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General Information

Location: LISBON PRT
ICAO/IATA: LPPT / LIS
Lat/Long: N38° 46.45', W009° 08.05'
Elevation: 374 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 3.0° 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: 1733 Z

Runway Information

Runway: 03
Length x Width: 12156 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 349 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 295 ft

Runway: 17
Length x Width: 7595 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 371 ft
Lighting: Edge

Runway: 21
Length x Width: 12156 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 354 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1640 ft

Runway: 35
Length x Width: 7595 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 335 ft

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Lighting: Edge, ALS
Displaced Threshold: 213 ft

Communication Information

ATIS: 121.950 Departure Service
ATIS: 124.150 Arrival Service
Lisbon Tower: 27.900 Military
Lisbon Tower: 118.100
Lisbon Tower: 118.500 Secondary
Lisbon Ground: 118.500 Secondary
Lisbon Ground: 121.750
Lisbon Clearance Delivery: 118.500 Secondary
Lisbon Clearance Delivery: 118.950
Lisbon Approach: 119.550 Secondary
Lisbon Approach: 23.397 Military
Lisbon Approach: 119.100

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1. GENERAL

1.1. ATIS

D-ATIS Arrival 124.150

D-ATIS Departure 121.950

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 nr°. 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.

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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 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.

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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 air-borne 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.

RWY 17 should only be used for departures. When required, it can be used for arrivals by ACFT with approach guidance requirements less demanding than turbo-jet and other ACFT of similar approach guidance requirements.

When RWY 03/21 is closed, RWY 35 will be RWY-in-use regardless of wind and visibility conditions.

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.

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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 delimitated 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 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.

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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.

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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. PROCEDURE TO REDUCE FREQUENCY OCCUPANCY

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

2.4. RWY OPERATIONS

2.4.1. 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.

2.4.2. 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.

2.4.3. HIGH INTENSITY RWY OPERATIONS

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

Vacate the RWY expeditiously at the recommended HST.

2.5. 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.

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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'.

3.3. PROCEDURE TO REDUCE FREQUENCY OCCUPANCY

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

3.4. NOISE ABATEMENT PROCEDURES

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

3.5. OTHER INFORMATION

When RWY 21 is in use, the preferred departure position for all ACFT, except for heavy jets, should be position 3 (TWY U5 intersection).

Pilots shall advise ATC on start-up when full length is required.

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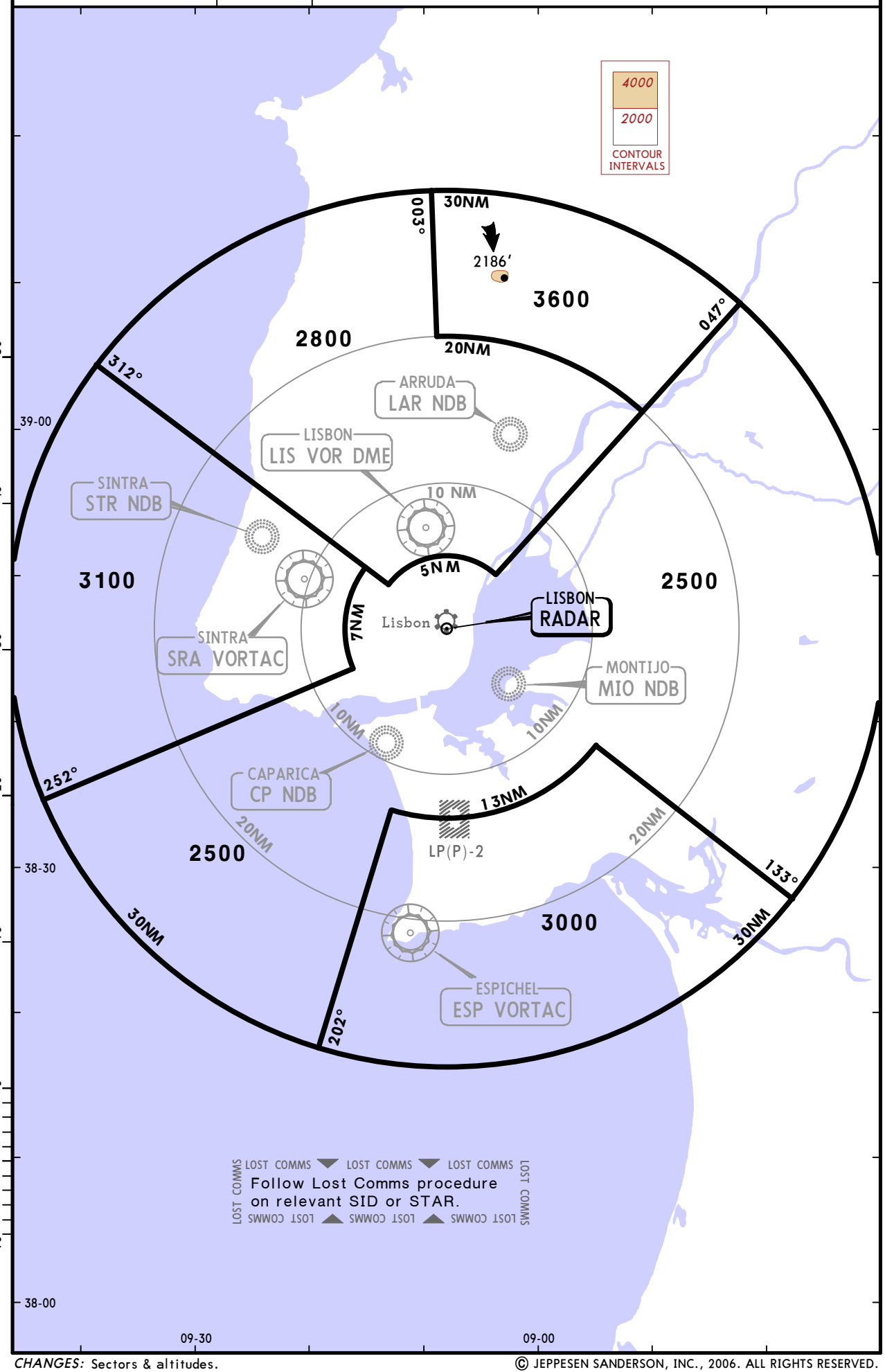
LISBON, PORTUGAL

RADAR MINIMUM ALTITUDES

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.



CHANGES: Sectors & altitudes.

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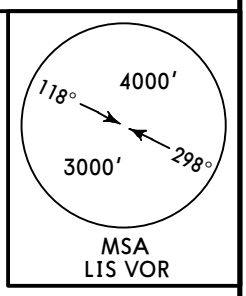
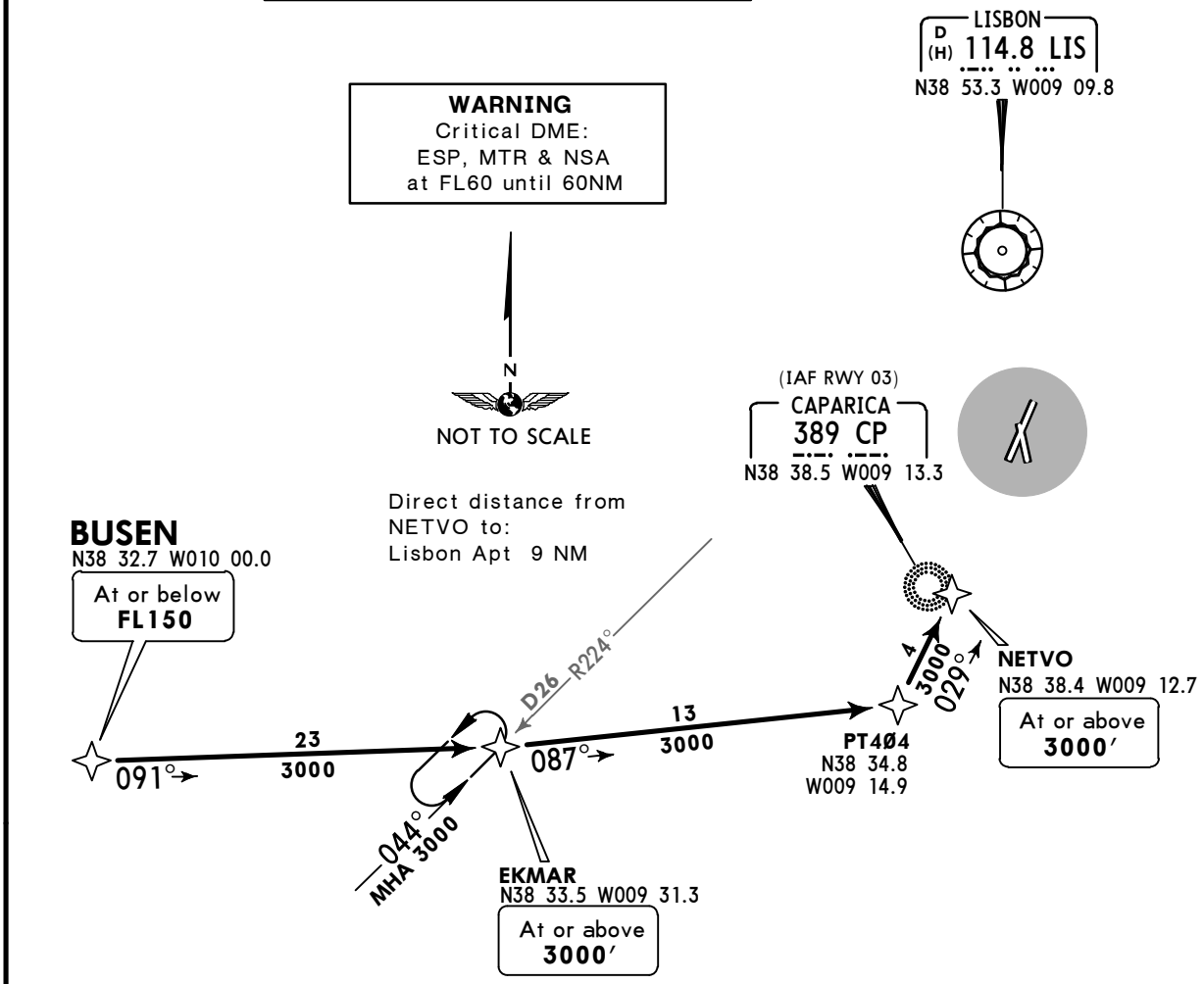
ATIS	Apt Elev	
124.150	374′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ 1. EXPECT RADAR vectoring or instructions to follow specified waypoints. 2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.

BUSEN 1P [BUSE1P]
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



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

HOLDING OVER CP

ROUTING

BUSEN (FL150-) - EKMAR (3000′+) - PT404 - NETVO (3000′+).

CHANGES: RNAV STAR renumbered.

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ATIS	Apt Elev
124.150	374′

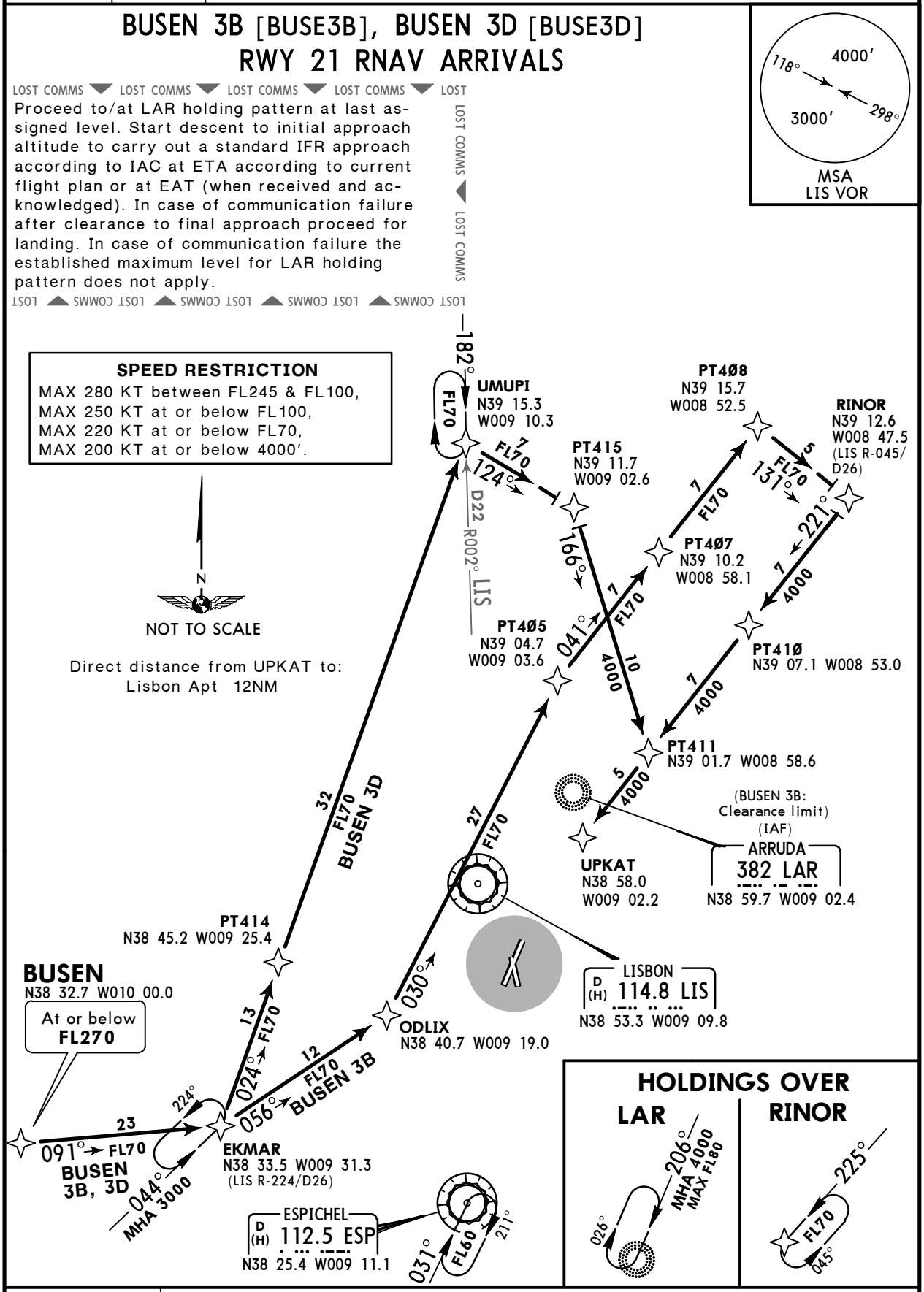
Alt Set: hPa Trans level: By ATC Trans alt: 4000′
1. EXPECT RADAR vectoring or instructions to follow specified waypoints.
2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.

BUSEN 3B [BUSE3B], BUSEN 3D [BUSE3D]
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.

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



STAR	ROUTING
BUSEN 3B	BUSEN (FL270-) - EKMAR - ODLIX - PT405 - PT407 - PT408 - RINOR - PT410 - PT411 - UPKAT.
❶ BUSEN 3D By ATC	BUSEN (FL270-) - EKMAR - PT414 - UMUPI - PT415 - PT411 - UPKAT.

❶ Depending on military traffic.

CHANGES: None.

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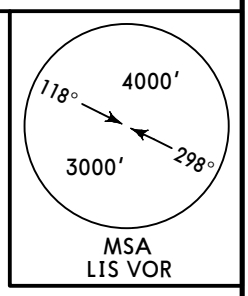
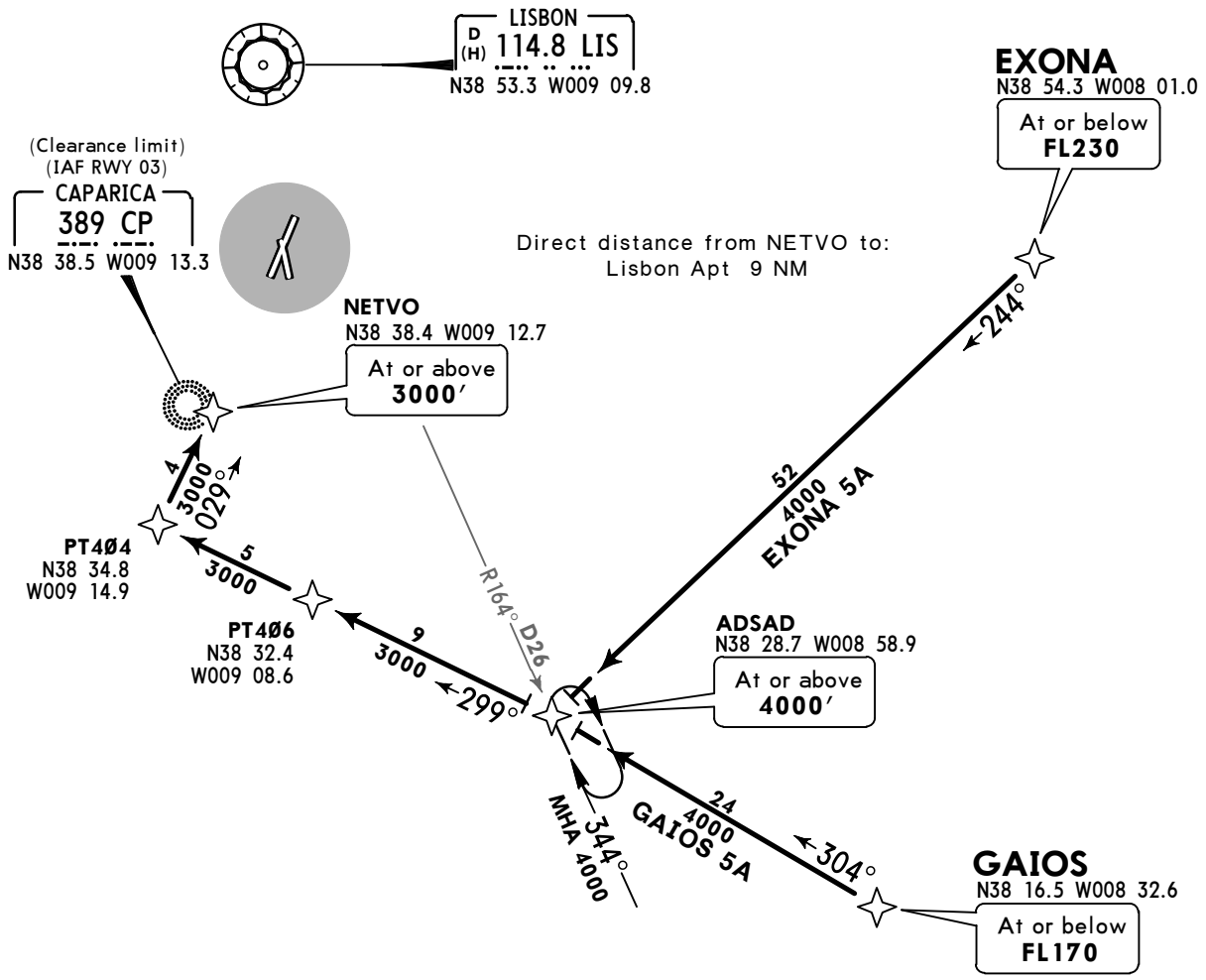
ATIS	Apt Elev	
124.150	374′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ 1. EXPECT RADAR vectoring or instructions to follow specified waypoints. 2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.

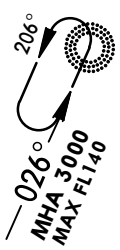
EXONA 5A [EXON5A], GAIOS 5A [GAIO5A]
RWYS 03, 35 RNAV ARRIVALS

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′.





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 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 COMMS ▲ LOST COMMS ▲ LOST

NOT TO SCALE

STAR	ROUTING
EXONA 5A	EXONA (FL230-) - ADSAD (4000′+) - PT406 - PT404 - NETVO (3000′+).
GAIOS 5A	GAIOS (FL170-) - ADSAD (4000′+) - PT406 - PT404 - NETVO (3000′+).

CHANGES: None.

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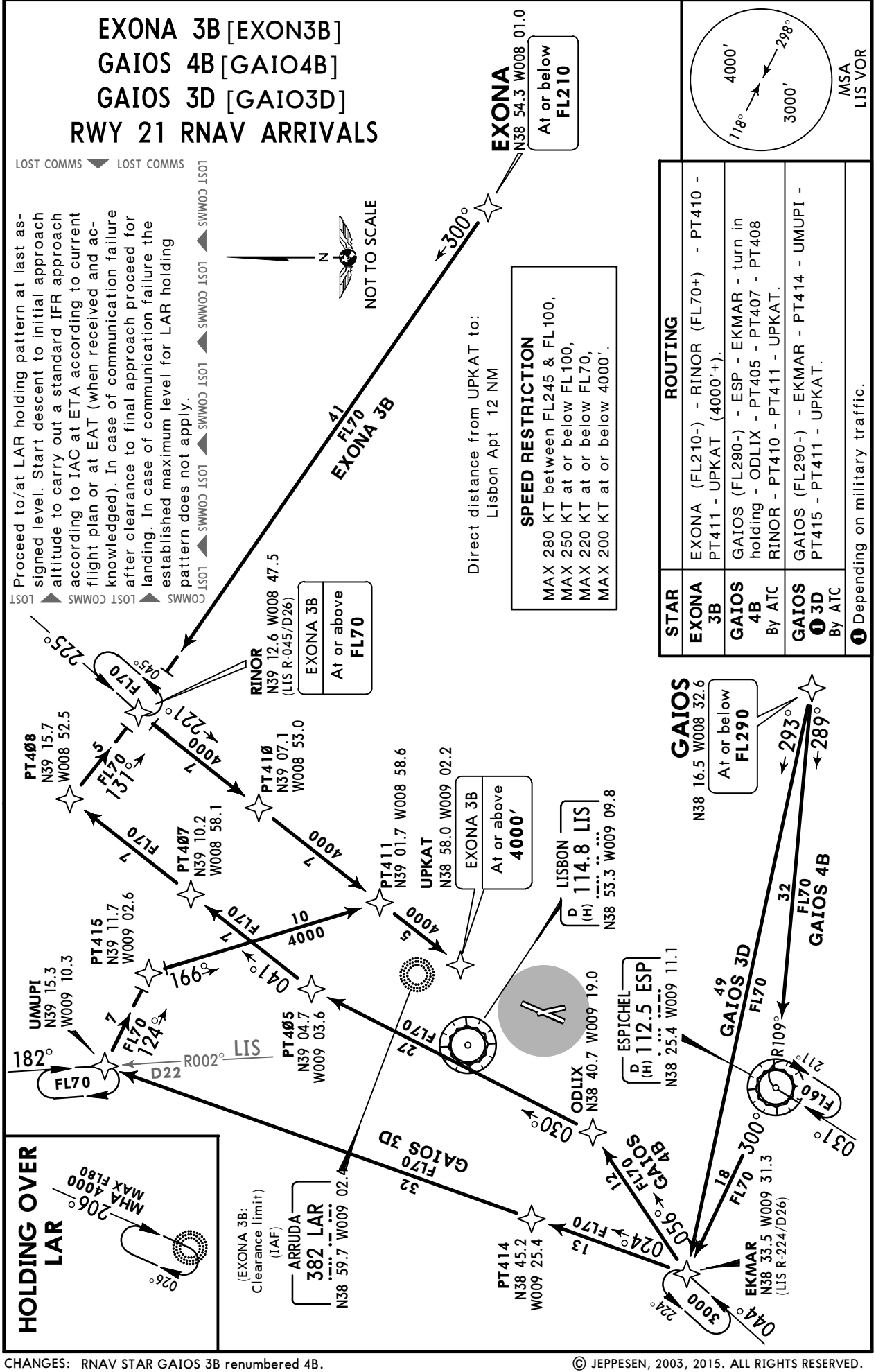
ATIS	Apt Elev
124.150	374′

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 3B [EXON3B]
GAIOS 4B [GAIO4B]
GAIOS 3D [GAIO3D]
RWY 21 RNAV ARRIVALS



STAR	ROUTING
EXONA 3B	EXONA (FL210-) - RINOR (FL70+) - PT410 - PT411 - UPKAT (4000′+).
GAIOS 4B By ATC	GAIOS (FL290-) - ESP - EKMAR - turn in holding - ODLIX - PT405 - PT407 - PT408 RINOR - PT410 - PT411 - UPKAT.
GAIOS ❶ 3D By ATC	GAIOS (FL290-) - EKMAR - PT414 - UMUPI - PT415 - PT411 - UPKAT.

❶ Depending on military traffic.

CHANGES: RNAV STAR GAIOS 3B renumbered 4B.

