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# List of pages in this Trip Kit

Trip Kit Index
Airport Information For LPPR
Terminal Charts For LPPR
Revision Letter For Cycle 26-2012
Change Notices
Notebook

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## General Information

Location: Porto  Prt
IATA Code: OPO
Lat/Long: N41° 14.1' W008° 40.7'
Elevation: 227 ft

Airport Use: Public
Magnetic Variation: 3.1°W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0800 Z
Sunset: 1722 Z,

## Runway Information

Runway: 17
Length x Width: 11417 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 180 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Runway: 35
Length x Width: 11417 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 227 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 492 ft

## Communication Information

ATIS 124.3
Porto Tower 118.85 Secondary
Porto Tower 118.0
Porto Tower 27.78 Military
Porto Clearance Delivery 118.925
Porto Clearance Delivery 118.85 Secondary
Porto Approach Control 121.1
Porto Approach Control 118.85 Secondary

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Porto Approach Control 27.78 Military

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# 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 |

   a) ACFT classified Level 16, cannot be scheduled between 0000-0600LT ;
   b) ACFT classified Level 4 and 8, cannot be scheduled between 0200-0500LT;
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.

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# 1. GENERAL

### 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.

## 1.3. LOW VISIBILITY PROCEDURES

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

### 1.4.1. STANDARD TAXI ROUTES

| STANDS | TAXI ROUTES (ARR/DEP) | | | |
|---|---|---|---|---|
| | ARR 17 | ARR 35 | DEP 17 | DEP 35 |
| S8 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/S2/S3 | F/S6/S4/S3 | S4/S6/F | S2/B |
| S40 thru S43 | C/S4 | F/S6/S4 | S6/F | S2/B |
| S38 and S50 | C/S4 | F/S6/S4 | S6/F | S2/B |
| S51 thru S57 | 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/S5 | F/S5 | F | S4/S2/B |
| T01 thru T04 | J/Y/T | A3/Y/T | Y/A3 | Y/A2/A1 |

## 1.5. PARKING INFORMATION

Stands S8 thru S12 and S30 thru S35 not visible from Tower.

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# 1. GENERAL

## 1.6. OTHER INFORMATION

### 1.6.1. General

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.
First 4921'/1500m of RWY 35 not clearly visible from Tower.

### 1.6.2. 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.

# 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.

## 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.

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# 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.

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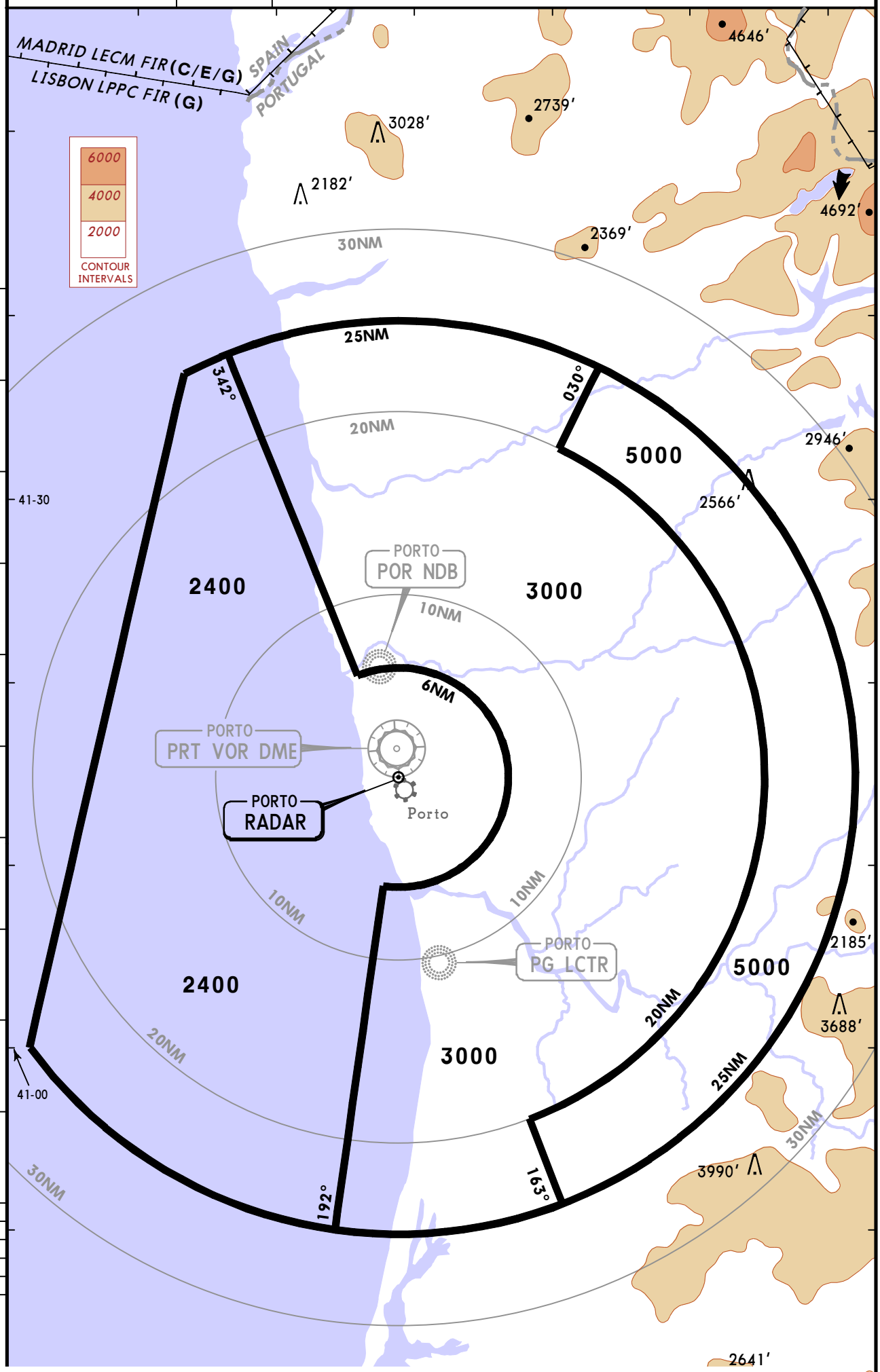
| * PORTO Approach | Apt Elev | Alt Set: hPa |
|---|---|---|
| 121.1 | 227′ | Trans level: By ATC  Trans alt: 4000′ |

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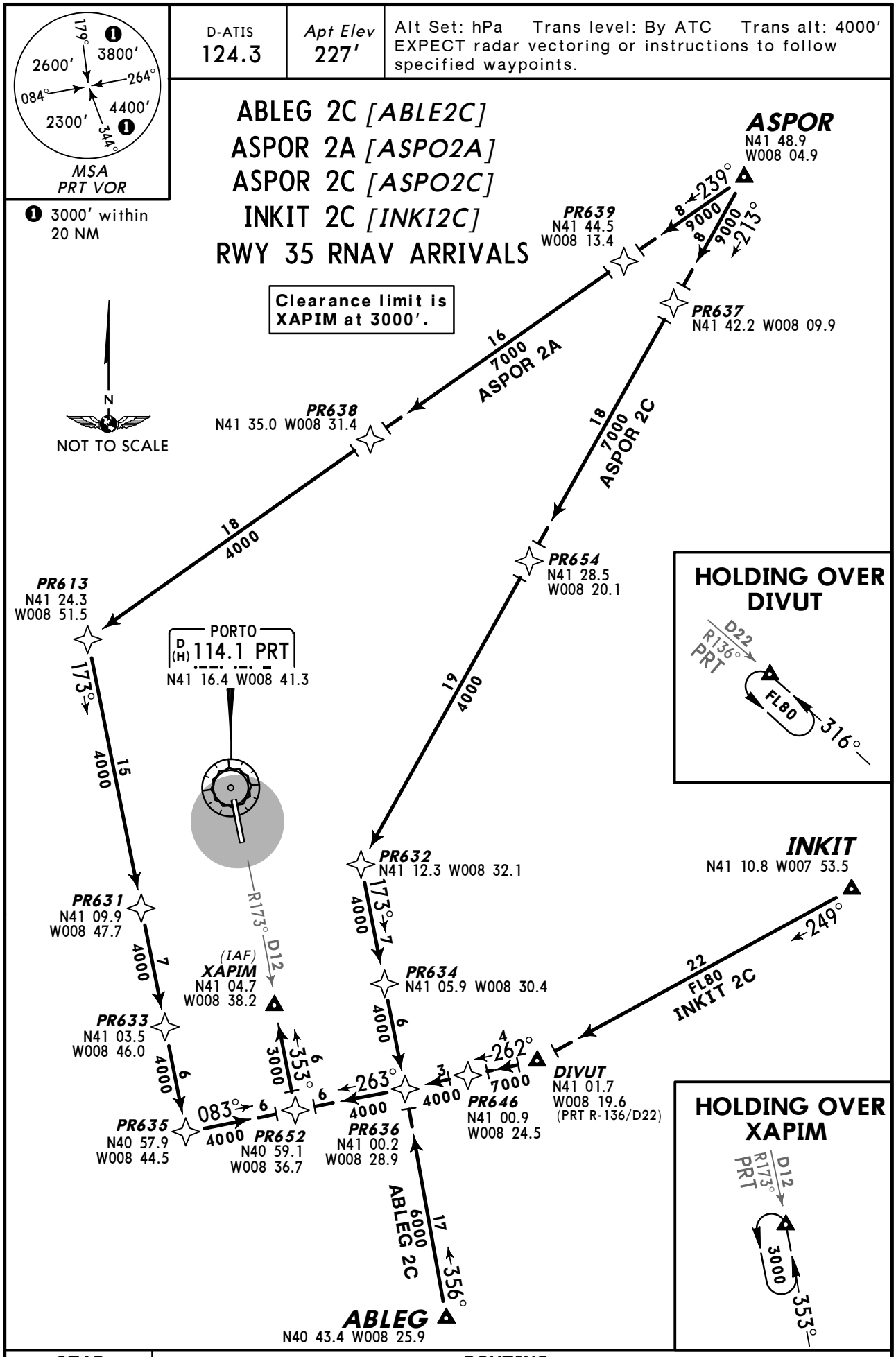


| STAR | ROUTING |
|---|---|
| ABLEG 2C | ABLEG - PR636 - PR652 - XAPIM. |
| ASPOR 2A | ASPOR - PR639 - PR638 - PR613 - PR631 - PR633 - PR635 - PR652 - XAPIM. |
| ASPOR 2C | ASPOR - PR637 - PR654 - PR632 - PR634 - PR636 - PR652 - XAPIM. |

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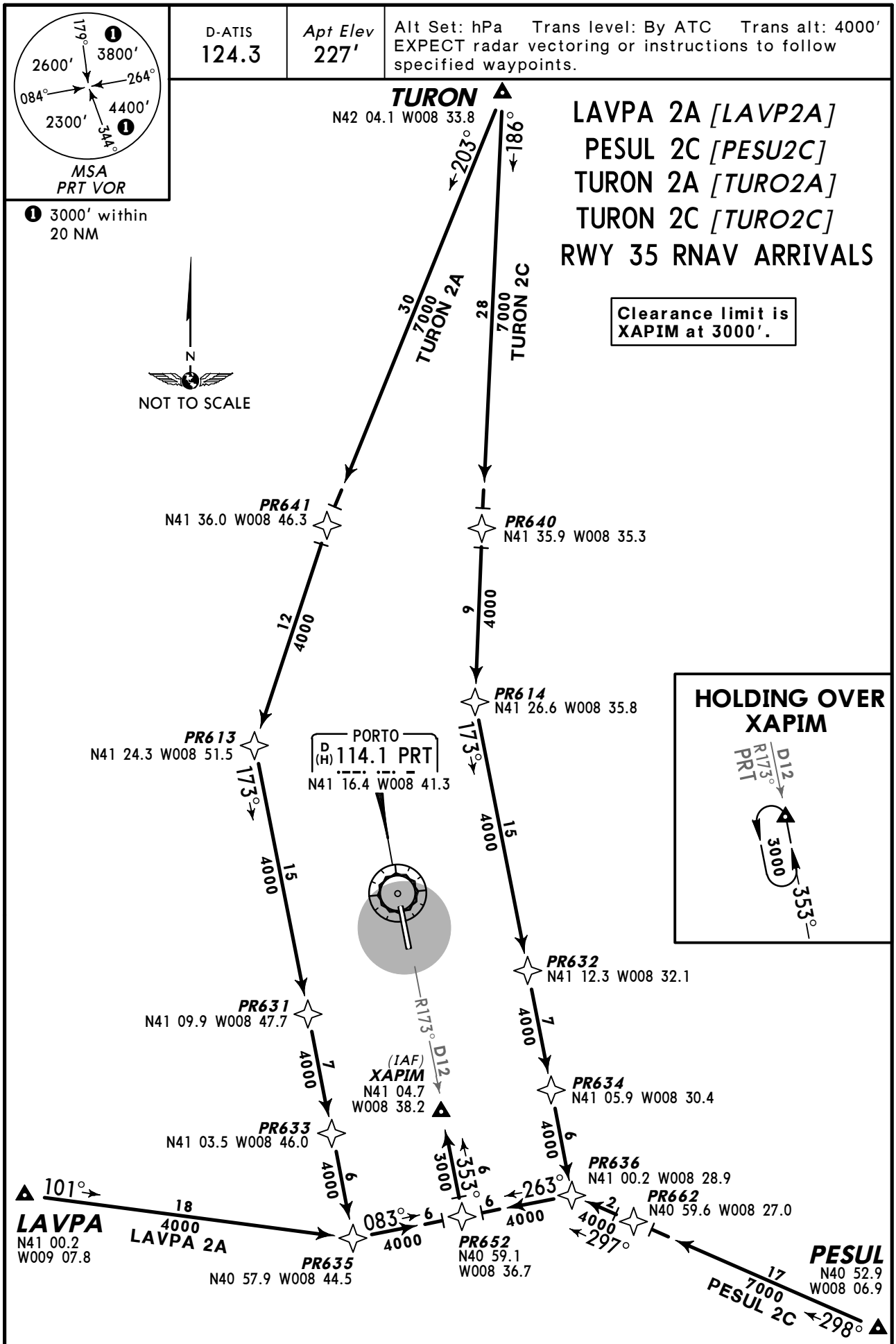


| STAR | ROUTING |
|---|---|
| LAVPA 2A | LAVPA - PR635 - PR652 - XAPIM. |
| PESUL 2C | PESUL - PR662 - PR636 - PR652 - XAPIM. |
| TURON 2A | TURON - PR641 - PR613 - PR631 - PR633 - PR635 - PR652 - XAPIM. |

