

Page 1

Changed chart(s) since Disc 22-2010

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
Porto, (Francisco Sa Carneiro - LPPR)				
REV	ELGIX 2R, ERLEX & MANIK 2L &...	10-3	12 ã 2010	18 ã 2010
ADD	INKIT 2L, TURON 2L & 2R RNAV...	10-3A	12 ã 2010	18 ã 2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport LPPR

LPPR (Francisco Sa Carneiro)**General Info**

Porto, PRT

N 41° 14.1' W 08° 40.7' Mag Var: 5.0°W

Elevation: 227'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT uses DST

Runway Info

Runway 17-35 11417' x 148' asphalt

Runway 17 (173.0°M) TDZE 180'

Lights: Edge, ALS, Centerline, TDZ

Displaced Threshold Distance 984'

Runway 35 (353.0°M) TDZE 227'

Lights: Edge, ALS, Centerline

Displaced Threshold Distance 492'

Communications InfoATIS **124.3**Porto Tower **118.85** SecondaryPorto Tower **118.0**Porto Tower **277.80** MilitaryPorto Clearance Delivery **118.925**Porto Clearance Delivery **118.85** SecondaryPorto Approach Control **121.1**Porto Approach Control **118.85** SecondaryPorto Approach Control **277.80** Military**Notebook Info**

LPPR/OPO**JEPPESEN****PORTO, PORTUGAL****FRANCISCO SA CARNEIRO**

11 JAN 08

10-1P

Eff 17 Jan

AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

D-ATIS 124.3

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. NIGHTTIME RESTRICTIONS**

Landing and/or take-off is forbidden between 0000 and 0600LT, except in cases of force majeure. However, according to governmental deliberation, exception regime has been granted for Porto APT in which landing and/or take-off of ACFT engaged in commercial aviation or aerial work are allowed in a limited number.

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

1. The maximum number of movements allowed (11 daily, 70 weekly, 2.100 yearly).
2. The noise level of the ACFT concerned, in compliance with ICAO:

Noise Level Band (EPNdB)	QUOTA Count
below 87	0
87 - 89.9	0.5
90 - 92.9	1
93 - 95.9	2
96 - 98.9	4
99 - 101.9	8
more than 101.9	16

3. ACFT authorised to land during the night period are strictly forbidden to reverse thrust right after landing;
4. The operating restrictions set out in item 1 shall not apply to the following cases:
 - a) ACFT operating humanitarian, emergency or evacuation missions;
 - b) ACFT to come across urgent situations, taking in account weather, technical failure or flight safety reasons;
 - c) Air movements subject to an unforeseen schedule alteration due to abnormal disturbance within Air Traffic Control;
 - d) Air movements operated up to 0100LT which were actually scheduled for periods up to 0000LT, due to delays for which neither the APT management company nor the operator were to blame;
 - e. Air movements from/to autonomous regions of Madeira and Azores, due to meteorological conditions;
 - f. Landings operated during the period comprised between 0500/0600LT, due to weather reasons, as far as the arrival had been scheduled for a time after 0600LT.
5. For the purpose of compliance with provision of item 2 above, the operator shall, when applying for a slot provide the information contained in the ACFT manufacturer's noise certificate.
6. Noise abatement procedures during approach, landing and take-off shall comply with standards and procedures set in ICAO PANSOPS Volume I and Portuguese AIP.
7. ACFT authorised to land and take-off shall comply with technical characteristics according to ICAO Annex 16 Volume I, Chapter 3 and Portuguese AIP:
 - a) For landing: Approach to landing MS 9 equal X EPNdB;
 - b) For take-off: (take-off PS side-line) / 2 equal X EPNdB.

1.2.2. RUN-UP TESTS

Engine test runs in idle power may take place on stands.

Engine test runs above idle power will take place in a location designated by APT operations service. Test runs are allowed from 0600 to 2200LT on the condition that a previous authorization was obtained from APT operations service.

Operators shall indicate the real time of start and duration of the test.

LPPR/OPO**JEPPESEN****PORTO, PORTUGAL****FRANCISCO SA CARNEIRO**

11 JAN 08

10-1P1

Eff 17 Jan

AIRPORT BRIEFING**1. GENERAL****1.3. LOW VISIBILITY PROCEDURES (LVP)**

ATC will apply safeguards and procedures for ILS operations that will become effective in relation to weather conditions as specified below:

- When VIS is less than 2500m and/or cloud base is below 400' ATC will instruct traffic to perform ILS approaches to RWY 17.
- When TDZ RVR is 800m or less and/or cloud base is at 200' or below ATC will ensure that the ILS protection area is clear of traffic before issuing landing clearance (normally at OM).

ATC will always give RVR value for position ALPHA (TDZ). ATC will only give RVR value for positions BRAVO & CHARLY if they are:

- less than TDZ and less than 800m, or
- less than 350m, or
- requested by the pilot.

Pilots who wish to practice ILS CAT II approach are to use the phrase:
"Request Practice CAT II Approach".

1.4. TAXI PROCEDURES**STANDARD TAXI ROUTES**

STANDS	TAXI ROUTES (ARR/DEP)			
	ARR 17	ARR 35	DEP 17	DEP 35
S10 thru S12	B/S1	F/S6/S4/S2/S1	S2/S4/S6/F	B
S20 thru S25	B/S2	F/S6/S4/S2	S4/S6/F	B
S30 thru S37	B/S3	F/S6/S4/S3	S4/S6/F	S2/B
S40 thru S43	C/S4	F/S6/S4	S6/F	S2/B
S50 thru S56	C/S4/S5	F/S5	F	S4/S2/B
S60 thru S66	C/S4/S6	F/S6	F	S4/S2/B
S70 thru S73	C/S4/S6	F/S5	F	S4/S2/B

1.5. PARKING INFORMATION

All parking stands are nose in/push-back.

Stands S10 thru S12 and S30 thru S35 not visible from Tower.

1.6. USE OF APU

Start-up or shut-down of the APU is forbidden while the ACFT is being refuelled.
 The use of APU must be limited as much as possible.

Narrow-body ACFT are allowed to use APU until 5 minutes after 'chocks on' and 10 minutes before ETD.

Wide-body ACFT are allowed to use APU until 10 minutes after 'chocks on' and 20 minutes before ETD.

Exemptions: If air conditioning system at the loading bridge is unserviceable.

1.7. OTHER INFORMATION

FOLLOW-ME and marshaller assistance is compulsory during:

- Push-back under CAT II operations;
- taxiing on TWY A3 and apron, ACFT with wingspan larger than 213'/65 m;
- parking (only marshaller).

Birds in vicinity of APT.

LPPR/OPO

JEPPESEN

PORTO, PORTUGAL

FRANCISCO SA CARNEIRO

1 AUG 08

10-1P2

AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Speed adjustments unless otherwise cleared by ATC:

- MAX 280 KT between FL245 & FL100.
- MAX 250 KT at or below FL100.
- MAX 220 KT at or below FL70.
- MAX 200 KT at or below 4000 '.
- MAX between 180 KT & 160 KT when established on final approach.
- MAX 160 KT until 4 NM from THR.

Additionally, ATC may request specific speeds for accurate spaces.

Pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for ACFT performance reasons.

2.2. CAT II OPERATIONS

RWY 17 is approved for CAT II operations, special aircrew and certification required.

2.3. RWY OPERATIONS

Wide-body ACFT landing RWY 35 expected to use strengthened turning pad at northern end for turning on RWY.

ACFT landing on RWY 17 must not vacate the RWY by TWY F or A3, unless cleared by ATC.

2.4. PARKING INFORMATION

For Stand graphic refer to 10-9 charts.

2.4.1. DOCKING SYSTEM

Stands S10 thru S12, S30 thru S37, S50, S51 and S53 thru S55 provided with APIS.

3. DEPARTURE

3.1. PUSH-BACK AND START-UP PROCEDURE

ACFT parked in a nose position only allowed outgoing with push-back. Use of reverse thrust of manoeuvring to and from a stand is not permitted.

Engine start-up is only permitted after push-back manoeuvre with ACFT positioned in proper breakaway area. Breakaway areas markings are blue color lines painted in each side of the TWY centerline.

Whenever an ACFT APU is inoperative or not available one engine start-up is permitted on a nose in stand before starting push-back manoeuvring; in these circumstances Porto Control Tower must be advised and the start-up procedures will be assisted by FOLLOW-ME.

Pilots shall contact Tower for departure approval 10 minutes before start-up and shall provide call-sign, stand number, cruising level & ATIS acknowledge.

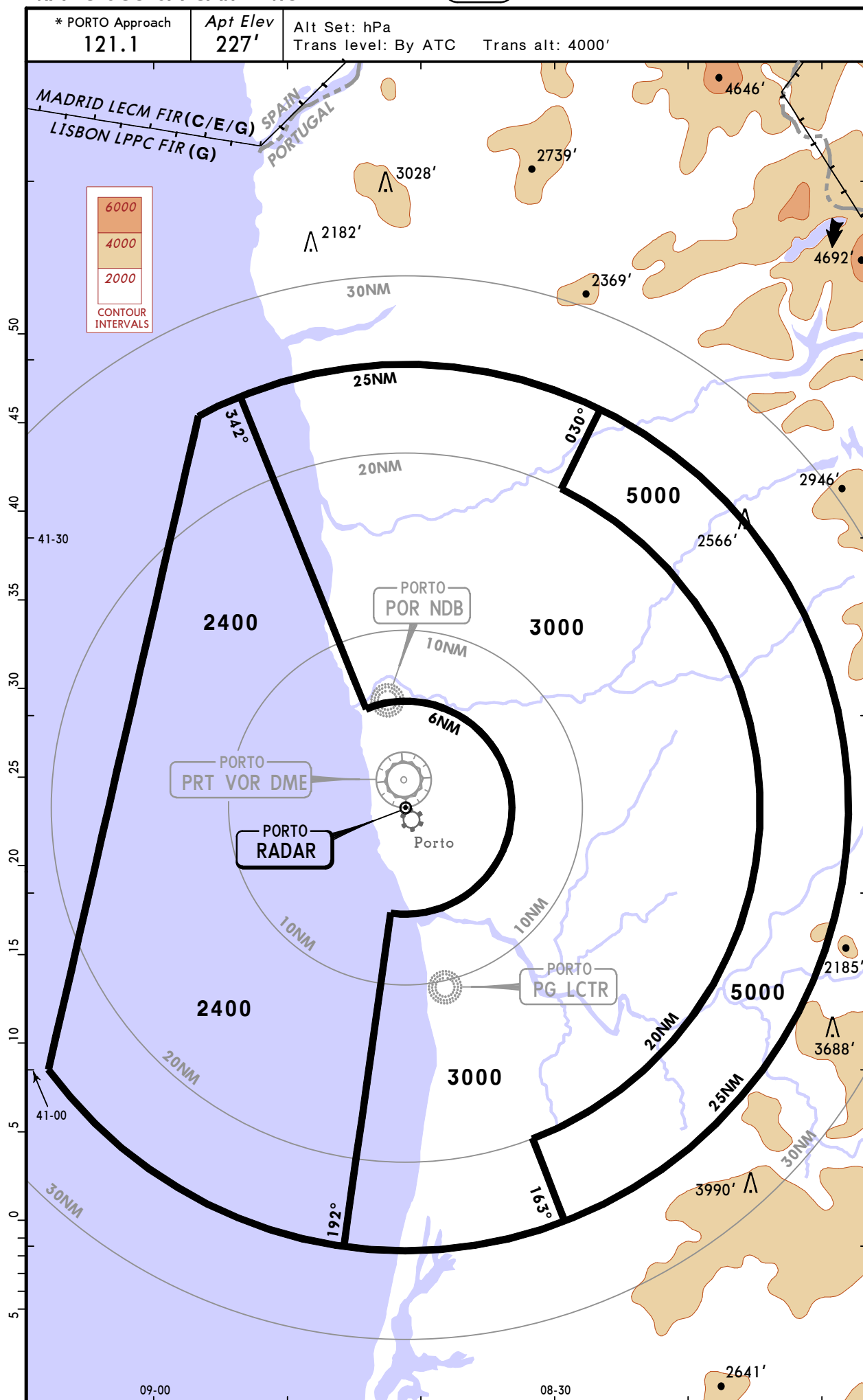
3.2. OTHER INFORMATION

Contact PORTO Approach immediately after take-off, unless otherwise instructed by PORTO Tower.

