

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport LPST

General Info

Sintra, PRT

N 38° 50.0' W 09° 20.5' Mag Var: 5.0°W

Elevation: 441'

Military, IFR, Control Tower, Rotating Beacon,
Customs available on a restricted basis, Landing Fee
Fuel: 100LL
Oxygen: High Pressure

Time Zone Info: GMT uses DST

Runway Info

Runway 14-32 5906' x 131' asphalt

Runway 14 (139.0°M) TDZE 418'

Lights: Edge, ALS

Runway 32 (319.0°M) TDZE 441'

Lights: Edge

Communications InfoSintra Tower **119.85** MilitarySintra Tower **234.60** MilitarySintra Ground Control **122.1** MilitarySintra Ground Control **257.80** MilitarySintra Approach Control **140.0**Sintra Approach Control **118.6** MilitarySintra Approach Control **234.10** Military**Notebook Info**

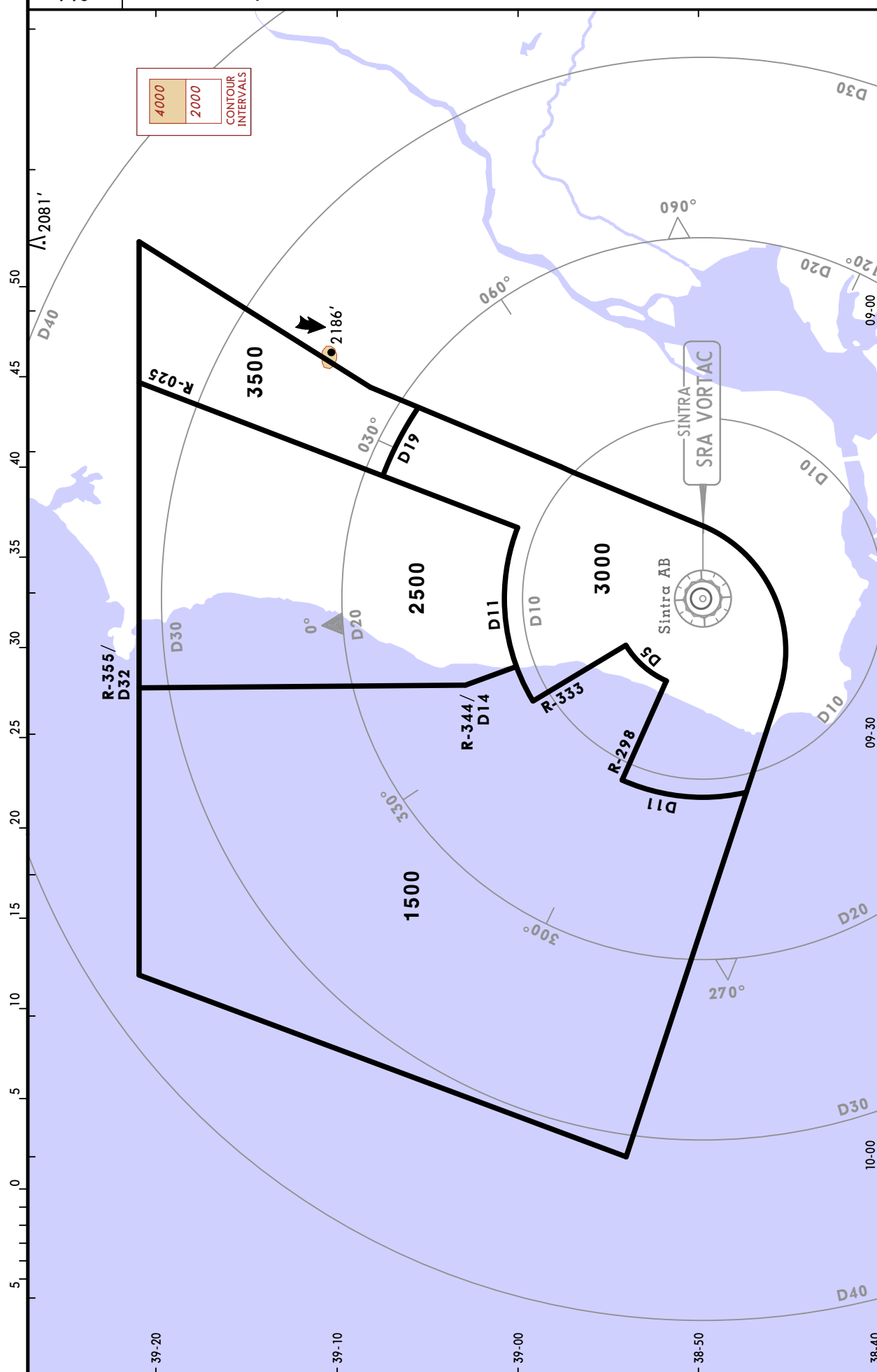
LPST
SINTRA AB

JEPPESEN
13 JUN 08 **(10-1R)**

SINTRA, PORTUGAL
RADAR MINIMUM ALTITUDES

Apt Elev
440'

Alt Set: hPa (IN on req)
Trans level: By ATC Trans alt: 4000'



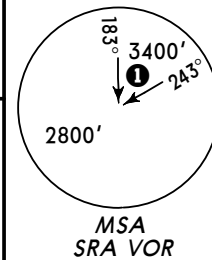
LPST
SINTRA

JEPPesen
 23 JUL 10 **10-3**

SINTRA, PORTUGAL
SID

Apt Elev
441'

Trans level: By ATC Trans alt: 4000'
 1. Emergency safe altitude within 100 NM of Sintra airport is 8600'.
 2. Turns not allowed before DER.



