

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LPPR

Terminal Charts For LPPR

Revision Letter For Cycle 13-2014

Change Notices

Notebook

General Information

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

Airport Use: Public
Magnetic Variation: 2.9°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: 0502 Z
Sunset: 2011 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

Porto Approach Control 27.78 Military

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, 2100 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.

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 2400LT 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.

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.

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.

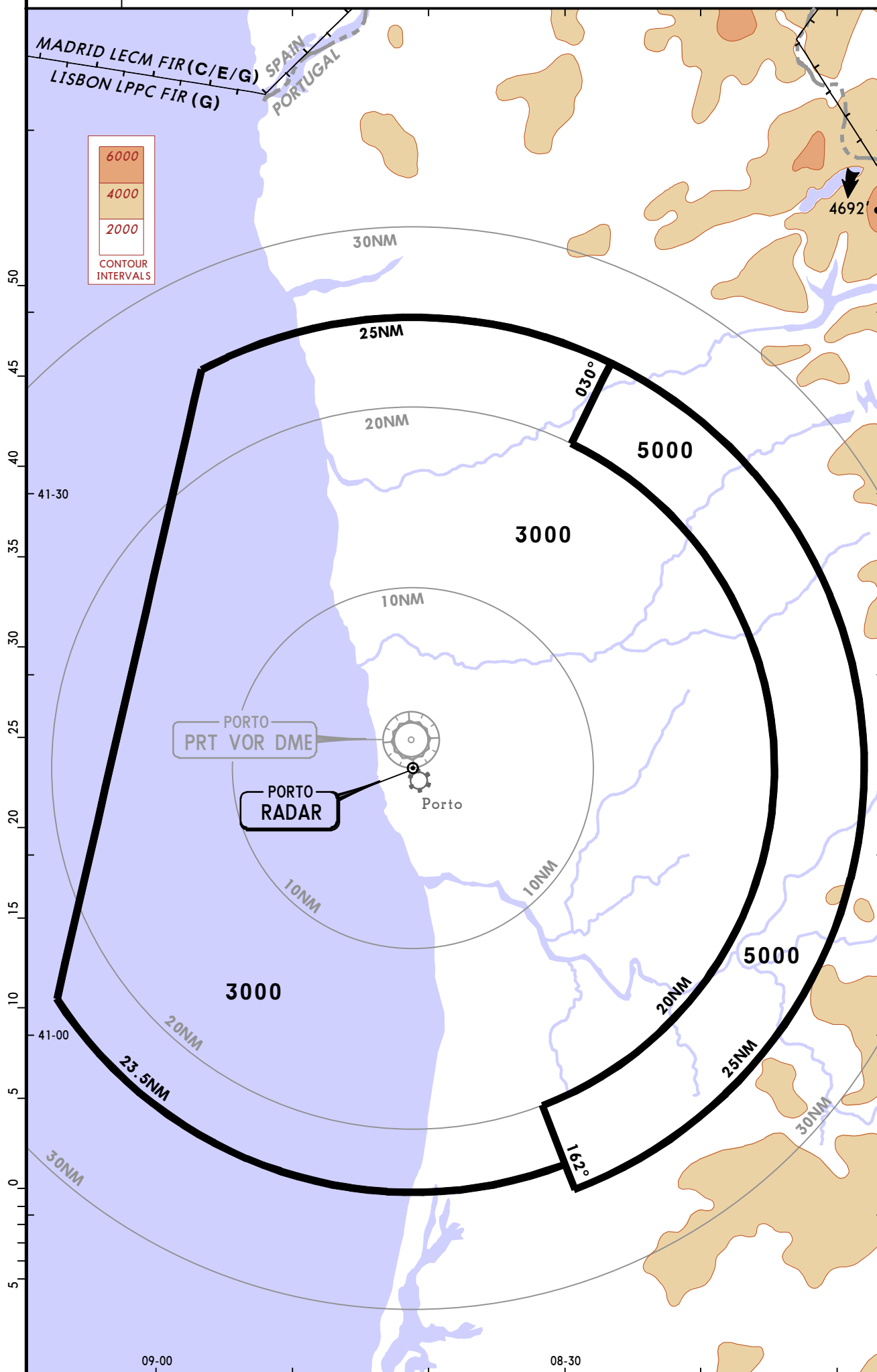
3.2. OTHER INFORMATION

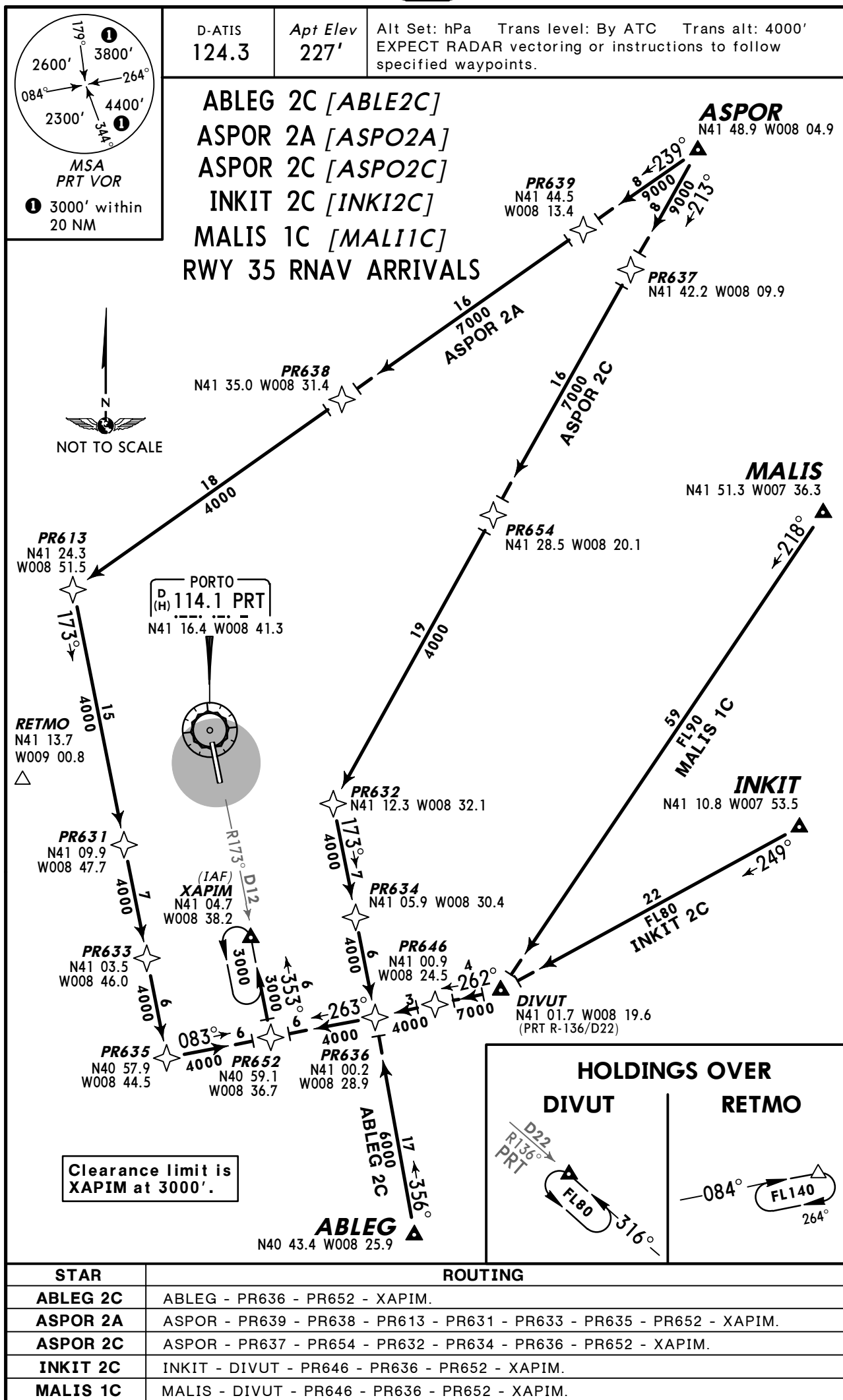
Contact PORTO Approach immediately after take-off, unless otherwise instructed by PORTO Tower.

