

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LPPT

Terminal Charts For LPPT

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

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

Airport Use: Public
Magnetic Variation: 2.8°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 Arrival Service
- ATIS 121.8 Departure Service
- Lisbon Tower 118.5 Secondary
- Lisbon Tower 118.1
- Lisbon Tower 27.9 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 Secondary
- Lisbon Approach Control 119.1
- Lisbon Approach Control 23.397 Military

1. GENERAL

1.1. ATIS

D-ATIS Arrival 124.15

D-ATIS Departure 121.8

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.

Without 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. GENERAL

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. Taxi instructions will be supported by switching the lights on and off. 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.

If the Surface Surveillance System is out of service, pilots of ACFT crossing RWY 21 shall report the LOC sensitive area vacated, when the ACFT is completely out of the yellow and green 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 2NM 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 (HST-HS, TWYs P, N2 and M5) will be lighted, and pilots should select the first convenient exit. If the Surface Surveillance System is out of service, pilots shall report the LOC sensitive area vacated, and the TWY segment through which it vacates, when the ACFT is completely out of the yellow and green TWY centerline lights.

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. GENERAL

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/ RWY 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.

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.

1.6. 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.

ACFT with code letter E or above must perform judgmental oversteering instead of cockpit over centerline steering during taxiing. Caution required on all taxi routes.

All 4 Engine ACFT with code letter E or above shall not use differential engine thrust on engines 1 and 4 above 40 percent N1 (fan speed) or engine reverse thrust to make sharp turns oversteering.

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.

It is not allowed for ACFT taxiing Northbound on TWY S3 to turn RIGHT and enter TWY U6.

1. GENERAL

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.

1.6.3. FOLLOW-ME AND MARSHALLER ASSISTANCE

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

1. GENERAL

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 overflown 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 HST-HN and RWY 21 via HST-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.

2.3.3. HIGH INTENSITY RWY OPERATIONS

Do not request RWY 35 unless RWY 03 is unsuitable for a particular operation.

Report only Callsign, cleared Flight Level and STAR on first contact with ATC.

Vacate the RWY expeditiously at the recommended HST.

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. RWY OPERATIONS

3.2.1. HIGH INTENSITY RWY OPERATIONS

Do not request RWY 35 unless RWY 03 is unsuitable for a particular operation.

Unless otherwise instructed, contact Approach when passing 1000'.

Report only Callsign, Altitude and SID on first contact with Approach.

3.3. NOISE ABATEMENT PROCEDURES

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

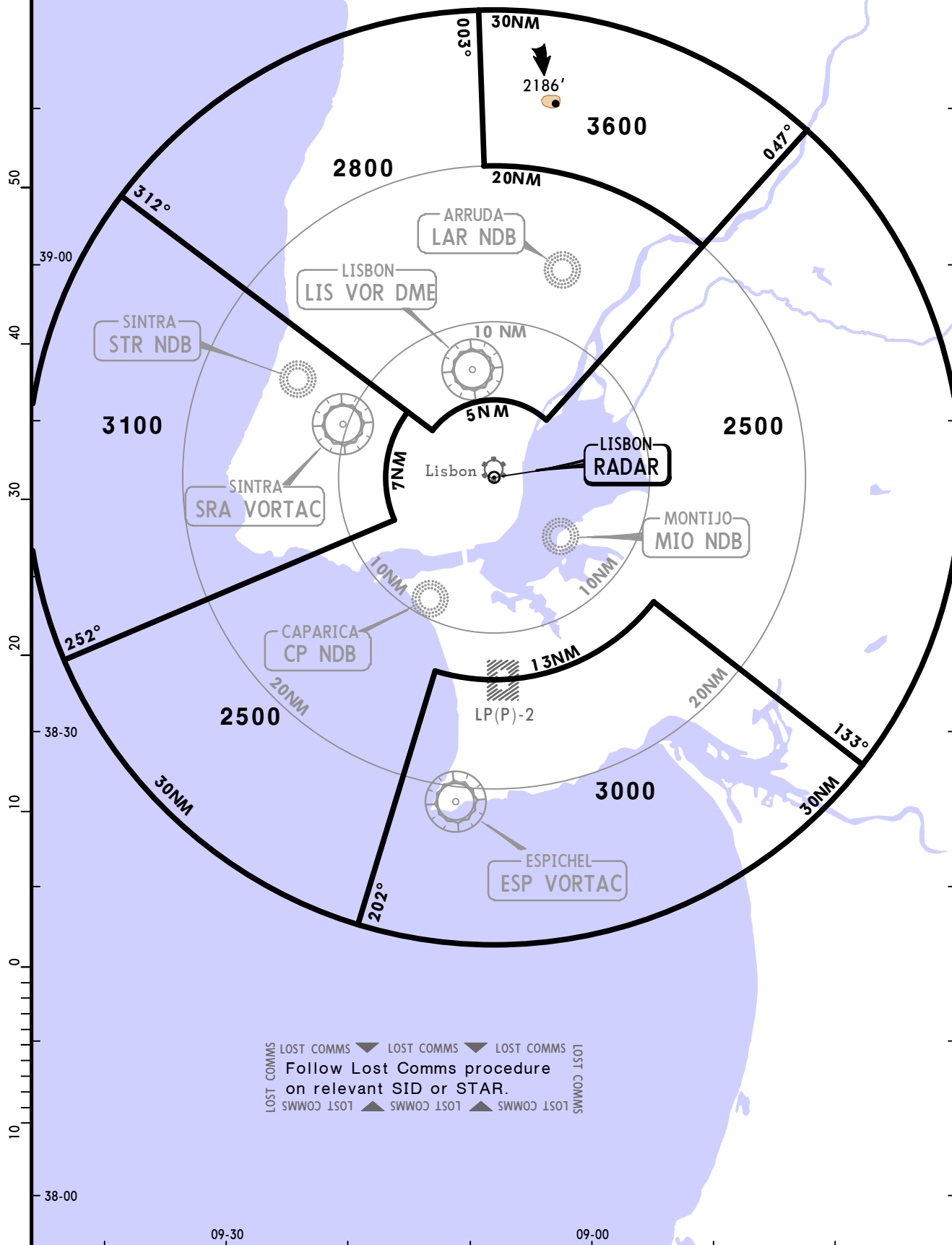
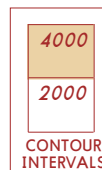
3.4. OTHER INFORMATION

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

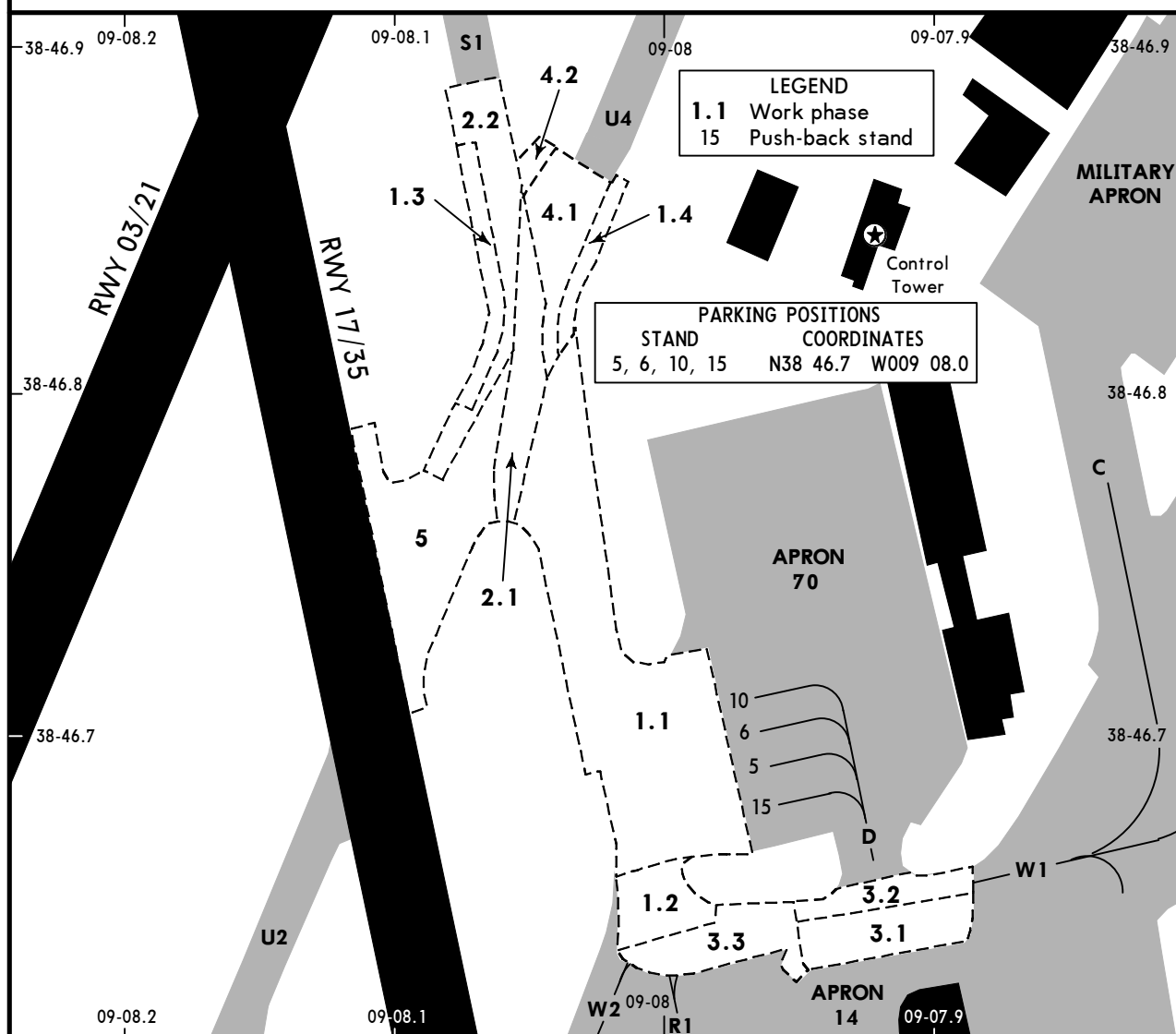
Apt Elev
374'

