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Revision Letter For Cycle 01-2014

Change Notices

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General Information

Location: Lisbon Prt
IATA Code: LIS
Lat/Long: N38° 46.4' W009° 08.0'
Elevation: 374 ft

Airport Use: Public
Magnetic Variation: 2.9°W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0755 Z
Sunset: 1729 Z,

Runway Information

Runway: 03
Length x Width: 12484 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 349 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 295 ft

Runway: 17
Length x Width: 7559 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 371 ft
Lighting: Edge

Runway: 21
Length x Width: 12484 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 354 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1969 ft

Runway: 35
Length x Width: 7559 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 335 ft
Lighting: Edge, ALS
Displaced Threshold: 492 ft

Communication Information

- ATIS 124.15
- Lisbon Tower 118.5 Secondary
- Lisbon Tower 118.1
- Lisbon Tower 34.0 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 119.55
- Lisbon Approach Control 119.1
- Lisbon Approach Control 31.69 Military

1. GENERAL**1.1. ATIS**

ATIS 124.15

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 Lisbon APT in which landing and/or take-off of ACFT engaged in commercial aviation or aerial work are allowed in a limited number.

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

1. The number of movements per week, shall not exceed a total limit of 91;
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

The noise level classification of an ACFT either at landing or at take-off is given by the values indicated in the ACFT manufacturer's noise certificate, taking into account the reference points specified in the technical standards applicable to the approach to landing, overflight for take-off and sideline procedures, at full power.

Whitout prejudice to provisions of article 7 and 8 of Decreto-Lei nº. 293/2003 of 19 November 2003, on the exemption of ACFT registered in the developing countries and applicability of an exemption to the operation of ACFT under exceptional circumstances, respectively, the ACFT to operate in the night air movements allowed during this period shall comply with the following requirements:

- a) ACFT classified in Levels 8 and 16 cannot be scheduled for the night period;
- b) ACFT classified in Level 4 cannot be scheduled for take-off during the night period on regular air services;
- c) ACFT classified in Levels 2 can be scheduled for take-off between 0000-0030LT as well as from 0500LT thereon;
- d) ACFT classified in Levels 0, 0.5 and 1 are not subject to restrictions;
- e) ACFT falling into the criteria set out in 5- of this number authorized to land during night period are forbidden to reverse thrust, right after landing.

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

1. GENERAL

the lights. Instructions to cross RWY 21 will be issued by Tower. Report vacated of LOC sensitive area, when completely out of colourcoded TWY centerline lights.

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 vacated 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.

Due to the proximity Restricted Areas LP-R26A, LP-R42A and LP-R42B, the use of Rwy 17/35 for departure and/or arrival requires coordination and depends on Military conditions.

When high intensity RWY operations are in force do not request RWY 35 unless RWY 03 is unsuitable for a particular operation.

RWY 35 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.

1. GENERAL

1.6. TAXI PROCEDURES

1.6.1. GENERAL

For Taxi Routings refer to 10-9 charts.

Taxilane D MAX wingspan 102'/31m.

Taxilane E MAX wingspan 115'/35m.

Taxilane F MAX wingspan 118'/36m.

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

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

Code E and F ACFT shall adopt a trajectory compatible with TWY curve dimensions of TWYs N2, S2, S3, S4 and U2 enabling to always maintain ACFT main undercarriage central point travelling over TWY centerline markings in order to avoid main gear lateral excursions.

In order to avoid jet blast affecting RWY safety operation, ACFT vacating or crossing RWYs shall not stop until the RWY ILS sensitive area is completely free or until reaching parallel alignment with the RWY centerline whichever is applicable, unless otherwise instructed by ATC.

1.6.2. APRON RESTRICTIONS

1.6.2.1. APRONS 10, 11, 12 AND 14

Use minimum power when taxiing on Taxilanes A1 and A2. This is of utmost importance when turning to cross or enter RWY 17/35 via TWY K, Y and G1, where jet blast can affect adjacent stands and vehicles passing behind on apron service roads.

All multi-propeller engine ACFT must have LEFT engines fully shut down before entering the stand.

It is strictly forbidden to move backwards on stand without assistance.

1.6.2.2. APRON 30

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

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

1.6.2.3. 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. Stopping is not allowed to avoid jet blast at stand 506.

1.6.2.4. APRON 60

ACFT with a wingspan of at least 118'/36m shall use TWY G2 instead of TWY F.

1.6.2.5. APRON 70

On stands 701 thru 703 (nose out) ACFT will have direct entrance thru TWY R2 and the departing manoeuvre will be autonomous thru Taxilane D and via Taxilane W1.

On stand 704 (nose in) the ACFT will enter via Taxilane W1 and Taxilane D, the departing manoeuvre 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 W1 under Tower instructions.

Use minimum power necessary when taxiing on this apron. This is of utmost importance when break away from stands 701 thru 703 and manoeuvring to exit apron, where jet blast can affect adjacent stands and vehicles on apron service roads.

1. GENERAL

1.6.3. FOLLOW-ME AND MARSHALLER ASSISTANCE

Follow-me and marshaller assistance available on request. Assistance compulsory for stands not equipped with APIS.

1.7. PARKING INFORMATION

1.7.1. GENERAL

Aprons 10, 11, 12, 60 and stand 147 provided with Aircraft Stand Manoeuvring Lights (ASMGL).

Stands 104 thru 506 and 801 thru 806 equipped with APIS.

Due to ACFT parking stands shortage ad hoc slots for non-based carriers are restricted to MAX 3 h parking, except upon prior approval from APT management.

1.7.2. AUXILIARY POWER UNIT (APU)

1.7.2.1. GENERAL

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.

APU must be shut down at the earliest opportunity on arrival at stand.

APU must not be left running unless either a qualified person is in attendance or the APU has both, an auto-shutdown and an auto-extinguish facility.

GPU is not allowed on stands unless GPS is not available.

1.7.2.2. NARROW BODY ACFT

- Use of APU is restricted to 15 min after arrival and not more than 30 min before departure.
- If ACFT is on a short turnaround time of less than 55 min, APU may be left ON after arrival.
- If OAT is below 5°C or above 25°C, APU restriction is extended to 60 min before ETD.

1.7.2.3. WIDE BODY ACFT

- Use of APU is restricted to 20 min after arrival.
- Use of APU is restricted to 75 min before departure or not more than 90 min when GPU has not enough power to support the FMS.
- If ACFT is on a short turnaround time of less than 110 min, APU may be left ON after arrival on stand.
- If OAT is below 5°C or above 25°C, APU restriction is extended to 90 min before ETD.

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.

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 left-hand downwind leg until aligned with the RWY.

From LAR to RWY 21: No restrictions.

From LAR to RWY 35: Right-hand traffic circuit.

From LAR to RWY 03: Left-hand 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 pilots wish to vacate RWY 03/21 via TWY S1 or RWY 17, they should make the request on first contact with TWR.

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.

2.4. OTHER INFORMATION

Turbulence can be expected on final and touchdown zone RWY 03 when wind direction is between 310° and 360°. With wind speeds between 14 KT and 20 KT, gusting up to 36 KT, moderate turbulence can be expected. With wind speeds above 21 KT and gusts above 36 KT severe turbulence can be expected.

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 manoeuvring 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 manoeuvre. 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.

Engine cross-bleed starts are not allowed during push-back manoeuvres.

3.1.3. TAXIING

MD11 shall taxi with engine number 2 at IDLE or shut down. B747, A340 and AN124 shall taxi with engines number 1 and 4 maintaining IDLE or shut down. AN124 and B748 are subject to taxi restrictions according Tower instructions.

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 engines number 1 and 4 at IDLE.

3.2. NOISE ABATEMENT PROCEDURES

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

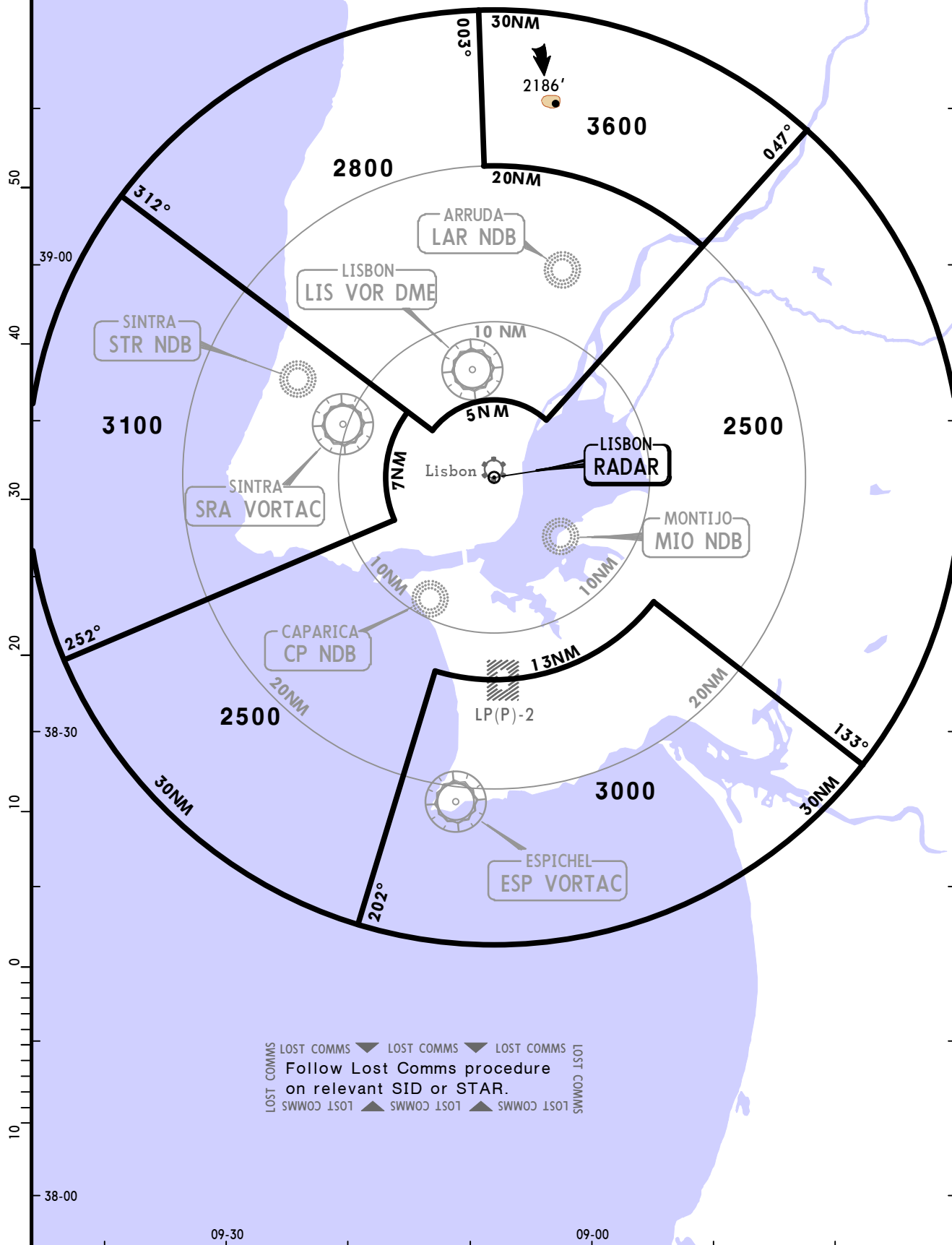
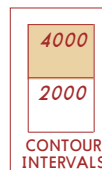
3.3. OTHER INFORMATION

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.

LISBON Approach (R)
119.1

Apt Elev
374'

Alt Set: hPa
Trans level: By ATC Trans alt: 4000'
When vectoring aircraft, headings will be allocated so as to avoid Danger and Restricted areas.



LOST COMMS Follow Lost Comms procedure on relevant SID or STAR.
LOST COMMS SWW03 1501 LOST COMMS SWW03 1501 LOST COMMS SWW03 1501

ATIS
124.15

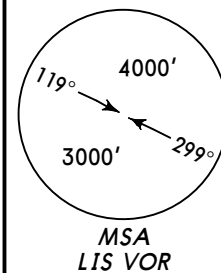
Apt Elev
374'

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 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 (H) 114.8 LIS
N38 53.3 W009 09.8



NOT TO SCALE

Direct distance from [CI03] to:
Lisbon Apt 9 NM

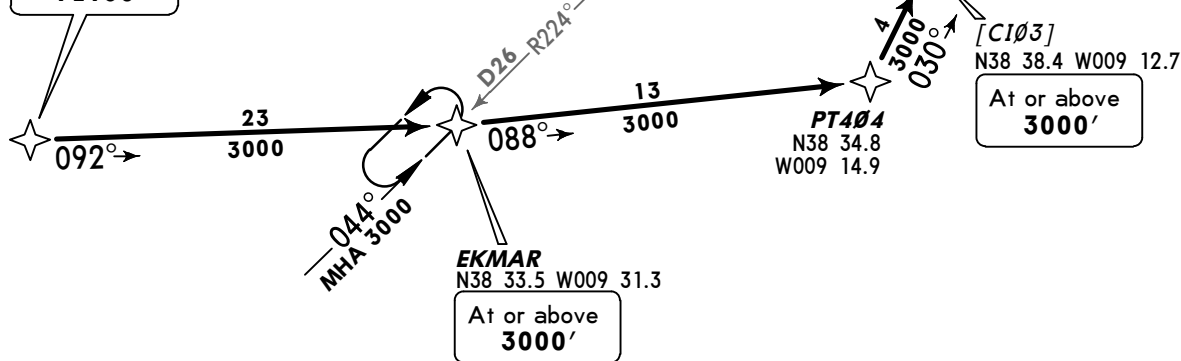
(IAF RWY 03)
CAPARICA
389 CP
N38 38.5 W009 13.3



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 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'+).

ATIS
124.15

Apt Elev
374'

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

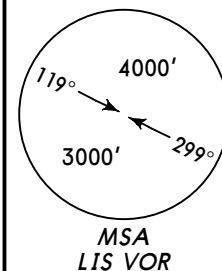
1. EXPECT RADAR vectoring or instructions to follow specified waypoints.
2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.

BUSEN 2B [BUSE2B], BUSEN 2D [BUSE2D] 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.

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

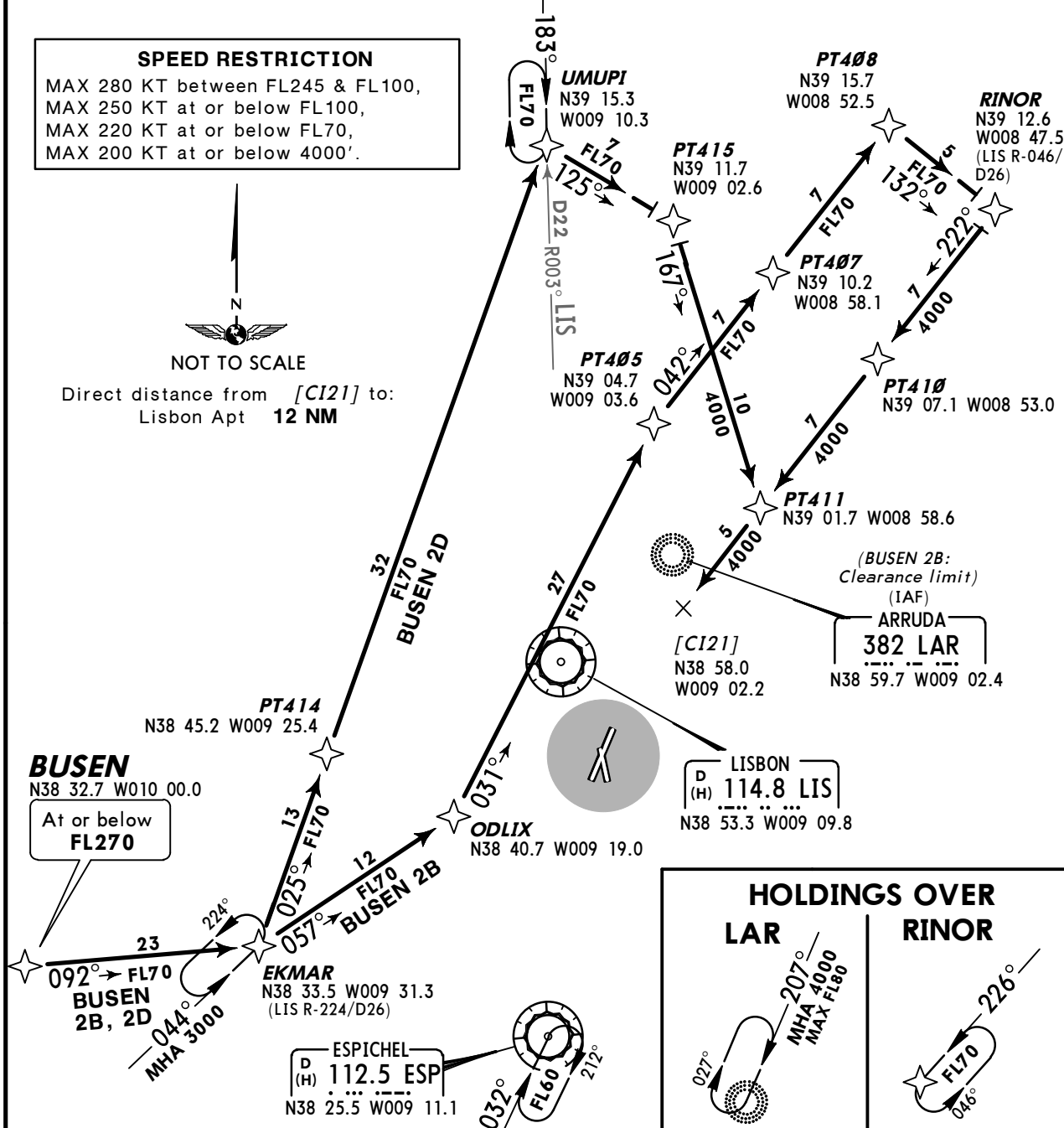


SPEED RESTRICTION
MAX 280 KT between FL245 & FL100,
MAX 250 KT at or below FL100,
MAX 220 KT at or below FL70,
MAX 200 KT at or below 4000'.