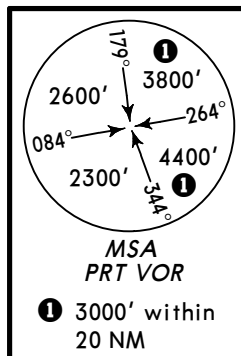
Apt Elev
227'

Alt Set: hPa
Trans level: By ATC

Trans alt: 4000'



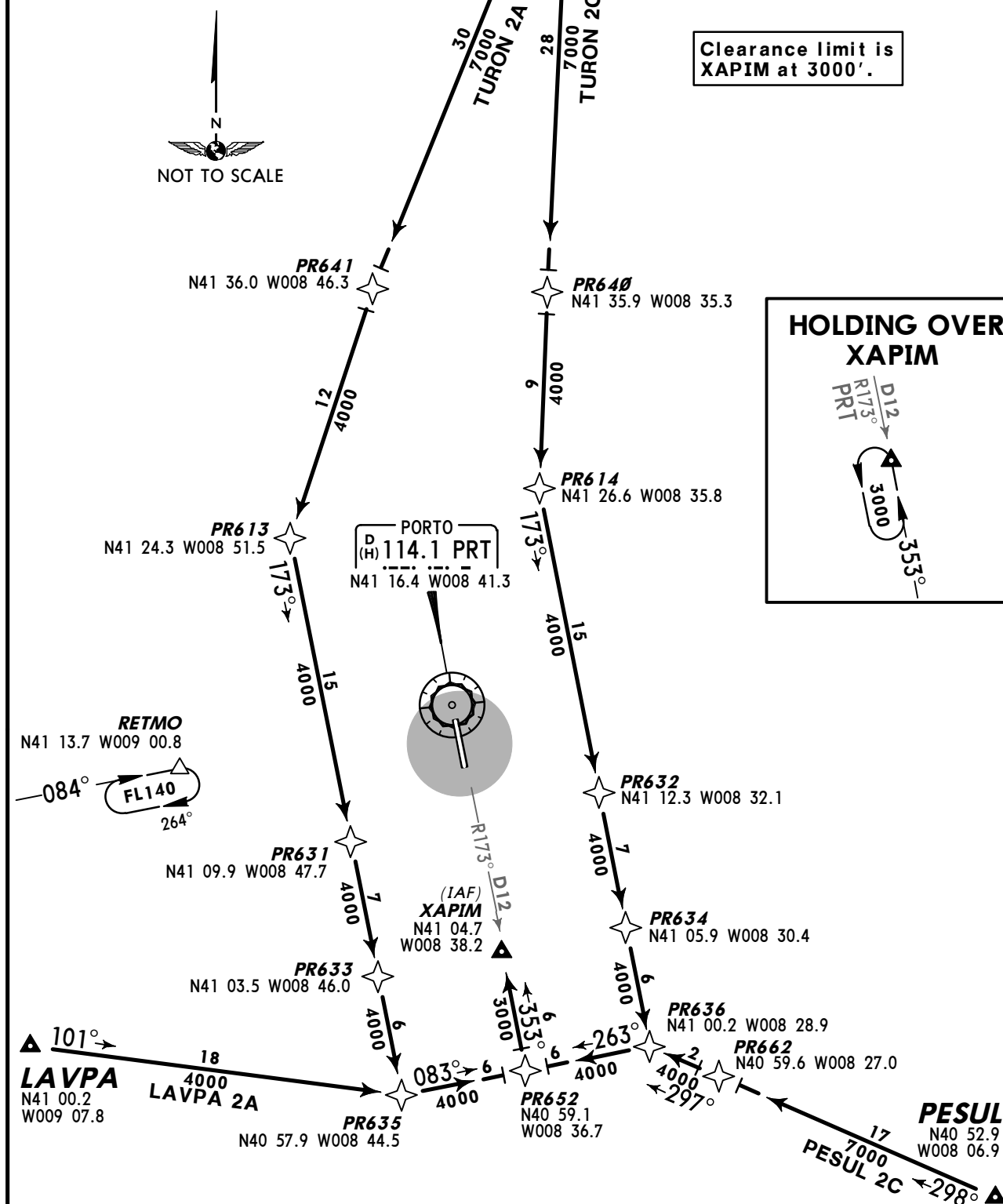
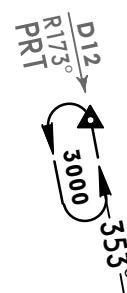


D-ATIS
124.3Apt Elev
227'Alt Set: hPa Trans level: By ATC Trans alt: 4000'
EXPECT RADAR vectoring or instructions to follow
specified waypoints.**TURON**

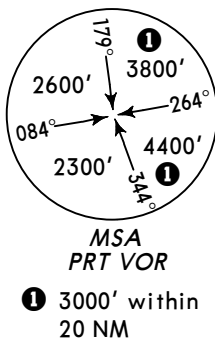
N42 04.1 W008 33.8

LAVPA 2A [LAVP2A]
PESUL 2C [PESU2C]
TURON 2A [TURO2A]
TURON 2C [TURO2C]
RWY 35 RNAV ARRIVALS

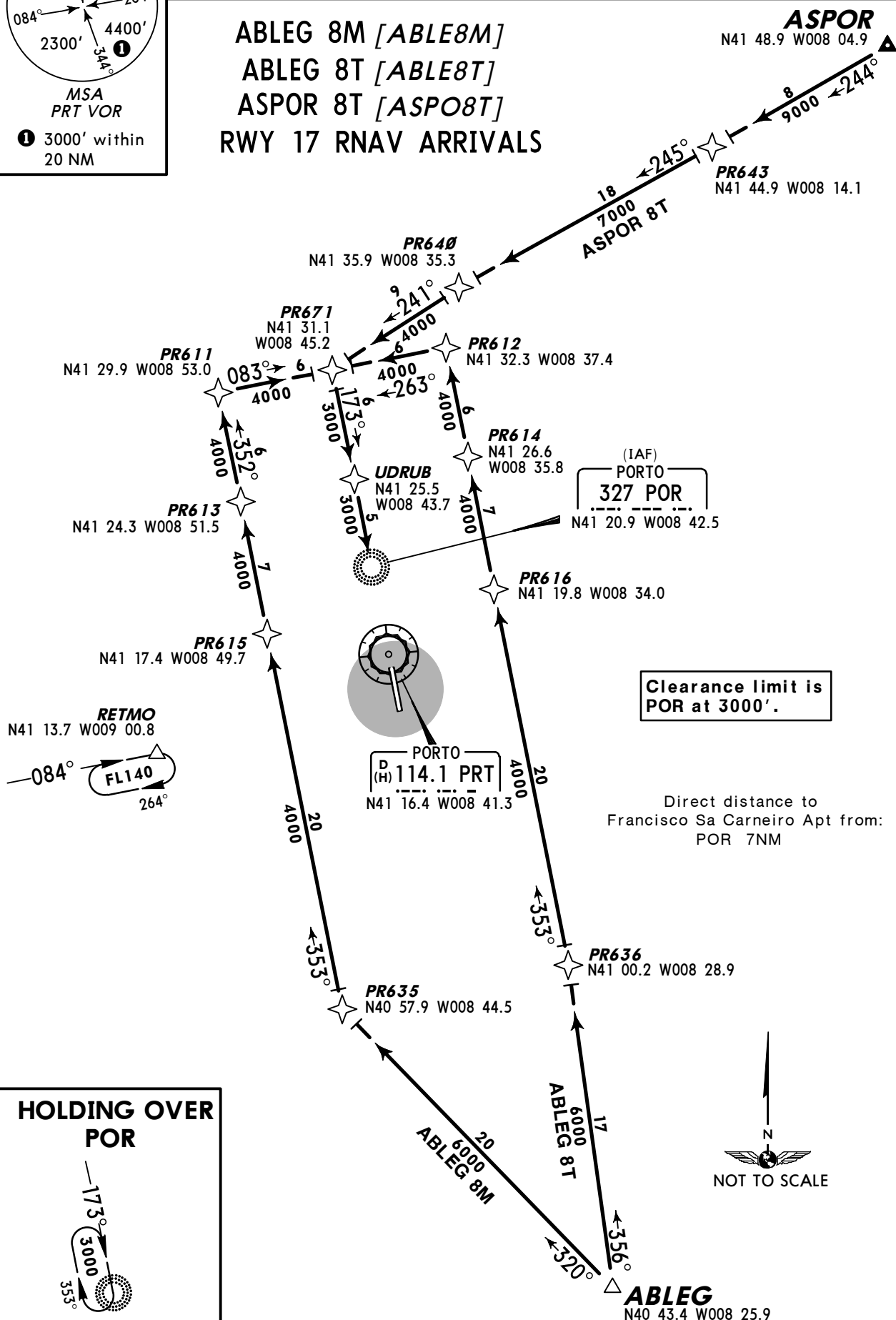
Clearance limit is
XAPIM at 3000'.

**HOLDING OVER
XAPIM**

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.
TURON 2C	TURON - PR640 - PR614 - PR632 - PR634 - PR636 - PR652 - XAPIM.

