	N	391146.95N 0090933.03W	058 (056.4)	5.8515	-	@FL080	@210 kt	RNAV 1	
TF	LERLI	N	391254.12N 0090209.64W	081 (078.9)	5.8521	-	@FL080	@210 kt	RNAV 1	
TF	PT854	N	391143.70N 0085447.07W	103 (101.5)	5.8523	-	@FL080	@210 kt	RNAV 1	
TF	PT852	N	390826.49N 0084833.35W	126 (124.1)	5.8523	-	@FL080	@210 kt	RNAV 1	
TF	PT850	N	390332.78N 0084425.61W	149 (146.7)	5.8524	-	@FL080	@210 kt	RNAV 1	
TF	COCUN	N	390135.52N 0090406.96W	265 (262.9)	15.4637	-	@4000 ft	@180 kt	RNAV 1	
TF	UPKAT	N	385759.04N 0090212.05W	159 (157.5)	3.9016	-	@4000 ft	@180 kt	RNAV 1	

LISBOA STAR RNAV1 LAZET2B (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	Clearance Limit: UPKAT
TF	RULOX	N	385400.00N 0100000.00W	094 (092.4)	31.4577	-	-	250 kt	RNAV 1	
TF	NATID	N	385254.02N 0093251.90W	095 (092.8)	21.2146	-	-	230 kt	RNAV 1	
TF	PT818	N	390832.66N 0092623.32W	020 (017.9)	16.4242	-	-	230 kt	RNAV 1	
TF	EKLID	N	390832.54N 0091549.09W	092 (090.0)	8.2240	-	@FL080	@210 kt	RNAV 1	
TF	ROTBU	N	391146.95N 0090933.03W	058 (056.4)	5.8515	-	@FL080	@210 kt	RNAV 1	
TF	LERLI	N	391254.12N 0090209.64W	081 (078.9)	5.8521	-	@FL080	@210 kt	RNAV 1	
TF	PT854	N	391143.70N 0085447.07W	103 (101.5)	5.8523	-	@FL080	@210 kt	RNAV 1	
TF	PT852	N	390826.49N 0084833.35W	126 (124.1)	5.8523	-	@FL080	@210 kt	RNAV 1	
TF	PT850	N	390332.78N 0084425.61W	149 (146.7)	5.8524	-	@FL080	@210 kt	RNAV 1	
TF	COCUN	N	390135.52N 0090406.96W	265 (262.8)	15.4637	-	@4000 ft	@180 kt	RNAV 1	
TF	UPKAT	N	385759.04N 0090212.05W	159 (157.5)	3.9016	-	@4000 ft	@180 kt	RNAV 1	

LISBOA STAR RNAV1 LUVUP2B (RWY 20)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	LUVUP	N	374313.23N 0101006.92W	-	-	-	- FL250	@280 kt	RNAV 1	Clearance Limit: UPKAT
TF	GANSU	N	380000.00N 0094903.18W	047 (044.8)	23.6460	-	-	250 kt	RNAV 1	
TF	PT805	N	383250.37N 0083353.07W	062 (060.6)	67.6750	-	-	230 kt	RNAV 1	
TF	ITVIT	N	385741.47N 0083343.99W	002 (000.3)	24.8276	-	-	230 kt	RNAV 1	
TF	DEKKI	N	385747.01N 0084144.40W	273 (270.9)	6.2459	-	@FL070	@210 kt	RNAV 1	
TF	ROMEP	N	390355.31N 0084314.21W	351 (349.2)	6.2426	-	@FL070	@210 kt	RNAV 1	
TF	ERMIG	N	390908.65N 0084738.42W	329 (326.7)	6.2426	-	@FL070	@210 kt	RNAV 1	
TF	PT855	N	391239.03N 0085417.10W	306 (304.2)	6.2425	-	@FL070	@210 kt	RNAV 1	
TF	PT853	N	391354.17N 0090209.28W	283 (281.6)	6.2424	-	@FL070	@210 kt	RNAV 1	
TF	PT851	N	391242.50N 0091002.33W	261 (259.0)	6.2423	-	@FL070	@210 kt	RNAV 1	
TF	ARNIT	N	385926.60N 0085733.61W	146 (143.7)	16.4317	-	@4000 ft	@180 kt	RNAV 1	
TF	UPKAT	N	385759.04N 0090212.05W	250 (248.1)	3.9016	-	@4000 ft	@180 kt	RNAV 1	

LISBOA STAR RNAV1 UPULO2B (RWY 20)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	UPULO	N	390237.57N 0073907.04W	-	-	-	- FL250	@280 kt	RNAV 1	Clearance Limit: UPKAT
TF	EXONA	N	385415.89N 0080100.00W	246 (244.0)	19.0002	-	-	250 kt	RNAV 1	
TF	PT811	N	385552.44N 0081611.08W	280 (277.8)	11.9598	-	-	230 kt	RNAV 1	
TF	ITVIT	N	385741.47N 0083343.99W	279 (277.6)	13.8105	-	-	230 kt	RNAV 1	
TF	DEKKI	N	385747.01N 0084144.40W	273 (270.9)	6.2459	-	@FL070	@210 kt	RNAV 1	
TF	ROMEP	N	390355.31N 0084314.21W	351 (349.2)	6.2426	-	@FL070	@210 kt	RNAV 1	
TF	ERMIG	N	390908.65N 0084738.42W	329 (326.7)	6.2426	-	@FL070	@210 kt	RNAV 1	
TF	PT855	N	391239.03N 0085417.10W	306 (304.2)	6.2425	-	@FL070	@210 kt	RNAV 1	
TF	PT853	N	391354.17N 0090209.28W	283 (281.6)	6.2424	-	@FL070	@210 kt	RNAV 1	
TF	PT851	N	391242.50N 0091002.33W	261 (259.0)	6.2423	-	@FL070	@210 kt	RNAV 1	
TF	ARNIT	N	385926.60N 0085733.61W	146 (143.7)	16.4317	-	@4000 ft	@180 kt	RNAV 1	
TF	UPKAT	N	385759.04N 0090212.05W	250 (248.1)	3.9016	-	@4000 ft	@180 kt	RNAV 1	

