

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

No revision activity since Disc 22-2010

TERMINAL CHART NOTAMS

Chart NOTAMs for Airport LPPT

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Eff 28 AUG 08 additional Approach freq 119.55MHz avbl, PTO.

General Info

Lisbon, PRT

N 38° 46.4' W 09° 08.0' Mag Var: 4.9°W

Elevation: 374'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Time Zone Info: GMT uses DST

Runway Info

Runway 03-21 12484' x 148' asphalt

Runway 17-35 7559' x 148' asphalt

Runway 03 (27.0°M) TDZE 349'

Lights: Edge, ALS, Centerline

Displaced Threshold Distance 295'

Runway 17 (172.0°M) TDZE 372'

Lights: Edge

Runway 21 (207.0°M) TDZE 354'

Lights: Edge, ALS, Centerline, TDZ

Displaced Threshold Distance 1969'

Runway 35 (352.0°M) TDZE 333'

Lights: Edge, ALS

Right Traffic

Displaced Threshold Distance 492'

Communications Info

ATIS **124.15**

Lisbon Tower **118.5** Secondary

Lisbon Tower **118.1**

Lisbon Tower **340.00** Military

Lisbon Ground Control **121.75**

Lisbon Ground Control **118.5** Secondary

Lisbon Clearance Delivery **118.95**

Lisbon Clearance Delivery **118.5** Secondary

Lisbon Approach Control **120.25** Secondary

Lisbon Approach Control **119.55**

Lisbon Approach Control **119.1**

Lisbon Approach Control **375.25** Military

Lisbon Approach Control **316.90** Military

Notebook Info

LPPT/LIS
LISBON**JEPPESEN**
8 OCT 10 **10-1P** Eff 21 Oct**LISBON, PORTUGAL**
AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

ATIS 124.15

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

At Lisbon APT the NIGHT traffic is restricted between 0000-0600LT.

The following restrictions are only applicable to civil subsonic jet aeroplanes with MTOW of 34000kg or more, or with a certified maximum internal accommodation for the aeroplane type in question consisting of more than 19 passenger seats, excluding any seats for crew only.

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

1. The number of movements allowed (daily 26/weekly 91);
2. The noise level of the ACFT concerned, in compliance with ICAO Annex 16, Vol I;
3. The operating restrictions set out in item 1 shall not apply to the following cases of force majeure:
 - ACFT operating humanitarian, medical emergency or evacuation missions;
 - ACFT coming across with urgent situations, taking in account weather, technical failure or flight safety reasons;
 - air movements subject to unforeseen schedule alteration due to abnormal disturbance within Air Traffic Control;
 - 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;
 - air movements from/to autonomous regions of Madeira and Azores, due to meteorological conditions;
 - landing operated during the period comprise between 0500-0600LT, due to weather reasons, as far as the arrival had been scheduled for a time after 0600LT.
4. For the purpose of compliance with provisions of item 2 above, the operator shall, when applying for a slot provide the information contained in the ACFT manufacturer's noise certificate.
5. Noise abatement during approach, landing and take-off shall comply with standard and procedures set in ICAO PANSOPS Vol I and Portuguese AIP.
6. ACFT authorized to land and take-off shall comply with technical characteristics according to ICAO Annex 16, Vol I, Chapter 3 and Portuguese AIP:
 - For landing: approach to landing MS 9 equal x EPNdB;
 - For take-off: (take-off PS sideline)/2 equal x EPNdB.

Note: Information contained in the ACFT manufactures noise certificate.

Air movements considered to be of public interest are not defined as a case of force majeure and have to be previously and exceptionally authorized by the National Institute of Civil Aviation (INAC).

1.3. LOW VISIBILITY PROCEDURES**1.3.1. GENERAL**

Low Visibility Operations will be in force when:

- RVR TDZ RWY 21 is 800m or below; or
- cloud Base Height RWY 21 is 200' or below; or
- visibility conditions decrease rapidly.

Pilots will be informed via RTF if ATIS is unserviceable when Low Visibility Procedures are in force. Pilots shall stop and request further instructions at any clearance or stop bar lighted, as well as at any segment of TWY centerline lights, unlighted. TWY centerline lights within LOC sensitive area are coded by alternative yellow and green lights. Taxi instructions will be supported by switching on and off the lights. Instructions to cross RWY 21 will be issued by Tower. Report vacation of LOC sensitive area, when completely out of colourcoded TWY centerline lights.

LPPT/LIS
LISBON

8 OCT 10

JEPPESSEN

10-1P1

Eff 21 Oct

LISBON, PORTUGAL
AIRPORT BRIEFING**1. GENERAL****1.3.2. ARRIVAL**

Ground Safeguarding Procedures will ensure that ILS protection areas (critical and sensitive areas) are clear of traffic before issuing landing clearance (never after 2 NM from touchdown). When ACFT reaches that point and landing clearance cannot be issued, it will be instructed to carry out a missed approach procedure. For practice approaches there is no guarantee that the full safeguarding procedures will be applied and pilots should anticipate the possibility of resultant ILS signal disturbance. The appropriate RWY exits (TWYs HS, P, N2 and M5) will be lighted, and pilots should select the first convenient exit. Report LOC sensitive area vacated, when ACFT is completely out of colourcoded TWY centerline lights and report TWY, on which vacation took place.

1.3.3. DEPARTURE

Departing ACFT shall wait for RVR improvement at the stand.
ATC will require ACFT to use CAT II/III holding positions.

1.3.4. APRON 30

All push-back must place the ACFT at TWY V axle nose faced South.

1.3.5. APRON 42

Push-back from stands 424 thru 426 shall be assisted by Follow-me on Tower request to guarantee TWYs U1 and P clearance.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM**1.4.1. OPERATION OF MODE S TRANSPONDER WHEN ACFT IS ON GROUND**

ACFT operators shall ensure, that Mode S transponders are able to operate when ACFT is on ground.

Pilots shall select AUTO Mode and assigned Mode A code.

If AUTO Mode is not available, select ON and assigned Mode A code

- from the request for push-back or taxi, whichever is earlier;
- after landing, continuously until ACFT is parked on stand.

When parked on stand, select STBY or OFF.

Whenever ACFT is capable of reporting ACFT ident, ACFT ident should be entered through FMS or transponder control panel from the request for push-back or taxi, whichever is earlier. Use ICAO defined format for entry of ACFT ident.

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

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

1.5. RWY OPERATIONS**1.5.1. PREFERENTIAL RWY SYSTEM**

RWY 03/21 will be used preferentially as "RWY-in-use" irrespective of RWY 17/35; however, if RWY 03/21 is unsuitable for a particular operation, pilots may obtain permission from ATC to use RWY 17/35, incurring in delay, since RWY 17/35 may be used for expediting taxiing operations.

When high intensity RWY operations are in force do not request RWY 35 unless RWY03 is unsuitable for a particular operation.

RWY 05 should only be used when required for safety reasons (i.e. crosswind or windshear on RWY 03) and not for convenience, time or fuel saving.

LPPT/LIS
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8 OCT 10

JEPPESEN
10-1P2

Eff 21 Oct

LISBON, PORTUGAL
AIRPORT BRIEFING**1. GENERAL****1.6. TAXI PROCEDURES****1.6.1. GENERAL**

For Taxi Routings refer to 10-9 charts.

TWY D MAX wingspan 102'/31m.

TWY E MAX wingspan 115'/35m.

TWY F MAX wingspan 118'/36m.

TWY A1, A2, M1, K and Y MAX wingspan 157'/48m.

TWY B, C and W MAX wingspan 167'/51m.

1.6.2. APRON RESTRICTIONS**1.6.2.1. APRONS 10, 11 AND 12**

At ACFT push-back from stands 106 and 125 faced South, the tail should not pass the safety barriers (horizontal signalling) painted on the pavement for protection of TWYs M1 and G1. Operation is completed by pull-ahead until the ACFT is fully placed at breakaway zone of Taxilane A.

ACFT stopping on TWYs A1 and A2 only allowed parallel to RWY 17/35 to avoid jet blast.

1.6.2.2. APRON 14

Irrespective of type, ACFT shall be placed on TWY R1 facing North or South according Tower instructions.

Only one ACFT is allowed at all times on TWY R1 breakaway area.

1.6.2.3. APRON 30

Push-back must place the ACFT at the dedicated axle only for push-back purposes compulsory within the trapezium delimited with 2 dash lines (North to TWY U1 and South to TWY N1).

From stand 301 the push-back maneuver must place the ACFT at the dedicate axle inside the lines of the clearance U1 and N1, nose faced South.

From stand 302 the push-back maneuver must place the ACFT at the dedicate axle inside the lines of clearance U1 and N1, nose faced North.

1.6.2.4. APRON 50

When ACFT exceeding a wingspan of 213'/65m are exceptionally parked on this apron, they should always enter and exit (push-back) via TWY M2 assisted by Follow-me car while taxiing on Taxilane J.

ACFT faced North at Taxilane J must only initiate taxiing after clearance for entering Taxilane Q1. Stoppage is not allowed to avoid jet blast at stand 506.

1.6.2.5. APRON 60

The critical ACFT wingspan on using Taxilane F is 171'/52m. Larger ACFT should enter or exit (push-back) straight from stands using TWY G2.

1.6.2.6. APRON 70

On stands 701 thru 703 (nose out) ACFT will have direct entrance through TWY R2 and the departing maneuver will be autonomous through Taxilane D and via Taxilane W.

On stand 704 (nose in) the ACFT will enter via Taxilane W and Taxilane D, the departing maneuver will be done with push-back and pull ahead to break-away zone of Taxilane D with the nose turned South, where, after the push-back unleashed, the ACFT will begin taxiing by its own means to Taxilane W under Tower instructions. Taxiing of ACFT on this apron shall be done with IDLE and always with maximum safety, in order to reduce the jet blast on the contiguous positions and any damage to the light aviation parked at the same apron.

1.6.3. FOLLOW-ME AND MARSHALLER ASSISTANCE

Follow-me assistance is available on request only.

For ACFT with wingspan exceeding 213'/65m marshaller is required in the entire airport area.

Marshaller is also compulsory for parking, except stands with automatic guidance system.

LPPT/LIS
LISBON

8 OCT 10

 **JEPPESEN****10-1P3****Eff 21 Oct****LISBON, PORTUGAL**
AIRPORT BRIEFING

1. GENERAL

1.7. PARKING INFORMATION**1.7.1. GENERAL**

Stands 104, 105, 107 and 114 thru 126 equipped with APIS.

Due to ACFT parking stands shortage, any ACFT other than homebased operators are not allowed to park more than 12 h. Exceptions could be granted by APT management within the slot requirement progress.

1.7.2. AUXILIARY POWER UNIT (APU)

ACFT, intending to operate single engine taxi-in, must consider in due time if able to shut down LEFT engines before having GPU available. If unable due to APU inoperative, RIGHT engines shall then be maintained running instead of LEFT engines, which must be shut down immediately upon ACFT on stand stops taxiing.

Use of APU on ACFT stands shall be limited to a minimum.

Ground power system is available, except on Aprons 14, 70 and 80.

Ground power unit is not allowed on Aprons 10, 11 and 12, except when ground power system is out of order. In this case advise APT immediately via phone 21 686 or 21 782.

1.8. OTHER INFORMATION

Birds.

RWY 03 grooved on first 3081'/939m.

RWY 17/35 grooved between TWY M1/M2 intersection and RWY 03/21.

RWY 35 right-hand circuit.

LPPT/LIS
LISBON**JEPPESEN**
17 OCT 08 **10-1P4** Eff 23 OctLISBON, PORTUGAL
AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES**2.1.1. VISUAL APPROACH PROCEDURES**

From CP to RWYs 03, 35: Descent to final approach altitude will be done over the river and maintained until aligned with the RWY (the city will be overflowed on final and when aligned with the RWY).

From CP to RWY 21: Descent to final approach altitude should be done over the river and maintained on lefthand downwind leg until aligned with the RWY.

From LAR to RWY 21: No restrictions.

From LAR to RWY 35: Righthand traffic circuit.

From LAR to RWY 03: Lefthand traffic circuit.

Final approaches for landing shall be carried out at an angle of not less than 3°.

Follow indicated approach slope of PAPI for each RWY.

Approaches flown with relatively high thrust at low altitude and at great distance from the APT are prohibited.

2.1.2. REVERSE THRUST

ACFT authorized to land during the NIGHT (0000-0600LT) period are strictly forbidden to reverse thrust right after landing.

2.2. CAT II/III OPERATIONS

RWY 21 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. RWY OPERATIONS**2.3.1. GENERAL**

Unless otherwise instructed by ATC, pilots should plan to vacate RWY 03 via TWY HN and RWY 21 via TWY HS.

If for any particular reason you wish to vacate RWY 03/21 via TWY S1 or RWY 17 make the request on first contact with Tower.

2.3.2. CAT I OPERATIONS

RWY 03 will remain as "RWY-in-use" for ILS CAT I operation, beyond the serviceability of the other required facilities, as long as:

- RWY centerline lights are serviceable,
- the wind is calm or Northerly,
- Ceiling RWY 03 is 200' or above,
- RVR TDZ RWY 03 is 800m or above,
- RVR MID RWY 03 is 800m or above,
- RVR END RWY 03 is 250m or above.

LPPT/LIS
LISBON

17 OCT 08

JEPPESEN
(10-1P5)

Eff 23 Oct

LISBON, PORTUGAL
AIRPORT BRIEFING**3. DEPARTURE****3.1. START-UP, PUSH-BACK & TAXI PROCEDURES****3.1.1. GENERAL**

Until 10 min prior to EOBT, departing traffic shall contact Delivery or Ground (between 0700-2200LT) or Tower (between 2200-0700LT) to inform/receive:

- Parking position
- ATIS acknowledgement
- Modify/confirm ETD
- Modify/confirm Cruising Level
- ATC clearance

3.1.2. START-UP & PUSH-BACK

All traffic shall contact Ground (or Tower when Ground is closed) for push-back and/or start-up clearance.

ACFT outgoing from a nose-in stand allowed only when towed.

Use of reverse thrust for maneuvering to and from a stand is not permitted.

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

Whenever an APU is inoperative or not available, one engine start-up is permitted on a nose-in stand before starting push-back maneuver. In this case Ground or Tower must be advised and the start-up procedure will be assisted by follow-me.

Anti-collision lights must be activated whenever engines are operating and during push-back.

3.1.3. TAXIING

Taxiing is permitted only with the ACFT positioned in the breakaway area.

Taxiing on aprons and adjacent TWYs must be done with idle power complying with horizontal signals, excepting breakaway.

Three engines ACFT breakaway shall be done only with engines number 1 and 3.

Engine number 2 shall be on IDLE or turned off.

In order to avoid turbulence effects on parked ACFT and structures due to engine blast:

- ACFT taxiing on TWYs A1, A2 or R1 and instructed to hold before RWY 17/35 shall stop and hold facing North or South. Stoppage is not allowed when on TWYs M1 or G1 and facing West.
- ACFT taxiing via TWY J to the North and instructed to hold before TWY Q1 shall stop and hold on ACFT stand TWY J facing North. Stoppage is not allowed facing East.
- TWYs M3, R2, S1, S2, S3, S4 and T with a grading strip distant 62'/19m from TWY centerline. Due to intake area ACFT type B-747 or similar are requested to taxi with outboard engine thrust on IDLE.
- ACFT holding at TWY K should observe extreme CAUTION to avoid causing jet-blast damage when resuming taxi.

3.2. NOISE ABATEMENT PROCEDURES

SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

3.3. OTHER INFORMATION

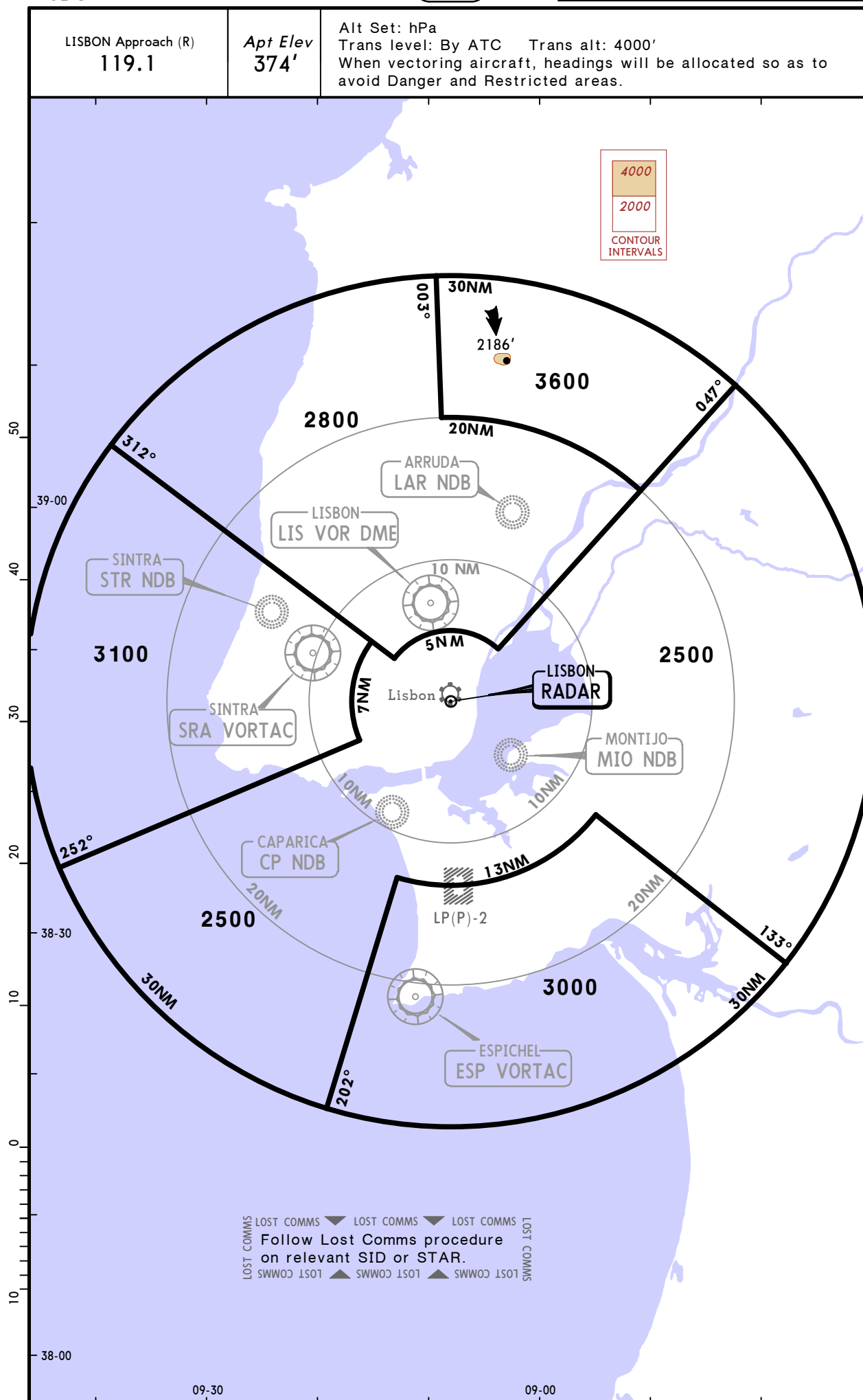
When RWY 21 is in use, the preferred departure position for all ACFT, except for heavy Jets, should be Position 2 (TWY U5 intersection). Pilots shall advise ATC on start-up when full length is required.

LPPT/LIS
LISBON

JEPPesen
24 NOV 06 **(10-1R)**

LISBON, PORTUGAL

RADAR MINIMUM ALTITUDES



LPPT/LIS
LISBONJEPPESSEN
29 JAN 10 10-2 Eff 11 FebLISBON, PORTUGAL
RNAV STARATIS
124.15Apt Elev
374'

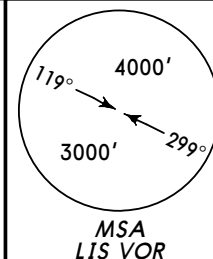
Alt Set: hPa Trans level: By ATC Trans alt: 4000'

1. EXPECT radar vectoring or instructions to follow specified waypoints.
2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.

BUSEN 8P [BUSE8P] **RWYS 03, 35 P-RNAV ARRIVAL**

SPEED RESTRICTION

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'.



WARNING

Critical DME:
ESP, MTR & NSA
at FL60 until 60NM

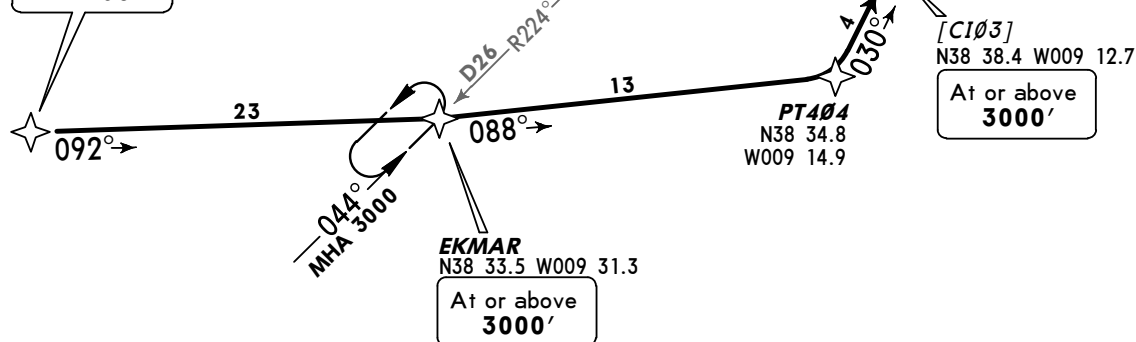
LISBON
D 114.8 LIS
N38 53.3 W009 09.8



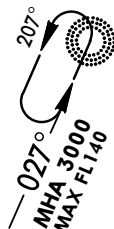
NOT TO SCALE

BUSEN
N38 32.7 W010 00.0

At or below
FL150



HOLDING OVER CP



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Proceed to/at CP holding pattern at last assigned level. Start descent to initial approach altitude to carry out a standard IFR approach according to IAC at ETA according to current flight plan or at EAT (when received and acknowledged). In case of communication failure after clearance to final approach proceed for landing. In case of communication failure the established maximum level for CP holding pattern does not apply.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

ROUTING

BUSEN (FL150-) - EKMAR (3000'+) - PT404 - [CI03](3000'+).

