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eVFR 008-2024
Publication date 22-FEB-2024

1. Changes incorporated in this eVFR amendment:

GEN

- 1.1 Aircraft accidents investigation- contacts changed

ENR

- 1.2 Visual flight rules changed.
1.11 Addressing of VFR flight plans changed.

AD

- AD 1.5 LPBG AD - new certificate validity
LPBR AD - new certificate validity
LPIN AD - new certificate validity
LPMU AD - new certificate validity
LPPN AD - new certificate validity
LPSC AD - new certificate validity
LPSE AD - new certificate validity
LPBH HLP - new certificate validity
AD 2 LPIN AD - Hours of service changed
LPPN AD - Firefighting CAT changed
LPSC AD - Hours of service changed
AD 3 LPBH HLP - Contacts and firefighting services changed

2. This eVFR Amendment incorporates information contained in the following publications:

NOTAM incorporated to this AMDT will be cancelled by NOTAMC on 07 MAR 2024.

NOTAM Series C:

C0472/23, C0485/23, C0486/23, C0487/23, C0004/24, C0017/24.

SUP: 056/2023

[eAIP Supplements affecting VFR operations - DOWNLOAD](#)

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

Remove the following pages

30-NOV-2023 / 01-DEC-2022
30-NOV-2023 / 30-NOV-2023
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GEN 0.2 RECORD OF VFR MANUAL AMENDMENTS

VFR Manual Amendments			
Number	Publication date	Inserted date	Initials
001/2022	01-Dec-2022	01-Dec-2022	
002/2023	27-Jan-2023	27-Jan-2023	
003/2023	26-Mar-2023	26-Mar-2023	
004/2023	15-Jun-2023	15-Jun-2023	
005/2023	13-Jul-2023	13-Jul-2023	
006/2023	10-Aug-2023	10-Aug-2023	
007/2023	30-Nov-2023	30-Nov-2023	
008/2024	22-Feb-2024	22-Feb-2024	

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GEN 0.3 RECORD OF VFR SUPPLEMENTS

Number	Subject	Section affected	Period of validity	Cancellation record
004/2013	LPAS - AMADORA HOSPITAL HELIPORT CLOSED	AD-3	25-JUL-2013	UFN
005/2013	SANTAREM HOSPITAL HELIPORT CLOSED	AD-3	25-JUL-2013	UFN
002/2017	HERDADE DA LAMEIRA ULM CLOSED DUE TO WIP	AD-4	06-JAN-2017	UFN
043/2017	LPCC HLP - FUNCHAL HOSPITAL DR. NÉLIO MENDONÇA CLOSED	AD-3	08-DEC-2017	UFN
008/2019	ALENTEJO AIR PARK UL CLOSED	AD-4	29-MAR-2019	UFN
082/2021	COVID-19: FLIGHTS CARRYING COVID-19 VACCINES		02-DEC-2021	UFN
002/2022	PALMA UL CLOSED	AD-4	24-MAR-2022	UFN
032/2023	LPMZ HELIPORT CLOSED	AD-3	15-JUN-2023	30-JUN-2024EST
039/2023	LPCI HLP - OBSTACLE ERRECTED	AD-3	15-JUN-2023	23-MAR-2024EST
042/2023	LPGO HLP - OBSTACLE ERRECTED	AD-3	13-JUL-2023	10-MAY-2024EST
043/2023	LPGO HLP - OBSTACLE ERRECTED	AD-3	13-JUL-2023	12-JUN-2024EST
045/2023	LPTM HLP - OBSTACLE ERRECTED	AD-3	30-NOV-2023	31-DEC-2024EST
046/2023	LPFX HLP - CRANE ERRECTED	AD-3	30-NOV-2023	30-APR-2024EST
048/2023	CASALINHO - POMBAL ULM - CLOSED	AD-4	30-NOV-2023	31-OCT-2024EST
050/2023	LPVZ AD - TWY "C" AND "D" CLOSED	AD-2	30-NOV-2023	31-MAY-2024EST
051/2023	LPVZ AD - HOURS OF SERVICE	AD-2	30-NOV-2023	31-MAY-2024EST
053/2023	LPMP HLP CLOSED	AD-3	30-NOV-2023	31-MAY-2024EST
054/2023	LPFX HLP - CRANE ERRECTED	AD-3	30-NOV-2023	31-MAY-2024EST
001/2024	LPAG HLP - HELIPORT CLOSED	AD-3	22-FEB-2024	30-JUN-2024EST
002/2024	LPPT TMA - VISUAL ROUTES LIMITATIONS	ENR	22-FEB-2024	31-DEC-2024EST
003/2024	LPPT TMA - VFR ROUTE CLOSED	ENR	22-FEB-2024	31-DEC-2024EST
004/2024	LPAG HLP - HELIPORT CLOSED	AD-3	22-FEB-2024	30-JUN-2024EST
005/2024	CABECEIRA DE BASTO ULM - CLOSED	AD-4	22-FEB-2024	30-JUN-2024EST
006/2024	LPLO HLP - PROVISIONAL TLOF	AD-3	22-FEB-2024	30-JUN-2024EST
007/2024	LPFE HLP- LIMITATIONS	AD-3	22-FEB-2024	30-JUN-2024EST
008/2024	LPFC AD CLOSED	AD-2	22-FEB-2024	30-JUN-2024EST
009/2024	LPCH AD - OBSTACLE ERRECTED	AD-2	22-FEB-2024	30-JUN-2024EST
010/2024	LPCH AD - AFIS CLOSED	AD-2	22-FEB-2024	30-JUN-2024EST
011/2024	LPSR AD - RWY 05/23 LIMITED	AD-2	22-FEB-2024	06-AUG-2024EST
012/2024	LPVL AD - RWY/TWY PAVEMENT	AD-2	22-FEB-2024	31-DEC-2024EST
013/2024	LPFX HLP CLOSED	AD-3	22-FEB-2024	06-APR-2024EST

GEN 0.4 Checklist of AIP pages**PART 1 - GENERAL (GEN)**

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GEN-0.4-1	22-FEB-2024
GEN-0.4-2	22-FEB-2024
GEN-0.4-3	22-FEB-2024
GEN-0.4-4	22-FEB-2024
GEN-0.4-5	22-FEB-2024
GEN-0.4-6	22-FEB-2024
GEN-0.4-7	22-FEB-2024
GEN-0.4-8	22-FEB-2024
GEN-0.4-9	22-FEB-2024
GEN-0.4-10	22-FEB-2024
GEN-0.4-11	22-FEB-2024
GEN-0.4-12	22-FEB-2024
GEN-0.4-13	22-FEB-2024
GEN-0.4-14	22-FEB-2024
GEN-0.4-15	22-FEB-2024
GEN-0.4-16	22-FEB-2024
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GEN-0.6-1	22-FEB-2024
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GEN-1.2-1	26-MAR-2023
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GEN-1.6-1	001-2022 01-DEC-2022
GEN-1.6-2	001-2022 01-DEC-2022
GEN-1.7-1	001-2022 01-DEC-2022
GEN-1.7-2	001-2022 01-DEC-2022

GEN-2.1-1	001-2022 01-DEC-2022
GEN-2.1-2	001-2022 01-DEC-2022
GEN-2.2-1	001-2022 01-DEC-2022
GEN-2.2-2	001-2022 01-DEC-2022
GEN-2.2-3	001-2022 01-DEC-2022
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GEN-2.2-9	001-2022 01-DEC-2022
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GEN-2.5-2	001-2022 01-DEC-2022
GEN-2.6-1	001-2022 01-DEC-2022
GEN-2.6-2	001-2022 01-DEC-2022
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GEN-3.5-2	001-2022 01-DEC-2022
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GEN-3.6-2	001-2022 01-DEC-2022
GEN-3.6-3	001-2022 01-DEC-2022

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GEN-3.6-6	001-2022 01-DEC-2022
GEN-4.1-1	001-2022 01-DEC-2022
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PART 2 - EN-ROUTE (ENR)

ENR-0.1-1	001-2022 01-DEC-2022
ENR-0.1-2	001-2022 01-DEC-2022
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ENR-1.4-1	001-2022 01-DEC-2022
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ENR-1.4-4	001-2022 01-DEC-2022
ENR-1.5-1	001-2022 01-DEC-2022
ENR-1.5-2	001-2022 01-DEC-2022
ENR-1.6-1	27-JAN-2023
ENR-1.6-2	001-2022 01-DEC-2022
ENR-1.7-1	001-2022 01-DEC-2022
ENR-1.7-2	001-2022 01-DEC-2022
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ENR-1.7-4	001-2022 01-DEC-2022
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ENR-1.9-2	001-2022 01-DEC-2022

