

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LPPR

Terminal Charts For LPPR

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: PORTO PRT
ICAO/IATA: LPPR / OPO
Lat/Long: N41° 14.13', W008° 40.68'
Elevation: 227 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 3.0° W

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

Sunrise: 0800 Z
Sunset: 1724 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: 124.300
Porto Tower: 27.780 Military
Porto Tower: 118.850 Secondary
Porto Tower: 118.000
Porto Clearance Delivery: 118.925
Porto Clearance Delivery: 118.850 Secondary

Porto Approach: 121.100
Porto Approach: 118.850 Secondary
Porto Approach: 27.780 Military

LPPR/OPO

JEPPESEN

PORTO, PORTUGAL

FRANCISCO SA CARNEIRO

25 OCT 13

10-1P

AIRPORT BRIEFING

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.

LPPR/OPO

JEPPESEN

PORTO, PORTUGAL

FRANCISCO SA CARNEIRO

15 MAY 15

10-1P2

Eff 28 May

AIRPORT BRIEFING

1. GENERAL

1.6. OTHER INFORMATION

1.6.1. GENERAL

Follow-me and marshaller assistance is compulsory during:

- Push-back under CAT II operations;
- 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 FL 245 & FL 100;
- MAX 250 KT at or below FL 100;
- MAX 220 KT at or below FL 70;
- MAX 200 KT at or below 4000';
- MAX between 180 KT & 160 KT when established on final approach;
- MAX 160 KT until 4NM 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.

LPPR/OPO

JEPPESEN

PORTO, PORTUGAL

FRANCISCO SA CARNEIRO

15 MAY 15

10-1P3

Eff 28 May

AIRPORT BRIEFING

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.

ACFT in contiguous stands are not allowed to move simultaneously.

Engine start-up is only permitted after push-back manoeuvre with ACFT positioned in proper breakaway area. Breakaway areas markings are white triangles painted near 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.

Pilots shall advise ATC, as soon as possible, if able for departure from a RWY intersection.

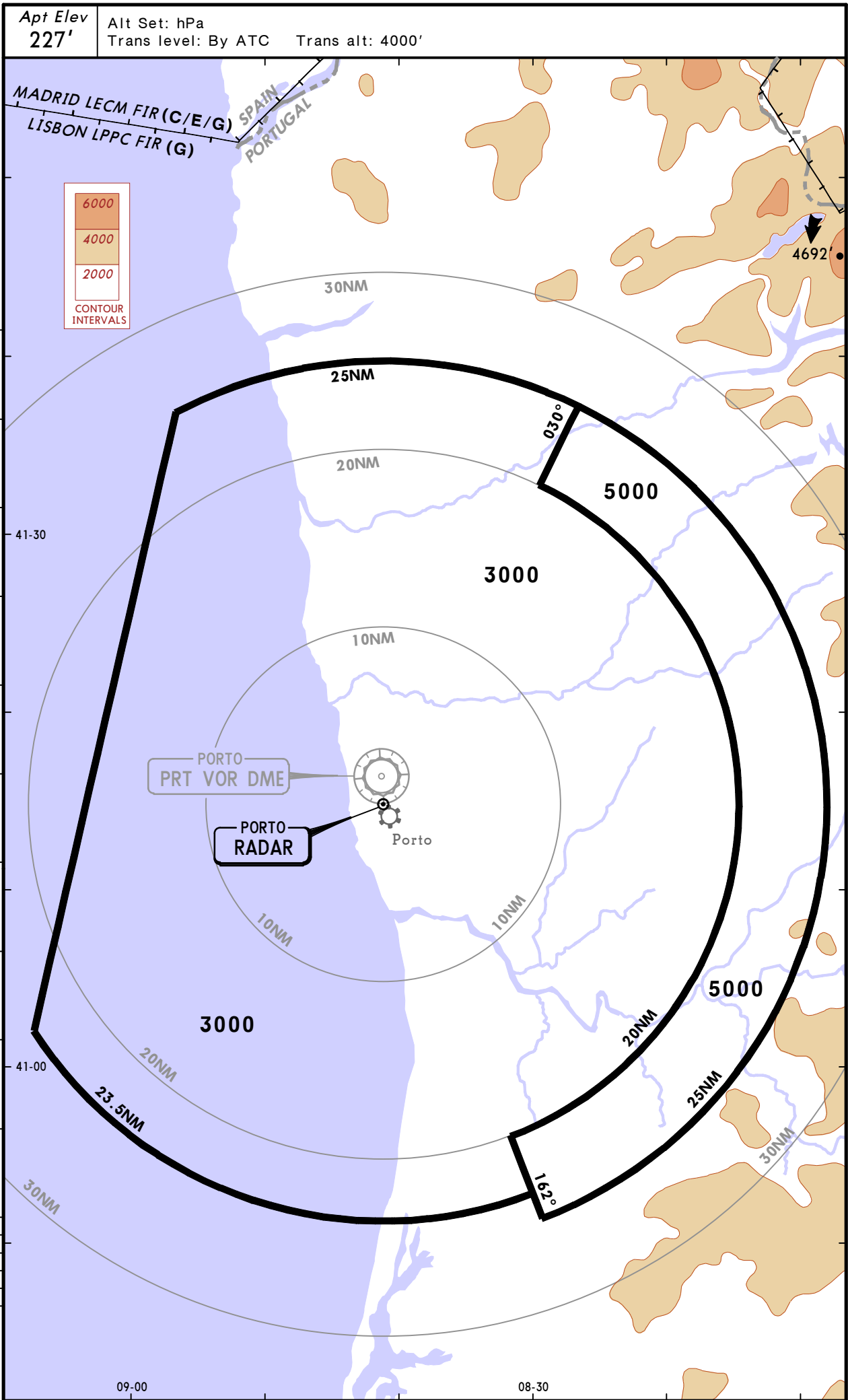
3.2. OTHER INFORMATION

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

LPPR/OPO
FRANCISCO SA CARNEIRO

JEPPESEN
28 DEC 12
Eff 10 Jan **(10-1R)**

PORTO, PORTUGAL
RADAR MINIMUM ALTITUDES



CHANGES: Sector & sector altitudes.

© JEPPESEN, 2007, 2012. ALL RIGHTS RESERVED.

LPPR/OPO

FRANCISCO SA CARNEIRO

26 DEC 14

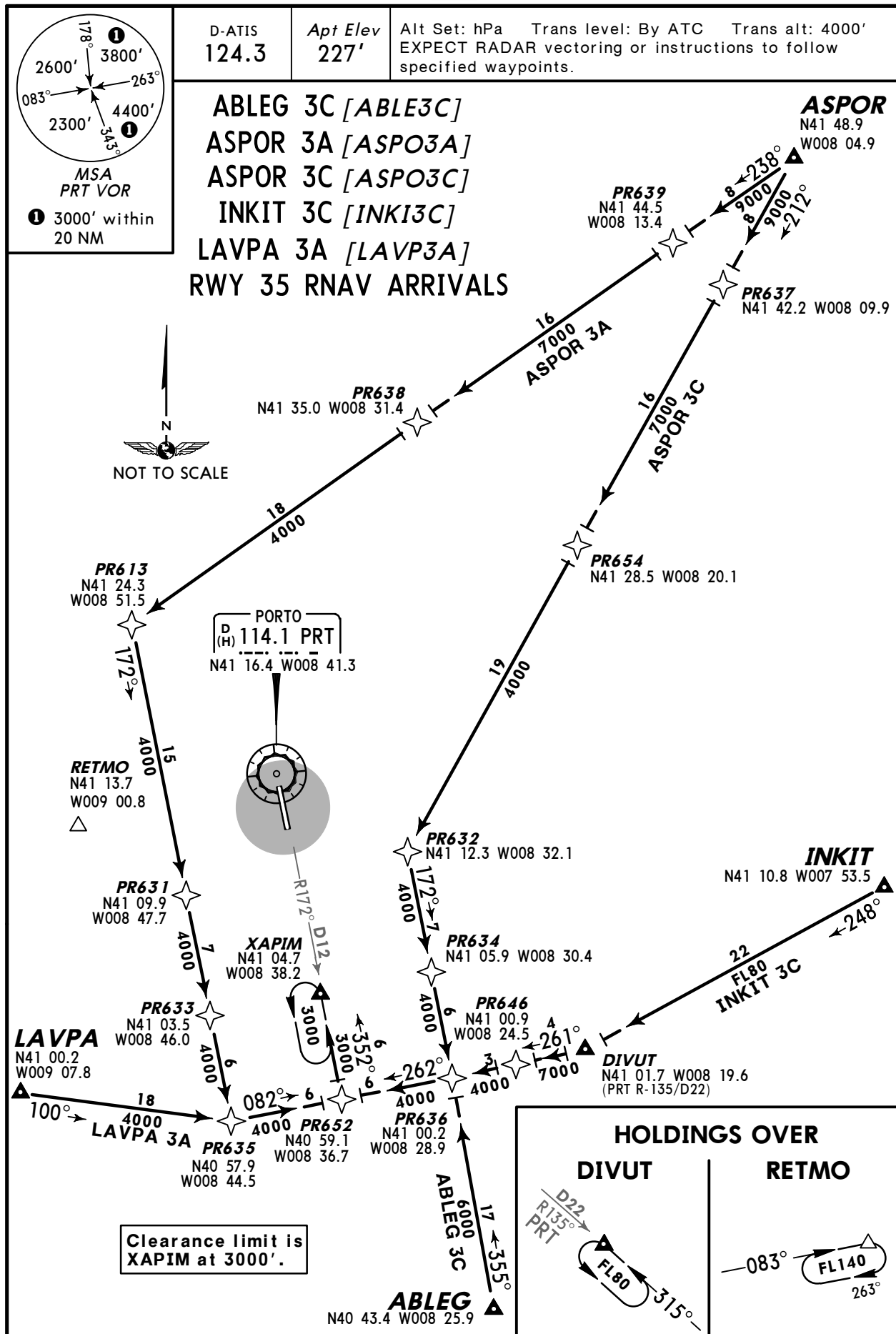
10-2

Eff 8 Jan

JEPPesen

PORTO, PORTUGAL

RNAV STAR



STAR	ROUTING
ABLEG 3C	ABLEG - PR636 - PR652 - XAPIM.
ASPOR 3A	ASPOR - PR639 - PR638 - PR613 - PR631 - PR633 - PR635 - PR652 - XAPIM.
ASPOR 3C	ASPOR - PR637 - PR654 - PR632 - PR634 - PR636 - PR652 - XAPIM.
INKIT 3C	INKIT - DIVUT - PR646 - PR636 - PR652 - XAPIM.
LAVPA 3A	LAVPA - PR635 - PR652 - XAPIM.