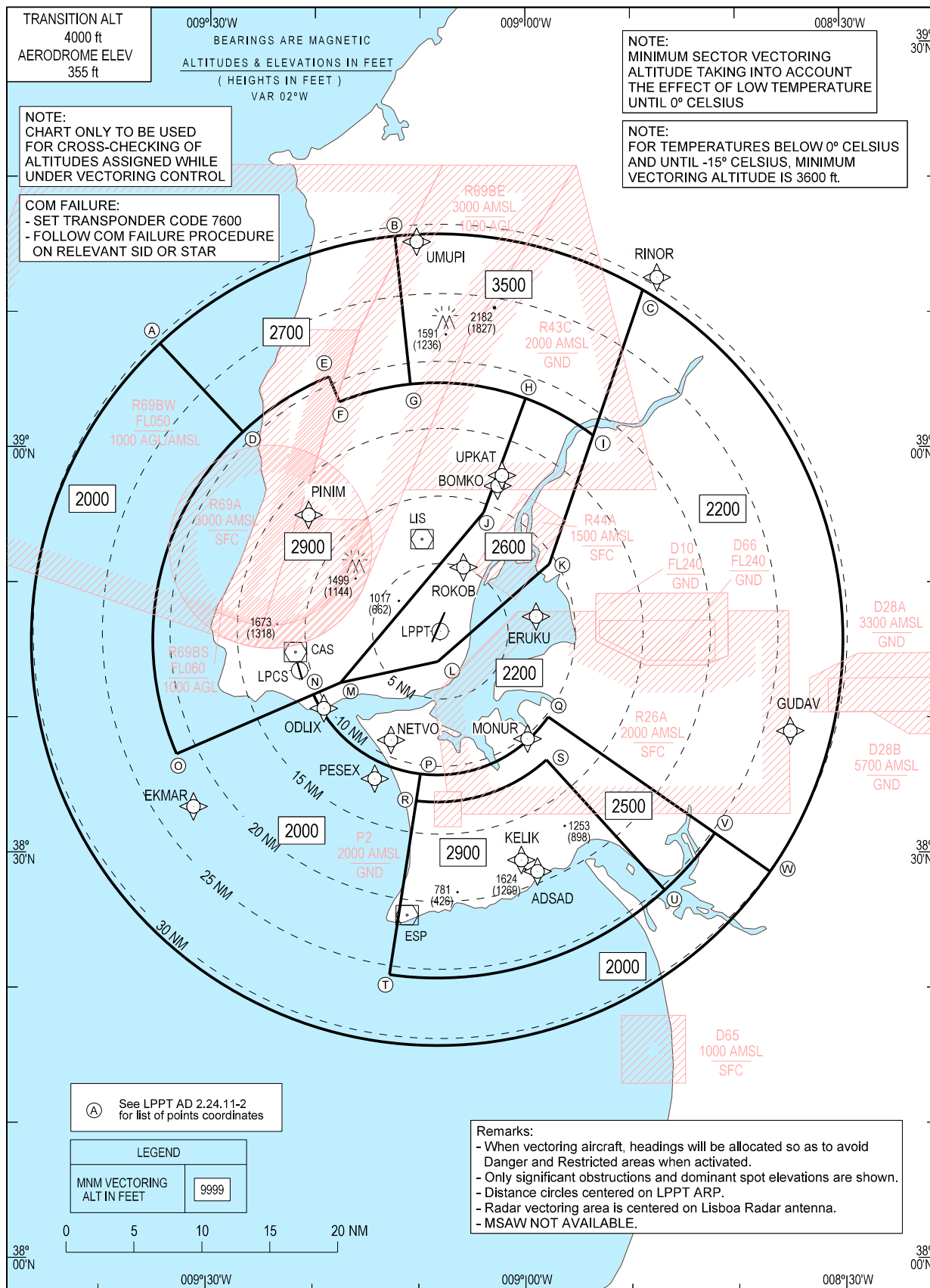
LISBOA STAR RNAV1 VATZI2B (RWY 20)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	VATZI	N	373552.11N 0085147.09W	-	-	-	- FL250	@280 kt	RNAV 1	Clearance Limit: UPKAT. Pending on military activity.
TF	LUXUT	N	375959.27N 0090136.98W	344 (342.1)	25.3206	-	-	250 kt	RNAV 1	
TF	PT805	N	383250.37N 0083353.07W	035 (033.5)	39.4186	-	-	230 kt	RNAV 1	
TF	ITVIT	N	385741.47N 0083343.99W	002 (000.3)	24.8276	-	-	230 kt	RNAV 1	
TF	DEKKI	N	385747.01N 0084144.40W	273 (270.9)	6.2459	-	@FL070	@210 kt	RNAV 1	
TF	ROMEP	N	390355.31N 0084314.21W	351 (349.2)	6.2426	-	@FL070	@210 kt	RNAV 1	
TF	ERMIG	N	390908.65N 0084738.42W	329 (326.7)	6.2426	-	@FL070	@210 kt	RNAV 1	
TF	PT855	N	391239.03N 0085417.10W	306 (304.2)	6.2425	-	@FL070	@210 kt	RNAV 1	
TF	PT853	N	391354.17N 0090209.28W	283 (281.6)	6.2424	-	@FL070	@210 kt	RNAV 1	
TF	PT851	N	391242.50N 0091002.33W	261 (259.0)	6.2423	-	@FL070	@210 kt	RNAV 1	
TF	ARNIT	N	385926.60N 0085733.61W	146 (143.7)	16.4317	-	@4000 ft	@180 kt	RNAV 1	
TF	UPKAT	N	385759.04N 0090212.05W	250 (248.1)	3.9016	-	@4000 ft	@180 kt	RNAV 1	

LISBOA STAR RNAV1 XAMAX2B (RWY 20)										
Path Terminator	Waypoint			Course/Track MAG (True)	Dist NM	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Level	Speed		
IF	XAMAX	N	400151.96N 0083210.34W	-	-	-	- FL250	@280 kt	RNAV 1	Clearance Limit: UPKAT
TF	PT810	N	394530.07N 0083048.57W	178 (176.3)	16.3857	-	-	250 kt	RNAV 1	
TF	PT812	N	392353.37N 0084746.16W	213 (211.4)	25.2632	-	-	250 kt	RNAV 1	
TF	PT814	N	392358.01N 0092629.12W	272 (270.4)	30.0119	-	- FL130	230 kt	RNAV 1	
TF	PT816	N	391857.63N 0092627.23W	182 (179.7)	5.0019	-	-	230 kt	RNAV 1	
TF	PT818	N	390832.66N 0092623.32W	182 (179.7)	10.4069	-	-	230 kt	RNAV 1	
TF	EKLID	N	390832.54N 0091549.09W	092 (090.0)	8.2240	-	@FL080	@210 kt	RNAV 1	
TF	ROTBU	N	391146.95N 0090933.03W	058 (056.4)	5.8515	-	@FL080	@210 kt	RNAV 1	
TF	LERLI	N	391254.12N 0090209.64W	081 (078.9)	5.8521	-	@FL080	@210 kt	RNAV 1	
TF	PT854	N	391143.70N 0085447.07W	103 (101.5)	5.8523	-	@FL080	@210 kt	RNAV 1	
TF	PT852	N	390826.49N 0084833.35W	126 (124.1)	5.8523	-	@FL080	@210 kt	RNAV 1	
TF	PT850	N	390332.78N 0084425.61W	149 (146.7)	5.8524	-	@FL080	@210 kt	RNAV 1	
TF	COCUN	N	390135.52N 0090406.96W	265 (262.8)	15.4637	-	@4000 ft	@180 kt	RNAV 1	
TF	UPKAT	N	385759.04N 0090212.05W	159 (157.5)	3.9016	-	@4000 ft	@180 kt	RNAV 1	

ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO

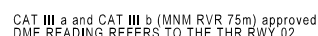
LISBOA ARRIVAL 125.130
 LISBOA ARR INFORMATION 124.155
 LISBOA APPROACH 119.105
 LISBOA CONTROL 123.980

LISBOA, Humberto Delgado
 (LPPT)



Point	Latitude	Longitude
A	39°07'42.83"N	009°34'41.54"W
B	39°15'42.45"N	009°12'22.95"W
C	39°11'43.08"N	008°48'48.04"W
D	39°01'09.63"N	009°26'45.37"W
E	39°05'16.14"N	009°18'36.75"W
F	39°03'25.13"N	009°17'37.77"W
G	39°04'45.27"N	009°10'53.47"W
H	39°03'41.88"N	008°59'57.25"W
I	39°00'56.89"N	008°53'32.83"W
J	38°55'14.25"N	009°03'55.92"W
K	38°51'25.83"N	008°57'43.22"W
L	38°44'13.12"N	009°08'16.58"W
M	38°42'38.52"N	009°17'27.45"W
N	38°41'45.90"N	009°20'00.88"W
O	38°37'20.08"N	009°32'52.62"W
P	38°35'53.78"N	009°09'54.46"W
Q	38°40'06.78"N	008°57'50.59"W
R	38°33'54.96"N	009°10'17.70"W
S	38°36'56.39"N	008°58'01.40"W
T	38°21'02.75"N	009°12'48.19"W
U	38°27'17.24"N	008°46'54.10"W
V	38°31'30.12"N	008°42'09.58"W
W	38°28'37.43"N	008°36'56.74"W

