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eVFR 009-2024
Publication date 16-MAY-2024

1. Changes incorporated in this eVFR Amendment:

GEN

NIL

ENR

1.2 Editorial changes.
5.5 Military frequencies changed.

AD

AD 1.5 LPSR and LPLZ new certificates.
AD-2 LPIN AD 2.18 - Air traffic services communication facilities
LPJF AD 2.22 - Flight procedures
LPPM AD 2.2 - Aerodrome geographical and administrative data
LPPM AD 2.4 - Handling services and facilities
LPSC AD 2.2 - Aerodrome geographical and administrative data
LPSC AD 2.5 - Passengers facilities
LPSR AD 2.2 - Aerodrome geographical and administrative data
LPSR AD 2.4 - Handling services and facilities
AD 2.24 LPIN ADC/VAC, LPJF ADC/VAC, LPSC ADC/VAC - frequency change
AD 3 LPDA HLP 3.12 - Heliport data
LPDA HLP 3.14 - Approach and FATO lighting
LPTM HLP 3.12 - Heliport data
AD 3.24 LP41 TORRES VEDRAS HLP VAC, LPMP VAC - frequency change
AD 4 LP51 BEJA UL 4.22 - Flight procedures
LP79 FAIAS UL 4.20 - Local aerodrome regulations

This eVFR Amendment incorporates information contained in the following publications:

NOTAM Series C:

C0082/24, C0104/24, C0117/24, C0144/24, C0151/24, C0152/24, C0153/24, C0154/24, C0155/24, C0156724, C0158/24, C0159/24, C0175/24 and C0176/24.

SUP: NIL

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

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

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	
009/2024	16-May-2024	16-May-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
002/2022	PALMA UL CLOSED	AD-4	24-MAR-2022	UFN
032/2023	LPMZ HELIPORT CLOSED	AD-3	15-JUN-2023	30-JUN-2024EST
045/2023	LPTM HLP - OBSTACLE ERECTED	AD-3	30-NOV-2023	31-DEC-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 ERECTED	AD-3	30-NOV-2023	31-MAY-2024EST
001/2024	LPIN AD - RWY, TWY AND STRIP - PAVEMENT CONDITIONS	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 ERECTED	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
014/2024	LPFX HLP - CRANE ERECTED	AD-3	16-MAY-2024	24-SEP-2024EST
015/2024	LPPM AD - LIMITATIONS	AD-2	16-MAY-2024	31-DEC-2024EST
016/2024	LPGO HLP - OBSTACLE ERECTED	AD-3	16-MAY-2024	31-OCT-2024EST
017/2024	LPGO HLP - OBSTACLE ERECTED	AD-3	16-MAY-2024	31-OCT-2024EST

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

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GEN-0.4-1	16-MAY-2024
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GEN-0.4-3	16-MAY-2024
GEN-0.4-4	16-MAY-2024
GEN-0.4-5	16-MAY-2024
GEN-0.4-6	16-MAY-2024
GEN-0.4-7	16-MAY-2024
GEN-0.4-8	16-MAY-2024
GEN-0.4-9	16-MAY-2024
GEN-0.4-10	16-MAY-2024
GEN-0.4-11	16-MAY-2024
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GEN-0.4-13	16-MAY-2024
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GEN-1.7-2	001-2022 01-DEC-2022

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GEN-2.1-2	001-2022 01-DEC-2022
GEN-2.2-1	001-2022 01-DEC-2022
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GEN-3.6-1	001-2022 01-DEC-2022
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
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GEN-4.2-2	001-2022 01-DEC-2022

PART 2 - EN-ROUTE (ENR)

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ENR-0.4-1	16-MAY-2024
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ENR-0.5-2	001-2022 01-DEC-2022
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ENR-1.1-1	001-2022 01-DEC-2022
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ENR-1.4-3	001-2022 01-DEC-2022
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
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ENR-1.7-4	001-2022 01-DEC-2022
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ENR-1.9-1	001-2022 01-DEC-2022
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-1.12-1	001-2022 01-DEC-2022
ENR-1.12-2	001-2022 01-DEC-2022
ENR-1.13-1	27-JAN-2023
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ENR-1.14-1	001-2022 01-DEC-2022
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ENR-4.1-1	001-2022 01-DEC-2022
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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

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ENR-6.4-5	001-2022 01-DEC-2022
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PARTE 3 - AERODROMES (AD)

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AD-0.6-2	16-MAY-2024
AD-0.6-3	16-MAY-2024
AD-0.6-4	16-MAY-2024
AD-0.6-5	16-MAY-2024
AD-0.6-6	16-MAY-2024
AD-0.6-7	16-MAY-2024
AD-0.6-8	16-MAY-2024
AD-0.6-9	16-MAY-2024
AD-0.6-10	16-MAY-2024
AD-0.6-11	16-MAY-2024
AD-0.6-12	16-MAY-2024
AD-0.6-13	16-MAY-2024
AD-0.6-14	16-MAY-2024
AD-0.6-15	16-MAY-2024
AD-0.6-16	16-MAY-2024
AD-0.6-17	16-MAY-2024
AD-0.6-18	16-MAY-2024
AD-0.6-19	16-MAY-2024
AD-0.6-20	16-MAY-2024
AD-0.6-21	16-MAY-2024
AD-0.6-22	16-MAY-2024
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AD-1.4-2	001-2022 01-DEC-2022
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AD-1.5-2	22-FEB-2024
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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
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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
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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	16-MAY-2024
AD 2-LPIN-5	16-MAY-2024
AD 2-LPIN-6	001-2022 01-DEC-2022
AD-2 LPIN ADC-1	16-MAY-2024
AD-2 LPIN ADC-2	001-2022 01-DEC-2022
AD-2 LPIN VAC-1	16-MAY-2024
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	16-MAY-2024
AD 2-LPJF-6	001-2022 01-DEC-2022
AD-2 LPJF ADC-1	16-MAY-2024
AD-2 LPJF ADC-2	001-2022 01-DEC-2022
AD-2 LPJF VAC-1	16-MAY-2024
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	16-MAY-2024
AD 2-LPPM-2	16-MAY-2024
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	16-MAY-2024
AD 2-LPSC-2	16-MAY-2024
AD 2-LPSC-3	16-MAY-2024

AD 2-LPSC-4	16-MAY-2024
AD 2-LPSC-5	16-MAY-2024
AD 2-LPSC-6	16-MAY-2024
AD-2 LPSC ADC-1	16-MAY-2024
AD-2 LPSC ADC-2	001-2022 01-DEC-2022
AD-2 LPSC VAC-1	16-MAY-2024
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	16-MAY-2024
AD 2-LPSR-2	16-MAY-2024
AD 2-LPSR-3	16-MAY-2024
AD 2-LPSR-4	16-MAY-2024
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	16-MAY-2024
AD-3 TORRES VEDRAS VAC-1	16-MAY-2024
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	16-MAY-2024
AD-3 LPDA-3	16-MAY-2024
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	16-MAY-2024
AD-3 LPMP-4	001-2022 01-DEC-2022
AD-3 LPMP VAC-1	16-MAY-2024
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
AD-3 LPNV-1	27-JAN-2023
AD-3 LPNV-2	27-JAN-2023
AD-3 LPNV VAC-1	27-JAN-2023
AD-3 LPNV VAC-2	001-2022 01-DEC-2022
AD-3 LPPA-1	001-2022 01-DEC-2022
AD-3 LPPA-2	001-2022 01-DEC-2022
AD-3 LPPA-3	001-2022 01-DEC-2022
AD-3 LPPA-4	001-2022 01-DEC-2022
AD-3 LPPA VAC-1	001-2022 01-DEC-2022
AD-3 LPPA VAC-2	001-2022 01-DEC-2022
AD-3 LPPB-1	001-2022 01-DEC-2022
AD-3 LPPB-2	001-2022 01-DEC-2022
AD-3 LPPB-3	001-2022 01-DEC-2022
AD-3 LPPB-4	001-2022 01-DEC-2022
AD-3 LPPB VAC-1	001-2022 01-DEC-2022
AD-3 LPPB VAC-2	001-2022 01-DEC-2022
AD-3 LPPH-1	27-JAN-2023
AD-3 LPPH-2	27-JAN-2023

AD-3 LPPH-3	001-2022 01-DEC-2022
AD-3 LPPH-4	001-2022 01-DEC-2022
AD-3 LPPH VAC-1	27-JAN-2023
AD-3 LPPH VAC-2	001-2022 01-DEC-2022
AD-3 LPPJ-1	27-JAN-2023
AD-3 LPPJ-2	27-JAN-2023
AD-3 LPPJ VAC-1	27-JAN-2023
AD-3 LPPJ VAC-2	001-2022 01-DEC-2022
AD-3 LPSA-1	001-2022 01-DEC-2022
AD-3 LPSA-2	001-2022 01-DEC-2022
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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 established 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 Comission 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

- 600 M (2000 FT) above the highest obstacle located within 8 KM of the estimated position of the aircraft;
- ii. elsewhere than as specified in i. at a level which is at least 300 M (1000 FT) above the highest obstacle located within 8 KM of the estimated position of the aircraft.

Crossing borders

Crossing international borders is not authorised for VFRN unless the State that has jurisdiction over the adjacent airspace permits night VFR flight in their airspace.

Change VFRN to IFR

Any aircraft flying in conditions VFRN wishing to switch to IFR, shall:

- Submit a change to the Flight Plan to the appropriate ATS.
- Wishing to continue or enter controlled airspace, obtain ATC clearance before proceeding under IFR rules.

Change IFR to VFRN

Any aircraft flying in IFR conditions wishing to switch to VFRN, shall:

- Submit a change to the Flight Plan to the appropriate ATS.
- Wishing to continue or enter controlled airspace, obtain ATC clearance before proceeding under VFRN rules.

