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

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

Time Zone Info: GMT uses DST

Runway Info
Runway 03-21  12484’ x 148’ asphalt
Runway 17-35  7559’ x 148’ asphalt

Runway 03  (27.0°M)  TDZE 349'
Lights: Edge, ALS, Centerline
Displaced Threshold Distance 295'

Runway 17  (172.0°M)  TDZE 372'
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 118.5 Secondary
Lisbon Tower 118.1
Lisbon Tower 340.00 Military
Lisbon Ground Control 121.75
Lisbon Ground Control 118.5 Secondary
Lisbon Clearance Delivery 118.95
Lisbon Clearance Delivery 118.5 Secondary
Lisbon Approach Control 119.55
Lisbon Approach Control 119.1
Lisbon Approach Control 316.90 Military

Notebook Info
1.1. ATIS

ATIS 124.15

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:

<table>
<thead>
<tr>
<th>Noise Level Band (EPNdB)</th>
<th>QUOTA Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>below 87</td>
<td>0</td>
</tr>
<tr>
<td>87 - 89.9</td>
<td>0.5</td>
</tr>
<tr>
<td>90 - 92.9</td>
<td>1</td>
</tr>
<tr>
<td>93 - 95.9</td>
<td>2</td>
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<tr>
<td>96 - 98.9</td>
<td>4</td>
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<tr>
<td>99 - 101.9</td>
<td>8</td>
</tr>
<tr>
<td>more than 101.9</td>
<td>16</td>
</tr>
</tbody>
</table>

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 n°. 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 onregular air services;
c) ACFT classified in Levels 2 can be scheduled for take-off between 0000-0030LT as well as from 0500LT thereon;
d) ACFT classified in Levels 0, 0.5 and 1 are not subject to restrictions;
e) ACFT falling into the criteria set out in 5- of this number authorized to land during night period are forbidden to reverse thrust, right after landing.

1.3. 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. Pilots shall stop and request further instructions at any clearance or stop bar lighted, as well as at any segment of TWY centerline lights, unlighted. TWY centerline lights within LOC sensitive area are coded by alternative yellow and green lights. Taxi instructions will be supported by switching on and off
1. GENERAL

the lights. Instructions to cross RWY 21 will be issued by Tower. Report vacation of LOC sensitive area, when completely out of colourcoded 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 2 NM 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 (TWYs HS, P, N2 and M5) will be lighted, and pilots should select the first convenient exit. Report LOC sensitive area vacated, when ACFT is completely out of colourcoded TWY centerline lights and report RWY, 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 30

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

1.3.5. APRON 42

Push-back from stands 424 thru 426 shall be assisted by Follow-me on Tower request to guarantee TWYs U1 and P clearance.

1.4. 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 17/35; 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.
When high intensity RWY operations are in force do not request RWY 35 unless RWY 03 is unsuitable for a particular operation.
RWY 35 should only be used when required for safety reasons (i.e. crosswind or windshear on RWY 03) and not for convenience, time or fuel saving.
1.6. TAXI PROCEDURES

1.6.1. GENERAL

For Taxi Routings refer to 10-9 charts.

Taxilane D MAX wingspan 102'/31m.
Taxilane E MAX wingspan 115'/35m.
Taxilane F MAX wingspan 118'/36m.
Taxilanes A1, A2, M1, K and Y MAX wingspan 157'/48m.
Taxilanes B, C and W MAX wingspan 167'/51m.

Code E and F ACFT shall adopt a trajectory compatible with TWY curve dimensions of TWYs N2, S2, S3, S4 and U2 enabling to always maintain ACFT main undercarriage central point travelling over TWY centerline markings in order to avoid main gear lateral excursions.

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.

1.6.2. APRON RESTRICTIONS

1.6.2.1. APRONS 10, 11, 12 AND 14

Use minimum power when taxiing on Taxilanes A1 and A2. This is of utmost importance when turning to cross or enter RWY 17/35 via TWY K, Y and G1, where jet blast can affect adjacent stands and vehicles passing behind on apron service roads.

All multi-propeller engine ACFT must have LEFT engines fully shut down before entering the stand.

It is strictly forbidden to move backwards on stand without assistance.

1.6.2.2. APRON 30

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

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

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

1.6.2.3. APRON 50

When ACFT exceeding a wingspan of 213'/65m are exceptionally parked on this apron, they should always enter and exit (push-back) via TWY M2 assisted by Follow-me car while taxiing on Taxilane J.

ACFT faced North at Taxilane J must only initiate taxiing after clearance for entering Taxilane Q1. Stopping is not allowed to avoid jet blast at stand 506.

1.6.2.4. APRON 60

ACFT with a wingspan of at least 118'/36m shall use TWY G2 instead of TWY F.

1.6.2.5. APRON 70

On stands 701 thru 703 (nose out) ACFT will have direct entrance thru TWY R2 and the departing manoeuvre will be autonomous thru Taxilane D and via Taxilane W1.

On stand 704 (nose in) the ACFT will enter via Taxilane W1 and Taxilane D, the departing manoeuvre will be done with push-back and pull ahead to break-away zone of Taxilane D with the nose turned South, where, after the push-back unleashed, the ACFT will begin taxiing by its own means to Taxilane W1 under Tower instructions.