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.



WIP FOR TAXIWAY PAVEMENT IMPROVEMENT

REFER ALSO TO LATEST NOTAMS

**GENERAL**

The individual work phases will not be executed in a consecutive order. The beginning and end of each phase will be announced by NOTAM.

During LVP, or, whenever deemed necessary due to safety reasons, ACFT guidance in WIP areas will be provided by follow-me vehicle.

PRECAUTIONS

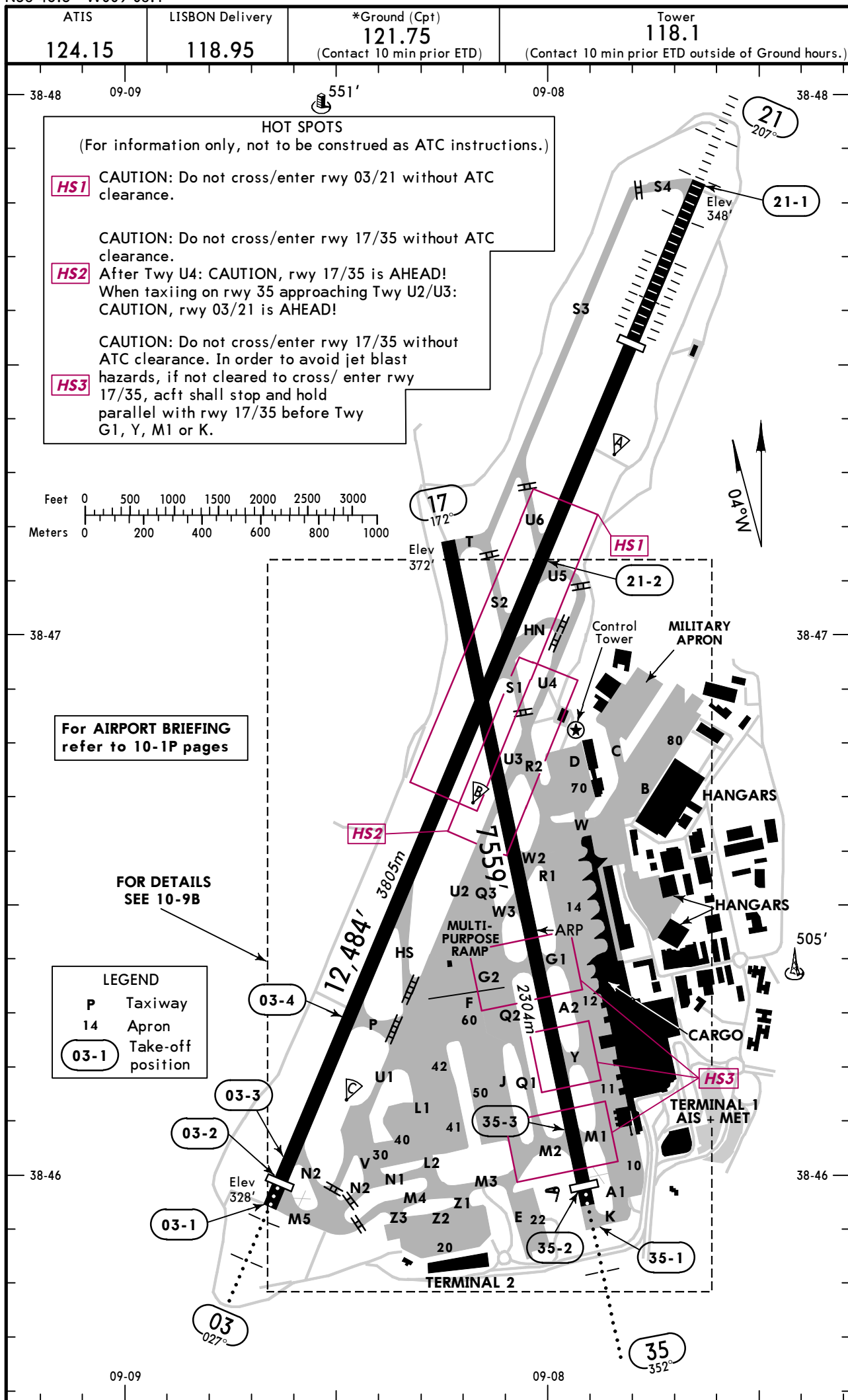
Pilots are advised to take note of the following precautions when taxiing near the WIP areas:

Presence of men and machines including construction equipment up to a height of 16'/5m at close distance of taxiways or RWY 17/35 (when serving only as a TWY route).

High intensity movement of construction equipment and vehicles crossing TWY R2, from East to West and vice-versa, along East edge of TWY U3, and in general in the vicinity of all WIP areas.

Presence of open excavation demarcated by plastic barriers marked in red and white, and lighted at night by omni-directional fixed red and orange lights along sections of closed TWYs. Pilots should exercise CAUTION when taxiing ACFT along sections of TWYs enclosed by WIP areas.

Presence of spotlights or obstruction lights at the work areas, which should not be confused with airfield lighting.



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	②	148' 45m	
21	HIRL (60m)	CL (15m)	HIALS-II	TDZ	①	HST-HS	RVR	10,515'			3205m

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

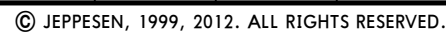
From posn 1 (twy K int) 7874' (2400m) (except for wide bodied acft)
 posn 2 (displ thresh) 7382' (2250m) (for wide bodied acft) Static T/O: ▲ 3 KT (Northwind)
 Rolling T/O: ▲ 11 KT
 posn 3 (twy M1/M2 int) 6890' (2100m) (for wide bodied acft) Static T/O: ▲ 12 KT
 Rolling T/O: ▲ 19 KT