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ATIS	Apt Elev	
124.150	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 5A [INBO5A]
RWYS 03, 35 RNAV ARRIVAL

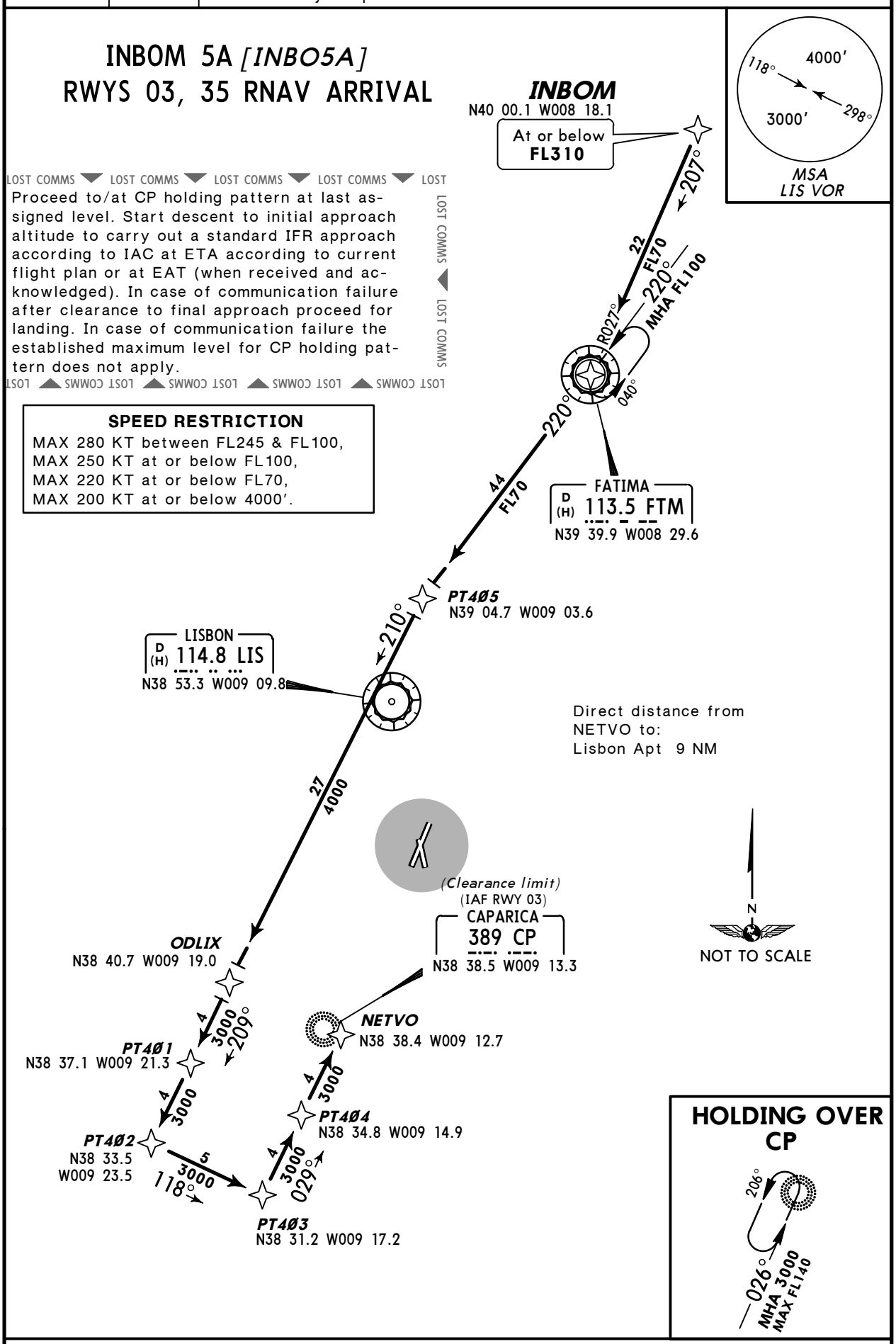
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

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.

LOST COMMS ◀ LOST COMMS

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

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′.



ROUTING

INBOM (FL310-) - FTM - PT405 - ODLIX - PT401 - PT402 - PT403 - PT404 - NETVO.

CHANGES: None.

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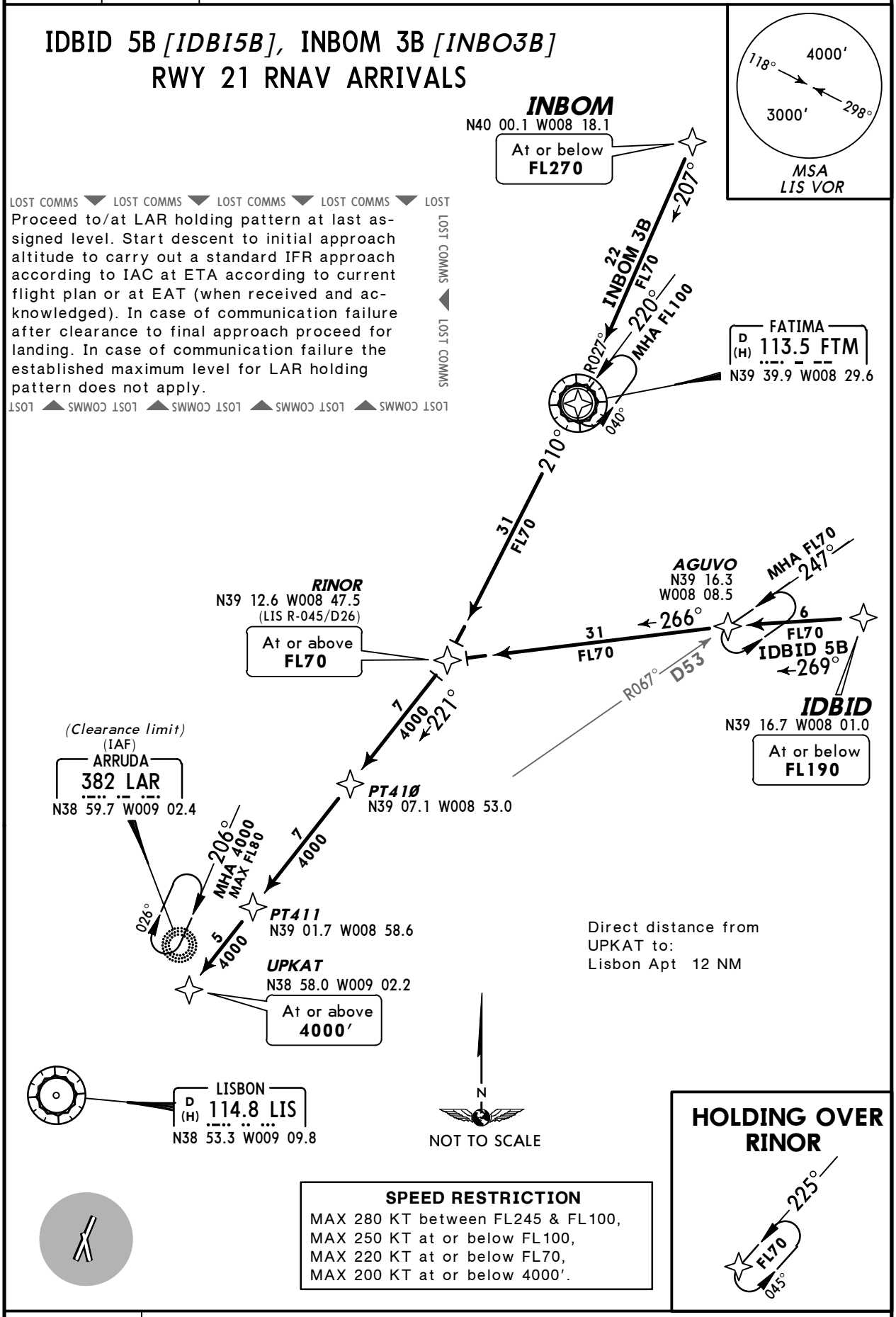
ATIS	Apt Elev	
124.15	374′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ 1. EXPECT RADAR vectoring or instructions to follow specified waypoints. 2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.

IDBID 5B *[IDBI5B]*, INBOM 3B *[INBO3B]*
RWY 21 RNAV ARRIVALS



STAR	ROUTING
IDBID 5B	IDBID (FL190-) - AGUVO - RINOR (FL70+) - PT410 - PT411 - UPKAT (4000′+).
INBOM 3B	INBOM (FL270-) - FTM - RINOR (FL70+) - PT410 - PT411 - UPKAT (4000′+).

CHANGES: AGUVO holding turn direction.

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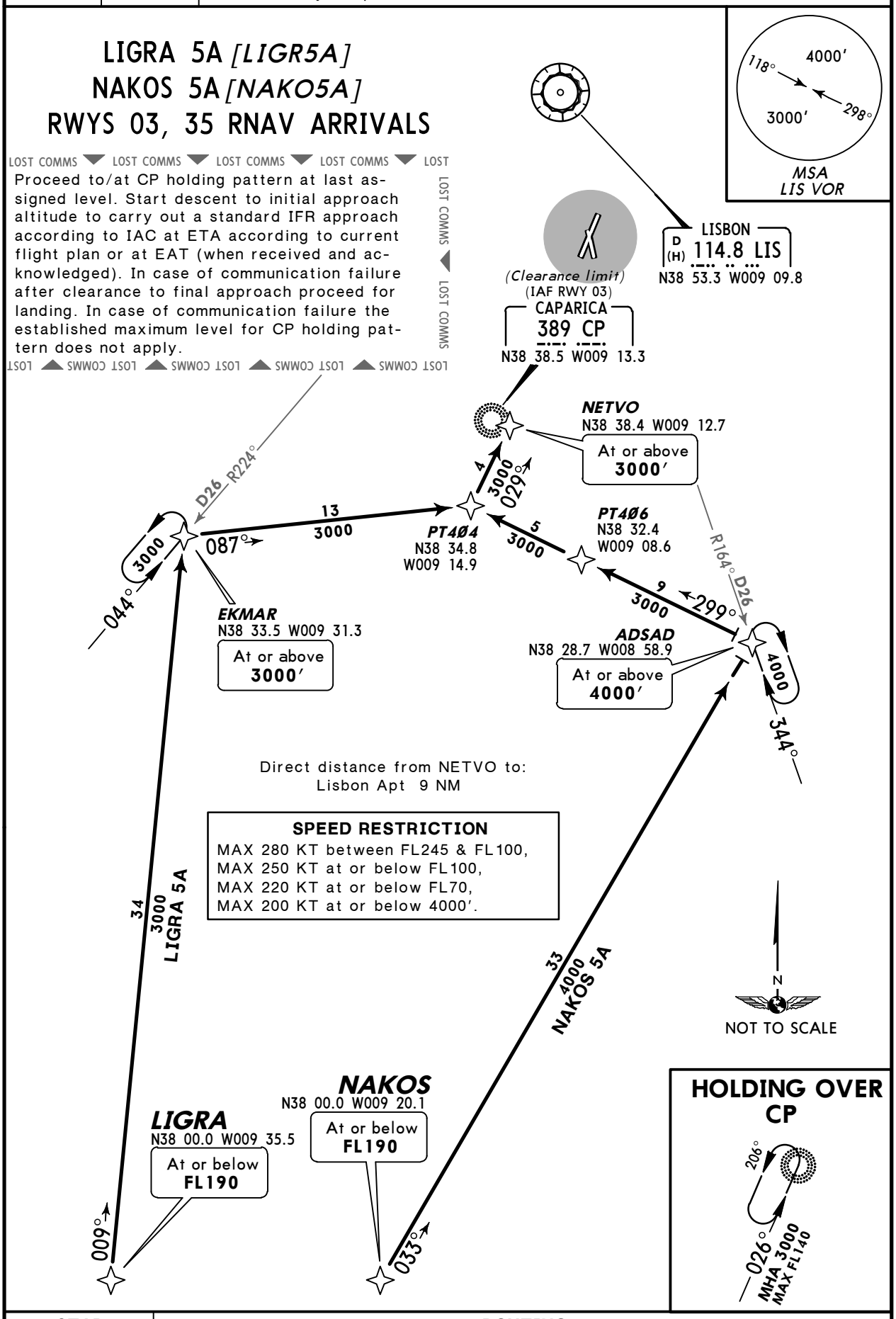
ATIS	Apt Elev	
124.15	374′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ 1. EXPECT RADAR vectoring or instructions to follow specified waypoints. 2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.

LIGRA 5A *[LIGR5A]*
NAKOS 5A *[NAKO5A]*
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



STAR	ROUTING
LIGRA 5A	LIGRA (FL190-) - EKMAR (3000′+) - PT404 - NETVO (3000′+).
NAKOS 5A	NAKOS (FL190-) - ADSAD (4000′+) - PT406 - PT404 - NETVO (3000′+).

CHANGES: RNAV STARs renumbered & revised.

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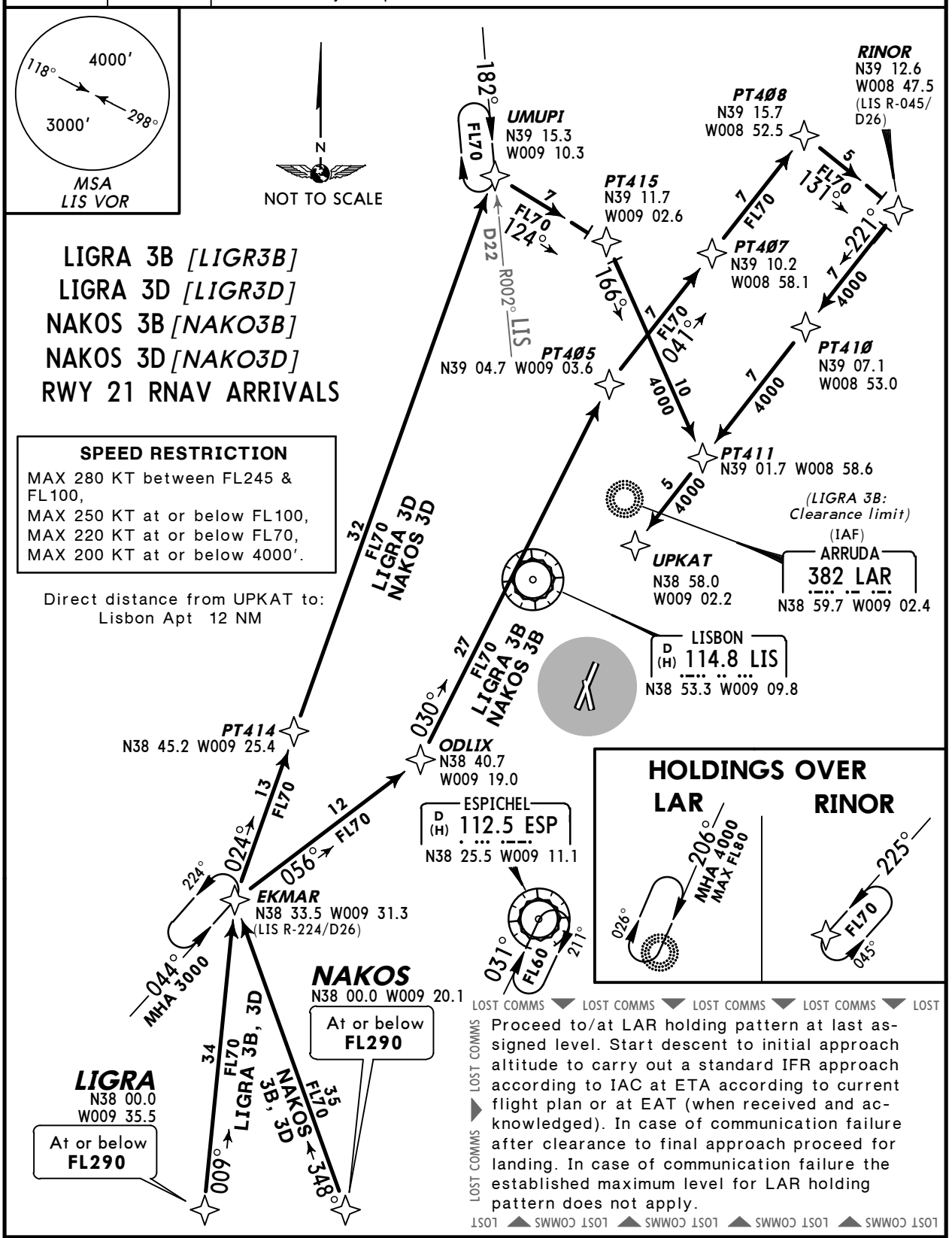
ATIS	Apt Elev	
124.15	374′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ 1. EXPECT RADAR vectoring or instructions to follow specified waypoints. 2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.



STAR	ROUTING
LIGRA 3B	LIGRA (FL290-) - EKMAR - ODLIX - PT405 - PT407 - PT408 - RINOR - PT410 - PT411 - UPKAT.
❶ LIGRA 3D By ATC	LIGRA (FL290-) - EKMAR - PT414 - UMUPI - PT415 - PT411 - UPKAT.
NAKOS 3B	NAKOS (FL290-) - EKMAR - ODLIX - PT405 - PT407 - PT408 - RINOR - PT410 - PT411 - UPKAT.
❶ NAKOS 3D By ATC	NAKOS (FL290-) - EKMAR - PT414 - UMUPI - PT415 - PT411 - UPKAT.

❶ Depending on military traffic.

CHANGES: RNAV STARs renumbered & revised.

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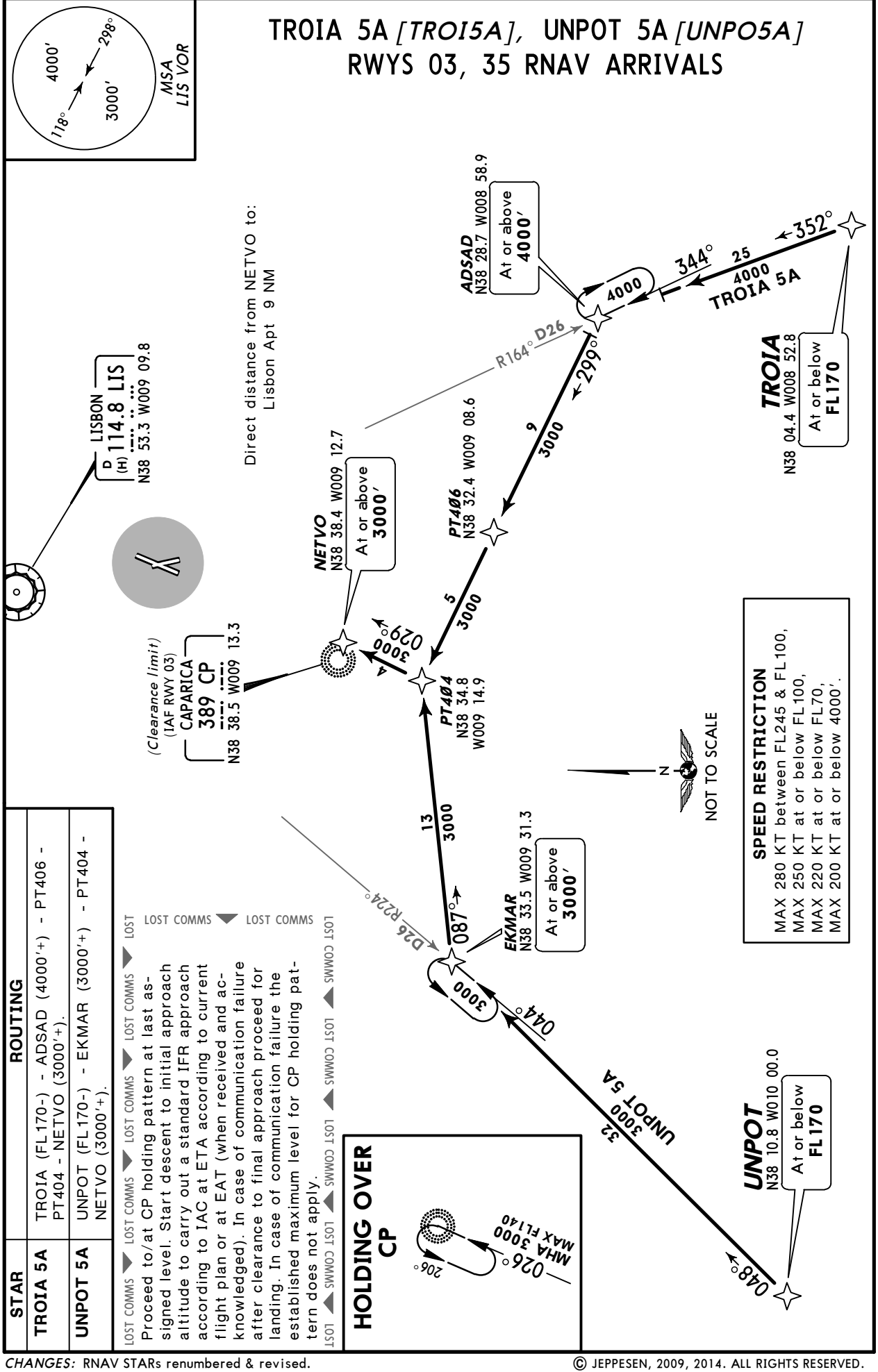
ATIS	Apt Elev
124.15	374′

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 5A *[TROI5A]*, UNPOT 5A *[UNPO5A]*
RWYS 03, 35 RNAV ARRIVALS



STAR	ROUTING
TROIA 5A	TROIA (FL170-) - ADSAD (4000′+) - PT406 - PT404 - NETVO (3000′+).
UNPOT 5A	UNPOT (FL170-) - EKMAR (3000′+) - PT404 - NETVO (3000′+).

LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ 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.

CHANGES: RNAV STARs renumbered & revised.

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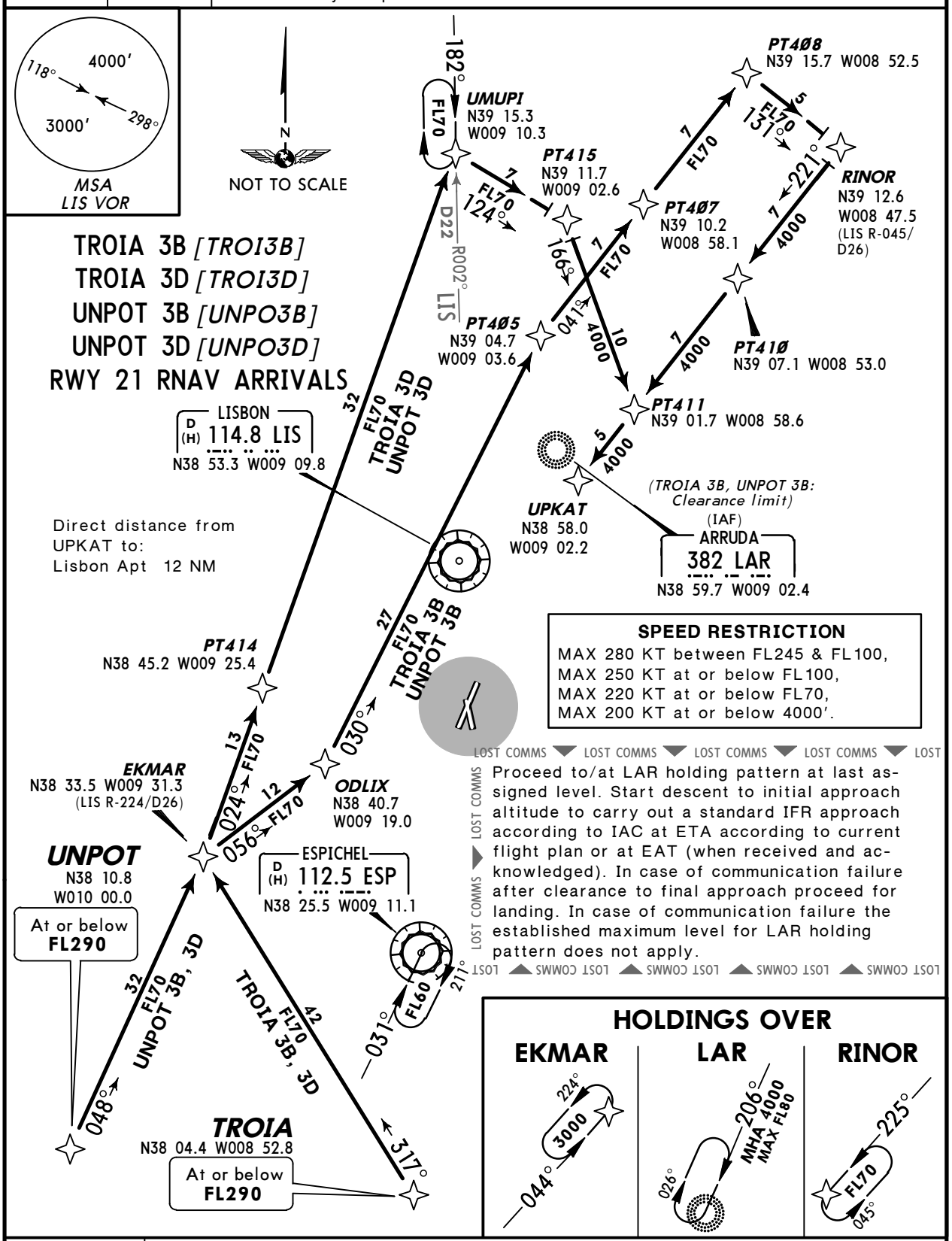
LPPT/LIS
LISBON

JEPPESEN

26 DEC 14 (10-2J) Eff 8 Jan

LISBON, PORTUGAL
RNAV STAR

ATIS	Apt Elev	
124.15	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.