LPPR/OPO
FRANCISCO SA CARNEIRO

JEPPesen
5 OCT 07 **(10-1R)**

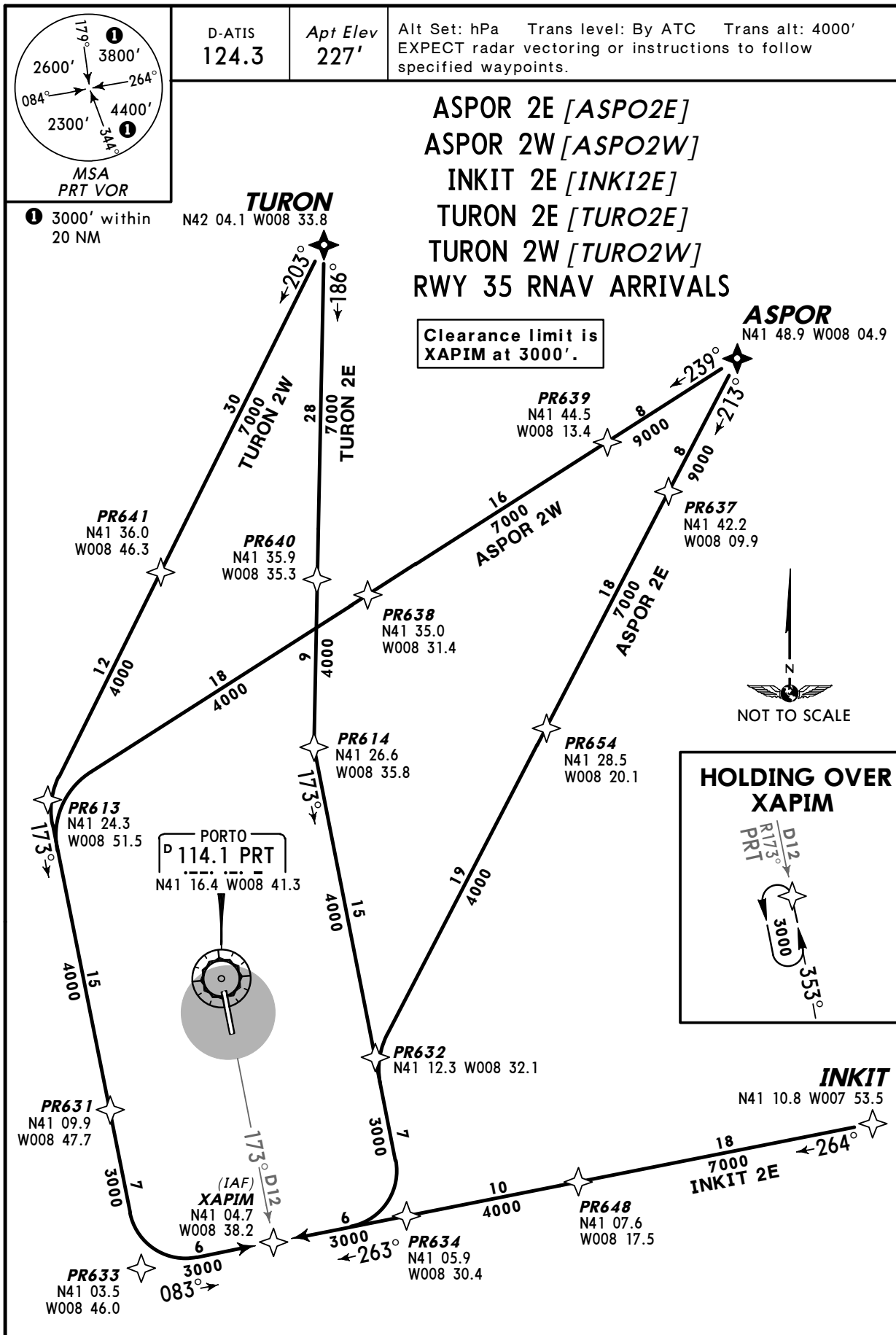
PORTO, PORTUGAL
RADAR MINIMUM ALTITUDES



LPPR/OPO
FRANCISCO SA CARNEIRO

JEPPesen
 23 JUL 10 **10-2** **Eff 29 Jul**

PORTO, PORTUGAL
RNAV STAR

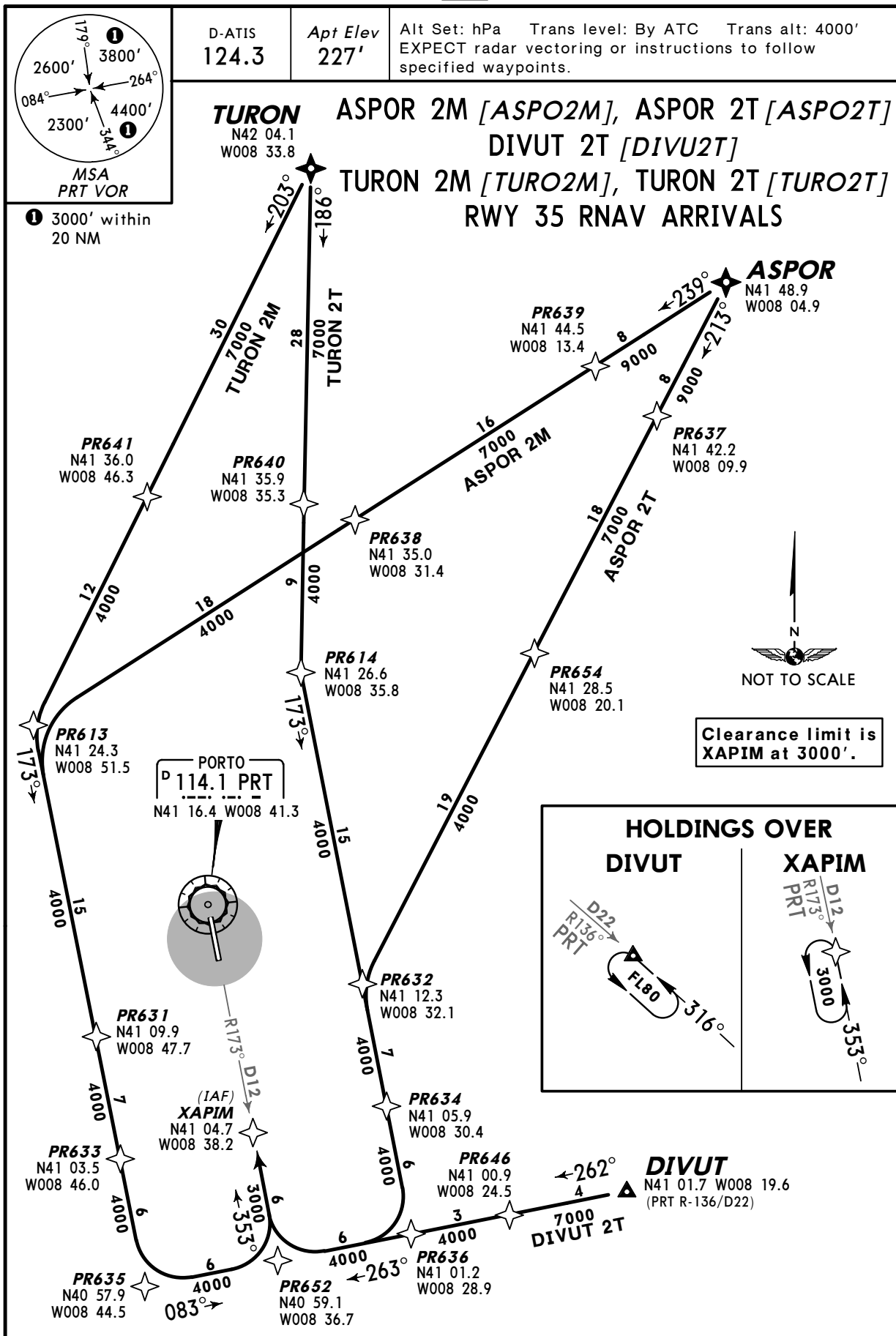


STAR	ROUTING
ASPOR 2E	ASPOR - PR637 - PR654 - PR632 - PR634 - XAPIM.
ASPOR 2W	ASPOR - PR639 - PR638 - PR613 - PR631 - PR633 - XAPIM.
INKIT 2E	INKIT - PR648 - PR634 - XAPIM.
TURON 2E	TURON - PR640 - PR614 - PR632 - PR634 - XAPIM.
TURON 2W	TURON - PR641 - PR613 - PR631 - PR633 - XAPIM.

LPPR/OPO
FRANCISCO SA CARNEIRO

JEPPESSEN
23 JUL 10 **(10-2A)** **Eff 29 Jul**

PORTO, PORTUGAL
RNAV STAR

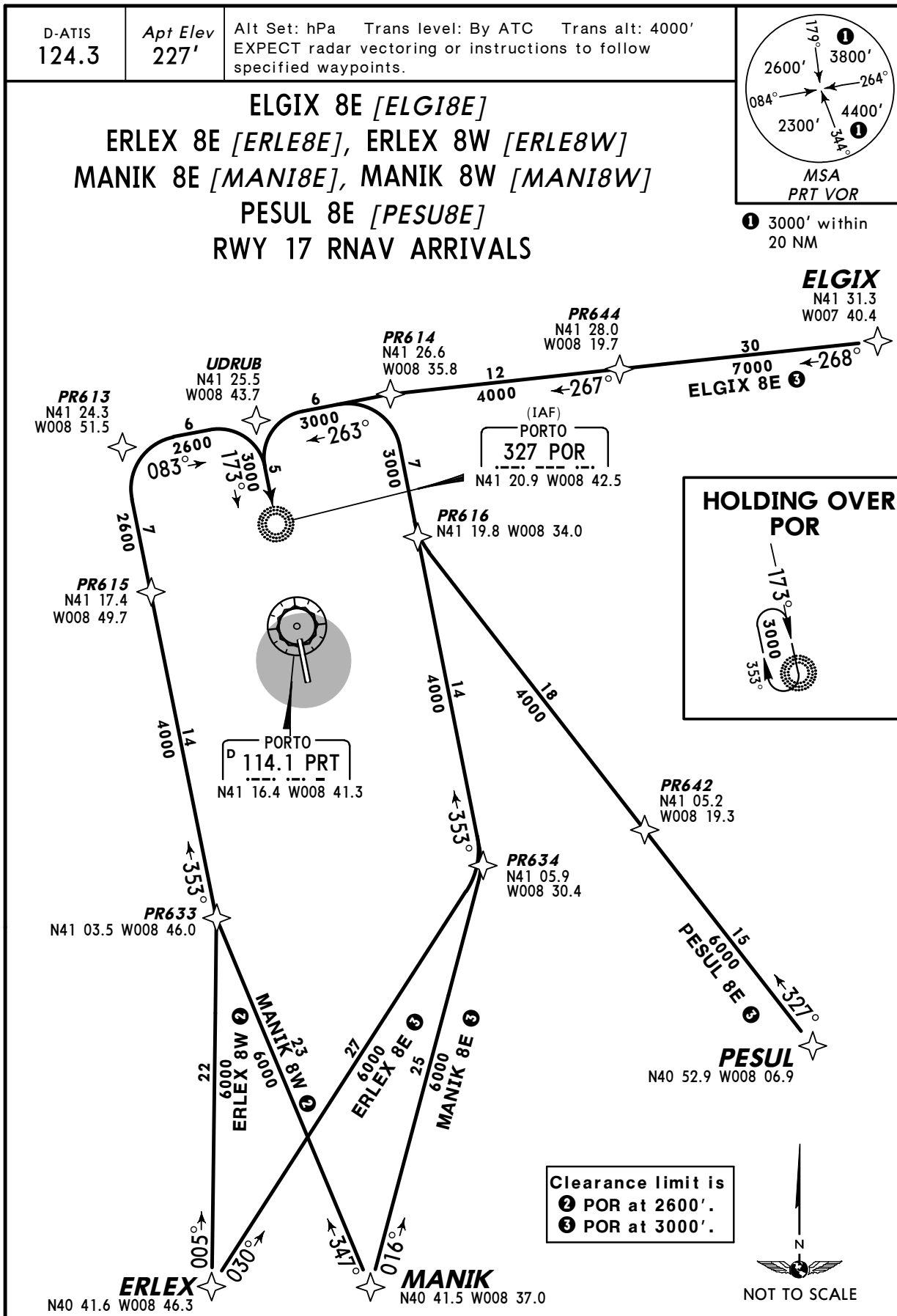


STAR	ROUTING
ASPOR 2M	ASPOR - PR639 - PR638 - PR613 - PR631 - PR633 - PR635 - PR652 - XAPIM.
ASPOR 2T	ASPOR - PR637 - PR654 - PR632 - PR634 - PR636 - PR652 - XAPIM.
DIVUT 2T	DIVUT - PR646 - PR636 - PR652 - XAPIM.
TURON 2M	TURON - PR641 - PR613 - PR631 - PR633 - PR635 - PR652 - XAPIM.
TURON 2T	TURON - PR640 - PR614 - PR632 - PR634 - PR636 - PR652 - XAPIM.

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FRANCISCO SA CARNEIRO

JEPPESSEN
 23 JUL 10 **10-2B** **Eff 29 Jul**

PORTO, PORTUGAL
RNAV STAR

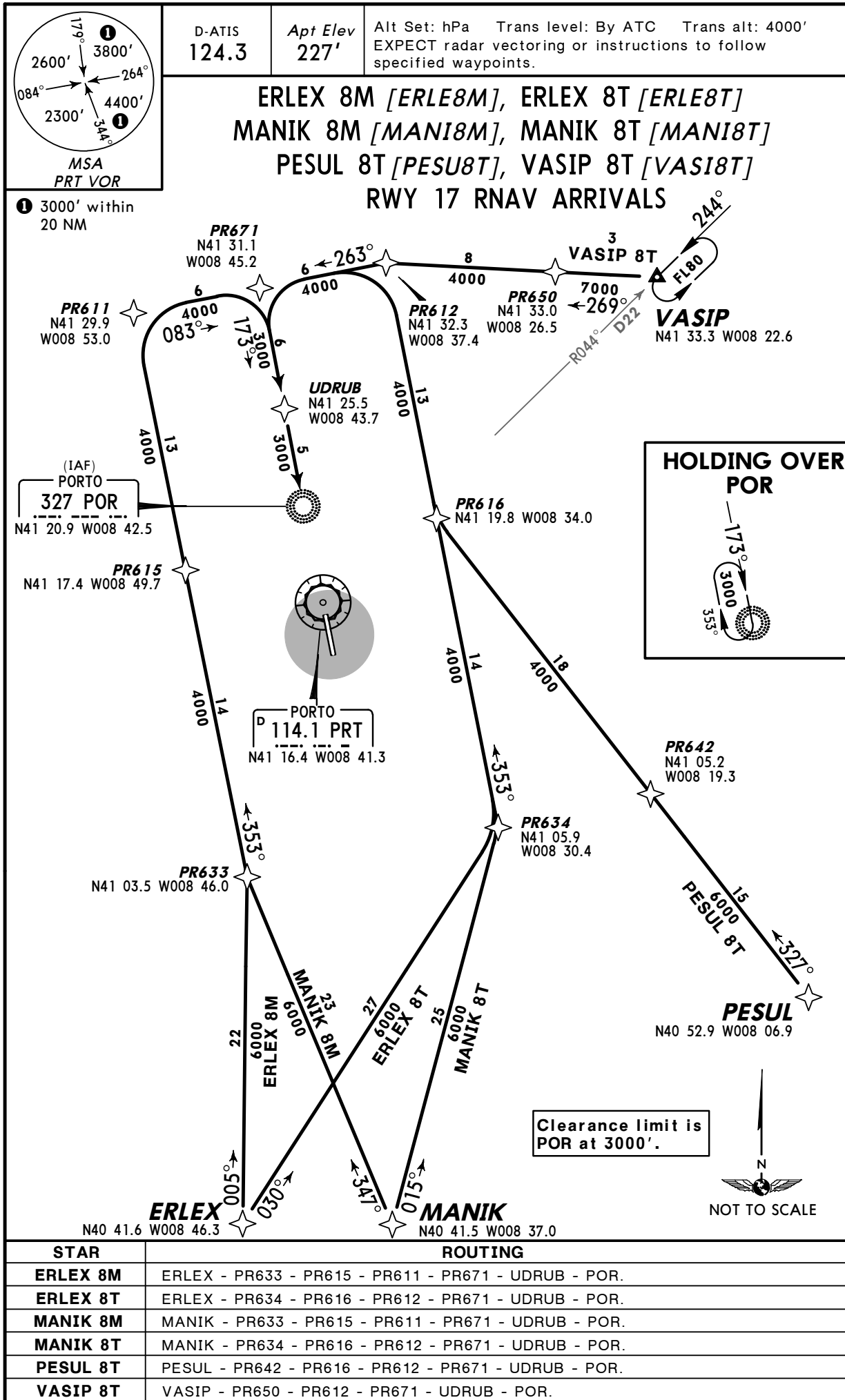


STAR	ROUTING
ELGIX 8E	ELGIX - PR644 - PR614 - UDRUB - POR.
ERLEX 8E	ERLEX - PR634 - PR616 - PR614 - UDRUB - POR.
ERLEX 8W	ERLEX - PR633 - PR615 - PR613 - UDRUB - POR.
MANIK 8E	MANIK - PR634 - PR616 - PR614 - UDRUB - POR.
MANIK 8W	MANIK - PR633 - PR615 - PR613 - UDRUB - POR.
PESUL 8E	PESUL - PR642 - PR616 - PR614 - UDRUB - POR.