LPPR/OPO

FRANCISCO SA CARNEIRO

26 DEC 14



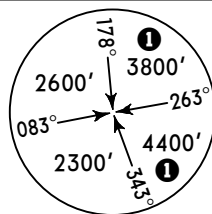
JEPPESSEN

10-2B

Eff 8 Jan

PORTO, PORTUGAL

RNAV STAR



MSA
PRT VOR

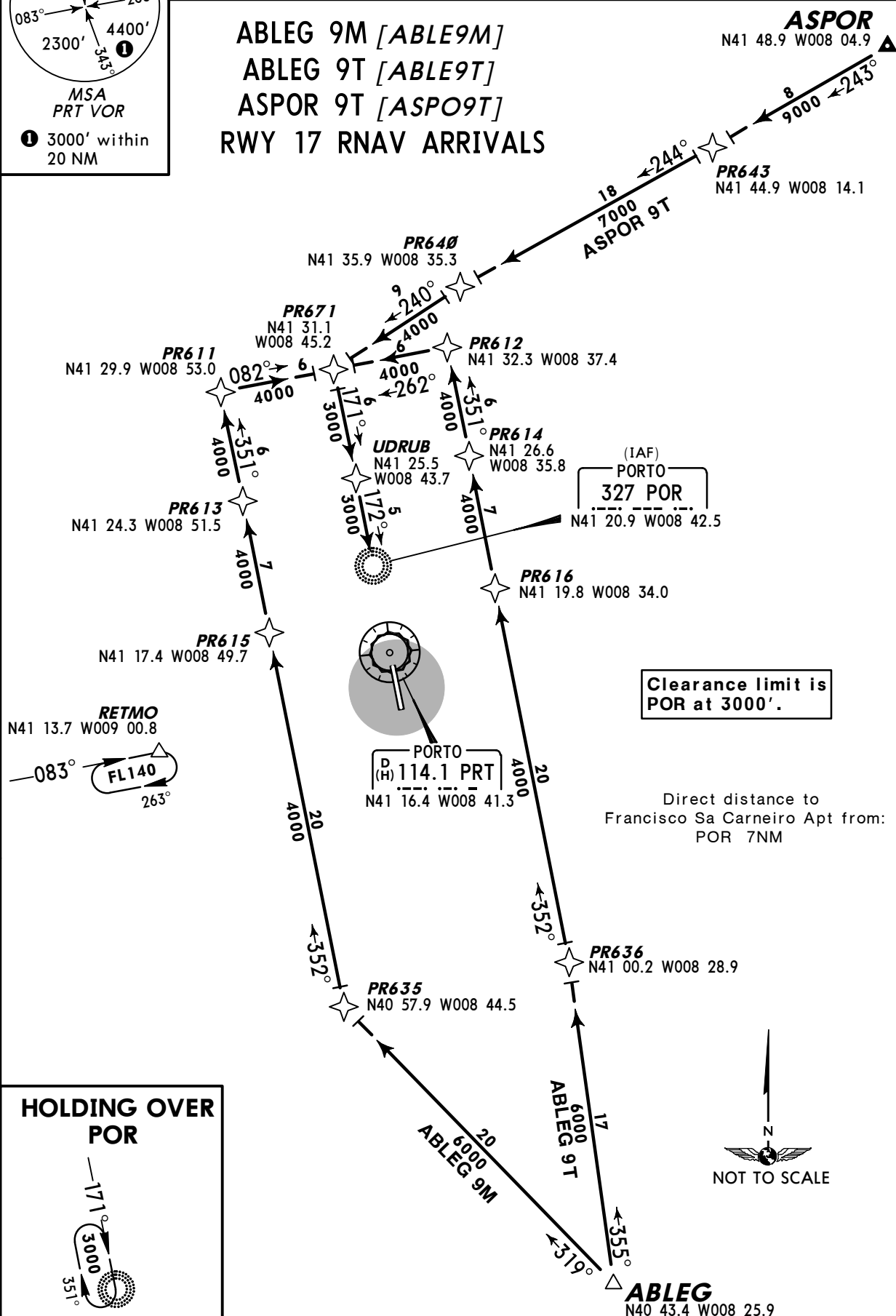
① 3000' within
20 NM

D-ATIS
124.3

Apt Elev
227'

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

**ABLEG 9M [ABLE9M]
ABLEG 9T [ABLE9T]
ASPOR 9T [ASPO9T]
RWY 17 RNAV ARRIVALS**



STAR

ROUTING

ABLEG 9M

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

ABLEG 9T

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

ASPOR 9T

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

LPPR/OPO

FRANCISCO SA CARNEIRO

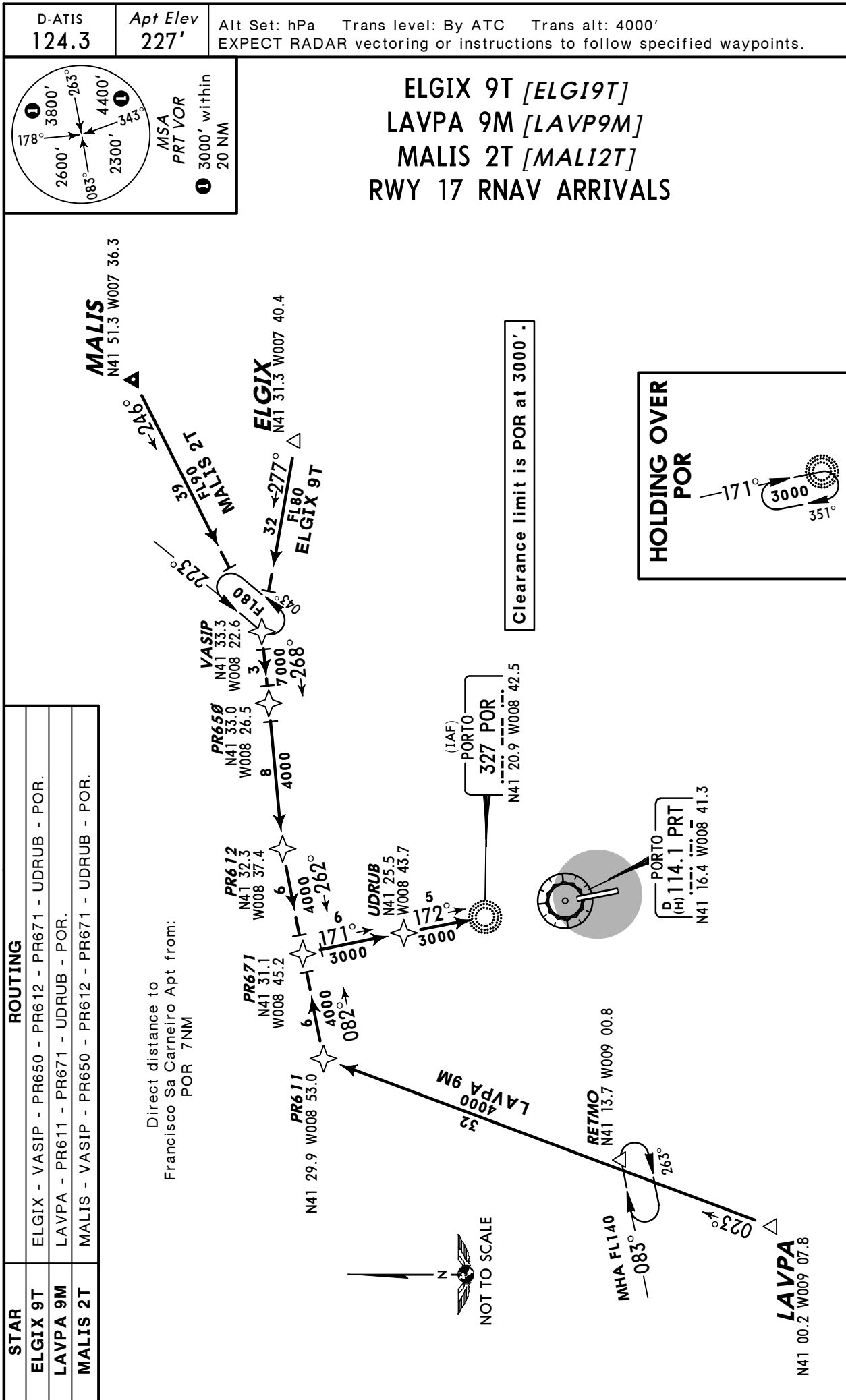
26 DEC 14

10-2C

Eff 8 Jan

PORTO, PORTUGAL

RNAV STAR



LPPR/OPO

FRANCISCO SA CARNEIRO

26 DEC 14

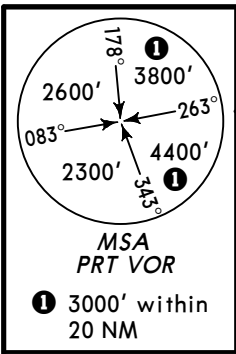
10-2D

Eff 8 Jan

JEPPESSEN

PORTO, PORTUGAL

RNAV STAR



D-ATIS
124.3

Apt 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

PESUL 1T [PESU1T]
TOVBA 9M [TOVB9M]
TURON 9T [TURO9T]
RWY 17 RNAV ARRIVALS

Clearance limit is
POR at 3000'.