STAR	ROUTING
TROIA 3B	TROIA (FL290-) - EKMAR - ODLIX - PT405 - PT407 - PT408 - RINOR - PT410 - PT411 - UPKAT.
❶ TROIA 3D By ATC	TROIA (FL290-) - EKMAR - PT414 - UMUPI - PT415 - PT411 - UPKAT.
UNPOT 3B	UNPOT (FL290-) - EKMAR - ODLIX - PT405 - PT407 - PT408 - RINOR - PT410 - PT411 - UPKAT.
❶ UNPOT 3D By ATC	UNPOT (FL290-) - EKMAR - PT414 - UMUPI - PT415 - PT411 - UPKAT.

❶ Depending on military traffic.

CHANGES: RNAV STARs renumbered & revised.

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ATIS	Apt Elev	
124.15	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.

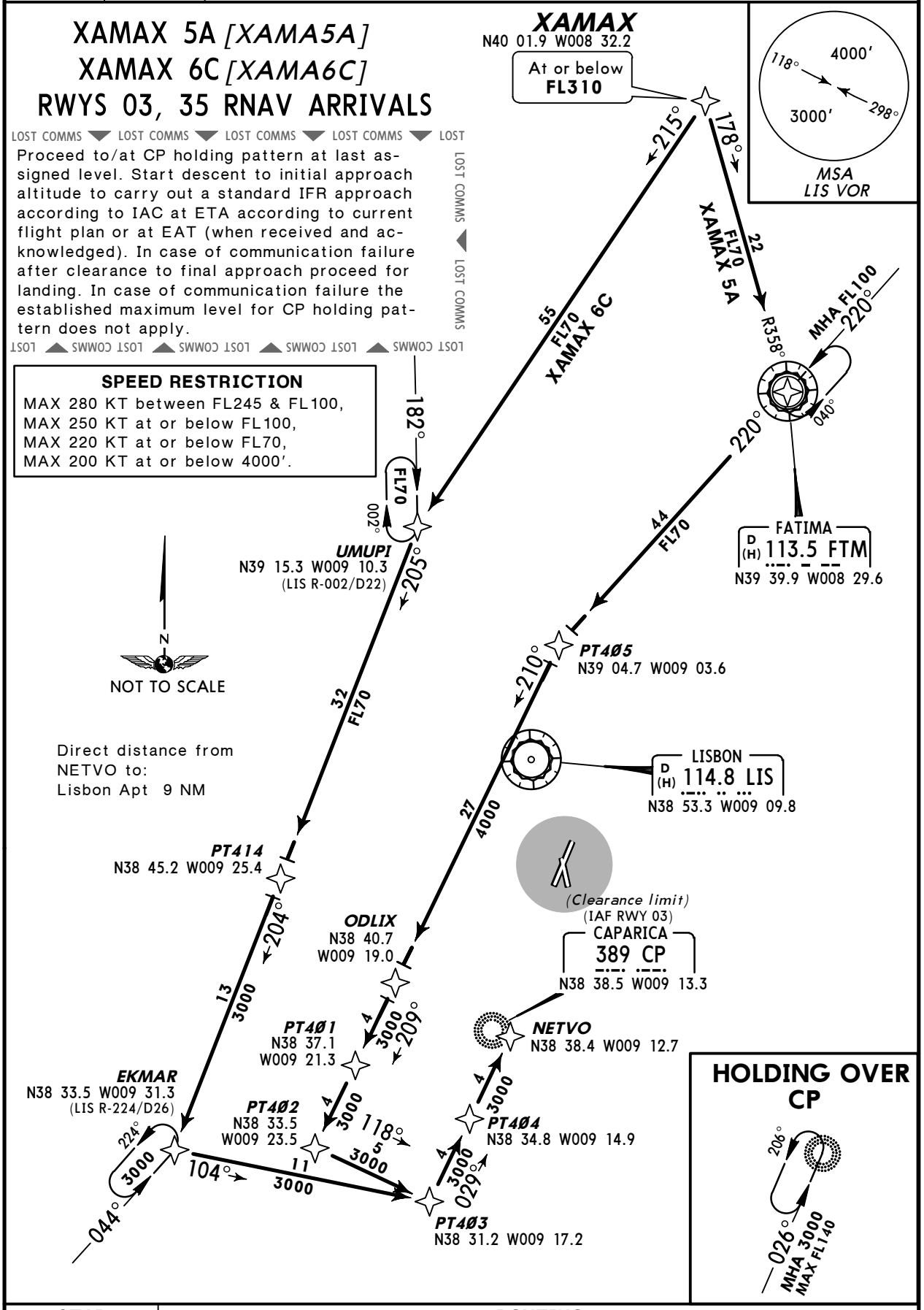
XAMAX 5A [XAMA5A]
XAMAX 6C [XAMA6C]
RWYS 03, 35 RNAV ARRIVALS

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′.



STAR	ROUTING
XAMAX 5A	XAMAX (FL310-) - FTM - PT405 - ODLIX - PT401 - PT402 - PT403 - PT404 - NETVO.
❶ XAMAX 6C	XAMAX (FL310-) - UMUPI - PT414 - EKMAR - PT403 - PT404 - NETVO.

❶ To be used depending on military conditions.

CHANGES: RNAV STARs renumbered & revised.

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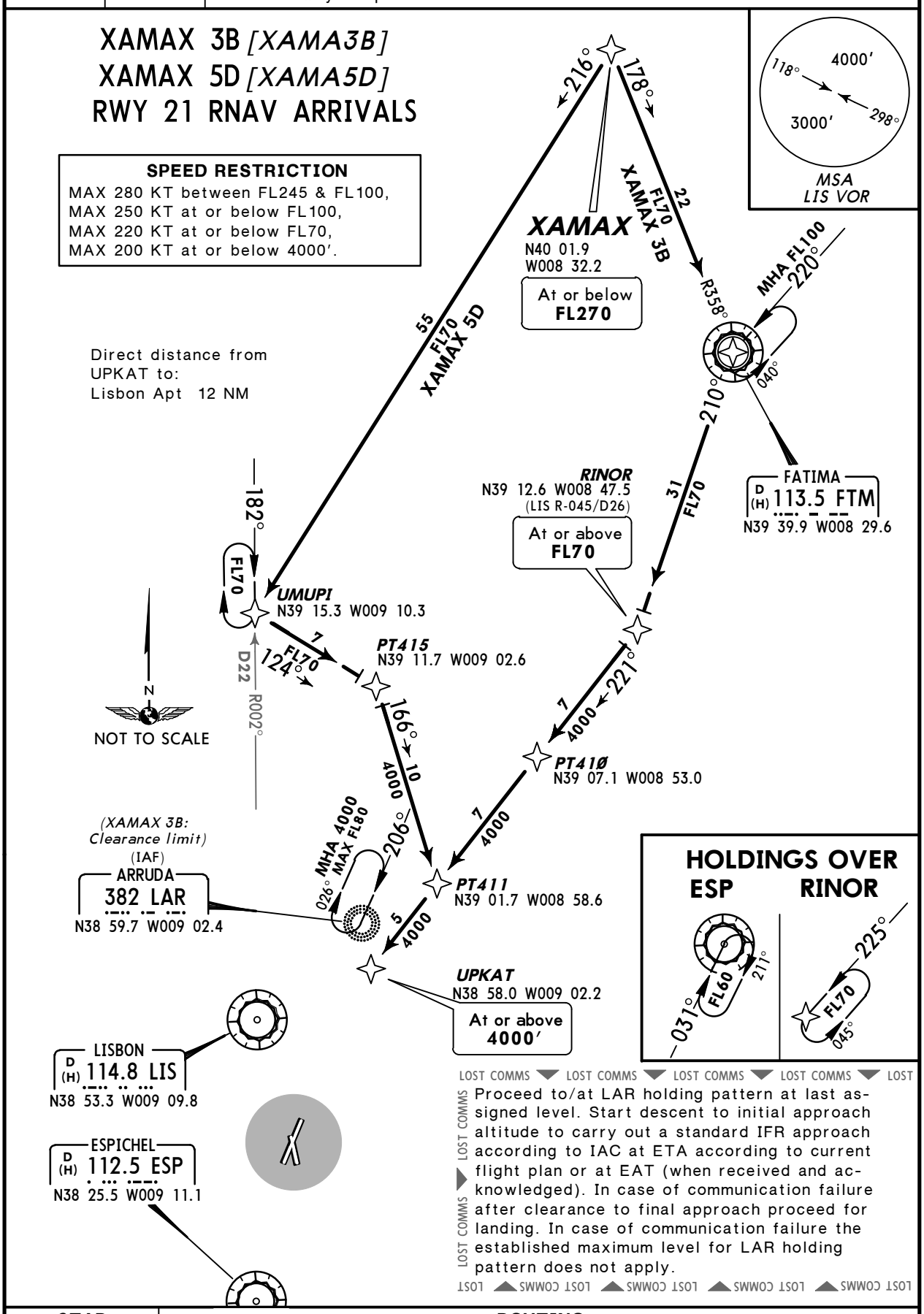
ATIS	Apt Elev	
124.15	374′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ 1. EXPECT RADAR vectoring or instructions to follow specified waypoints. 2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.

XAMAX 3B *[XAMA3B]*
XAMAX 5D *[XAMA5D]*
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′.



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.

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

STAR	ROUTING
XAMAX 3B	XAMAX (FL270-) - FTM - RINOR (FL70+) - PT410 - PT411 - UPKAT (4000′+).
XAMAX 5D❶ By ATC	XAMAX (FL270-) - UMUPI - PT415 - PT411 - UPKAT (4000′+).

❶ Depending on military traffic.

CHANGES: RNAV STARs renumbered & revised.

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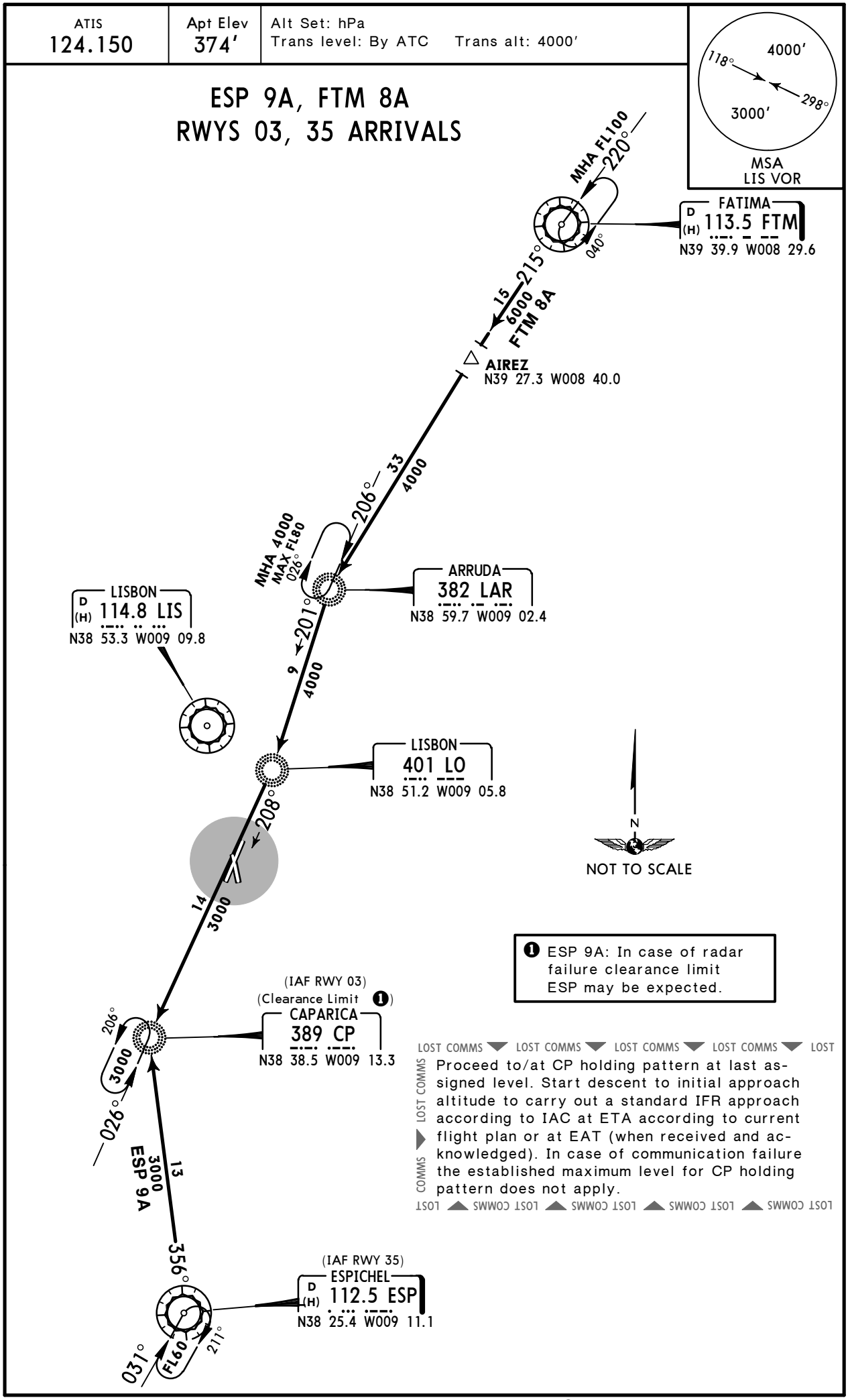
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 4000′
124.150	374′	



CHANGES: STAR ESP 8A renumbered 9A.

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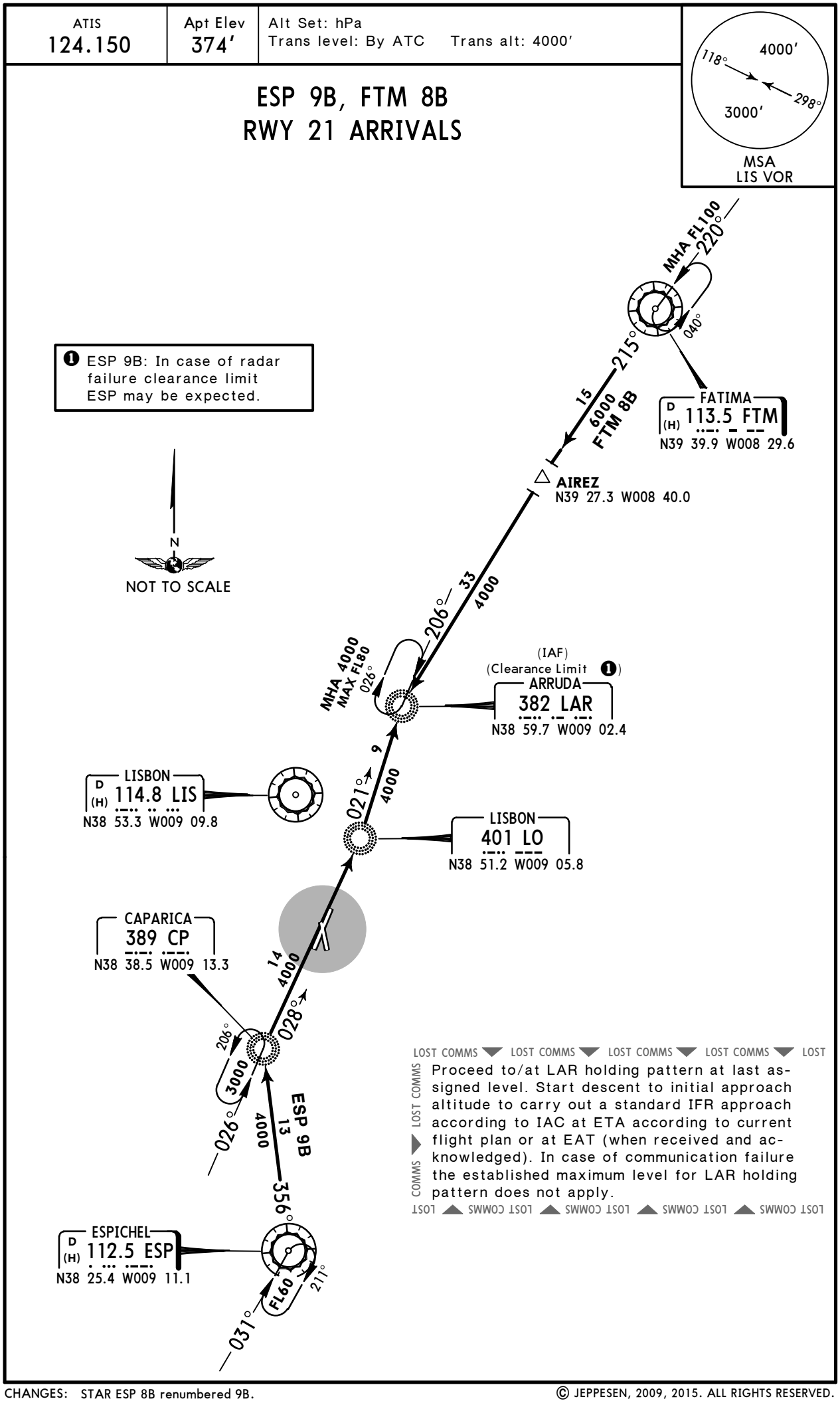
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 4000′
124.150	374′	

ESP 9B, FTM 8B
RWY 21 ARRIVALS



CHANGES: STAR ESP 8B renumbered 9B.

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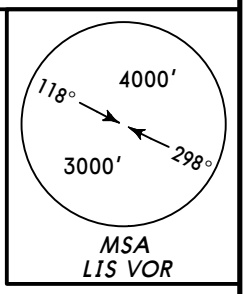
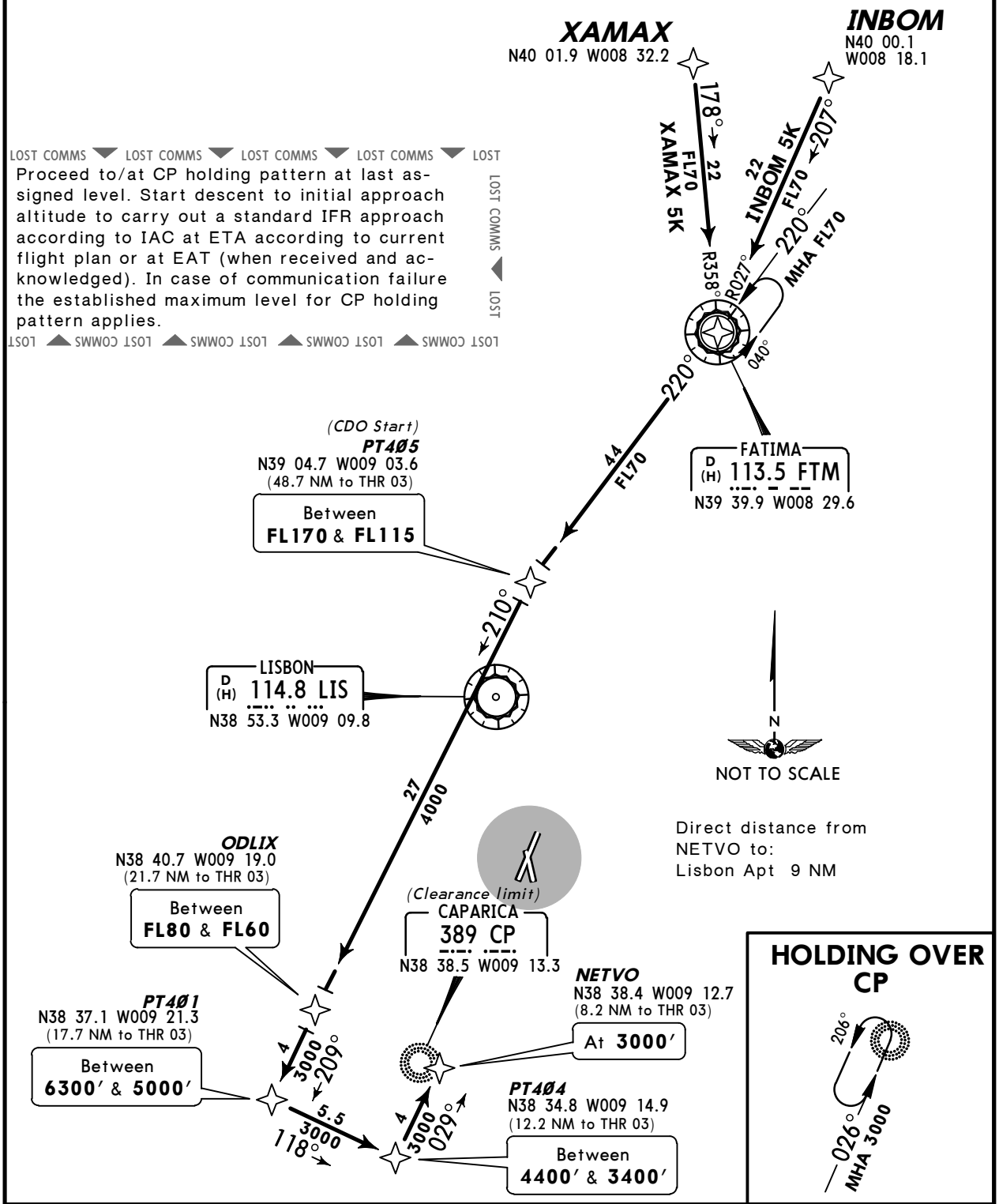
ATIS	Apt Elev	
124.15	374′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ When planning CDO STARs vertical profile, an explicit ATC descend clearance is always required.

INBOM 5K *[INBO5K]*
XAMAX 5K *[XAMA5K]*
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 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 applies.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

STAR	ROUTING
INBOM 5K	INBOM - FTM - PT405 (FL170-, FL115+) - ODLIX (FL80-, FL60+) - PT401 (6300′-, 5000′+) - PT404 (4400′-, 3400′+) - NETVO (3000′).
XAMAX 5K	XAMAX - FTM - PT405 (FL170-, FL115+) - ODLIX (FL80-, FL60+) - PT401 (6300′-, 5000′+) - PT404 (4400′-, 3400′+) - NETVO (3000′).

CHANGES: RNAV STARs renumbered & revised.

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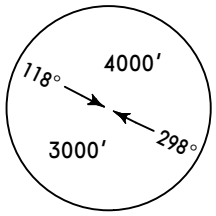
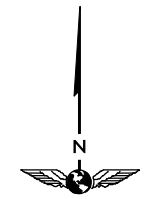
ATIS	Apt Elev	
124.15	374′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′ When planning CDO STARs vertical profile, an explicit ATC descend clearance is always required.

UNPOT 3K *[UNPO3K]*
RWY 03 RNAV ARRIVAL
CONTINUOUS DESCENT OPERATIONS (CDO)
BY ATC



MSA
LIS VOR



NOT TO SCALE

Direct distance from
NETVO to:
Lisbon Apt 9 NM

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 the established maximum level for CP holding pattern applies.

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)
CAPARICA
389 CP
N38 38.5 W009 13.3

NETVO
N38 38.4 W009 12.7
(8.2 NM to THR 03)
At **3000′**

EKMAR
N38 33.5 W009 31.3
(25.1 NM to THR 03)
Between
FL90 & **FL60**

D26 224°
13
3000
087°
4
3000
029°

PT4Ø4
N38 34.8 W009 14.9
(12.2 NM to THR 03)
Between
4400′ & **3400′**

32
3000
048°

(CDO Start)
UNPOT
N38 10.8 W010 00.0
(57.1 NM to THR 03)
Between
FL230 & **FL150**

HOLDING OVER

CP

206°
3000
026°

EKMAR

224°
3000
D26/31
044°
D26
R224° LIS

ROUTING

UNPOT (FL230-, FL150+) - EKMAR (FL90-, FL60+) - PT404 (4400′-, 3400′+) - NETVO (3000′).