Communications in VFRN flights

In case of communication failure shall be operated Transponder Mode A code 7600 and proceed flight in accordance to the effective Flight Plan.

Crew-Qualifications required

The qualifications required for VFR flights at night for aircraft and helicopters are set out in Commission Regulation (EU) 1178/2011, of 03 November, in its last redaction.

Aircraft authorised to operate VFR flights at night

All aircraft involved in private or commercial flights and commercial air transport shall comply with the Commission Regulation (EU) 965/2012, of 5th October, laying down technical requirements and administrative procedures related to air operations, in its last redaction, and must be equipped with:

- Transponder mode "A" or "C";
- COM and NAV equipment, appropriate to the operation.

Aerodromes/Heliports for VFRN use

Landing, take-off and local flights under VFRN are only allowed in aerodromes and heliports equipped for visual night operation, where VFRN are permitted and certified by ANAC for that type of operation.

When Air Traffic Control unit or AFIS doesn't exist in the aerodrome/heliport, the activation of lighting system should be ensure by a responsible person appointed by

the AD/HLP Director and clearly recognised by ANAC. In this case the aerodrome/heliport shall be certified for VFRN with limitations. The AD/HLP Director shall determine the rules for aerodrome/heliport use.

Restrictions for nocturnal flights for civil aircrafts

On airports and/or aerodrome landing and take-off is forbidden by law between 0000 LMT and 0600 LMT except in case of force majeure.

UL Regulations

Movement of EU and Foreign Ultralight Aircraft

The movement of EU and foreign ultra-light aircraft within Portuguese airspace is governed by Article 36A of Decree-Law 238/2004 of 18 December introduced by Article 1 of Decree-Law 283/2007 of 13 August.

Specific Rules for the operation of Ultralight Aircraft

The operation of ultralight aircraft is governed by the terms and according to specific rules in force.

This regulation is contained in the following legislation:

- Decree-Law 238/2004 of 18 December;
- Decree-Law 283/2007 of 13 August.

Regulatory by ANAC:

- Regulation 164/2006 -Ultra-light aircraft construction, certification and operation;
- Regulation 510/2008 - First amendment to Regulation 164/2006.

Operating conditions of ultralight aircraft

The ultralight aircraft can only be operated with a specific flight certificate and the insurance certificate according to Decree-Law 238/2004 of 18 December.

Type of flight permitted: only under visual flight rules daytime on VMC and conducted in uncontrolled airspace, class G.

Ultralight aircraft can only operate in controlled airspace, with the exception of airspace class A, and in aerodrome traffic zone or in restricted area, with ACC permission, being than obliged to fully comply with the rules and conditions applicable to such spaces.

Ultralight landing and take-off operations are only performed on runways approved by ANAC.

An ultralight pilot may operate hauling another passenger after having made at least 30 hours of flight.

Ultralight Aircraft operation

Except for take-off or landing manoeuvres, or in cases authorised by ANAC, an ultralight aircraft can not operate:

- Over cities, towns, villages or clusters of people outdoors, unless at a height that permits, in an emergency, make a landing without endangering persons or property on the surface, which does not be less than 300 M (1000 FT) above the highest obstacle within a radius of 600 M around the aircraft;
- In other places, at a height above the ground or water below:
 - 50 M (150 FT) for an ultralight aircraft group 1.
 - 150 M (500 FT) for ultralight aircraft group 2 and 3.

No objects can be dropped from an ultralight aircraft in flight.

Not authorised parachuting dropping.

Not authorised the towing of any object by an ultralight aircraft, including the trailer of another aircraft and banner advertising.

Except if expressly provided in Flight Manual, aerobatics manoeuvres are not authorised by ultralight aircraft.

Ultralight aircraft can not be operated at a distance of any other aircraft in order to cause a risk of collision.

Formation flights are not permitted unless they are pre-agreed by the pilot in command of the aircraft involved and since verified the previous paragraph.

Checklists issued by the manufacturer of the aircraft are of mandatory use in the circumstances foreseen by the manufacturer.

Ultralight aircraft entering a thermic air mass flyed by other aircraft should use the back end that is being used by the others without interfering with their trajectories.

Paramotor aircraft can not operate outside of class G airspace, except when authorised by ANAC.

Operating in controlled airspace, the aircraft must be equipped with:

- VHF radio, aeronautical band, 25 KHZ spacing, in the range (118.00 MHZ-136.975 MHZ);
- Transponder with mode C.
- Altimeter calibrated for less than two years, by certified organisation for the purpose;
- Compass compensated for less than six months.

Operation of ultralight seaplanes or amphibious on water surface, requires prior permission of the manager of that area.

In the operation of ultralight seaplanes or amphibious when operating on water surface, the occupants must wear suitable life-jackets.

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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 coordinates	Vertical limits	Operator/User phone number	Remarks including time of activity (UTC)
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)	<u>FL055</u> GND	LPMN AD Director Phone: +351 266 898 100 or +351 914 391 418	Daily SR-SS See Note 1
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	<u>FL060</u> GND	LPBG AD Director Phone: +351 273 304 353 or +351 932 550 351	Daily 08:00-SS (07:00-SS) See Note 1
ÉVORA AD - LPEV A circle radius 5 KM centred on 383147N 0075331W (Évora AD - LPEV)	<u>FL150</u> GND	LPEV AD Director Phone: +351 266 777 127 or +351 964 647 224	Activity shall be previously coordinated with Beja APP FREQ 130.090 MHZ or Lisboa ACC FREQ 123.755 MHZ (Phone +351 218 553 462) FRI, SAT, SUN, MON and holidays SR-SS See Note 2
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	<u>FL095</u> GND	LPMU AD Director Phone: +351 917 825 782	SAT, SUN and Holidays SR-SS See Note 1

Designation and coordinates	Vertical limits	Operator/User phone number	Remarks including time of activity (UTC)
1	2	3	4
PORTO SANTO CTR AREA 1 330145N 0162252W - 330130N 0162243W - 330213N 0162235W - 330145N 0162252W (Pico das Flores)	<u>1500 FT AMSL</u> GND	Aeroclube da Madeira Phone: +351 291 228 311 or +351 962 308 580	Daily 09:00-18:00 (08:00- 17:00) See Note 3
PORTO SANTO CTR AREA 2 330359N 0161903W - 330347N 0161930W - 330347N 0161918W - 330359N 0161903W (Portela)	<u>1500 FT AMSL</u> GND	Aeroclube da Madeira Phone: +351 291 228 311 or +351 962 308 580	Daily 09:00-18:00 (08:00- 17:00) See Note 3
SANTA CRUZ AD - LPSC A circle radius 5 NM centred on 390725N 0092248W (Santa Cruz AD - LPSC)	<u>3000 FT AMSL</u> SFC	LPSC AD Director Phone: +351 261 931 056 or +351 967 603 856	SAT, SUN and holidays SR-SS See Note 1
<p>Note 1: Use of area shall be previously requested to Lisboa ACC by phone (+351 218 553 462). The user shall report the end of activity to Lisboa ACC by phone.</p> <p>Note 2: The user shall report the end of activity to ATS provider.</p> <p>Note 3: Activity subject to previous coordination with Porto Santo TWR.</p>			

2. LPPC FIR - Parachute jumping exercises activity

Designation and coordinates	Vertical limits	Operator/User phone number	Remarks including time of activity (UTC)
1	2	3	4
BRAGA AD - LPBR A circle radius 5 KM centered on 413513N 0082642W (Braga AD - LPBR)	<u>FL150</u> GND	LPBR AD Director Phone: +351 965 015 369	Use of area shall be previously coordinated with Porto TWR. Aircraft shall climb initially to 2000 FT and contact Porto APP Daily SR-SS See Note 2

Designation and coordinates	Vertical limits	Operator/User phone number	Remarks including time of activity (UTC)
1	2	3	4
<p>ESPINHO AD - LPIN A circle radius 3 NM centred on 405839N 0083831W (Espinho AD - LPIN)</p>	<p><u>FL140</u> SFC</p>	<p>LPIN AD Director Phone: +351 939 264 408</p>	<p>Use of area shall be previously coordinated with Ovar APP FREQ 118.590 MHZ or Lisboa ACC by phone (+351 218 553 462). Above 2000 FT AMSL only after coordination with Porto APP.</p> <p>Daily SR-SS</p> <p>See Note 2</p>
<p>ÉVORA AD - LPEV A circle radius 5 KM centred on 383147N 0075331W (Évora AD - LPEV)</p>	<p><u>FL150</u> GND</p>	<p>LPEV AD Director Phone: +351 266 777 127 or +351 964 647 224</p>	<p>Activity must be previously coordinated with Beja APP FREQ 130.090 MHZ or Lisboa ACC FREQ 123.755 MHZ (Phone +351 218 553 462).</p> <p>Daily SR-SS</p> <p>See Note 2</p>
<p>PORTIMÃO AD - LPPM A circle radius 3 NM centred on 370858N 0083502W (Portimão AD - LPPM)</p>	<p><u>FL150</u> SFC</p>	<p>LPPM AD Director Phone: +351 282 480 360 or +351 925 947 830</p>	<p>Above 1000 FT AMSL, activity shall be coordinated with Faro TWR and approval is subject to existing traffic.</p> <p>No aircraft other than those participating in the activity may enter Portimão PJE area, while parachutists are airborne.</p> <p>Daily 08:00-SS (07:00-SS)</p> <p>See Note 2</p>