ILS RWY 02 CAT II & III



AIRAC 002-24

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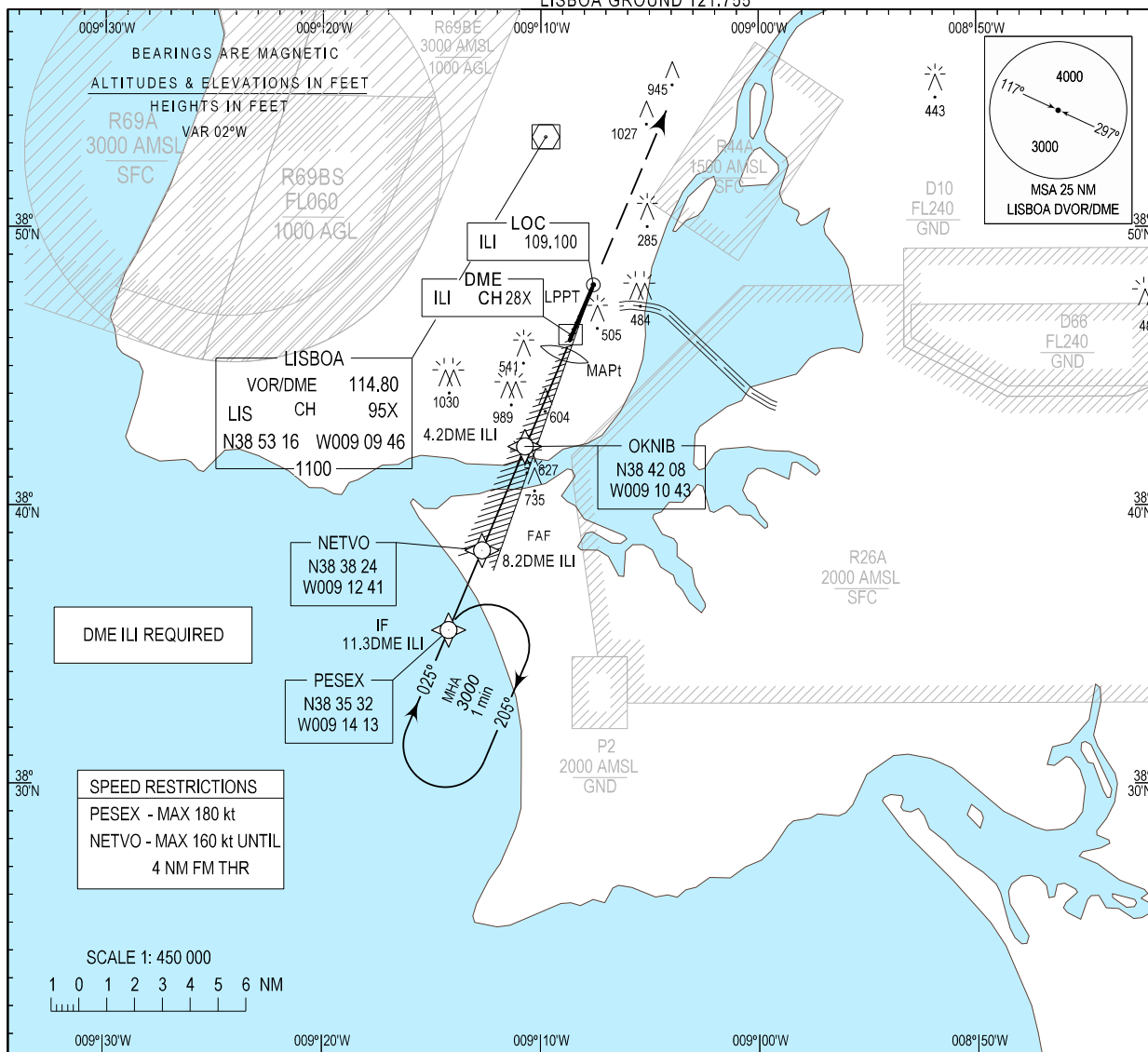
INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 355 ft
HEIGHTS RELATED
THR RWY 02 - ELEV 330 ft

LISBOA ARR INFORMATION 124.155
LISBOA APPROACH 119.105
LISBOA ARRIVAL 125.130
LISBOA TOWER 118.105
LISBOA GROUND 121.755

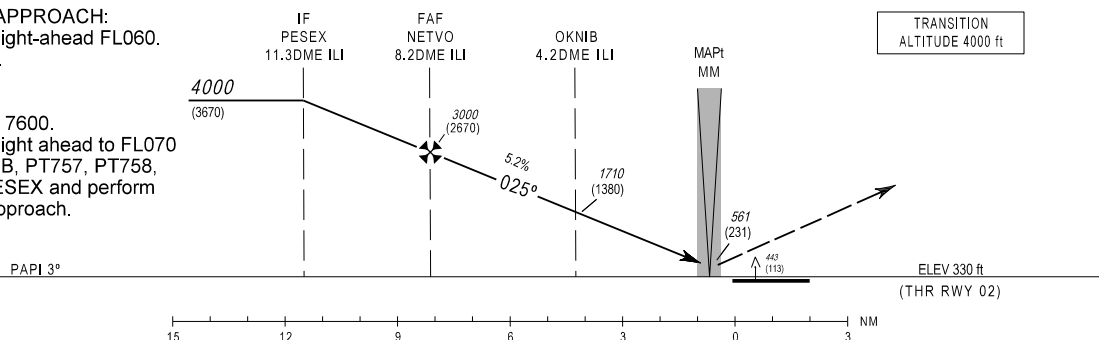
LISBOA, Humberto Delgado (LPPT)

LOC RWY 02



MISSED APPROACH:
Climb straight-ahead FL060.
CTC APP.

RCF:
SQUAWK 7600.
Climb straight ahead to FL070
via ROKOB, PT757, PT758,
ULTIT, PESEX and perform
another approach.



OCA (H)				
	CAT A	CAT B	CAT C	CAT D
LOC	829(500)			
CIRCLING	1500		1580	

Speed	kt	80	100	120	140	160	180	200
OKNIB to MM (3.6 NM)	min:s	2:42	2:10	1:48	1:33	1:21	1:12	1:05
Rate of descent (5.2%)	ft/min	420	525	630	735	840	945	1050

DME ILI	6	5	4	3	2
ALTITUDE / HEIGHT	2325(1995)	1997(1667)	1670(1340)	1346(1016)	1023(693)

DME READING REFERS TO THE THR RWY 02

New procedure.