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FRANCISCO SA CARNEIRO

JEPPESSEN
 23 JUL 10 **(10-2C)** **Eff 29 Jul**

PORTO, PORTUGAL
RNAV STAR



LPPR/OP0

FRANCISCO SA CARNEIRO

2 JAN 09

JEPPESSEN

10-2D

Eff 15 Jan

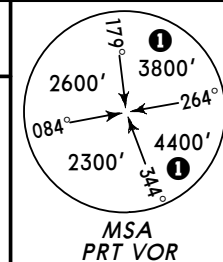
PORTO, PORTUGAL

STAR

D-ATIS
124.3

Apt Elev
227'

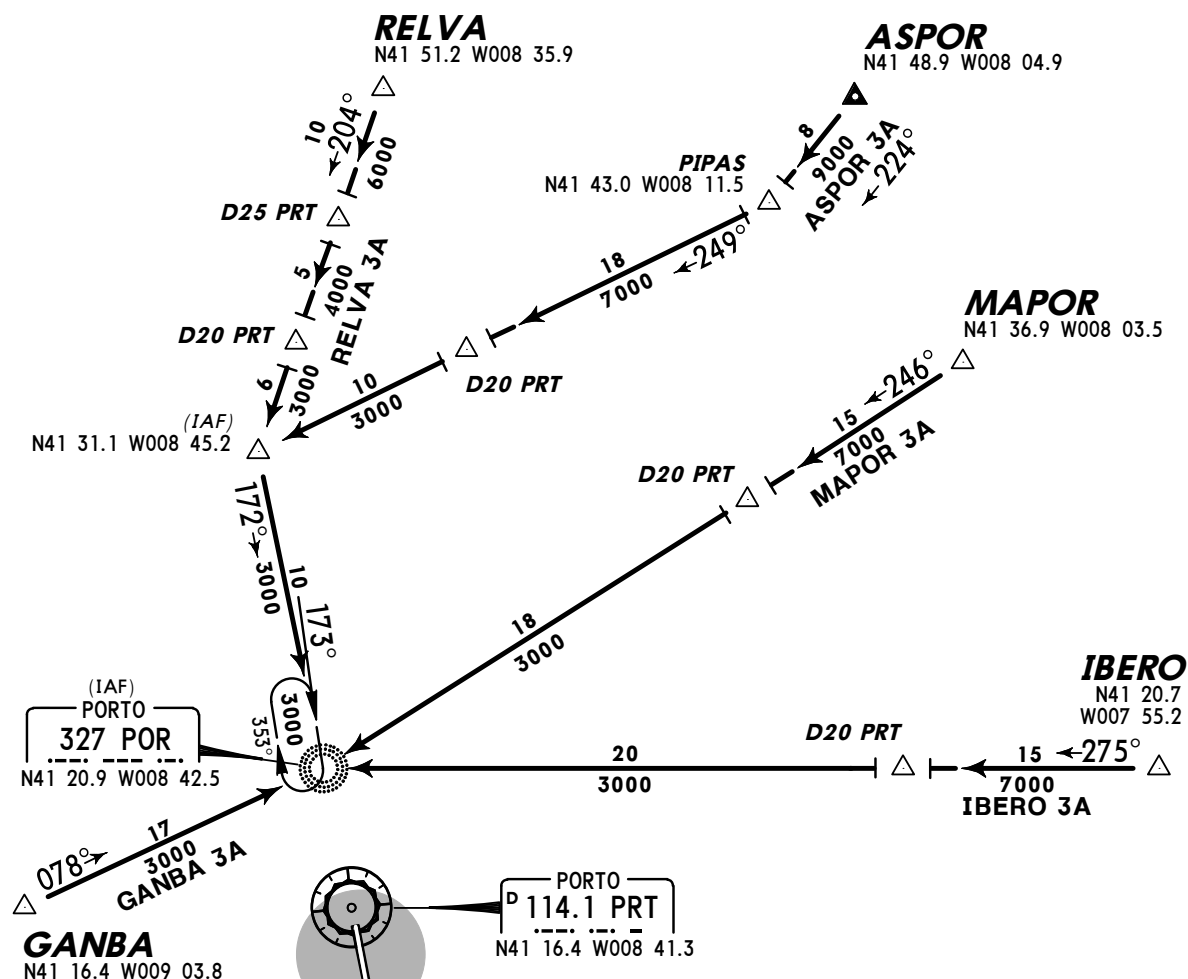
Alt Set: hPa Trans level: By ATC Trans alt: 4000'



① 3000' within
20 NM

ASPOR 3A [ASPO3A], GANBA 3A [GANB3A]
IBERO 3A [IBER3A], MAPOR 3A [MAPO3A]
RELVA 3A [RELV3A]
RWY 17 ARRIVALS
FROM NORTH

Clearance limit is POR.



LPPR/OPO

FRANCISCO SA CARNEIRO

2 JAN 09

10-2E

Eff 15 Jan

PORTO, PORTUGAL

STAR

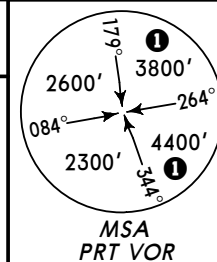
D-ATIS
124.3

Apt Elev
227'

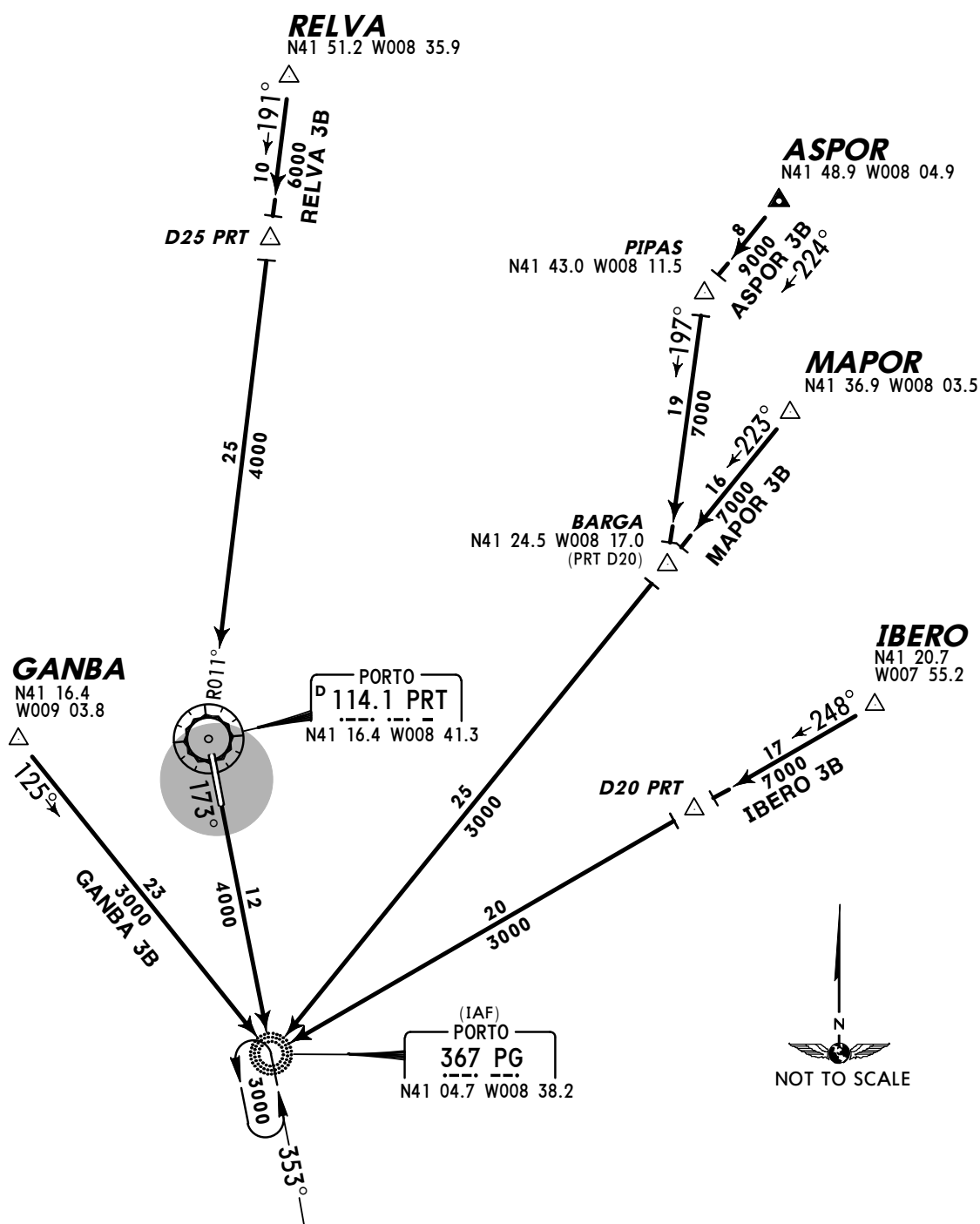
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**ASPOR 3B [ASPO3B], GANBA 3B [GANB3B]
 IBERO 3B [IBER3B], MAPOR 3B [MAPO3B]
 RELVA 3B [RELV3B]
 RWY 35 ARRIVALS
 FROM NORTH**

Clearance limit is PG.



① 3000' within 20 NM



LPPR/OPO

JEPPESEN

PORTO, PORTUGAL

FRANCISCO SA CARNEIRO

11 MAY 07

10-2F

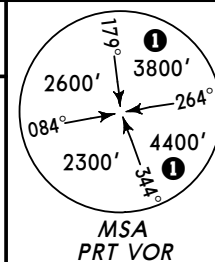
STAR

D-ATIS
124.3

Apt Elev
228'

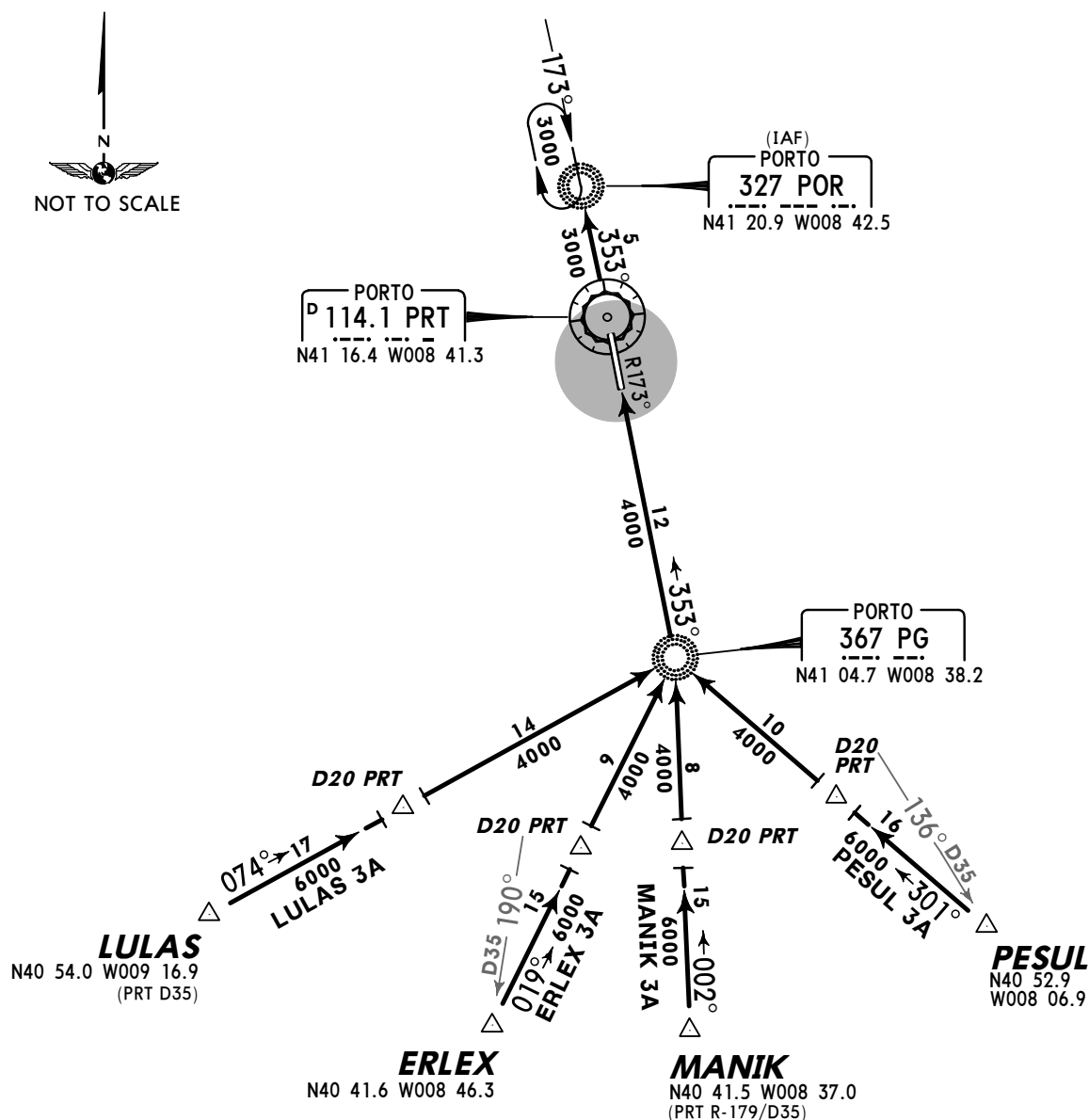
Alt Set: hPa Trans level: By ATC Trans alt: 4000'

**ERLEX 3A [ERLE3A], LULAS 3A [LULA3A]
 MANIK 3A [MANI3A], PESUL 3A [PESU3A]
 RWY 17 ARRIVALS
 FROM SOUTH**



① 3000' within 20 NM

Clearance limit is POR.



LPPR/OPO

JEPPESSEN

PORTO, PORTUGAL

FRANCISCO SA CARNEIRO

11 MAY 07

(10-2G)

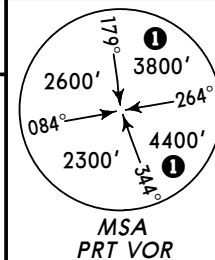
STAR

D-ATIS
124.3

Apt Elev
228'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'

**ERLEX 3B [ERLE3B], LULAS 3B [LULA3B]
 MANIK 3B [MANI3B], PESUL 3B [PESU3B]
 RWY 35 ARRIVALS
 FROM SOUTH**

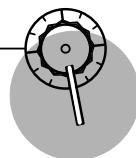


① 3000' within 20 NM

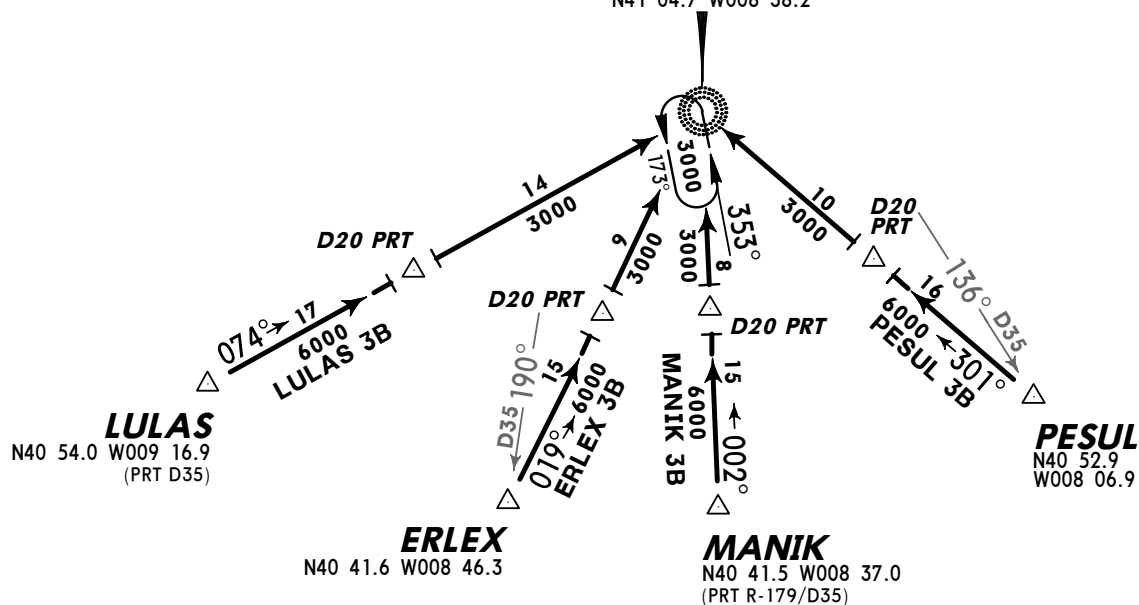
Clearance limit is PG.