Designation and coordinates	Vertical limits	Operator/User phone number	Remarks including time of activity (UTC)
1	2	3	4
PROENÇA-A-NOVA AD - LPPN A circle radius 5 NM centred on 394352N 0075229W (Proença-a-Nova AD - LPPN)	<u>FL170</u> GND	LPPN AD Director Phone: +351 937 527 415 or +351 965 095 196	Above FL095, activity is subject to coordination and approval by the ATS provider. Daily SR-SS See Note 1
TANCOS AD - LPTN A circle radius 5 KM centred on 392831N 0082221W (Tancos AD - LPTN)	<u>FL130</u> GND	Para Clube Nacional Os Boínas Verdes Phone: +351 249 711 449	Above FL055 will take place only after coordination with Lisboa ACC and approval will be subject to traffic. SAT, SUN, holidays and JUN 13th SR-SS See Note 1
VILAR DE LUZ AD - LPVL A circle radius 2 NM centred on 411645N 0083102W (Vilar de Luz AD - LPVL)	<u>11750 FT AMSL</u> GND	LPVL AD Diretor Phone: +351 937 547 182	The aircraft must initially climb to 2000 FT QNH and contact Porto APP to request higher levels. Daily 09:00-SS (08:00-SS) See Note 2
<p>Note 1: Use of area shall be previously requested to Lisboa ACC by phone (+351 218 553 462). The user shall report the end of activity to Lisboa ACC by phone.</p> <p>Note 2: The user shall report the end of activity to ATS provider.</p>			

3. LPPC FIR - Aerobatic flight activities

Designation and coordinates	Vertical limits	Operator/User phone number	Remarks including time of activity (UTC)
1	2	3	4
SANTAREM - COSME PEDROGÃO AD - LPSR (Area located ESE of LPSR) 391243N 0084055W - 391235N 0084016W - 391203N 0084029W - 391213N 0084108W - 391243N 0084055W	<u>FL045</u> GND	LPSR AD Director Phone: +351 933 344 490	Daily SR-SS See Note 1
Note 1: Use of area shall be previously requested to Lisboa ACC by phone (+351 218 553 462). The user shall report the end of activity to Lisboa ACC by phone.			

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AD 0.4 Checklist of VFR Manual Pages - NOT APPLICABLE

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

LP75 AD 4.3 Operational hours AD-4 LEZIRIAS-1

LP75 AD 4.10 Ultralight runway obstacles AD-4 LEZIRIAS-1

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

CASARÃO UL AD-4 CASARAO-1

LP76 AD 4.1 Ultralight runway location indicator and name AD-4 CASARAO-1

LP76 AD 4.2 Ultralight runway geographical and administrative data AD-4 CASARAO-1

LP76 AD 4.3 Operational hours AD-4 CASARAO-1

LP76 AD 4.12 Ultralight runway physical characteristics AD-4 CASARAO-2

ALENTEJO AIR PARK UL AD-4 ALENTEJO AIR PARK UL-1

LP78 AD 4.1 Ultralight runway location indicator and name AD-4 ALENTEJO AIR PARK UL-1

LP78 AD 4.2 Ultralight runway geographical and administrative data AD-4 ALENTEJO AIR PARK UL-1

LP78 AD 4.3 Operational hours AD-4 ALENTEJO AIR PARK UL-1

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

LP78 AD 4.12 Ultralight runway physical characteristics AD-4 ALENTEJO AIR PARK UL-2

LP78 AD 4.23 Additional information AD-4 ALENTEJO AIR PARK UL-2

FAIAS UL AD-4 FAIAS-1

LP79 AD 4.1 Ultralight runway location indicator and name AD-4 FAIAS-1

LP79 AD 4.2 Ultralight runway geographical and administrative data AD-4 FAIAS-1

LP79 AD 4.3 Operational hours AD-4 FAIAS-1

LP79 AD 4.9 Surface movement guidance and control system and markings AD-4 FAIAS-1

LP79 AD 4.12 Ultralight runway physical characteristics AD-4 FAIAS-2

LP79 AD 4.20 Local aerodrome regulations AD-4 FAIAS-2

PIAS LONGAS UL AD-4 PIAS LONGAS-1

LP80 AD 4.1 Ultralight runway location indicator and name AD-4 PIAS LONGAS-1

LP80 AD 4.2 Ultralight runway geographical and administrative data AD-4 PIAS LONGAS-1

LP80 AD 4.3 Operational hours AD-4 PIAS LONGAS-1

LP80 AD 4.5 Passenger facilities AD-4 PIAS LONGAS-1

LP80 AD 4.9	Surface movement guidance and control system and markings	AD-4 PIAS LONGAS-2
LP80 AD 4.10	Ultralight runway obstacles	AD-4 PIAS LONGAS-2
LP80 AD 4.12	Ultralight runway physical characteristics	AD-4 PIAS LONGAS-2
LP80 AD 4.18	Air traffic services communication facilities	AD-4 PIAS LONGAS-3
LP80 AD 4.20	Local aerodrome regulations	AD-4 PIAS LONGAS-3
LP80 AD 4.23	Additional information	AD-4 PIAS LONGAS-3

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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	26 MAR 2024	26 MAR 2025	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	07 FEB 2024	31 OCT 2024	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

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	118.590 MHZ	HO	Primary
Ovar TWR	OVAR TOWER	134.110 MHZ	HO	Primary

LPIN AD 2.22 Flight procedures

Due to the location of the aerodrome within OVAR MCTR, take off and landing are only allowed to aircraft with two-way radio communication and clearance from OVAR APP.

Aircraft flying above 2000 FT shall be equipped with transponder mode C.

Due to large amount of ULM traffic, pilots shall comply with CIA 04/01 - March 23rd.

LPIN AD 2.23 Additional information

Potentially dangerous activities:

Parachuting and ULM: these activities are more frequent during weekends.

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

LPIN AD 2.24 Aeronautical charts related to an aerodrome

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

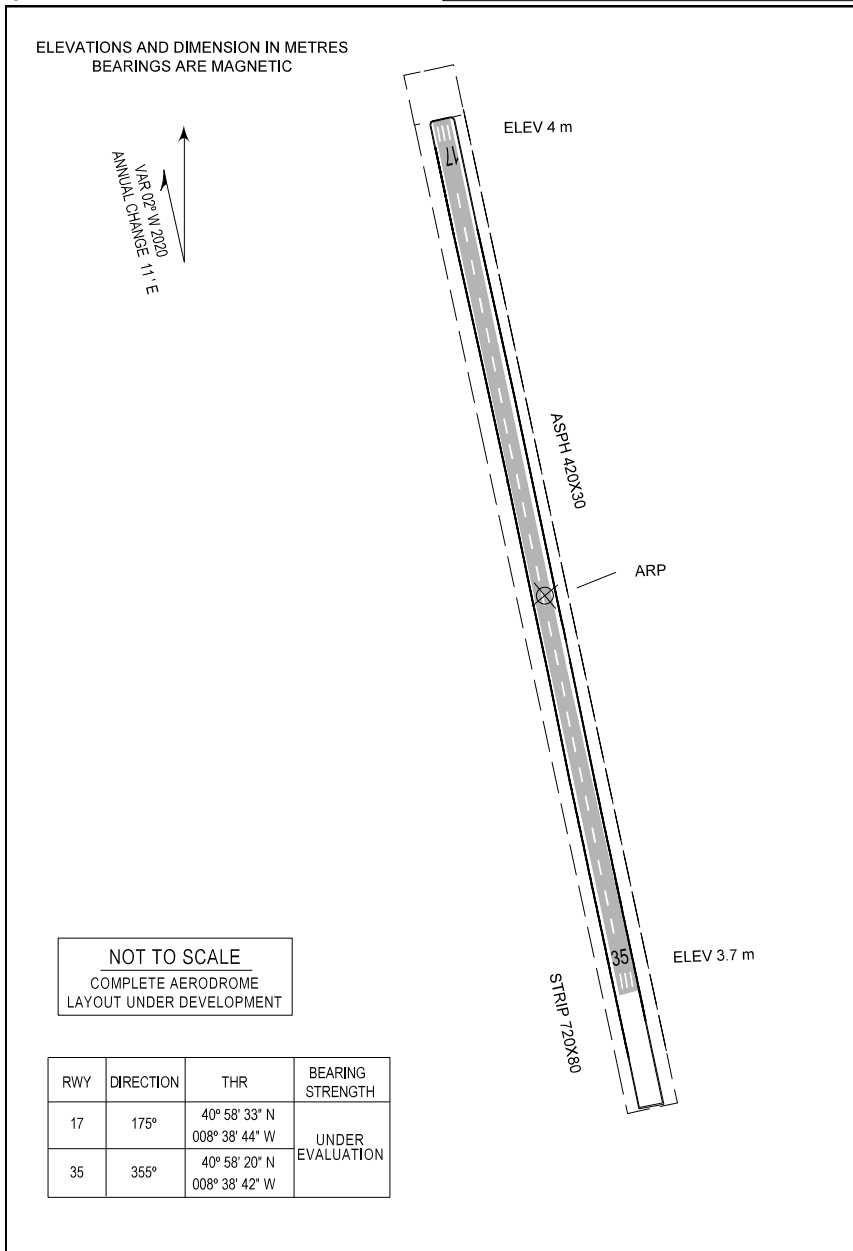
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AERODROME CHART

AD ELEV 4 m
 LAT 40°58'21"N
 LONG 008°38'42"W

ESPINHO (LPIN)