NOT TO SCALE

Direct distance from [CI21] to:
Lisbon Apt 12 NM



ATIS
124.15

Apt Elev
374'

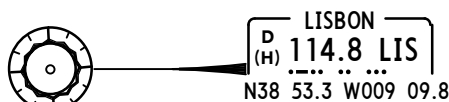
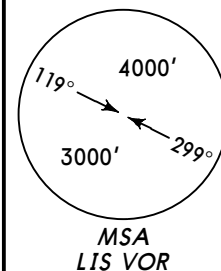
Alt Set: hPa Trans level: By ATC Trans alt: 4000'

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)
(IAF RWY 03)

CAPARICA
389 CP
N38 38.5 W009 13.3



Direct distance from [CI03] to:
Lisbon Apt 9 NM

[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

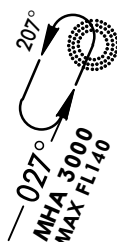
At or above
4000'

MHA 4000
345°
GAIOS 4A

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.

LS01 ▲ SSWW03 LS01 ▲ SSWW03 LS01 ▲ SSWW03 LS01 ▲ SSWW03 LS01



STAR

ROUTING

EXONA 4A

EXONA (FL230-) - ADSAD (4000'+) - PT406 - PT404 - [CI03] (3000'+).

GAIOS 4A

GAIOS (FL170-) - ADSAD (4000'+) - PT406 - PT404 - [CI03] (3000'+).

ATIS
124.15

Apt Elev
374'

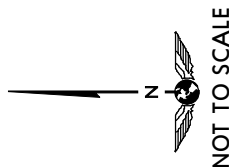
Alt Set: hPa Trans level: By ATC Trans alt: 4000'

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 2B [EXON2B]
GAIOS 2B [GAIO2B]
GAIOS 2D [GAIO2D]
RWY 21 RNAV ARRIVALS

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.



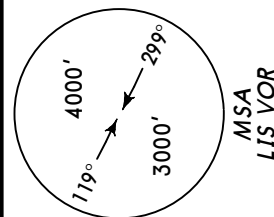
NOT TO SCALE

EXONA
N38 54.3 W008 01.0
At or below
FL210

Direct distance from [CI21] to:
Lisbon Apt 12 NM

SPEED RESTRICTION

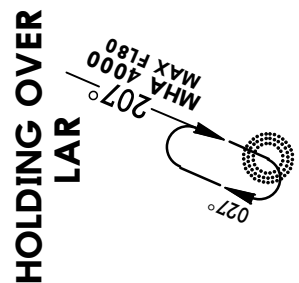
MAX 280 KT between FL245 & FL100,
MAX 250 KT at or below FL100,
MAX 220 KT at or below FL70,
MAX 200 KT at or below 4000'.



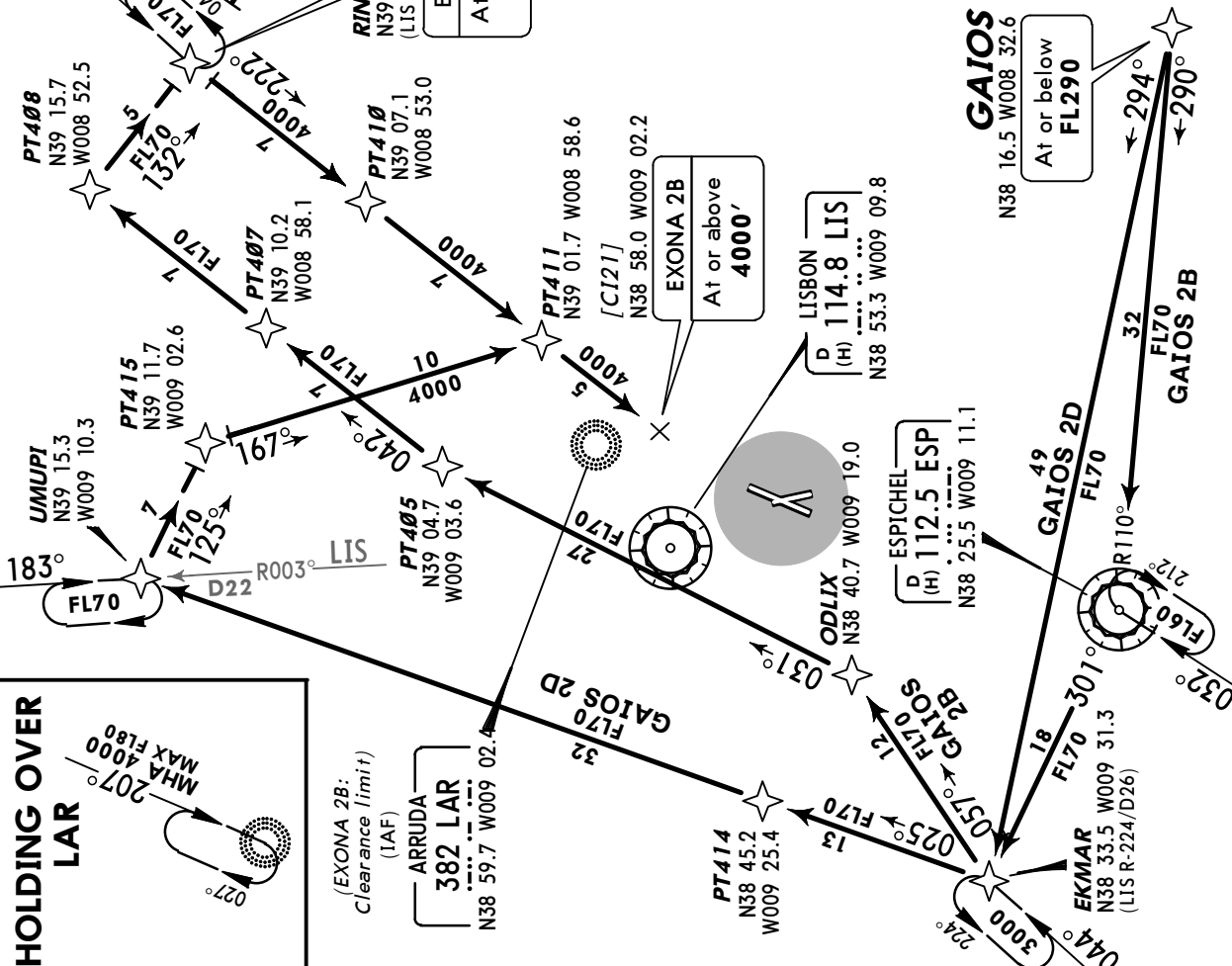
MSA
LIS VOR

STAR	ROUTING
EXONA 2B	EXONA (FL210-) - RINOR (FL70+) - PT410 - PT411 - [CI21] (4000'+).
GAIOS 2B	GAIOS (FL290-) - ESP - EKMAR - turn in holding - ODLIX - PT405 - PT407 - PT408
By ATC	RINOR - PT410 - PT411 - [CI21].
GAIOS 2D	GAIOS (FL290-) - EKMAR - PT414 - UMUPI - PT415 - PT411 - [CI21].
By ATC	

① Depending on military traffic.



(EXONA 2B:
Clearance limit)
ARRUDA
382 LAR
(LAF)
N38 59.7 W009 02.4



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

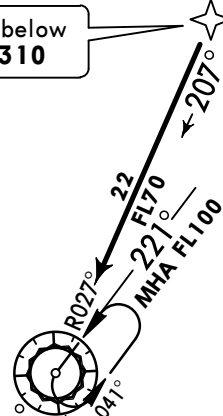
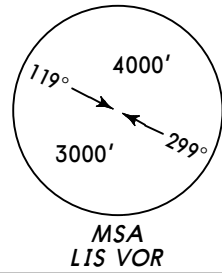
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Proceed to/at CP holding pattern at last assigned level. Start descent to initial approach altitude to carry out a standard IFR approach according to IAC at ETA according to current flight plan or at EAT (when received and acknowledged). In case 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.
LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT

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'.

INBOM
N40 00.1 W008 18.1

At or below
FL310



LISBON
D (H) 114.8 LIS
N38 53.3 W009 09.8

PT405
N39 04.7 W009 03.6



CAPARICA
389 CP
N38 38.5 W009 13.3

ODILX
N38 40.7 W009 19.0

PT401
N38 37.1 W009 21.3

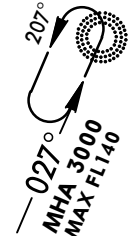
PT402
N38 33.5 W009 23.5

PT404
N38 34.8 W009 14.9

PT403
N38 31.2 W009 17.2



HOLDING OVER CP



ROUTING

INBOM (FL310-) - FTM - PT405 - ODILX - PT401 - PT402 - PT403 - PT404 - [CI03]

ATIS
124.15

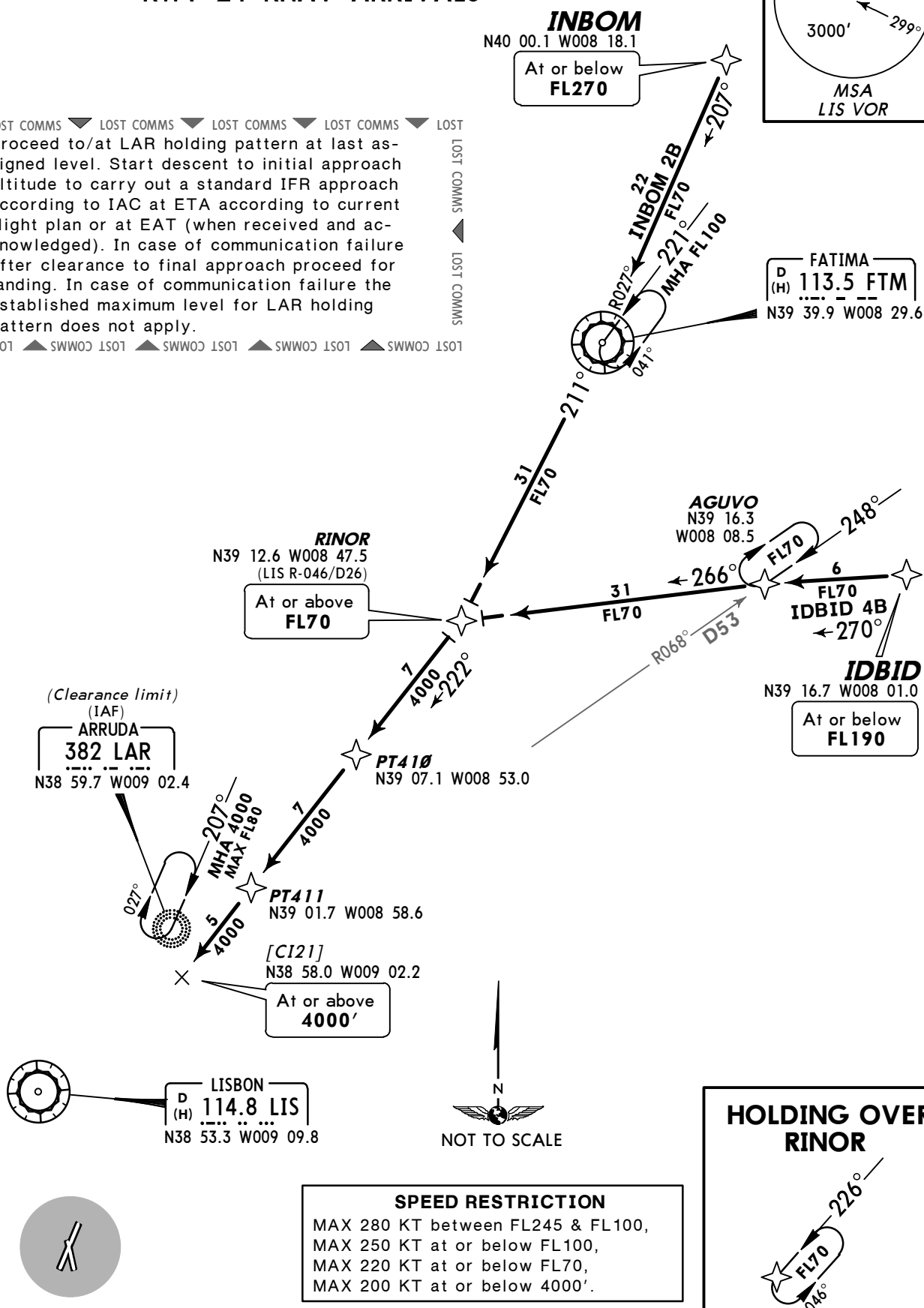
Apt Elev
374'

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 4B [IDBI4B], 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.
LSOT ▲ SSWOC LSOT ▲ SSWOC LSOT ▲ SSWOC LSOT ▲ SSWOC LSOT



STAR	ROUTING
IDBID 4B	IDBID (FL190-) - AGUVO - RINOR (FL70+) - PT410 - PT411 - [CI21] (4000'+).
INBOM 2B	INBOM (FL270-) - FTM - RINOR (FL70+) - PT410 - PT411 - [CI21] (4000'+).

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.

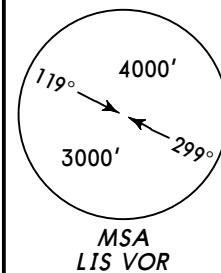
LIGRA 4A [LIGR4A] NAKOS 4A [NAKO4A] RWYS 03, 35 RNAV ARRIVALS

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.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST



LISBON
D (H) 114.8 LIS
N38 53.3 W009 09.8

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

[CI03]
N38 38.4 W009 12.7

At or above
3000'

PT406
N38 32.4 W009 08.6

ADSAD
N38 28.7 W008 58.9
At or above
4000'

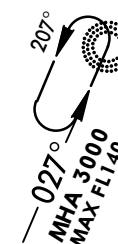
Direct distance from [CI03] to:
Lisbon Apt 9 NM

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'.



HOLDING OVER CP



STAR

ROUTING

LIGRA 4A

LIGRA (FL190-) - EKMAR (3000'+) - PT404 - [CI03] (3000'+).

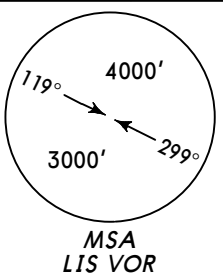
NAKOS 4A

NAKOS (FL190-) - ADSAD (4000'+) - PT406 - PT404 - [CI03] (3000'+).

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.

