

## General Info

Lisbon, PRT  
N 38° 46.4' W 09° 08.0' Mag Var: 4.9°W  
Elevation: 374'

Public, Control Tower, IFR, Landing Fee, Customs  
Fuel: 100LL, Jet A-1

Time Zone Info: GMT uses DST

## Runway Info

Runway 03-21 12484' x 148' asphalt  
Runway 17-35 7874' x 148' asphalt

Runway 03 (27.0°M) TDZE 349'  
Lights: Edge, ALS, Centerline

Displaced Threshold Distance 295'  
Runway 17 (172.0°M) TDZE 374'  
Lights: Edge

Runway 21 (207.0°M) TDZE 354'  
Lights: Edge, ALS, Centerline, TDZ  
Displaced Threshold Distance 1969'

Runway 35 (352.0°M) TDZE 333'  
Lights: Edge, ALS  
Right Traffic  
Displaced Threshold Distance 492'

## Communications Info

ATIS **124.15**  
Lisbon Tower **118.95** Secondary  
Lisbon Tower **118.1**  
Lisbon Tower **340.00** Military  
Lisbon Ground Control **121.75**  
Lisbon Ground Control **118.95** Secondary  
Lisbon Clearance Delivery **118.95**  
Lisbon Approach Control **119.55** Secondary  
Lisbon Approach Control **119.1**  
Lisbon Approach Control **375.25** Military

## Notebook Info

LPPT/LIS  
LISBON

9 JUN 06

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LISBON, PORTUGAL  
AIRPORT BRIEFING

## 1. GENERAL

### 1.1. ATIS

ATIS 124.15

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. NIGHTTIME RESTRICTIONS

At Lisbon APT the NIGHT traffic is restricted between 0000-0600LT.

The following restrictions are only applicable to civil subsonic jet aeroplanes with MTOW of 34000kg or more, or with a certified maximum internal accommodation for the aeroplane type in question consisting of more than 19 passenger seats, excluding any seats for crew only.

The authorization for air movements during this period is conditioned to:

1. The number of movements allowed (daily 26/weekly 91);
2. The noise level of the ACFT concerned, in compliance with ICAO Annex 16, Vol I;
3. The operating restrictions set out in item 1 shall not apply to the following cases of force majeure:
  - ACFT operating humanitarian, medical emergency or evacuation missions;
  - ACFT coming across with urgent situations, taking in account weather, technical failure or flight safety reasons;
  - air movements previously and exceptionally authorized by the National Institute of Civil Aviation (INAC);
  - air movements subject to unforeseen schedule alteration due to abnormal disturbance within Air Traffic Control;
  - air movements operated up to 0100LT which were actually scheduled for periods up to 0000LT, due to delays for which neither the APT management company nor the operator were to blame;
  - air movements from/to autonomous regions of Madeira and Azores, due to meteorological conditions;
  - landing operated during the period comprise between 0500-0600LT, due to weather reasons, as far as the arrival had been scheduled for a time after 0600LT.
4. For the purpose of compliance with provisions of item 2 above, the operator shall, when applying for a slot provide the information contained in the ACFT manufacturer's noise certificate.
5. Noise abatement during approach, landing and take-off shall comply with standard and procedures set in ICAO PANSOPS Vol I and Portuguese AIP.
6. ACFT authorized to land and take-off shall comply with technical characteristics according to ICAO Annex 16, Vol I, Chapter 3 and Portuguese AIP:
  - For landing: approach to landing MS 9 equal x EPNdB;
  - For take-off: (take-off PS sideline)/2 equal x EPNdB.Note: Information contained in the ACFT manufactures noise certificate.

#### 1.2.2. LOCAL FLIGHTS

Local flights (test, training, etc) with successive take-offs and landings are only permitted between 0800-2200LT and only if the operator has an open bank account with Lisbon APT.

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## 1. GENERAL

### 1.3. LOW VISIBILITY PROCEDURES (LVP)

#### 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 by Radiotelephony (if ATIS is unserviceable) when Low Visibility Procedures are in force. When taxiing pilots shall stop and request further instructions at any clearance or stop bar lighted, as well as at any segment of TWY centerline lights, unlighted. TWY centerline lights within localizer sensitive area are coded by alternative yellow and green lights. Taxi instructions will be supported by switching on and off the lights. Instructions to cross RWY 21 will be issued by Tower. Report vacaton of localizer sensitive area, when completely out of colourcoded TWY centerline lights.

#### 1.3.2. ARRIVAL

Ground Safeguarding Procedures will be in force and ATC will ensure that the ILS protection areas(critical and sensitive areas) are clear of traffic before issuing landing clearance (never after 2 NM from touchdown), otherwise ACFT 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 TWY exits after landing (TWY HS, P, N2 and M5) will be illuminated, and pilots should select the first convenient one. Report localizer sensitive area vacated, when ACFT is completely out of colourcoded TWY centerline lights and report TWY, on which vacation took place.

#### 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 L

Push-back from stands L19 thru L23 shall be assisted by Follow-me on Tower request to grantee TWYs U1 and P clearance.

#### 1.3.5. APRON V

To RWYs 03, 17 and 35:  
Push-back must place the ACFT at the dedicated axle only for push-back purposes (see 10-9B) compulsory within the trapezium delimited with 2 dash lines (North to TWY U1 & South to TWY N1).  
From stand V1 the push-back maneuver must place the ACFT at the dedicate axle inside the lines of the clearance U1 and N1, nose faced South.  
From stand V3 the push-back maneuver must place the ACFT at the dedicate axle inside the lines of clearance U1 and N1, nose faced North.

To RWY 21:

All push-back must place the ACFT at TWY V axle nose faced South.

### 1.4. RWY OPERATIONS

#### 1.4.1. PREFERENTIAL RWY SYSTEM

RWY 03/21 will be used preferentially as "RWY-in-use" irrespective of RWY 17/35; 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.

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## 1. GENERAL

### 1.5. TAXI PROCEDURES

#### 1.5.1. APRON RESTRICTIONS

##### 1.5.1.1. APRON A

At ACFT push-back from stands A06 and A25 faced South, the tail should not pass the safety barriers (horizontal signaling) painted on the pavement for protection of TWYs M1 and G1. Operation is completed by pull-ahead until the ACFT is fully placed at breakaway zone of taxilane A.

##### 1.5.1.2. APRON D

- On stands D1 thru D3 (nose out) ACFT will have direct entrance through TWY R2 and the departing maneuver will be autonomous through taxilane D and via TWY W.
- On position D4 (nose in) the ACFT will entry by TWY W and taxilane D, the departing maneuver 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 TWY W under Tower instructions.
- Taxiing of ACFT on this apron shall be done with idle and always with maximum safety, in order to reduce the jet blast on the contiguous positions and any damage to the light aviation parked at the same apron.

##### 1.5.1.3. APRON E

- When using taxilane E the ACFT critical wingspan is 171'/52m. Larger ACFT should enter or exit (push-back) straight from the stands using twy R1.
- At taxilane, outside breakaway area, ACFT stop is not allowed in order to prevent jet blast from effecting East stands.
- Caution is required for traffic taxiing along TWY R whenever occur push-back to taxilane E.

##### 1.5.1.4. APRON F

The critical ACFT wingspan on using taxilane F is 171'/52m. Larger ACFT should enter or exit (push-back) straight from stands using TWY G2.

##### 1.5.1.5. APRON J

- When ACFT exceeding a wingspan of 213'/65m are exceptionally parked on this apron, they should always enter and exit (push-back) through TWY M2 assisted by follow-me vehicle while taxiing on apron taxilane J.
- ACFT faced North at ACFT stand taxilane J must only initiate taxiing after clearance for entering taxilane I. Stoppage is not allowed to avoid jet blast at stand J06.

#### 1.5.2. FOLLOW-ME AND MARSHALLER ASSISTANCE

- Follow-me assistance is available on request only.
- For ACFT with wingspan exceeding 213'/65m marshaller is required in the entire airport area.
- Marshaller is also compulsory for parking, except stands with automatic guidance system.

### 1.6. PARKING INFORMATION

#### 1.6.1. GENERAL

Stands A04, A05, A07 thru A26 equipped with APIS.

Due to ACFT parking stands shortage, any ACFT other than homebased operators are not allowed to park more than 12 h. Exceptions could be granted by APT management within the slot requirement process.

#### 1.6.2. AUXILIARY POWER UNIT (APU)

- Use of APU on ACFT stands shall be limited to a minimum.
  - Ground power system is available, except on aprons B, D, E, L and V.
  - Ground power unit is not allowed on apron A, except when ground power system is out of order.
- In this case advise APT immediately via Tel. 21 686 or 21 782.

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## 1. GENERAL

### 1.7. OTHER INFORMATION

CAUTION: Birds in vicinity of APT.  
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: Descend to final approach altitude will be done over the river and maintained until aligned with the RWY (the city will be overflowed on final and when aligned with the RWY).

From CP to RWY 21: Descend to final approach altitude should be done over the river and maintained on lefthand downwind leg until aligned with the RWY.

From LAR to RWY 21: No restrictions.

From LAR to RWY 35: Righthand traffic circuit.

From LAR to RWY 03: Lefthand 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 period are strictly forbidden to reverse thrust right after landing.

### 2.2. CAT II/III OPERATIONS

RWY 21 is approved for CAT II/III operations, special aircrew and ACFT certification required.

### 2.3. RWY 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,
- Cloud Base Height 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. TAXI PROCEDURES

When RWY 21 is in use, the preferred departure for all ACFT, except for heavy Jets, should be Position 2 - U5 intersection. Pilots shall advice ATC on Start-up when full length is required.

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## 3. DEPARTURE

### 3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

#### 3.1.1. GENERAL

Departing ACFT shall contact LISBON Delivery or Ground 0700/2200 LT or LISBON Tower 2200/0700 LT till 10 min before ETD, for:

- Parking position
- ATIS acknowledgement
- Modify/confirm ETD
- Modify/confirm Cruising Level
- ATC clearance

#### 3.1.2. START-UP & PUSH-BACK

- ACFT outgoing from a nose-in stand allowed only when towed.
- Use of reverse thrust for maneuvering 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 maneuver. 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.

#### 3.1.3. TAXIING

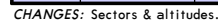
- Taxiing is permitted only with the ACFT positioned in the breakaway area.
- Taxiing on aprons and adjacent TWYs must be done with idle power complying with horizontal signals, excepting breakaway.
- Three engines ACFT breakaway shall be done only with engines number 1 and 3. Engine number 2 shall be on IDLE or turned off.
- 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 I 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 outboard engine thrust on IDLE.
- ACFT holding at TWY K should observe extreme caution to avoid causing jet-blast damage when resuming taxi.

### 3.2. NOISE ABATEMENT PROCEDURES

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

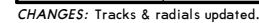
**LISBON, PORTUGAL**

## RADAR MINIMUM ALTITUDES



**LISBON, PORTUGAL**

RNAV STAR



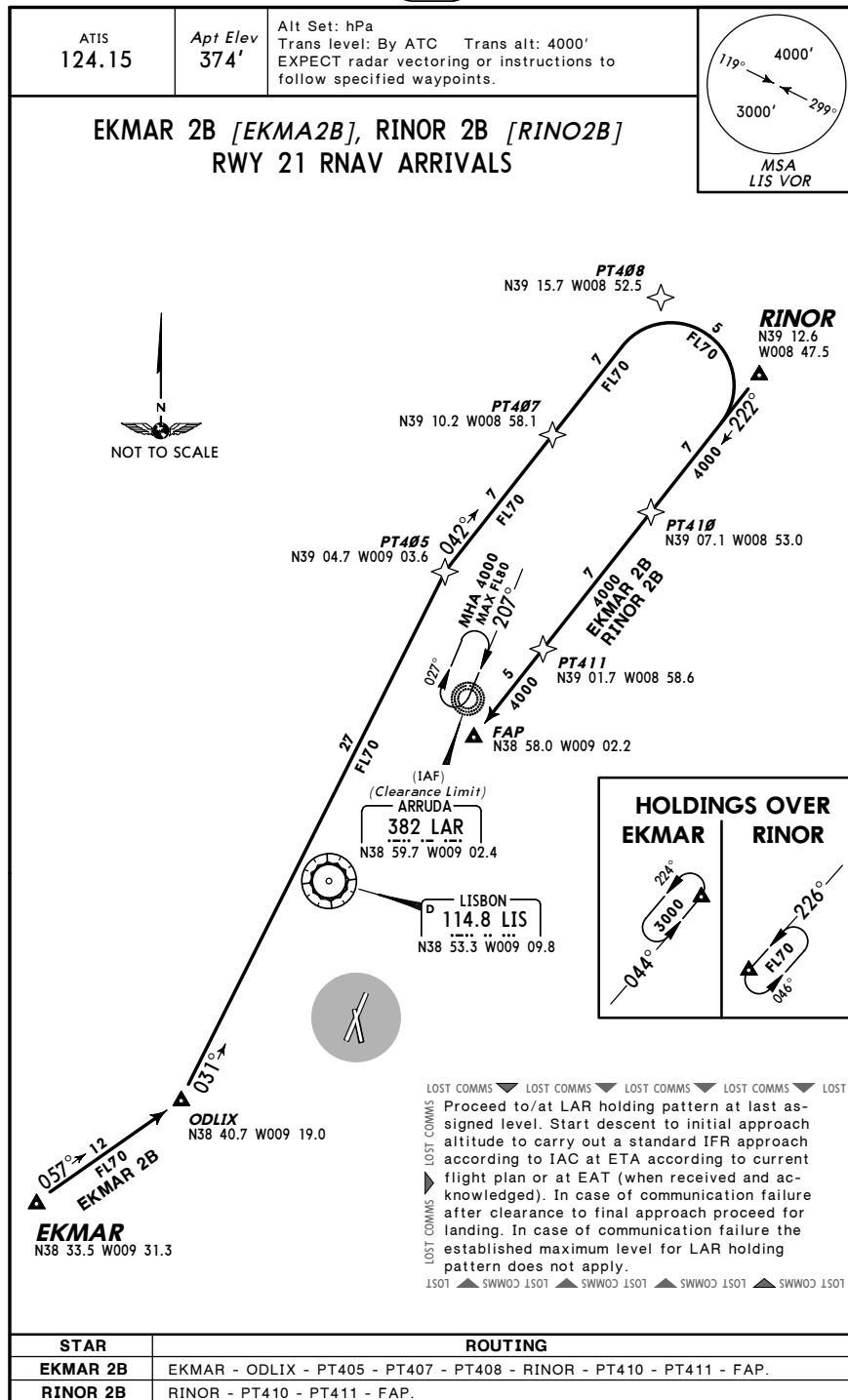
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11 JAN 08 (10-2A) Eff 17 Jan

RNAV STAR



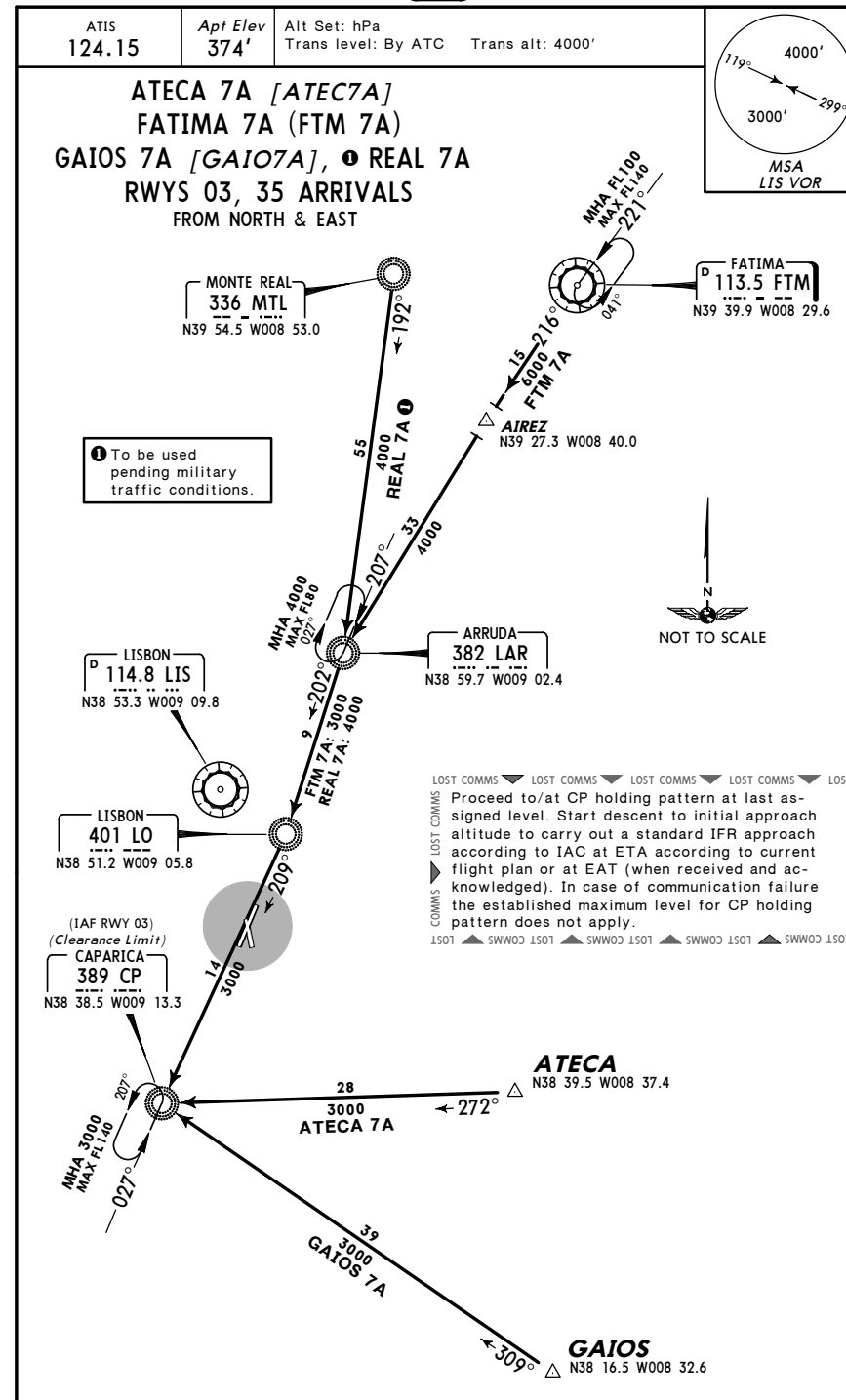
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11 JAN 08 (10-2B) Eff 17 Jan