LPPT/LIS
LISBON

JEPPESSEN
29 JAN 10 **10-2A** **Eff 11 Feb**

LISBON, PORTUGAL
RNAV STAR

ATIS
124.15

Apt Elev
374'

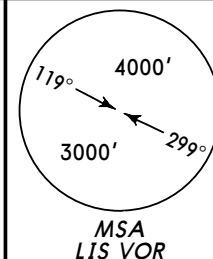
Alt Set: hPa Trans level: By ATC Trans alt: 4000'

1. EXPECT radar vectoring or instructions to follow specified waypoints.
2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.

BUSEN 2B [BUSE2B] **RWY 21 RNAV ARRIVAL**

SPEED RESTRICTION

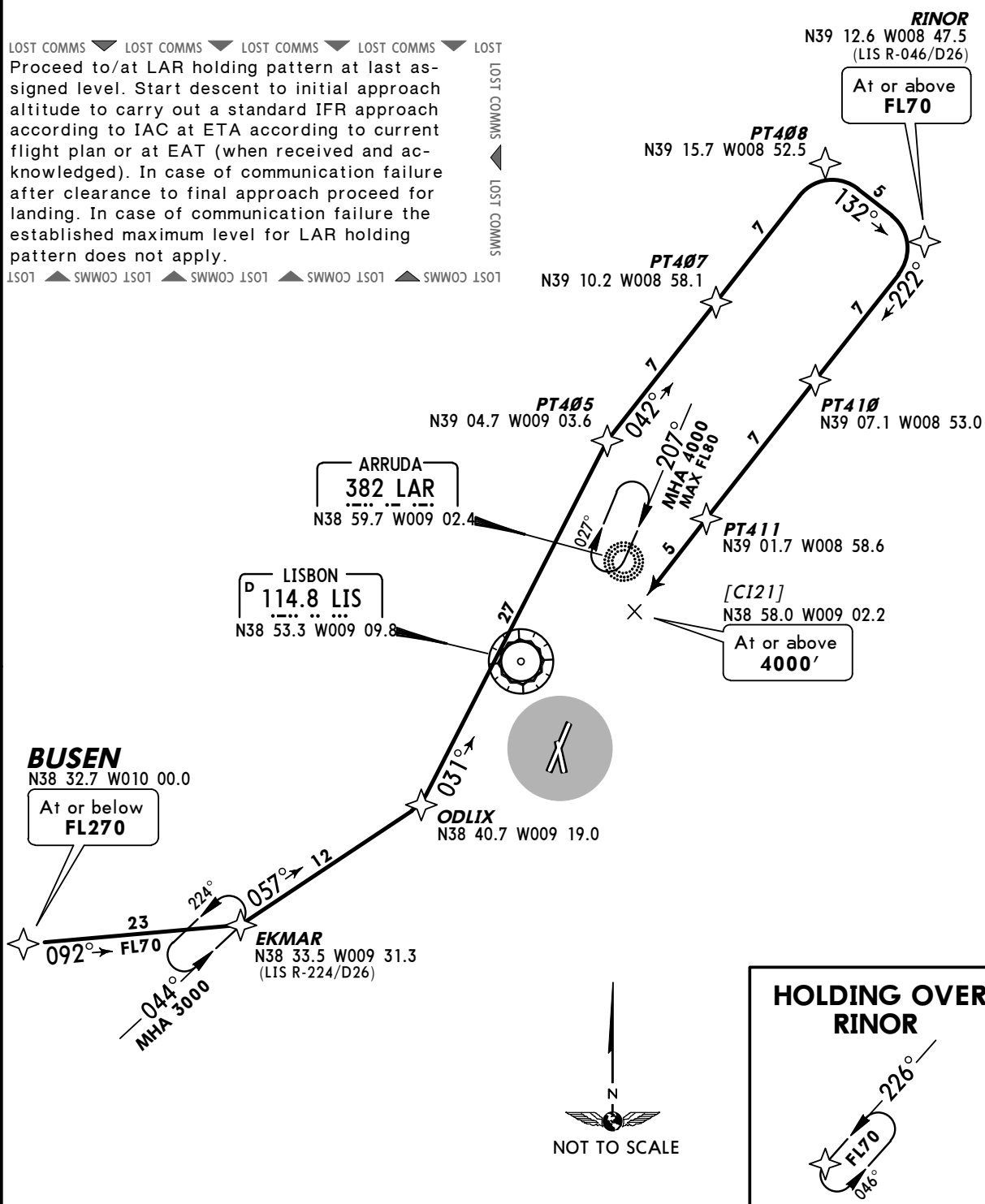
MAX 280 KT between FL245 & FL100,
MAX 250 KT at or below FL100,
MAX 220 KT at or below FL70,
MAX 200 KT at or below 4000'.



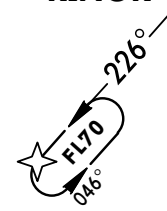
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Proceed to/at LAR holding pattern at last assigned level. Start descent to initial approach altitude to carry out a standard IFR approach according to IAC at ETA according to current flight plan or at EAT (when received and acknowledged). In case of communication failure after clearance to final approach proceed for landing. In case of communication failure the established maximum level for LAR holding pattern does not apply.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼



HOLDING OVER RINOR



ROUTING

BUSEN (FL270-) - EKMAR - ODLIX - PT405 - PT407 - PT408 - RINOR (FL70+) - PT410 - PT411 - [CI21] (4000'+).

LPPT/LIS
LISBON

JEPPESSEN
29 JAN 10 **10-2B** Eff 11 Feb

LISBON, PORTUGAL
RNAV STAR

ATIS
124.15

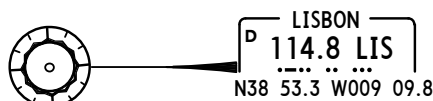
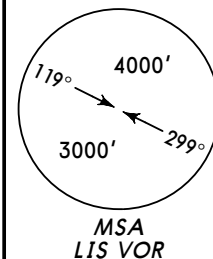
Apt Elev
374'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
1. EXPECT radar vectoring or instructions to follow specified waypoints.
2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.

EXONA 4A [EXON4A], GAIOS 4A [GAIO4A]
RWYS 03, 35 RNAV ARRIVALS

SPEED RESTRICTION

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'.



(Clearance limit)
CAPARICA
389 CP
N38 38.5 W009 13.3



[CI03]
N38 38.4 W009 12.7
At or above
3000'

PT404
N38 34.8
W009 14.9

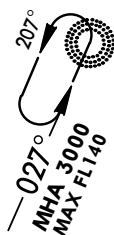
PT406
N38 32.4
W009 08.6

ADSAD
N38 28.7 W008 58.9
At or above
4000'

EXONA
N38 54.3 W008 01.0
At or below
FL230

GAIOS
N38 16.5 W008 32.6
At or below
FL170

HOLDING OVER CP



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Proceed to/at CP holding pattern at last assigned level. Start descent to initial approach altitude to carry out a standard IFR approach according to IAC at ETA according to current flight plan or at EAT (when received and acknowledged). In case of communication failure after clearance to final approach proceed for landing. In case of communication failure the established maximum level for CP holding pattern does not apply.

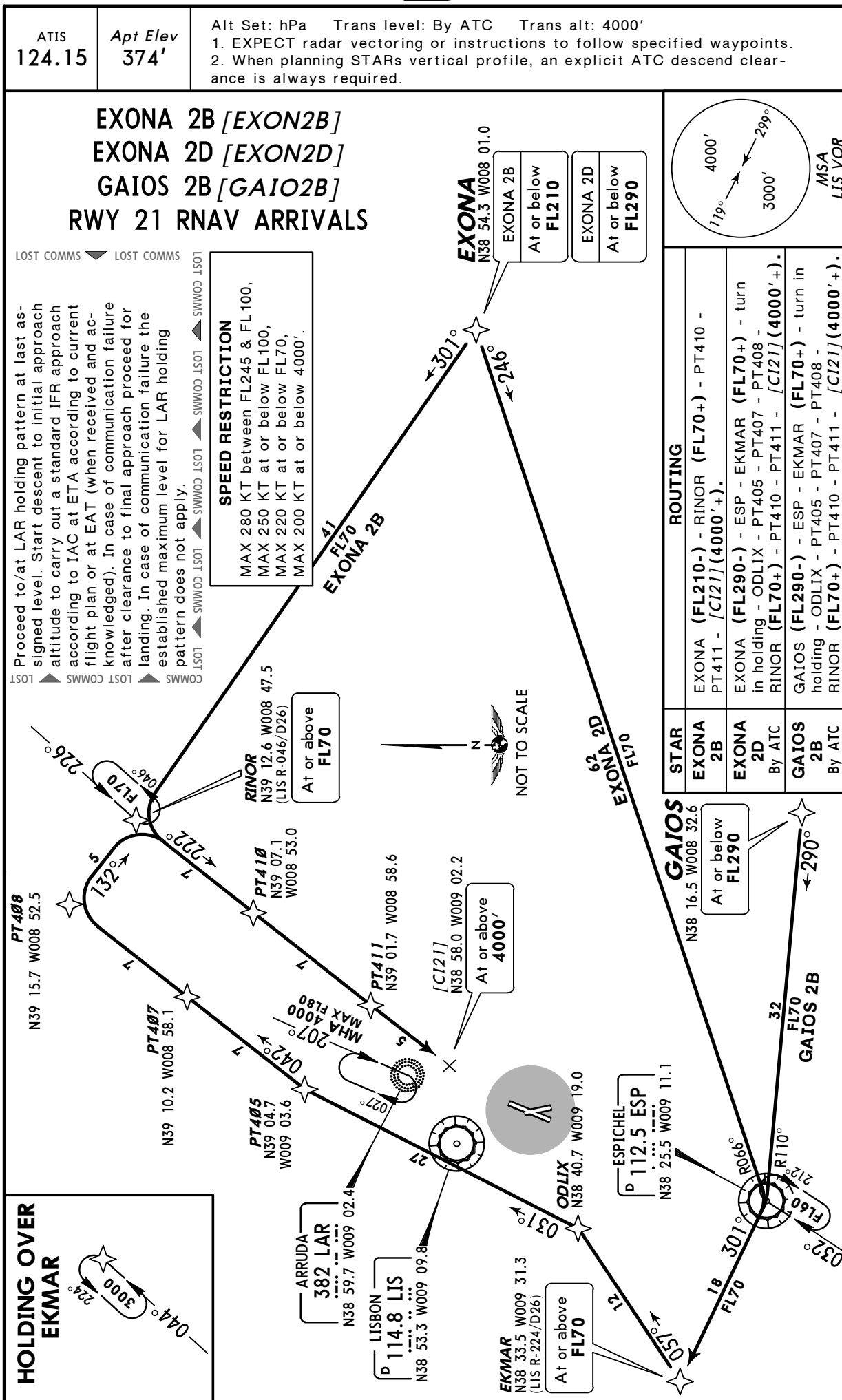


STAR	ROUTING
EXONA 4A	EXONA (FL230-) - ADSAD (4000'+) - PT406 - PT404 - [CI03] (3000'+).
GAIOS 4A	GAIOS (FL170-) - ADSAD (4000'+) - PT406 - PT404 - [CI03] (3000'+).

LPPT/LIS
LISBON

JEPPESSEN
29 JAN 10 **10-2C** Eff 11 Feb

LISBON, PORTUGAL
RNAV STAR



LPPT/LIS
LISBON

JEPPESSEN
29 JAN 10 **10-2D** **Eff 11 Feb**

LISBON, PORTUGAL
RNAV STAR

ATIS
124.15

Apt Elev
374'

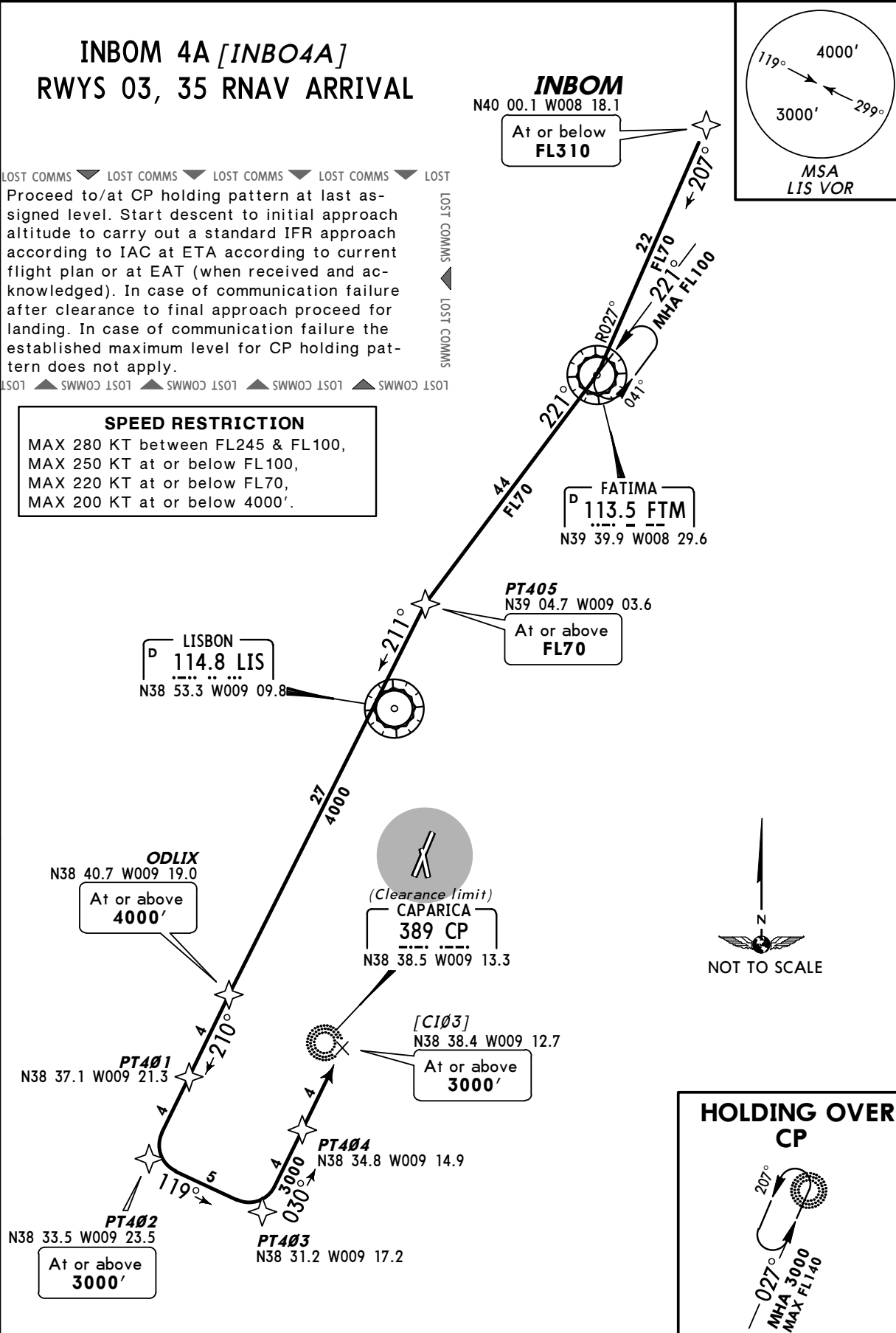
Alt Set: hPa Trans level: By ATC Trans alt: 4000'
1. EXPECT radar vectoring or instructions to follow specified waypoints.
2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.

INBOM 4A [INBO4A]
RWYS 03, 35 RNAV ARRIVAL

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Proceed to/at CP holding pattern at last assigned level. Start descent to initial approach altitude to carry out a standard IFR approach according to IAC at ETA according to current flight plan or at EAT (when received and acknowledged). In case of communication failure after clearance to final approach proceed for landing. In case of communication failure the established maximum level for CP holding pattern does not apply.
LS01 ▲ SWWOC LS01 ▲ SWWOC LS01 ▲ SWWOC LS01 ▲ SWWOC LS01

SPEED RESTRICTION

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'.



ROUTING

INBOM (FL310-) - FTM - PT405 (FL70+) - OD LIX (4000'+) - PT401 - PT402 (3000'+) - PT403 - PT404 - [CI03](3000'+).

LPPT/LIS
LISBON

JEPPesen
29 JAN 10 **(10-2E)** **Eff 11 Feb**

LISBON, PORTUGAL
RNAV STAR

ATIS
124.15

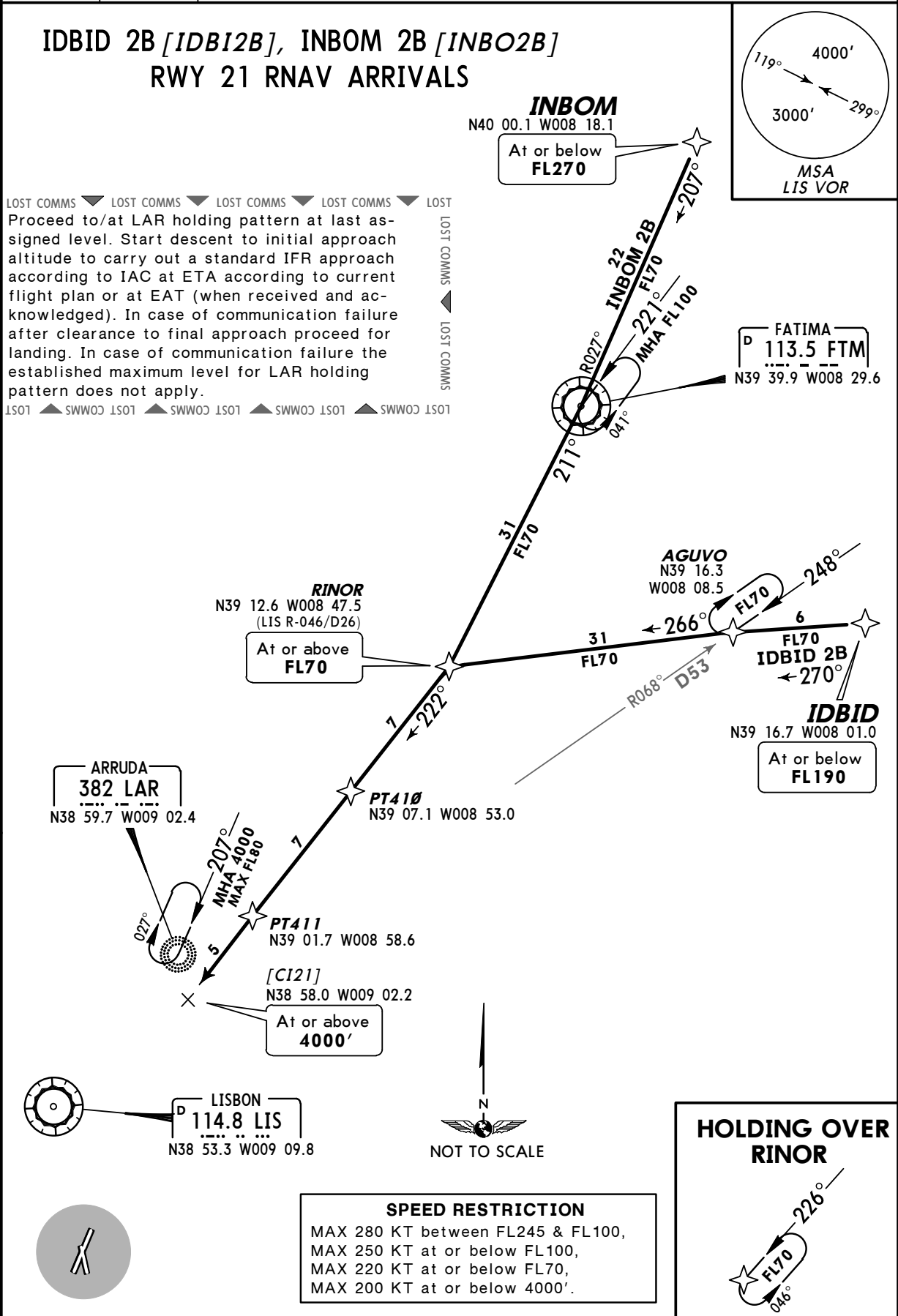
Apt Elev
374'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
1. EXPECT radar vectoring or instructions to follow specified waypoints.
2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.

IDBID 2B [IDBI2B], INBOM 2B [INBO2B]
RWY 21 RNAV ARRIVALS

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Proceed to/at LAR holding pattern at last assigned level. Start descent to initial approach altitude to carry out a standard IFR approach according to IAC at ETA according to current flight plan or at EAT (when received and acknowledged). In case of communication failure after clearance to final approach proceed for landing. In case of communication failure the established maximum level for LAR holding pattern does not apply.

LOST COMMS ▼ LOST COMMS
LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT



STAR	ROUTING
IDBID 2B	IDBID (FL190-) - AGUVO - RINOR (FL70+) - PT410 - PT411 - [CI21] (4000'+).
INBOM 2B	INBOM (FL270-) - FTM - RINOR (FL70+) - PT410 - PT411 - [CI21] (4000'+).