PORTO
D 114.1 PRT
 N41 16.4 W008 41.3



(IAF)
 PORTO
367 PG
 N41 04.7 W008 38.2



LPPR/OPO
FRANCISCO SA CARNEIRO

12 NOV 10

10-3

Eff 18 Nov

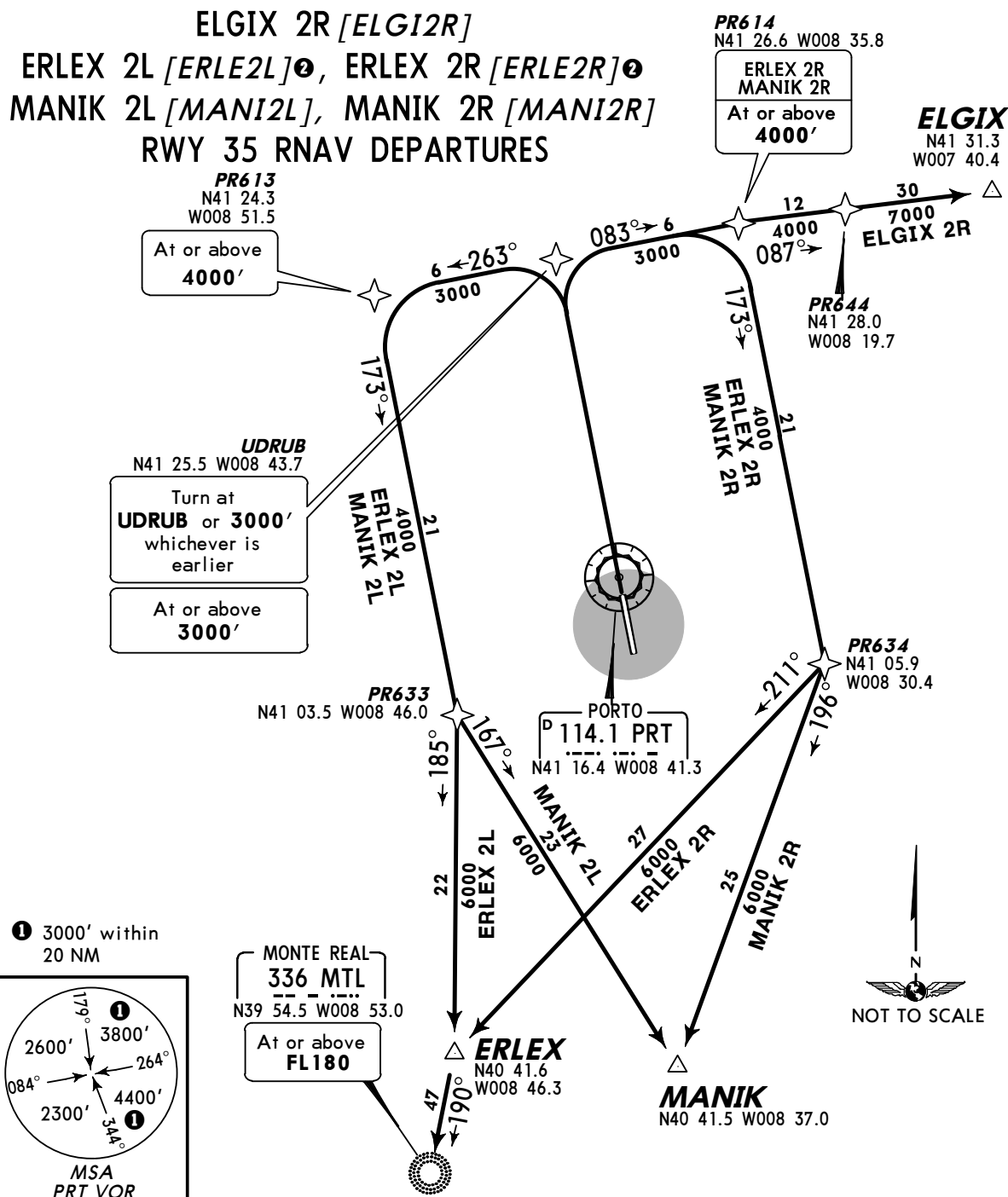
PORTO, PORTUGAL

RNAV SID

PORTO
 Approach
 121.1

Apt Elev
 227'

Trans level: By ATC Trans alt: 4000'
 1. Contact PORTO Approach after take-off.
 2. RNAV SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
 3. Radar vectoring involving deviations from SID may be used by PORTO Approach to expedite traffic.
 4. If unable to comply with FMS RNAV SIDs advise ATC.



Initial climb clearance **FL70**

SID	ROUTING
ELGIX 2R	Climb straight ahead to UDRUB or PR614 - PR644 - ELGIX. 3000' , whichever is earlier, turn RIGHT to
ERLEX 2L ②	Climb straight ahead to UDRUB or PR613 (4000'+) - PR633 - ERLEX. 3000' , whichever is earlier, turn LEFT to
ERLEX 2R ②	Climb straight ahead to UDRUB or PR614 (4000'+) - PR634 - ERLEX. 3000' , whichever is earlier, turn RIGHT to
MANIK 2L	Climb straight ahead to UDRUB or PR613 (4000'+) - PR633 - MANIK. 3000' , whichever is earlier, turn LEFT to
MANIK 2R	Climb straight ahead to UDRUB or PR614 (4000'+) - PR634 - MANIK. 3000' , whichever is earlier, turn RIGHT to

② To be used by domestic traffic only. Depending on military traffic.

LPPR/OPO

FRANCISCO SA CARNEIRO

12 NOV 10

(10-3A)

Eff 18 Nov

PORTO, PORTUGAL

RNAV SID

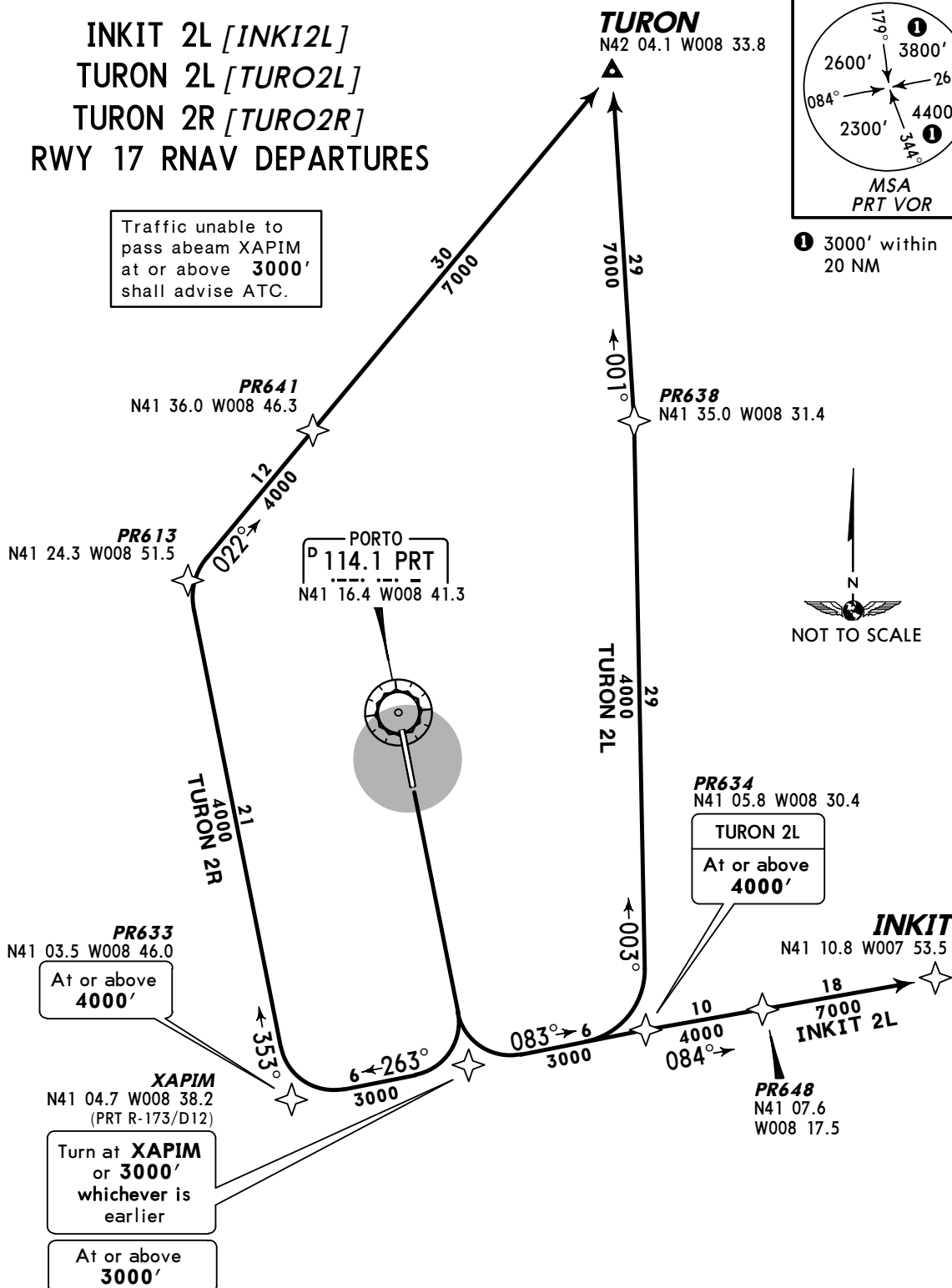
PORTO
Approach
121.1

Apt Elev
227'

Trans level: By ATC Trans alt: 4000'
1. Contact PORTO Approach after take-off.
2. RNAV SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
3. Radar vectoring involving deviations from SID may be used by PORTO Approach to expedite traffic.
4. If unable to comply with FMS RNAV SIDs advise ATC.

**INKIT 2L [INKI2L]
TURON 2L [TURO2L]
TURON 2R [TURO2R]
RWY 17 RNAV DEPARTURES**

Traffic unable to
pass abeam XAPIM
at or above **3000'**
shall advise ATC.



Initial climb clearance FL70

SID	ROUTING
INKIT 2L	Climb straight ahead to XAPIM or 3000' , whichever is earlier, turn LEFT to PR634 - PR648 - INKIT.
TURON 2L	Climb straight ahead to XAPIM or 3000' , whichever is earlier, turn LEFT to PR634 (4000'+) - PR638 - TURON.
TURON 2R	Climb straight ahead to XAPIM or 3000' , whichever is earlier, turn RIGHT to PR633 (4000'+) - PR613 - PR641 - TURON.

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PORTO, PORTUGAL

FRANCISCO SA CARNEIRO

13 JAN 06

10-3B

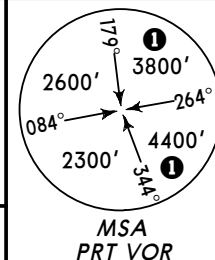
Eff 19 Jan

SID

*PORTO Approach
121.1

Apt Elev
228'

Trans level: By ATC Trans alt: 4000'
1. Contact PORTO Approach after take-off.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. **3.** Radar vectoring involving deviations from SID may be used by PORTO Approach to expedite traffic.



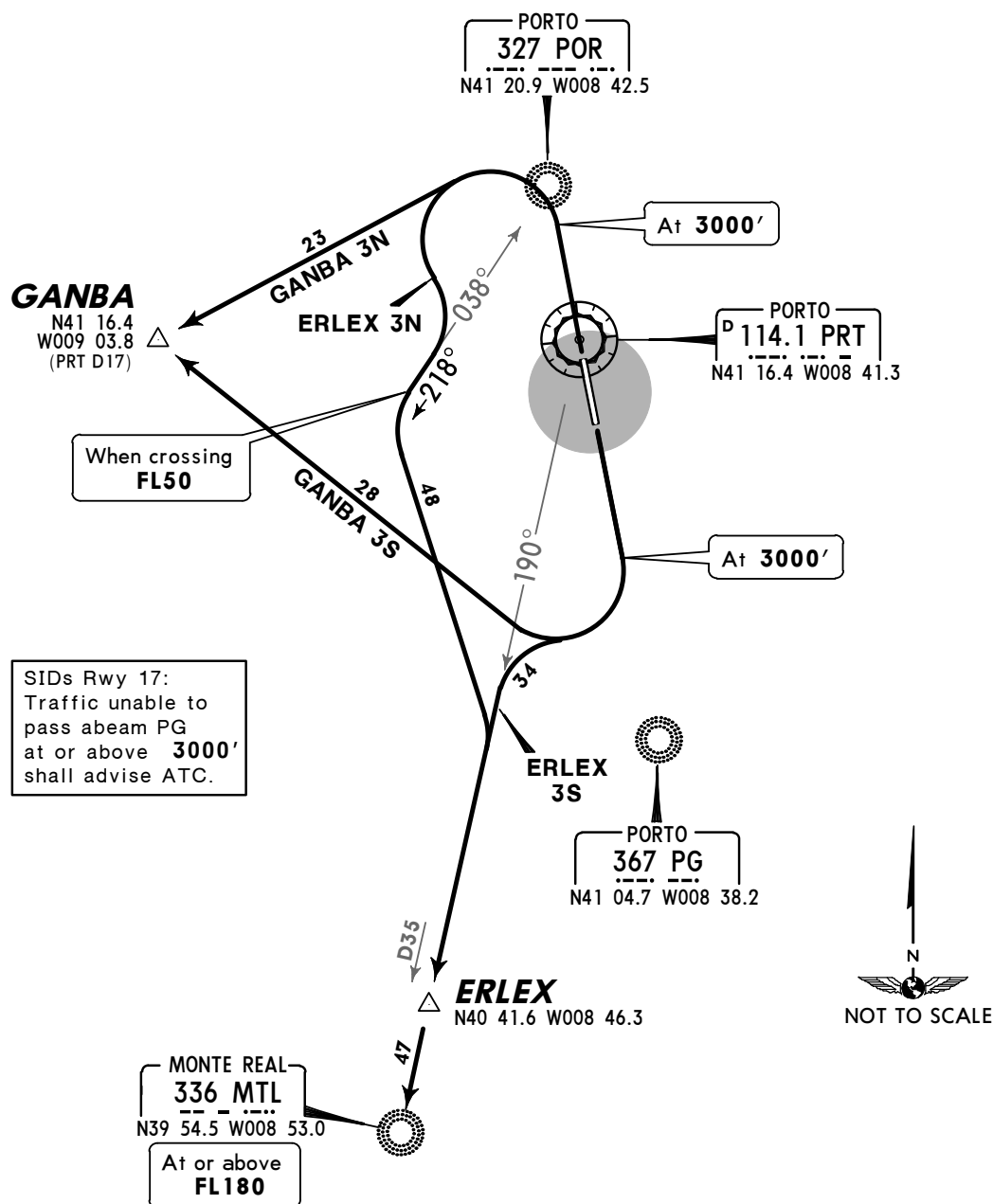
1 3000' within 20 NM

ERLEX 3N [ERLE3N], ERLEX 3S [ERLE3S]

TO BE USED BY DOMESTIC TRAFFIC ONLY
DEPENDING ON MILITARY TRAFFIC

GANBA 3N [GANB3N], GANBA 3S [GANB3S]

RWYS 35, 17 DEPARTURES



Initial climb clearance **FL70**

SID	RWY	ROUTING
ERLEX 3N	35	Climb straight ahead to 3000' , turn LEFT , intercept 218° bearing from POR , when crossing FL50 intercept PRT R-190 to MTL .
ERLEX 3S	17	Climb straight ahead to 3000' , turn RIGHT , intercept PRT R-190 to MTL .
GANBA 3N	35	Climb straight ahead to 3000' , turn LEFT to GANBA .
GANBA 3S	17	Climb straight ahead to 3000' , turn RIGHT to GANBA .

CHANGES: SIDs renumbered & revised.