Use minimum power necessary when taxiing on this apron. This is of utmost importance when break away from stands 701 thru 703 and manoeuvring to exit apron, where jet blast can affect adjacent stands and vehicles on apron service roads.
1. GENERAL

1.6.3. FOLLOW-ME AND MARSHALLER ASSISTANCE
Follow-me and marshaller assistance available on request. Assistance compulsory for stands not equipped with APIS.

1.7. PARKING INFORMATION

1.7.1. GENERAL
Aprons 10, 11, 12, 60 and stand 147 provided with Aircraft Stand Maneuvering Lights (ASMGL).
Stands 104 thru 506 and 801 thru 806 equipped with APIS.
Due to ACFT parking stands shortage ad hoc slots for non-based carriers are restricted to MAX 3 h parking, except upon prior approval from APT management.

1.7.2. AUXILIARY POWER UNIT (APU)

1.7.2.1. GENERAL
ACFT, intending to operate single engine taxi-in, must consider in due time if able to shut down LEFT engines before having GPU available. If unable due to APU inoperative, RIGHT engines shall then be maintained running instead of LEFT engines, which must be shut down immediately upon ACFT on stand stops taxiing.
APU must be shut down at the earliest opportunity on arrival at stand.
APU must not be left running unless either a qualified person is in attendance or the APU has both, an auto-shutdown and an auto-extinguish facility.
GPU is not allowed on stands unless GPS is not available.

1.7.2.2. NARROW BODY ACFT

- Use of APU is restricted to 15 min after arrival and not more than 30 min before departure.
- If ACFT is on a short turnaround time of less than 55 min, APU may be left ON after arrival.
- If OAT is below 5°C or above 25°C, APU restriction is extended to 60 min before ETD.

1.7.2.3. WIDE BODY ACFT

- Use of APU is restricted to 20 min after arrival.
- Use of APU is restricted to 75 min before departure or not more than 90 min when GPU has not enough power to support the FMS.
- If ACFT is on a short turnaround time of less than 110 min, APU may be left ON after arrival on stand.
- If OAT is below 5°C or above 25°C, APU restriction is extended to 90 min before ETD.

1.8. OTHER INFORMATION

Birds.
RWY 03 grooved on first 3081'/939m.
RWY 17/35 grooved between TWY M1/M2 intersection and RWY 03/21.
RWY 35 right-hand circuit.
2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. VISUAL APPROACH PROCEDURES
From CP to RWYs 03, 35: Descent to final approach altitude will be done over the river and maintained until aligned with the RWY (the city will be overflown on final and when aligned with the RWY).

From CP to RWY 21: Descent to final approach altitude should be done over the river and maintained on 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 (0000-0600LT) period are strictly forbidden to reverse thrust right after landing.

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

2.3. RWY OPERATIONS

2.3.1. GENERAL
Unless otherwise instructed by ATC, pilots should plan to vacate RWY 03 via TWY HN and RWY 21 via TWY HS.

If for any particular reason you wish to vacate RWY 03/21 via TWY S1 or RWY 17 make the request on first contact with Tower.

2.3.2. CAT I OPERATIONS
RWY 03 will remain as “RWY-in-use” for ILS CAT I operation, beyond the serviceability of the other required facilities, as long as:
- RWY centerline lights are serviceable,
- the wind is calm or Northerly,
- Ceiling RWY 03 is 200’ or above,
- RVR TDZ RWY 03 is 800m or above,
- RVR MID RWY 03 is 800m or above,
- RVR END RWY 03 is 250m or above.
3. DEPARTURE

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

3.1.1. GENERAL

Until 10 min prior to EOBT, departing traffic shall contact Delivery or Ground (between 0700-2200LT) or Tower (between 2200-0700LT) to inform/receive:
- Parking position
- ATIS acknowledgement
- Modify/confirm ETD
- Modify/confirm Cruising Level
- ATC clearance

3.1.2. START-UP & PUSH-BACK

All traffic shall contact Ground (or Tower when Ground is closed) for push-back and/or start-up clearance.

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

Engine cross-bleed starts are not allowed during push-back manoeuvres.

3.1.3. TAXIING

MD11 shall taxi with engine number 2 at IDLE or shut down. B747, A340 and AN124 shall taxi with engines number 1 and 4 maintaining IDLE or shut down.

AN124 and B748 are subject to taxi restrictions according Tower instructions.

In order to avoid turbulence effects on parked ACFT and structures due to engine blast:
- ACFT taxiing on TWYs A1, A2 or R1 and instructed to hold before RWY 17/35 shall stop and hold facing North or South. Stoppage is not allowed when on TWYs M1 or G1 and facing West.
- ACFT taxiing via TWY J to the North and instructed to hold before TWY Q1 shall stop and hold on ACFT stand TWY J facing North. Stoppage is not allowed facing East.
- TWYs M3, R2, S1, S2, S3, S4 and T with a grading strip distant 62'/19m from TWY centerline. Due to intake area ACFT type B-747 or similar are requested to taxi with engines number 1 and 4 at IDLE.

3.2. NOISE ABATEMENT PROCEDURES

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

3.3. OTHER INFORMATION

When RWY 21 is in use, the preferred departure position for all ACFT, except for heavy Jets, should be Position 2 (TWY U5 intersection). Pilots shall advise ATC on start-up when full length is required.
LISBON Approach (R)

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.