D-ATIS
124.3Apt Elev
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]
ASPOR 8T [ASPO8T]
RWY 17 RNAV ARRIVALS**



STAR

ROUTING

ABLEG 8M

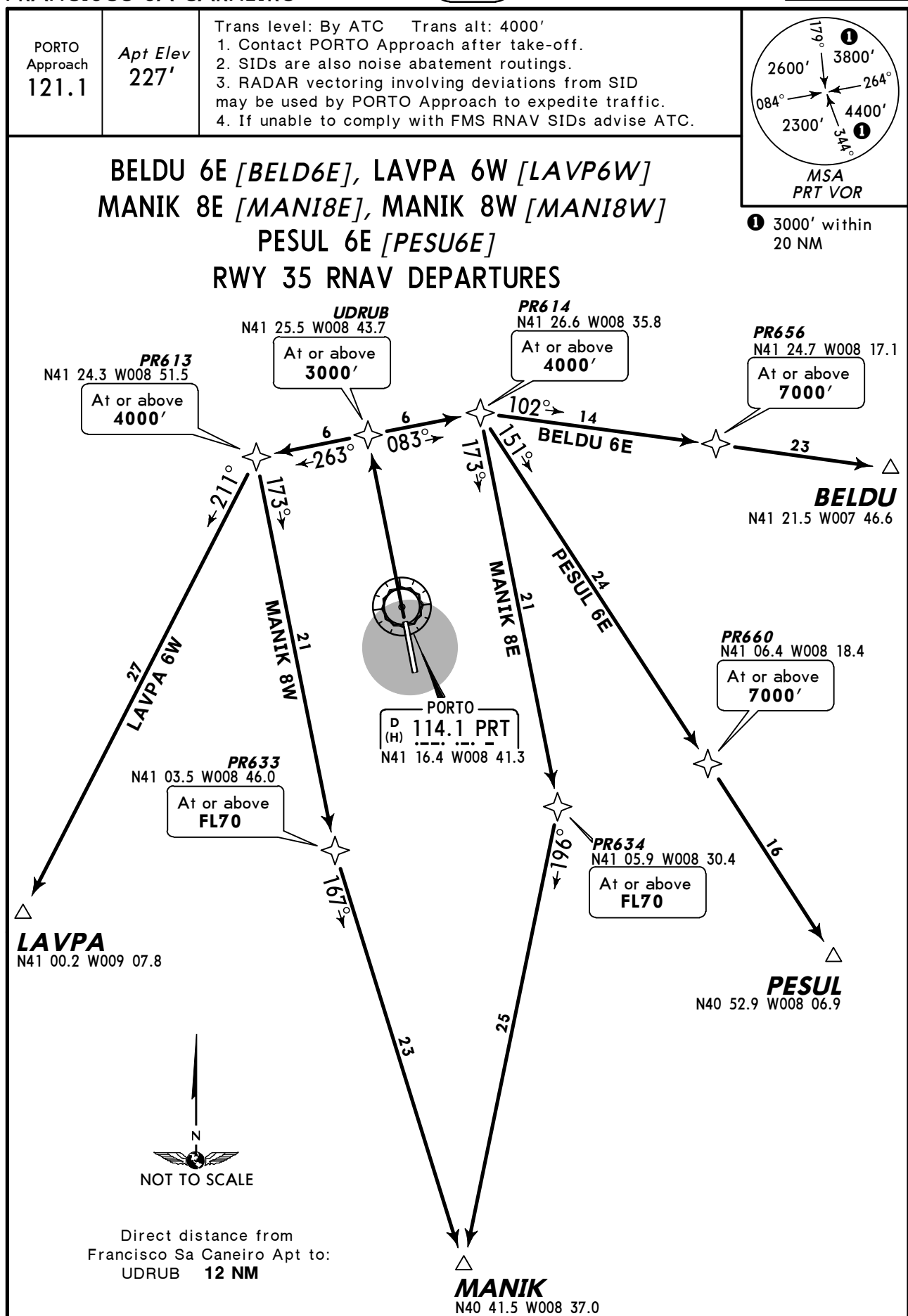
ABLEG - PR635 - PR615 - PR613 - PR611 - PR671 - UDRUB - POR.

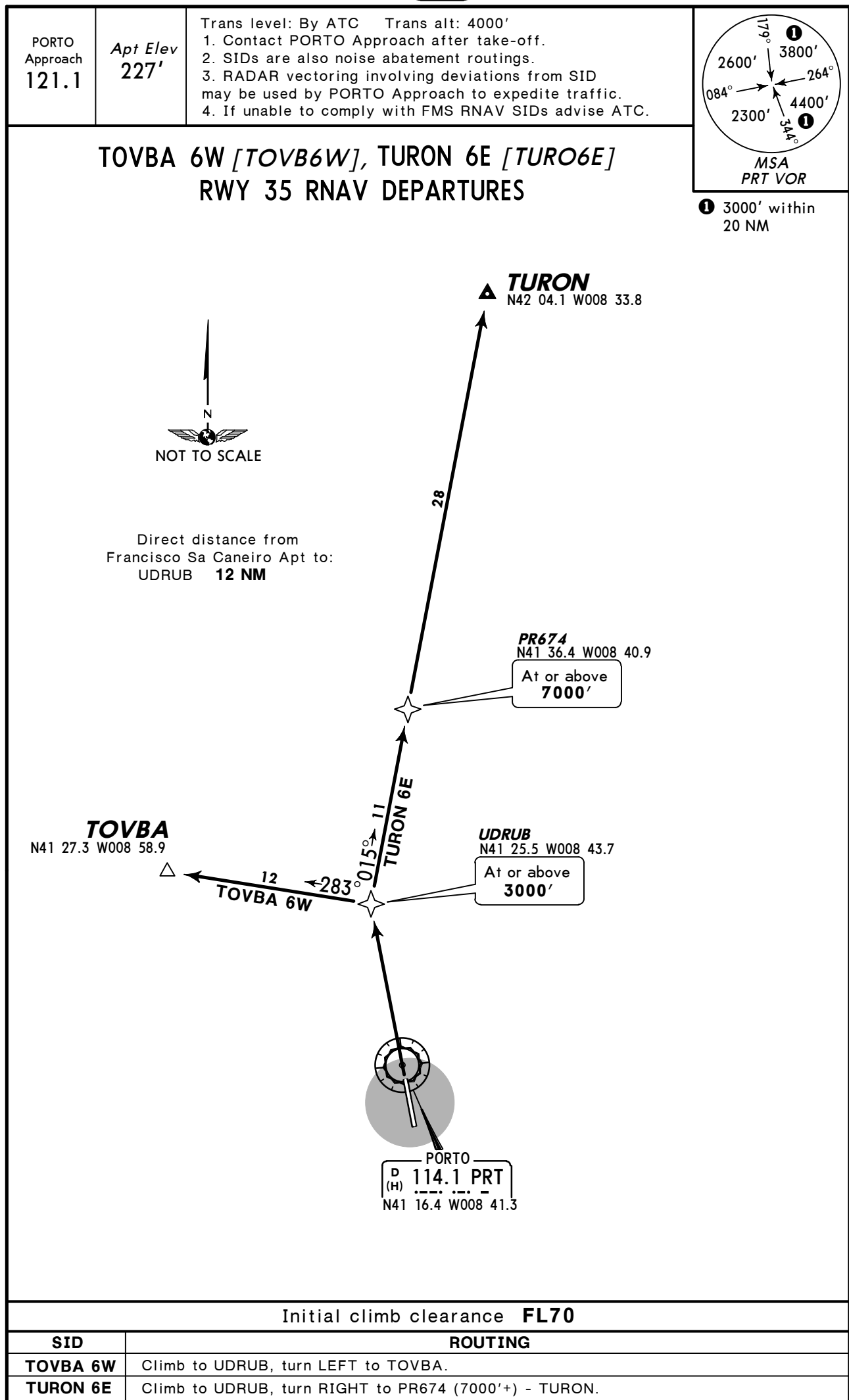
ABLEG 8T

ABLEG - PR636 - PR616 - PR614 - PR612 - PR671 - UDRUB - POR.

ASPOR 8T

ASPOR - PR643 - PR640 - PR671 - UDRUB - POR.



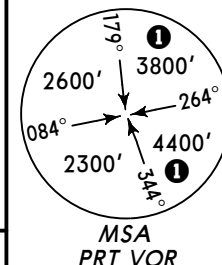


PORTO
Approach
121.1

Apt Elev
227'