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ENR-1.10-3	001-2022 01-DEC-2022
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ENR-1.11-1	22-FEB-2024
ENR-1.11-2	001-2022 01-DEC-2022
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ENR-1.12-2	001-2022 01-DEC-2022
ENR-1.13-1	27-JAN-2023
ENR-1.13-2	27-JAN-2023
ENR-1.14-1	001-2022 01-DEC-2022
ENR-1.14-2	001-2022 01-DEC-2022
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ENR-1.14-4	001-2022 01-DEC-2022
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ENR-3.1-2	001-2022 01-DEC-2022
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ENR-3.3-1	001-2022 01-DEC-2022
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ENR-3.4-1	001-2022 01-DEC-2022
ENR-3.4-2	001-2022 01-DEC-2022
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ENR-3.4-4	001-2022 01-DEC-2022
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ENR-3.4-6	001-2022 01-DEC-2022
ENR-3.5-1	10-AUG-2023
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ENR-3.5-5	10-AUG-2023
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ENR-3.6-1	001-2022 01-DEC-2022
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ENR-4.1-1	001-2022 01-DEC-2022
ENR-4.1-2	001-2022 01-DEC-2022
ENR-4.2-1	001-2022 01-DEC-2022
ENR-4.2-2	001-2022 01-DEC-2022
ENR-4.3-1	001-2022 01-DEC-2022
ENR-4.3-2	001-2022 01-DEC-2022
ENR-4.4-1	001-2022 01-DEC-2022

ENR-4.4-2	001-2022 01-DEC-2022
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ENR-5.4-2	001-2022 01-DEC-2022
ENR-5.5-1	001-2022 01-DEC-2022
ENR-5.5-2	001-2022 01-DEC-2022
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ENR-5.5-4	001-2022 01-DEC-2022
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ENR-6-1	13-JUL-2023
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ENR-6.3-2	001-2022 01-DEC-2022
ENR-6.3-3	13-JUL-2023
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ENR-6.4-4	001-2022 01-DEC-2022
ENR-6.4-5	001-2022 01-DEC-2022
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PARTE 3 - AERODROMES (AD)

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AD-0.4-2	22-FEB-2024
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AD-0.5-2	001-2022 01-DEC-2022
AD-0.6-1	22-FEB-2024
AD-0.6-2	22-FEB-2024
AD-0.6-3	22-FEB-2024
AD-0.6-4	22-FEB-2024
AD-0.6-5	22-FEB-2024
AD-0.6-6	22-FEB-2024
AD-0.6-7	22-FEB-2024
AD-0.6-8	22-FEB-2024
AD-0.6-9	22-FEB-2024
AD-0.6-10	22-FEB-2024
AD-0.6-11	22-FEB-2024
AD-0.6-12	22-FEB-2024
AD-0.6-13	22-FEB-2024
AD-0.6-14	22-FEB-2024
AD-0.6-15	22-FEB-2024
AD-0.6-16	22-FEB-2024
AD-0.6-17	22-FEB-2024
AD-0.6-18	22-FEB-2024
AD-0.6-19	22-FEB-2024
AD-0.6-20	22-FEB-2024
AD-0.6-21	22-FEB-2024
AD-0.6-22	22-FEB-2024
AD-0.6-23	22-FEB-2024
AD-0.6-24	22-FEB-2024
AD-0.6-25	22-FEB-2024
AD-0.6-26	22-FEB-2024
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AD-1.3-8	001-2022 01-DEC-2022
AD-1.3-9	001-2022 01-DEC-2022
AD-1.3-10	001-2022 01-DEC-2022
AD-1.3-11	001-2022 01-DEC-2022
AD-1.3-12	001-2022 01-DEC-2022
AD-1.4-1	001-2022 01-DEC-2022
AD-1.4-2	001-2022 01-DEC-2022
AD-1.5-1	22-FEB-2024
AD-1.5-2	22-FEB-2024
AD 2-LPBG-1	10-AUG-2023
AD 2-LPBG-2	10-AUG-2023

AD 2-LPBG-3	10-AUG-2023
AD 2-LPBG-4	10-AUG-2023
AD 2-LPBG-5	001-2022 01-DEC-2022
AD 2-LPBG-6	13-JUL-2023
AD 2-LPBG-7	10-AUG-2023
AD 2-LPBG-8	001-2022 01-DEC-2022
AD-2 LPBG ADC-1	001-2022 01-DEC-2022
AD-2 LPBG ADC-2	001-2022 01-DEC-2022
AD-2 LPBG VAC-1	001-2022 01-DEC-2022
AD-2 LPBG VAC-2	001-2022 01-DEC-2022
AD 2-LPBR-1	10-AUG-2023
AD 2-LPBR-2	10-AUG-2023
AD 2-LPBR-3	10-AUG-2023
AD 2-LPBR-4	10-AUG-2023
AD 2-LPBR-5	10-AUG-2023
AD 2-LPBR-6	10-AUG-2023
AD-2 LPBR ADC-1	001-2022 01-DEC-2022
AD-2 LPBR ADC-2	001-2022 01-DEC-2022
AD-2 LPBR VAC-1	001-2022 01-DEC-2022
AD-2 LPBR VAC-2	001-2022 01-DEC-2022
AD 2-LPCB-1	26-MAR-2023
AD 2-LPCB-2	26-MAR-2023
AD 2-LPCB-3	26-MAR-2023
AD 2-LPCB-4	26-MAR-2023
AD 2-LPCB-5	26-MAR-2023
AD 2-LPCB-6	26-MAR-2023
AD-2 LPCB ADC-1	27-JAN-2023
AD-2 LPCB ADC-2	001-2022 01-DEC-2022
AD-2 LPCB VAC-1	27-JAN-2023
AD-2 LPCB VAC-2	001-2022 01-DEC-2022
AD 2-LPCH-1	26-MAR-2023
AD 2-LPCH-2	001-2022 01-DEC-2022
AD 2-LPCH-3	001-2022 01-DEC-2022
AD 2-LPCH-4	001-2022 01-DEC-2022
AD 2-LPCH-5	26-MAR-2023
AD 2-LPCH-6	26-MAR-2023
AD-2 LPCH ADC-1	001-2022 01-DEC-2022
AD-2 LPCH ADC-2	001-2022 01-DEC-2022
AD-2 LPCH VAC-1	001-2022 01-DEC-2022
AD-2 LPCH VAC-2	001-2022 01-DEC-2022
AD 2-LPCO-1	001-2022 01-DEC-2022
AD 2-LPCO-2	001-2022 01-DEC-2022
AD 2-LPCO-3	001-2022 01-DEC-2022
AD 2-LPCO-4	27-JAN-2023
AD 2-LPCO-5	001-2022 01-DEC-2022
AD 2-LPCO-6	001-2022 01-DEC-2022
AD-2 LPCO ADC-1	001-2022 01-DEC-2022
AD-2 LPCO ADC-2	001-2022 01-DEC-2022
AD-2 LPCO VAC-1	001-2022 01-DEC-2022
AD-2 LPCO VAC-2	001-2022 01-DEC-2022
AD 2-LPFA-1	27-JAN-2023

AD 2-LPFA-2	001-2022 01-DEC-2022
AD 2-LPFA-3	001-2022 01-DEC-2022
AD 2-LPFA-4	001-2022 01-DEC-2022
AD-2 LPFA ADC-1	27-JAN-2023
AD-2 LPFA ADC-2	001-2022 01-DEC-2022
AD-2 LPFA VAC-1	27-JAN-2023
AD-2 LPFA VAC-2	001-2022 01-DEC-2022
AD 2-LPFC-1	001-2022 01-DEC-2022
AD 2-LPFC-2	001-2022 01-DEC-2022
AD 2-LPFC-3	001-2022 01-DEC-2022
AD 2-LPFC-4	001-2022 01-DEC-2022
AD-2 LPFC ADC-1	001-2022 01-DEC-2022
AD-2 LPFC ADC-2	001-2022 01-DEC-2022
AD-2 LPFC VAC-1	001-2022 01-DEC-2022
AD-2 LPFC VAC-2	001-2022 01-DEC-2022
AD 2-LPIN-1	22-FEB-2024
AD 2-LPIN-2	22-FEB-2024
AD 2-LPIN-3	22-FEB-2024
AD 2-LPIN-4	30-NOV-2023
AD 2-LPIN-5	26-MAR-2023
AD 2-LPIN-6	001-2022 01-DEC-2022
AD-2 LPIN ADC-1	27-JAN-2023
AD-2 LPIN ADC-2	001-2022 01-DEC-2022
AD-2 LPIN VAC-1	27-JAN-2023
AD-2 LPIN VAC-2	001-2022 01-DEC-2022
AD 2-LPJF-1	26-MAR-2023
AD 2-LPJF-2	001-2022 01-DEC-2022
AD 2-LPJF-3	001-2022 01-DEC-2022
AD 2-LPJF-4	001-2022 01-DEC-2022
AD 2-LPJF-5	26-MAR-2023
AD 2-LPJF-6	001-2022 01-DEC-2022
AD-2 LPJF ADC-1	001-2022 01-DEC-2022
AD-2 LPJF ADC-2	001-2022 01-DEC-2022
AD-2 LPJF VAC-1	001-2022 01-DEC-2022
AD-2 LPJF VAC-2	001-2022 01-DEC-2022
AD 2-LPLZ-1	001-2022 01-DEC-2022
AD 2-LPLZ-2	001-2022 01-DEC-2022
AD 2-LPLZ-3	001-2022 01-DEC-2022
AD 2-LPLZ-4	001-2022 01-DEC-2022
AD 2-LPLZ-5	26-MAR-2023
AD 2-LPLZ-6	001-2022 01-DEC-2022
AD-2 LPLZ ADC-1	001-2022 01-DEC-2022
AD-2 LPLZ ADC-2	001-2022 01-DEC-2022
AD-2 LPLZ VAC-1	001-2022 01-DEC-2022
AD-2 LPLZ VAC-2	001-2022 01-DEC-2022
AD 2-LPMI-1	001-2022 01-DEC-2022
AD 2-LPMI-2	001-2022 01-DEC-2022
AD 2-LPMI-3	001-2022 01-DEC-2022
AD 2-LPMI-4	001-2022 01-DEC-2022
AD 2-LPMI-5	001-2022 01-DEC-2022
AD 2-LPMI-6	001-2022 01-DEC-2022