LPPT/LIS
LISBON

JEPPESSEN
 29 JAN 10 **10-2F** **Eff 11 Feb**

LISBON, PORTUGAL
RNAV STAR

ATIS
124.15

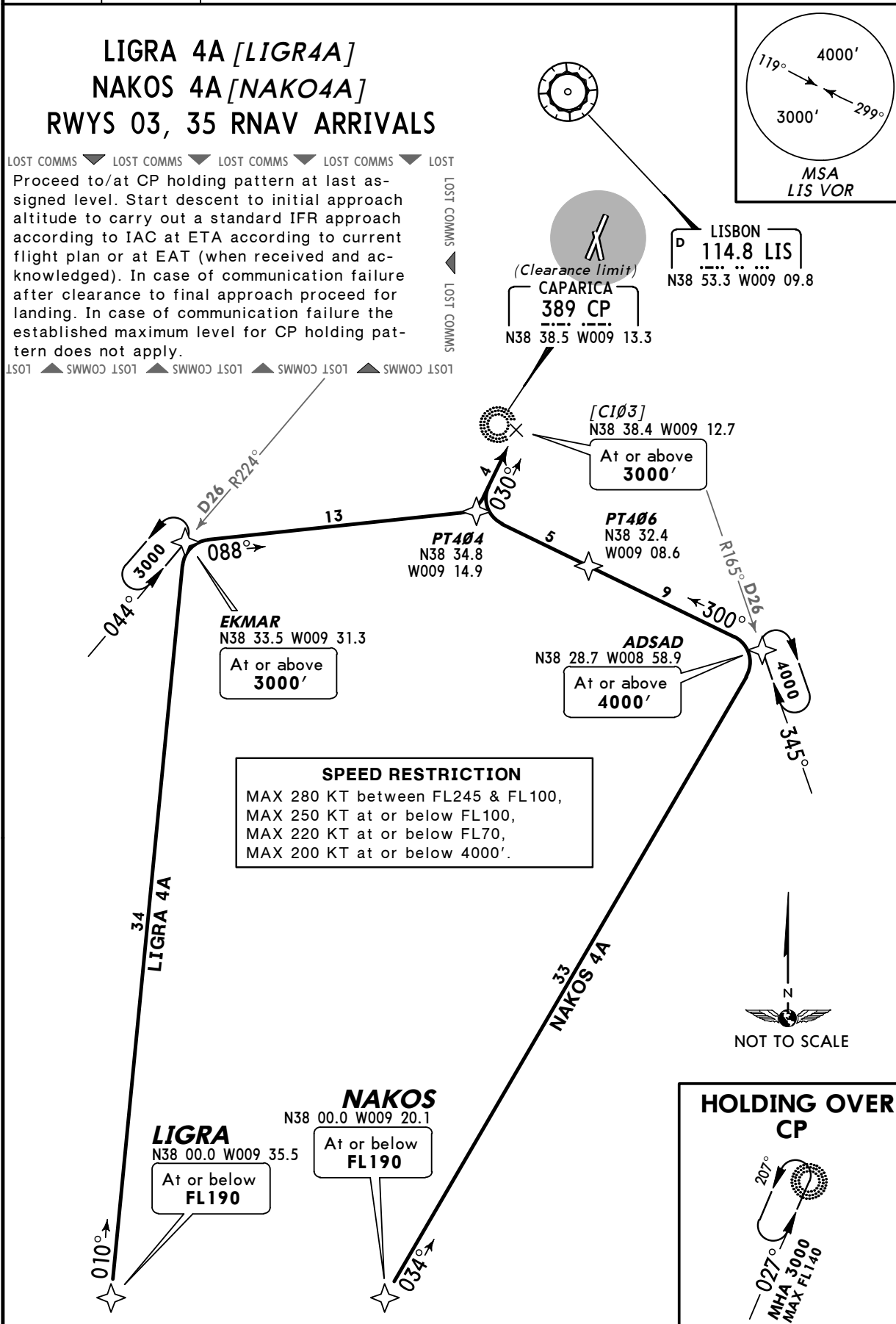
Apt Elev
374'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
 1. EXPECT radar vectoring or instructions to follow specified waypoints.
 2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.

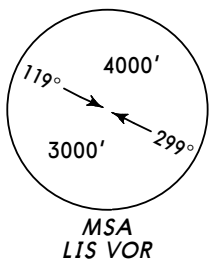
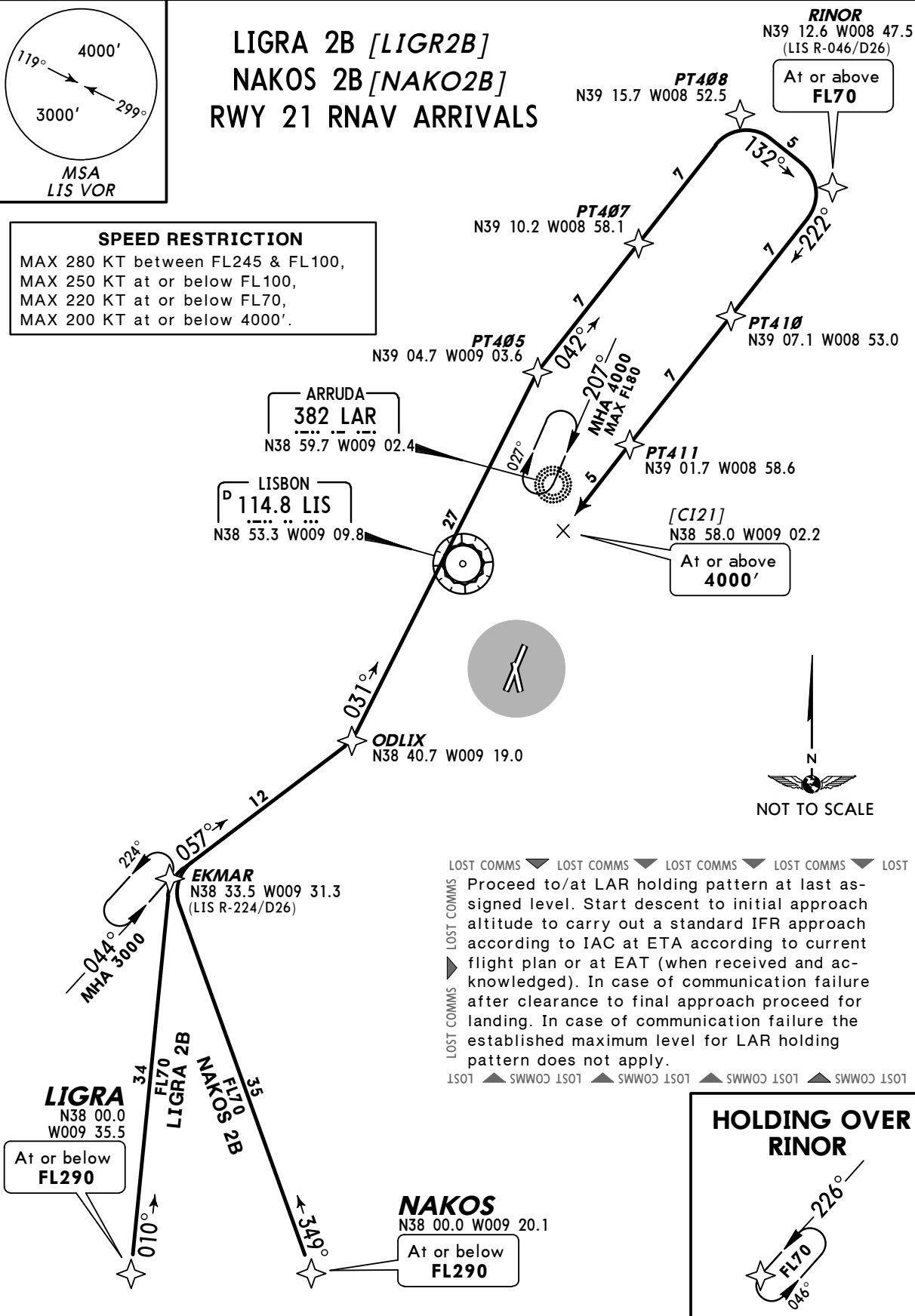
LIGRA 4A [LIGR4A]
NAKOS 4A [NAKO4A]
RWYS 03, 35 RNAV ARRIVALS

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 Proceed to/at CP holding pattern at last assigned level. Start descent to initial approach altitude to carry out a standard IFR approach according to IAC at ETA according to current flight plan or at EAT (when received and acknowledged). In case of communication failure after clearance to final approach proceed for landing. In case of communication failure the established maximum level for CP holding pattern does not apply.

LSOT ▲ SMMOC LSOT ▲ SMMOC LSOT ▲ SMMOC LSOT ▲ SMMOC LSOT



STAR	ROUTING
LIGRA 4A	LIGRA (FL190-) - EKMAR (3000'+) - PT404 - [CI03] (3000'+).
NAKOS 4A	NAKOS (FL190-) - ADSAD (4000'+) - PT406 - PT404 - [CI03] (3000'+).

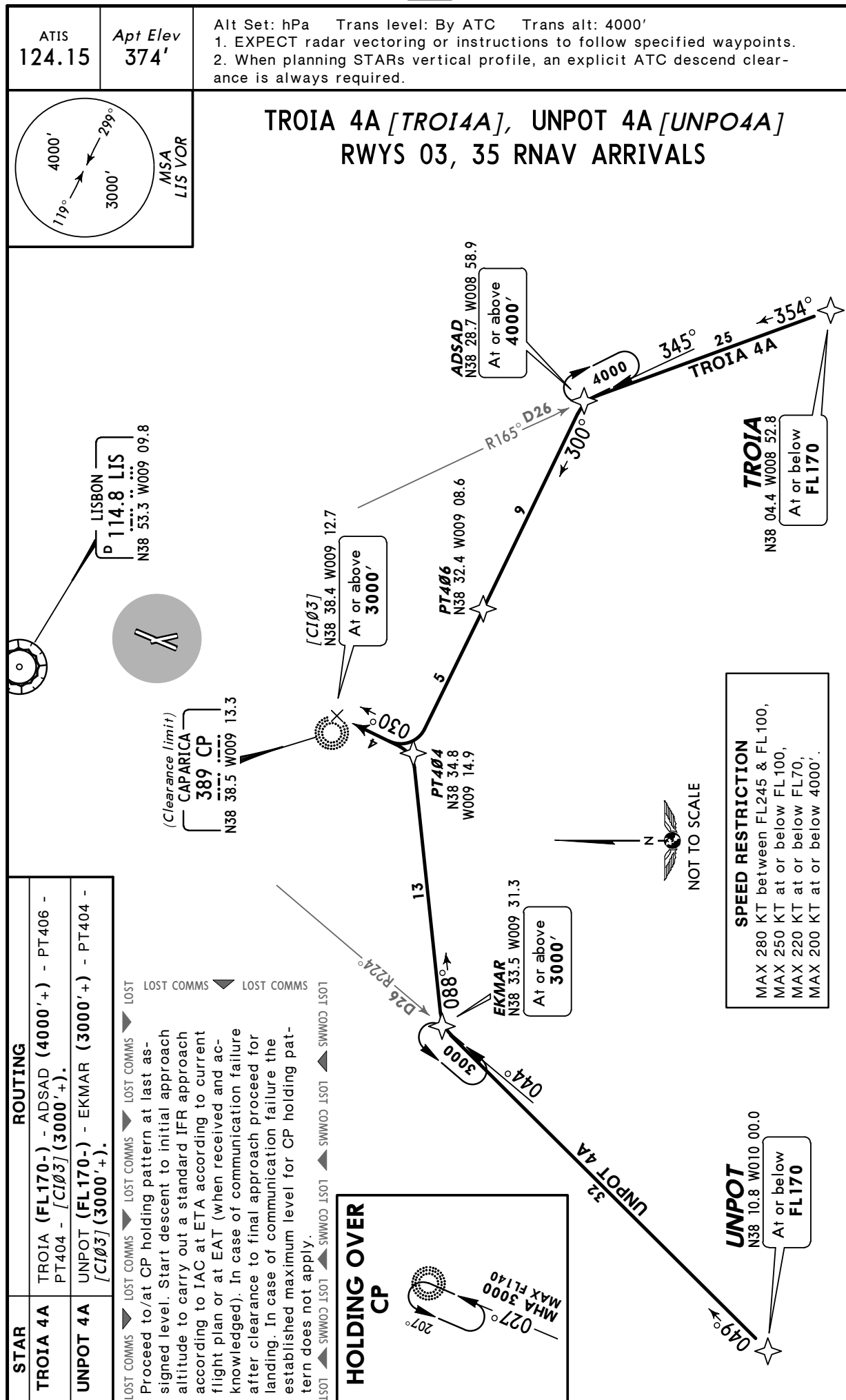
LPPT/LIS
LISBON**JEPPesen**
29 JAN 10 **(10-2G)** **Eff 11 Feb****LISBON, PORTUGAL**
RNAV STAR**ATIS**
124.15
Apt Elev
374'Alt Set: hPa Trans level: By ATC Trans alt: 4000'
1. EXPECT radar vectoring or instructions to follow specified waypoints.
2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.**LIGRA 2B [LIGR2B]**
NAKOS 2B [NAKO2B]
RWY 21 RNAV ARRIVALS**SPEED RESTRICTION**
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'.

STAR	ROUTING
LIGRA 2B	LIGRA (FL290-) - EKMAR - ODPIX - PT405 - PT407 - PT408 - RINOR (FL70+) - PT410 - PT411 - [CI21] (4000'+).
NAKOS 2B	NAKOS (FL290-) - EKMAR - ODPIX - PT405 - PT407 - PT408 - RINOR (FL70+) - PT410 - PT411 - [CI21] (4000'+).

LPPT/LIS
LISBON

JEPPesen
29 JAN 10 **10-2H** **Eff 11 Feb**

LISBON, PORTUGAL
RNAV STAR



CHANGES: Bearing between PT404 & N38 38.4 W009 12.7 revised.

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LPPT/LIS
LISBON

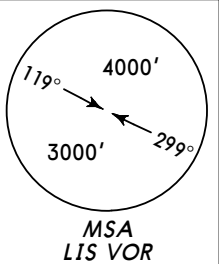
JEPPesen
29 JAN 10 **(10-2J)** **Eff 11 Feb**

LISBON, PORTUGAL
RNAV STAR

ATIS
124.15

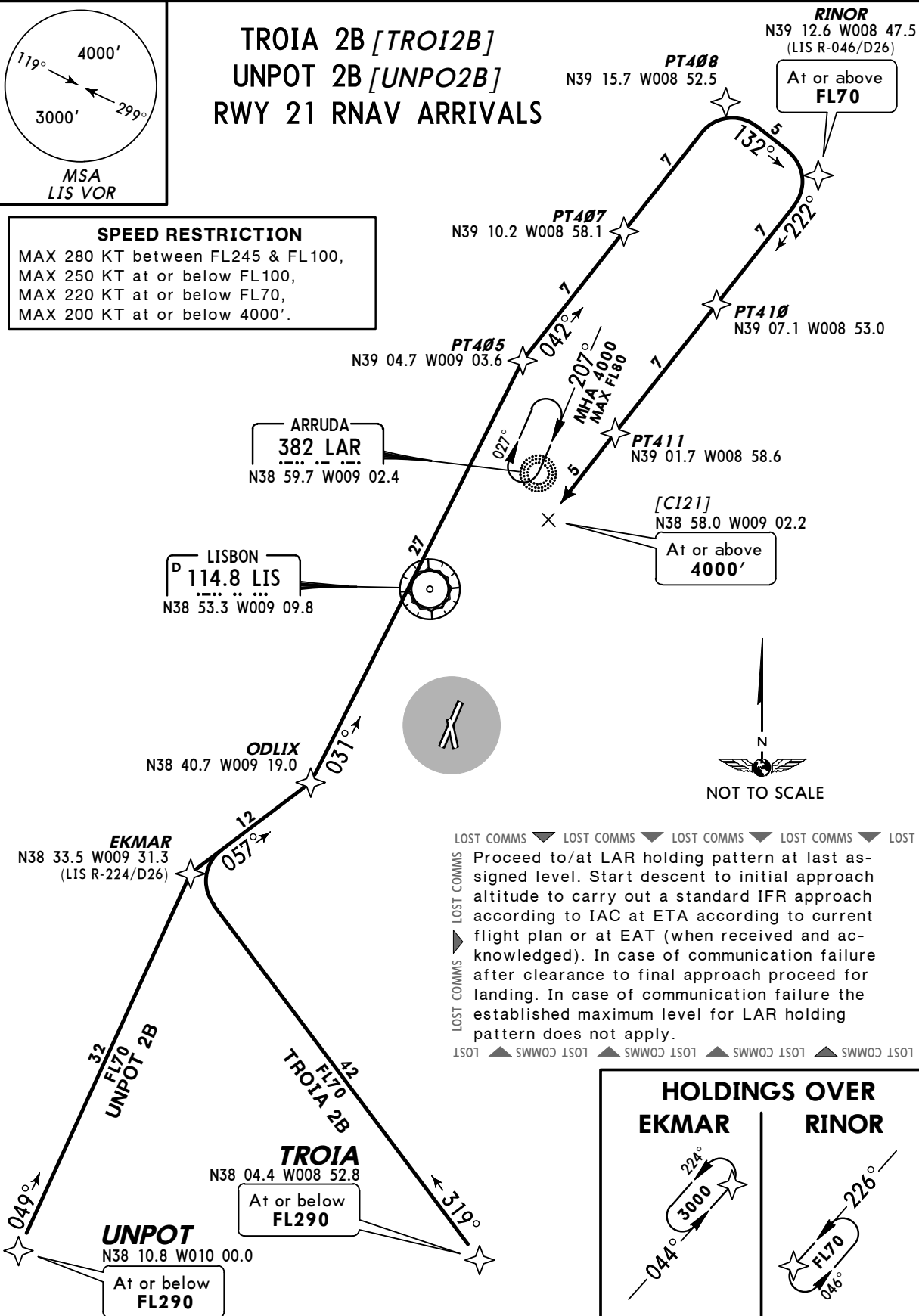
Apt Elev
374'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
1. EXPECT radar vectoring or instructions to follow specified waypoints.
2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.



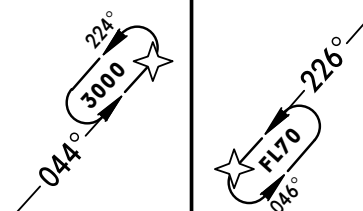
TROIA 2B [TROI2B]
UNPOT 2B [UNPO2B]
RWY 21 RNAV ARRIVALS

SPEED RESTRICTION
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'.



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Proceed to/at LAR holding pattern at last assigned level. Start descent to initial approach altitude to carry out a standard IFR approach according to IAC at ETA according to current flight plan or at EAT (when received and acknowledged). In case of communication failure after clearance to final approach proceed for landing. In case of communication failure the established maximum level for LAR holding pattern does not apply.
ISOT ▲ SWW03 ISOT ▲ SWW03 ISOT ▲ SWW03 ISOT ▲ SWW03 ISOT

HOLDINGS OVER
EKMAR **RINOR**



STAR	ROUTING
TROIA 2B	TROIA (FL290-) - EKMAR - ODLIX - PT405 - PT407 - PT408 - RINOR (FL70+) - PT410 - PT411 - [CI21] (4000'+).
UNPOT 2B	UNPOT (FL290-) - EKMAR - ODLIX - PT405 - PT407 - PT408 - RINOR (FL70+) - PT410 - PT411 - [CI21] (4000'+).

LPPT/LIS
LISBONJEPPESSEN
29 JAN 10 10-2K Eff 11 FebLISBON, PORTUGAL
RNAV STARATIS
124.15
Apt Elev
374'

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

1. EXPECT radar vectoring or instructions to follow specified waypoints.

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

XAMAX 4A [XAMA4A] XAMAX 4C [XAMA4C] RWYS 03, 35 RNAV ARRIVALS

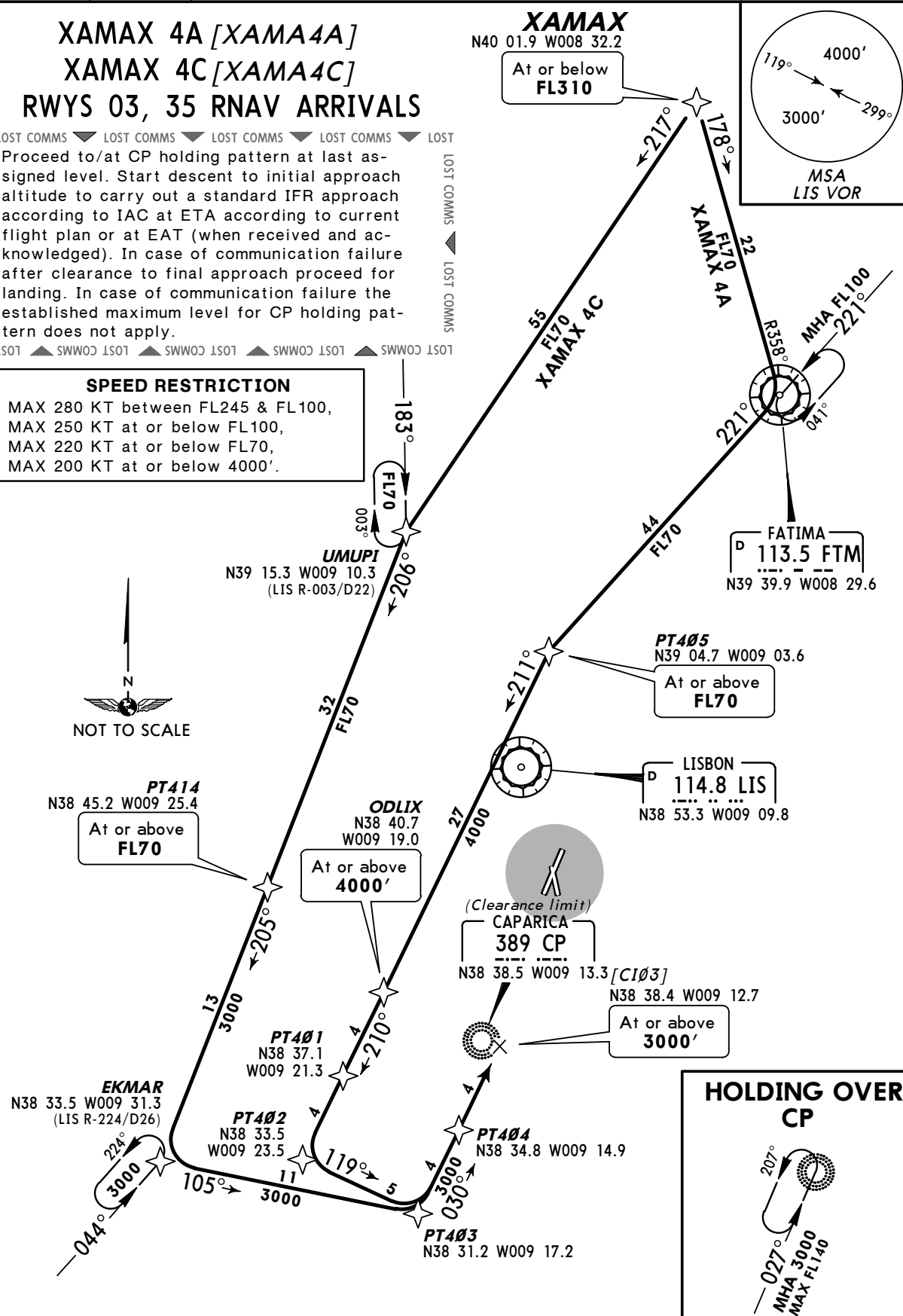
LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

Proceed to/at CP holding pattern at last assigned level. Start descent to initial approach altitude to carry out a standard IFR approach according to IAC at ETA according to current flight plan or at EAT (when received and acknowledged). In case of communication failure after clearance to final approach proceed for landing. In case of communication failure the established maximum level for CP holding pattern does not apply.

