

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Night Restriction**

No TKOF/LDG between 0000-0600± except:

- Medical EMERG, weather constraints, technical failure.

Airport Information**RFF:** CAT 8**Fuel:** 0500-2300±, other times O/R**PCN:** RWY 17/35: 80/F/C/W/T**Operation****Low Visibility Procedure**

When the TDZ RVR is 550m or less and/or ceiling at 200ft or below, ATC will ensure that ILS area is clear of TFC before issuing LDG CLR (never after 4NM final).

Surface Movement Guidance and Control System (SMGCS) in use when LVP activated.

Standard Taxi Routes (also applicable during ILS CAT II OPS)**ARR RWY 17** to stands:

S08-S12: via B, S1.

S20-S25: via B, S2.

S30-S37: via B, S2, S3.

S40-S43, S38, S50: via C, S4.

S51-S57: via C, S4, S5.

S60-S66: via C, S4, S6.

S70-S73: via C, S4, S5.

W: via H.

T01-T04: via J, Y, T.

ARR RWY 35 to stands:

S08-S12: via F, S6, S4, S2, S1.

S20-S25: via F, S6, S4, S2.

S30-S37: via F, S6, S4, S3.

S40-S43, S38, S50: via F, S6, S4.

S51-S57: via F, S5.

S60-S66: via F, S6.

S70-S73: via F, S5.

W: via A3, A2.

T04-T04: via A3, Y, T.

DEP RWY 17 from stands:

S08-S12: via S2, S4, S6, F.

S20-S25: via S4, S6, F.

S30-S38: via S4, S6, F.

S40-S43: via S6, F.

S50-S57: via F.

S60-S66: via F.

S70-S73: via F.

W: via A2, A3

T01-T04: via Y, A3.

DEP RWY 35 from stands:

S08-S12: via B.

S20-S25: via B.

S30-S38: via S2, B.

S40-S43: via S2, B.

S50-S57: via S4, S2, B.

S60-S66: via S4, S2, B.

S70-S73: via S4, S2, B.

W: via A1.

T04-T04: via Y, A2, A1.

Taxi/Parking

Taxi with idle PWR.

RWY 17: Do not vacate RWY via TWY F or A3 unless cleared by ATC.

Stands S10-S12, S30-S37, S50, S51, S53-S55 are equipped with APIS.

Follow-me/Marshaller compulsory during:

- Push-back during CAT II OPS.
- Parking (only marshaller).

GENERAL**GPU**

The use of mobile autonomous GPU is prohibited when ACFT are using Apron Drive Loading Bridges, except if GPU is unserviceable.

APU

Start-up or shut-down of the APU is forbidden while the Aircraft is being refuelled.

Use of APU must be limited as much as possible.

Narrow-Body ACFT are allowed to use APU 5min after "chocks on" and 10min before ETD.

Wide-Body ACFT are allowed to use APU until 10min after "chocks on" and 20min before ETD.

Exemptions: If air conditioning system at the loading bridge is unserviceable.

Engine Run-up Areas

ENG test in idle may take place on stands.

ENG test above idle will take place in a location designated by AD.

Test runs are allowed from 0600-2400z. PPR mandatory.

Warnings

Stands S08-S12, S30-S35 and TWYs S1, S3 on APN not visible from TWR. EXP TFC delays on APN S.

First 1500m / 4921ft of RWY 35 and last 1500m / 4921ft of RWY 17 not clearly visible from TWR.

Traffic circuit RWY 35 right base leg not visible from TWR.

TWYs B, C, D, F, Y, APRN TWY T and APRN TWY W are crossed by service roads.

Birds in vicinity of AD. Gas cannon units (activated when birds are detected) and scarecrow devices installed along RWY.

ARRIVAL**Speed**

Unless otherwise advised by ATC, speed adjustment under radar CTL on ARR in accordance with the following:

- MAX IAS 280KT between FL245 and FL100.
- MAX IAS 250KT at and below FL100.
- MAX IAS 220KT at and below FL70.
- MAX IAS 200 at and below 4000ft.
- MAX IAS between 180KT and 160KT when established on final APCH segment.
- Thereafter 160KT until 4NM from THR.

Additionally, ATC may REQ specific speeds for accurate spacing.

Comply with speed adjustments as promptly as feasible within own operational constraints.

Advise ATC if change of speed is required for performance reasons.

ARRIVAL**Communication****COM Failure****RWY 17**

Fly at/to last assigned LVL for ADNOV HLDG pattern regardless published FL and at ETA according CPL or at EAT (when received and acknowledged) start descent to initial APCH ALT to carry out a standard APCH according IAC.

RWY 35

Fly at/to last assigned LVL to AKULU HLDG pattern regardless published FL, and at ETA according to CPL or at EAT (when received and acknowledged) start descent to initial APCH ALT to carry out a standard IFR APCH according to IAC.

Arrival Procedure**Arrival Note**

EAT to Porto AD is calculated to the IAF of the PROC to be used, regardless of HLDG pattern used.

Reverse: The use of reverse thrust during night period is strictly prohibited right after landing.

Non-standard GP intercept position on RWY 17

GP intercepts RWY 17 at *334m / 1095ft* after landing threshold.

Remaining DIST beyond GP is *2846m / 9338ft*.

DEPARTURE**Take-off Minima**

| RWY | | 17 | |
|----------|-----------|-----------------|--------------------|
| All ACFT | ft - m/km | 0 - 125R | - |
| | | 0 - 1500R/1500V | Intersections TKOF |
| | | | |
| RWY | | 35 | |
| All ACFT | ft - m/km | 0 - 125R | - |
| | | 0 - 800R/800V | Intersections TKOF |

Communication**COM Failure**

Fly at/to last assigned and acknowledged LVL or to LVL of SID if higher until passing D30 PRT VOR/DME. Thereafter adjust LVL and speed in accordance with FPL.

If beeing radar vectored or proceeding offset rejoin CPL route after having passed D30 PRT VOR/DME.

If cleared direct to ... , fly at/to assigned LVL or FL100 whichever is higher, until passing D30 PRT, maintain CPL route.

Departure Procedure**Start-up/Push-back**

Nose-in stands: push-back. Power back prohibited.

ENG start-up permitted only after push-back when ACFT positioned in breakaway area (marked with white triangles near the TWY CL).

If APU INOP ENG start-up is permitted on a nose in stand before push-back in coordination with TWR.

Intersection TKOF: Advise ATC ASAP if able for departure from a RWY intersection (A3 or F for RWY 17, C, D, H or J for RWY 35).