AD 2-LPMI-7	001-2022 01-DEC-2022
AD 2-LPMI-8	001-2022 01-DEC-2022
AD-2 LPMI ADC-1	001-2022 01-DEC-2022
AD-2 LPMI ADC-2	001-2022 01-DEC-2022
AD-2 LPMI VAC-1	001-2022 01-DEC-2022
AD-2 LPMI VAC-2	001-2022 01-DEC-2022
AD 2-LPMN-1	001-2022 01-DEC-2022
AD 2-LPMN-2	001-2022 01-DEC-2022
AD 2-LPMN-3	001-2022 01-DEC-2022
AD 2-LPMN-4	001-2022 01-DEC-2022
AD 2-LPMN-5	001-2022 01-DEC-2022
AD 2-LPMN-6	001-2022 01-DEC-2022
AD 2-LPMN ADC-1	001-2022 01-DEC-2022
AD 2-LPMN ADC-2	001-2022 01-DEC-2022
AD 2-LPMN VAC-1	001-2022 01-DEC-2022
AD 2-LPMN VAC-2	001-2022 01-DEC-2022
AD 2-LPMU-1	15-JUN-2023
AD 2-LPMU-2	15-JUN-2023
AD 2-LPMU-3	15-JUN-2023
AD 2-LPMU-4	15-JUN-2023
AD 2-LPMU-5	15-JUN-2023
AD 2-LPMU-6	15-JUN-2023
AD-2 LPMU ADC-1	001-2022 01-DEC-2022
AD-2 LPMU ADC-2	001-2022 01-DEC-2022
AD-2 LPMU VAC-1	001-2022 01-DEC-2022
AD-2 LPMU VAC-2	001-2022 01-DEC-2022
AD 2-LPPM-1	27-JAN-2023
AD 2-LPPM-2	001-2022 01-DEC-2022
AD 2-LPPM-3	001-2022 01-DEC-2022
AD 2-LPPM-4	001-2022 01-DEC-2022
AD 2-LPPM-5	001-2022 01-DEC-2022
AD 2-LPPM-6	001-2022 01-DEC-2022
AD 2-LPPM-7	001-2022 01-DEC-2022
AD 2-LPPM-8	001-2022 01-DEC-2022
AD-2 LPPM ADC-1	27-JAN-2023
AD-2 LPPM ADC-2	001-2022 01-DEC-2022
AD-2 LPPM VAC-1	27-JAN-2023
AD-2 LPPM VAC-2	001-2022 01-DEC-2022
AD 2-LPPN-1	22-FEB-2024
AD 2-LPPN-2	22-FEB-2024
AD 2-LPPN-3	22-FEB-2024
AD 2-LPPN-4	22-FEB-2024
AD 2-LPPN-5	22-FEB-2024
AD 2-LPPN-6	22-FEB-2024
AD-2 LPPN ADC-1	001-2022 01-DEC-2022
AD-2 LPPN ADC-2	001-2022 01-DEC-2022
AD-2 LPPN VAC-1	001-2022 01-DEC-2022
AD-2 LPPN VAC-2	001-2022 01-DEC-2022
AD 2-LPSC-1	22-FEB-2024
AD 2-LPSC-2	22-FEB-2024
AD 2-LPSC-3	001-2022 01-DEC-2022

AD 2-LPSC-4	26-MAR-2023
AD 2-LPSC-5	26-MAR-2023
AD 2-LPSC-6	001-2022 01-DEC-2022
AD-2 LPSC ADC-1	001-2022 01-DEC-2022
AD-2 LPSC ADC-2	001-2022 01-DEC-2022
AD-2 LPSC VAC-1	001-2022 01-DEC-2022
AD-2 LPSC VAC-2	001-2022 01-DEC-2022
AD 2-LPSE-1	001-2022 01-DEC-2022
AD 2-LPSE-2	001-2022 01-DEC-2022
AD 2-LPSE-3	001-2022 01-DEC-2022
AD 2-LPSE-4	001-2022 01-DEC-2022
AD-2 LPSE ADC-1	001-2022 01-DEC-2022
AD-2 LPSE ADC-2	001-2022 01-DEC-2022
AD-2 LPSE VAC-1	001-2022 01-DEC-2022
AD-2 LPSE VAC-2	001-2022 01-DEC-2022
AD 2-LPSJ-1	001-2022 01-DEC-2022
AD 2-LPSJ-2	001-2022 01-DEC-2022
AD 2-LPSJ-3	001-2022 01-DEC-2022
AD 2-LPSJ-4	001-2022 01-DEC-2022
AD 2-LPSJ-5	001-2022 01-DEC-2022
AD 2-LPSJ-6	001-2022 01-DEC-2022
AD 2-LPSJ-7	15-JUN-2023
AD 2-LPSJ-8	001-2022 01-DEC-2022
AD-2 LPSJ ADC-1	001-2022 01-DEC-2022
AD-2 LPSJ ADC-2	001-2022 01-DEC-2022
AD-2 LPSJ VAC-1	001-2022 01-DEC-2022
AD-2 LPSJ VAC-2	001-2022 01-DEC-2022
AD 2-LPSR-1	13-JUL-2023
AD 2-LPSR-2	001-2022 01-DEC-2022
AD 2-LPSR-3	001-2022 01-DEC-2022
AD 2-LPSR-4	001-2022 01-DEC-2022
AD 2-LPSR-5	001-2022 01-DEC-2022
AD 2-LPSR-6	001-2022 01-DEC-2022
AD-2 LPSR ADC-1	001-2022 01-DEC-2022
AD-2 LPSR ADC-2	001-2022 01-DEC-2022
AD-2 LPSR VAC-1	001-2022 01-DEC-2022
AD-2 LPSR VAC-2	001-2022 01-DEC-2022
AD 2-LPVL-1	001-2022 01-DEC-2022
AD 2-LPVL-2	001-2022 01-DEC-2022
AD 2-LPVL-3	001-2022 01-DEC-2022
AD 2-LPVL-4	001-2022 01-DEC-2022
AD 2-LPVL-5	001-2022 01-DEC-2022
AD 2-LPVL-6	001-2022 01-DEC-2022
AD-2 LPVL ADC-1	001-2022 01-DEC-2022
AD-2 LPVL ADC-2	001-2022 01-DEC-2022
AD-2 LPVL VAC-1	001-2022 01-DEC-2022
AD-2 LPVL VAC-2	001-2022 01-DEC-2022
AD-2 LPVZ-1	15-JUN-2023
AD-2 LPVZ-2	001-2022 01-DEC-2022
AD-2 LPVZ-3	001-2022 01-DEC-2022
AD-2 LPVZ-4	001-2022 01-DEC-2022