Follow Lost Comms procedure on relevant SID or STAR.
VFR Tunnels in Lisboa TMA

Due to traffic complexity in the area surrounding Lisboa Airport, the vicinity of Cascais AD and the growth of VFR traffic into the SW area subjacent to Lisboa TMA and close to Lisboa CTR, it is of the utmost importance the adjustment of VFR traffic flows in order to avoid the overload of LISBOA APPROACH frequency.

For the provision of FIS, VFR traffic operating on Visual South Tunnel 1 "VS1", Visual South Tunnel "VS", Visual East Tunnel 1 "VE1", Visual East Tunnel 2 "VE2" and Visual North Tunnel "VN", shall:

- submit a FPL (in person, by fax or telephone) or AFIL
- report entering and exiting the Tunnel and maintain continuous monitoring on LISBOA APPROACH;
- be equipped and maintain in operation SSR Transponder with mode C
- always set the altimeter with Lisboa updated QNH.

Visual South Tunnel 1 "VS1":
COVA DO VAPOR - FONTE DA TELHA.

Visual South Tunnel "VS":
BUGIO LIGHTHOUSE - FONTE DA TELHA - LAGOA DE ALBUFEIRA - CAPE ESPICHEL (VORTAC).

Visual East Tunnel 1 "VE1":
LAGOA DE ALBUFEIRA - INTERSECTION OF ROADS N10 and N1017 - SETUBAL HARBOUR - RAILWAY
ZAMBUJAL/PINHEIRO - VENDA NOVA DAM.

Visual East Tunnel 2 "VE2":
SETUBAL HARBOUR - SADO RIVER ESTUARY - BREJOS DA CARREGUEIRA/CARVALHAL.

Visual North Tunnel "VN":
SOBRAL DE MONTE AGRAÇO - SANTARÉM.

NOTE:
Tunnel - Route structure (corridor) for VFR traffic, defined longitudinally by a central axis extending laterally 1.5 NM and vertically limited by a specified altitude.
BUSEN 8P [BUSE8P]
RWYS 03, 35 P-RNAV ARRIVAL

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

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

**NOT TO SCALE**
Direct distance from BUSEN (FL150-) to:
- Lisbon Apter 9 NM
- Lisvona VOR 3000
- EKMAR N38 33.5 W009 31.3 At or above 3000’

**HOLDING OVER CP**
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.

**ROUTING**
BUSEN (FL150-) - EKMAR (3000'+) - PT404 - [C103](3000').
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.

**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'.

**CHANGES:** Clearance limit for BUSEN 2B established.
EXONA 4A [EXON4A], GAIOS 4A [GAIO4A] RWYS 03, 35 RNAV ARRIVALS

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

EXONA N38 54.3 W008 01.0
At or below FL230

GAIOS N38 16.5 W008 32.6
At or below FL170

HOLDING OVER CP
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.

EXONA (FL230-) - ADSAD (4000'+) - PT406 - PT404 - [C103] (3000'+)
GAIOS (FL170-) - ADSAD (4000'+) - PT406 - PT404 - [C103] (3000'+)
At or below FL290

At or above FL70

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 (CI21) to:
Lisbon Apt 12 NM

Depending on military traffic.
INBOM 4A [INBO4A] RWYS 03, 35 RNAV ARRIVAL

At or below FL310

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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LPPT/LIS
LISBON, PORTUGAL
27 JUL 12

Ait 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.

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.

CHANGES: Crossing over IDBID.

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LPPT/LIS
LISBON

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<thead>
<tr>
<th>ATIS</th>
<th>124.15</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elev</td>
<td>374'</td>
</tr>
<tr>
<td></td>
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</tbody>
</table>

<p>| | |</p>
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</tbody>
</table>

**LIGRA 4A [LIGR4A]**

<p>| | |</p>
<table>
<thead>
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<tbody>
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</tr>
</tbody>
</table>

**NAKOS 4A [NAKO4A]**

**RWYS 03, 35 RNAV ARRIVALS**

- **Comms Lost**
- **Comms Lost**
- **Comms Lost**
- **Comms Lost**
- **Comms Lost**
- **Comms Lost**
- **Comms Lost**

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

**SPEED RESTRICTION**

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

**HOLDING OVER CP**

**STAR**

<table>
<thead>
<tr>
<th>LIGRA 4A</th>
<th>LIGRA (FL190-) - EKMAR (3000'+) - PT404 - [CI03] (3000'+).</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAKOS 4A</td>
<td>NAKOS (FL190-) - ADSAD (4000'+) - PT406 - PT404 - [CI03] (3000'+).</td>
</tr>
</tbody>
</table>

**CHANGES:** None.
Airtac: EKMAR - PT414 - UMUPI - PT415 - PT411 -

LIGRA 2B\[LIGR2B\]
LIGRA 2D\[LIGR2D\]
NAKOS 2B\[NAKO2B\]
NAKOS 2D\[NAKO2D\]
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 \[CI21\] to:
Lisbon Apt 12 NM

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.

\[\text{\textbf{STAR}}\]

\[\text{\textbf{ROUTING}}\]

LIGRA 2B\[LIGR2B\]
LIGRA 2D\[LIGR2D\]
NAKOS 2B\[NAKO2B\]
NAKOS 2D\[NAKO2D\]

\[\text{\textbf{CHANGES:}}\]
Clearance limit for LIGRA 2B established.
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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.

At or below FL170

UNPOT 4A UNPOT (FL170- - EKMAR (3000+) - PT404 - [CI03](3000+).