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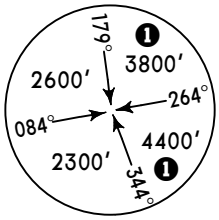


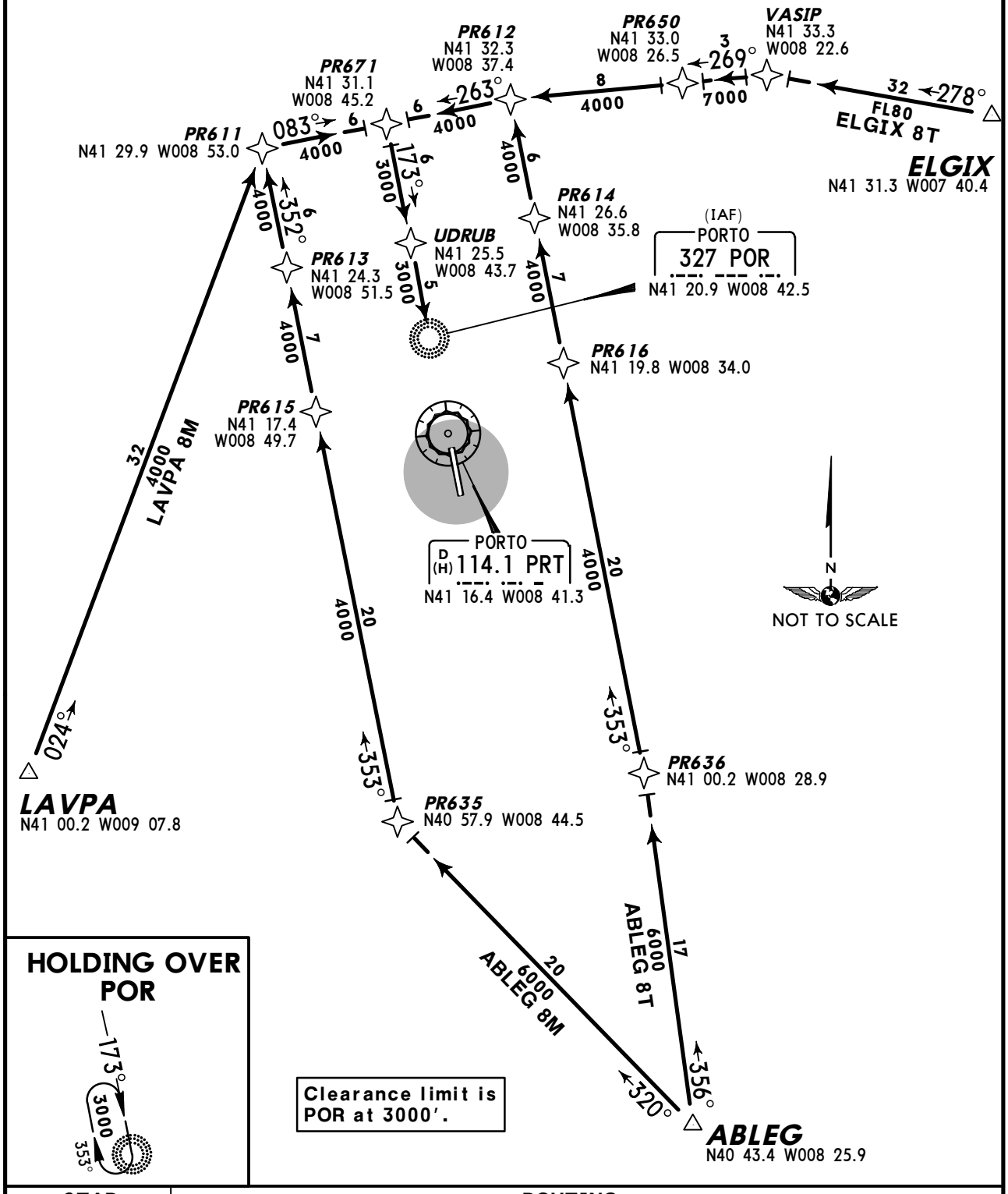

MSA
PRT VOR

❶ 3000' within 20 NM

| D-ATIS | Apt Elev |
|---|---|
| 124.3 | 227' |

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
EXPECT radar vectoring or instructions to follow specified waypoints.

# ABLEG 8M *[ABLE8M]*
# ABLEG 8T *[ABLE8T]*
# ELGIX 8T *[ELGI8T]*
# LAVPA 8M *[LAVP8M]*
# RWY 17 RNAV ARRIVALS




## HOLDING OVER POR




Clearance limit is POR at 3000'.

| STAR | ROUTING |
|---|---|
| ABLEG 8M | ABLEG - PR635 - PR615 - PR613 - PR611 - PR671 - UDRUB - POR. |
| ABLEG 8T | ABLEG - PR636 - PR616 - PR614 - PR612 - PR671 - UDRUB - POR. |
| ELGIX 8T | ELGIX - VASIP - PR650 - PR612 - PR671 - UDRUB - POR. |

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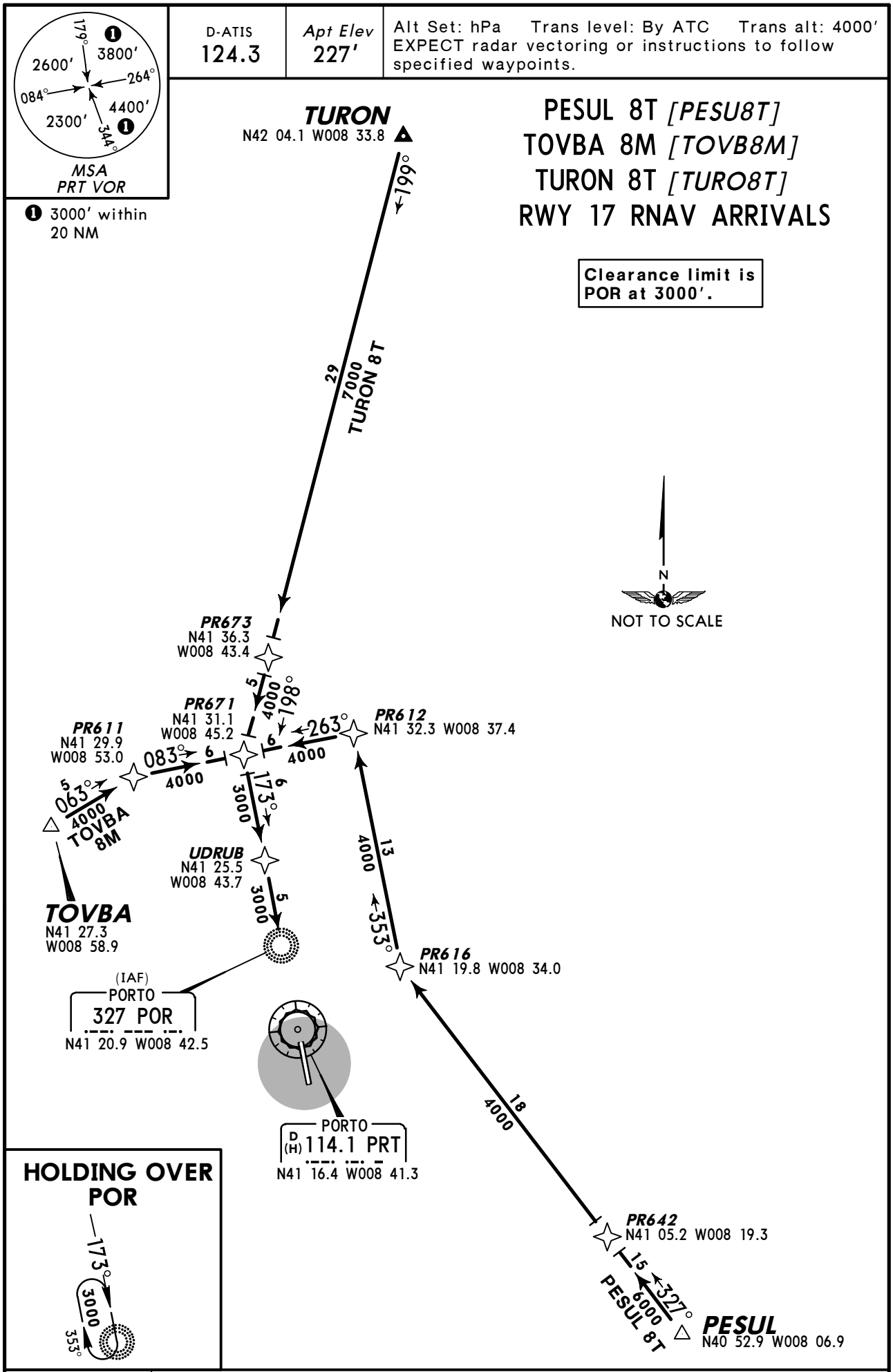


| STAR | ROUTING |
|---|---|
| PESUL 8T | PESUL - PR642 - PR616 - PR612 - PR671 - UDRUB - POR. |
| TOVBA 8M | TOVBA - PR611 - PR671 - UDRUB - POR. |


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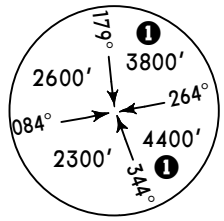
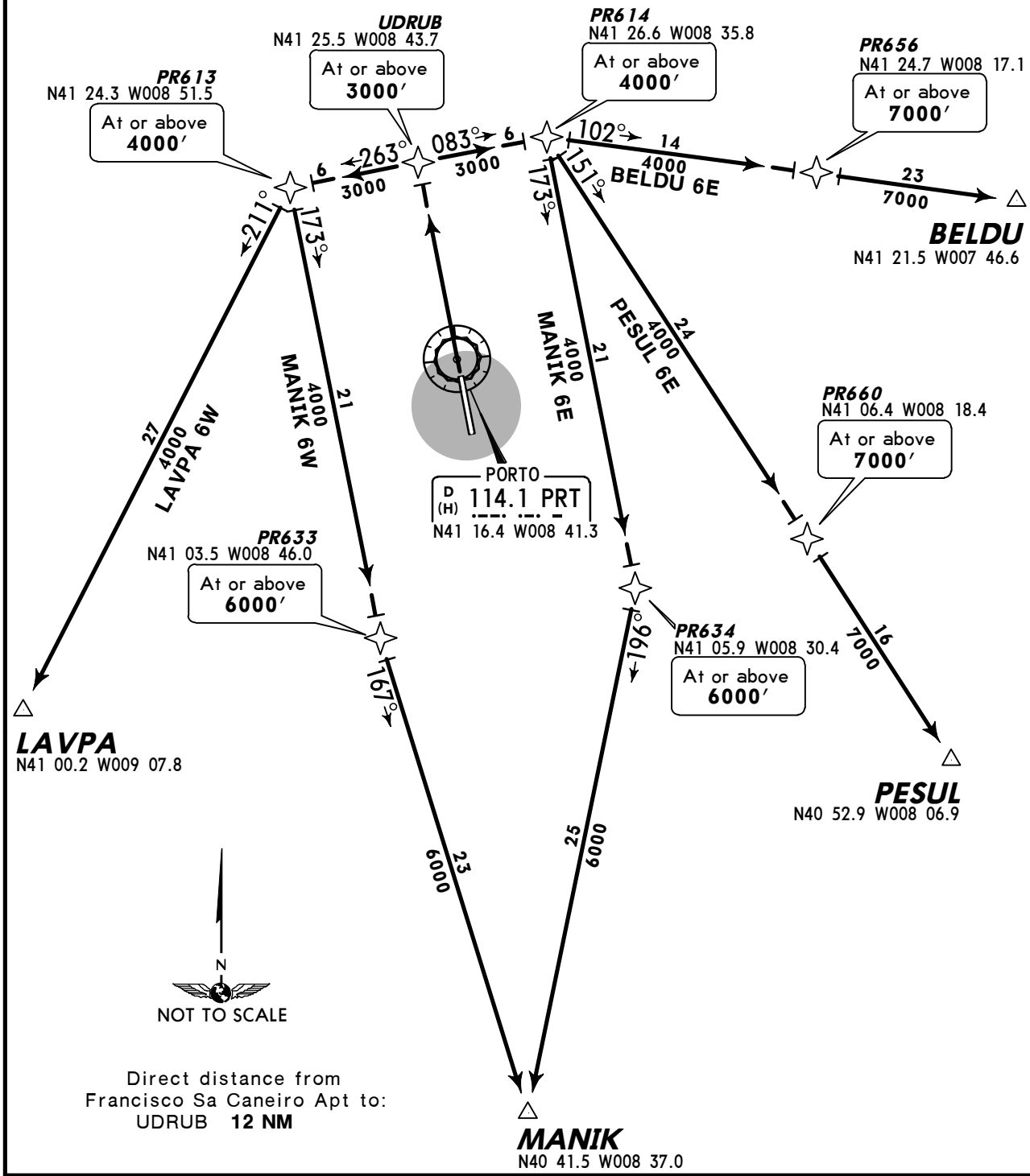
| PORTO Approach 121.1 | Apt Elev 227′ | Trans level: By ATC Trans alt: 4000′<br>1. Contact PORTO Approach after take-off.<br>2. SIDs are also noise abatement routings.<br>3. RADAR vectoring involving deviations from SID may be used by PORTO Approach to expedite traffic.<br>4. If unable to comply with FMS RNAV SIDs advise ATC. |
|---|---|---|