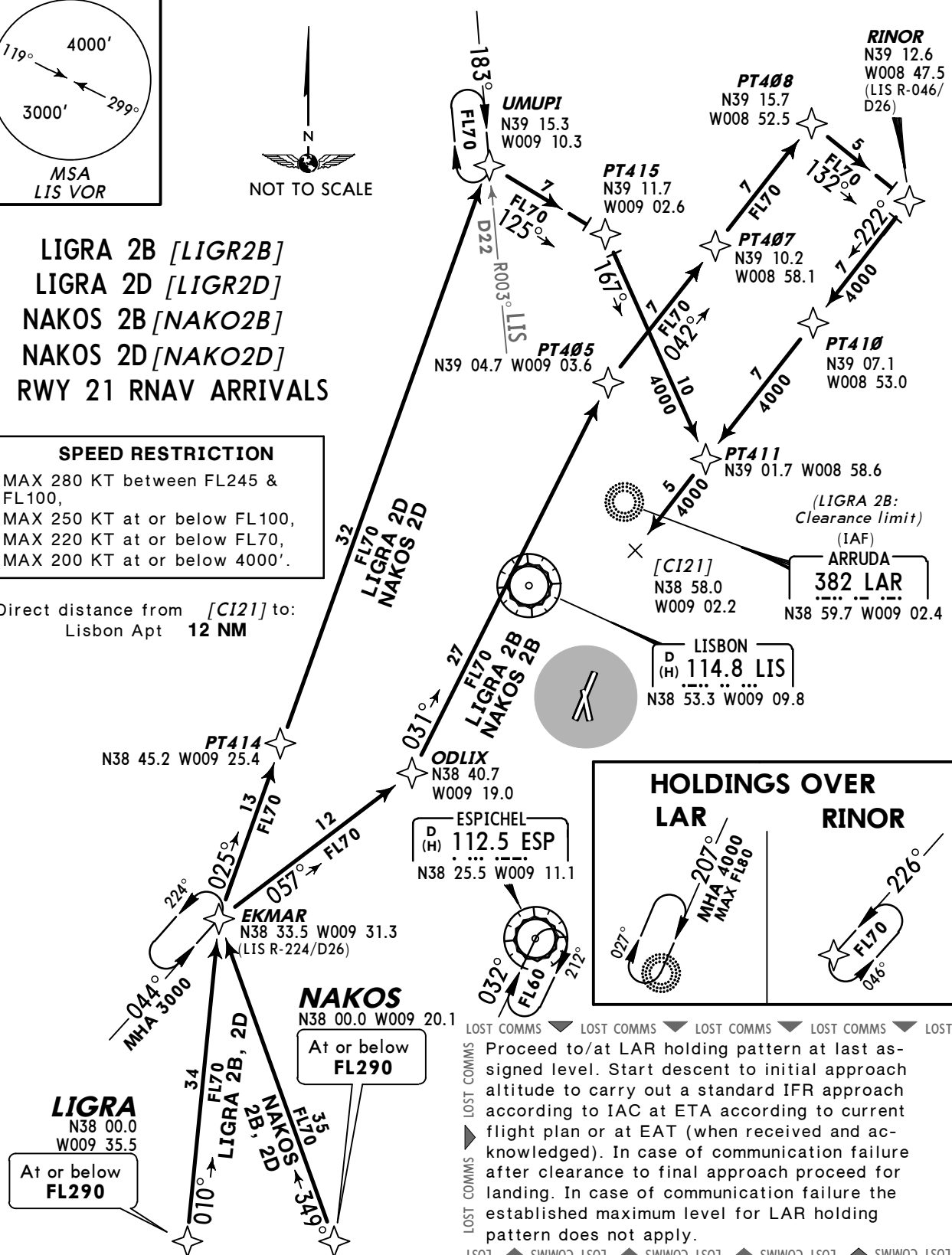


LIGRA 2B [LIGR2B]
LIGRA 2D [LIGR2D]
NAKOS 2B [NAKO2B]
NAKOS 2D [NAKO2D]
RWY 21 RNAV ARRIVALS

SPEED RESTRICTION

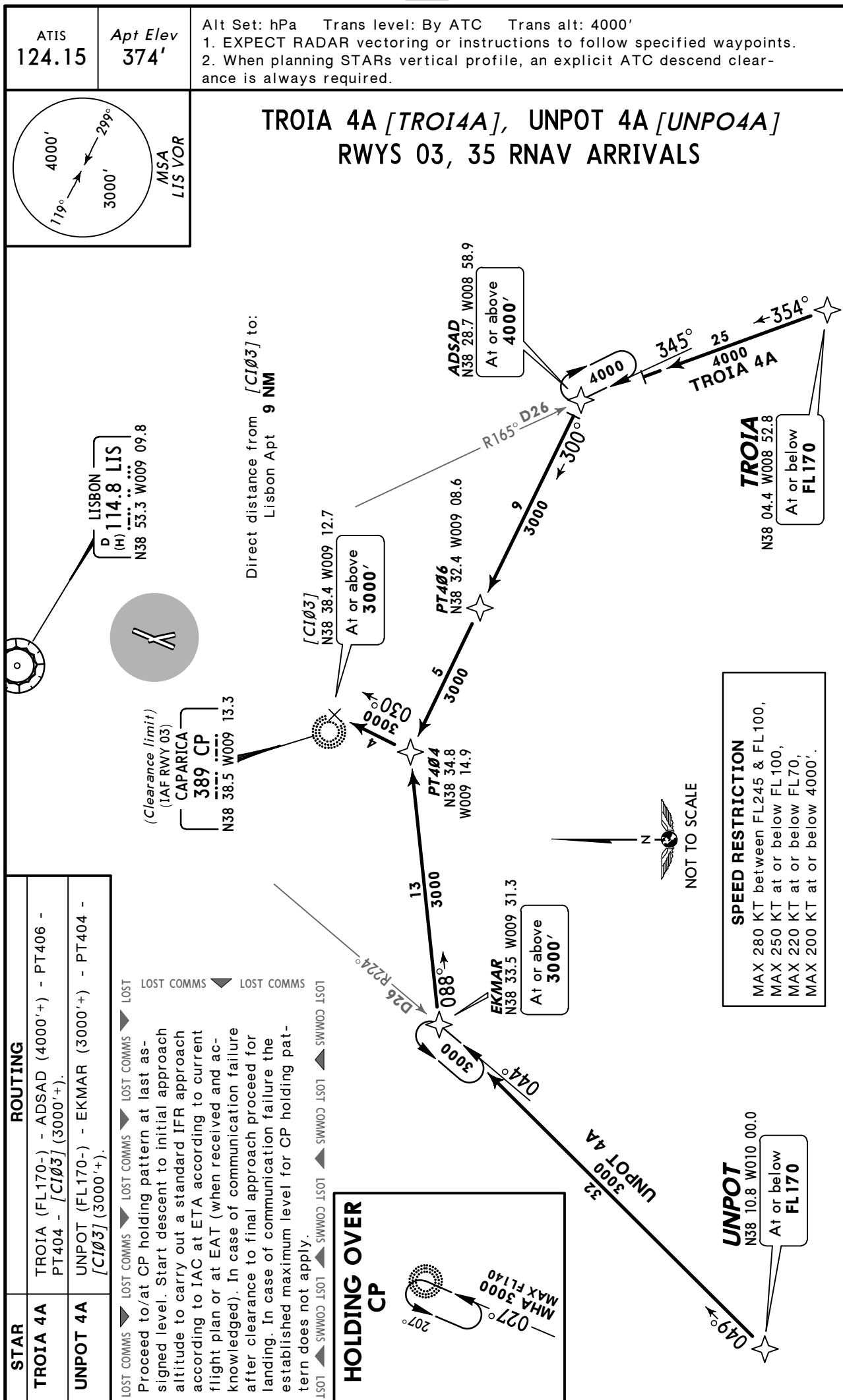
MAX 280 KT between FL245 & FL100,
MAX 250 KT at or below FL100,
MAX 220 KT at or below FL70,
MAX 200 KT at or below 4000'.

Direct distance from [CI21] to:
Lisbon Apt 12 NM



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Proceed to/at LAR holding pattern at last assigned 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.

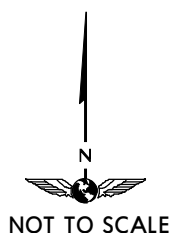
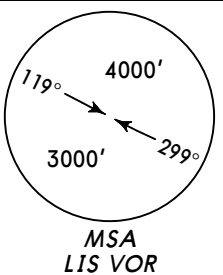
STAR	ROUTING
LIGRA 2B	LIGRA (FL290-) - EKMAR - ODLIX - PT405 - PT407 - PT408 - RINOR - PT410 - PT411 - [CI21].
① LIGRA 2D By ATC	LIGRA (FL290-) - EKMAR - PT414 - UMUPI - PT415 - PT411 - [CI21].
NAKOS 2B	NAKOS (FL290-) - EKMAR - ODLIX - PT405 - PT407 - PT408 - RINOR - PT410 - PT411 - [CI21].
① NAKOS 2D By ATC	NAKOS (FL290-) - EKMAR - PT414 - UMUPI - PT415 - PT411 - [CI21].
① Depending on military traffic.	



ATIS
124.15Apt Elev
374'

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

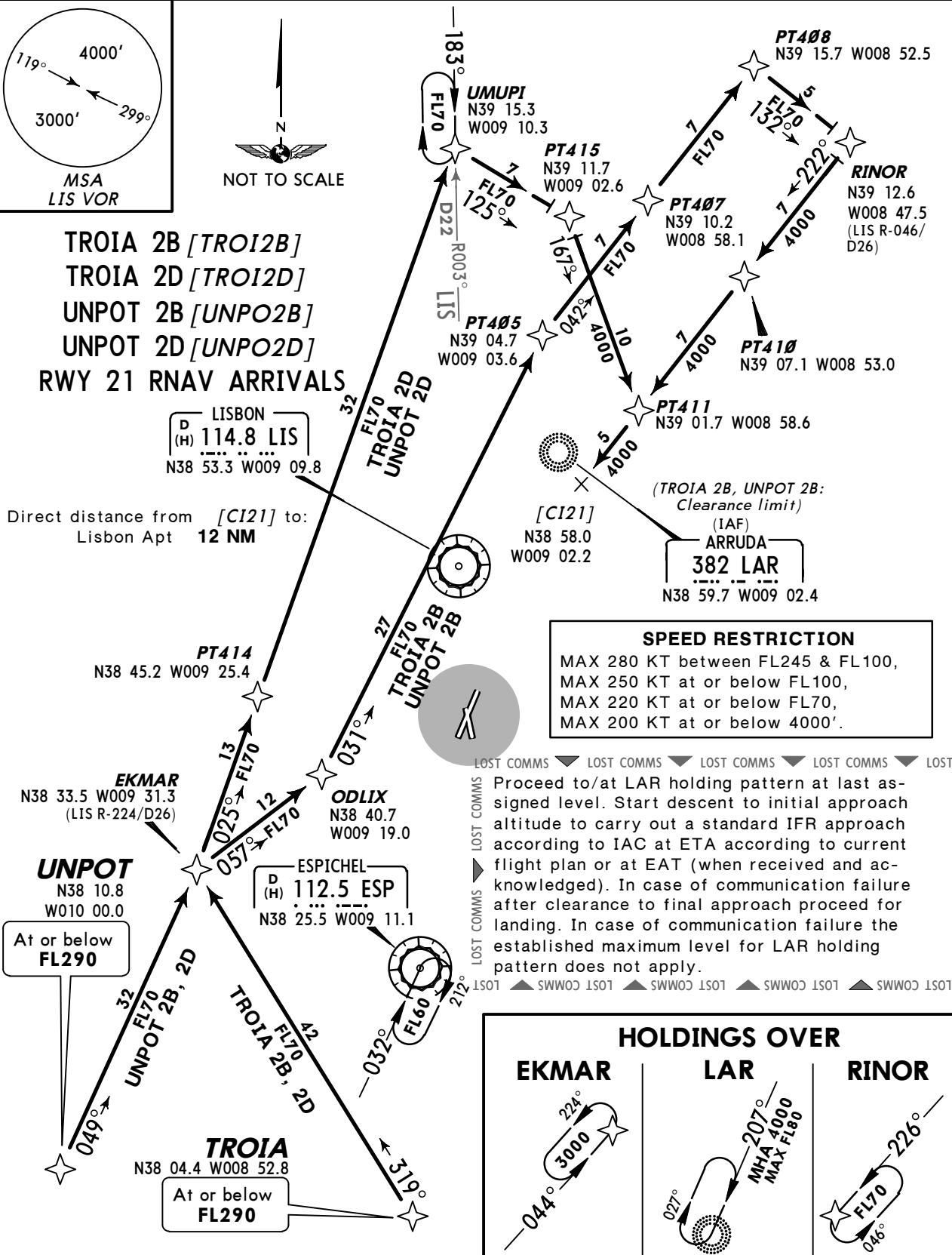
1. EXPECT RADAR vectoring or instructions to follow specified waypoints.
2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.



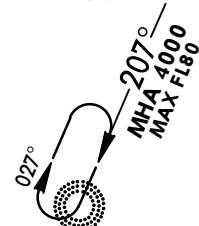
TROIA 2B [TROI2B]
TROIA 2D [TROI2D]
UNPOT 2B [UNPO2B]
UNPOT 2D [UNPO2D]
RWY 21 RNAV ARRIVALS

LISBON
D (H) 114.8 LIS
N38 53.3 W009 09.8

Direct distance from [CI21] to:
Lisbon Apt 12 NM

**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'.

HOLDINGS OVER**EKMAR****LAR****RINOR****STAR****ROUTING****TROIA 2B**

TROIA (FL290-) - EKMAR - ODLIX - PT405 - PT407 - PT408 - RINOR - PT410 - PT411 - [CI21].

**① TROIA 2D
By ATC**

TROIA (FL290-) - EKMAR - PT414 - UMUPI - PT415 - PT411 - [CI21].

UNPOT 2B

UNPOT (FL290-) - EKMAR - ODLIX - PT405 - PT407 - PT408 - RINOR - PT410 - PT411 - [CI21].

**① UNPOT 2D
By ATC**

UNPOT (FL290-) - EKMAR - PT414 - UMUPI - PT415 - PT411 - [CI21].

① Depending on military traffic.

ATIS
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.

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

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

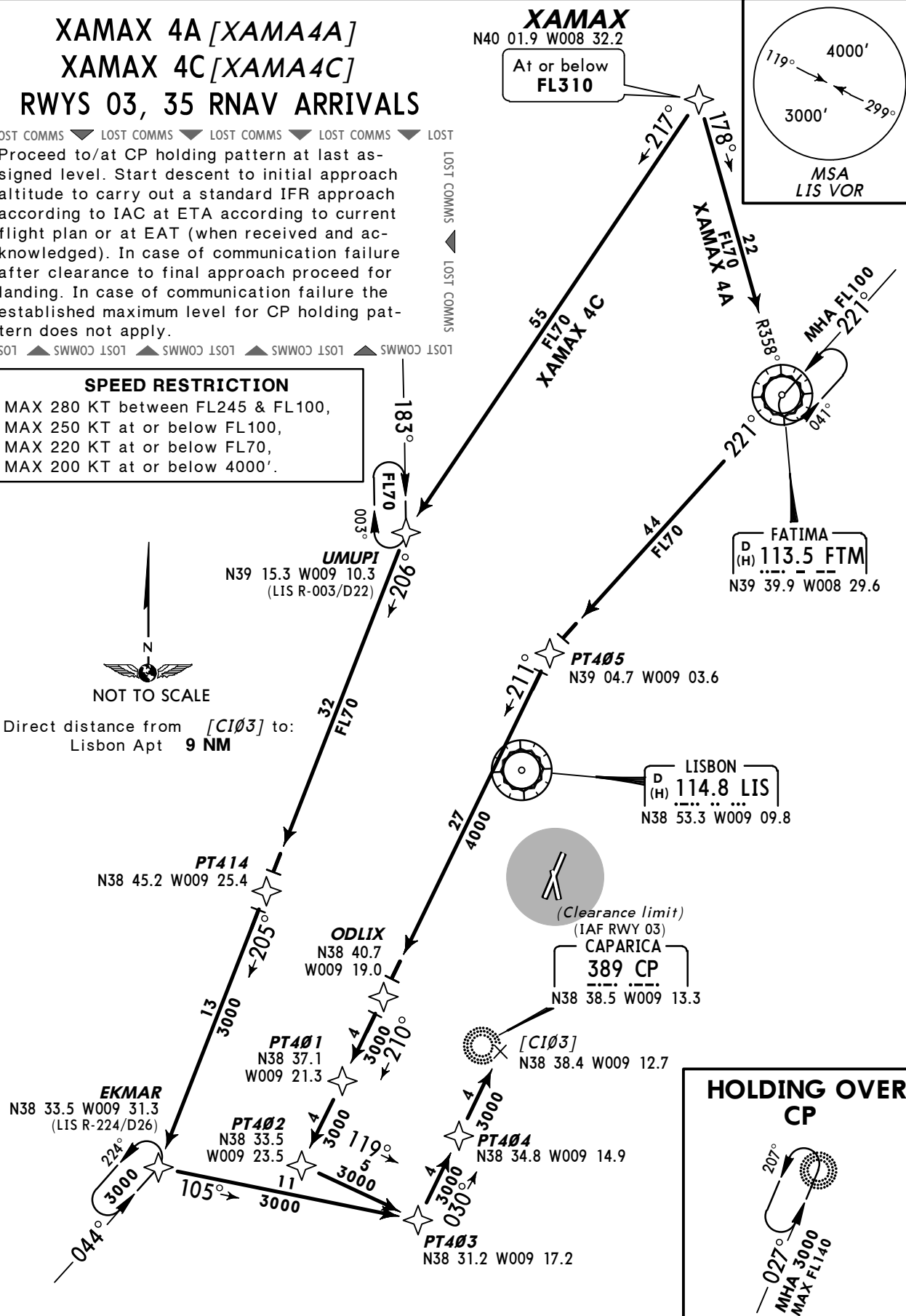
Proceed to/at CP holding pattern at last assigned level. Start descent to initial approach altitude to carry out a standard IFR approach according to IAC at ETA according to current flight plan or at EAT (when received and acknowledged). In case of communication failure after clearance to final approach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

LOST 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'.

NOT TO SCALE
Direct distance from [CI03] to:
Lisbon Apt 9 NM



STAR

XAMAX 4A

ROUTING

XAMAX (FL310-) - FTM - PT405 - ODLIX - PT401 - PT402 - PT403 - PT404 - [CI03]

① XAMAX 4C XAMAX (FL310-) - UMUPI - PT414 - EKMAR - PT403 - PT404 - [CI03].**①** To be used depending on military conditions.

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 4D [XAMA4D] 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'.

Direct distance from [CI21] to:
Lisbon Apt 12 NM

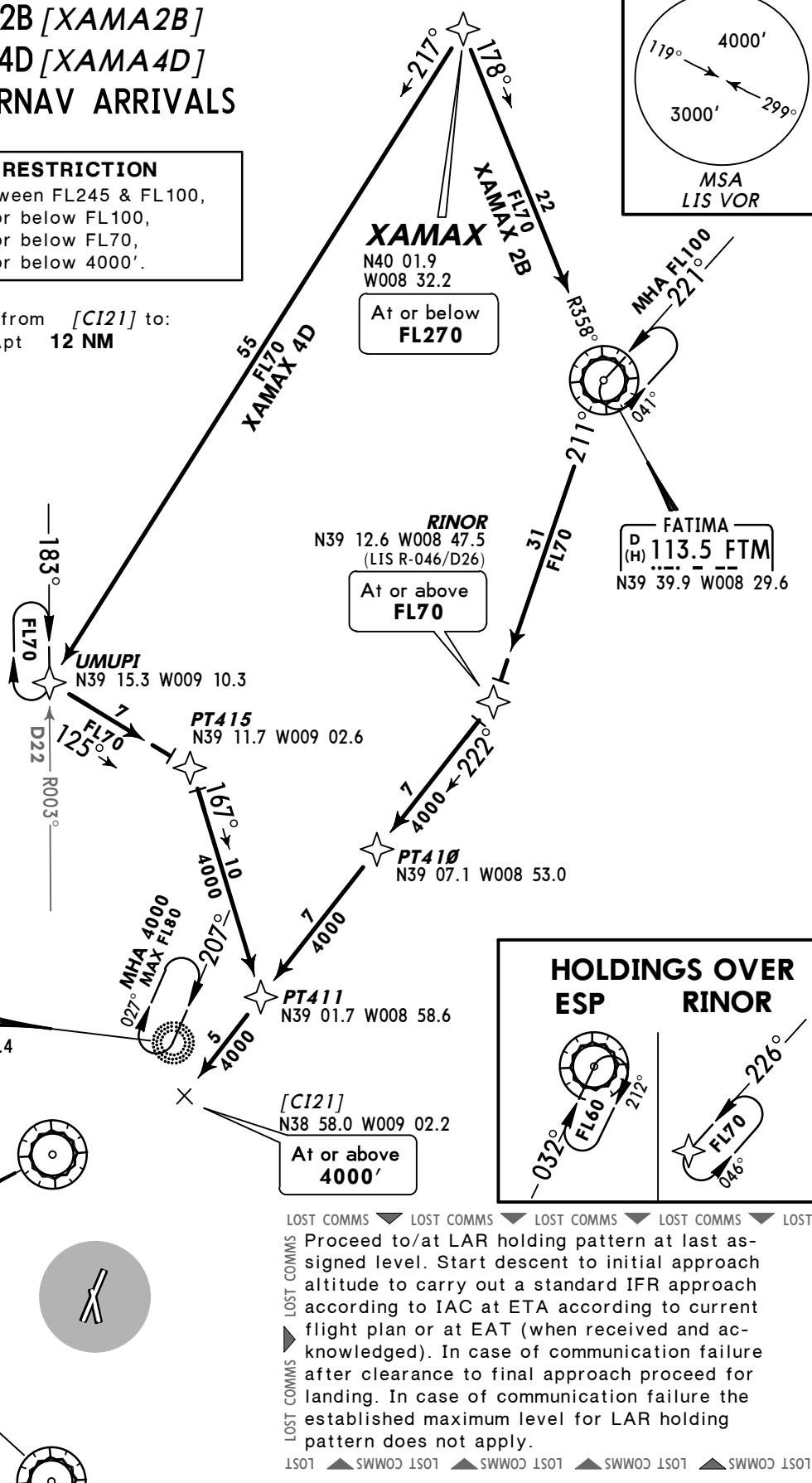


(XAMAX 2B:
Clearance limit)
(IAF)

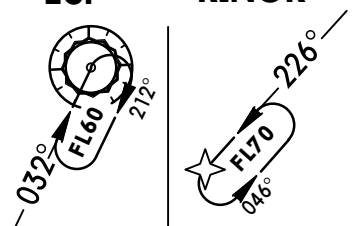
ARRUDA
382 LAR
N38 59.7 W009 02.4

LISBON
D (H) 114.8 LIS
N38 53.3 W009 09.8

ESPICHEL
D (H) 112.5 ESP
N38 25.5 W009 11.1



HOLDINGS OVER ESP RINOR



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.