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ILS RWY 20 CAT II & III

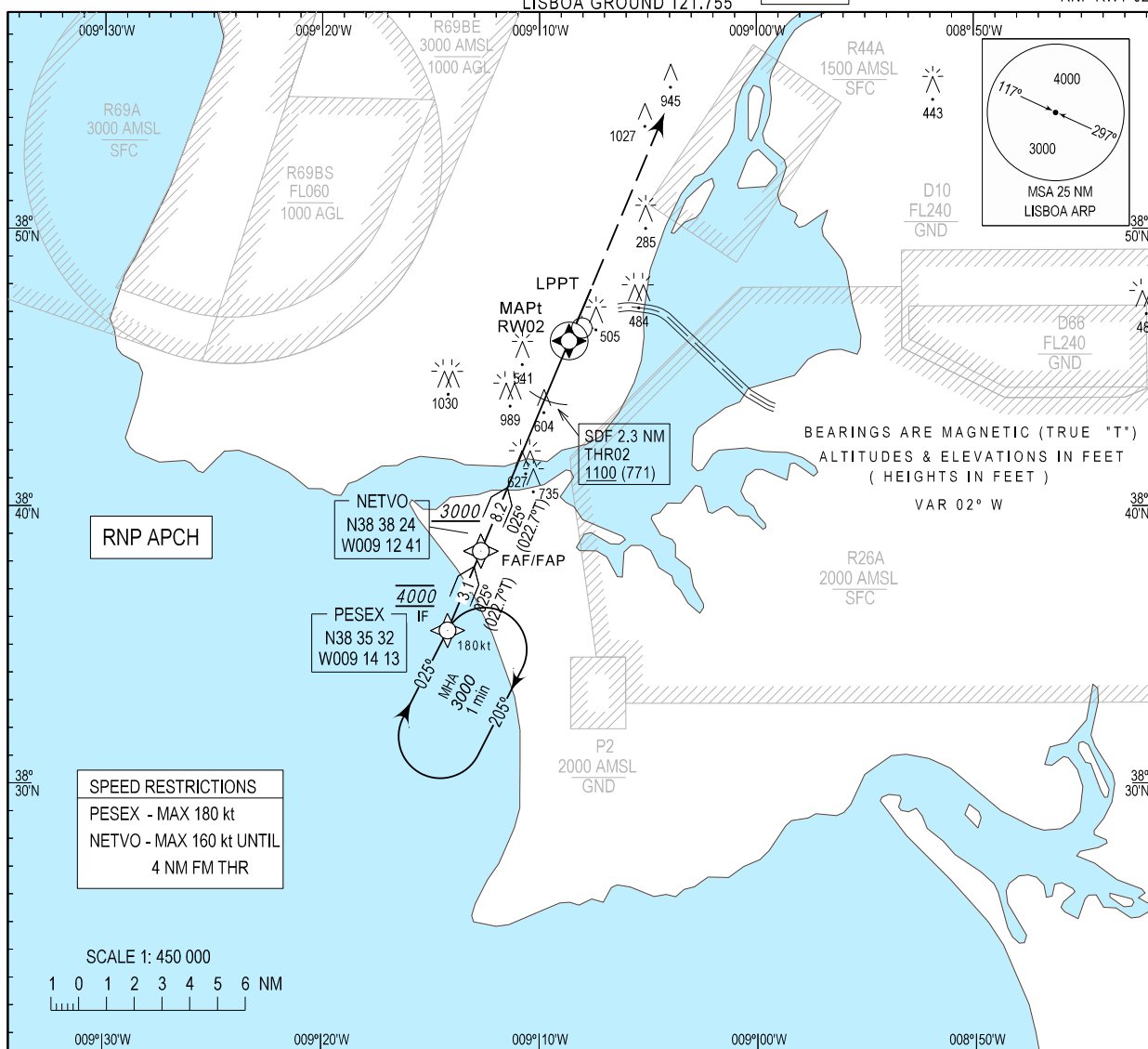


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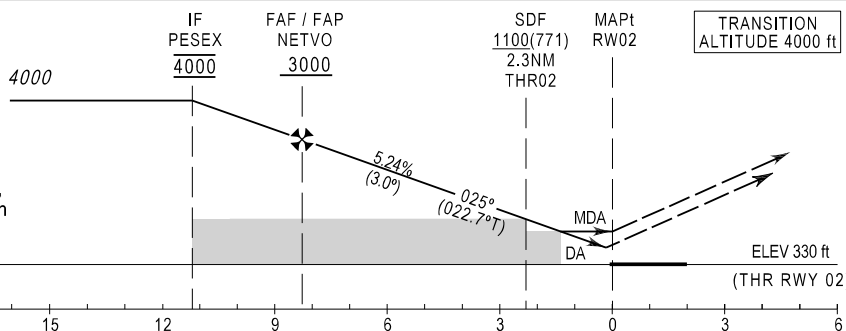
LISBOA
Humberto Delgado (LPPT)
LOC RWY 20

New procedure.

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INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 355 ft
HEIGHTS RELATED
THR RWY 02 - ELEV 330 ftLISBOA ARR INFORMATION 124.155
LISBOA APPROACH 119.105
LISBOA ARRIVAL 125.130
LISBOA TOWER 118.105
LISBOA GROUND 121.755EGNOS
CH 48477
E02A
RDH: 50LISBOA
Humberto Delgado (LPPT)
RNP RWY 02BARO-VNAV
minimum temperature: 0°CMISSED APPROACH:
Climb straight-ahead FL060.
CTC APP.RCF:
SQUAWK 7600.
Climb straight ahead to FL070 via ROKOB,
PT757, PT758, ULTIT, PESEX and perform
another approach.

PAPI 5.2%



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

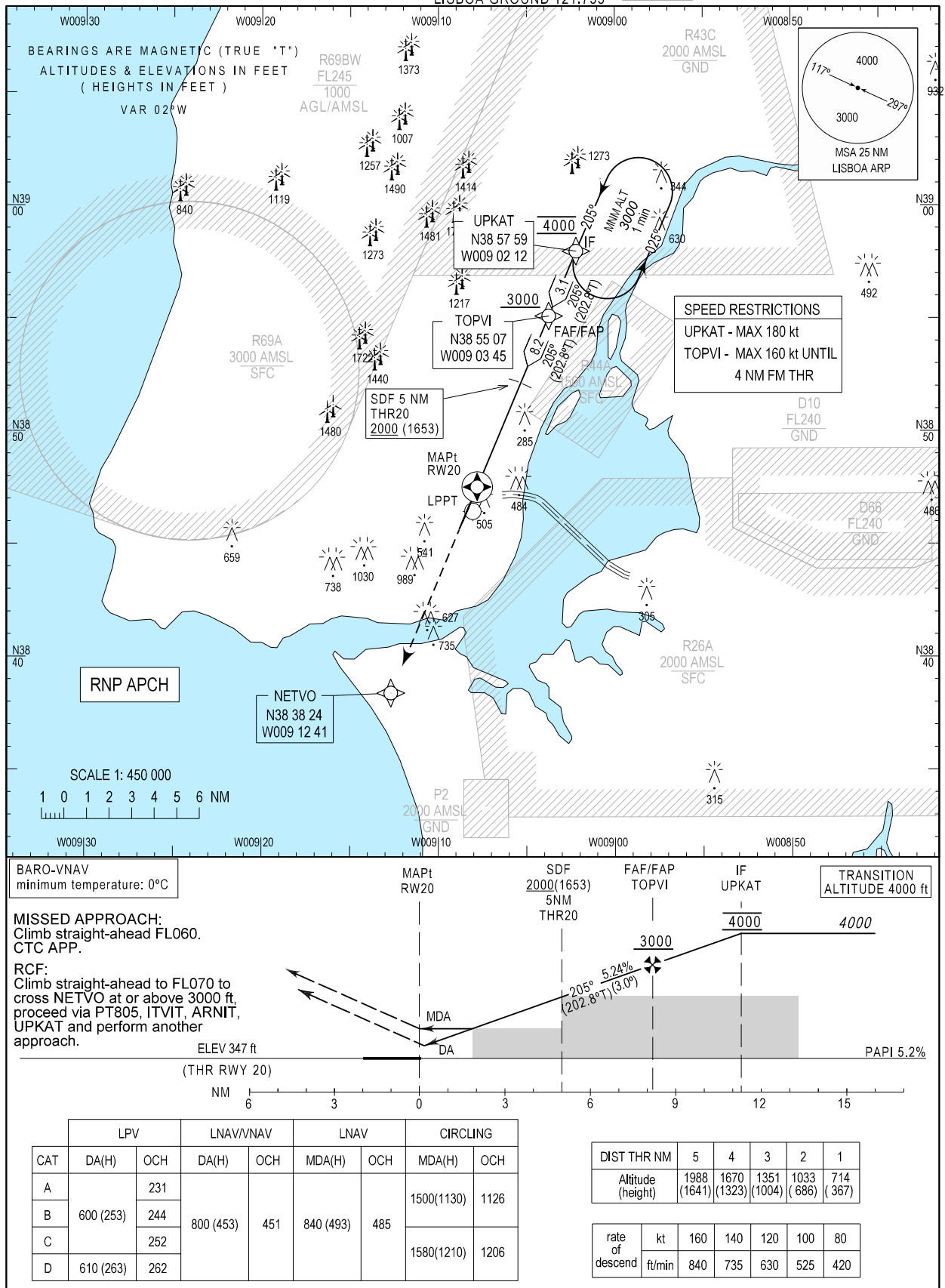
New procedure.

Instrument Approach Procedure Coding Table
LPPT RNP RWY02

Serial # / Procedure designator	Navigational performance	Path descriptor	Waypoint identifier	Type	Waypoint coordinates	Fly-Over	(True track [°]) /	Distance [NM]	Turn direction	Upper limit [ft]	Speed [kt]	VPA [°]	TCH (ft)
							Magnetic track [°]			/ Lower limit [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°38'24.00"N 009°12'41.00"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	54
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 [°]) /	Distance [NM]	Turn direction	Upper limit [ft]	Speed [kts]	VPA [°]	TCH (ft)
							Magnetic track [°]			/ Lower limit [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] Straight-in/Offset approach
Service Provider	[1] EGNOS
Airport Identifier	LPPT
Runway	02
Runway Direction	[0] None
Approach Performance Designator	[0] APV
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E02A
LTP / FTP Latitude	384559.1500N
LTP / FTP Longitude	0090838.0400W
LTP / FTP Ellipsoidal Height	153.7 m
FPAP Latitude	384750.3000N
Delta FPAP Latitude	111.1500 seconds
FPAP Longitude	0090738.5700W
Delta FPAP Longitude	59.4700 seconds
Threshold Crossing Height	54 ft
Glidepath Angle	3 °
Course Width	105 m
Length Offset	0 m
HAL	40 m
VAL	50 m
Output Data	
Data Block	10 14 10 10 0C 03 00 00 01 33 30 05 DC 01 A3 10 DO 6B 13 FC 01 1A 5C 64 03 9C DO 01 1C 02 2C 01 64 00 C8 FA FE F2 DD 07
Calculated CRC Value	FEF2DD07
Required Additional Data	
ICAO Code	LP
LTP/FTP Orthometric Height	100.3