❶ 3000′ within 20 NM

# BELDU 6E *[BELD6E]*, LAVPA 6W *[LAVP6W]*
# MANIK 6E *[MANI6E]*, MANIK 6W *[MANI6W]*
# PESUL 6E *[PESU6E]*
# RWY 35 RNAV DEPARTURES




Initial climb clearance **FL70**

| SID | ROUTING |
|---|---|
| **BELDU 6E** | Climb to UDRUB, turn RIGHT to PR614 (4000′+) - PR656 (7000′+) - BELDU. |
| **LAVPA 6W** | Climb to UDRUB, turn LEFT to PR613 (4000′+) - LAVPA. |
| **MANIK 6E** | Climb to UDRUB, turn RIGHT to PR614 (4000′+) - PR634 (6000′+) - MANIK. |
| **MANIK 6W** | Climb to UDRUB, turn LEFT to PR613 (4000′+) - PR633 (6000′+) - MANIK. |

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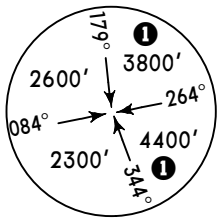
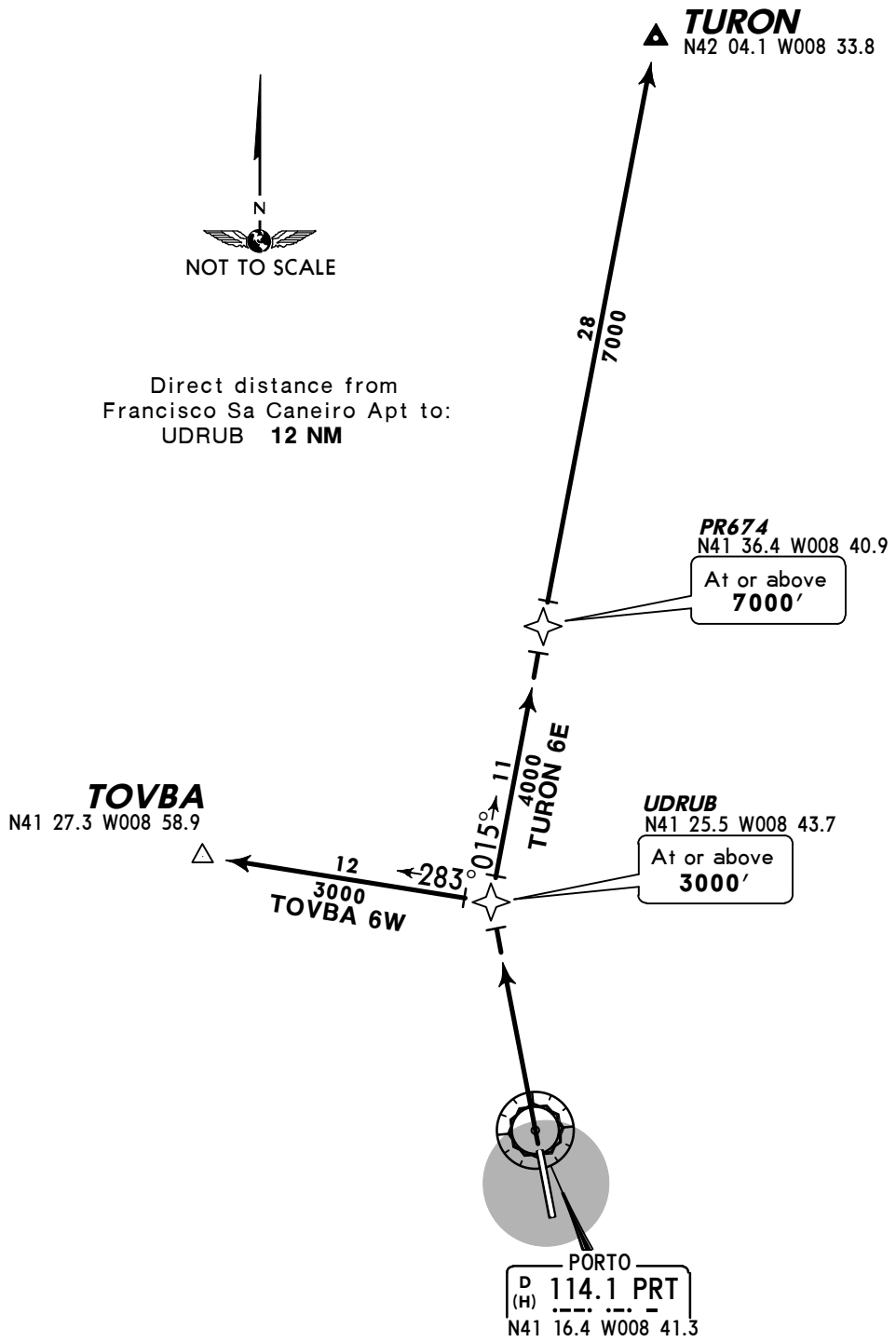
| PORTO Approach 121.1 | Apt Elev 227′ | Trans level: By ATC Trans alt: 4000′<br>1. Contact PORTO Approach after take-off.<br>2. SIDs are also noise abatement routings.<br>3. RADAR vectoring involving deviations from SID may be used by PORTO Approach to expedite traffic.<br>4. If unable to comply with FMS RNAV SIDs advise ATC. |
|---|---|---|




❶ 3000′ within 20 NM

# TOVBA 6W *[TOVB6W]*, TURON 6E *[TURO6E]* RWY 35 RNAV DEPARTURES




Initial climb clearance **FL70**

| SID | ROUTING |
|---|---|
| **TOVBA 6W** | Climb to UDRUB, turn LEFT to TOVBA. |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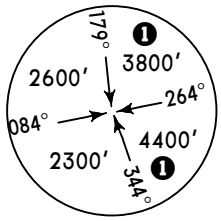
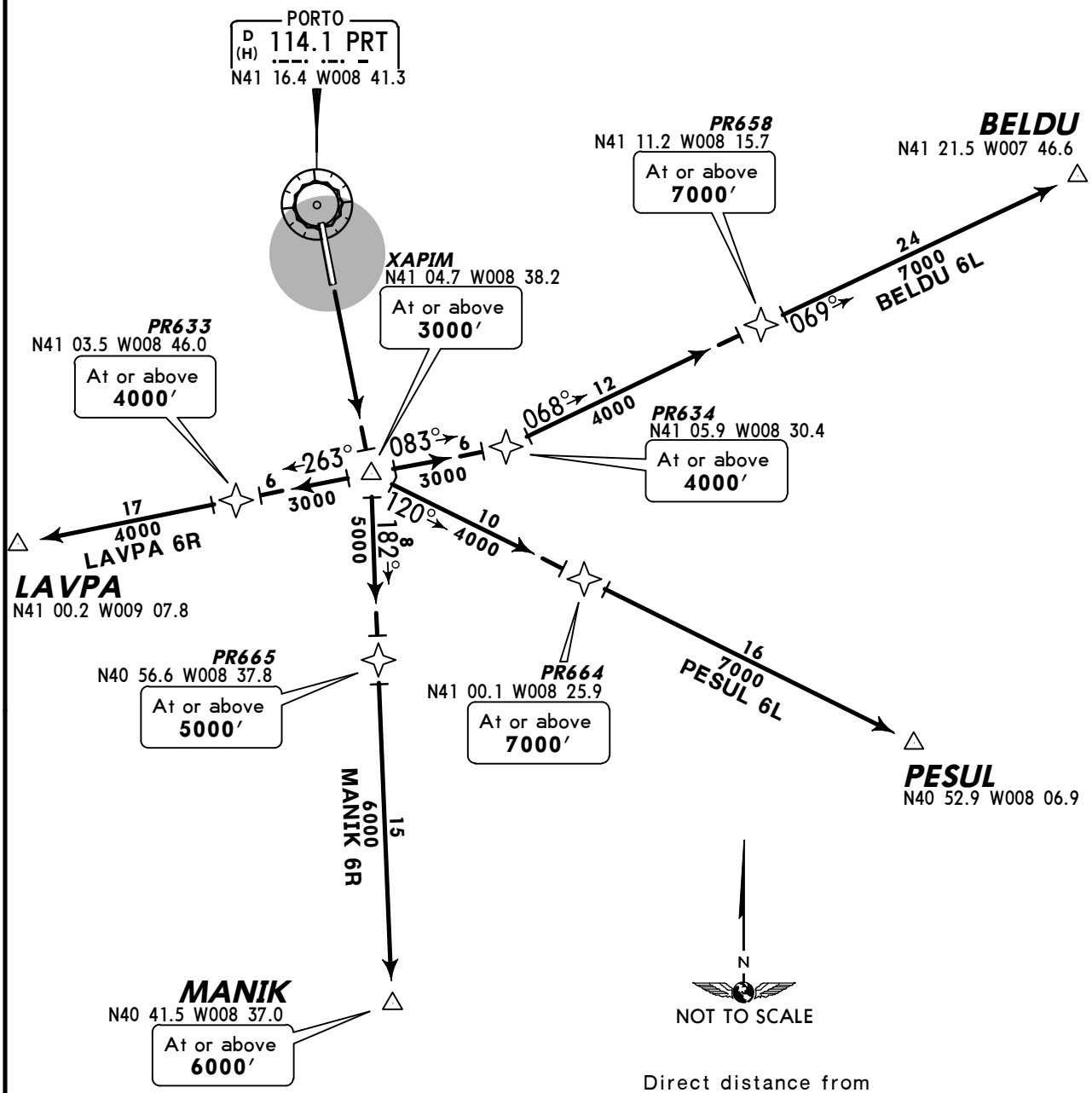
| PORTO Approach 121.1 | Apt Elev 227′ | Trans level: By ATC Trans alt: 4000′<br>1. Contact PORTO Approach after take-off.<br>2. SIDs are also noise abatement routings.<br>3. RADAR vectoring involving deviations from SID may be used by PORTO Approach to expedite traffic.<br>4. If unable to comply with FMS RNAV SIDs advise ATC.<br>5. Traffic unable to pass over or abeam XAPIM at or above 3000′ shall advise ATC. |
|---|---|---|




MSA
PRT VOR

❶ 3000′ within 20 NM

# BELDU 6L *[BELD6L]*, LAVPA 6R *[LAVP6R]* MANIK 6R *[MANI6R]*, PESUL 6L *[PESU6L]* RWY 17 RNAV DEPARTURES




Direct distance from Francisco Sa Caneiro Apt to:
XAPIM **10 NM**

Initial climb clearance **FL70**

| SID | ROUTING |
|---|---|
| **BELDU 6L** | Climb to XAPIM, turn LEFT to PR634 (4000′+) - PR658 (7000′+) - BELDU. |
| **LAVPA 6R** | Climb to XAPIM, turn RIGHT to PR633 (4000′+) - LAVPA. |
| **MANIK 6R** | Climb to XAPIM, turn RIGHT to PR665 (5000′+) - MANIK (6000′+). |