LOST SWWOC LOST SWWOC LOST SWWOC LOST SWWOC LOST SWWOC LOST

SPEED RESTRICTION

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'.



STAR

ROUTING

XAMAX 4A

XAMAX (FL310-) - FTM - PT405 (FL70+) - ODLIX (4000'+) - PT401 - PT402 - PT403 - PT404 - [CI03] (3000'+).

XAMAX 4C

XAMAX (FL310-) - UMUPI - PT414 (FL70+) - EKMAR - PT403 - PT404 - [CI03] (3000'+).

LPPT/LIS
LISBON

JEPPESSEN
29 JAN 10 **10-2L** **Eff 11 Feb**

LISBON, PORTUGAL
RNAV STAR

ATIS
124.15

Apt Elev
374'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
 1. EXPECT radar vectoring or instructions to follow specified waypoints.
 2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.

XAMAX 2B [XAMA2B] XAMAX 2D [XAMA2D] RWY 21 RNAV ARRIVALS

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 Proceed to/at LAR holding pattern at last assigned level. Start descent to initial approach altitude to carry out a standard IFR approach according to IAC at ETA according to current flight plan or at EAT (when received and acknowledged). In case of communication failure after clearance to final approach proceed for landing. In case of communication failure the established maximum level for LAR holding pattern does not apply.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

SPEED RESTRICTION
 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'.

XAMAX
N40 01.9 W008 32.2
At or below **FL270**

FATIMA
D 113.5 FTM
N39 39.9 W008 29.6

RINOR
N39 12.6 W008 47.5 (LIS R046/D26)
At or above **FL70**

UMUPI
N39 15.3 W009 10.3

PT413
N39 08.9 W009 04.8
At or above **FL70**

ARRUDA
382 LAR
N38 59.7 W009 02.4

LISBON
D 114.8 LIS
N38 53.3 W009 09.8

[CI21]
N38 58.0 W009 02.2
At or above **4000'**

HOLDING OVER RINOR
226°
FL70
046°

NOT TO SCALE

STAR	ROUTING
XAMAX 2B	XAMAX (FL270-) - FTM - RINOR (FL70+) - PT410 - PT411 - [CI21] (4000'+).
XAMAX 2D①	XAMAX (FL270-) - UMUPI - PT413 (FL70+) - PT411 - [CI21] (4000'+).

① Depending on military traffic.

LPPT/LIS
LISBON

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

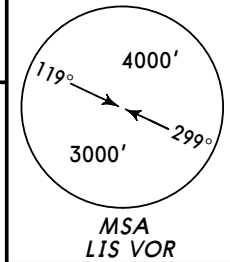
LISBON, PORTUGAL

STAR

ATIS
124.15

Apt Elev
374'

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



ESPICHEL 7A (ESP 7A)
FATIMA 7A (FTM 7A)
RWYS 03, 35 ARRIVALS

FATIMA
D 113.5 FTM
N39 39.9 W008 29.6

AIREZ
N39 27.3 W008 40.0

ARRUDA
382 LAR
N38 59.7 W009 02.4

LISBON
D 114.8 LIS
N38 53.3 W009 09.8

LISBON
401 LO
N38 51.2 W009 05.8

(IAF RWY 03)
(Clearance Limit ①)
CAPARICA
389 CP
N38 38.5 W009 13.3

① ESP 7A: In case of radar failure clearance limit ESP may be expected.

(IAF RWY 35)
ESPICHEL
112.5 ESP
 N38 25.5 W009 11.1

Proceed to/at CP holding pattern at last assigned level. Start descent to initial approach altitude to carry out a standard IFR approach according to IAC at ETA according to current flight plan or at EAT (when received and acknowledged). In case of communication failure the established maximum level for CP holding pattern does not apply.

1507 COMSW ▲ 1507 COMSW ▲ 1507 COMSW ▲ 1507 COMSW ▲

LPPT/LIS
LISBON

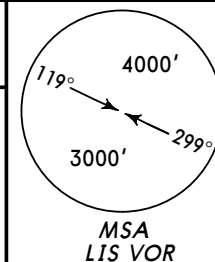
JEPPesen
 23 JUL 10 **(10-2N)** **Eff 29 Jul**

LISBON, PORTUGAL
STAR

ATIS
124.15

Apt Elev
374'

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



ESPICHEL 7B (ESP 7B)
FATIMA 7B (FTM 7B)
RWY 21 ARRIVALS

❶ ESP 7B: In case of radar failure clearance limit ESP may be expected.



LISBON
114.8 LIS
 N38 53.3 W009 09.8

CAPARICA
389 CP
 N38 38.5 W009 13.3

ESPICHEL
112.5 ESP
 N38 25.5 W009 11.1

(IAF)
 (Clearance Limit ❶)
 ARRUDA
382 LAR
 N38 59.7 W009 02.4

LISBON
401 LO
 N38 51.2 W009 05.8

FATIMA
113.5 FTM
 N39 39.9 W008 29.6

AIREZ
 N39 27.3 W008 40.0

MHA 4000
 MAX FL80

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 Proceed to/at LAR holding pattern at last assigned level. Start descent to initial approach altitude to carry out a standard IFR approach according to IAC at ETA according to current flight plan or at EAT (when received and acknowledged). In case of communication failure the established maximum level for LAR holding pattern does not apply.
 LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

LPPT/LIS
LISBON

JEPPESSEN
24 JUL 09 (10-3) Eff 30 Jul

LISBON, PORTUGAL
RNAV SID

LISBON Approach (R) 119.1	<i>Apt Elev</i> 374'	Trans level: By ATC Trans alt: 4000' 1. After take-off contact LISBON Approach when passing 1000', unless otherwise instructed by LISBON Tower. 2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages). 3. If unable to comply with FMS RNAV SIDs advise ATC.	 MSA LIS VOR
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BUSEN 2P [BUSE2P]
RWYS 03, 35 P-RNAV DEPARTURE

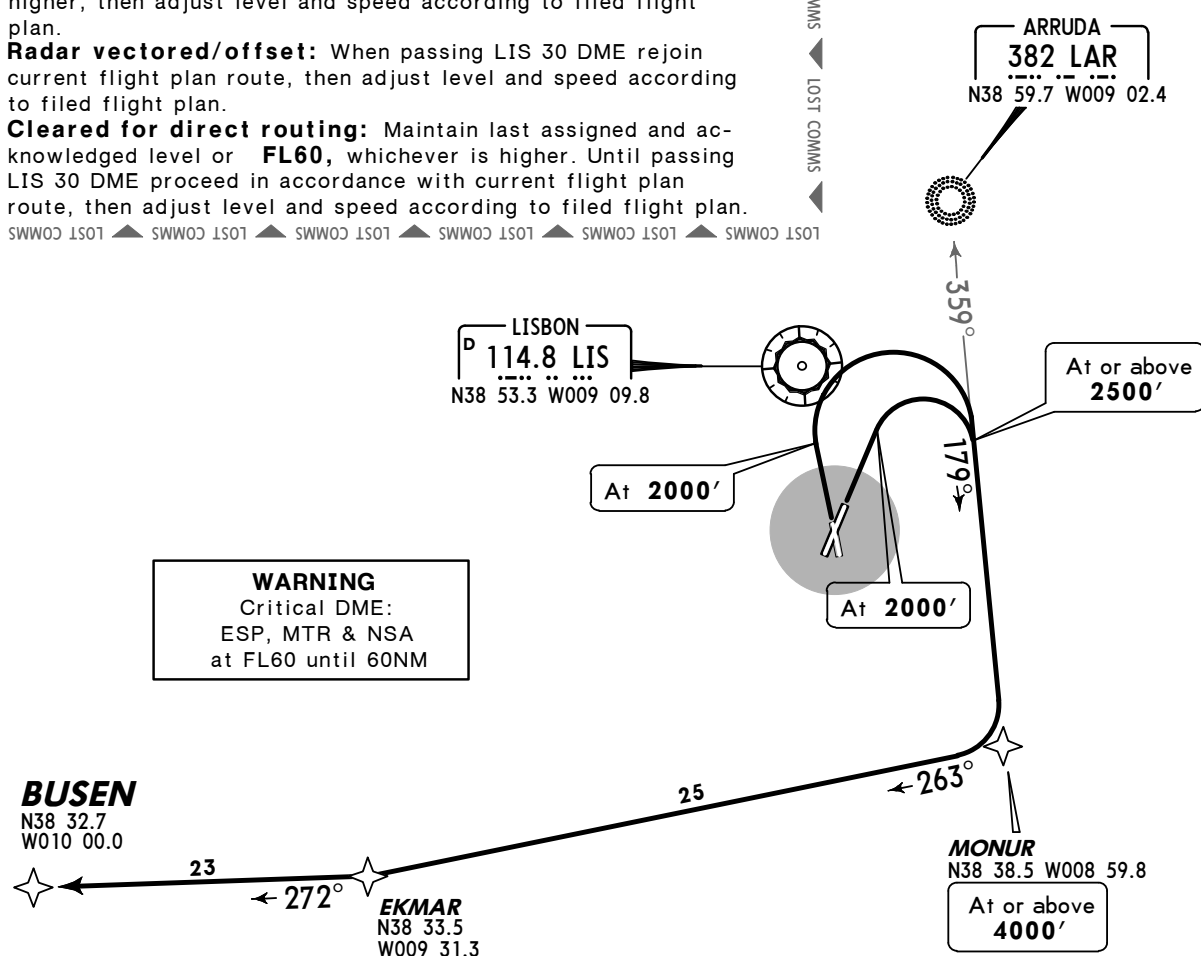
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Until passing LIS 30 DME maintain last cleared and acknowledged level or level assigned to respective SID, whichever is higher, then adjust level and speed according to filed flight plan.

Radar vectored/offset: When passing LIS 30 DME rejoin current flight plan route, then adjust level and speed according to filed flight plan.

Cleared for direct routing: Maintain last assigned and acknowledged level or **FL60**, whichever is higher. Until passing LIS 30 DME proceed in accordance with current flight plan route, then adjust level and speed according to filed flight plan.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



RWY 35

These SIDs require a minimum climb gradient of 267' per NM (4.4%) until leaving **600'**.

Gnd speed-KT	75	100	150	200	250	300
267' per NM	334	446	668	891	1114	1337

Initial climb clearance **FL60**

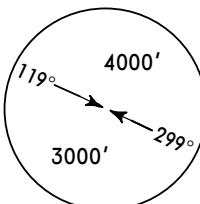
ROUTING

Climb to **2000'**, turn RIGHT, intercept 179° bearing from LAR to MONUR at or above **2500'**, then to EKMAR - BUSEN.

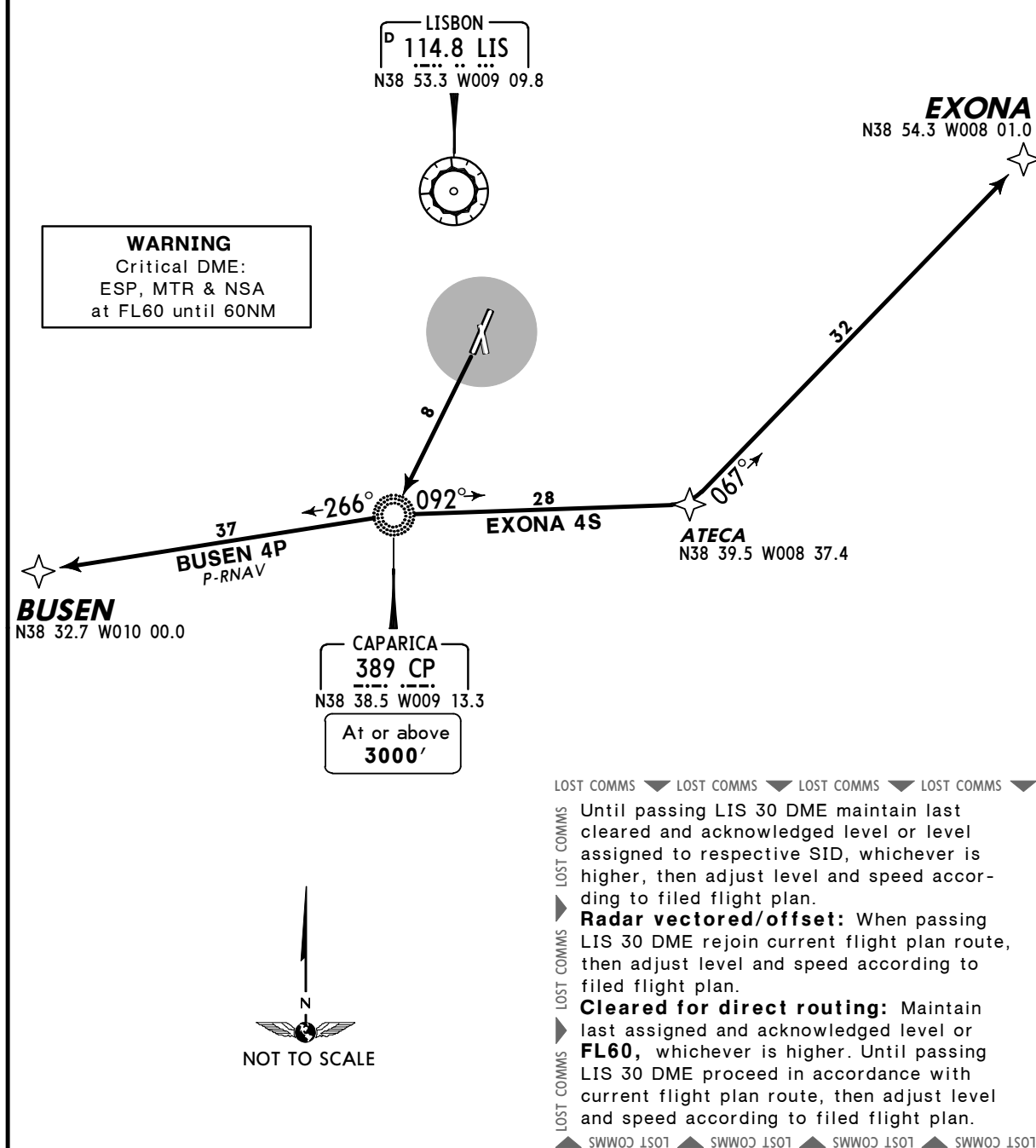
LPPT/LIS
LISBON

JEPPESSEN
 24 JUL 09 **(10-3A)** **Eff 30 Jul**

LISBON, PORTUGAL
RNAV SID

LISBON Approach (R) 119.1	Apt Elev 374'	Trans level: By ATC Trans alt: 4000' 1. After take-off contact LISBON Approach when passing 1000', unless otherwise instructed by LISBON Tower. 2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages). 3. If unable to comply with FMS RNAV SIDs advise ATC.	 MSA LIS VOR
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BUSEN 4P [BUSE4P]
 P-RNAV
EXONA 4S [EXON4S]
RWY 21 RNAV DEPARTURES

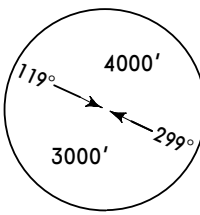


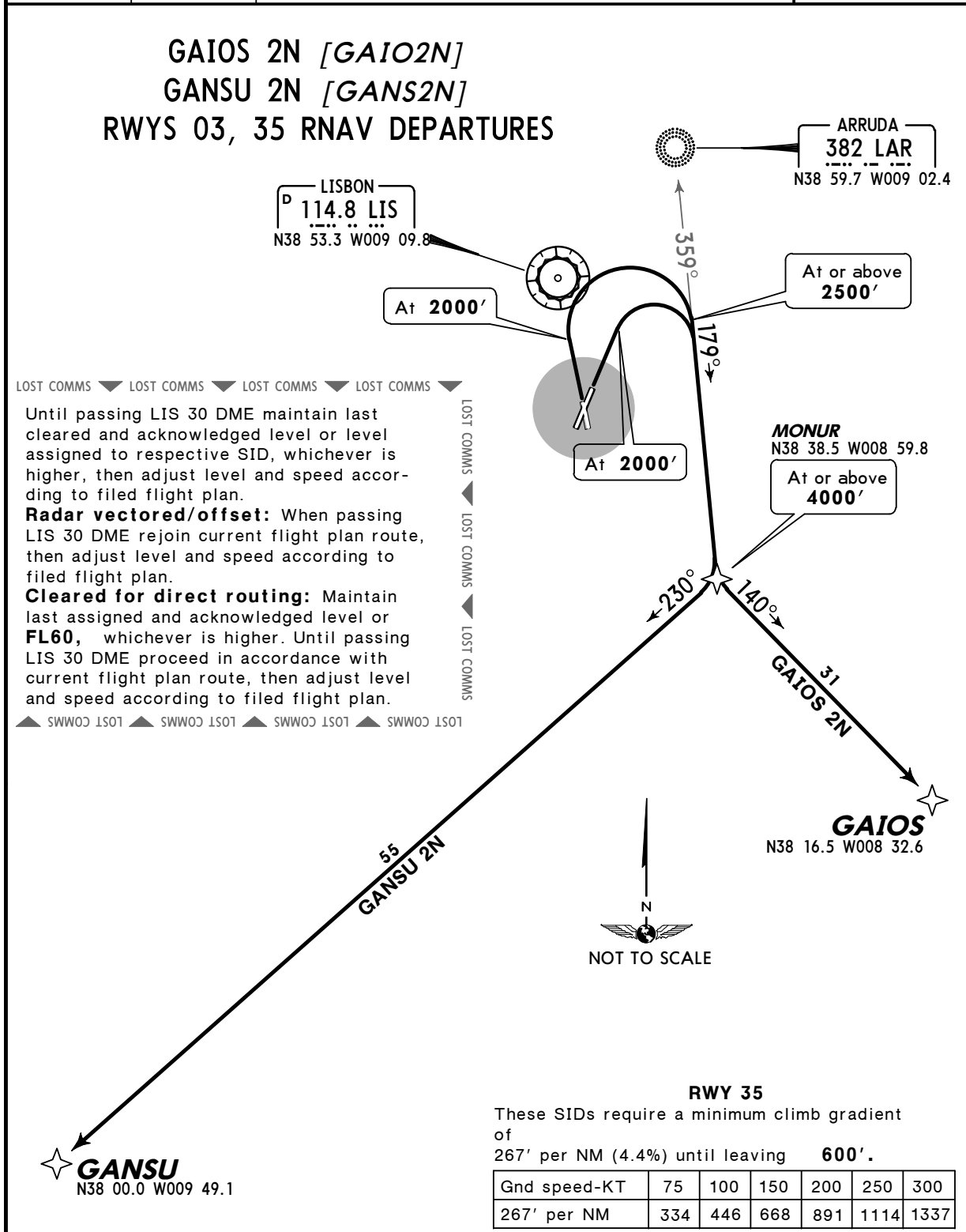
SID	ROUTING
BUSEN 4P	Climb to CP, turn RIGHT to BUSEN.
EXONA 4S	Climb to CP, turn LEFT to ATECA, then to EXONA.

LPPT/LIS
LISBON

JEPPESEN
 1 MAY 09 **10-3B** **Eff 7 May**

LISBON, PORTUGAL
RNAV SID

LISBON Approach (R) 119.1	Apt Elev 374'	Trans level: By ATC Trans alt: 4000' 1. After take-off contact LISBON Approach when passing 1000', unless otherwise instructed by LISBON Tower. 2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages). 3. If unable to comply with FMS RNAV SIDs advise ATC.	 MSA LIS VOR
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Initial climb clearance FL60	
SID	ROUTING
GAIOS 2N	Climb to 2000' , turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 2500' , then to GAIOS.
GANSU 2N	Climb to 2000' , turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 2500' , then to GANSU.