AD-2 LPVZ-5	001-2022 01-DEC-2022
AD-2 LPVZ-6	001-2022 01-DEC-2022
AD-2 LPVZ-7	26-MAR-2023
AD-2 LPVZ-8	001-2022 01-DEC-2022
AD-2 LPVZ ADC-1	001-2022 01-DEC-2022
AD-2 LPVZ ADC-2	001-2022 01-DEC-2022
AD-2 LPVZ VAC-1	001-2022 01-DEC-2022
AD-2 LPVZ VAC-2	001-2022 01-DEC-2022
AD-3 SANTAREM HOSP-1	27-JAN-2023
AD-3 SANTAREM HOSP-2	27-JAN-2023
AD-3 SANTARÉM HOSP HEL VAC-1	27-JAN-2023
AD-3 SANTARÉM HOSP HEL VAC-2001-2022	01-DEC-2022
AD-3 LAGOS-1	001-2022 01-DEC-2022
AD-3 LAGOS-2	001-2022 01-DEC-2022
AD-3 LAGOS VAC-1	001-2022 01-DEC-2022
AD-3 LAGOS VAC-2	001-2022 01-DEC-2022
AD-3 MONCHIQUE-1	27-JAN-2023
AD-3 MONCHIQUE-2	27-JAN-2023
AD-3 MONCHIQUE VAC-1	27-JAN-2023
AD-3 MONCHIQUE VAC-2	001-2022 01-DEC-2022
AD-3 TORRES VEDRAS-1	27-JAN-2023
AD-3 TORRES VEDRAS-2	001-2022 01-DEC-2022
AD-3 TORRES VEDRAS VAC-1	27-JAN-2023
AD-3 TORRES VEDRAS VAC-2	001-2022 01-DEC-2022
AD-3 PERNES-1	001-2022 01-DEC-2022
AD-3 PERNES-2	001-2022 01-DEC-2022
AD-3 PERNES VAC-1	001-2022 01-DEC-2022
AD-3 PERNES VAC-2	001-2022 01-DEC-2022
AD-3 AGUIAR DA BEIRA-1	10-AUG-2023
AD-3 AGUIAR DA BEIRA-2	10-AUG-2023
AD-3 AGUIAR DA BEIRA-3	10-AUG-2023
AD-3 AGUIAR DA BEIRA-4	001-2022 01-DEC-2022
AD-3 AGUIAR DA BEIRA VAC-1	27-JAN-2023
AD-3 AGUIAR DA BEIRA VAC-2	001-2022 01-DEC-2022
AD-3 LPAB-1	27-JAN-2023
AD-3 LPAB-2	27-JAN-2023
AD-3 LPAB-3	001-2022 01-DEC-2022
AD-3 LPAB-4	001-2022 01-DEC-2022
AD-3 LPAB VAC-1	27-JAN-2023
AD-3 LPAB VAC-2	001-2022 01-DEC-2022
AD-3 LPAF-1	001-2022 01-DEC-2022
AD-3 LPAF-2	001-2022 01-DEC-2022
AD-3 LPAF-3	001-2022 01-DEC-2022
AD-3 LPAF-4	001-2022 01-DEC-2022
AD-3 LPAF VAC-1	001-2022 01-DEC-2022
AD-3 LPAF VAC-2	001-2022 01-DEC-2022
AD-3 LPAG-1	27-JAN-2023
AD-3 LPAG-2	27-JAN-2023
AD-3 LPAG VAC-1	27-JAN-2023
AD-3 LPAG VAC-2	001-2022 01-DEC-2022
AD-3 LPAS-1	001-2022 01-DEC-2022

AD-3 LPAS-2	001-2022 01-DEC-2022
AD-3 LPAS VAC-1	001-2022 01-DEC-2022
AD-3 LPAS VAC-2	001-2022 01-DEC-2022
AD-3 LPBA-1	001-2022 01-DEC-2022
AD-3 LPBA-2	001-2022 01-DEC-2022
AD-3 LPBA-3	001-2022 01-DEC-2022
AD-3 LPBA-4	001-2022 01-DEC-2022
AD-3 LPBA VAC-1	001-2022 01-DEC-2022
AD-3 LPBA VAC-2	001-2022 01-DEC-2022
AD-3 LPBH-1	22-FEB-2024
AD-3 LPBH-2	22-FEB-2024
AD-3 LPBH-3	22-FEB-2024
AD-3 LPBH-4	001-2022 01-DEC-2022
AD-3 LPBH VAC-1	001-2022 01-DEC-2022
AD-3 LPBH VAC-2	001-2022 01-DEC-2022
AD-3 LPCC-1	001-2022 01-DEC-2022
AD-3 LPCC-2	001-2022 01-DEC-2022
AD-3 LPCC VAC-1	001-2022 01-DEC-2022
AD-3 LPCC VAC-2	001-2022 01-DEC-2022
AD-3 LPCD-1	001-2022 01-DEC-2022
AD-3 LPCD-2	001-2022 01-DEC-2022
AD-3 LPCD-3	001-2022 01-DEC-2022
AD-3 LPCD-4	001-2022 01-DEC-2022
AD-3 LPCD VAC-1	001-2022 01-DEC-2022
AD-3 LPCD VAC-2	001-2022 01-DEC-2022
AD-3 LPCI-1	001-2022 01-DEC-2022
AD-3 LPCI-2	001-2022 01-DEC-2022
AD-3 LPCI VAC-1	001-2022 01-DEC-2022
AD-3 LPCI VAC-2	001-2022 01-DEC-2022
AD-3 LPCL-1	27-JAN-2023
AD-3 LPCL-2	27-JAN-2023
AD-3 LPCL VAC-1	27-JAN-2023
AD-3 LPCL VAC-2	001-2022 01-DEC-2022
AD-3 LPCV-1	001-2022 01-DEC-2022
AD-3 LPCV-2	001-2022 01-DEC-2022
AD-3 LPCV VAC-1	001-2022 01-DEC-2022
AD-3 LPCV VAC-2	001-2022 01-DEC-2022
AD-3 LPDA-1	27-JAN-2023
AD-3 LPDA-2	27-JAN-2023
AD-3 LPDA-3	27-JAN-2023
AD-3 LPDA-4	001-2022 01-DEC-2022
AD-3 LPDA VAC-1	27-JAN-2023
AD-3 LPDA VAC-2	001-2022 01-DEC-2022
AD-3 LPER-1	001-2022 01-DEC-2022
AD-3 LPER-2	001-2022 01-DEC-2022
AD-3 LPER VAC-1	001-2022 01-DEC-2022
AD-3 LPER VAC-2	001-2022 01-DEC-2022
AD-3 LPES-1	001-2022 01-DEC-2022
AD-3 LPES-2	001-2022 01-DEC-2022
AD-3 LPES-3	001-2022 01-DEC-2022
AD-3 LPES-4	001-2022 01-DEC-2022

AD-3 LPES VAC-1	001-2022 01-DEC-2022
AD-3 LPES VAC-2	001-2022 01-DEC-2022
AD-3 LPFE-1	27-JAN-2023
AD-3 LPFE-2	001-2022 01-DEC-2022
AD-3 LPFE-3	27-JAN-2023
AD-3 LPFE-4	001-2022 01-DEC-2022
AD-3 LPFE VAC-1	27-JAN-2023
AD-3 LPFE VAC-2	001-2022 01-DEC-2022
AD-3 LPFO-1	27-JAN-2023
AD-3 LPFO-2	27-JAN-2023
AD-3 LPFO-3	001-2022 01-DEC-2022
AD-3 LPFO-4	001-2022 01-DEC-2022
AD-3 LPFO VAC-1	27-JAN-2023
AD-3 LPFO VAC-2	001-2022 01-DEC-2022
AD-3 LPFX-1	001-2022 01-DEC-2022
AD-3 LPFX-2	001-2022 01-DEC-2022
AD-3 LPFX-3	001-2022 01-DEC-2022
AD-3 LPFX-4	001-2022 01-DEC-2022
AD-3 LPFX VAC-1	001-2022 01-DEC-2022
AD-3 LPFX VAC-2	001-2022 01-DEC-2022
AD-3 LPGA-1	001-2022 01-DEC-2022
AD-3 LPGA-2	001-2022 01-DEC-2022
AD-3 LPGA-3	001-2022 01-DEC-2022
AD-3 LPGA-4	001-2022 01-DEC-2022
AD-3 LPGA VAC-1	001-2022 01-DEC-2022
AD-3 LPGA VAC-2	001-2022 01-DEC-2022
AD-3 LPGO-1	001-2022 01-DEC-2022
AD-3 LPGO-2	001-2022 01-DEC-2022
AD-3 LPGO-3	001-2022 01-DEC-2022
AD-3 LPGO-4	001-2022 01-DEC-2022
AD-3 LPGO VAC-1	001-2022 01-DEC-2022
AD-3 LPGO VAC-2	001-2022 01-DEC-2022
AD-3 LPHB-1	001-2022 01-DEC-2022
AD-3 LPHB-2	001-2022 01-DEC-2022
AD-3 LPHB-3	001-2022 01-DEC-2022
AD-3 LPHB-4	001-2022 01-DEC-2022
AD-3 LPHB VAC-1	001-2022 01-DEC-2022
AD-3 LPHB VAC-2	001-2022 01-DEC-2022
AD-3 LPHC-1	001-2022 01-DEC-2022
AD-3 LPHC-2	27-JAN-2023
AD-3 LPHC-3	001-2022 01-DEC-2022
AD-3 LPHC-4	001-2022 01-DEC-2022
AD-3 LPHC VAC-1	001-2022 01-DEC-2022
AD-3 LPHC VAC-2	001-2022 01-DEC-2022
AD-3 LPJB-1	001-2022 01-DEC-2022
AD-3 LPJB-2	001-2022 01-DEC-2022
AD-3 LPJB-3	001-2022 01-DEC-2022
AD-3 LPJB-4	001-2022 01-DEC-2022
AD-3 LPJB VAC-1	001-2022 01-DEC-2022
AD-3 LPJB VAC-2	001-2022 01-DEC-2022
AD-3 LPLE-1	27-JAN-2023