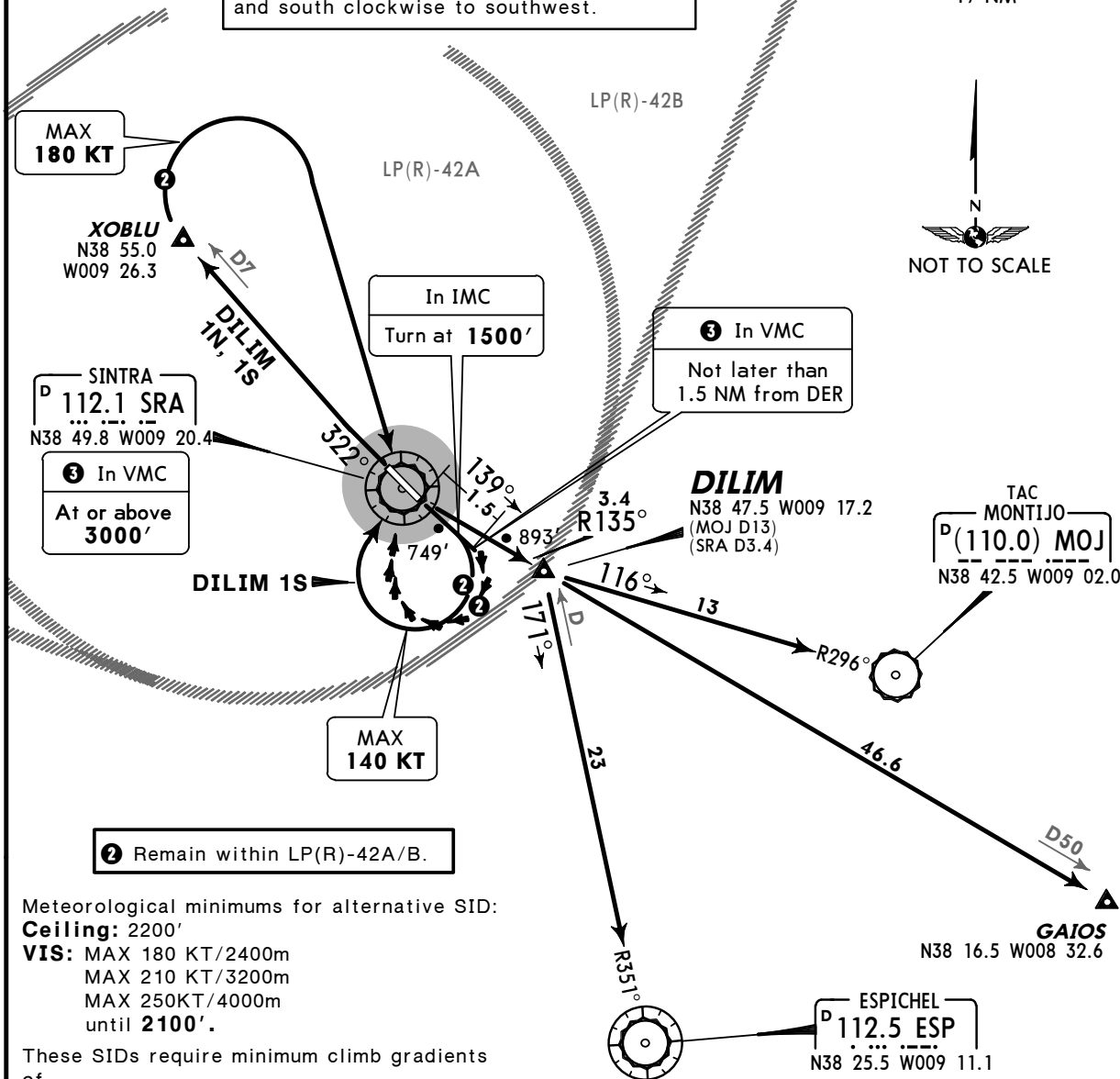
① 2800' within 17 NM



DILIM 1N, DILIM 1S
RWYS 32, 14 DEPARTURES

BE AWARE

High terrain immediately after departure and south clockwise to southwest.



Meteorological minimums for alternative SID:

Ceiling: 2200'
VIS: MAX 180 KT/2400m
 MAX 210 KT/3200m
 MAX 250KT/4000m
 until **2100'**.

These SIDs require minimum climb gradients of

RWY 14: 547' per NM (9%) until leaving **1500'**.
RWY 32: 304' per NM (5%) until leaving **1500'**.

Gnd speed-KT	75	100	150	200	250	300
547' per NM	684	911	1367	1823	2279	2734
304' per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
DILIM 1N	32	Climb on runway heading, intercept SRA R-322 to XOBLO, turn RIGHT to SRA, SRA R-135 to DILIM.
DILIM 1S ③	14	Climb on runway heading, at 1500' turn RIGHT to SRA, SRA R-322 to XOBLO, turn RIGHT to SRA, SRA R-135 to DILIM.

③ ALTERNATIVE SID RWY 14 (IF UNABLE TO MAINTAIN CLIMB GRADIENT 9% AND/OR MAX 140 KT DURING INITIAL TURN)

For military aircraft only. Before flying this alternative SID, advise ATC as follows:
 "REQUEST DILIM 1S DEPARTURE VCOA".

Turn RIGHT not later than 1.5 NM from DER, climb in visual conditions to **2100'** to SRA, then follow SID DILIM 1S.