DEPARTURE

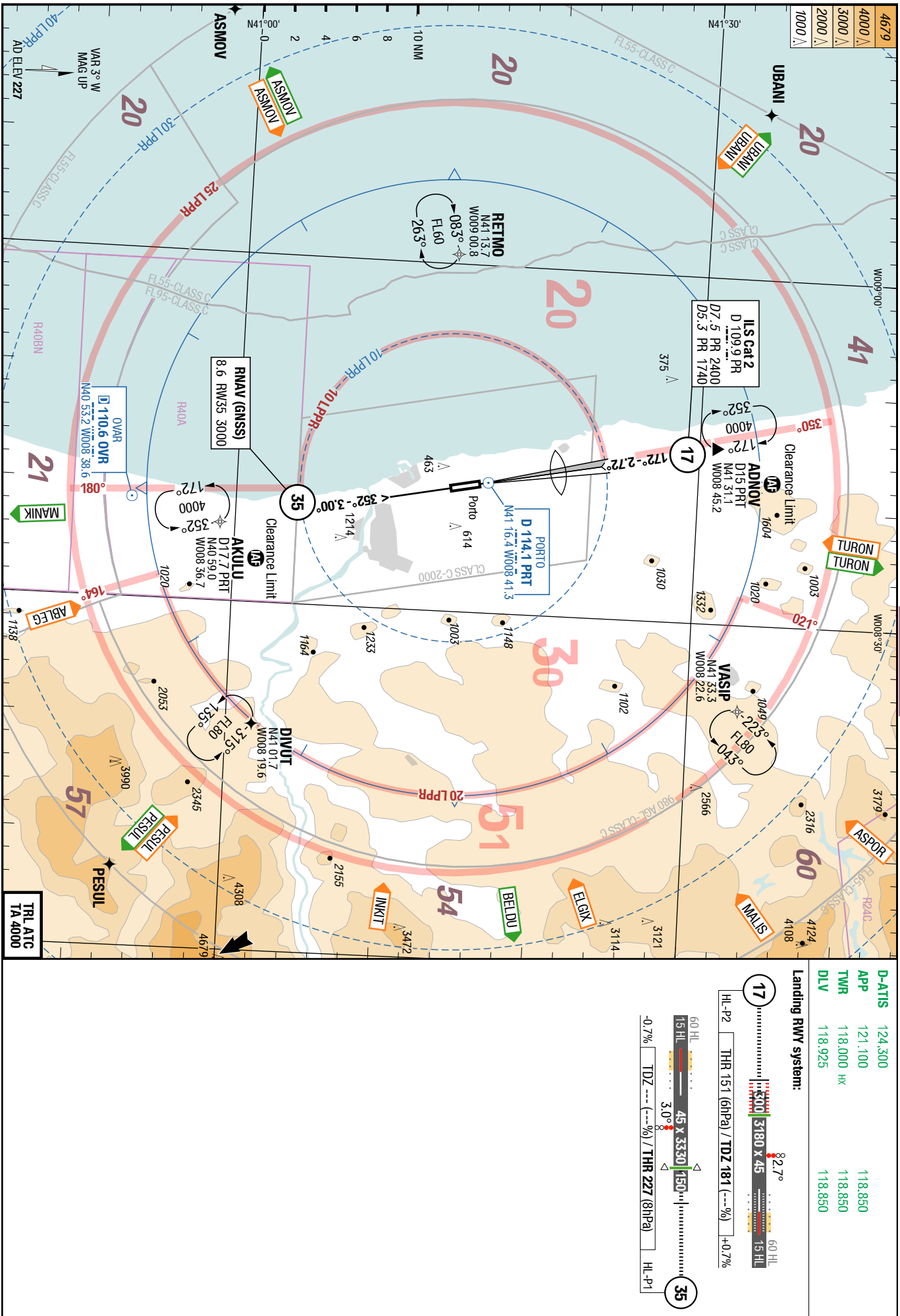
ATC Slot, Clearance

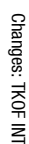
Contact Porto TWR 10min before ready to start-up, report:

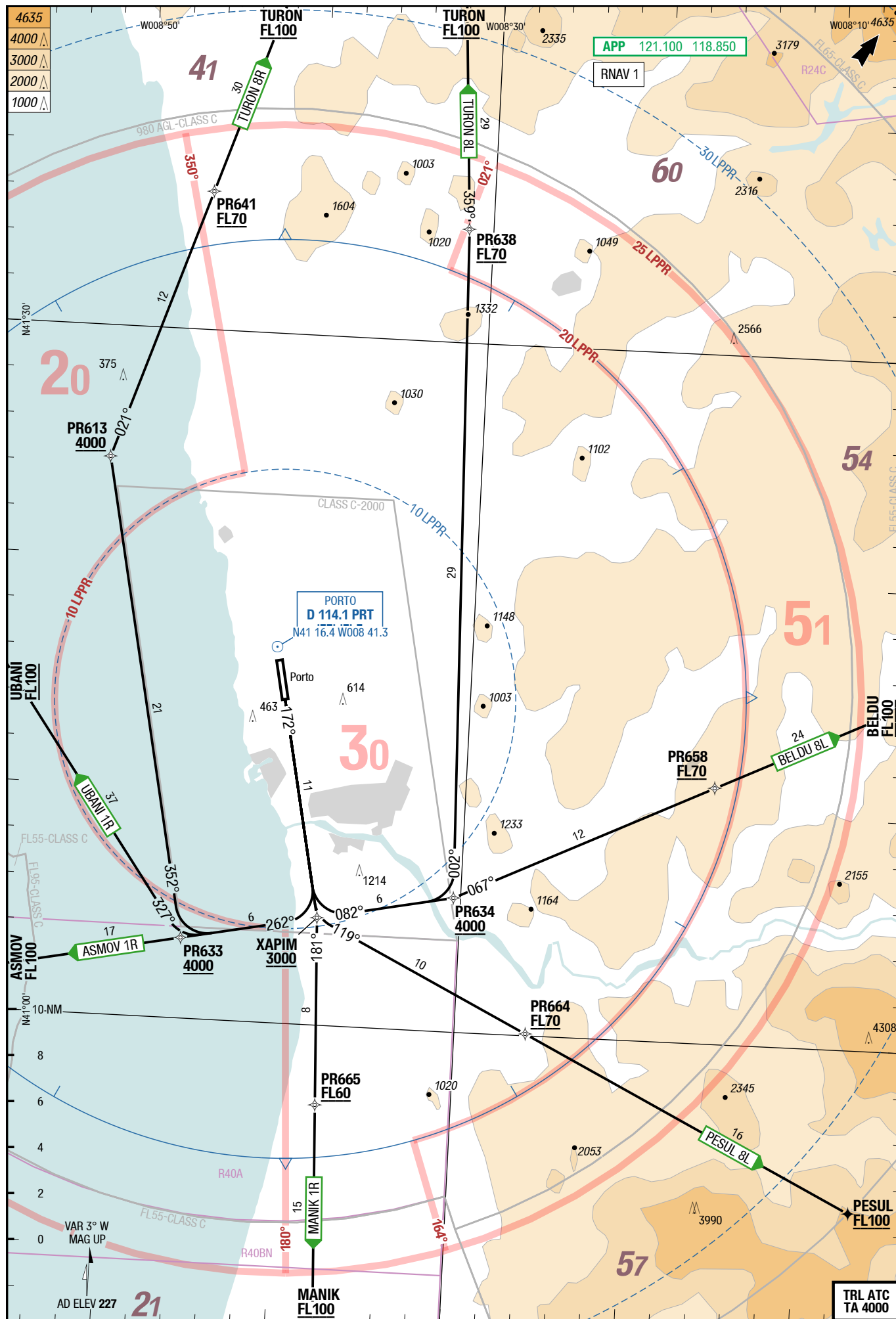
- Call sign
- Stand
- Cruising LVL
- ATIS code