PT404 - [CI03](3000+).

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'.

At or below FL170

UNPOT N38 10.0 W010 00.0

At or above 3000'

A3SAD N38 38.4 W009 12.7
At or above 4000'

Direct distance from [CI03] to Lisbon Apt 9 NM

NOT TO SCALE
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.

### 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 FL400.'
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.

**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'.

**ROUTE**

XAMAX (FL310-) - FTM - PT405 - ODLIX - PT401 - PT402 - PT403 - PT404 - [C103]

To be used depending on military conditions.
LPPT/LIS
LISBON 22 JUN 12
Eff 28 Jun

Changes: Clearance limit for XAMAX 2B established.

**ROUTEING**

<table>
<thead>
<tr>
<th>STAR</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>XAMAX 2B</td>
<td>XAMAX (FL270-) - FTM - RINOR (FL70+) - PT410 - PT411 - [CI21] (4000').</td>
</tr>
<tr>
<td>XAMAX 4D</td>
<td>XAMAX (FL270-) - UMUPI - PT415 - PT411 - [CI21] (4000').</td>
</tr>
</tbody>
</table>

**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'.

**NOT TO SCALE**

LISBON
N38 53.3 W009 09.8

ESPICHEL
N38 25.5 W009 11.1

RINOR
N39 12.6 W008 47.5

**HOLDINGS OVER**

ESP
RINOR

**NO NOTICE:** PRINTED FROM AN EXPIRED REVISION. Disc 19-2013
LPPT/LIS
LISBON

<table>
<thead>
<tr>
<th>ATIS</th>
<th>Apt Elev</th>
<th>Alt Set: hPa</th>
<th>Trans level: By ATC</th>
<th>Trans alt: 4000’</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.15</td>
<td>374’</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**ESPICHEL 7A (ESP 7A)**
**FATIMA 7A (FTM 7A)**
**RWYS 03, 35 ARRIVALS**

**NOT TO SCALE**

**CHANGES:** STARs revised, withdrawn & transferred.

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PROCEDURE: ESPICHEL 7B (ESP 7B) FATIMA 7B (FTM 7B) RWY 21 ARRIVALS

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

Apt Elev 374' Trans level: By ATC Trans alt: 4000'

ATIS 124.15

LISBON, PORTUGAL

NOT TO SCALE

LPPT/LIS

MHA 4000

MAX FL80

ATIS

124.15

Apt Elev 374'

Trans level: By ATC

Trans alt: 4000'

ESV

3000'
**INBOM 4K [INBO4K]**
**XAMAX 4K [XAMA4K]**

**RWY 03 RNAV ARRIVALS**
**CONTINUOUS DESCENT OPERATIONS (CDO)**
**BY ATC**

**PENDING ON MILITARY TRAFFIC CONDITIONS**

---

**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 descent clearance is always required.

---

**LPPT/LIS**
**LISBON, PORTUGAL**
**RNNAV STAR**

---

**NOT TO SCALE**

---

**STAR ROUTING**

**INBOM 4K**
INBOM - FTM - PT405 (FL170-, FL115+) - ODLIX (FL80-, FL60+) - PT401 (6300', 5000') - PT404 (4400', 3400') - [C103] (3000').

**XAMAX 4K**
XAMAX - FTM - PT405 (FL170-, FL115+) - ODLIX (FL80-, FL60+) - PT401 (6300', 5000') - PT404 (4400', 3400') - [C103] (3000').

---

**HOLDING OVER CP**

---

**CHANGES:** Availability.

---

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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.

When planning CDO STARs vertical profile, an explicit ATC descend clearance is always required.

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LPPT/LIS
LISBON
18 JAN 13

10-3

LISBON

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.

COMMSLOST

COMMSLOST

COMMSLOST

COMMSLOST

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.

LISBON

119.1

Apt Elev

374'

Explicit note

General note

General note 1 revised.

CHANGES:

MSA
N38 38.5 W008 59.8
MONUR

10 NM

WARNING

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

Direct distance from
Lisbon Apt to:
MONUR 10 NM

RWY 35

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

Gnd speed-KT

75 100 150 200 250 300

4.9% V/V(fpm)

372 496 744 992 1241 1489

Initial climb clearance FL60

ROUTING
Climb to 2000', turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 2500', then to EKMAR - BUSEN.
ATC 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.

**Initial climb clearance FL60**

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUSEN 4P</td>
<td>Climb to CP, turn RIGHT to BUSEN.</td>
</tr>
<tr>
<td>EXONA 6S</td>
<td>Climb to CP, turn LEFT to GUDAV, then to EXONA.</td>
</tr>
</tbody>
</table>

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

**NOT TO SCALE**
GAIOS 2N [GAIO2N]
GANSU 2N [GANS2N]

RWYS 03, 35 RNAV DEPARTURES

Initial climb clearance FL60

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>GAIOS 2N</td>
<td>Climb to 2000', turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 2500', then to GAIOS.</td>
</tr>
<tr>
<td>GANSU 2N</td>
<td>Climb to 2000', turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 2500', then to GANSU.</td>
</tr>
</tbody>
</table>

**CHANGES:** General note 1 revised.
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.

General note 1 revised.