AD-3 LPLE-2	27-JAN-2023
AD-3 LPLE VAC-1	27-JAN-2023
AD-3 LPLE VAC-2	001-2022 01-DEC-2022
AD-3 LPLO-1	001-2022 01-DEC-2022
AD-3 LPLO-2	001-2022 01-DEC-2022
AD-3 LPLO-3	001-2022 01-DEC-2022
AD-3 LPLO-4	001-2022 01-DEC-2022
AD-3 LPLO VAC-1	001-2022 01-DEC-2022
AD-3 LPLO VAC-2	001-2022 01-DEC-2022
AD-3 LPMB-1	001-2022 01-DEC-2022
AD-3 LPMB-2	001-2022 01-DEC-2022
AD-3 LPMB VAC-1	001-2022 01-DEC-2022
AD-3 LPMB VAC-2	001-2022 01-DEC-2022
AD-3 LPMC-1	27-JAN-2023
AD-3 LPMC-2	001-2022 01-DEC-2022
AD-3 LPMC-3	27-JAN-2023
AD-3 LPMC-4	001-2022 01-DEC-2022
AD-3 LPMC VAC-1	27-JAN-2023
AD-3 LPMC VAC-2	001-2022 01-DEC-2022
AD-3 LPMD-1	001-2022 01-DEC-2022
AD-3 LPMD-2	001-2022 01-DEC-2022
AD-3 LPMD VAC-1	001-2022 01-DEC-2022
AD-3 LPMD VAC-2	001-2022 01-DEC-2022
AD-3 LPMP-1	27-JAN-2023
AD-3 LPMP-2	001-2022 01-DEC-2022
AD-3 LPMP-3	27-JAN-2023
AD-3 LPMP-4	001-2022 01-DEC-2022
AD-3 LPMP VAC-1	27-JAN-2023
AD-3 LPMP VAC-2	001-2022 01-DEC-2022
AD-3 LPMZ-1	27-JAN-2023
AD-3 LPMZ-2	001-2022 01-DEC-2022
AD-3 LPMZ VAC-1	27-JAN-2023
AD-3 LPMZ VAC-2	001-2022 01-DEC-2022
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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

1. CIVIL AVIATION

The authority responsible for civil aviation in Portugal is the Autoridade Nacional de Aviação Civil.

Post: Autoridade Nacional de Aviação Civil
Rua B, Edifícios 4, 5 e 6
Aeroporto de Lisboa
1749 - 034 LISBOA
Phone: +351 212 842 226
Fax: +351 218 402 398
Email: geral@anac.pt / ais@anac.pt
AFS: LPPTYAYA
URL: <http://www.anac.pt>
Telex: AEROCIVIL LISBOA

2. METEOROLOGY

Post: Gabinete de Investigação de Acidentes Marítimos e da Autoridade para a Meteorologia Aeronáutica (GAMA)
Rua C - Aeroporto de Lisboa - Edifício do IPMA
1749-077 LISBOA
Phone: +351 218 447 069
Fax: NIL
Email: autoridade@gama.mm.gov.pt
AFS: NIL
URL: <http://www.gama.mm.gov.pt>

3. CUSTOMS

Post: Autoridade Tributária e Aduaneira (AT)
Rua da Prata, 10 - 2º
1149-027 LISBOA
Phone: +351 218 812 600
Fax: +351 218 812 938
Email: dgci@dgci.min-financas.pt
AFS: NIL
URL: <http://www.portaldasfinancas.gov.pt>

4. IMMIGRATION

Post: Serviço de Estrangeiros e Fronteiras (SEF)
Gabinete Técnico de Fronteira - GTF
Avenida do Casal de Cabanas
Urbanização Cabanas Golfe, 1 torre 3 - 2º piso
2734-505 Barcarena

Phone: + 351 214 236 664/5 ou
CSF-Centro de Situação de Fronteira: + 351 214 236 662/8
Fax: + 351 214 236 644
Email: gtf.csf@sef.pt
AFS: NIL
URL: www.sef.pt

5. AIRCRAFT ACCIDENTS INVESTIGATION

The Gabinete de Prevenção e Investigação de Acidentes com Aeronaves e de Acidentes Ferroviários (GPAAAF) is a multi-modal accident investigation organization responsible for investigating and determining the probable causes of aircraft accidents and incidents that occur in Portugal or with portuguese registration aircraft.

GPAAAF is a central service of direct administration of the portuguese state, within the competence of the member of government responsible for the transport area, and works independently of the authorities responsible for safety and of any regulatory authority.

Post: Gabinete de Prevenção e Investigação de Acidentes com Aeronaves e de Acidentes Ferroviários (GPAAAF)
Praça Duque de Saldanha, Nº31, 4º
1050-094 LISBOA
Phone: +351 212 739 230
URL: <http://www.gpiaaf.gov.pt>

24 hours Notification (National):

Digital notification submitted through: www.gpiaaf.gov.pt
Notification via pdf submitted via email: occreport@gpiaaf.gov.pt
Phone: +351 915 192 963

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Visual meteorological conditions (VMC)

VFR flights shall be conducted so that:

- The aircraft is flown in VMC;
- An Obstacle Clearance Height is maintained (see also minimum flight altitudes);
- Do not penetrate into Prohibited (P) areas and avoid crossing Dangerous (D) Areas;
- Segregated airspace or Restricted Areas aren't crossed without the appropriated authorization;
- Flights requiring FIS shall submit a Flight Plan and be equipped with a bilateral radio communications with the Air Traffic Services on the appropriated frequencies.

Special VFR flights

These are controlled VFR flights cleared by ATC to operate within a CTR in meteorological conditions below VMC (if the ground visibility is not lower than 1500 M). Permission for conducting this type of flight shall be subject to traffic conditions.

Minimum flight heights

Except when necessary for take-off or landing, a VFR flight shall not operate:

- At a height less than 150 M (500 FT) AGL or AMSL;
- Over congested areas, buildings in towns, settlements or over an open-air assembly of persons at height less than 300 M (1000 FT) above the highest obstacle within a radius of 600 M from the aircraft.

Crossing border flights

Aircraft pilots, even while operating under VFR, coming from abroad, penetrating or leaving national airspace should:

- Submit previously a Flight Plan (the Flight Plan should include in the field 15 (route) the report point and in the field 18, after the acronym EET, the estimated time of crossing the border).
- Inform the appropriate Air Traffic Services at the crossing border time, through radio telephone communication, sending message containing the following elements:
 - aircraft identification and registration;
 - origin of flight;
 - position;
 - border crossing time;
 - level (flight level; altitude; height);

- destination and estimated time of arrival.

When it is not possible to provide these data in flight for reasons not attributable to the aircraft or to the pilot in command, should the appropriate Air Traffic Services be contacted shortly after landing.

ATC provisions

VFR flights shall comply with the provisions of ATC:

- When operating within airspace Class C and D;
- When forming part of the aerodrome traffic at controlled aerodromes;
- When operating as special VFR flights.

The access to controlled airspace is permitted only to VFR or IFR qualification holders, or license that includes the privileges of any of these qualifications (e.g. PCA or PLAA)

Communications

VFR flights operating in airspace class C and D or class G, having required FIS, shall maintain continuous air ground voice communication watch on the appropriate communication channel of the air traffic service unit, providing flight information service and report its position as necessary.

Radio equipment requirement

To comply with Commission Implementing Regulation (EU) 1079/2012 of 16 November, laying down requirements for voice channels spacing for the Single European Sky, applicable to all flights operating as general air traffic within the airspace of the ICAO EUR region an operator shall not operate an aircraft within Lisboa FIR class C and D airspace, class G airspace in IFR, ATZ and TRMZ unless the aircraft radio equipment has the 8.33 KHZ channel spacing capability.

VFR flights requiring provision of flight information service within Lisboa FIR class G airspace will not be able to establish two-way voice communications unless the aircraft radio equipment has the 8.33 KHZ channel spacing capability.

The carriage and operation of 8.33 KHZ channel spacing radio equipment is not mandatory in Santa Maria FIR, as stated in ICAO SUPPS DOC 7030 for NAT Region.

Regardless of airspace classification, all flights within Santa Maria FIR are required to maintain two-way voice communications with the appropriate ground station providing communications and/or control in the area in which they are flying.