STAR



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11 JAN 08 (10-2C)

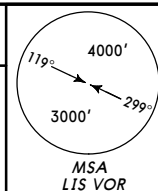
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STAR

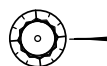
ATIS  
124.15

Apt Elev  
374'

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

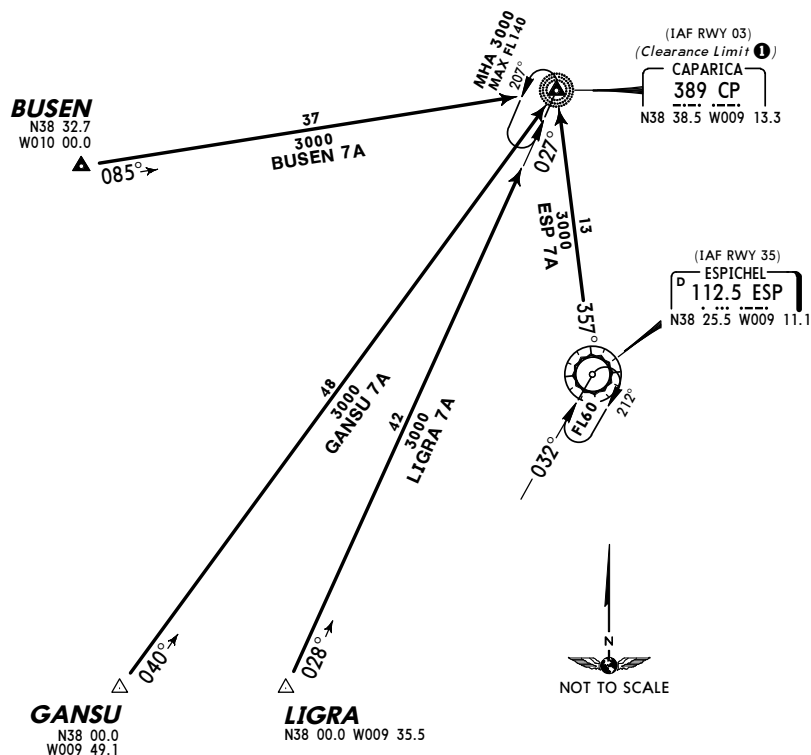


BUSEN 7A [BUSE7A], ESPICHEL 7A (ESP 7A)  
GANSU 7A [GANS7A], LIGRA 7A [LIGR7A]  
RWYS 03, 35 ARRIVALS  
FROM SOUTH & WEST



LISBON  
114.8 LIS  
N38 53.3 W009 09.8

① ESP 7A: In case of radar failure clearance limit ESP may be expected.



LOST COMMS Proceed at/to 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.

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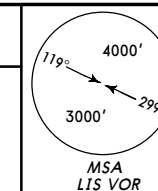
Eff 17 Jan

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ATIS  
124.15

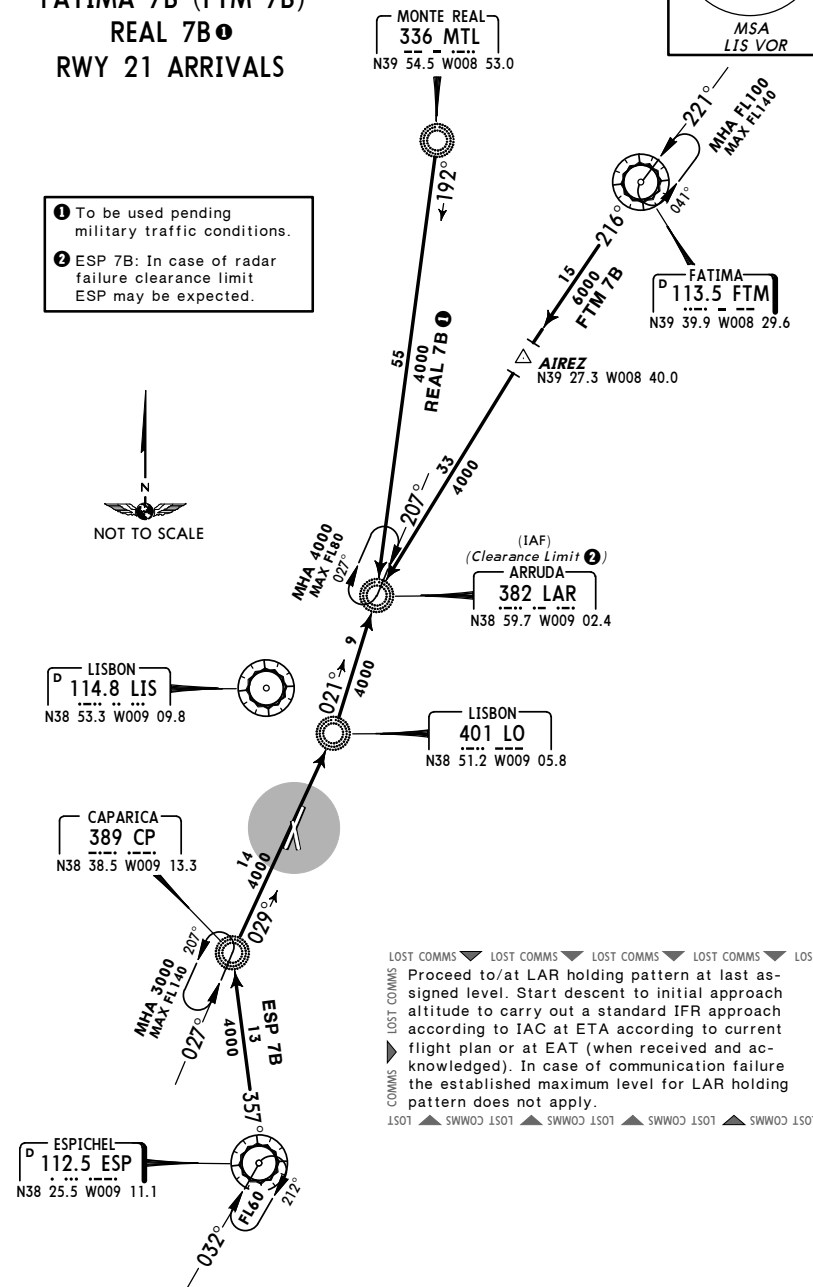
Apt Elev  
374'

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



ESPICHEL 7B (ESP 7B)  
FATIMA 7B (FTM 7B)  
REAL 7B  
RWY 21 ARRIVALS

① To be used pending military traffic conditions.  
② ESP 7B: In case of radar failure clearance limit ESP may be expected.

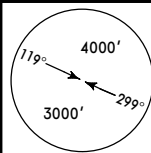


LOST COMMS Proceed to/at LAR holding pattern at last assigned level. Start descent to initial approach altitude to carry out a standard IFR approach according to IAC at ETA according to current flight plan or at EAT (when received and acknowledged). In case of communication failure the established maximum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

**RNAV SID**

Trans level: By ATC    Trans alt: 4000'

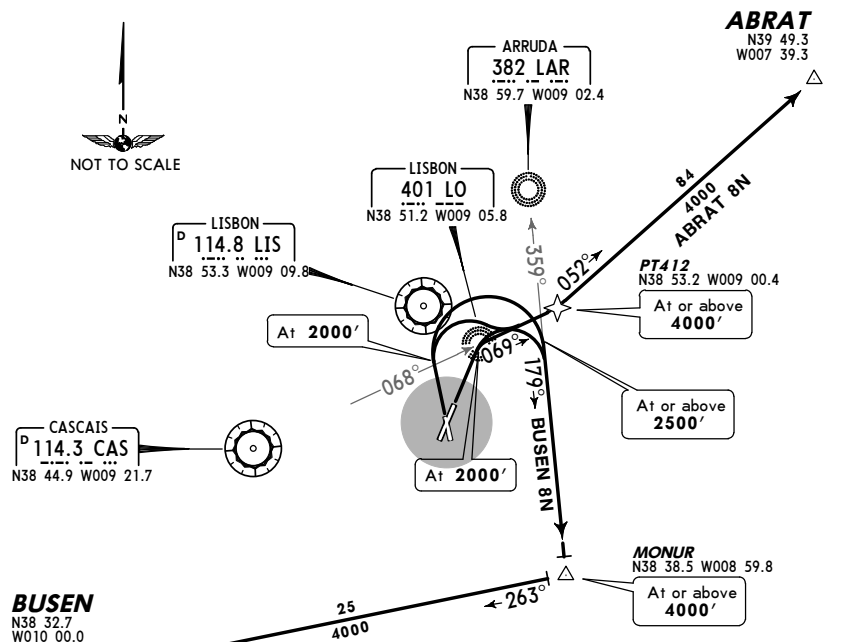
**1.** After take-off contact LISBON Approach when passing 1000', unless otherwise instructed by LISBON Tower. **2.** SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages). **3.** If unable to comply with FMS RNAV SIDs advise ATC.



MSA  
LIS VOR



NOT TO SCALE



▶ **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.

These SIDs require a minimum climb gradient of 267' per NM (4.4%) until leaving **600'**.

Gnd speed-KT	75	100	150	200	250	300
267' per NM	334	446	668	891	1114	1337

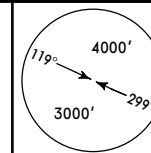
Initial climb clearance **FL60**

SID	ROUTING
<b>ABRAT 8N</b>	Climb to <b>2000'</b> , turn RIGHT, intercept CAS R-068 (069° bearing from LO) to PT412, then to ABRAT.
<b>BUSEN 8N</b>	Climb to <b>2000'</b> , turn RIGHT, intercept 179° bearing from LAR to MONUR at or above <b>2500'</b> , then to EKMAR - BUSEN.

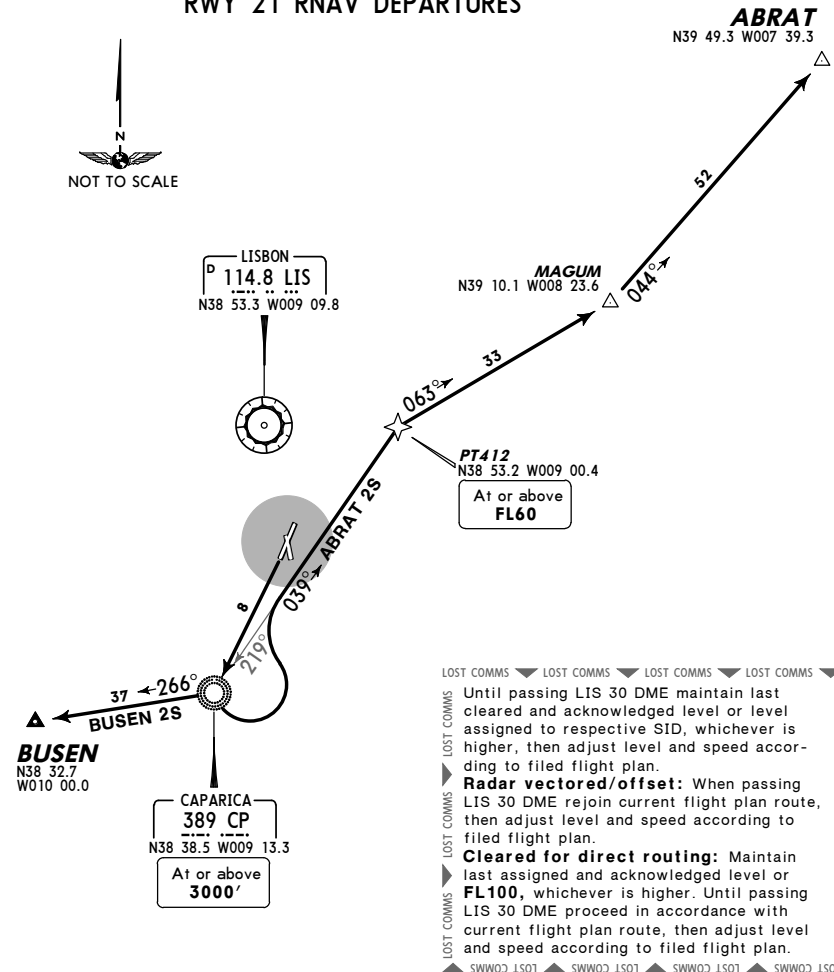
RNAV SID

Trans level: By ATC    Trans alt: 4000'

**1.** After take-off contact LISBON Approach when passing 1000', unless otherwise instructed by LISBON Tower. **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 VO



LAST COMMS ▼ LAST COMMS ▼ LAST COMMS ▼ LAST COMMS ▼  
 LAST 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.  
 LAST COMMS  
 ▶ **Radar vectored/offset:** When passing LIS 30 DME rejoin current flight plan route, then adjust level and speed according to filed flight plan.  
 LAST COMMS  
 ▶ **Cleared for direct routing:** Maintain last assigned and acknowledged level or **FL100**, 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.  
 ▶ SWIMMO 150T SWIMMO 150T SWIMMO 150T SWIMMO 150T

Initial climb clearance **FL100**

SID	ROUTING
<b>ABRAT 2S</b>	Climb to CP, turn LEFT to PT412, then to MAGUM - ABRAT.
<b>BUSEN 2S</b>	Climb to CP, turn RIGHT to BUSEN.



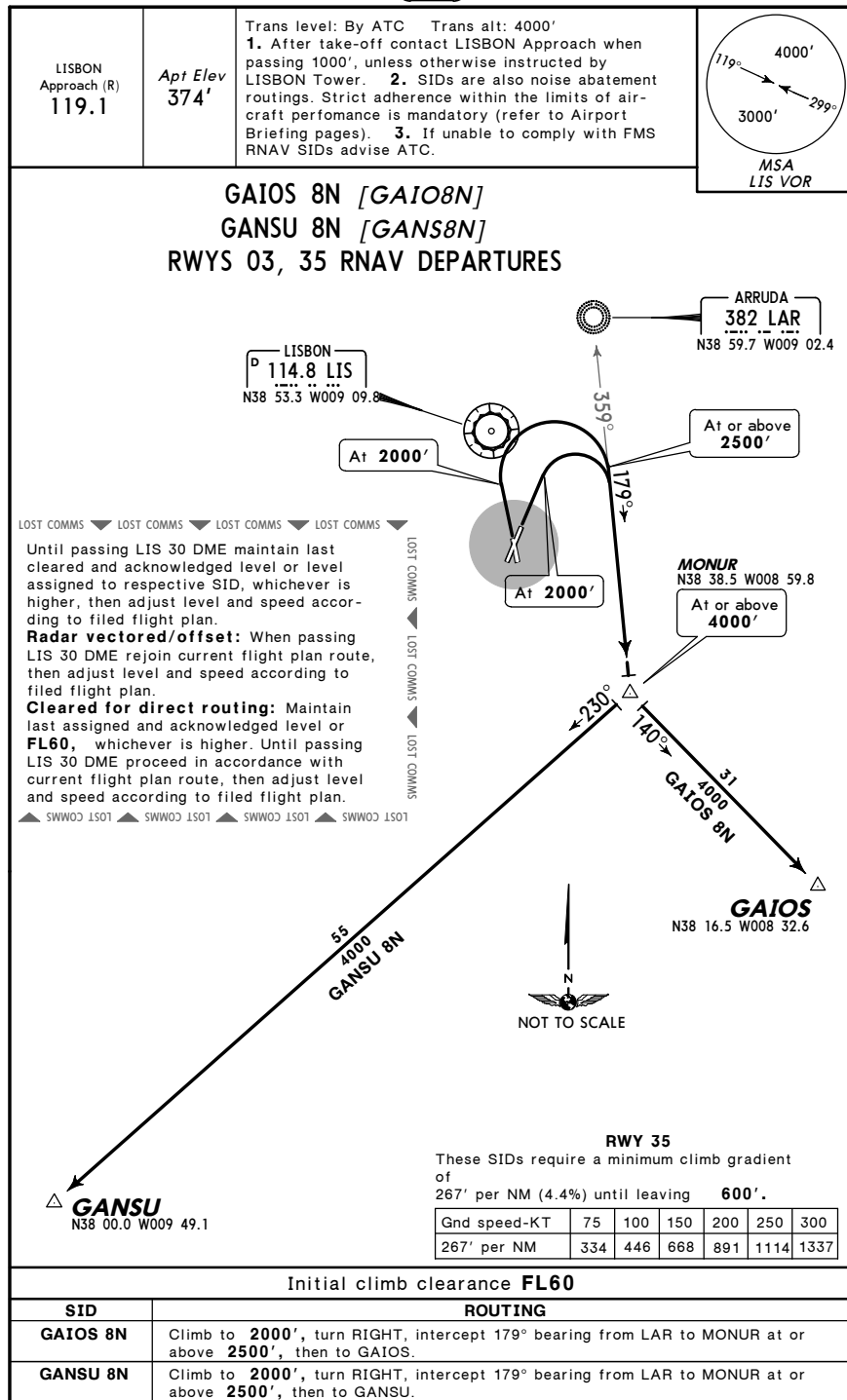
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11 JAN 08 (10-3B) Eff 17 Jan