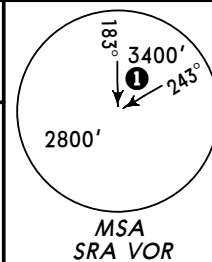
LPST
SINTRA

JEPPESEN
 23 JUL 10 **(10-3A)**

SINTRA, PORTUGAL
SID

Apt Elev
441'

Trans level: By ATC Trans alt: 4000'
 1. Emergency safe altitude within 100 NM of Sintra airport is 8600'.
 2. Turns not allowed before DER.

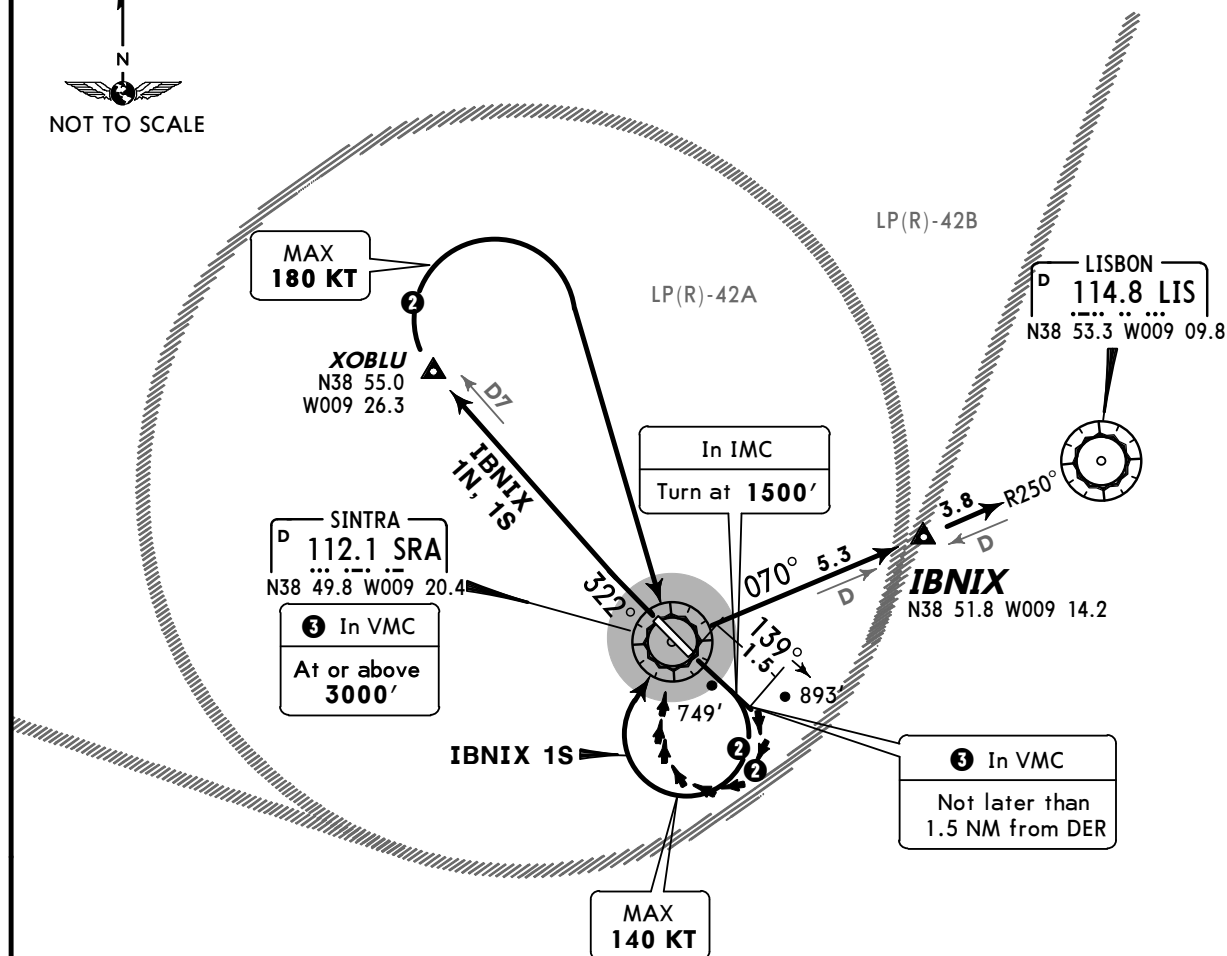


① 2800' within
 17 NM

IBNIX 1N, IBNIX 1S
RWYS 32, 14 DEPARTURES

BE AWARE

High terrain immediately after departure
 and south clockwise to southwest.



② Remain within LP(R)-42A/B.

Meteorological minimums for alternative SID:

Ceiling: 2200'

VIS: MAX 180 KT/2400m
 MAX 210 KT/3200m
 MAX 250KT/4000m
 until **2100'**.

These SIDs require minimum climb gradients
 of

RWY 14: 547' per NM (9%) until leaving **1500'**.
RWY 32: 304' per NM (5%) until leaving **1500'**.