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PORTO, PORTUGAL

FRANCISCO SA CARNEIRO

13 JAN 06

10-3C

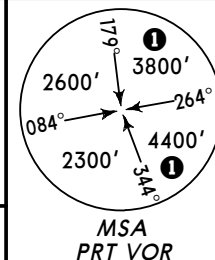
Eff 19 Jan

SID

*PORTO Approach
121.1

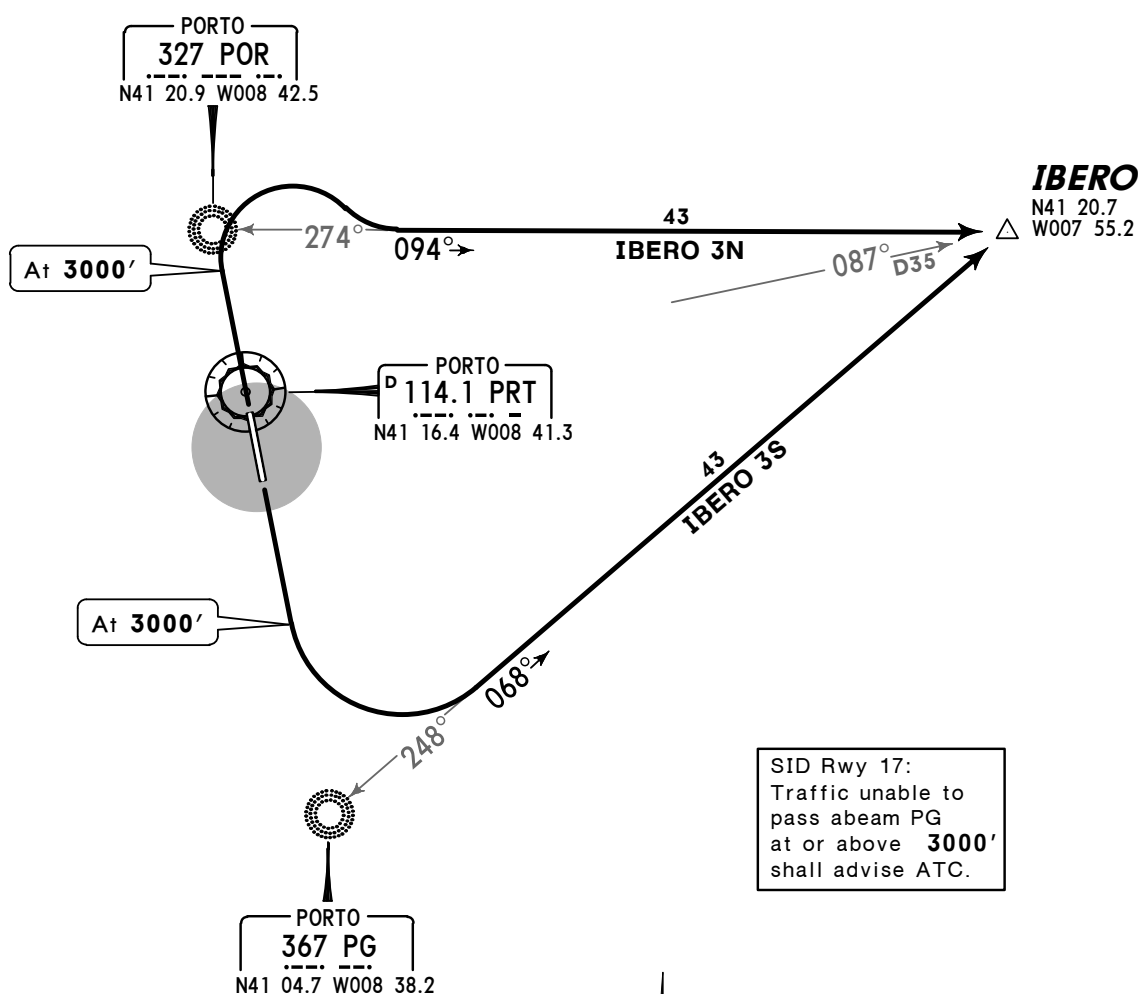
Apt Elev
228'

Trans level: By ATC Trans alt: 4000'
1. Contact PORTO Approach after take-off.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. **3.** Radar vectoring involving deviations from SID may be used by PORTO Approach to expedite traffic.



1 3000' within 20 NM

**IBERO 3N [IBER3N], IBERO 3S [IBER3S]
 RWYS 35, 17 DEPARTURES**



Initial climb clearance FL70

SID	RWY	ROUTING
IBERO 3N	35	Climb straight ahead to 3000' , turn RIGHT, intercept 094° bearing from POR to IBERO.
IBERO 3S	17	Climb straight ahead to 3000' , turn LEFT, intercept 068° bearing from PG to IBERO.

LPPR/OPO

JEPPESSEN

PORTO, PORTUGAL

FRANCISCO SA CARNEIRO

13 JAN 06

(10-3D)

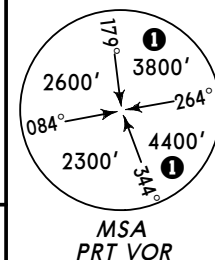
Eff 19 Jan

SID

*PORTO Approach
121.1

Apt Elev
228'

Trans level: By ATC Trans alt: 4000'
1. Contact PORTO Approach after take-off.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. **3.** Radar vectoring involving deviations from SID may be used by PORTO Approach to expedite traffic.



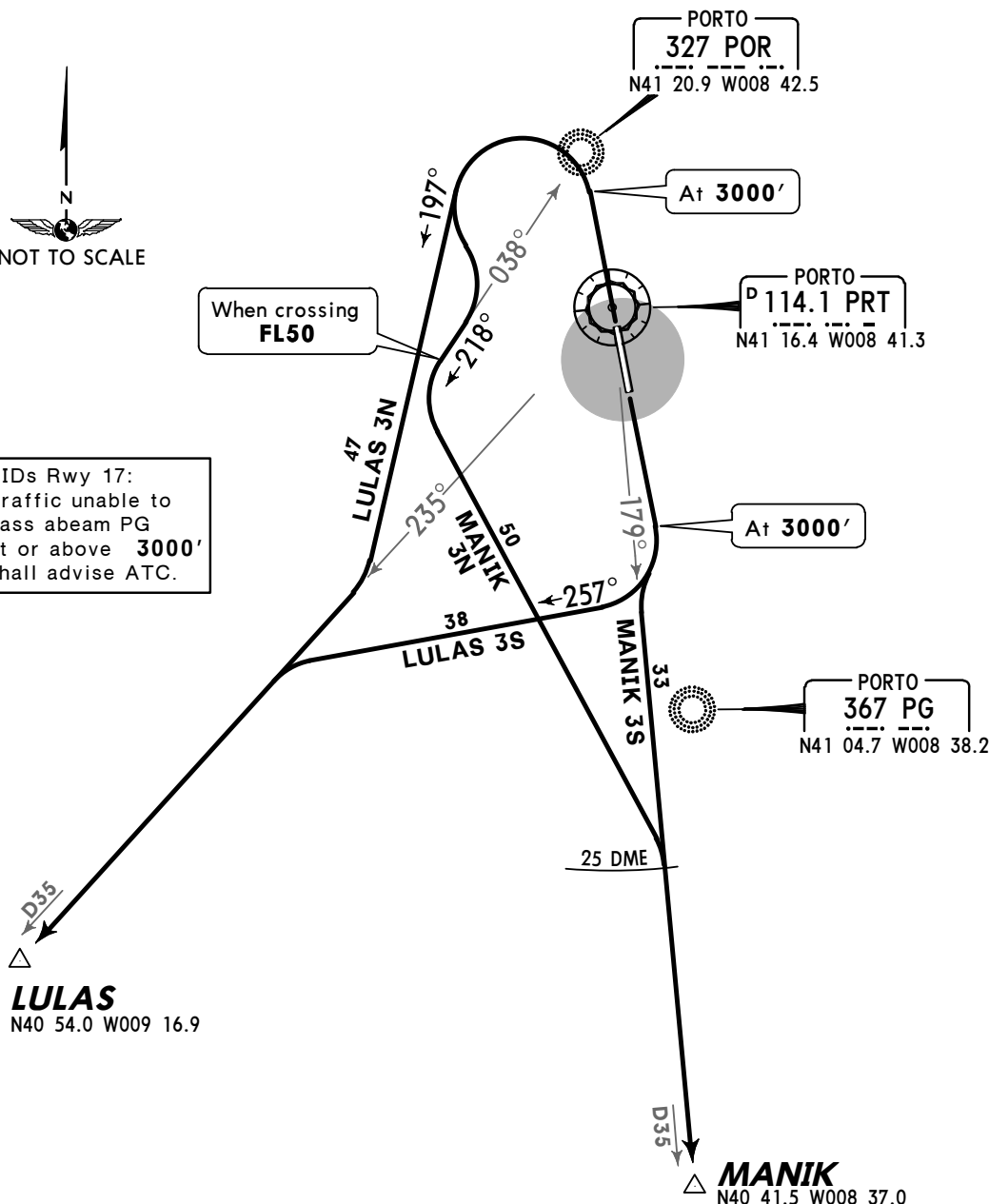
1 3000' within 20 NM

**LULAS 3N [LULA3N], LULAS 3S [LULA3S]
MANIK 3N [MANI3N], MANIK 3S [MANI3S]
RWYS 35, 17 DEPARTURES**



When crossing
FL50

SIDs Rwy 17:
Traffic unable to
pass abeam PG
at or above **3000'**
shall advise ATC.



Initial climb clearance FL70

SID	RWY	ROUTING
LULAS 3N	35	Climb straight ahead to 3000' , turn LEFT , 197° track, intercept PRT R-235 to LULAS.
LULAS 3S	17	Climb straight ahead to 3000' , turn RIGHT , 257° track, intercept PRT R-235 to LULAS.
MANIK 3N	35	Climb straight ahead to 3000' , turn LEFT , intercept 218° bearing from POR, when crossing FL50 turn LEFT , intercept PRT R-179 within PRT 25 DME to MANIK.
MANIK 3S	17	Climb straight ahead to 3000' , turn RIGHT , intercept PRT R-179 to MANIK.

CHANGES: SIDs renumbered & revised.

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PORTO, PORTUGAL

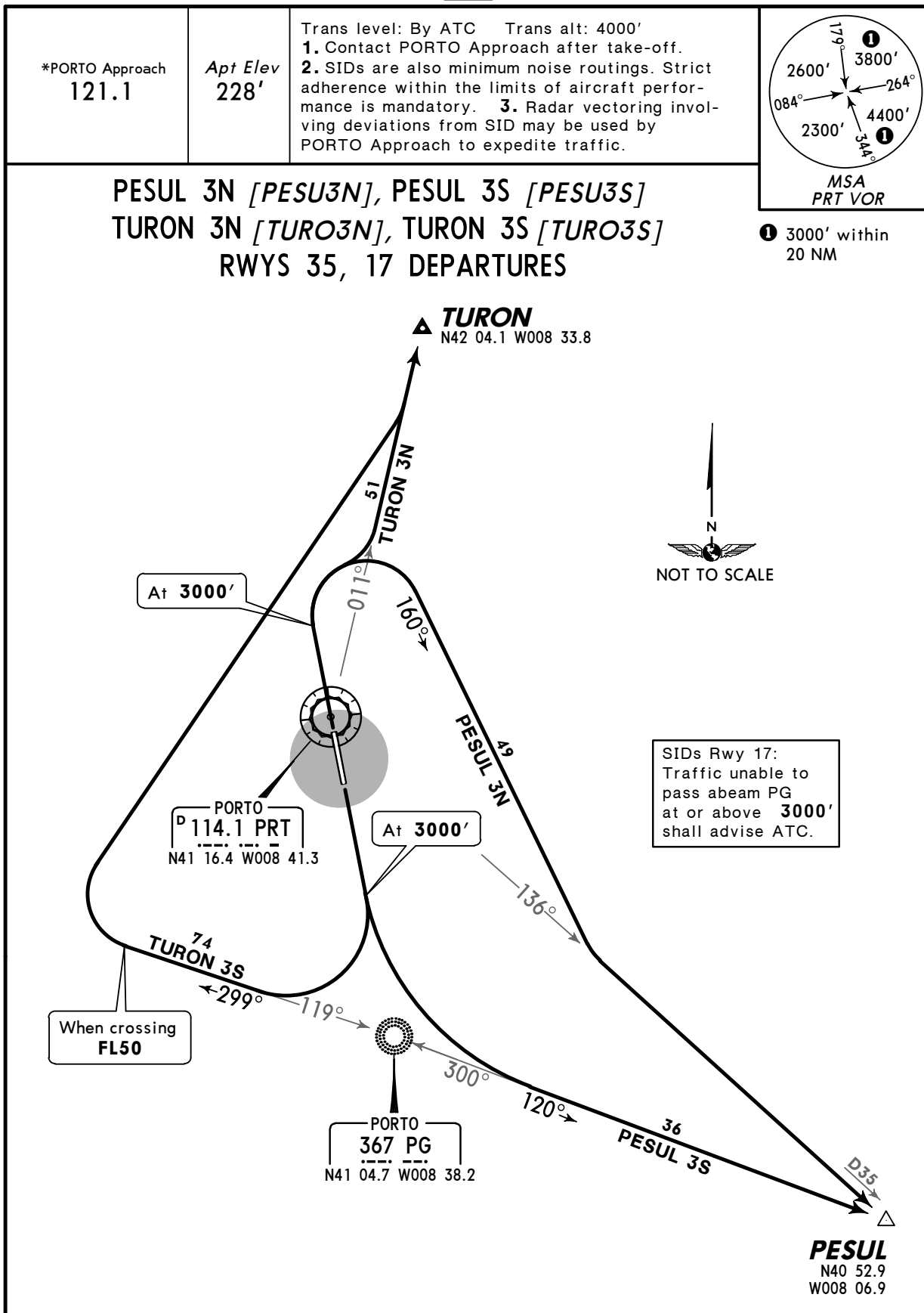
FRANCISCO SA CARNEIRO

13 JAN 06

10-3E

Eff 19 Jan

SID



Initial climb clearance **FL70**

SID	RWY	ROUTING
PESUL 3N	35	Climb straight ahead to 3000' , turn RIGHT, 160° track, intercept PRT R-136 to PESUL.
PESUL 3S	17	Climb straight ahead to 3000' , turn LEFT, intercept 120° bearing from PG to PESUL.
TURON 3N	35	Climb straight ahead to 3000' , turn RIGHT, intercept PRT R-011 to TURON.
TURON 3S	17	Climb straight ahead to 3000' , turn RIGHT, intercept 299° bearing from PG, when crossing FL50 turn RIGHT, intercept PRT R-011 to TURON.

CHANGES: SIDs renumbered & revised.

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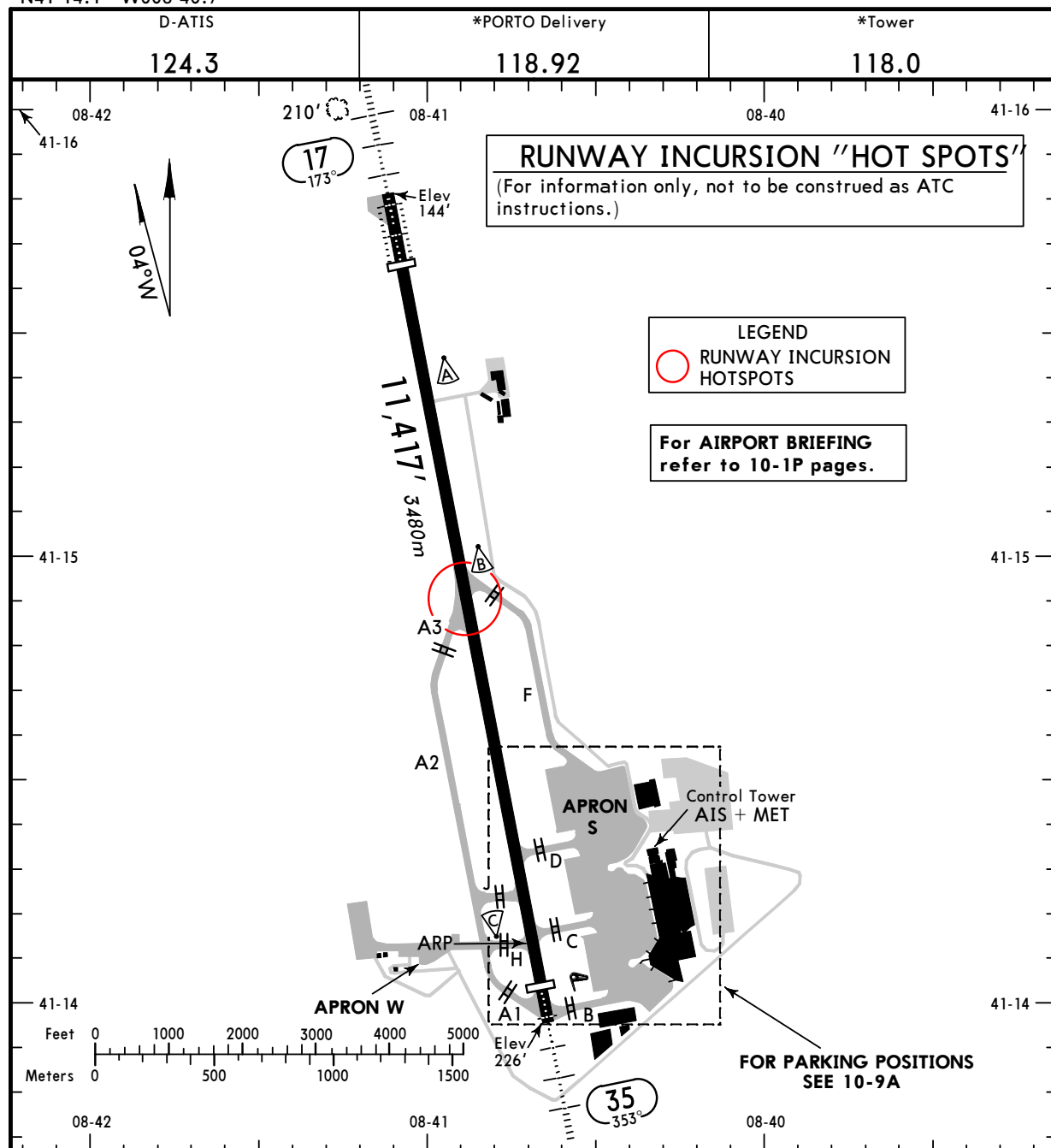
LPPR/OPO