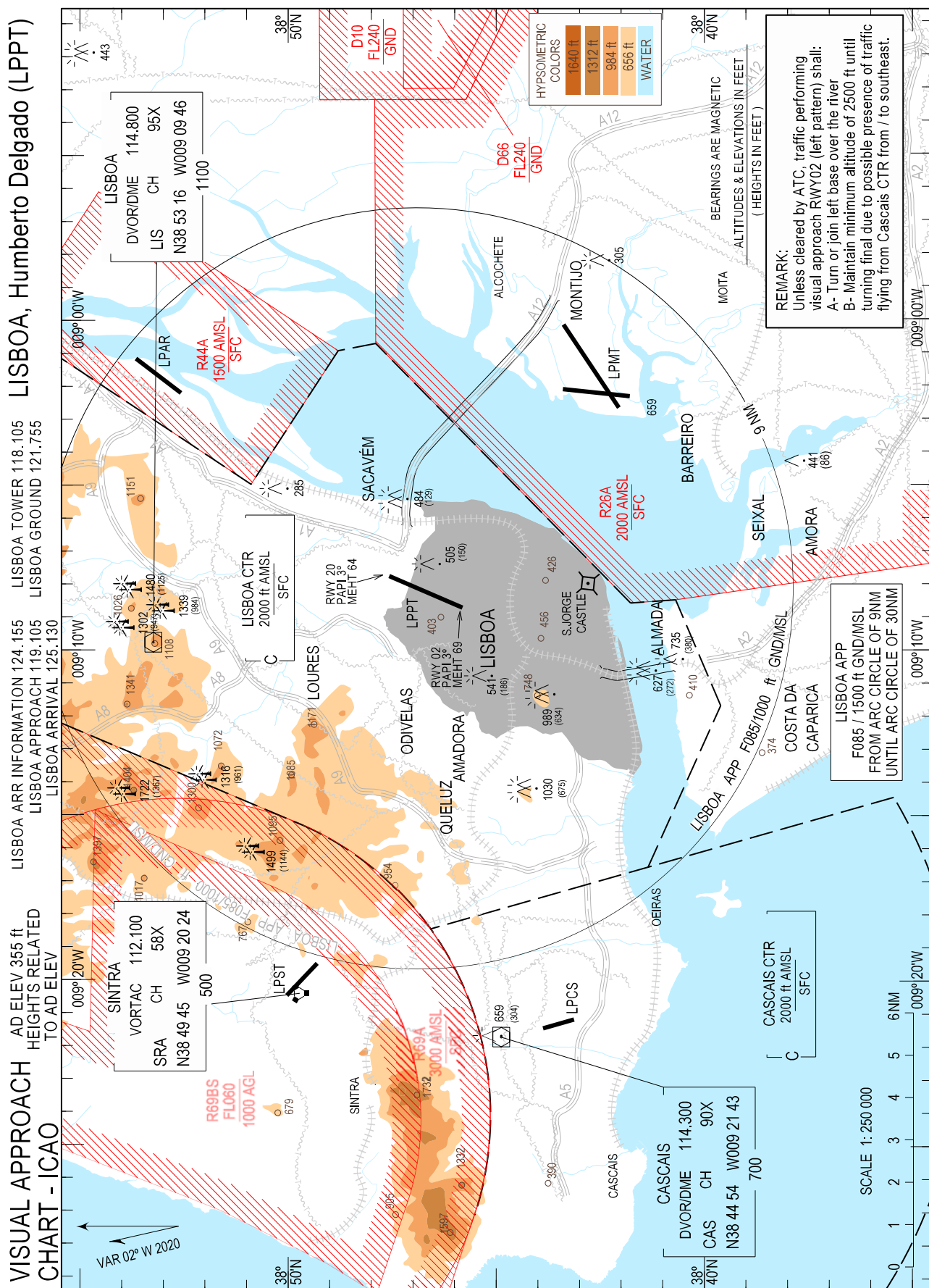
LISBOA
Humberto Delgado (LPPT)
RNP RWY 20



Instrument Approach Procedure Coding Table
LPPT RNP RWY20

Serial # / Procedure designator	Navigational performance	Path descriptor	Waypoint identifier	Type	Waypoint coordinates	Fly-Over	(True track [°]) /	Distance [NM]	Turn direction	Upper limit [ft]	Speed [kt]	VPA [°]	TCH (ft)
							Magnetic track [°]			/ Lower limit [ft]			
1 / RNP RWY20	RNP APCH	IF	UPKAT	IF	38°57'59.04"N 009°02'12.05"W	-			-	@4000	180	-	-
2 / RNP RWY20	RNP APCH	TF	TOPVI	FAF/FAP	38°55'06.75"N 009°03'44.64"W	-	(202.8°) 205°	3.11		@3000	160		
3 / RNP RWY20	RNP APCH	TF	RWY20/ THR	MAPt	38°47'32.36"N 009°07'48.17"W	Y	(202.8°) 205°	8.20	-	-	-	3.00	54
4 / RNP RWY20	RNP APCH	VM	-	-	-	-	(202.8°) 205°	-	-	@FL060	-	-	-
Serial # / Procedure designator	Navigational performance	Path descriptor	Waypoint identifier	Type	Waypoint coordinates	Fly-Over	(True track [°]) /	Distance [NM]	Turn direction	Upper limit [ft]	Speed [kt]	VPA [°]	TCH (ft)
							Magnetic track [°]			/ Lower limit [ft]			
1 / RNP RWY20	RNP APCH	HM	UPKAT	HLDG	38°57'59.04"N 009°02'12.05"W	Y	(202.8°) 205°	1 min	L	FL090 / 3000	185		

Input Data	
Operation Type	[0] Straight-in/Offset approach
Service Provider	[1] EGNOS
Airport Identifier	LPPT
Runway	20
Runway Direction	[0] None
Approach Performance Designator	[0] APV
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E20A
LTP / FTP Latitude	384732.3600N
LTP / FTP Longitude	0090748.1700W
LTP / FTP Ellipsoidal Height	159.1 m
FPAP Latitude	385506.7450N
Delta FPAP Latitude	454.3850 seconds
FPAP Longitude	0090344.6390W
Delta FPAP Longitude	243.5310 seconds
Threshold Crossing Height	54 ft
Glidepath Angle	3 °
Course Width	105 m
Length Offset	0 m
HAL	40 m
VAL	50 m
Output Data	
Data Block	10 14 10 10 0C 15 00 00 01 31 32 05 10 DA A5 10 6C F1 14 FC 37 1A E2 DD 0D 96 6E 07 1C 02 2C 01 64 00 C8 FA 62 77 4D 26
Calculated CRC Value	62774D26
Required Additional Data	
ICAO Code	LP
LTP/FTP Orthometric Height	105.7 m



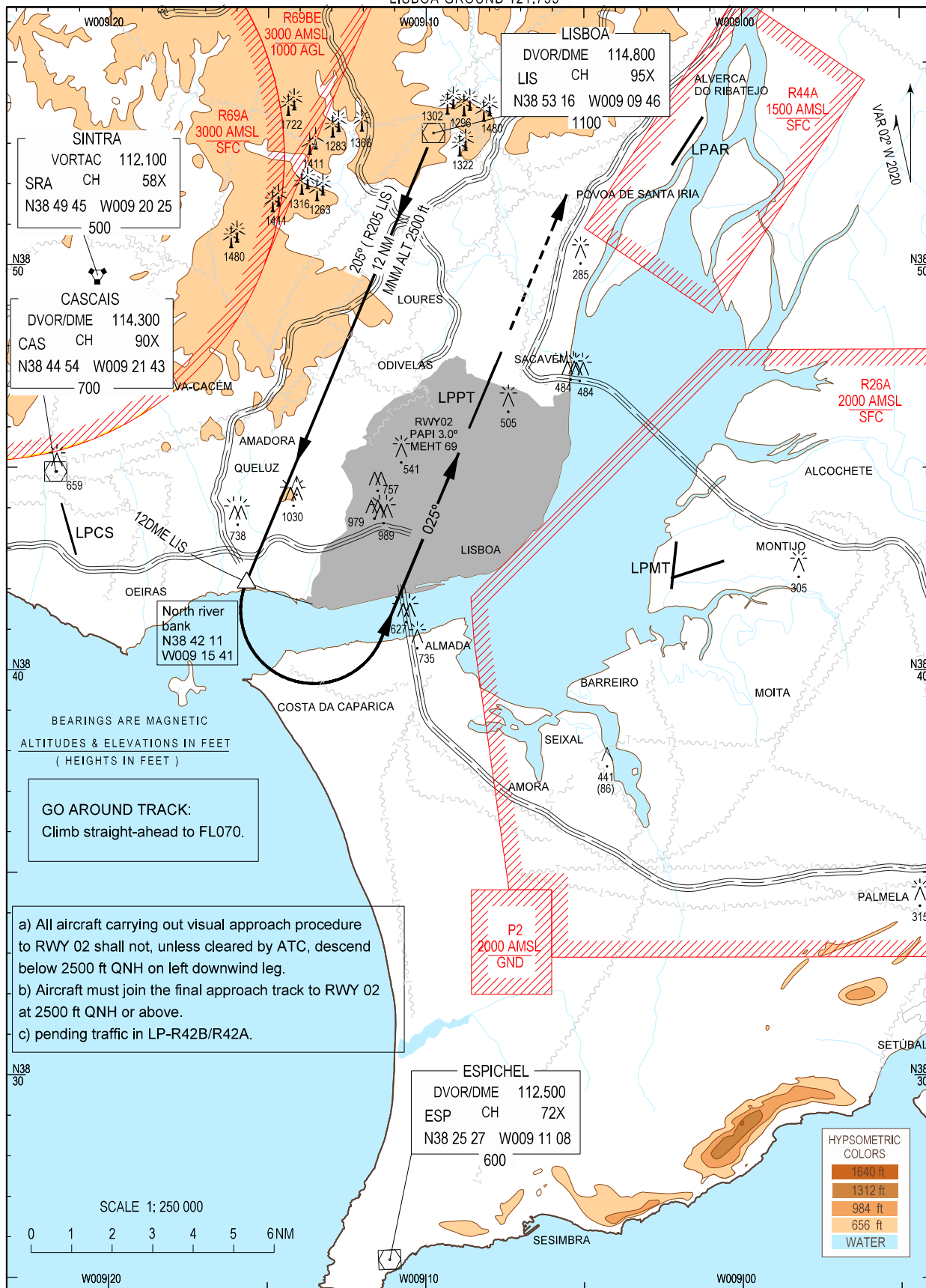
Airspace updated.