CHANGES:

- SID ROUTING

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>GAIOS 4S</td>
<td>Climb to CP, turn LEFT to GAIOS.</td>
</tr>
<tr>
<td>GANUS 4S</td>
<td>Climb to CP, then to GANUS.</td>
</tr>
</tbody>
</table>

Initial climb clearance FL60
LPPT/LIS
LISBON, PORTUGAL
18 JAN 13

Notices:
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.

IDBID 2N [IDBI2N]
INBOM 2N [INBO2N], IXIDA 2N [IXID2N]
RWYS 03, 35 RNAV DEPARTURES

Direct distance from Lisbon Apt to: PT412 9 NM

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

Initial climb clearance FL60

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

RWY 35

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.

Changes: General note 1 revised.
INBOM 8S [INBO8S]  
IXIDA 8S [IXID8S]  
RWY 21 RNAV DEPARTURES

Direct distance from Lisbon Apt to:  
CP  9 NM

Initial climb clearance FL60

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>INBOM 8S</td>
<td>Climb to CP, turn LEFT to GUDAV, then to MAGUM - USIVI - INBOM.</td>
</tr>
<tr>
<td>IXIDA 8S</td>
<td>Climb to CP, turn LEFT to GUDAV, then to IXIDA.</td>
</tr>
</tbody>
</table>

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

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.

LISBON Approach (R)  
119.1

Apt Elev  
374'

LPPT/LIS  
LISBON  
18 JAN 13

NOT TO SCALE

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: When lost of communications, follow the last instructions from ATC.

General note 1 revised.
**LIGRA 2N [LIGR2N], NAKOS 2N [NAKO2N]**

**TROIA 2N [TROI2N]**

RWYS 03, 35 RNAV DEPARTURES

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.

**Initial climb clearance FL60**

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>LIGRA 2N</td>
<td>Climb to 2000', turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 2500', then to LIGRA.</td>
</tr>
<tr>
<td>NAKOS 2N</td>
<td>Climb to 2000', turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 2500', then to NAKOS.</td>
</tr>
<tr>
<td>TROIA 2N</td>
<td>Climb to 2000', turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 2500', then to TROIA.</td>
</tr>
</tbody>
</table>

**Direct distance from Lisbon Apt to:**
- MONUR 10 NM

**Not to Scale**

**General note 1 revised.**

**CHANGES:** General note 1 revised.
LIGRA 4S [LIGR4S], NAKOS 4S [NAKO4S]
TROIA 4S [TROI4S]
RWY 21 RNAV DEPARTURES

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.

Direct distance from Lisbon Apt to:
CP 9 NM

Lost Comms

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

Radar vectored/offset When passing LIS 30 DME rejoin current flight plan route, then adjust level and speed according to filed flight plan.

Cleared for direct routing: Maintain last assigned and acknowledged level or FL60, whichever is higher. Until passing LIS 30 DME proceed in accordance with current flight plan route, then adjust level and speed according to filed flight plan.

Initial climb clearance FL60

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>LIGRA 4S</td>
<td>Climb to CP, then to LIGRA.</td>
</tr>
<tr>
<td>NAKOS 4S</td>
<td>Climb to CP, turn LEFT to NAKOS.</td>
</tr>
<tr>
<td>TROIA 4S</td>
<td>Climb to CP, turn LEFT to TROIA.</td>
</tr>
</tbody>
</table>

Changes: General note 1 revised.
# LPPT/LIS

**LISBON, PORTUGAL**

## LISBON Approach (R) 119.1

<table>
<thead>
<tr>
<th>Apt Elev</th>
<th>374'</th>
</tr>
</thead>
</table>

### COMMS LOST

Trans level: By ATC

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.

### JEPPESEN JeppView 3.7.5.0

**359**

**COMMS LOST**

**COMMS LOST**

**COMMS LOST**

**COMMS LOST**

**COMMS LOST**

---

**ESPICHEL 9N (ESP 9N)**

**ESPICHEL 1S (ESP 1S)**

**RWYS 03, 35, 21 DEPARTURES**

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**Initial climb clearance FL60**

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ESP 9N</td>
<td>03, 35</td>
<td>Climb to 2000', turn RIGHT, intercept 179° bearing from LAR to MONUR at or above 2500', intercept ESP R-039 inbound to ESP.</td>
</tr>
<tr>
<td>ESP 1S</td>
<td>21</td>
<td>Climb to CP, intercept ESP R-357 inbound to ESP.</td>
</tr>
</tbody>
</table>

**CHANGES:**
- General note 1 revised.

---

**Comms Lost**

**Comms Lost**

---

**NOT TO SCALE**

**RWY 35**

This SID requires a minimum climb gradient of 4.9% until leaving 600'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75 100 150 200 250 300</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.9% V/V(fpm)</td>
<td>372 496 744 992 1241 1489</td>
</tr>
</tbody>
</table>
LPPT/LIS
LISBON
18 JAN 13

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.

FATIMA 9N (FTM 9N)
FATIMA 1S (FTM 1S)
RWYS 03, 35, 21 DEPARTURES

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 N39 05.05 W008 48.1 25 NM

Initial climb clearance FL60

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>FTM 9N</td>
<td>03, 35</td>
<td>Climb to 2000', intercept 049° bearing from LO, intercept LIS R-059 to ALAMA, intercept FTM R-190 inbound to FTM.</td>
</tr>
<tr>
<td>FTM 1S</td>
<td>21</td>
<td>Climb to CP, 093° bearing to GUDAV, intercept FTM R-188 inbound to FTM.</td>
</tr>
</tbody>
</table>

CHANGES: General note 1 revised.
RUNWAY INCURSION HOTSPOTS

CAUTION: Do not cross/enter rwy 03/21 without ATC clearance.