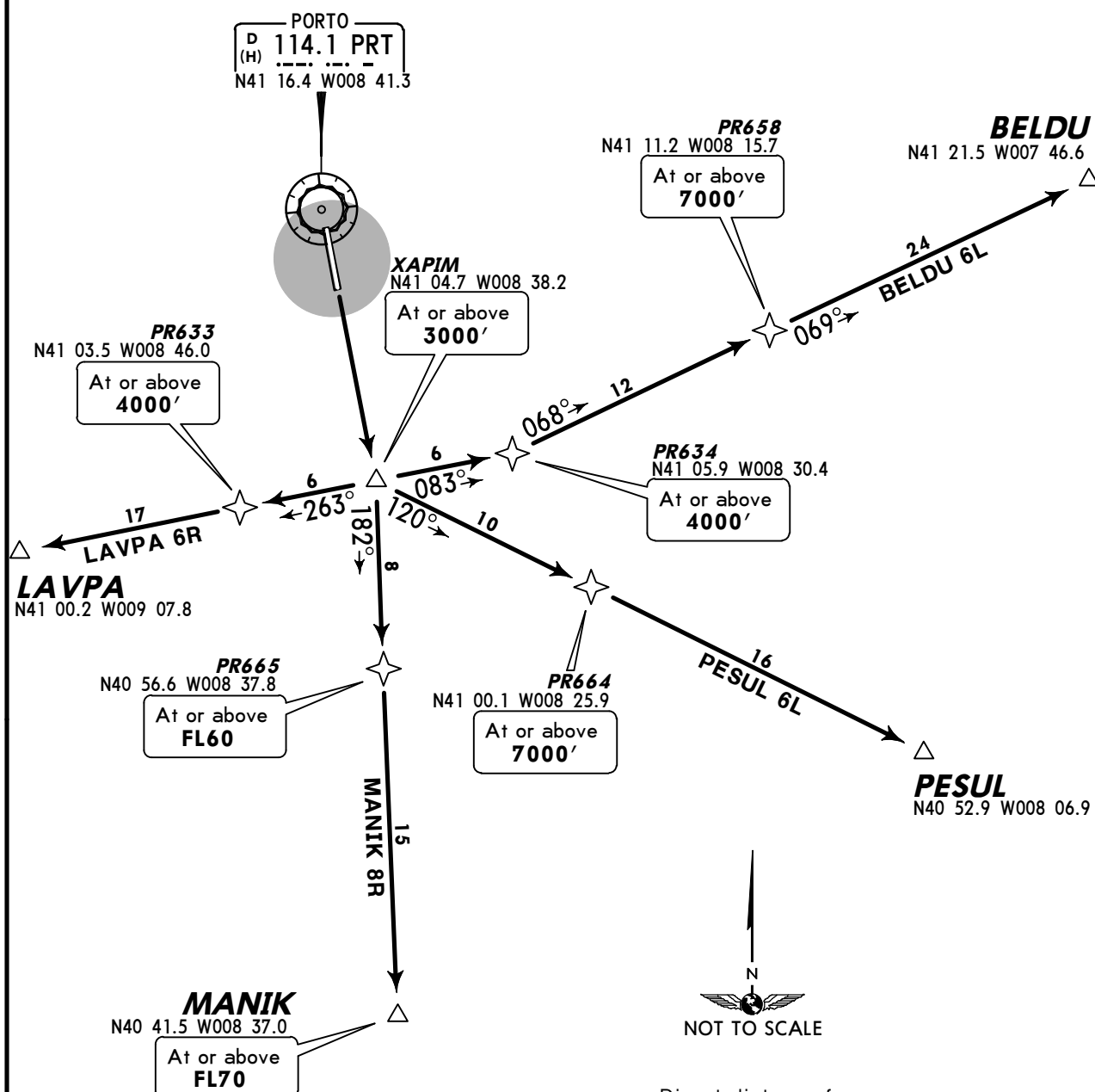
Trans level: By ATC Trans alt: 4000'

1. Contact PORTO Approach after take-off.
2. SIDs are also noise abatement routings.
3. RADAR vectoring involving deviations from SID may be used by PORTO Approach to expedite traffic.
4. If unable to comply with FMS RNAV SIDs advise ATC.
5. Traffic unable to pass over or abeam XAPIM at or above 3000' shall advise ATC.



① 3000' within
20 NM

**BELDU 6L [BELD6L], LAVPA 6R [LAVP6R]
MANIK 8R [MANI8R], PESUL 6L [PESU6L]
RWY 17 RNAV DEPARTURES**



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 8R	Climb to XAPIM, turn RIGHT to PR665 (FL60+) - MANIK (FL70+).
PESUL 6L	Climb to XAPIM, turn LEFT to PR664 (7000'+) - PESUL.

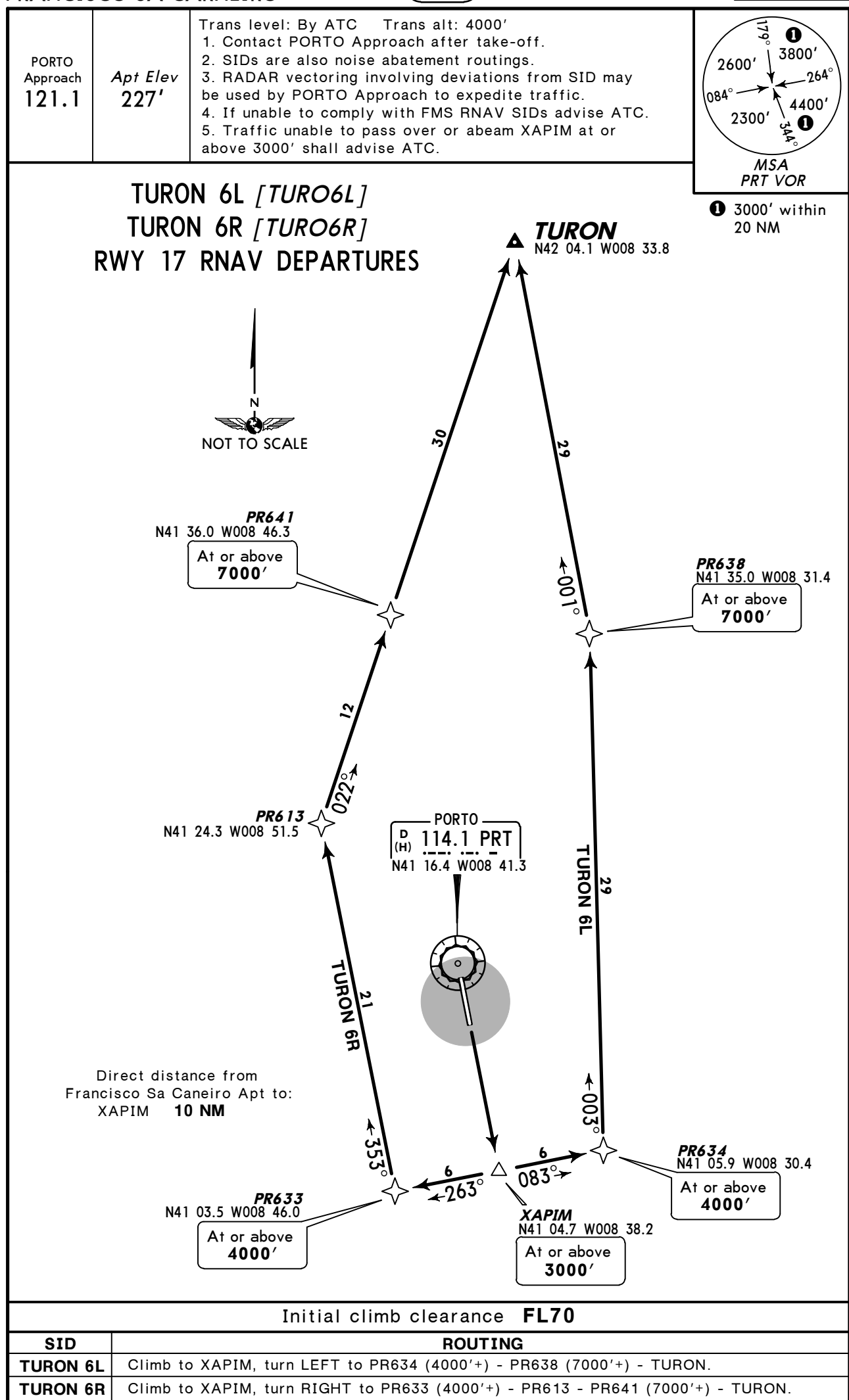
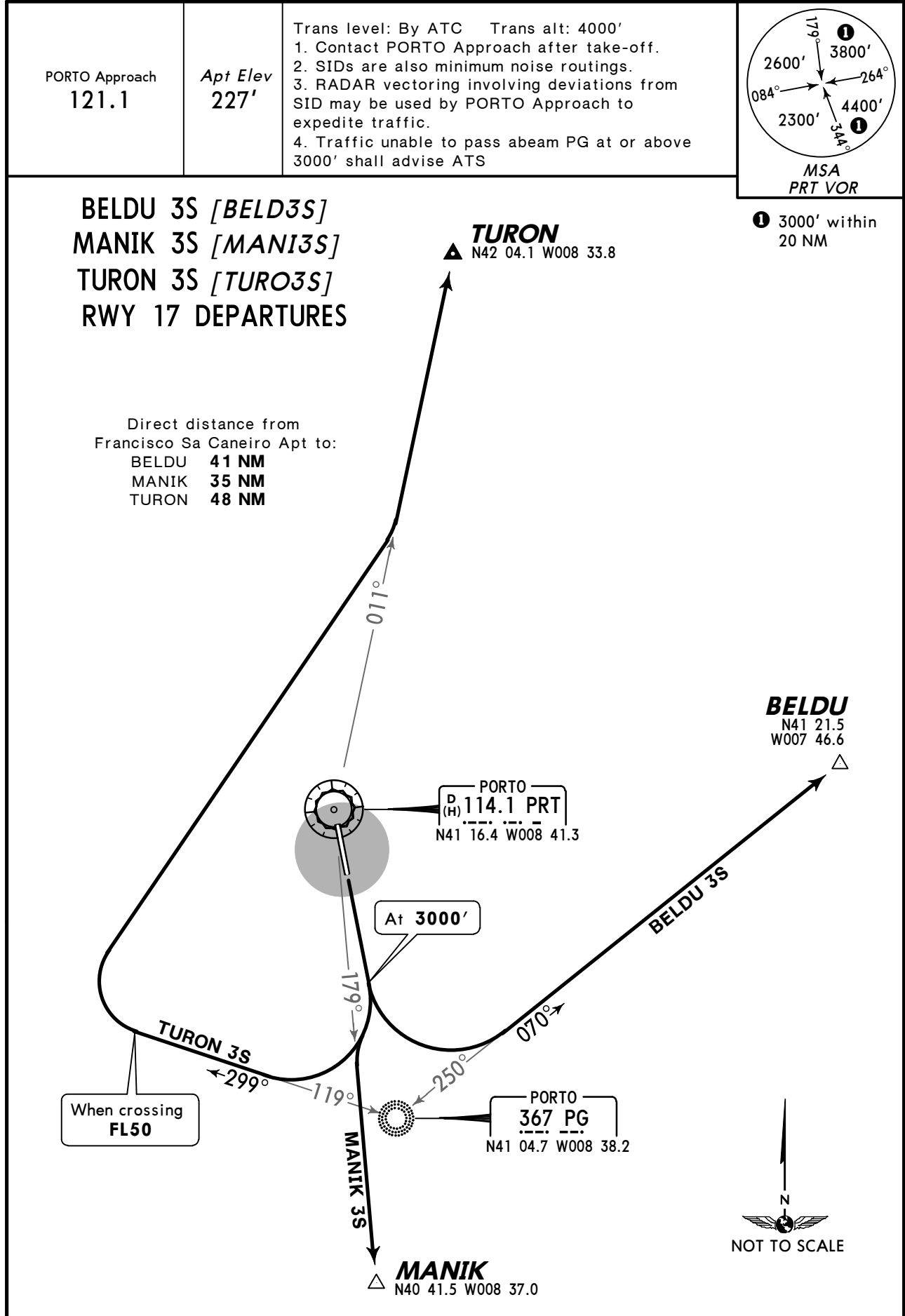