LSOT ▲ SSWOC LSOT ▲ SSWOC LSOT ▲ SSWOC LSOT ▲ SSWOC LSOT

STAR

ROUTING

XAMAX 2B

XAMAX (FL270-) - FTM - RINOR (FL70+) - PT410 - PT411 - [CI21] (4000'+).

XAMAX 4D
By ATC

XAMAX (FL270-) - UMUPI - PT415 - PT411 - [CI21] (4000'+).

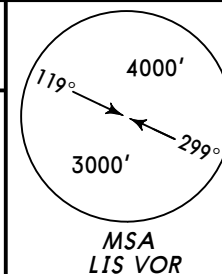
① Depending on military traffic.

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



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

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

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

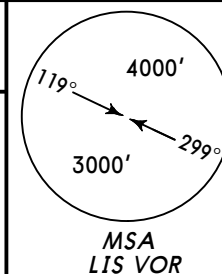
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Proceed to/at CP holding pattern at last assigned level. Start descent to initial approach altitude to carry out a standard IFR approach according to IAC at ETA according to current flight plan or at EAT (when received and acknowledged).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

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

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

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



LISBON
D 114.8 LIS
N38 53.3 W009 09.8

CAPARICA
389 CP
N38 38.5 W009 13.3

ESPICHEL
D 112.5 ESP
N38 25.5 W009 11.1

(IAF)
(Clearance Limit ①)
ARRUDA
382 LAR
N38 59.7 W009 02.4

LISBON
401 LO
N38 51.2 W009 05.8

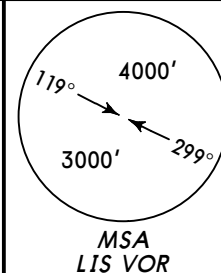
FATIMA
D 113.5 FTM
N39 39.9 W008 29.6

AIREZ
N39 27.3 W008 40.0

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

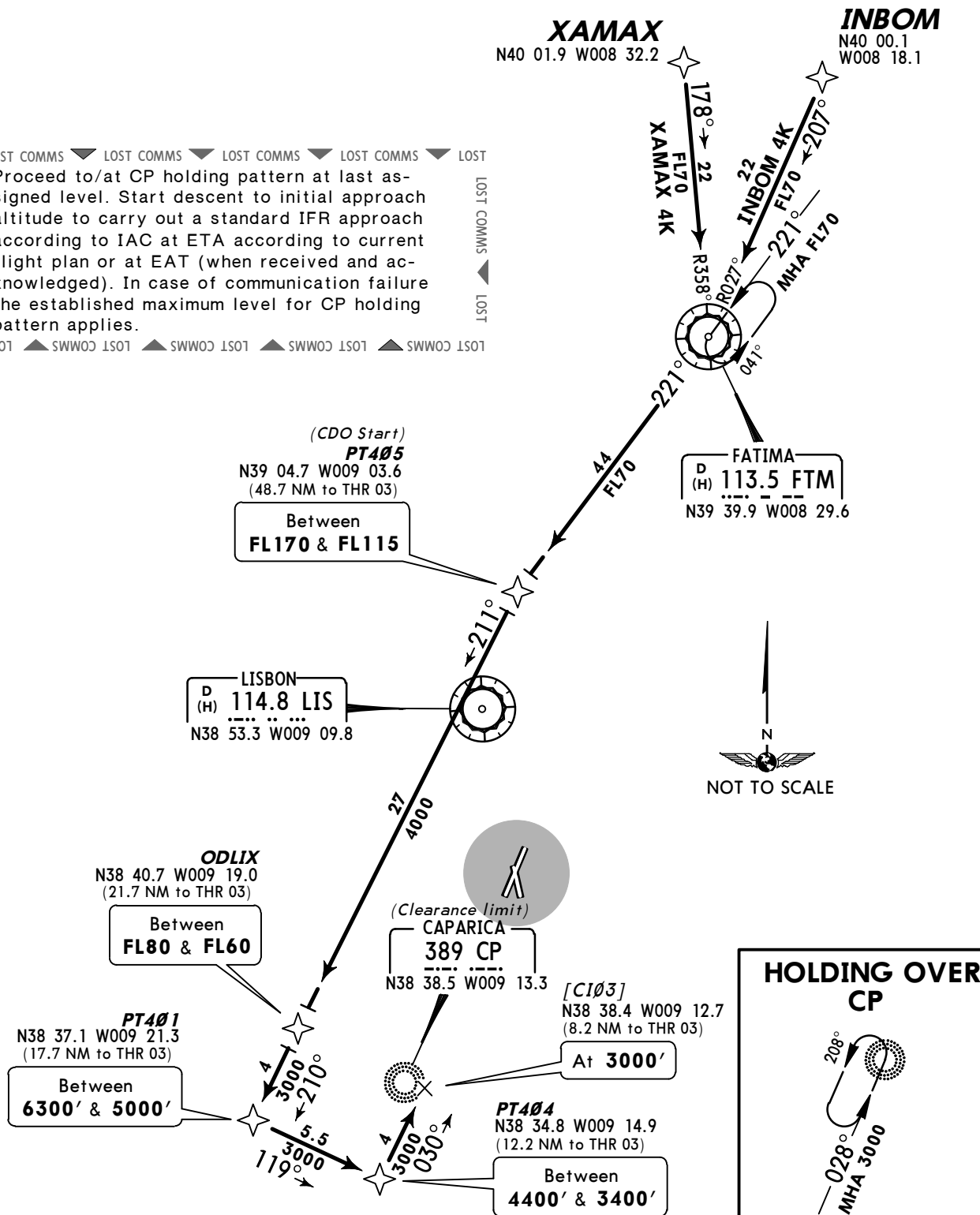
ATIS
124.15Apt Elev
374'Alt Set: hPa Trans level: By ATC Trans alt: 4000'
When planning CDO STARs vertical profile, an explicit ATC descend
clearance is always required.

**INBOM 4K [INBO4K]
XAMAX 4K [XAMA4K]
RWY 03 RNAV ARRIVALS
CONTINUOUS DESCENT OPERATIONS (CDO)
BY ATC
PENDING ON MILITARY TRAFFIC CONDITIONS**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Proceed to/at CP holding pattern at last as-
signed 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 ac-
knowledgeed). In case of communication failure
the established maximum level for CP holding
pattern applies.

LOST COMMS ▼ LOST
LSOT ▲ SSWOC LSOT ▲ SSWOC LSOT ▲ SSWOC LSOT ▲ SSWOC LSOT



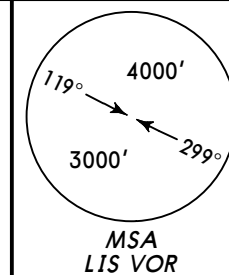
STAR	ROUTING
INBOM 4K	INBOM - FTM - PT405 (FL170-, FL115+) - ODLIX (FL80-, FL60+) - PT401 (6300'-, 5000'+) - PT404 (4400'-, 3400'+) - [CI03] (3000').
XAMAX 4K	XAMAX - FTM - PT405 (FL170-, FL115+) - ODLIX (FL80-, FL60+) - PT401 (6300'-, 5000'+) - PT404 (4400'-, 3400'+) - [CI03] (3000').

ATIS
124.15

Apt Elev
374'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
When planning CDO STARs vertical profile, an explicit ATC descend clearance is always required.

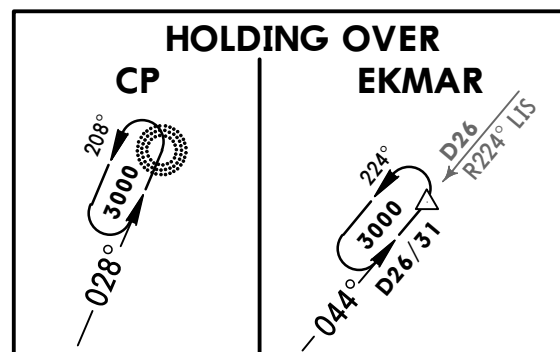
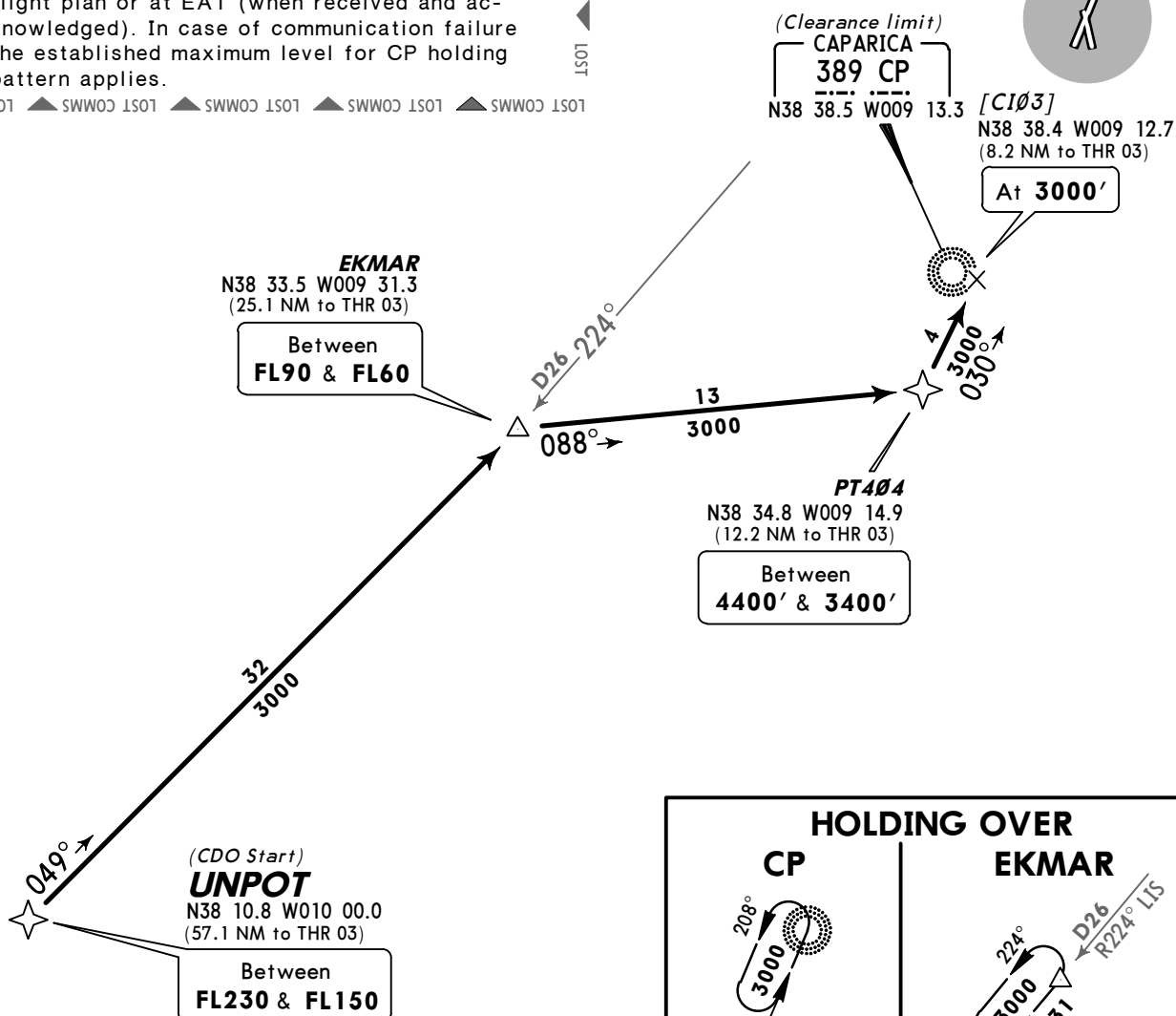
**UNPOT 2K [UNPO2K]
RWY 03 RNAV ARRIVAL
CONTINUOUS DESCENT OPERATIONS (CDO)
BY ATC**



LISBON
D (H) 114.8 LIS
N38 53.3 W009 09.8

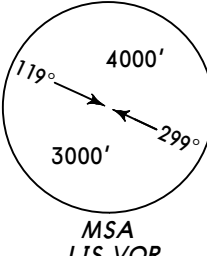


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Proceed to/at CP holding pattern at last as-
signed level. Start descent to initial approach
altitude to carry out a standard IFR approach
according to IAC at ETA according to current
flight plan or at EAT (when received and ac-
knowledgeed). In case of communication failure
the established maximum level for CP holding
pattern applies.
LOST COMMS ▼ LOST
LSOT ▲ SSWWOC LSOT ▲ SSWWOC LSOT ▲ SSWWOC LSOT ▲ SSWWOC LSOT



ROUTING

UNPOT (FL230-, FL150+) - EKMAR (FL90-, FL60+) - PT404 (4400'-, 3400'+) - [CI03] (3000').

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', mentioning only the callsign and passing altitude. 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.	
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BUSEN 2P [BUSE2P] RWYS 03, 35 P-RNAV DEPARTURE

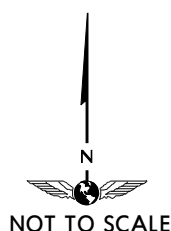
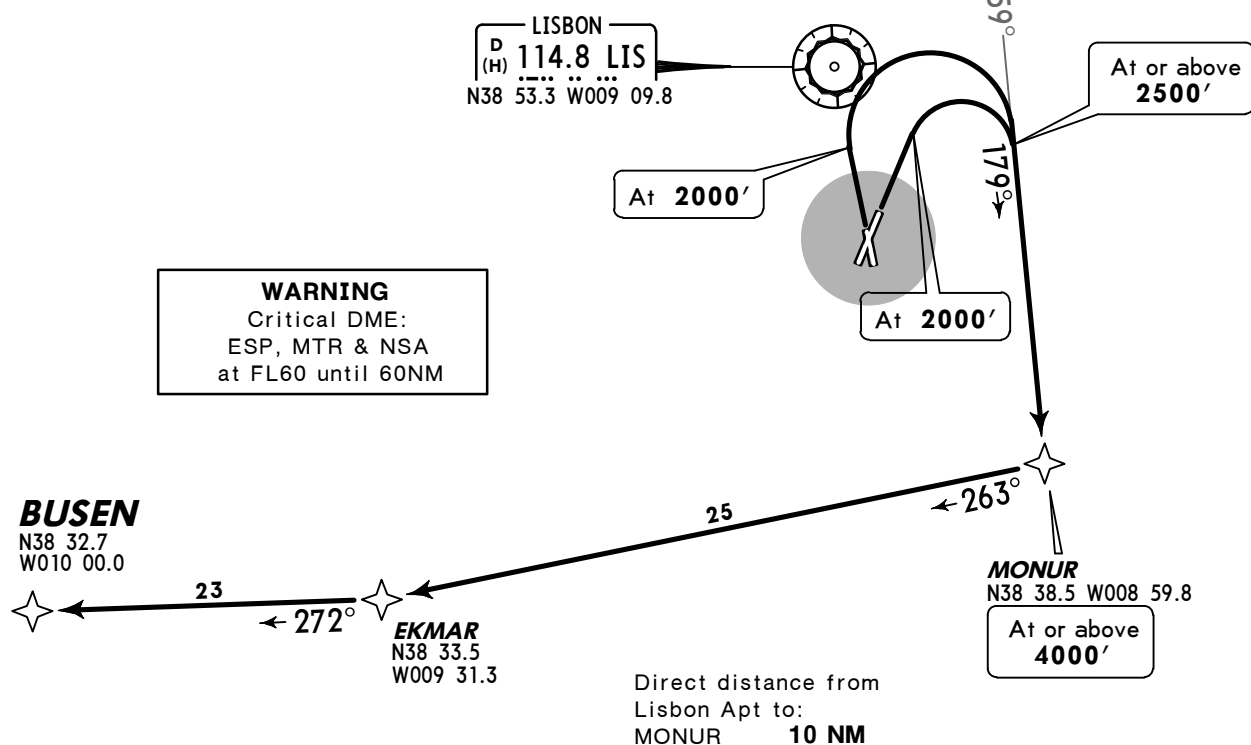
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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.