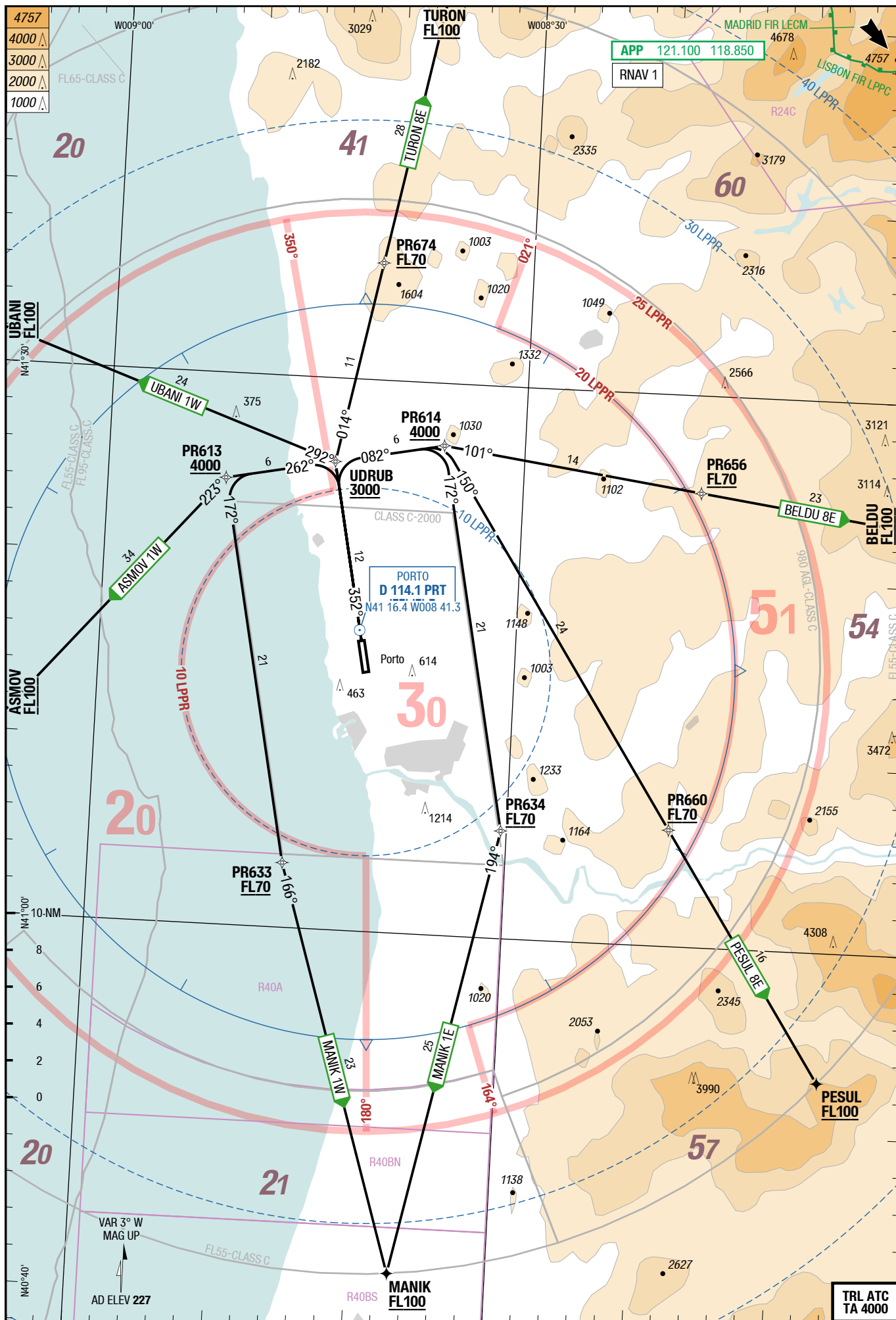
De-Icing

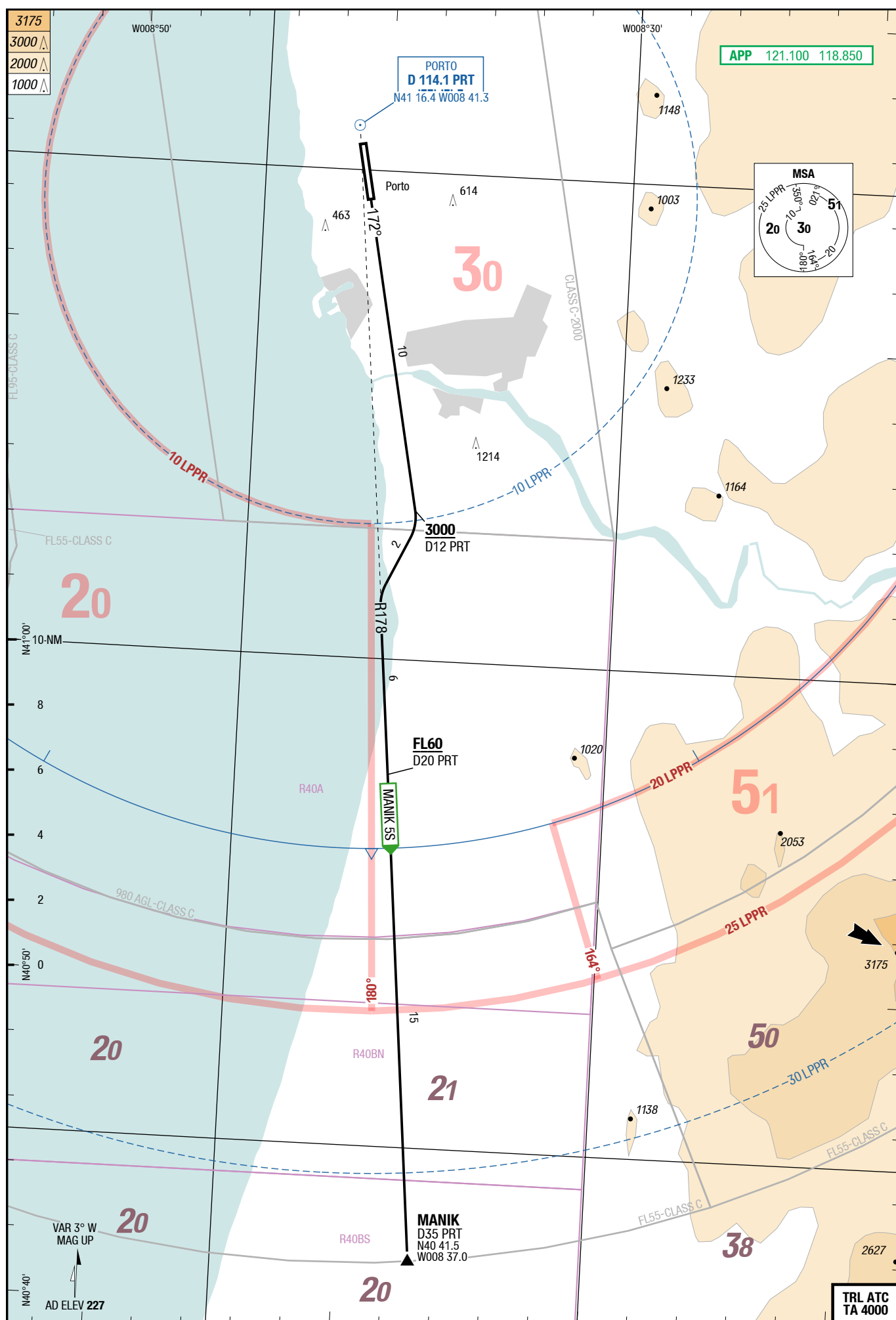
Not AVBL.