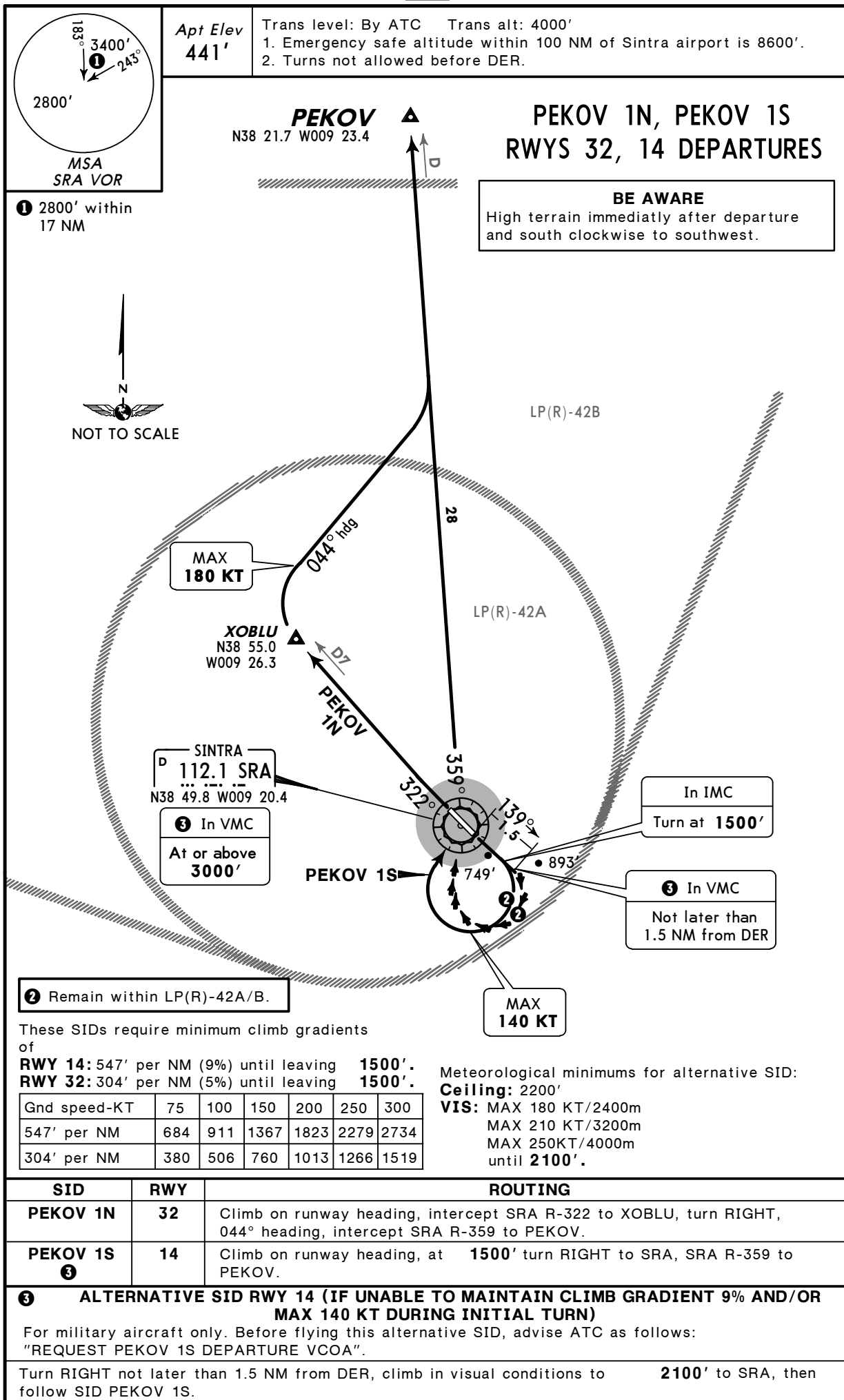
Gnd speed-KT	75	100	150	200	250	300
547' per NM	684	911	1367	1823	2279	2734
304' per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
IBNIX 1N	32	Climb on runway heading, intercept SRA R-322 to XOBLU, turn RIGHT to SRA, SRA R-070 to IBNIX.
IBNIX 1S ③	14	Climb on runway heading, at 1500' turn RIGHT to SRA, SRA R-322 to XOBLU, turn RIGHT to SRA, SRA R-070 to IBNIX.
③ ALTERNATIVE SID RWY 14 (IF UNABLE TO MAINTAIN CLIMB GRADIENT 9% AND/OR MAX 140 KT DURING INITIAL TURN) For military aircraft only. Before flying this alternative SID, advise ATC as follows: "REQUEST IBNIX 1S DEPARTURE VCOA". Turn RIGHT not later than 1.5 NM from DER, climb in visual conditions to 2100' to SRA, then follow SID IBNIX 1S.		

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JEPPESEN
 23 JUL 10 **(10-3B)**

