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Revision Letter For Cycle 13-2016

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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: 0511 Z
Sunset: 2004 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
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: 118.500 Secondary

Lisbon Tower: 118.100

Lisbon Ground: 118.500 Secondary

Lisbon Ground: 121.750

Lisbon Clearance Delivery: 118.500 Secondary

Lisbon Clearance Delivery: 118.950

Lisbon Approach: 23.397 Military

Lisbon Approach: 119.100

Lisbon Approach: 119.550 Secondary

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Eff 5 Mar

LISBON, PORTUGAL

AIRPORT BRIEFING

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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AIRPORT BRIEFING

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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AIRPORT BRIEFING

1. GENERAL

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. OPERATION OF MODE S TRANSPONDER WHEN ACFT IS ON GROUND

ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on ground.

Pilots shall select AUTO Mode and assigned Mode A code.

If AUTO Mode is not available, select ON and assigned Mode A code

- from the request for push-back or taxi, whichever is earlier;
- after landing, continuously until ACFT is parked on stand.

When parked on stand, select STBY or OFF.

Whenever ACFT is capable of reporting ACFT ident, ACFT ident should be entered through FMS or transponder control panel from the request for push-back or taxi, whichever is earlier. Use ICAO defined format for entry of ACFT ident.

To ensure that performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should be selected when approaching holding point. It should then be deselected after vacating RWY.

For ACFT taxiing without flight plan, Mode A code 2000 should be selected.

1.5. RWY OPERATIONS

1.5.1. PREFERENTIAL RWY SYSTEM

RWY 03/21 will be used preferentially as "RWY-in-use" irrespective of RWY 17/ RWY 35; however, if RWY 03/21 is unsuitable for a particular operation, pilots may obtain permission from ATC to use RWY 17/35, incurring in delay, since RWY 17/35 may be used for expediting taxiing operations.

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

RWY 35 should only be used when required for safety reasons (i.e. crosswind or windshear on RWY 03) and not for convenience, time or fuel saving.

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.

Avoiding of other ACFT and obstacles in holding areas is the responsibility of the flight crew involved.

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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AIRPORT BRIEFING

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 specially when turning to cross or enter RWY 17/35 via TWY K, M1, Y and G1, due to jet blast hazard affecting apron stands and vehicle movements on service roads adjacent to TWYs A1 and A2.

Except for safety reasons all multi-propeller engine ACFT must have LEFT engines fully stopped before entering the stand.

It is strictly forbidden to move backwards on any stand by releasing ACFT breaks and without assistance.

1.6.2.2. APRON 30

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

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

From stand 302 the push-back manoeuvre must place the ACFT at the dedicate axle inside the lines of clearance U1 and N1, nose faced North.

1.6.2.3. APRON 50

When ACFT exceeding a wingspan of 213'/65m are exceptionally parked on this apron, they should always enter and exit 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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AIRPORT BRIEFING

1. GENERAL

1.7. PARKING INFORMATION

1.7.1. GENERAL

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

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

When manoeuvring on stands with passenger boarding bridge, upon reaching the bridge canopy if APIS distance to stop is not shown by APIS display or the vertical visual indicator thermometer in the display does not respond to the ACFT approach, pilot must stop ACFT immediately.

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

All ACFT based at Lisbon are only allowed to park for 18 hours. Extension to this parking period must be subject to APT management prior approval. The granted extension is valid just for the time limit (date and hour) approved.

Failure to comply with the limit approved on departing ACFT (based or non-based) is subject to surcharge.

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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AIRPORT BRIEFING

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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AIRPORT BRIEFING

3. DEPARTURE

3.1. AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)**3.1.1. TERMS AND DEFINITIONS****Target Off-Block Time (TOBT)**

The time that an ACFT operator or ground handler estimates that an ACFT will be ready, boarding bridge removed, and ready for start-up immediately upon reception of clearance from the Tower.

Target Start-up Approval Time (TSAT)

Target time for start-up approval according to the A-CDM procedure taking into account TOBT, calculated take-off time (CTOT) and/or the traffic situation.

ACFT ready

Time at which ground handling is terminated and the ACFT is ready for start-up.

Minimum Turn-round Time (MTTT)

The minimum turn-round time agreed with an ACFT Operator/Ground Handler for a specified flight or ACFT type.

CDM Platform HMI, (HMI)

The Human Machine Interface for CDM Platform is an application which provides the user with all necessary information and data concerning the A-CDM process. This tool, the HMI, is one of the media to enter the TOBT and to receive/view TSAT by giving the user read and write access to flight data. These data consist of general information about flights and time stamps.

3.1.2. TARGET OFF-BLOCK TIME (TOBT)

TOBT is a reference time used for all ground handling processes except for ACFT push-back. This time is used for coordination, since it is the best available time for that purpose. The TOBT represents the time that an ACFT Operator or Handling Agent estimates to be ready to leave the stand.

TOBT at Lisbon APT is firstly calculated at the CDM Platform until ACFT Operators/Ground Handlers (AO/GH) send an update (manually or via interface) on the TOBT status provisional (P) or confirmed (C). Only confirmed TOBT are accepted and sent to Air Traffic Control (ATC) systems.

CDM Platform only sends TOBT-C to TWR within a time parameter previously defined for Lisbon as 30 minutes prior to TOBT time.

TOBT-C when ready to TWR must be flagged as a TOBT-R (ready).

Only when TOBT-C + VTT is within the take-off parameters (which are:

CTOT -5 minutes + 10 minutes or EOBT -15 minutes + 15 minutes) it will become visible to TWR 30 minutes before.

In case TOBT is different from what is described above, TWR system triggers an Error and sends an Error code reason for a TOBT. Whenever this occurs an alarm is triggered in HMI. (CDM platform) and an email is sent to the AO/GH.

Once the TOBT-C has been sent, the handling agent or the airline is responsible for TOBT correctness and adherence.

If the TOBT cannot be respected, it must be corrected or re-entered by the person/system responsible for the TOBT. It has to be updated when deviations of more than 5 minutes (+/-) become obvious.

For deviations of 15 minutes or more it will still be mandatory to send a delay message (DLA) to the NMOC.

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AIRPORT BRIEFING**3. DEPARTURE****3.1.2.1. CHANGES ON TOBT VALUES AND/OR STATUS**

Changes on TOBT values and/or status can be made without restrictions before TOBT is sent to TWR. After TOBT being sent to TWR, changes on TOBT only occur after a TSAT release or a TOBT cancelled which is marked as a TOBT D.

The new TOBT must be at least 5 minutes later than the current time.

If a flight is to be taken out of the TOBT/TSAT calculation, the TOBT is to be deleted by way of the described reporting routines. The airline operator may have to initiate a delay message (DLA) in order to undo such a process interruption. The TOBT must be re-entered by the person/system responsible for the TOBT.

If the ACFT is changed, a change message (CHG - type/registration) must be sent. In this case, the TOBT remains in effect and is allocated to the new ACFT.

3.1.2.2. REGULATED FLIGHTS

If TOBT is out of take-off parameters due to a CTOT, an error will be sent back to AO. As agreed between APT, AO and GH, CDM Platform will send a new calculated TOBT, according to CTOT, while AO Flight Operations is trying to get improvements on the CTOT. In this case TOBT status is TOBT T.

3.1.2.3. TOBT REPORTING ROUTINES

The TOBT is reported and/or adjusted in one of the following ways:

- CDM Platform HMI;
- Internal system of the airline/handling agent (via interface).

3.1.3. TARGET START-UP APPROVAL TIME (TSAT)

TSAT is the target time for start-up approval according to the A-CDM procedure. The TSAT is the time provided by departure traffic management system. The system calculates for every departure the best possible start-up and/or off-block time to reduce queuing times at the RWY, while maintaining a high RWY utilisation.

The TSAT is calculated by taking into account TOBT, CTOT, SID, departure fix, wake turbulence category, ACFT type and variable taxi times from the parking position to the departure RWY.

The latest time for the TSAT calculation is up to 5 minutes after TOBT is sent to TWR, as TOBT R. The pre-departure sequence is a result of the calculated TSAT.

3.1.3.1. TSAT REPORTING ROUTINES

The TSAT is transmitted in one of the following ways:

- CDM Platform HMI;
- Interface for e.g. the airlines or ground handling agents systems;
- Systems used by the ATC tower.

3.1.4. A-CDM ALERTS

An alert mechanism monitors expected upcoming events to trigger data updates and consistency. These alert messages will be either displayed at the CDM Platform HMI and/or sent to the responsible partner, via email and/or interface, to react onto the alerts as required.

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AIRPORT BRIEFING

3. DEPARTURE

3.1.5. START-UP & PUSH-BACK

Start-up approvals and push-back clearances are issued taking into account the TOBT and TSAT only. The sequence of the start-up request is no longer a factor. The following rules apply:

- ACFT has to be ready for start-up at TOBT.
- Pilot must request start-up approval within the time period of TSAT +/-5 minutes.
- LISBON Tower will issue the start-up approval depending on the TSAT and the current traffic situation.
- If the push-back/start-up clearance is requested later than 5 minutes after the TSAT start-up approval may not be issued, pending on TWR operational assessment.

In the case of delays, LISBON Tower has to be informed accordingly and a new TOBT has to be sent if it exceeds 5 minutes to the one that was accepted for sequence. No update on the information leads to a TOBT rejection and AO or GH has to re-enter a new value, restarting the process.

When generator start-up is necessary, flight crew shall inform Apron Control first. Only after having adequate safety measures put in place, the start-up clearance shall be issued.

3.1.6. VALIDITY OF TRIAL

Outside trial period standard START-UP & PUSH-BACK procedures are used; see 3.2.1. and 3.2.2.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

3.2.1. 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.

3.2.2. 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 (power back) for manoeuvring from a stand is not permitted.

Starboard engine allowed running in hotel mode for turbo-propeller ACFT while parked in stand, during ground rotation, if GPS not available or inadequate and for safety reasons.

If the ACFT engine is running in hotel mode, a crew member shall remain in the cockpit at all times.

Reverse thrust on propeller or jet engine as assistance on ACFT stopping during parking procedures, is not permitted, except for safety reasons to be justified.

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.

Exception applicable for turbo-propeller ACFT operating engine NR2 in hotel mode while parked in stand.

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AIRPORT BRIEFING

3. DEPARTURE

3.2.3. 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.

3.3. RWY OPERATIONS**3.3.1. 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'.

3.4. PROCEDURE TO REDUCE FREQUENCY OCCUPANCY

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

3.5. NOISE ABATEMENT PROCEDURES

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

3.6. 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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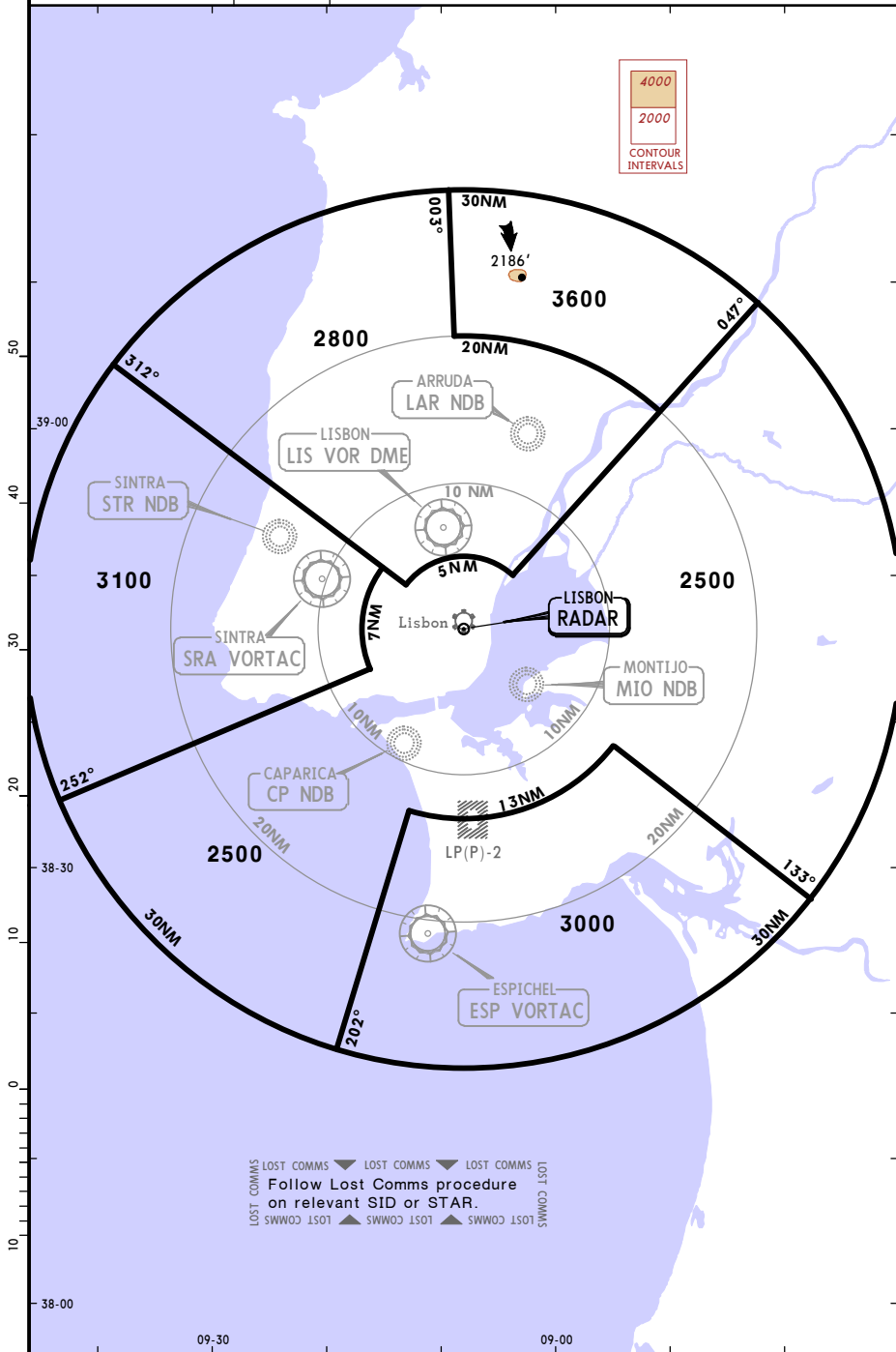
LISBON, PORTUGAL

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.

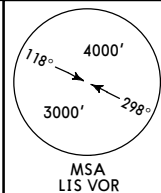
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Alt Set: hPa Trans level: By ATC Trans alt: 4000'

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**

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'.