AFIS NIL PORTO APP 120.910 OVAR APP 118.590



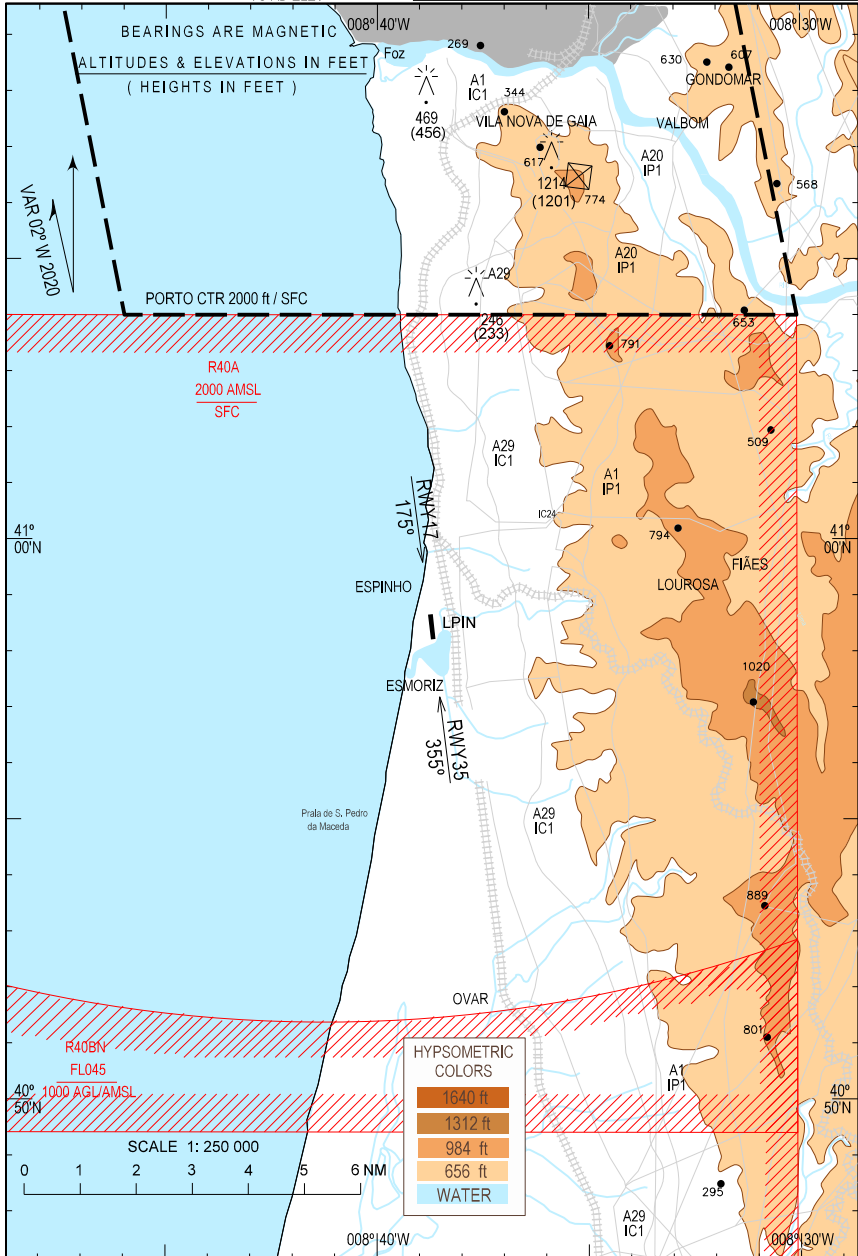
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VISUAL APPROACH CHART

AD ELEV 13 ft
HEIGHTS RELATED TO AD ELEV

ESPINHO (LPIN)

AFIS NIL PORTO APP 120.910 OVAR APP 118.590



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7	Remarks	Whenever LPR60A and LPR60B areas are available for GAT, the airspace classification will change to C (see ENR-1.4).
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LPJF AD 2.18 Air traffic services communication facilities

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
Aeronautical Station	LEIRIA RADIO	121.255 MHZ	HO	Coverage: 15 NM Emission type: A3E

LPJF AD 2.22 Flight procedures

Due to the fact of the aerodrome being crossed by a public road, previous permission is required for granting safety conditions of runway usage.

The aerodrome location within MONTE REAL MCTR, requires clearance by MONTE REAL TWR FREQ 118.640 MHZ (HO).

Aircraft entry and exit only allowed with two way radio communications.

Approach and landing circuit on RWY 02 and RWY 20 shall be performed by west, avoiding overflying Vila de Marrazes where several obstacles and buildings are located, protruding the obstacle clearance surface.

LPJF AD 2.24 Aeronautical charts related to an aerodrome

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

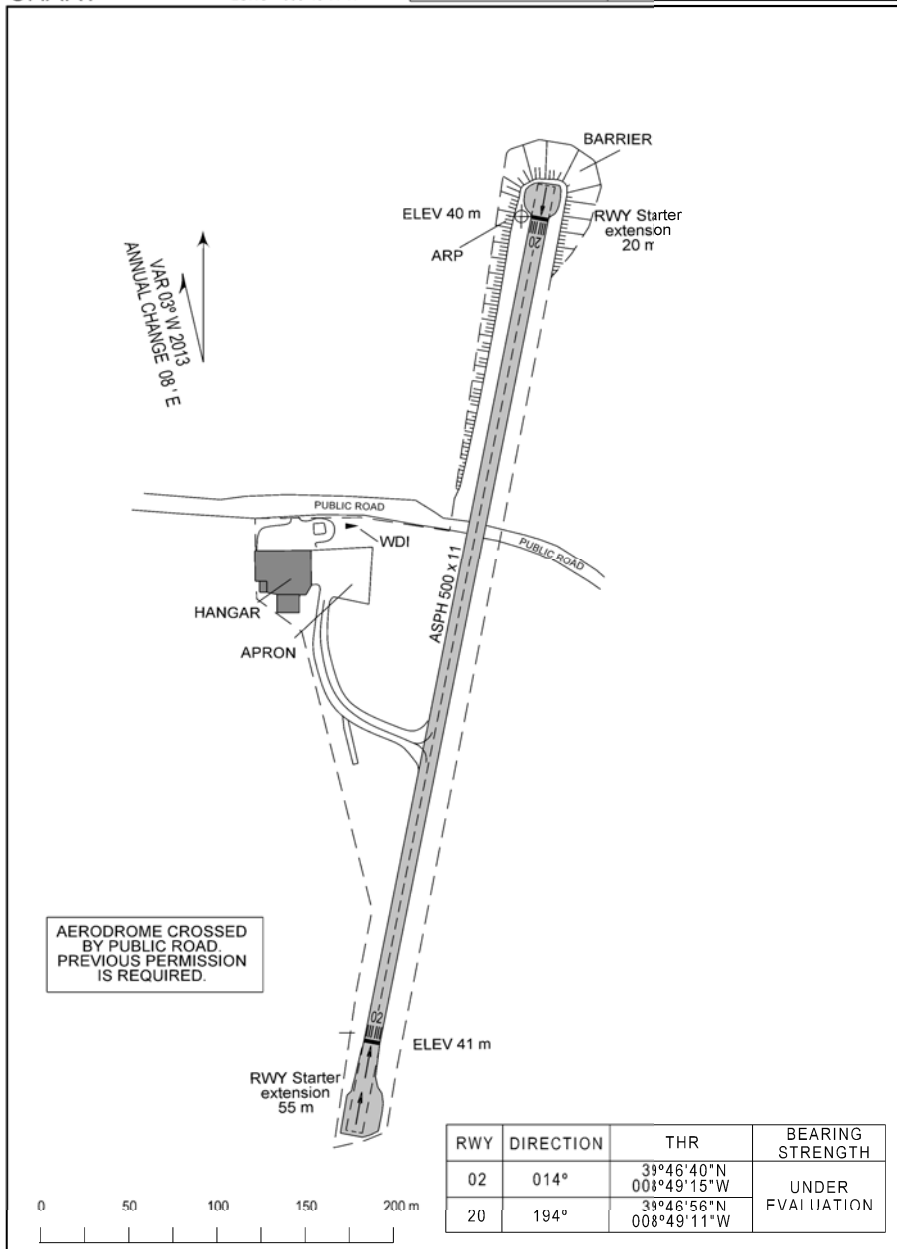
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**AERODROME
CHART**

AD ELEV 42 m
LAT 39°46'56"N
LONG 008°49'11"W

LEIRIA, José Ferrinho (LPJF)

LPMR TWR 118.640 | RADO 121.255 | FIS 123.755



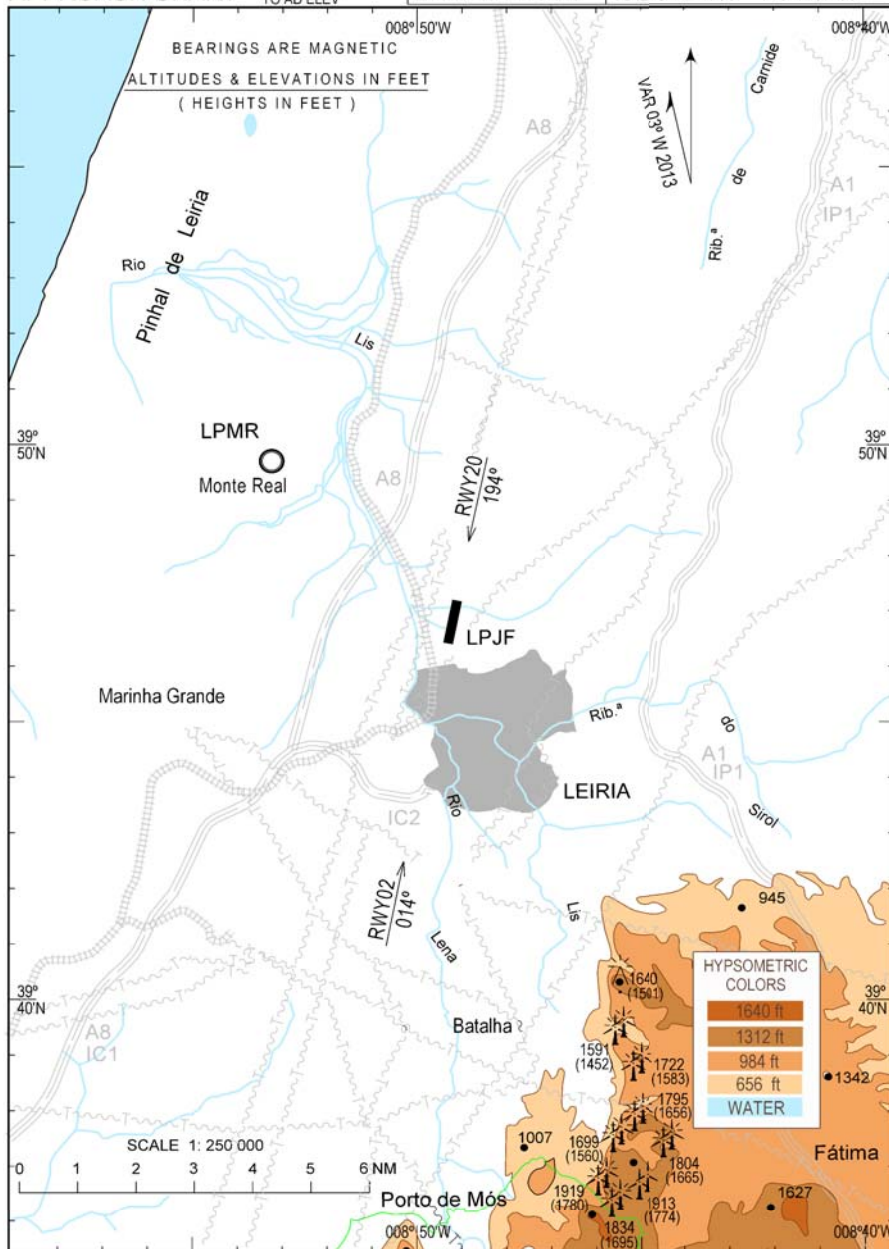
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**VISUAL
APPROACH CHART**