14-JUN-2018

OP0-LPPR

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4-40

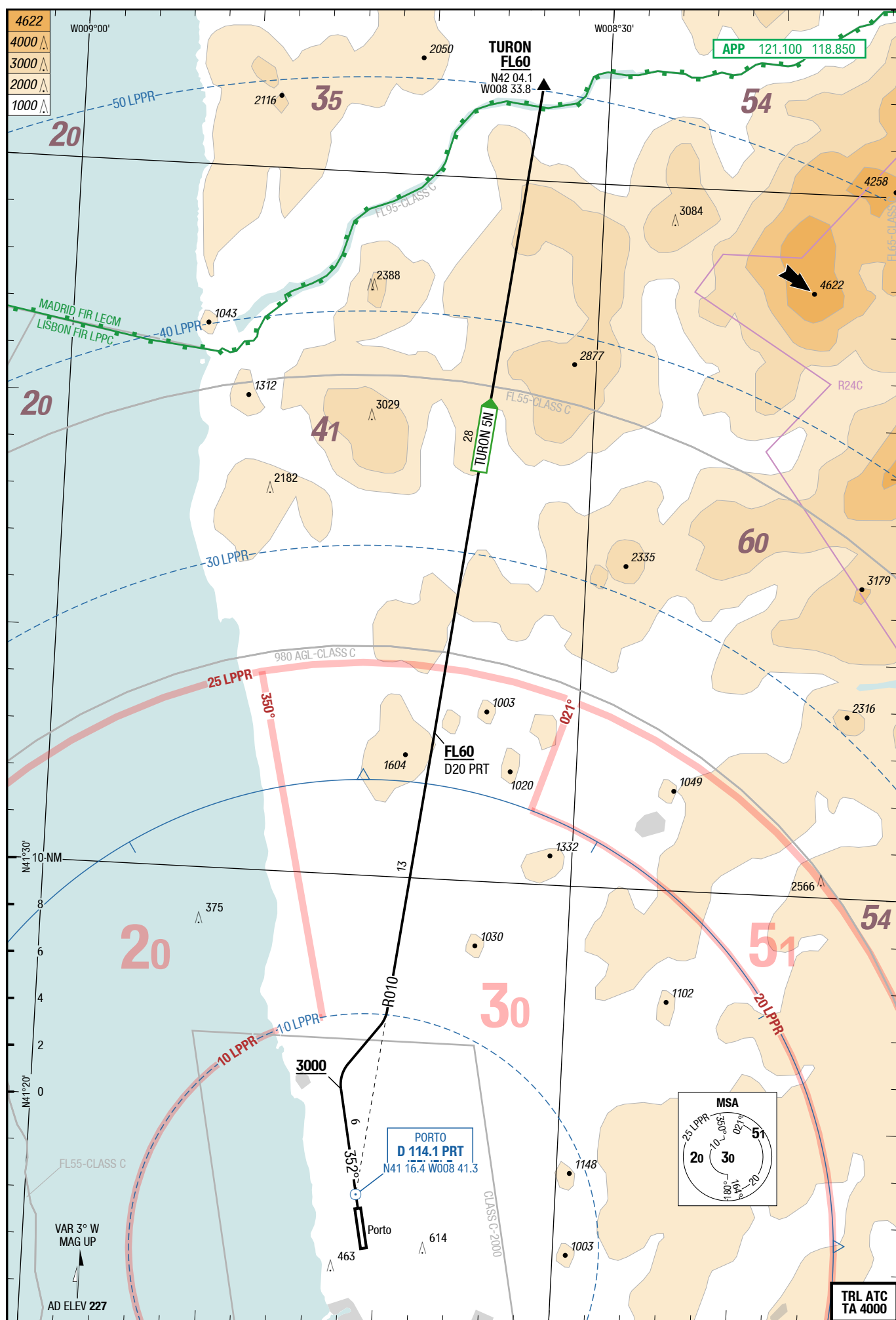
SIDS Rwy 35

SID

SID

Francisco Sa Carneiro **Porto** Portugal
SIDS RWY 35

SIDS Rwy 35



OPO-LPPR

5-10

RNAV SIDs RWY 17

ASMOV 1R / BELDU 8L / MANIK 1R / PESUL 8L / TURON 8L / TURON 8R / UBANI 1R
RWY 17 (172°)

After take-off, contact Porto APP.

| DESIGNATOR | ROUTING | ALTITUDES |
|-----------------------------------|---------------------------------------|--|
| | Runway 17 | |
| ASMOV 1R 121.100 | XAPIM - PR633 - ASMOV | XAPIM MNM 3000 PR633 MNM 4000 ASMOV MNM FL100 initial climb FL100 |
| BELDU 8L 121.100 | XAPIM - PR634 - PR658 - BELDU | XAPIM MNM 3000 PR634 MNM 4000 PR658 MNM FL70 BELDU MNM FL100 initial climb FL100 |
| MANIK 1R 121.100 | XAPIM - PR665 - MANIK | XAPIM MNM 3000 PR665 MNM FL60 MANIK MNM FL100 initial climb FL100 |
| PESUL 8L 121.100 | XAPIM - PR664 - PESUL | XAPIM MNM 3000 PR664 MNM FL70 PESUL MNM FL100 initial climb FL100 |
| TURON 8L 121.100 | XAPIM - PR634 - PR638 - TURON | XAPIM MNM 3000 PR634 MNM 4000 PR638 MNM FL70 TURON MNM FL100 initial climb FL100 |
| TURON 8R 121.100 | XAPIM - PR633 - PR613 - PR641 - TURON | XAPIM MNM 3000 PR633 MNM 4000 PR613 MNM 4000 PR641 MNM FL70 TURON MNM FL100 initial climb FL100 |
| UBANI 1R 121.100 | XAPIM - PR633 - UBANI | XAPIM MNM 3000 PR633 MNM 4000 UBANI MNM FL100 initial climb FL100 |

OPO-LPPR

5-20

RNAV SIDs RWY 35

ASMOV 1W / BELDU 8E / MANIK 1E / MANIK 1W / PESUL 8E / TURON 8E / UBANI 1W
RWY 35 (352°)

After take-off, contact Porto APP.