Critical DME:
ESP, MTR & NSA
at FL60 until 60NM

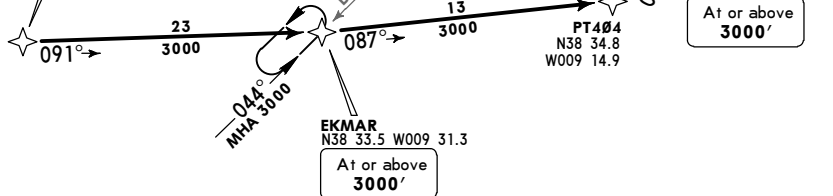


NOT TO SCALE

Direct distance from
NETVO to:
Lisbon Apt 9 NM

N38 32.7 W010 00.0

At or below
FL150



— 026°
MHA 3000
MAX FL140

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.

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

LPPT/LIS
LISBON

JEPPESSEN
30 OCT 15 (10-2A) Eff 12 Nov

LISBON, PORTUGAL
RNAV STAR

ATIS
124.150

Apt Elev
374'

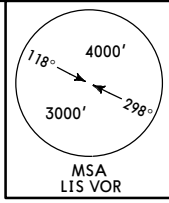
Alt Set: hPa Trans level: By ATC Trans alt: 4000'

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

BUSEN 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.

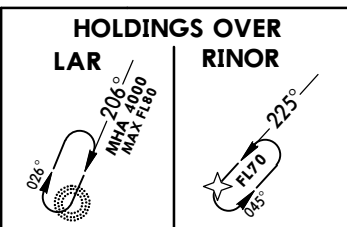
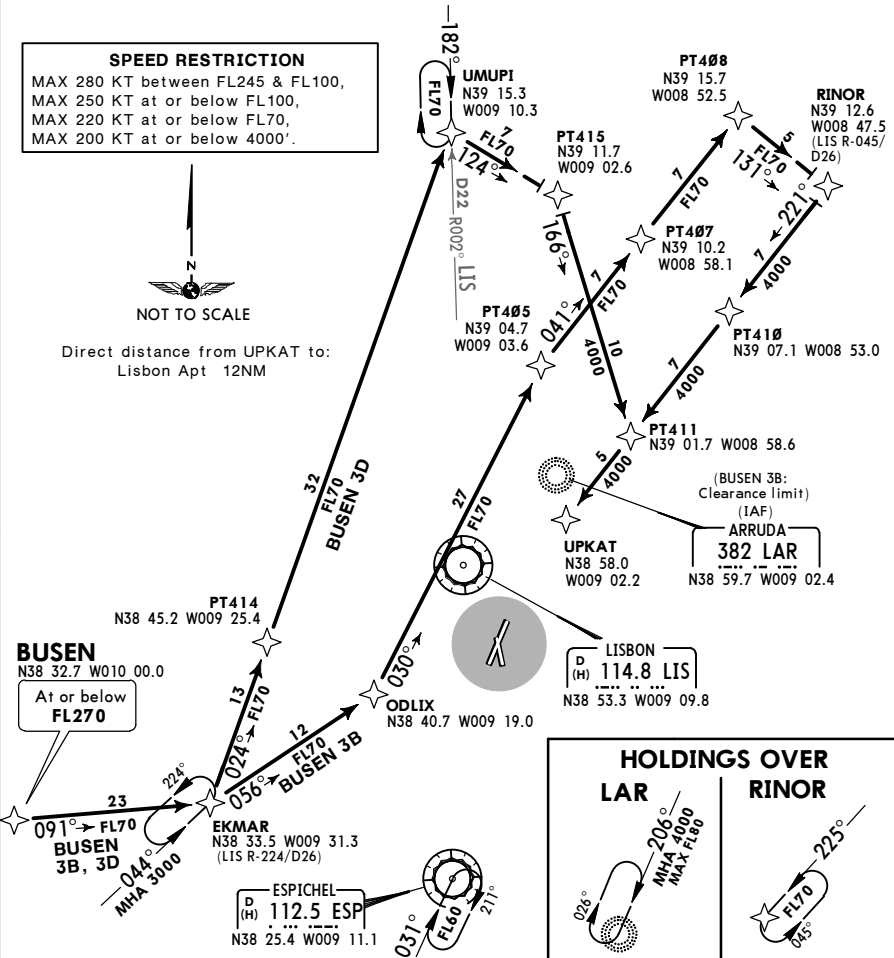
LSOT ▲ SSWO3 LSOT ▲ SSWO3 LSOT ▲ SSWO3 LSOT ▲ SSWO3 LSOT



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



Direct distance from UPKAT to:
Lisbon Apt 12NM

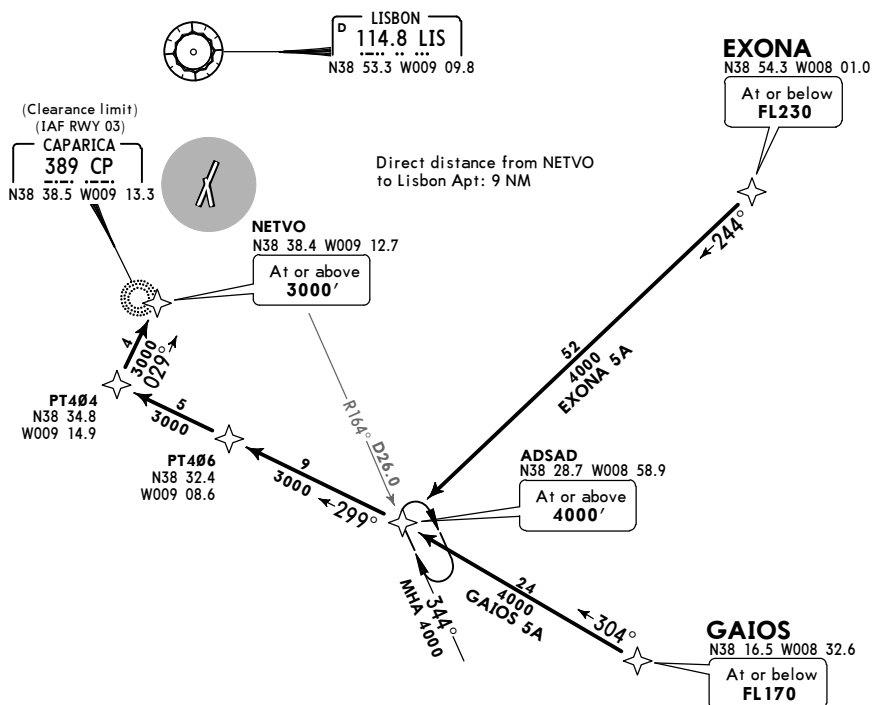
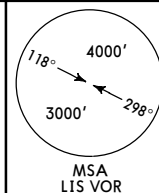


STAR	ROUTING
BUSEN 3B	BUSEN (FL270-) - EKMAR - ODPIX - PT405 - PT407 - PT408 - RINOR - PT410 - PT411 - UPKAT.
① BUSEN 3D By ATC	BUSEN (FL270-) - EKMAR - PT414 - UMUPI - PT415 - PT411 - UPKAT.
① Depending on military traffic.	

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.

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'.



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.



STAR	RWYS	ROUTING
EXONA 5A	03, 35	EXONA (FL230-) - ADSAD (4000'+) - PT406 - PT404 - NETVO (3000'+).
GAIOS 5A		GAIOS (FL170-) - ADSAD (4000'+) - PT406 - PT404 - NETVO (3000'+).

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 5B [GAI05B]
GAIOS 3D [GAI03D]
RNAV

EXONA
N38 54.3 W008 01.0

**At or below
FL210**

A diagram of a circle with two intersecting chords. The first chord is divided into two segments: 4000' and 2980'. The second chord is divided into two segments: 3000' and an unknown segment. The angle between the 4000' segment and the 2980' segment is labeled 118°.

MSA
-IS VOR

LOST COMMS ▼ LOST COMMS

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

Direct distance from UPKAT
to Lisbon Apt: 12 NM

between FL245 & FL246
at or below FL100,
at or below FL70,
at or below 4000'.

ROUTING

21	EXONA 3B	EXONA (FL210)-, RINOR (FL70+)- PT410 - PT411 - UPKAT (4000 +),
	AIOS 5B By ATC	GAIOS (FL290)-, ESP - EKWAR - ODLIX - PT405 - PT407 - PT408 - RINOR - PT410 - PT411 - UPKAT.
	AIOS 3D By ATC	GAIOS (FL290)-, EKMAR - PT414 - UMUPT - PT415 - PT411 UPKAT.

1 Depending on military traffic.

HOLDING OVER LARS

(EXONA 3B: Clearance limit)

382 LAR
ARRUDA

8 59.7 W009 02

32
FL70
GAIOS 3D

PT414
N38 45.2

Y

40.7 W009 19.0

— ESPICHEL —

GAIOS W008 32.6

At or below

FL290

293°

★
←289°

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LPPT/LIS
LISBON

JEPPESSEN
20 FEB 15 10-2D Eff 5 Mar

LISBON, PORTUGAL
RNAV STAR

ATIS 124.150	Apt Elev 374'	Alt Set: hPa Trans level: By ATC Trans alt: 4000' 1. EXPECT RADAR vectoring or instructions to follow specified waypoints. 2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.
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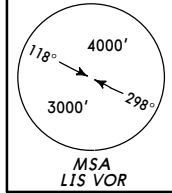
INBOM 5A [INBO5A]
RWYS 03, 35 RNAV ARRIVAL

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.
LSOT ▲ SSWOC LSOT ▲ SSWOC LSOT ▲ SSWOC LSOT ▲ SSWOC LSOT

SPEED RESTRICTION

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

INBOM
N40 00.1 W008 18.1
At or below
FL310



22° 220° 220° 220°
22° 220° 220° 220°
MHA FL100

FATIMA
D (H) 113.5 FTM
N39 39.9 W008 29.6

PT405
N39 04.7 W009 03.6

LISBON
D (H) 114.8 LIS
N38 53.3 W009 09.8

Direct distance from
NETVO to:
Lisbon Apt 9 NM



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



ODLIX
N38 40.7 W009 19.0

PT401
N38 37.1 W009 21.3

NETVO
N38 38.4 W009 12.7

PT402
N38 33.5 W009 23.5

PT404
N38 34.8 W009 14.9

PT403
N38 31.2 W009 17.2

HOLDING OVER
CP



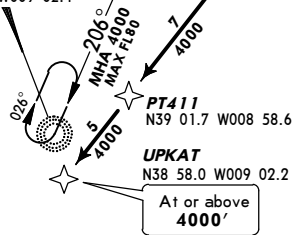
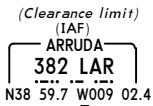
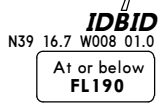
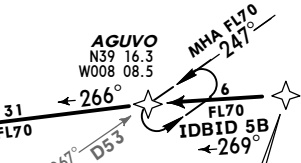
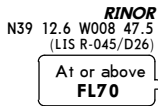
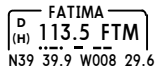
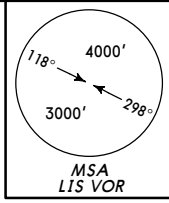
ROUTING

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

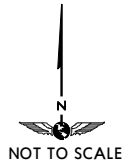
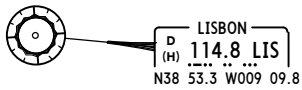
ATIS 124.15	Apt Elev 374'	Alt Set: hPa Trans level: By ATC Trans alt: 4000' 1. EXPECT RADAR vectoring or instructions to follow specified waypoints. 2. When planning STARs vertical profile, an explicit ATC descend clearance is always required.
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IDBID 5B [IDB15B], INBOM 3B [INBO3B]
RWY 21 RNAV ARRIVALS

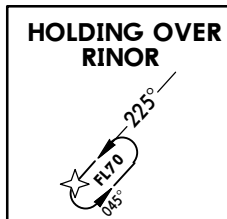
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Proceed to/at LAR holding pattern at last assigned level. Start descent to initial approach altitude to carry out a standard IFR approach according to IAC at ETA according to current flight plan or at EAT (when received and acknowledged). In case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