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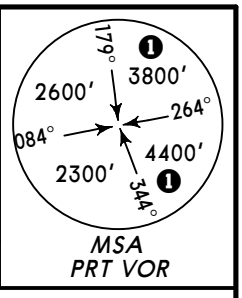
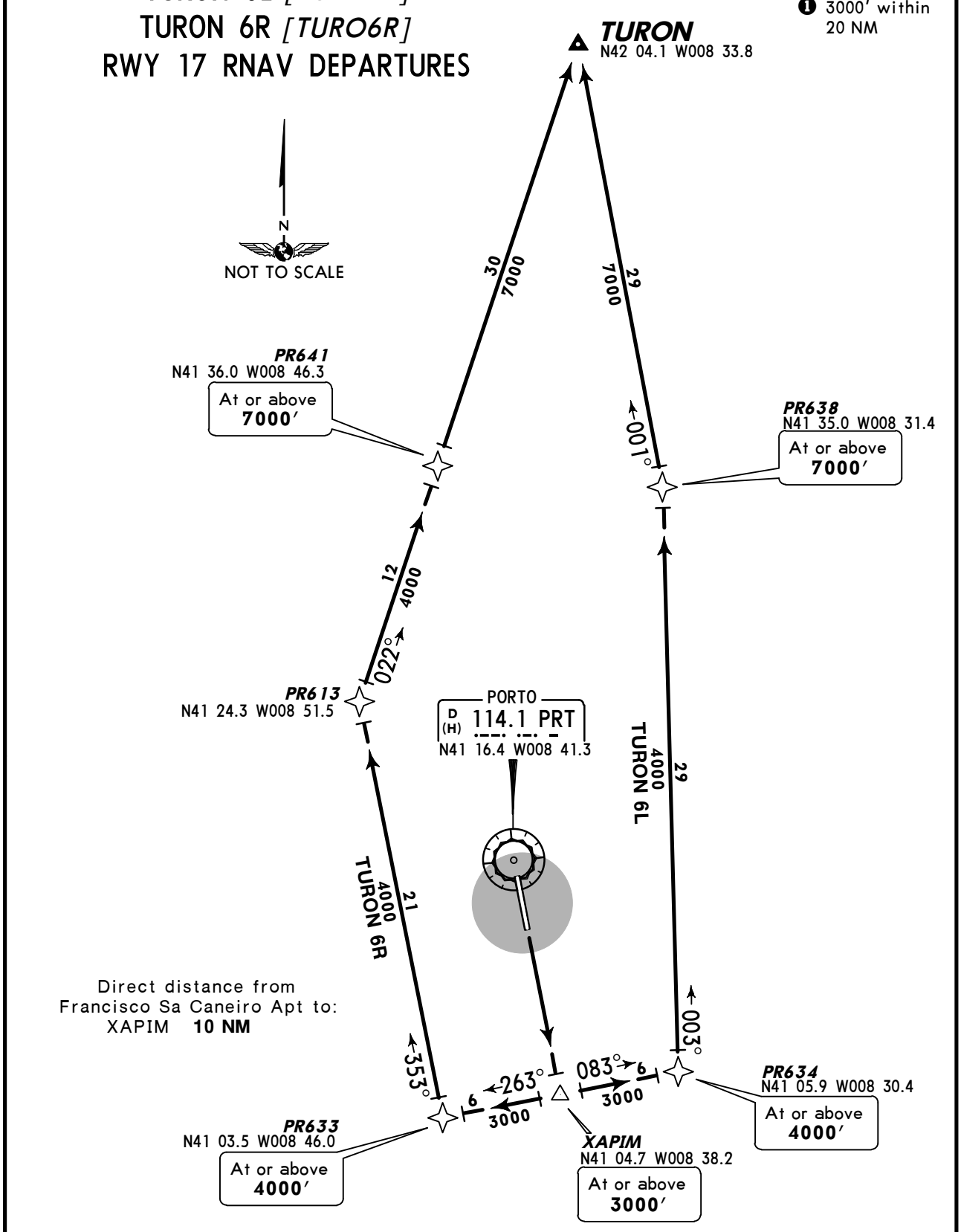
| PORTO Approach 121.1 | Apt Elev 227′ | Trans level: By ATC Trans alt: 4000′<br>1. Contact PORTO Approach after take-off.<br>2. SIDs are also noise abatement routings.<br>3. RADAR vectoring involving deviations from SID may be used by PORTO Approach to expedite traffic.<br>4. If unable to comply with FMS RNAV SIDs advise ATC.<br>5. Traffic unable to pass over or abeam XAPIM at or above 3000′ shall advise ATC. |
|---|---|---|




# TURON 6L [TURO6L]
# TURON 6R [TURO6R]
# RWY 17 RNAV DEPARTURES




Initial climb clearance **FL70**

| SID | ROUTING |
|---|---|
| **TURON 6L** | Climb to XAPIM, turn LEFT to PR634 (4000′+) - PR638 (7000′+) - TURON. |

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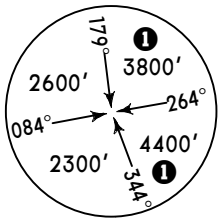
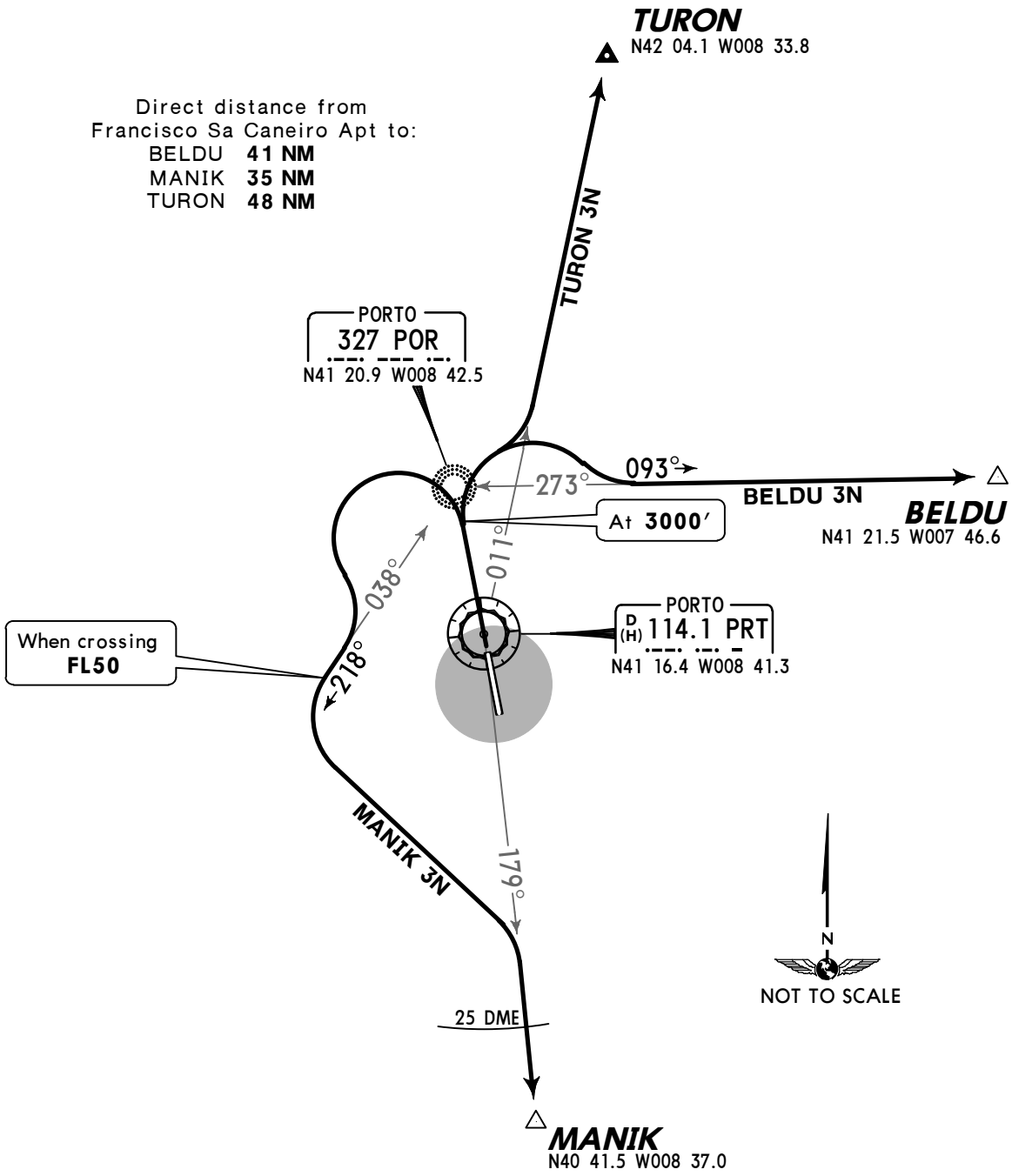
| PORTO Approach 121.1 | *Apt Elev* 227′ | Trans level: By ATC Trans alt: 4000′<br>1. Contact PORTO Approach after take-off.<br>2. SIDs are also minimum noise routings.<br>3. RADAR vectoring involving deviations from SID may be used by PORTO Approach to expedite traffic. |
|---|---|---|




*MSA PRT VOR*

❶ 3000′ within 20 NM

# BELDU 3N *[BELD3N]*
# MANIK 3N *[MANI3N]*
# TURON 3N *[TURO3N]*
# RWY 35 DEPARTURES




Initial climb clearance **FL70**

| SID | ROUTING |
|---|---|
| **BELDU 3N** | Climb straight ahead to 3000′, turn RIGHT, intercept 093° bearing from POR to BELDU. |
| **MANIK 3N** | 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. |

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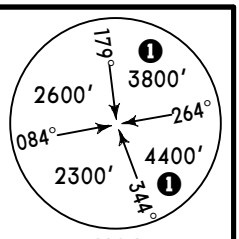
| PORTO Approach 121.1 | *Apt Elev* 227′ | Trans level: By ATC Trans alt: 4000′<br>1. Contact PORTO Approach after take-off.<br>2. SIDs are also minimum noise routings.<br>3. RADAR vectoring involving deviations from SID may be used by PORTO Approach to expedite traffic.<br>4. Traffic unable to pass abeam PG at or above 3000′ shall advise ATS |
|---|---|---|

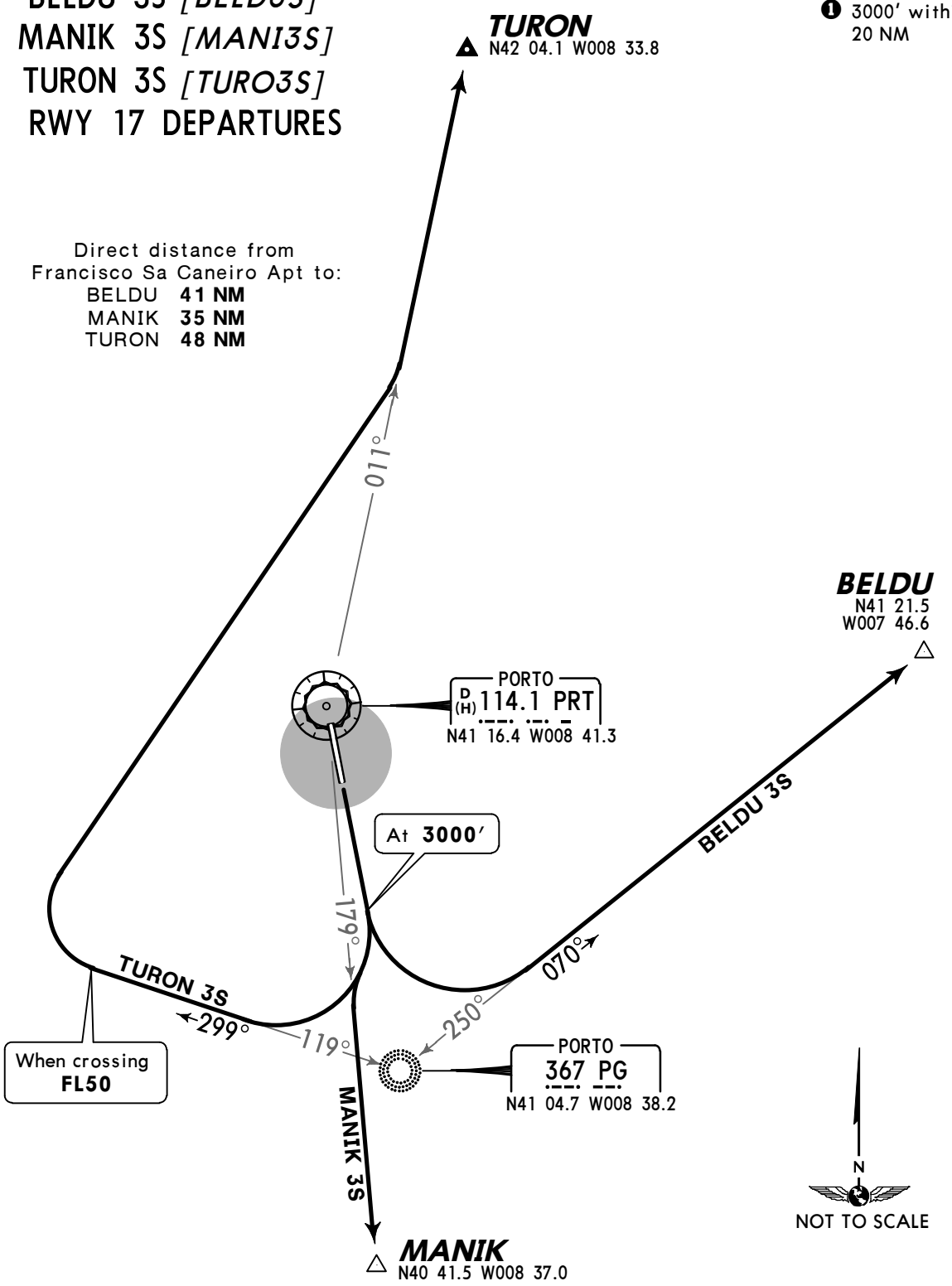



*MSA PRT VOR*

❶ 3000′ within 20 NM

# BELDU 3S *[BELD3S]*
# MANIK 3S *[MANI3S]*
# TURON 3S *[TURO3S]*
# RWY 17 DEPARTURES

Direct distance from Francisco Sa Caneiro Apt to:
BELDU **41 NM**
MANIK **35 NM**
TURON **48 NM**