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



RWY 35

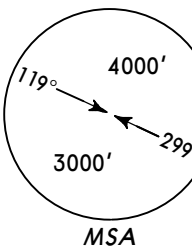
These SIDs require a minimum climb gradient of
4.9% until leaving 600'.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V(fpm)	372	496	744	992	1241	1489

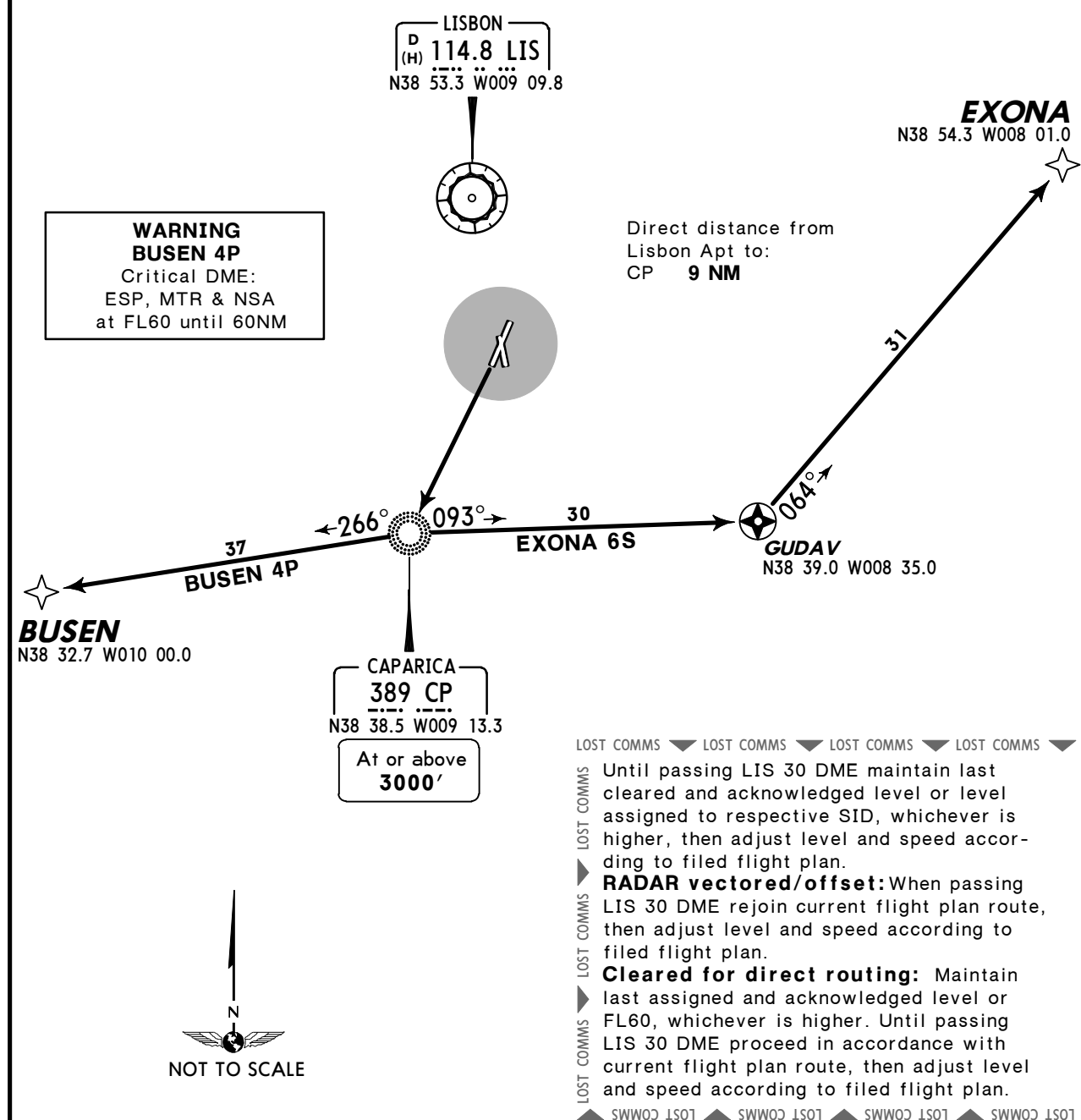
Initial climb clearance **FL60**

ROUTING

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

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', mentioning only the callsign and passing altitude. 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.	
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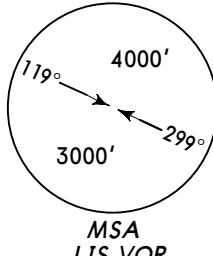
**BUSEN 4P [BUSE4P]
RWY 21 P-RNAV DEPARTURE
EXONA 6S [EXON6S]
RWY 21 RNAV DEPARTURE**



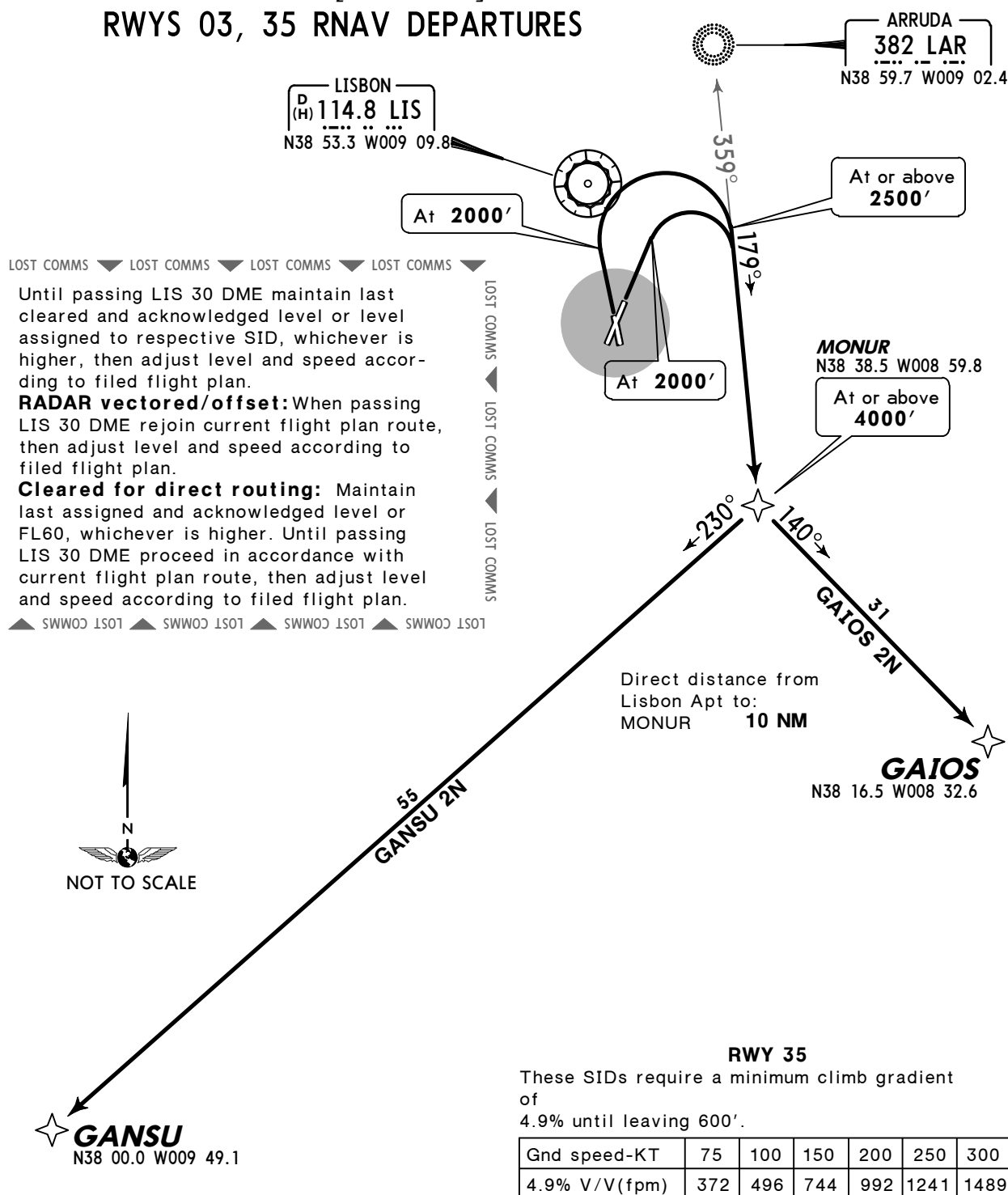
Initial climb clearance FL60

SID	ROUTING
BUSEN 4P	Climb to CP, turn RIGHT to BUSEN.
EXONA 6S ①	Climb to CP, turn LEFT to GUDAV, then to EXONA.

① Flights to OGERO and UREDI above FL245.
Flights to PORTA below FL245.

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', mentioning only the callsign and passing altitude. 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 2N [GAIO2N]
GANSU 2N [GANS2N]
RWYS 03, 35 RNAV DEPARTURES**



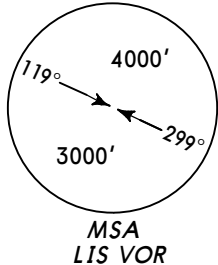
RWY 35

These SIDs require a minimum climb gradient of 4.9% until leaving 600'.

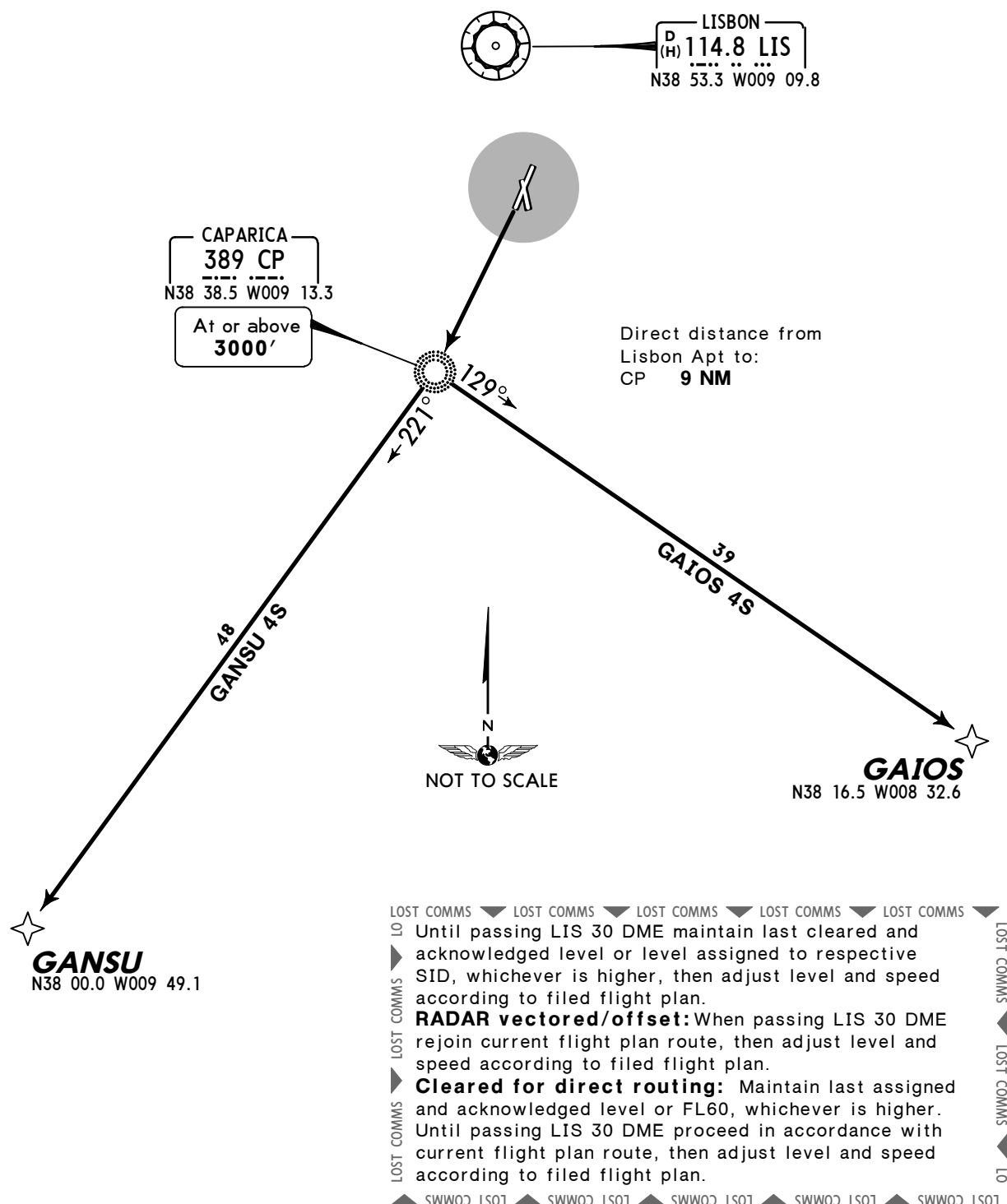
Gnd speed-KT	75	100	150	200	250	300
4.9% V/V(fpm)	372	496	744	992	1241	1489

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.

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', mentioning only the callsign and passing altitude. 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.	
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**GAIOS 4S [GAIO4S]
GANSU 4S [GANS4S]
RWY 21 RNAV DEPARTURES**



Initial climb clearance **FL60**

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

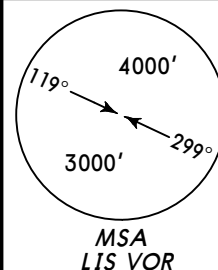
LISBON
Approach (R)
119.1Apt Elev
374'

Trans level: By ATC Trans alt: 4000'

1. After take-off contact LISBON Approach when passing 1000', mentioning only the callsign and passing altitude.

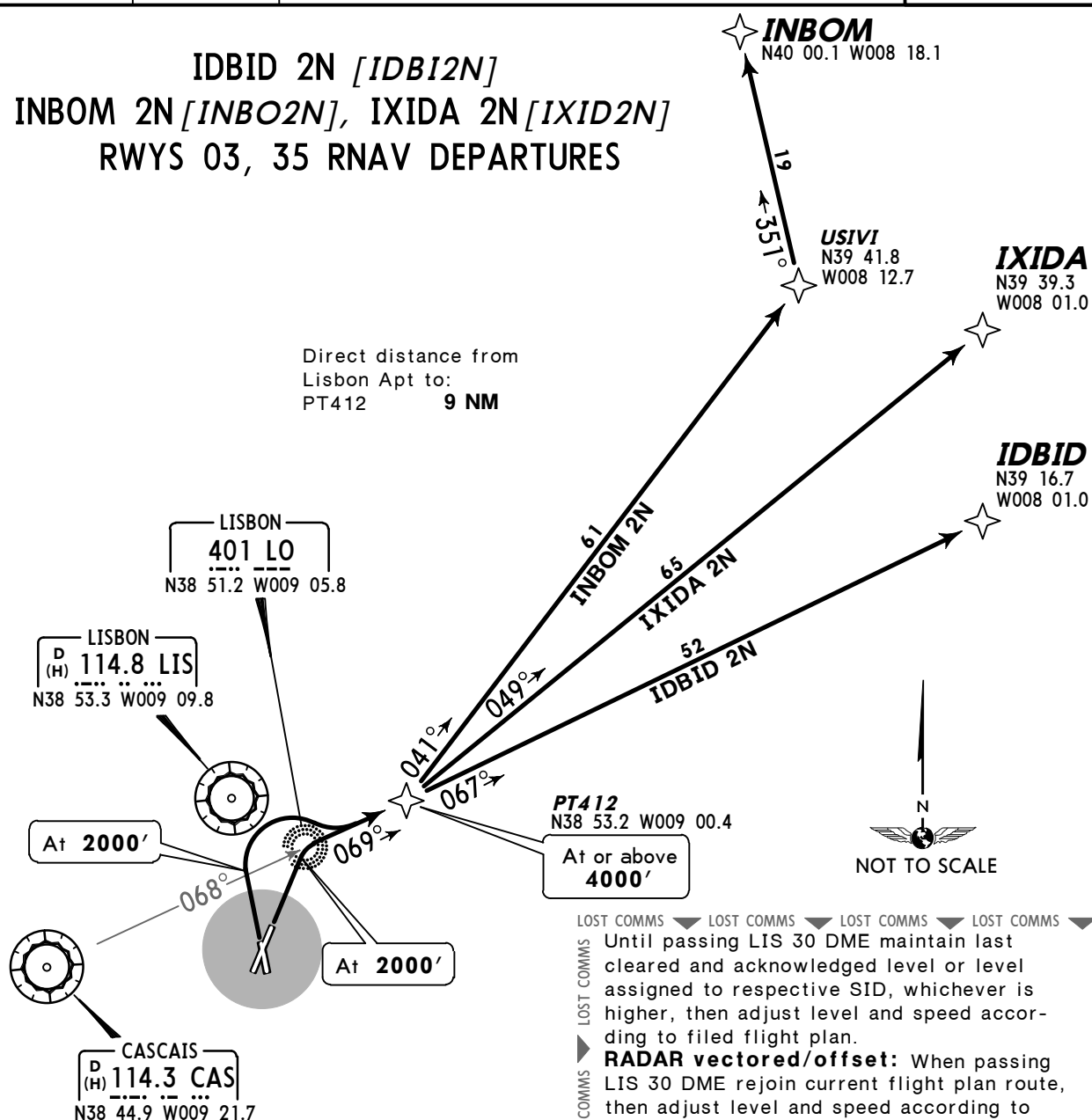
2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages).

3. If unable to comply with FMS RNAV SIDs advise ATC.



IDBID 2N [IDBI2N]
INBOM 2N [INBO2N], IXIDA 2N [IXID2N]
RWYS 03, 35 RNAV DEPARTURES

Direct distance from
Lisbon Apt to:
PT412 **9 NM**



RWY 35

These SIDs require a minimum climb gradient of 4.9% until leaving 600'.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V(fpm)	372	496	744	992	1241	1489

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.

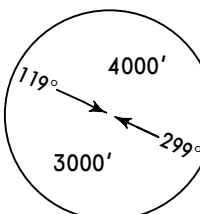
RADAR vectored/offset: When passing LIS 30 DME rejoin current flight plan route, then adjust level and speed according to filed flight plan.

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.

SWWOC 1SOT ▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲ SWWOC 1SOT

Initial climb clearance FL60

SID	ROUTING
IDBID 2N ①	Climb to 2000', turn RIGHT, intercept CAS R-068 (069° bearing from LO) to PT412, then to IDBID.
INBOM 2N	Climb to 2000', turn RIGHT, intercept CAS R-068 (069° bearing from LO) to PT412, then to USIVI - INBOM.
IXIDA 2N ②	Climb to 2000', turn RIGHT, intercept CAS R-068 (069° bearing from LO) to PT412, then to IXIDA.
① Flights to OGERO and UREDI above FL245. Flights to PORTA below FL245.	
② Flights to TOSDI above FL245. Flights to RIVRO below FL245.	

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', mentioning only the callsign and passing altitude. 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 8S [INBO8S]
IXIDA 8S [IXID8S]
RWY 21 RNAV DEPARTURES**

Direct distance from
Lisbon Apt to:
CP **9 NM**

LISBON
D (H) **114.8** LIS
N38 53.3 W009 09.8



CAPARICA
389 CP
N38 38.5 W009 13.3

At or above
3000'

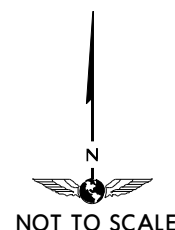
GUDAV
N38 39.0
W008 35.0

MAGUM
N39 10.1
W008 23.6

USIVI
N39 41.8
W008 12.7

IXIDA
N39 39.3
W008 01.0

INBOM
N40 00.1 W008 18.1



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.

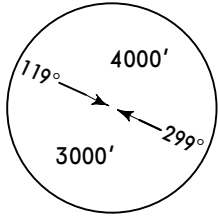
RADAR vectored/offset: When passing LIS 30 DME rejoin current flight plan route, then adjust level and speed according to filed flight plan.

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.