AD ELEV 139 ft
HEIGHTS RELATED
TO AD ELEV

LEIRIA, José Ferrinho (LPJF)

LPMR TWR 118.640 | RADIO 121.255 | FIS 123.755



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PORTIMÃO AD

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

LPPM AD 2.1 Aerodrome location indicator and name

LPPM - Portimão

LPPM AD 2.2 Aerodrome geographical and administrative data

1	Aerodrome reference point (ARP) and site	LAT: 370858N LONG: 0083502W
2	Direction and distance of ARP from centre of the town that the aerodrome serves	5 KM (2.7 NM) W de Portimão
3	Aerodrome elevation and reference temperature	1 M (5 FT) / 31.4°C
4	Geoid undulation at the aerodrome elevation position	NOT AVBL
5	MAG VAR (date) and annual change	01° W (2022) / 0.17° decreasing
6	Aerodrome operator, address, telephone, fax, email address and AFS	Câmara Municipal de Portimão Phone: +351 282 470 700 Email: geral@cm-portimao.pt AD Phone: +351 282 480 360 AD Email: direcao.aerodromo@cm-portimao.pt AFIS Phone: +351 282 480 360 AFIS Email: afis@cm-portimao.pt AD Director Phone: +351 910 200 585 Email: direcao.aerodromo@cm-portimao.pt
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Ultralight operation, subject to authorisation

LPPM AD 2.3 Operational hours

1	Aerodrome operator	Aerodrome: 08:00-20:00 LMT or SS, whichever occurs earlier AD Administration: 08:00-20:00 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	08:00-20:00 LMT - AFIS
8	Fuelling	09:00-18:00 LMT Beyond this schedule PPR 24HRS to: Phone: +351 282 098 058 Email: aeroalgarvefuel@gmail.com
9	Handling	0800-2000 LMT On request via phone: +351 932956922
10	Security	H24
11	De-icing	NIL
12	Remarks	AD operations BTN SR-08:00 LMT and 20:00 LMT-SS subject to PPR with, at least, 24 HRS through AFIS phone.

LPPM AD 2.4 Handling services and facilities

1	Cargo-handling facilities	NIL
2	Fuel and oil types	AVGAS 100LL, JET A1 and W100
3	Fuelling facilities and capacity	NIL
4	De-icing facilities	NIL
5	Hangar space available for visiting aircraft	1- 270 M ² (15 Mx18 M); door 17 Mx8 M 2- 600 M ² (30 Mx20 M); door 16 Mx4 M 3- 600 M ² (30 Mx20 M); door 18 Mx7 M 4- 600 M ² (30 Mx20 M); door 16.5 Mx5 M
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

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	01° W (2023) / 0.17° 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 (800 M) and Torres Vedras (15 KM)
2	Restaurant(s) at or in the vicinity of the aerodrome	Aerodrome and Santa Cruz (800 M)
3	Transportation possibilities	Taxi and Bus Bus Station: 50 M from Aerodrome Railway station: 15 KM from Aerodrome (Torres Vedras)
4	Medical facilities	Silveira (3 KM) and Torres Vedras (15 KM)
5	Bank and post office at or in the vicinity of the aerodrome	Silveira (3 KM)
6	Tourist office	Santa Cruz (800 M)
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
6	Remarks	NIL

LPSC 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 centreline and runway designation
3	Stop bars	NIL
4	Remarks	WDI not lighted

LPSC AD 2.10 Aerodrome obstacles

Designation	Type	Position	Elevation / Height	Marking and lighting	Remarks
a	b	c	d	e	f
NIL	Antenna	390629N 0092205W	78 M NOT AVBL	NIL	NIL
NIL	Other	NOT AVBL	NOT AVBL 6 M	NIL	50 M from THR RWY 35

LPSC 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	608x23	CONC	THR 390732.60N 0092250.18W RWY END 390715.70N 0092245.28W	THR 41 M	NIL
35	NOT AVBL			THR 390719.99N 0092246.52W RWY END 390734.93N 0092250.86W	THR 49 M	NIL

Designation	SWY dimension s (M)	CWY dimensions (M)	Strip dimensions (M)	RESA (M)	OFZ	Remarks
1	8	9	10	11	12	13
17	NIL	NIL	NIL	NIL	NIL	RWY END elevation 51 M
35	84	84				RWY END elevation 40 M

LPSC AD 2.13 Declared distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
17	472	608	608	534	THR RWY 17 displaced 74 M
35	534	608	608	472	THR RWY 35 displaced 136 M

LPSC AD 2.18 Air traffic services communication facilities

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
Aeronautical Station	SANTA CRUZ RADIO	122.355 MHZ	HO	Coverage 15 NM FL 030 Emission type: A3E

LPSC AD 2.22 Flight procedures

Helicopter ground training flight operations not allowed on Saturdays, Sundays and holidays.

Take-off from RWY 35 must be done avoiding overflying Santa Cruz. After take-off from RWY 35 as soon as possible, but never below 150 FT, turn left (90°) heading the sea avoiding overflying the village.

LPSC AD 2.23 Additional information

Aeroclube de Torres Vedras based at the aerodrome.

Potentially dangerous activities:

Glider flying

Paragliding

Activity over coast line, 2 NM north of the aerodrome.

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

LPSC AD 2.24 Aeronautical charts related to an aerodrome

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

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AERODROME CHART

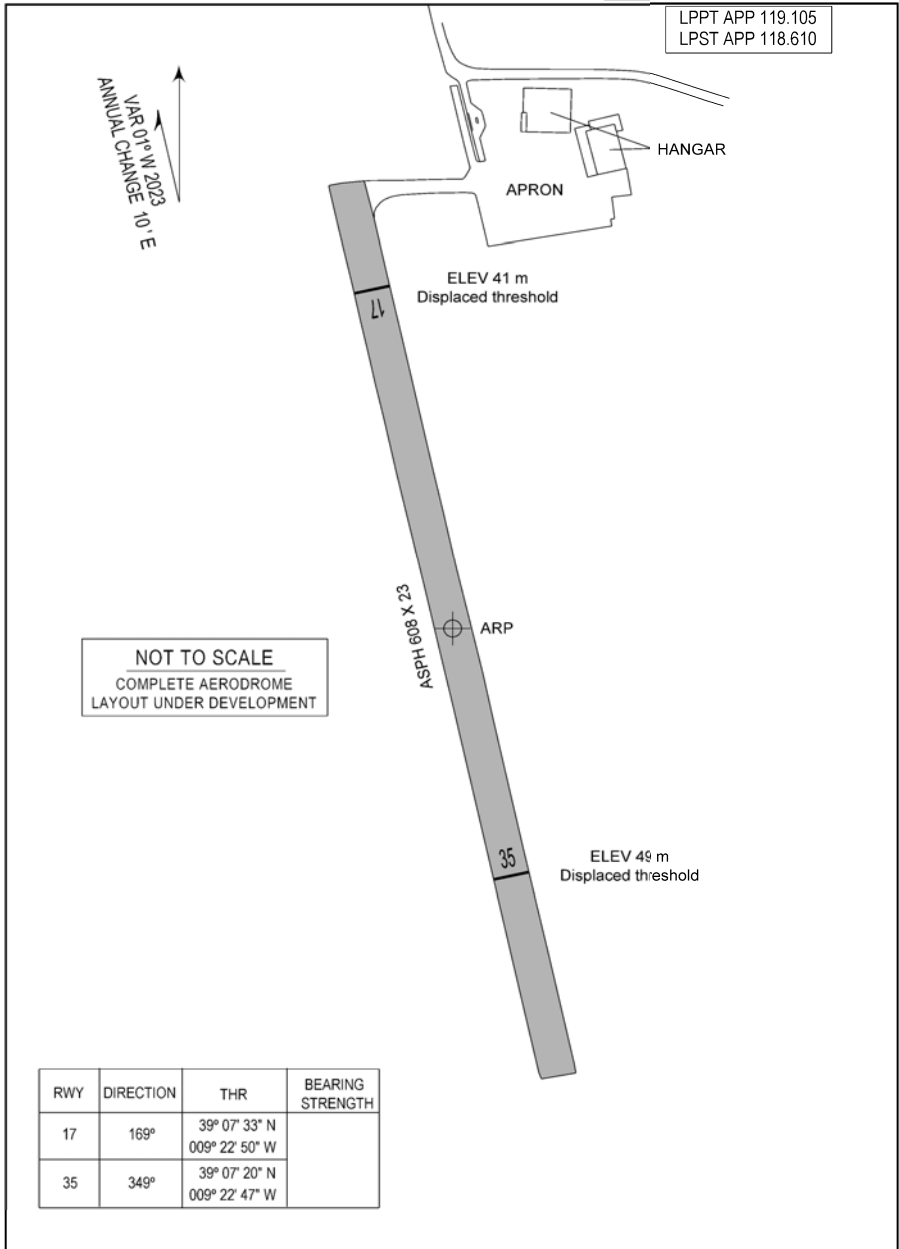
AD ELEV 49 m
 LAT 39°07'25"N
 LONG 009°22'48"W