CHANGES: RNAV STAR renumbered & revised.

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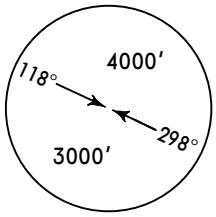
LISBON Approach (R) 119.10	Apt Elev 374′	Trans level: By ATC Trans alt: 4000′ 1. After take-off contact LISBON Approach when passing 1000′, mentioning only the callsign, passing altitude and SID. 2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages). 3. If unable to comply with FMS RNAV SIDs advise ATC.	

MSA
LIS VOR

BUSEN 4P [BUSE4P]
RWYS 03, 35 P-RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE ADVISED BY ATC

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

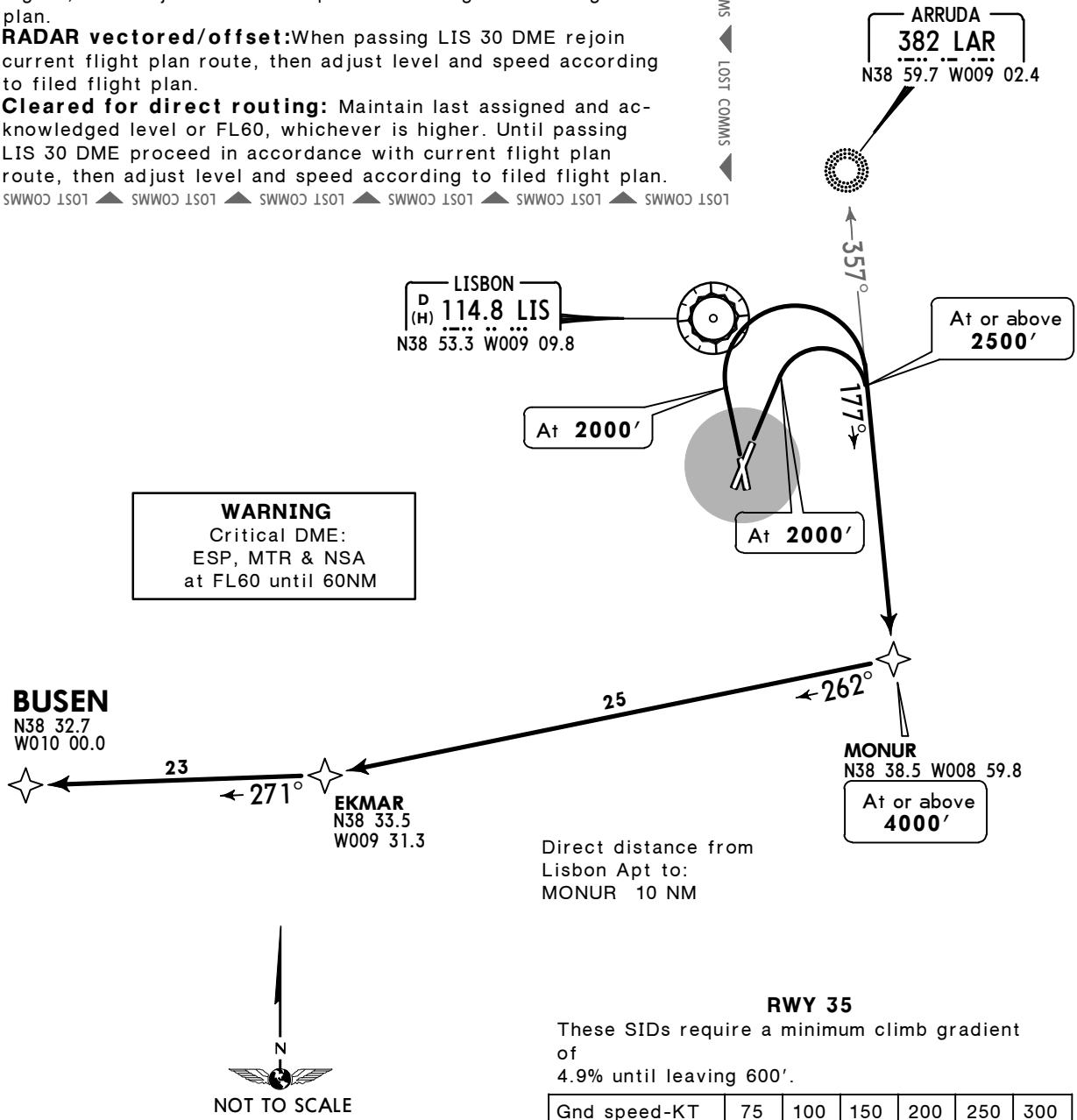
Until passing LIS 30 DME maintain last cleared and acknowledged level or level assigned to respective SID, whichever is higher, then adjust level and speed according to filed flight plan.

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.

LOST COMMS ◀ LOST COMMS ◀

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



Direct distance from Lisbon Apt to:
MONUR 10 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

Initial climb clearance **FL60**

ROUTING

Climb to 2000′, turn RIGHT, intercept 177° bearing from LAR to MONUR at or above 2500′, then to EKMAR - BUSEN.

CHANGES: RNAV SID BUSEN 3P renumbered 4P.

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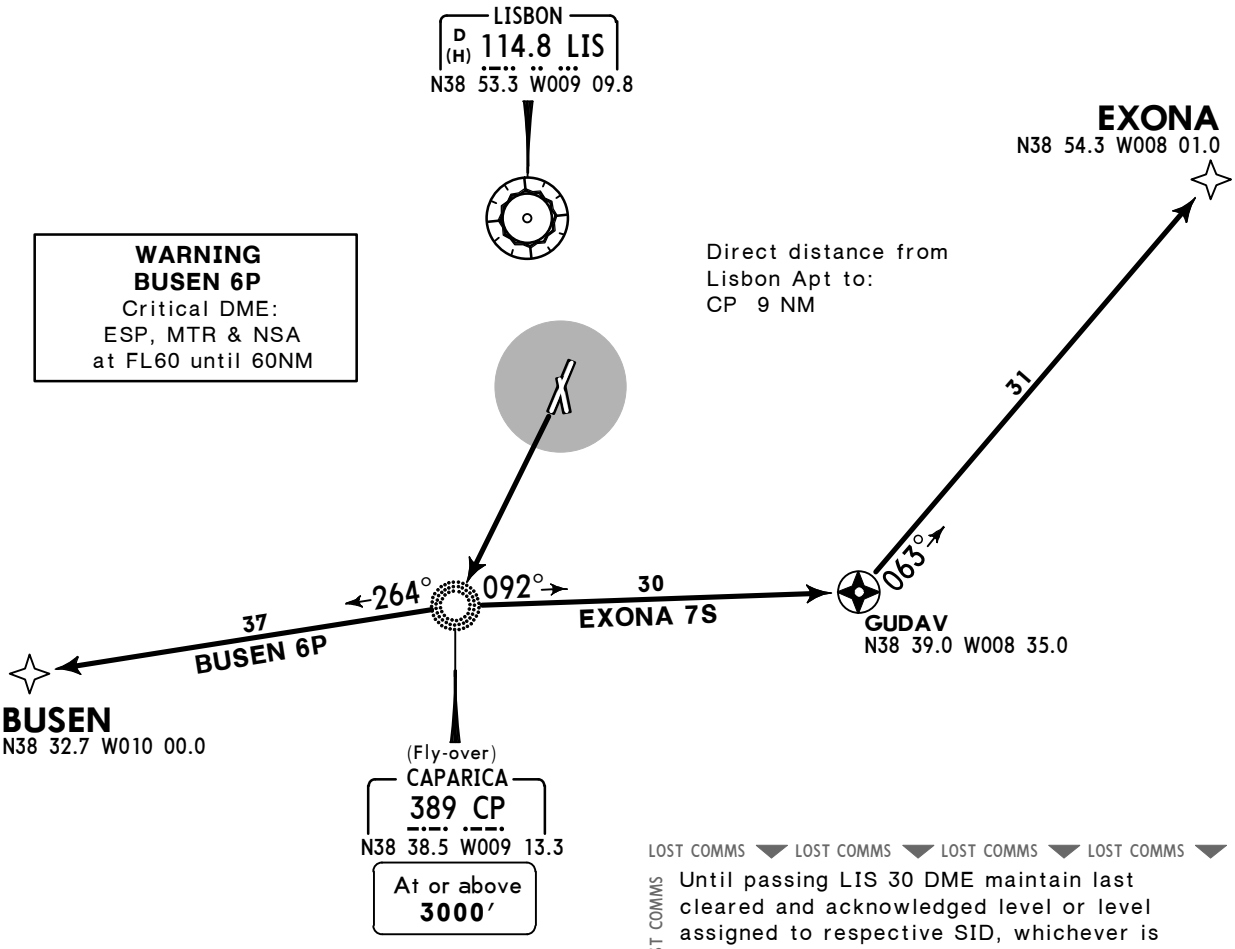
LISBON Approach (R) 119.10	Apt Elev 374′	Trans level: By ATC Trans alt: 4000′ 1. After take-off contact LISBON Approach when passing 1000′, mentioning only the callsign, passing alititude and SID. 2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages). 3. If unable to comply with FMS RNAV SIDs advise ATC.	118° 4000′ 298° 3000′ MSA LIS VOR

BUSEN 6P [BUSE6P]
RWY 21 P-RNAV DEPARTURE
EXONA 7S [EXON7S]
RWY 21 RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE ADVISED BY ATC



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.

Initial climb clearance **FL60**

SID	ROUTING
BUSEN 6P	Climb to CP, turn RIGHT to BUSEN.
EXONA 7S ❶	Climb to CP, turn LEFT to GUDAV, then to EXONA.

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

CHANGES: RNAV SID BUSEN 5P renumbered 6P.

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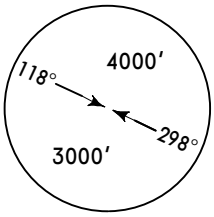
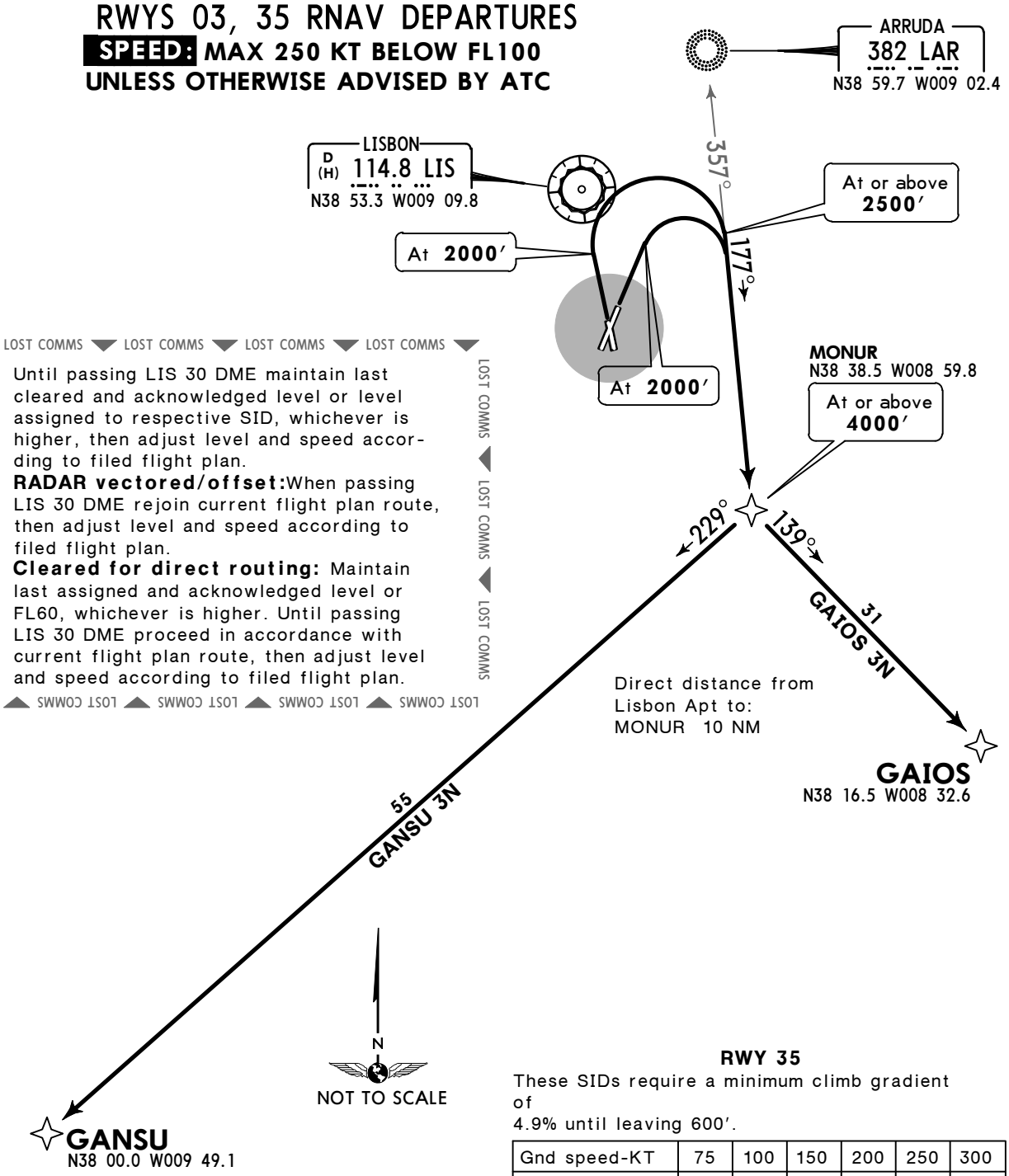
LISBON Approach (R) 119.1	Apt Elev 374′	Trans level: By ATC Trans alt: 4000′ 1. After take-off contact LISBON Approach when passing 1000′, mentioning only the callsign and passing alititude. 2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages). 3. If unable to comply with FMS RNAV SIDs advise ATC.	

MSA
LIS VOR

GAIOS 3N [GAIO3N]
GANSU 3N [GANS3N]
RWYS 03, 35 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE ADVISED BY ATC



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 ▲

Direct distance from Lisbon Apt to:
MONUR 10 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

Initial climb clearance **FL60**

SID	ROUTING
GAIOS 3N	Climb to 2000′, turn RIGHT, intercept 177° bearing from LAR to MONUR at or above 2500′, then to GAIOS.
GANSU 3N	Climb to 2000′, turn RIGHT, intercept 177° bearing from LAR to MONUR at or above 2500′, then to GANSU.

CHANGES: Speed restriction.

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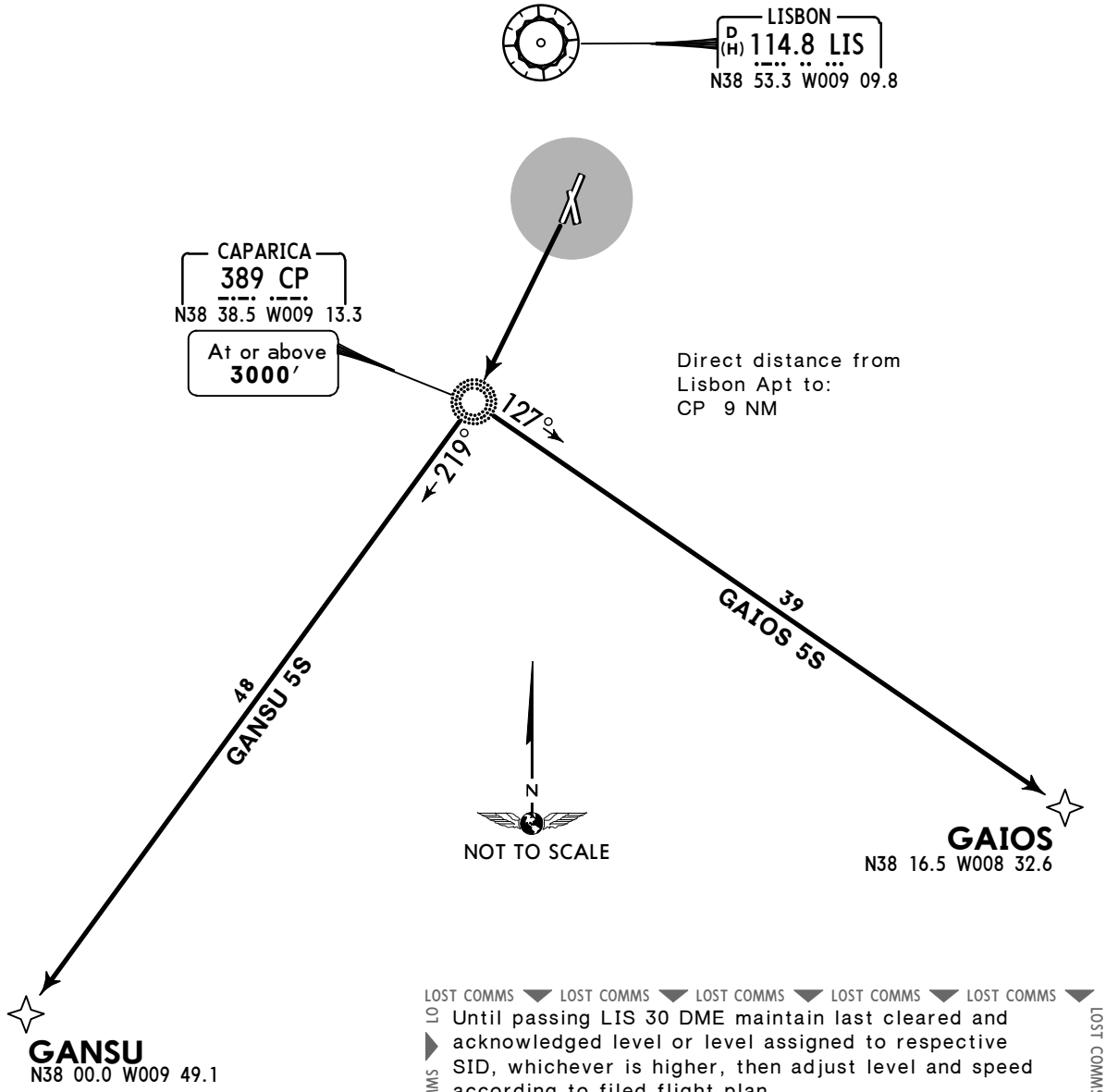
GAIOS 5S [GAIO5S]
GANSU 5S [GANS5S]
RWY 21 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE ADVISED BY ATC



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.

Initial climb clearance **FL60**

SID	ROUTING
GAIOS 5S	Climb to CP, turn LEFT to GAIOS.
GANSU 5S	Climb to CP, then to GANSU.

CHANGES: Speed restriction.

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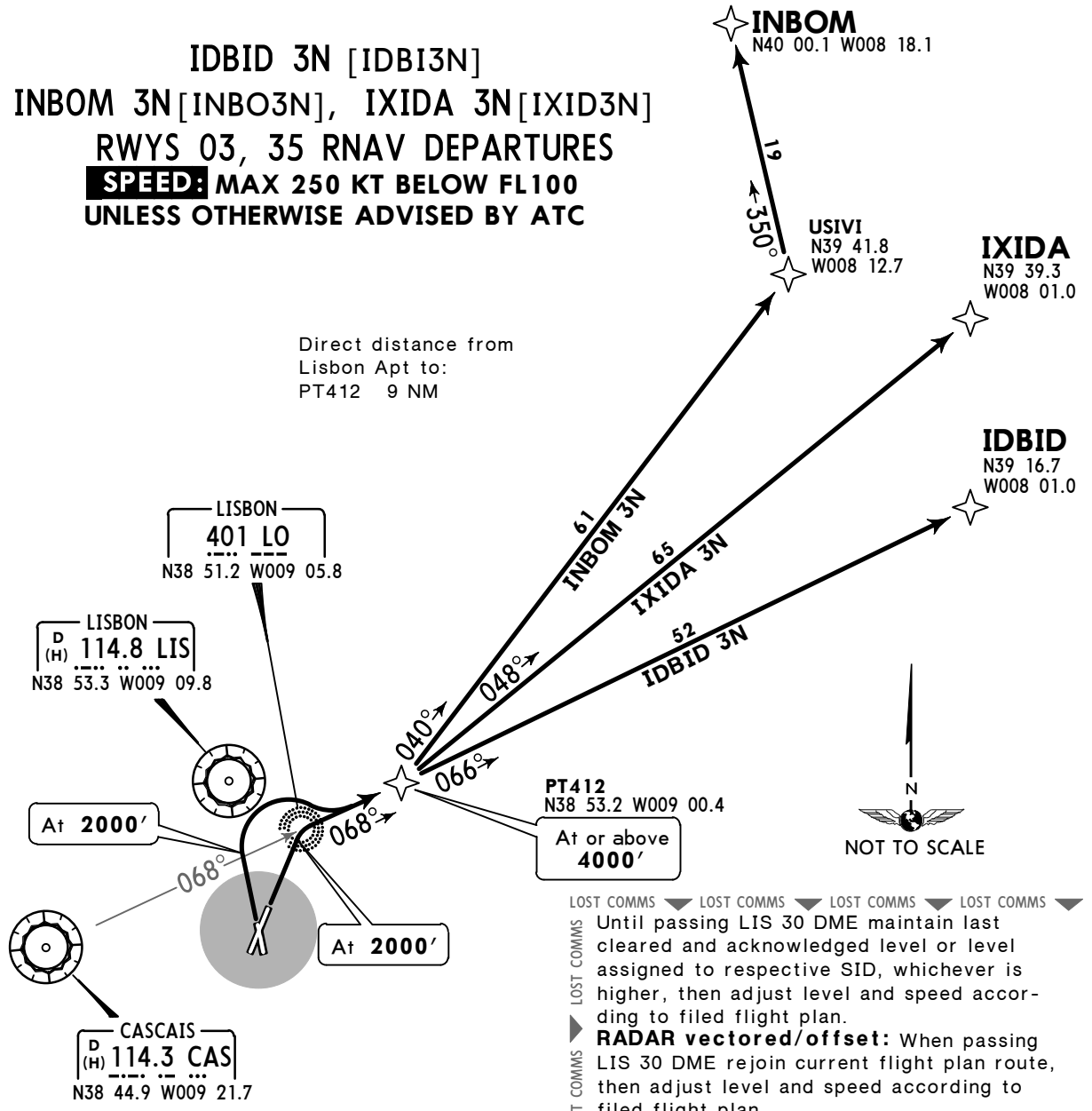
IDBID 3N [IDBI3N]
INBOM 3N [INBO3N], IXIDA 3N [IXID3N]
RWYS 03, 35 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE ADVISED BY ATC



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

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.

Initial climb clearance **FL60**

SID	ROUTING
IDBID 3N ❶	Climb to 2000′, turn RIGHT, intercept CAS R-068 (068° bearing from LO) to PT412, then to IDBID.
INBOM 3N	Climb to 2000′, turn RIGHT, intercept CAS R-068 (068° bearing from LO) to PT412, then to USIVI - INBOM.
IXIDA 3N ❷	Climb to 2000′, turn RIGHT, intercept CAS R-068 (068° bearing from LO) to PT412, then to IXIDA.

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

❷ Flights to TOSDI above FL245. Flights to RIVRO below FL245.

CHANGES: Speed restriction.