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VISUAL
APPROACH
PROCEDUREAD ELEV 355 ft
HEIGHTS RELATED
TO AD ELEVLISBOA ARR INFORMATION 124.155
LISBOA APPROACH 119.105
LISBOA ARRIVAL 125.130
LISBOA TOWER 118.105
LISBOA GROUND 121.755

LISBOA, Humberto Delgado (LPPT)

RWY 02



Airspace updated.

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AD 2 AERODROMES**LPPD AD 2.****LPPD AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

LPPD - PONTA DELGADA - JOÃO PAULO II

LPPD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site	LAT: 374431N LONG: 0254152W Intersection Runway 12/30 with Taxiway "F"
2	Direction and distance of ARP from city or town	2KM (1.08NM) BRG 286° GEO from City
3	Elevation/Reference temperature	79 M / 259 FT 23°C (AUG)
4	Geoid undulation at aerodrome elevation position	57M
5	MAG VAR/Annual change	7°W (2020) / 0.17° decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: ANA Aeroportos de Portugal, SA Aeroporto João Paulo II Ilha de São Miguel – Açores 9500-749 RELVA Phone: +351 296205400, +351 296205436 Fax: +351 296286923, +351 296205429 AFS: LPPDYDYA SITA: BOHBBXH Email: azores.airports@ana.pt URL: http://www.ana.pt
7	Types of traffic permitted (IFR/VFR)	VFR / IFR
8	Remarks	NIL

LPPD AD 2.3 OPERATIONAL HOURS

1	AD Administration	07:15-01:00 (06:15-24:00)
2	Customs and immigration	07:00-01:00 (06:00-24:00)
3	Health and sanitation	07:00-01:00 (06:00-24:00) Vet. services- live animals: 8 hours prior request (contact +351 962374517)
4	AIS Briefing Office	H24*
5	ATS Reporting Office (ARO)	H24**
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	07:00-01:00 (06:00-24:00)
9	Handling	07:00-01:00 (06:00-24:00)
10	Security	H24
11	De-icing	NIL

12	Remarks	<p>See AD 1 Restrictions for nocturnal flights for civil aircraft on Portuguese airports and/or aerodromes and GEN 4 Airport Opening Charge for further details on restrictions.</p> <p>* Through Ponta Delgada or Lisboa AIS Briefing Office Phone: +351 296305656 (recorded) Email: pdlafs@nav.pt URL: https://fplbriefing.nav.pt</p> <p>** Through Ponta Delgada or Lisboa ATS Reporting Office (ARO) Phone: +351 296305656 (recorded) Email: pdlafs@nav.pt URL: https://fplbriefing.nav.pt</p>
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LPPD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	High lift loaders, conveyor belts, fork lifts Sufficient number of various vehicles and equipment
2	Fuel/oil types	JET A1 BPTO2389 - Turbo Oil and BPTO2380 - Turbo Oil
3	Fuelling facilities/capacity	Hydrant System and Fuel Trucks. Maximum delivery rate: 2200 litres per minute.
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	By arrangement with SATA Air Açores Maintenance Phone: +351 296287412 FAX: +351 296287574 SITA: PDLMXSP
7	Remarks	Oxygen and related servicing – by arrangement with SATA Air Açores Maintenance

LPPD AD 2.5 PASSENGER FACILITIES

1	Hotels	In City
2	Restaurants	AD restaurant (180 meals per hour). Other Restaurants in City
3	Transportation	Buses, Taxis and Rent-a-Car at Aerodrome
4	Medical facilities	First Aid Treatment at Aerodrome, Hospital in City (2 KM (1.08NM from Aerodrome))
5	Bank and Post Office	At Aerodrome Bank MON-FRI 09:30-13:00 (08:30-12:00) and 14:00-16:00 (13:00-15:00) Post office MON-FRI 09:30-13:30 (08:30-12:30) and 15:00-18:00 (14:00-17:00)
6	Tourist Office	At Aerodrome, 08:30-22:30 (07:30-21:30)
7	Remarks	NIL

LPPD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7 CAT 8 and CAT 9 - Available by prior arrangements with Airport Director at least 24 hours prior to operation
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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.