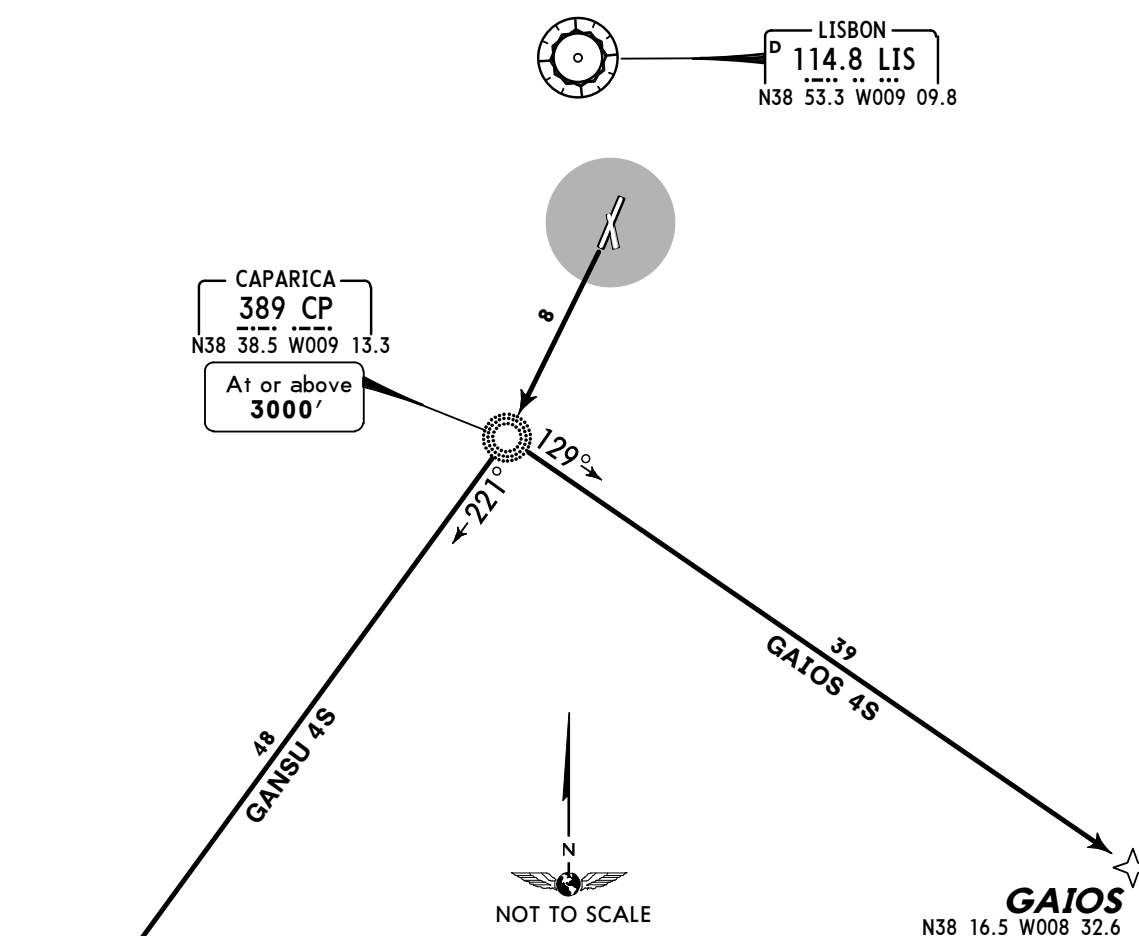
LPPT/LIS
LISBON

JEPPESEN
1 MAY 09 (10-3C) Eff 7 May

LISBON, PORTUGAL
RNAV SID

LISBON Approach (R) 119.1	<i>Apt Elev</i> 374'	Trans level: By ATC Trans alt: 4000' 1. After take-off contact LISBON Approach when passing 1000', unless otherwise instructed by LISBON Tower. 2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages). 3. If unable to comply with FMS RNAV SIDs advise ATC.	 MSA LIS VOR
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GAIOS 4S [GAIO4S]
GANSU 4S [GANS4S]
RWY 21 RNAV DEPARTURES



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

▶ Until passing LIS 30 DME maintain last cleared and acknowledged level or level assigned to respective SID, whichever is higher, then adjust level and speed according to filed flight plan.

▶ **Radar vectored/offset:** When passing LIS 30 DME rejoin current flight plan route, then adjust level and speed according to filed flight plan.

▶ **Cleared for direct routing:** Maintain last assigned and acknowledged level or **FL60**, whichever is higher. ▶

▶ Until passing LIS 30 DME proceed in accordance with current flight plan route, then adjust level and speed according to filed flight plan.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

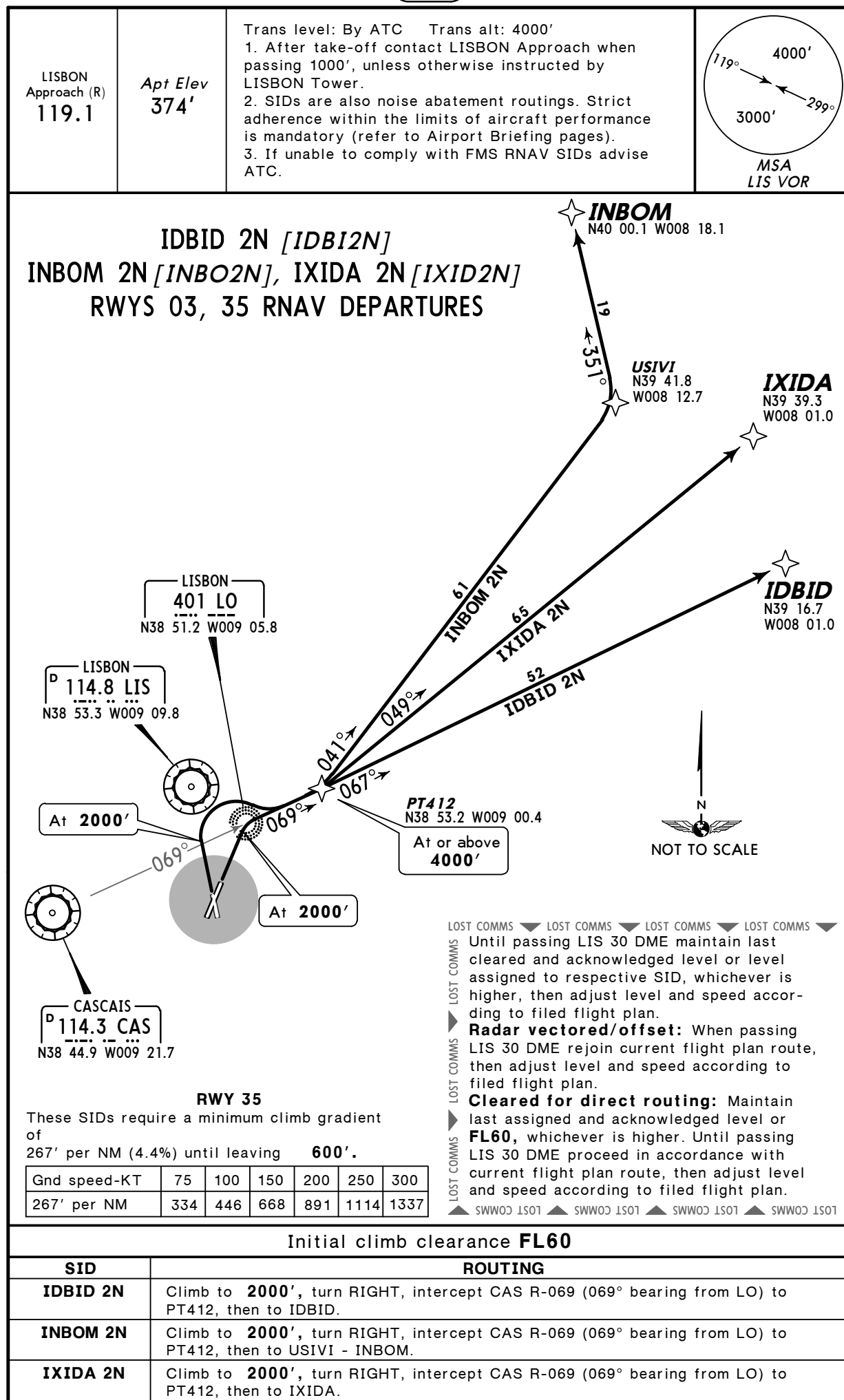
Initial climb clearance **FL60**

SID	ROUTING
GAIOS 4S	Climb to CP, turn LEFT to GAIOS.
GANSU 4S	Climb to CP, then to GANSU.

LPPT/LIS
LISBON

JEPPESSEN
 22 MAY 09 **(10-3D)** **Eff 4 Jun**

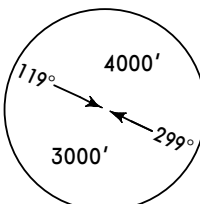
LISBON, PORTUGAL
RNAV SID



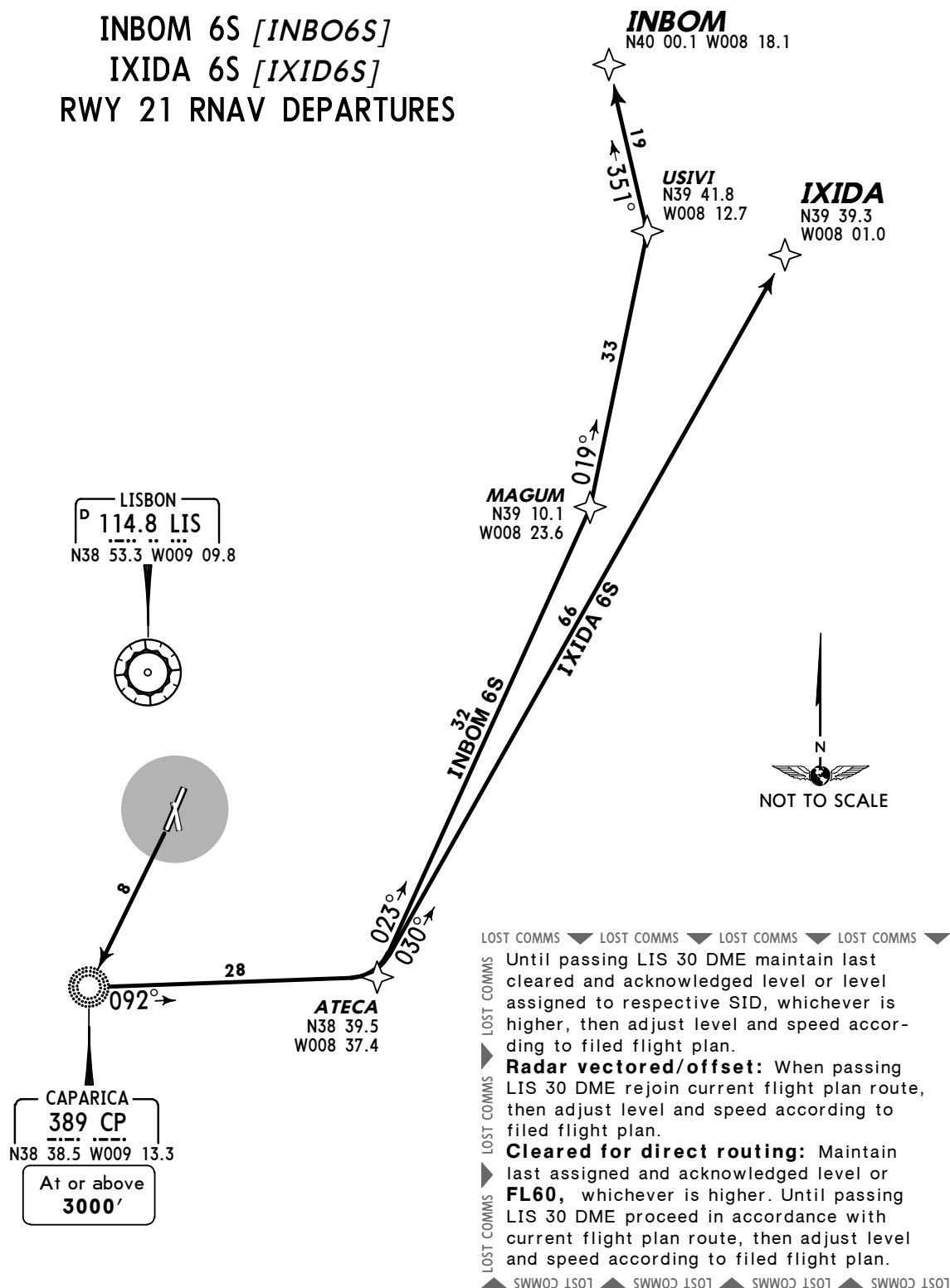
LPPT/LIS
LISBON

JEPPESSEN
 22 MAY 09 **10-3E** **Eff 4 Jun**

LISBON, PORTUGAL
RNAV SID

LISBON Approach (R) 119.1	Apt Elev 374'	Trans level: By ATC Trans alt: 4000' 1. After take-off contact LISBON Approach when passing 1000', unless otherwise instructed by LISBON Tower. 2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages). 3. If unable to comply with FMS RNAV SIDs advise ATC.	 MSA LIS VOR
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**INBOM 6S [INBO6S]
 IXIDA 6S [IXID6S]
 RWY 21 RNAV DEPARTURES**



Initial climb clearance FL60

SID	ROUTING
INBOM 6S	Climb to CP, turn LEFT to ATECA, then to MAGUM - USIVI - INBOM.
IXIDA 6S	Climb to CP, turn LEFT to ATECA, then to IXIDA.

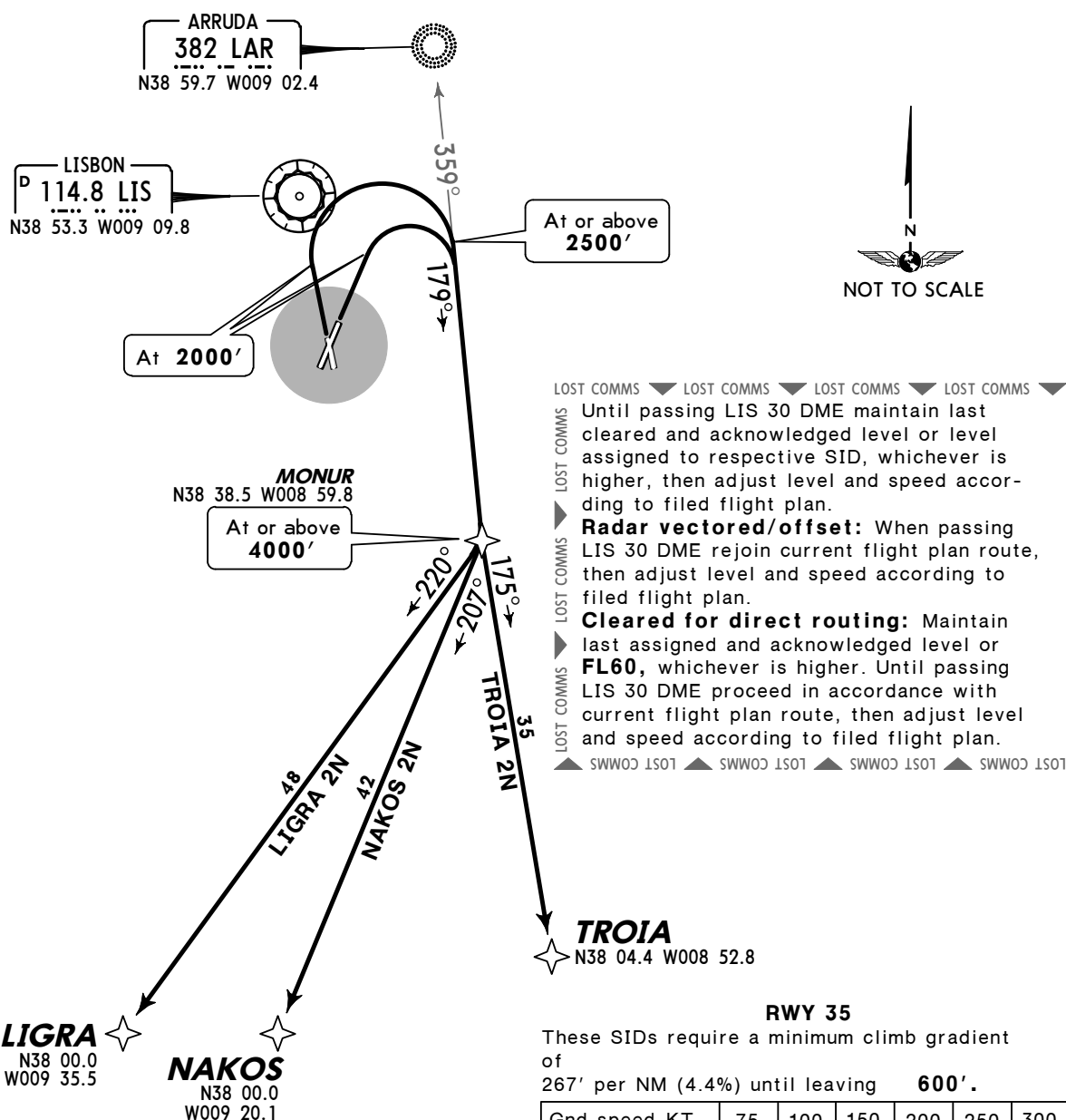
LPPT/LIS
LISBON

JEPPESSEN
1 MAY 09 **10-3F** **Eff 7 May**

LISBON, PORTUGAL
RNAV SID

LISBON Approach (R) 119.1	Apt Elev 374'	Trans level: By ATC Trans alt: 4000' 1. After take-off contact LISBON Approach when passing 1000', unless otherwise instructed by LISBON Tower. 2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages). 3. If unable to comply with FMS RNAV SIDs advise ATC.	 MSA LIS VOR
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**LIGRA 2N [LIGR2N], NAKOS 2N [NAKO2N]
TROIA 2N [TROI2N]
RWYS 03, 35 RNAV DEPARTURES**



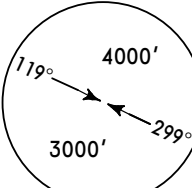
Initial climb clearance FL60

SID	ROUTING
LIGRA 2N	Climb to 2000' , turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 2500' , then to LIGRA.
NAKOS 2N	Climb to 2000' , turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 2500' , then to NAKOS.
TROIA 2N	Climb to 2000' , turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 2500' , then to TROIA.

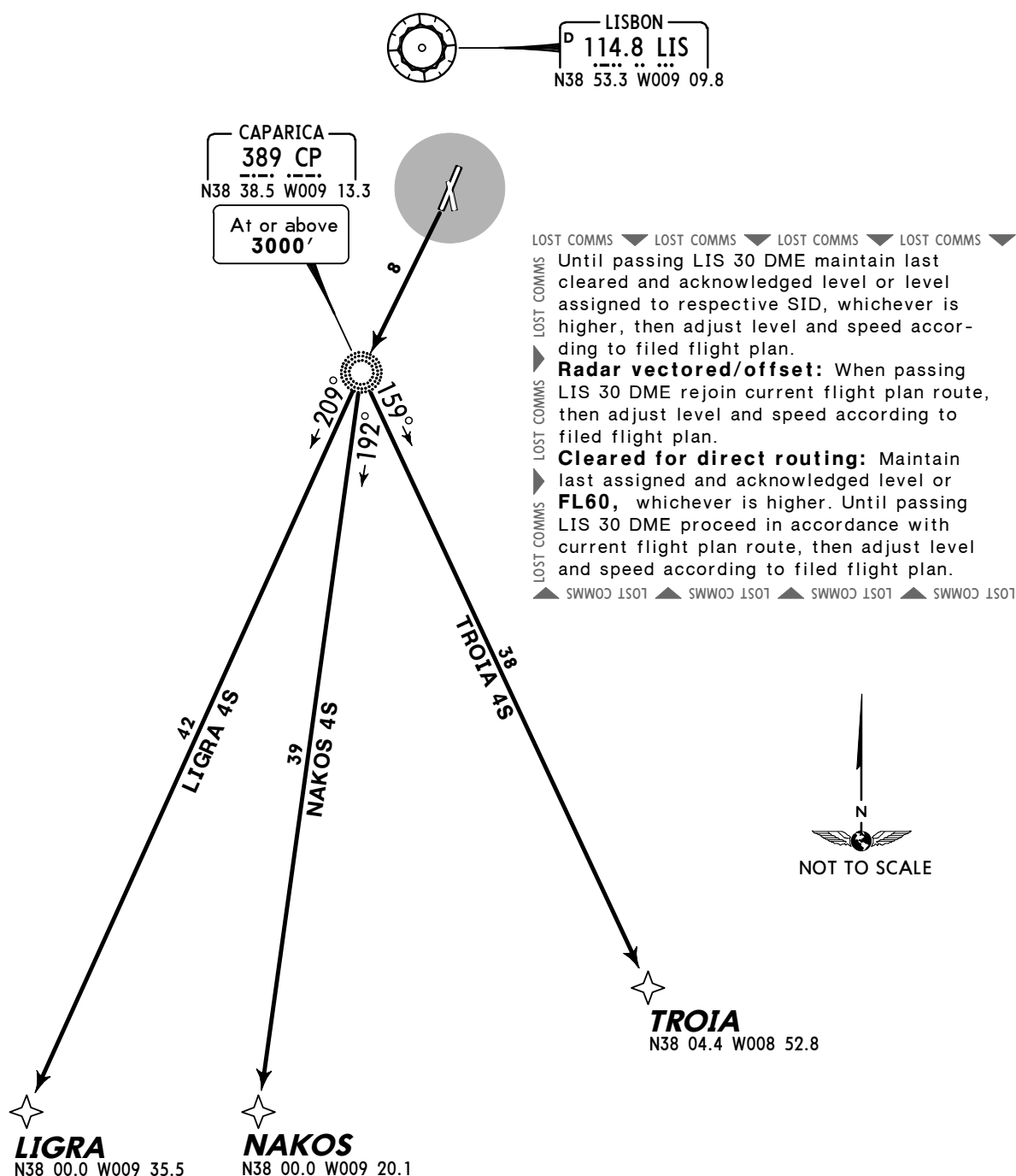
LPPT/LIS
LISBON

JEPPESSEN
 1 MAY 09 **(10-3G)** **Eff 7 May**

LISBON, PORTUGAL
RNAV SID

LISBON Approach (R) 119.1	Apt Elev 374'	Trans level: By ATC Trans alt: 4000' 1. After take-off contact LISBON Approach when passing 1000', unless otherwise instructed by LISBON Tower. 2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages). 3. If unable to comply with FMS RNAV SIDs advise ATC.	 MSA LIS VOR
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**LIGRA 4S [LIGR4S], NAKOS 4S [NAKO4S]
 TROIA 4S [TROI4S]
 RWY 21 RNAV DEPARTURES**

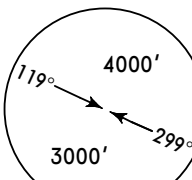


SID	ROUTING
LIGRA 4S	Climb to CP, then to LIGRA.
NAKOS 4S	Climb to CP, turn LEFT to NAKOS.
TROIA 4S	Climb to CP, turn LEFT to TROIA.

LPPT/LIS
LISBON

JEPPESEN
 23 JUL 10 **(10-3H)** **Eff 29 Jul**

LISBON, PORTUGAL
SID

LISBON Approach (R) 119.1	Apt Elev 374'	Trans level: By ATC Trans alt: 4000' 1. After take-off contact LISBON Approach when passing 1000', unless otherwise instructed by LISBON Tower. 2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.	 MSA LIS VOR
--	--------------------------------	--	--

ESPICHEL 9N (ESP 9N)
ESPICHEL 9S (ESP 9S)
RWYS 03, 35, 21 DEPARTURES

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Until passing LIS 30 DME maintain last cleared and acknowledged level or level assigned to respective SID, whichever is higher, then adjust level and speed according to filed flight plan.