RNAV SID



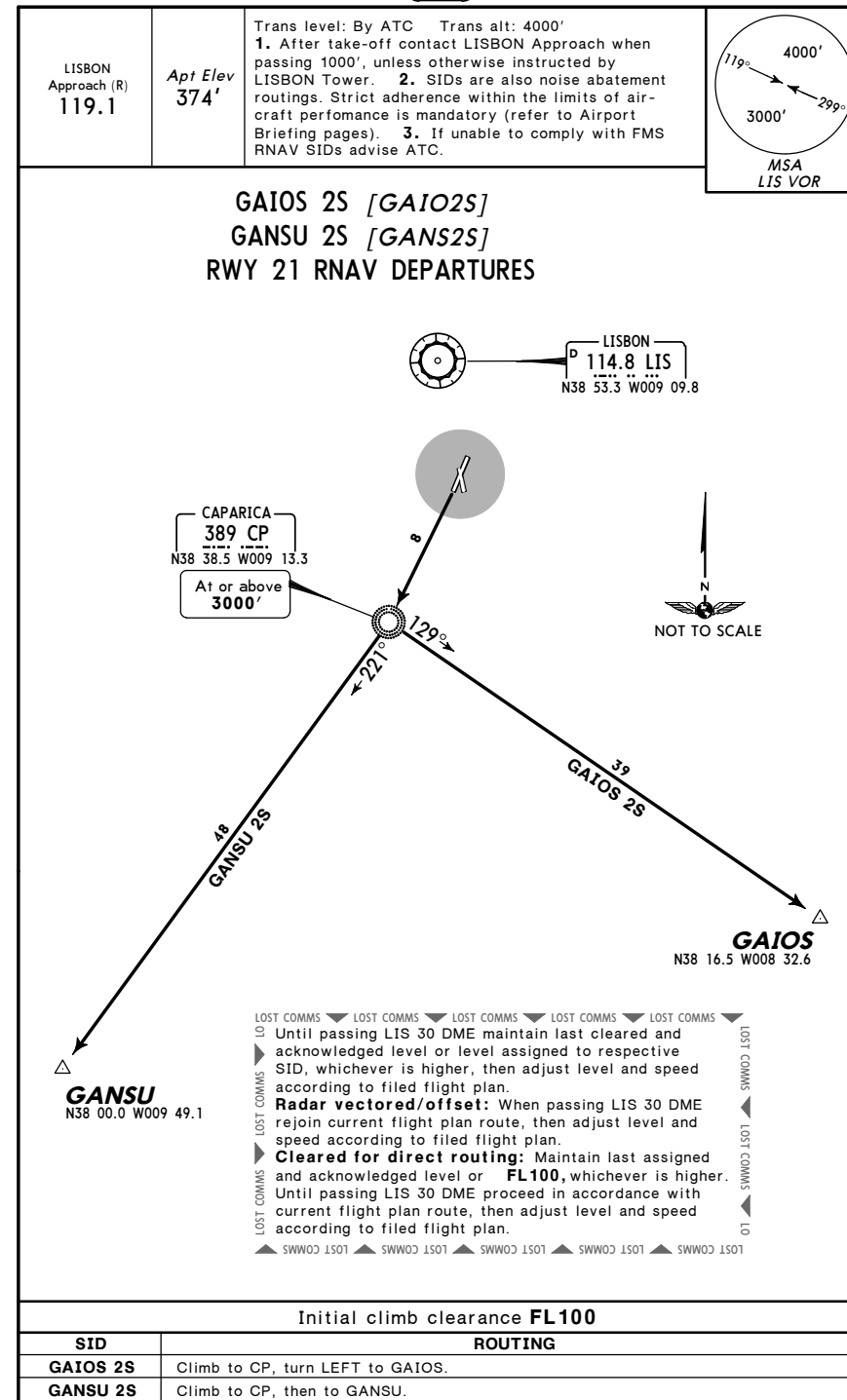
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11 JAN 08 (10-3C) Eff 17 Jan

RNAV SID



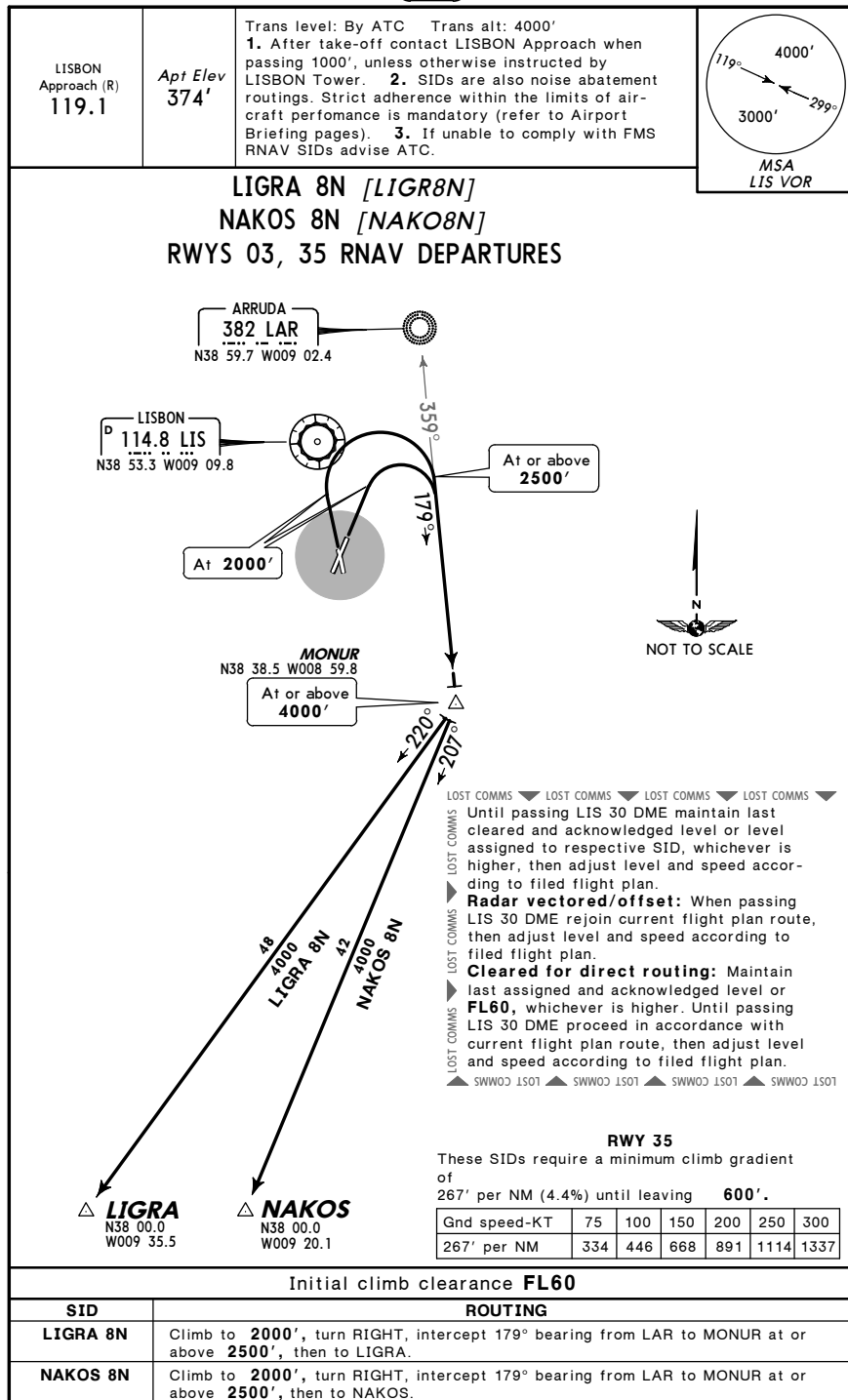
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11 JAN 08 10-3D Eff 17 Jan

RNAV SID



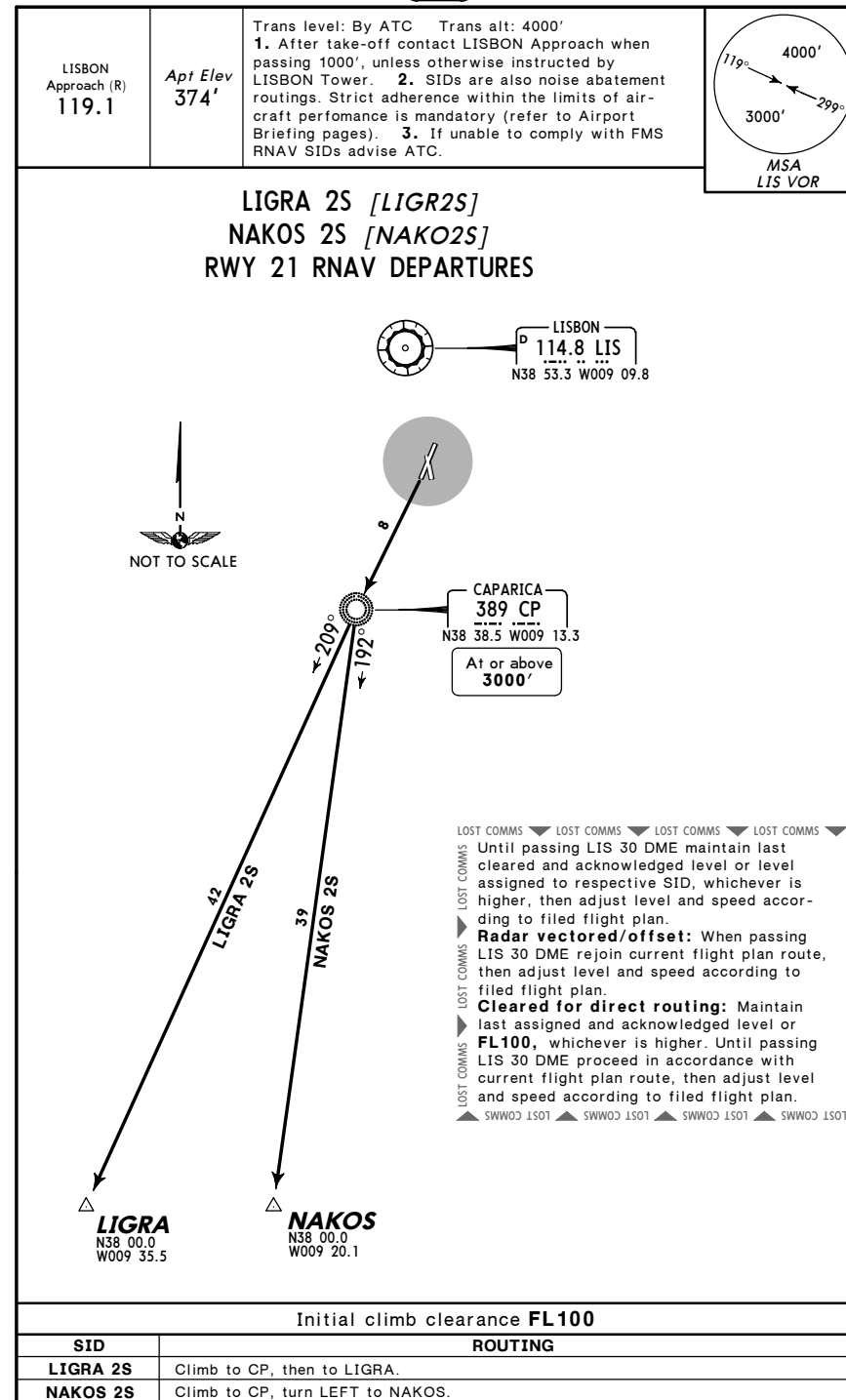
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LISBON, PORTUGAL

11 JAN 08 10-3E Eff 17 Jan

RNAV SID



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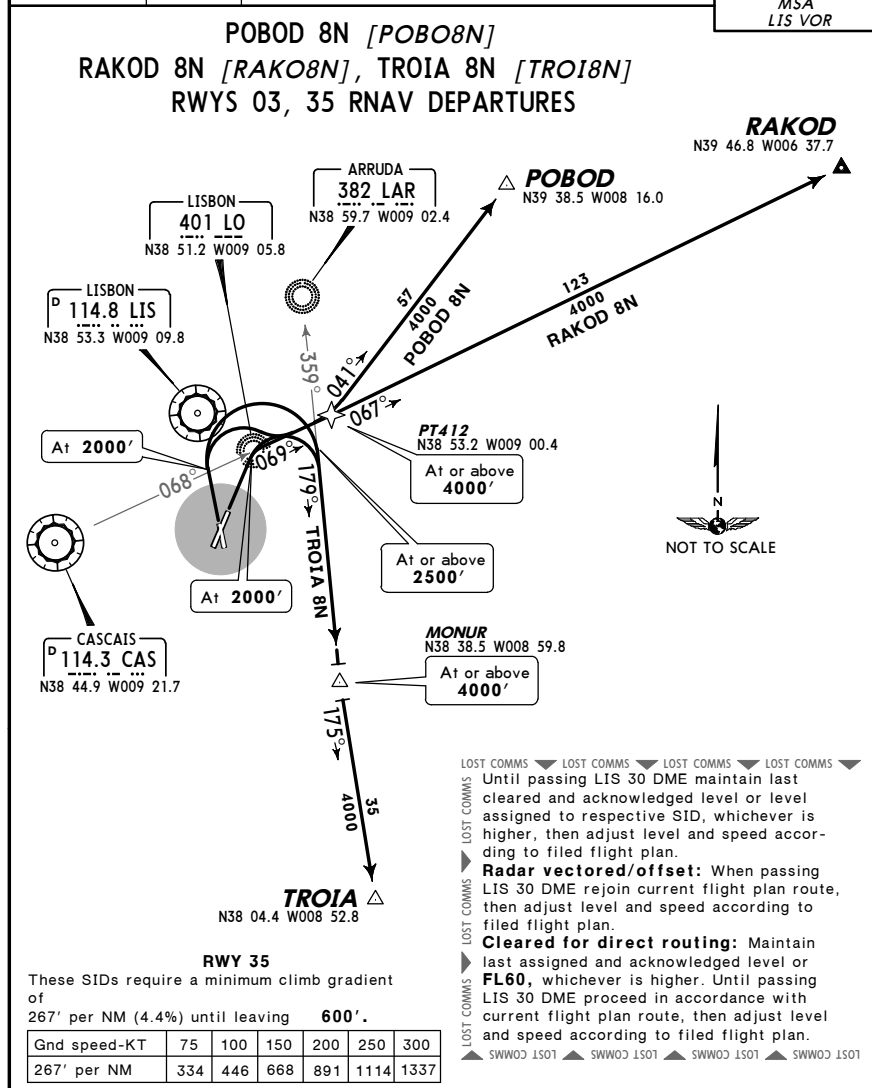
11 JAN 08 10-3F

Eff 17 Jan

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', unless otherwise instructed by LISBON Tower. 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
POBOD 8N	Climb to 2000', turn RIGHT, intercept CAS R-068 (069° bearing from LO) to PT412, then to POBOD.
RAKOD 8N	Climb to 2000', turn RIGHT, intercept CAS R-068 (069° bearing from LO) to PT412, then to RAKOD.
TROIA 8N	Climb to 2000', turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 2500', then to TROIA.

CHANGES: Tracks updated; MEAs established.