CAUTION: Do not cross/enter rwy 17/35 without ATC clearance. After Twy U4: CAUTION, rwy 17/35 is AHEAD!
Do not turn LEFT on Twy R2. When taxiing on rwy 35 approaching Twy U2/U3: CAUTION, rwy 03/21 is AHEAD! Do not cross/enter rwy 03/21 without ATC clearance, or turn RIGHT on Twy U3.

CAUTION: Do not cross/enter rwy 17/35 without ATC clearance. In order to avoid jet blast hazards, if not cleared to cross/enter rwy 17/35, acft shall stop and hold parallel with rwy 17/35 before Twy G1, Y, M1 or K.

FOR PARKING POSITIONS
SEE CHART 10-9B

CHANGES: Apron.
## ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>HIRL (60m)</th>
<th>CL (15m)</th>
<th>HIALS</th>
<th>RL &amp; CL</th>
<th>RCLM (DAY only) or RL</th>
<th>RCLM (DAY only) or RL</th>
<th>LANDING BEYOND</th>
<th>Glide Slope</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>HIALS</td>
<td>RVR</td>
<td></td>
<td>12,188'</td>
<td>3715m</td>
<td>11,196'</td>
<td>3413m</td>
<td>2</td>
<td>148'</td>
<td>45m</td>
</tr>
<tr>
<td>21</td>
<td>HIALS</td>
<td>RVR</td>
<td></td>
<td>10,515'</td>
<td>3205m</td>
<td>9434'</td>
<td>2875m</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1. **PAPI-L (3.0°)**
2. **TAKE-OFF RUN AVAILABLE**

**RWY 03:**
- From posn 1 (rwy head, CL not avbl): 12484' (3805m)
- posn 2 (displ thresh): 12188' (3715m)
- posn 3 (twy N2 int): 11909' (3630m)
- posn 4 (twy P int): 10187' (3105m)

**RWY 21:**
- From posn 1 (rwy head): 12484' (3805m)
- posn 2 (twy U5 int): 7907' (2410m)
- posn 3 (twy P int): 10187' (3105m)

<table>
<thead>
<tr>
<th>RWY</th>
<th>HIRL (30m)</th>
<th>HIALS</th>
<th>PAPI-L (3.0°)</th>
<th>7382'</th>
<th>2250m</th>
<th>148'</th>
<th>45m</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>HIRL</td>
<td></td>
<td>PAPI-L (3.0°)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>HIRL (30m)</td>
<td>HIALS</td>
<td>PAPI-L (3.0°)</td>
<td>7382'</td>
<td>2250m</td>
<td>148'</td>
<td>45m</td>
</tr>
</tbody>
</table>

3. **TAKE-OFF RUN AVAILABLE**

**RWY 03:**
- 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)

**RWY 21:**
- 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

<table>
<thead>
<tr>
<th>Approved Operators</th>
<th>LVP must be in Force</th>
<th>TAKE-OFF</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIRL, CL &amp; mult. RVR req</td>
<td>RL, CL &amp; mult. RVR req</td>
<td>RL &amp; CL</td>
</tr>
<tr>
<td>A</td>
<td>125m</td>
<td>150m</td>
</tr>
<tr>
<td>B</td>
<td>150m</td>
<td>200m</td>
</tr>
</tbody>
</table>

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

**CHANGES:** None.

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### INS COORDINATES

<table>
<thead>
<tr>
<th>STAND No.</th>
<th>COORDINATES</th>
<th>ELEV</th>
<th>STAND No.</th>
<th>COORDINATES</th>
<th>ELEV</th>
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<tr>
<td>104 thru 106</td>
<td>N38 46.0   W009 07.8</td>
<td>331</td>
<td>111</td>
<td>N38 46.1   W009 07.8</td>
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<tr>
<td>107</td>
<td>N38 46.1   W009 07.8</td>
<td>331</td>
<td>112</td>
<td>N38 46.2   W009 07.8</td>
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<tr>
<td>114</td>
<td>N38 46.1   W009 07.8</td>
<td>331</td>
<td>113</td>
<td>N38 46.2   W009 07.8</td>
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<tr>
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<td>331</td>
<td>117</td>
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<td>118</td>
<td>N38 46.3   W009 07.9</td>
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<td>122</td>
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<td>N38 46.4   W009 07.9</td>
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<td>N38 46.6   W009 07.9</td>
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<td>148</td>
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<td>206</td>
<td>N38 45.9   W009 08.3</td>
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<td>N38 45.9   W009 08.3</td>
<td>338</td>
<td>212</td>
<td>N38 45.9   W009 08.3</td>
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<td>222, 223</td>
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<td>224</td>
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<td>225</td>
<td>N38 46.0   W009 08.4</td>
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<td>226</td>
<td>N38 46.0   W009 08.4</td>
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<tr>
<td>300 thru 302</td>
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<td>338</td>
<td>301</td>
<td>N38 46.0   W009 08.4</td>
<td>338</td>
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<tr>
<td>400 thru 404</td>
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<td>338</td>
<td>401</td>
<td>N38 46.0   W009 08.4</td>
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<td>338</td>
<td>405</td>
<td>N38 46.0   W009 08.4</td>
<td>338</td>
</tr>
</tbody>
</table>

**CHANGES:** Stand 806 added.
TAXIROOTES
FROM/TO RWY 21

LEGEND
← Taxirootes
R2 Taxiway
12 Apron
**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.
**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.