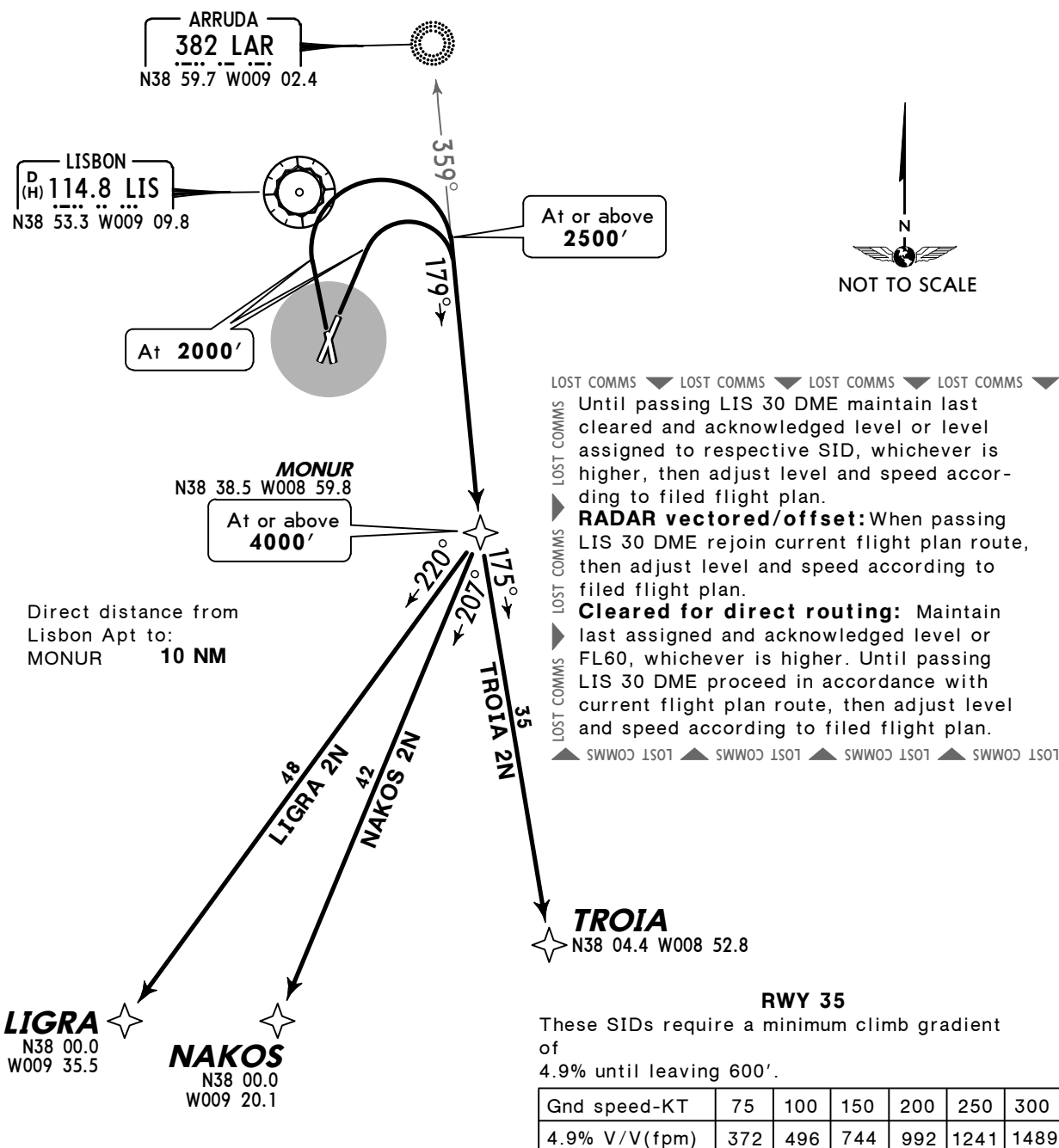
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

Initial climb clearance FL60

SID	ROUTING
INBOM 8S	Climb to CP, turn LEFT to GUDAV, then to MAGUM - USIVI - INBOM.
IXIDA 8S ①	Climb to CP, turn LEFT to GUDAV, then to IXIDA.
① Flights to TOSDI above FL245. Flights to RIVRO below FL245.	

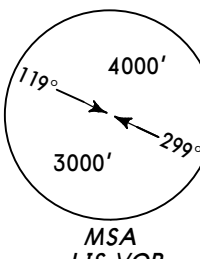
LISBON Approach (R) 119.1	Apt Elev 374'	Trans level: By ATC Trans alt: 4000' 1. After take-off contact LISBON Approach when passing 1000', mentioning only the callsign and passing altitude. 2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (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

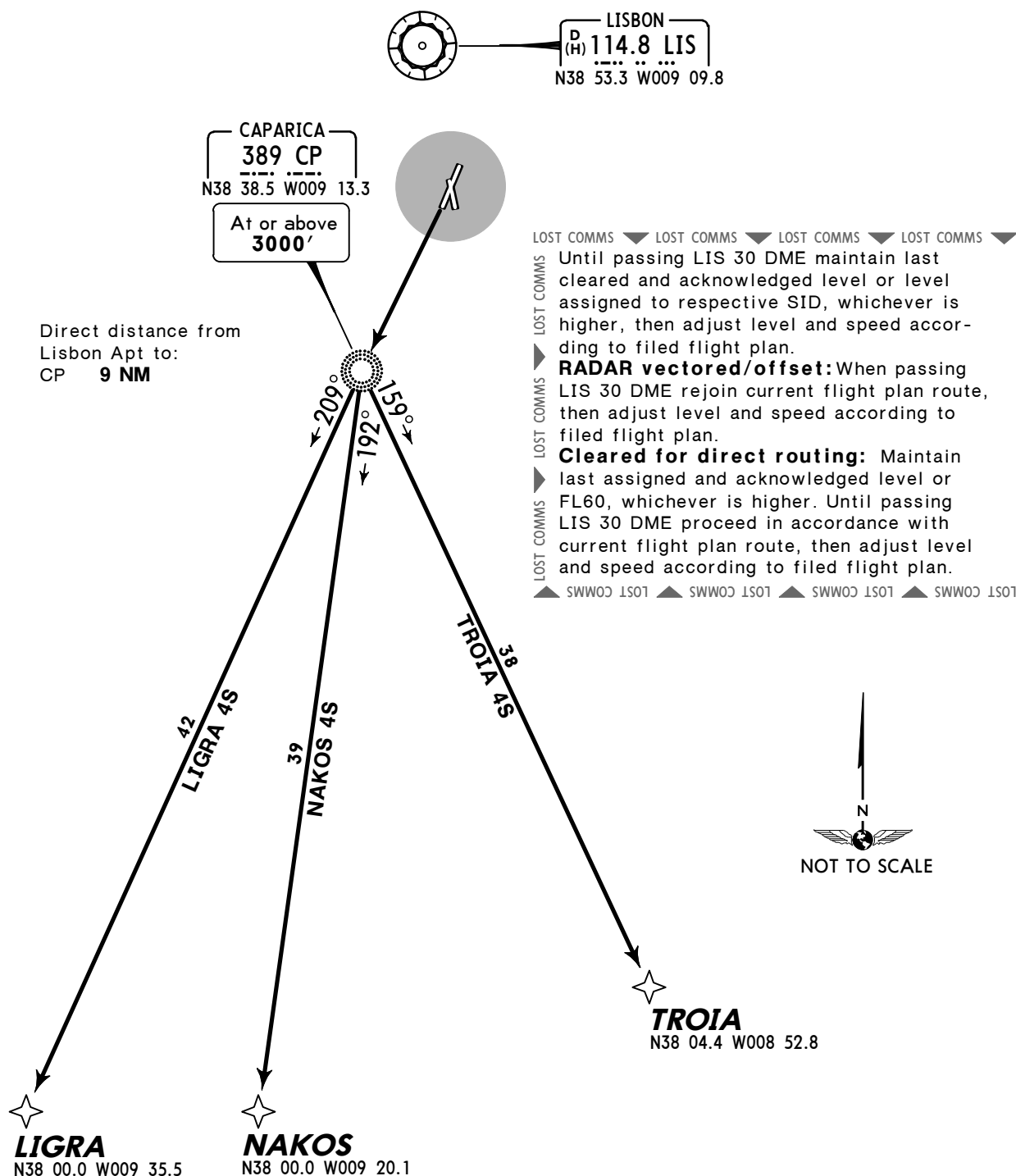


Initial climb clearance **FL60**

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.

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', mentioning only the callsign and passing altitude. 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.	
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LIGRA 4S [LIGR4S], NAKOS 4S [NAKO4S]
TROIA 4S [TROI4S]
RWY 21 RNAV DEPARTURES



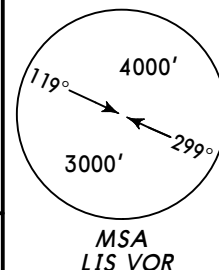
Initial climb clearance **FL60**

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.

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', mentioning only the callsign and passing altitude.
2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.



ESPICHEL 9N (ESP 9N)
ESPICHEL 1S (ESP 1S)
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 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 ▲

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

Direct distance from
Lisbon Apt to:
MONUR 10 NM



CAPARICA
389 CP
N38 38.5 W009 13.3

ARRUDA
382 LAR
N38 59.7 W009 02.4

LISBON
D (H) 114.8 LIS
N38 53.3 W009 09.8

At
2000'

At or above
2500'

MONUR
N38 38.5 W008 59.8

ESPICHEL
D (H) 112.5 ESP
N38 25.5 W009 11.1

RWY 35

This SID requires a minimum climb gradient of 4.9% until leaving 600'.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V(fpm)	372	496	744	992	1241	1489

Initial climb clearance FL60

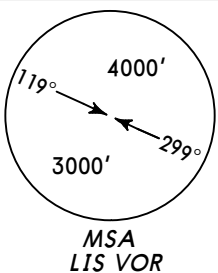
SID	RWY	ROUTING
ESP 9N	03, 35	Climb to 2000', turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 2500', intercept ESP R-039 inbound to ESP.
ESP 1S	21	Climb to CP, intercept ESP R-357 inbound to ESP.

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', mentioning only the callsign and passing altitude.
2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.



FATIMA 9N (FTM 9N)
FATIMA 1S (FTM 1S)
RWYS 03, 35, 21 DEPARTURES

FATIMA
D (H) 113.5 FTM
N39 39.9 W008 29.6



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.

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

RWY 35

This SID requires a minimum climb gradient of 4.9% until leaving 600'.

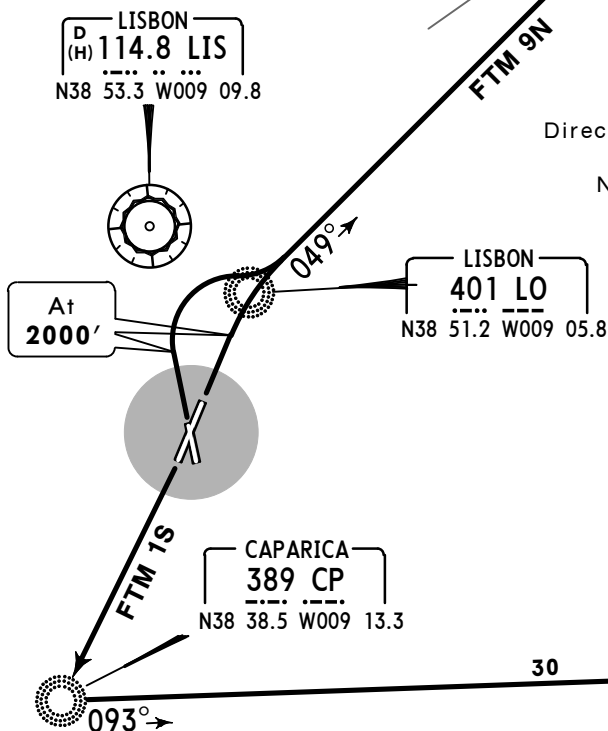
Gnd speed-KT	75	100	150	200	250	300
4.9% V/V(fpm)	372	496	744	992	1241	1489



ALAMA
N39 13.4
W008 33.0

N39 05.5
W008 48.1

Direct distance from Lisbon Apt to:
CP 9 NM
N39 05.05 W008 48.1 25 NM

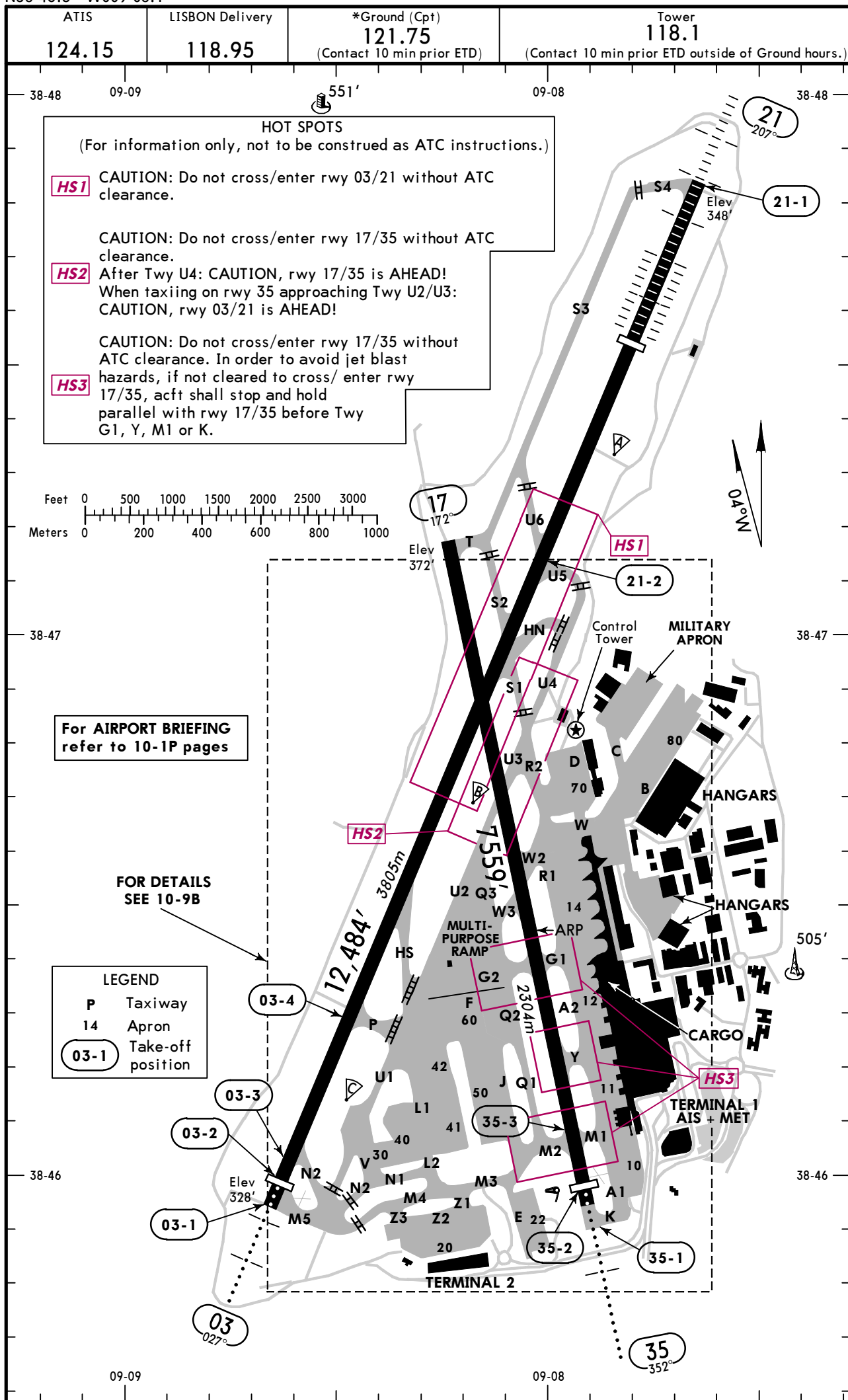


GUDAV
N38 39.0 W008 35.0

At FL60

Initial climb clearance FL60

SID	RWY	ROUTING
FTM 9N	03, 35	Climb to 2000', intercept 049° bearing from LO, intercept LIS R-059 to ALAMA, intercept FTM R-190 inbound to FTM.
FTM 1S	21	Climb to CP, 093° bearing to GUDAV, intercept FTM R-188 inbound to FTM.



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION							USABLE LENGTHS		TAKE-OFF	WIDTH
RWY							LANDING BEYOND			
							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:

From posn 1 (rwy head, CL not avbl) 12,484' (3805m)
 posn 2 (displ thresh) 12,188' (3715m)
 posn 3 (twy N2 int) 11,909' (3630m)
 posn 4 (twy P int) 10,187' (3105m)

RWY 21:

From posn 1 (rwy head) 12,484' (3805m)
 posn 2 (twy U5 int) 7907' (2410m)

17	HIRL (30m)				148' 45m
35	HIRL (30m) HIALS PAPI-L (3.0°)	7382' 2250m		③	

③ TAKE-OFF RUN AVAILABLE

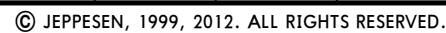
From posn 1 (twy K int) 7874' (2400m) (except for wide bodied acft)
 posn 2 (displ thresh) 7382' (2250m) (for wide bodied acft) Static T/O: ▲ 3 KT (Northwind)
 Rolling T/O: ▲ 11 KT
 posn 3 (twy M1/M2 int) 6890' (2100m) (for wide bodied acft) Static T/O: ▲ 12 KT
 Rolling T/O: ▲ 19 KT

▲ Tail wind component not greater than

Standard
TAKE-OFF ①

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

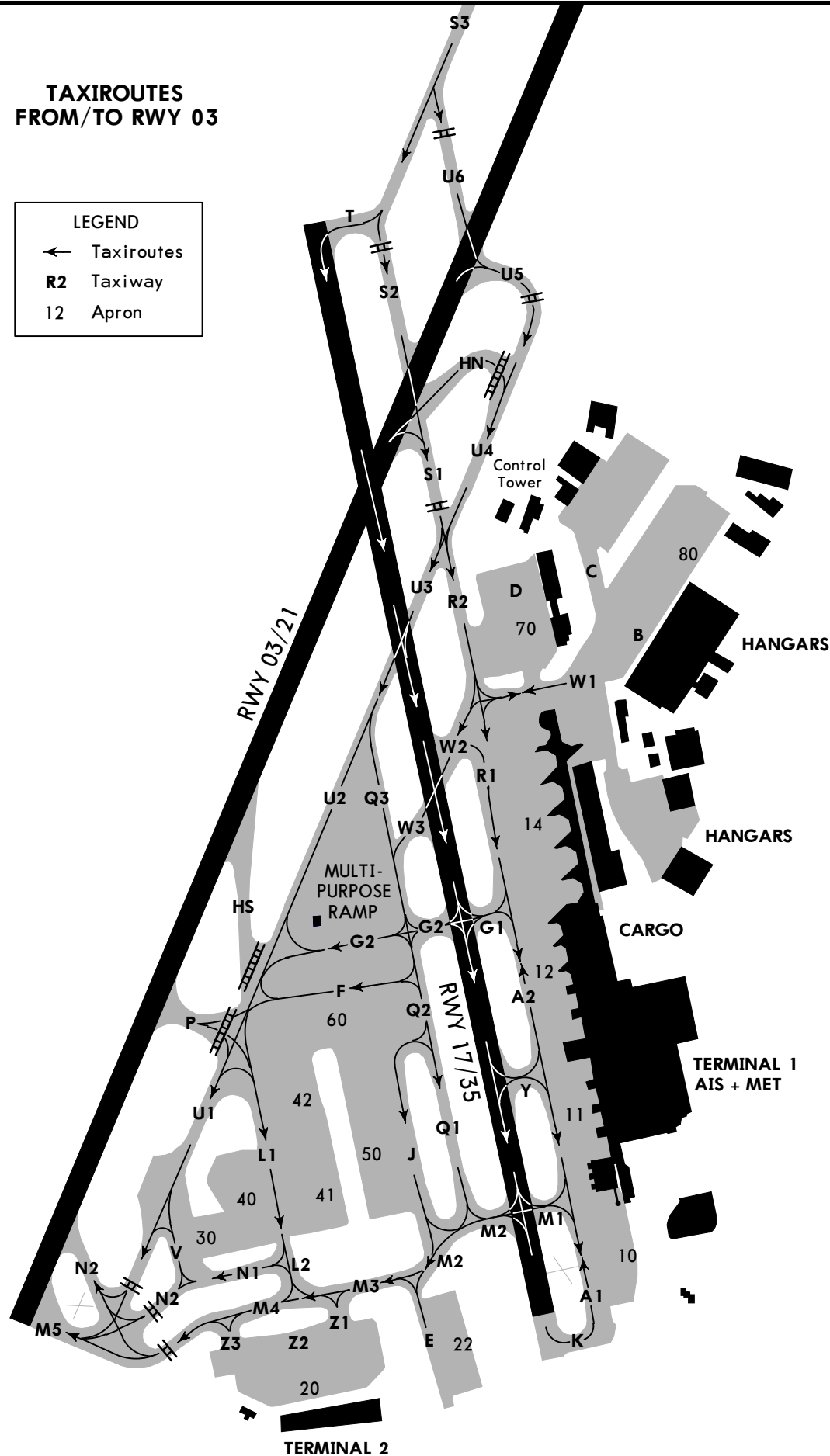
① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.