| DESIGNATOR | ROUTING | ALTITUDES |
|-----------------------------------|-------------------------------|---|
| | Runway 35 | |
| ASMOV 1W 121.100 | UDRUB - PR613 - ASMOV | UDRUB MNM 3000 PR613 MNM 4000 ASMOV MNM FL100 initial climb FL100 |
| BELDU 8E 121.100 | UDRUB - PR614 - PR656 - BELDU | UDRUB MNM 3000 PR614 MNM 4000 PR656 MNM FL70 BELDU MNM FL100 initial climb FL100 |
| MANIK 1E 121.100 | UDRUB - PR614 - PR634 - MANIK | UDRUB MNM 3000 PR614 MNM 4000 PR634 MNM FL70 MANIK MNM FL100 initial climb FL100 |
| MANIK 1W 121.100 | UDRUB - PR613 - PR633 - MANIK | UDRUB MNM 3000 PR613 MNM 4000 PR633 MNM FL70 MANIK MNM FL100 initial climb FL100 |
| PESUL 8E 121.100 | UDRUB - PR614 - PR660 - PESUL | UDRUB MNM 3000 PR614 MNM 4000 PR660 MNM FL70 PESUL MNM FL100 initial climb FL100 |
| TURON 8E 121.100 | UDRUB - PR674 - TURON | UDRUB MNM 3000 PR674 MNM FL70 TURON MNM FL100 initial climb FL100 |
| UBANI 1W 121.100 | UDRUB - UBANI | UDRUB MNM 3000 UBANI MNM FL100 initial climb FL100 |

OPO-LPPR

5-30

SIDs RWY 17**MANIK 5S**

RWY 17 (172°)

After take-off, contact Porto APP.

| DESIGNATOR | ROUTING | ALTITUDES |
|-----------------------------------|---|---|
| | Runway 17 | |
| MANIK 5S 121.100 | at D12 PRT RT intercept R178 PRT to MANIK | D12 PRT MNM 3000 R178/D20 PRT MNM FL60 initial climb FL100 |

OPO-LPPR

5-40

SIDs RWY 35**TURON 5N**

RWY 35 (352°)

After take-off, contact Porto APP.

| DESIGNATOR | ROUTING | ALTITUDES |
|-----------------------------|--|--|
| | Runway 35 | |
| TURON 5N 121.100 | at MNM 3000 RT intercept R010 PRT to TURON | R010/D20 PRT MNM FL60 initial climb FL100 |

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 RNAV STARS RMY 35
 RNAV STARS RMY 17



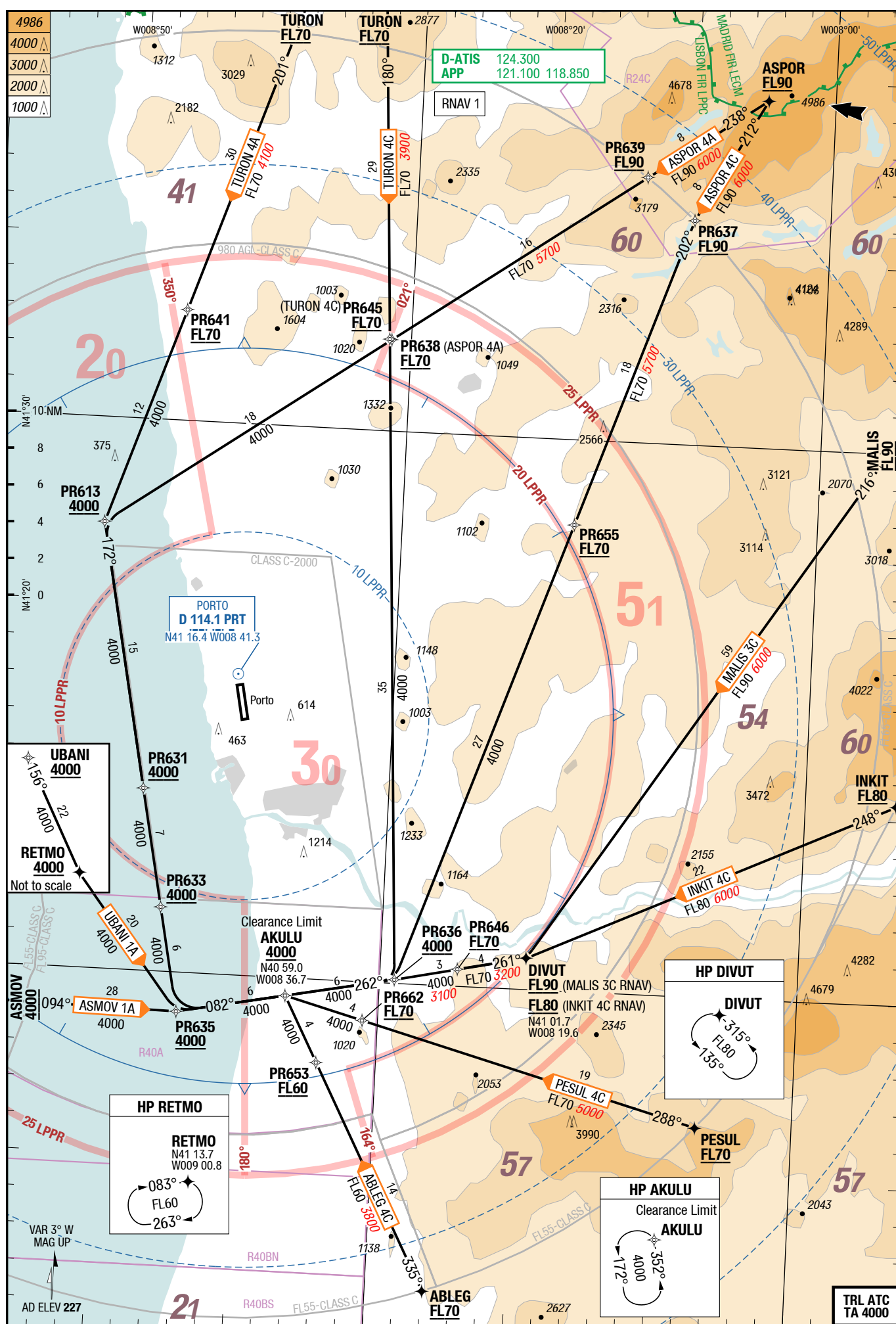
12-JUL-2018
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| | | |
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| Portugal Porto Francisco Sa Carneiro | 6-20 | RNAV STARS RWY 35 |
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STAR