SANTA CRUZ (LPSC)

RADIO 122.355 FIS 123.755

LPPT APP 119.105
 LPST APP 118.610

VAR 01° W 2023
 ANNUAL CHANGE 10' E



RWY	DIRECTION	THR	BEARING STRENGTH
17	169°	39° 07' 33" N 009° 22' 50" W	
35	349°	39° 07' 20" N 009° 22' 47" W	

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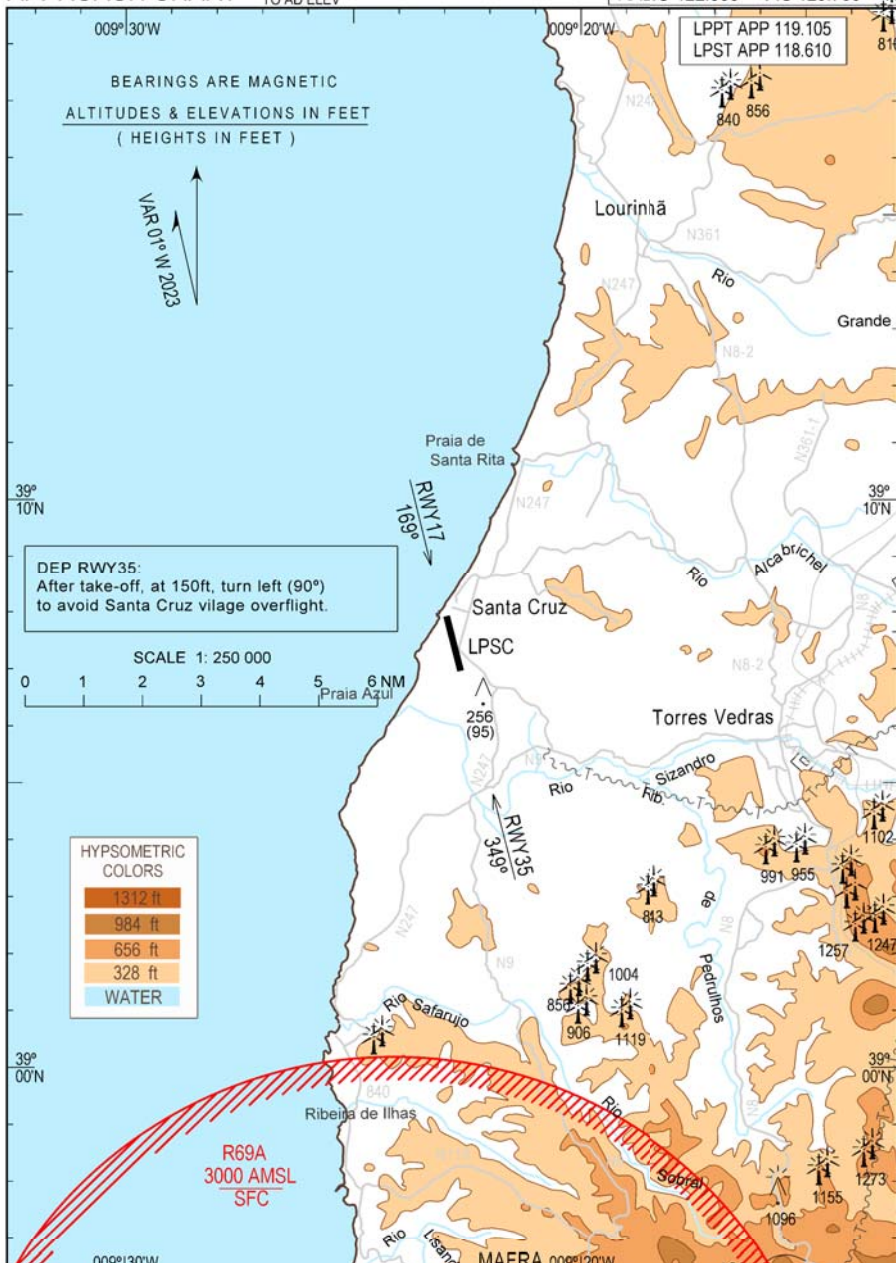
VISUAL APPROACH CHART

AD ELEV 161 ft
HEIGHTS RELATED TO AD ELEV

SANTA CRUZ (LPSC)

RADIO 122.355 FIS 123.755

LPST APP 119.105
LPST APP 118.610



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SANTARÉM AD

Note: The following sections are intentionally left blank: AD-2.7, 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.

LPSR AD 2.1 Aerodrome location indicator and name

LPSR - Santarém

LPSR AD 2.2 Aerodrome geographical and administrative data

1	Aerodrome reference point (ARP) and site	LAT: 391231N LONG: 0084119W
2	Direction and distance of ARP from centre of the town that the aerodrome serves	2 KM S from Santarém
3	Aerodrome elevation and reference temperature	9 M (30 FT) / 30°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 Santarém Aeródromo Cosme Pedrogão - Santarém 2000-474 SANTARÉM AD Phone: +351 243 107 108 AD Director Phone: +351 933 344 490 Email: aerodromo.geral@cm-santarem.pt AD Substitute Director Phone: +351 935 028 475 Email: aerodromo.geral@cm-santarem.pt
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	MTOM ≤ 5700 KG Ultralight operation

LPSR AD 2.3 Operational hours

1	Aerodrome operator	HJ
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	NIL

LPSR 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	Câmara Municipal de Santarém 1- 300 M ² (20 Mx15 M); door 13.5 Mx3.7 M; 2- 380 M ² (20 Mx19 M); door 17.5 Mx3.5 M; 3- 400 M ² (20 Mx20 M); door 3.5 M 4- 400 M ² (20 Mx20 M); door 3.5 M 5- 500 M ² (25 Mx20 M); door 3.5 M
6	Repair facilities for visiting aircraft	M1 Dunas Aviation (repair facilities) 1200 M ² (60 Mx20 M); door 4 M Phone: +351 917 246 528
7	Remarks	NIL

LPSR AD 2.5 Passenger facilities

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

LPSR AD 2.6 Rescue and firefighting services

1	Aerodrome category for firefighting	CAT 1 of SLCI - available SEA
2	Rescue equipment	NIL

3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

LPSR 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	12.5 M	NIL	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 200 Mx70 M			

LPSR 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, runway centreline
3	Stop bars	NIL
4	Remarks	WDI not lighted

LPSR AD 2.10 Aerodrome obstacles

Designation	Type	Position	Elevation / Height	Marking and lighting	Remarks
a	b	c	d	e	f
NIL	Bridge	NOT AVBL	18 M NOT AVBL	Day marked	Approach RWY 05 DIST 388 M
NIL	Natural highpoint	NOT AVBL	70 M NOT AVBL	NIL	In the vicinity: 287°, DIST 500 M
NIL	Natural highpoint	NOT AVBL	60 M NOT AVBL	NIL	In the vicinity: 356°, DIST 600 M
NIL	Natural highpoint	NOT AVBL	64 M NOT AVBL	NIL	In the vicinity: 030°, DIST 900 M
NIL	Natural highpoint	NOT AVBL	120 M NOT AVBL	NIL	In the vicinity: 020°, DIST 1200 M

Designation	Type	Position	Elevation / Height	Marking and lighting	Remarks
a	b	c	d	e	f
NIL	Bridge	NOT AVBL	70 M NOT AVBL	NIL	Pillar 1 (closer to the AD) 132°, DIST 1000 M
NIL	Bridge	NOT AVBL	70 M NOT AVBL	NIL	Pillar 2 (more distant from the AD) 135°, DIST 1050 M
NIL	Antenna	390532N 0084145W	284 M (869 FT) NOT AVBL	Red light day and night signalized	186°, DIST 7 NM south of aerodrome

LPSR 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
05	NOT AVBL	1207x28	ASPH	THR 391224.85N 0084127.00W RWY END 391246.61N 0084057.16W	THR 9 M	NIL
23	NOT AVBL			THR 391244.83N 0084059.59W RWY END 391219.84N 0084133.89W	THR 9 M	NIL

Designation	SWY dimension s (M)	CWY dimensions (M)	Strip dimensions (M)	RESA (M)	OFZ	Remarks
1	8	9	10	11	12	13
05	NIL	NIL	NIL	NIL	NIL	RWY END elevation 9 M
23						RWY END elevation 9 M

TORRES VEDRAS HLP

Note: The following sections in this chapter are intentionally left blank: AD-3.4, AD-3.5, AD-3.6, AD-3.7, AD-3.8, AD-3.10, AD-3.11, AD-3.13, AD-3.14, AD-3.15, AD-3.16, AD-3.17, AD-3.18, AD-3.19, AD-3.20, AD-3.21 and AD-3.22.