Apt Elev **227'**
N41 14.1 W008 40.7

JEPPESEN

7 MAY 10 **(10-9)**

PORTO, PORTUGAL
FRANCISCO SA CARNEIRO



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		
			Threshold	Glide Slope	
17	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (2.7°)	RVR	10,433' 3180m	9425' 2873m	1
35	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°)	RVR	10,925' 3330m		

1 TAKE-OFF RUN AVAILABLE

RWY 17:

From RWY head 11,417' (3480m)
twy A3/F int 6234' (1900m)

RWY 35:

From RWY head 11,417' (3480m)
twy C/H int 10,203' (3110m)
twy D int 9121' (2780m)

Standard

TAKE-OFF 1

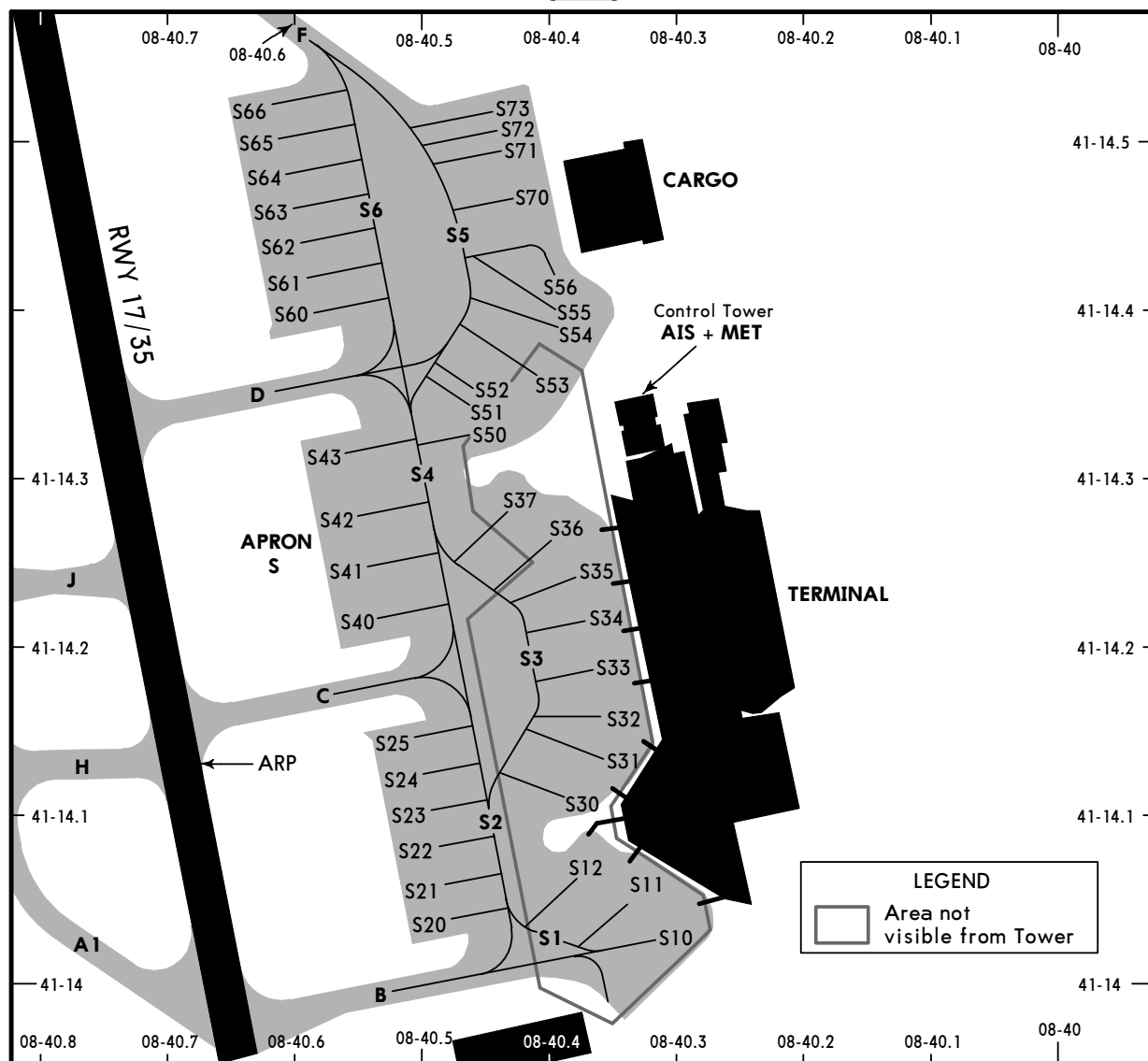
LVP must be in Force					
Approved Operators	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

1 Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

LPPR/OPO

JEPPESSEN
 7 MAY 10 **(10-9A)**

PORTO, PORTUGAL
FRANCISCO SA CARNEIRO



INS COORDINATES

STAND No.	COORDINATES	ELEV
S10	N41 14.0 W008 40.3	236
S11	N41 14.1 W008 40.3	235
S12	N41 14.1 W008 40.4	233
S20	N41 14.0 W008 40.5	226
S21 thru S25	N41 14.1 W008 40.5	226
S30	N41 14.1 W008 40.4	234
S31	N41 14.1 W008 40.3	236
S32 thru S35	N41 14.2 W008 40.3	236
S36	N41 14.3 W008 40.4	236
S37	N41 14.3 W008 40.4	233
S40, S41	N41 14.2 W008 40.5	226
S42, S43	N41 14.3 W008 40.6	226
S50 thru S52	N41 14.3 W008 40.4	233
S53	N41 14.3 W008 40.4	236
S54, S55	N41 14.4 W008 40.4	237
S56	N41 14.4 W008 40.4	236
S60	N41 14.4 W008 40.6	226
S61, S62	N41 14.4 W008 40.6	225
S63, S64	N41 14.5 W008 40.6	225
S65	N41 14.5 W008 40.6	226
S66	N41 14.5 W008 40.6	225
S70 thru S73	N41 14.5 W008 40.4	236

LPPR/OPO

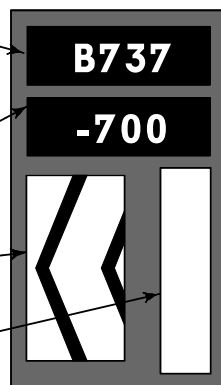
JEPPESEN
7 JUL 06 (10-9B)PORTO, PORTUGAL
FRANCISCO SA CARNEIRO**APIS**
(AIRCRAFT PARKING AND INFORMATION SYSTEM)

Display indicating: Company, "ETD", "UTC", ACFT type, "SLOW", "STOP", "OK", "CHCK" and "TOO FAR".

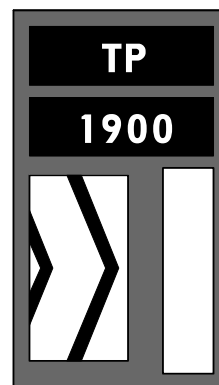
Display indicating: Flight number, time, ACFT series, "STOP", "ON" (chocks) and "DOWN".

Centerline beacon side-in guidance.

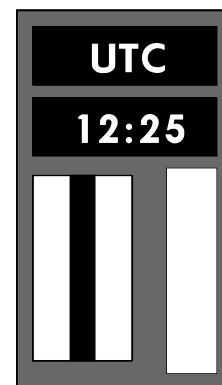
Closing-rate information. Full closing rate thermometer indicates at least 46'/14m to stop position.



Turn LEFT



Turn RIGHT



On centerline

PILOT INSTRUCTIONS

1. Follow TWY lead-in line and adjust according to the directions of the centerline beacon side-in guidance.
2. Check correct ACFT type is flashing and that centerline guidance and closing rate thermometer is activated. The flight number may also be presented.
3. Do not enter the stand if display presents STOP or wrong ACFT type.
4. Approximately 46'/14m before STOP, flight number will disappear if this is presented.
5. 62'/19m before STOP, ACFT type goes steady. If speed is too high, SLOW DOWN can be shown.
6. Full closing rate thermometer indicates at least 46'/14m to STOP. When ACFT has less than 46'/14m to STOP thermometer starts to move from bottom to top.
7. When stop position is reached, display indicates STOP and if ACFT is parked correctly, display indicates also OK.
8. If ACFT overshoots the limit for correct parking, display indicates TOO FAR. Push-back shall be necessary.
9. Displays and indicators automatically shut down after some seconds. After ON BLOCK, display can indicate UTC time and CHCK ON (chocks on).
10. 20 minutes before departure, flight number and ETD will be presented. The ETD is based on UTC time.

LPPR/OPO **JEPPESEN**11 DEC 09 **10-9X****JAA MINIMUMS****PORTO, PORTUGAL**
FRANCISCO, SA CARNEIRO

STRAIGHT-IN RWY		A	B	C	D
17	CAT 2 ILS ①	251' (100')	251' (100')	251' (100')	251' (100')
		RA 108'R300m	RA 108'R300m	RA 108'R300m	RA 108'R300m
	ILS ①	351' (200')	351' (200')	351' (200')	351' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ①	590' (439')	590' (439')	590' (439')	590' (439')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR ①	590' (439')	590' (439')	590' (439')	590' (439')
		R900m	R1000m	R1000m	R1400m
35	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB ①	710' (559')	710' (559')	710' (559')	710' (559')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR	600' (373')	600' (373')	600' (373')	600' (373')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	Lctr	950' (723')	950' (723')	950' (723')	950' (723')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

① Missed apch climb gradient min 4.9%.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
West of runway	950' (723')	950' (723')	950' (723')	950' (723')
East of runway	950' (723')	950' (723')	1280' (1053')	1280' (1053')
	V1500m	V1600m	V2400m	V3600m

TAKE-OFF RWY 17, 35

	Approved Operators	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A							
B	125m	150m	200m	250m	400m	500m	
C							
D	150m	200m	250m	300m			

LPPR/OPO
FRANCISCO SA CARNEIRO

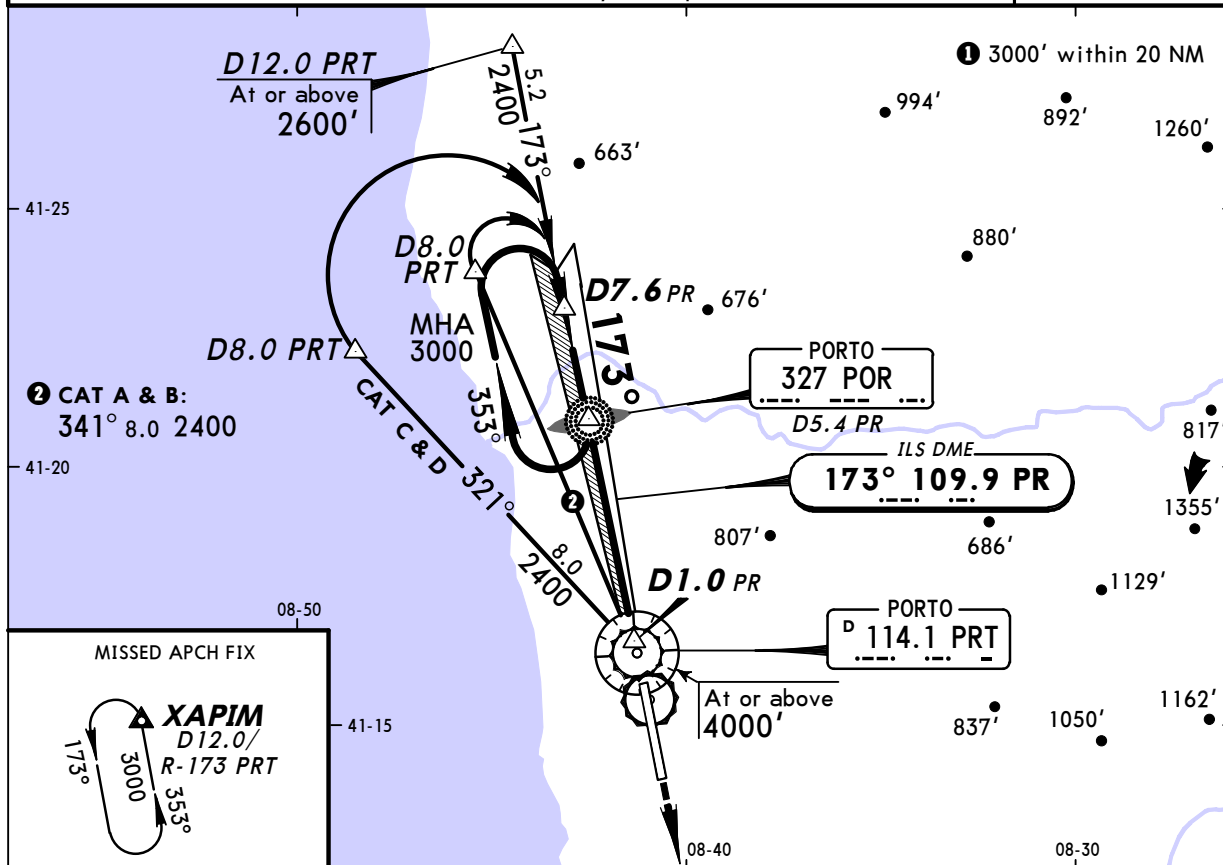
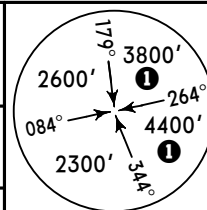
JEPPesen
7 MAY 10 **(11-1)**

MISSED APCH CLIMB
GRAD MIM 4.9%

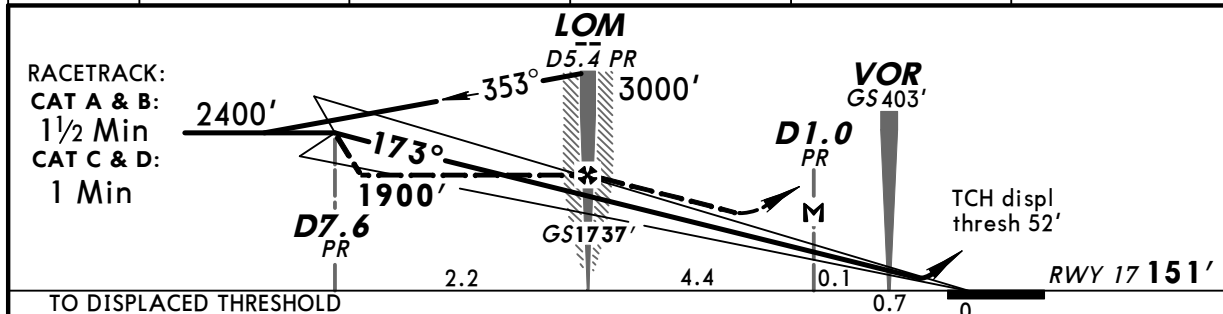
PORTO, PORTUGAL
ILS Rwy 17

BRIEFING STRIP

D-ATIS 124.3		PORTO Approach 121.1		*PORTO Tower 118.0	
LOC PR 109.9	Final Apch Crs 173°	GS LOM 1737' (1586')	ILS DA(H) 351' (200')	Apt Elev 227'	RWY 151'
MISSED APCH: Climb STRAIGHT AHEAD to 3000' to XAPIM holding. If unable, advise ATC.					
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4000'					
1. PRT DME REQUIRED. 2. ILS DME reads zero at rwy 17 displ thresh.					