Direct distance to
Francisco Sa Carneiro Apt from:
POR 7NM

HOLDING OVER
POR



TOVBA
N41 27.3 W008 58.9

PR673
N41 36.3 W008 43.4

PR671
N41 31.1 W008 45.2

PR612
N41 32.3 W008 37.4

PR611
N41 29.9 W008 53.0

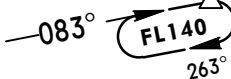
PR614
N41 26.6 W008 35.8

UDRUB
N41 25.5 W008 43.7

PR616
N41 19.8 W008 34.0

(IAF)
PORTO
327 POR
N41 20.9 W008 42.5

RETMO
N41 13.7 W009 00.8



PORTO
D (H) 114.1 PRT
N41 16.4 W008 41.3



PR642
N41 05.2 W008 19.3

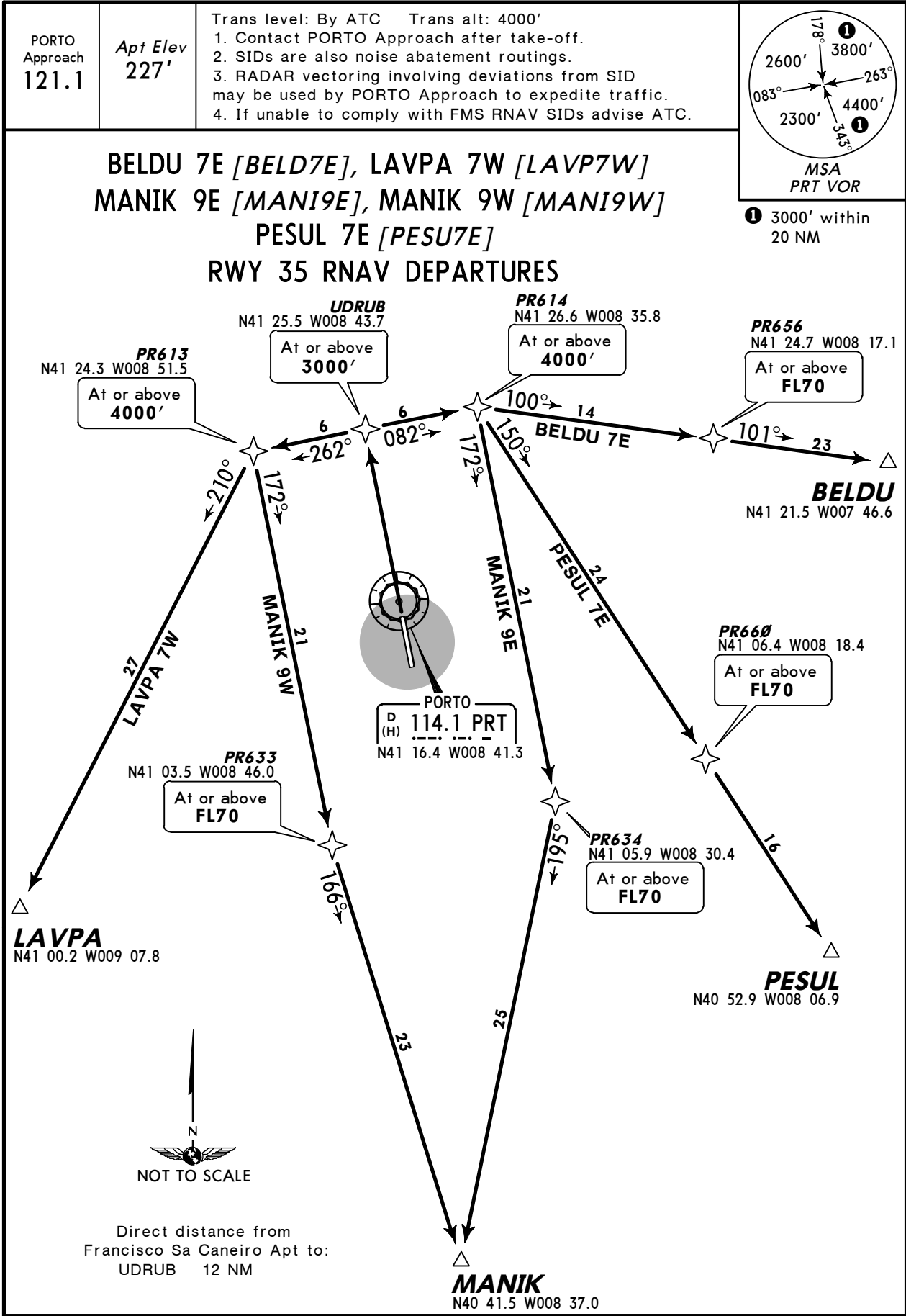
PESUL
N40 52.9 W008 06.9

STAR	ROUTING
PESUL 1T	PESUL - PR642 - PR616 - PR614 - PR612 - PR671 - UDRUB - POR.
TOVBA 9M	TOVBA - PR611 - PR671 - UDRUB - POR.
TURON 9T	TURON - PR673 - PR671 - UDRUB - POR.

LPPR/OPO
FRANCISCO SA CARNEIRO

JEPPESSEN
26 DEC 14 10-3 Eff 8 Jan

PORTO, PORTUGAL
RNAV SID



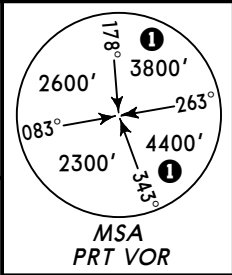
Initial climb clearance FL70	
SID	ROUTING
BELDU 7E	Climb to UDRUB, turn RIGHT to PR614 (4000'+) - PR656 (FL70+) - BELDU.
LAVPA 7W	Climb to UDRUB, turn LEFT to PR613 (4000'+) - LAVPA.
MANIK 9E	Climb to UDRUB, turn RIGHT to PR614 (4000'+) - PR634 (FL70+) - MANIK.
MANIK 9W	Climb to UDRUB, turn LEFT to PR613 (4000'+) - PR633 (FL70+) - MANIK.
PESUL 7E	Climb to UDRUB, turn RIGHT to PR614 (4000'+) - PR660 (FL70+) - PESUL.

LPPR/OPO
FRANCISCO SA CARNEIRO

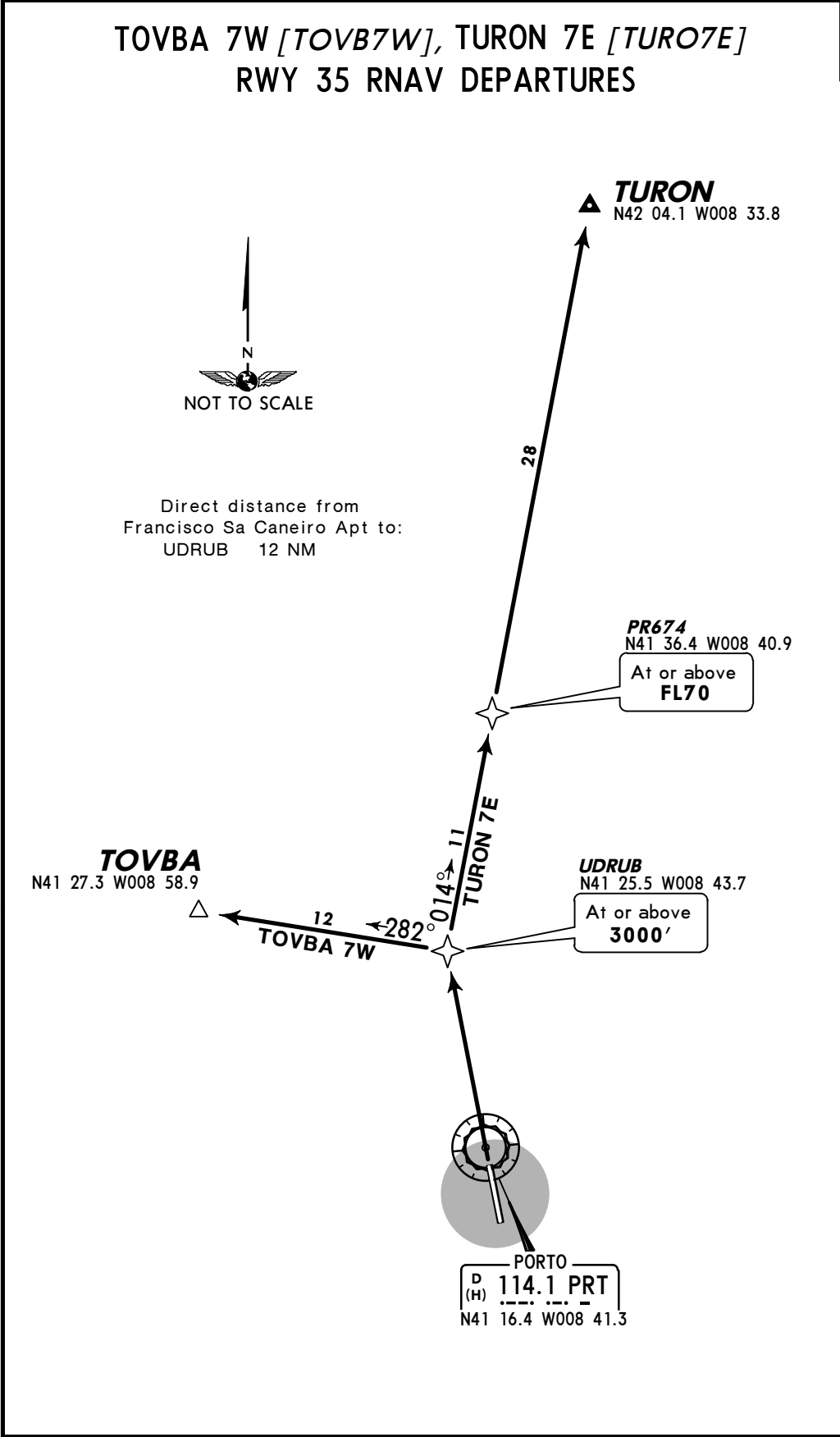
26 DEC 14
(10-3A) Eff 8 Jan

PORTO, PORTUGAL
RNAV SID

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.
----------------------------	------------------	---



① 3000' within 20 NM



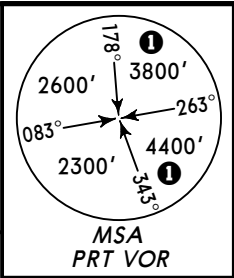
Initial climb clearance FL70	
SID	ROUTING
TOVBA 7W	Climb to UDRUB, turn LEFT to TOVBA.
TURON 7E	Climb to UDRUB, turn RIGHT to PR674 (FL70+) - TURON.