Diagram illustrating a VOR station (MSA PRT VOR) with radial distances and bearings:

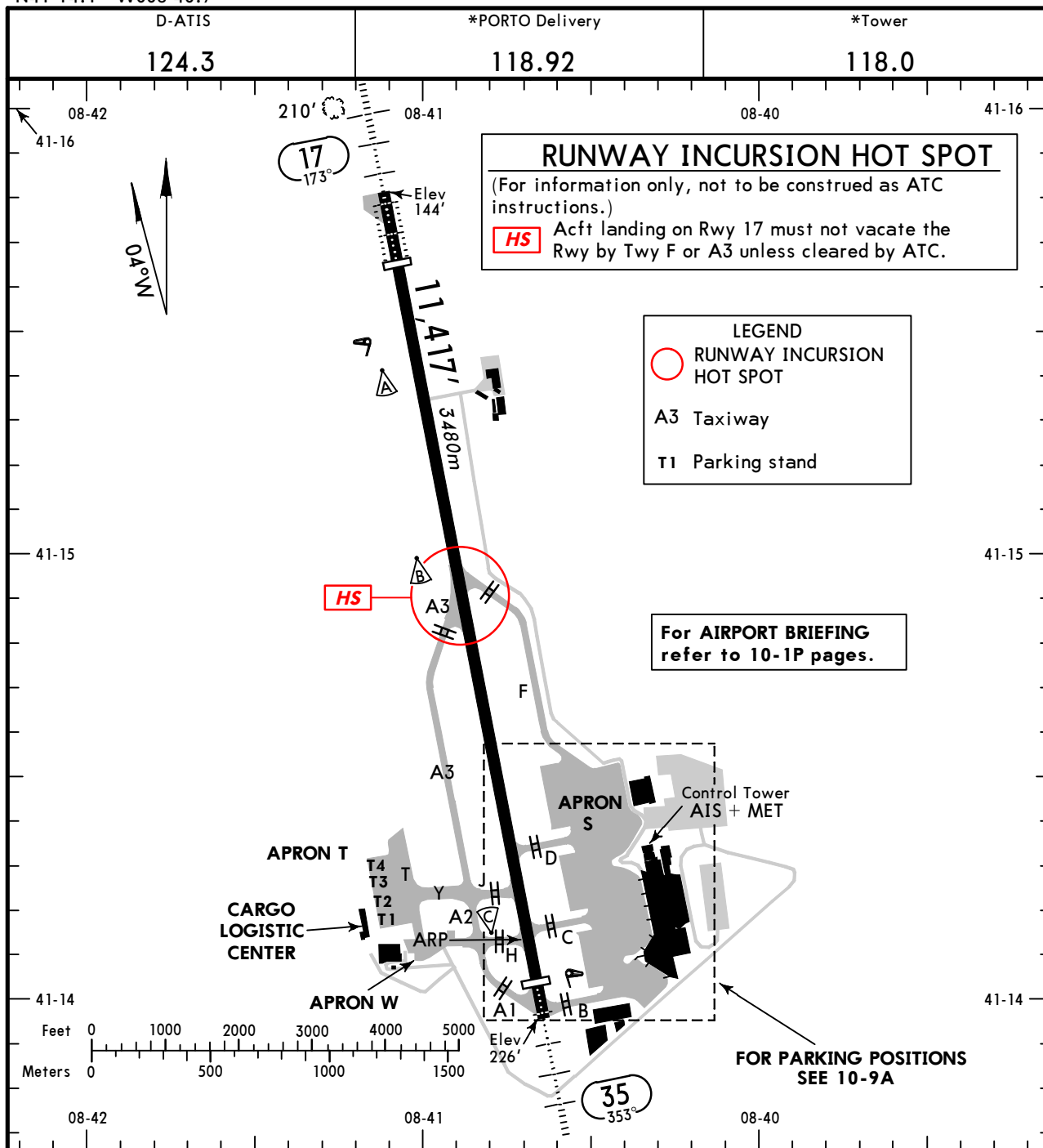
- Radial distances: 179, 2600', 3800', 264°, 4400', 344°, 2300', 084°.
- Station identifier: MSA PRT VOR.

MANIK
N40 41.5 W008 37.0

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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, when crossing FL50 turn RIGHT, intercept PRT R-011 to TURON.



ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
17	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (2.7°)	RVR	10,433'	3180m	9425'	2873m	①	148'
35	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°)	RVR	10,925'	3330m				45m

1 TAKE-OFF RUN AVAILABLE

RWY 17:

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

RWY 35:

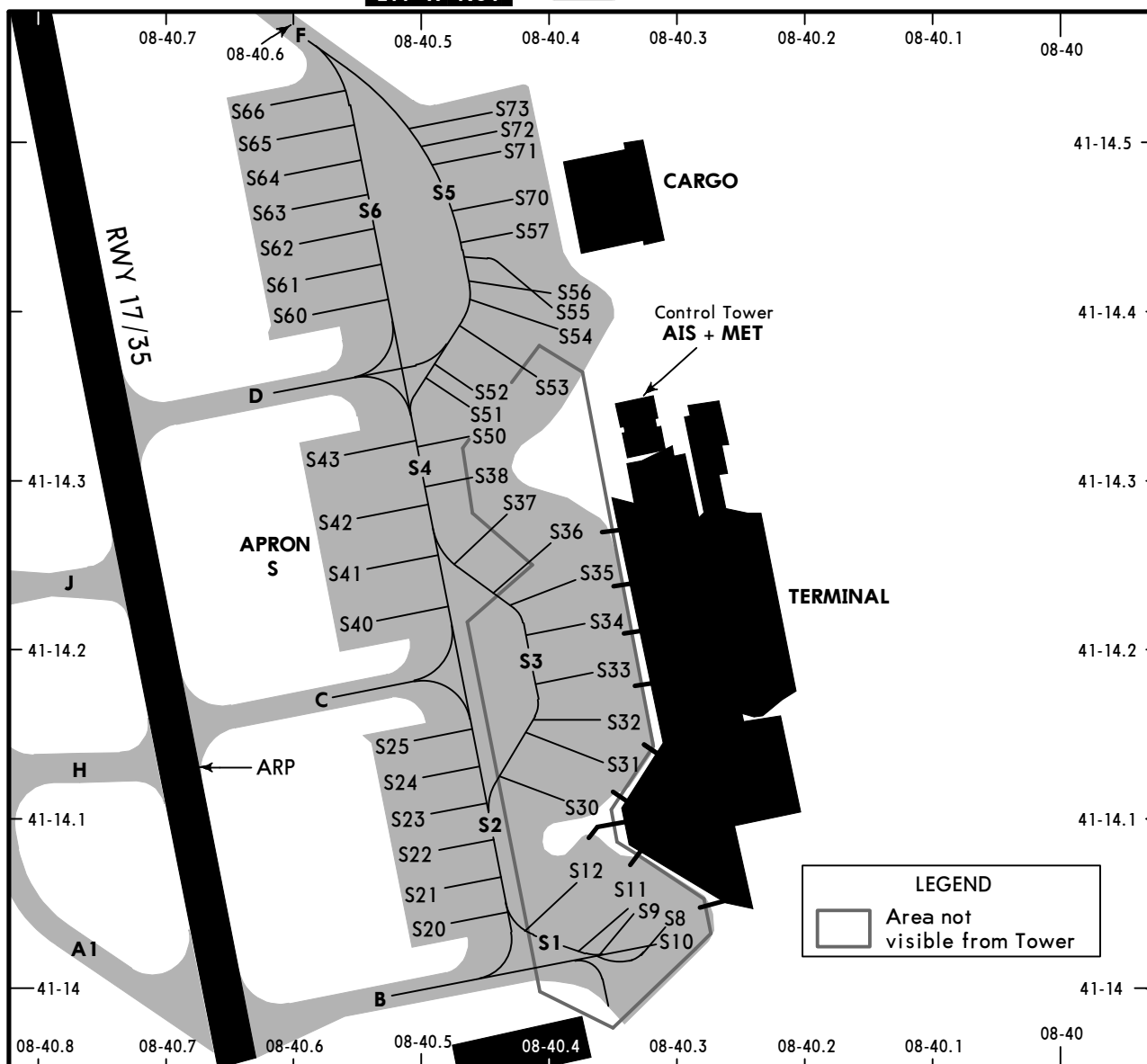
From RWY head 11,417' (3480m)
twy C/H int 10,203' (3110m)
twy D int 9121' (2780m)