LP41 AD 3.1 Heliport location indicator and name

Torres Vedras

LP41 AD 3.2 Heliport geographical and administrative data

1	Heliport reference point coordinates and its site	LAT: 390521N LONG: 0091547W
2	Direction and distance of heliport reference point from centre of city or town that the heliport serves	NOT AVBL
3	Heliport elevation and reference temperature	40 M (131 FT) / NOT AVBL
4	Geoid undulation at the heliport elevation position	NOT AVBL
5	Magnetic variation (date) and annual change	02° W (2022) / 0.17° decreasing
6	Heliport operator, address, telephone, fax, email address and AFS	Bombeiros Voluntários de Torres Vedras
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Medical emergency flights

LP41 AD 3.3 Operational hours

1	Heliport operator	HJ
2	Remarks	NIL

LP41 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 TLOF and FATO limitation marks Identification sign WDI not lighted

LP41 AD 3.12 Heliport 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
Surface	NOT AVBL	NOT AVBL	NOT AVBL	NOT AVBL	390521N 0091547W 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
40 M (131 FT)	40 Mx40 M	NIL	NIL	Safety area surface - ASPH

LP41 AD 3.23 Aeronautical charts related to a heliport

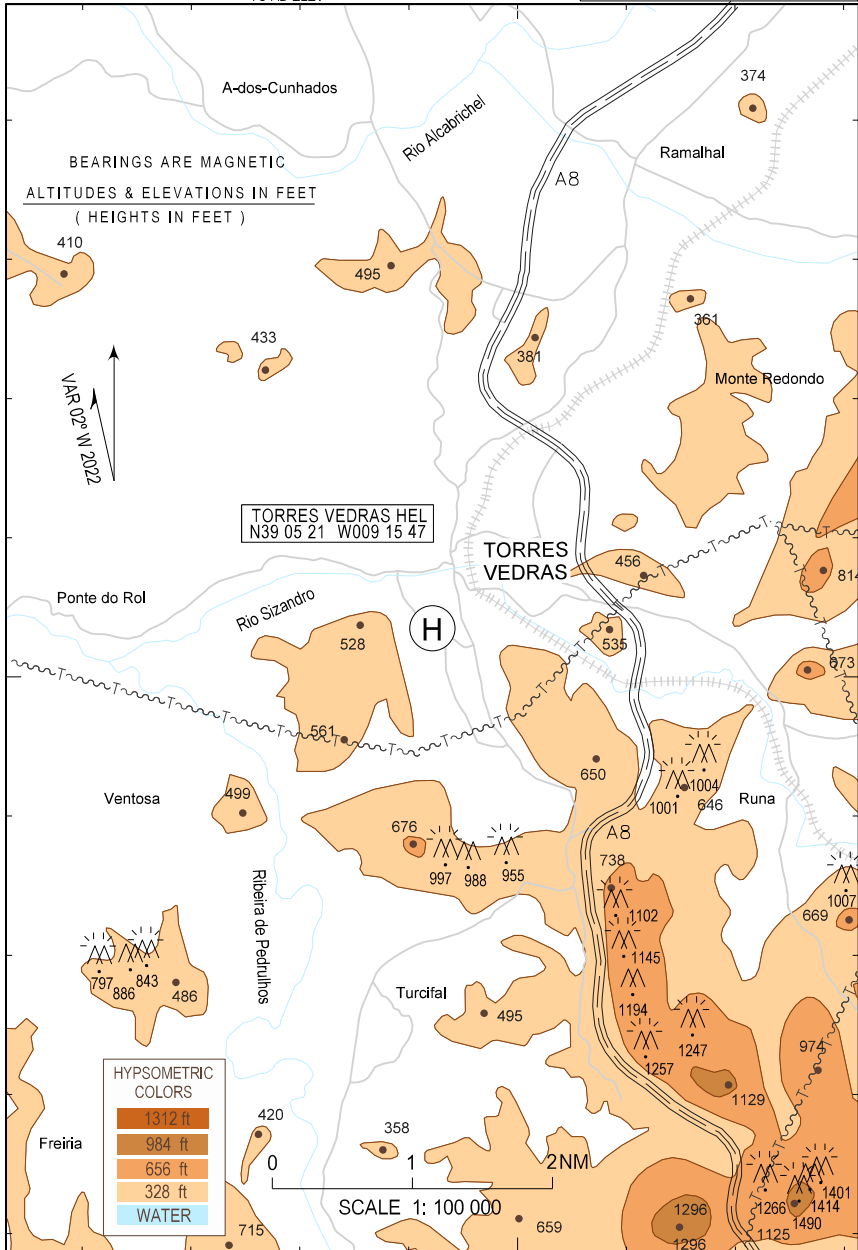
Name	Page
Visual Approach Chart	AD-3 Torres Vedras HLP VAC-1

VISUAL APPROACH CHART

AD ELEV 131 ft
HEIGHTS RELATED TO AD ELEV

TORRES VEDRAS HLP

SINTRA APP FIS 118.610



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MASSARELOS HLP

Note: The following sections in this chapter are intentionally left blank: AD-3.4, AD-3.7, AD-3.8, AD-3.10, AD-3.11, AD-3.13, AD-3.16, AD-3.17, AD-3.18, AD-3.19, AD-3.20 and AD-3.22.

LPDA AD 3.1 Heliport location indicator and name

LPDA - Massarelos

LPDA AD 3.2 Heliport geographical and administrative data

1	Heliport reference point coordinates and its site	LAT: 410848N LONG: 0083757W
2	Direction and distance of heliport reference point from centre of city or town that the heliport serves	NOT AVBL
3	Heliport elevation and reference temperature	4 M (13 FT) / NOT AVBL
4	Geoid undulation at the heliport elevation position	NOT AVBL
5	Magnetic variation (date) and annual change	03° W (2013) / 0.13° decreasing
6	Heliport operator, address, telephone, fax, email address and AFS	Helitours Douro Lda. Phone: +351 225 432 464 Fax: +351 226 003 499 HLP Director: Duarte Bravo Phone: +351 934 451 162 Email: duarte.bravo@helibravo.com
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Private heliport. Night time VFR only for medical emergency.

LPDA AD 3.3 Operational hours

1	Heliport operator	HJ (on request)
2	Remarks	Landing, parking and passengers embarking/disebarking are subject to previous authorisation

LPDA AD 3.5 Passenger facilities

1	Hotels at or in the vicinity of the heliport	Porto
2	Restaurants at or in the vicinity of the heliport	Porto
3	Transportation possibilities	Porto
4	Medical facilities	Porto

5	Bank and post office at or in the vicinity of the heliport	Porto
6	Tourist office	Porto
7	Remarks	NIL

LPDA AD 3.6 Rescue and firefighting services

1	Heliport category for firefighting	H2 (SLCI)
2	Rescue equipment	NIL
3	Capability for removal of disabled helicopter	NIL
4	Remarks	NIL

LPDA 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 (white) TLOF and FATO limitation marks Identification sign

LPDA AD 3.12 Heliport 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
Surface	11 M diameter	Approach channel: 103°/313° (MAG) Take-off channel: 283°/133° (MAG)	20 M diameter ASPH	ASPH 5.5 TON	410848N 0083757W 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
4 M (13 FT)	26 M diameter	NIL	NIL	NIL

LPDA AD 3.14 Approach and FATO lighting

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

LPDA 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

LPDA AD 3.21 Flight procedures**Take-off**

After take-off traffic will continue east of the heliport and will remain over the Douro river (between the heliport and D. Luís I bridge), below 500 FT AMSL and with the transponder in stand-by until contact is established with Porto TWR FREQ 118.005 MHZ.

After establishing contact with Porto TWR, traffic will proceed according to the received flight authorization and instructions.

Landing

Traffic will proceed to the final of the heliport in accordance with the instructions received from Porto TWR, reporting crossing 500 FT AMSL descending for landing.

Visual holding points

If necessary, the following visual holding points are considered (500 FT AMSL):

- East of Freixo bridge; and
- West of Douro river mouth.

LPDA AD 3.23 Aeronautical charts related to a heliport

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

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LPMP AD 3.12 Heliport 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
Surface	24 M diameter	APCH direction: 084.98° (GEO) 086.56° (MAG) TKOF direction: 084.98° (GEO) 086.56° (MAG)	24 M diameter CONC 5 TON	CONC 5 TON	385635N 0092114W 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
165 M (541 FT)	32 M diameter	NIL	NIL	Apron surface - CONC

LPMP AD 3.21 Flight procedures

Special safety procedures to avoid obstacles on take-off and approach (east sector):

Take-Off:

Initially on track 077^º, after 200 M turn to track 022^º (intercepting the approximate alignment on west strip of the motorway)

Approach

On track 085^º flying over highway A21 and establishing a parallel line with the western edge of the highway exit on the short final to the heliport