Common VHF frequency for use in the vicinity of aerodromes/heliports or UL runways without assigned frequency for voice communications

In aerodromes, heliports and UL runways without a VHF assigned frequency for voice communications, the use of the frequency 122.505 MHZ is available for air-to-air communications. It is recommended, as best practice, that pilots should transmit a message preceded by the phrase "TRANSMITTING BLIND" when in flight or in the movement area of these infrastructures, under the conditions described below, in order to increase the safety of the flight operations and to avoid situations of

potential conflict.

The frequency assigned 122.505 MHz is identified as “SAFETYCOM”.

The conditions of use are:

1. SAFETYCOM should only be used by aircraft when no other voice communication frequency is assigned. If a specific frequency is allocated, the SAFETYCOM frequency shall not be used, even outside the notified operating hours of those infrastructures and, in this case, the frequency of the aerodrome, heliport or an UL runway should be used.
2. Pilots of inbound traffic should monitor and communicate on the SAFETYCOM or as appropriate on the designated local frequency from 10 miles out or below 2000 FT AGL, entering traffic pattern (downwind, base, final) and when leaving the runway. Pilots of departing aircraft should monitor/communicate on the appropriate frequency from start-up, before taxiing, before taxiing on the runway for departing and until 10 miles from the infrastructure except if local procedures require otherwise.
3. When using SAFETYCOM or the local frequency, pilots should make a blind transmission including the aircraft call sign, position, level (altitude/height), heading and the intention of the pilot-in-command (e.g.: CS-DEF, transmitting blind, to Viseu information, abeam SATÃO, 2000 FT, heading 260, inbound runway 36, for landing). No reply should be expected, except where the pilot of another aircraft also needs to transmit identical information or, exceptionally, to transmit information considered critical for the safety of an aircraft in an emergency or urgency situation, or when relevant meteorological advice of immediate concern to an aircraft in flight or about to depart is required.
4. Phraseology must comply with the requirements of ICAO DOC. 9432 or ANAC CIA 10/2017.
5. SAFETYCOM shall not be used to conduct formation flights unless they land or depart from an aerodrome where no other frequency is assigned and within the limits specified above (2nd bullet).
6. The use of SAFETYCOM is recommended for pilots operating in the vicinity of aerodromes, heliports or UL runways without an assigned frequency, but its use is not mandatory. It must not be assumed that all other pilots in the vicinity are monitoring this frequency and therefore pilots shall maintain visual watch for conflicting traffic.
7. No air traffic service is provided when using the SAFETYCOM. When the destination aerodrome, heliport or UL runway is inside controlled airspace, pilots shall establish radio contact with the responsible air traffic services until obtain the necessary ATC clearance before controlled airspace boundary.
8. Information transmitted on SAFETYCOM confers no priority or right of way. Pilots shall comply with Commission implementing Regulation (EU) 923/2012,

of 26 September (SERA IR Regulation) including provisions for the avoidance of collisions and Commission Implementing Regulation (EU) 2016/1185, of 20 July (SERA - Part C).

Flight rules change

An aircraft operating in accordance with VFR wishing to change to comply with the IFR shall:

- Communicate the necessary changes to be effected with the current flight Plan;
- To obtain a clearance prior to proceed to IFR.

Limitations imposed by meteorological conditions

VFR flight shall operate provided of meteorological reports or latest forecasts indicating that meteorological conditions along the route will permit the compliance with the visual flight rules.

Visual night operation flight rules

The visual night flight is a flight made in accordance with visual flight rules between sunset plus 25 minutes and sunrise minus 25 minutes. These flights only allowed to/from aerodromes and heliports equipped for visual night operation or as local flights in these aerodromes/heliports under the conditions hereinafter prescribed.

The aerodromes and heliports to be used for visual night operation must be certified by ANAC for night VFR flight.

These rules are not applied to search and rescue, medical emergency or operated by state flights.

The VFR flights at night must be conducted according to ICAO Annex 2 - Rules of the Air as transposed in Commission Implementing Regulation (EU) 923/2012, of 26 September (SERA IR Regulation), SERA 5005 visual flight rules, item c).

For the purpose of SERA 5005 c), excluding Search and Rescue, Medical Emergency, Fire Fighting and State aircraft (Police, Military and Customs) flights, VFR flights at night are permitted in Portugal under the following conditions:

- a. if leaving the vicinity of an aerodrome, a flight plan shall be submitted;
- b. flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available;
- c. the VMC visibility and distance from cloud minima as specified in Table S5-1 of SERA.5001 shall apply except that:
 - i. the ceiling shall not be less than 450 M (1500 FT);
 - ii. the reduced flight visibility provisions specified in Table S5-1(a) and (b) of SERA.5001 shall not apply;
 - iii. in airspace classes B, C, D, E, F and G, at and below 900 M (3000 FT) AMSL or 300 M (1000 FT) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface; and
- d. except when necessary for take-off or landing, a VFR flight at night shall be flown:
 - i. over high terrain or in mountainous areas, at a level which is at least

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Addressing of VFR flight plans within Lisboa FIR

The flight plan and any other associated messages shall be addressed to LPPPZPZX, to the ADEP/ADES TWR, if available, and to LPPCFZX, LPAMYWYA, LPAMCYX, LPAMYWYB, LPAMYXYX and LPPTYWYA.

They shall also be addressed to LPPTZTZA, if flight route crosses LPPT CTR or if ADEP or ADES is LPPT.

Addressing of VFR flight plans within Santa Maria FIR

The flight plan and any other associated messages shall be addressed to LPPPZPZX, LPZZFPLS, LPAMYWYA, LPAMCYX and:

- LPZZFPLM, if departure or destination aerodrome is LPAZ.
- LPZZFPLP, if departure or destination aerodrome is LPPD.
- LPLAZTZX and LPLAZPZX, if departure, destination or alternate aerodrome is LPLA.
- LPZZFPLH, if departure or destination aerodrome is LPPI, LPSJ, LPGR or LPHR.
- LPZZFPLF, if departure or destination aerodrome is LPFL or LPCR.

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LP75 AD 4.2Ultralight runway geographical and administrative data AD-4 LEZIRIAS-1

LP75 AD 4.3Operational hours AD-4 LEZIRIAS-1

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LP75 AD 4.12Ultralight runway physical characteristics AD-4 LEZIRIAS-2

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LP78 AD 4.9Surface movement guidance and control system and markings AD-4 ALENTEJO AIR PARK UL-2

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AD 1.5 Status of certification of aerodromes/heliports

Aerodrome name ICAO location indicator	Date of certification	Validity of certification	Remarks
1	2		3
Amendoeira LPMN	24 MAY 2019	18 JUL 2026	NIL
Braga LPBR	31 DEC 2023	31 DEC 2028	NIL
Bragança LPBG	29 DEC 2023	29 DEC 2028	NIL
Castelo Branco LPCB	26 JUN 2015	31 AUG 2026	NIL
Chaves LPCH	19 JUL 2019	29 MAY 2024	NIL
Coimbra LPCO	29 MAY 2014	30 JUN 2025	NIL
Espinho LPIN	31 DEC 2023	31 DEC 2028	NIL
Ferreira do Alentejo LPFA	19 JUL 2019	31 DEC 2023	NIL
Figueira dos Cavaleiros LPFC	19 JUL 2019	31 DEC 2023	NIL
Leiria LPJF	01 JAN 2019	31 DEC 2024	NIL
Lousã LPLZ	21 SEP 2015	31 OCT 2022	NIL
Mirandela LPMI	19 JUL 2019	31 DEC 2023	NIL
Mogadouro LPMU	29 DEC 2023	31 DEC 2028	NIL
Portimão LPPM	19 JUL 2019	31 DEC 2026	NIL
Proença A Nova LPPN	29 DEC 2023	31 DEC 2024	NIL
Santa Cruz LPSC	29 DEC 2023	30 JUN 2024	NIL
Santarém LPSR	19 JUL 2019	31 DEC 2023	NIL
São Jorge LPSJ	25 NOV 2019	30 JUN 2027	NIL
Seia LPSE	24 JUL 2023	24 JUL 2026	NIL

Aerodrome name ICAO location indicator	Date of certification	Validity of certification	Remarks
1	2		3
Vilar de Luz LPVL	19 JUL 2019	29 MAY 2024	NIL
Viseu LPVZ	19 JUL 2019	29 MAY 2024	NIL

Heliport name ICAO location indicator	Date of certification	Validity of certification	Remarks
1	2		3
Alfragide LPAF	19 JUL 2019	31 DEC 2023	NIL
Algés LPJB	19 JUL 2019	29 MAY 2024	NIL
Braga Hospital LPBH	12 DEC 2023	12 DEC 2026	NIL
Fafe LPFE	19 JUL 2019	31 DEC 2024	NIL
Loulé LPLO	19 JUL 2019	27 DEC 2024	NIL
Macedo de Cavaleiros LPMC	19 JUL 2019	31 DEC 2024	NIL
Mafra LPMP		18 APR 2023	NIL
Massarelos LPDA	19 JUL 2019	27 DEC 2024	NIL
Monchique		12 MAY 2023	NIL
Morgado de Apra LPMB	19 JUL 2019	29 MAY 2024	NIL
Porto Moniz LPMZ	29 MAY 2014	29 MAY 2019	NIL
Salemas LPSA	19 JUL 2019	29 MAY 2024	NIL
Santa Comba Dão LPCD	19 JUL 2019	10 OCT 2022	NIL

ESPINHO AD

Note: The following sections are intentionally left blank: AD-2.6, AD-2.7, AD-2.11, AD-2.14, AD-2.15, AD-2.16, AD-2.17, AD-2.19, AD-2.18, AD-2.20 and AD-2.21.