LOC (GS out)	PR DME	5.0	4.0	3.0	2.0
	ALTITUDE	1780'	1470'	1150'	840'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	HIALS-II PAPI 3000' ↑ XAPIM
<i>ILS GS</i> 2.70°	339	436	485	582	679	776	
<i>LOC Descent Angle</i> 2.98°	369	474	527	633	738	843	
<i>MAP at D1.0 PR</i>							

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 17				MISSED APCH CLIMB GRAD MIM 4.9%			
ILS		LOC (GS out)		West of runway		East of runway	
DA(H) 351' (200')		DA(H) 590' (439')		MDA(H) 950' (723')		MDA(H) 950' (723')	
FULL	Limited	ALS out	ALS out	MDA(H)	VIS	MDA(H)	VIS
A				100	1500m	100	1500m
B				135	1600m	135	1600m
C	RVR 550m	RVR 750m	RVR 1200m	180	2400m	180	2400m
D				205	3600m	205	3600m

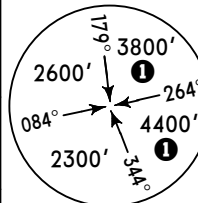
PANS OPS 4

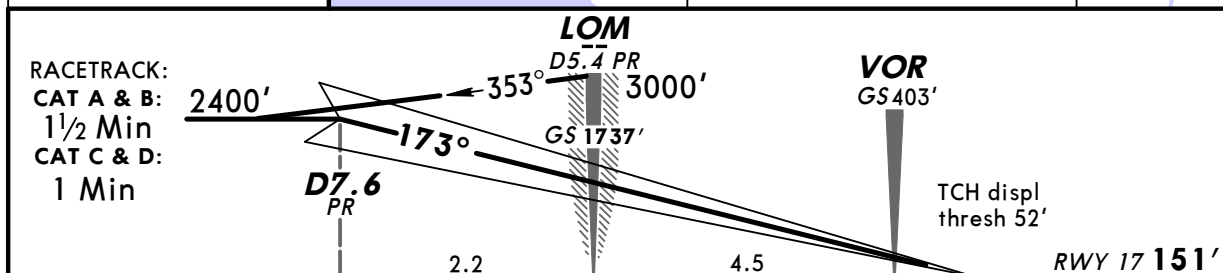
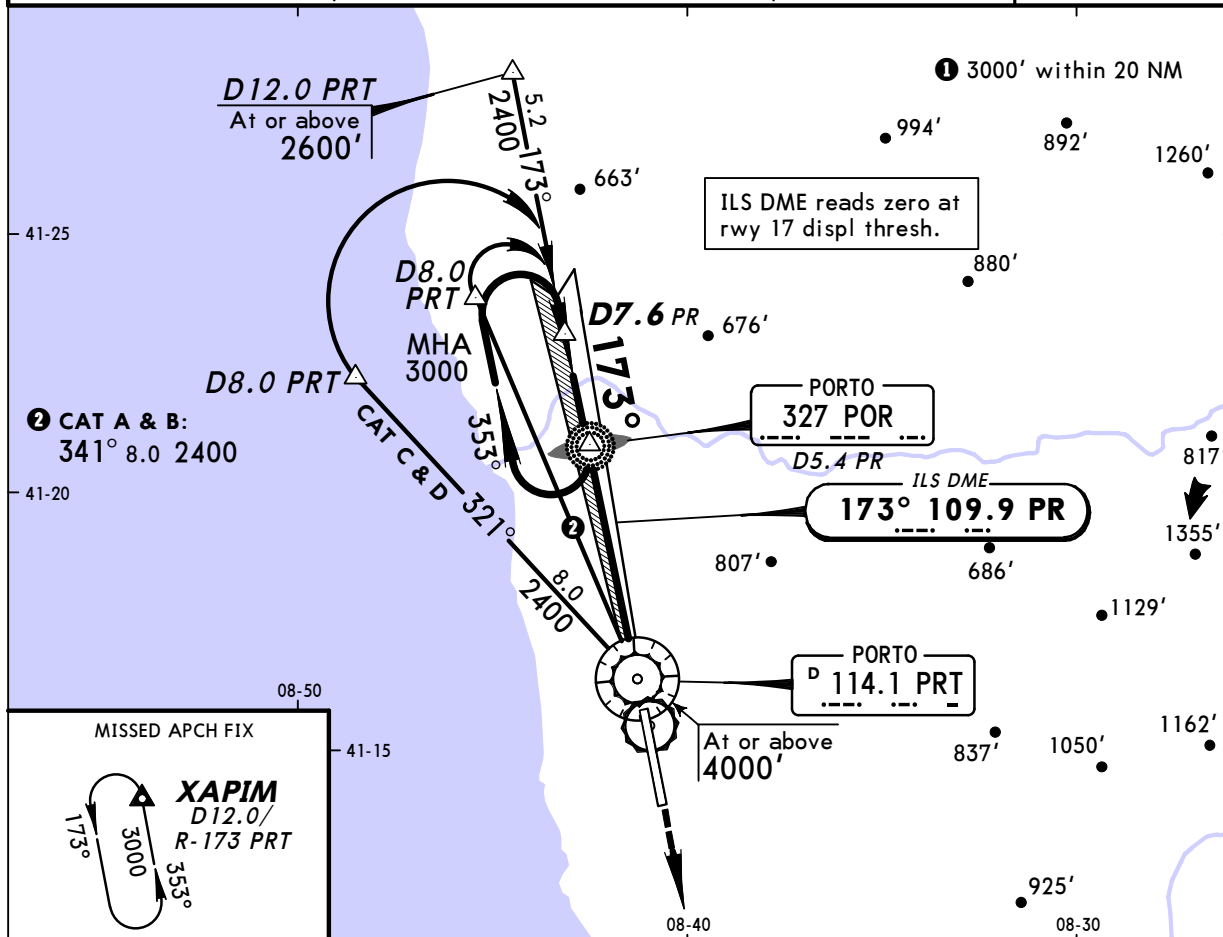
LPPR/OPO
FRANCISCO SA CARNEIRO

JEPPesen
7 MAY 10 **11-1A** MISSED APCH CLIMB
GRAD MIM 4.9%

PORTO, PORTUGAL
CAT II ILS Rwy 17

BRIEFING STRIP

D-ATIS 124.3		PORTO Approach 121.1		*PORTO Tower 118.0	
LOC PR 109.9	Final Apch Crs 173°	GS LOM 1737' (1586')	CAT II ILS RA 108' DA(H) 251'(100')	Apt Elev 227' RWY 151'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000' to XAPIM holding. If unable, advise ATC.					
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4000' 1. PRT DME REQUIRED. 2. Special Aircrew & Acft Certification Required.					



TO DISPLACED THRESHOLD							
Gnd speed-Kts	70	90	100	120	140	160	
GS	2.70°	339	436	485	582	679	776

Standard STRAIGHT-IN LANDING RWY 17
CAT II ILS
Missed apch climb gradient mim 4.9%
ABCD
RA 108'
DA(H) **251' (100')**

RVR **300m** 

1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 4

LPPR/OPO
FRANCISCO SA CARNEIRO

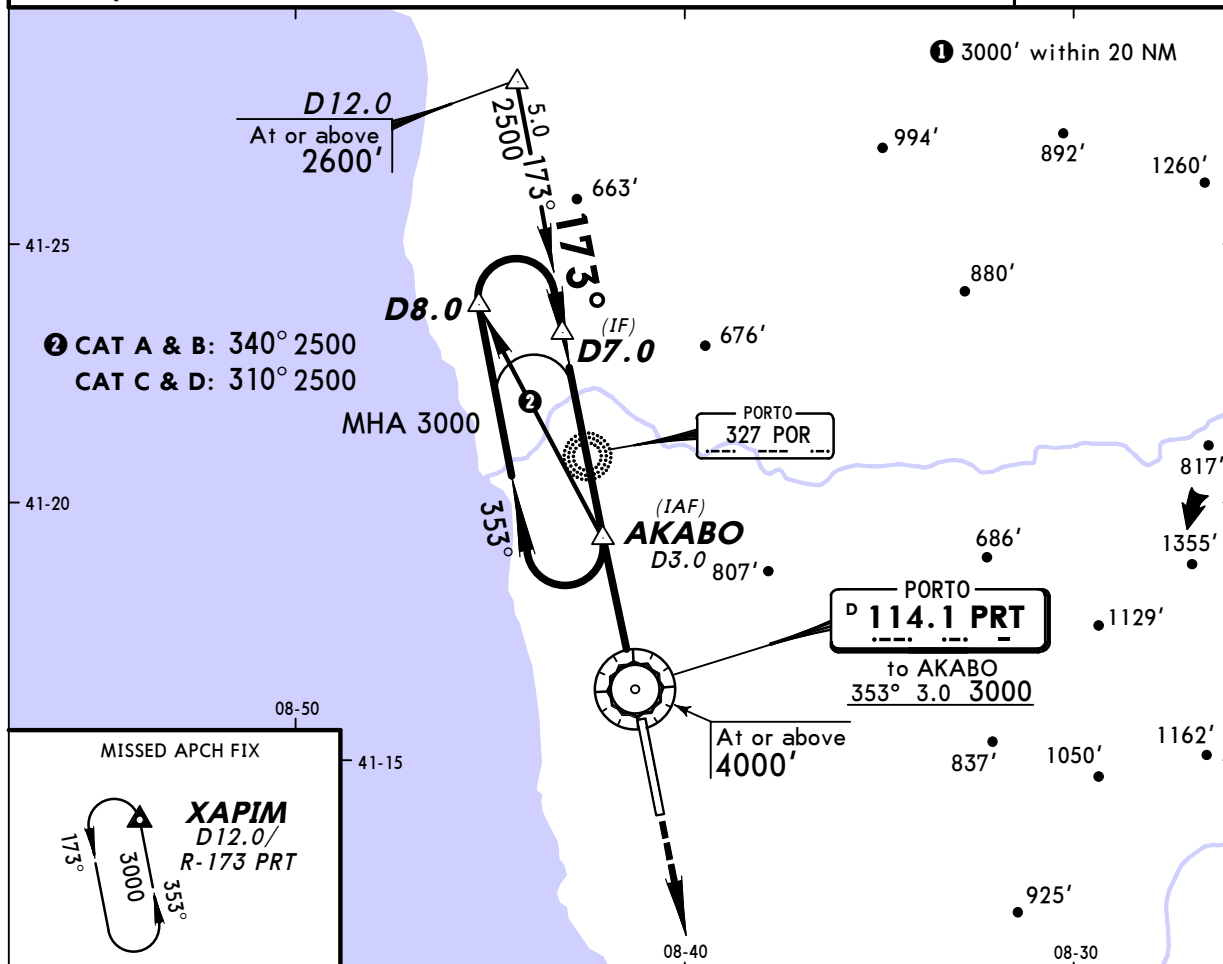
JEPPesen
7 MAY 10 **(13-1)**

MISSED APCH CLIMB
GRAD MIM 4.9%

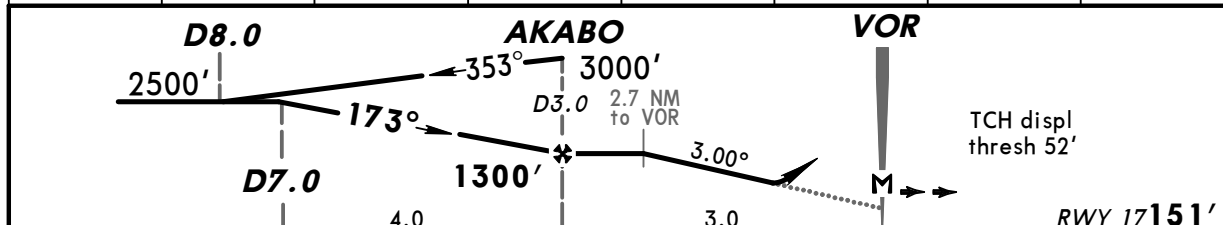
PORTO, PORTUGAL
VOR Rwy 17

BRIEFING STRIP

D-ATIS 124.3		PORTO Approach 121.1		*PORTO Tower 118.0	
VOR PRT 114.1	Final Apch Crs 173°	Minimum Alt AKABO 1300' (1149')	DA(H) 590' (439')	Apt Elev 227' RWY 151'	MSA PRT VOR
MISSED APCH: Climb STRAIGHT AHEAD to 3000' to XAPIM holding. If unable, advise ATC.					
Alt Set: hPa DME REQUIRED.		Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 4000'	



PRT DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2500'	2190'	1880'	1570'	1300'	950'	640'



TO DISPLACED THRESHOLD							0.8	0			
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II			3000'	XAPIM
Descent Angle 3.00°	372	478	531	637	743	849					
MAP at VOR											

Standard STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND			
Missed apch climb gradient mim 4.9%							
DA(H) 590' (439')							
ALS out				Max Kts	West of runway	East of runway	
RVR 1500m				100	950' (723') 1500m	950' (723') 1500m	
				135	950' (723') 1600m	950' (723') 1600m	
RVR 1300m				180	950' (723') 2400m	1280' (1053') 2400m	
				205	950' (723') 3600m	1280' (1053') 3600m	
RVR 2000m							

PANS OPS 4

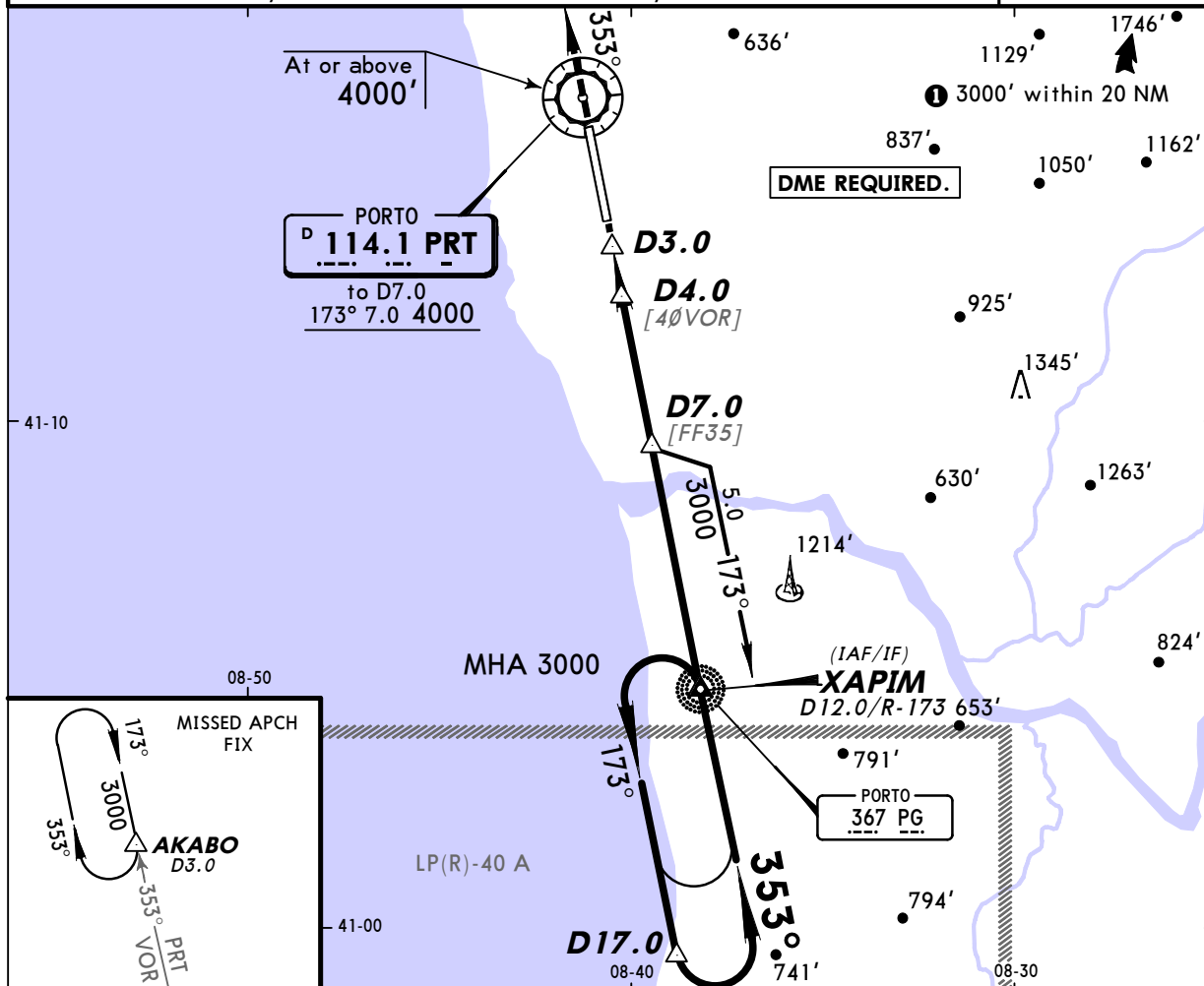
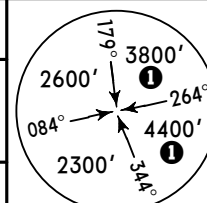
LPPR/OPO
FRANCISCO SA CARNEIRO