▲ 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		

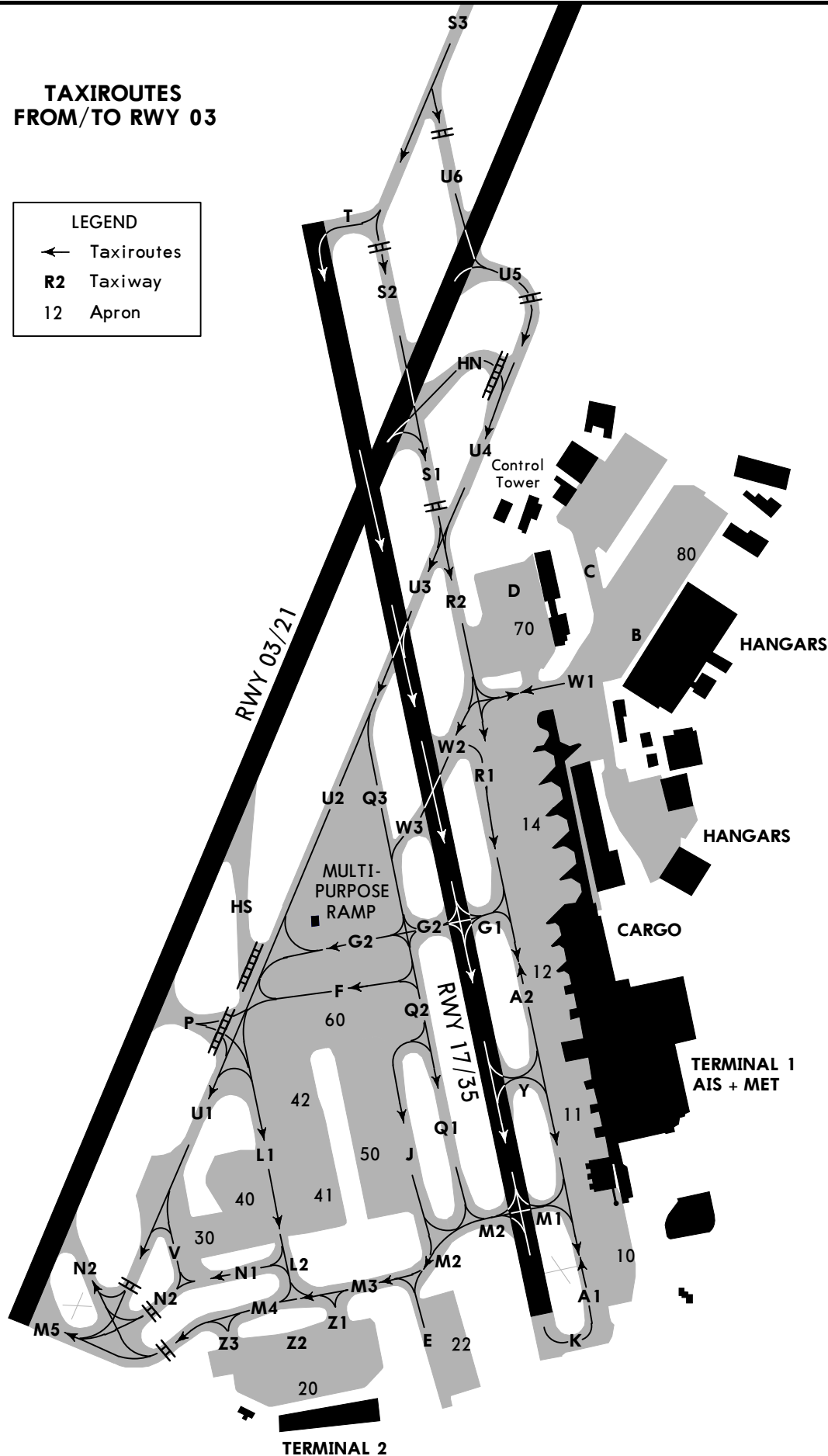
① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.



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				

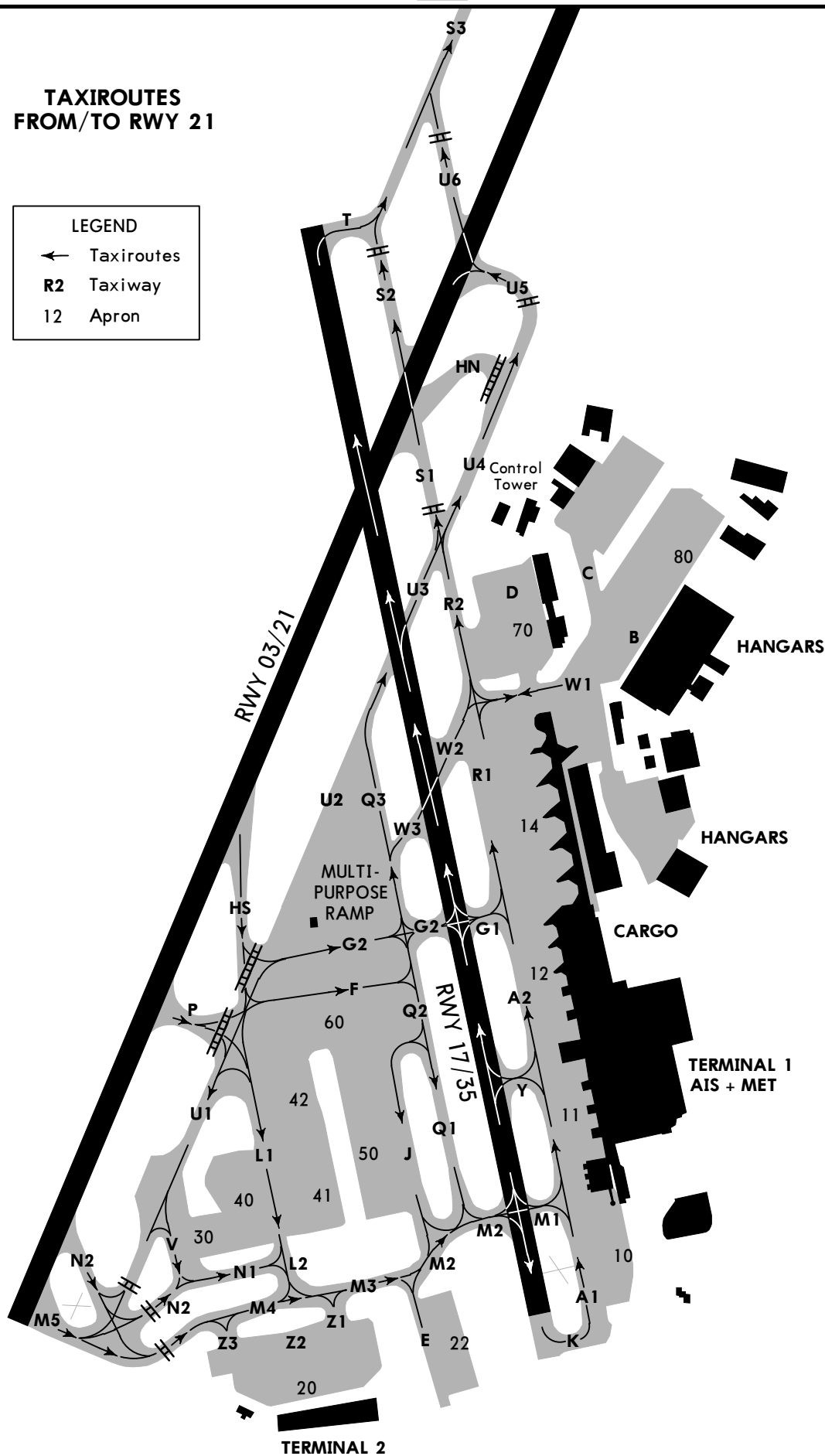
TAXIROUTES
FROM/TO RWY 03

LEGEND	
←	Taxiroutes
R2	Taxiway
12	Apron



TAXIROUTES FROM/TO RWY 21

LEGEND	
←	Taxiroutes
R2	Taxiway
12	Apron



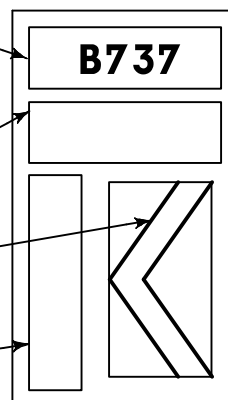
APIS (AIRCRAFT PARKING & INFORMATION SYSTEM)

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

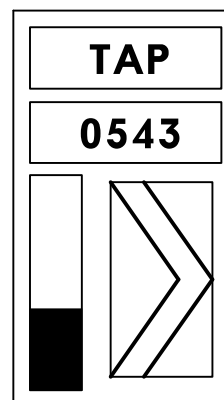
Display B indicating: Flight number, time, "STOP", "ON" (chocks) and "DOWN".

Centreline beacon side-in guidance.