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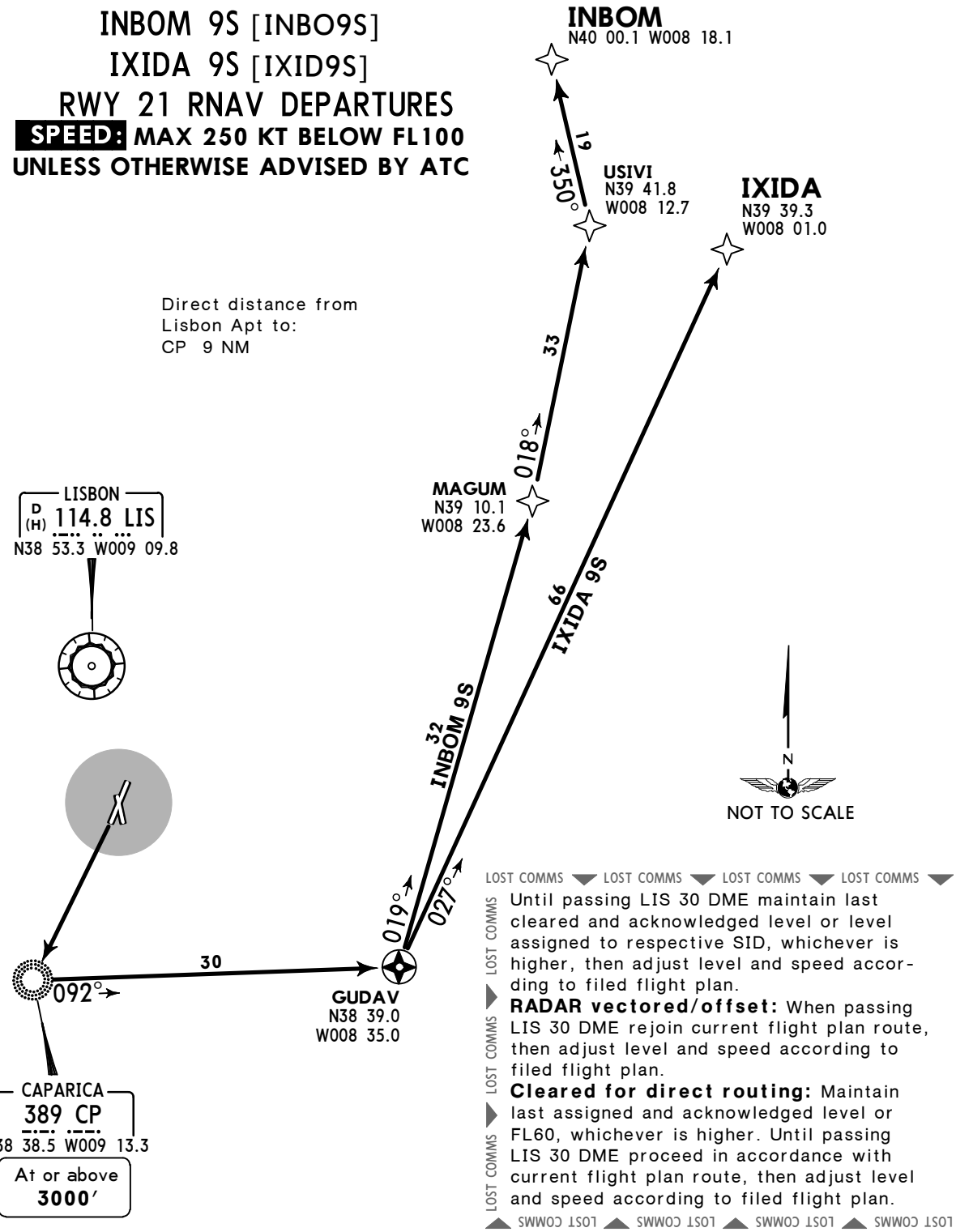
INBOM 9S [INBO9S]
IXIDA 9S [IXID9S]
RWY 21 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE ADVISED BY ATC



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.

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

LOST COMMS ▶ **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 ▲ LOST COMMS

Initial climb clearance **FL60**

SID	ROUTING
INBOM 9S	Climb to CP, turn LEFT to GUDAV, then to MAGUM - USIVI - INBOM.
IXIDA 9S ❶	Climb to CP, turn LEFT to GUDAV, then to IXIDA.

❶ Flights to TOSDI above FL245.
Flights to RIVRO below FL245.

CHANGES: Speed restriction.

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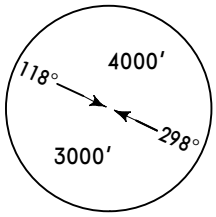
LISBON Approach (R) 119.1	Apt Elev 374′	Trans level: By ATC Trans alt: 4000′ 1. After take-off contact LISBON Approach when passing 1000′, mentioning only the callsign and passing alititude. 2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages). 3. If unable to comply with FMS RNAV SIDs advise ATC.	

MSA
LIS VOR

LIGRA 3N [LIGR3N], NAKOS 3N [NAKO3N]
TROIA 3N [TROI3N]
RWYS 03, 35 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE ADVISED BY ATC

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

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
LIGRA 3N	Climb to 2000′, turn RIGHT, intercept 177° bearing from LAR to MONUR at or above 2500′, then to LIGRA.
NAKOS 3N	Climb to 2000′, turn RIGHT, intercept 177° bearing from LAR to MONUR at or above 2500′, then to NAKOS.
TROIA 3N	Climb to 2000′, turn RIGHT, intercept 177° bearing from LAR to MONUR at or above 2500′, then to TROIA.

CHANGES: Speed restriction.

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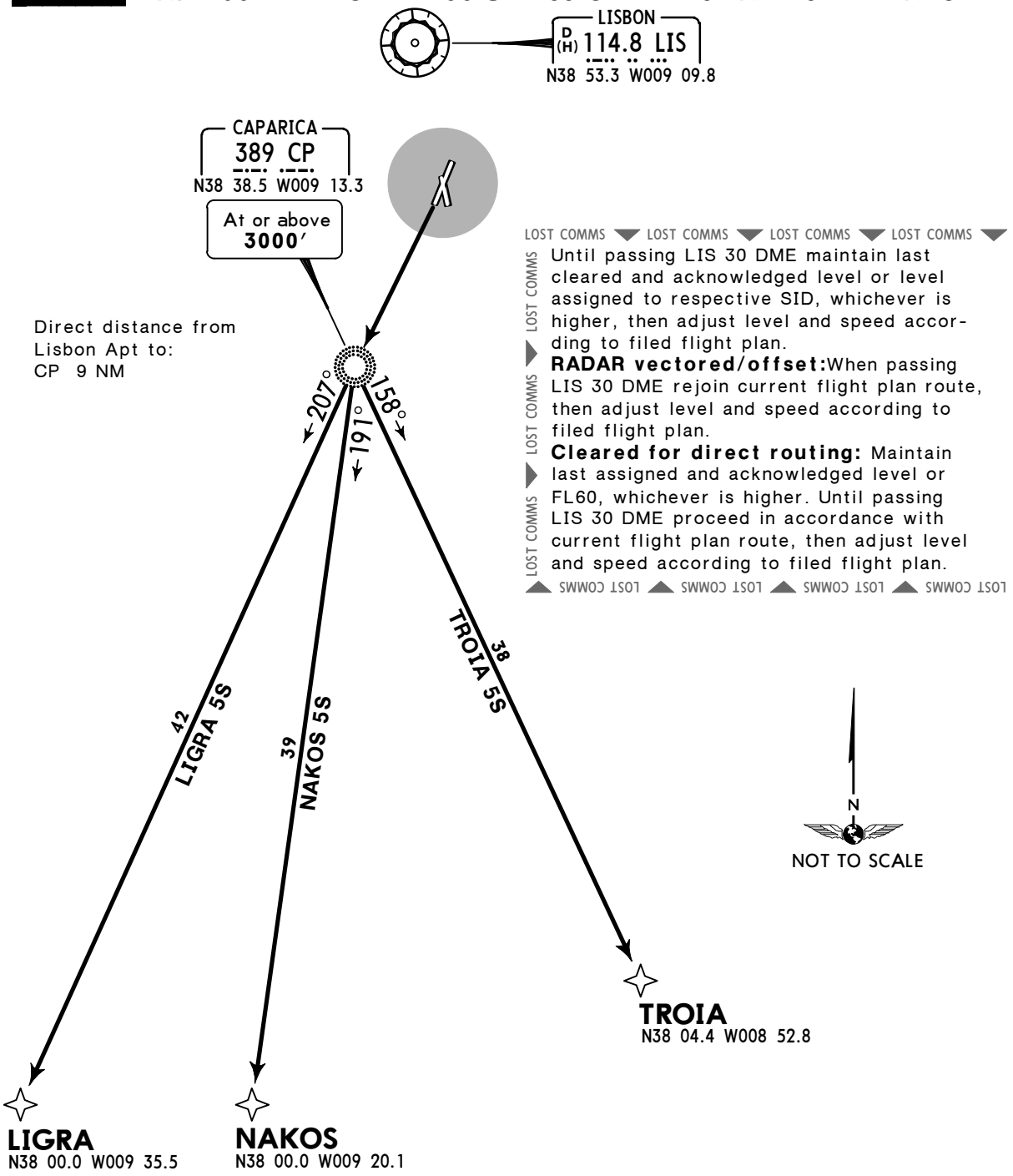
LIGRA 5S [LIGR5S], NAKOS 5S [NAKO5S]
TROIA 5S [TROI5S]
RWY 21 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE ADVISED BY ATC



Initial climb clearance **FL60**

SID	ROUTING
LIGRA 5S	Climb to CP, then to LIGRA.
NAKOS 5S	Climb to CP, turn LEFT to NAKOS.
TROIA 5S	Climb to CP, turn LEFT to TROIA.

CHANGES: Speed restriction.

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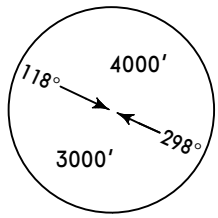


MSA
LIS VOR

ESP 2N, ESP 3S
RWYS 03, 35, 21 DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE ADVISED BY ATC

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

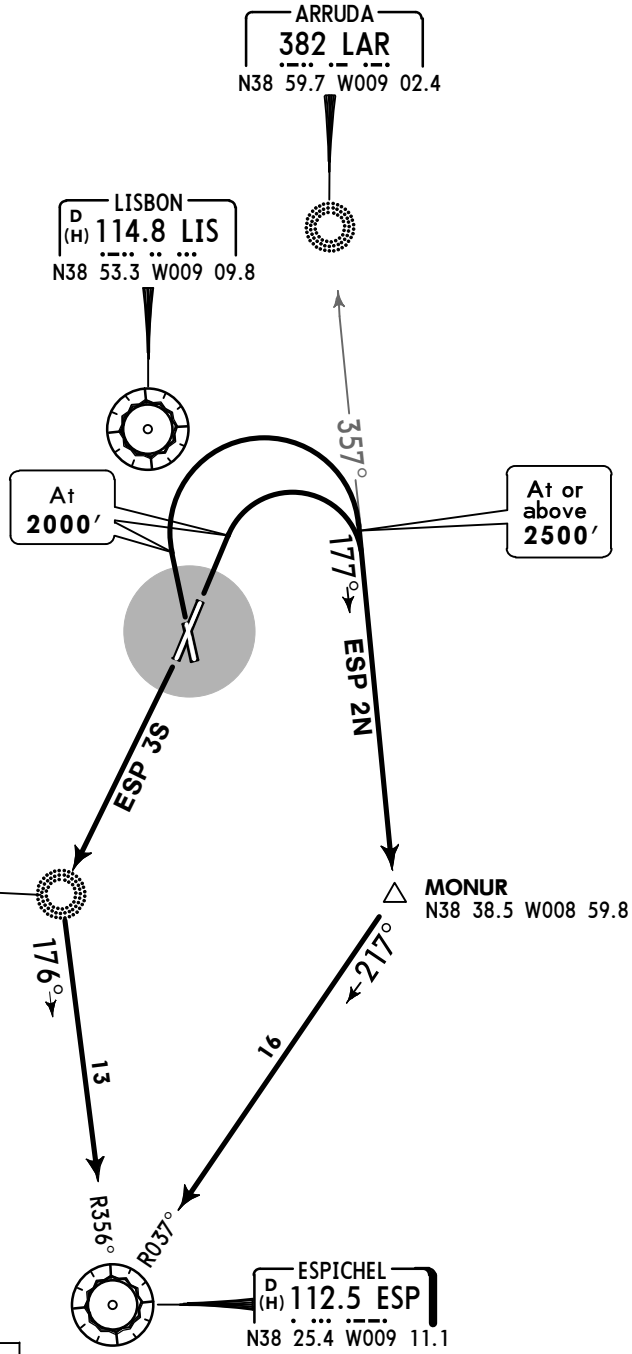
Until passing LIS 30 DME maintain last cleared and acknowledged level or level assigned to respective SID, whichever is higher, then adjust level and speed according to filed flight plan.

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 ◀

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



Direct distance from Lisbon Apt to:
CP 9 NM
MONUR 10 NM

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 2N	**03, 35**	Climb to 2000′, turn RIGHT, intercept 177° bearing from LAR to MONUR at or above 2500′, intercept ESP R-037 inbound to ESP.
ESP 3S	**21**	Climb to CP, intercept ESP R-356 inbound to ESP.

CHANGES: SIDs renumbered.

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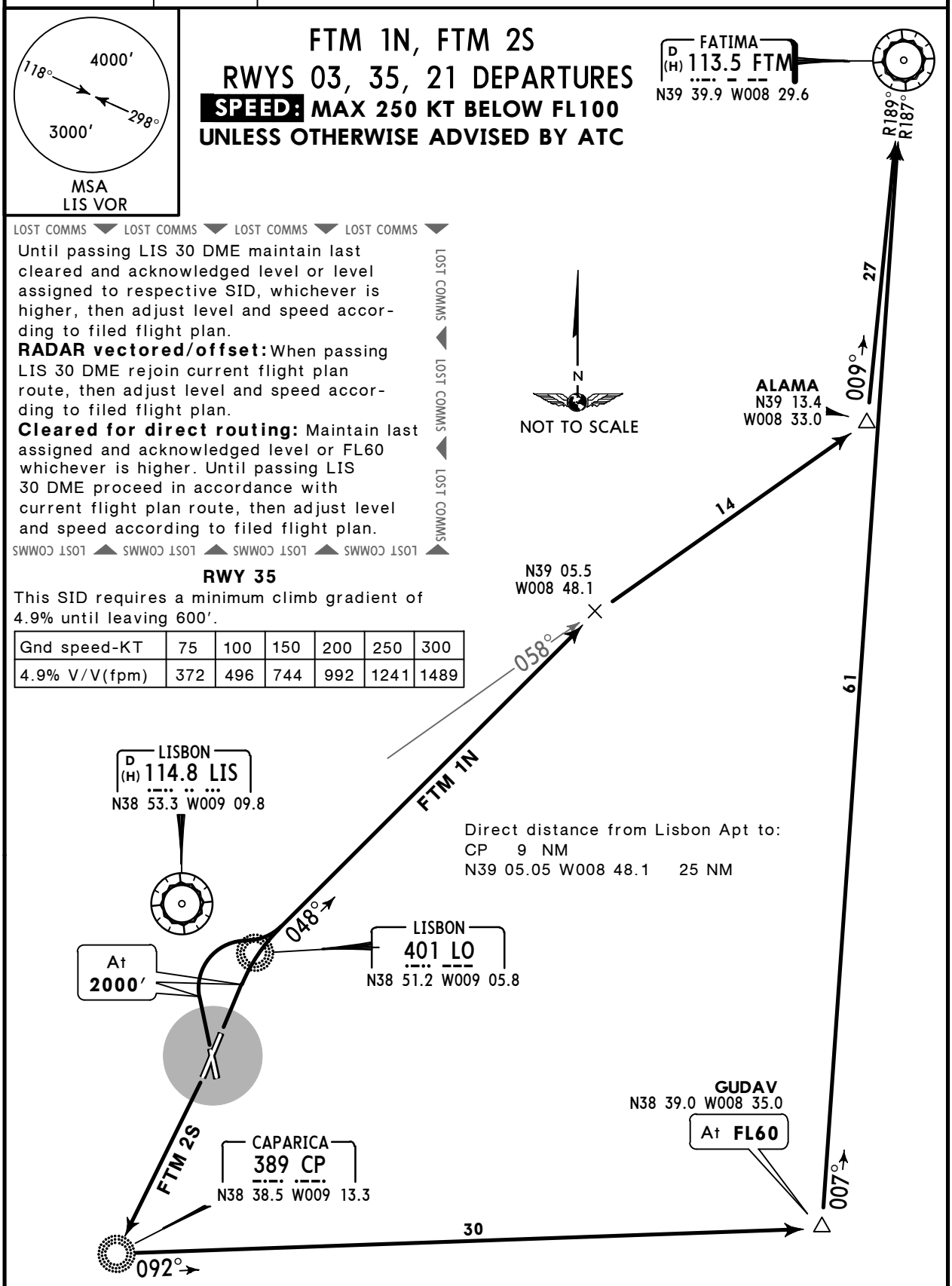
FTM 1N, FTM 2S
RWYS 03, 35, 21 DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE ADVISED BY ATC



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 ▲

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

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

Initial climb clearance **FL60**

SID	RWY	ROUTING
FTM 1N	**03, 35**	Climb to 2000′, intercept 048° bearing from LO, intercept LIS R-058 to ALAMA, intercept FTM R-189 inbound to FTM.
FTM 2S	**21**	Climb to CP, 092° bearing to GUDAV, intercept FTM R-187 inbound to FTM.

CHANGES: None.

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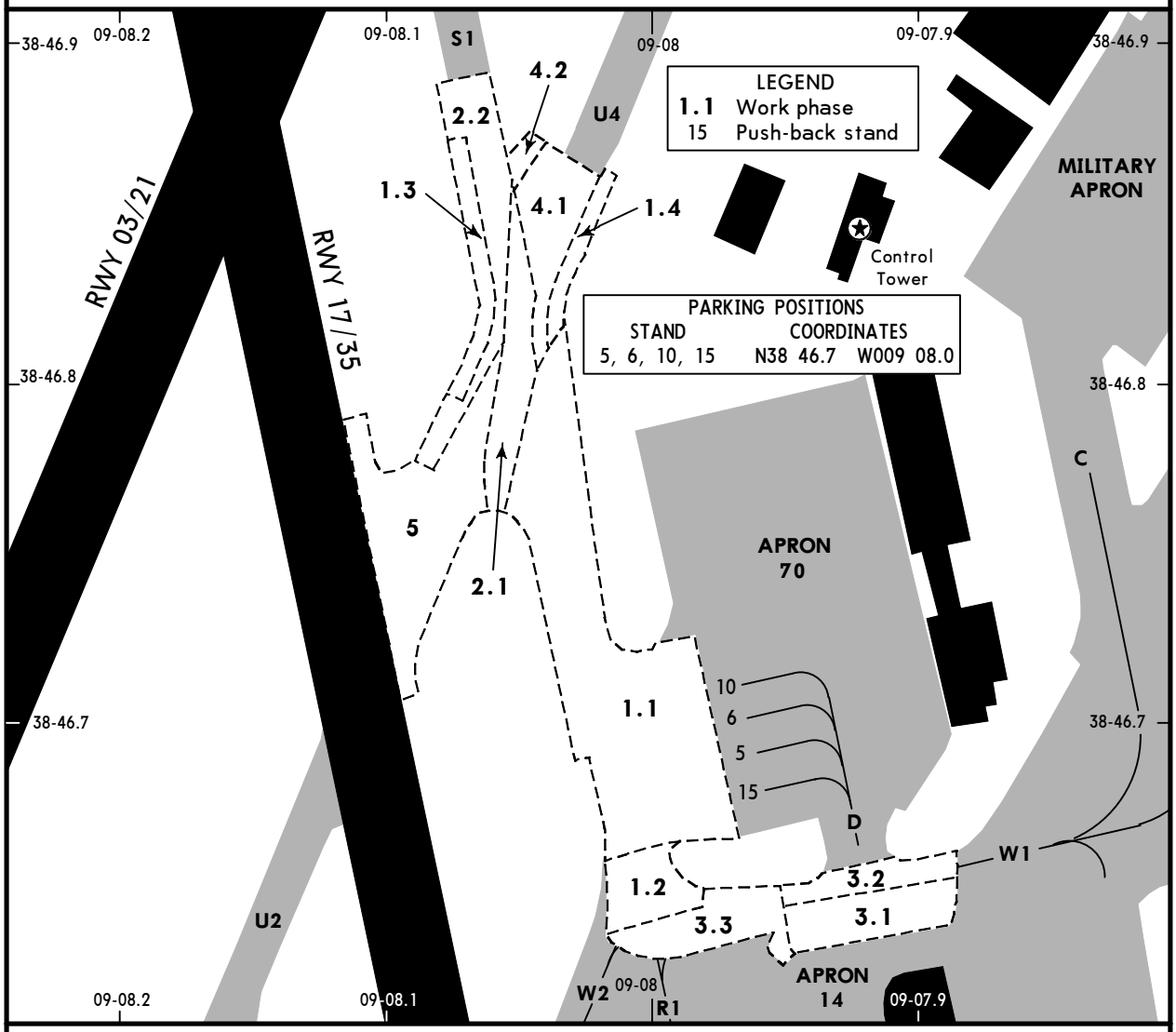
WIP FOR TAXIWAY PAVEMENT IMPROVEMENT

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.

CHANGES: New temporary chart.

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LPPT/LIS

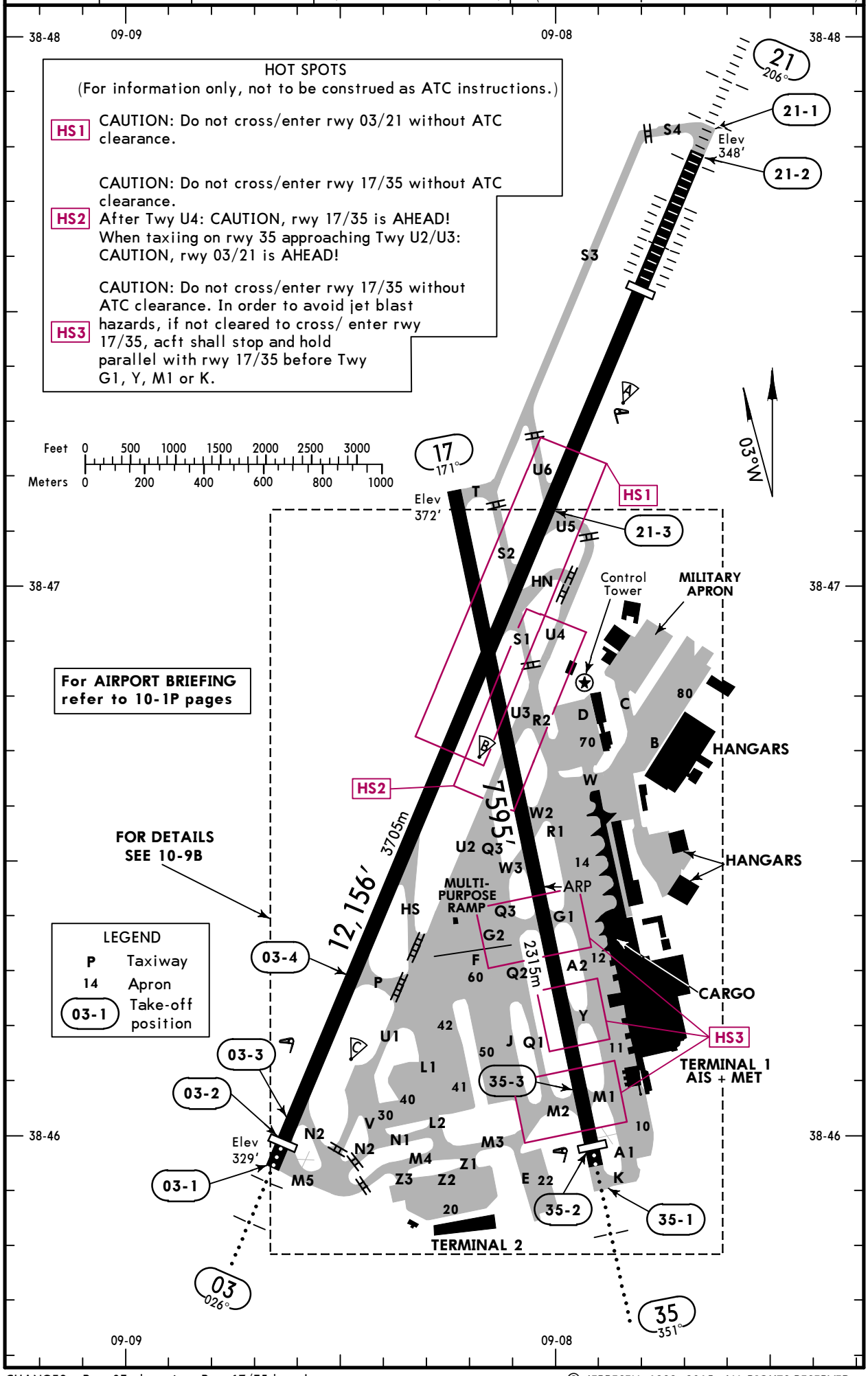
Apt Elev **374′**
N38 46.5 W009 08.1

JEPPESEN
30 OCT 15 (10-9) **Eff 12 Nov**

LISBON, PORTUGAL

LISBON

ATIS Departure	ACARS: D-ATIS	LISBON Delivery	*Ground (Cpt)	Tower
121.950		118.950	121.750 (Contact 10 min prior ETD)	118.1 (Contact 10 min prior ETD outside of Ground hours)



CHANGES: Rwy 03 elevation. Rwy 17/35 length.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03	HIRL (60m) CL (15m) HIALS ❶ HSTIL-HN RVR	11,860' 3615m	10,868' 3313m	❷	148' 45m
21	HIRL (60m) CL (15m) HIALS-II TDZ ❶ HST-HS RVR	10,515' 3205m	9435' 2876m		

❶ PAPI-L (3.0°)

❷ TAKE-OFF RUN AVAILABLE

RWY 03:
From posn 1 (rwy head, CL not avbl) 12,156' (3705m)
posn 2 (displ thresh) 11,860' (3615m)
posn 3 (twy N2 int) 11,581' (3530m)
posn 4 (twy P int) 9,859' (3005m)

RWY 21:
From posn 1 (beginning of starter extension) 12,484' (3805m) ❸
posn 2 (rwy head) 12,156' (3705m)
posn 3 (twy U5 int) 7907' (2410m)

❸ Available only in normal visibility operations

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

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

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

CHANGES: None.