INS COORDINATES							
STAND No.	COORDINATES		ELEV	STAND No.	COORDINATES		ELEV
104 thru 106	N38 46.0	W009 07.8	331	411, 412	N38 46.1	W009 08.2	331
107	N38 46.1	W009 07.8	331	413 thru 416	N38 46.1	W009 08.2	335
114	N38 46.1	W009 07.8	328	421 thru 424	N38 46.2	W009 08.2	338
115, 116	N38 46.2	W009 07.8	331	425	N38 46.2	W009 08.2	341
117	N38 46.2	W009 07.8	328	426	N38 46.2	W009 08.3	341
122	N38 46.3	W009 07.9	328	501	N38 46.1	W009 08.1	335
123, 124	N38 46.3	W009 07.9	325	502	N38 46.1	W009 08.2	335
125	N38 46.4	W009 07.9	325	503	N38 46.1	W009 08.2	338
126	N38 46.4	W009 07.9	322	504 thru 506	N38 46.2	W009 08.2	338
141	N38 46.4	W009 07.8	322	600	N38 46.3	W009 08.1	338
142, 143	N38 46.5	W009 07.9	322	601	N38 46.3	W009 08.2	341
144	N38 46.5	W009 07.9	325	602	N38 46.3	W009 08.2	338
145, 146	N38 46.6	W009 07.9	325	603 thru 606	N38 46.3	W009 08.2	341
147	N38 45.6	W009 07.8	322	607	N38 46.3	W009 08.3	341
200 thru 205	N38 45.9	W009 08.2	338	608, 609	N38 46.2	W009 08.3	341
206 thru 209	N38 45.9	W009 08.3	338	701 thru 703	N38 46.7	W009 08.0	331
221	N38 45.9	W009 08.0	325	704	N38 46.7	W009 08.0	335
222, 223	N38 45.9	W009 08.0	328	705, 706	N38 46.7	W009 07.9	331
224	N38 45.9	W009 08.0	331	801, 802	N38 46.8	W009 07.8	322
225	N38 46.0	W009 08.0	331	803	N38 46.8	W009 07.8	318
301	N38 46.0	W009 08.4	331	804	N38 46.8	W009 07.7	318
302	N38 46.1	W009 08.4	335	805, 806	N38 46.9	W009 07.7	318
401	N38 46.0	W009 08.3	331				
402 thru 404	N38 46.1	W009 08.4	335				
405	N38 46.1	W009 08.4	338				

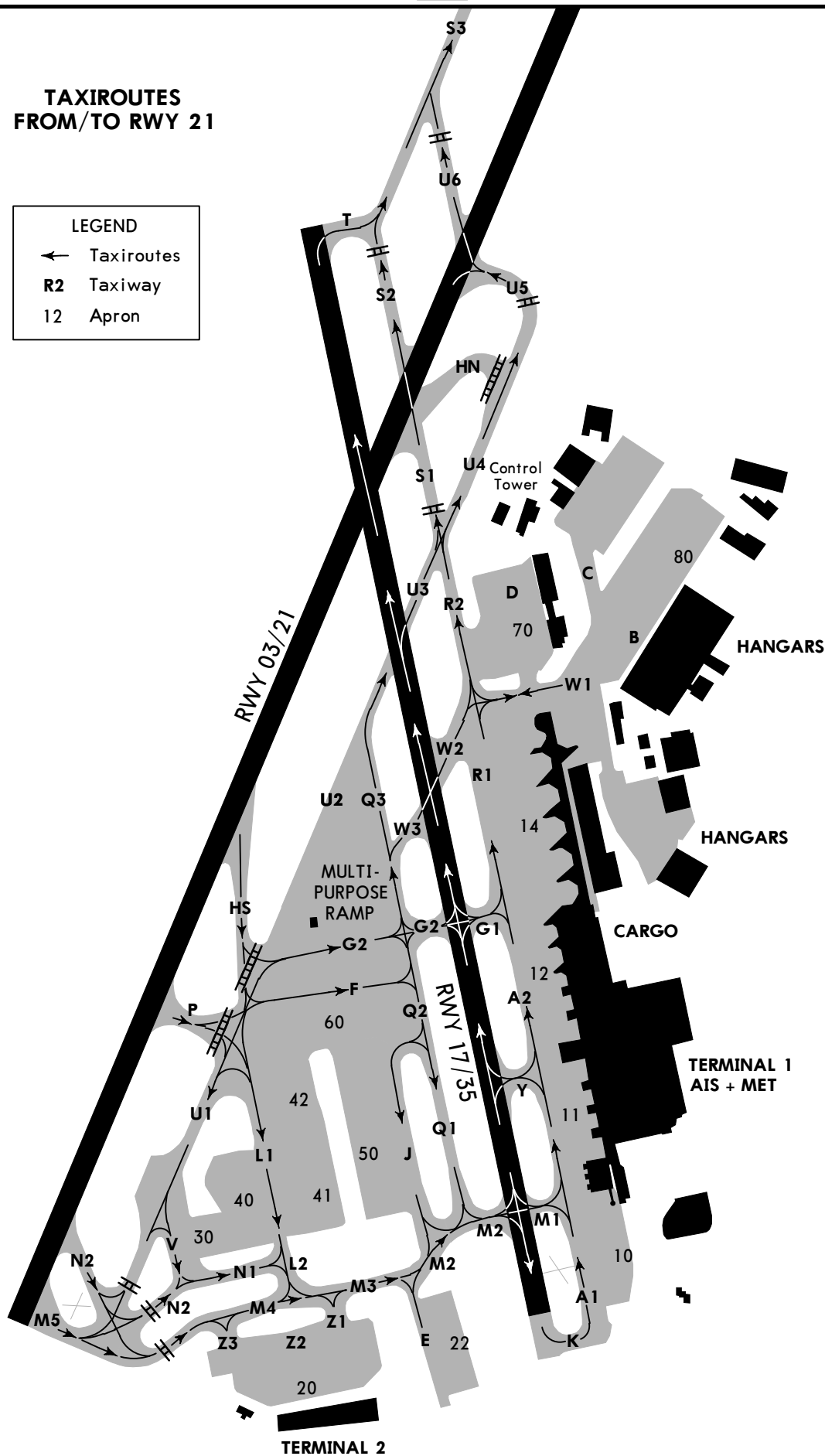
TAXIROUTES
FROM/TO RWY 03

LEGEND	
←	Taxiroutes
R2	Taxiway
12	Apron



**TAXIROUTES
FROM/TO RWY 21**

LEGEND	
←	Taxiroutes
R2	Taxiway
12	Apron



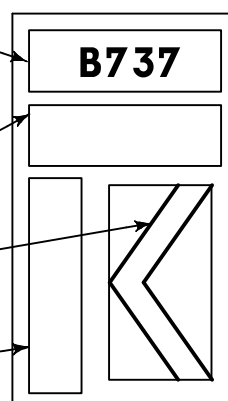
APIS (AIRCRAFT PARKING & INFORMATION SYSTEM)

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

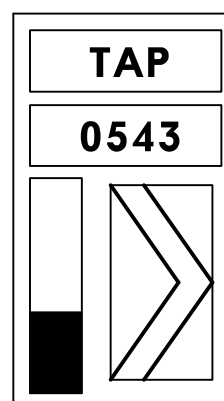
Display B indicating: Flight number, time, "STOP", "ON" (chocks) and "DOWN".

Centreline beacon side-in guidance.

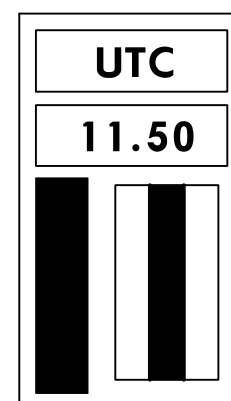
Closing-rate information. Full closing rate thermometer indicates at least 49'/15m to stop position.



Turn LEFT



Turn RIGHT

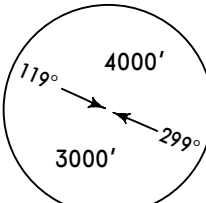


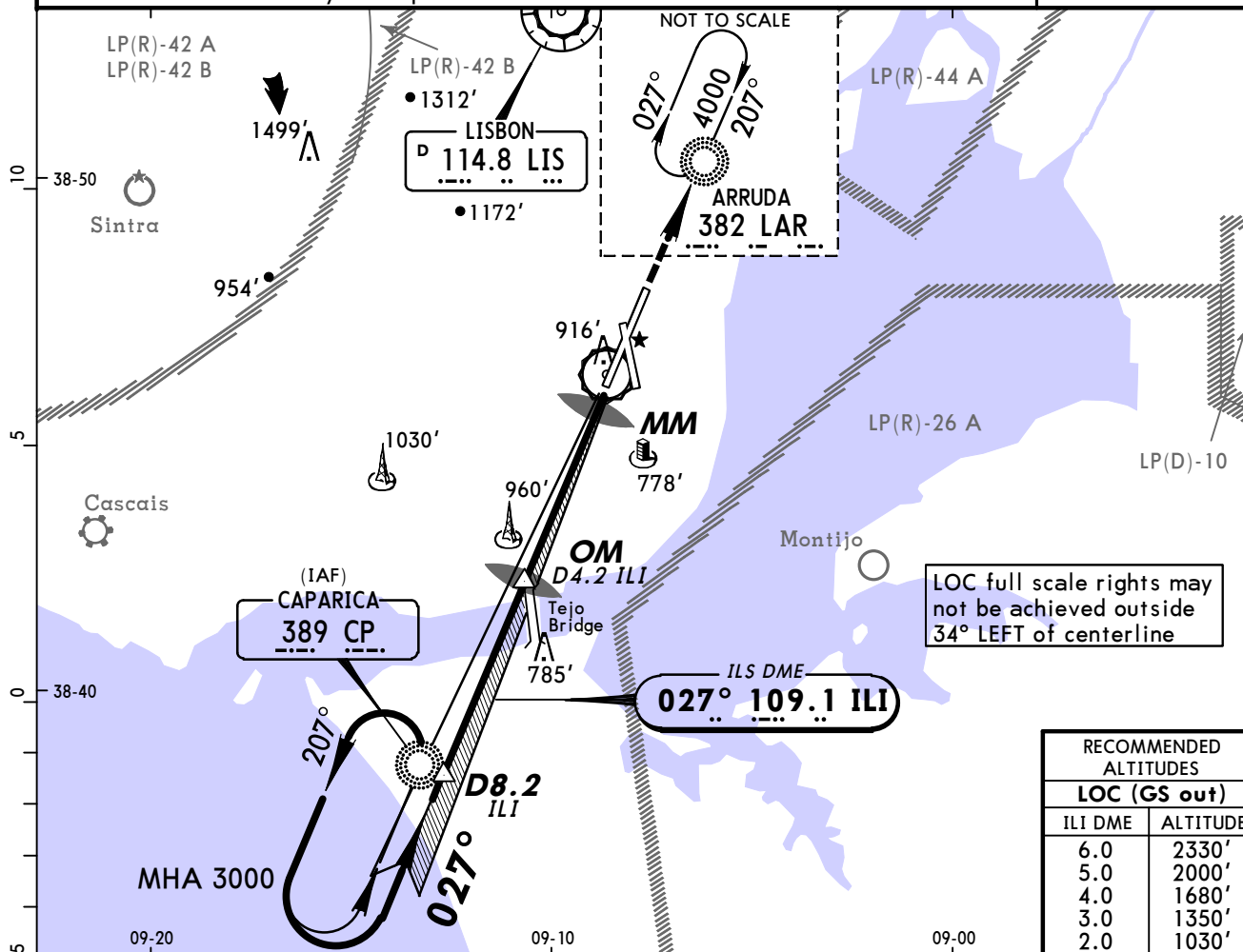
On centerline

PILOT INSTRUCTIONS

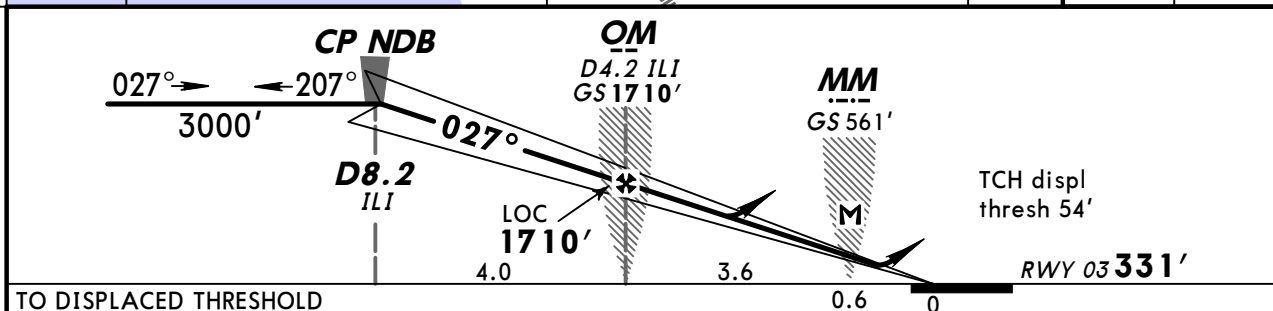
1. APIS display indication (OK) is a system status information and not a stand clearance confirmation message. Pilots shall not consider as granted that aircraft safety area (ASA) is clear of obstacles when APIS system is displaying a (OK) message.
2. Follow twy lead-in line and adjust according to the 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.

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		
ILS DME reads zero at rwy 03 displ thresh.		Trans alt: 4000'			



RECOMMENDED ALTITUDES	
LOC (GS out)	
ILI DME	ALTITUDE
6.0	2330'
5.0	2000'
4.0	1680'
3.0	1350'
2.0	1030'



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

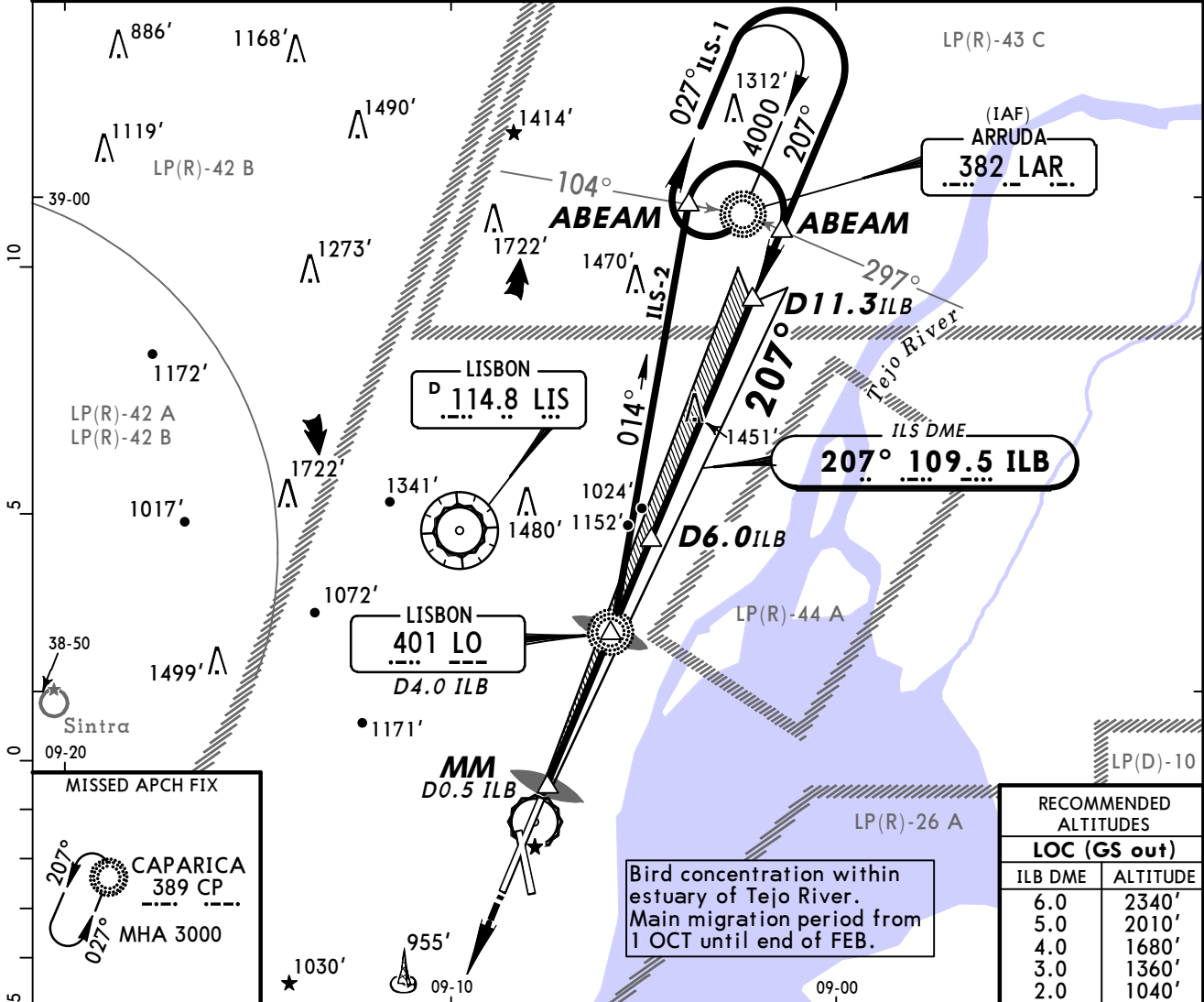
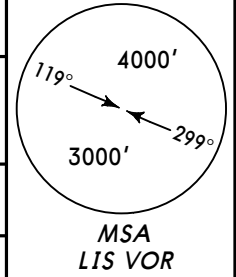
STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND			
ILS DA(H) 531' (200')		LOC (GS out) DA(H) 830' (499')		Max Kts	MDA(H)	VIS	
FULL/Limited	ALS out		ALS out				
A				100	1500' (1126')	1500m	
B				135	1500' (1126')	1600m	
C	RVR 750m	RVR 1200m		180	1580' (1206')	2400m	
D				205	1580' (1206')	3600m	