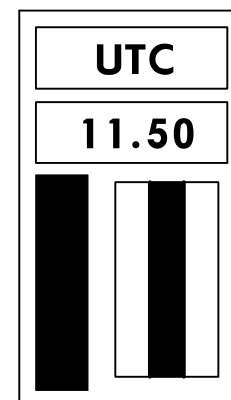
Closing-rate information. Full closing rate thermometer indicates at least 49'/15m to stop position.



Turn LEFT



Turn RIGHT



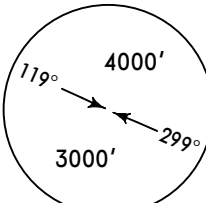
On centerline

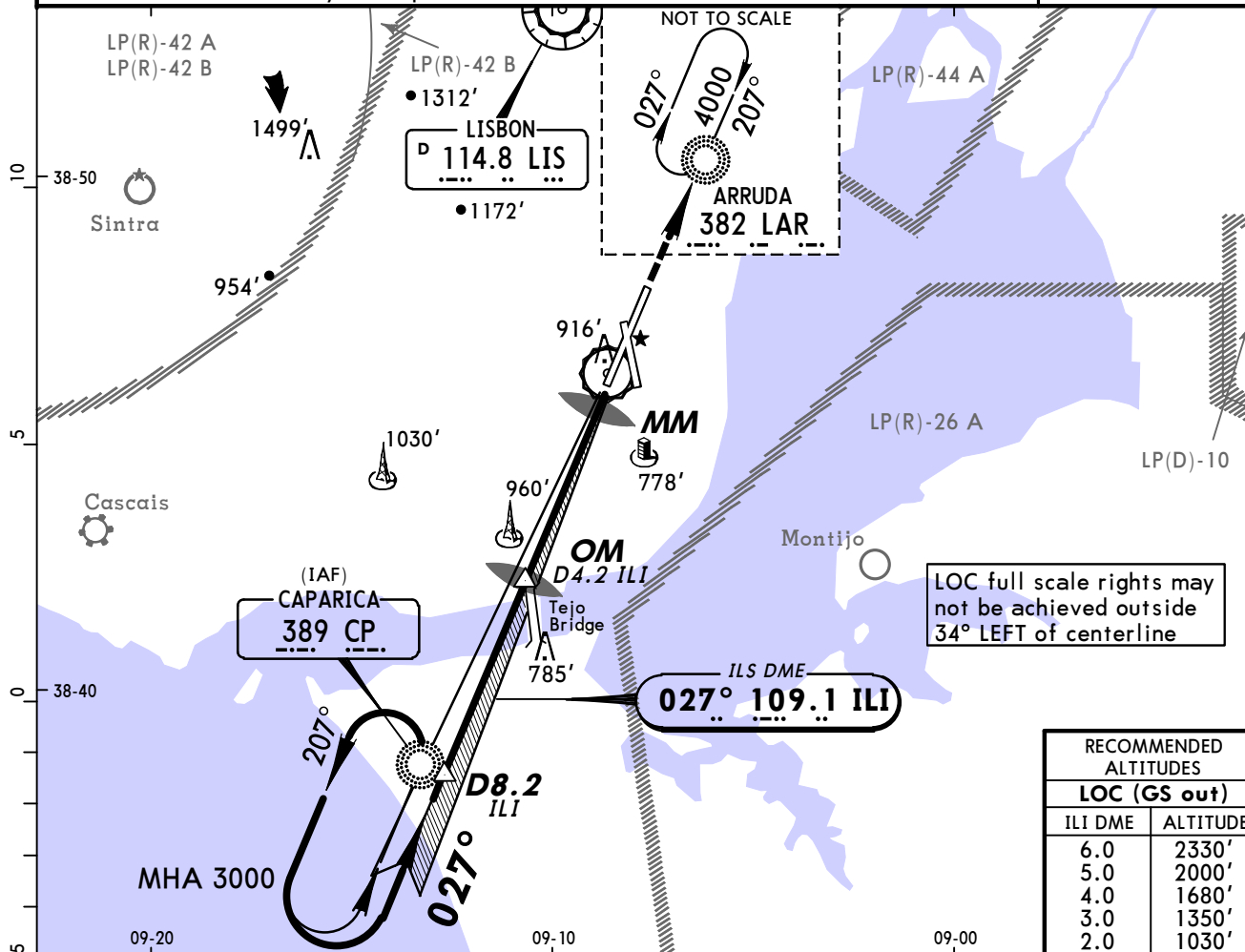
PILOT INSTRUCTIONS

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.

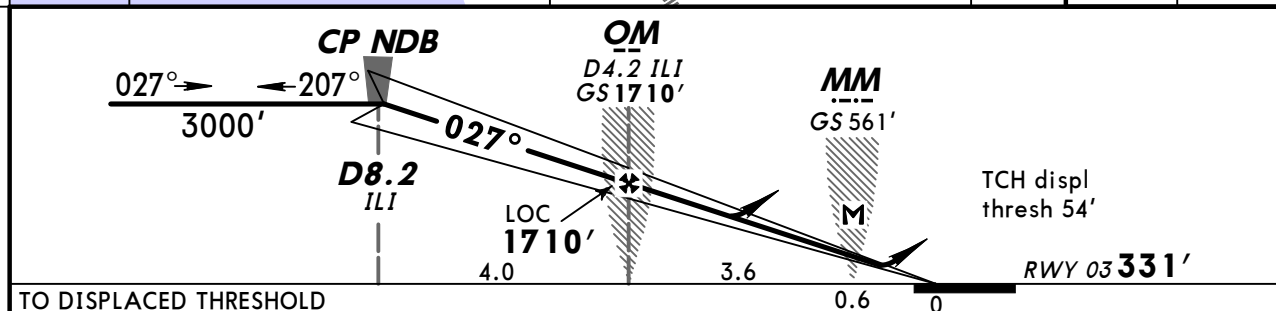
TM

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.					



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								

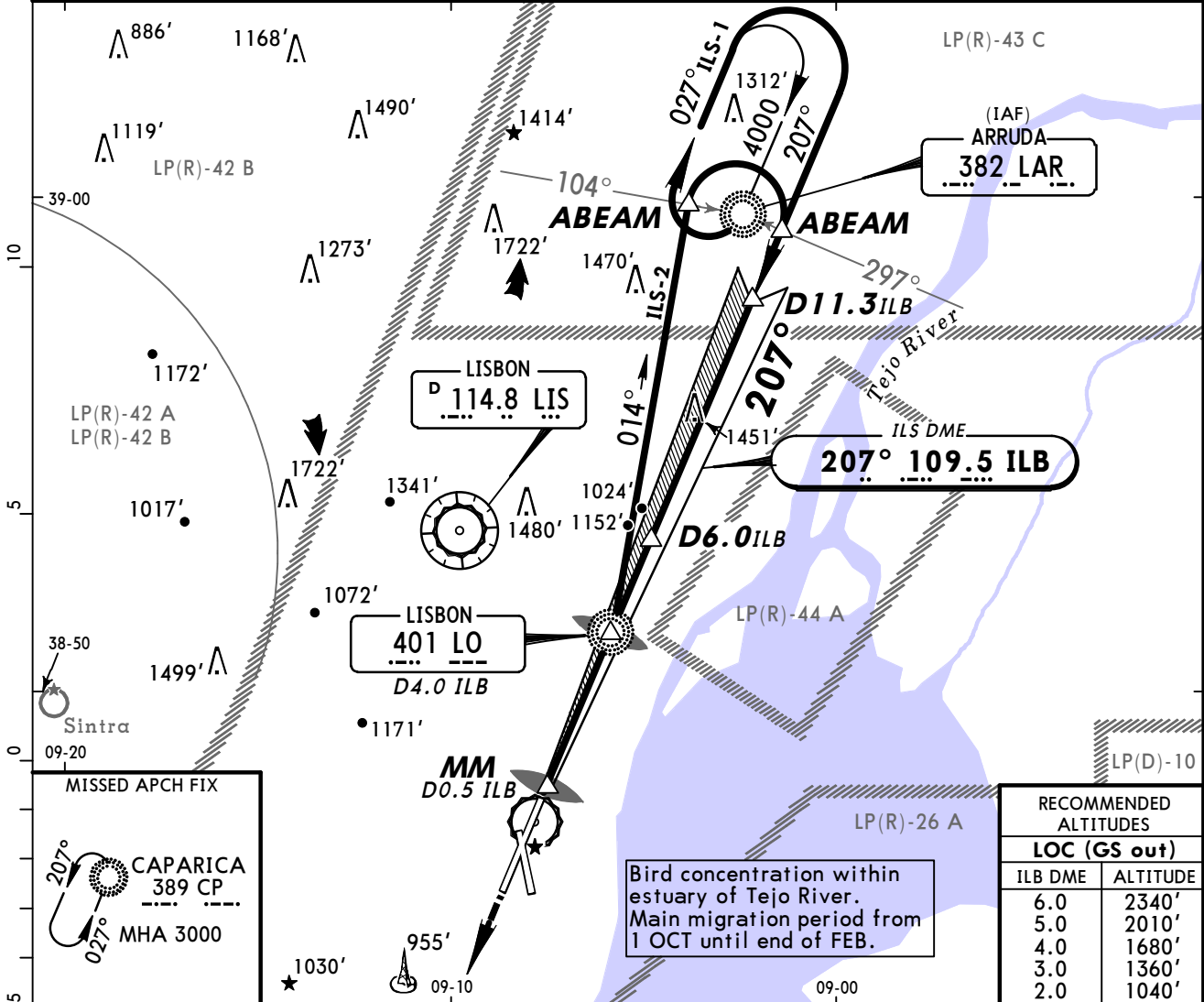
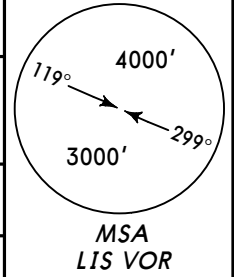
STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND			
ILS DA(H) 531' (200')		LOC (GS out) DA(H) 830' (499')		Max Kts	MDA(H)	VIS	
FULL/Limited	ALS out		ALS out				
A				100	1500' (1126')	1500m	
B				135	1500' (1126')	1600m	
C	RVR 750m	RVR 1200m		180	1580' (1206')	2400m	
D			RVR 1800m CMV 2300m	205	1580' (1206')	3600m	