Initial climb clearance **FL70**

| SID | ROUTING |
|---|---|
| **BELDU 3S** | Climb straight ahead to 3000′, turn LEFT, intercept 070° bearing from PG to BELDU. |
| **MANIK 3S** | Climb straight ahead to 3000′, turn RIGHT, intercept PRT R-179 to MANIK. |
| **TURON 3S** | Climb straight ahead to 3000′, turn RIGHT, intercept 299° bearing from PG, |

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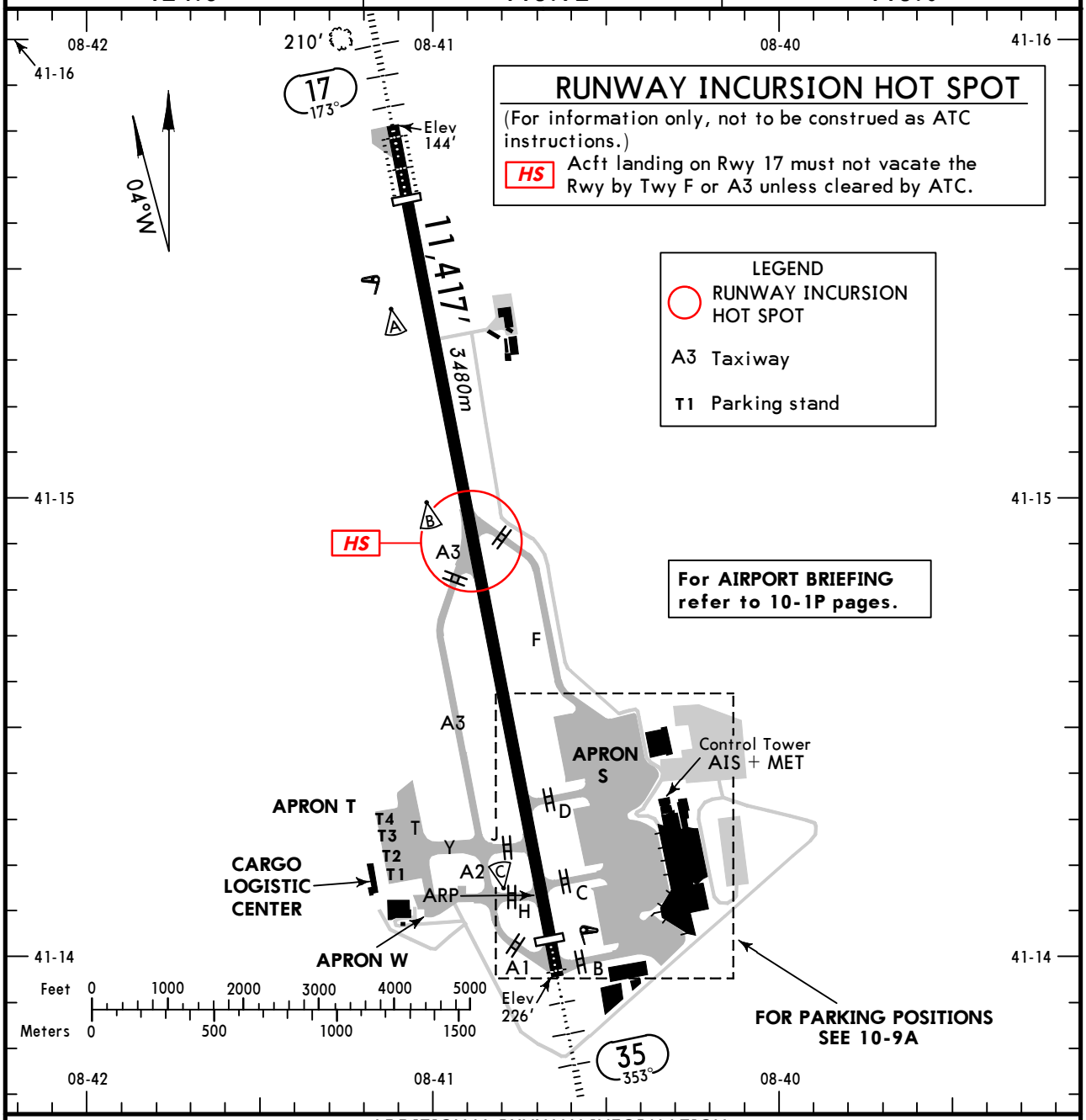
| D-ATIS | *PORTO Delivery | *Tower |
|---|---|---|
| 124.3 | 118.92 | 118.0 |




## ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 17 | HIRL *(60m)* CL*(15m)* HIALS-II TDZ PAPI-L (2.7°) RVR | 10,433′ *3180m* | 9425′ *2873m* | ❶ | 148′ *45m* |
| 35 | HIRL *(60m)* CL*(15m)* HIALS PAPI-L (3.0°) RVR | 10,925′ *3330m* | | | |

❶ 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 ❶

| | 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* | | |

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

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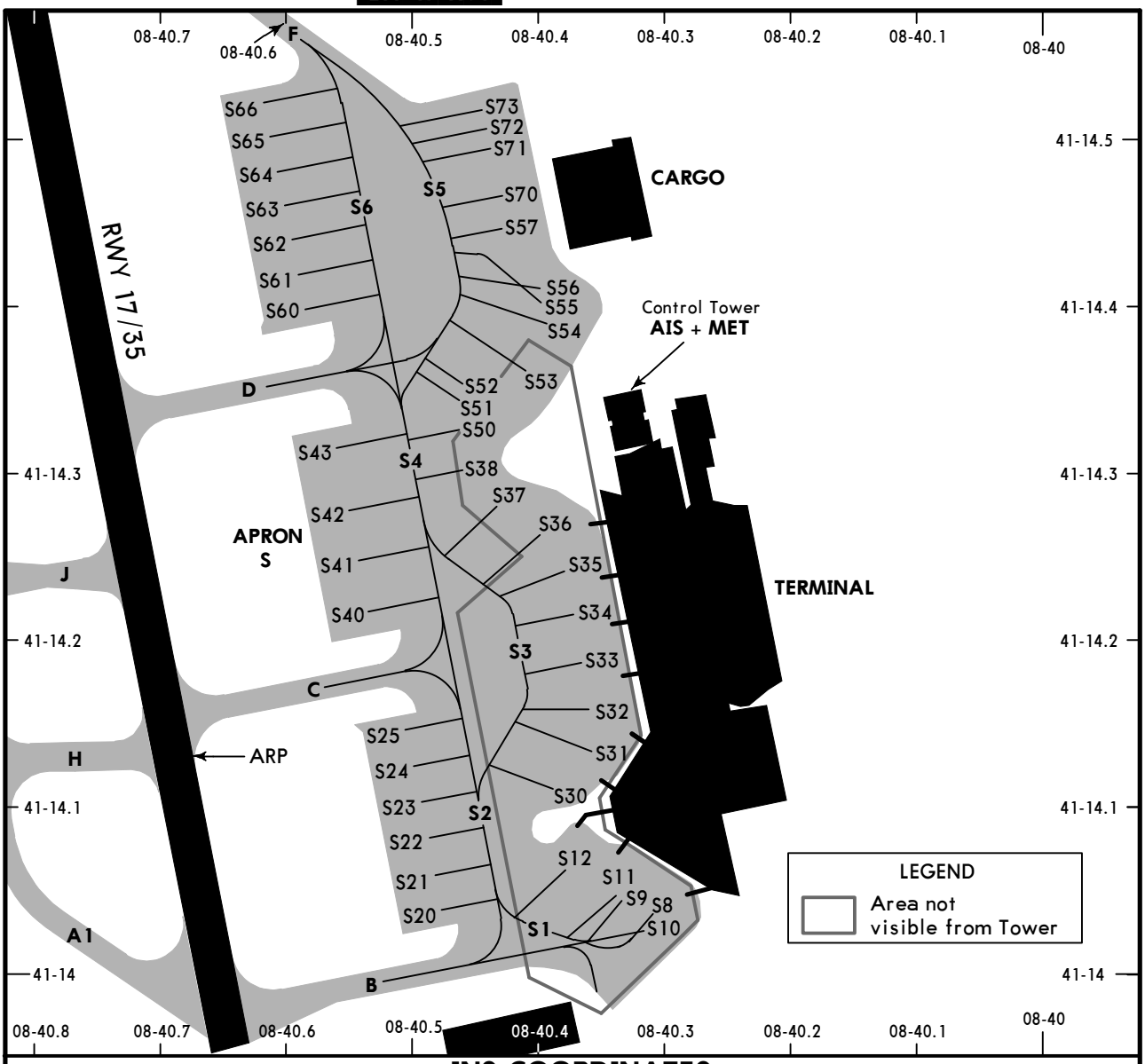


## INS COORDINATES

| STAND No. | COORDINATES | | ELEV | STAND No. | COORDINATES | | ELEV |
|---|---|---|---|---|---|---|---|
| S8 | N41 14.0 | W008 40.3 | 236 | S56, S57 | N41 14.4 | W008 40.4 | 236 |
| S9 | N41 14.1 | W008 40.3 | 235 | S60 | N41 14.4 | W008 40.6 | 226 |
| S10 | N41 14.0 | W008 40.3 | 236 | S61, S62 | N41 14.4 | W008 40.6 | 225 |
| S11 | N41 14.1 | W008 40.3 | 235 | S63, S64 | N41 14.5 | W008 40.6 | 225 |
| S12 | N41 14.1 | W008 40.4 | 233 | S65 | N41 14.5 | W008 40.6 | 226 |
| S20 | N41 14.0 | W008 40.5 | 226 | S66 | N41 14.5 | W008 40.6 | 225 |
| S21 thru S25 | N41 14.1 | W008 40.5 | 226 | S70 thru S73 | N41 14.5 | W008 40.4 | 236 |
| S30 | N41 14.1 | W008 40.4 | 234 | T1 | N41 14.2 | W008 41.1 | 204 |
| S31 | N41 14.1 | W008 40.3 | 236 | T2 | N41 14.2 | W008 41.1 | 202 |
| S32 thru S35 | N41 14.2 | W008 40.3 | 236 | T3 | N41 14.3 | W008 41.1 | 201 |
| S36 | N41 14.3 | W008 40.4 | 236 | T4 | N41 14.3 | W008 41.1 | 200 |
| S37, S38 | 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 | | | | |

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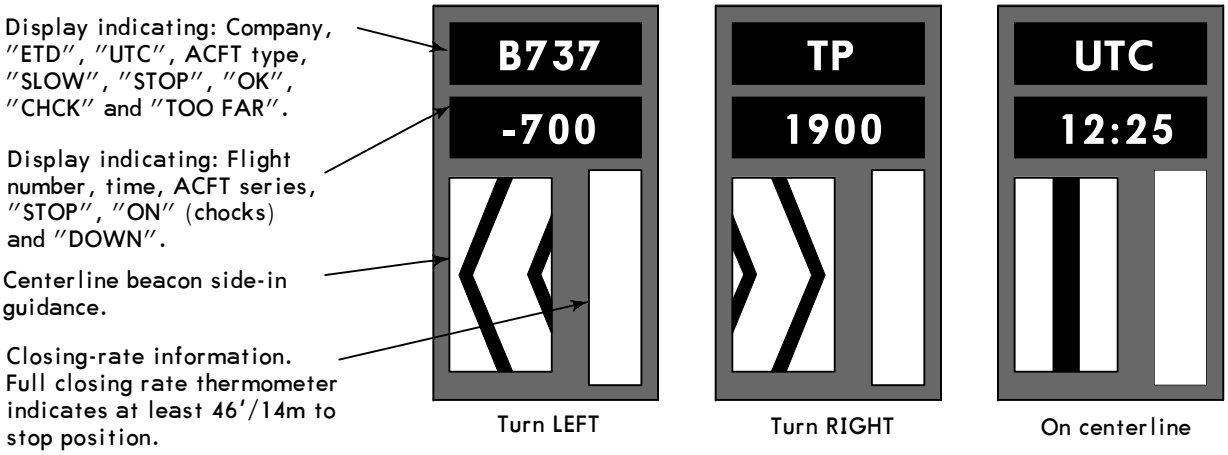
# APIS
# (AIRCRAFT PARKING AND INFORMATION SYSTEM)




## 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.

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# LPPR/OPO
FRANCISCO SA CARNEIRO

JEPPESEN

7 MAY 10 (11-1)

MISSED APCH CLIMB GRAD MIN 4.9%

# PORTO, PORTUGAL
## ILS Rwy 17

| D-ATIS | PORTO Approach | *PORTO Tower |
|---|---|---|
| 124.3 | 121.1 | 118.0 |

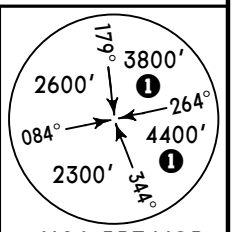
BRIEFING STRIP ™

| LOC PR | Final Apch Crs | GS LOM | ILS DA(H) | Apt Elev 227′ |
|---|---|---|---|---|
| 109.9 | 173° | 1737′ (1586′) | 351′ (200′) | RWY 151′ |