SINTRA, PORTUGAL
SID



LPST

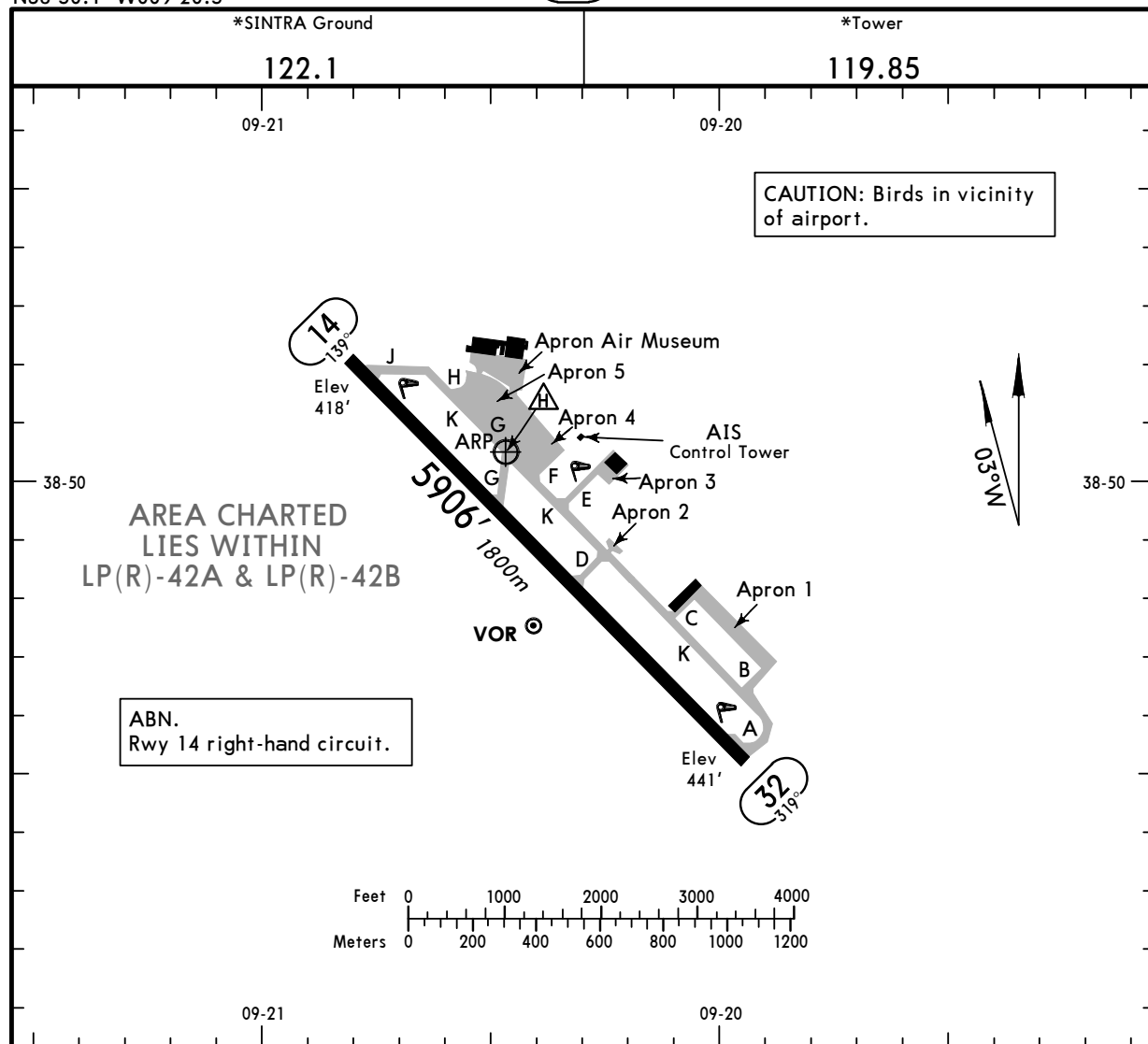
Apt Elev **441'**
 N38 50.1 W009 20.5

JEPPesen

23 JUL 10 (10-9)

SINTRA, PORTUGAL

SINTRA AB



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
14	HIRL ALS ① PAPI-L (angle 3.2°)				131'
32	HIRL PAPI-L (angle 5.5°)				40m

① Configuration unknown.

Standard

TAKE-OFF ①

	LVP must be in force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	NOT APPLICABLE		

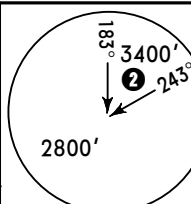
① Operators applying U.S. Ops Specs: CL required below 300m.

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23 JUL 10 **(13-1)** **CAT A, B & C**