Radar vectored/offset: When passing LIS 30 DME rejoin current flight plan route, then adjust level and speed according to filed flight plan.

Cleared for direct routing: Maintain last assigned and acknowledged level or **FL60** (Rwys 03, 35)/ **FL100** (Rwy 21) whichever is higher. Until passing LIS 30 DME proceed in accordance with current flight plan route, then adjust level and speed according to filed flight plan.

SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲



CAPARICA
389 CP
 N38 38.5 W009 13.3

LISBON
114.8 LIS
 N38 53.3 W009 09.8

ARRUDA
382 LAR
 N38 59.7 W009 02.4

MONUR
 N38 38.5 W008 59.8

ESPICHEL
112.5 ESP
 N38 25.5 W009 11.1

RWY 35

This SID requires a minimum climb gradient of 298' per NM (4.9%) until leaving **600'**.

Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489

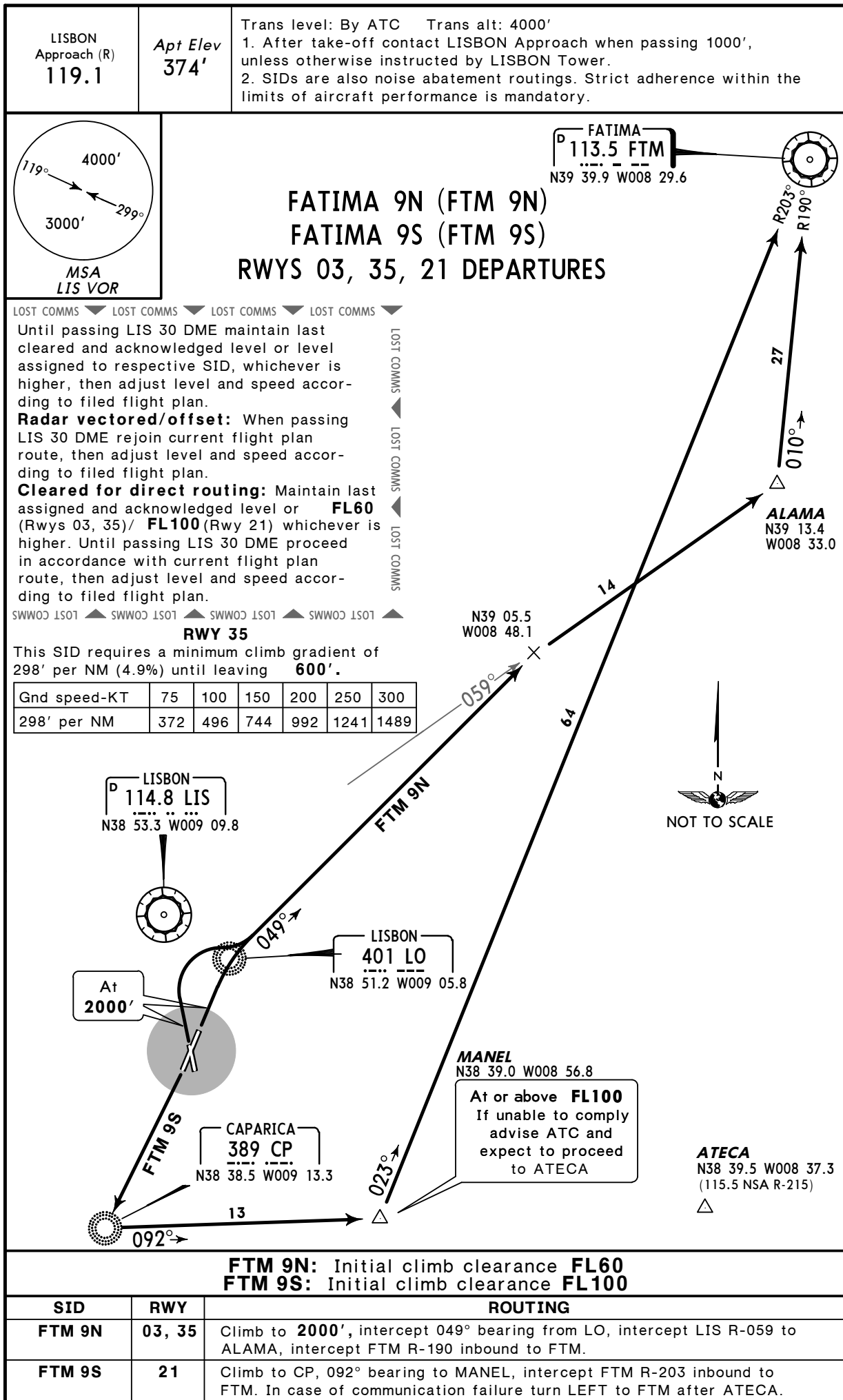
ESP 9N: Initial climb clearance FL60
ESP 9S: Initial climb clearance FL100

SID	RWY	ROUTING
ESP 9N	03, 35	Climb to 2000' , turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 2500' , intercept ESP R-039 inbound to ESP.
ESP 9S	21	Climb to CP, intercept ESP R-357 inbound to ESP.

LPPT/LIS
LISBON

JEPPESEN
 23 JUL 10 **(10-3J)** **Eff 29 Jul**

LISBON, PORTUGAL
SID



LPPT/LIS

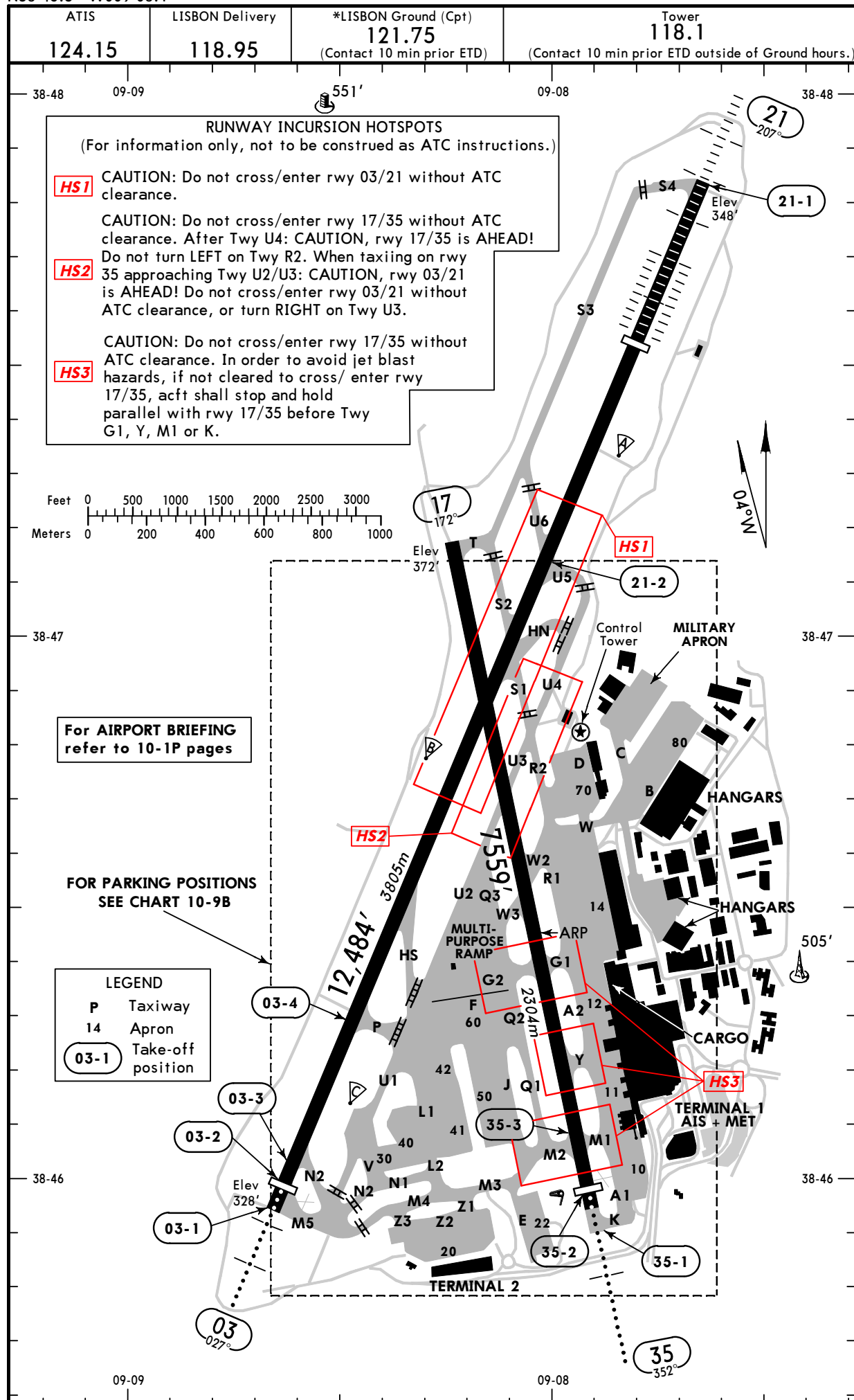
Apt Elev **374'**
N38 46.5 W009 08.1

JEPPESSEN

14 MAY 10 **(10-9)**

LISBON, PORTUGAL

LISBON



LPPT/LIS

 **JEPPESEN**
14 MAY 10 **(10-9A)**

LISBON, PORTUGAL

LISBON

ADDITIONAL RUNWAY INFORMATION							
RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
03	HIRL (60m) CL (15m) HIALS ① HSTIL-HN	RVR	12,188' 3715m	11,196' 3413m	②		148' 45m
21	HIRL (60m) CL (15m) HIALS-II TDZ ① HST-HS	RVR	10,515' 3205m	9434' 2875m			
① PAPI-L (3.0°)							
② TAKE-OFF RUN AVAILABLE							
RWY 03:				RWY 21:			
From posn 1 (rwy head, CL not avbl)		12,484' (3805m)		From posn 1 (rwy head)		12,484' (3805m)	
posn 2 (displ thresh)		12,188' (3715m)		posn 2 (twy U5 int)		7907' (2410m)	
posn 3 (twy N2 int)		11,909' (3630m)					
posn 4 (twy P int)		10,187' (3105m)					
17	HIRL (30m)				③		148' 45m
35	HIRL (30m) HIALS PAPI-L (3.0°)	7382' 2250m					
③ TAKE-OFF RUN AVAILABLE							
From posn 1 (twy K int)		7874' (2400m) (except for wide bodied acft)		Static T/O: ▲ 3 KT (Northwind)			
posn 2 (displ thresh)		7382' (2250m) (for wide bodied acft)		Rolling T/O: ▲ 11 KT			
posn 3 (twy M1/M2 int)		6890' (2100m) (for wide bodied acft)		Static T/O: ▲ 12 KT			
				Rolling T/O: ▲ 19 KT			
▲ Tail wind component not greater than							
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	NIL (DAY only)	
A	125m	150m	200m	250m	400m	500m	
B							
C							
D	150m	200m	250m	300m			
① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.							

LPPT/LIS

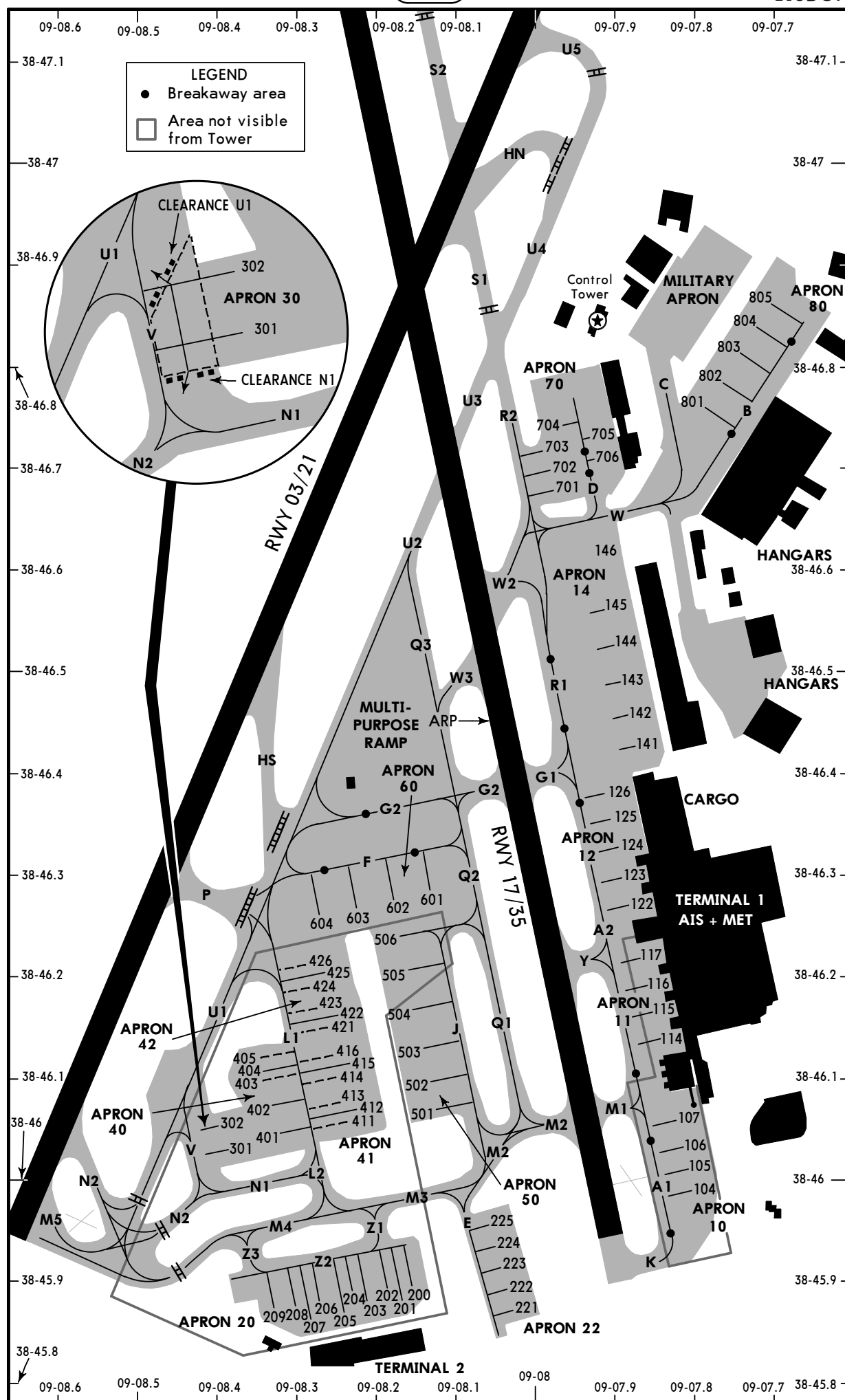
14 MAY 10

JEPPESEN

10-9B

LISBON, PORTUGAL

LISBON



CHANGES: Twys. Apron. Stand 146.

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LPPT/LIS


JEPPESEN
14 MAY 10 **10-9C**

LISBON, PORTUGAL

LISBON

INS COORDINATES							
STAND No.	COORDINATES		ELEV	STAND No.	COORDINATES		ELEV
104 thru 106	N38 46.0	W009 07.8	330	414	N38 46.1	W009 08.2	334
107	N38 46.1	W009 07.8	331	415	N38 46.1	W009 08.2	335
114	N38 46.1	W009 07.8	330	416	N38 46.1	W009 08.2	336
115, 116	N38 46.2	W009 07.8	330	421	N38 46.2	W009 08.2	337
117	N38 46.2	W009 07.8	329	422, 423	N38 46.2	W009 08.2	338
122	N38 46.3	W009 07.9	327	424	N38 46.2	W009 08.2	339
123	N38 46.3	W009 07.9	326	425	N38 46.2	W009 08.2	340
124	N38 46.3	W009 07.9	325	426	N38 46.2	W009 08.3	340
125	N38 46.4	W009 07.9	324	501	N38 46.1	W009 08.1	334
126	N38 46.4	W009 07.9	323	502	N38 46.1	W009 08.2	335
141	N38 46.4	W009 07.8	323	503	N38 46.1	W009 08.2	337
142 thru 144	N38 46.5	W009 07.9	323	504	N38 46.2	W009 08.2	338
145, 146	N38 46.6	W009 07.9	325	505, 506	N38 46.2	W009 08.2	339
200	N38 45.9	W009 08.2	337	601	N38 46.3	W009 08.1	338
201 thru 205	N38 45.9	W009 08.2	338	602	N38 46.3	W009 08.2	340
206 thru 208	N38 45.9	W009 08.3	338	603	N38 46.3	W009 08.2	341
209	N38 45.9	W009 08.3	337	604	N38 46.2	W009 08.3	341
221	N38 45.9	W009 08.0	326	701, 702	N38 46.7	W009 08.0	331
222	N38 45.9	W009 08.0	327	703	N38 46.7	W009 08.0	332
223	N38 45.9	W009 08.0	329	704	N38 46.7	W009 08.0	334
224	N38 45.9	W009 08.0	330	705	N38 46.7	W009 07.9	331
225	N38 46.0	W009 08.0	331	706	N38 46.7	W009 07.9	332
301	N38 46.0	W009 08.4	332	801, 802	N38 46.8	W009 07.8	320
302	N38 46.1	W009 08.4	333	803	N38 46.8	W009 07.8	319
401	N38 46.0	W009 08.3	332	804	N38 46.8	W009 07.7	318
402	N38 46.1	W009 08.4	334	805	N38 46.9	W009 07.7	317
403	N38 46.1	W009 08.4	335				
404, 405	N38 46.1	W009 08.4	336				
411	N38 46.1	W009 08.2	332				
412, 413	N38 46.1	W009 08.2	333				