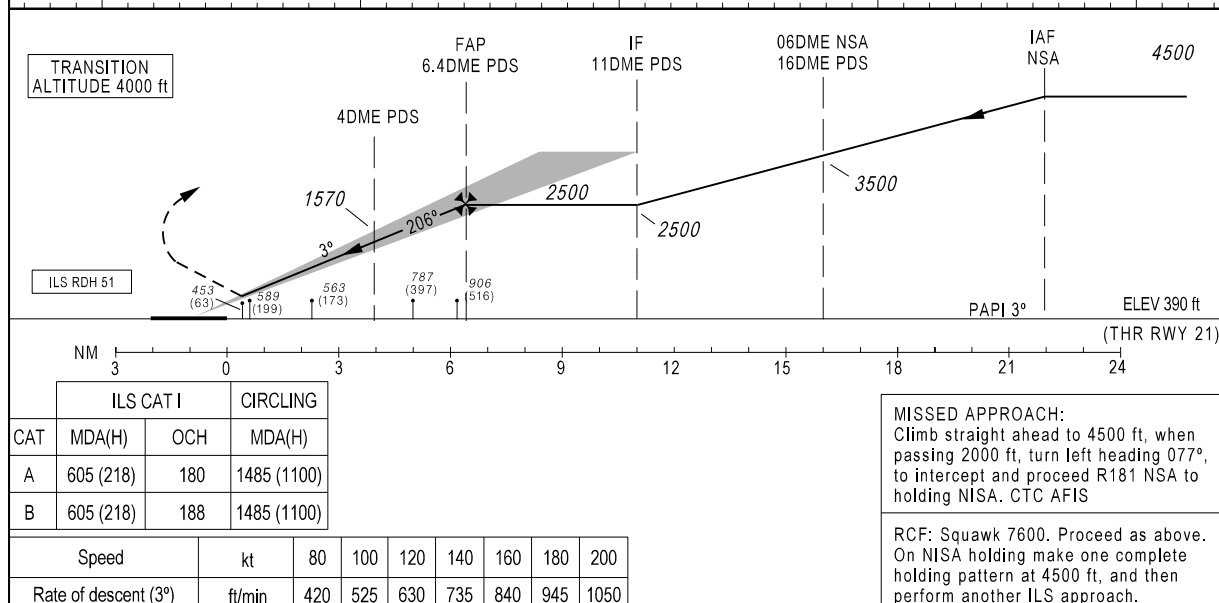
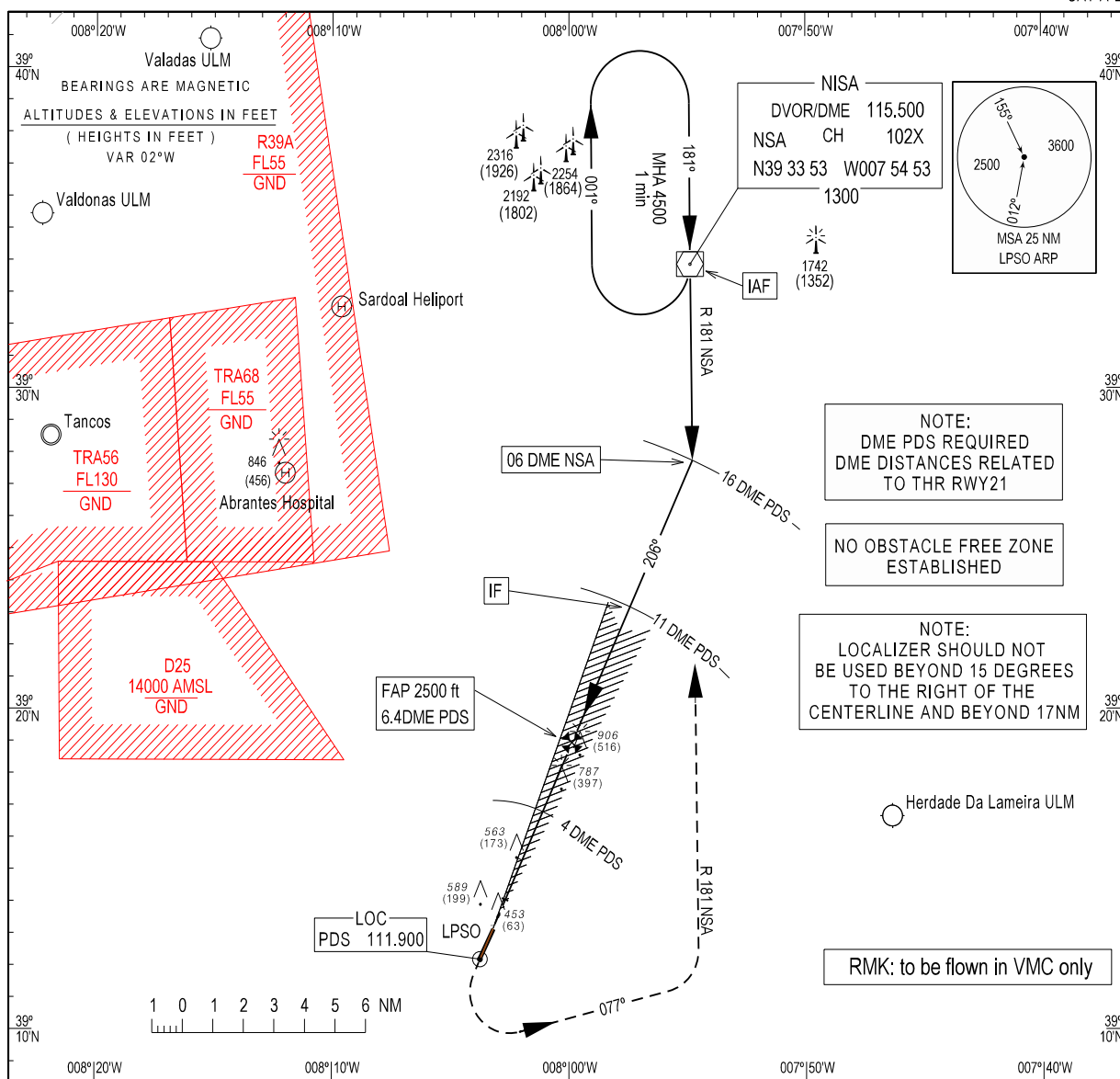
LPSO AD 2.23 ADDITIONAL INFORMATION**1. Potentially dangerous activities:**

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

LPSO AD 2.24 CHARTS RELATED TO AERODROME

Name	Page
Aerodrome Chart - ICAO	LPSO AD 2.24.01-1
Instrument Approach Chart - ICAO - ILS RWY 21 CAT A-B	LPSO AD 2.24.12-1
Instrument Approach Chart - ICAO - LOC RWY 21 CAT A-B	LPSO AD 2.24.12-3
Visual Approach Chart - ICAO	LPSO AD 2.24.13-1

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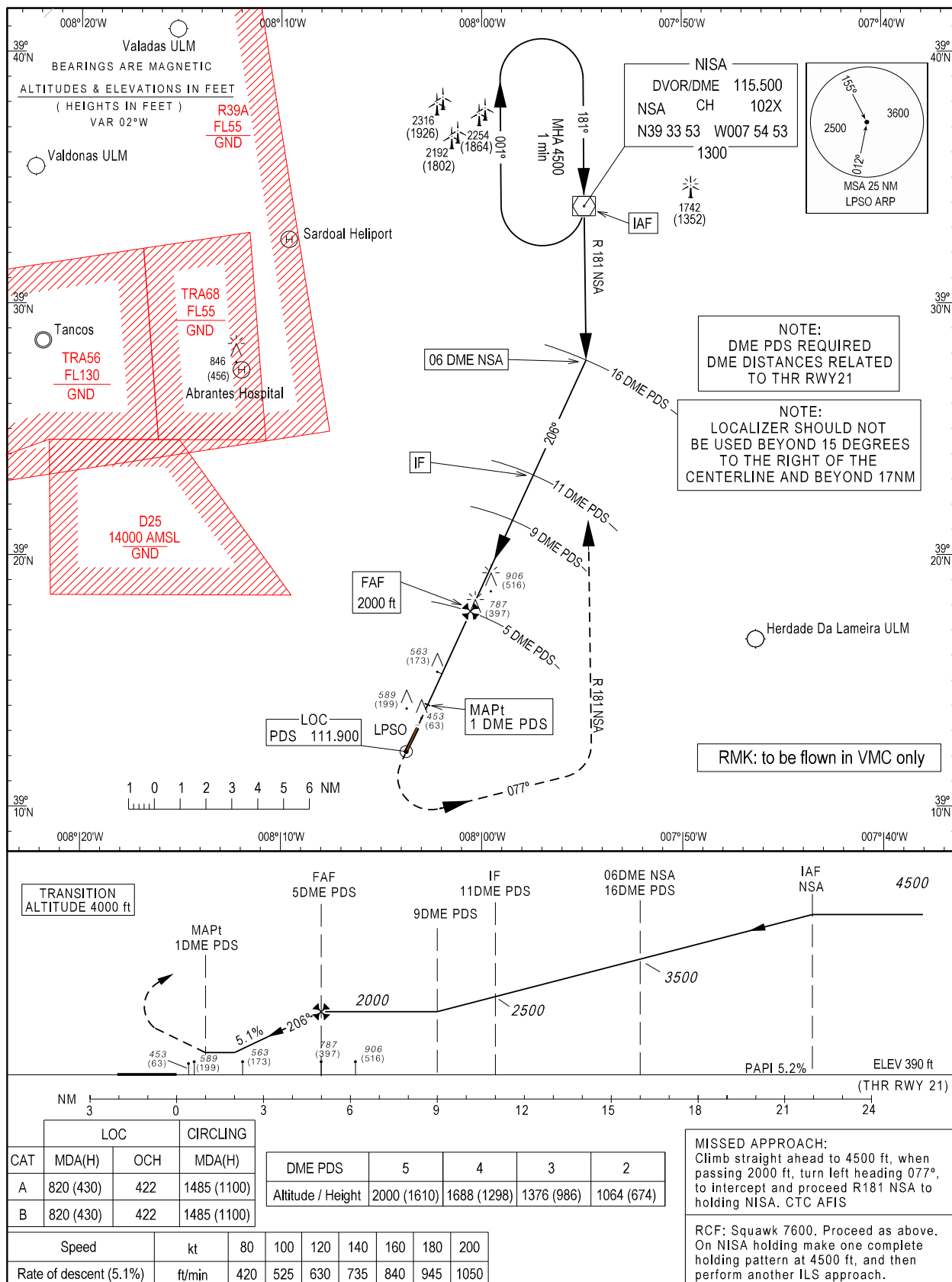
**INSTRUMENT
APPROACH
CHART - ICAO**
**AD ELEV 390 ft
HEIGHTS RELATED
THR RWY 21 - ELEV 390 ft**
**PONTE DE SOR INFORMATION 119.805
LISBOA INFORMATION 123.755**
PONTE DE SOR (LPSO)
**ILS
RWY21
CAT A-B**


MSA changed.