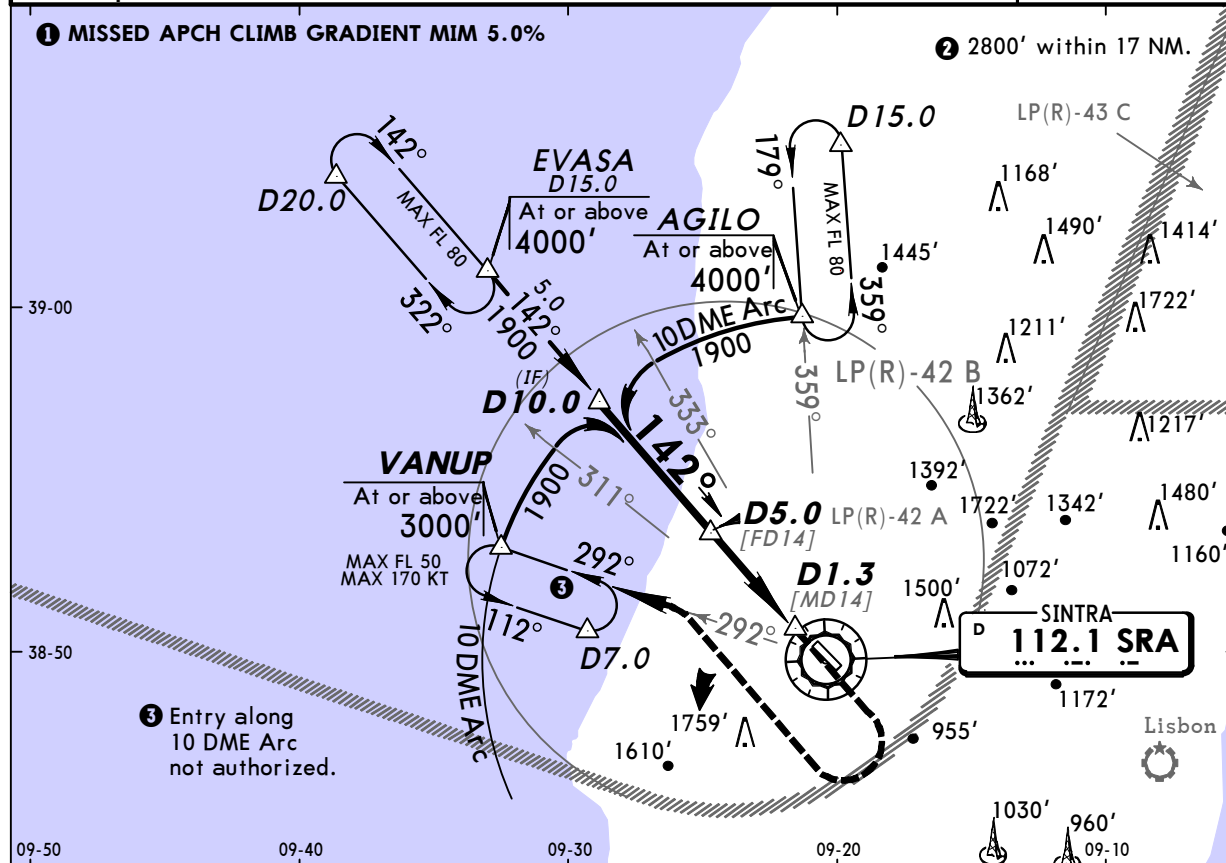
SINTRA, PORTUGAL
VOR Z Rwy 14

BRIEFING STRIP

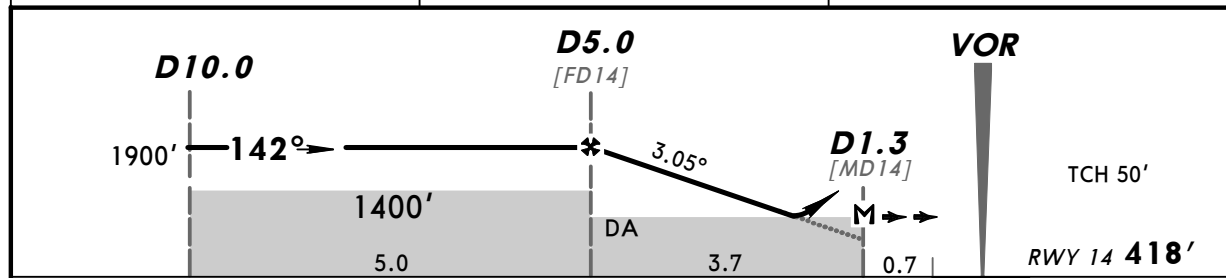
*SINTRA Approach 118.6		*SINTRA Tower 119.85		*Ground 122.1	
For UHF see MIL-101 listing					
VOR SRA 112.1	Final Apch Crs 142°	Procedure Alt D5.0 1900' (1482')	DA(H) 950' (532')	Apt Elev 441' RWY 418'	
MISSED APCH: Climb on R-142 to 3000', when passing 1600' turn RIGHT (MAX 170 KT) to VANUP and hold.					
Alt Set: hPa (IN on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 4000'					
DME required.					
MSA SRA VOR					

① MISSED APCH CLIMB GRADIENT MIN 5.0%

② 2800' within 17 NM.



SRA DME	4.0	3.0
ALTITUDE	1580'	1250'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI-L 1600' on R-142 SRA 112.1	
Descent angle 3.05°	378	486	540	648	755	863		
MAP at D1.3								

Standard		STRAIGHT-IN LANDING RWY 14		CEILING REQUIRED		CIRCLE-TO-LAND	
Missed approach climb gradient min 5.0% up to 2300'							
DA(H) 950' (532')							
		ALS out		Max Kts	MDA(H)	CEIL-VIS	
A	600'- 1500m	600'- 1600m		100	1100' (659')	700'- 1600m	
B				135	1400' (959')	1000'- 2400m	
C	600'- 2200m	600'- 2400m		C	NOT AUTHORIZED		
D	NOT APPLICABLE			D			