LPPT/LIS
LISBON

22 NOV 13 (11-2)

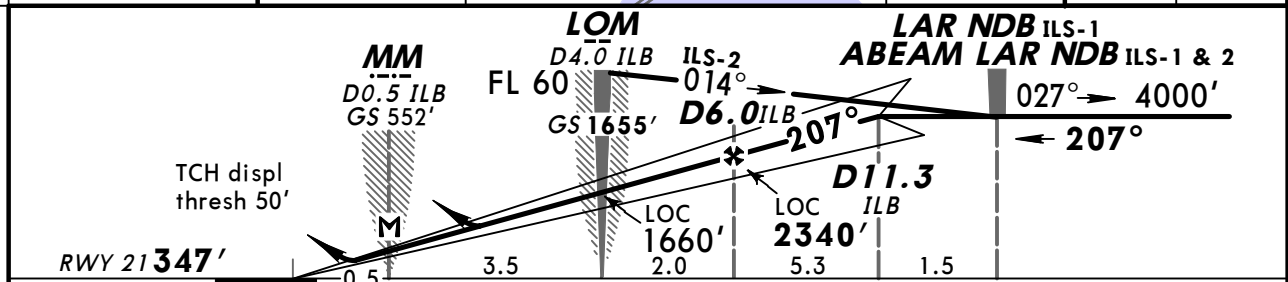
LISBON, PORTUGAL
ILS-1 or -2 Rwy 21

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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LPPT/LIS
LISBON

22 NOV 13

(11-2A)

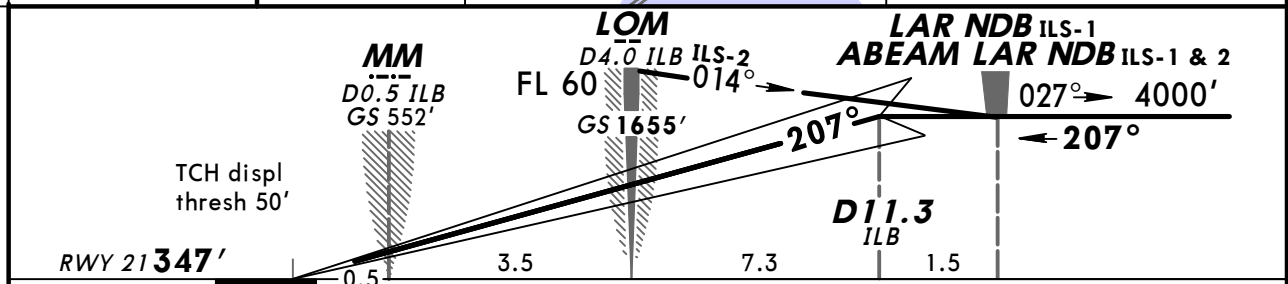
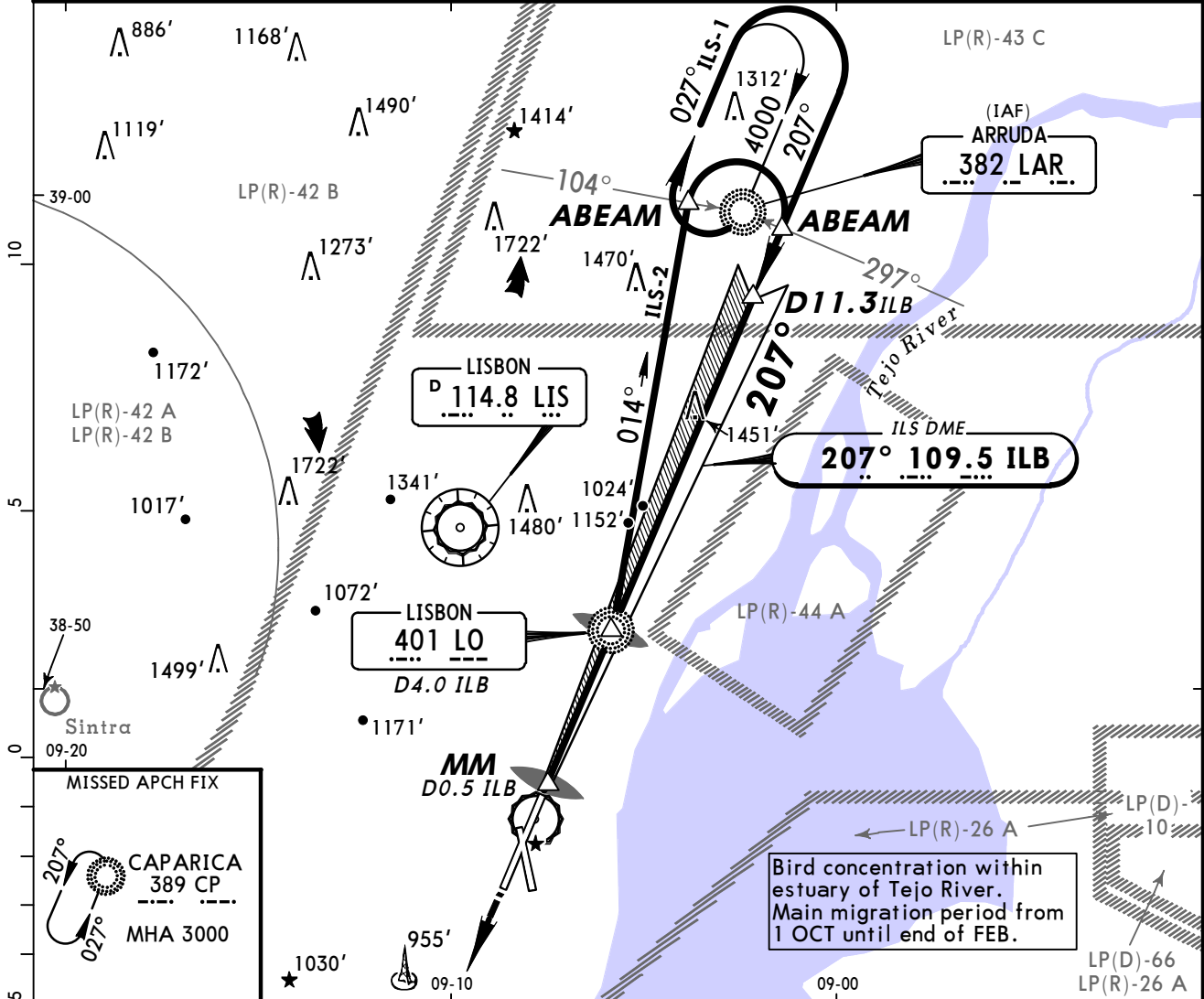
LISBON, PORTUGAL
CAT II/III ILS-1 or -2 Rwy 21

BRIEFING STRIP™

ATIS 124.15	LISBON Approach 119.1 119.55	LISBON Tower 118.1	*Ground 121.75	119° → 4000' → 299° 3000' MSA LIS VOR	
LOC ILB 109.5	Final Apch Crs 207°	GS LOM 1655' (1308')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 374' RWY 347'
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then proceed to CP NDB and hold. Contact ATC.					