LPPR/OPO
FRANCISCO SA CARNEIRO

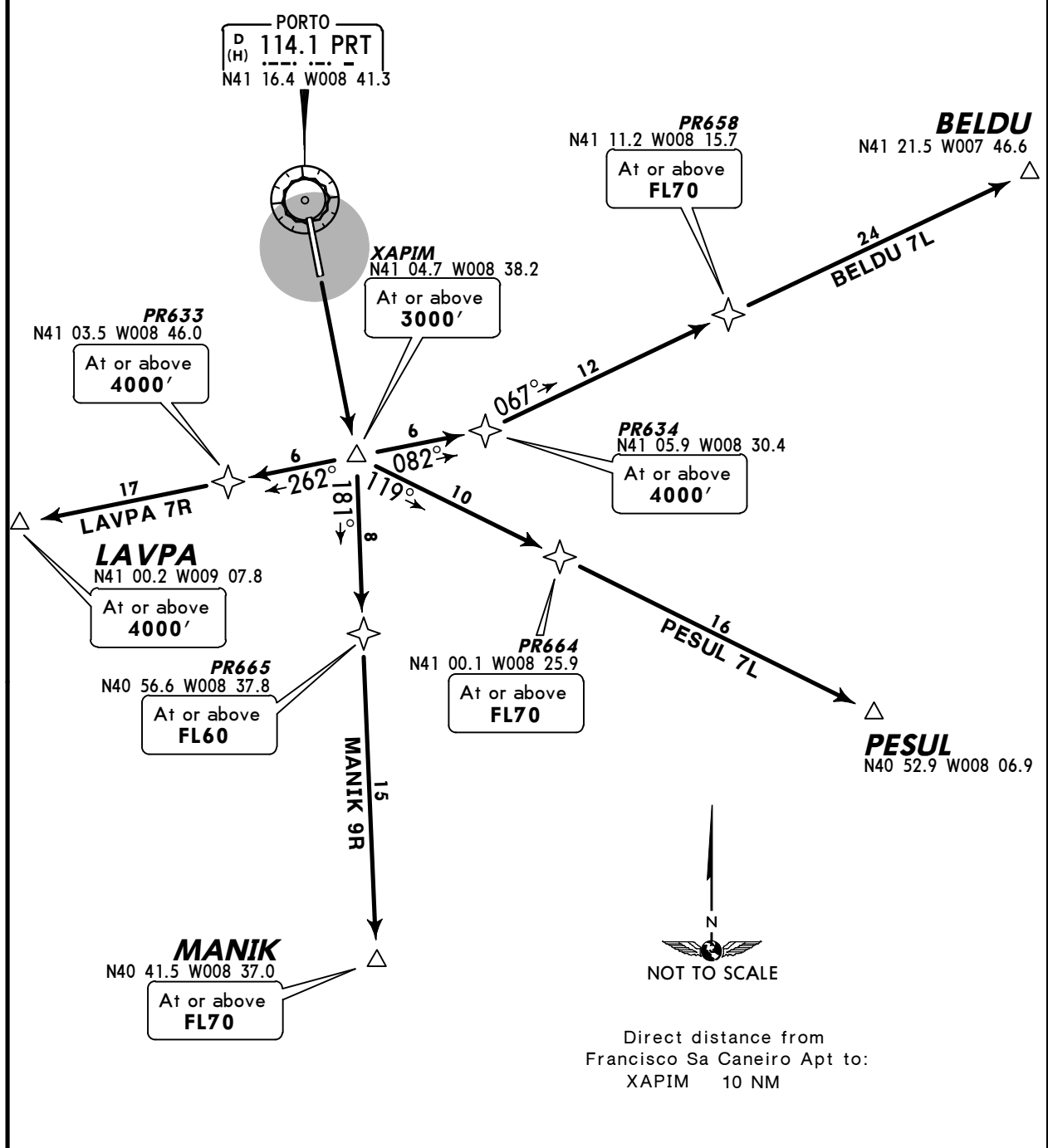
JEPPESSEN
26 DEC 14 10-3B Eff 8 Jan

PORTO, PORTUGAL
RNAV SID

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.
----------------------------	------------------	--



BELDU 7L [BELD7L], LAVPA 7R [LAVP7R]
MANIK 9R [MANI9R], PESUL 7L [PESU7L]
RWY 17 RNAV DEPARTURES



Initial climb clearance FL70	
SID	ROUTING
BELDU 7L	Climb to XAPIM, turn LEFT to PR634 (4000'+) - PR658 (FL70+) - BELDU.
LAVPA 7R	Climb to XAPIM, turn RIGHT to PR633 (4000'+) - LAVPA (4000'+).
MANIK 9R	Climb to XAPIM, turn RIGHT to PR665 (FL60+) - MANIK (FL70+).
PESUL 7L	Climb to XAPIM, turn LEFT to PR664 (FL70+) - PESUL.

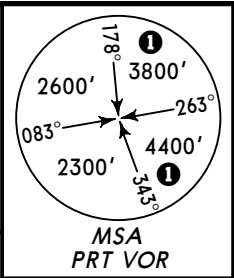
CHANGES: RNAV SIDs renumbered & revised.

LPPR/OPO
FRANCISCO SA CARNEIRO

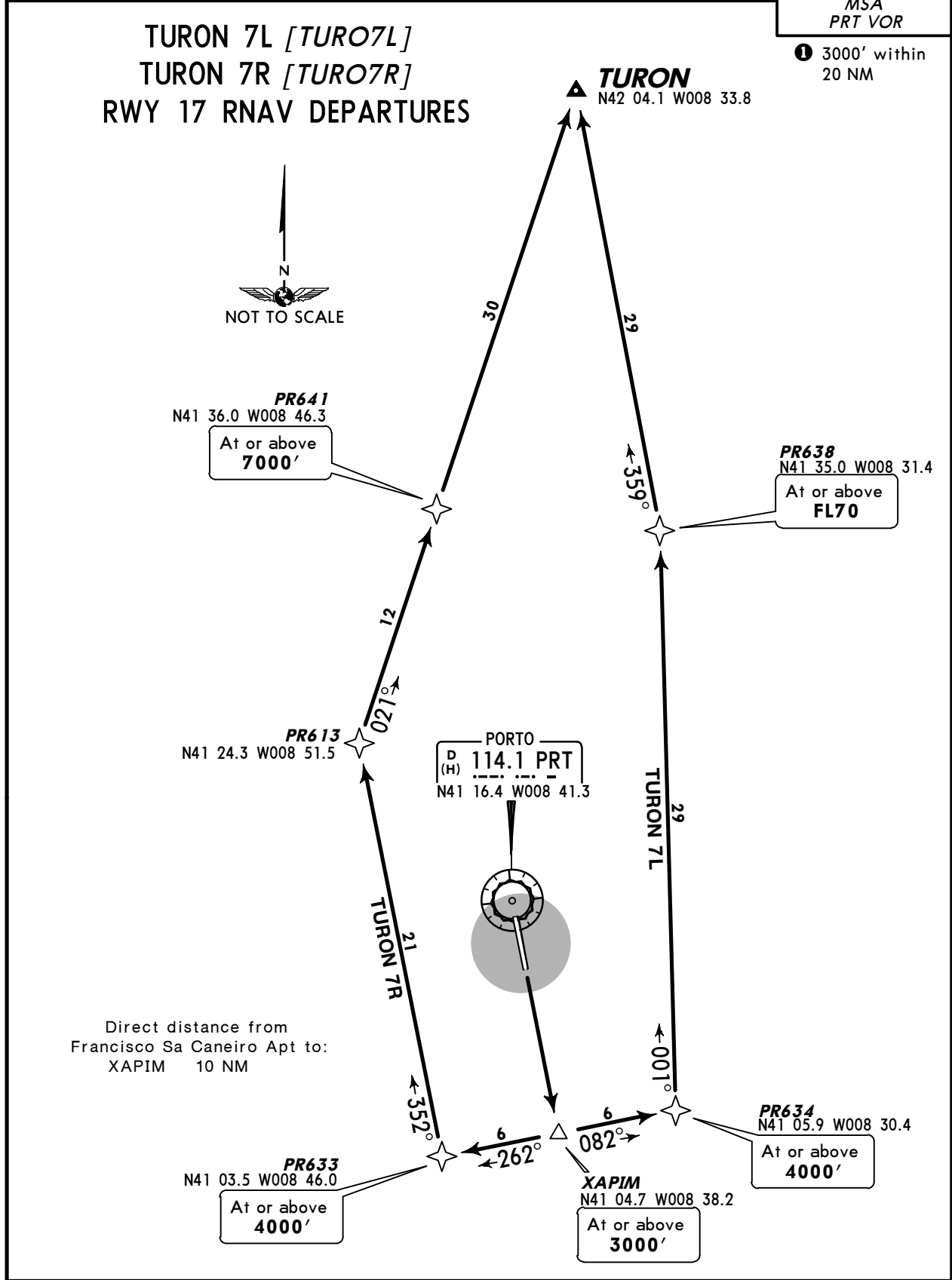
JEPPESSEN
26 DEC 14 (10-3C) Eff 8 Jan

PORTO, PORTUGAL
RNAV SID

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.
----------------------------	------------------	--



TURON 7L [TURO7L]
TURON 7R [TURO7R]
RWY 17 RNAV DEPARTURES

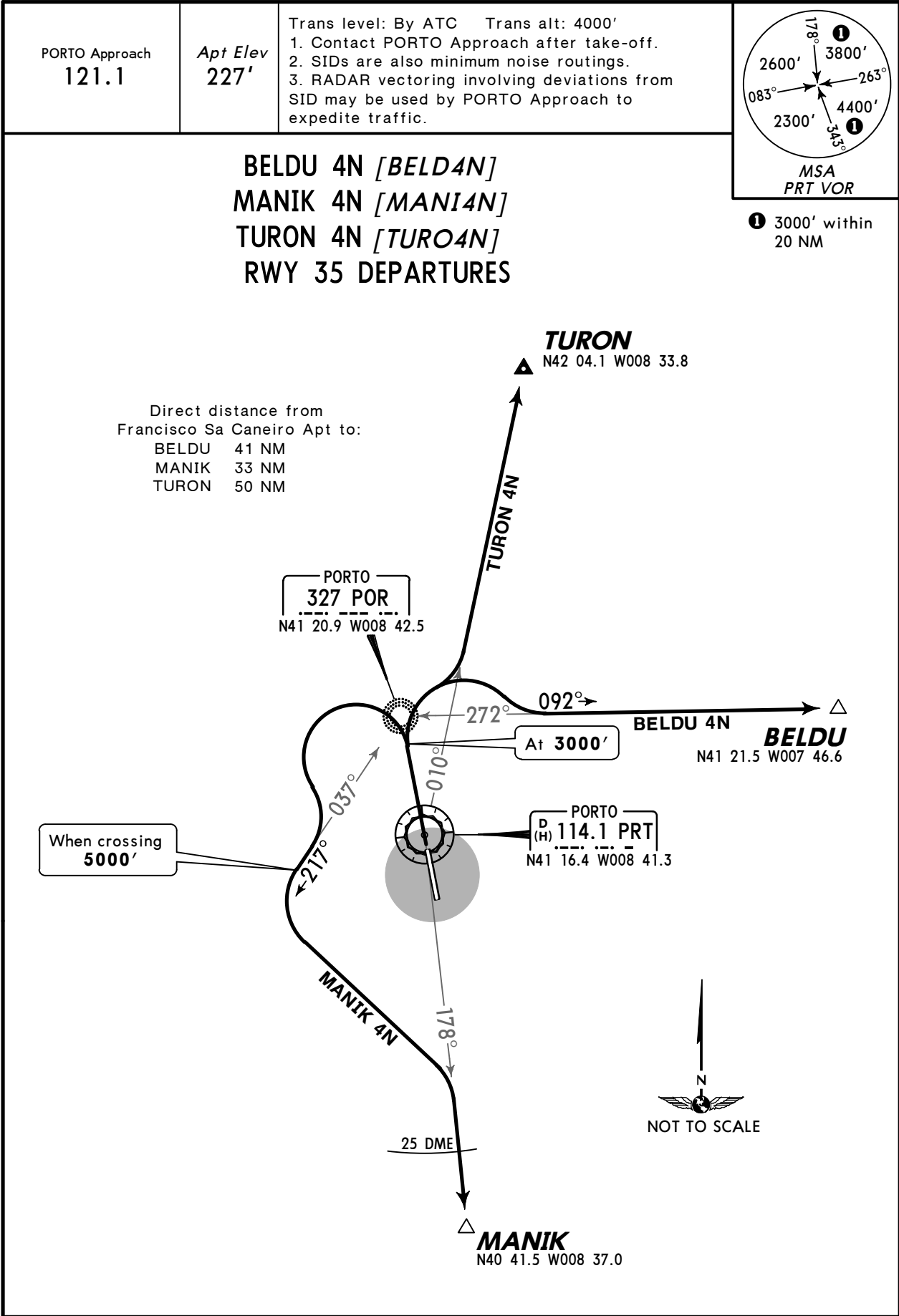


Initial climb clearance FL70	
SID	ROUTING
TURON 7L	Climb to XAPIM, turn LEFT to PR634 (4000'+) - PR638 (FL70+) - TURON.
TURON 7R	Climb to XAPIM, turn RIGHT to PR633 (4000'+) - PR613 - PR641 (7000'+) - TURON.