LPPT/LIS

JEPPESEN
14 MAY 10 10-9D

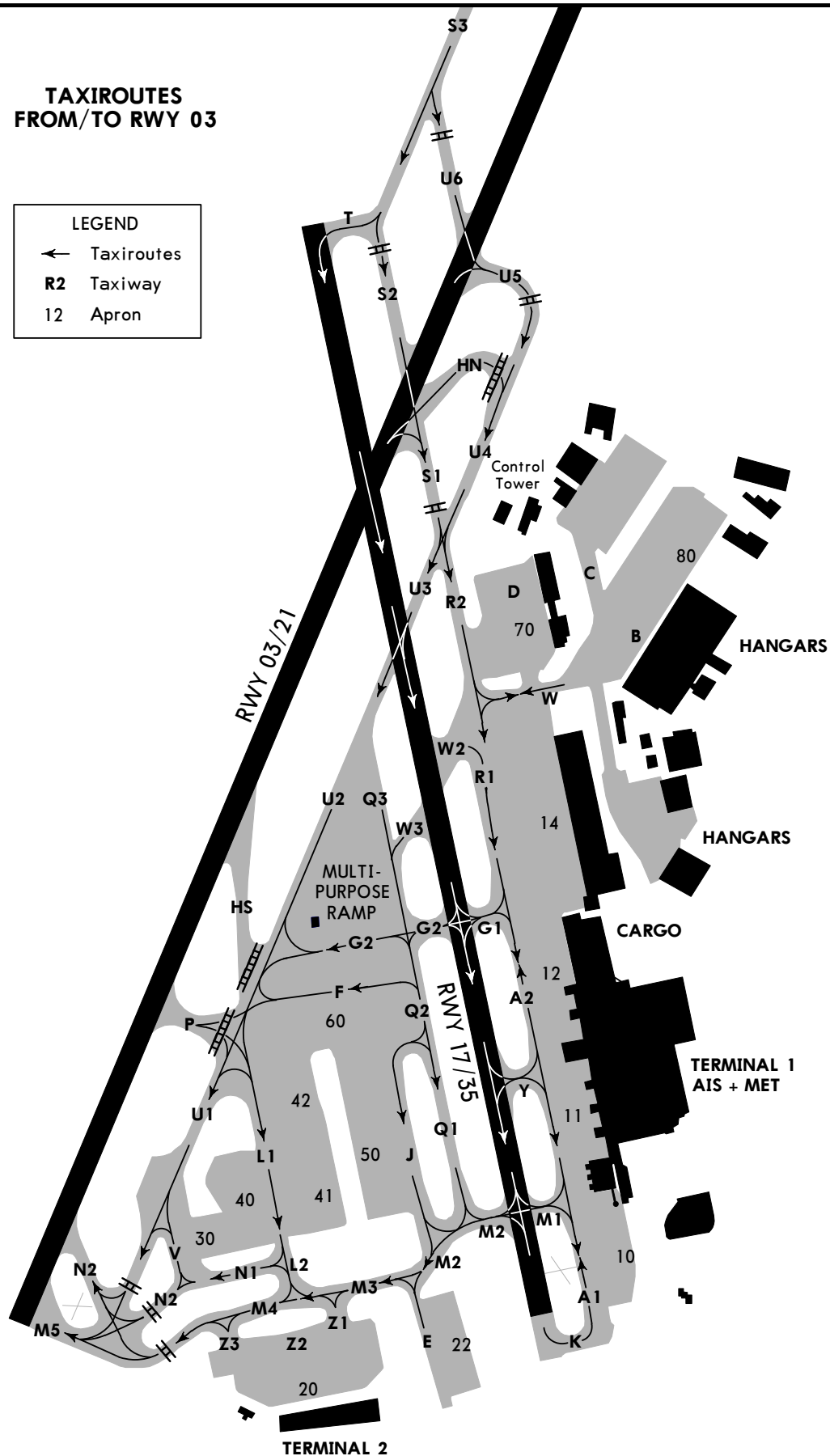
LISBON, PORTUGAL

LISBON

**TAXIROUTES
FROM/TO RWY 03**

LEGEND

- ← Taxiroutes
- R2 Taxiway
- 12 Apron



LPPT/LIS

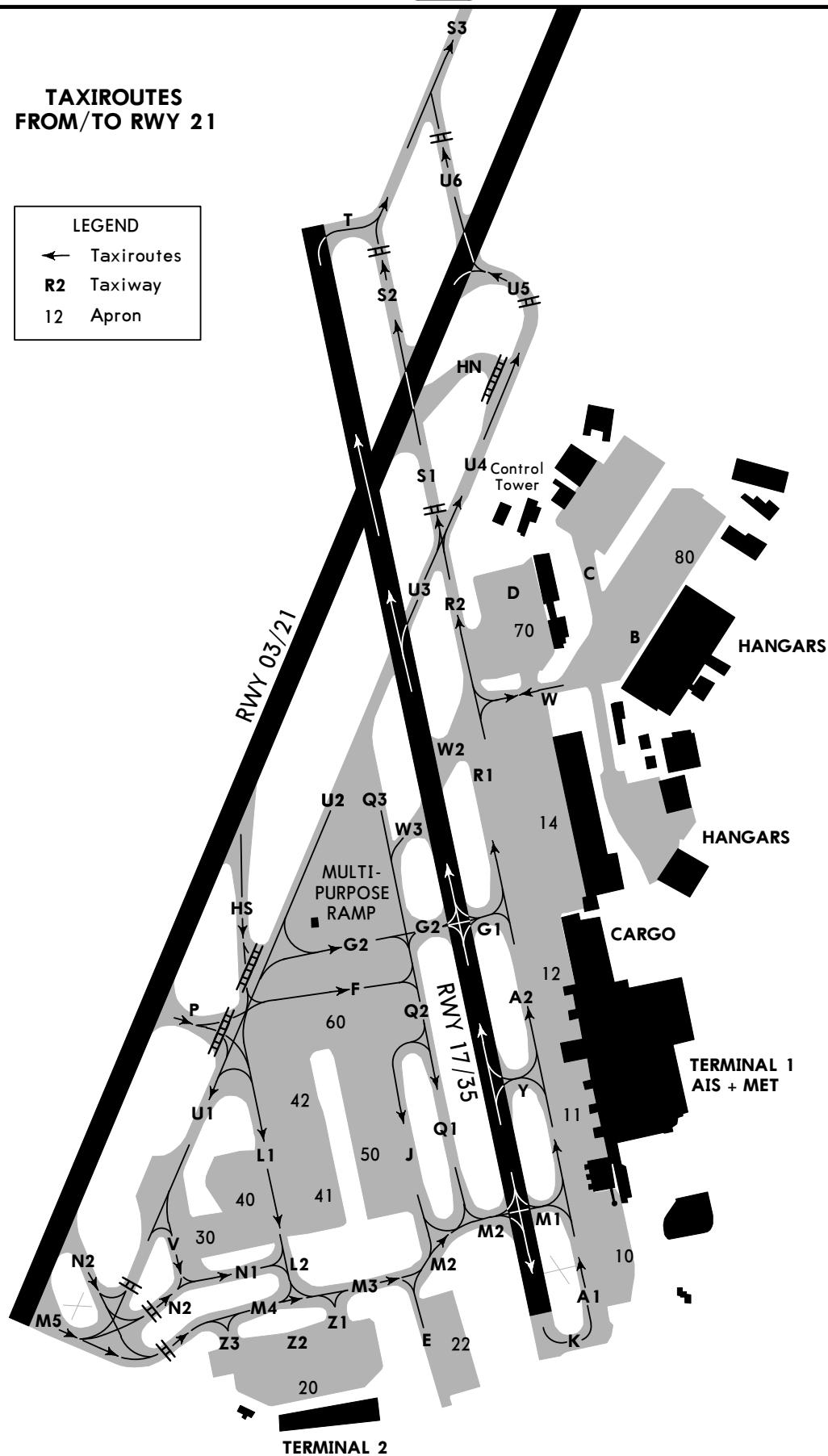
JEPPESEN
14 MAY 10 10-9E

LISBON, PORTUGAL

LISBON

**TAXIROUTES
FROM/TO RWY 21**

LEGEND	
←	Taxiroutes
R2	Taxiway
12	Apron



LPPT/LIS

 **JEPPESEN**
6 JUN 08 10-9F

LISBON, PORTUGAL

LISBON

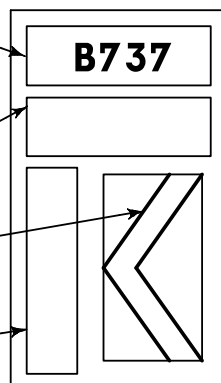
APIS (AIRCRAFT PARKING & INFORMATION SYSTEM)

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

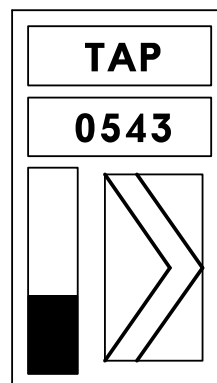
Display B indicating: Flight number, time, "STOP", "ON" (chocks) and "DOWN".

Centreline beacon side-in guidance.

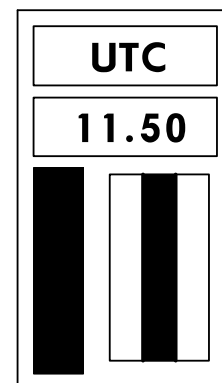
Closing-rate information. Full closing rate thermometer indicates at least 49'/15m to stop position.



Turn LEFT



Turn RIGHT



On centerline

PILOT INSTRUCTIONS

1. APIS display indication (OK) is a system status information and not a stand clearance confirmation message. Pilots shall not consider as granted that aircraft safety area (ASA) is clear of obstacles when APIS system is displaying a (OK) message.
2. Follow twy lead-in line and adjust according to the directions of the centerline beacon side-in guidance.
3. Check correct acft type is flashing and that centerline guidance and closing rate thermometer is activated.
4. Do not enter the stand if display presents STOP or wrong acft type.
5. Approximately 95'/29m before STOP.
6. 75'/23m before STOP, acft type goes steady. If speed is too high, SLOW DOWN can be shown.
7. 62'/19m before stop position aircraft series information disappears.
8. 49'/15m before stop position aircraft type information disappears and "14m" is displayed and gradually decreases until final stop position.
9. Full closing rate thermometer indicates at least 49'/15m to STOP. When acft has less than 49'/15m to STOP thermometer starts to move from bottom to top.
10. When stop position is reached, display indicates STOP and if acft is parked correctly, display indicates also OK.
11. If acft overshoots the limit for correct parking, display indicates TOO FAR. Request for push-back might be necessary.
12. Display and indicators automatically shut down after 3 minutes.
13. When final stop position is reached or if a failure occurs, the display shows first STOP - stop before OK or the failure code is displayed.

LPPT/LIS


JEPPESSEN
14 MAY 10 **10-9X**
JAA MINIMUMS
LISBON, PORTUGAL
LISBON

STRAIGHT-IN RWY		A	B	C	D
03	ILS	531' (200')	531' (200')	531' (200')	531' (200')
		R700m	R700m	R700m	R700m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC ①	830' (499')	830' (499')	830' (499')	830' (499')
		R1400m	R1500m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	NDB	1320' (989')	1320' (989')	1320' (989')	1320' (989')
		R1500m	R1500m	R1800m	R2000m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
21	CAT 3B ILS	approved	approved	approved	approved
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	447' (100')	447' (100')	447' (100')	447' (100')
		RA100' R300m	RA100' R300m	RA100' R300m	RA100' R300m
	ILS	547' (200')	547' (200')	547' (200')	547' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	740' (393')	740' (393')	740' (393')	740' (393')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	LOCATOR	840' (493')	840' (493')	840' (493')	840' (493')
		R1000m	R1200m	R1200m	R1600m
35		R1500m	R1500m	R2000m	R2000m
	VOR DME	1160' (828')	1160' (828')	1160' (828')	1160' (828')
		R1500m	R1500m	R1800m	R2000m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

① MM out: NOT AUTHORIZED.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1500' (1126')	1500' (1126')	1580' (1206')	1580' (1206')
	V1500m	V1600m	V2400m	V3600m

② After NDB 03: MDA(H) 1570'(1196').**TAKE-OFF RWY 03, 21**

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	NIL (DAY only)
A					
B	125m	150m	200m	250m	400m
C					500m
D	150m	200m	250m	300m	

TAKE-OFF RWY 17, 35

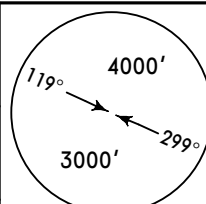
LVP must be in Force		
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A		
B	250m	400m
C		500m
D	300m	

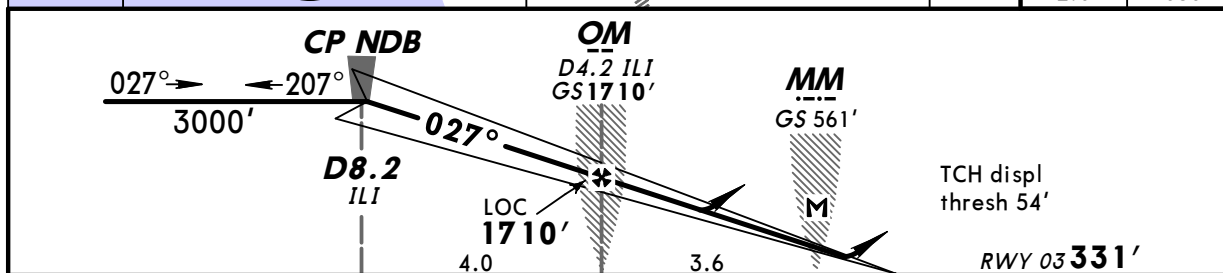
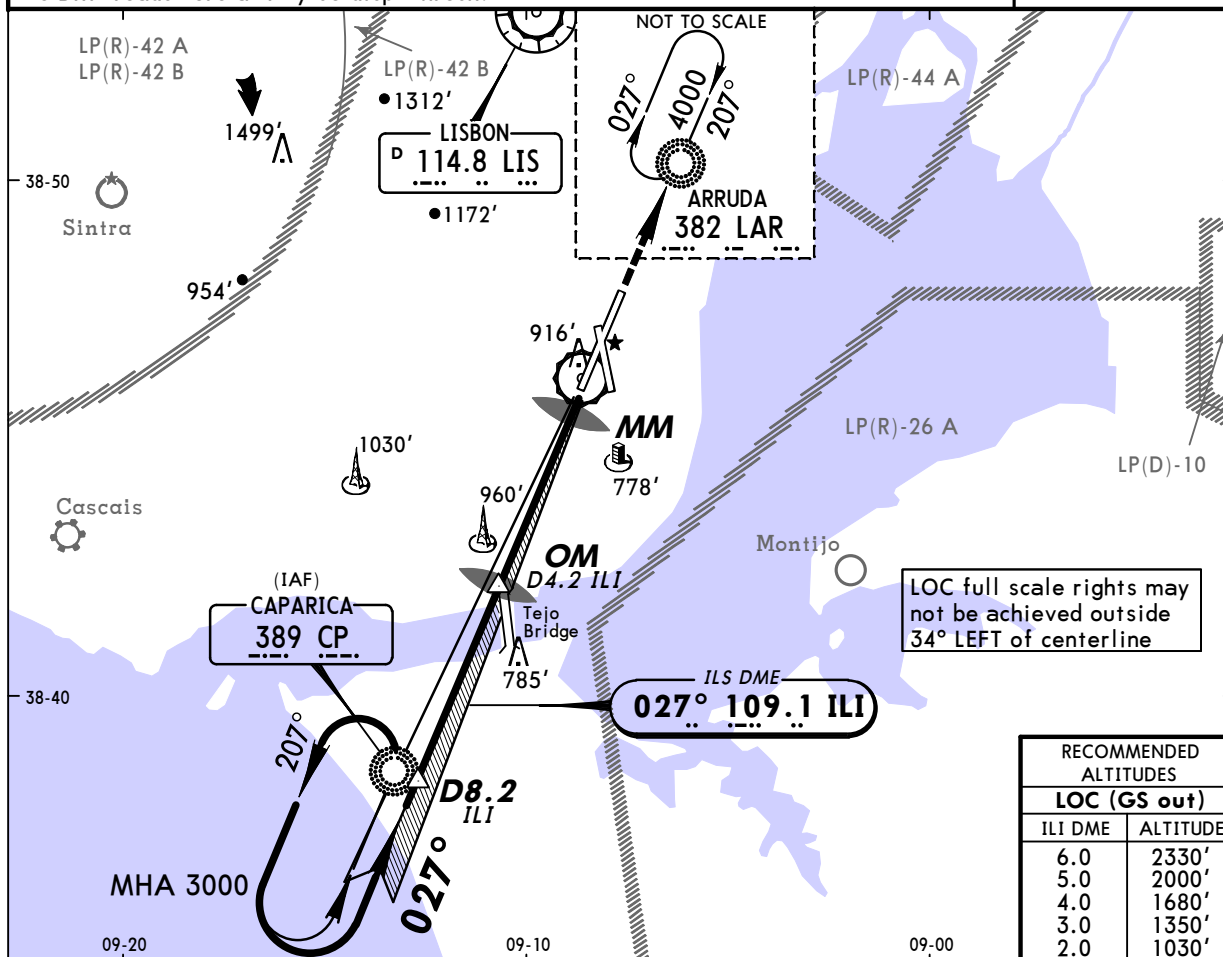
LPPT/LIS
LISBON

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

LISBON, PORTUGAL
ILS Rwy 03

BRIEFING STRIP

ATIS 124.15		LISBON Approach 119.1 119.55		LISBON Tower 118.1	*Ground 121.75
LOC ILI 109.1	Final Apch Crs 027°	GS OM 1710' (1379')	ILS DA(H) 531' (200')	Apt Elev 374' RWY 331'	 MSA LIS VOR
MISSED APCH: Climb STRAIGHT AHEAD to 4000', then proceed to LAR NDB holding and contact ATC.					
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 4000'					
ILS DME reads zero at rwy 03 displ thresh.					



TO DISPLACED THRESHOLD							0.6		0			
Gnd speed-Kts	70	90	100	120	140	160					HIALS	4000' ↑
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862					PAPI	
MAP at MM												

Standard STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND			
ILS		LOC (GS out)					
DA(H) 531' (200')		DA(H) 830' (499')					
FULL/Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS	
A				100	1500' (1126')	1500m	
B				135	1500' (1126')	1600m	
C	RVR 750m	RVR 1200m		180	1580' (1206')	2400m	
D				205	1580' (1206')	3600m	

CHANGES: Minimums.

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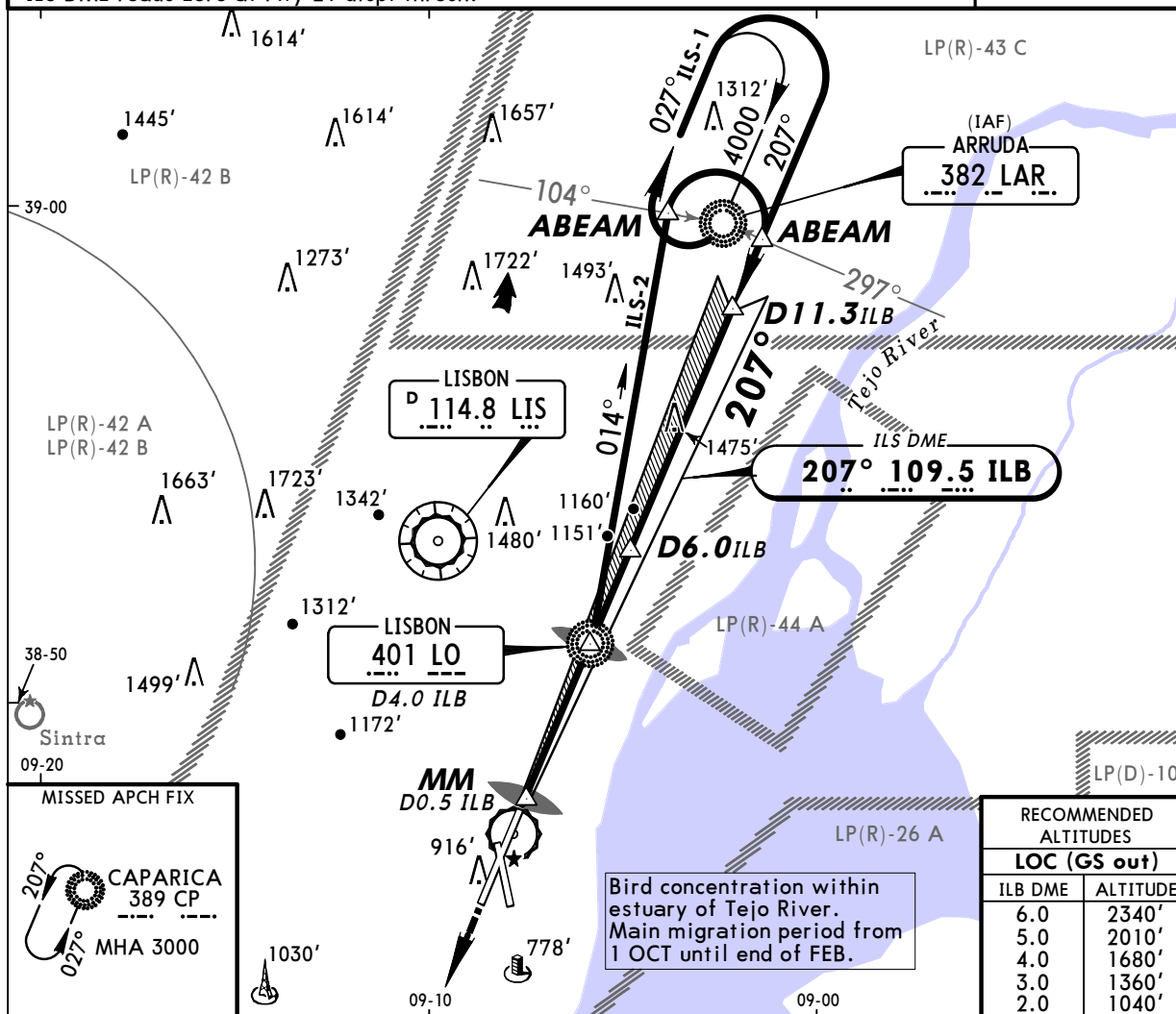
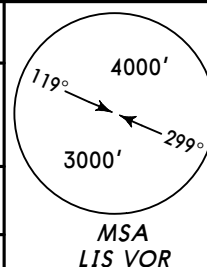
LPPT/LIS
LISBON

14 MAY 10 **(11-2)**

LISBON, PORTUGAL
ILS-1 or -2 Rwy 21

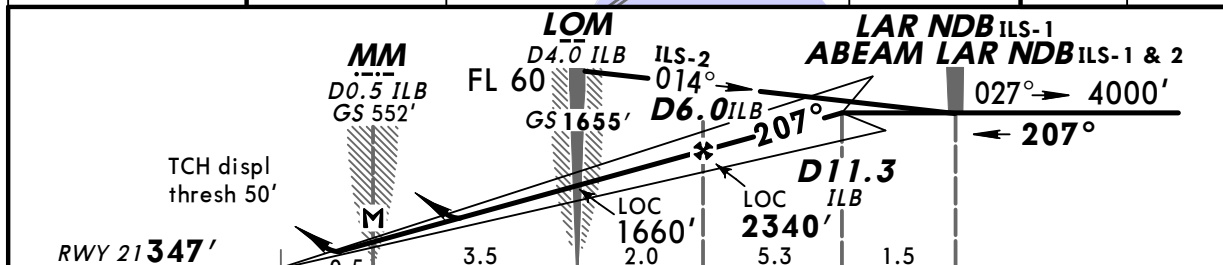
BRIEFING STRIP

ATIS 124.15	LISBON Approach 119.1 119.55	LISBON Tower 118.1	*Ground 121.75
LOC ILB 109.5	Final Apch Crs 207°	GS LOM 1655' (1308')	ILS DA(H) 547' (200')
Apt Elev 374' RWY 347'			
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then proceed to CP NDB and hold. Contact ATC.			
Alt Set: hPa	Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 4000'
ILS DME reads zero at rwy 21 displ thresh.			



RECOMMENDED ALTITUDES	
LOC (GS out)	
ILB DME	ALTITUDE
6.0	2340'
5.0	2010'
4.0	1680'
3.0	1360'
2.0	1040'

Bird concentration within estuary of Tejo River. Main migration period from 1 OCT until end of FEB.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at MM/DO.5 ILB						

Standard STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Max Kts		MDA(H)	
DA(H) 547' (200')		DA(H) 740' (393')					
FULL	Limited	ALS out	ALS out				
A				100	1500' (1126')	1500m	
B	RVR 550m	RVR 750m	RVR 1200m	135	1500' (1126')	1600m	
C				180	1580' (1206')	2400m	
D				205	1580' (1206')	3600m	

CHANGES: Minimums.