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'
1. ILS DME reads zero at rwy 21 displ thresh. 2. Special aircrew & aircraft certification required.



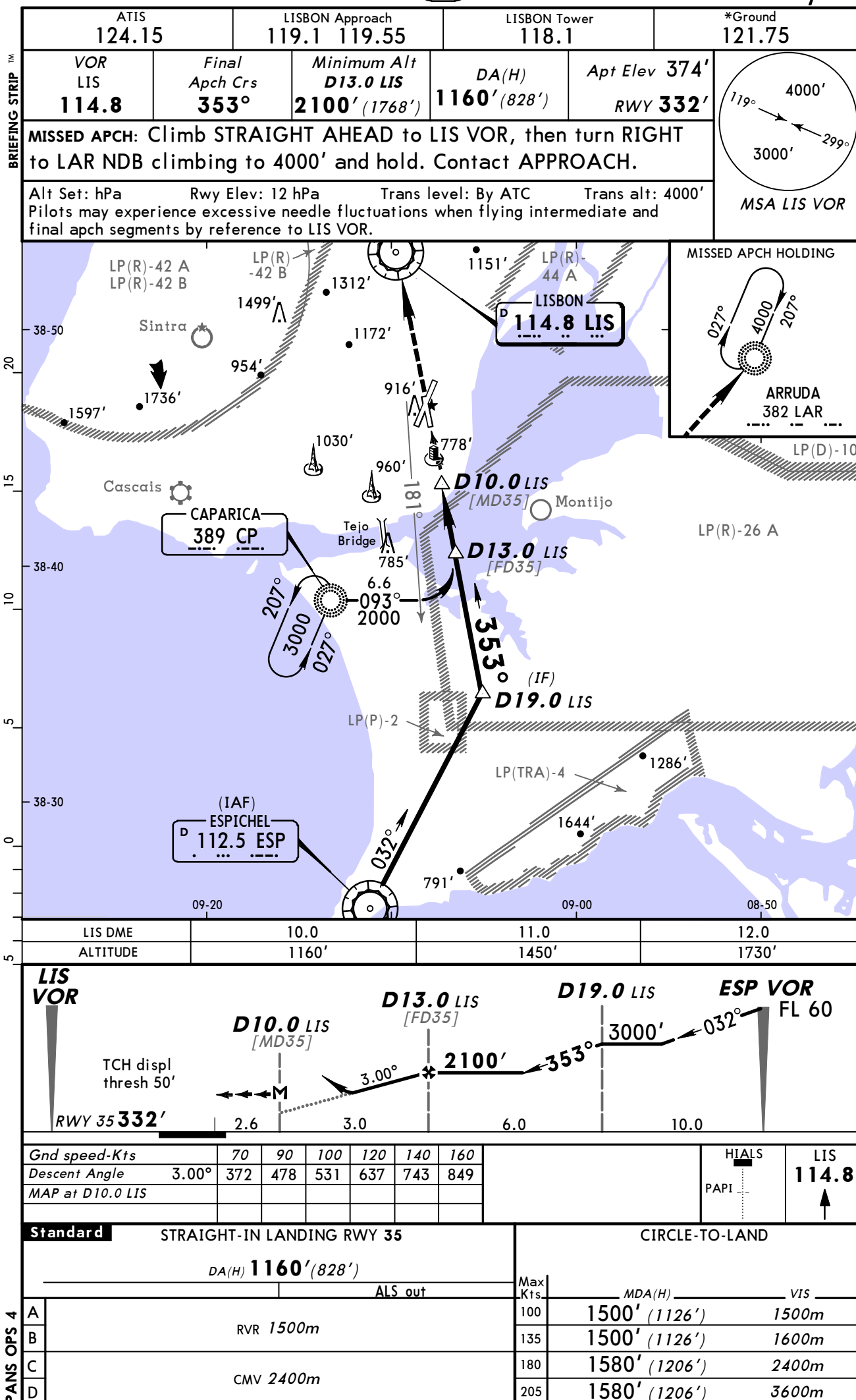
Gnd speed-Kts	70	90	100	120	140	160	3000'
GS	3.00°	372	478	531	637	849	

Standard	CAT IIIA ILS	STRAIGHT-IN LANDING RWY 21	CAT II ILS ABCD RA 100' DA(H) 447' (100')
	DH 50'		
	RVR 200m		RVR 300m

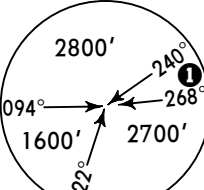
1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

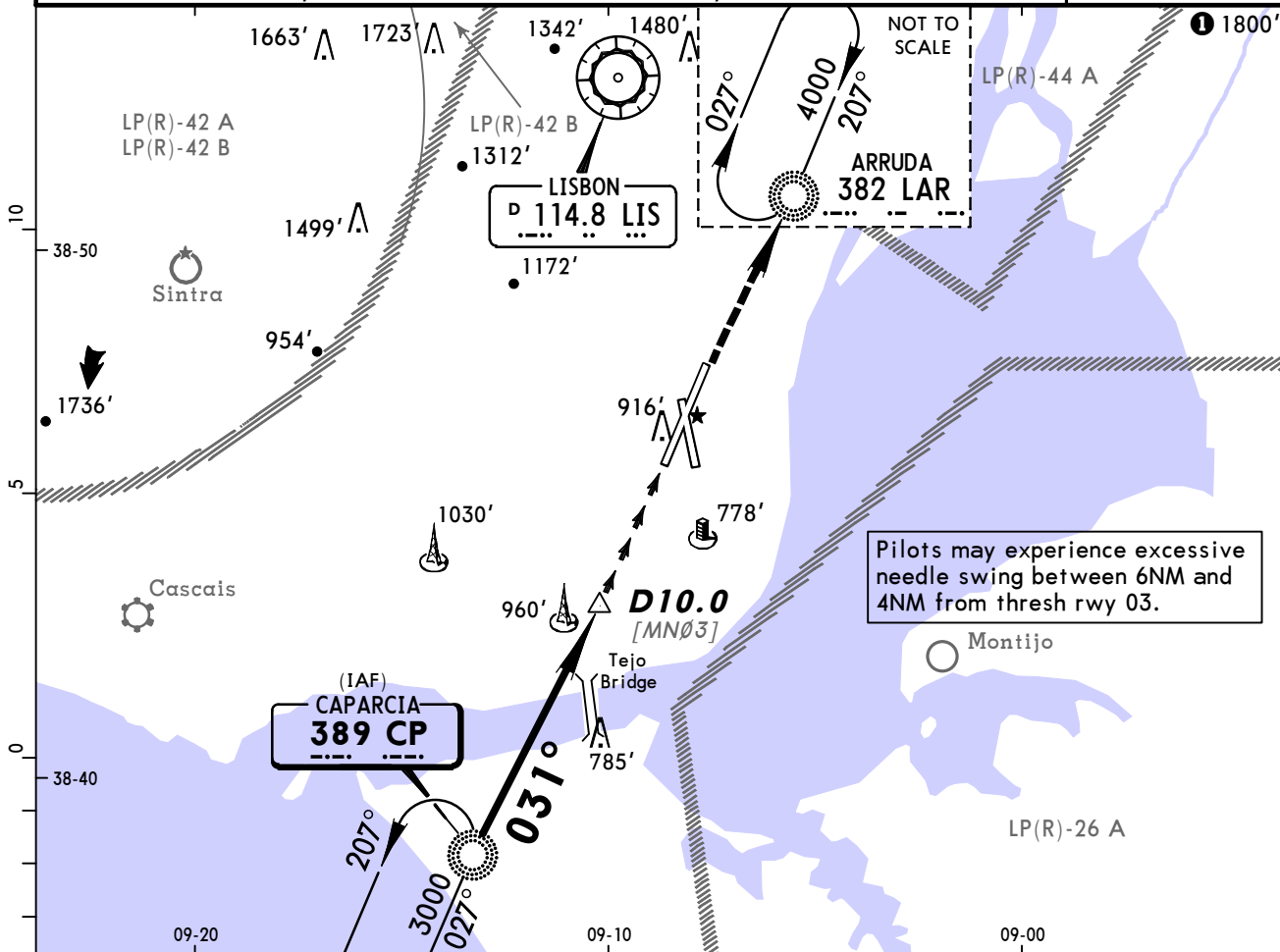
CHANGES: CAT IIIA added.