LPPR/OPO
FRANCISCO SA CARNEIRO

JEPPESEN
26 DEC 14 (10-3D) Eff 8 Jan

PORTO, PORTUGAL
SID



LPPR/OPO
FRANCISCO SA CARNEIRO

26 DEC 14
10-3E
Eff 8 Jan

PORTO, PORTUGAL
SID

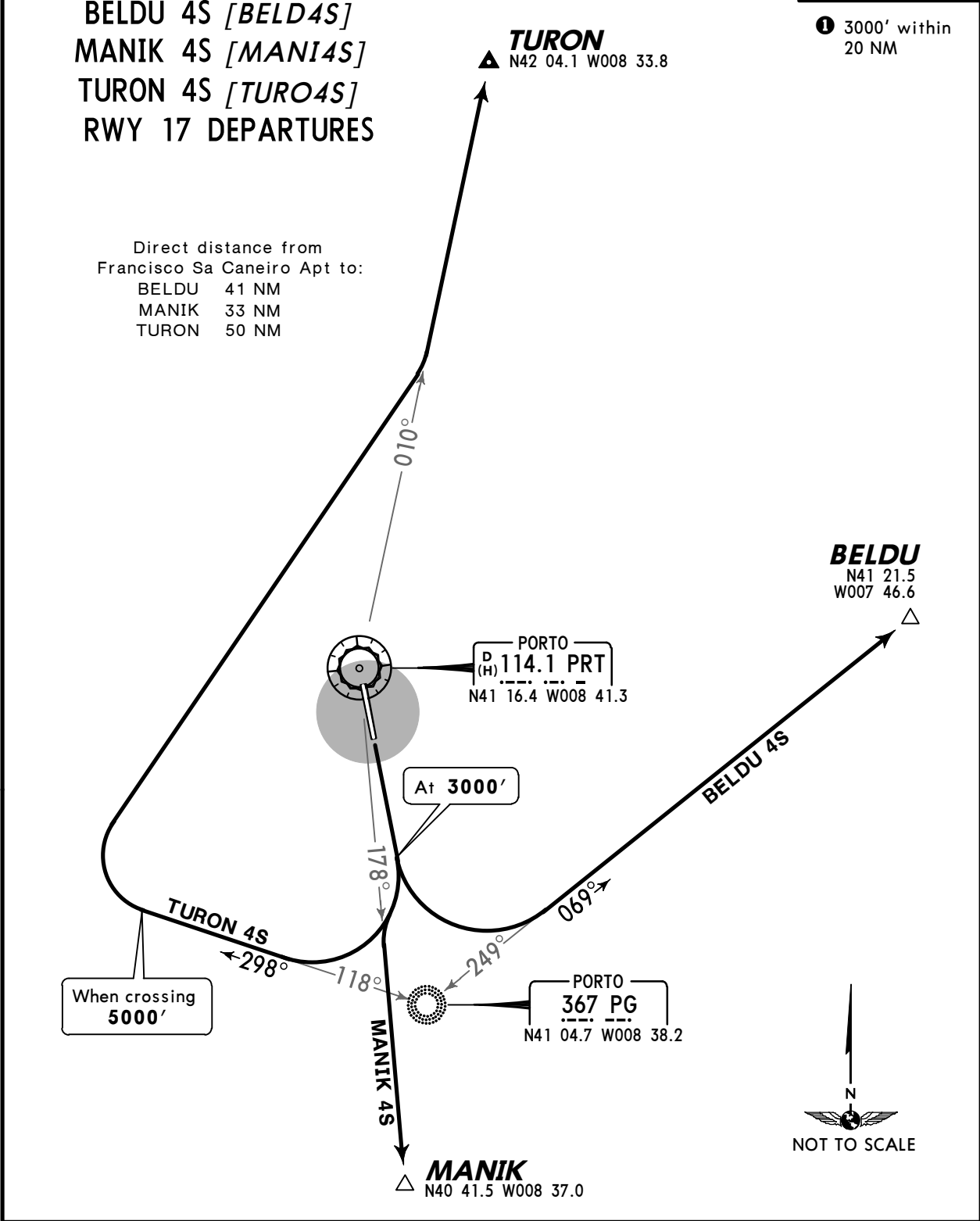
PORTO Approach
121.1

Apt Elev
227'

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

MSA
PRT VOR

① 3000' within 20 NM



Initial climb clearance FL70	
SID	ROUTING
BELDU 4S	Climb straight ahead to 3000', turn LEFT, intercept 069° bearing from PG to BELDU.
MANIK 4S	Climb straight ahead to 3000', turn RIGHT, intercept PRT R-178 to MANIK.
TURON 4S	Climb straight ahead to 3000', turn RIGHT, intercept 298° bearing from PG, when crossing 5000' turn RIGHT, intercept PRT R-010 to TURON.

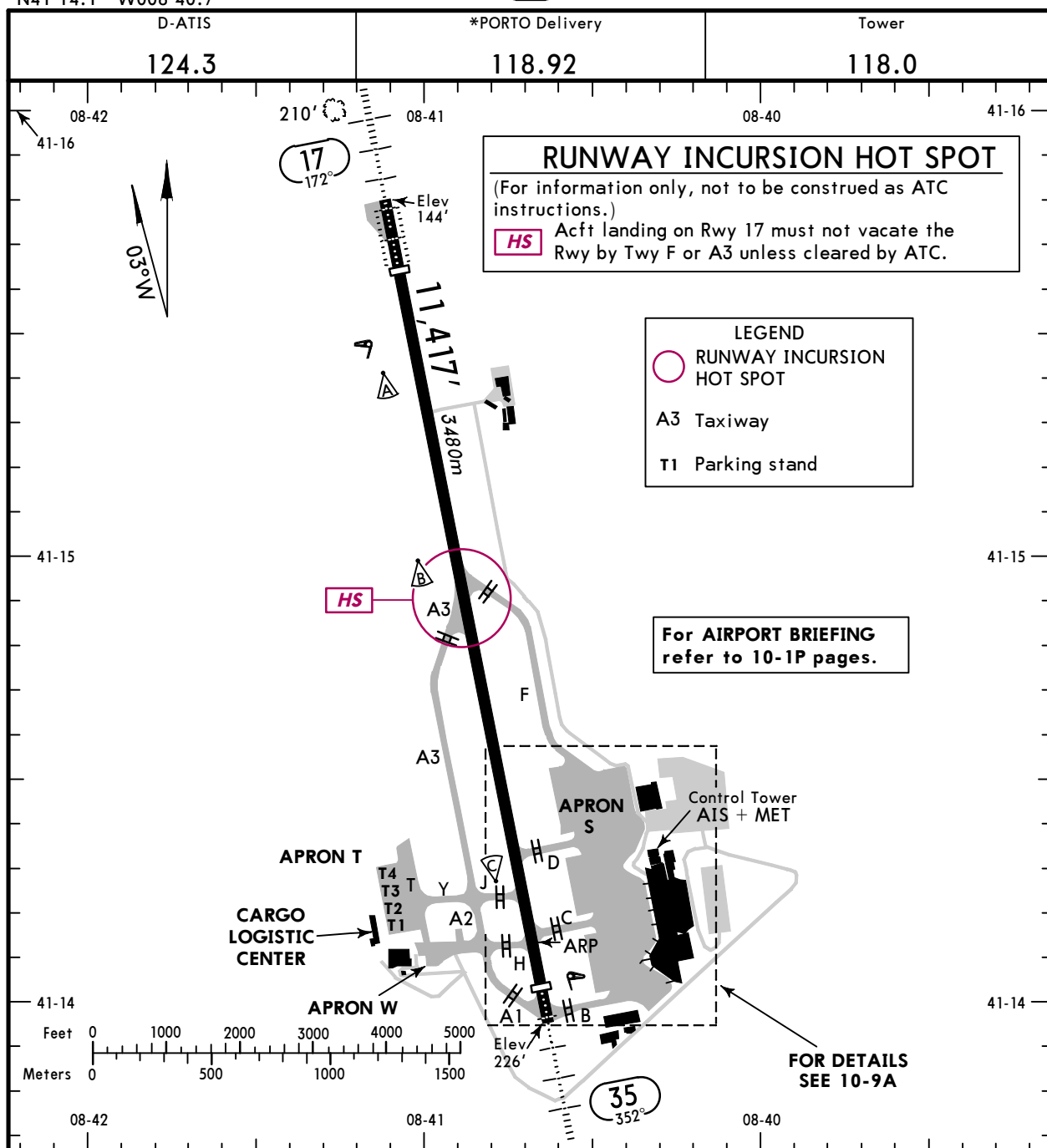
LPPR/OPO

Apt Elev **227'**

N41 14.1 W008 40.7

JEPPESSEN

26 DEC 14

(10-9)
Eff 8 Jan
PORTO, PORTUGAL
FRANCISCO SA CARNEIRO


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 F int 6234' (1900m)
 twy A3 int 5906' (1800m)

RWY 35:

From RWY head 11,417' (3480m)
 twy C/H int 10,236' (3120m)
 twy J int 9678' (2950m)
 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
A					NIL (DAY only)
B	125m	150m	200m	250m	400m
C					500m
D	150m	200m	250m	300m	

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

CHANGES: Variation. Runway bearings.

© JEPPESSEN, 2000, 2014. ALL RIGHTS RESERVED.