Standard

TAKE-OFF 1

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

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



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			

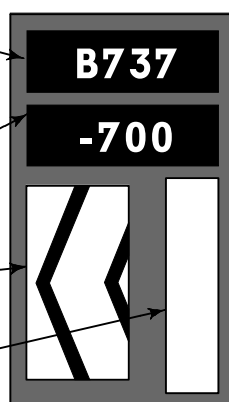
APIS (AIRCRAFT PARKING AND INFORMATION SYSTEM)

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

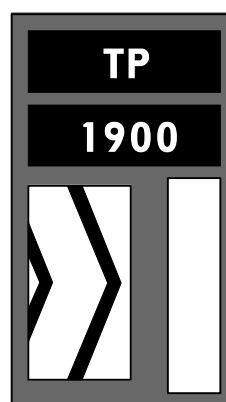
Display indicating: Flight number, time, ACFT series, "STOP", "ON" (chocks) and "DOWN".

Centerline beacon side-in guidance.

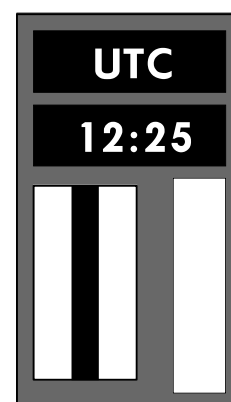
Closing-rate information. Full closing rate thermometer indicates at least 46'/14m to stop position.



Turn LEFT



Turn RIGHT

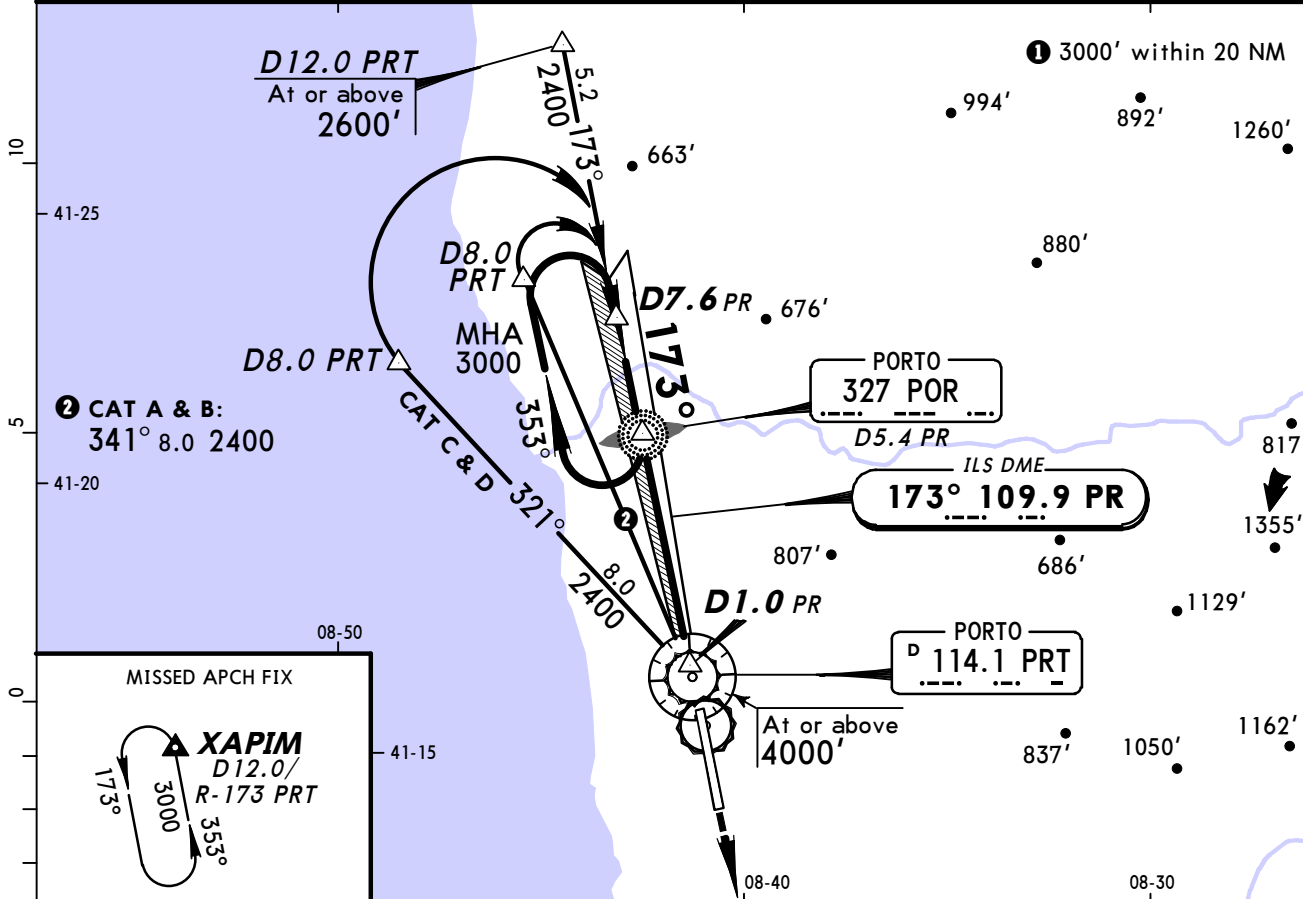
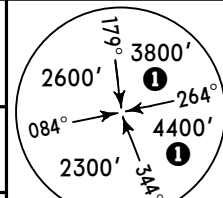