JEPPesen
7 MAY 10 **(13-2)**

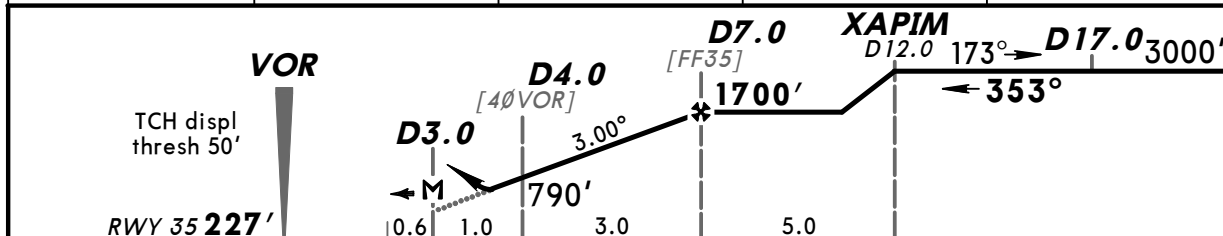
PORTO, PORTUGAL
VOR Rwy 35

BRIEFING STRIP

D-ATIS 124.3		PORTO Approach 121.1		*PORTO Tower 118.0	
VOR PRT 114.1	Final Apch Crs 353°	Minimum Alt D7.0 1700' (1473')	DA(H) 600' (373')	Apt Elev 227' RWY 227'	
MISSED APCH: Climb on 353° to 1500', then proceed to 3000' to AKABO holding and contact Porto APP.					
Alt Set: hPa		Rwy Elev: 8 hPa		Trans level: By ATC	
				Trans alt: 4000'	



PRT DME	4.0	5.0	6.0	7.0
ALTITUDE	790'	1100'	1400'	1700'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.0						

Standard STRAIGHT-IN LANDING RWY 35				CIRCLE-TO-LAND			
DA(H) 600' (373')				West of runway		East of runway	
ALS out				Max Kts	MDA(H) VIS	MDA(H) VIS	
A	RVR 1000m	RVR 1500m	RVR 1700m	100	950' (723') 1500m	950' (723') 1500m	
B				135	950' (723') 1600m	950' (723') 1600m	
C				180	950' (723') 2400m	1280' (1053') 2400m	
D				205	950' (723') 3600m	1280' (1053') 3600m	

PANS OPS 4

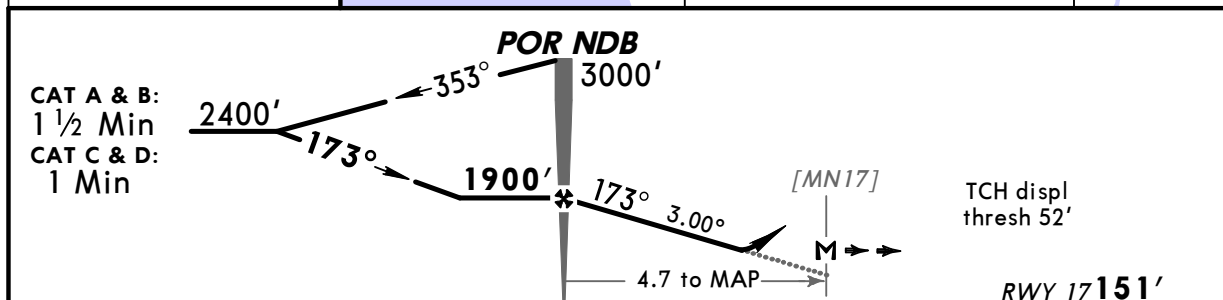
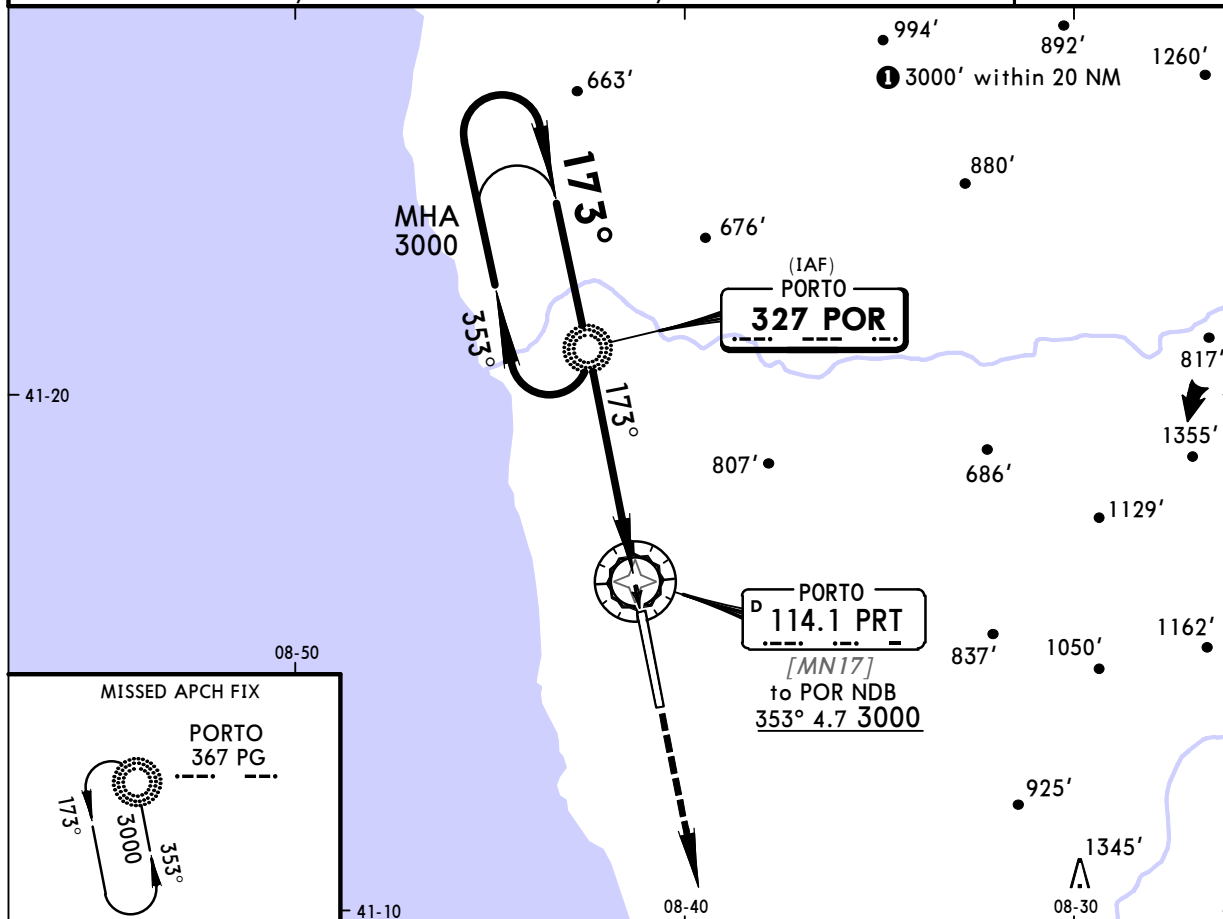
LPPR/OPO
FRANCISCO SA CARNEIRO

JEPPESEN
7 MAY 10 **(16-1)** MISSED APCH CLIMB
GRAD MIM 4.9%

PORTO, PORTUGAL
NDB Rwy 17

BRIEFING STRIP

D-ATIS 124.3		PORTO Approach 121.1		*PORTO Tower 118.0	
NDB POR 327	Final Apch Crs 173°	Minimum Alt POR NDB 1900' (1749')	DA(H) 710' (559')	Apt Elev 227' RWY 151'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000' to PG Lctr holding. If unable, advise ATC.					
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC	
				Trans alt: 4000'	MSA PRT VOR



TO DISPLACED THRESHOLD							5.3	0	RWY 17 1511'	
Gnd speed-Kts	70	90	100	120	140	160				3000' PG 367
Descent Angle 3.00°	372	478	531	637	743	849				
POR NDB to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46				

Standard STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND			
Missed apch climb gradient mim 4.9%							
DA(H) 710' (559')							
ALS out							
A	RVR 1500m			Max Kts	West of runway	East of runway	
B				100	MDA(H) 950' (723') 1500m	MDA(H) 950' (723') 1500m	
C				135	MDA(H) 950' (723') 1600m	MDA(H) 950' (723') 1600m	
D				180	MDA(H) 950' (723') 2400m	MDA(H) 1280' (1053') 2400m	
				205	MDA(H) 950' (723') 3600m	MDA(H) 1280' (1053') 3600m	

PANS OPS 4

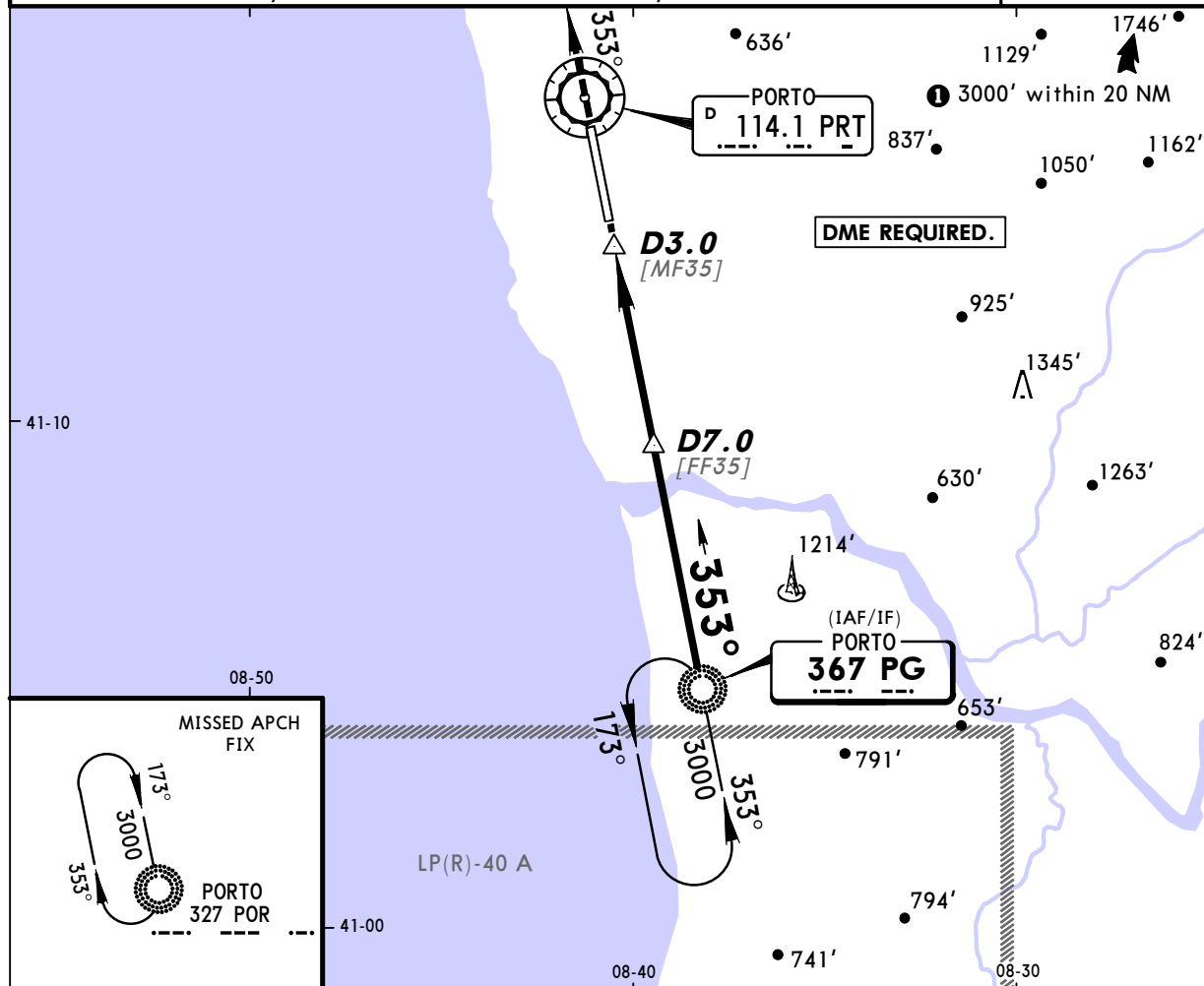
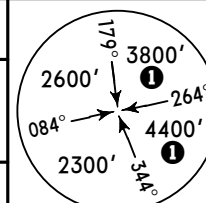
LPPR/OPO
FRANCISCO SA CARNEIRO

JEPPesen
7 MAY 10 **(16-2)**

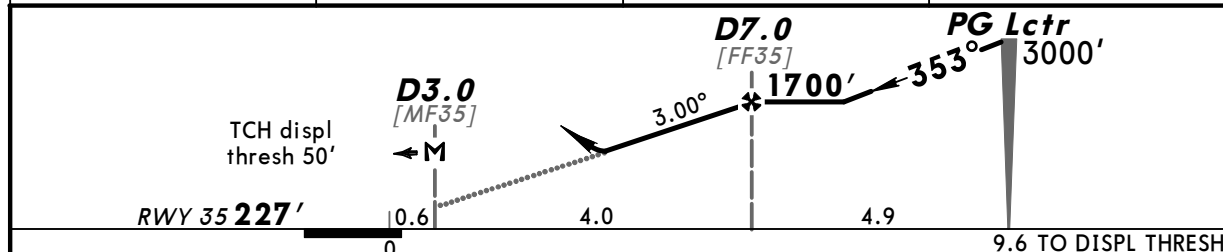
PORTO, PORTUGAL
LOCATOR Rwy 35

BRIEFING STRIP™

D-ATIS 124.3		PORTO Approach 121.1		*PORTO Tower 118.0
Lctr PG 367	Final Apch Crs 353°	Minimum Alt D7.0 1700' (1473')	DA(H) 950' (723')	Apt Elev 227' RWY 227'
MISSED APCH: Climb on 353° to 1500', then proceed to 3000' to POR NDB holding and contact Porto APP.				
Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 4000'	



PRT DME	5.0	6.0	7.0
ALTITUDE	1100'	1400'	1700'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.0						

Standard STRAIGHT-IN LANDING RWY 35			CIRCLE-TO-LAND			
DA(H) 950' (723')			West of runway		East of runway	
ALS out			Max Kts	MDA(H) VIS	MDA(H) VIS	
A			100	950' (723') 1500m	950' (723') 1500m	
B	RVR 1500m		135	950' (723') 1600m	950' (723') 1600m	
C			180	950' (723') 2400m	1280' (1053') 2400m	
D	CMV 2400m		205	950' (723') 3600m	1280' (1053') 3600m	

PANS OPS 4