Direct distance from
UPKAT to:
Lisbon Apt 12 NM



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



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

LPPT/LIS
LISBON

 **JEPPESSEN**
26 DEC 14 **(10-2F)** **Eff 8 Jan**

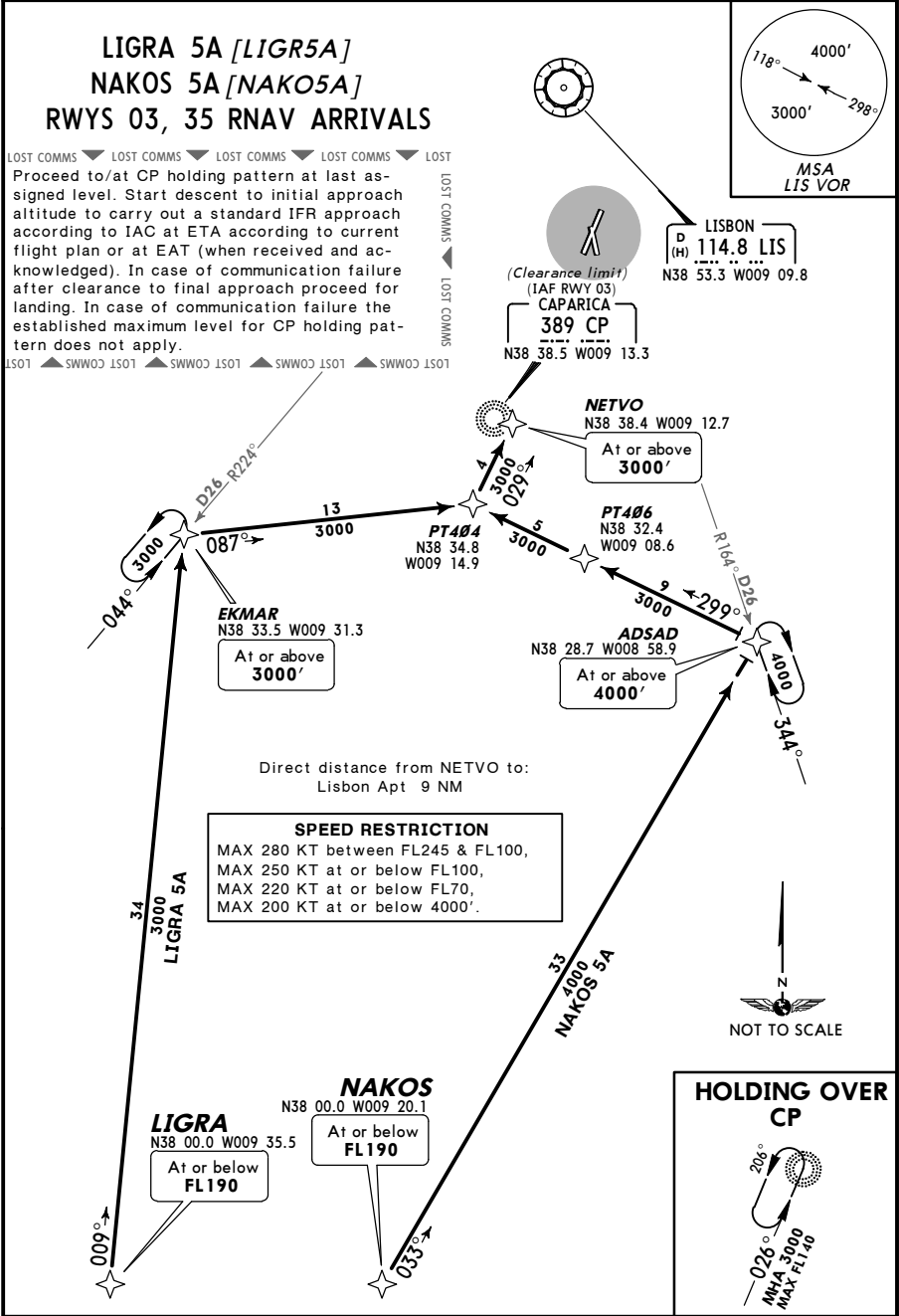
LISBON, PORTUGAL
RNAV STAR

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

LS01 ▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01



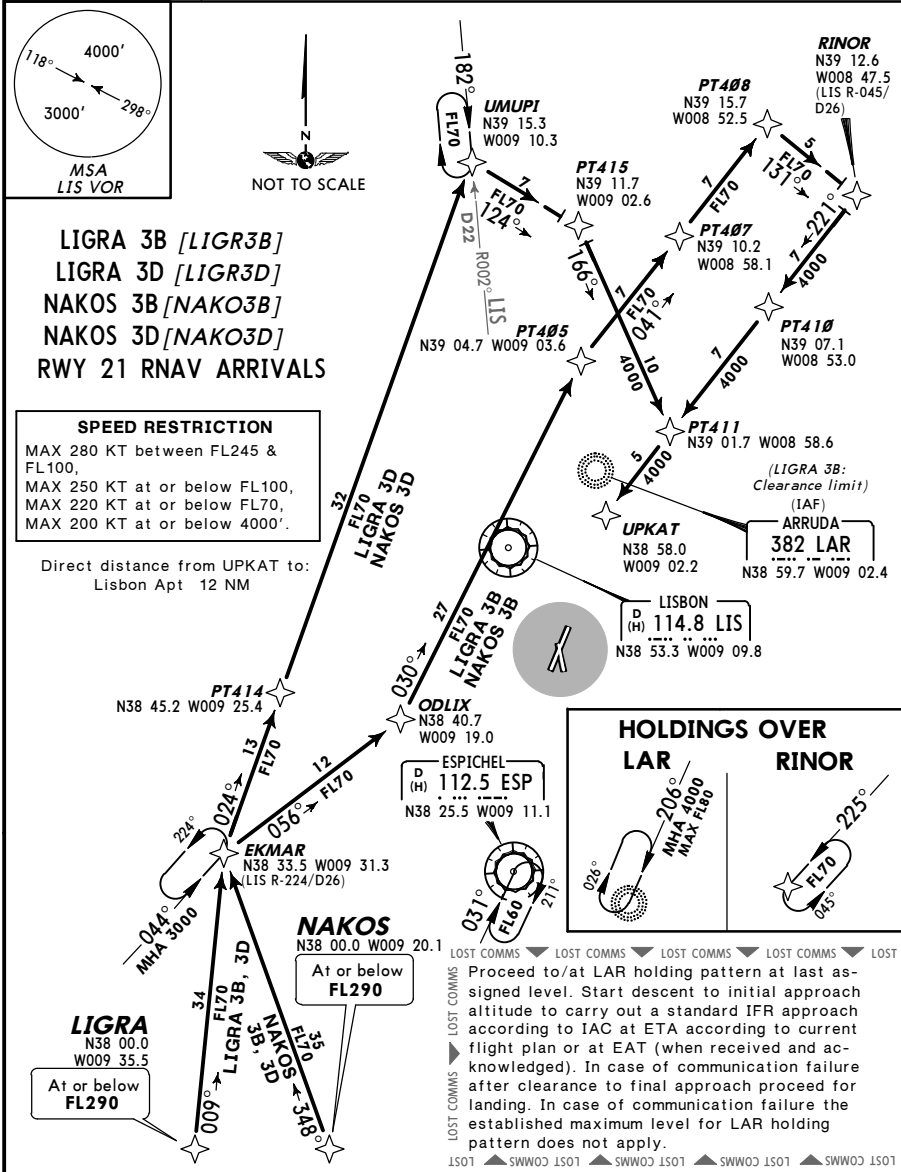
STAR	ROUTING
LIGRA 5A	LIGRA (FL190-) - EKMAR (3000'+) - PT404 - NETVO (3000'+).
NAKOS 5A	NAKOS (FL190-) - ADSAD (4000'+) - PT406 - NETVO (3000'+).

LPPT/LIS
LISBON

JEPPESSEN
26 DEC 14 (10-2G) Eff 8 Jan

LISBON, PORTUGAL
RNAV STAR

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

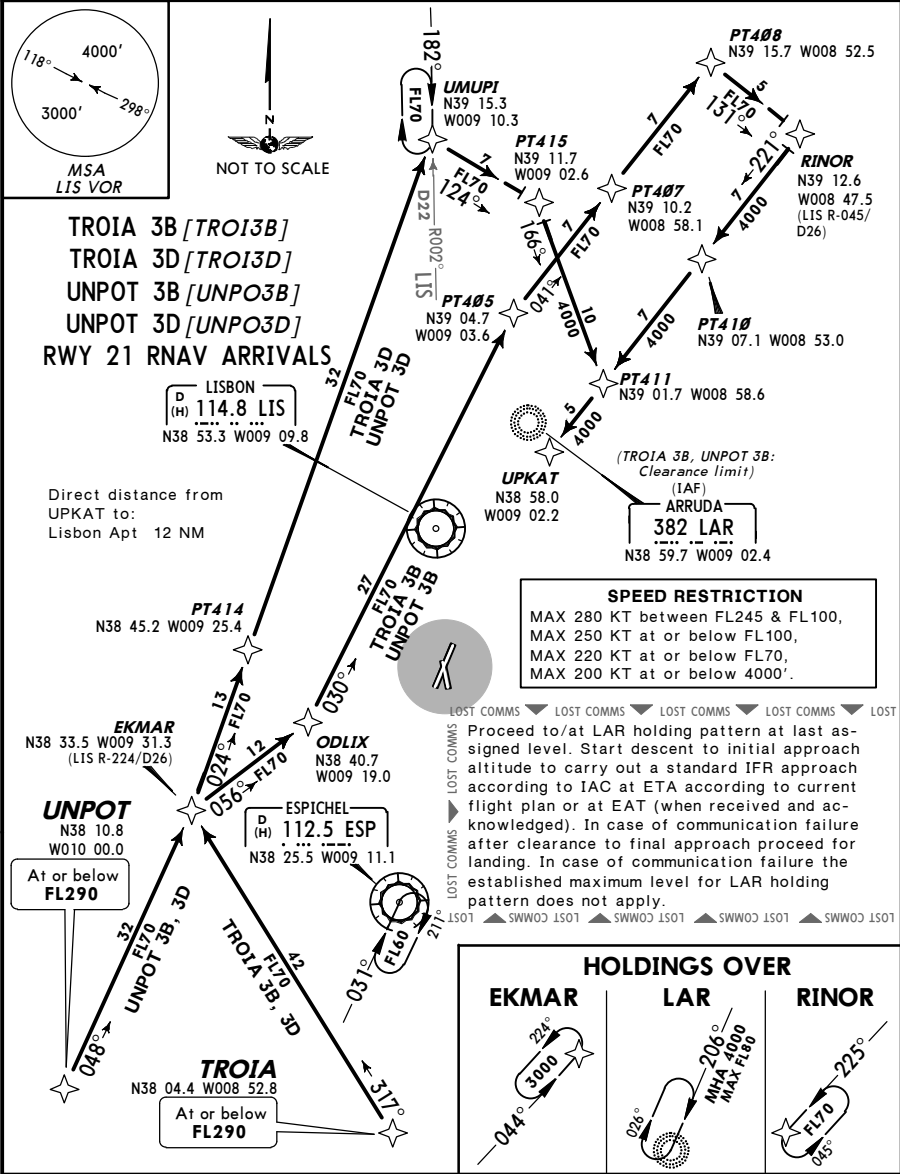
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LPPT/LIS
LISBON

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

LISBON, PORTUGAL
RNAV STAR

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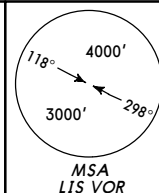


STAR	ROUTING
TROIA 3B	TROIA (FL290-) - EKMAR - ODLIX - PT405 - PT407 - PT408 - RINOR - PT410 - PT411 - UPKAT.
① TROIA 3D By ATC	TROIA (FL290-) - EKMAR - PT414 - UMUPI - PT415 - PT411 - UPKAT.
UNPOT 3B	UNPOT (FL290-) - EKMAR - ODLIX - PT405 - PT407 - PT408 - RINOR - PT410 - PT411 - UPKAT.
① UNPOT 3D By ATC	UNPOT (FL290-) - EKMAR - PT414 - UMUPI - PT415 - PT411 - UPKAT.
① Depending on military traffic.	

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
N40 01.9 W008 32.2
At or below



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

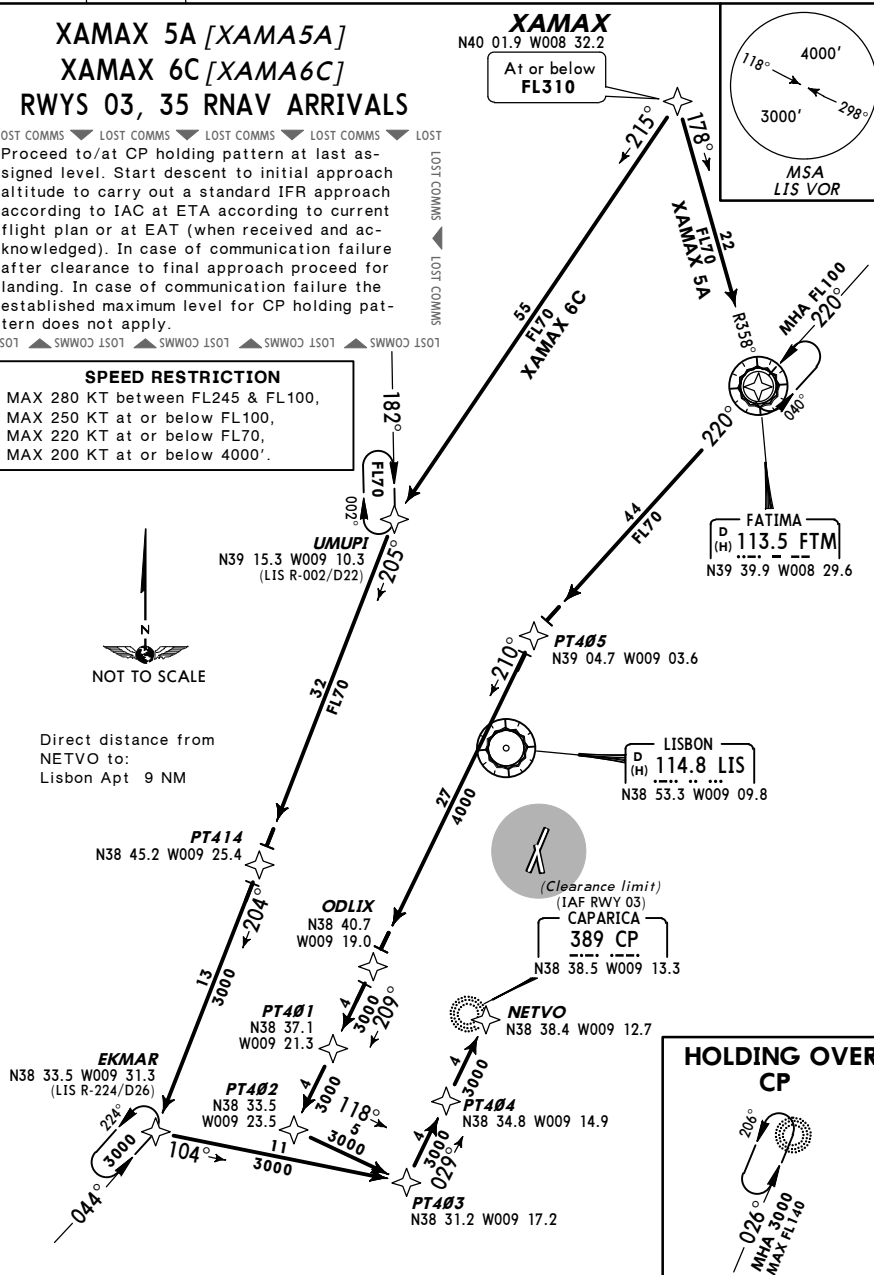
Proceed to/at CP holding pattern at last assigned level. Start descent to initial approach altitude to carry out a standard IFR approach according to IAC at ETA according to current flight plan or at EAT (when received and acknowledged). In case of communication failure after clearance to final approach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

ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC

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



Direct distance from
NETVO to:
Lisbon Apt 9 NM



**HOLDING OVER
CP**



STAR	ROUTING
XAMAX 5A	XAMAX (FL310-) - FTM - PT405 - ODLIX - PT401 - PT402 - PT403 - PT404 - NETVO.
① XAMAX 6C	XAMAX (FL310-) - UMUPI - PT414 - EKMAR - PT403 - PT404 - NETVO.
①	To be used depending on military conditions.