LPPR/OPO

 **JEPPESSEN**

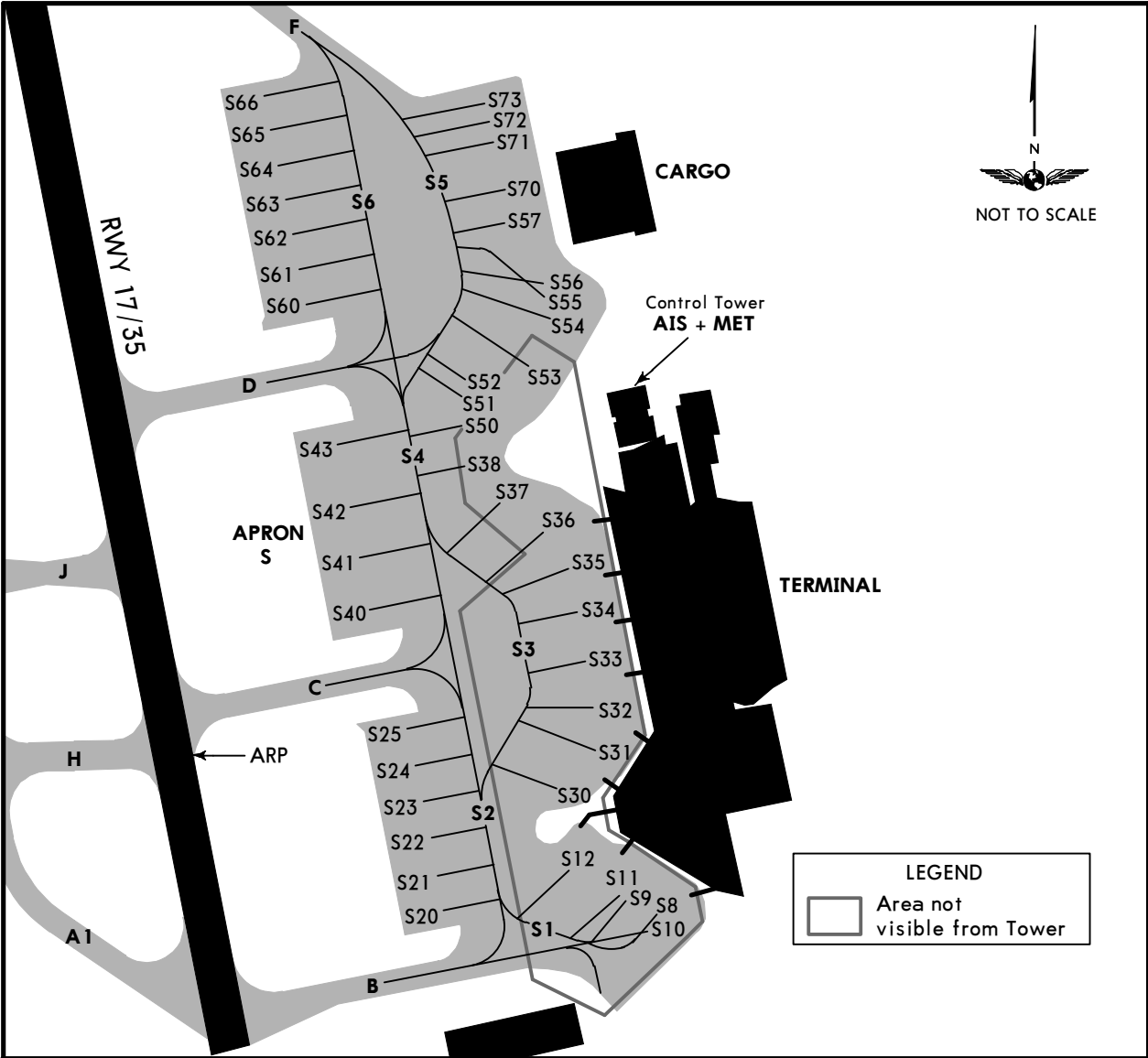
PORTO, PORTUGAL

26 DEC 14

(10-9A)

Eff 8 Jan

FRANCISCO SA CARNEIRO



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				

LPPR/OPO

JEPPesen

7 JUL 06 10-9B

PORTO, PORTUGAL
FRANCISCO SA CARNEIRO

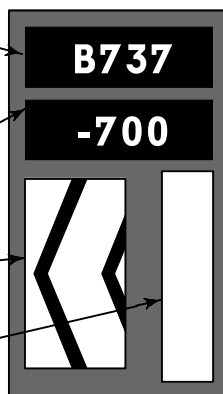
APIS (AIRCRAFT PARKING AND INFORMATION SYSTEM)

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

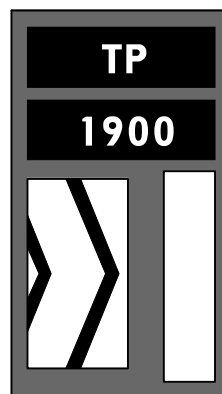
Display indicating: Flight number, time, ACFT series, "STOP", "ON" (chocks) and "DOWN".

Centerline beacon side-in guidance.

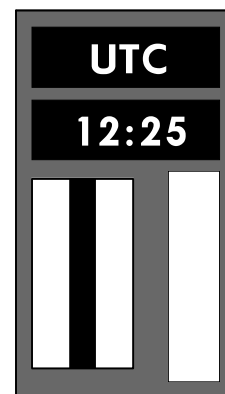
Closing-rate information. Full closing rate thermometer indicates at least 46'/14m to stop position.



Turn LEFT



Turn RIGHT



On centerline

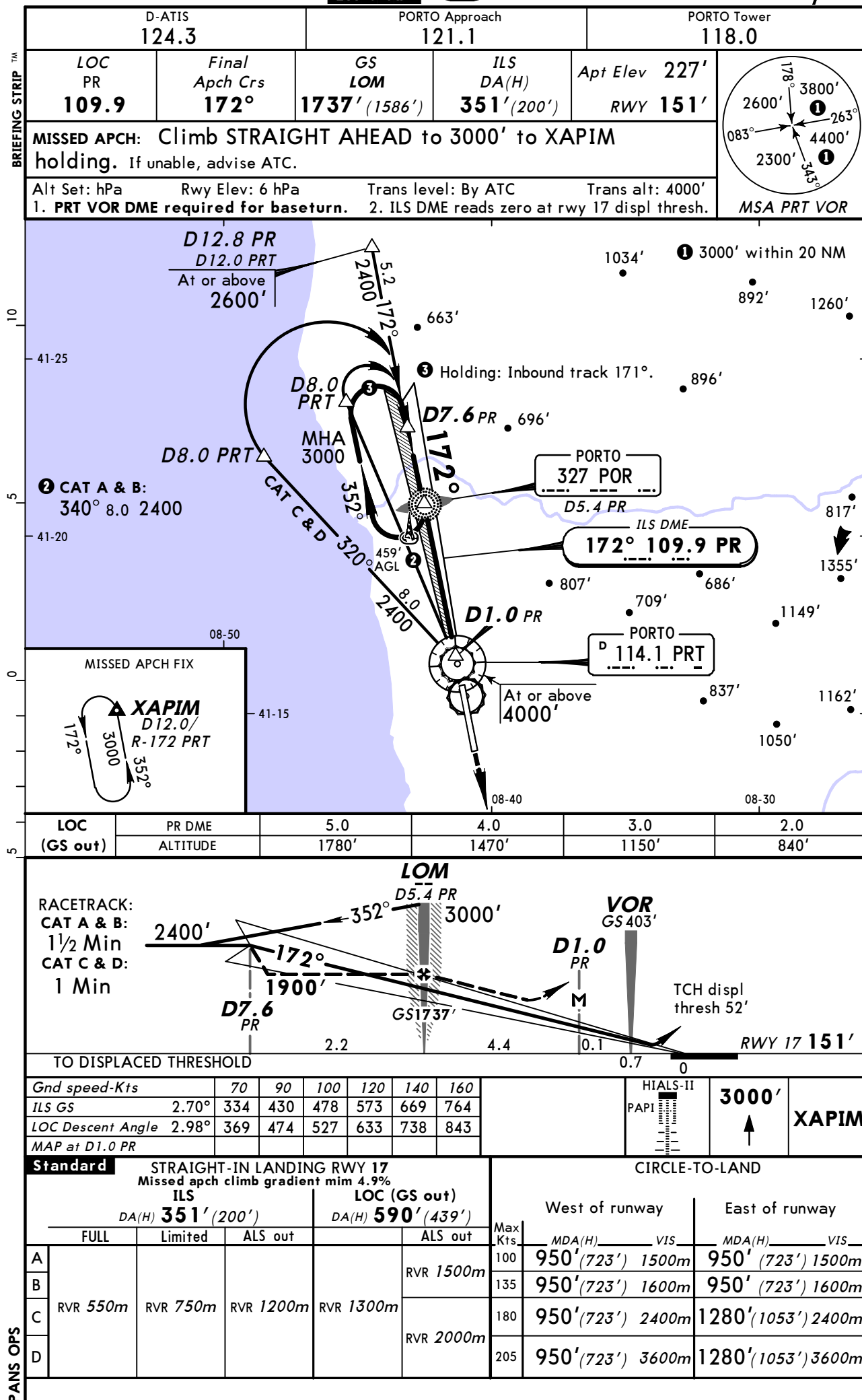
PILOT INSTRUCTIONS

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.

LPPR/OPO
FRANCISCO SA CARNEIRO

JEPPESSEN
26 DEC 14
Eff 8 Jan

PORTO, PORTUGAL
MISSED APCH CLIMB
GRAD MIM 4.9%
ILS Rwy 17



LPPR/OPO
FRANCISCO SA CARNEIRO

26 DEC 14
Eff 8 Jan

JEPPesen
11-1A

MISSED APCH CLIMB
GRAD MIM 4.9%

PORTO, PORTUGAL
CAT II ILS Rwy 17

D-ATIS
124.3

PORTO Approach
121.1

PORTO Tower
118.0

LOC
PR
109.9

Final
Apch Crs
172°

GS
LOM
1737' (1586')

CAT II ILS
RA 108'
DA(H)
251'(100')

Apt Elev 227'
RWY 151'

178°

3800'

2600'

263°

4400'

2300'