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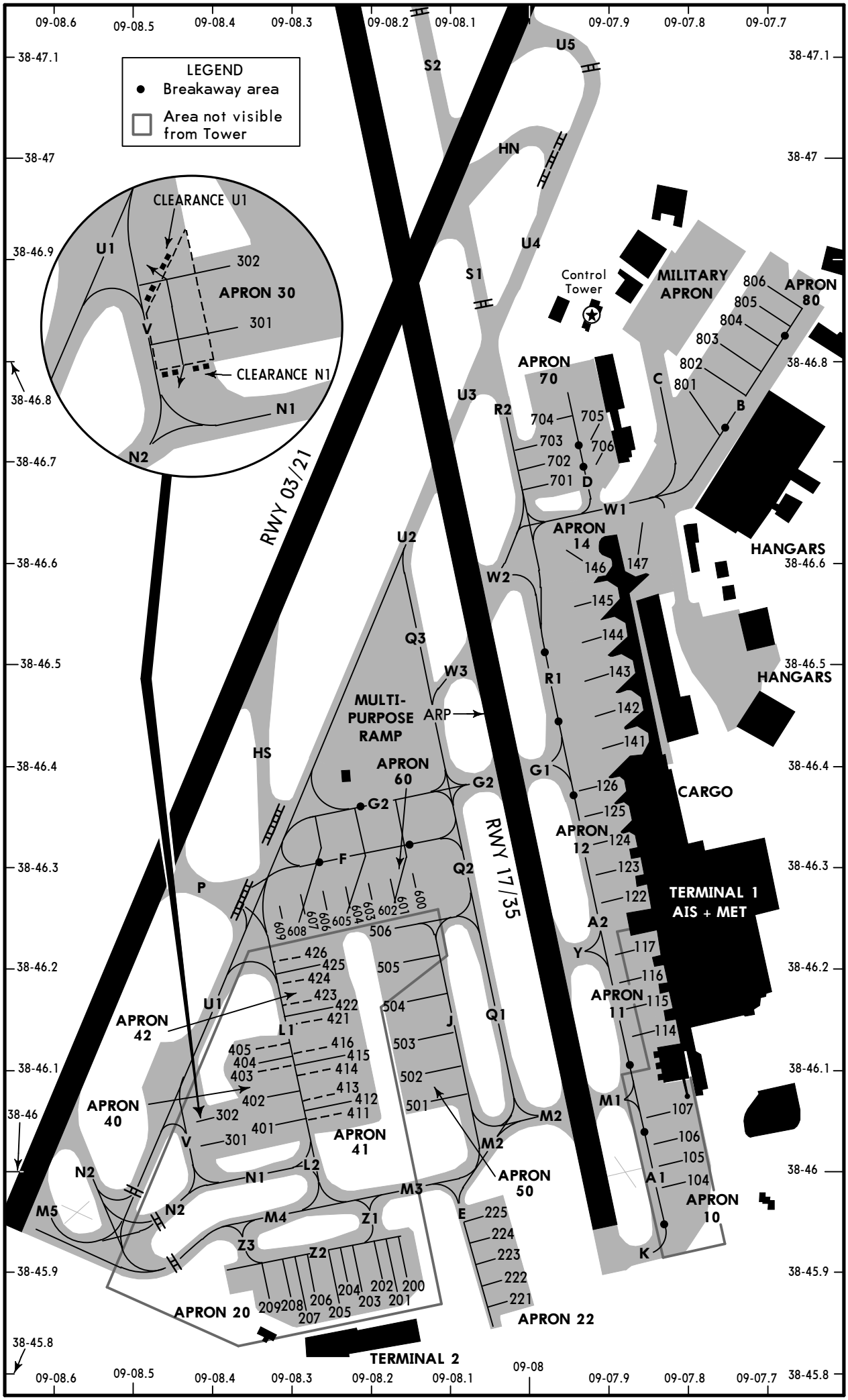

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INS COORDINATES

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				

CHANGES: Stand 806 added.

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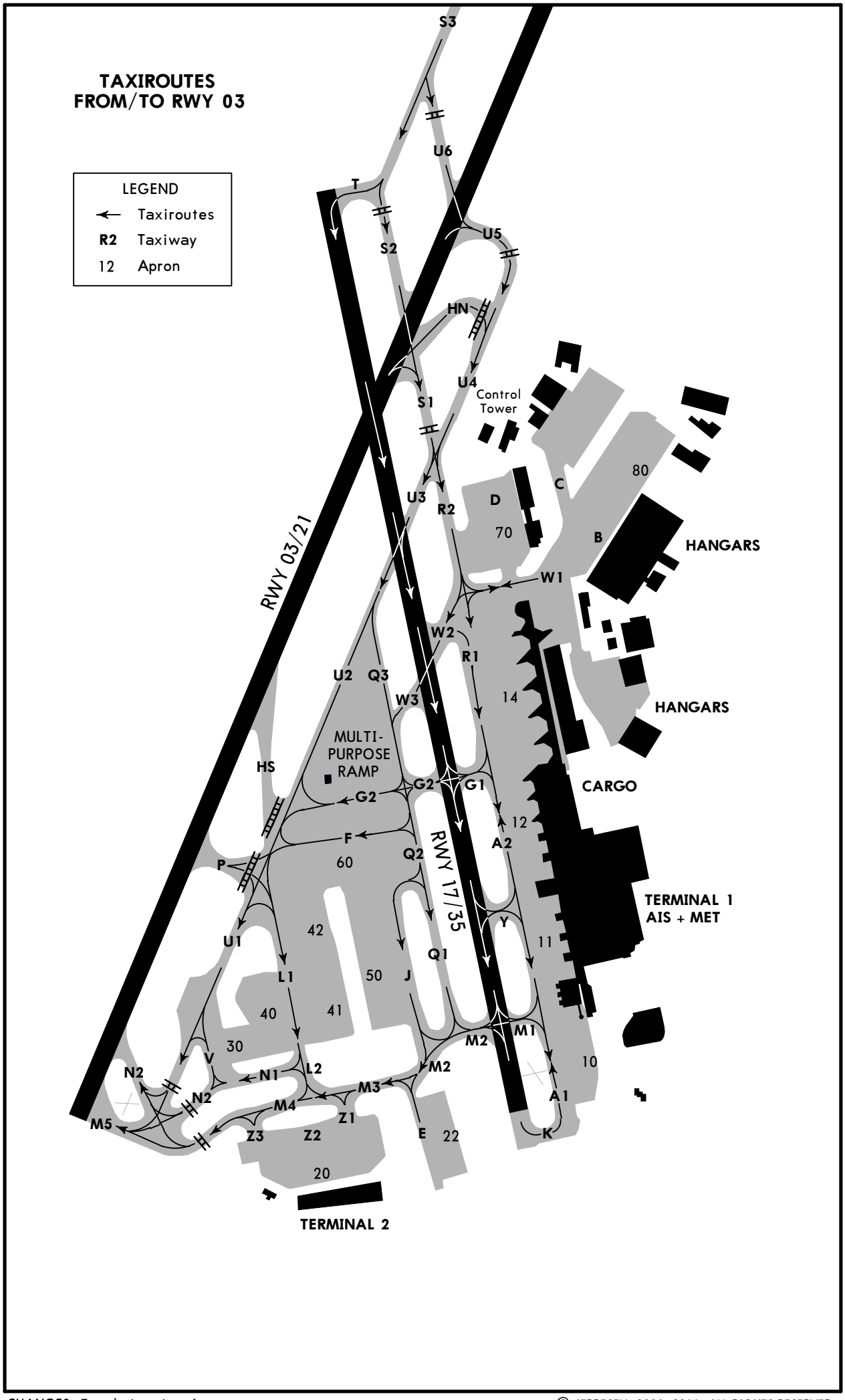

CHANGES: Twy designation. Apron.

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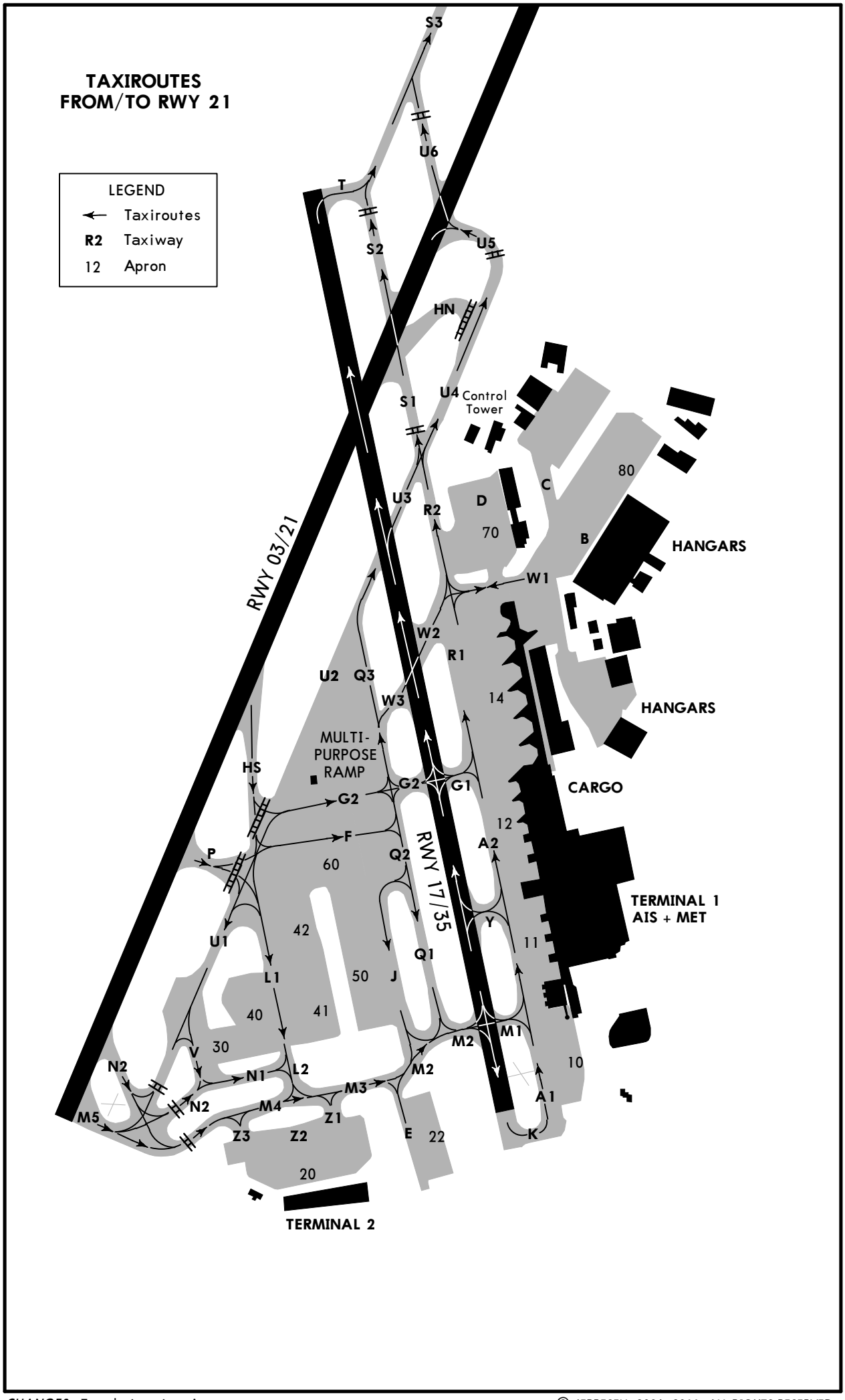

CHANGES: Twy designation. Apron.

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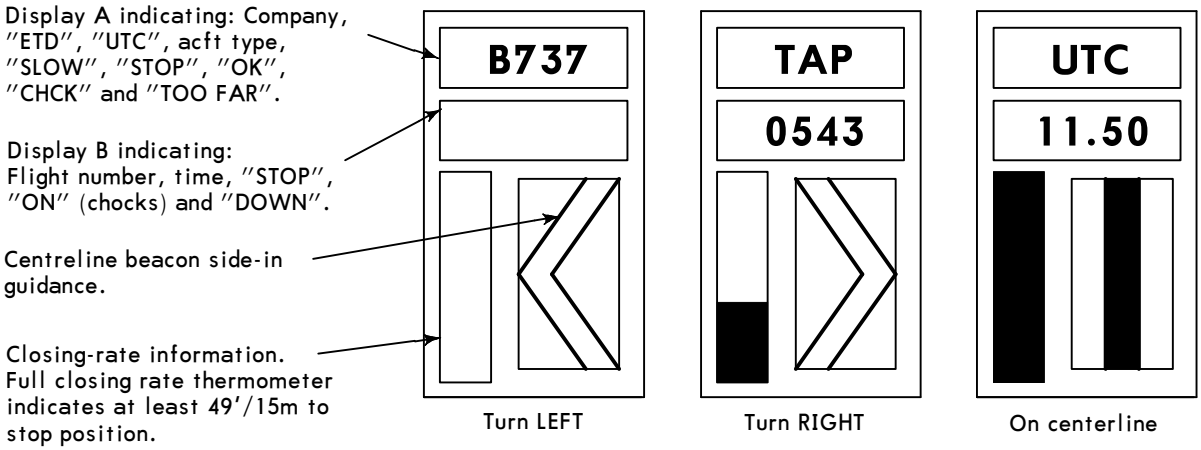
APIS (AIRCRAFT PARKING & INFORMATION SYSTEM)



PILOT INSTRUCTIONS

1. APIS display indication (OK) is a system status information and not a stand clearence 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.
14. If APIS indicates, wrong acft type, wrong flight number, an ERR-message (i.e. ER-62), an ESTOP (emergency stop message), the display becomes unreadable or if the distance indicator remains frozen once the aircraft cockpit is abeam the boarding bridge, ACFT MUST BE STOPPED immediately. Crew shall then contact GND and ask for marshaller and hold position.

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LPPT/LIS
LISBON

JEPPESEN
30 OCT 15 (11-1) Eff 12 Nov

LISBON, PORTUGAL
ILS Rwy 03

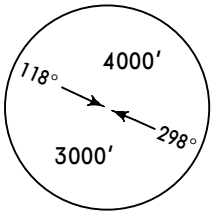
BRIEFING STRIP

D-ATIS Arrival	LISBON Approach	LISBON Tower	*Ground
124.150	119.1	118.1	121.750

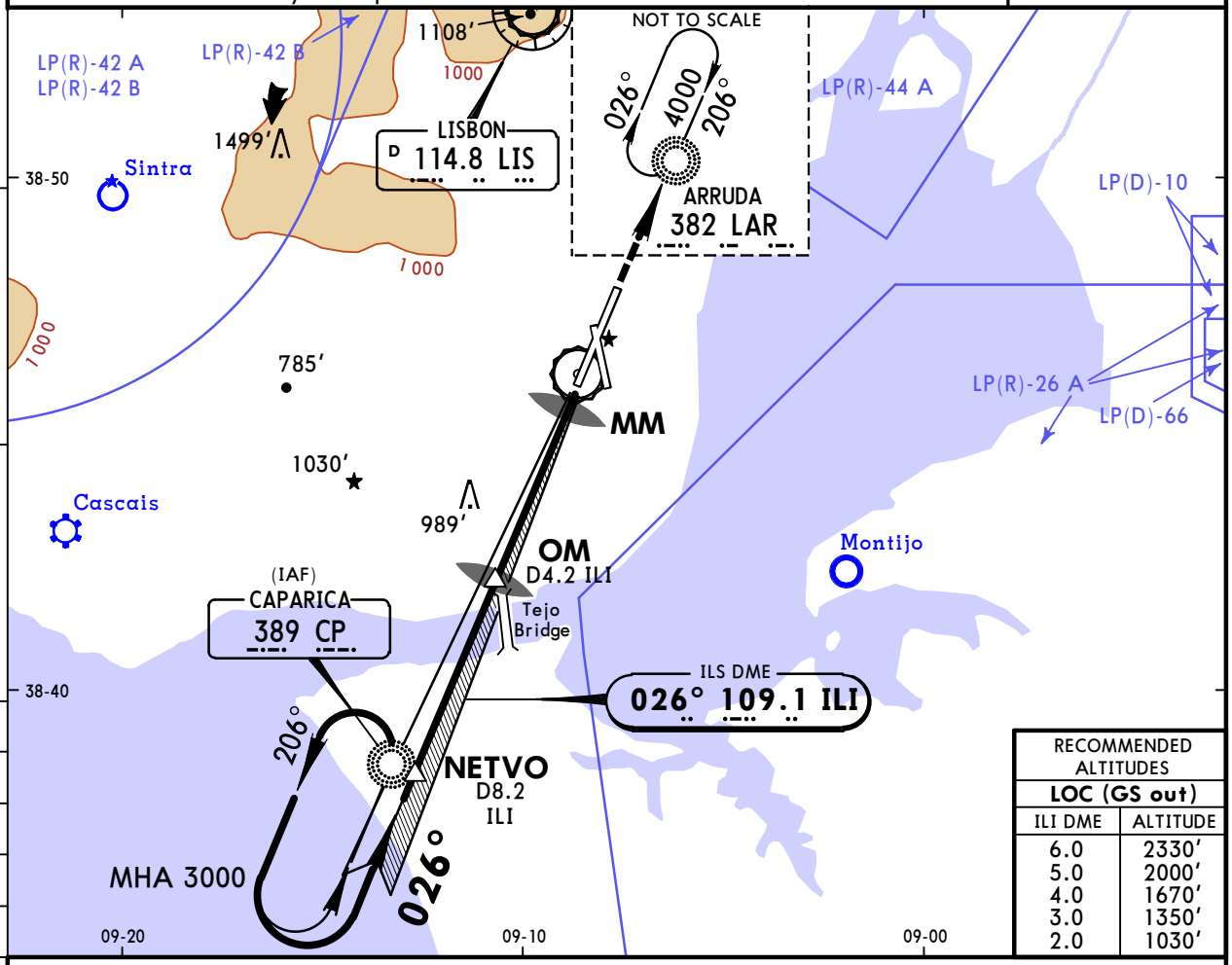
LOC ILI	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 374′
109.1	026°	1710′(1381′)	529′(200′)	Rwy 329′

MISSED APCH: Climb STRAIGHT AHEAD to 4000′, then proceed to LAR NDB holding and contact ATC.

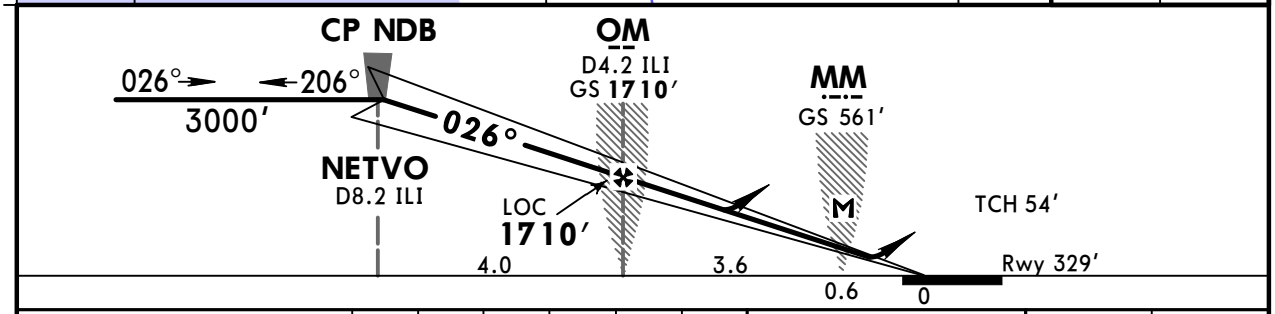
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 4000′
ILS DME reads zero at rwy 03 displ thresh.



MSA LIS VOR



RECOMMENDED ALTITUDES LOC (GS out)	
ILI DME	ALTITUDE
6.0	2330′
5.0	2000′
4.0	1670′
3.0	1350′
2.0	1030′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM							

HIALS
PAPI
4000′

Standard STRAIGHT-IN LANDING RWY 03

PANS OPS	ILS DA(H) 529′(200′) FULL/Limited	ILS DA(H) 529′(200′) ALS out	LOC (GS out) DA(H) 829′(500′)	LOC (GS out) DA(H) 829′(500′) ALS out
A	RVR 750m	RVR 1200m	RVR 1500m	
B				
C			RVR 1800m	CMV 2300m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1500′ (1126′)	1500m
135	1500′ (1126′)	1600m
180	1580′ (1206′)	2400m
205	1580′ (1206′)	3600m

CHANGES: Rwy elevation. Minimums.

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LPPT/LIS
LISBON

JEPPESEN

26 DEC 14 (11-2) Eff 8 Jan

LISBON, PORTUGAL
ILS-1 or -2 Rwy 21

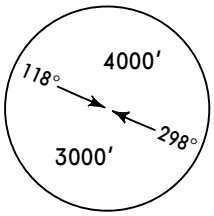
BRIEFING STRIP ™

D-ATIS Arrival	LISBON Approach	LISBON Tower	*Ground
124.15	119.1 119.55	118.1	121.75

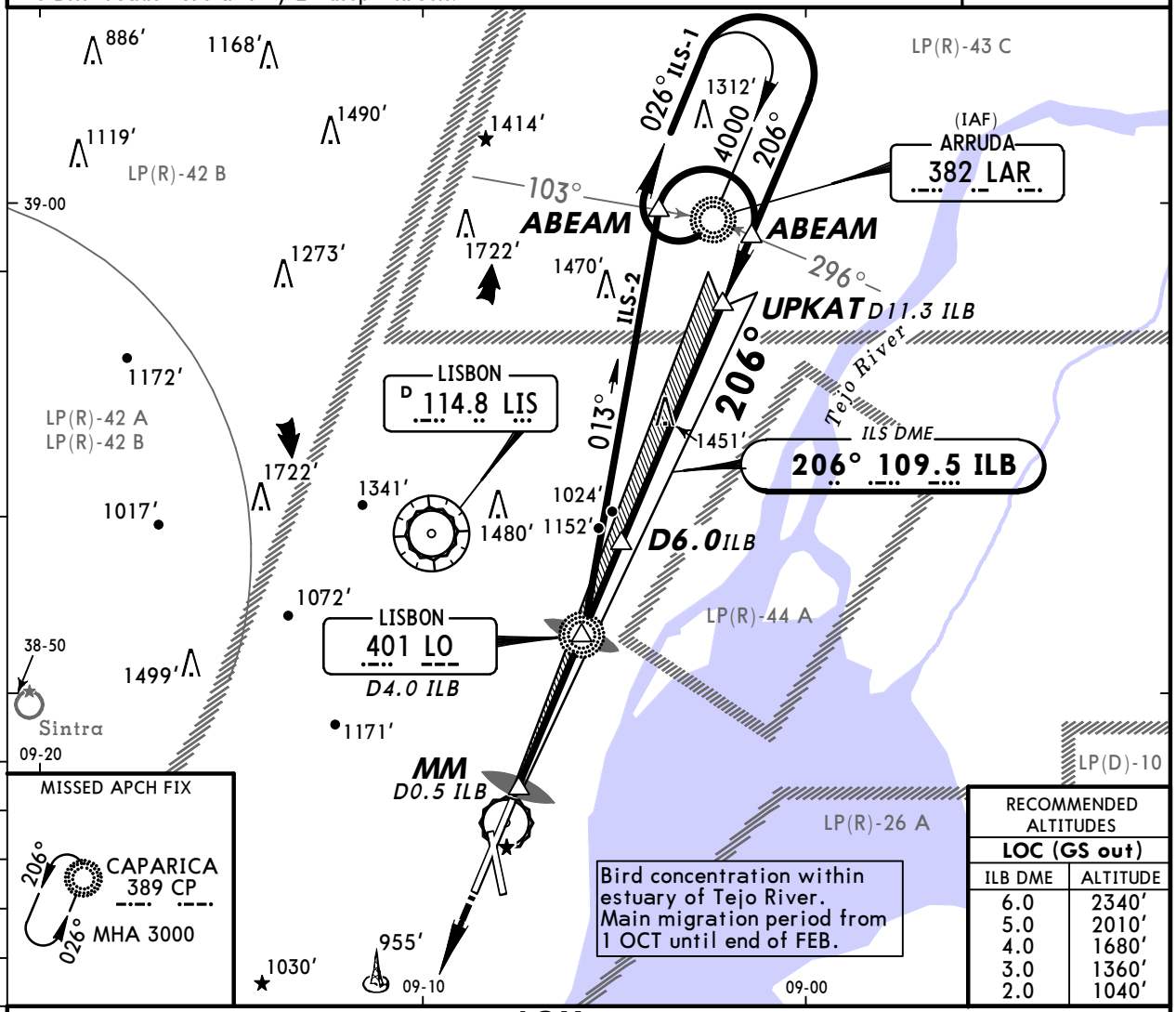
LOC ILB	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 374′
109.5	206°	1655′ (1308′)	547′ (200′)	RWY 347′

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.