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LPPT/LIS
LISBON

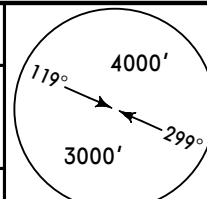
14 MAY 10

11-2A

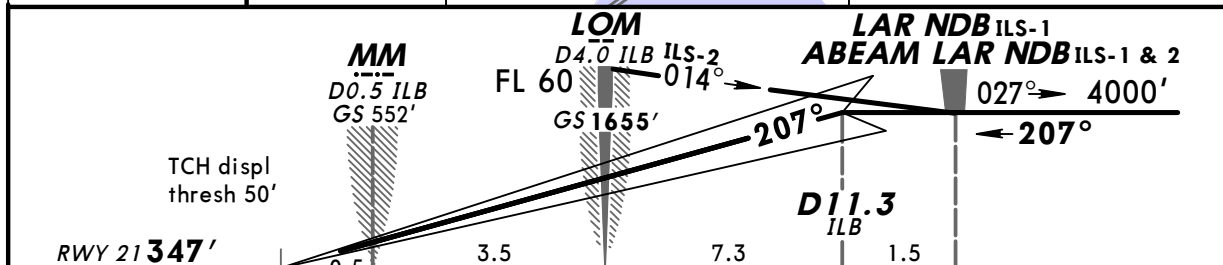
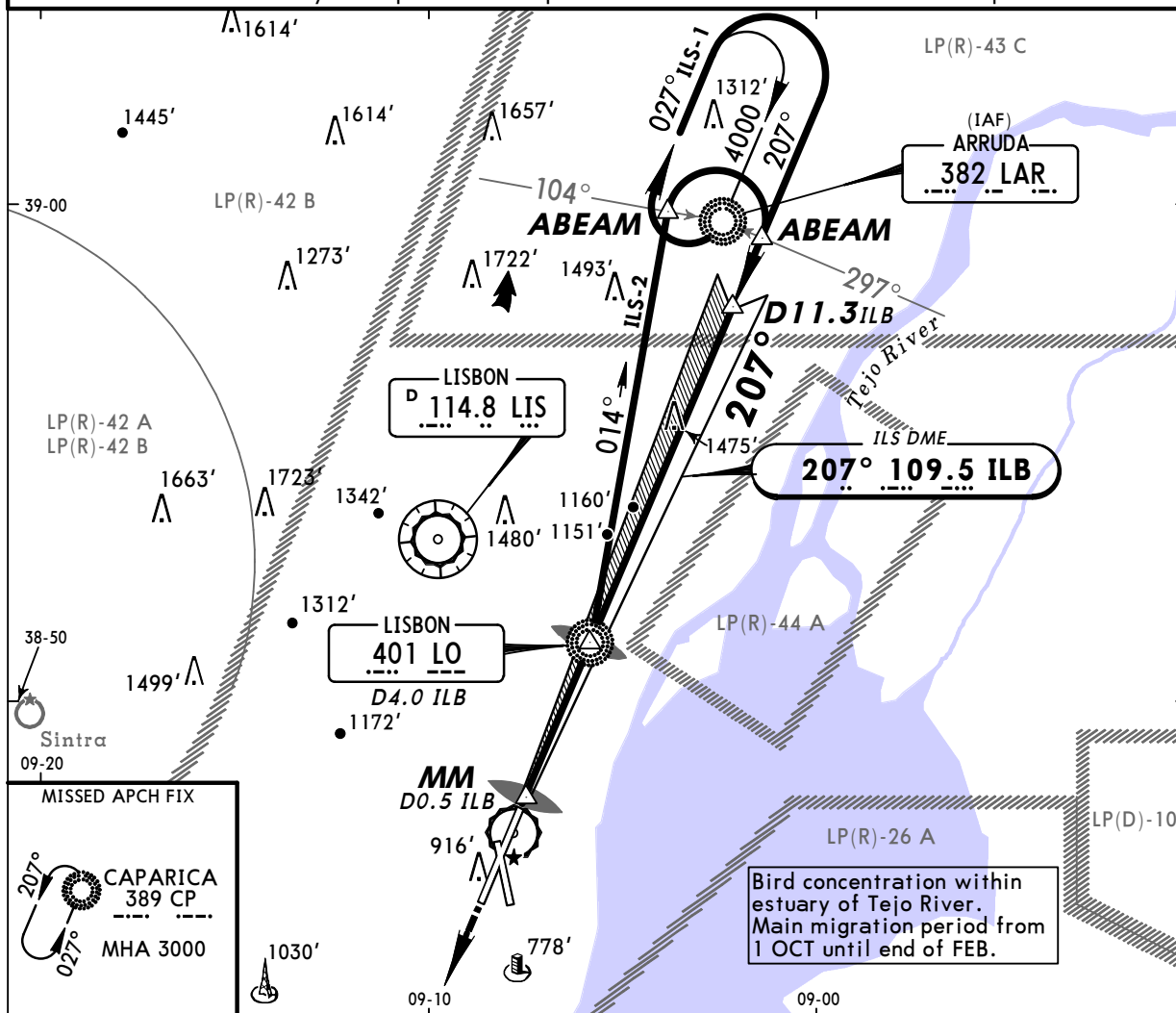
LISBON, PORTUGAL
CAT II ILS-1 or -2 Rwy 21

BRIEFING STRIP

ATIS 124.15	LISBON Approach 119.1 119.55	LISBON Tower 118.1	*Ground 121.75
LOC ILB 109.5	Final Apch Crs 207°	GS LOM 1655' (1308')	CAT II ILS RA 100' DA(H) 447' (100')
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then proceed to CP NDB and hold. Contact ATC.			Apt Elev 374' RWY 347'
Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 4000'			
1. ILS DME reads zero at rwy 21 displ thresh. 2. Special aircrew & aircraft certification required.			



MSA LIS VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	3000'
GS	3.00°	377	485	539	647	755	PAPI	↑

Standard STRAIGHT-IN LANDING RWY 21
CAT II ILS
ABCD
RA **100'**
DA(H) **447' (100')**

RVR **300m**

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

CHANGES: Minimums.

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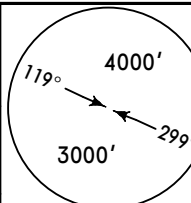
PANS OPS 4

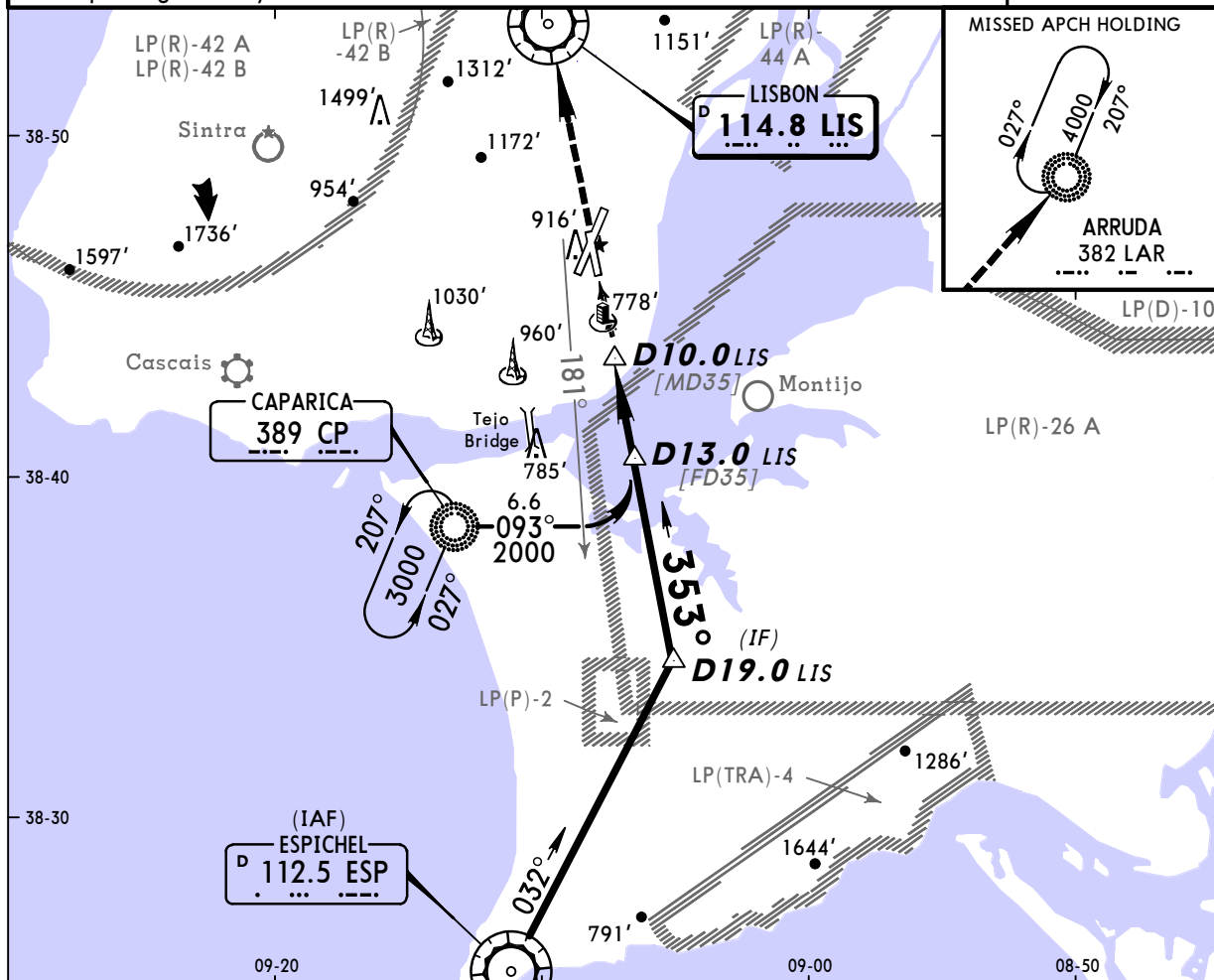
LPPT/LIS LISBON

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

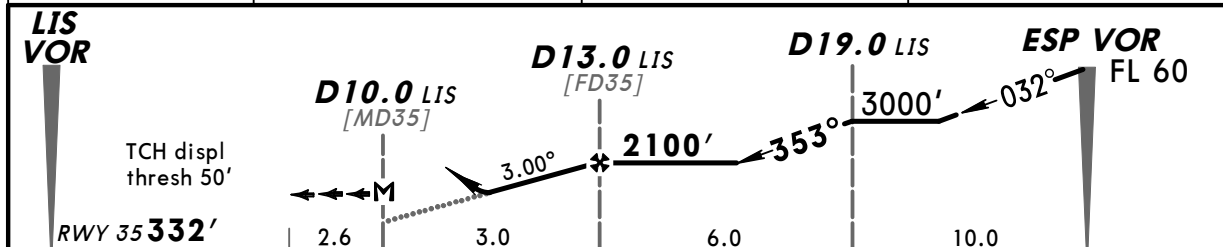
LISBON, PORTUGAL VOR DME Rwy 35

BRIEFING STRIP

ATIS 124.15		LISBON Approach 119.1 119.55		LISBON Tower 118.1	*Ground 121.75
VOR LIS 114.8	Final Apch Crs 353°	Minimum Alt D13.0 LIS 2100' (1768')	DA(H) 1160' (828')	Apt Elev 374' RWY 332'	 MSA LIS VOR
MISSED APCH: Climb STRAIGHT AHEAD to LIS VOR, then turn RIGHT to LAR NDB climbing to 4000' and hold. Contact APPROACH.					
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 4000'					
Pilots may experience excessive needle fluctuations when flying intermediate and final apch segments by reference to LIS VOR.					



LIS DME	10.0	11.0	12.0
ALTITUDE	1160'	1450'	1730'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	LIS 114.8 ↑
Descent Angle	3.00°	372	478	531	637	743		
MAP at D10.0 LIS								

Standard			CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 35					
DA(H) 1160' (828')			Max Kts	MDA(H)	VIS
ALS out			100	1500' (1126')	1500m
A RVR 1500m			135	1500' (1126')	1600m
B			180	1580' (1206')	2400m
C CMV 2400m			205	1580' (1206')	3600m
D					

PANS OPS 4

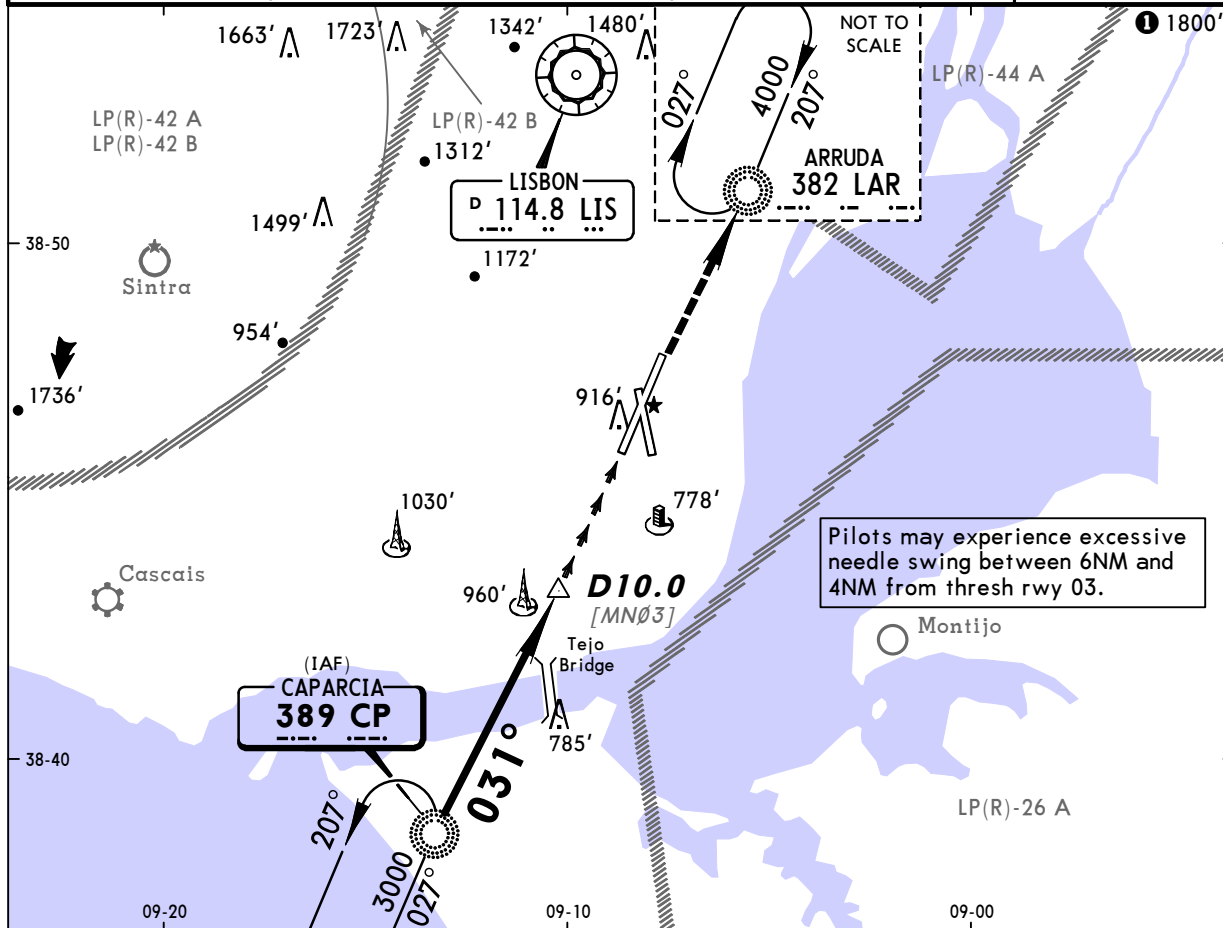
LPPT/LIS
LISBON

JEPPESEN
14 MAY 10 **(16-1)**

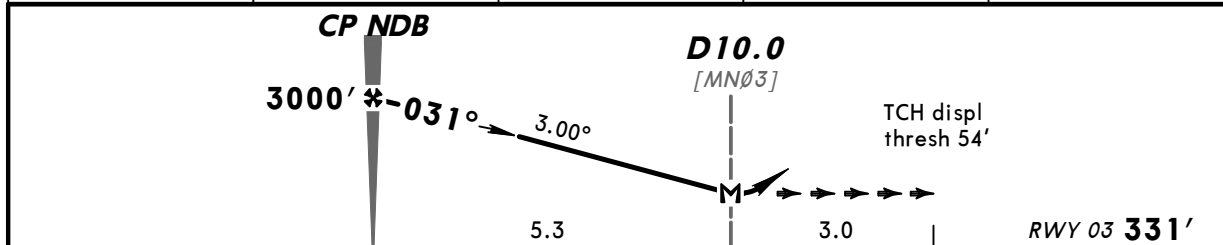
LISBON, PORTUGAL
NDB Rwy 03

BRIEFING STRIP

ATIS 124.15		LISBON Approach 119.1 119.55		LISBON Tower 118.1	*Ground 121.75
NDB CP 389	Final Apch Crs 031°	Minimum Alt CP NDB 3000' (2669')	DA(H) 1320' (989')	Apt Elev 374' RWY 331'	
MISSED APCH: Climb STRAIGHT AHEAD to 4000', then proceed to LAR NDB holding. Contact APPROACH.					
Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC	Trans alt: 4000'	MSA CP NDB	



LIS DME	14.0	13.0	12.0	11.0
ALTITUDE	2600'	2280'	1960'	1640'



TO DISPLACED THRESHOLD 8.3							RWY 03 331'	
Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	3.00°	372	478	531	637	743		
MAP at D10.0								

Standard STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND		
DA(H) 1320' (989')				Max Kts	MDA(H)	VIS
ALS out				100	1500' (1126')	1500m
RVR 1500m				135	1500' (1126')	1600m
CMV 2400m				180	1570' (1196')	2400m
				205	1570' (1196')	3600m

PANS OPS 4

LPPT/LIS
LISBON

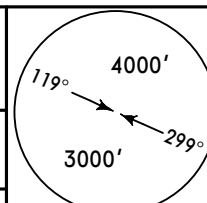
14 MAY 10

(16-2)

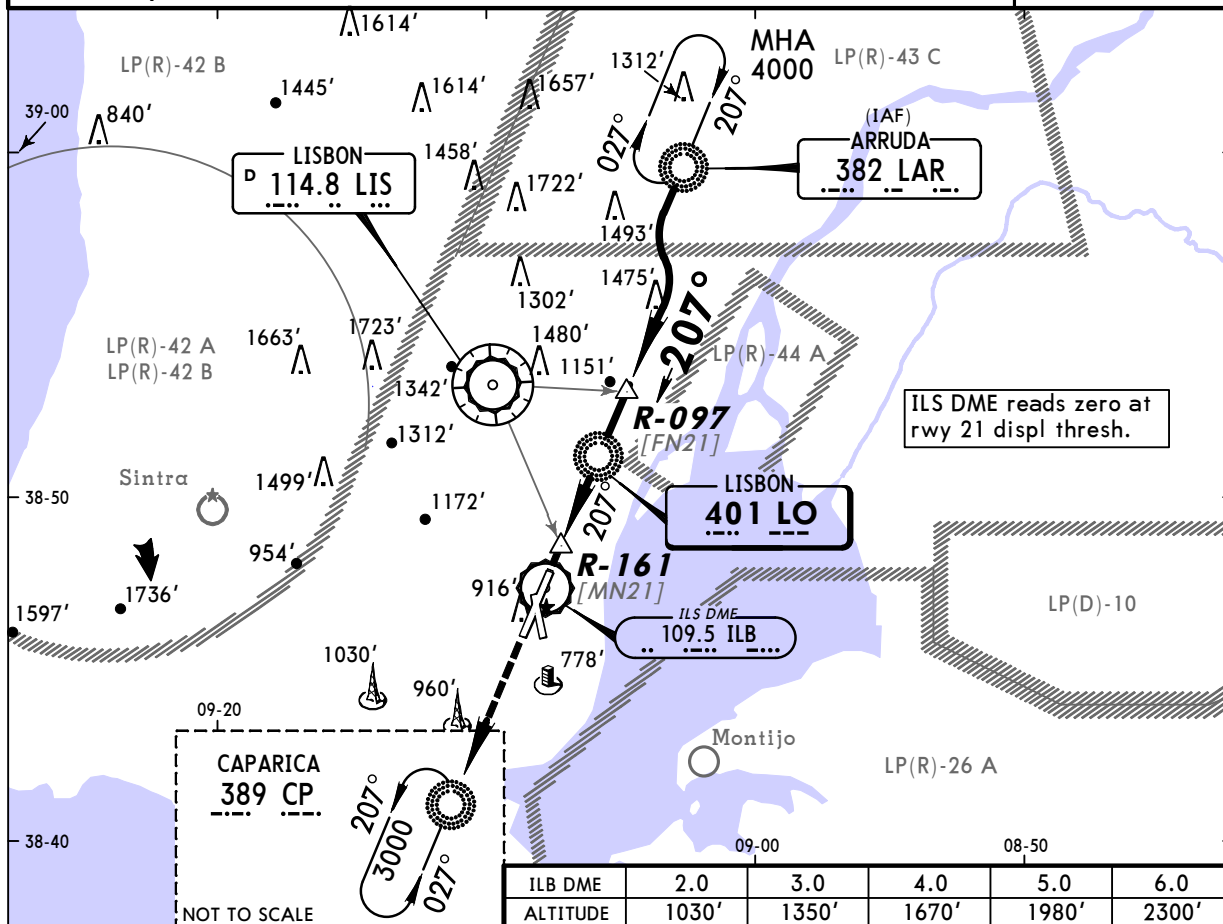
LISBON, PORTUGAL
LOCATOR Rwy 21

BRIEFING STRIP

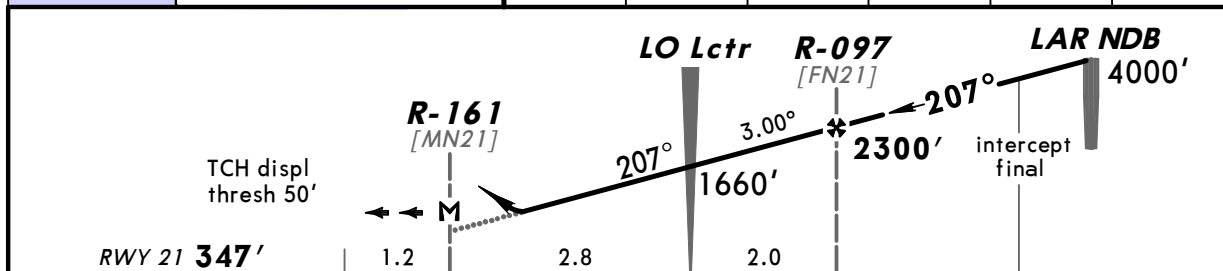
ATIS		LISBON Approach		LISBON Tower	*Ground
124.15		119.1 119.55		118.1	121.75
Lctr LO	Final Apch Crs	Minimum Alt R-097	DA(H)	Apt Elev	
401	207°	2300' (1953')	840' (493')	RWY 347'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then proceed to CP NDB and hold. Contact APPROACH.					
Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 4000'					
LIS VOR required.					MSA LIS VOR



MSA LIS VOR



ILB DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	1030'	1350'	1670'	1980'	2300'



TO DISPLACED THRESHOLD							3000'	
Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	3.00°	372	478	531	637	849		
MAP at R-161								

Standard STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND			
DA(H) 840' (493')							
A B C D	RVR 1500m	ALS out		Max Kts	MDA(H)	VIS	
		RVR 1500m		100	1500' (1126')	1500m	
				135	1500' (1126')	1600m	
		CMV 2300m		180	1580' (1206')	2400m	
				205	1580' (1206')	3600m	

PANS OPS 4