LPPT/LIS
LISBON

JEPPESSEN
26 DEC 14 (10-2L) Eff 8 Jan

LISBON, PORTUGAL
RNAV STAR

ATIS
124.15

Apt Elev
374'

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

**XAMAX 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'.

Direct distance from
UPKAT to:
Lisbon Apt 12 NM

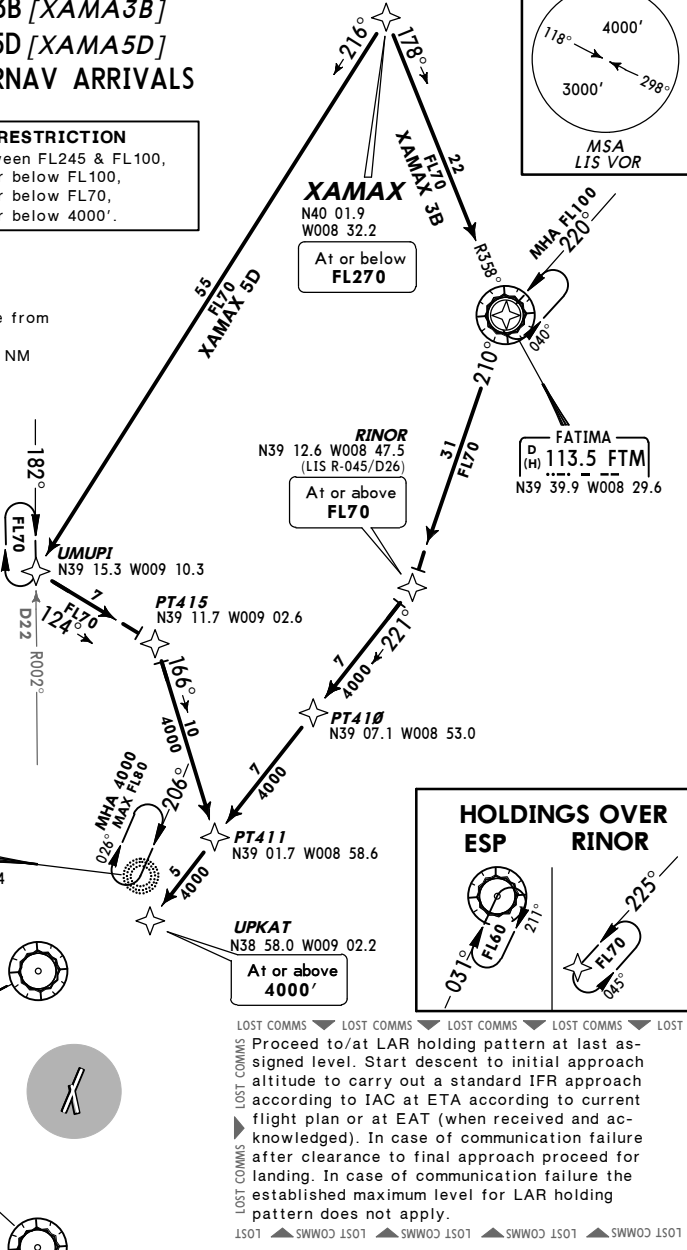


(XAMAX 3B:
Clearance limit)
(IAF)

ARRUDA
382 LAR
N38 59.7 W009 02.4

LISBON
D (H) 114.8 LIS
N38 53.3 W009 09.8

ESPICHEL
D (H) 112.5 ESP
N38 25.5 W009 11.1



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

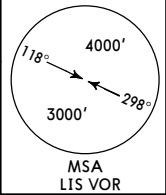
① Depending on military traffic.

LPPT/LIS
LISBON

JEPPesen
30 OCT 15 (10-2M) Eff 12 Nov

LISBON, PORTUGAL
STAR

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



ESP 9A, FTM 8A
RWYS 03, 35 ARRIVALS

FATIMA
D (H) 113.5 FTM
N39 39.9 W008 29.6

AIREZ
N39 27.3 W008 40.0

ARRUDA
382 LAR
N38 59.7 W009 02.4

LISBON
D (H) 114.8 LIS
N38 53.3 W009 09.8

LISBON
401 LO
N38 51.2 W009 05.8

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

(IAF RWY 35)
ESPICHEL
D (H) 112.5 ESP
N38 25.4 W009 11.1



NOT TO SCALE

① ESP 9A: In case of radar failure clearance limit ESP may be expected.

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

LPPT/LIS
LISBON

JEPPESSEN
26 DEC 14 10-2P Eff 8 Jan

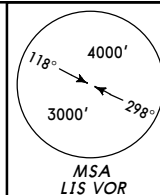
LISBON, PORTUGAL
RNAV STAR

ATIS
124.15

Apt Elev
374'

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

INBOM 5K [INBO5K]
XAMAX 5K [XAMA5K]
RWY 03 RNAV ARRIVALS
CONTINUOUS DESCENT OPERATIONS (CDO)
BY ATC
PENDING ON MILITARY TRAFFIC CONDITIONS



INBOM
N40 01.9 W008 32.2
W008 18.1

XAMAX
N40 01.9 W008 32.2

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

(CDO Start)
PT405
N39 04.7 W009 03.6
(48.7 NM to THR 03)
Between
FL170 & FL115

LISBON
D (H) 114.8 LIS
N38 53.3 W009 09.8

ODLIX
N38 40.7 W009 19.0
(21.7 NM to THR 03)
Between
FL80 & FL60

PT401
N38 37.1 W009 21.3
(17.7 NM to THR 03)
Between
6300' & 5000'

(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'

PT404
N38 34.8 W009 14.9
(12.2 NM to THR 03)
Between
4400' & 3400'

Direct distance from
NETVO to:
Lisbon Apt 9 NM

HOLDING OVER
CP



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').

LPPT/LIS
LISBON

JEPPESSEN

26 DEC 14

(10-2Q)

Eff 8 Jan

LISBON, PORTUGAL

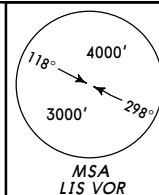
RNAV STAR

ATIS
124.15

Apt Elev
374'

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

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



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

LSOT ▲ SSW003 LSOT ▲ SSW003 LSOT ▲ SSW003 LSOT ▲ SSW003 LSOT



(Clearance limit)

CAPARICA

389 CP

N38 38.5 W009 13.3

NETVO
N38 38.4 W009 12.7
(8.2 NM to THR 03)

Alt 3000'

EKMAR
N38 33.5 W009 31.3
(25.1 NM to THR 03)

Between
FL90 & FL60

D26 224°
087°

13
3000

PT404

N38 34.8 W009 14.9
(12.2 NM to THR 03)

Between
4400' & 3400'

(CDO Start)
UNPOT
N38 10.8 W010 00.0
(57.1 NM to THR 03)

Between
FL230 & FL150

32
3000
048°

HOLDING OVER

CP

EKMAR



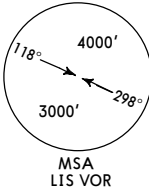
ROUTING

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

LPPT/LIS
LISBON

JEPPESSEN
30 OCT 15 (10-3) Eff 12 Nov

LISBON, PORTUGAL
RNAV SID

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
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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

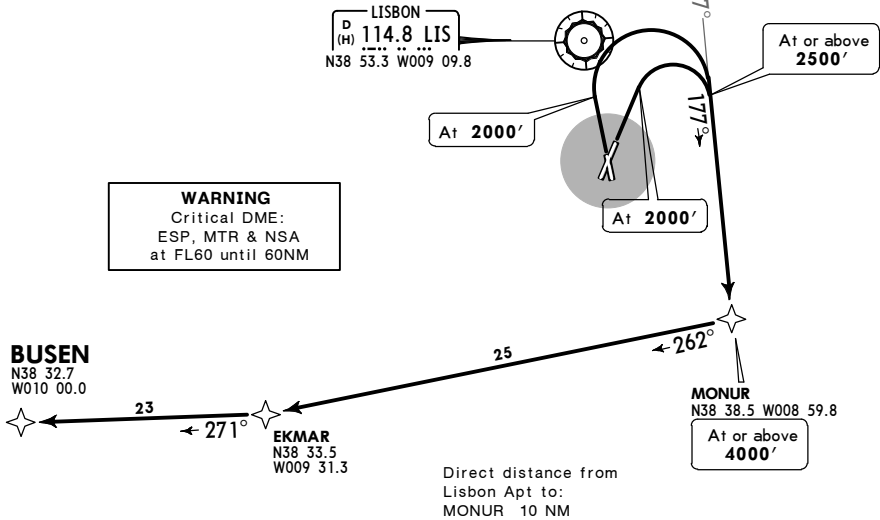
Until passing LIS 30 DME maintain last cleared and acknowledged level or level assigned to respective SID, whichever is higher, then adjust level and speed according to filed flight plan.

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.

SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01

LOST COMMS ▼ LOST COMMS ▼



RWY 35

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

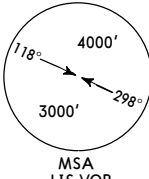
Gnd speed-KT	75	100	150	200	250	300
4.9% V/V(fpm)	372	496	744	992	1241	1489

Initial climb clearance FL60
ROUTING
Climb to 2000', turn RIGHT, intercept 177° bearing from LAR to MONUR at or above 2500', then to EKMAR - BUSEN.

LPPT/LIS
LISBON

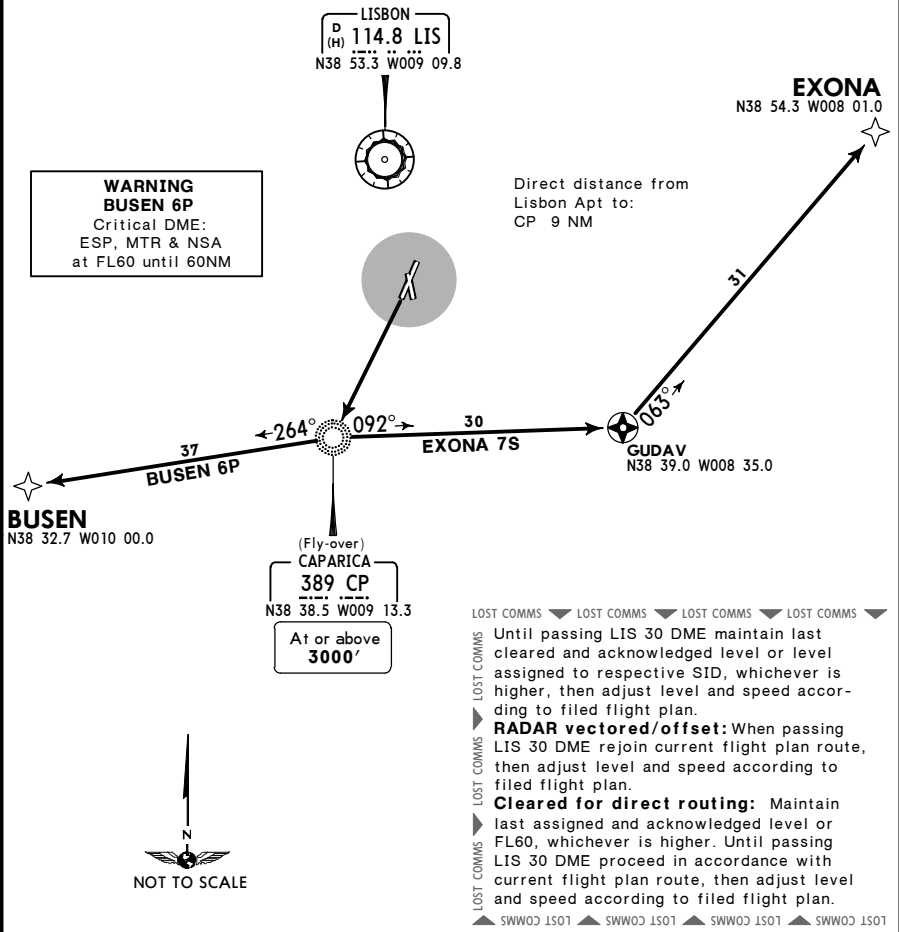
JEPPESEN
30 OCT 15 **(10-3A)** **Eff 12 Nov**

LISBON, PORTUGAL
RNAV SID

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
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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



Initial climb clearance **FL60**

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

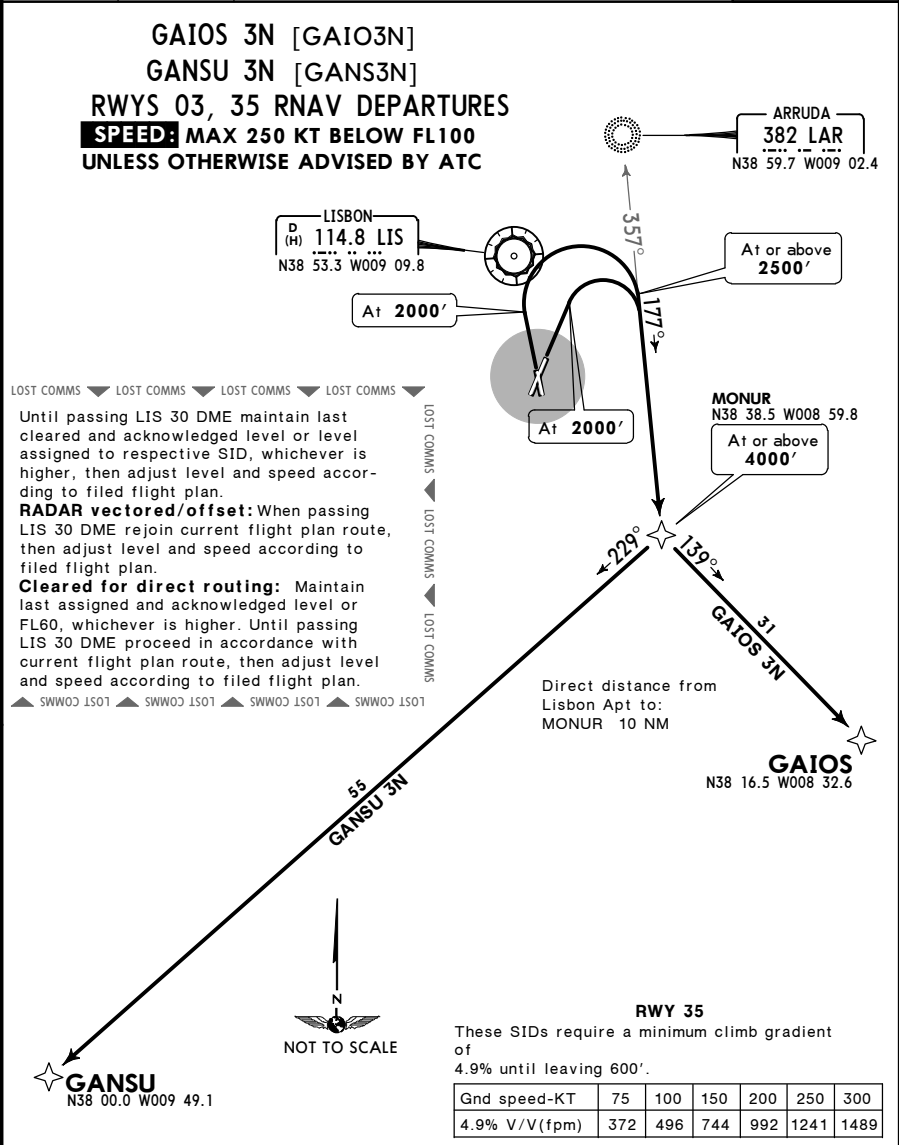
-  Flights to OGERO and UREDI above FL245.
Flights to PORTA below FL245.