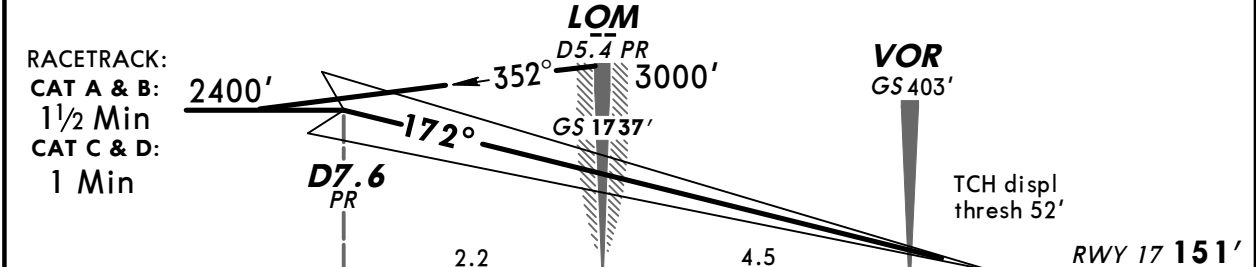
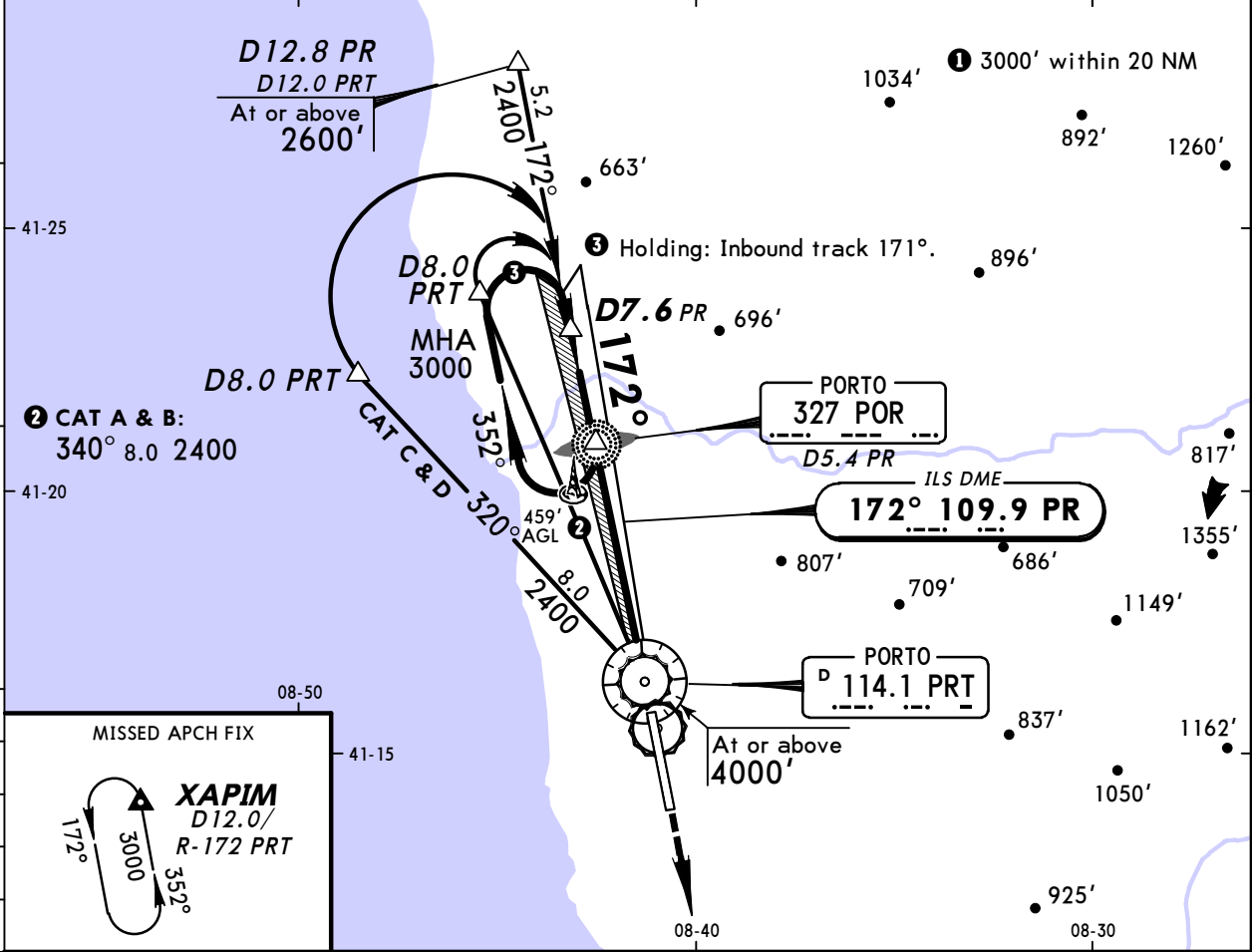
343°

MSA PRT VOR

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

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

1. PRT VOR DME required for baseturn. 2. ILS DME reads zero at rwy 17 displ thresh.
3. Special Aircrew & Acft Certification Required.



TO DISPLACED THRESHOLD							HIALS-II PAPI	3000'	XAPIM
Gnd speed-Kts	70	90	100	120	140	160			
GS	2.70°	334	430	478	573	669	764		

Standard STRAIGHT-IN LANDING RWY 17
CAT II ILS
Missed apch climb gradient mim 4.9%
ABCD
RA 108'
DA(H) 251' (100')

RVR 300m

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

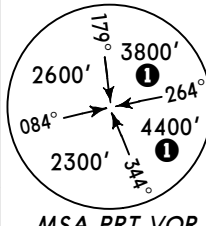
LPPR/OPO
FRANCISCO SA CARNEIRO

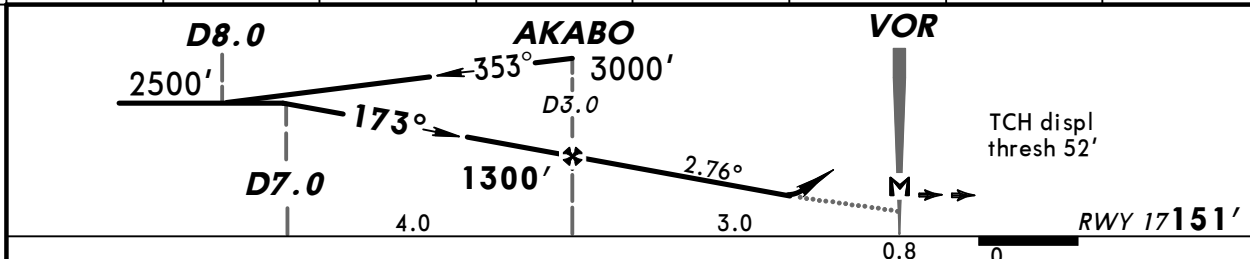
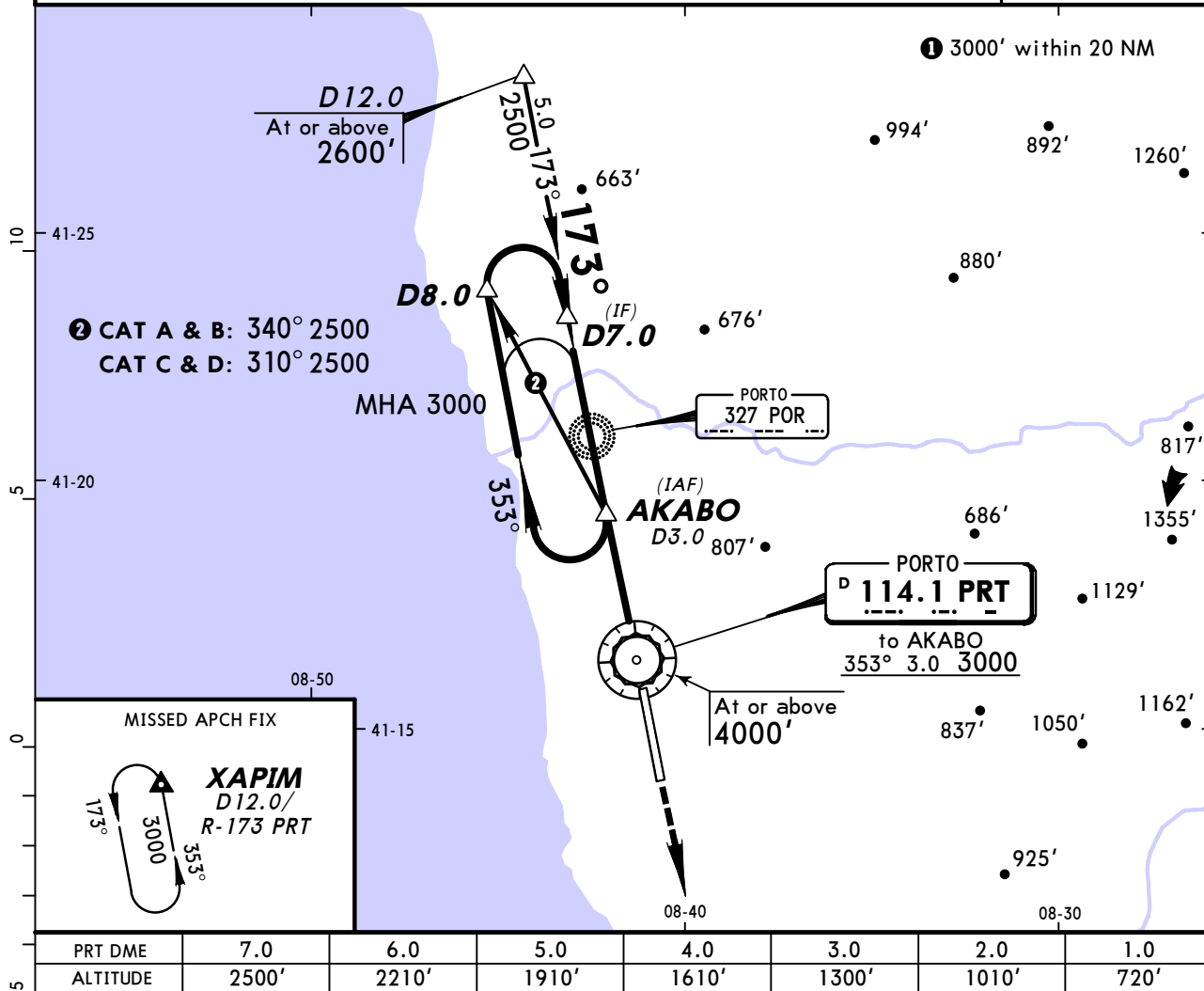
JEPPESSEN
7 NOV 14
Eff 13 Nov 13-1

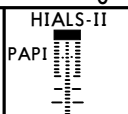
MISSED APCH CLIMB
GRAD MIM 4.9%

PORTO, PORTUGAL
VOR Rwy 17

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'	
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'	



Gnd speed-Kts	70	90	100	120	140	160		3000'	XAPIM
Descent Angle	2.76°	342	439	488	586	683			
MAP at VOR									