LPIN AD 2.1 Aerodrome location indicator and name

LPIN - Espinho

LPIN AD 2.2 Aerodrome geographical and administrative data

1	Aerodrome reference point (ARP) and site	LAT: 405821N LONG: 0083842W
2	Direction and distance of ARP from centre of the town that the aerodrome serves	3 KM (1.6 NM) S of Paramos
3	Aerodrome elevation and reference temperature	4 M (13 FT) / NOT AVBL
4	Geoid undulation at the aerodrome elevation position	NOT AVBL
5	MAG VAR (date) and annual change	02° W (2020) / 0.18° decreasing
6	Aerodrome operator, address, telephone, fax, email address and AFS	Aero Clube da Costa Verde - Espinho Phone/Fax: +351 227 342 060 Email: geral@accv.pt AD Director: Paulo Costa e Silva Phone: +351 939 264 408 Email: lpin.dir@gmail.com AD Deputy Director: Carlos Corvacho da Silva Phone: +351 961 451 961
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	MTOM ≤ 5700 KG Ultralight operation

LPIN AD 2.3 Operational hours

1	Aerodrome operator	Aerodrome: Winter schedule: SAT-SUN 10:00-12:30 14:00-18:00 or SS, whichever comes first. Summer schedule: SAT-SUN 10:00-13:00 15:00-20:00 or SS, whichever comes first. AD administration: 09:00-18:30 LMT
2	Customs and immigration	NIL
3	Health and sanitation	NIL

4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	NIL
8	Fuelling	09:00-18:30 LMT
9	Handling	NIL
10	Security	Aerodrome guard: 09:00-18:30 LMT
11	De-icing	NIL
12	Remarks	Other periods only with prior permission from AD Director.

LPIN AD 2.4 Handling services and facilities

1	Cargo-handling facilities	NIL
2	Fuel and oil types	AVGAS 100LL / D100 and 15W50 Subject to availability
3	Fuelling facilities and capacity	NIL
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	1- North hangar - 579.42 M ² (34.8 Mx16.65 M); door 14.20 Mx3.45 M 2- South hangar - 800 M ² (40 Mx20 M); door 15 Mx3.96 M
6	Repair facilities for visiting aircraft	Subject to agreement with Indústrias Aeronáuticas de Coimbra (IAC) Phone: +351 239 947 618 Fax: +351 239 947 476 Email: iac-coimbra@sapo.pt
7	Remarks	NIL

LPIN AD 2.5 Passenger facilities

1	Hotel(s) at or in the vicinity of the aerodrome	Espinho
2	Restaurant(s) at or in the vicinity of the aerodrome	Aeroclub, Espinho and Paramos
3	Transportation possibilities	Railway station: Espinho and Paramos
4	Medical facilities	Espinho, Santa Maria da Feira, Porto
5	Bank and post office at or in the vicinity of the aerodrome	Espinho, Paramos e Esmoriz
6	Tourist office	NIL

7	Remarks	NIL
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LPIN AD 2.8 Aprons, taxiways and check locations/positions data

1	Aprons	Designation	Surface		Strength
		C	CONC		NIL
2	Taxiways	Designation	Width	Surface	Strength
		N S	NIL	Sand	NIL
3	Location and elevation of altimeter checkpoint	Location		Elevation	
		NIL		NIL	
4	Location of VOR checkpoints	NIL			
5	Position of INS checkpoints	NIL			
6	Remarks	Apron dimensions 30 Mx70 M			

LPIN AD 2.9 Surface movement guidance and control system and markings

1	Use of aircraft stand Identification signs, taxiway guide lines and visual docking/parking guidance system at aircraft stands	NIL
2	Runway and taxiway markings and lights	Runway marks, runway designation and runway centreline
3	Stop bars	NIL
4	Remarks	WDI not lighted

LPIN AD 2.10 Aerodrome obstacles

Designation	Type	Position	Elevation / Height	Marking and lighting	Remarks
a	b	c	d	e	f
NIL	Trees	NOT AVBL	NOT AVBL/ 4 M	NIL	RWY 35 approach area, distant 210 M
NIL	Wall	NOT AVBL	NOT AVBL	Signalized by day	In vicinity area, distant 150 M from THR 17
NIL	3 Poles	NOT AVBL	18 M / NOT AVBL	Signalized day and night	In vicinity area, near hangar
NIL	2 Poles	405837N 0083834W	50 M /NOT AVBL	Signalized day and night	In vicinity area, Engineer Regiment Nr3

LPIN AD 2.12 Runway physical characteristics

Designation	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates / RWY End coordinates / THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APCH RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
17	NOT AVBL	420x30	17TON/RIS ASPH	THR 405833.33N 0083844.13W	THR 4 M	NIL
35	NOT AVBL			THR 405819.82N 0083841.90W	THR 4 M	NIL

Designation	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA (M)	OFZ	Remarks
1	8	9	10	11	12	13
17	180 M	210 M	NIL	NIL	NIL	SWY - Grass
35	NIL	NIL	720x80			NIL

LPIN AD 2.13 Declared distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
17	420	630	600	420	NIL
35	420	420	420	420	

LPIN AD 2.18 Air traffic services communication facilities

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
Ovar APP	OVAR APPROACH	118.600 MHZ	HO	NIL
Ovar TWR	OVAR TOWER	122.100 MHZ	HO	NIL

PROENÇA-A-NOVA AD

Note: The following sections are intentionally left blank: AD-2.7, AD-2.10, AD-2.11, AD-2.14, AD-2.15, AD-2.16, AD-2.17, AD-2.19, AD-2.20, AD-2.21 and AD-2.22.

LPPN AD 2.1 Aerodrome location indicator and name

LPPN - Proença-a-Nova

LPPN AD 2.2 Aerodrome geographical and administrative data

1	Aerodrome reference point (ARP) and site	LAT: 394352N LONG: 0075229W
2	Direction and distance of ARP from centre of the town that the aerodrome serves	5 KM from Proença-a-Nova
3	Aerodrome elevation and reference temperature	407 M (1335 FT) / 16.5°C
4	Geoid undulation at the aerodrome elevation position	NOT AVBL
5	MAG VAR (date) and annual change	03° W (2013) / 0.13° decreasing
6	Aerodrome operator, address, telephone, fax, email address and AFS	Câmara Municipal de Proença-a-Nova Av do Colégio 6150-401 PROENÇA-A-NOVA Phone: +351 274 670 000 Fax: +351 274 672 697 Email: geral@cm-proencanova.pt Email do AD: aerodromo@cm-proencanova.pt AD Director Phone: +351 937 527 415 AD Deputy Director Phone: +351 965 095 196 Email: danielfarinha@cm-proencanova.pt
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	NIL

LPPN AD 2.3 Operational hours

1	Aerodrome operator	SR-SS
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	NIL

8	Fuelling	Nil
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	Ultralight operation - PPR 24 Hours

LPPN AD 2.4 Handling services and facilities

1	Cargo-handling facilities	NIL
2	Fuel and oil types	NIL
3	Fuelling facilities and capacity	NIL
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	875 M ² (35 Mx25 M); door 20 Mx3 M (parachuting support activities) Centro de Meios Aéreos de Proteção Civil (CMA)
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LPPN AD 2.5 Passenger facilities

1	Hotel(s) at or in the vicinity of the aerodrome	Proença-a-Nova
2	Restaurant(s) at or in the vicinity of the aerodrome	Proença-a-Nova
3	Transportation possibilities	Taxi
4	Medical facilities	Centro de Saúde de Proença-a-Nova Phone: +351 274 670 040
5	Bank and post office at or in the vicinity of the aerodrome	Proença-a-Nova
6	Tourist office	NIL
7	Remarks	NIL

LPPN AD 2.6 Rescue and firefighting services

1	Aerodrome category for firefighting	CAT 2 of SLCI - available the Aerodrome Brigade Service (SBA)
2	Rescue equipment	NIL
3	Capability for removal of disabled aircraft	NIL

4	Remarks	Bombeiros Voluntários de Proença-a-Nova (Fire fighting department) Phone: +351 274 671 555
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LPPN AD 2.8 Aprons, taxiways and check locations/positions data