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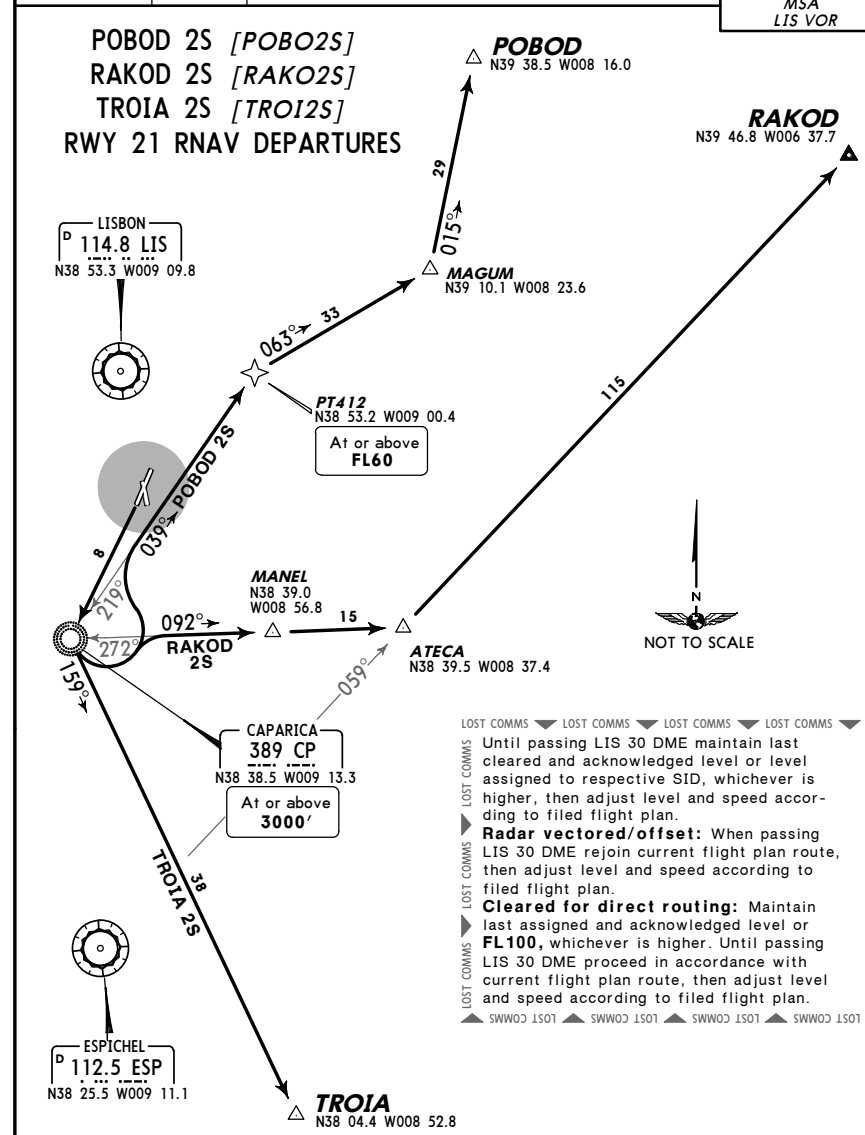
11 JAN 08 10-3G

Eff 17 Jan

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', unless otherwise instructed by LISBON Tower. 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 FL100	
SID	ROUTING
POBOD 2S	Climb to CP, turn LEFT to PT412 - MAGUM - POBOD.
RAKOD 2S	Climb to CP, turn LEFT to MANEL - ATECA - RAKOD.
TROIA 2S	Climb to CP, turn LEFT to TROIA.

CHANGES: Tracks & radials updated.

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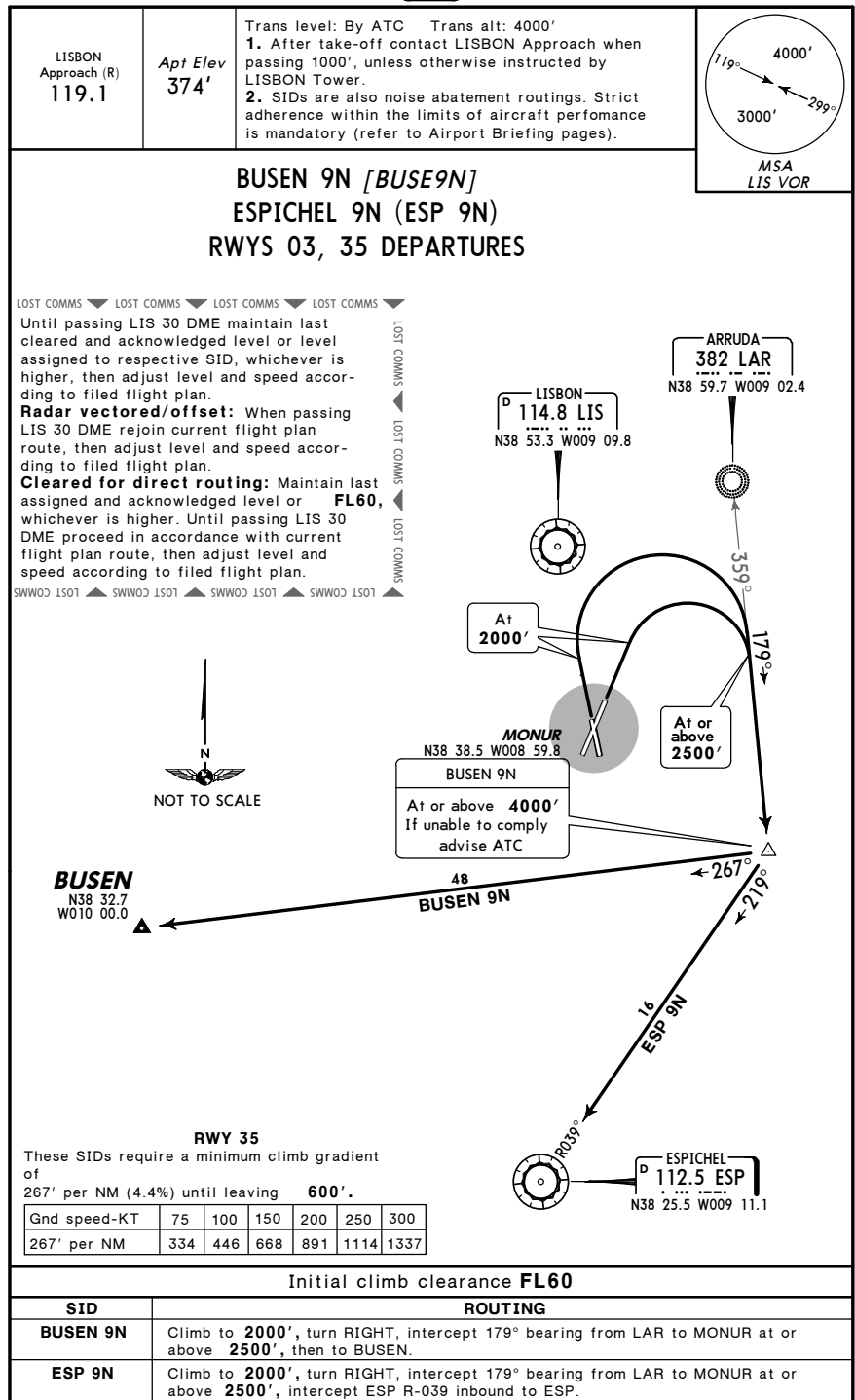
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LISBON

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LISBON, PORTUGAL

11 JAN 08 10-3H Eff 17 Jan

SID



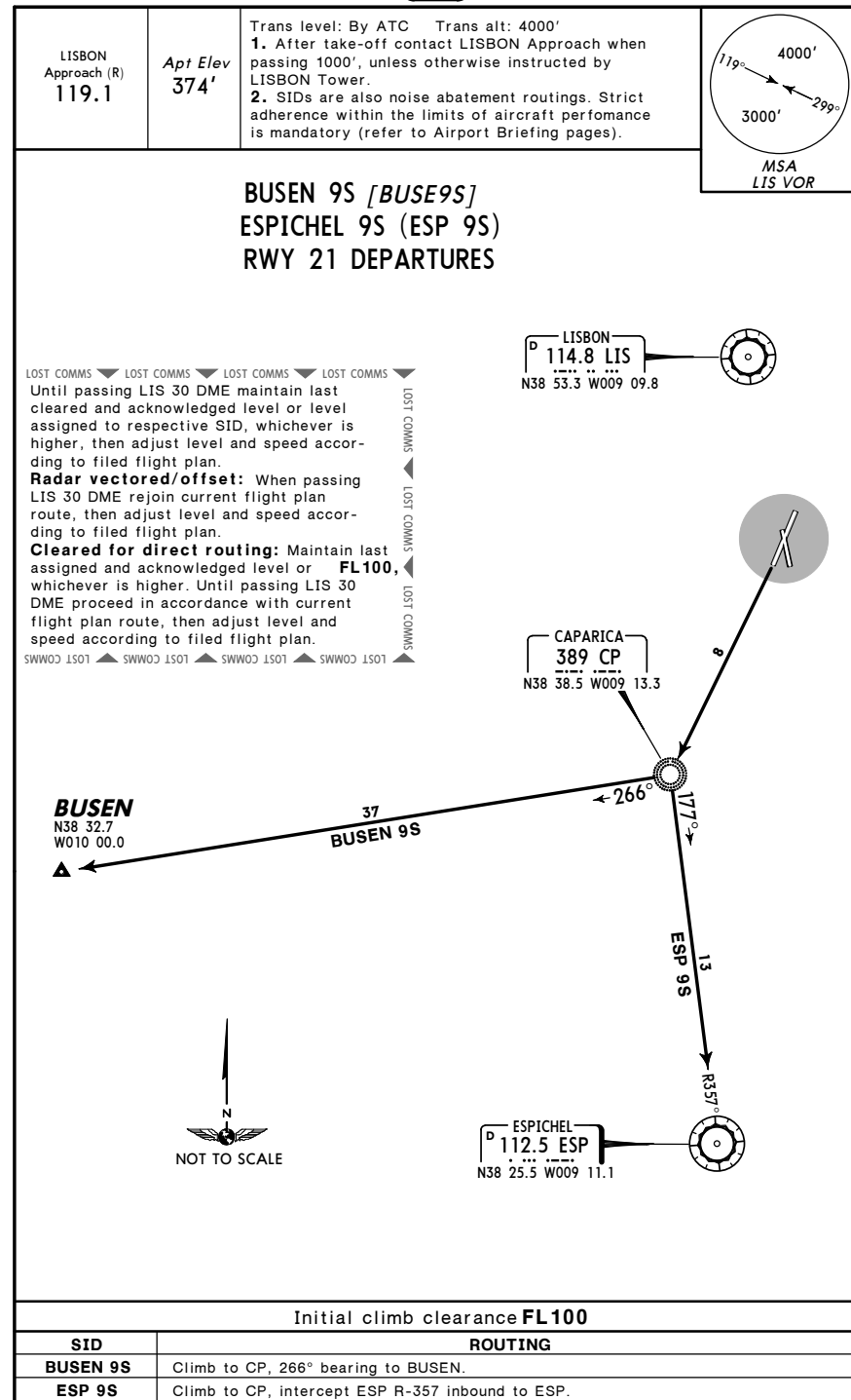
LPPT/LIS  
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LISBON, PORTUGAL

11 JAN 08 10-3J Eff 17 Jan

SID



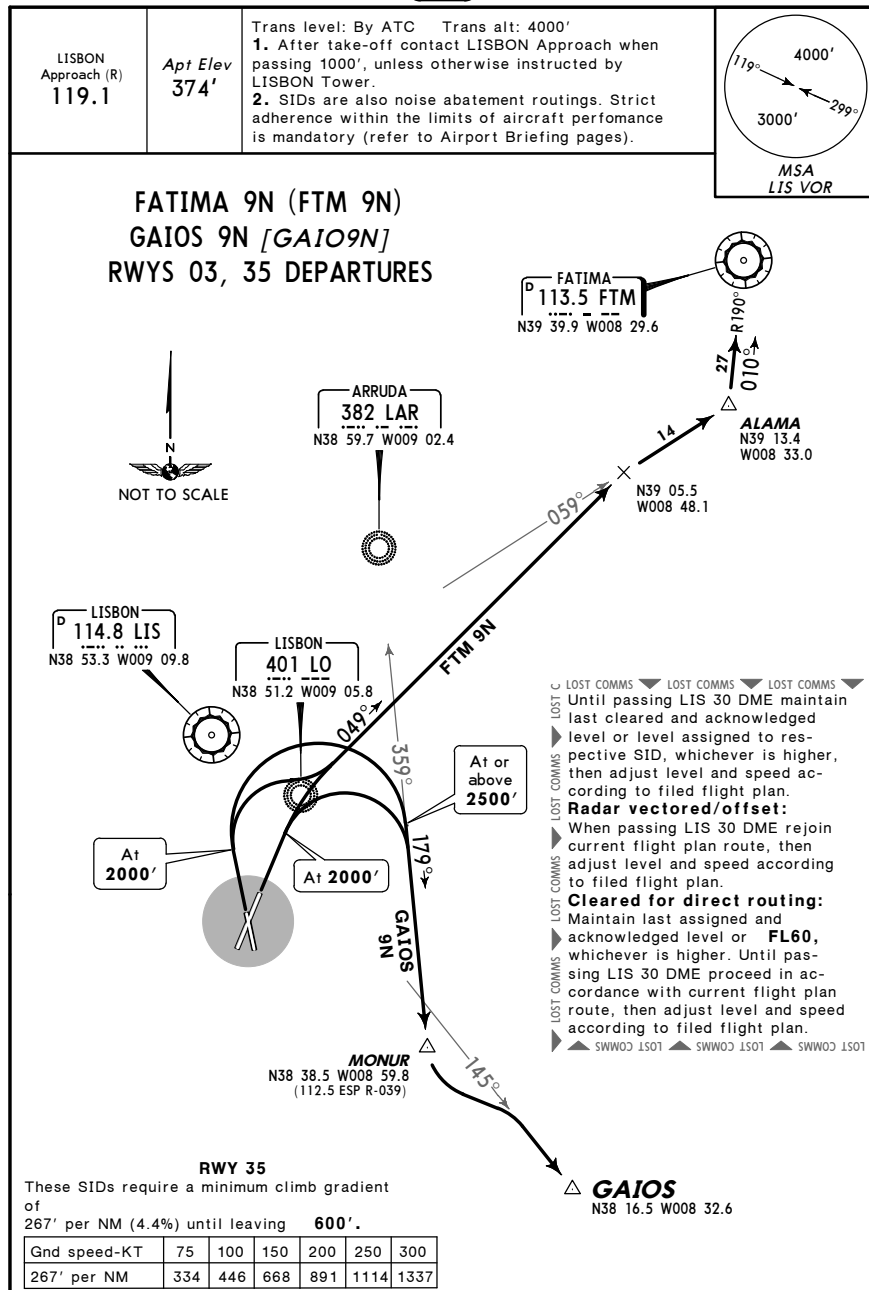
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11 JAN 08 10-3K Eff 17 Jan

SID



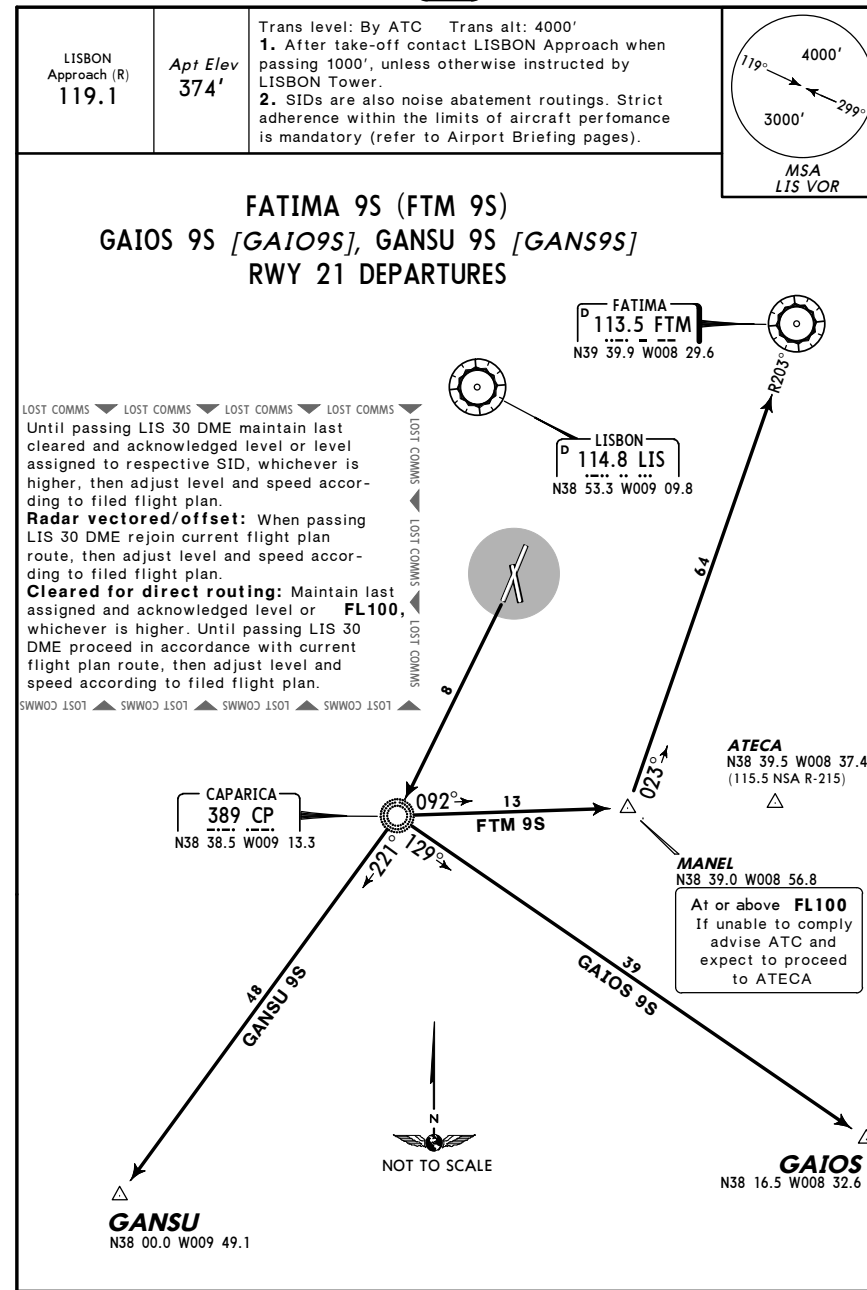
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11 JAN 08 10-3L Eff 17 Jan