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

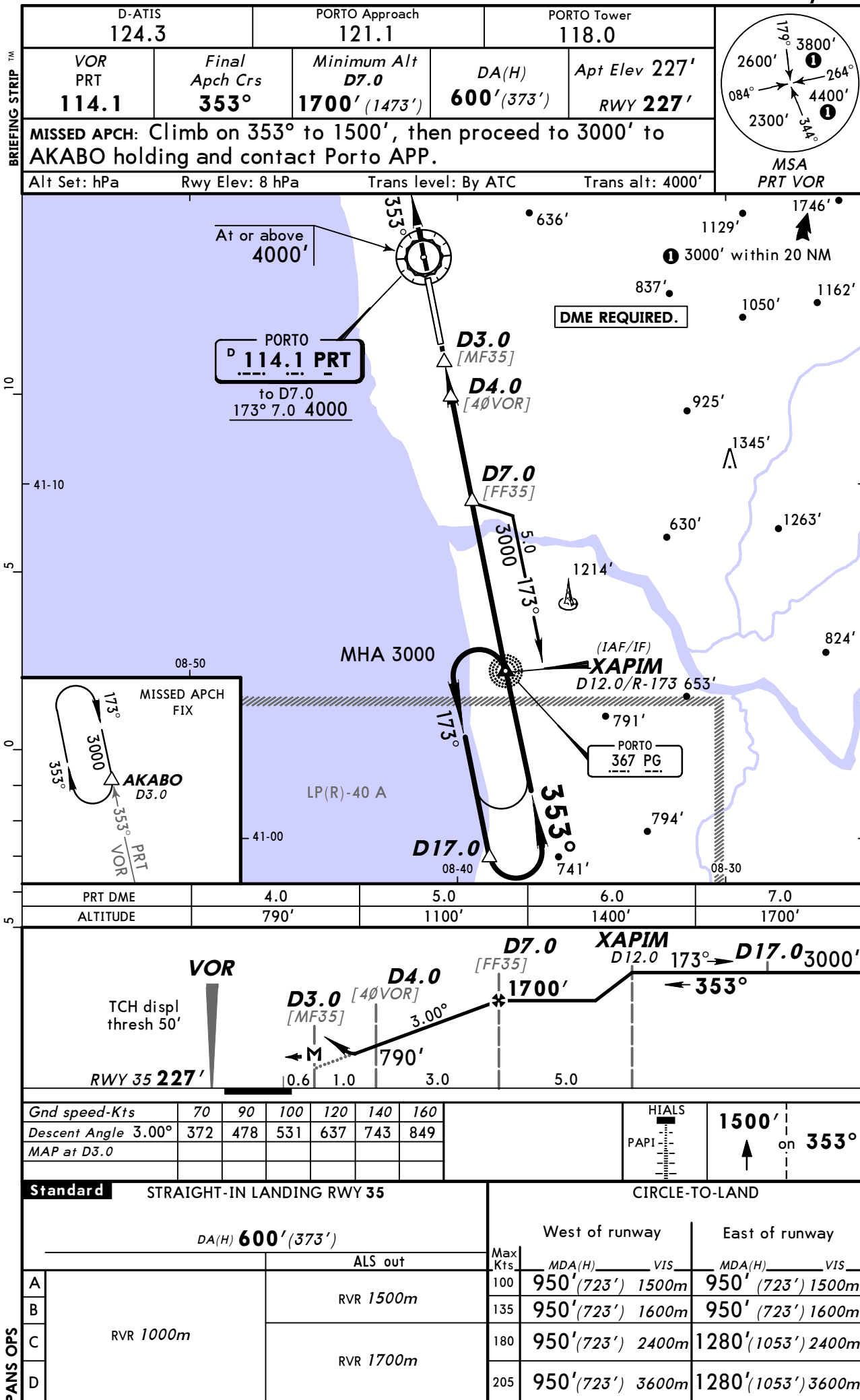
CHANGES: Tower freq. Recommended altitudes. Descent angle.

© JEPPESSEN, 2000, 2014. ALL RIGHTS RESERVED.

LPPR/OPO
FRANCISCO SA CARNEIRO

JEPPESSEN
7 NOV 14 (13-2) Eff 13 Nov

PORTO, PORTUGAL
VOR Rwy 35

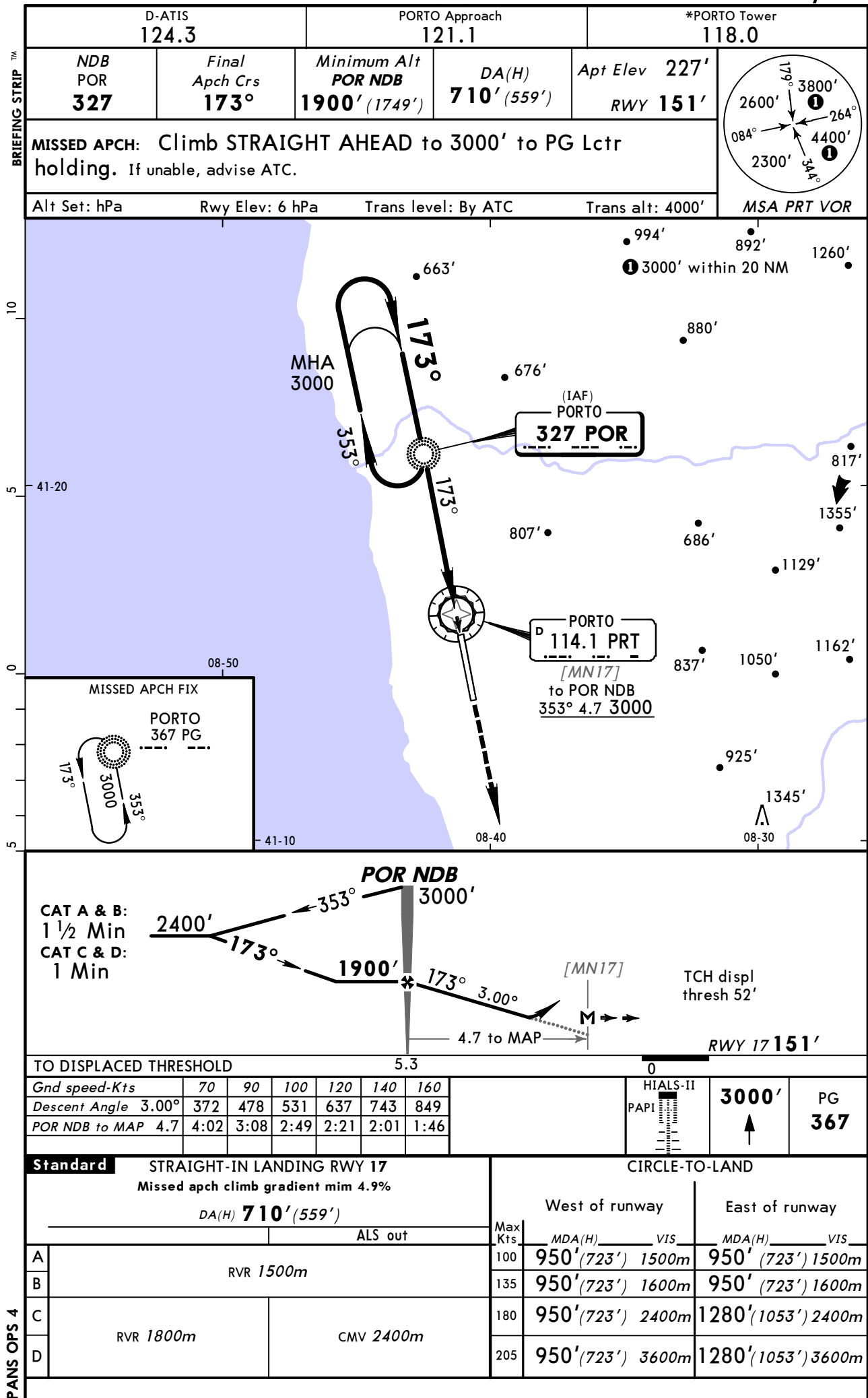


LPPR/OPO
FRANCISCO SA CARNEIRO

JEPPesen
7 MAY 10 **(16-1)**

MISSED APCH CLIMB
GRAD MIN 4.9%

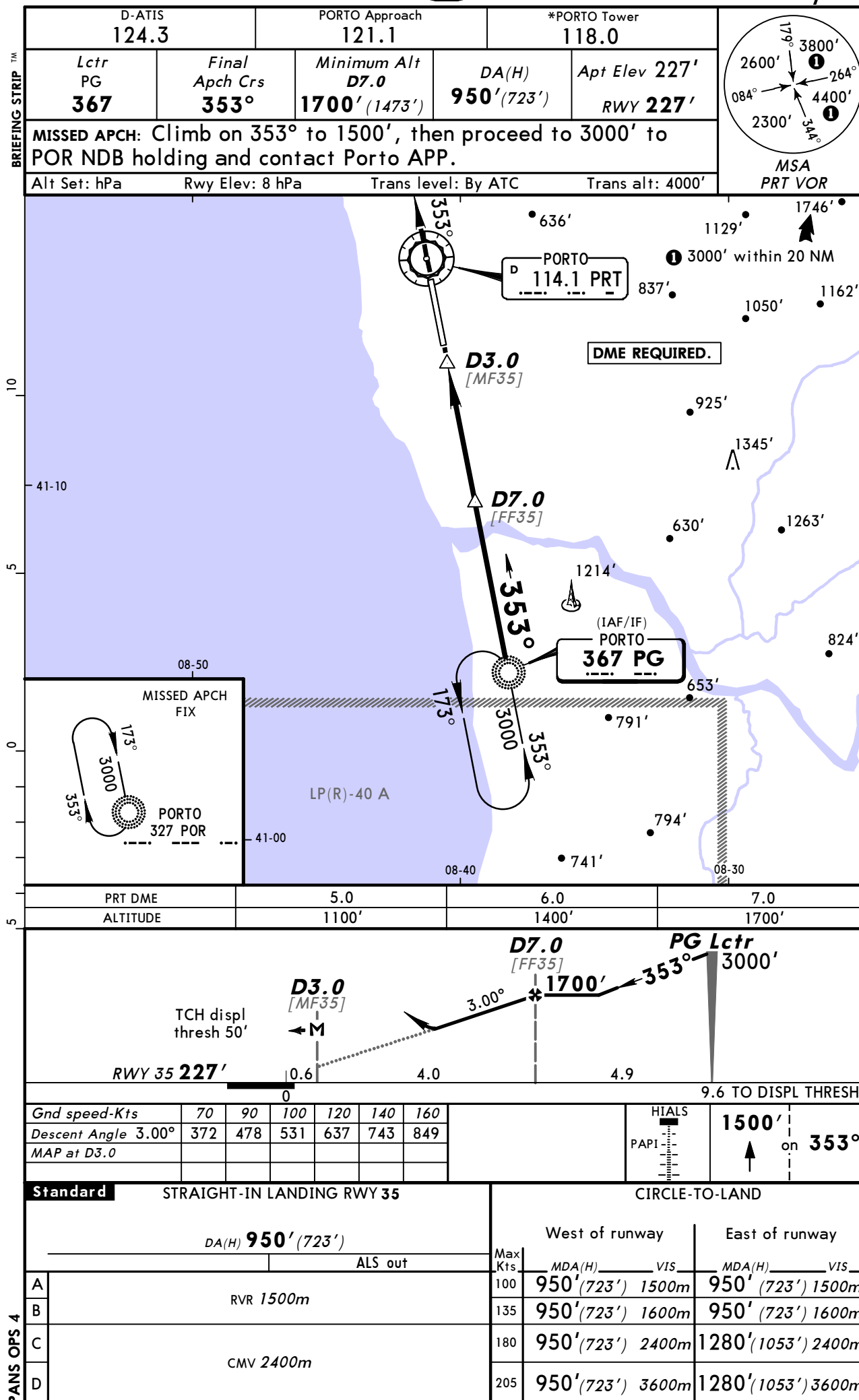
PORTO, PORTUGAL
NDB Rwy 17



LPPR/OPO
FRANCISCO SA CARNEIRO

JEPPesen
7 MAY 10 **(16-2)**

PORTO, PORTUGAL
LOCATOR Rwy 35



PORTO, (FRANCISCO SA CARNEIRO - LPPR)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LPPR