LPMP AD 3.23 Aeronautical charts related to a heliport

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

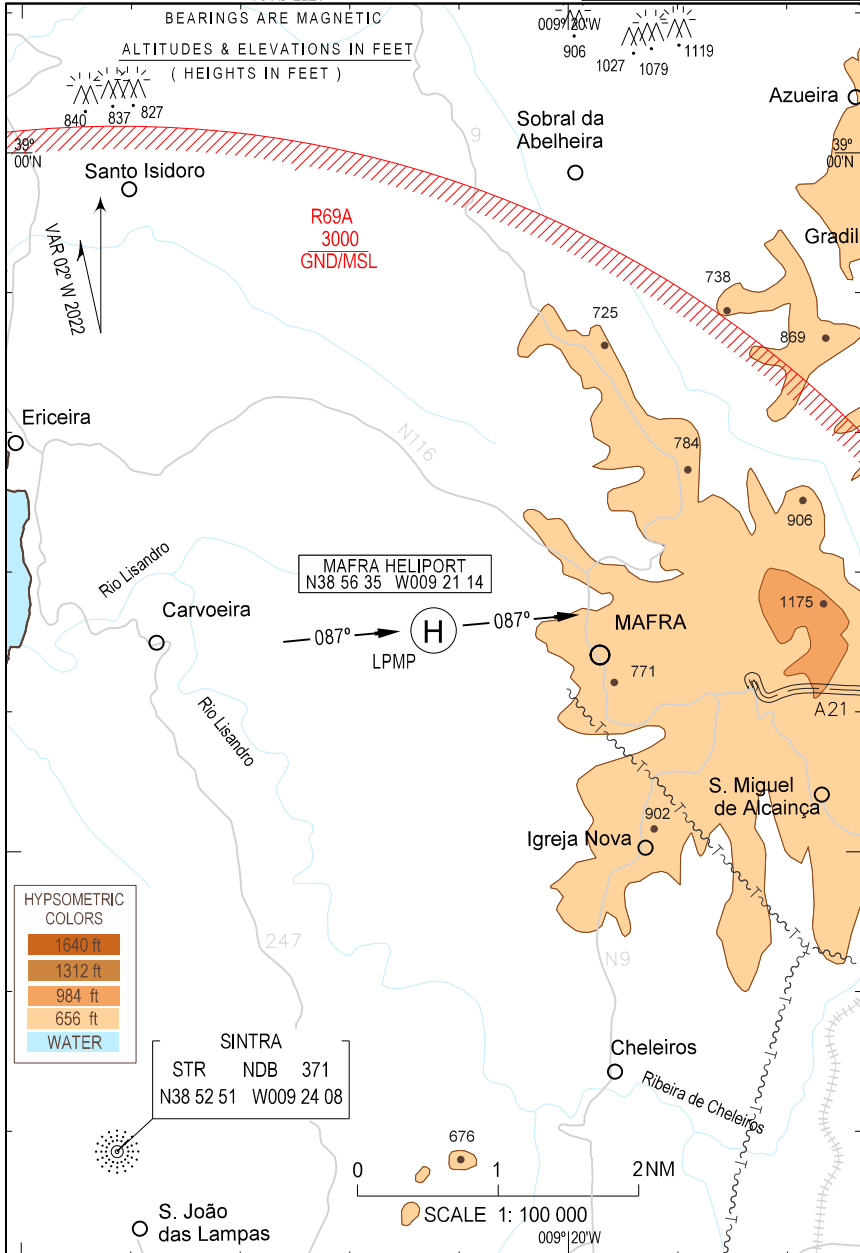
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VISUAL APPROACH CHART

AD ELEV 541 ft
HEIGHTS RELATED TO AD ELEV

MAFRA HLP (LPMP)

SINTRA APP FIS 118.610



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BRAGANÇA HOSPITAL HLP

Note: The following sections are intentionally left blank: AD-3.4, AD-3.5, AD-3.6, 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.

LPTM AD 3.1 Heliport location indicator and name

LPTM - Bragança Hospital

LPTM AD 3.2 Heliport geographical and administrative data

1	Heliport reference point coordinates and its site	LAT: 414810N LONG: 0064608W
2	Direction and distance of heliport reference point from centre of city or town that the heliport serves	NOT AVBL
3	Heliport elevation and reference temperature	732 M (2401 FT) / NOT AVBL
4	Geoid undulation at the heliport elevation position	NOT AVBL
5	Magnetic variation (date) and annual change	01° W (2022) / 0.17° decreasing
6	Heliport operator, address, telephone, fax, email address and AFS	Administração do Hospital Unidade Hospitalar de Bragança Av. Abade Baçal 5301-852 BRAGANÇA Email: heliporto.braganca@ulsne.min-saude.pt HLP Director Phone: +351 961 790 219
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Medical emergency flights

LPTM AD 3.3 Operational hours

1	Heliport operator	H24
2	Remarks	NIL

LPTM 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 (yellow) and FATO (white) limitation marks

LPTM AD 3.10 Heliport obstacles

Designation	Type	Position	Elevation Height	Marking and lighting	Remarks
a	b	c	d	e	f
NIL	Other	NOT AVBL	NOT AVBL	NIL	APAPI equipment in safety area north of APRON.
NIL	Fence	NOT AVBL	NOT AVBL	NIL	In safety area west of APRON

LPTM AD 3.12 Heliport 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
Surface	16 M diameter	TKOF and APCH direction (single): 360°/180° (GEO) 001°/181° (MAG)	25 Mx25 M ASPH	ASPH 6.5 TON	414810N 0064608W 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
732 M (2401 FT)	29 Mx29 M	NIL	NIL	NIL

LPTM AD 3.14 Approach and FATO lighting

1	Type, length and intensity of approach lighting system	NIL
2	Type of VASIS	NIL
3	Characteristics and location of FATO area lights	White lights
4	Characteristics and location of aiming point lights	NIL
5	Characteristics and location of TLOF lighting system	Green lights
6	Remarks	NIL

BEJA UL

Note: The following sections in this chapter are intentionally left blank: AD-4.4, AD-4.5, AD-4.6, AD-4.7, AD-4.8, AD-4.10, AD-4.11, AD-4.13, AD-4.14, AD-4.15, AD-4.16, AD-4.17, AD-4.18, AD-4.19, AD-4.20, AD-4.21, AD-4.23 and AD-4.24.

LP51 AD 4.1 Ultralight runway location indicator and name

Beja

LP51 AD 4.2 Ultralight runway geographical and administrative data

1	Ultralight runway reference point and site	LAT: 380337N LONG: 0075239W
2	Direction and distance of ultralight runway reference point from centre of the town that it serves	4,5 KM N from Beja
3	Ultralight runway elevation and reference temperature	188 M (617 FT) / NOT AVBL
4	Geoid undulation at the ultralight runway elevation position	NOT AVBL
5	MAG VAR (date) and annual change	01° W (2022) / 0.17° decreasing
6	Ultralight runway operator, address, telephone, fax, email address and AFS	José Maria dos Santos Carvoeiras Barnabé Rua Sebastião Jesus Palma, 65 7800-070 BEJA Phone: +351 965 376 120 Email: jmbarnabe@clix.pt
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Ultralight aircraft

LP51 AD 4.3 Operational hours

1	Ultralight runway operator	HJ
2	Remarks	24HR PPR to the responsible.

LP51 AD 4.9 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	NIL
3	Stop bars	NIL
4	Remarks	WDI not lighted

LP51 AD 4.12 Ultralight 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
16	154.27	500x12	Compacted soil	NOT AVBL	NOT AVBL	-0.4%
34	334.27					+0.4%

Designation	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
1	8	9	10	13	14
16	NIL	NIL	NIL	NIL	NIL
34					

LP51 AD 4.22 Flight procedures

Airfield within the Beja MCTR (LP-R51A).

All aircraft inbound, flying outside the limits of MCTR, at or above 1000 FT AGL, shall contact Beja APP FREQ 130.090 MHZ.

All movements within MCTR require ATC clearance from Beja TWR FREQ 130.415 MHZ. Even if not receiving any reply, pilots should always make a blind transmission including the following information: aircraft call sign, position, altitude, heading and the intentions of pilot in command.

FAIAS UL

Note: The following sections are intentionally left blank: AD-4.4, AD-4.5, AD-4.6, AD-4.7, AD-4.8, AD-4.10, AD-4.11, AD-4.13, AD-4.14, AD-4.15, AD-4.16, AD-4.17, AD-4.18, AD-4.19, AD-4.21, AD-4.22, AD-4.23 and AD-4.24.

LP79 AD 4.1 Ultralight runway location indicator and name

Faias

LP79 AD 4.2 Ultralight runway geographical and administrative data

1	Ultralight runway reference point and site	LAT: 384116N LONG: 0084442W
2	Direction and distance of ultralight runway reference point from centre of the town that it serves	19 KM E of Montijo
3	Ultralight runway elevation and reference temperature	41 M (135 FT) / NOT AVBL
4	Geoid undulation at the ultralight runway elevation position	NOT AVBL
5	MAG VAR (date) and annual change	03° W (2013) / 0.13° decreasing
6	Ultralight runway operator, address, telephone, fax, email address and AFS	Rua Marechal António de Spínola, 2 - 4A 2860-163 SACAIVÉM Phone: +351 932 589 471 Email: joao.finto@hotmail.com
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Ultralight aircraft

LP79 AD 4.3 Operational hours

1	Ultralight runway operator	HJ
2	Remarks	12 HR PPR to the responsible person

LP79 AD 4.9 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	NIL
3	Stop bars	NIL
4	Remarks	WDI not lighted

LP79 AD 4.12 Ultralight 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
04	NOT AVBL	270X20	Compacted soil	THR 384112.80N 0084446.20W	41 M (134 FT)	0%
22	NOT AVBL			THR 384119.50N 0084439.00W	41 M (134 FT)	0%

Designation	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
1	8	9	10	13	14
04	NIL	NIL	NIL	NIL	NIL
22					

LP79 AD 4.20 Local aerodrome regulations

Runway located within Montijo MCTR - LPR26A, Class D airspace.
Arrivals are subject to previous flight plan submission.

Bilateral communications shall be established with Montijo TWR FREQ 134.090 MHZ or, in case of negative contact, with Lisboa Information / Military FREQ 123.755 MHZ.

Departure flights must submit a flight plan at least 30 minutes before take-off estimated time so that the flight plan can reach Montijo Air Traffic Services and be coordinated, still on the ground, with Montijo TWR FREQ 134.090 MHZ or with Lisboa Information / Military FREQ 123.755 MHZ or by phone with the LPMT ARO +351 212 328 534.

Aircraft intending to use Faias runway shall also be equipped with an operational mode C transponder and introduce, immediately after take-off or before entering LPR26A, Montijo MCTR, the previously assigned code.