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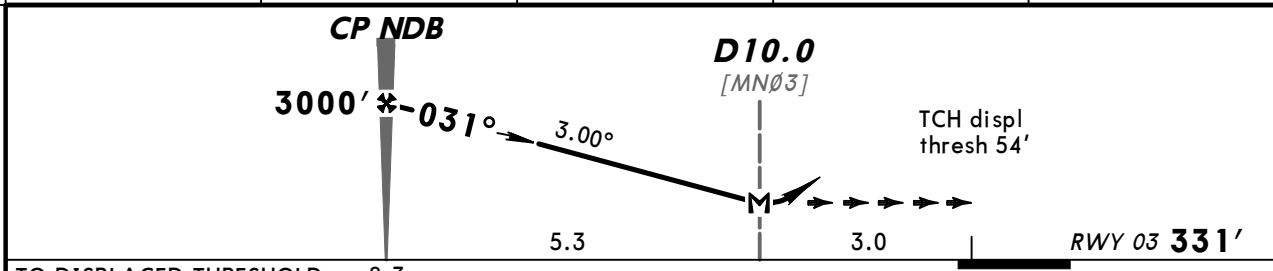


BRIEFING STRIP

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'

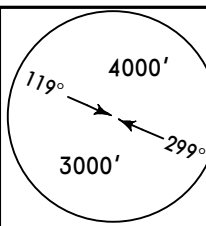


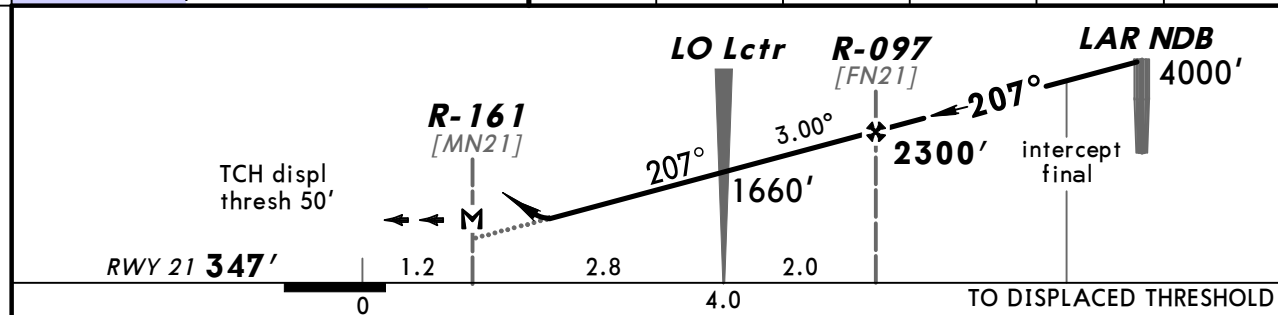
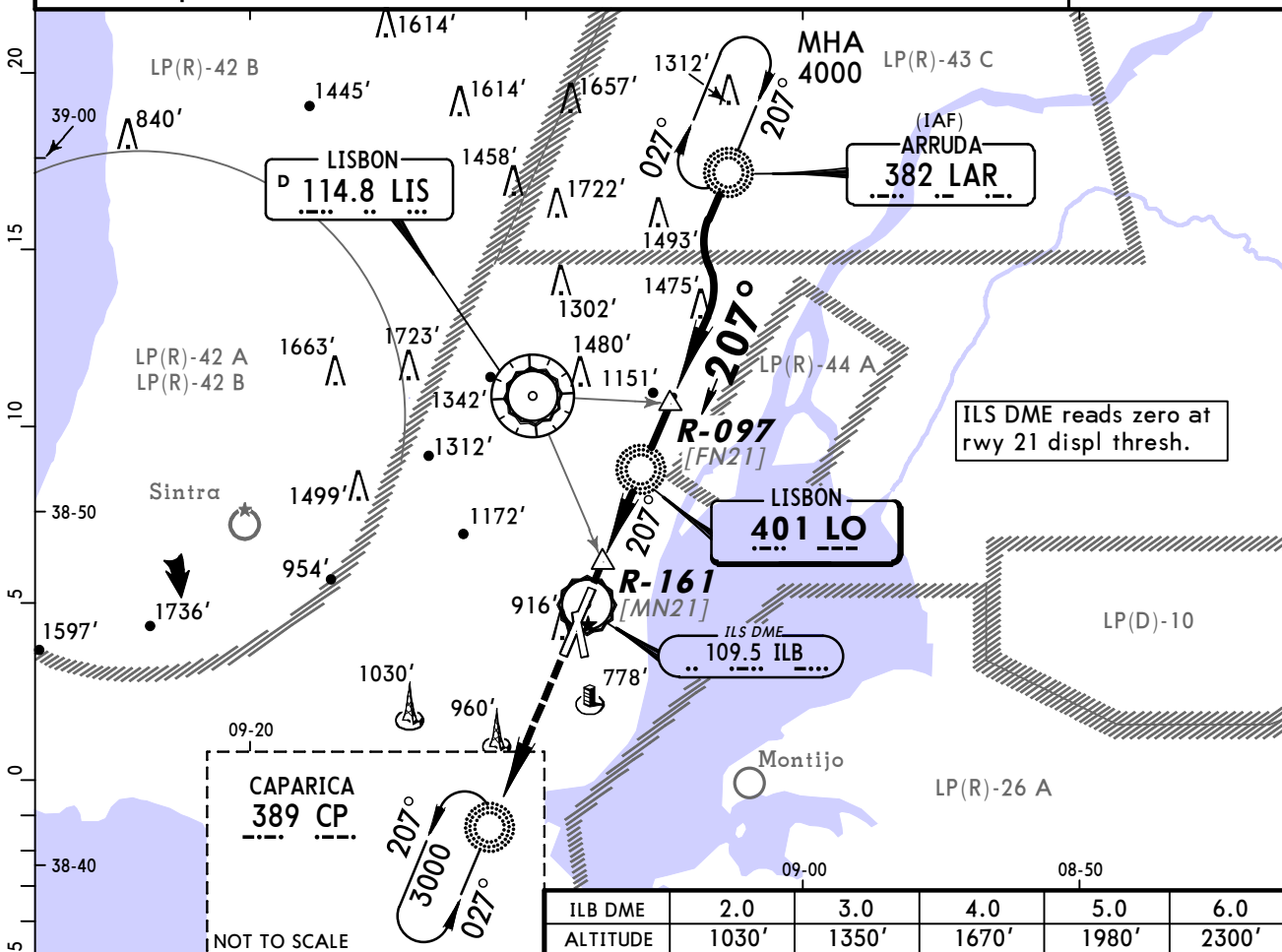
TO DISPLACED THRESHOLD 8.3							RWY 03 331'	
Gnd speed-Kts	70	90	100	120	140	160		4000'
Descent Angle	3.00°	372	478	531	637	743		
MAP at D10.0								