**هجوم مفقودة:** استمر على خطى مباشرة إلى 4000’، ثم اتبع إلى NDB LAR واستلام من ATC.

الارتفاع المحدد: hPa  ارتفاع المدرج: 12 hPa  مستوى النقل: بواسطة ATC  ارتفاع النقل: 4000’

يسوف القياس في مدرج ILS على أرضية المدرج 03 عند قيمة الإشارة المتزامنة.
## JEPPESEN JeppView 3.7.5.0

### LPPT/LIS
**LISBON, PORTUGAL**

#### ILS-1 or -2 Rwy 21

<table>
<thead>
<tr>
<th>ATIS (1-2)</th>
<th>LISBON Approach</th>
<th>LISBON Tower</th>
<th><strong>GS</strong></th>
<th>ILS</th>
<th>Aft Elevation</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.15</td>
<td>119.1</td>
<td>119.55</td>
<td>118.1</td>
<td>121.75</td>
<td></td>
</tr>
</tbody>
</table>

### BRIEFING STRIP

**LP(R)-43 C**

**LSB**

**382 LAR**

**ABEAM LAR NDB**

### MISSED APCH:

- Climb STRAIGHT AHEAD to 3000', then proceed to CP NDB and hold. Contact ATC.
- Alt Set: hPa Rwy Elev: 13 hPa
- ILS DME reads zero at rwy 21 disl thresh.
- 3.5
- 778'
- 5.3
- 485'
- 539
- 637
- 555
- 862
- 3.00°
- 300°
- 300°
- 300°
- 300°
- 300°
- 300°
- 300°
- 300°

### STRAIGHT-IN LANDING RWY 21

<table>
<thead>
<tr>
<th><strong>ILS</strong></th>
<th><strong>DA(H)</strong></th>
<th><strong>LOC</strong></th>
<th><strong>DA(H)</strong></th>
<th><strong>ALS</strong></th>
<th><strong>Max Kts</strong></th>
<th><strong>MDA/H</strong></th>
<th><strong>VIS</strong></th>
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</thead>
<tbody>
<tr>
<td>FULL</td>
<td>Limited</td>
<td>ALS out</td>
<td>FULL</td>
<td>Limited</td>
<td>ALS out</td>
<td>1100m</td>
<td>1200m</td>
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<tr>
<td>A</td>
<td>RVR 550m</td>
<td>RVR 750m</td>
<td>RVR 1200m</td>
<td>RVR 1100m</td>
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<tr>
<td>B</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>D</td>
<td></td>
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<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

### CIRCLE-TO-LAND

- CHANGES: Minimums.
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then proceed to CP NDB and hold. Contact ATC.

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

Bird concentration within estuary of Tejo River. Main migration period from 1 OCT until end of FEB.

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

Minimums.

<table>
<thead>
<tr>
<th>Gnd speed-Kts</th>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
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<tbody>
<tr>
<td>GS</td>
<td>3.00°</td>
<td>377</td>
<td>485</td>
<td>539</td>
<td>647</td>
<td>755</td>
</tr>
</tbody>
</table>

Standard

STRAIGHT- IN LANDING Rwy 21
CAT II ILS
ABCD
RA 100'
DA(H) 447'(100')
MISSED APCH: Climb STRAIGHT AHEAD to LIS VOR, then turn RIGHT to LAR NDB climbing to 4000' and hold. Contact APPROACH.

Pilots may experience excessive needle fluctuations when flying intermediate and final apch segments by reference to LIS VOR.

Descent Angle

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

Standard

STRAIGHT-IN LANDING RWY CIRCLE-TO-LAND

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>LISBON Approach</th>
<th></th>
<th>LISBON Tower</th>
</tr>
</thead>
<tbody>
<tr>
<td>VOR</td>
<td>Final Apcn Crs</td>
<td>Minimum Alt</td>
<td>DA(H)</td>
<td>Apt Elev</td>
</tr>
<tr>
<td>114.8</td>
<td>353°</td>
<td>D13.0 LIS 2100' (1768')</td>
<td>1160' (828')</td>
<td>374'</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Rwy 374'</td>
</tr>
<tr>
<td>MISSED APCH HOLDING</td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
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</table>

MAINTENANCE OF STANDARD PROCEDURE CLIMB (SPE) 31 OCT 2013

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LPPT/LIS
LISBON
14 MAY 10
16-1

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 19-2013

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JeppView 3.7.5.0

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LISBON, PORTUGAL
NDB Rwy 03

BRIEFING STRIP

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

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

TO DISPLACED THRESHOLD 8.3

MAX

Descent Angle 3.00° 372 478 531 637 743 849
MAP at D10.0

1320' (989')

CIRCLE-TO-LAND

CHANGES: Minimums.
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**MISSED APCH:** Climb STRAIGHT AHEAD to 3000’, then proceed to CP NDB and hold. Contact APPROACH.