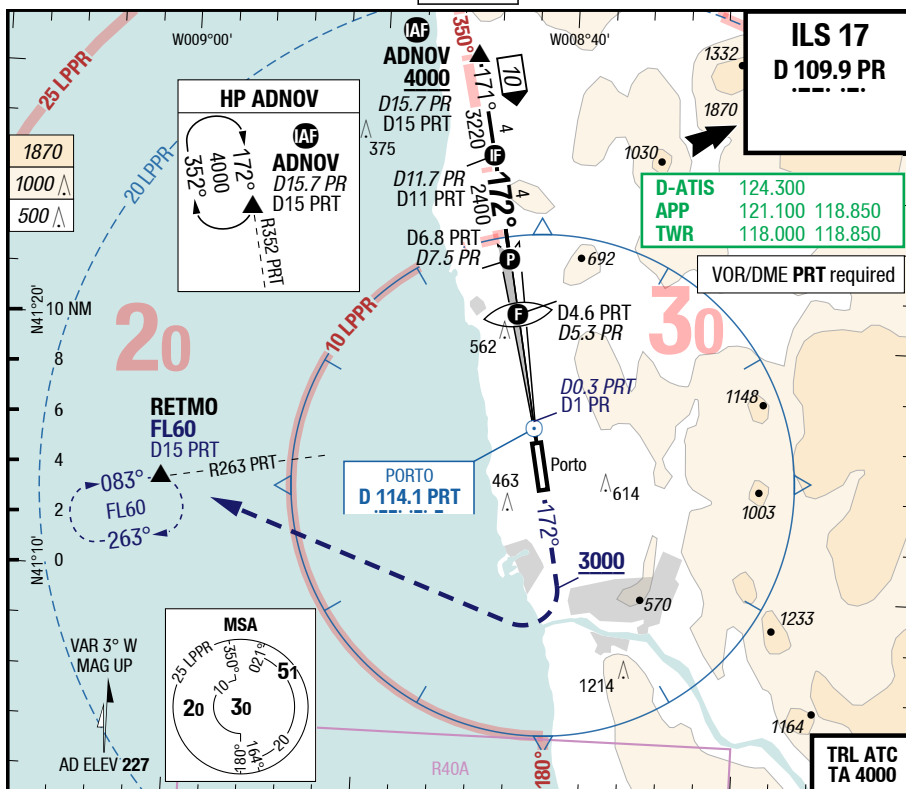
STAR

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RNAV STARS RWW 35

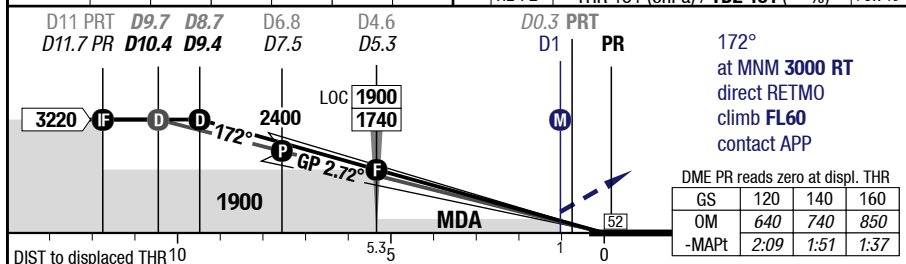


7-10

ILS 17



| | | | | | | | | | |
|-------------------|------|------|------|------|------|-----|-------|---------------------------------|-------|
| LOC 3.00° D PR | 9.4 | 8 | 6 | 4 | 3 | 2 | 17 | 82.7° | 60 HL |
| | 3220 | 2760 | 2130 | 1490 | 1170 | 850 | | 300 | 15 HL |
| | | | | | | | HL-P2 | THR 151 (6hPa) / TDZ 181 (---%) | +0.7% |



| 17 | Cat 2 DME GA 4.9% 1) | Cat 1 DME GA 4.9% 1) 2) | LOC DME GA 4.9% 1) | Circling W of RWY only | Circling E of RWY only |
|----|--|-------------------------------|--------------------------|---------------------------|---------------------------|
| C | ft - m/km ft 100 - 300R 108 RA | 200 - 550 390 | 410 - 1.2 590 | 730 - 2.4V 950 | 1060 - 2.4V 1280 |
| D | ft - m/km ft 100 - 300R 108 RA 3) | 200 - 550 390 | 410 - 1.2 590 | 730 - 3.6V 950 | 1060 - 3.6V 1280 |

1) Climb gradient required to avoid Ovar Military Area. If unable contact ATC 2) With EVS 350m 3) If not conducting autoland RVR 350m required

Changes: MIN

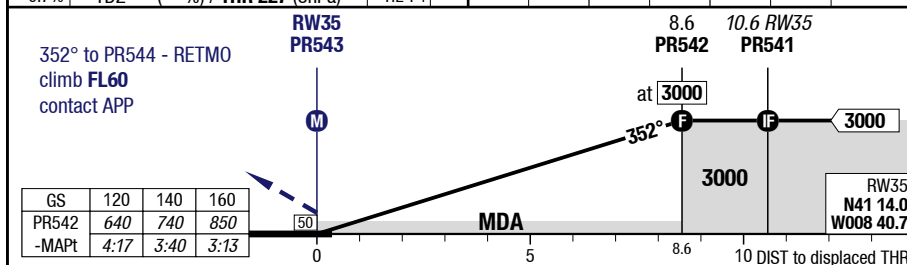
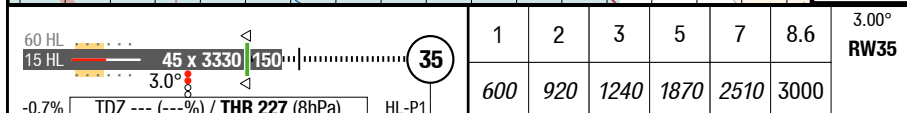
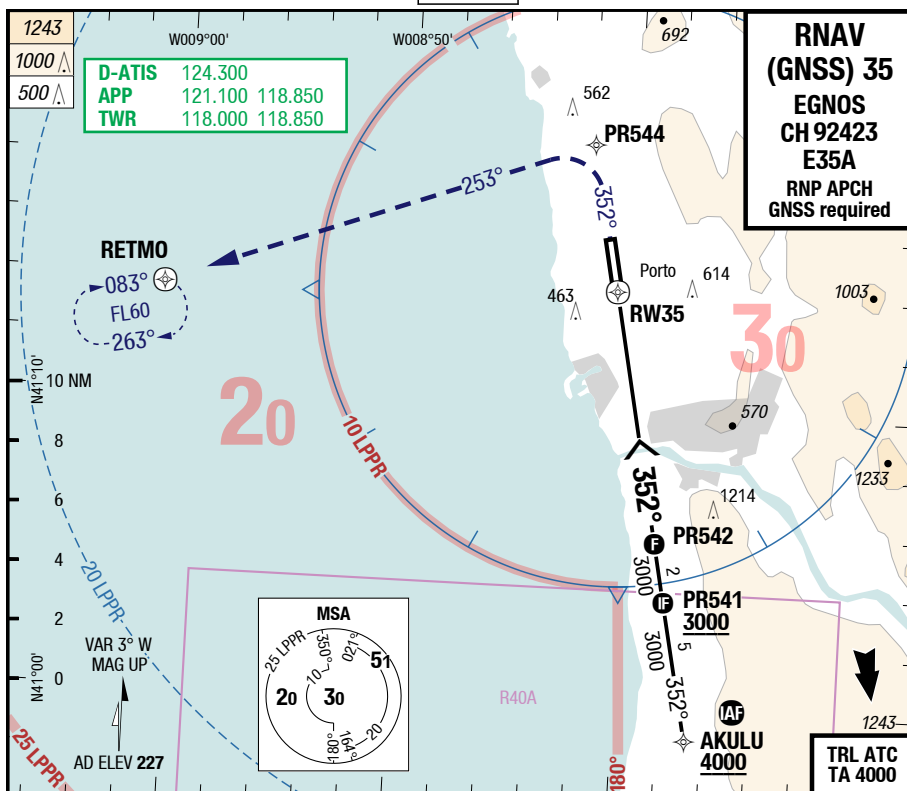
14-JUN-2018