LPPT/LIS
LISBON

JEYPESEN
22 MAY 15 10-3B

LISBON, PORTUGAL
RNAV SID

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

LPPT/LIS
LISBON

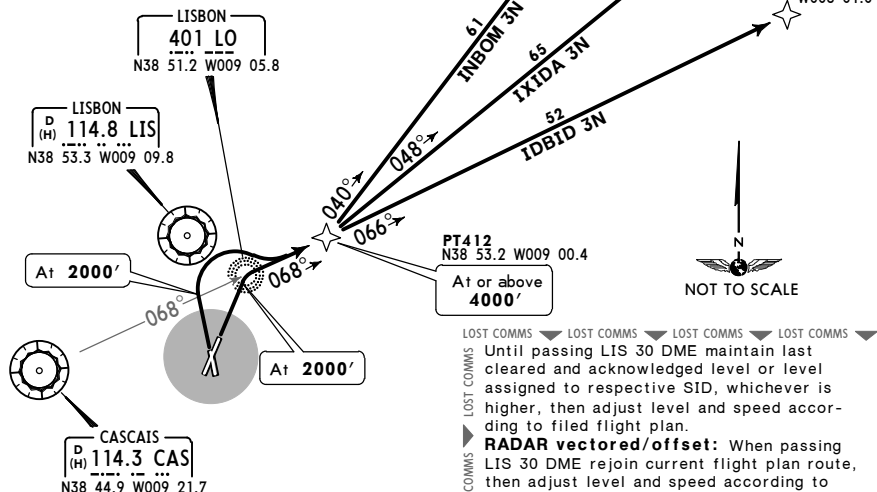
JEPPESSEN
22 MAY 15 (10-3D)

LISBON, PORTUGAL
RNAV SID

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

Direct distance from
Lisbon Apt to:
PT412 9 NM



RWY 35

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

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

- LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
- Until passing LIS 30 DME maintain last cleared and acknowledged level or level assigned to respective SID, whichever is higher, then adjust level and speed according to filed flight plan.
- RADAR vectored/offset:** When passing LIS 30 DME rejoin current flight plan route, then adjust level and speed according to filed flight plan.
- Cleared for direct routing:** Maintain last assigned and acknowledged level or FL60, whichever is higher. Until passing LIS 30 DME proceed in accordance with current flight plan route, then adjust level and speed according to filed flight plan.
- ▲ SSWWOC 1501 ▲ SSWWOC 1501 ▲ SSWWOC 1501 ▲ SSWWOC 1501

Initial climb clearance FL60

SID	ROUTING
IDBID 3N ①	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 ②	Climb to 2000', turn RIGHT, intercept CAS R-068 (068° bearing from LO) to PT412, then to IXIDA.

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

② Flights to TOSDI above FL245.
Flights to RIVRO below FL245.

LPPT/LIS
LISBON

JEPPESSEN
22 MAY 15 (10-3E)

LISBON, PORTUGAL
RNAV SID

LISBON Approach (R) 119.1	Apt Elev 374'	Trans level: By ATC Trans alt: 4000' 1. After take-off contact LISBON Approach when passing 1000', mentioning only the callsign and passing altitude. 2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages). 3. If unable to comply with FMS RNAV SIDs advise ATC.	 MSA LIS VOR
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INBOM 9S [INBO9S]
IXIDA 9S [IXID9S]
RWY 21 RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE ADVISED BY ATC

Direct distance from
Lisbon Apt to:
CP 9 NM

LISBON
D (H) 114.8 LIS
N38 53.3 W009 09.8



CAPARICA
389 CP
N38 38.5 W009 13.3
At or above
3000'

MAGUM
N39 10.1
W008 23.6

INBOM
N40 00.1 W008 18.1

USIVI
N39 41.8
W008 12.7

IXIDA
N39 39.3
W008 01.0



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 ▲ SMMWOC 1501 ▲ SMMWOC 1501 ▲ SMMWOC 1501

Initial climb clearance **FL60**

SID	ROUTING
INBOM 9S	Climb to CP, turn LEFT to GUDAV, then to MAGUM - USIVI - INBOM.
IXIDA 9S ①	Climb to CP, turn LEFT to GUDAV, then to IXIDA.

- ① Flights to TOSDI above FL245.
Flights to RIVRO below FL245.

LPPT/LIS
LISBON

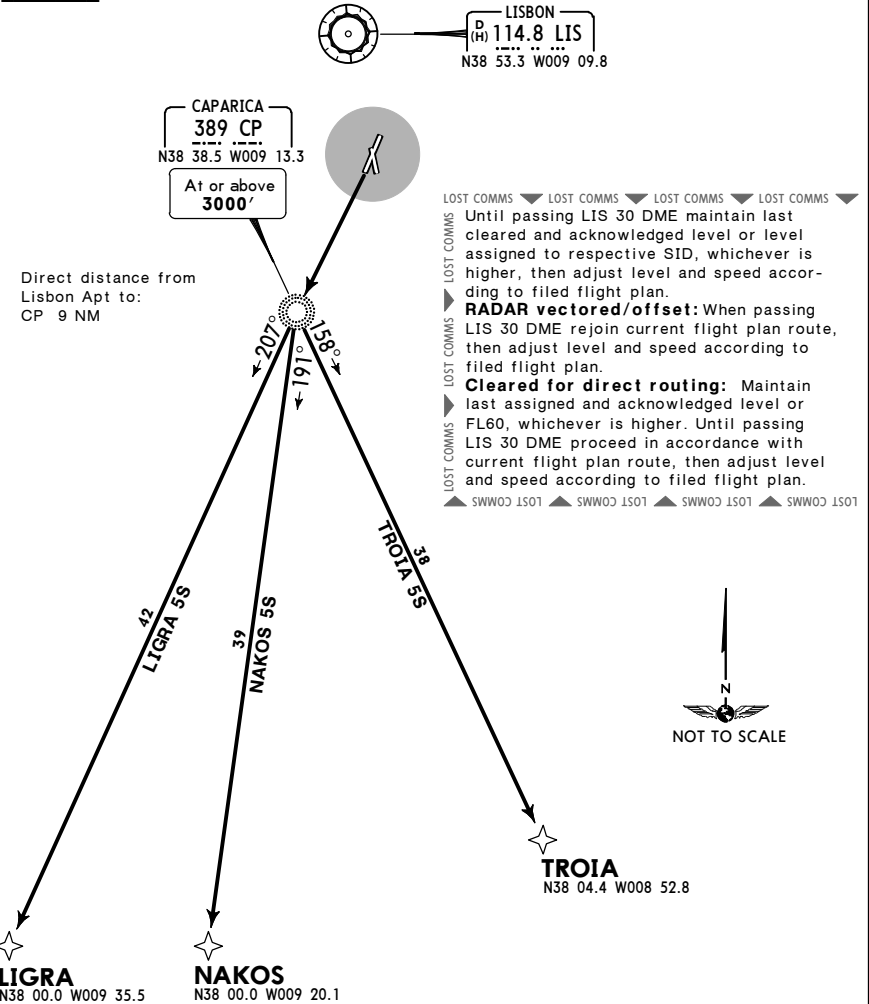
JEPPESSEN
22 MAY 15 **(10-3G)**

LISBON, PORTUGAL
RNAV SID

LISBON Approach (R) 119.1	Apt Elev 374'	Trans level: By ATC Trans alt: 4000' 1. After take-off contact LISBON Approach when passing 1000', mentioning only the callsign and passing altitude. 2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages). 3. If unable to comply with FMS RNAV SIDs advise ATC.	 MSA LIS VOR
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LIGRA 5S [LIGR5S], NAKOS 5S [NAKO5S]
TROIA 5S [TROI5S]
RWY 21 RNAV DEPARTURES

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



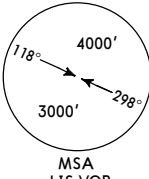
Initial climb clearance **FL60**

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.

LPPT/LIS
LISBON

JEPPESSEN
4 MAR 16 (10-3H)

LISBON, PORTUGAL
SID

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, passing altitude and SID. 2. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.	 MSA LIS VOR
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ESP 2N, ESP 3S

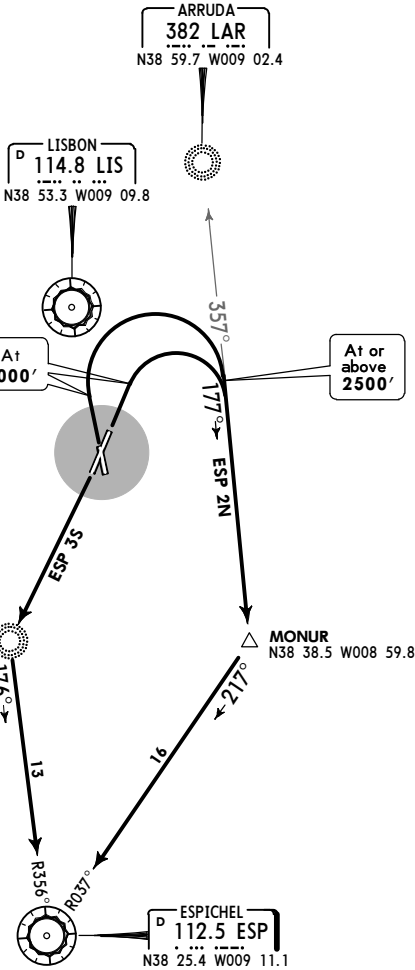
**SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE ADVISED BY ATC**

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:
CP 9 NM
MONUR 10 NM

CAPARICA
389 CP
N38 38.5 W009 13.3



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 clearanceFL60

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.

LPPT/LIS
LISBON

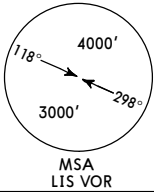
JEPPesen
4 MAR 16 (10-3J)

LISBON, PORTUGAL
SID

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



FTM 1N, FTM 2S
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE ADVISED BY ATC

FATIMA
113.5 FTM
N39 39.9 W008 29.6

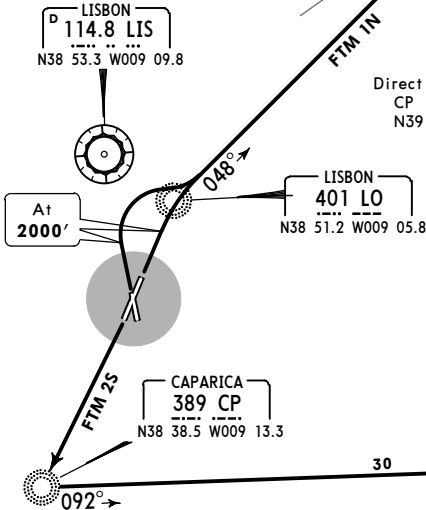


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Until passing LIS 30 DME maintain last cleared and acknowledged level or level assigned to respective SID, whichever is higher, then adjust level and speed according to filed flight plan.
RADAR vectored/offset: When passing LIS 30 DME rejoin current flight plan route, then adjust level and speed according to filed flight plan.
Cleared for direct routing: Maintain last assigned and acknowledged level or FL60 whichever is higher. Until passing LIS 30 DME proceed in accordance with current flight plan route, then adjust level and speed according to filed flight plan.
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 05.6 W008 47.3 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.

LPPT/LIS

JEPPesen

22 APR 16

10-8

Eff 28 Apr

LISBON, PORTUGAL

LISBON

WIP FOR TWY RESTORATION

REFER ALSO TO LATEST NOTAMS

Presence of temporary hazards on RWY 03/21 strip. Confirm daily PIB NOTAM for WIP hazards.
RWY 03/21 declared distances. Confirm performance calculations are based on updated data during WIP.
Movement of vehicle construction related inside Aerodrome crossing TWY L at South.

Full restoration work will take place on manoeuvring area affecting TWYs: U1, N1, N2, M4, M5, P and U2.

RWY 17/35 will be available as alternate, during night time closure periods of RWY 03/21, considering RWY 17 limitations for landing operations.

PHASE 1



TWY M5 closed.

RWY 21 will operate with all declared distances reduced by 220m.

LDA RWY 21: 9793' (2985m)

TAKE-OFF RUN AVAILABLE

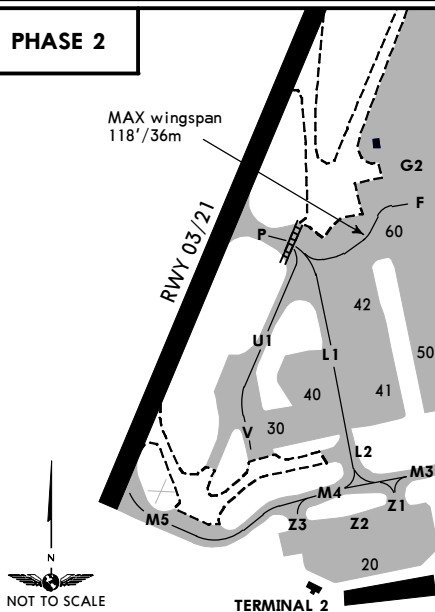
RWY 21:

From posn 1 (beginning of starter extension)	11,762' (3585m)
posn 2 (rwy head)	11,434' (3485m)
posn 3 (twy U5 int)	7185' (2190m)

LEGEND

P	Taxiway
14	Apron

PHASE 2



TWY N2 closed.

LPPT/LIS

JEPPesen
22 APR 16 **(10-8A)** **Eff 28 Apr**

LISBON, PORTUGAL
LISBON

WIP FOR TWY RESTORATION

REFER ALSO TO LATEST NOTAMS

PHASE 3A

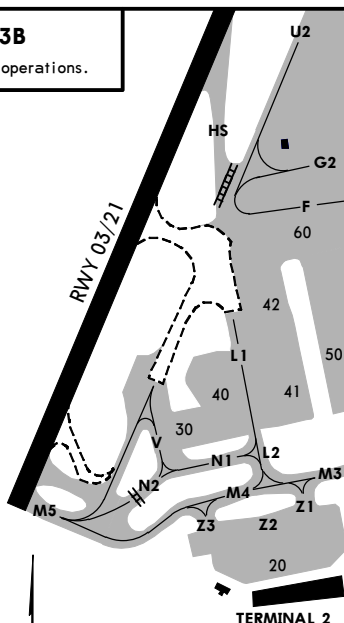
Daytime operations.