SID



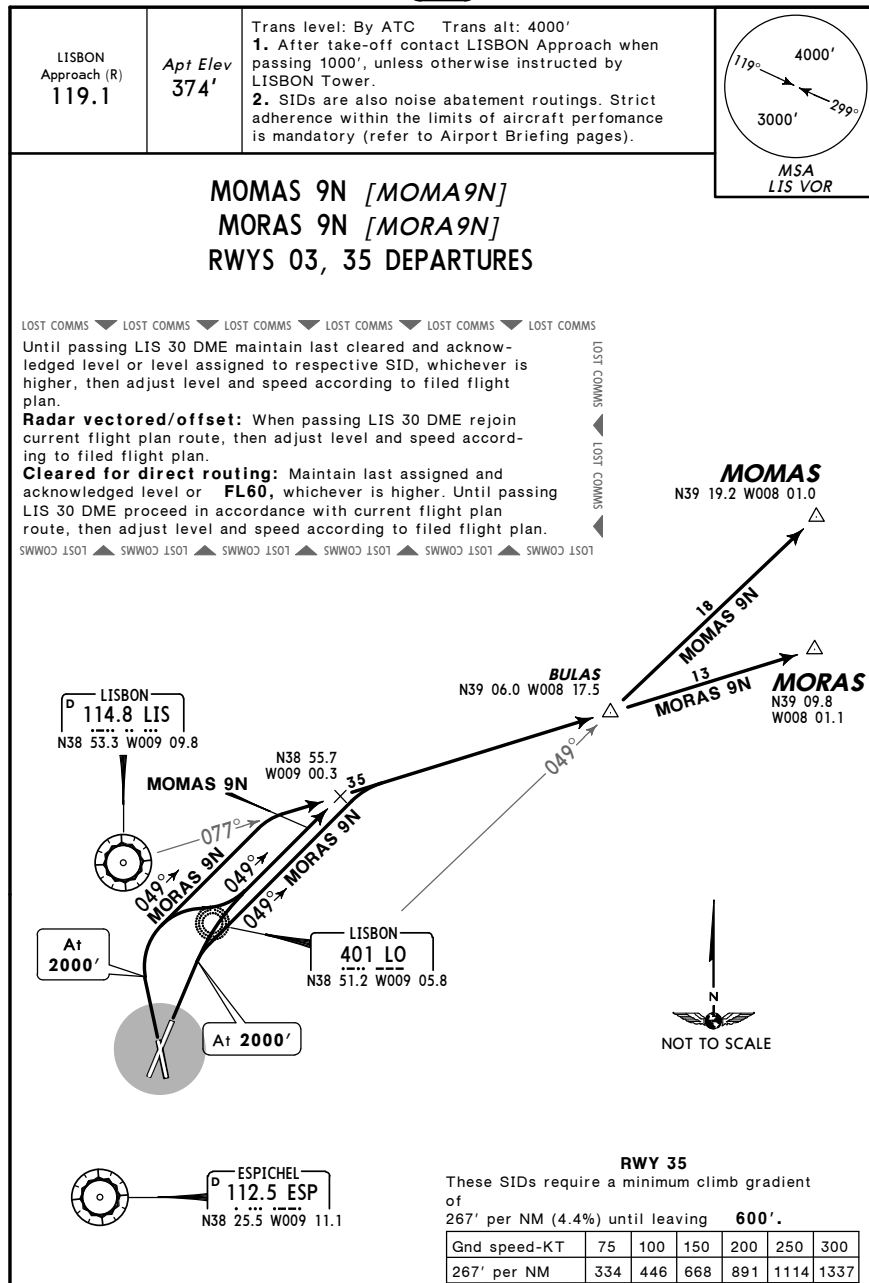
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11 JAN 08 10-3M Eff 17 Jan

LISBON, PORTUGAL

SID



Initial climb clearance FL60	
SID	ROUTING
MOMAS 9N	Climb to 2000', intercept 049° bearing from LO, intercept LIS R-077 to BULAS, intercept ESP R-049 to MOMAS.
MORAS 9N ①	Climb to 2000', 049° track, intercept LIS R-077 to MORAS.
① Only for traffic below FL245.	

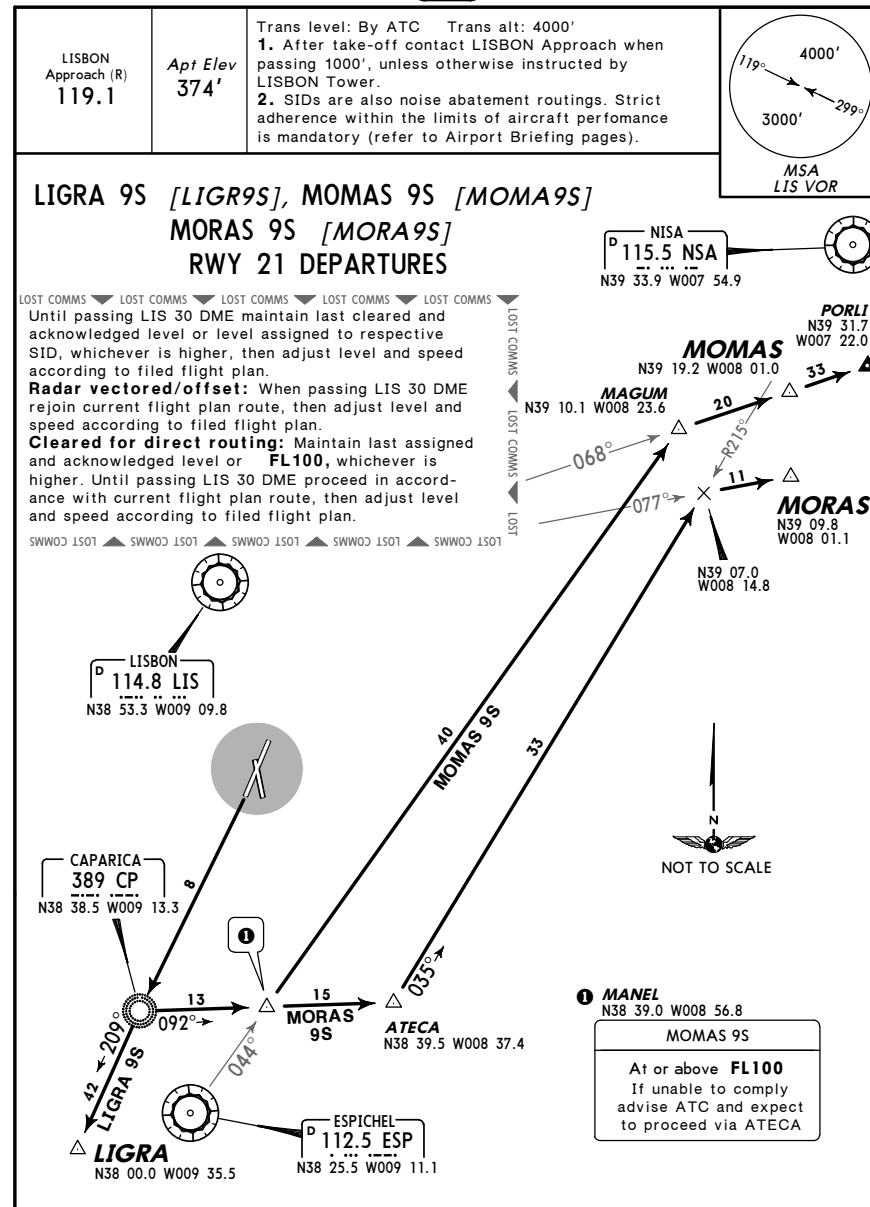
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11 JAN 08 10-3N Eff 17 Jan

LISBON, PORTUGAL

SID



Initial climb clearance FL100	
SID	ROUTING
LIGRA 9S	Climb to CP, 209° bearing to LIGRA.
MOMAS 9S	Climb to CP, 092° bearing to MANEL, intercept ESP R-044 to MAGUM, then to MOMAS, then to PORLI. In case of communication failure proceed to ATECA, intercept NSA R-215 inbound, intercept LIS R-068 to MOMAS.
MORAS 9S ②	Climb to CP, 092° bearing to ATECA, intercept NSA R-215 inbound, intercept LIS R-077 to MORAS.
② Only for traffic below FL245.	

LISBON, PORTUGAL SID

LISBON Approach (R) <b>119.1</b>	Apt Elev <b>374'</b>	Trans level: By ATC Trans alt: 4000' <b>1.</b> After take-off contact LISBON Approach when passing 1000', unless otherwise instructed by LISBON Tower. <b>2.</b> SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages).	
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## NISA 9S (NSA 9S)

### RWY 21 DEPARTURE

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 **FL100**, 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.  
 SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT

**NISA**  
**115.5 NSA**  
N39 33.9 W007 54.9

**LISBON**  
**114.8 LIS**  
N38 53.3 W009 09.8

**CAPARICA**  
**389 CP**  
N38 38.5 W009 13.3

**ATECA**  
N38 39.5 W008 37.4

**MANEL**  
N38 39.0 W008 56.8  
**At or above FL100**  
 If unable to comply  
 advise ATC and expect  
 to proceed via ATECA

**ESPICHEL**  
**112.5 ESP**  
N38 25.5 W009 11.1

**MAGUM**  
N39 10.1 W008 23.6

**Initial climb clearance FL100**

**ROUTING**

Climb to CP, 092° bearing to MANEL, intercept ESP R-044 to MAGUM, then to NSA.  
 In case of communication failure proceed to ATECA. Intercept NSA R-215 inbound to NSA.

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LISBON

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LISBON, PORTUGAL

11 JAN 08

10-3S

Eff 17 Jan

SID

LISBON Approach (R) 119.1	Apt Elev 374'	Trans level: By ATC Trans alt: 4000' <b>1.</b> After take-off contact LISBON Approach when passing 1000', unless otherwise instructed by LISBON Tower. <b>2.</b> SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages).	 MSA LIS VOR
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**REAL 9N**  
**RWYS 03, 35 DEPARTURE**  
TO BE USED PENDING MILITARY TRAFFIC CONDITIONS

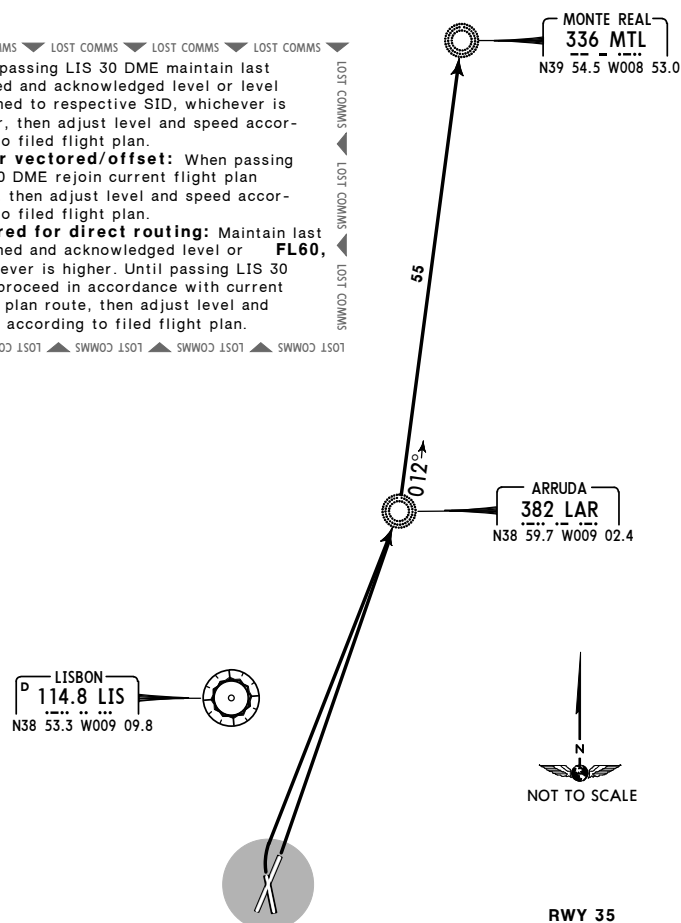
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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.

▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01



**RWY 35**  
This SID requires a minimum climb gradient of 267' per NM (4.4%) until leaving **600'**.

Gnd speed-KT	75	100	150	200	250	300
267' per NM	334	446	668	891	1114	1337

Initial climb clearance **FL60**

**ROUTING**

To LAR, 012° bearing to MTL.

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LISBON, PORTUGAL

11 JAN 08

10-3T

Eff 17 Jan

SID

LISBON Approach (R) 119.1	Apt Elev 374'	Trans level: By ATC Trans alt: 4000' <b>1.</b> After take-off contact LISBON Approach when passing 1000', unless otherwise instructed by LISBON Tower. <b>2.</b> SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory (refer to Airport Briefing pages).	 MSA LIS VOR
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**REAL 9S**  
**RWY 21 DEPARTURE**  
TO BE USED PENDING MILITARY TRAFFIC CONDITIONS

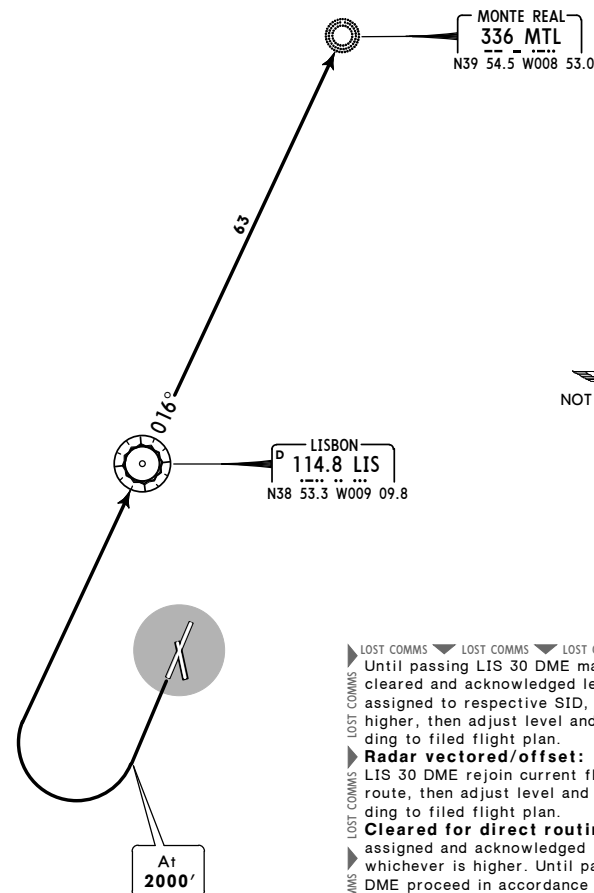
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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 **FL100**, 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.

▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01



**At 2000'**

Initial climb clearance **FL100**

**ROUTING**

Climb on runway heading, at **2000'** turn RIGHT to LIS, LIS R-016 to MTL.