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INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 390 ft
HEIGHTS RELATED
THR RWY 21 - ELEV 390 ftPONTE DE SOR INFORMATION 119.805
LISBOA INFORMATION 123.755

PONTE DE SOR (LPSO)

LOC
RWY21
CAT A-B

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LPPS AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
AERODROME CHART - ICAO	LPPS AD 2.24.01-1
AIRCRAFT PARKING/DOCKING CHART - ICAO	LPPS AD 2.24.02-1
AERODROME OBSTACLE CHART - ICAO - RWY 18 / 36	LPPS AD 2.24.04-1
RNAV STANDARD DEPARTURE INSTRUMENT (SID) - RWY 18	LPPS AD 2.24.08-1
RNAV STANDARD DEPARTURE INSTRUMENT (SID) - RWY 36	LPPS AD 2.24.08-3
RNAV STANDARD ARRIVAL INSTRUMENT (STAR) RWY 18	LPPS AD 2.24.10-1
RNAV STANDARD ARRIVAL INSTRUMENT (STAR) RWY 36	LPPS AD 2.24.10-3
INSTRUMENT APPROACH CHART - ICAO - DVOR RWY 18	LPPS AD 2.24.12-1
INSTRUMENT APPROACH CHART - ICAO - DVOR RWY 36	LPPS AD 2.24.12-3
INSTRUMENT APPROACH CHART - ICAO - RNP RWY 18	LPPS AD 2.24.12-5
INSTRUMENT APPROACH CHART - ICAO - RNP RWY 36	LPPS AD 2.24.12-7
VISUAL APPROACH CHART - ICAO	LPPS AD 2.24.13-1

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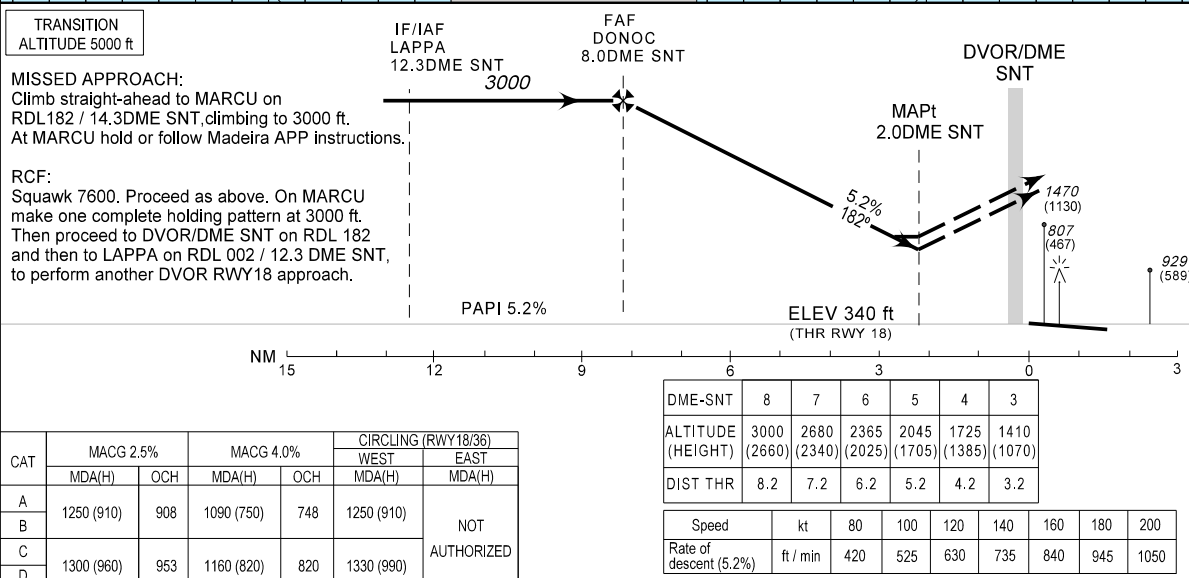
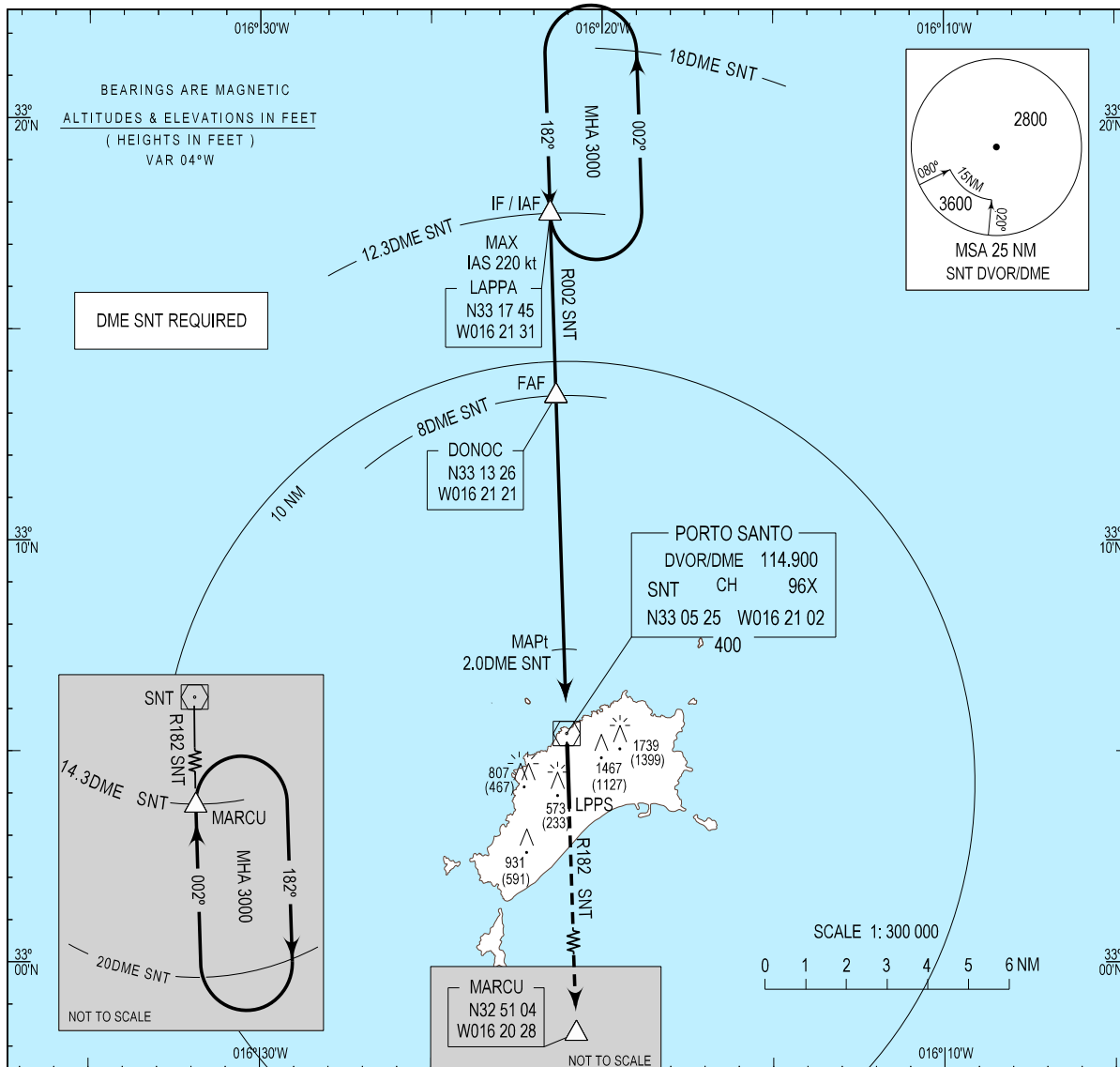
INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 340 ft
HEIGHTS RELATED
THR RWY 18 - ELEV 340 ft

MADEIRA APPROACH 119.605
PORTO SANTO TOWER 120.055

PORTO SANTO (LPSS)

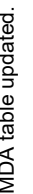
DVOR
RWY 18



MDA table updated.

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PORTO SANTO (LPPS)
DVOR
RWY 36



Speed	kt	80	100	120	140	160	180	200
Rate of descent (5.2%)	ft / min	420	525	630	735	840	945	1050

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