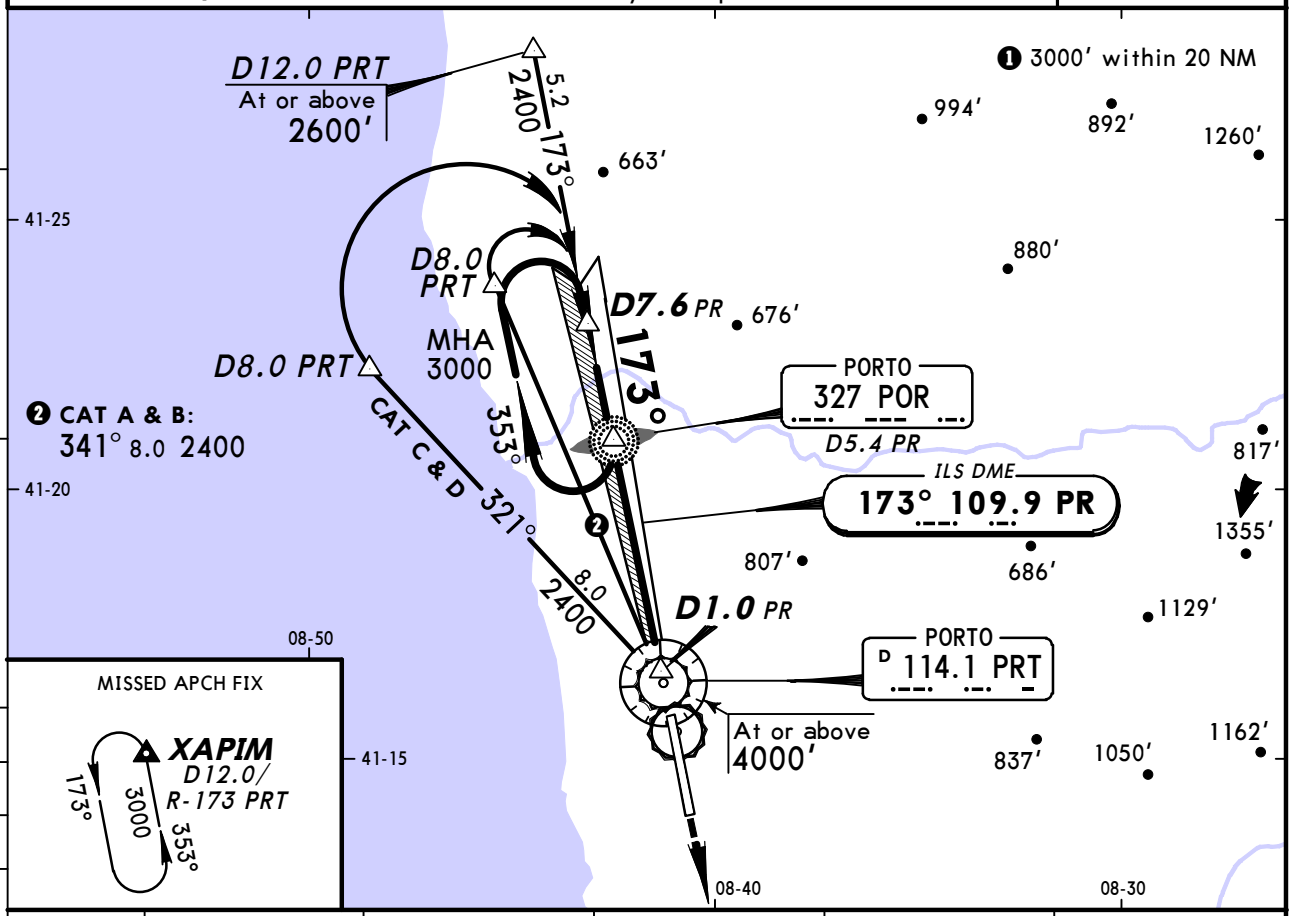
**MISSED APCH:** Climb STRAIGHT AHEAD to 3000′ to XAPIM holding. If unable, advise ATC.

Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4000′

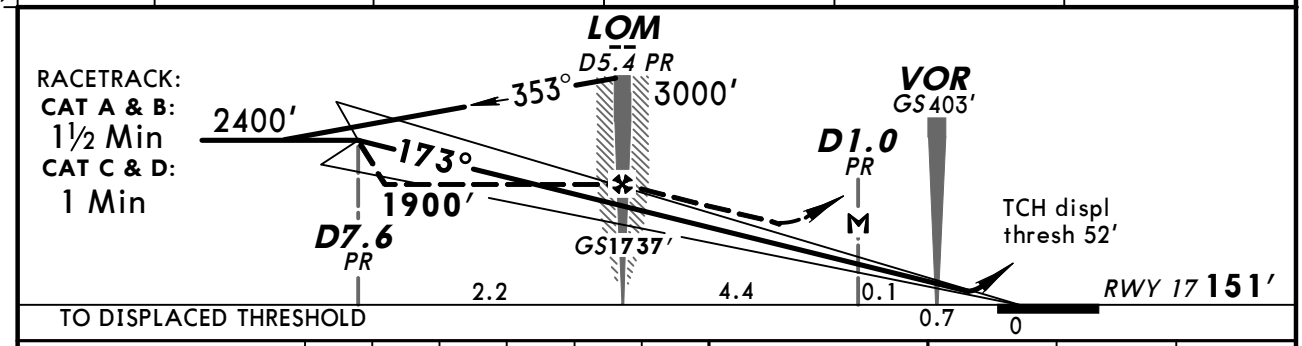
1. **PRT DME REQUIRED.** 2. ILS DME reads zero at rwy 17 displ thresh.




MSA PRT VOR




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




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS | 2.70° | 339 | 436 | 485 | 582 | 679 | 776 |
| LOC Descent Angle | 2.98° | 369 | 474 | 527 | 633 | 738 | 843 |
| MAP at D1.0 PR | | | | | | | |

HIALS-II PAPI

3000′ XAPIM

**Standard** STRAIGHT-IN LANDING RWY 17

**Missed apch climb gradient mim 4.9%**

| | ILS DA(H) 351′ (200′) FULL | Limited | ALS out | LOC (GS out) DA(H) 590′ (439′) | ALS out |
|---|---|---|---|---|---|
| A | RVR 550m | RVR 750m | RVR 1200m | RVR 1300m | RVR 1500m |
| B | | | | | |
| C | | | | | RVR 2000m |
| D | | | | | |

CIRCLE-TO-LAND

| Max Kts | West of runway MDA(H) | VIS | East of runway MDA(H) | VIS |
|---|---|---|---|---|
| 100 | 950′ (723′) | 1500m | 950′ (723′) | 1500m |
| 135 | 950′ (723′) | 1600m | 950′ (723′) | 1600m |
| 180 | 950′ (723′) | 2400m | 1280′ (1053′) | 2400m |
| 205 | 950′ (723′) | 3600m | 1280′ (1053′) | 3600m |

NS OPS 4

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# LPPR/OPO
FRANCISCO SA CARNEIRO

JEPPESEN

7 MAY 10 (11-1A) MISSED APCH CLIMB GRAD MIN 4.9%

# PORTO, PORTUGAL
## CAT II ILS Rwy 17

| D-ATIS | PORTO Approach | *PORTO Tower |
|---|---|---|
| 124.3 | 121.1 | 118.0 |

BRIEFING STRIP ™

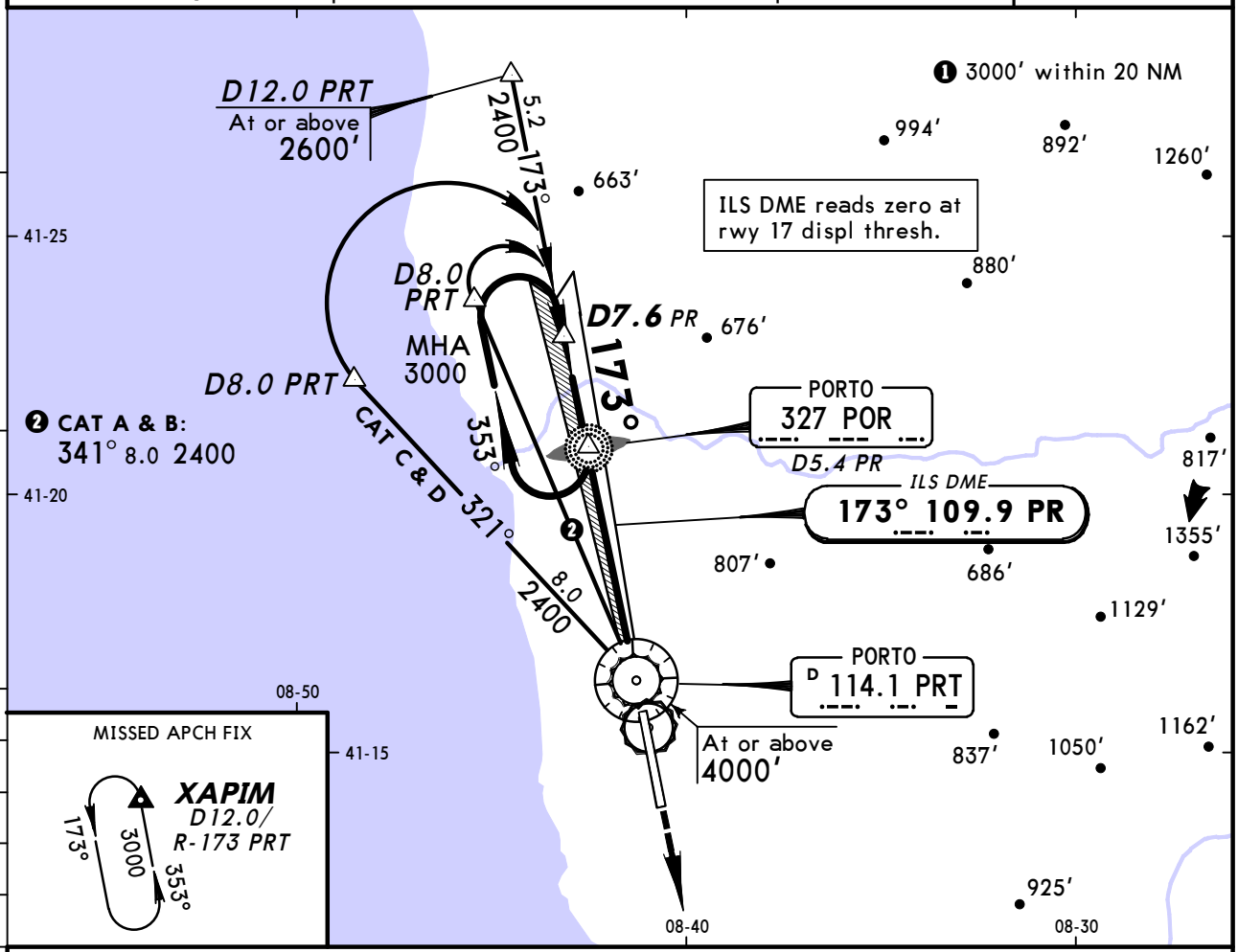
| LOC | Final Apch Crs | GS | CAT II ILS | Apt Elev 227′ |
|---|---|---|---|---|
| PR 109.9 | 173° | LOM 1737′ (1586′) | RA 108′ DA(H) 251′(100′) | RWY 151′ |

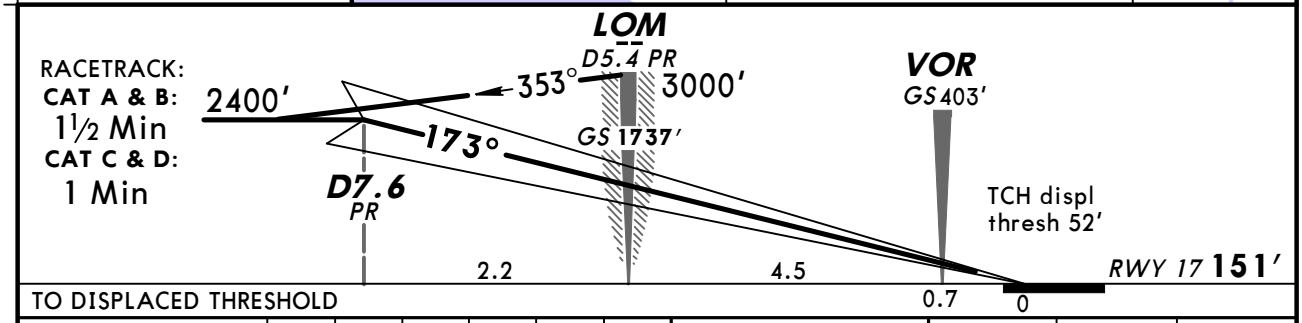
**MISSED APCH:** Climb STRAIGHT AHEAD to 3000′ to XAPIM holding. If unable, advise ATC.

Alt Set: hPa  Rwy Elev: 6 hPa  Trans level: By ATC  Trans alt: 4000′

1. **PRT DME REQUIRED.** 2. Special Aircrew & Acft Certification Required.