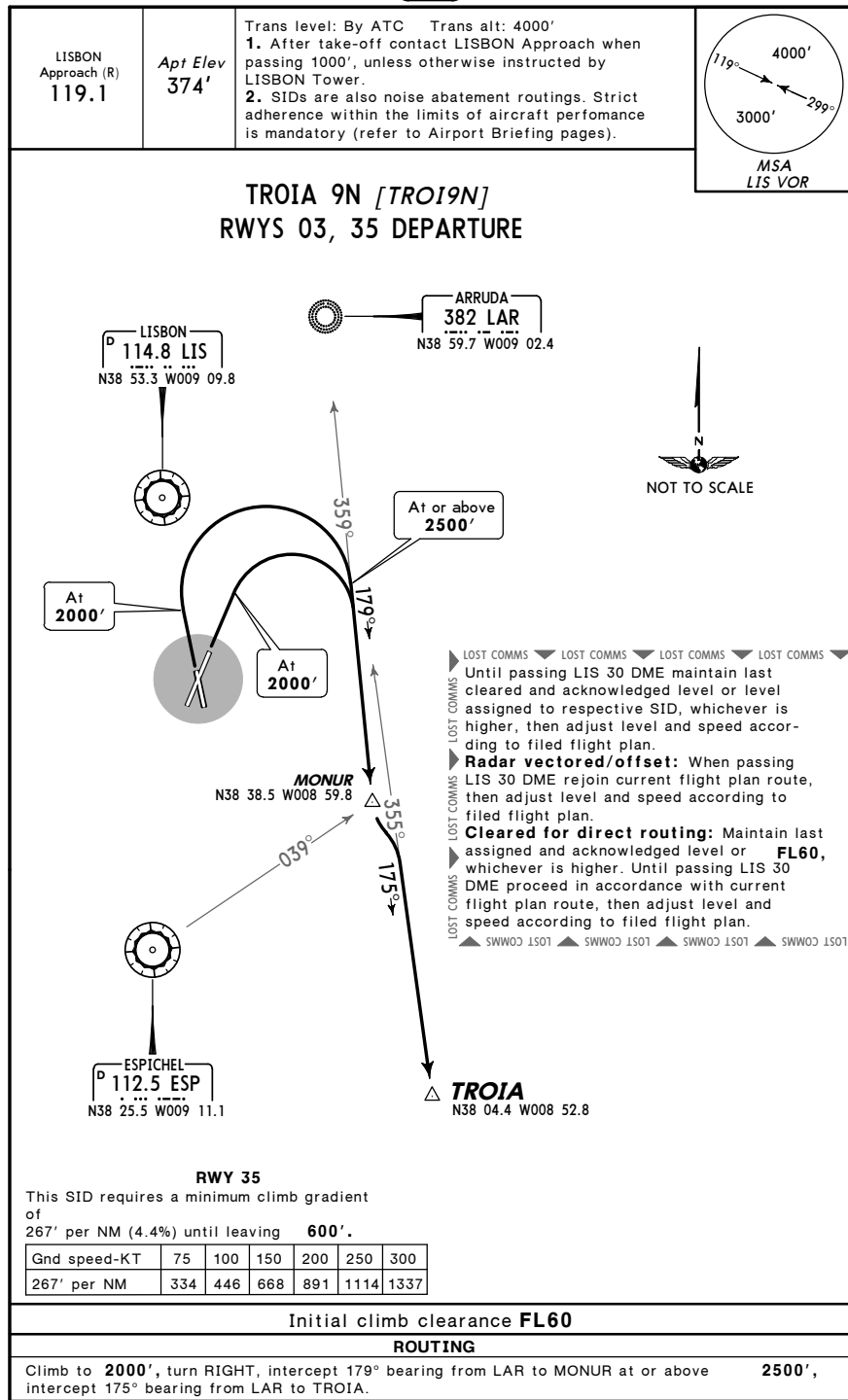
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LISBON, PORTUGAL

11 JAN 08 10-3U Eff 17 Jan

SID



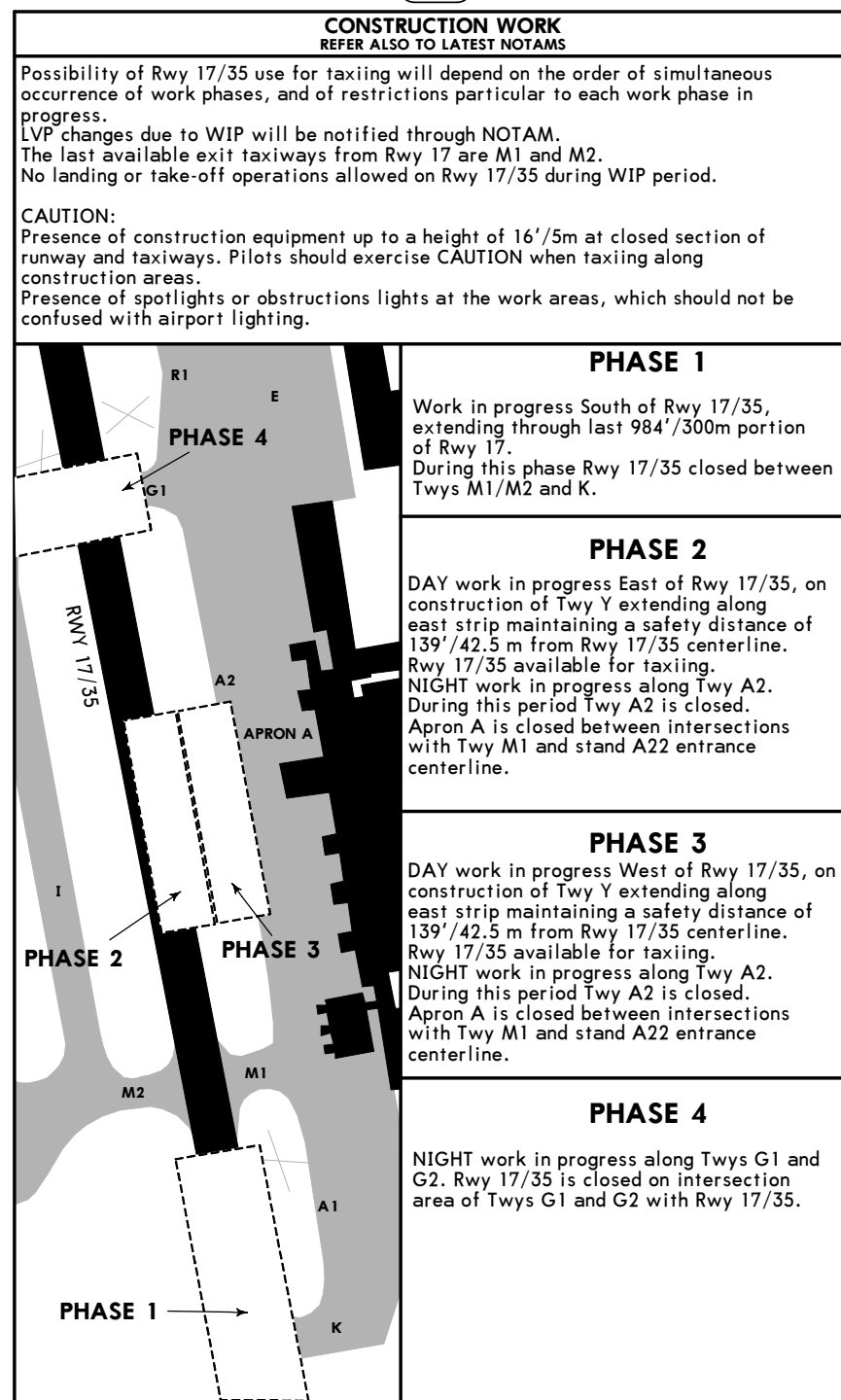
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LISBON, PORTUGAL

4 JAN 08 10-8 Eff 17 Jan

LISBON



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LISBON, PORTUGAL

4 JAN 08 (10-8A) Eff 17 Jan

LISBON

**CONSTRUCTION WORK**  
REFER ALSO TO LATEST NOTAMS

**PHASE 5**

DAY work in progress along Rwy 17/35 between intersection with Twys U2/U3 and G1/G2 maintaining a safety distance of 139'/42.5 m from both taxiway centerlines.

**PHASE 6**

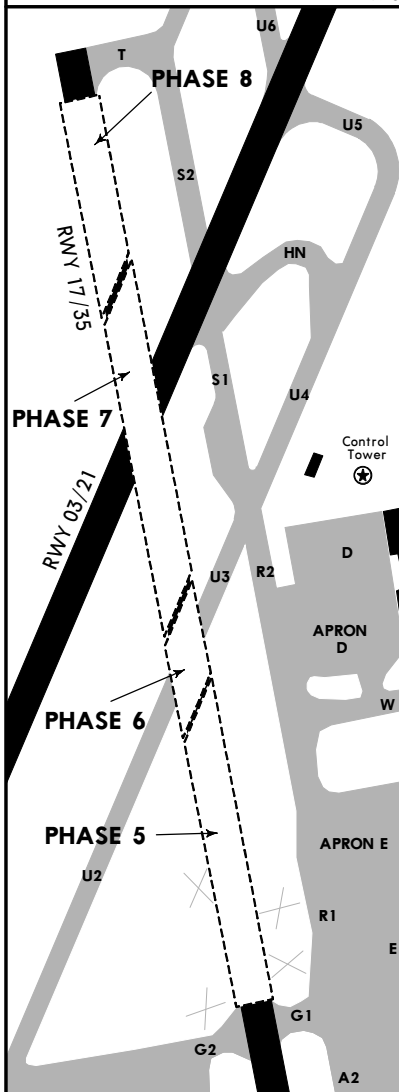
DAY work in progress along Rwy 17/35 between intersection with Twys U2/U3 maintaining a safety distance of 492'/150m from Rwy 03/21 centerline.

**PHASE 7**

NIGHT work in progress along Rwy 17/35 between intersection with Twys U2/U3 and Rwy 17 threshold.  
Rwy 17/35 closed between intersection of Twys U2/U3 and Rwy 17 threshold.  
Rwy 03/21 operation not affected.  
Men and machinery maintaining always a minimum safety distance of 492'/150m from Rwy 03/21 centerline.

**PHASE 8**

DAY work in progress along Rwy 17/35 between intersection Rwy 03/21 and Rwy 17 threshold.  
Rwy 17/35 closed on portion between Rwy 17 threshold and intersection of Rwy 03/21.  
Rwy 03/21 operation not affected.  
Men and machinery maintaining always a minimum safety distance of 492'/150m from Rwy 03/21 centerline.



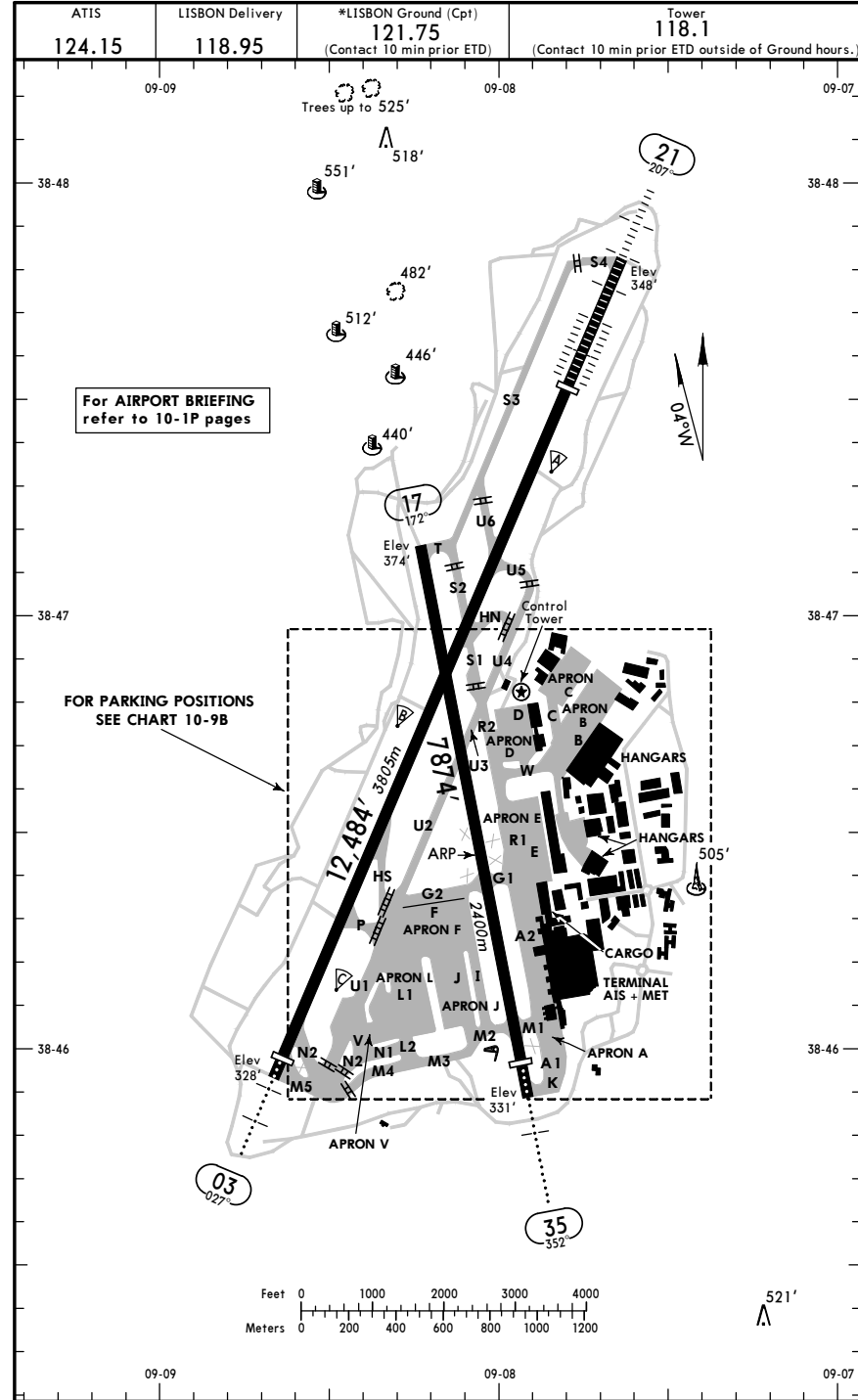
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LISBON, PORTUGAL

11 JAN 08 (10-9) Eff 17 Jan

LISBON



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11 JAN 08 10-9A Eff 17 Jan

LISBON, PORTUGAL

LISBON

ADDITIONAL RUNWAY INFORMATION										
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH	
						LANDING BEYOND				
						Threshold	Glide Slope			
03	HIRL (60m)	CL (15m)	HIALS	②	HST-HN	HSTIL	RVR 12,188' 3715m	11,196' 3413m		148'
21	HIRL (60m)	CL (15m)	HIALS-II	TDZ	②	HST-HS	RVR 10,515' 3205m	9434' 2875m	③	45m
① Take-off prohibited from intersection with rwy 17/35 or twy S2. Rwy grooved from THR 03 up to 3081' / 939m North of THR 03.										
② PAPI-L (3.0°)										
③ TAKE-OFF RUN AVAILABLE										
RWY 03:										
From posn 1 (rwy end, CL not avbl) 12,484' (3805m)										
posn 2 (displ thresh) 12,188' (3715m)										
posn 3 (twy N2 int) 11,909' (3630m)										
posn 4 (twy P int) 10,187' (3105m)										
RWY 21:										
From posn 1 (rwy end) 12,484' (3805m)										
posn 2 (twy U5 int) 7907' (2410m)										
17	HIRL (30m)									148'
35	HIRL (30m)	HIALS	PAPI-L (3.0°)			7382'	2250m		⑤	45m
④ Take-off prohibited from intersection with twy G1. Rwy grooved between twy M1-M2 int and rwy 03/21.										
⑤ TAKE-OFF RUN AVAILABLE										
From posn 1 (rwy end) 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										

JAR-OPS

TAKE-OFF ①

	Rwys 03/21			All Rwys		
	Approved Operators	LVP must be in Force		LVP must be in Force		
	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 guidance system required below 150m.

CHANGES: Lights.

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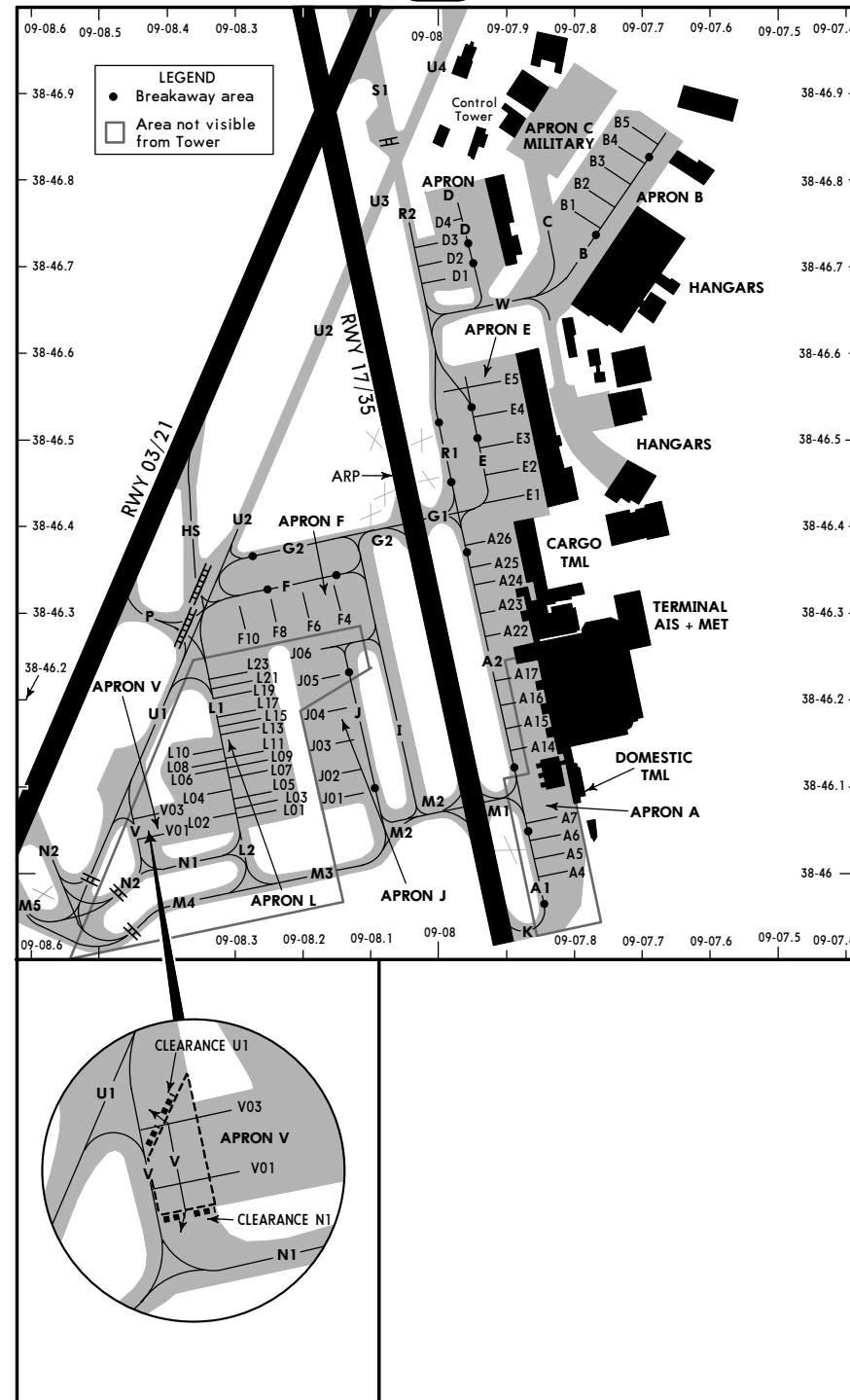
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9 JUN 06 10-9B

LISBON, PORTUGAL

LISBON



CHANGES: Notes transferred to 10-1P pages.