If vacating via TWY P, use caution due open trench East side taxi route.



PHASE 3B

Nighttime operations.



LEGEND

- P Taxiway
- 14 Apron

PHASE 4



LPPT/LIS

 **JEPPESSEN**

30 OCT 15

(10-9A)

Eff 12 Nov

LISBON, PORTUGAL
LISBON

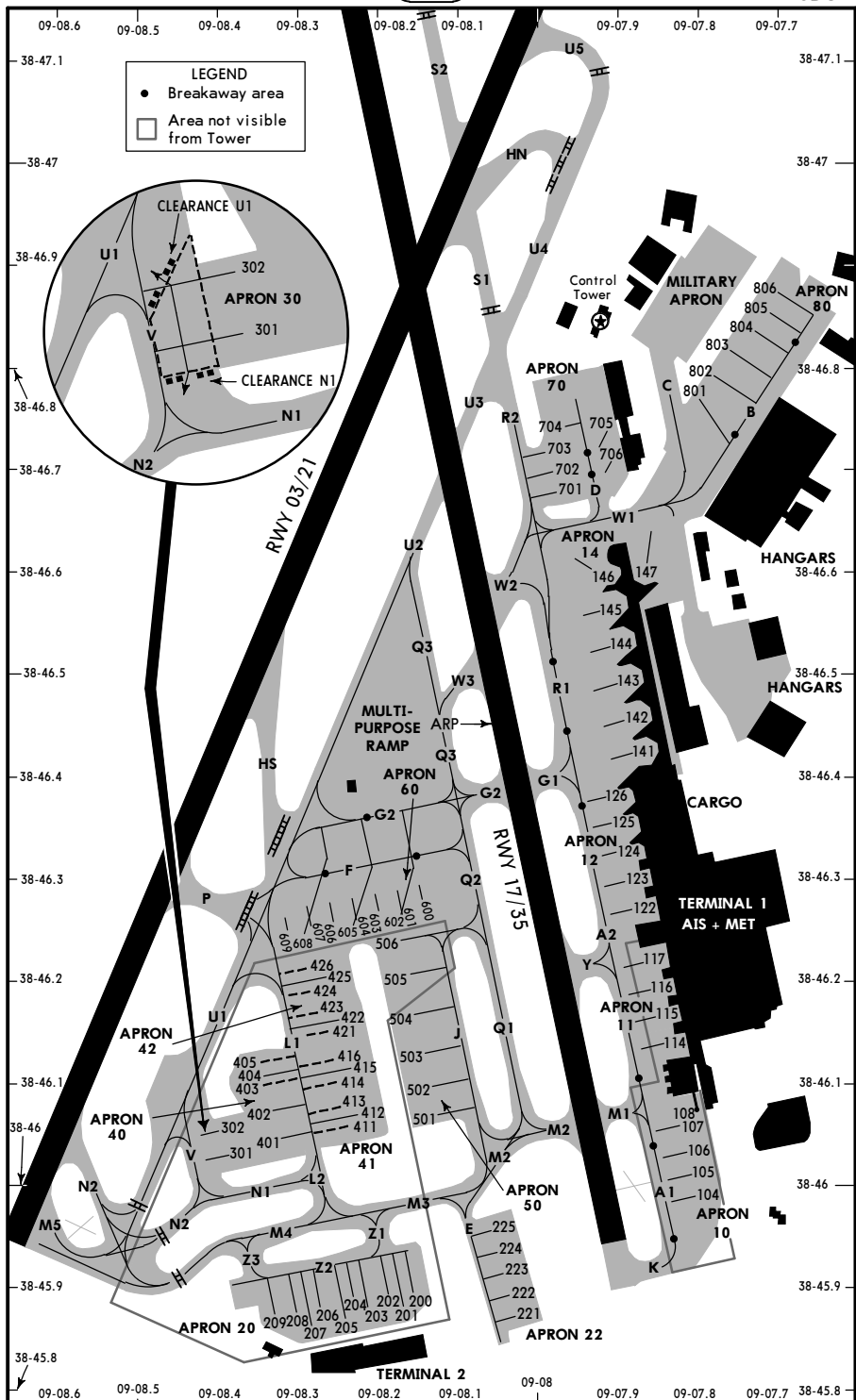
ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
						Threshold	Glide Slope		
03	HIRL (60m)	CL (15m)	HIALS ①	HSTIL-HN	RVR	11,860' 3615m	10,868' 3313m	②	148' 45m
21	HIRL (60m)	CL (15m)	HIALS-II	TDZ ①	HST-HS	RVR 10,515' 3205m	9435' 2876m		
① PAPI-L (3.0°)									
② 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) ③									
posn 2 (rwy head) 12,156' (3705m)									
posn 3 (twy U5 int) 7907' (2410m)									
③ Available only in normal visibility operations									
17	HIRL (30m)								148' 45m
35	HIRL (30m)	HIALS	PAPI-L (3.0°)			7382' 2250m		④	
④ 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)									
posn 3 (twy M1/M2 int) 6890' (2100m) (for wide bodied acft)									
Static T/O: ▲ 3 KT (Northwind)									
Rolling T/O: ▲ 11 KT									
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						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.						

LPPT/LIS

JEPPesen
8 APR 16 10-9B

LISBON, PORTUGAL
LISBON



CHANGES: Stand 108 added.

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LPPT/LIS



LISBON, PORTUGAL

LISBON

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, 108	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				

LPPT/LIS

JEPPESSEN
27 MAY 11 10-9D Eff 2 Jun

LISBON, PORTUGAL
LISBON

**TAXIROUTES
FROM/TO RWY 03**

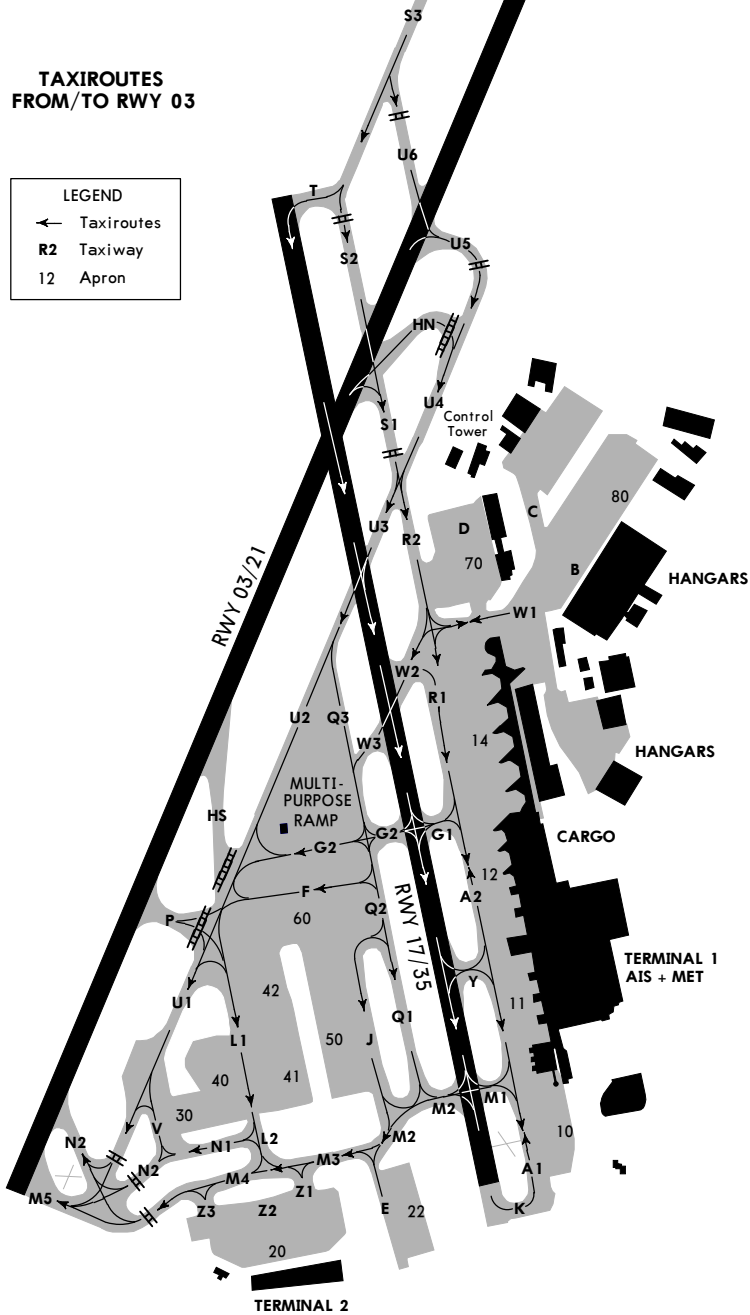
LEGEND

←

Taxiroutes

R2Taxiway

12Apron



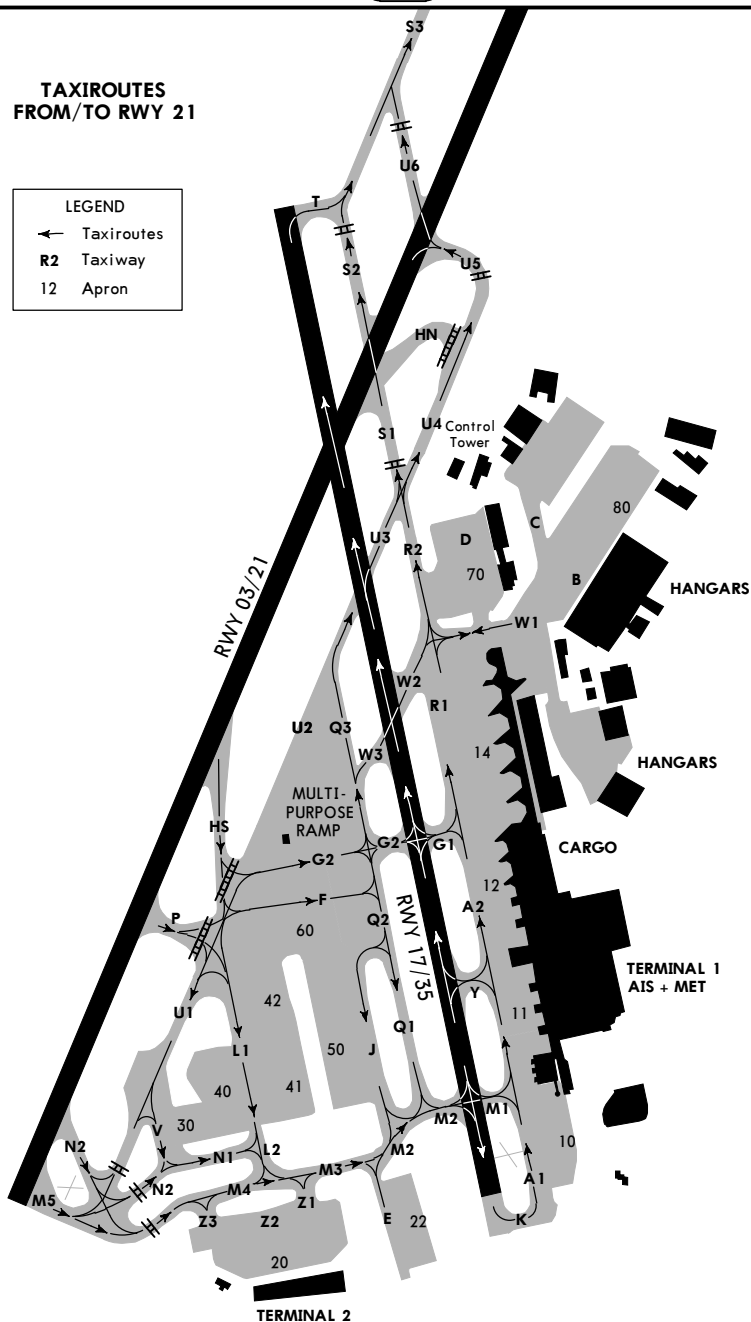
LPPT/LIS

JEPPesen
27 MAY 11 10-9E Eff 2 Jun

LISBON, PORTUGAL
LISBON

**TAXIROUTES
FROM/TO RWY 21**

LEGEND	
←	Taxiroutes
R2	Taxiway
12	Apron



LPPT/LIS


JEPPESSEN
 7 AUG 15 **(10-9F)** **Eff 20 Aug**
LISBON, PORTUGAL
LISBON

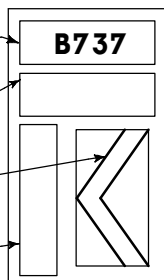
APIS (AIRCRAFT PARKING & INFORMATION SYSTEM)

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

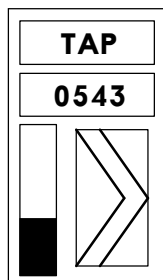
Display B indicating: Flight number, time, "STOP", "ON" (chicks) and "DOWN".

Centreline beacon side-in guidance.

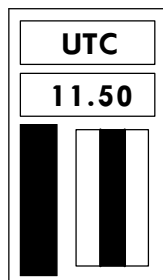
Closing-rate information. Full closing rate thermometer indicates at least 49'/15m to stop position.