MSA PRT VOR: 179° 3800′ ❶; 264° 4400′ ❶; 344° 2300′; 084° 2600′




TO DISPLACED THRESHOLD

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

HIALS-II  PAPI  3000′  XAPIM

**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 ❶

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LPPR/OPO
FRANCISCO SA CARNEIRO

JEPPESEN
7 MAY 10 (13-1)

MISSED APCH CLIMB GRAD MIM 4.9%

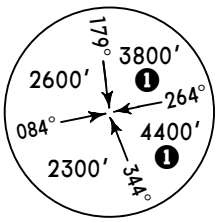
# PORTO, PORTUGAL
# VOR Rwy 17

| D-ATIS | PORTO Approach | *PORTO Tower |
|---|---|---|
| 124.3 | 121.1 | 118.0 |

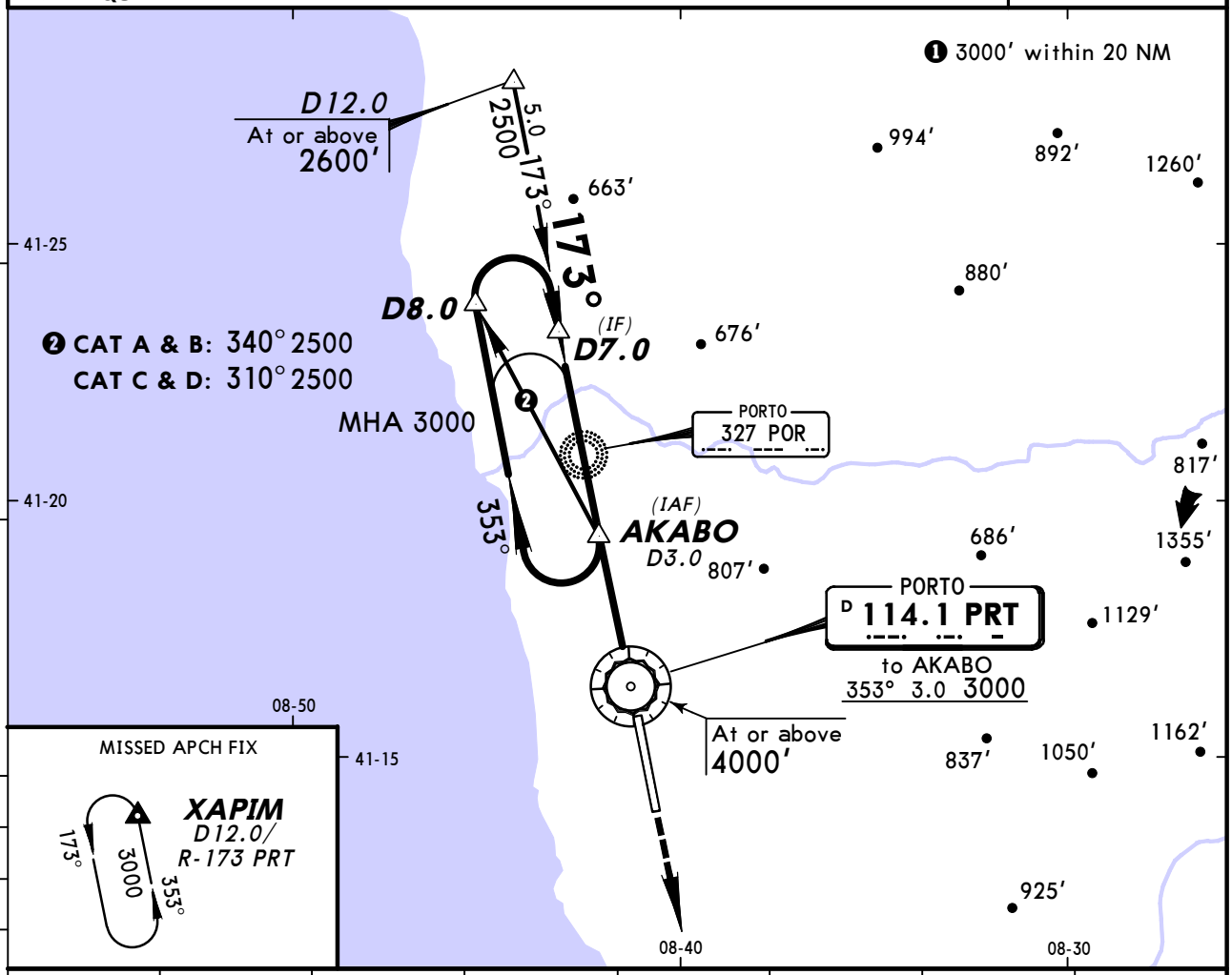
| VOR PRT | Final Apch Crs | Minimum Alt AKABO | DA(H) | Apt Elev 227′ |
|---|---|---|---|---|
| 114.1 | 173° | 1300′ (1149′) | 590′ (439′) | RWY 151′ |

**MISSED APCH:** Climb STRAIGHT AHEAD to 3000′ to XAPIM holding. If unable, advise ATC.

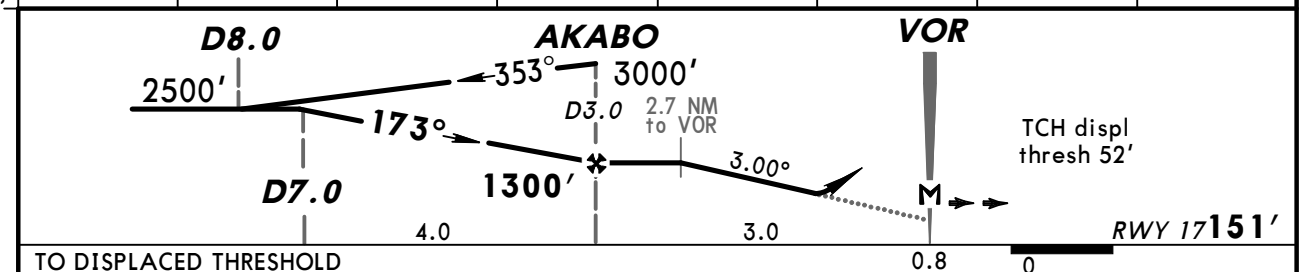
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4000′
**DME REQUIRED.**



MSA PRT VOR




| 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

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

HIALS-II
PAPI
3000′
XAPIM

**Standard** STRAIGHT-IN LANDING RWY 17
**Missed apch climb gradient mim 4.9%**
DA(H) **590′** (439′)

| | | ALS out |
|---|---|---|
| A | RVR 1300m | RVR 1500m |
| B | | |
| C | | RVR 2000m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | West of runway MDA(H) | VIS | East of runway MDA(H) | VIS |
|---|---|---|---|---|
| 100 | 950′ (723′) | 1500m | 950′ (723′) | 1500m |
| 135 | 950′ (723′) | 1600m | 950′ (723′) | 1600m |
| 180 | 950′ (723′) | 2400m | 1280′ (1053′) | 2400m |
| 205 | 950′ (723′) | [illegible] | 1280′ (1053′) | [illegible]m |

BRIEFING STRIP ™

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# LPPR/OPO
FRANCISCO SA CARNEIRO

JEPPESEN

7 MAY 10 (13-2)

# PORTO, PORTUGAL
# VOR Rwy 35

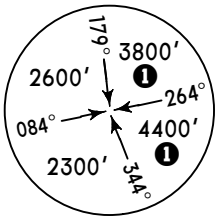
BRIEFING STRIP ™

| D-ATIS | PORTO Approach | *PORTO Tower |
|---|---|---|
| 124.3 | 121.1 | 118.0 |

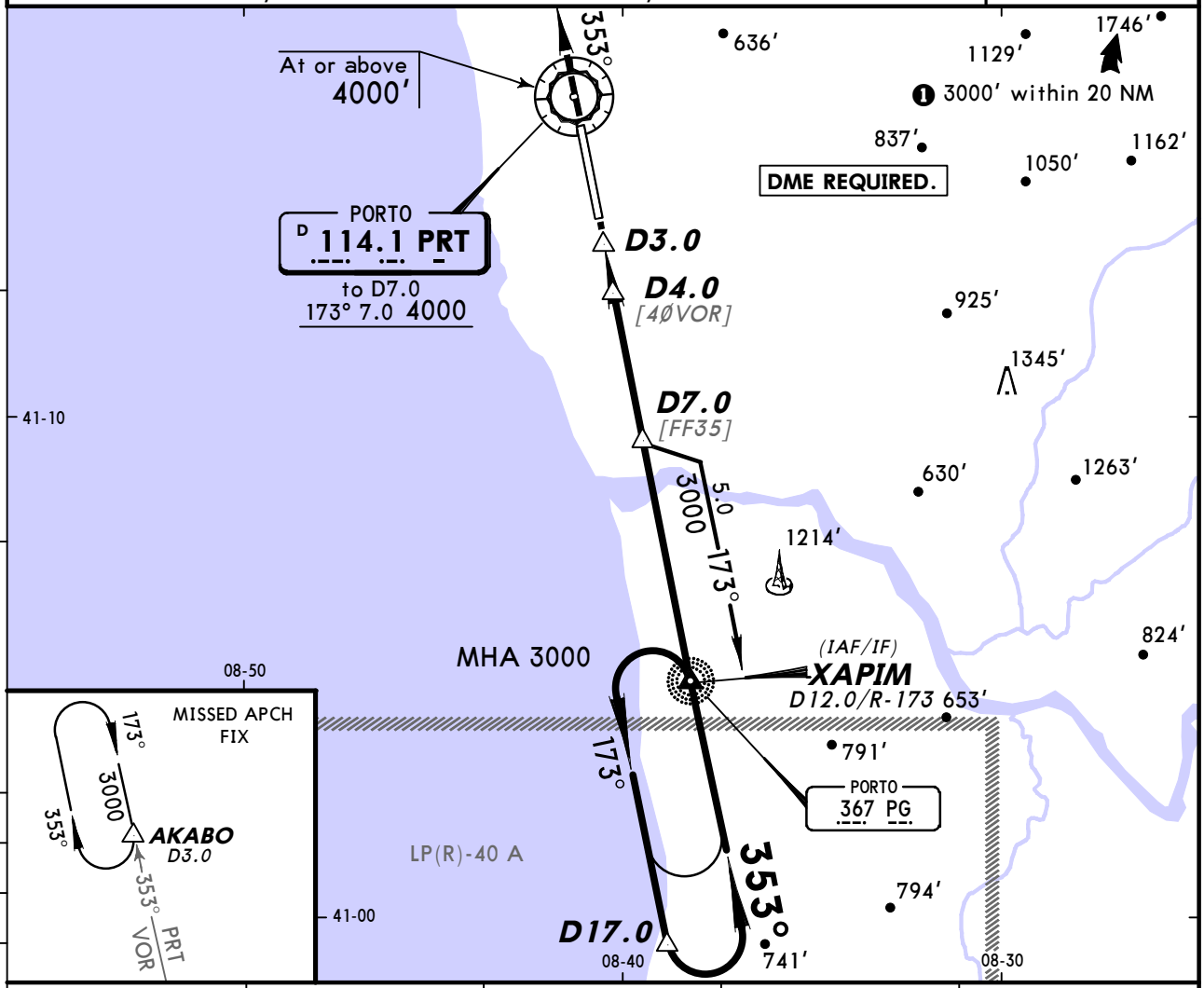
| VOR | Final Apch Crs | Minimum Alt | DA(H) | Apt Elev 227′ |
|---|---|---|---|---|
| PRT 114.1 | 353° | D7.0 1700′ (1473′) | 600′ (373′) | RWY 227′ |

**MISSED APCH:** Climb on 353° to 1500′, then proceed to 3000′ to AKABO holding and contact Porto APP.

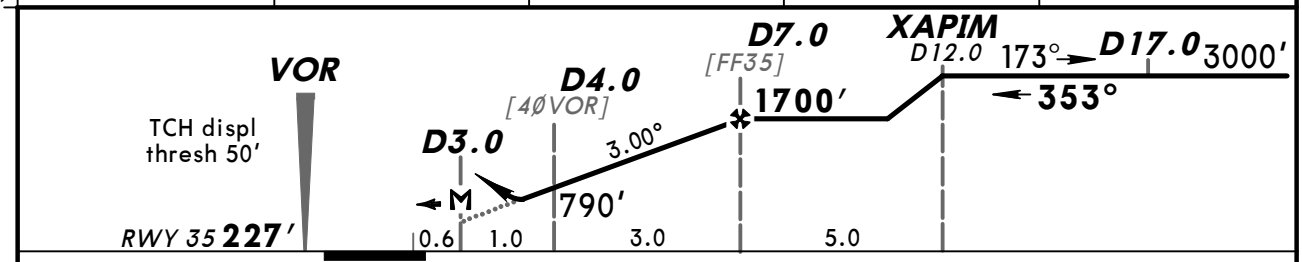
Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 4000′




MSA PRT VOR




| 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 | | | | | | |

HIALS
PAPI

1500′ on 353°

**Standard** STRAIGHT-IN LANDING RWY 35

DA(H) 600′ (373′)

| | | ALS out |
|---|---|---|
| A | RVR 1000m | RVR 1500m |
| B | | |
| C | | RVR 1700m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | West of runway MDA(H) | VIS | East of runway MDA(H) | VIS |
|---|---|---|---|---|
| 100 | 950′ (723′) | 1500m | 950′ (723′) | 1500m |
| 135 | 950′ (723′) | 1600m | 950′ (723′) | 1600m |
| 180 | 950′ (723′) | 2400m | 1280′ (1053′) | 2400m |
| 205 | 950′ (723′) | [illegible] | 1280′ (1053′) | [illegible]m |

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# LPPR/OPO
FRANCISCO SA CARNEIRO

JEPPESEN

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

# PORTO, PORTUGAL
# NDB Rwy 17

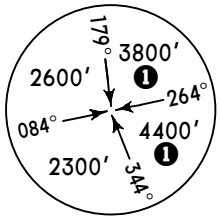
BRIEFING STRIP ™

| D-ATIS | PORTO Approach | *PORTO Tower |
|---|---|---|
| 124.3 | 121.1 | 118.0 |