- **Rwy Elev:** 13 hPa
- **Trans level:** By ATC
- **Trans alt:** 4000’

**LIS VOR required.**

**ILS DME reads zero at rwy 21 displ thresh.**
### JeppView 3.7.5.0

**Lisbon, Portugal**

**Lisbon Approach (APP) Sector 1**

- **Elevation:** 374' / 114m
- **NP:** N38 46.5 W009 08.1

**Lisbon Approach (APP) Sector 2a & b**

- **Elevation:** 374' / 114m
- **NP:** N38 46.5 W009 08.1

**ATIS:** 124.15

- *ILS/DME freq paired.

<table>
<thead>
<tr>
<th>RWY</th>
<th>ILS</th>
<th>RWY</th>
<th>ILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>03*</td>
<td>109.10 ILI 020°</td>
<td>21*</td>
<td>109.50 ILB 207°</td>
</tr>
</tbody>
</table>

**Lisbon Tower**

- **Ground (S):** 121.75 118.50

**Rivers:**
- **Tejo River Estuary Area 1:** 1000’ SFC
- **Tejo River Estuary Area 2:** 1000’ SFC

**ILS/DME Frequencies**

- **ILS/DME freq paired:** 119.10

**Frequencies:**

- **LPPT:** 09-10 1480 W O09 08.1
- **LP-R42:** 1030 W O09 13.8
- **LP-R44A:** 119.10
- **LP-R44B:** 1500’
- **LP-R26A:** 2000’
- **LP-R26B:** 2000’
- **LP-R26C:** 2000’
- **LP-R26D:** 1000’ SFC
- **LP-R26E:** 1000’ SFC

**Navigation Aids:**
- **VOR/DME:** 322 MIO 109.50
- **ILS/DME freq paired:** 027° 207°
- **NDB:** 389 CP 119.10
- **NDB:** 389 CP 119.10
- **NDB:** 389 CP 119.10

**Tejo River Estuary Area 1:** 1000’ SFC

**Tejo River Estuary Area 2:** 1000’ SFC

**TMA (C) Lisbon APP Sector 1**

- **FL 85:** 1000’ SFC
- **FL 85:** 1500’ SFC

**Rivers:**
- **Tejo River:**
  - **Estuary Area 1:** 1000’ SFC
  - **Estuary Area 2:** 1000’ SFC

**CHANGES:**

- **COM - REP’s & Routes - OBST**
LISBOA

ATIS 124.15
LISBOA GROUND 121.75 118.50(S)
ATIS 124.15
LISBOA GROUND 121.75 118.50(S)
LISBOA CONTROL 136.02

RWY Incursion Hot Spots

**HS1** CAUTION: Do not cross/enter RWY 03/21 without ATC clearance.

**HS2** CAUTION: After TWY 'U4', RWY 17/35 is ahead!
Do not cross/enter RWY 17/35 without ATC clearance, or turn left on TWY 'R2'.
When taxiing on RWY 35 approaching TWY 'U2'/'U3': CAUTION, RWY 03/21 is ahead! Do not cross/enter RWY 03/21 without ATC clearance, or turn right on TWY 'U3'.

**HS3** CAUTION: Do not cross/enter RWY 17/35 without ATC clearance. In order to avoid jet blast hazards, if not cleared to cross/enter RWY 17/35, ACFT shall stop and hold parallel with RWY 17/35 before TWY 'G1', 'Y', 'M1' or 'K'.

RWY 17/35
Longitudinal slope 1.2%
NOTE: See also LISBOA 10-1V.
NORDO ACFT prohibited.

RWY-in-Use

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

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.

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

Unless otherwise instructed by ATC, pilots should plan their landing to vacate RWY 03 via Rapid Exit TWY HN (distance from THR - 1790m) and RWY 21 via Rapid Exit TWY HS (distance from THR - 1910m). If unable to comply pilots shall advise ATC.

High-speed turn-offs have been designated for vacating speeds up to 30 KT.

If, for any particular reason, pilots wish to vacate RWY 03/21 via TWY S1 or RWY 17, request is to be made in first contact with TWR.

Peak Traffic

During periods of peak traffic demand, ATIS will broadcast following message: “High Intensity RWY Operations are in force”.

Commensurate with ACFT safety and standard operation, pilots are reminded to adopt following procedures:
- react promptly to line up and take-off clearances,
- vacate RWY expeditiously at recommended rapid exit TWY,
- apply accurate speed control on final.

After TKOF all ACFT shall contact LISBOA APPROACH when passing 1000’ QNH, unless otherwise instructed by LISBOA TOWER.

Take-off Run

When RWY 03 in use the following criteria will be applied:
- For departure sequencing purposes ATC will indiscriminately use TWY M5 or N2 for Light and Medium Jets.
- Whenever feasible, ATC will inform about TWY P intersection availability as soon as possible.

When RWY 21 in use, the preferred departure position should be Position 2 - U5 intersection.
Pilots shall inform ATC on Start-up when full length is required.

Lisboa CTR - VFR Flight Restrictions

Low altitude VFR flights over Lisbon City (area shown on 19-1) can only be approved with previous authorisation for exceptional purposes and subject to permanent two-way radio communication with ATC. Minimum altitude is 1500’.
Pilots should be prepared to exit the area at any time or hold VFR over: FAROL DO BUGIO or ALGES at 500’.
Designated point MATA DE QUELUZ (N38 44.6 W009 15.5) only for HEL in stationary flight at 1000’ and operating in conditions of visibility equal or greater than 10 KM and with the ceiling scattered at or above 3000’.

CAUTION:

Birds at and in vicinity of AD.