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

PANS OPS 4

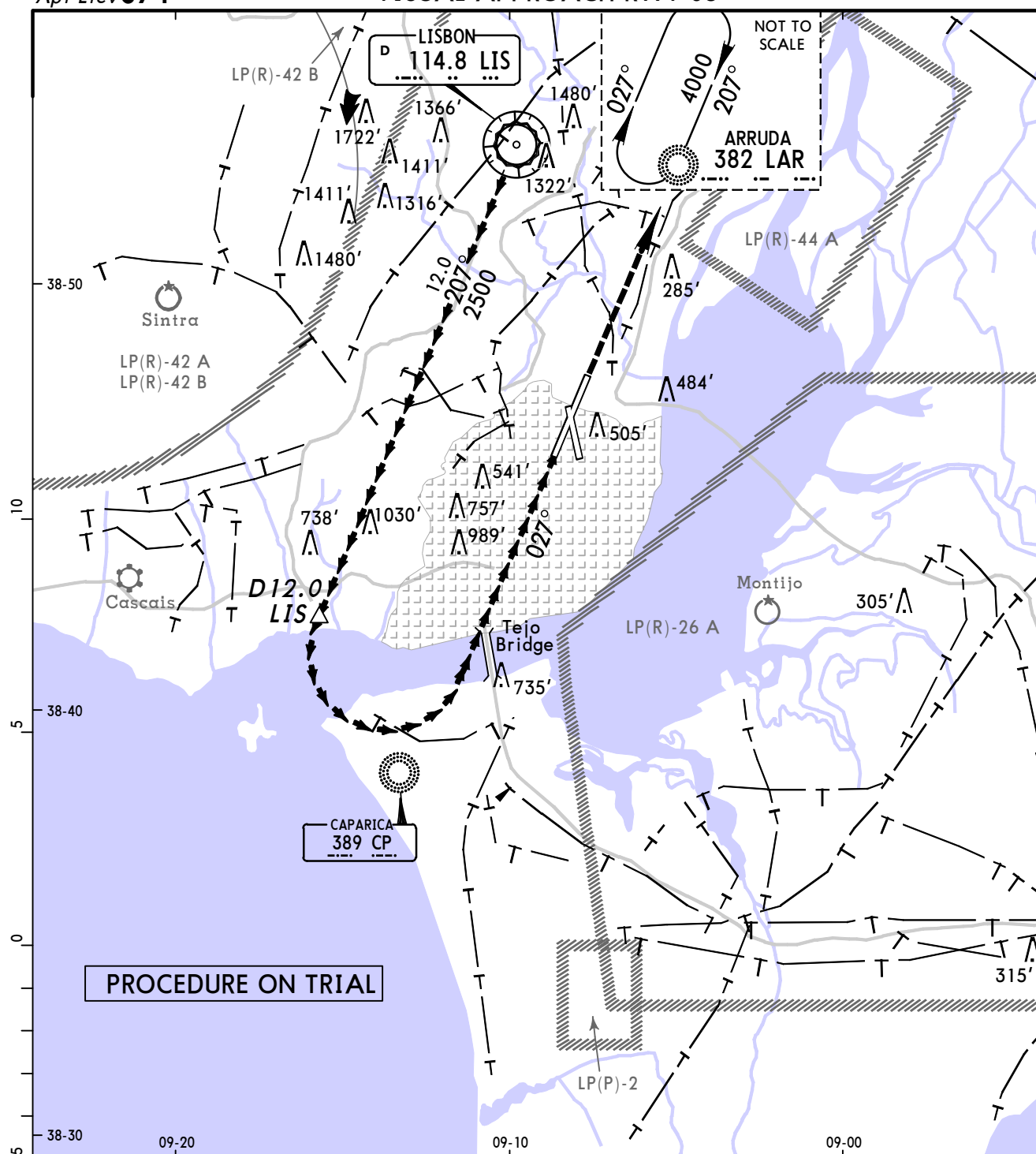
BRIEFING STRIP™

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
Descent Angle 3.00°	372	478	531	637	743	849
MAP at R-161						

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

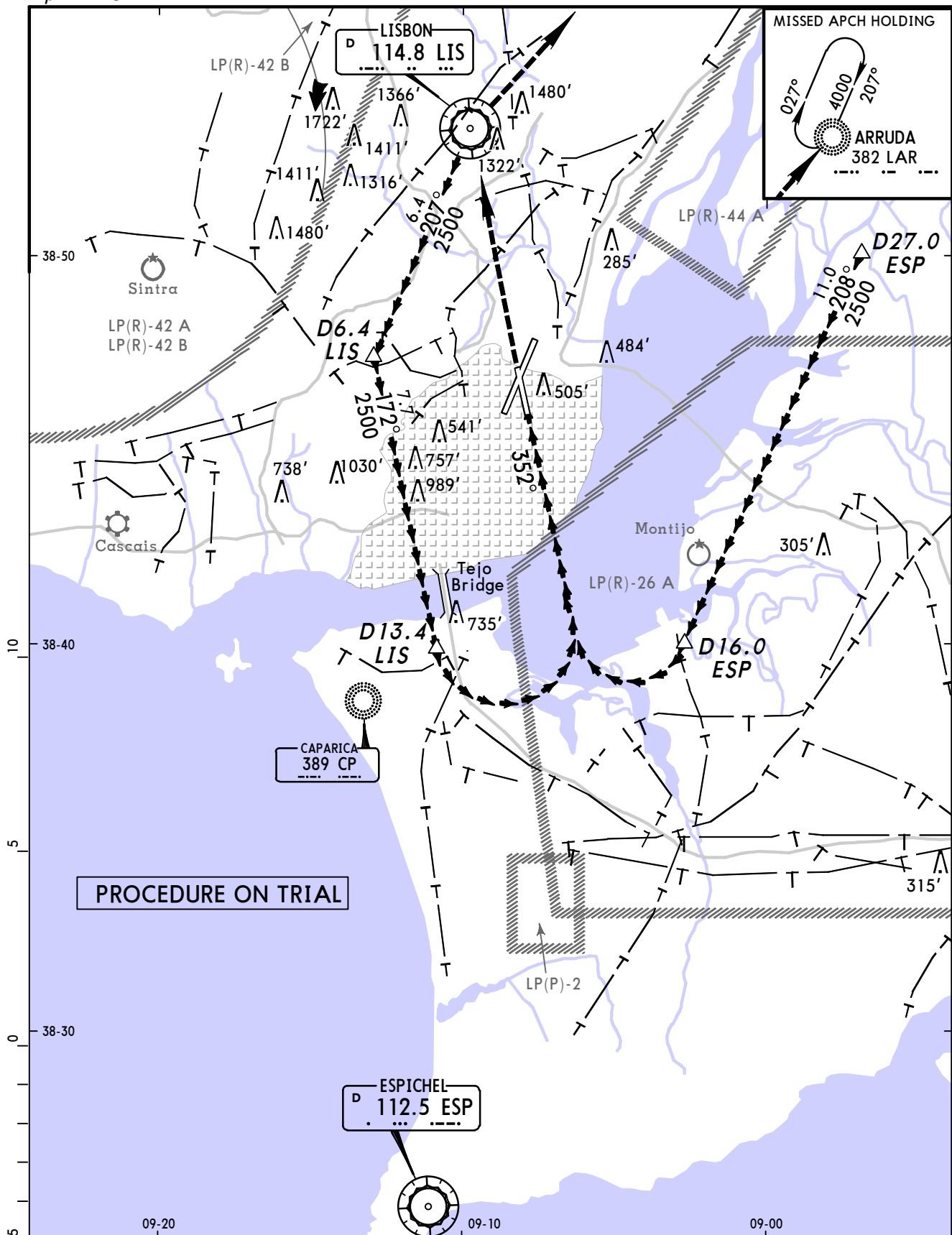


PROCEDURE:

PROCEDURE:
All aircraft carrying out visual circuit approaches to RWY 03 shall not, unless cleared by ATC, descend below 2500' on the LEFT downwind leg. Aircraft must join the final approach track to RWY 03 at 2500' or above. Pending traffic in LP(R)-42 B/(R)-42 A.

GO AROUND PROCEDURE:

Climb STRAIGHT AHEAD to 4000', then proceed to LAR NDB holding.
Contact APPROACH.



PROCEDURE:

All aircraft carrying out visual circuit approaches to RWY 35 shall not, unless cleared by ATC, descend below 2500' on the LEFT and RIGHT downwind leg. Aircraft must join the final approach track to RWY 35 at 2500' or above. Pending traffic in LP(R)-26 A.

GO AROUND PROCEDURE:

Climb STRAIGHT AHEAD to LIS VOR, then turn RIGHT to LAR NDB holding.
Contact APPROACH.

LISBON, (LISBON - LPPT)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LPPT

Type: Terminal

Effectivity: Temporary

Begin Date: 20140306

End Date: Until Further Notice

WIP for TWY pavement improvement; refer to chart 10-8.

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

ATIS frequency 124.15 MHz for arrival only, with D-ATIS capability. Additional D-ATIS for departures available on frequency 121.8 MHz.