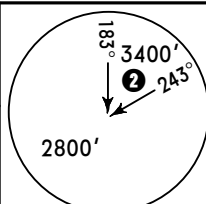
PANS OPS 5

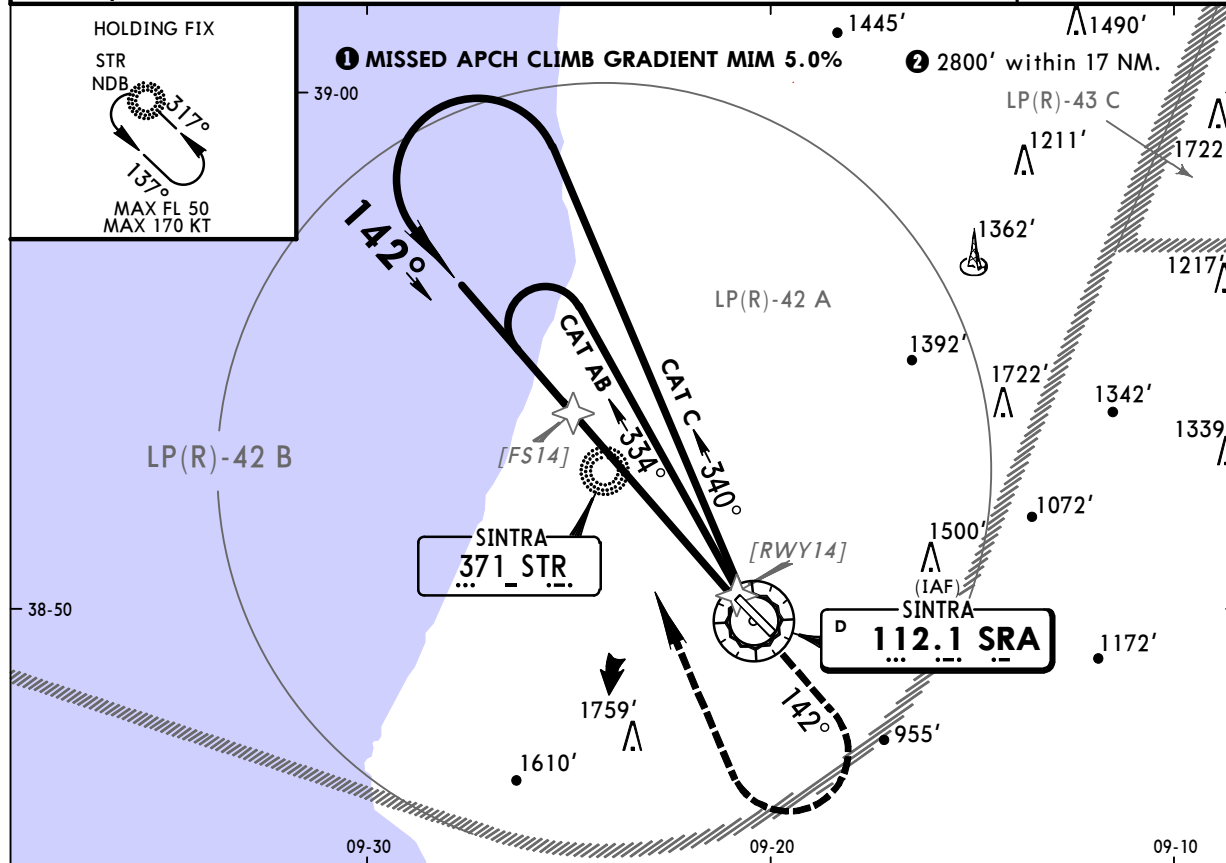
LPST
SINTRA AB

JEPPesen
23 JUL 10 **(13-2)** **CAT A, B & C**

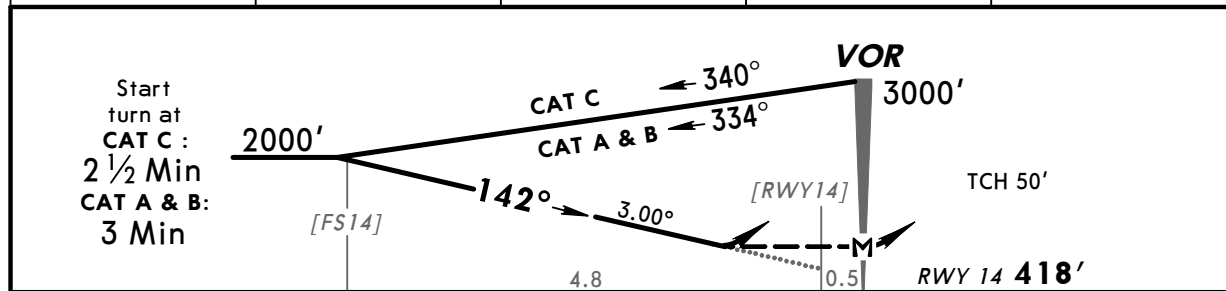
SINTRA, PORTUGAL
VOR X Rwy 14

BRIEFING STRIP

*SINTRA Approach 118.6		*SINTRA Tower 119.85		*Ground 122.1	
For UHF see MIL-101 listing					
VOR SRA 112.1	Final Apch Crs 142°	Minimum Alt No FAF	CDFA DA(H) 1100' (682')	Apt Elev 441' RWY 418'	
MISSED APCH: Climb on R-142 to 4000', when passing 1600' turn RIGHT (MAX 170 KT) to NDB and hold.					
Alt Set: hPa (IN on req) Rwy Elev: 15 hPa Trans level: By ATC Trans alt: 4000'					
NDB required.					
MSA SRA VOR					



DIST to RWY14	4.8	4.0	3.0	2.0
ALTITUDE	2000'	1750'	1430'	1110'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI-L	1600' on R-142
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at VOR								

Standard		STRAIGHT-IN LANDING RWY 14				CEILING REQUIRED		CIRCLE-TO-LAND	
Missed approach climb gradient mim 5.0% up to 2300'									
CDFA				non-CDFA					
DA(H) 1100'(682')				MDA(H) 1100'(682')					
		ALS out				ALS out		Max Kts	MDA(H) CEIL-VIS
A	700'- 1500m	700'- 1600m	700'- 3200m	700'- 3400m	100	1130'(689')	700'- 1600m		
B					135	1400'(959')	1000'- 2400m		
C	700'- 2800m	700'- 3200m	700'- 3400m	700'- 3600m	C	NOT AUTHORIZED			

PANS OPS 5

1 After non-CDFA apch: VIS 3400m

CHANGES: New procedure.