On centerline

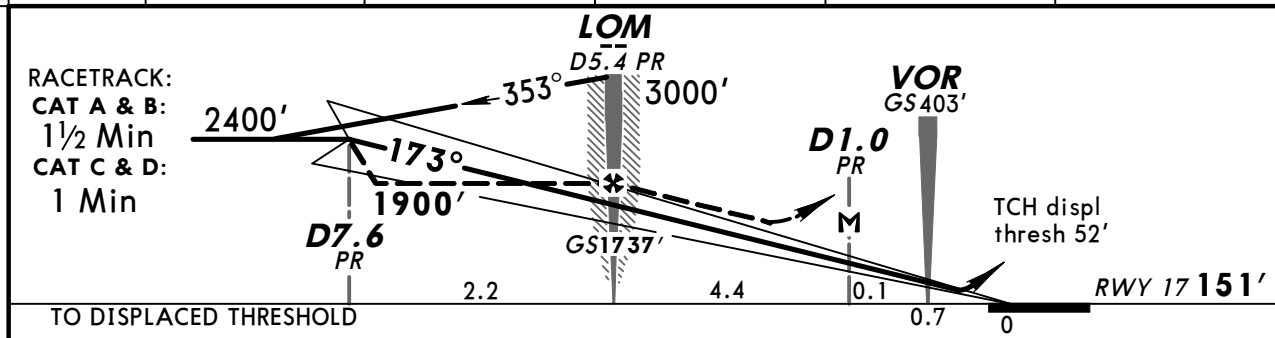
PILOT INSTRUCTIONS

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

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



LOC (GS out)	PR DME ALTITUDE	5.0 1780'	4.0 1470'	3.0 1150'	2.0 840'
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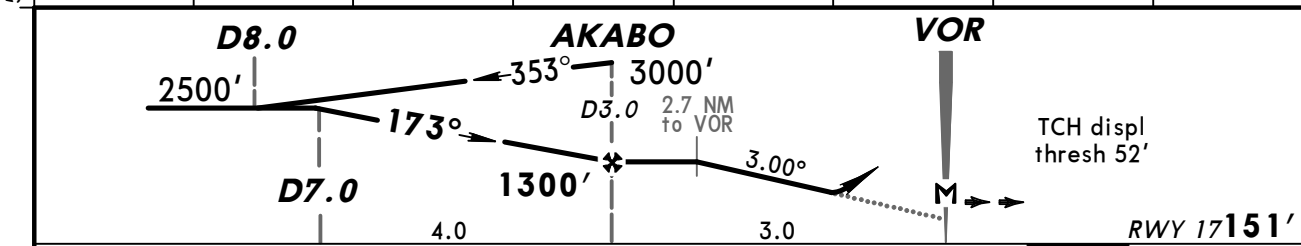
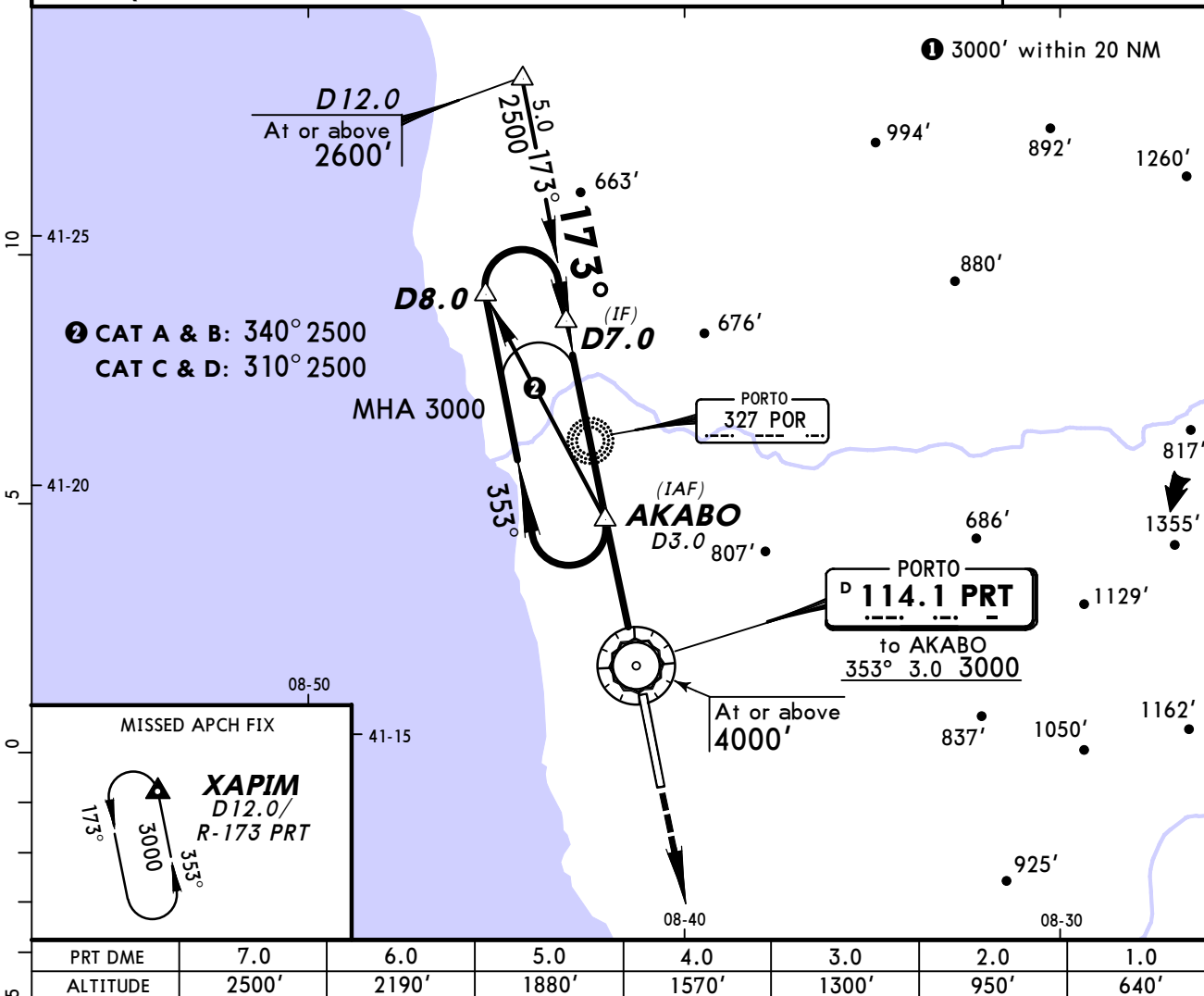
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 3000' XAPIM	
ILS GS	2.70°	339	436	485	582	679		776
LOC Descent Angle	2.98°	369	474	527	633	738		843
MAP at D1.0 PR								

STRAIGHT-IN LANDING RWY 17				CIRCLE-TO-LAND			
MISSED APCH CLIMB GRADIENT MIM 4.9%							
ILS		LOC (GS out)		West of runway		East of runway	
DA(H) 351' (200')		DA(H) 590' (439')		MDA(H) 950' (723')		MDA(H) 950' (723')	
FULL	Limited	ALS out	ALS out	MDA(H)	VIS	MDA(H)	VIS
A				100	1500m	1500m	1500m
B				135	1600m	1600m	1600m
C	RVR 550m	RVR 750m	RVR 1200m	180	2400m	1280' (1053')	2400m
D				205	3600m	1280' (1053')	3600m

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BRIEFING STRIP™

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



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

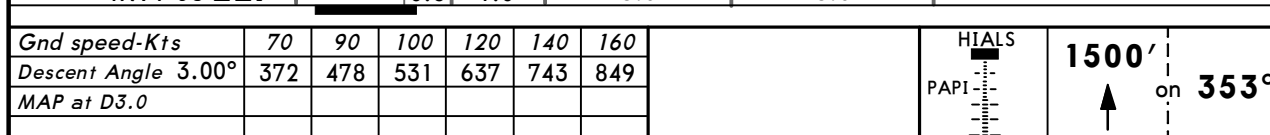
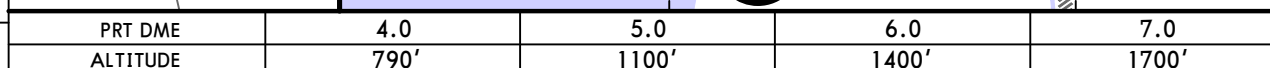
PANS OPS 4	Standard STRAIGHT-IN LANDING RWY 17 Missed apch climb gradient min 4.9%			CIRCLE-TO-LAND			
	DA(H) 590' (439')			West of runway		East of runway	
	ALS out			Max Kts	MDA(H) VIS	MDA(H) VIS	
	RVR 1500m			100	950' (723') 1500m	950' (723') 1500m	
	RVR 1300m			135	950' (723') 1600m	950' (723') 1600m	
RVR 2000m			180	950' (723') 2400m	1280' (1053') 2400m		
			205	950' (723') 3600m	1280' (1053') 3600m		

A circular diagram showing a cross-section of a structure. The diagram includes the following dimensions and angles:

- Top-left radius: 2600'
- Top-right radius: 3800'
- Bottom-left radius: 2300'
- Bottom-right radius: 4400'
- Angle between top-left and top-right radii: 179°
- Angle between top-right and bottom-right radii: 264°
- Angle between bottom-right and bottom-left radii: 344°
- Angle between bottom-left and top-left radii: 084°
- Two circular features, each labeled with a circled '1', are located near the top-right and bottom-right radii.