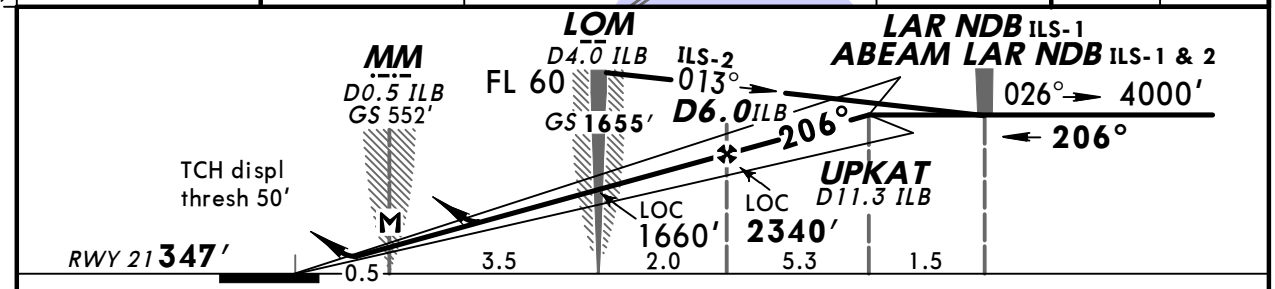


MSA LIS VOR



MISSED APCH FIX

RECOMMENDED ALTITUDES LOC (GS out)	
ILB DME	ALTITUDE
6.0	2340′
5.0	2010′
4.0	1680′
3.0	1360′
2.0	1040′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D0.5 ILB						

HIALS-II PAPI 3000′

Standard STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 547′ (200′)			LOC (GS out) DA(H) 740′ (393′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B					
C					RVR 1800m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1500′ (1126′)	1500m
135	1500′ (1126′)	1600m
180	1580′ (1206′)	2400m
205	1580′ (1206′)	3600m

PANS OPS

CHANGES: Bearings.

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LPPT/LIS LISBON

JEPPESEN

26 DEC 14 (11-2A) Eff 8 Jan

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

BRIEFING STRIP ™

D-ATIS Arrival	LISBON Approach	LISBON Tower	*Ground
124.15	119.1 119.55	118.1	121.75

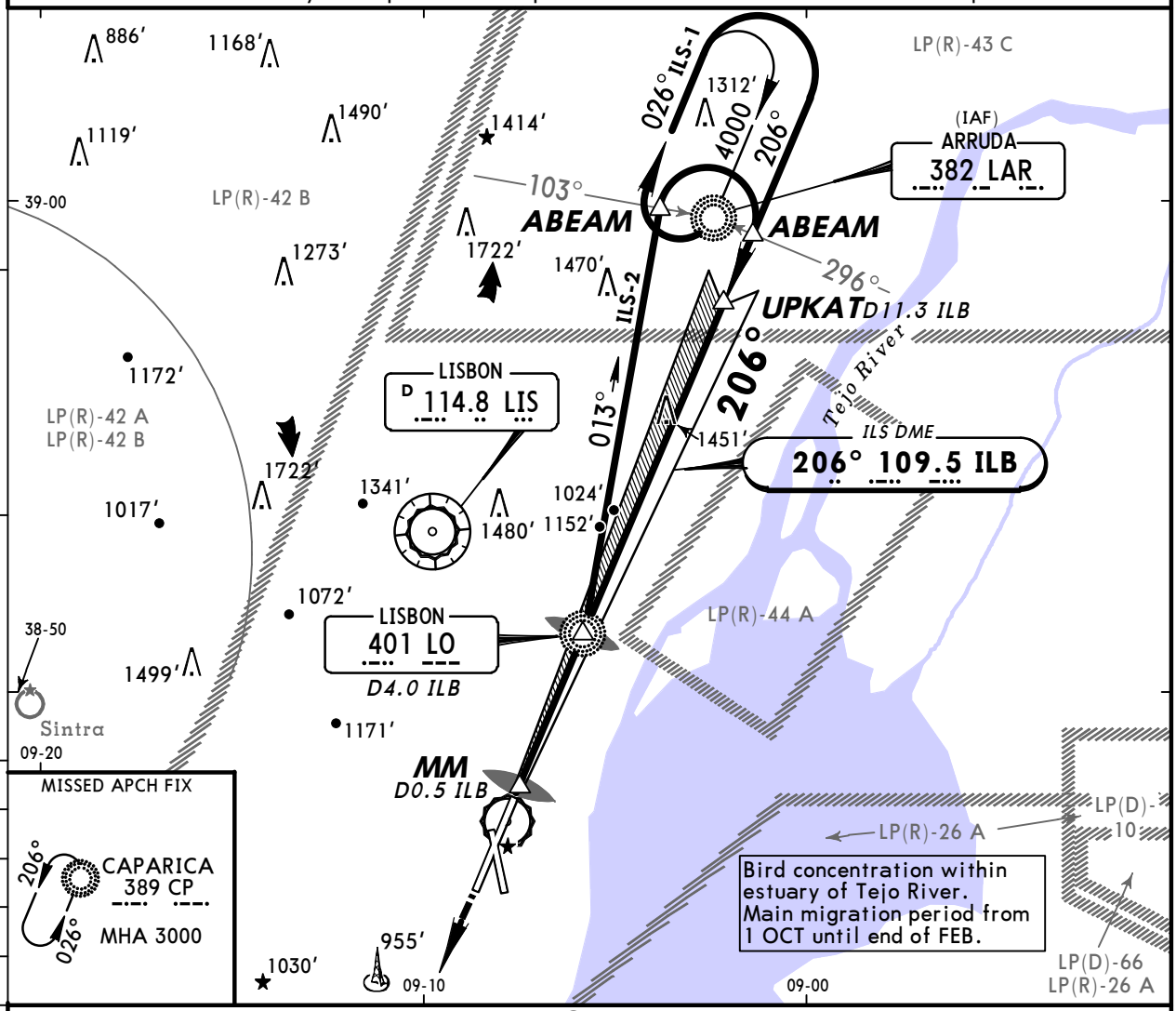
LOC ILB	Final Apch Crs	GS LOM	CAT II & IIIA ILS Refer to Minimums	Apt Elev 374′ RWY 347′
109.5	206°	1655′ (1308′)		

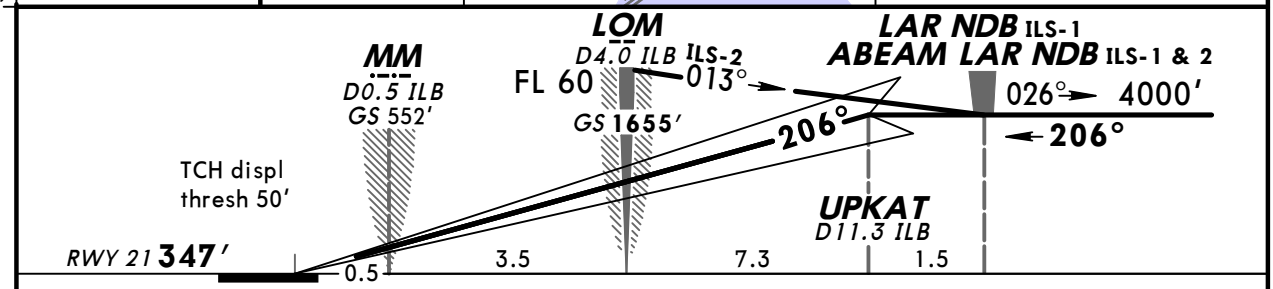
MISSED APCH: Climb STRAIGHT AHEAD to 3000′, then proceed to CP NDB and hold. Contact ATC.

118° 298° 4000′ 3000′ MSA LIS VOR

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
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI 3000′

Standard STRAIGHT-IN LANDING RWY 21

PANS OPS

CAT IIIA ILS	CAT II ILS ABCD
DH 50′	RA 100′ DA(H) 447′(100′)
RVR 200m	RVR 300m [1]

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

CHANGES: Bearings.

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LPPT/LIS
LISBON

JEPPESEN
30 OCT 15 (12-1) Eff 12 Nov

LISBON, PORTUGAL
RNAV (GNSS) Rwy 03

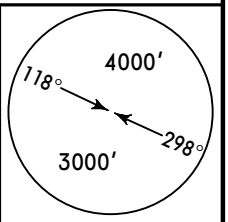
BRIEFING STRIP

D-ATIS Arrival	LISBON Approach	LISBON Tower	*Ground
124.150	119.1	118.1	121.750

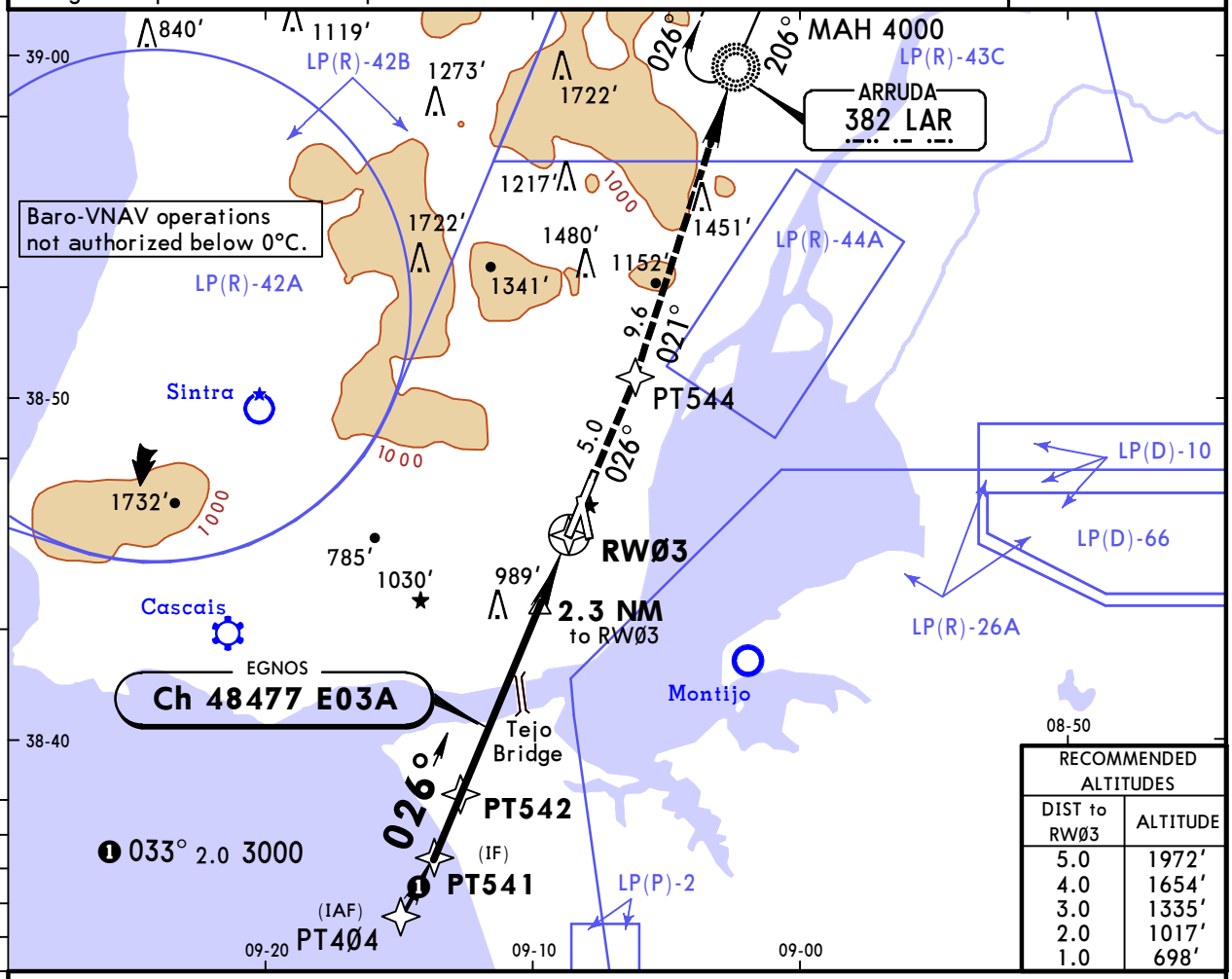
EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 374'
Ch 48477 E03A	026°	PT542 3000' (2671')	760' (431')	Rwy 329'

MISSED APCH: Proceed STRAIGHT AHEAD to PT544, then proceed to NDB and hold. Climb to 4000'. Contact APPROACH.

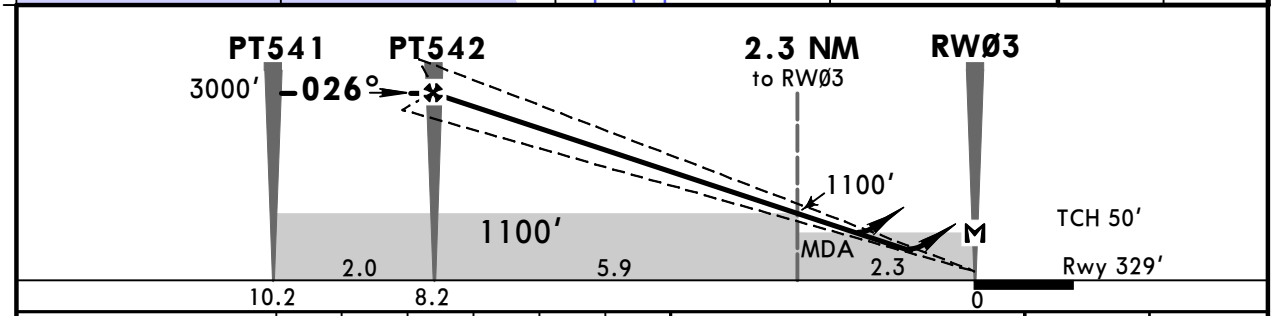
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 4000'
Navigation specification: RNP apch.



MSA ARP



RECOMMENDED ALTITUDES	
DIST to RWØ3	ALTITUDE
5.0	1972'
4.0	1654'
3.0	1335'
2.0	1017'
1.0	698'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ3							

HIALS
PAPI
PT544

Standard STRAIGHT-IN LANDING RWY 03

	LPV		LNAV/VNAV		LNAV CDFA	
	DA(H) 760' (431')		DA(H) 760' (431')		DA(H) 830' (501')	
		ALS out		ALS out		ALS out
A	RVR 1500m		RVR 1500m		RVR 1500m	
B						
C	RVR 1600m	RVR 2000m	RVR 1600m	RVR 2000m	RVR 1900m	CMV 2400m
D						

PANS OPS

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1500' (1126')	1500m
135	1500' (1126')	1600m
180	1580' (1206')	2400m
205	1580' (1206')	3600m

CHANGES: Rwy elevation. Minimums.

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LPPT/LIS
LISBON

JEPPESEN
30 OCT 15 (12-2) Eff 12 Nov

LISBON, PORTUGAL
RNAV (GNSS) Rwy 21

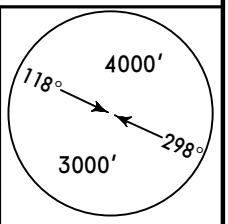
BRIEFING STRIP TM

D-ATIS Arrival	LISBON Approach	LISBON Tower	*Ground
124.150	119.1	118.1	121.750

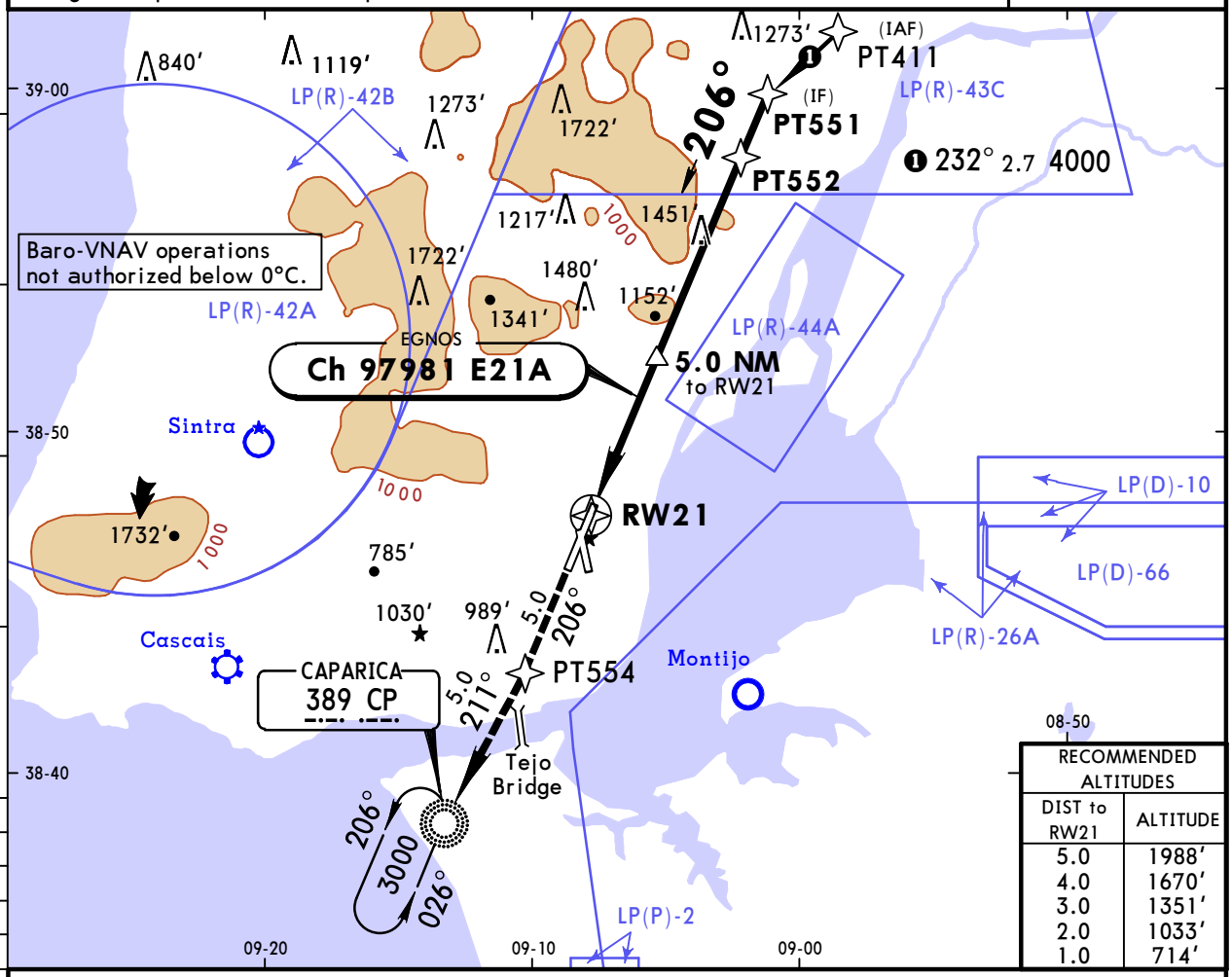
EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H)	Apt Elev 374'
Ch 97981 E21A	206°	PT552 4000' (3653')	807' (460')	Rwy 347'

MISSED APCH: Proceed STRAIGHT AHEAD to PT554, then proceed to NDB and hold. Climb to 3000'. Contact APPROACH.

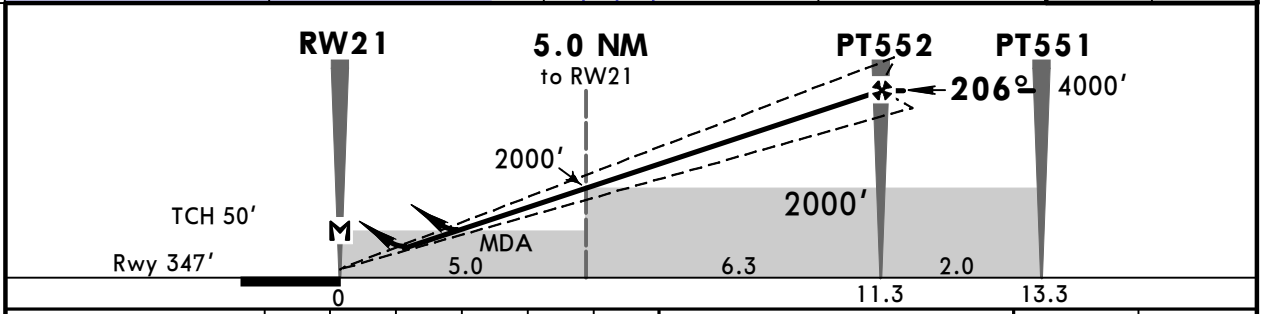
Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 4000'
Navigation specification: RNP apch.



MSA ARP



RECOMMENDED ALTITUDES	
DIST to RW21	ALTITUDE
5.0	1988'
4.0	1670'
3.0	1351'
2.0	1033'
1.0	714'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW21							

HIALS-II
PAPI
PT554

Standard STRAIGHT-IN LANDING RWY 21

	LPV DA(H) 807' (460')		LNAV/VNAV DA(H) 807' (460')		LNAV CDFA DA(H) 840' (493')	
		ALS out		ALS out		ALS out
A	RVR 1400m	RVR 1500m	RVR 1400m	RVR 1500m	RVR 1500m	RVR 1500m
B						
C		CMV 2100m		CMV 2100m		CMV 2300m
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1500' (1126')	1500m
135	1500' (1126')	1600m
180	1580' (1206')	2400m
205	1580' (1206')	3600m

PANS OPS

CHANGES: None.