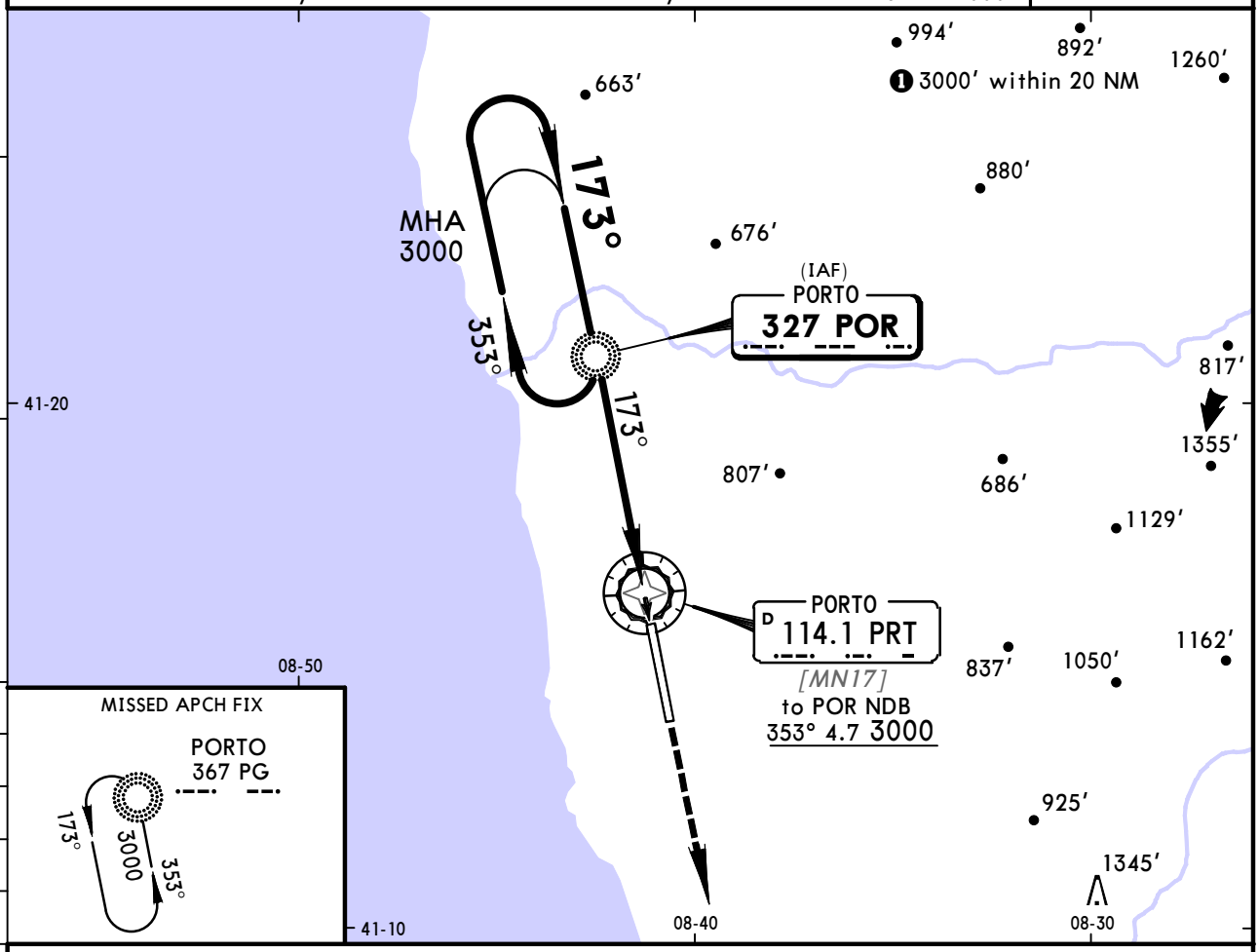
| NDB POR | Final Apch Crs | Minimum Alt POR NDB | DA(H) | Apt Elev / RWY |
|---|---|---|---|---|
| 327 | 173° | 1900′ (1749′) | 710′ (559′) | Apt Elev 227′ / RWY 151′ |

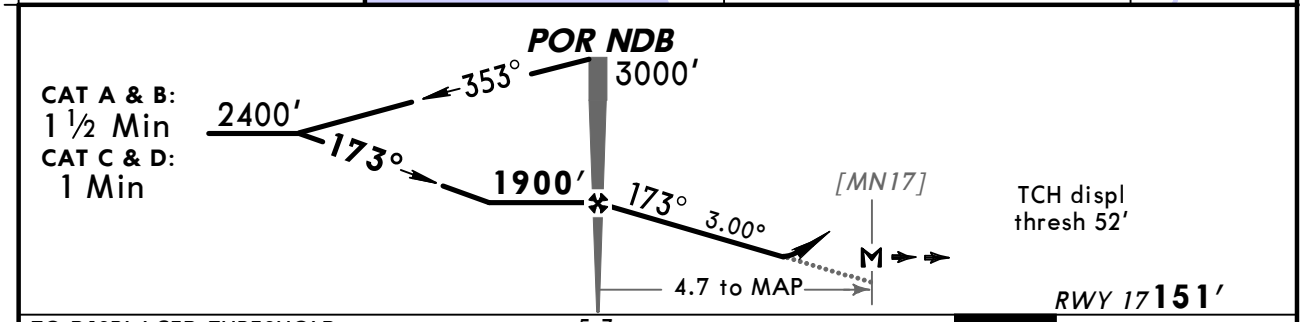
**MISSED APCH:** Climb STRAIGHT AHEAD to 3000′ to PG Lctr holding. If unable, advise ATC.

Alt Set: hPa  Rwy Elev: 6 hPa  Trans level: By ATC  Trans alt: 4000′




MSA PRT VOR




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| 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 |

HIALS-II
PAPI

3000′

PG 367

**Standard** STRAIGHT-IN LANDING RWY 17

Missed apch climb gradient mim 4.9%

DA(H) 710′(559′)

| | | ALS out |
|---|---|---|
| A | RVR 1500m | |
| B | | |
| C | RVR 1800m | CMV 2400m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | West of runway MDA(H) | VIS | East of runway MDA(H) | VIS |
|---|---|---|---|---|
| 100 | 950′(723′) | 1500m | 950′ (723′) | 1500m |
| 135 | 950′(723′) | 1600m | 950′ (723′) | 1600m |
| 180 | 950′(723′) | 2400m | 1280′(1053′) | 2400m |
| 205 | 950′(723′) | 3600m | 1280′(1053′) | 3600m |

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# LPPR/OPO
## FRANCISCO SA CARNEIRO

JEPPESEN

7 MAY 10 (16-2)

# PORTO, PORTUGAL
## LOCATOR Rwy 35

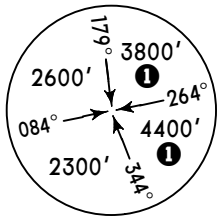
BRIEFING STRIP ™

| D-ATIS | PORTO Approach | *PORTO Tower |
|---|---|---|
| 124.3 | 121.1 | 118.0 |

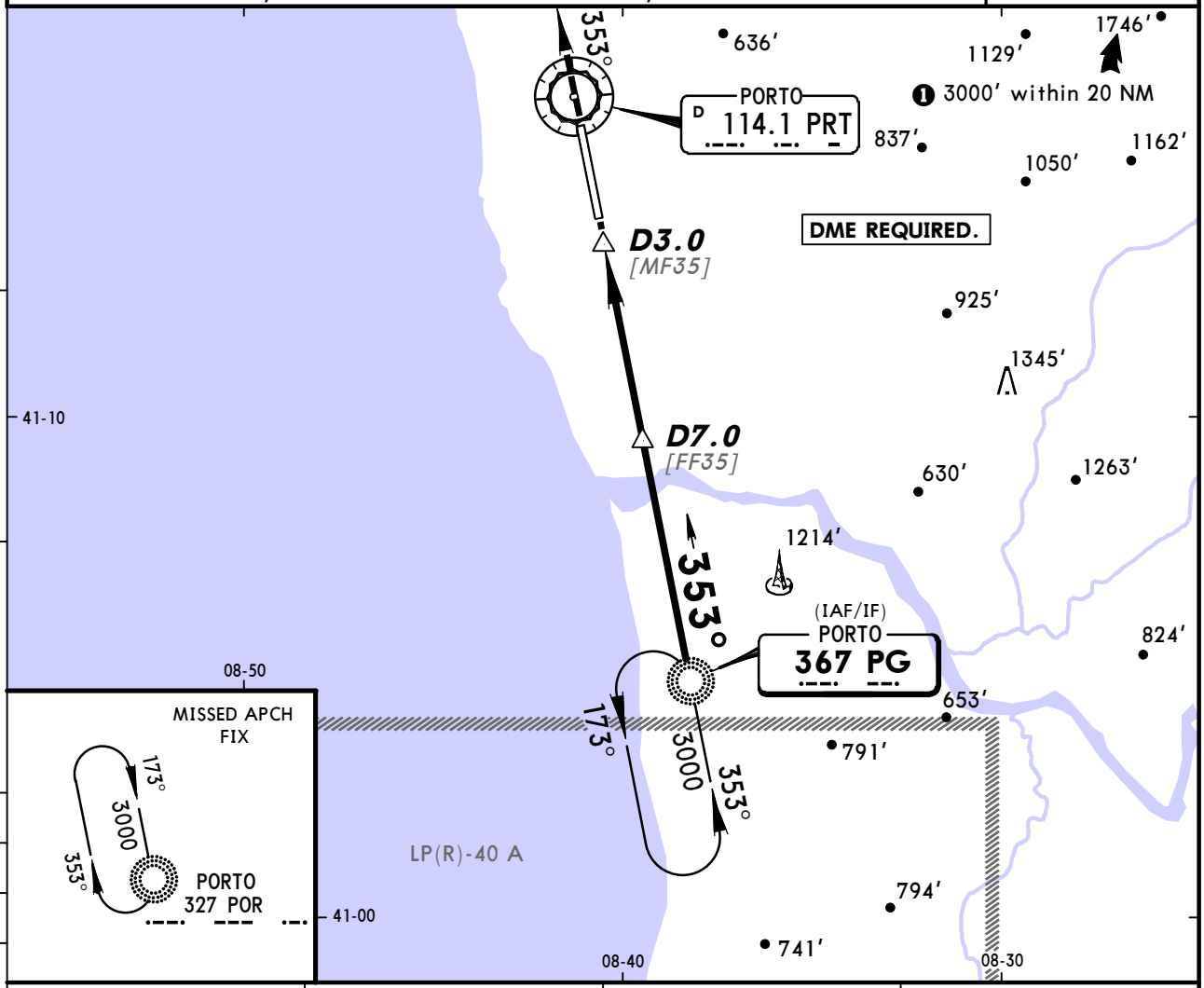
| Lctr | Final Apch Crs | Minimum Alt | DA(H) | Apt Elev 227′ |
|---|---|---|---|---|
| PG 367 | 353° | D7.0 1700′ (1473′) | 950′ (723′) | RWY 227′ |

**MISSED APCH:** Climb on 353° to 1500′, then proceed to 3000′ to POR NDB holding and contact Porto APP.

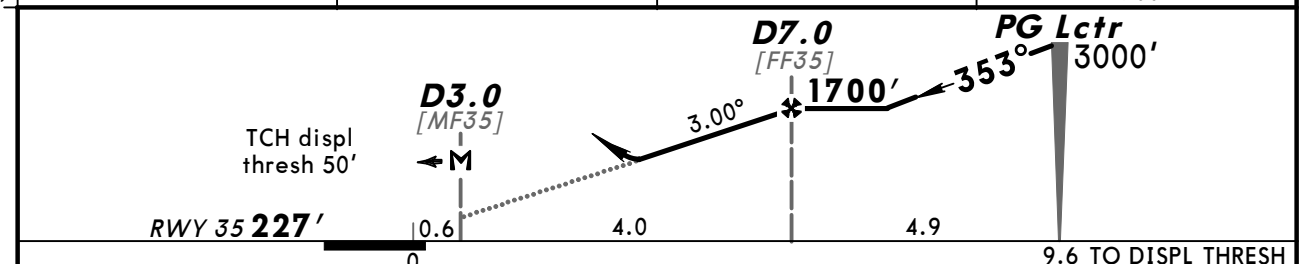
Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 4000′




MSA PRT VOR




| 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 | | | | | | |

HIALS
PAPI

1500′ on 353°

**Standard** STRAIGHT-IN LANDING RWY 35

DA(H) 950′ (723′)

ALS out

| | | Max Kts | West of runway MDA(H) | VIS | East of runway MDA(H) | VIS |
|---|---|---|---|---|---|---|
| A | RVR 1500m | 100 | 950′ (723′) | 1500m | 950′ (723′) | 1500m |
| B | | 135 | 950′ (723′) | 1600m | 950′ (723′) | 1600m |
| C | CMV 2400m | 180 | 950′ (723′) | 2400m | 1280′ (1053′) | 2400m |
| D | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

CIRCLE-TO-LAND

NS OPS 4

CHANGES: Communications; Descent angle.

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## Chart changes since cycle 25-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**PORTO, (FRANCISCO SA CARNEIRO - LPPR)**

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# TERMINAL CHART CHANGE NOTICES

## No Chart Change Notices for Airport LPPR

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