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OPO-LPPR

7-30

RNAV (GNSS) 35



| 35 | | RNAV GNSS | RNAV GNSS | RNAV GNSS | Circling | Circling |
|----|-----------------|-----------|---------------|------------|-------------------|---------------------|
| | | LPV 1) | VNAV 1) 2) | LNAV 3) | | |
| C | ft - m/km ft | 260 - 750 | 310 - 750 | 320 - 750 | W of RWY only | E of RWY only |
| | | 480 | 530 | 540 | 730 - 2.4V 950 | 1060 - 2.4V 1280 |
| D | ft - m/km ft | 260 - 750 | 320 - 750 | 320 - 750 | 730 - 3.6V | 1060 - 3.6V |
| | | 480 | 540 | 540 | 950 | 1280 |

| | |
|------------------|--|
| 1) With EVS 550m | |
|------------------|--|

2) Uncompensated BARO VNAV NA below -5°C (23°F)

3) Timing to determine MAPt NA

Changes: MIN, WPT , TDZE, HLDG

Effective 13-SEP-2018

06-SEP-2018

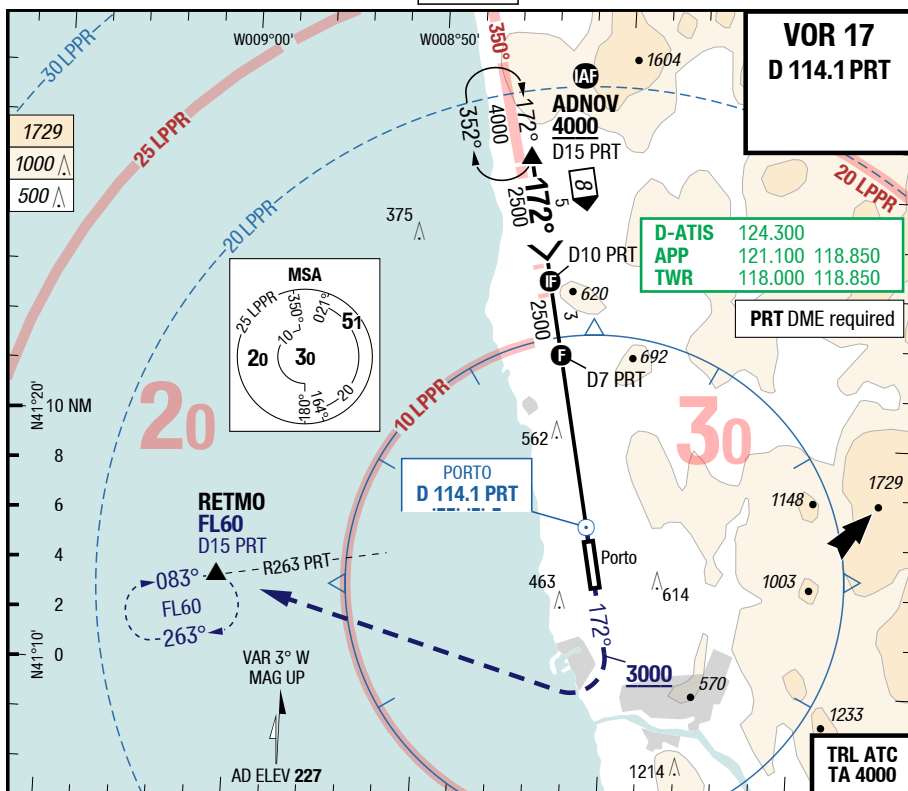
OPO-LPPR

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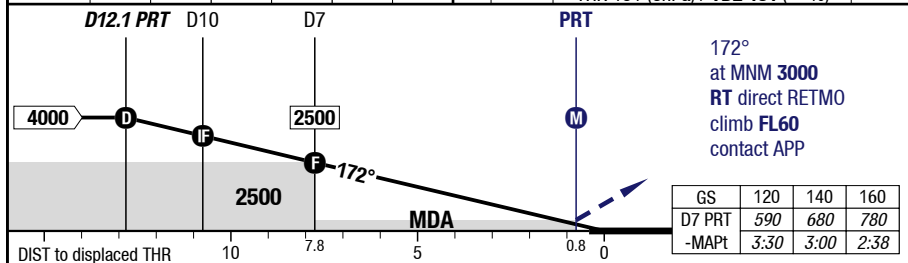
IAC

7-50

VOR 17



| | | | | | | | | | | |
|-------|------|------|------|------|------|-----|-------|---------------------------------|-------|-------|
| 2.76° | 12.1 | 9 | 6 | 4 | 2 | 1 | 17 | 82.7° | 60 HL | 15 HL |
| D PRT | 4000 | 3100 | 2210 | 1610 | 1020 | 720 | HL-P2 | THR 151 (6hPa) / TDZ 181 (---%) | +0.7% | |



| 17 | VOR DME | | | | | Circling | Circling |
|----|------------|-----------|--|--|--|---------------|---------------|
| | GA 4.9% 1) | | | | | W of RWY only | E of RWY only |
| C | ft - m/km | 410 - 1.2 | | | | 730 - 2.4V | 1060 - 2.4V |
| | ft | 590 | | | | 950 | 1280 |
| D | ft - m/km | 410 - 1.2 | | | | 730 - 3.6V | 1060 - 3.6V |
| | ft | 590 | | | | 950 | 1280 |