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JEPPESEN  
9 JUN 06 (10-9C)

LISBON, PORTUGAL

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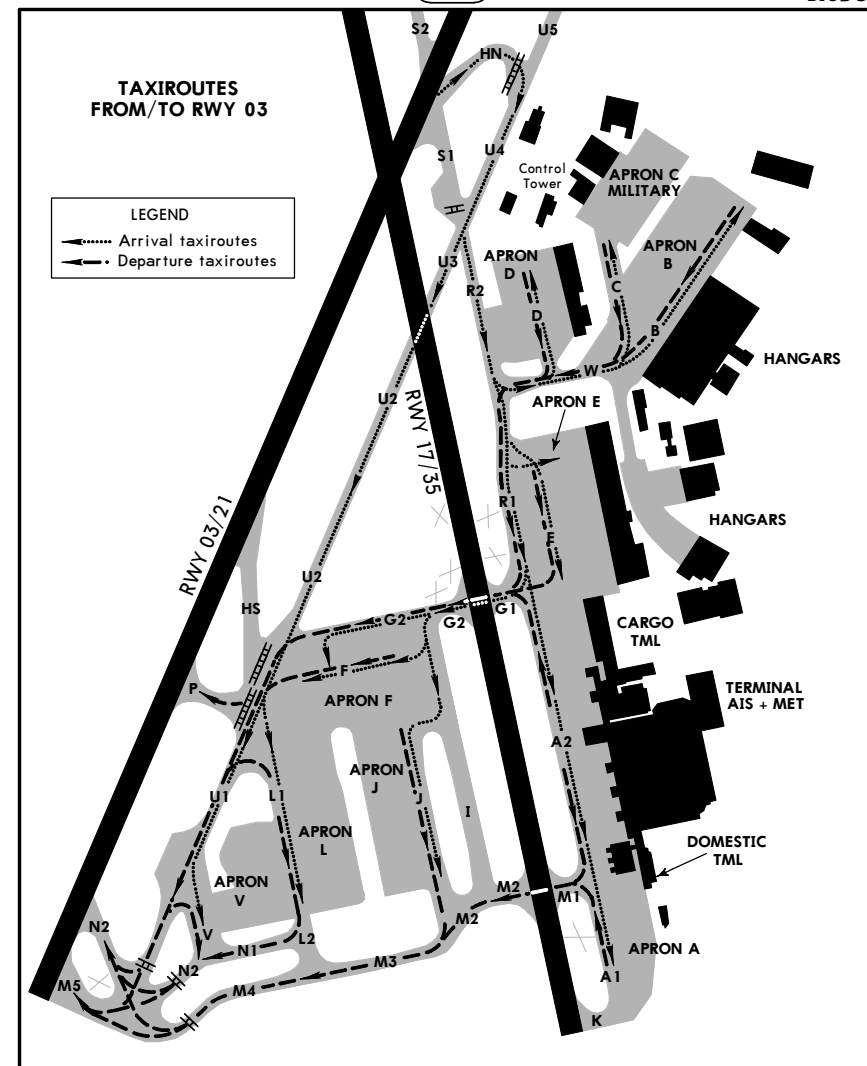
INS COORDINATES								
STAND No.	COORDINATES		ELEV	STAND No.	COORDINATES		ELEV	
A4 thru A6	N38 46.0	W009 07.8	330	J2	N38 46.1	W009 08.2	335	
	A7	N38 46.1	W009 07.8	331	J3	N38 46.1	W009 08.2	337
	A14	N38 46.1	W009 07.8	330	J4	N38 46.2	W009 08.2	338
A15, A16	N38 46.2	W009 07.8	330	J5	N38 46.2	W009 08.2	339	
	A17	N38 46.2	W009 07.8	329	J6	N38 46.2	W009 08.2	340
A22	N38 46.3	W009 07.9	327	L1	N38 46.1	W009 08.2	332	
A23	N38 46.3	W009 07.9	326	L2	N38 46.0	W009 08.3	332	
A24	N38 46.3	W009 07.9	325	L3	N38 46.1	W009 08.2	333	
A25	N38 46.4	W009 07.9	324	L4	N38 46.1	W009 08.4	334	
A26	N38 46.4	W009 07.9	323	L5	N38 46.1	W009 08.2	333	
B1, B2	N38 46.8	W009 07.8	320	L6	N38 46.1	W009 08.4	335	
	B3	N38 46.8	W009 07.8	319	L7	N38 46.1	W009 08.2	334
B4	N38 46.8	W009 07.7	318	L8	N38 46.1	W009 08.4	336	
B5	N38 46.9	W009 07.7	317	L9	N38 46.1	W009 08.2	335	
D1, D2	N38 46.7	W009 08.0	331	L10	N38 46.1	W009 08.4	336	
D3	N38 46.7	W009 08.0	332	L11 L13 L15, L17 L19 L21	N38 46.1	W009 08.2	336	
D4	N38 46.7	W009 08.0	334		L13	N38 46.2	W009 08.2	337
E1	N38 46.4	W009 07.8	323		N38 46.2	W009 08.2	338	
E2 thru E4	N38 46.5	W009 07.9	323		L19	N38 46.2	W009 08.2	339
	E5	N38 46.6	W009 07.9		324	L21	N38 46.2	W009 08.2
F4	N38 46.3	W009 08.1	338	L23 V01 V03	N38 46.2	W009 08.3	340	
F6	N38 46.3	W009 08.2	340		N38 46.0	W009 08.4	332	
F8	N38 46.3	W009 08.2	341		N38 46.1	W009 08.4	333	
F10	N38 46.2	W009 08.3	341					
J1	N38 46.1	W009 08.1	334					

LPPT/LIS

JEPPESEN  
29 SEP 06 (10-9D)

LISBON, PORTUGAL

LISBON



#### ARRIVAL RWY 03

- Pilots should plan their landing to vacate rwy 03 via twy HN, in order to minimize rwy occupancy time, except by agreement of ATC.
- If rwy 03 is vacated via twy S1, pilots shall join standard taxi route on twy R2 or U3, as appropriate.
- If rwy 03 is vacated via twy U5, pilots shall comply with the procedures for twy HN.

#### CAUTION:

- Do not cross rwy 17/35 without ATC clearance.
- If not cleared to cross rwy 17/35, contact ATC when approaching twy G1 or U3.
- In order to avoid jet blast hazards, if not cleared to cross rwy 17/35, aircraft shall stop and hold, parallel with rwy 17/35 before twy G1.

#### DEPARTURE RWY 03

- Rwy 03 CAT II/III holding points shall be used, to provide separation between aircraft.

#### CAUTION:

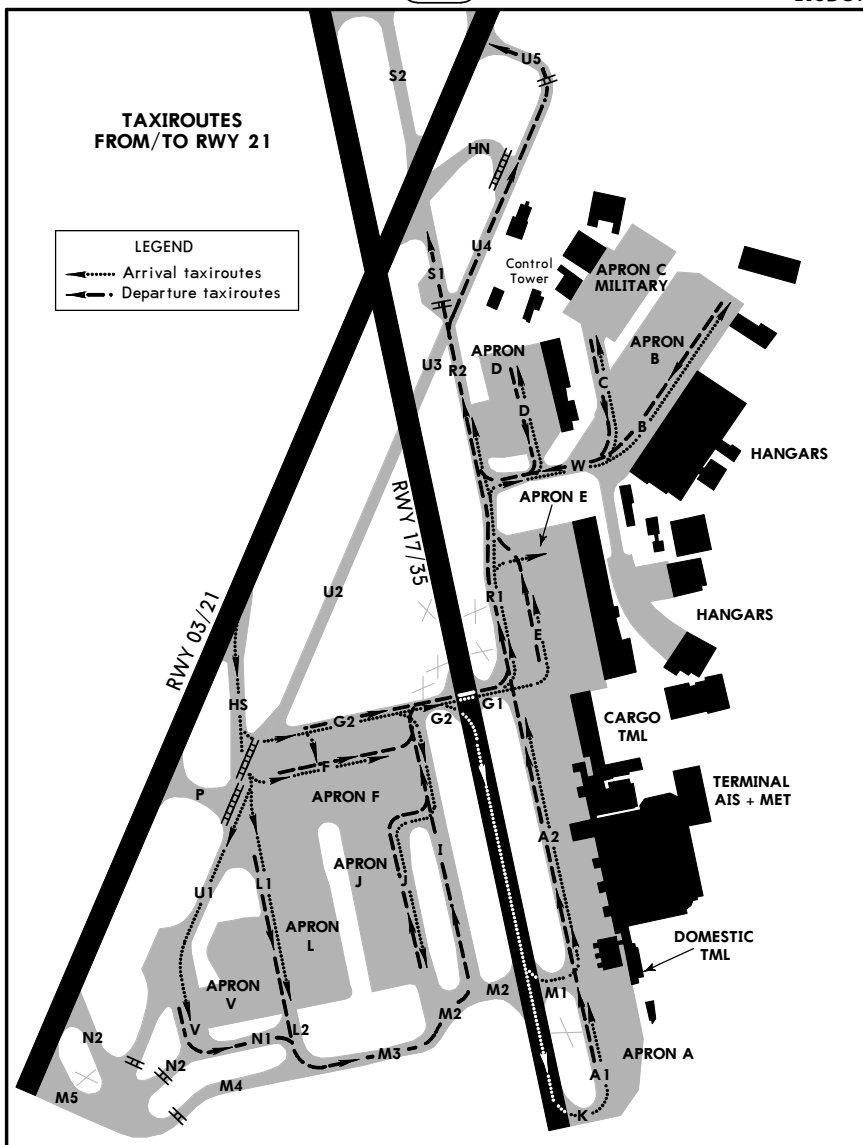
- Do not cross rwy 17/35 without ATC clearance.
- If not cleared to cross rwy 17/35, contact ATC when approaching twy G1 or M1.
- In order to avoid jet blast hazards, if not cleared to cross rwy 17/35, aircraft shall stop and hold, parallel with rwy 17/35 before twy G1 or M1.

LPPT/LIS

29 SEP 06 (10-9E)

LISBON, PORTUGAL

LISBON



#### ARRIVAL RWY 21

- Pilots should plan their landing to vacate rwy 21 via twy HS, in order to minimize rwy occupancy time, except by agreement of ATC.
  - If rwy 21 is vacated via twy P, pilots shall comply with the procedures for twy HS.
- CAUTION:**
- Do not cross or enter on rwy 17/35 without ATC clearance.
  - If not cleared to cross or enter on rwy 17/35, contact ATC when approaching the rwy.

#### DEPARTURE RWY 21

- Pilots shall taxi to visual holding point of rwy 21, on twy S4.
- CAUTION:**
- Do not cross rwy 17/35 without ATC clearance.
  - If not cleared to cross rwy 17/35, contact ATC when approaching twy G2.
  - Hold short of rwy 21.

LPPT/LIS

29 SEP 06 (10-9F)

LISBON, PORTUGAL

LISBON

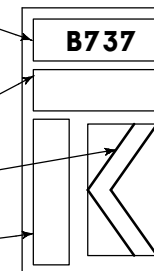
### APIS (AIRCRAFT PARKING & INFORMATION SYSTEM)

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

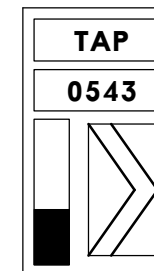
Display B indicating: Flight number, time, "STOP", "ON" (chocks) and "DOWN".

Centreline beacon side-in guidance.

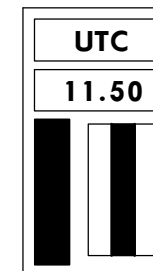
Closing-rate information. Full closing rate thermometer indicates at least 49'/15m to stop position.



Turn LEFT



Turn RIGHT




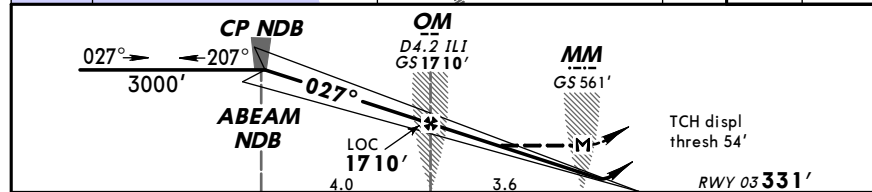
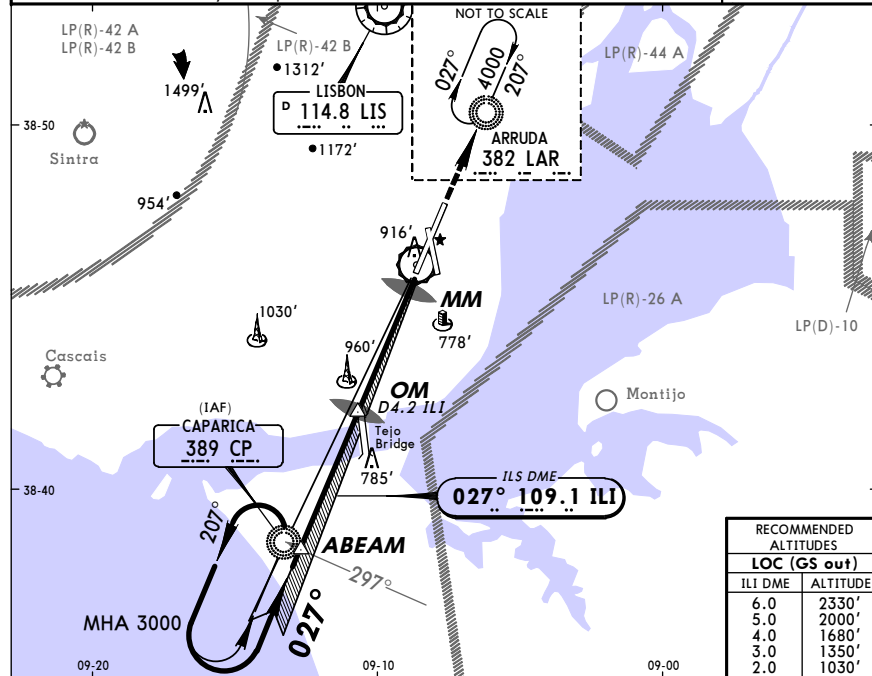
On centerline

### PILOT INSTRUCTIONS

1. Follow twy lead-in line and adjust according to the directions of the centerline beacon side-in guidance.
2. Check correct acft type is flashing and that centerline guidance and closing rate thermometer is activated.
3. Do not enter the stand if display presents STOP or wrong acft type.
4. Approximately 95'/29m before STOP.
5. 75'/23m before STOP, acft type goes steady. If speed is too high, SLOW DOWN can be shown.
6. 62'/19m before stop position aircraft series information disappears.
7. 49'/15m before stop position aircraft type information disappears and "14m" is displayed and gradually decreases until final stop position.
8. 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.
9. When stop position is reached, display indicates STOP and if acft is parked correctly, display indicates also OK.
10. If acft overshoots the limit for correct parking, display indicates TOO FAR. Request for push-back might be necessary.
11. Display and indicators automatically shut down after 3 minutes.
12. 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.

LPPT/LIS LISBON LISBON, PORTUGAL  
11 JAN 08 (11-1) Eff 17 Jan ILS Rwy 03

ATIS		LISBON Approach		LISBON Tower		*Ground
124.15		119.1		118.1		121.75
LOC ILI	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev 374'		
109.1	027°	1710' (1379')	531' (200')	RWY 331'		
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'	



TO DISPLACED THRESHOLD						
Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at MM						

STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND			
ILS DA(H) 531' (200')		LOC (GS out) MDA(H) 830' (499')		Max Kts		MDA(H) VIS	
FULL	ALS out	MM out	ALS out	100	135	1500' (1126')	1500m
A		RVR 1400m					
B	RVR 700m	RVR 1000m	RVR 1500m				
C		RVR 1600m	RVR 2000m				
D		RVR 1800m					

CHANGES: Bearings.