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LPPT/LIS
LISBON

JEPPESEN
14 MAY 10 (13-1)

LISBON, PORTUGAL
VOR DME Rwy 35

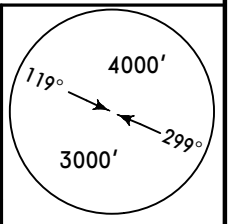
BRIEFING STRIP ™

ATIS	LISBON Approach	LISBON Tower	*Ground
124.15	119.1 119.55	118.1	121.75

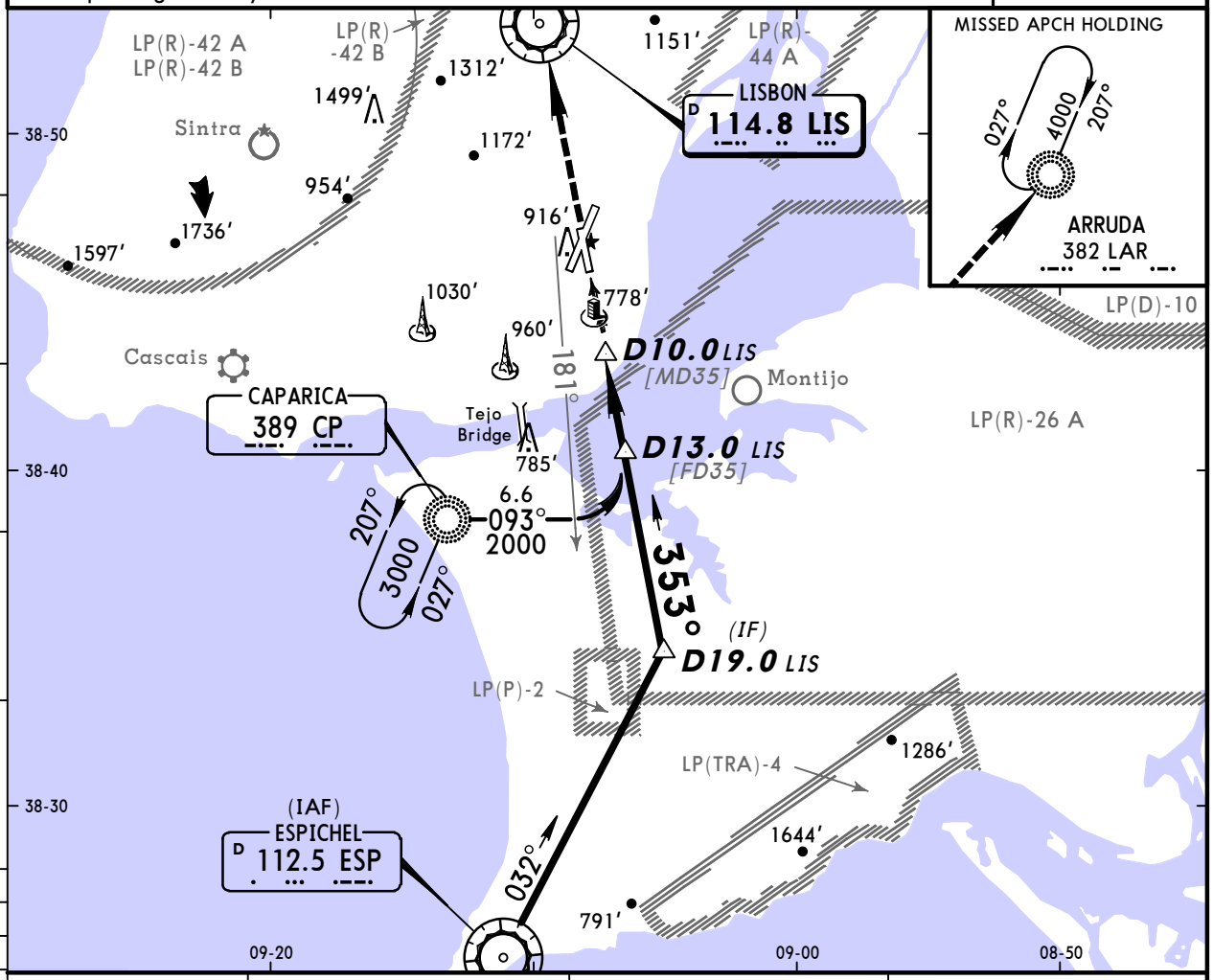
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 374'
LIS 114.8	353°	D13.0 LIS 2100' (1768')	1160' (828')	RWY 332'

MISSED APCH: Climb STRAIGHT AHEAD to LIS VOR, then turn RIGHT to LAR NDB climbing to 4000' and hold. Contact APPROACH.

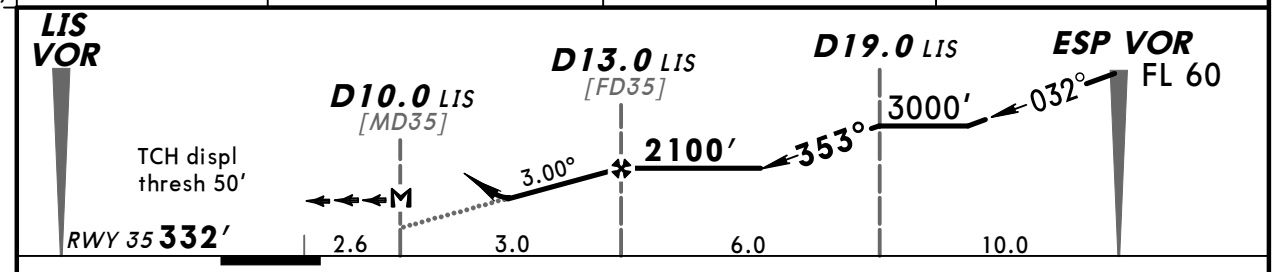
Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 4000'
Pilots may experience excessive needle fluctuations when flying intermediate and final apch segments by reference to LIS VOR.



MSA LIS VOR



LIS DME	10.0	11.0	12.0
ALTITUDE	1160'	1450'	1730'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D10.0 LIS							

HIALS
PAPI
LIS 114.8

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 35

DA(H) 1160' (828')
ALS out

A	RVR 1500m
B	
C	CMV 2400m
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1500' (1126')	1500m
135	1500' (1126')	1600m
180	1580' (1206')	2400m
205	1580' (1206')	3600m

CHANGES: Procedure. Minimums.

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LPPT/LIS
LISBON

JEPPESEN
14 MAY 10 (16-1)

LISBON, PORTUGAL
NDB Rwy 03

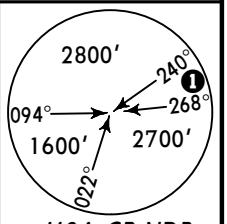
BRIEFING STRIP TM

ATIS	LISBON Approach	LISBON Tower	*Ground
124.15	119.1 119.55	118.1	121.75

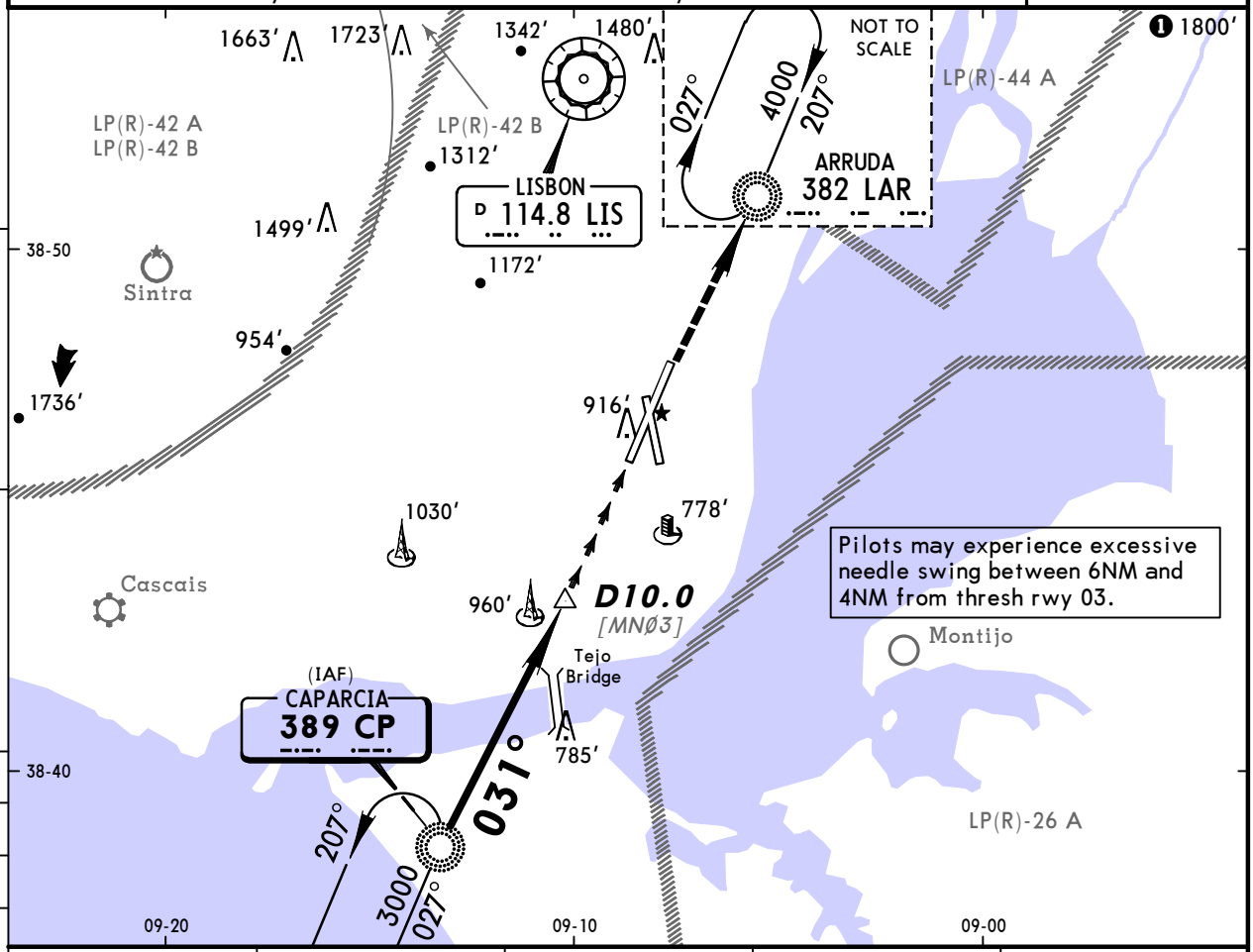
NDB	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 374′
CP 389	031°	CP NDB 3000′ (2669′)	1320′ (989′)	RWY 331′

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′

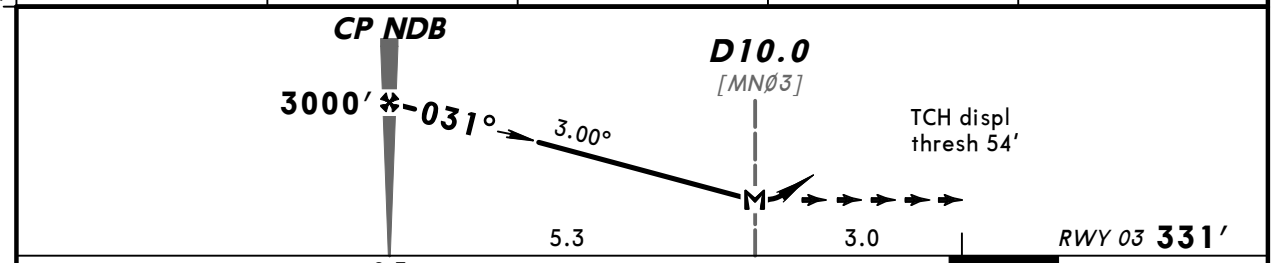


MSA CP NDB



Pilots may experience excessive needle swing between 6NM and 4NM from thresh rwy 03.

LIS DME	14.0	13.0	12.0	11.0
ALTITUDE	2600′	2280′	1960′	1640′



TO DISPLACED THRESHOLD 8.3

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D10.0							

HIALS
PAPI
4000′

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 03

DA(H) 1320′(989′)

	ALS out
A	RVR 1500m
B	
C	CMV 2400m
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1500′(1126′)	1500m
135	1500′(1126′)	1600m
180	1570′(1196′)	2400m
205	1570′(1196′)	3600m

CHANGES: Minimums.

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LPPT/LIS
LISBON

JEPPESEN

14 MAY 10 (16-2)

LISBON, PORTUGAL
LOCATOR Rwy 21

BRIEFING STRIP TM

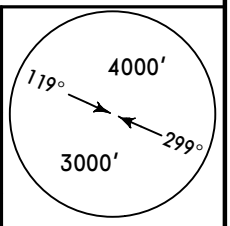
ATIS	LISBON Approach	LISBON Tower	*Ground
124.15	119.1 119.55	118.1	121.75

Lctr	Final Apch Crs	Minimum Alt R-097	DA(H)	Apt Elev 374'
LO 401	207°	2300' (1953')	840' (493')	RWY 347'

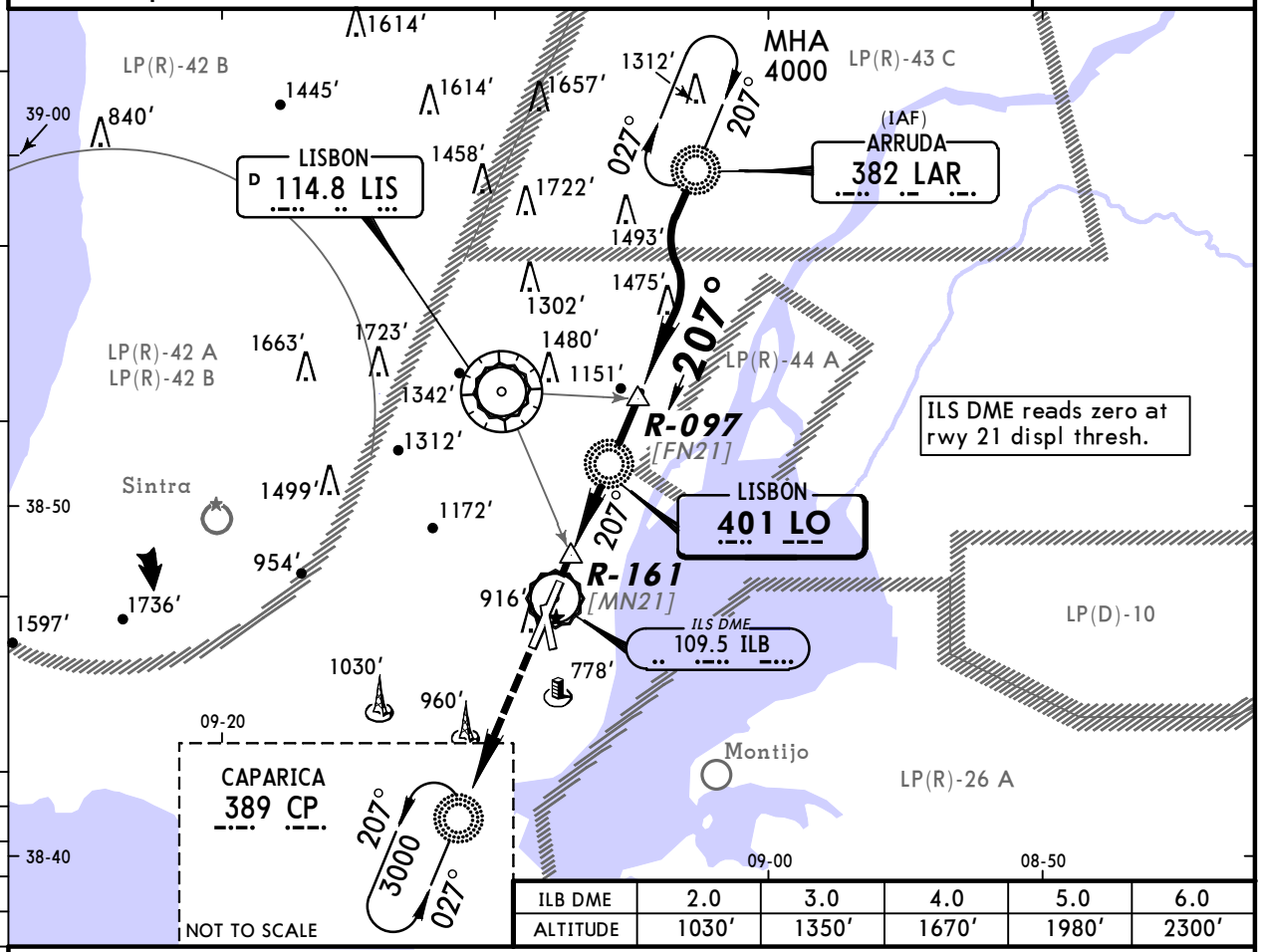
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then proceed to CP NDB and hold. Contact APPROACH.

Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 4000'

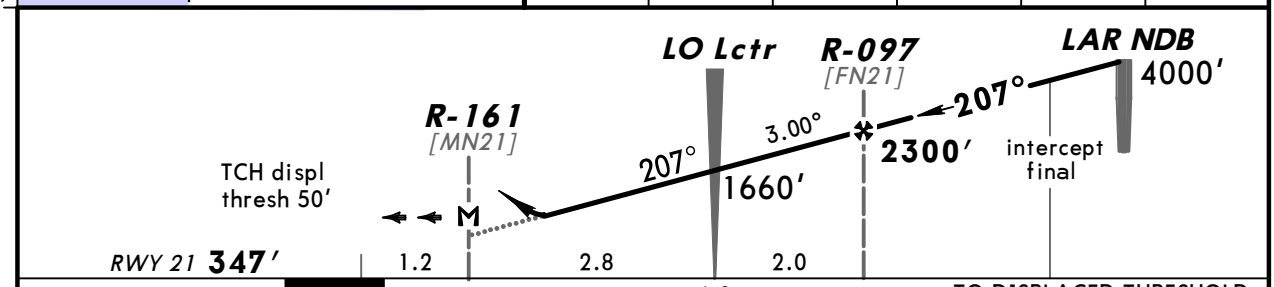
LIS VOR required.



MSA LIS VOR



ILB DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	1030'	1350'	1670'	1980'	2300'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at R-161							

HIALS-II
PAPI
3000'

PANS OPS 4

Standard STRAIGHT-IN LANDING RWY 21

DA(H) 840' (493')

		ALS out
A	RVR 1500m	RVR 1500m
B		
C		CMV 2300m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1500' (1126')	1500m
135	1500' (1126')	1600m
180	1580' (1206')	2400m
205	1580' (1206')	3600m

CHANGES: Minimums.

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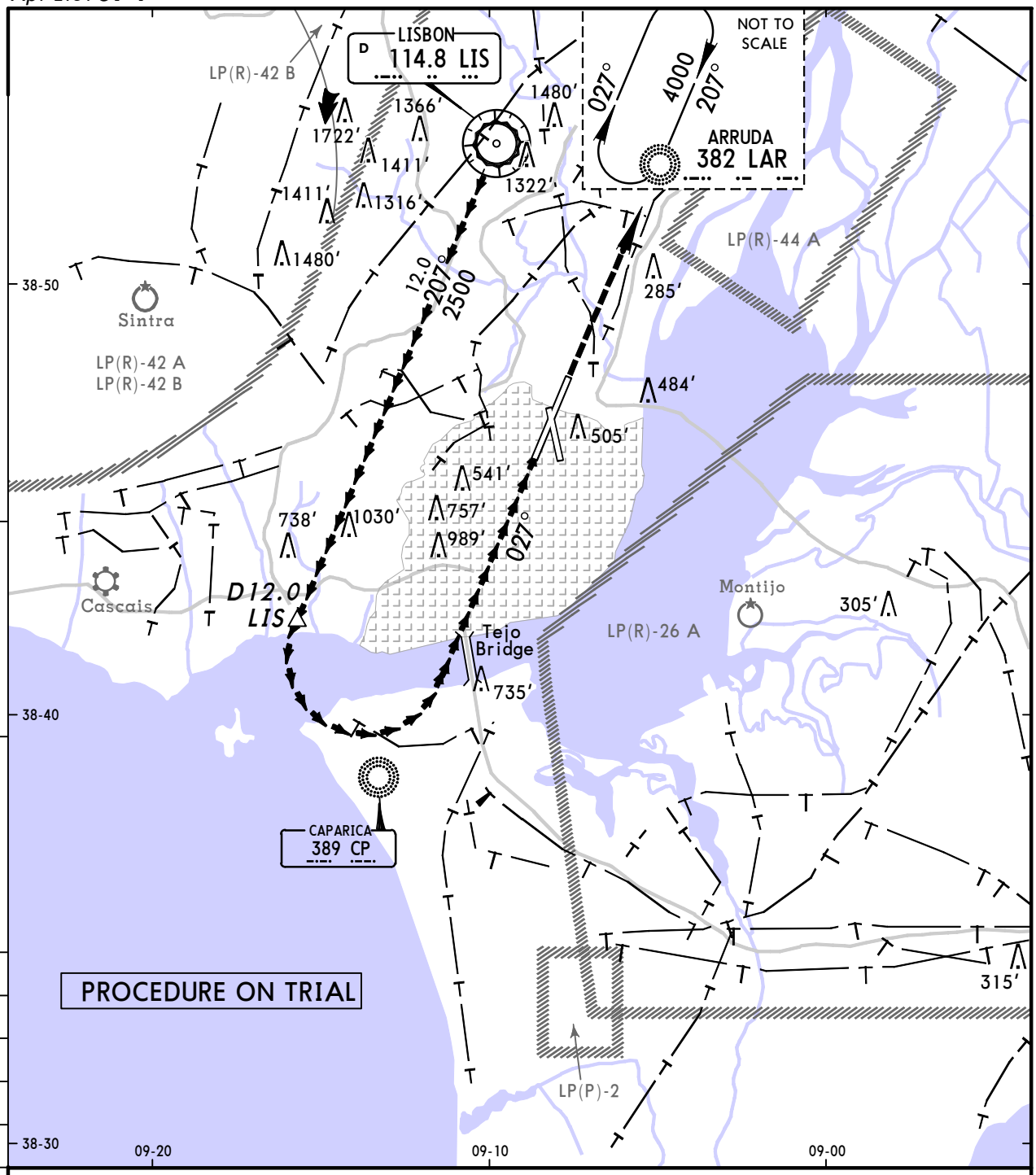
Apt Elev 374′

VISUAL APPROACH RWY 03



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.

PANS OPS

CHANGES: New procedure.

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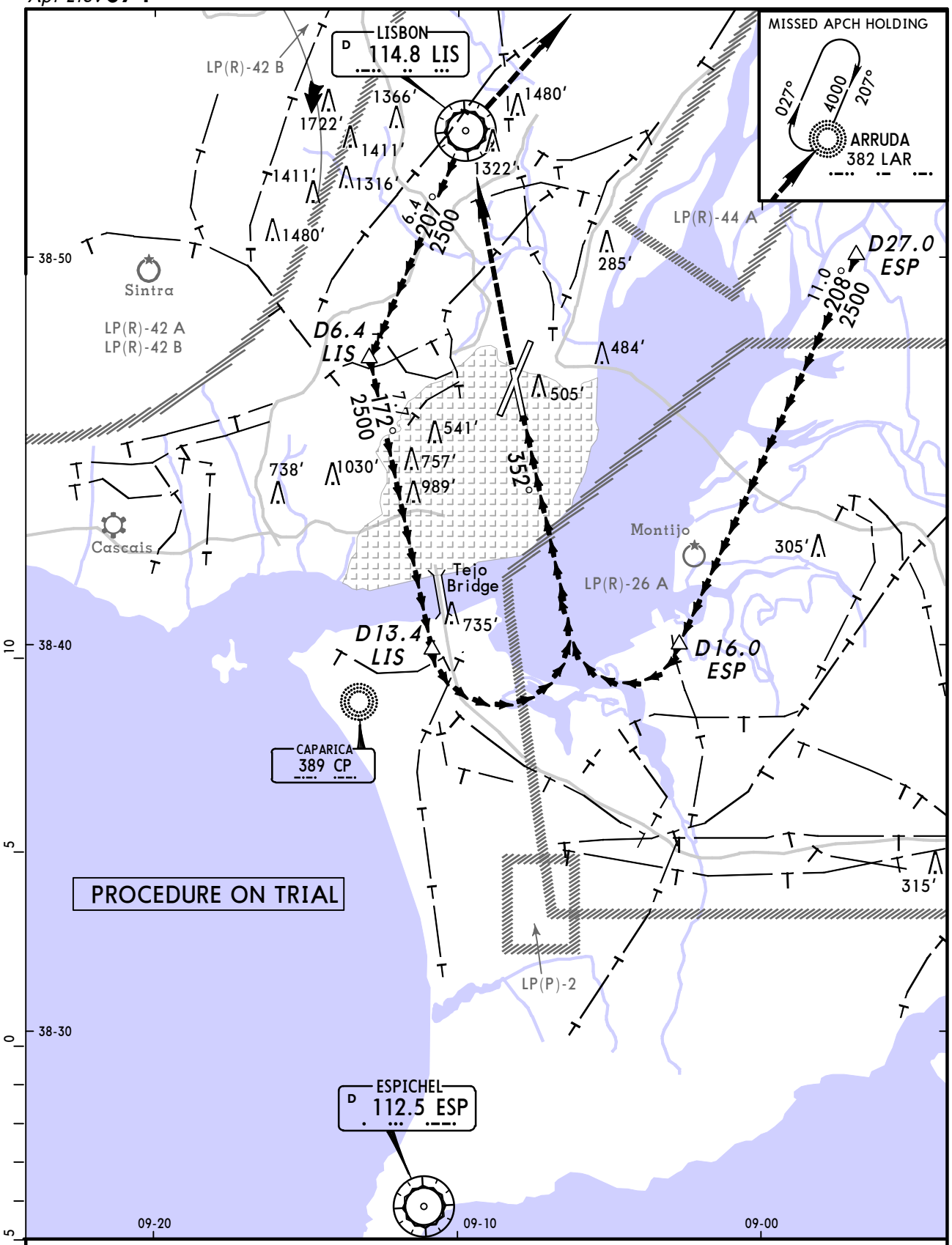
Apt Elev 374′

VISUAL APPROACH RWY 35



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.

PANS OPS

CHANGES: New procedure.

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Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

LISBON, (LISBON - LPPT)

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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: Temporary
Begin Date: 20150305
End Date: Until Further Notice

ATIS frequency 124.150 MHz for arrival only, with D-ATIS capability.