1	Aprons	Designation	Surface		Strength
		North South	ASPH		NIL
2	Taxiways	Designation	Width	Surface	Strength
		NIL	6 M	ASPH	NIL
3	Location and elevation of altimeter checkpoint	Location		Elevation	
		NIL		NIL	
4	Location of VOR checkpoints	NIL			
5	Position of INS checkpoints	NIL			
6	Remarks	Apron North dimensions 44 Mx20 M Apron South dimensions 107 Mx20 M Taxiway dimensions 122 Mx6 M			

LPPN AD 2.9 Surface movement guidance and control system and markings

1	Use of aircraft stand Identification signs, taxiway guide lines and visual docking/parking guidance system at aircraft stands	NIL
2	Runway and taxiway markings and lights	Runway marks, runway designation and runway centreline
3	Stop bars	NIL
4	Remarks	WDI not lighted

LPPN AD 2.12Runway physical characteristics

Designation	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates / RWY End coordinates / THR Geoid Undulation	THR elevation and highest elevation of TDZ of precision APCH RWY	Slope of RWY/SWY
1	2	3	4	5	6	7
13	NOT AVBL	823x19	9/F/B/W/U ASPH	THR 394359.26N 0075243.61W	THR 407 M	NIL
31	NOT AVBL			THR 394345.57N 0075213.91W	THR 392 M	NIL

Designation	SWY dimension s (M)	CWY dimensions (M)	Strip dimensions (M)	RESA (M)	OFZ	Remarks
1	8	9	10	11	12	13
16	NIL	NIL	NIL	NIL	NIL	NIL
34						

LPPN AD 2.13Declared distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
13	823	823	823	823	NIL
31	823	823	823	823	

LPPN AD 2.18Air traffic services communication facilities

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
Aeronautical Station	PROENÇA-A-NOVA RADIO	120.605 MHZ	SR/SS	Coverage: 15NM Emission Type: A3E

LPPN AD 2.23 Additional information

Potentially dangerous activities:
Parachute Jumping

See [ENR-5.5](#) Aerial Sporting and Recreational activities.

LPPN AD 2.24 Aeronautical charts related to an aerodrome

Name	Page
Aerodrome Chart	AD-2 LPPN ADC-1
Visual Approach Chart	AD-2 LPPN VAC-1

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SANTA CRUZ AD

Note: The following sections are intentionally left blank: AD-2.6, AD-2.7, AD-2.11, AD-2.14, AD-2.15, AD-2.16, AD-2.17, AD-2.19, AD-2.20 and AD-2.21.

LPSC AD 2.1 Aerodrome location indicator and name

LPSC - Santa Cruz

LPSC AD 2.2 Aerodrome geographical and administrative data

1	Aerodrome reference point (ARP) and site	LAT: 390725N LONG: 0092248W
2	Direction and distance of ARP from centre of the town that the aerodrome serves	500 M (0.3 NM) SE of Santa Cruz
3	Aerodrome elevation and reference temperature	49 M (161 FT) / NOT AVBL
4	Geoid undulation at the aerodrome elevation position	NOT AVBL
5	MAG VAR (date) and annual change	03° W (2013) / 0.13° decreasing
6	Aerodrome operator, address, telephone, fax, email address and AFS	Câmara Municipal de Torres Vedras AD Phone: +351 261 937 299 AD Director Phone: +351 967 603 856 / +351 261 931 056
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	MTOM ≤ 5700 KG Ultralight operation

LPSC AD 2.3 Operational hours

1	Aerodrome operator	TUE-SUN 1000-1300 1430-1700
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	NIL
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL

12	Remarks	Outside this periods subject to prior coordination with the airfield management board (Aeroclube de Torres Vedras).
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LPSC AD 2.4 Handling services and facilities

1	Cargo-handling facilities	NIL
2	Fuel and oil types	AVGAS 100LL and oil
3	Fuelling facilities and capacity	NIL
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	Aeroclube de Torres Vedras 540 M ² (30 Mx18 M); door 12 Mx3.55 M
6	Cargo-handling facilities	Aeroclube de Torres Vedras (aircraft maintenance) - door 16 Mx3.55 M
7	Fuel and oil types	NIL

LPSC AD 2.5 Passenger facilities

1	Hotel(s) at or in the vicinity of the aerodrome	Santa Cruz
2	Restaurant(s) at or in the vicinity of the aerodrome	Santa Cruz
3	Transportation possibilities	Railway station: Torres Vedras
4	Medical facilities	Torres Vedras
5	Bank and post office at or in the vicinity of the aerodrome	NIL
6	Tourist office	NIL
7	Remarks	NIL

LPSC AD 2.8 Aprons, taxiways and check locations/positions data

1	Aprons	Designation	Surface		Strength
		NIL	NIL		NIL
2	Taxiways	Designation	Width	Surface	Strength
		NIL	10 M	CONC	NIL
3	Location and elevation of altimeter checkpoint	Location		Elevation	
		NIL		NIL	
4	Location of VOR checkpoints	NIL			
5	Position of INS checkpoints	NIL			

BRAGA HOSPITAL HLP

Note: The following sections in this chapter are intentionally left blank: AD-3.4, AD-3.5, AD-3.7, AD-3.8, AD-3.11, AD-3.13, AD-3.16, AD-3.17, AD-3.18, AD-3.19, AD-3.20, AD-3.21 and AD-3.22.

LPBH AD 3.1 Heliport location indicator and name

LPBH - Braga Hospital

LPBH AD 3.2 Heliport geographical and administrative data

1	Heliport reference point coordinates and site	LAT: 413407N LONG: 0082400W
2	Direction and distance of ARP from city or town	NOT AVBL
3	Elevation/Reference temperature	270 M (887 FT) / NOT AVBL
4	Geoid undulation at HP elevation position	NOT AVBL
5	MAG VAR/Annual change	03° W (2013) / 0.13° decreasing
6	HP Administration, address, telephone, telefax, telex, AFS	Administração do Hospital de Braga Escala Braga Sete Fontes, S. Vitor 4710-243 BRAGA Phone: +351 253 027 000 Fax: +351 253 027 999 Email: hbraga@hospitaldebraga.pt Diretor HLP: Ana Rita Seixo Phone: +351 932 003 171 Email: ana.seixo@hb.min-saude.pt Deputy Director: Sílvia Oliveira Email: silvia.oliveira@hb.min-saude.pt
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Day and night for medical emergency

LPBH AD 3.3 Operational hours

1	Heliport Operator	H24
2	Remarks	NIL

LPBH AD 3.6 Rescue and firefighting services

1	Heliport category for firefighting	H2 - SBA
2	Rescue equipment	NIL
3	Capability for removal of disabled helicopter	NIL
4	Remarks	NIL

LPBH AD 3.9 Markings and markers

1	Final approach and take-off markings	NIL
2	Taxiway markings, air taxiway markings and air transit route markings	NIL
3	Remarks	Letter H (red) TLOF limitation marks (yellow) and FATO limitation marks (white)

LPBH AD 3.10Heliport obstacles

Identification	Type	Position	Elevation Height	Markings and lighting	Remarks
a	b	c	d	e	f
NIL	Transmission line	413425.2N 0082425.0W	306 M NOT AVBL	NIL	NIL

LPBH AD 3.12Heliport data

Type	TLOF dimensions	FATO true bearings	FATO dimensions and surface type	TLOF surface and bearing strength	Geographical coordinates geoid undulation of TLOF and of each FATO THR
1	2	3	4	5	6
Elevated	NOT AVBL	APCH and TKOF direction: 199°/ 314° (GEO) 202°/ 317°(MAG)	34 M diameter CONC 16 TONS	23 M diameter	413407N 0082400W NOT AVBL

TLOF and/or FATO slope and elevation	Dimensions of safety area	Dimensions of helicopter clearway	Obstacle free zone (OFZ)	Remarks
7	8	9	13	14
270 M (887 FT)	46 M diameter	NIL	NIL	NIL

LPBH AD 3.14 Approach and FATO lighting

1	Type, length and intensity of approach lighting system	NIL
2	Type of visual approach slope indicator system	NIL
3	Characteristics and location of FATO area lights	FATO lights (white) and floodlighting
4	Characteristics and location of aiming point lights	NIL
5	Characteristics and location of TLOF lighting system	NIL
6	Remarks	NIL

LPBH AD 3.15 Other lighting, secondary power supply

1	Location, characteristics and hours of operation of heliport beacon	NIL
2	Location and lighting of wind direction indicator (WDI)	WDI lighted
3	Taxiway edge and taxiway centre line lights	NIL
4	Secondary power supply including switchover time	NIL
5	Remarks	NIL

LPBH AD 3.23 Aeronautical charts related to a heliport

Name	Page
Visual Approach Chart	AD-3 LPBH HLP VAC-1

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