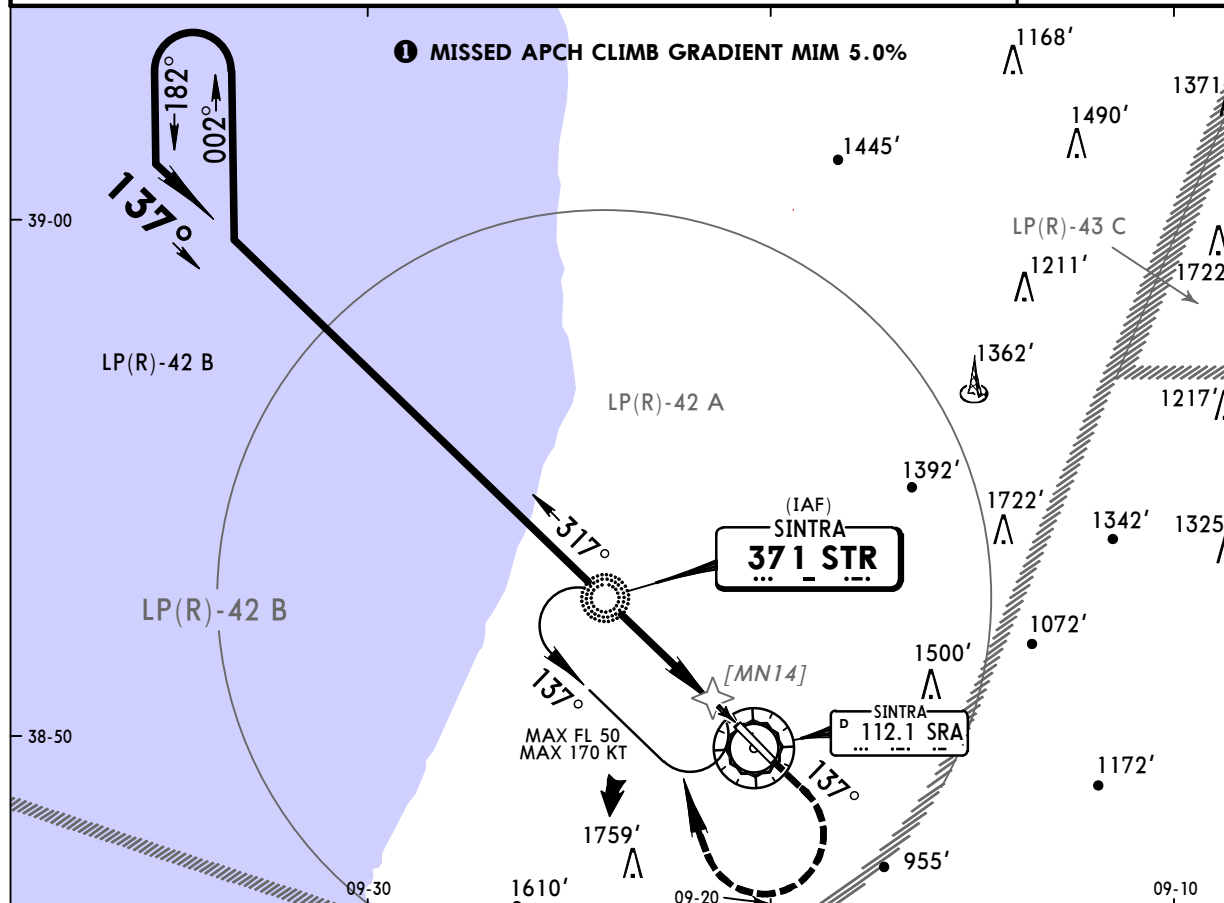
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LPST
SINTRA AB

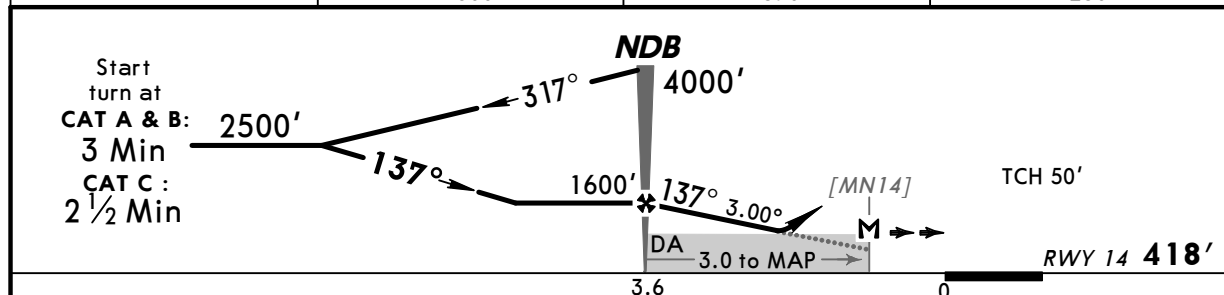
JEPPESEN
23 JUL 10 (16-1) CAT A, B & C

SINTRA, PORTUGAL
① NDB Rwy 14

*SINTRA Approach 118.6		*SINTRA Tower 119.85		*Ground 122.1	
For UHF see MIL-101 listing					
NDB STR 371	Final Apch Crs 137°	Procedure Alt NDB 1600' (1182')	DA(H) 1100' (682')	Apt Elev 441' RWY 418'	
MISSED APCH: Climb on 137° from NDB to 4000', when passing 1600' turn RIGHT (MAX 170 KT) to NDB and hold.					
Alt Set: hPa (IN on req)		Rwy Elev: 15 hPa	Trans level: By ATC	Trans alt: 4000'	
					MSA STR NDB



SRA DME	4.1	4.0	3.0
ALTITUDE	1600'	1570'	1250'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	ALS PAPI-L	1600' on ↑	137° from STR 371
<i>Descent angle 3.00°</i>	372	478	531	637	743	849			
<i>NDB to MAP 3.0</i>	2:34	2:00	1:48	1:30	1:17	1:08			

Standard	STRAIGHT-IN LANDING RWY 14	CEILING REQUIRED	CIRCLE-TO-LAND
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Missed approach climb gradient min 5.0% up to 2300'

 $DA(H) \mathbf{1100'} (682')$

DA(H) - 1130' (352')			Max Kts	MDA(H)	CEIL-VIS
A	ALS out		100	1130' (689')	700' - 1600m
B	700' - 1500m	700' - 1600m	135	1400' (959')	1000' - 2400m
C	700' - 2800m	700' - 3200m	C	NOT AUTHORIZED	
D	NOT APPLICABLE		D		

CHANGES: New procedure.

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