MSA
PRT VOR

PRT VOR

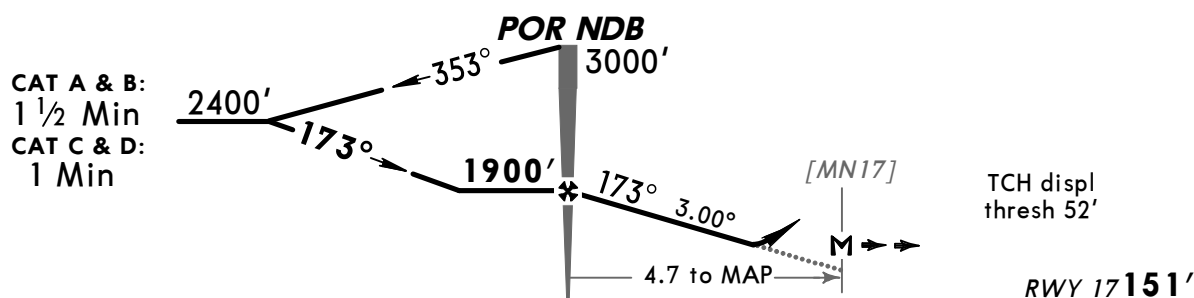
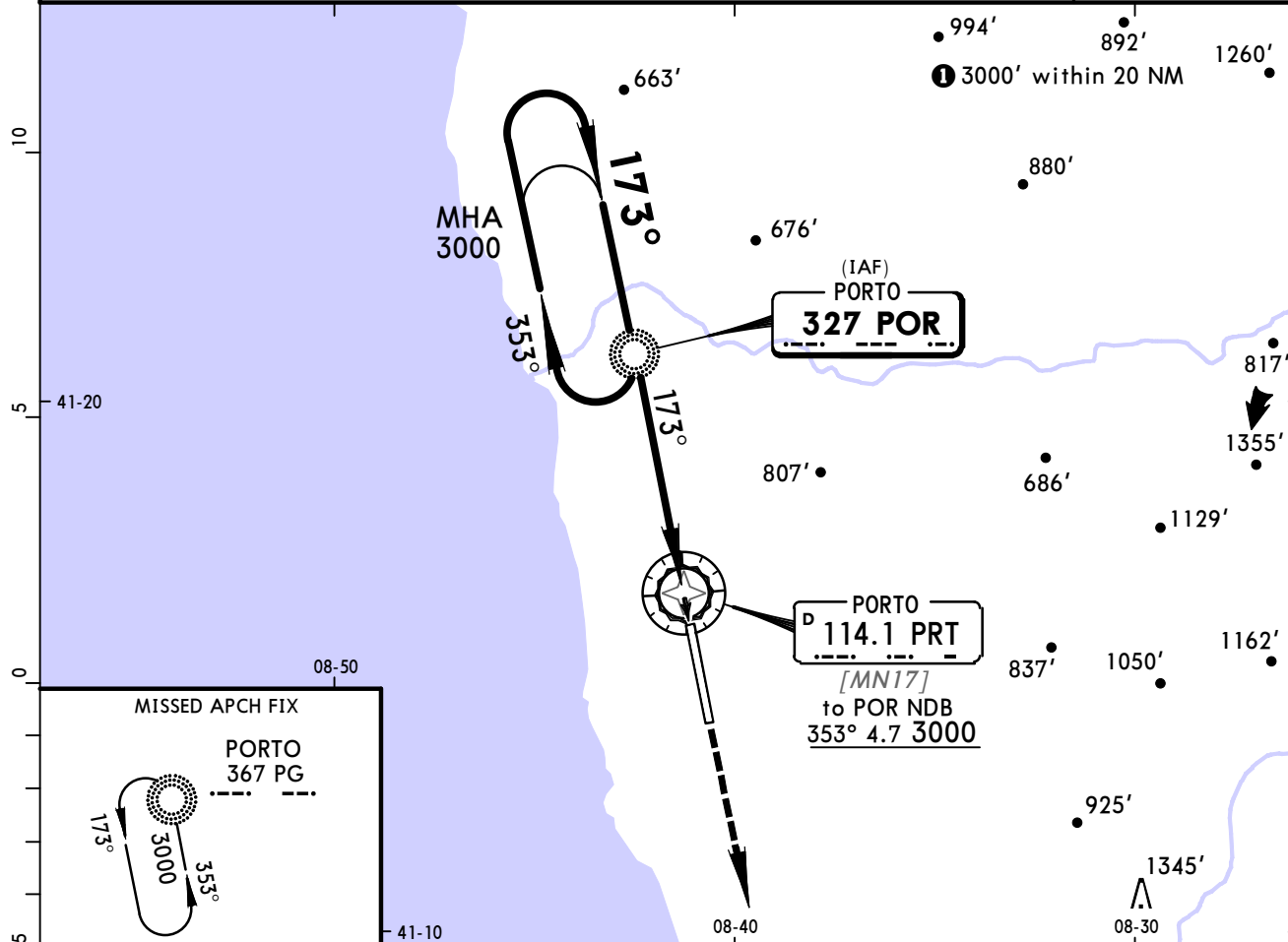


CIRCLE-TO-LAND

ANS OPS 4

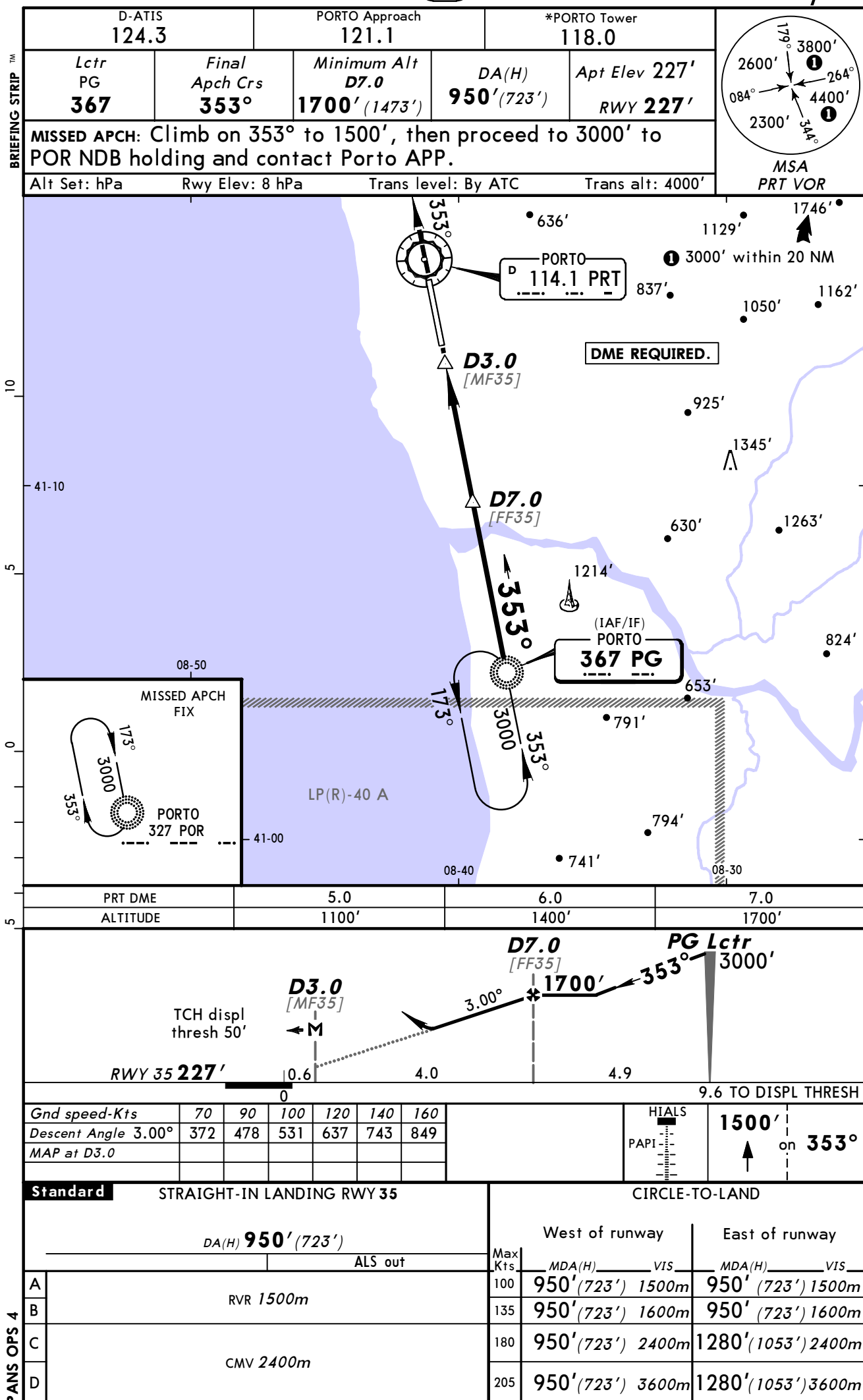
BRIEFING STRIP™

D-ATIS 124.3		PORTO Approach 121.1		*PORTO Tower 118.0	
NDB POR 327	Final Apch Crs 173°	Minimum Alt POR NDB 1900' (1749')	DA(H) 710' (559')	Apt Elev 227' RWY 151'	 MSA PRT VOR
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'	



TO DISPLACED THRESHOLD							5.3	0	RWY 17 151'	
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				

Standard		STRAIGHT-IN LANDING RWY 17		CIRCLE-TO-LAND			
		Missed apch climb gradient mim 4.9%					
		DA(H) 710'(559')		West of runway		East of runway	
		ALS out		Max Kts	MDA(H) VIS	MDA(H) VIS	
A	RVR 1500m			100	950'(723') 1500m	950'(723') 1500m	
B				135	950'(723') 1600m	950'(723') 1600m	
C	RVR 1800m		CMV 2400m	180	950'(723') 2400m	1280'(1053') 2400m	
D				205	950'(723') 3600m	1280'(1053') 3600m	



CHANGES: Communications. Descent angle.

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PORTO, (FRANCISCO SA CARNEIRO - LPPR)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LPPR