1) Climb gradient required to avoid Ovar Military Area. If unable contact ATC

Changes: Profile, MEA, OBST

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06-SEP-2018

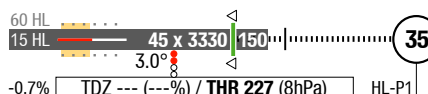
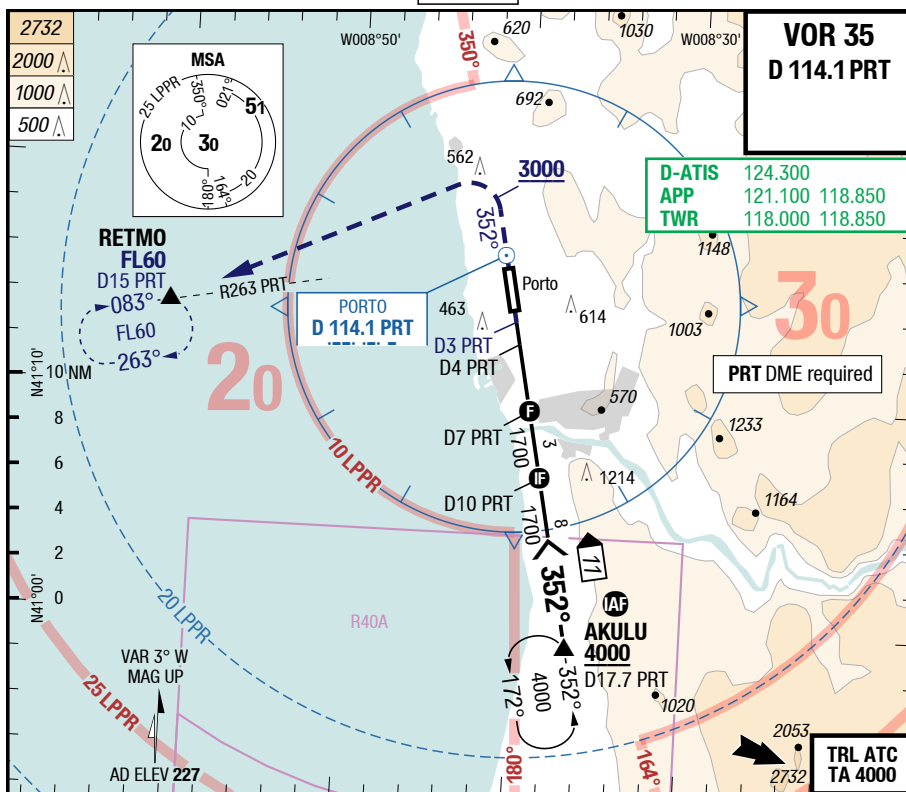
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IAC

7-60

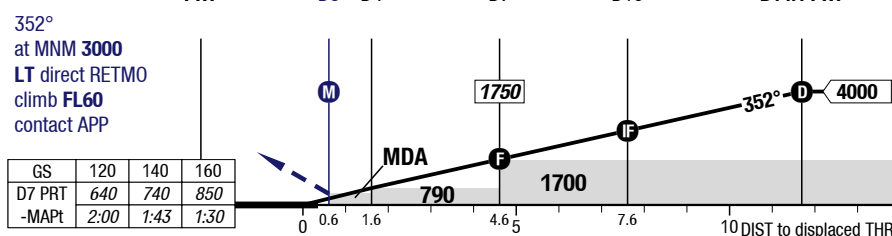
VOR 35



| | | | | | | |
|------|------|------|------|------|------|----------------|
| 5 | 6 | 8 | 9 | 12 | 14.1 | 3.00° D PRT |
| 1110 | 1430 | 2070 | 2390 | 3340 | 4000 | |

PRT D3 D4 D7 D10 D14.1 PRT

352°
at MNM 3000
LT direct RETMO
climb FL60
contact APP



| 35 | | VOR DME | | | Circling W of RWY only | Circling E of RWY only |
|-----------|-----------------|-------------------------|--|--|----------------------------------|----------------------------------|
| C | ft - m/km ft | 380 - 1.0 600 | | | 730 - 2.4V 950 | 1060 - 2.4V 1280 |
| D | ft - m/km ft | 380 - 1.0 600 | | | 730 - 3.6V 950 | 1060 - 3.6V 1280 |

Changes: MISAP, Profile, MEA, MISAP text

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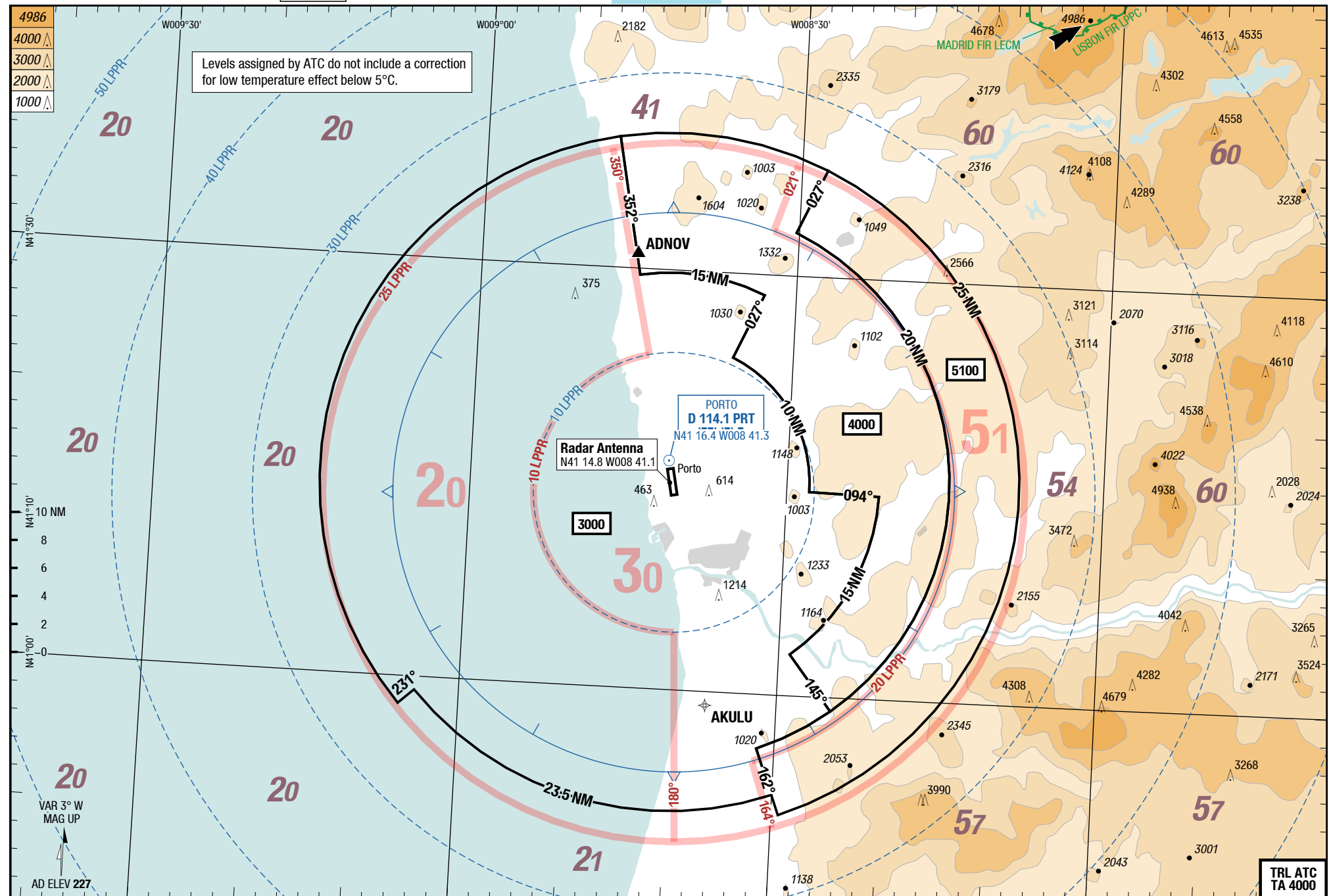
NIL
MRC

MRC

MRC

NIL
MRC

8-10



Changes: RADAR SECT, Editorial

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