Turn LEFT



Turn RIGHT



On centerline

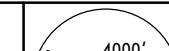
PILOT INSTRUCTIONS

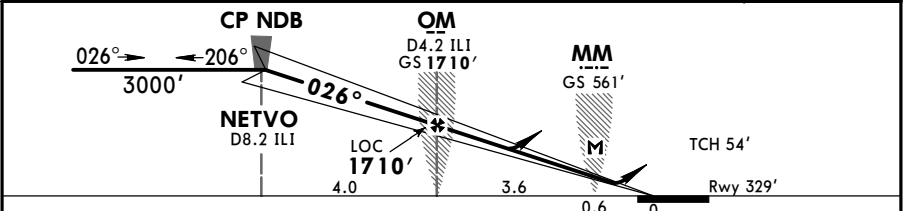
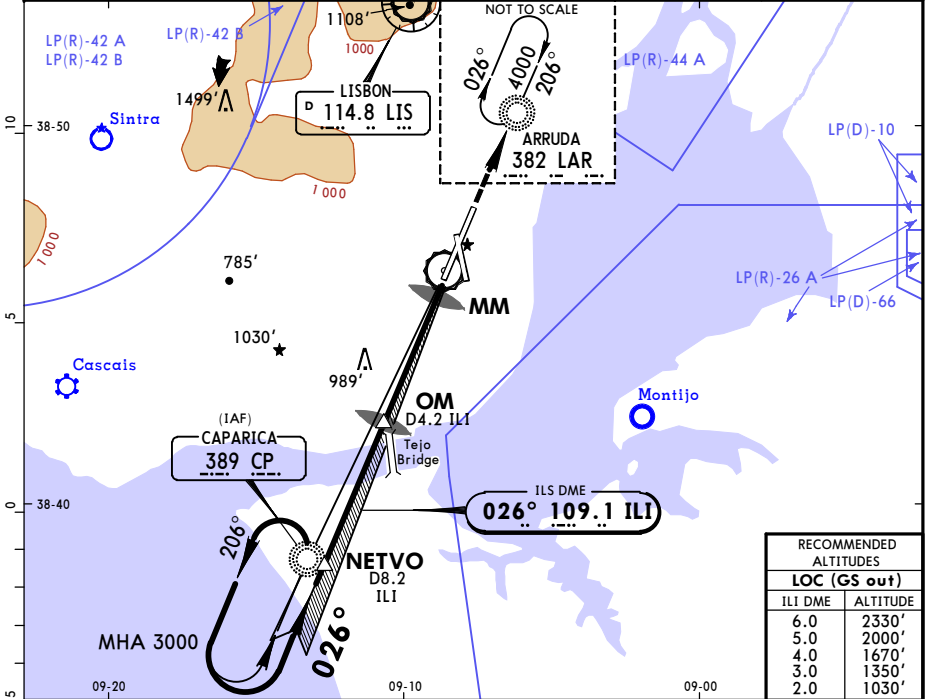
1. APIS display indication (OK) is a system status information and not a stand clearance confirmation message. Pilots shall not consider as granted that aircraft safety area (ASA) is clear of obstacles when APIS system is displaying a (OK) message.
2. Follow twy lead-in line and adjust according to the directions of the centerline beacon side-in guidance.
3. Check correct acft type is flashing and that centerline guidance and closing rate thermometer is activated.
4. Do not enter the stand if display presents STOP or wrong acft type.
5. Approximately 95'/29m before STOP.
6. 75'/23m before STOP, acft type goes steady. If speed is too high, SLOW DOWN can be shown.
7. 62'/19m before stop position aircraft series information disappears.
8. 49'/15m before stop position aircraft type information disappears and "14m" is displayed and gradually decreases until final stop position.
9. Full closing rate thermometer indicates at least 49'/15m to STOP. When acft has less than 49'/15m to STOP thermometer starts to move from bottom to top.
10. When stop position is reached, display indicates STOP and if acft is parked correctly, display indicates also OK.
11. If acft overshoots the limit for correct parking, display indicates TOO FAR. Request for push-back might be necessary.
12. Display and indicators automatically shut down after 3 minutes.
13. When final stop position is reached or if a failure occurs, the display shows first STOP - stop before OK or the failure code is displayed.
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.

LPPT/LIS
LISBON

JEPPesen
30 OCT 15 11-1 Eff 12 Nov

LISBON, PORTUGAL
ILS Rwy 03

B R E E I N G S T R I P ™	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			



Gnd speed-Kts	70	90	100	120	140	160		4000' ↑
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	849		
MAP at MM								

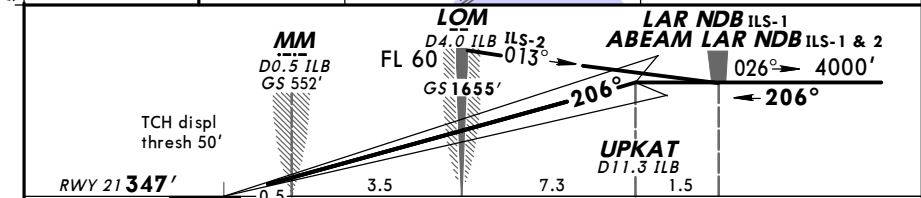
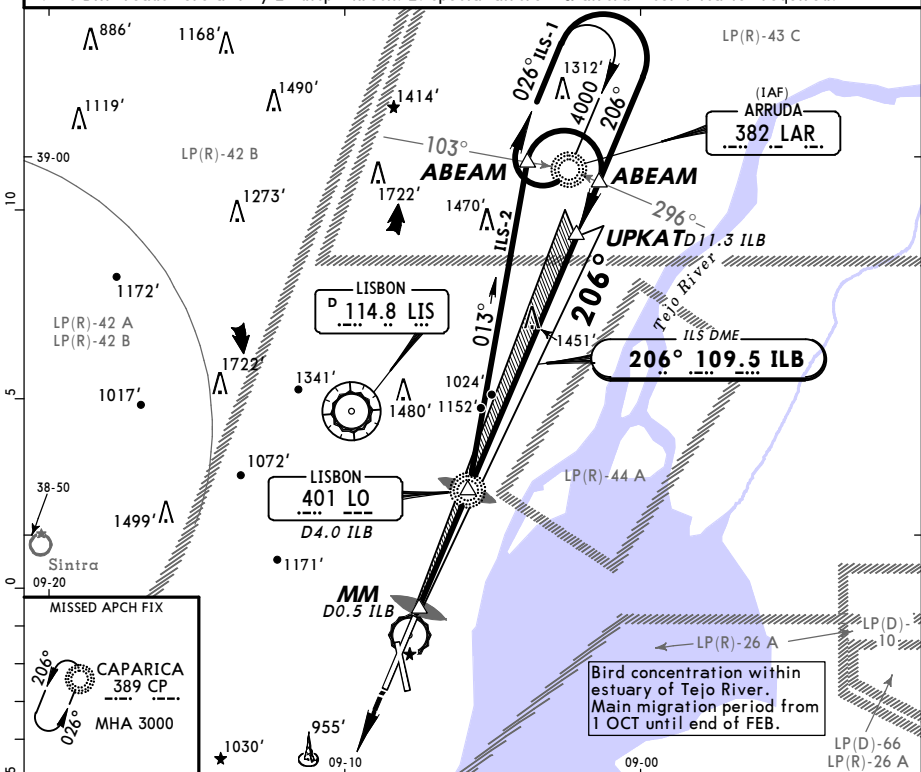
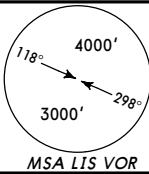
Standard		STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND			
		ILS		LOC (GS out)					
		DA(H) 529'(200')		DA(H) 829'(500')					
		FULL/Limited		ALS out		ALS out		Max Kts	
A	RVR 750m	RVR 1200m	RVR 1500m			100	MDA(H) 1500'	(1126')	1500m
B						135	1500'	(1126')	1600m
C						180	1580'	(1206')	2400m
D						205	1580'	(1206')	3600m
			RVR 1800m	CMV 2300m					

LPPT/LIS
LISBON

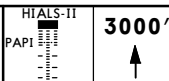
26 DEC 14 **11-2A** **JEPPesen** Eff 8 Jan

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

D-ATIS Arrival 124.15	LISBON Approach 119.1 119.55	LISBON Tower 118.1	*Ground 121.75
LOC ILB 109.5	Final Apch Crs 206°	GS LOM 1655' (1308')	CAT II & IIIA ILS Refer to Minimums Apt Elev 374' RWY 347'
MISSD APCH: Climb STRAIGHT AHEAD to 3000', then proceed to CP NDB and hold. Contact ATC.			
Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 4000'			
1. ILS DME reads zero at rwy 21 displ thresh. 2. Special aircrew & aircraft certification required.			



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849



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

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

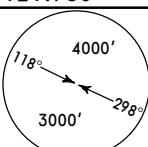
CHANGES: Bearings.

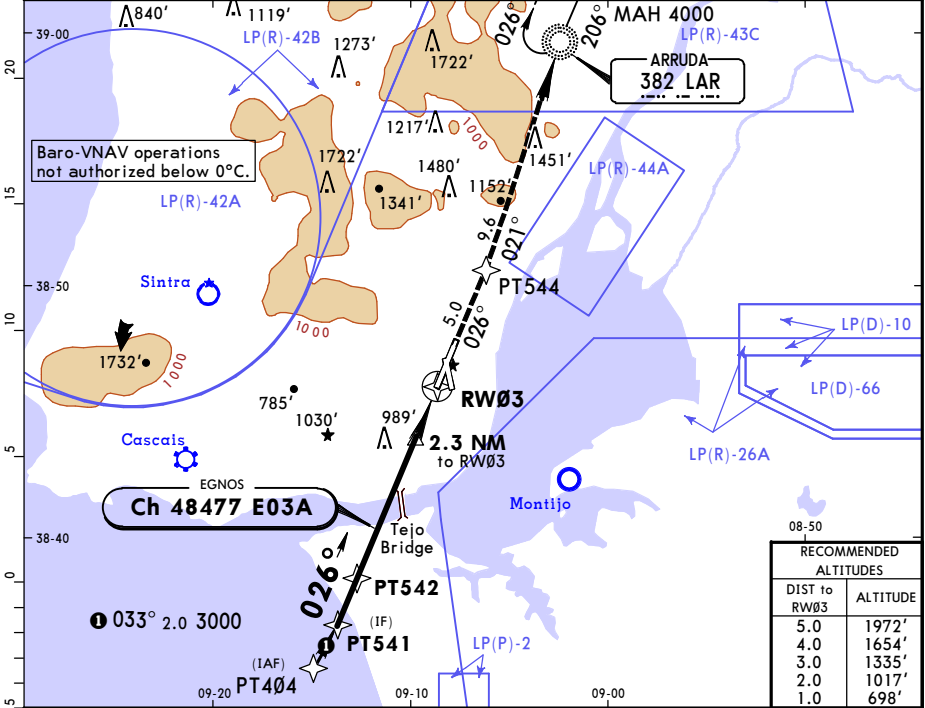
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LPPT/LIS
LISBON

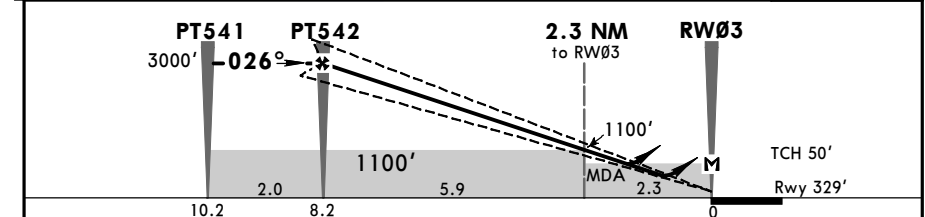
JEPPESEN
30 OCT 15 (12-1) Eff 12 Nov

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 Ch 48477 E03A	Final Apch Crs 026°	Procedure Alt PT542 3000' (2671')	LPV DA(H) 760' (431')	Apt Elev 374' 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			
	Navigation specification: RNP apch.						MSA ARP	



RECOMMENDED ALTITUDES	
DIST to RW03	ALTITUDE
5.0	1972'
4.0	1654'
3.0	1335'
2.0	1017'
1.0	698'



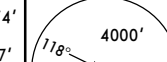
Gnd speed-Kts		70	90	100	120	140	160	HIALS PAPI		PT544 ↑	
Glide Path Angle 3.00°		372	478	531	637	743	849				
MAP at RW03											
Standard		STRAIGHT-IN LANDING RWY 03						LNAV CDFA		CIRCLE-TO-LAND	
LPV		LNAV/VNAV				LNAV CDFA					
DA(H) 760' (431')		DA(H) 760' (431')				DA(H) 830' (501')					
ALS out		ALS out				ALS out		Max Kts		MDA(H)	VIS
A	RVR 1500m		RVR 1500m				RVR 1500m		100	1500' (1126')	1500m
B									135	1500' (1126')	1600m
C									180	1580' (1206')	2400m
D	RVR 1600m	RVR 2000m	RVR 1600m	RVR 2000m	RVR 1900m	CMV 2400m			205	1580' (1206')	3600m

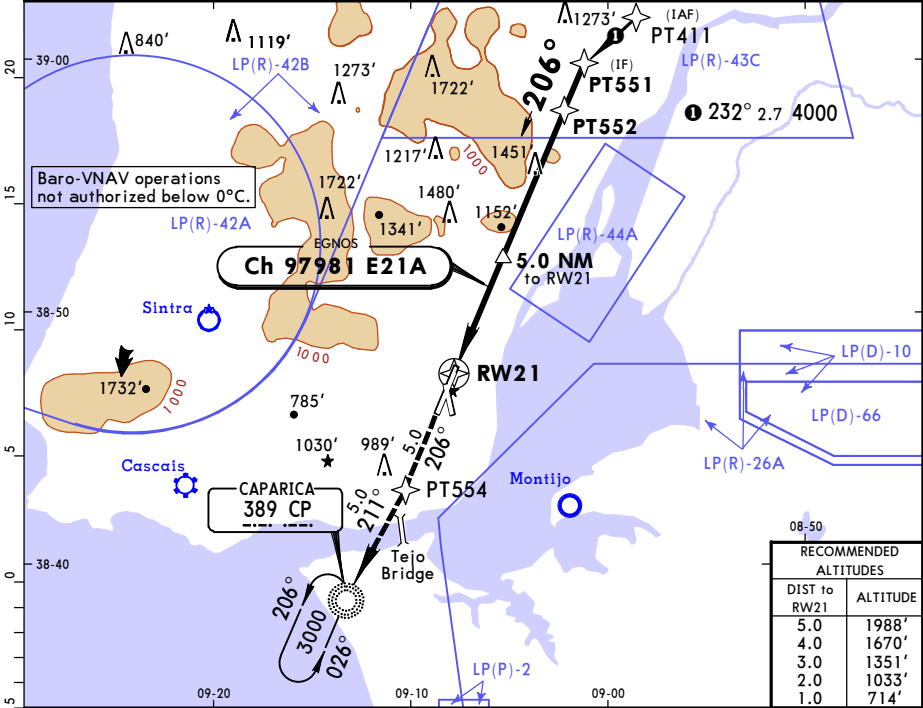
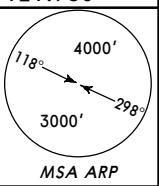
PANS OPS

LPPT/LIS
LISBON

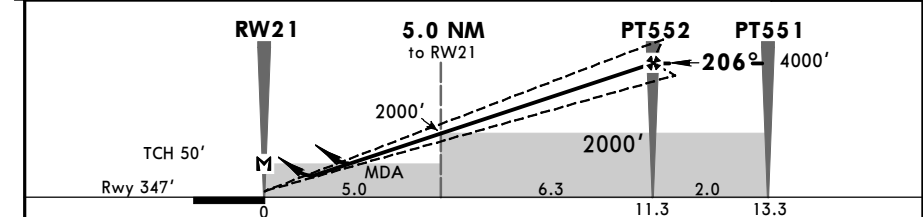
JEPPESSEN
30 OCT 15 12-2 Eff 12 Nov

LISBON, PORTUGAL
RNAV (GNSS) Rwy 21

BRIEFING STRIP™	D-ATIS Arrival		LISBON Approach		LISBON Tower		*Ground	
	124.150		119.1		118.1		121.750	
	EGNOS Ch 97981 E21A	Final Apch Crs 206°	Procedure Alt PT552 4000' (3653')	LPV DA(H) 807' (460')	Apt Elev 374'			
	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.							