LPPT/LIS
LISBON

22 NOV 13 (11-2)

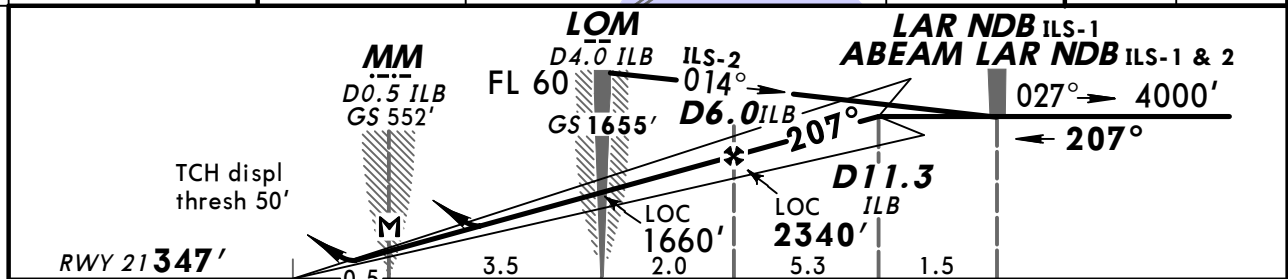
LISBON, PORTUGAL
ILS-1 or -2 Rwy 21

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	HIALS-II PAPI 3000' ↑
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at MM/D0.5 ILB							

STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND		
ILS		LOC (GS out)				
DA(H) 547' (200')		DA(H) 740' (393')				
FULL	Limited	ALS out		Max Kts	MDA(H)	VIS
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

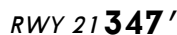
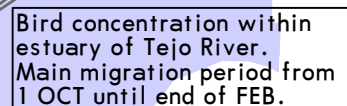
CHANGES: None.

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

MSA LIS VOR

Trans alt: 4000'



HIALS-II

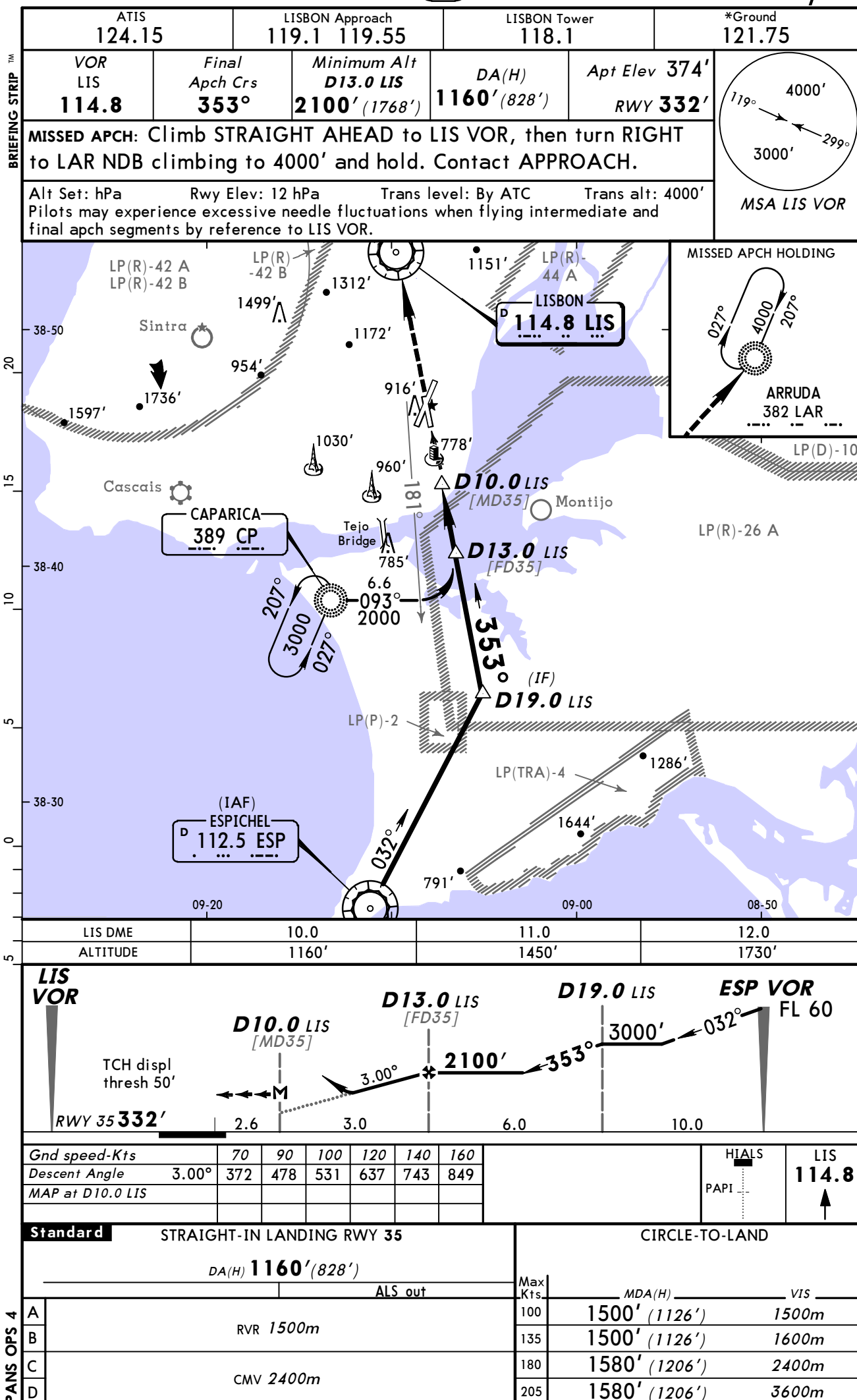
PAPI

▲

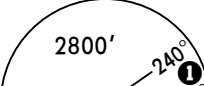
DA(H) **447'** (100')

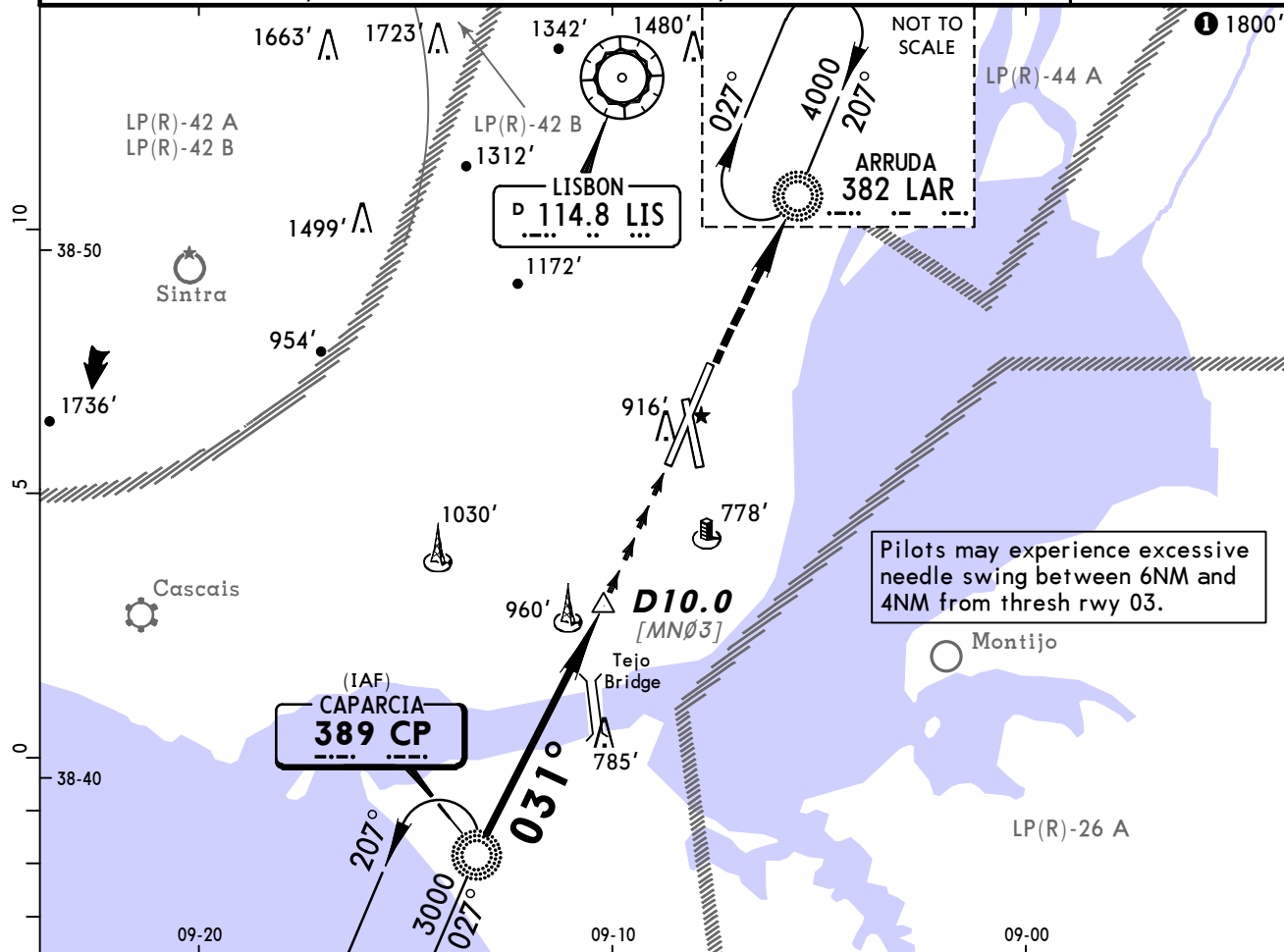
RVR **300m** **1**

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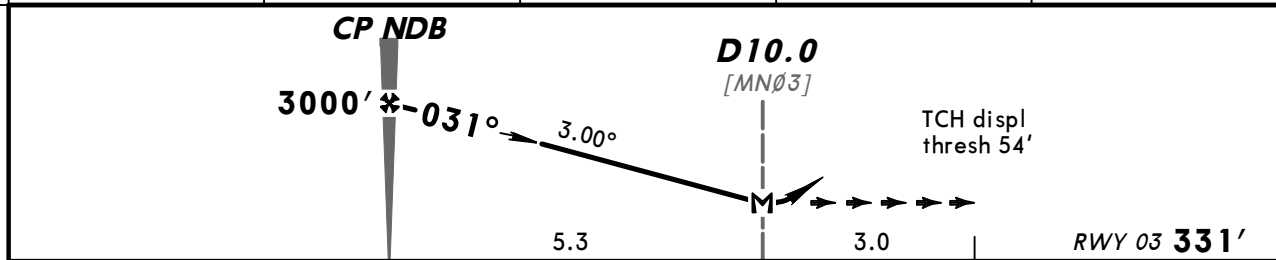


BRIEFING STRIP

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'



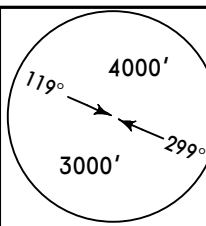
TO DISPLACED THRESHOLD							8.3	0	
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	4000' ↑	
Descent Angle	3.00°	372	478	531	637	743			849
MAP at D10.0									

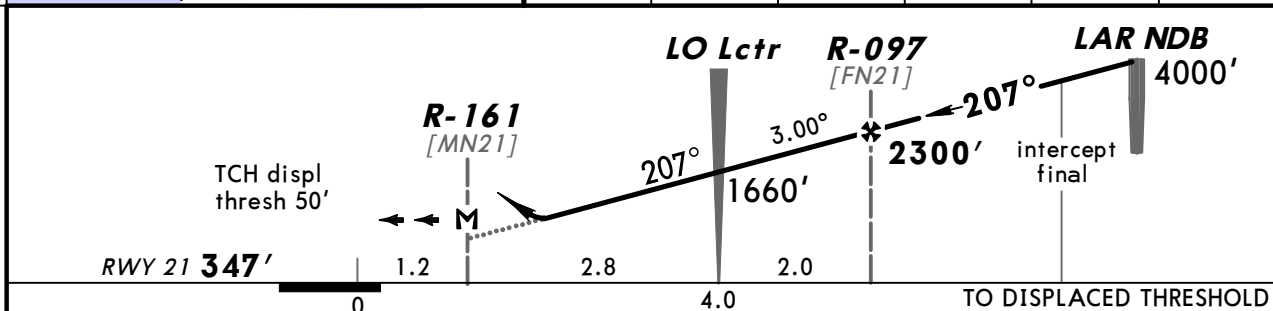
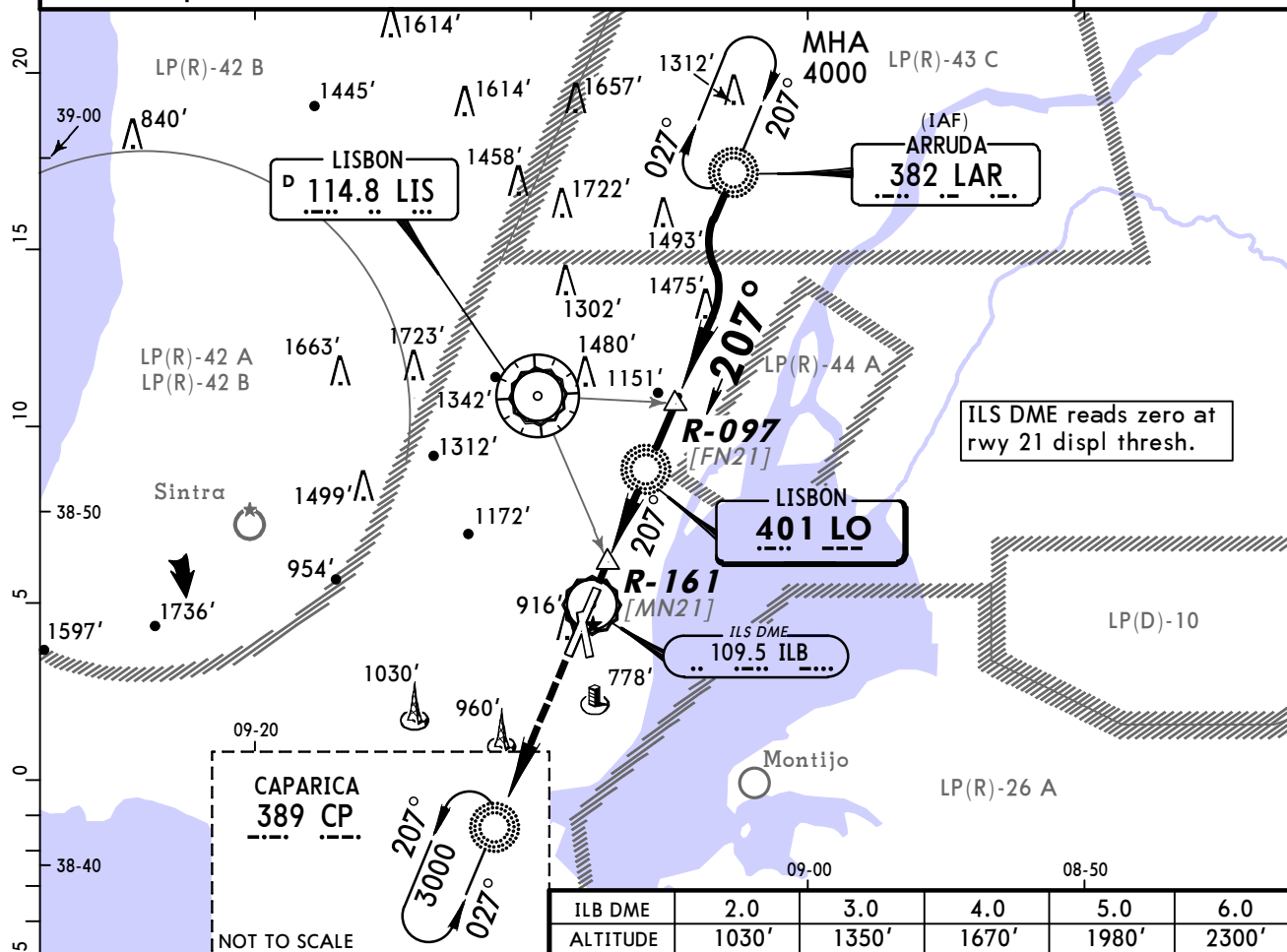
Standard		STRAIGHT-IN LANDING RWY 03		CIRCLE-TO-LAND		
		DA(H) 1320' (989')				
		ALS out		Max Kts	MDA(H)	VIS
A	RVR 1500m			100	1500' (1126')	1500m
B				135	1500' (1126')	1600m
C	CMV 2400m			180	1570' (1196')	2400m
D				205	1570' (1196')	3600m

PANS OPS 4

TM

BRIEFING STRIP

ATIS		LISBON Approach		LISBON Tower		*Ground	
124.15		119.1 119.55		118.1		121.75	
Lctr LO 401	Final Apch Crs 207°	Minimum Alt R-097 2300' (1953')	DA(H) 840' (493')	Apt Elev 374' 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							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	3000'
Descent Angle	3.00°	372	478	531	637	743		
MAP at R-161								

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

LISBON, (LISBON - LPPT)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LPPT

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

HST-HN avbl with HSTIL (non-ICAO standard).