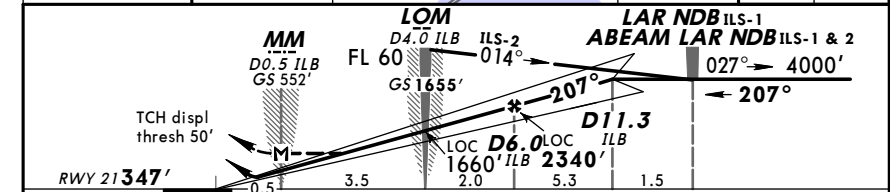
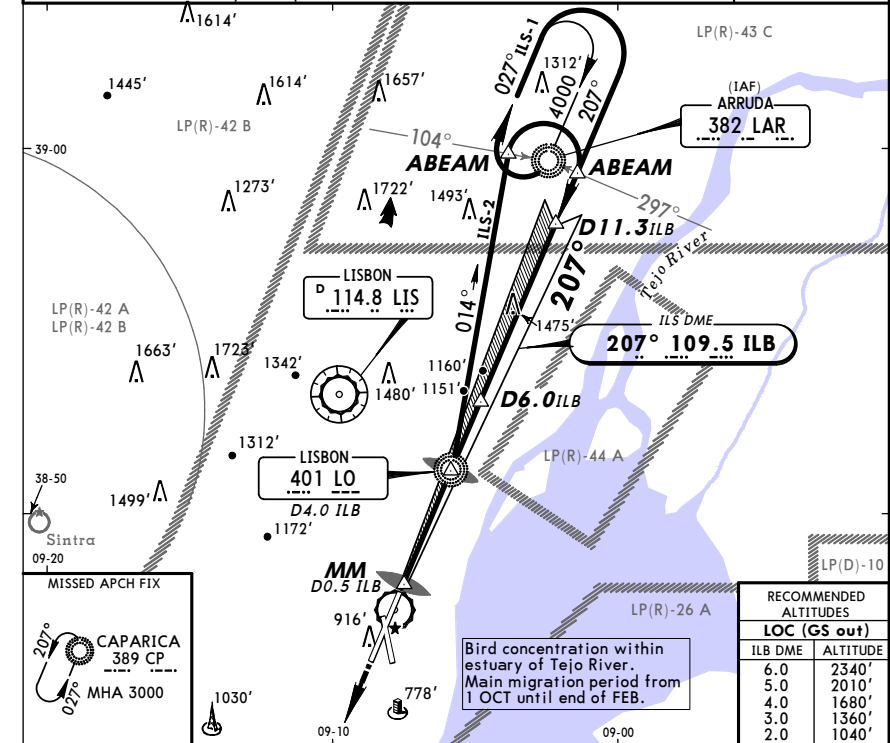
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LPPT/LIS LISBON LISBON, PORTUGAL  
11 JAN 08 (11-2) Eff 17 Jan ILS-1 or -2 Rwy 21

BRIEFING STRIP™

ATIS 124.15		LISBON Approach 119.1		LISBON Tower 118.1		*Ground 121.75	
LOC ILB 109.5		Final Apch Crs 207°		GS LOM 1655' (1308')		ILS DA(H) 547' (200')	
						Apt Elev 374' RWY 347'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then proceed to CP NDB and hold. Contact ATC.							
Alt Set: hPa		Rwy Elev: 13 hPa		Trans level: By ATC		Trans alt: 4000'	
ILS DME reads zero at rwy 21 displ thresh.							

MSA  
LIS VOR



TO DISPLACED THRESHOLD						
Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.3%	377	485	539	647	755	862
MAP at MM/DO.5 ILB						

STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND			
ILS DA(H) 547' (200')		LOC (GS out) MDA(H) 740' (393')		Max Kts		MDA(H) VIS	
FULL	ALS out	MM out	ALS out	100	135	1500' (1126')	1500m
A		RVR 900m	RVR 1500m				
B	RVR 550m	RVR 1000m	RVR 1800m				
C		RVR 1400m	RVR 2000m				
D							

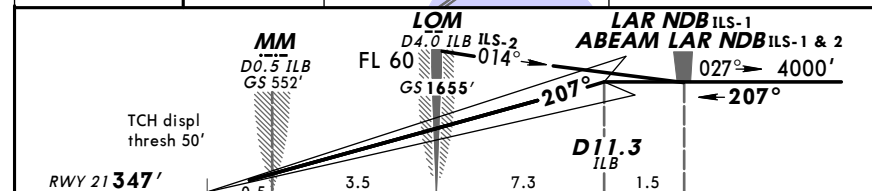
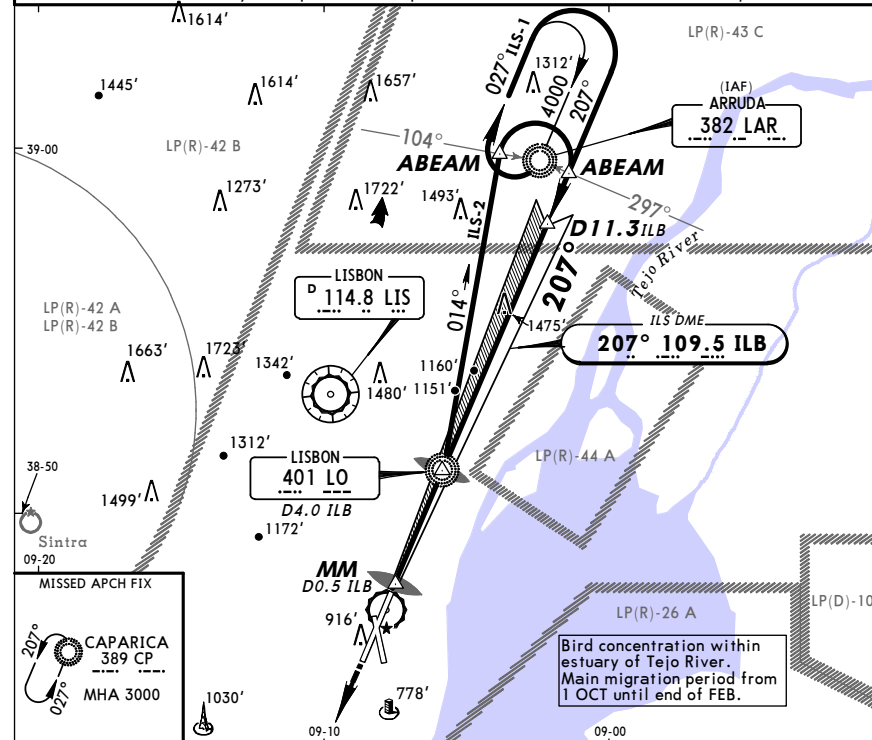
CHANGES: Bearings.

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LPPT/LIS LISBON 11 JAN 08 (11-2A) CAT II ILS-1 or -2 Rwy 21

ATIS 124.15	LISBON Approach 119.1	LISBON Tower 118.1	*Ground 121.75
LOC ILB 109.5	Final Apch Crs 207°	GS LOM 1655' (1308')	CAT II ILS RA 100' DA(H) 447' (100')
			Apt Elev 374' RWY 347'

MISSED APCH: Climb STRAIGHT AHEAD to 3000', then proceed to CP NDB and hold. Contact ATC.  
Alt Set: hPa Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 4000'  
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°	377	485	539	647	755

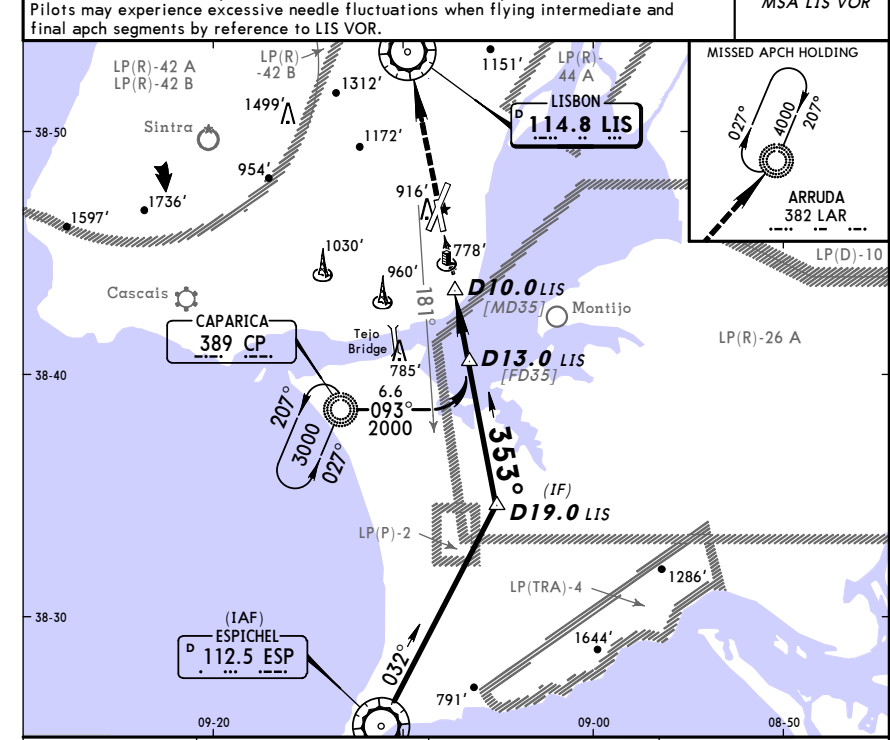
JAR-OPS STRAIGHT-IN LANDING RWY 21  
CAT II ILS  
ABCD  
RA 100'  
DA(H) 447' (100')

RVR 300m  
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

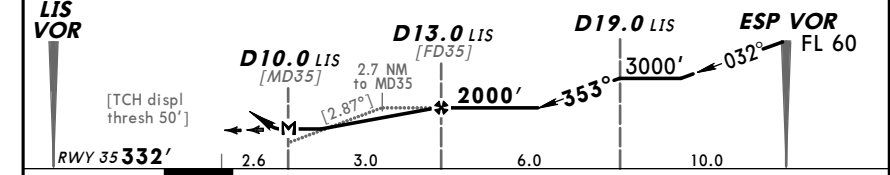
LPPT/LIS LISBON 11 JAN 08 (13-1) Eff 17 Jan VOR DME Rwy 35

ATIS 124.15	LISBON Approach 119.1	LISBON Tower 118.1	*Ground 121.75
VOR LIS 114.8	Final Apch Crs 353°	Minimum Alt D13.0 LIS 2000' (1668')	MDA(H) 1160' (828')
			Apt Elev 374' 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.



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.00% or Descent angle [2.87°]	355	457	508	609	711	812

JAR-OPS STRAIGHT-IN LANDING RWY 35  
MDA(H) 1160' (828')

	RVR	ALS out	Max Kts	MDA(H)	VIS
A	1500m	1500m	100	1500' (1126')	1500m
B	1800m	1500m	135	1500' (1126')	1600m
C	1800m	2000m	180	1580' (1206')	2400m
D	2000m	2000m	205	1580' (1206')	3600m

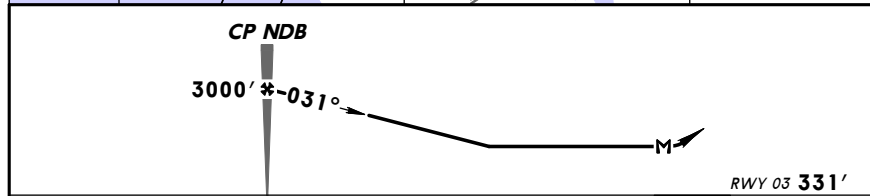
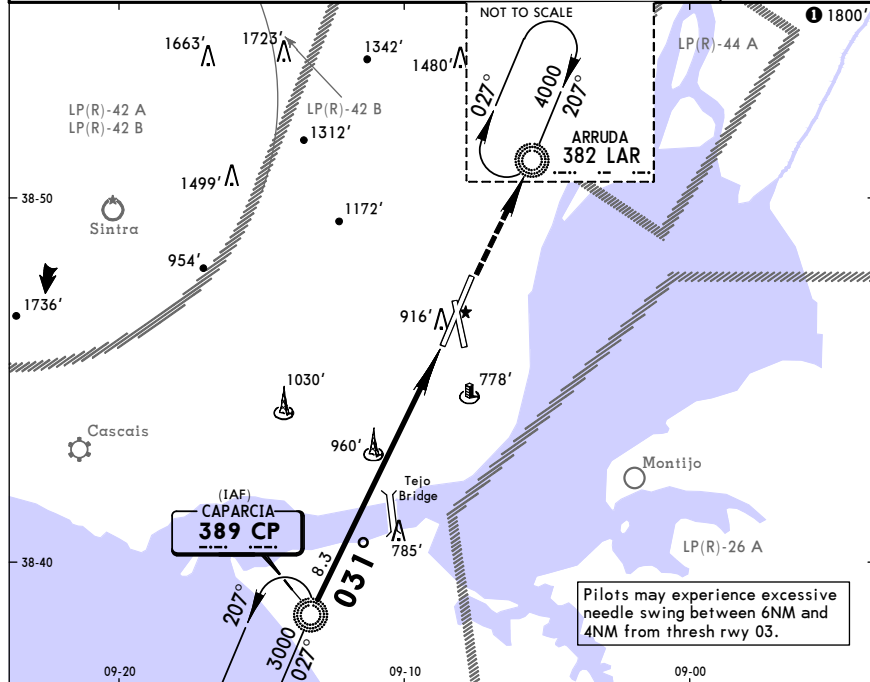


LPPT/LIS  
LISBON

JEPPesen  
11 JAN 08 (16-1) Eff 17 Jan

LISBON, PORTUGAL  
NDB Rwy 03

ATIS		LISBON Approach		LISBON Tower		*Ground
124.15		119.1		118.1		121.75
NDB CP 389	Final Apch Crs 031°	Minimum Alt CP NDB 3000' (2669')	MDA(H) 1320' (989')	Apt Elev 374' RWY 331'		
MISSED APCH: Climb STRAIGHT AHEAD to 4000', then proceed to LAR NDB holding. Contact APPROACH.						
Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: By ATC		Trans alt: 4000'		MSA CP NDB



TO DISPLACED THRESHOLD 8.3							
Gnd speed-Kts	70	90	100	120	140	160	
Descent Gradient	5.2%	369	474	527	632	737	843
CP NDB to MAP	8.3	7:07	5:32	4:59	4:09	3:33	3:07

JAR-OPS STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND			
MDA(H) 1320' (989')							
ALS out				Max Kts	MDA(H)	VIS	
RVR 1500m				100	1500' (1126')	1500m	
RVR 1800m				135	1500' (1126')	1600m	
RVR 2000m				180	1570' (1196')	2400m	
RVR 2000m				205	1570' (1196')	3600m	


CHANGES: Bearings.

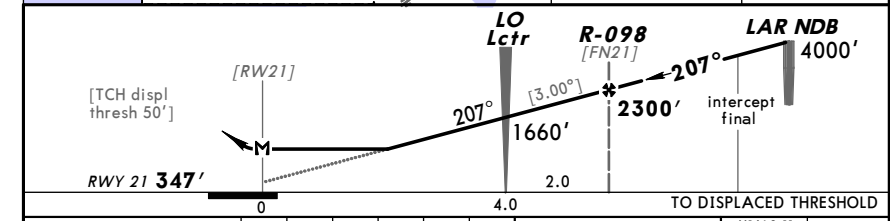
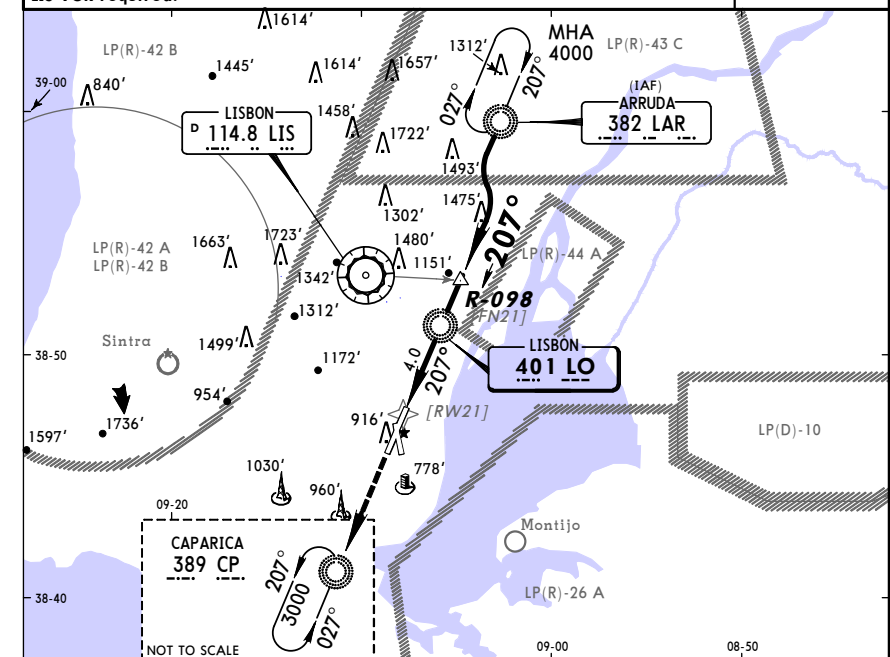
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LPPT/LIS  
LISBON

JEPPesen  
11 JAN 08 (16-2) Eff 17 Jan

LISBON, PORTUGAL  
LOCATOR Rwy 21

BRIEFING STRIP™	ATIS		LISBON Approach		LISBON Tower		*Ground
	124.15		119.1		118.1		121.75
	Lctr LO 401	Final Apch Crs 207°	Minimum Alt R-098 2300' (1953')	MDA(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.						



TO DISPLACED THRESHOLD 8.3							
Gnd speed-Kts	70	90	100	120	140	160	
Descent Gradient	5.24% or [3.00°]	373	479	532	639	745	852
R-098 to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

JAR-OPS STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND			
MDA(H) 840' (493')							
ALS out				Max Kts	MDA(H)	VIS	
RVR 1000m				100	1500' (1126')	1500m	
RVR 1200m				135	1500' (1126')	1600m	
RVR 1600m				180	1580' (1206')	2400m	
RVR 2000m				205	1580' (1206')	3600m	

CHANGES: Bearings.

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