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			HIALS-II		PT554 ↑
Glide Path Angle 3.00°		372	478	531	637	743	849			PAPI		
MAP at RW21												
Standard		STRAIGHT-IN LANDING RWY 21					LNAV CDFA		CIRCLE-TO-LAND			
LPV		LNAV/VNAV										
DA(H) 807' (460')		DA(H) 807' (460')			DA(H) 840' (493')							
ALS out		ALS out			ALS out							
PANS OPS	A	RVR 1500m		RVR 1500m		RVR 1500m		Max Kts	MDA(H)		VIS	
	100							1500' (1126') 1500m				
	B	RVR 1400m		RVR 1400m		RVR 1500m		135	1500' (1126') 1600m			
	180							1580' (1206') 2400m				
D	CMV 2100m	CMV 2100m		CMV 2300m		205	1580' (1206') 3600m					

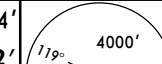
CHANGES: None.

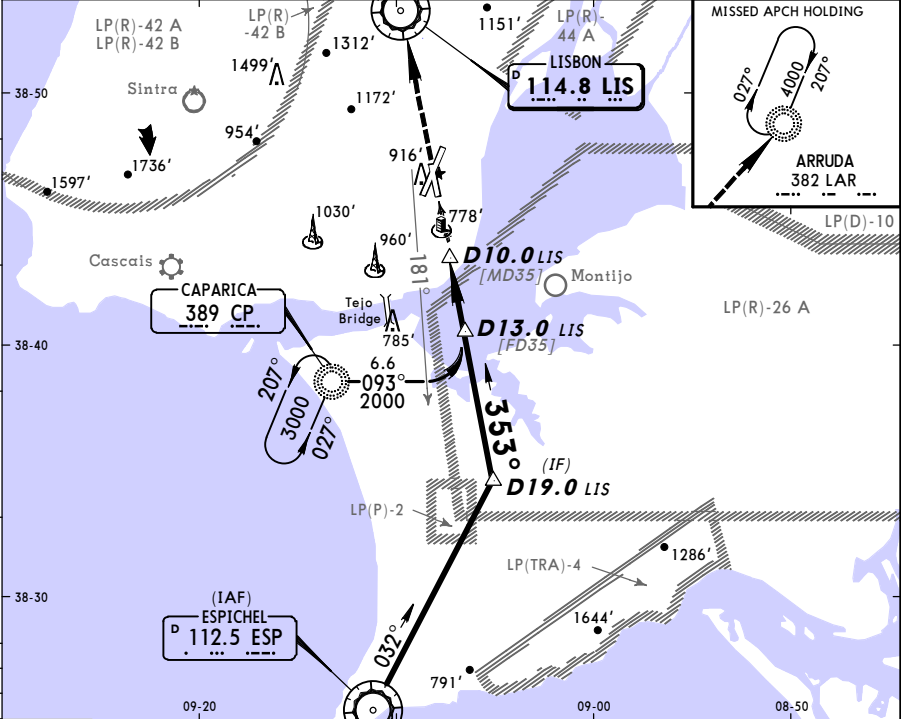
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LPPT/LIS
LISBON

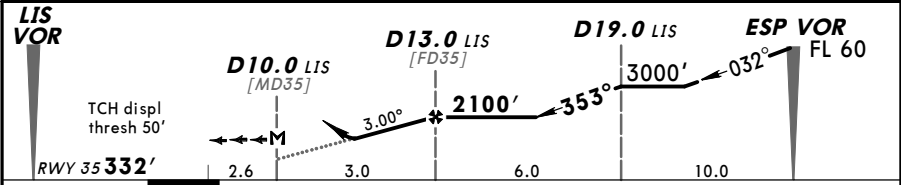
JEPPesen
14 MAY 10 **(13-1)**

LISBON, PORTUGAL
VOR DME Rwy 35

ATIS 124.15		LISBON Approach 119.1 119.55		LISBON Tower 118.1		*Ground 121.75	
VOR LIS 114.8	Final Apch Crs 353°	Minimum Alt D13.0 LIS 2100' (1768')	DA(H) 1160' (828')		Apt Elev 374' RWY 332'		 MSA LIS VOR
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.							



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

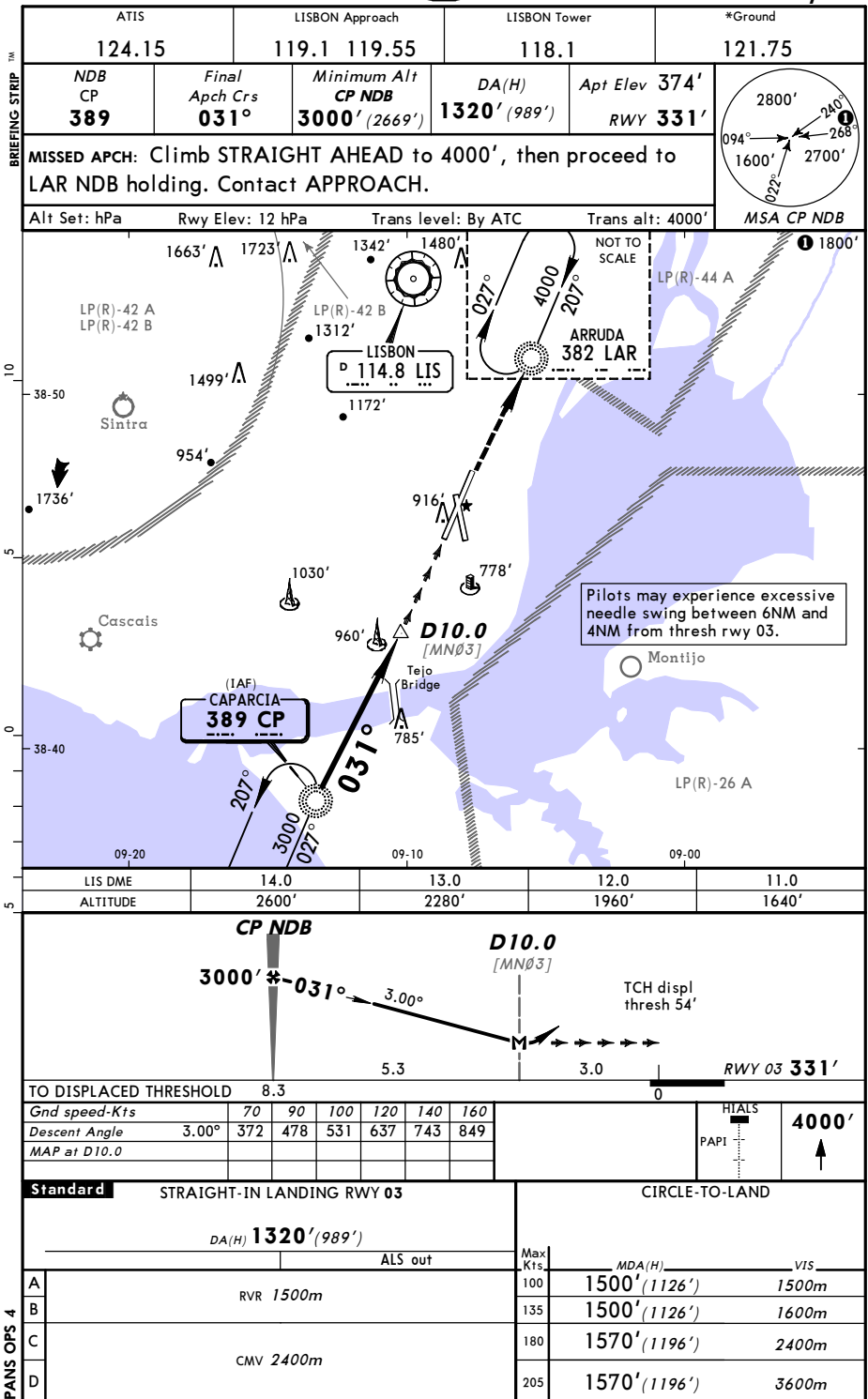
LIS 114.8

Standard		STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND		
		DA(H) 1160' (828')				
		ALS out		Max Kts.	MDA(H)	VIS
A				100	1500' (1126')	1500m
B			RVR 1500m	135	1500' (1126')	1600m
C				180	1580' (1206')	2400m
D			CMV 2400m	205	1580' (1206')	3600m

LPPT/LIS
LISBON

JEPPESSEN
14 MAY 10 16-1

LISBON, PORTUGAL
NDB Rwy 03

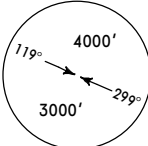


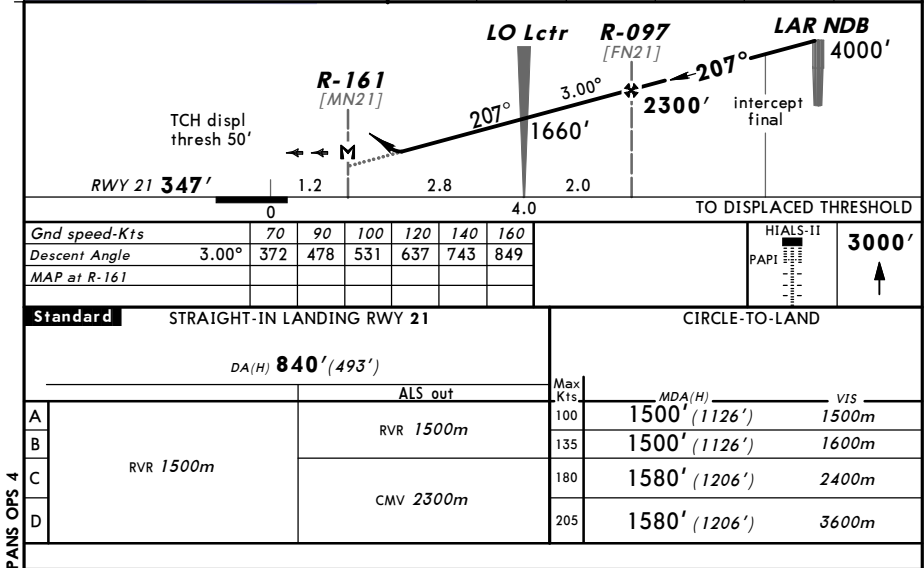
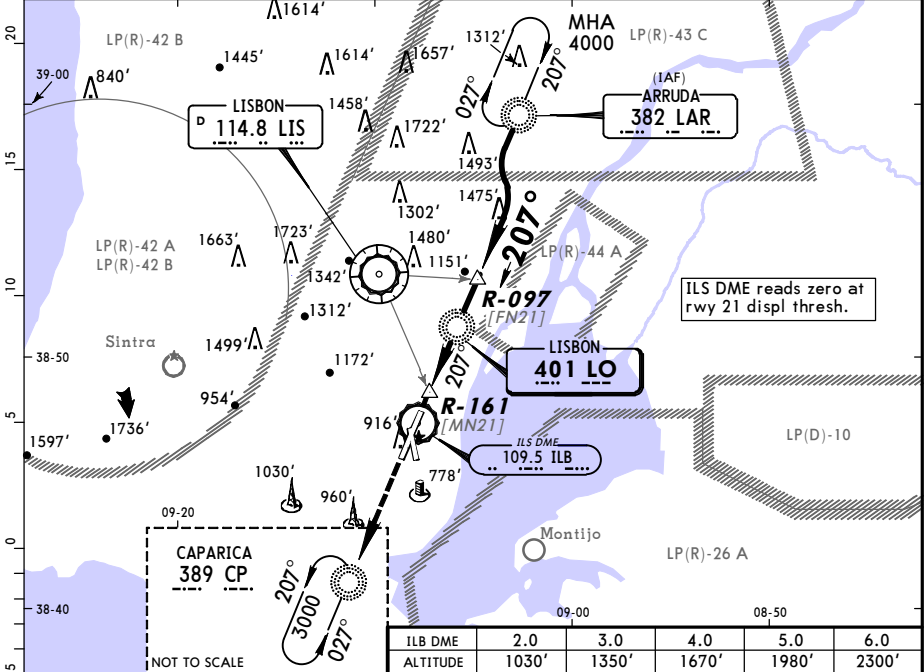
LPPT/LIS
LISBON

14 MAY 10 **16-2**

LISBON, PORTUGAL
LOCATOR Rwy 21

BRIEFING STRIP™

ATIS 124.15		LISBON Approach 119.1 119.55		LISBON Tower 118.1	*Ground 121.75
Lctr LO 401	Final Apch Crs 207°	Minimum Alt R-097 2300' (1953')	DA(H) 840' (493')	Apt Elev 374' RWY 347'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then proceed to CP NDB and hold. Contact APPROACH.					
Alt Set: hPa		Rwy Elev: 13 hPa	Trans level: By ATC	Trans alt: 4000'	
LIS VOR required.					MSA LIS VOR



PANS OPS 4

CHANGES: Minimums.

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LISBON, (LISBON - LPPT)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LPPT

Type: Terminal

Effectivity: Temporary

Begin Date: 20160601

End Date: 20160916

WIP for resurfacing of rwy 03/21 (based on SUP 015-15) between rwy 03 threshold and intersection with rwy 17/35 from June 2016 to August 2016. ILS CAT II/III approaches not available, CL & TDZ not available, Take-off minimum 550m. Refer also to latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: 20150305

End Date: Until Further Notice

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

Type: Terminal

Effectivity: Temporary

Begin Date: 20160331

End Date: 20160915

Use caution during taxiing on TWY M5 for Take-Off position 1 Rwy 03 due to non load-bearing surface that might result in aircraft damage and FOD, markings painted south of centreline guidance to Take-Off position 2 Rwy 03.

Type: Terminal

Effectivity: Temporary

Begin Date: 20160428

End Date: 20170531

WIP for TWY restoration (based on SUP 11-16). Refer to temp charts 10-8/8A and latest NOTAMs.